LETTING DATE AUG. 16, 2016

GRADING NHSX-100-1(39)--3H-57

LINN Co.

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
LINN COUNTY
GRADING

IN CEDAR RAPIDS FROM US-30 TO NORTH OF RELOCATED 16TH AVENUE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

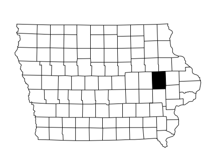
Value Engineering Saves. Refer to Article 1105.15 of the Specifications.

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
811 Know what's below. Call before you dig.

REVISIONS

	TOTAL 713
PROJECT IDENTIFICATION NUMBER	
99-57-100-020-01	
PROJECT NUMBER	
NHSX-100-1(39)--3H-57	
R.O.W. PROJECT NUMBER	
NHSN-100-1(40)--2R-57	

INDEX OF SHEETS



For Project Location Map Refer to Sheet A.2

DESIGN DATA RURAL

2005	AADT	0	V.P.D.
2040	AADT	11500	V.P.D.
2040	DHV	1155	V.P.H.
TRUCKS		10	%
Total Design ESALs		TBD	

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	Sirpa Hall	Primary Signature Block

ROADWAY DESIGN

LICENSED PROFESSIONAL ENGINEER Sirpa H. Hall 15616 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 ______ Date ______

Sirpa H. Hall, P.E.
Printed or Typed Name

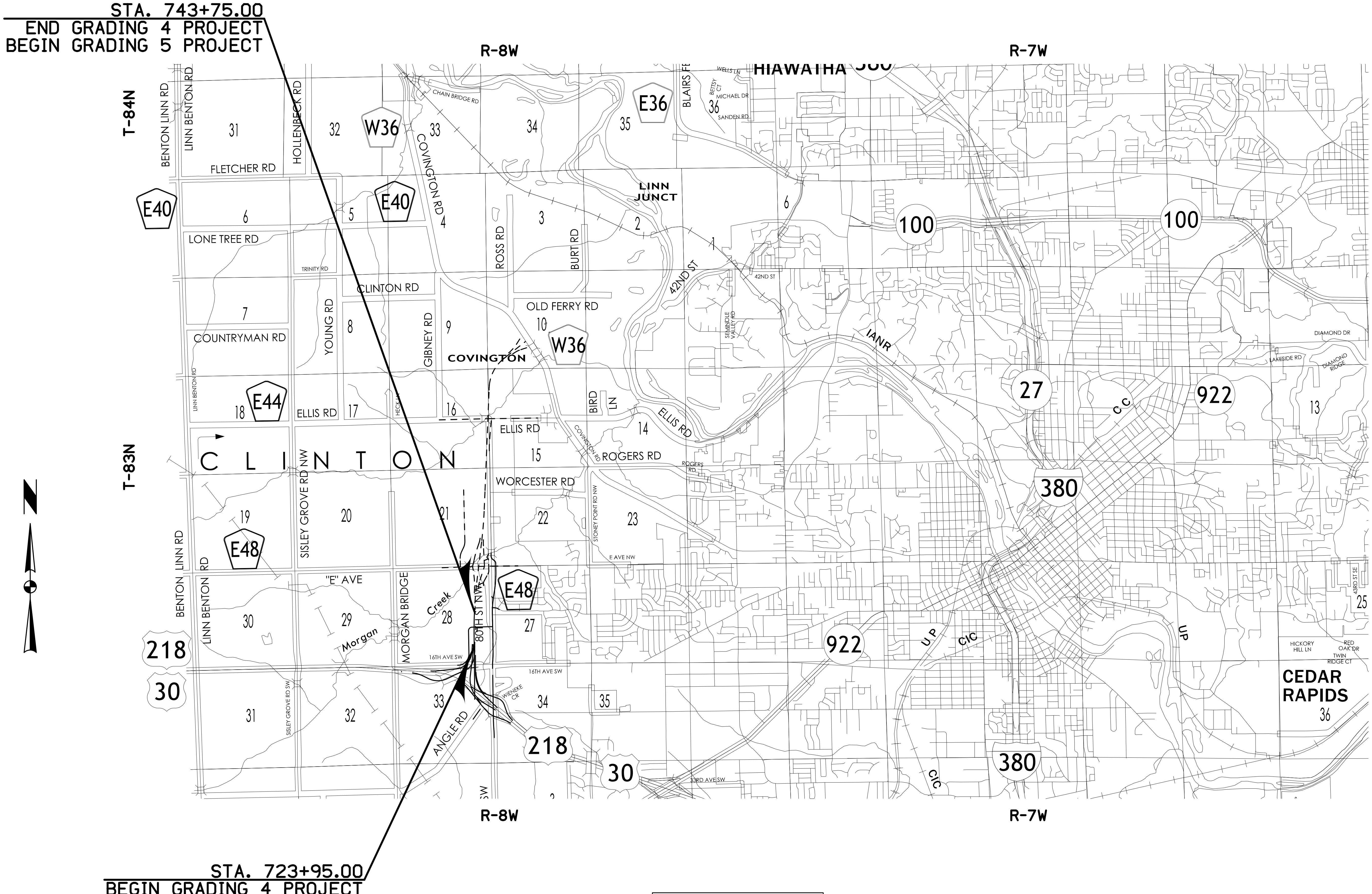
My license renewal date is December 31, 2016

Pages or sheets covered by this seal: ______

PRELIMINARY PLANS

Subject to change by final design.

U04 UTILITY SUBMITTAL
DATE: DECEMBER 3, 2015



LOCATION MAP SCALE

0 Ø.5 1 1.5

Miles

Location Map

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	A.2

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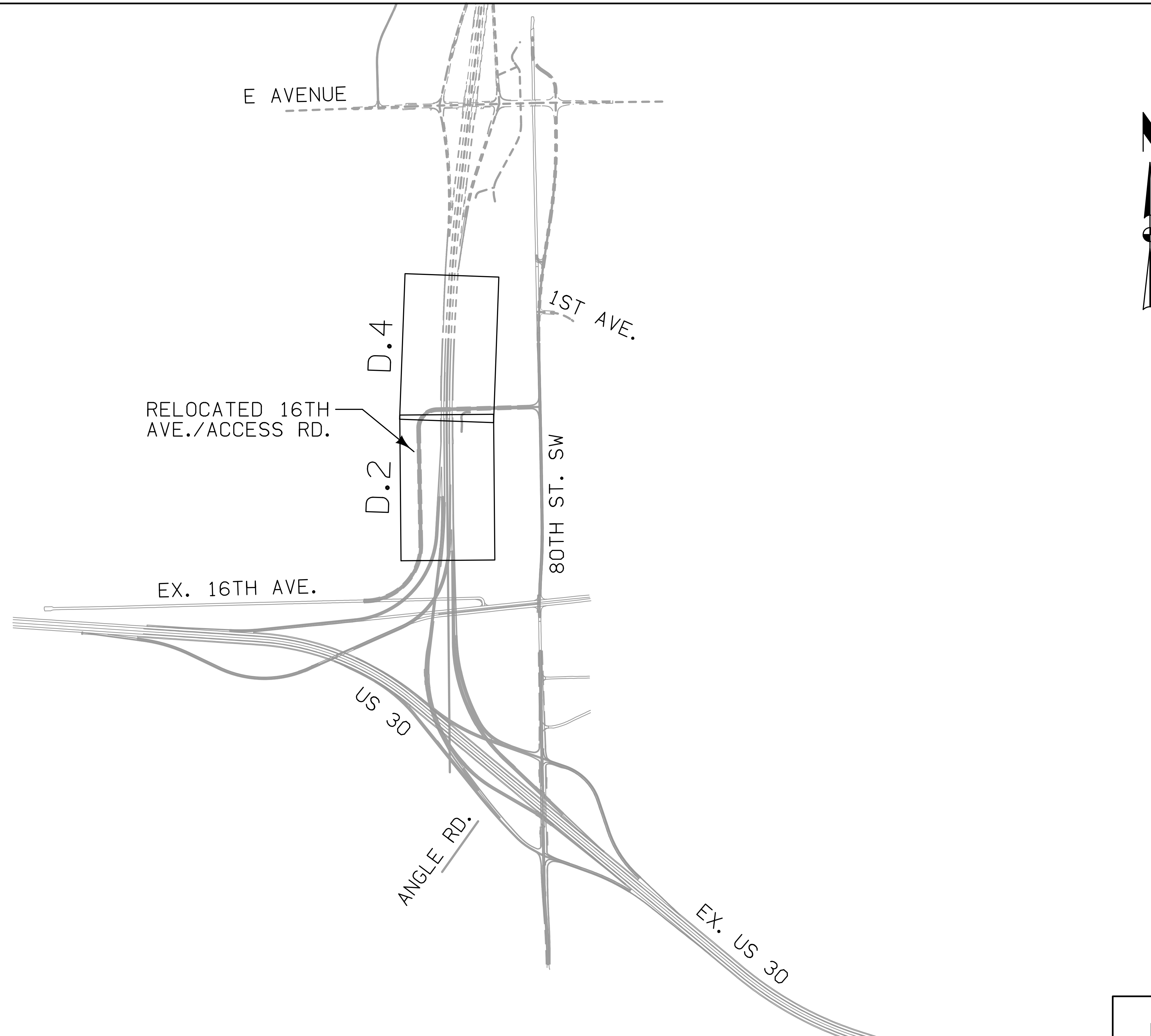

MAINLINE IA 100

Project Key Maps

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT\CH2MHILL**		**LINN** COUNTY	PROJECT NUMBER **NHSX-100-1(39)--3H-57**	SHEET NUMBER **A.3**

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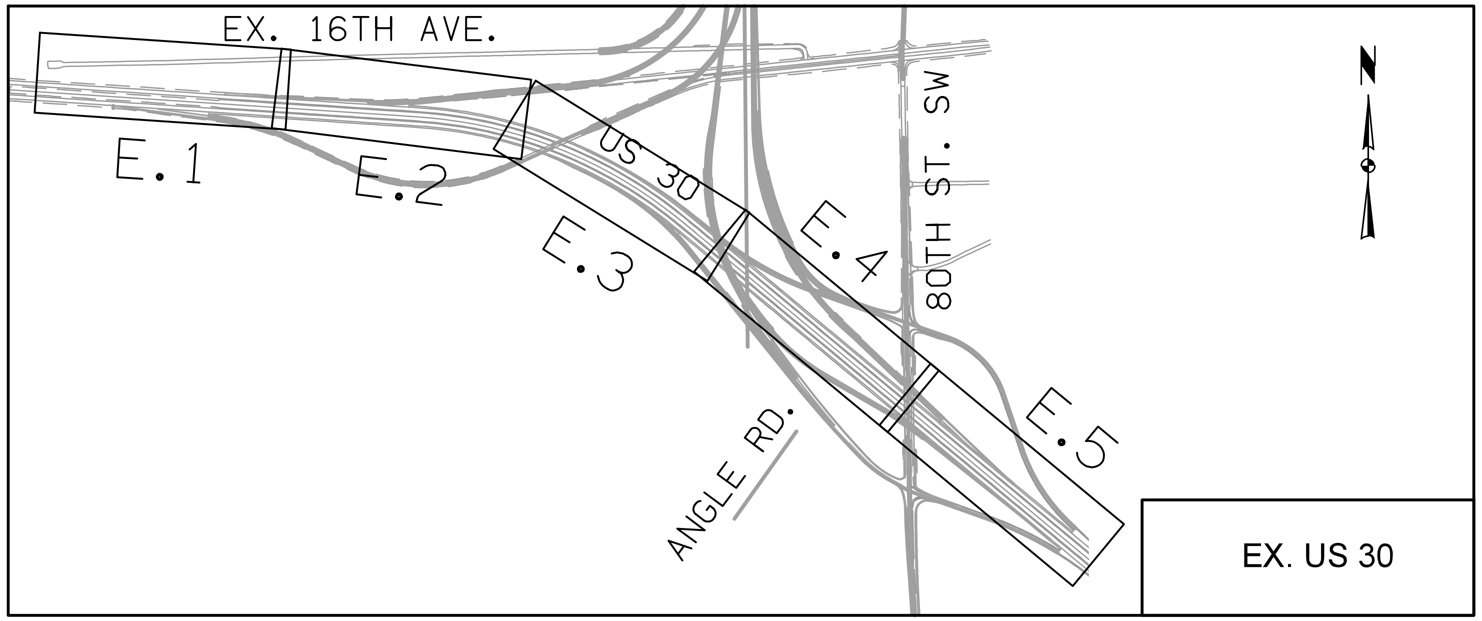

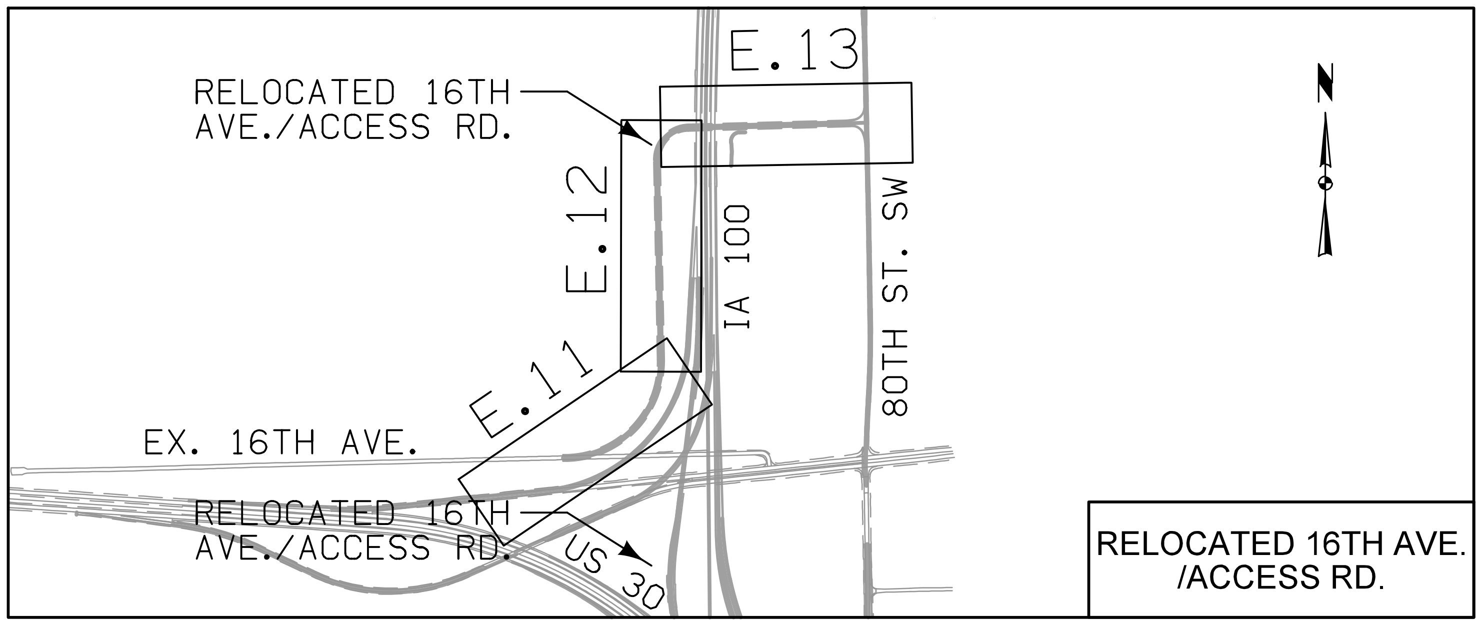

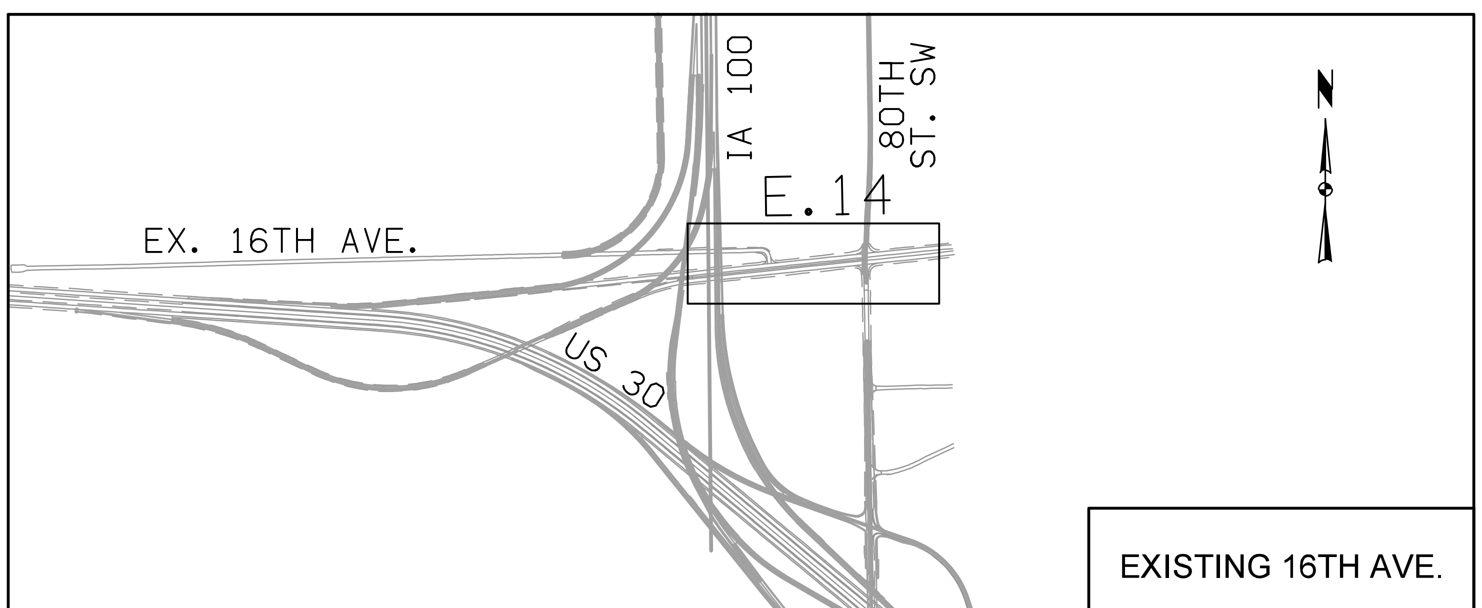

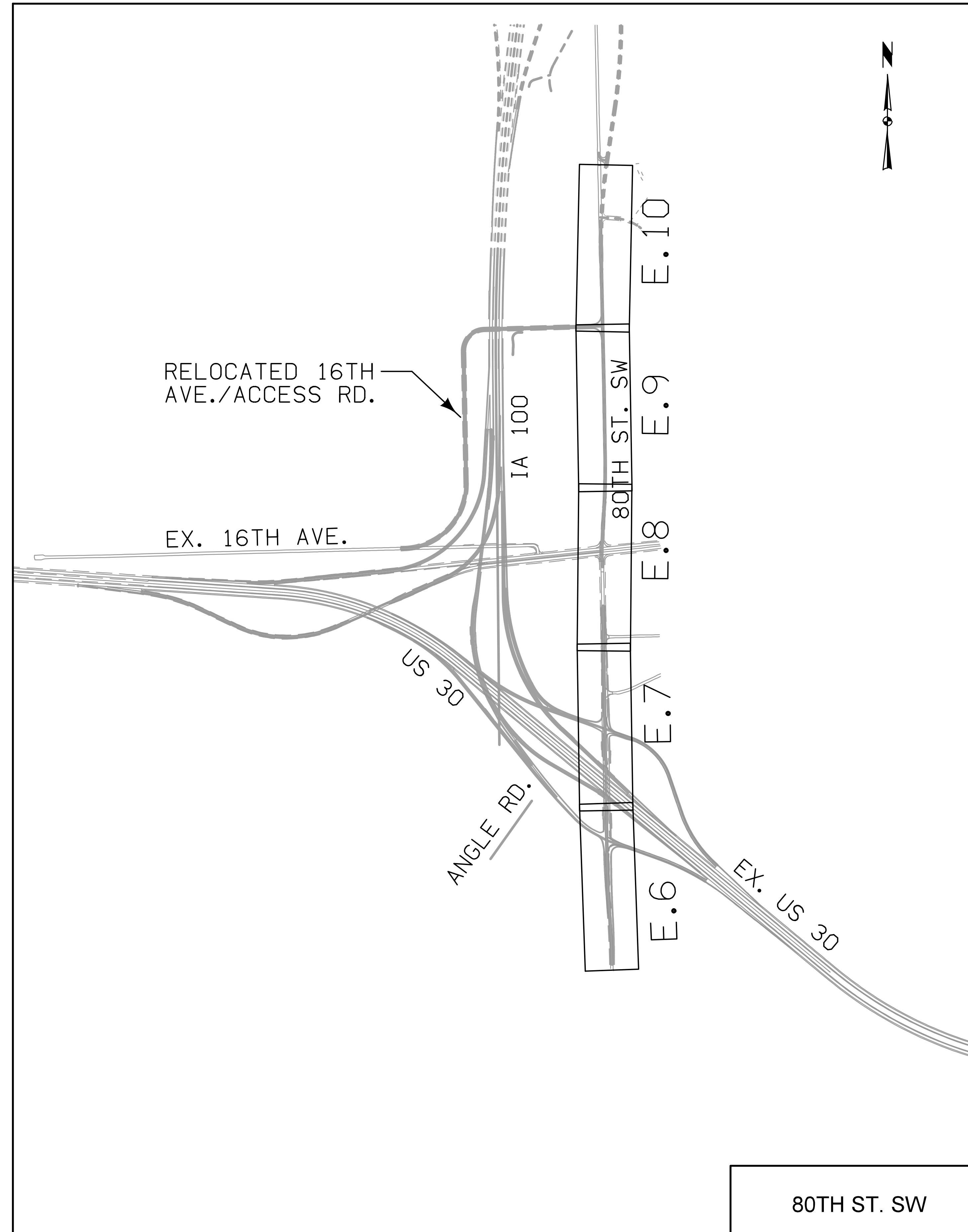

Project Key Maps

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER A.4

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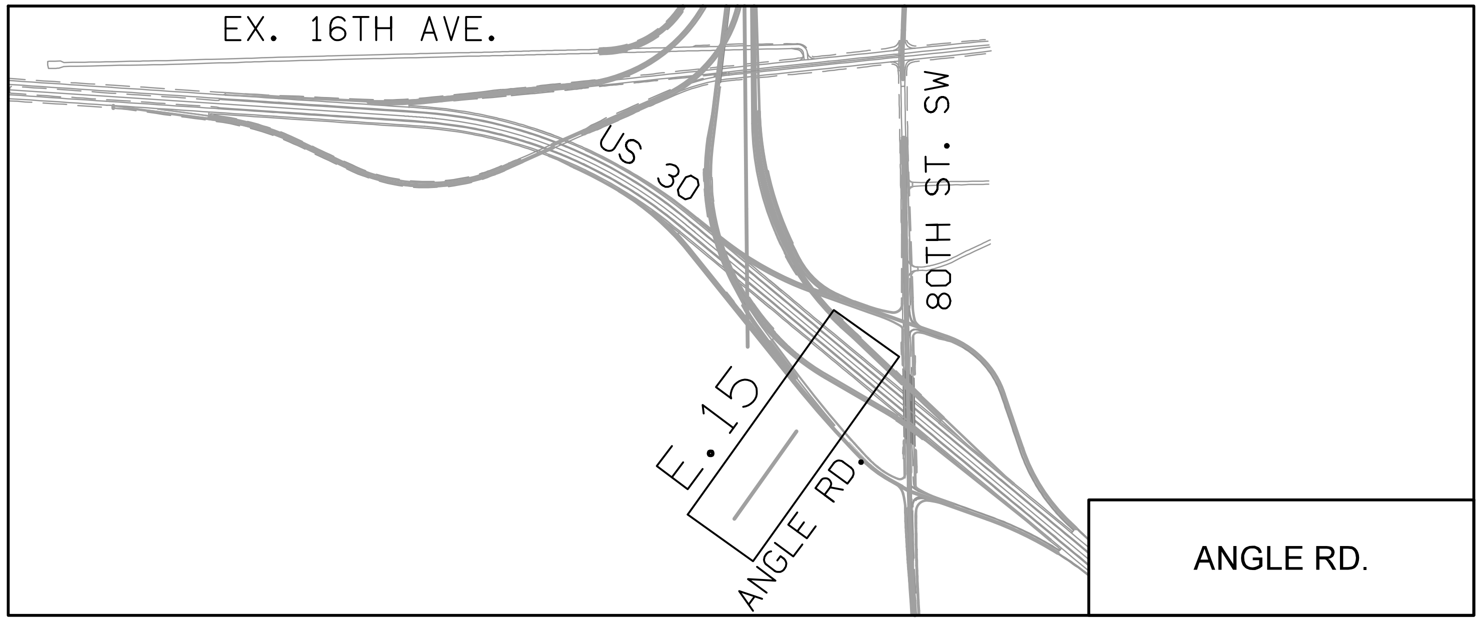

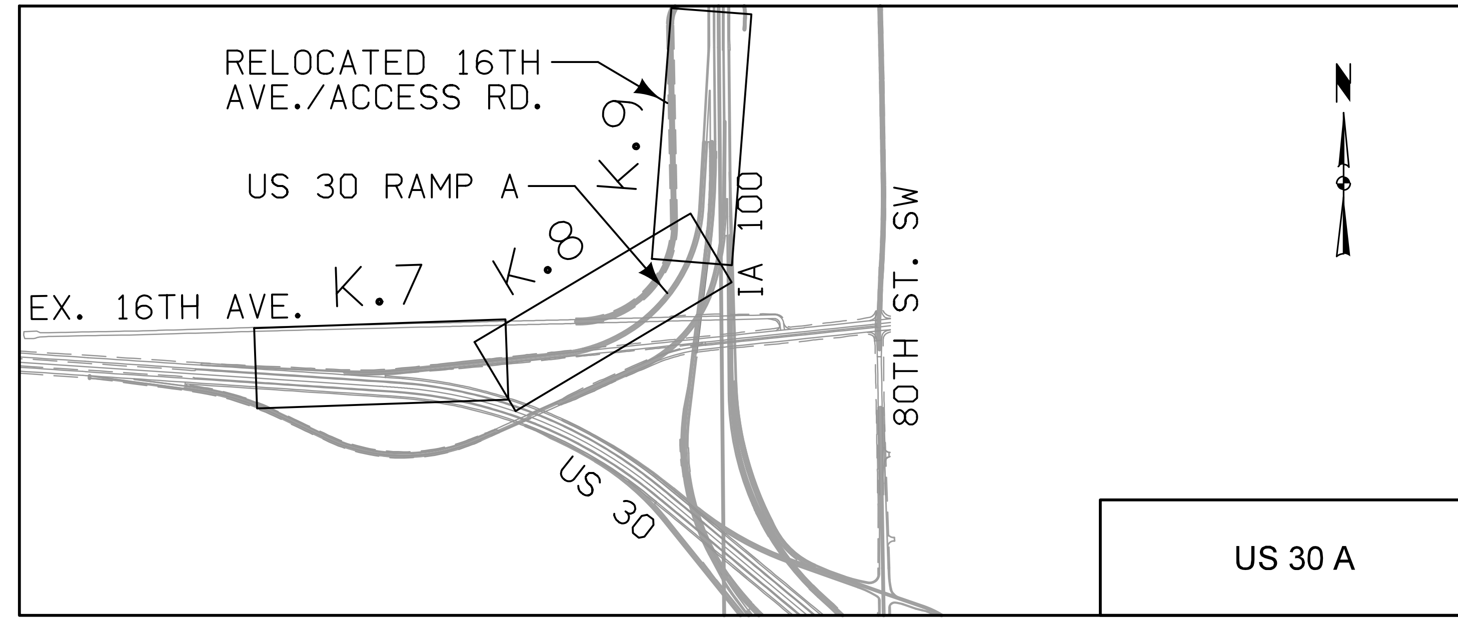

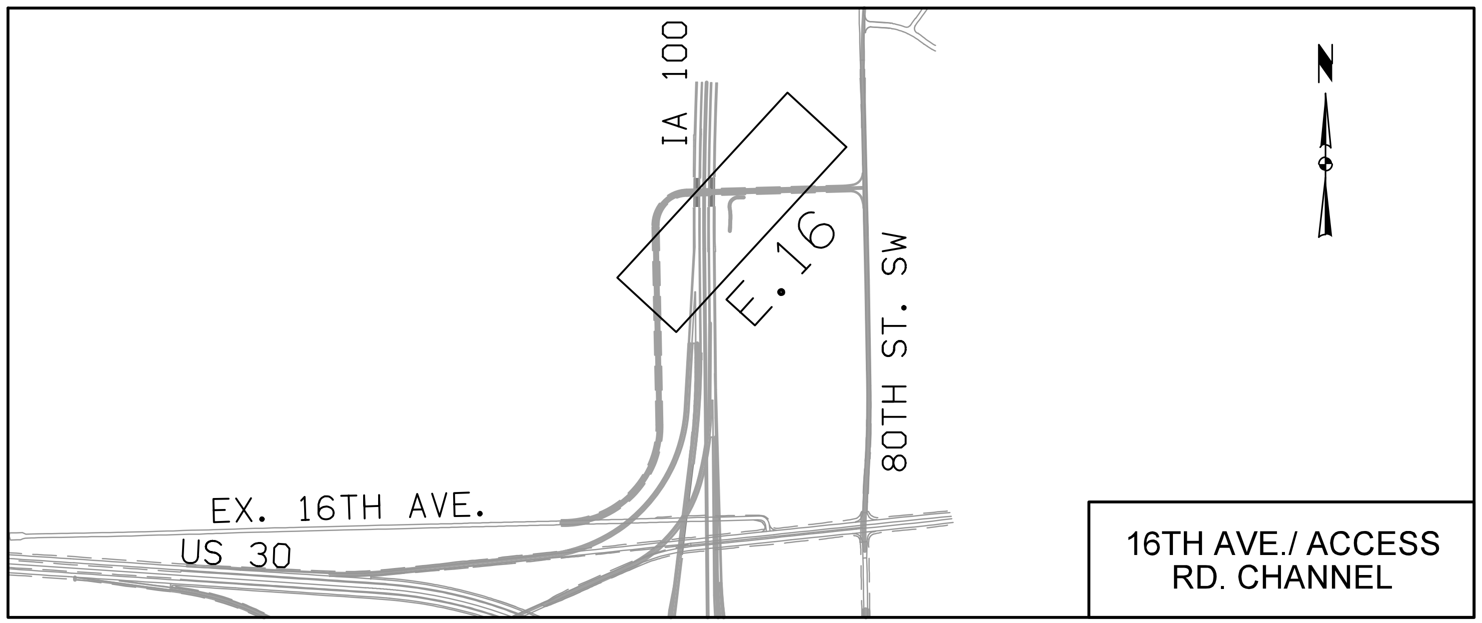

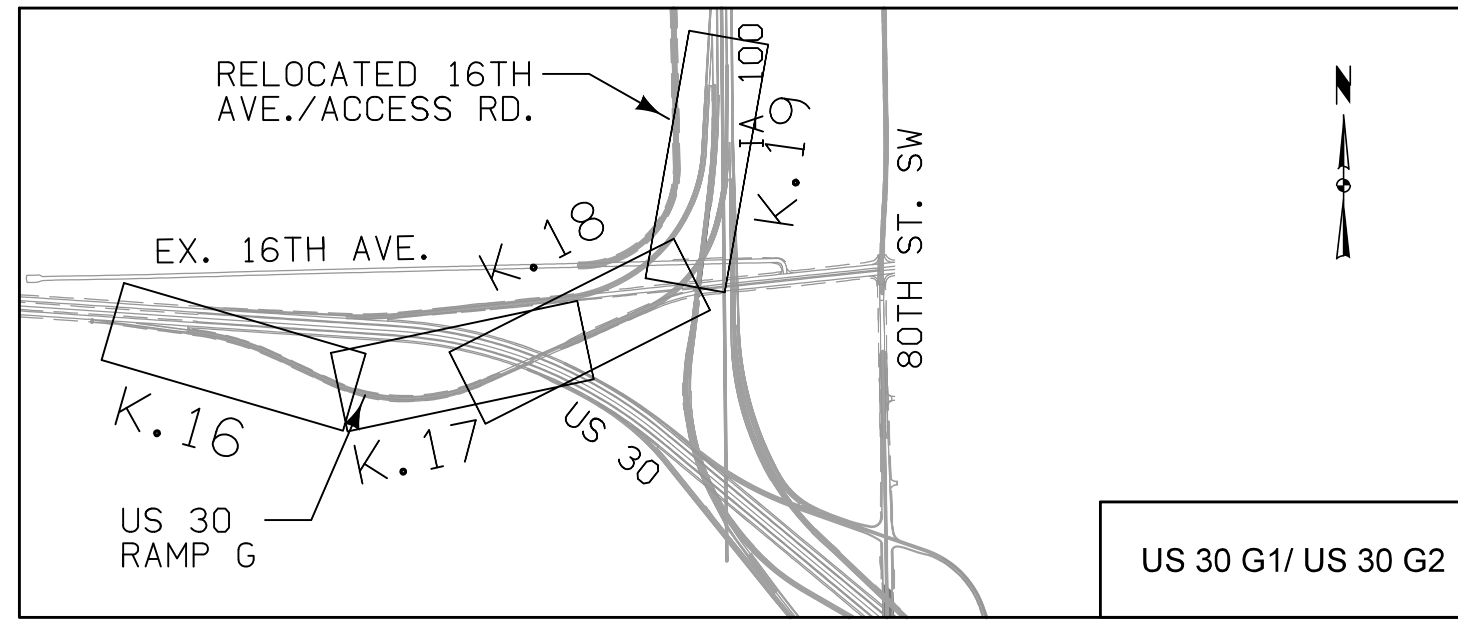

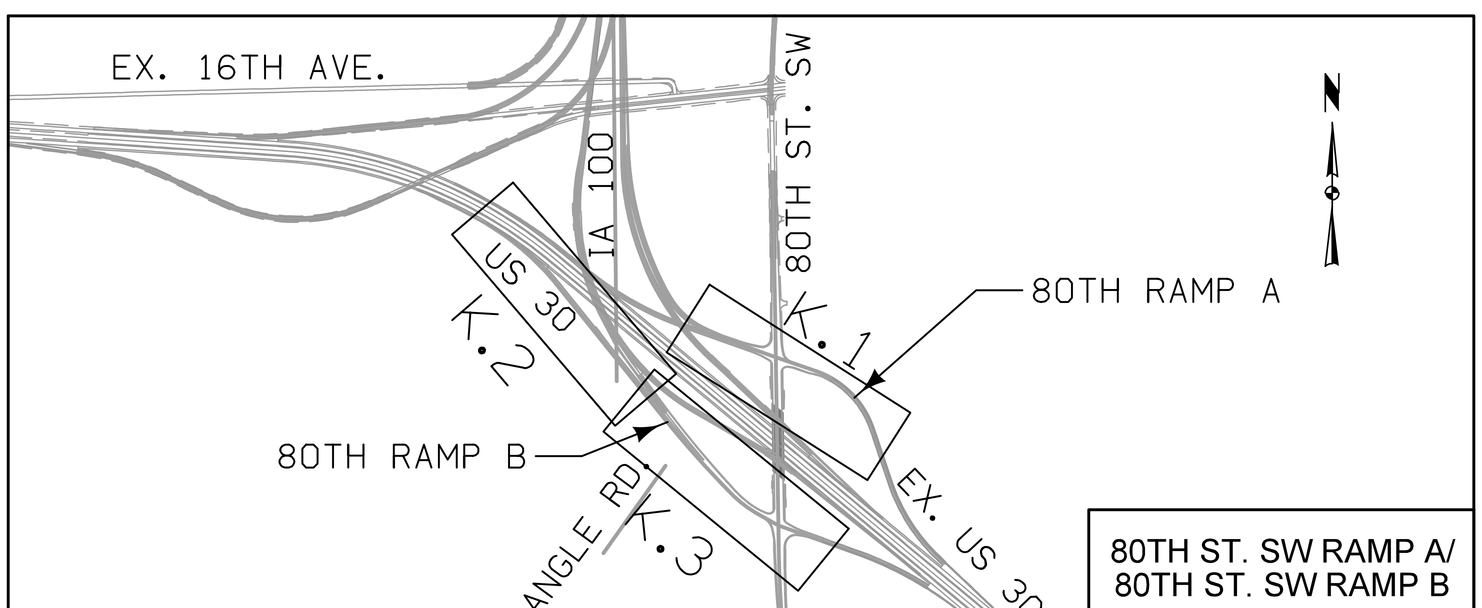

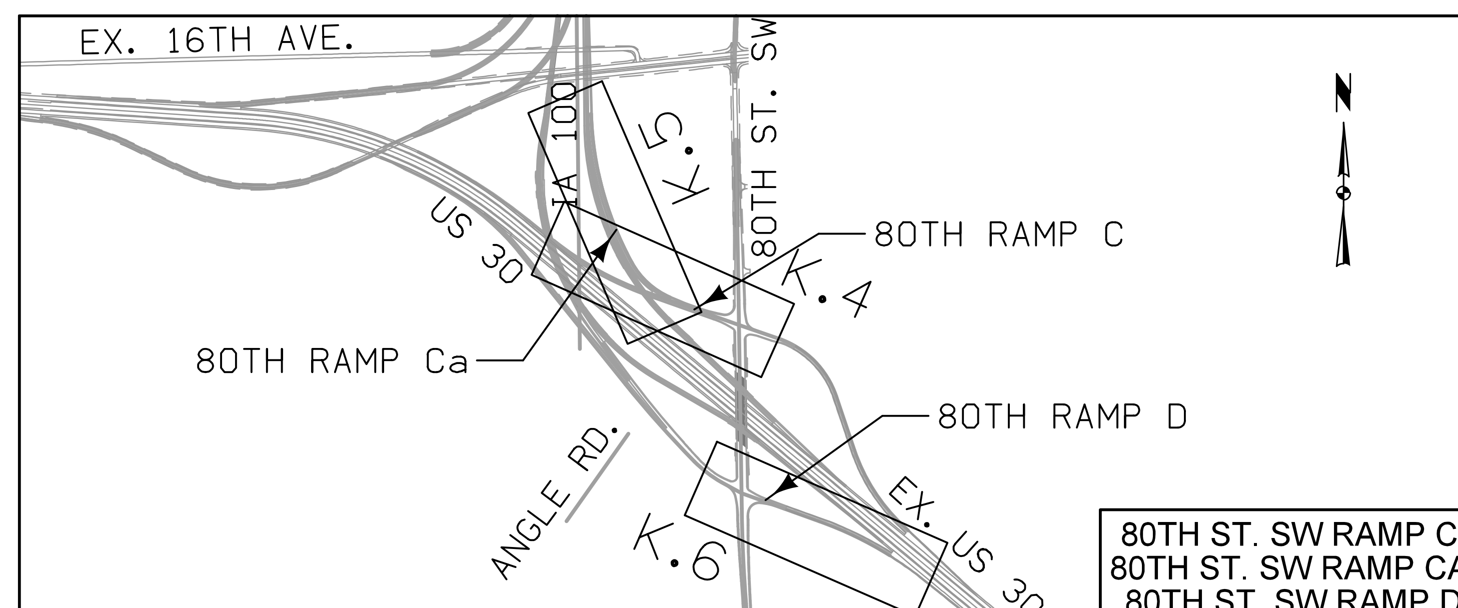

Project Key Maps

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER A.5

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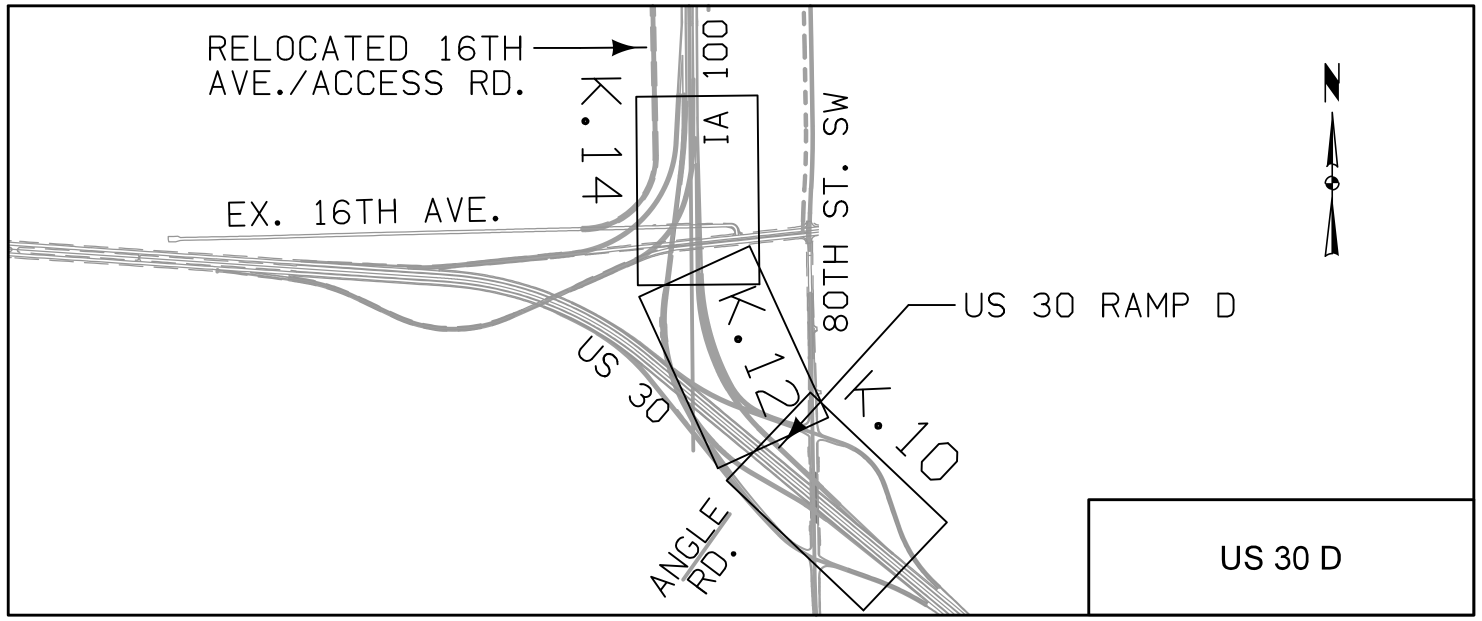
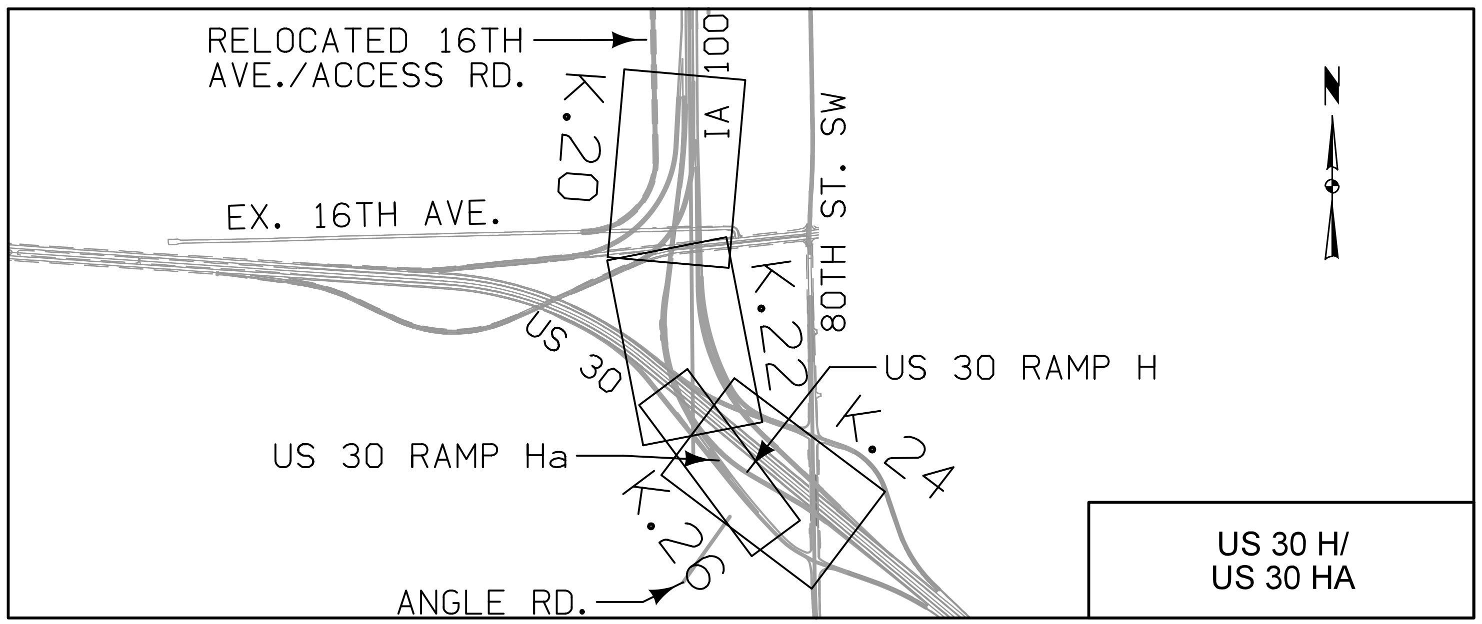
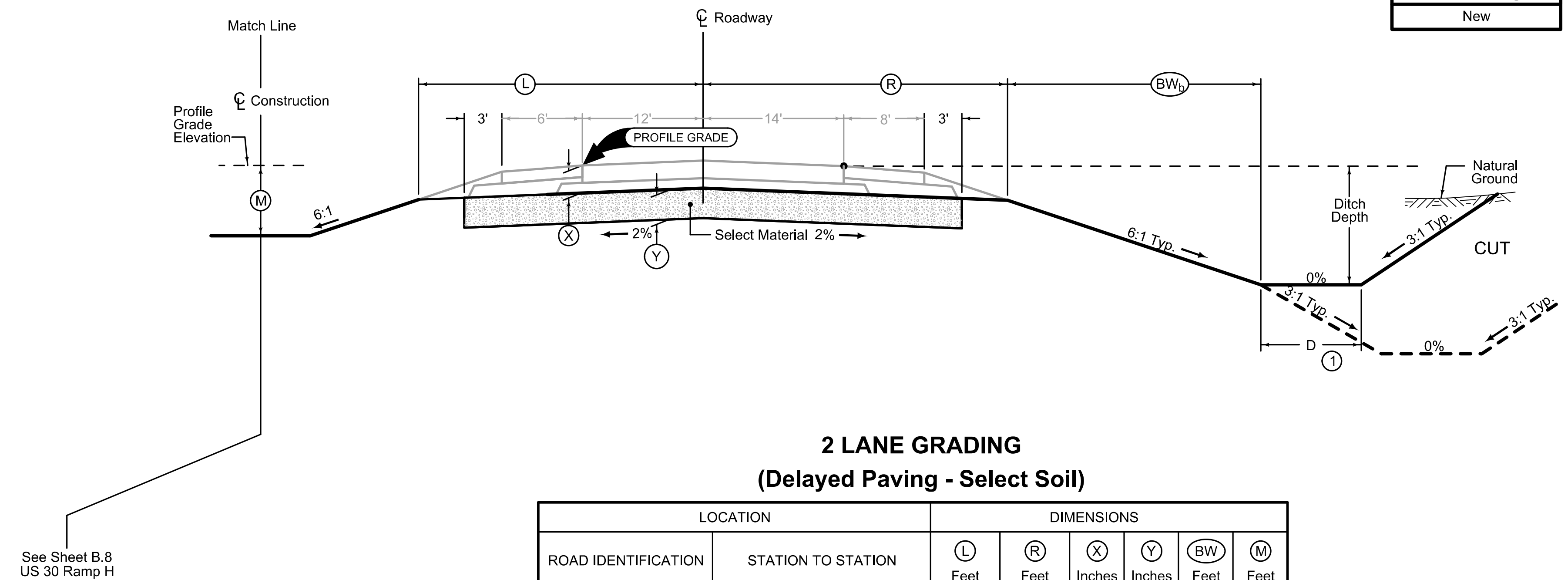




Project Key Maps

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER A.6

Rural Grading
New



2 LANE GRADING
(Delayed Paving - Select Soil)

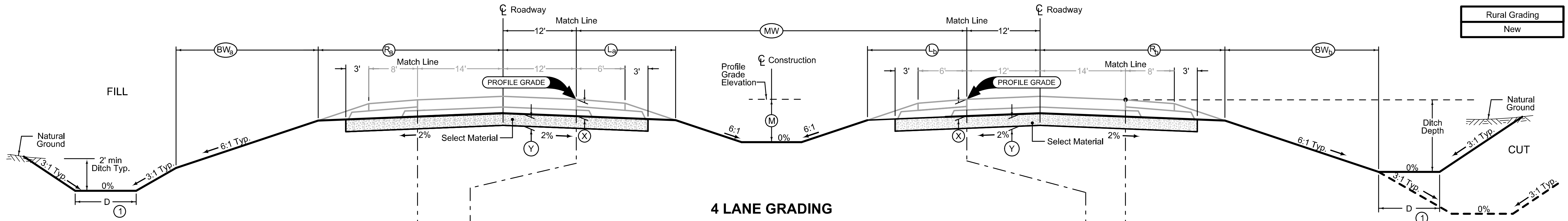
LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		L Feet	R Feet	X Inches	Y Inches	BW Feet	M Feet
IA 100 Eastbound	723+95.00	725+59.33	33.3-31.5	37.3-30	16	30	14-12	4
IA 100 Eastbound	725+59.33	727+50.00	31.5-28.4	30	16	30	12	4

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, foreslopes, and backslopes.

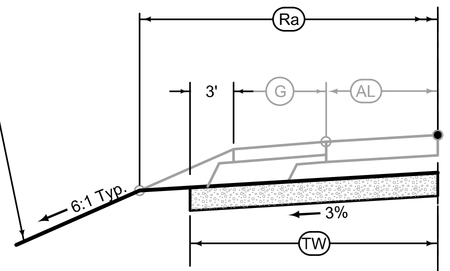
1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

Rural Grading
New



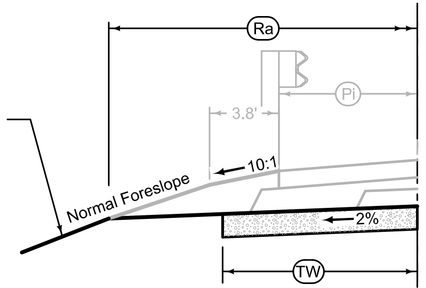
4 LANE GRADING
(Delayed Paving - Select Soil)

LOCATION			DIMENSIONS									
ROAD IDENTIFICATION	STATION TO STATION		L_a Feet	L_b Feet	R_a Feet	R_b Feet	X Inches	Y Inches	BW_a Feet	BW_b Feet	MW Feet	M Feet
IA 100	727+50.00	728+75.00	26.3	28.3-26.3	30	30	16	30	12	12	62-64	4
IA100	728+75.00	736+00.24	26.3	26.3	30	30	16	30	12	12	64	4
IA100	737+82.24	743+75.00	26.3	26.3	30	30	16	30	12	12	64	4



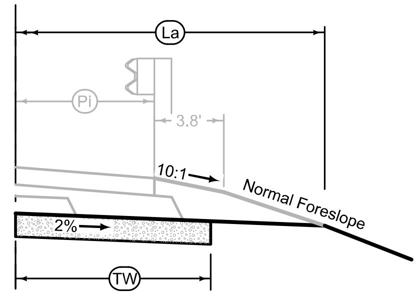
Auxiliary Lane Grading

LOCATION		DIMENSIONS	
BEGIN STATION	END STATION	Ra Feet	TW Feet
727+50.00	733+50.00	69.3-30	49-11



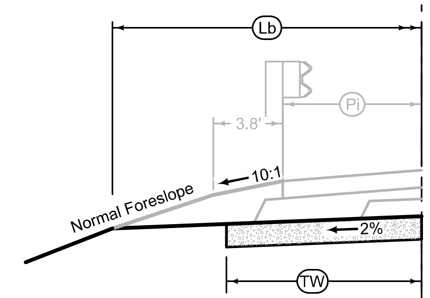
Partial Depth PCC Shoulder at Guardrail

LOCATION		DIMENSIONS	
STATION TO STATION		Ra Feet	TW Feet
737+87.46	740+46.84	31-32.7	12.7-14.4
740+46.84	740+73.73	32.7-30	14.4-11



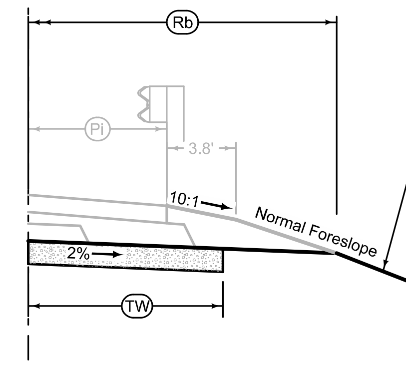
Partial Depth PCC Shoulder at Median Guardrail

LOCATION		DIMENSIONS	
STATION TO STATION		La Feet	TW Feet
737+87.65	740+84.98	30.4-30.5	10.6-11.8
740+84.98	741+09.71	30.5-26.3	11.8-9



Partial Depth PCC Shoulder at Median Guardrail

LOCATION		DIMENSIONS	
STATION TO STATION		Lb Feet	TW Feet
732+94.11	733+21.64	26.3-31.0	9-12.5
733+21.64	735+94.61	31.0-28.9	12.5-10.7



Partial Depth PCC Shoulder at Guardrail

LOCATION		DIMENSIONS	
STATION TO STATION		Rb Feet	TW Feet
732+96.16	733+20.98	30-34.2	11-13.9
733+20.98	735+94.41	34.2-31.6	13.9-12.5

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, foreslopes, and backslopes.

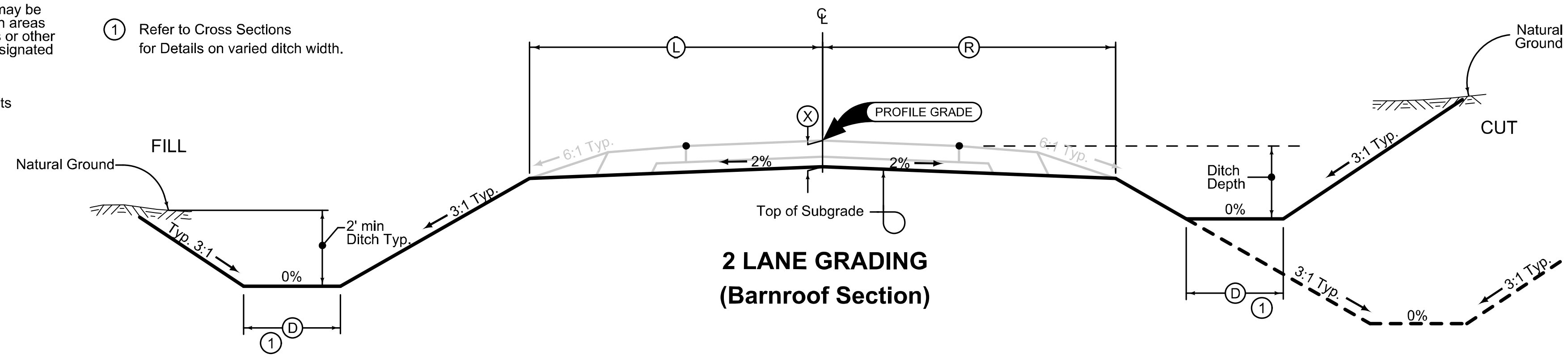
1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

2_Grade_BR
Modified

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, foreslopes, and backslopes.

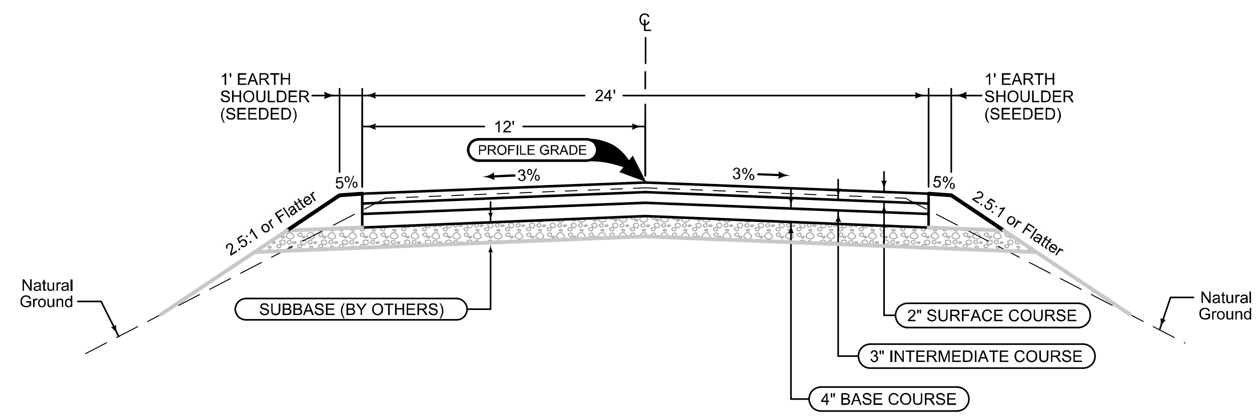
1 Refer to Cross Sections for Details on varied ditch width.



2 LANE GRADING
(Barnroof Section)

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		L Feet	R Feet	X Inches
16th Access	2099+74.40	2099+78.40	33.1-31	30.7-27.1	14
16th Access	2099+78.40	2099+85.00	31-27.1	27.1	14
16th Access	2099+85.00	2135+94.84	27.1	27.1	14

Resurface
New



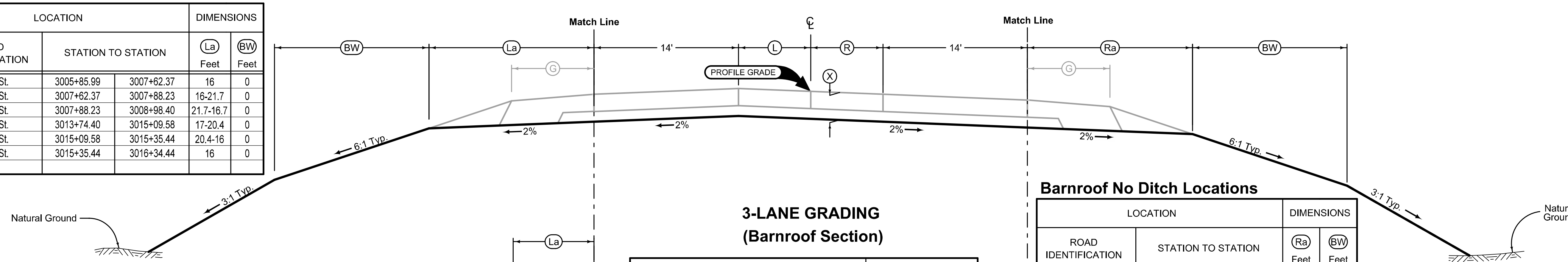
GRADING AND HMA RESURFACING

LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
80th St.	3033+91.19	3061+00.00

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.

3_Grade_BR
Modified



3-LANE GRADING
(Barnroof Section)

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches
80th St.	2994+19.00	3000+19.00	0	0-12	14
80th St.	3000+19.00	3004+19.00	0-8	12-20	14
80th St.	3004+19.00	3008+98.41	8	20	14
80th St.	3013+13.99	3017+90.00	8	20	14
80th St.	3017+90.00	3021+90.00	8-0	20-12	14
80th St.	3021+90.00	3027+90.00	0	12-0	14

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, foreslopes, and backslopes.

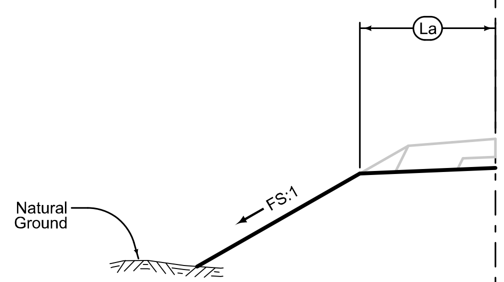
(1) Typical 5' Ditch Width. Refer to Cross Sections for ditch width details.

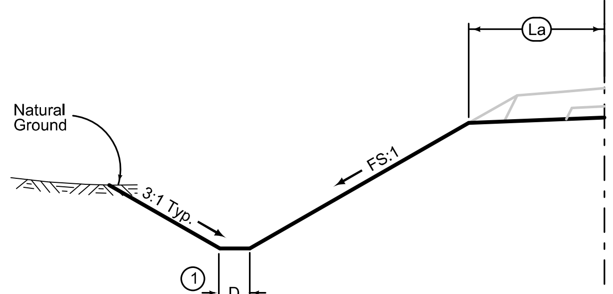
Barnroof No Ditch Locations

LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		(La) Feet	(BW) Feet
80th St.	3005+85.99	3007+62.37	16	0
80th St.	3007+62.37	3007+88.23	16-21.7	0
80th St.	3007+88.23	3008+98.40	21.7-16.7	0
80th St.	3013+74.40	3015+09.58	17-20.4	0
80th St.	3015+09.58	3015+35.44	20.4-16	0
80th St.	3015+35.44	3016+34.44	16	0

No Ditch Locations

LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		(La) Feet	FS
80th St.	2994+19.00	2994+25.00	7.5-8.3	3-3.2
80th St.	2999+00.00	3001+75.00	13.1	4
80th St.	3004+25.00	3005+85.99	13.1	4
80th St.	3016+34.44	3021+40.00	11.7	3
80th St.	3021+40.00	3027+90.00	Varies	Varies



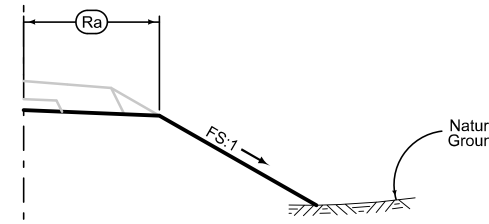


Toe Ditch Locations

LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		(La) Feet	FS
80th St.	2994+25.00	2994+70.00	8.3-13.1	3-4
80th St.	2994+70.00	2999+00.00	13.1	4
80th St.	3001+75.00	3004+25.00	13.1	4

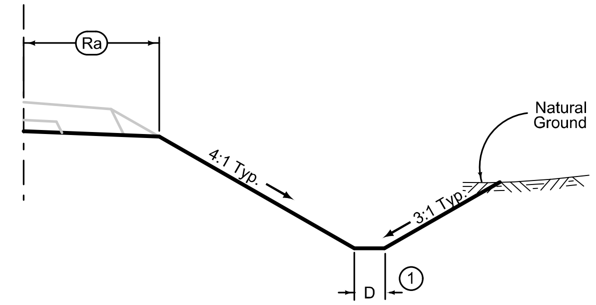
Barnroof No Ditch Locations

LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		(Ra) Feet	(BW) Feet
80th St.	3005+85.99	3006+76.96	16	0
80th St.	3006+76.96	3007+02.82	16-20.4	0
80th St.	3007+02.82	3008+37.99	20.4-16.7	0
80th St.	3013+13.99	3014+24.16	17-21.7	0
80th St.	3014+24.16	3014+50.03	21.7-16	0
80th St.	3014+50.03	3016+34.44	16	0



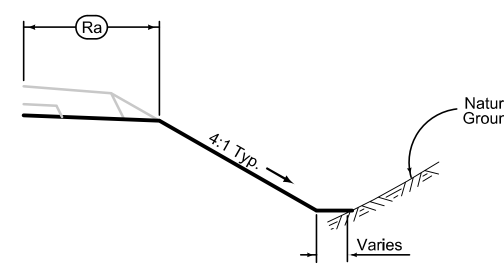
No Ditch Locations

LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		(Ra) Feet	FS
80th St.	2994+19.00	2994+69.00	8.3-12.6	3-4
80th St.	3002+25.00	3003+75.00	13.1	4
80th St.	3002+25.00	3005+85.99	13.1	4
80th St.	3016+34.44	3024+15.00	11.7	3
80th St.	3021+15.00	3027+90.00	Varies	Varies



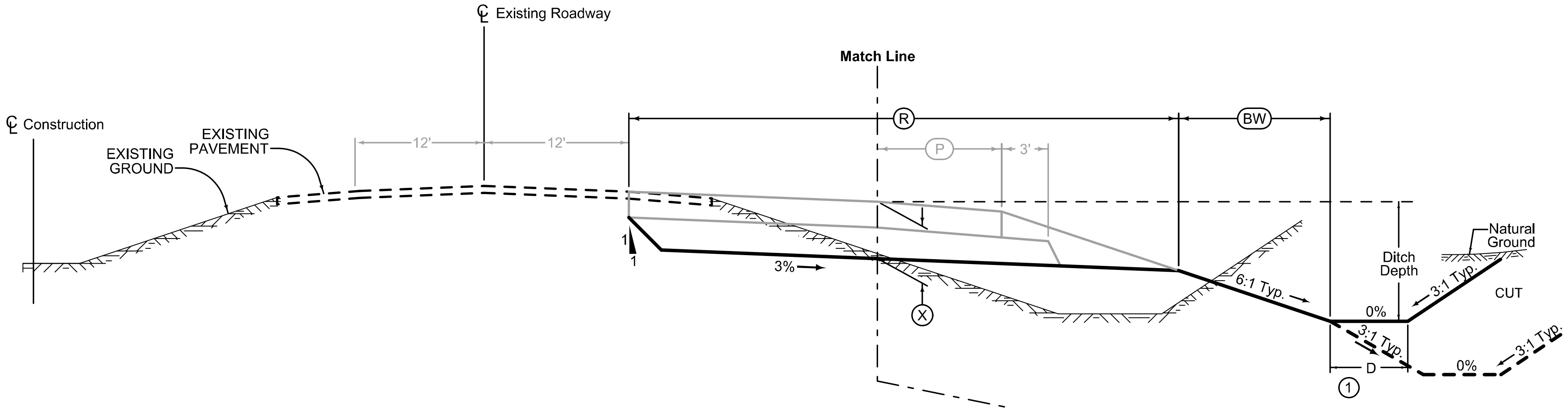
Toe Ditch Locations

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		(Ra) Feet
80th St.	2994+75.00	2999+75.00	13.1
80th St.	2998+00.00	3002+25.00	13.1
80th St.	3001+35.00	3002+25.00	13.1
80th St.	3003+75.00	3005+85.99	13.1



Toe Ditch Locations with Existing Backslope

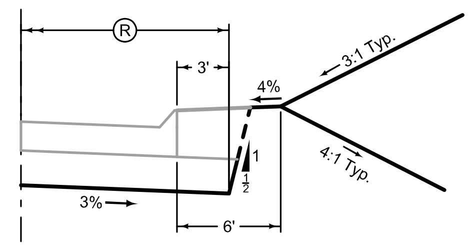
LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		(Ra) Feet
80th St.	2994+50.00	2994+69.00	12.6-13.1
80th St.	2994+69.00	2994+75.00	13.1
80th St.	2999+75.00	3001+35.00	13.1



GRADING FOR RAMP TAPER AT EXISTING ROADWAY

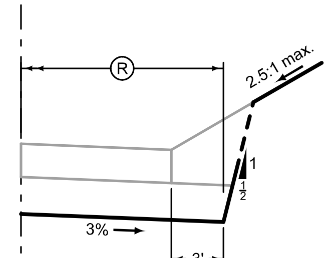
Section shown in the direction of traffic.

LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	X Inches	BW Feet
EX. US 30	80B	1376+50.00	1386+19.33	24.9-55.5	22	0-16.2
EX. US 30	80C	1378+50.00	1390+79.99	22.8-59.6	22	4.6-13.5
EX. US 30	US30D	1406+25.00	1412+25.00	58.7-29.6	22	11-0.5
EX. US 30	US30H	1403+95.00	1416+25.00	46.5-17	22	Varies



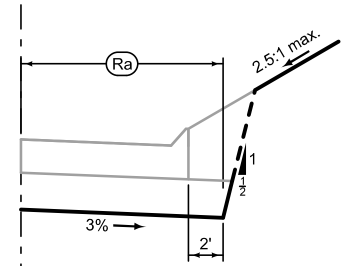
Curbed Shoulder Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
EX. US 30	80B	1383+00.00	1386+00.00	22.6-46.9



Dropped Curbed Shoulder Grading at Bridge Berm

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
EX. US 30	US30H	1403+95.00	1404+54.99	46.5-44.7
EX. US 30	US30H	1405+65.16	1406+29.17	35.9-28.7



Curbed Shoulder Grading at Bridge Berm

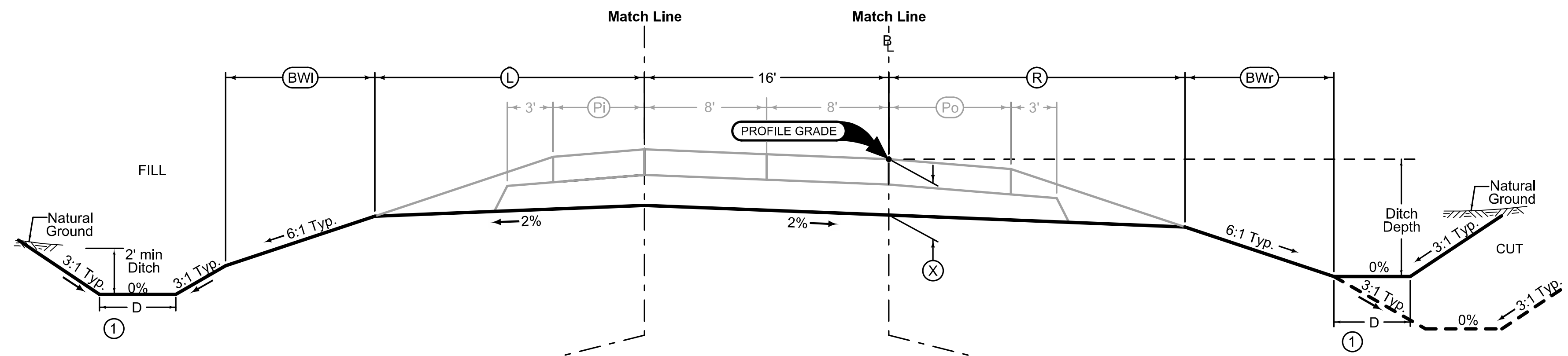
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
EX. US 30	US30H	1404+54.99	1405+65.16	44.7-35.9

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

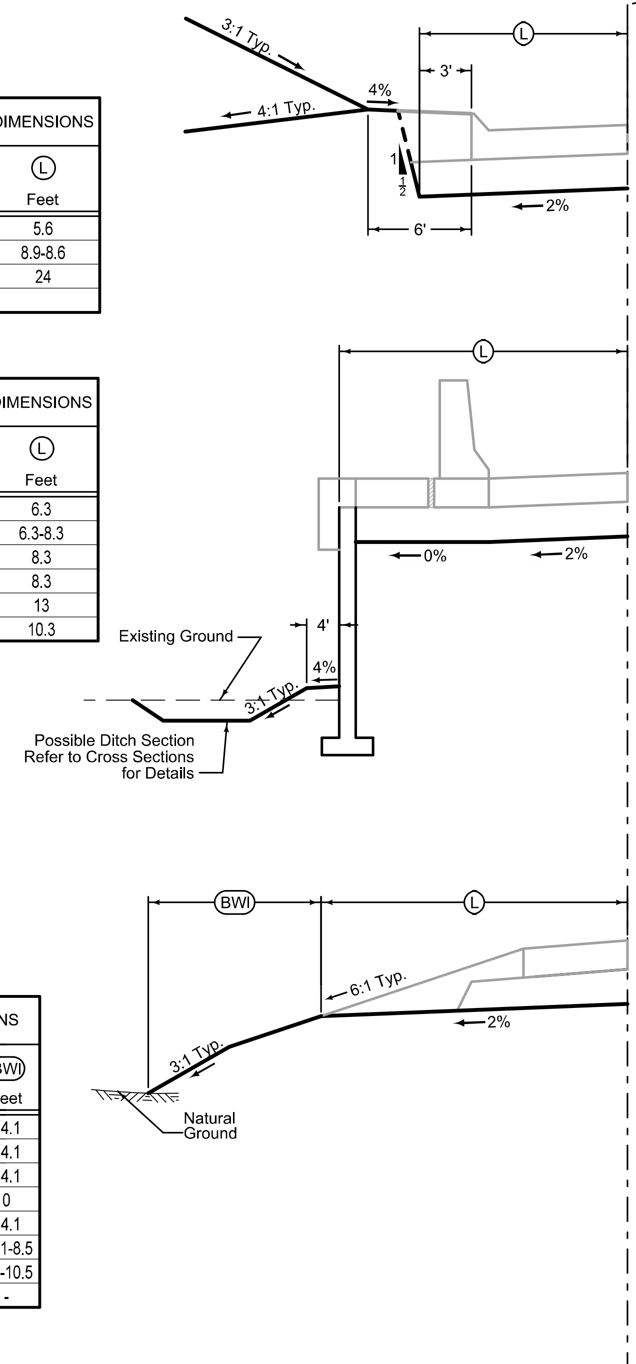
1R_Grade
Modified



1 LANE RAMP GRADING - SHEET 1 OF 2

Section shown in the direction of traffic.

LOCATION				DIMS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		X Inches
80th St.	A	10503+80.00	10504+50.00	22
80th St.	B	12386+16.99	12402+98.82	22
80th St.	C	13390+78.65	13397+61.58	22
80th St.	Ca	16700+67.82	16711+26.52	22
80th St.	D	19508+70.50	19511+25.00	22
US 30	A	11698+74.32	11727+50.00	22
US 30	D	14689+21.71	14698+46.19	22
US 30	D	14702+56.67	14721+64.73	22
US 30	G1	17681+30.64	17701+91.44	22
US 30	H	18688+17.49	18699+70.58	22
US 30	H	18712+50.00	18714+29.13	22
US 30	H	18719+83.05	18721+50.00	22
US 30	Ha	15694+51.46	15697+27.33	22



Curbed Shoulder Grading

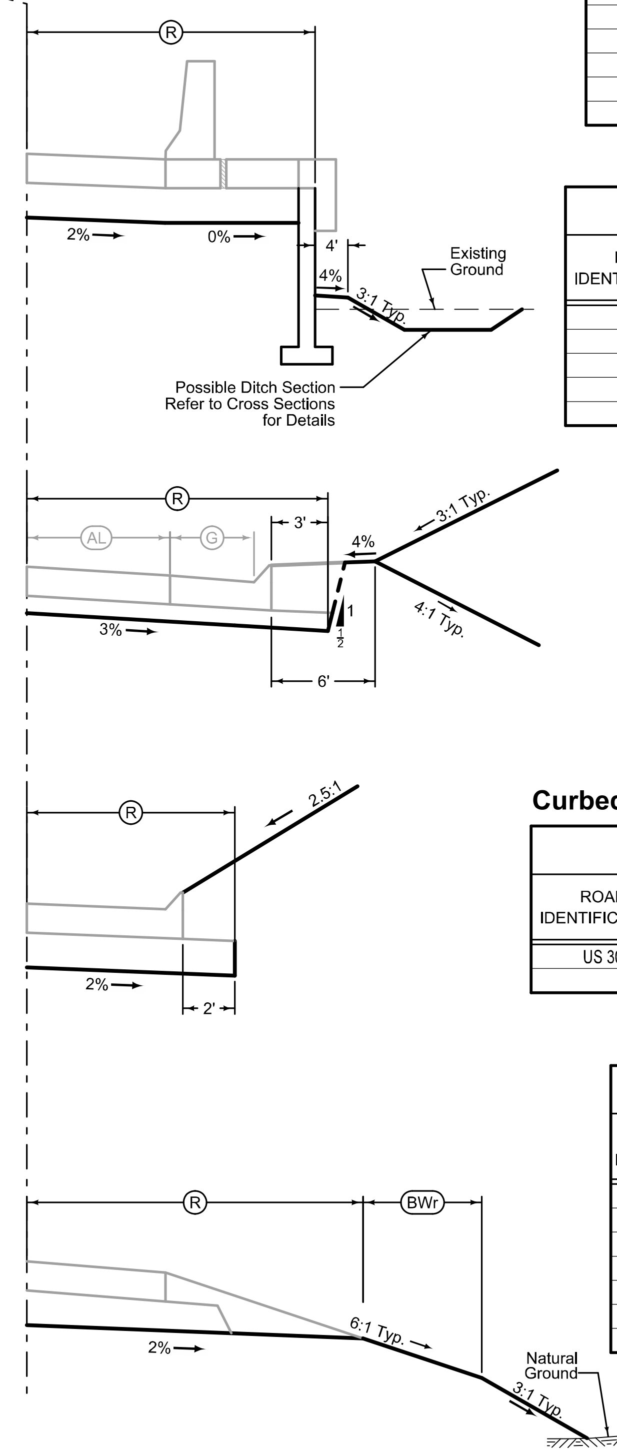
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet
80th St.	B	12396+95.00	12397+75.00	5.6
80th St.	Ca	16710+50.00	16711+26.52	8.9-8.6
US 30	A	11720+00.00	11727+50.00	24

Retaining Wall Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet
US 30	D	14692+55.00	14696+75.00	6.3
US 30	D	14696+75.00	14697+75.00	6.3-8.3
US 30	D	14697+75.00	14698+46.21	8.3
US 30	D	14702+56.71	14703+25.00	8.3
US 30	H	18697+75.00	18699+70.58	13
US 30	H	18720+03.26	18721+50.00	10.3

No Ditch Locations with Possible Auxiliary Lane

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	BWl Feet
80th St.	A	10503+80.00	10504+50.00	15.9	14.1
80th St.	D	19508+70.50	19511+25.00	15.9	14.1
US 30	A	11698+74.32	11709+00.00	15.9	14.1
US 30	D	14689+21.71	14691+00.00	9.3-10.5	0
US 30	G1	17681+30.64	17699+34.14	15.9	14.1
US 30	G1	17699+34.14	17699+54.76	15.9-21.5	14.1-8.5
US 30	G1	17699+54.76	17701+54.02	21.5-19.5	8.5-10.5
US 30	Ha	15694+51.46	15697+27.33	15.9	-



Paved Shoulder

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	BWr Feet
80th St.	B	12386+16.99	12390+66.78	17.7	12.3
80th St.	C	13390+78.65	13395+44.72	17.7	12.3
80th St.	Ca	16708+75.00	16711+26.52	20.9	9.1
US 30	A	11709+00.00	11727+50.00	17.7	12.3
US 30	D	14689+21.71	14690+31.79	17.3	12.3
US 30	D	14690+31.79	14691+22.08	17.3-22	12.3-8
US 30	D	14693+35.69	14693+55.69	22-17.3	8-12.3
US 30	D	14693+55.69	14696+06.84	17.3	12.3
US 30	D	14696+06.84	14696+39.80	17.3-23.8	12.3-6.2
US 30	D	14696+39.80	14698+00.00	23.8-23.5	6.2-6.5
US 30	D	14709+40.00	14710+45.00	9.6	0
US 30	H	18688+17.49	18697+27.33	17.3	12.3
US 30	H	18712+50.00	18713+86.43	17.3	12.3
US 30	H	18720+08.43	18721+50.00	21.8-23.4	8.2-6.6

Retaining Wall Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
80th	Ca	16704+00.00	16708+75.00	8.2
US 30	D	14698+00.00	14698+46.19	10.3
US 30	D	14702+56.71	14709+40.00	10.3
US 30	H	18697+50.00	18699+75.00	11
US 30	Ha	15695+50.00	15697+27.33	10.5

Possible Auxiliary Lane with Curb Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
80th St.	C	13395+44.72	13397+61.58	50.9-22
80th St.	Ca	16700+67.82	16703+30.00	10
US 30	D	14710+45.00	14711+25.00	12.2-10.6
US 30	Ha	15694+51.46	15695+50.00	10

Curbed Shoulder Grading at Bridge Berm

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
US 30	D	14691+67.08	14692+90.69	14

No Ditch Locations

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	BWr Feet
80th St.	A	10503+80.00	10504+50.00	17.7	12.3
80th St.	Ca	16703+30.00	16704+00.00	13.9	0
80th St.	D	19508+70.50	19511+25.00	17.7	12.3
US 30	A	11698+74.32	11709+00.00	17.7	12.3
US 30	G1	17681+30.64	17699+88.53	17.7	12.3
US 30	G1	17699+88.53	17700+14.05	17.3-24.3	12.3-5.7
US 30	G1	17700+14.05	17701+86.21	24.3-23.4	5.7-6.6

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

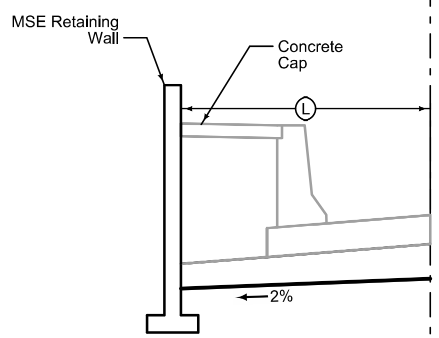
1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

1R_Grade
Modified

Match Line Match Line

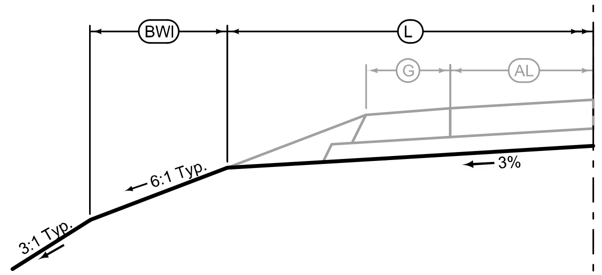
1 LANE RAMP GRADING - SHEET 2 OF 2

Section shown in the direction of traffic.



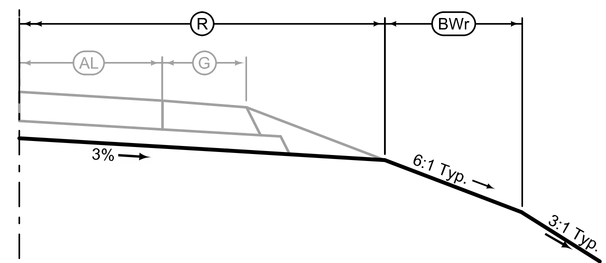
Full Depth PCC Shoulder with Barrier at Retaining Wall

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet
80th St.	Ca	16702+20.74	16710+50.00	9.9-8.9



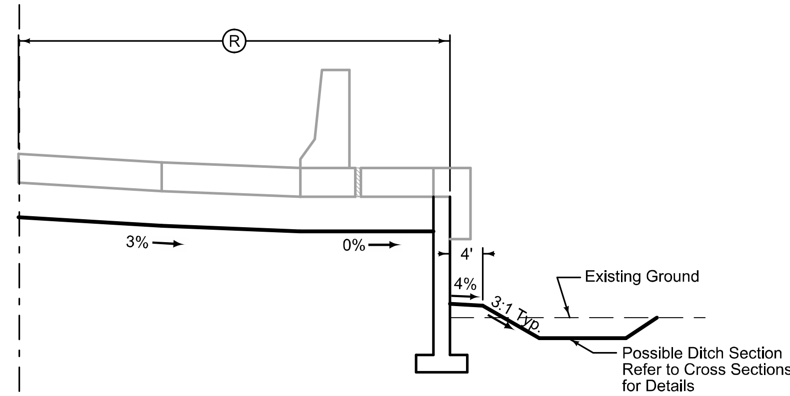
Auxiliary Lane Grading

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	BWl Feet
80th St.	B	12397+75.00	12402+97.82	46.9-31.9	14.1
80th St.	Ca	16700+67.82	16702+20.74	13.7	0



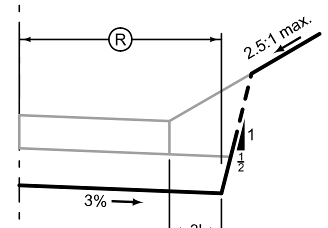
Auxiliary Lane Grading

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	BWr Feet
US30	D	14711+25.00	14721+64.73	50.1-23.6	8.6-12.3



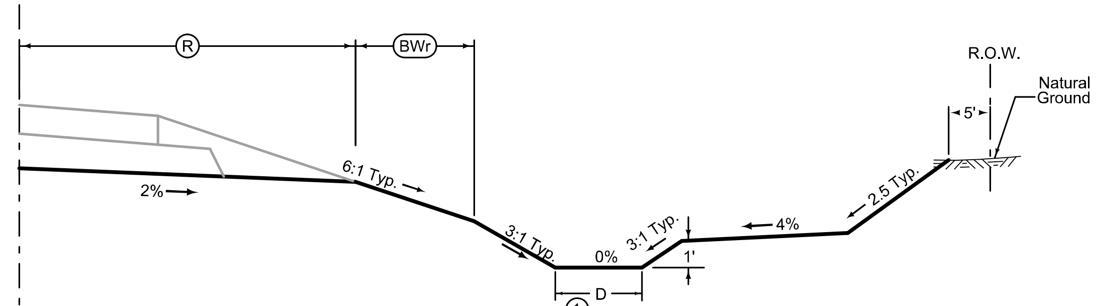
Auxiliary Lane with Retaining Wall Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
US 30	H	18697+27.33	18699+70.72	50.1-33.4



Dropped Curbed Shoulder Grading at Bridge Berm

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
US 30	D	14691+22.08	14691+67.08	14
US 30	D	14692+90.69	14693+35.69	14



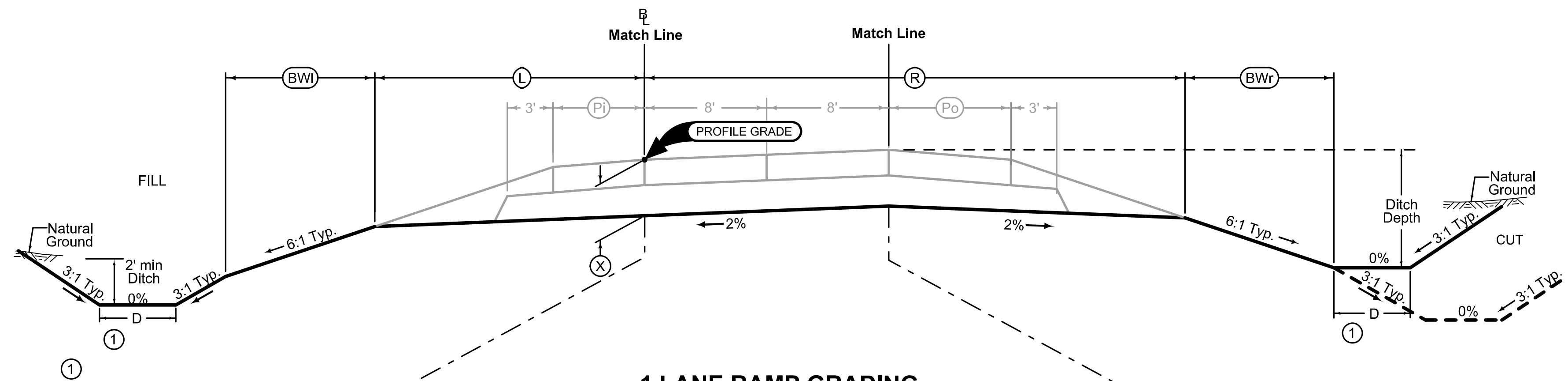
Backslope Borrow Grading

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	BWr Feet
80th St.	B	12390+66.78	12402+98.82	17.7	12.3

1R_Grade
Modified

Paved Shoulder

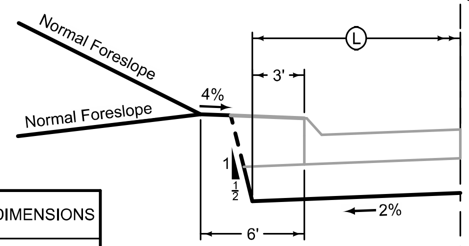
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	BWl Feet
80th St.	B	12386+16.99	12390+59.33	15.9	14.1
80th St.	B	12390+59.33	12390+89.86	15.9-21.5	14.1-8.5
80th St.	B	12390+89.86	12392+50.00	21.5-10.8	8.5-0
80th St.	B	12392+50.00	12396+95.00	10.8	0
80th St.	C	13390+78.65	13397+61.58	15.9	14.1
US 30	A	11709+00.00	11720+00.00	15.9	14.1
US 30	D	14691+00.00	14692+55.00	10.5-14.6	0
US 30	D	14703+25.00	14703+26.71	15.9	14.1
US 30	H	18689+43.67	18697+75.00	15.9	14.1
US 30	H	18712+50.00	18714+03.75	15.9	14.1



1 LANE RAMP GRADING

Section shown in the direction of traffic.

LOCATION				DIMENSIONS				
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	R Feet	X Inches	BWl Feet	BWr Feet
US 30	G2	17705+81.39	17723+94.93	17.7	33.7	22	12.3	12.3

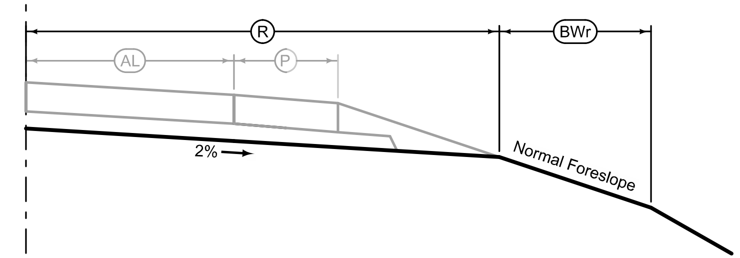


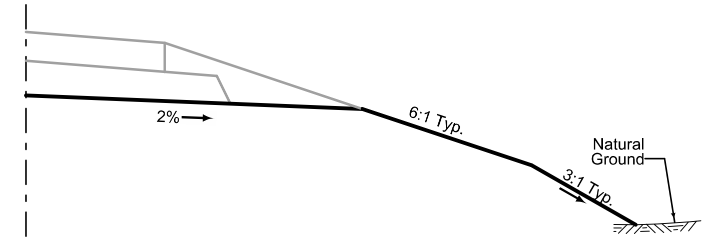
Curbed Shoulder Grading

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet
US 30	G2	17705+86.33	17706+31.01	9

Auxiliary Lane Grading

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet	BWr Feet
US 30	G2	17721+66.01	17723+94.93	73.8-56.8	8.9-5.2





No Ditch Locations

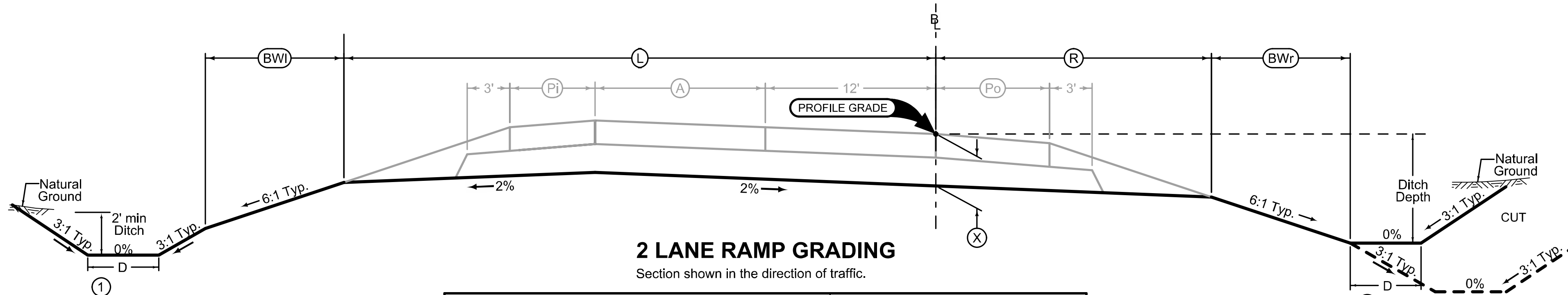
LOCATION			
ROAD IDENTIFICATION	RAMP	STATION TO STATION	
US 30	G2	17705+81.39	17710+64.25

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

2R_Grade
Modified



2 LANE RAMP GRADING

Section shown in the direction of traffic.

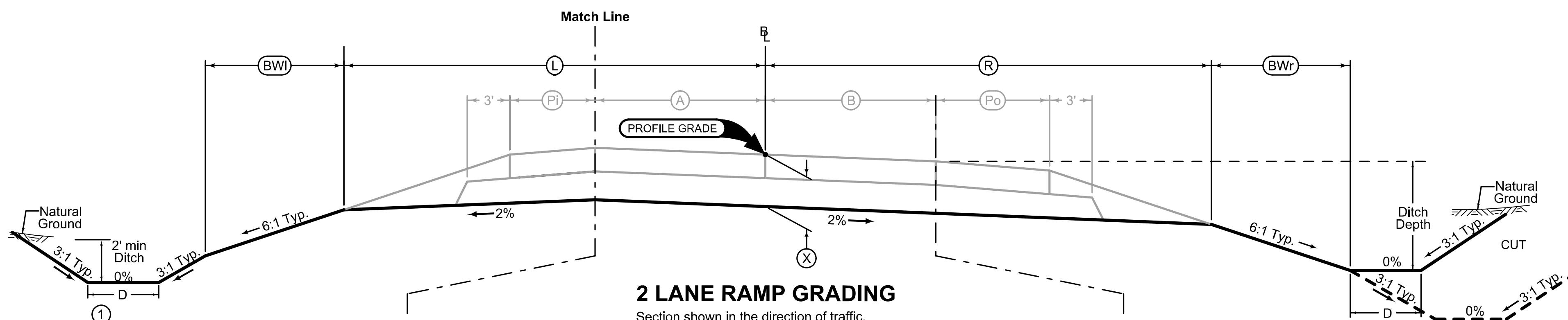
LOCATION				DIMENSIONS				
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	R Feet	X Inches	BWl Feet	BWr Feet
80th St.	A	10501+12.12	10503+00.00	39.9	17.7	22	14.1	12.3
80th St.	A	10503+00.00	10503+80.00	39.9-31.9	17.7	22	14.1	12.3
80th St.	B	12402+97.82	12405+77.82	47.9-39.9	17.7	22	14.1	12.3
80th St.	B	12405+77.82	12407+60.95	39.9	17.7	22	14.1	12.3

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

2R_Grade_2
Modified



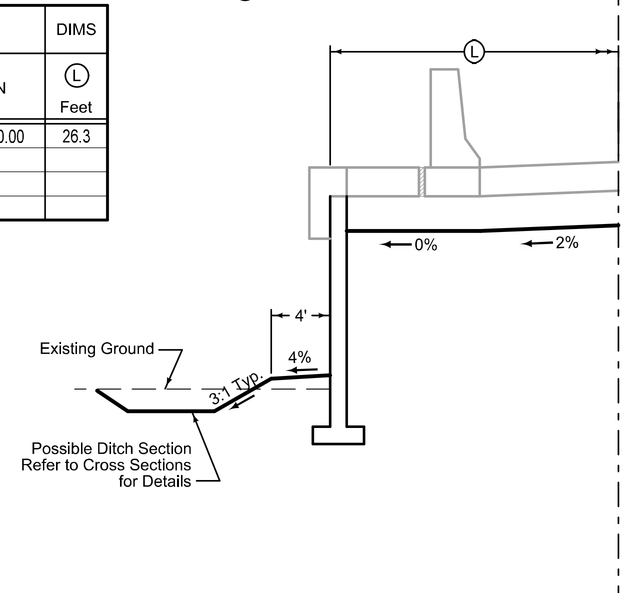
2 LANE RAMP GRADING

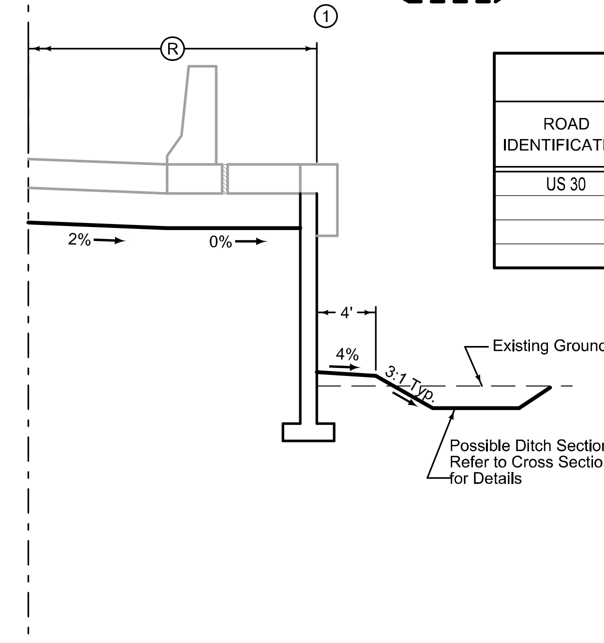
Section shown in the direction of traffic.

LOCATION				DIMENSIONS				
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet	R Feet	X Inches	BWl Feet	BWr Feet
80th St.	C	13397+61.58	13400+99.76	31.9	22	22	-	14.1
US 30	H	18706+57.09	18708+19.36	34.6-49.4	22.4-34.7	22	Varies	Varies
US 30	H	18708+19.36	18708+58.31	49.4-40.1	34.7-37	22	0-5.9	7.3-5
US 30	H	18708+58.31	18708+75.30	40.1-40	37-30.2	22	5.9-6	5-11.8
US 30	H	18708+75.30	18710+70.00	40	30.2-17.7	22	6-10	11.8-12.3
US 30	H	18710+70.00	18712+50.00	40-36	17.7	22	10	12.3
US 30	H	18721+50.00	18721+93.77	35.8	23.4-24.3	22	10.1	6.6-5.7
US 30	H	18721+93.77	18722+18.97	35.8	24.3-20.1	22	10.1	5.7-11.1
US 30	H	18721+18.97	18726+50.00	30.6	20.1-27.3	22	0	Varies
US 30	H	18726+50.00	18727+50.00	35.8-39.3	27.3-27.7	22	-	Varies

Retaining Wall Grading

LOCATION				DIMS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		L Feet
US 30	H	18721+50.00	18723+50.00	26.3





Retaining Wall Grading

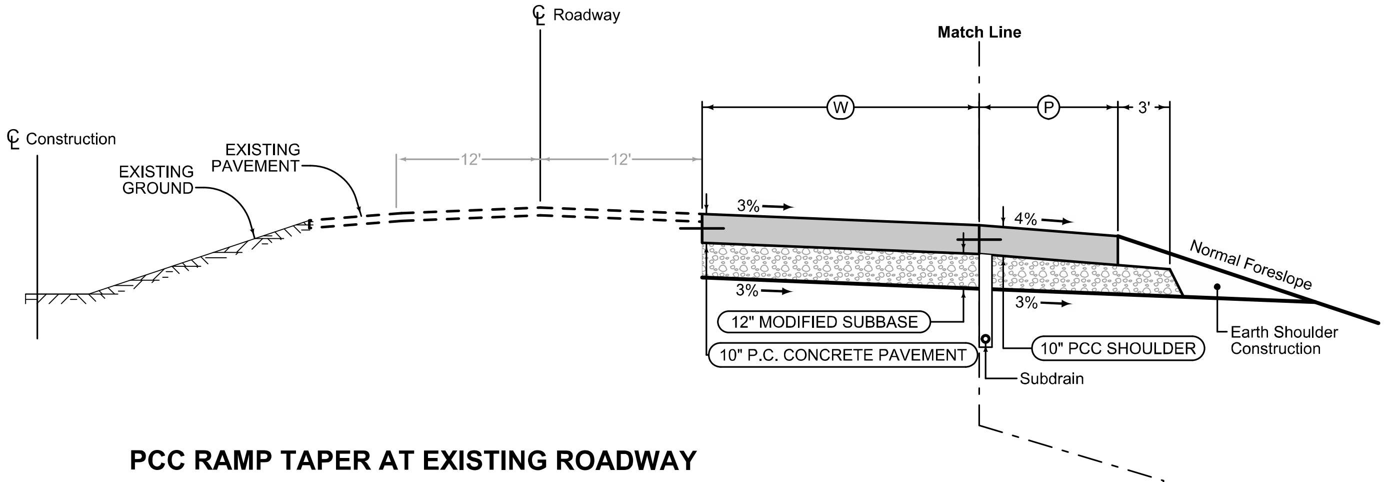
LOCATION				DIMS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		R Feet
US 30	H	18706+57.09	18707+25.00	20.3

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

1 Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

Taper_Pave
New

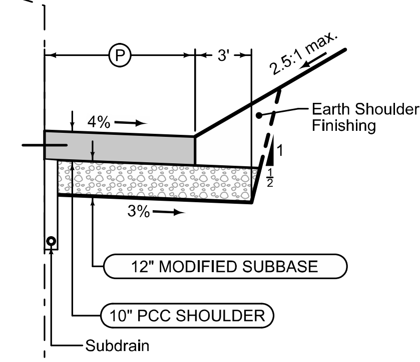


PCC RAMP TAPER AT EXISTING ROADWAY

Section shown in the direction of traffic.

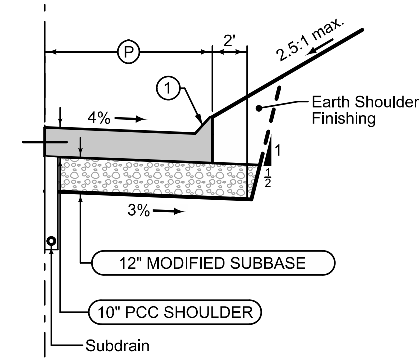
Ramp Taper Jointing:
Transverse joints: Match existing pavement with CD at max. 20' spacing
Longitudinal joint: BT-3 or BT-4
Longitudinal Shoulder Joints: L-2 or KT-2

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		W Feet	P Feet
EX. US 30	80B	1376+50.00	1377+10.00	0-4.0	10-6
EX. US 30	80B	1377+10.00	1378+30.00	3.7-12	6
EX. US 30	80B	1378+30.00	1381+54.09	12	6
EX. US 30	80B	1381+54.09	1386+19.33	12-40	6
EX. US 30	80C	1378+50.00	1380+70.37	0-4.2	10-6
EX. US 30	80C	1380+70.37	1390+79.99	4.2-37.5	6
EX. US 30	US30D	1406+25.00	1411+59.53	39.7-4.2	6
EX. US 30	US30D	1411+59.53	1412+25.00	4.2-0	6-10
EX. US 30	US30H	1403+95.00	1414+25.00	37.5-3.7	6
EX. US 30	US30H	1414+25.00	1416+25.00	3.7-0	6-10



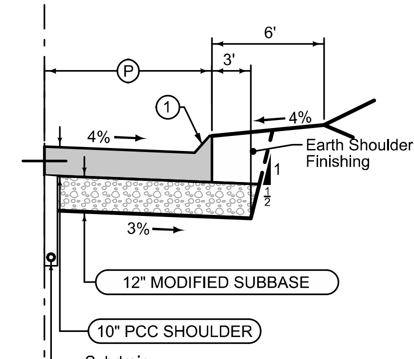
Dropped Curbed Shoulder Grading at Bridge Berm

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		P Feet
EX. US 30	US30H	1404+09.86	1404+54.99	11
EX. US 30	US30H	1405+65.16	1406+09.80	11



Curbed Shoulder Grading at Bridge Berm

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		P Feet
EX. US 30	US30H	1404+54.99	1405+65.16	12



Full Depth PCC Curbed Shoulder

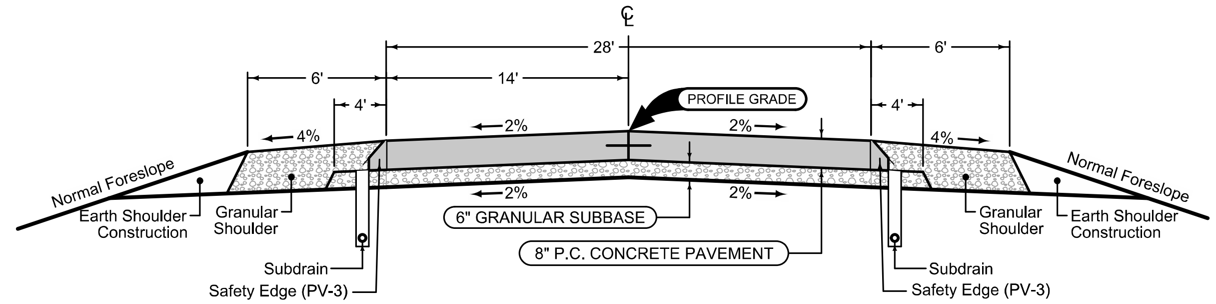
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		P Feet
EX. US 30	80B	1383+00.00	1386+00.00	7

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, foreslopes, and backslopes.

1 6" Sloped Curb

2P_2_G_
Modifed



2 LANE PCC PAVING

Side Road Jointing:
Transverse joints: CD at max. 20' spacing
Longitudinal joint: KT-2 or L-2

LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
16th Access	2099+74.40	2135+94.84

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, foreslopes, and backslopes.

3P_2_G_
Modifed

Granular Shoulder with Safety Edge

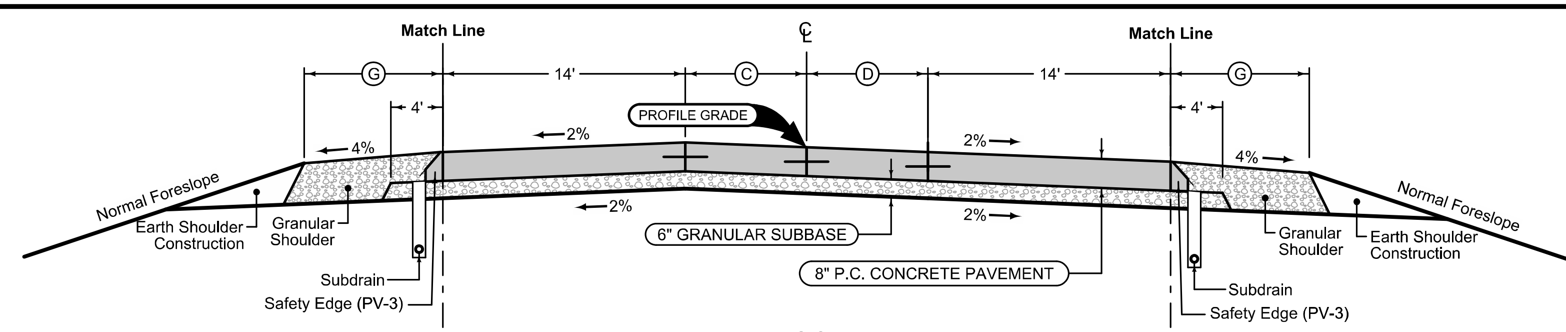
LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	2994+19.00	2994+59.00	4-8
80th St.	2994+59.00	3005+85.99	8
80th St.	3016+34.44	3027+65.00	8
80th St.	3027+65.00	3027+90.00	8-10.5

Paved Shoulder Alternative at Guardrail

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	3007+88.23	3008+98.40	11.1-9.6
80th St.	3013+74.40	3015+09.58	9.6-11.1

Paved Shoulder Alternative

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	3005+85.99	3007+88.23	8
80th St.	3015+09.58	3016+34.44	8



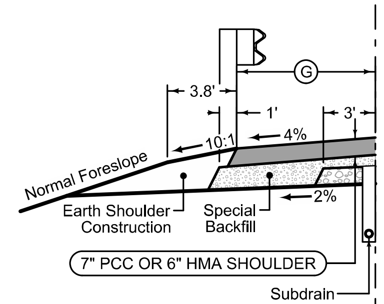
3 LANE PCC PAVING

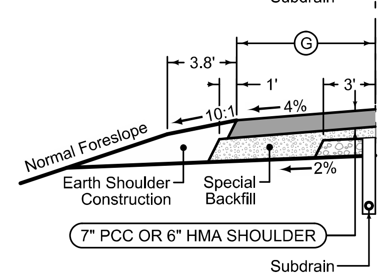
Side Road Jointing:
Transverse joints: CD at max. 12' spacing
Longitudinal joint: KT-2 or L-2

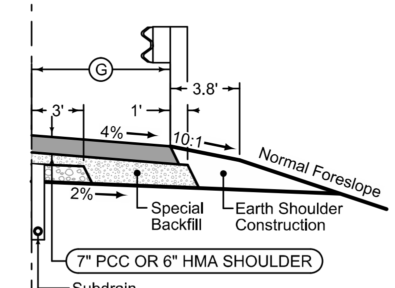
LOCATION			DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		C Feet	D Feet
80th St.	2994+19.00	3000+19.00	0	0-12
80th St.	3000+19.00	3004+19.00	0-8	12-20
80th St.	3004+19.00	3008+96.01	8	20
80th St.	3013+25.56	3017+90.00	8	20
80th St.	3017+90.00	3021+90.00	8-0	20-12
80th St.	3021+90.00	3027+90.00	0	12-0

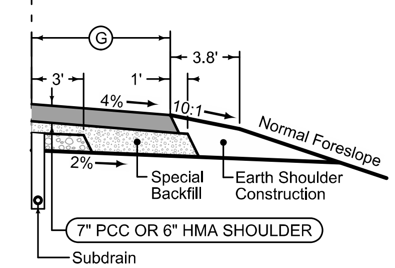
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.









Granular Shoulder with Safety Edge

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	2994+19.00	2994+49.00	5-8
80th St.	2999+49.00	3005+85.99	8
80th St.	3016+34.44	3027+57.70	8
80th St.	3027+57.70	3027+90.00	8-11.2

Paved Shoulder Alternative at Guardrail

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	3007+02.82	3008+37.99	11.1-9.6
80th St.	3013+13.99	3014+24.16	9.6-11.1

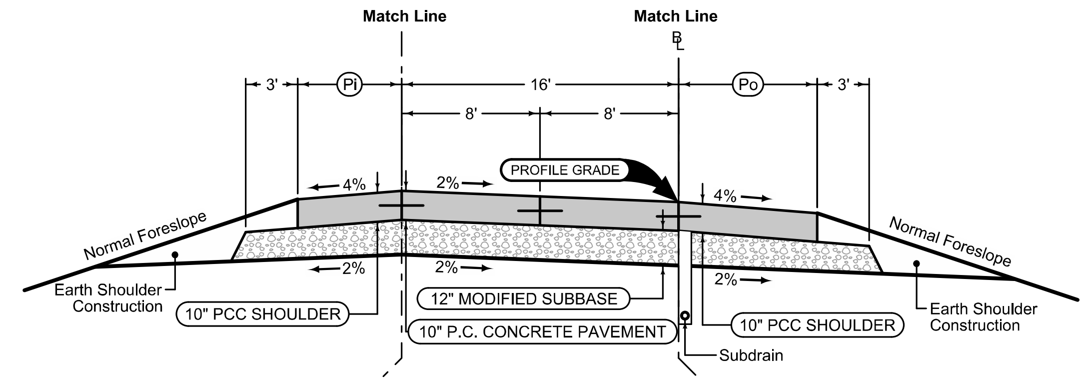
Paved Shoulder Alternative

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		G Feet
80th St.	3005+85.99	3007+02.82	8
80th St.	3014+24.16	3016+34.44	8

1RP_
Modifed

1 LANE PCC RAMP PAVING
(Sheet 1 of 2)

Section shown in the direction of traffic.
Ramp Jointing:
Transverse joints: CD at max. 12' spacing
Longitudinal joint: KT-2 or L-2



LOCATION				
ROAD IDENTIFICATION	RAMP	STATION TO STATION		
80th St.	A	10503+80.00	10504+50.00	
80th St.	B	12386+16.99	12402+97.82	
80th St.	C	13390+78.65	13397+61.58	
80th St.	Ca	16700+67.82	16711+26.56	
80th St.	D	19508+70.50	19511+25.00	

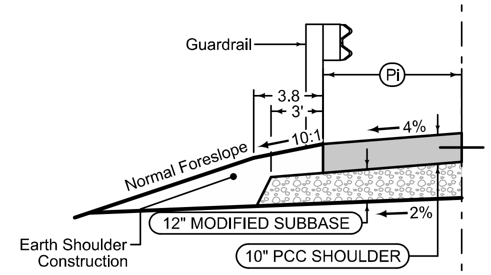
Full Depth PCC Shoulder

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	A	10503+80.00	10504+50.00	4
80th St.	B	12386+16.99	12391+02.43	4
80th St.	C	13390+78.65	13397+61.58	4
80th St.	D	19508+70.50	19511+25.00	4

Full Depth PCC Shoulder

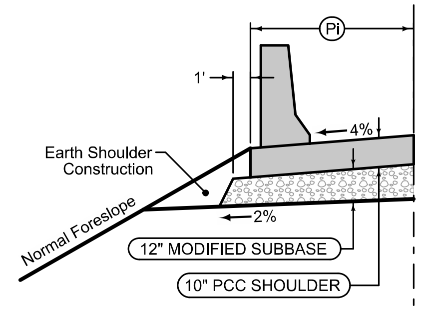
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Po Feet
80th St.	A	10503+80.00	10504+50.00	6
80th St.	B	12386+16.99	12402+97.82	6
80th St.	C	13390+78.65	13395+44.72	6
80th St.	Ca	16708+75.00	16711+26.56	6
80th St.	D	19508+70.50	19511+25.00	6

Full Depth PCC Shoulder at Guardrail



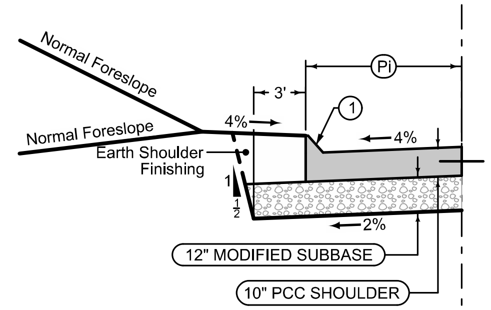
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	B	12391+02.43	12392+25.00	9.8-5.6

Full Depth PCC Shoulder with Barrier



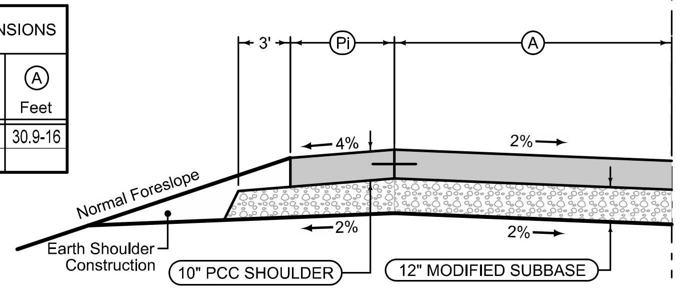
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	B	12392+25.00	12396+25.00	5.6
80th St.	Ca	16700+67.82	16702+20.74	5.6

Curbed Shoulder



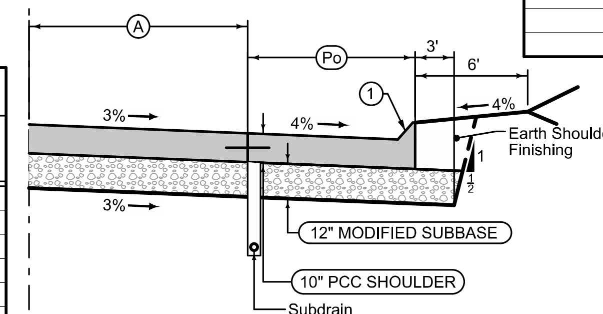
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	B	12396+75.00	12397+75.00	5.6
80th St.	Ca	16710+50.00	16711+26.56	5.6

Auxiliary Lane



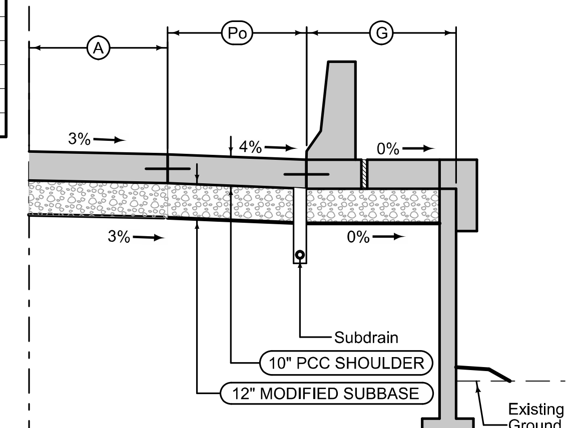
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet	A Feet
80th St.	B	12397+75.00	12402+97.82	4	30.9-16

Curb with Possible Auxiliary Lane



LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Po Feet	A Feet
80th St.	C	13395+44.72	13397+61.58	7	40.9-12
80th St.	Ca	16700+67.82	16703+30.00	7	-

Full Depth PCC Shoulder with Retaining Wall and Possible Auxiliary Lane



LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Po Feet	G Feet	A Feet
80th St.	Ca	16704+00.00	16708+75.00	6	2.25	0

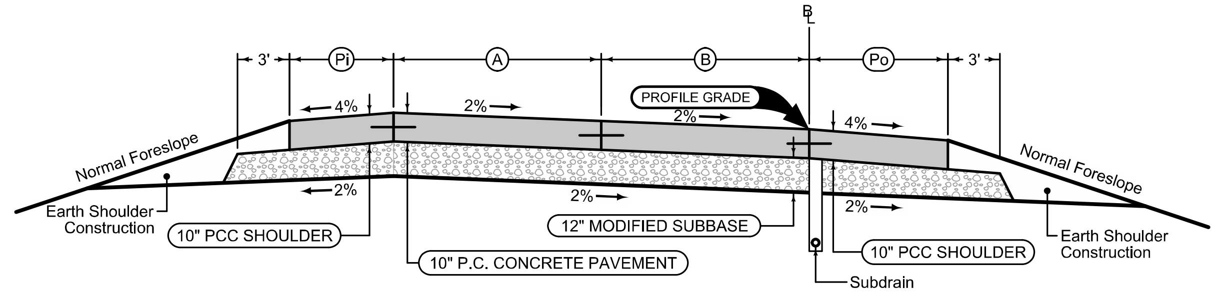
Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

(1) 6" Sloped Curb
(2) 4" Sloped Curb

Full Depth PCC Shoulder

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	A	10501+12.12	10503+80.00	4
80th St.	B	12402+97.82	12407+60.95	4



Full Depth PCC Shoulder

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Po Feet
80th St.	A	10501+12.12	10503+80.00	6
80th St.	B	12402+97.82	12407+60.95	6

2 LANE PCC RAMP PAVING

Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at max 18' Spacing
Longitudinal joint: L-2 or KT-2

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		A Feet	B Feet
80th St.	A	10501+12.12	10503+00.00	12	12
80th St.	A	10503+00.00	10503+80.00	12-8	12-8
80th St.	B	12402+97.82	12405+77.82	8-12	8-12
80th St.	B	12405+77.82	12407+60.95	12	12

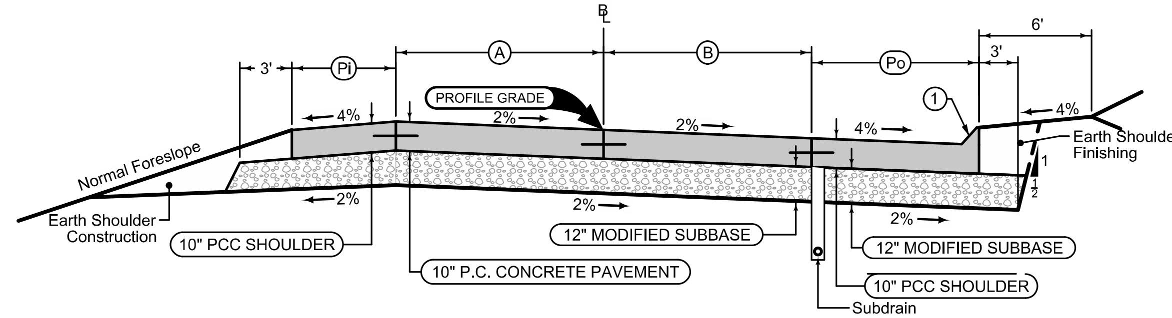
Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

2RP_
Modifed

Full Depth PCC Shoulder

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Pi Feet
80th St.	C	13397+61.58	13400+99.76	4



Full Depth PCC Curbed Shoulder

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Po Feet
80th St.	C	13397+61.58	13400+88.76	6

2 LANE PCC RAMP PAVING

Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at max. 18' Spacing
Longitudinal joint: L-2 or KT-2

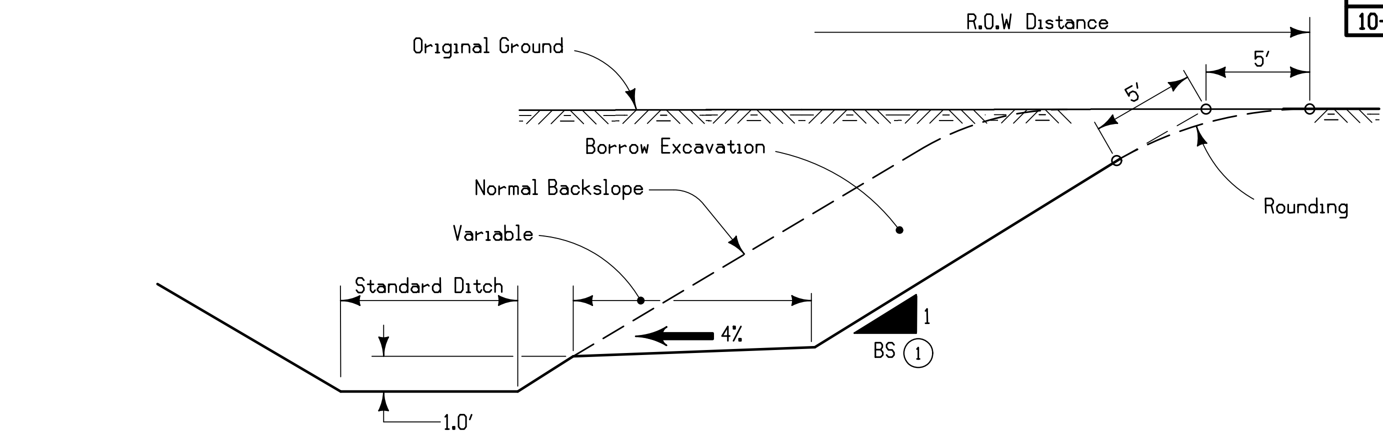
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		A Feet	B Feet
80th St.	C	13397+61.58	13400+99.76	12	16

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

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

1 6" Sloped Curb

4108
10-15-13



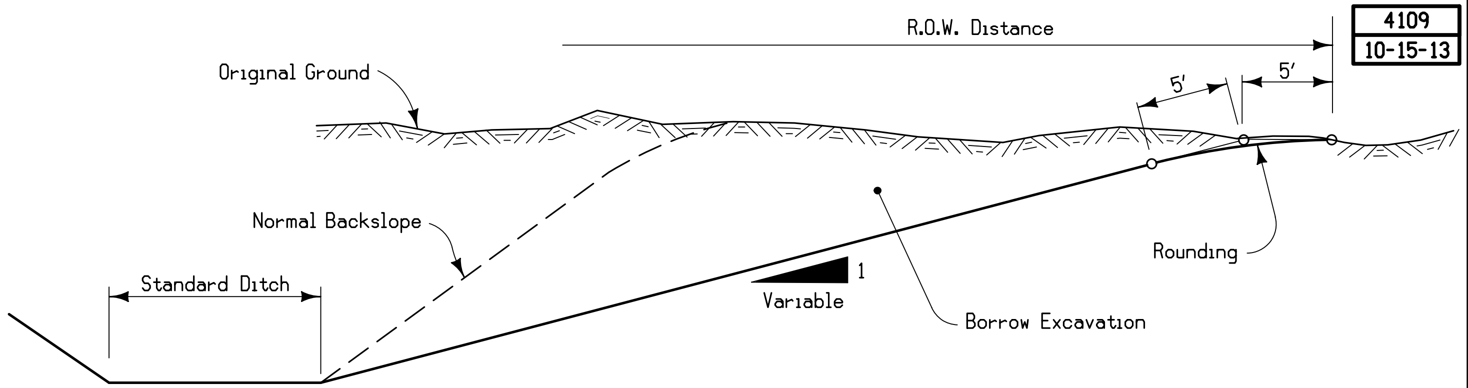
Use borrow backslope at those locations shown on plans or specifically required by the Engineer.

(1) Normal Backslope BS=2.5 unless specified otherwise on detail project plans.

See Detail 4101 where intercepting ditches are required.

TYPICAL CROSS SECTION
POSSIBLE BORROW IN R. O. W.
WITH BERM

4109
10-15-13

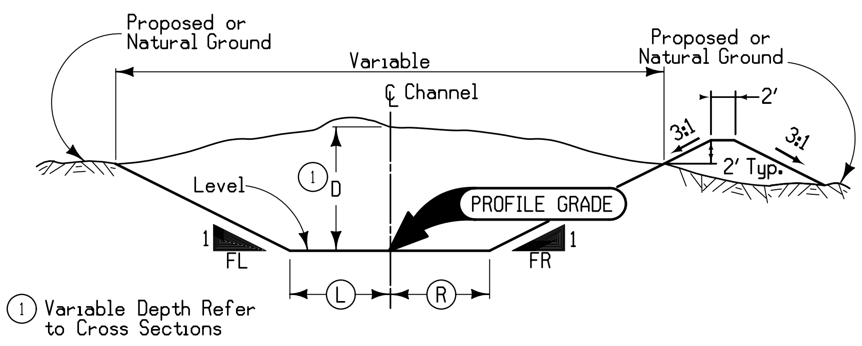


Use borrow backslope at those locations shown on plans or specifically required by the Engineer.

See Detail 4101 where intercepting ditches are required.

TYPICAL CROSS SECTION
POSSIBLE BORROW IN R. O. W.

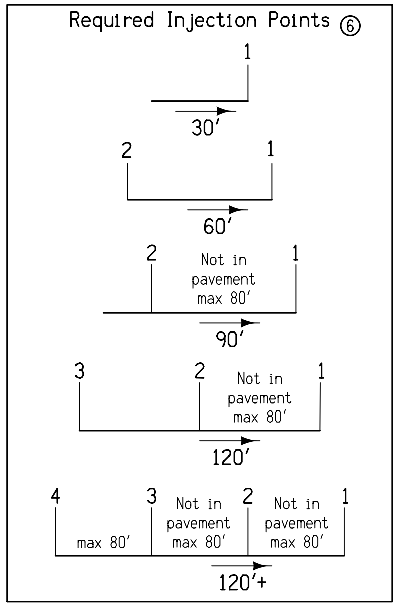
4201
Modified

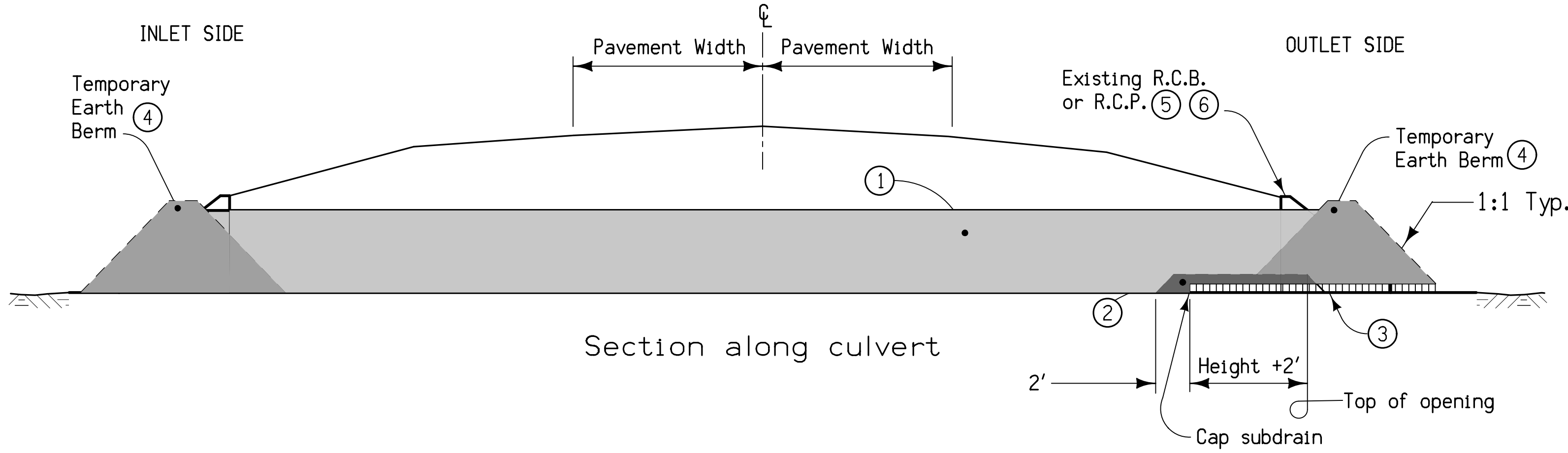


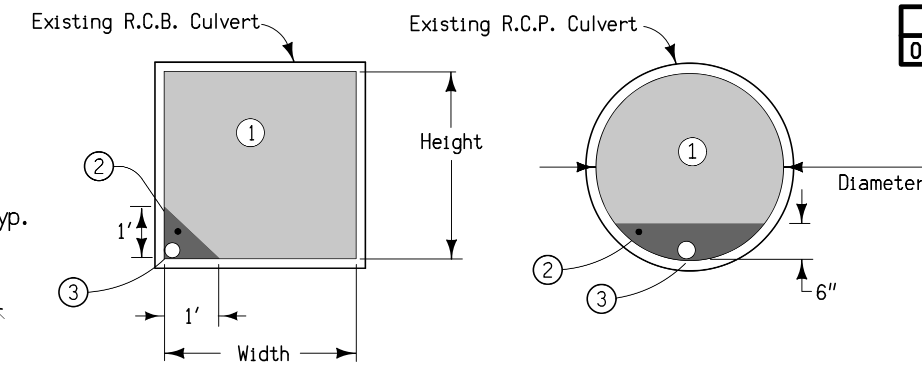
(1) Variable Depth Refer to Cross Sections

TYPICAL CROSS SECTION
INDEPENDENT DITCH CHANNEL

LOCATION			WIDTH	WIDTH	SLOPE	SLOPE
CHANNEL ID	STATION	SIDE	L	R	FL	FR
Access Channel	2125+75.03 - 2127+20.30	Right	Varies	5	3	3
Access Channel	2127+20.30 - 2127+50.00	Right	Varies	5-0	3	3
Access Channel	2127+50.00 - 2128+00.00	Right	Varies	0-10	3	3
Access Channel	2128+00.00 - 2128+50.00	Right	Varies	10-5	3	3







1 Flowable Mortar.

2 Granular Backfill.

3 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.

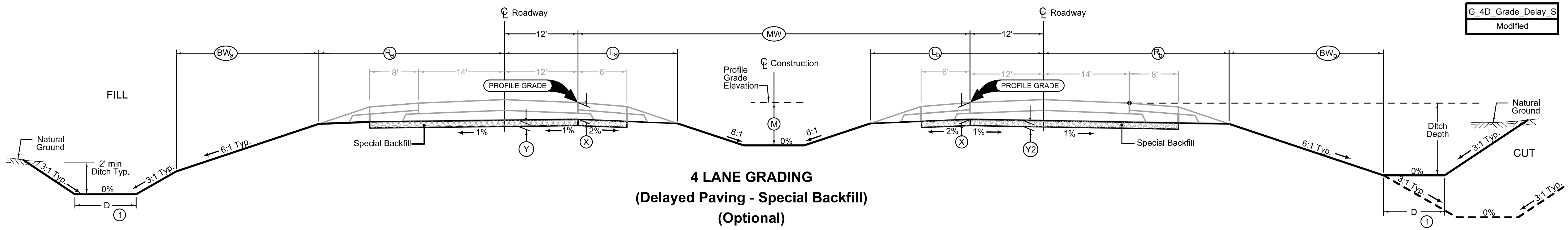
4 Ends of culvert shall be plugged sufficiently to retain flowable mortar. Temporary earth berms are incidental to flowable mortar.

5 Removal of headwalls may be required.

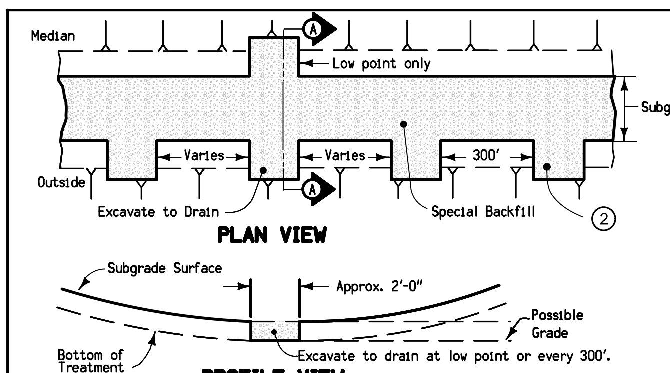
6 Outlet shall be filled first. See injection point detail for additional information.

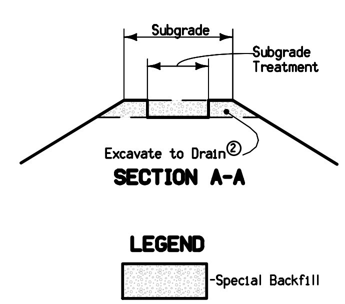
DETAILS OF CULVERT ABANDONMENT WITH FLOWABLE MORTAR
(Rectangular structures less than 8' in either height or width. Circular structures less than 10' Dia.)

G_4D_Grade_Delay_S
Modified



4 LANE GRADING
(Delayed Paving - Special Backfill)
(Optional)
(See Detail 'A')





TYPICAL DETAIL OF DRAIN FOR SPECIAL BACKFILL SUBGRADE TREATMENT

Detail 'A'

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

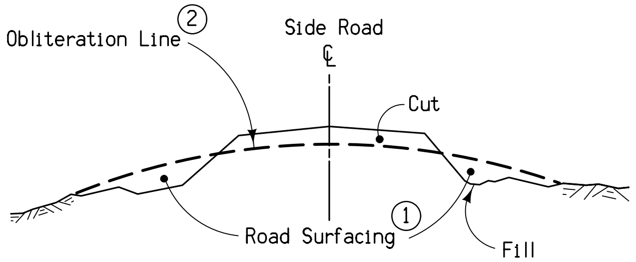
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

Quantity calculations based on Select Soil. See Typical Section "Rural Grading" on Sheet B.1 and B.2.

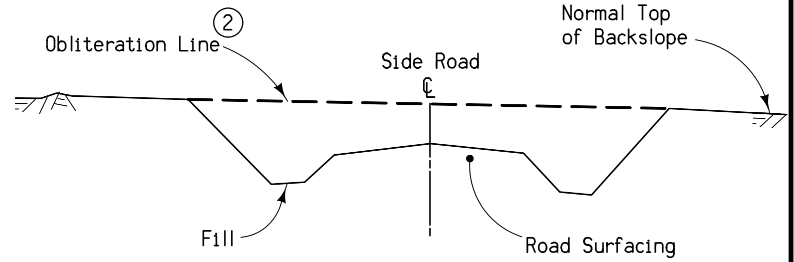
1 Typical 10' ditch width. refer to cross sections for ditch width details.

2 Excavate a portion of subgrade as necessary to provide drainage for the treatment. The additional excavation and Special Backfill for outlets is incidental and will not be paid for separately.

4302
04-03-01



Fill Section



Cut Section

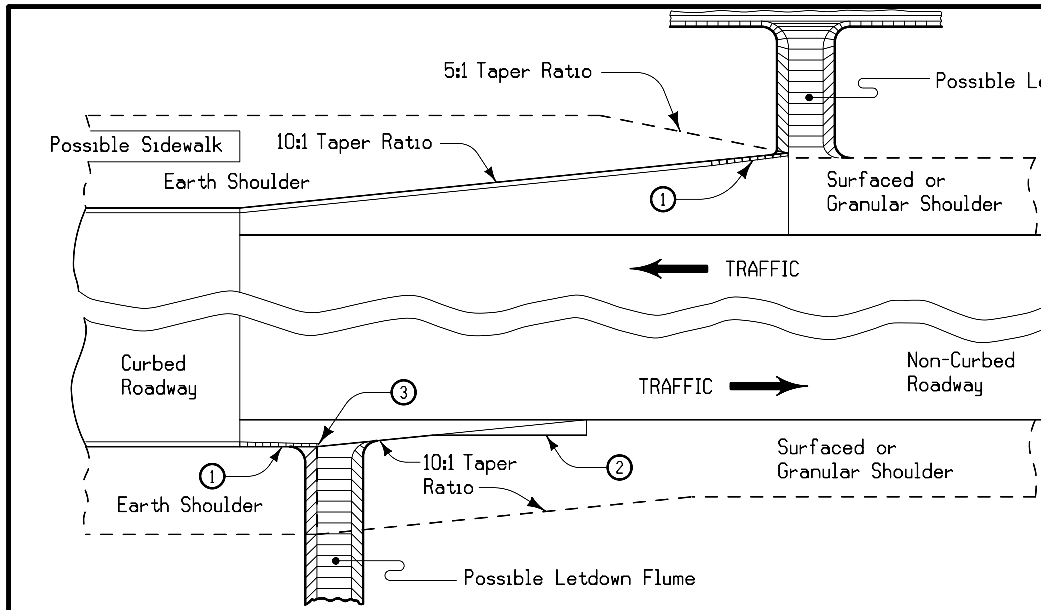
1 Existing road surfacing (granular material) shall be placed as shown unless otherwise directed by the Engineer or provided for in the detail project plans.

2 When specified, the upper 1' to be suitable for vegetation (grass or crops).

Note:
The work of obliterating or reshaping old roadbeds shall be done at the direction of the Engineer.

TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

6147
10-20-15



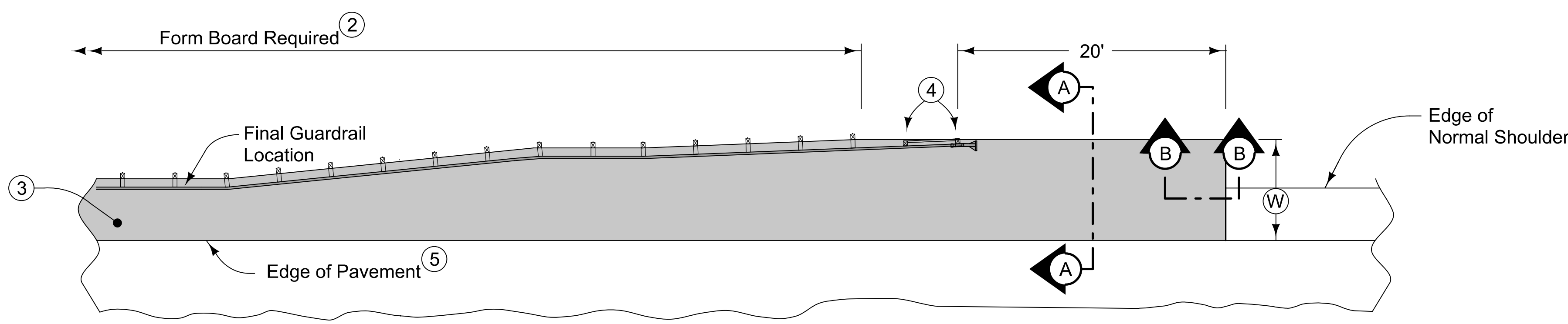
1 Runout curb according to PV-102

2 End of Taper Details see Typical Detail 7101

3 End earth shoulder at the end of the curb transition when no flume is needed.

TRANSITION BETWEEN CURBED AND NON-CURBED ROADWAYS

7156
Modified

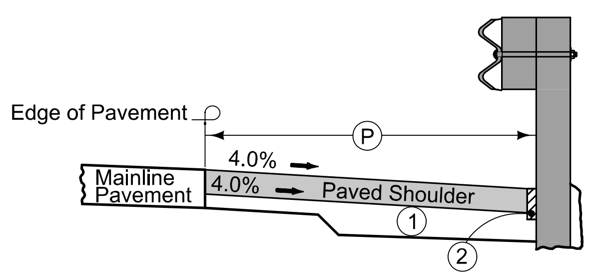


6" HMA Paved Shoulder at guardrail. 7" or full depth PCC may be substituted with the following jointing layout:

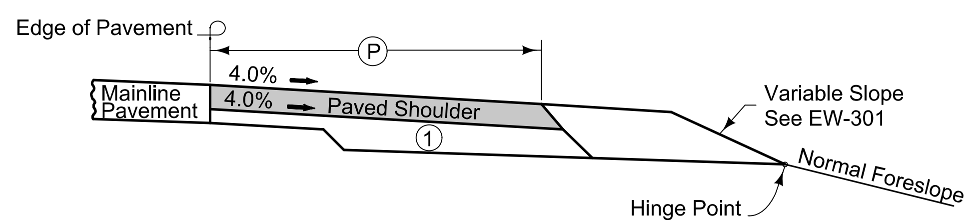
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at W/2 from edge of mainline pavement when W is greater than 10' wide. Terminate longitudinal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

Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal & reinstallation of guardrail will be allowed with no additional payment.

Refer to Shoulder tabulation (112-9) for quantities.



Typical Section with Form Board



Section A-A

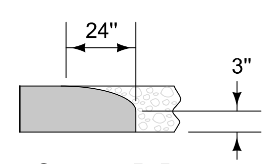
1 See Sheets B.9, B.11, B.12, B.13, & B.16 for shoulder depth and subgrade treatment.

2 When guardrail posts are installed prior to construction of paved shoulder, nail 1" x 6" untreated form boards along the face of guardrail posts for the length shown. This board is to prevent shoulder material from contacting the sides of the posts and altering the function of the guardrail. Form board not required for final 2 posts.

3 Continue paved shoulder to existing paved shoulder or 20' beyond the end of guardrail.

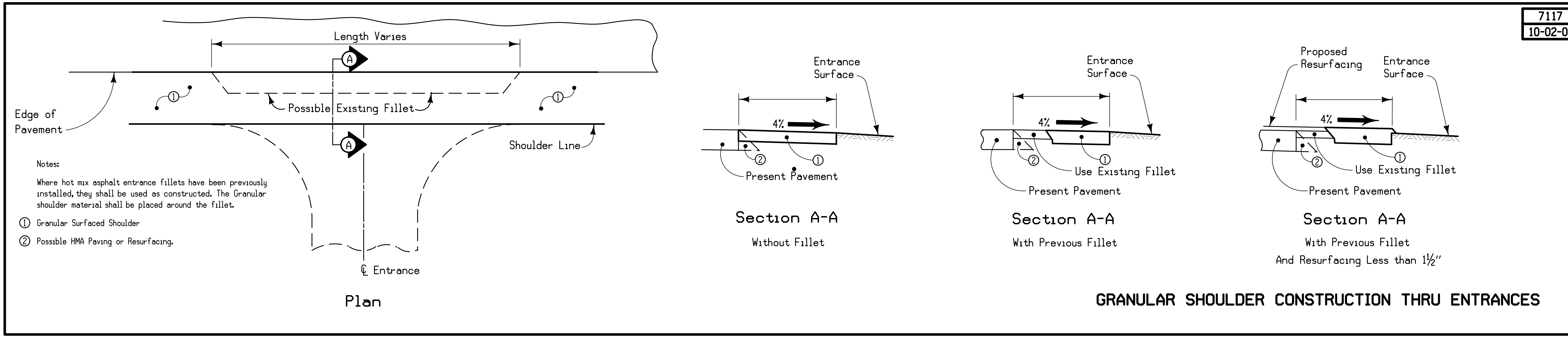
4 Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement.

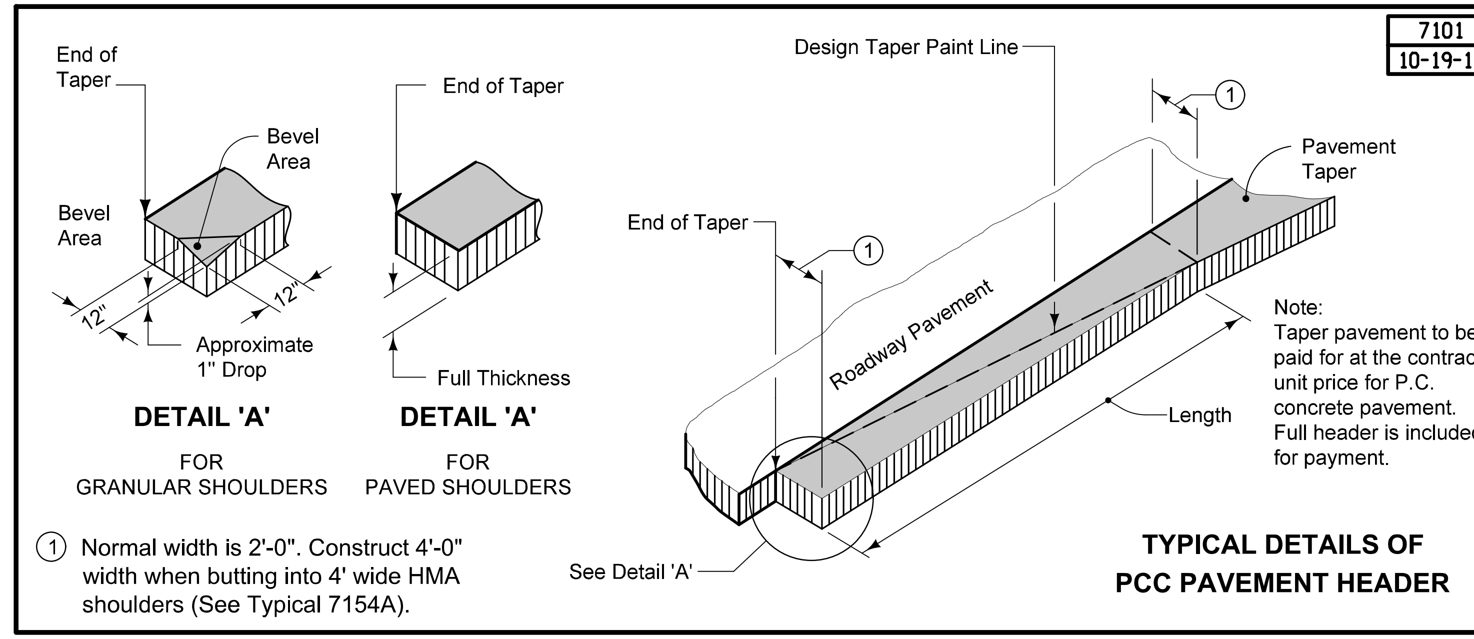
5 'KT-1' or 'KT-2' joint for PCC shoulder. 'B' joint for HMA shoulder.



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

PAVED SHOULDER AT GUARDRAIL





FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER B.18

10:38:44 AM 2015\12\03 untitled c:\pw_workdir\ch2mhill_tbg\mander23\d0297423\57100039801.sht

DRAINAGE STRUCTURE BY ROAD CONTRACTOR

Length of unclassified pipe calculated is based on using Reinforced Concrete Pipe.
* Not a bid item
(1) Diameter or equivalent diameter
(2) UNCL = Unclassified Pipe CMP = Corrugated Metal Pipe RCP = Reinforced Concrete Pipe LCP = Arch or Elliptical Low Clearance Pipe SARC = Steel Arch Pipe

Drainage Area ACRE	Location	Type	Size (1) IN	Kind Of Pipe (2)	Length New Const. LF	Bedding Class	Design Cover (H) FT	Camber* (DR-102) FT	Apron No. IN	Apron No. OUT	Apron Guard* (DR-213) No.	Elbow* (DR-141) No.	Diaphragm* (DR-501) No.	Tee Section* (DR-142) No.	"D" Section* (DR-141) No.	Reducer* No.	Type 'C' Connections* (DR-122) Type	Type 'C' Connections* (DR-122) No.	Connected Pipe Joint* (DR-121) Type	4" Perforated Subdrain* FT
3.3	734+25.00	DR-641	24	RCP	88	B	6.7		1		1				1		C-3	1	3	
				CMP	56					1		2								
66.6	735+02.06	DR-601	48	RCP	582	B	29.7		1	1									3	
4.4	741+26.30	DR-601	24	RCP	242	B	16.3		1	1									3	
6.6	1382+20.00	DR-601	30	RCP	208		9.5		1	1									3	
33.4	1407+38.00	DR-601	42	RCP	218		5.0		1	1									3	
4.4	1407+74.62	DR-621	24	RCP	12	B	0.6			1							C-1	1		
21.6	11715+75.00	DR-601	42	RCP	110	B	11.0		1	1									3	
5.2	12402+00.00	DR-641	24	RCP	82	B	4.9		1								C-3	1	3	
				CMP	44					1		2								
2.8	13392+91.48	DR-621	30	RCP	68	B	4.0			1							C-1	1		
4.9	14691+87.00	DR-601	24	RCP	196	B	7.4		1	1									3	
12.9	14714+25.00	DR-601	30	RCP	108	B	6.6		1	1									3	
18.0	17712+00.00	DR-601	42	RCP	118	B	12.0		1	1									3	
1.9	18691+75.00	DR-601	24	RCP	72	B	3.9		1	1									3	
33.0	2118+42.47	DR-601	42	RCP	98	B	3.2		1	1									3	
188.3	2133+20.25	RCB	10x4		71		4.3													
13.0	3009+39.90	DR-601	42	RCP	400	B	13.0		1	1									3	

Location	Flow Line Elevations Lt.	Flow Line Elevations Rt.	Flow Line Elevations Other	Flow Line Elevations Other	Dimensions Lin. Ft. Total Lt.	Dimensions Lin. Ft. Total Rt.	Dimensions Lin. Ft. Extensions Lt.	Dimensions Lin. Ft. Extensions Rt.	Skew Ahead Degrees Lt.	Skew Ahead Degrees Rt.	Dike Rt./Lt.	Dike Location Station	Dike Top Elevation	Dike Type	Class 20 CY	Flowable Mortar CY	Floodable* Backfill (A) CY	Porous* Backfill (B) CY	Flooded Backfill (A+B) CY	Remarks
734+25.00	819.18		817.96	811.50	44.1	50.0					MED	734+55.00	821.00	M						(1)
		797.62	797.86			57.2														
735+02.06	789.62	787.20			228.0	370.0				40										(6)
741+26.30	803.09	795.50			114.1	140.1			12											
1382+20.00	843.62	845.70			116.2	104.2					RT	1381+80.50	848.60	M						(2)
1407+38.00	840.82	842.10			124.0	110.0														(2) (7)
1407+74.62	846.25	843.65	844.42					18.1												A=0', B=12'
11715+75.00	827.80	830.77			58.0	68.0														
12402+00.00		855.55	854.29		52.0	36.1														(3)
	844.93		845.06		46.8															
13392+91.48	848.40	851.19	849.19		35.9	220.4	29.7	38.3	8											A=68'
14691+87.00	845.40	843.80			86.1	122.1			71											(4)
14714+25.00	831.10	830.70			58.2	62.2														
17712+00.00	837.18	837.88			58.0	76.0														
18691+75.00	845.45	846.52			34.1	50.1														
2118+42.47	796.90	796.20			54.0	60.0				45										
2133+20.25	781.70	782.40			37.0	34.0				25										By Others
3009+39.90	844.36	842.20			228.0	188.0			40											(5)

Notes:
(1) A = 88', B = 42', C = 4', E = 10', 1-15° Elbow, 1-18° Elbow
(2) Trenchless Construction
(3) A=82', B=32', C=4', E=8', 2-16° Elbow
(4) 3° Horizontal Bend
(5) 7° Horizontal Bend
(6) Length of new construction includes 7' of continuous pipe that will not be constructed through the storm sewer manhole well
(7) Length of new construction includes 6' of continuous pipe that will not be constructed through the storm sewer manhole well

SURVEY SYMBOLS

- EW Edge of Water
- HDG Hedge Row
- HDG Hedge Row
- INB Storm Sewer Beehive Intake
- BNK Stream Bank
- ENU Edge Unpaved Entrance & Parking
- SNP Unpaved Shoulder
- FCL Chain Link and Security Fence
- FWD Wood Fence
- GDL Guard Rail (Rail and Cable)
- RR Centerline of Railroad Tracks
- RET Retaining Walls
- RIP Rip-Rap
- TEV Evergeen Tree
- TDC Tree Deciduous
- LUM Luminaire
- PPA Power Pole Co. 1
- SIGN SI Sign
- TA TA Tower Anchor
- SWP Swamp or Marsh
- MIS Miscellaneous
- UB UB Utility Box
- MH Utility Access (Manhole)
- IN Storm Sewer Intake
- TV Satelite TV Dish
- GP GP Guard Post (Less Than 4 Posts)
- FHD Fire Hydrants
- Flg FLG Flag Poles
- TSG Traffic Signal

UTILITY LEGEND

E3 / E4	(Overhead) / (Underground)	Alliant Energy Contact: Jason Hogan Phone: 608-458-4871
W / W2 / W3	(48" Dia.) / (24" Dia.)	City of Cedar Rapids Contact: Ken Russell Phone: 319-286-5956 Fax: 319-286-5911
FO		Iowa Communications Network Contact: Larry Klawitter Phone: 515-725-4741
E1 / E2	(Overhead) / (Underground)	Linn County REC Contact: Kim Colberg Phone: 319-377-1587 Fax: 319-298-5164
G		MidAmerican Energy Co. Contact: Greg Wildebour Phone: 319-298-5162
T2 / T3 / F09	(Underground) / (Underground)	Century Link/Qwest Contact: Carroll Wheaton Phone: 515-554-9711
F08		Century Link/LightCore Contact: Robert Sampson Phone: 636-887-5367
E5	(Overhead)	ITC Midwest Contact: Chad Levi Phone: 319-297-6765
F02		Iowa Network Services Contact: Jeff Klocko Phone: 515-240-2644
F06		South Slope Tele. Contact: Mark Ditch Phone: 319-626-2211
E5(B)	(Overhead)	CIPCO Contact: Scott Mohwinkle Phone: 319-734-4311

UNIQUE SYMBOLS FOR THIS PROJECT

- SW-401
- SW-508
- SW-510
- SW-511
- SW-512
- SW-549

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.	
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Bridge Pavement Shading
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	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/Roadway Removal

RIGHT-OF-WAY LEGEND

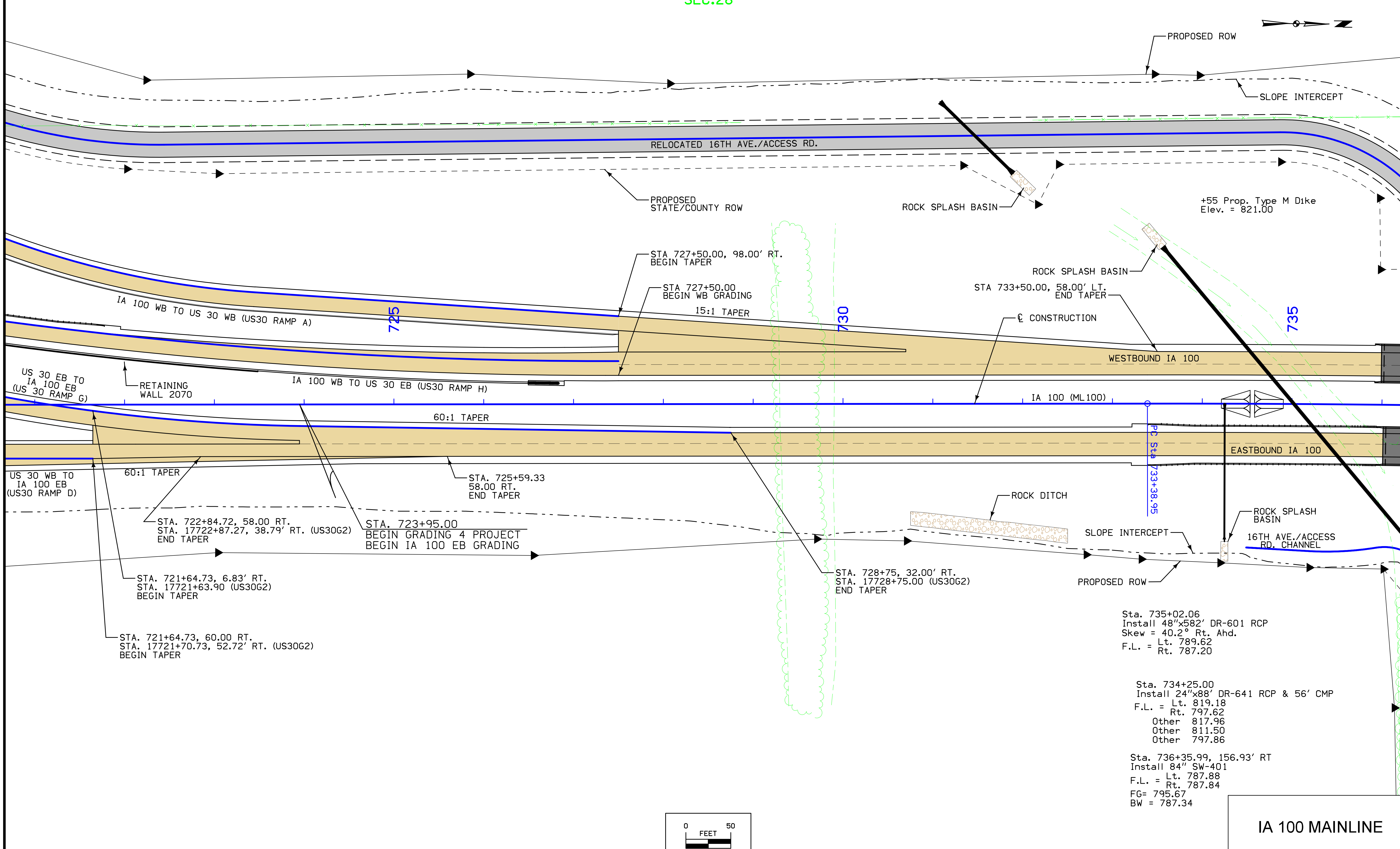
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- C/A Access Control
- Property Line
- Future Right-of-Way
- Proposed County Right-of-Way

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES D, E, & K)

For Profile Details Refer to Sheet No. D.3	For Interchange Grading Details Refer to Sheet K.28 & K.29	For Interchange Geometrics Refer to Sheets No. K.9, K.19 & K.24-K.25	For 16th Acc. Road Details Refer to Sheets No. E.11-E.13	For Ramp Gore Geometrics Refer to Sheets No. U.5 & U.7	For Channel Geometrics Refer to Sheets No. E.16

CLINTON TWP.
T-83N R-8W
SEC.28



IA 100 MAINLINE

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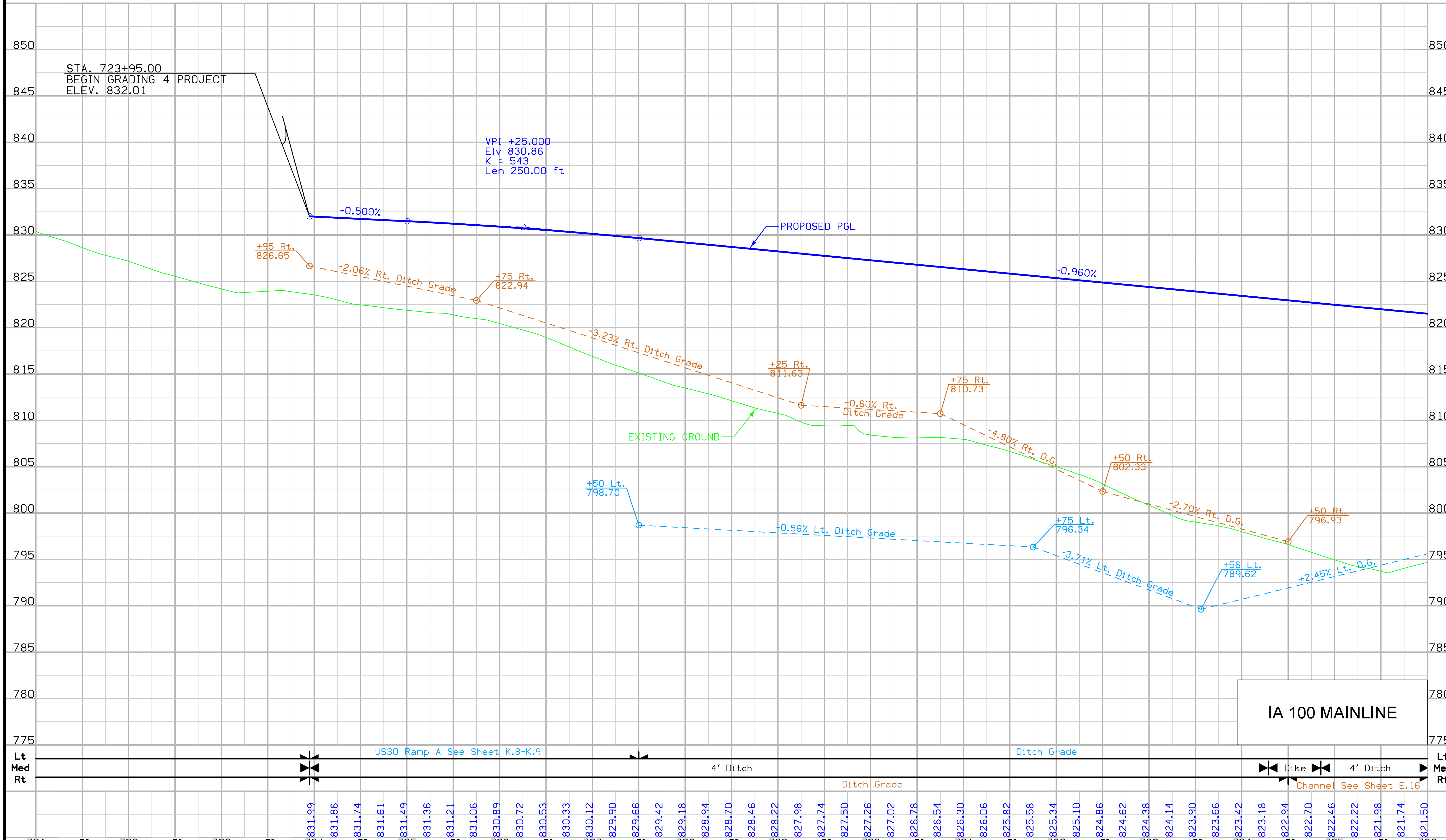

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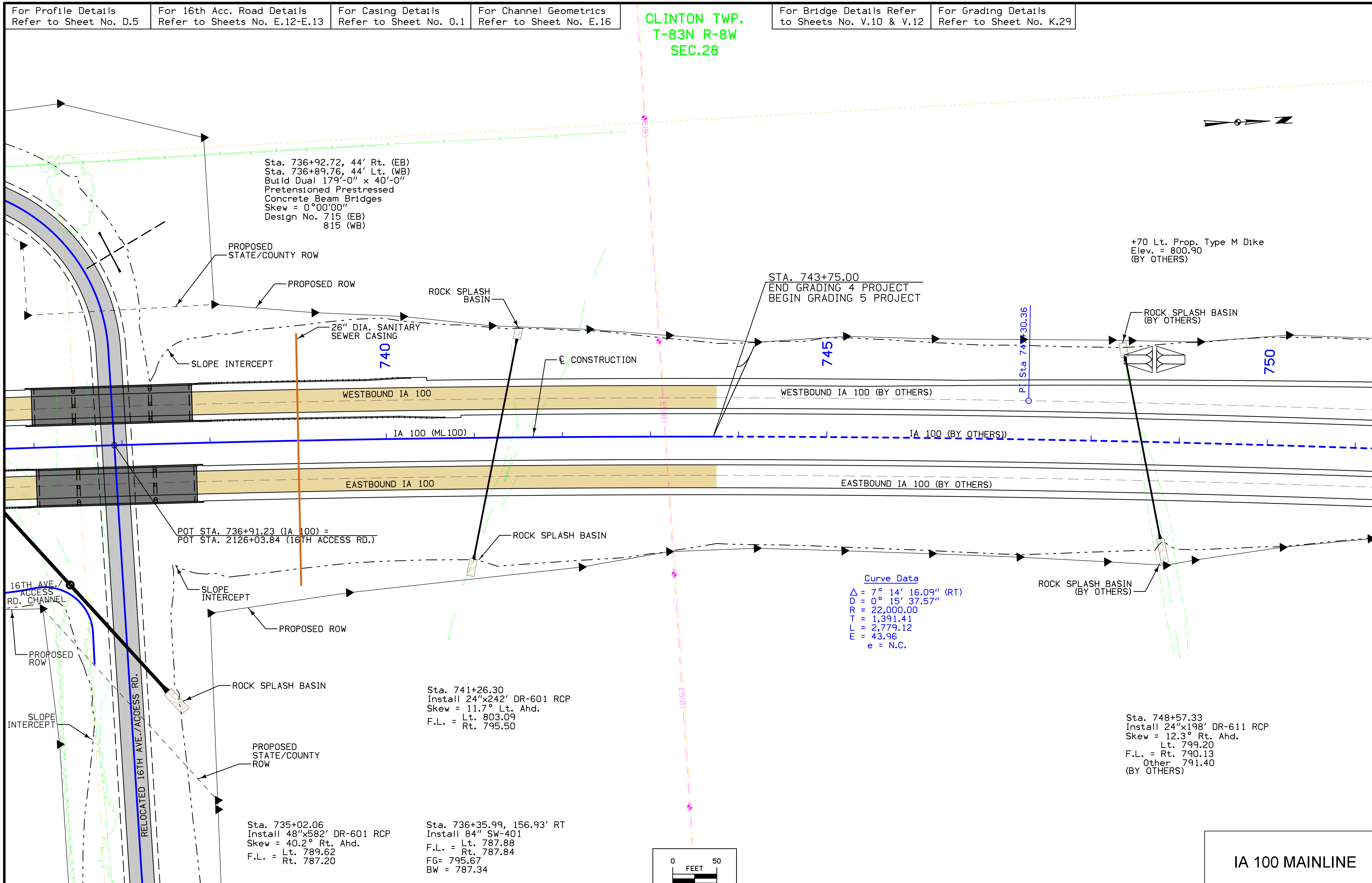

IA 100 MAINLINE

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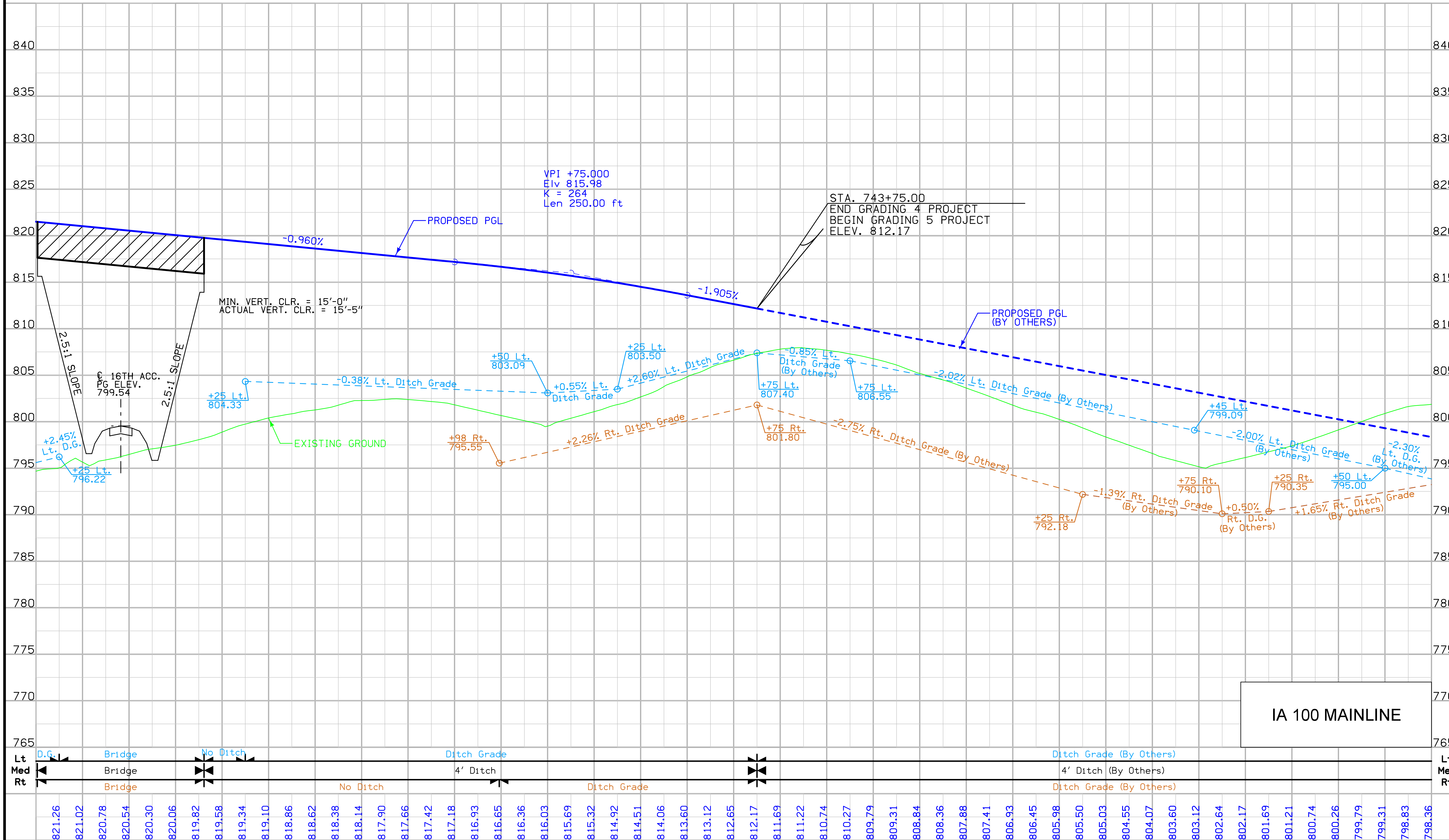

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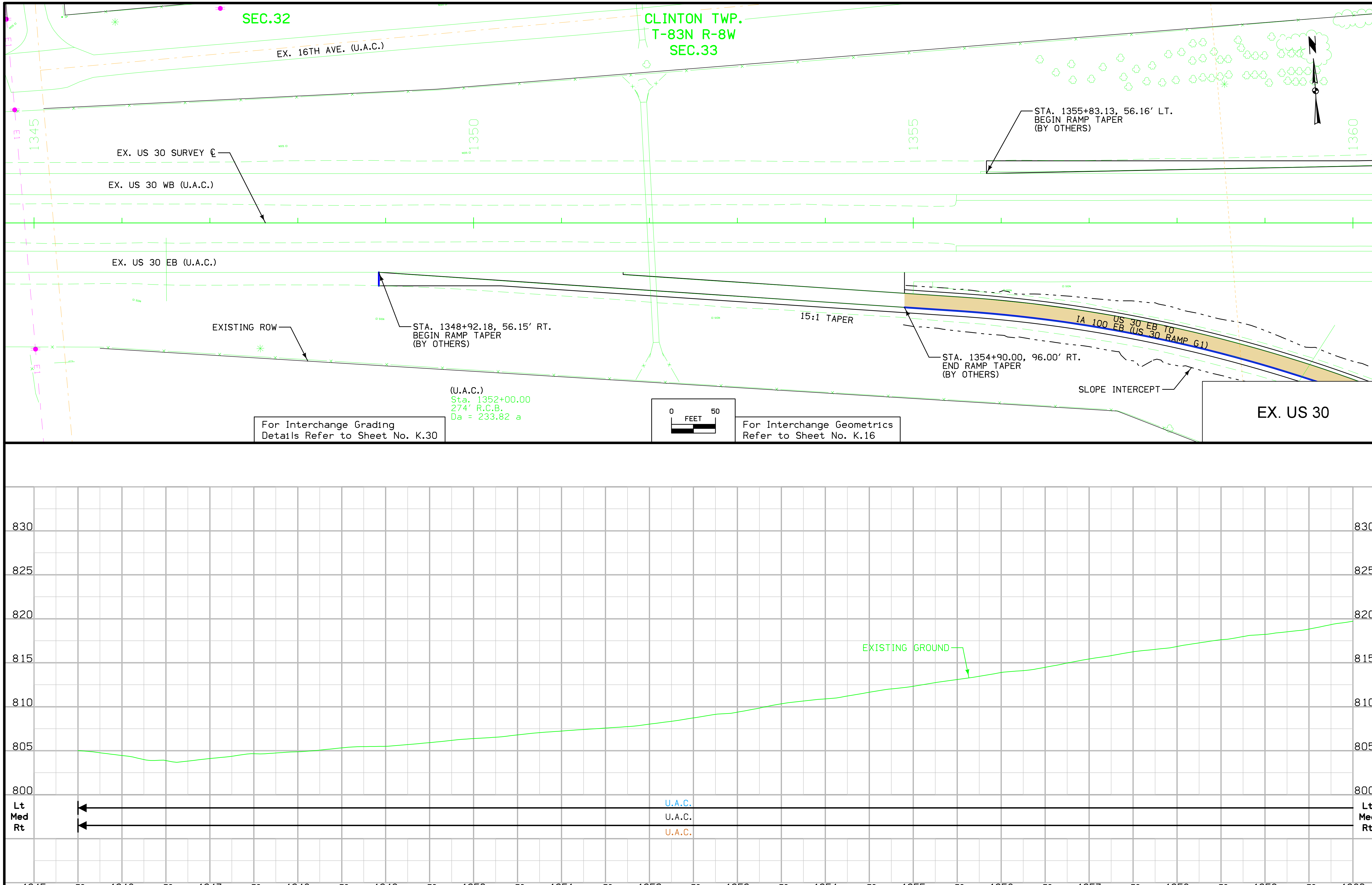

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER E.1

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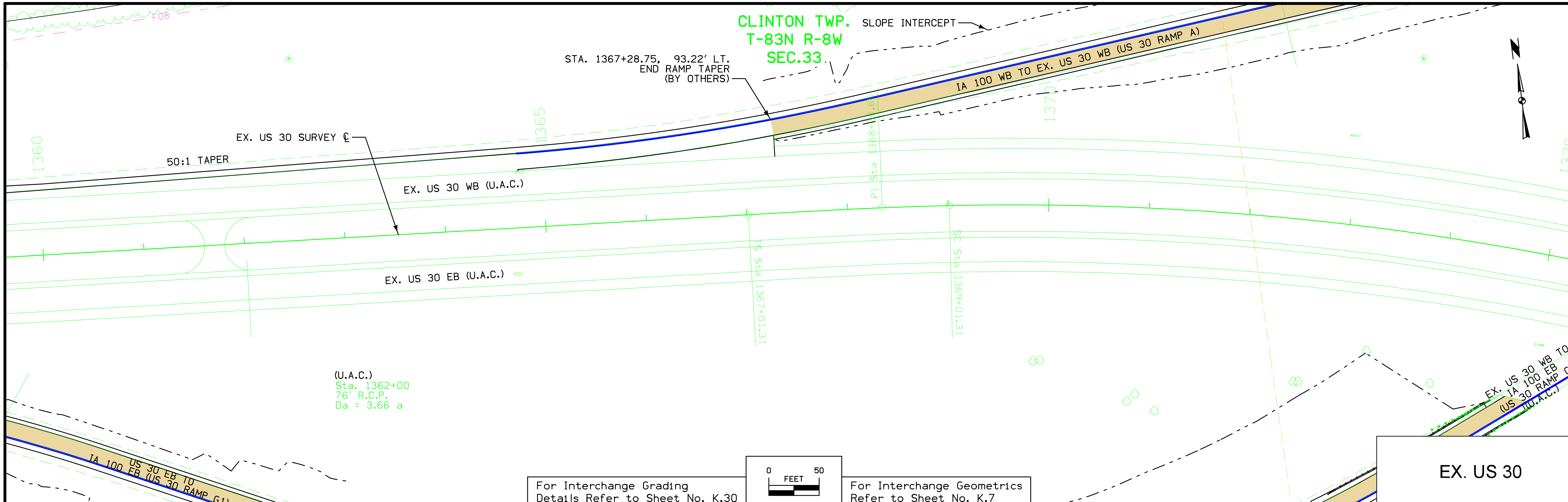

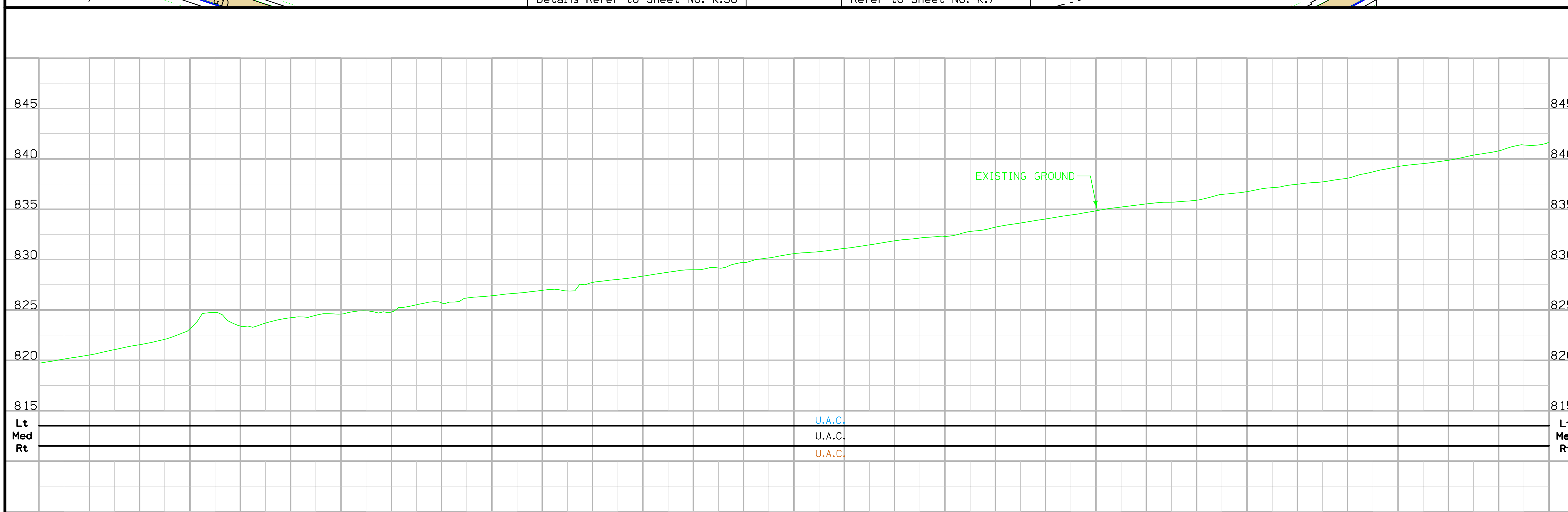

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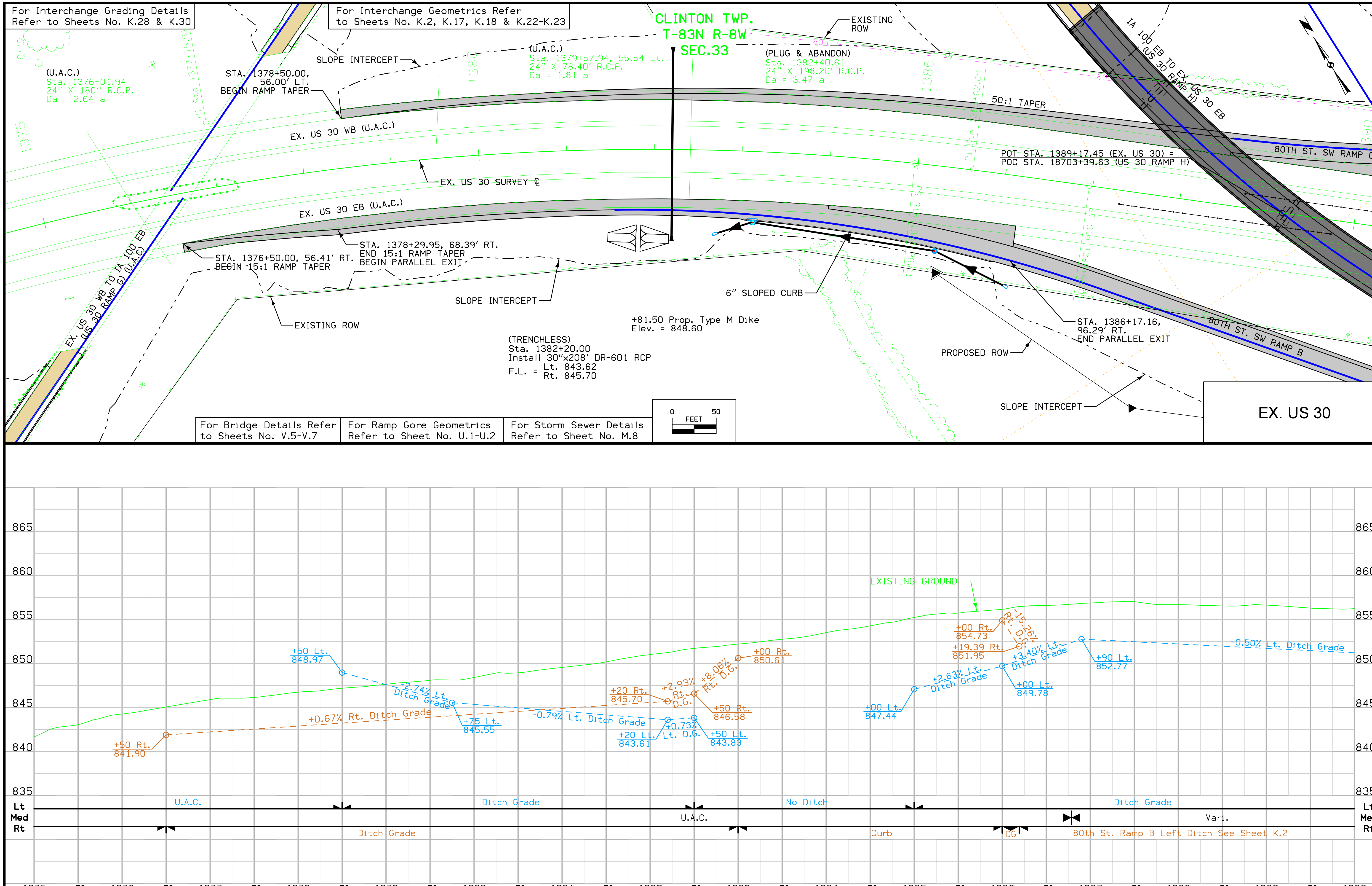

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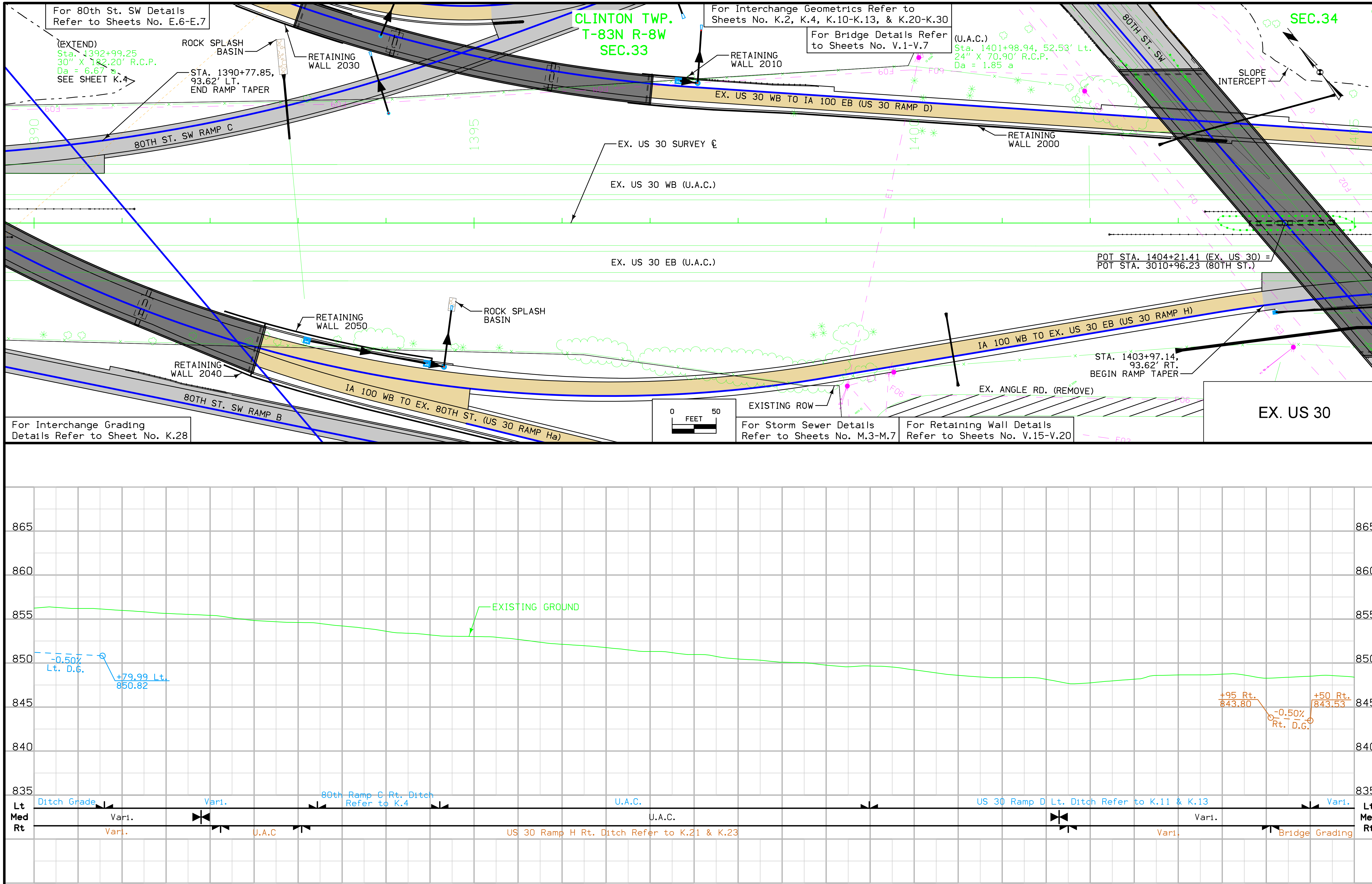

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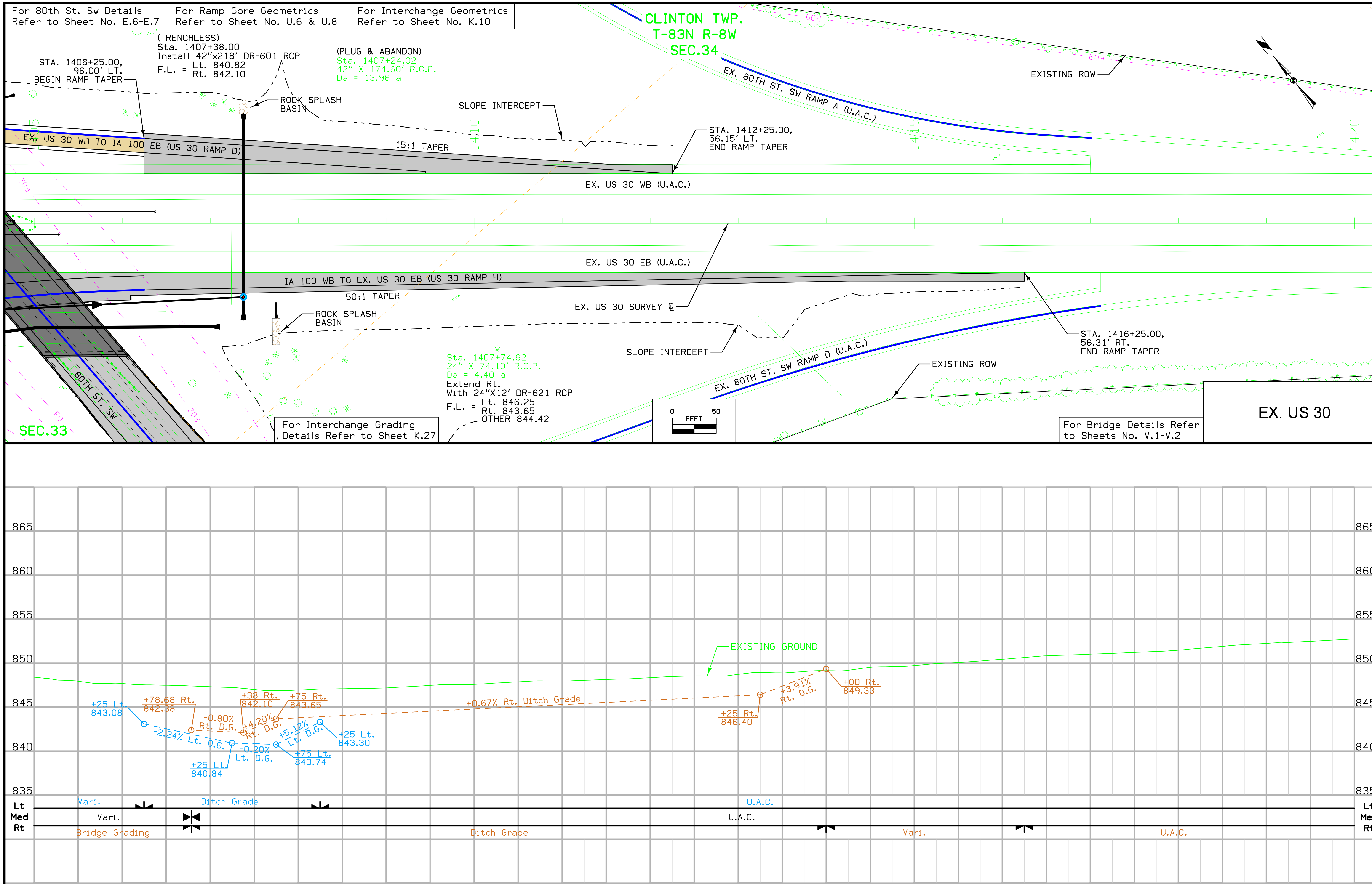

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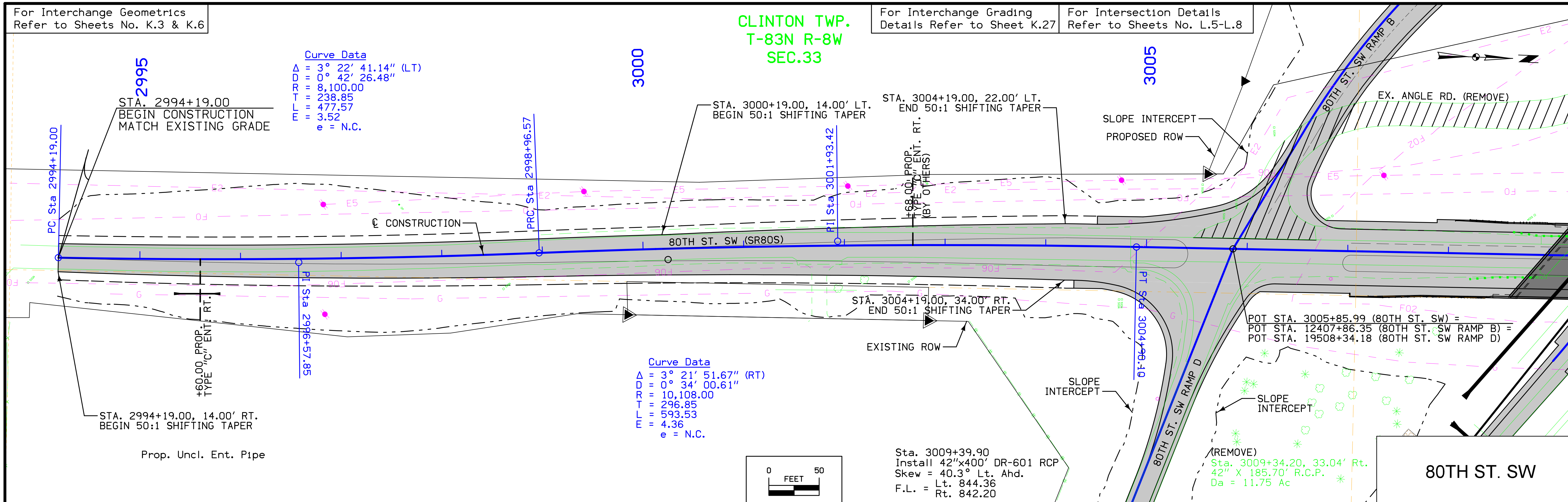

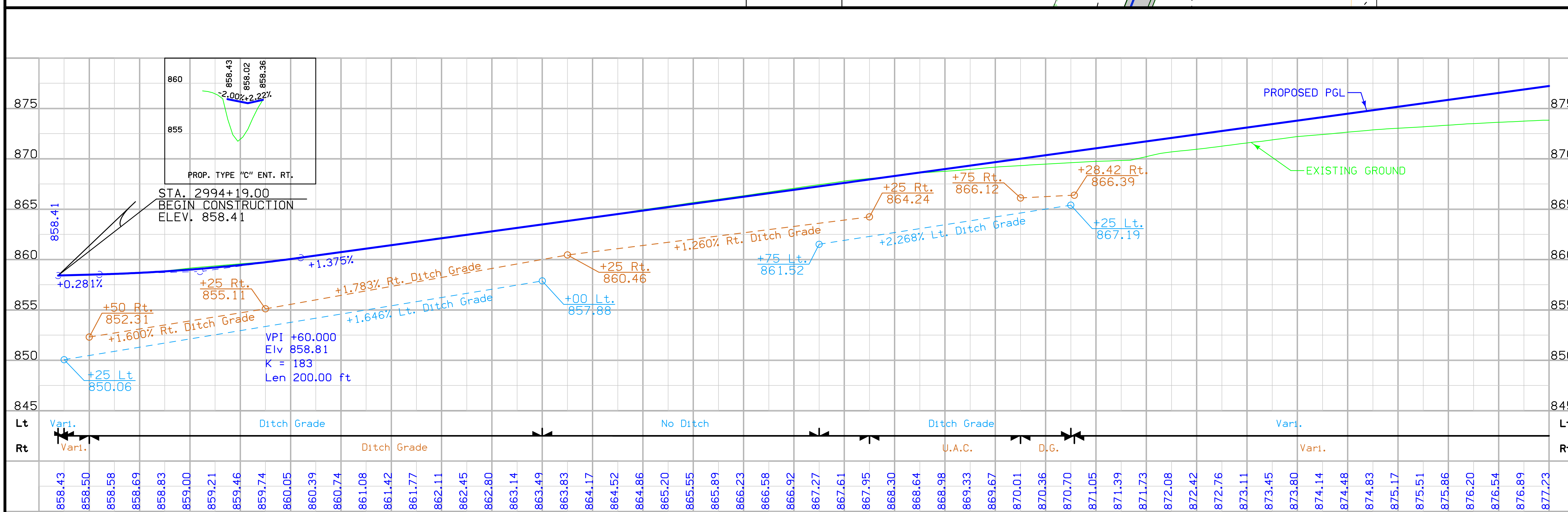

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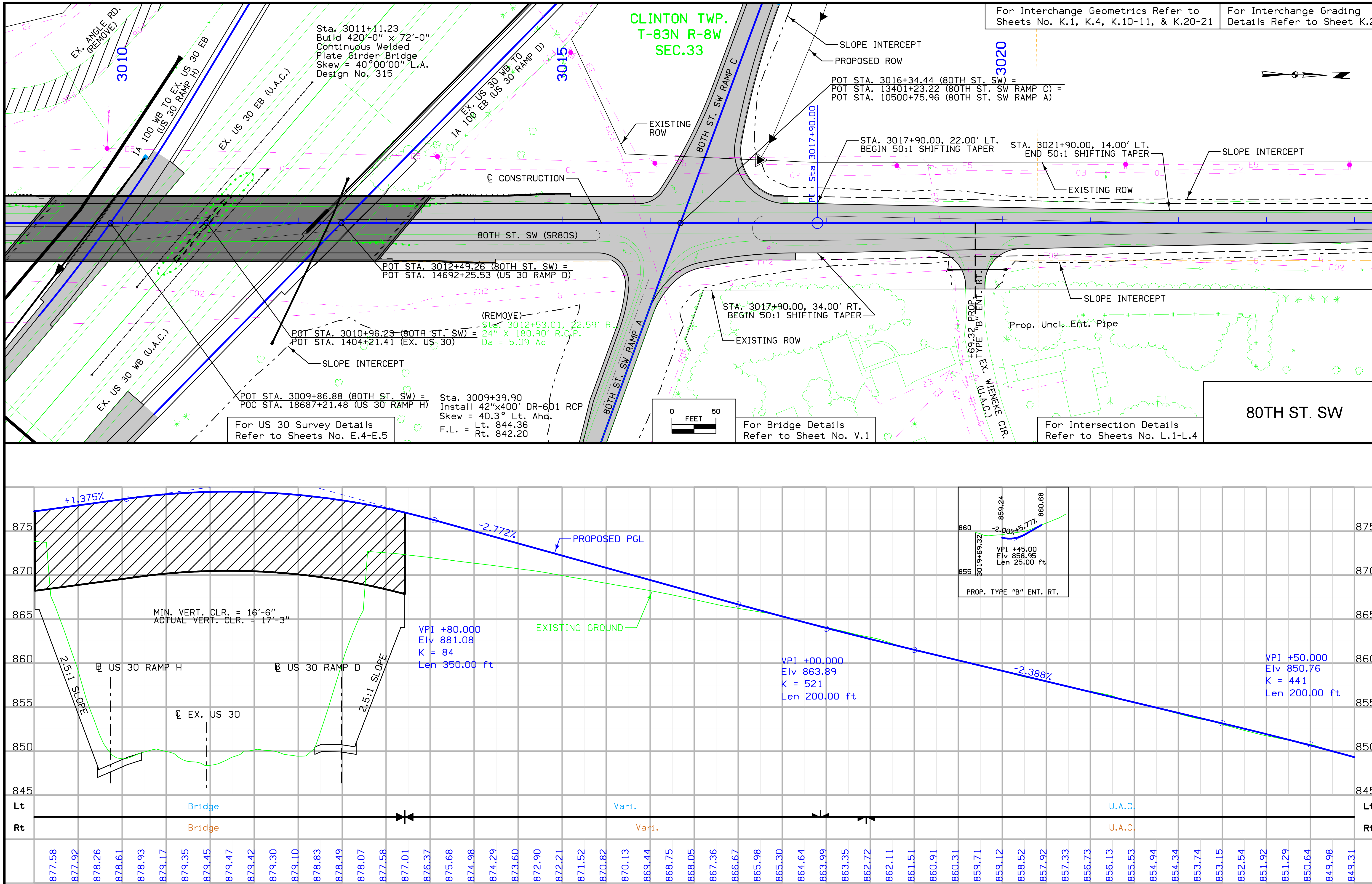

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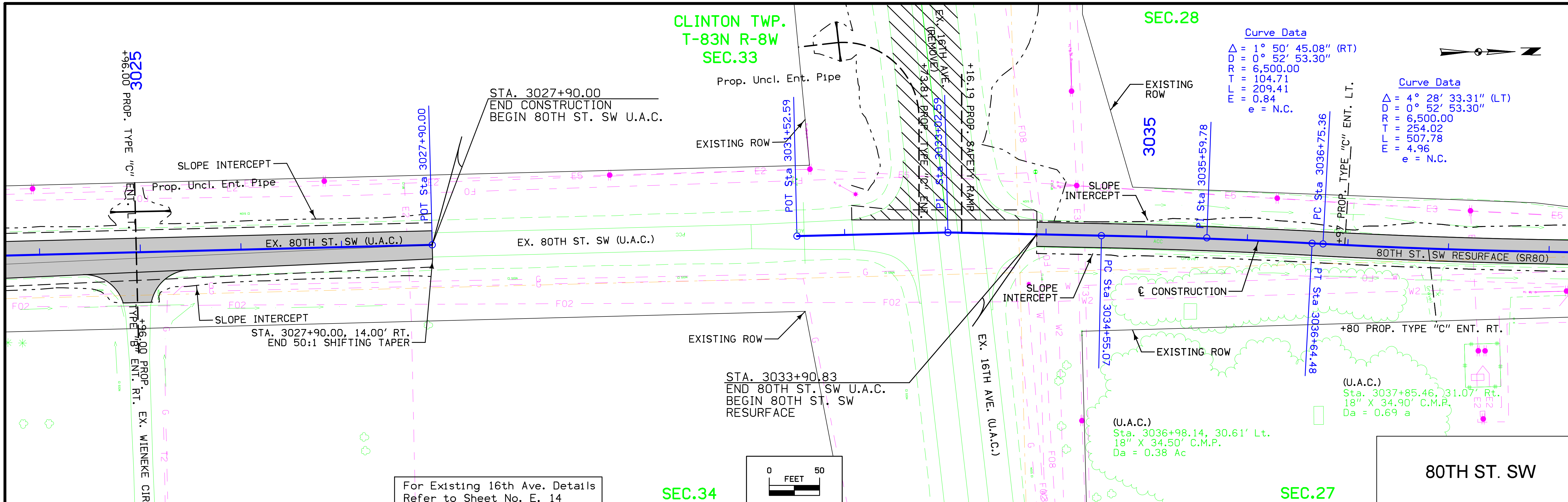

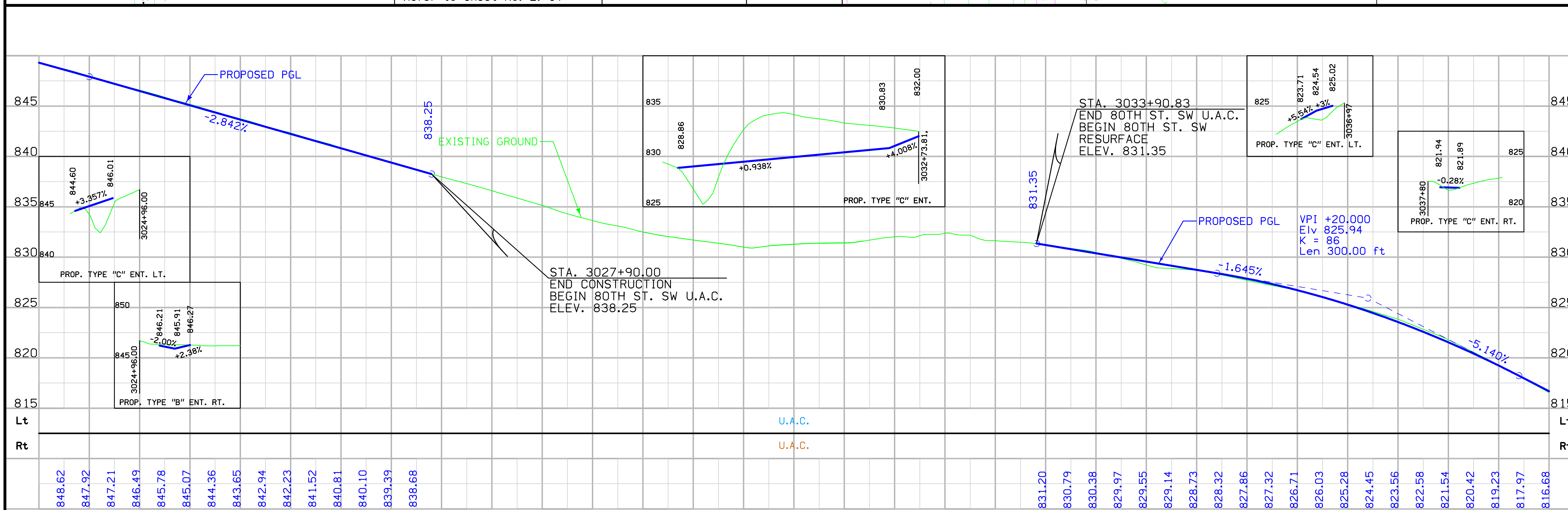

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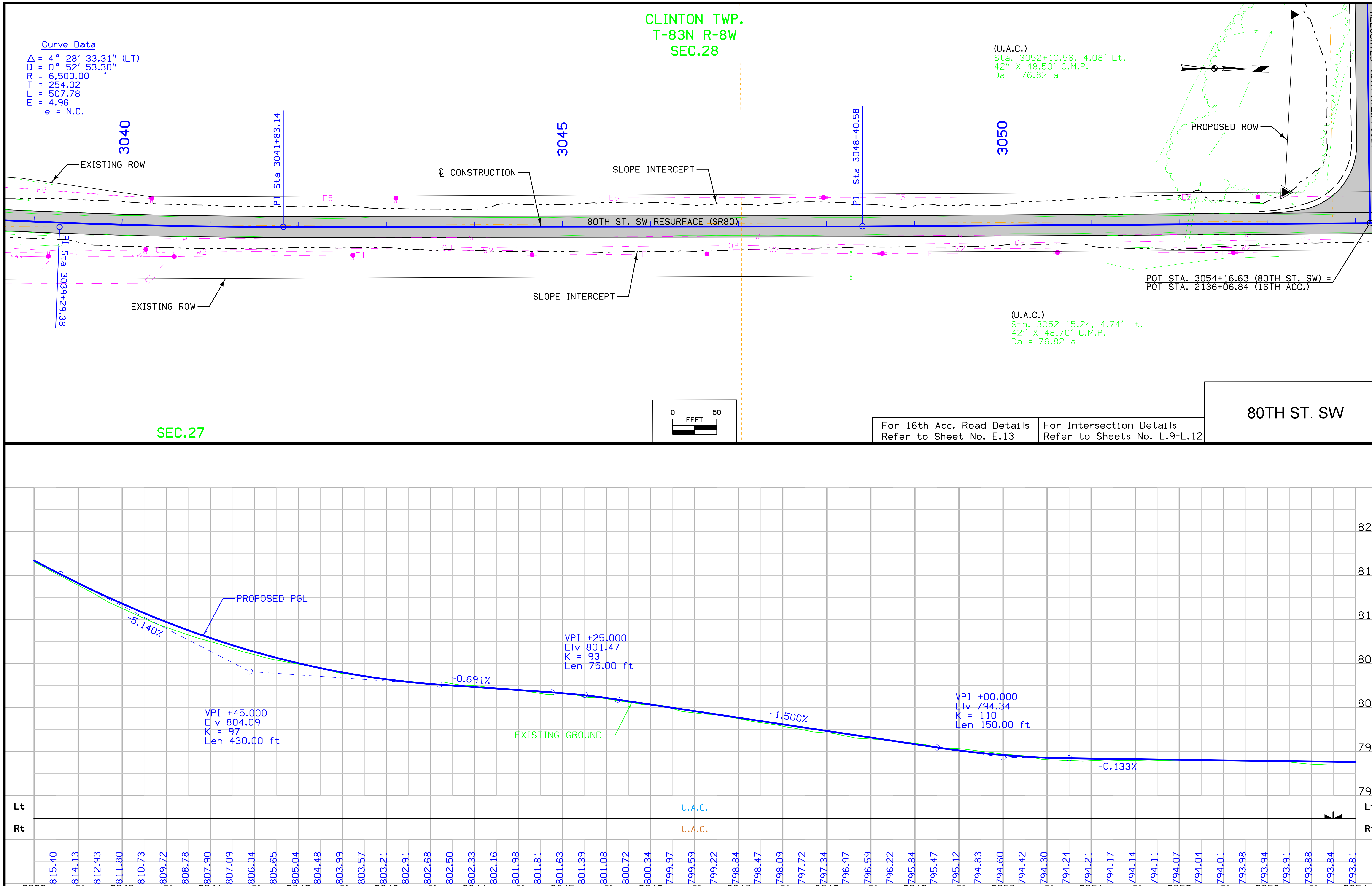

For 16th Acc. Road Details Refer to Sheet No. E.13

For Intersection Details Refer to Sheets No. L.9-L.12

80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER E.9

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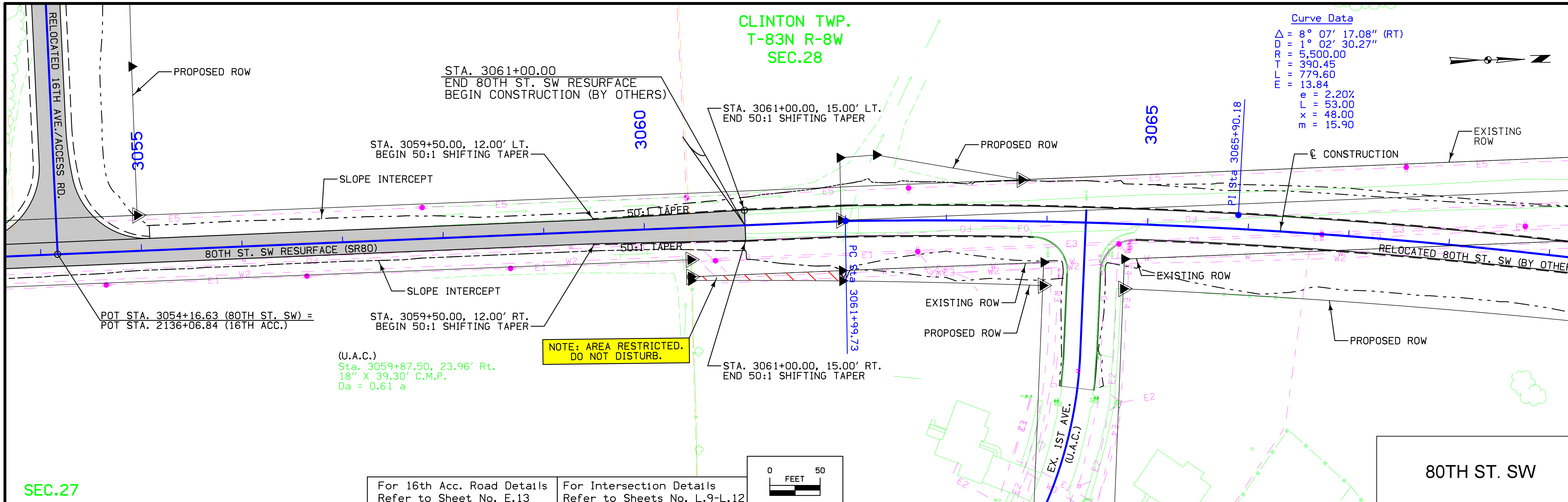

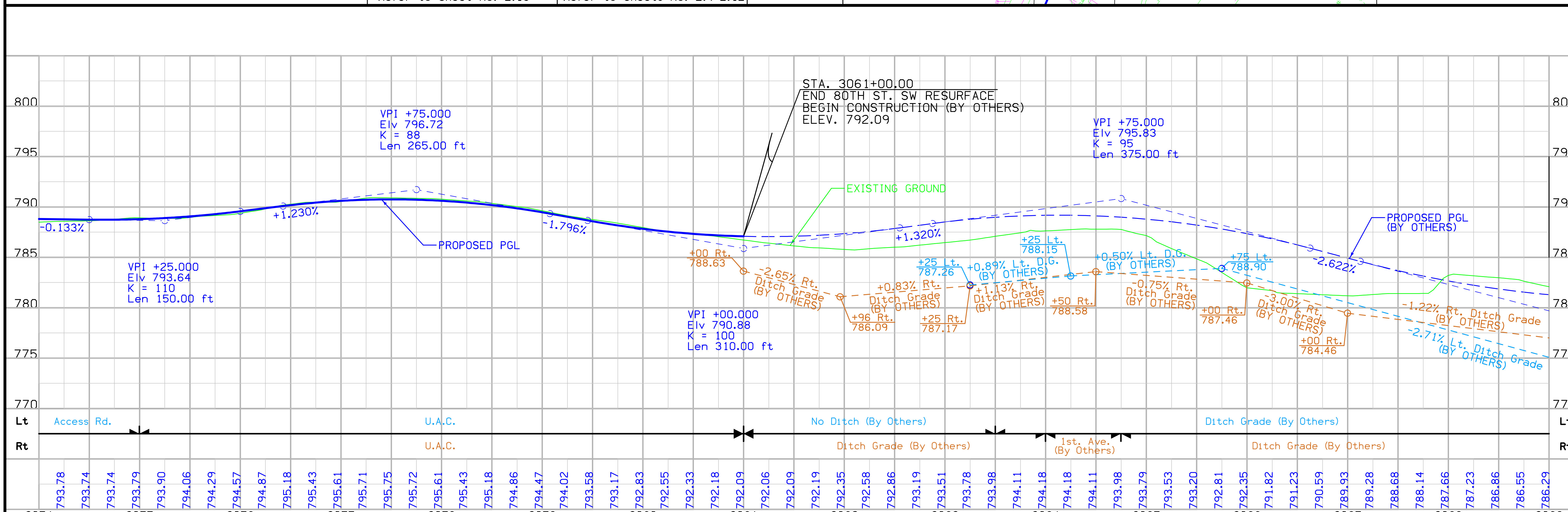

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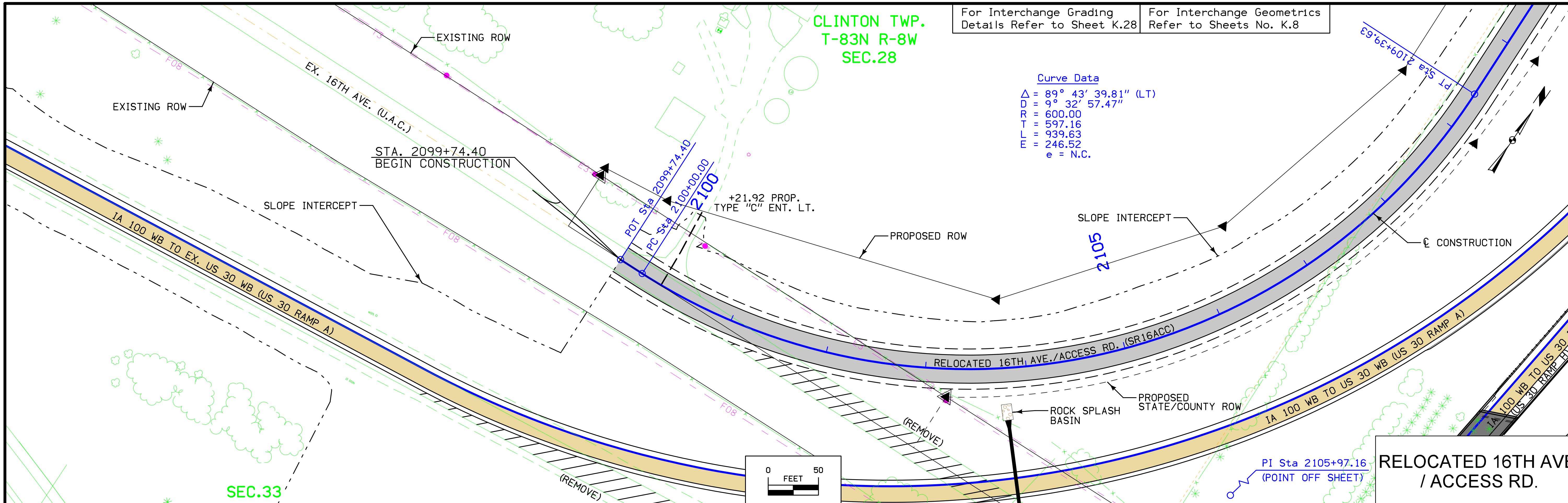

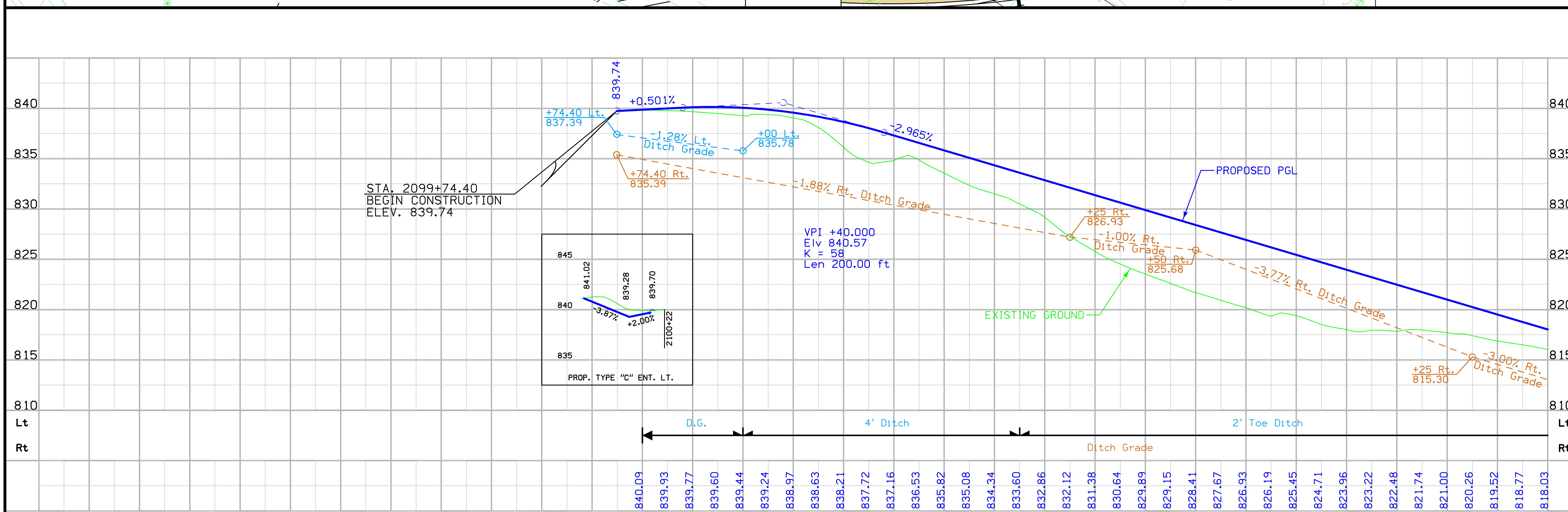

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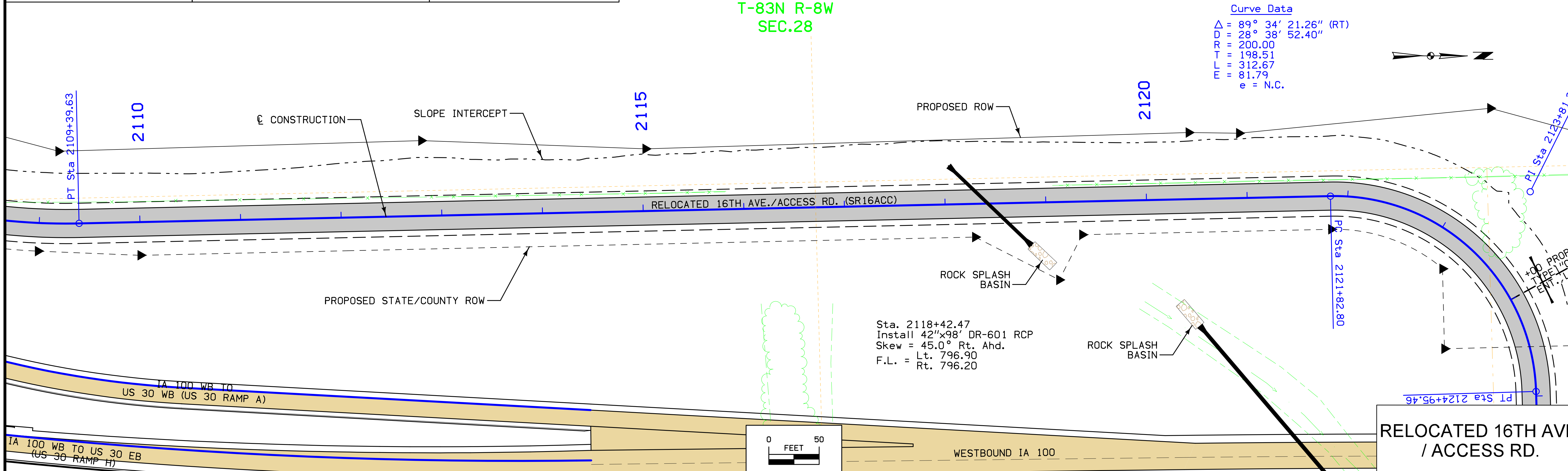
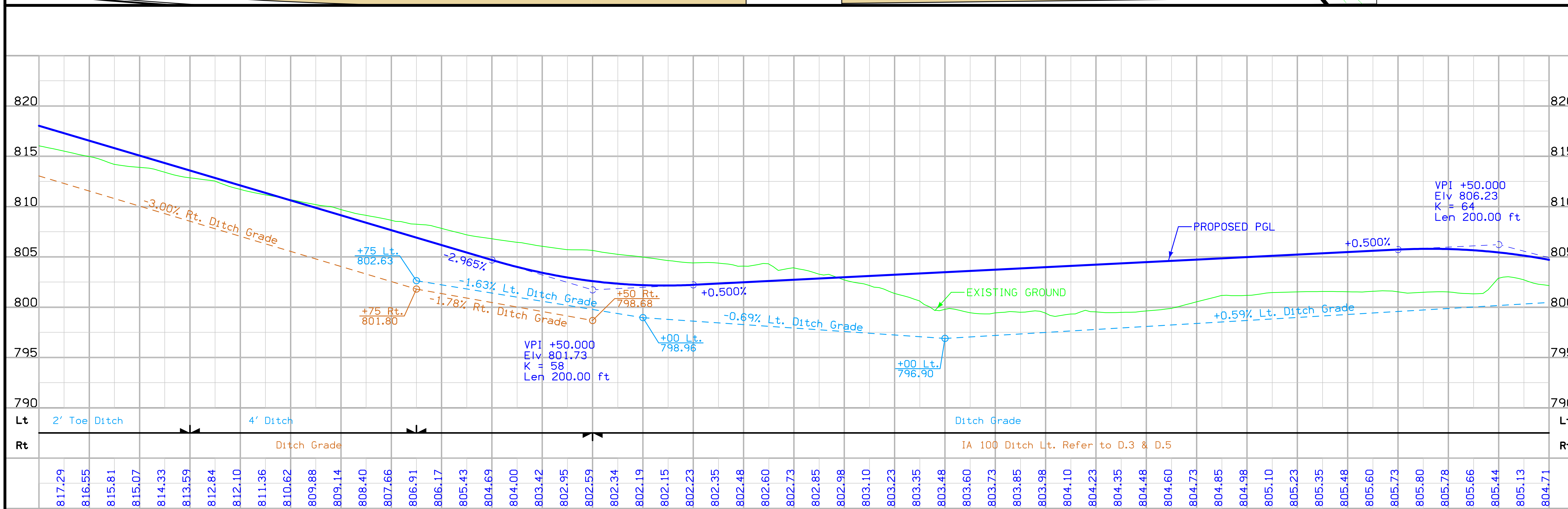
For Main Line Details Refer to Sheets No. D.2-D.3	For Interchange Grading Details Refer to Sheet K.28 & K.29	For Interchange Geometrics Refer to Sheets No. K.9





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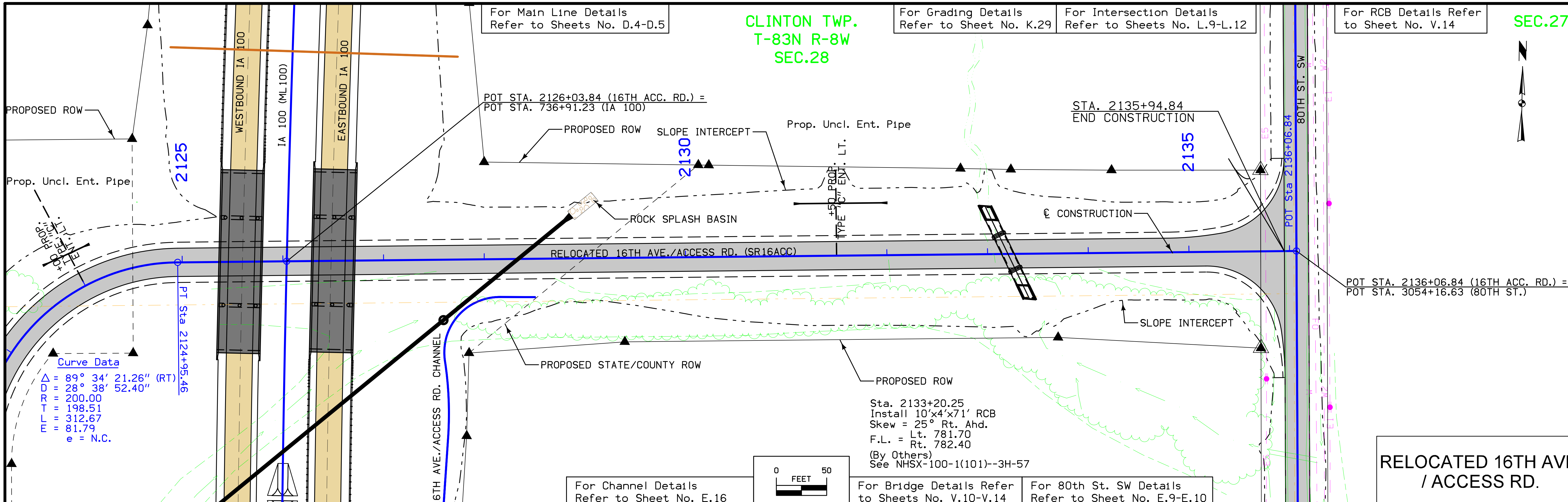

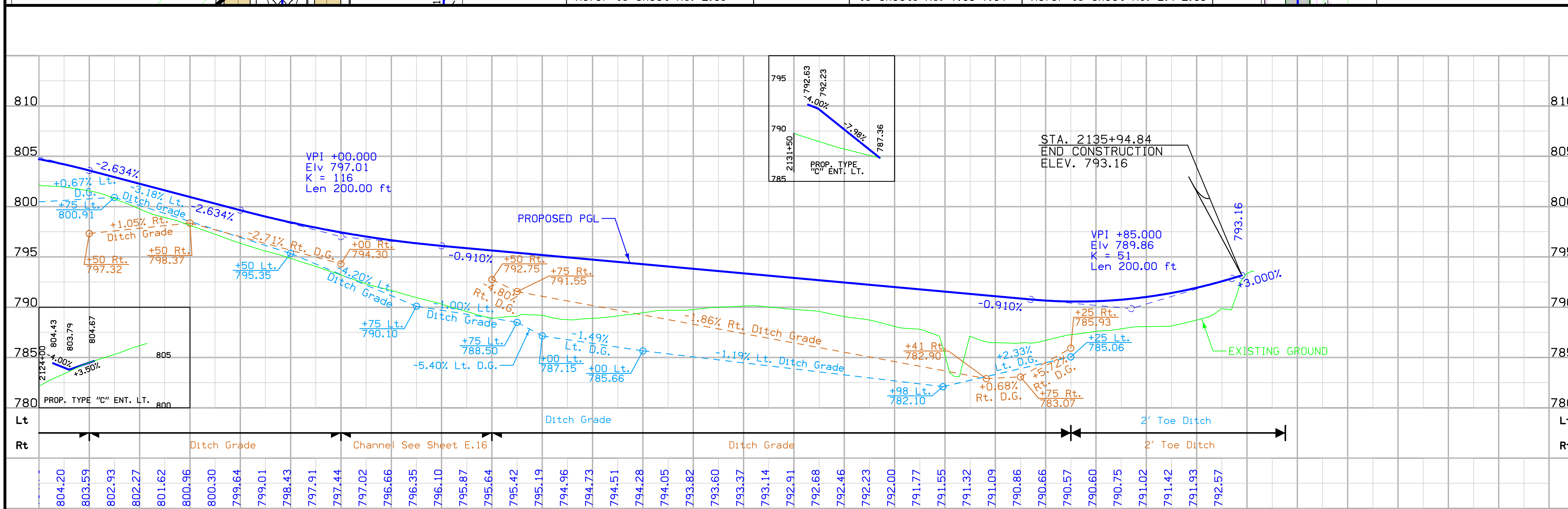

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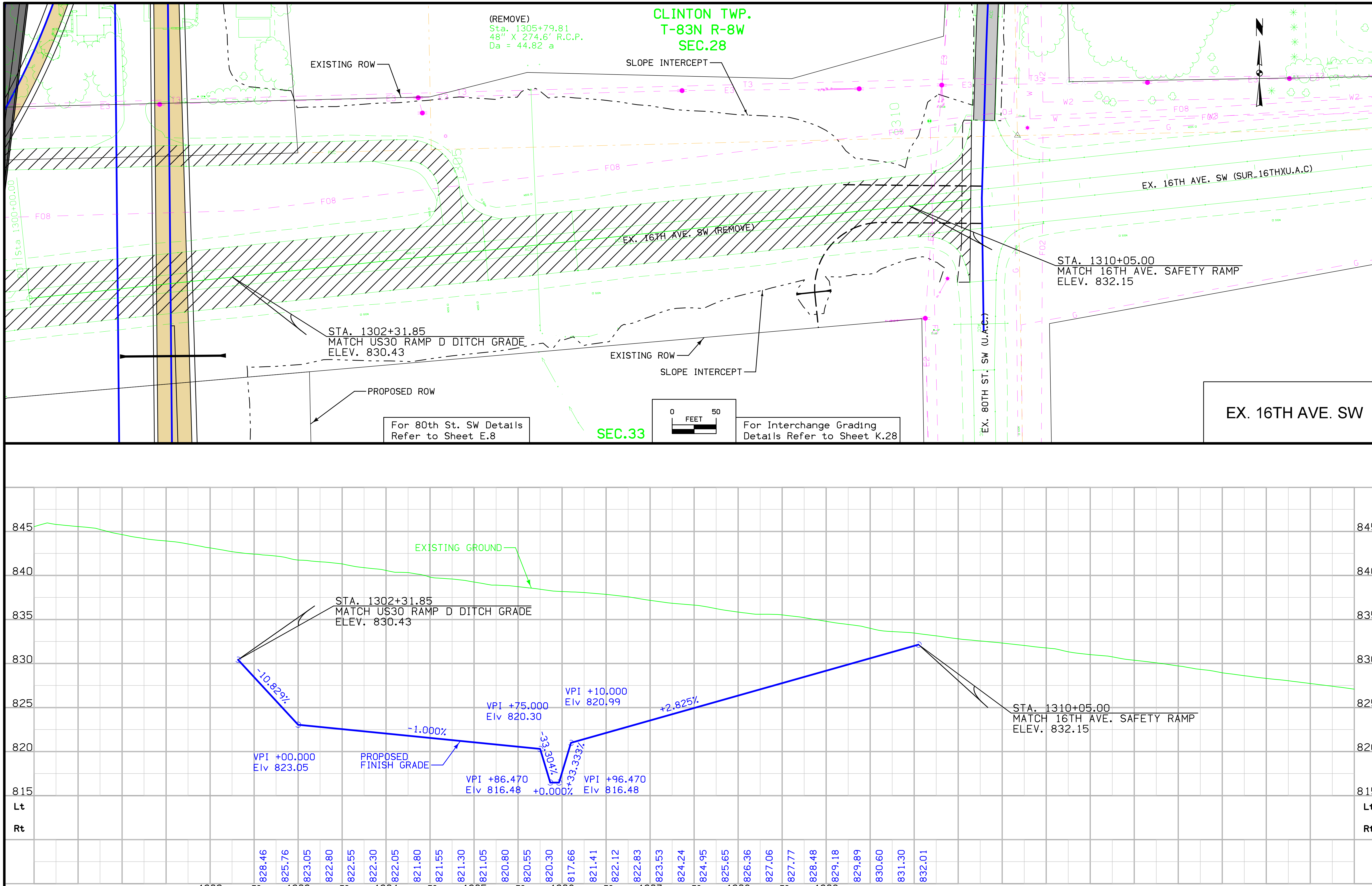

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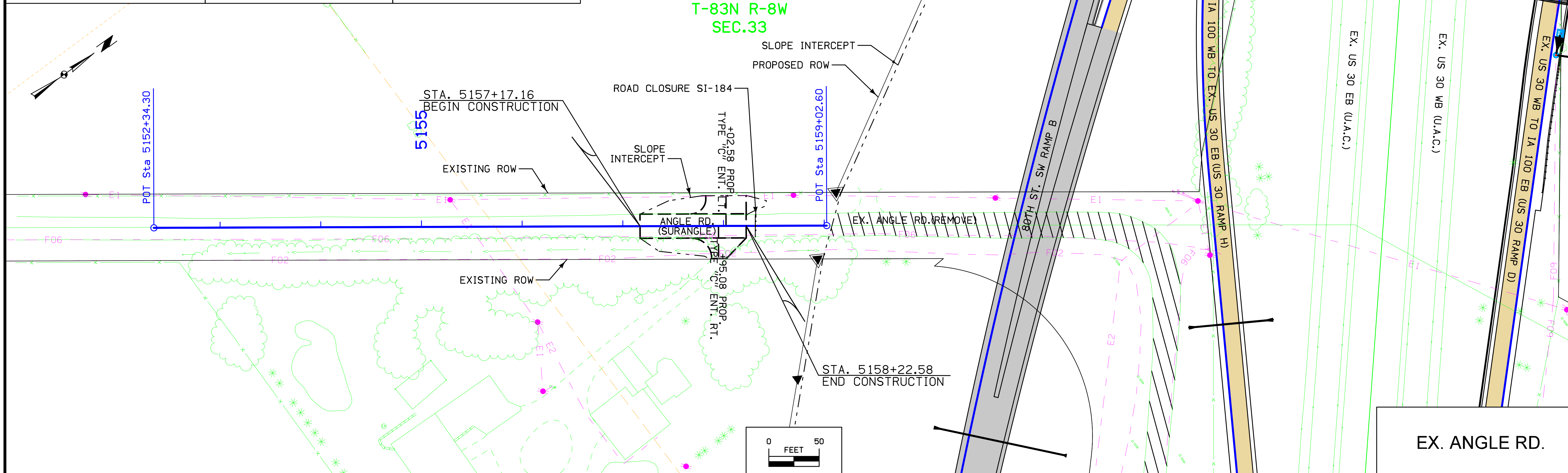
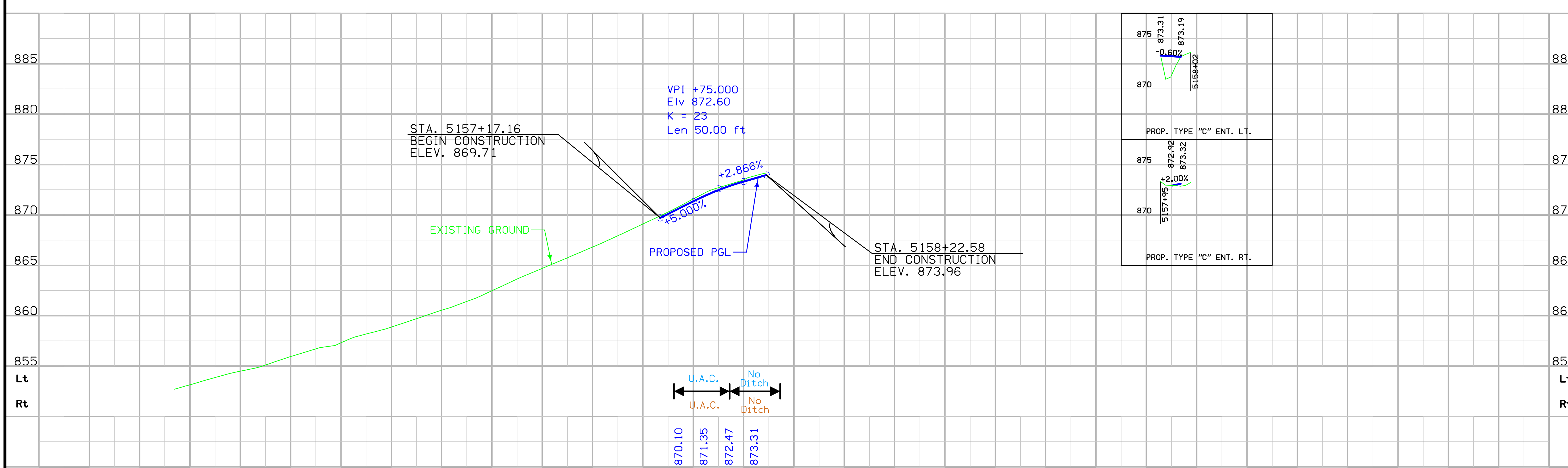
For Interchange Geometrics Refer to Sheet No. K.3	For Interchange Grading Details Refer to Sheet K.27	For Turn-around Details Refer to Sheet U.13





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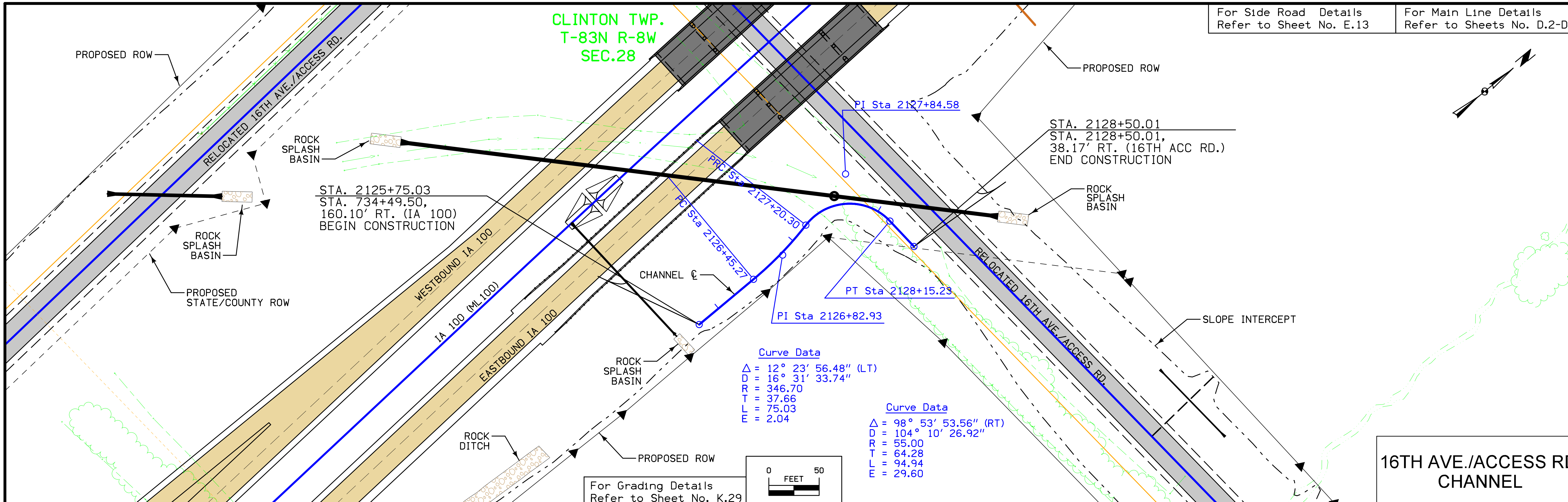

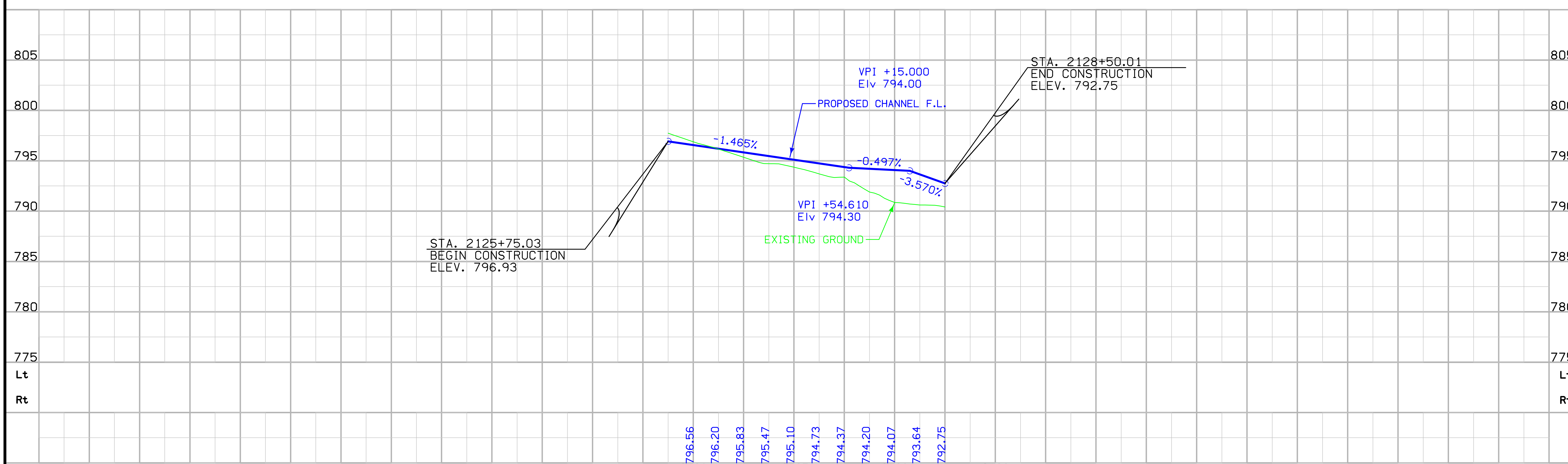

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER E.16

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HORIZONTAL CONTROL INFORMATION:

UTILIZING THE IOWA REAL-TIME-NETWORK GRID IN NAD(83)(1996), GPS OBSERVATIONS WERE MADE ON 14 CONTROL POINTS POSITIONED ALONG THE PROJECT ROUTE. CHECKS WERE MADE TO 9 PUBLISHED CONTROL MONUMENTS. GRID COORDINATES ON THE 14 CONTROL POINTS WERE SCALED TO GROUND AROUND POINT PUBLISHED CONTROL MONUMENT 8B. HORIZONTAL TRAVERSE WAS RUN THROUGH THE POINTS. A LEAST-SQUARES ADJUSTMENT WAS USED ON THE TRAVERSE TO OBTAIN COORDINATES ON A LOCAL PROJECT COORDINATE SYSTEM.

VERTICAL DATUM INFORMATION:

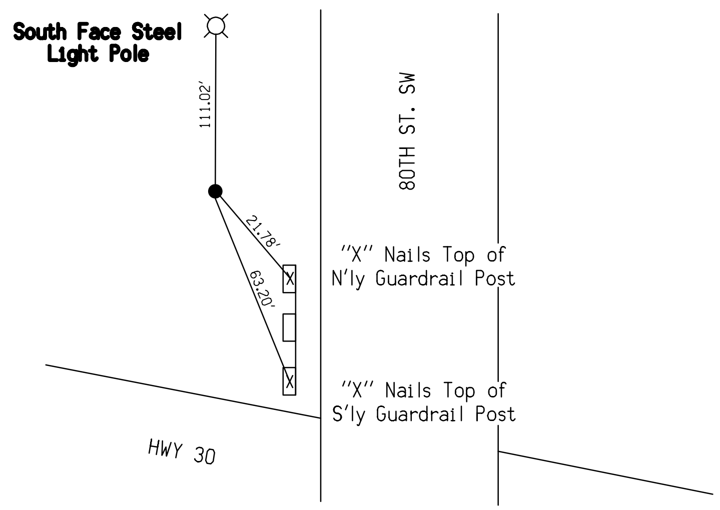
STANDARD ELEVATIONS BASED ON THE SEA-LEVEL DATUM NAVD 1988 ADJUSTED THROUGH A DIGITAL LEVEL LOOP STARTING AT BM 500 AND TURNING THROUGH ORIGINAL PROJECT BM's 513, 521, 528, & 564. PROJECT NHS-100-1(36)--19-57

DETAILS OF REFERENCE INFORMATION

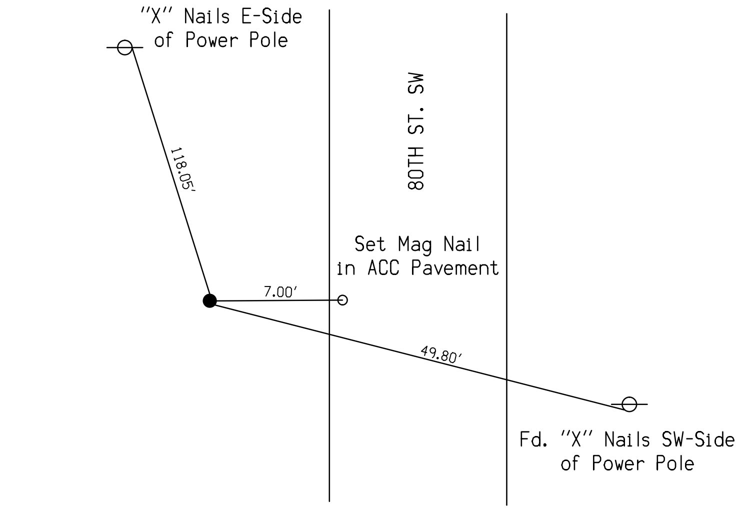
All References are Plumb Distances
unless otherwise noted.

Benchmarks		Description	Station (ML100)	Offset (ML100)	Coordinates		Elevation
					Northing	Easting	
IDOT BM	500	FD. IDOT PLUG IN WINGWALL - S. END OF FAIRFAX ROAD BRIDGE OVER HIGHWAY 30	-	-	3452333	5390473	876.25
IDOT BM	501	FD. RR SPIKE EAST SIDE P. POLE - FIRST P. POLE SOUTH OF WIENEKE CIRCLE - WEST SIDE OF ROAD	-	-	3453289	5390414	848.17
IDOT BM	502	FD. RR SPIKE EAST SIDE P. POLE - S.W. QAUD 16TH AVE. S.W. & 80TH ST. S.W.	-	-	3454576	5390394	828.37
IDOT BM	504	FD. RR SPIKE WEST SIDE P. POLE - APPROX. 1750 FT NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W.	-	-	3456471	5390498	794.67
IDOT BM	505	FD. RR SPIKE EAST SIDE P. POLE - WEST SIDE OF ROAD 1/4 MILE SOUTH OF N.E. COR. 28-83-8W, ALONG 80TH ST. S.W.	-	-	3458662	5390392	783.76
IDOT BM	507	FD. LINN COUNTY DISK S.W. COR. CONC. HANDRAIL - APPX 650 FT NORTH OF N.E. COR. 28-83-8W ALONG, 80TH ST. N.W.	-	-	3460758	5390363	762.90
IDOT BM	508	FD. RR. SPIKE EAST SIDE P. POLE APPROX. 625 FT. SOUTH E. 1/4 COR 21-83-8W - WEST SIDE OF ROAD ALONG 80TH ST. N.W.	-	-	3462008	5390330	793.86
IDOT BM	509	FD. RR. SPIKE EAST SIDE P. POLE APPROX. 275 FT. SOUTH E. 1/4 COR. 21-83-8W - WEST SIDE OF ROAD, ALONG 80TH ST. N.W.	-	-	3462456	5390322	821.36
IDOT BM	510	FD. RR. SPIKE EAST SIDE P. POLE APPROX. 300 FT. NORTH E. 1/4 COR. 21-83-8W - W. SIDE OF ROAD, ALONG 80TH ST. N.W.	-	-	3463109	5390311	789.16
IDOT BM	511	FD. CUT X S.W. BOLT FIRE HYD. N.W. QUAD. OF 80TH ST. N.W. & WORCHESTER ROAD	-	-	3464097	5390361	822.19
IDOT BM	512	FD. RR SPIKE EAST SIDE P. POLE APPROX. 30 FT WEST OF N.E. COR. 21-83-8W ALONG 80TH ST. N.W.	-	-	3465388	5390275	821.57
IDOT BM	513	FD. LINN COUNTY DISK N.HDWL. TWIN 12x8 RCB CULVERT - APPROX. 225 FT WEST OF E. 1/4 COR. 16-83-8W	-	-	3468075	5390056	767.75
IDOT BM	521	FD. RR SPIKE NW. SIDE P. POLE	935+85.74	266.50' LT	3474701	5394859	796.80
IDOT BM	528	FD. CUT X CONC. RR ABUTMENT	1016+77.92	441.43' RT	3478104	5401490	786.05
AMENT BM	564	NE FLANGE BOLT HYD. @ SW COR N. RIVER BLVD. NE & EDGEWOOD ROAD	1100+37.11	973.11' RT	3477804	5409554	853.55
BM	570	SET CHISELED X ON WEST FACE MANHOLE RIM, EAST SIDE OF 80TH ST., 100 FT. SOUTH OF 4TH P. POLE SOUTH OF ELIS BLVD. & 80TH ST. INTERSECTION	-	-	3467205	5390297	793.46
BM	571	SET RR SPIKE IN WEST FACE 18" DECIDUOUS TREE, APPROX. 1925 FT. S.W. OF CONVINGTON RD. BRIDGE OVER ABANDON RR TRACKS	879+88.52	770.43'RT	3470484	5391330	758.03
BM	572	SET SURVEY NAIL IN S.W. BRIDGE PIER OF BRIDGE OVER ABANDONED RR ON CONVINGTON RD.	900+73.22	495.44' RT	3471902	5392630	762.66
BM	573	SET RR SPIKE IN P. POLE, EAST SIDE BURT RD. APPROX. 215' NORTH OF BEND IN ROAD, APPROX. 20 FT. N.W. OF CP #210	948+20.29	571.36' LT	3475781	5395530	819.08
BM	574	SET RR SPIKE IN SOUTH FACE 24" DECIDUOUS TREE, APPROX. 385 FT. SOUTH RAILROAD TRACKS & APPROX. 600 FT. WEST OF WEST BANK CEDAR RIVER	985+42.69	403.66' RT	3477635	5398854	728.02
BM	577	SET RR SPIKE IN EAST FACE 18" DECIDUOUS TREE APPROX. 40 FT EAST OF EAST BANK CEDAR RIVER & 1000 FT WEST OF CP #217	999+63.80	851.40' RT	3477734	5400079	733.38
BM	578	SET PK NAIL IN SOUTH FACE P. POLE ON NORTH SIDE OF PRIVATE LANE & APPROX. 400' EAST OF EAST BANK CEDAR RIVER & 30 FT WEST OF CP #216	1005+85.86	1003.16' RT	3477648	5400546	779.18
BM	579	SET RR SPIKE IN SOUTH FACE P. POLE ON SOUTH SIDE SWAN POND	1034+74.74	106.12' LT	3478553	5403333	795.19
BM	580	SET CHISELED X ON S.W. BOLT OF OLD CONC RR SIGNAL BASE ALONG ABANDONED RR APPROX. 200 FT NORTH OF HOUSE #5404 OAK CREEK DR. N.E.	1053+83.77	82.11' RT	3478955	5405195	806.65
BM	581	FD. 60d NAIL IN WEST FACE P. POLE ON EAST SIDE OF USHERS FERRY RD. APPROX. 1000 FT NORTH OF INTERSECTION OF USHERS FERRY RD. & N. RIVER BLVD. N.E.	1072+36.35	439.72' LT	3479691	5407021	783.25
BM	582	SET CHISELED X ON NE BOLT OF FIRE HYD. AT N.E. COR. PARKING OF #4700 N. RIVER BLVD. N.E.	1089+46.50	268.67' RT	3478722	5408635	831.41
BM	583	SET RR SPIKE IN EAST FACE P. POLE AT S.W. COR. OF INTERSECTION OF EDGEWOOD RD. & W. BOUND HWY 100 (COLLINS RD.) OFF RAMP	1099+80.12	210.18' LT	3478973	5409746	852.21

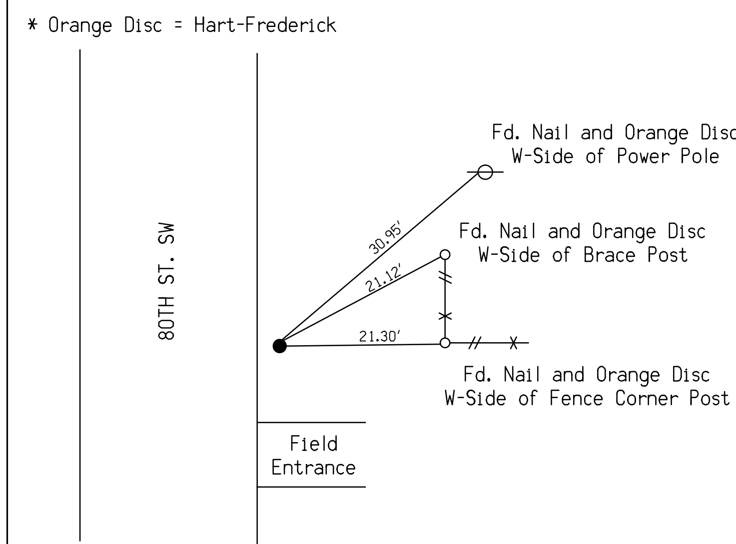
CONTROL POINT #200
SET 5/8" REBAR
Xc=5390453.302, Yc=3452782.589



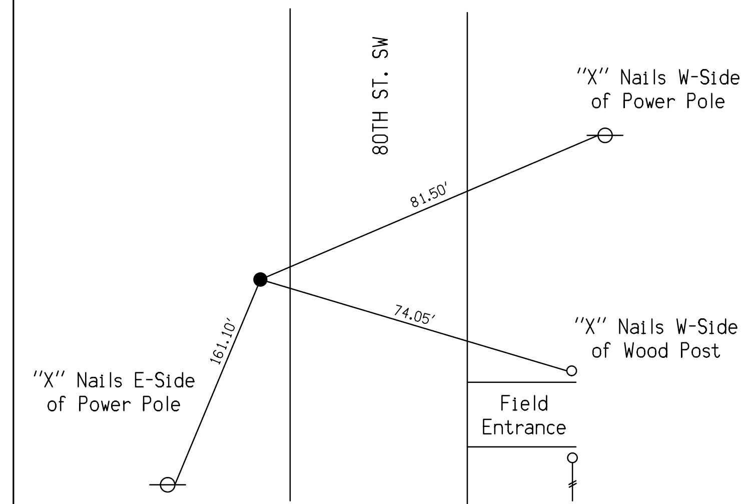
CONTROL POINT #201
SET 5/8" REBAR
Xc=5390460.332, Yc=3456088.161



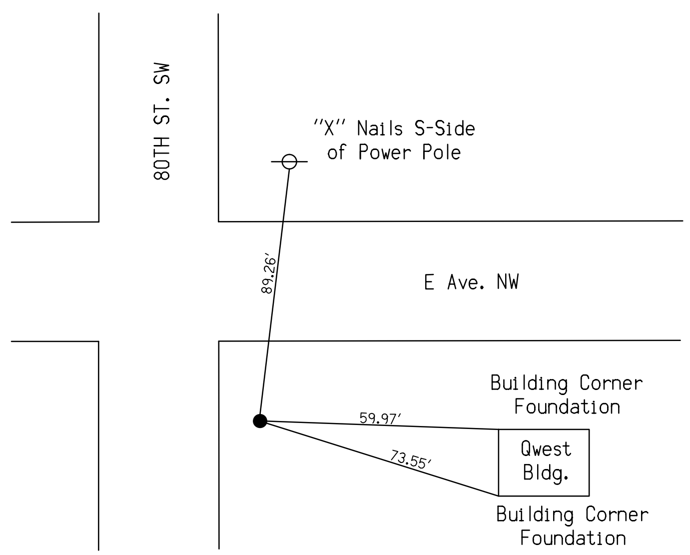
CONTROL POINT #202
SET 5/8" REBAR
Xc=5390459.117, Yc=3457455.705



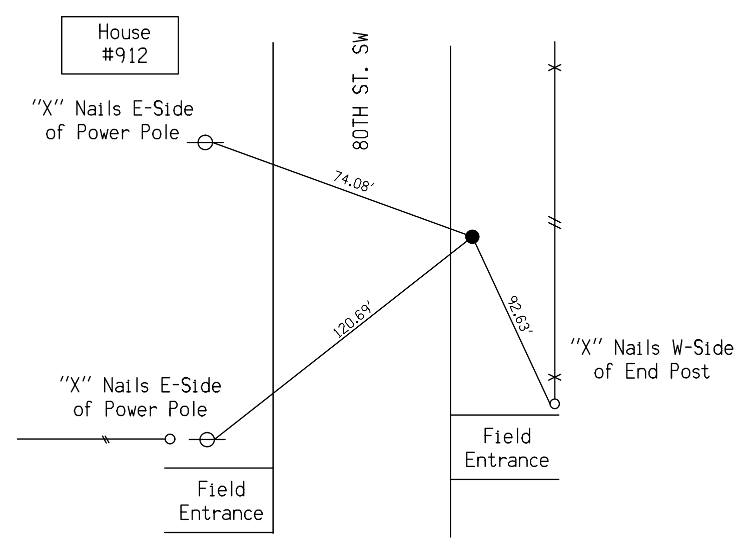
CONTROL POINT #203
SET 5/8" REBAR
Xc=5390404.624, Yc=3458822.274



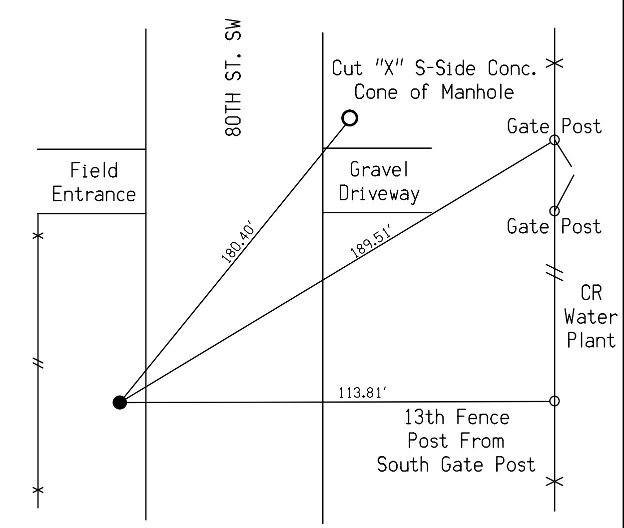
CONTROL POINT #204
SET 5/8" REBAR
Xc=5390423.162, Yc=3460036.475



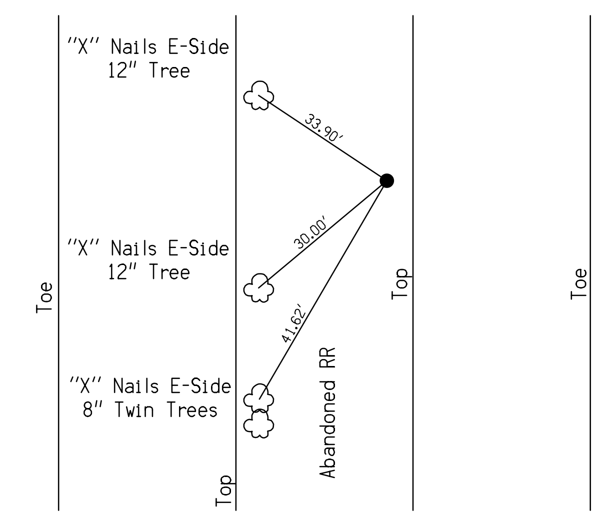
CONTROL POINT #205
SET 5/8" REBAR
Xc=5390387.872, Yc=3461529.234



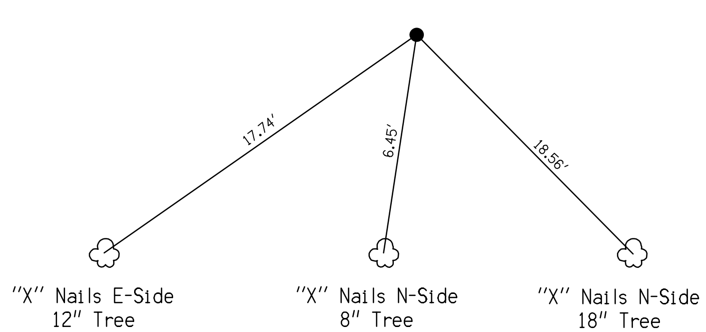
CONTROL POINT #206
SET 5/8" REBAR
Xc=5390253.638, Yc=3467028.096



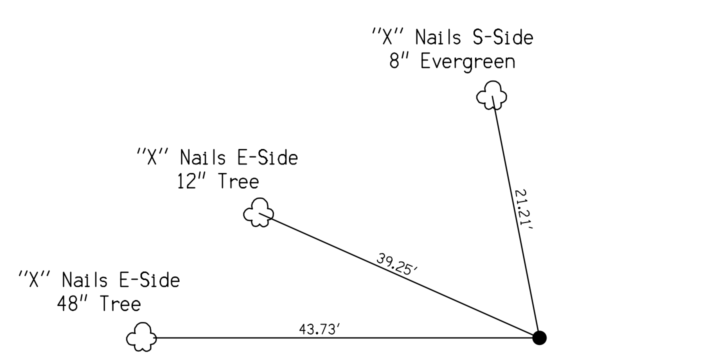
CONTROL POINT #207
SET 5/8" REBAR
Xc=5390507.381, Yc=3469423.415



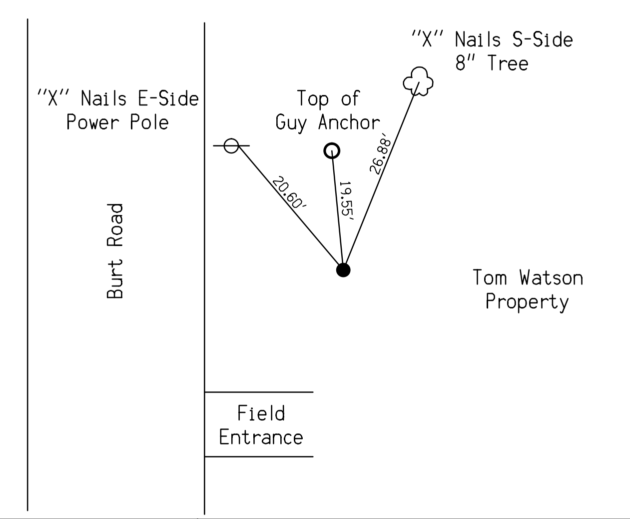
CONTROL POINT #208
SET 5/8" REBAR
Xc=5390759.885, Yc=3470756.782



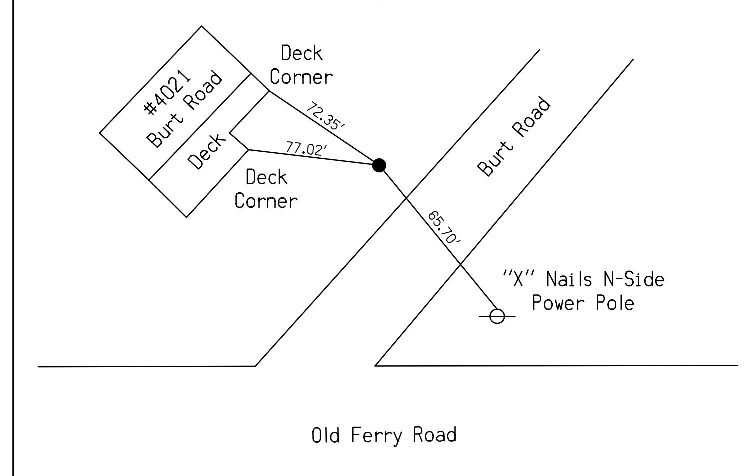
CONTROL POINT #209
SET 5/8" REBAR
Xc=5393566.652, Yc=3473389.196



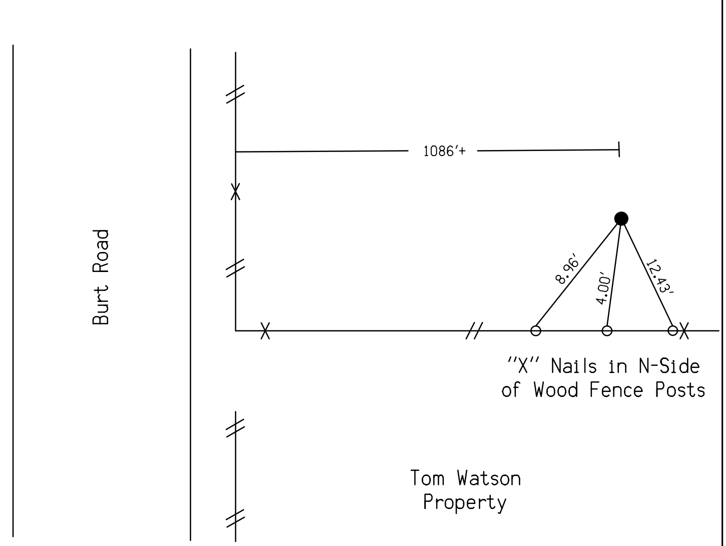
CONTROL POINT #210
SET 5/8" REBAR
Xc=5395536.388, Yc=3475762.267



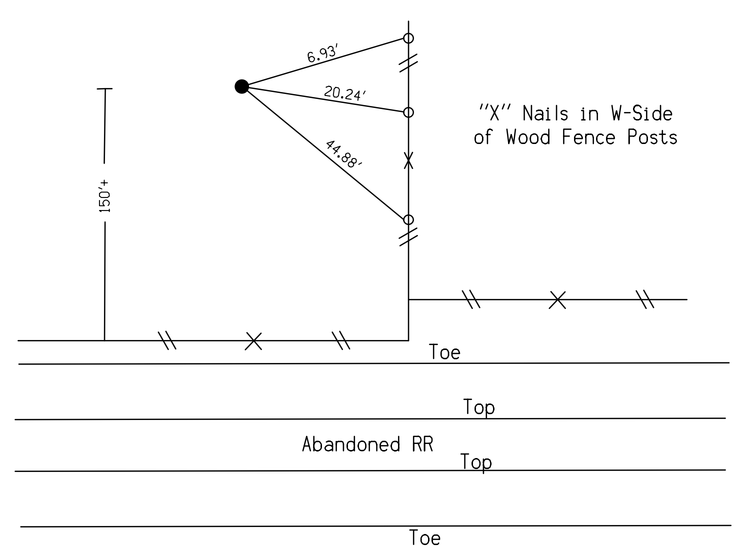
CONTROL POINT #211
SET 5/8" REBAR
Xc=5395036.496, Yc=3474978.586



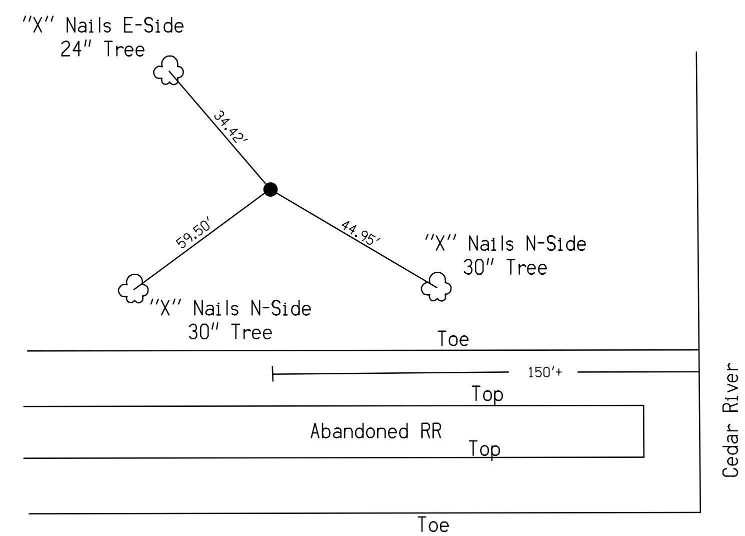
CONTROL POINT #212
SET 5/8" REBAR
Xc=5396578.459, Yc=3477115.968



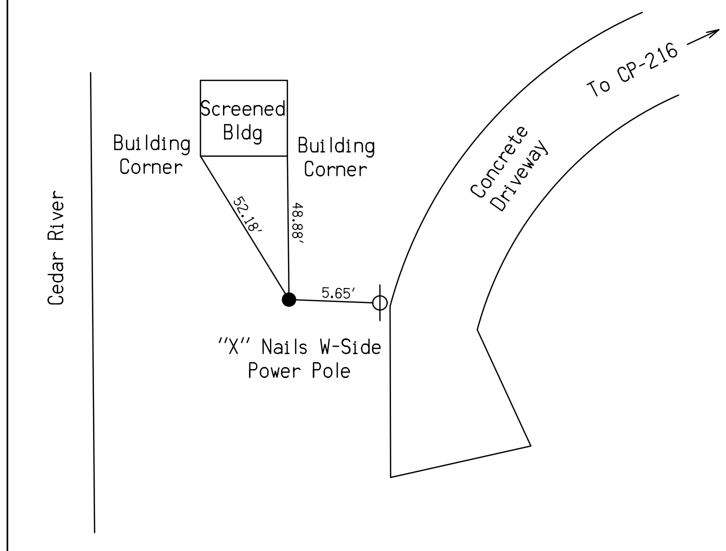
CONTROL POINT #213
SET 5/8" REBAR
Xc=5397976.081, Yc=3477644.189



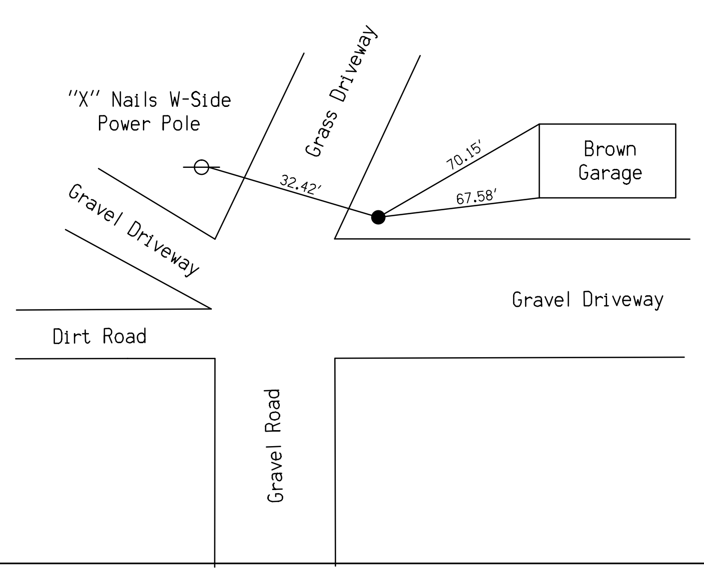
CONTROL POINT #214
SET 5/8" REBAR
Xc=5398998.050, Yc=3477668.551



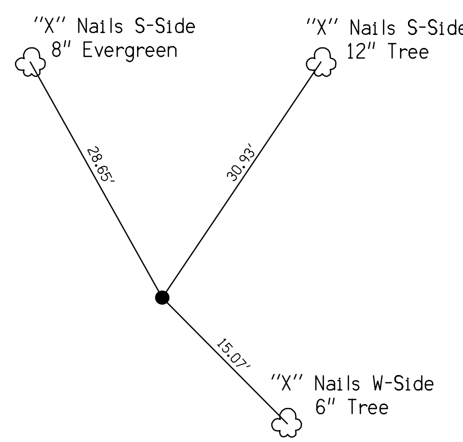
CONTROL POINT #215
SET 5/8" REBAR
Xc=5400225.952, Yc=3477615.353



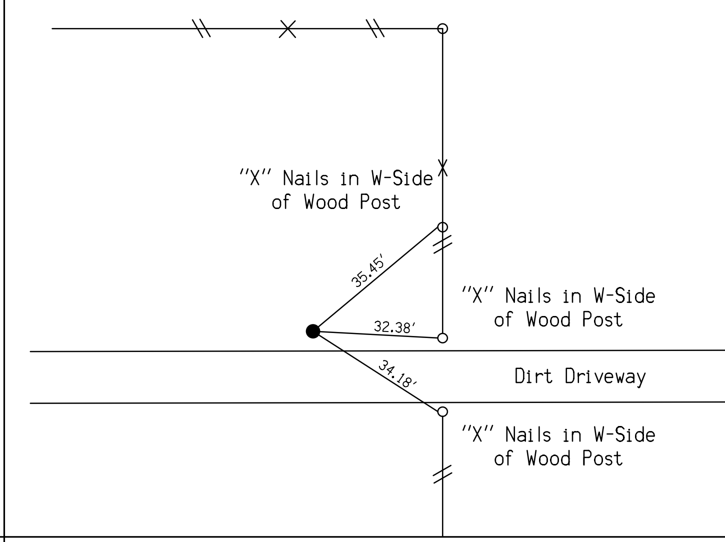
CONTROL POINT #216
SET 5/8" REBAR
Xc=5400574.857, Yc=3477663.984



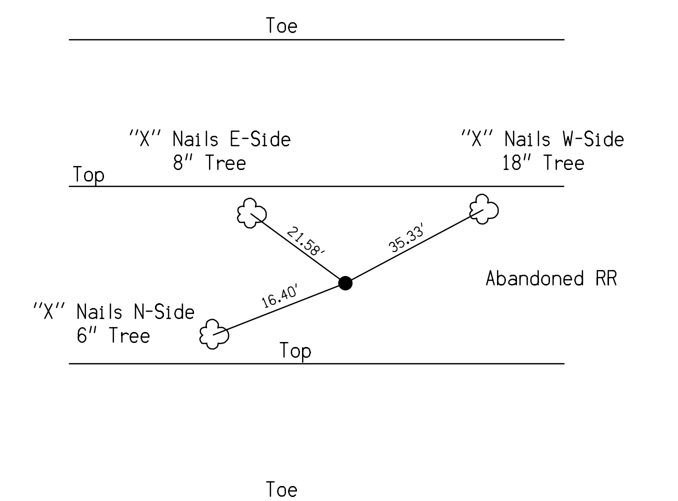
CONTROL POINT #217
SET 5/8" REBAR
Xc=5400963.863, Yc=3477963.765



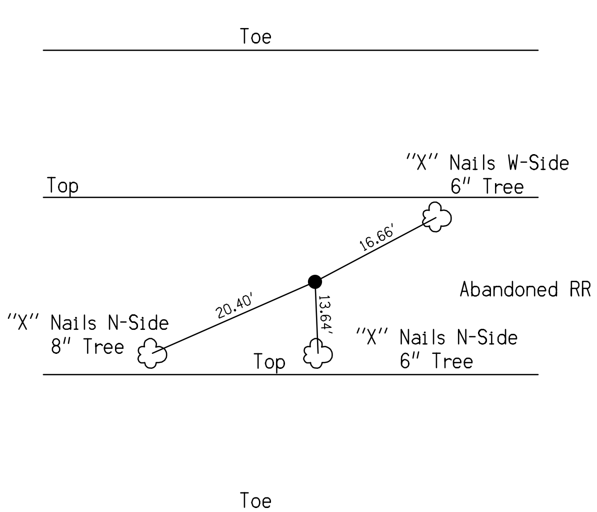
CONTROL POINT #218
SET 5/8" REBAR
Xc=5403021.252, Yc=3478441.174



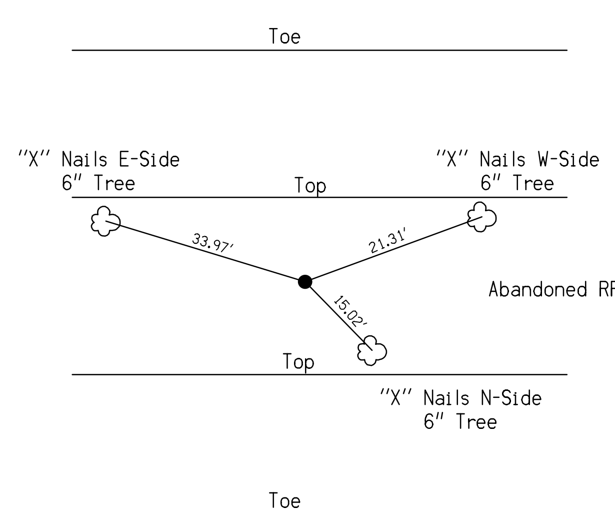
CONTROL POINT #219
SET 5/8" REBAR
Xc=5403911.638, Yc=3478637.706



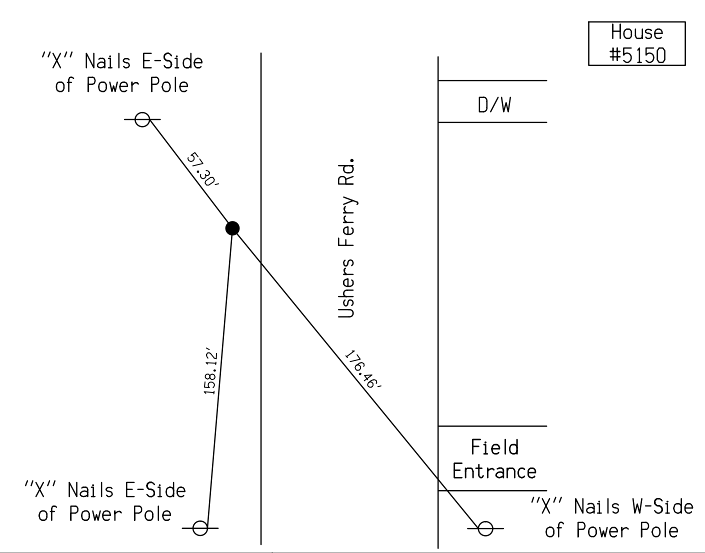
CONTROL POINT #220
SET 5/8" REBAR
Xc=5404721.715, Yc=3478825.490



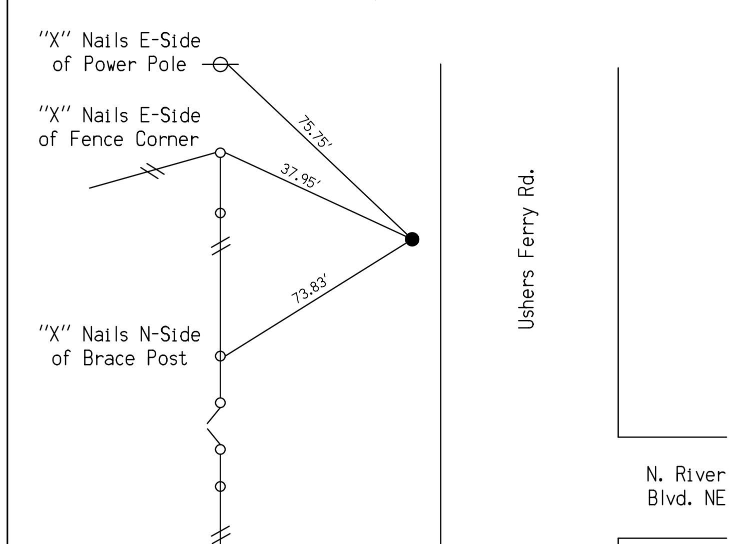
CONTROL POINT #221
SET 5/8" REBAR
Xc=5405574.711, Yc=3479020.396



CONTROL POINT #224
SET 5/8" REBAR
Xc=5407061.832, Yc=3479862.893



CONTROL POINT #225
SET 5/8" REBAR
Xc=5406626.270, Yc=3479048.819

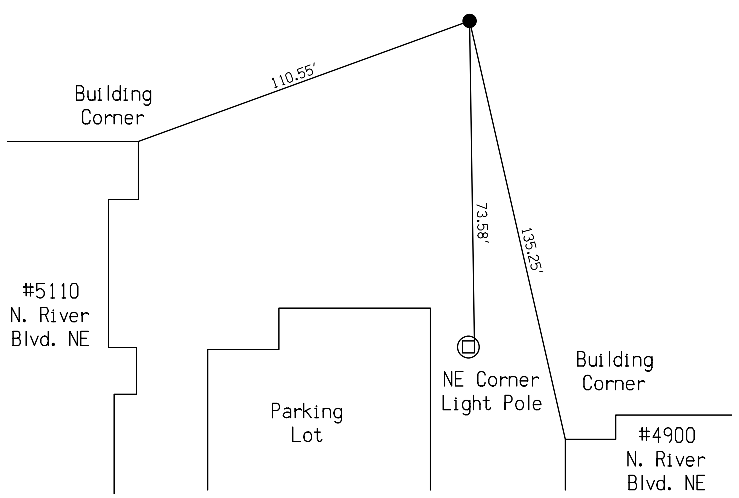


FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT\CH2MHILL**		**LINN** COUNTY	PROJECT NUMBER **NHSX-100-1(39)--3H-57**	SHEET NUMBER **G.3**

CONTROL POINT #226

SET 5/8" REBAR

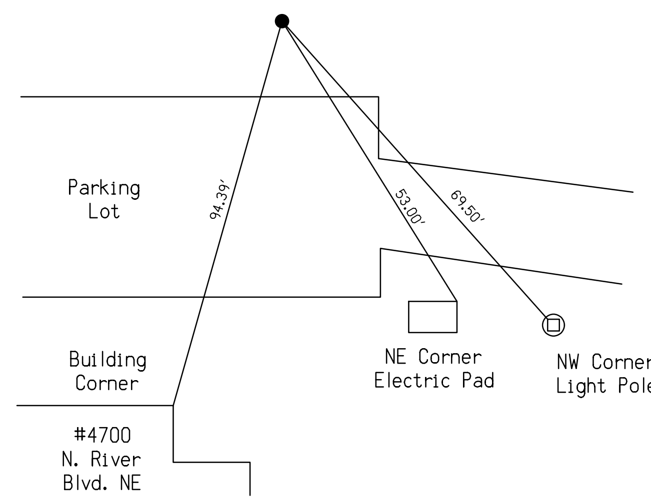
Xc=5407715.302, Yc=3479096.455



CONTROL POINT #227

SET 5/8" REBAR

Xc=5408584.907, Yc=3478830.311



ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates Y (Northing)	Coordinates X (Easting)	Station	Coordinates Y (Northing)	Coordinates X (Easting)	Station	Coordinates Y (Northing)	Coordinates X (Easting)	Station	Coordinates Y (Northing)	Coordinates X (Easting)	Station	Coordinates Y (Northing)	Coordinates X (Easting)	Station	Coordinates Y (Northing)	Coordinates X (Easting)
ML100	MAINLINE 100																		
20020		697+87.50	3,452,894.4676	5,389,492.4216															
20021								733+38.95	3,456,445.7597	5,389,459.0669	747+30.36	3,457,837.1072	5,389,445.9990	761+18.06	3,459,219.0146	5,389,608.3280			
20022								783+94.17	3,461,479.5742	5,389,873.8699	792+34.45	3,462,314.1190	5,389,971.9017	800+73.92	3,463,153.7101	5,390,005.9903			
US30A	US 30 RAMP A																		
22001								11696+19.65	3,454,422.1324	5,387,126.8167	11697+93.08	3,454,414.0690	5,387,300.0645	11699+65.86	3,454,432.1689	5,387,472.5527			
22002								11709+70.56	3,454,537.0208	5,388,471.7699	11717+99.38	3,454,623.5171	5,389,296.0618	11723+44.40	3,455,450.9804	5,389,343.4246			
22003		11727+50.00	3,455,855.9165	5,389,366.6025															
US30D	US 30 RAMP D																		
25000		14689+21.71	3,452,449.7218	5,390,709.8618															
25001								14697+95.19	3,453,051.1928	5,390,076.4587	14705+26.40	3,453,554.6974	5,389,546.2232	14711+78.40	3,454,285.8741	5,389,539.3558			
25002		14721+64.73	3,455,272.1596	5,389,530.0923															
US30G1	US 30 RAMP G1																		
28000		17681+30.64	3,454,317.9687	5,386,132.6966															
28001								17681+90.78	3,454,309.9891	5,386,192.3058	17684+47.92	3,454,275.8712	5,386,447.1722	17687+00.90	3,454,165.2557	5,386,679.3040			
28002								17690+63.05	3,454,009.4666	5,387,006.2345	17695+90.40	3,453,782.6106	5,387,482.3022	17700+51.53	3,453,996.6455	5,387,964.2702			
28003		17703+97.58	3,454,137.0938	5,388,280.5347															
US30G2	US 30 RAMP G2																		
28005		17703+97.58	3,454,151.7168	5,388,274.0409															
28006								17711+45.81	3,454,455.3953	5,388,957.8703	17715+44.58	3,454,617.2421	5,389,322.3202	17718+89.64	3,455,002.6185	5,389,424.8055			
28007								17718+89.64	3,455,002.6185	5,389,424.8055	17721+43.64	3,455,248.0857	5,389,490.0839	17723+94.93	3,455,502.0780	5,389,491.9313			
28008		17728+75.00	3,455,982.1319	5,389,495.4228															
US30H	US 30 RAMP H																		
29000		18685+88.82	3,452,317.3940	5,390,599.9829															
29001								18685+88.82	3,452,317.3940	5,390,599.9829	18687+34.85	3,452,408.4146	5,390,485.7956	18688+80.36	3,452,481.8840	5,390,359.5984			
29002								18693+24.88	3,452,705.5372	5,389,975.4327	18702+97.54	3,453,194.9079	5,389,134.8484	18710+44.66	3,454,160.2938	5,389,253.5741			
29003								18720+76.86	3,455,184.7747	5,389,379.5673	18724+06.74	3,455,512.1856	5,389,419.8332	18727+35.66	3,455,842.0486	5,389,416.7350			
29004		18727+50.00	3,455,856.3861	5,389,416.6003															
US30Ha	US 30 RAMP Ha																		
26001								15694+51.46	3,452,703.4818	5,389,795.3713	15694+77.13	3,452,723.9676	5,389,779.8982	15695+02.80	3,452,744.5753	5,389,764.5879			
26002		15697+27.33	3,452,924.8025	5,389,630.6896															
80A	80TH ST. RAMP A																		
48000		10500+75.96	3,453,044.0647	5,390,483.6218															
48001								10503+41.16	3,452,957.5493	5,390,734.3101	10506+22.61	3,452,865.7299	5,391,000.3673	10508+64.39	3,452,599.0325	5,391,090.3100			
48002								10512+18.69	3,452,263.3128	5,391,203.5303	10515+02.75	3,451,994.1459	5,391,294.3058	10517+75.59	3,451,798.5434	5,391,500.2929			
48003		10518+27.44	3,451,762.8379	5,391,537.8940															
80B	80TH ST. RAMP B																		
23001								12381+64.11	3,453,867.9145	5,388,691.7034	12384+51.14	3,453,720.6559	5,388,938.0850	12387+32.14	3,453,496.9364	5,389,117.9143			
23002								12397+85.36	3,452,676.0364	5,389,777.7666	12401+08.00	3,452,424.5647	5,389,979.9036	12404+30.12	3,452,194.3467	5,390,205.9503			
23003								12404+30.12	3,452,194.3467	5,390,205.9503	12405+38.23	3,452,117.2033	5,390,281.6960	12406+44.86	3,452,064.5937	5,390,376.1457			
23004		12407+86.35	3,451,995.7418	5,390,499.7554															
80C	80TH ST. RAMP C																		
24001								13388+50.00	3,453,568.2590	5,389,331.4934	13391+85.90	3,453,358.8851	5,389,594.1577	13395+15.59	3,453,246.8079	5,389,910.8100			
24002		13401+23.22	3,453,044.0647	5,390,483.6218															
80Ca	80TH ST. RAMP Ca																		
27001								16699+52.41	3,453,215.2660	5,390,055.6545	16701+24.12	3,453,283.1984	5,389,897.9566	16702+83.21	3,453,433.6836	5,389,815.2665			
27002								16702+83.21	3,453,433.6836	5,389,815.2665	16707+77.34	3,453,866.7488	5,389,577.3015	16712+52.98	3,454,360.6739	5,389,562.7812			
80D	80TH ST. RAMP D																		
49000		19508+34.18	3,451,995.7418	5,390,499.7554															
49001								19513+49.03	3,451,822.1502	5,390,984.4625	19515+94.86	3,451,739.2654	5,391,215.8958	19518+38.82	3,451,609.1825	5,391,424.4856			
SR80S	80TH ST. SW																		
41001								2994+19.00	3,450,829.9847	5,390,549.0806	2996+57.85	3,451,068.8099	5,390,545.4624	2998+96.57	3,451,307.0069	5,390,527.7778			
41002								2998+96.57	3,451,307.0069	5,390,527.7778	3001+93.42	3,451,603.0434	5,390,505.7989	3004+90.10	3,451,899.8596	5,390,501.2310			
41003		3017+90.00	3,453,199.6051	5,390,481.2280															
41004		3027+90.00	3,454,199.4793	5,390,465.3855															

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)
SR80	80TH ST. RESURFACING																		
41009		3031+52.59	3,454,561.8456	5,390,460.1302															
41010		3033+02.59	3,454,711.8259	5,390,457.9551															
41015								3034+55.07	3,454,864.2442	5,390,462.4886	3035+59.78	3,454,968.9098	5,390,465.6017	3036+64.48	3,455,073.4208	5,390,472.0846			
41020								3036+75.36	3,455,084.2839	5,390,472.7585	3039+29.38	3,455,337.8143	5,390,488.4852	3041+83.14	3,455,591.7988	5,390,484.3784			
41025		3048+40.58	3,456,249.1586	5,390,473.7492															
41030		3061+99.73	3,457,607.9785	5,390,444.1802															
SR16ACC	16TH ACCESS RD.																		
30000		2099+74.40	3,454,736.2217	5,388,568.9636															
30001								2100+00.00	3,454,736.8424	5,388,594.5599	2105+97.16	3,454,751.3191	5,389,191.5399	2109+39.63	3,455,348.3612	5,389,179.9002			
30002								2121+82.80	3,456,591.2899	5,389,155.6686	2123+81.30	3,456,789.7657	5,389,151.7992	2124+95.46	3,456,795.1156	5,389,350.2406			
30003		2136+06.84	3,456,825.0671	5,390,461.2170															
SURANGLE	ANGLE RD.																		
33000		5152+34.30	3,451,822.1925	5,389,409.2831															
33001		5159+02.60	3,452,367.0668	5,389,796.2332															
SUR_US_30	EX. US 30																		
1502		1306+52.37	3,454,581.0736	5,381,308.6005															
1504								1309+02.36	3,454,584.4940	5,381,558.5675	1311+52.36	3,454,587.9146	5,381,808.5484	1314+02.36	3,454,594.9341	5,382,058.4542			
1505								1314+02.36	3,454,594.9341	5,382,058.4542	1316+52.36	3,454,601.9536	5,382,308.3565	1319+02.36	3,454,610.5516	5,382,558.2095			
1506								1320+26.16	3,454,614.8093	5,382,681.9369	1323+15.48	3,454,624.7595	5,382,971.0827	1326+04.30	3,454,888.6188	5,382,259.7602			
1500					1367+01.31	3,454,333.2563	5,387,347.7049	1369+01.31	3,454,317.6447	5,387,547.0838	1377+19.91	3,454,234.7701	5,388,361.4799	1384+96.01	3,453,734.1201	5,389,009.1361	1386+96.01	3,453,608.1597	5,389,164.4734
1501					1430+81.09	3,450,806.8365	5,392,538.1238	1432+81.09	3,450,680.4219	5,392,693.0977	1439+27.32	3,450,280.7476	5,393,200.9079	1445+61.43	3,450,680.4219	5,393,811.9296	1447+61.43	3,450,008.5592	5,394,002.1354
1503		1458+15.95	3,449,691.4619	5,395,007.8582															
SUR_16TH	EX. 16TH AVE. SW																		
30500		1300+00.00	3,454,597.9180	5,389,376.0294															
30501		1318+89.62	3,454,795.5872	5,391,255.2829															
30502		1337+92.03	3,454,827.1930	5,393,157.4310															
ACCESS_CHA	16TH/ACCESS RD. CHANNEL																		
30300		2125+75.03	3,456,557.0045	5,389,618.4049															
30301								2126+45.27	3,456,627.1624	5,389,621.8242	2126+82.93	3,456,664.7784	5,389,623.6575	2127+20.30	3,456,701.9107	5,389,617.3711			
30302								2127+20.30	3,456,701.9107	5,389,617.3711	2127+84.58	3,456,765.2899	5,389,606.6413	2128+15.23	3,456,766.0871	5,389,670.9174			
30303		2128+50.01	3,456,766.5184	5,389,705.6917															
SR80_RET1	80TH RAMP A																		
41101								10+00.00	3,453,175.4136	5,390,515.6043	10+55.18	3,453,120.2361	5,390,516.4535	11+10.00	3,453,066.3271	5,390,528.2478			
41102								11+10.00	3,453,066.3271	5,390,528.2478	11+28.23	3,453,048.5173	5,390,532.1443	11+45.55	3,453,035.3316	5,390,544.7344			
41103								11+45.55	3,453,035.3316	5,390,544.7344	11+71.03	3,453,016.9006	5,390,562.3327	11+95.55	3,453,008.5872	5,390,586.4219			
SR80_RET2	80TH RAMP A																		
41111								20+00.00	3,452,951.0444	5,390,519.0574	20+37.82	3,452,998.8606	5,390,518.4754	20+57.69	3,452,986.5156	5,390,556.2233			
41112								20+57.69	3,452,986.5156	5,390,556.2233	20+82.84	3,452,984.9560	5,390,581.3282	21+07.69	3,452,976.7503	5,390,605.1054			
SR80_RET3	80TH RAMP C																		
41121								30+00.00	3,453,082.5332	5,390,326.9835	30+66.50	3,453,060.3441	5,390,389.6745	31+32.46	3,453,024.9652	5,390,445.9849			
41122								31+32+46	3,453,024.9652	5,390,445.9849	31+51.46	3,453,014.8601	5,390,462.0686	31+67.27	3,452,995.8677	5,390,462.3609			
SR80_RET4	80TH RAMP C																		
41131								40+00.00	3,453,144.6891	5,390,235.2915	40+80.21	3,453,117.9258	5,390,310.9062	41+60.00	3,453,104.9561	5,390,390.0621			
41132								41+60.00	3,453,104.9561	5,390,390.0621	42+31.74	3,453,093.3558	5,390,460.8606	42+64.92	3,453,165.0899	5,390,459.7566			
SR80_RET11	80TH RAMP D																		
41141								50+00.00	3,451,838.9190	5,390,536.3605	50+22.60	3,451,861.5092	5,390,535.8749	50+45.00	3,451,883.6383	5,390,540.4416			
41142								50+45.00	3,451,883.6383	5,390,540.4416	51+08.80	3,451,946.1214	5,390,553.3360	51+48.47	3,451,939.0608	5,390,616.7438			
41143								51+48.47	3,451,939.0608	5,390,616.7438	52+08.75	3,451,932.3905	5,390,676.6465	52+68.47	3,451,912.0685	5,390,733.3902			
SR80_RET22	80TH RAMP D																		
41151								60+00.00	3,452,038.9692	5,390,533.0941	60+18.76	3,452,020.2077	5,390,533.3829	60+34.45	3,452,010.0636	5,390,549.1681			
41152								60+34.45	3,452,010.0636	5,390,549.1681	60+97.22	3,451,976.1284	5,390,601.9747	61+59.45	3,451,954.9643	5,390,661.0696			
SR80_RET33	80TH RAMP B																		
41161								70+00.00	3,452,117.5549	5,390,335.6818	70+52.74	3,452,088.1033	5,390,379.4317	71+05.00	3,452,069.5657	5,390,428.8059			
41162								71+05.00	3,452,069.5657	5,390,428.8059	71+56.37	3,452,051.5108	5,390,476.8945	71+73.09	3,452,102.8709	5,390,476.1040			

ALIGNMENT COORDINATES

101-16
10-20-09

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)
SR80_RET44	80TH RAMP B																		
41171								80+00.00	3,452,052.0557	5,390,398.6551	80+15.01	3,452,044.7504	5,390,411.7703	80+30.00	3,452,036.1723	5,390,424.0906			
41172								80+30.00	3,452,036.1723	5,390,424.0906	80+67.22	3,452,014.9075	5,390,454.6322	81+01.25	3,451,978.8494	5,390,463.8409			
41173								81+01.25	3,451,978.8494	5,390,463.8409	81+61.52	3,451,920.4559	5,390,478.7537	82+21.25	3,451,860.1994	5,390,479.9151			
SR16ACC_RET1	ACCESS ROAD																		
30101								10+00.00	3,456,835.5956	5,390,332.2602	10+27.57	3,456,836+3385	5,390,359.8160	10+55.00	3,456,841.7118	5,390,386.8530			
30102								10+55.00	3,456,841.7118	5,390,386.8530	11+17.94	3,456,853.9804	5,390,448.5849	11+59.73	3,456,916.9048	5,390,447.2157			
SR16ACC_RET2	ACCESS ROAD																		
30111								20+00.00	3,456,808.6436	5,390,371.5122	20+65.13	3,456,810.3990	5,390,436.6233	21+07.27	3,456,746.1761	5,390,447.4836			
30112								21+07.27	3,456,746.1761	5,390,447.4836	21+31.00	3,456,722.7800	5,390,451.4400	21+54.64	3,456,699.0573	5,390,451.9562			

SPIRAL OR CIRCULAR CURVE DATA

Name	Location	Δ_{scs}	Horizontal Alignment Data													Remarks
			Spiral Data								Curve Data					
			θs	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_c	T	L	R	E	
ML100	MAINLINE 100															
20021											7º 14' 16.09" RT	1,391.4089'	2,779.1162'	22,000.0000'	43.9565'	
20022											4º 22' 28.78" LT	840.2829'	1,679.7492'	22,000.0000'	16.0413'	
US30A	US 30 RAMP A															
22001											8º 39' 18.43" LT	173.4353'	346.2107'	2,291.8700'	6.5529'	
22002											80º 44' 01.29" LT	828.8177'	1,373.8420	975.0000'	304.6733'	
US30D	US 30 RAMP D															
25001											45º 56' 35.28" RT	731.2090'	1,383.2067'	1,725.0000'	148.5772'	
US30G1	US 30 RAMP G1															
28001											17º 51' 14.93" RT	257.1399'	510.1116'	1,637.0000'	20.0727'	
28002											49º 25' 26.60" LT	527.3558'	988.4849'	1,145.9200'	115.5223'	
US30G2	US 30 RAMP G2															
28006											51º 09' 44.67" LT	398.7708'	743.8294'	833.0000'	90.5297'	
28007											14º 28' 32.07" LT	253.9989'	505.2929'	2,000.0000'	16.0644'	
US30Ha	US 30 RAMP Ha															
26001											0º 27' 13.35" RT	25.6726'	51.3450'	6,484.0000'	0.0508'	
US30H	US 30 RAMP H															
29001											8º 21' 06.60" LT	146.0257'	291.5340'	2,000.0000'	5.3238'	
29002											66º 48' 14.76" RT	972.6590'	1,719.7785'	1,475.0000'	291.8307'	
29003											7º 32' 57.47" LT	329.8776'	658.8004'	5,000.0000'	10.8701	
80A	80TH ST. RAMP A															
48001											52º 19' 24.16" RT	281.4555'	523.2358'	572.9600'	65.3976'	
48002											27º 50' 41.15" LT	284.0616'	556.8974	1,145.9200'	34.6831'	
80B	80TH ST. RAMP B															
23001											20º 20' 27.54" RT	287.0348'	568.0274'	1,600.0000'	25.5427'	
23002											5º 40' 59.99" LT	322.6413'	644.7535'	6,500.0000'	8.0026'	
23003											16º 24' 19.81" LT	108.1134'	214.7475	750.0000'	7.7523	
80C	80TH ST. RAMP C															
24001											19º 04' 04.06" LT	335.9017'	665.5916'	2,000.0000'	28.0113'	
80Ca	80TH ST. RAMP Ca															
27001											37º 54' 23.27" RT	171.7074'	330.7963'	500.0000'	28.6619'	
27002											27º 06' 16.07" RT	494.1384'	969.7774'	2,050.0000'	58.7135'	
80D	80TH ST. RAMP D															
49001											12º 14' 40.47" RT	245.8277'	489.7827'	2,291.8300'	13.1464'	
SR80S	80TH ST. SW															
41001											3º 22' 41.14" LT	238.8526'	477.5668'	8,100.0000'	3.5209'	
41002											3º 21' 51.67" RT	296.8513'	593.5320'	10,108.0000'	4.3580'	
SR80S	80TH ST. SW RESURFACING															
41015											1º 50' 45.08" RT	104.7119'	209.4057'	6,500.0000'	0.8434'	
41020											4º 28' 33.31" LT	254.0177'	507.7771'	6,500.0000'	4.9616'	
SR16ACC	16TH ACCESS RD.															
30001											89º 43' 39.81" LT	597.1555'	939.6265'	600.0000'	246.5192'	
30002											89º 34' 21.26" RT	198.5135'	312.6673'	200.0000'	81.7936'	
SUR_US_30	EX. US 30															
1504											0º 49' 30.00" LT	250.0044'	500.0000'	34,724.7200'	0.9000'	
1505											0º 21' 43.00" LT	250.0009'	500.0000'	79,149.9700'	0.3948'	
1506											5º 46' 53.14" RT	289.3170'	578.1430'	5.729.5800'	7.2906'	
1500		35º 53' 38.89" RT	2º 00' 00.00"	200.0000'	1,028.0860'	147.1373'	199.9756'	2.3269'	133.3418'	66.6744'	21º 53' 38.90" RT	818.6019	1,594.7075	2,864.7900'	114.6614'	
1501		22º 12' 17.93"	1º 30' 00.00"	200.0000'	849.6550'	73.2969'	199.9863'	1.7452'	133.3381'	66.6710'	19º 12' 17.93" LT	646.2280'	1,280.3325'	3,819.7200'	54.2794'	
ACCESS_CHA	16TH/ACCESS RD. CHANNEL															
30301											12º 23' 56.48" LT	37.6607'	75.0272'	346.7000'	2.0395'	
30302											98º 53' 53.56" RT	64.2810'	94.9355'	55.0000'	29.5993'	
SR80_RET1	80TH RAMP A															
41101											11º 27' 32.96" LT	55.1841'	110.0000'	550.0000'	2.7615'	
41102											31º 20' 07.08" LT	18.2311'	35.5488'	65.0000'	2.5083	
41103											27º 17' 01.33" LT	25.4834'	50.0000'	105.0000'	3.0481'	

SPIRAL OR CIRCULAR CURVE DATA

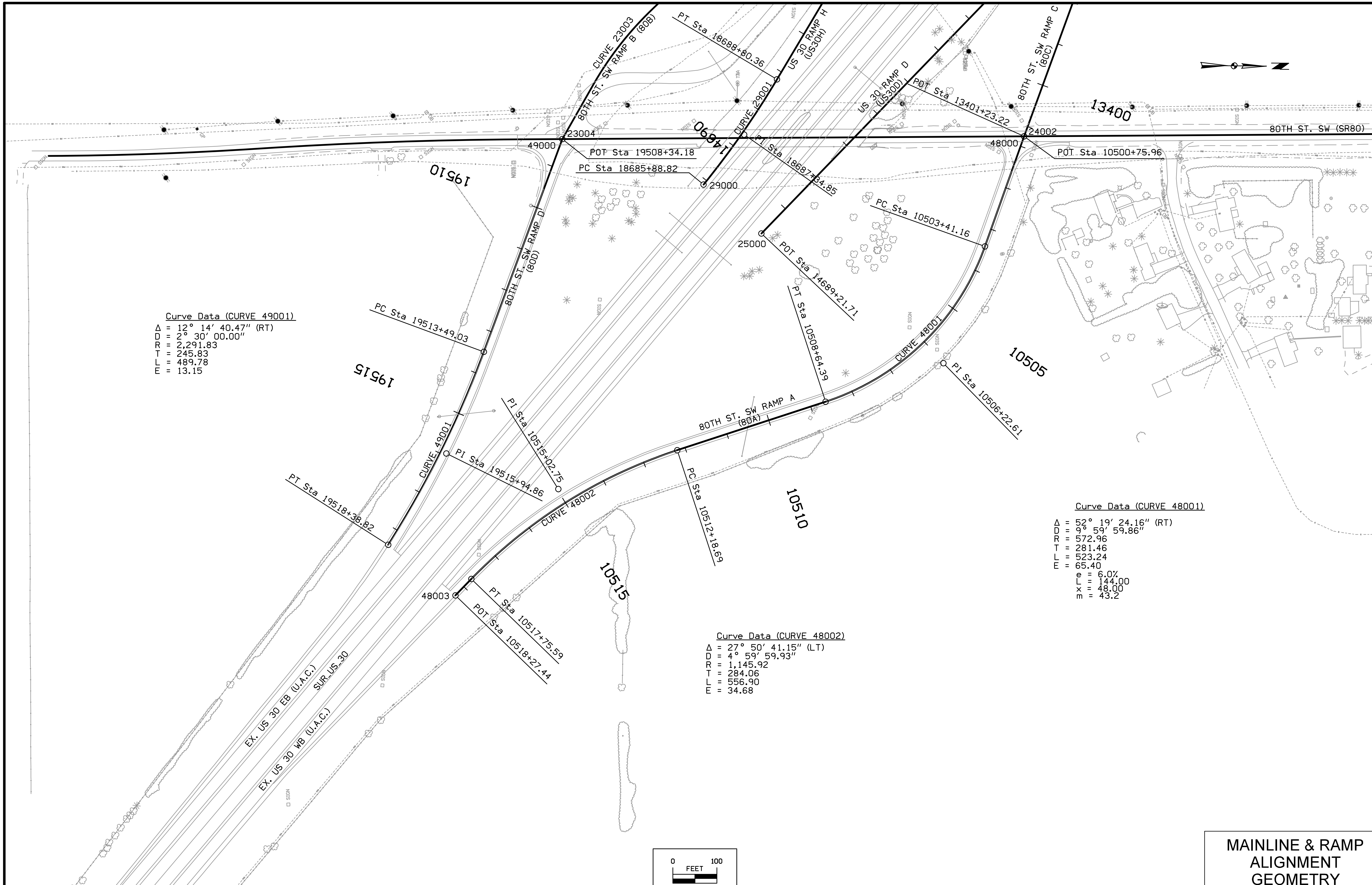
101-17
04-19-11

Name	Location	Δ_{SCS}	Horizontal Alignment Data													Remarks
			Spiral Data								Curve Data					
			θs	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_C	T	L	R	E	
SR80_RET2	80TH RAMP A															
41111											94° 26' 11.38" RT	37.8207'	57.6880'	35.0000'	16.5306'	
41112											15° 29' 07.25" RT	25.1533'	50.0000'	185.0000'	1.7021'	
SR80_RET3	80TH RAMP C															
41121											12° 38' 57.57" RT	66.5020'	132.4634'	600.0000'	3.6742'	
41122											56° 58' 40.28" RT	18.9947'	34.8058'	35.0000'	4.8221'	
SR80_RET4	80TH RAMP C															
41131											10° 11' 09.30" LT	80.2114'	160.0000'	900.0000'	3.5673'	
41132											100° 11' 12.85" LT	71.7425'	104.9155'	60.0000'	33.5253'	
SR80_RET11	80TH RAMP D															
41141											12° 53' 29.58" RT	22.5954'	45.0000'	200.0000'	1.2723'	
41142											84° 41' 37.13" RT	63.7997'	103.4728'	70.0000'	24.7122'	
41143											13° 21' 01.70" RT	60.2730'	120.0000'	515.0000'	3.5150'	
SR80_RET22	80TH RAMP D															
41151											56° 23' 31.91" LT	18.7638'	34.4480'	35.0000'	4.7125'	
41152											13° 01' 18.37" LT	62.7704'	125.0000'	550.0000'	3.5703'	
SR80_RET33	80TH RAMP B															
41161											13° 22' 08.46" LT	52.7395'	105.0000'	450.0000'	3.0800'	
41162											111° 27' 37.47" LT	51.3662'	68.0873'	35.0000'	27.1570'	
SR80_RET44	80TH RAMP B															
41171											05° 43' 46.47" RT	15.0125'	30.0000'	300.0000'	0.3754'	
41172											40° 49' 33.17" RT	37.2154'	71.2546'	100.0000'	6.7004'	
41173											13° 13' 19.57" RT	60.2677'	120.0000'	520.0000'	3.4808'	
SR16ACC_RET1	ACCESS ROAD															
30101											9° 41' 46.35" LT	27.5658'	55.0000'	325.0000'	1.1669'	
30102											80° 00' 21.95" LT	62.9393'	104.7277'	75.0000'	22.9099'	
SR16ACC_RET2	ACCESS ROAD															
30111											81° 56' 41.18" RT	65.1347'	107.2673'	75.0000'	24.3354'	
30112											8° 21' 05.53" RT	23.7283'	47.3726'	325.0000'	0.8651'	

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														
80A	48001	572.96	6.0	144	48	PV-303	10501+92.36	10502+40.36	10503+41.16	10503+84.36						10503+36.36	10503+36.36		
										10504+50.00						10504+98.00	10504+98.00		Super ends at 10504+50.00 (6.0%)
80B	23001	1600	6.0	186	62	PV-303	12386+16.99			12386+16.99						12386+16.99	12386+16.99		Super begins at 12386+16.99 (6.0%)
							12388+00.34		12387+32.14	12386+76.34						12387+38.34	12387+38.34		
80C	24001	2000	5.4	168	62	PV-303	13390+78.65			13390+78.65						13390+78.65	13390+78.65		Super Begins at 13390+78.65 (5.4%)
							13395+71.19		13395+15.59	13394+65.19						13395+08.75	13395+08.75		
80Ca	27001	500	6.0	144	48	PV-303	16700+67.82			16700+67.82						16700+67.82	16700+67.82		Super Begins at 16700+67.82 (6.0%)
									16702+83.21	16702+63.01						16703+11.01	16703+11.01		Super ends at 16702+83.21 (5.2%)
80Ca	27002	2050	4.4	123	56	PV-303			16702+83.21	16703+04.61						16702+93.43	16702+93.43		Super begins at 16702+83.21 (5.2%)
							16711+26.56			16711+26.56						16711+26.56	16711+26.56		Super ends at 16711+26.56 (4.4%)
US30A	22001	2291.87	5.2	162	62	PV-303	11698+74.32			11698+74.32						11698+74.32	11698+74.32		Super begins at 11698+74.32 (5.2%)
							11700+17.26		11699+65.86	11699+17.26						11699+54.64	11699+54.64		
US30A	22002	975	6.0	168	56	PV-303	11709+08.96		11709+70.56	11710+20.96						11709+64.96	11709+64.96		
							11724+06.00		11723+44.40	11722+94.00						11723+50.00	11723+50.00		
US30D	25001	1725	4.8	134	56	PV-303	14697+57.39		14697+95.19	14698+35.39						14698+13.06	14698+13.06		
							14712+16.20		14711+78.40	14711+38.20						14711+60.53	14711+60.53		
US30G1	28001	1637	6.0	186	62	PV-303	17681+30.64		17681+90.78	17682+46.58						17681+84.58	17681+84.58		Super begins at 17681+30.64 (3.0%)
							17687+69.10		17687+00.90	17686+45.10						17687+07.10	17687+07.10		
US30G1	28002	1145.92	5.8	162	56	PV-303	17688+93.65	17689+49.65	17690+63.05	17691+11.65						17690+61.37	17690+61.37		
							17701+09.21		17700+51.53	17700+02.93						17700+53.21	17700+53.21		
US30G2	28006	833	6.0	168	56	PV-303	17710+84.21		17711+45.81	17711+96.21						17711+40.21	17711+40.21		
									17718+89.64	17718+81.24						17719+37.24	17719+37.24		Super ends at 17718+89.64 (5.7%)
US30G2	28007	2000	5.4	168	62	PV-303			17718+89.64	17718+98.04						17718+54.48	17718+54.48		Super begins at 17718+89.64 (5.7%)
							17723+94.93		17723+94.93	17723+44.53						17723+88.09	17723+88.09		Super ends at 17723+94.93 (3.78%)
US30H	29001	2000	5.4	168	62	PV-303	18688+17.48			18688+17.48						18688+17.48	18688+17.48		Super begins at 18688+17.48 (5.4%)
							18689+35.96		18688+80.36	18688+29.96						18688+73.52	18688+73.52		
US30H	29002	1475	5.2	146	56	PV-303	18691+66.68	18692+22.68	18693+24.88	18693+68.68						18693+34.99	18693+34.99		
							18712+02.86	18711+46.86	18710+44.66	18710+00.86						18710+34.55	18710+34.55		
US30H	29003	5000	3.0	93	62	PV-303	18720+73.76		18720+76.86	18721+04.76									
							18727+38.76		18727+35.66	18727+07.76									



MAINLINE & RAMP ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.11

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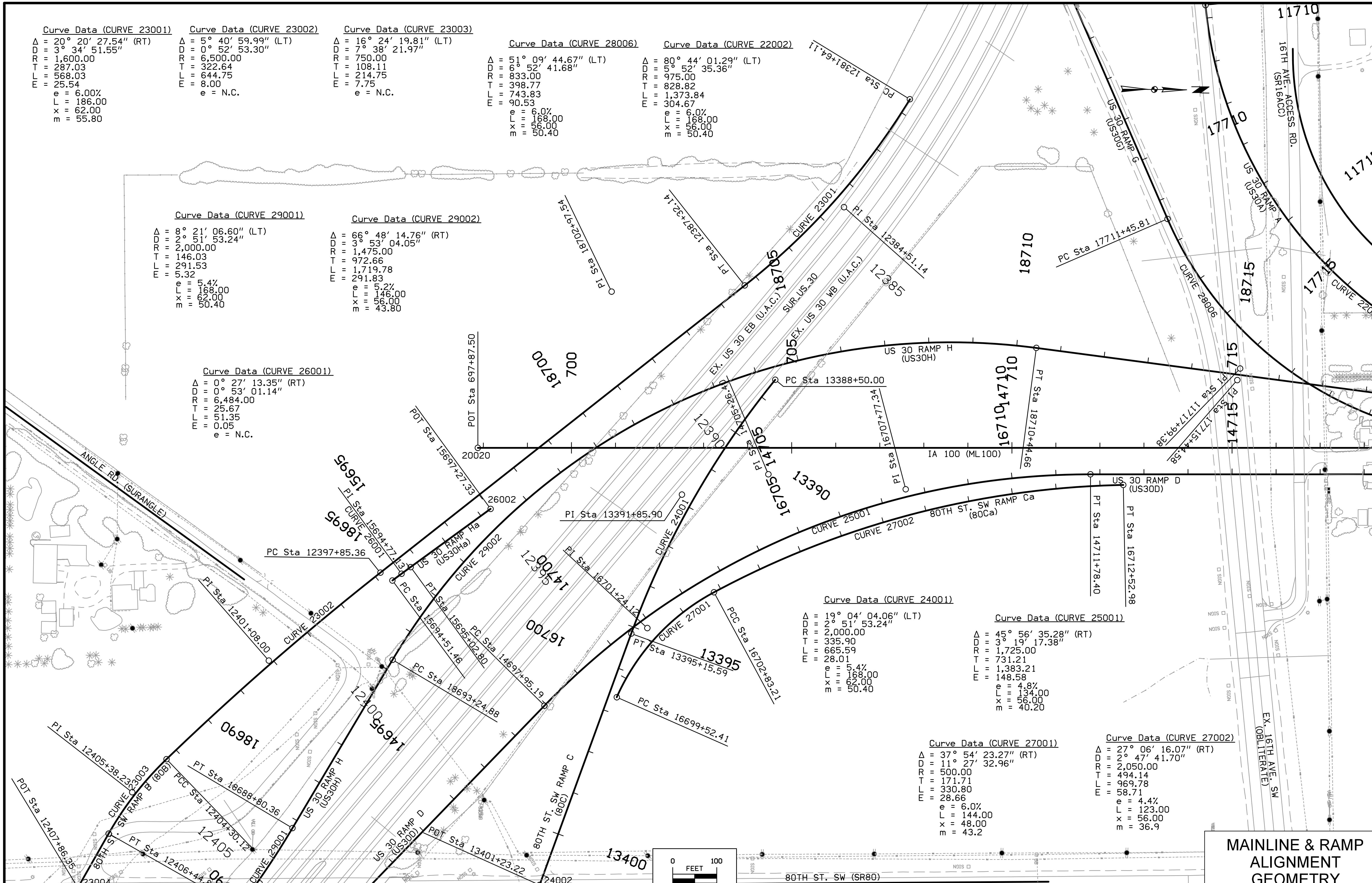

MAINLINE & RAMP ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.12

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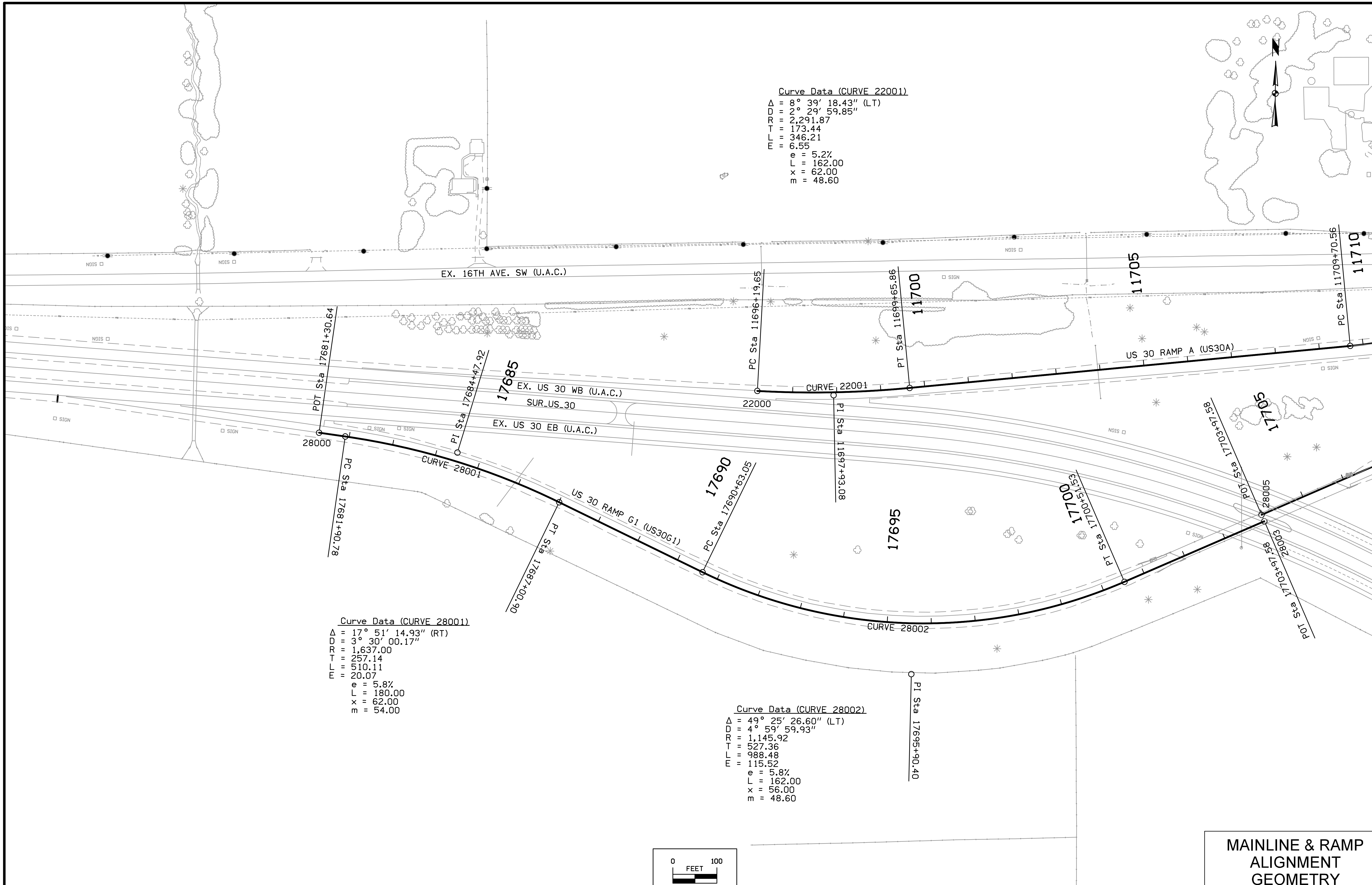

MAINLINE & RAMP ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.13

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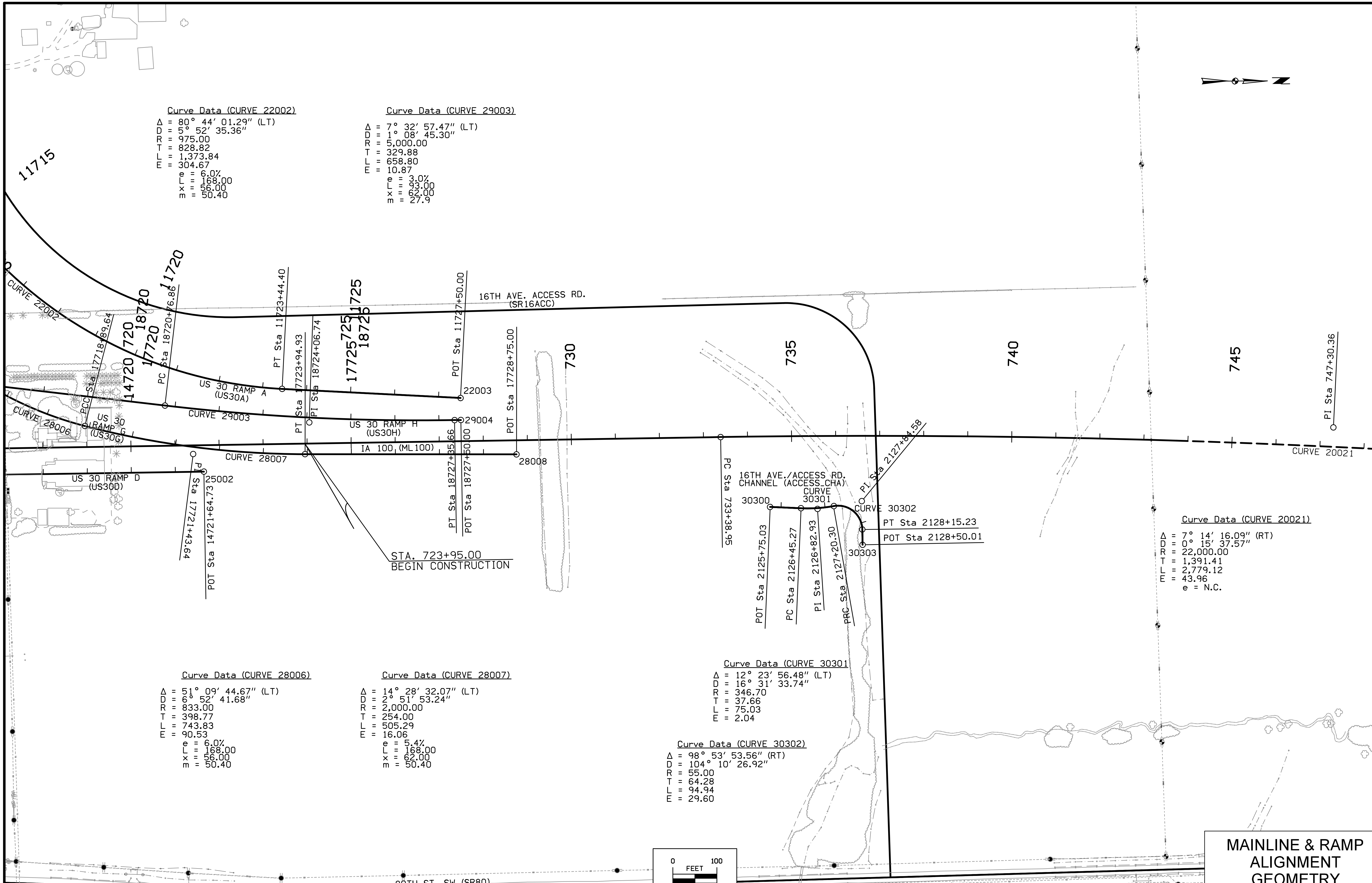
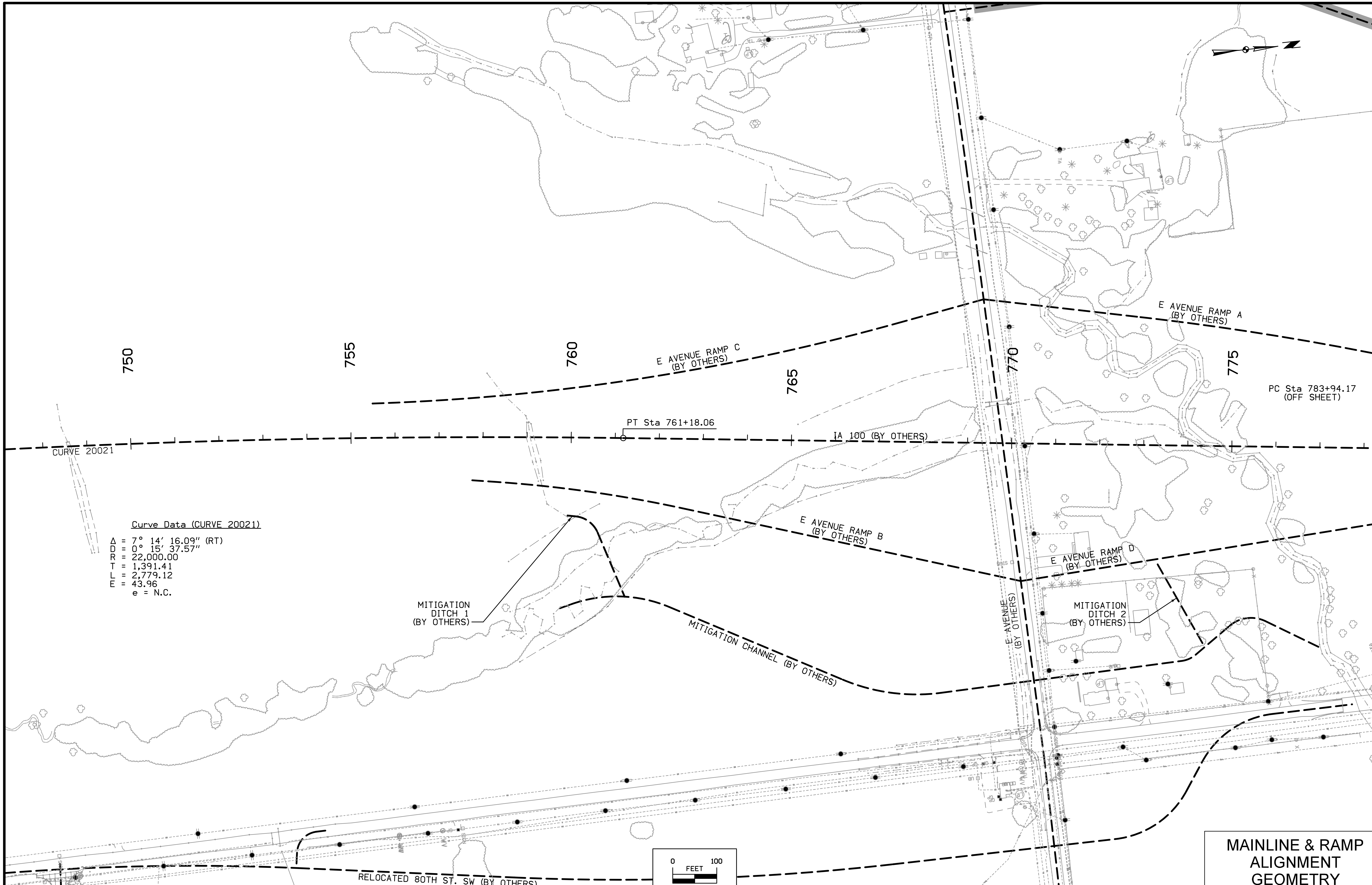


MAINLINE & RAMP ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	G.14



MAINLINE & RAMP ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	G.15

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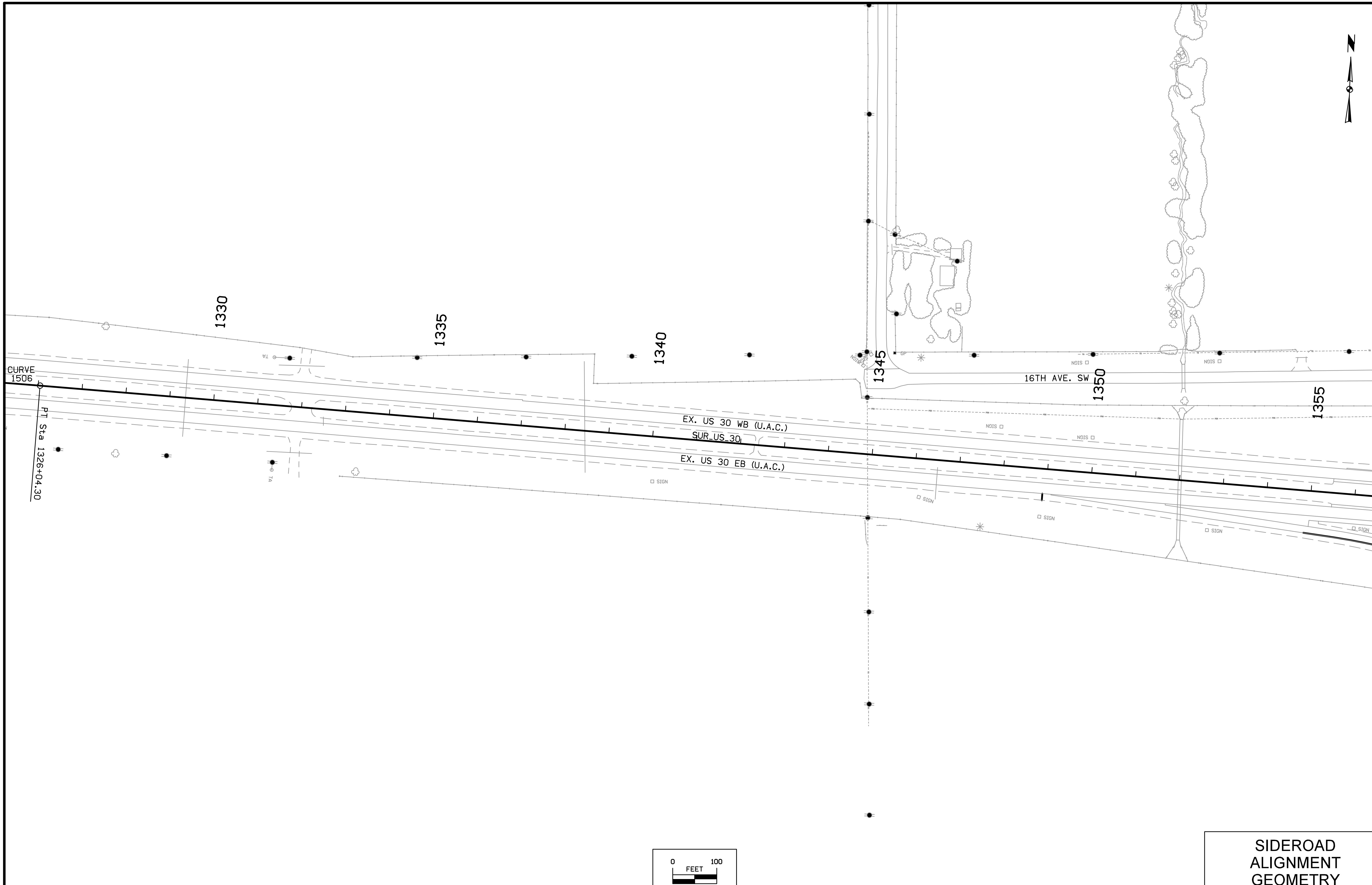

SIDEROAD ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.16

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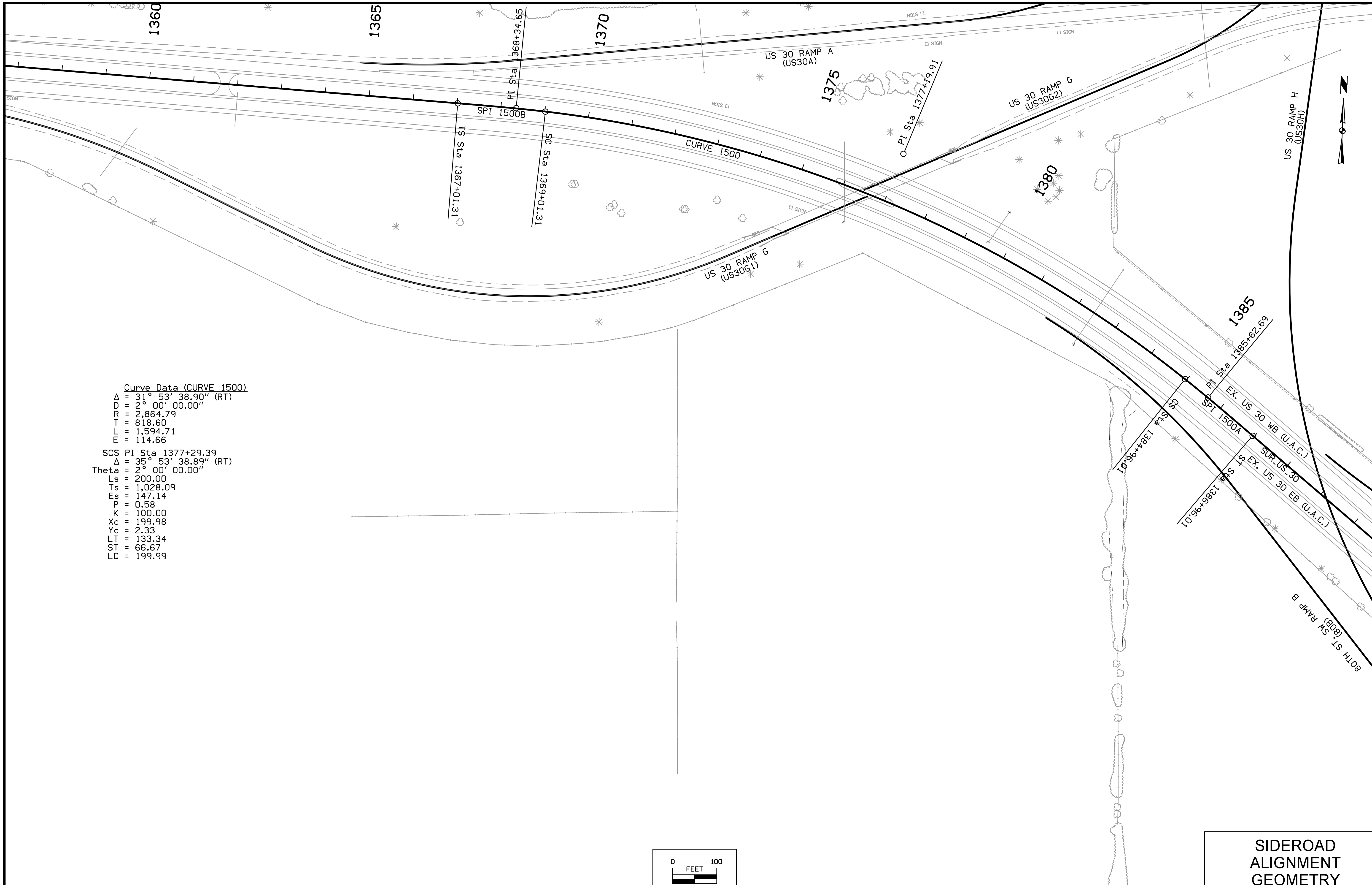
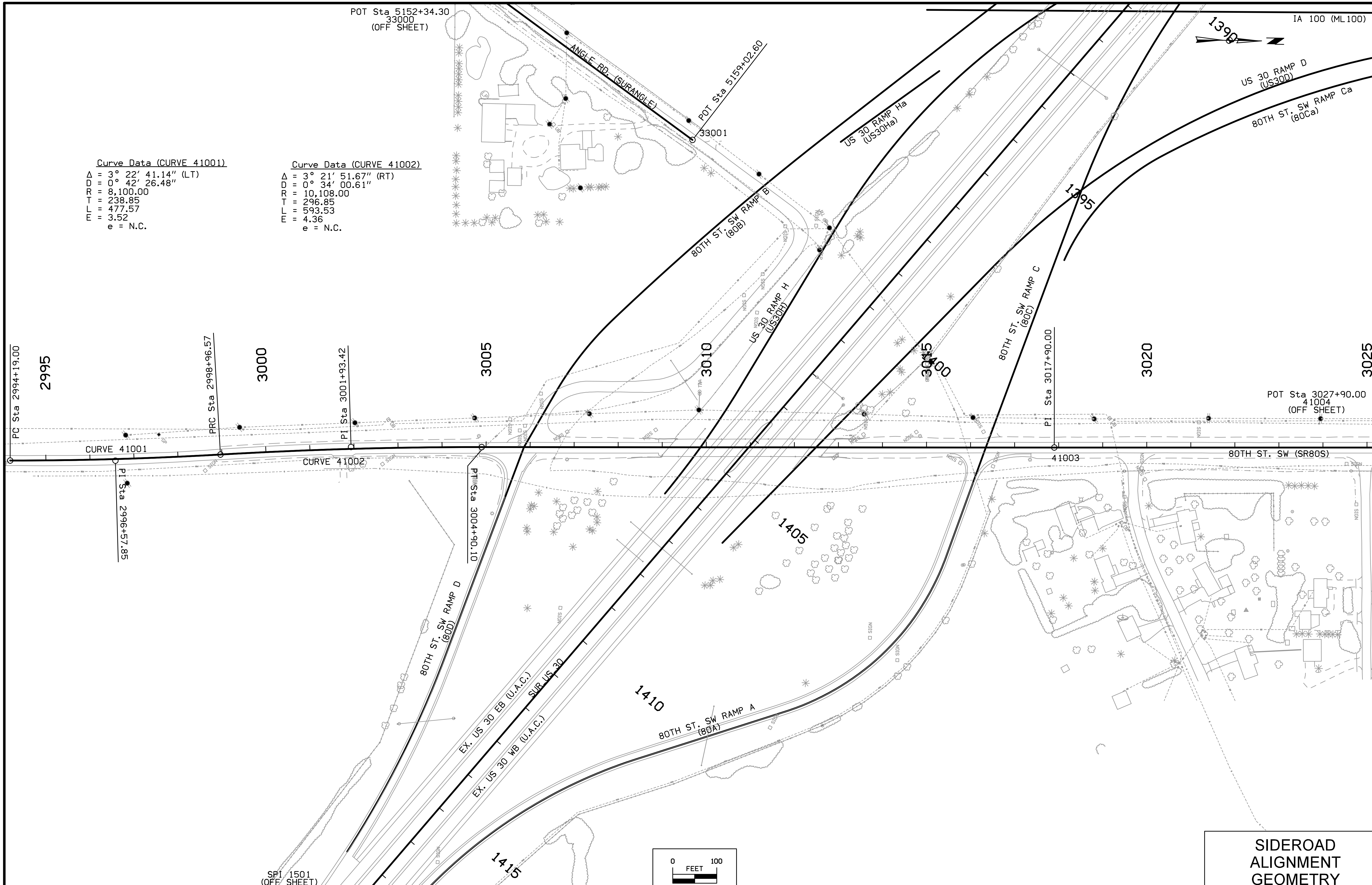


Curve Data (CURVE 1500)
Δ = 31° 53′ 38.90″ (RT)
D = 2° 00′ 00.00″
R = 2,864.79
T = 818.60
L = 1,594.71
E = 114.66

SCS PI Sta 1377+29.39
Δ = 35° 53′ 38.89″ (RT)
Theta = 2° 00′ 00.00″
Ls = 200.00
Ts = 1,028.09
Es = 147.14
P = 0.58
K = 100.00
Xc = 199.98
Yc = 2.33
LT = 133.34
ST = 66.67
LC = 199.99

SIDEROAD
ALIGNMENT
GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.17



Curve Data (CURVE 41001)

Δ = 3° 22′ 41.14″ (LT)
D = 0° 42′ 26.48″
R = 8,100.00
T = 238.85
L = 477.57
E = 3.52
e = N.C.

Curve Data (CURVE 41002)

Δ = 3° 21′ 51.67″ (RT)
D = 0° 34′ 00.61″
R = 10,108.00
T = 296.85
L = 593.53
E = 4.36
e = N.C.

SIDEROAD ALIGNMENT GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.18

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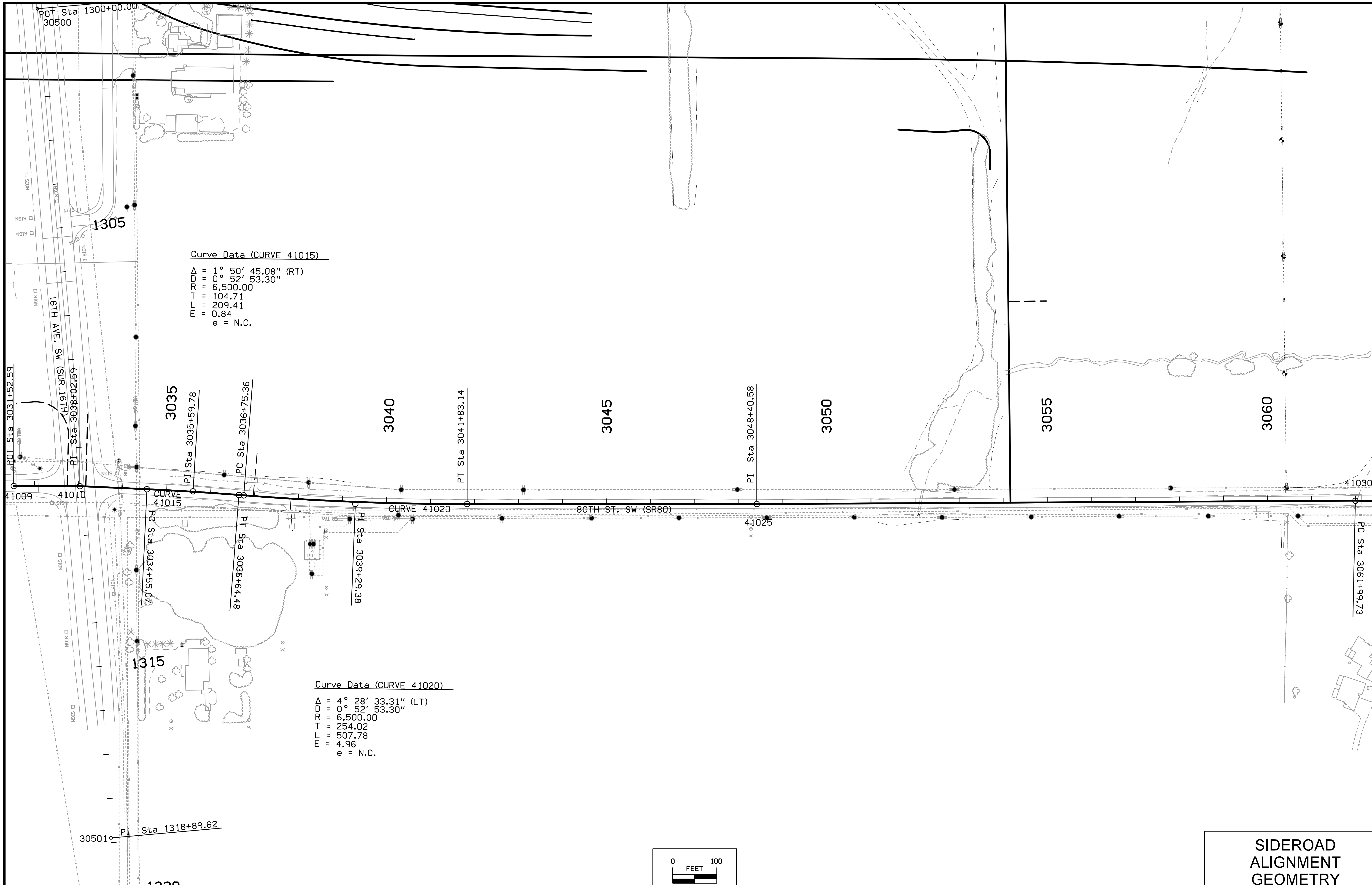

SIDEROAD
ALIGNMENT
GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.19

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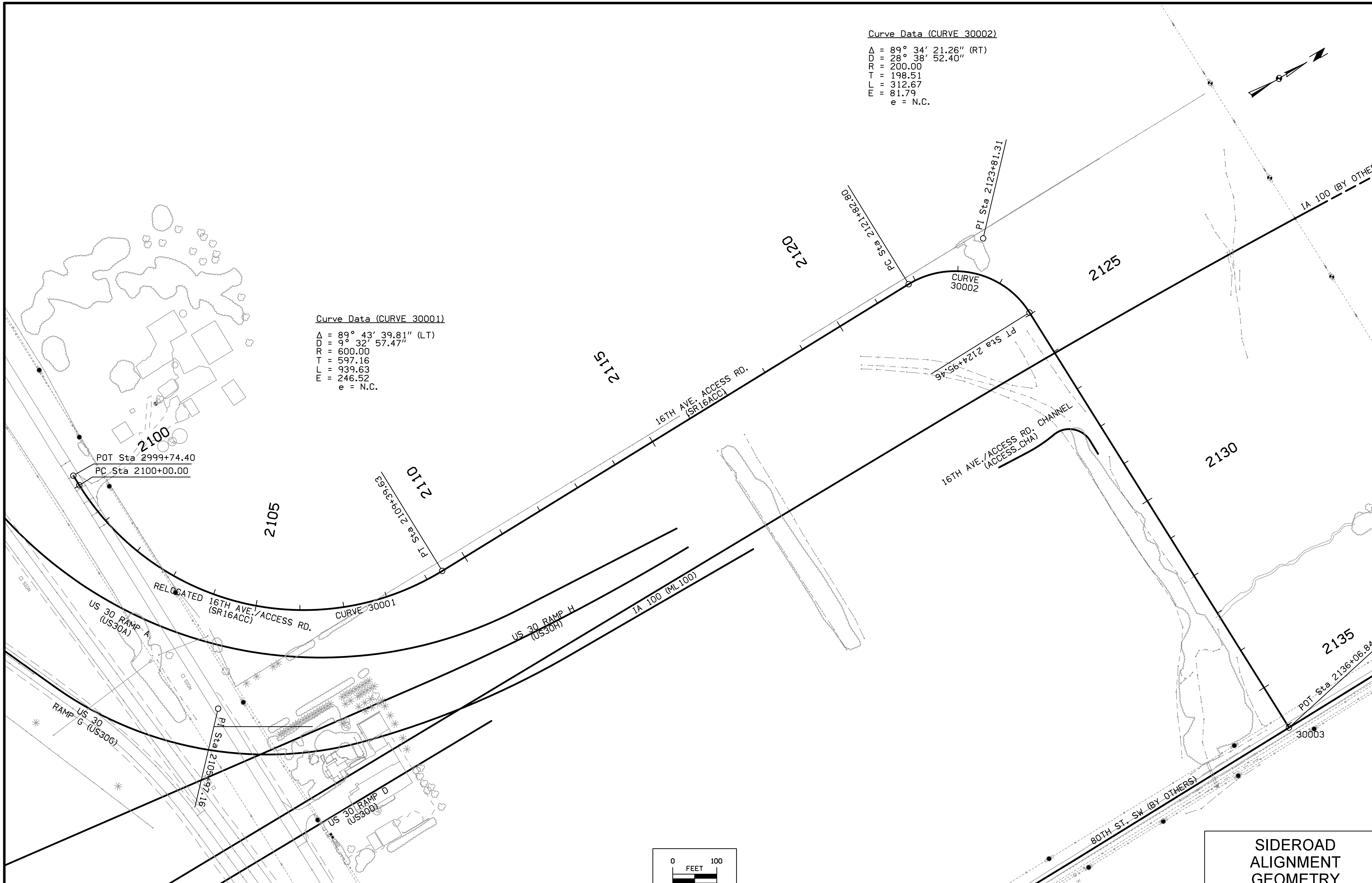

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER G.20

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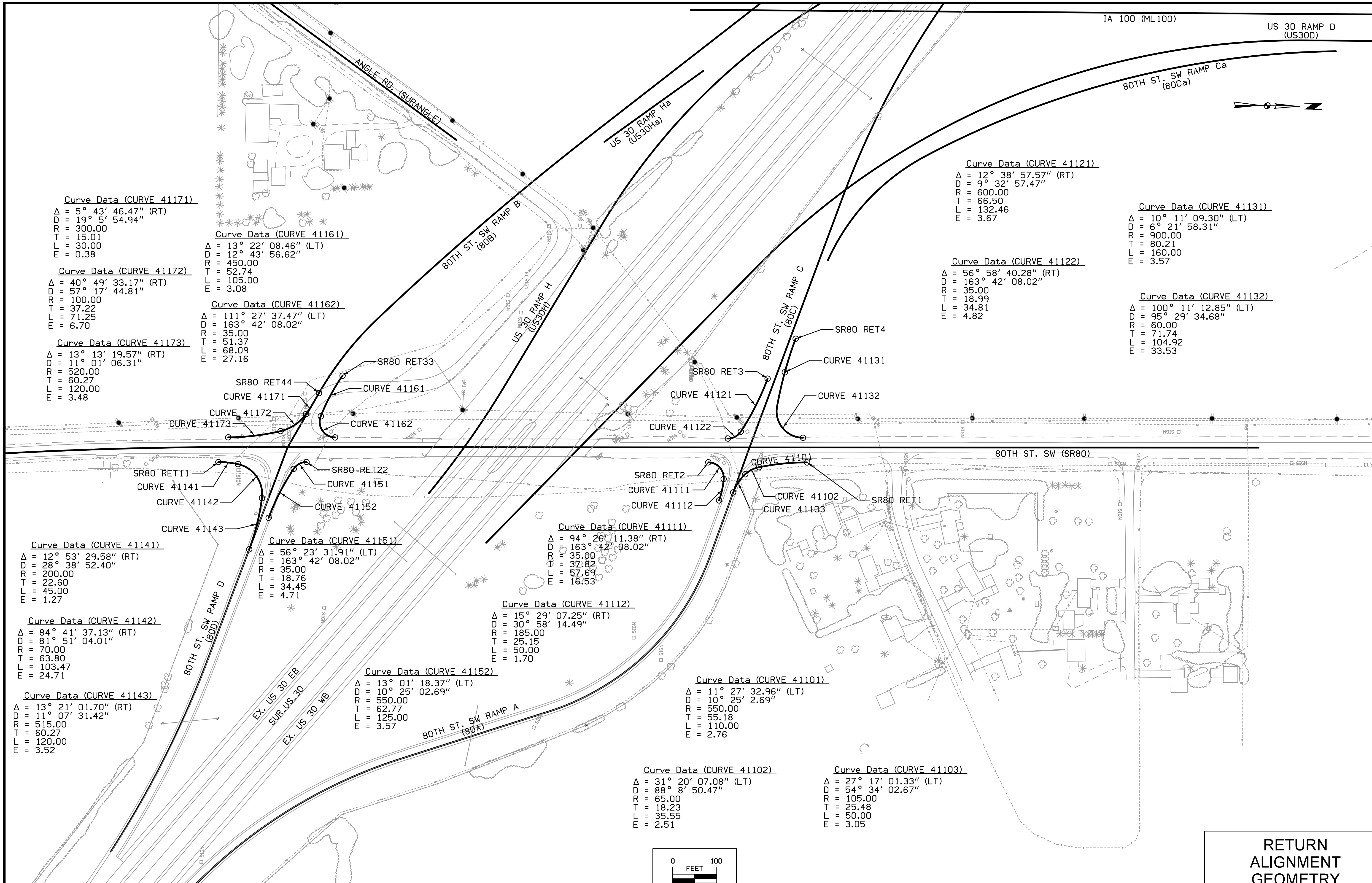

Curve Data (CURVE 41171)
Δ = 5° 43' 46.47" (RT)
D = 19° 5' 54.94"
R = 300.00
T = 15.01
L = 30.00
E = 0.38

Curve Data (CURVE 41172)
Δ = 40° 49' 33.17" (RT)
D = 57° 17' 44.81"
R = 100.00
T = 37.22
L = 71.25
E = 6.70

Curve Data (CURVE 41173)
Δ = 13° 13' 19.57" (RT)
D = 11° 01' 06.31"
R = 520.00
T = 60.27
L = 120.00
E = 3.48

Curve Data (CURVE 41161)
Δ = 13° 22' 08.46" (LT)
D = 12° 43' 56.62"
R = 450.00
T = 52.74
L = 105.00
E = 3.08

Curve Data (CURVE 41162)
Δ = 111° 27' 37.47" (LT)
D = 163° 42' 08.02"
R = 35.00
T = 51.37
L = 68.09
E = 27.16

Curve Data (CURVE 41121)
Δ = 12° 38' 57.57" (RT)
D = 9° 32' 57.47"
R = 600.00
T = 66.50
L = 132.46
E = 3.67

Curve Data (CURVE 41122)
Δ = 56° 58' 40.28" (RT)
D = 163° 42' 08.02"
R = 35.00
T = 18.99
L = 34.81
E = 4.82

Curve Data (CURVE 41131)
Δ = 10° 11' 09.30" (LT)
D = 6° 21' 58.31"
R = 900.00
T = 80.21
L = 160.00
E = 3.57

Curve Data (CURVE 41132)
Δ = 100° 11' 12.85" (LT)
D = 95° 29' 34.68"
R = 60.00
T = 71.74
L = 104.92
E = 33.53

Curve Data (CURVE 41141)
Δ = 12° 53' 29.58" (RT)
D = 28° 38' 52.40"
R = 200.00
T = 22.60
L = 45.00
E = 1.27

Curve Data (CURVE 41142)
Δ = 84° 41' 37.13" (RT)
D = 81° 51' 04.01"
R = 70.00
T = 63.80
L = 103.47
E = 24.71

Curve Data (CURVE 41143)
Δ = 13° 21' 01.70" (RT)
D = 11° 07' 31.42"
R = 515.00
T = 60.27
L = 120.00
E = 3.52

Curve Data (CURVE 41151)
Δ = 56° 23' 31.91" (LT)
D = 163° 42' 08.02"
R = 35.00
T = 18.76
L = 34.45
E = 4.71

Curve Data (CURVE 41152)
Δ = 13° 01' 18.37" (LT)
D = 10° 25' 02.69"
R = 550.00
T = 62.77
L = 125.00
E = 3.57

Curve Data (CURVE 41111)
Δ = 94° 26' 11.38" (RT)
D = 163° 42' 08.02"
R = 35.00
T = 37.82
L = 57.69
E = 16.53

Curve Data (CURVE 41112)
Δ = 15° 29' 07.25" (RT)
D = 30° 58' 14.49"
R = 185.00
T = 25.15
L = 50.00
E = 1.70

Curve Data (CURVE 41101)
Δ = 11° 27' 32.96" (LT)
D = 10° 25' 2.69"
R = 550.00
T = 55.18
L = 110.00
E = 2.76

Curve Data (CURVE 41102)
Δ = 31° 20' 07.08" (LT)
D = 88° 8' 50.47"
R = 65.00
T = 18.23
L = 35.55
E = 2.51

Curve Data (CURVE 41103)
Δ = 27° 17' 01.33" (LT)
D = 54° 34' 02.67"
R = 105.00
T = 25.48
L = 50.00
E = 3.05

RETURN
ALIGNMENT
GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	G.21

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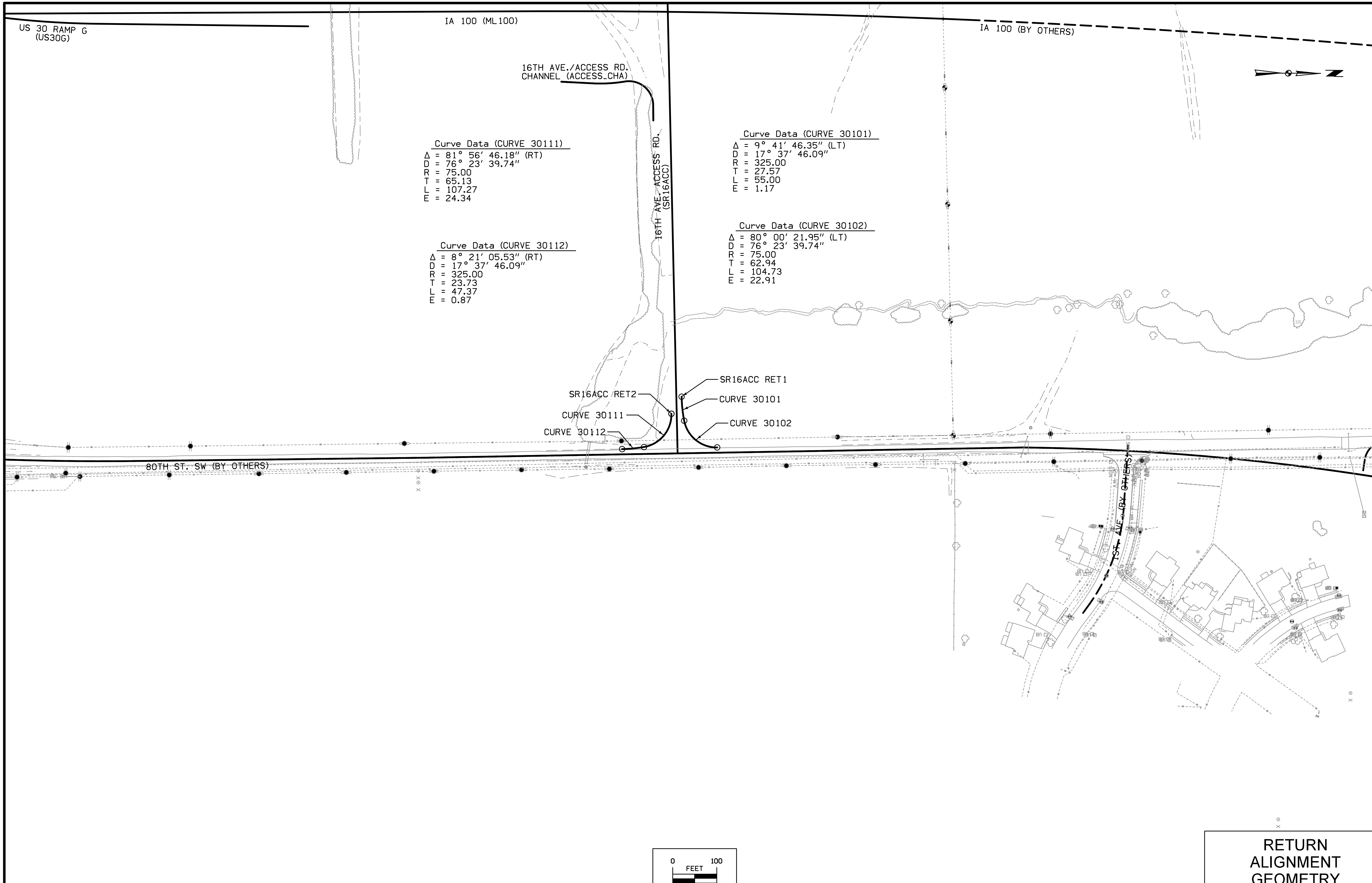

RETURN
ALIGNMENT
GEOMETRY

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	G.22

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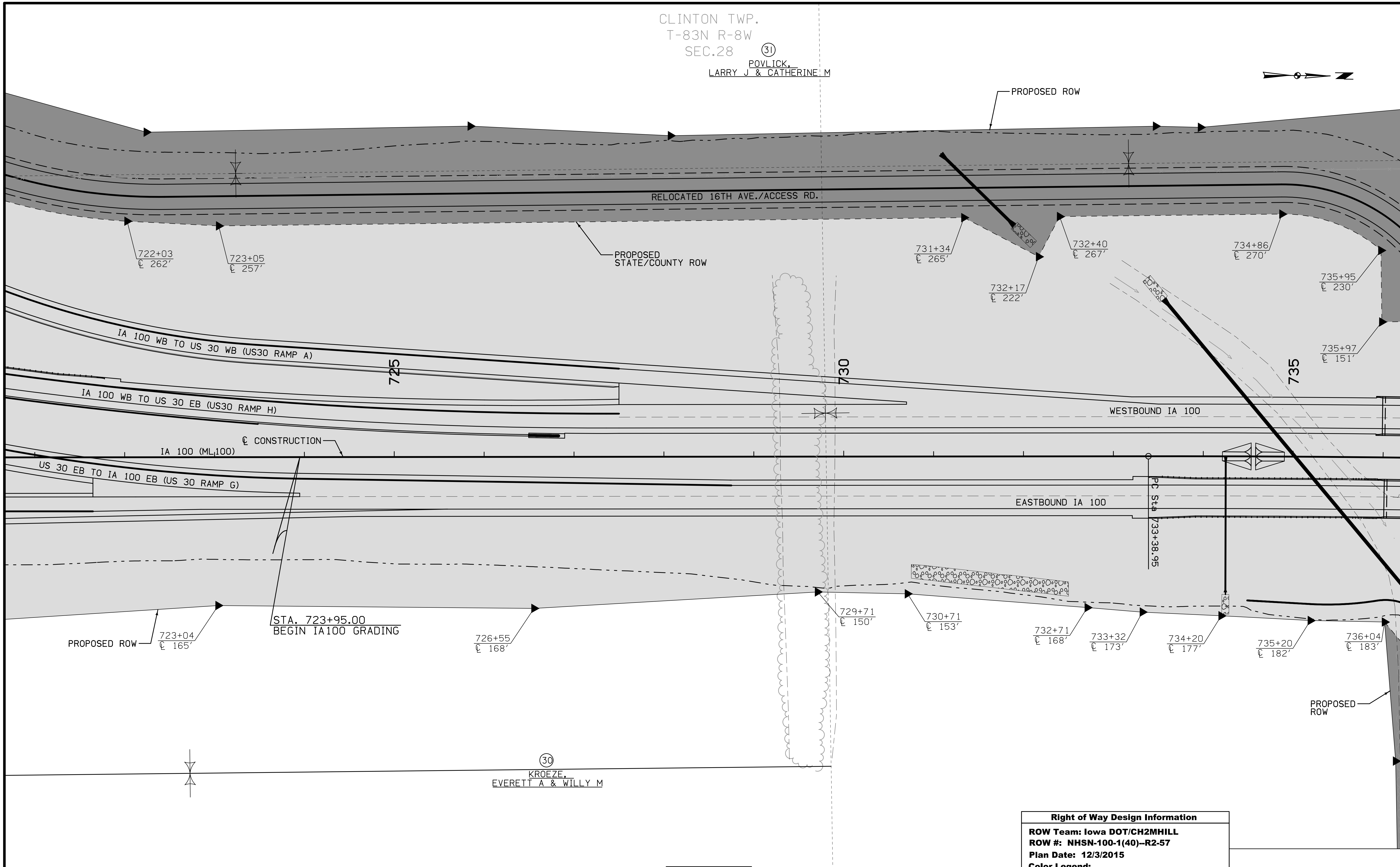


Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

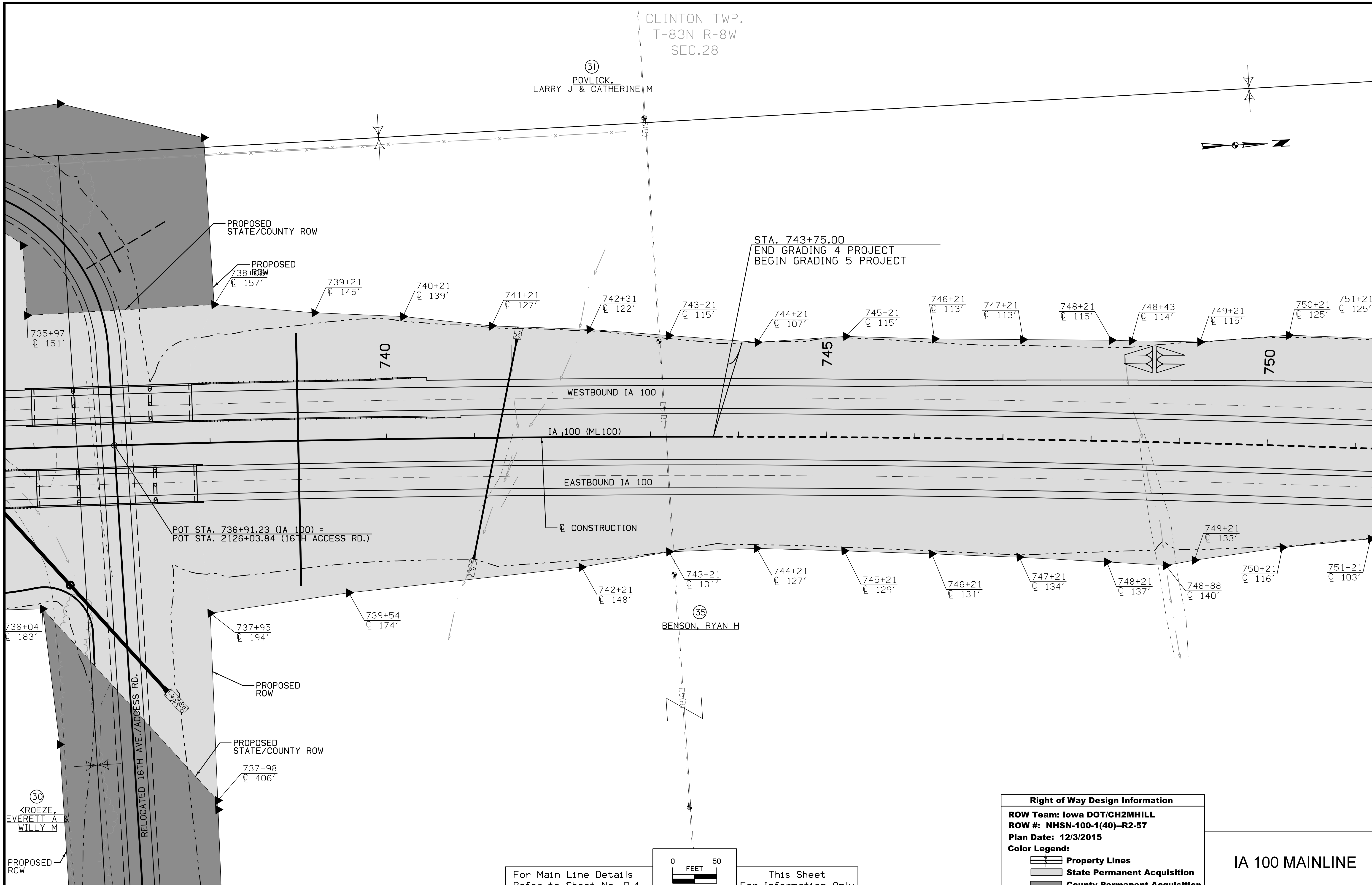
IA 100 MAINLINE

For Main Line Details
Refer to Sheet No. D.2

0 FEET 50

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER H.1



For Main Line Details
Refer to Sheet No. D.4

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

IA 100 MAINLINE

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER H.2

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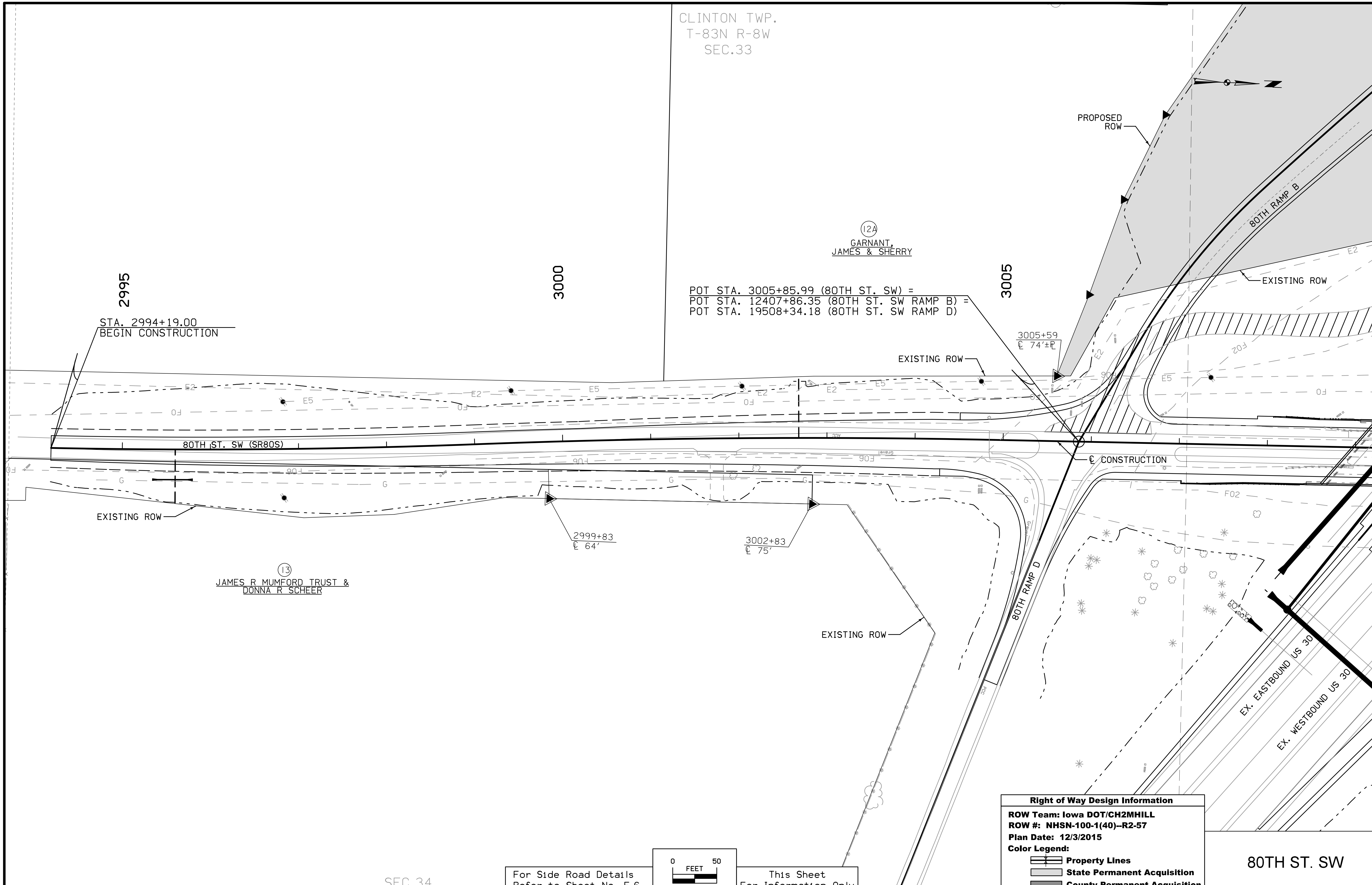

For Side Road Details
Refer to Sheet No. E.6

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

80TH ST. SW

FILE NO. | ENGLISH | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER HE.3

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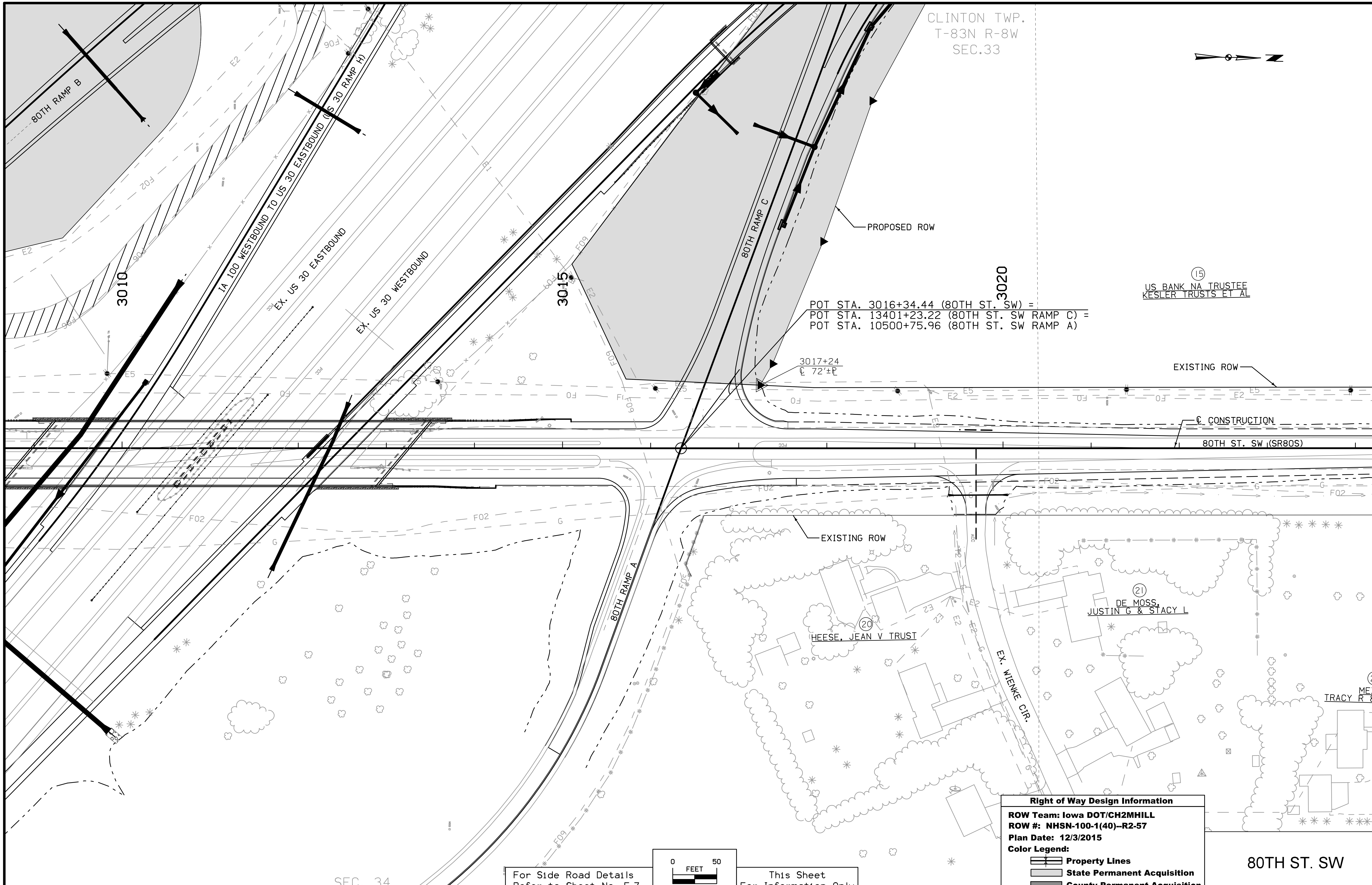

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HE.4

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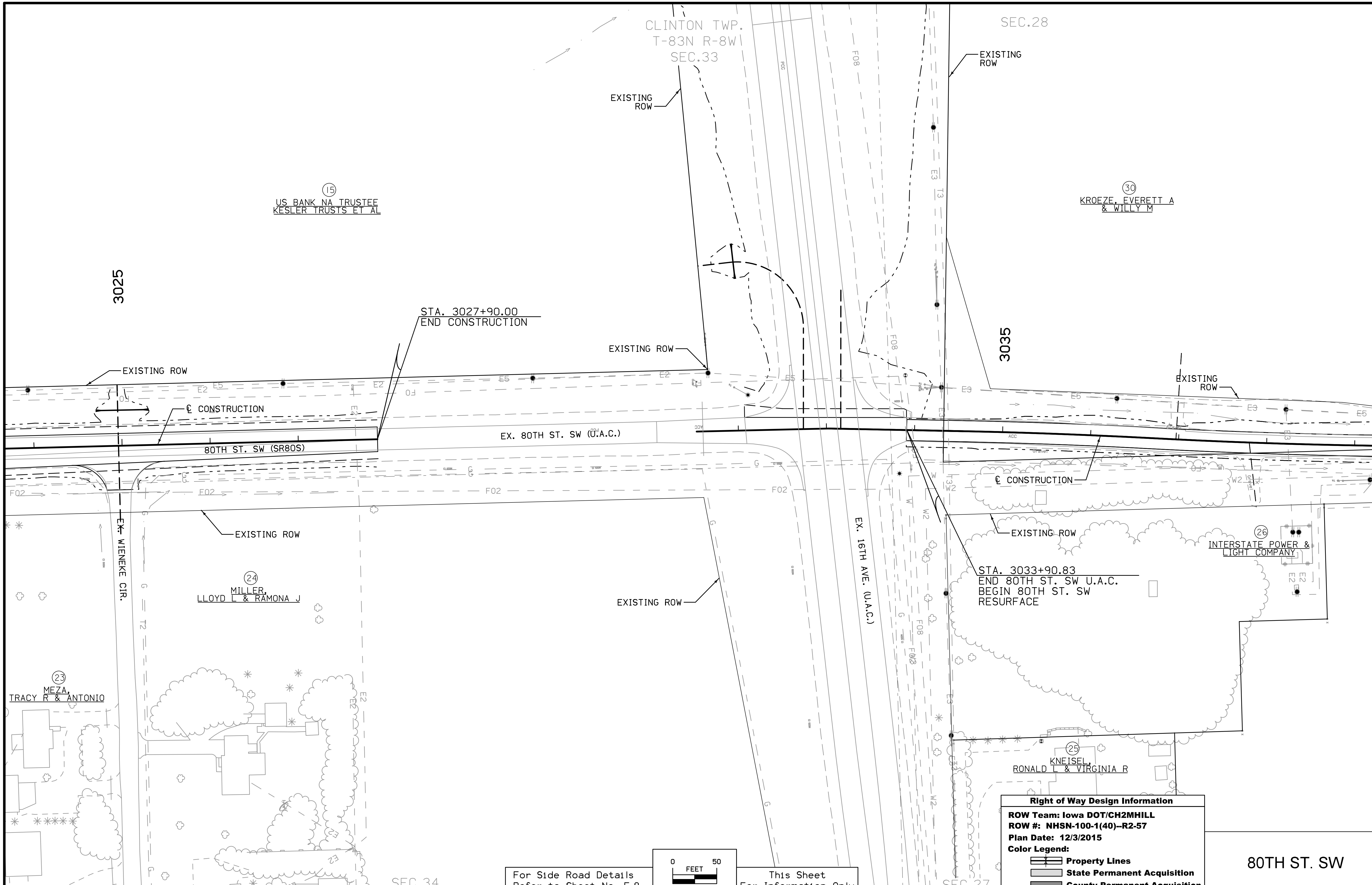

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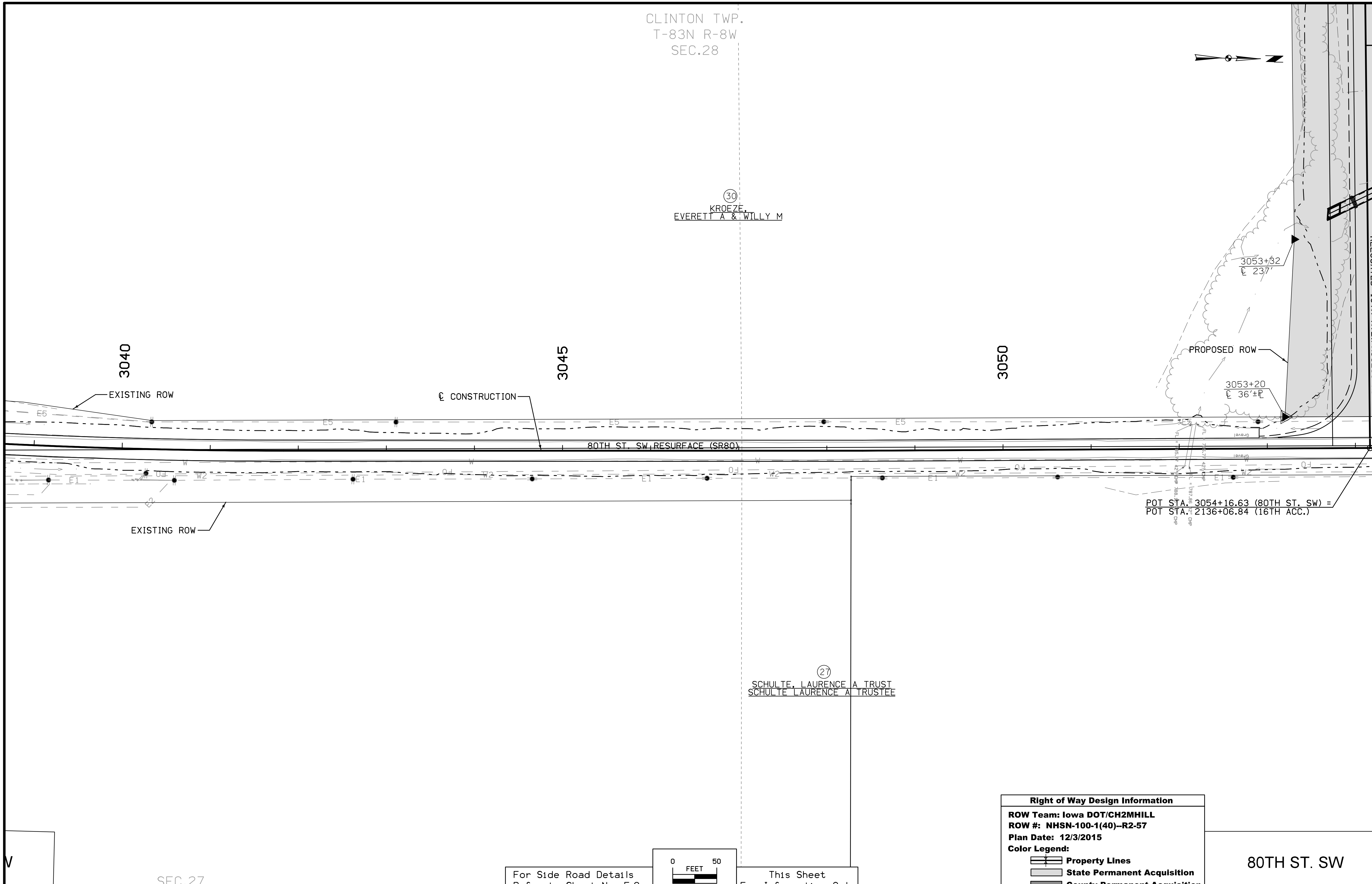

For Side Road Details
Refer to Sheet No. E.9

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HE.6

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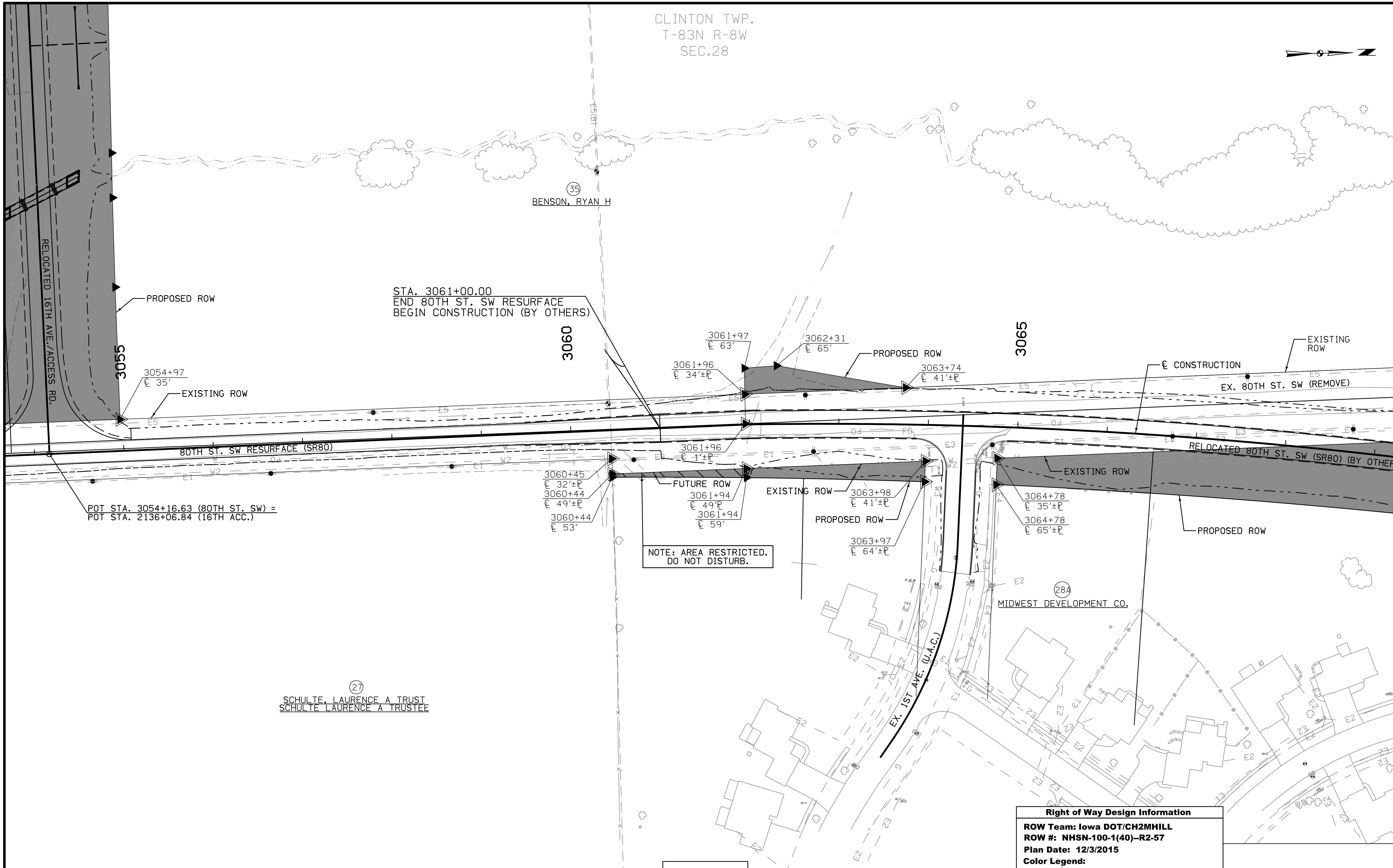


For Side Road Details
Refer to Sheet No. E.10

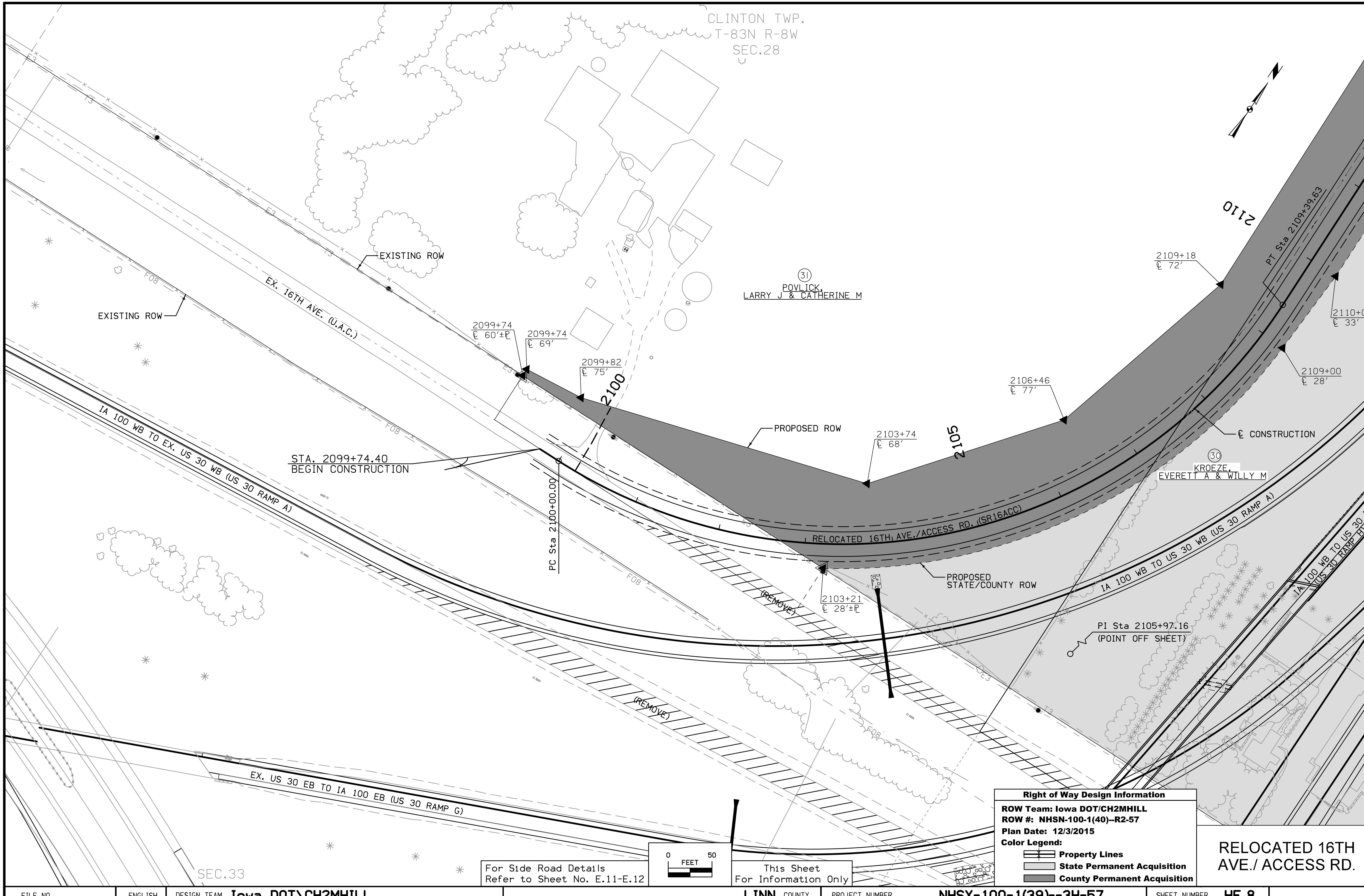
This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HE.7



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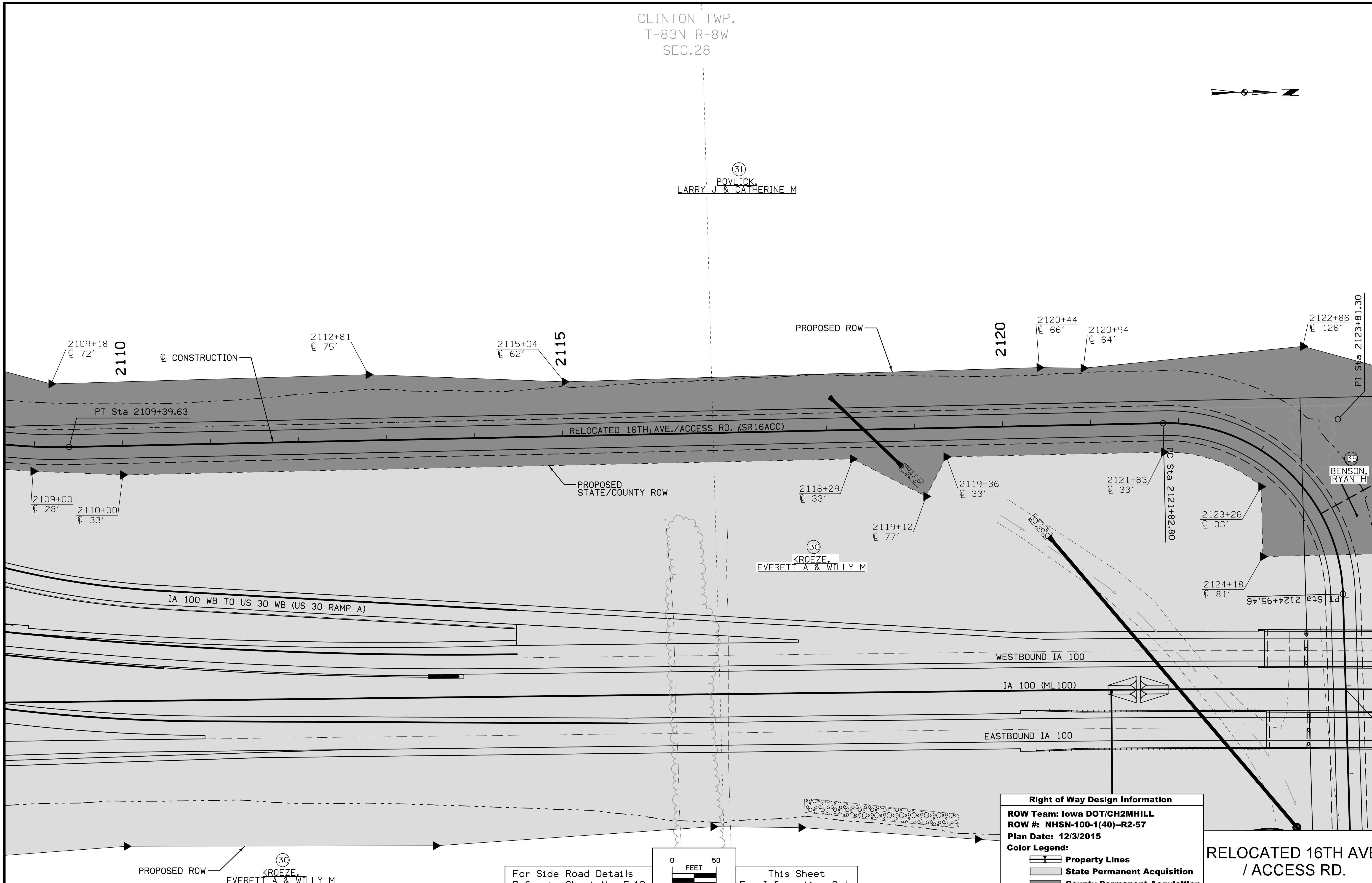

For Side Road Details
Refer to Sheet No. E.12

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

RELOCATED 16TH AVE.
/ ACCESS RD.

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HE.9

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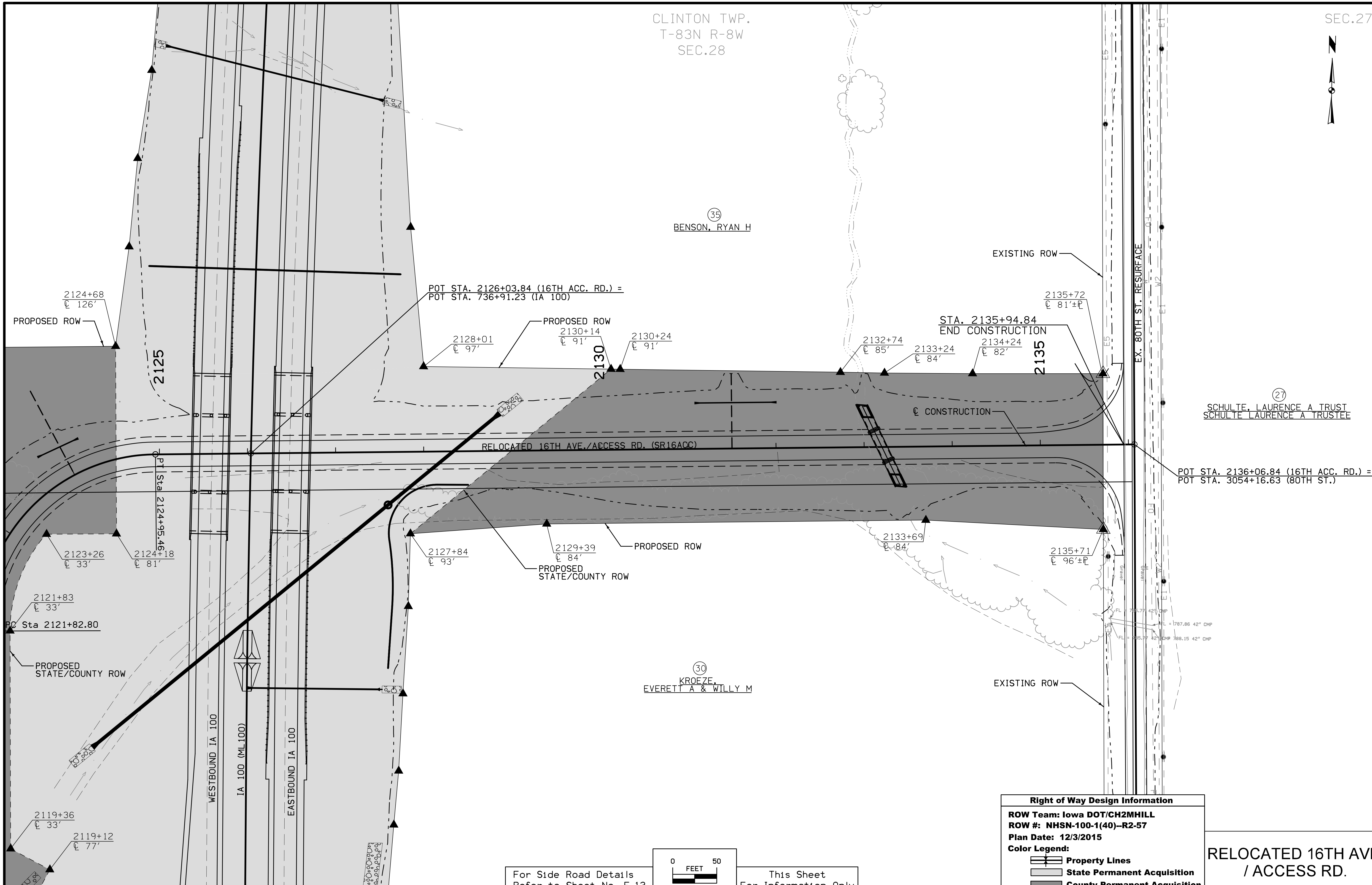

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

RELOCATED 16TH AVE. / ACCESS RD.

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HE.10

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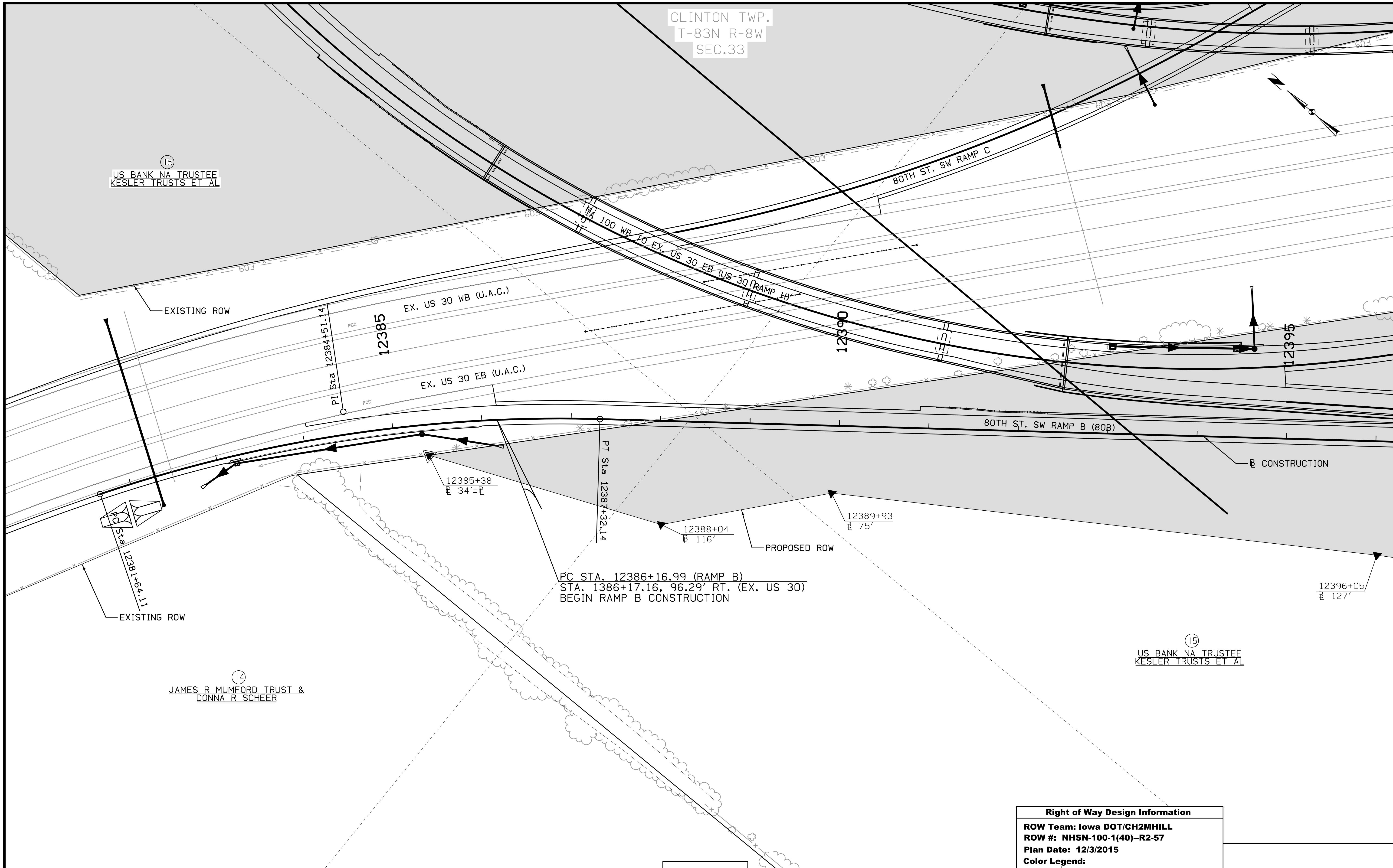

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

80TH ST. SW RAMP B

For US 30 Exit Taper Details Refer to Sheet No. E.3

For 80th St. Ramp B Details Refer to Sheet No. K.2

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HK.11

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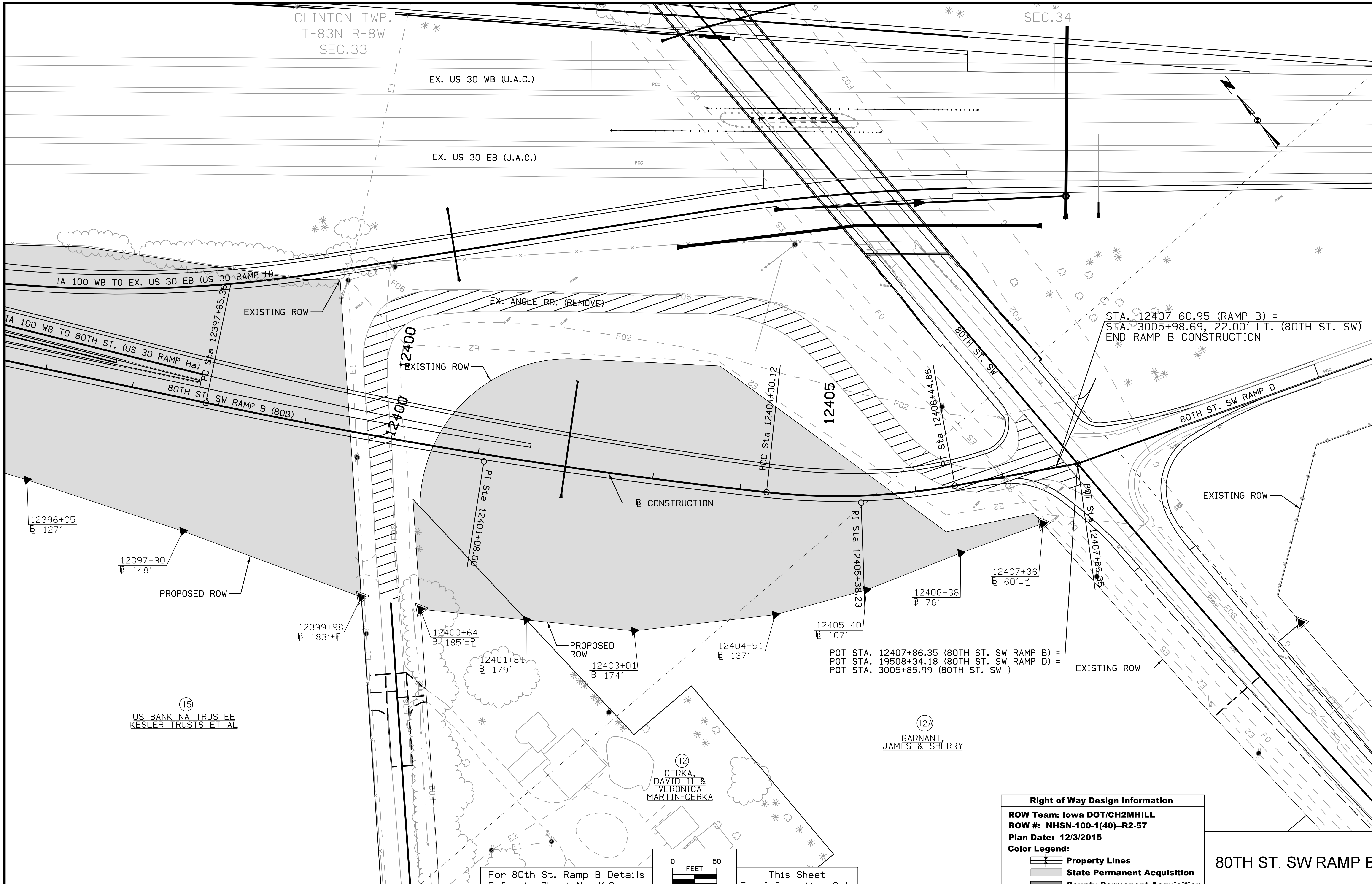

For 80th St. Ramp B Details
Refer to Sheet No. K.3

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

80TH ST. SW RAMP B

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER HK.12

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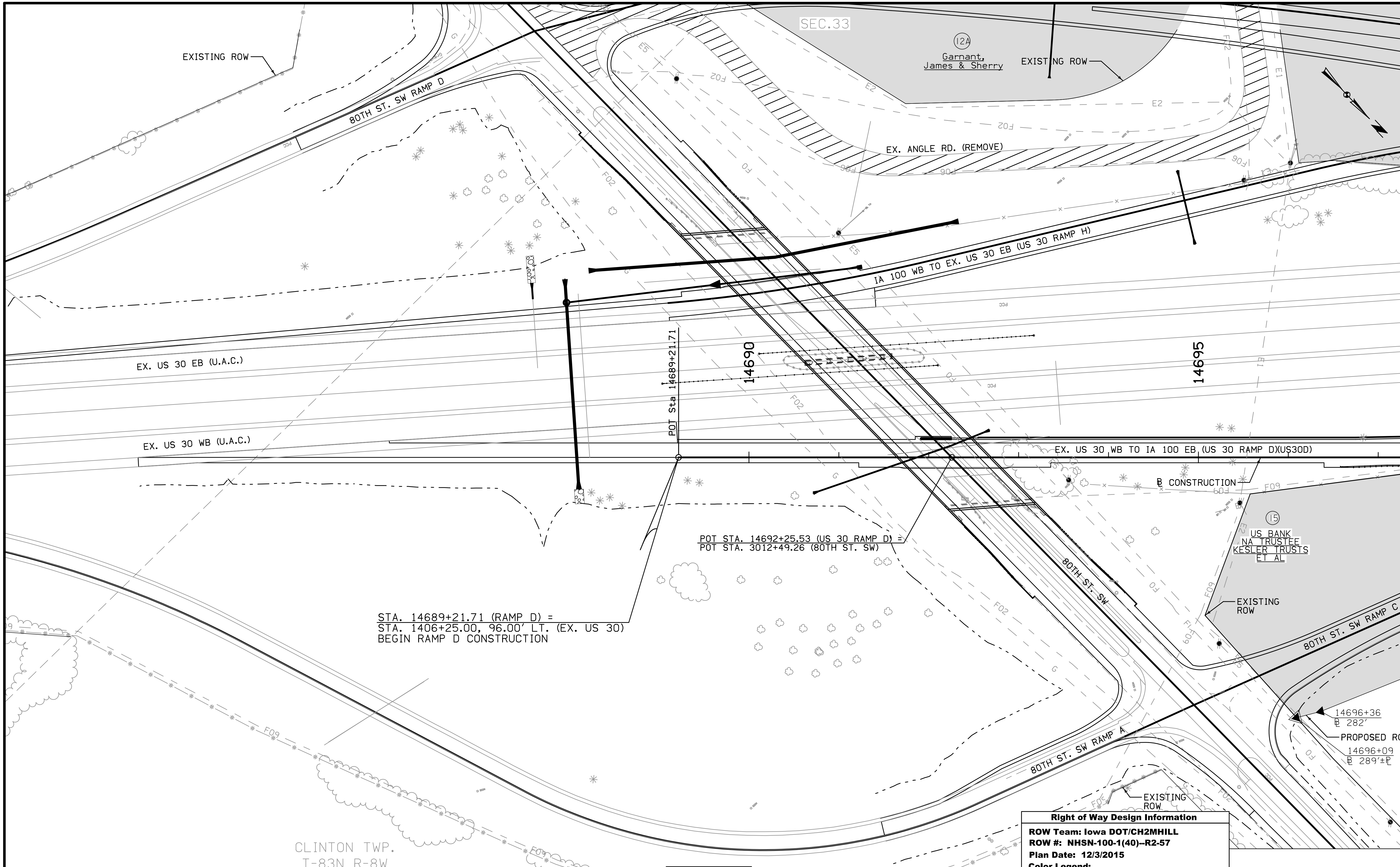

For US 30 Ramp D Details
Refer to Sheet No. K.10

0 FEET 50

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

US 30 RAMP D

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HK.13

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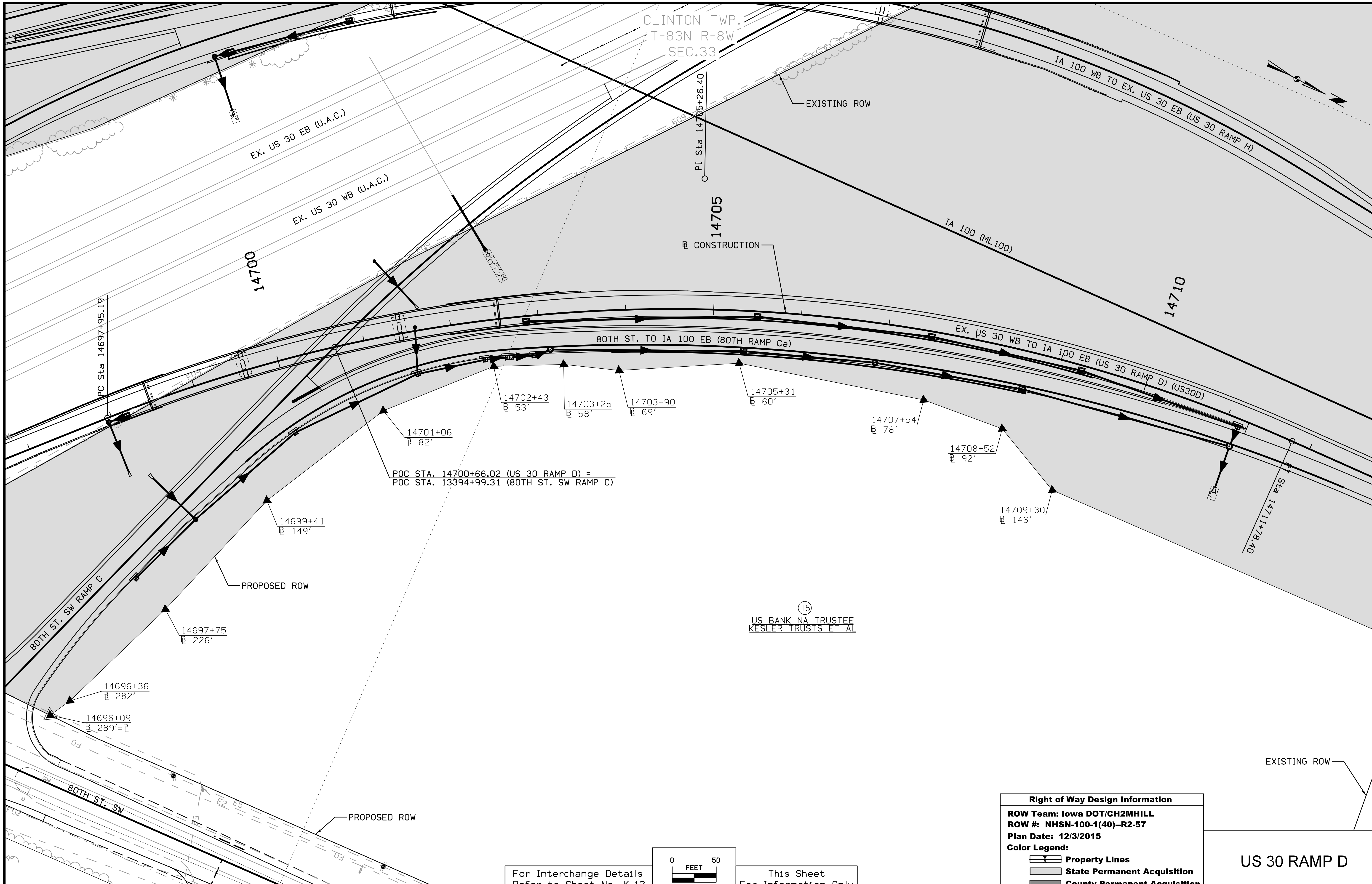

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HK.14

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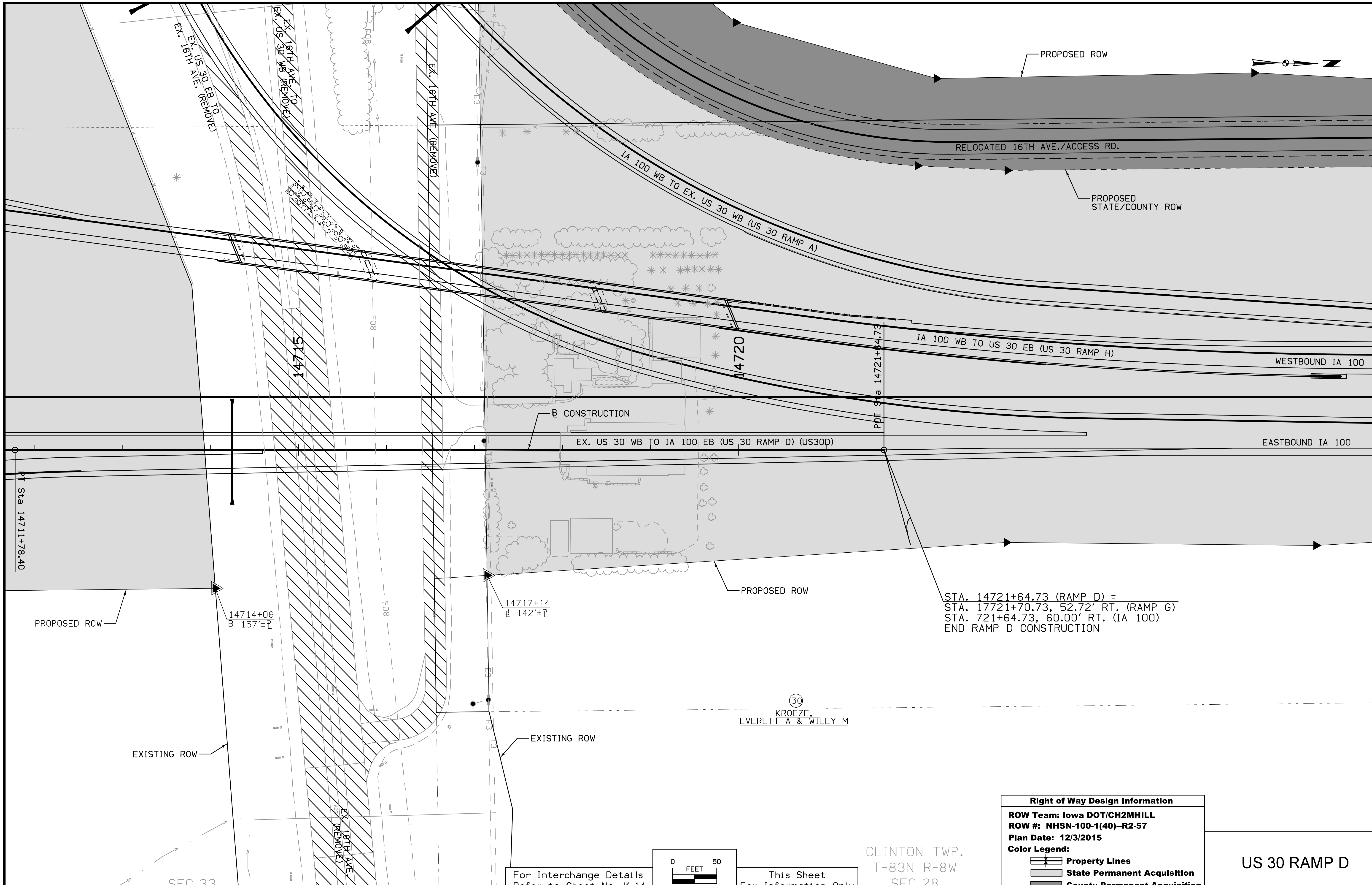

For Interchange Details
Refer to Sheet No. K.14

This Sheet
For Information Only

Right of Way Design Information

ROW Team: Iowa DOT/CH2MHILL
ROW #: NHSN-100-1(40)--R2-57
Plan Date: 12/3/2015
Color Legend:
Property Lines
State Permanent Acquisition
County Permanent Acquisition

US 30 RAMP D

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER HK.15

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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
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 Grade & Pave 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
Gray, Light	(48)	Construction by Others
Brown, Light	(236)	Previously Constructed Grading Limits

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

Channelizing Device	Crash Cushion
Drum	Traffic Signal
Temporary Lane Seperator	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	Road Closure

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

LEGEND AND SYMBOL INFORMATION SHEET

STAGING NOTES

GENERAL NOTES:
1. Contractor furnished borrow will be used for this project.
2. The Contractor shall take precautions to avoid disturbing areas outside of the projects proposed right-of-way limits. Construction activities in areas noted as not to be disturbed are prohibited.
3. All bridges are assumed to be constructed following some settlement period and can be constructed at any time in the construction sequence following abutment grading and holding period unless specified otherwise.
4. The staging plan below assumes MSE retaining walls are constructed in full and at bridge locations the MSE walls will be constructed as part of the bridge abutment grading construction.
5. Local road closures of 80th Street SW and 16th Avenue SW will be allowed as specified in contract documents. Coordinate closure traffic control with NHSX-100-1(105)--3H-57.
6. 80th Street SW will be closed to traffic at US 30 for side road reconstruction and bridge replacement. US 30 traffic access to/from 80th Street SW will be impacted. See Sheet J.18 for Detour and signing details.
7. Maintain access to residences and field entrances at all times.
8. The following projects are tied to this project:
    NHSX-100-1(88)--3H-57 (US 30 Ramp D Bridge over 80th Street Ramp C)
    NHSX-100-1(89)--3H-57 (US 30 Ramp H Bridge over US 30)
    NHSX-100-1(90)--3H-57 (US 30 Ramp H Bridge over US 30 Ramp G)

PROPOSED CONSTRUCTION SEQUENCE YEAR 1

Stage 1A
Traffic:
- Maintain traffic on all existing roadways.

Construction:
- Construct temporary pavement adjacent to existing 80th Street Ramp A and southbound existing 80th Street near the US 30 westbound ramp terminal intersection and the north Wieneke Circle intersection.
- Construct hammerhead turn around and permanent road closure on Angle Road.
- Construction of proposed 16th Avenue/Access Road RCB culvert by Others (see NHSX-100-1(101)—3H-57 for details).
- Grade relocated 16th Avenue/Access Road.

Stage 1B:
Traffic:
- Permanently close Angle Road at 80th Street SW.
- Shift 80th Street Ramp A traffic to temporary widening.
- Close south Wieneke Circle intersection.
- Close 80th Street SW to thru traffic between US 30 and existing 16th Avenue SW. Maintain northbound 80th Street SW traffic only from 80th Street Ramp A. Maintain one northbound and one southbound lane for local traffic only between the north Wieneke Circle intersection and existing 16th Avenue SW.
- Close existing 80th Street SW south of US 30 and existing 80th Ramp D.
- Close 80th Street SW to all traffic between ramp terminal intersections. See Sheet J.18 for detour guide signing details for the 80th Street SW and US 30 interchange.
- Maintain access to/from US 30 west of 80th Street SW via existing ramp roadways.

Construction:
- Grade and Pave proposed 80th Street Ramp D and 80th Street SW south of the US 30 eastbound ramp terminal intersection.
- Grade and Pave proposed right lane and shoulder of 80th Street Ramp A.
- Grade and Pave proposed northbound lane and shoulder of 80th Street north of the US 30 westbound ramp terminal intersection including the south Wieneke Circle intersection to just south of the north Wieneke Circle intersection.
- Remove the existing 80th Street bridge over US 30 (See NHSX-100-1(41)—3H-57 for details).
- Begin grading proposed 80th Street Ramps B and C and 80th Street SW between ramp terminal intersections.
- Begin grading proposed US 30 Ramps H and Ha south of US 30. Includes grading of bridge abutment embankments both north and south of US 30
- Begin construction of MSE Walls 2040, 2050, and 2060.

Stage 1C
Traffic:
- Reduce US 30 to one lane each direction. Shift traffic to inside travel lanes.
- Open 80th Street SW south leg of the US 30 interchange to traffic. 80th Street SW remains closed between ramp terminal intersections.
- Shift 80th Street SW northbound traffic to newly constructed northbound lanes north of US 30. 80th Street SW remains closed to thru traffic between US 30 and existing 16th Avenue. Maintain one northbound lane of traffic from the US 30 westbound ramp terminal intersection to the north Wieneke Circle intersection. Maintain one lane of local traffic only in each direction between the north Wieneke Circle intersection and 16th Avenue SW.
- South Wieneke Circle intersection remains closed to traffic.
- Open newly constructed 80th Street Ramp D to traffic.
- Shift 80th Street Ramp A traffic to newly constructed pavement.
- Maintain access to/from US 30 west of 80th Street SW via existing ramp roadways.

Construction:
- Continue grading 80th Ramp B, 80th Ramp C, US 30 Ramp H, and US 30 Ramp Ha including construction of MSE Retaining walls 2040, 2050, and 2060.
- Begin grading 80th Ramp Ca and US 30 Ramp D between US 30 and existing 16th Avenue SW.
- Begin construction of MSE Retaining Walls 2000, 2010, 2020, 2030, and 2080.
- Grade and Pave US 30 Ramp H, US 30 Ramp D, 80th Ramp B, and 80th Ramp C tapers adjacent to US 30 mainline.
- Continue 80th Street grading between the US 30 Ramp terminal intersections including embankment construction at the proposed 80th Street over US 30 bridge abutments.
- Grade and Pave 80th Street Ramp A left lane and shoulder.
- Grade and Pave 80th Street SW proposed southbound lanes from the US 30 westbound ramp terminal intersection to just south of the north Wieneke Circle intersection. Tie new construction to existing roadway with temporary pavement.

Stage 1D
Traffic:
- Maintain one lane of traffic along US 30 in each direction. Shift traffic to outside travel lanes.
- Maintain traffic on 80th Street SW south of US 30 as in Stage 1C.
- Maintain traffic on 80th Street SW north of US 30 between the westbound ramp terminal intersection and the south Wieneke Circle intersection as in Stage 1C.

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STAGING NOTES

- Open south Wieneke Circle intersection and close north Wieneke Circle intersection.
-Maintain one lane of traffic each direction on newly constructed 80th Street SW between the Wieneke Circle intersections. Shift traffic to existing northbound lanes through the north Wieneke Circle intersection via temporary pavement. Install temporary traffic signals per TC-216.
- 80th Street SW remains closed to all traffic between the US 30 ramp terminal intersections.
- Maintain access to/from US 30 west of 80th Street SW via existing ramp roadways.

Construction:
- Complete removal of existing 80th Street Bridge over US 30 by removing the existing US 30 median pier (See NHSX-100-1(41)—3H-57 for details).
- Begin 80th Street Bridge over US 30 abutment construction including construction of proposed US 30 median pier (see NHSX-100-1(41)—3H-57 for details).
- Begin construction of proposed US 30 Ramp H over US 30 median pier (see NHSX-100-1(89)—3H-57 for details).
- Continue grading US 30 Ramp H over US 30 north bridge abutment embankment and MSE Wall 2060 construction.
- Continue 80th Street Ramps B, C, and Ca and US 30 Ramps D, H, and Ha grading and construction of MSE Walls 2000, 2010, 2020, 2030, 2040, 2050, and 2080.
- Grade and Pave proposed 80th Street SW southbound lanes through the north Wieneke Circle intersection.
- Continue grading 80th St. SW between ramp terminal intersections.

PROPOSED CONSTRUCTION SEQUENCE YEAR 2

Stage 1E
Traffic:
- Maintain one lane of traffic along US 30 in each direction with traffic in the outside travel lanes. Return US 30 to two lanes of traffic each direction once bridge construction allows.
- Maintain traffic on 80th Street SW south of US 30 as in Stage 1C.
- Maintain traffic on 80th Street SW between the US 30 westbound ramp terminal intersection and the north Wieneke Circle intersection as noted in Stage 1D. Shift one lane of traffic on newly constructed southbound lanes at the north Wieneke Circle intersection.
- Maintain one lane of traffic each direction along 80th Street SW between the Wieneke Circle intersections. Maintain one northbound lane of traffic between the US 30 westbound ramp terminal intersection and the south Wieneke Circle intersection. Reduce 80th Street SW to one lane of traffic through the Wieneke Circle intersection with temporary traffic signal installed in Stage 1D. Maintain one lane of traffic in each direction between the north Wieneke Circle intersection and existing 16th Avenue SW.
- 80th Street SW remains closed to all traffic between the US 30 ramp terminal intersections.
- Maintain access to/from US 30 west of 80th Street SW via existing ramp roadways

Construction:
- Complete grading and pave 80th Street Ramps B and C including taper and gore areas of 80th Ramp Ca and US 30 Ramp Ha.
- Continue grading US 30 Ramps D, H, and Ha and 80th Street Ramp Ca. Complete embankment grading at US 30 Ramp H over US 30 and US 30 Ramp D over 80th Street Ramp C bridge abutment locations.
- Complete 80th Street SW bridge over US 30 (by Others – coordinate with NHSX-100-1(39)—3H-57).
- Continue US 30 Ramp H over US 30 bridge construction.
- Pave proposed Relocated 16th Ave/Access Road. Maintain at least 1 lane of traffic at existing 16th Avenue during construction.
- Begin US 30 Ramp D over 80th Ramp C bridge construction (see NHSX-100-1(XX)—3H-57 for details).
- Complete MSE retaining wall 2000, 2010, 2020, 2030, 2040, 2050, 2060, and 2080 construction.
- Grade and pave proposed 80th Street SW northbound lanes and intersection returns through the north Wieneke Circle intersection.

STAGE 2
Traffic:
- Close existing US 30 entrance and exit ramps west of 80th Street SW. Open newly constructed 80th Street Ramps B and C to traffic.
- Fully open 80th Street SW to traffic including 80th Street Ramps A and D.
- Permanently close existing 16th Avenue SW west of 80th Street and open Relocated 16th Avenue/Access Road to traffic.
- Maintain two lanes of traffic each direction on existing US 30.

Construction:
- Remove existing 16th Avenue from 80th Street SW through the proposed US 30 interchange.
- Remove existing US 30 entrance and exit ramp pavement west of 80th Street to the back of gore locations at US 30. Do not remove the existing bridge or bridge approach pavement at the existing eastbound exit crossing over US 30 or the ramp taper pavements adjacent to US 30
- Begin IA 100 mainline, US 30 Ramp A, and US 30 Ramp G grading. Continue US 30 Ramp D and H grading.
- Begin MSE Wall 2070 construction.
- Continue US 30 Ramp H over US 30 and US 30 Ramp D over 80th Ramp C bridge construction.
- Begin construction of IA 100 mainline dual bridges over Relocated 16th Avenue/Access Road.

Stage 3
Traffic:
- Maintain traffic on US 30, 80th Street SW south of existing 16th Avenue, and 80th Street interchange Ramps as noted in Stage 2.
- Close existing 80th Street SW to traffic between existing 16th Avenue SW and 1st Avenue.

Construction:
- Complete IA 100 and all US 30 interchange ramp grading.
- Complete US 30 Ramp D over 80th Ramp C, US 30 Ramp H over US 30, US 30 Ramp H over US 30 Ramp G, and dual IA 100 mainline over Relocated 16th Avenue/Access Road bridges.
- Pave existing 80th Street SW between existing 16th Avenue SW and the start of previously constructed (by others) Relocated 80th Street SW just south 1st Avenue (see NHSX-100-1(105)—3H-57 for Relocated 80th Street SW details).
- Reopen 80th Street SW once local road paving is complete.

TRAFFIC CONTROL PLAN

80th Street SW at US 30 will be closed to traffic for a period of time during the construction of the US 30 interchange. Refer to Tabulation 108-26 “Staging Notes” and Sheet J.18 for details.

Traffic shall be maintained on all other local roadways and US 30. Access to local residences and field entrances are to be maintained at all times.

Traffic control for this project shall be in accordance with Iowa DOT Standard Road Plans.

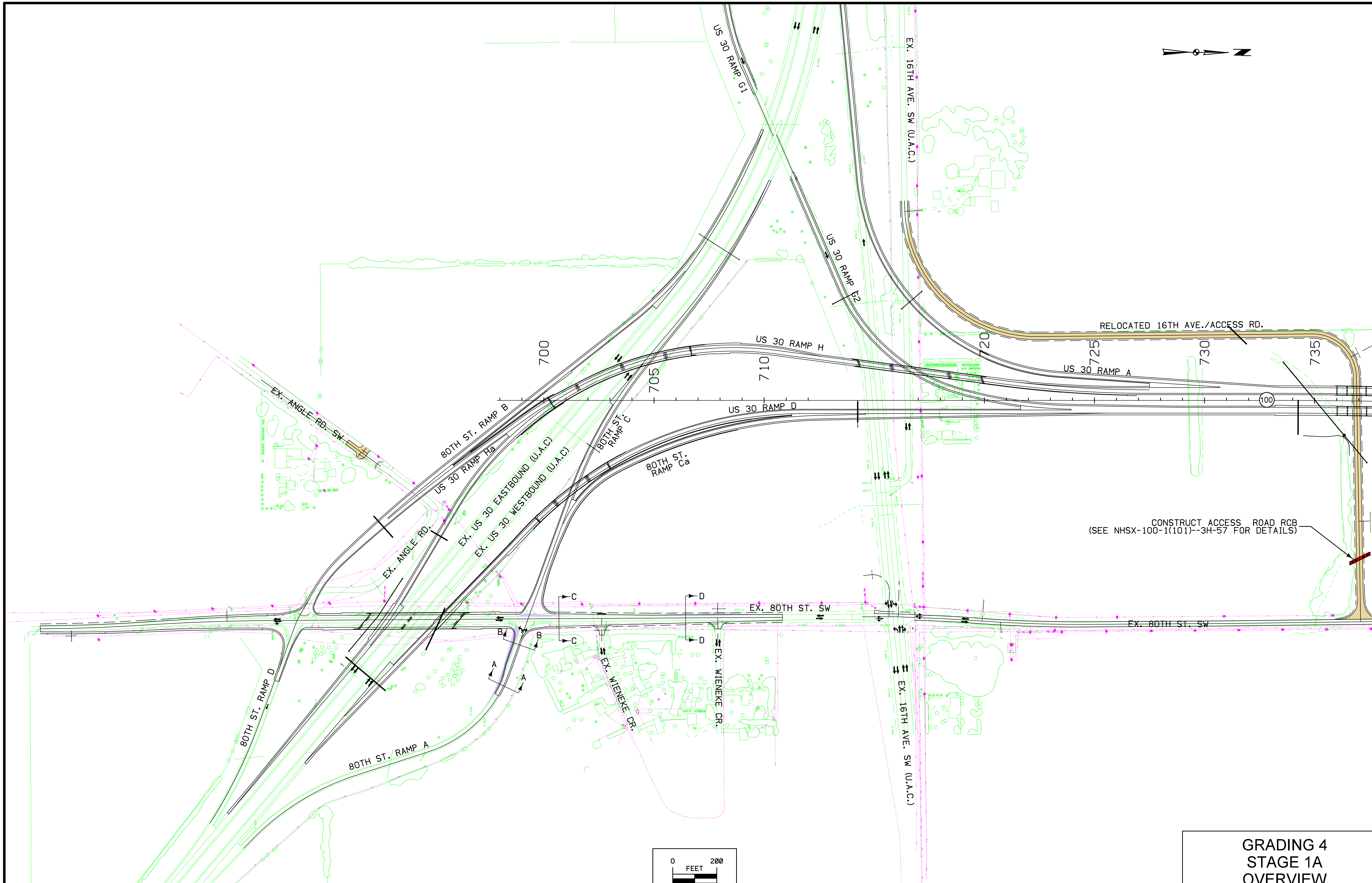
For additional traffic control information refer to Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) and the current standard specifications.

The Contractor shall coordinate traffic control needs with other projects in the area. Refer to Tabulation 111-01 “Coordinated Operations” for other projects within the area.

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
NHSX-100-1(105)--3H-57	GRADING
NHXS-100-1(92)--3H-57	BRIDGE
NHXS-100-1(91)--3H-57	BRIDGE
NHXS-100-1(41)--3H-57	BRIDGE
NHXS-100-1(101)--3H-57	RCB CULVERT
NHXS-100-1(90)--3H-57	BRIDGE
NHXS-100-1(88)--3H-57	BRIDGE
NHXS-100-1(89)--3H-57	BRIDGE
NHXS-100-1(43)--3H-57	PAVING



GRADING 4
STAGE 1A
OVERVIEW

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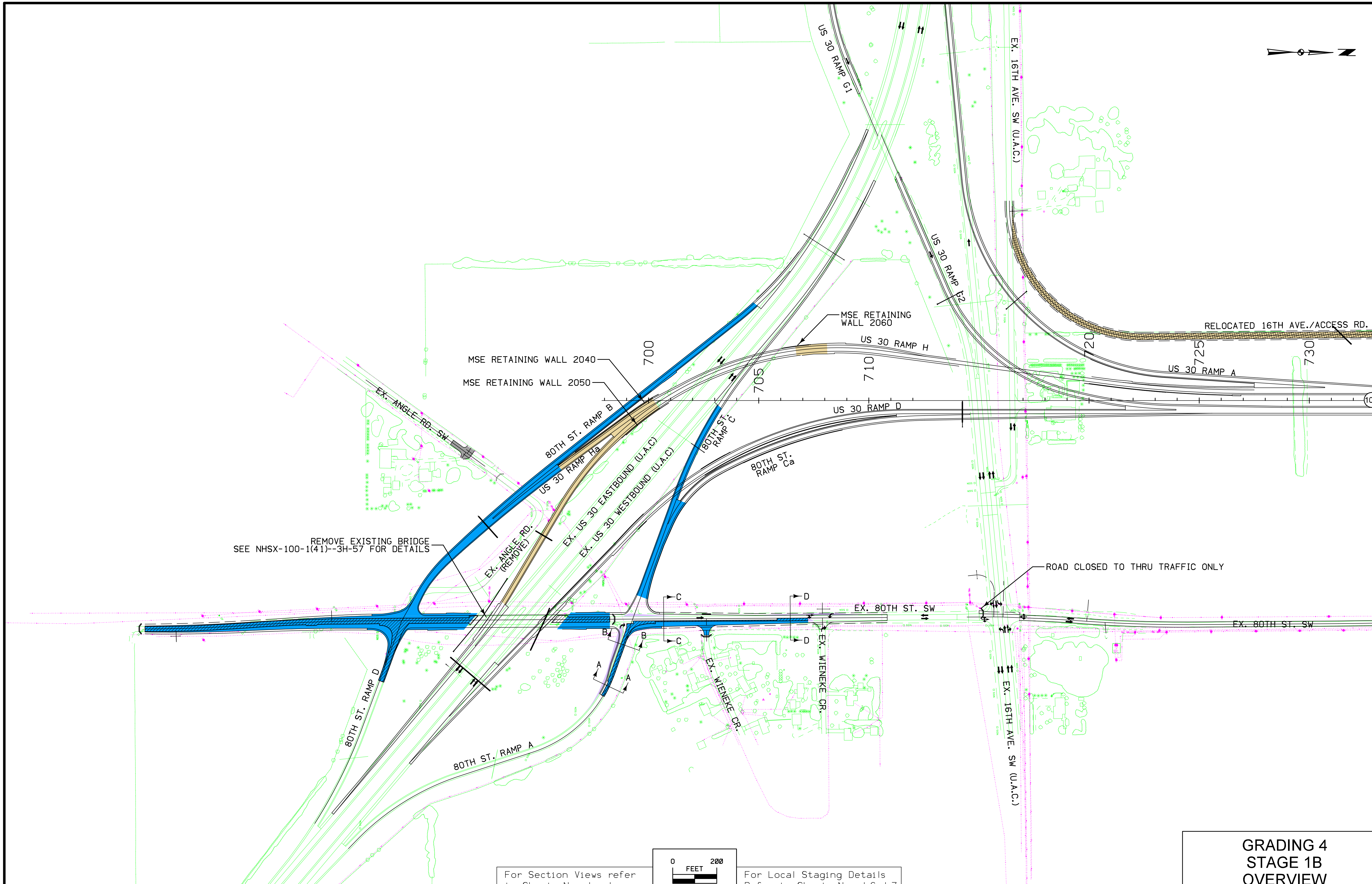

GRADING 4
STAGE 1B
OVERVIEW

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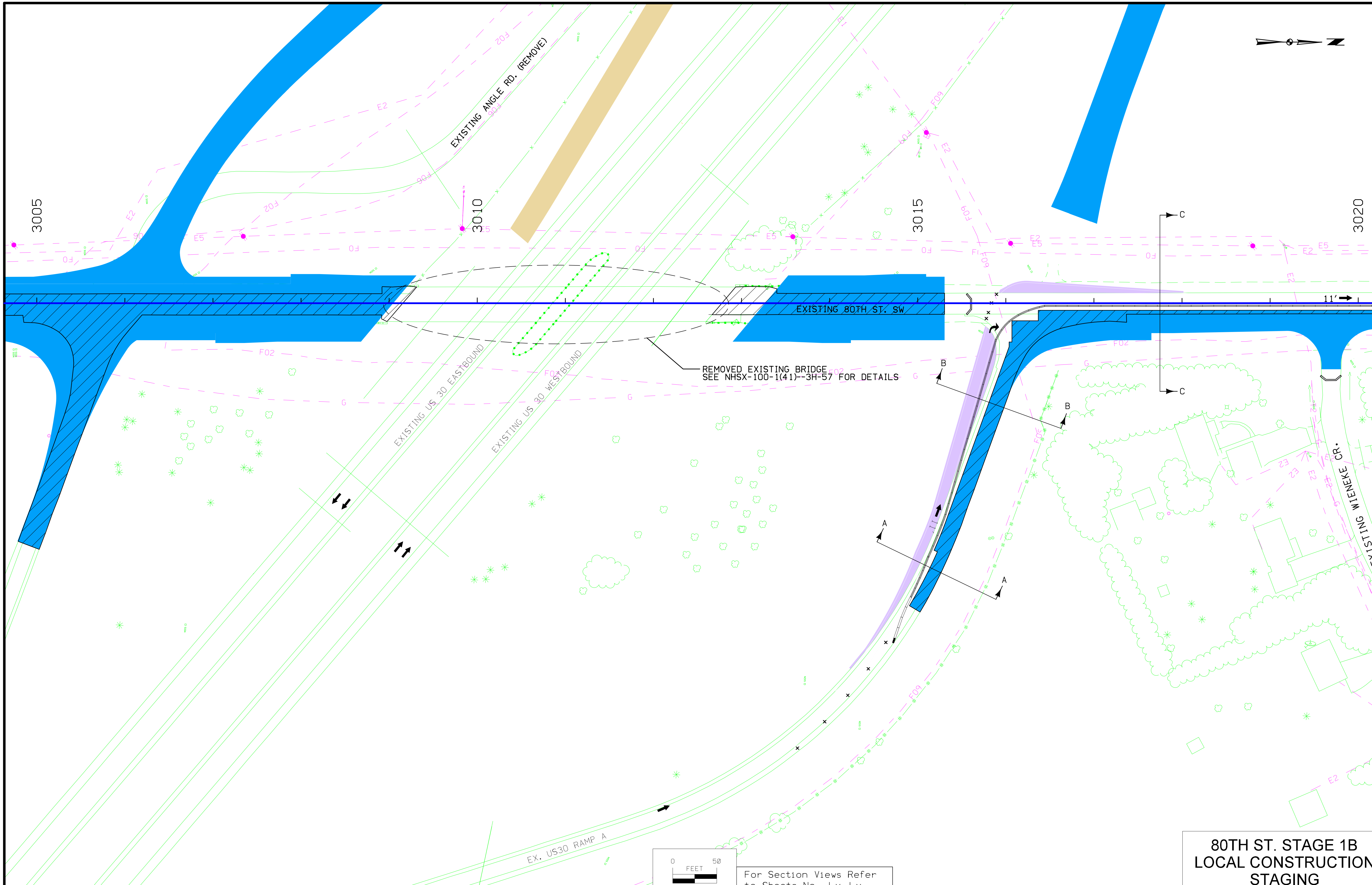

For Section Views Refer
to Sheets No. J.x-J.x

80TH ST. STAGE 1B
LOCAL CONSTRUCTION
STAGING

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER J.6 NHSX-100-1(39)--3H-57	SHEET NUMBER J.6

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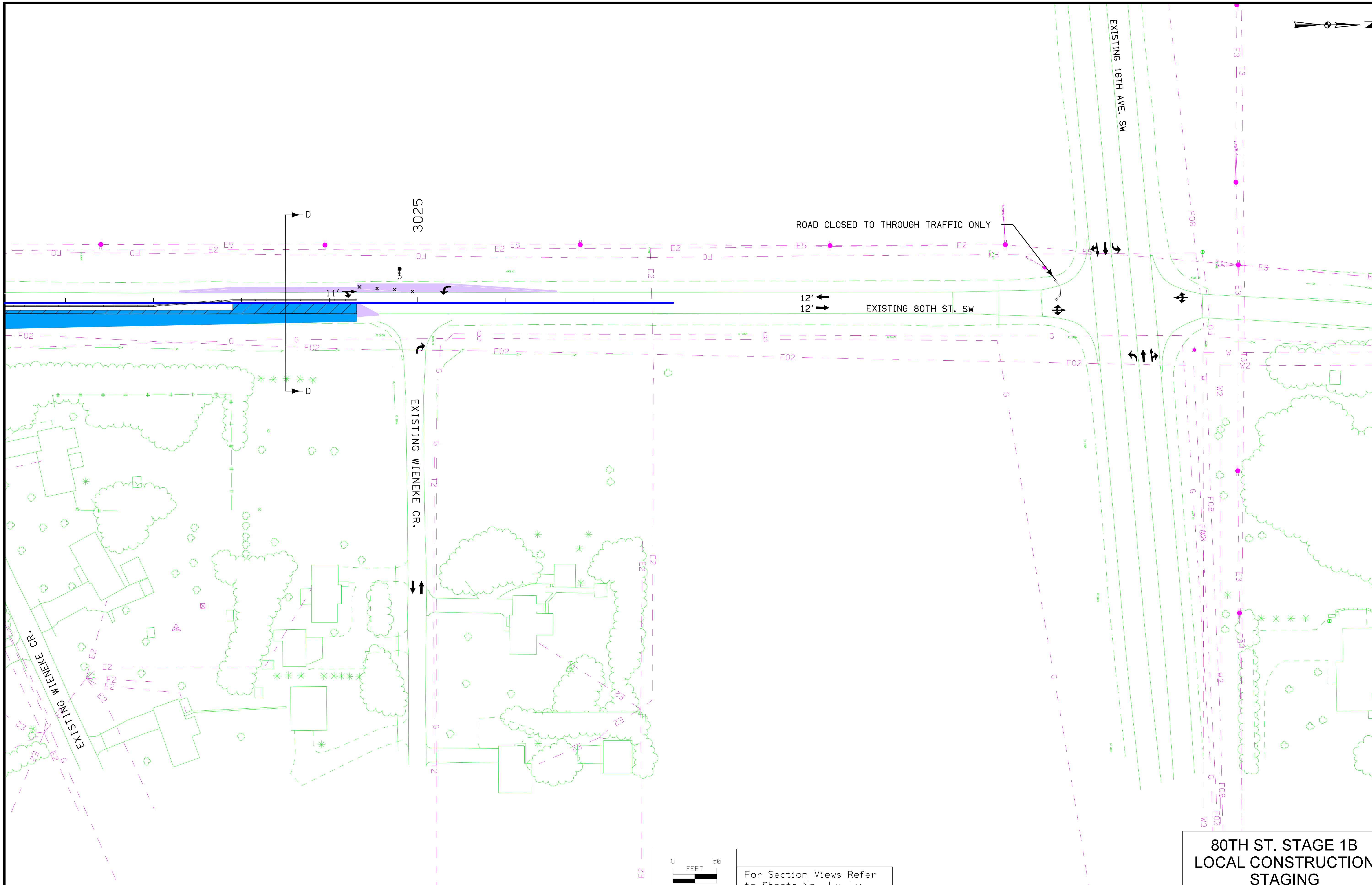

For Section Views Refer to Sheets No. J.x-J.x

80TH ST. STAGE 1B LOCAL CONSTRUCTION STAGING

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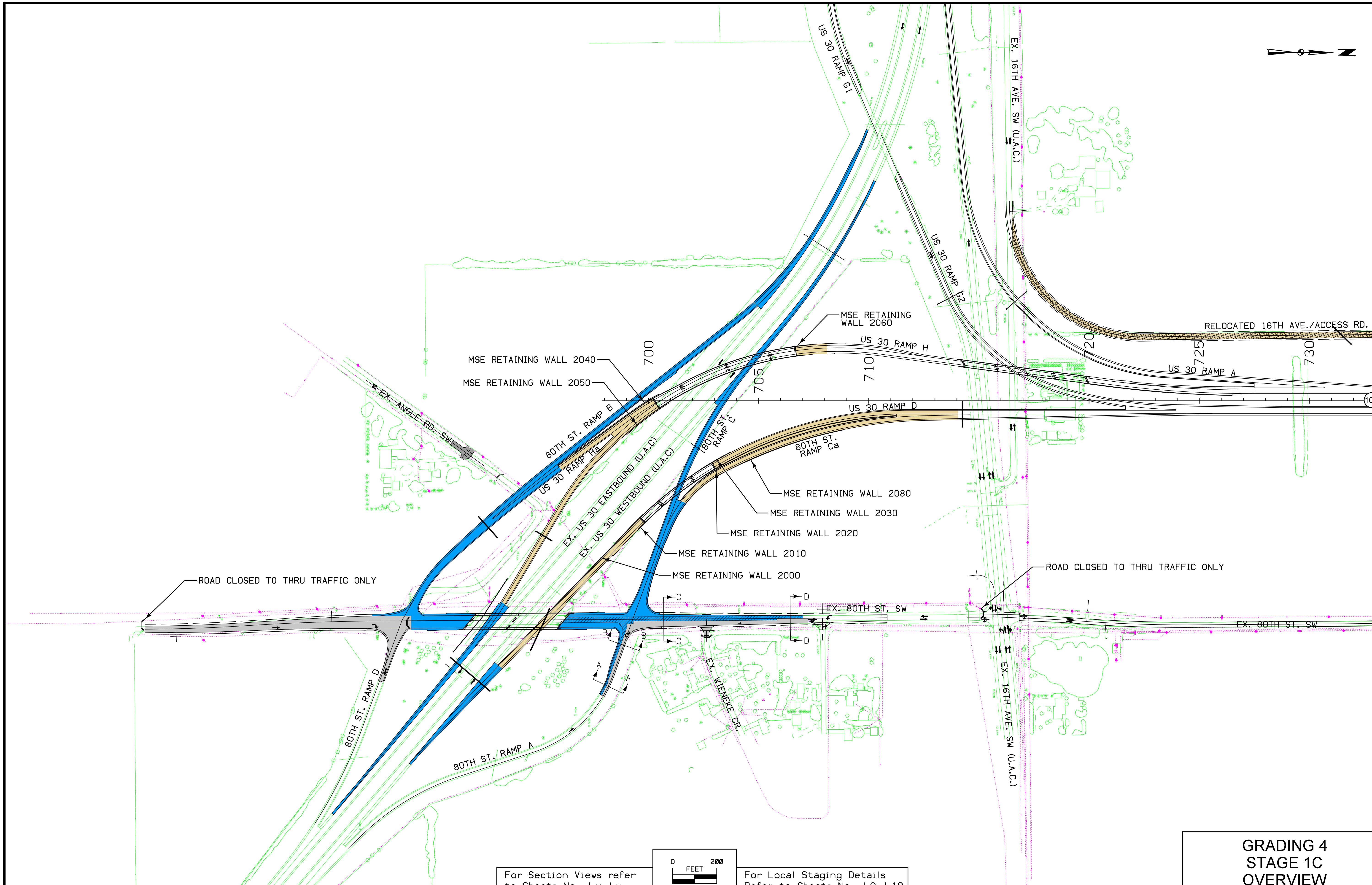

For Section Views refer to Sheets No. J.x-J.x

For Local Staging Details Refer to Sheets No. J.9-J.10

GRADING 4
STAGE 1C
OVERVIEW

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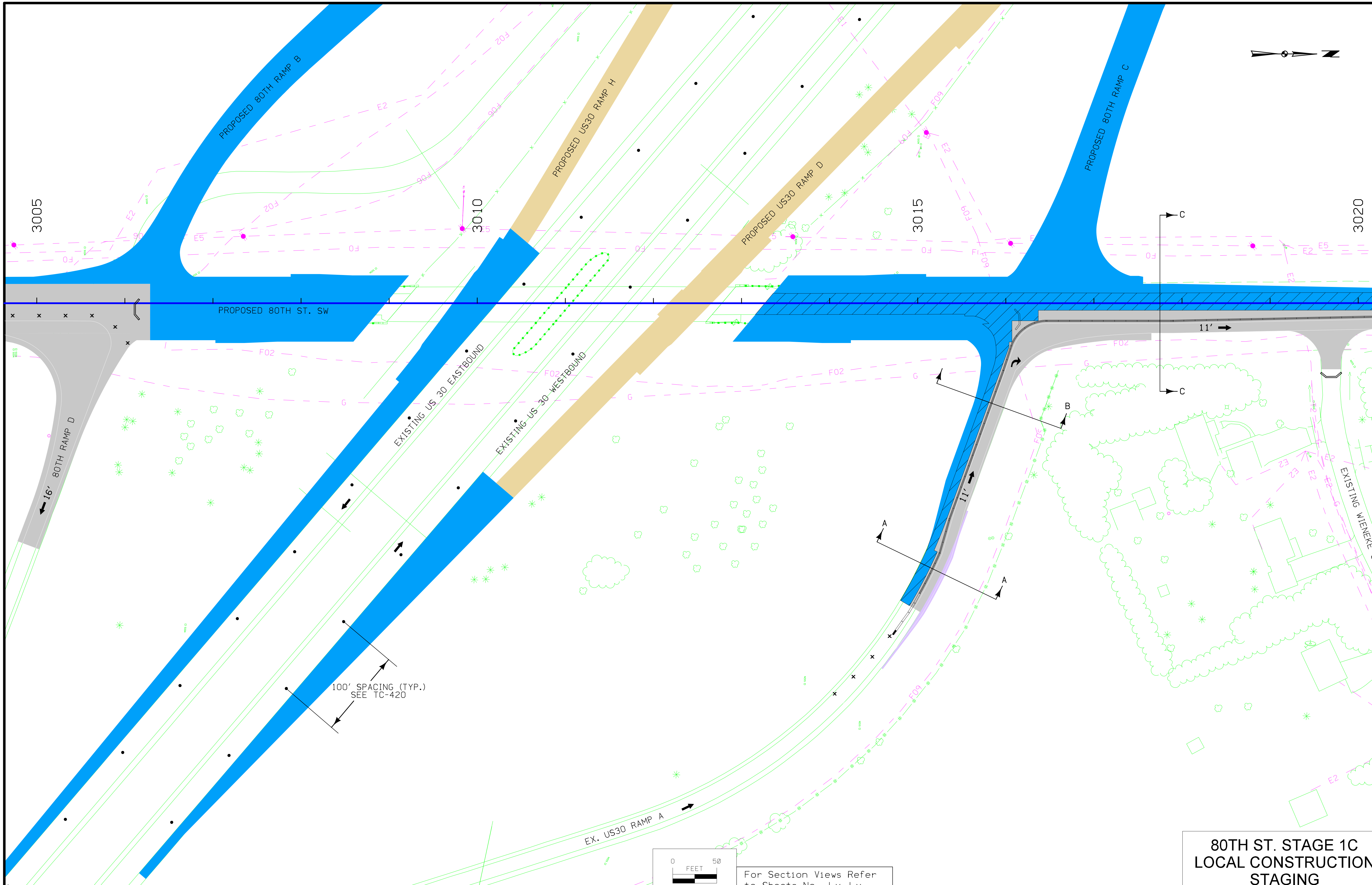

For Section Views Refer
to Sheets No. J.x-J.x

80TH ST. STAGE 1C LOCAL CONSTRUCTION STAGING

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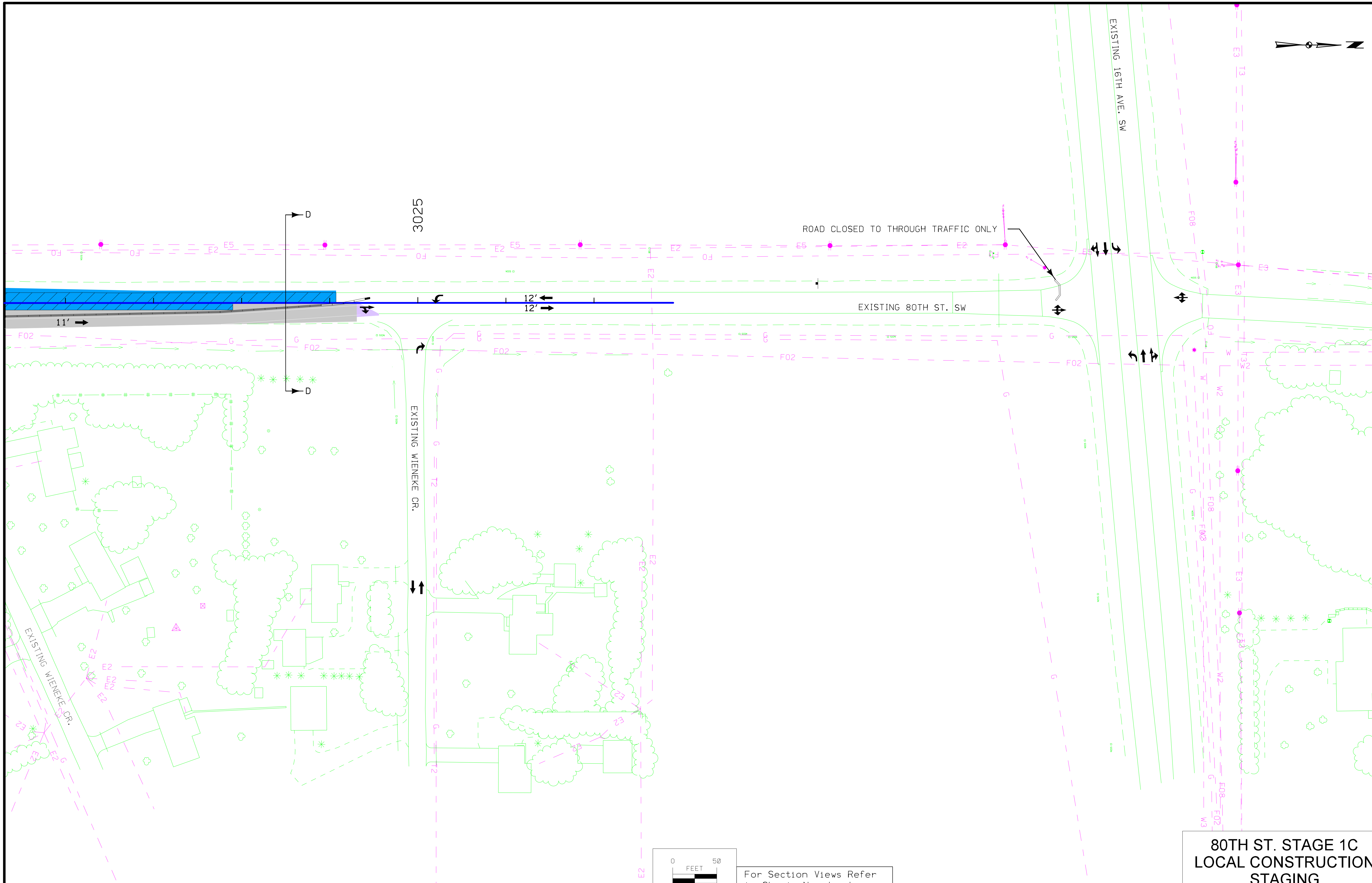

For Section Views Refer to Sheets No. J.x-J.x

80TH ST. STAGE 1C LOCAL CONSTRUCTION STAGING

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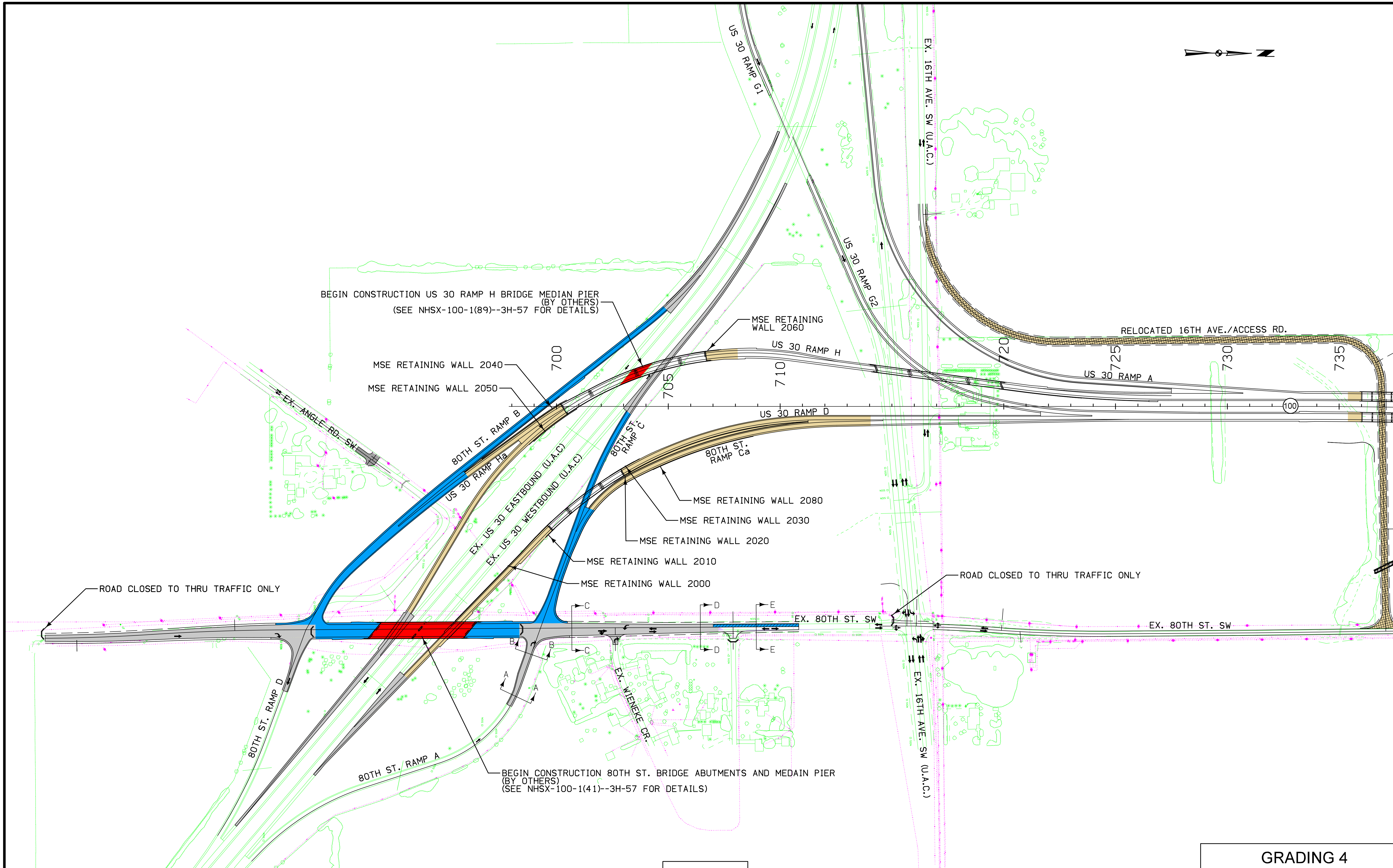

For Section Views refer to Sheets No. J.x-J.x

For Local Staging Details Refer to Sheet No. J.12

GRADING 4
STAGE 1D
OVERVIEW

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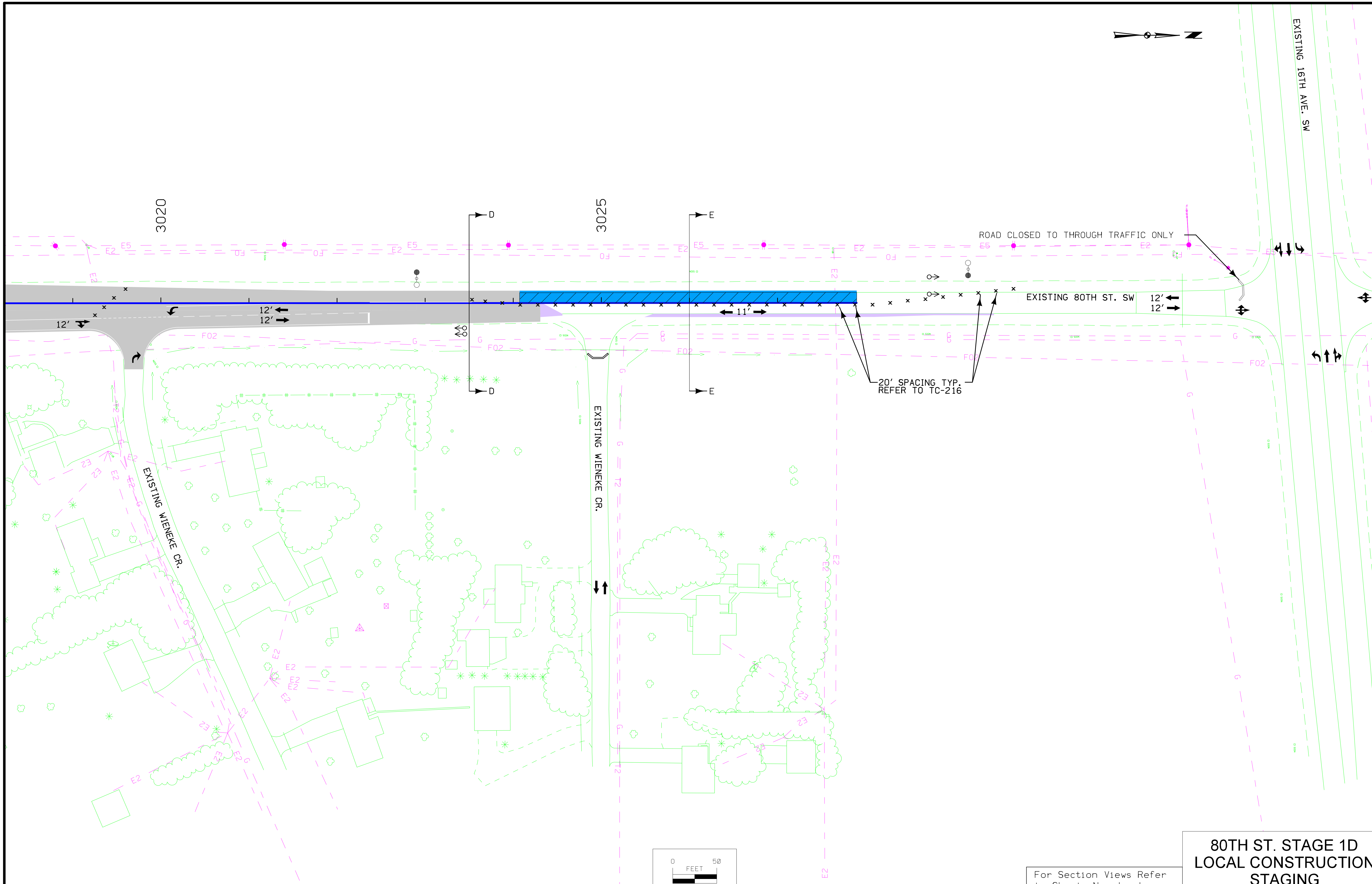

For Section Views Refer to Sheets No. J.x-J.x

80TH ST. STAGE 1D LOCAL CONSTRUCTION STAGING

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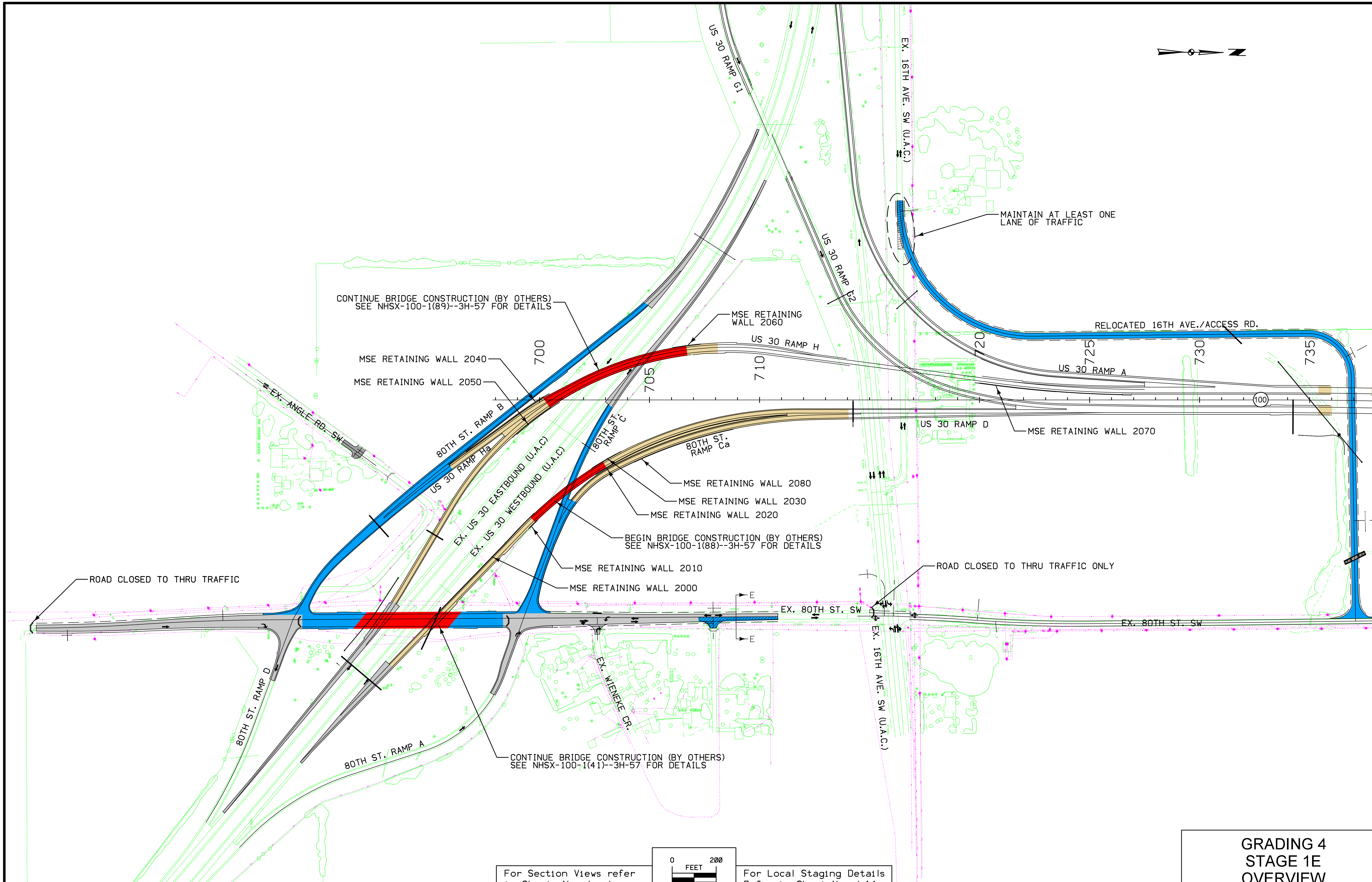

For Section Views refer to Sheets No. J.x-J.x

For Local Staging Details Refer to Sheet No. J.14

GRADING 4
STAGE 1E
OVERVIEW

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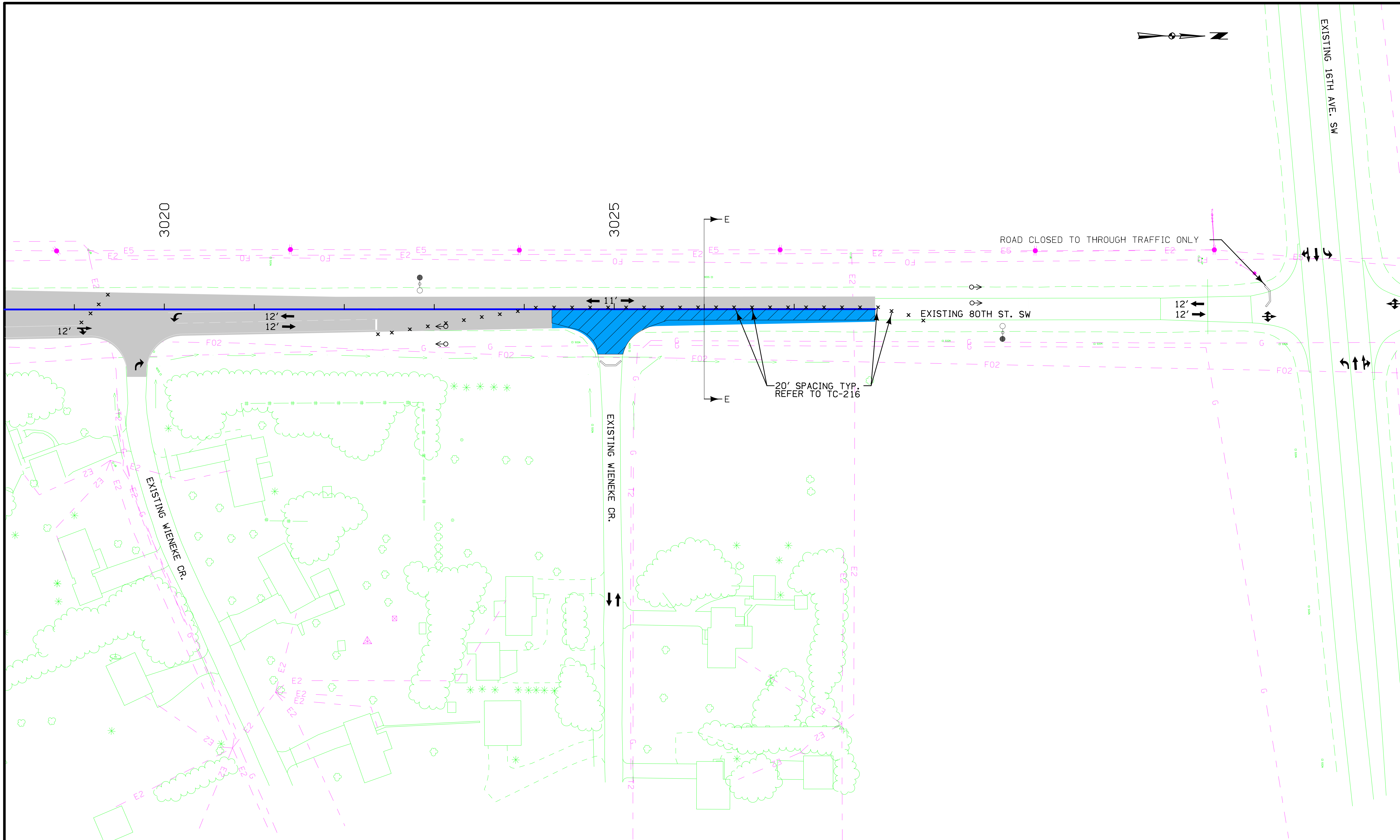

For Section Views Refer to Sheets No. J.x-J.x

80TH ST. STAGE 1E LOCAL CONSTRUCTION STAGING

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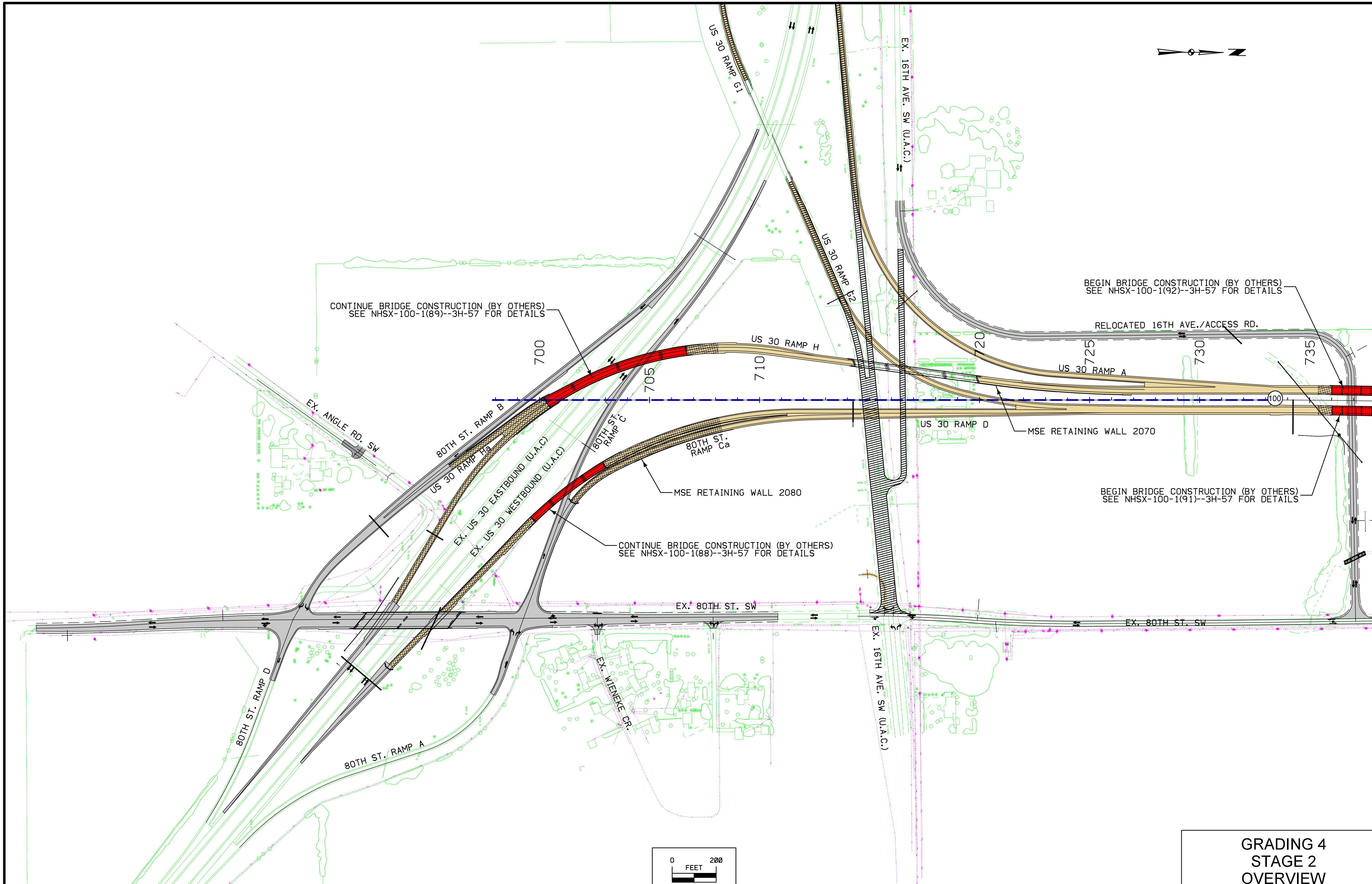

GRADING 4
STAGE 2
OVERVIEW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER J.15

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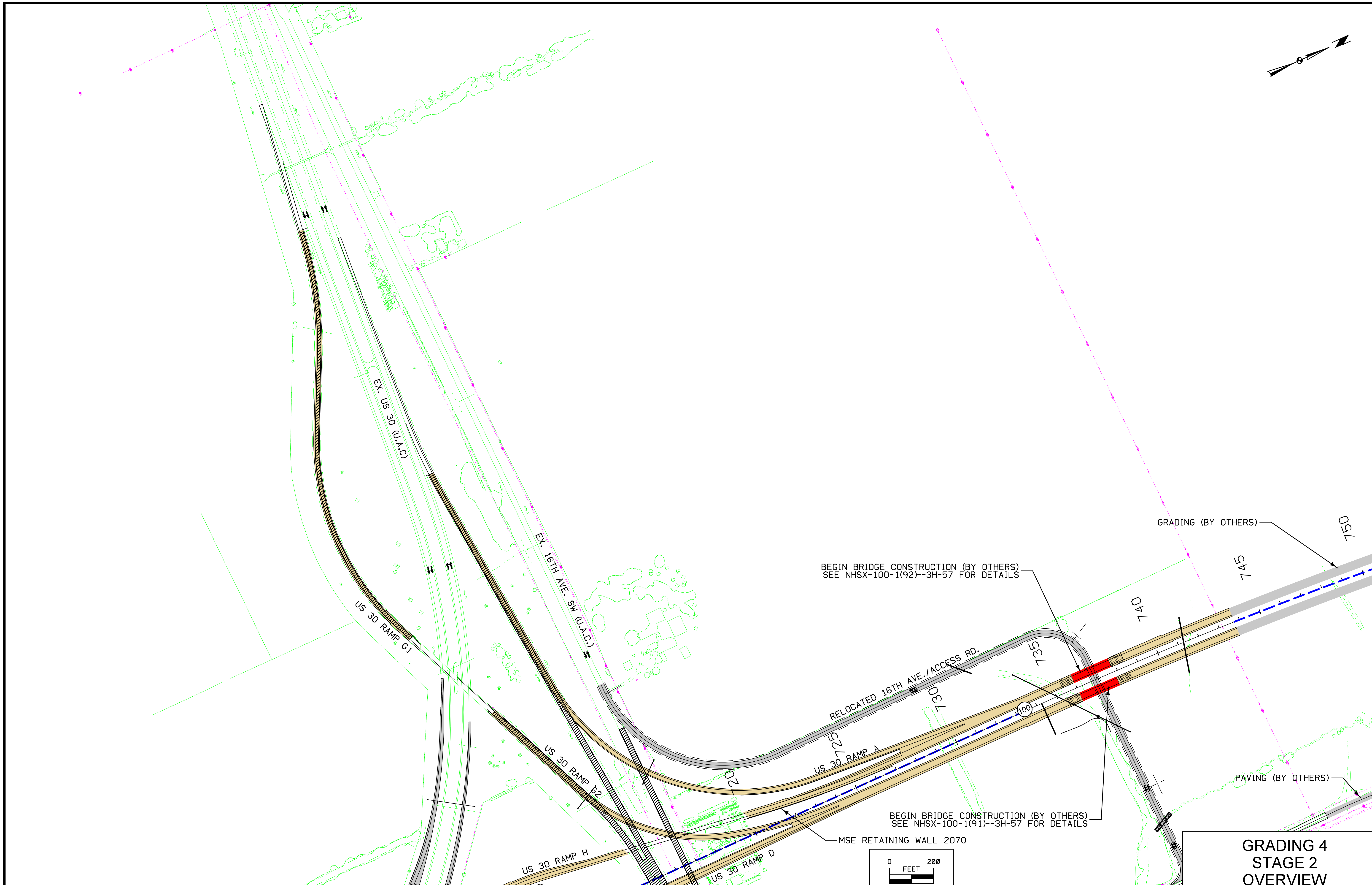

GRADING 4
STAGE 2
OVERVIEW

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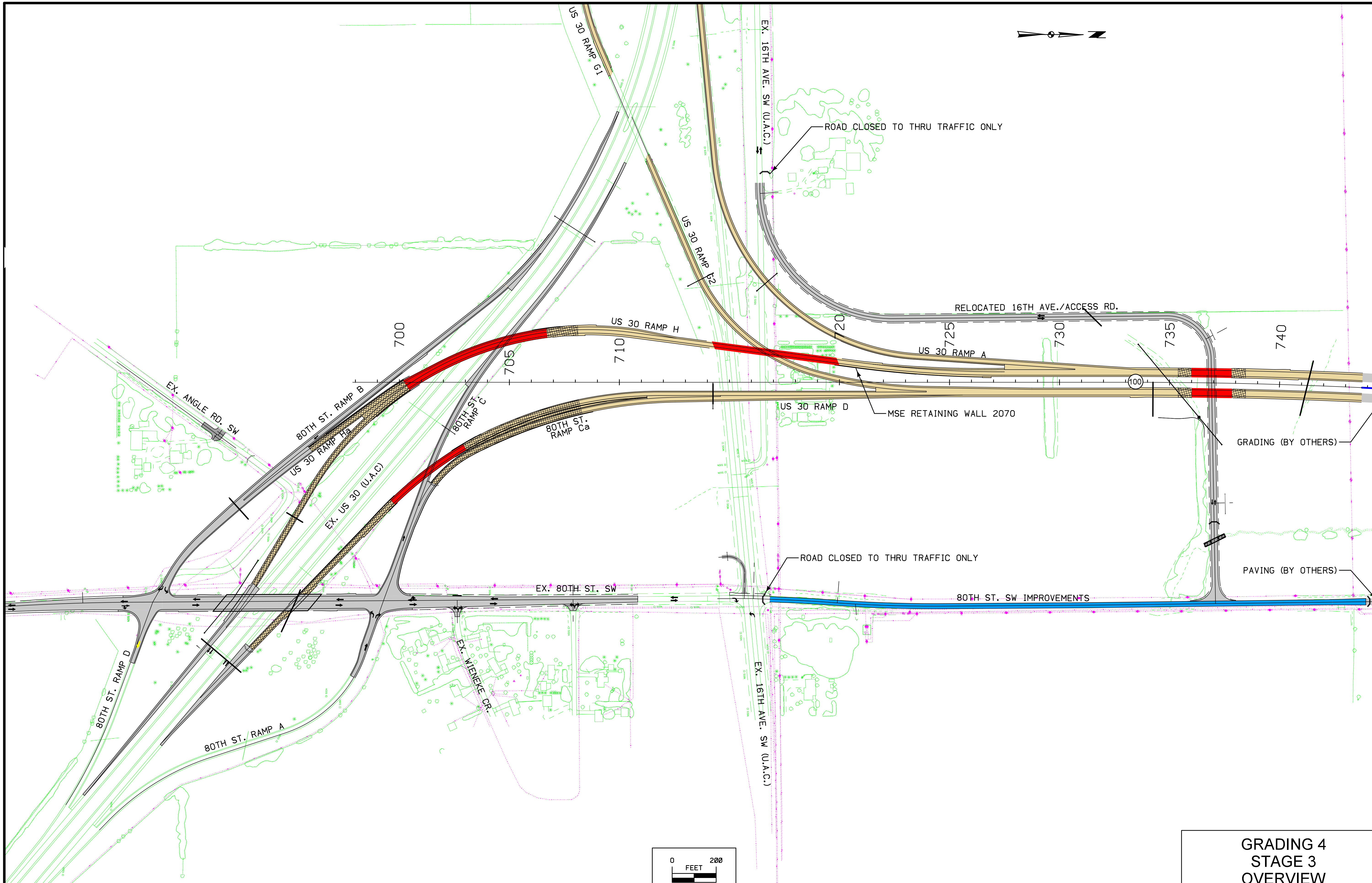

GRADING 4
STAGE 3
OVERVIEW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER J.17

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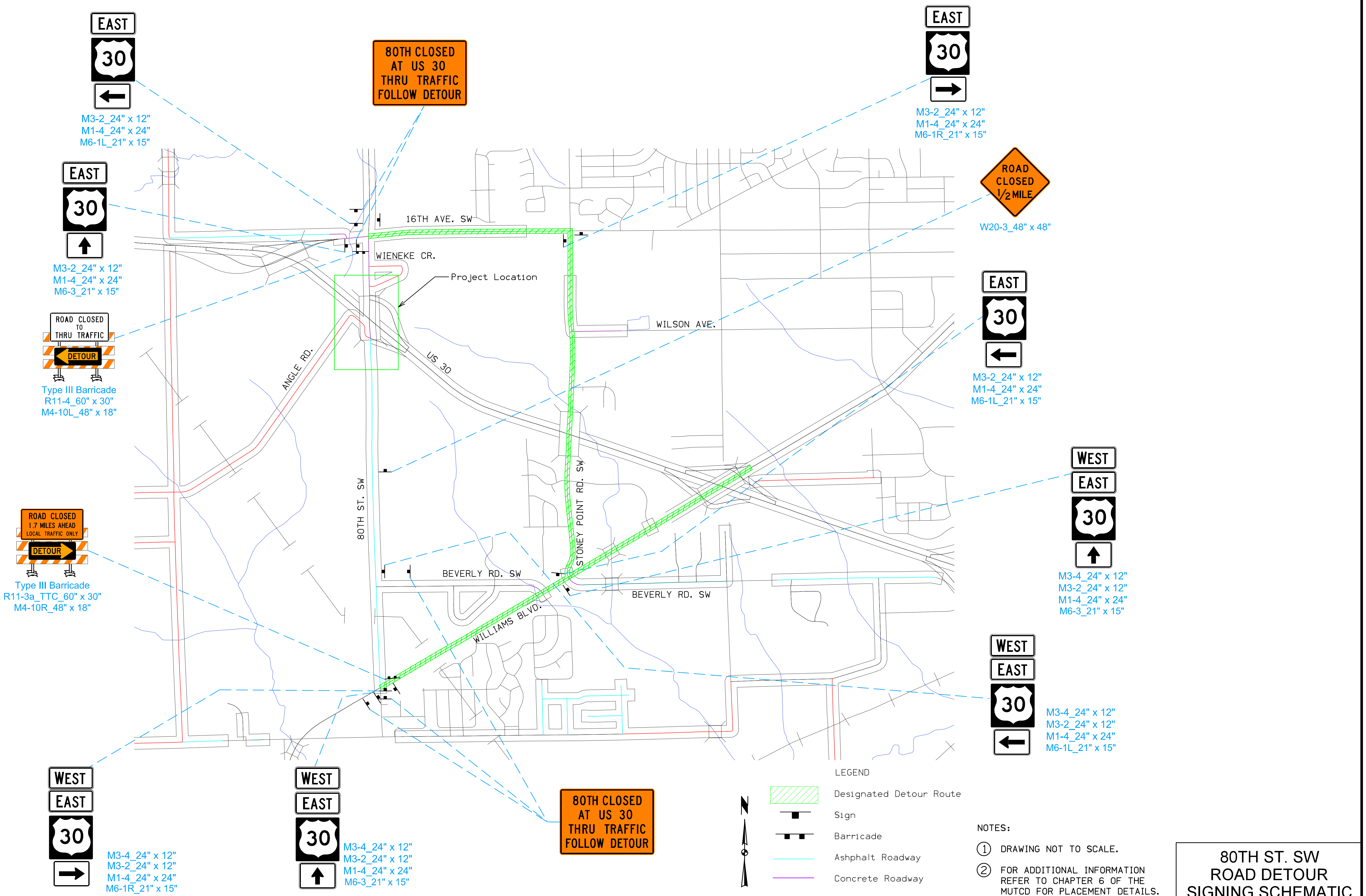

NOTES:

1. DRAWING NOT TO SCALE.
2. FOR ADDITIONAL INFORMATION REFER TO CHAPTER 6 OF THE MUTCD FOR PLACEMENT DETAILS.

80TH ST. SW ROAD DETOUR SIGNING SCHEMATIC

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(42)--3H-57	SHEET NUMBER J.18

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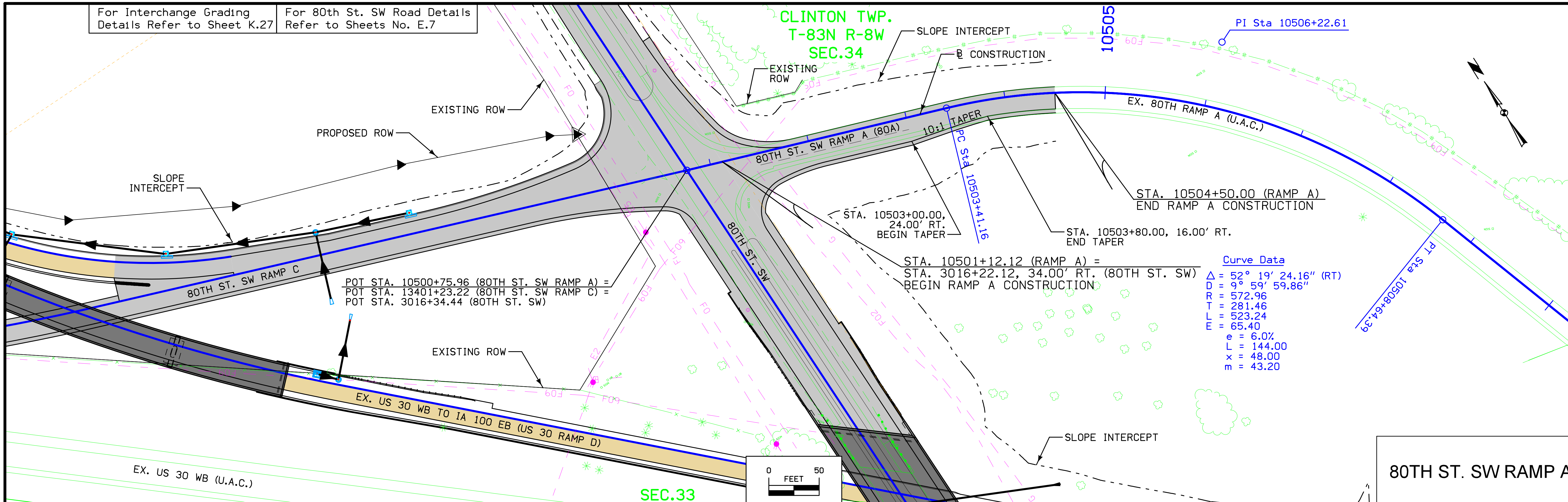

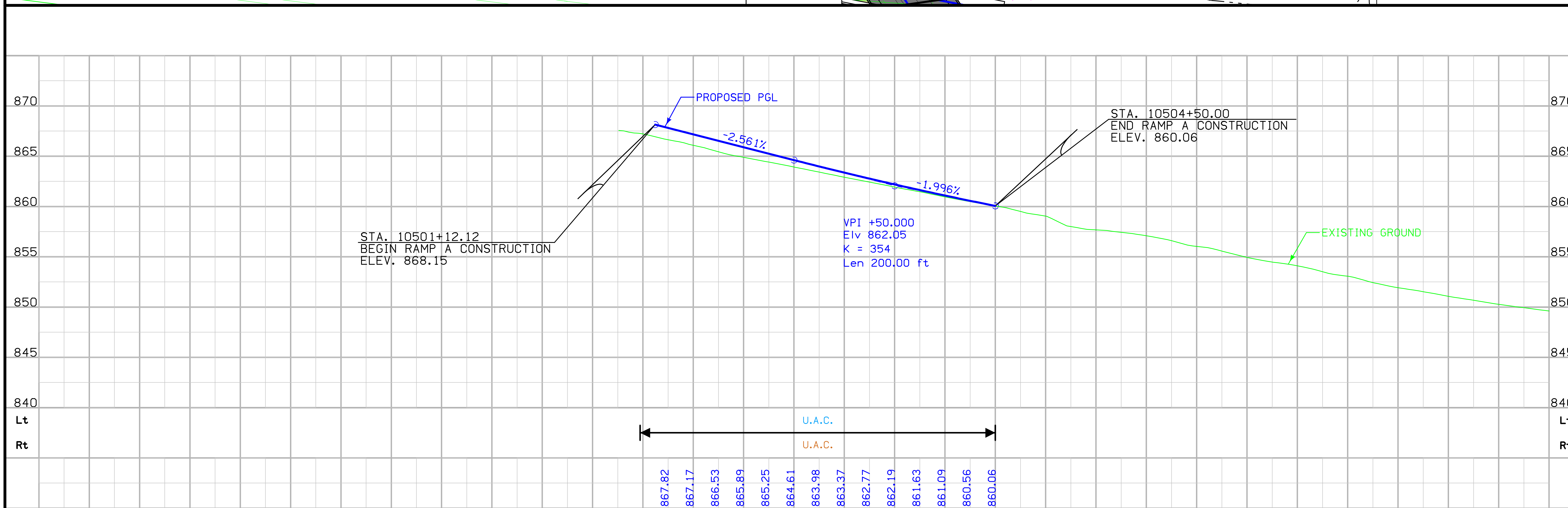

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT\CH2MHILL**	**LINN** COUNTY	PROJECT NUMBER **NHSX-100-1(39)--3H-57**	SHEET NUMBER **K.1**

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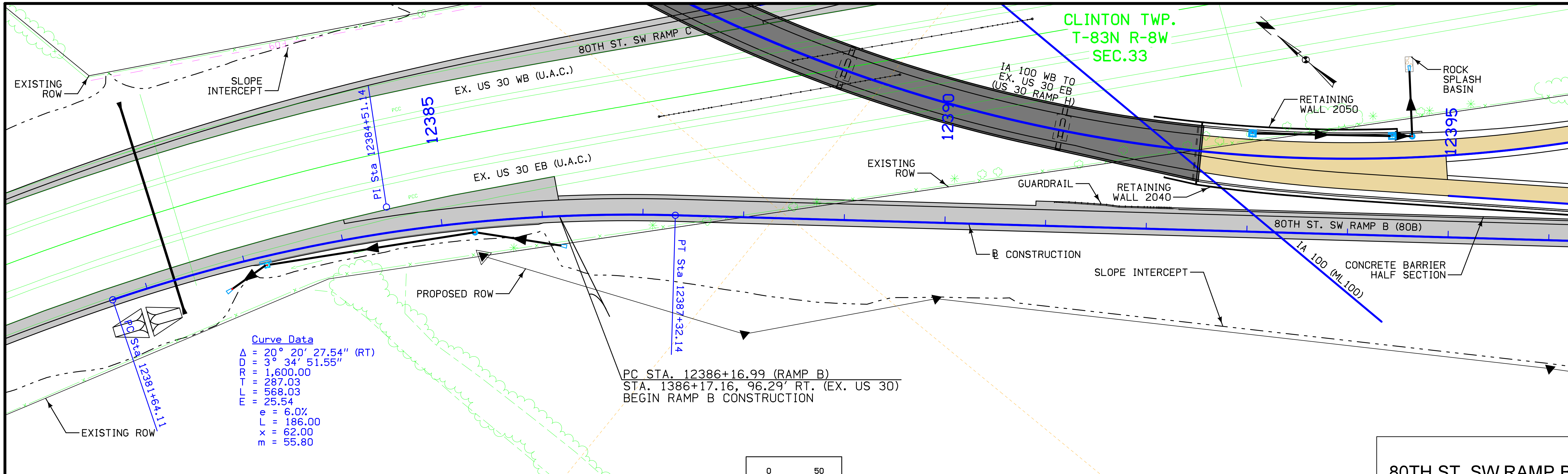
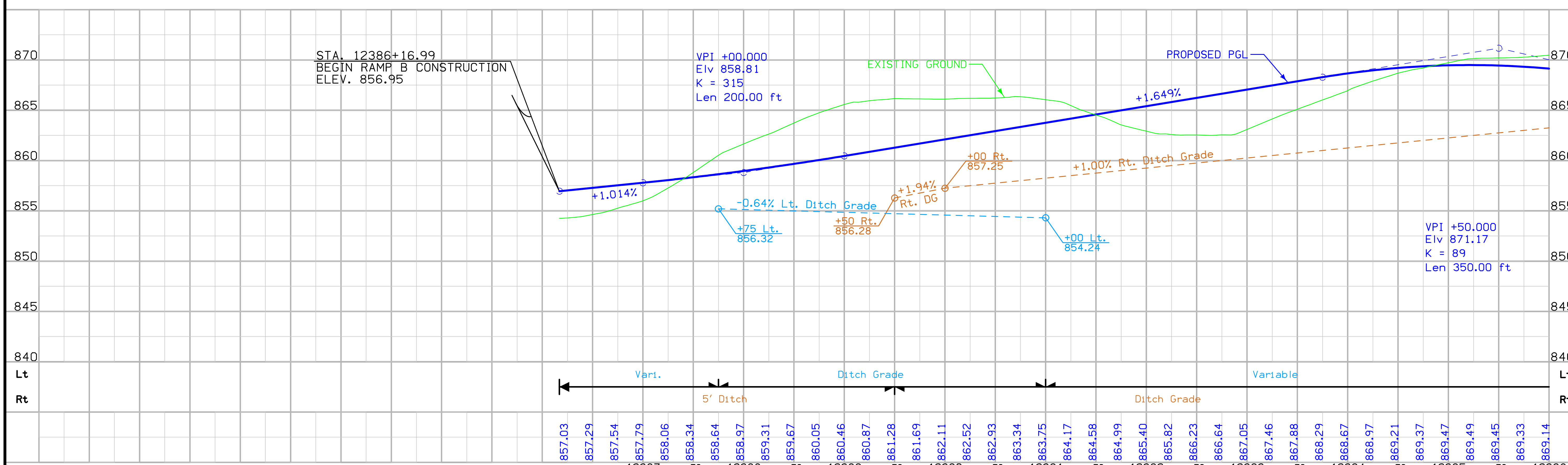


80TH ST. SW RAMP B

For US 30 Survey Details Refer to Sheets No. E.3-E.4	For Interchange Grading Details Refer to Sheet No. K.27-K.28	For Storm Sewer Details Refer to Sheet No. M.8	For Ramp Gore Details Refer to Sheet No. U.1	For Retaining Wall Details Refer to Sheets No. V.19



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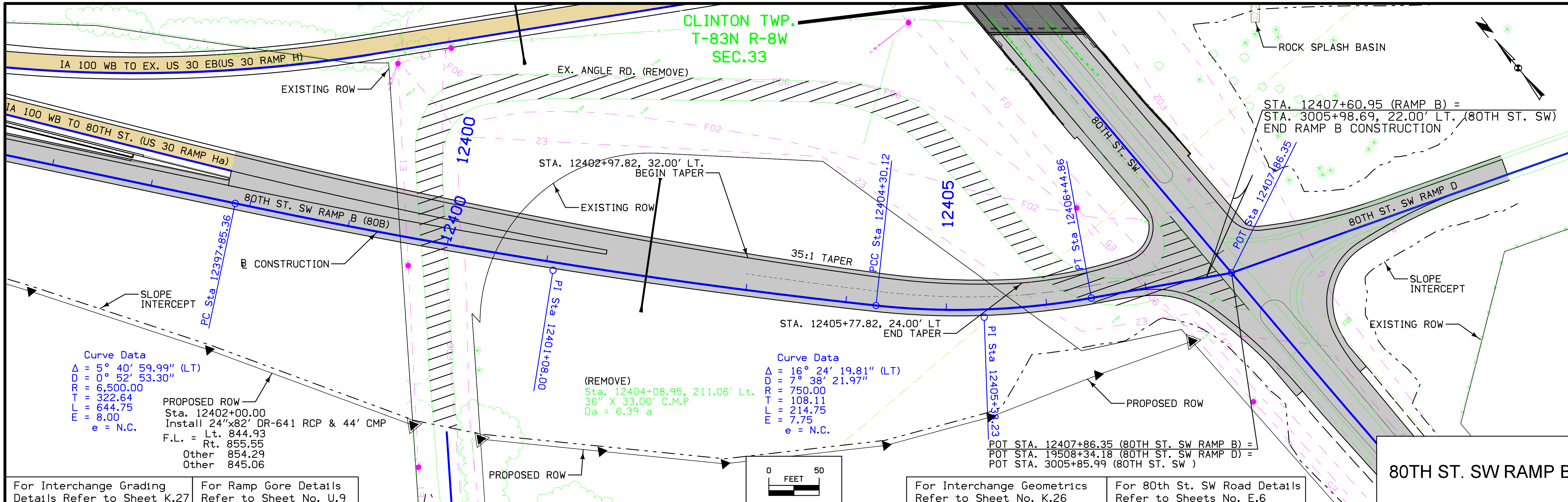

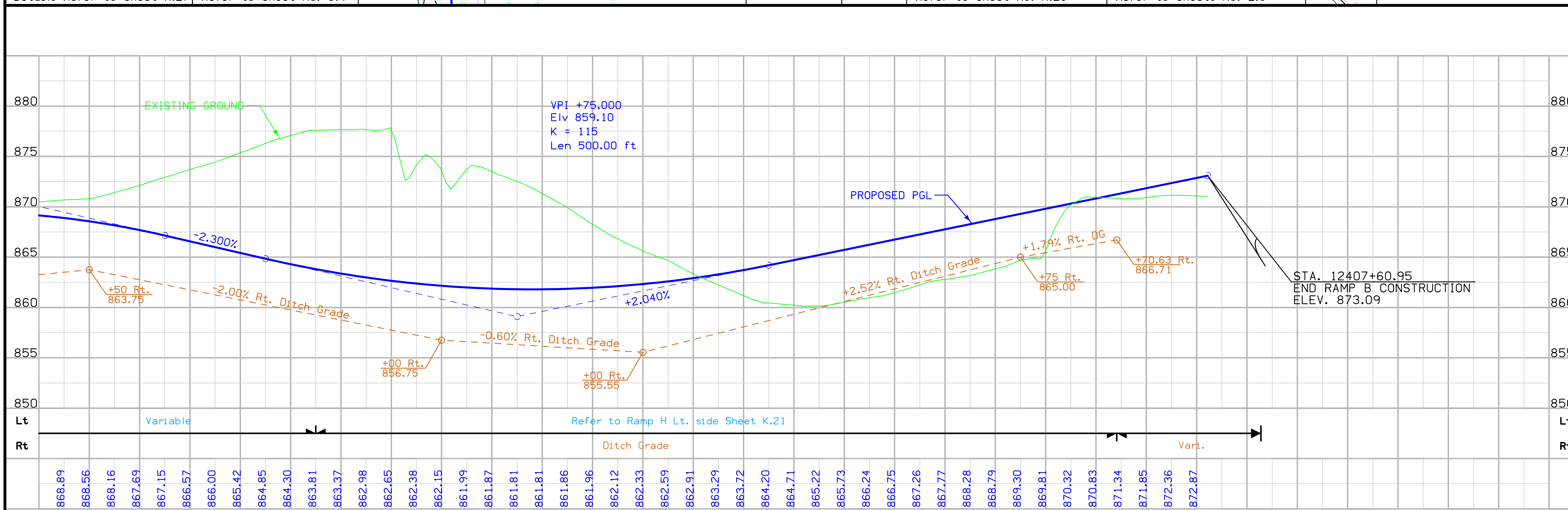

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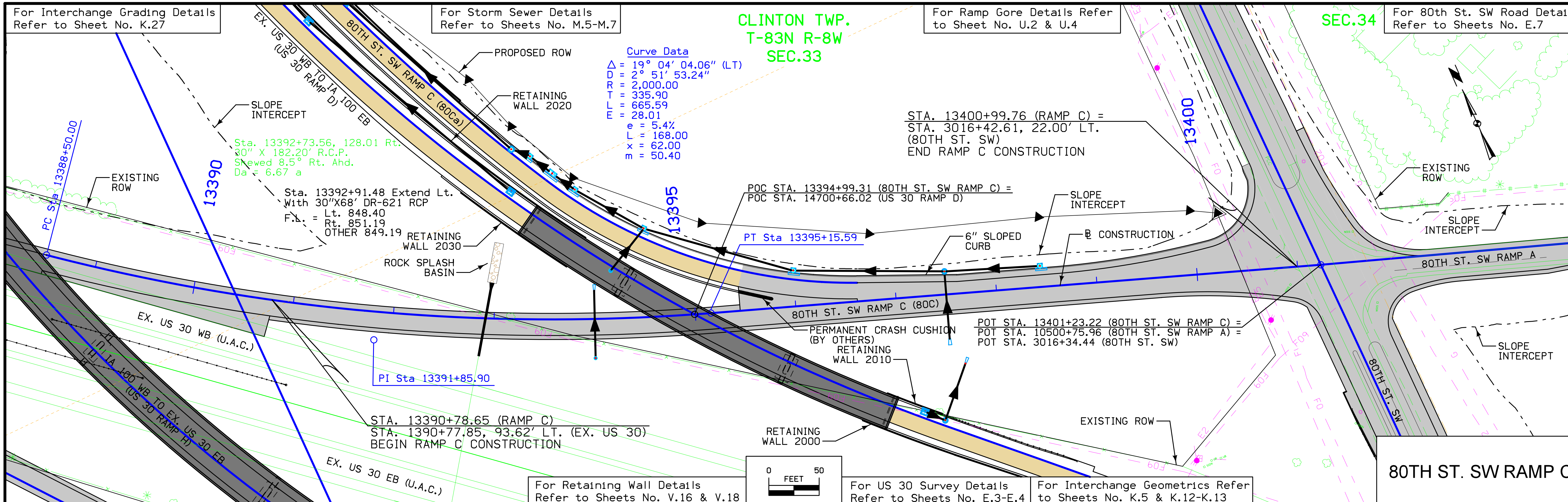

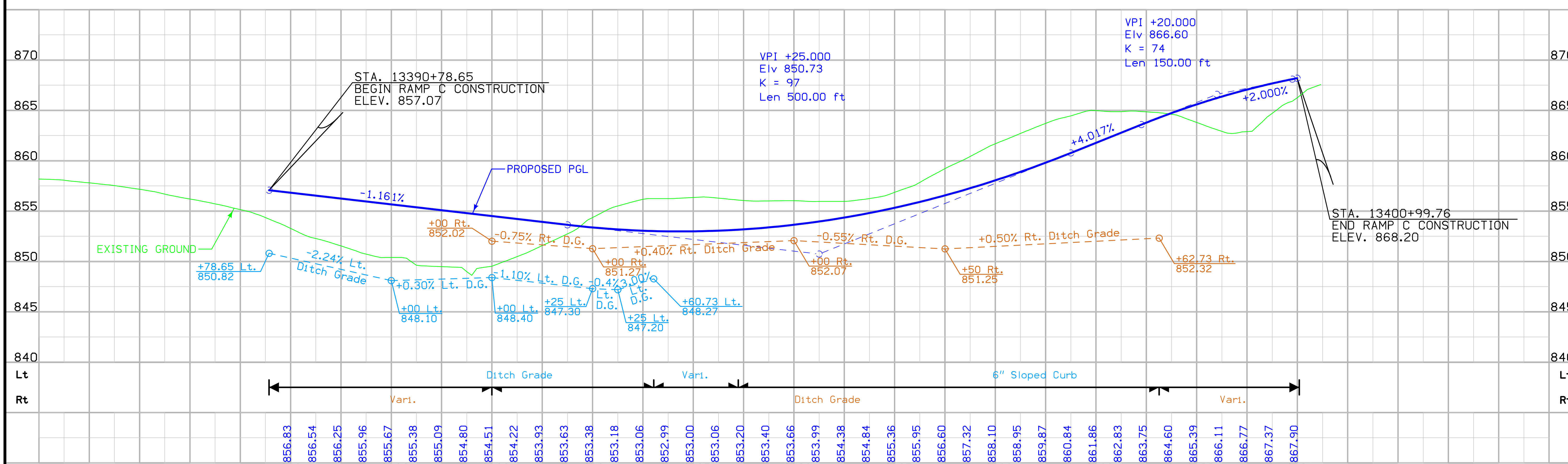

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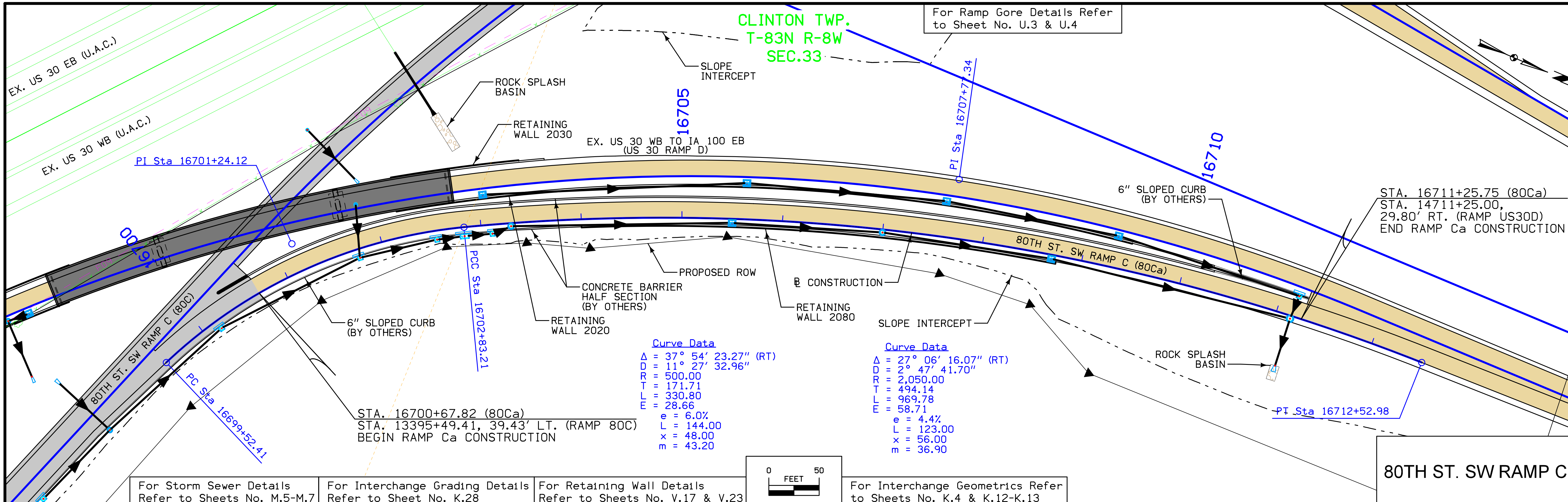

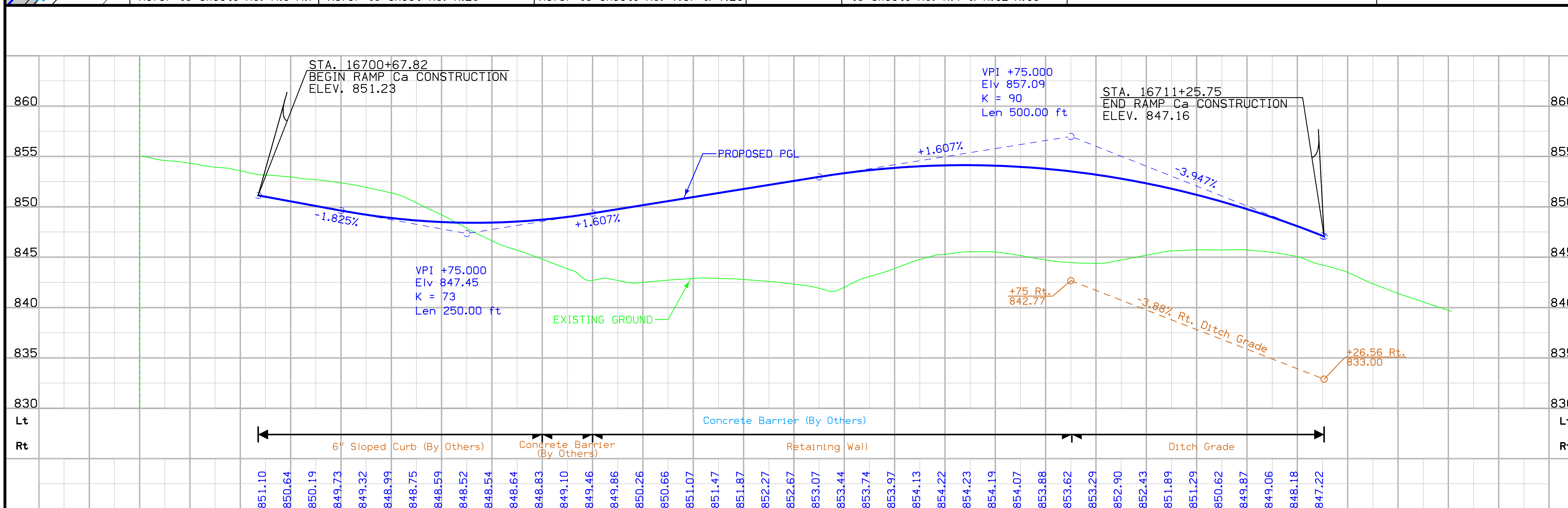

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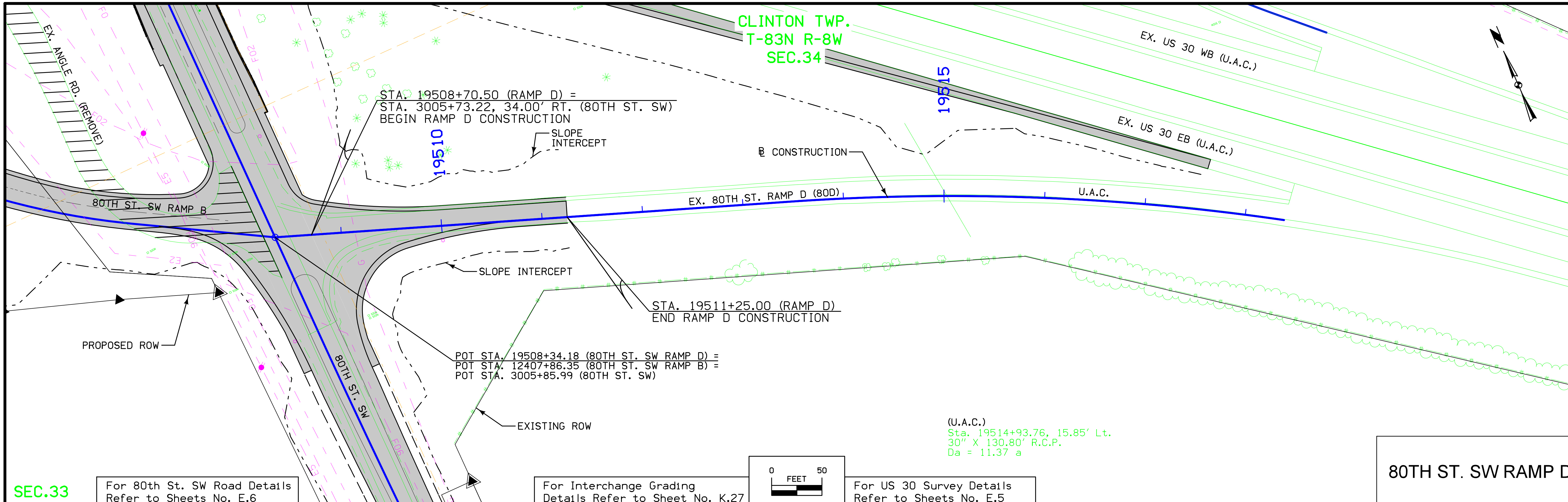
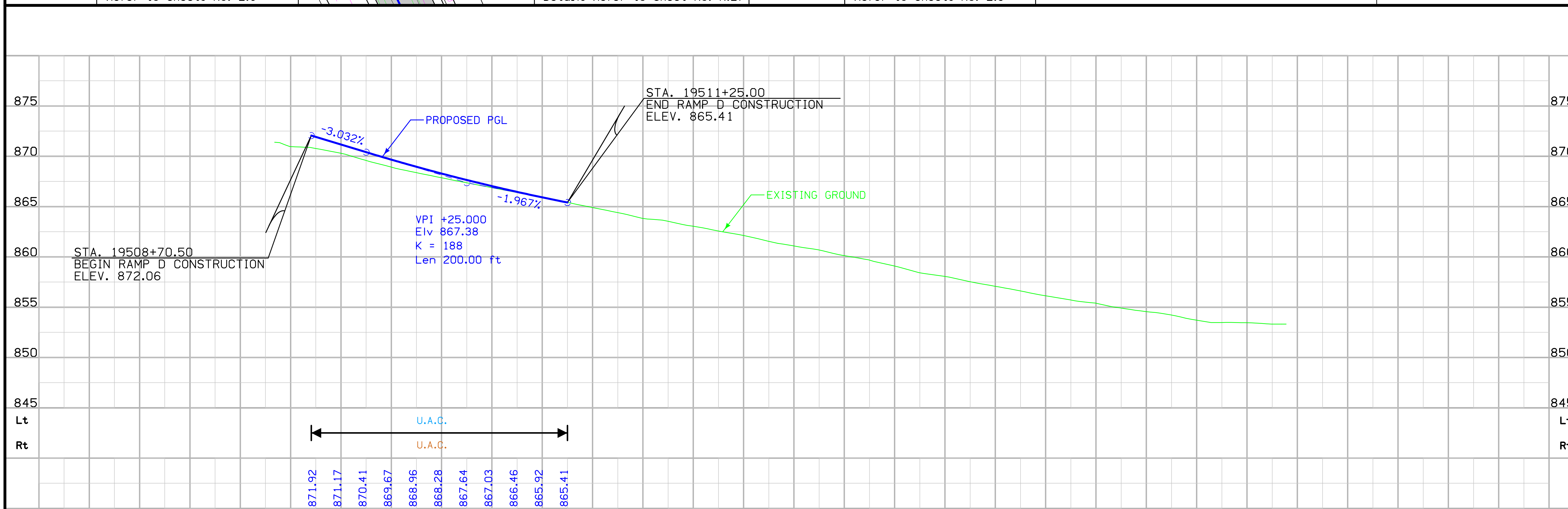


80TH ST. SW RAMP D



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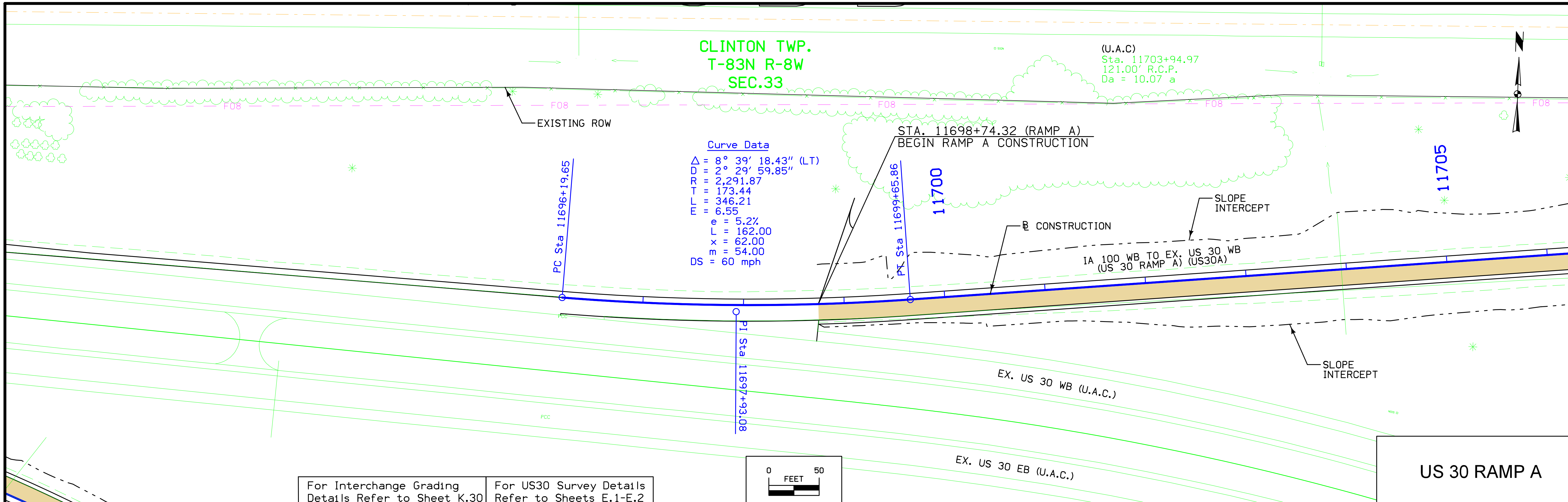

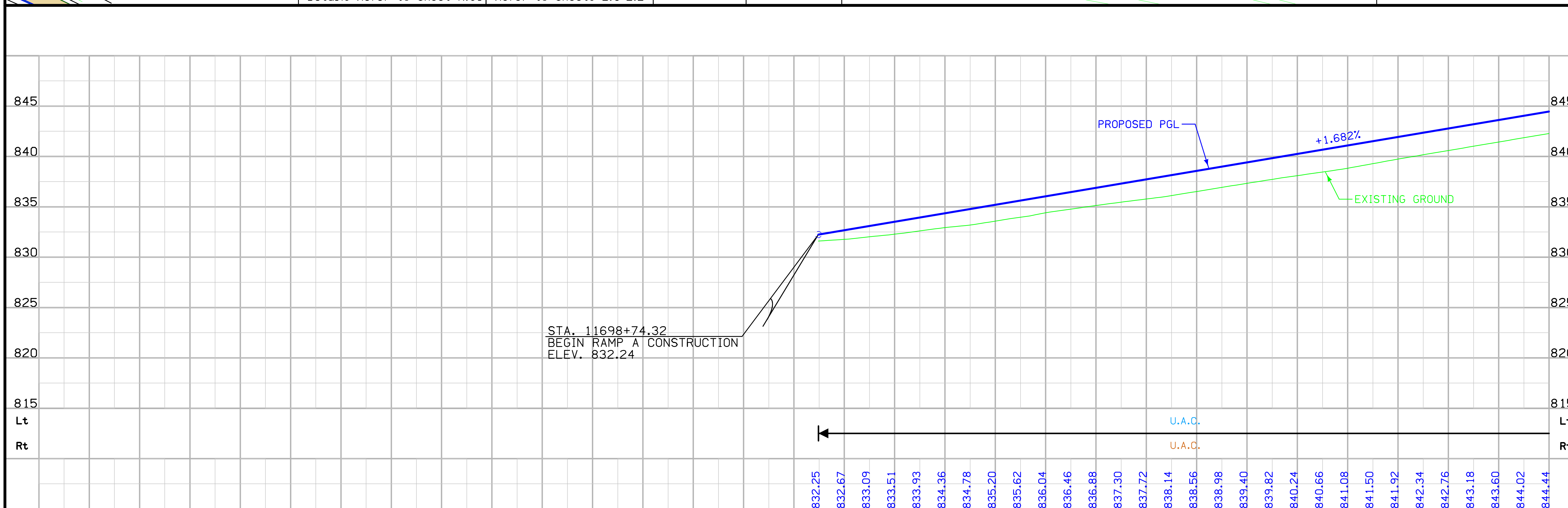

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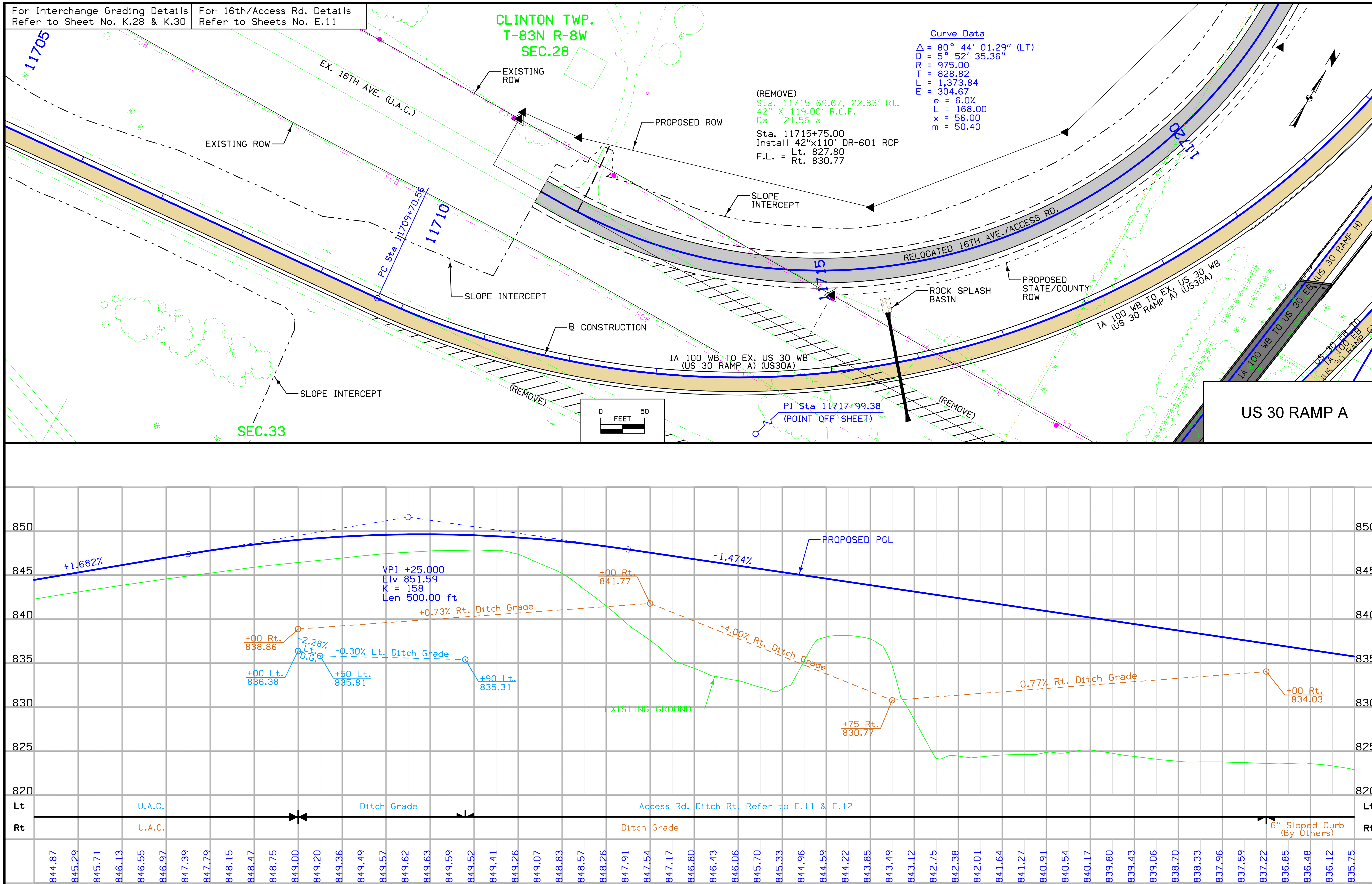

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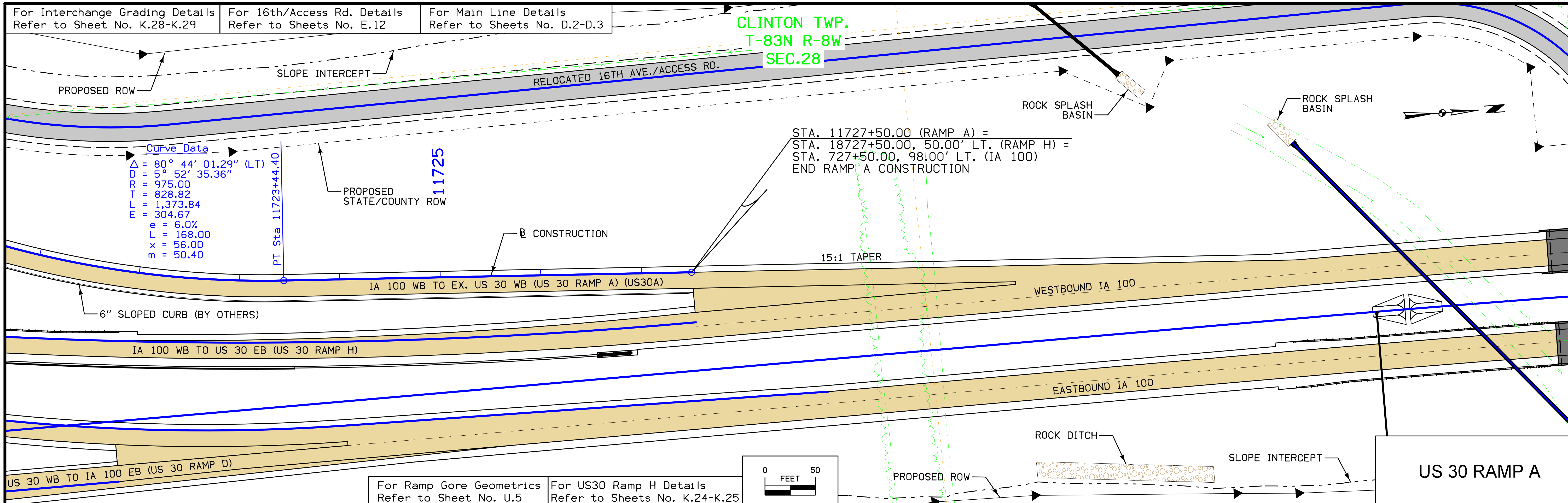

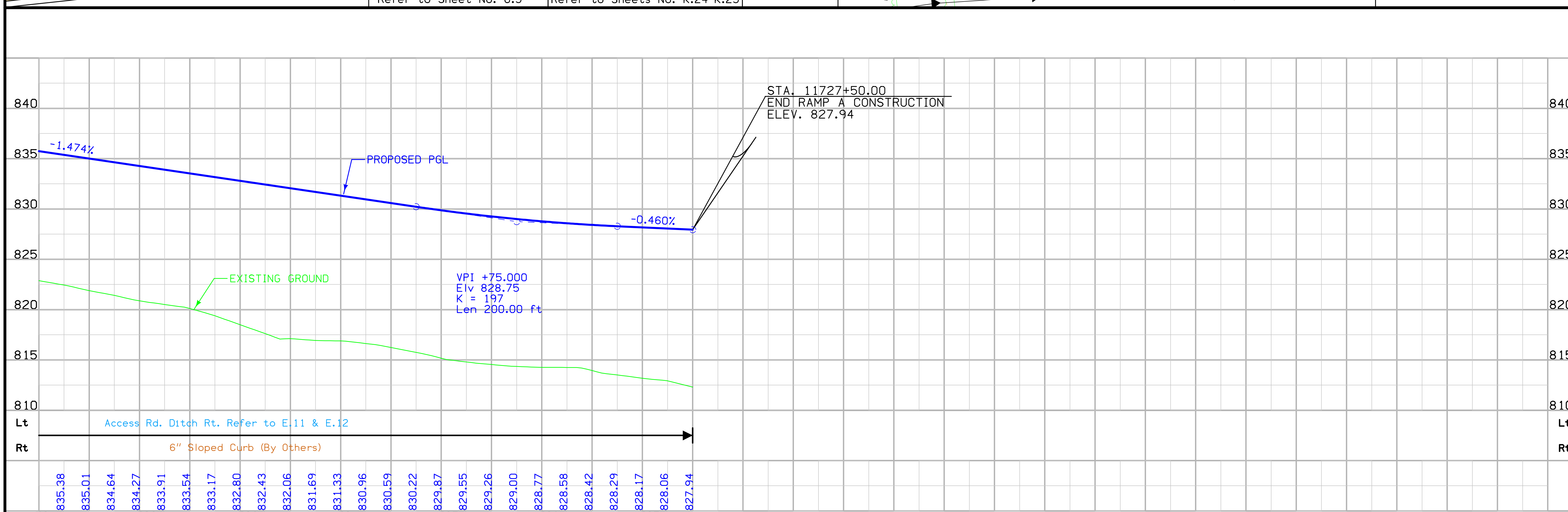

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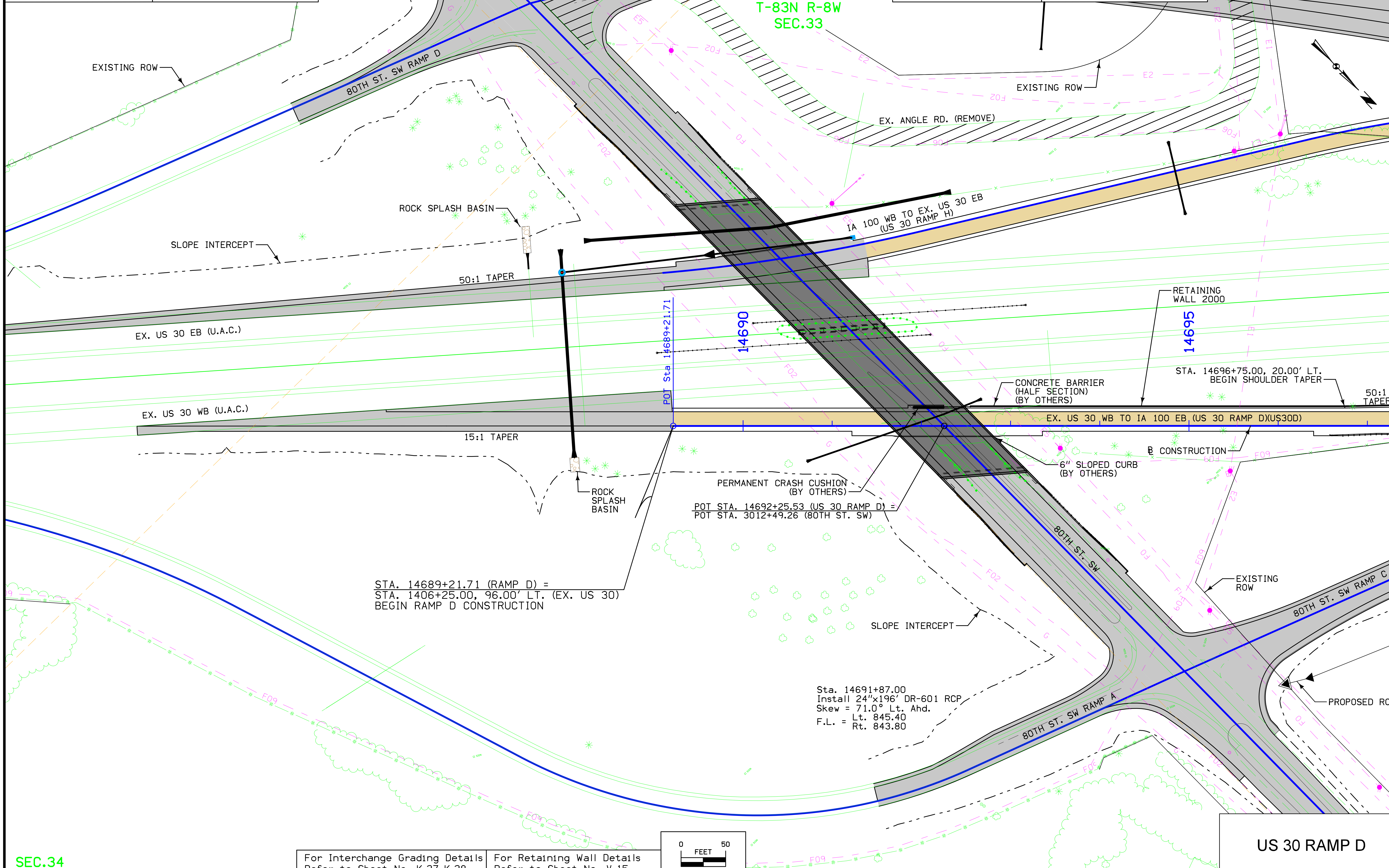
For Profile Details Refer to Sheet No. K.11

For 80th St. SW Details Refer to Sheets No. E.6-E.7

For Ramp Gore Details Refer to Sheets No. U.6

For US 30 Survey Details Refer to Sheets No. E.4-E.5



For Interchange Grading Details Refer to Sheet No. K.27-K.28

For Retaining Wall Details Refer to Sheet No. V.15

US 30 RAMP D

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.10

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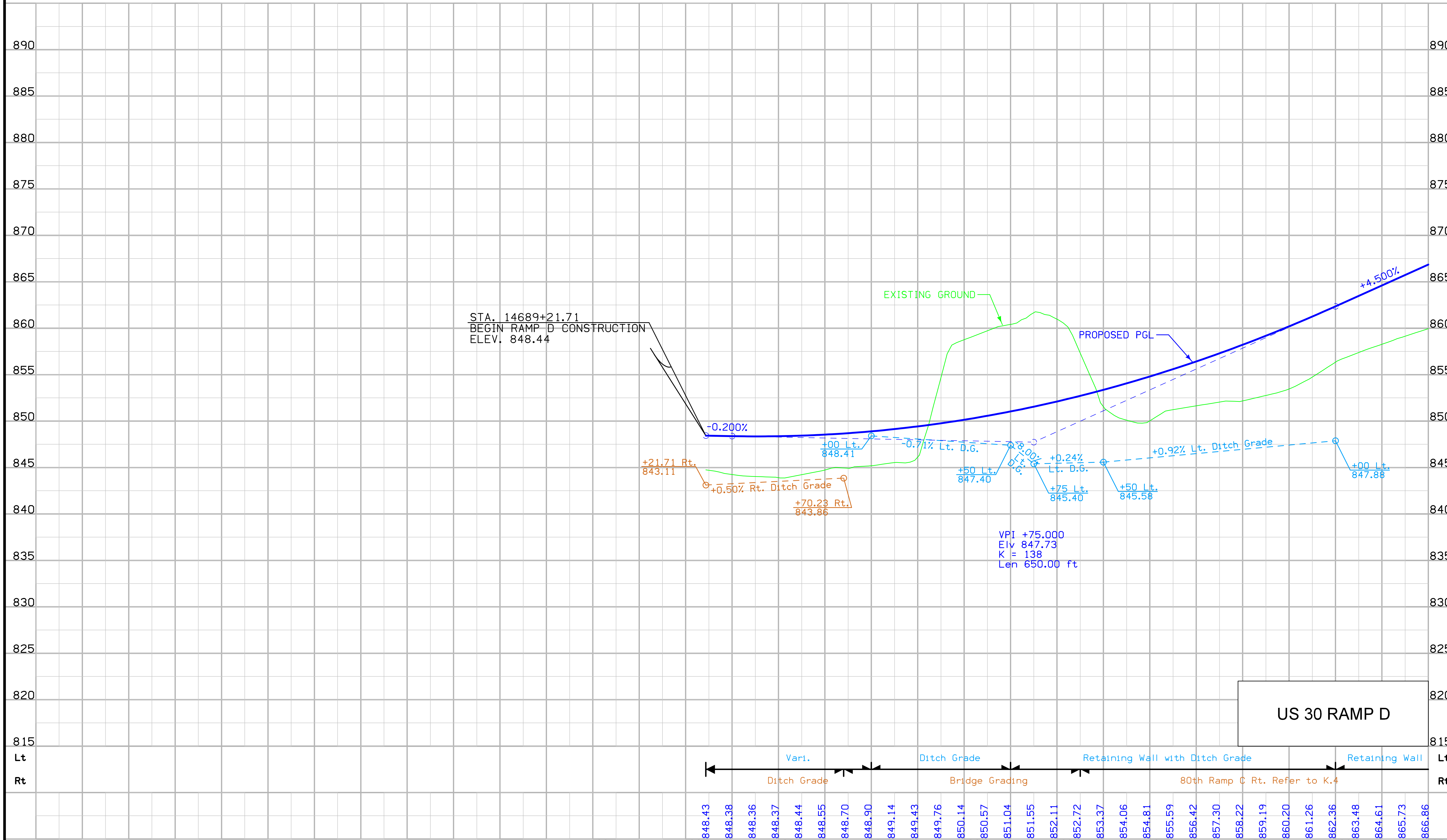

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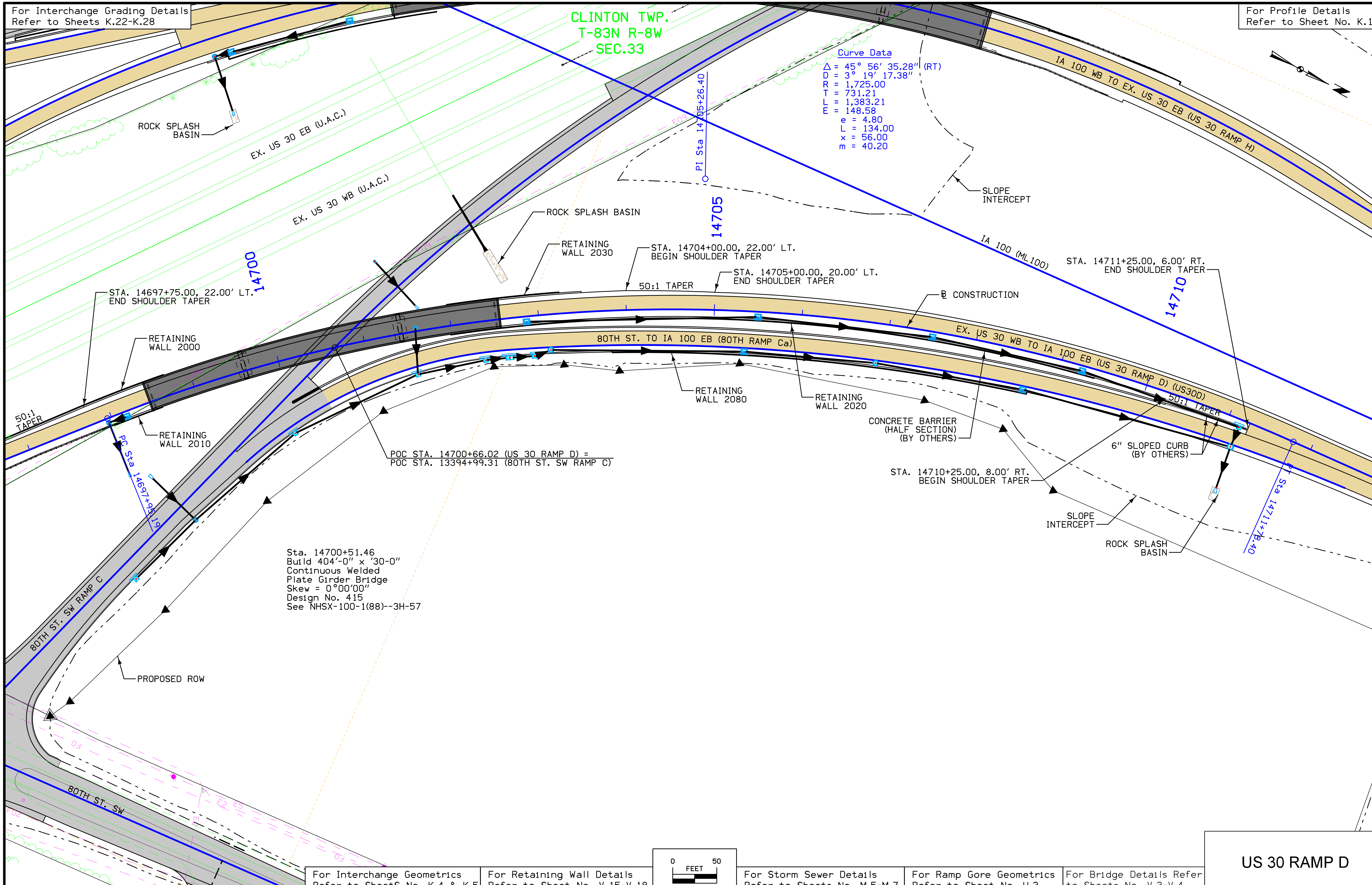

For Interchange Geometrics Refer to SheetS No. K.4 & K.5

For Retaining Wall Details Refer to Sheet No. V.15-V.18

For Storm Sewer Details Refer to Sheets No. M.5-M.7

For Ramp Gore Geometrics Refer to Sheet No. U.3

For Bridge Details Refer to Sheets No. V.3-V.4

US 30 RAMP D

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.12

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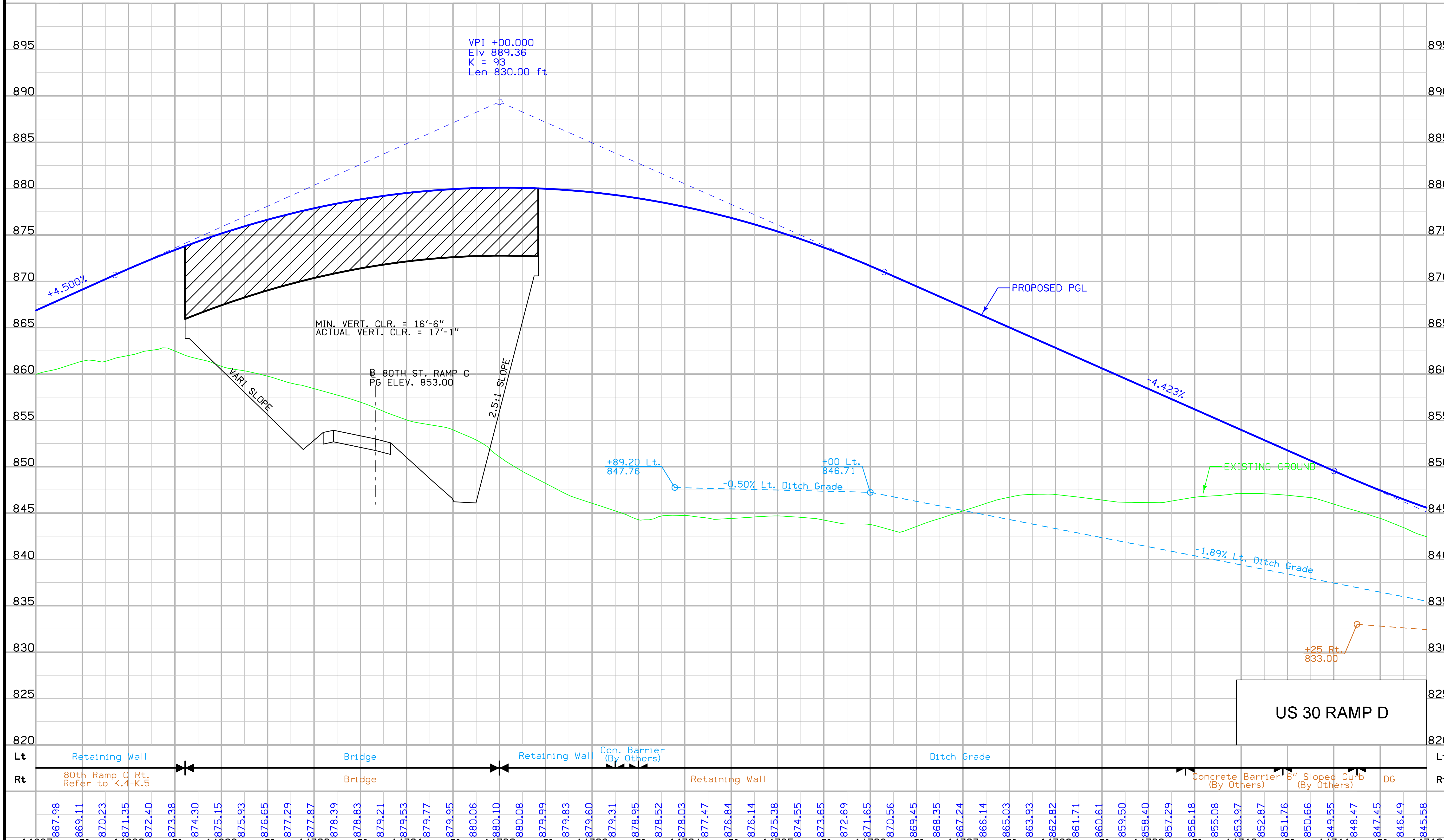

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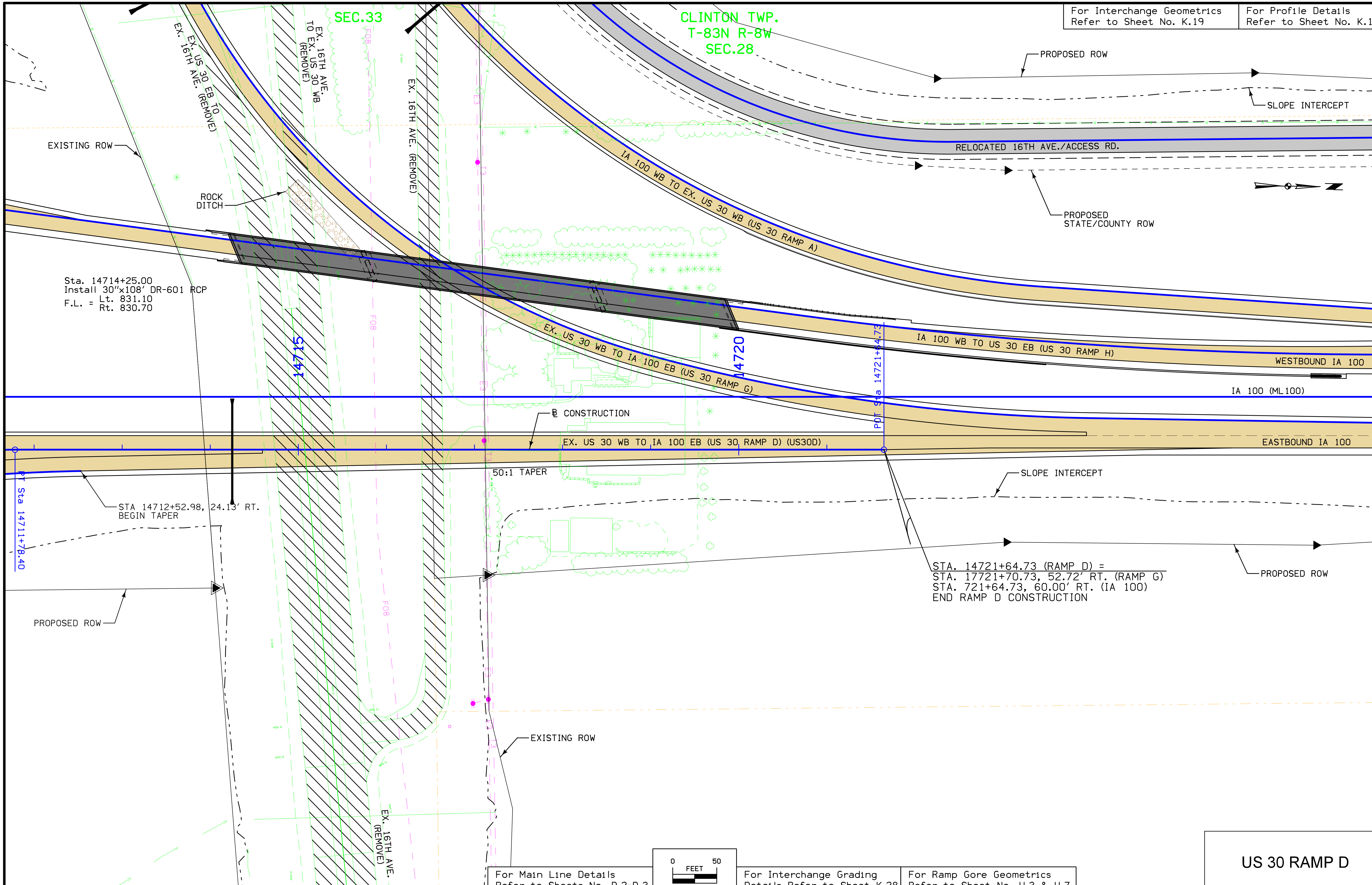

US 30 RAMP D

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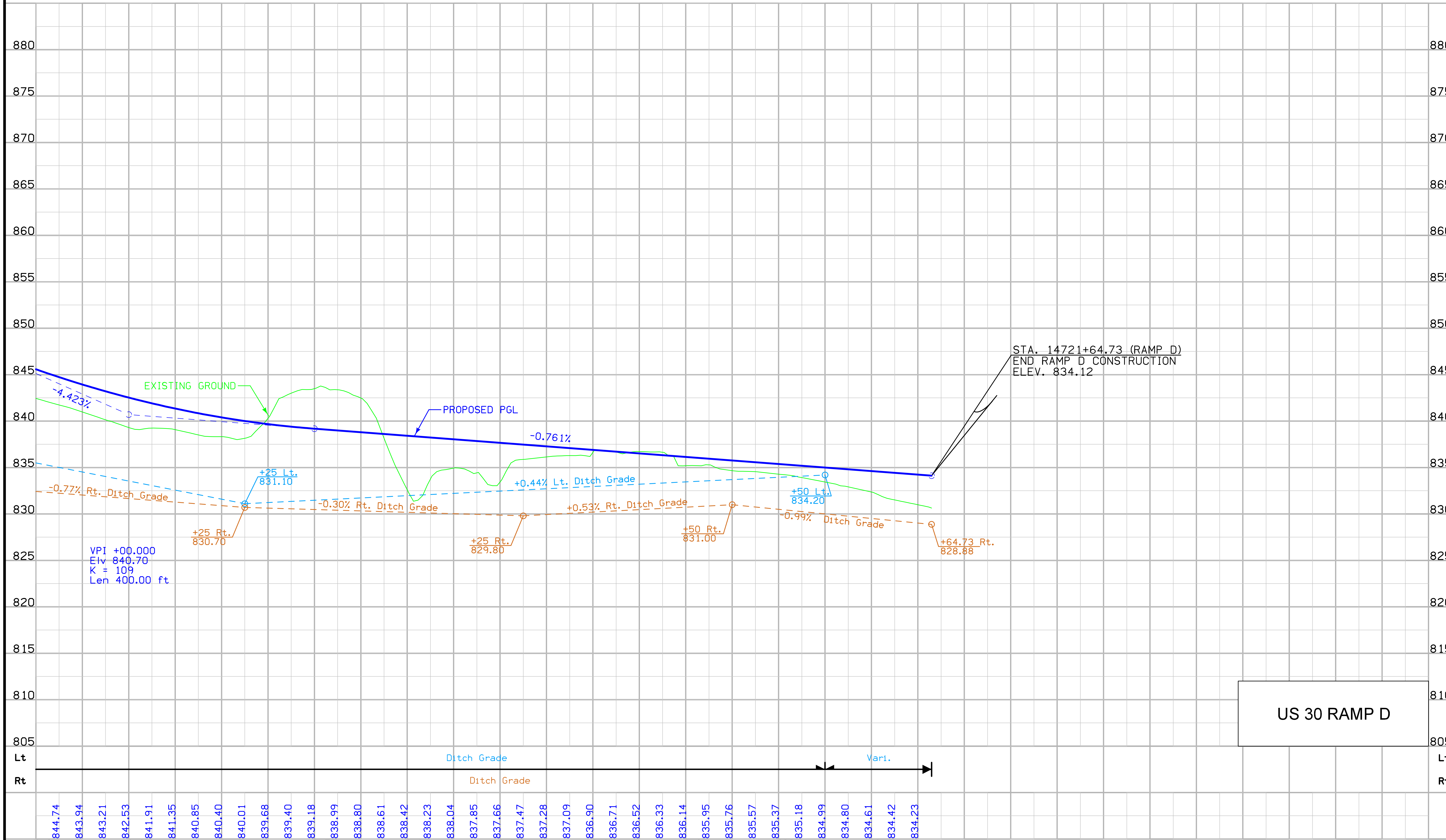

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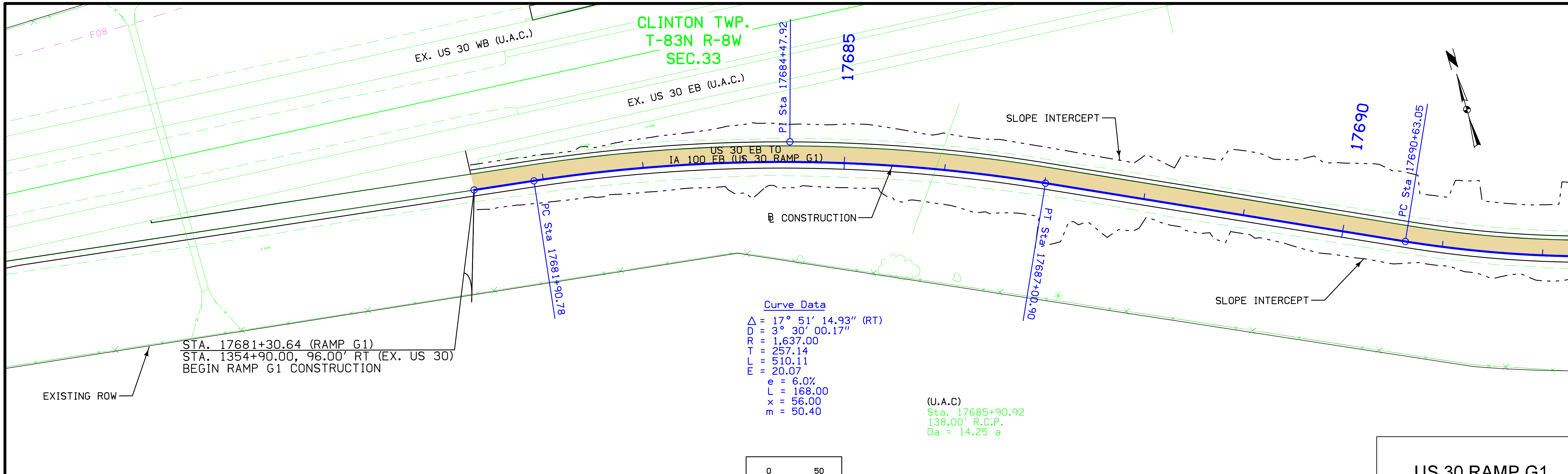
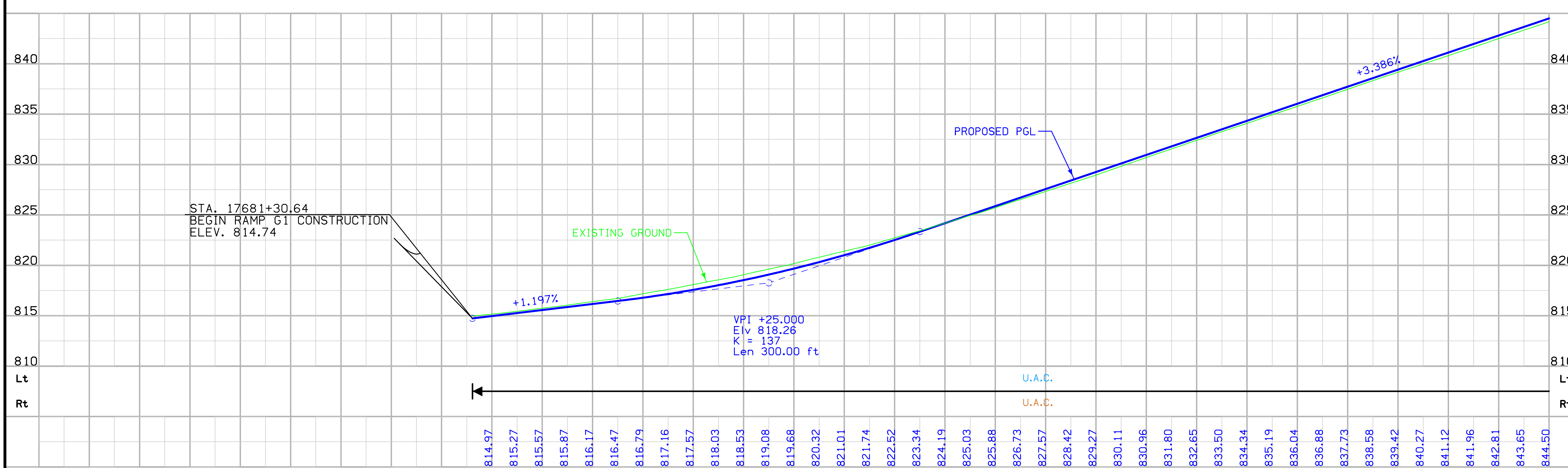


For Interchange Grading Details Refer to Sheet No. K.30

For US 30 Survey Details Refer to Sheets No. E.1-E.2

US 30 RAMP G1



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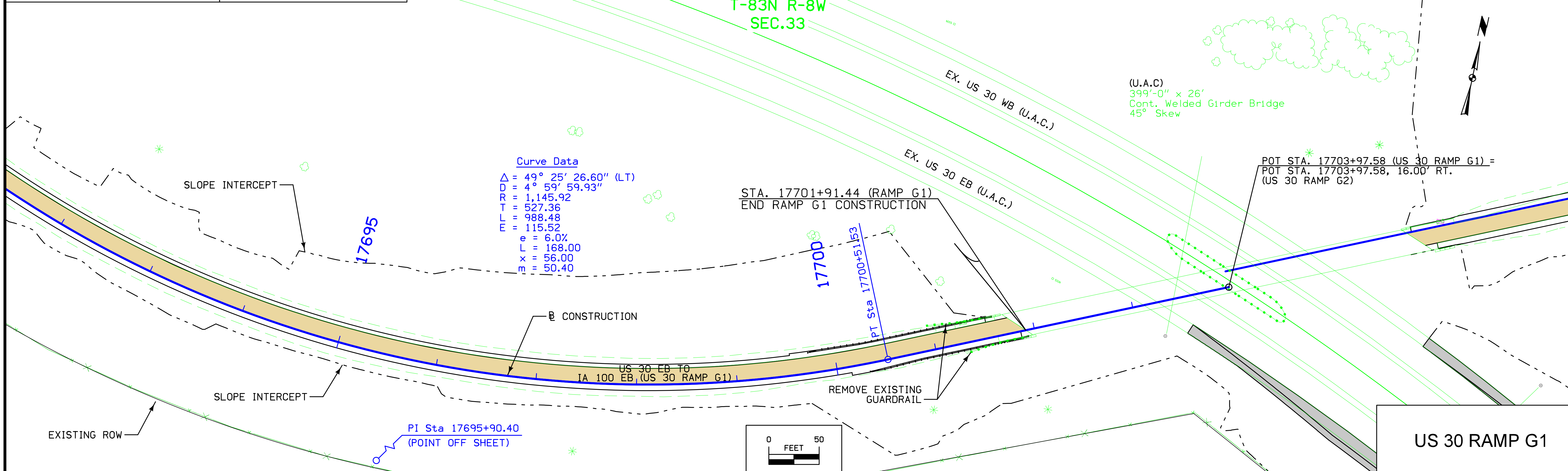
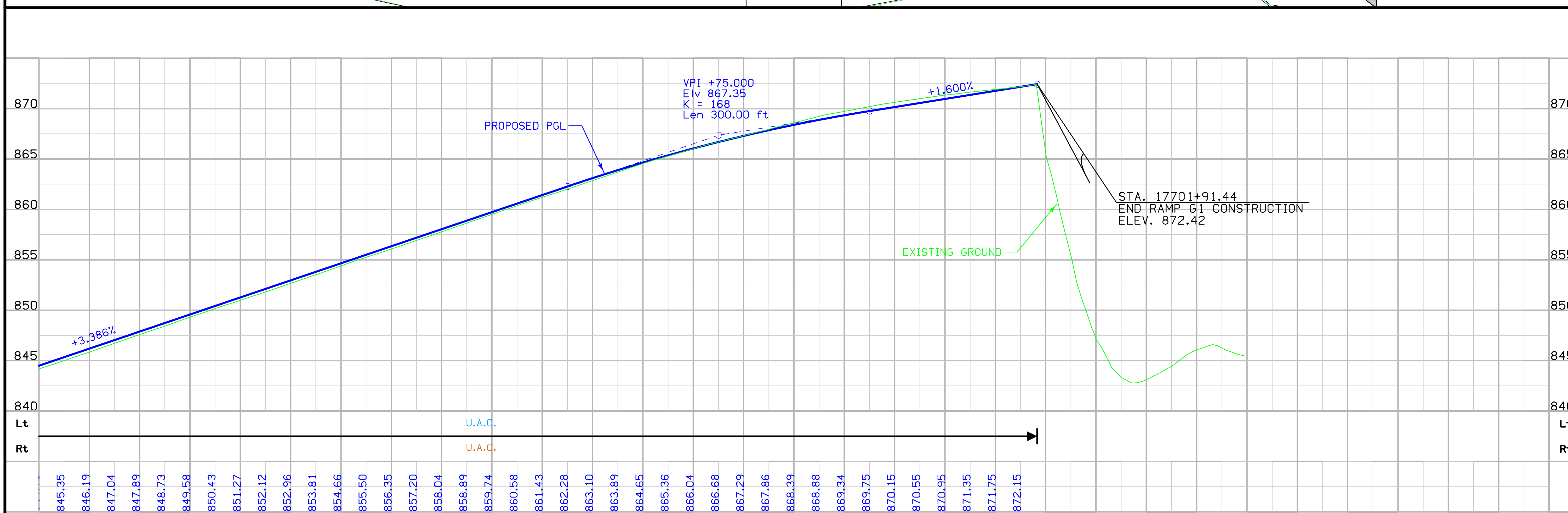
For Interchange Grading Details Refer to Sheet No. K.30	For US 30 Survey Details Refer to Sheets No. E.2-E.3





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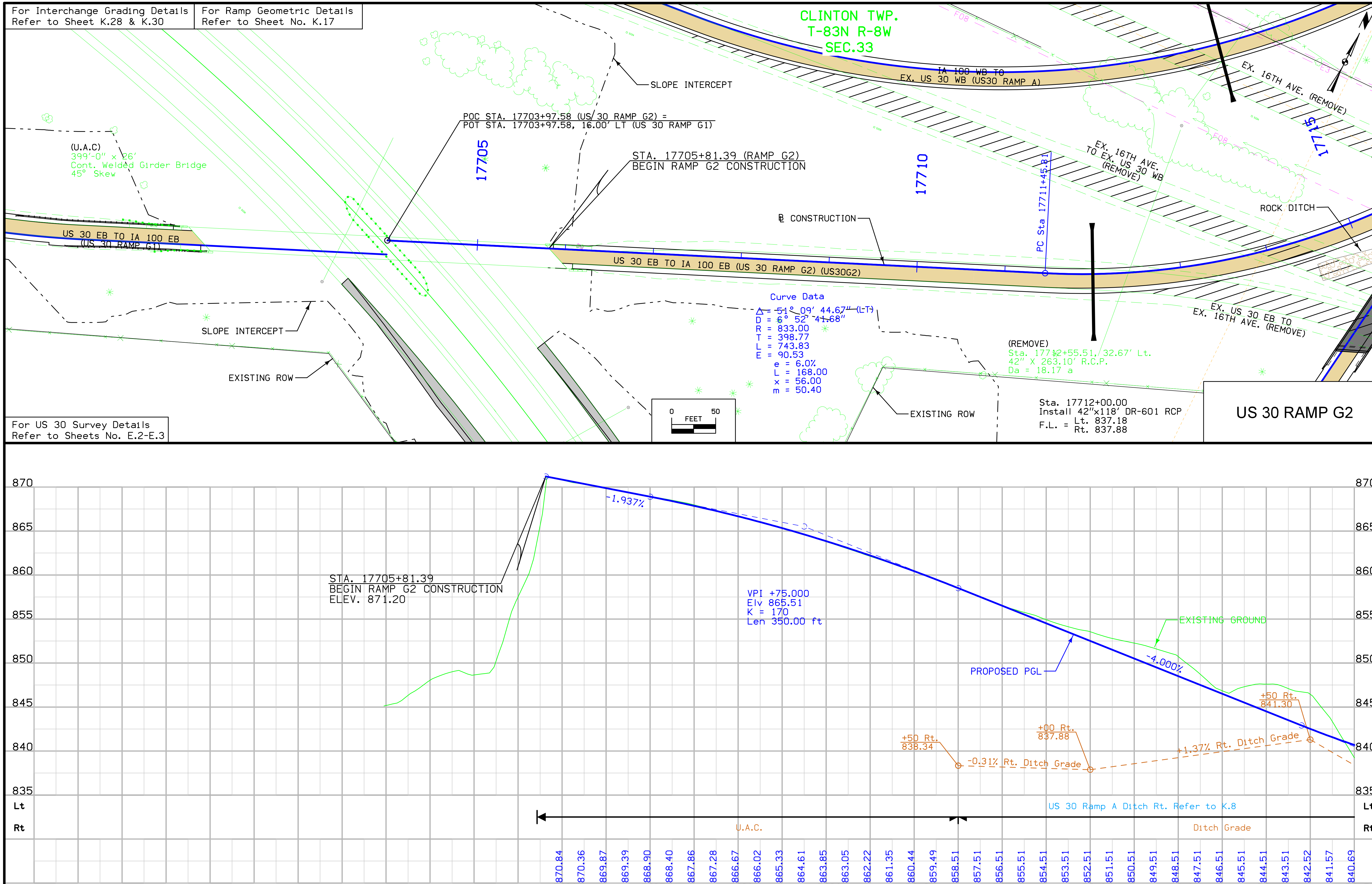

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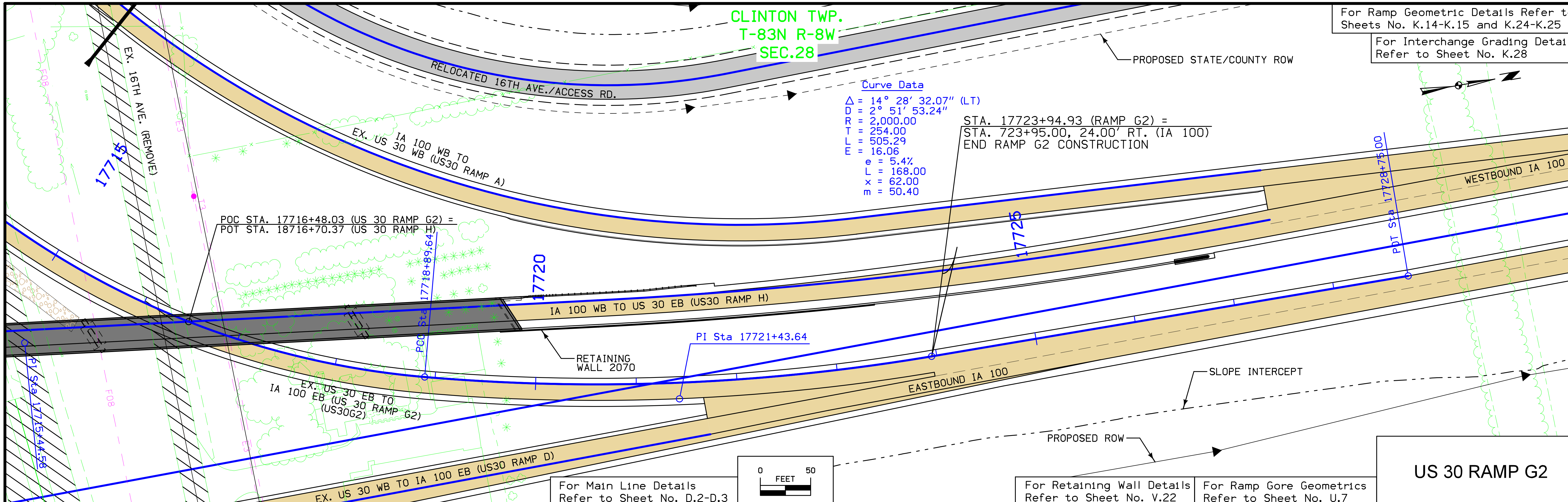

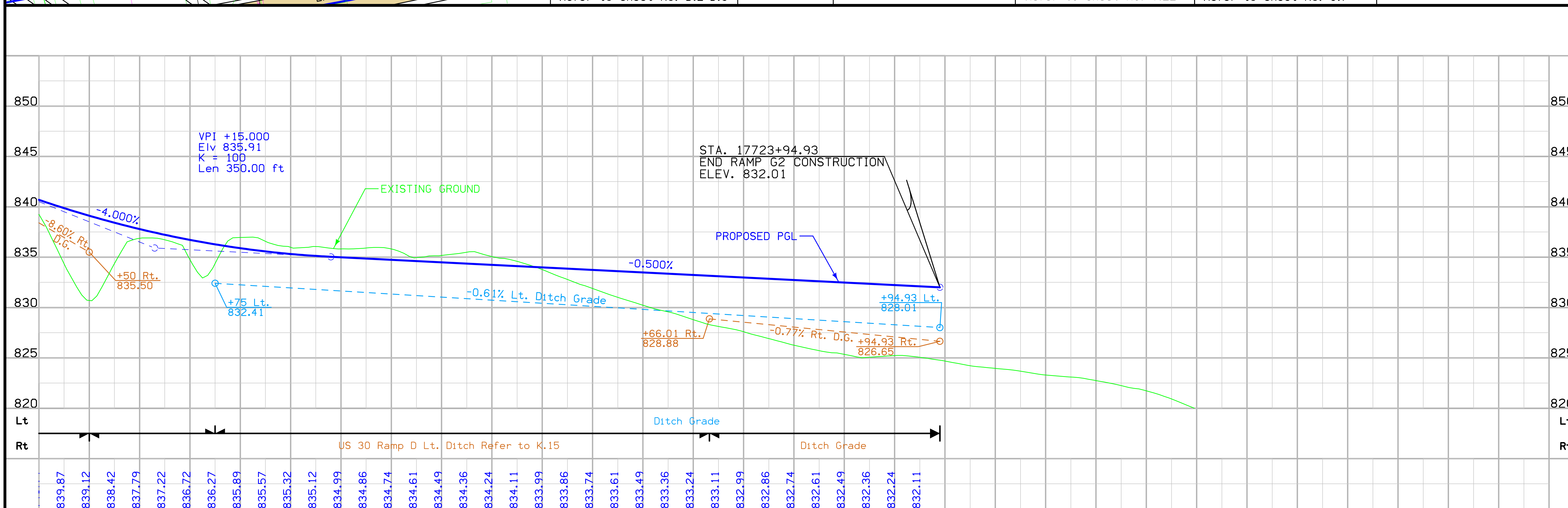

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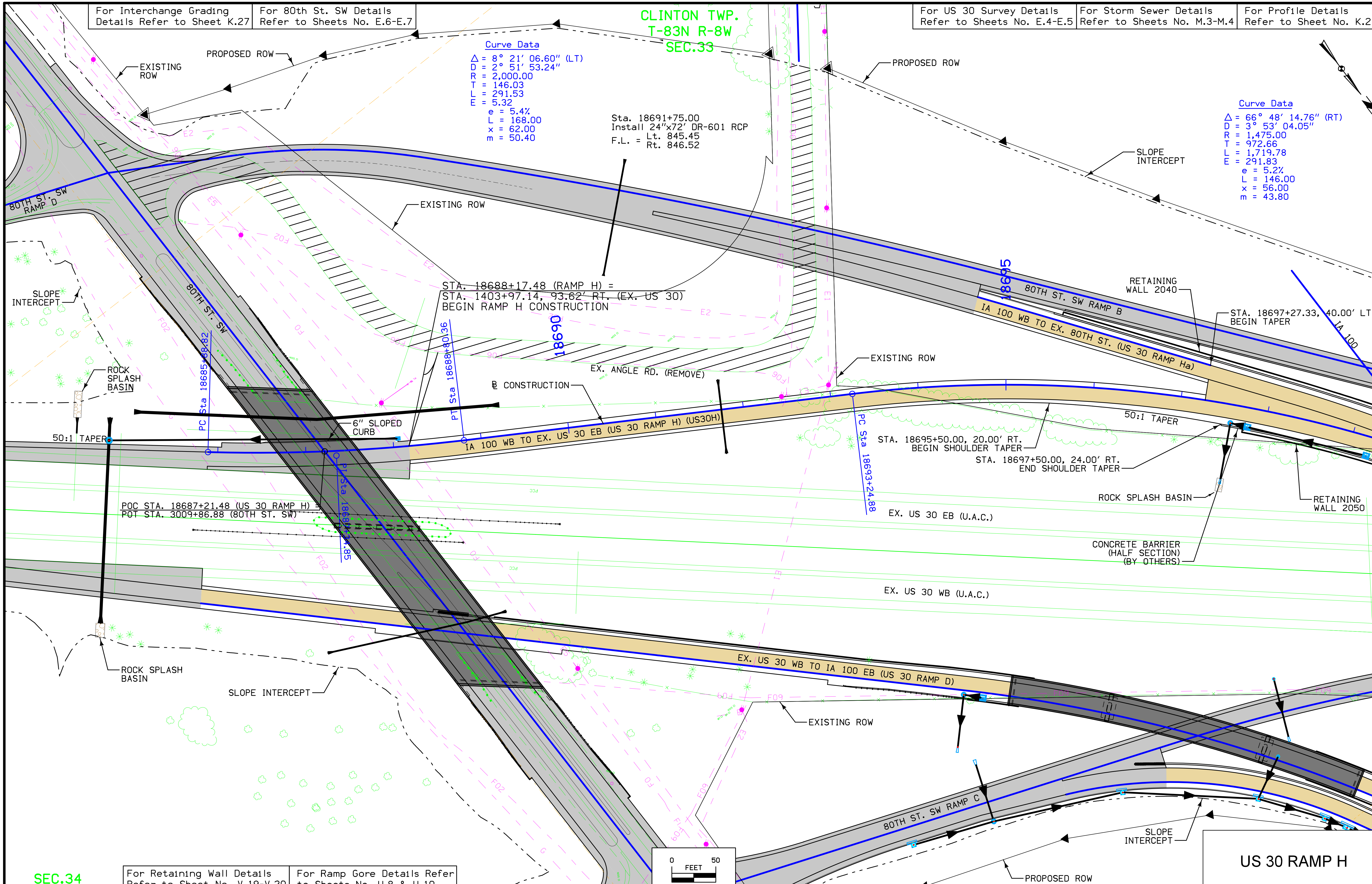

FILE NO. | ENGLISH | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **K.20**

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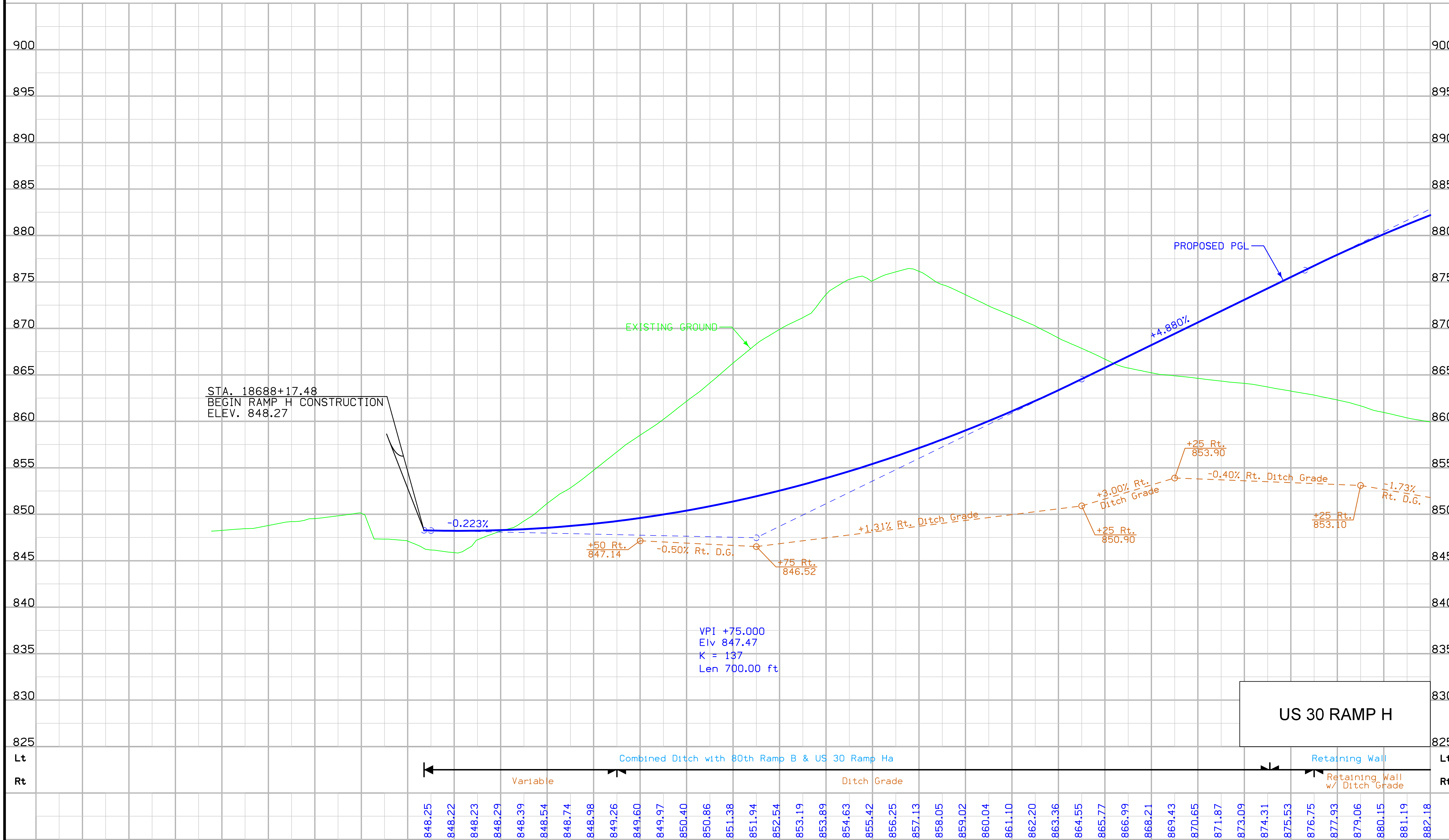

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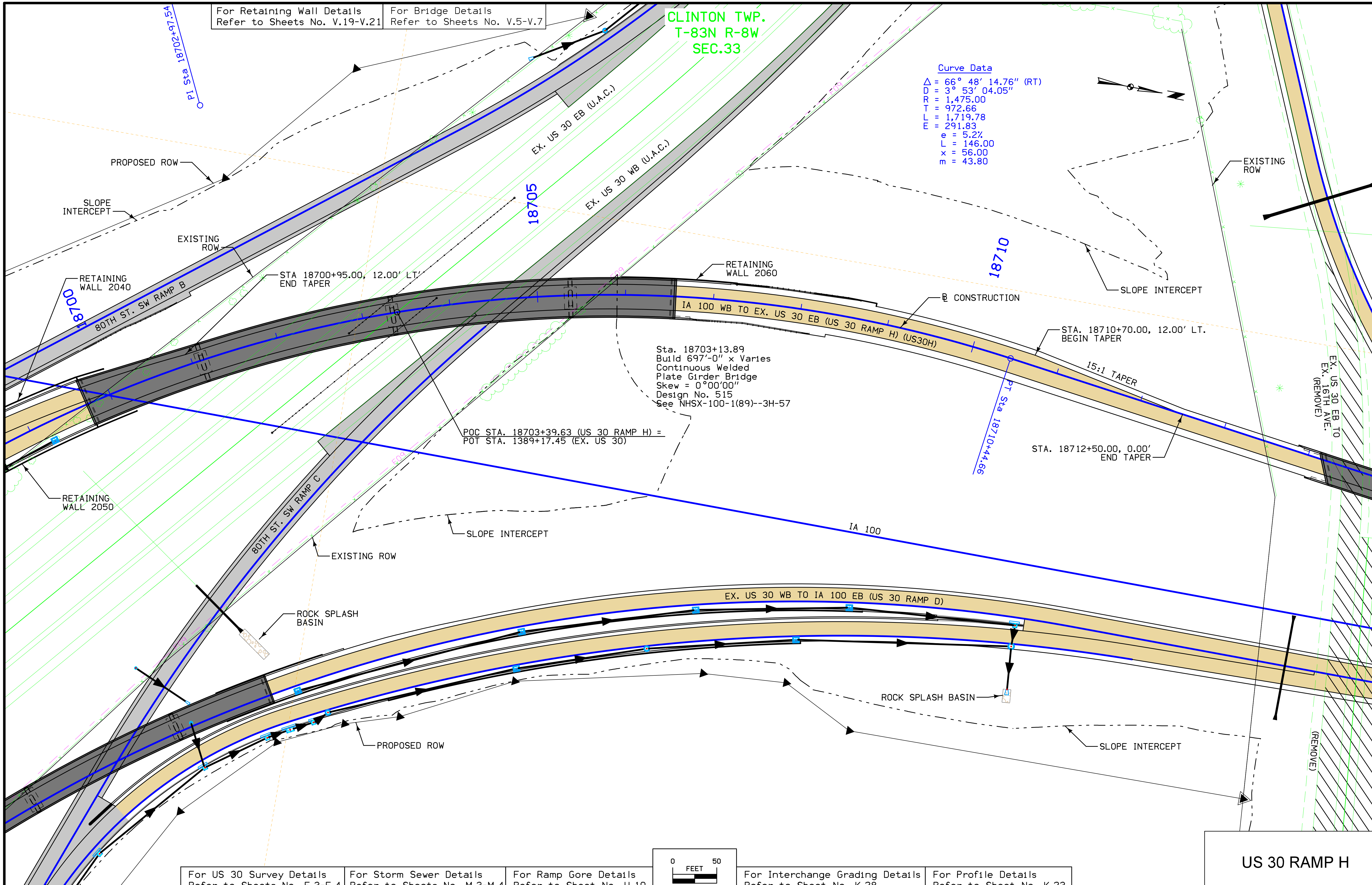
For Retaining Wall Details
Refer to Sheets No. V.19-V.21

For Bridge Details
Refer to Sheets No. V.5-V.7



US 30 RAMP H

For US 30 Survey Details
Refer to Sheets No. E.3-E.4

For Storm Sewer Details
Refer to Sheets No. M.3-M.4

For Ramp Gore Details
Refer to Sheet No. U.10

For Interchange Grading Details
Refer to Sheet No. K.28

For Profile Details
Refer to Sheet No. K.23

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.22

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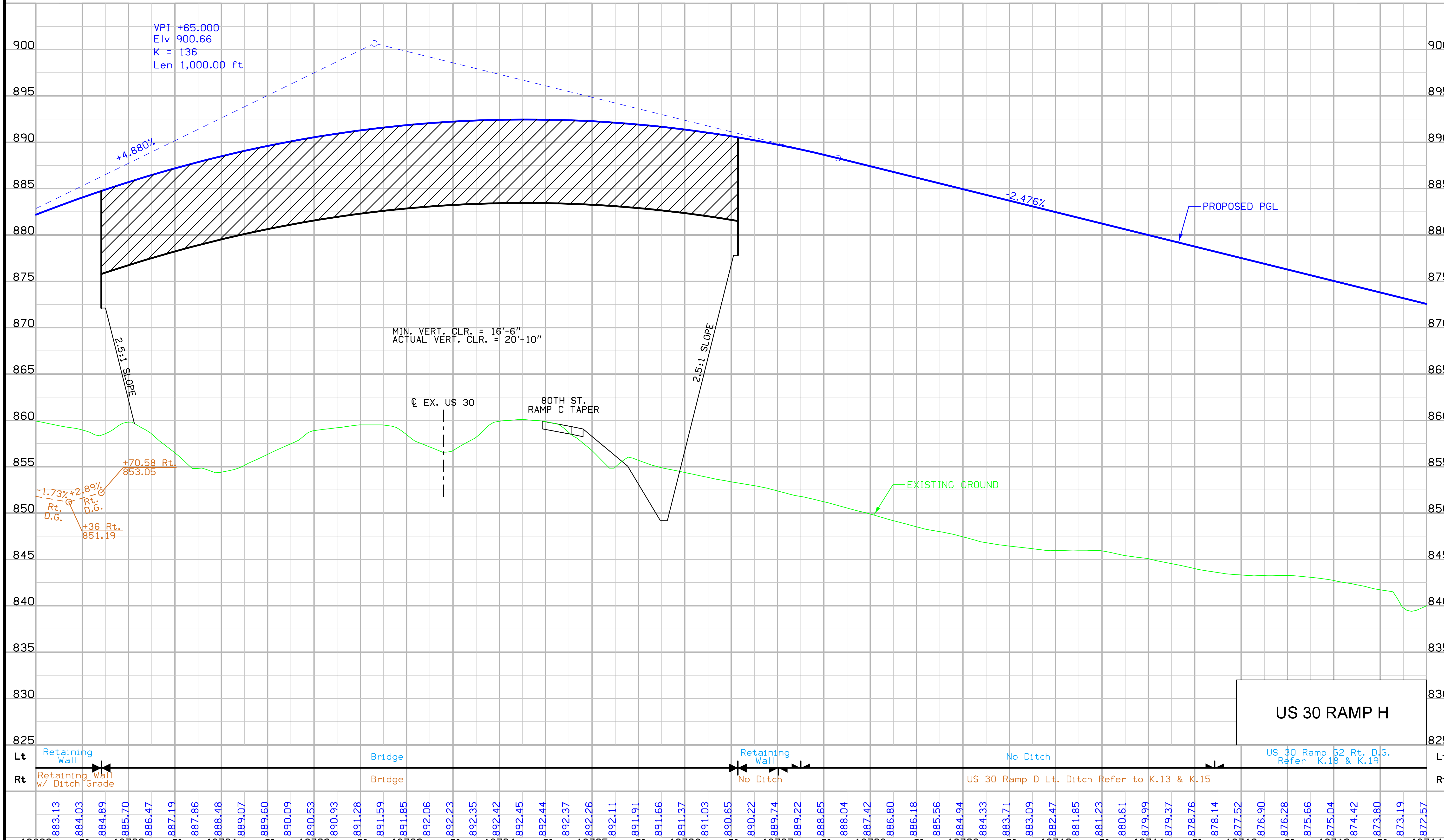

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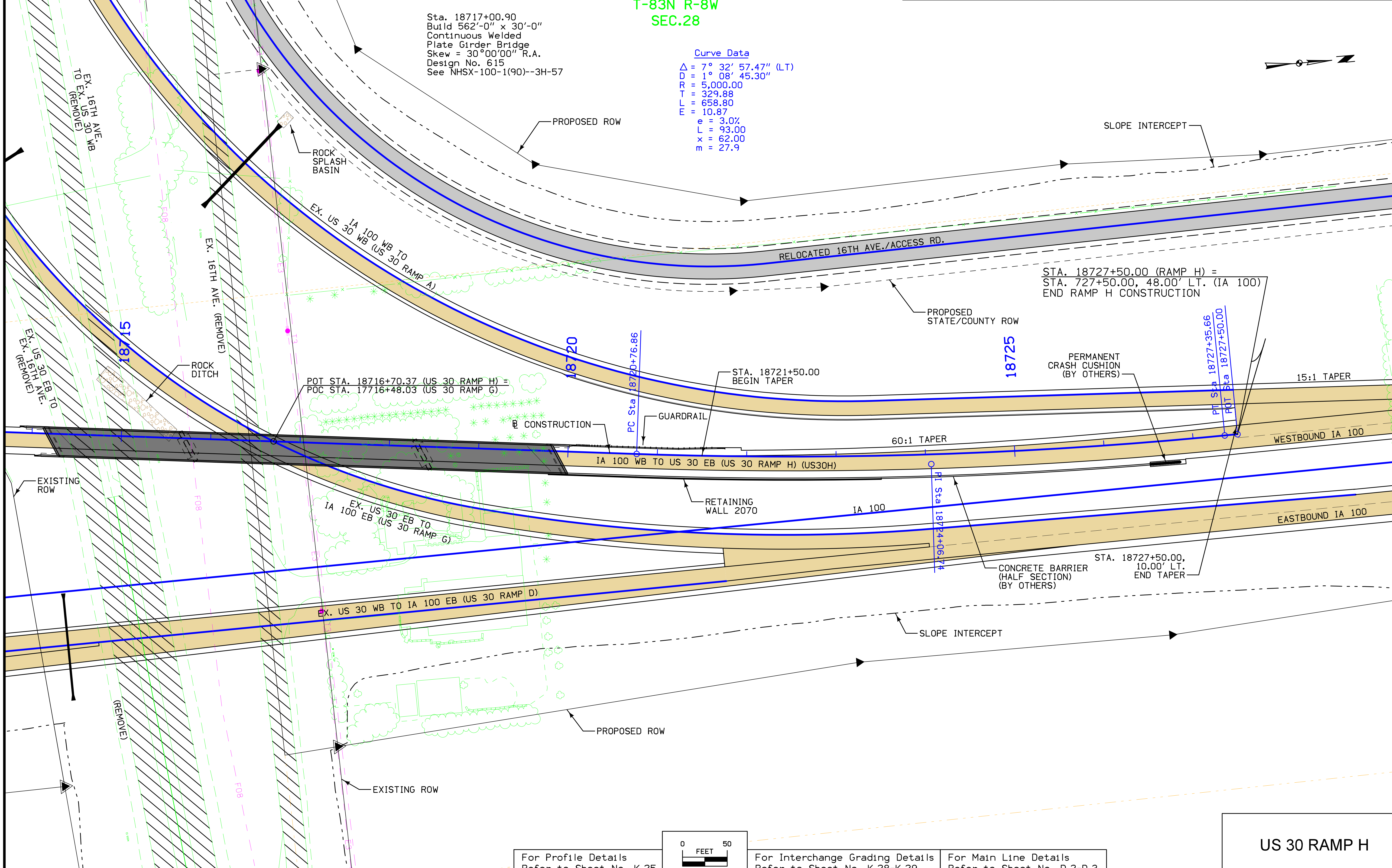
For Bridge Details Refer to Sheets No. V.8-V.9

For Ramp Geometric Details Refer to Sheet No. K.9 & K. 19

For Retaining Wall Details Refer to Sheet No. V.22



For Profile Details Refer to Sheet No. K.25

0 FEET 50

For Interchange Grading Details Refer to Sheet No. K.28-K.29

For Main Line Details Refer to Sheet No. D.2-D.3

US 30 RAMP H

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.24

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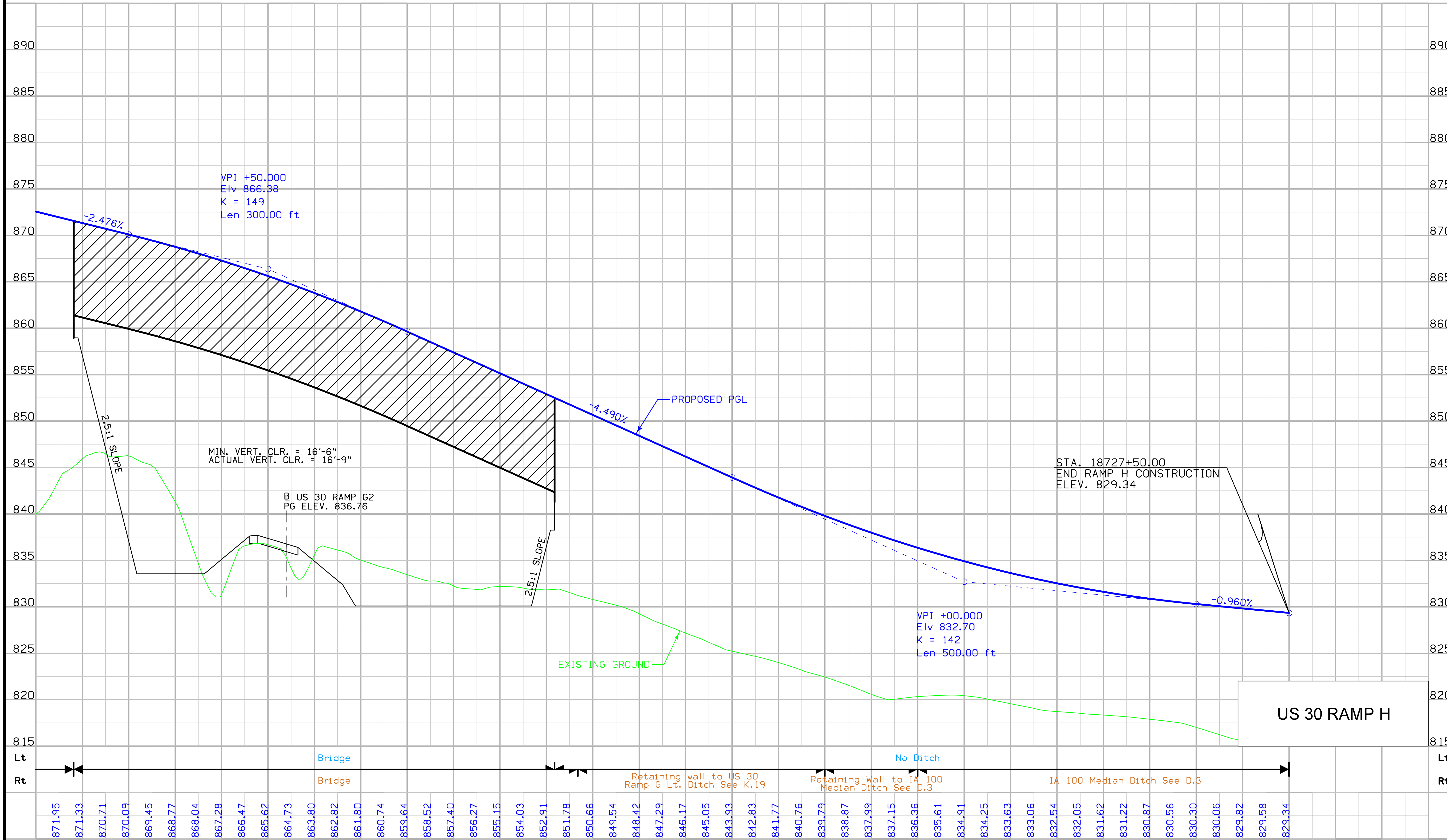

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.25

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For Ramp Gore Details Refer to Sheets No. U.9-U.10

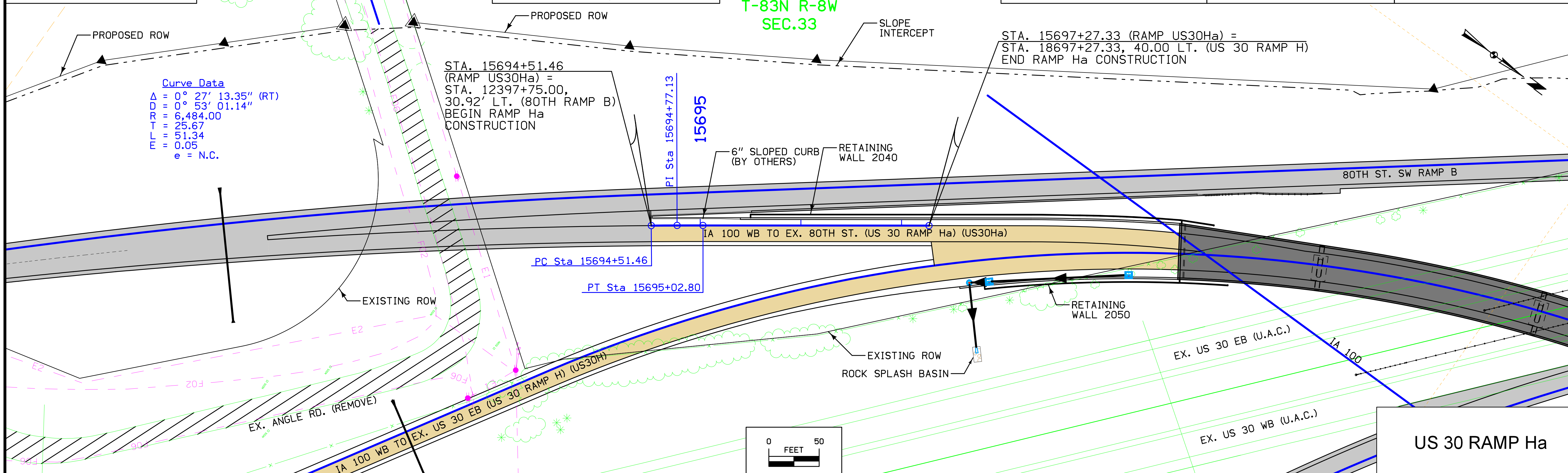
For Ramp Geometric Details Refer to Sheets No. K.2, K.3 & K.20-K.23

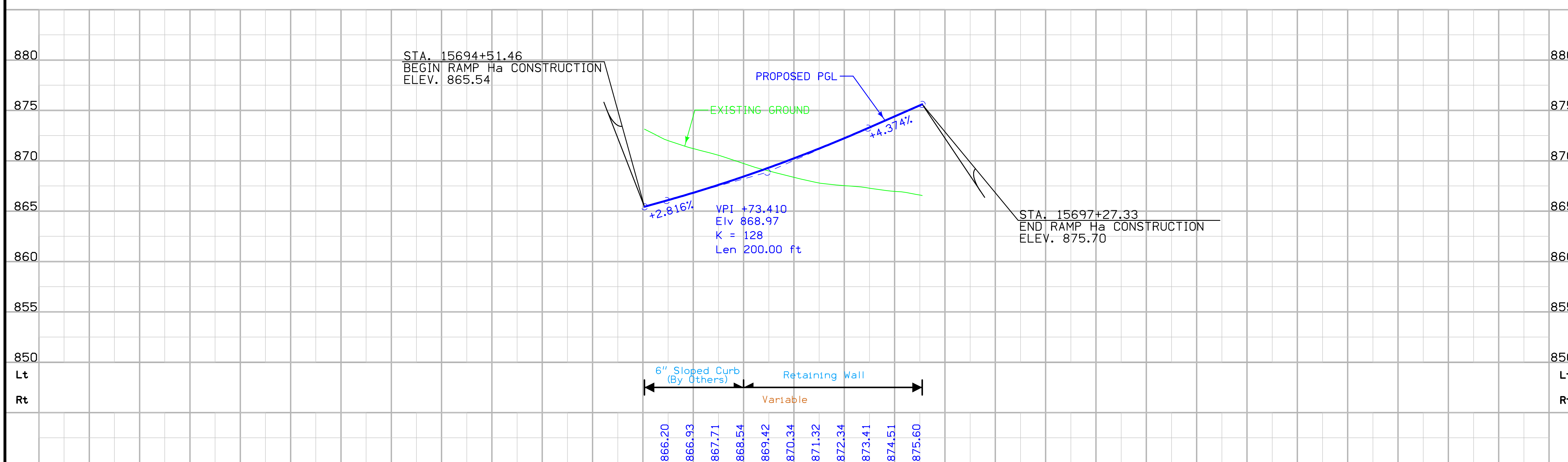
CLINTON TWP.
T-83N R-8W
SEC.33

For Retaining Wall Details Refer to Sheets No. V.19-V.20

For Interchange Grading Details Refer to Sheet K.27

For Storm Sewer Details Refer to Sheets No. M.3-M.4





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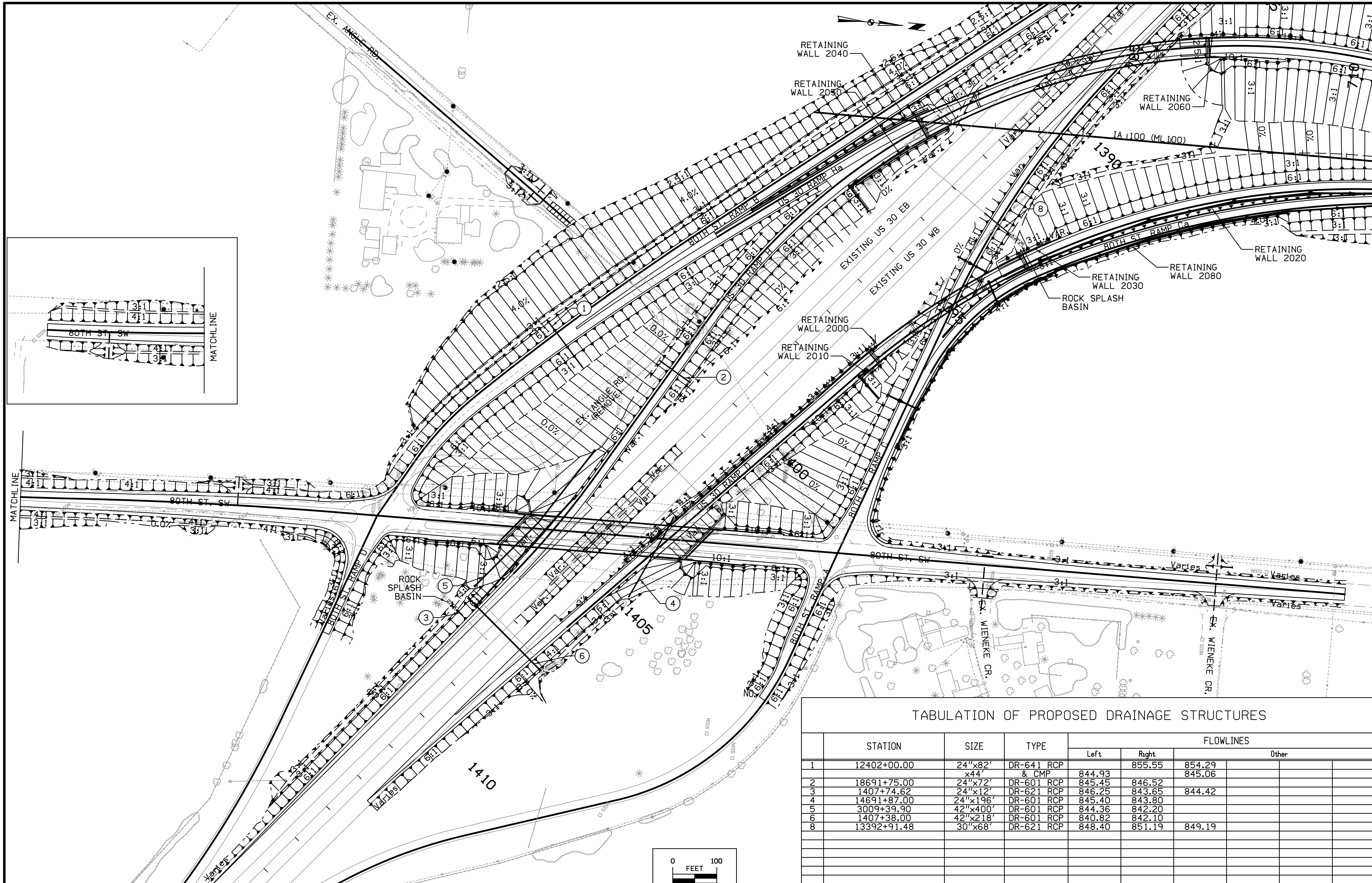
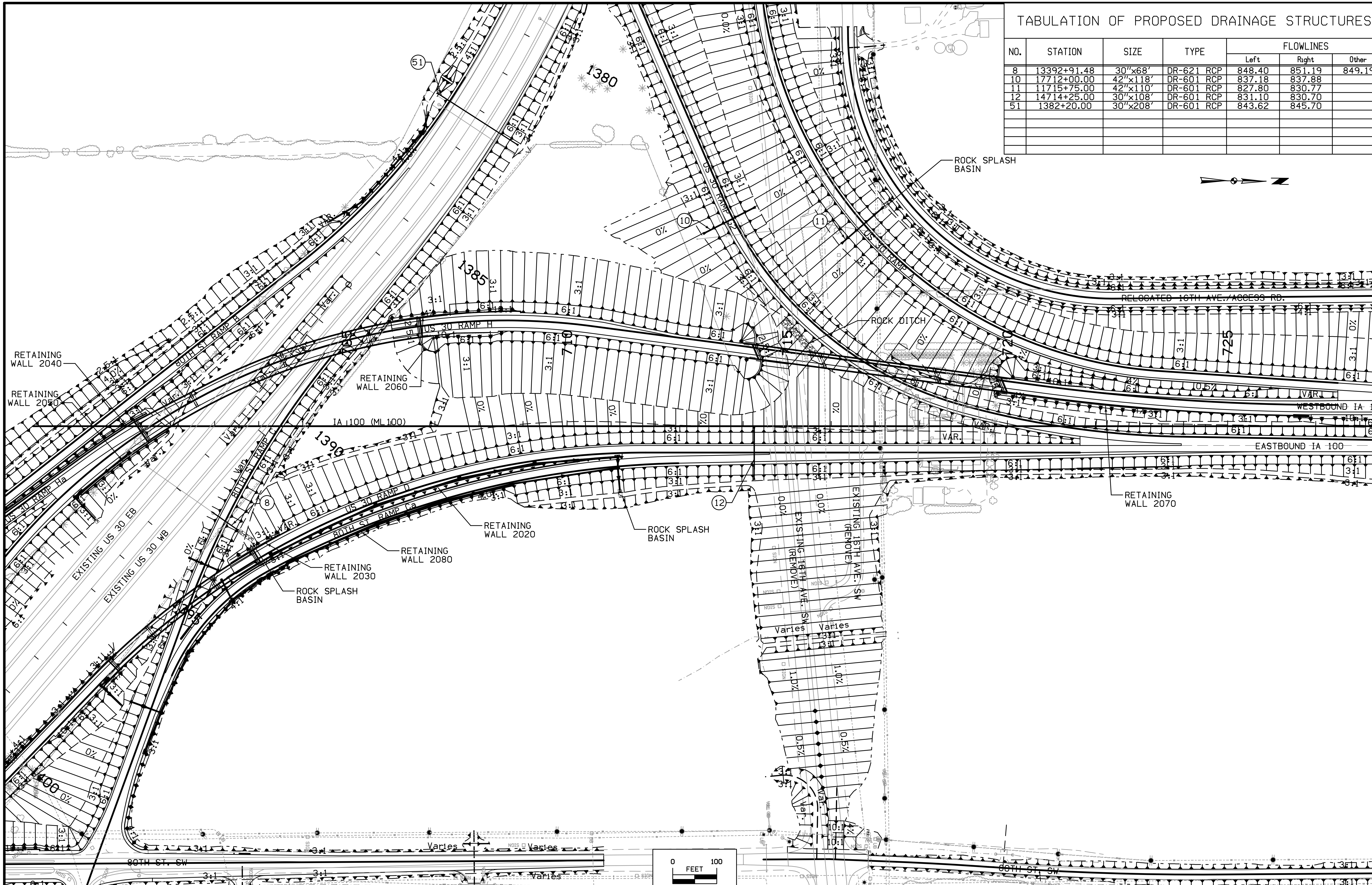


TABULATION OF PROPOSED DRAINAGE STRUCTURES

	STATION	SIZE	TYPE	FLOWLINES					
				Left	Right	Other			
1	12402+00.00	24"x82'	DR-641 RCP		855.55	854.29			
		x44'	& CMP	844.93		845.06			
2	18691+75.00	24"x72'	DR-601 RCP	845.45	846.52				
3	1407+74.62	24"x12'	DR-621 RCP	846.25	843.65	844.42			
4	14691+87.00	24"x196'	DR-601 RCP	845.40	843.80				
5	3009+39.90	42"x400'	DR-601 RCP	844.36	842.20				
6	1407+38.00	42"x218'	DR-601 RCP	840.82	842.10				
8	13392+91.48	30"x68'	DR-621 RCP	848.40	851.19	849.19			

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER K.27



TABULATION OF PROPOSED DRAINAGE STRUCTURES

NO.	STATION	SIZE	TYPE	FLOWLINES Left	FLOWLINES Right	FLOWLINES Other
8	13392+91.48	30"x68'	DR-621 RCP	848.40	851.19	849.19
10	17712+00.00	42"x118'	DR-601 RCP	837.18	837.88	
11	11715+75.00	42"x110'	DR-601 RCP	827.80	830.77	
12	14714+25.00	30"x108'	DR-601 RCP	831.10	830.70	
51	1382+20.00	30"x208'	DR-601 RCP	843.62	845.70	

FILE NO. | ENGLISH | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER K.28

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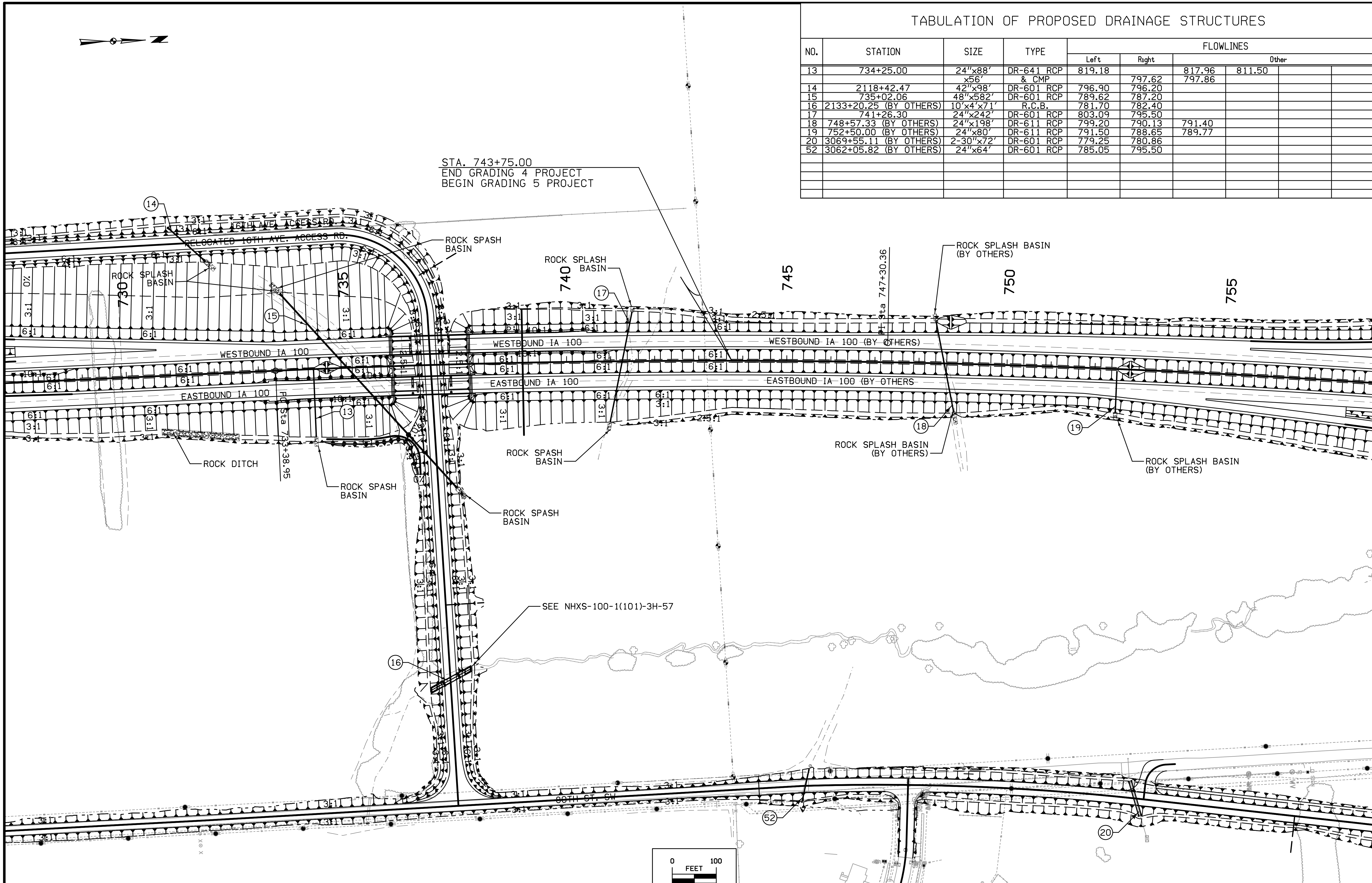
TABULATION OF PROPOSED DRAINAGE STRUCTURES

NO.	STATION	SIZE	TYPE	FLOWLINES					
				Left	Right	Other			
13	734+25.00	24"x88'	DR-641 RCP	819.18		817.96	811.50		
		x56'	& CMP		797.62	797.86			
14	2118+42.47	42"x98'	DR-601 RCP	796.90	796.20				
15	735+02.06	48"x582'	DR-601 RCP	789.62	787.20				
16	2133+20.25 (BY OTHERS)	10'x4'x71'	R.C.B.	781.70	782.40				
17	741+26.30	24"x242'	DR-601 RCP	803.09	795.50				
18	748+57.33 (BY OTHERS)	24"x198'	DR-611 RCP	799.20	790.13	791.40			
19	752+50.00 (BY OTHERS)	24"x80'	DR-611 RCP	791.50	788.65	789.77			
20	3069+55.11 (BY OTHERS)	2-30"x72'	DR-601 RCP	779.25	780.86				
52	3062+05.82 (BY OTHERS)	24"x64'	DR-601 RCP	785.05	795.50				



FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER K.29

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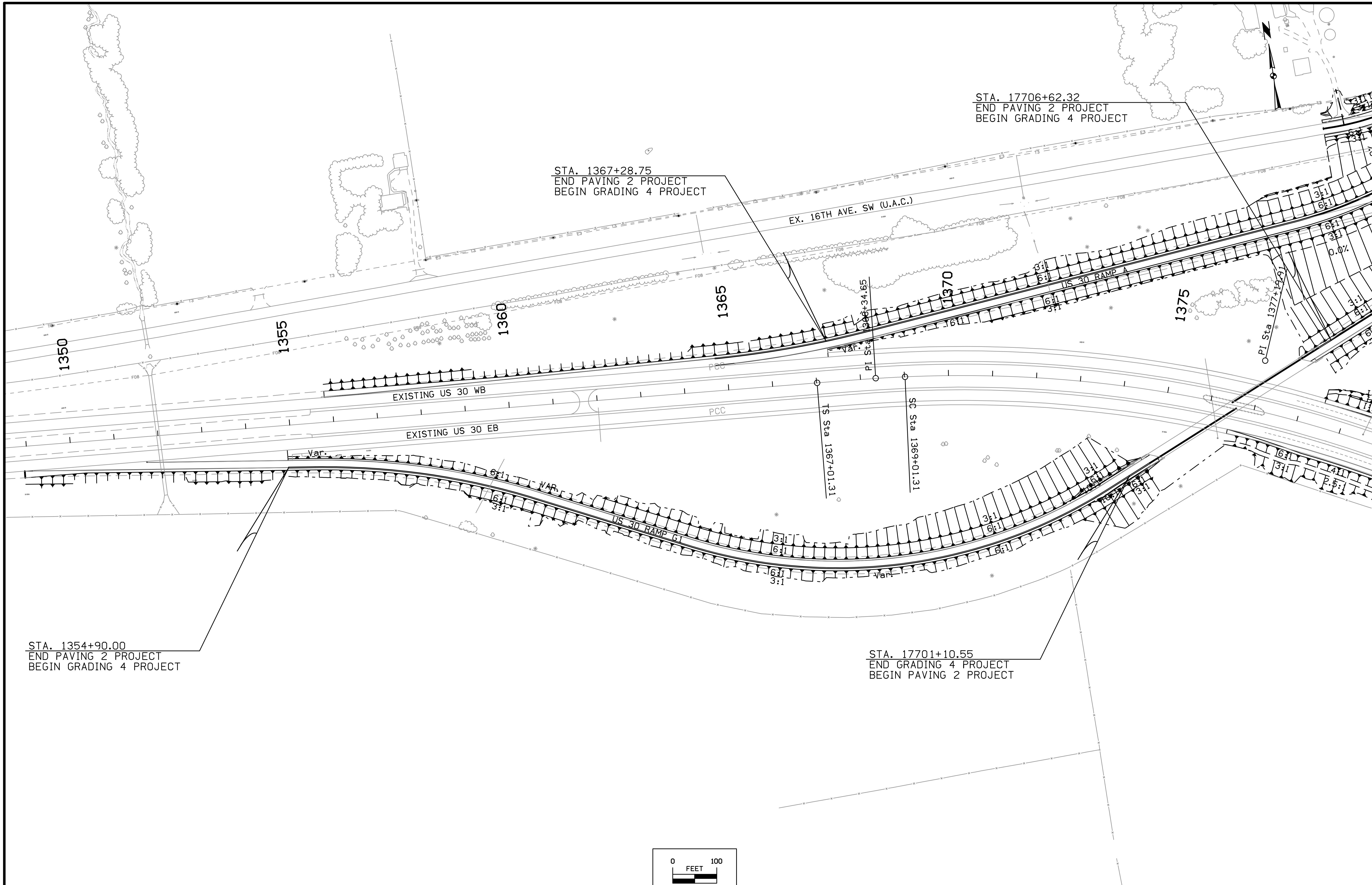

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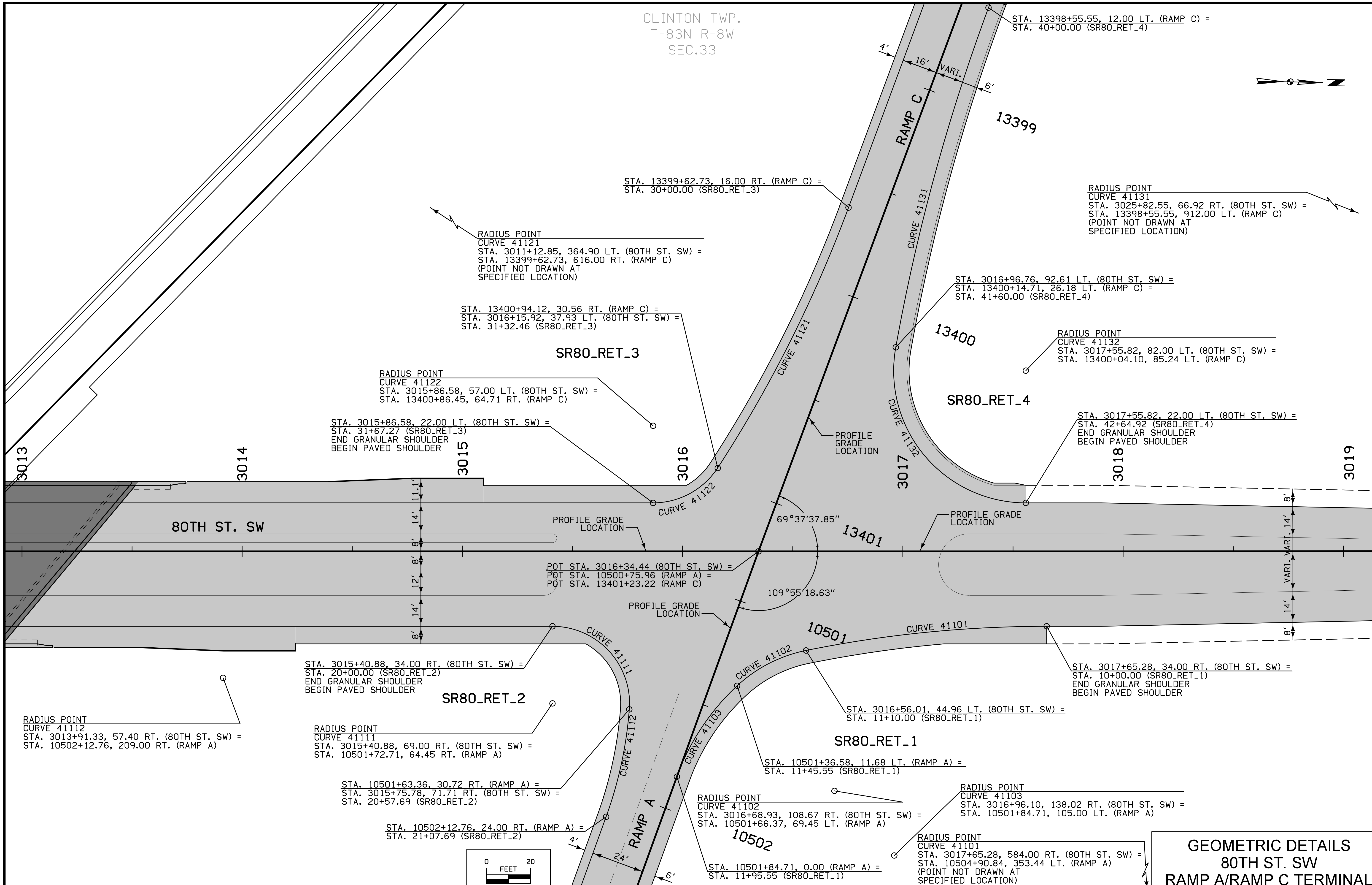

GEOMETRIC DETAILS
80TH ST. SW
RAMP A/RAMP C TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	L.1

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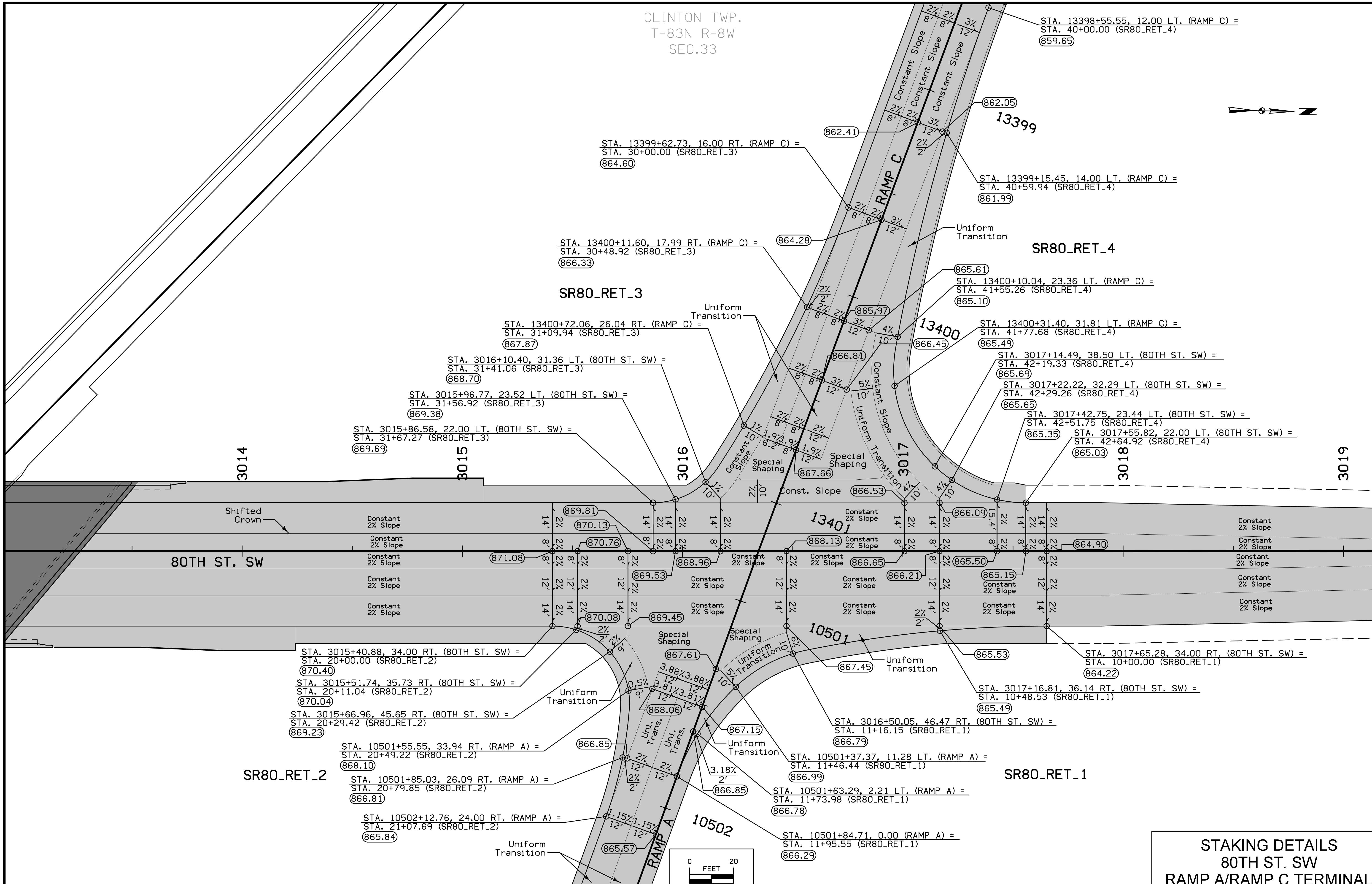

STAKING DETAILS
80TH ST. SW
RAMP A/RAMP C TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.2

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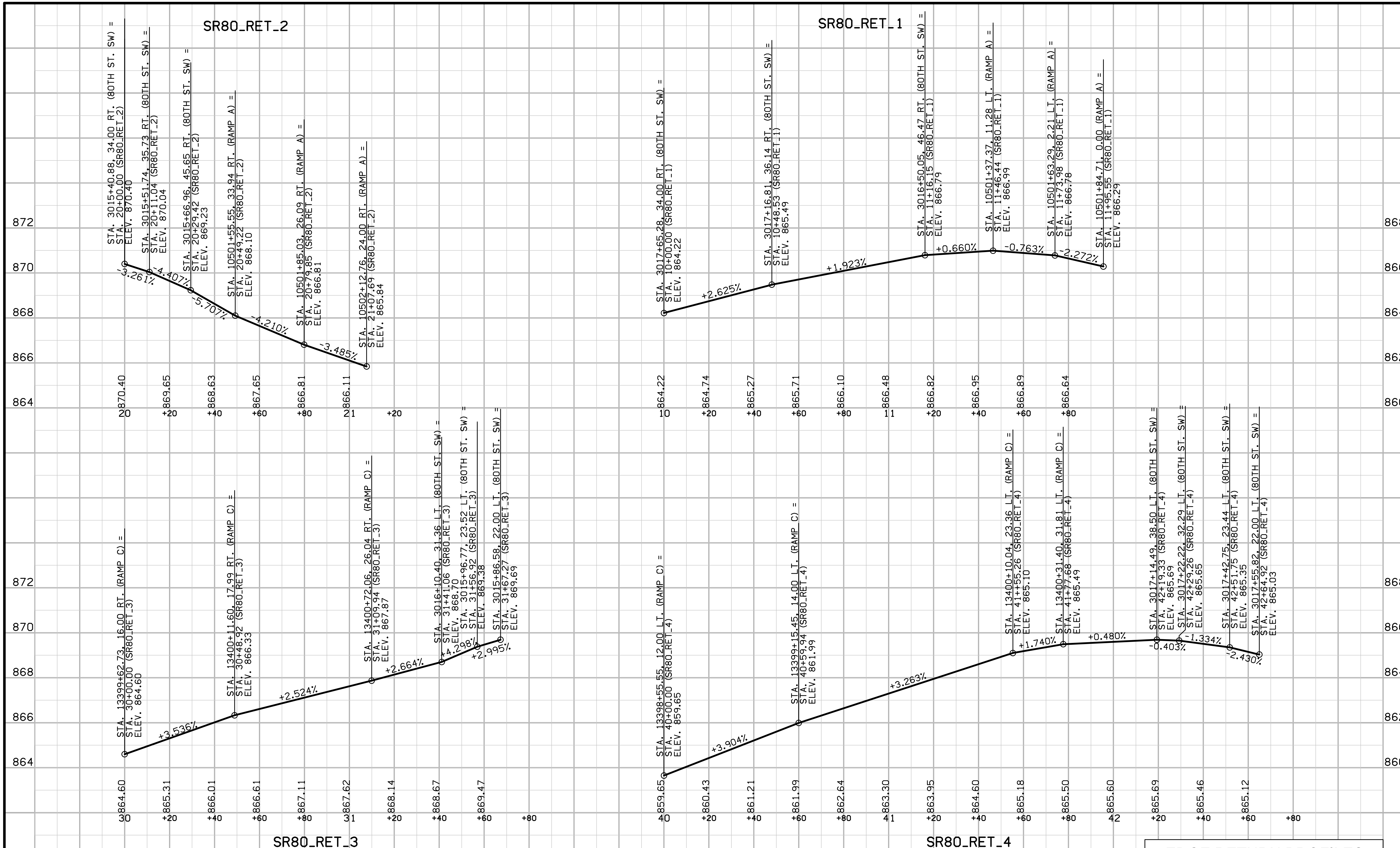
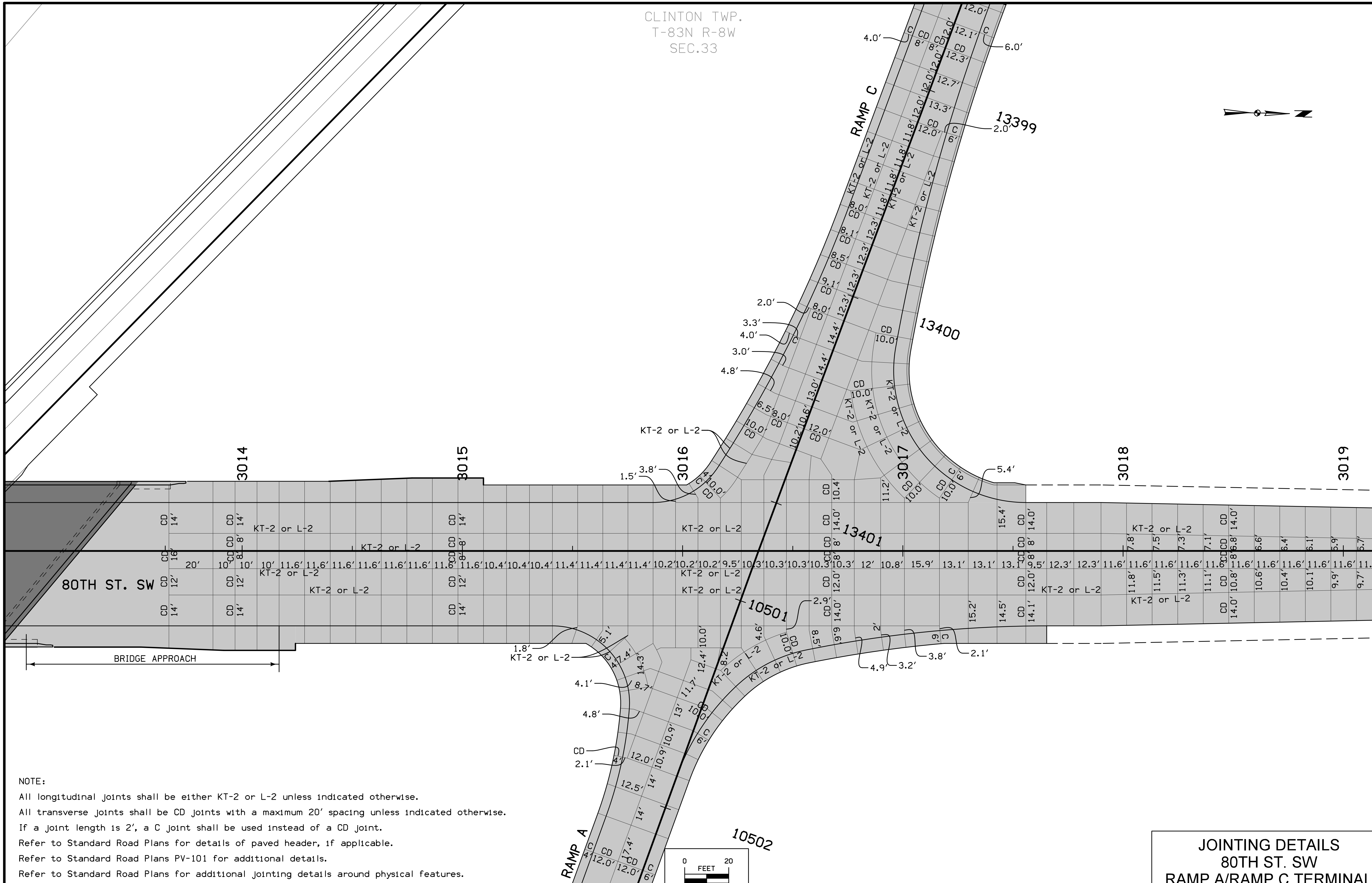


EDGE RETURN PROFILES
80TH ST. SW
RAMP A/RAMP C TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.3



NOTE:

All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.

All transverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.

If a joint length is 2', a C joint shall be used instead of a CD joint.

Refer to Standard Road Plans for details of paved header, if applicable.

Refer to Standard Road Plans PV-101 for additional details.

Refer to Standard Road Plans for additional jointing details around physical features.

JOINTING DETAILS
80TH ST. SW
RAMP A/RAMP C TERMINAL

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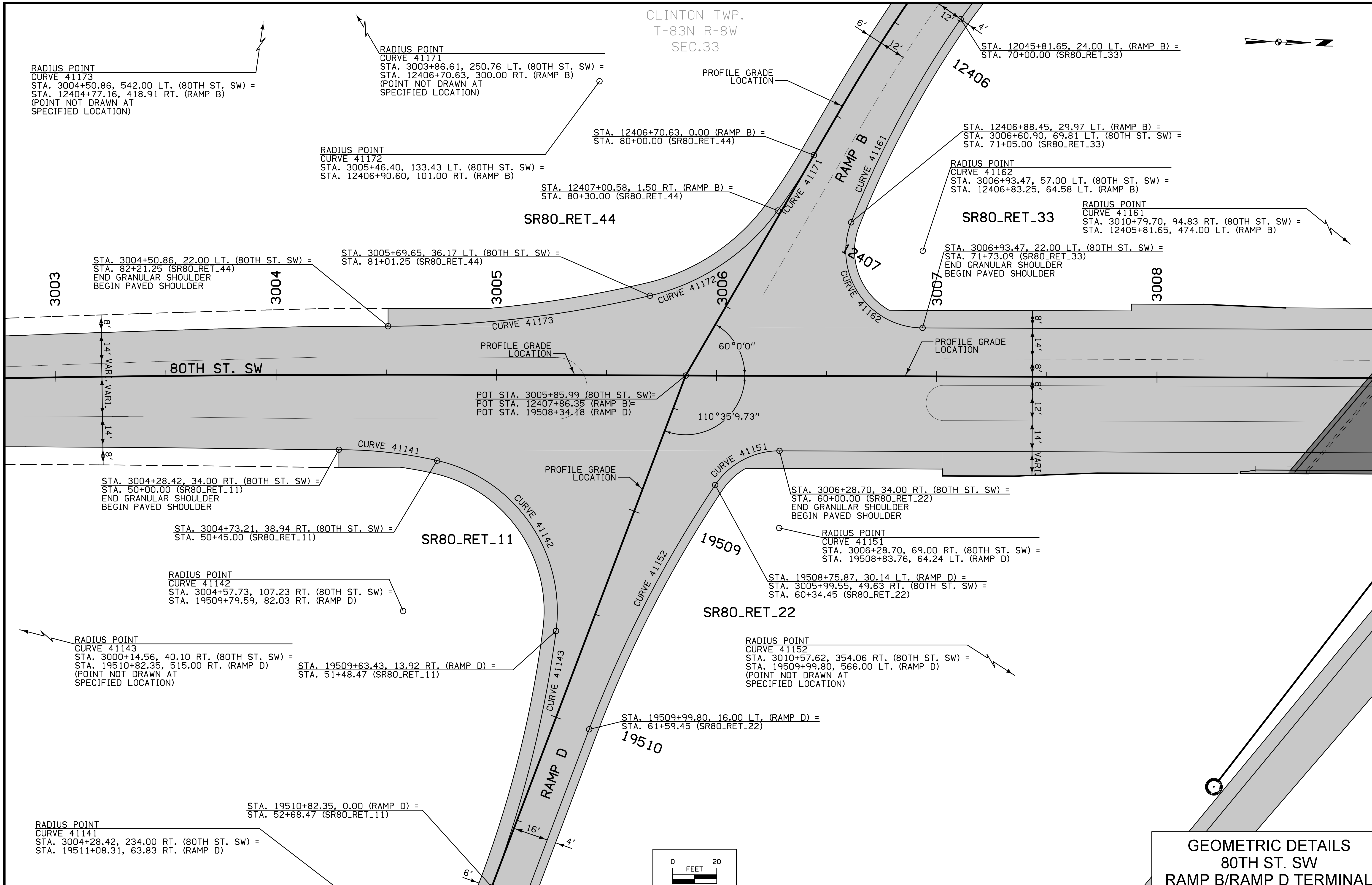

GEOMETRIC DETAILS
80TH ST. SW
RAMP B/RAMP D TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.5

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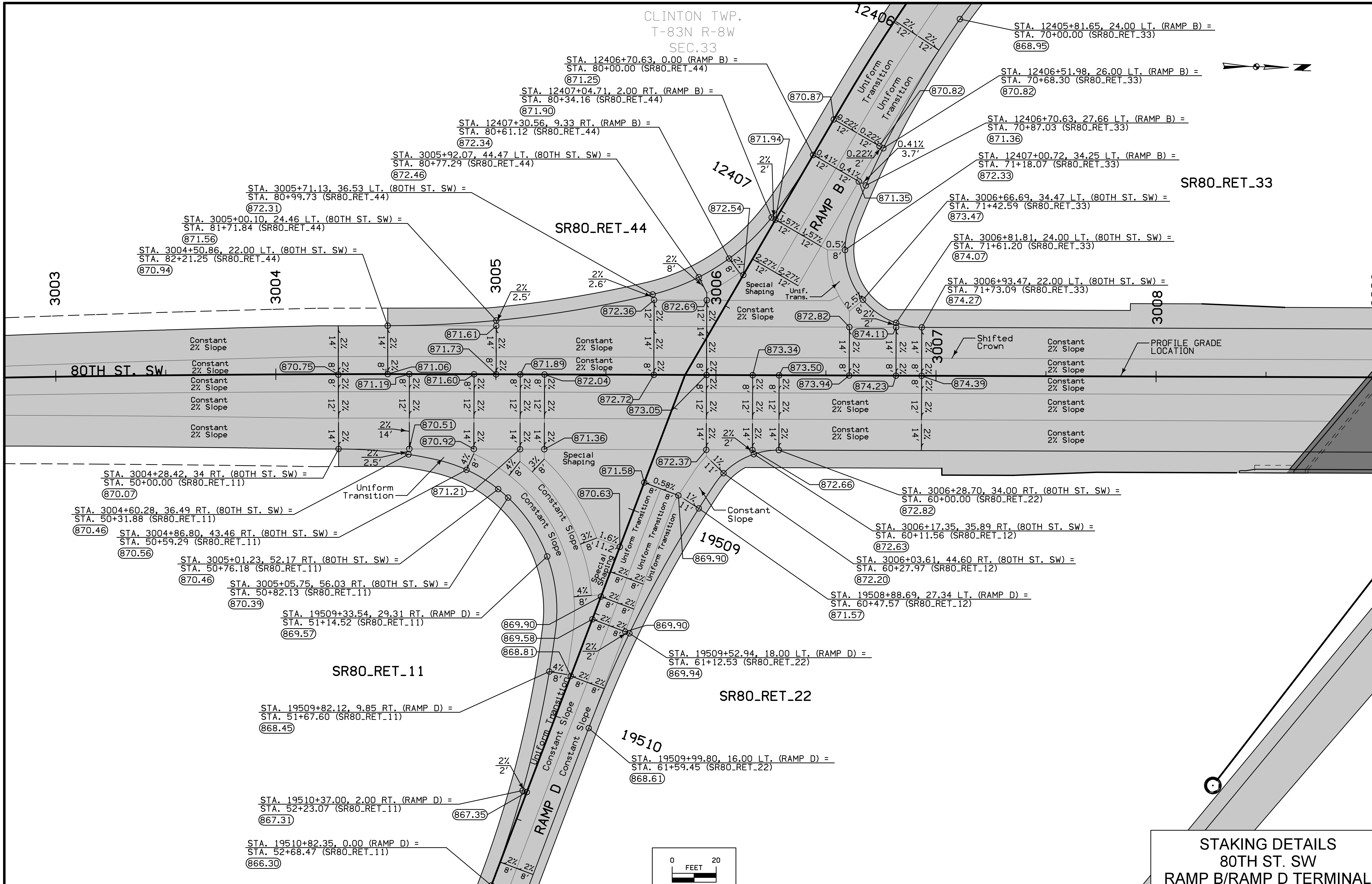

STAKING DETAILS
80TH ST. SW
RAMP B/RAMP D TERMINAL

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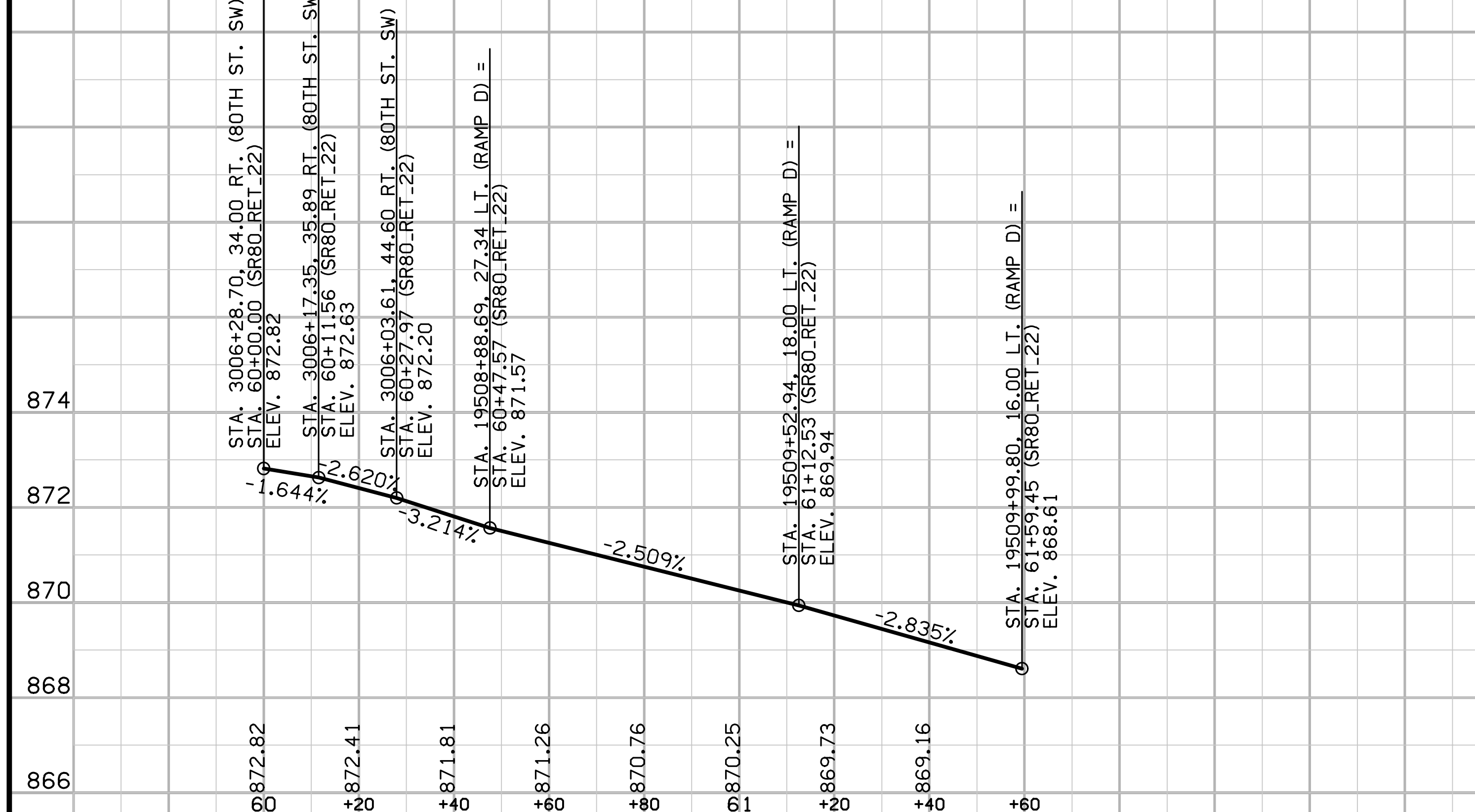

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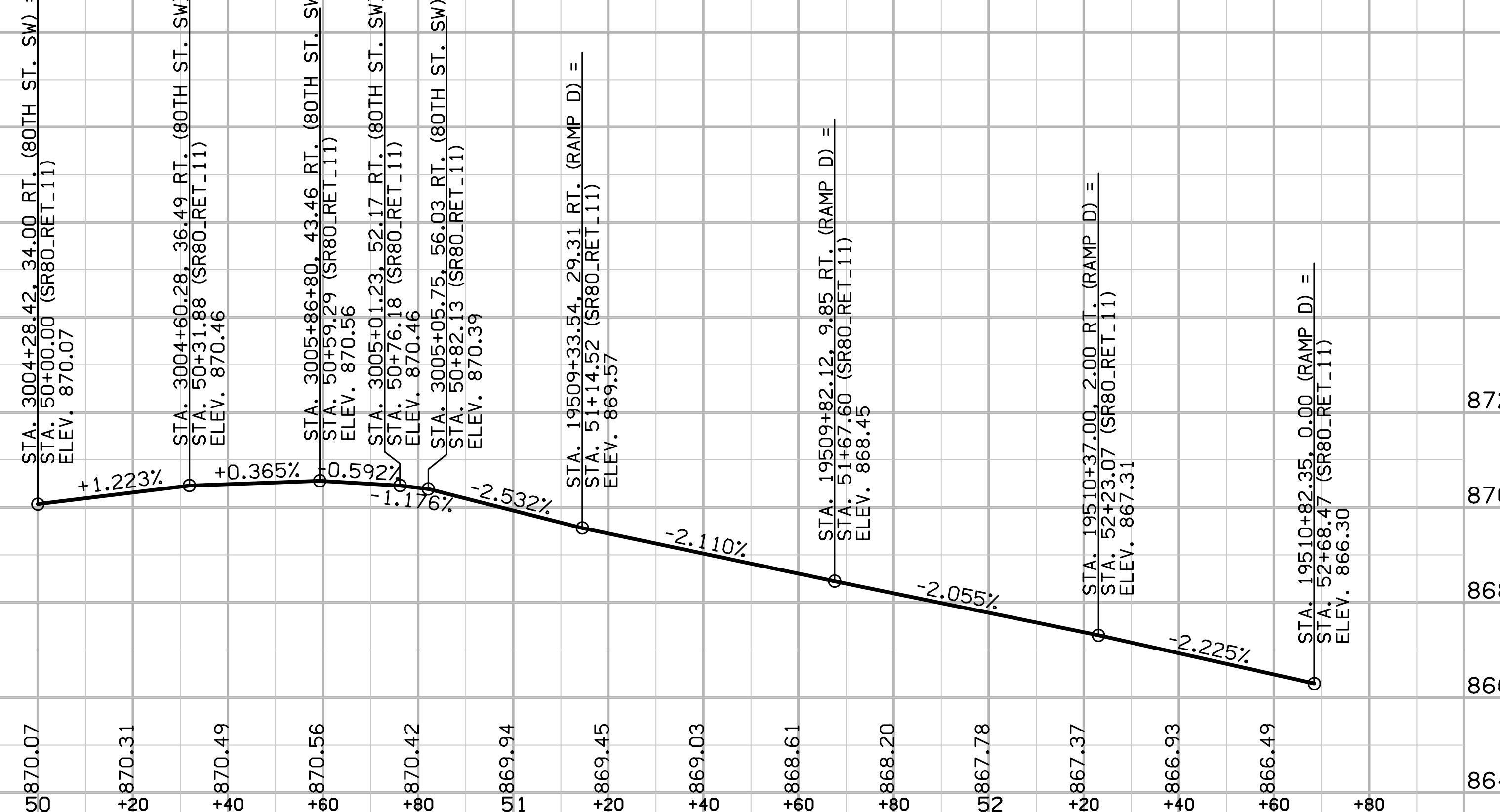

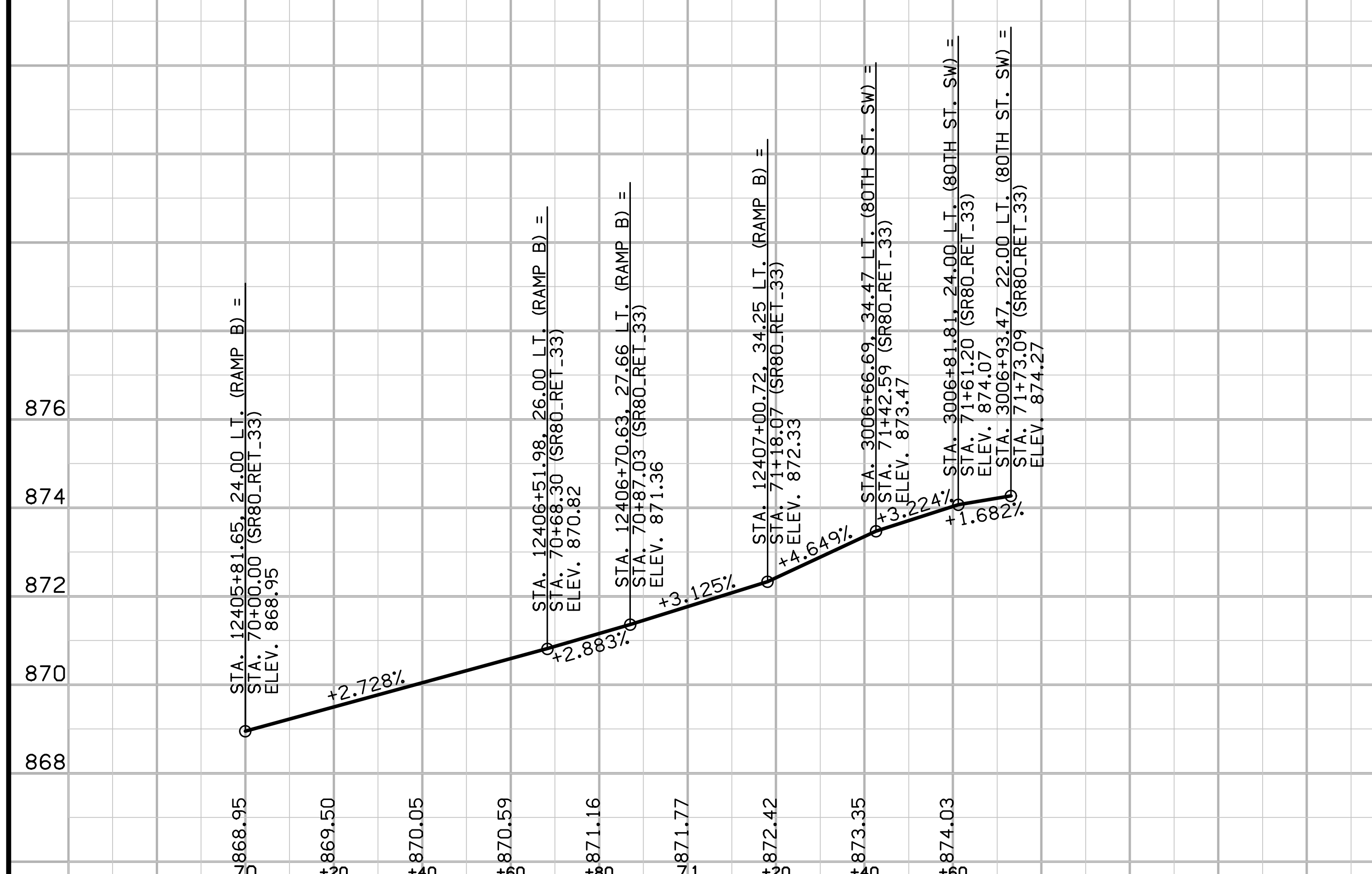

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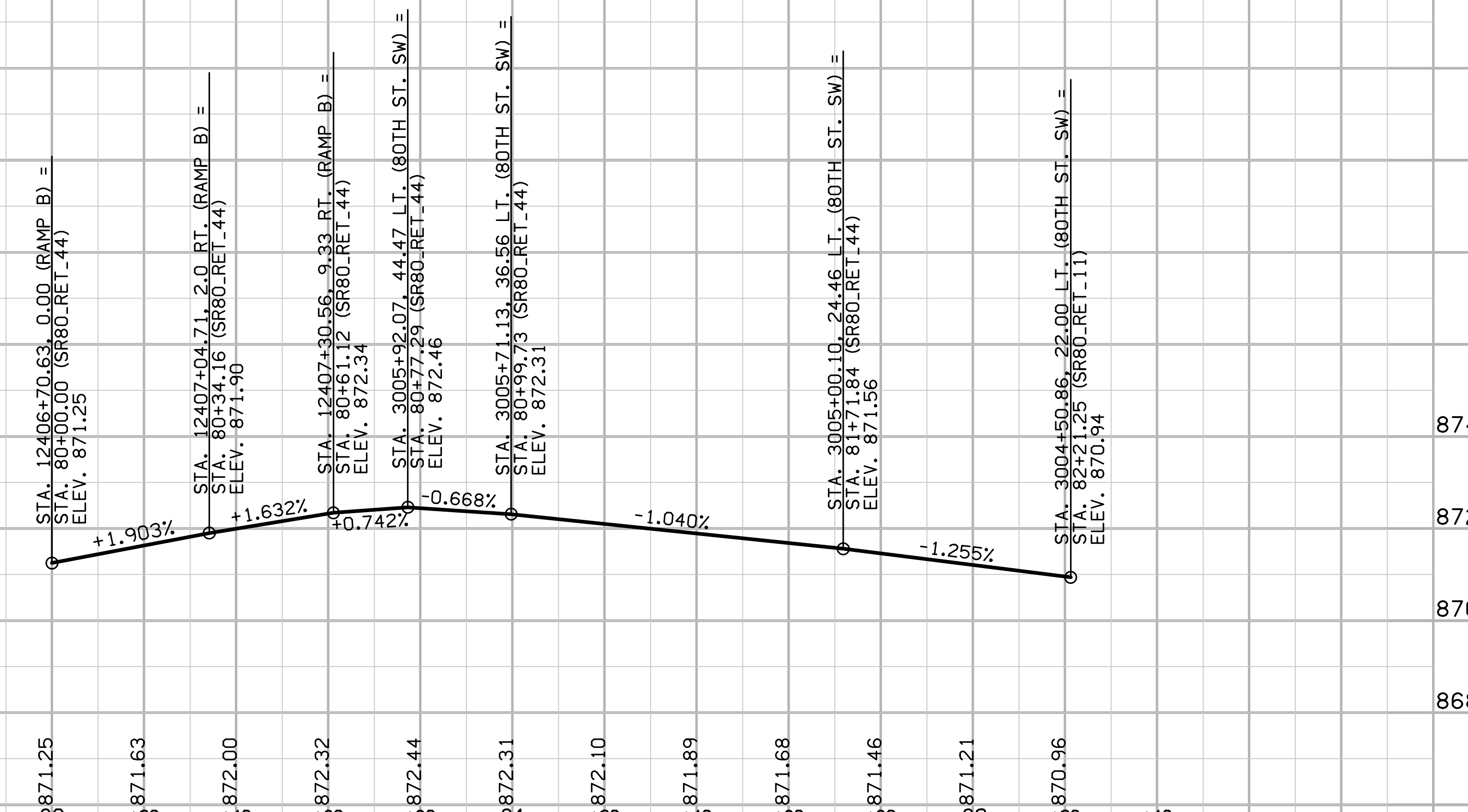

SR80_RET_44

EDGE RETURN PROFILES
80TH ST. SW
RAMP B/RAMP D TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.7

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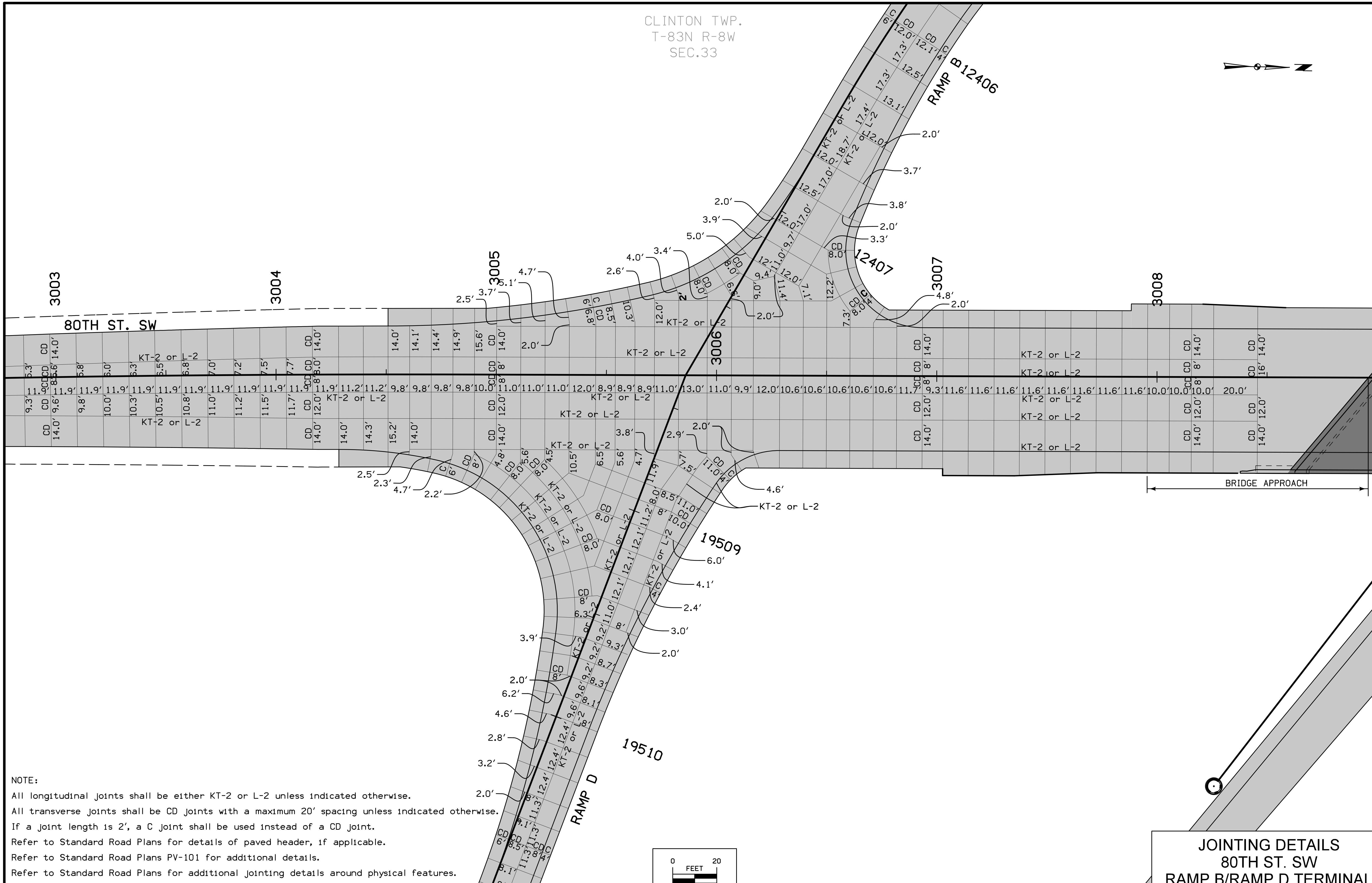

NOTE:

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All transverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.

If a joint length is 2', a C joint shall be used instead of a CD joint.

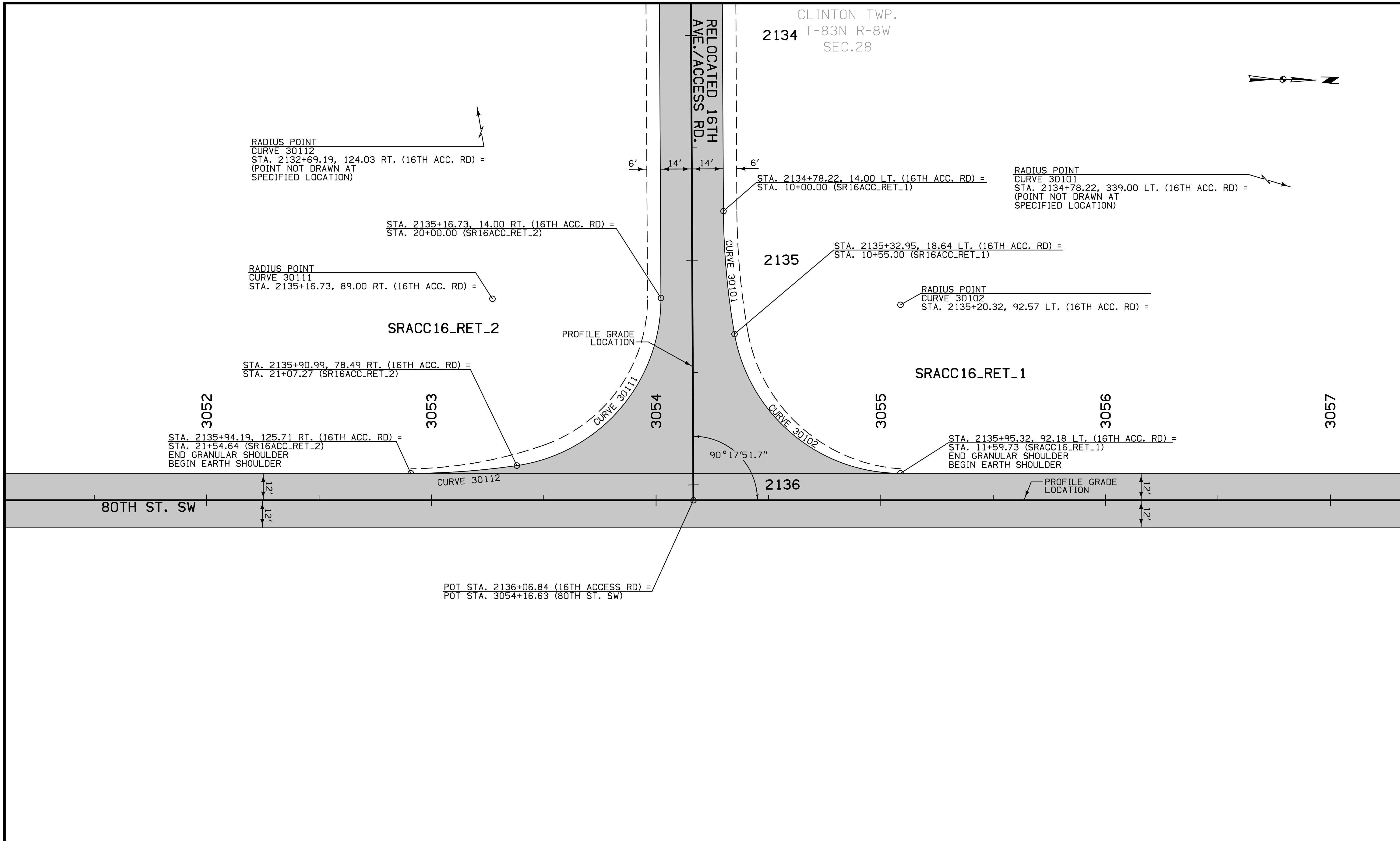
Refer to Standard Road Plans for details of paved header, if applicable.

Refer to Standard Road Plans PV-101 for additional details.

Refer to Standard Road Plans for additional jointing details around physical features.

JOINTING DETAILS
80TH ST. SW
RAMP B/RAMP D TERMINAL

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.8



GEOMETRIC DETAILS
RELOCATED 16TH AVE.
ACCESS RD/80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.9

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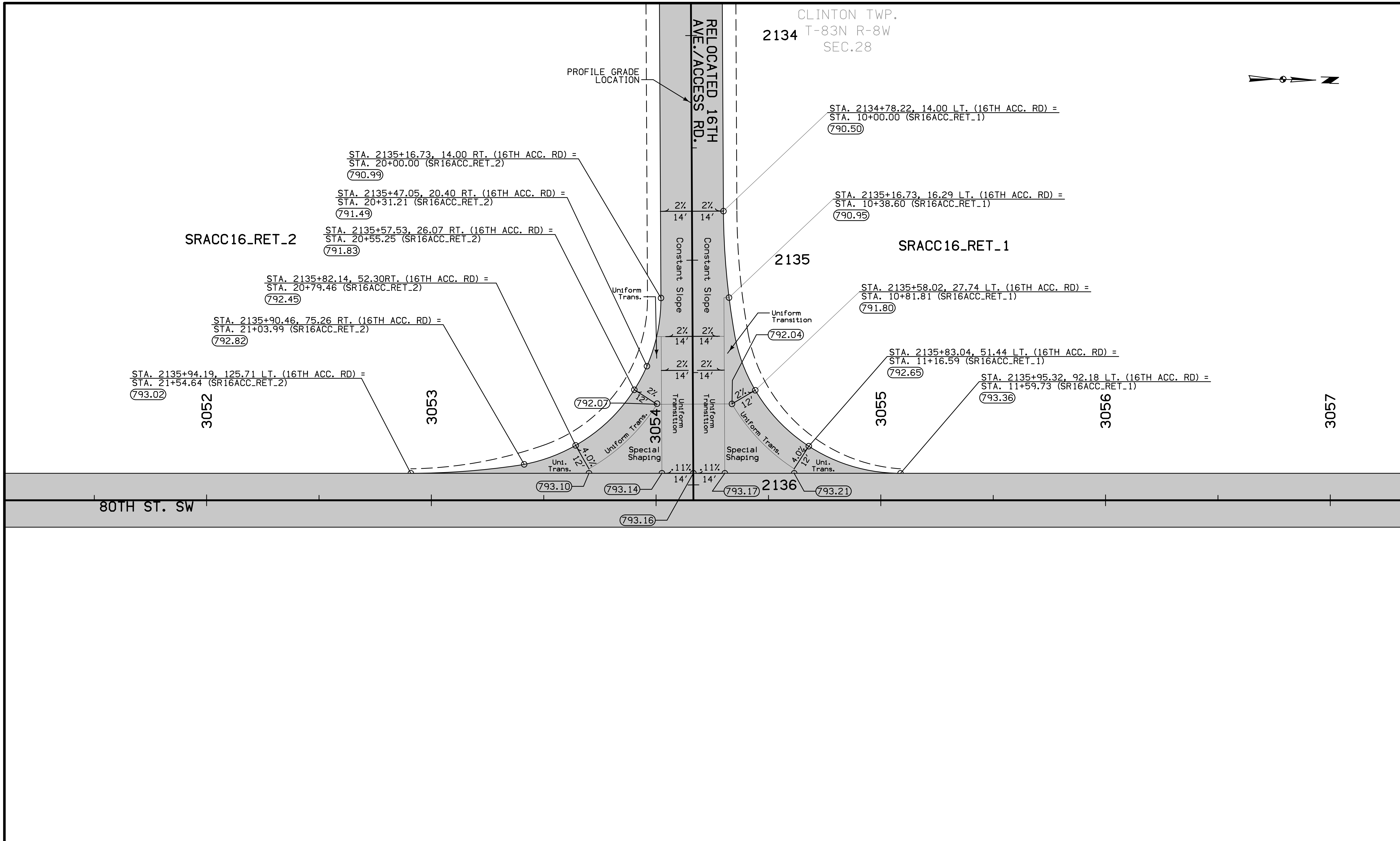

STAKING DETAILS
RELOCATED 16TH AVE.
ACCESS RD/80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.10

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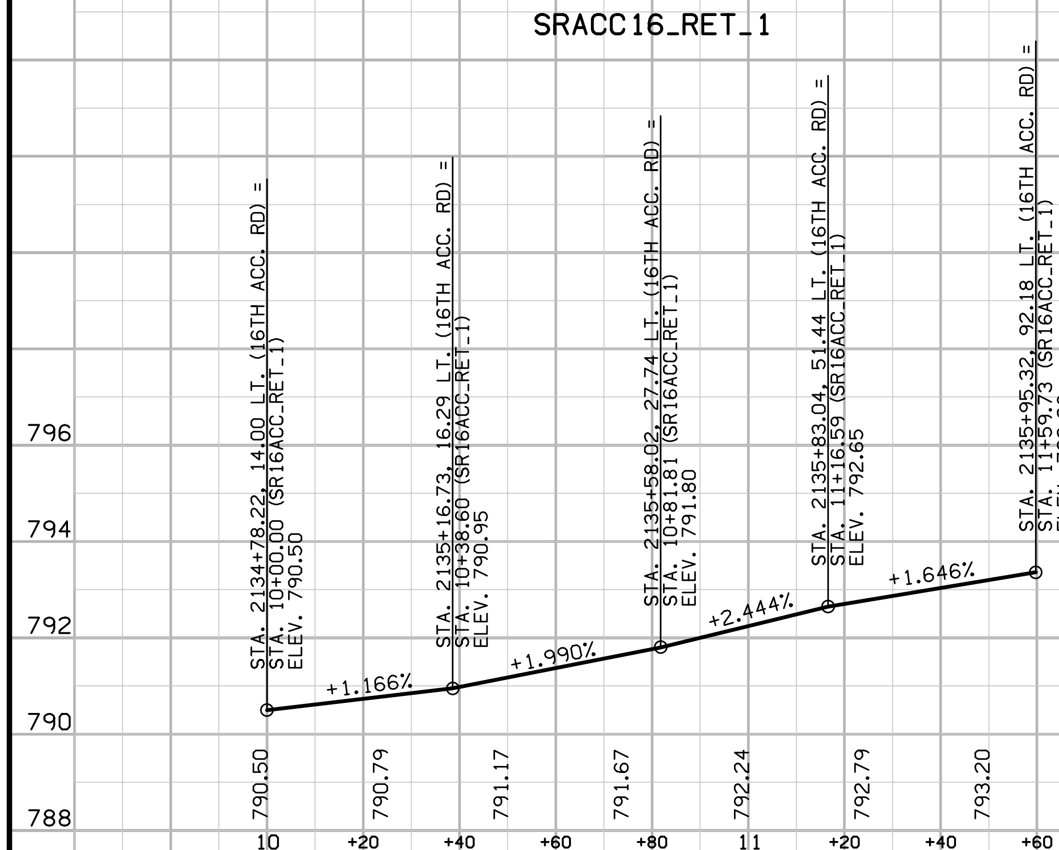
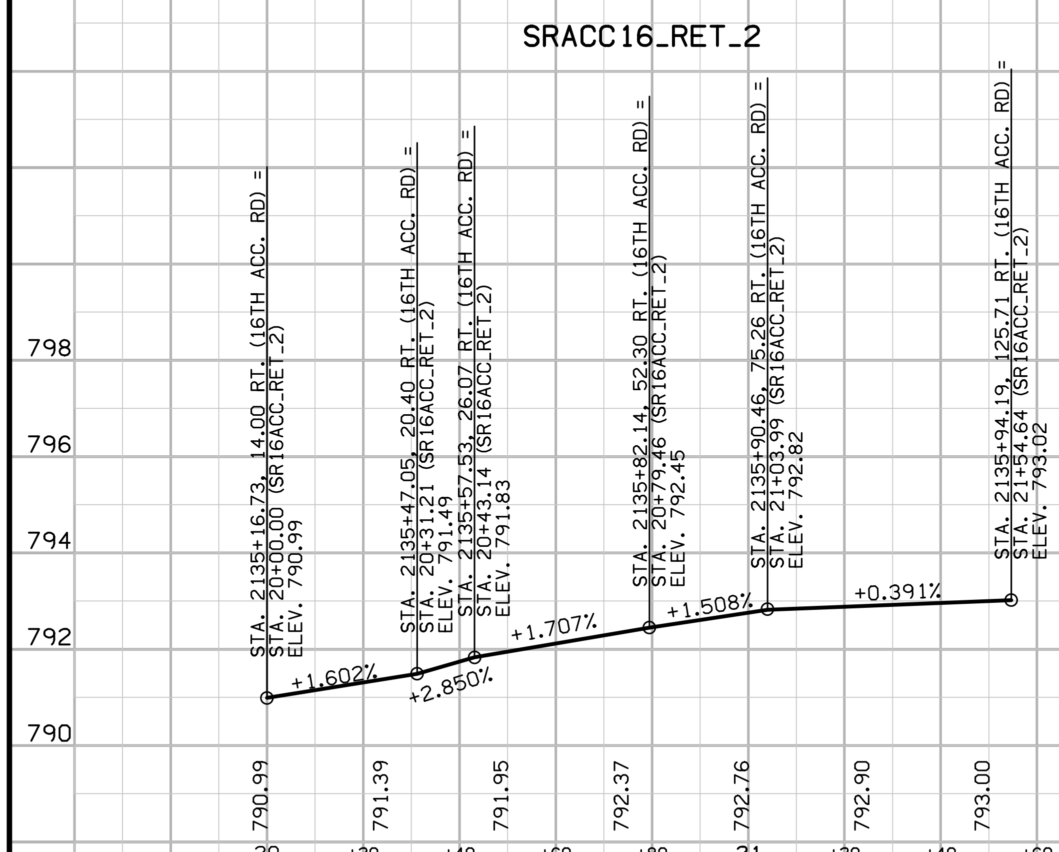
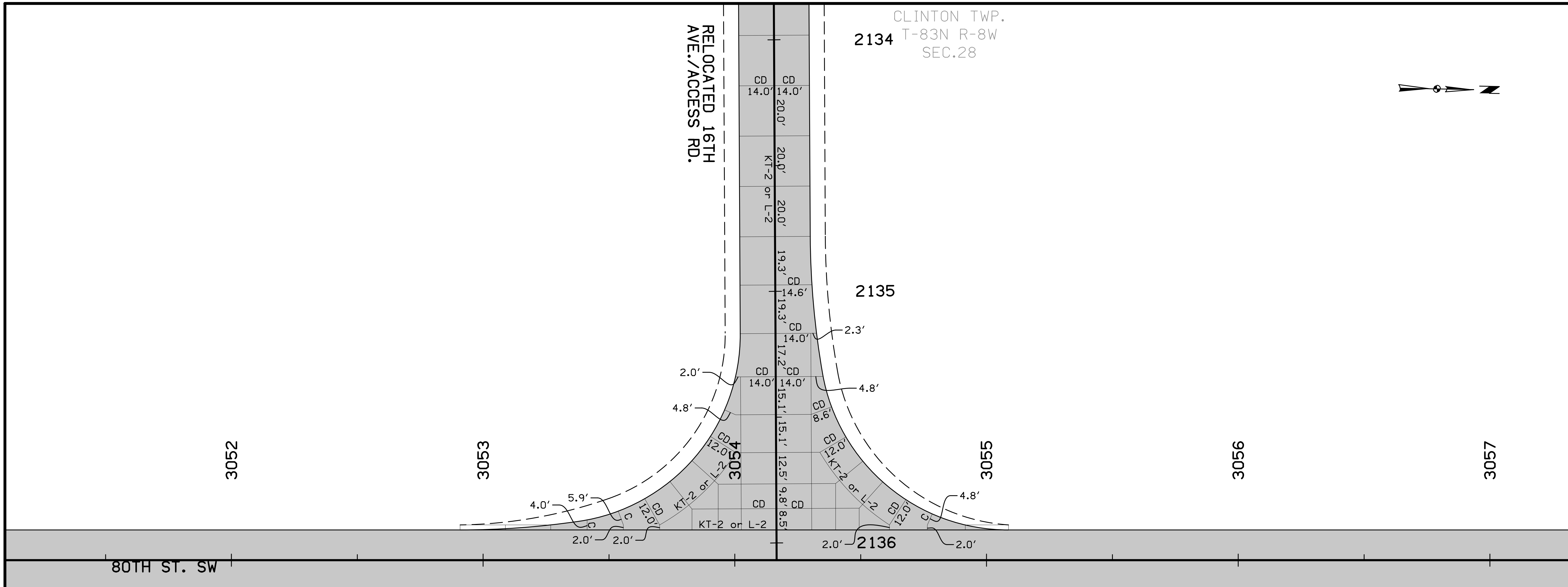




EDGE RETURN PROFILES
RELOCATED 16TH AVE.
ACCESS RD/80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.11



NOTE:

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If a joint length is 2', a C joint shall be used instead of a CD joint.

Refer to Standard Road Plans for details of paved header, if applicable.

Refer to Standard Road Plans for PV-101 for additional details.

Refer to Standard Road Plans for additional jointing details around physical features.

0 FEET 20

JOINTING DETAILS
RELOCATED 16TH AVE.
ACCESS RD/80TH ST. SW

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER L.12

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STORM SEWER

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

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
100	18699+21.00, 23.79	SW-549	881.74	867.72		
110	18697+80.00, 23.79	SW-549	875.75	859.03		
120	18697+60.00, 21.00	SW-401 (48")	874.93	856.26		
O120	18697+60.00, 91.08	DR-201 (15")				Outlet FL=853.36
140	1404+10.00, 101.50	SW-511	847.70	843.75		
145	1407+38.00, 84.00	SW-401 (72")	848.31	841.44		
150	13394+00.00, 39.00	SW-512 (24" Type 4B Casting)	851.27	847.16		
O150	13394+00.00, -34.08	DR-201 (15")				Outlet FL=847.30
170	1386+18.96, 127.14	DR-201 (21")				Inlet FL=852.00
172	1385+30.00, 96.50	SW-401 (48")	855.85	849.83		
175	1383+15.00, 78.69	SW-508	852.85	846.31		
O175	1382+67.96, 95.93	DR-201 (21")				Outlet FL=846.42
250	14698+17.00, 7.79	SW-549	871.75	856.73		
260	14697+95.00, 5.00	SW-401 (48")	870.93	854.03		
O260	14697+95.00, 71.08	DR-201 (15")				Outlet FL=851.33
200	14702+86.00, 7.79	SW-549	879.36	873.27		
210	14705+50.00, 7.79	SW-549	873.28	865.34		
220	14707+50.00, 7.79	SW-549	864.66	855.10		
230	14709+25.00, 7.79	SW-549	856.92	845.98		
235	14711+15.00, 7.20	SW-508	848.55	836.18		
270	13398+45.00, -19.00	SW-508	858.98	853.37		
272	13397+50.00, -23.00	SW-401 (48")	856.53	849.10		
273	13397+50.00, 50.13	DR-201 (18")				Inlet FL=851.25
275	13396+00.00, -33.91	SW-508	851.83	845.73		
278	16701+75.00, 7.00	SW-508	848.90	842.32		
279	16701+86.00, -43.00	SW-512 (30" Type 4C Casting)	847.23	843.02		
280	16702+55.00, 7.00	SW-508	848.15	841.62		
282	16702+83.00, 7.00	SW-510	848.15	841.19		
285	16703+11.00, 7.00	SW-508	848.26	840.93		
288	16703+30.00, 3.00	SW-401 (60")	848.54	840.73		
290	16705+50.00, 5.79	SW-549	851.61	839.12		
292	16707+00.00, 3.00	SW-401 (60")	853.84	838.01		
295	16708+70.00, 5.79	SW-549	853.42	836.76		
298	16711+15.00, 3.00	SW-401 (72")	847.48	833.31		
O298	16711+15.00, 58.13	DR-201 (27")				Outlet FL=833.45
		Bid Total:				
		DR-201 (15")	3			
		DR-201 (18")	1			
		DR-201 (21")	2			
		DR-201 (27")	1			
		SW-401 (48")	4			
		SW-401 (60")	2			
		SW-401 (72")	2			
		SW-508	7			
		SW-510	1			
		SW-511	1			
		SW-512 (24" Type 4B Casting)	1			
		SW-512 (30" Type 4C Casting)	1			
		SW-549	9			

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. Bid Length is measured horizontally from center of structure to center of structure

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Size (1) IN	Bid* Length FT	Design Length FT	Slope %	Flow Lines Inlet Elevation	Outlet Elevation	Other Elevation	Pipe Profile Sheet No.	Notes
P-100	100	110	3000	15	139	134	5.0	868.22	861.53		M.4	
P-110	110	120	3000	15	20	15	5.0	859.53	858.76		M.4	
P-120	120	O120	3750	15	64	62	5.0	856.76	853.36		M.4	
P-140	140	145	2000	15	329	324	0.4	844.25	843.12		M.4	
P-150	150	O150	2000	15	67	66	0.5	847.66	847.30		M.6	
P-170	170	172	2000	21	86	84	1.3	852.00	850.83		M.8	
P-172	172	175	2000	21	210	205	1.3	850.33	847.66		M.8	
P-175	175	O175	2000	21	42	40	0.9	846.81	846.42		M.8	
P-250	250	260	3000	15	22	17	4.0	857.23	856.53		M.6	
P-260	260	O260	3000	15	60	58	5.0	854.53	851.33		M.6	
P-200	200	210	2000	15	263	258	2.3	873.77	867.84		M.6	
P-210	210	220	2000	15	200	194	4.5	865.84	857.10		M.6	
P-220	220	230	2000	15	175	169	4.5	855.60	847.98		M.6	
P-230	230	235	2000	15	190	185	4.5	846.48	838.18		M.6	
P-235	235	298	3000	15	25	19	4.5	836.68	835.81		M.6	
P-270	270	272	2000	15	96	91	3.0	853.87	851.14		M.7	
P-272	272	275	2000	21	151	146	2.1	849.60	846.53		M.7	
P-273	273	272	2000	18	67	65	2.0	851.25	849.89		M.7	
P-275	275	278	2000	21	155	151	2.1	846.23	843.07		M.7	
P-278	278	280	2000	24	79	74	0.8	842.82	842.22		M.7	
P-279	279	278	2000	15	54	50	1.2	843.52	842.92		M.7	
P-280	280	282	2000	24	28	21	0.9	842.12	841.94		M.7	
P-282	282	285	2000	27	28	22	0.7	841.69	841.53		M.7	
P-285	285	288	2000	21	20	15	0.7	841.43	841.33		M.7	
P-288	288	290	2000	27	220	215	0.7	841.23	839.72		M.7	
P-290	290	292	2000	27	150	145	0.7	839.62	838.61		M.7	
P-292	292	295	2000	27	170	165	0.7	838.51	837.36		M.7	
P-295	295	298	2000	27	245	239	1.4	837.26	833.91		M.7	
P-298	298	O298	2000	27	49	46	0.7	833.81	833.45		M.7	
		Bid Total:										
			2000	15	1374							
			2000	18	67							
			2000	21	644							
			2000	24	107							
			2000	27	882							
			3000	15	266							
			3750	15	64							

SURVEY SYMBOLS

- EW Edge of Water
- HDG Hedge Row
- HDG Hedge Row
- INB Storm Sewer Beehive Intake
- BNK Stream Bank
- ENU Edge Unpaved Entrance & Parking
- SNP Unpaved Shoulder
- FCL Chain Link and Security Fence
- FWD Wood Fence
- GDL Guard Rail (Rail and Cable)
- RR Centerline of Railroad Tracks
- RET Retaining Walls
- RIP Rip-Rap
- TEV Evergeen Tree
- TDC Tree Deciduous
- LUM Luminaire
- PPA Power Pole Co. 1
- SIGN SI Sign
- TA TA Tower Anchor
- SWP Swamp or Marsh
- MIS Miscellaneous
- UB UB Utility Box
- MH Utility Access (Manhole)
- IN Storm Sewer Intake
- TV Satelite TV Dish
- GP GP Guard Post (Less Than 4 Posts)
- FHD Fire Hydrants
- Flg FLG Flag Poles
- TSG Traffic Signal

UTILITY LEGEND

E3 / E4	(Overhead) / (Underground)	Alliant Energy Contact: Jason Hogan Phone: 608-458-4871
W / W2 / W3	(48" Dia.) / (24" Dia.)	City of Cedar Rapids Contact: Ken Russell Phone: 319-286-5956 Fax: 319-286-5911
F0		Iowa Communications Network Contact: Larry Klawitter Phone: 515-725-4741
E1 / E2	(Overhead) / (Underground)	Linn County REC Contact: Kim Colberg Phone: 319-377-1587 Fax: 319-298-5164
G		MidAmerican Energy Co. Contact: Greg Wildebour Phone: 319-298-5162
T2 / T3 / F09	(Underground) / (Underground)	Century Link/Qwest Contact: Carroll Wheaton Phone: 515-554-9711
F08		Century Link/LightCore Contact: Robert Sampson Phone: 636-887-5367
E5	(Overhead)	ITC Midwest Contact: Chad Levi Phone: 319-297-6765
F02		Iowa Network Services Contact: Jeff Klocko Phone: 515-240-2644
F06		South Slope Tele. Contact: Mark Ditch Phone: 319-626-2211
E5(B)	(Overhead)	CIPCO Contact: Scott Mohwinkle Phone: 319-734-4311

UNIQUE SYMBOLS FOR THIS PROJECT

- SW-401
- SW-508
- SW-510
- SW-511
- SW-512
- SW-549

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Gray, Dark	(112)	Existing Topographic Features, Utilities, and Labels
Black	(17)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	Design Color No.	
Gray, Light	(48)	Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Gray, Dark	(112)	Existing Ground Line Profile and Existing Utilities Information
Black	(17)	Proposed Pipes and Intakes

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure
- Removal of Existing Pipe or Structure
- Previously Constructed Pipe or Structure
- Direction of Pipe Flow

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Existing Ground
- Proposed Ground
- Previously Constructed Pipe or Structure
- Proposed Pipe or Structure

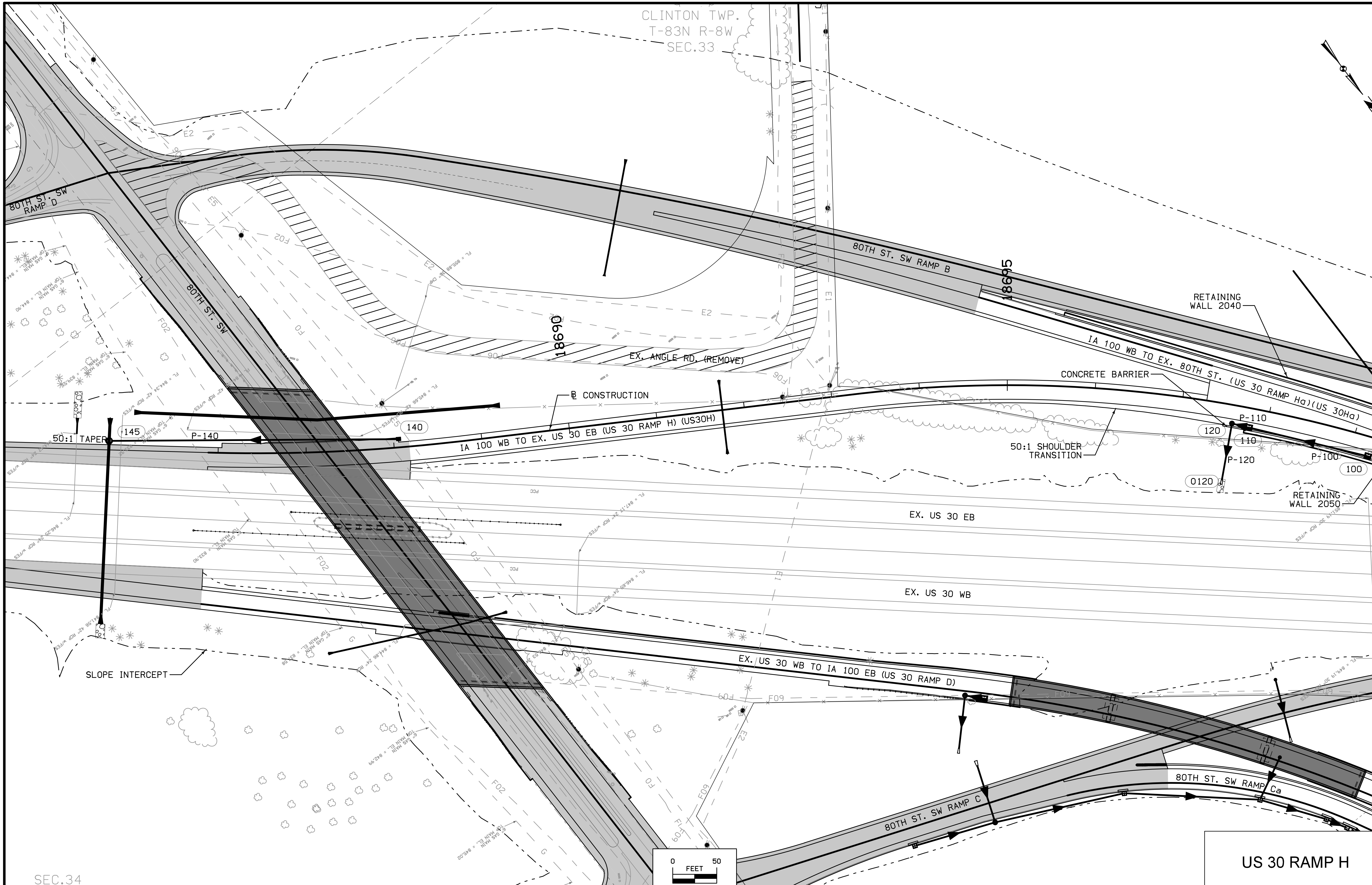
Reference Point
Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Pavement Removal

RIGHT-OF-WAY LEGEND

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

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)



US 30 RAMP H

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER M.3

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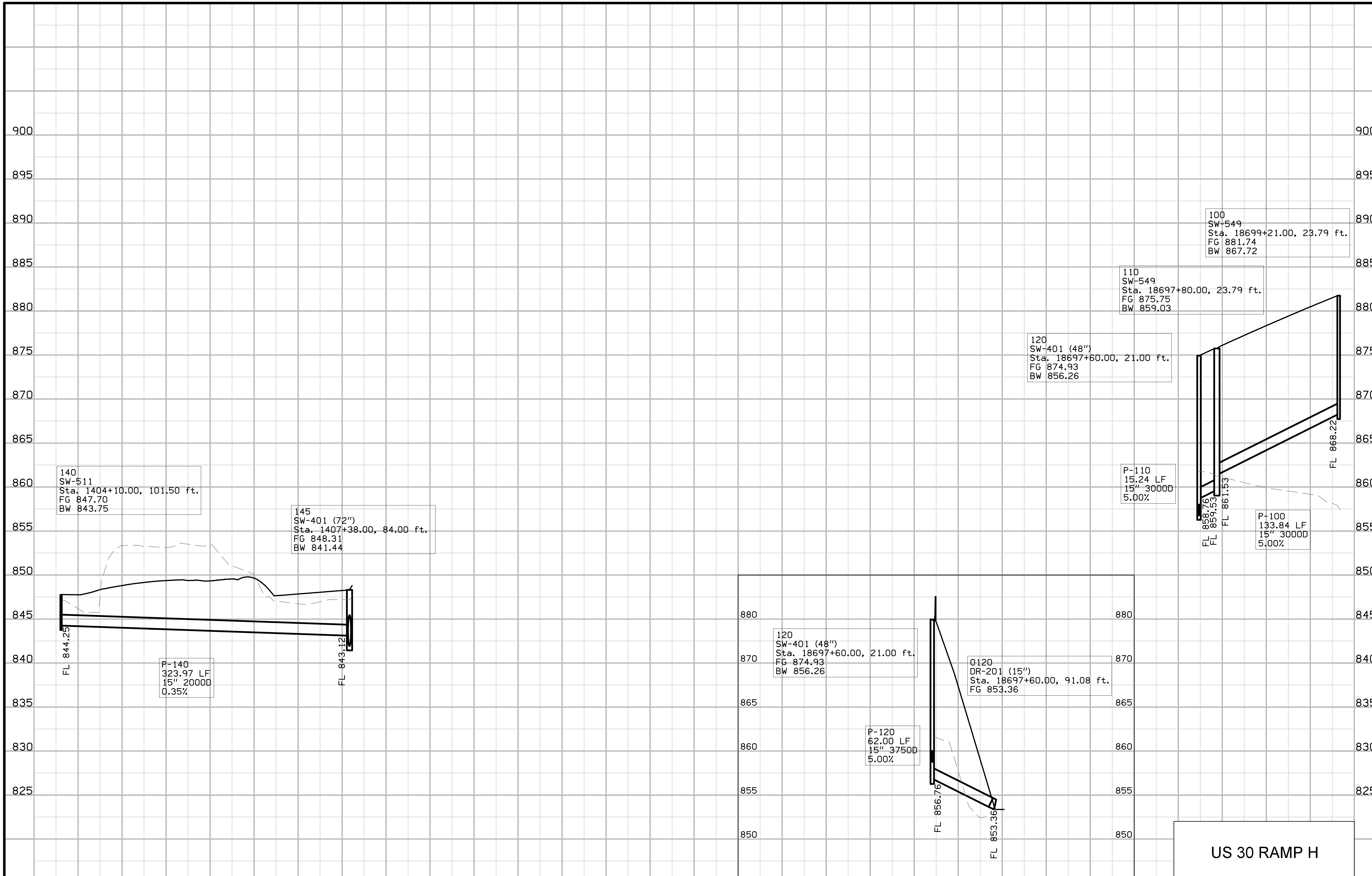

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER M.4

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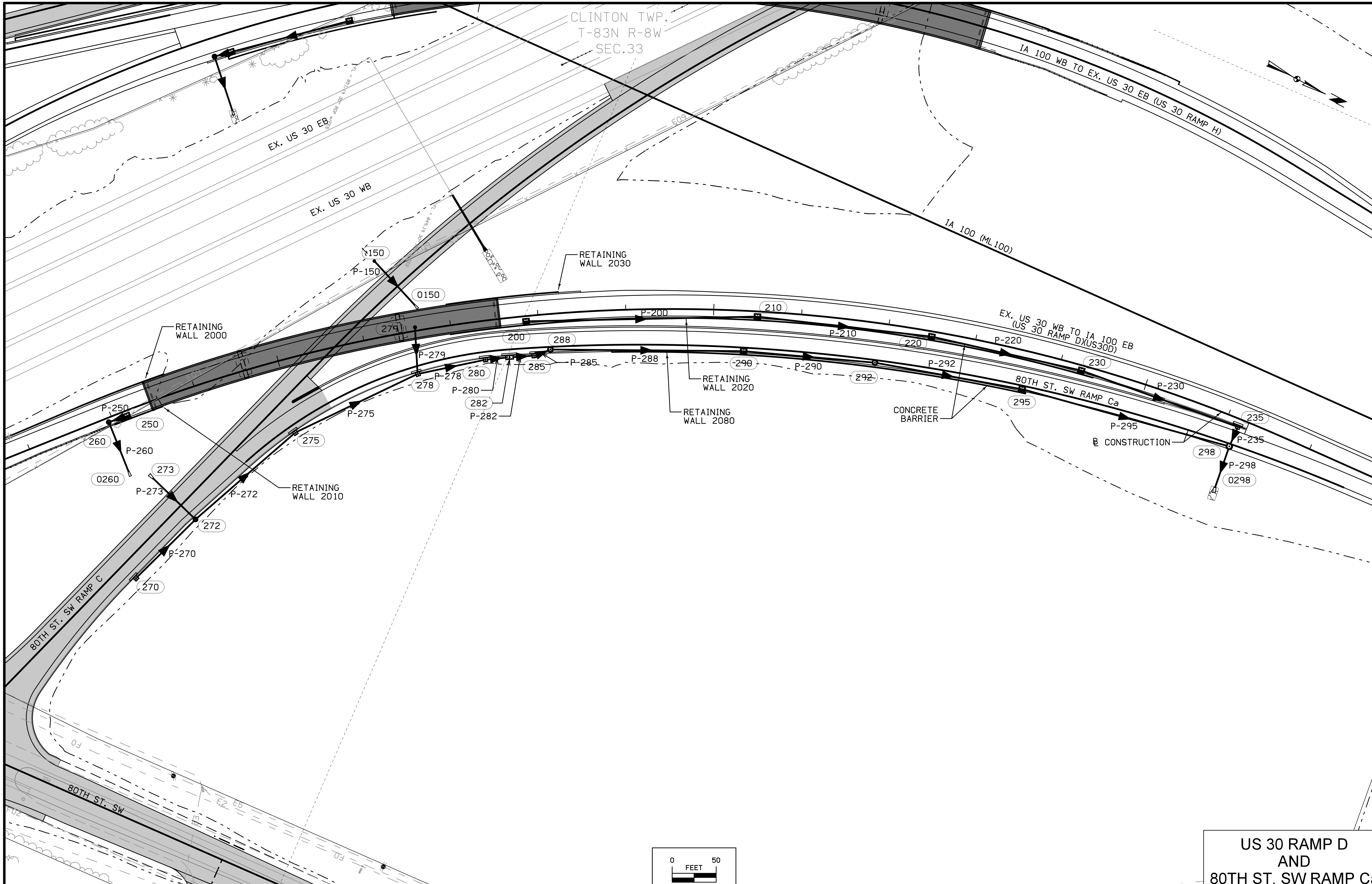

FILE NO. | ENGLISH | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **M.5**

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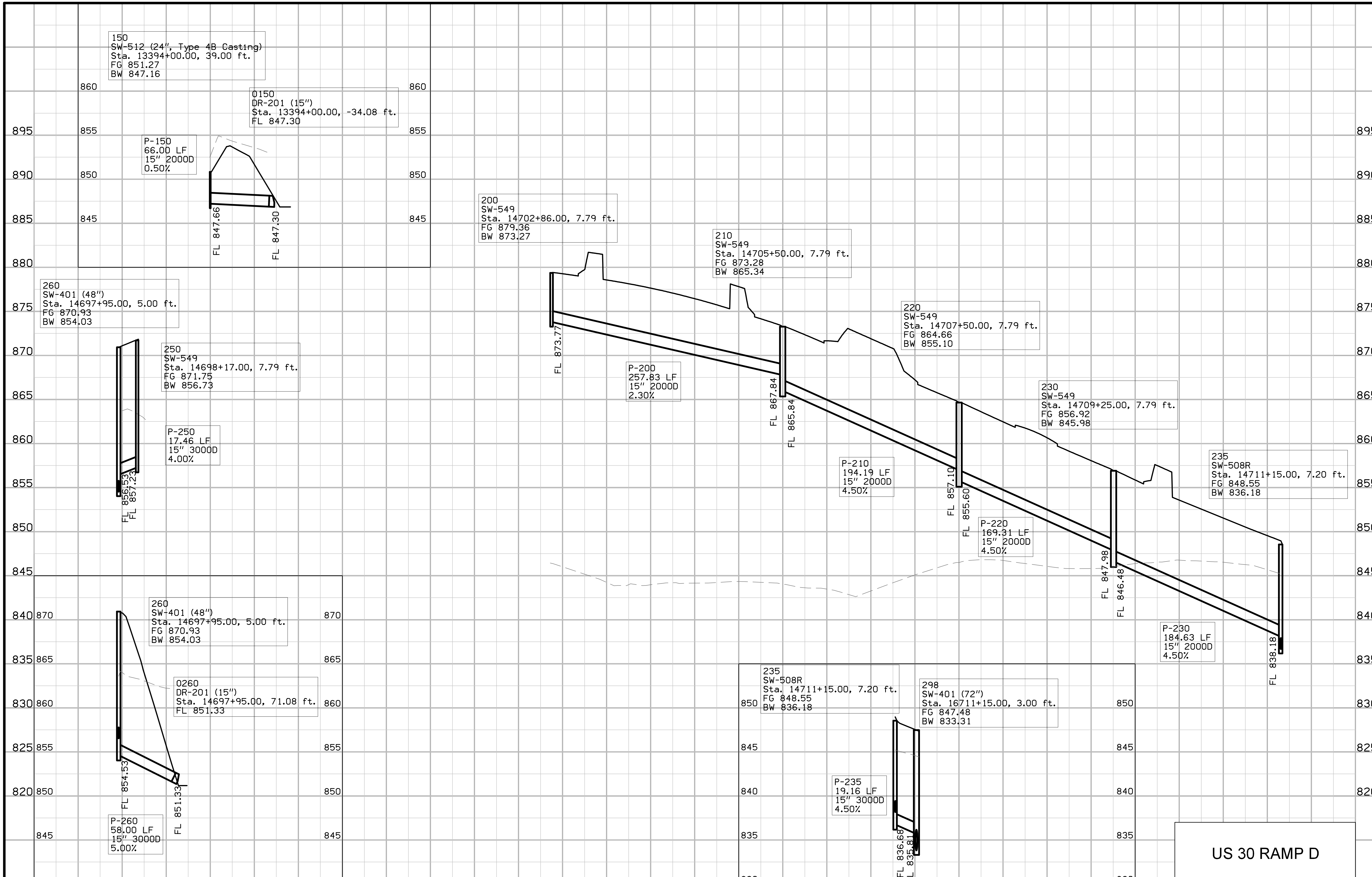

US 30 RAMP D

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER M.6

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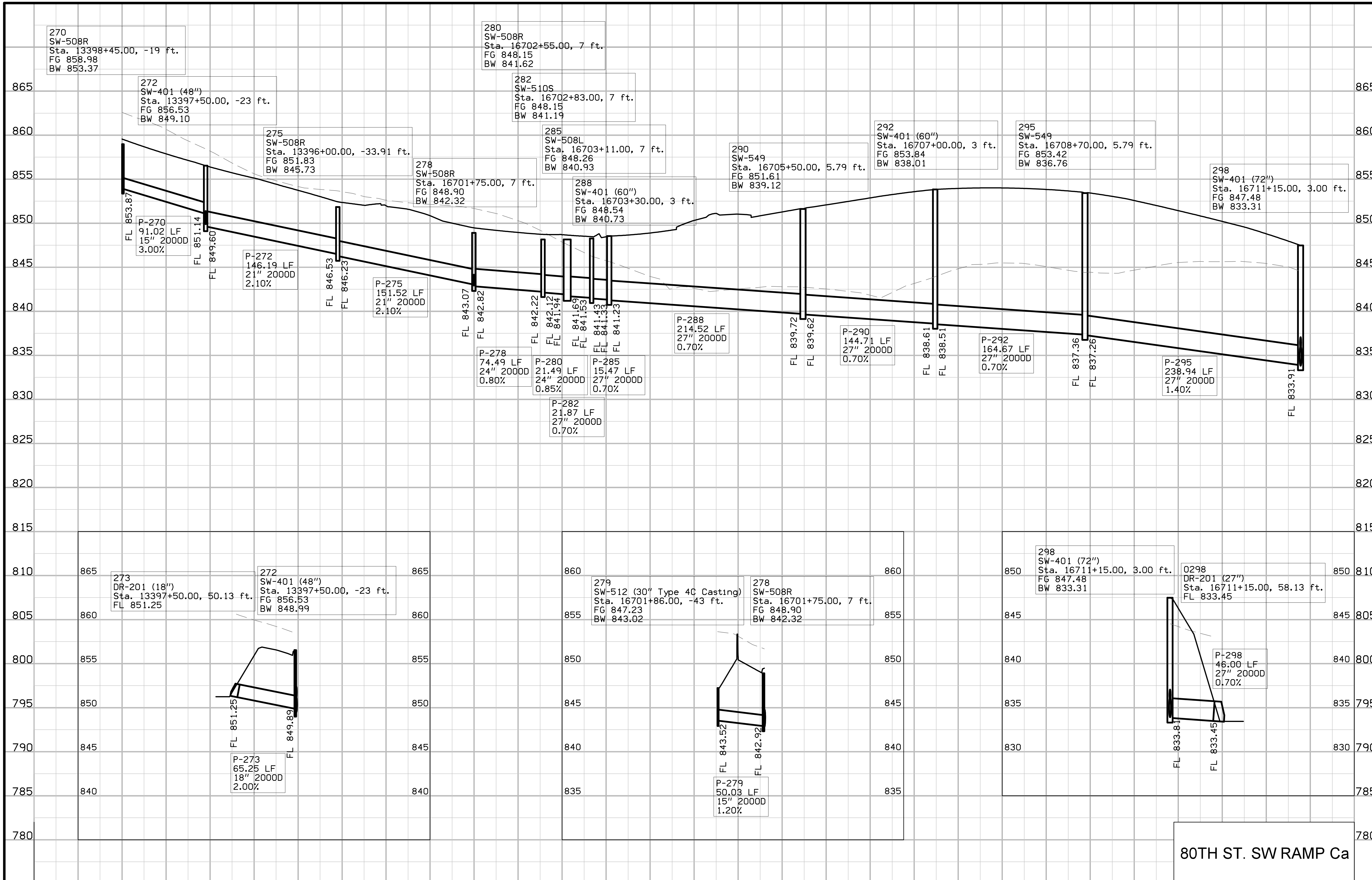

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER M.7

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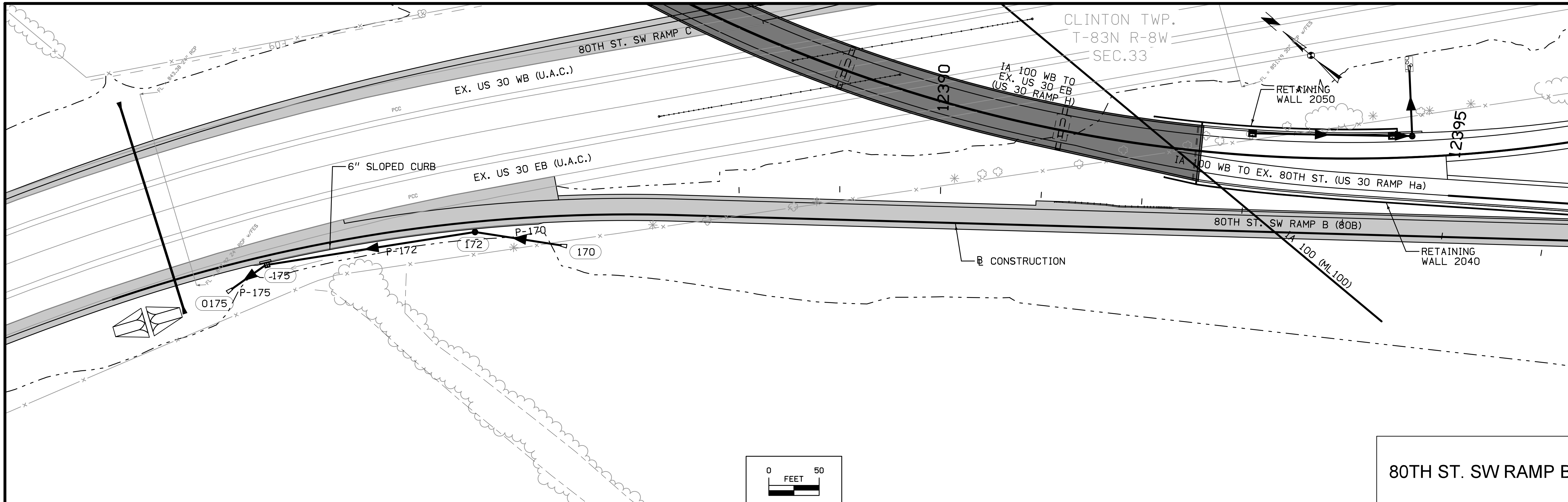
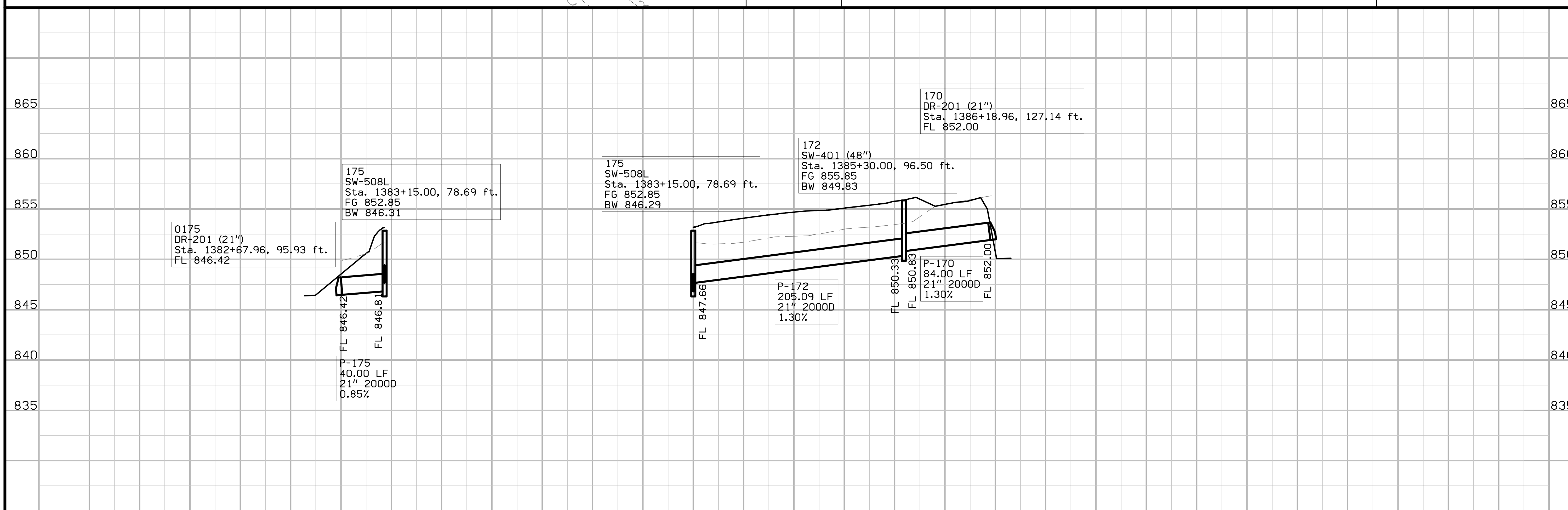


80TH ST. SW RAMP B



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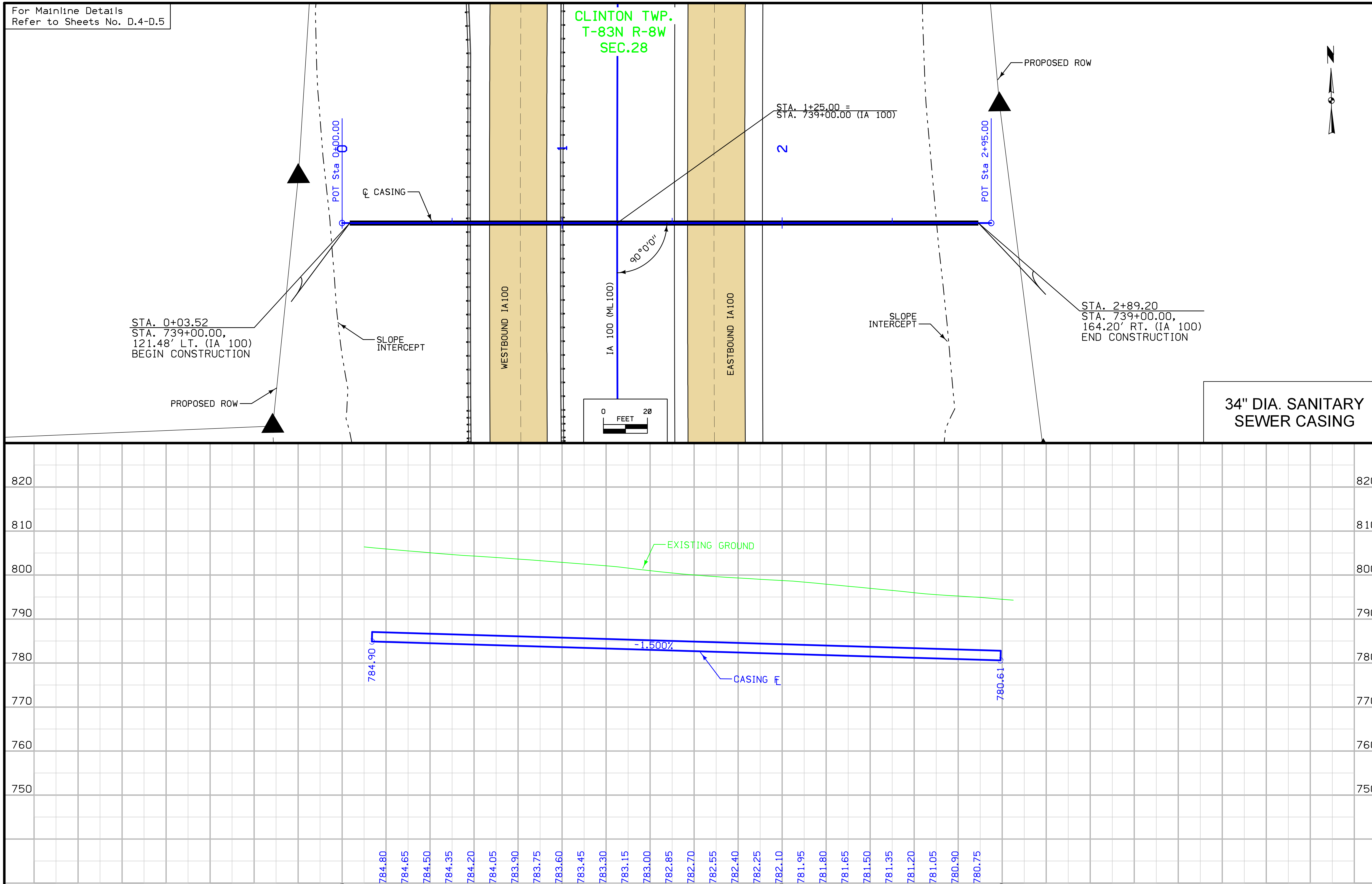

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER O.1

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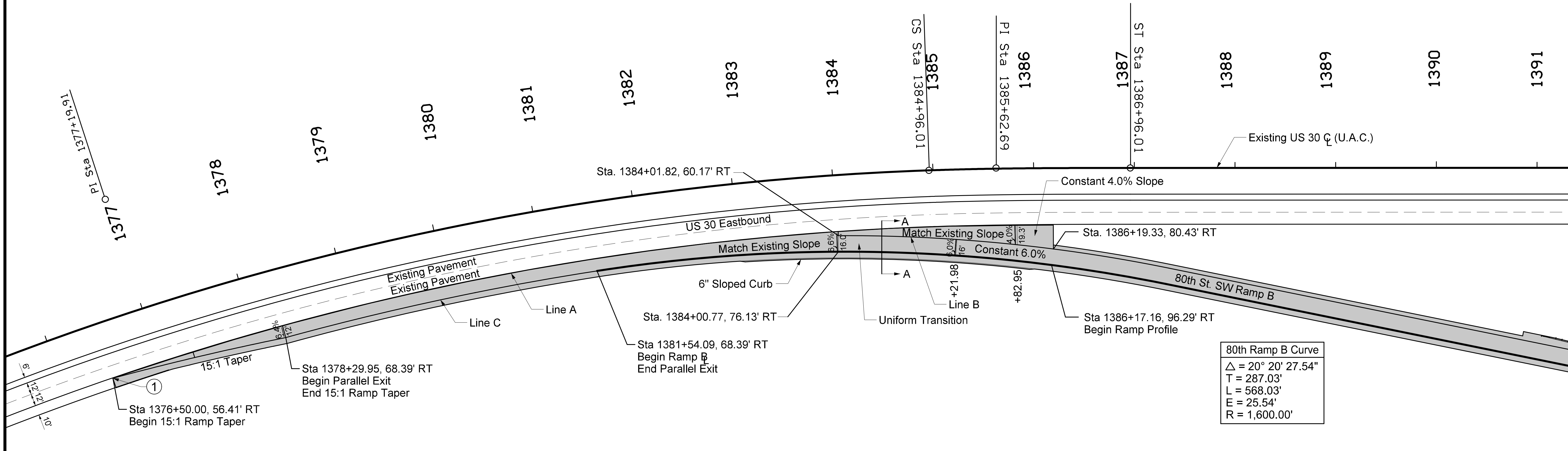
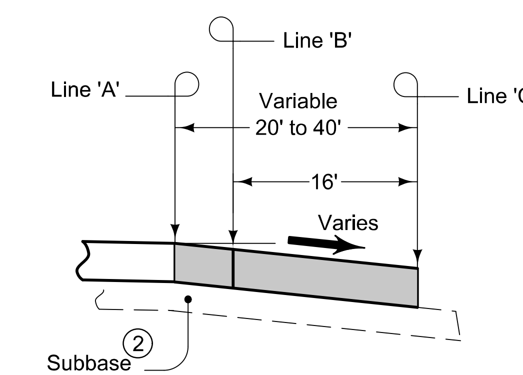


US 30 STATIONING		1376+50	1376+75	1377+00	1377+25	1377+50	1377+75	1378+00	1378+25	1378+29.95	1378+50	1378+75	1379+00	1379+25	1379+50	1379+75	1380+00	1380+25	1380+50	1380+75	1381+00	1381+25	1381+50
From Line 'A' To Line 'C'	OFFSET (Ft.)	0'	1.59'	3.25'	4.98'	6.56'	8.35'	9.92'	11.63'	12.0'	Constant 12.0'												
	SLOPE (%)	-6.5%	-6.5%	-6.5%	-6.5%	-6.3%	-6.2%	-6.3%	-6.4%	-6.4%	-6.4%	-6.2%	-6.1%	-6.2%	-6.4%	-6.4%	-6.2%	-6.1%	-6.2%	-6.3%	6.4%	-6.5%	-6.6%
	ELEVATION	845.04	845.28	845.51	845.75	846.03	846.30	846.54	846.76	846.82	847.08	847.45	847.81	848.14	848.46	848.81	849.20	849.57	849.90	850.22	850.54	850.87	851.18

US 30 STATIONING		1381+54.09	1381+75	1382+00	1382+25	1382+50	1382+75	1383+00	1383+25	1383+50	1383+75	1384+00
From Line 'A' To Line 'C'	OFFSET (Ft.)	12.00'	12.10'	12.44'	12.81'	13.39'	14.20'	14.90'	15.97'	17.05'	18.39'	19.93'
	SLOPE (%)	-6.6%	-7.0%	-7.2%	-7.1%	-6.7%	-6.4%	-6.7%	-7.0%	-6.9%	-6.8%	-6.6%
	ELEVATION	851.23	851.51	851.82	852.20	852.62	852.98	853.21	853.41	853.69	853.98	854.24

US 30 STATIONING		1384+01.82	1384+25	1384+50	1384+75	1385+00	1385+21.98	1385+25	1385+50	1385+75	1385+82.92	1386+00	1386+19.33
From Line 'A' To Line 'B'	OFFSET (FT.)	4.00'	5.45'	7.37'	9.16'	11.24'	13.22'	13.46'	15.73'	18.40'	19.27'	21.31'	23.85'
	SLOPE (%)	-6.6%	-6.6%	-6.9%	-6.7%	-6.5%	-6.0%	-5.8%	-4.8%	-4.1%	-4.0%	-4.0%	-4.0%
	ELEVATION 'B'	855.32	855.53	855.71	855.96	856.21	856.48	856.54	857.00	857.42	857.53	857.71	857.91
From Line 'B' To Line 'C'	OFFSET (FT.)	16.00'	Constant 16.00'										
	SLOPE (%)	-6.6%	-6.6%	-6.9%	-6.7%	-6.5%	-6.0%	Constant -6.0% Slope					
	ELEVATION 'C'	854.26	854.48	854.62	854.90	855.19	855.52	855.61	856.08	856.49	856.57	856.78	856.95



SECTION A-A

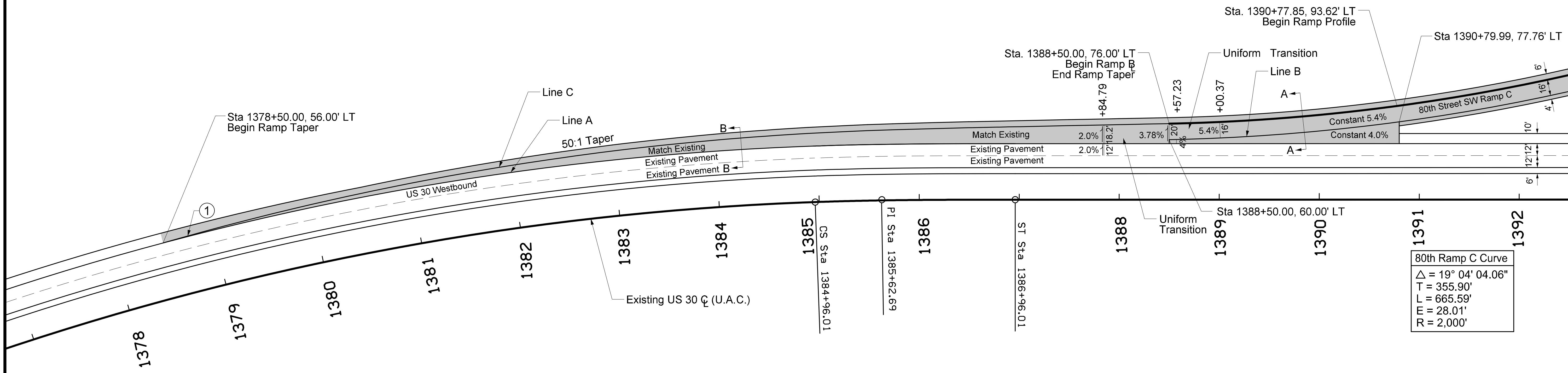
Construct ramp entrance pavement the same thickness as ramp pavement.

① For header construction details at the end of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp exit pavement the same thickness as ramp subbase.

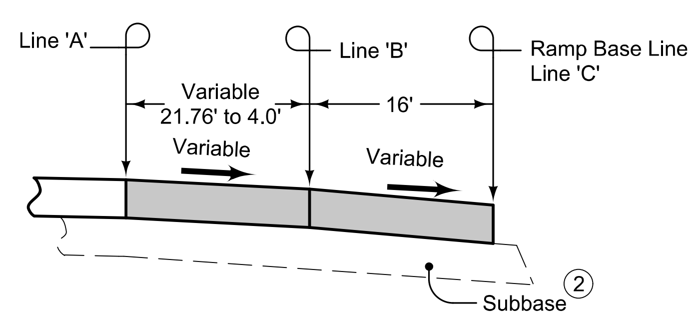
0 FEET 50

Geometric and Staking Detail
US 30 / 80th St.
Interchange
Eastbound Exit Taper
(Ramp B)

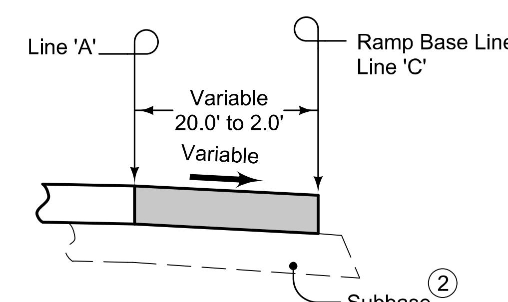


IA 100 STATIONING		1378+50	1379+00	1379+50	1380+00	1380+50	1381+00	1381+50	1382+00	1382+50	1383+00	1383+50	1384+00	1384+50	1385+00	1385+50	1386+00	1386+50	1387+00	1387+50	1387+84.79	1388+00
From Line 'A' To Line 'C'	OFFSET (FT.)	0.00'	0.70'	1.84'	2.78'	3.70'	4.63'	5.64'	6.66'	7.67'	8.65'	9.62'	10.58'	11.49'	12.48'	13.53'	14.42'	15.46'	16.44'	17.42'	18.18'	18.51'
	SLOPE (%)	6.5%	6.26%	6.19%	6.30%	6.02%	5.73%	5.79%	5.41%	5.57%	5.76%	5.85%	5.95%	5.86%	6.19%	4.97%	2.95%	0.94%	-0.48%	-1.38%	-2.0%	-2.42%
	ELEVATION 'B'	850.97	851.70	852.44	853.20	853.94	854.66	855.44	856.14	856.90	857.65	858.40	859.18	859.94	860.55	860.62	860.38	860.04	859.74	859.58	859.54	859.48

IA 100 STATIONING		1388+50	1388+57.23	1388+75	1389+00	1389+00.37	1389+25	1389+50	1389+75	1390+00	1390+25	1390+50	1390+75	1390+79.99
From Line 'A' To Line 'B'	OFFSET (FT.)	3.52'	3.68'	4.18'	5.16'	5.18'	6.45'	7.98'	9.89'	12.11'	14.64'	14.49'	20.65'	21.32'
	SLOPE (%)	-3.78%	-4.0%	Constant -4.0% Slope										
	ELEVATION 'B'	859.78	859.76	859.72	859.61	859.61	859.49	859.32	859.10	858.87	858.60	858.30	858.00	857.94
From Line 'B' To Line 'C'	OFFSET (FT.)	Constant 16.0' Width												
	SLOPE (%)	-3.78%	-4.0%	-4.59%	-5.39%	Constant -5.4% Slope								
	ELEVATION 'C'	859.17	859.12	858.98	858.74	858.74	858.62	858.45	858.23	857.99	857.71	857.41	857.11	857.05



SECTION A-A



SECTION B-B

Construct ramp entrance pavement the same thickness as ramp pavement.

① For header construction details at the end of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp entrance pavement the same thickness as ramp subbase.

0 FEET 50

Geometric and Staking Detail
US 30 / 80th St. Interchange
Westbound Entrance Taper (Ramp C)

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER U.2

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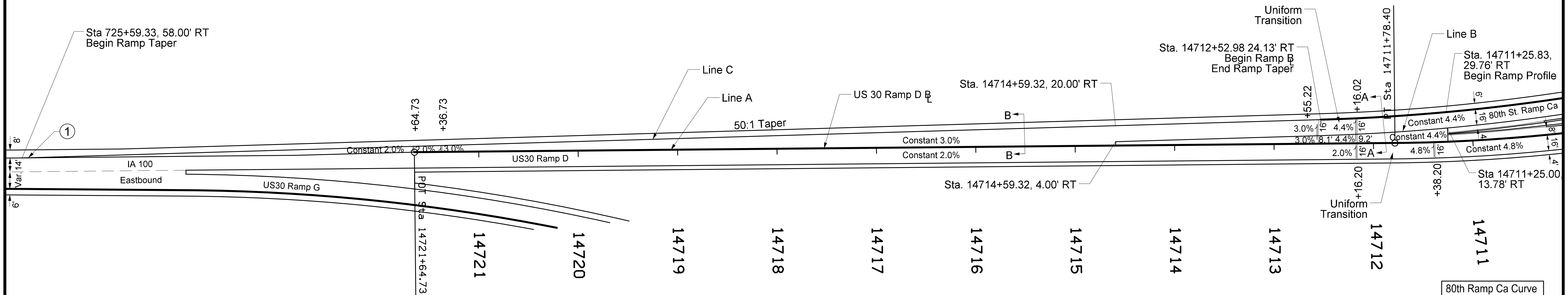
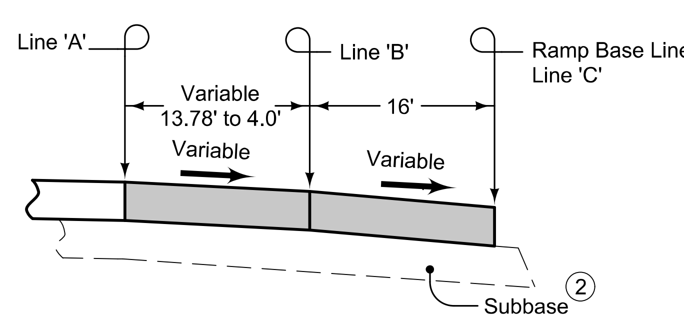


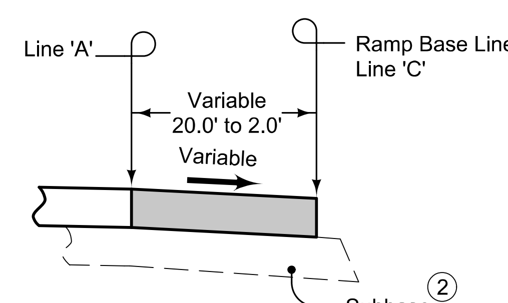
80th Ramp Ca Curve
△ = 27° 06' 16.07"
T = 494.14'
L = 969.78'
E = 58.71'
R = 2,050.00'

IA 100 STATIONING		725+59.33	725+50	725+00	724+50	724+00																				
US30 RAMP G STATIONING							17723+50	17723+00	17722+50	17722+00																
US30 RAMP D STATIONING											14721+64.73	14721+36.73	14721+00	14720+50	14720+00	14719+50	14719+00	14718+50	14718+00	14717+50	14717+00	14716+50	14716+00	14715+50	14715+00	14714+59.32
From Line 'A' To Line 'C'	OFFSET (FT.)	0.00'	0.19'	1.19'	2.19'	3.19'	4.20'	5.20'	5.61'	5.78'	5.89'	6.45'	7.19'	8.19'	9.19'	10.19'	11.19'	12.19'	13.19'	14.19'	15.19'	16.19'	17.19'	18.19'	19.19'	20.00'
	SLOPE (%)	-2.0%	Constant -2.0% Slope								-2.0%	-3.0%	Constant -3.0% Slope													-3.0%
	ELEVATION 'C'	831.22	831.28	831.56	831.80	832.36	832.83	833.11	833.43	833.76	834.00	834.14	834.40	834.75	835.10	835.45	835.80	836.15	836.50	863.85	837.20	837.55	837.90	838.25	838.61	838.97

US30 RAMP D STATIONING		14714+50	14714+25	14714+00	14713+75	14713+50	14713+25	14713+00	14712+75	14712+55.22	14712+50	14712+25	14712+16.02	14712+00	14711+75	14711+50	14711+25
From Line 'A' To Line 'B'	OFFSET (FT.)	4.19'	4.69'	5.19'	5.69'	6.19'	6.69'	7.19'	7.69'	8.08'	8.19'	8.88'	9.20'	9.87'	11.17'	12.52'	13.80'
	SLOPE (%)	-3.0%	Constant -3.0% Slope							-3.0%	-3.19%	-4.08%	-4.4%	Constant -4.4% Slope			-4.4%
	ELEVATION 'B'	839.55	839.87	840.24	840.68	841.17	841.71	842.32	842.98	843.54	843.68	844.37	844.63	845.15	846.00	846.90	847.86
From Line 'B' To Line 'C'	OFFSET (FT.)	16.0'	Constant 16.0' Width														16.0'
	SLOPE (%)	-3.0%	Constant -3.0% Slope							-3.0%	-3.19%	-4.08%	-4.4%	Constant -4.4% Slope			-4.4%
	ELEVATION 'C'	839.07	839.39	839.76	840.20	840.69	841.23	841.84	842.50	843.06	843.17	843.72	843.92	844.45	845.29	846.20	847.16



SECTION A-A



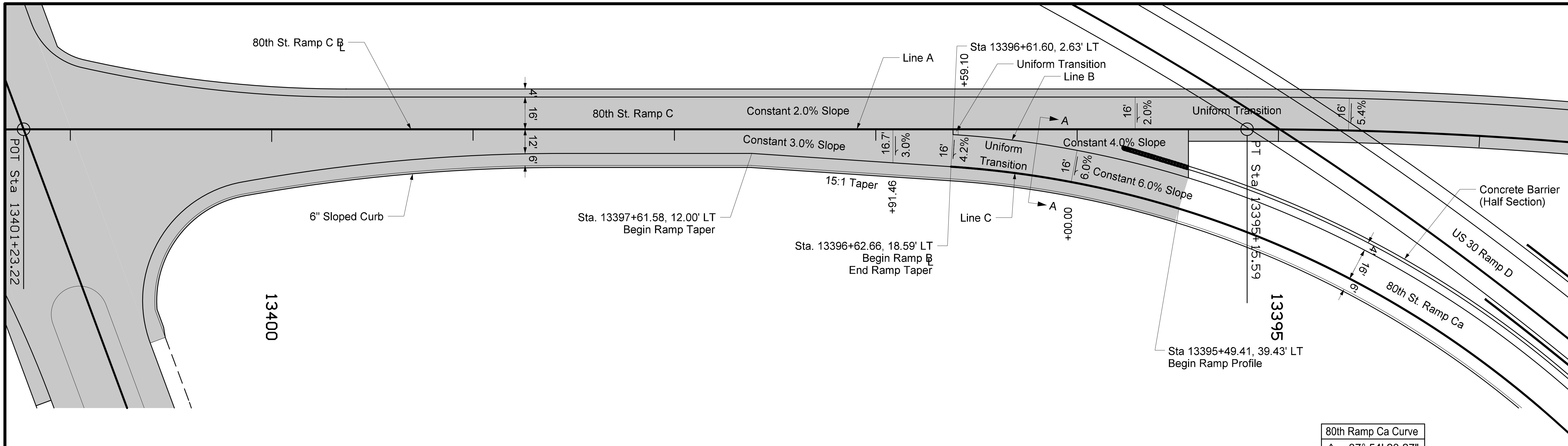
SECTION B-B

Construct ramp entrance pavement the same thickness as ramp pavement.

1. For header construction details at the end of taper, see Typical 7101 or Typical 7102.
2. Construct subbase for ramp entrance pavement the same thickness as ramp subbase.

0 FEET 50

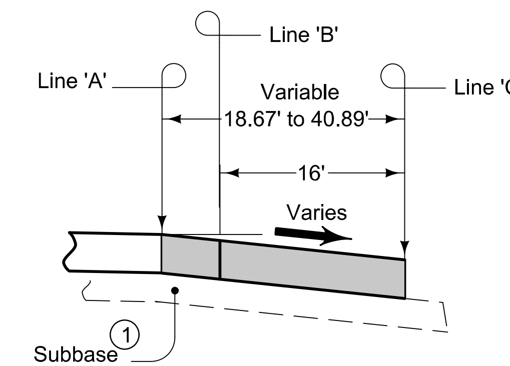
Geometric and Staking Detail
IA100 / 80th St.
Northbound Entrance Taper
(Ramp Ca)



80th Ramp Ca Curve
△ = 37° 54' 23.27"
T = 171.71'
L = 330.80'
E = 28.66'
R = 500.00'

80TH ST. RAMP C STATIONING		13397+61.58	13397+50	13397+00	13396+91.46
From Line 'A' To Line 'C'	OFFSET (Ft.)	12.00'	12.77'	16.11'	16.67'
	SLOPE (%)	-3.0%	Constant -3.0% Slope		-3.0%
	ELEVATION	856.53'	856.18'	854.85'	854.65'

80TH ST. RAMP C STATIONING		13396+61.60	13396+59.10	13396+50	13396+25	13396+00	13395+75	13395+50	13395+49.41
From Line 'A' To Line 'B'	OFFSET (FT.)	2.63'	2.80'	3.53'	6.38'	10.48'	15.86'	22.55'	24.14'
	SLOPE (%)	-4.2%	-4.0%	◄ Constant -4.0% Slope ►					
	ELEVATION 'B'	854.45	854.45	854.22	853.71	853.23	852.75	852.29	852.19
From Line 'B' To Line 'C'	OFFSET (FT.)	16.00'	◄ Constant 16.00' ►						16.00'
	SLOPE (%)	-4.2%	-4.27%	-4.54%	-5.27%	-6.0%	-6.0%	-6.0%	-6.0%
	ELEVATION 'C'	853.78	853.72	853.49	852.87	852.27	851.79	851.33	851.23



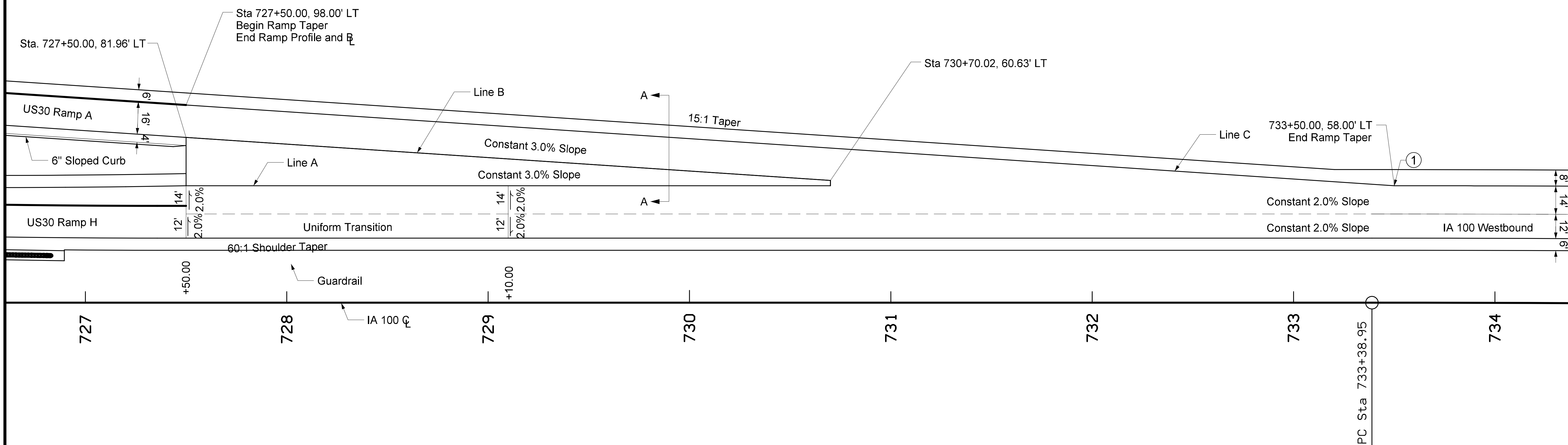
SECTION A-A

Construct ramp exit pavement the same thickness as ramp pavement.

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

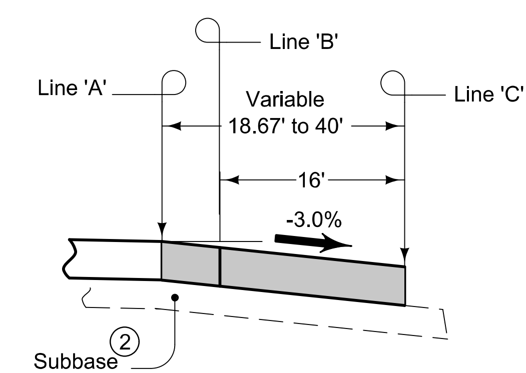
0 FEET 25

Geometric and Staking Detail
IA 100 / 80th Ramp C
Interchange
Northbound Exit Taper
(Ramp Ca)



IA 100 STATIONING		727+50	727+75	728+00	728+25	728+50	728+75	729+00	729+10	729+25	729+50	729+75	730+00	730+25	730+50	730+70.02
From Line 'A' To Line 'B'	OFFSET (FT.)	23.96'	22.30'	20.63'	18.96'	17.30'	15.63'	13.96'	13.30'	12.30'	10.63'	8.96'	7.30'	5.63'	3.96'	2.63'
	SLOPE (%)	-3.00%	←							Constant -3.0% Slope					→	-3.0%
	ELEVATION 'B'	828.42	828.31	828.19	828.08	827.96	827.85	827.73	827.69	827.57	827.38	827.19	827.00	826.81	826.62	826.47
From Line 'A' To Line 'C'	OFFSET (FT.)	40.00'	38.33'	36.67'	35.00'	33.33'	31.67'	30.00'	29.33'	28.33'	26.67'	25.00'	23.33'	21.67'	20.00'	18.67'
	SLOPE (%)	-3.00%	←							Constant -3.0% Slope					→	-3.0%
	ELEVATION 'C'	827.94	827.83	827.71	827.60	827.48	827.37	827.25	827.21	827.09	826.90	826.71	826.52	826.33	826.14	825.99

IA 100 STATIONING		730+75	731+00	731+25	731+50	731+75	732+00	732+25	732+50	732+75	733+00	733+25	733+50
From Line 'A' To Line 'C'	OFFSET (Ft.)	18.33'	16.67'	15.00'	13.33'	11.67'	10.00'	8.33'	6.67'	5.00'	3.33'	1.67'	0
	SLOPE (%)	-3.0%	←				Constant -3.0% Slope					→	-3.0%
	ELEVATION	825.95	825.76	825.57	825.38	825.19	825.00	824.81	824.62	824.43	824.24	824.05	823.86



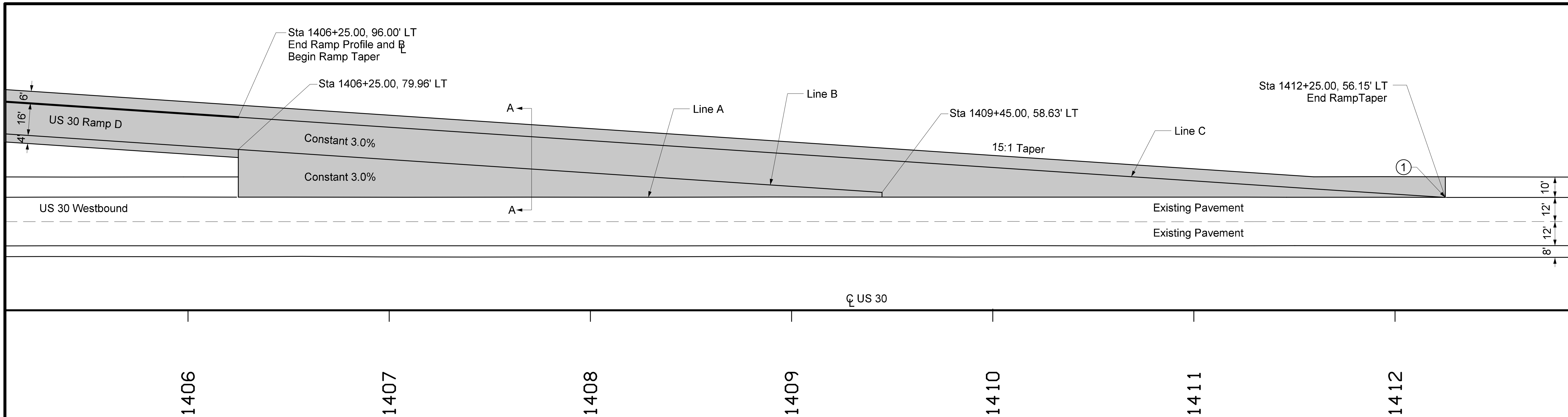
SECTION A-A

Construct ramp exit pavement the same thickness as mainline pavement.

1. For header construction details at the end of taper, see Typical 7101 or Typical 7102.
2. Construct subbase for ramp exit pavement the same thickness as mainline subbase.

0 FEET 25

Geometric and Staking Detail
IA 100 / US 30
Interchange
Westbound Exit Taper
(Ramp A)



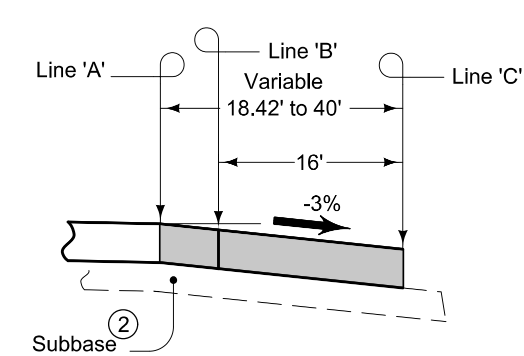
IA 100 STATIONING		1406+25	1406+50	1406+75	1407+00	1407+25	1407+50	1407+75	1408+00	1408+25	1408+50	1408+75	1409+00	1409+25	1409+45
From Line 'A' To Line 'B'	OFFSET (FT.)	23.69'	22.06'	20.40'	18.75'	17.07'	15.37'	13.70'	12.08'	10.46'	8.75'	7.03'	5.35'	3.70'	2.38'
	SLOPE (%)	-3.0%	◄ Constant -3.0% Slope ►												3.0%
	ELEVATION 'B'	848.93	848.99	849.06	849.13	849.21	849.30	849.39	849.46	849.54	849.65	849.77	849.90	850.05	850.17
From Line 'B' To Line 'C'	OFFSET (FT.)	16.00'	◄ Constant 16.00' Width ►												16.00'
	SLOPE (%)	-3.0%	◄ Constant -3.0% Slope ►												-3.0%
	ELEVATION 'C'	848.45	848.51	848.58	848.65	848.73	848.82	848.91	848.98	849.06	849.17	849.29	849.42	849.57	849.69

US 30 STATIONING		1409+50	1409+75	1410+00	1410+25	1410+50	1410+75	1411+00	1411+25	1411+50	1411+75	1412+00	1412+25
From Line 'A' To Line 'C'	OFFSET (Ft.)	18.09'	16.43'	14.76'	13.08'	11.39'	9.72'	8.05'	6.39'	4.81'	3.18'	1.58'	0'
	SLOPE (%)	◄ Constant -3.0% ►											
	ELEVATION	849.72	849.88	850.03	850.23	850.43'	850.61	850.76	850.90	851.05	851.27	851.49	851.69

Construct ramp entrance pavement the same thickness as ramp pavement.

1. For header construction details at the end of taper, see Typical 7101 or Typical 7102.
2. Construct subbase for ramp entrance pavement the same thickness as ramp subbase.

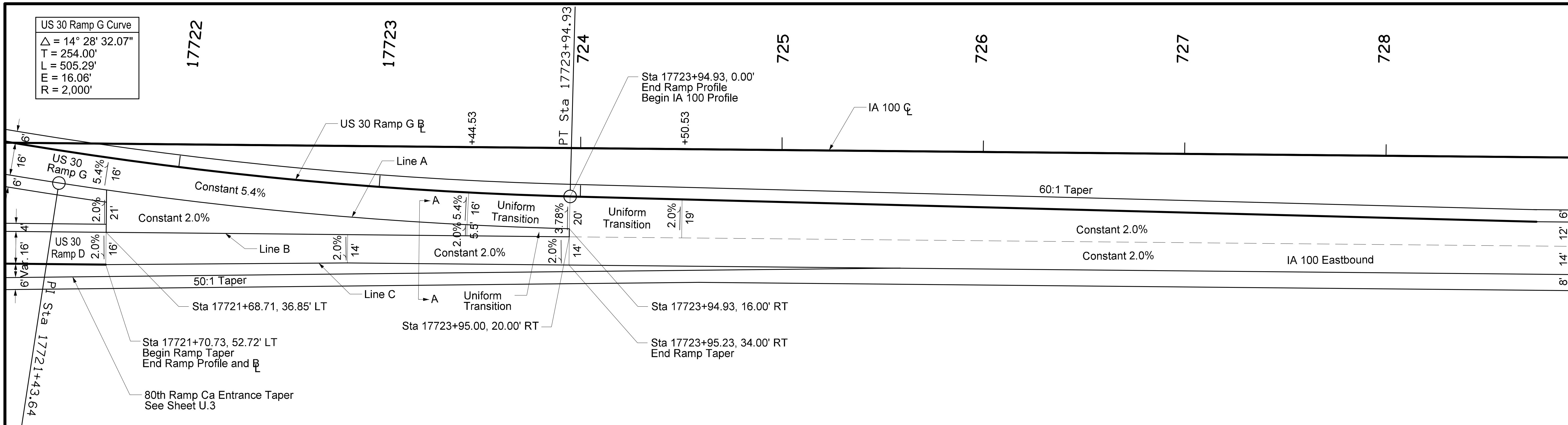
0 FEET 25



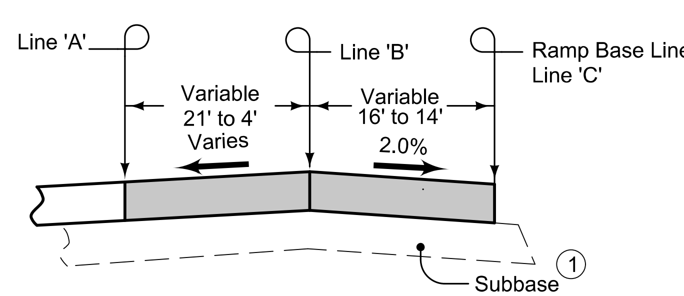
SECTION A-A

N

Geometric and Staking Detail
IA 100 / US 30
Interchange
Westbound Exit Taper
(Ramp D)



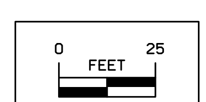
US30 RAMP G STATIONING		17721+66.01	17721+75	17722+00	17722+25	17722+50	17722+75	17723+00	17723+25	17723+44.53	17723+50	17723+75	17723+94.93
From Line 'A' To Line 'B'	OFFSET (FT.)	21.03'	19.86'	16.84'	14.13'	11.73'	9.64'	7.87'	6.41'	5.49'	5.27'	4.44'	4.00'
	SLOPE (%)	2.0%	← Constant 2.0% Slope →							2.0%	2.20%	3.06%	3.78%
	ELEVATION 'B'	834.44	834.37	834.19	834.01	833.84	833.67	833.51	833.35	833.24	833.19	832.95	832.77
From Line 'B' To Line 'C'	OFFSET (FT.)	16.00'	15.85'	15.43'	15.02'	14.60'	14.18'	← Constant 14.0' Width →					
	SLOPE (%)	-2.0%	← Constant -2.0% Slope →										
	ELEVATION 'C'	834.12	834.06	833.88	833.71	833.54	833.38	833.23	833.07	832.96	832.91	832.67	832.49



SECTION A-A

Construct ramp entrance pavement the same thickness as mainline pavement.

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



Geometric and Staking Detail
IA 100 / US 30
Interchange
Eastbound Entrance Taper
(Ramp D)

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER U.7

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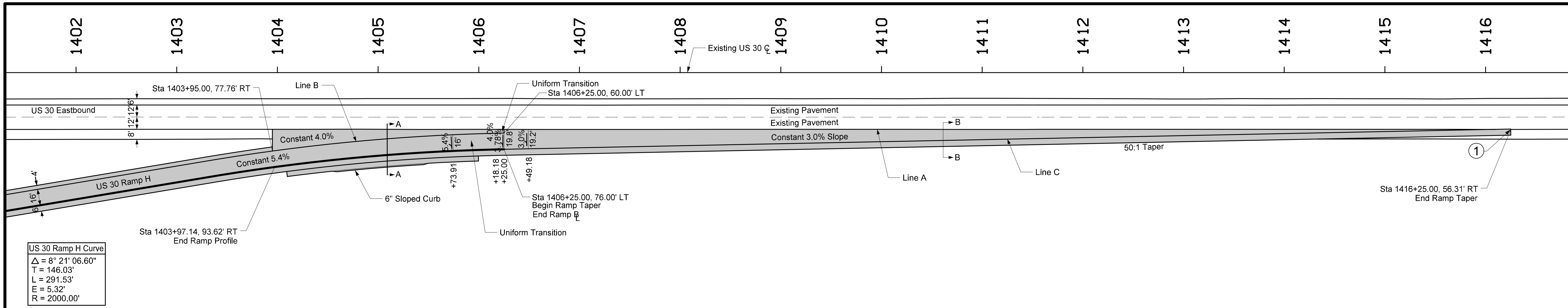


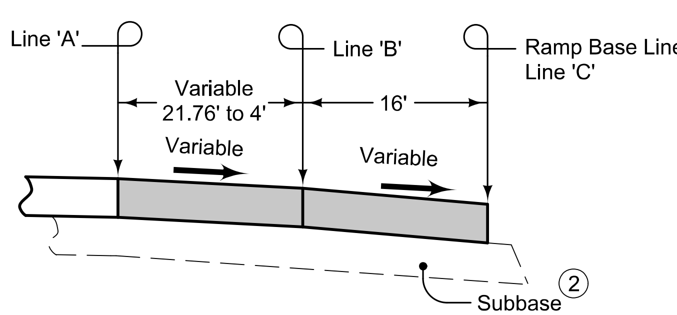
US 30 STATIONING		1403+95	1404+00	1404+25	1404+50	1404+75	1405+00	1405+25	1405+50	1405+73.91	1405+75	1406+00	1406+18.18	1406+25
From Line 'A' To Line 'B'	OFFSET (FT.)	21.54'	20.88'	17.76'	14.94'	12.43'	10.17'	8.20'	6.59'	5.40'	5.36'	4.44'	3.91'	3.75'
	SLOPE (%)	Constant -4.0%											-4.0%	-3.78%
	ELEVATION 'B'	849.13	848.14	849.20	849.26	849.31	849.36	849.39	849.42	849.43	849.44	849.44	849.47	849.49
From Line 'B' To Line 'C'	OFFSET (FT.)	Constant 16.0' Width												
	SLOPE (%)	Constant -5.4%								-5.4%	-5.37%	-4.57%	-4.0%	-3.78%
	ELEVATION 'C'	848.26	848.28	848.33	848.40	848.45	848.49	848.53	848.55	848.57	848.58	848.71	848.83	848.88

US 30 STATIONING		1406+49.18	1406+75	1407+25	1407+75	1408+25	1408+75	1409+25	1409+75	1410+25	1410+75	1411+25	1411+75	1412+25	1412+75	1413+25	1413+75	1414+25	1414+75	1415+25	1415+75	1416+25
FROM LINE 'A' TO LINE 'C'	OFFSET (Ft.)	19.24'	18.70'	17.67'	16.64'	15.74'	14.74'	13.74'	12.76'	11.75'	10.66'	9.69'	8.77'	7.81'	6.82'	5.79'	4.75'	3.82'	2.92'	1.95'	0.96'	0.0'
	SLOPE (%)	3.0%	Constant -3.0 % Slope																			
	ELEVATION	849.06	849.11	849.23	849.34	849.43	849.58	849.78	850.02	850.27	850.54	850.83	851.13	851.45	851.78	852.13	852.42	852.71	853.03	853.33	853.61	853.90

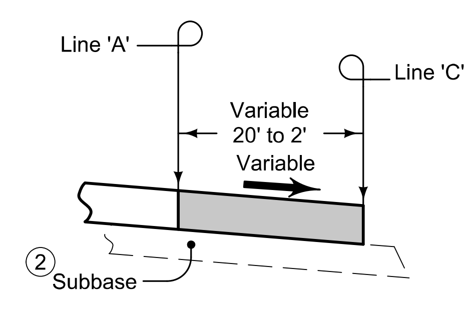
Construct ramp entrance pavement the same thickness as ramp pavement.

① For header construction details at the end of taper, see Typical 7101.

② Construct subbase for ramp entrance pavement the same thickness as ramp subbase.



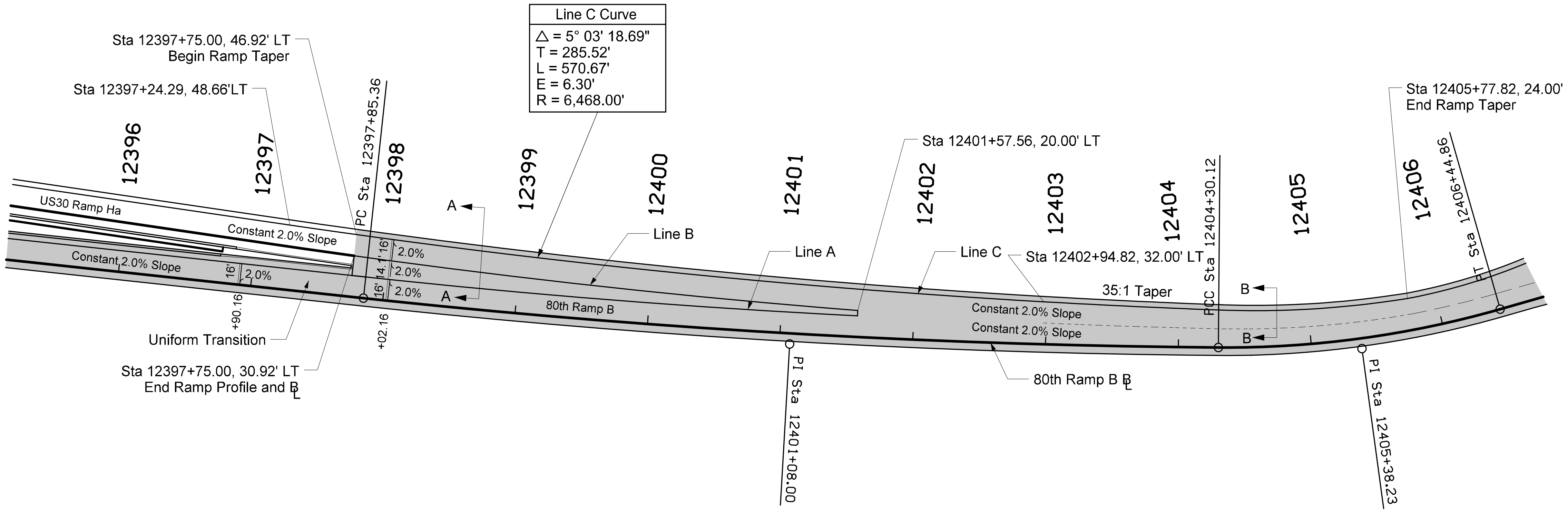
SECTION A-A



SECTION B-B

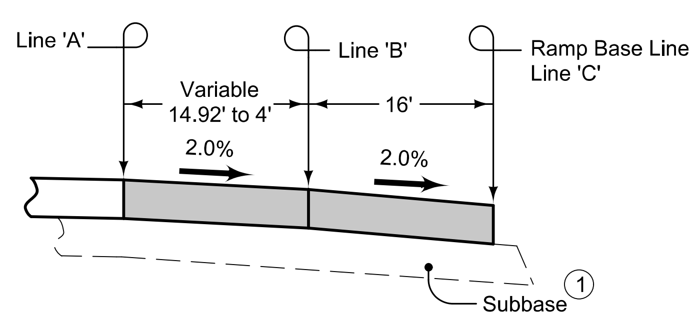
0 FEET 50

Geometric and Staking Detail
IA 100 / US 30
Interchange
Eastbound Entrance Taper
(Ramp H)

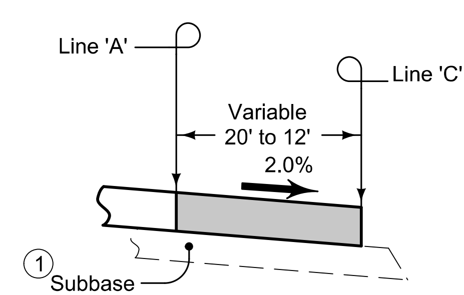


80TH RAMP B STATIONING		12397+75	12398+00	12398+02.16	12398+25	12398+50	12398+75	12399+00	12399+25	12399+50	12399+75	12400+00	12400+25	12400+50	12400+75	12401+00	12401+25	12401+50	12401+57.56
From Line 'A' To Line 'B'	OFFSET (FT.)	14.92'	14.20'	14.13'	13.48'	12.77'	12.06'	11.35'	10.64'	9.92'	9.21'	8.50'	7.78'	7.07'	6.36'	5.64'	4.93'	4.22'	4.00'
	SLOPE (%)	-1.03%	-1.92%	-2.00%	Constant -2.0% Slope														-2.0%
	ELEVATION 'B'	865.54	864.83	864.77	864.26	863.73	863.25	862.82	862.45	862.13	861.87	861.66	861.51	861.41	861.36	861.37	861.44	861.55	861.60
From Line 'B' To Line 'C'	OFFSET (FT.)	16.0'	Constant 16.0' Width																16.00'
	SLOPE (%)	-2.00%	Constant -2.0% Slope																-2.0%
	ELEVATION 'C'	865.22	864.51	864.45	863.94	863.41	862.93	862.50	862.13	861.81	861.55	861.34	861.19	861.09	861.04	861.05	861.12	861.23	861.28

80TH RAMP B STATIONING		12402+00	12402+50	12402+97.82	12403+00	12403+50	12404+00	12404+50	12405+00	12405+50	12405+77.82
From Line 'A' To Line 'C'	OFFSET (Ft.)	18.79'	17.37'	16.00'	15.97'	15.25'	14.54'	13.83'	13.11'	12.40'	12.00'
	SLOPE (%)	-2.0%	Constant -2.0% Slope								-2.0%
	ELEVATION	861.63	862.25	863.04	863.08	864.10	865.15	866.20	867.24	868.29	868.88



SECTION A-A



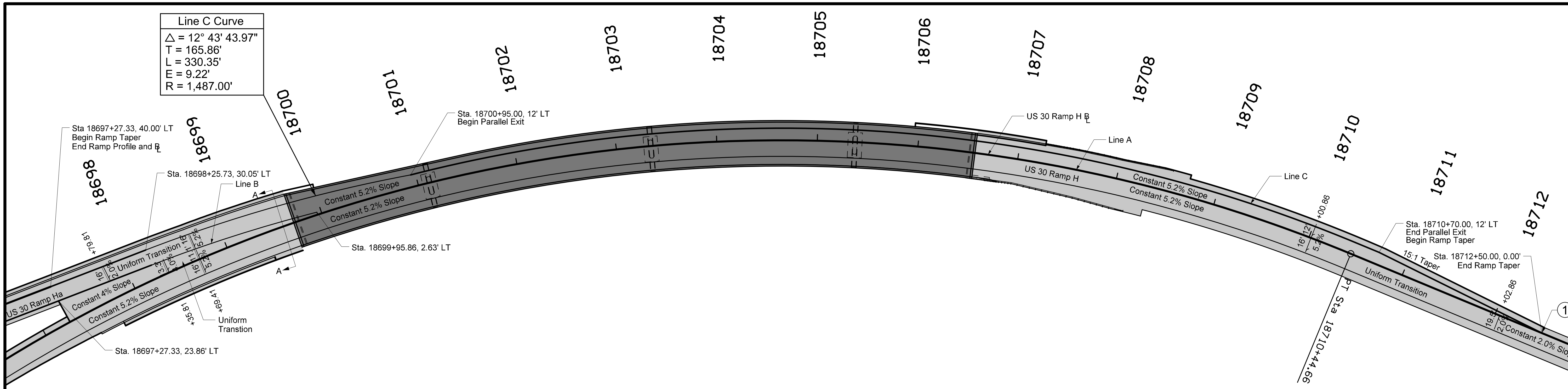
SECTION B-B

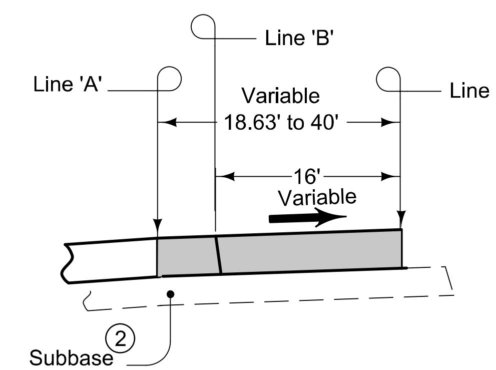
Construct ramp entrance pavement the same thickness as ramp pavement.

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

0 FEET 50

Geometric and Staking Detail
IA100 / 80th St.
Interchange
Eastbound Entrance Taper
(Ramp Ha)





SECTION A-A

IA 100 STATIONING		18697+27.33	18697+50	18697+75	18697+79.81	18698+00	18698+25	18698+35.81	18698+50	18698+69.42	18698+75	18699+00	18699+25	18699+50	18699+75	18699+95.86
From Line 'A' To Line 'B'	OFFSET (FT.)	23.86'	21.10'	18.32'	17.77'	15.99'	14.10'	13.38'	12.43'	11.14'	10.77'	9.06'	7.39'	5.71'	4.03'	2.63'
	SLOPE (%)	4.00%	← Constant 4.0% Slope →					4.00%	4.51%	5.2%	← Constant 5.2% Slope →					5.2%
	ELEVATION 'B'	875.37	876.38	877.48	877.69	878.67	879.62	879.62	880.71	881.54	881.75	882.65	883.52	884.33	885.10	885.71
From Line 'B' To Line 'C'	OFFSET (FT.)	← Constant 16.00' Width →														16.00'
	SLOPE (%)	2.00%	2.00%	2.0%	2.00%	2.72%	3.61%	4.00%	4.51%	5.2%	← Constant 5.2% Slope →					5.2%
	ELEVATION 'C'	875.71	876.70	877.80	878.01	879.00	880.20	880.71	881.43	881.37	882.58	883.49	884.35	885.16	885.93	886.54

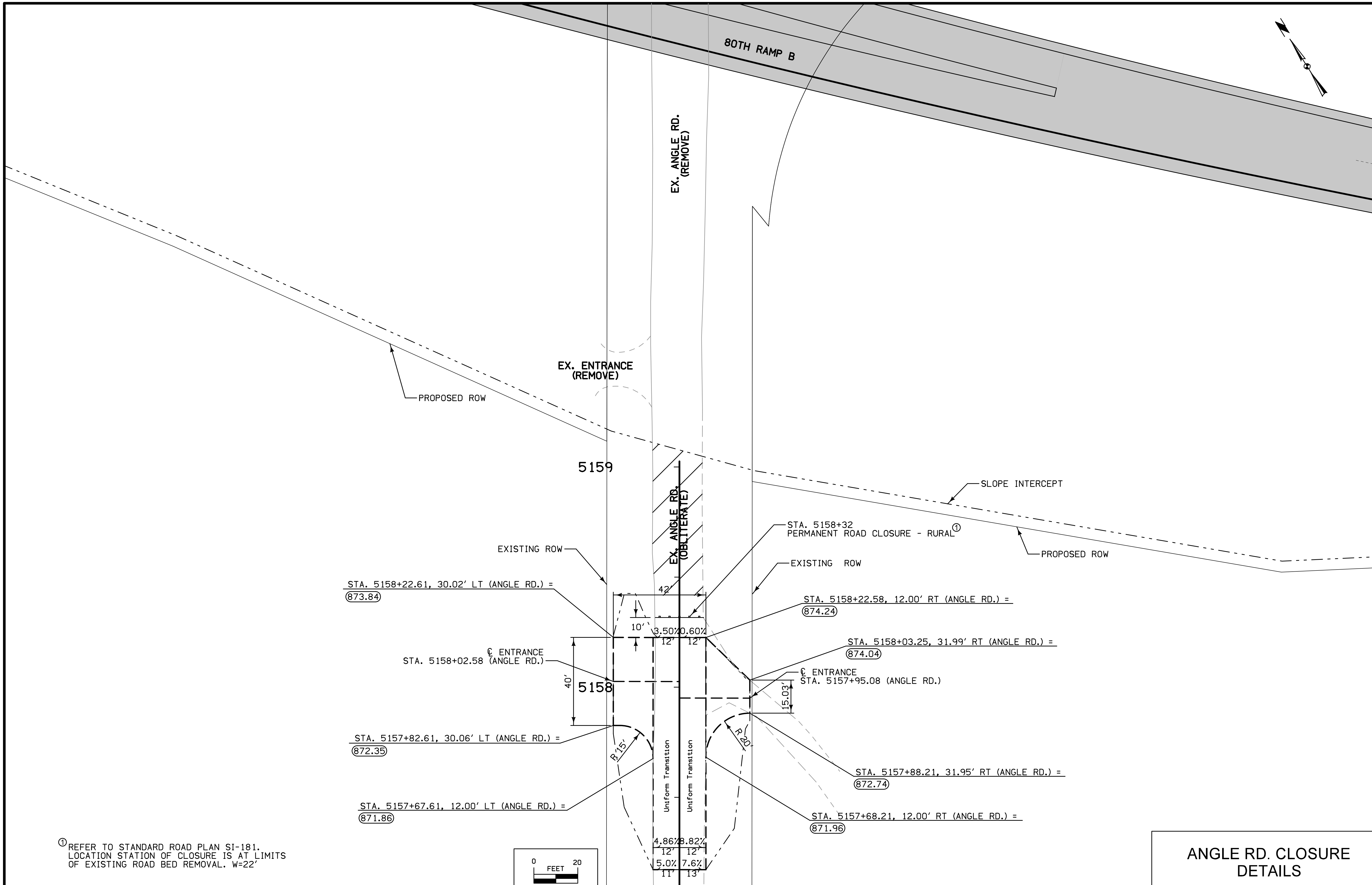
IA 100 STATIONING		18700+00	18700+95.00	18701+00	18702+00	18703+00	18704+00	18705+00	18706+00	18707+00	18708+00	18709+00	18710+00	18710+00.86	18710+70	18710+75	18711+00	18711+25	18711+50	18711+75	18712+00	18712+25	18712+50
From Line 'A' To Line 'C'	OFFSET (Ft.)	18.39'	12.00'	← Constant 12.00' Width →											12.00'	11.67'	10.00'	8.33'	6.67'	5.00'	2.00'	1.67'	0.00'
	SLOPE (%)	5.2%	← Constant -5.2% Slope →											5.20%	2.74%	2.56%	1.67%	0.78%	-0.12%	-1.01%	-1.90%	-2.0%	-2.0%
	ELEVATION	886.66	888.99	889.11	891.16	892.47	893.05	892.89	891.99	890.36	888.04	885.57	883.09	883.09	881.06	880.91	880.16	879.44	878.75	878.08	877.45	876.87	876.28

Construct ramp entrance pavement the same thickness as ramp pavement.

1. For header construction details at the end of taper, see Typical 7101 or Typical 7102.
2. Construct subbase for ramp entrance pavement the same thickness as ramp subbase.

0 FEET 50

Geometric and Staking Detail
IA 100 / 80th St.
Interchange
Westbound Exit Taper
(Ramp Ha)



① REFER TO STANDARD ROAD PLAN SI-181.
LOCATION STATION OF CLOSURE IS AT LIMITS
OF EXISTING ROAD BED REMOVAL. W=22'

ANGLE RD. CLOSURE DETAILS

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER U.11

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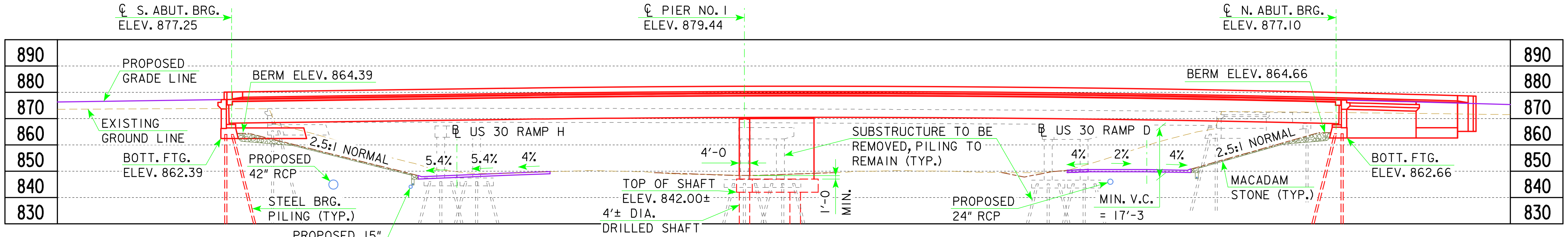
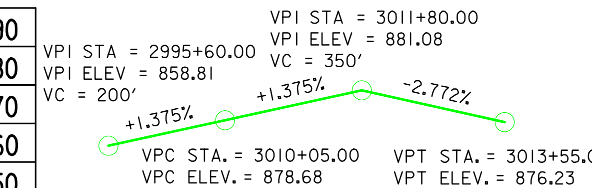
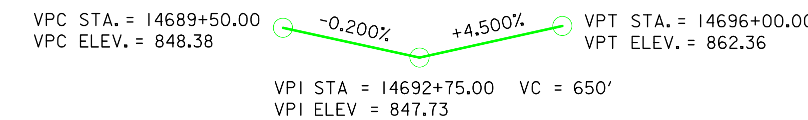
BENCH MARK NO.: #500, FD. IDOT PLUG IN WINGWALL, S. END OF FAIRFAX ROAD BRIDGE OVER HIGHWAY 30 ELEV. 876.25, N.3452333, E.5390473



LONGITUDINAL SECTION ALONG ℄ 80TH STREET S.W.



80TH ST. PROPOSED PROFILE GRADE



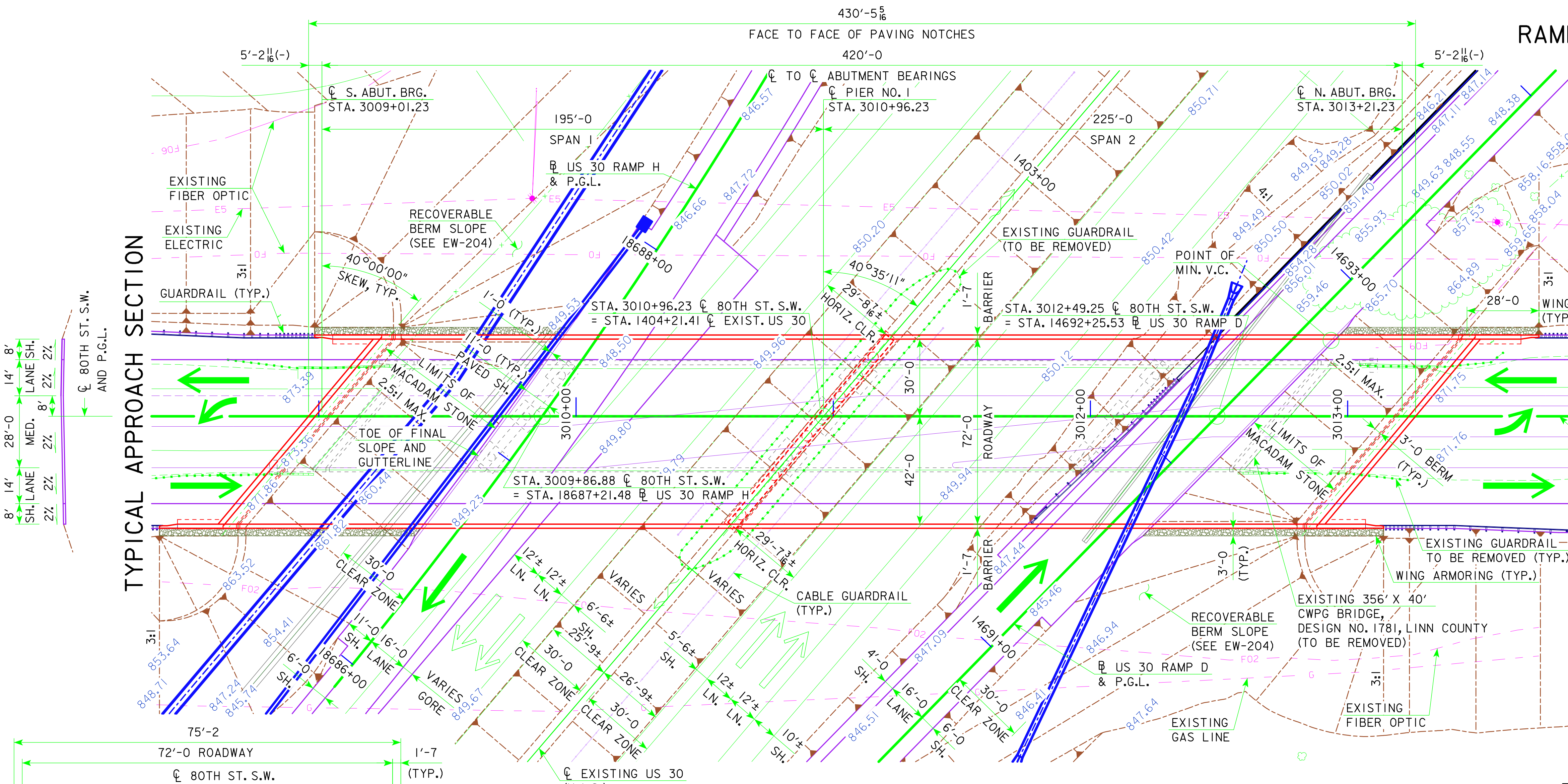
RAMP D PROPOSED PROFILE GRADE

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 3012+93.54, OFFSET 29.5' LT.
OVERHEAD ELEVATION = 877.71
DEPTH OF SUPERSTRUCTURE = 9'-0
UNDERPASS STATION = 14692+77.59, OFFSET 11.0' RT.
UNDERPASS ELEVATION = 851.61
REQUIRED MIN. VERT. CLEARANCE = 16'-6
PROVIDED MIN. VERT. CLEARANCE = 17'-3

NOTES:

ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 AESTHETIC BRIDGE RAILING PROPOSED.
RECOVERABLE BERM SLOPE USING ROADWAY STANDARD EW-204 2-SPAN GRADING.
TOP OF BRIDGE DECK CROWN IS 0.13' ABOVE THE PROFILE GRADE.
PIER TYPE - AESTHETIC WALL PIER DESIGNED FOR VEHICULAR COLLISION FORCE.
BEAM TYPE - WELDED STEEL PLATE I-GIRDERS.
ABUTMENT TYPE - AESTHETIC STUB ABUTMENT.
SEE SHEET V.2 FOR OVERALL SITE PLAN OF 80TH ST. S.W. BRIDGE OVER US 30.

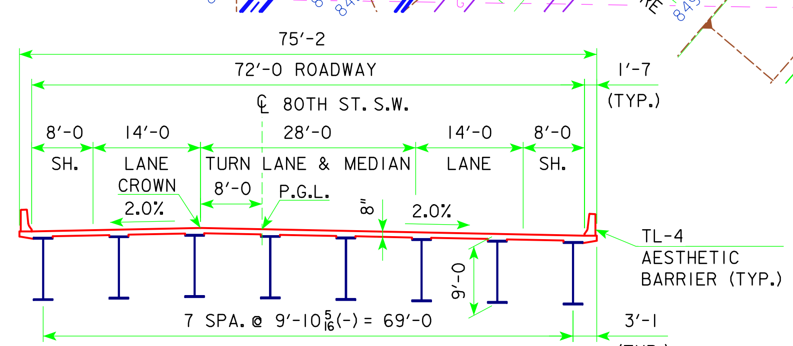


NOTES TO DESIGNER:

ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
DRILLED SHAFT FOUNDATION RECOMMENDED AT PIER TO MINIMIZE CONFLICT WITH EXISTING PILING.
NON-STANDARD WING LENGTHS REQUIRED AT ABUTMENTS DUE TO SUPERSTRUCTURE DEPTH.
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.

UTILITIES LEGEND:

E5 - ELECTRIC - ITC MIDWEST
FO - FIBER OPTIC - IOWA COMMUNICATIONS NETWORK
F02 - FIBER OPTIC - IOWA NETWORK SERVICES
F06 - FIBER OPTIC - SOUTH SLOPE TELE.
F09 - FIBER OPTIC - IOWADOT
G - GAS - MIDAMERICAN ENERGY



PROPOSED BRIDGE CROSS SECTION

0 ENGLISH 50
SCALE IN FEET

SITUATION PLAN

Preliminary
Subject to Change

This Sheet
For Information Only

LOCATION

80TH ST. S.W. OVER US 30
T-83N R-8W
SECTION 33 & 34
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 605686
BRIDGE MAINT. NO. 5746.90030
LATITUDE 41.957980°
LONGITUDE -91.774731°

TRAFFIC ESTIMATE

2005 AADT	1400	V.P.D.
2040 AADT	7770	V.P.D.
2040 DHV	685	V.P.H.
TRUCKS	10	%
TOTAL DESIGN ESALs	TBD	

PRELIMINARY

DESIGN FOR 40° SKEW (L.A.)

420'-0 X 72'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

195'-0 & 225'-0 SPANS

SITUATION PLAN

STATION 3011+11.23 JUNE 2015

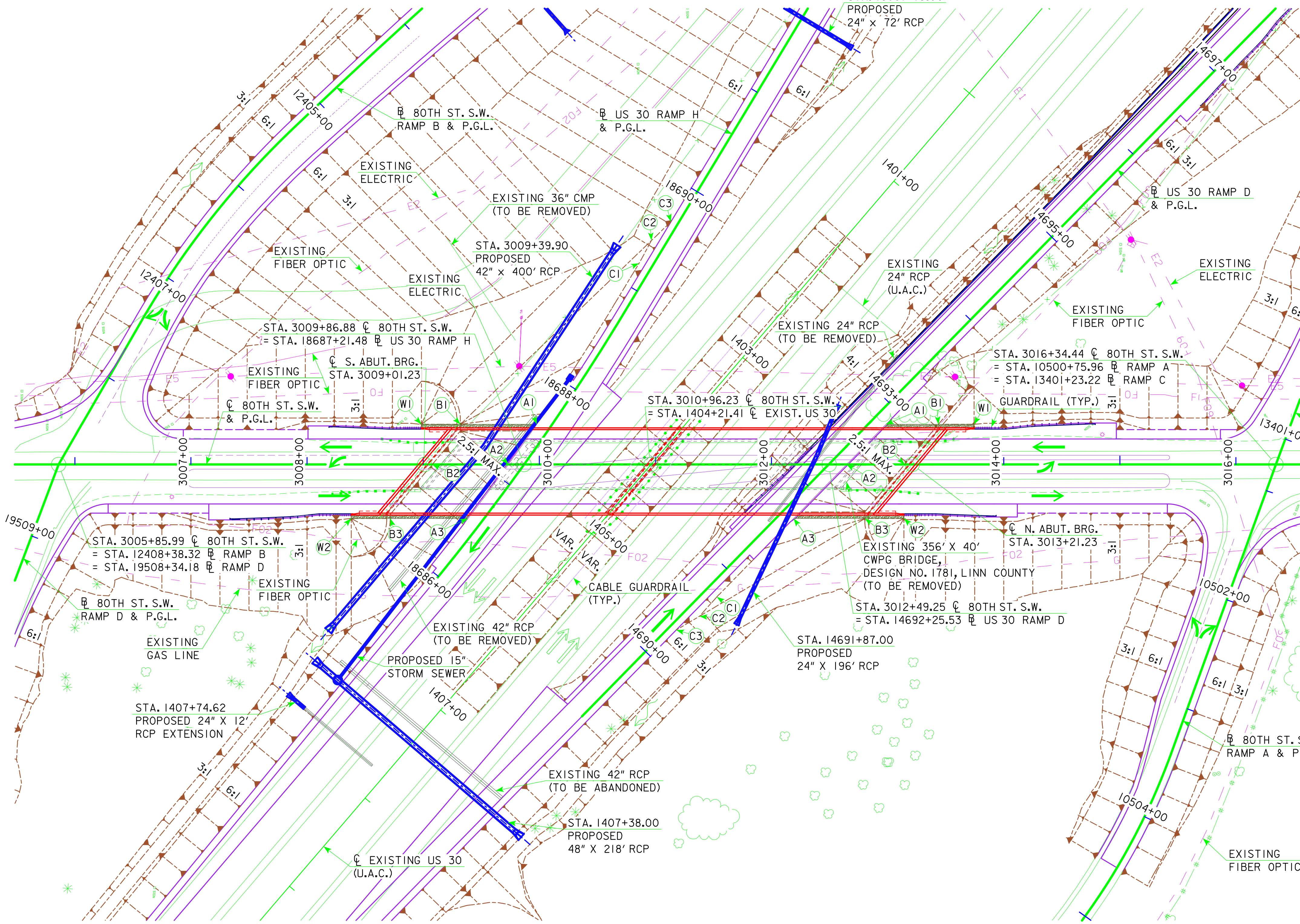
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 29912 DESIGN NO. 0315

DESIGN TEAM: CH2M HILL CWM/JLK/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(41)--3H-57 | SHEET NUMBER V.1

BENCH MARK NO.: #500, FD. IDOT PLUG IN WINGWALL, S. END OF FAIRFAX ROAD BRIDGE OVER HIGHWAY 30
ELEV. 876.25, N.3452333, E.5390473



END OF BRIDGE WING TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
W1	3008+98.41	34.58' LT.	876.78	3013+74.41	34.58' LT.	875.26
W2	3008+37.99	46.58' RT.	875.39	3013+13.99	46.58' RT.	876.28

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A1	3009+97.77	34.58' LT.	847.82	3012+98.52	34.58' LT.	851.32
A2	3009+73.32	0.00	847.90	3012+64.65	0.00	850.34
A3	3009+38.60	46.58' RT.	847.97	3012+19.03	46.58' RT.	849.27
B1	3009+32.02	34.58' LT.	864.39	3013+43.73	34.58' LT.	864.66
B2	3009+07.76	0.00	864.39	3013+14.71	0.00	864.66
B3	3008+71.60	46.58' RT.	864.39	3012+80.38	46.58' RT.	864.66

UTILITIES LEGEND:

E2 - ELECTRIC - LINN COUNTY REC
E5 - ELECTRIC - ITC MIDWEST
FO - FIBER OPTIC - IOWA COMMUNICATIONS NETWORK
F02 - FIBER OPTIC - IOWA NETWORK SERVICES
F06 - FIBER OPTIC - SOUTH SLOPE TELE.
F09 - FIBER OPTIC - IOWADOT
G - GAS - MIDAMERICAN ENERGY

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
RECOVERABLE BERM SLOPE USING ROADWAY STANDARD EW-204 2-SPAN GRADING.
SEE SHEET V.1 FOR DETAILED PLAN OF 80TH STREET BRIDGE OVER US 30.

LOCATION

80TH ST. S.W. OVER US 30
T-83N R-8W
SECTION 33 & 34
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 605686
BRIDGE MAINT. NO. 5746.90030
LATITUDE 41.957980°
LONGITUDE -91.774731°

RECOVERABLE BERM LOCATION TABLE

	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
C1	18689+21.26	11.00' LT.	847.94	14690+76.57	11.00' RT.	848.27
C2	18689+43.67	12.00' LT.	848.02	14690+54.18	12.00' RT.	848.09
C3	18689+66.06	6.00' LT.	848.42	14690+31.79	6.00' RT.	848.22
B1/B3	18687+17.49	64.73' LT.	864.39	14692+14.03	54.83' RT.	864.66

SITE PLAN

0 ENGLISH 100
SCALE IN FEET

N

Preliminary
Subject to Change

This Sheet
For Information Only

PRELIMINARY

DESIGN FOR 40° SKEW (L.A.)

420'-0 X 72'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

195'-0 & 225'-0 SPANS

SITUATION PLAN - SITE

STATION 3011+11.23 JUNE 2015

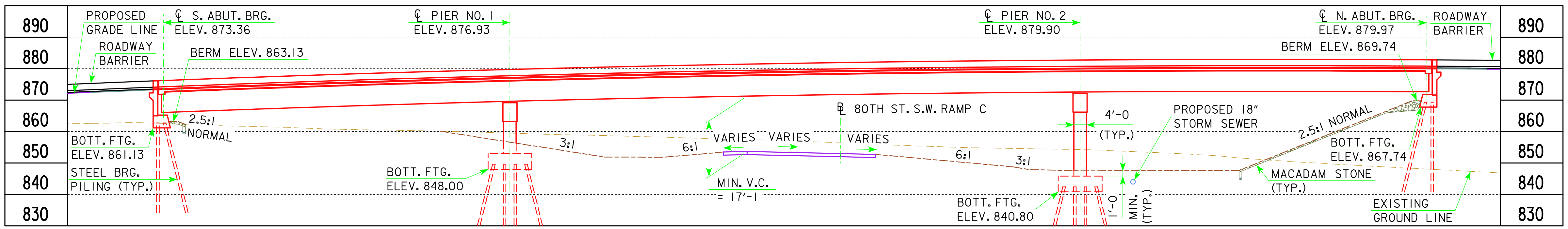
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 29912 DESIGN NO. 0315

DESIGN TEAM: CH2M HILL CWM/JLK/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(41)--3H-57 | SHEET NUMBER V.2

BENCH MARK NO.: #501, FD. RR SPIKE EAST SIDE P. POLE, FIRST P. POLE SOUTH OF WIENEKE CIRCLE, WEST SIDE OF ROAD, ELEV. 848.17, N.3453289, E.5390414



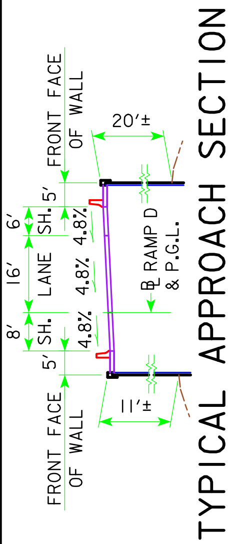
LONGITUDINAL SECTION ALONG ℄ US 30 RAMP D

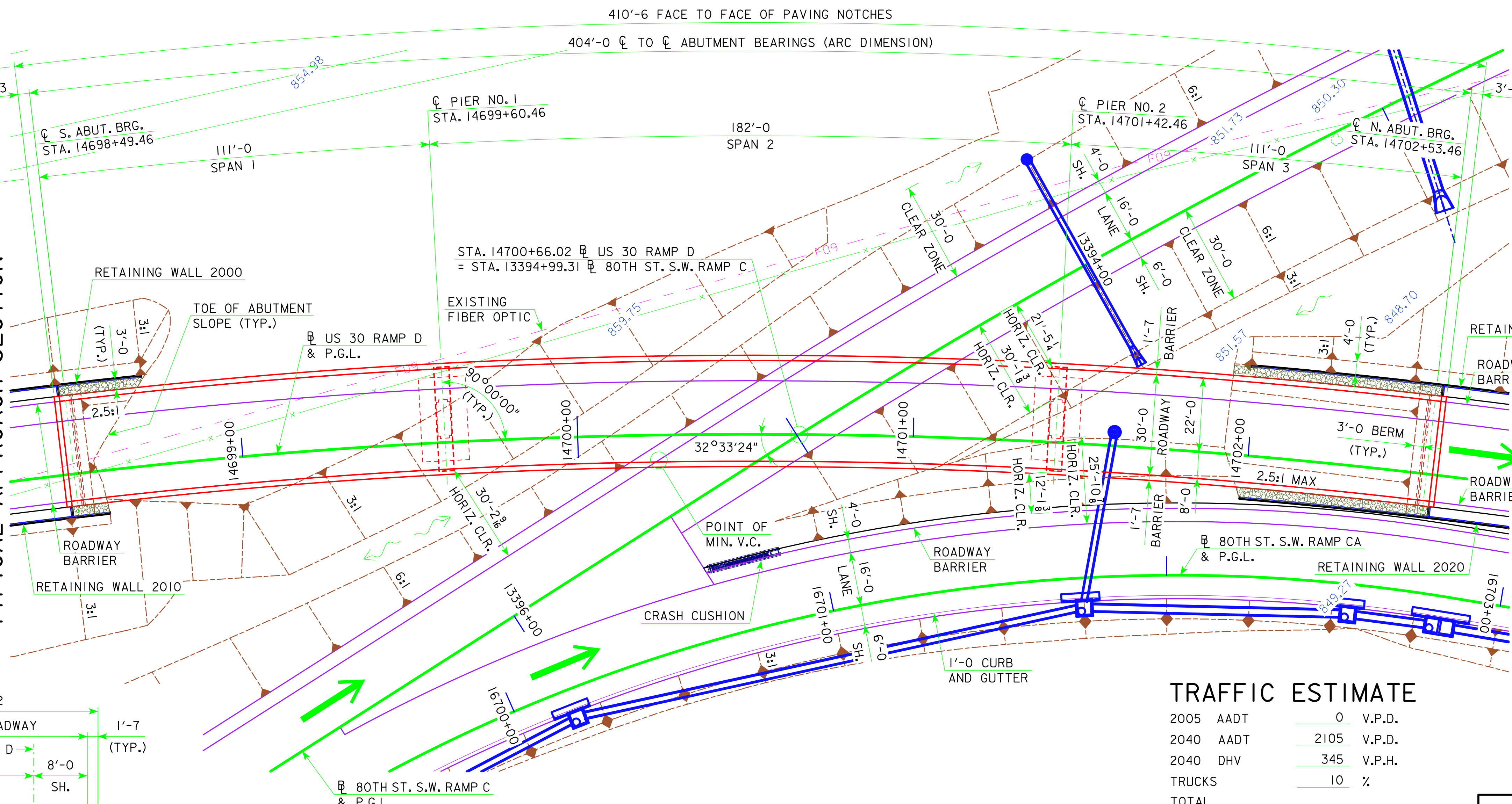
VPC STA = 14697+85.00
VPC ELEV = 870.68
VPT STA = 14706+15.00
VPT ELEV = 871.00
+4.500%
-4.423%
VPI STA = 14702+00.00
VPI ELEV = 889.36
VC = 830'

US 30 RAMP D PROPOSED PROFILE GRADE

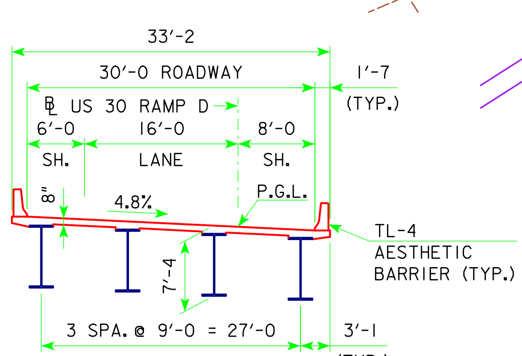
VPC STA = 13393+75.00
VPC ELEV = 853.63
VPT STA = 13398+75.00
VPT ELEV = 860.78
-1.161%
+4.018%
VPI STA = 13396+25.00
VPI ELEV = 850.73
VC = 500'

80TH ST. S.W. RAMP C PROPOSED PROFILE GRADE





SITUATION PLAN



PROPOSED BRIDGE CROSS SECTION

UTILITIES LEGEND:
F09 - FIBER OPTIC - IOWADOT

Preliminary Subject to Change

This Sheet For Information Only

0 ENGLISH 40
SCALE IN FEET

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 AESTHETIC BRIDGE RAILING PROPOSED.
PIER TYPE - AESTHETIC T PIERS NOT DESIGNED FOR VEHICULAR COLLISION FORCE.
BEAM TYPE - WELDED STEEL PLATE I-GIRDERS.
ABUTMENT TYPE - AESTHETIC STUB ABUTMENT.
SEE SHEET V.4 FOR HORIZONTAL CURVE DATA AND OVERALL SITE PLAN OF US 30 RAMP D BRIDGE OVER 80TH ST. S.W. RAMP C.

NOTES TO DESIGNER:
ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.
PIER 2 CAP IS WITHIN RAMP C HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP WITHIN THE CLEAR ZONE MUST BE PROVIDED.
PIER 2 STEM IS WITHIN 30'-0 FROM EDGE OF RAMP CA LANE, BUT WILL NOT BE DESIGNED FOR VEHICULAR COLLISION FORCE. HOWEVER, THE ROADWAY CONCRETE BARRIER WILL BE DESIGNED FOR VEHICULAR COLLISION FORCE.
ALL PIERS AND ABUTMENTS ARE RADIAL.

LOCATION

US 30 RAMP D OVER 80TH ST. S.W. RAMP C
T-83N R-8W
SECTION 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700585
LATITUDE 41.959976
LONGITUDE -91.776879

TRAFFIC ESTIMATE

2005	AADT	0	V.P.D.
2040	AADT	2105	V.P.D.
2040	DHV	345	V.P.H.
TRUCKS		10	%
TOTAL DESIGN ESALs		TBD	

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 14700+24.03, OFFSET 7.50' RT.
OVERHEAD ELEVATION = 878.06
DEPTH OF SUPERSTRUCTURE = 7'-4
UNDERPASS STATION = 13395+38.72, OFFSET 16.00' RT.
UNDERPASS ELEVATION = 853.62
REQUIRED MIN. VERT. CLEARANCE = 16'-6
PROVIDED MIN. VERT. CLEARANCE = 17'-1

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=1725')

404'-0 X 30'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

111'-0 END SPANS 182'-0 INTERIOR SPAN

SITUATION PLAN

STATION 14700+51.46 JUNE 2015

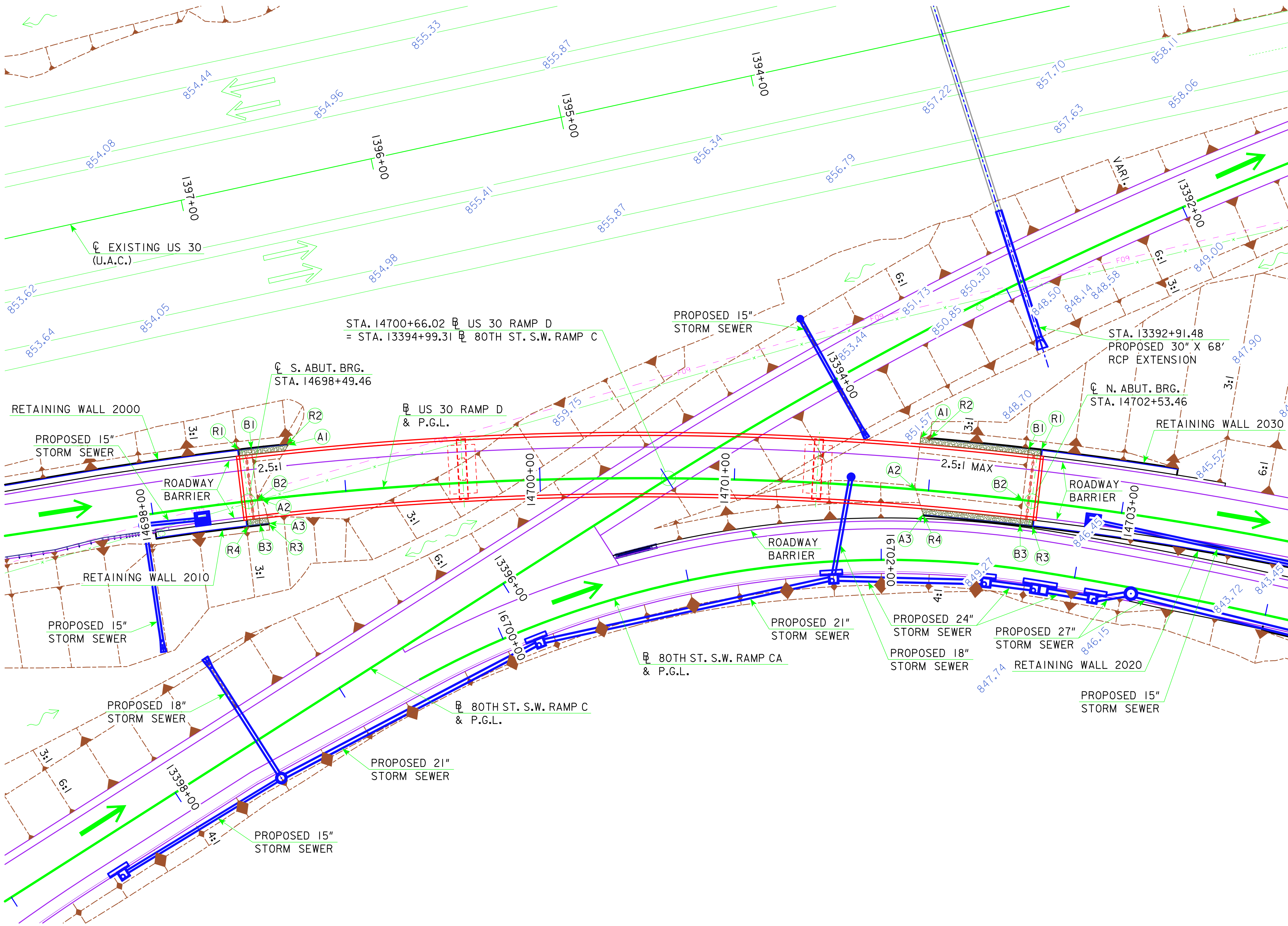
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 29912 DESIGN NO. 0415

DESIGN TEAM: CH2M HILL CWM/DRB/ACP LINN COUNTY PROJECT NUMBER NHSX-100-1(88)--3H-57 SHEET NUMBER V.3

BENCH MARK NO.: #501, FD. RR SPIKE EAST SIDE P. POLE, FIRST P. POLE SOUTH OF WIENEKE CIRCLE, WEST SIDE OF ROAD, ELEV. 848.17, N.3453289, E.5390414



SITE PLAN

0	ENGLISH	60
	SCALE IN FEET	

RETAINING WALL TABLE

POINTS	SOUTH ABUTMENT STATION	SOUTH ABUTMENT OFFSET	SOUTH ABUTMENT ELEV∆	NORTH ABUTMENT STATION	NORTH ABUTMENT OFFSET	NORTH ABUTMENT ELEV∆
R1	14698+47.73	27.00' LT.	854.88	14702+55.19	27.00' LT.	856.73
R2	14698+72.30	27.00' LT.	855.75	14701+98.72	27.00' LT.	849.40
R3	14698+58.84	13.00' RT.	861.31	14702+55.22	13.00' RT.	852.57
R4	14698+47.70	13.00' RT.	861.53	14701+98.49	13.00' RT.	849.84

∆ FINISHED GRADE AT FRONT FACE OF WALL

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT STATION	SOUTH ABUTMENT OFFSET	SOUTH ABUTMENT ELEV	NORTH ABUTMENT STATION	NORTH ABUTMENT OFFSET	NORTH ABUTMENT ELEV
A1	14698+72.30	26.50' LT.	855.76	14701+93.76	26.50' LT.	847.40
A2	14698+56.50	0.00	862.21	14701+93.47	0.00	847.65
A3	14698+58.84	12.50' RT.	861.32	14701+98.49	12.50' RT.	849.83
B1	14698+54.14	26.50' LT.	863.13	14702+48.78	26.50' LT.	869.74
B2	14698+54.21	0.00	863.13	14702+48.71	0.00	869.74
B3	14698+54.24	12.50' RT.	863.13	14702+48.68	12.50' RT.	869.74

US 30 RAMP D CURVE DATA

PI STA. 14705+26.40
∆ = 45°56'35.28" (RT.)
D = 3°19'17.38"
T = 731.21
L = 1,383.21
E = 148.58
R = 1,725.00
e = 4.8%
l = 134.00
x = 56.00
PC STA. 14697+95.19
PT STA. 14711+78.40

80TH ST. S.W. RAMP C CURVE DATA

PI STA. 13391+85.90
∆ = 19°04'04.06" (LT.)
D = 2°51'53.24"
T = 335.90
L = 665.59
E = 28.01
R = 2,000.00
e = 5.4%
l = 168.00
x = 62.00
PC STA. 13388+50.00
PT STA. 13395+15.59

80TH ST. S.W. RAMP CA CURVE DATA

PI STA. 16701+24.12
∆ = 37°54'23.27" (RT.)
D = 11°27'32.96"
T = 171.71
L = 330.80
E = 28.66
R = 500.00
e = 6.0%
l = 144.00
x = 48.00
PC STA. 16699+52.41
PT STA. 16702+83.21

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
SEE SHEET V.3 FOR DETAILED PLAN OF US 30 RAMP D BRIDGE OVER 80TH ST. S.W. RAMP C.

LOCATION

US 30 RAMP D OVER
80TH ST. S.W. RAMP C
T-83N R-8W
SECTION 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700585
LATITUDE 41.959976
LONGITUDE -91.776879

UTILITIES LEGEND:

F09 - FIBER OPTIC - IOWADOT

Preliminary
Subject to Change

This Sheet
For Information Only

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=1725')

404'-0 X 30'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

111'-0 END SPANS 182'-0 INTERIOR SPAN

SITUATION PLAN - SITE

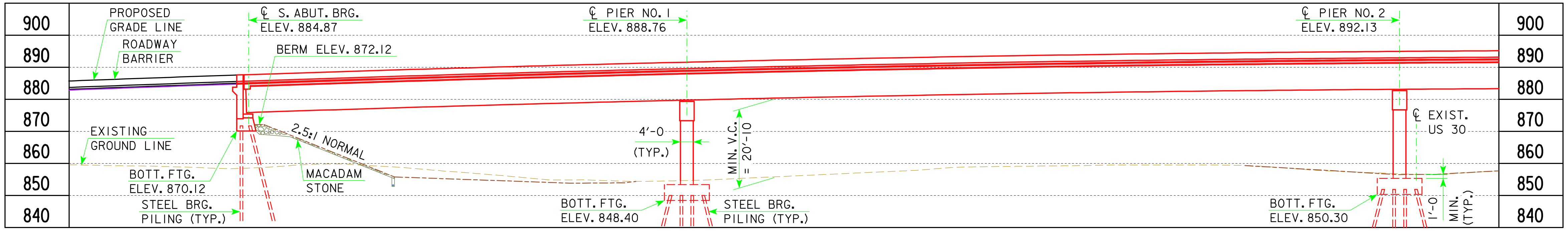
STATION 14700+51.46 JUNE 2015

LINN COUNTY

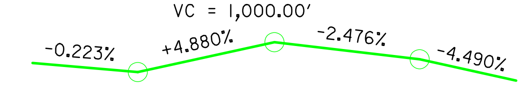
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 29912 DESIGN NO. 0415

BENCH MARK NO.: #501, FD. RR SPIKE EAST SIDE P. POLE, FIRST P. POLE SOUTH OF WIENEKE CIRCLE, WEST SIDE OF ROAD, ELEV. 848.17, N.3453289, E.5390414



LONGITUDINAL SECTION ALONG ℄ US 30 RAMP H



VPI STA = 18702+65.00
VPI ELEV = 900.66
VC = 1,000.00'

VPI STA = 18691+75.00
VPI ELEV = 847.47
VC = 700.00'

VPI STA = 18716+50.00
VPI ELEV = 866.38
VC = 300.00'

US 30 RAMP H PROPOSED PROFILE GRADE

MINIMUM VERTICAL CLEARANCE

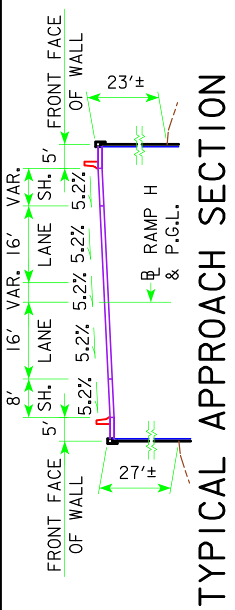
OVERHEAD STATION = 18701+39.89, OFFSET 22.50' RT.
OVERHEAD ELEVATION = 888.22
DEPTH OF SUPERSTRUCTURE = 9'-0
UNDERPASS STATION = 1391+05.65, OFFSET 65.86' RT.
UNDERPASS ELEVATION = 858.36
REQUIRED MIN. VERT. CLEARANCE = 16'-6
PROVIDED MIN. VERT. CLEARANCE = 20'-10

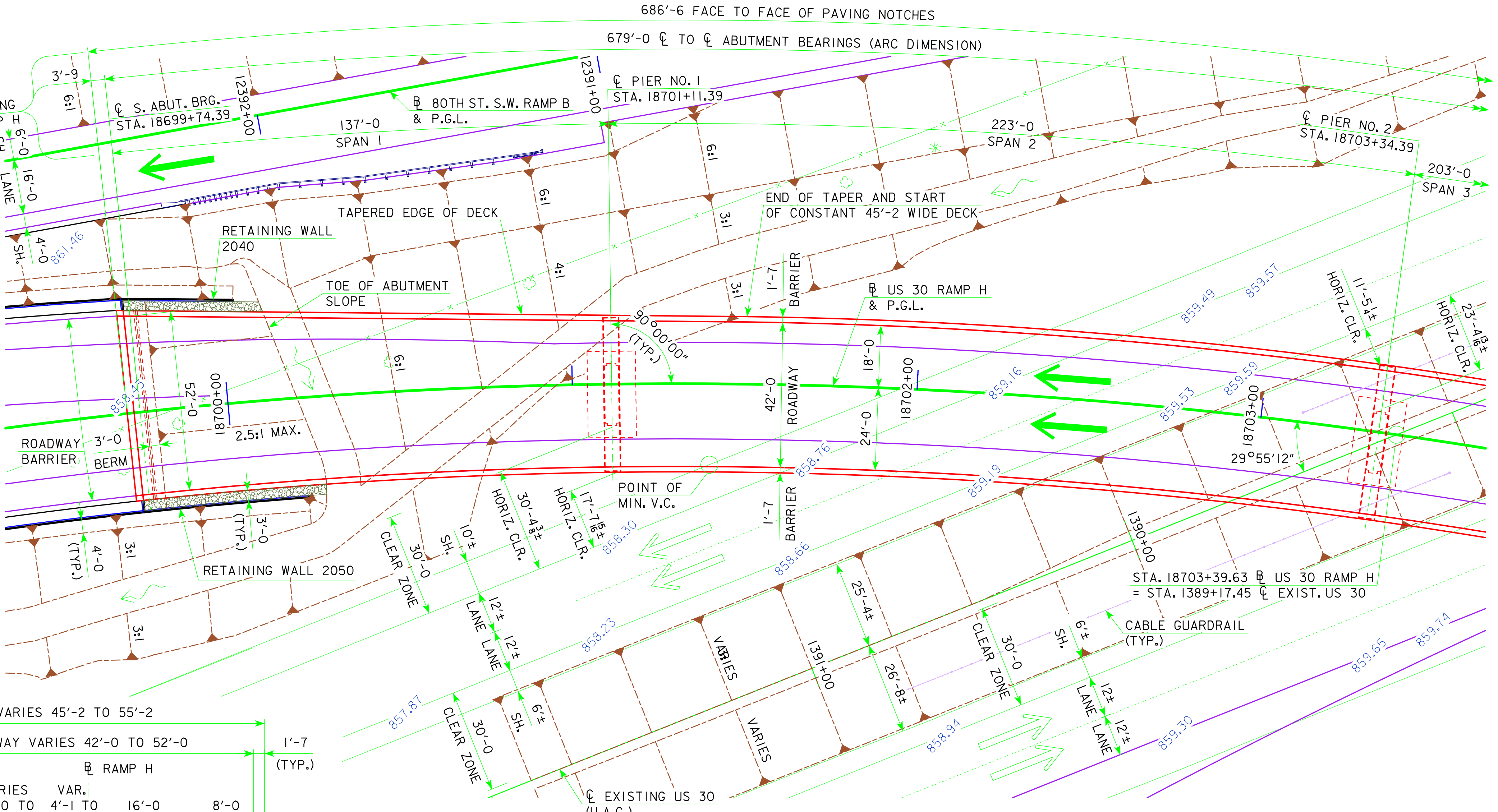
NOTES:

ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 AESTHETIC BRIDGE RAILING PROPOSED.
PIER TYPE - AESTHETIC T PIERS. (DESIGNED FOR VEHICULAR COLLISION FORCE AT PIER 2 ONLY)
BEAM TYPE - WELDED STEEL PLATE I-GIRDERS.
ABUTMENT TYPE - AESTHETIC STUB ABUTMENT.
SEE SHEET V.7 FOR OVERALL SITE PLAN OF US 30 RAMP H BRIDGE OVER US 30 AND 80TH ST. S.W. RAMP C.
SEE SHEET V.6 FOR US 30 RAMP H HORIZONTAL CURVE DATA.

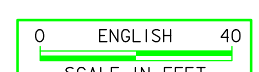
NOTES TO DESIGNER:

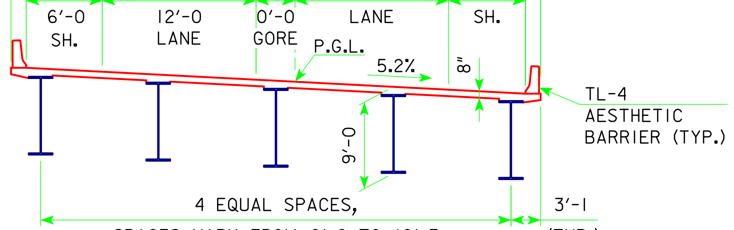
ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
ALL PIERS AND ABUTMENTS ARE RADIAL.
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.
PIER 1 CAP IS WITHIN HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP WITHIN THE CLEAR ZONE MUST BE PROVIDED.
PIER 2 CAP AND STEM ARE WITHIN HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP MUST BE PROVIDED. STEM SHALL BE DESIGNED FOR VEHICULAR COLLISION FORCE.





SITUATION PLAN





PROPOSED BRIDGE CROSS SECTION

Preliminary
Subject to Change
This Sheet
For Information Only

LOCATION

US 30 RAMP H OVER US 30
AND 80TH ST. S.W. RAMP C
T-83N R-8W
SECTION 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700590
LATITUDE 41.960576
LONGITUDE -91.778892

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=1475')

679'-0 X VARIES CONTINUOUS WELDED PLATE GIRDER BRIDGE

137'-0 & 116'-0 END SPANS 223'-0 & 203'-0 INTERIOR SPANS

SITUATION PLAN

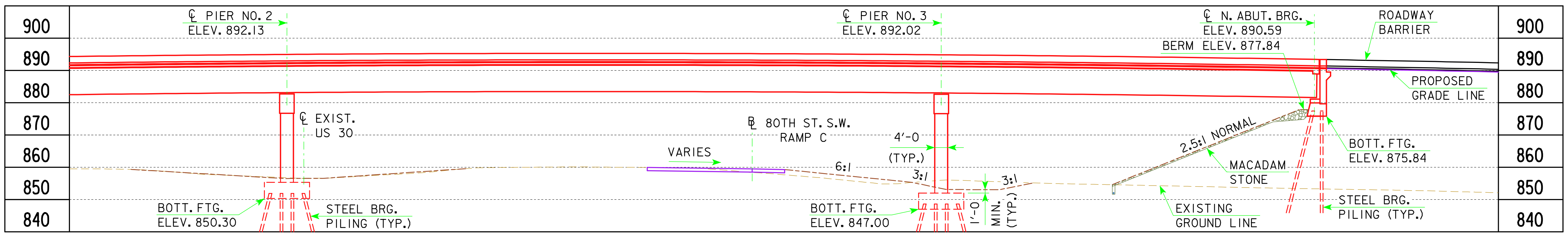
STATION 18703+13.89 JUNE 2015

LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 3 FILE NO. 29912 DESIGN NO. 0515

BENCH MARK NO.: #501, FD. RR SPIKE EAST SIDE P. POLE, FIRST P. POLE SOUTH OF WIENEKE CIRCLE, WEST SIDE OF ROAD, ELEV. 848.17, N.3453289, E.5390414

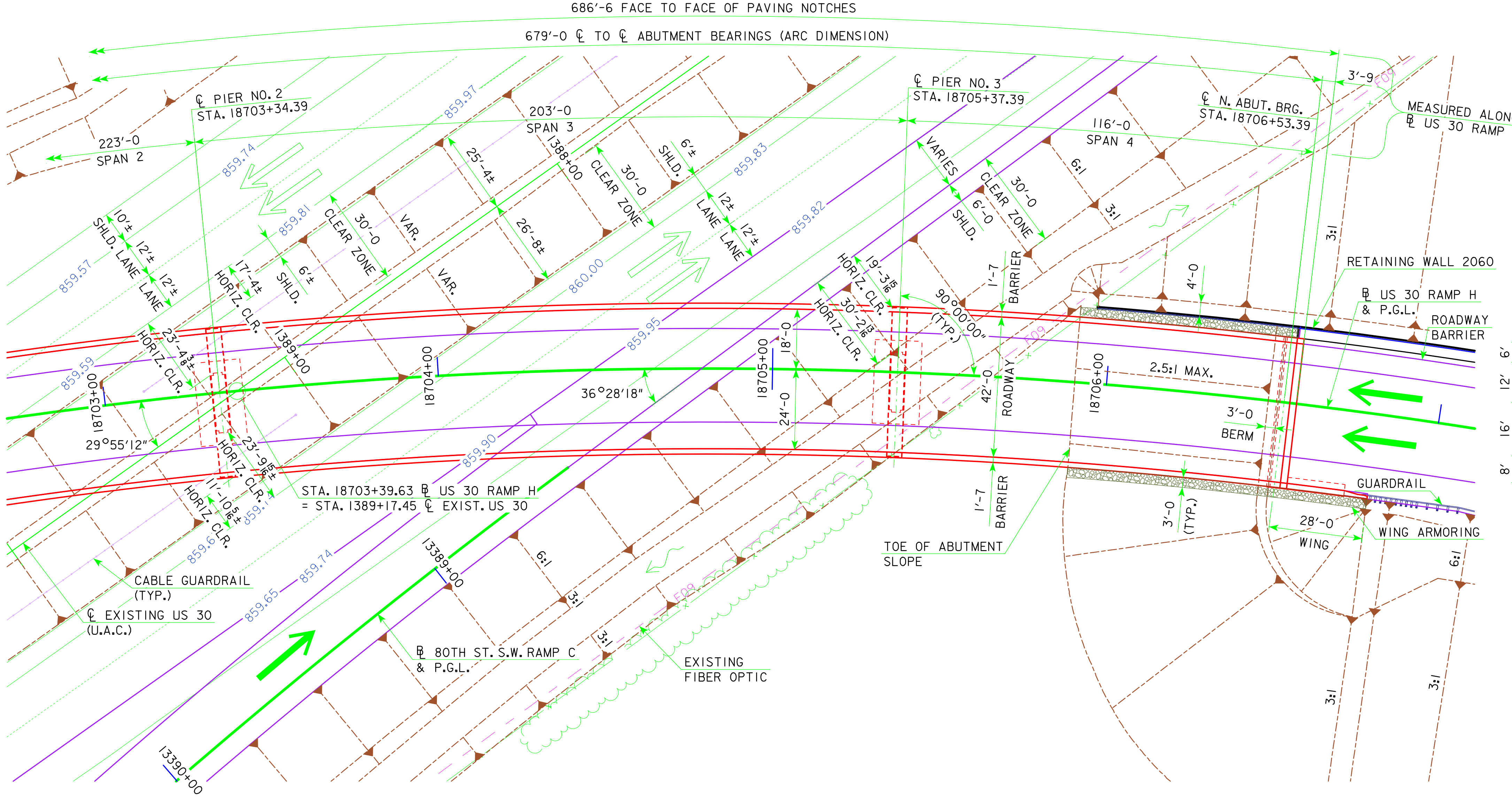


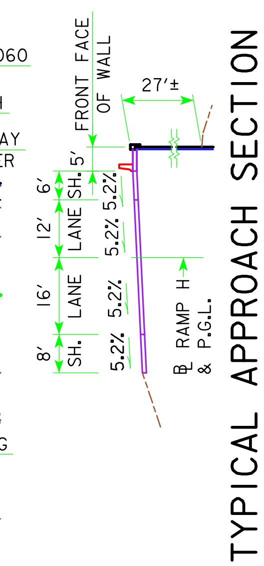
LONGITUDINAL SECTION ALONG ℄ US 30 RAMP H

US 30 RAMP H CURVE DATA

PI STA. 18702+97.54
Δ = 66°48' 14.76" (RT)
D = 3° 53' 04.05"
T = 972.66
L = 1,719.78
E = 291.83
R = 1,475.00
e = 5.2%
l = 146.00
x = 56.00
PC STA. 18693+24.88
PT STA. 18710+44.66

NOTES TO DESIGNER:
ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
NON-STANDARD WING LENGTH REQUIRED AT N.E. ABUTMENT CORNER DUE TO SUPERSTRUCTURE DEPTH.
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.
PIER 2 CAP AND STEM ARE WITHIN HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP MUST BE PROVIDED. STEM SHALL BE DESIGNED FOR VEHICULAR COLLISION FORCE.
PIER 3 CAP IS WITHIN HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP WITHIN THE CLEAR ZONE MUST BE PROVIDED.
ALL PIERS AND ABUTMENTS ARE RADIAL.





TRAFFIC ESTIMATE

2005 AADT	0	V.P.D.
2040 AADT	2590	V.P.D.
2040 DHV	430	V.P.H.
TRUCKS	10	%
TOTAL DESIGN ESALs	TBD	

LOCATION

US 30 RAMP H OVER US 30
AND 80TH ST. S.W. RAMP C
T-83N R-8W
SECTION 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700590
LATITUDE 41.960576°
LONGITUDE -91.778892°

PRELIMINARY

SITUATION PLAN

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 AESTHETIC BRIDGE RAILING PROPOSED.
PIER TYPE - AESTHETIC T PIER.
BEAM TYPE - WELDED STEEL PLATE I-GIRDERS.
ABUTMENT TYPE - AESTHETIC STUB ABUTMENT.
SEE SHEET V.7 FOR OVERALL SITE PLAN OF US 30 RAMP H BRIDGE OVER US 30 AND 80TH ST. S.W. RAMP C.
SEE SHEET U.4 FOR 80TH ST. S.W. RAMP C ENTRANCE TAPER GEOMETRY.

Preliminary
Subject to Change

This Sheet
For Information Only

0 ENGLISH 40
SCALE IN FEET

N

UTILITIES LEGEND:

F09 - FIBER OPTIC - IOWADOT

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=1475')

679'-0 X VARIES CONTINUOUS WELDED PLATE GIRDER BRIDGE

137'-0 & 116'-0 END SPANS 223'-0 & 203'-0 INTERIOR SPANS

SITUATION PLAN

STATION 18703+13.89 JUNE 2015

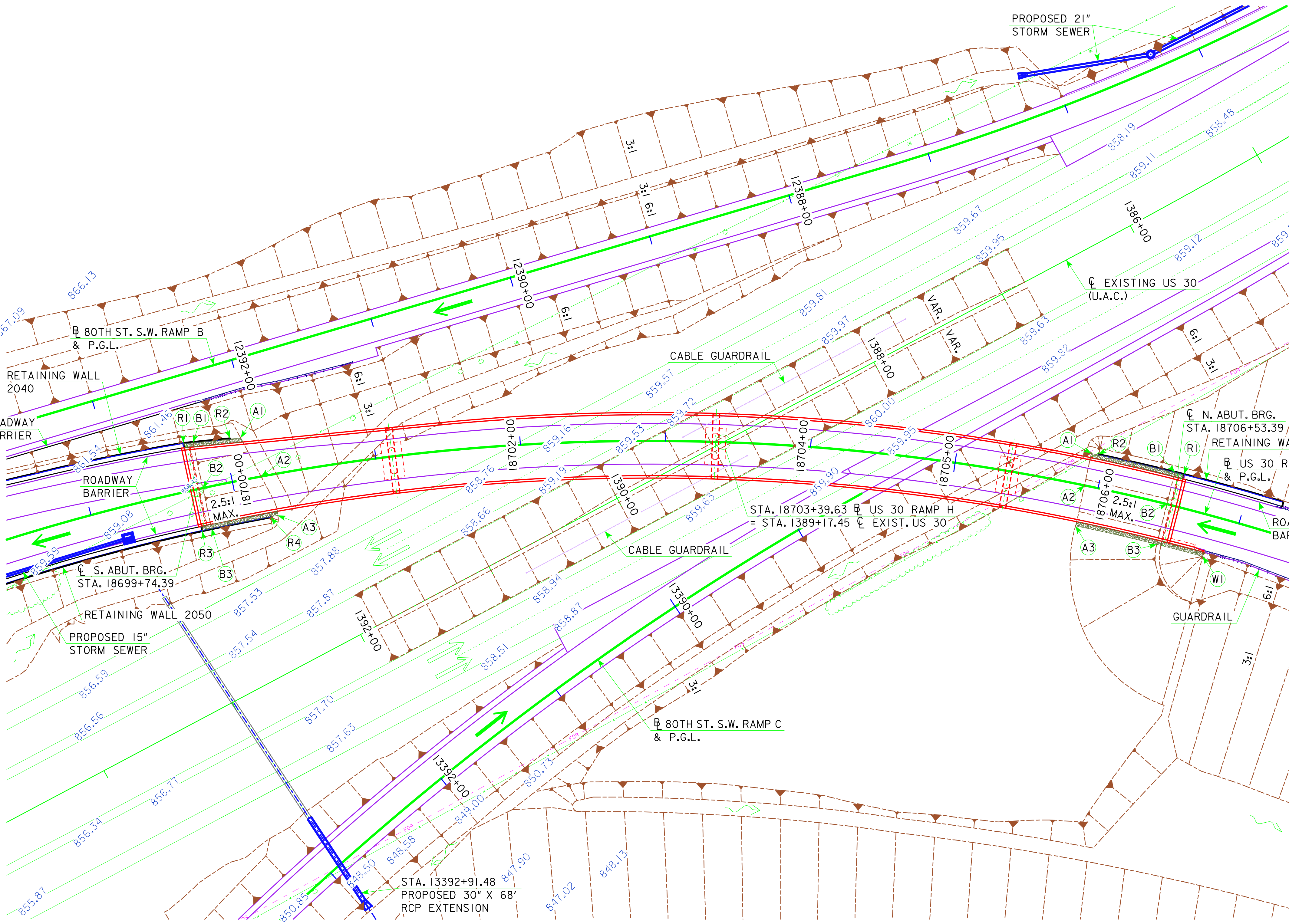
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 3 FILE NO. 29912 DESIGN NO. 0515

DESIGN TEAM: CH2M HILL CWM/DRB/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(89)--3H-57 | SHEET NUMBER V.6

BENCH MARK NO.: #501, FD. RR SPIKE EAST SIDE P. POLE, FIRST P. POLE SOUTH OF WIENEKE CIRCLE, WEST SIDE OF ROAD, ELEV. 848.17, N.3453289, E.5390414



END OF BRIDGE WING TABLE

POINTS	SOUTH ABUTMENT STATION	SOUTH ABUTMENT OFFSET	SOUTH ABUTMENT ELEV	NORTH ABUTMENT STATION	NORTH ABUTMENT OFFSET	NORTH ABUTMENT ELEV
W1	---	---	---	18706+81.89	28.58' RT.	888.69

RETAINING WALL TABLE

POINTS	SOUTH ABUTMENT STATION	SOUTH ABUTMENT OFFSET	SOUTH ABUTMENT ELEV∆	NORTH ABUTMENT STATION	NORTH ABUTMENT OFFSET	NORTH ABUTMENT ELEV∆
R1	18699+72.68	33.24' LT.	863.01	18706+55.12	23.00' LT.	866.46
R2	18700+03.98	29.84' LT.	861.88	18705+95.62	23.00' LT.	856.27
R3	18699+72.61	29.00' RT.	856.81	---	---	---
R4	18700+21.45	29.00' RT.	855.57	---	---	---

∆ FINISHED GRADE AT FRONT FACE OF WALL

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT STATION	SOUTH ABUTMENT OFFSET	SOUTH ABUTMENT ELEV	NORTH ABUTMENT STATION	NORTH ABUTMENT OFFSET	NORTH ABUTMENT ELEV
A1	18700+11.21	28.65' LT.	859.01	18705+90.69	22.50' LT.	854.28
A2	18700+20.06	0.00'	855.75	18705+90.48	0.00'	854.58
A3	18700+26.68	28.50' RT.	853.41	18705+90.12	28.58' RT.	854.99
B1	18699+79.04	31.99' LT.	872.12	18706+48.71	22.50' LT.	877.84
B2	18699+79.14	0.00'	872.12	18706+48.64	0.00'	877.84
B3	18699+79.24	28.50' RT.	872.12	18706+48.55	28.58' RT.	877.84

UTILITIES LEGEND:

FO9 - FIBER OPTIC - IOWADOT

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
SEE SHEETS V.5 AND V.6 FOR DETAILED PLAN OF US 30 RAMP H BRIDGE OVER US 30 AND 80TH ST. S.W. RAMP C.

LOCATION

US 30 RAMP H OVER US 30
AND 80TH ST. S.W. RAMP C
T-83N R-8W
SECTION 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700590
LATITUDE 41.960576°
LONGITUDE -91.778892°

SITE PLAN

0 ENGLISH 80
SCALE IN FEET

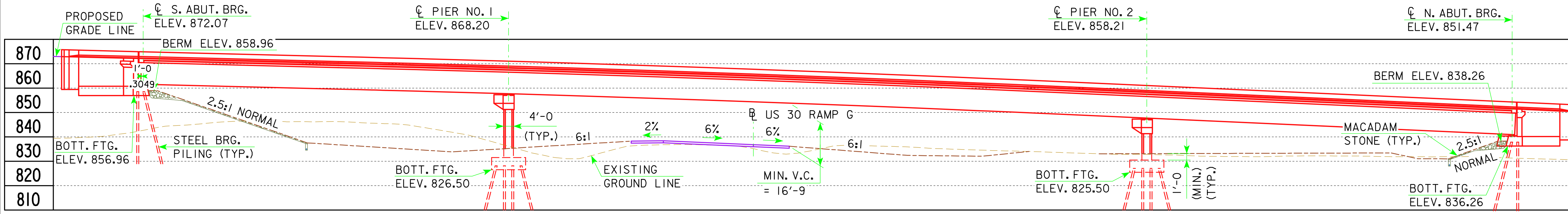
N

Preliminary
Subject to Change
This Sheet
For Information Only

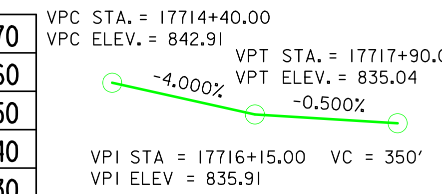
PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=1475')
679'-0 X VARIES CONTINUOUS WELDED PLATE GIRDER BRIDGE
137'-0 & 116'-0 END SPANS 223'-0 & 203'-0 INTERIOR SPANS
SITUATION PLAN - SITE
STATION 18703+13.89 JUNE 2015
LINN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 3 OF 3 FILE NO. 29912 DESIGN NO. 0515

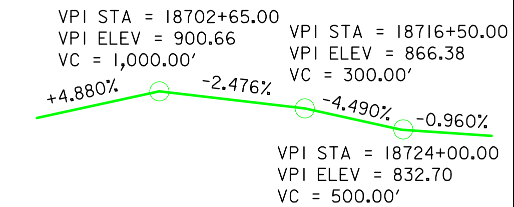
BENCH MARK NO.: #502, FD. RR SPIKE EAST SIDE P. POLE, S.W. QAUD
16TH AVENUE S.W. & 80TH STREET S.W.,
ELEV. 828.37, N.3454576, E.5390394



LONGITUDINAL SECTION ALONG ℄ US 30 RAMP H

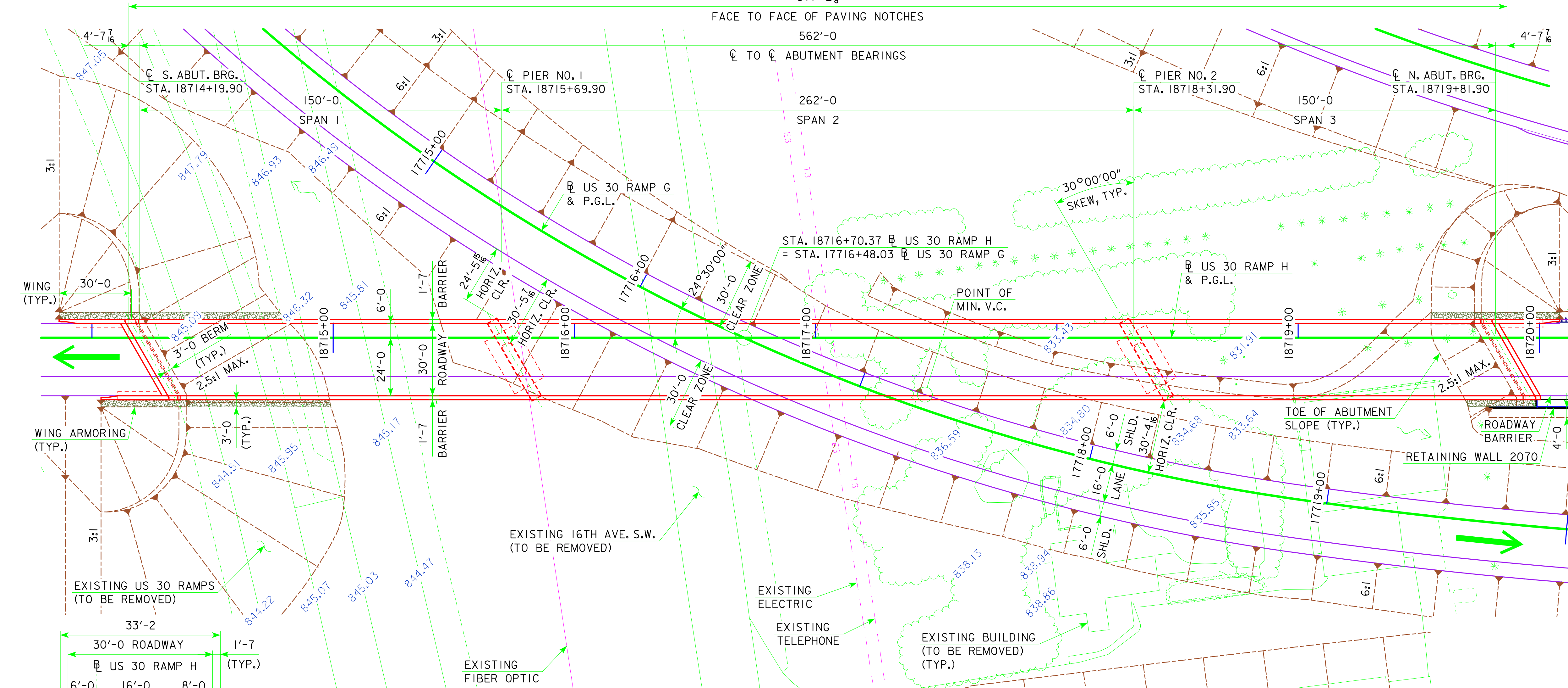


US 30 RAMP G
PROP. PROFILE GRADE



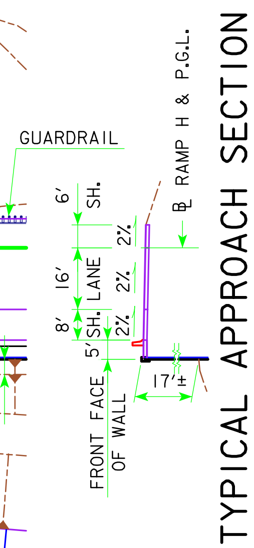
US 30 RAMP H
PROPOSED PROFILE GRADE

NOTES: ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 AESTHETIC BRIDGE RAILING PROPOSED.
PIER TYPE - AESTHETIC T PIER NOT DESIGNED FOR VEHICULAR COLLISION FORCE.
BEAM TYPE - WELDED STEEL PLATE I-GIRDERS.
ABUTMENT TYPE - AESTHETIC STUB ABUTMENT.
SEE SHEET V.9 FOR US 30 RAMP G HORIZONTAL CURVE DATA AND OVERALL SITE PLAN OF RAMP H BRIDGE OVER RAMP G.



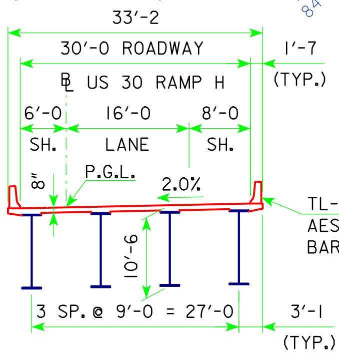
SITUATION PLAN

UTILITIES LEGEND:
E3 - ELECTRIC - ALLIANT ENERGY
FO8 - FIBER OPTIC - CENTURY LINK
T3 - TELEPHONE - CENTURY LINK



TYPICAL APPROACH SECTION

LOCATION
US 30 RAMP H OVER RAMP G
T-83N R-8W
SECTION 28 & 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700595
LATITUDE 41.964326°
LONGITUDE -91.778806°



PROPOSED BRIDGE CROSS SECTION

MINIMUM VERTICAL CLEARANCE
OVERHEAD STATION = 18717+45.27, OFFSET 23.5' RT.
OVERHEAD ELEVATION = 862.45
DEPTH OF SUPERSTRUCTURE = 10'-6
UNDERPASS STATION = 17717+26.61, OFFSET 6.0' LT.
UNDERPASS ELEVATION = 835.19
REQUIRED MIN. VERT. CLEARANCE = 16'-6
PROVIDED MIN. VERT. CLEARANCE = 16'-9

N

0 ENGLISH 50
SCALE IN FEET

Preliminary
Subject to Change
This Sheet
For Information Only

NOTES TO DESIGNER:
ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
PIER 1 CAP IS WITHIN HORIZONTAL CLEAR ZONE. 14'-6 MIN. VERTICAL CLEARANCE TO PIER CAP WITHIN THE CLEAR ZONE MUST BE PROVIDED.
NON-STANDARD WING LENGTHS REQUIRED AT ABUTMENTS DUE TO SUPERSTRUCTURE DEPTH.
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.

PRELIMINARY

DESIGN FOR 30° SKEW (R.A.)

562'-0 X 30'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

150'-0 END SPANS 262'-0 INTERIOR SPAN

SITUATION PLAN

STATION 18717+00.90 JUNE 2015

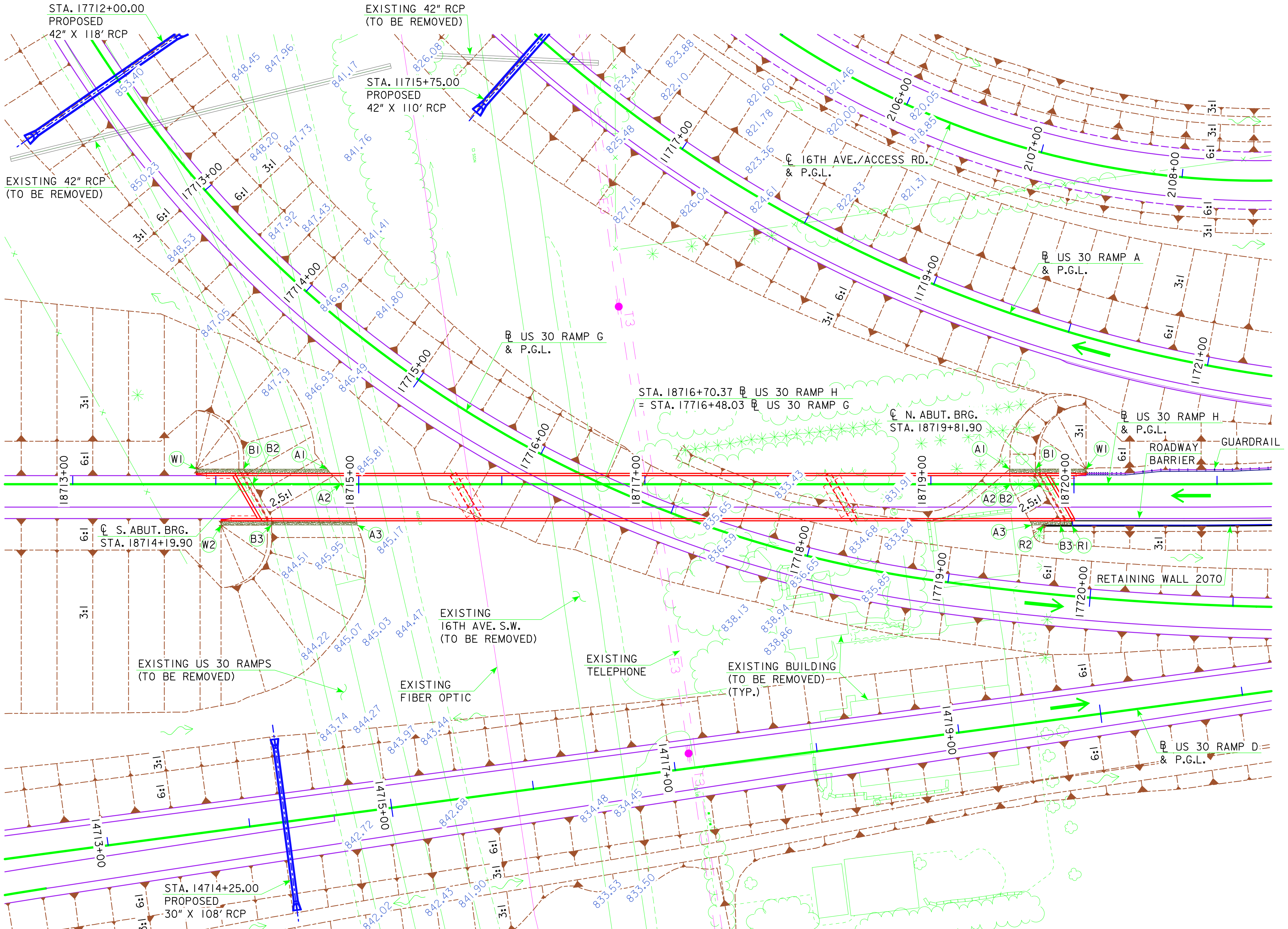
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 29912 DESIGN NO. 0615

DESIGN TEAM: CH2M HILL CWM/JLK/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(90)--3H-57 | SHEET NUMBER V.8

BENCH MARK NO.: #502, FD. RR SPIKE EAST SIDE P. POLE, S.W. QAUD
16TH AVENUE S.W. & 80TH STREET S.W.,
ELEV. 828.37, N.3454576, E.5390394



END OF BRIDGE WING TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
W1	18713+86.43	10.58' LT.	872.63	18720+08.43	10.58' LT.	850.01
W2	18714+03.75	28.58' RT.	872.80	---	---	---

RETAINING WALL TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEVΔ	STATION	OFFSET	ELEVΔ
R1	---	---	---	18719+98.50	29.00' RT.	833.83
R2	---	---	---	18719+79.07	29.00' RT.	833.56

Δ FINISHED GRADE AT FRONT FACE OF WALL

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A1	18714+77.78	10.58' LT.	838.79	18719+55.10	10.58' LT.	831.05
A2	18714+87.35	0.00	837.52	18719+55.70	0.00	830.98
A3	18714+99.01	28.58' RT.	834.98	18719+70.40	28.50' RT.	830.74
B1	18714+19.56	10.58' LT.	858.96	18719+73.12	10.58' LT.	838.26
B2	18714+25.67	0.00	858.96	18719+76.12	0.00	838.26
B3	18714+39.06	28.58' RT.	858.96	18719+90.44	28.50' RT.	838.26

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
SEE SHEET V.8 FOR DETAILED PLAN OF US 30 RAMP H BRIDGE OVER US 30 RAMP G.

UTILITIES LEGEND:

E3 - ELECTRIC - ALLIANT ENERGY
F08 - FIBER OPTIC - CENTURY LINK
T3 - TELEPHONE - CENTURY LINK

LOCATION

US 30 RAMP H OVER RAMP G
T-83N R-8W
SECTION 28 & 33
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700595
LATITUDE 41.964314°
LONGITUDE -91.778841°

TRAFFIC ESTIMATE

2005	AADT	0	V.P.D.
2040	AADT	2590	V.P.D.
2040	DHV	430	V.P.H.
TRUCKS		10	%
TOTAL DESIGN ESALs		TBD	

SITE PLAN

0 ENGLISH 80
SCALE IN FEET

US 30 RAMP G CURVE DATA

PI STA. 17715+44.58
Δ = 51°09'44.67" (LT.)
D = 6°52'41.68"
T = 398.77
L = 743.83
E = 90.53
R = 833.00
e = 6.0%
l = 168.00
x = 56.00
PC STA. 17711+45.81
PT STA. 17718+89.64

Preliminary
Subject to Change
This Sheet
For Information Only

PRELIMINARY

DESIGN FOR 30° SKEW (R.A.)

562'-0 X 30'-0 CONTINUOUS WELDED PLATE GIRDER BRIDGE

150'-0 END SPANS 262'-0 INTERIOR SPAN

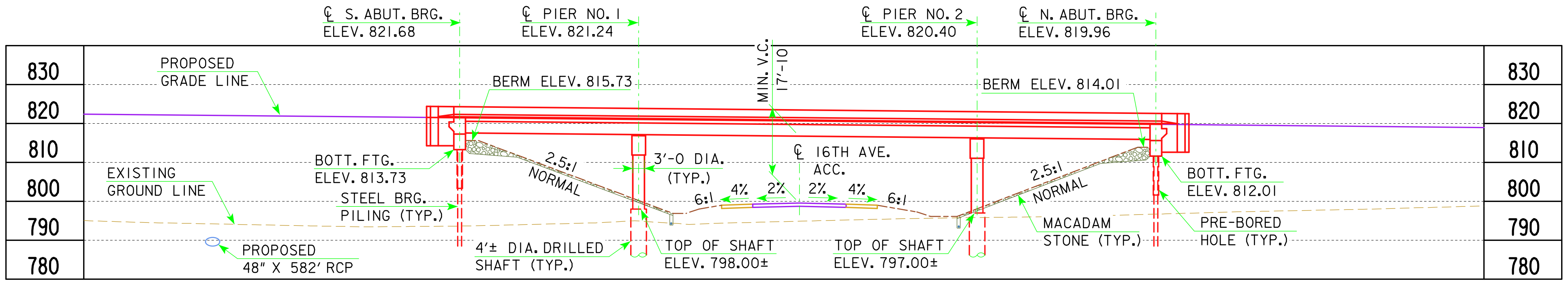
SITUATION PLAN - SITE

STATION 18717+00.90 JUNE 2015

LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 2 OF 2 FILE NO. 29912 DESIGN NO. 0615

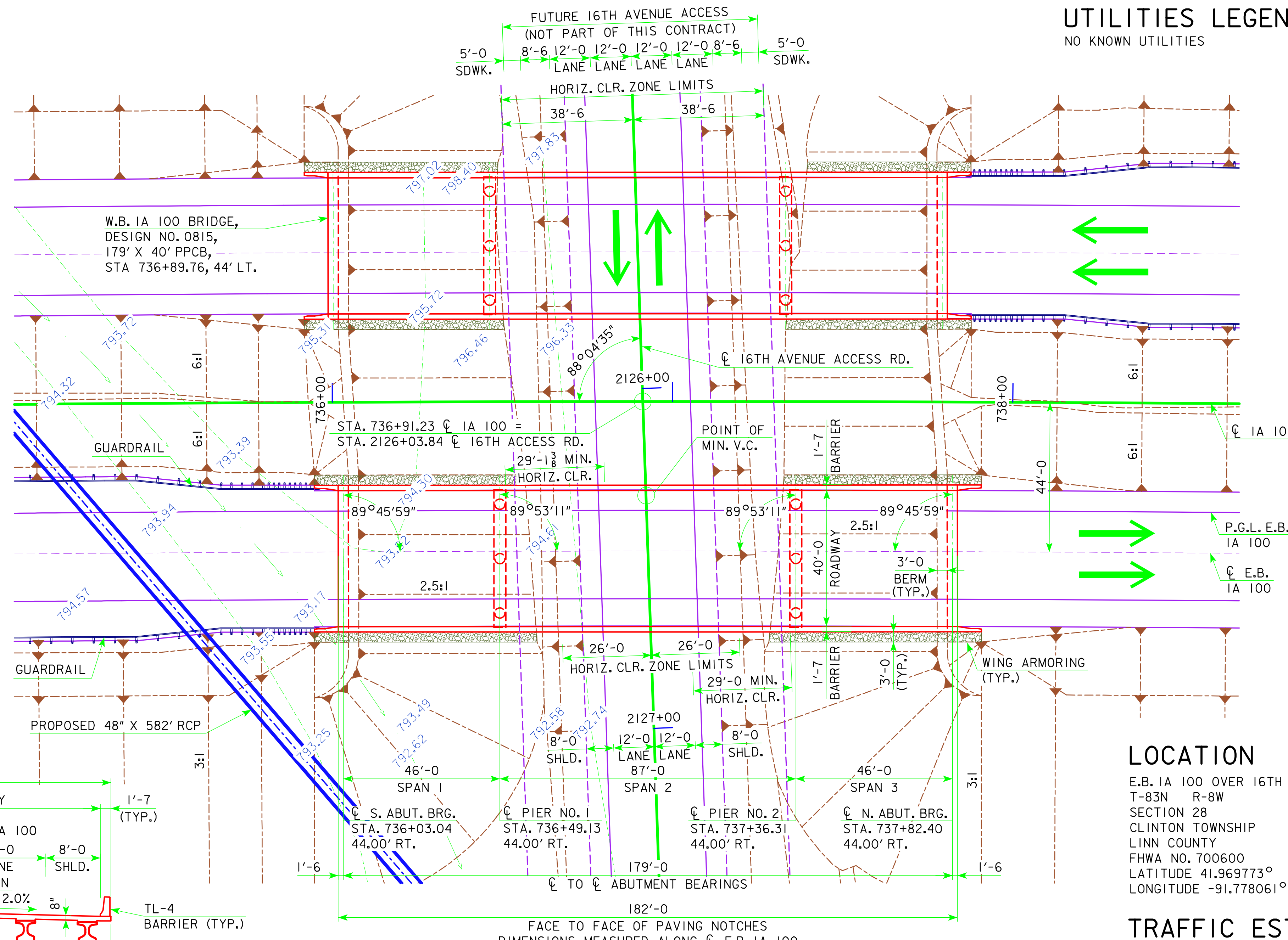
DESIGN TEAM: CH2M HILL CWM/JLK/ACP LINN COUNTY PROJECT NUMBER NHSX-100-1(90)--3H-57 SHEET NUMBER V.9



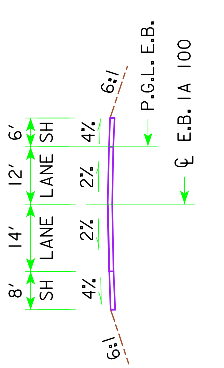
LONGITUDINAL SECTION ALONG ℄ E.B. IA 100

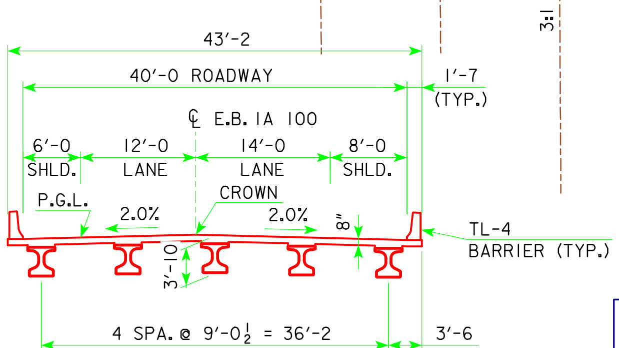
UTILITIES LEGEND:

NO KNOWN UTILITIES



TYPICAL APPROACH SECTION





PROPOSED BRIDGE CROSS SECTION

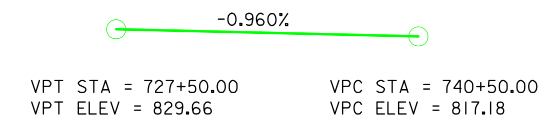
Preliminary
Subject to Change

This Sheet
For Information Only

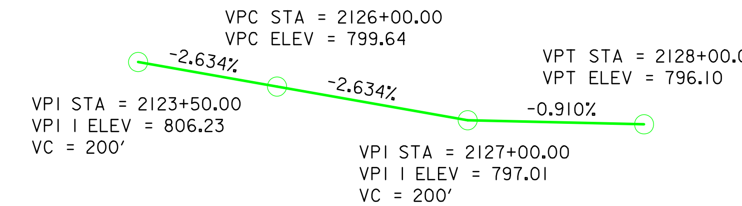
SITUATION PLAN

0 ENGLISH 40
SCALE IN FEET

BENCH MARK NO.: #504, FD. RR SPIKE WEST SIDE P. POLE, APPROX. 1750 FT NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W., ELEV. 794.67, N.3456471, E.5390498



IA 100 PROPOSED GRADE



16TH ACCESS RD. PROPOSED GRADE

℄ IA 100 CURVE DATA

PI STA. 747+30.36
Δ = 7°14'16" (RT)
D = 0°15'38"
T = 1391.41
L = 2779.12
E = 43.96
R = 22,000.00
PC STA. 733+38.95
PT STA. 761+18.06

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 736+92.13, 26.9' RT.
OVERHEAD ELEVATION = 820.54
DEPTH OF SUPERSTRUCTURE = 3'-10
UNDERPASS STATION = 2126+30.70
UNDERPASS ELEVATION = 798.88
REQUIRED MIN. VERT. CLEARANCE = 15'-0
PROVIDED MIN. VERT. CLEARANCE = 17'-10

NOTES:

ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 BRIDGE RAILING PROPOSED.
TOP OF BRIDGE DECK AT ℄ E.B. IA 100 IS 0.21' ABOVE THE PROFILE GRADE TO ACCOUNT FOR DECK CROSS SLOPE AND PARABOLIC CROWN.
PIER TYPE - MULTI-COLUMN FRAME PIERS NOT DESIGNED FOR VEHICULAR COLLISION FORCE.
BEAM TYPE - BTB BEAMS.
ABUTMENT TYPE - INTEGRAL
SEE SHEETS V.12 AND V.13 FOR W.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.
SEE SHEET V.11 FOR OVERALL SITE PLAN OF E.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.

NOTES TO DESIGNER:

ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
BRIDGE IS STRAIGHT AND RECTANGULAR ON A CURVED ALIGNMENT.

LOCATION

E.B. IA 100 OVER 16TH AVE. ACCESS
T-83N R-8W
SECTION 28
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700600
LATITUDE 41.969773°
LONGITUDE -91.778061°

UTILITIES LEGEND:

NO KNOWN UTILITIES

TRAFFIC ESTIMATE

2005	AADT	0	V.P.D.
2040	AADT	5760	V.P.D.
2040	DHV	665	V.P.H.
TRUCKS		10	%
TOTAL DESIGN ESALs		TBD	

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=21,956')

179'-0 X 40'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM E.B. BRIDGE

46'-0 END SPANS 87'-0 INTERIOR SPAN

SITUATION PLAN

STATION 736+92.72, 44.00' RIGHT MAY 2015

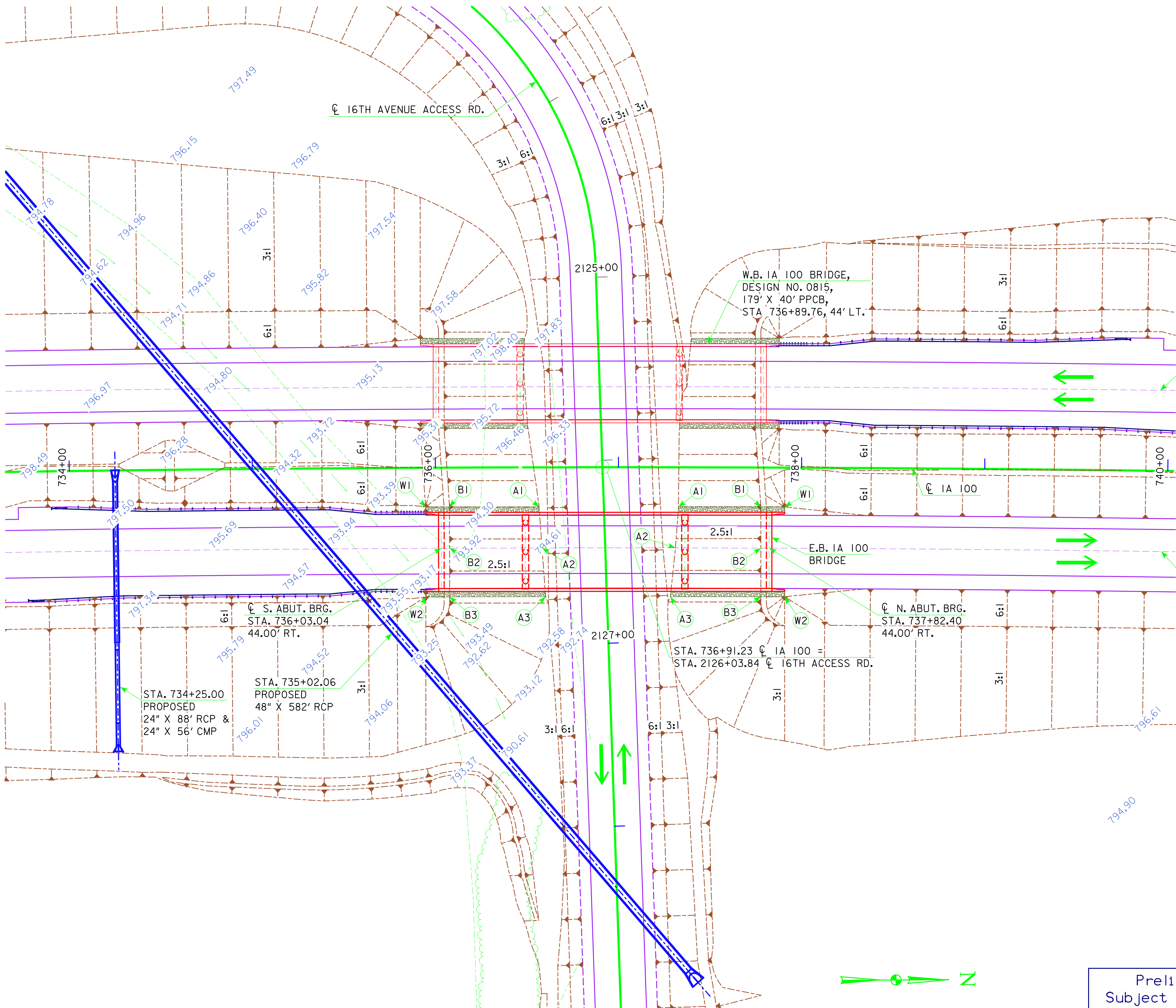
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 29912 DESIGN NO. 0715

DESIGN TEAM: CH2M HILL SSM/JBR/ACP LINN COUNTY PROJECT NUMBER NHSX-100-1(91)--3H-57 SHEET NUMBER V.10

BENCH MARK NO.: #504, FD. RR SPIKE WEST SIDE P. POLE, APPROX. 1750 FT NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W., ELEV. 794.67, N.3456471, E.5390498



SITE PLAN

END OF BRIDGE WING TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
W1	735+94.62	21.38' RT.	821.28	737+90.81	21.38' RT.	819.40
W2	735+94.40	70.55' RT.	821.20	737+91.03	70.55' RT.	819.32

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A1	736+56.54	21.57' RT.	796.21	737+32.76	21.56' RT.	796.10
A2	736+58.14	44.00' RT.	795.57	737+31.13	44.00' RT.	795.37
A3	736+60.06	70.75' RT.	794.77	737+28.40	70.74' RT.	794.27
B1	736+07.63	21.43' RT.	815.73	737+77.80	21.43' RT.	814.01
B2	736+07.55	44.00' RT.	815.73	737+77.89	44.00' RT.	814.01
B3	736+07.44	70.60' RT.	815.73	737+77.99	70.60' RT.	814.01

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
SEE SHEETS V.12 AND V.13 FOR W.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.
SEE SHEET V.10 FOR DETAILED PLAN OF E.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.

NOTES TO DESIGNER:
BRIDGE IS STRAIGHT AND RECTANGULAR ON A CURVED ALIGNMENT.

LOCATION

E.B. IA 100 OVER 16TH AVE. ACCESS
T-83N R-8W
SECTION 28
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700600
LATITUDE 41.969771°
LONGITUDE -91.778400°

UTILITIES LEGEND:

NO KNOWN UTILITIES

Preliminary Subject to Change
This Sheet For Information Only

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=21,956')

179'-0 X 40'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM E.B. BRIDGE

46'-0 END SPANS 87'-0 INTERIOR SPAN

SITUATION PLAN - SITE

STATION 736+92.72, 44.00' RIGHT MAY 2015

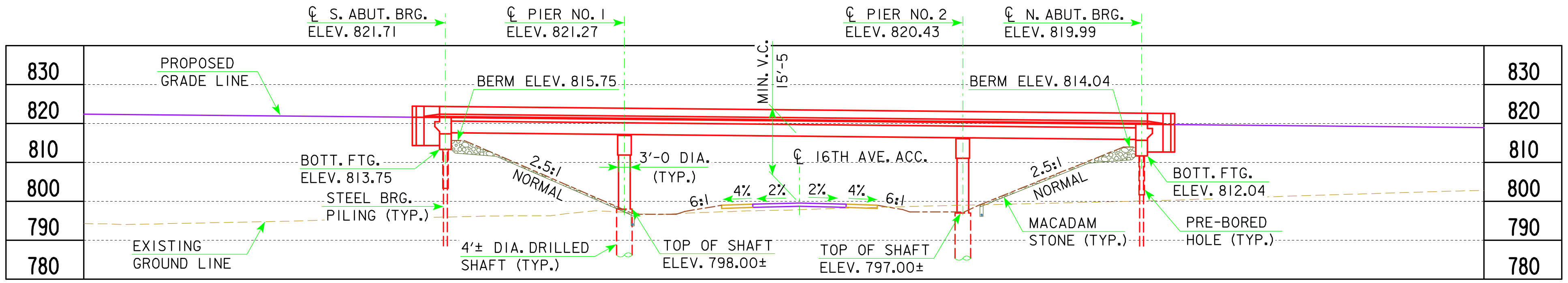
LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

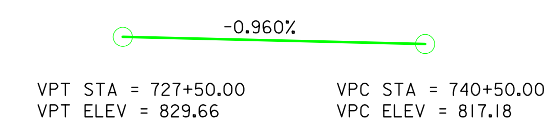
DESIGN SHEET NO. 2 OF 2 FILE NO. 29912 DESIGN NO. 0715

DESIGN TEAM: CH2M HILL SSM/JBR/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(91)--3H-57 | SHEET NUMBER V.11

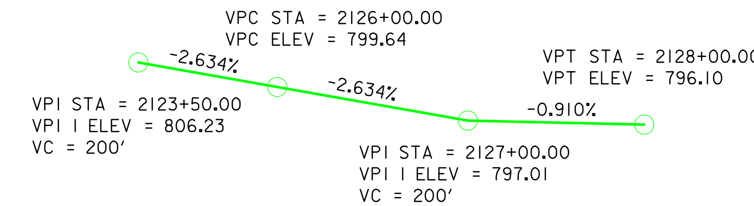
BENCH MARK NO.: #504, FD. RR SPIKE WEST SIDE P. POLE, APPROX. 1750 FT NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W., ELEV. 794.67, N.3456471, E.5390498



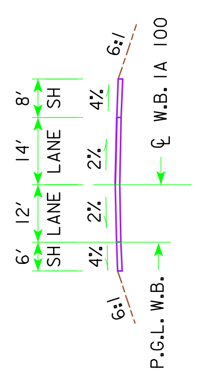
LONGITUDINAL SECTION ALONG ℄ W.B. IA 100



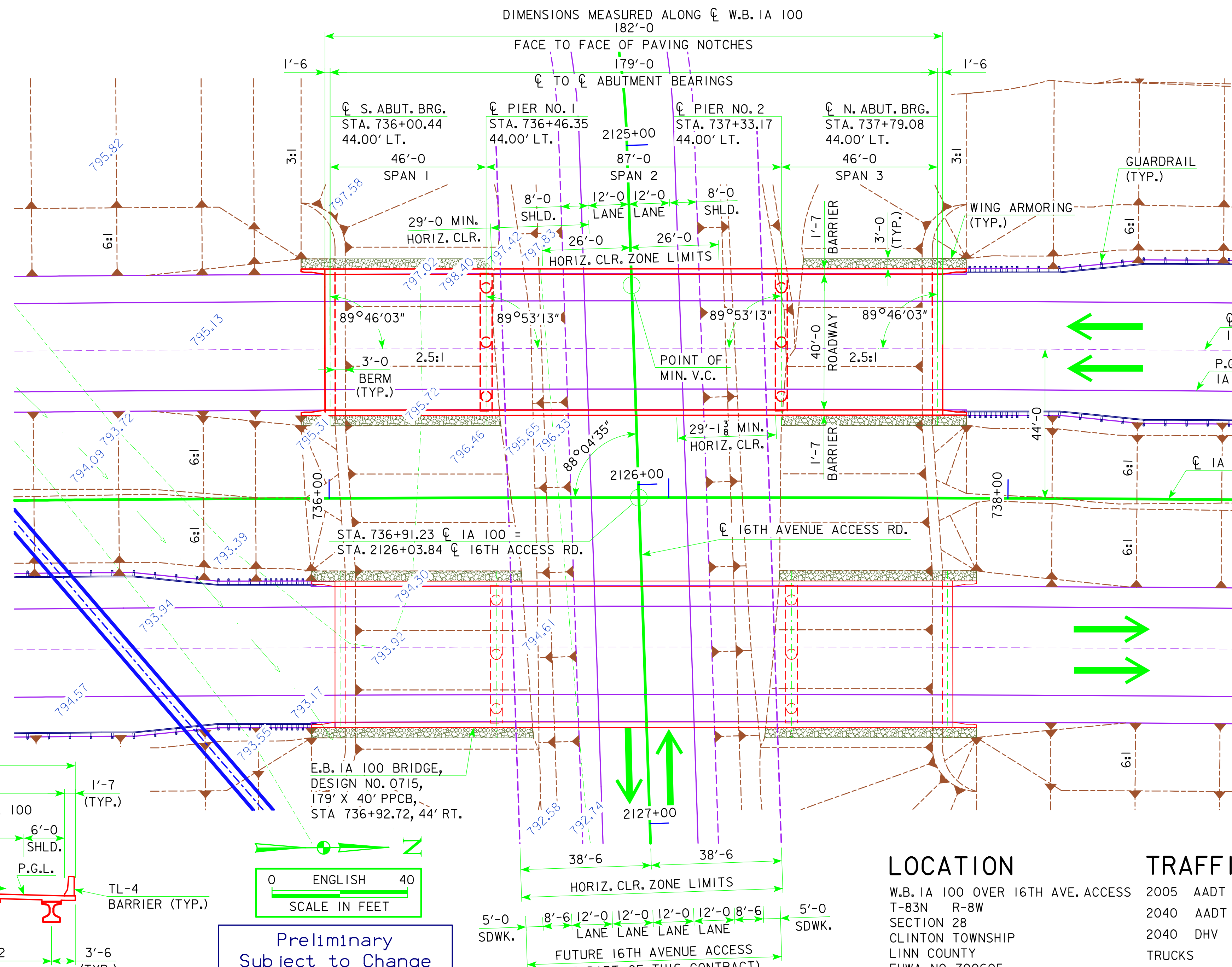
IA 100 PROPOSED GRADE



16TH ACCESS RD. PROPOSED GRADE

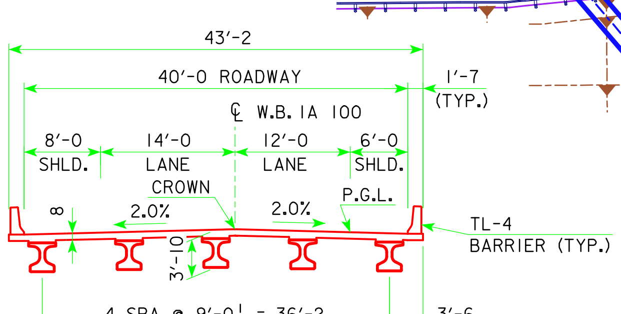


TYPICAL APPROACH SECTION



ENGLISH
0 40
SCALE IN FEET

SITUATION PLAN



PROPOSED BRIDGE CROSS SECTION

Preliminary
Subject to Change
This Sheet
For Information Only

℄ IA 100 CURVE DATA

PI STA. 747+30.36
Δ = 7°14'16" (RT)
D = 0°15'38"
T = 1391.41
L = 2779.12
E = 43.96
R = 22,000.00
PC STA. 733+38.95
PT STA. 761+18.06

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 736+89.05, 65.2' LT.
OVERHEAD ELEVATION = 820.49
DEPTH OF SUPERSTRUCTURE = 3'-10
UNDERPASS STATION = 2125+38.65
UNDERPASS ELEVATION = 801.26
REQUIRED MIN. VERT. CLEARANCE = 15'-0
PROVIDED MIN. VERT. CLEARANCE = 15'-5

NOTES:

ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
TL-4 BRIDGE RAILING PROPOSED.
TOP OF BRIDGE DECK AT ℄ W.B. IA 100 IS 0.21' ABOVE THE PROFILE GRADE TO ACCOUNT FOR DECK CROSS SLOPE AND PARABOLIC CROWN.
PIER TYPE - MULTI-COLUMN FRAME PIERS NOT DESIGNED FOR VEHICULAR COLLISION FORCE.
BEAM TYPE - BTB BEAMS.
ABUTMENT TYPE - INTEGRAL
SEE SHEETS V10 AND V.11 FOR E.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.
SEE SHEET V.13 FOR OVERALL SITE PLAN OF W.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.

NOTES TO DESIGNER:

ABUTMENT SLOPES AND FOUNDATION TYPE TO BE CONFIRMED DURING FINAL DESIGN.
BRIDGE IS STRAIGHT AND RECTANGULAR ON A CURVED ALIGNMENT.

UTILITIES LEGEND:

NO KNOWN UTILITIES

LOCATION

W.B. IA 100 OVER 16TH AVE. ACCESS
T-83N R-8W
SECTION 28
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700605
LATITUDE 41.969771°
LONGITUDE -91.778400°

TRAFFIC ESTIMATE

2005	AADT	0	V.P.D.
2040	AADT	5210	V.P.D.
2040	DHV	595	V.P.H.
TRUCKS		10	%
TOTAL DESIGN ESALs		TBD	

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=22,044')

179'-0 X 40'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM W.B. BRIDGE

46'-0 END SPANS 87'-0 INTERIOR SPAN

SITUATION PLAN

STATION 736+89.76, 44.00' LEFT MAY 2015

LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 29912 DESIGN NO. 0815

DESIGN TEAM: CH2M HILL SSM/JBR/ACP | LINN COUNTY | PROJECT NUMBER NHSX-100-1(92)--3H-57 | SHEET NUMBER V.12

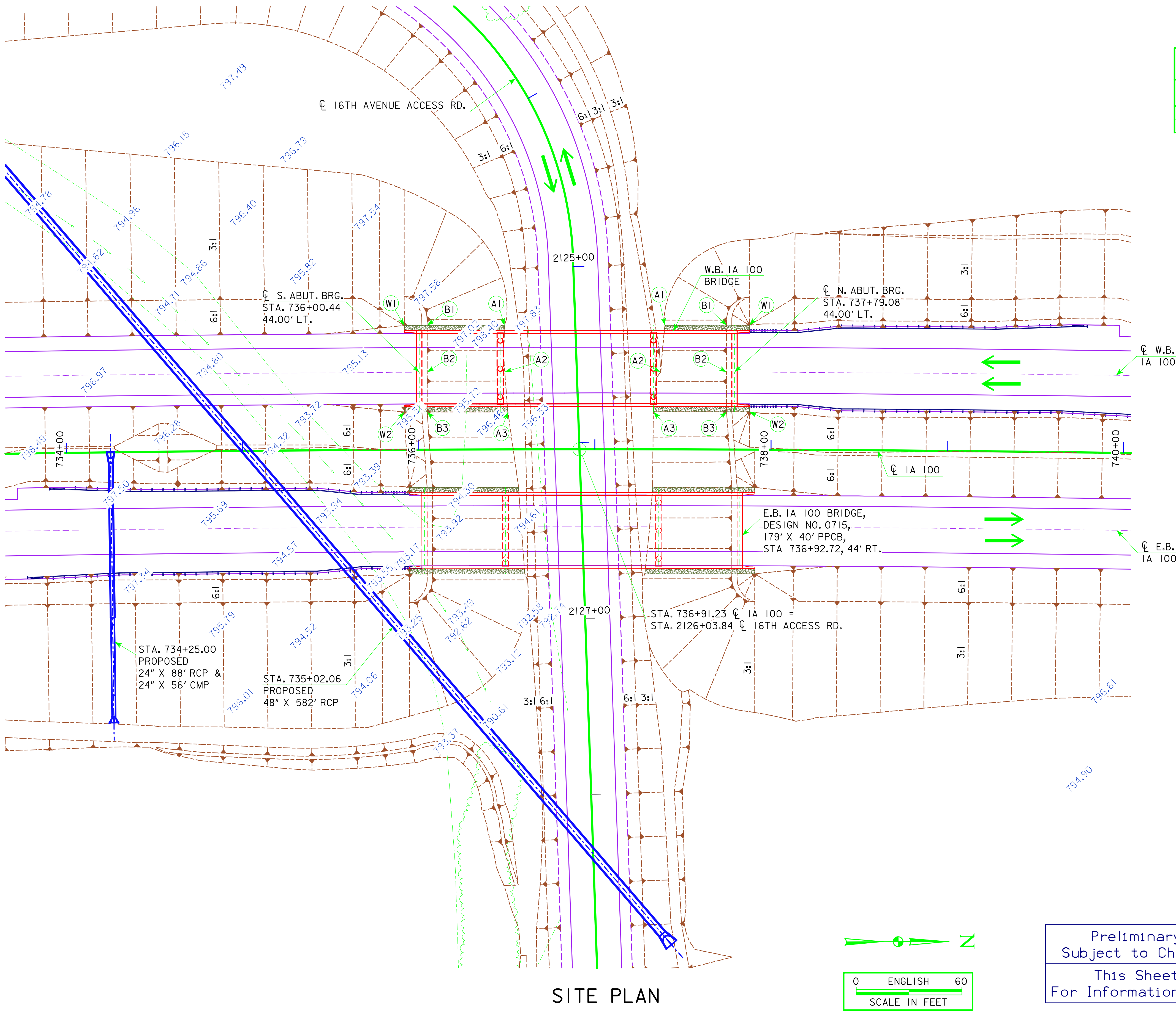
BENCH MARK NO.: #504, FD. RR SPIKE WEST SIDE P. POLE, APPROX. 1750 FT NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W. ELEV. 794.67, N.3456471, E.5390498

END OF BRIDGE WING TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
W1	735+92.07	70.62′ LT.	821.23	737+87.45	70.62′ LT.	819.35
W2	735+91.86	21.45′ LT.	821.31	737+87.67	21.45′ LT.	819.43

BERM SLOPE LOCATION TABLE

POINTS	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A1	736+48.81	70.44′ LT.	798.18	737+39.64	70.46′ LT.	800.06
A2	736+48.91	44.00′ LT.	798.11	737+37.17	44.00′ LT.	799.02
A3	736+50.63	21.27′ LT.	797.44	737+33.22	21.28′ LT.	797.44
B1	736+05.03	70.56′ LT.	815.75	737+74.49	70.57′ LT.	814.04
B2	736+04.93	44.00′ LT.	815.75	737+74.59	44.00′ LT.	814.04
B3	736+04.84	21.40′ LT.	815.75	737+74.68	21.40′ LT.	814.04



SITE PLAN

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
SEE SHEETS V.10 AND V.11 FOR E.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.
SEE SHEET V.12 FOR DETAILED PLAN OF W.B. IA 100 BRIDGE OVER 16TH AVENUE ACCESS ROAD.

NOTES TO DESIGNER:
BRIDGE IS STRAIGHT AND RECTANGULAR ON A CURVED ALIGNMENT.

LOCATION

W.B. IA 100 OVER 16TH AVE. ACCESS
T-83N R-8W
SECTION 28
CLINTON TOWNSHIP
LINN COUNTY
FHWA NO. 700605
LATITUDE 41.969771°
LONGITUDE -91.778400°

UTILITIES LEGEND:

NO KNOWN UTILITIES

Preliminary
Subject to Change
This Sheet
For Information Only

PRELIMINARY

DESIGN FOR 0° SKEW HORIZONTALLY CURVED (R=22,044′)

179′-0 X 40′-0 PRETENSIONED PRESTRESSED CONCRETE BEAM W.B. BRIDGE

46′-0 END SPANS 87′-0 INTERIOR SPAN

SITUATION PLAN - SITE

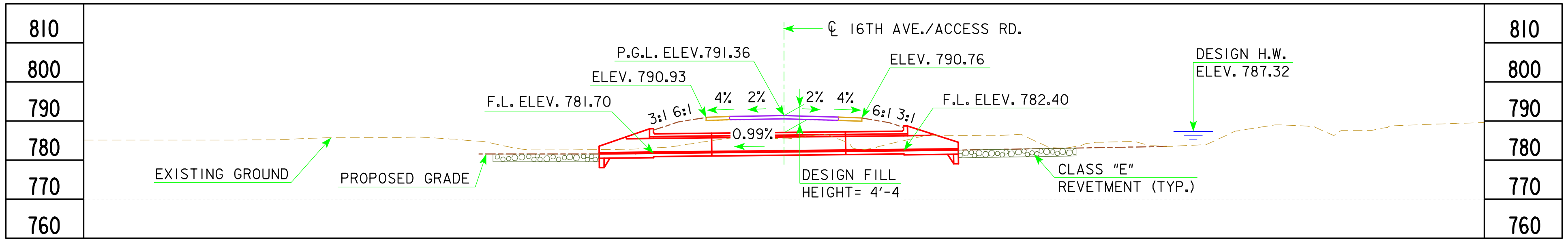
STATION 736+89.76, 44.00′ LEFT MAY 2015

LINN COUNTY

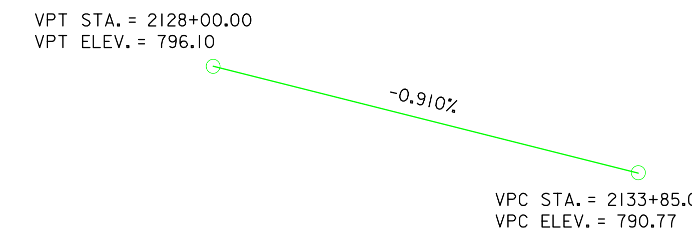
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 29912 DESIGN NO. 0815

BENCH MARK NO.: #504, FD. SPIKE WEST SIDE P. POLE - APPROX. 1750 FT. NORTH OF INTERSECTION 80TH ST. S.W. & 16TH AVE. S.W. EAST SIDE OF ROAD ALONG 80TH ST. S.W., ELEV. 794.67, N.3456471, E.5390498



LONGITUDINAL SECTION ALONG ℄ CULVERT



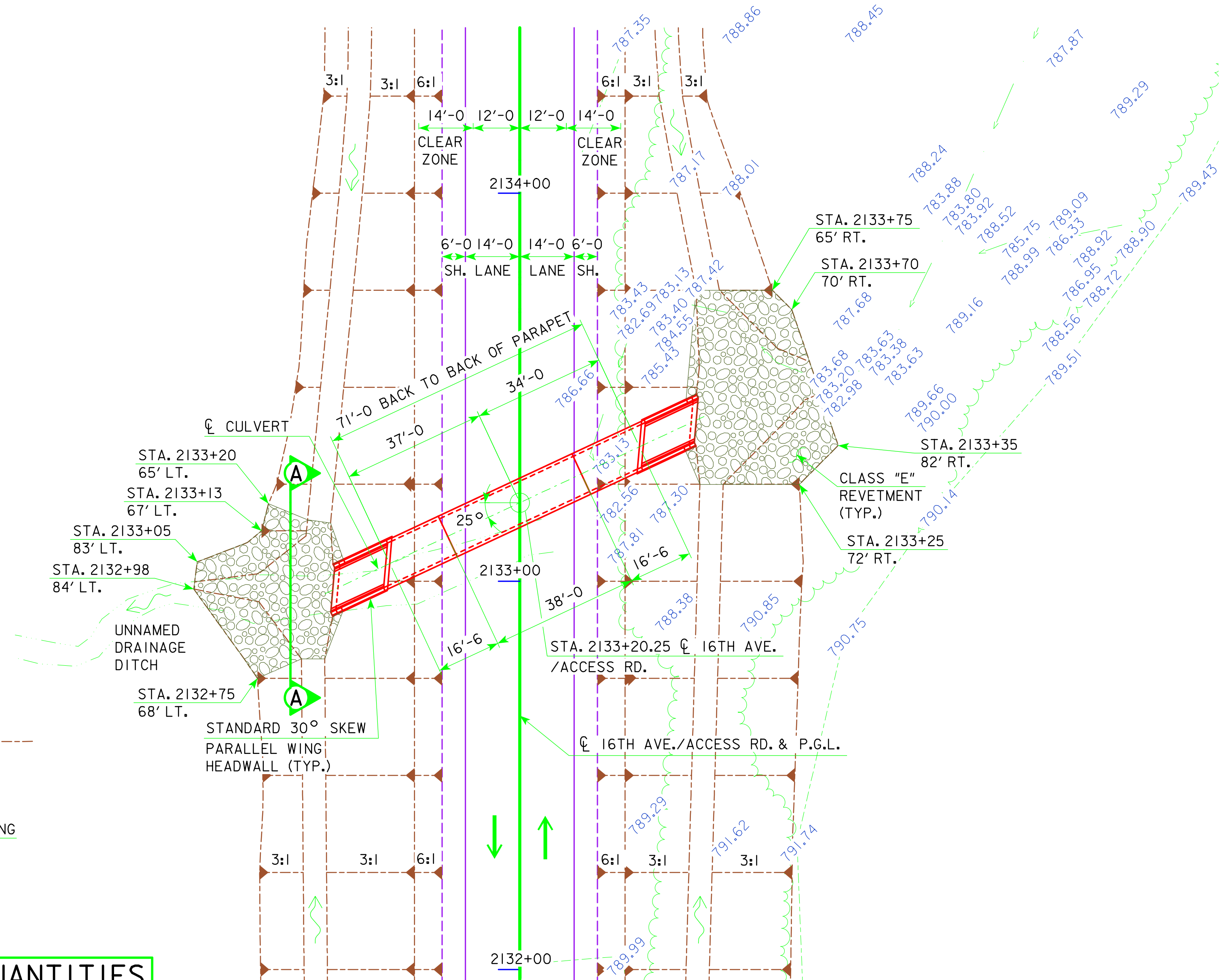
16TH AVE./ACCESS RD. PROPOSED PROFILE GRADE

UTILITIES LEGEND:

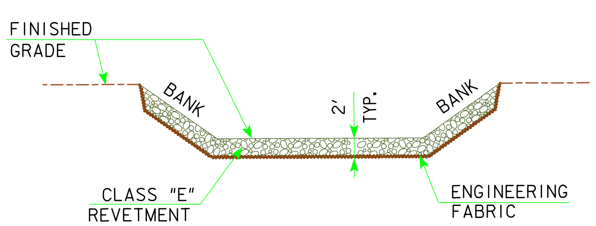
NO KNOWN UTILITIES

HYDRAULIC DATA

DRAINAGE AREA = 188.3 ACRES
Q_{50} = 234.0 CFS
DESIGN HW ELEV. = 787.32



SITUATION PLAN



SECTION A-A

LOCATION

16TH AVE./ACCESS RD.
OVER UNNAMED DRAINAGE DITCH
T-83N R-8W
SECTION 28
CLINTON TOWNSHIP
LINN COUNTY
LATITUDE 41.969785
LONGITUDE -91.775596

TRAFFIC ESTIMATE

2005	AADT	0	V.P.D.
2040	AADT	490	V.P.D.
2040	DHV	50	V.P.H.
TRUCKS		10	%
TOTAL DESIGN ESALs		TBD	

NOTES:
ALL UNITS ARE IN FEET UNLESS NOTED OTHERWISE.
CLASS E REVETMENT STONE IS EMBEDDED.

NOTES TO DESIGNER:
BASED ON PRELIMINARY EVALUATION OF AVAILABLE GEOTECHNICAL DATA IN THE AREA, SOIL SETTLEMENT IS ANTICIPATED TO BE LESS THAN 6 INCHES.
FINAL DESIGN PLANS SHOULD INCLUDE PRECAST CONCRETE ALTERNATIVE.

ESTIMATED REVETMENT QUANTITIES

LOCATION	REVETMENT CL. E (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
INLET	148	165	110
OUTLET	107	119	79
TOTALS	255	284	189

EXCAVATION QUANTITY ASSUMES CHANNEL/DITCH ARE SHAPED TO FINISHED GRADE.

N

0 ENGLISH 40
SCALE IN FEET

Preliminary
Subject to Change
This Sheet
For Information Only

PRELIMINARY

DESIGN FOR 25° SKEW (R.A.)

10' X 4' X 71'-0 REINFORCED CONCRETE BOX CULVERT

SITUATION PLAN

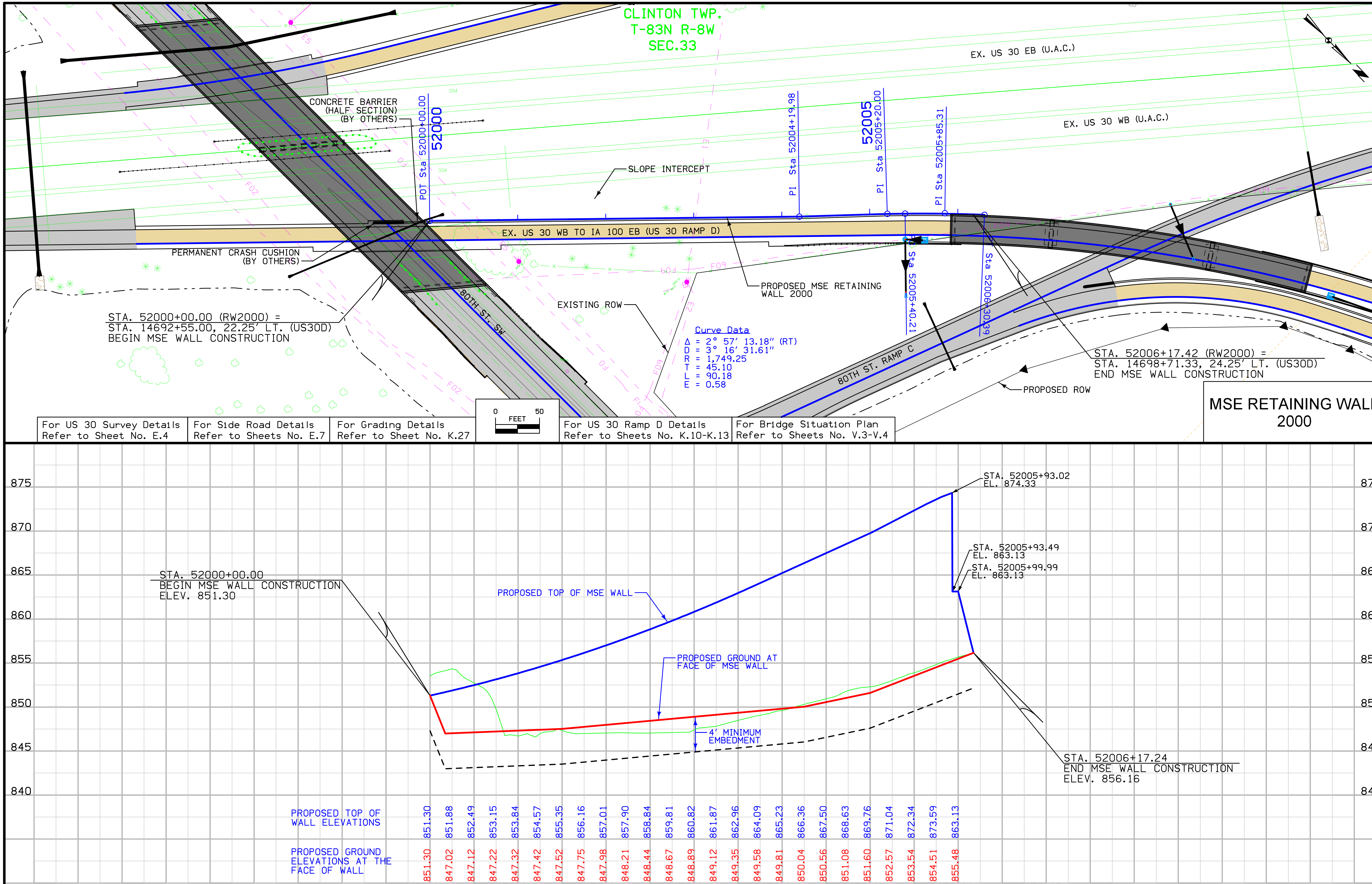
STATION 2133+20.25 FEBRUARY 2015

LINN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 1 FILE NO. 29912 DESIGN NO. 1715

DESIGN TEAM: CH2M HILL CWM/DRB/ACP LINN COUNTY PROJECT NUMBER NHSX-100-1(101)--3H-57 SHEET NUMBER V.14



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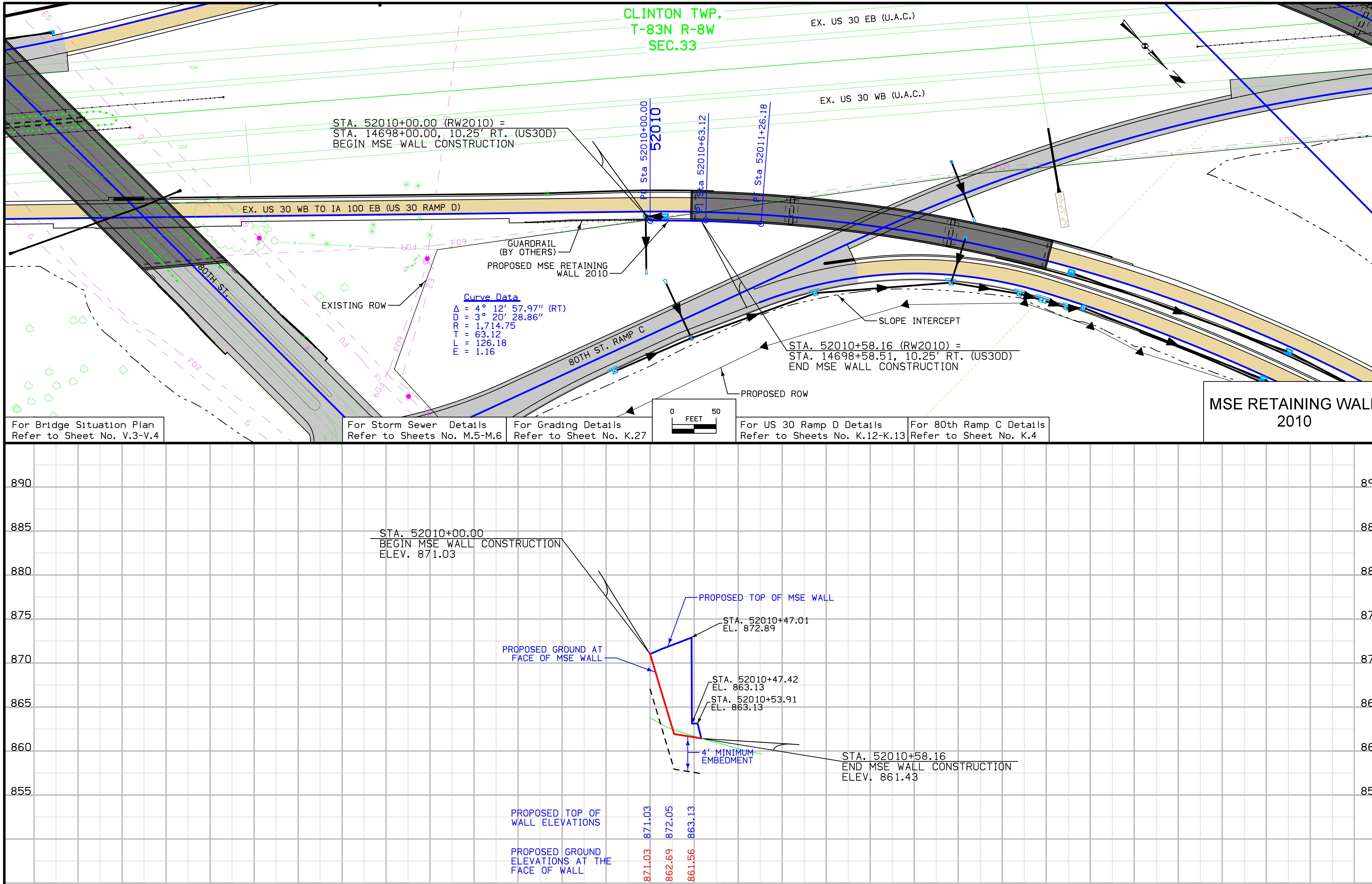

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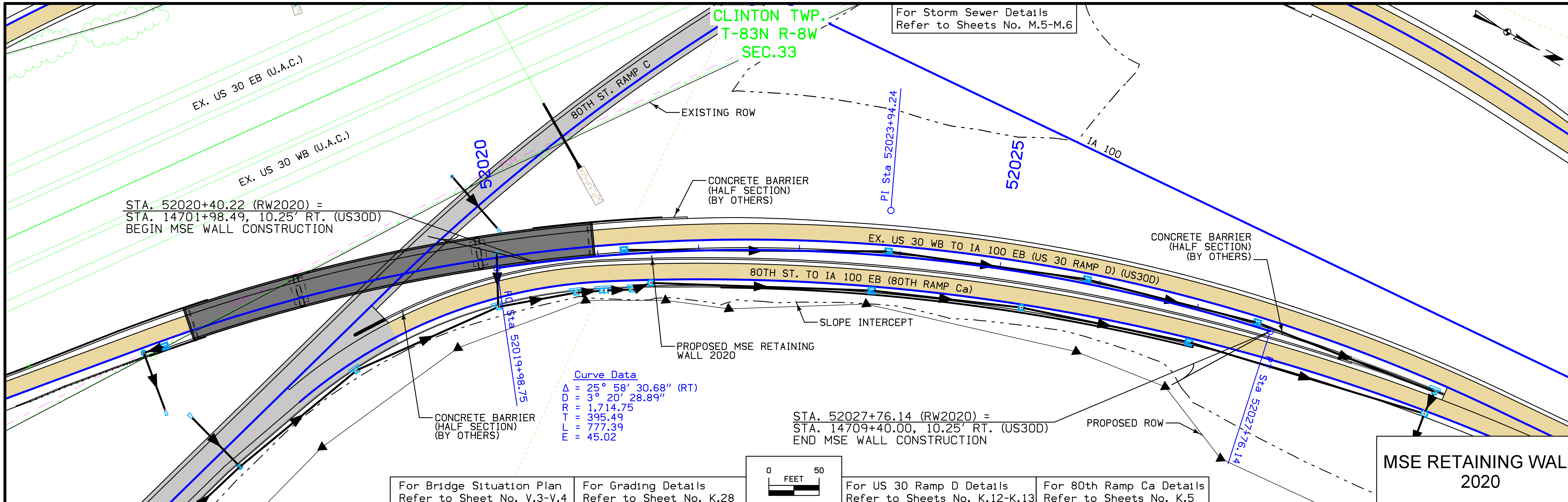
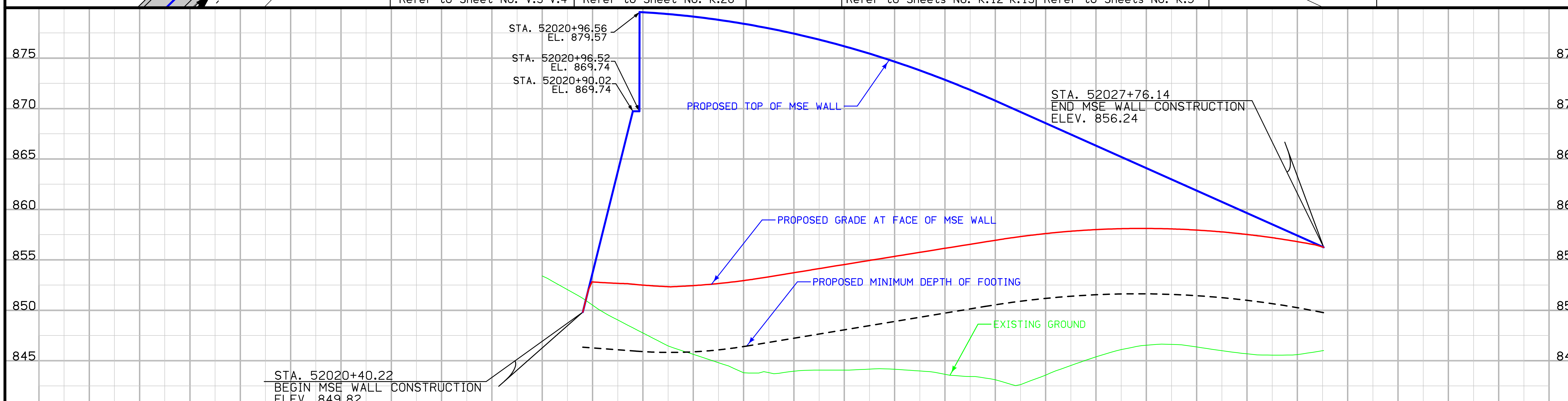
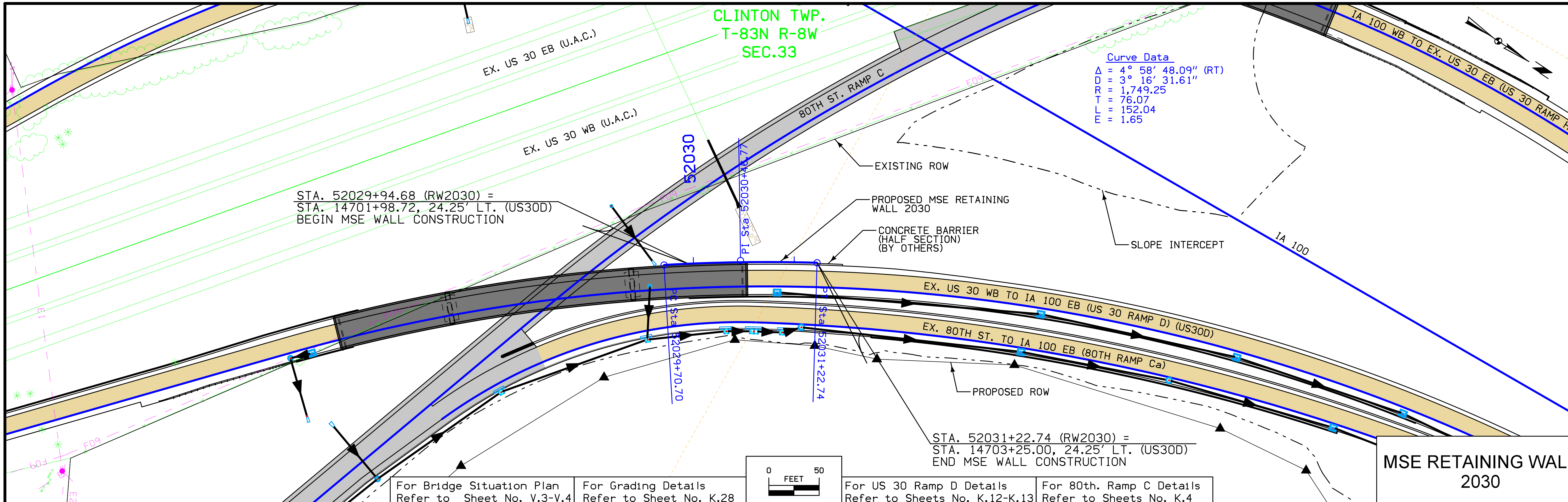
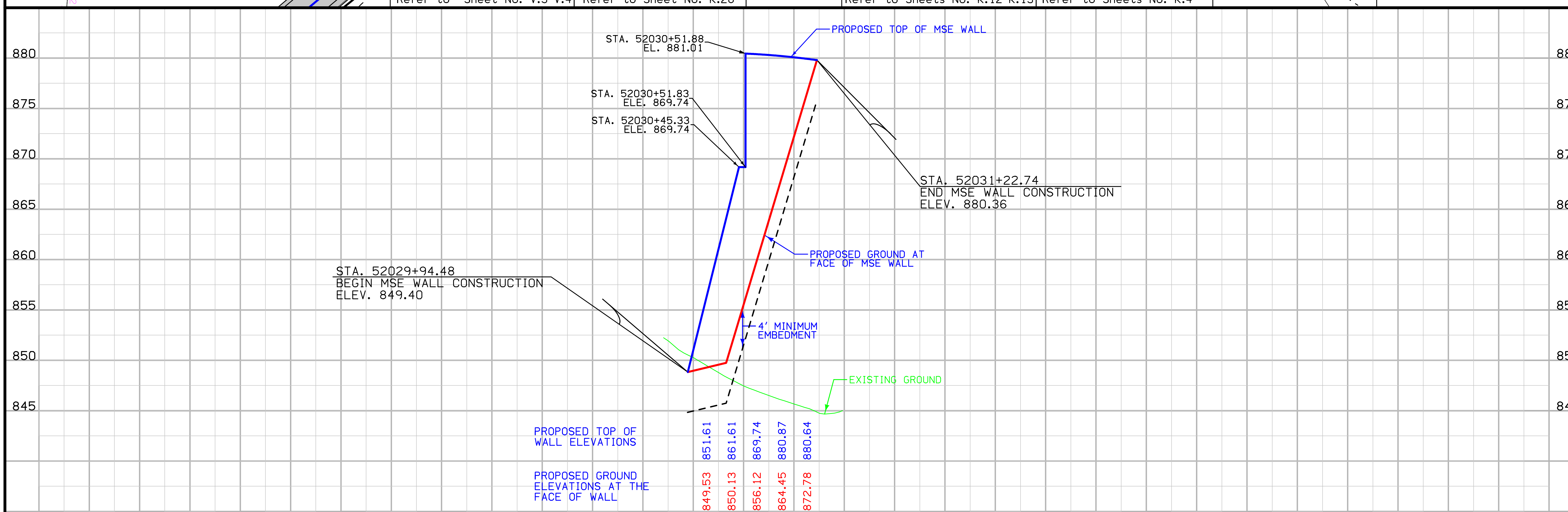




PROPOSED TOP OF WALL ELEVATIONS	PROPOSED GROUND ELEVATIONS AT THE FACE OF WALL
853.73	846.27
863.73	846.08
879.55	845.90
879.37	845.82
879.12	845.88
878.80	846.08
878.41	846.41
877.96	846.82
877.43	847.23
876.84	847.65
876.18	848.06
875.45	848.48
874.65	848.89
873.78	849.31
872.85	849.72
871.85	850.13
870.78	850.54
869.66	850.90
868.55	851.18
867.44	851.39
866.32	851.54
865.21	851.62
864.09	851.63
862.98	851.57
861.86	851.45
860.75	851.25
859.64	850.99
858.52	850.66
857.41	850.26
856.29	849.79



MSE RETAINING WALL
2030



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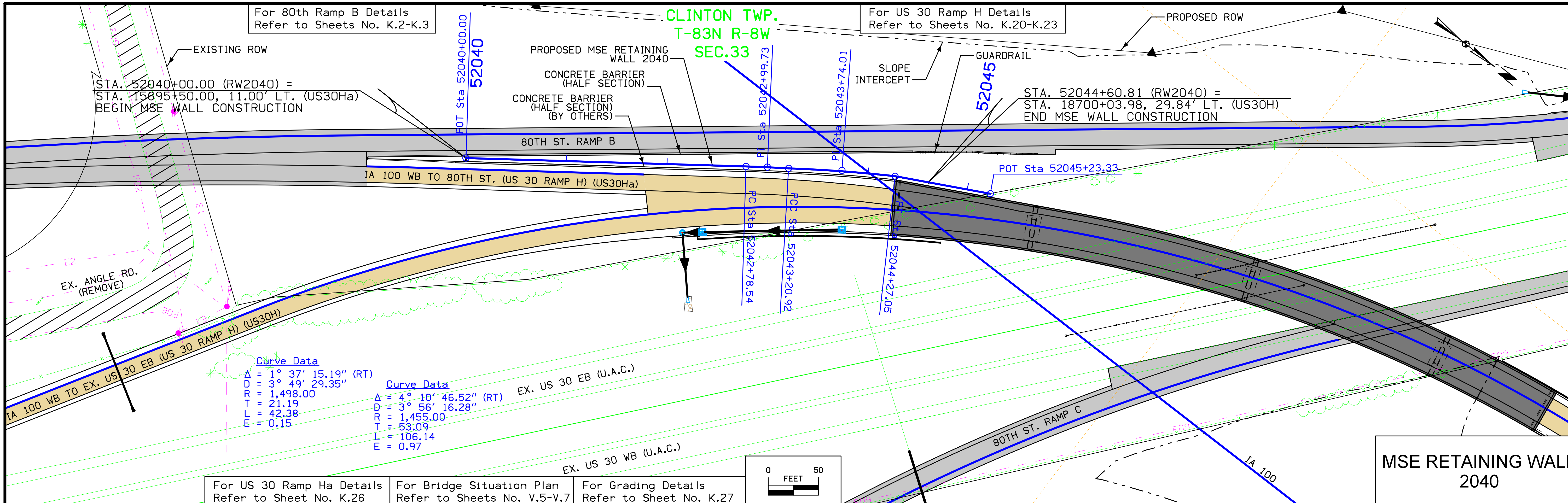

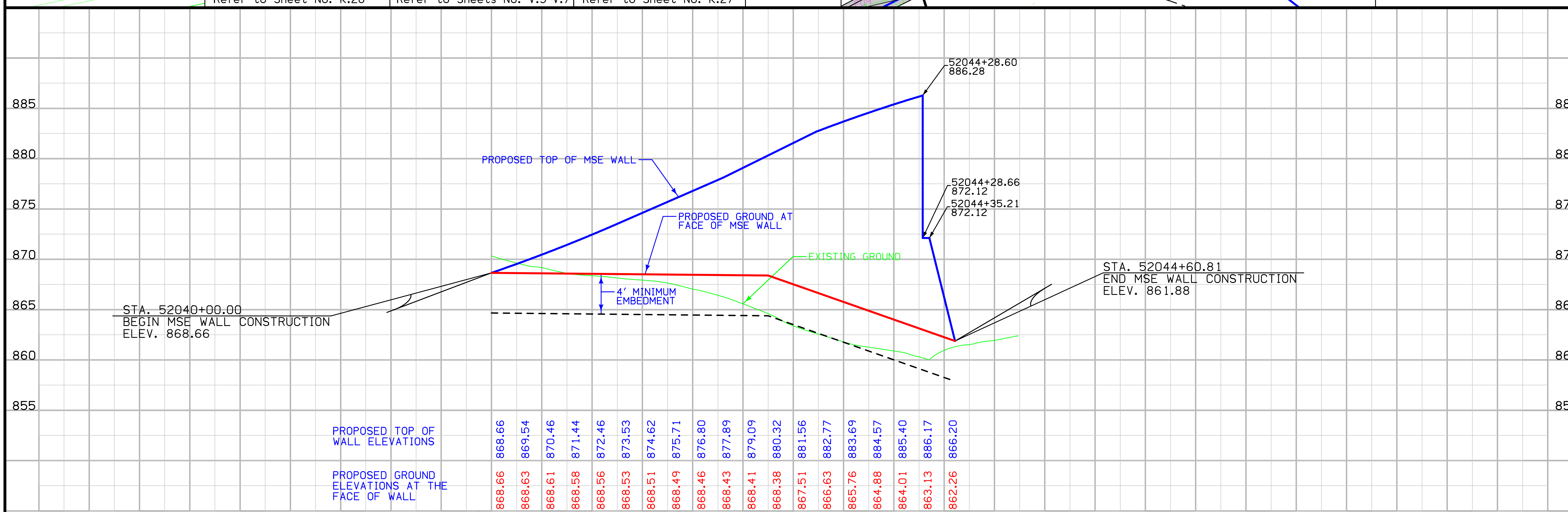

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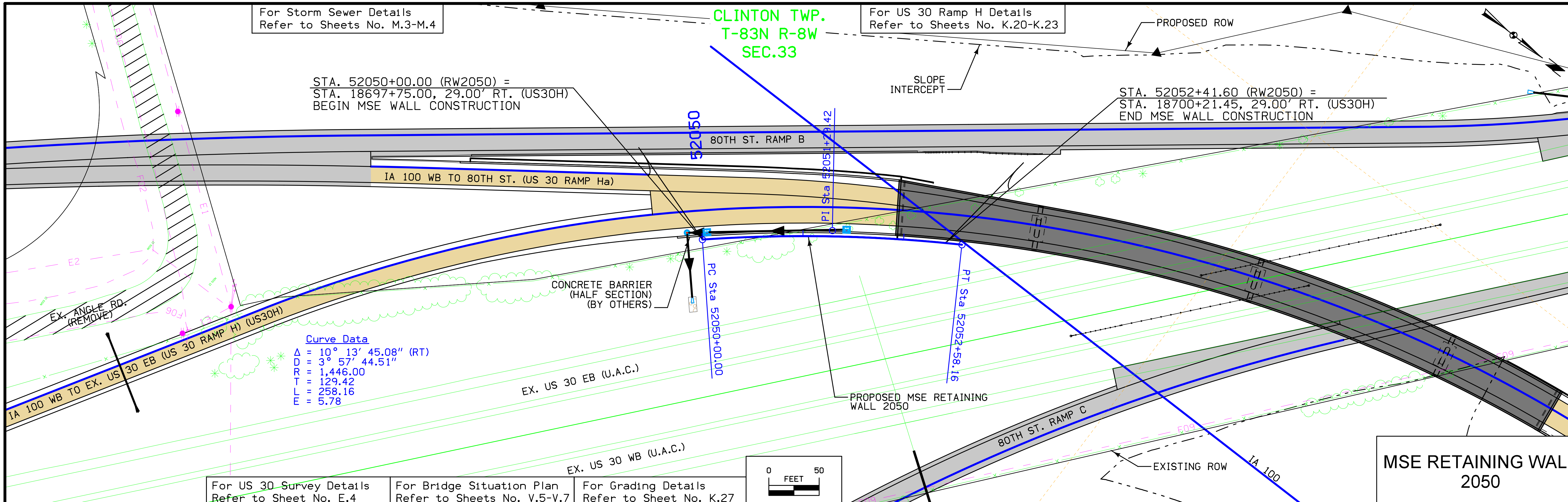

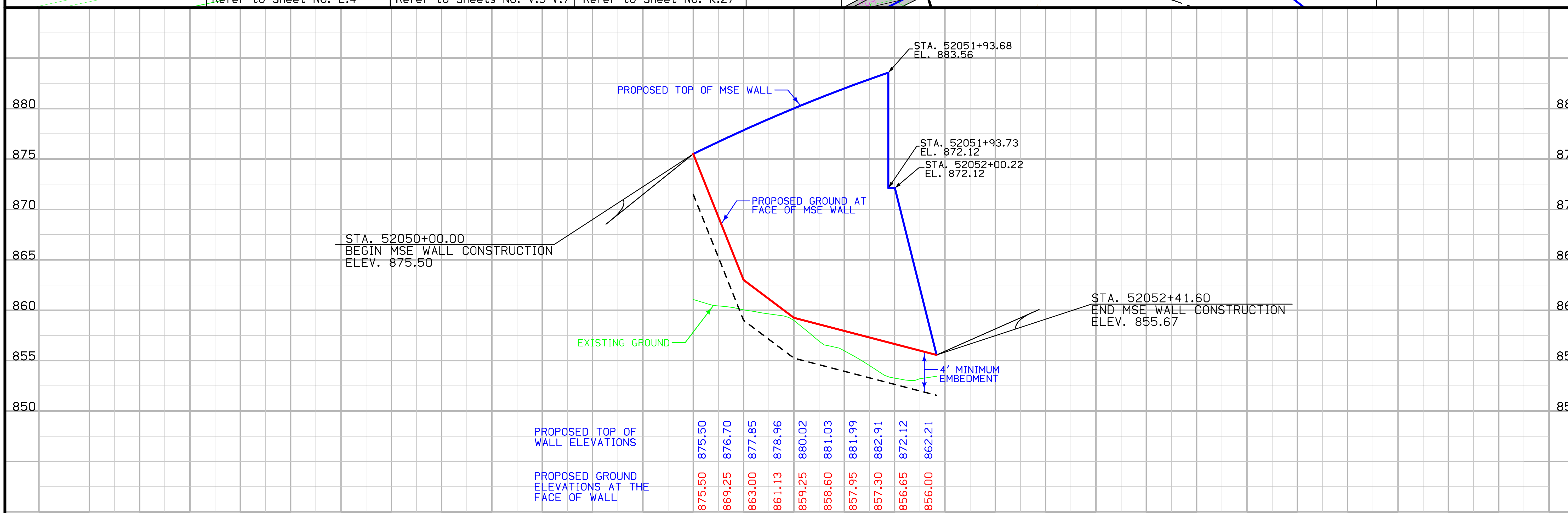

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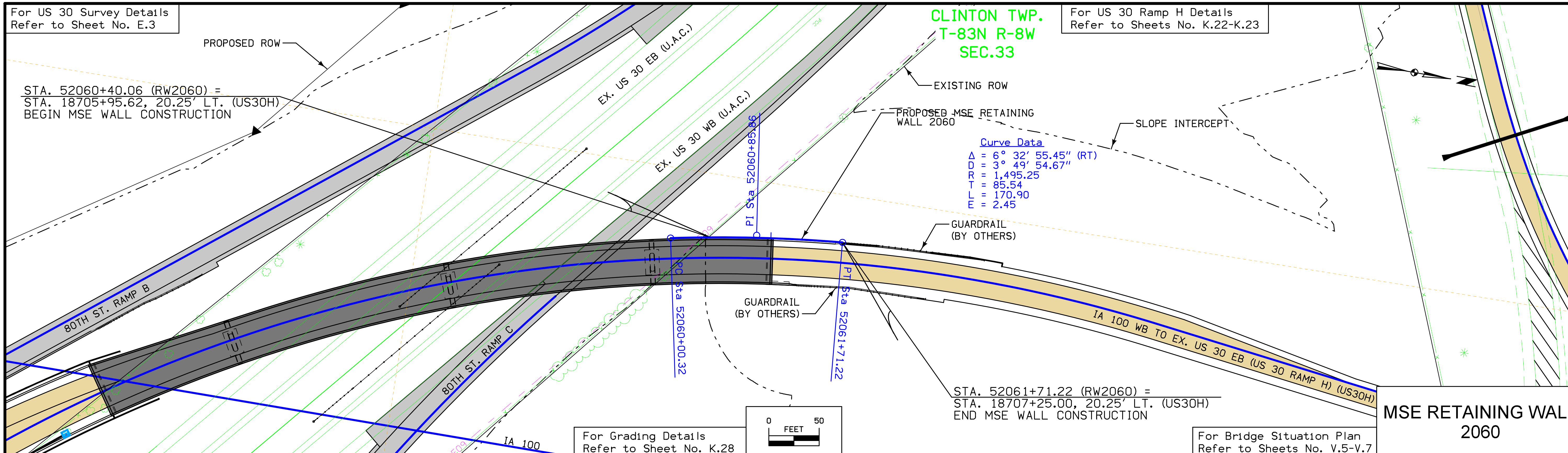
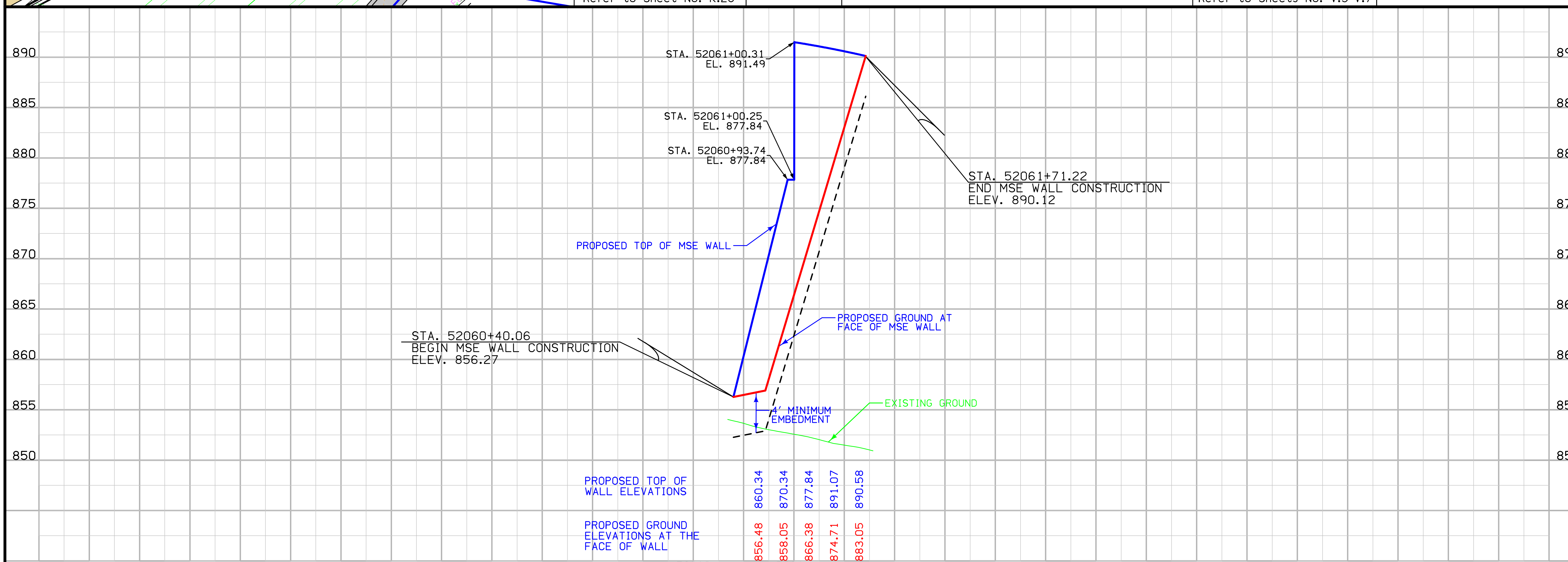


MSE RETAINING WALL 2060



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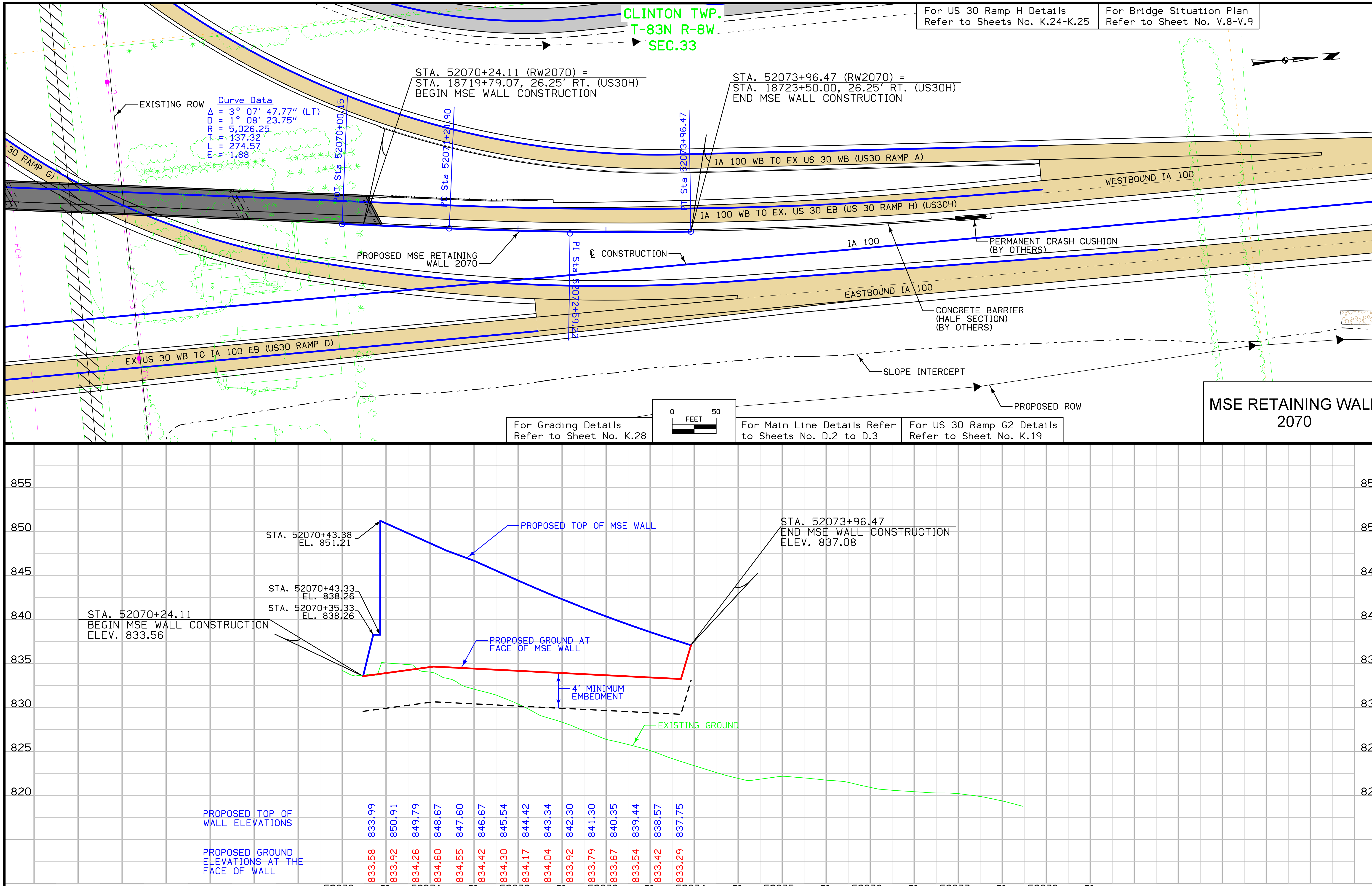

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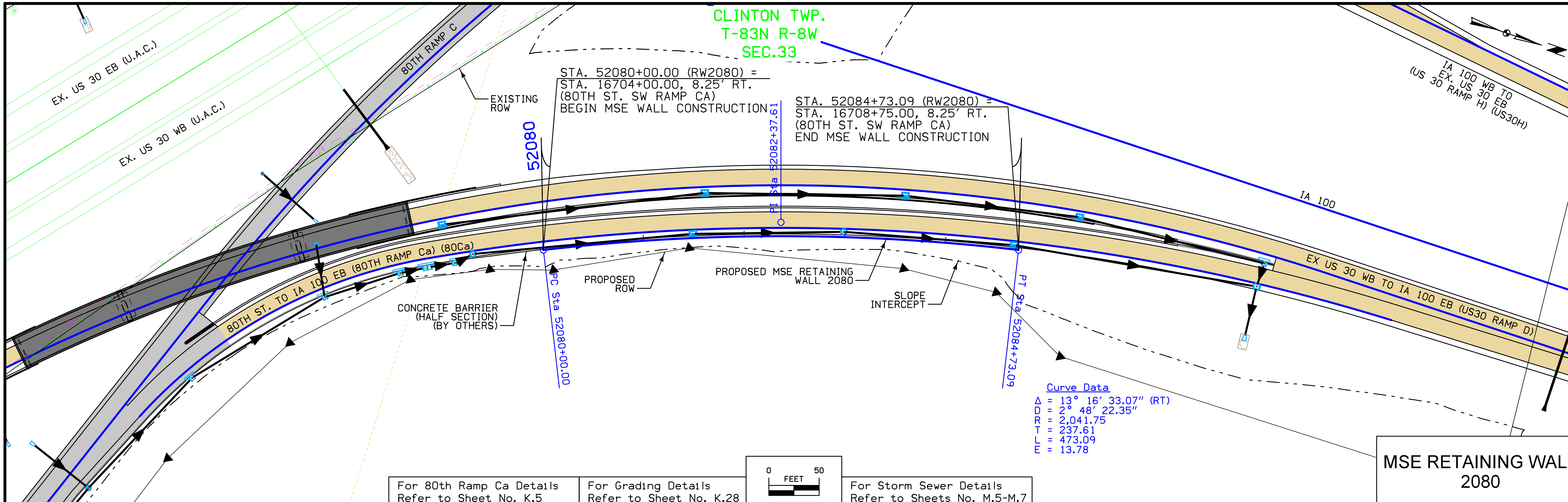

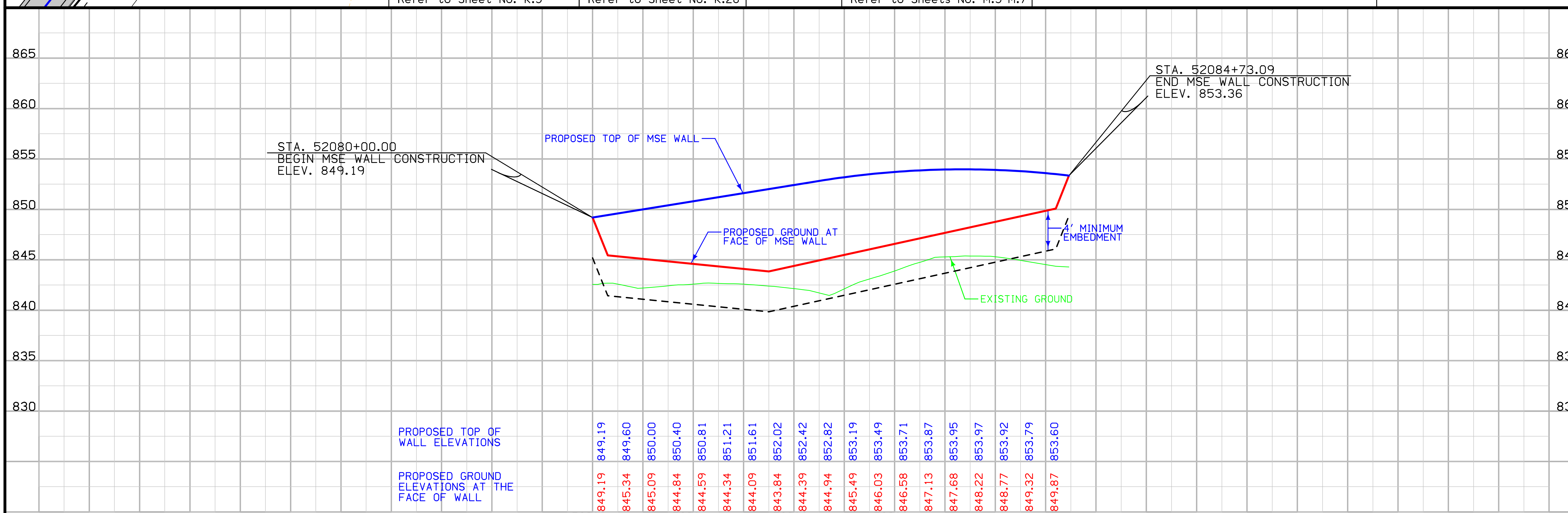

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LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

- Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- Additional Topsoil Removal
- Subrade Treatment
- Granular Shoulder
- Pavement
- Existing Pipe\RCB
- Proposed Pipe\RCB
- Proposed Dike
- All Elements Associated with Proposed Entrances

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

TS	Topsoil (Class 10)
TS A	Topsoil (Type A Disposal)
TS B	Topsoil (Type B Disposal)
TS C	Topsoil (Type C Disposal)
CL 10	Class 10 Materials
SEL LO	Select Loams And Clay-Loams
SEL SA	Select Sand
UNS A	Unsuitable Type A Disposal
UNS B	Unsuitable Type B Disposal
UNS C	Unsuitable Type C Disposal
SHALE	Shale
WASTE	Waste
B&W LS	Broken and Weathered Rock
ROCK	Solid Rock
BLDRS	Boulders

Note: All layer lines and descriptions identify layers above the line.

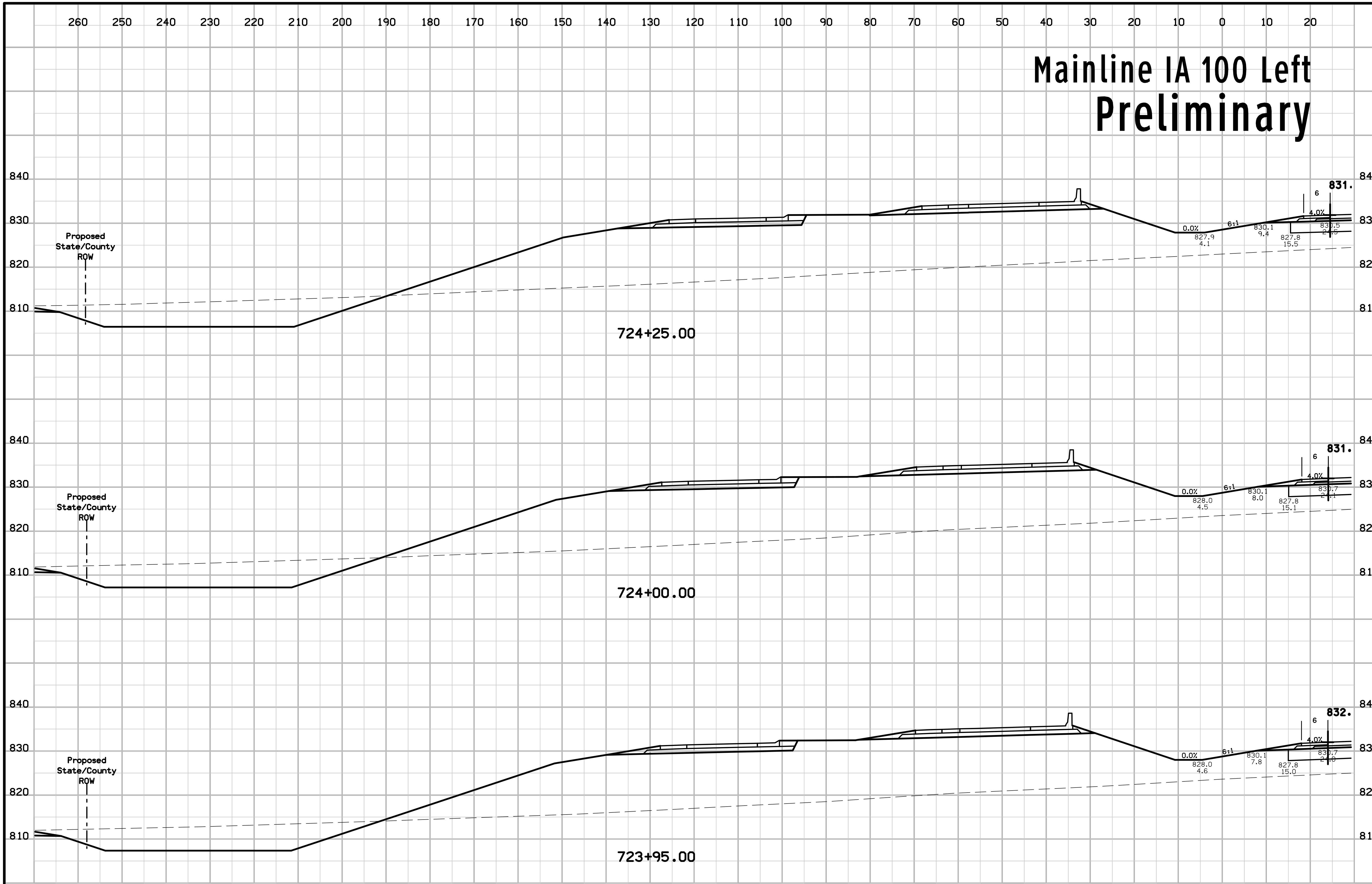
Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

SYMBOL LEGEND OF CROSS SECTION SHEETS

Existing ROW	Existing Right-of-Way Limit	Future ROW	Future Right-of-Way Limit
Proposed ROW	Proposed Right-of-Way Limit	Proposed State/County ROW	Proposed State/County Right-of-Way Limit
Temporary ROW	Temporary Right-of-Way Limit		

CROSS SECTION LEGEND AND SYMBOL INFORMATION SHEET

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



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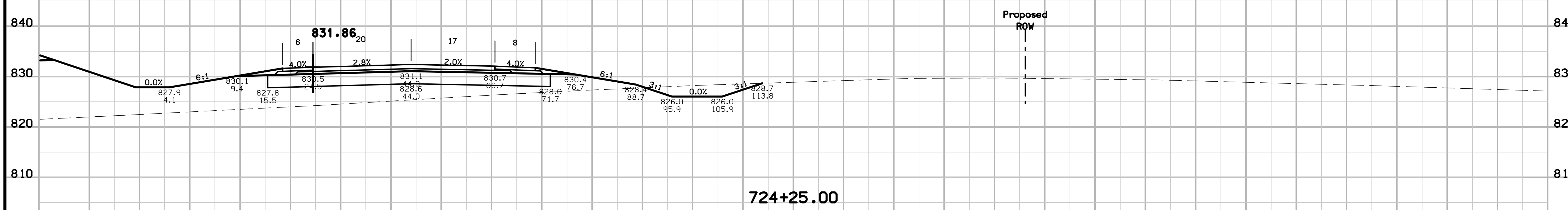
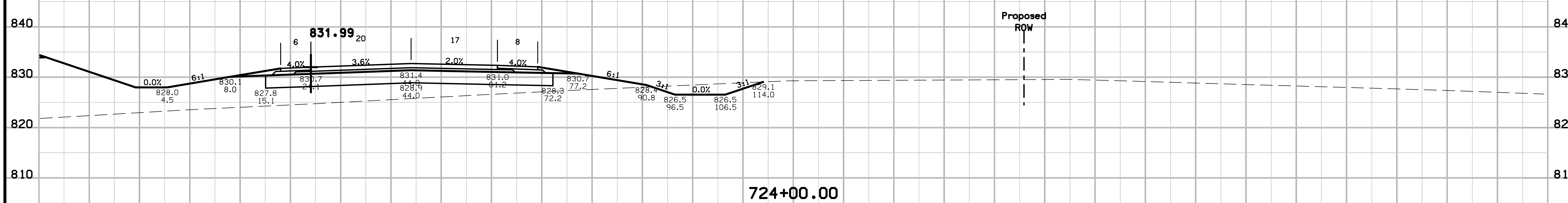
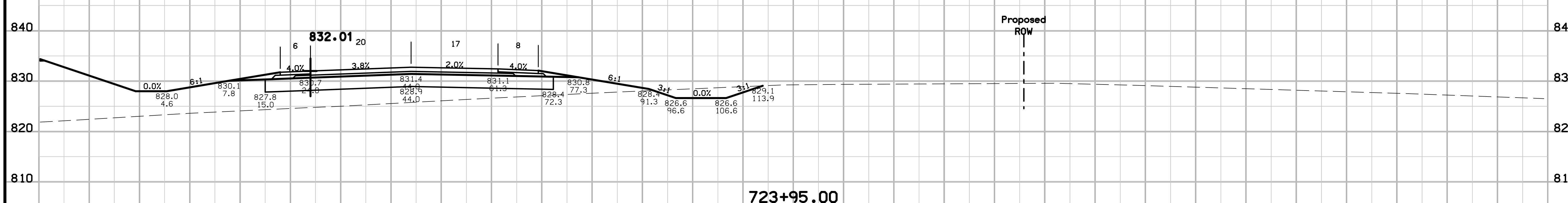
Mainline IA 100 Right
Preliminary







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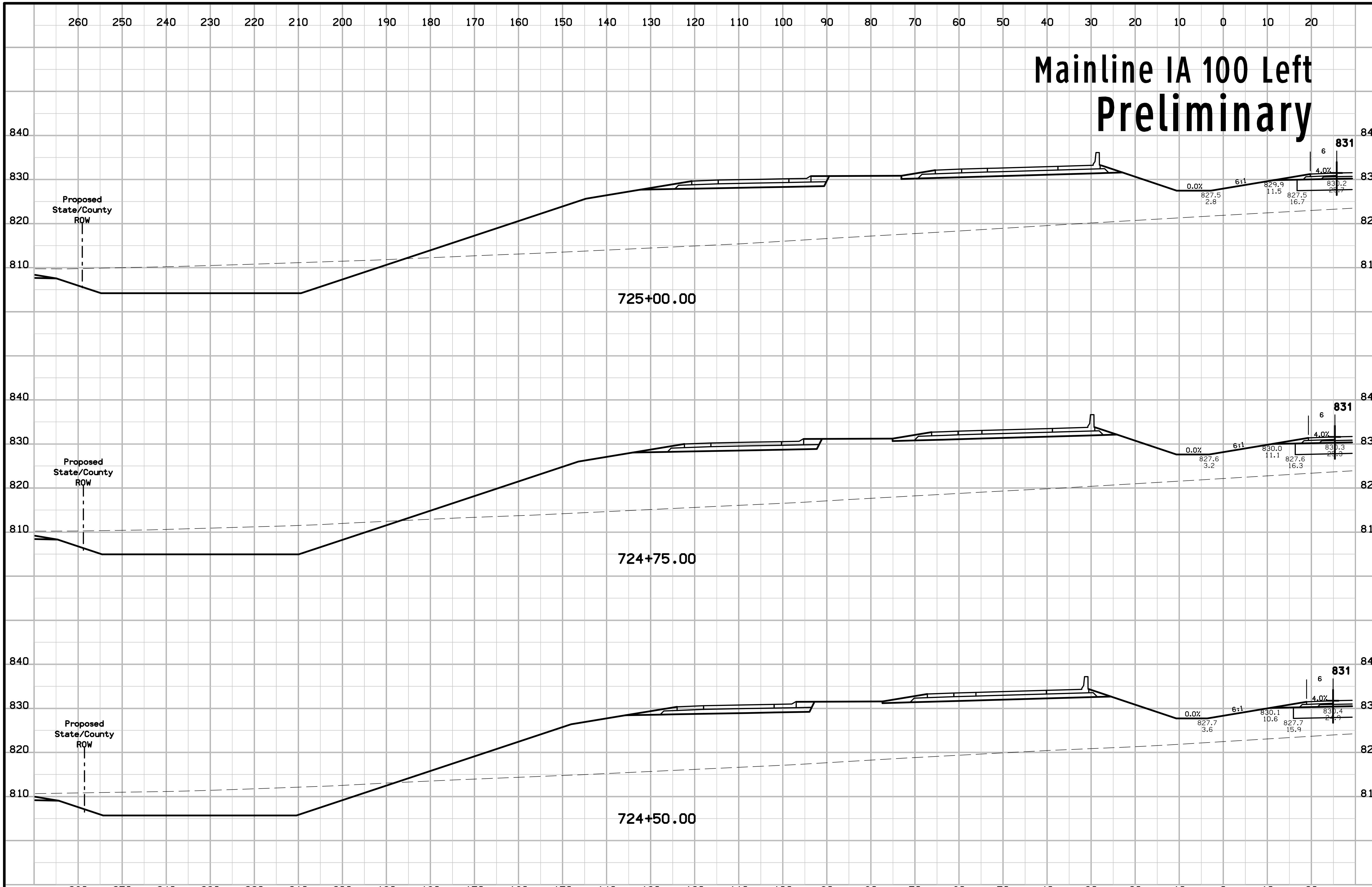

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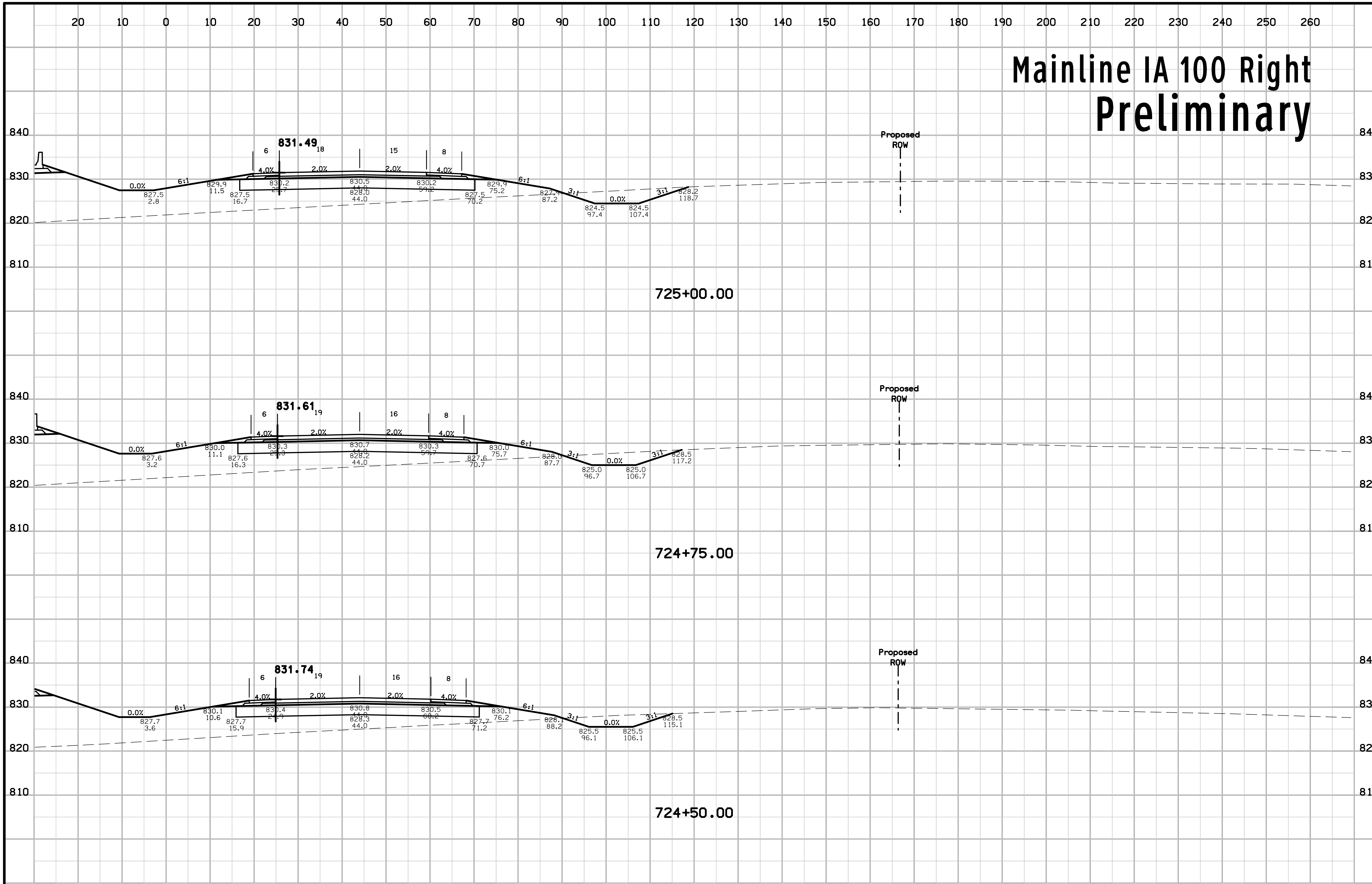

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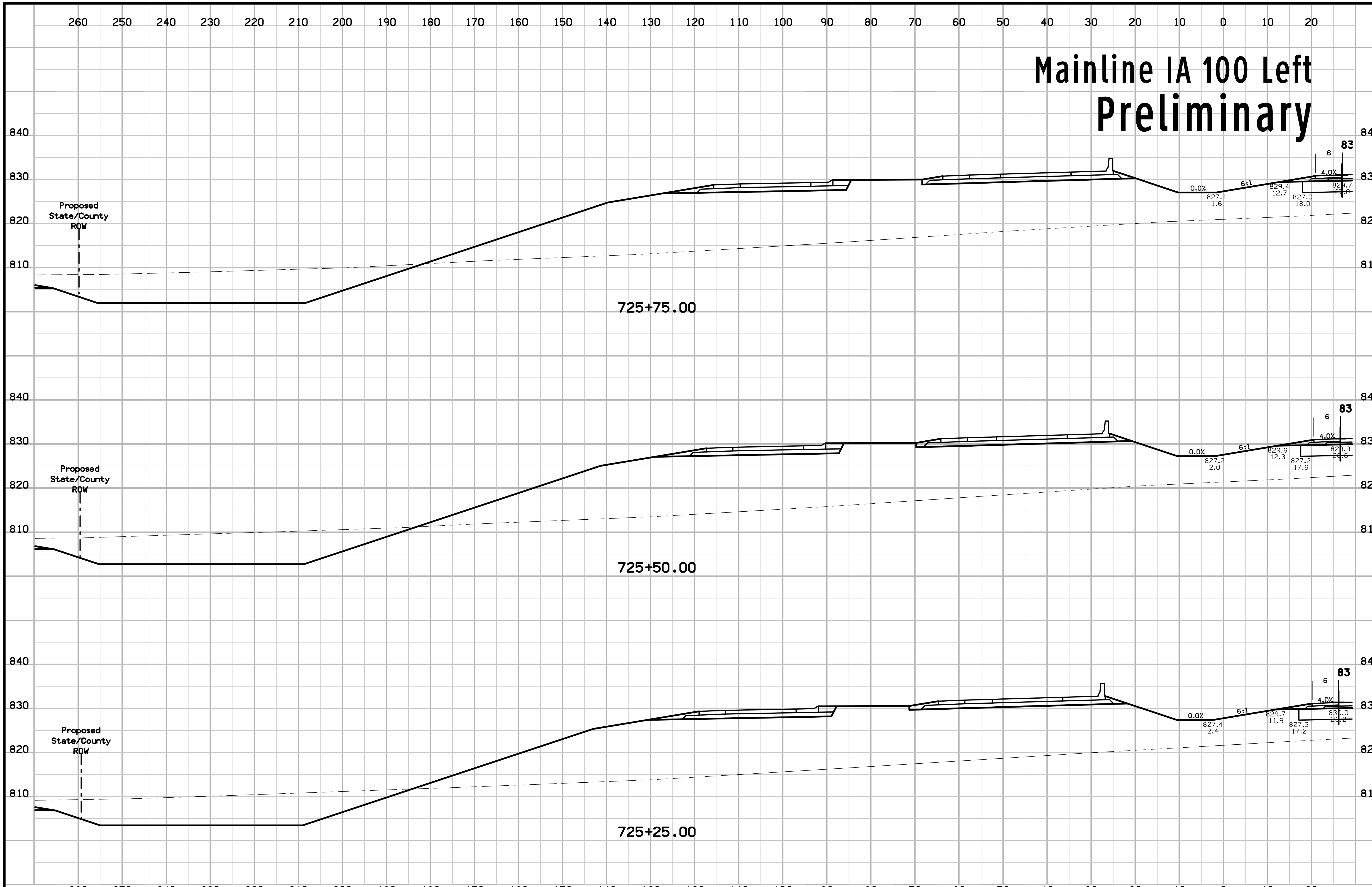
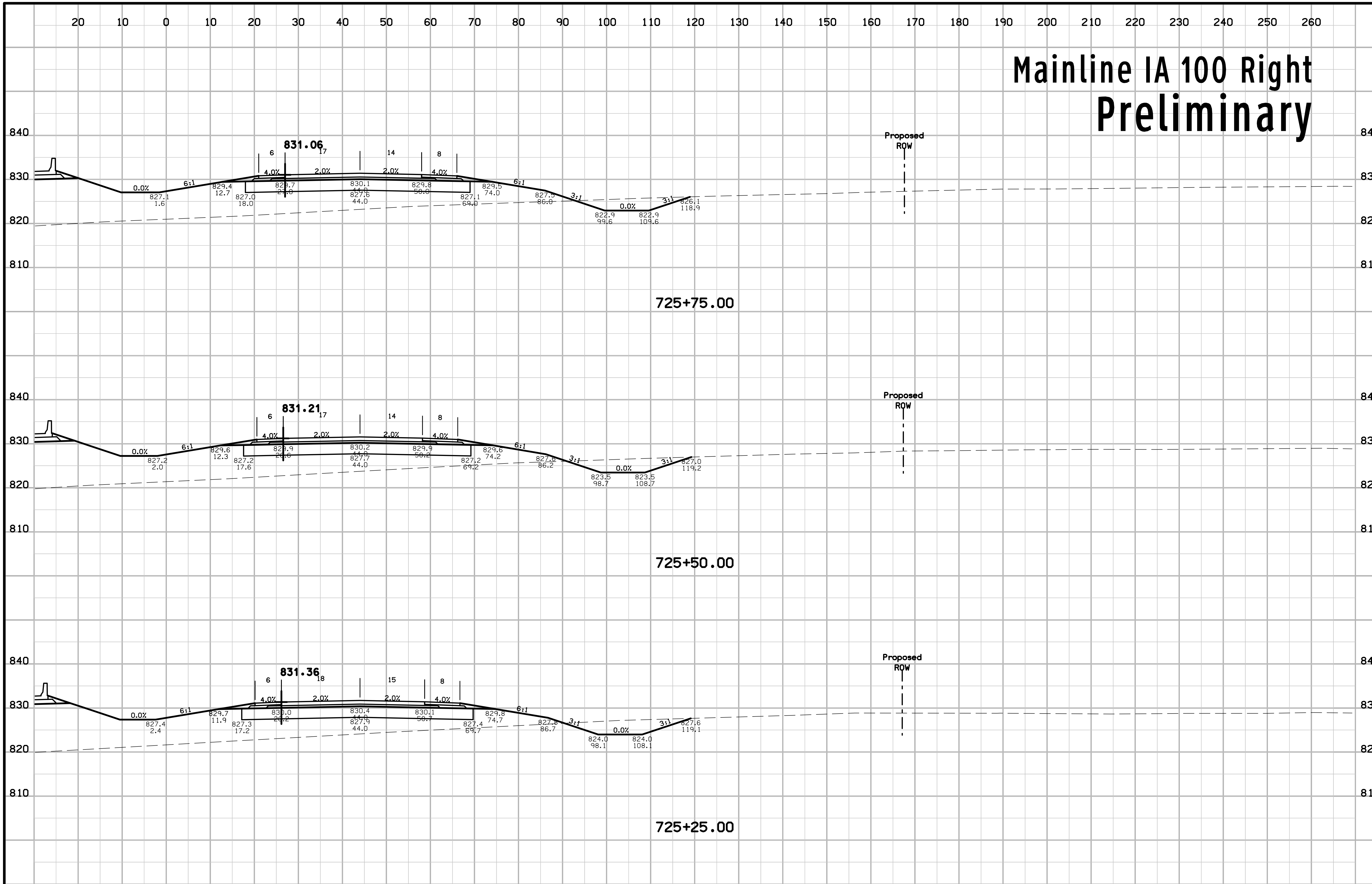
Preliminary





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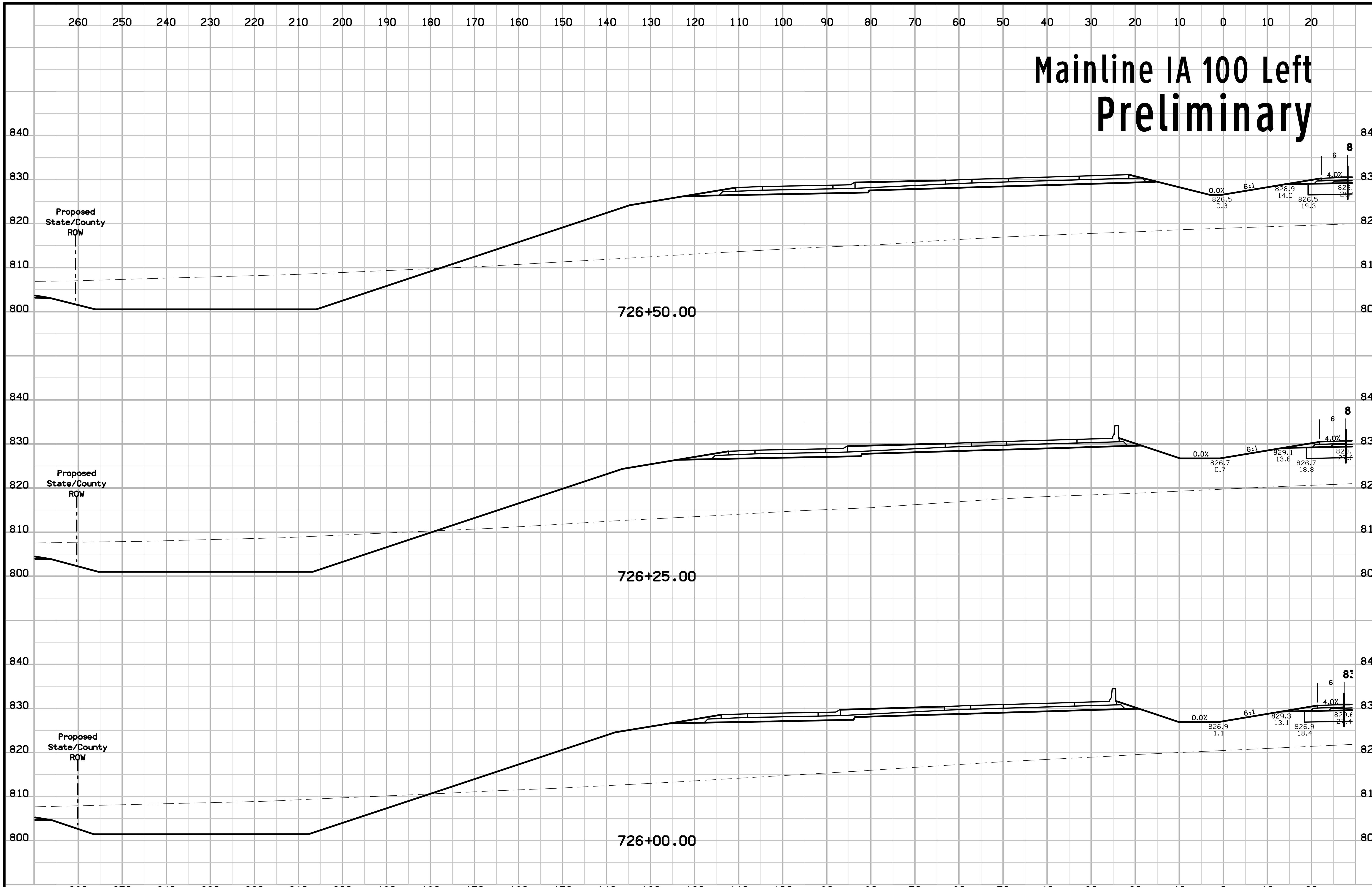
Preliminary



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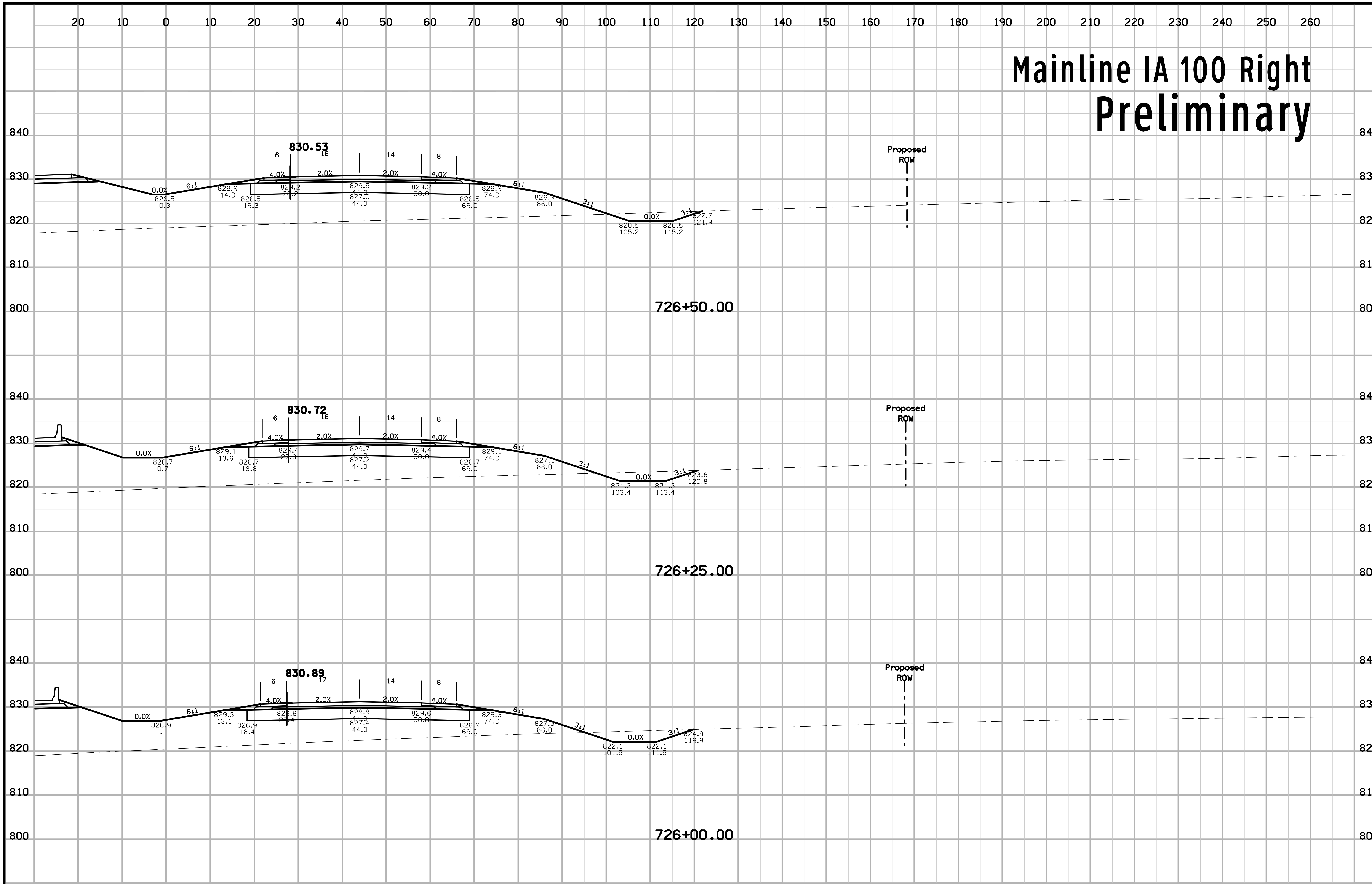

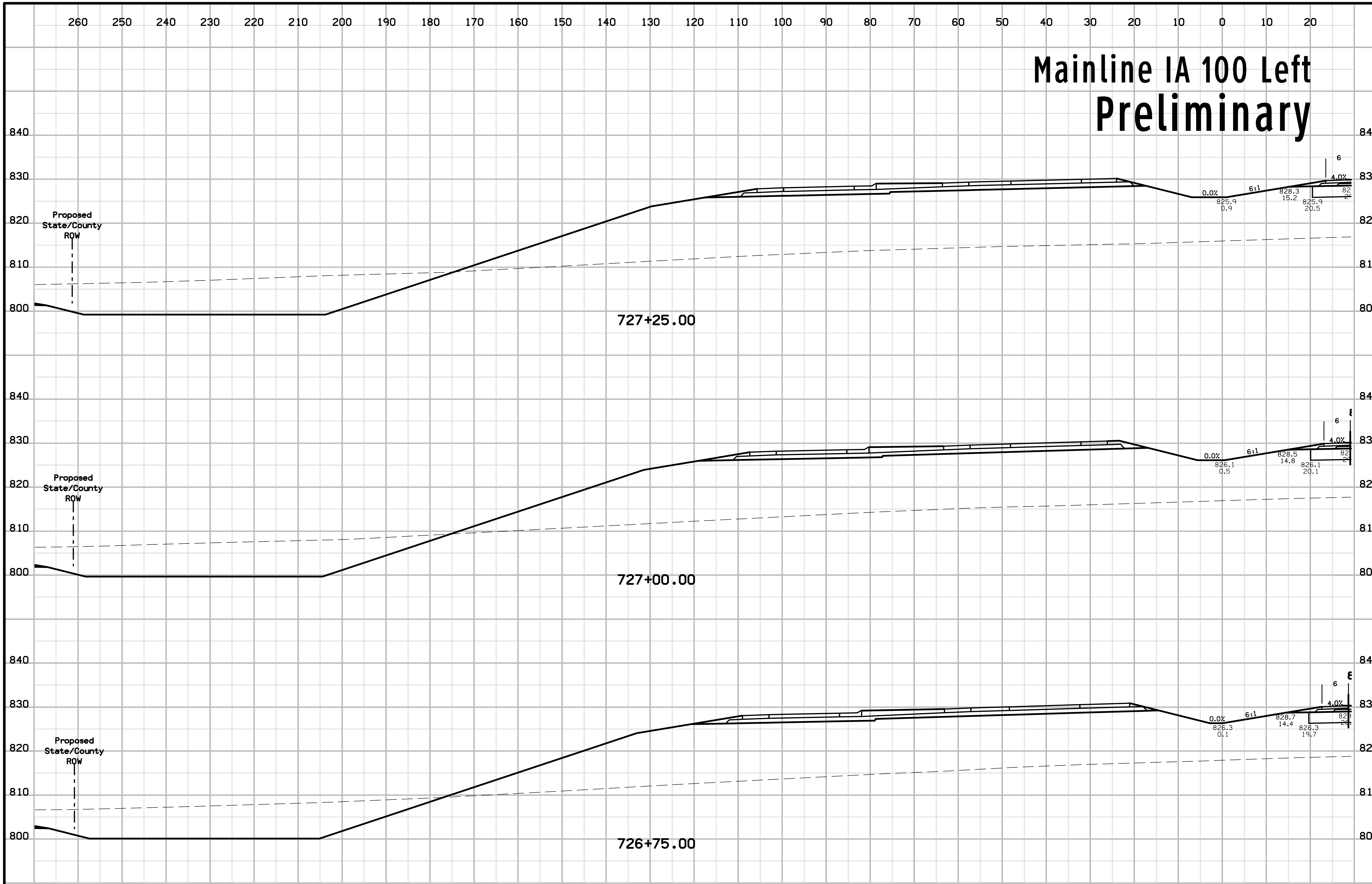

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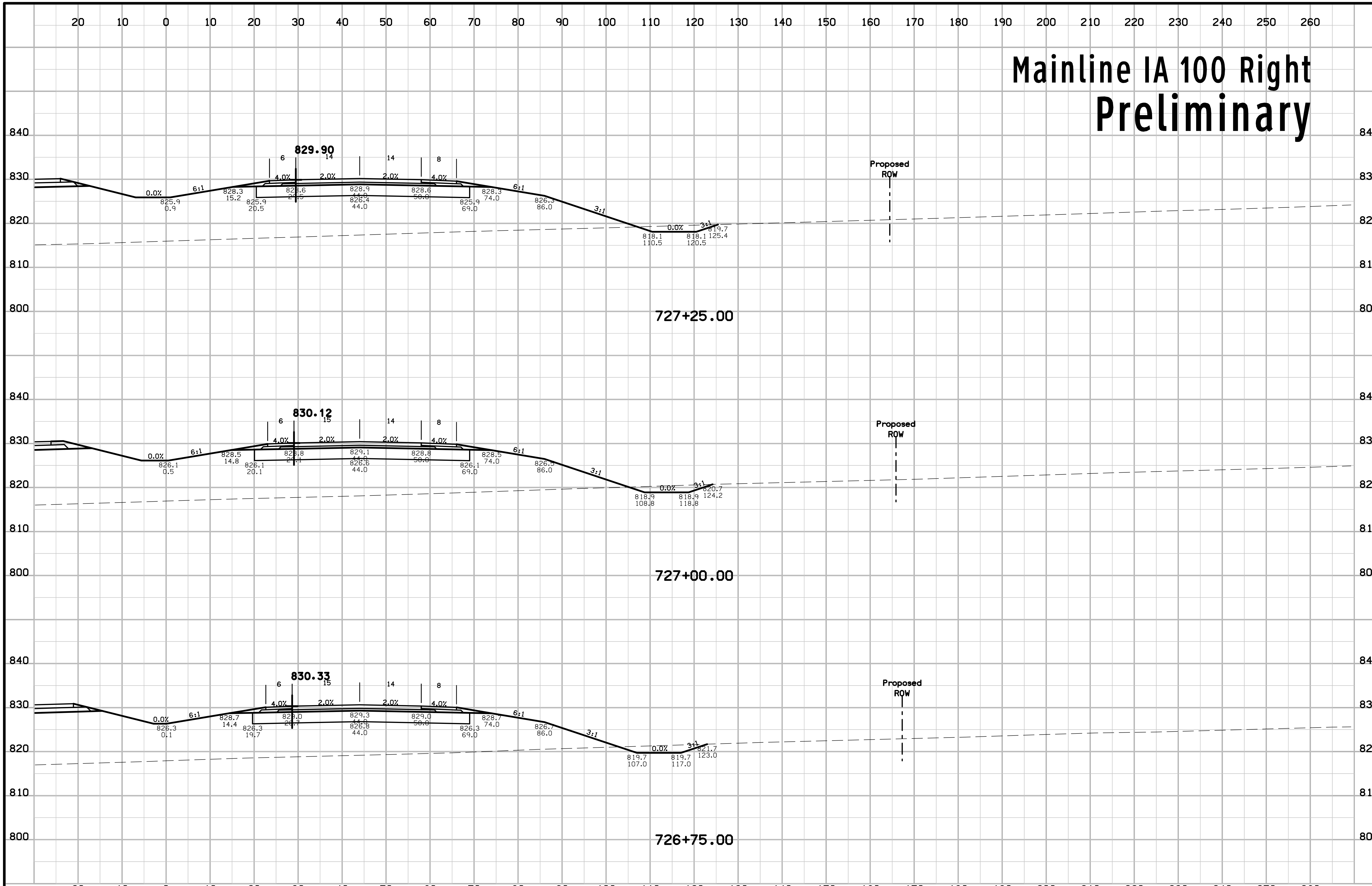

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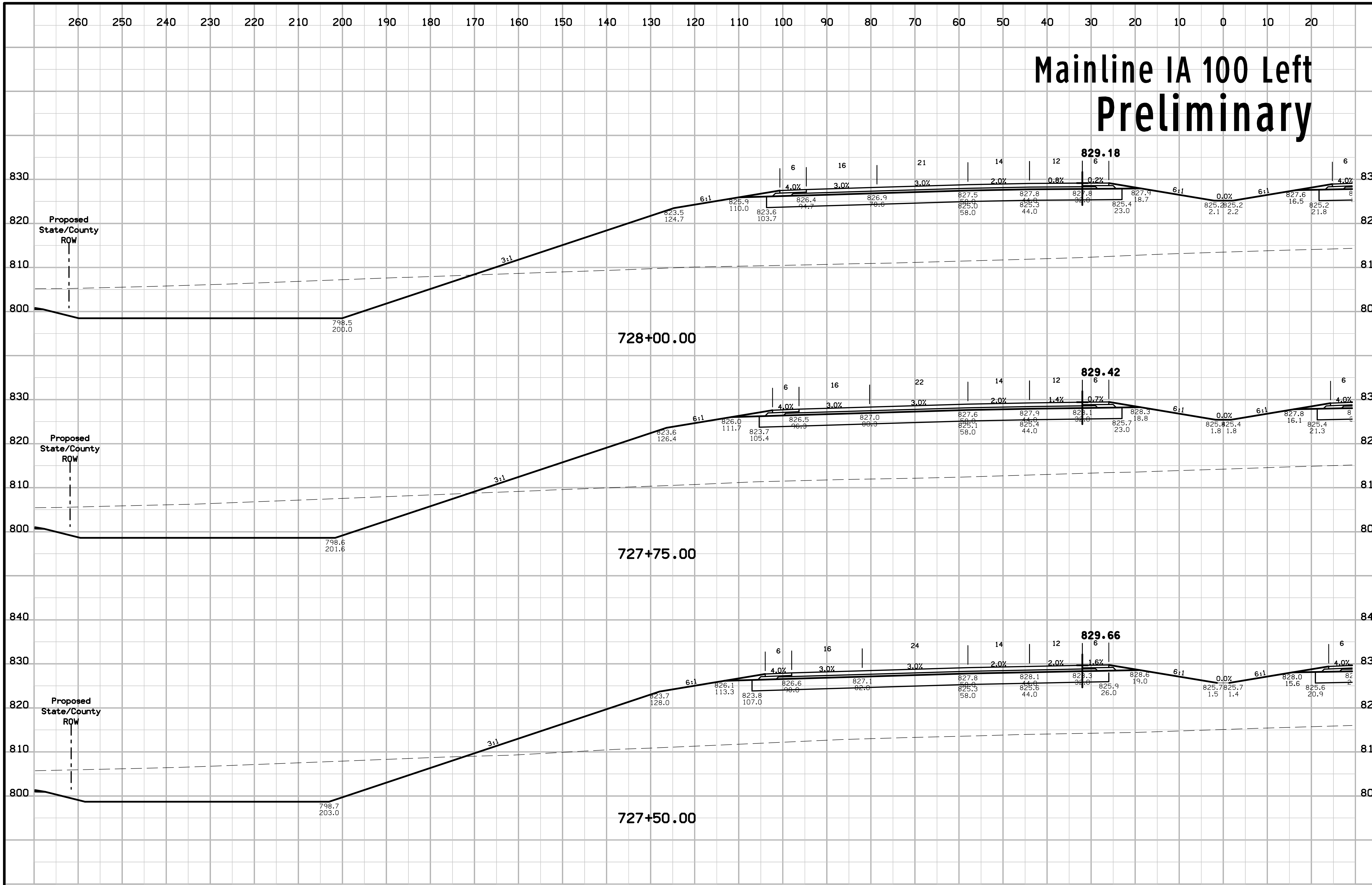

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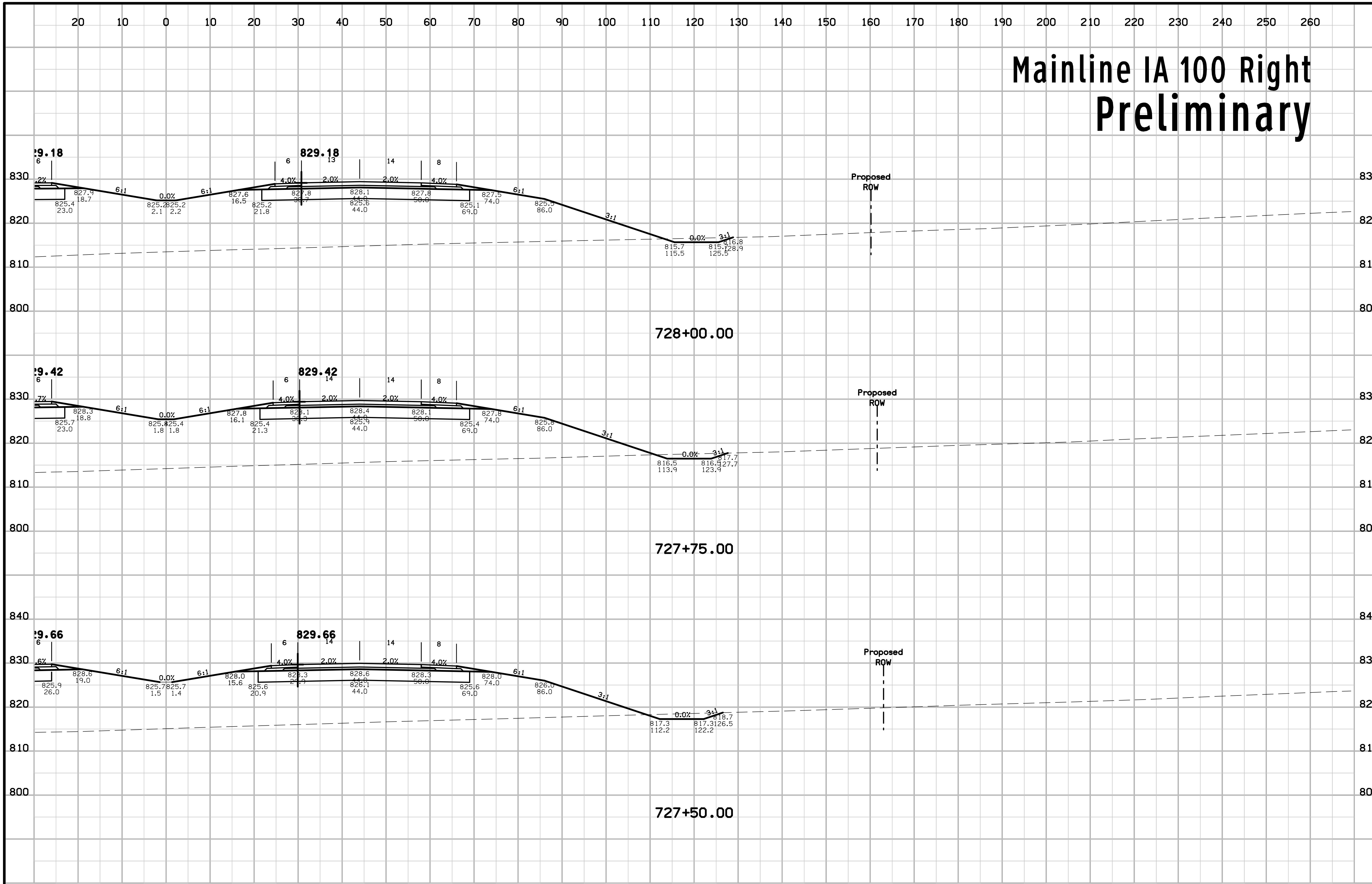

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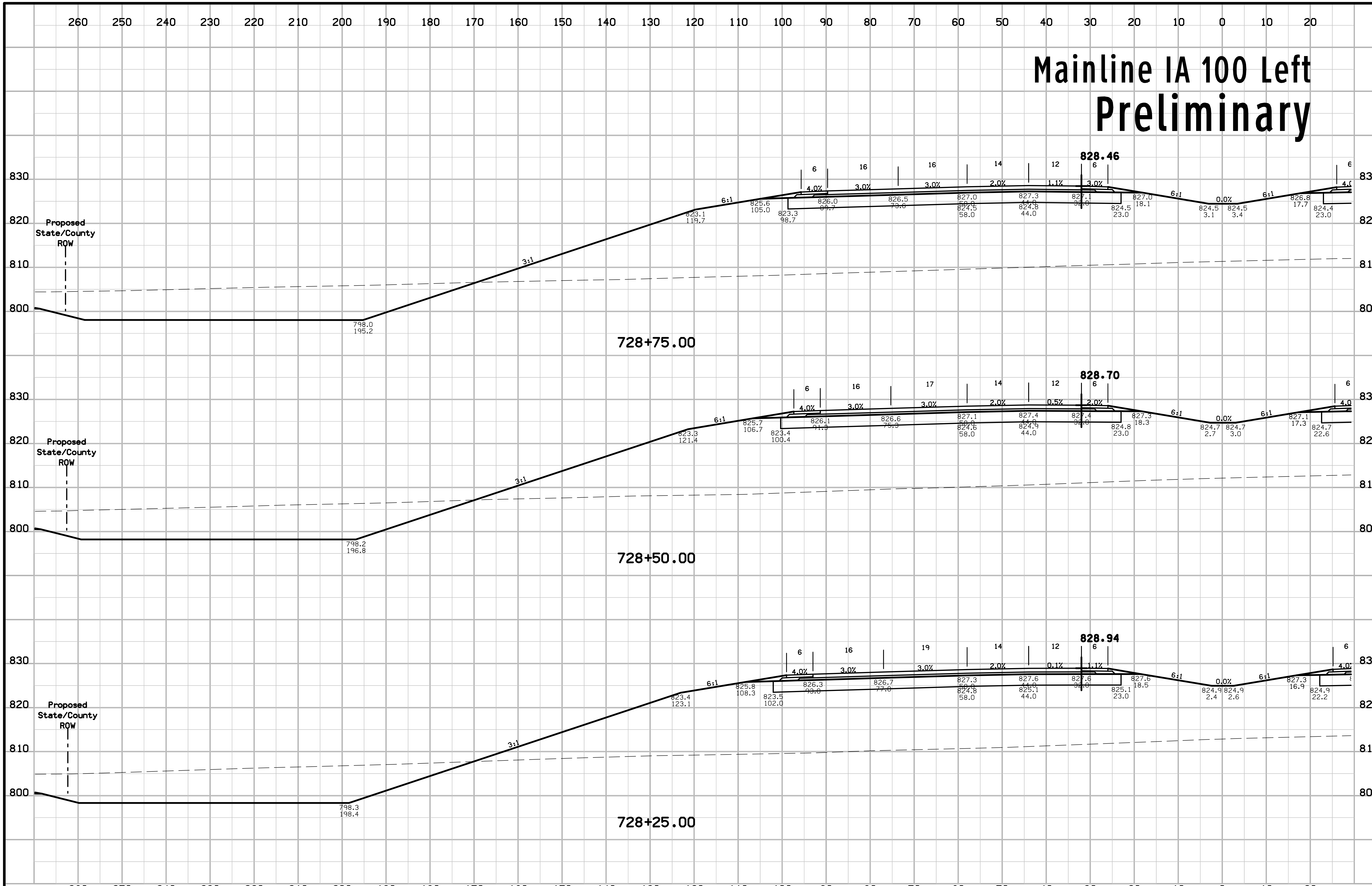

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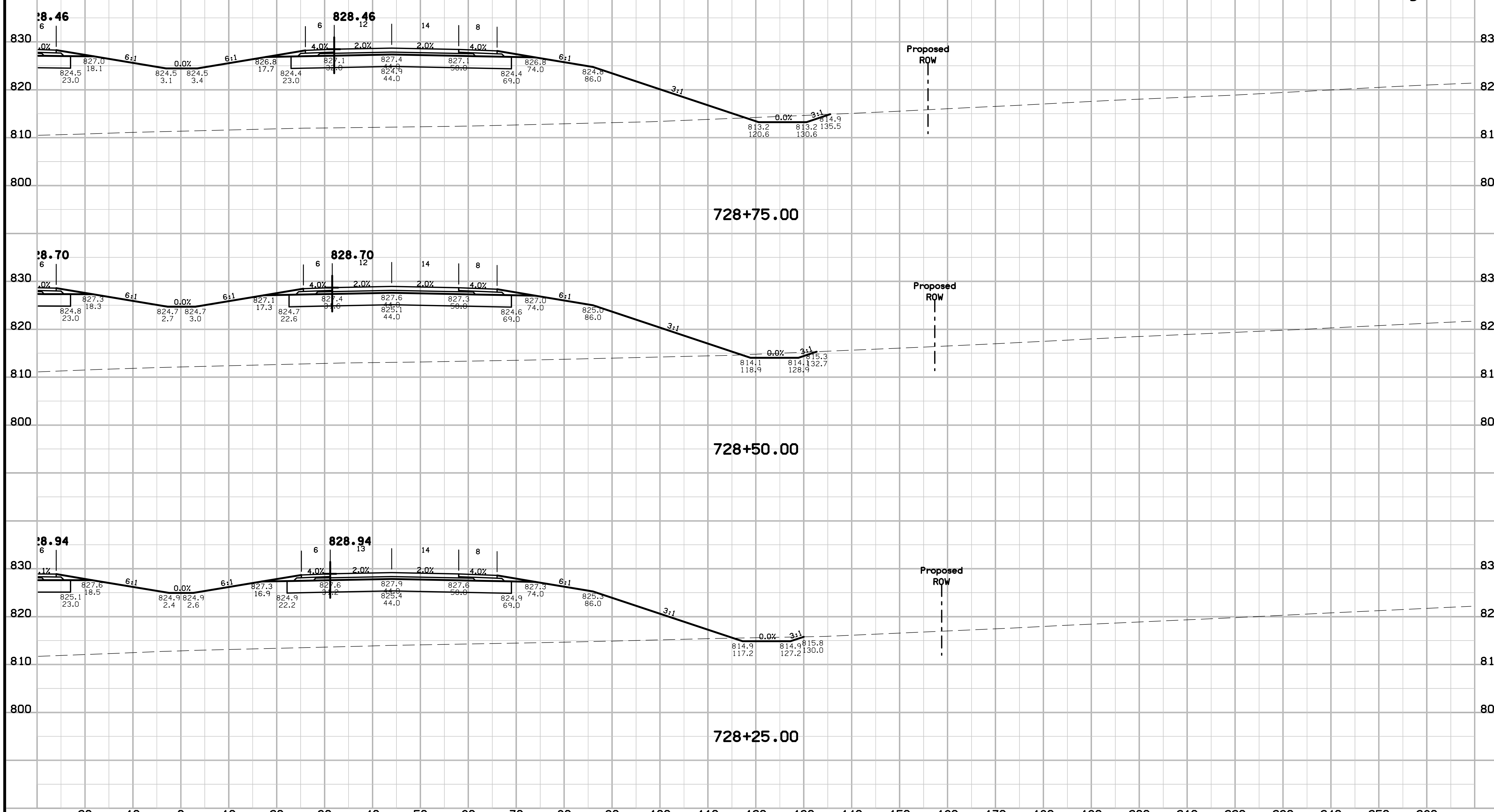

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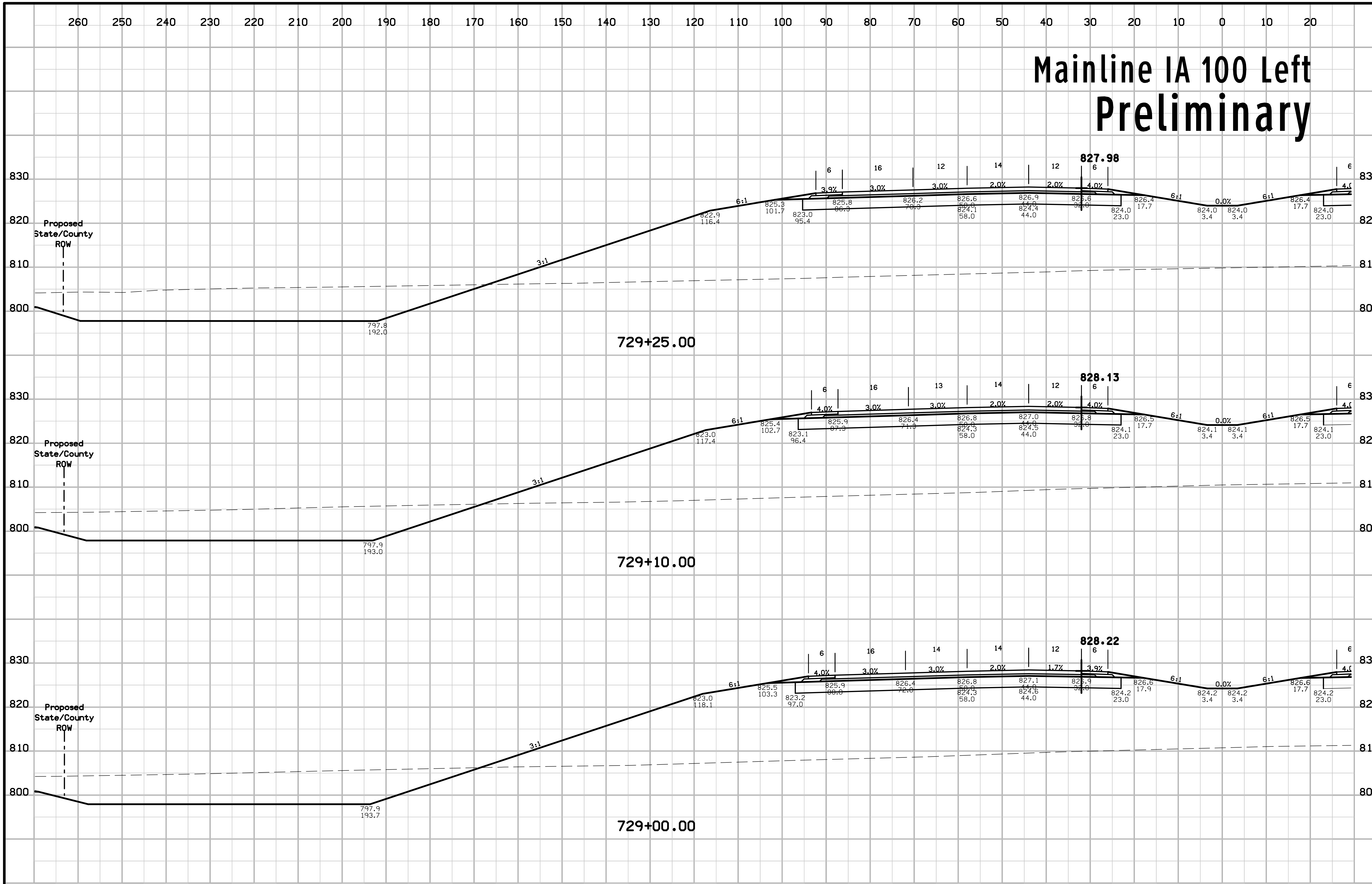

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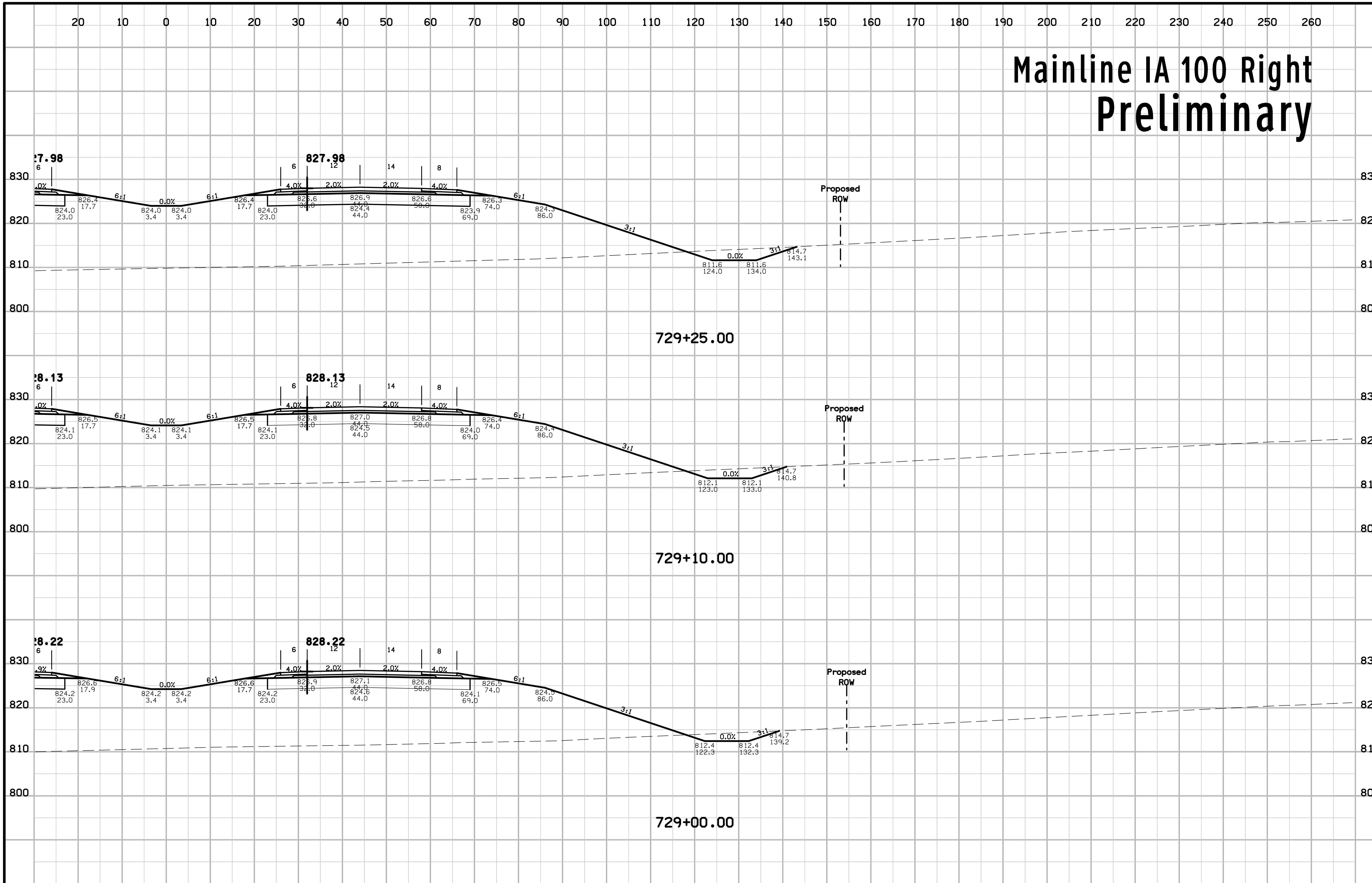

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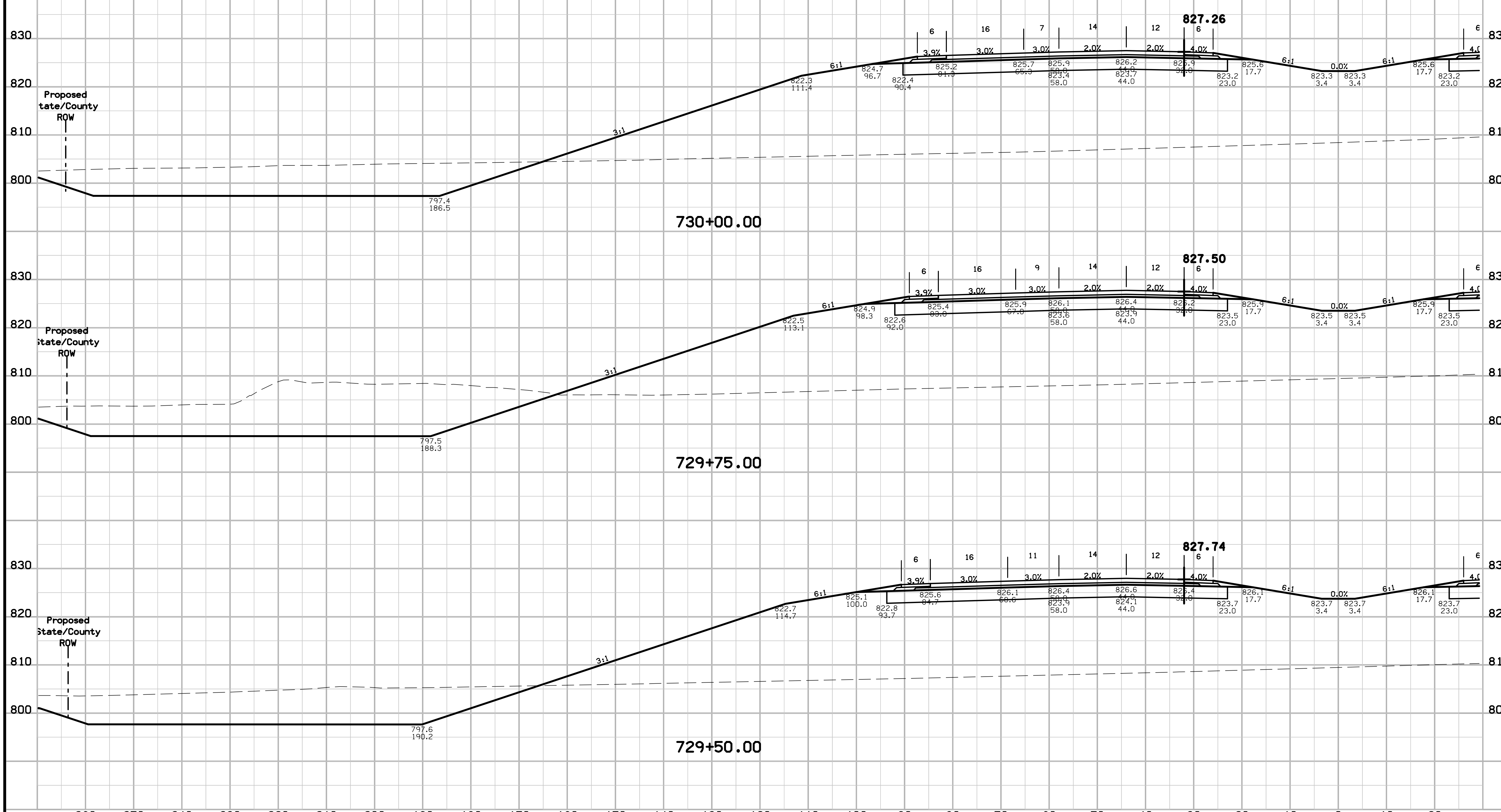

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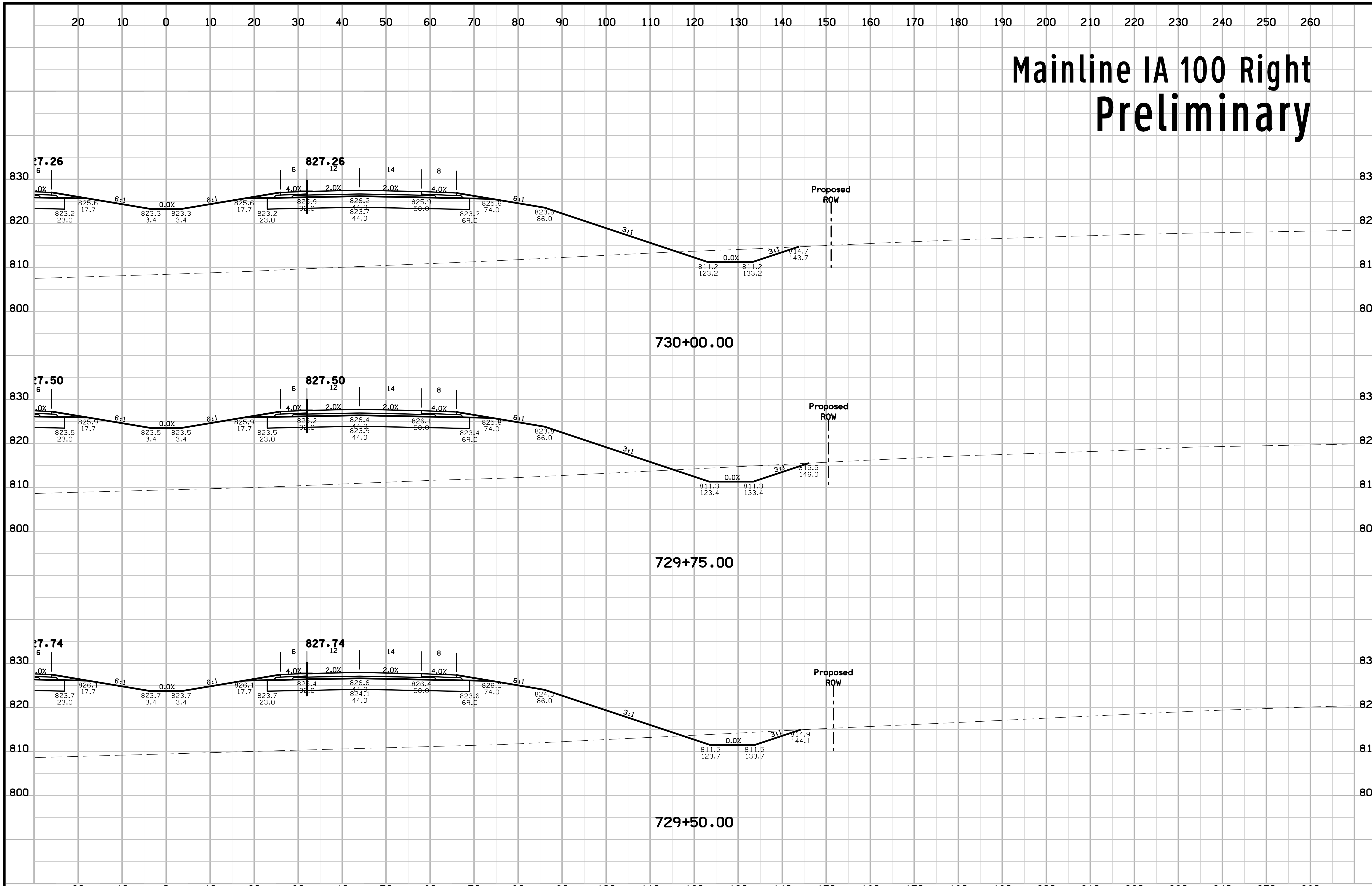

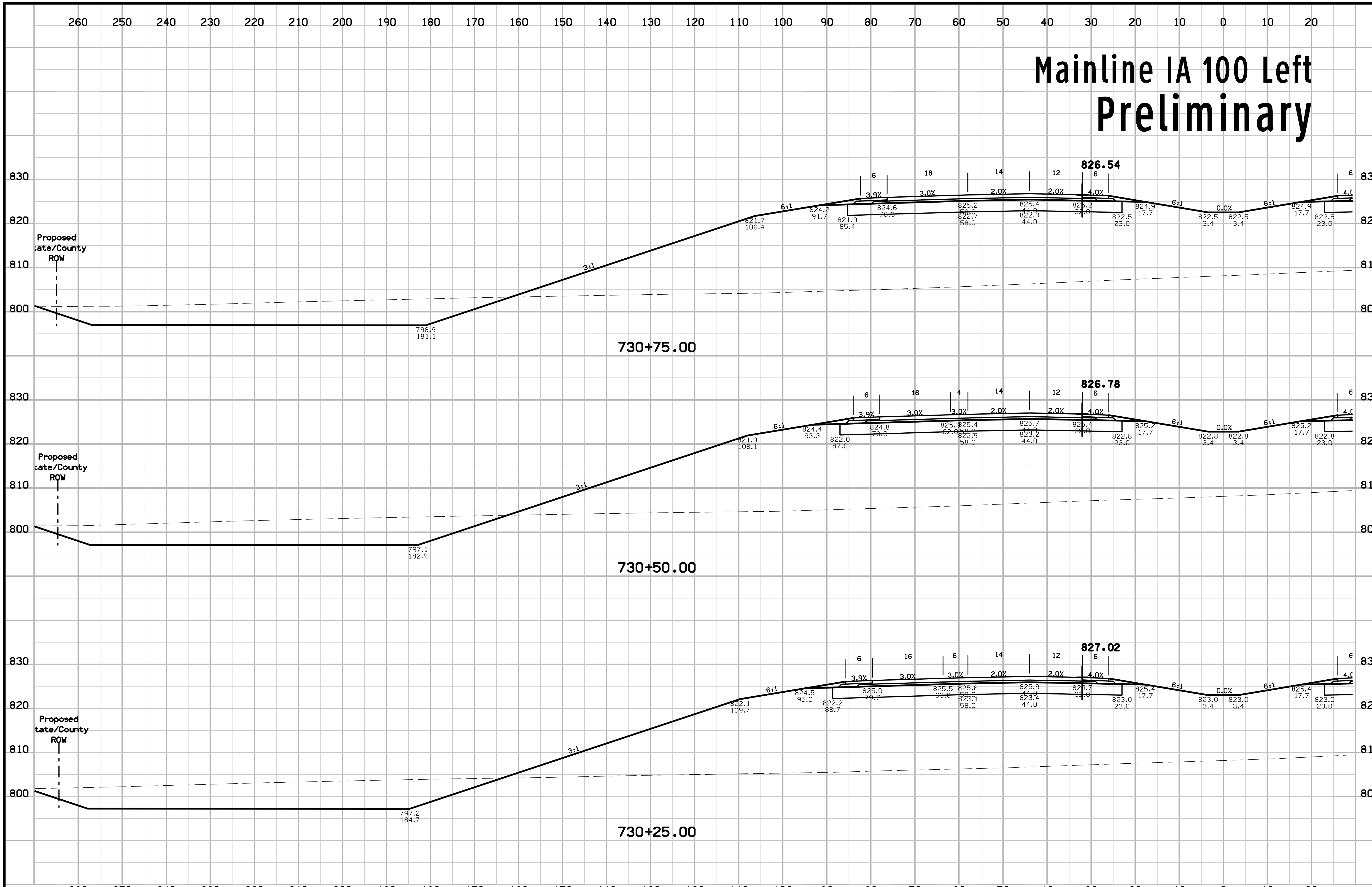

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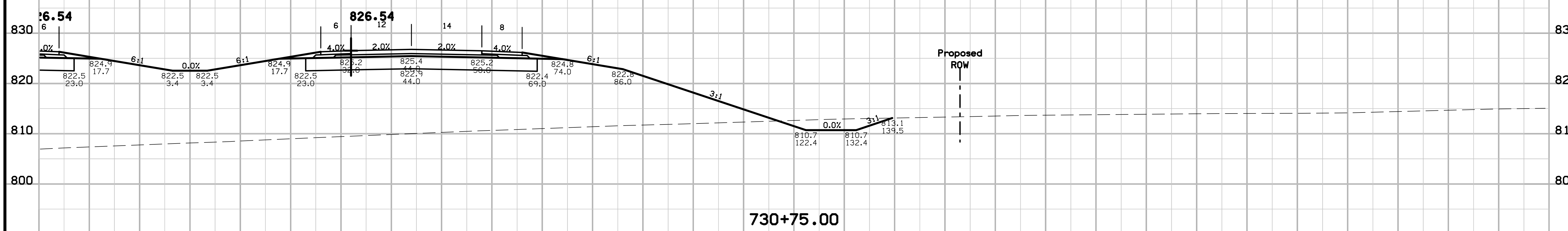

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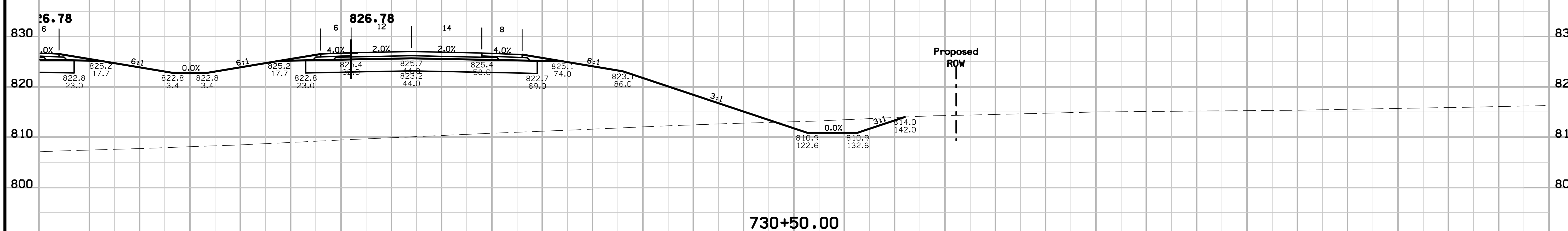

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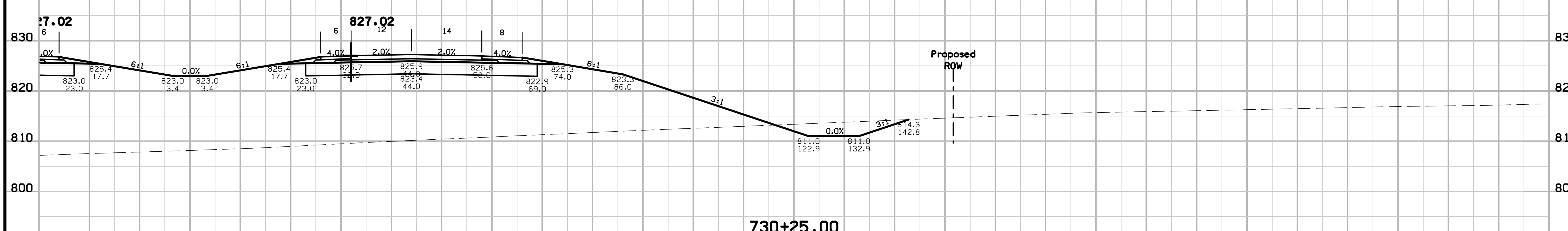

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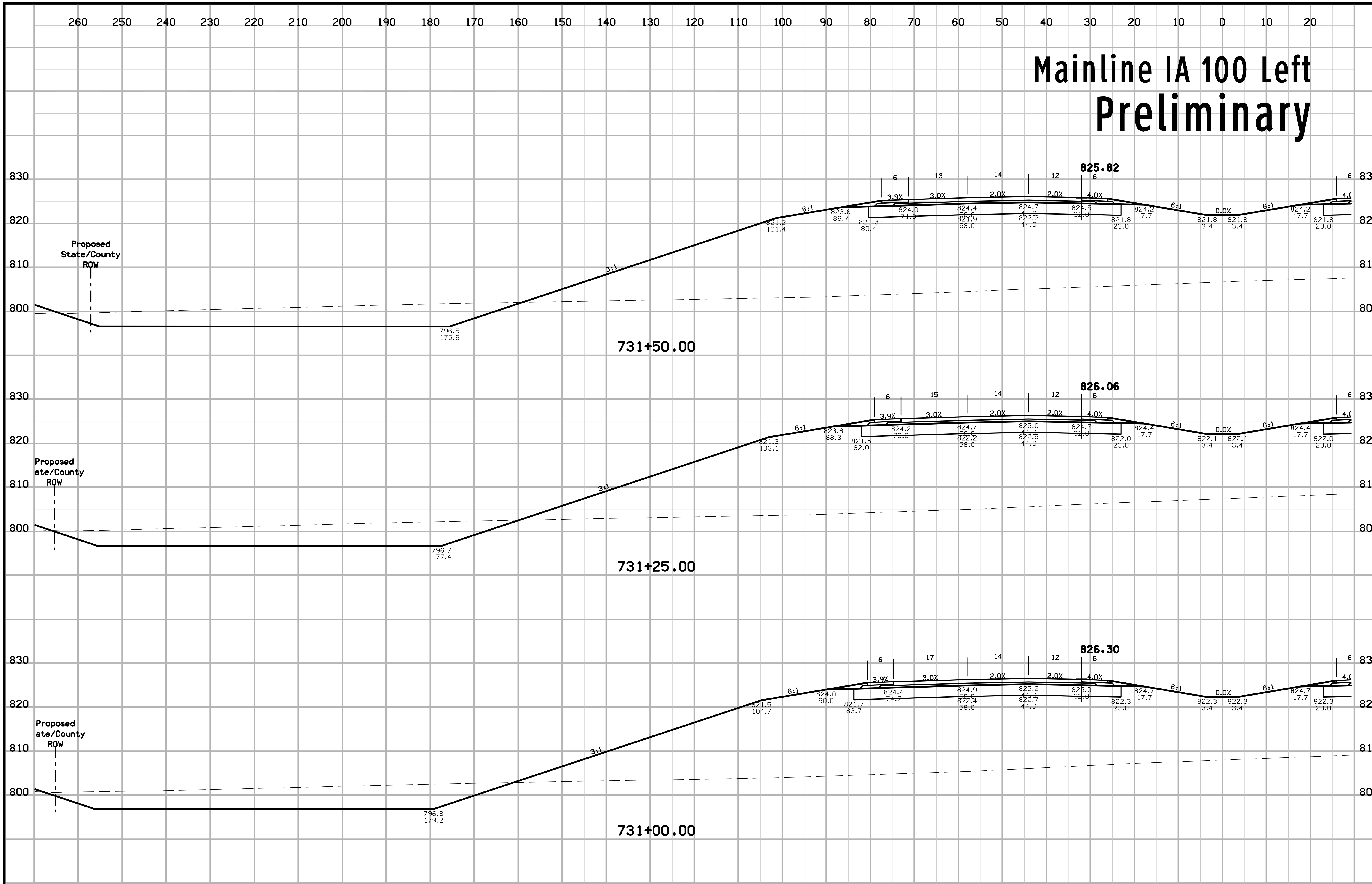

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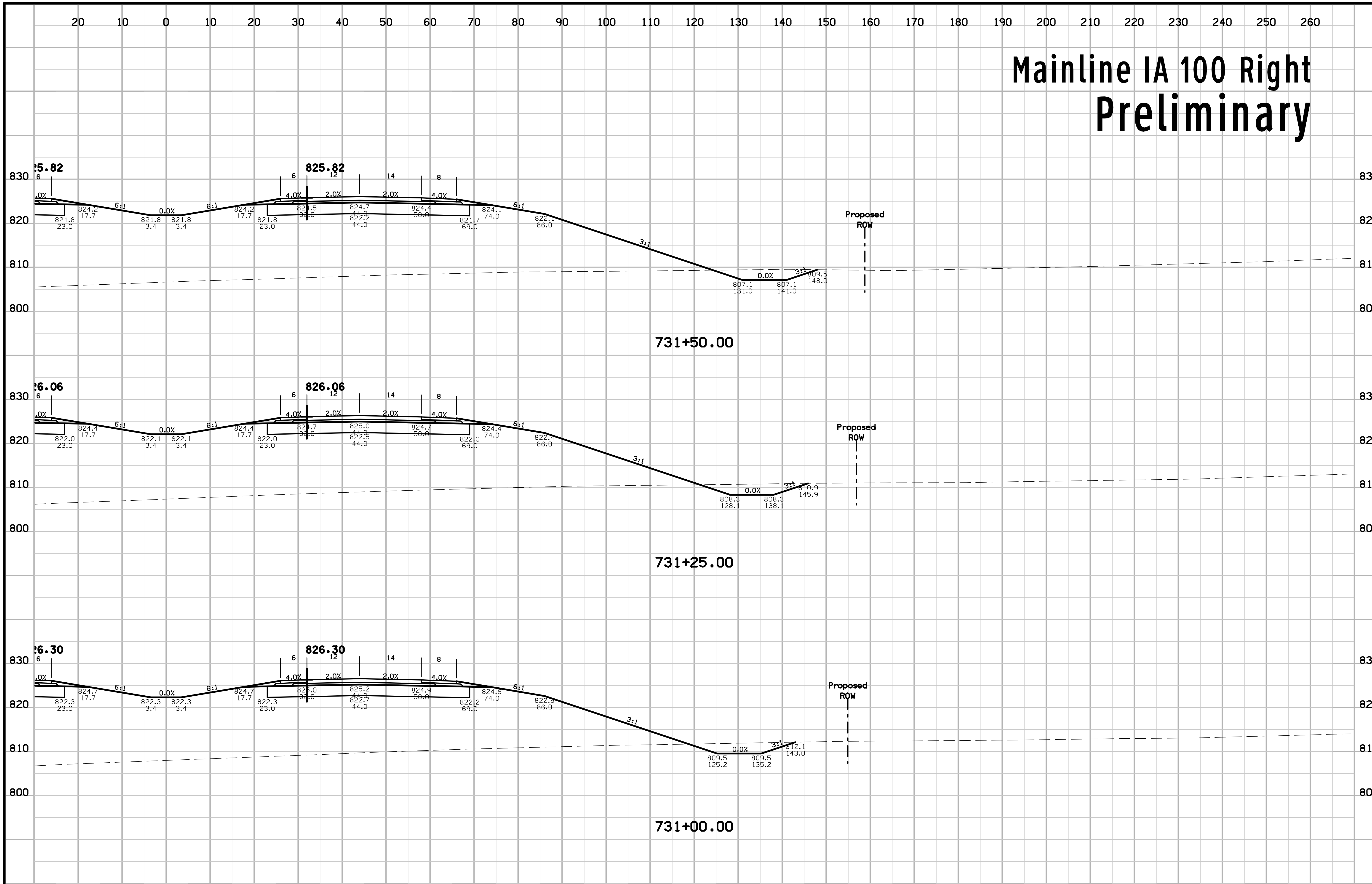

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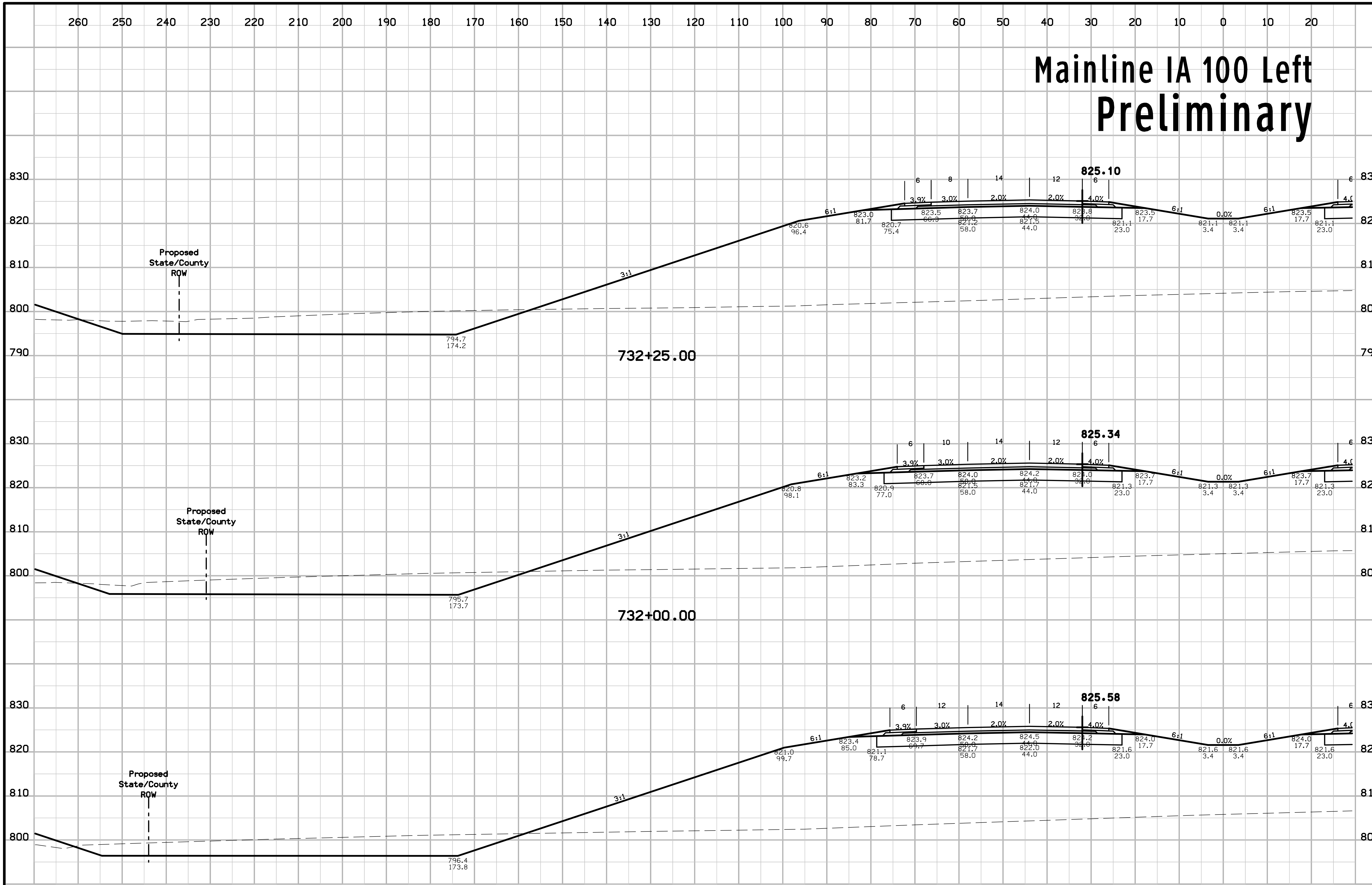

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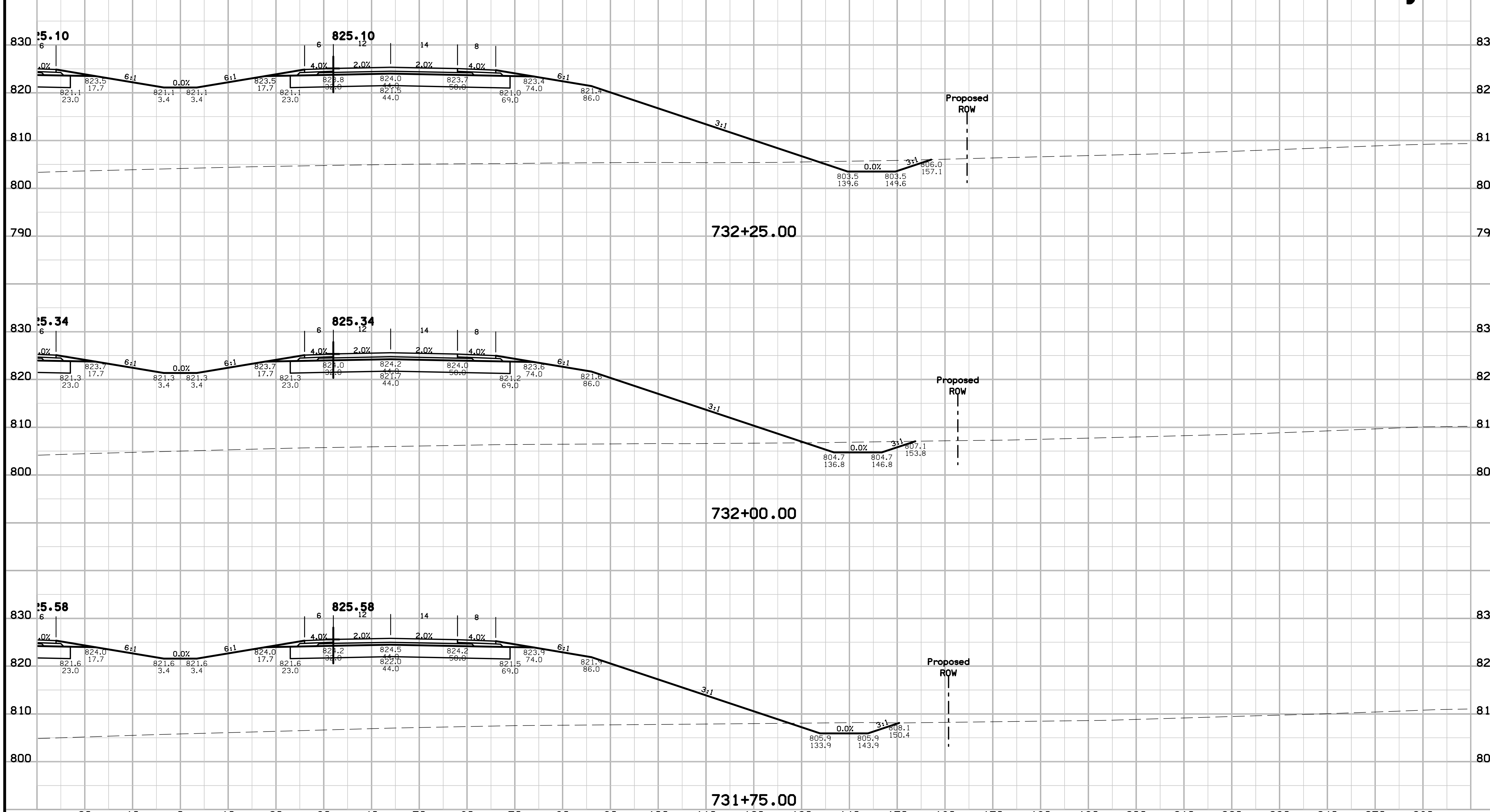

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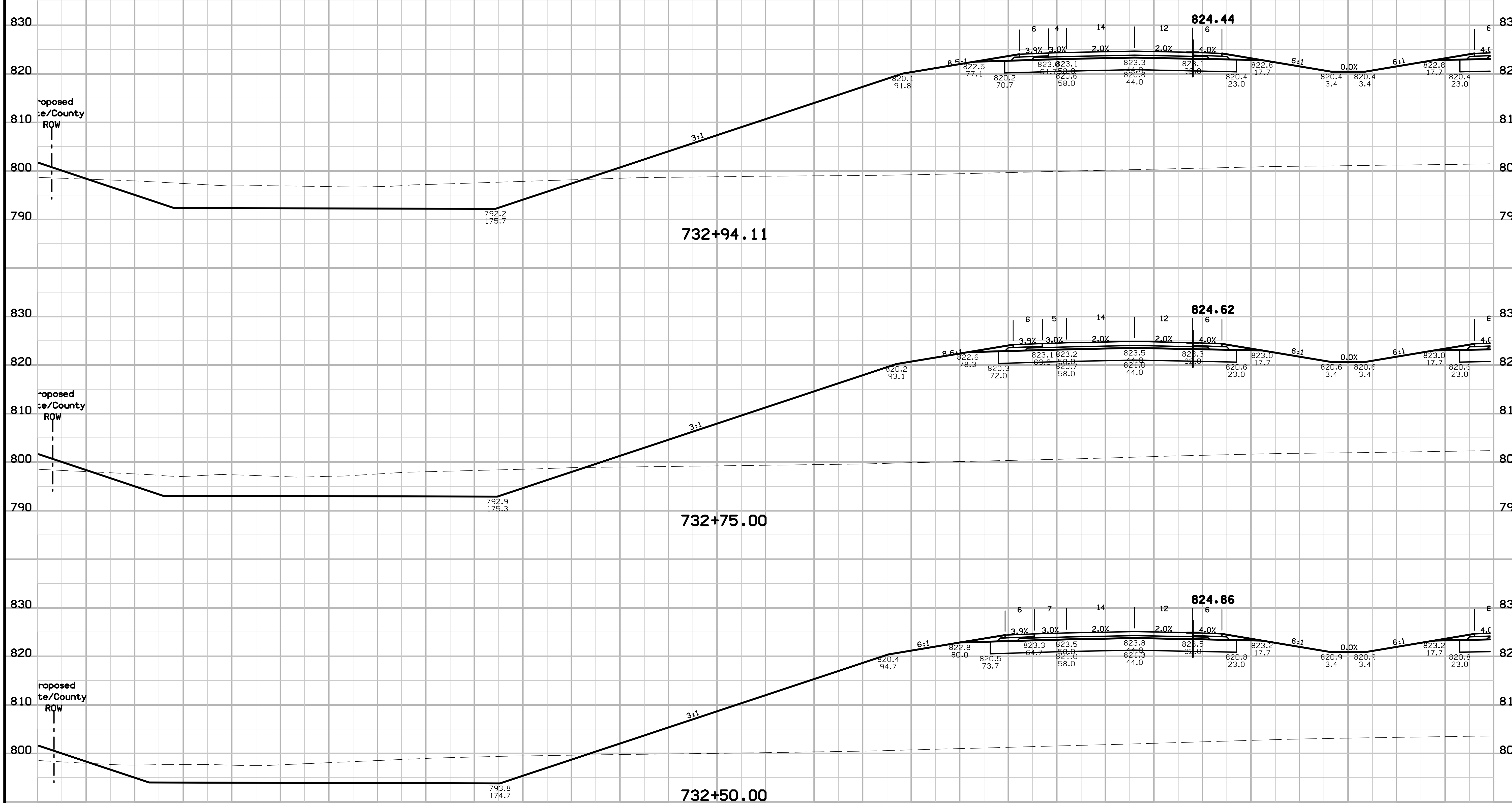

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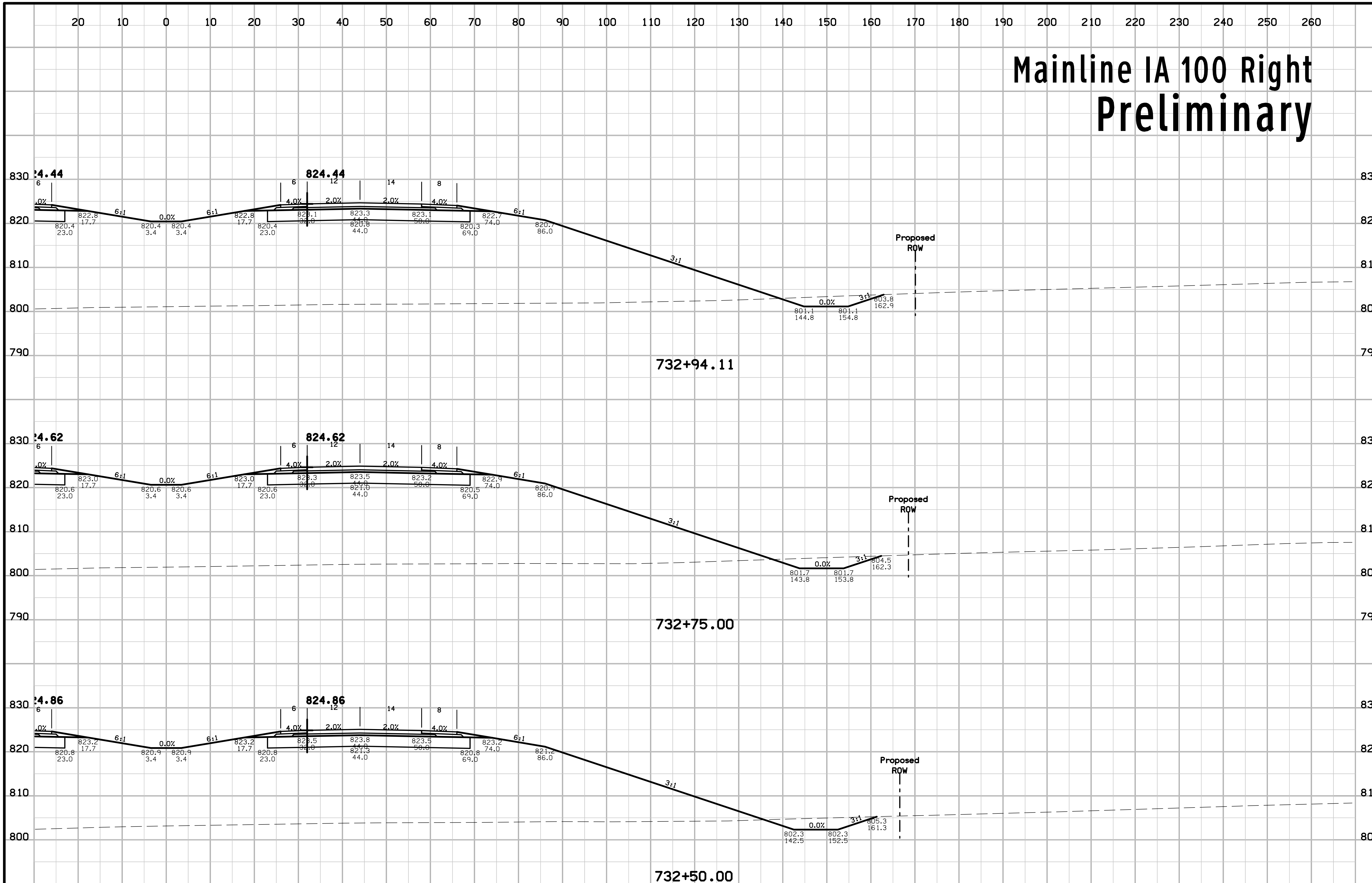
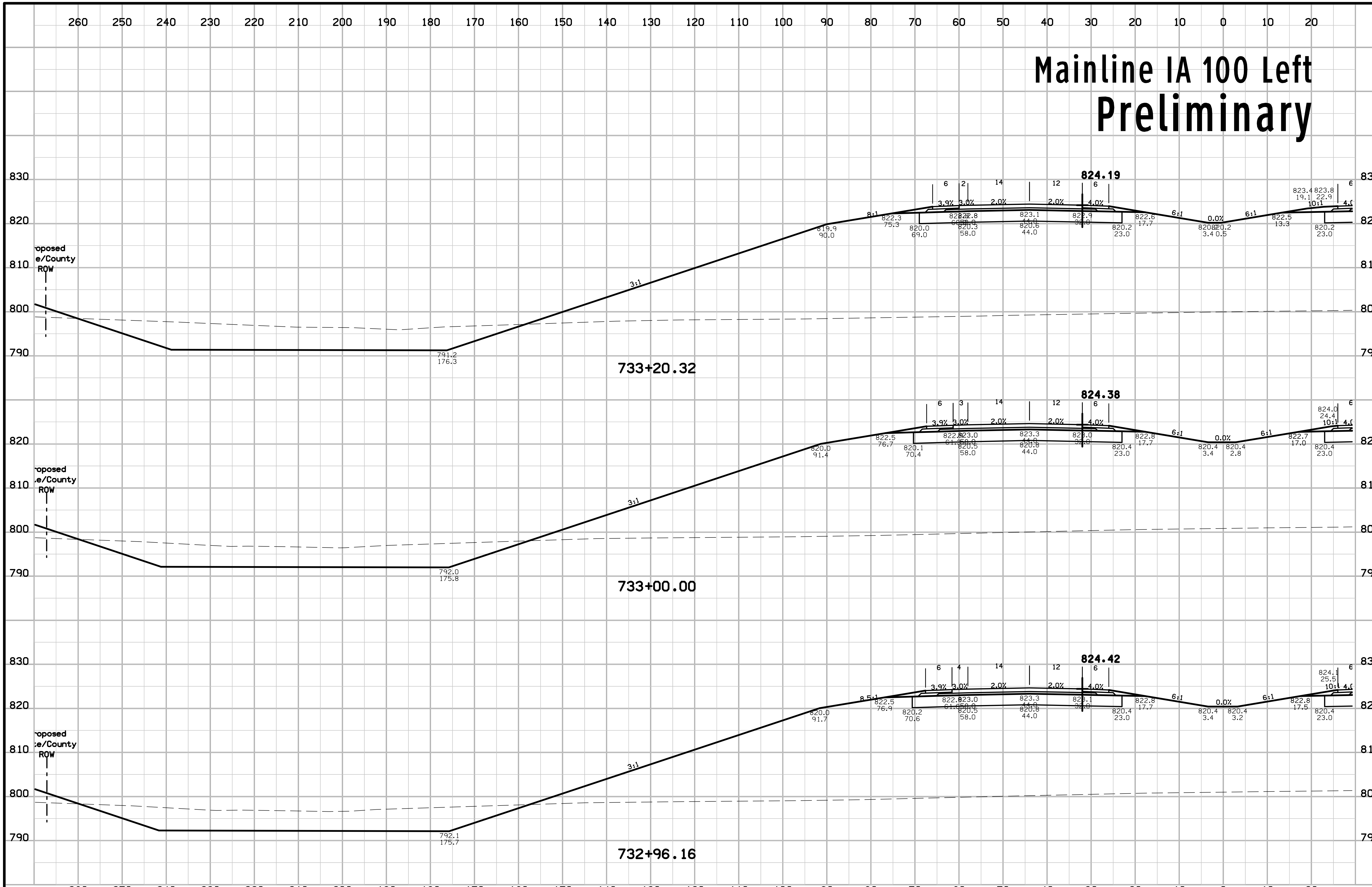
Mainline IA 100 Right
Preliminary



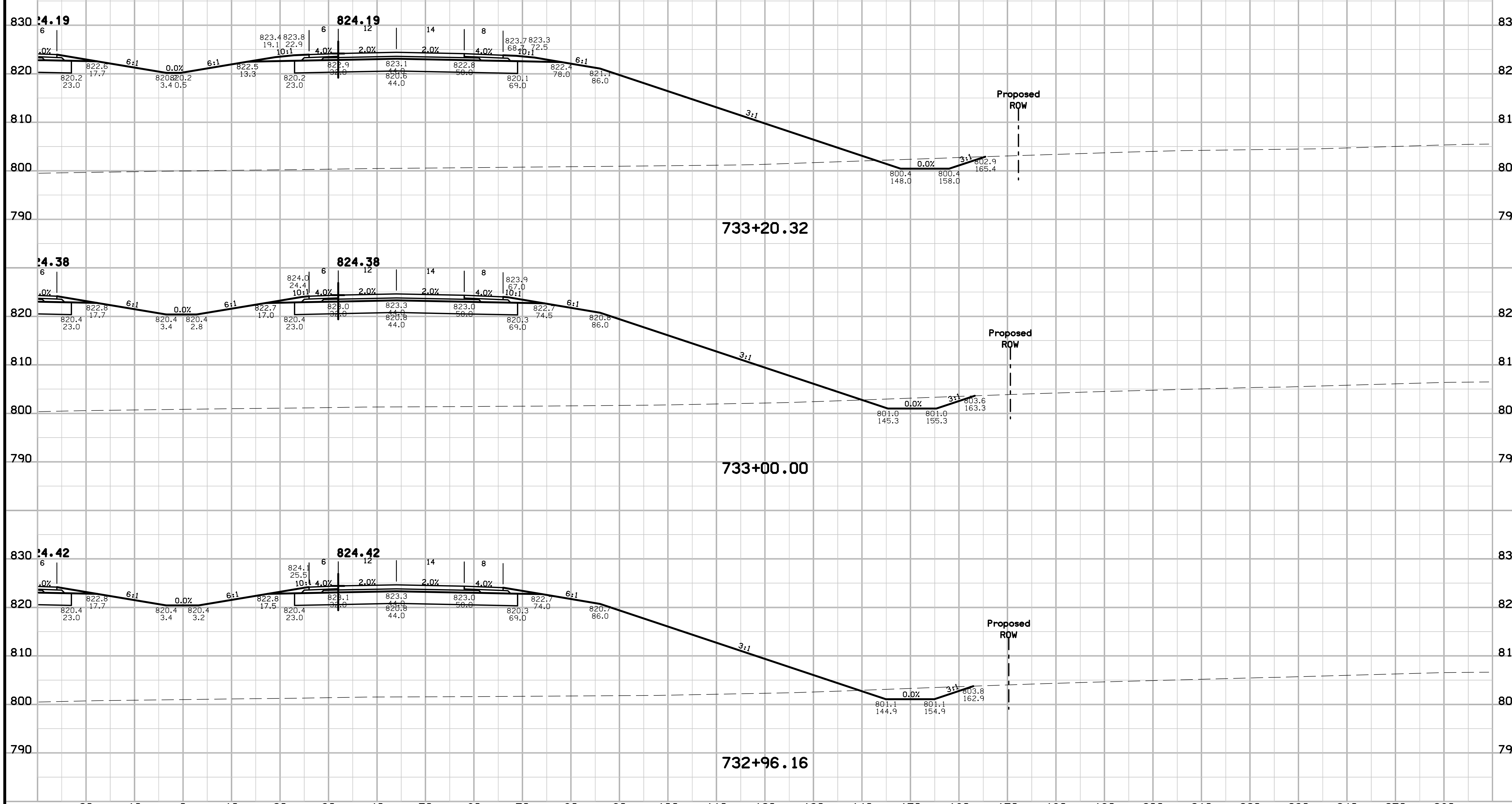
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.27

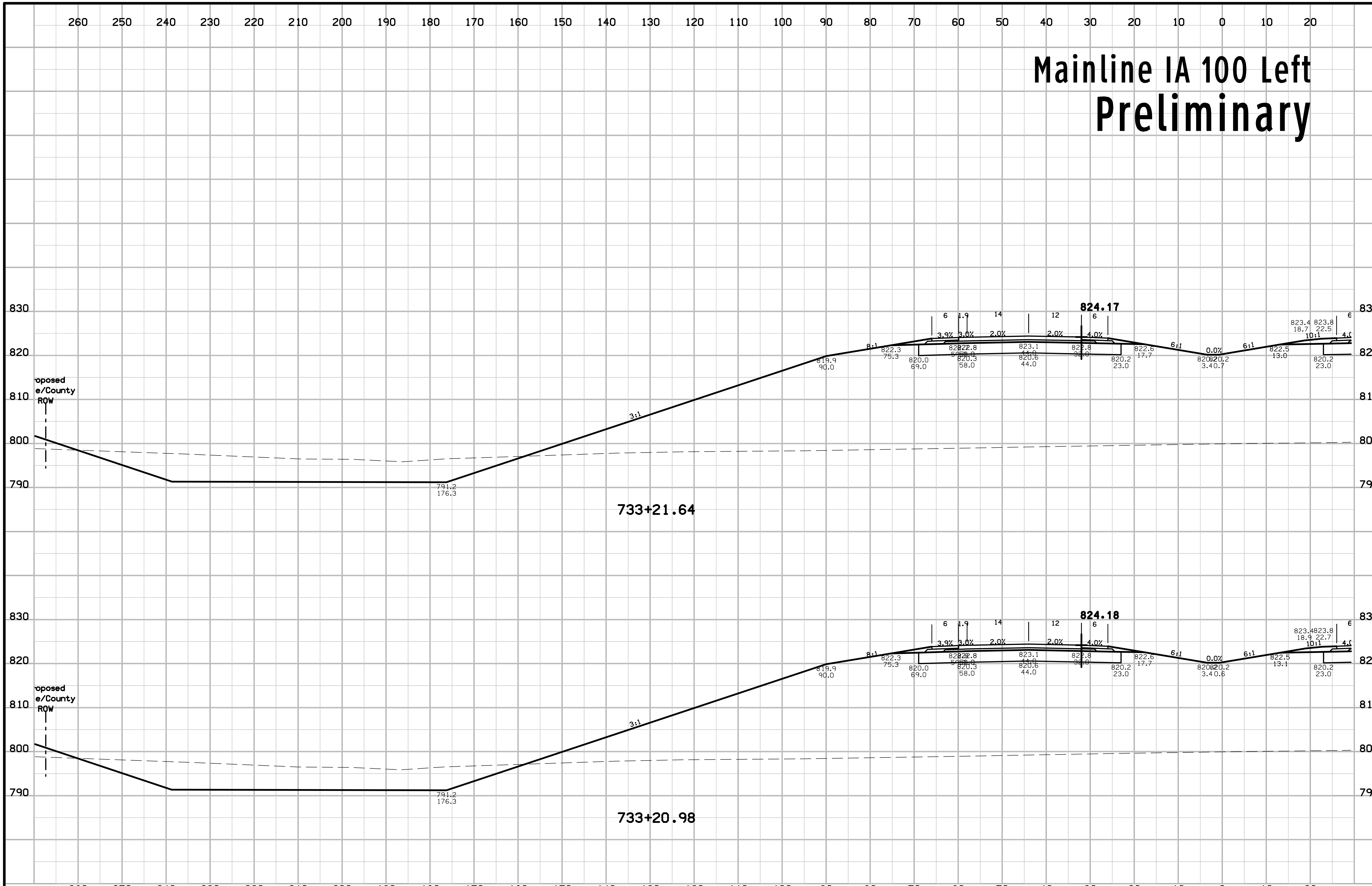
Mainline IA 100 Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.28

Mainline IA 100 Right
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL		LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.30

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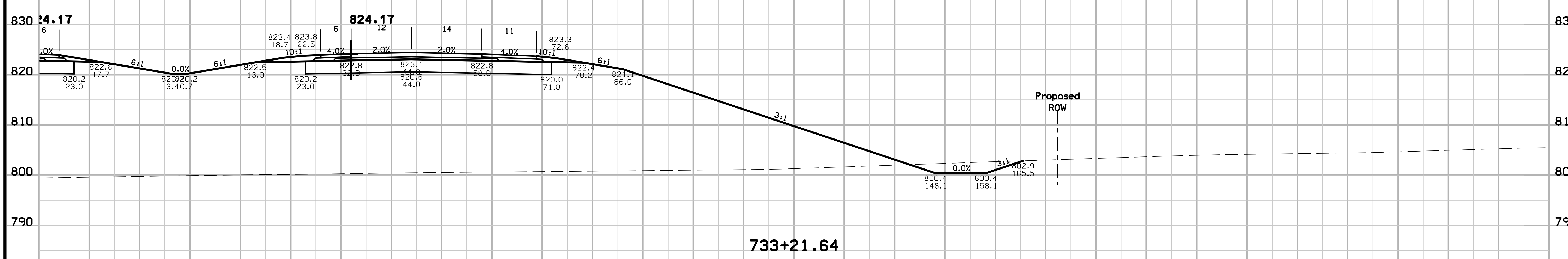
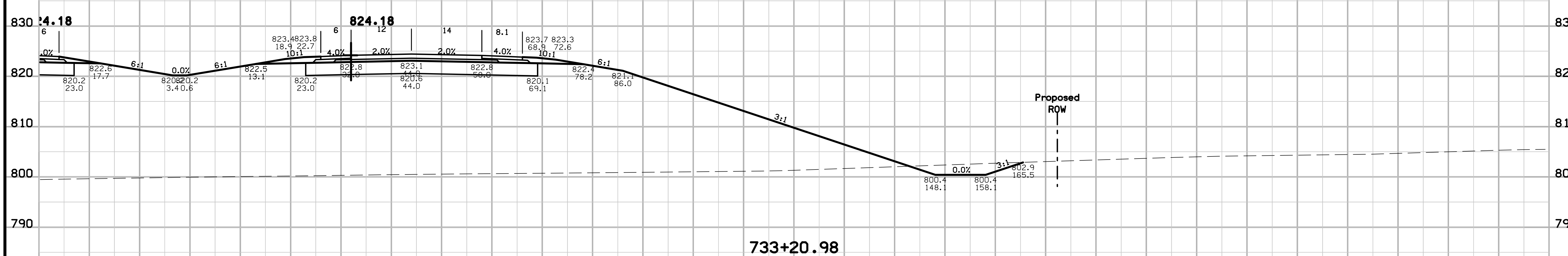
Preliminary





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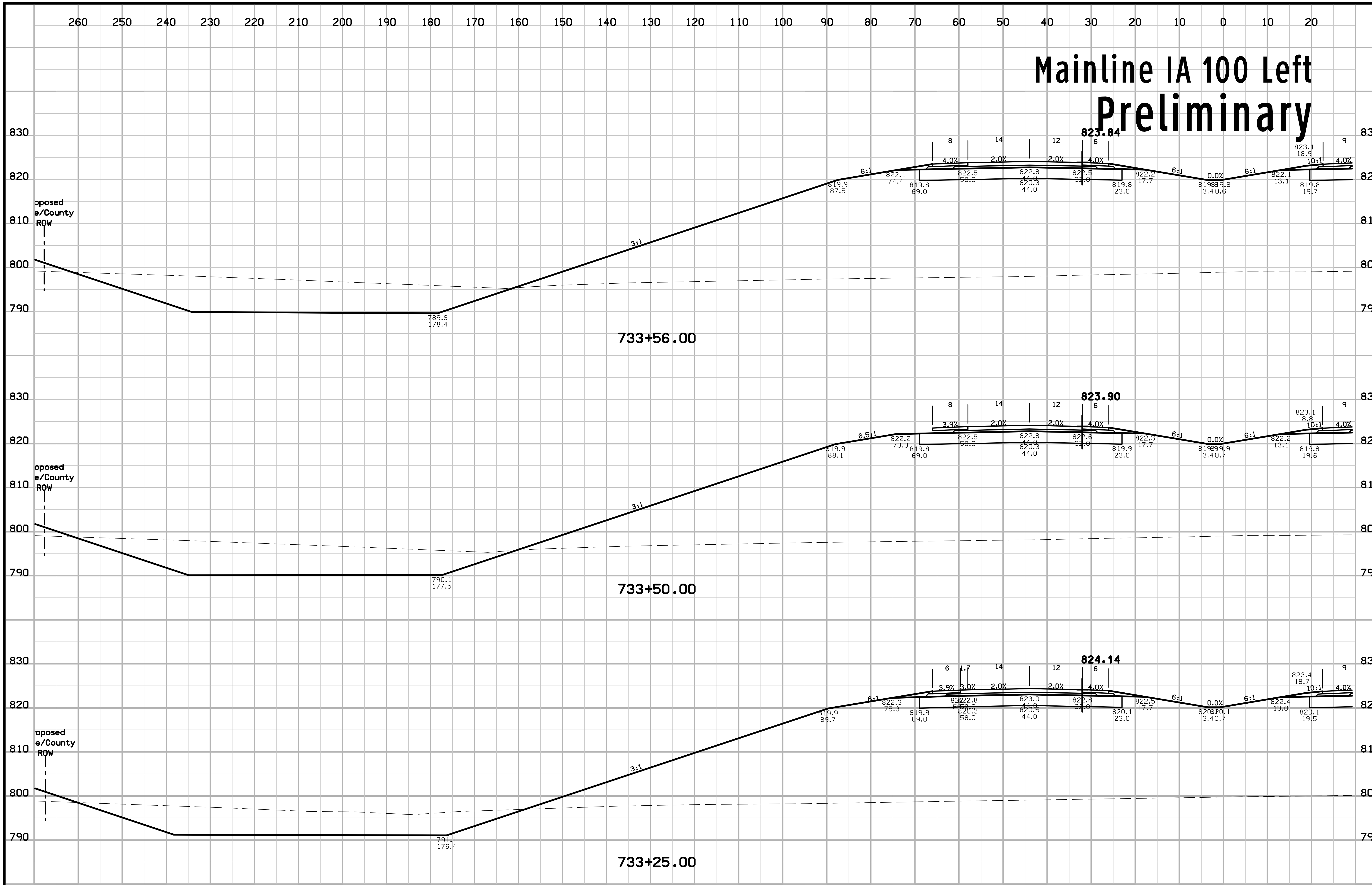
Preliminary



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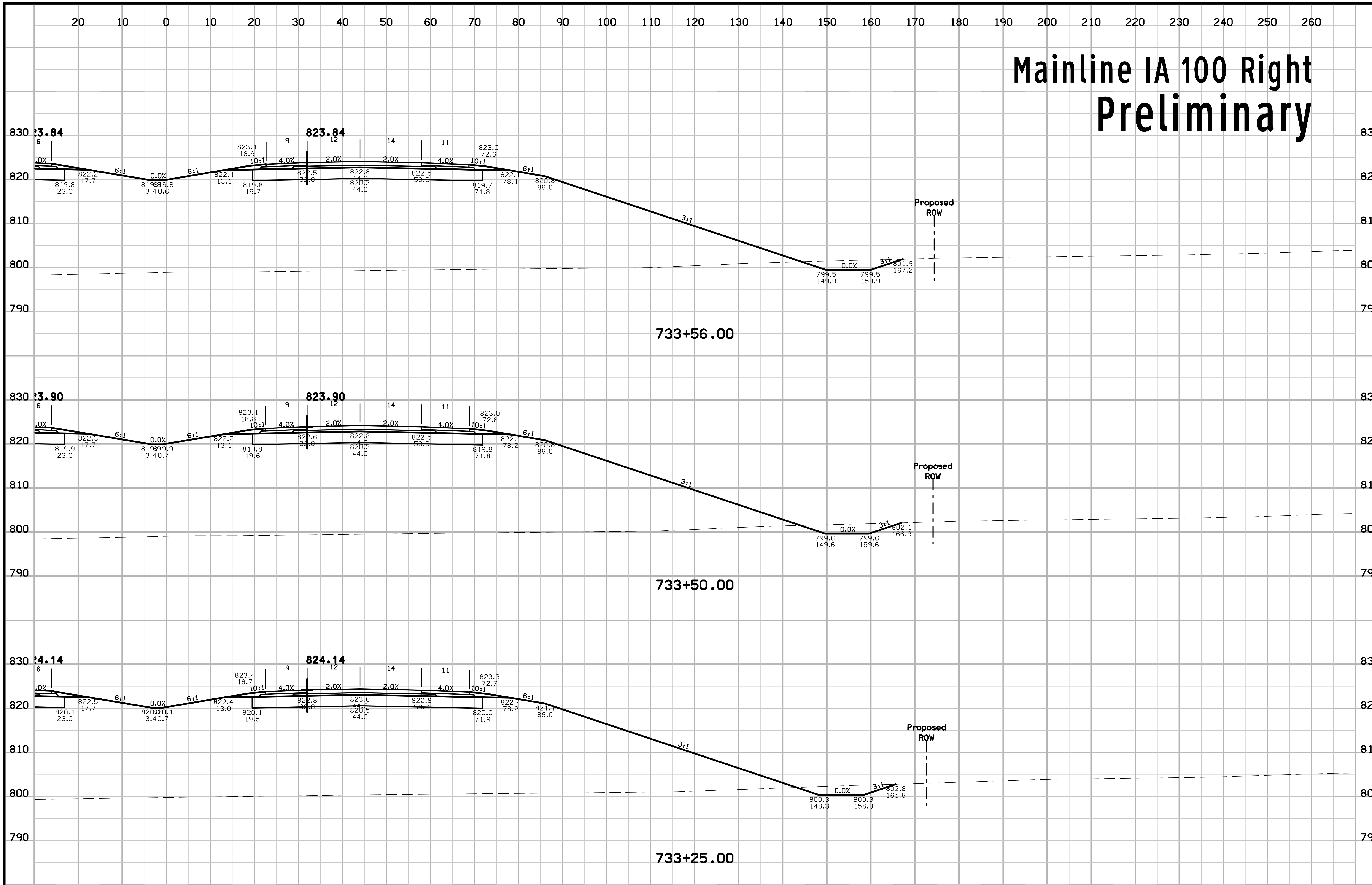
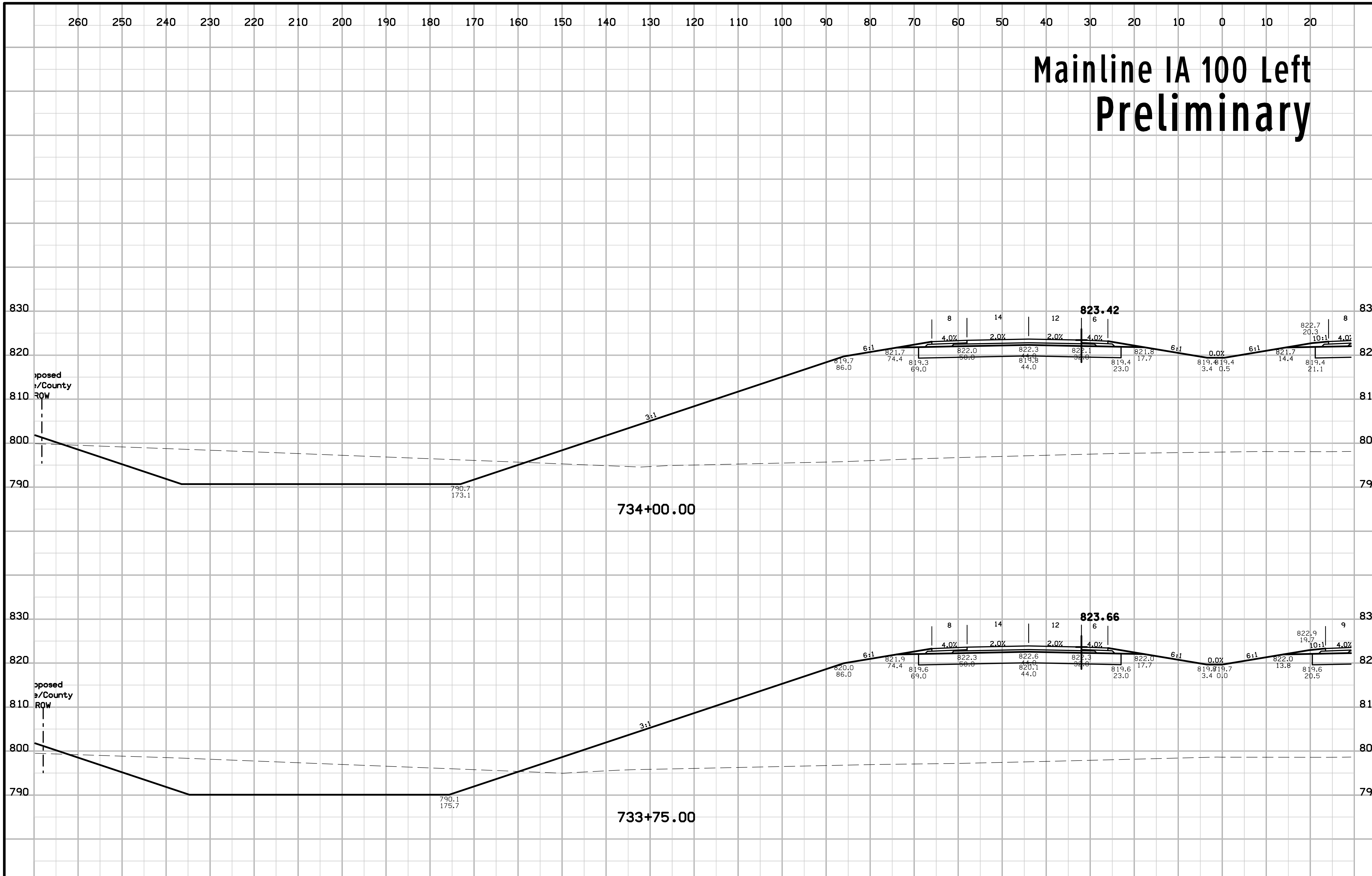


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.33

Mainline IA 100 Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.34

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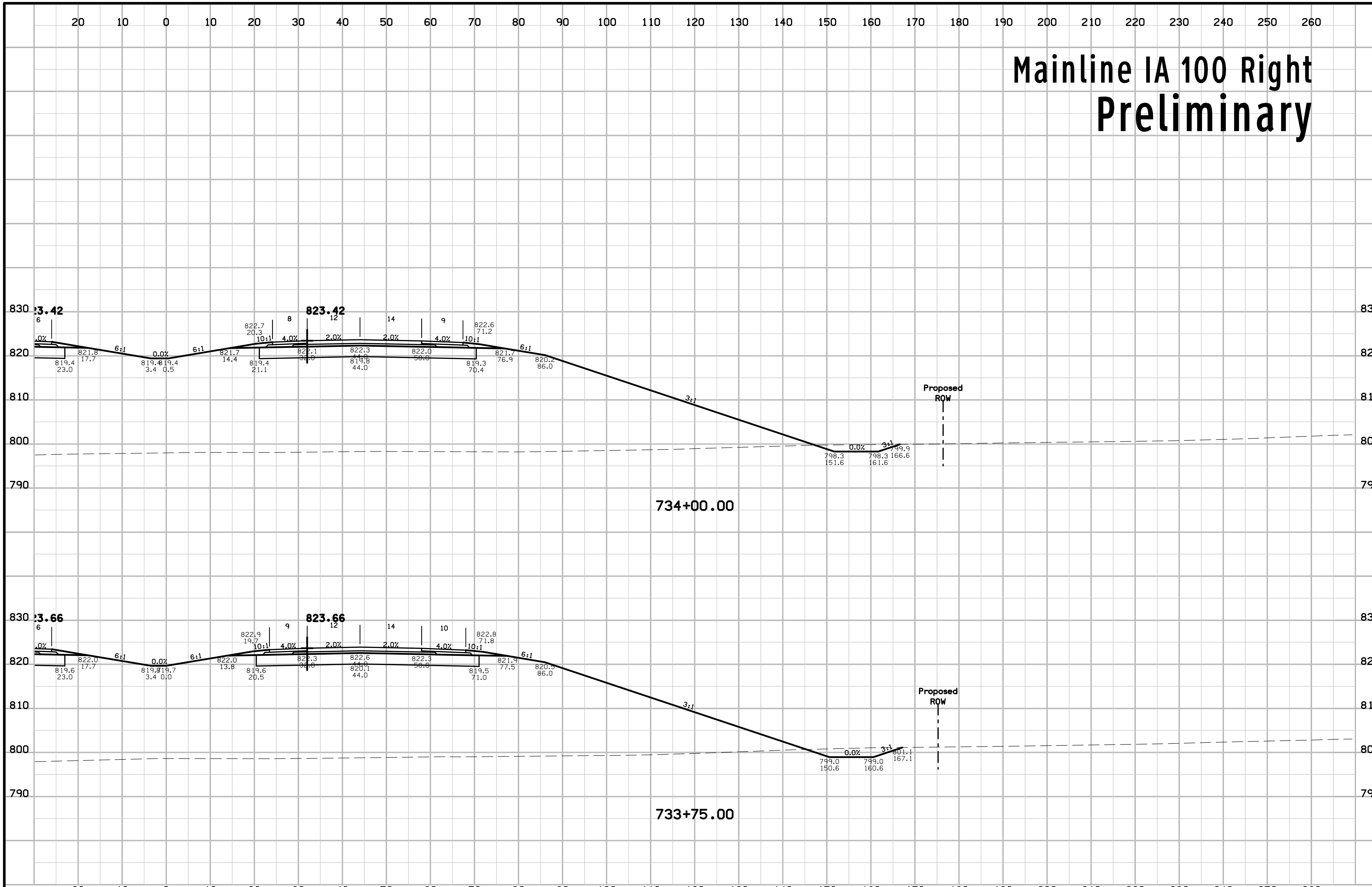

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.35

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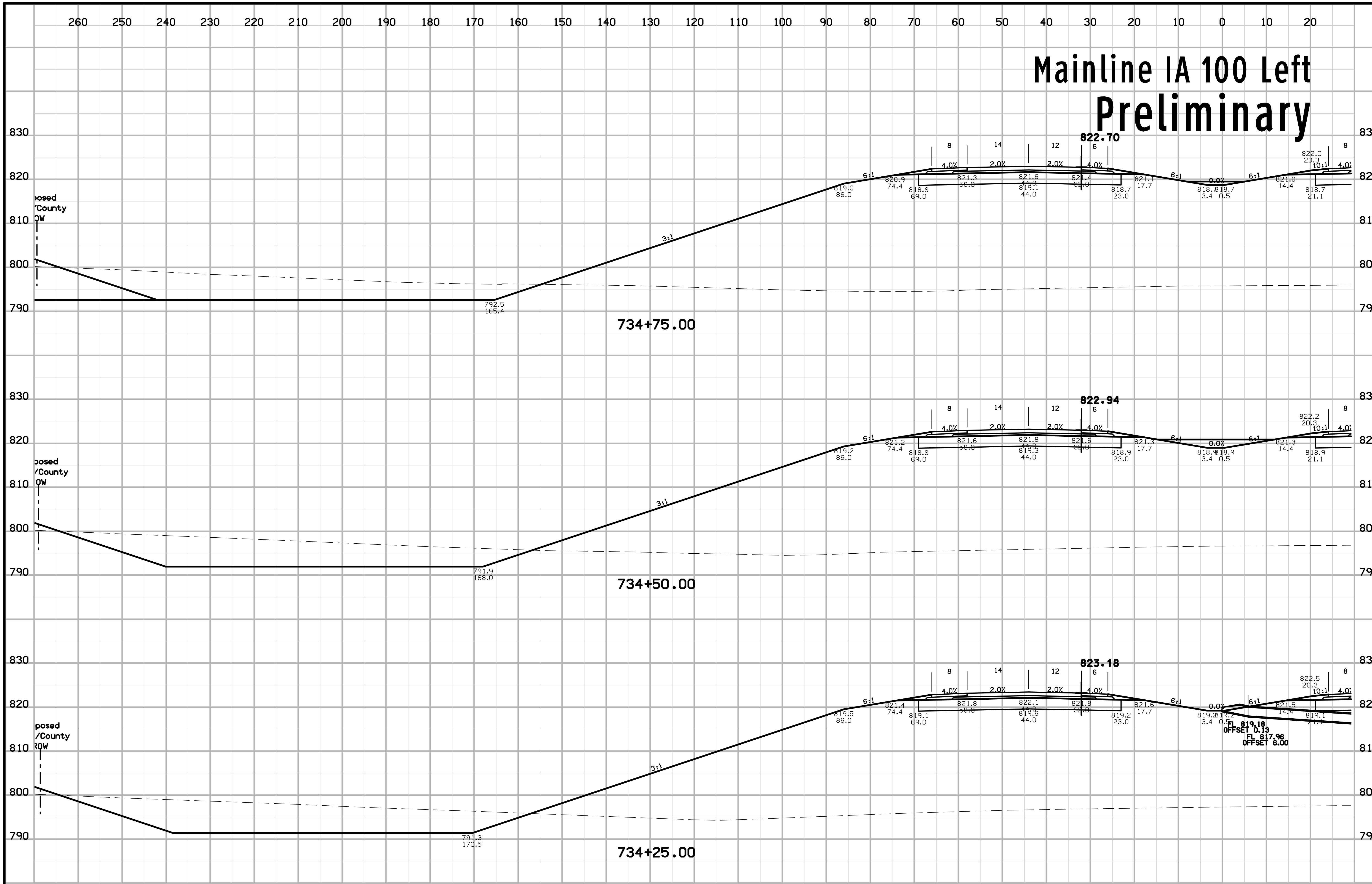
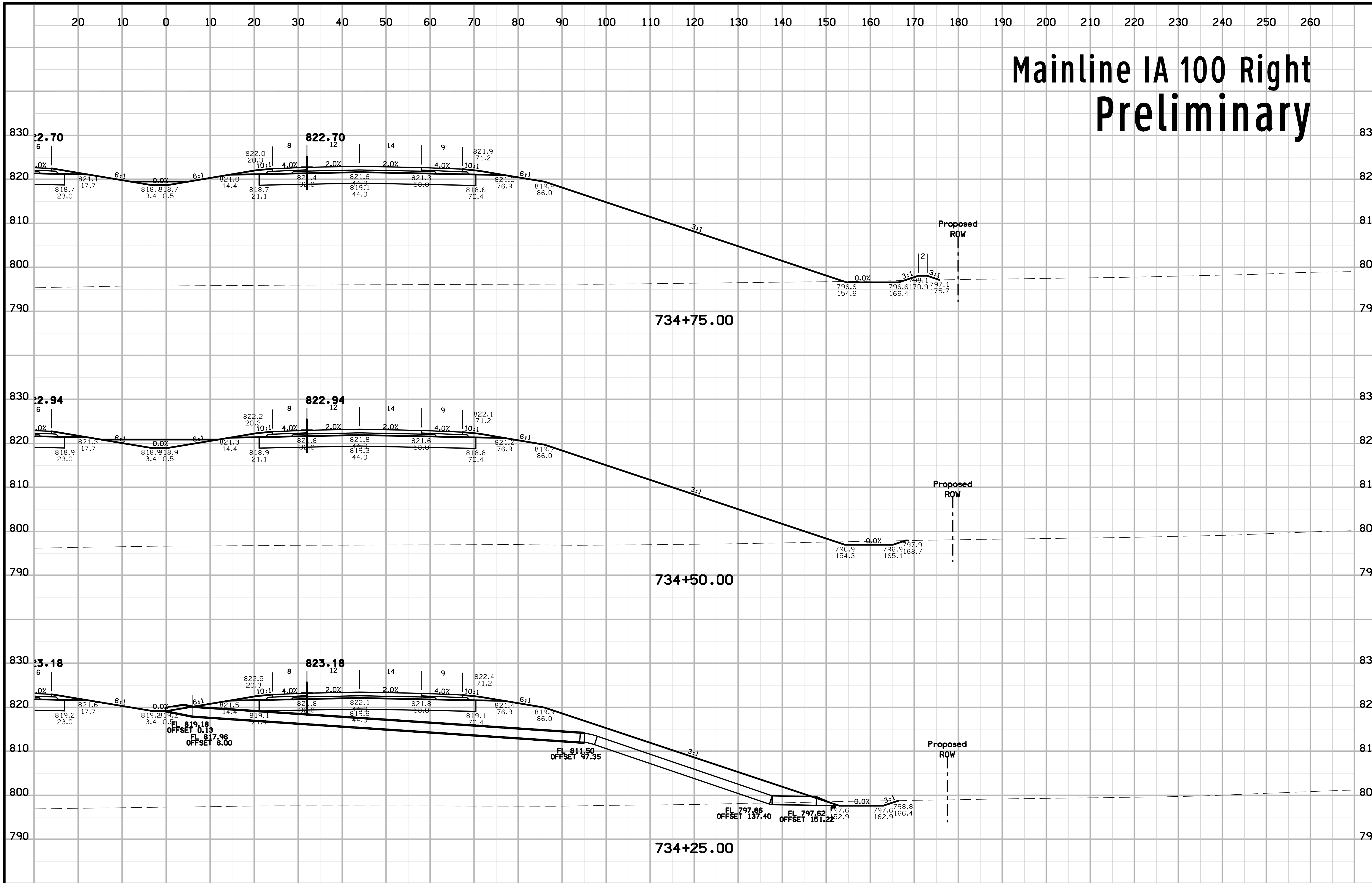
Preliminary





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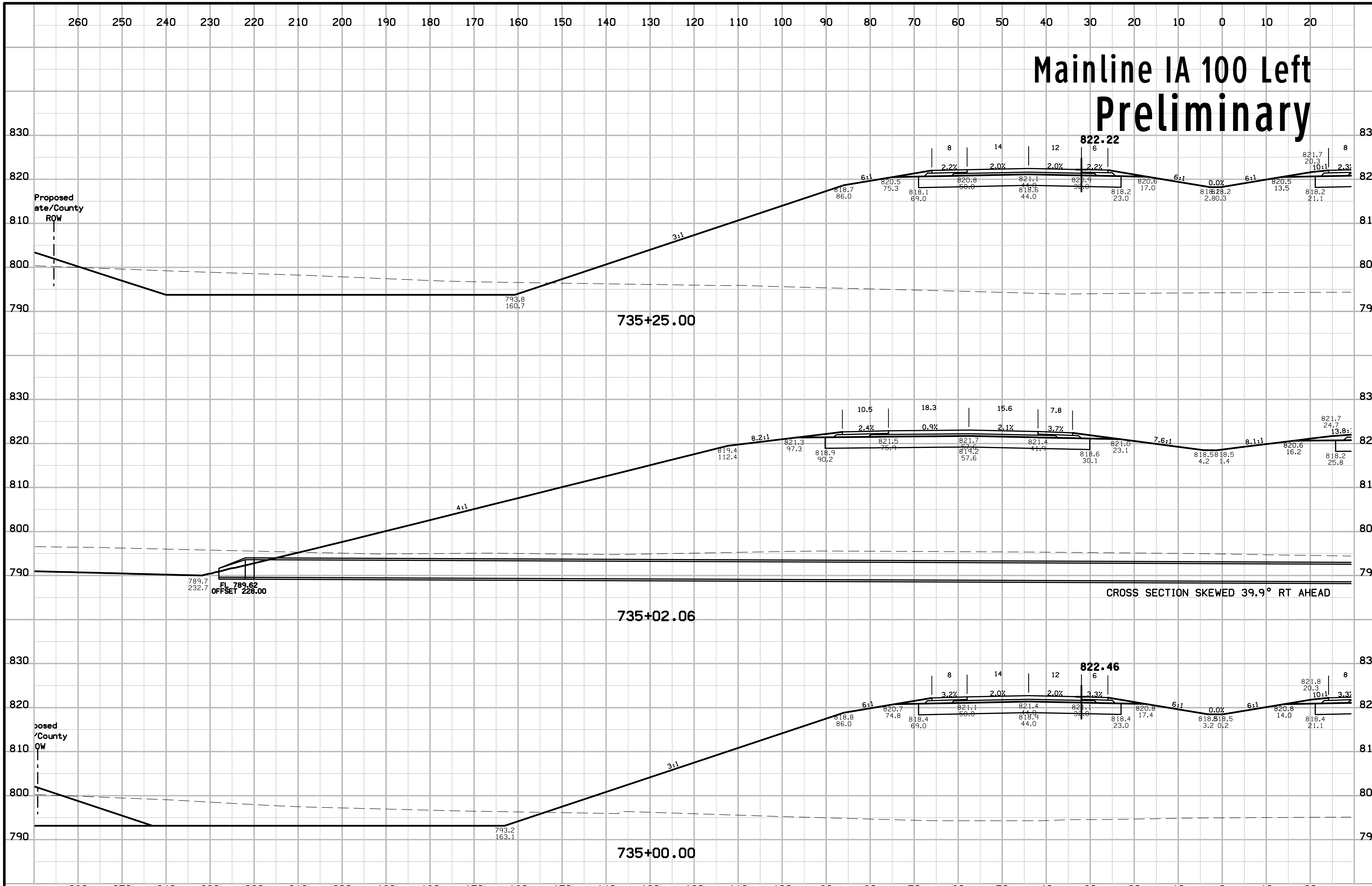
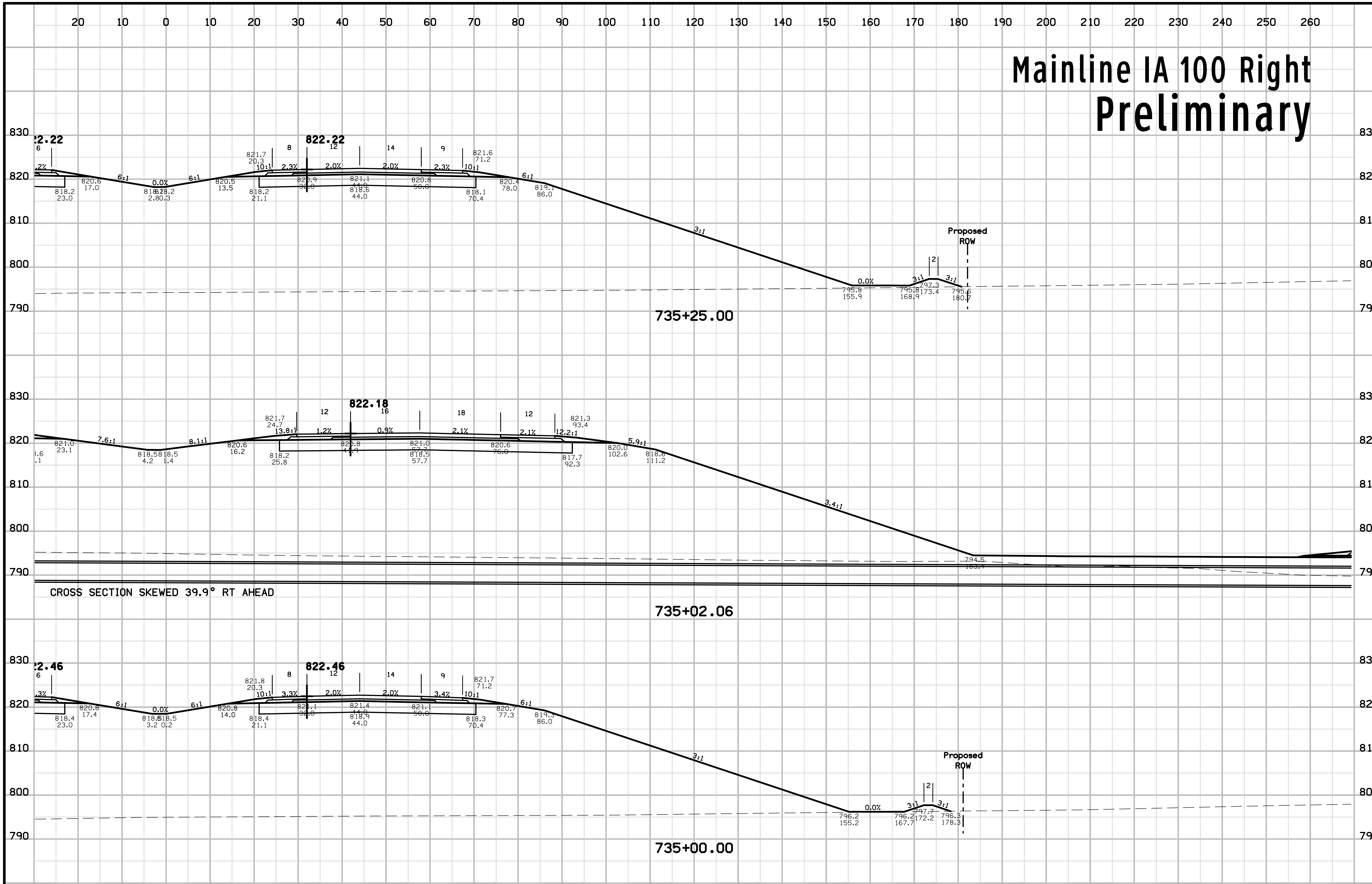
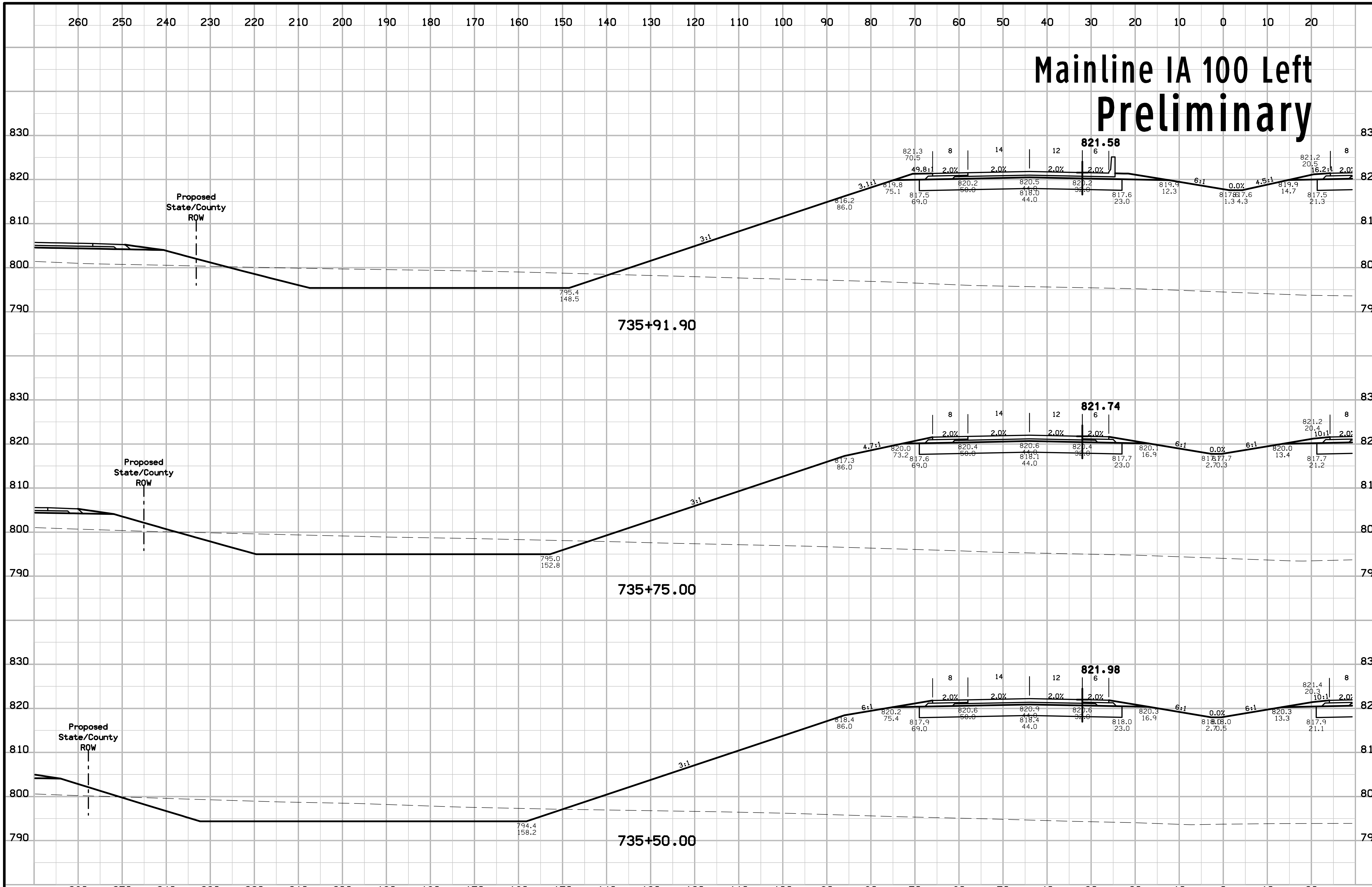


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.38

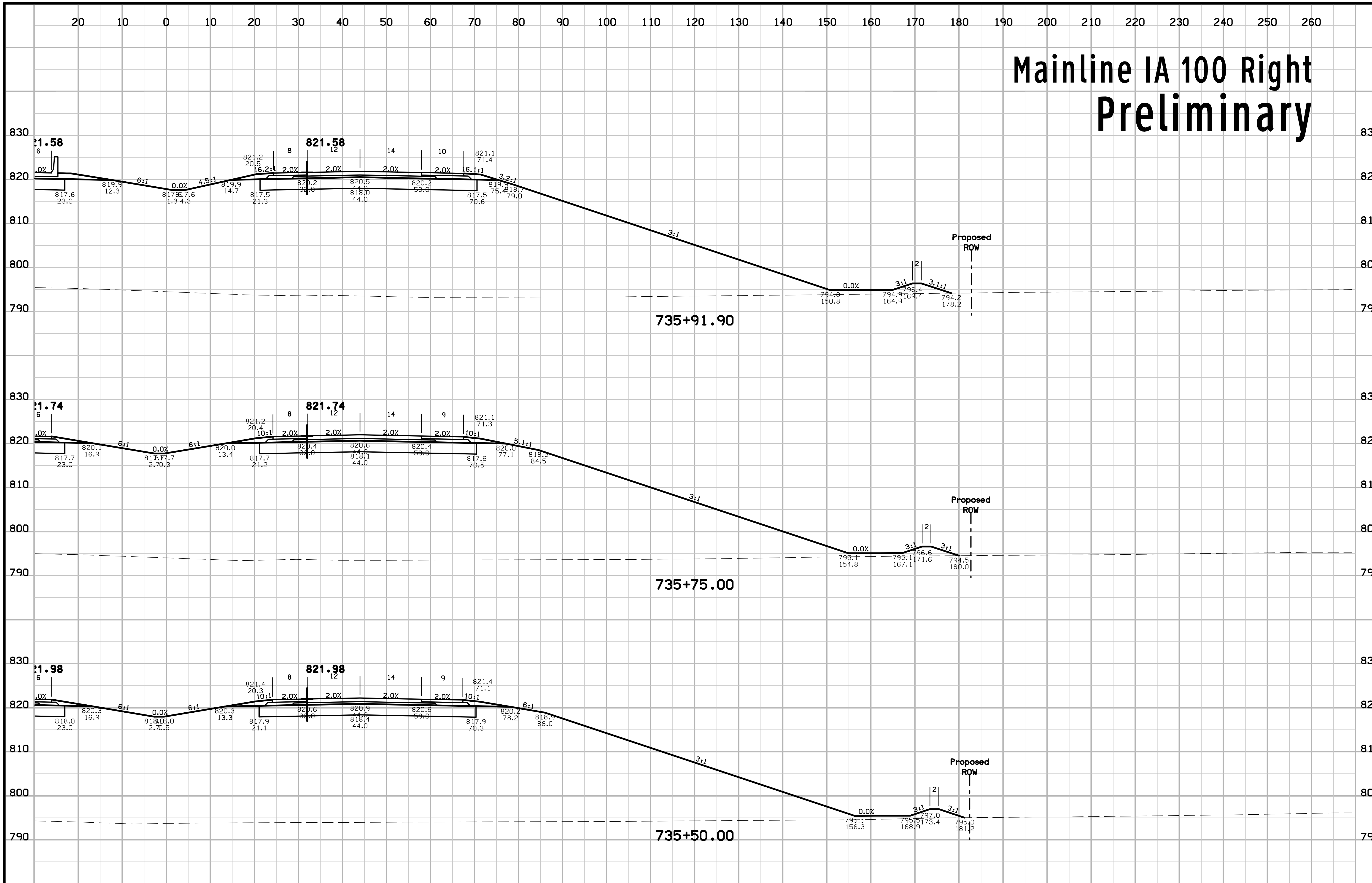


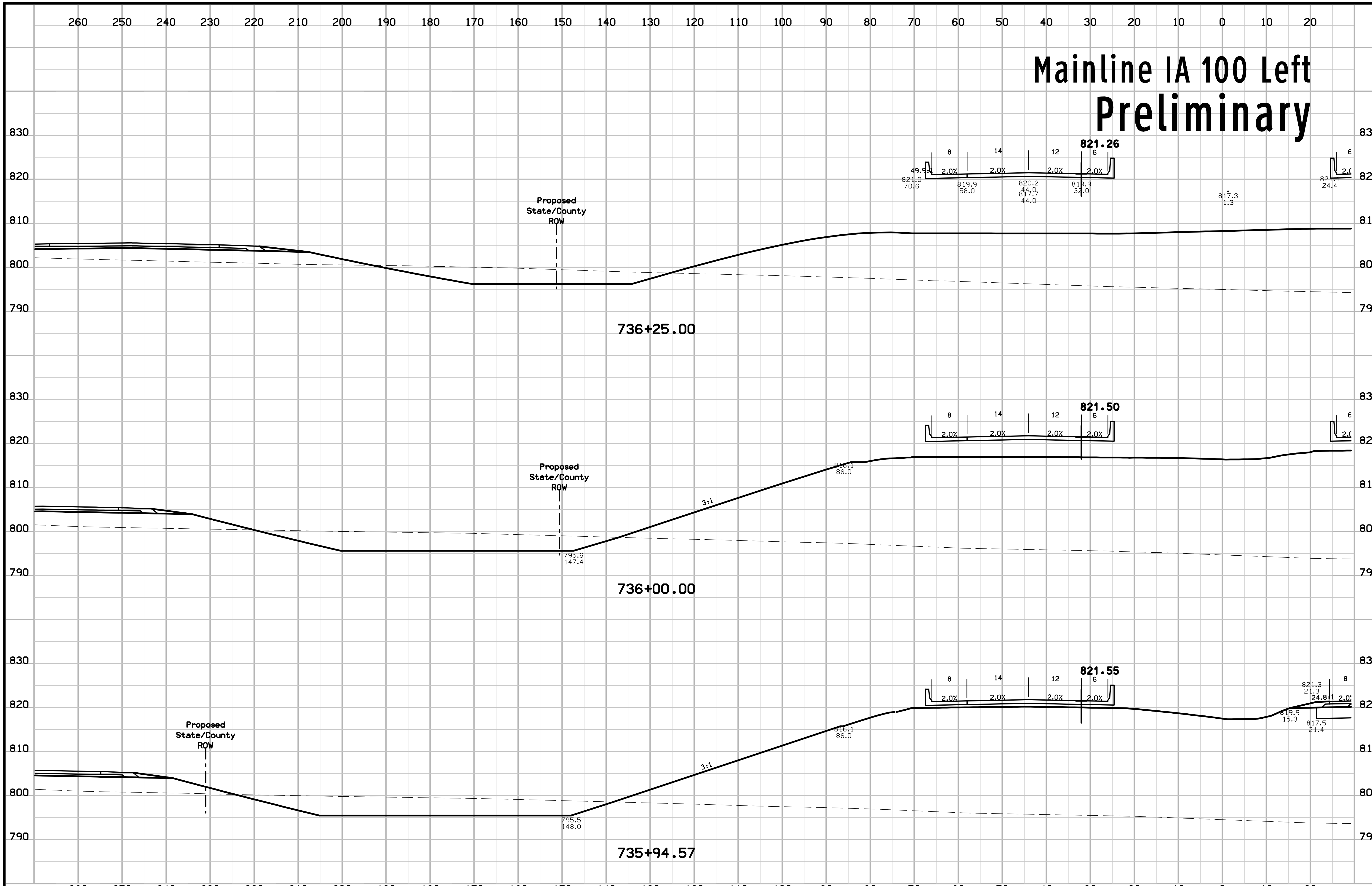
Mainline IA 100 Right
Preliminary
822.22
Proposed ROW
735+25.00
822.18
CROSS SECTION SKEWED 39.9° RT AHEAD
735+02.06
822.46
Proposed ROW
735+00.00

Mainline IA 100 Left
Preliminary



Mainline IA 100 Right
Preliminary





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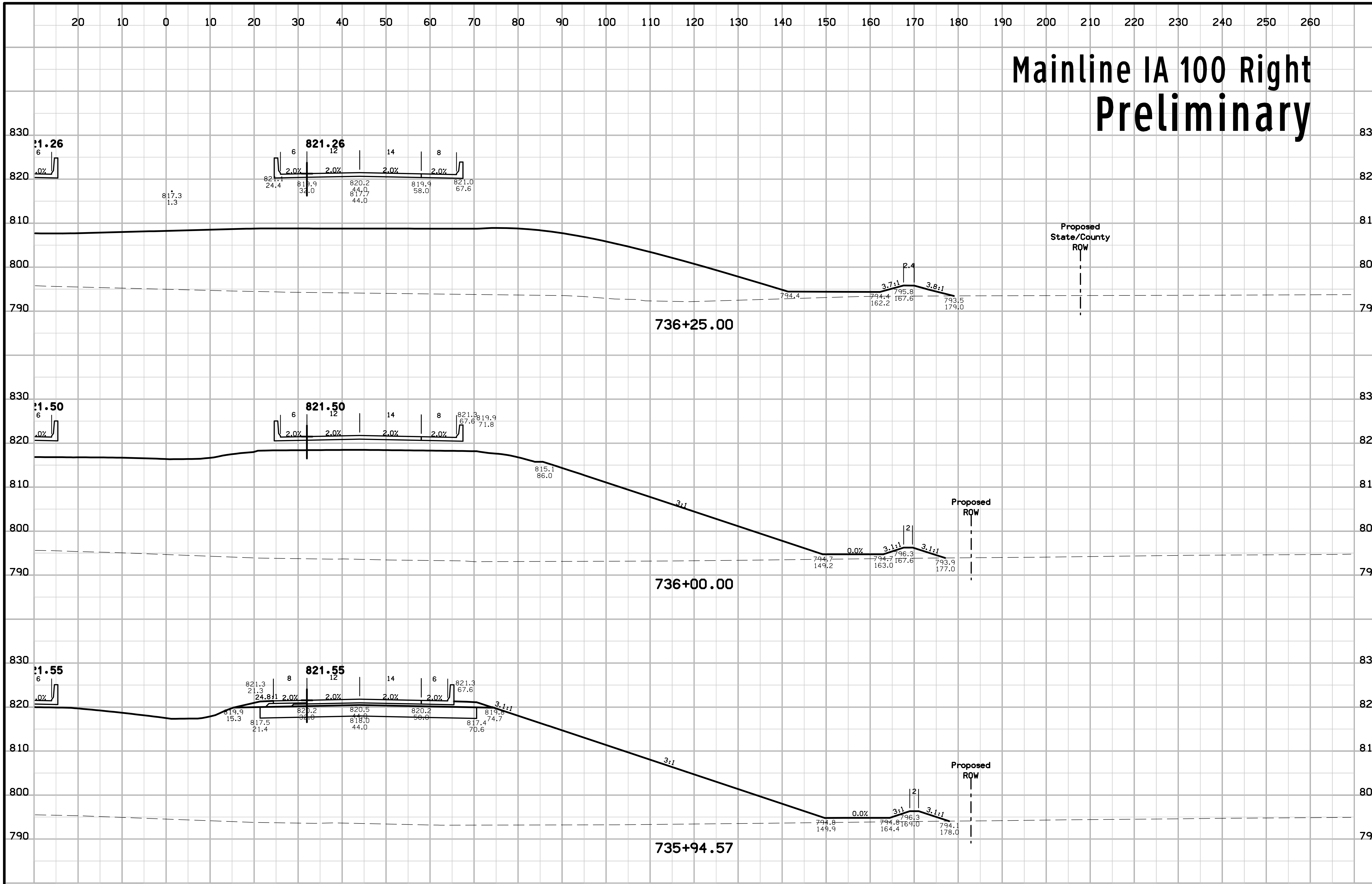

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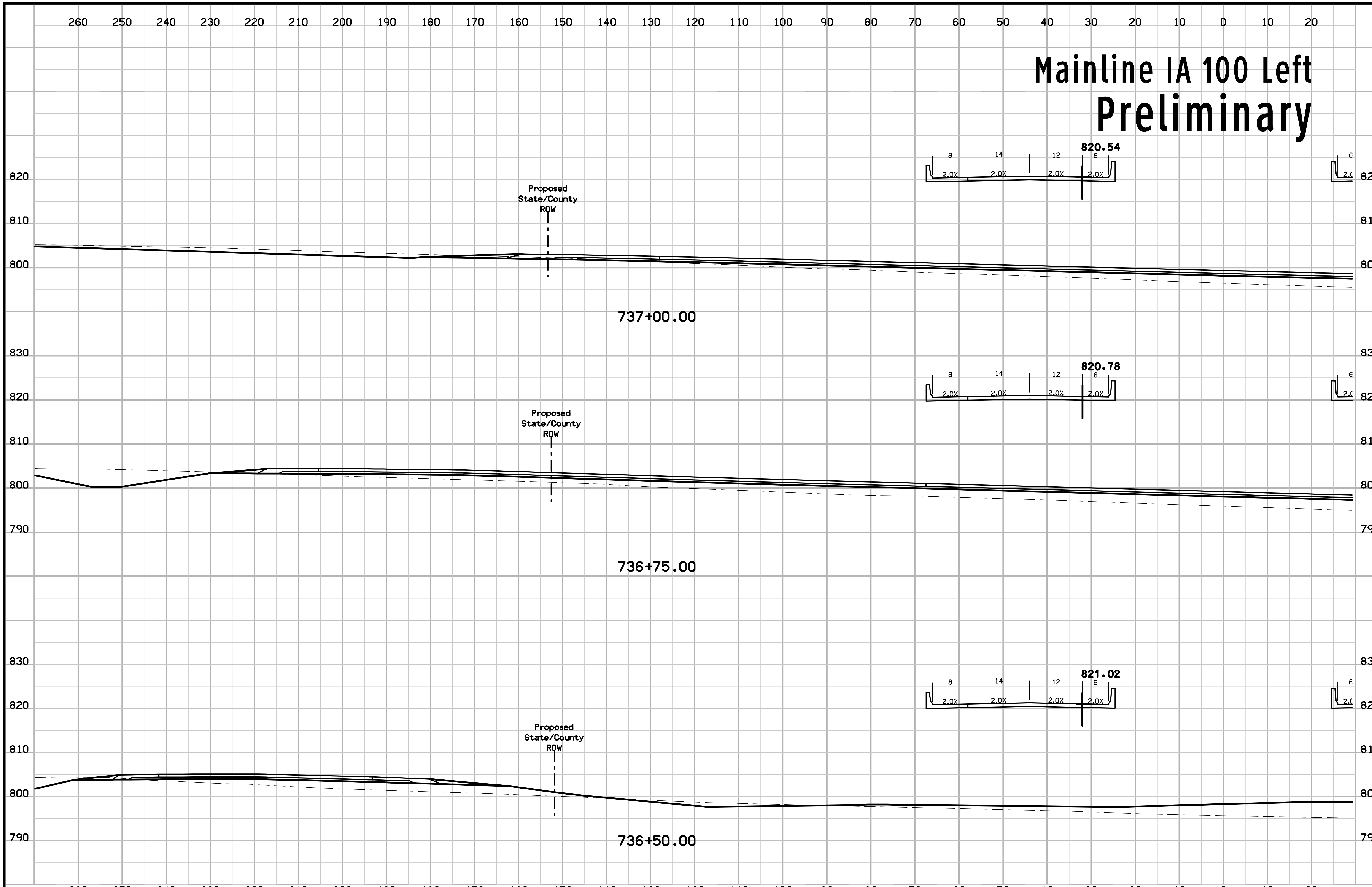

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.44

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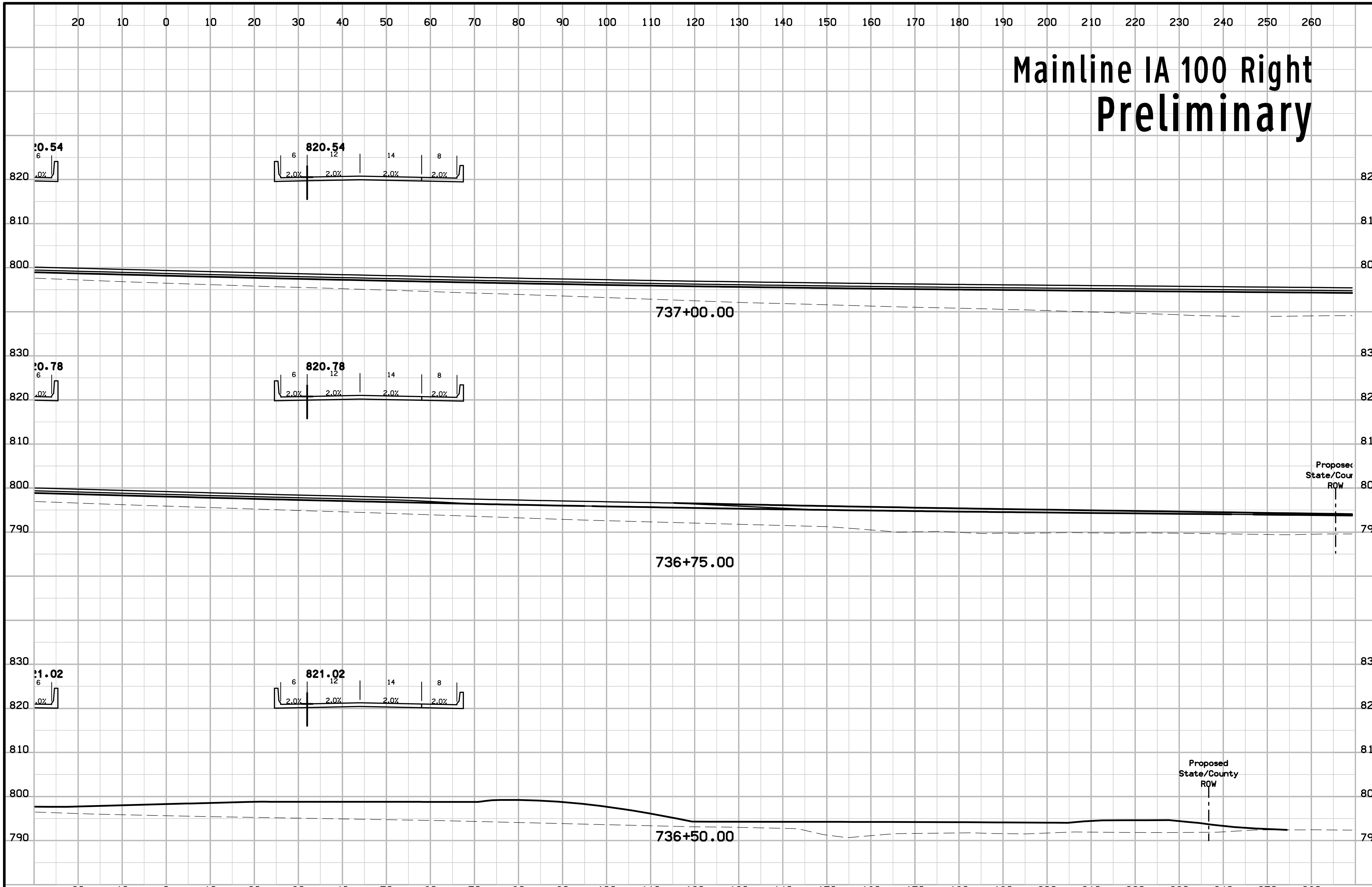
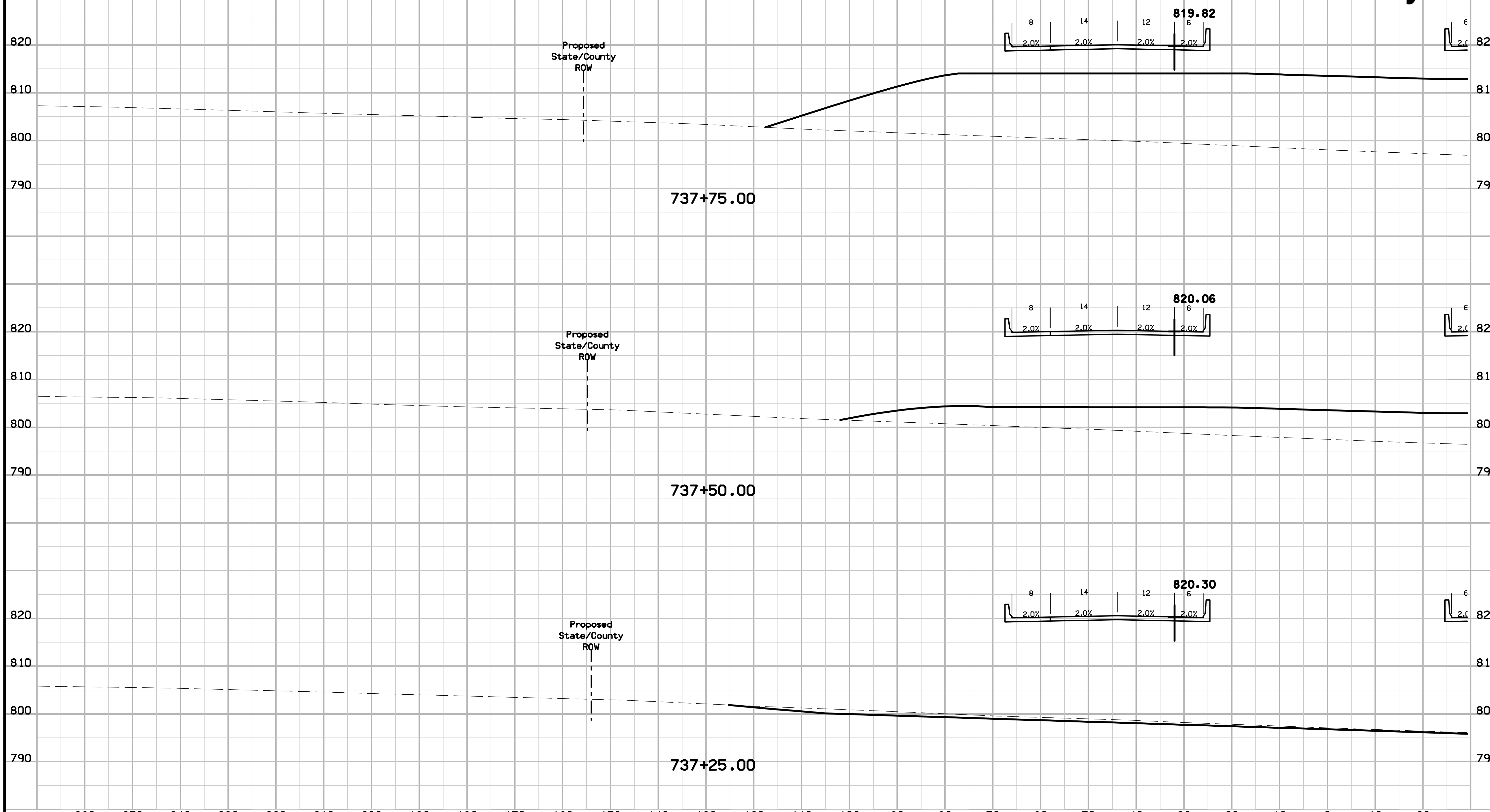
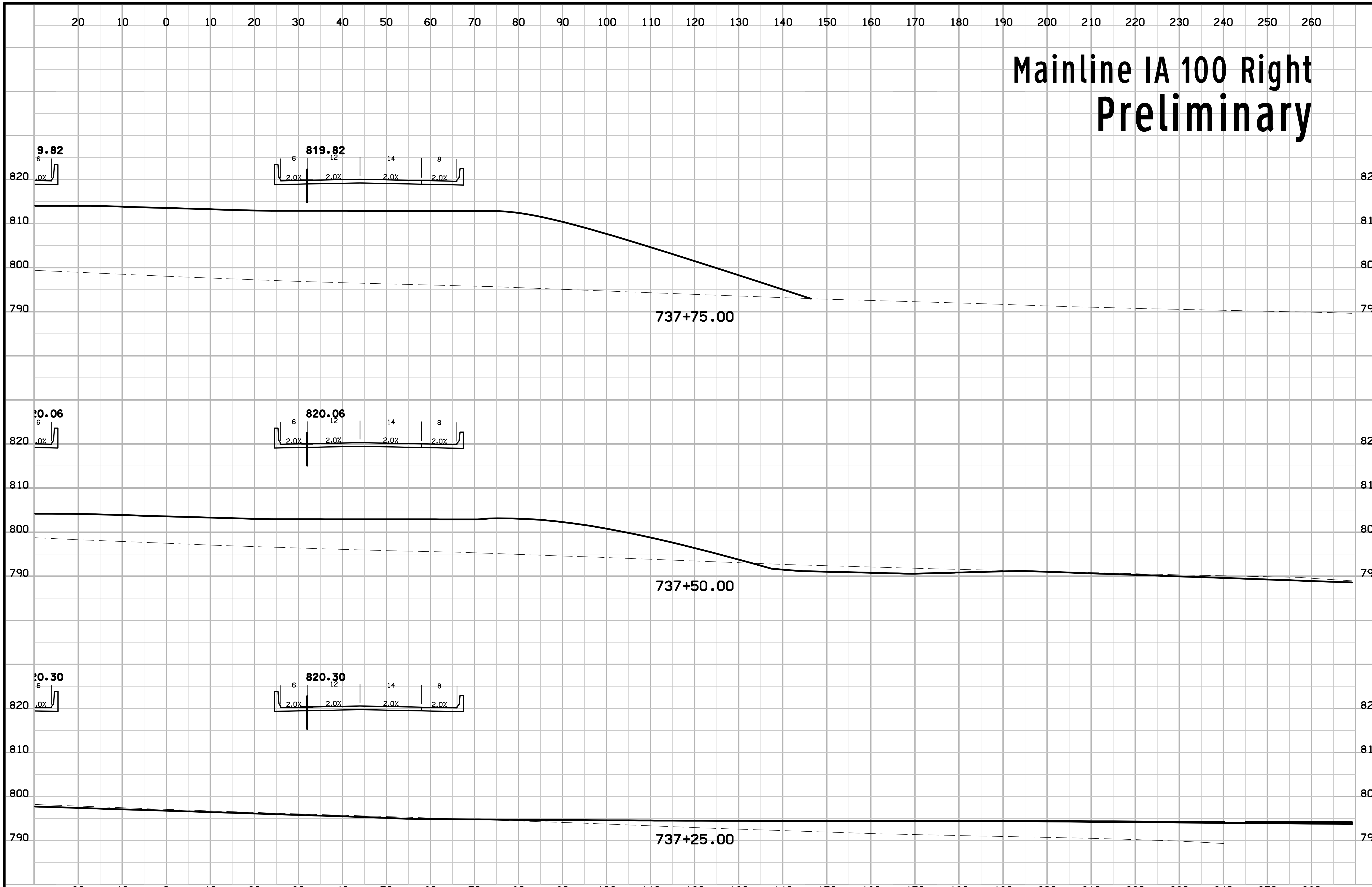
Preliminary



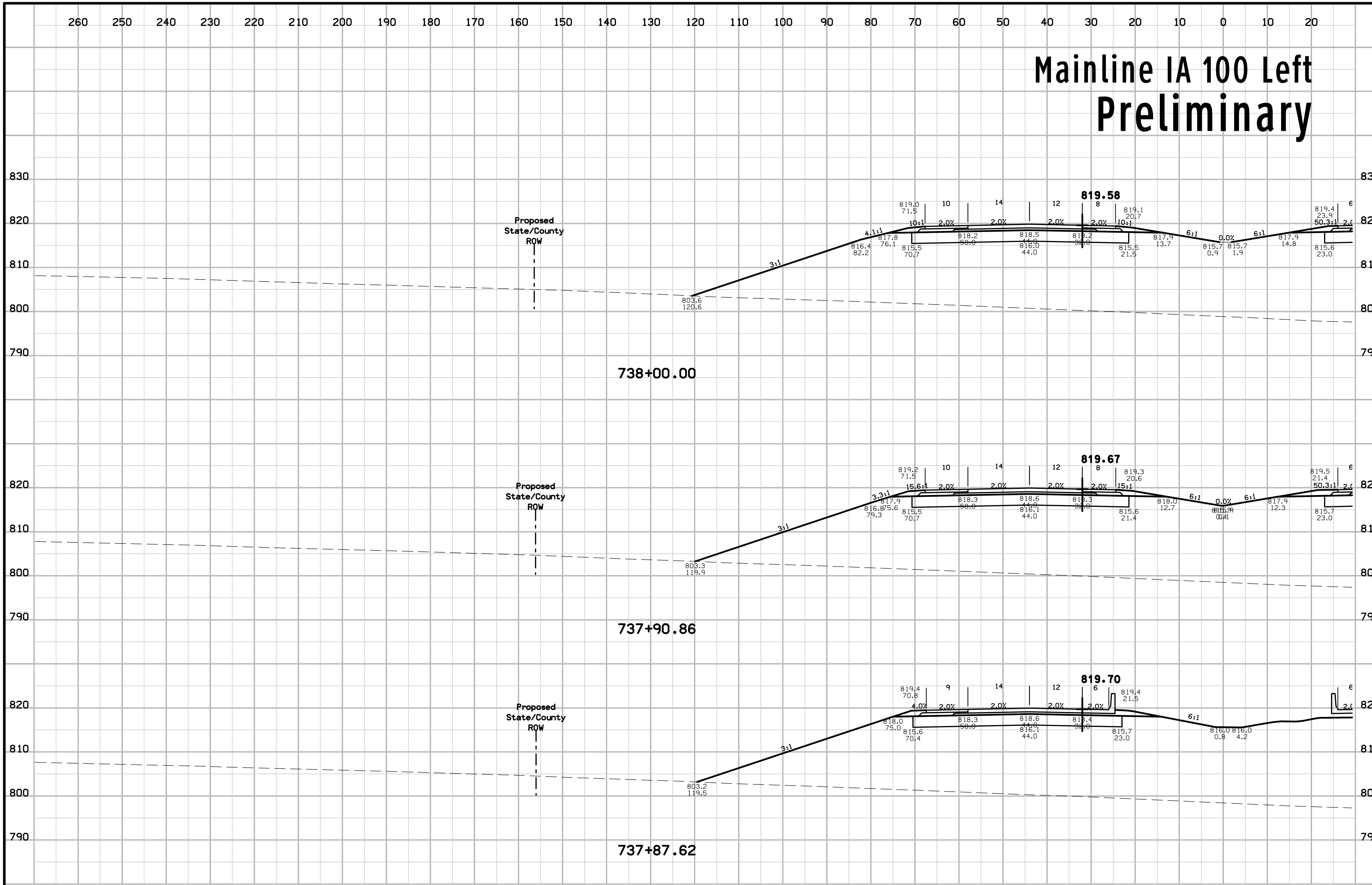
Mainline IA 100 Left
Preliminary



Mainline IA 100 Right
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.47



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.48

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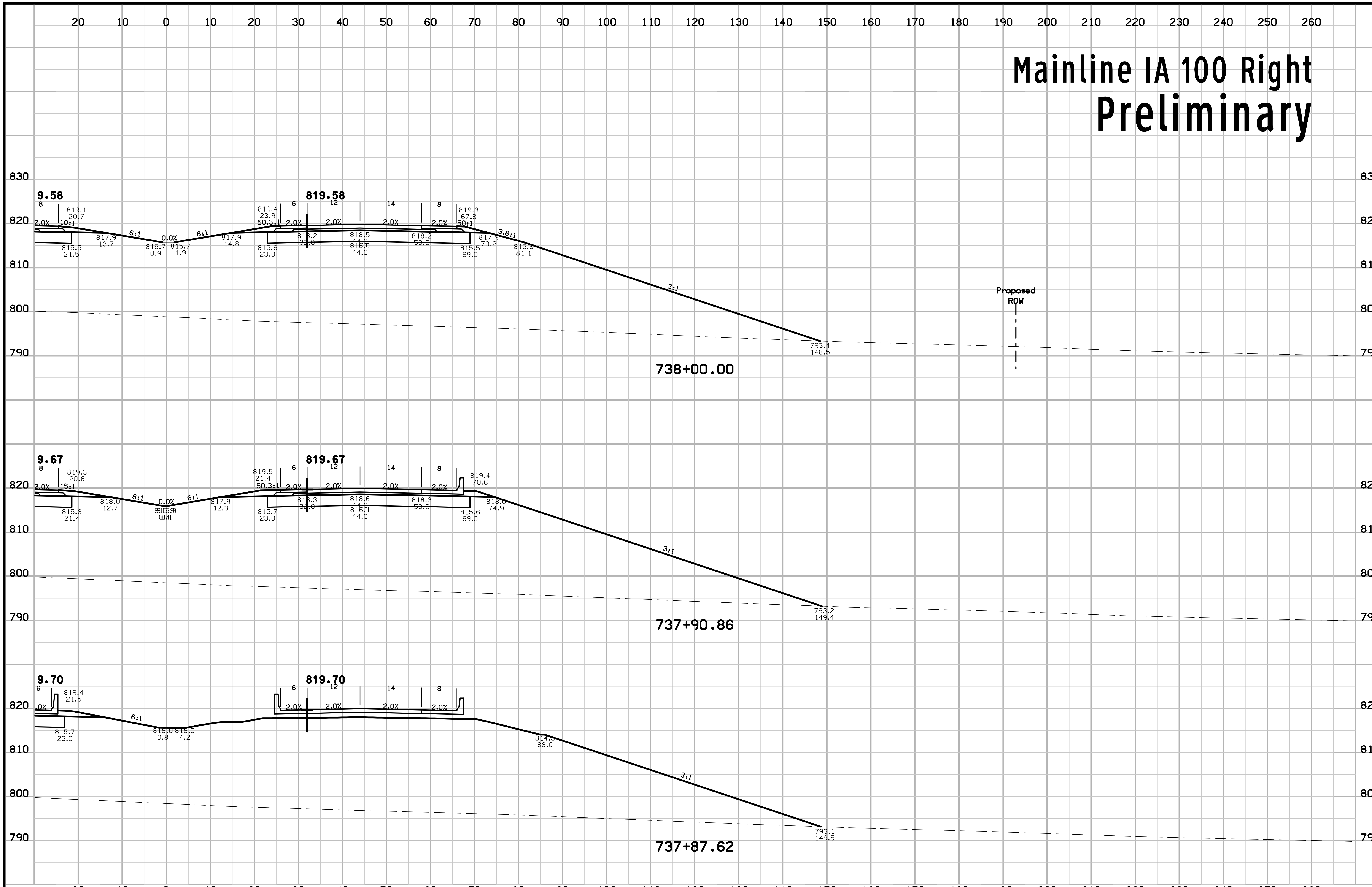
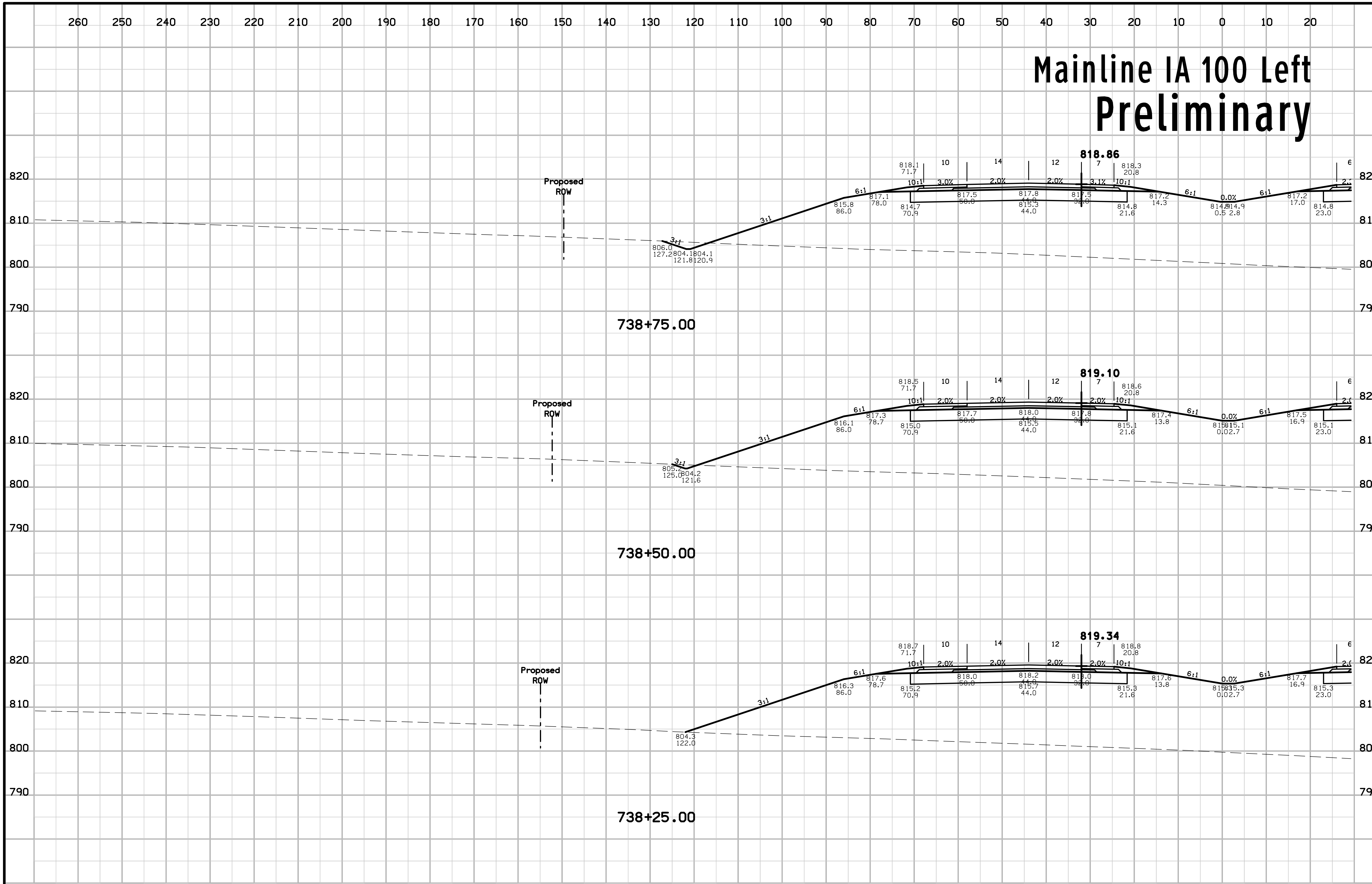
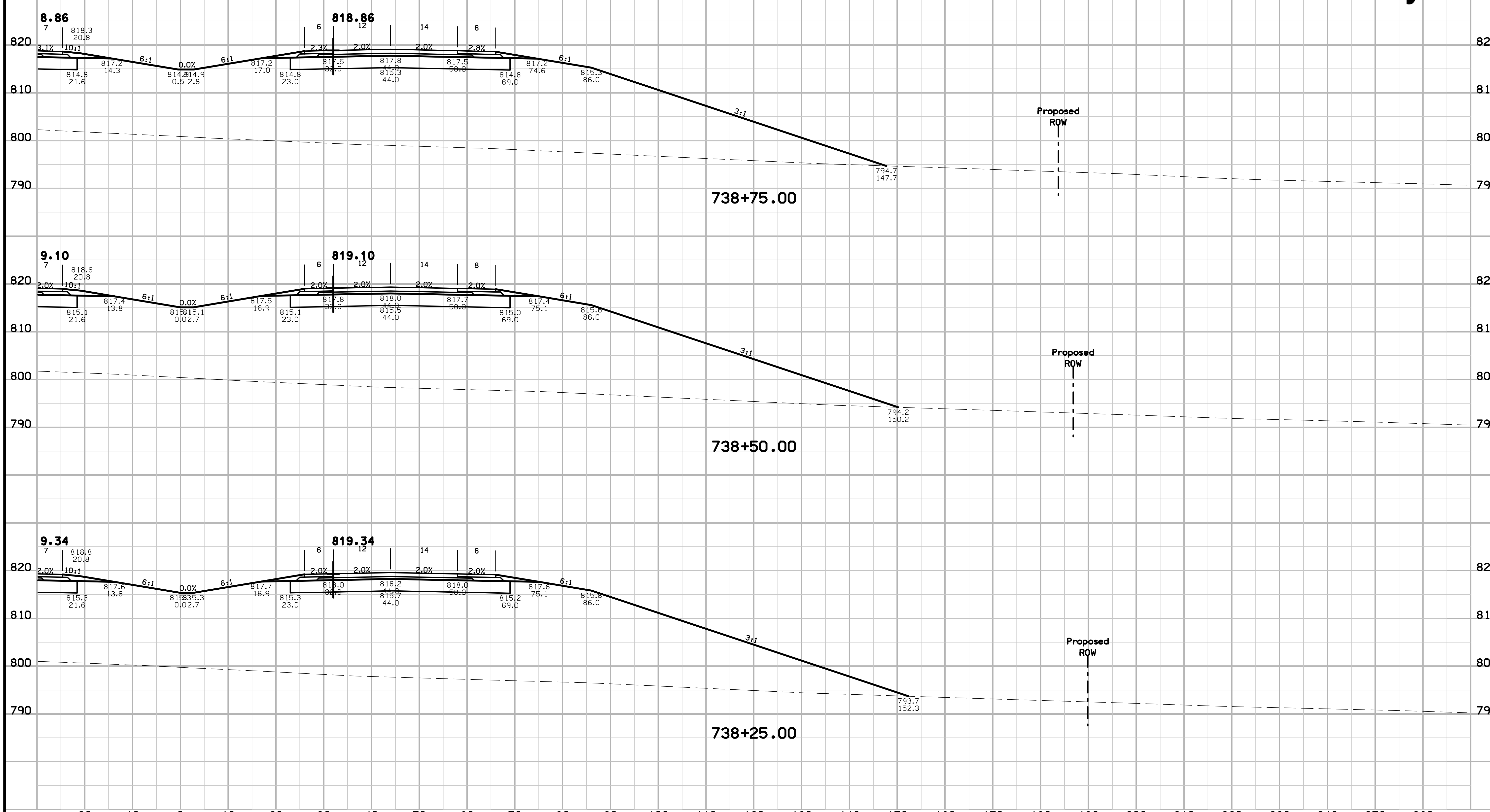
Mainline IA 100 Right
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.50

Mainline IA 100 Right
Preliminary



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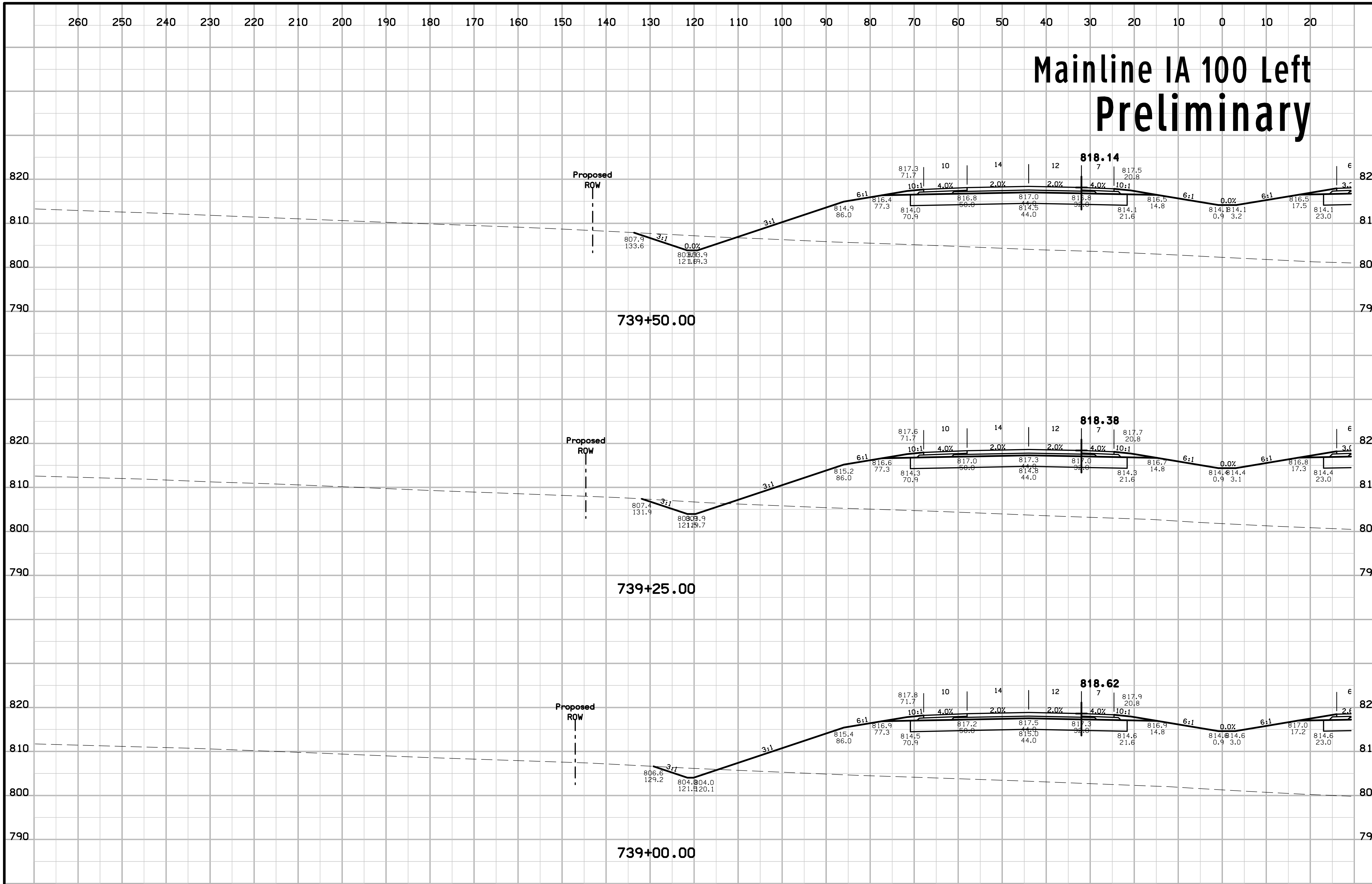
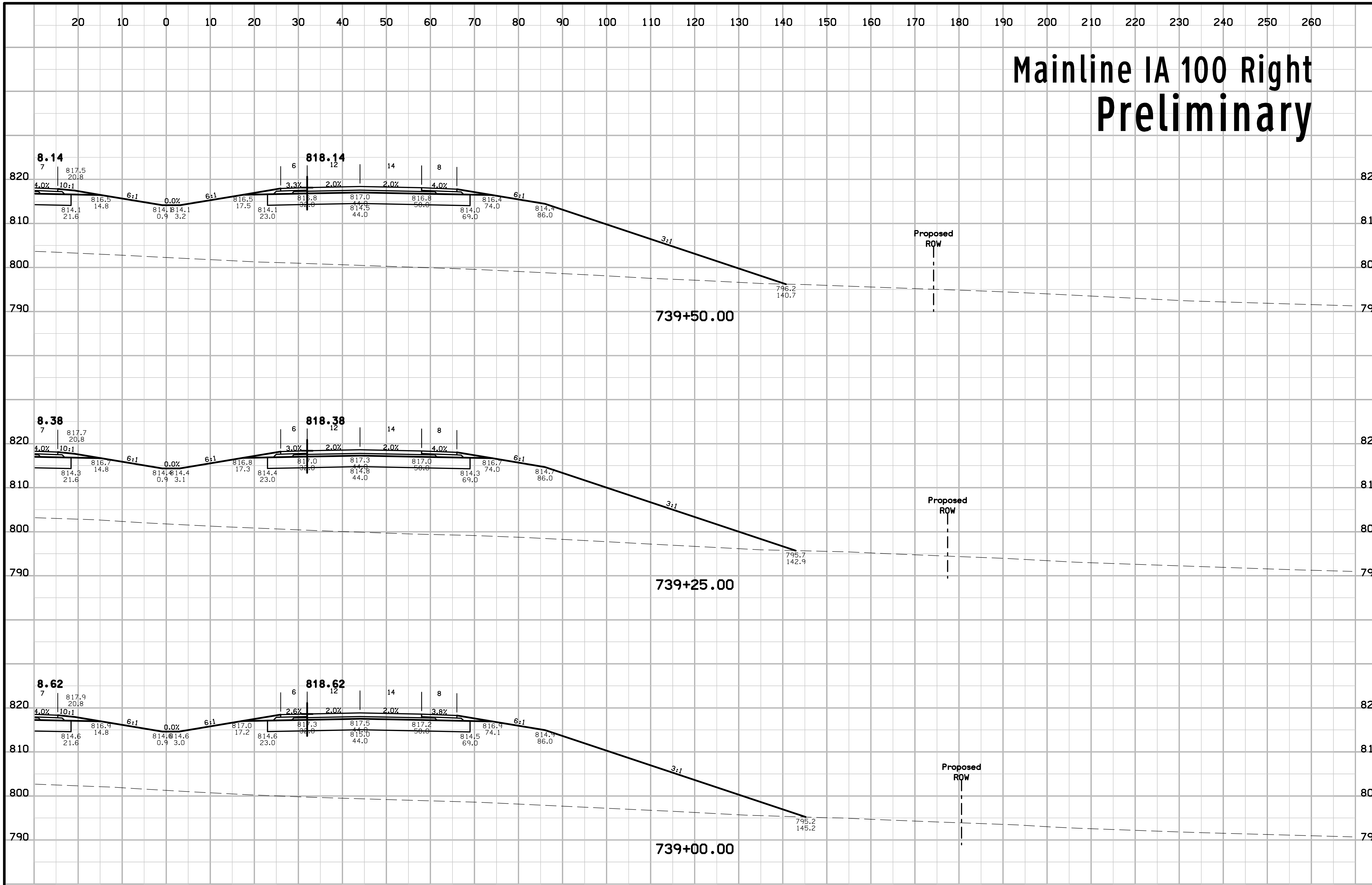


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.52

Mainline IA 100 Right
Preliminary



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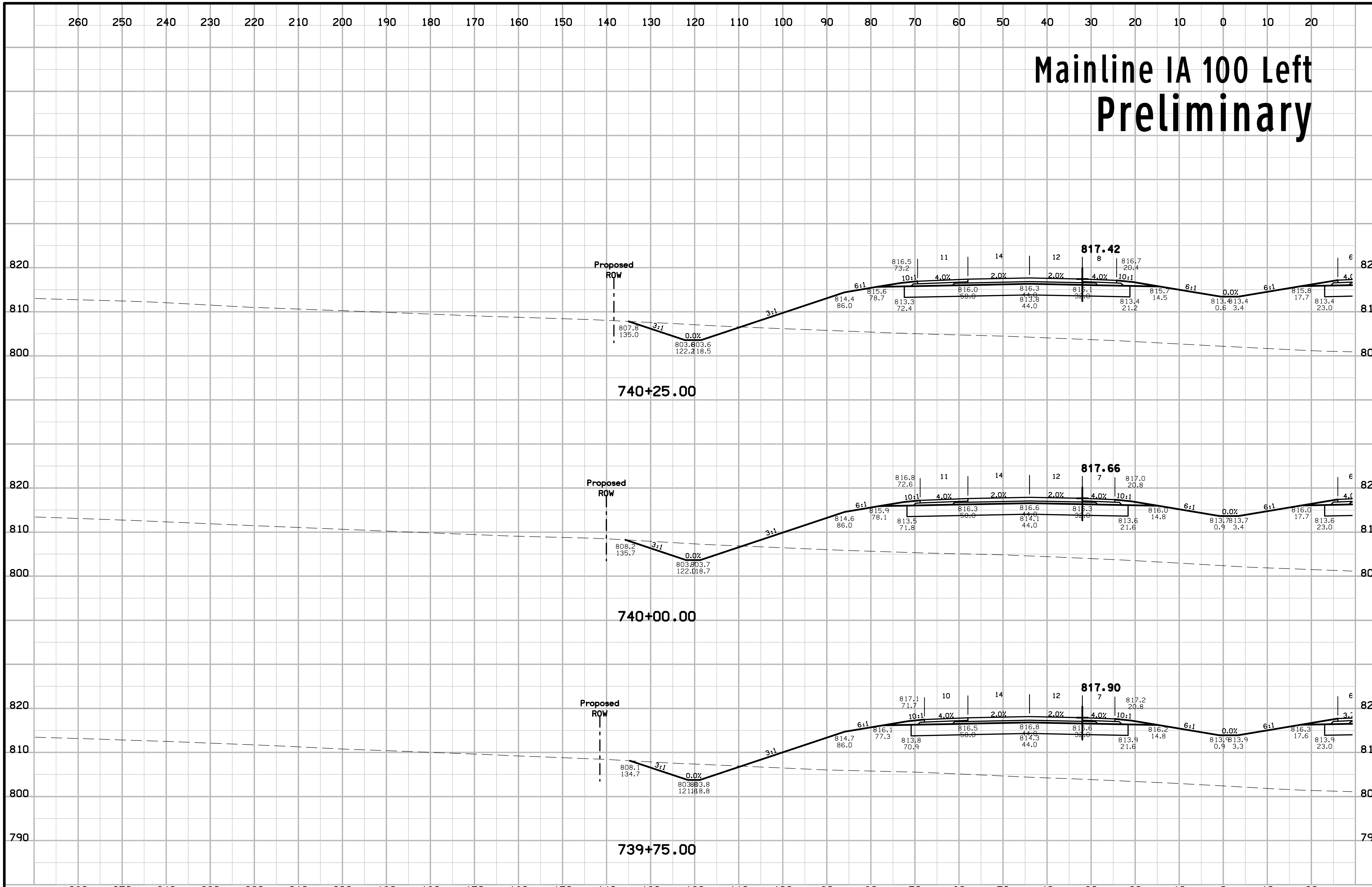
Mainline IA 100 Left
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.54

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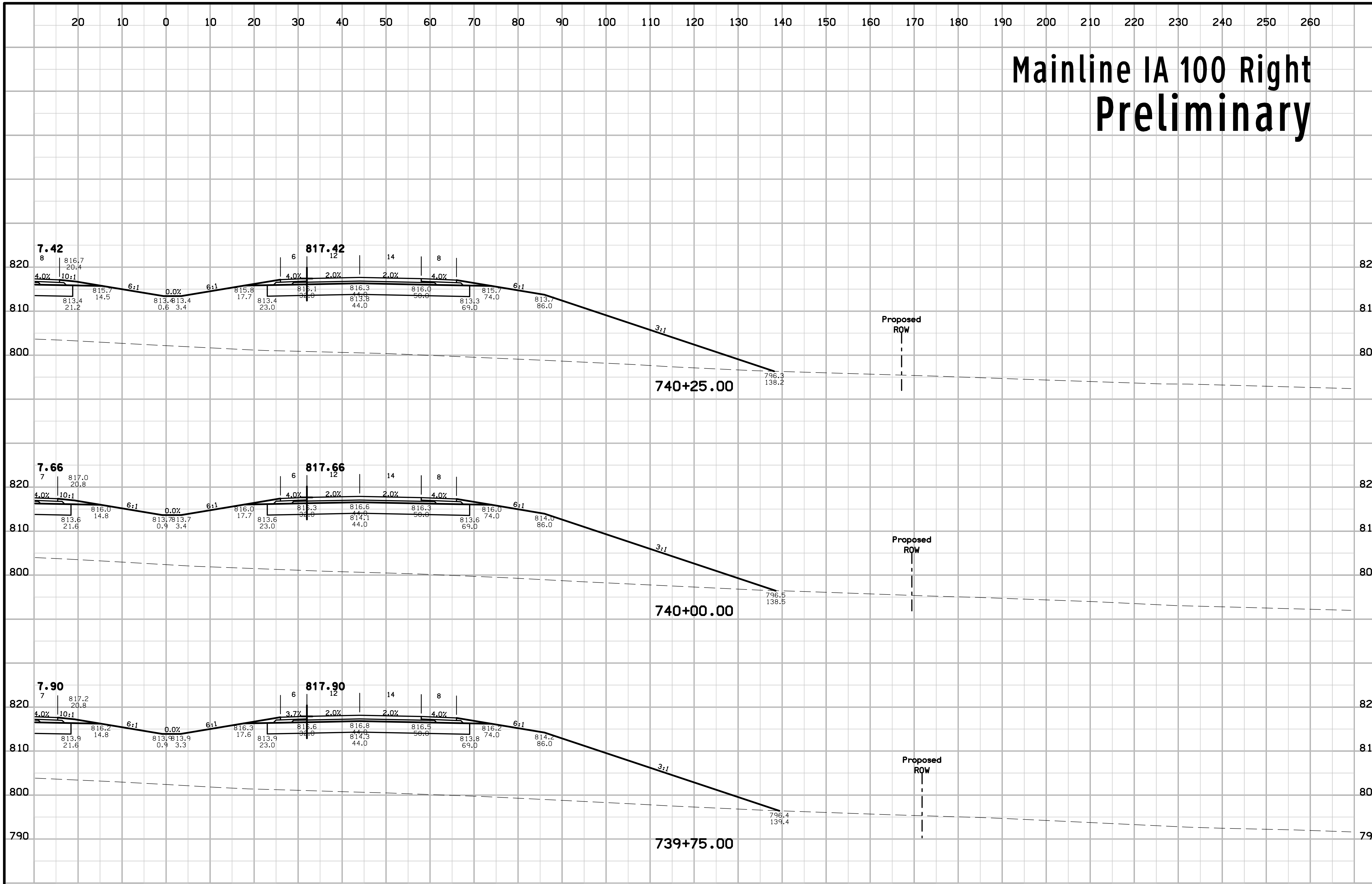

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.55

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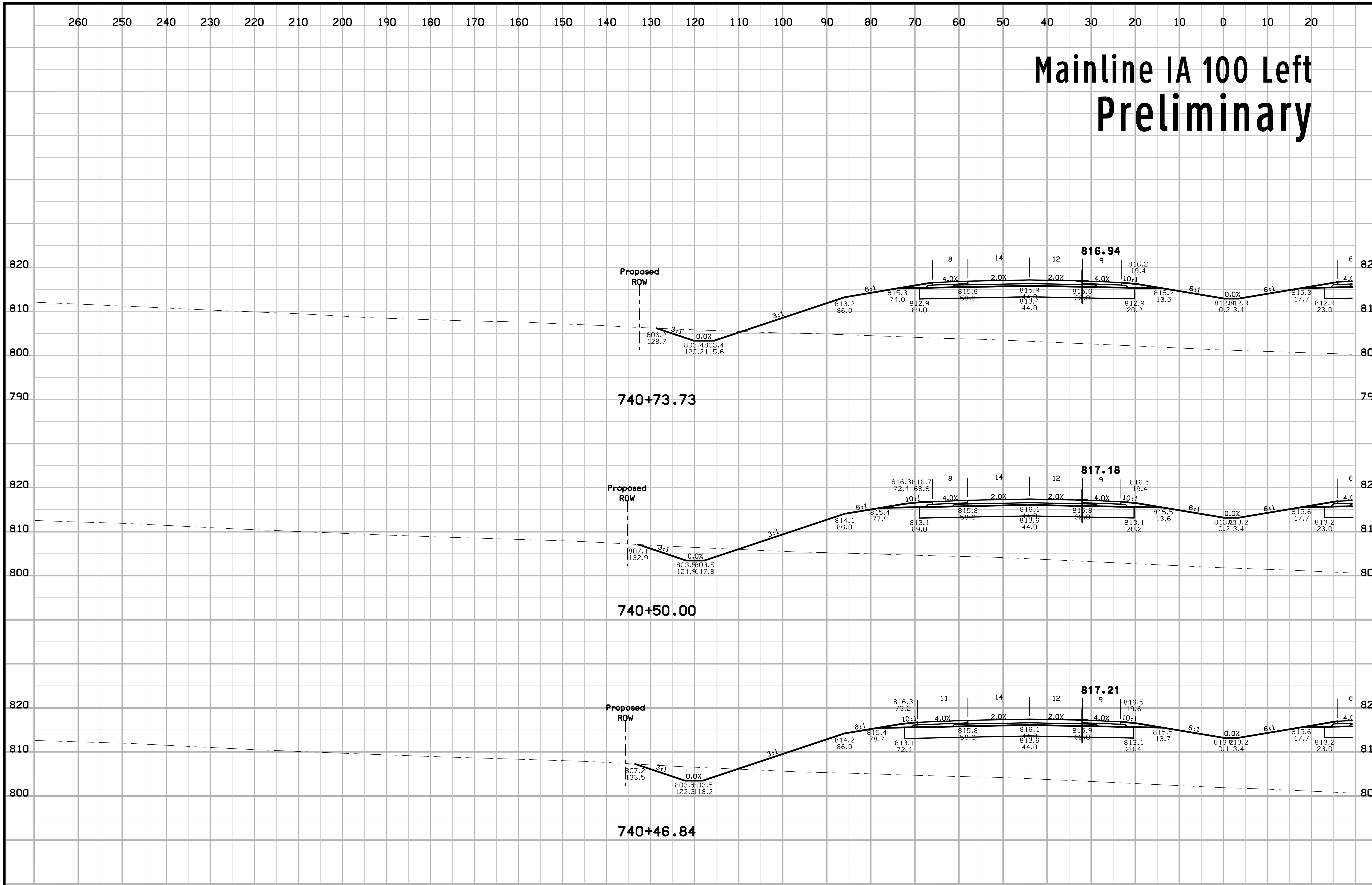
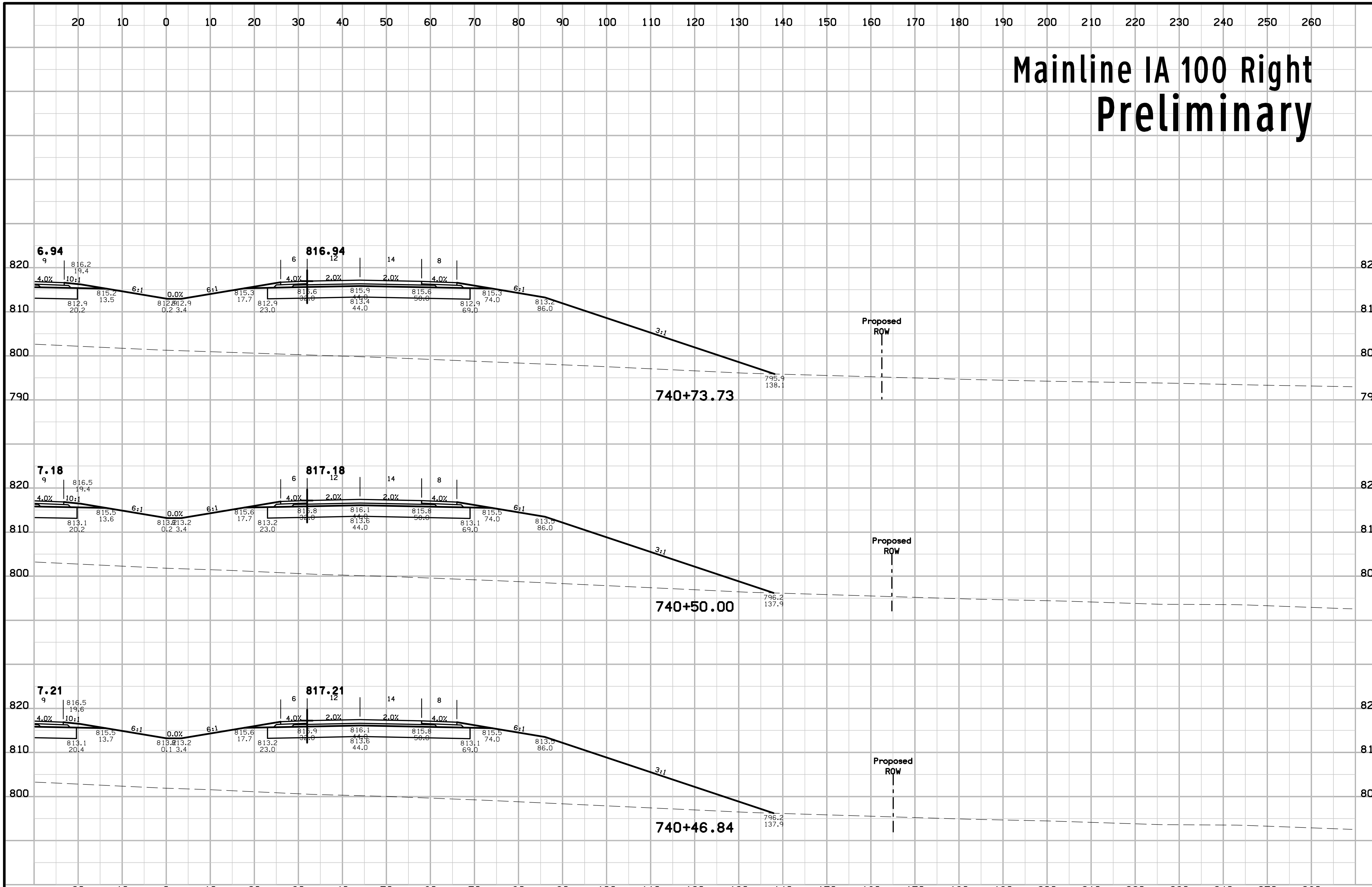


Mainline IA 100 Right
Preliminary



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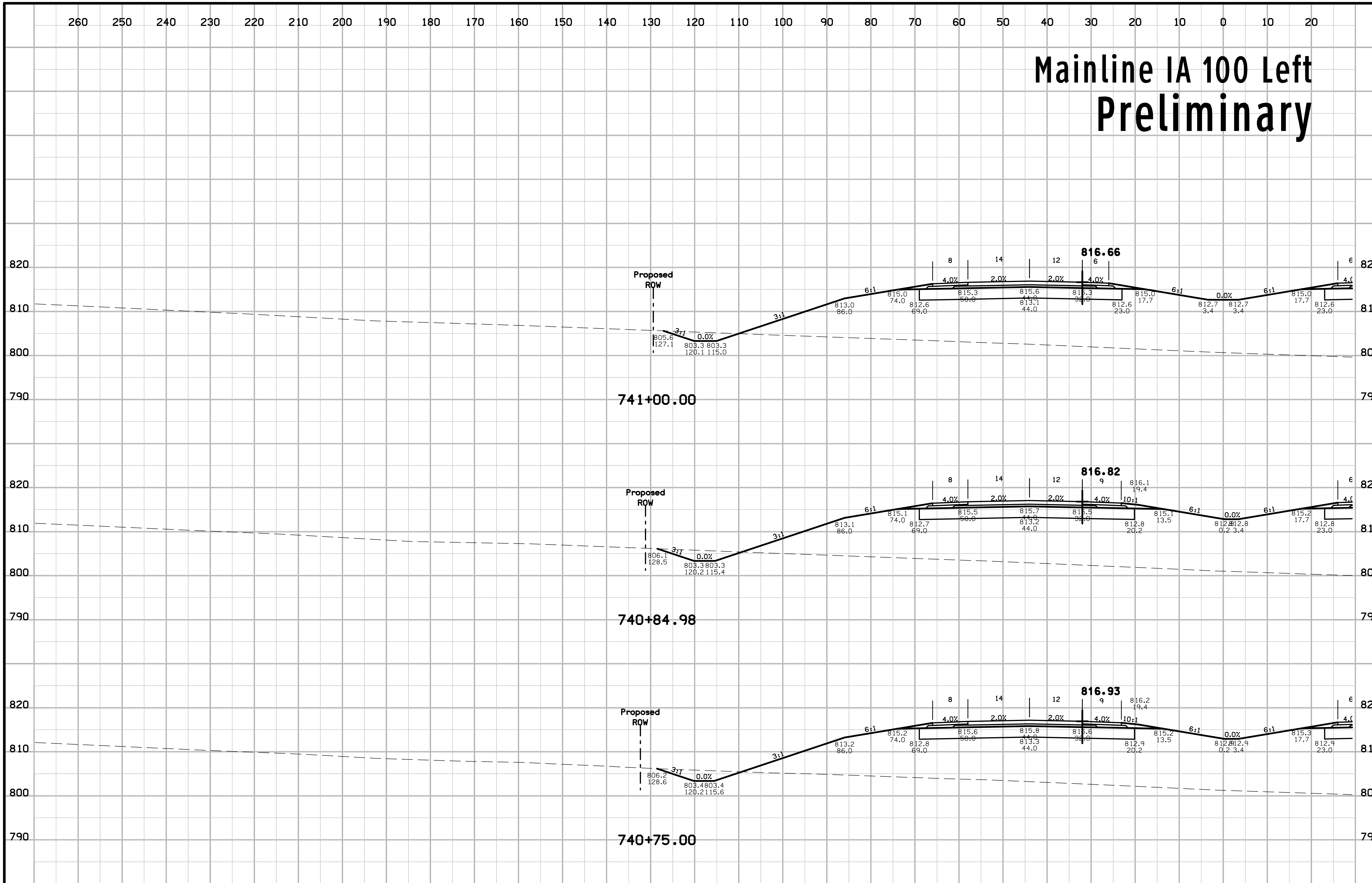

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.58

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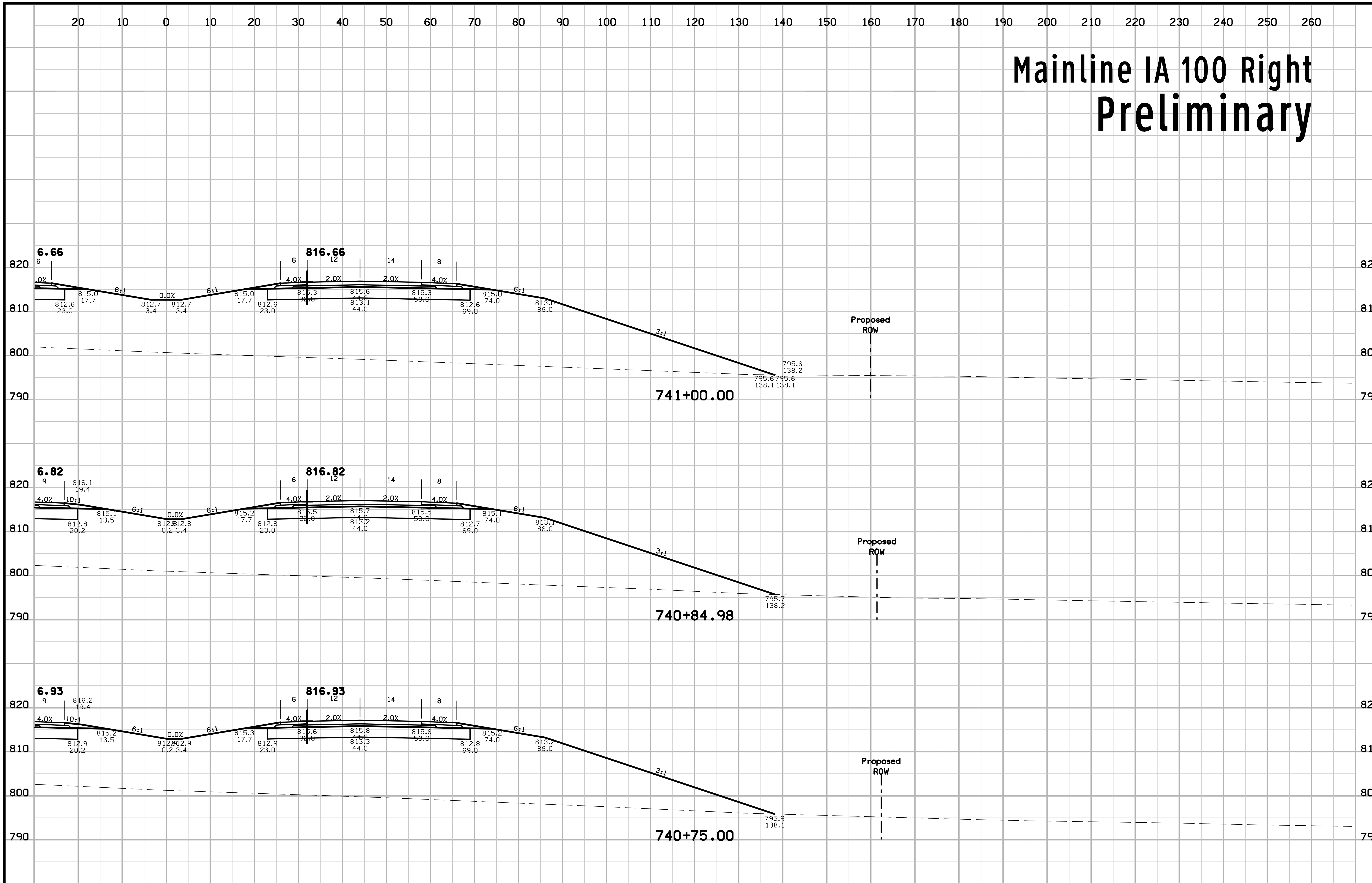
Preliminary



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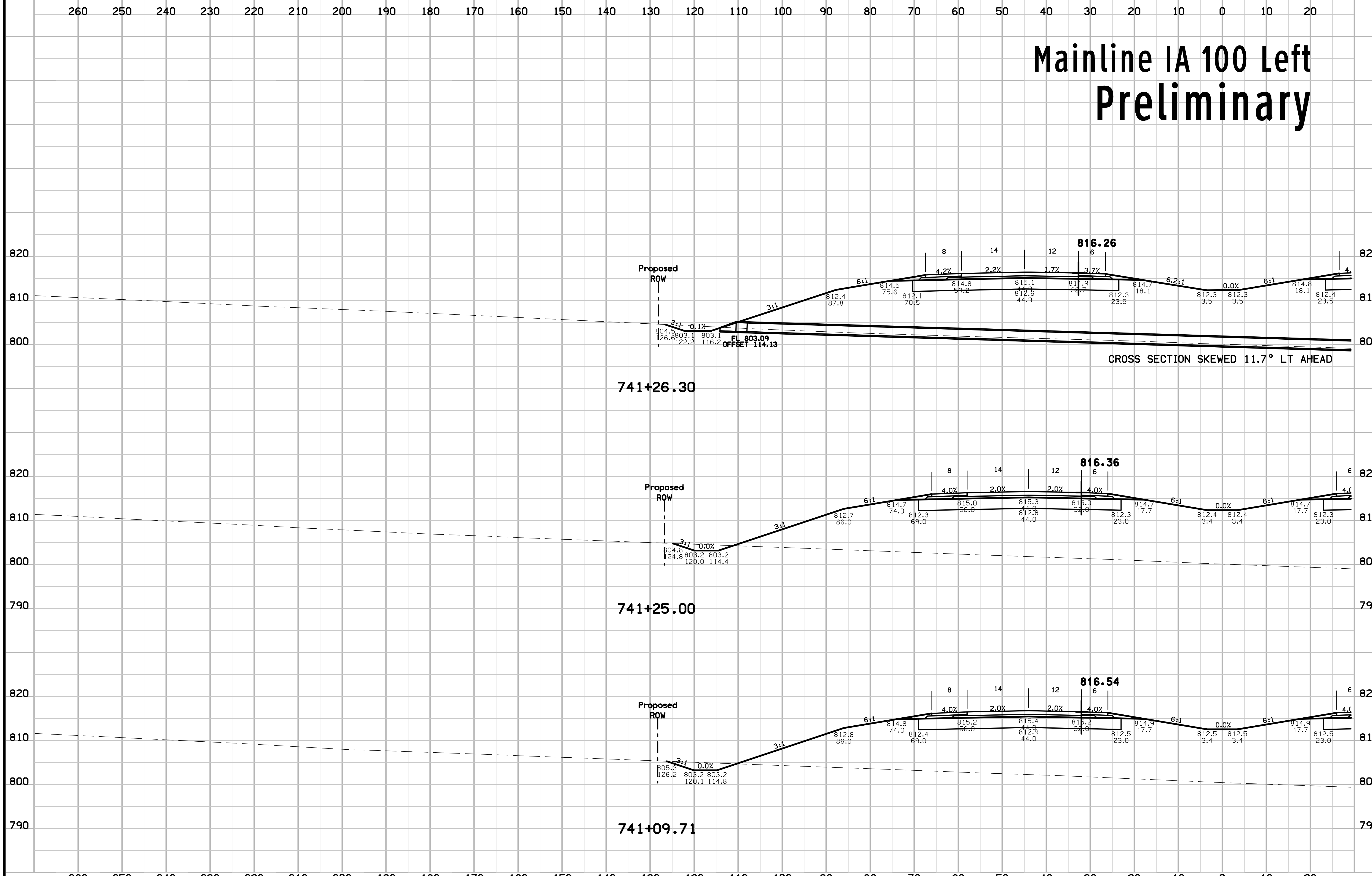

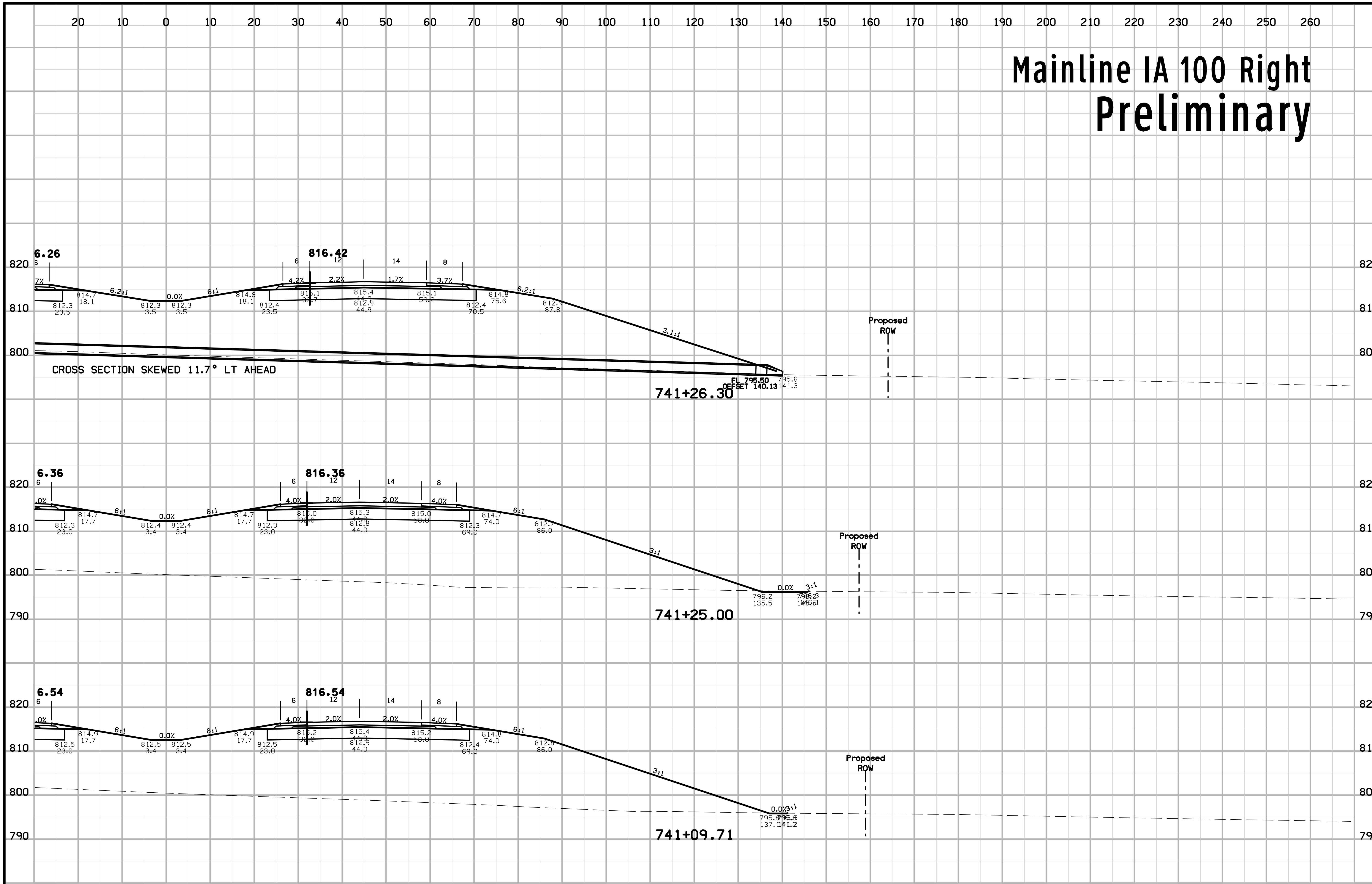

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.61

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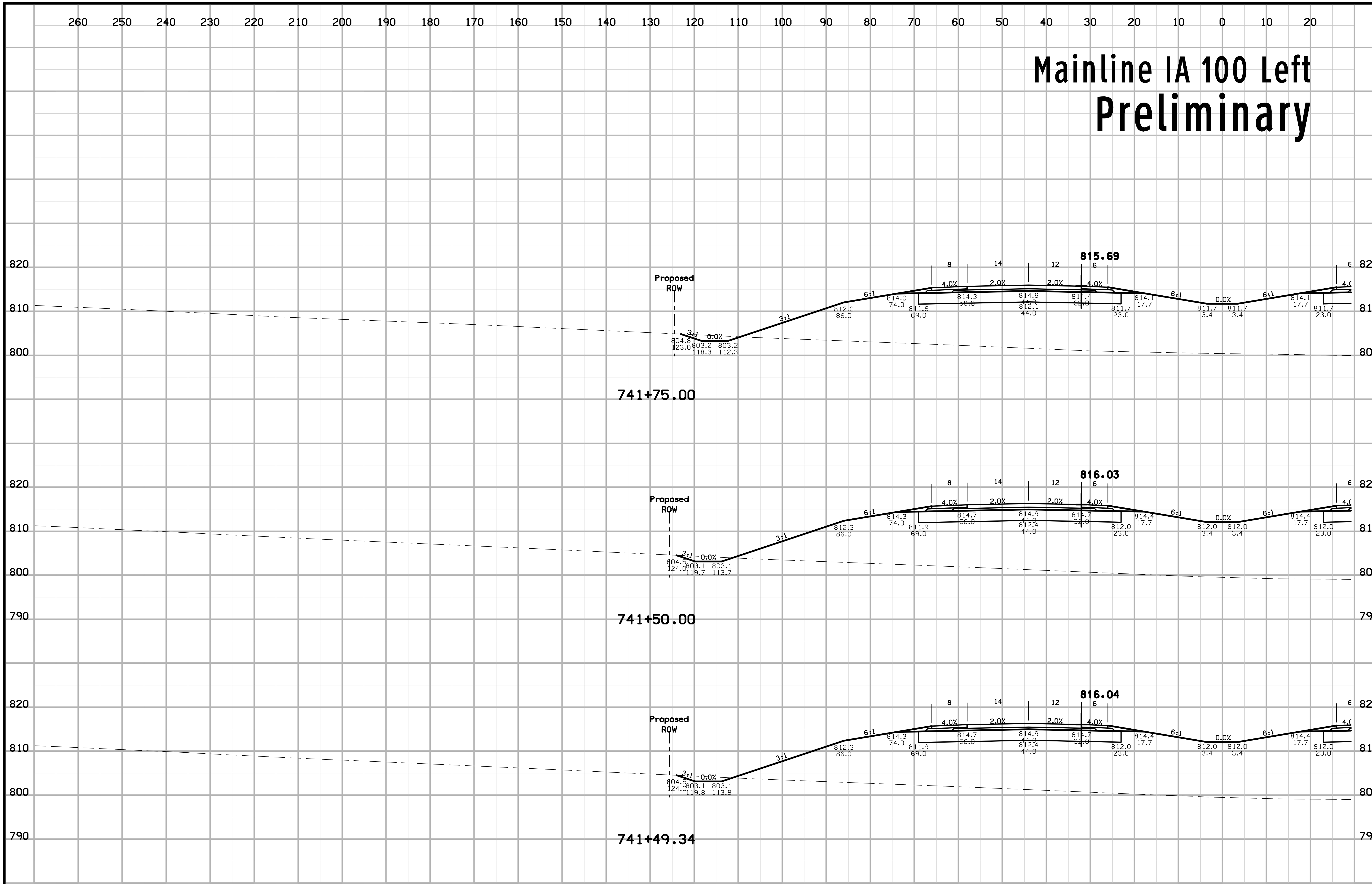

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.62

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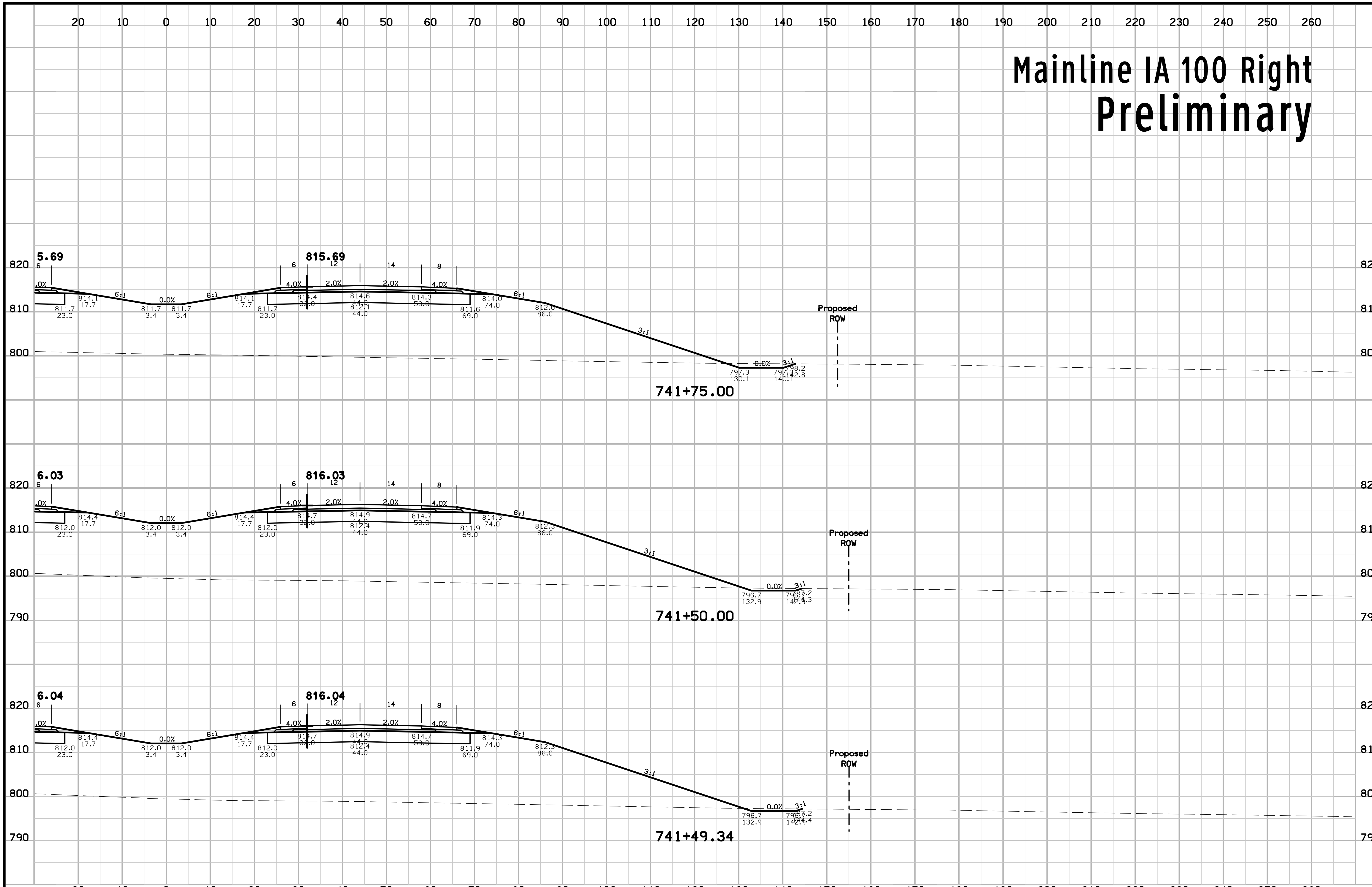
Preliminary



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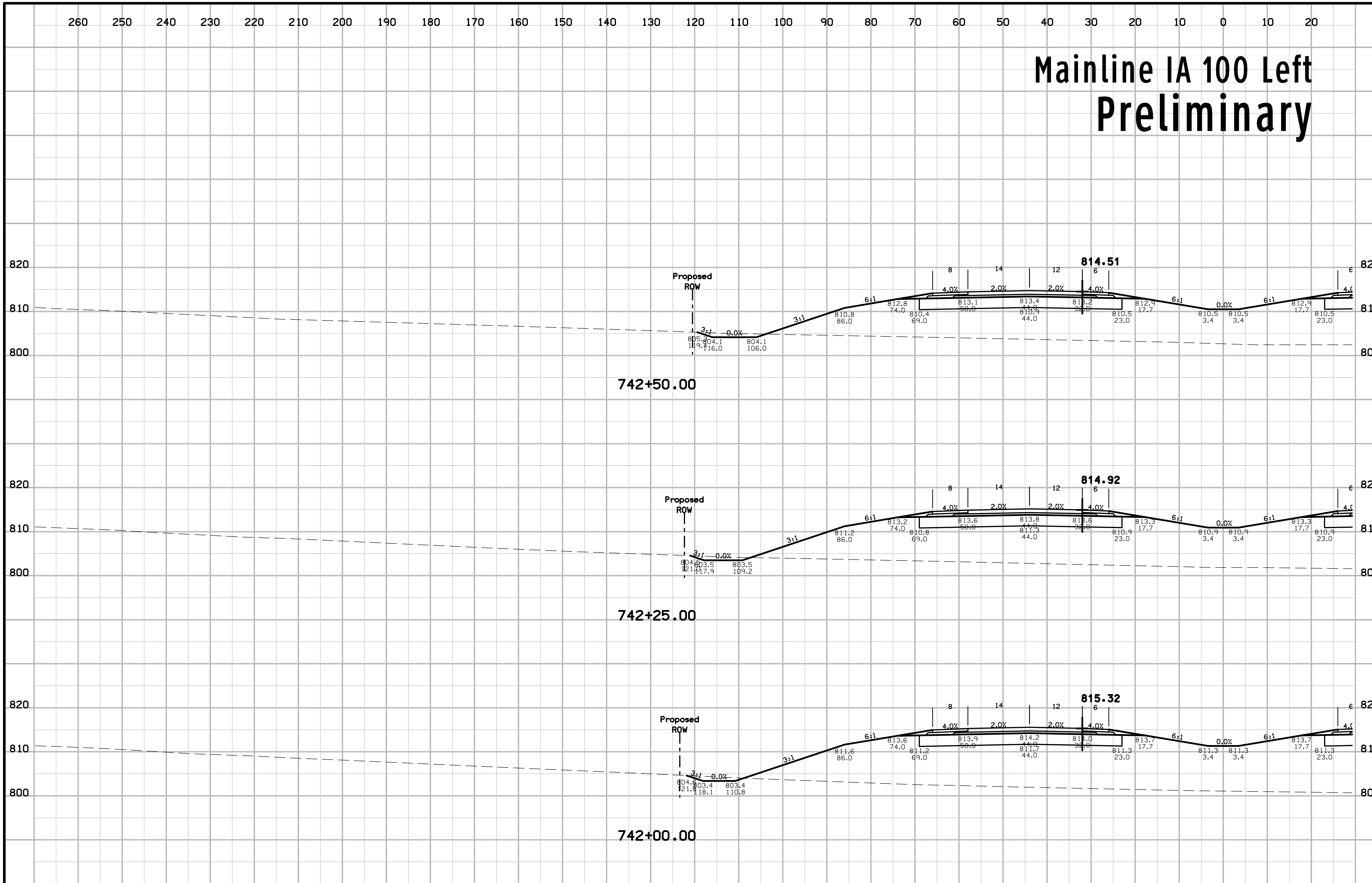

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.64

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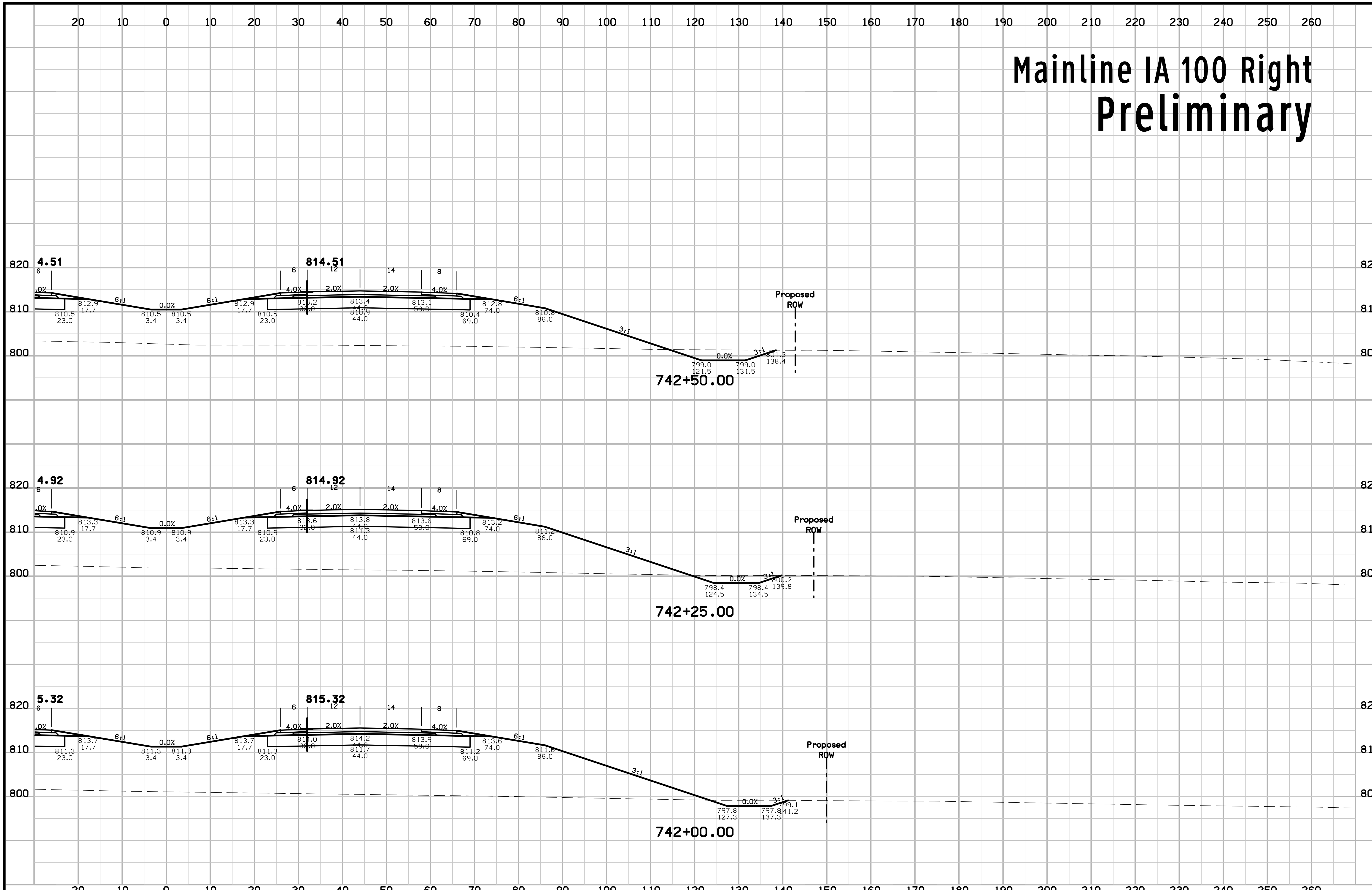
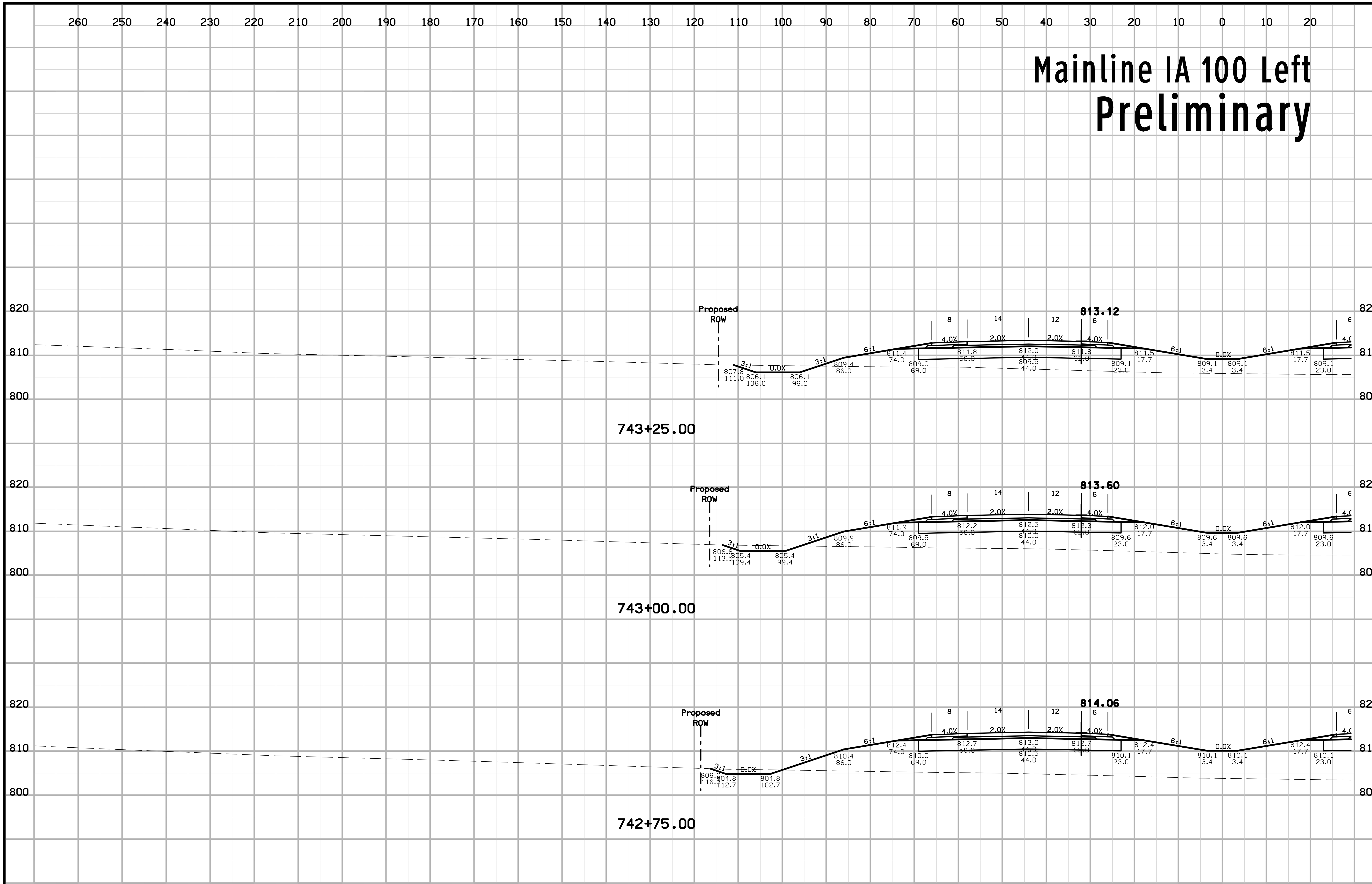
Mainline IA 100 Right
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.65

Mainline IA 100 Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.66

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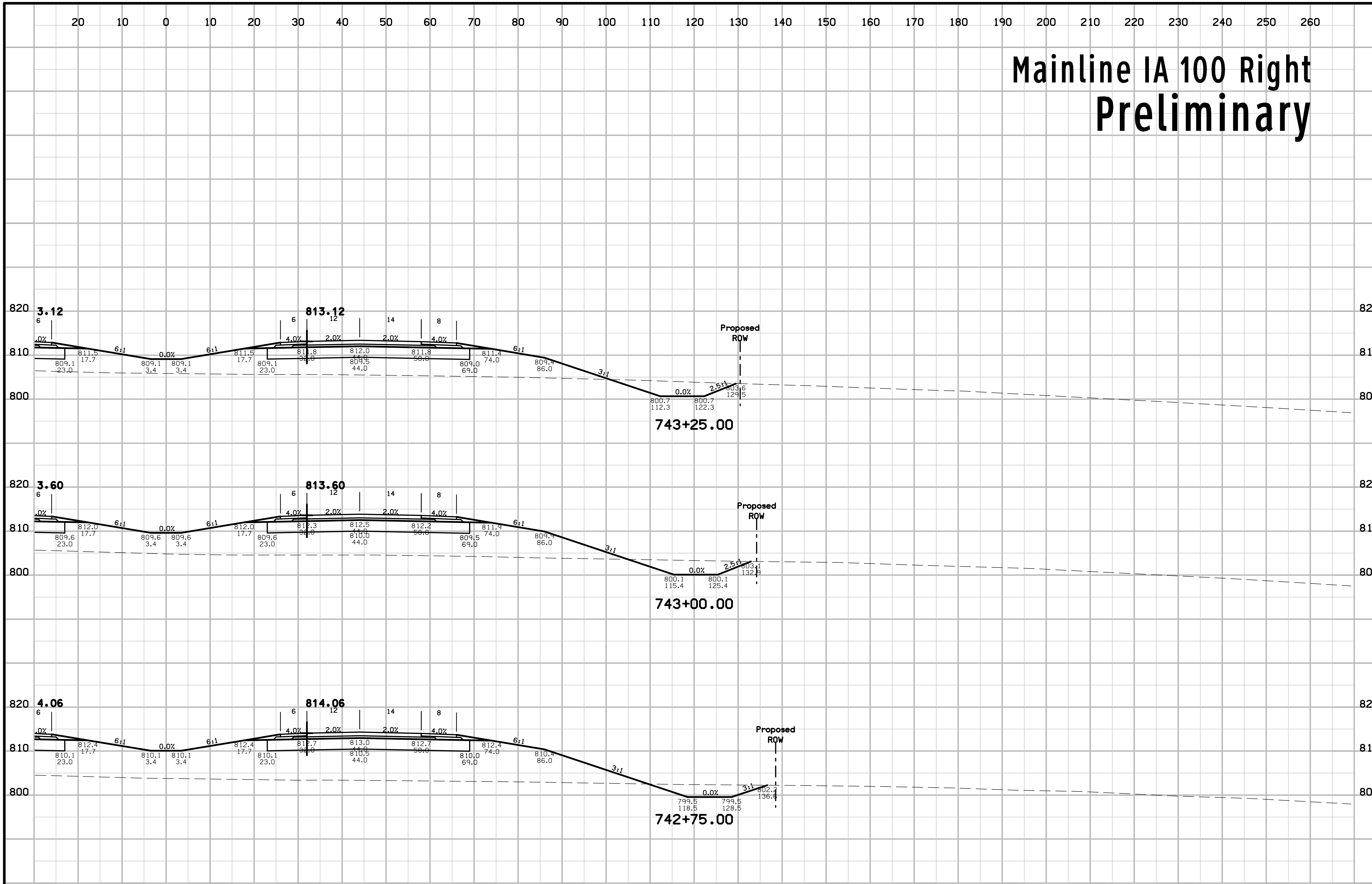

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.67

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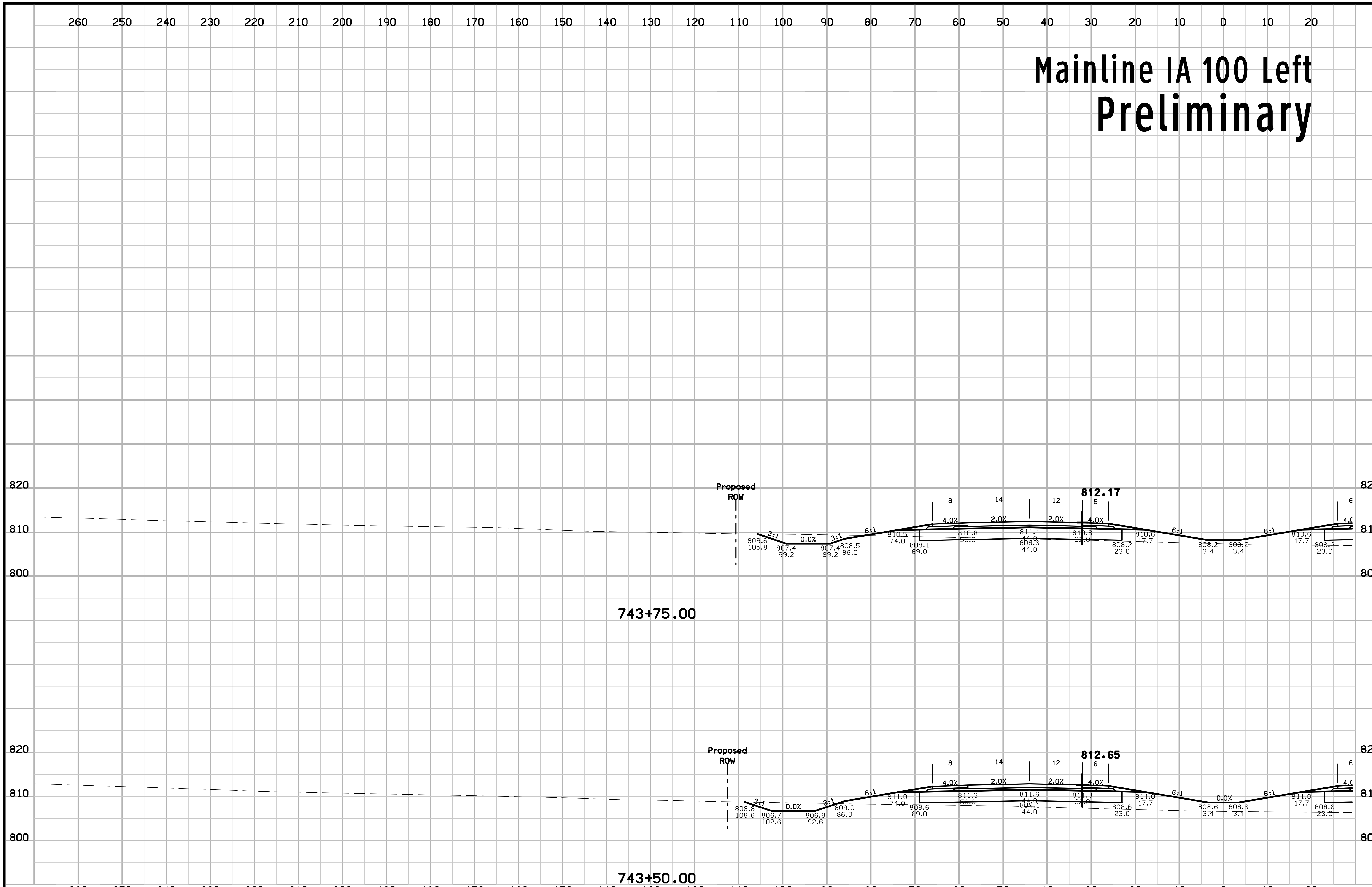
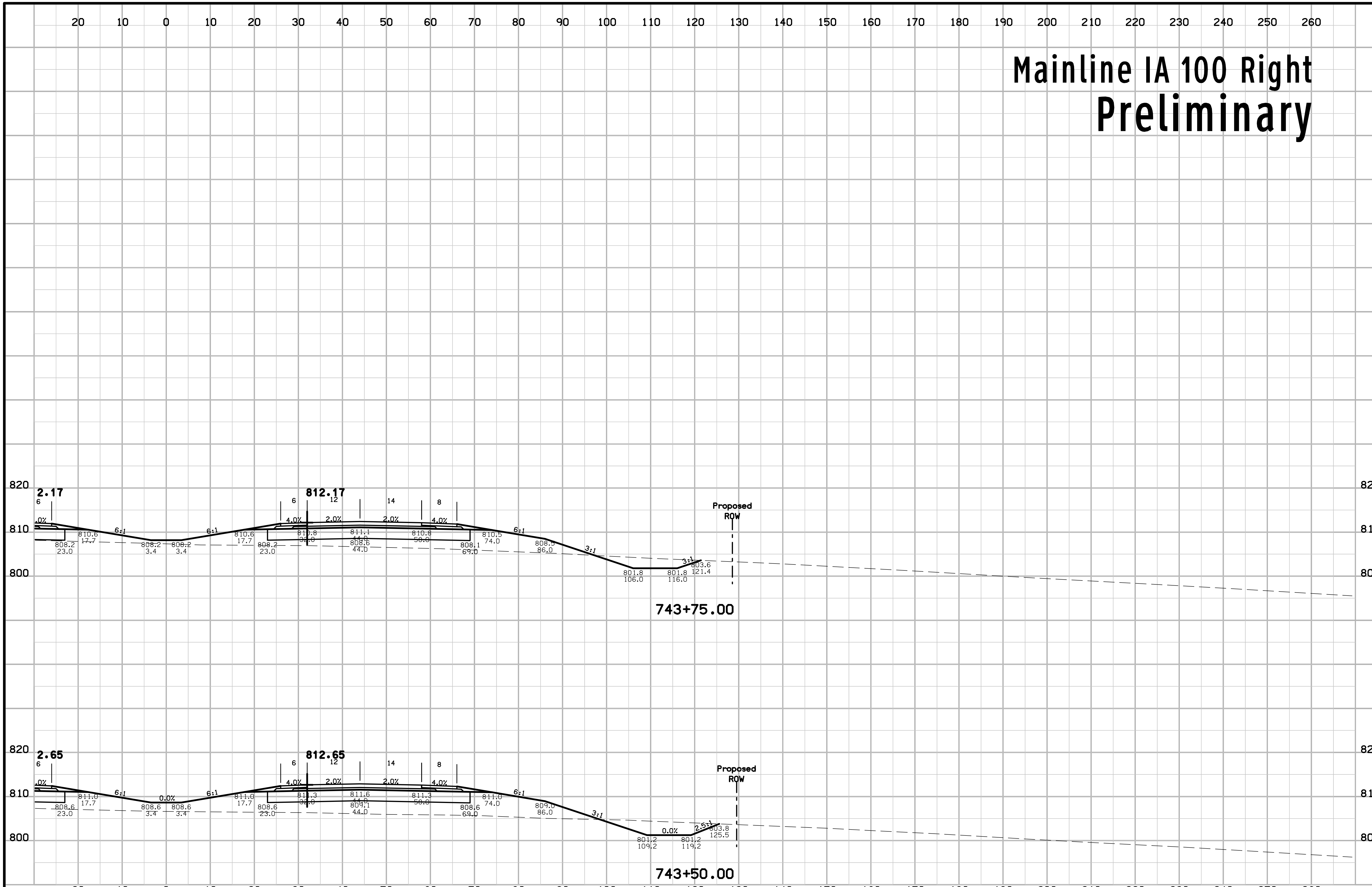
Mainline IA 100 Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.68

Mainline IA 100 Right
Preliminary



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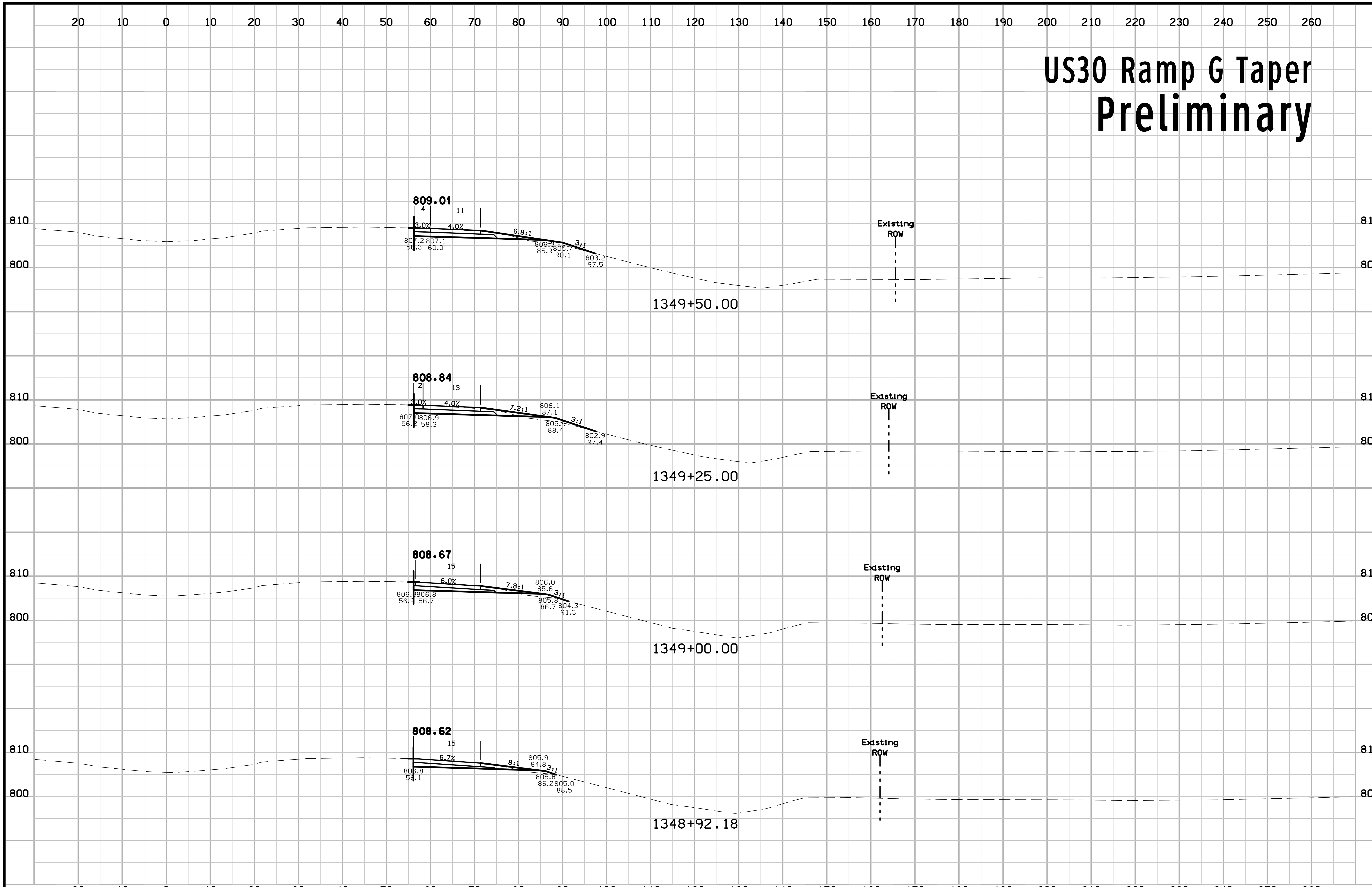

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.1

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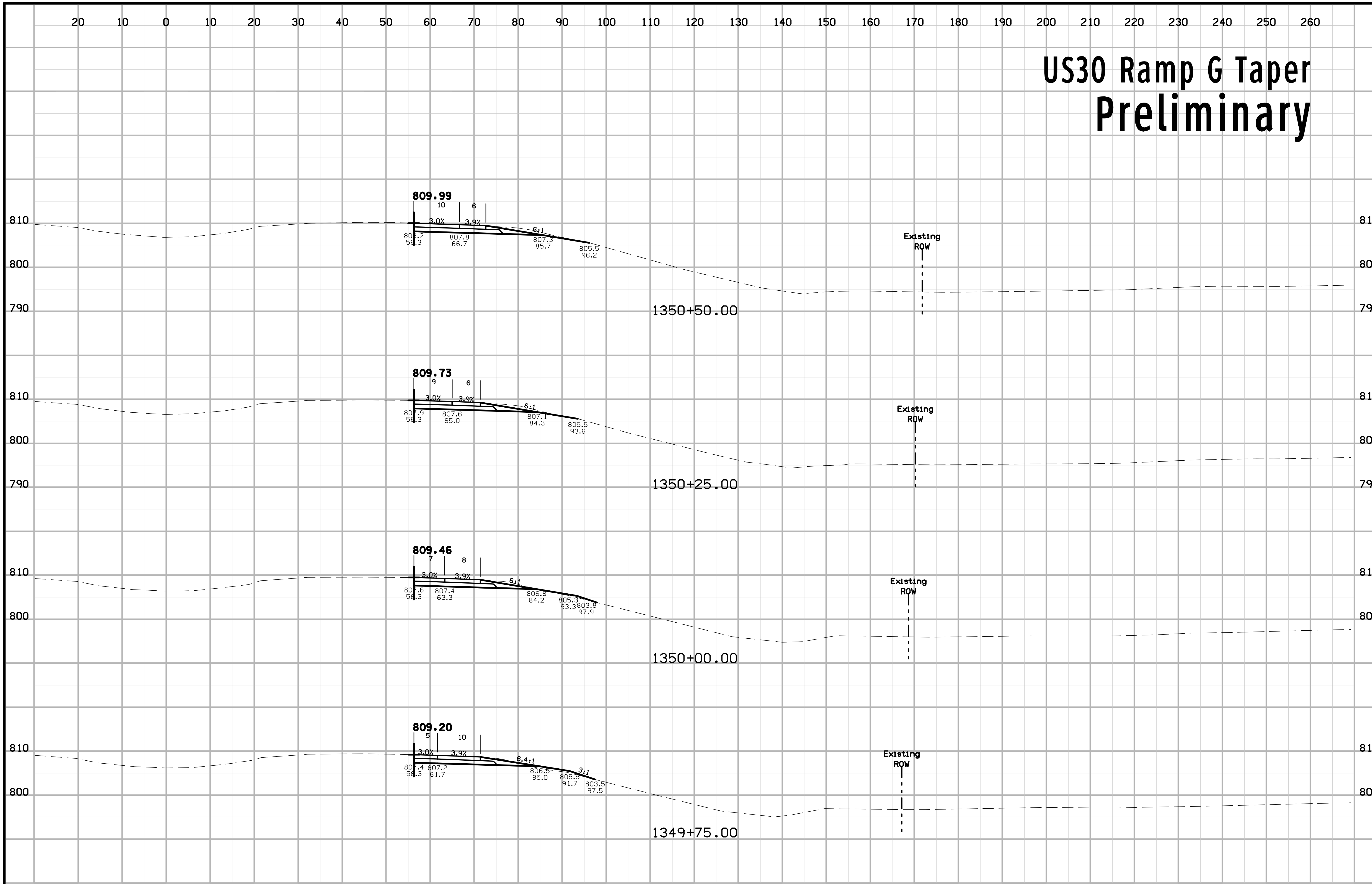
US30 Ramp G Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.2

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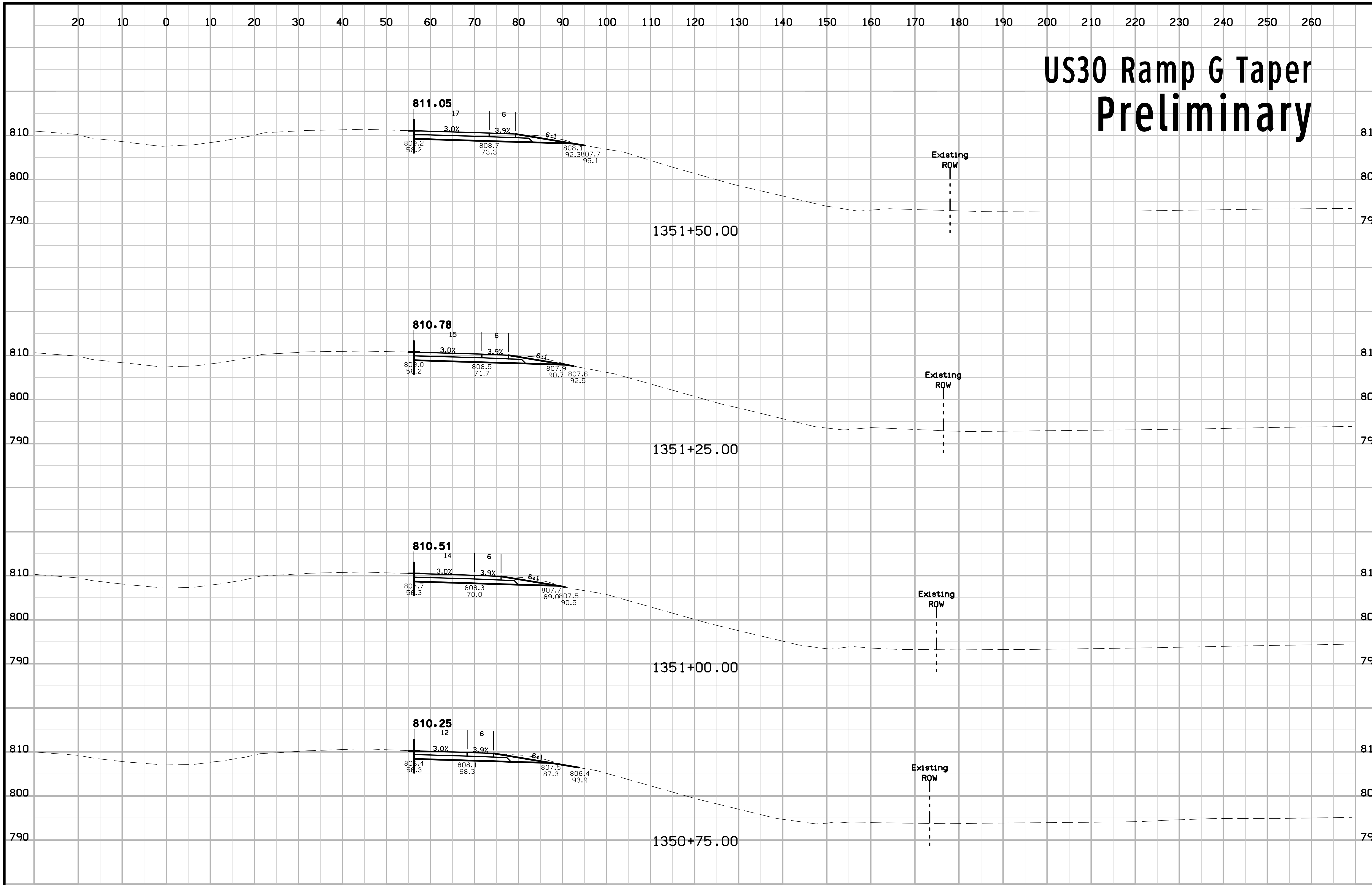
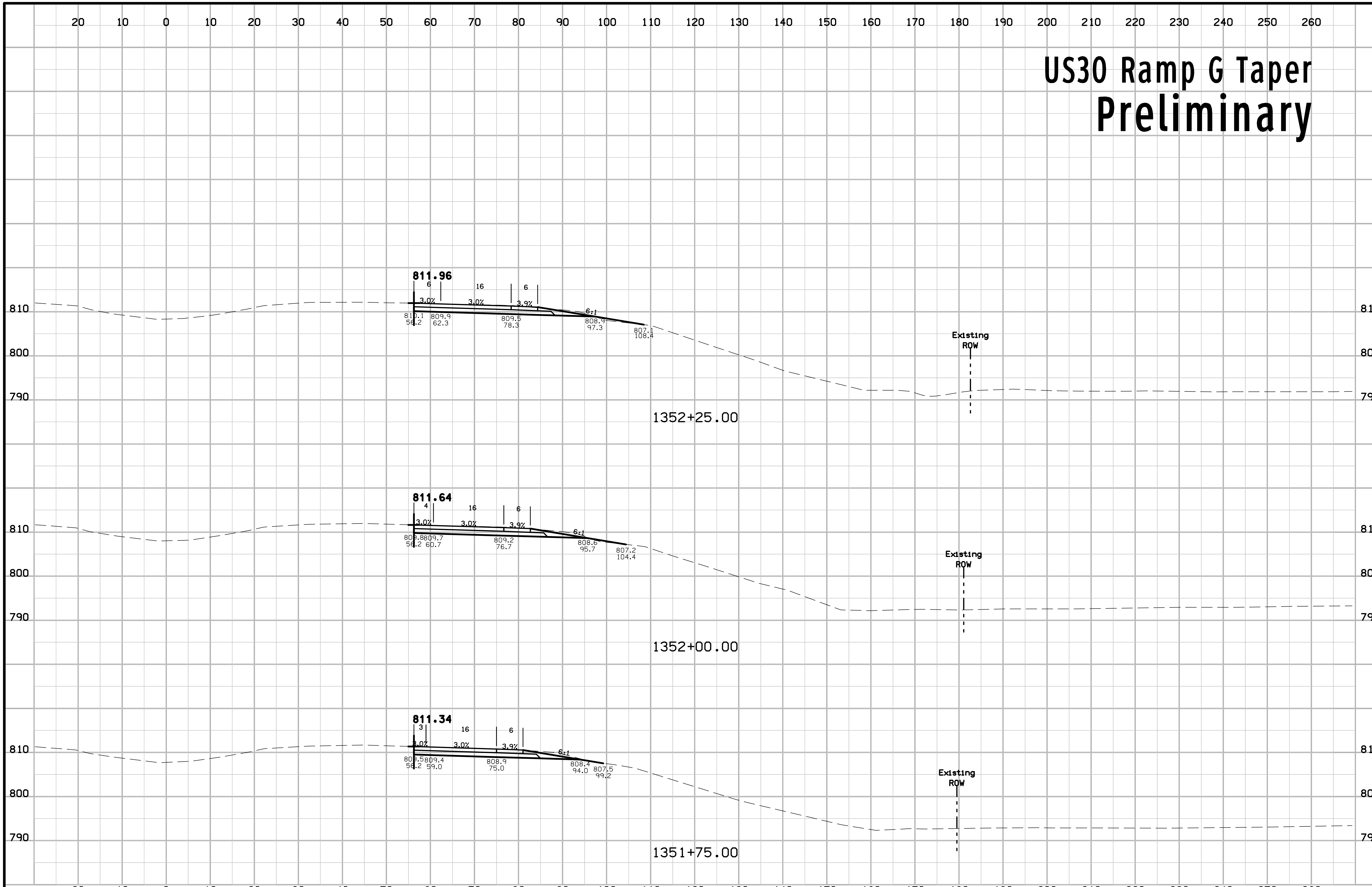


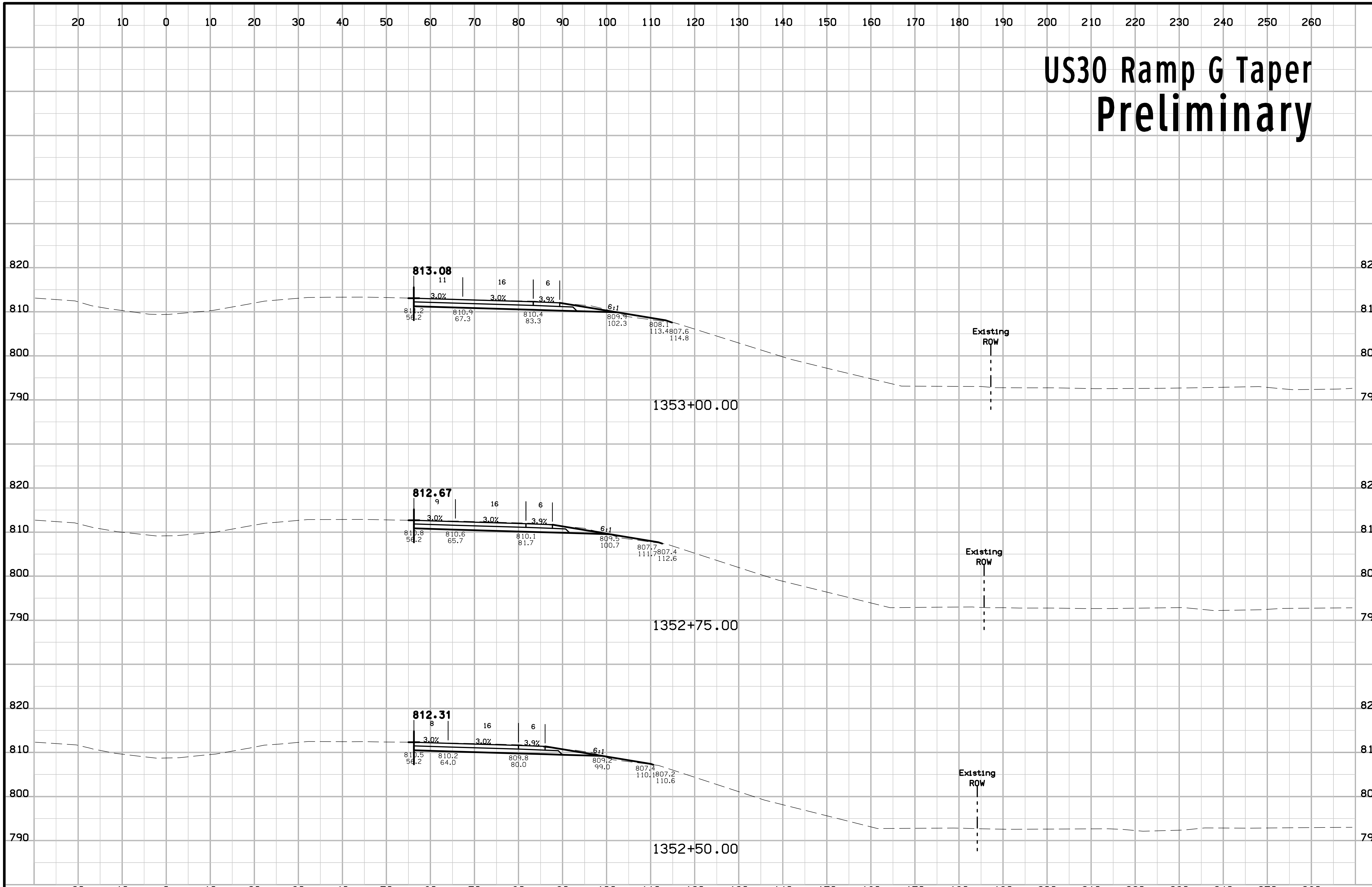
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.3

US30 Ramp G Taper
Preliminary



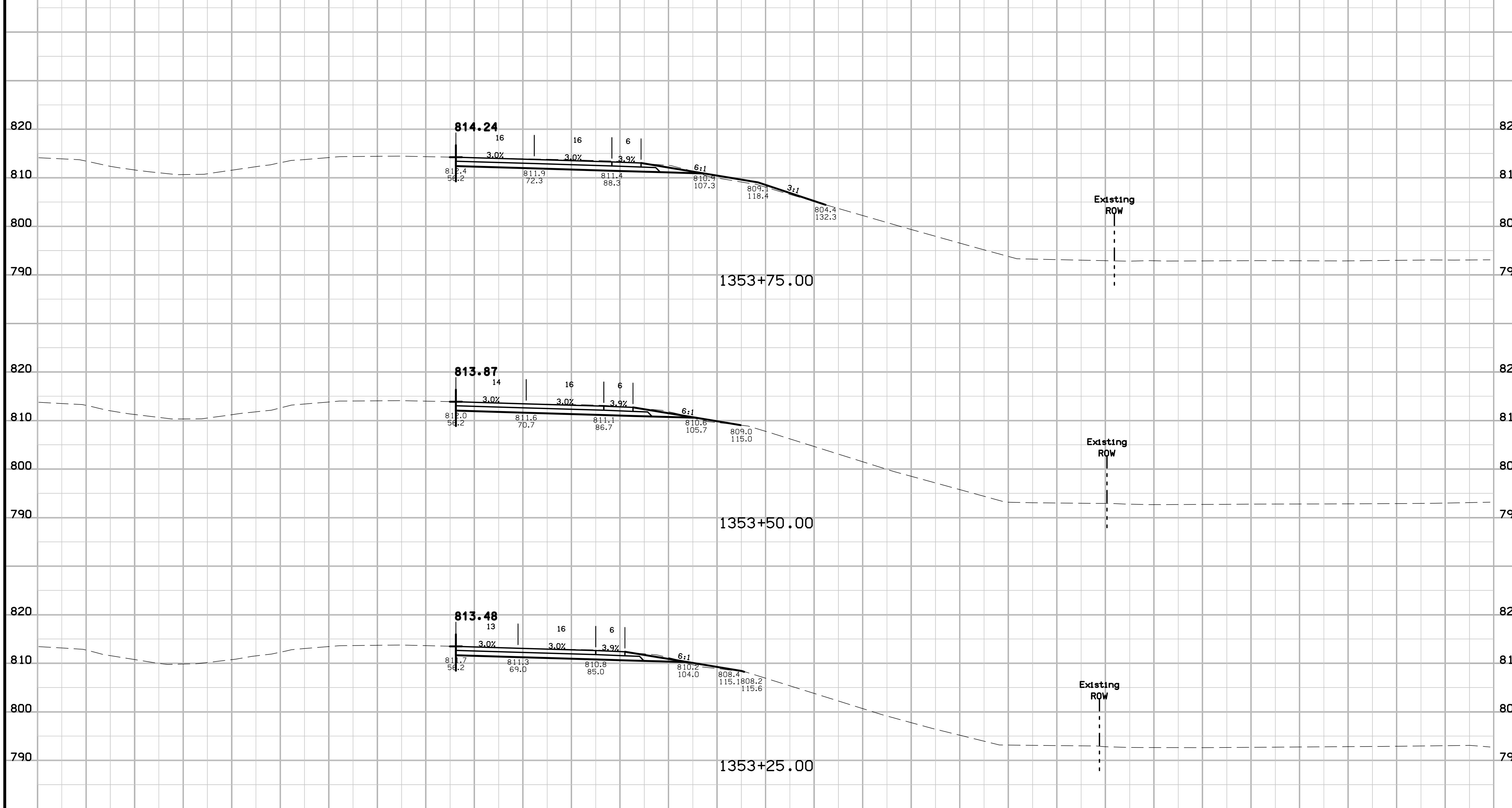
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.4

US30 Ramp G Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	X.5

US30 Ramp G Taper
Preliminary



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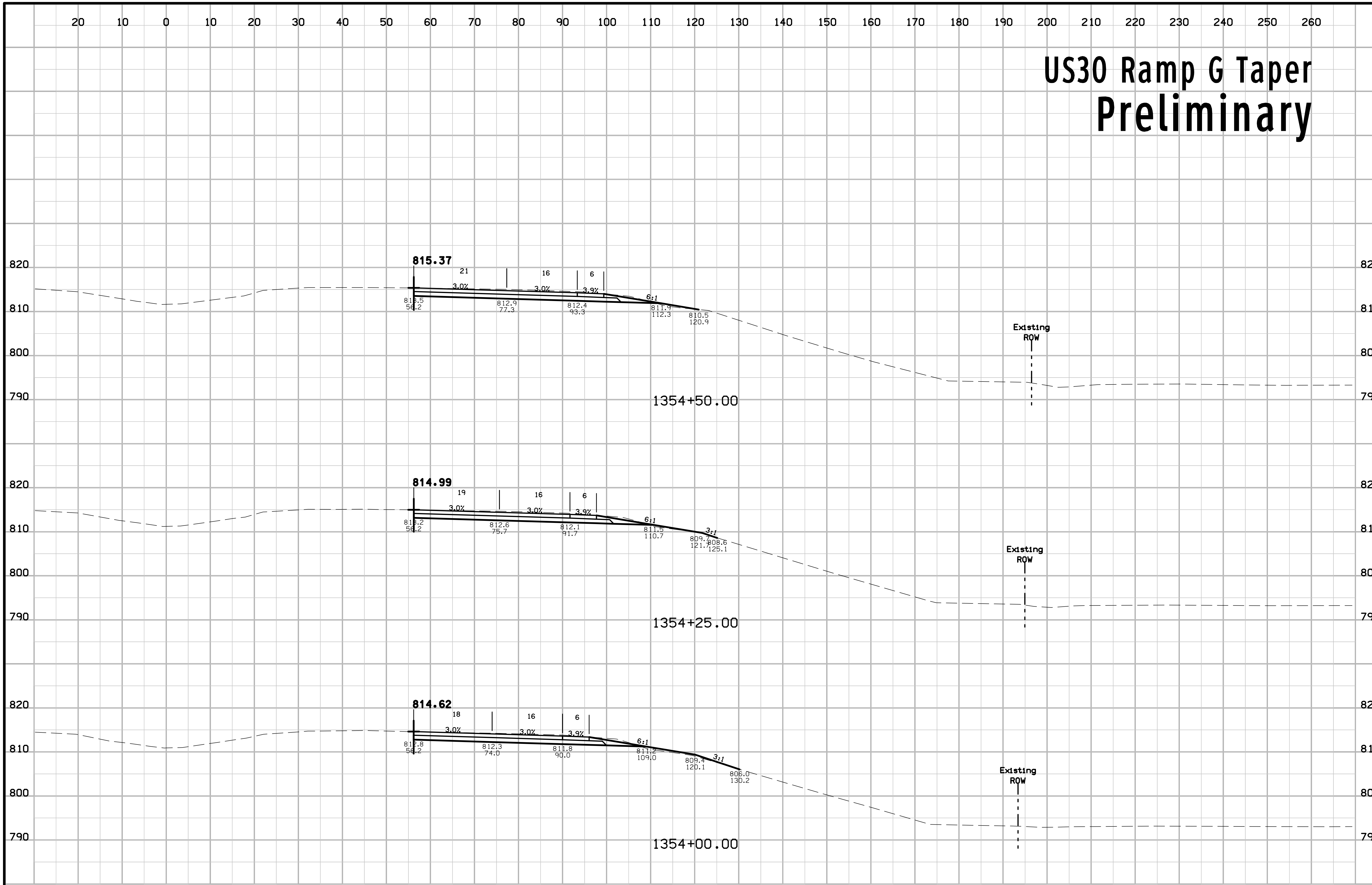
US30 Ramp G Taper
Preliminary



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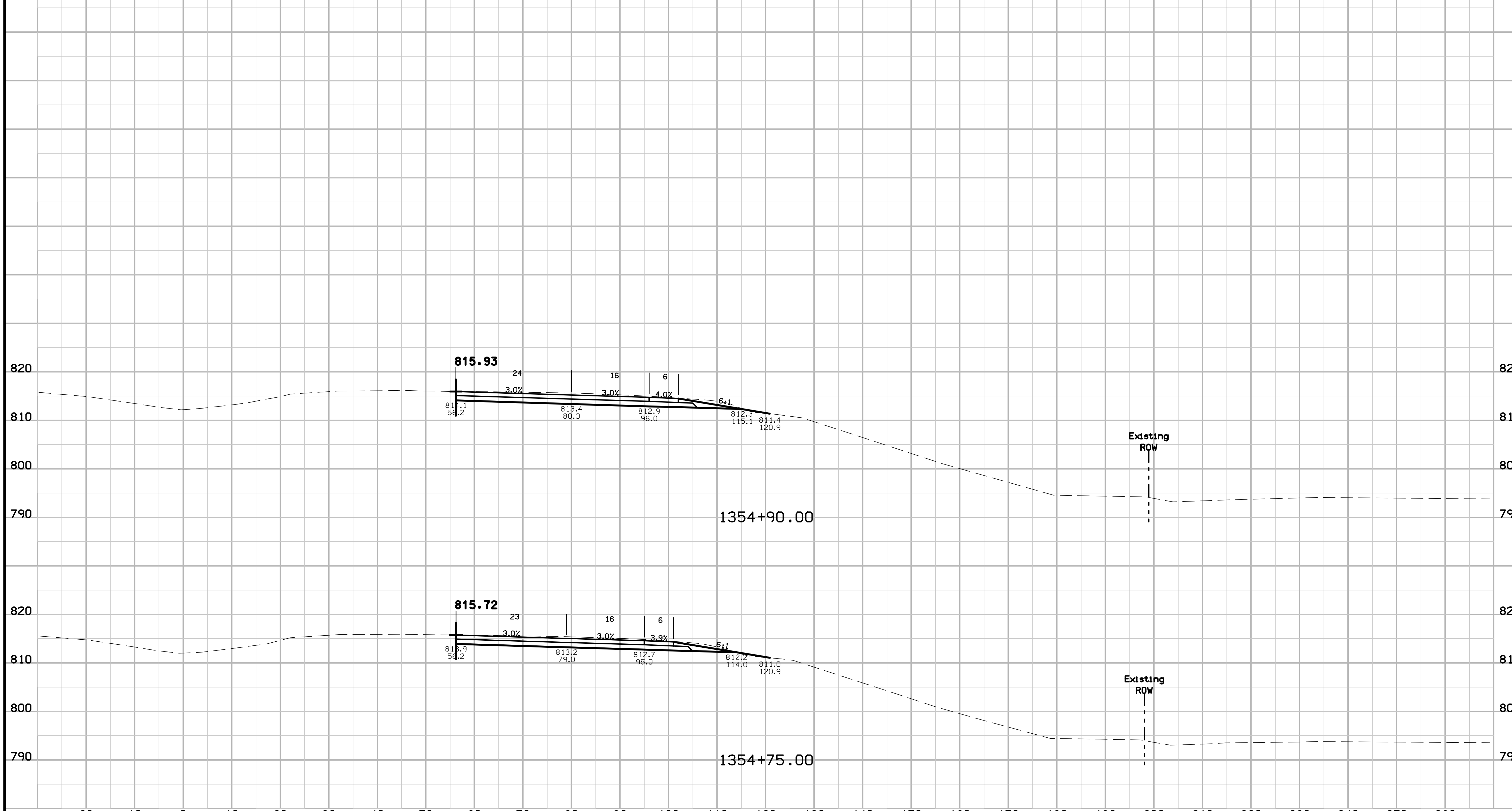
US30 Ramp G Taper
Preliminary



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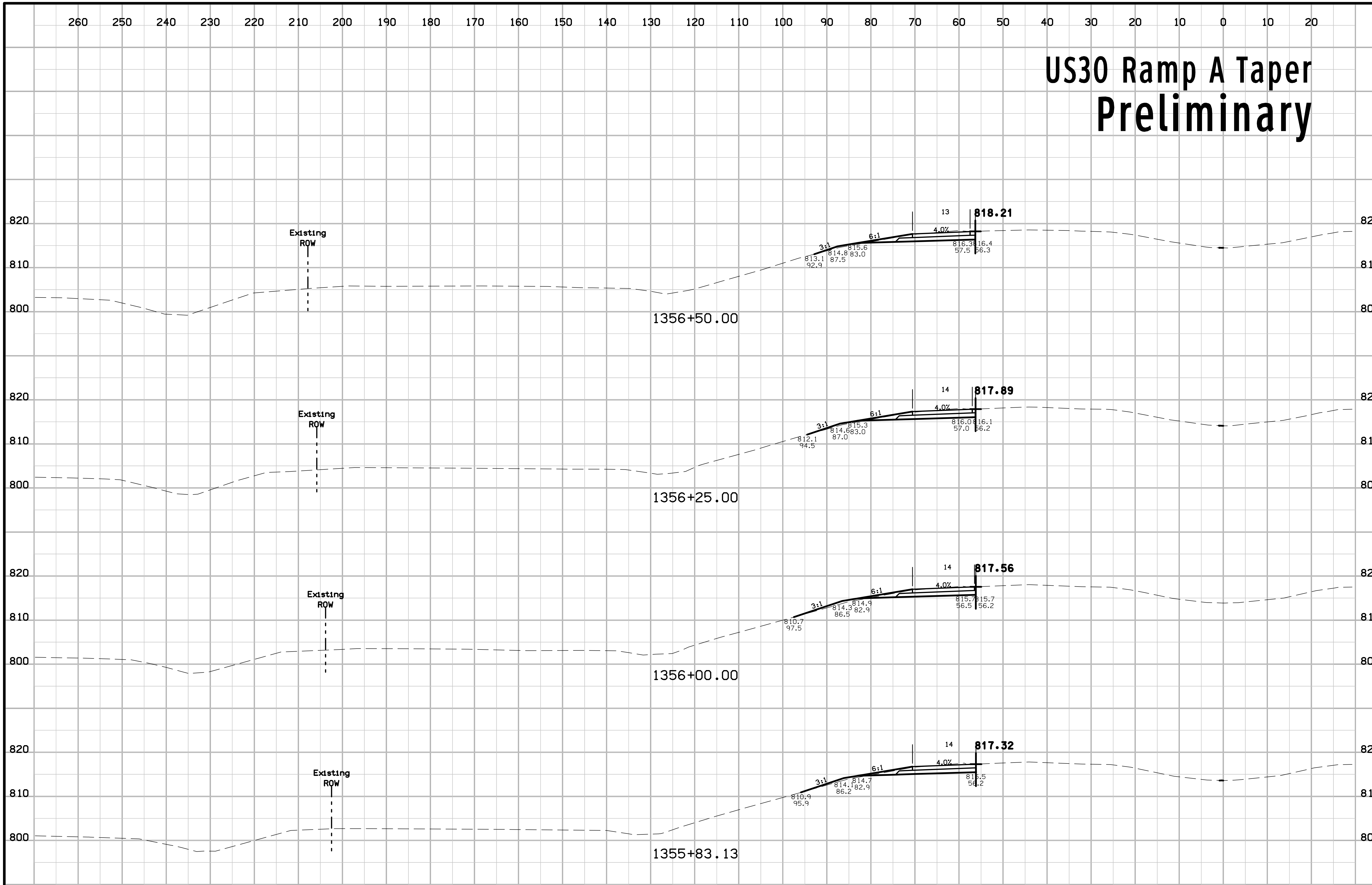

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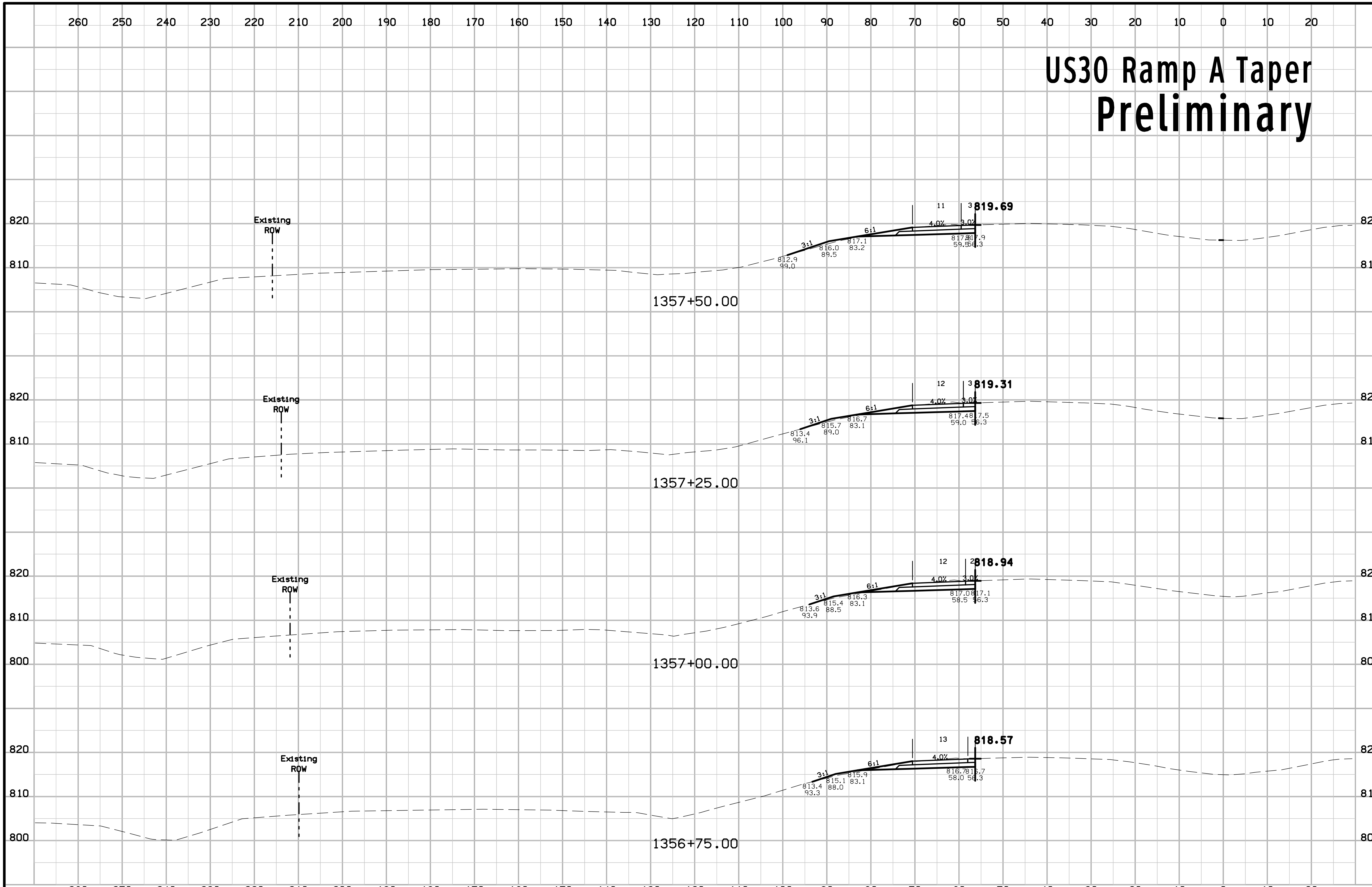
US30 Ramp A Taper
Preliminary



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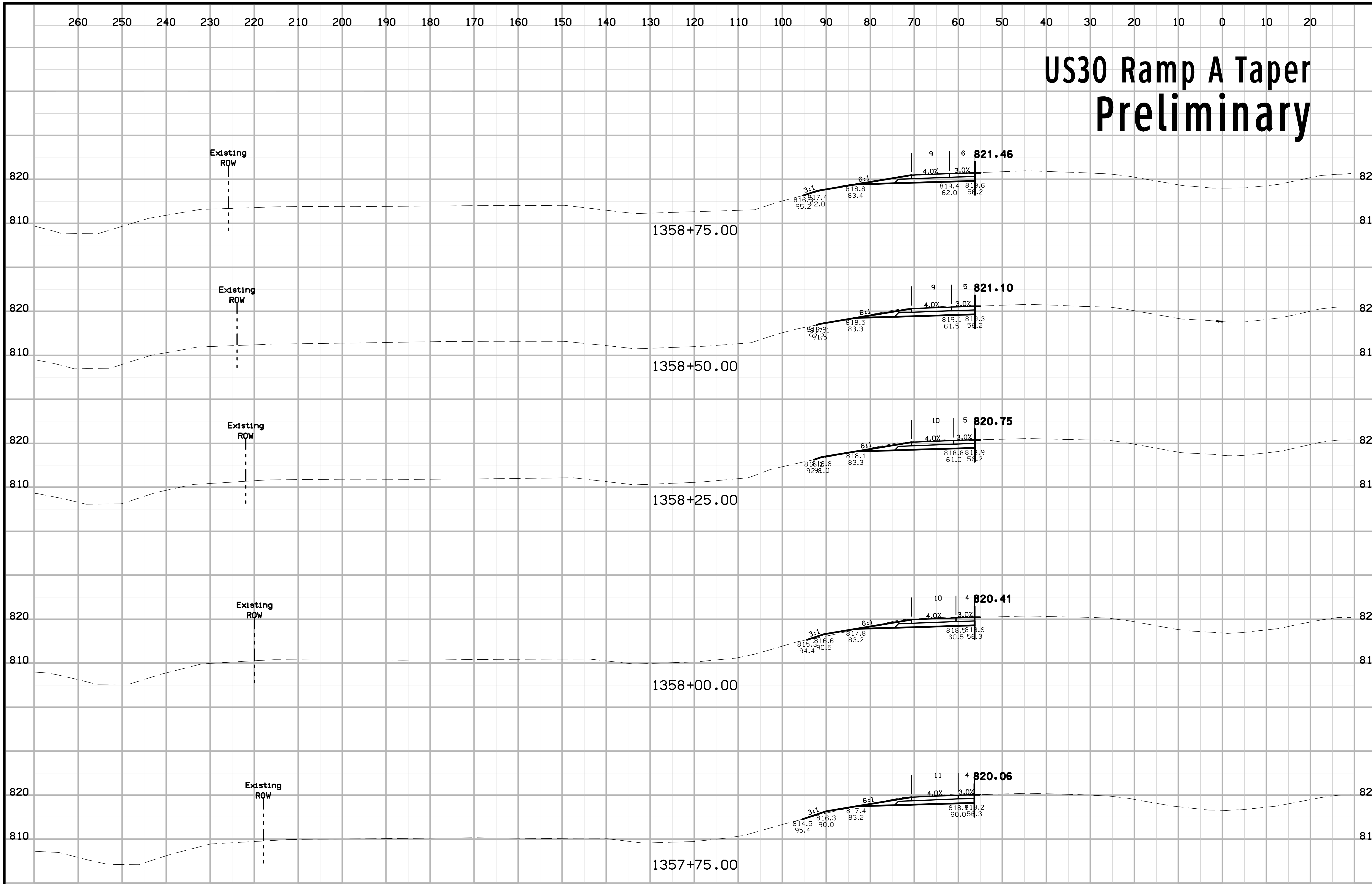

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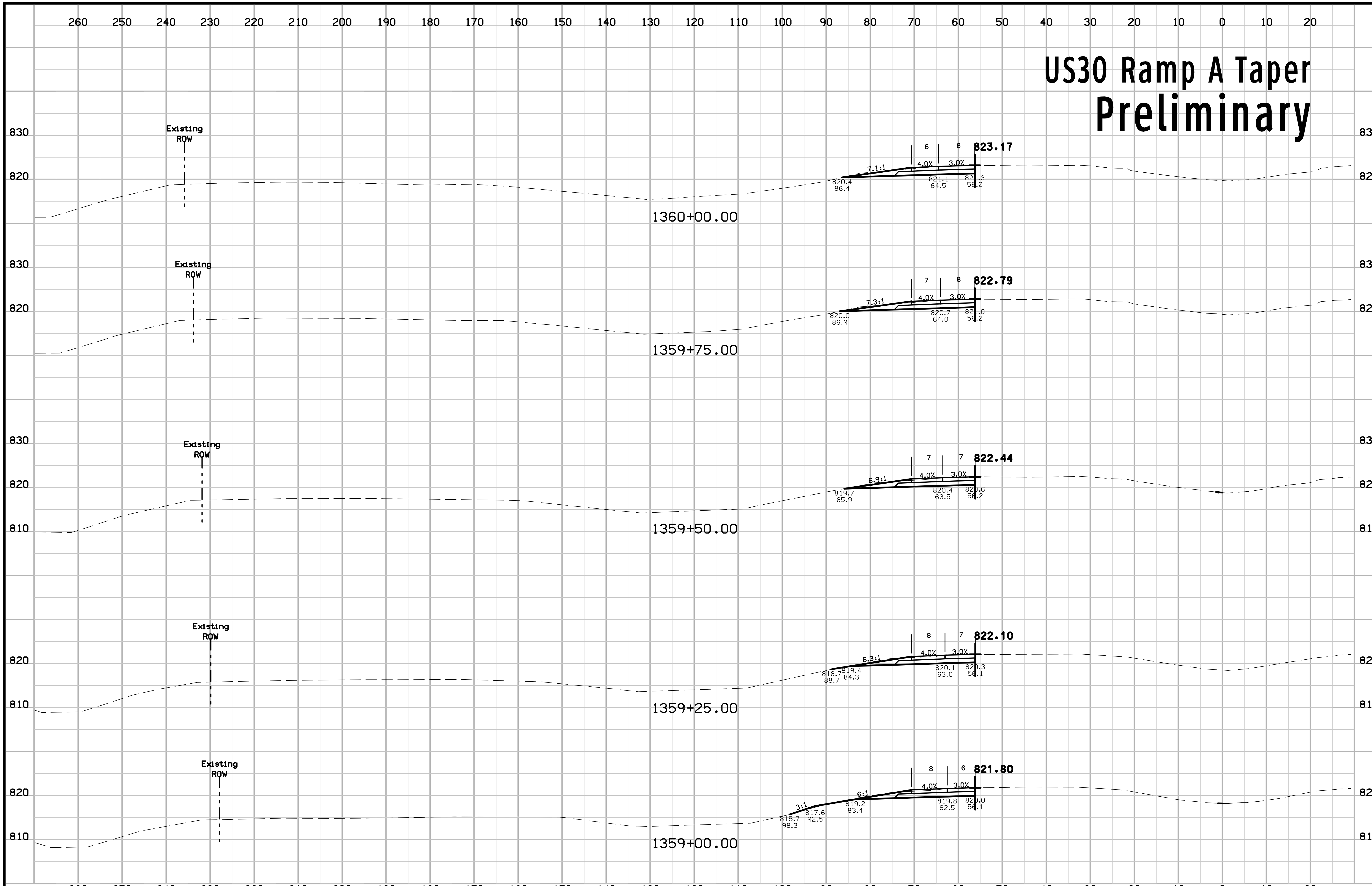

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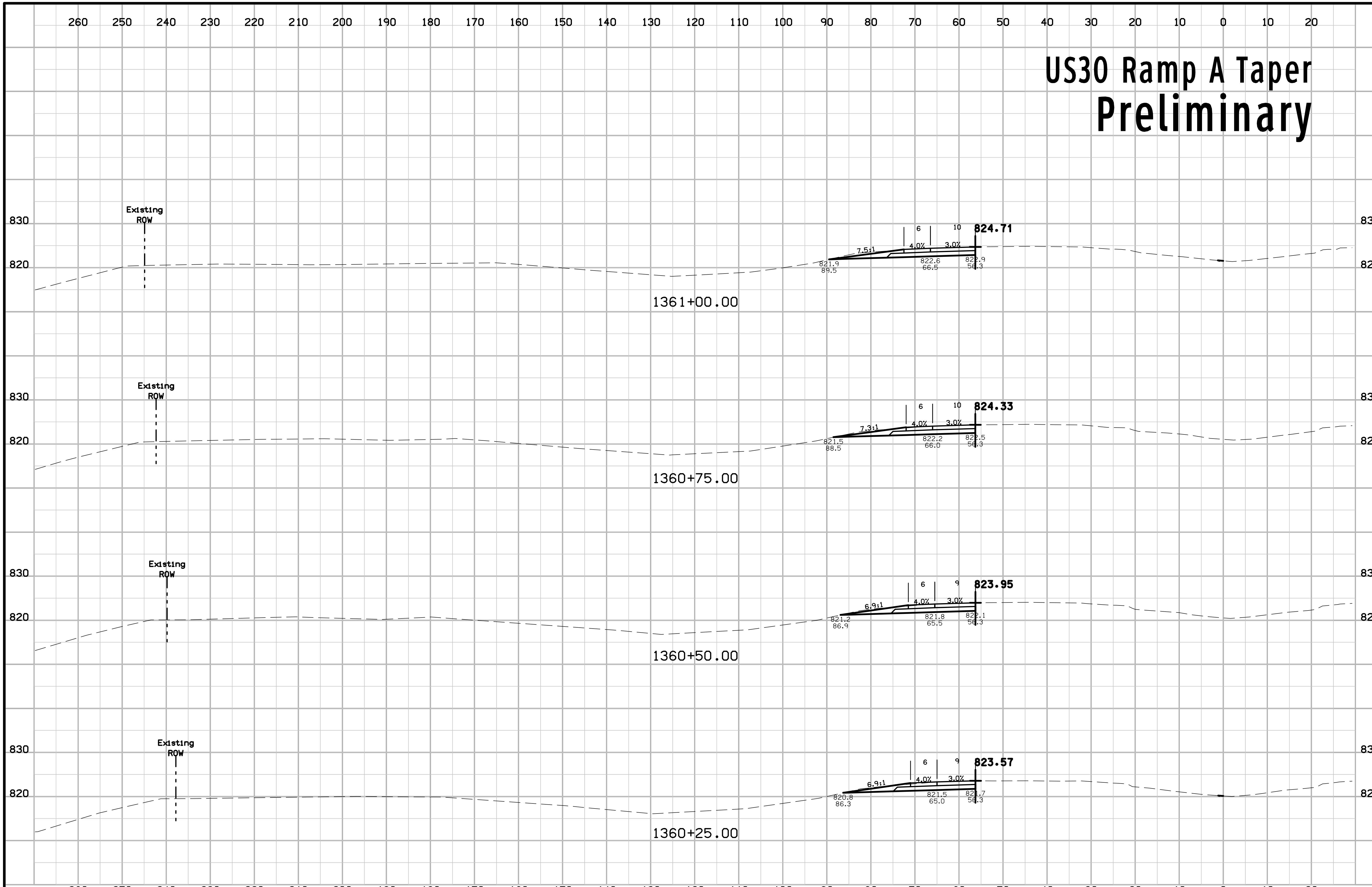
US30 Ramp A Taper
Preliminary



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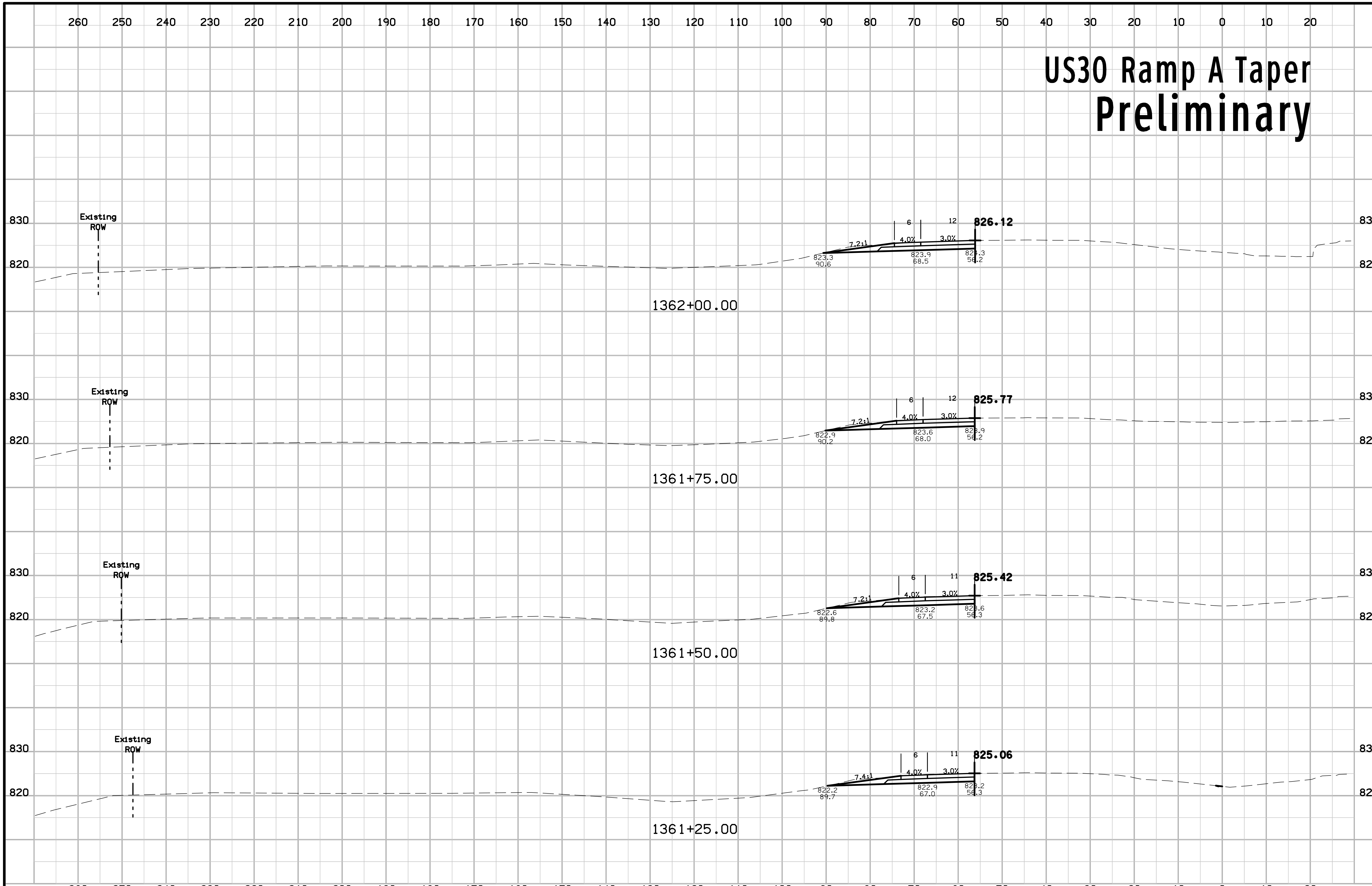

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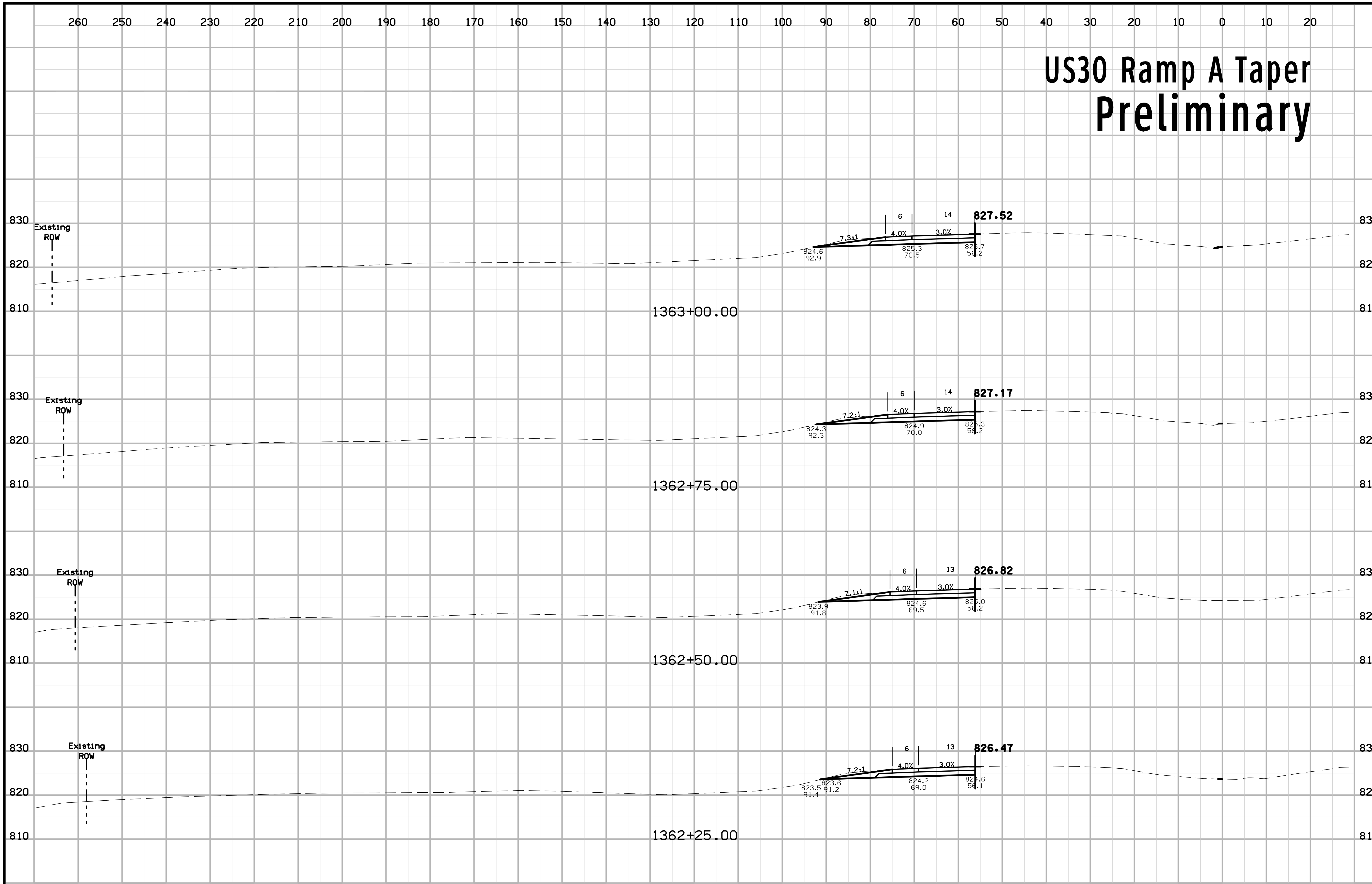
US30 Ramp A Taper
Preliminary



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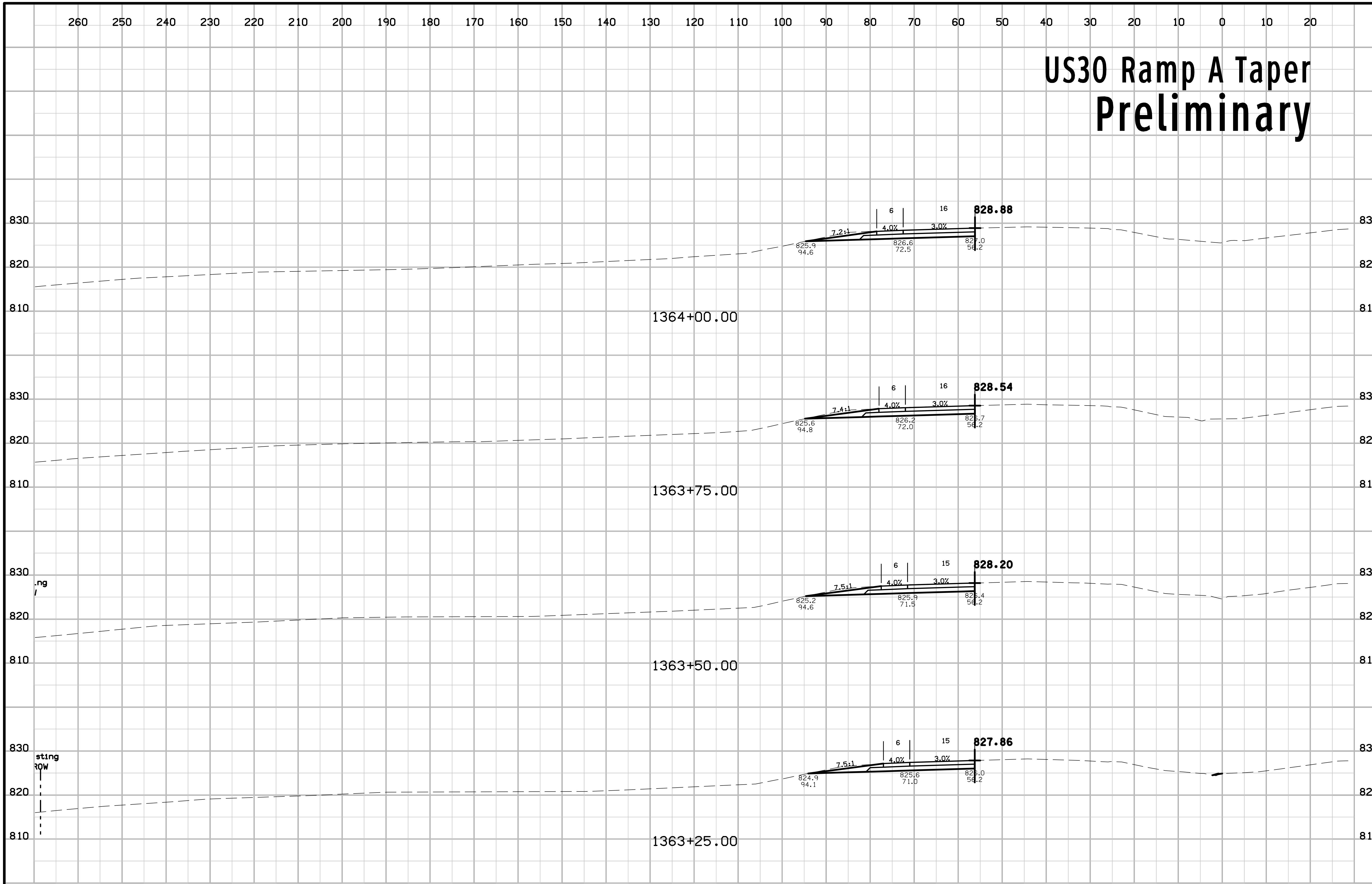

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US30 Ramp A Taper
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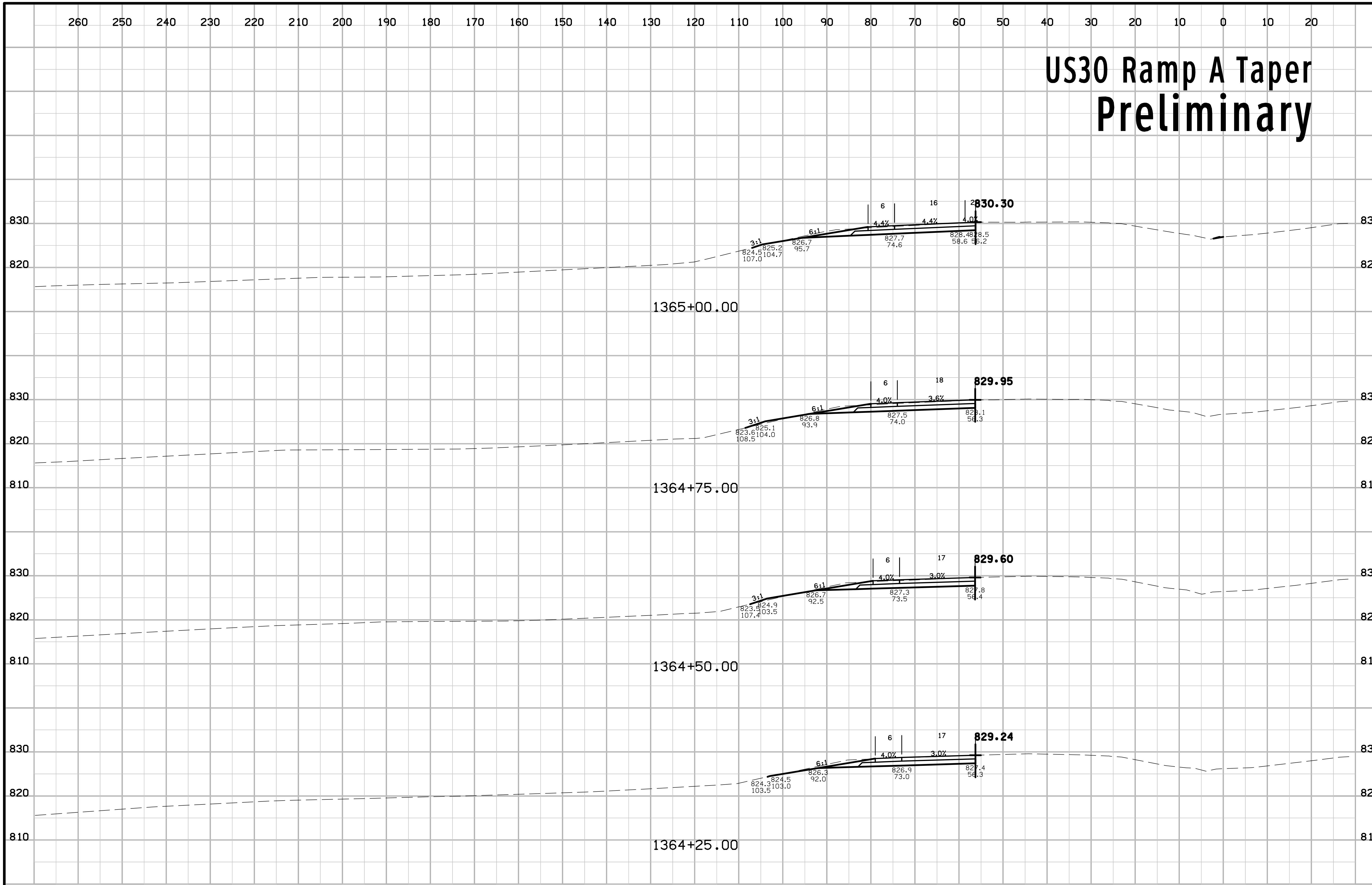

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.17

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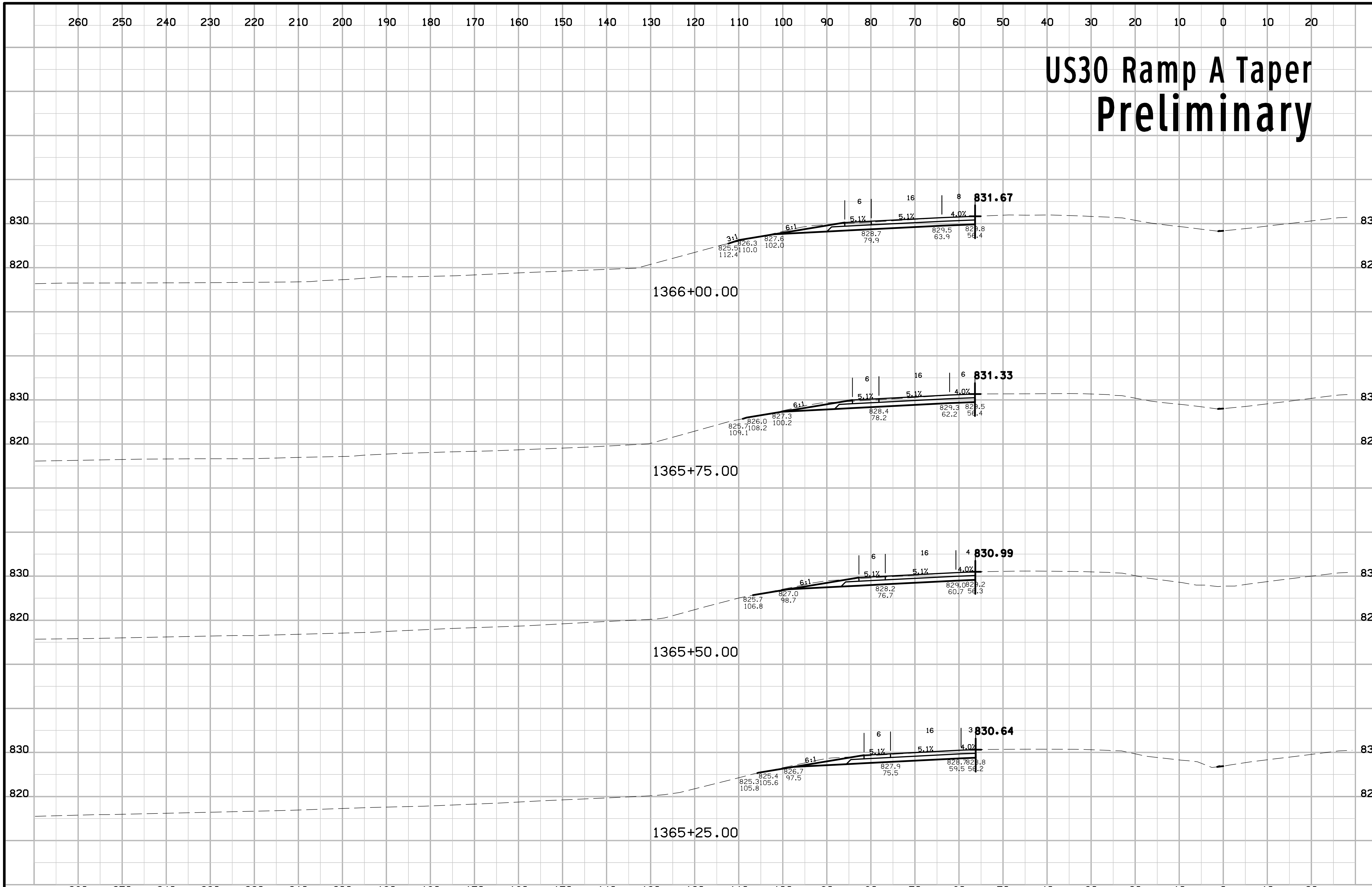
US30 Ramp A Taper
Preliminary



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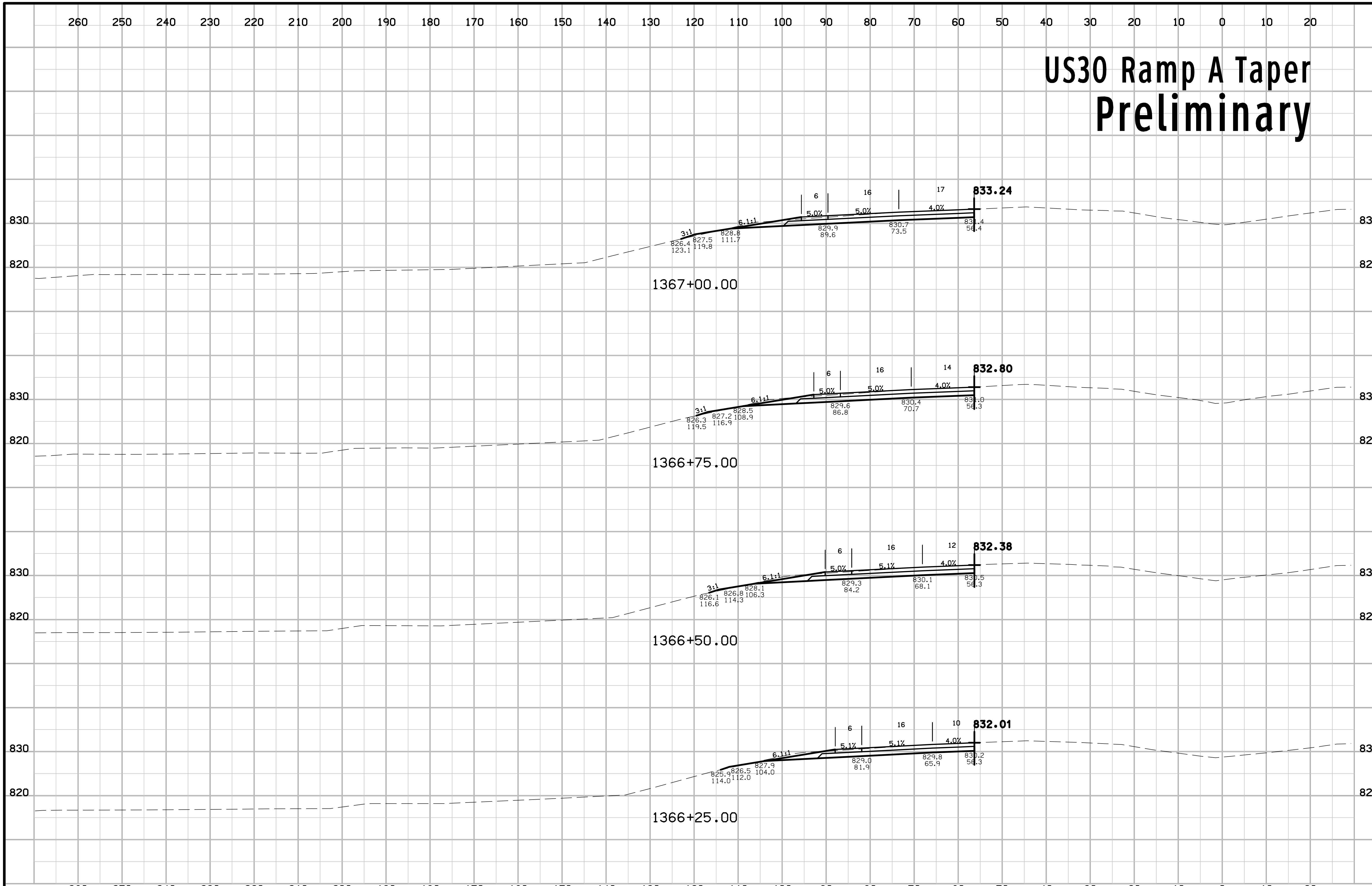
US30 Ramp A Taper
Preliminary
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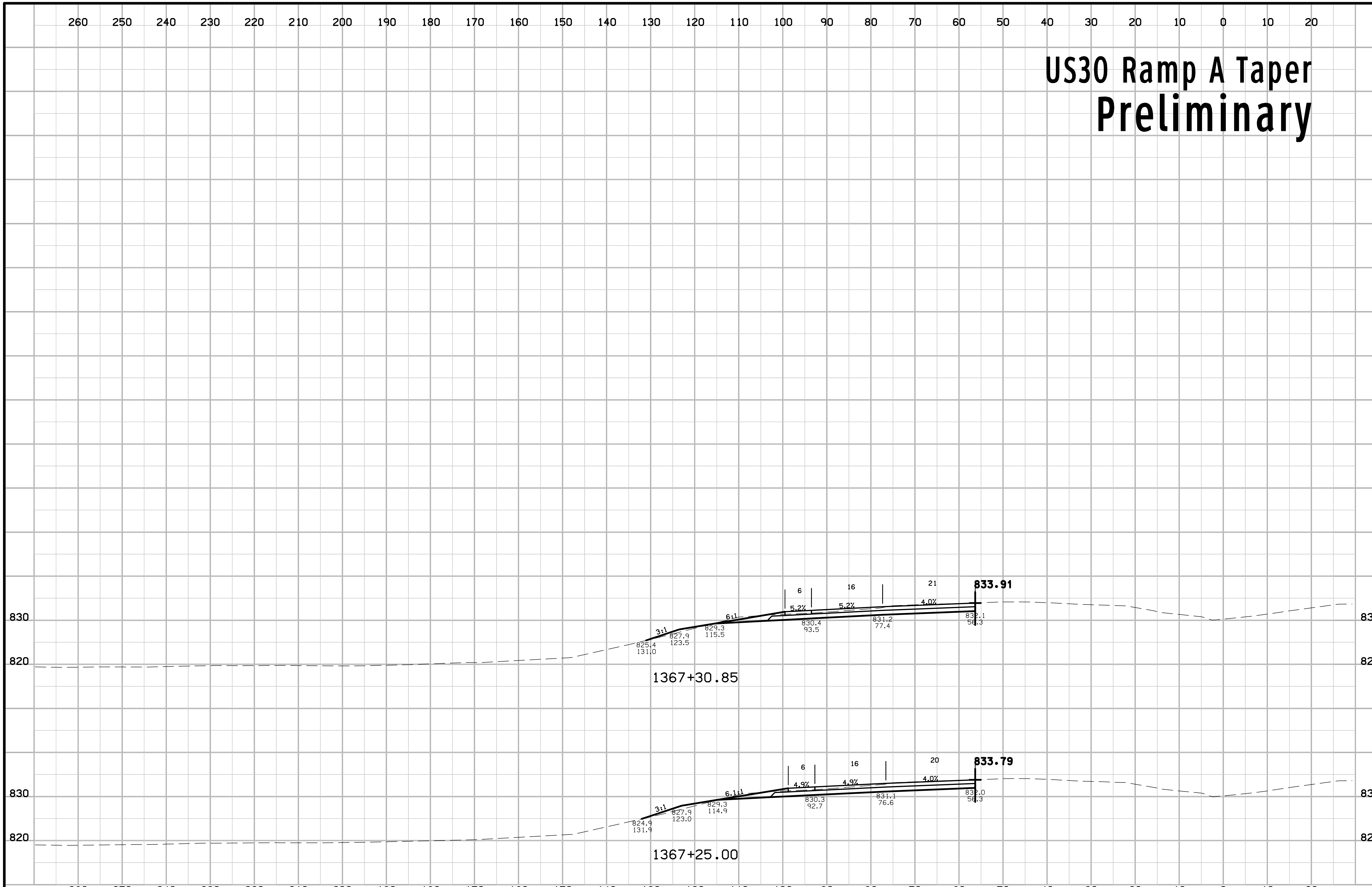
830
820

US30 Ramp A Taper
Preliminary



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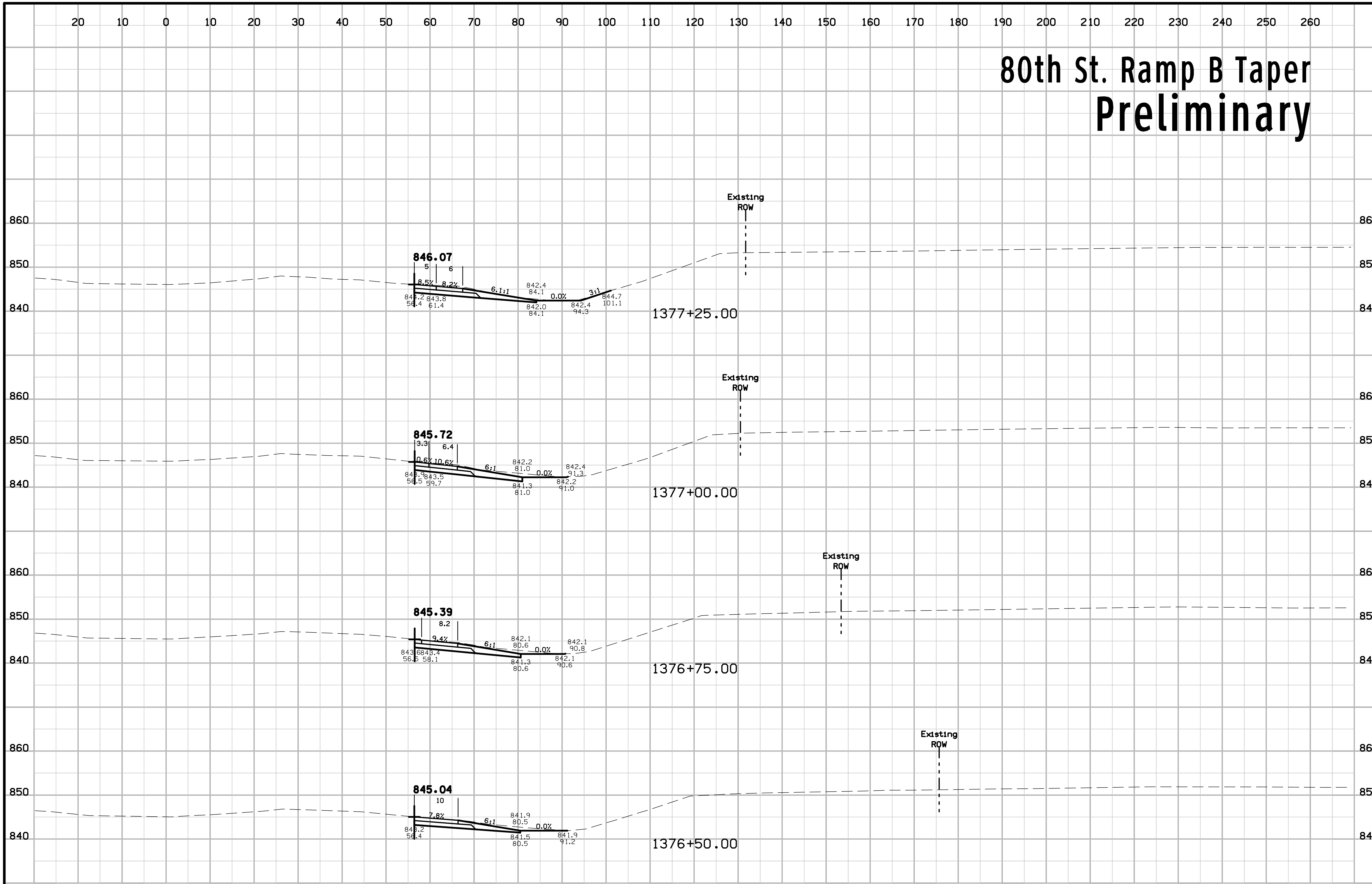

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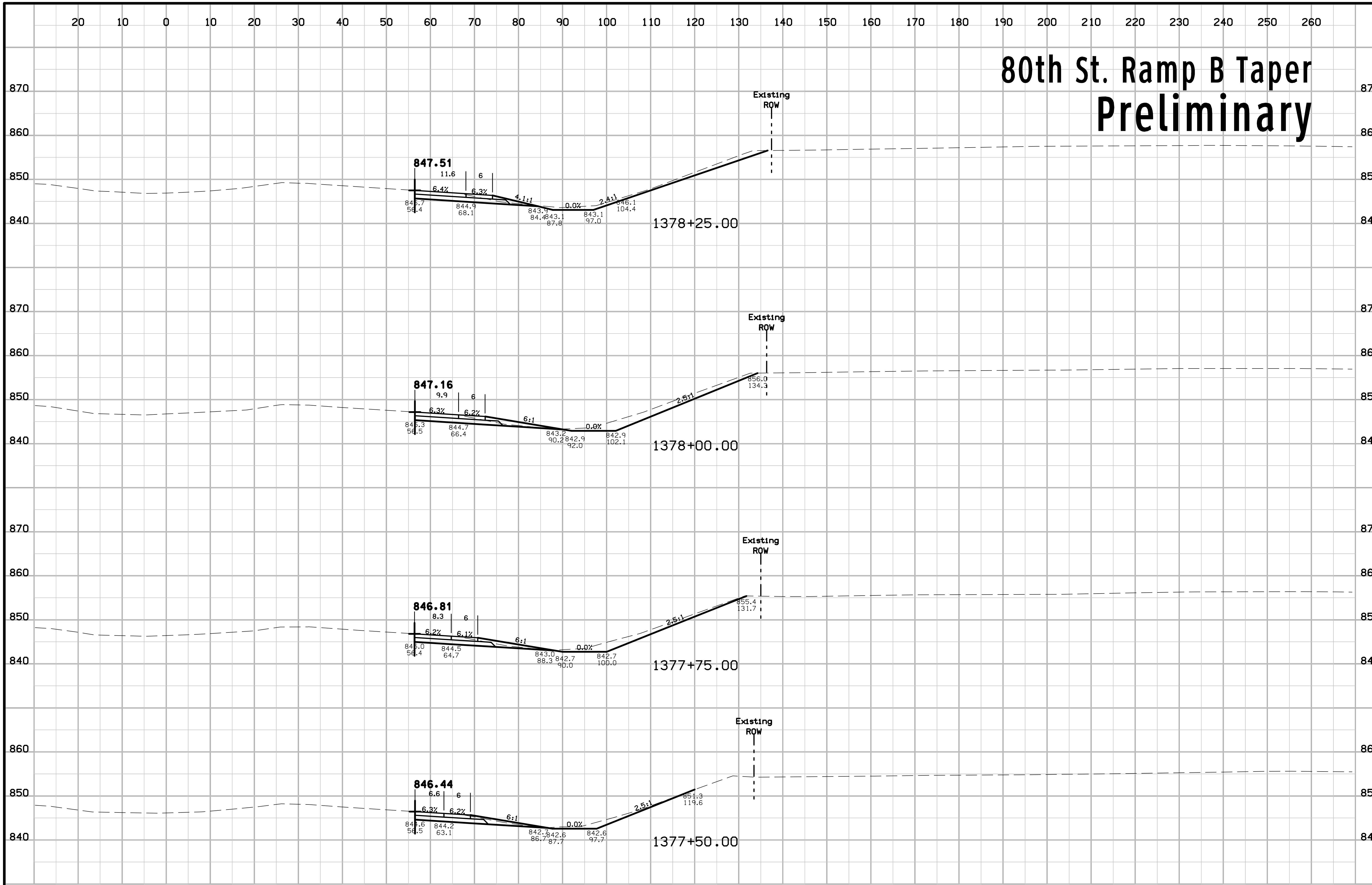

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80th St. Ramp B Taper
Preliminary

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.23

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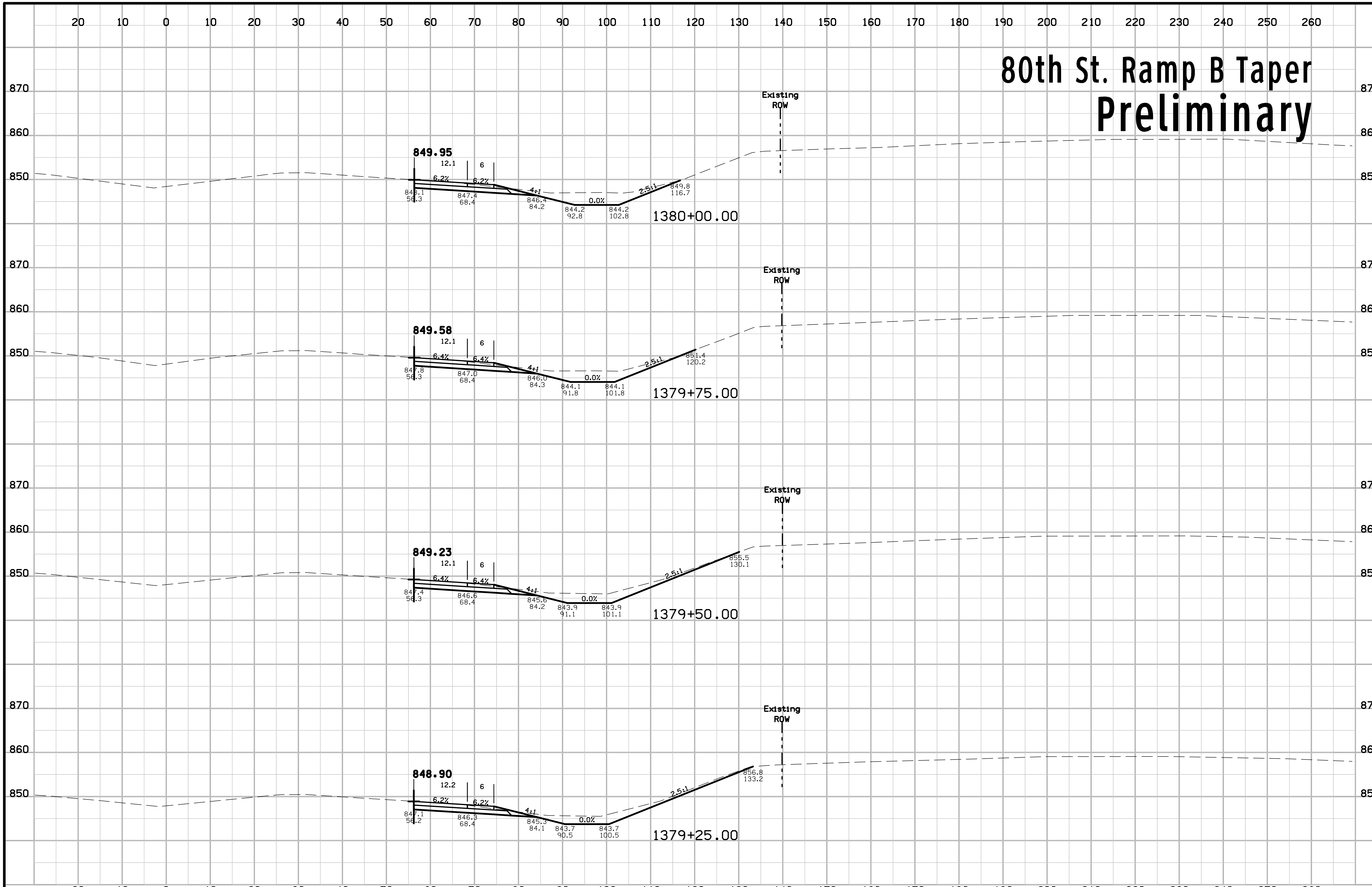
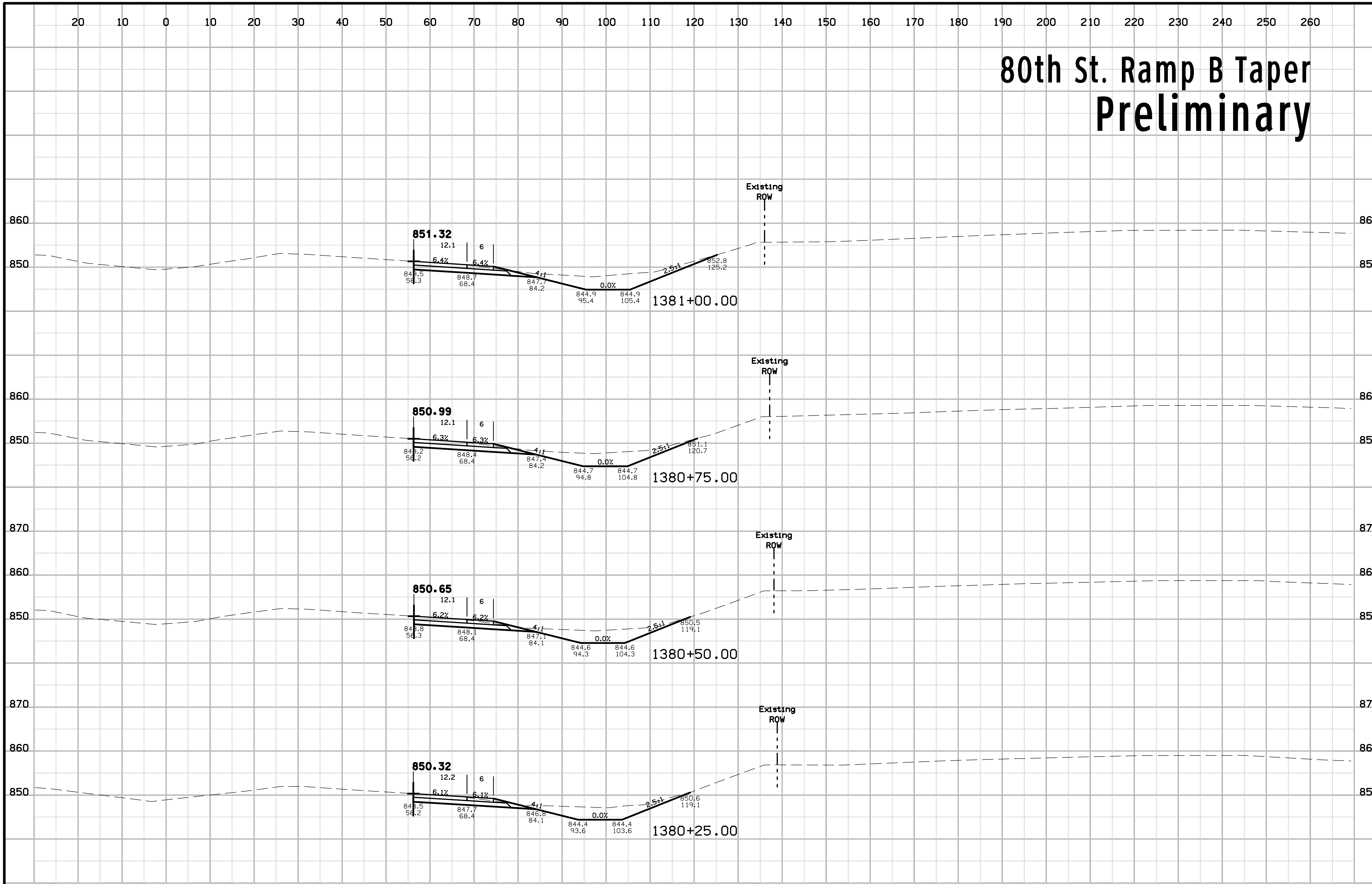
80th St. Ramp B Taper
Preliminary



80th St. Ramp B Taper
Preliminary



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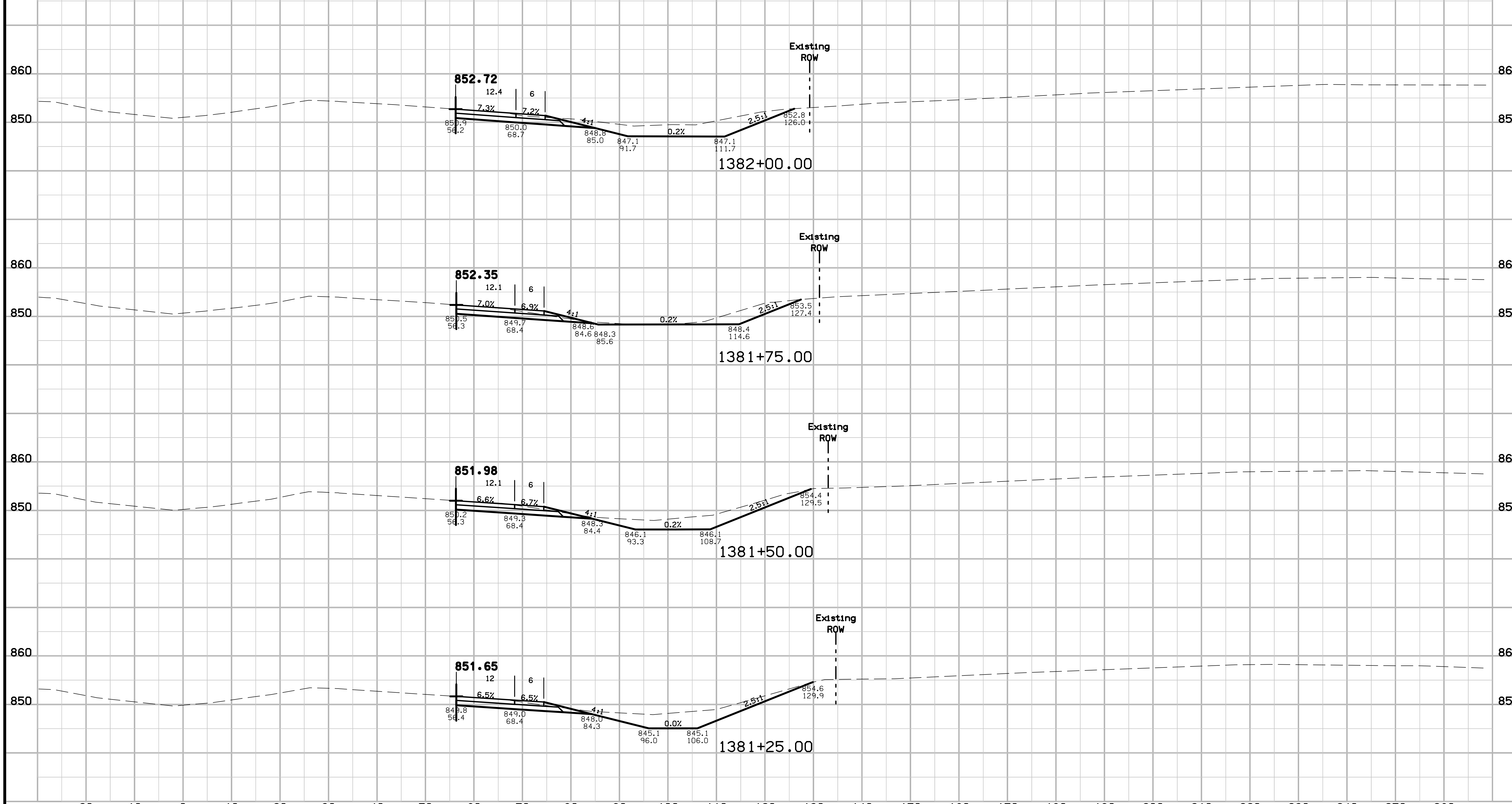
80th St. Ramp B Taper
Preliminary



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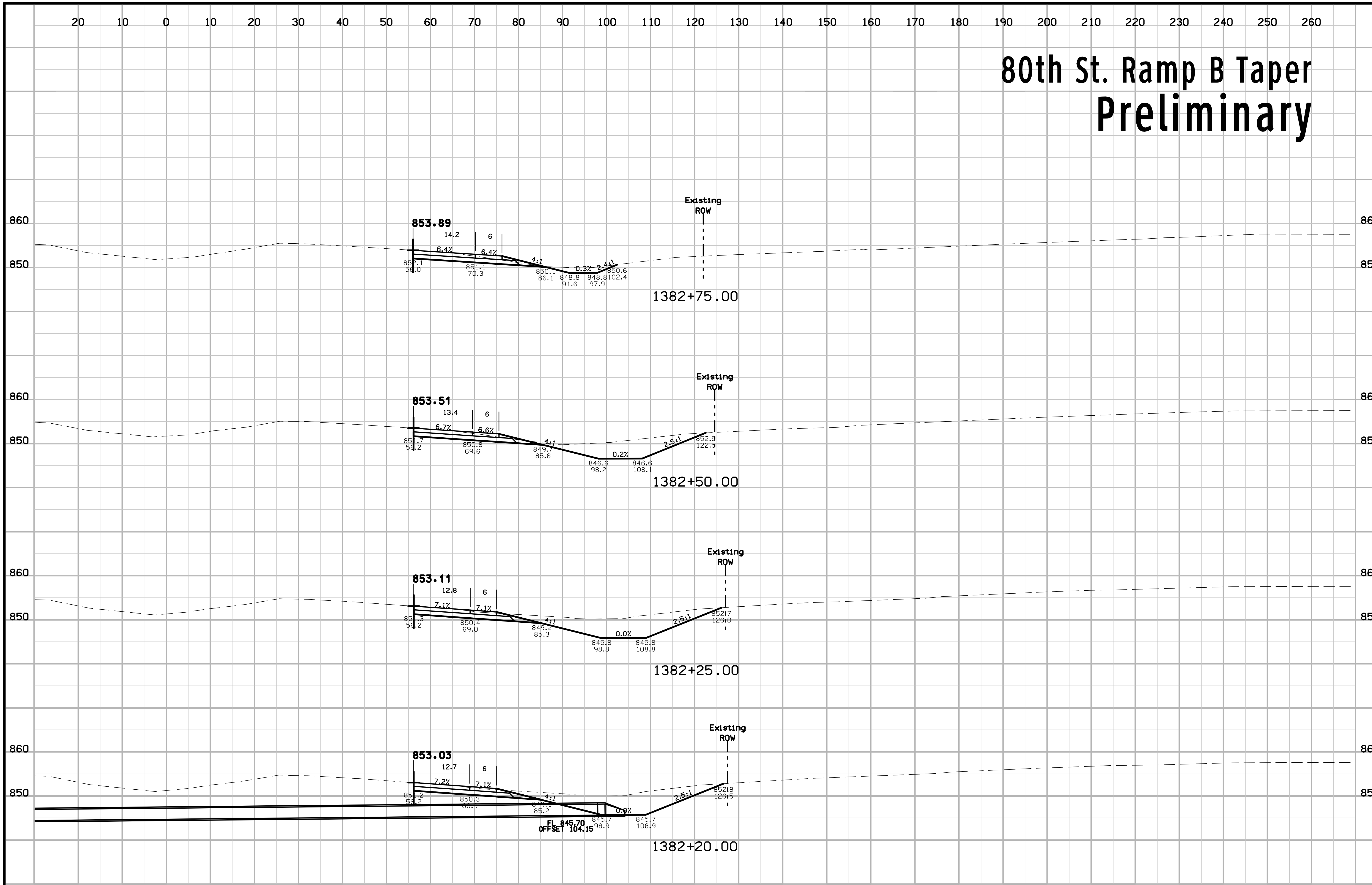
80th St. Ramp B Taper
Preliminary



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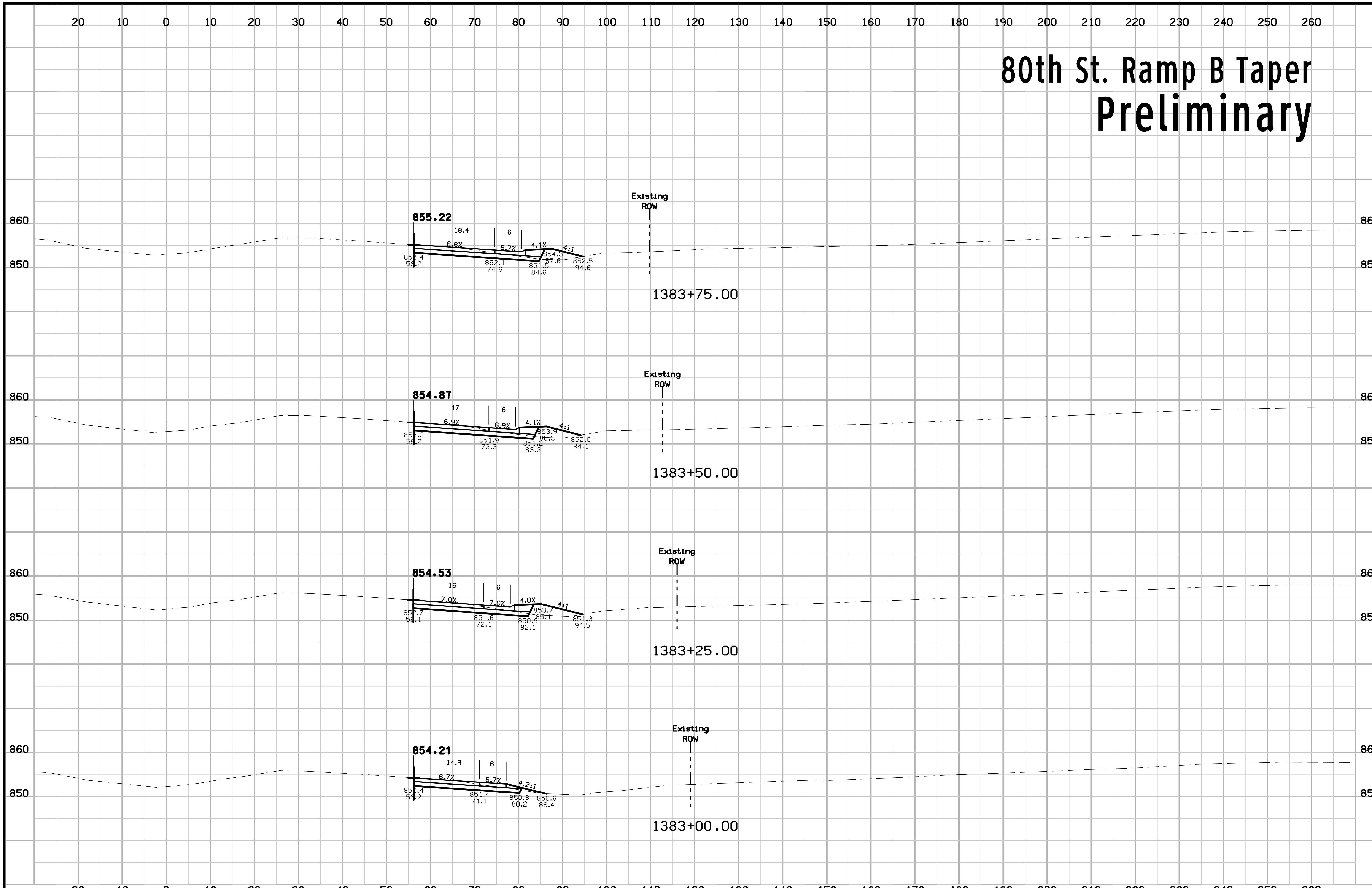
80th St. Ramp B Taper
Preliminary



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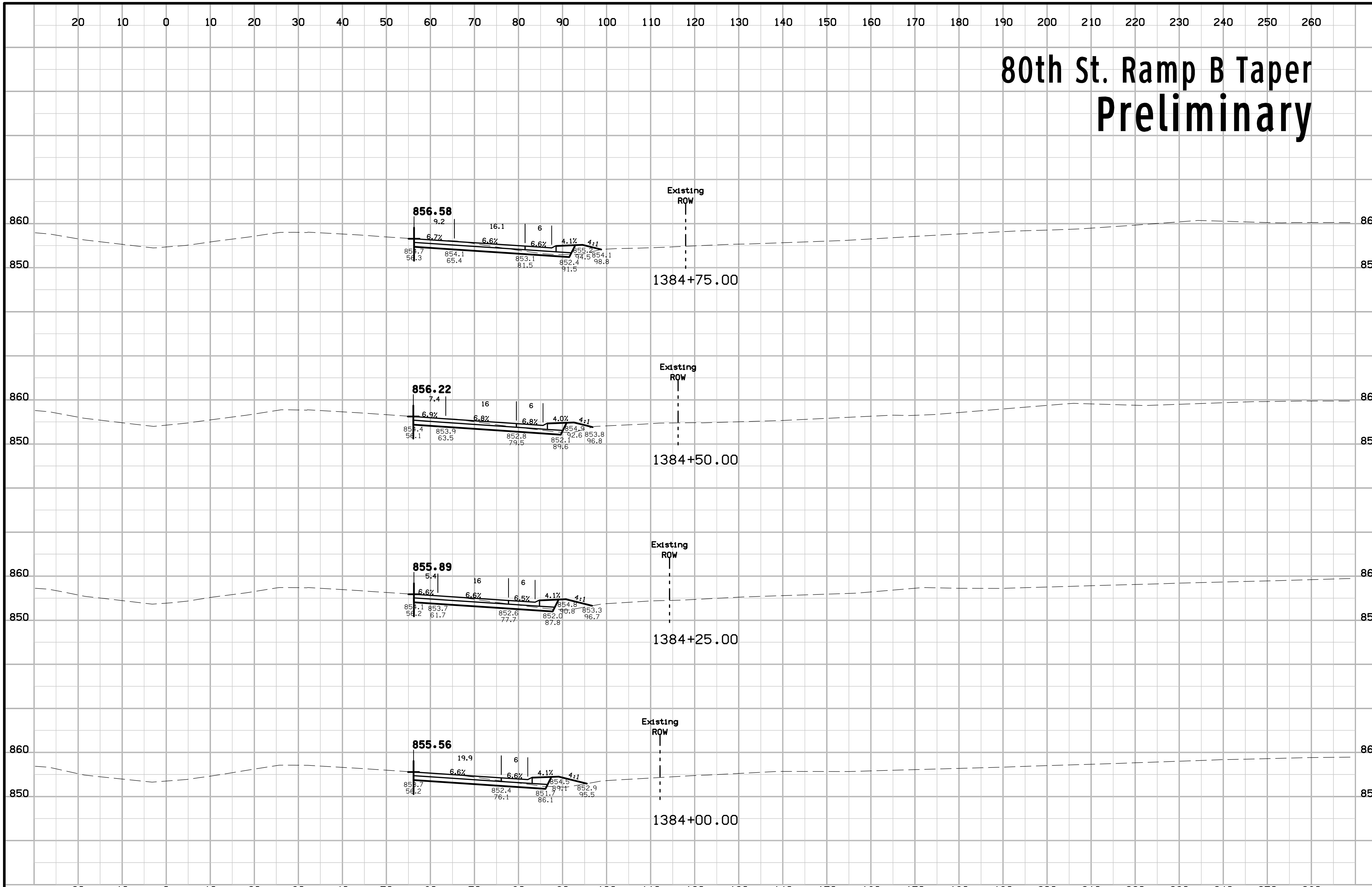
80th St. Ramp B Taper
Preliminary



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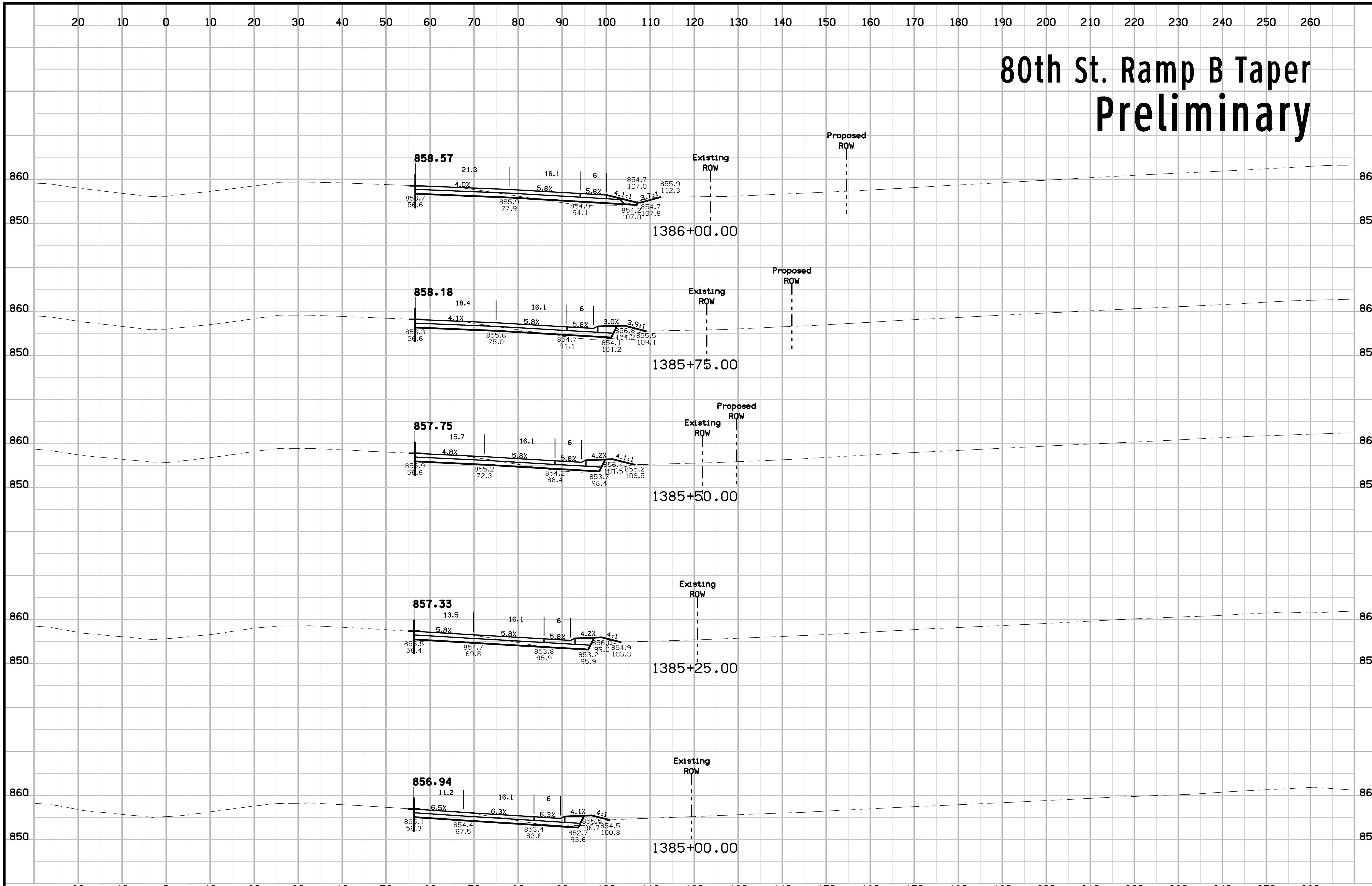
80th St. Ramp B Taper
Preliminary



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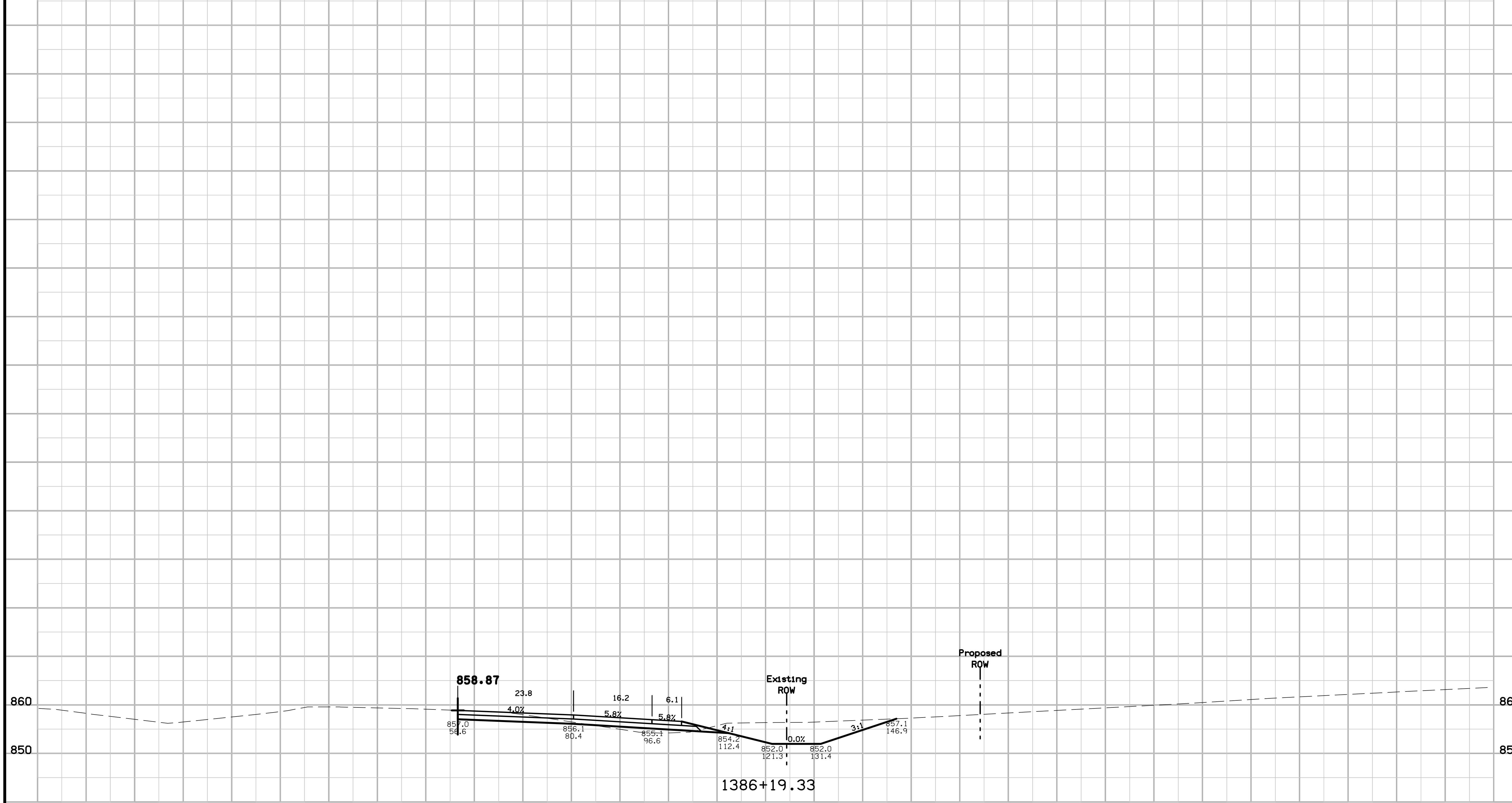
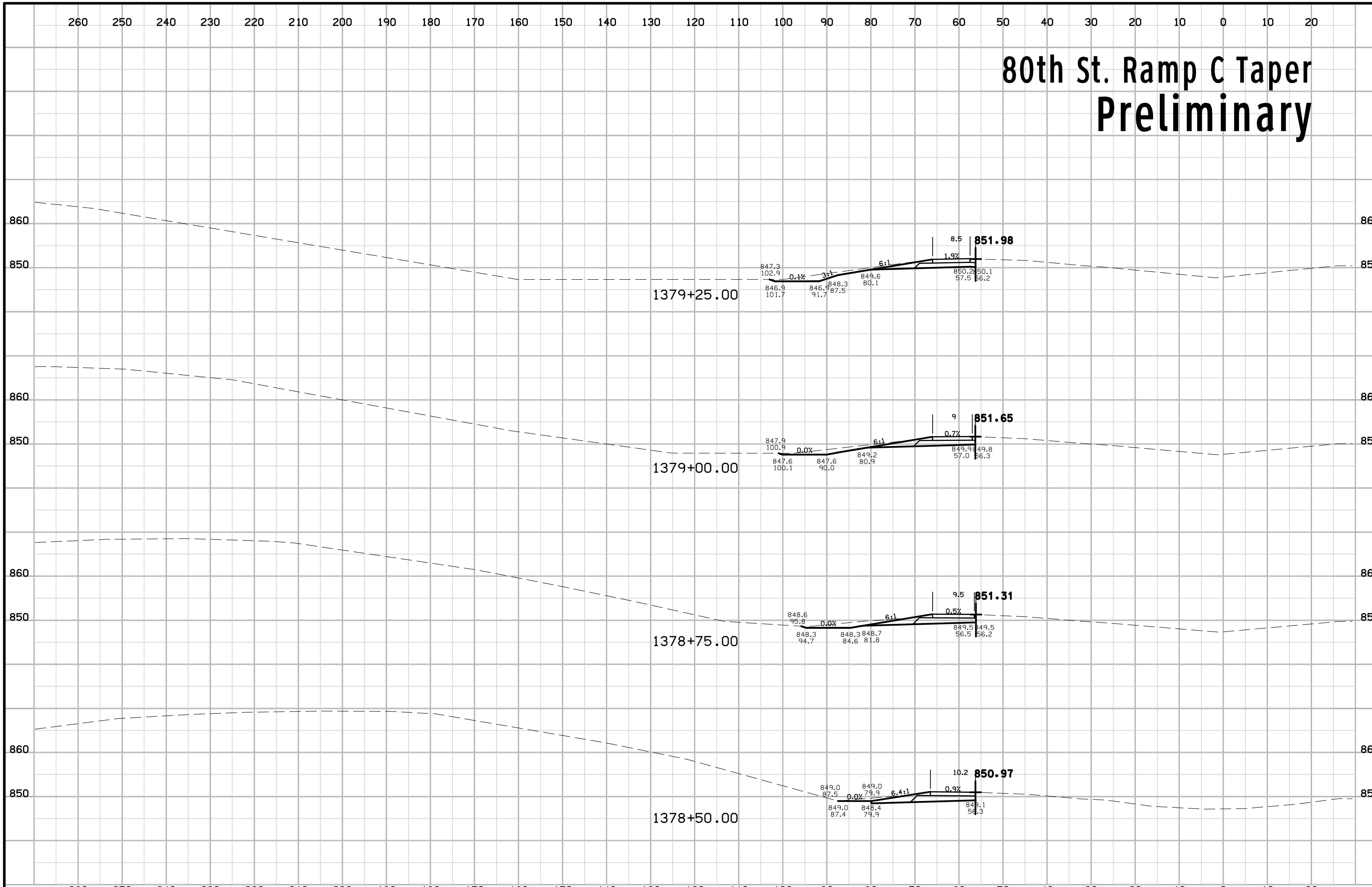
80th St. Ramp B Taper
Preliminary



80th St. Ramp C Taper
Preliminary



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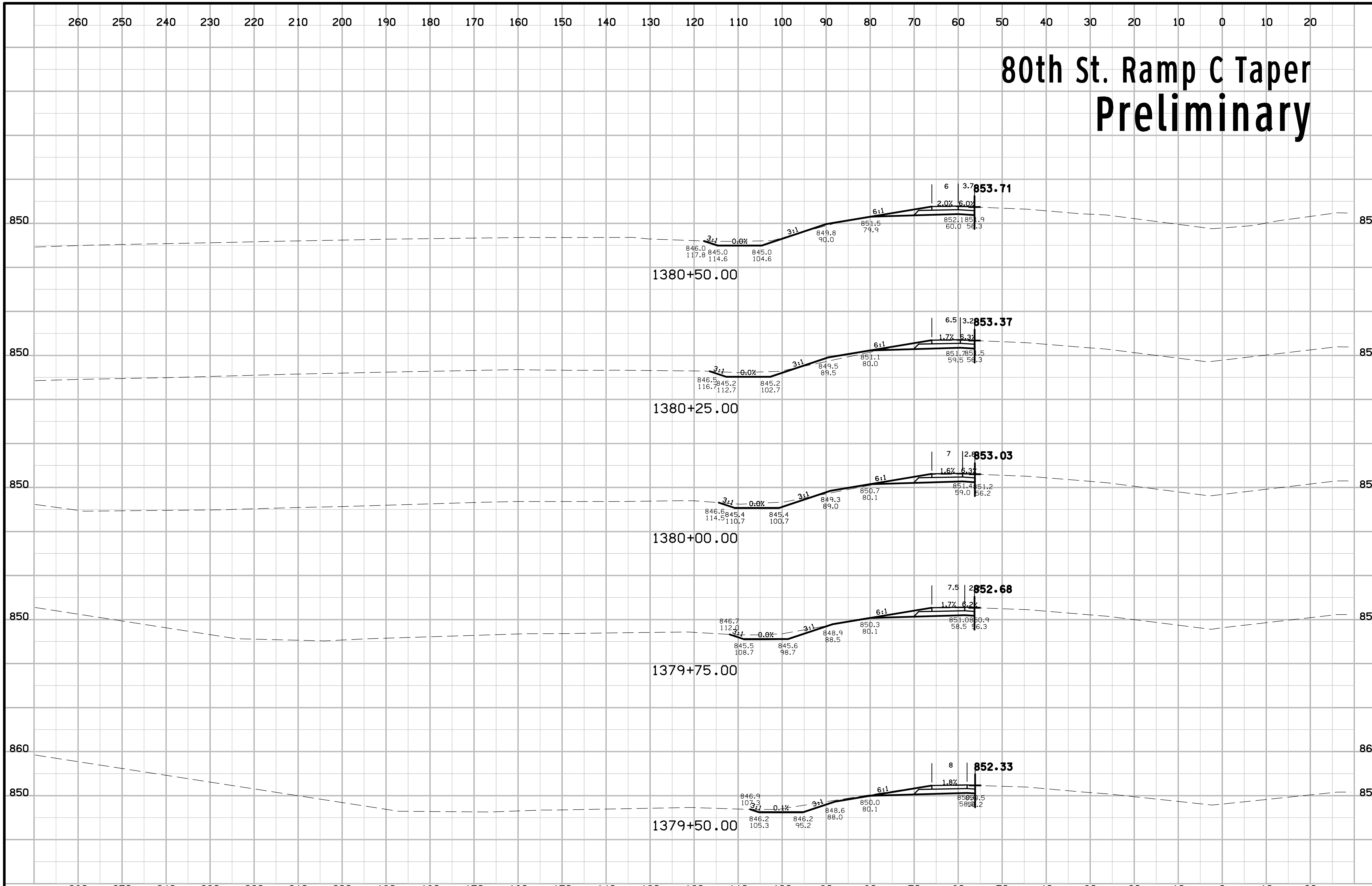

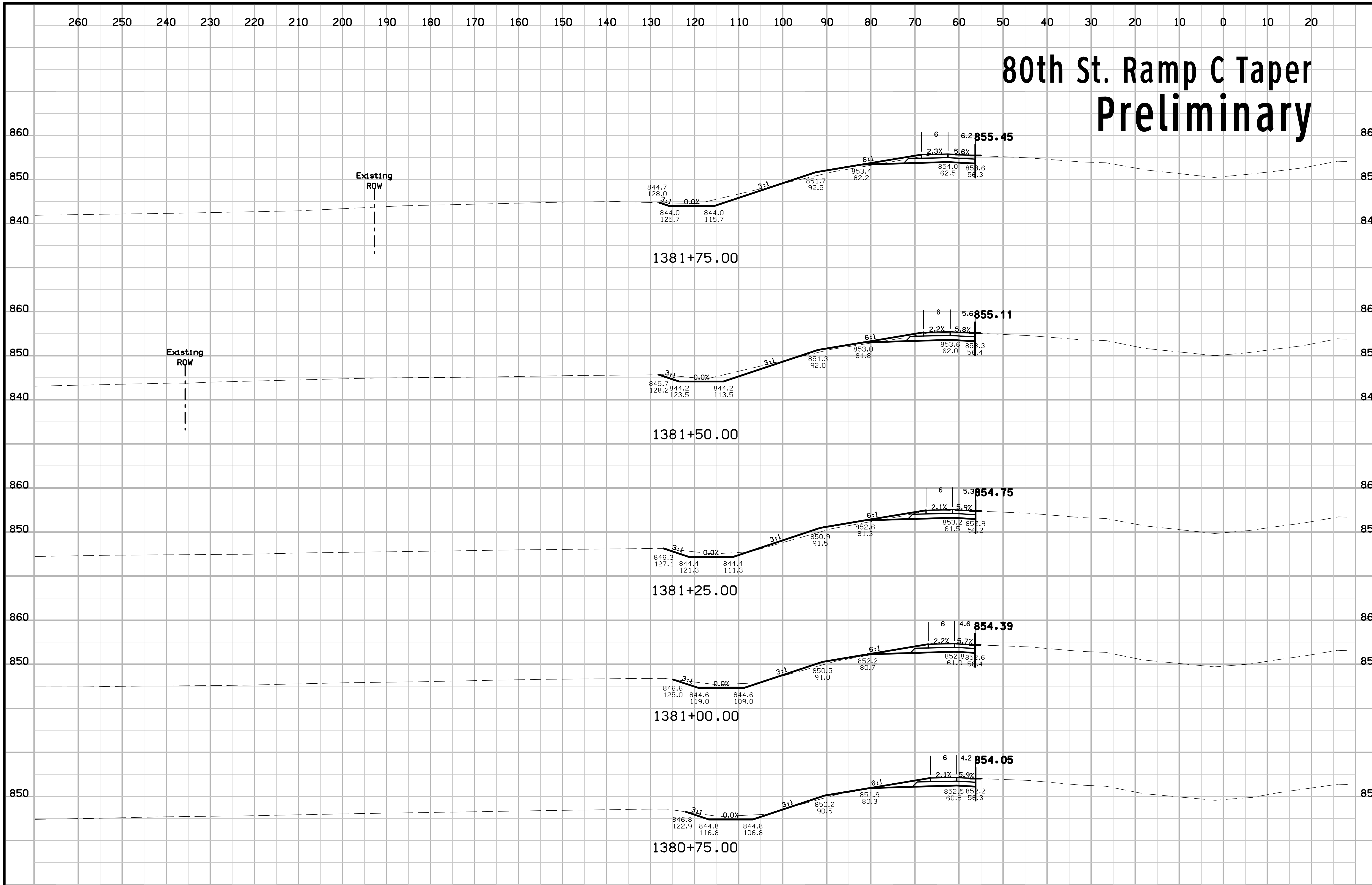

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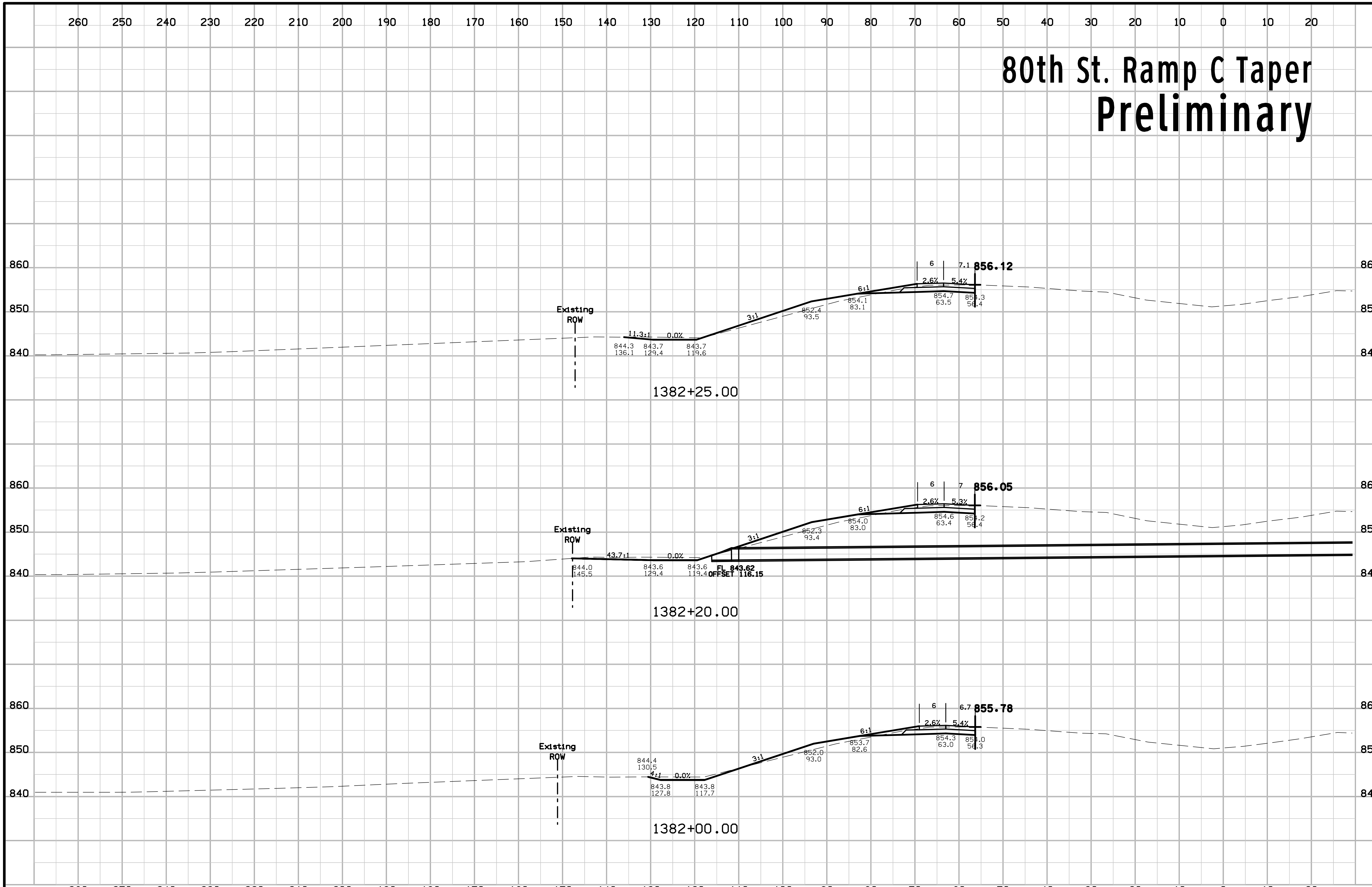
80th St. Ramp C Taper
Preliminary



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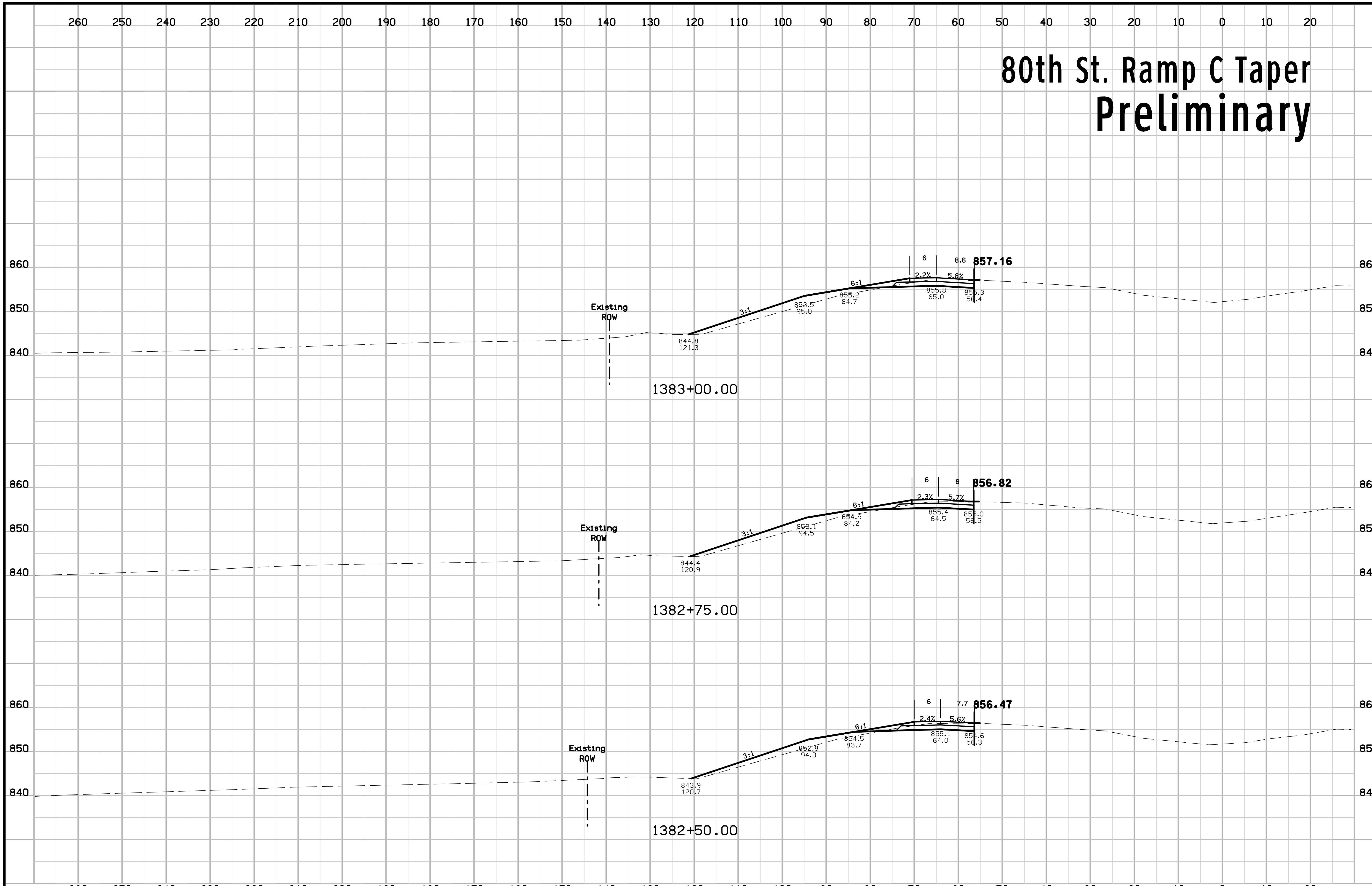
80th St. Ramp C Taper
Preliminary



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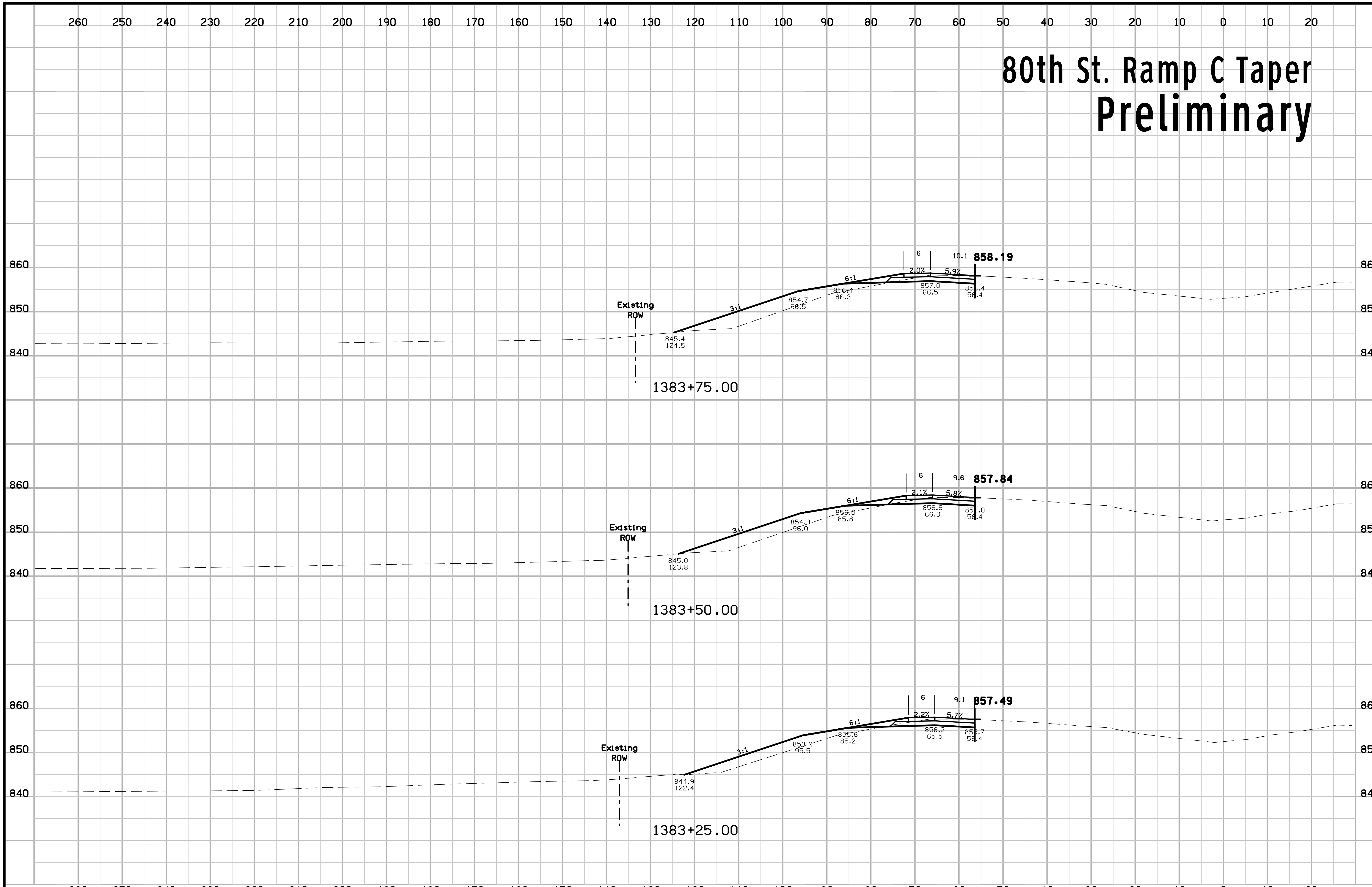
80th St. Ramp C Taper
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.37

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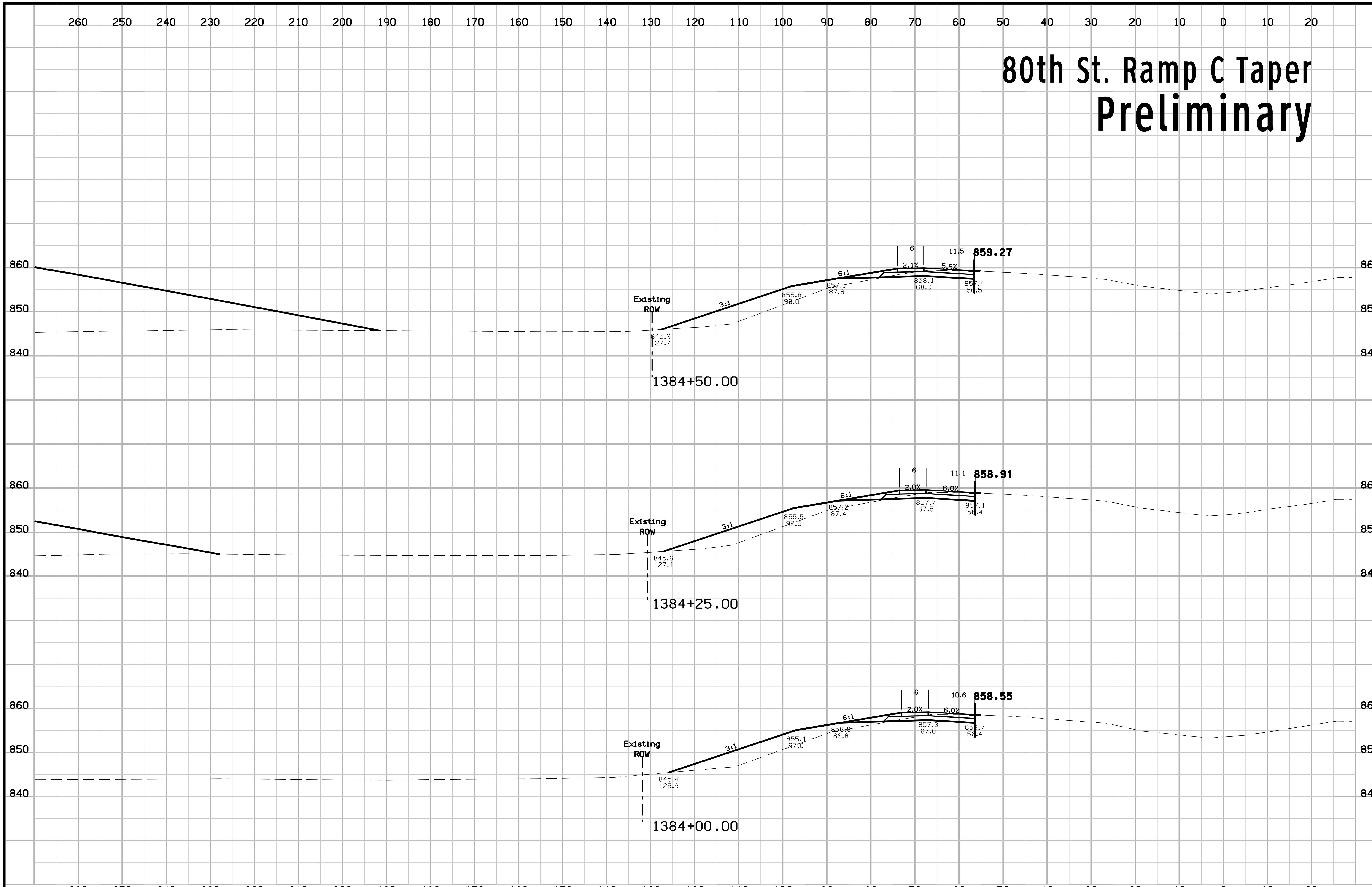
80th St. Ramp C Taper
Preliminary



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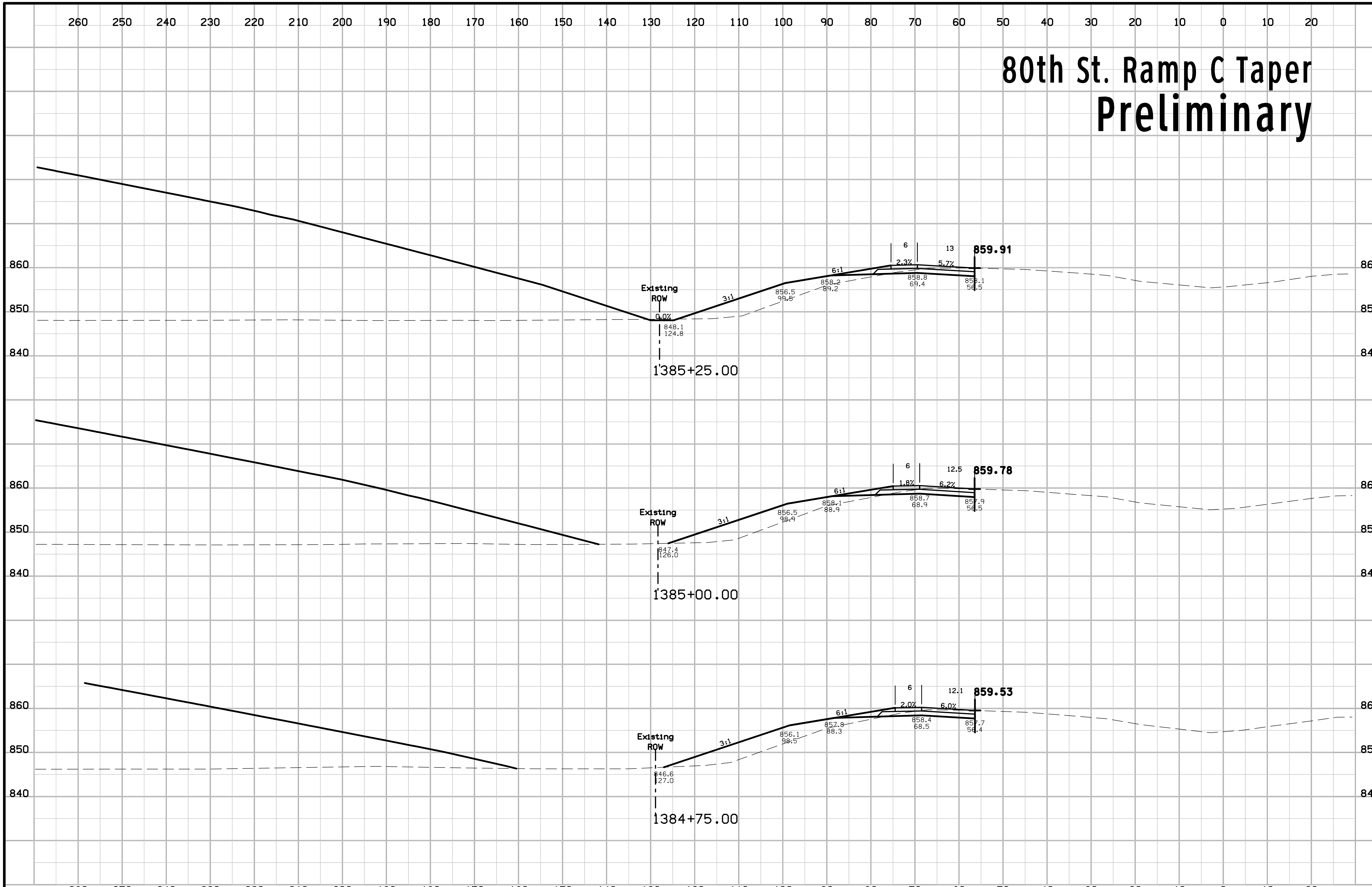
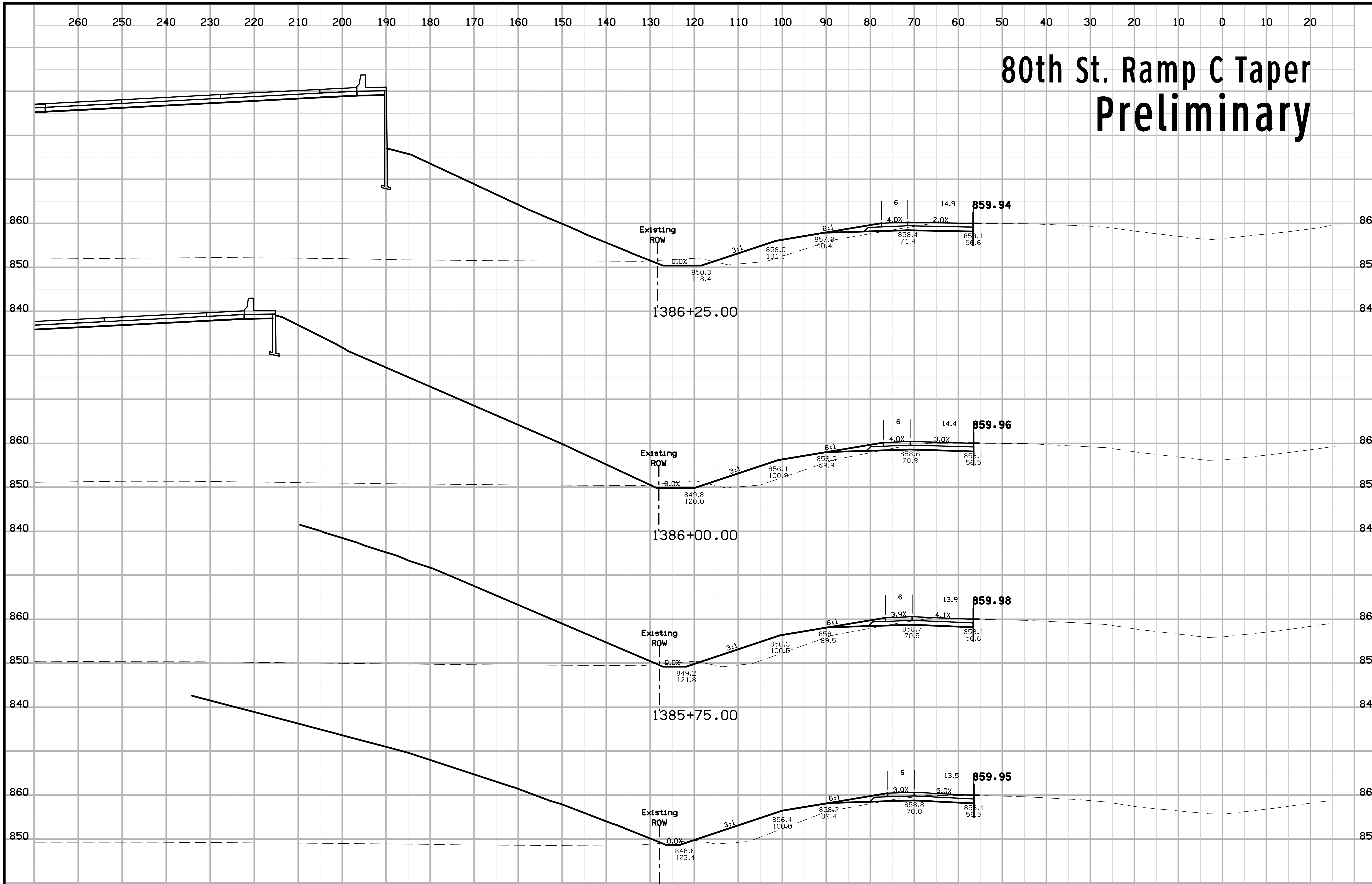
80th St. Ramp C Taper
Preliminary



80th St. Ramp C Taper
Preliminary



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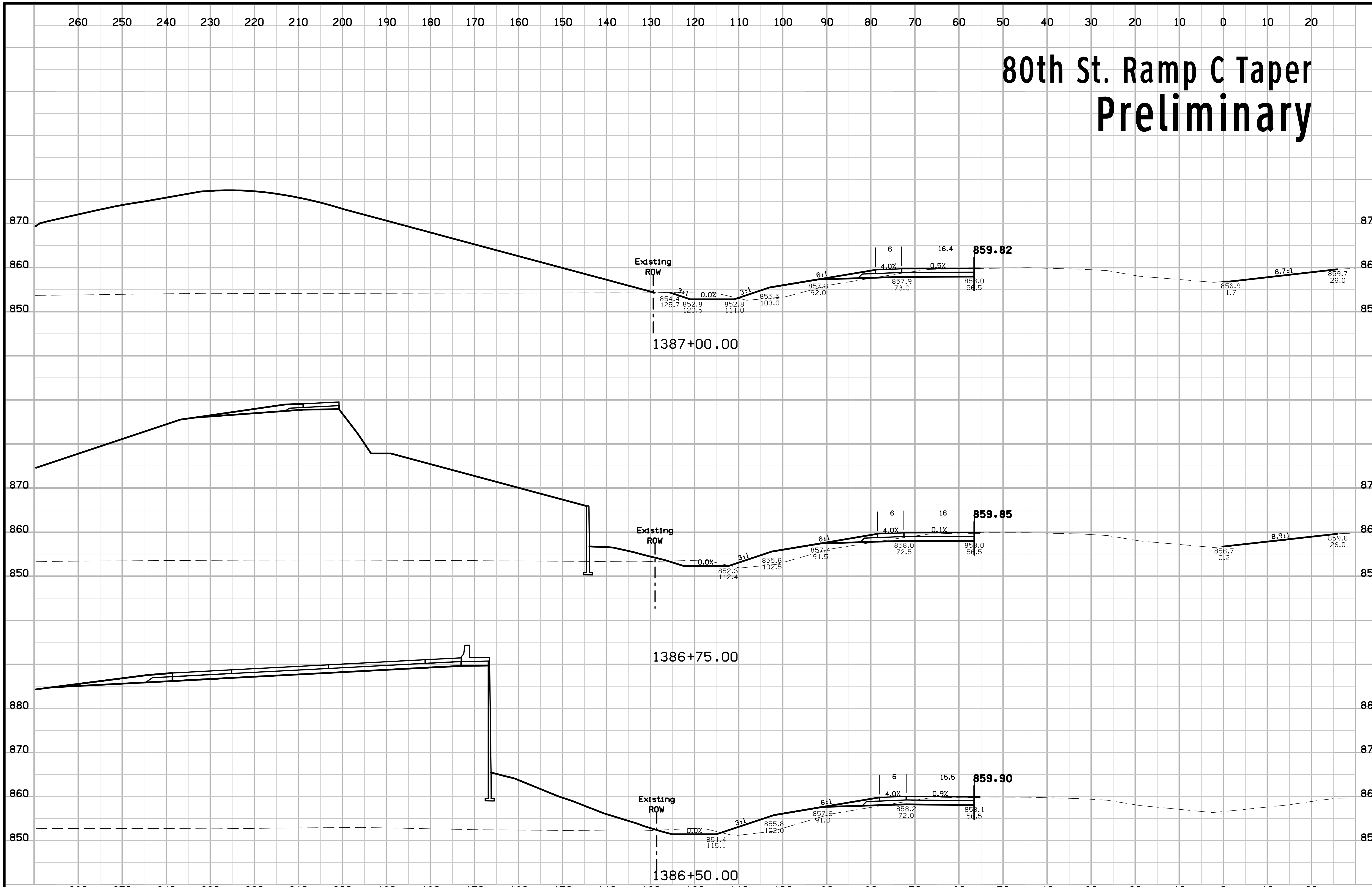
80th St. Ramp C Taper
Preliminary



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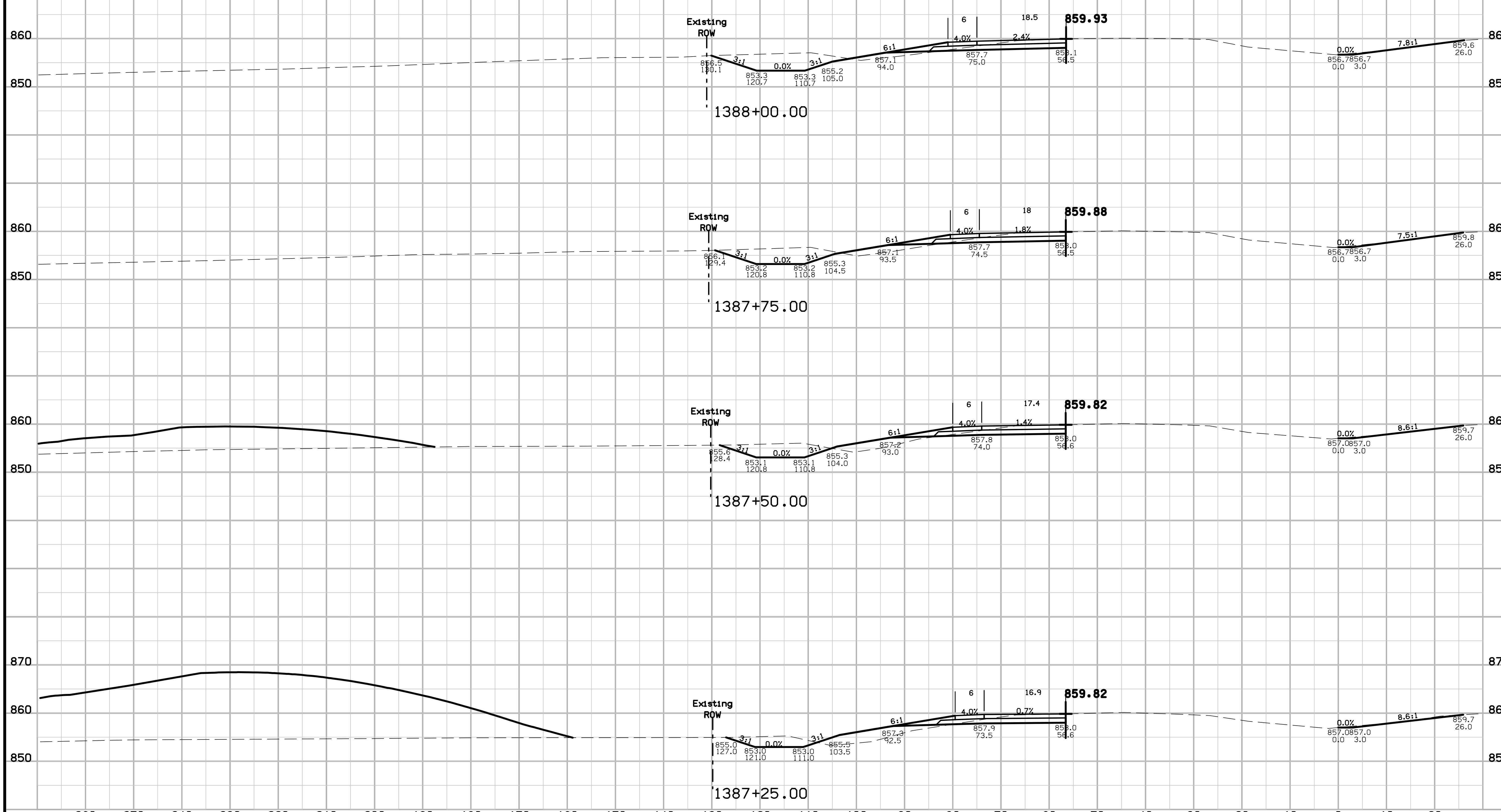
80th St. Ramp C Taper
Preliminary



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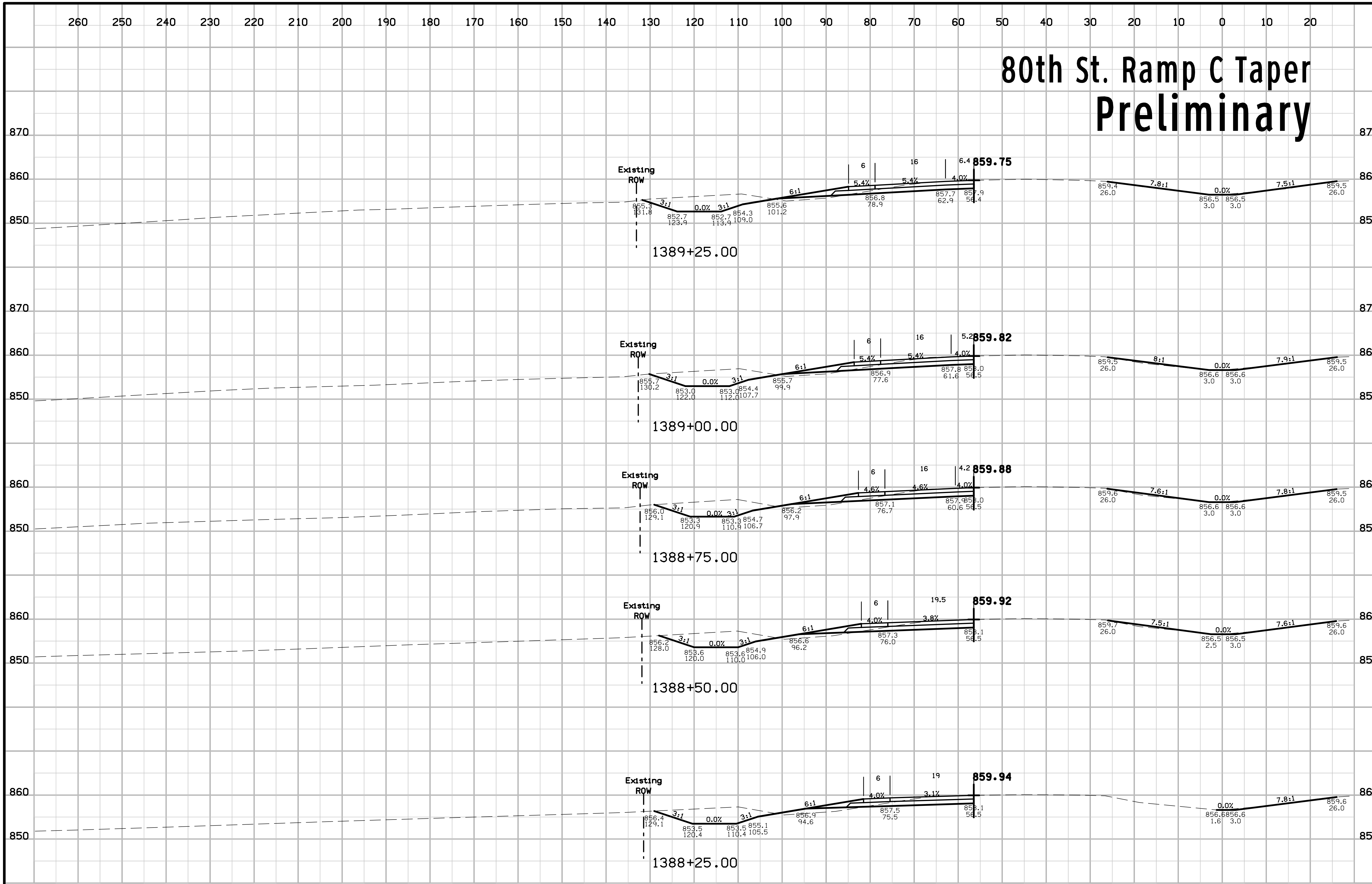
80th St. Ramp C Taper
Preliminary



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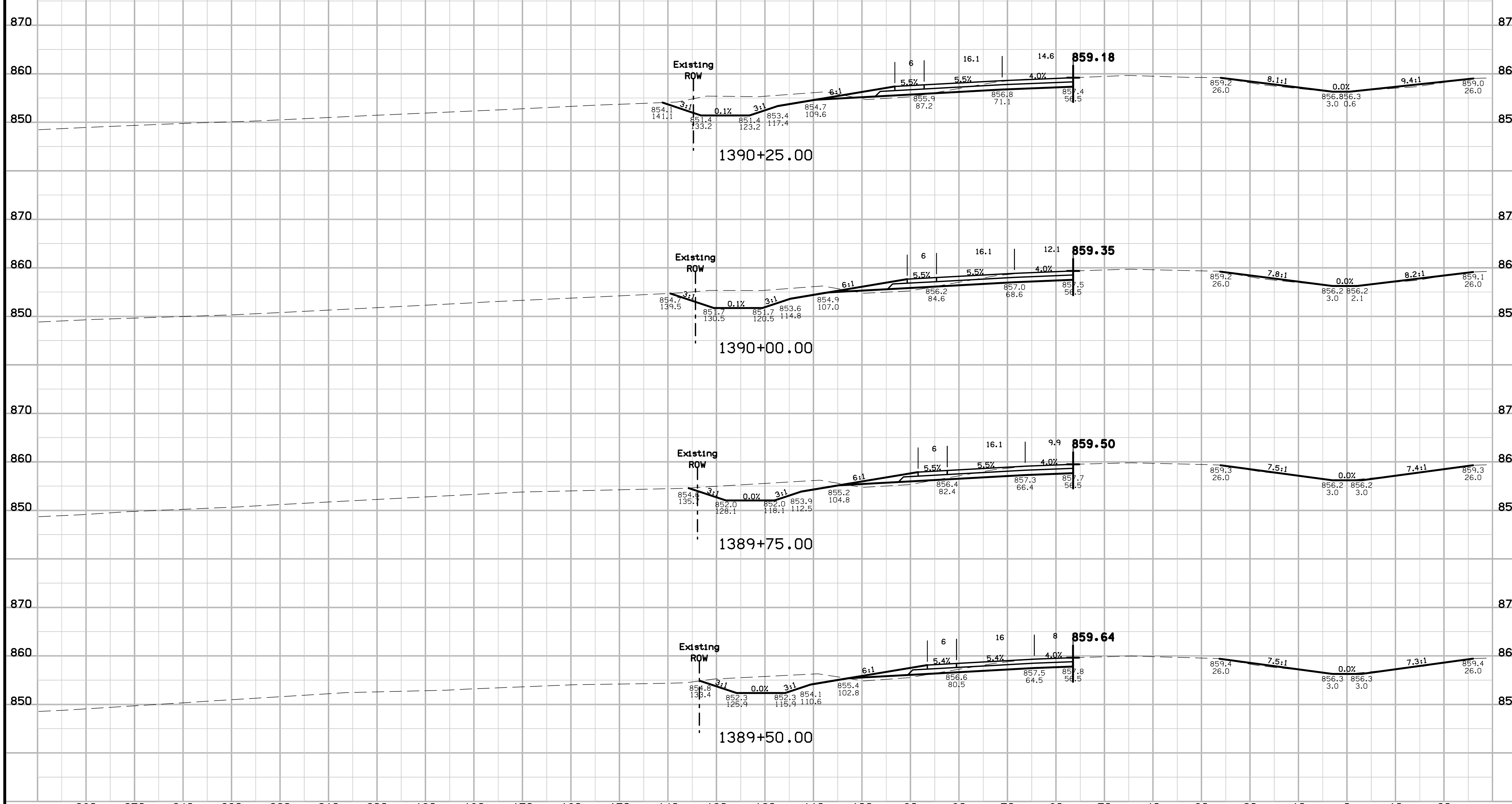
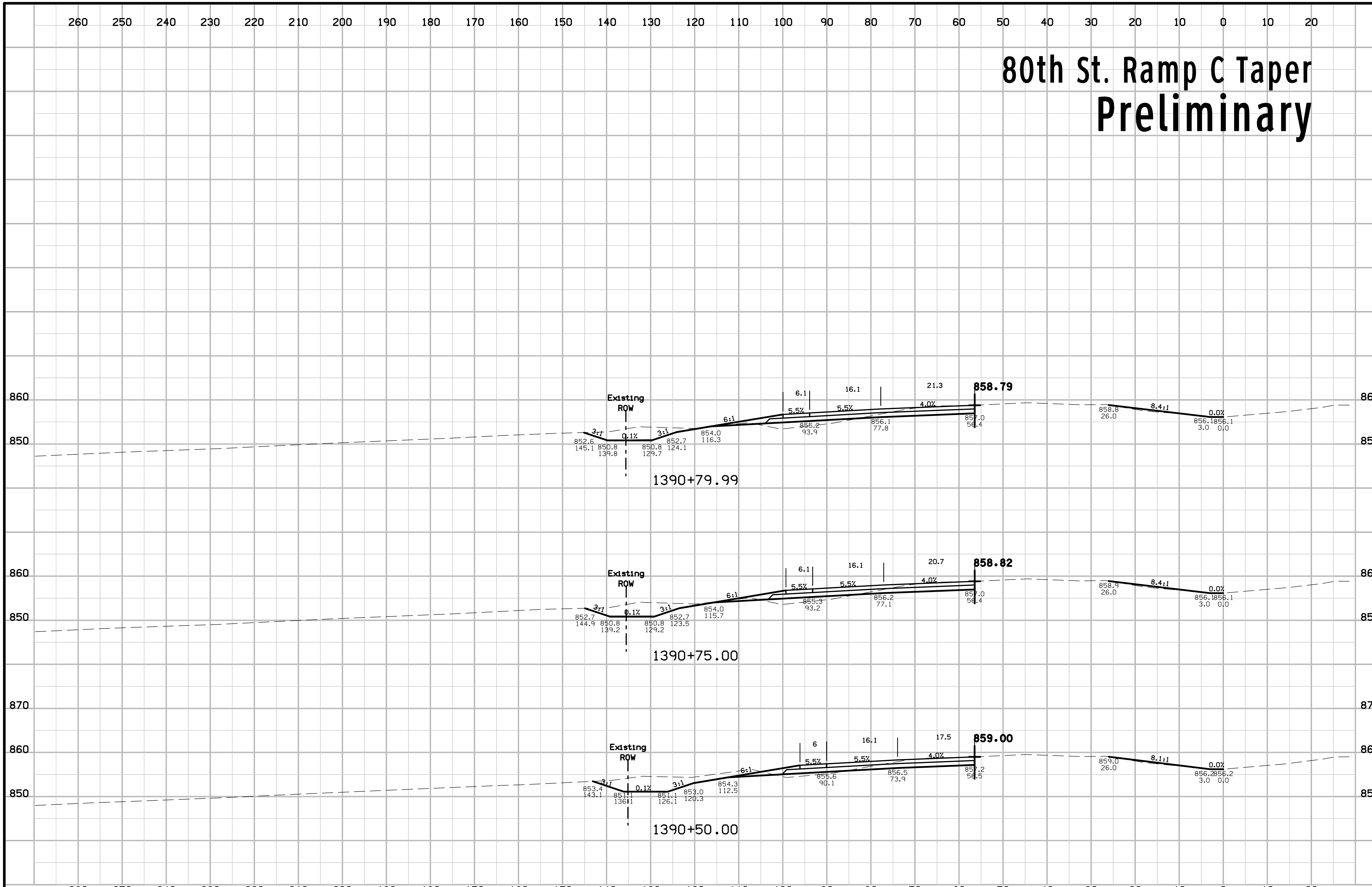
80th St. Ramp C Taper
Preliminary



80th St. Ramp C Taper
Preliminary



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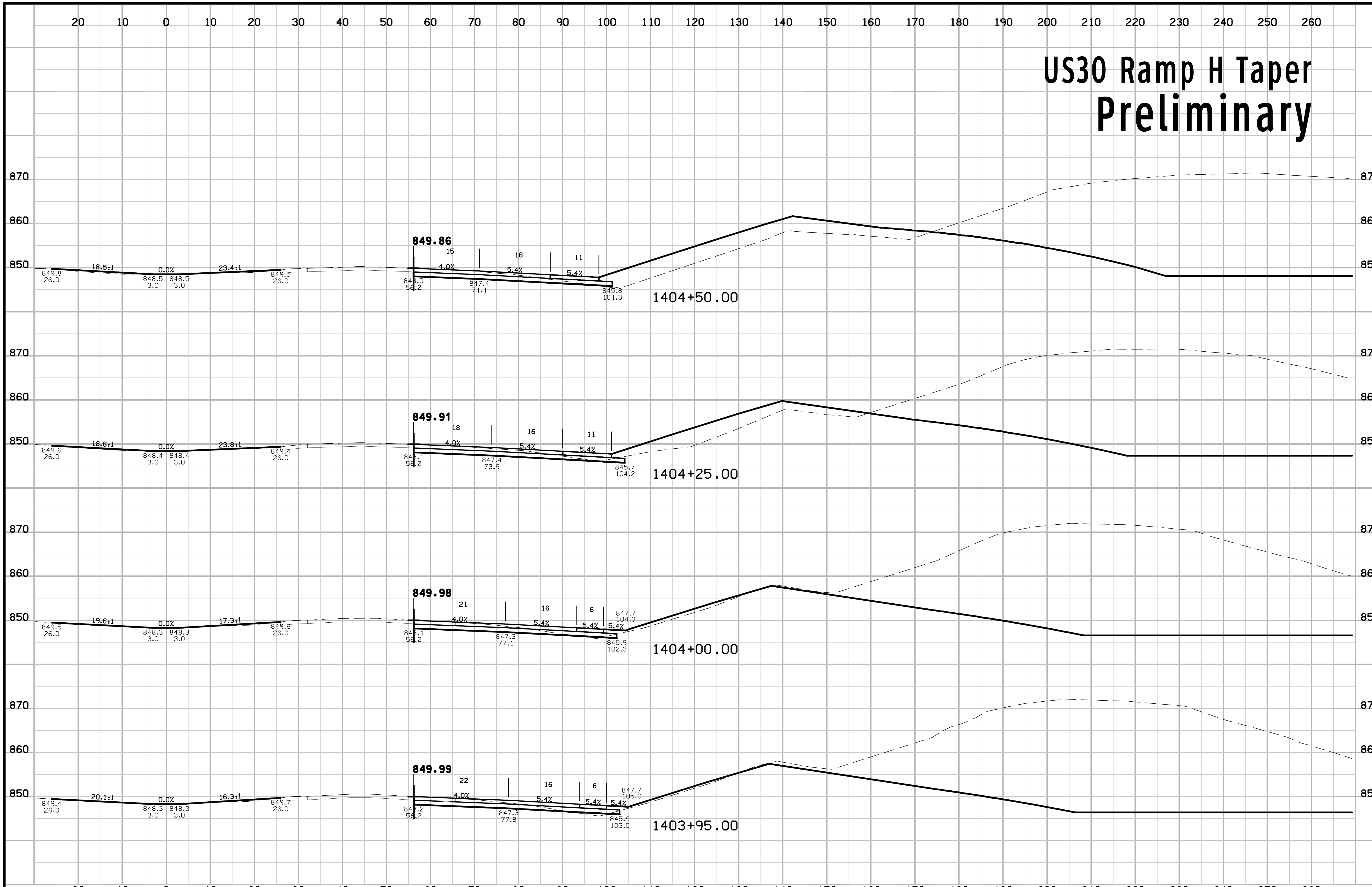
US30 Ramp H Taper
Preliminary



US30 Ramp H Taper
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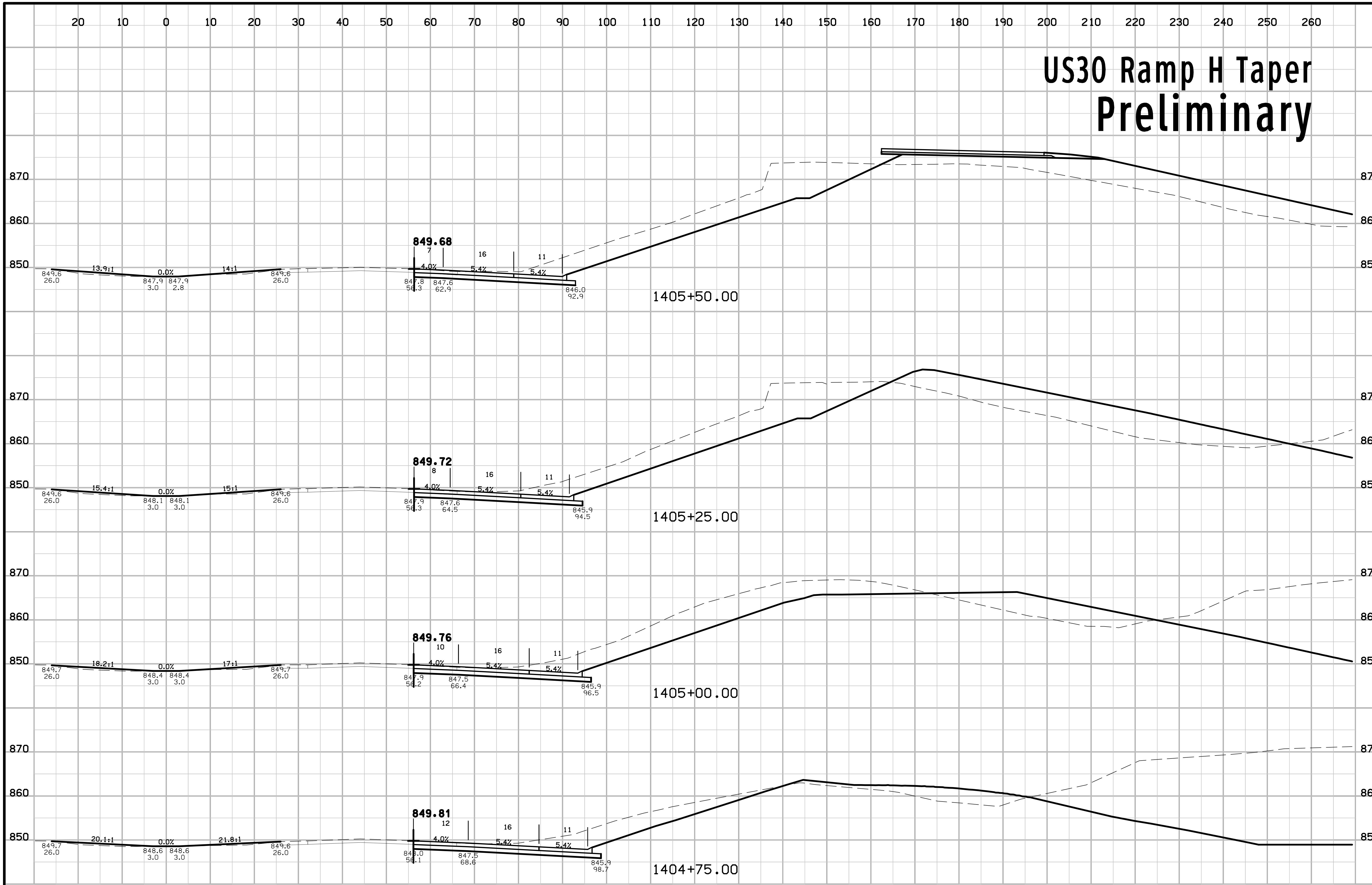

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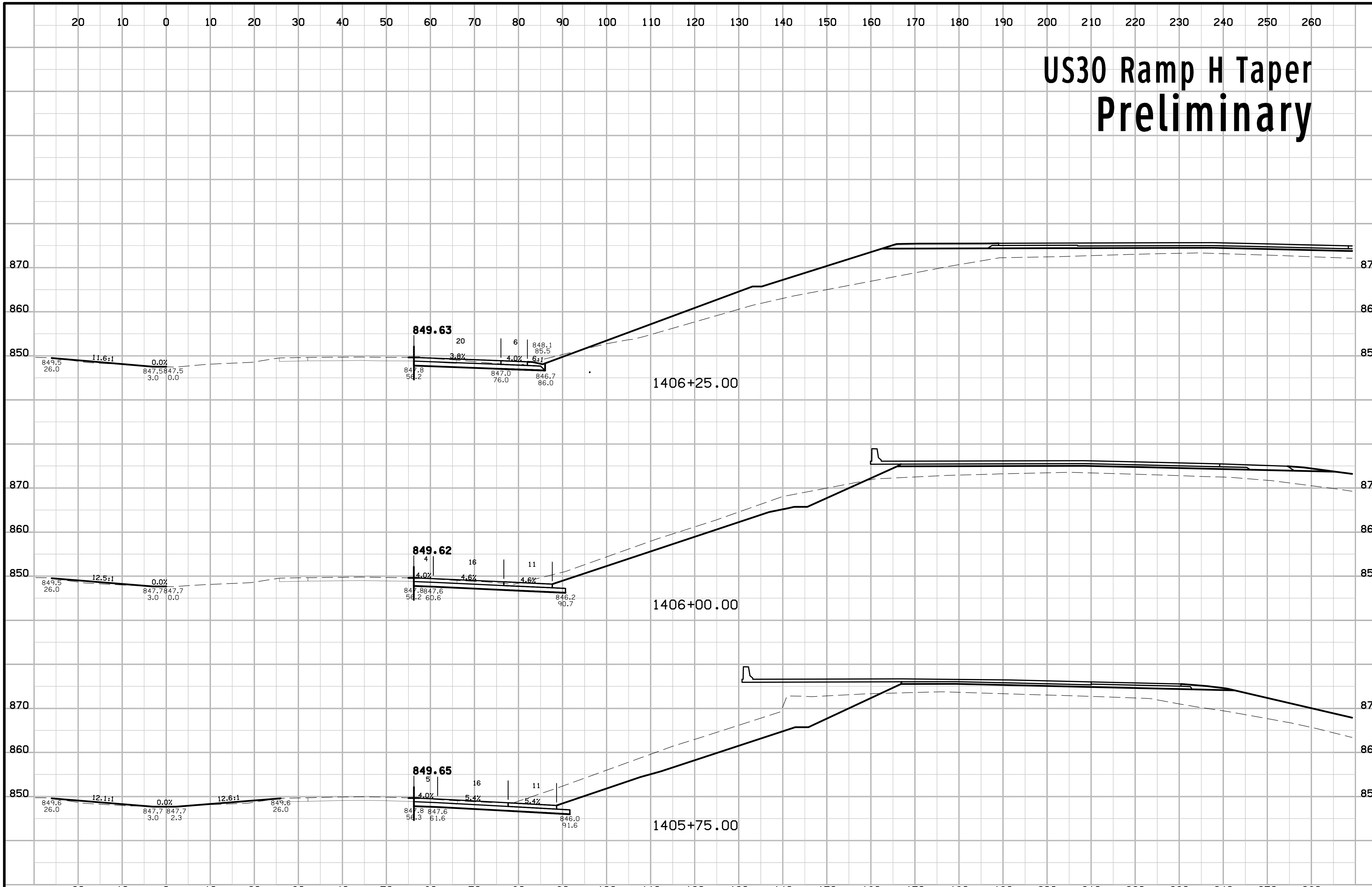

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.48

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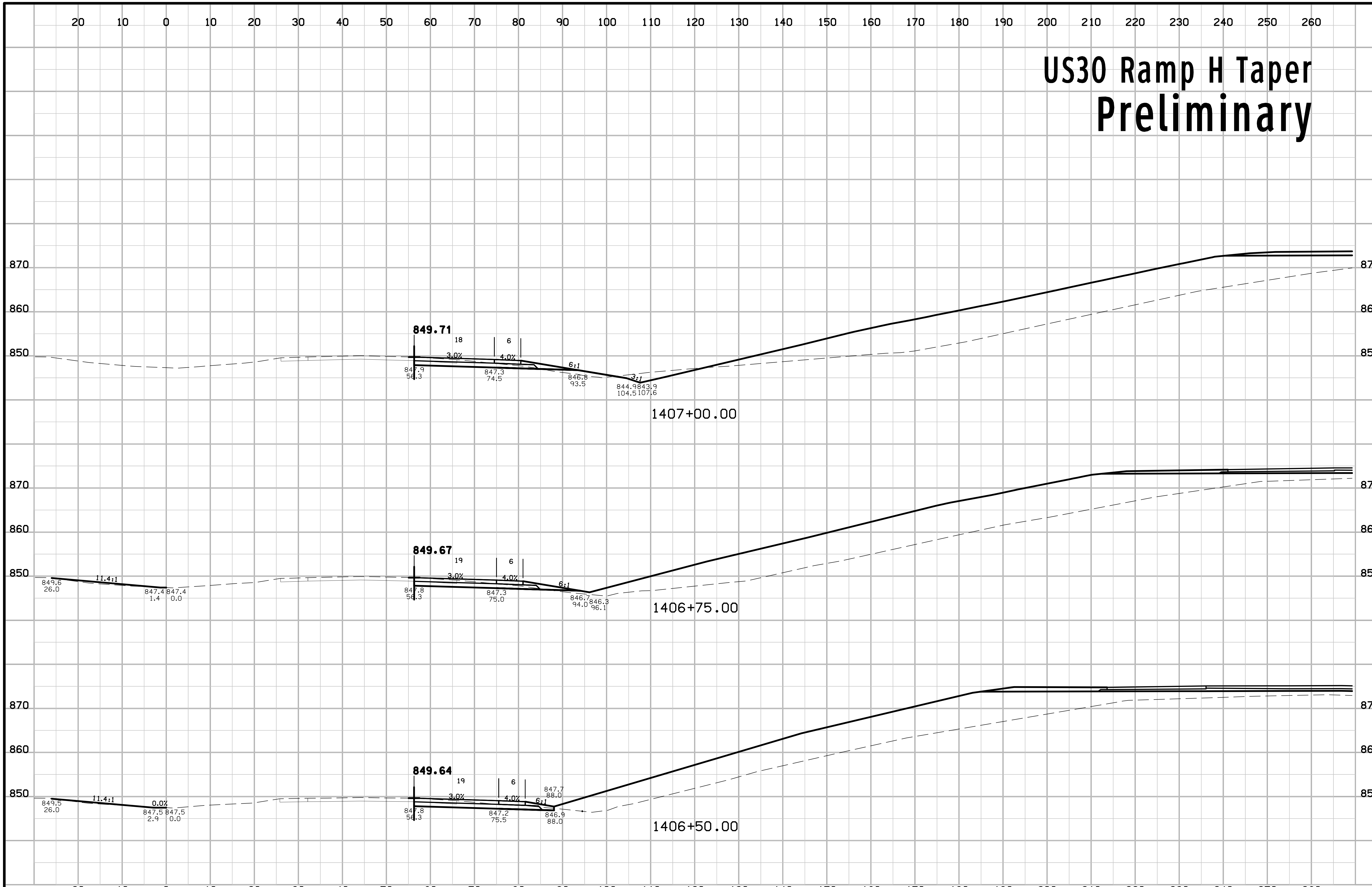
US30 Ramp H Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.49

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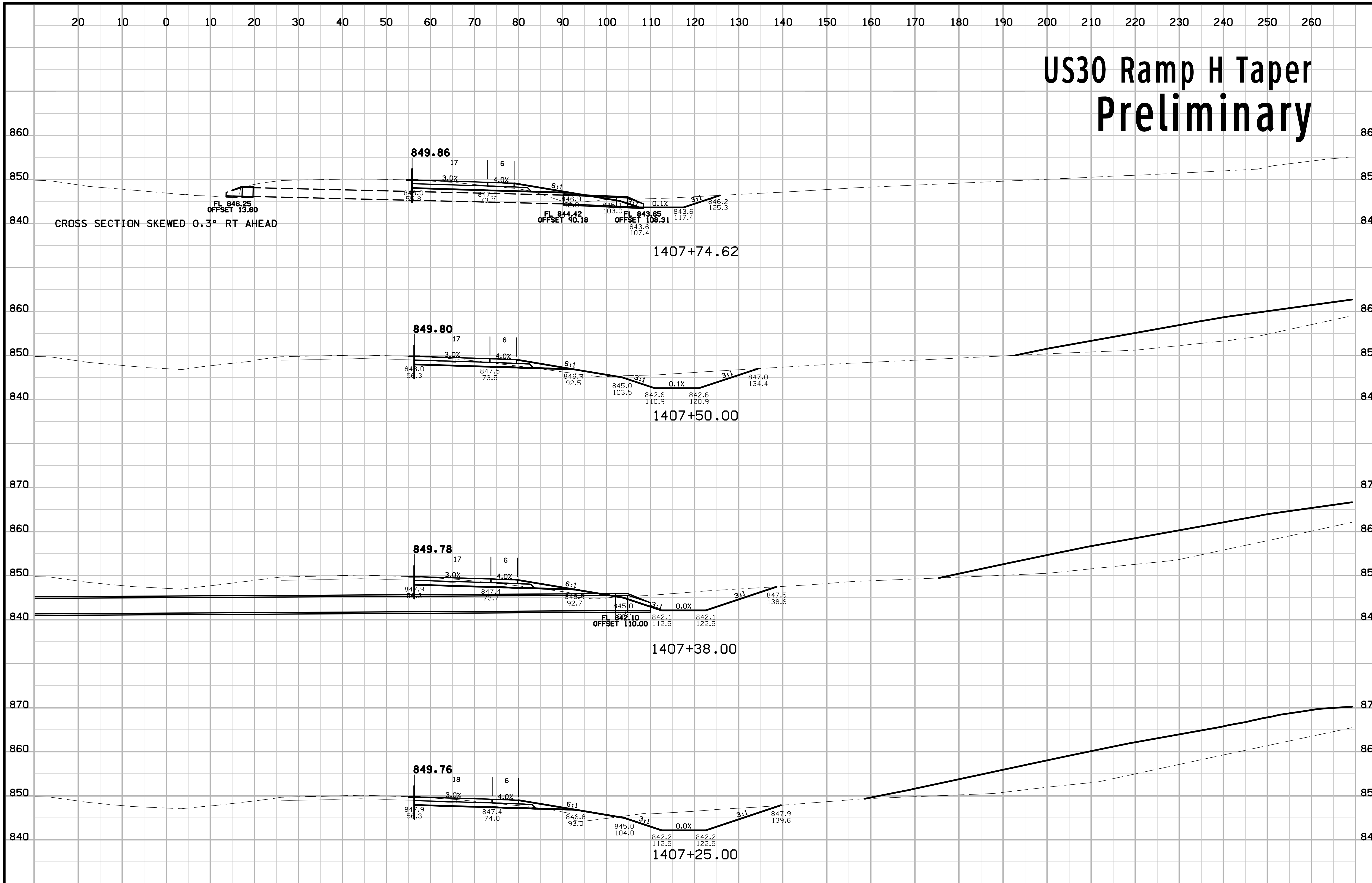
US30 Ramp H Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.50

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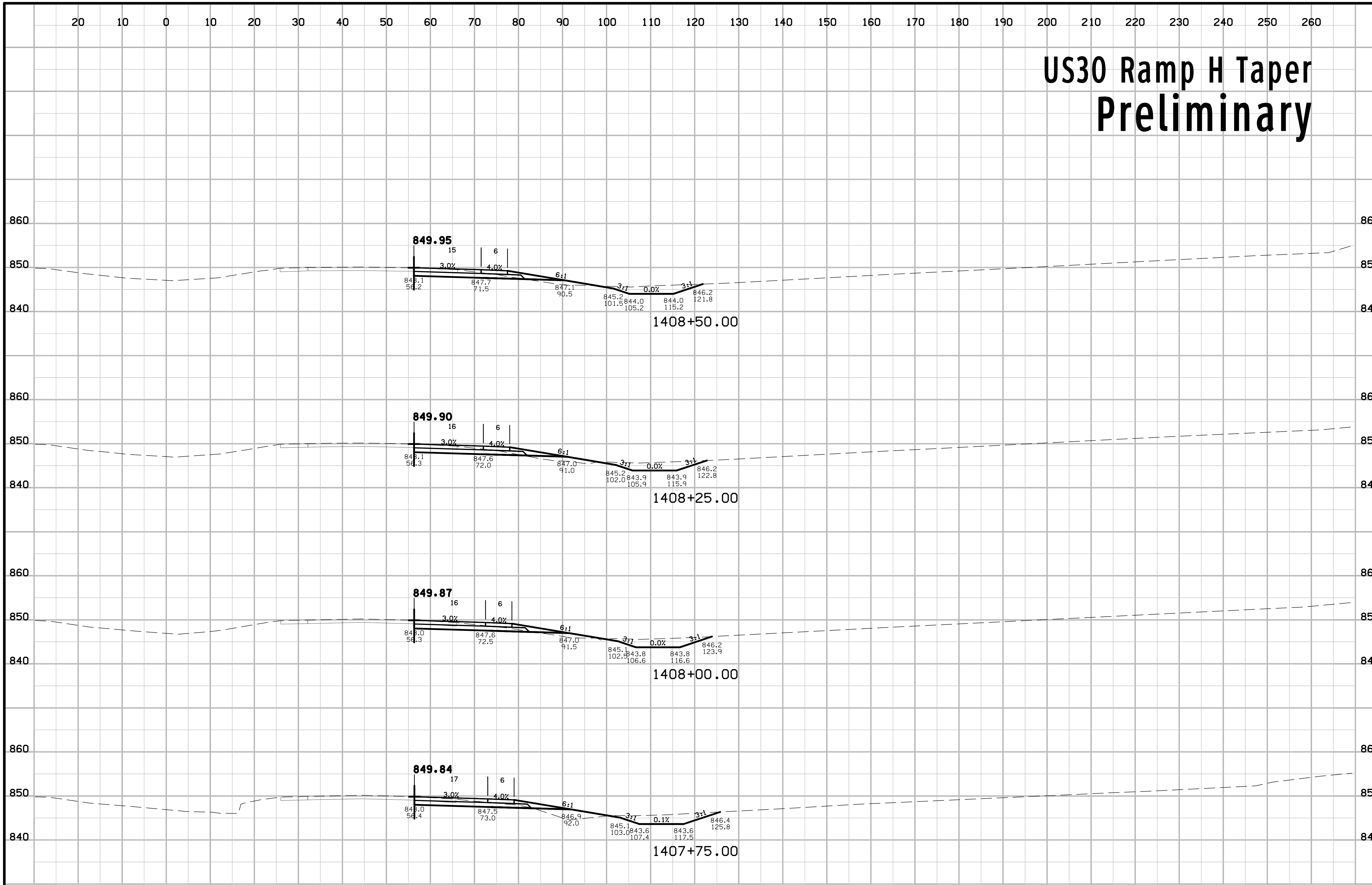

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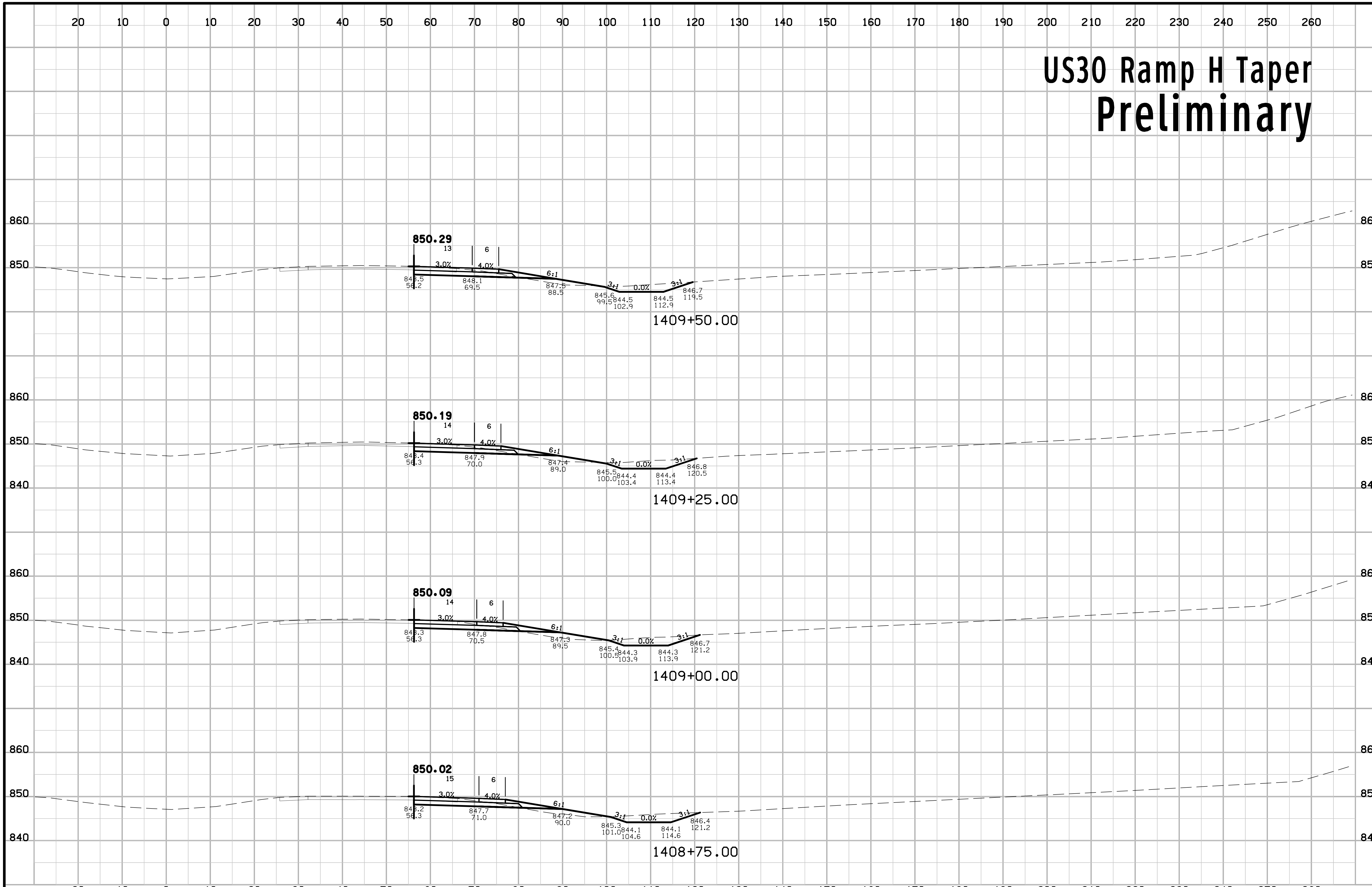
US30 Ramp H Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.52

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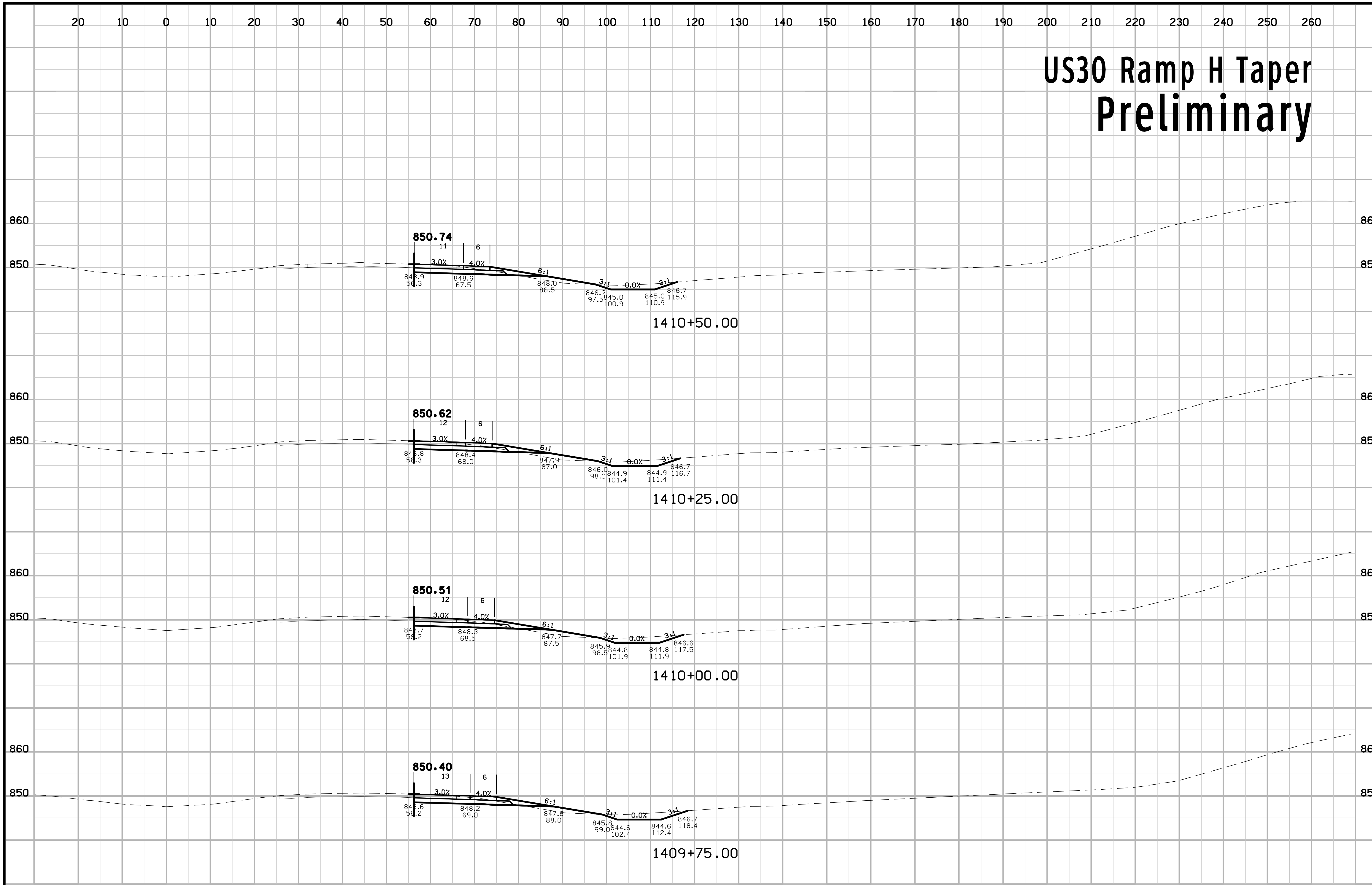
US30 Ramp H Taper
Preliminary



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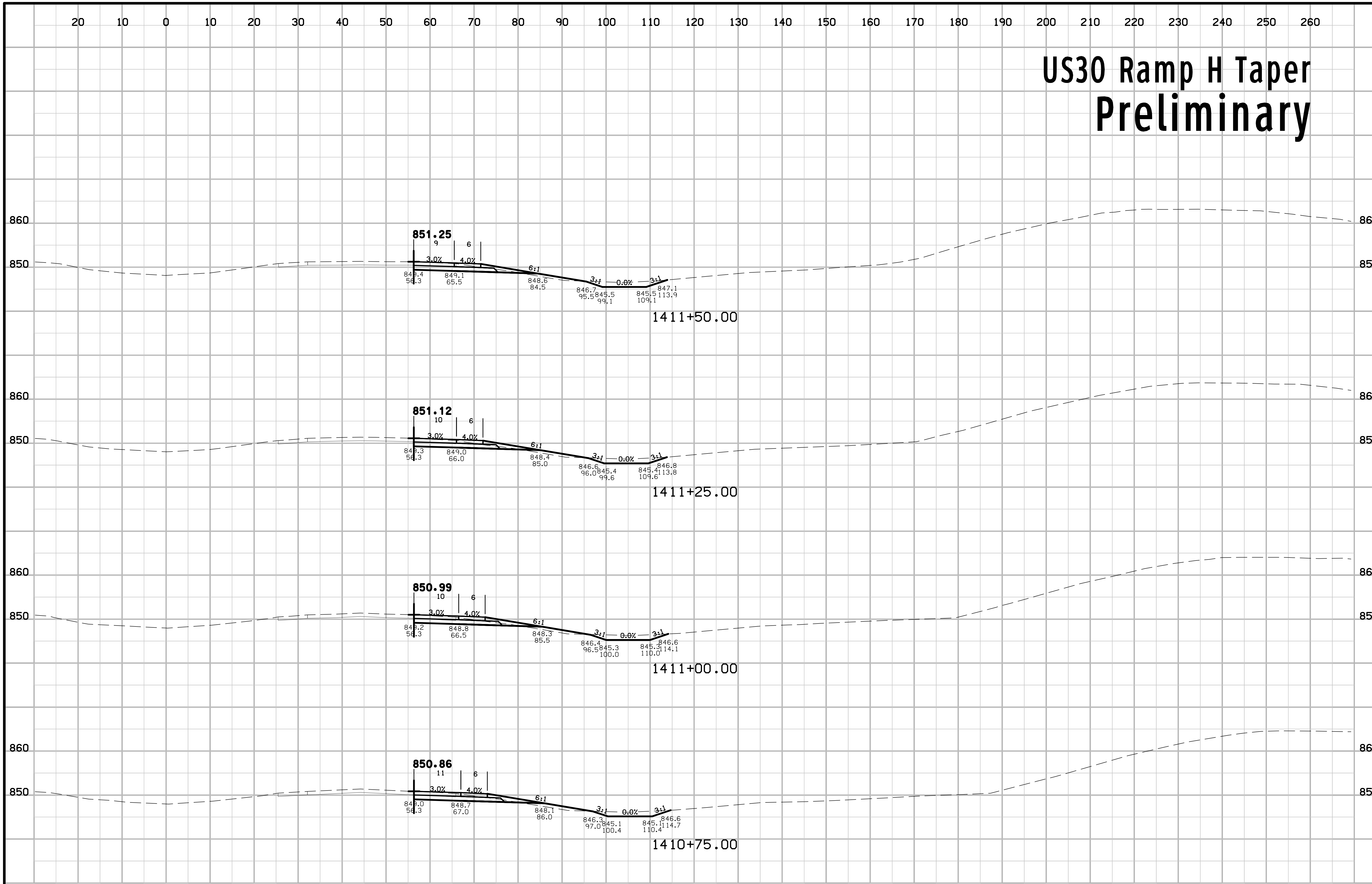

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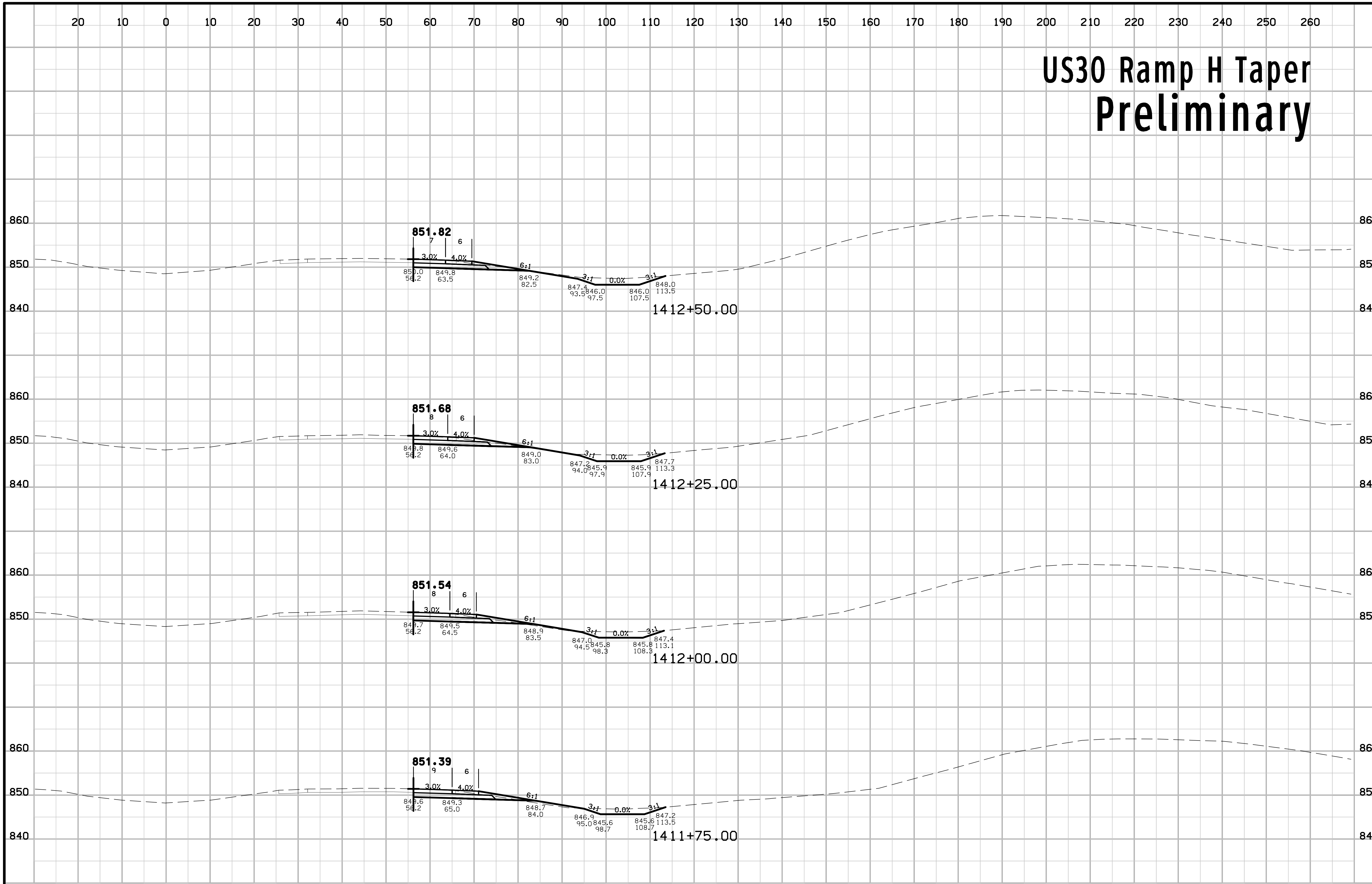

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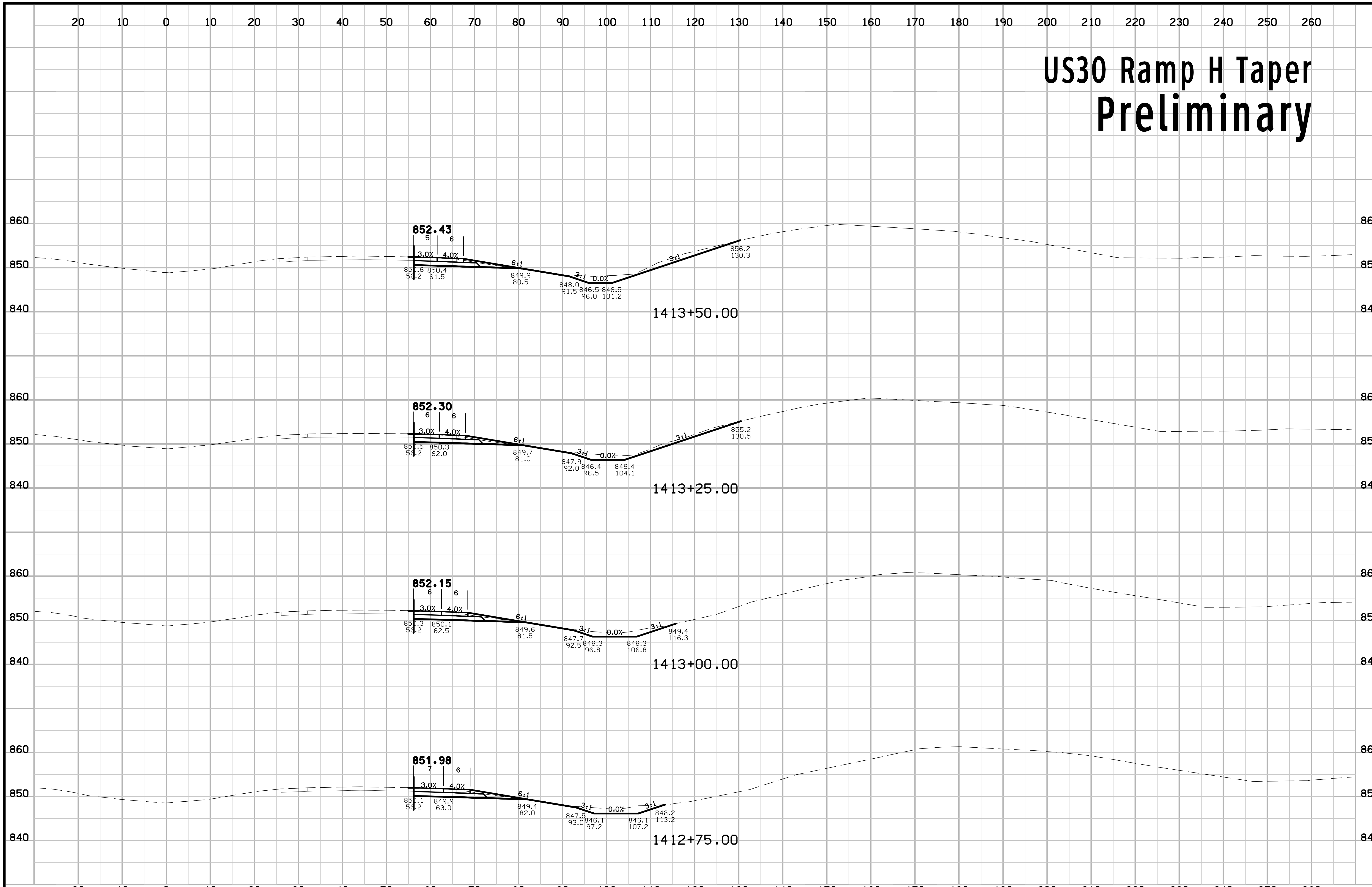
US30 Ramp H Taper
Preliminary



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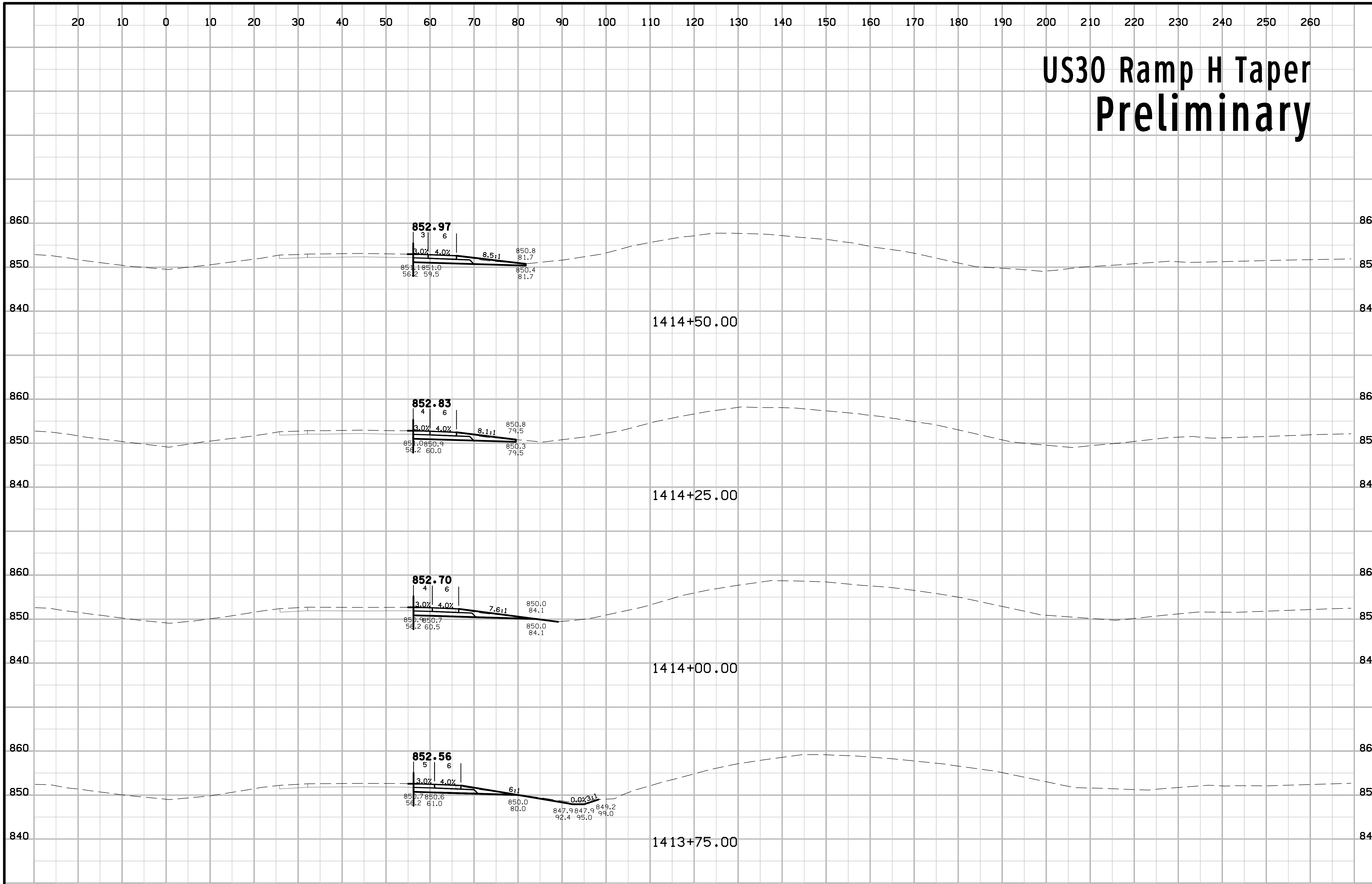

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.57

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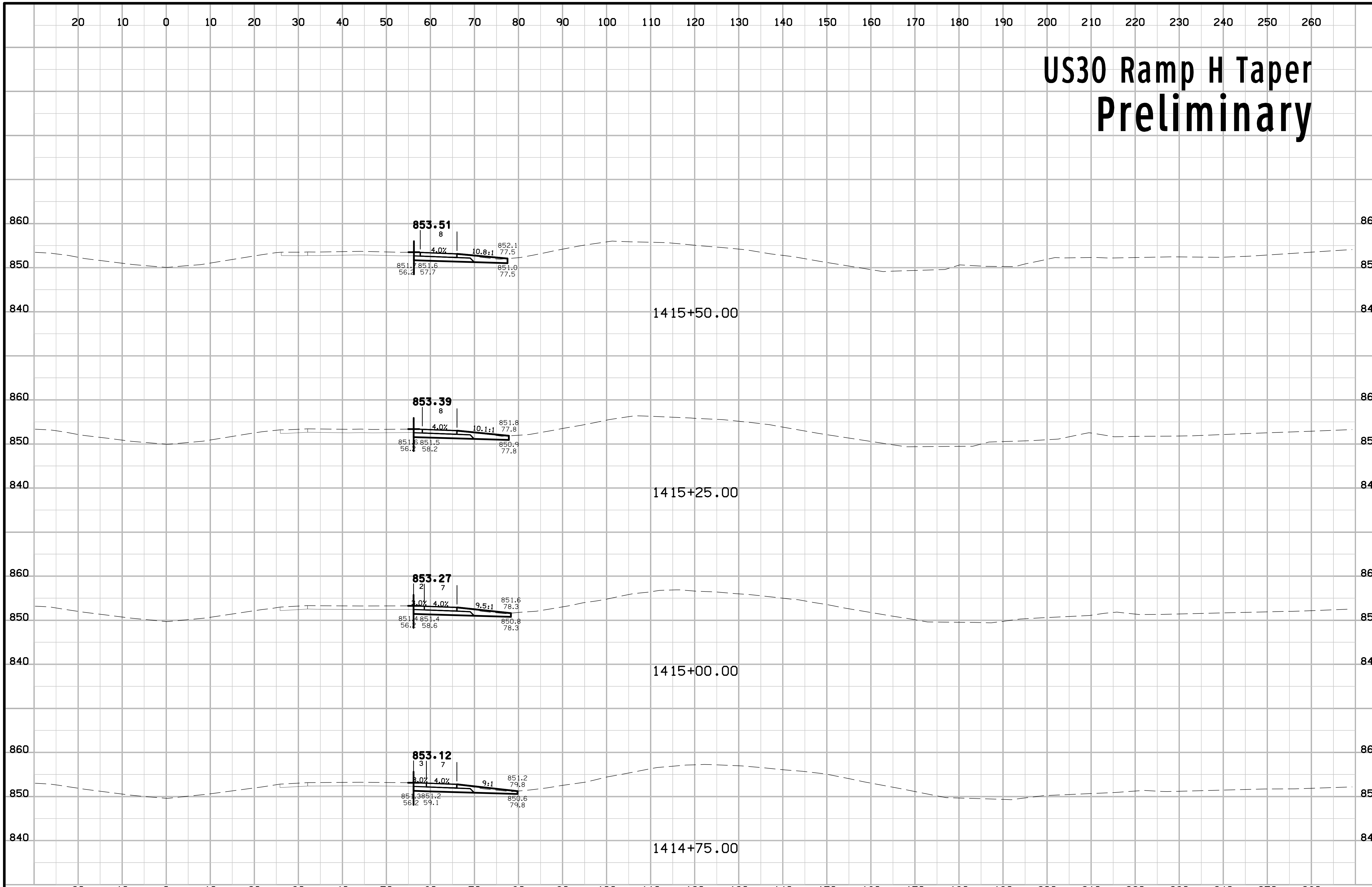
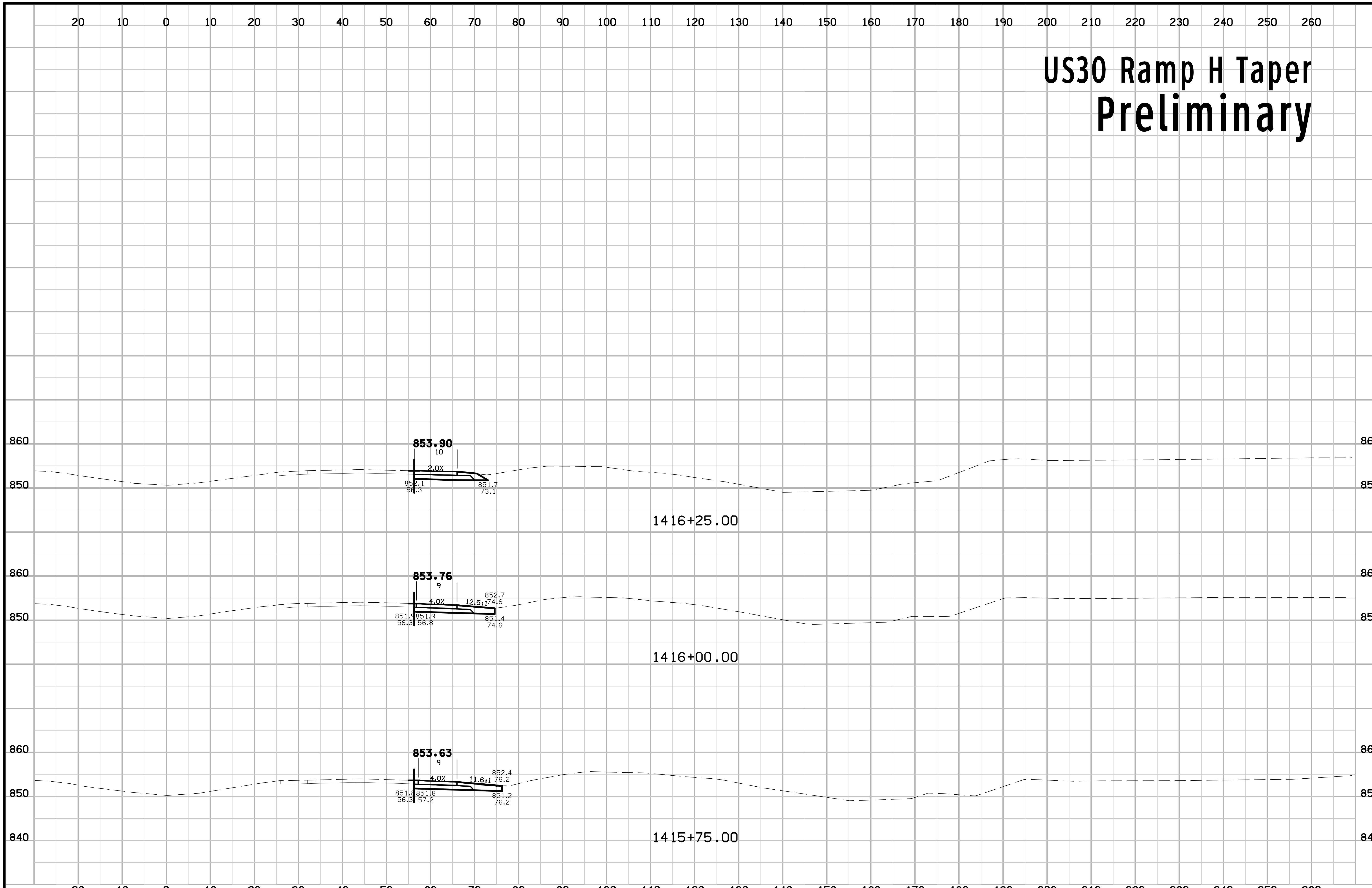
US30 Ramp H Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.58

US30 Ramp H Taper
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.59

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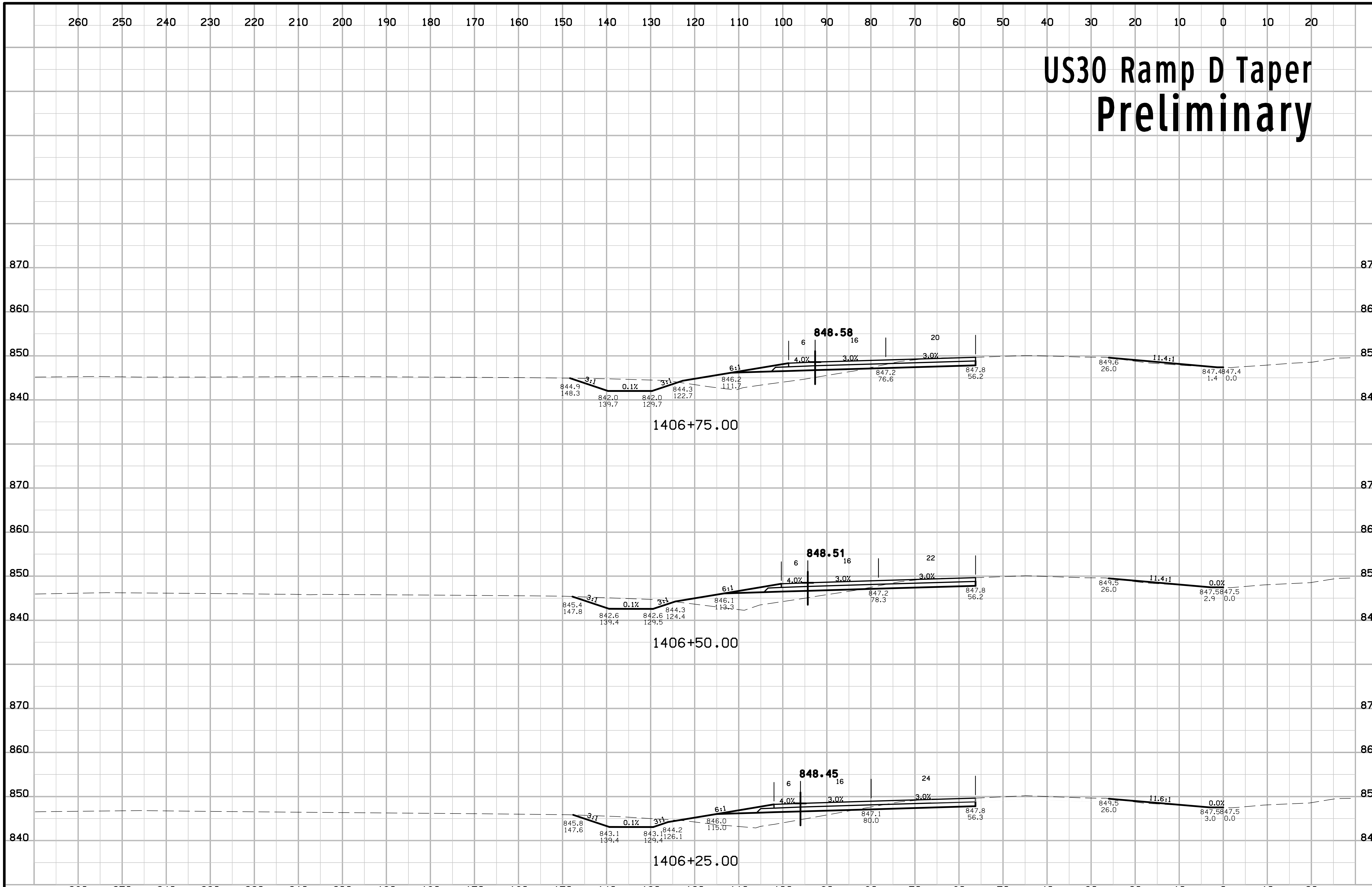
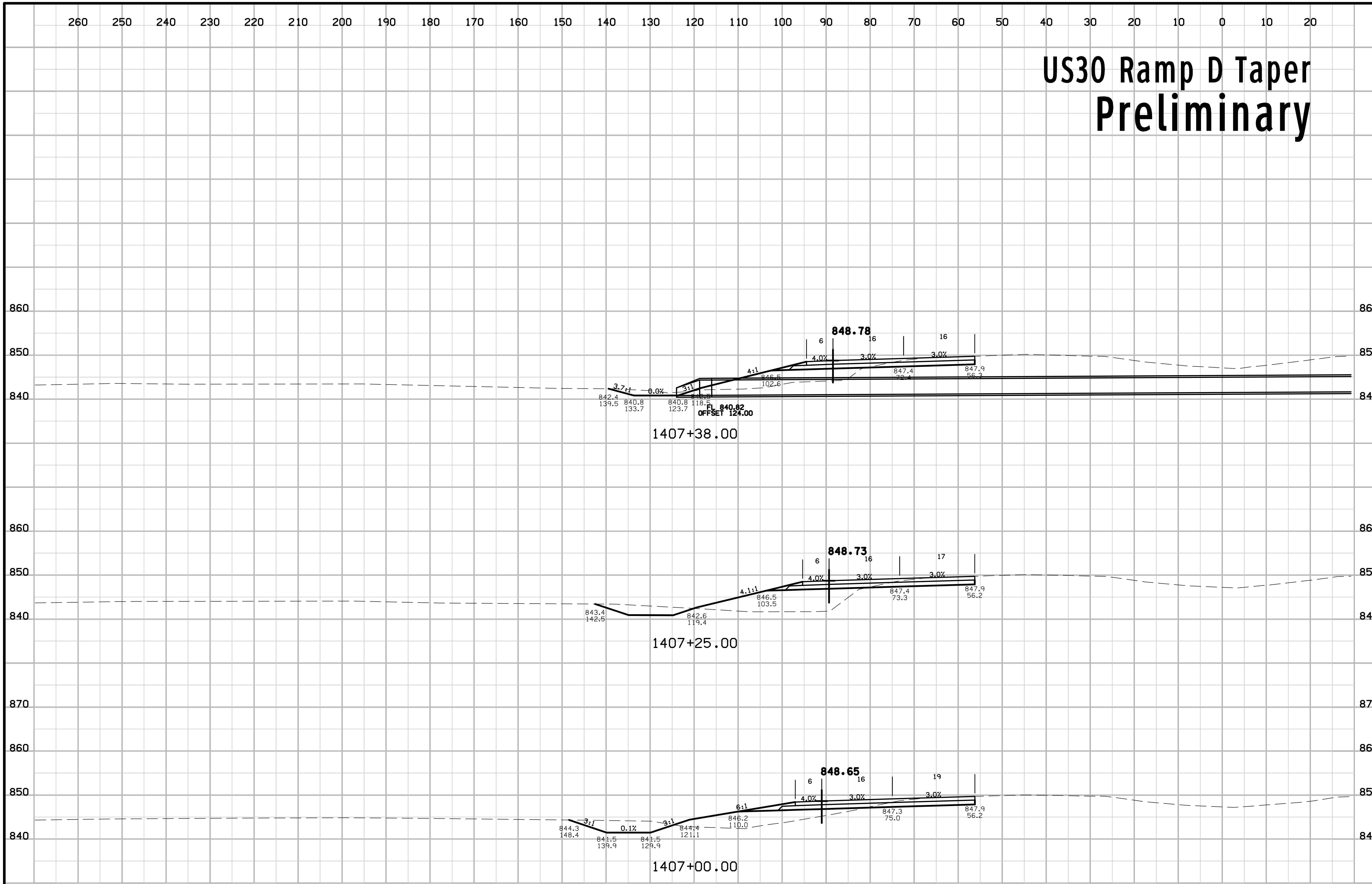
US30 Ramp D Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.60

US30 Ramp D Taper
Preliminary



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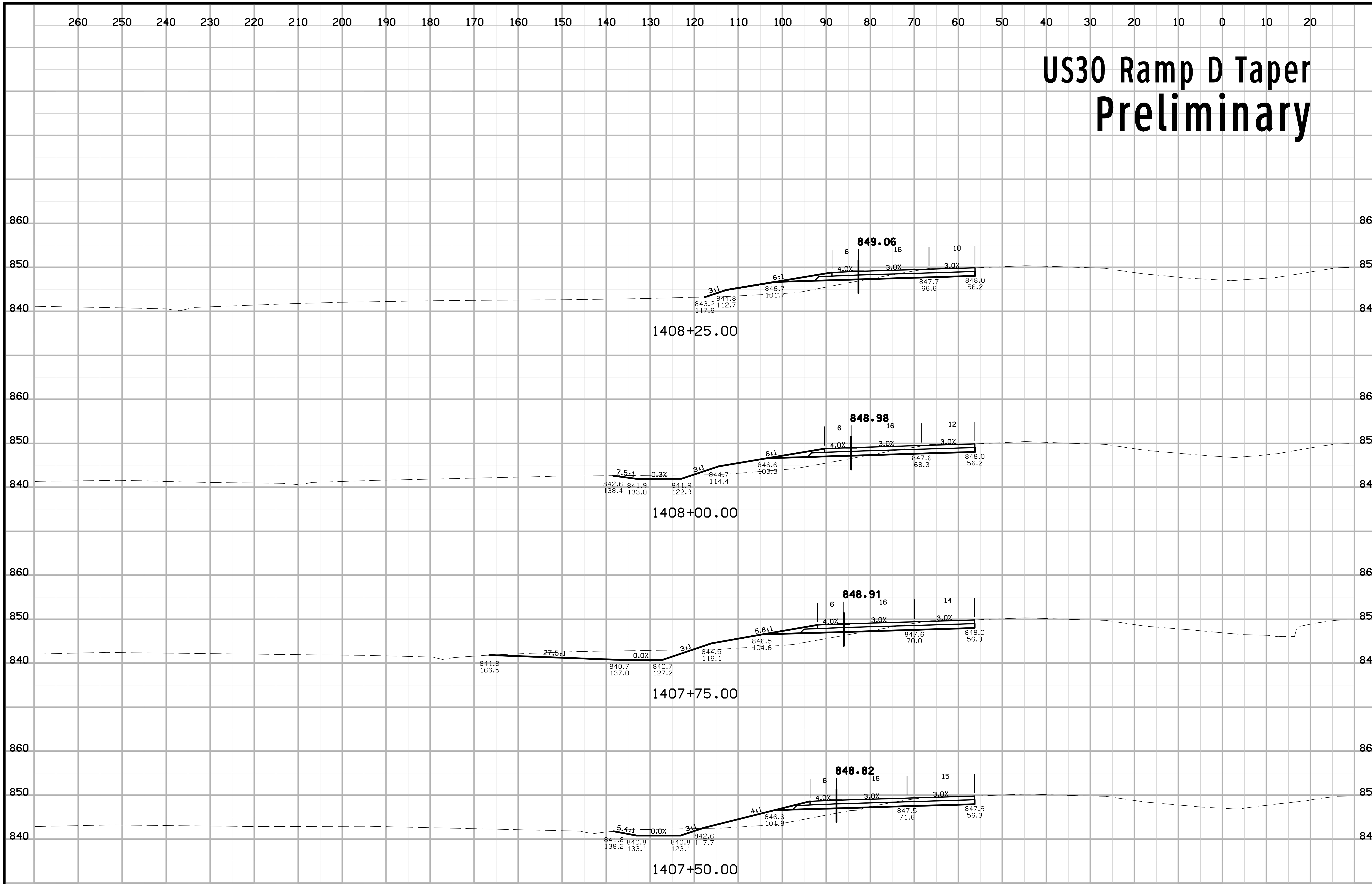
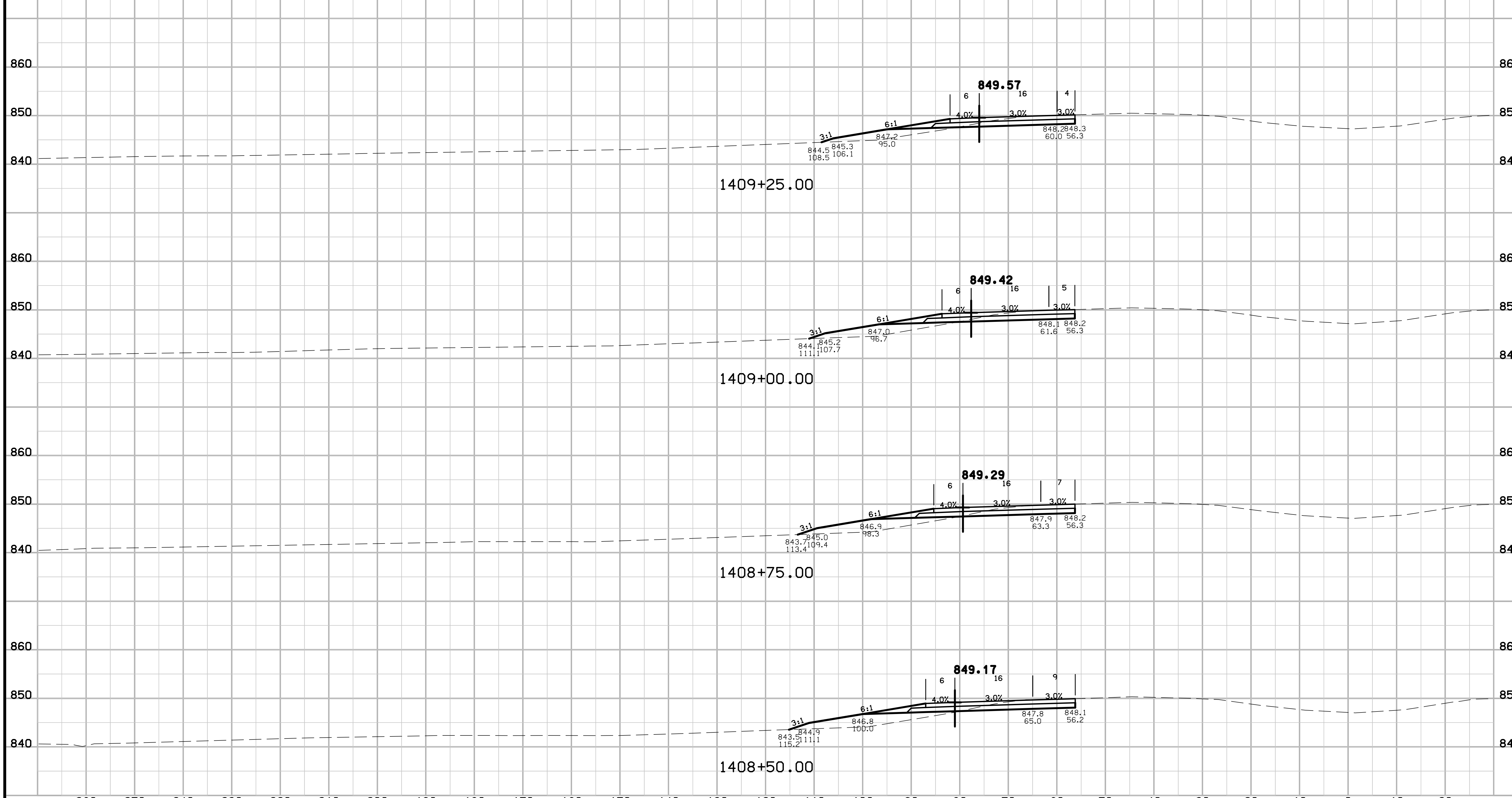
US30 Ramp D Taper
Preliminary



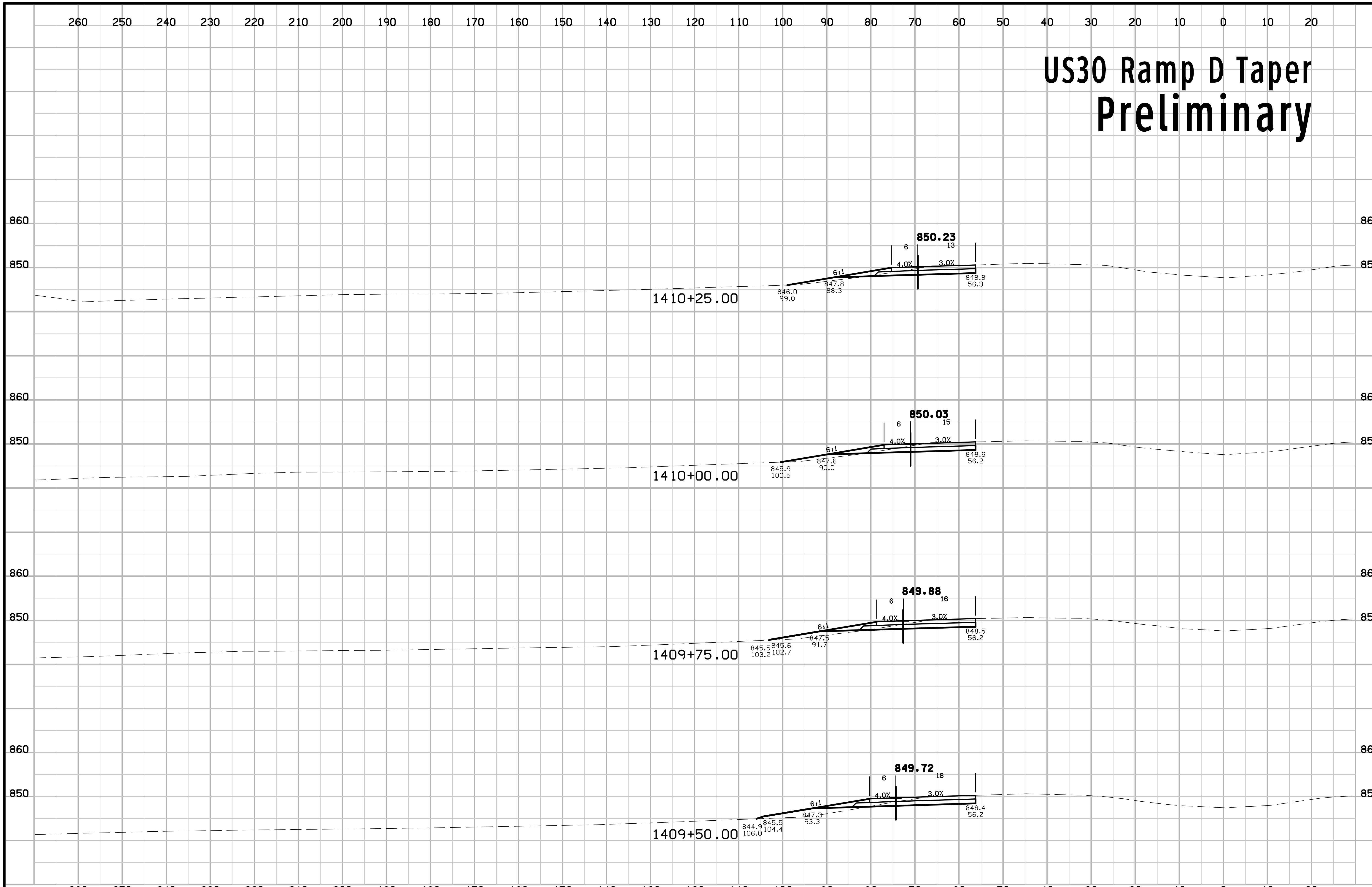
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.62

US30 Ramp D Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.63

US30 Ramp D Taper
Preliminary



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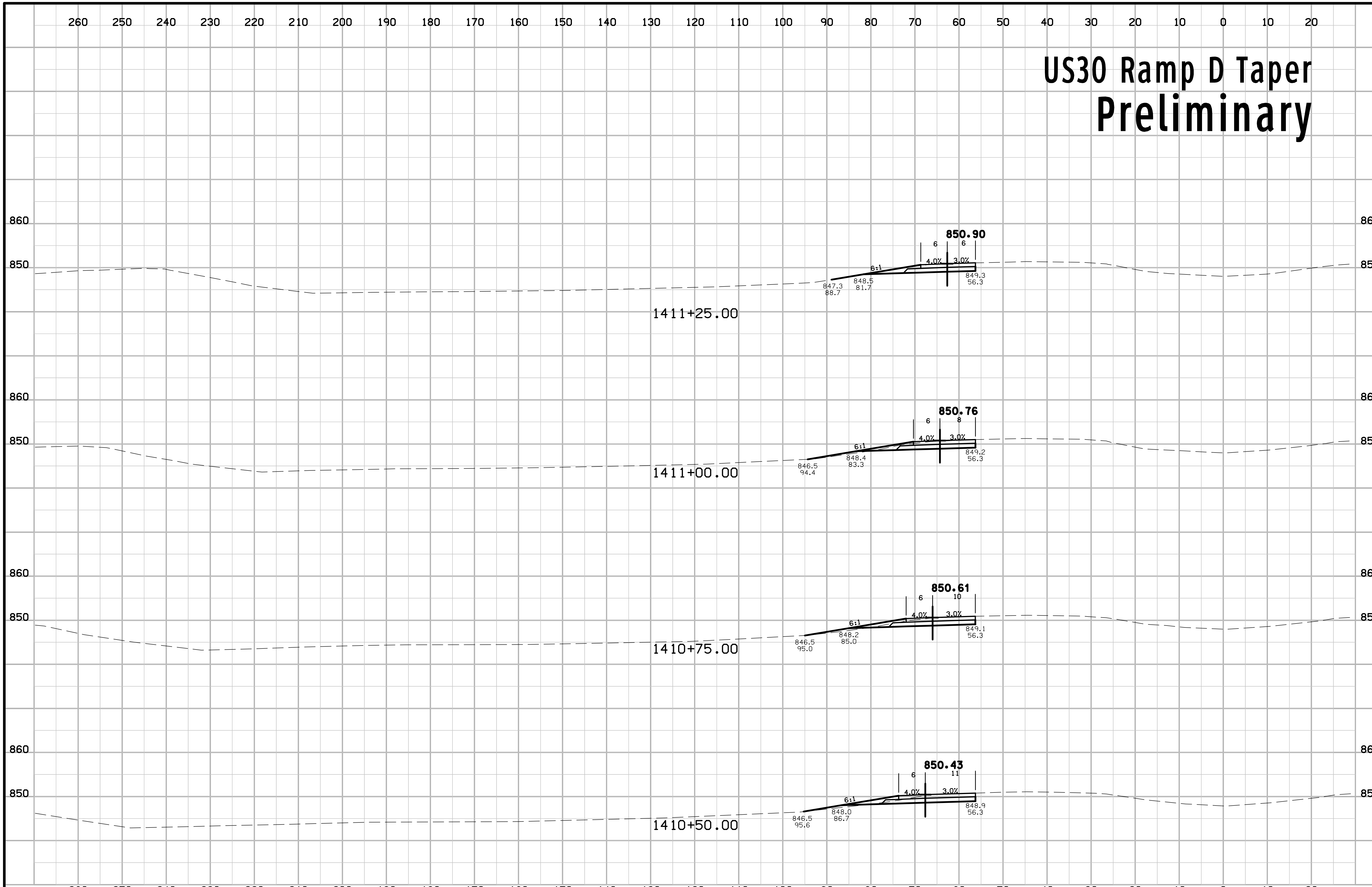
US30 Ramp D Taper
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.65

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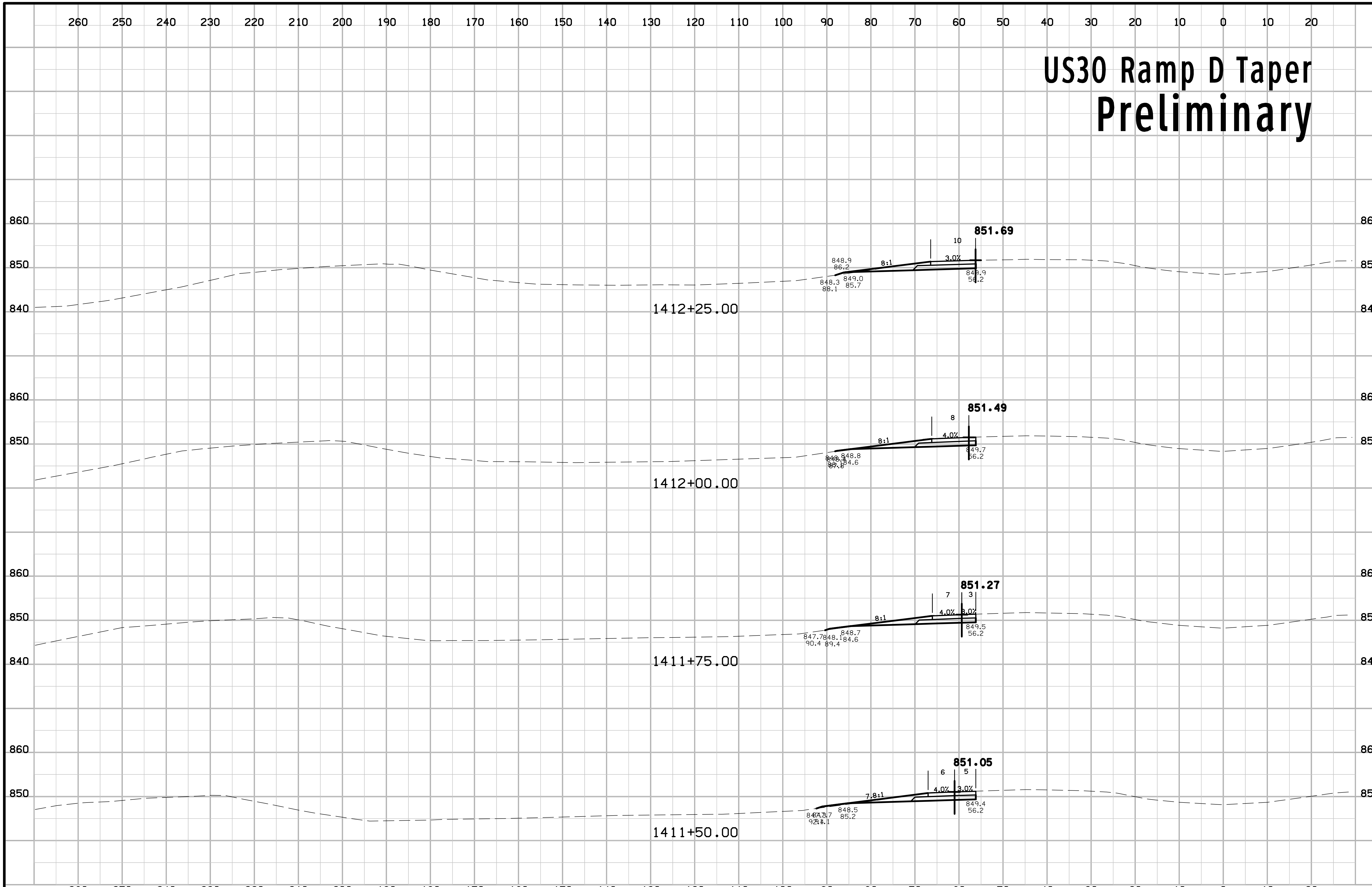
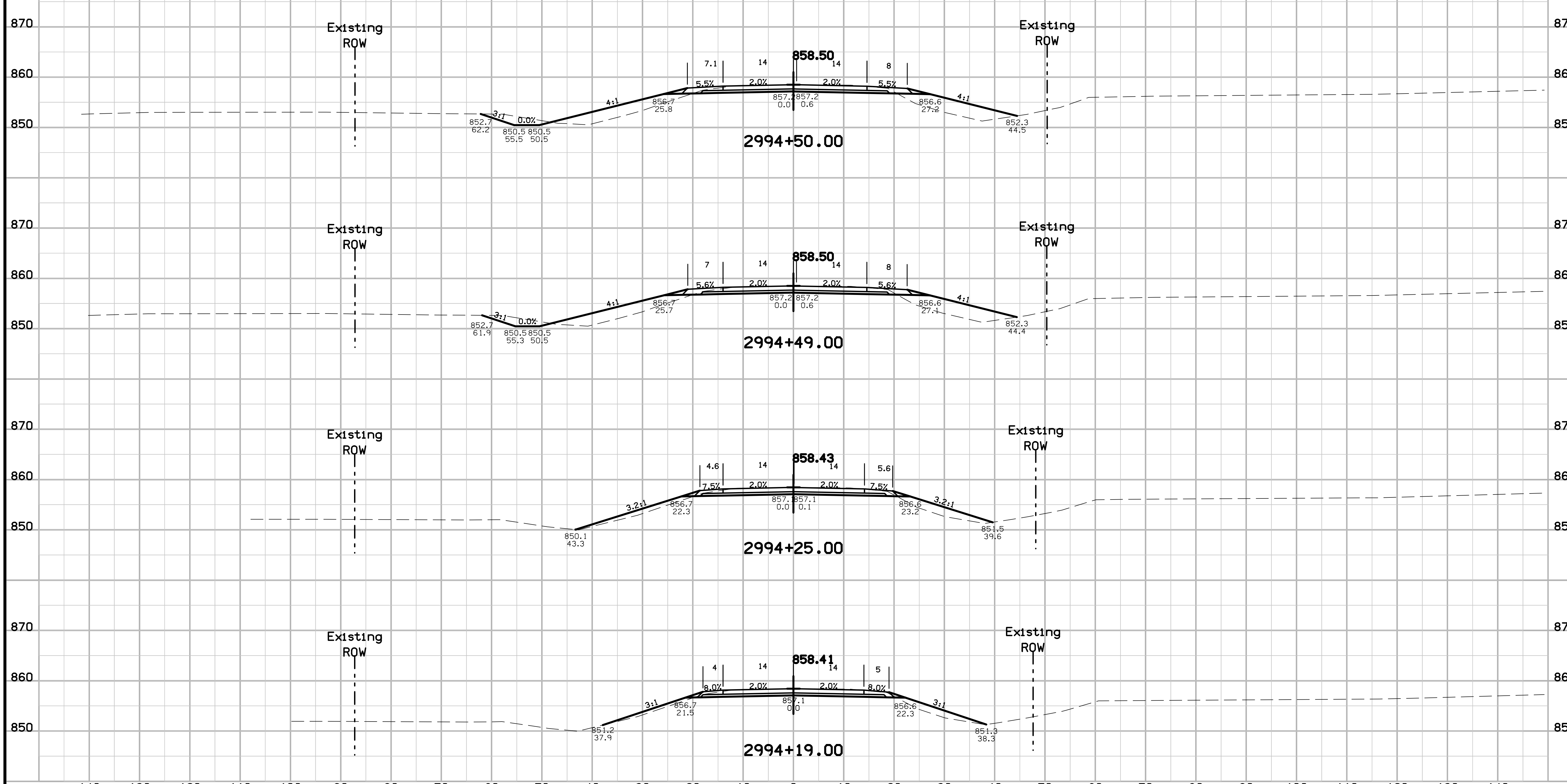
US30 Ramp D Taper
Preliminary



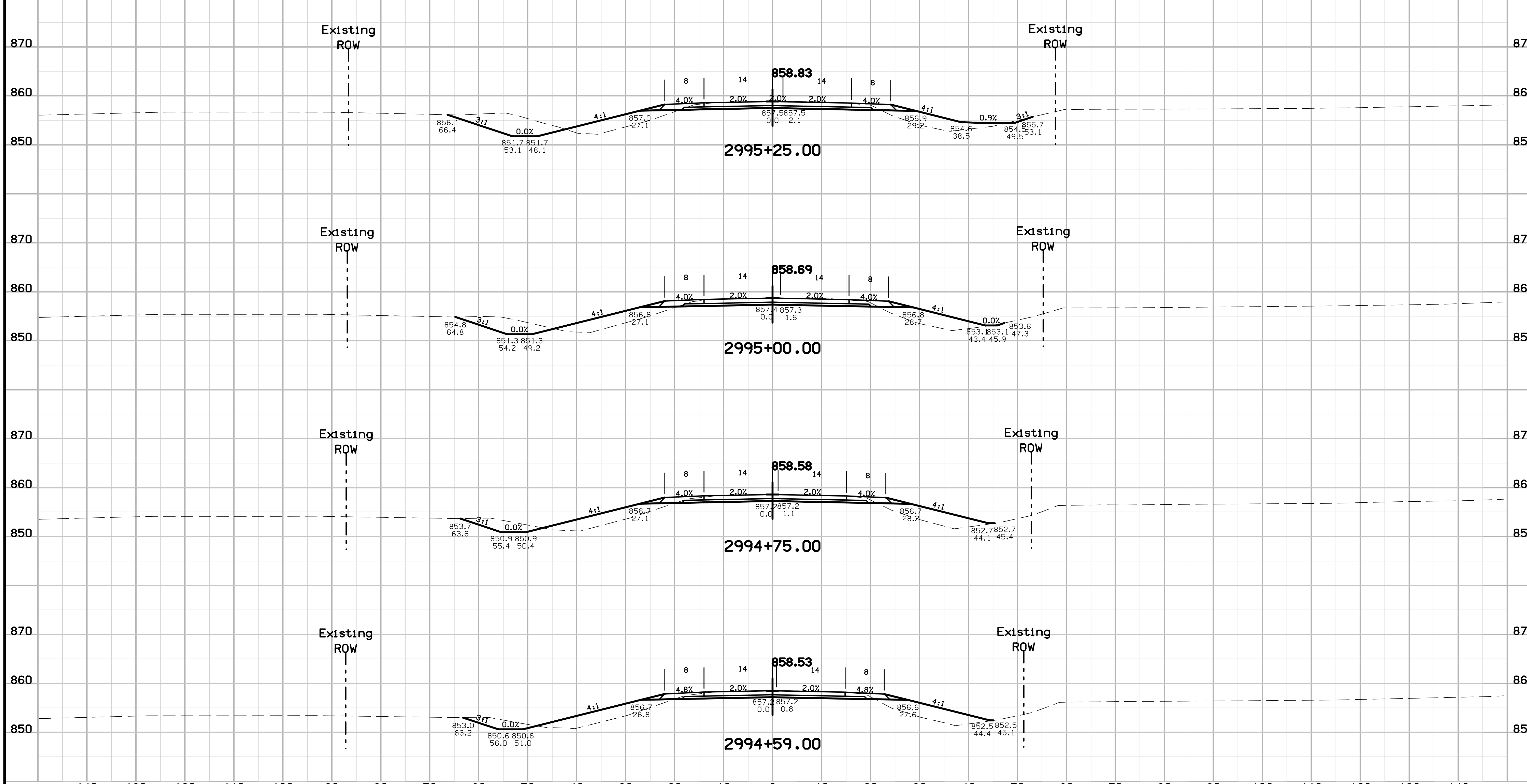
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.66

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.67

80th St. SW
Preliminary



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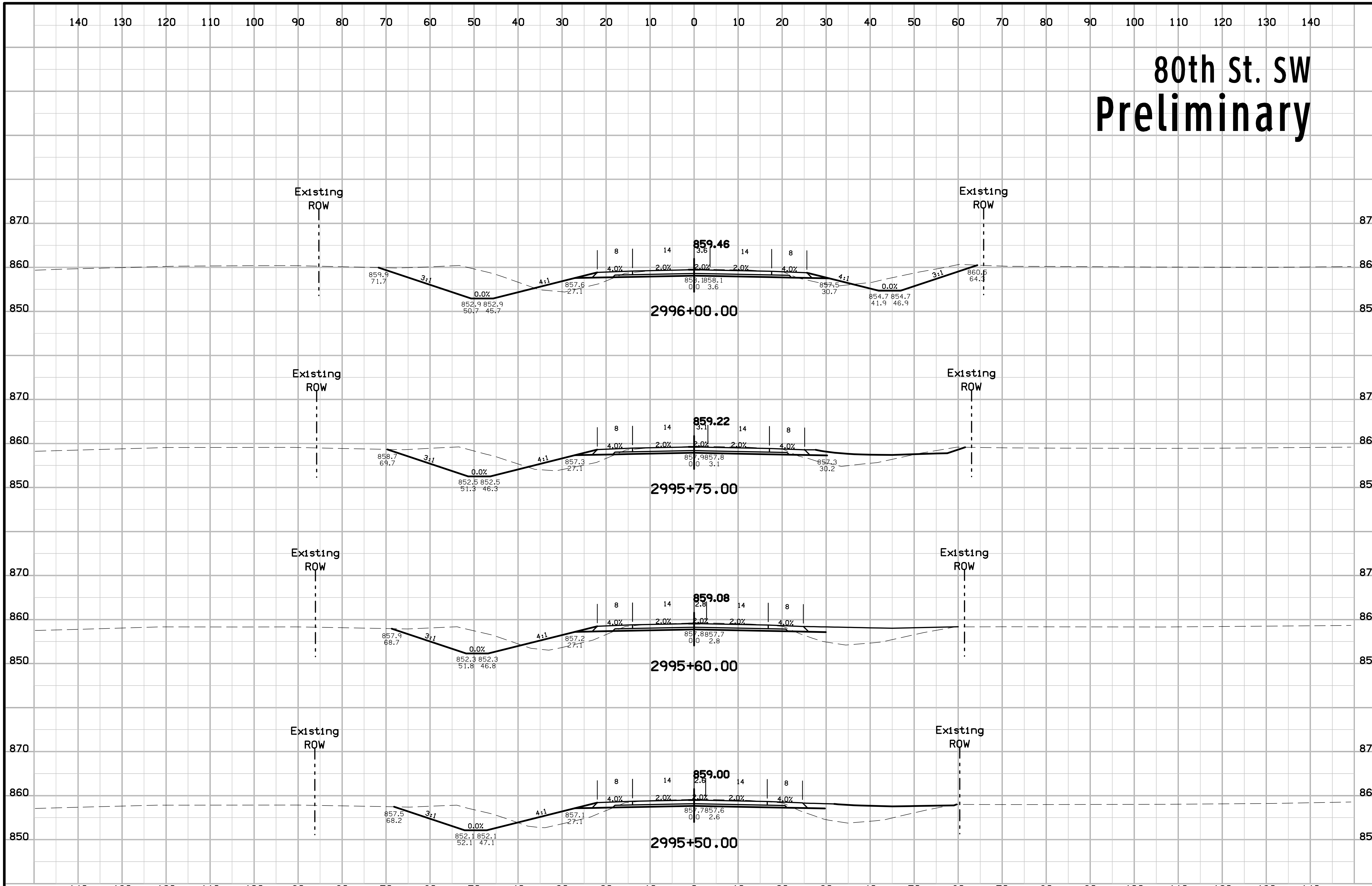
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.69

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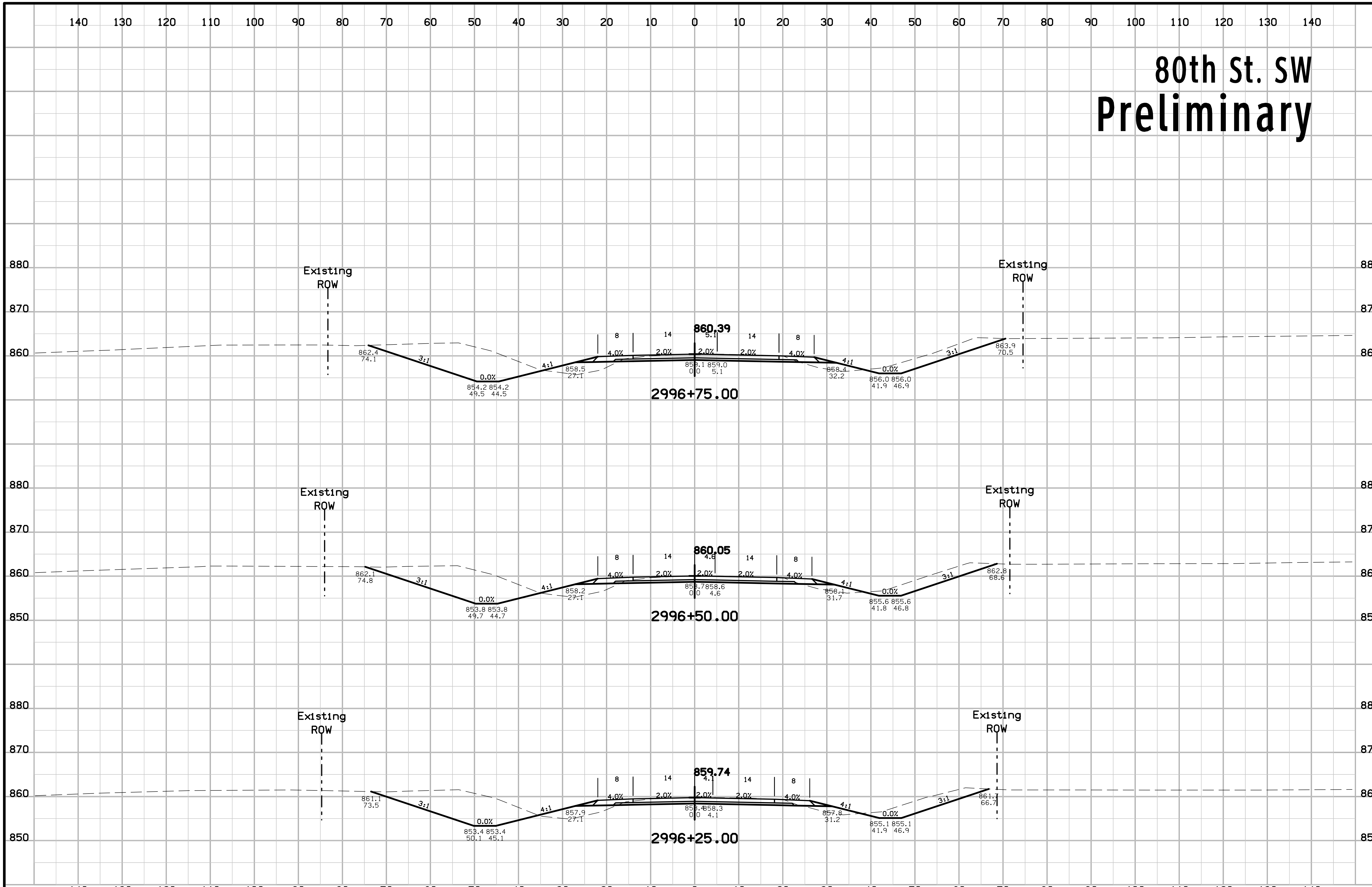
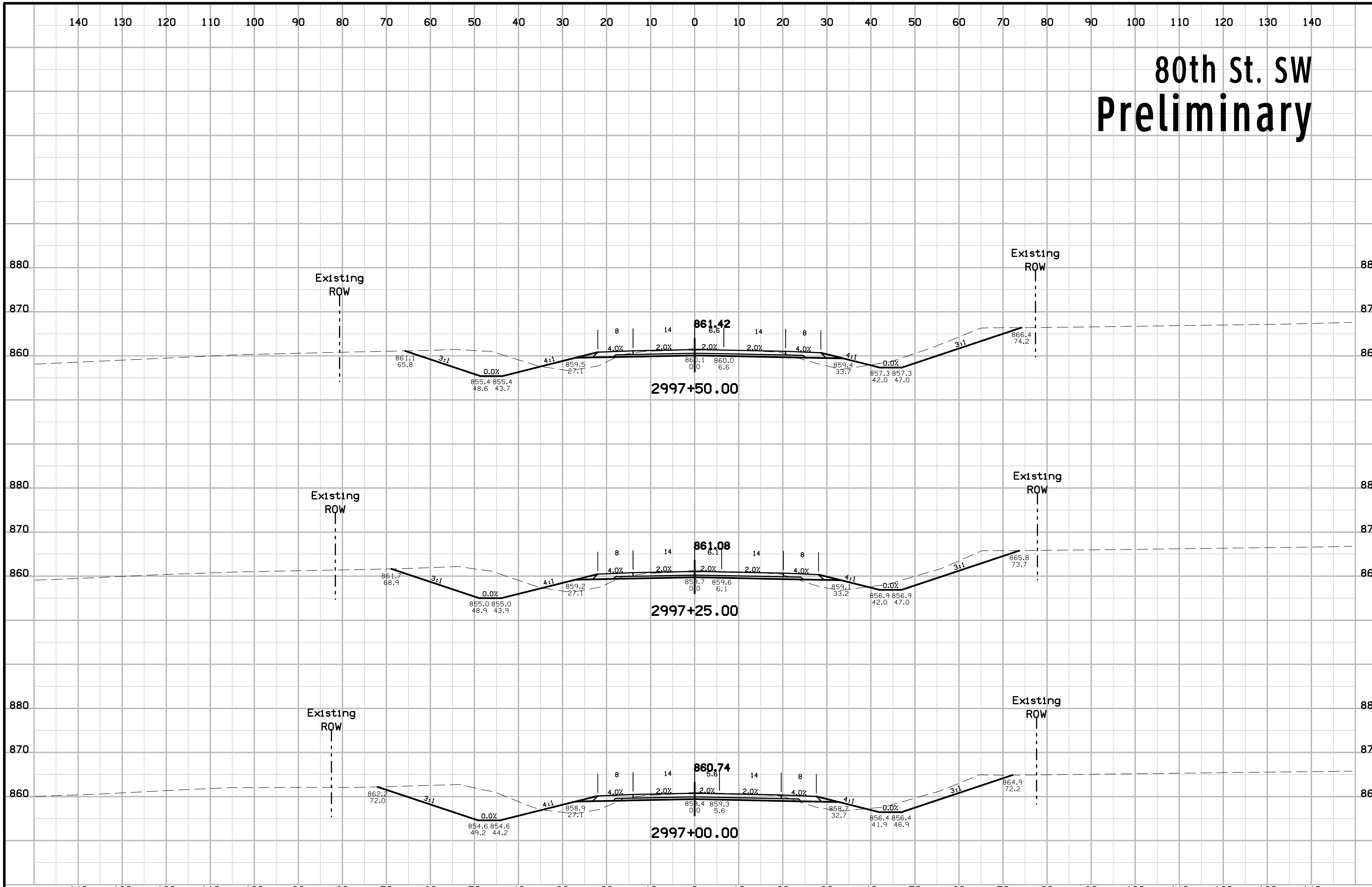
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.70

80th St. SW
Preliminary



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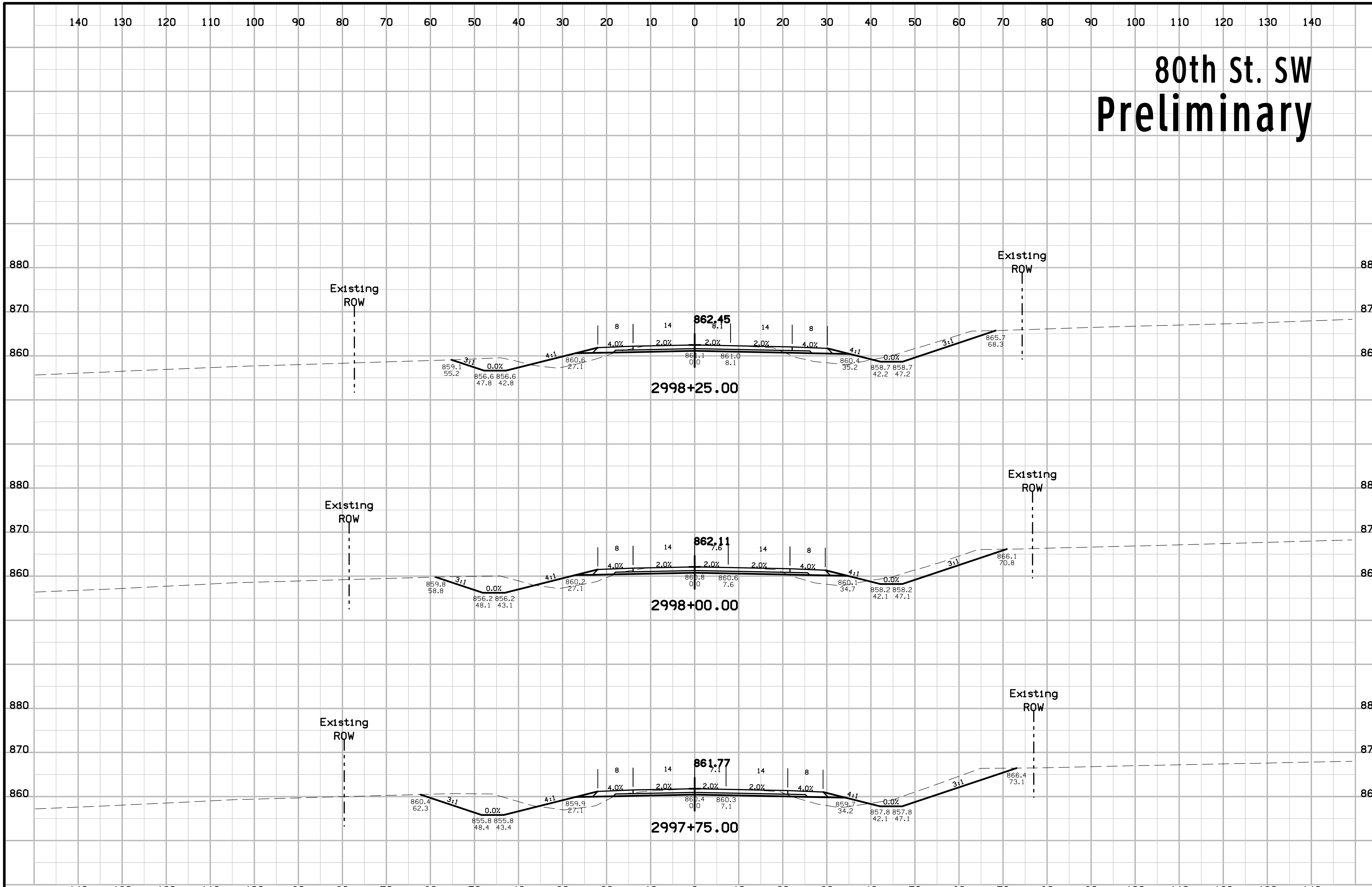
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL	LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.72

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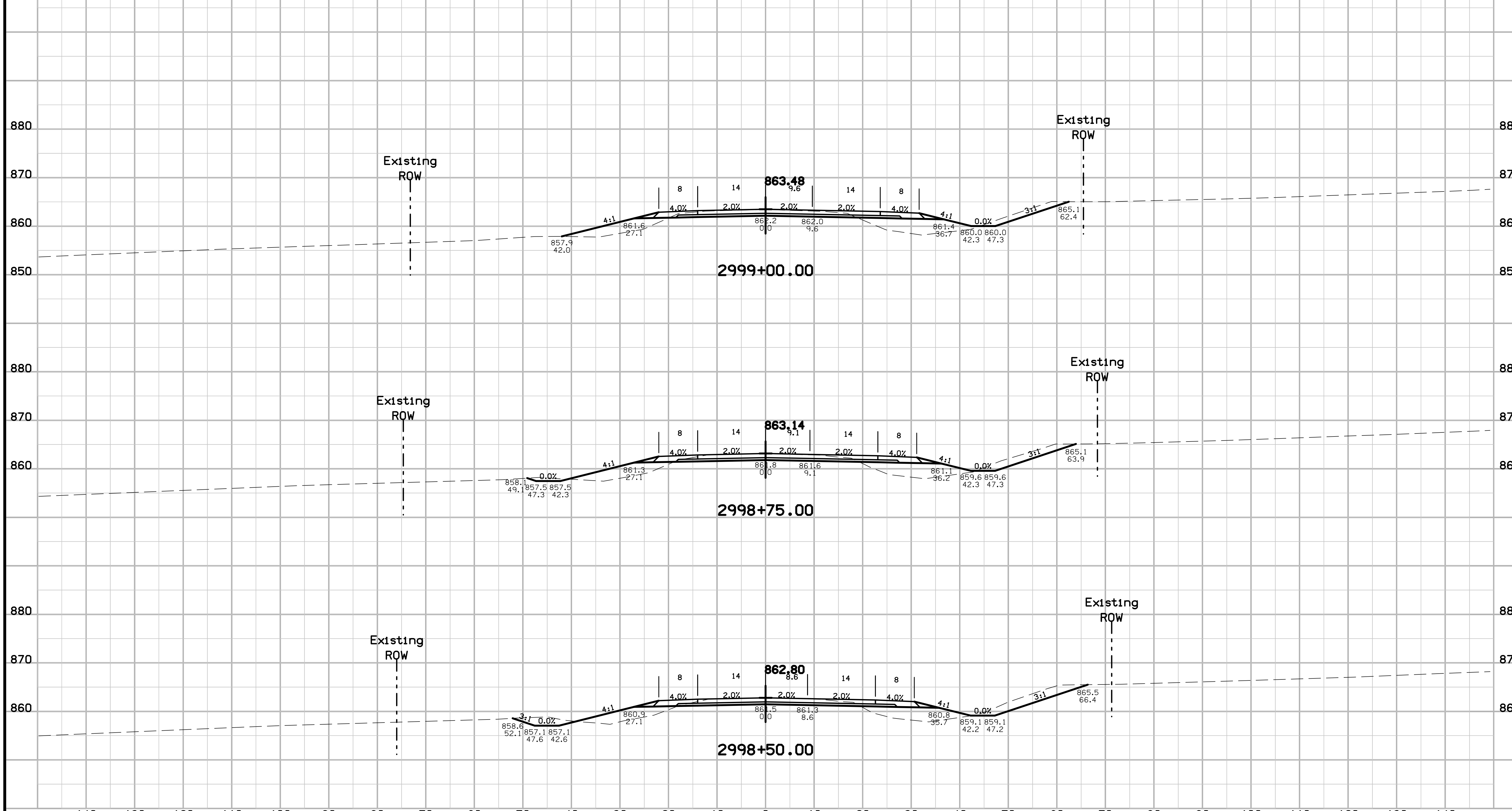
80th St. SW
Preliminary



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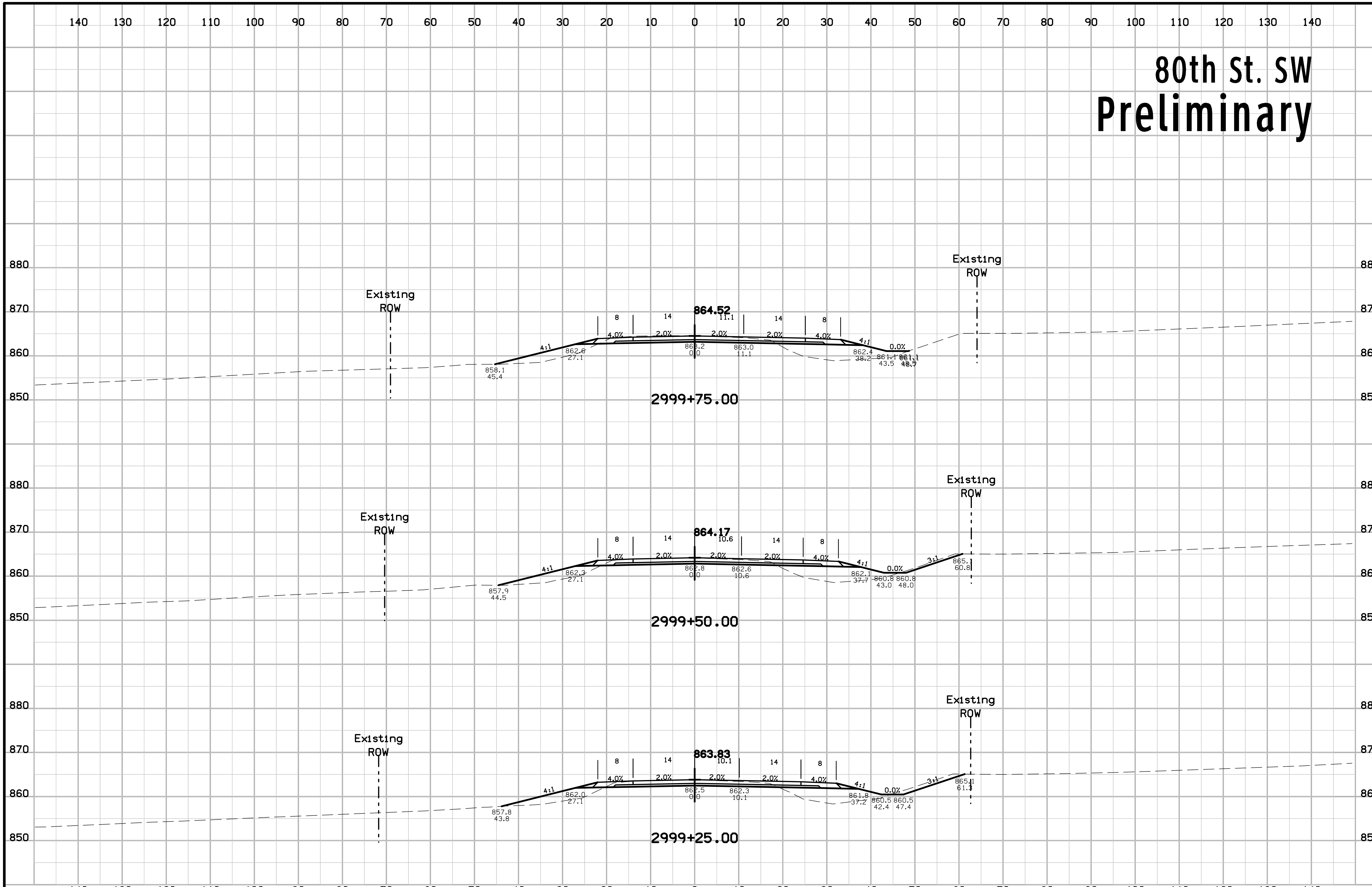
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.74

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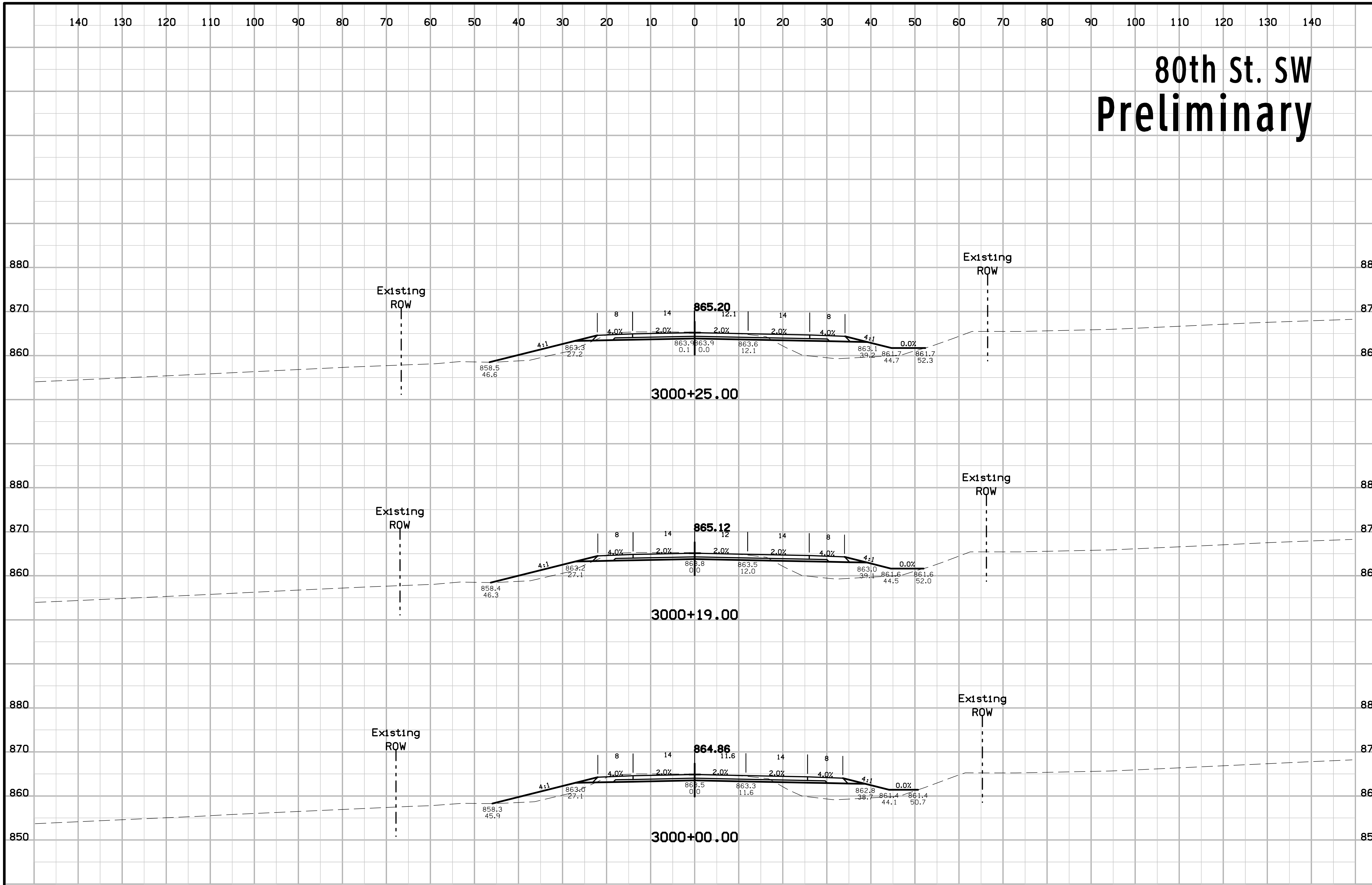
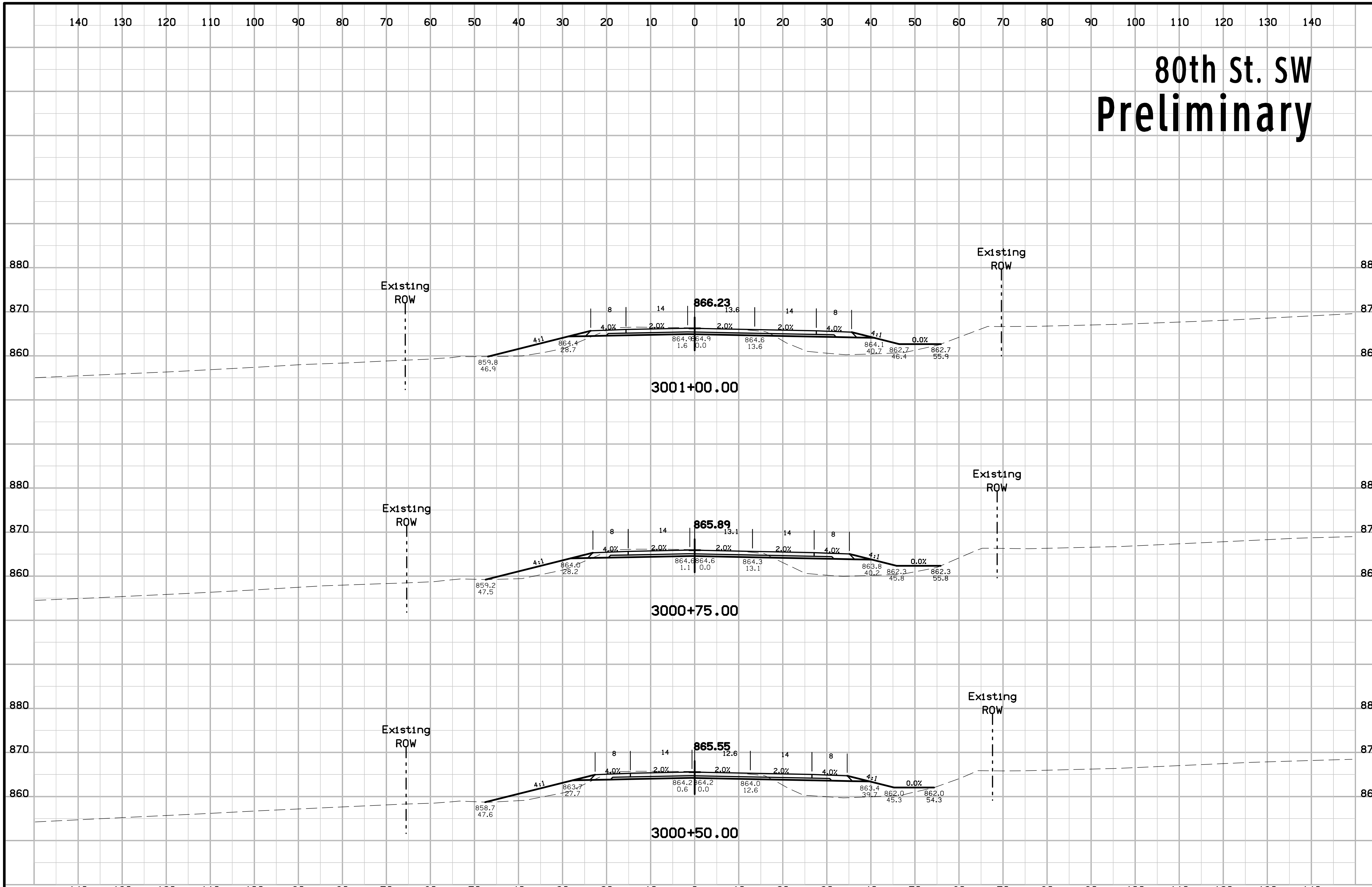
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.75

80th St. SW
Preliminary



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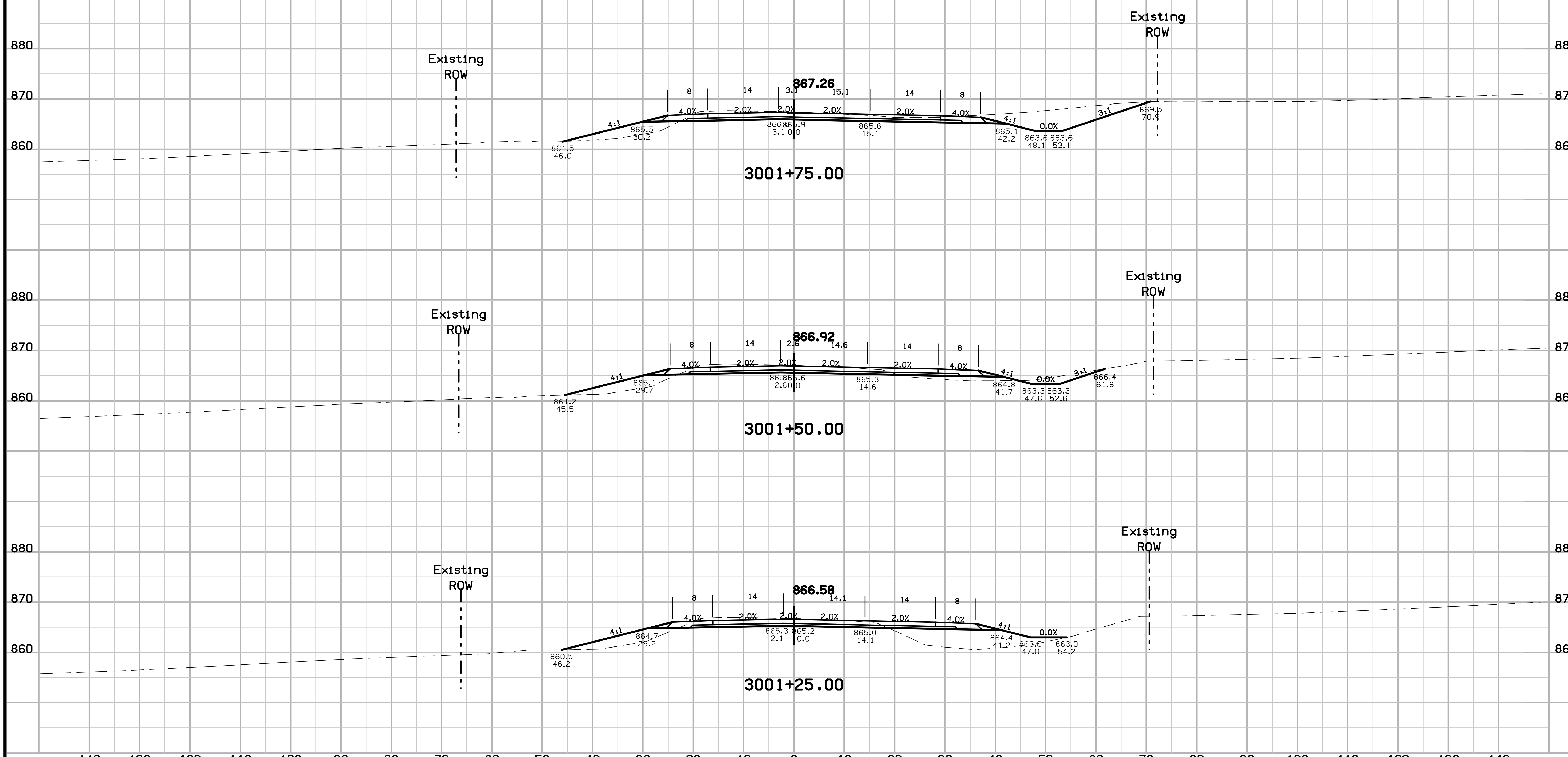
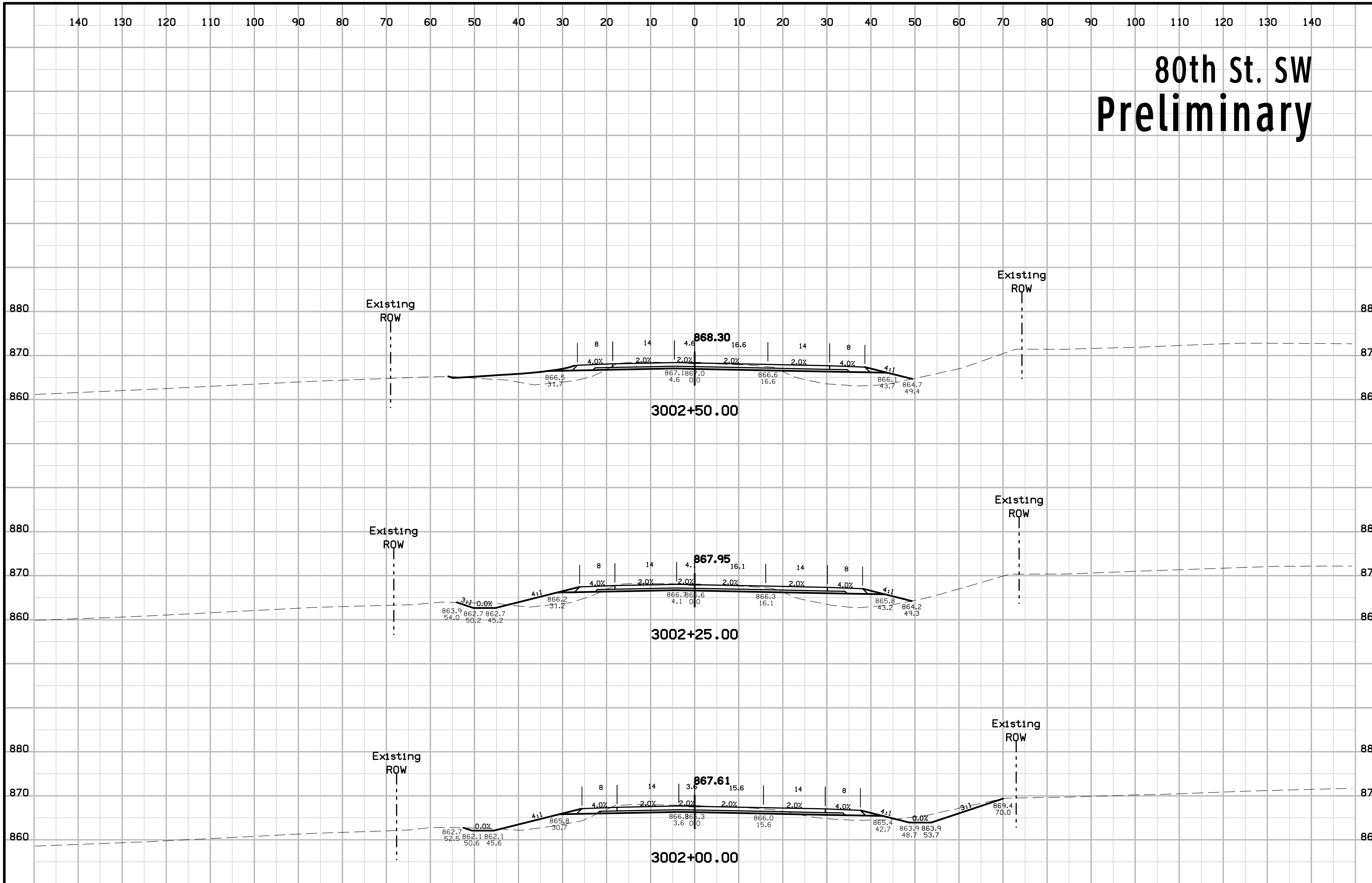
80th St. SW
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.78	

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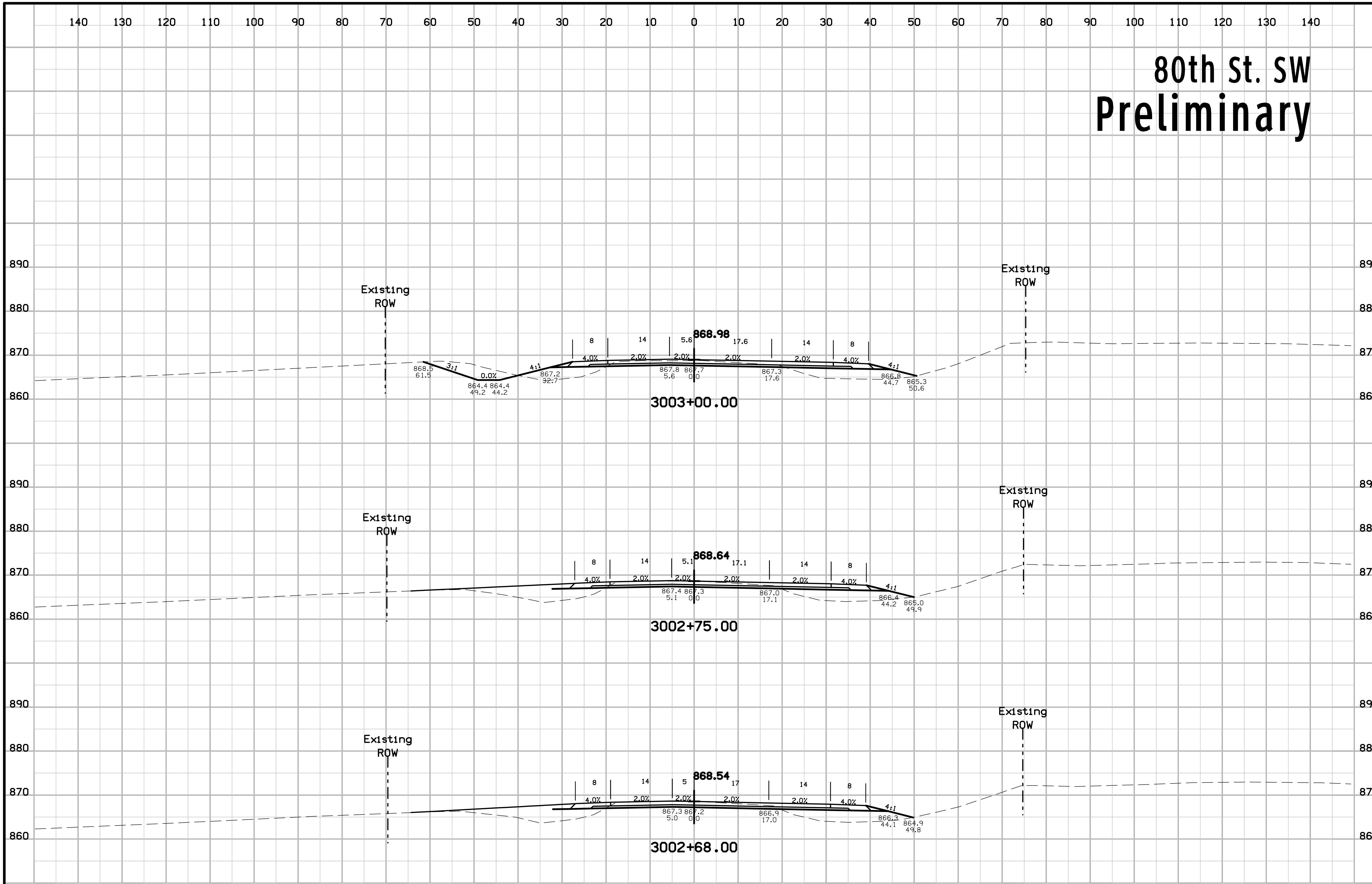

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.79

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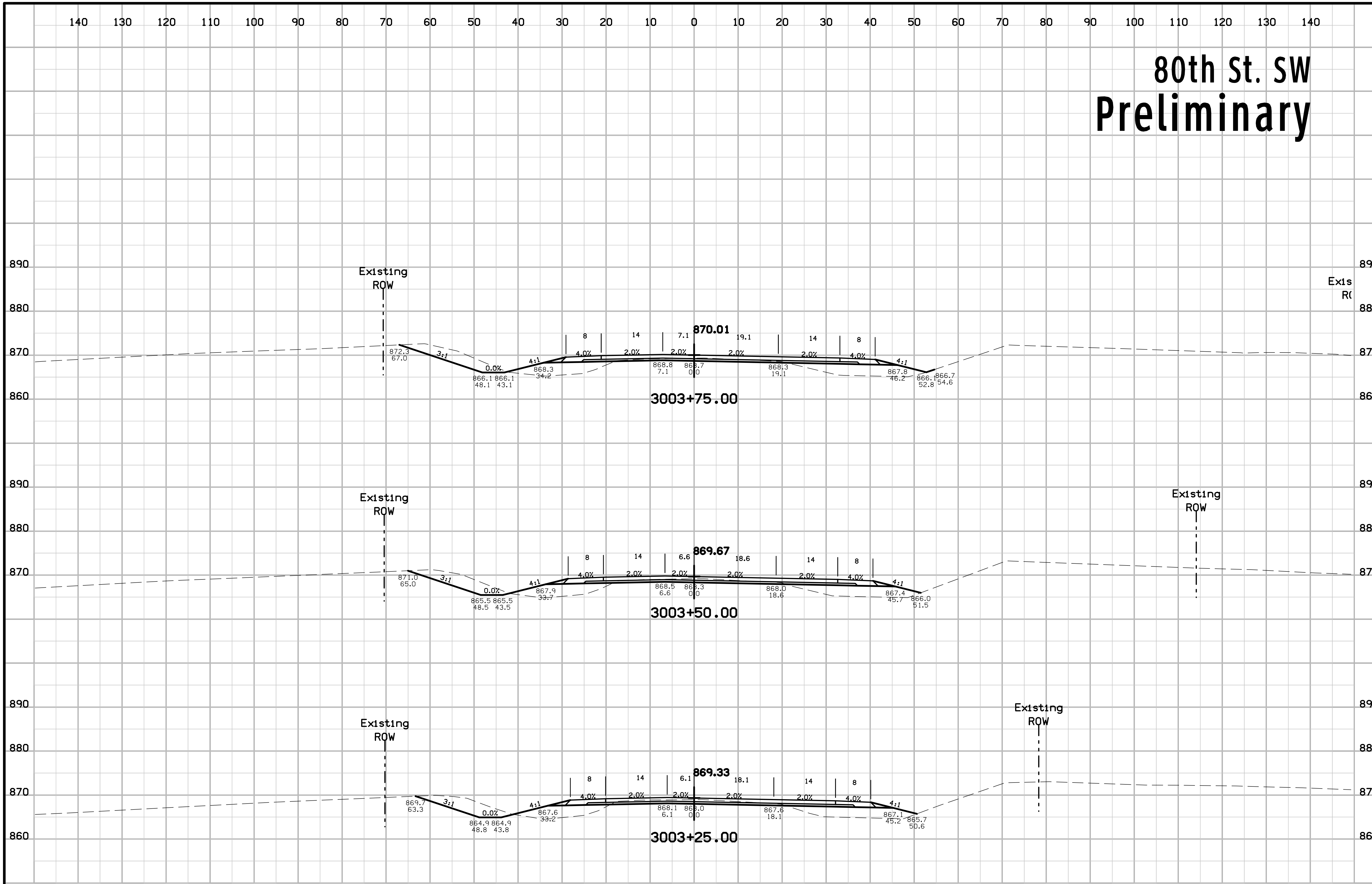
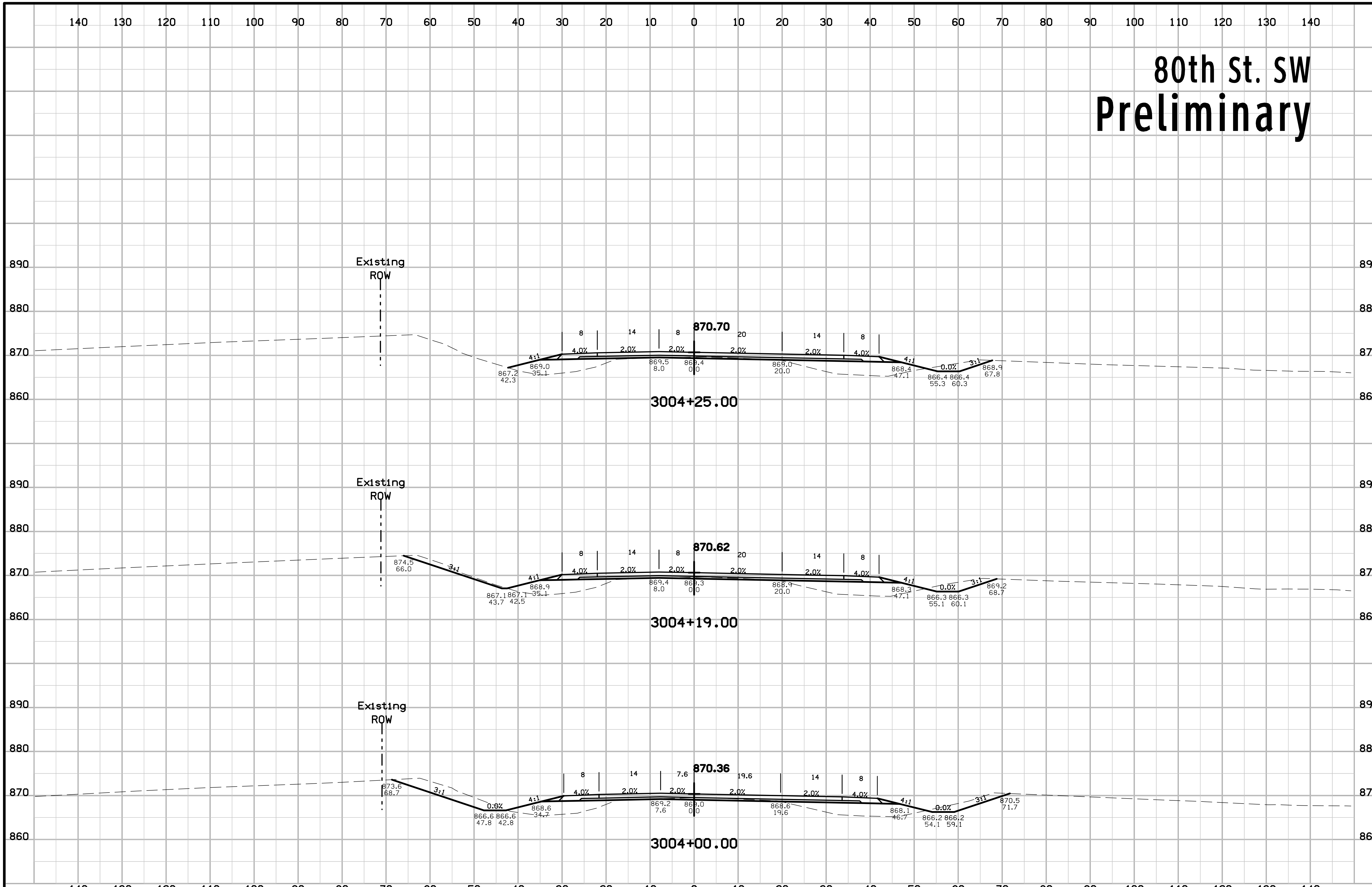
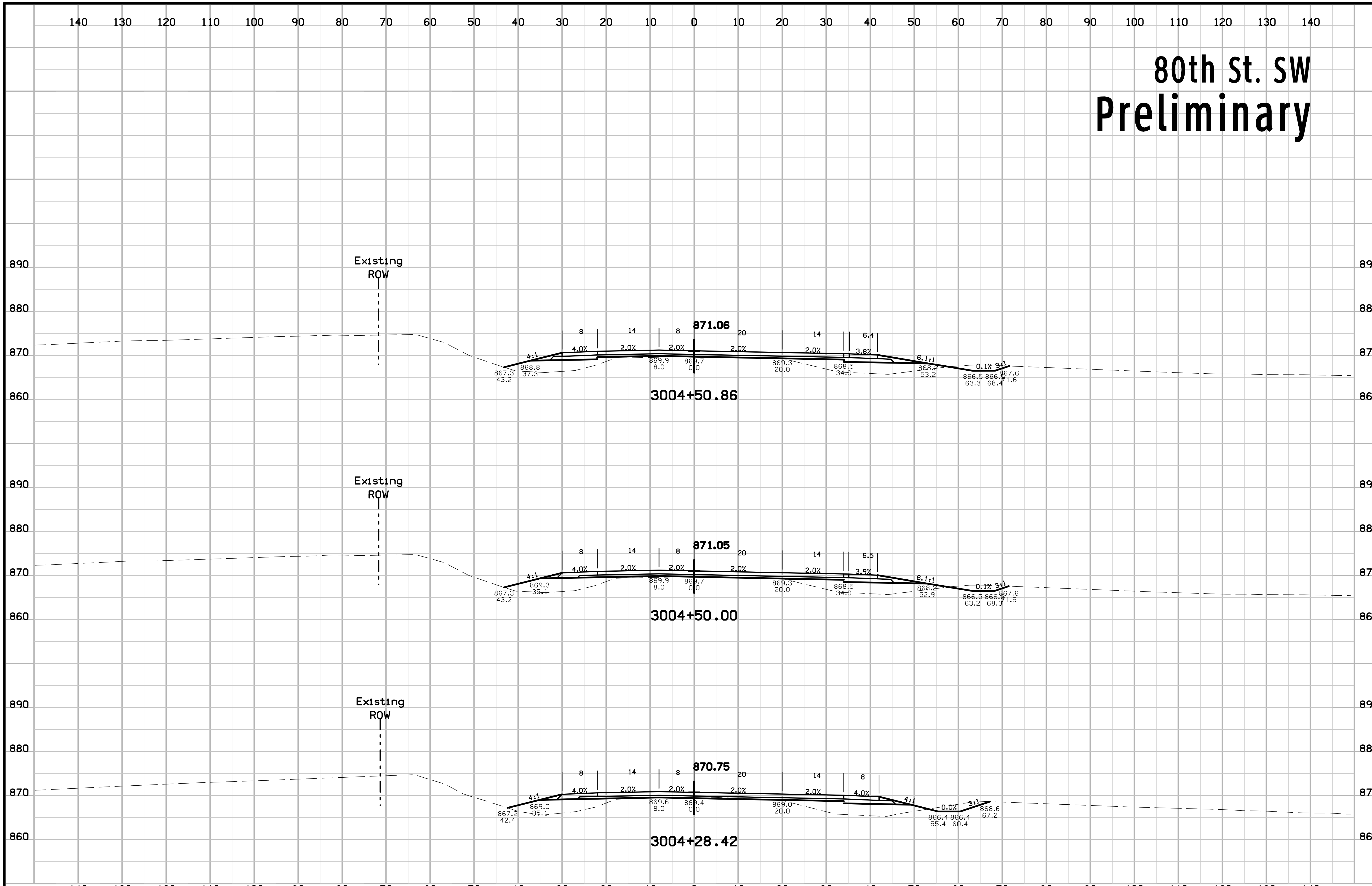
80th St. SW
Preliminary



80th St. SW
Preliminary

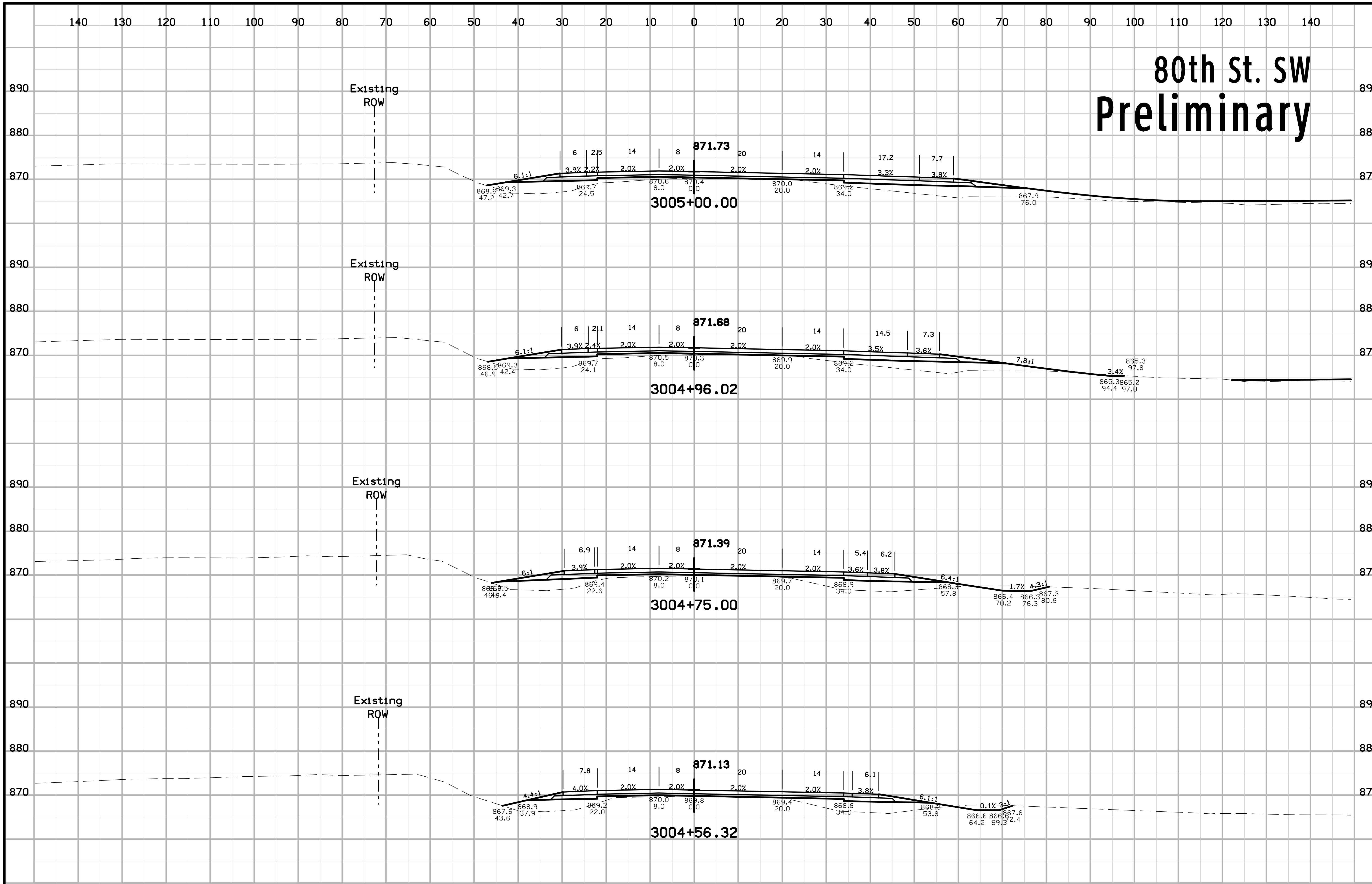


80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.82

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.83

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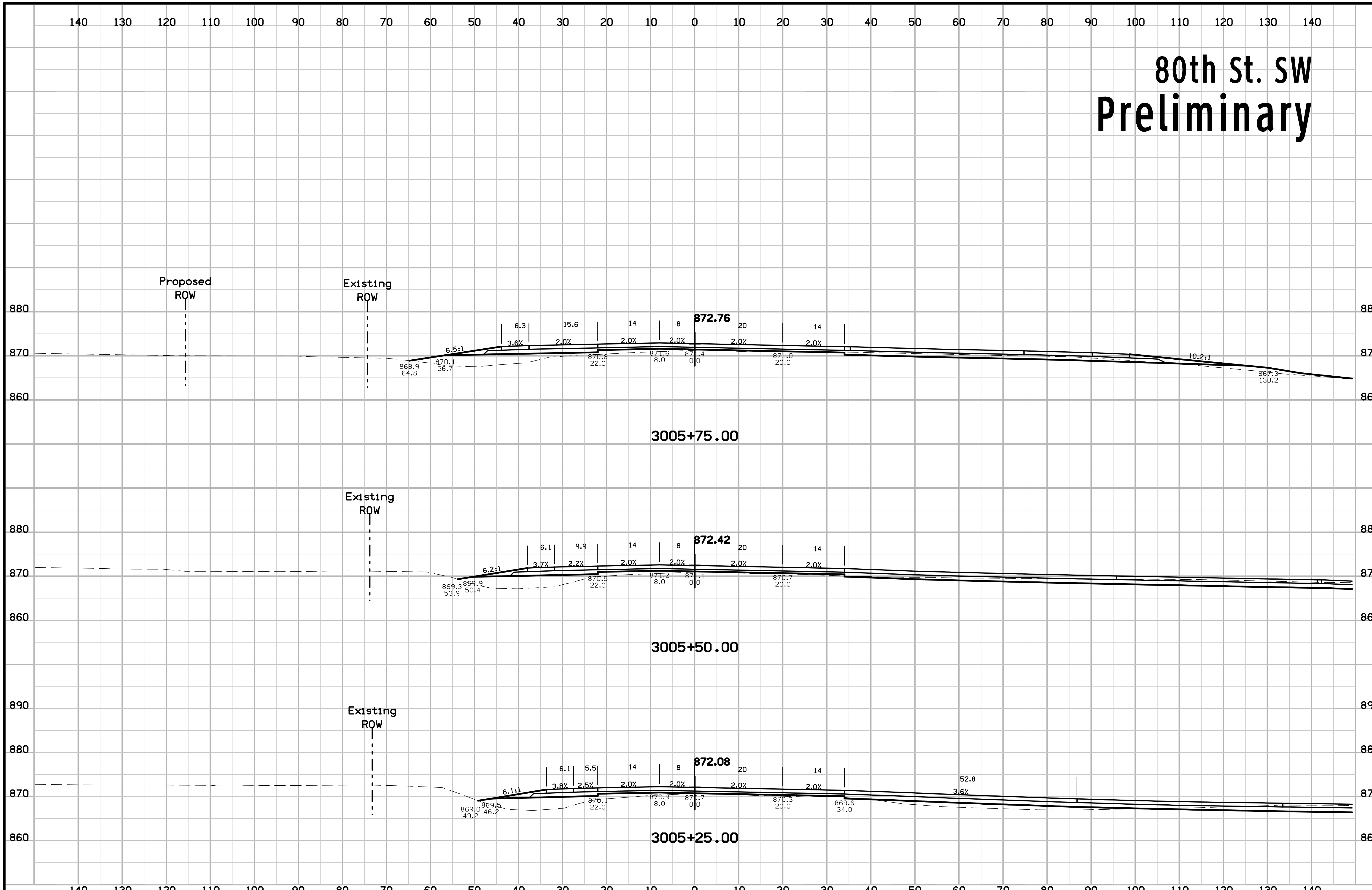
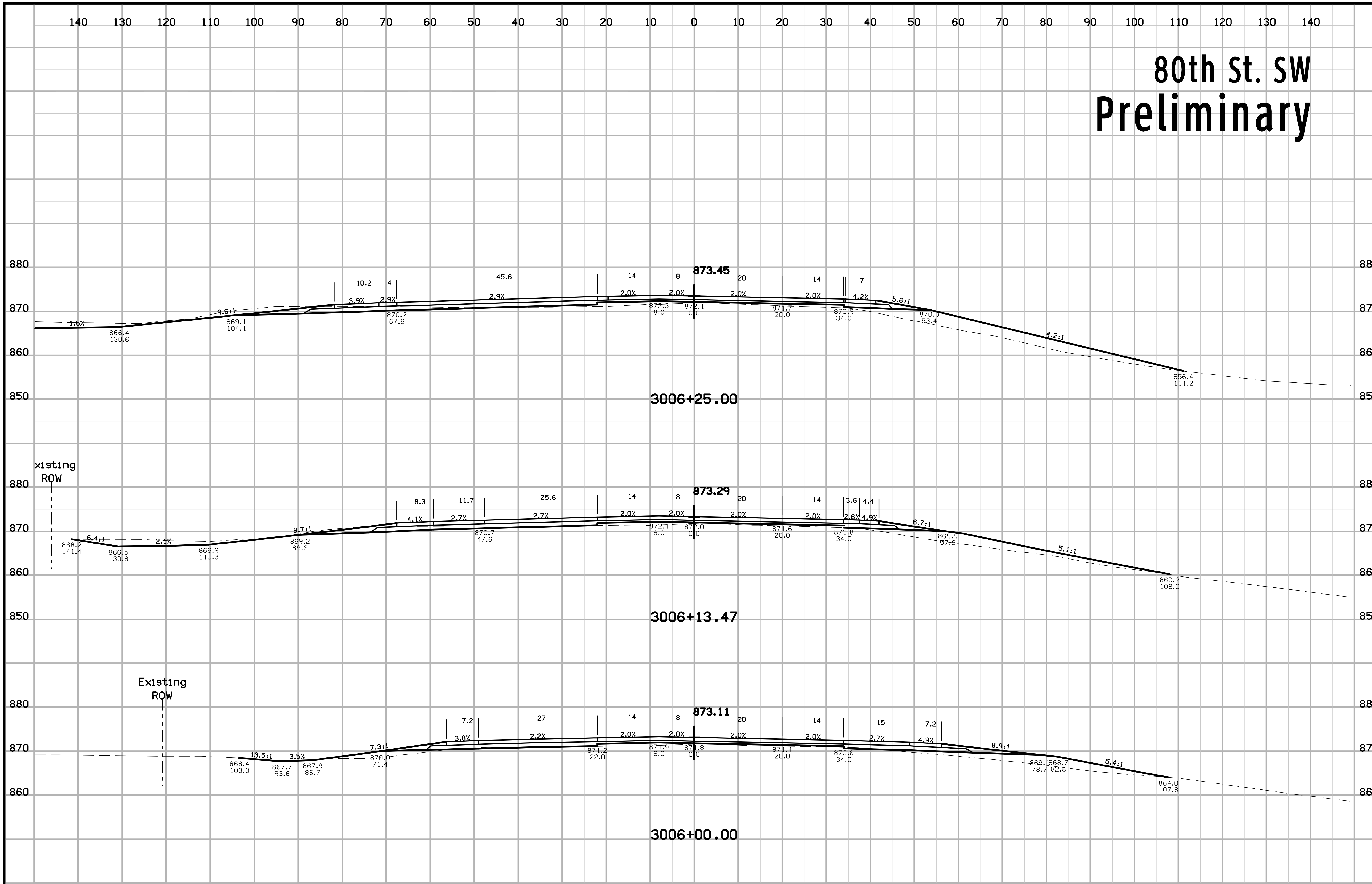
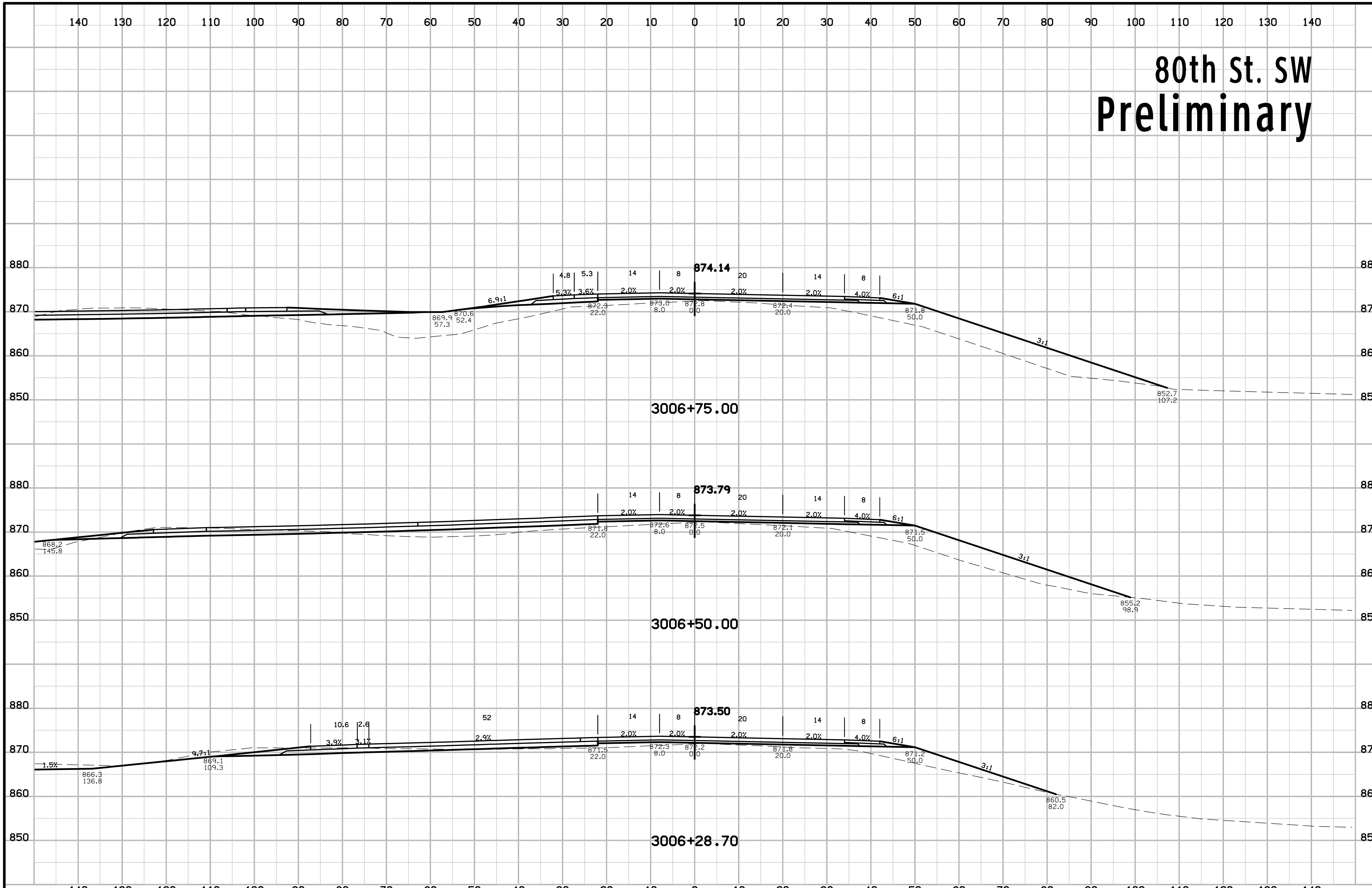
80th St. SW
Preliminary





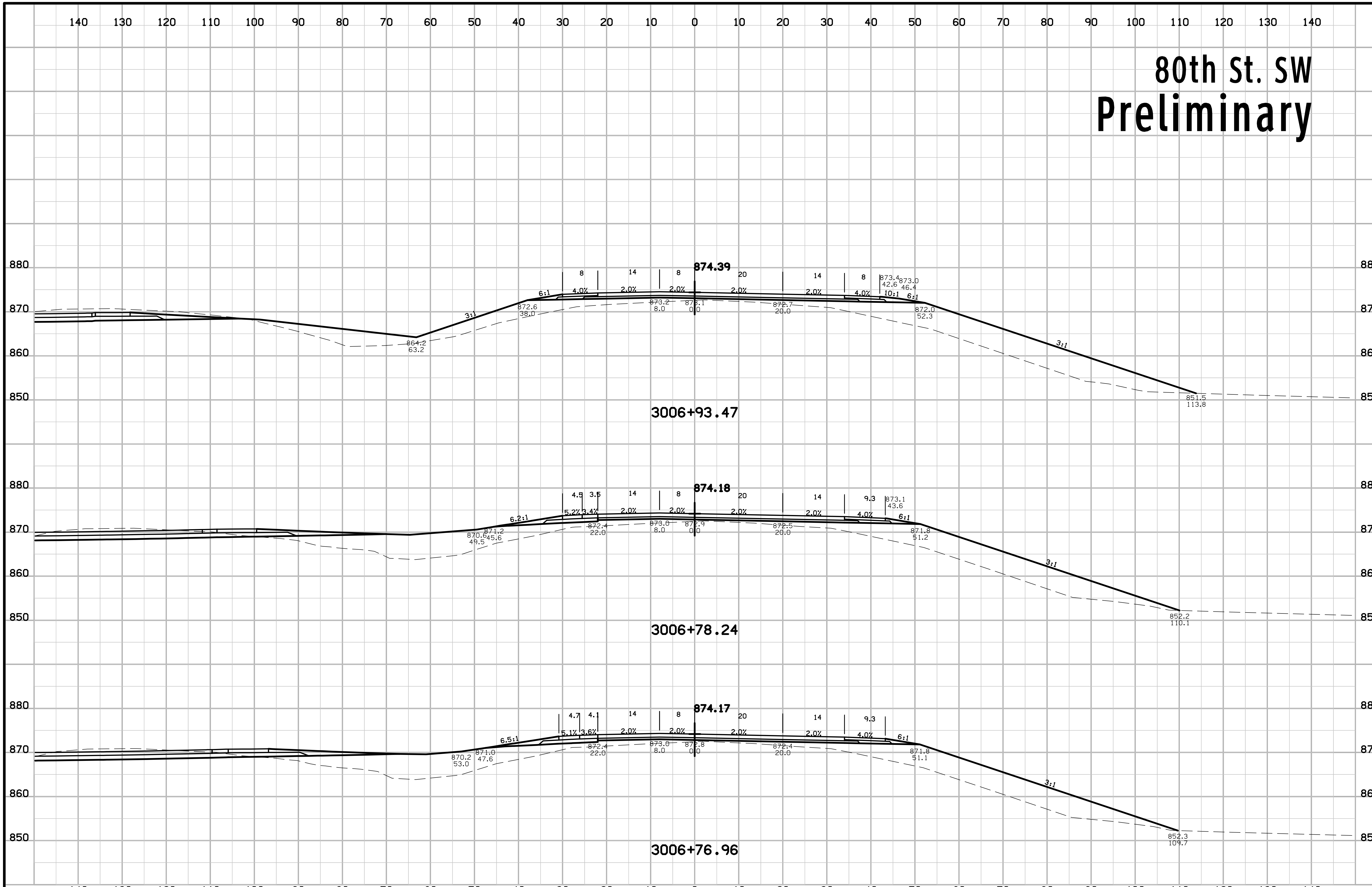
ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | LINN COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **X.85**

80th St. SW
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.86

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.87

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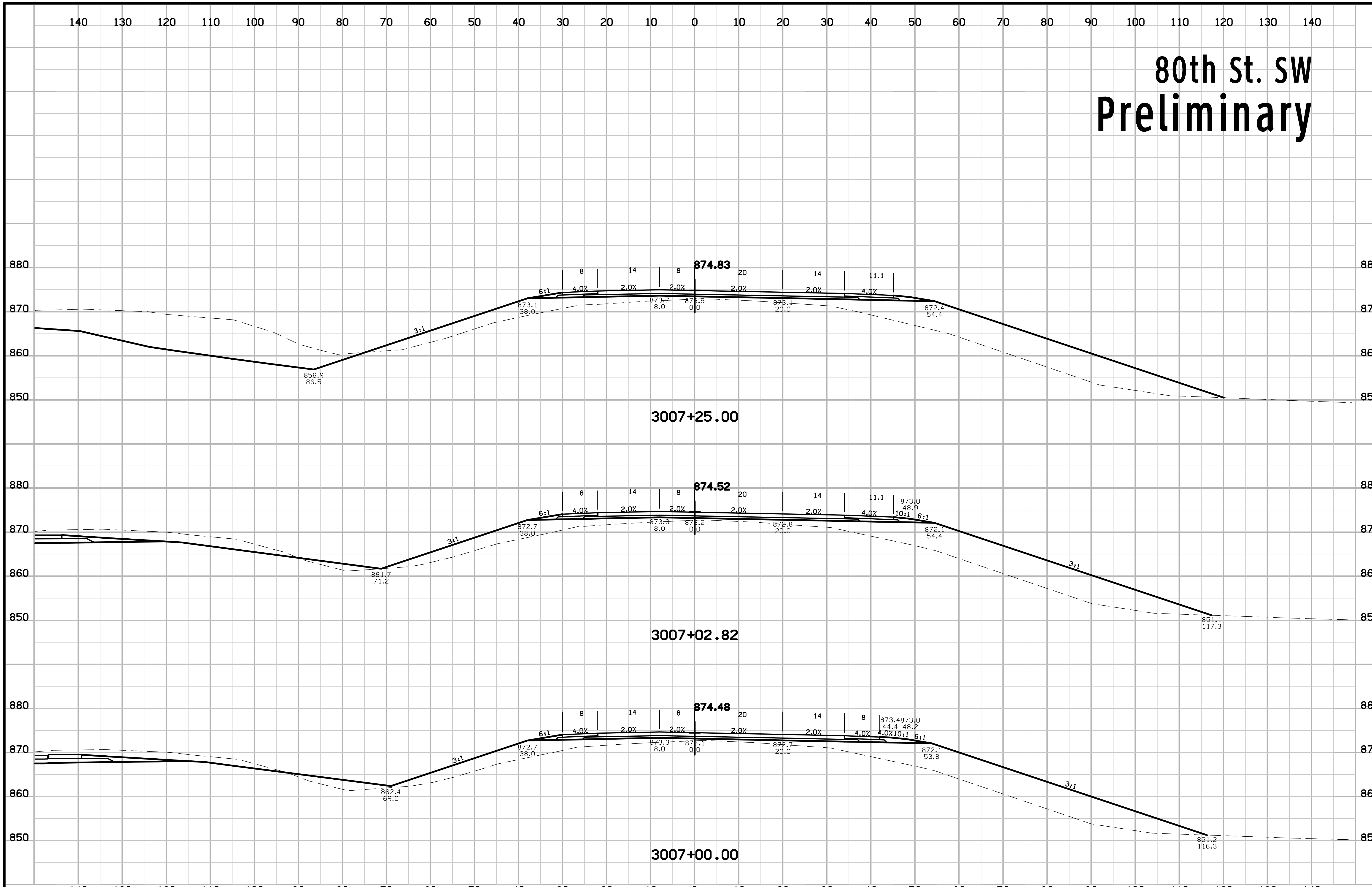
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.88

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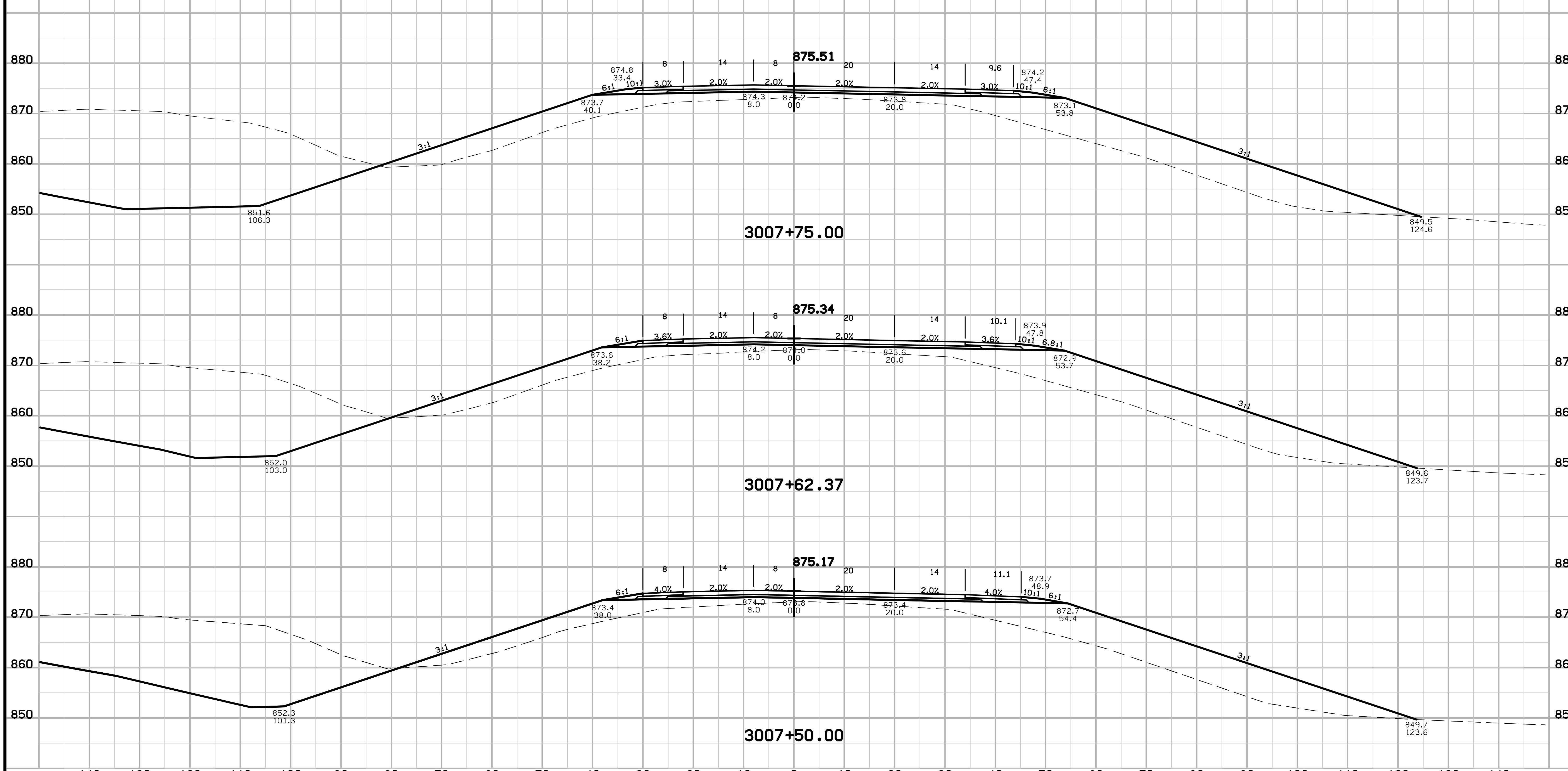
80th St. SW
Preliminary



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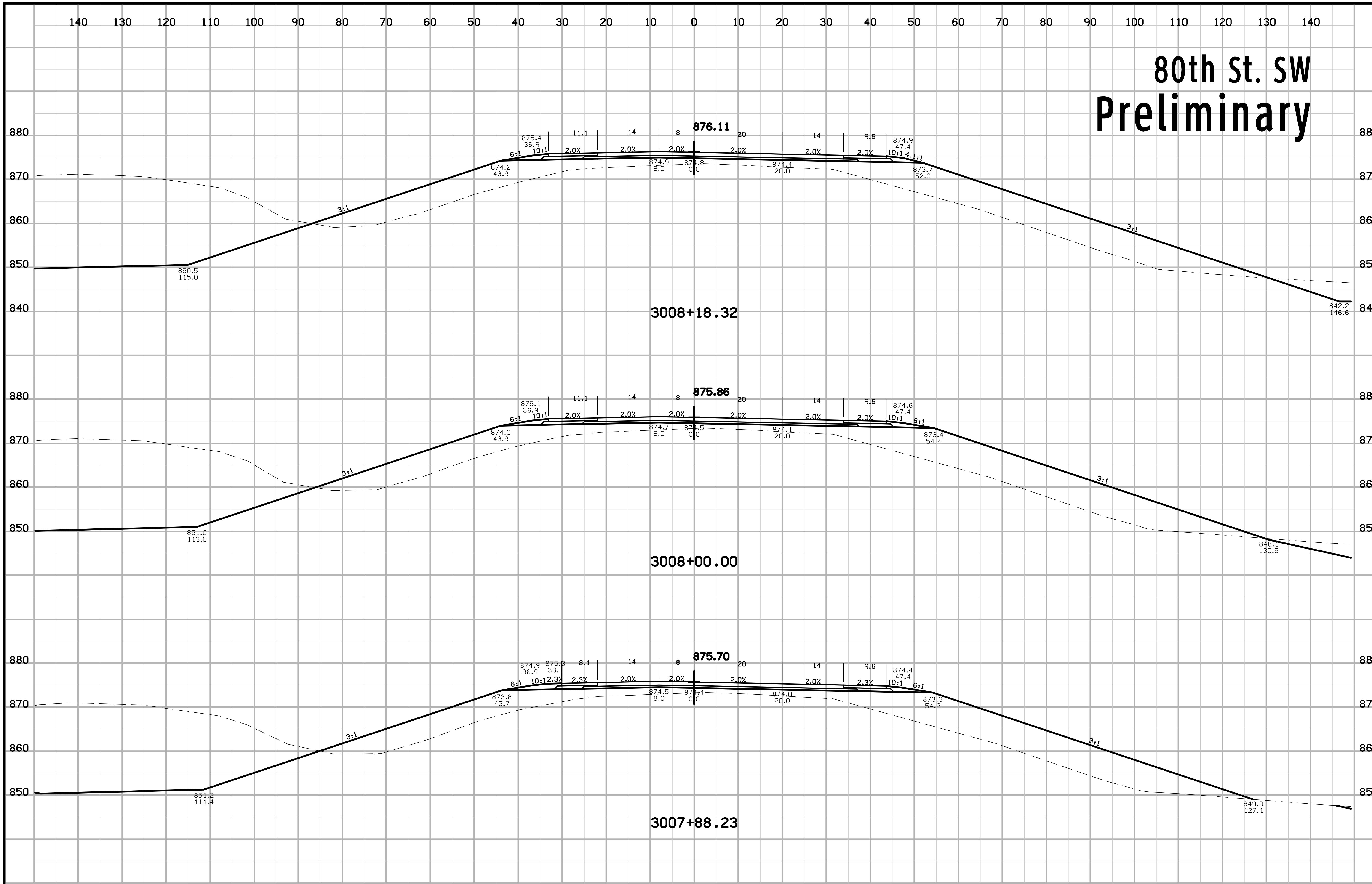

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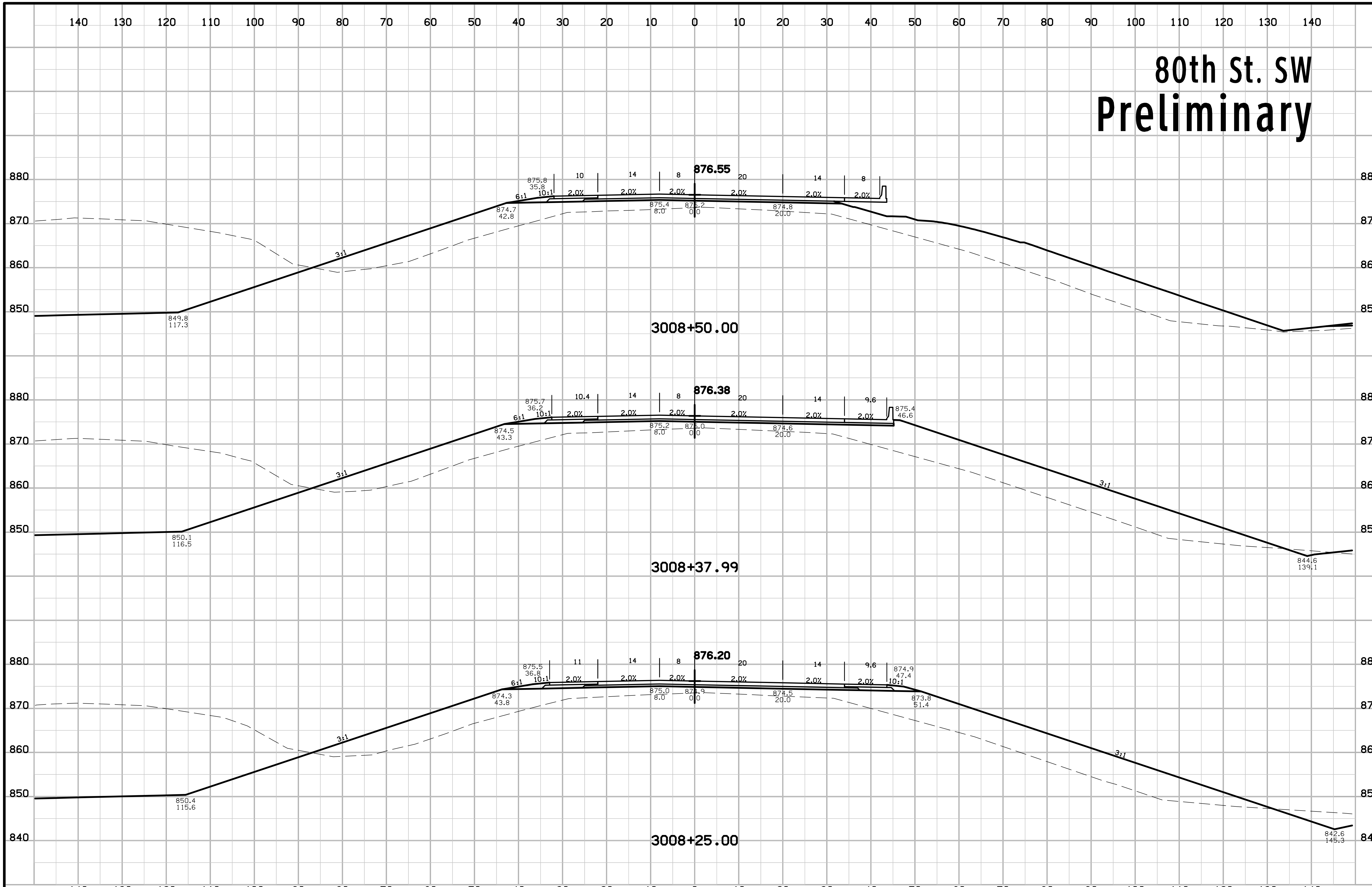
80th St. SW
Preliminary



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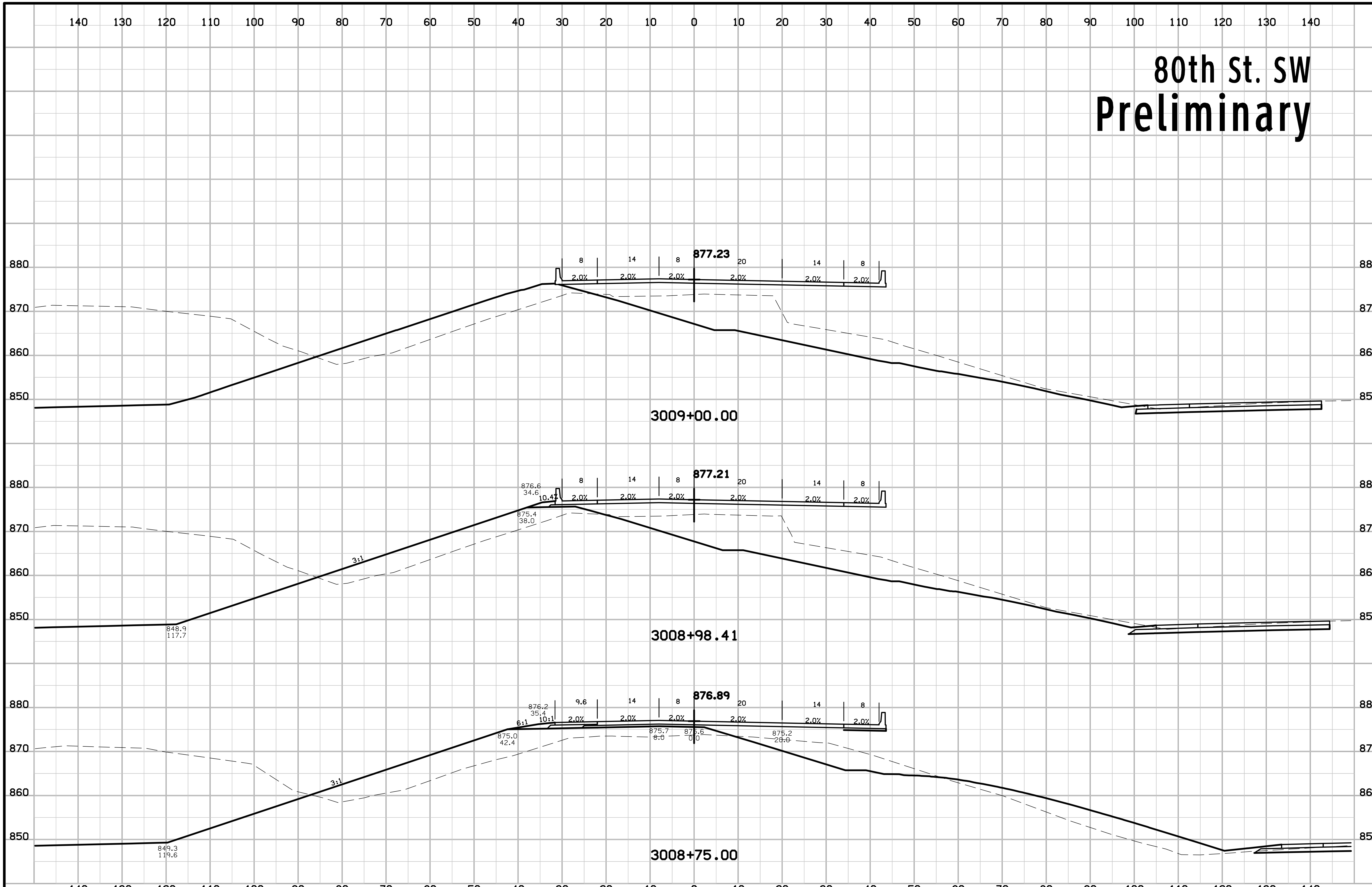

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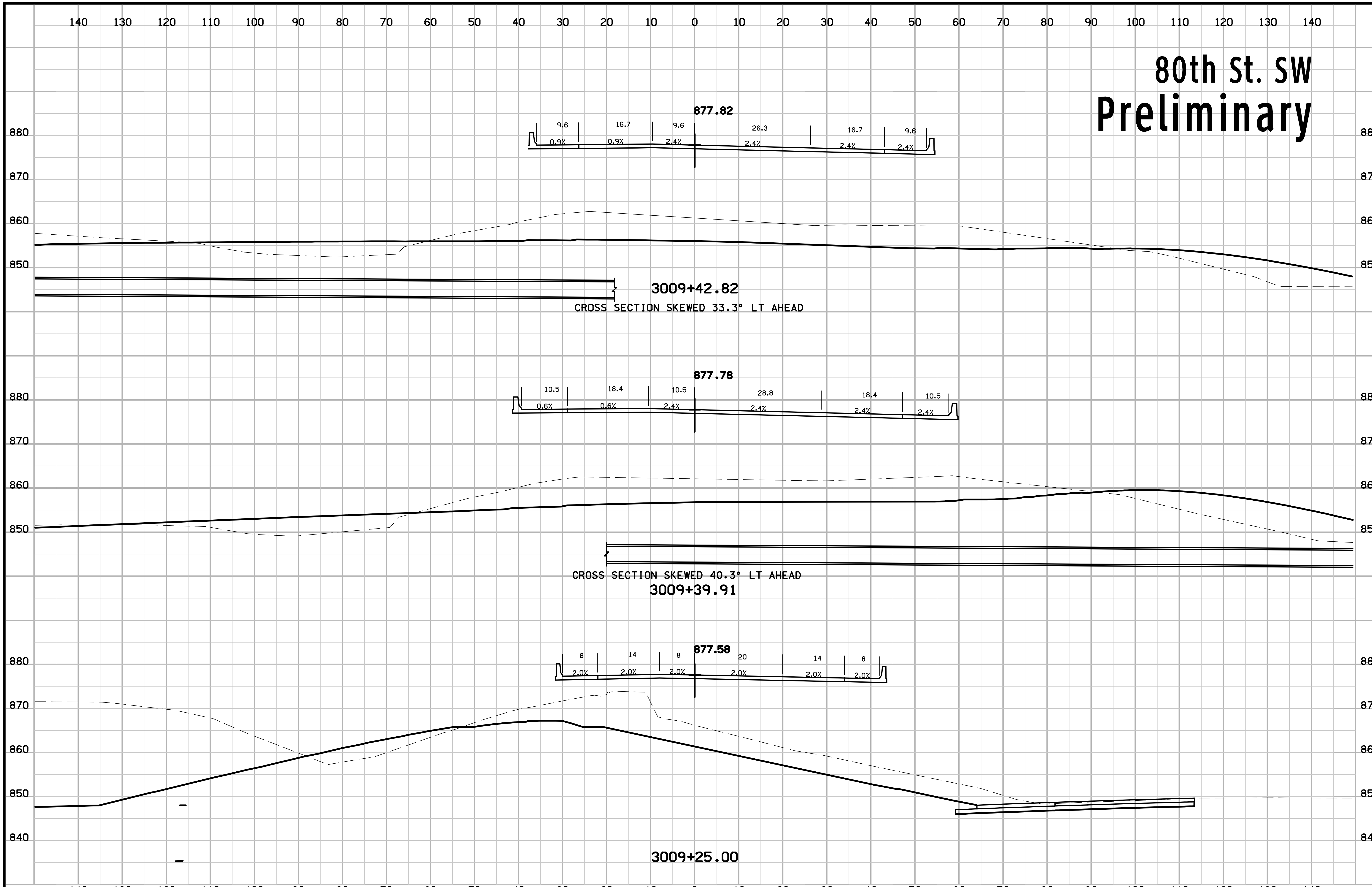

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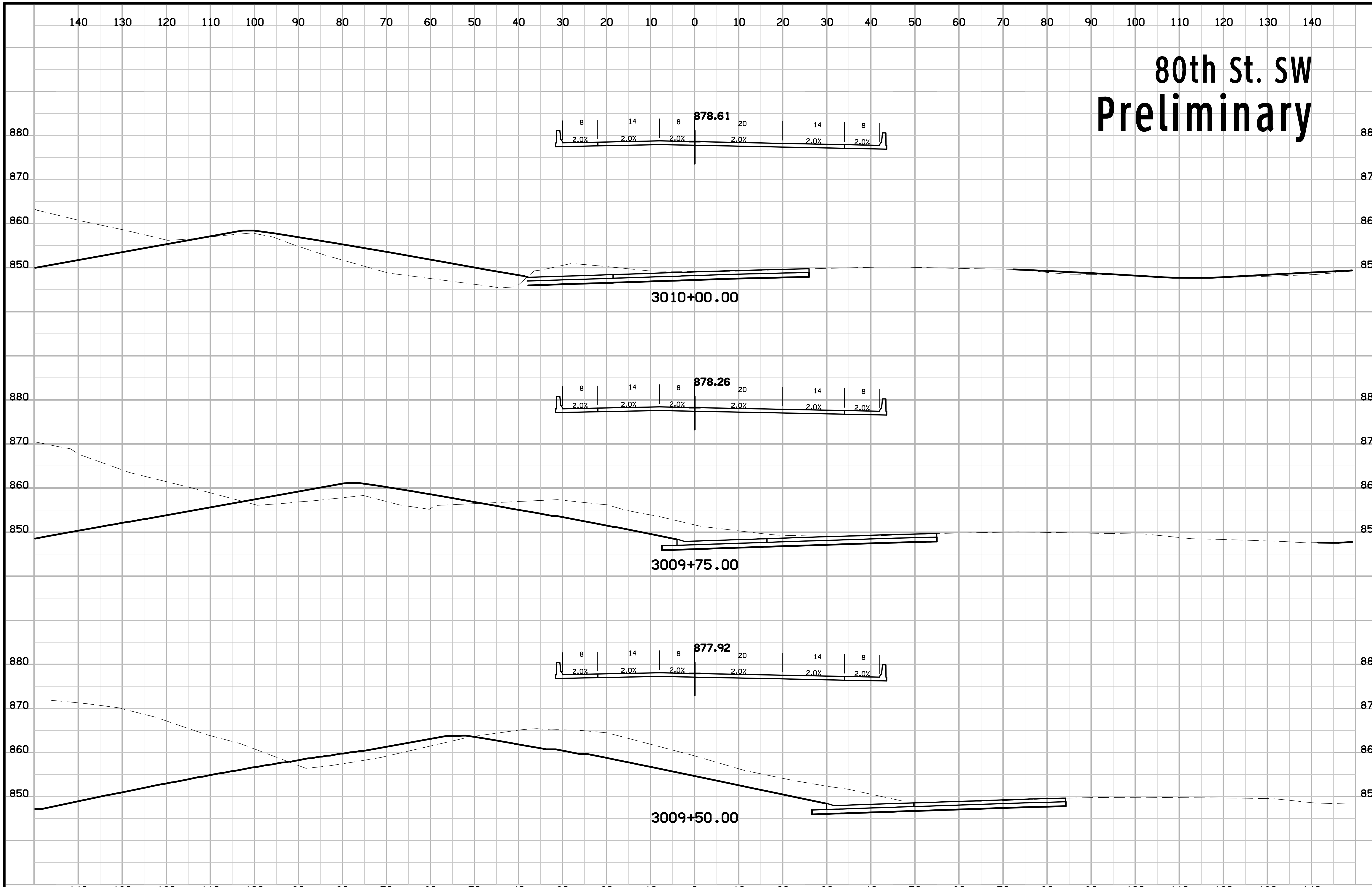

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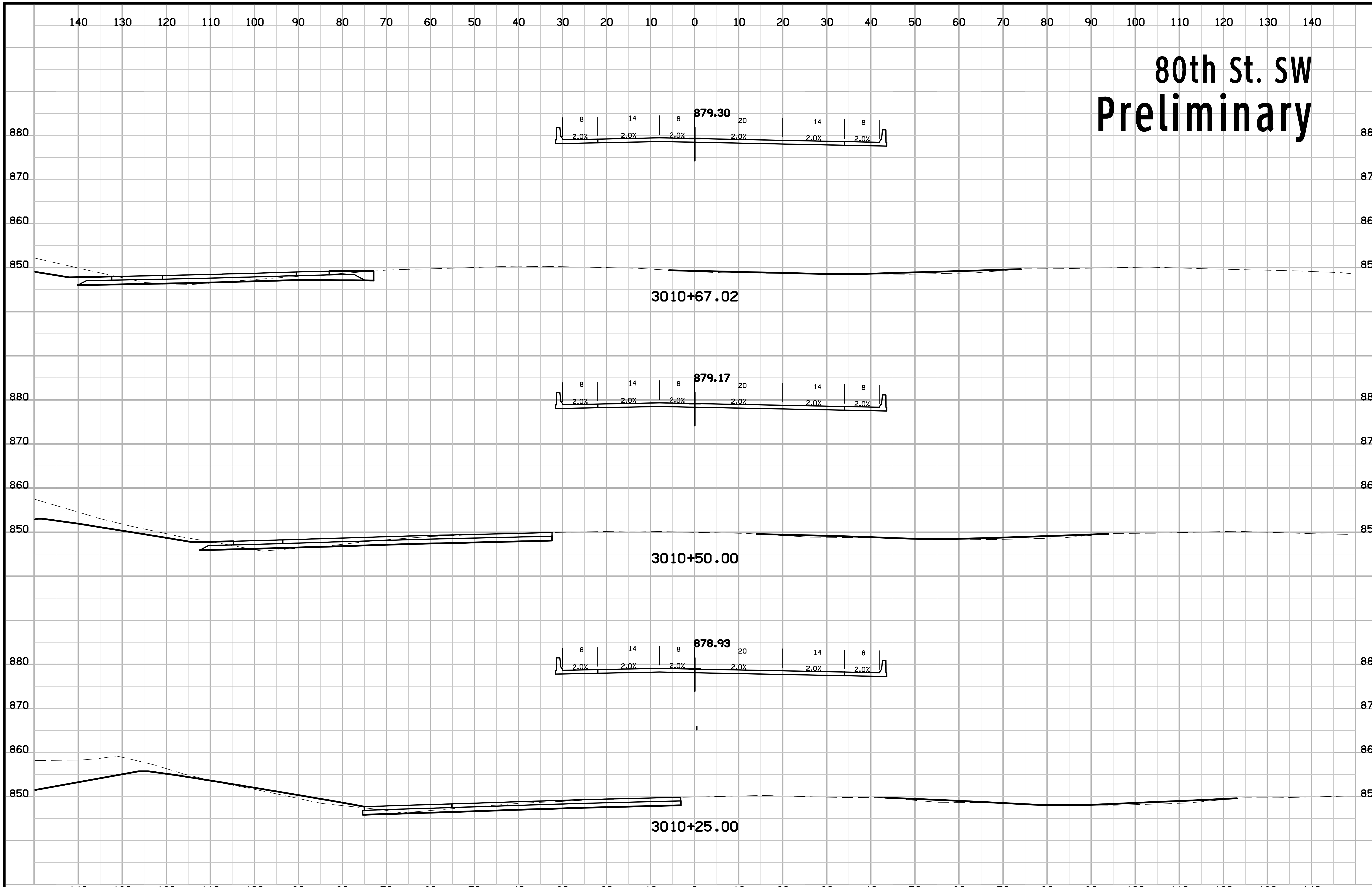
80th St. SW
Preliminary



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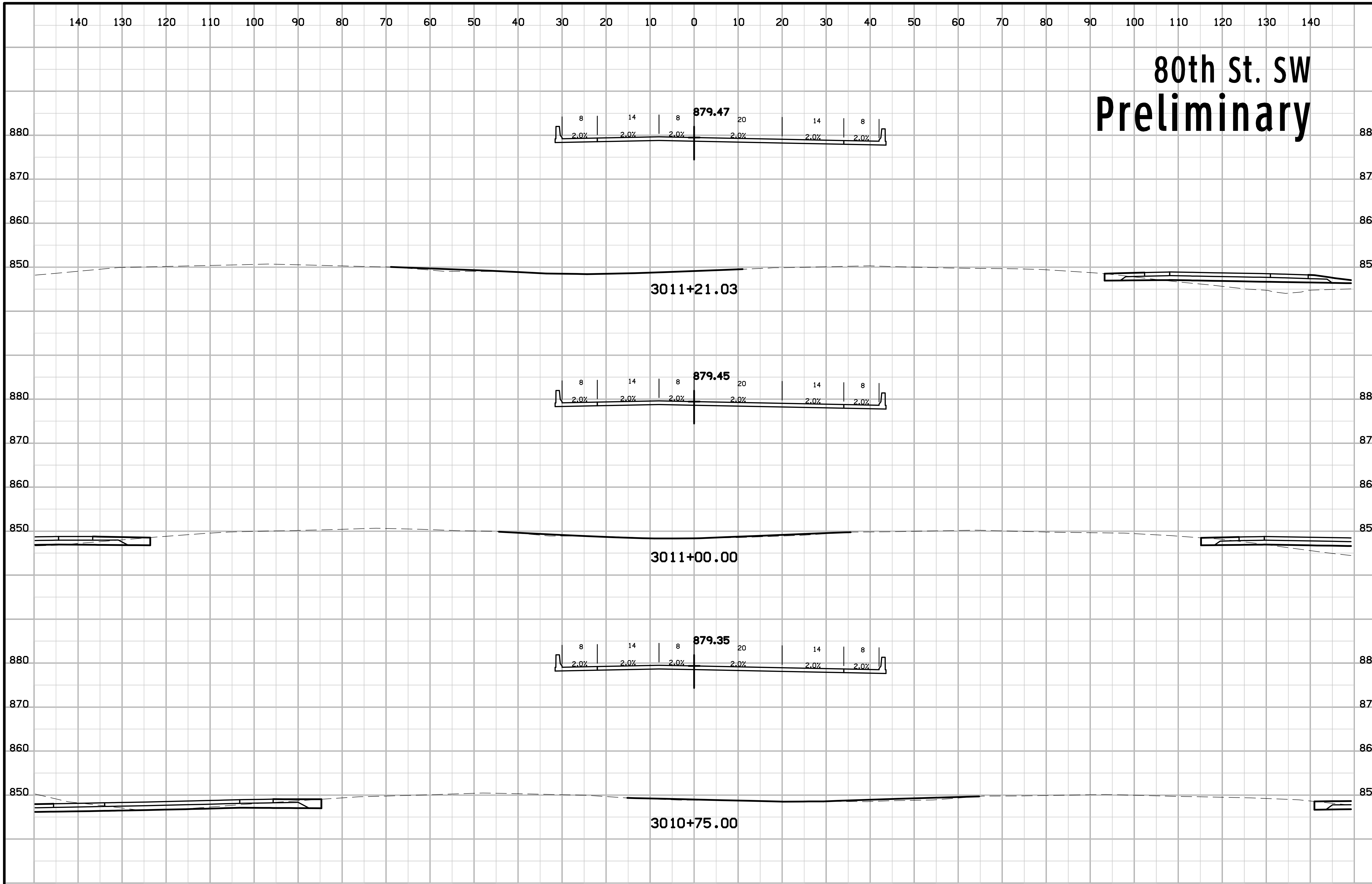

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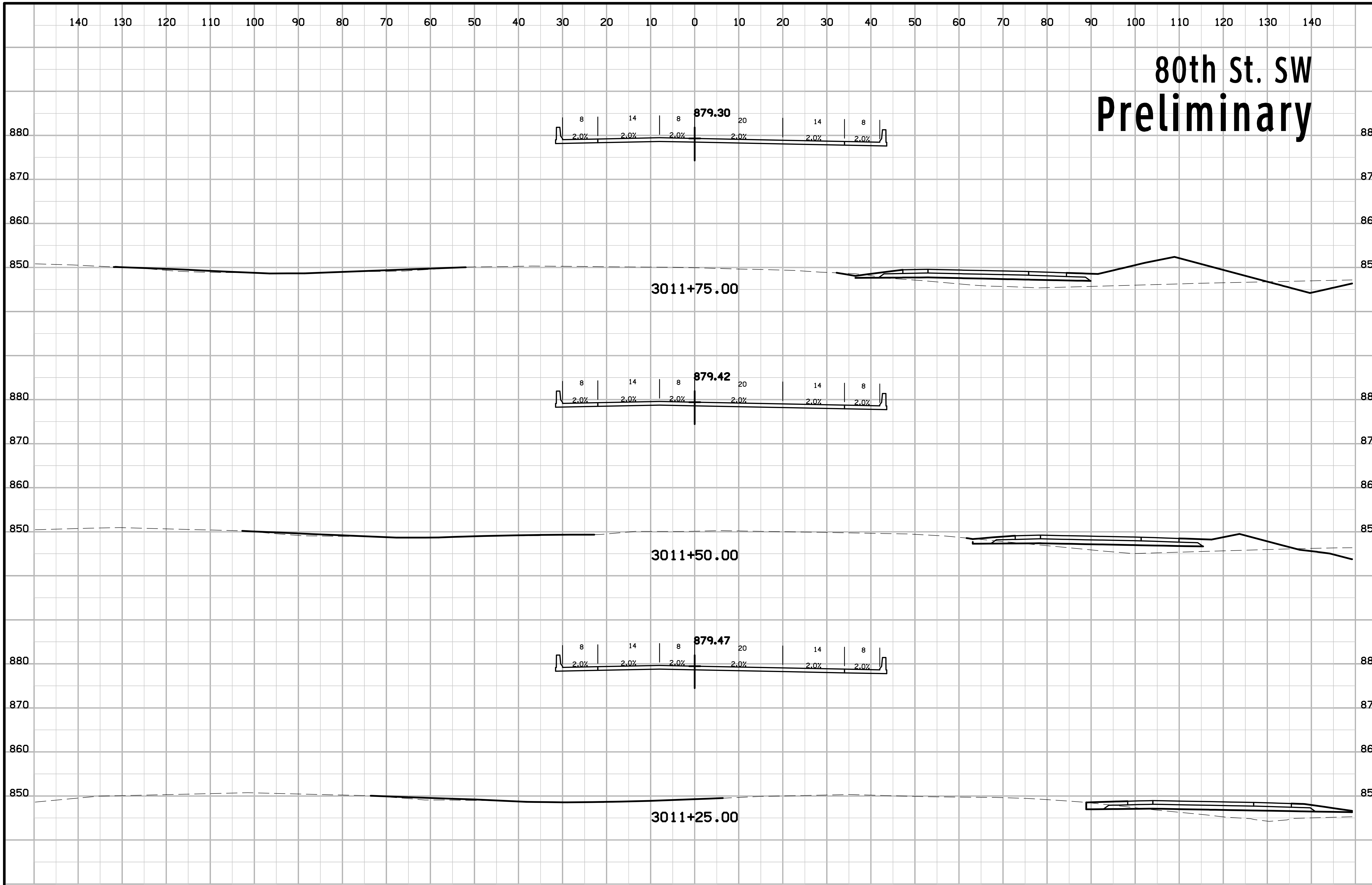

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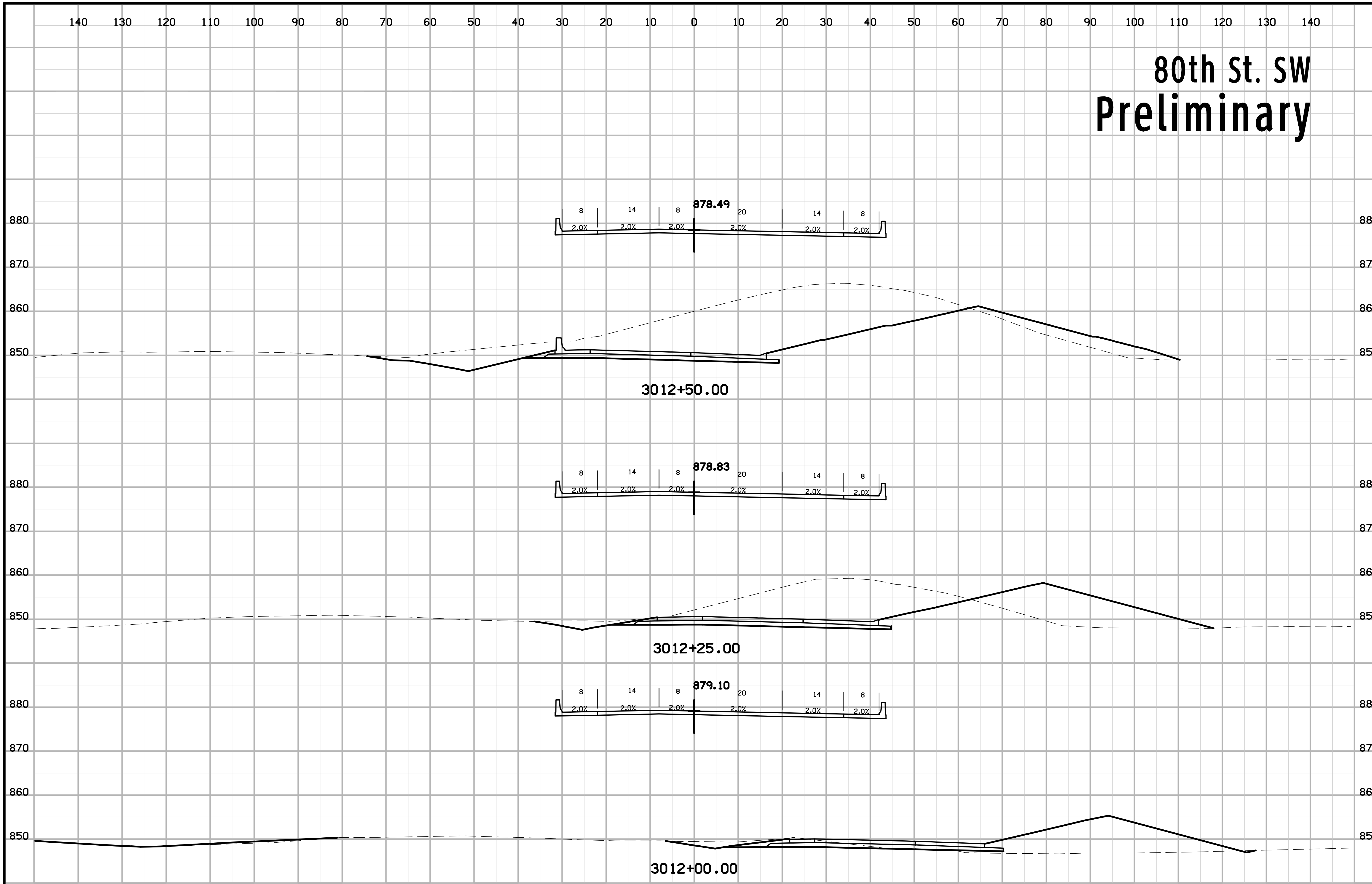

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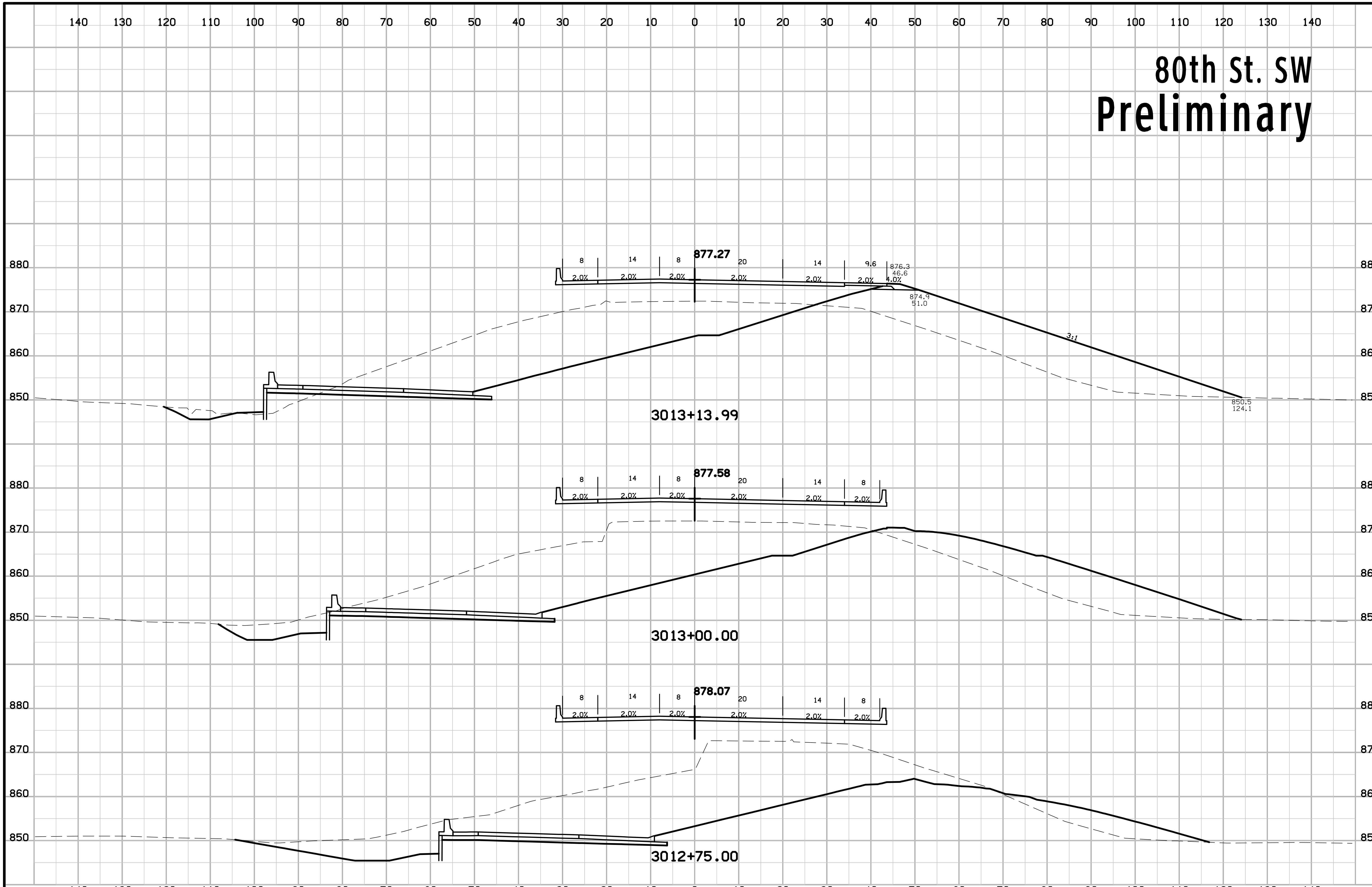
80th St. SW
Preliminary



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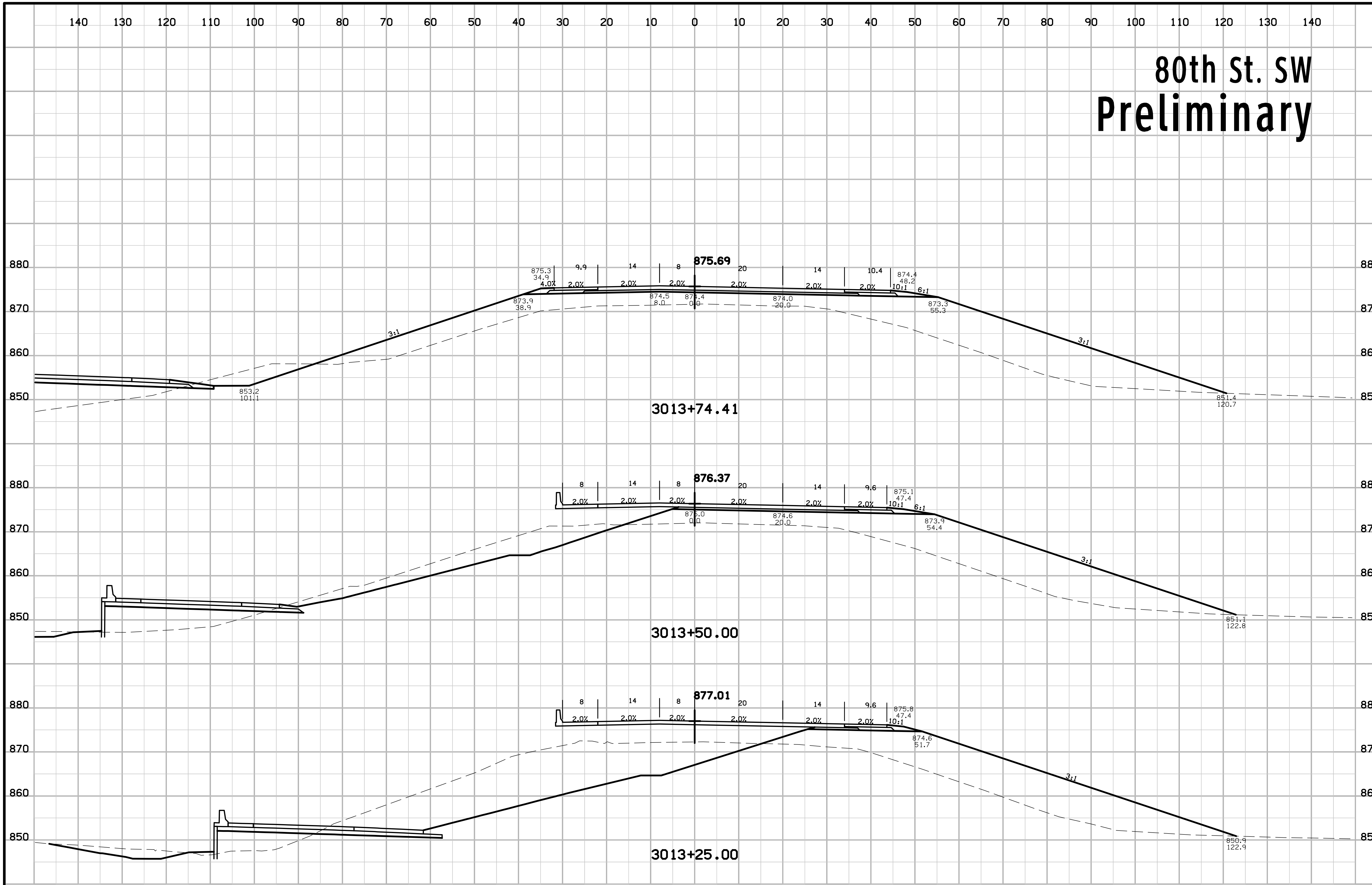

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.100

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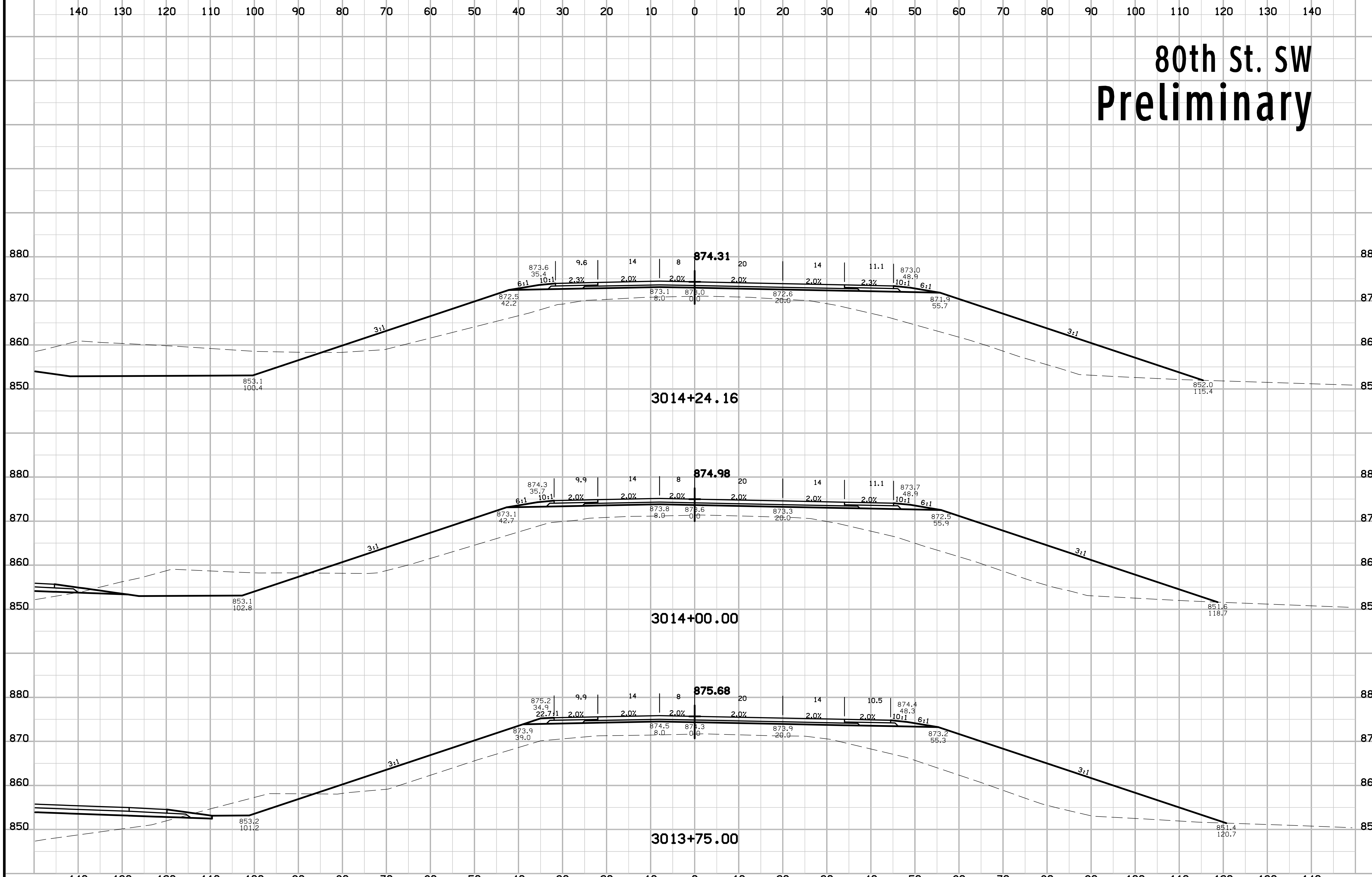
80th St. SW
Preliminary



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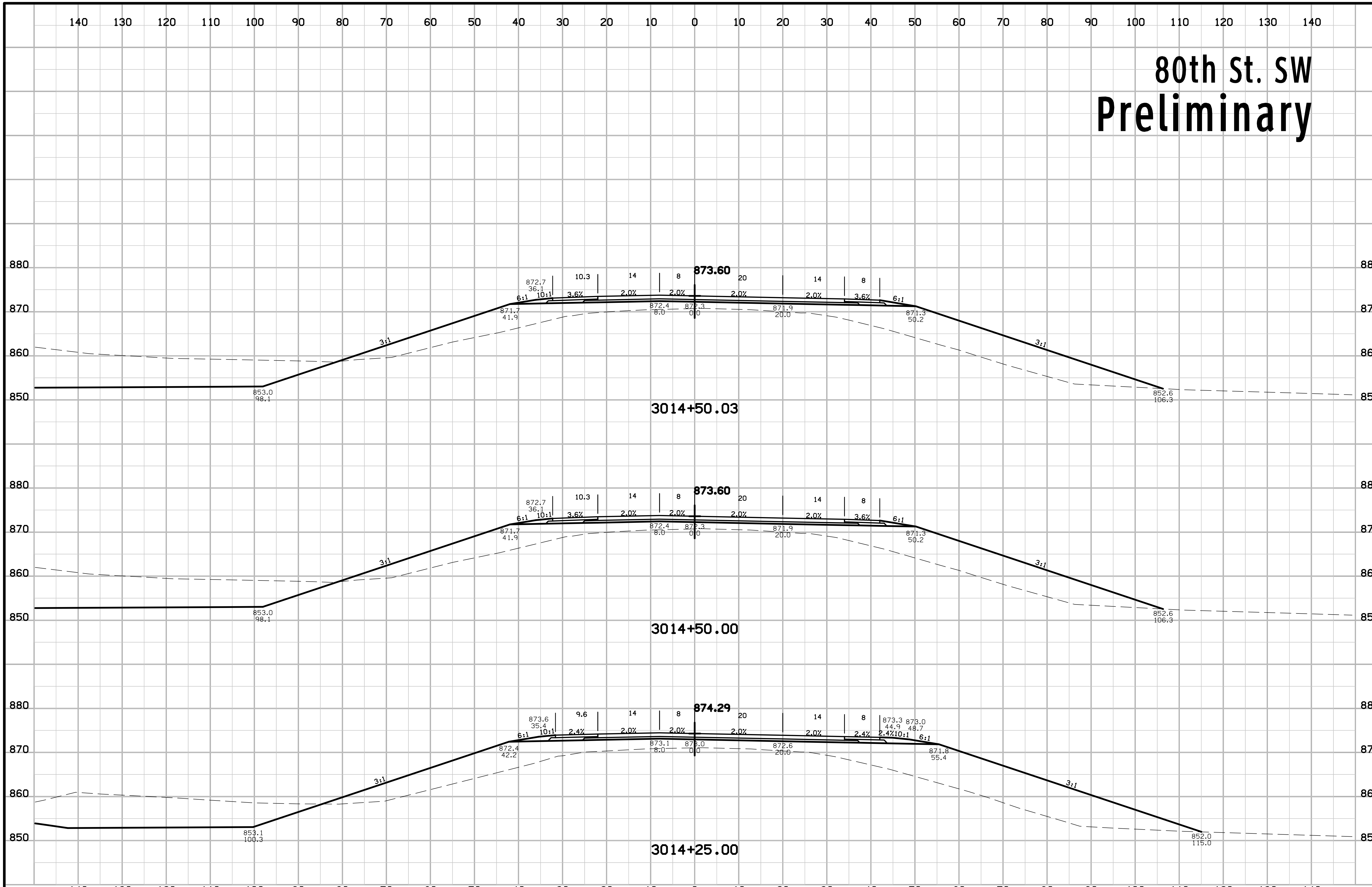
80th St. SW
Preliminary



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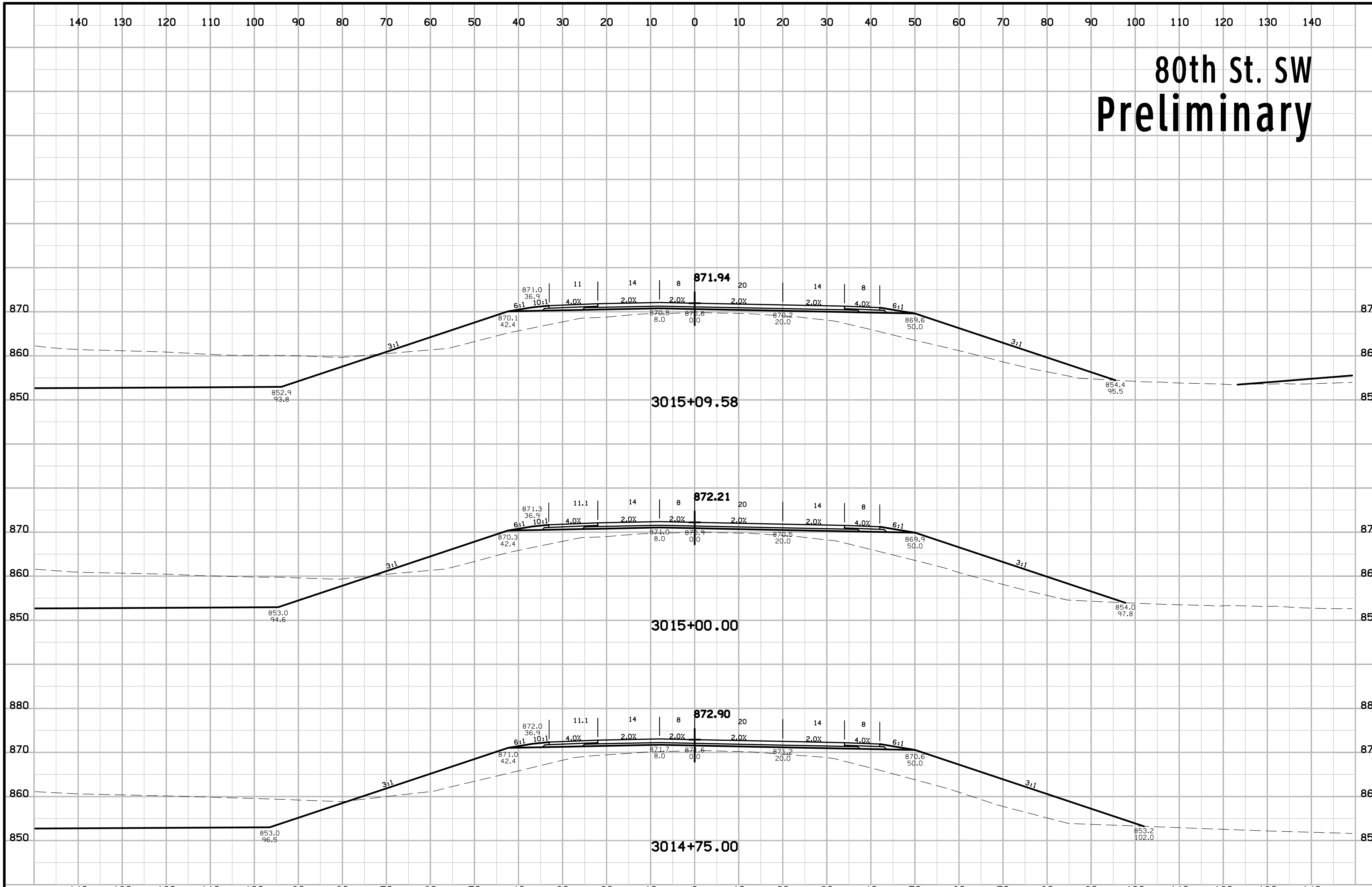
80th St. SW
Preliminary



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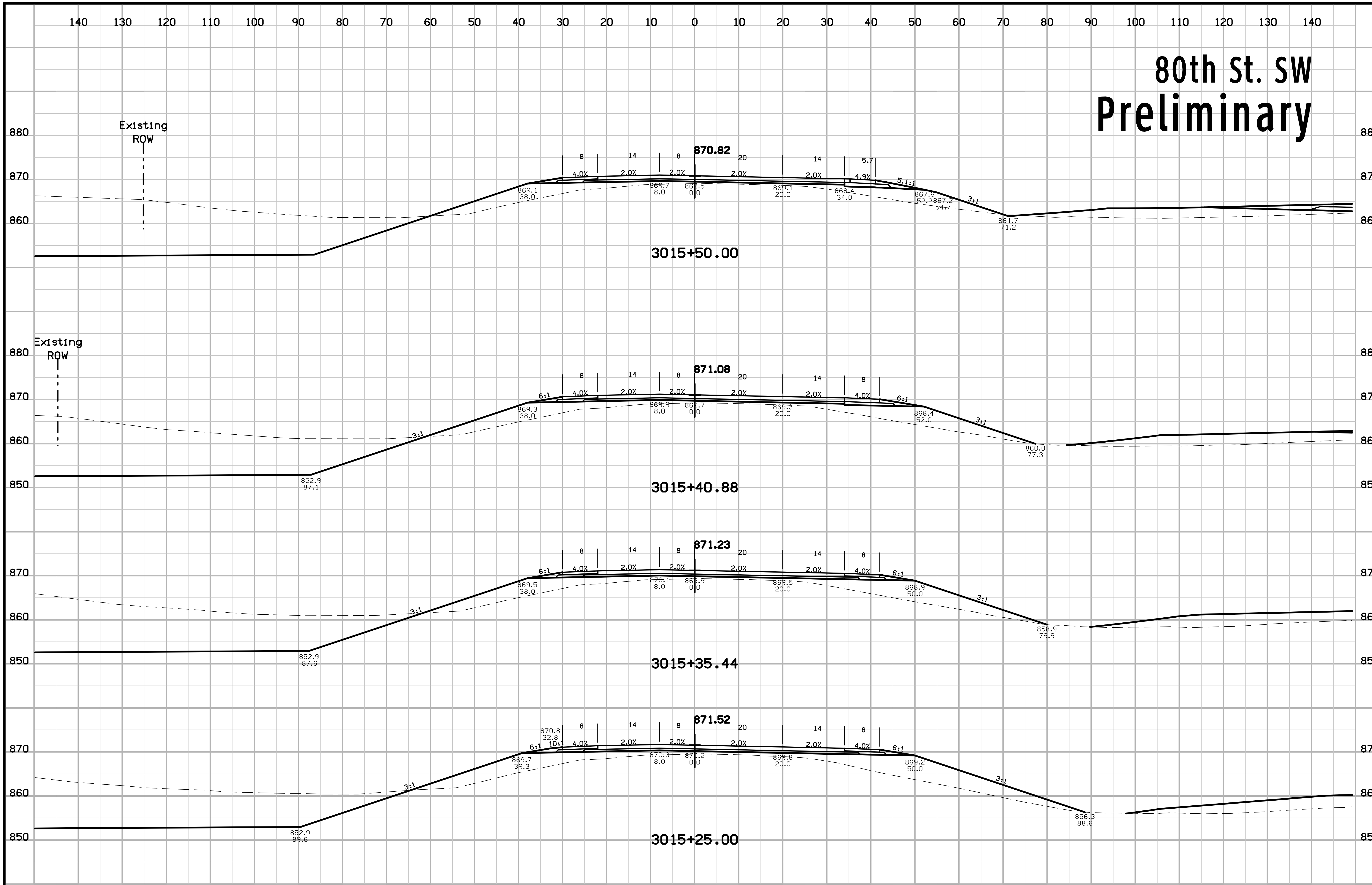
80th St. SW
Preliminary



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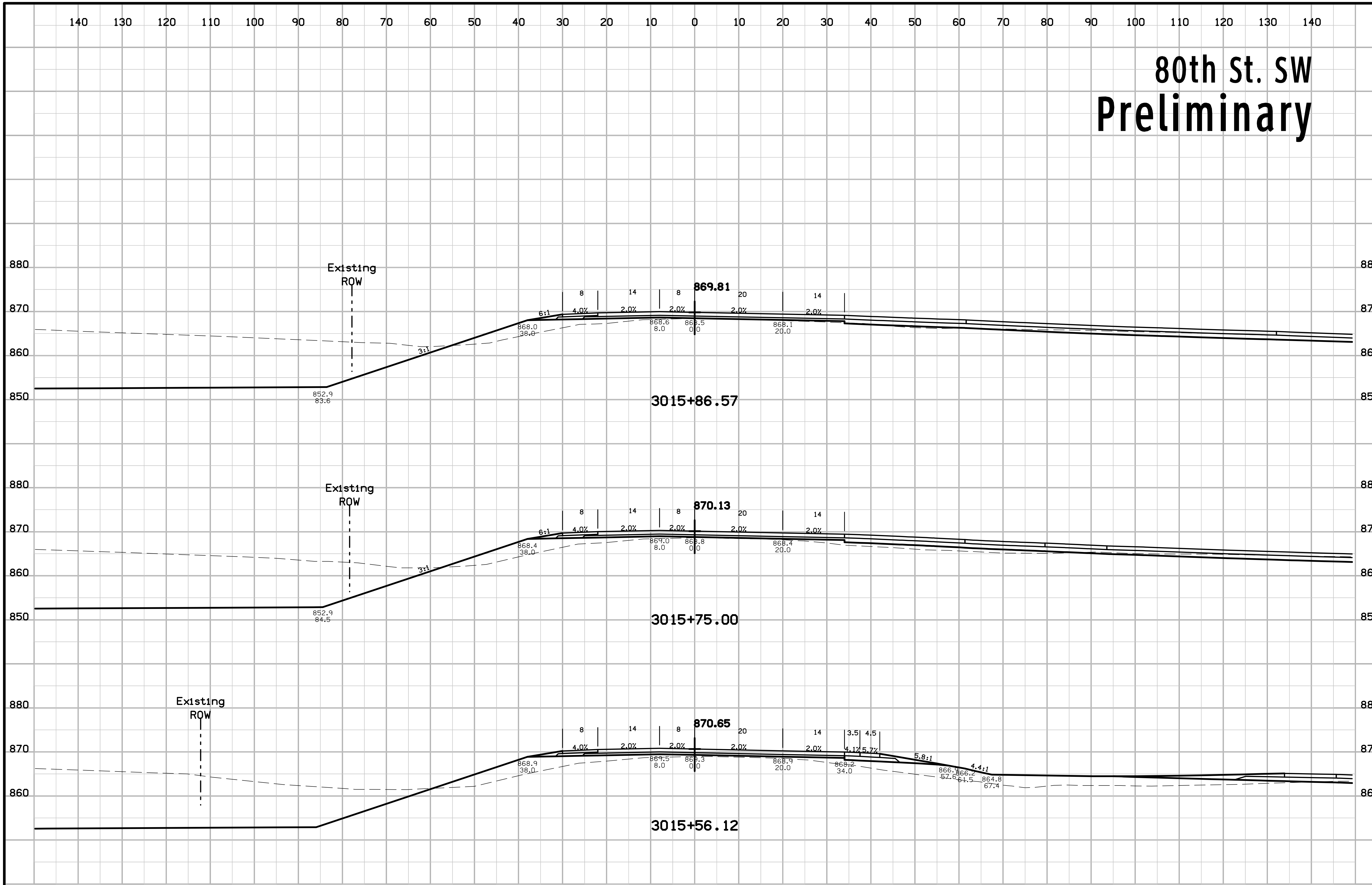
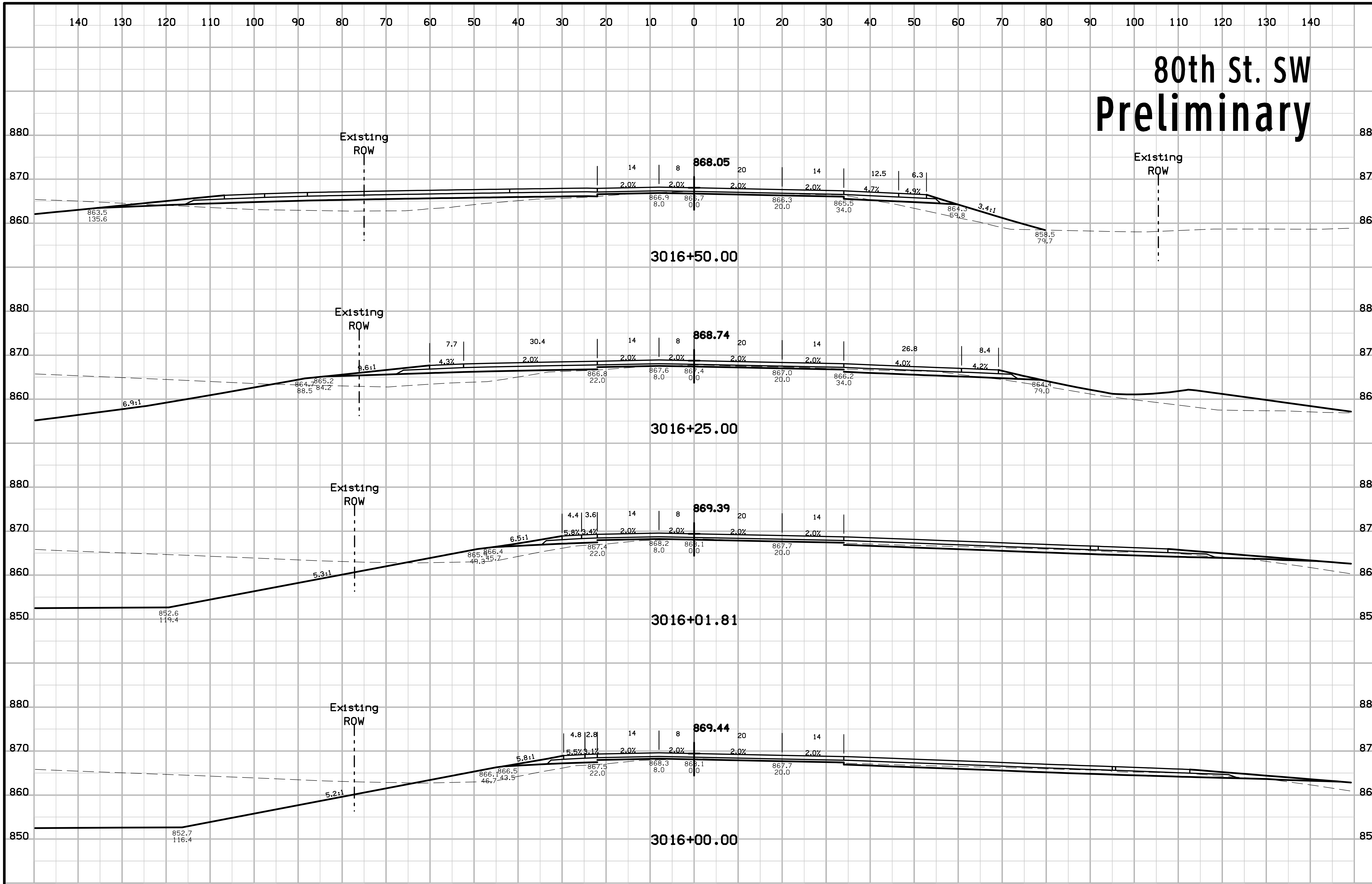
80th St. SW
Preliminary





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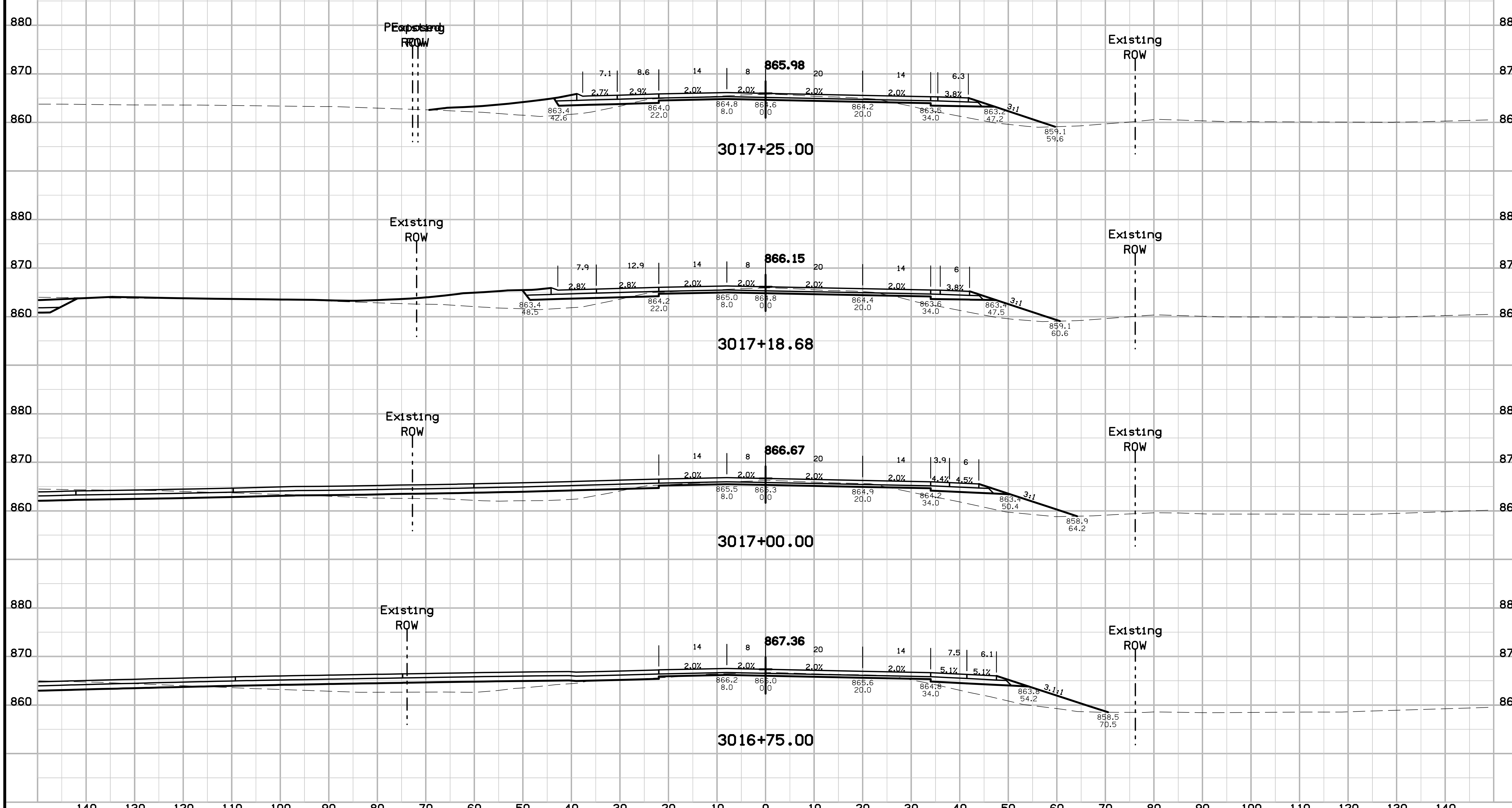
80th St. SW
Preliminary



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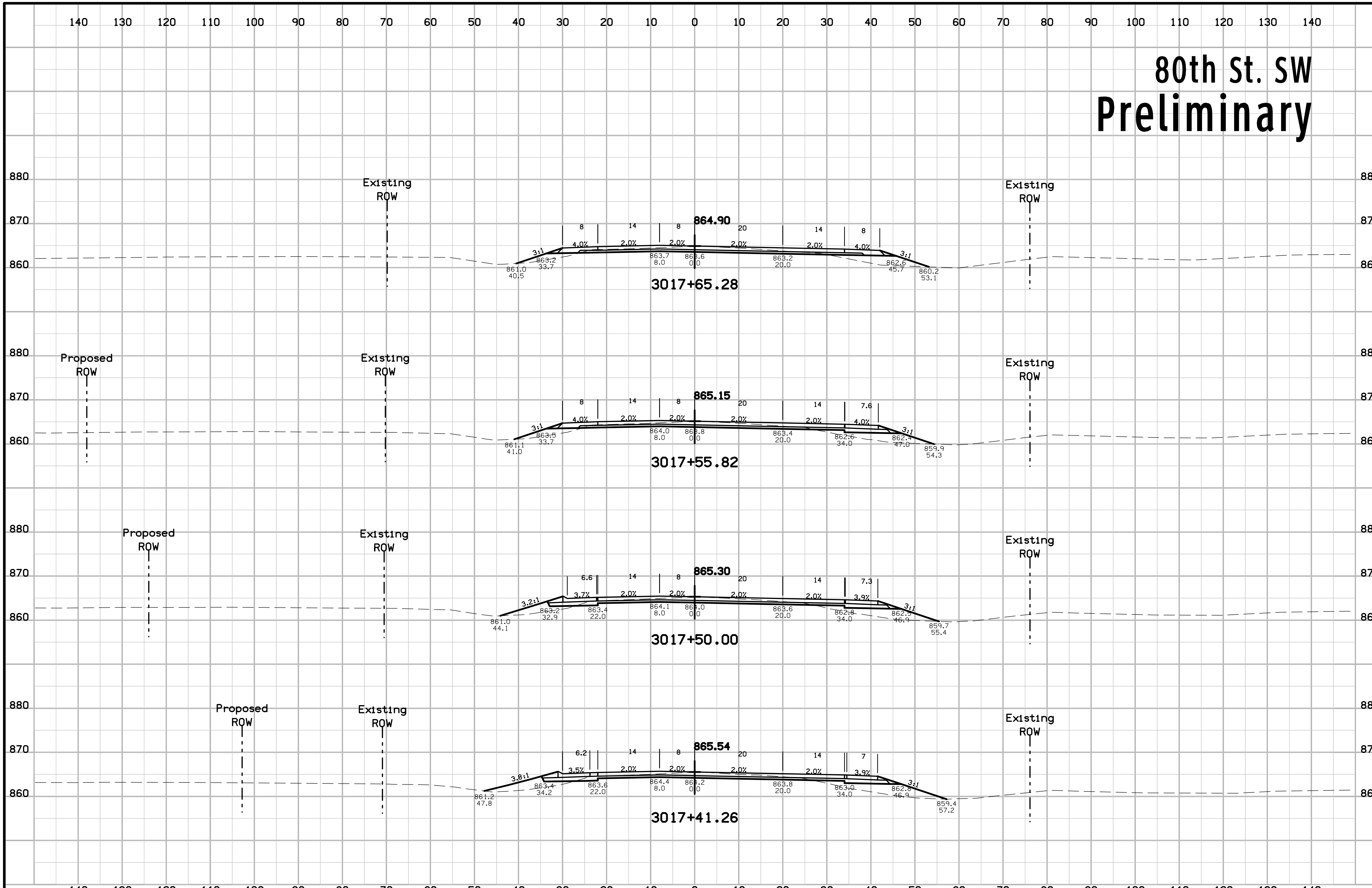
80th St. SW
Preliminary



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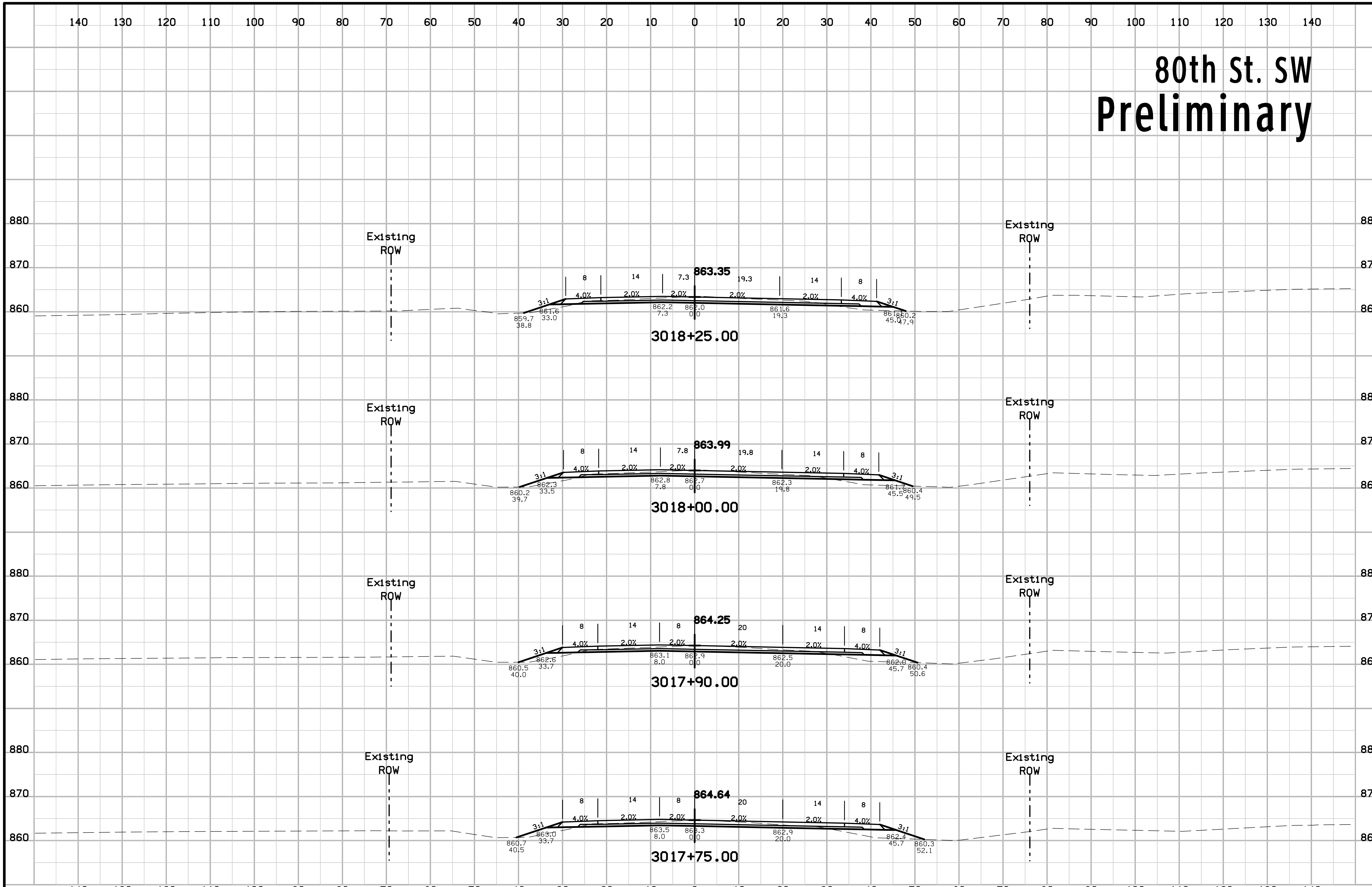
80th St. SW
Preliminary



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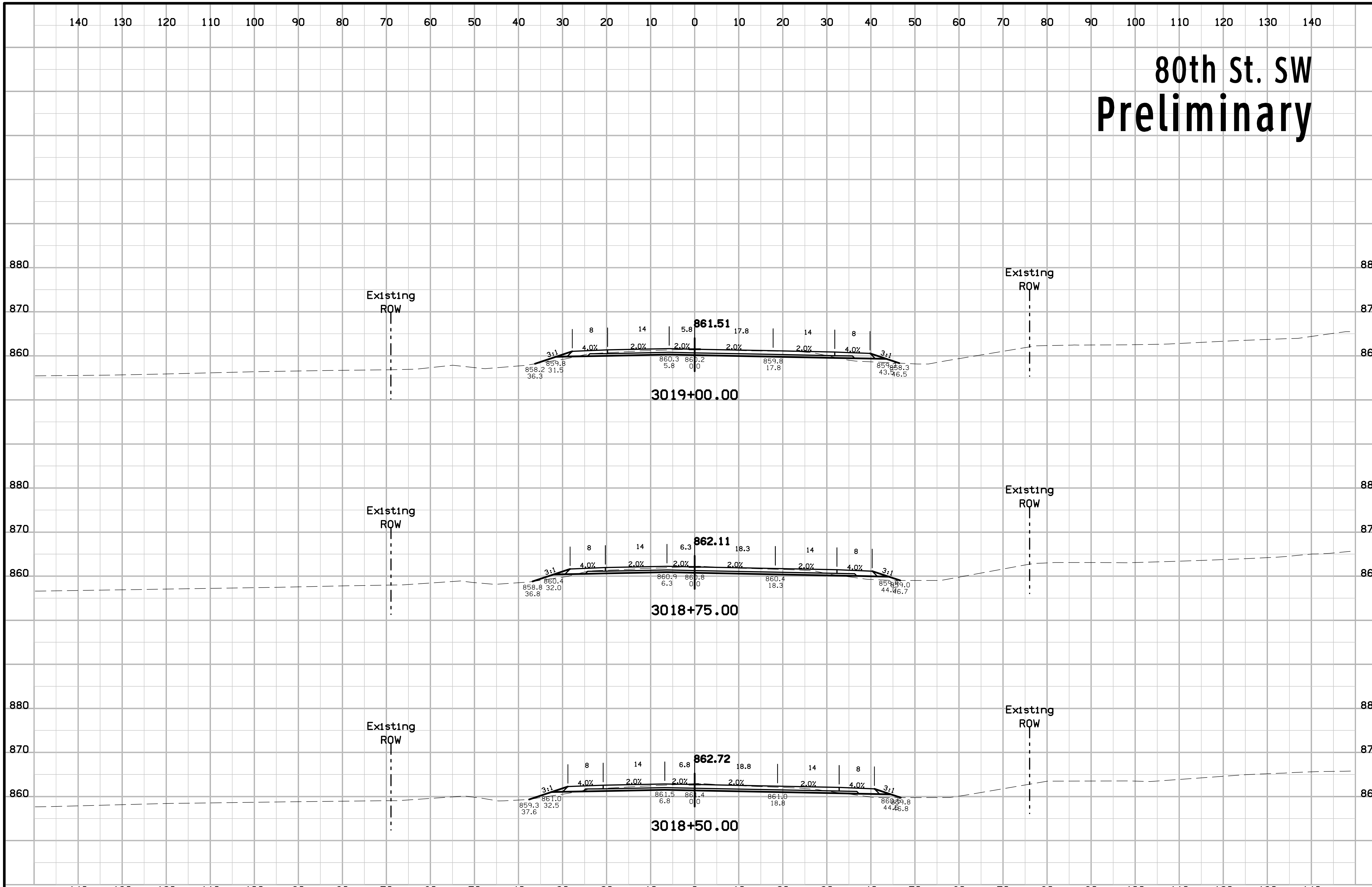

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.110

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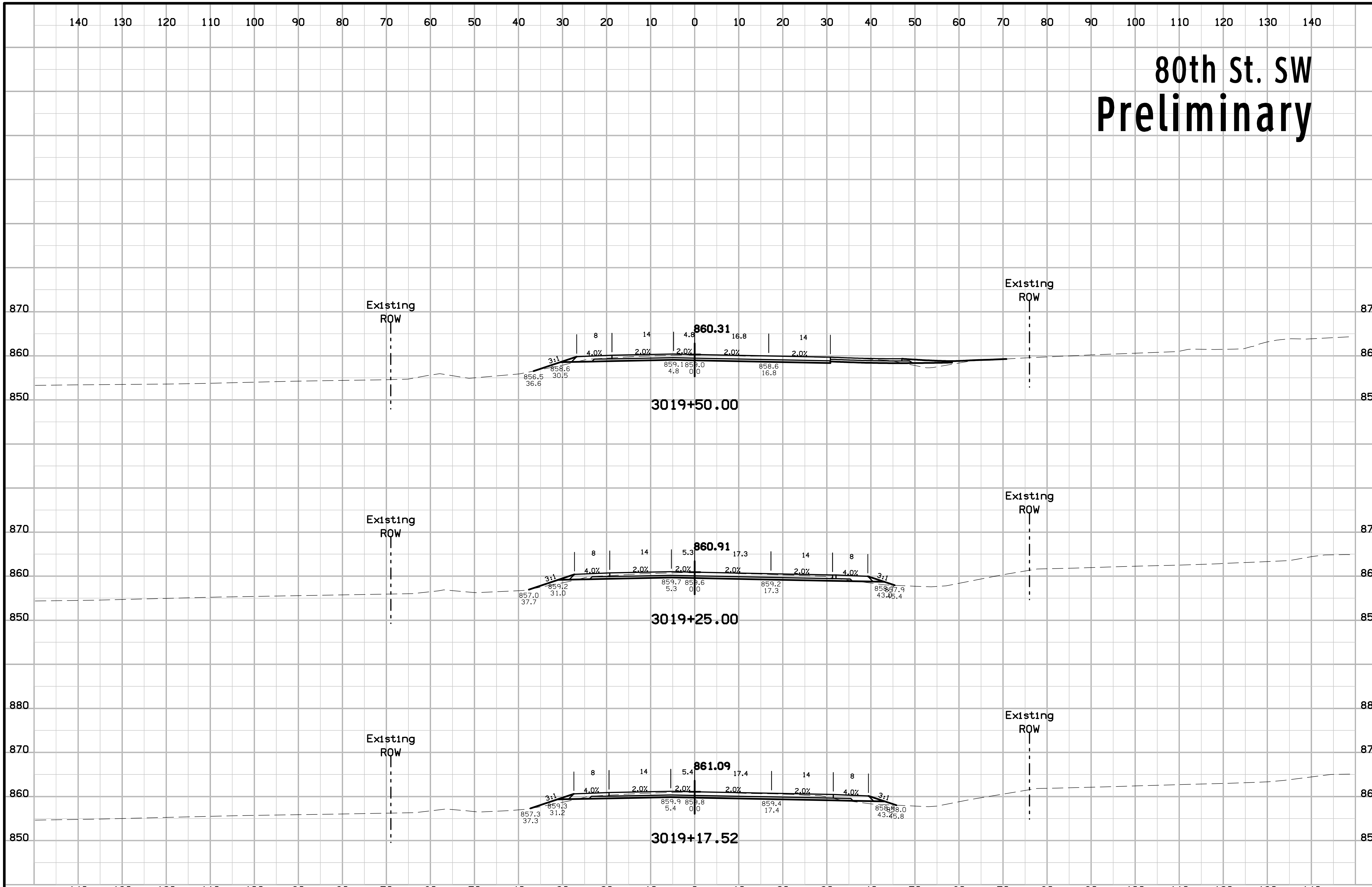
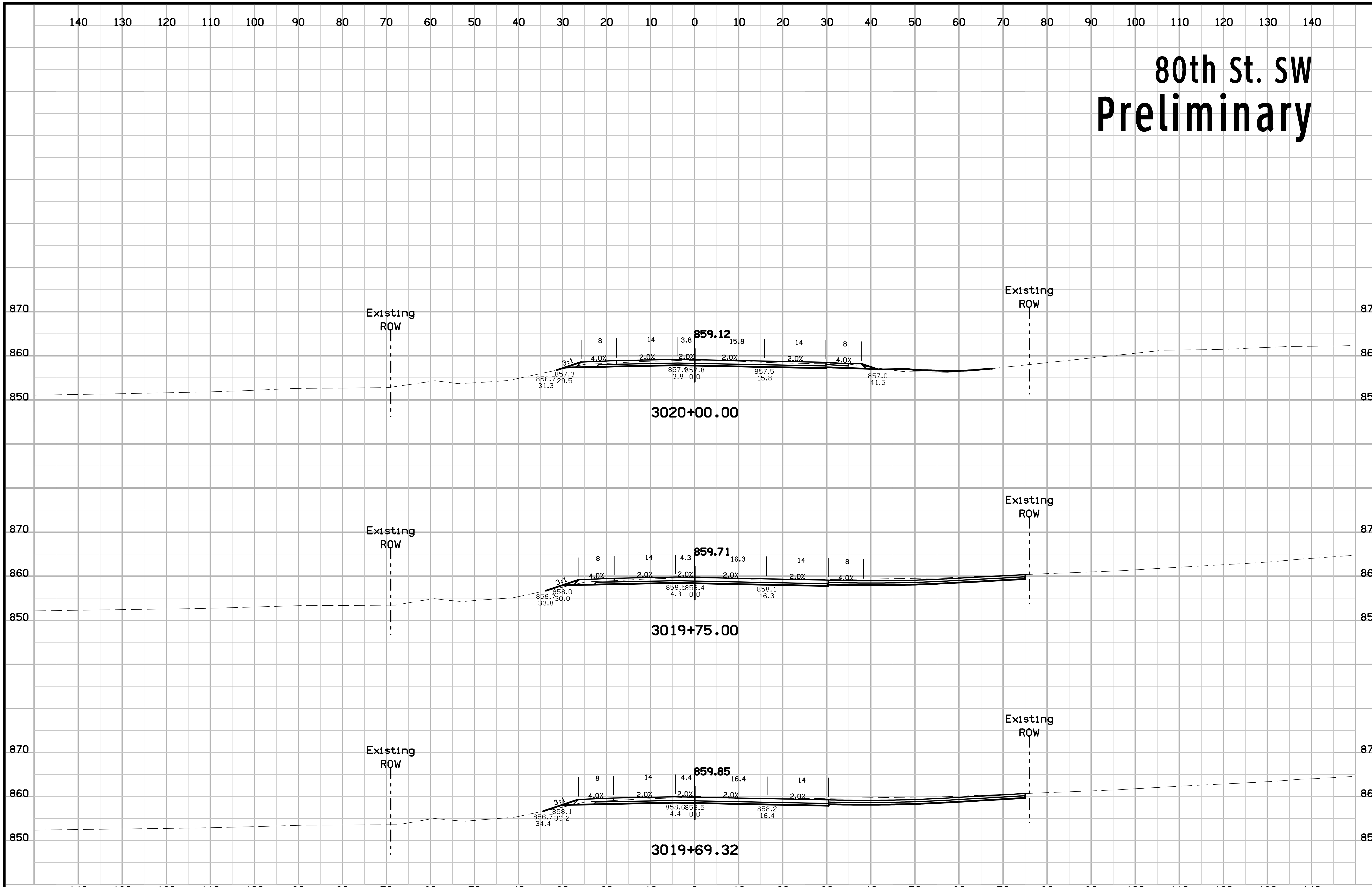


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.111

80th St. SW
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.112

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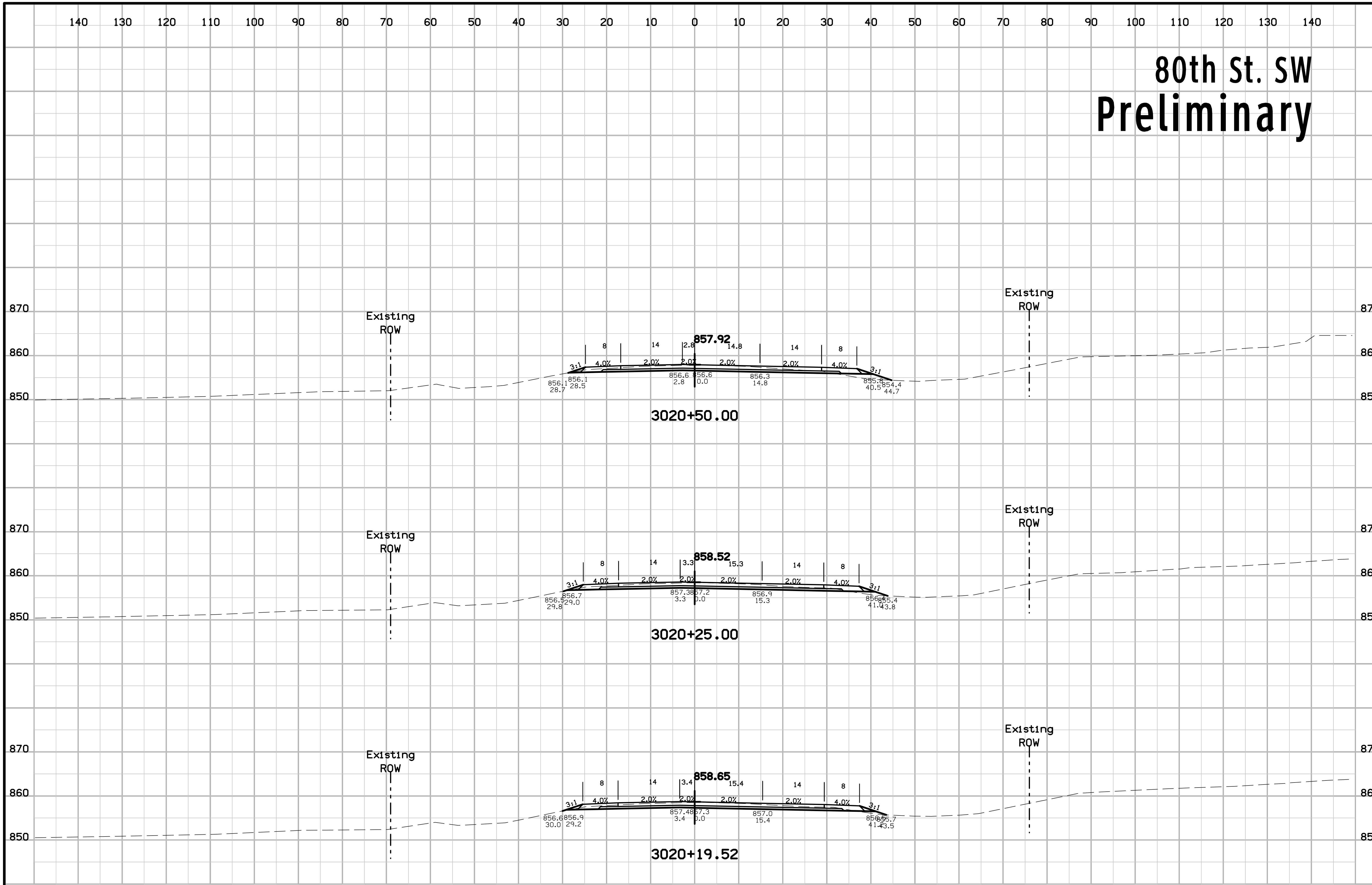
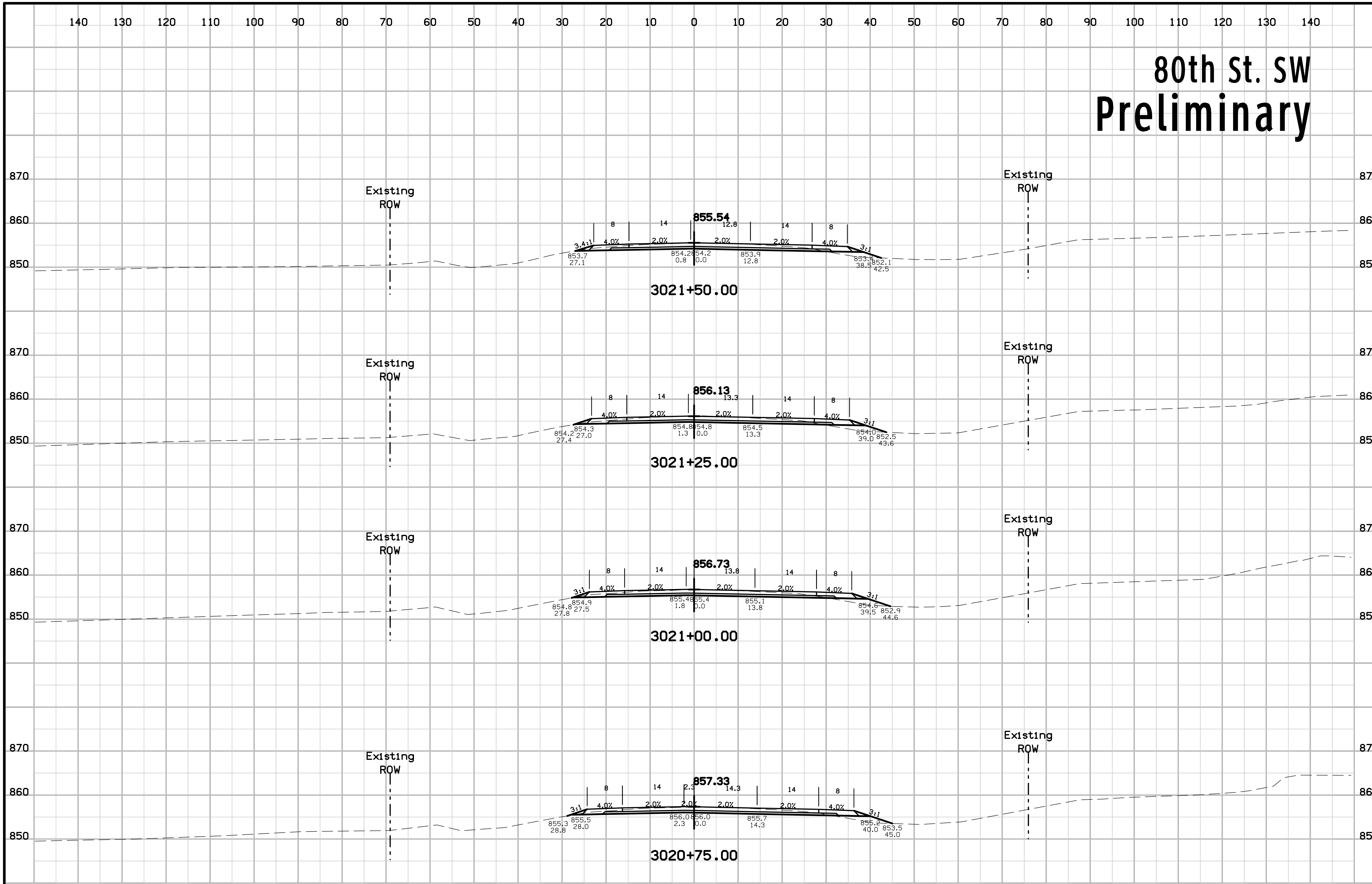


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.113

80th St. SW
Preliminary



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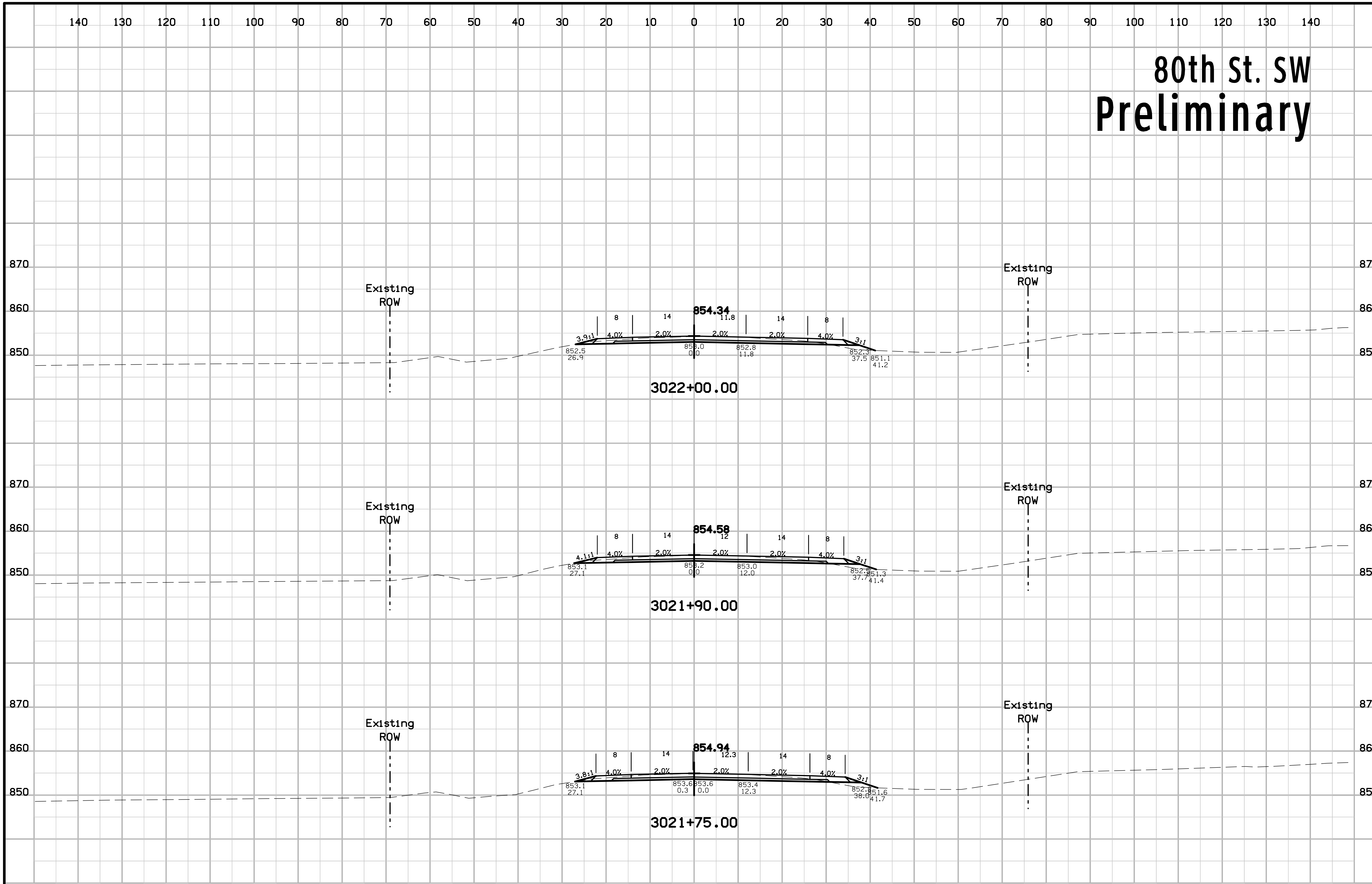
80th St. SW
Preliminary



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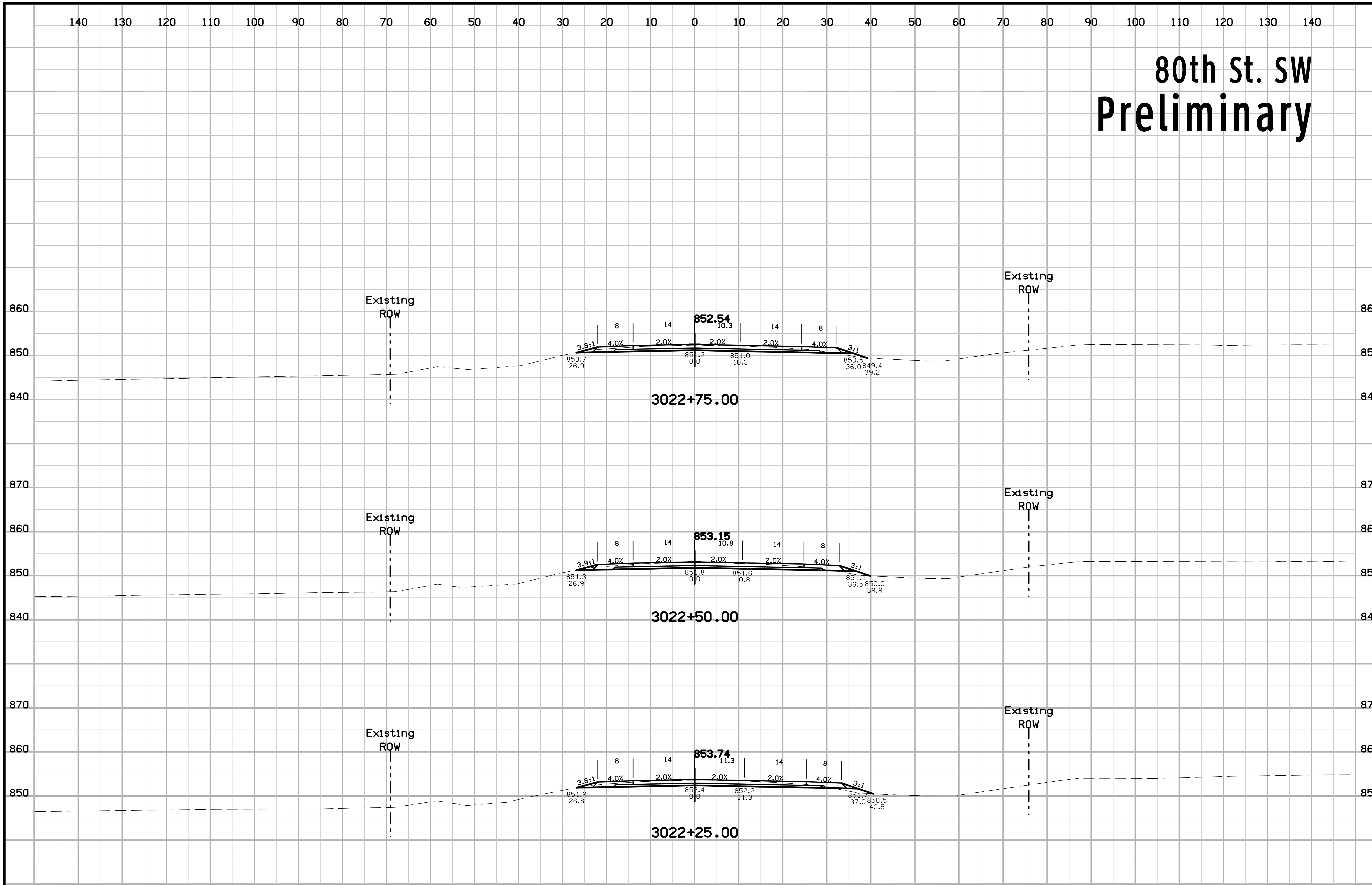
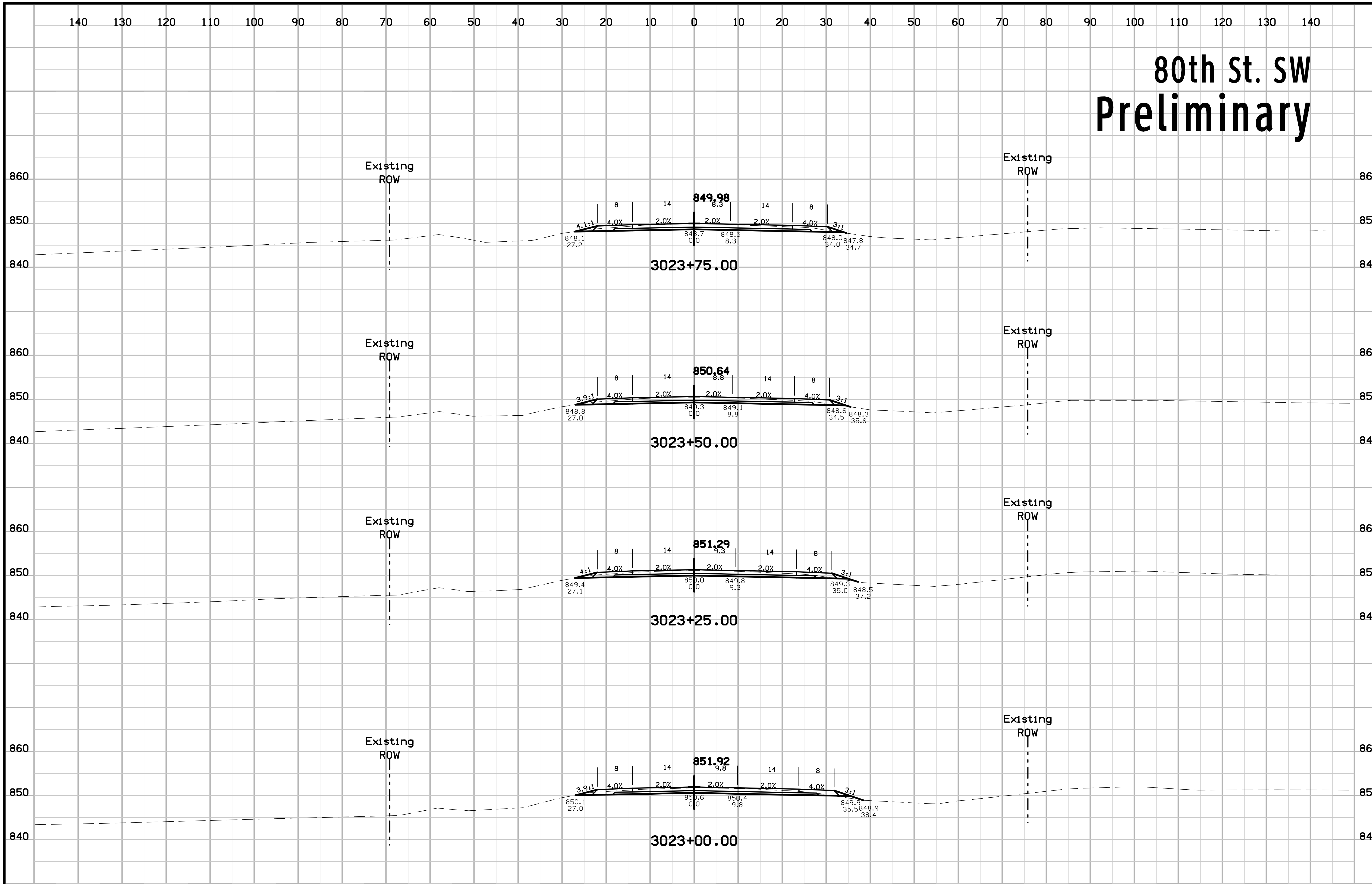
80th St. SW
Preliminary





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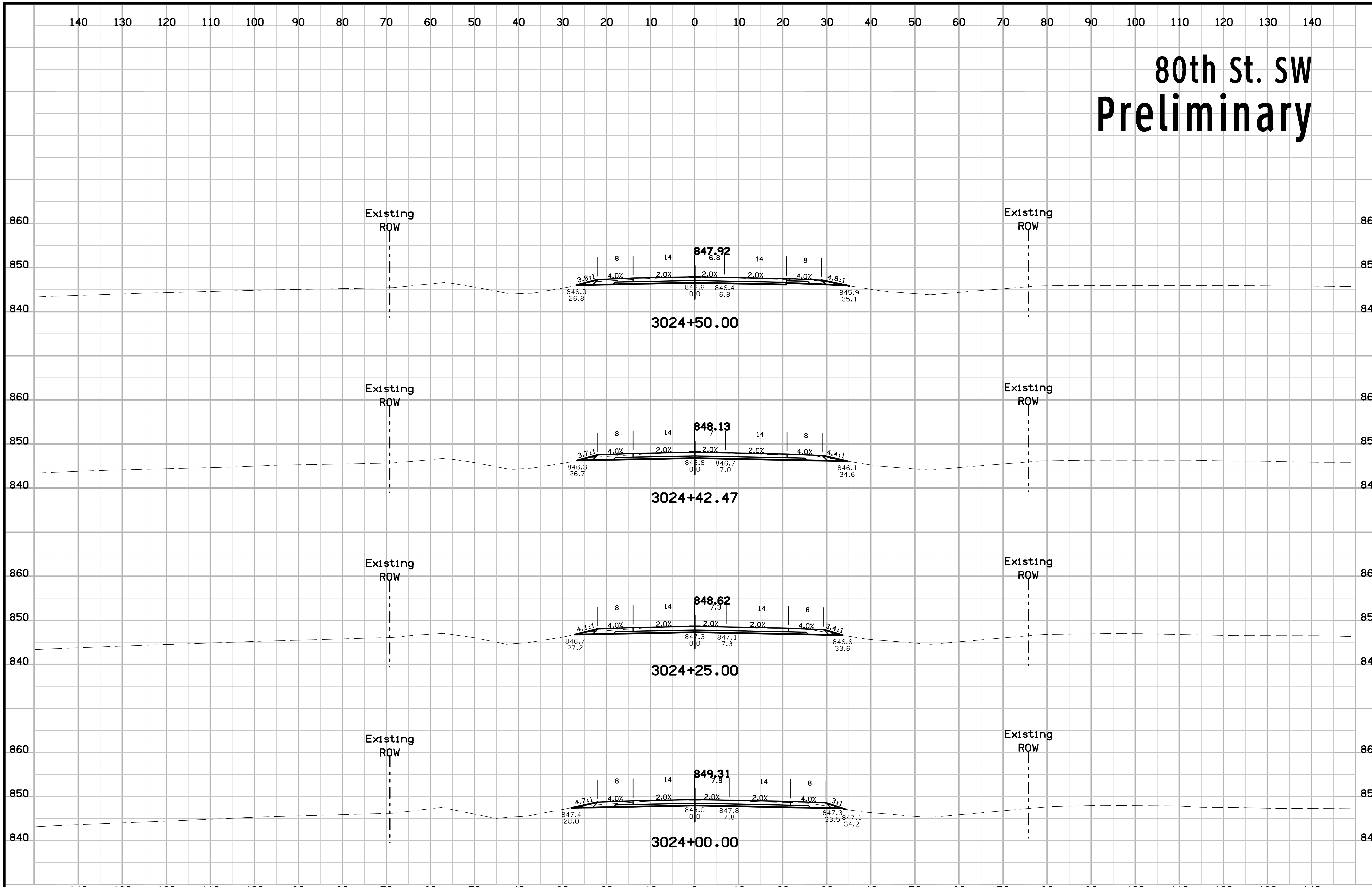
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.118

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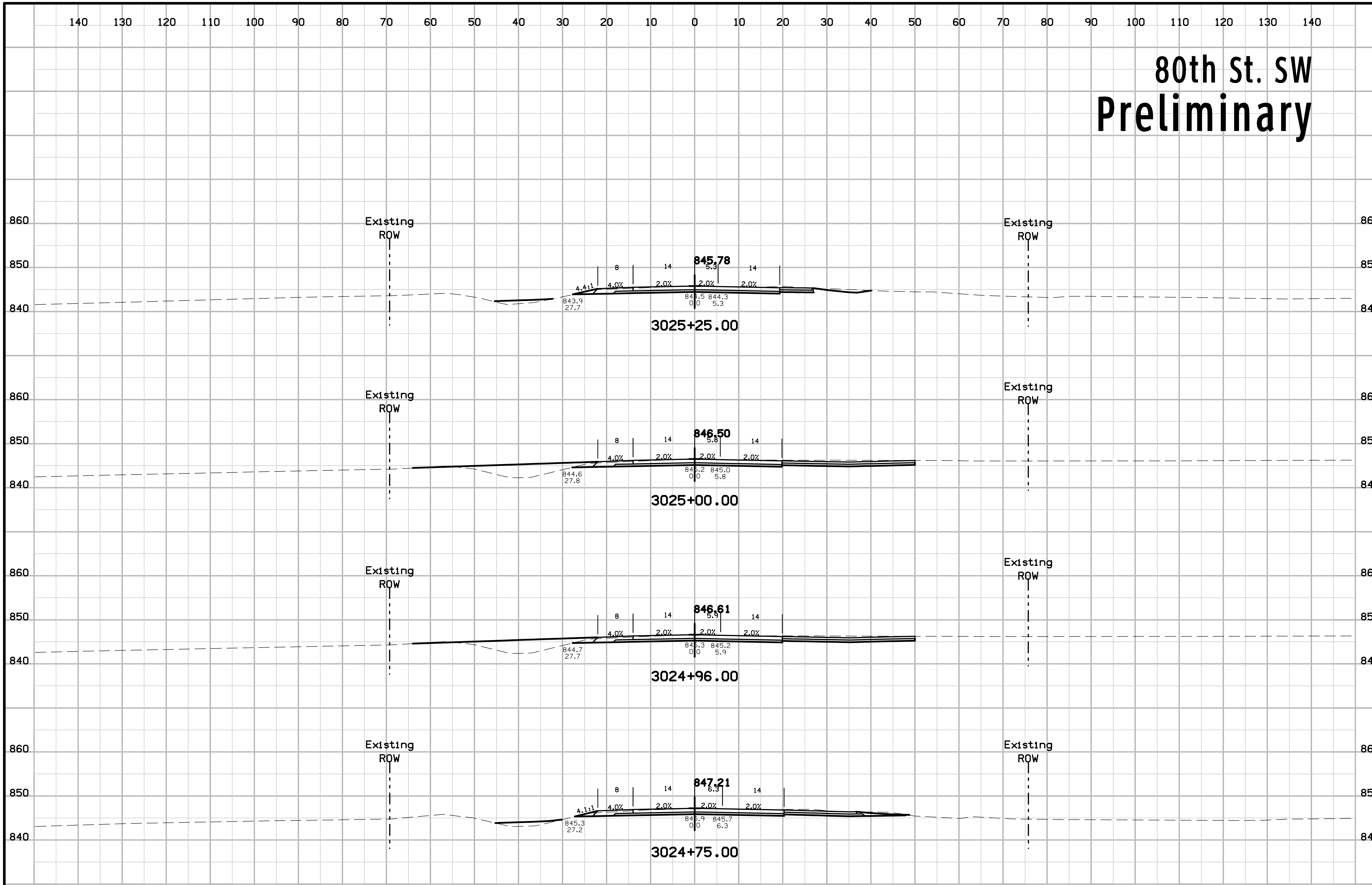
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.119

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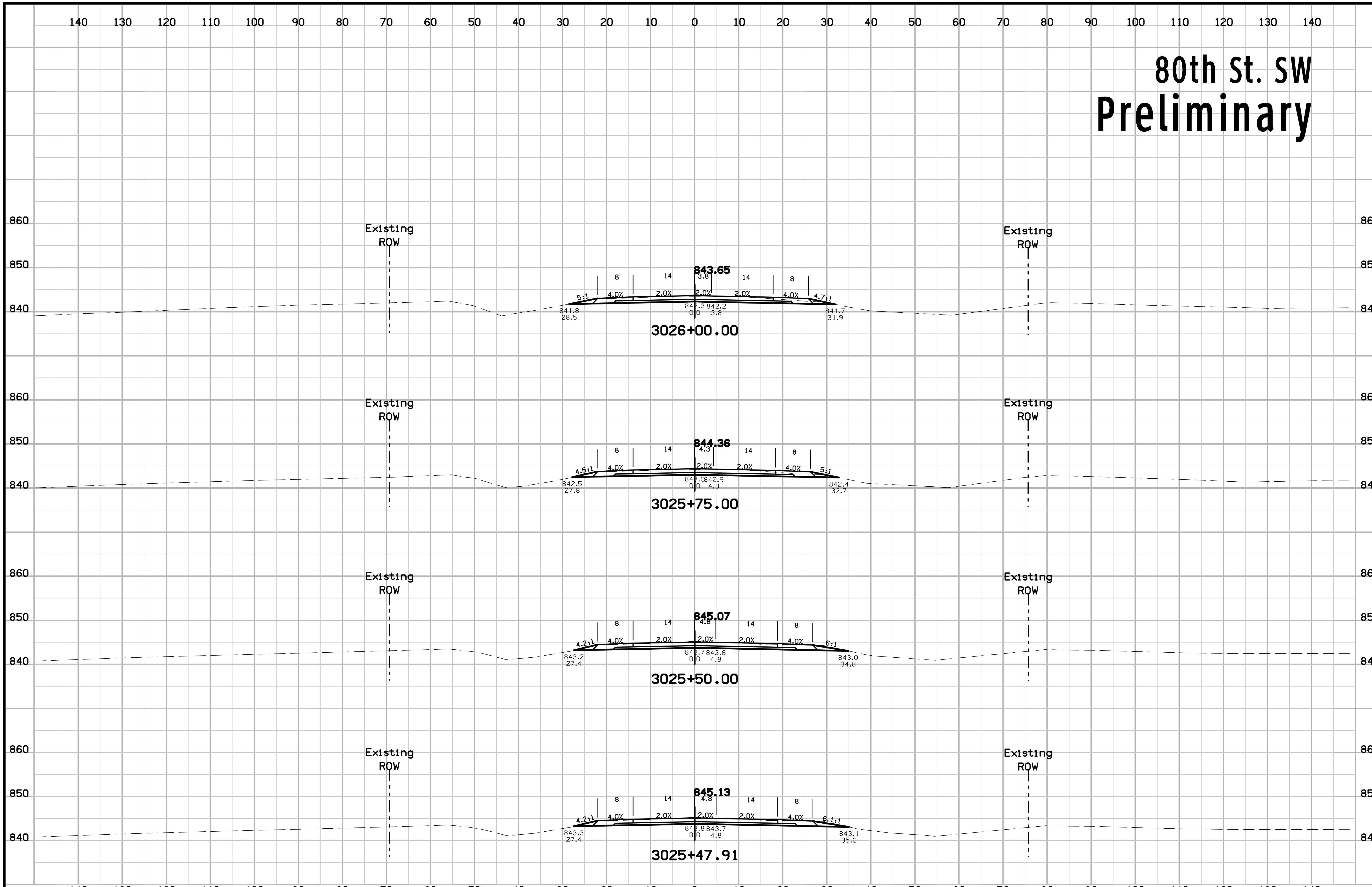
80th St. SW
Preliminary



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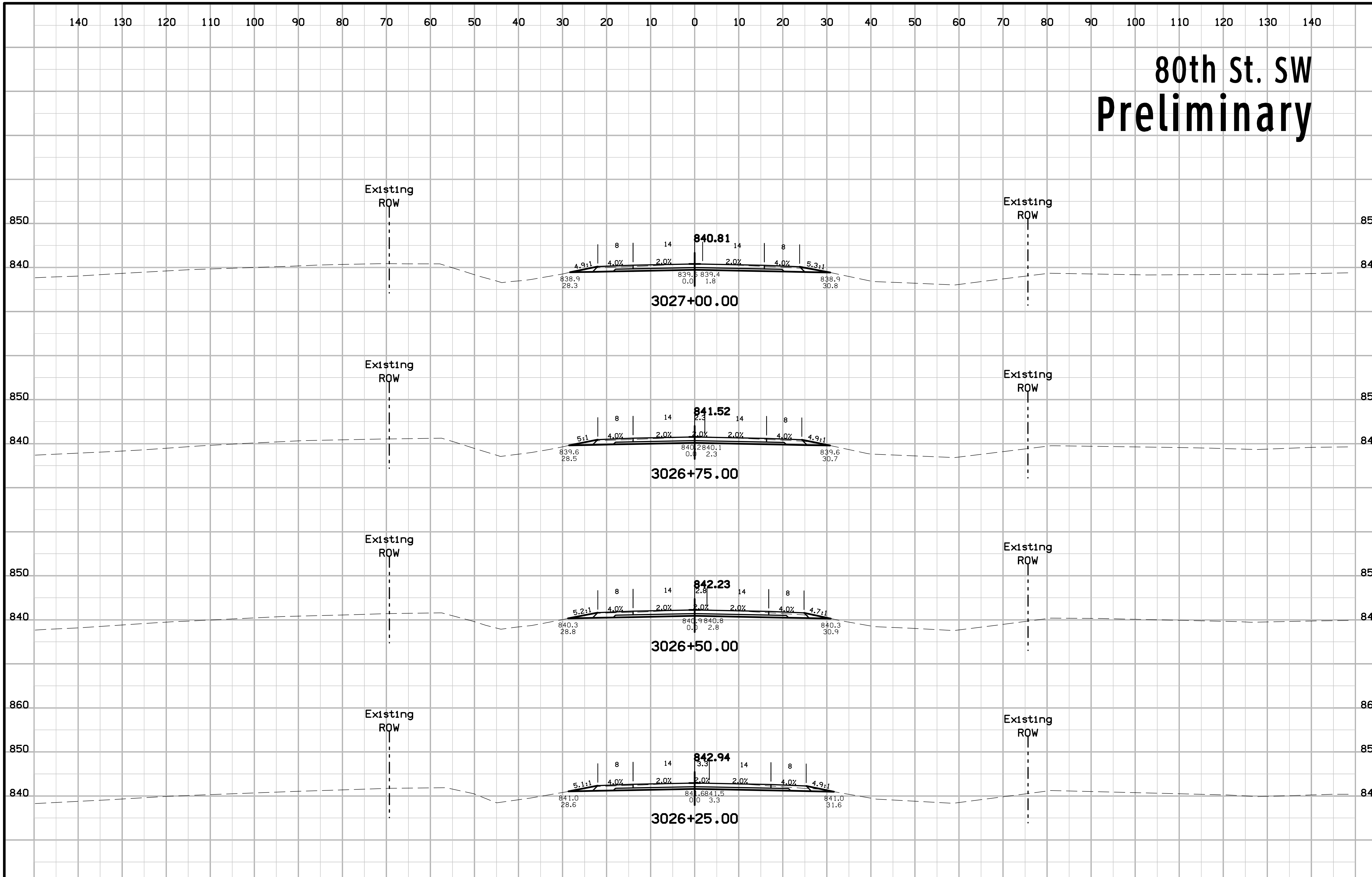

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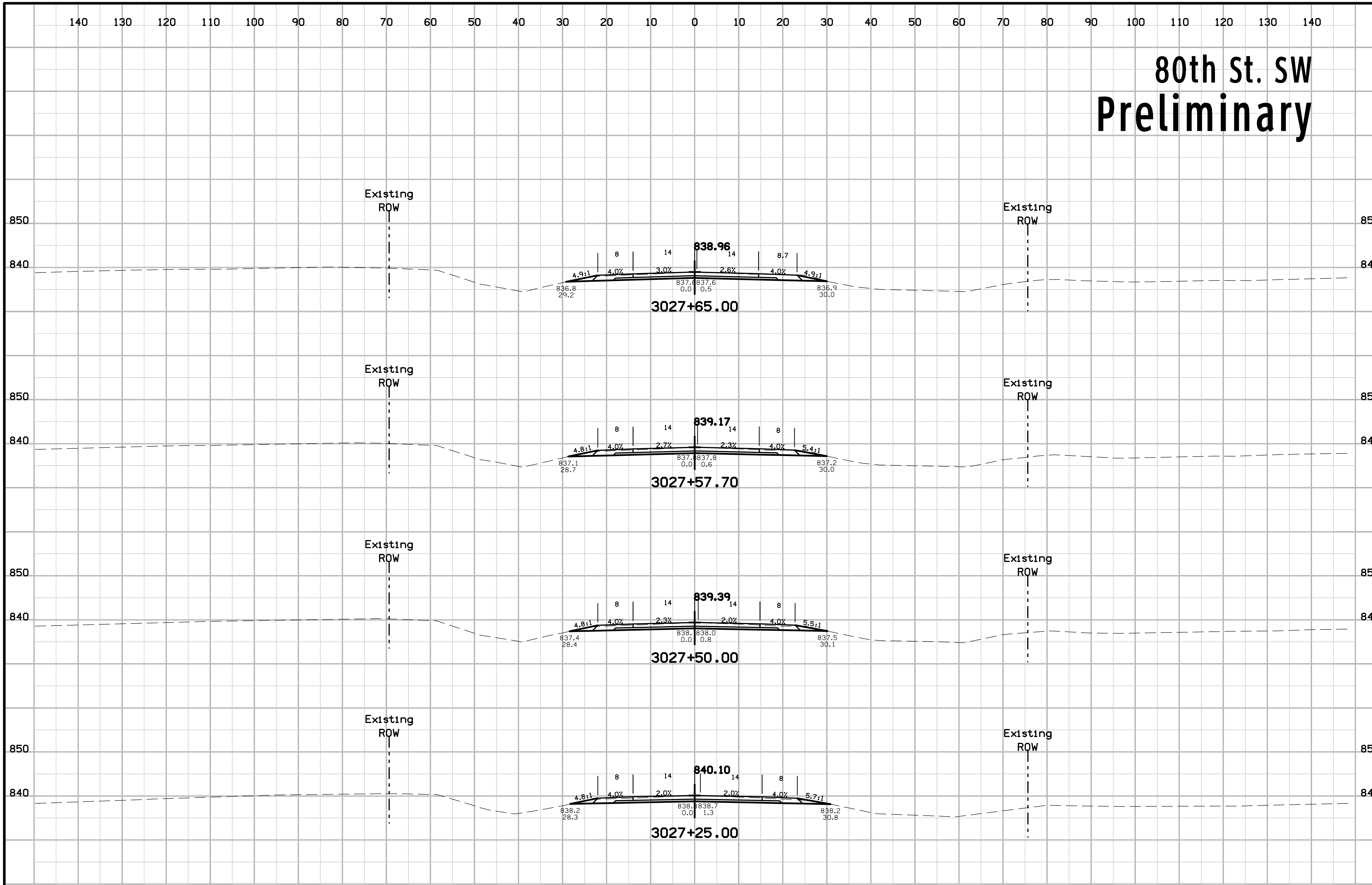
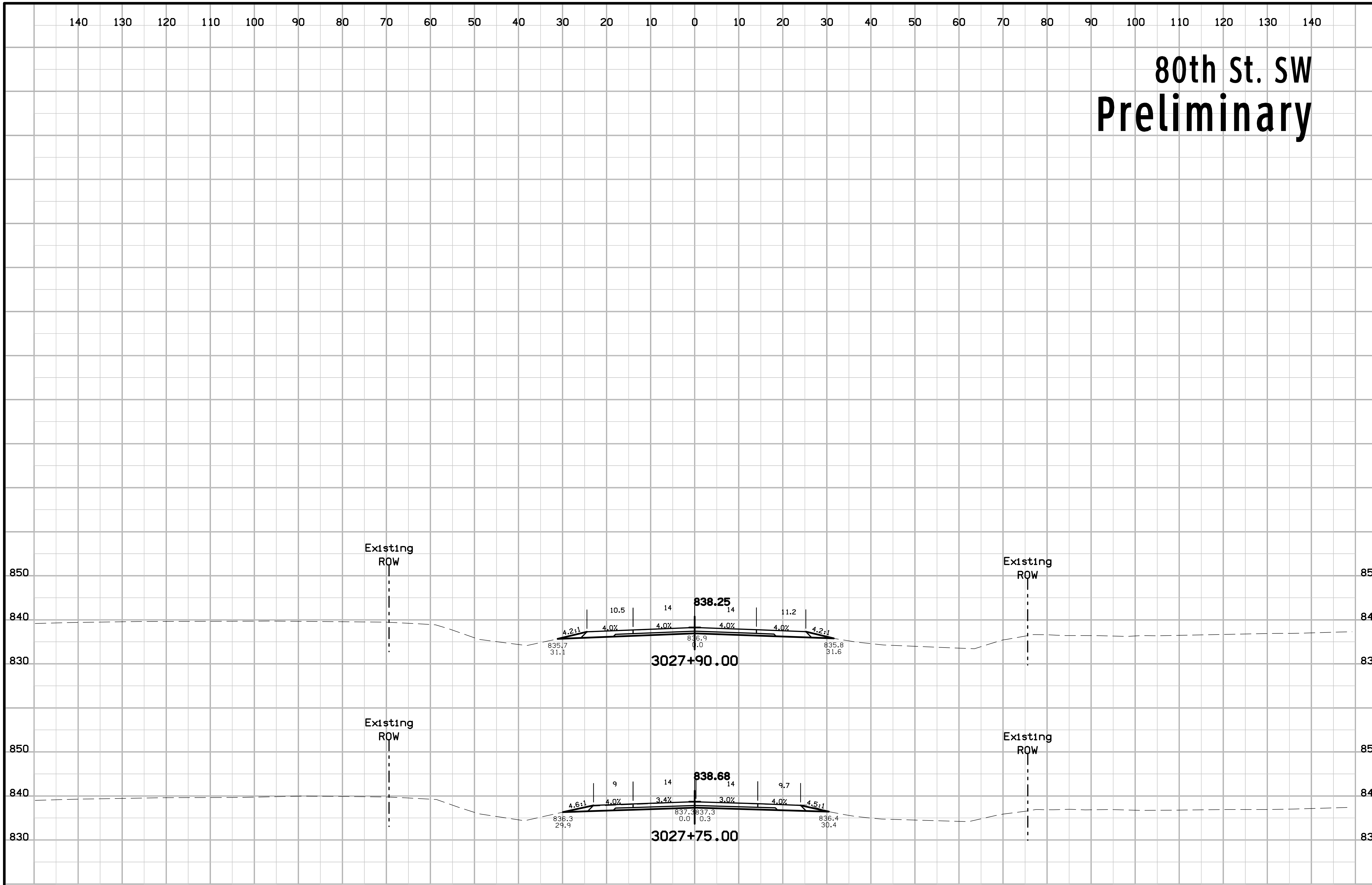


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.122

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.123

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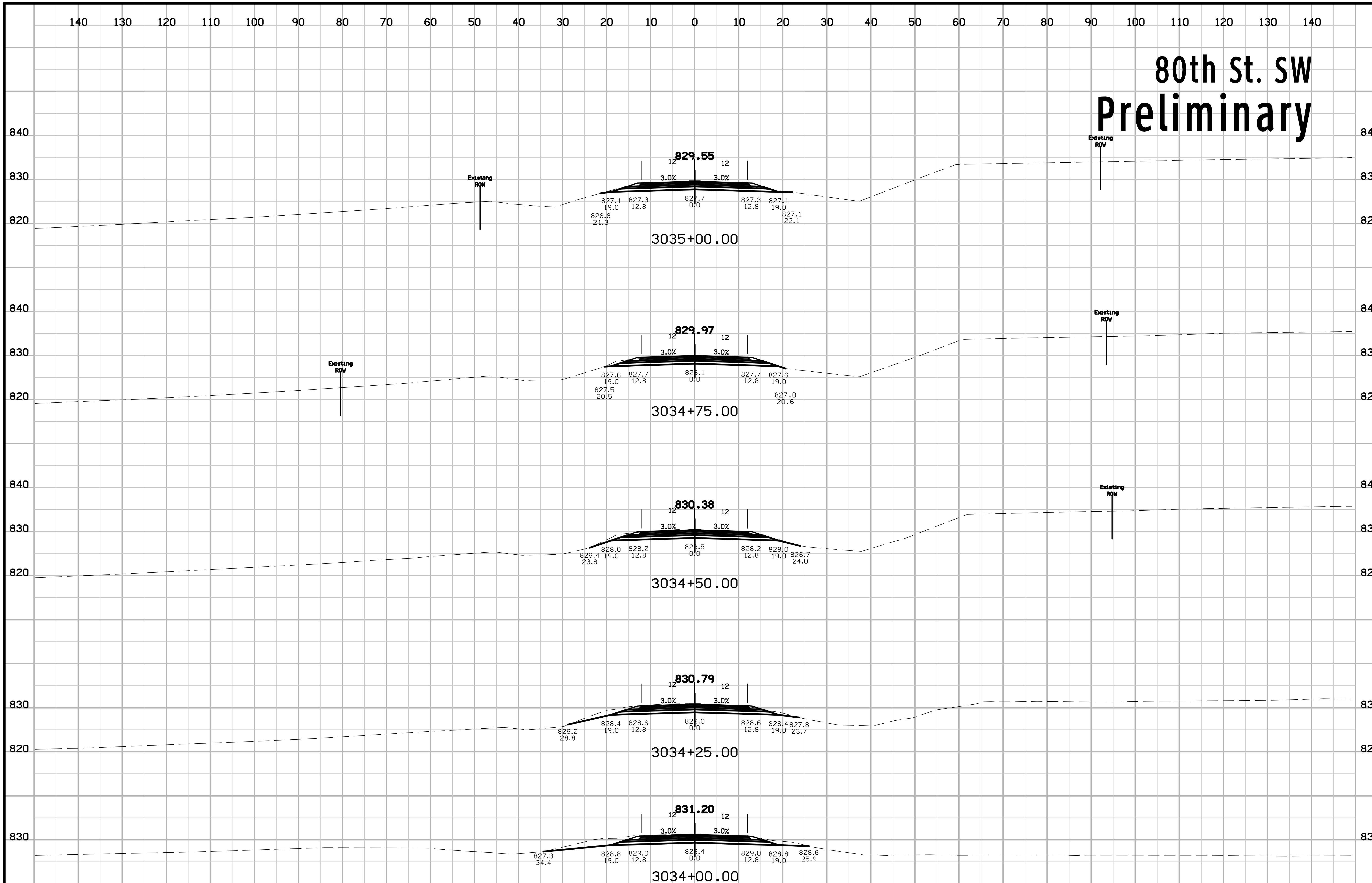
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.124

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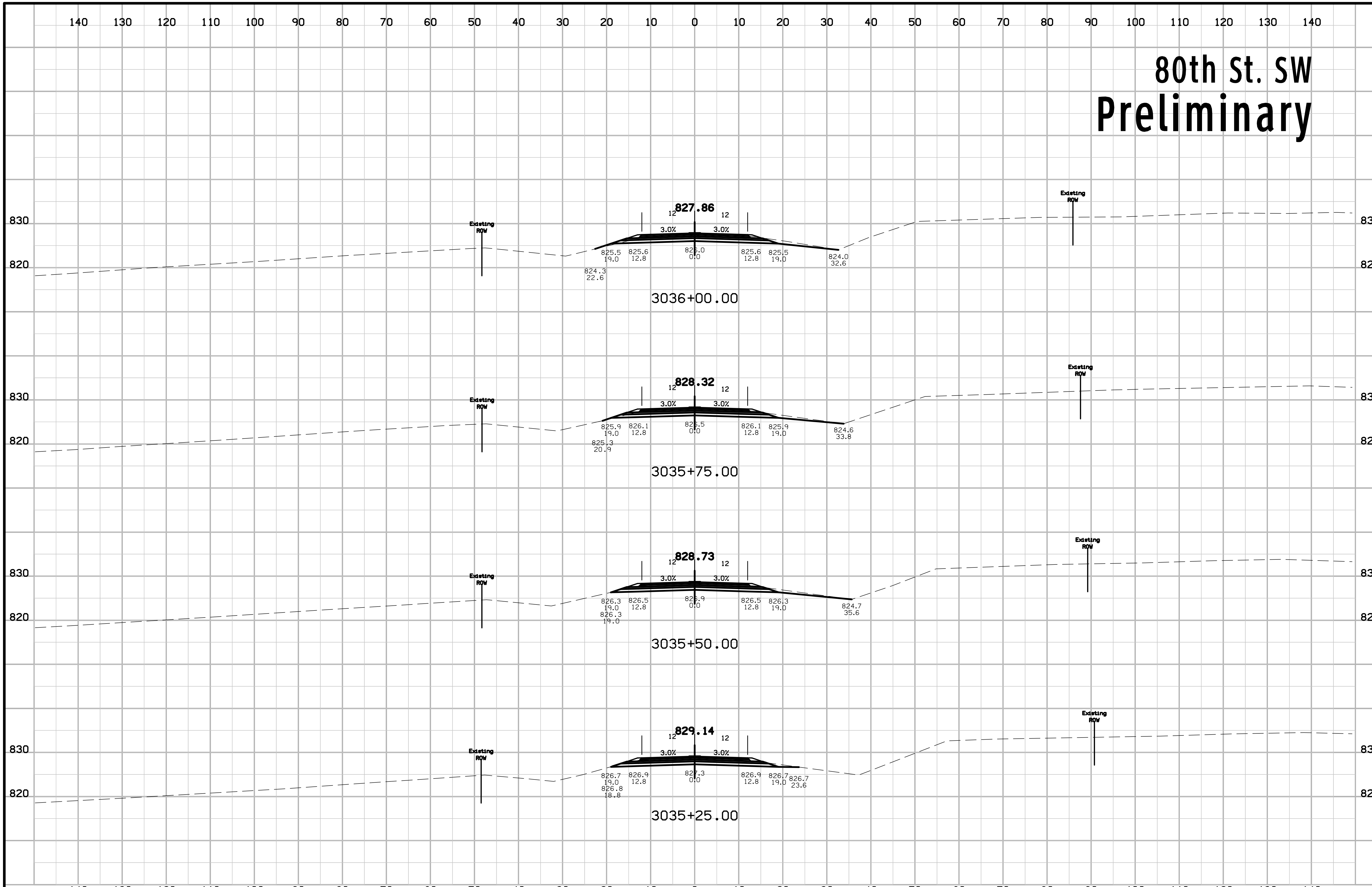

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.125

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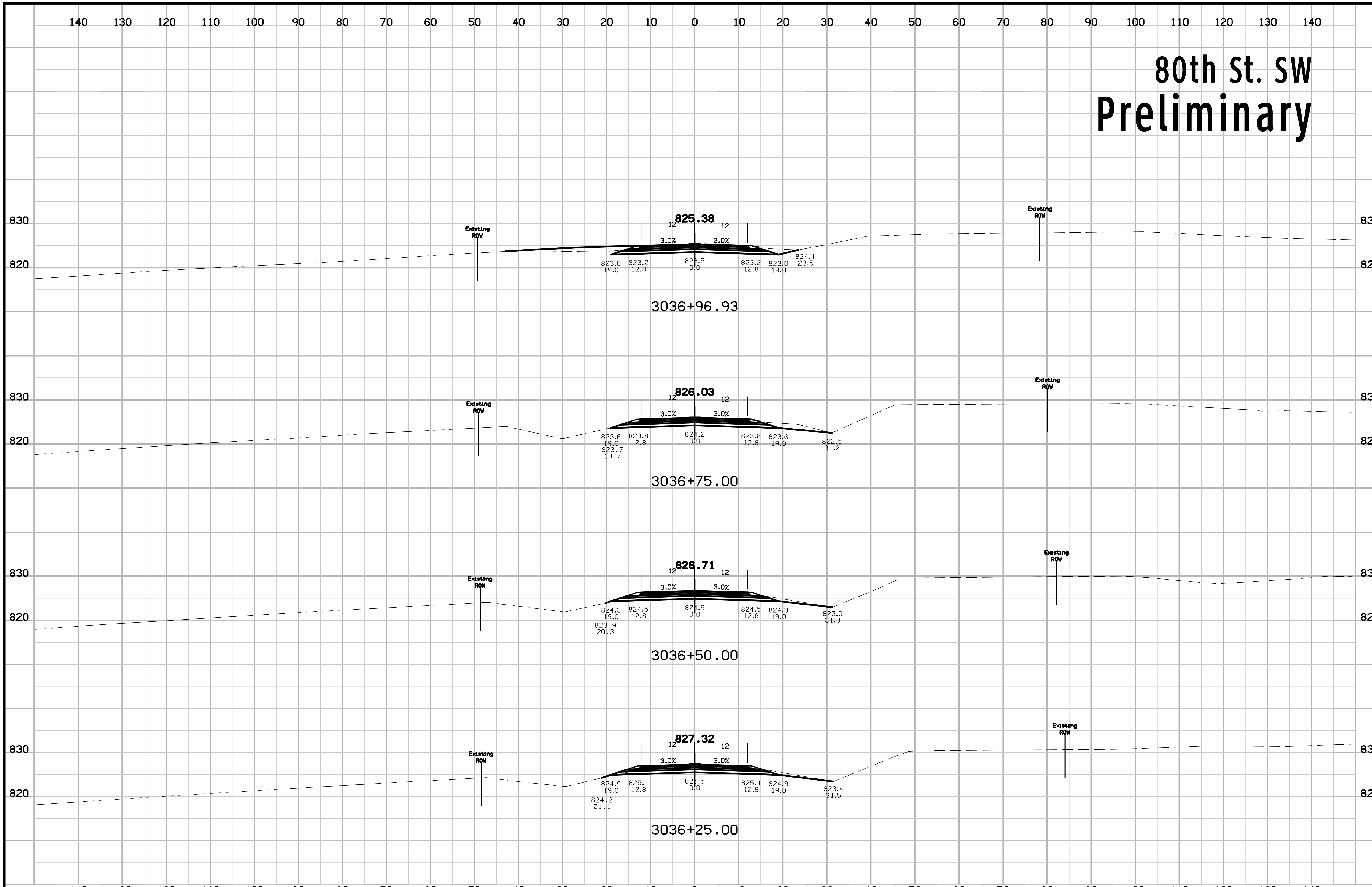

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.126

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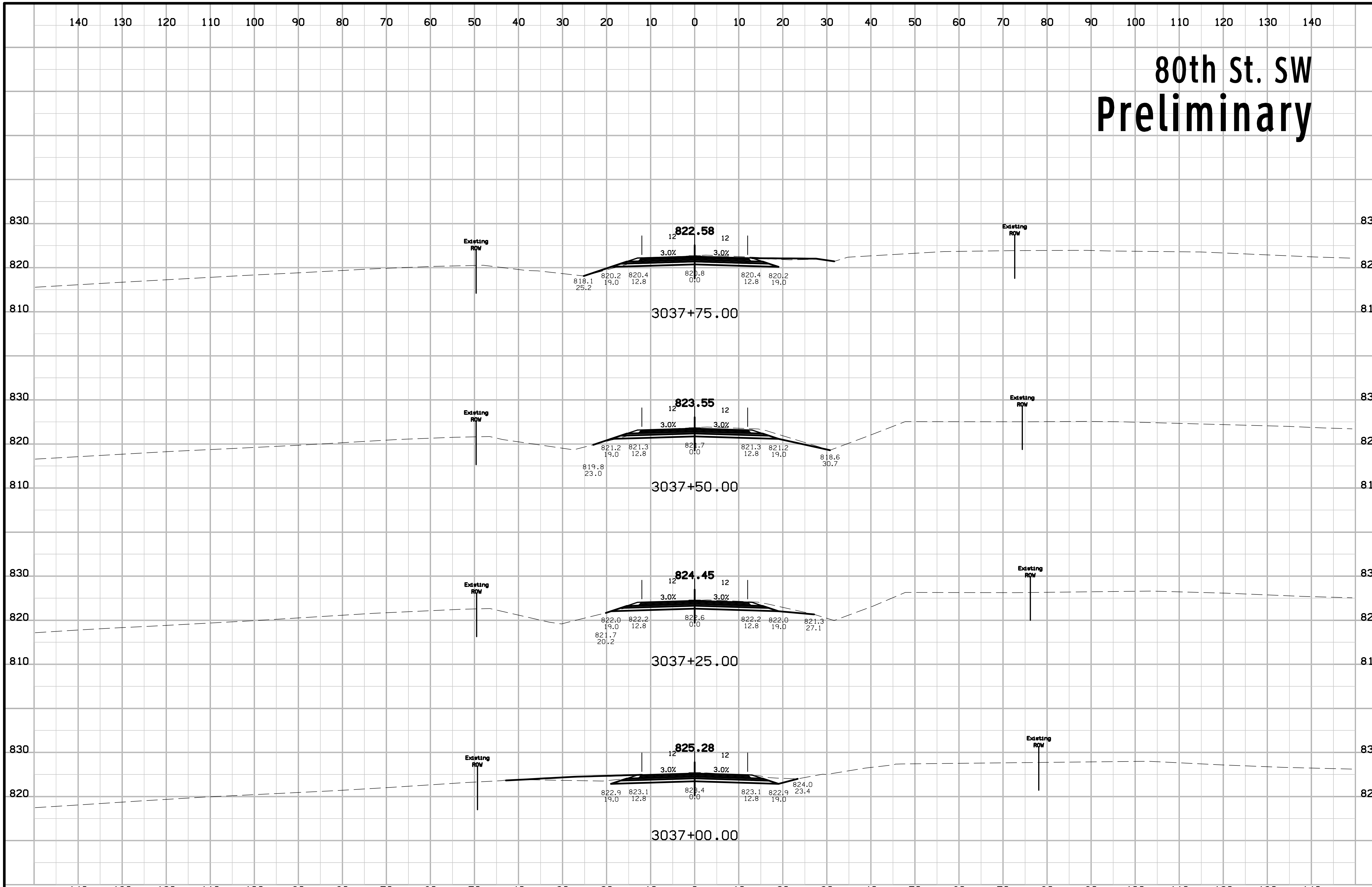
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.127

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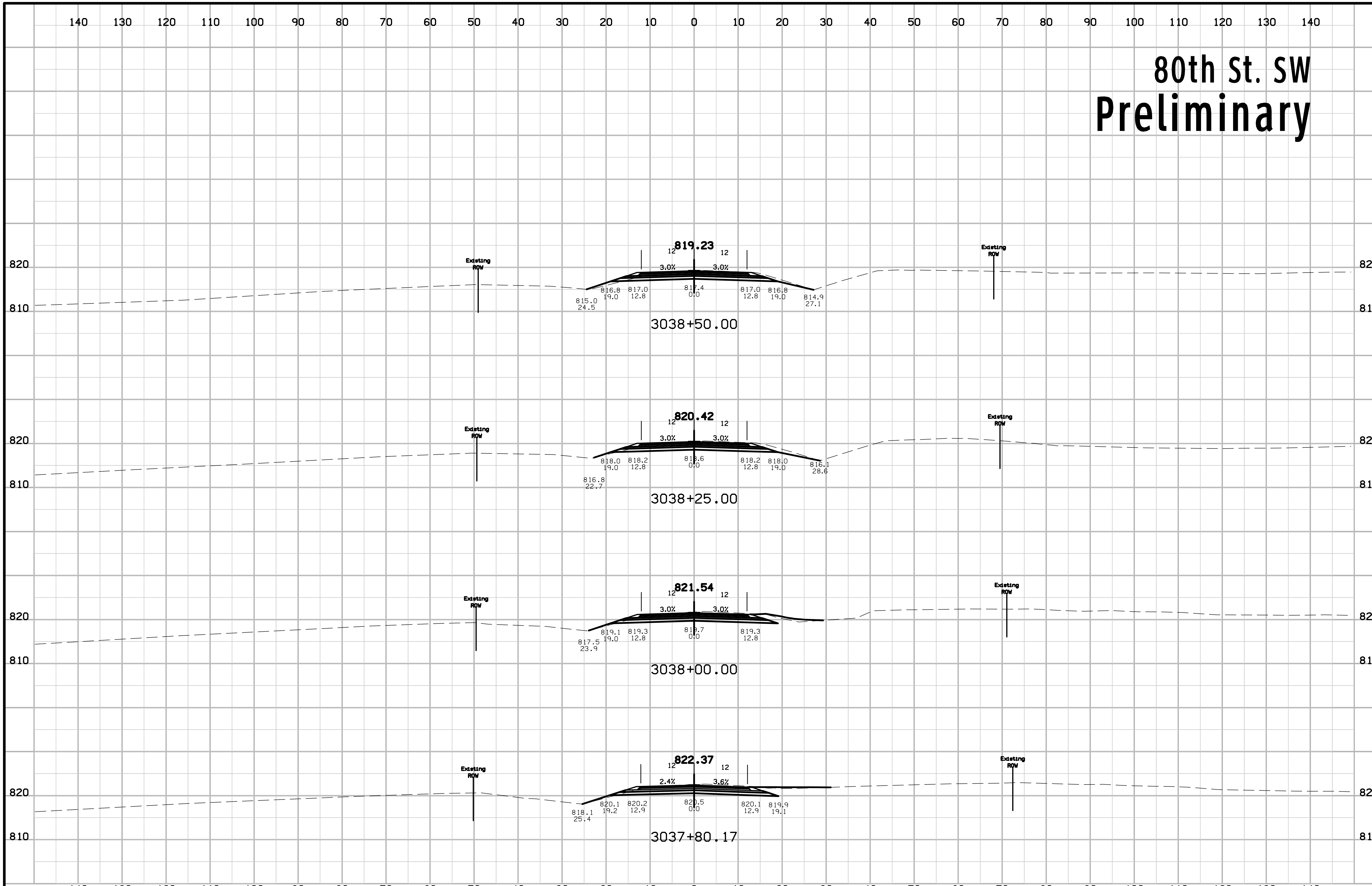
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.128

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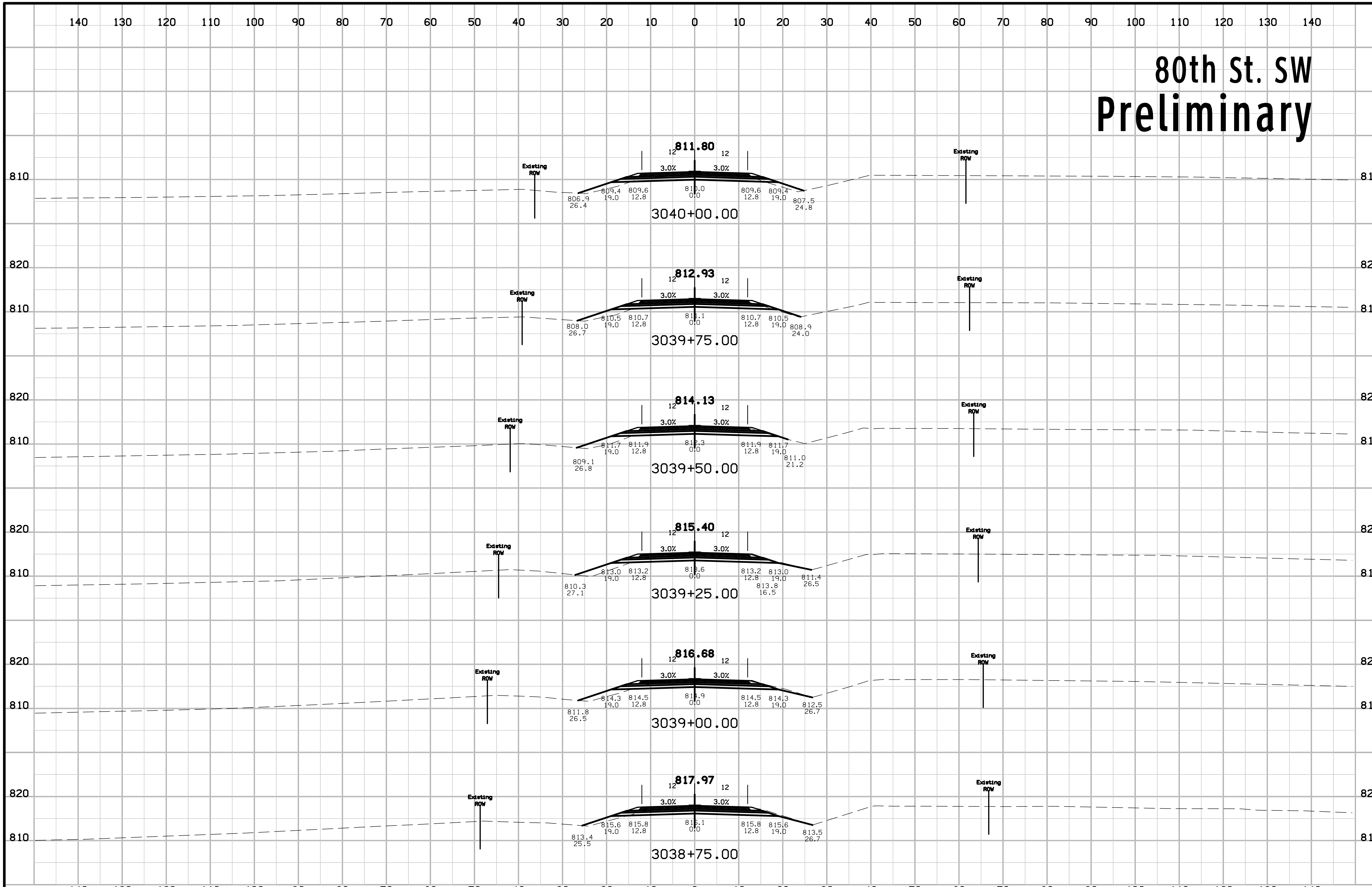
80th St. SW
Preliminary



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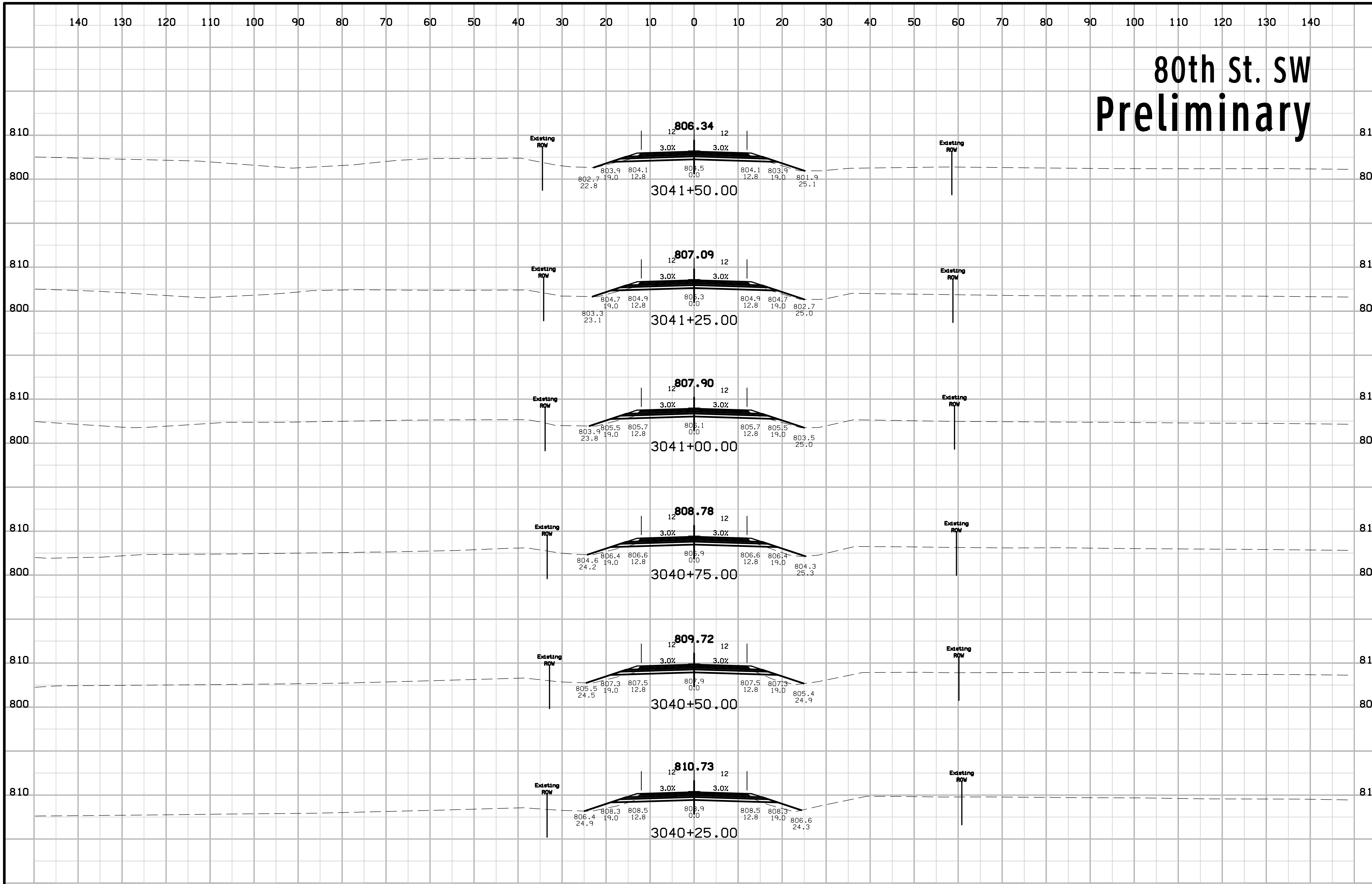

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.130	

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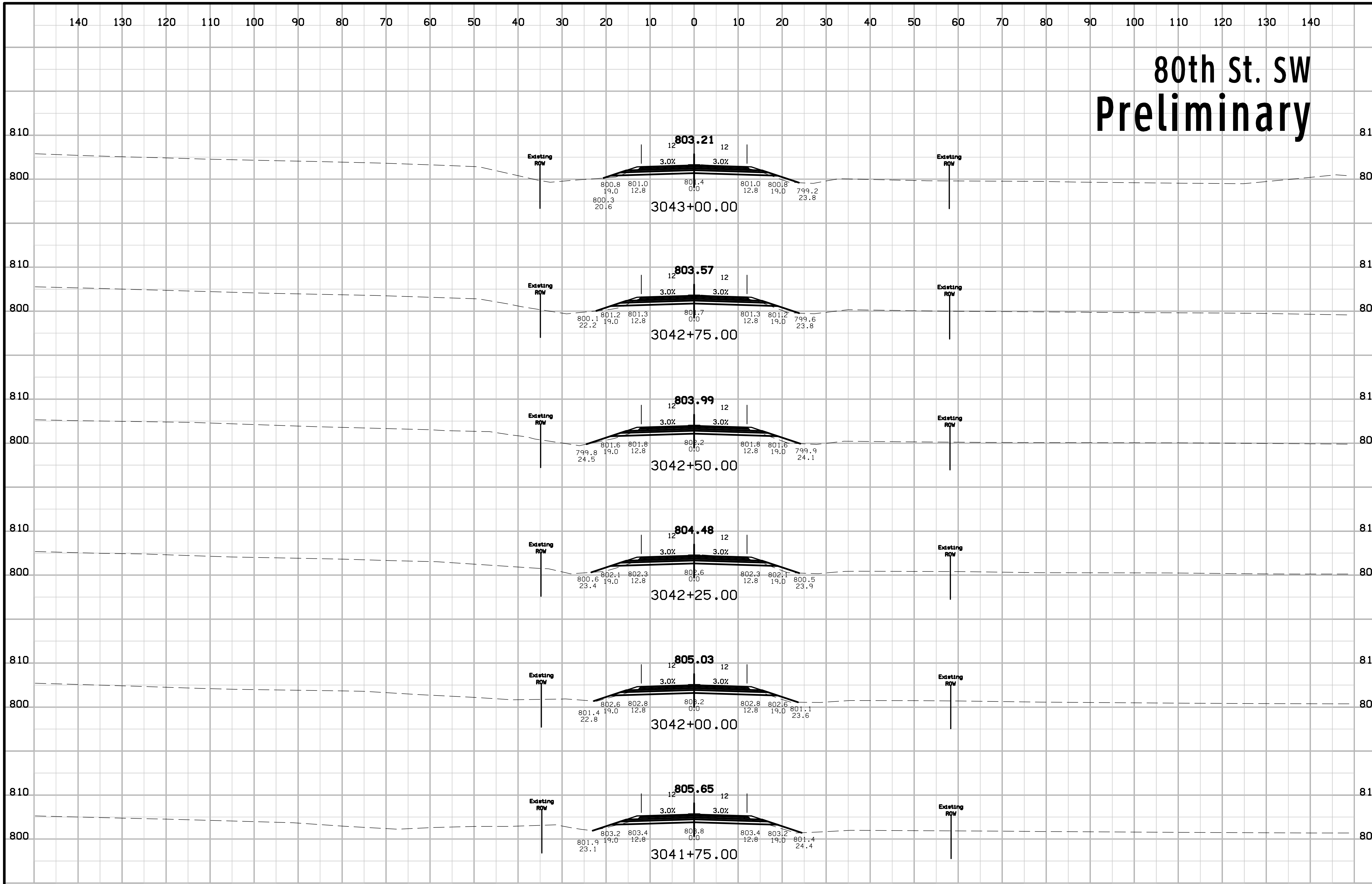
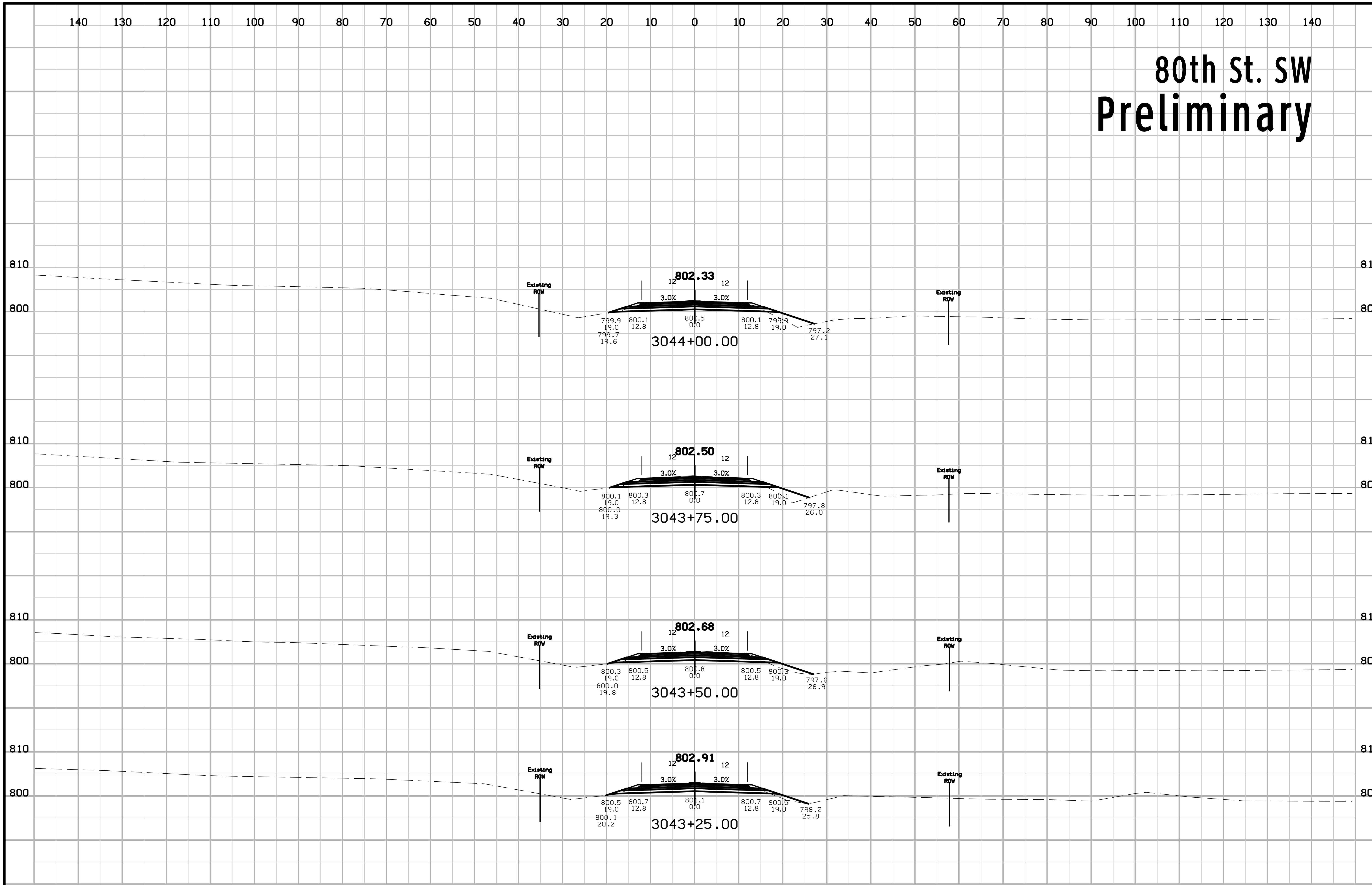
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.131

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.132

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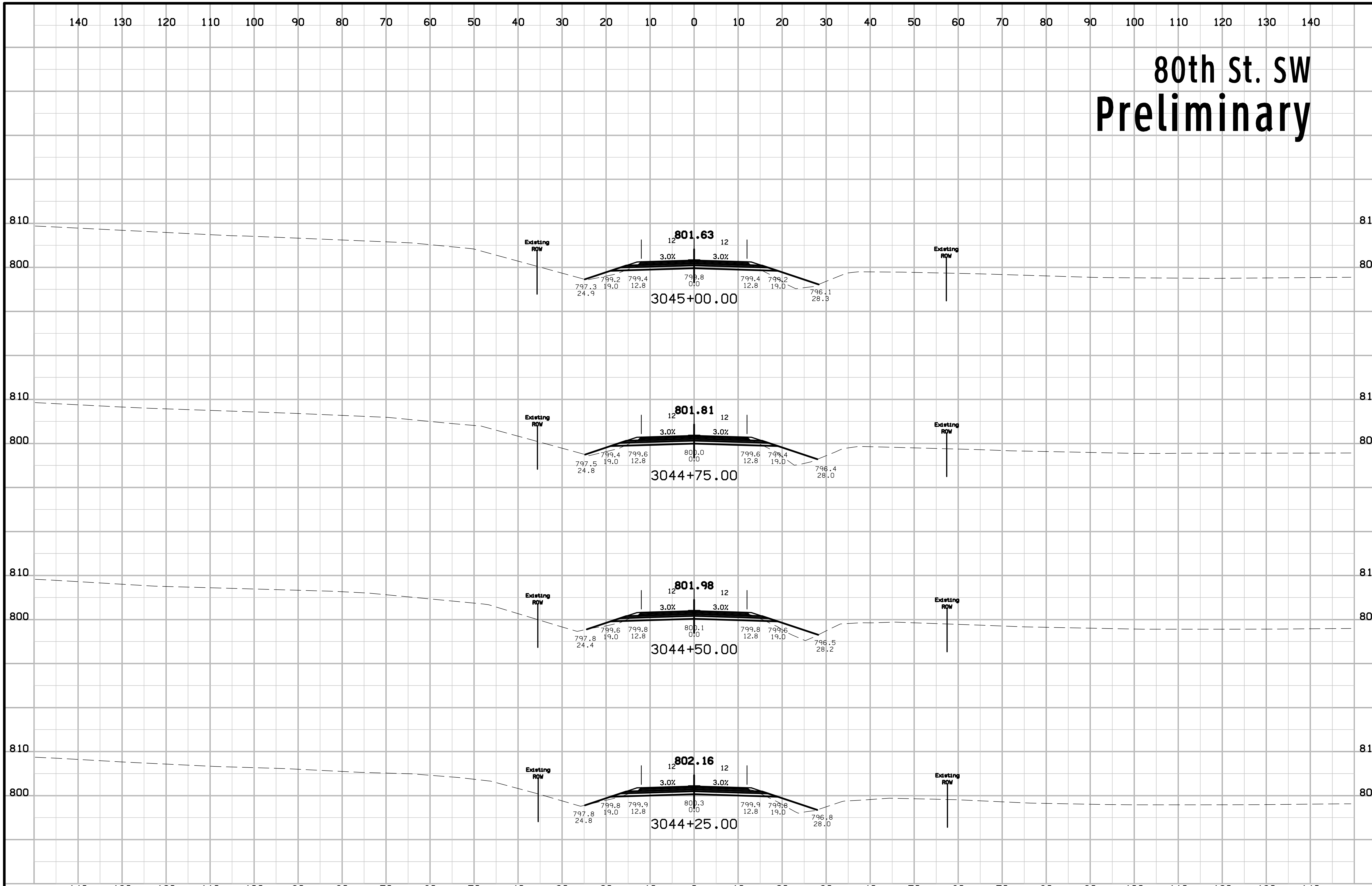

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.133

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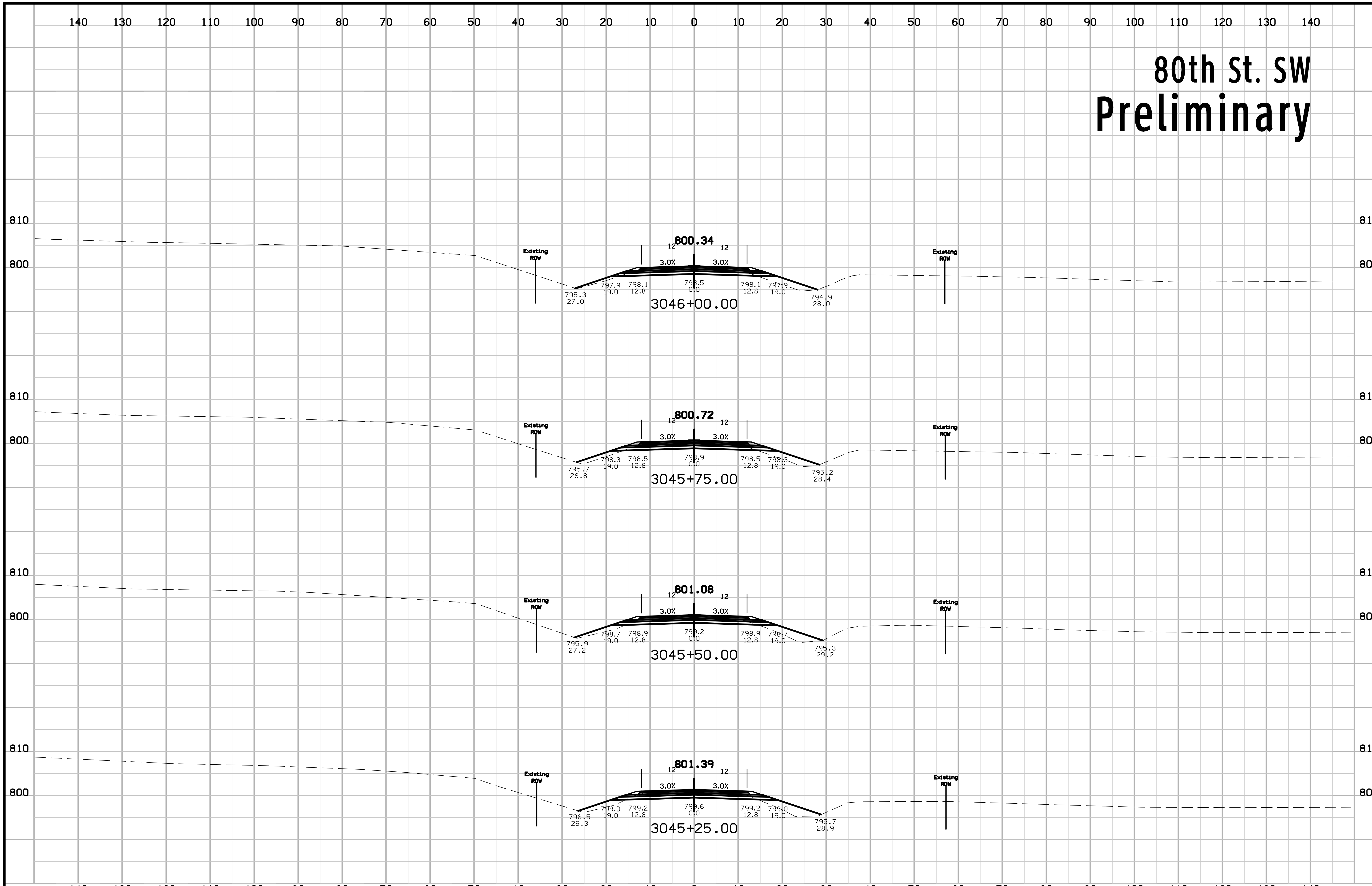
80th St. SW
Preliminary



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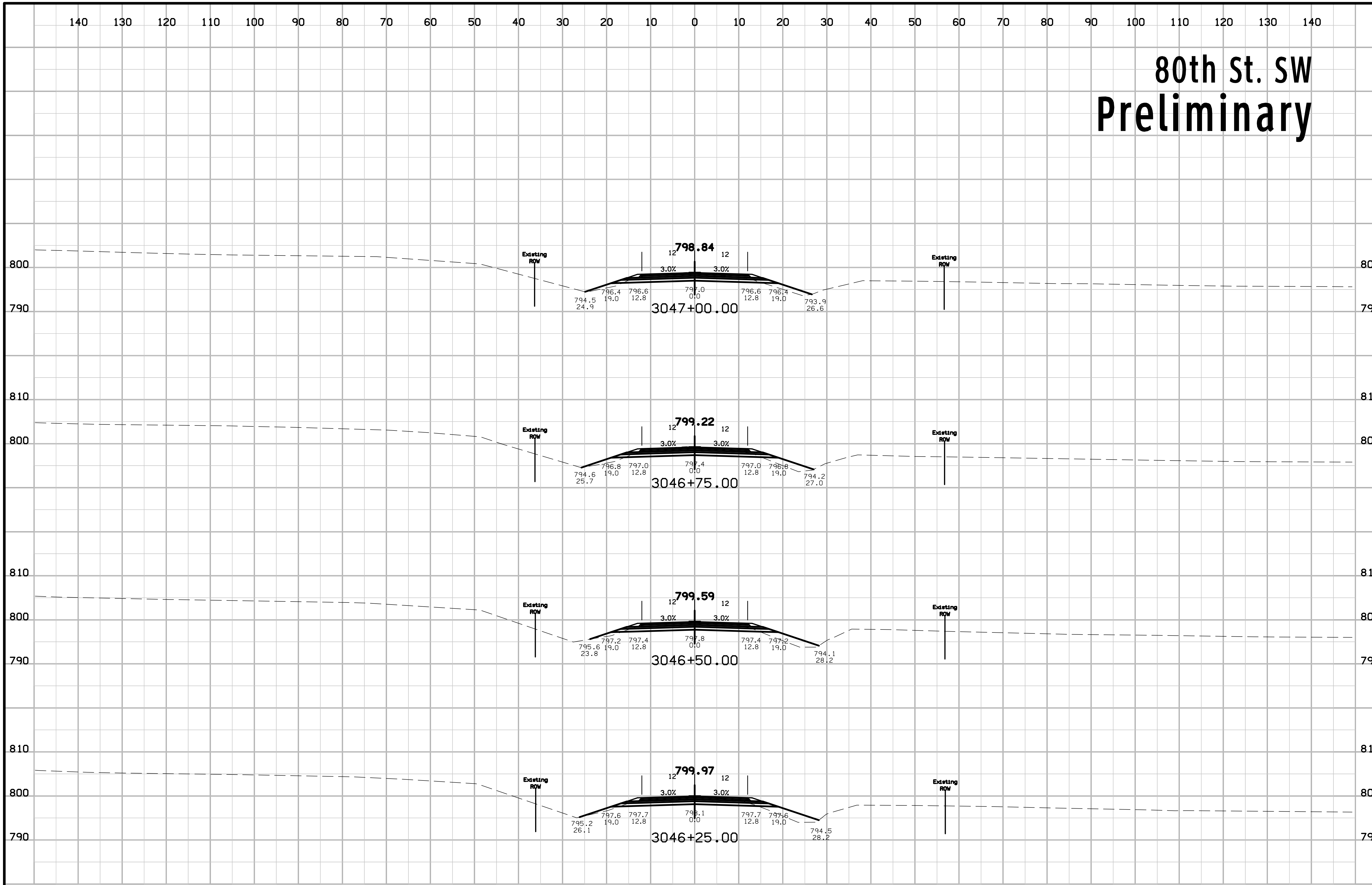

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.135

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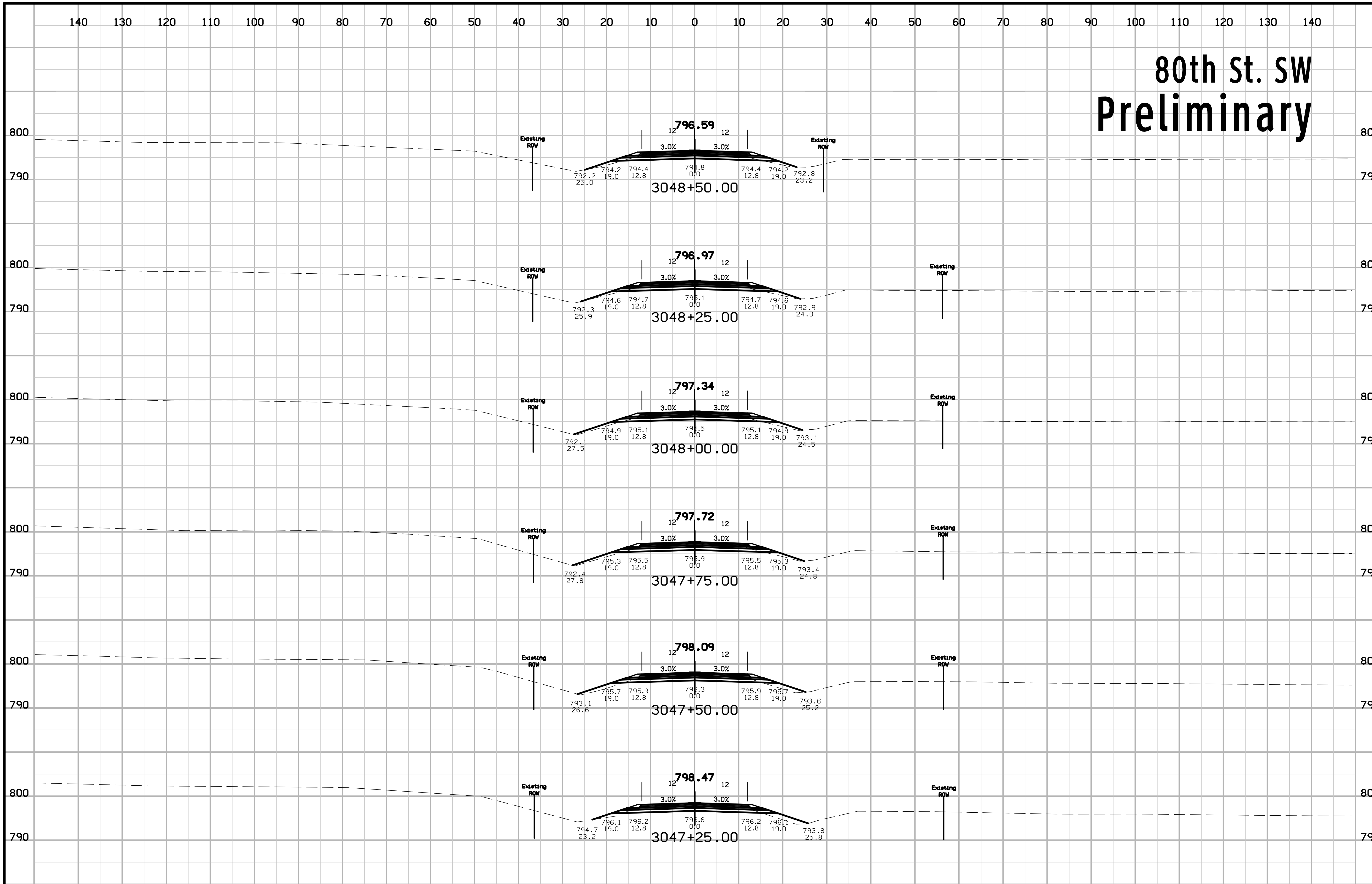
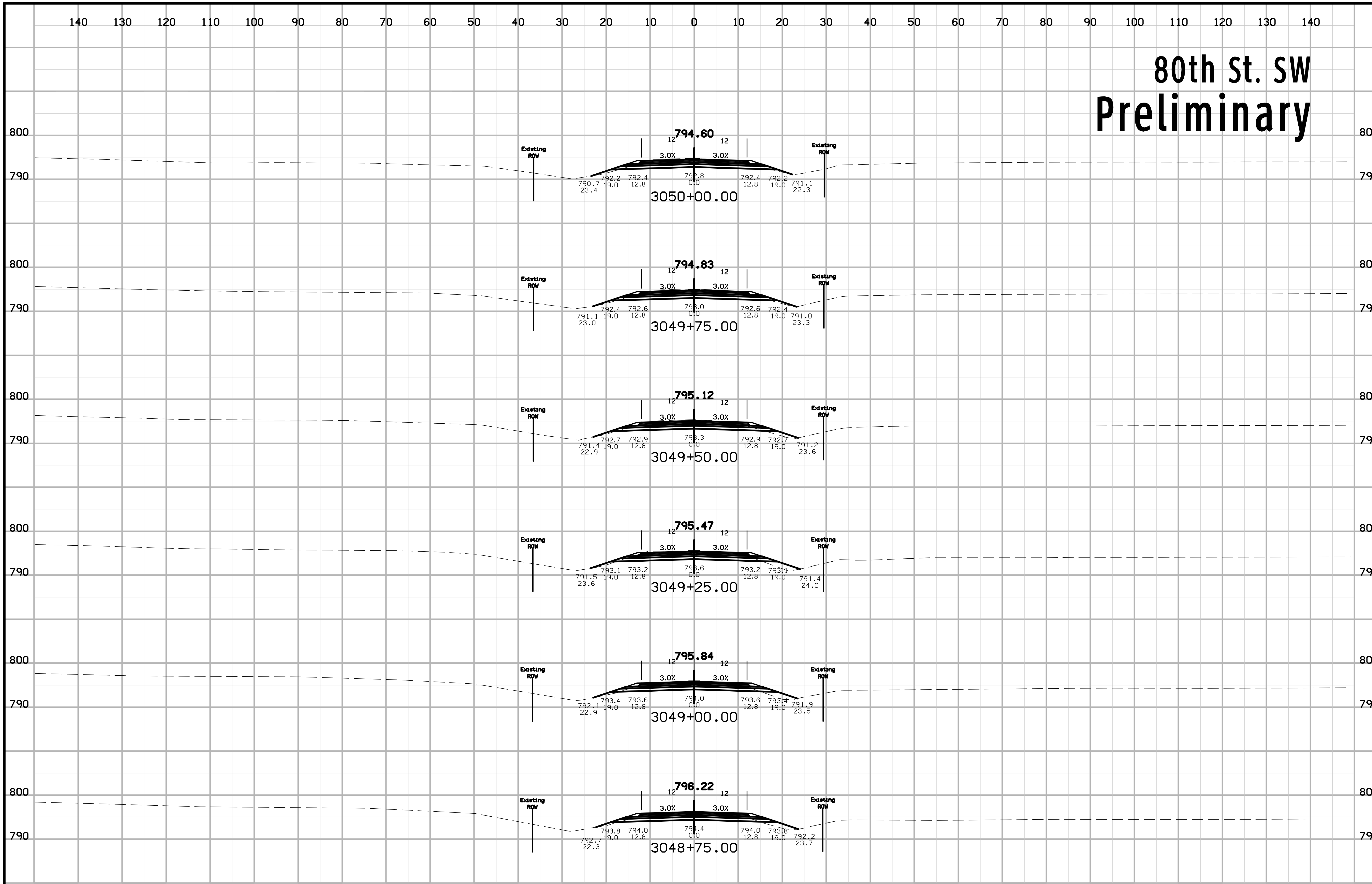


ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL	LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	X.136



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.137

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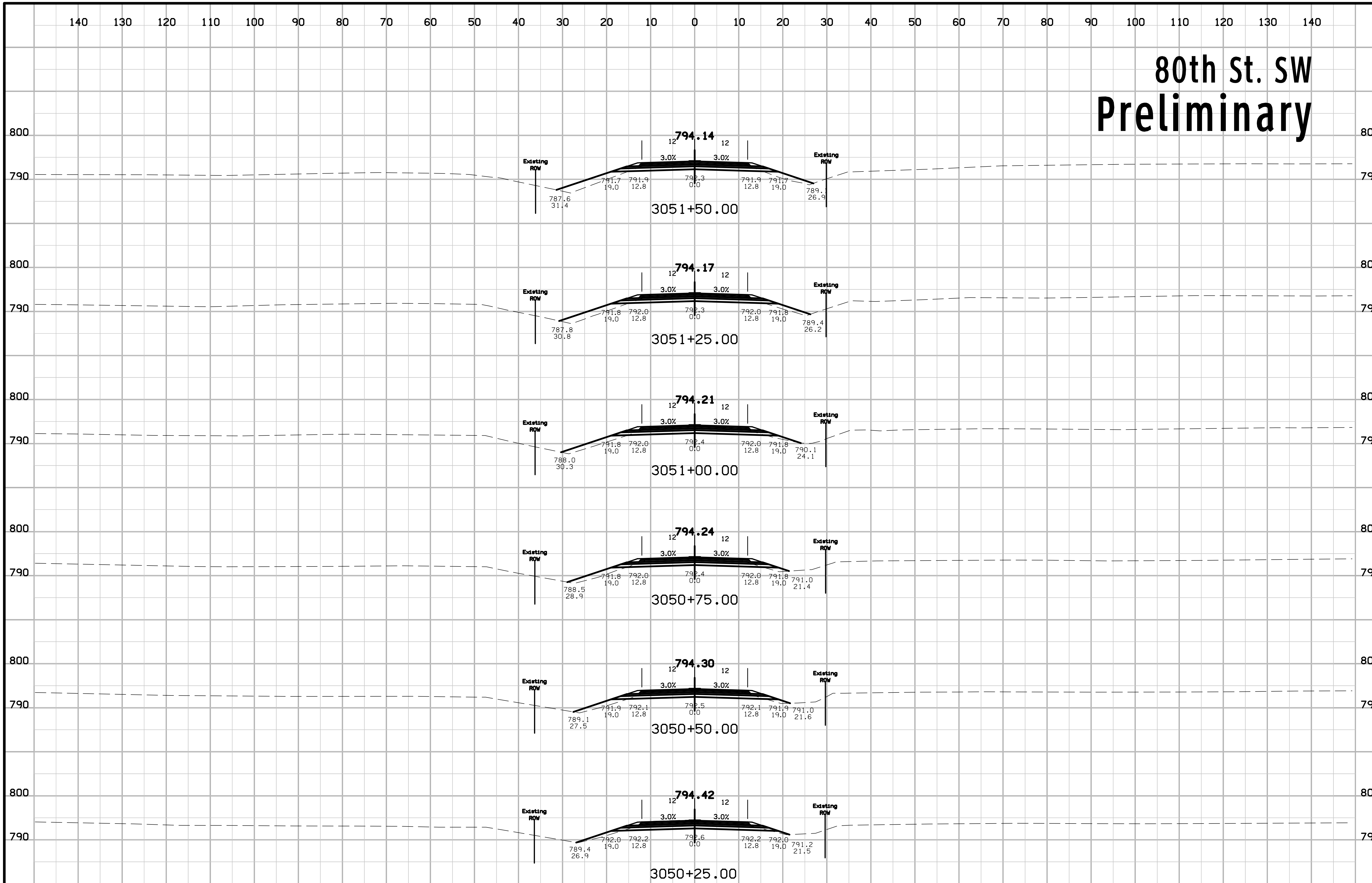
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.138

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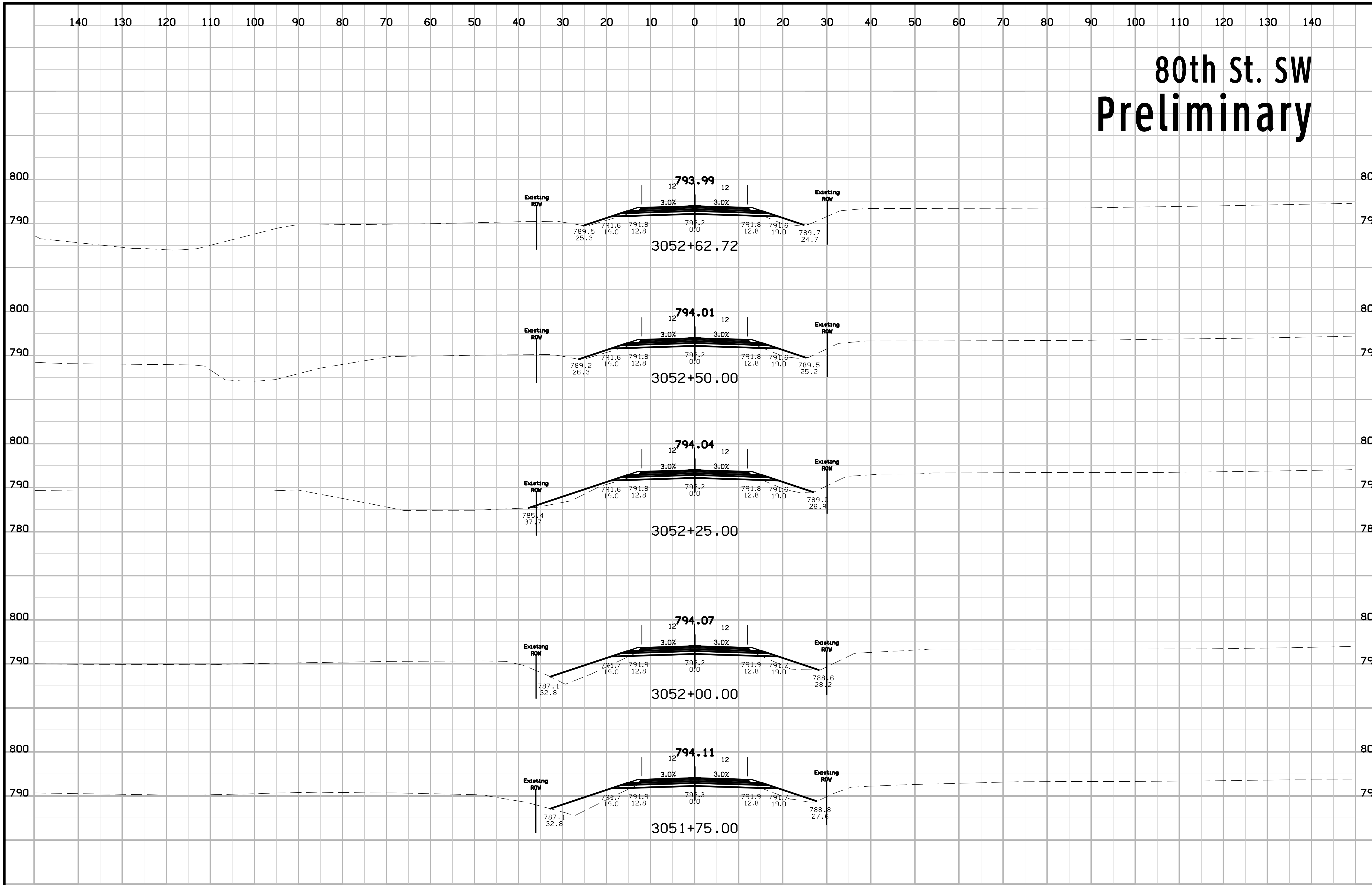
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.139

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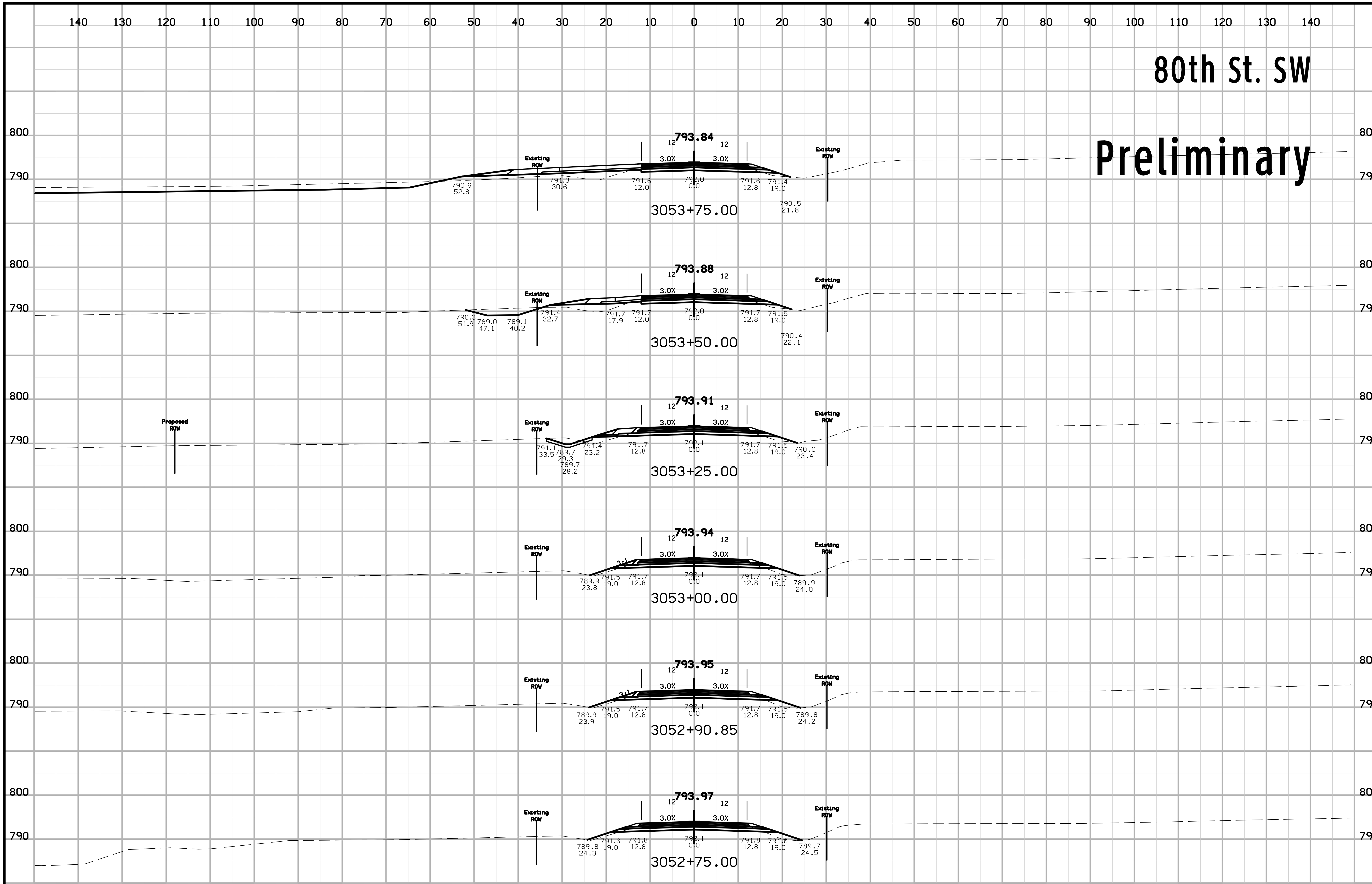
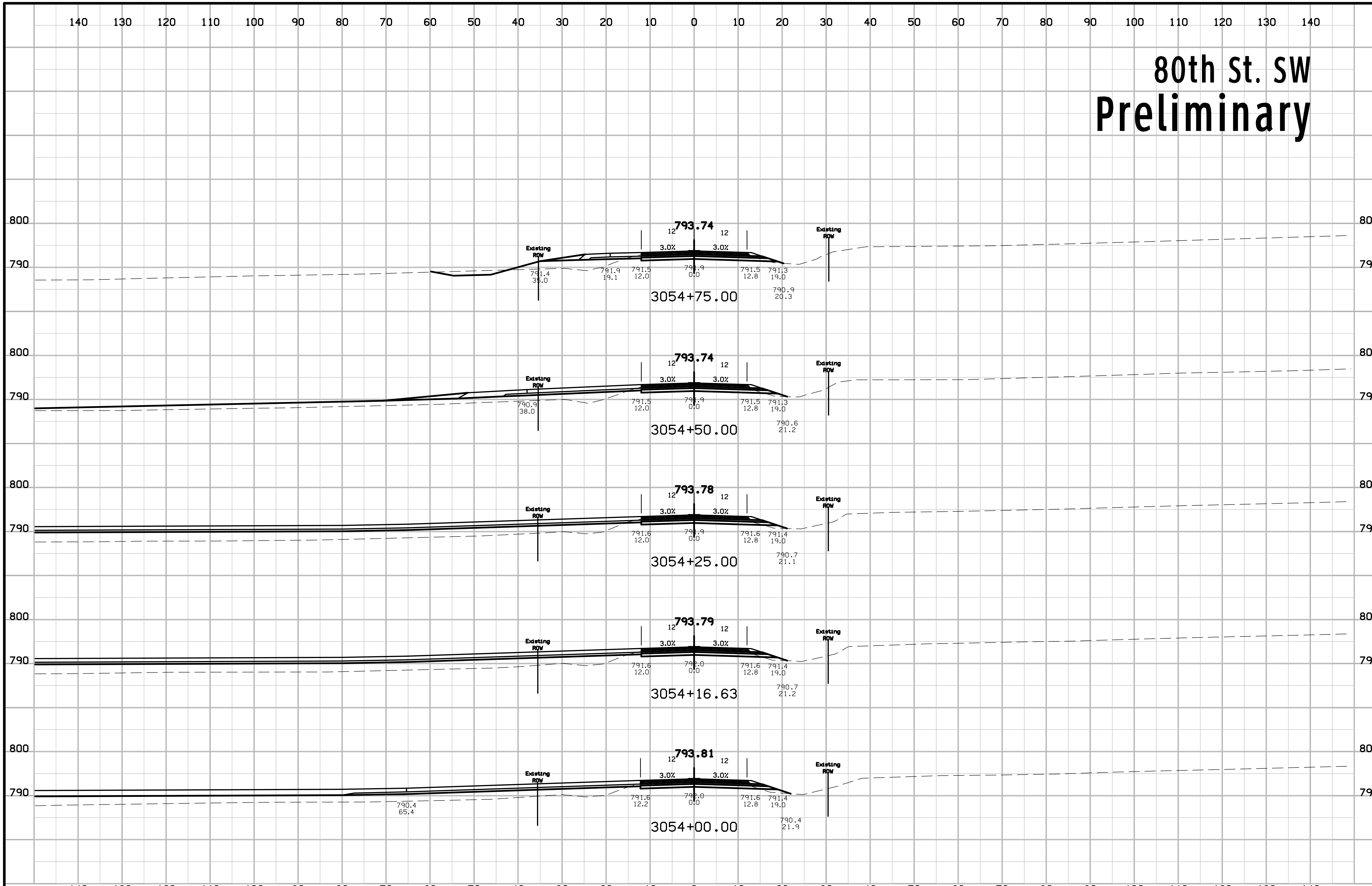


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.140

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.141

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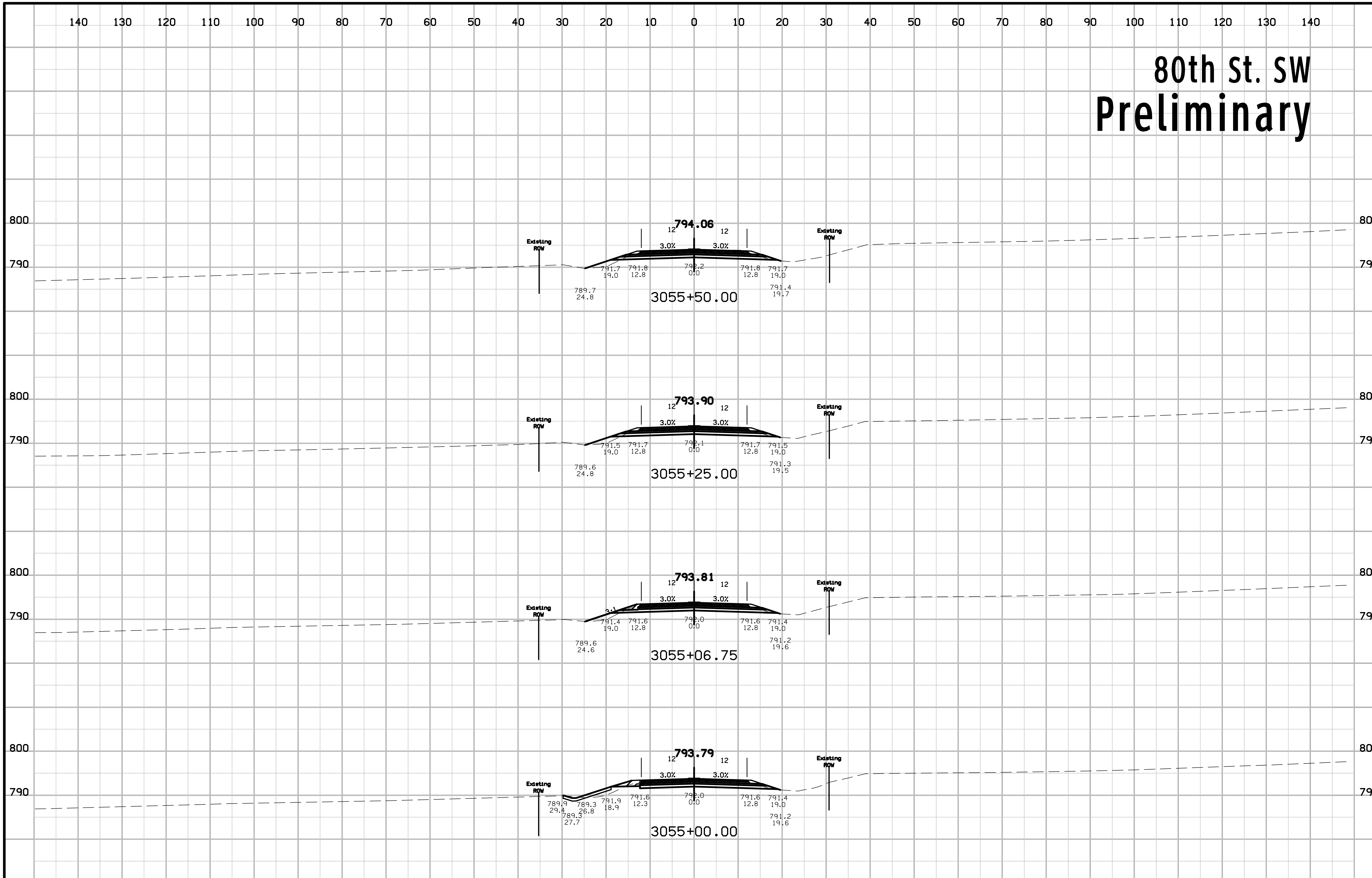
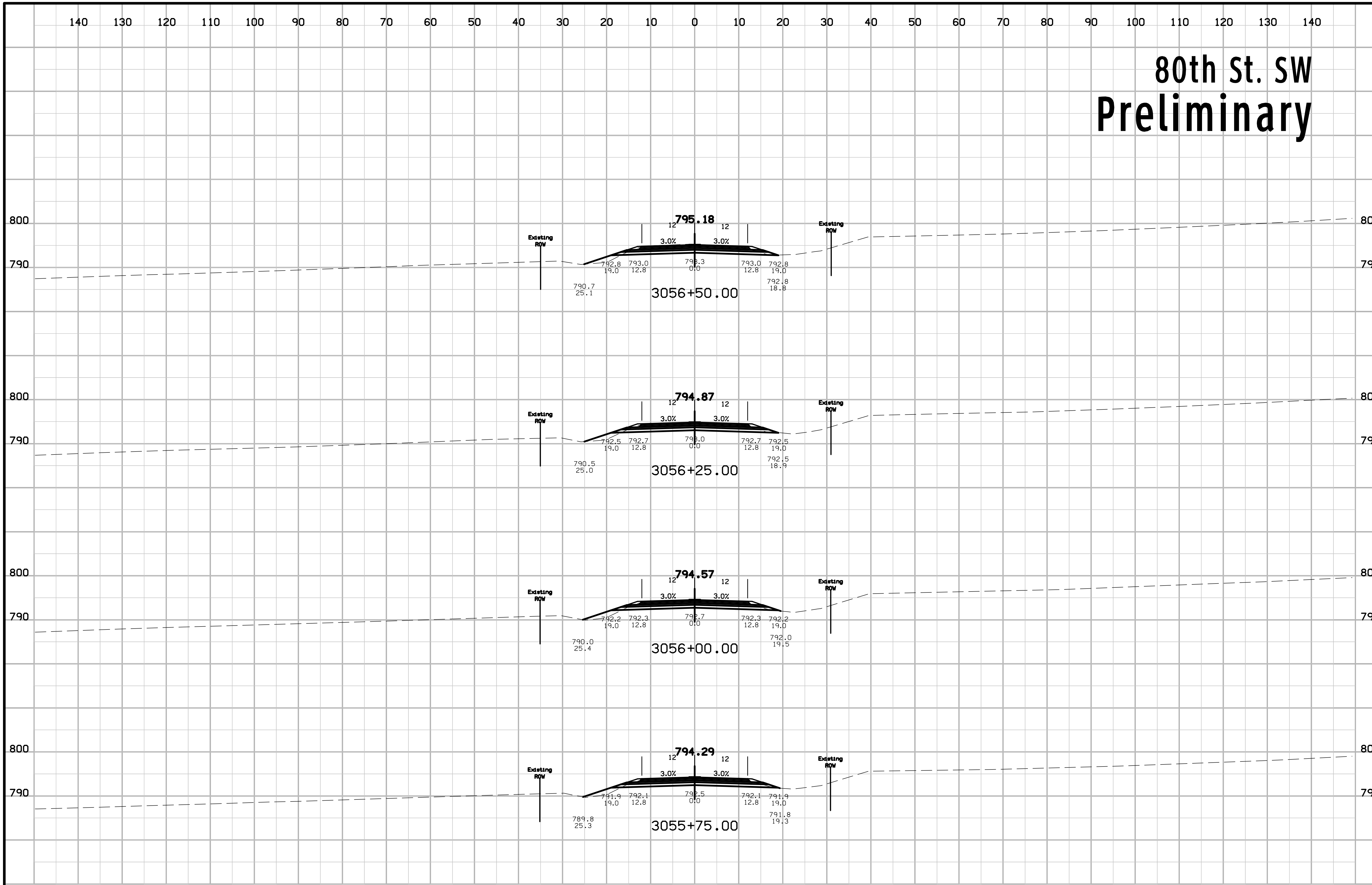

80th St. SW
Preliminary
794.06
3055+50.00
793.90
3055+25.00
793.81
3055+06.75
793.79
3055+00.00
Existing ROW
3.0%



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.143

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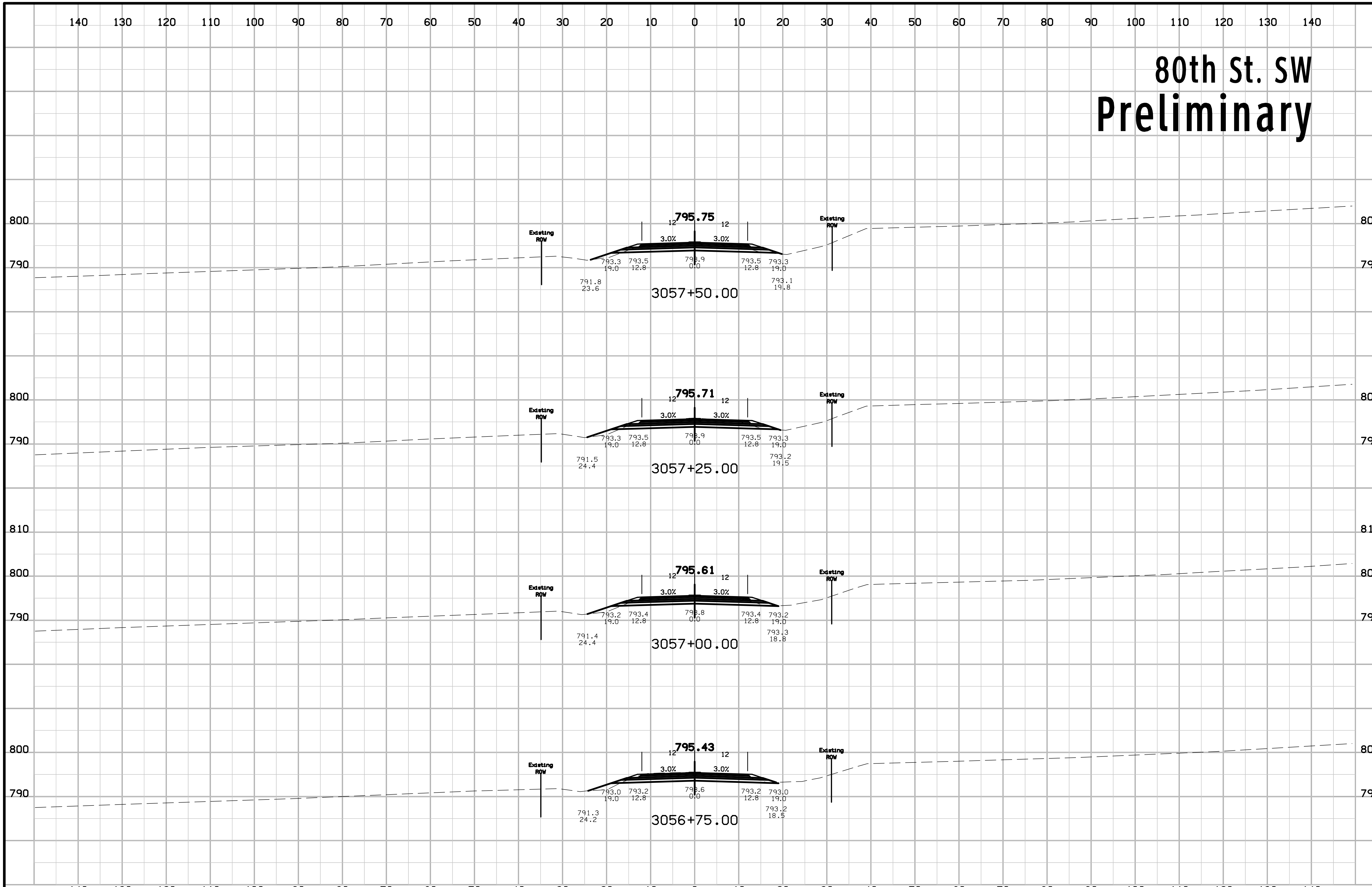
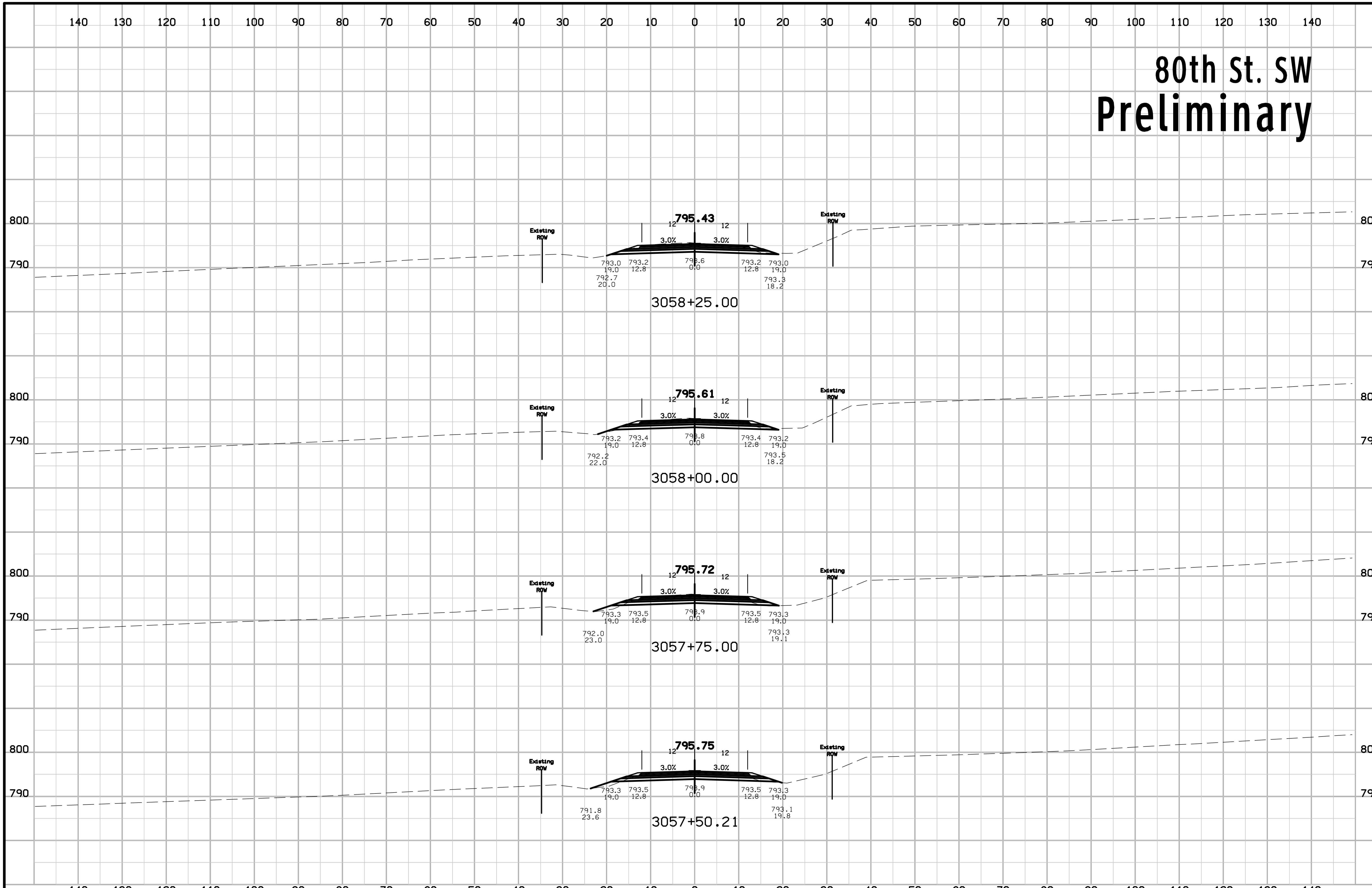
80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.144

80th St. SW
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.145

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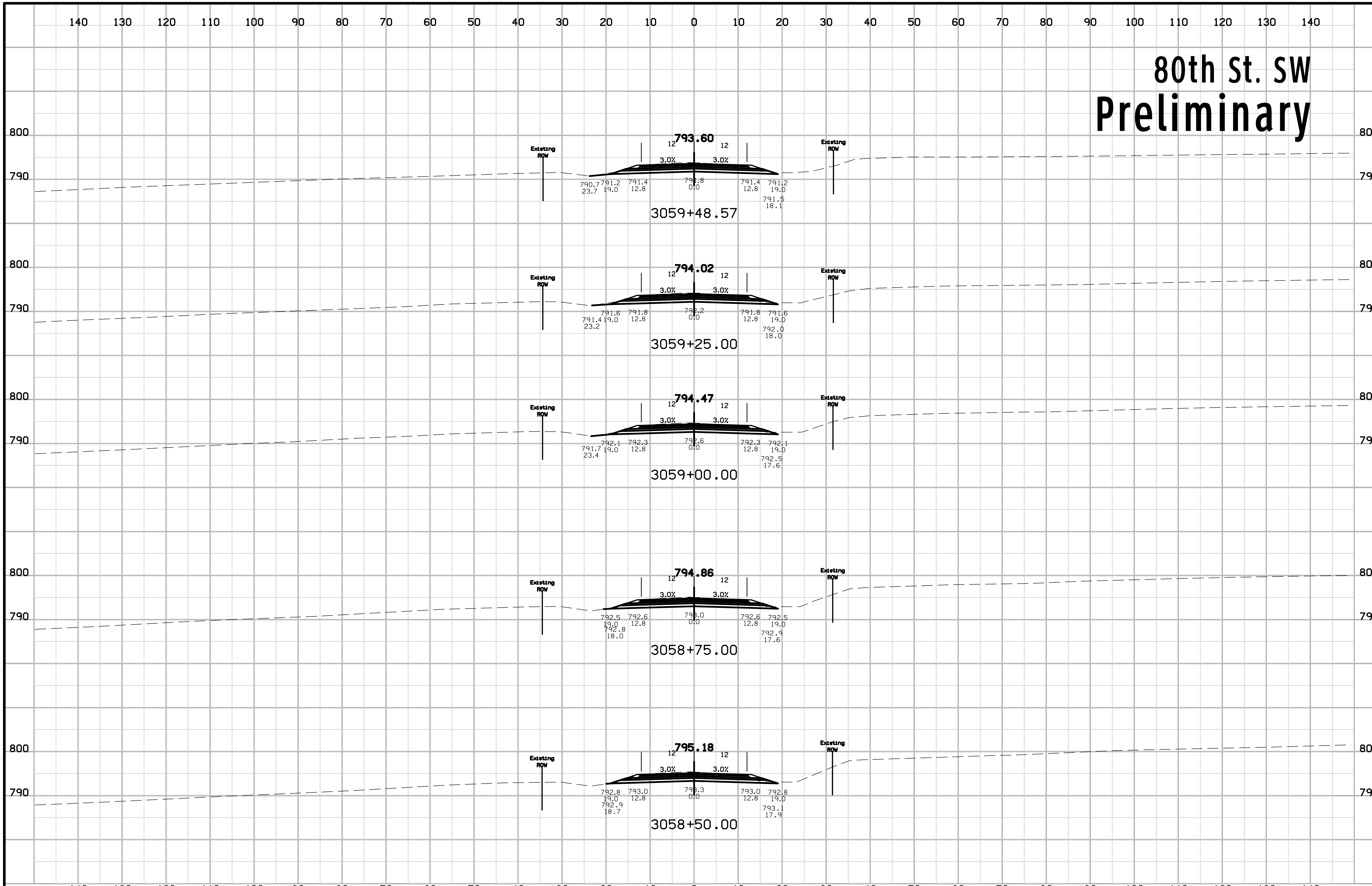

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.146

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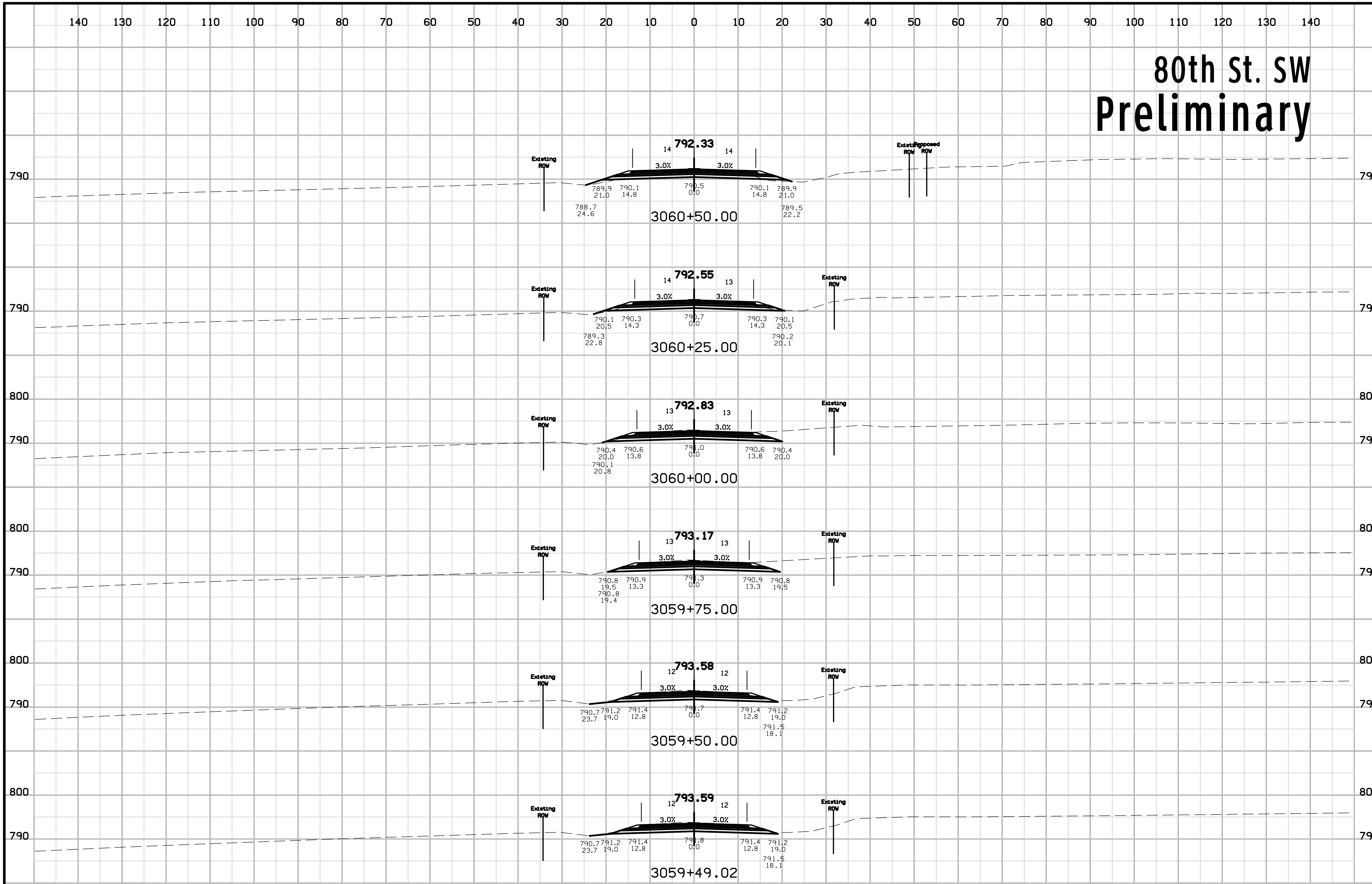
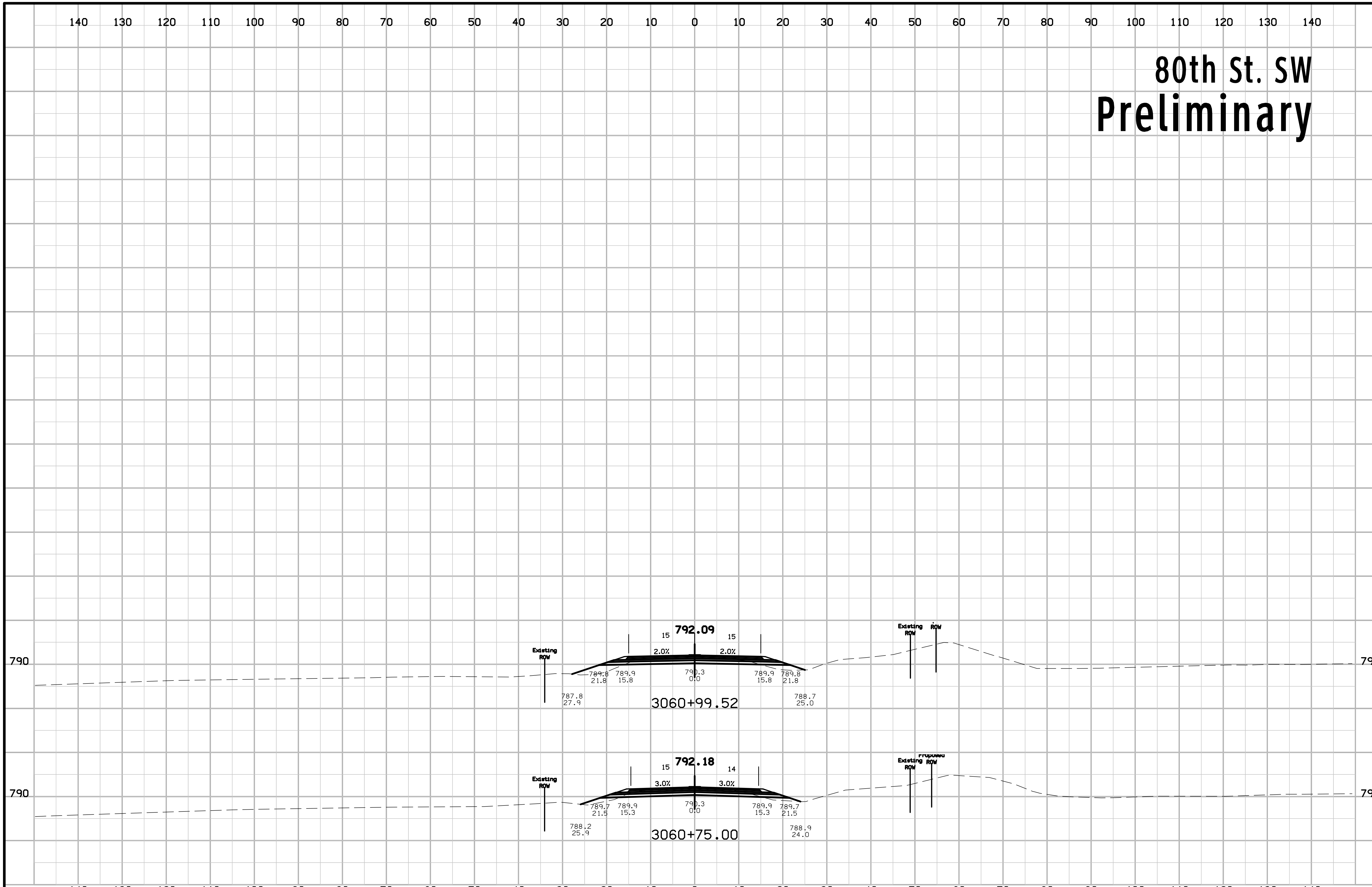
80th St. SW
Preliminary

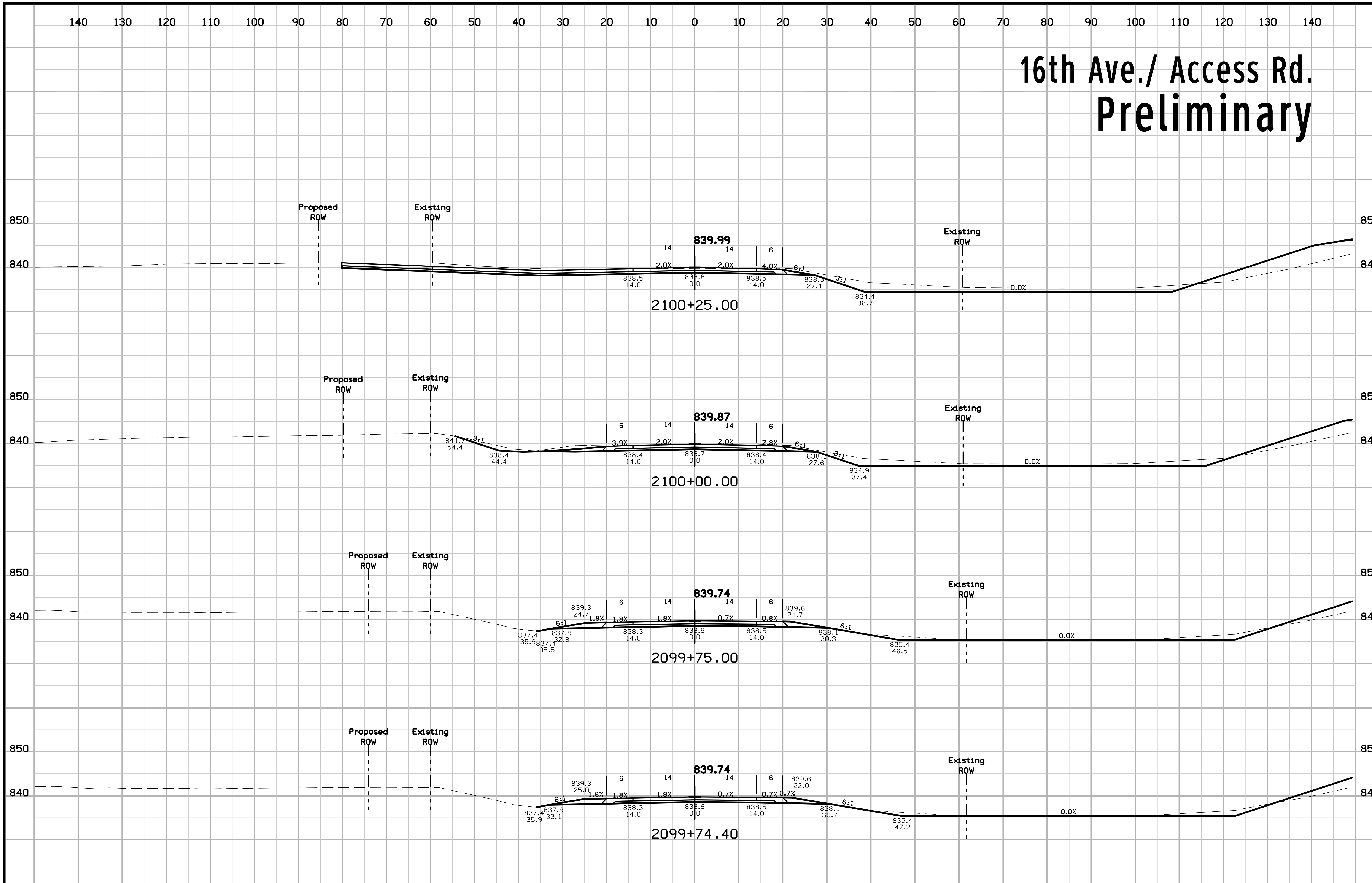


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.147

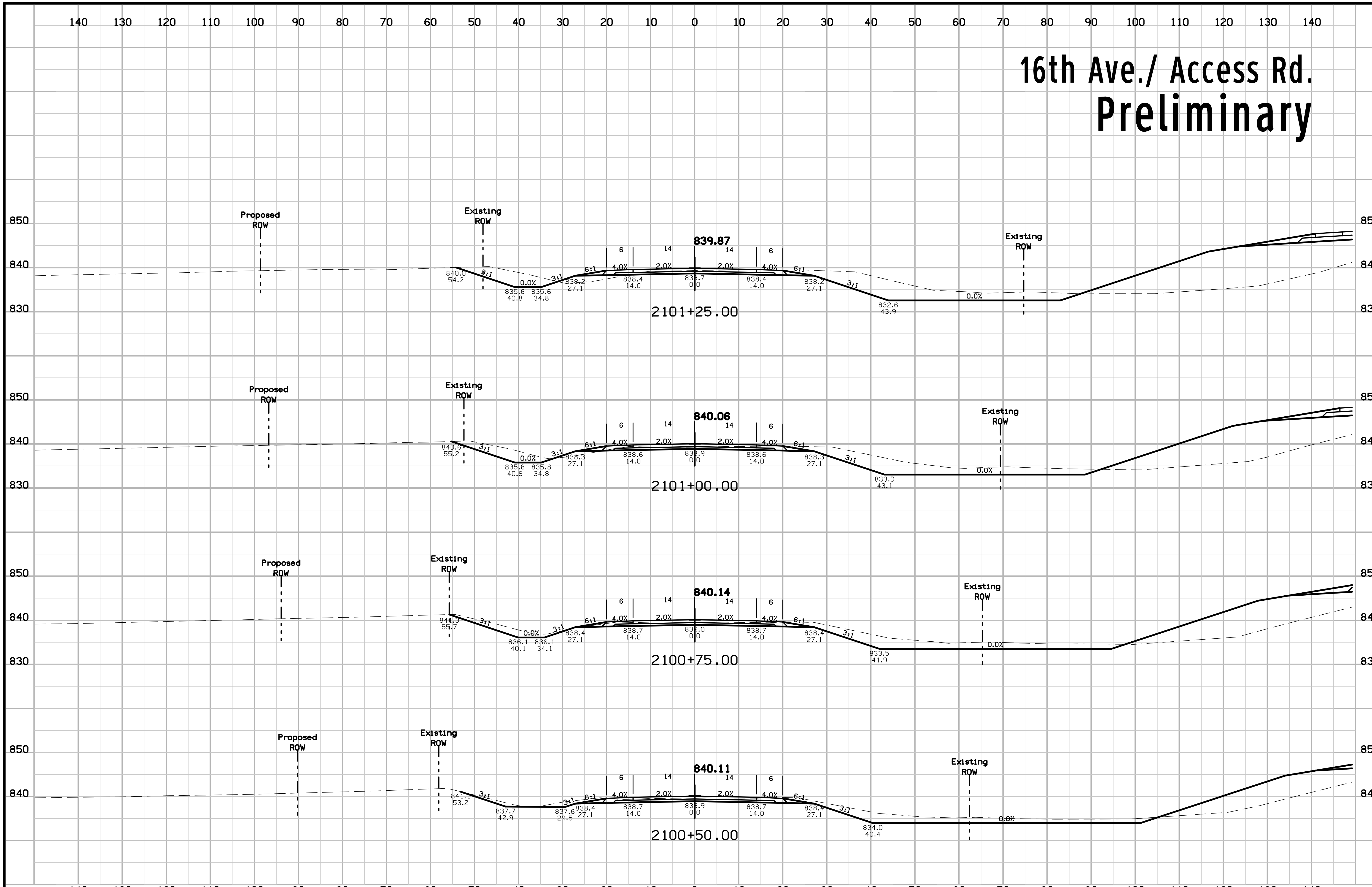
80th St. SW
Preliminary



16th Ave./ Access Rd.
Preliminary



16th Ave./ Access Rd.
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **X.150**

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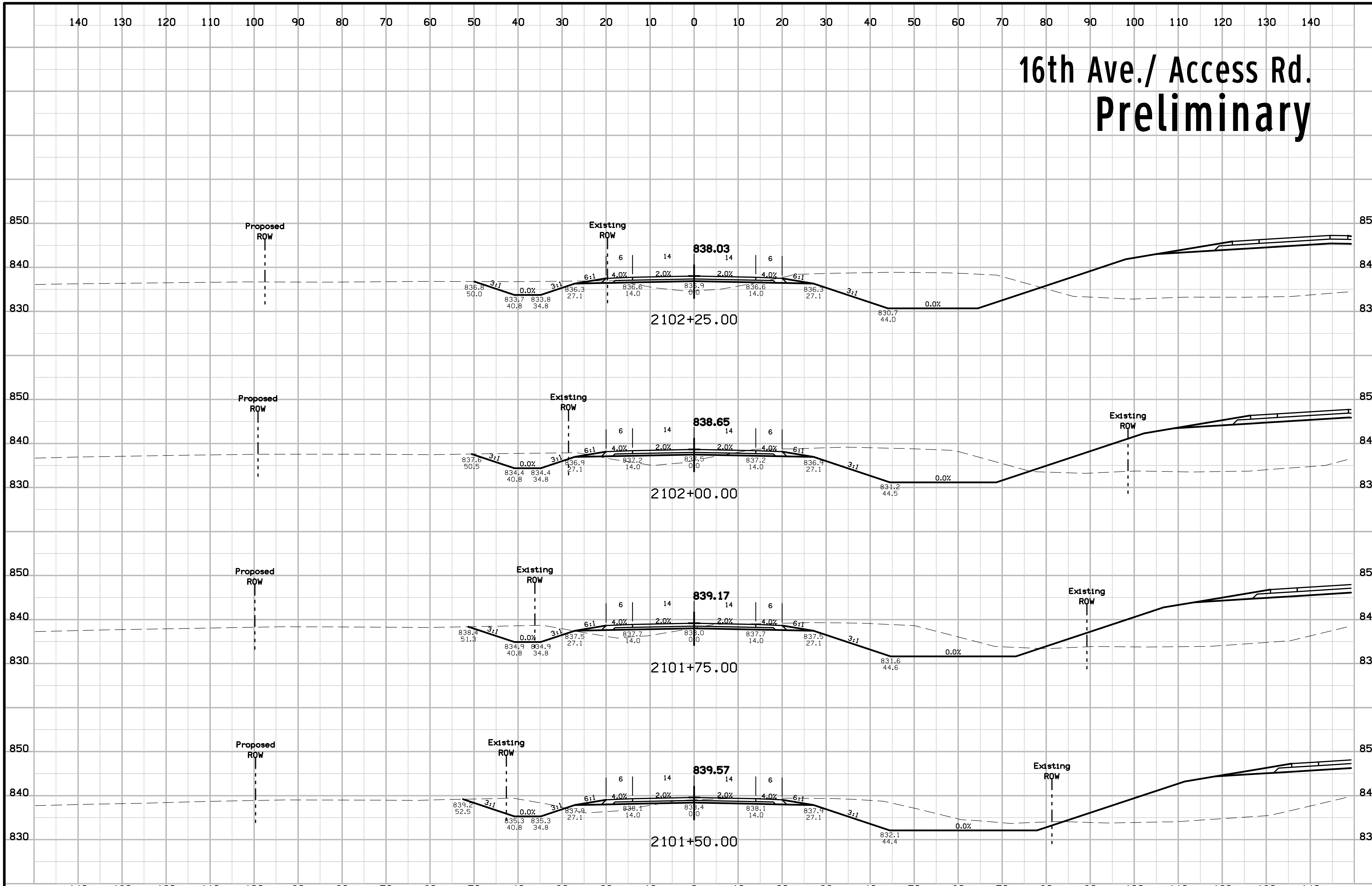
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.151

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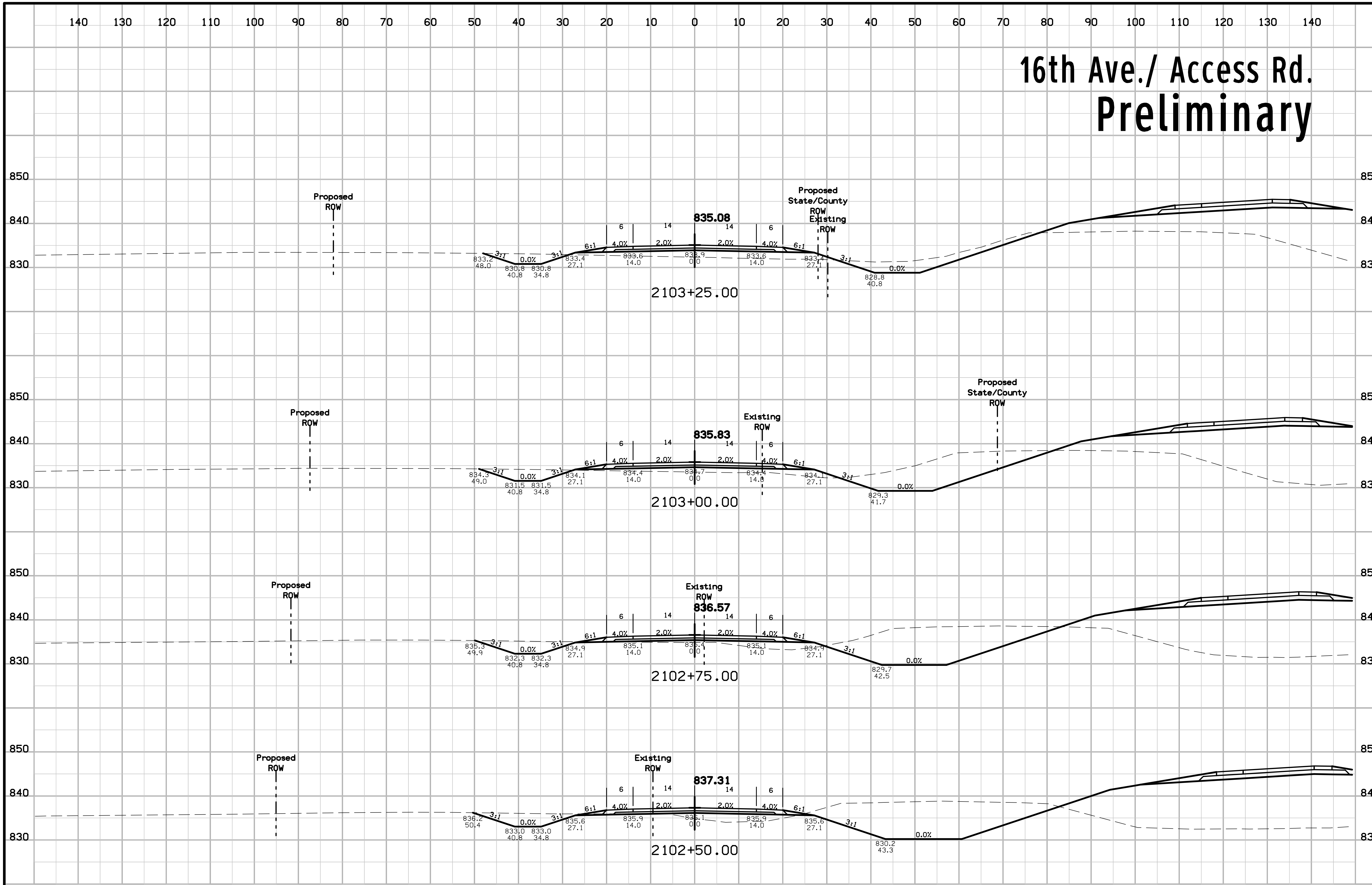

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.152

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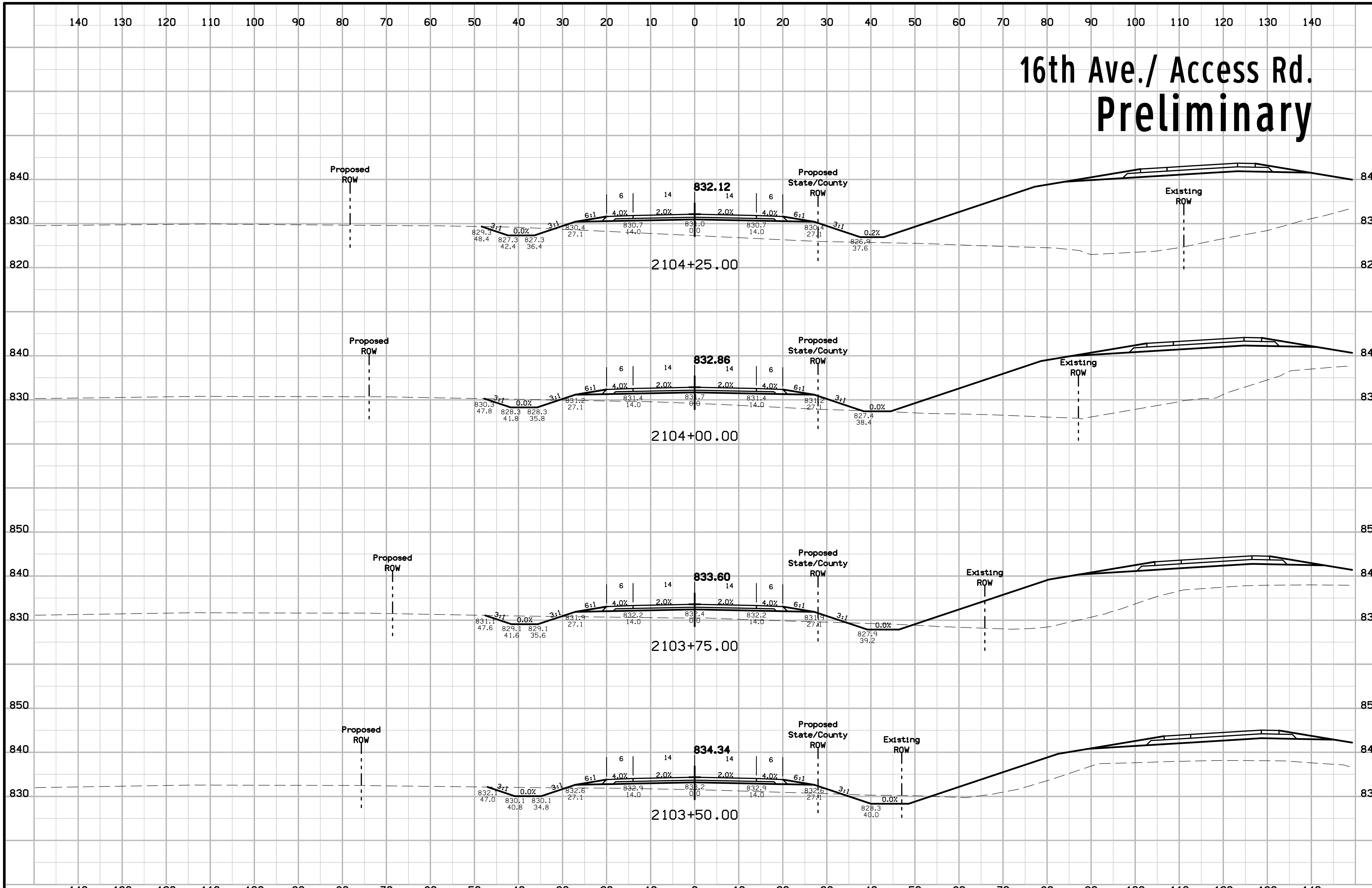
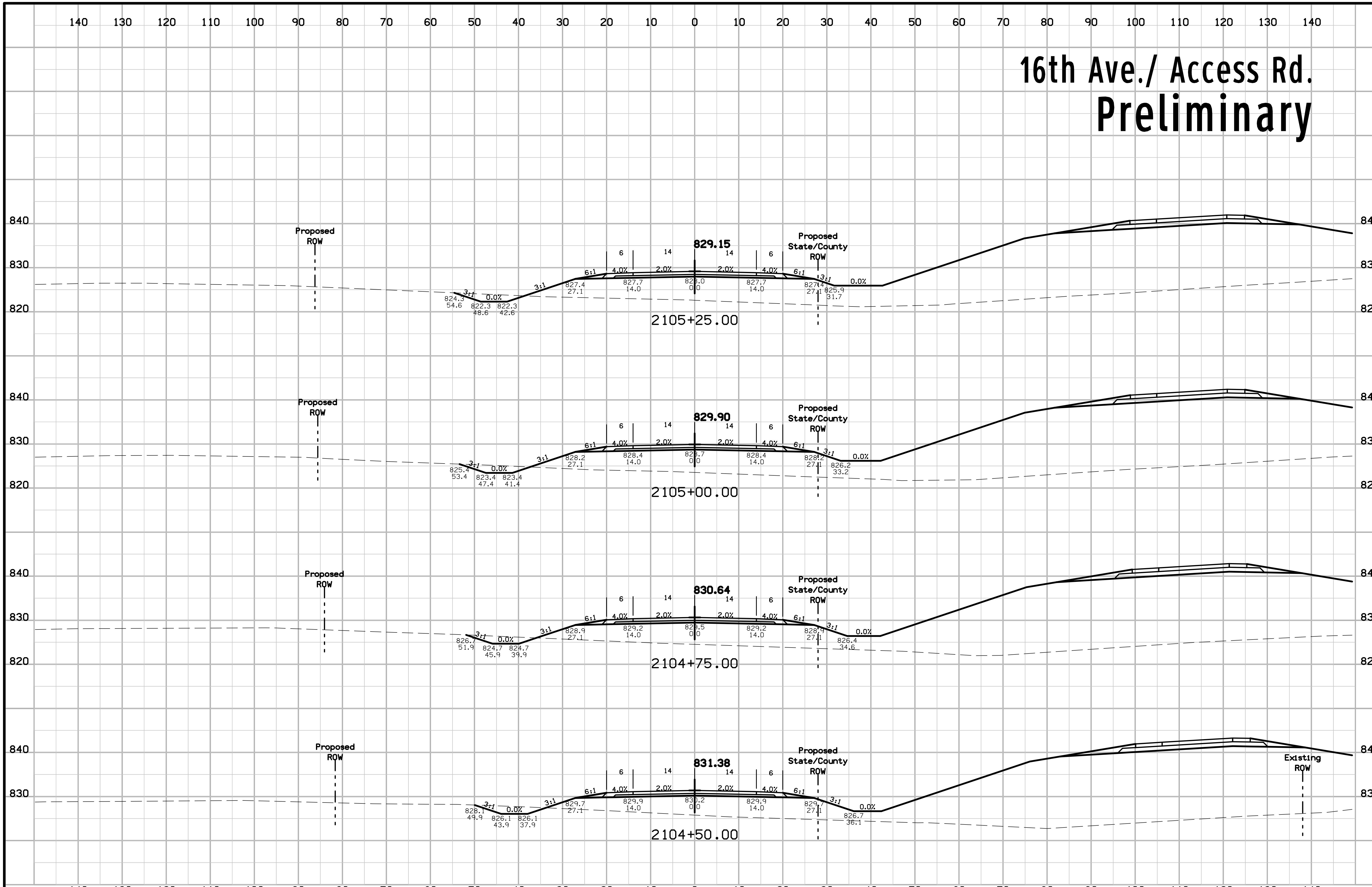
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.153

16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.154

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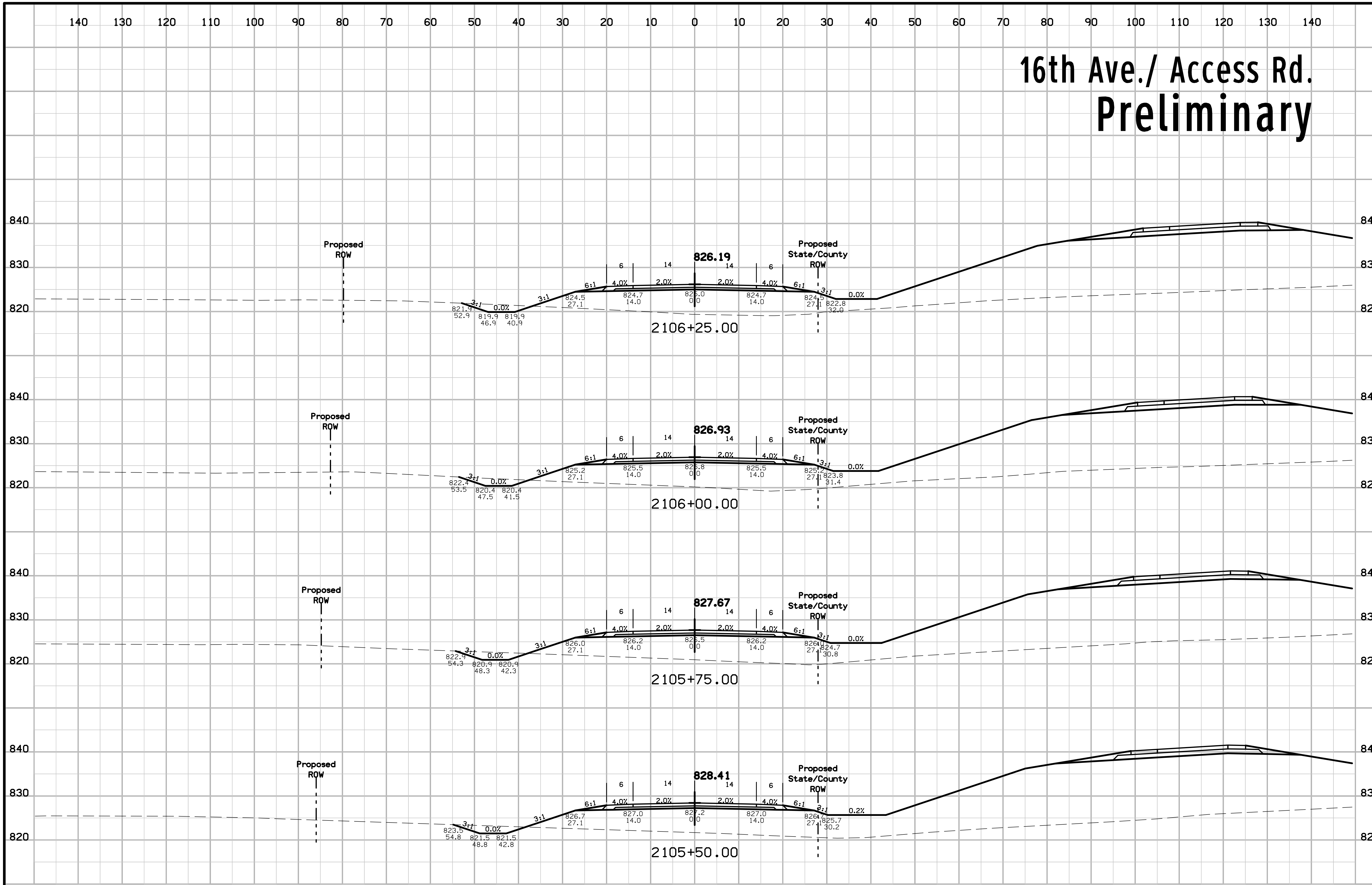
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.155

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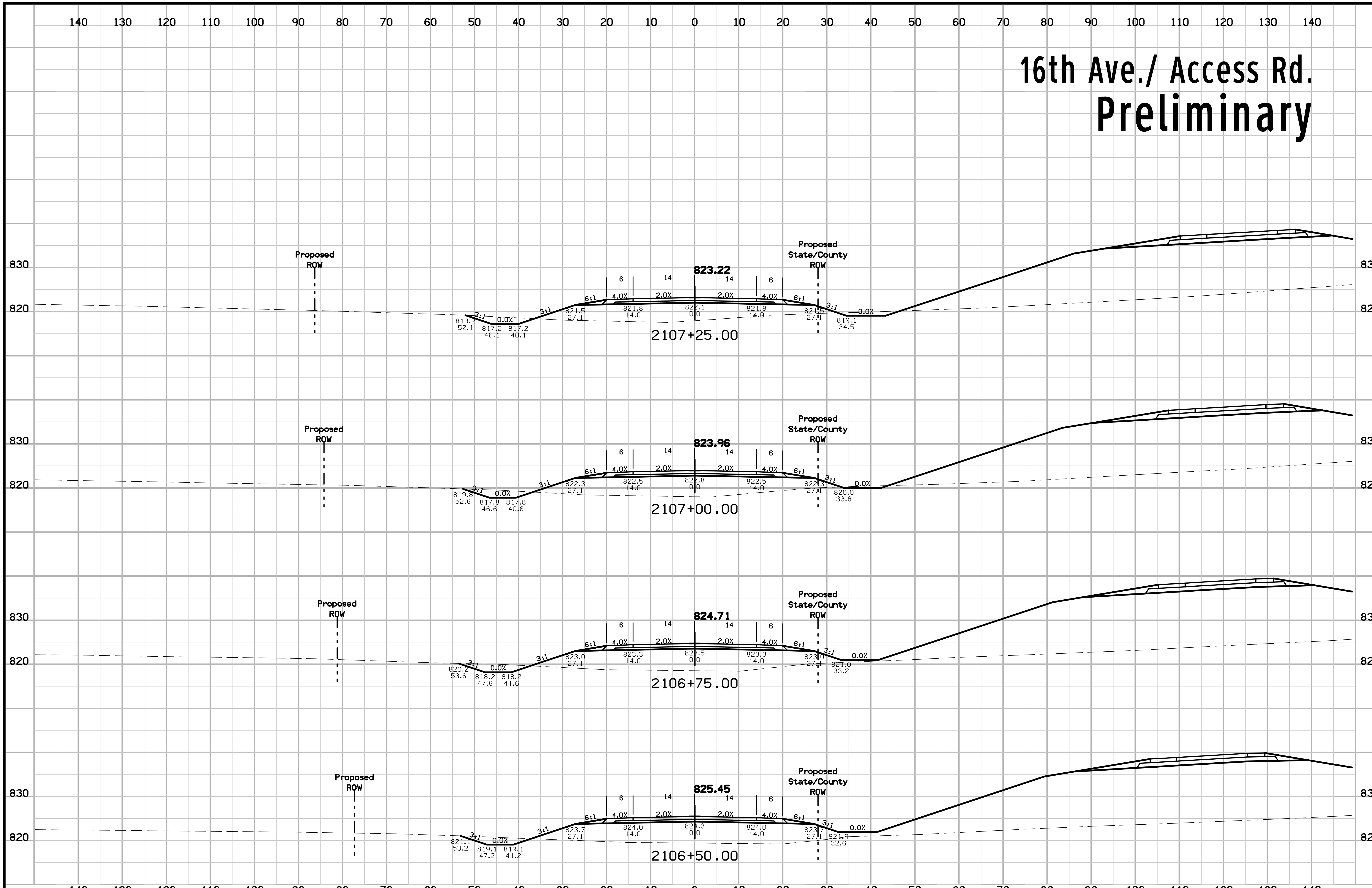
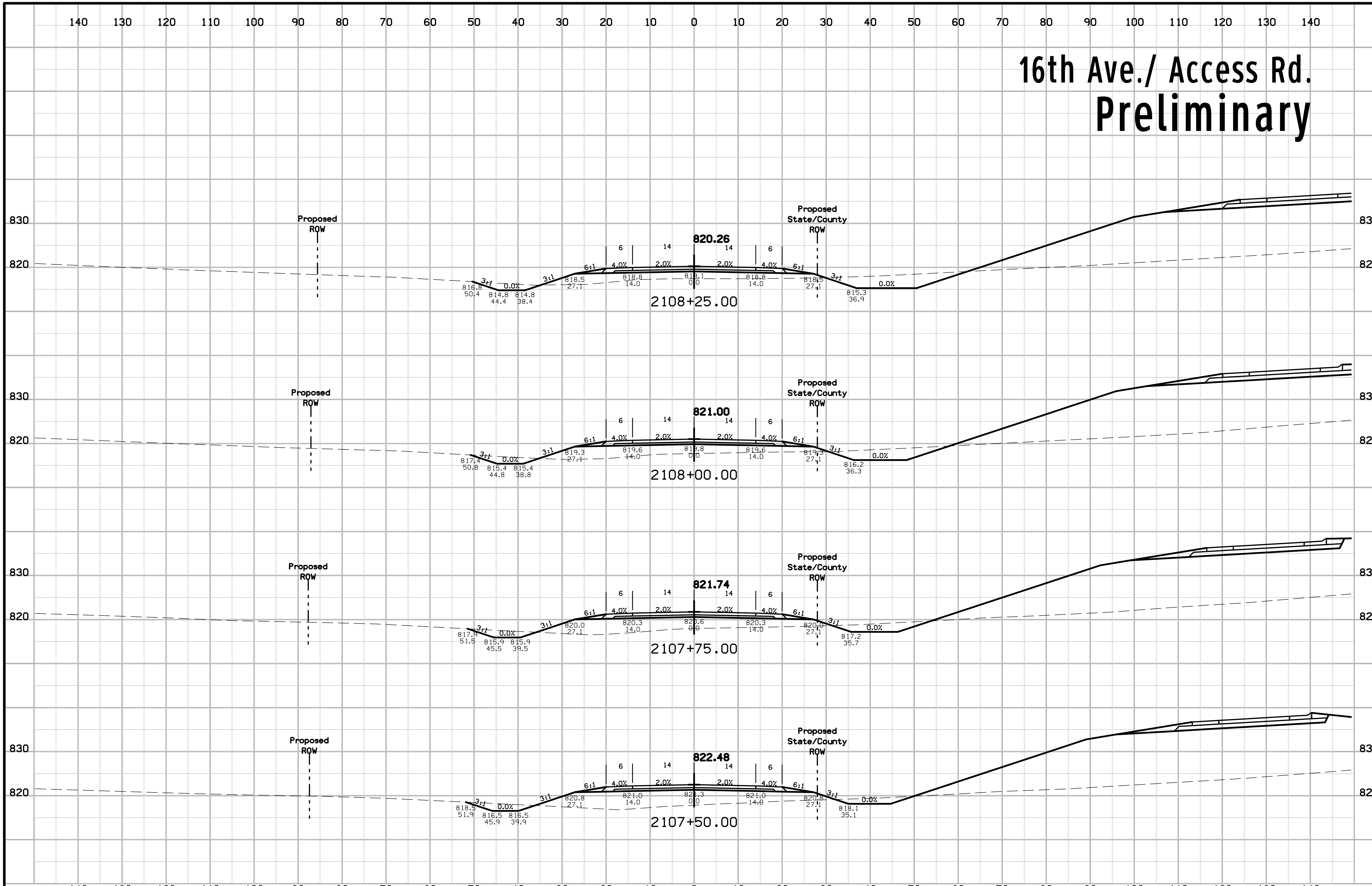
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.156

16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.157

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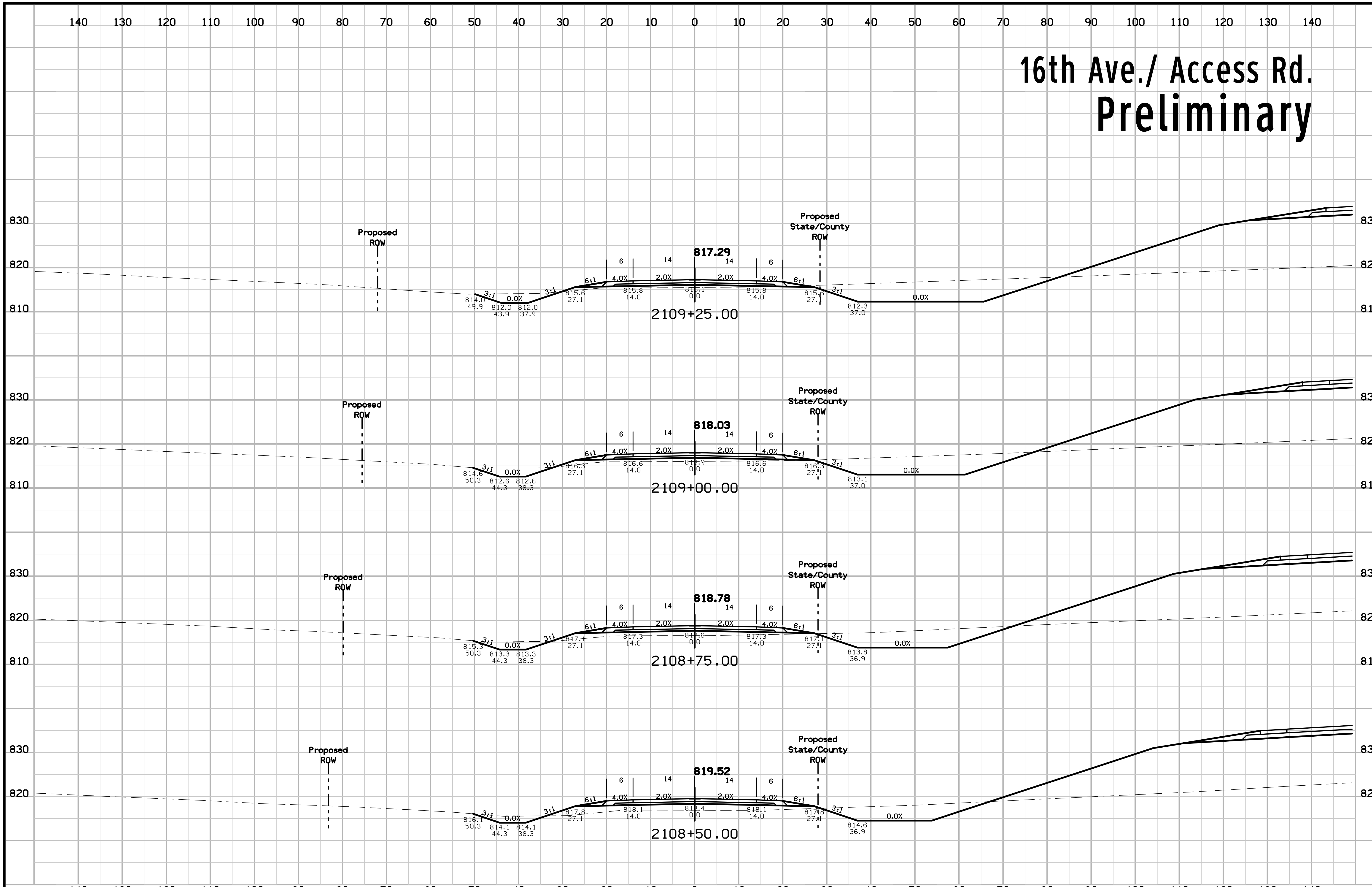
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.158

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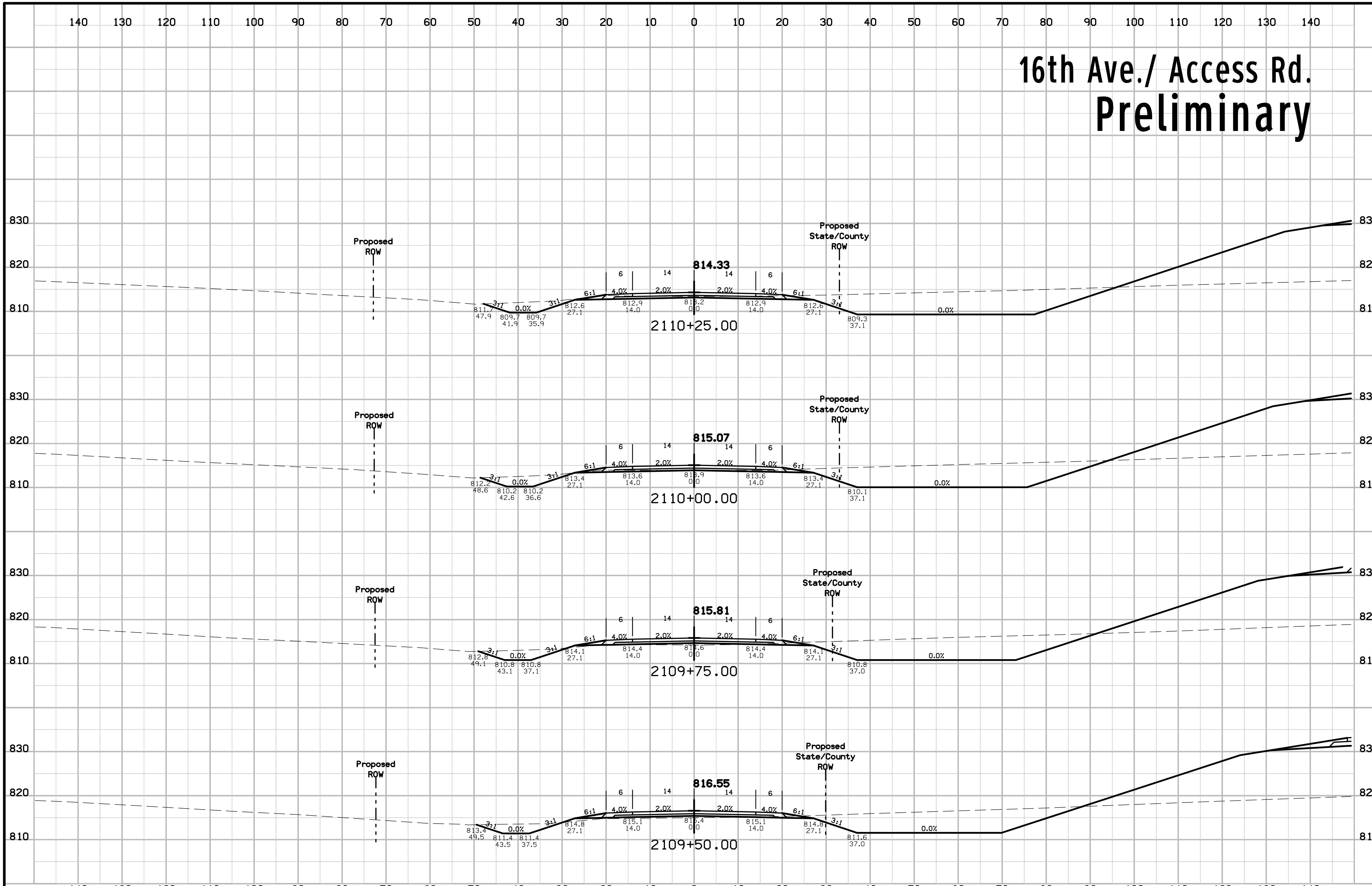
16th Ave./ Access Rd.
Preliminary



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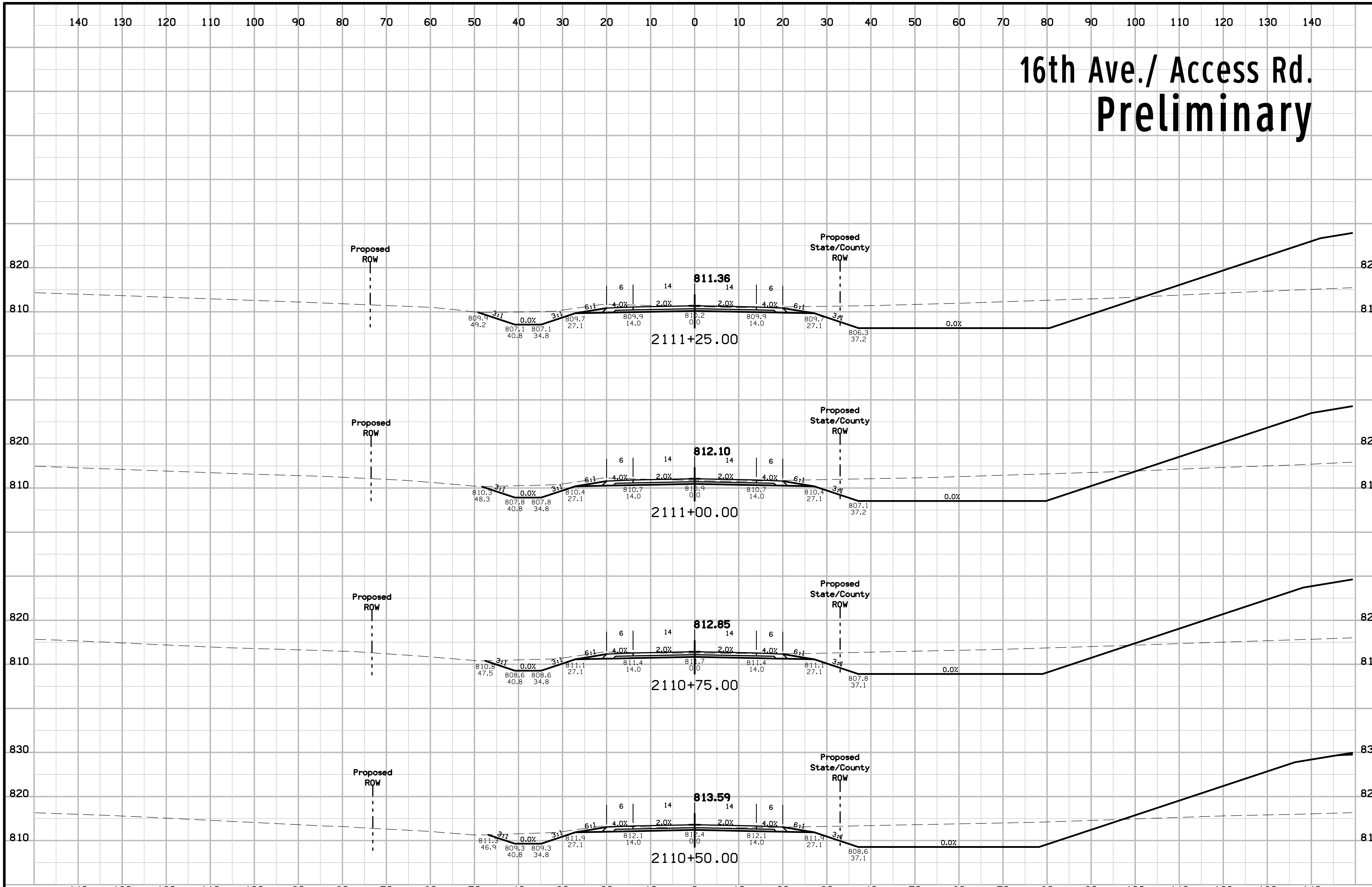
16th Ave./ Access Rd.
Preliminary



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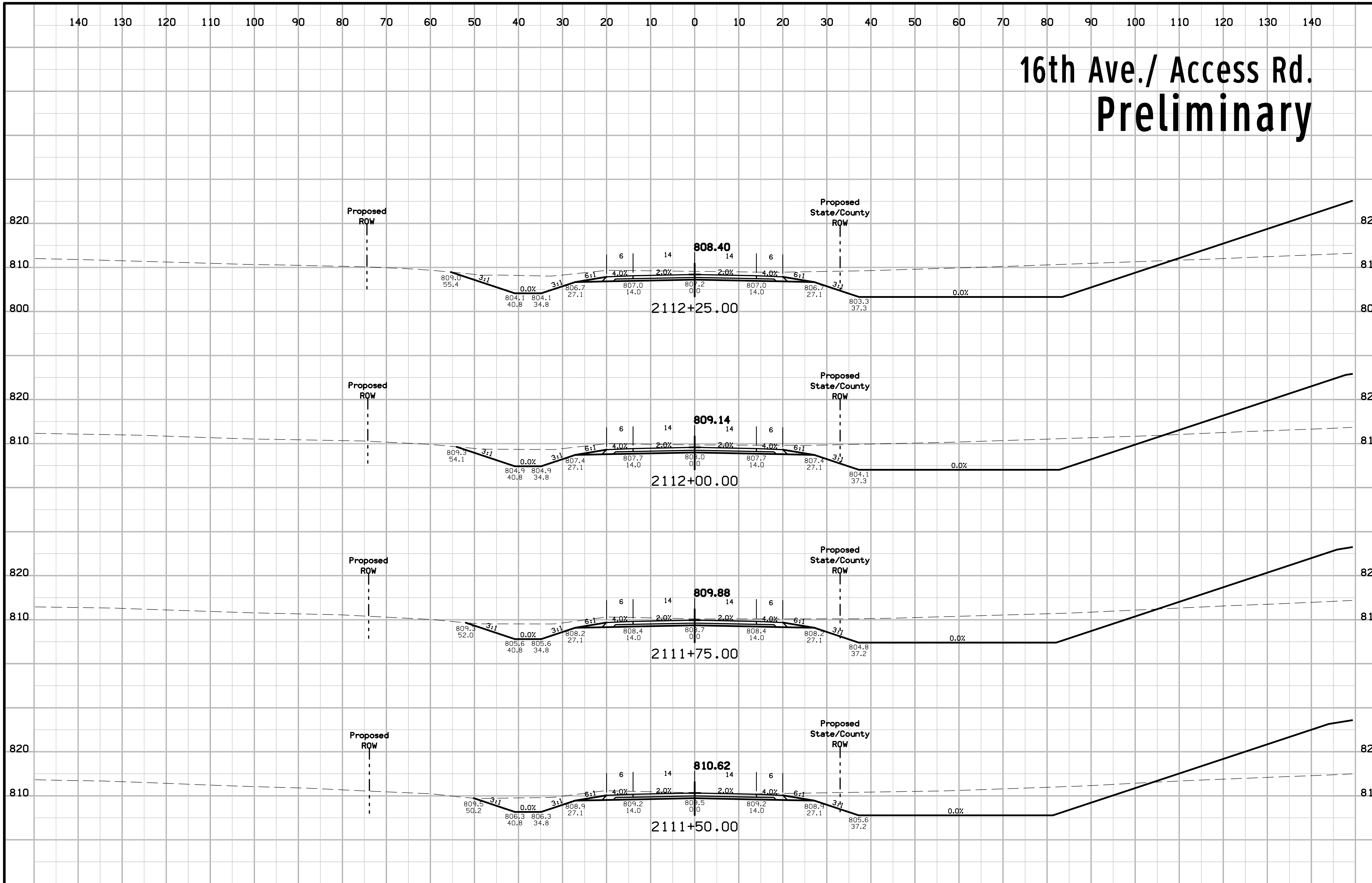
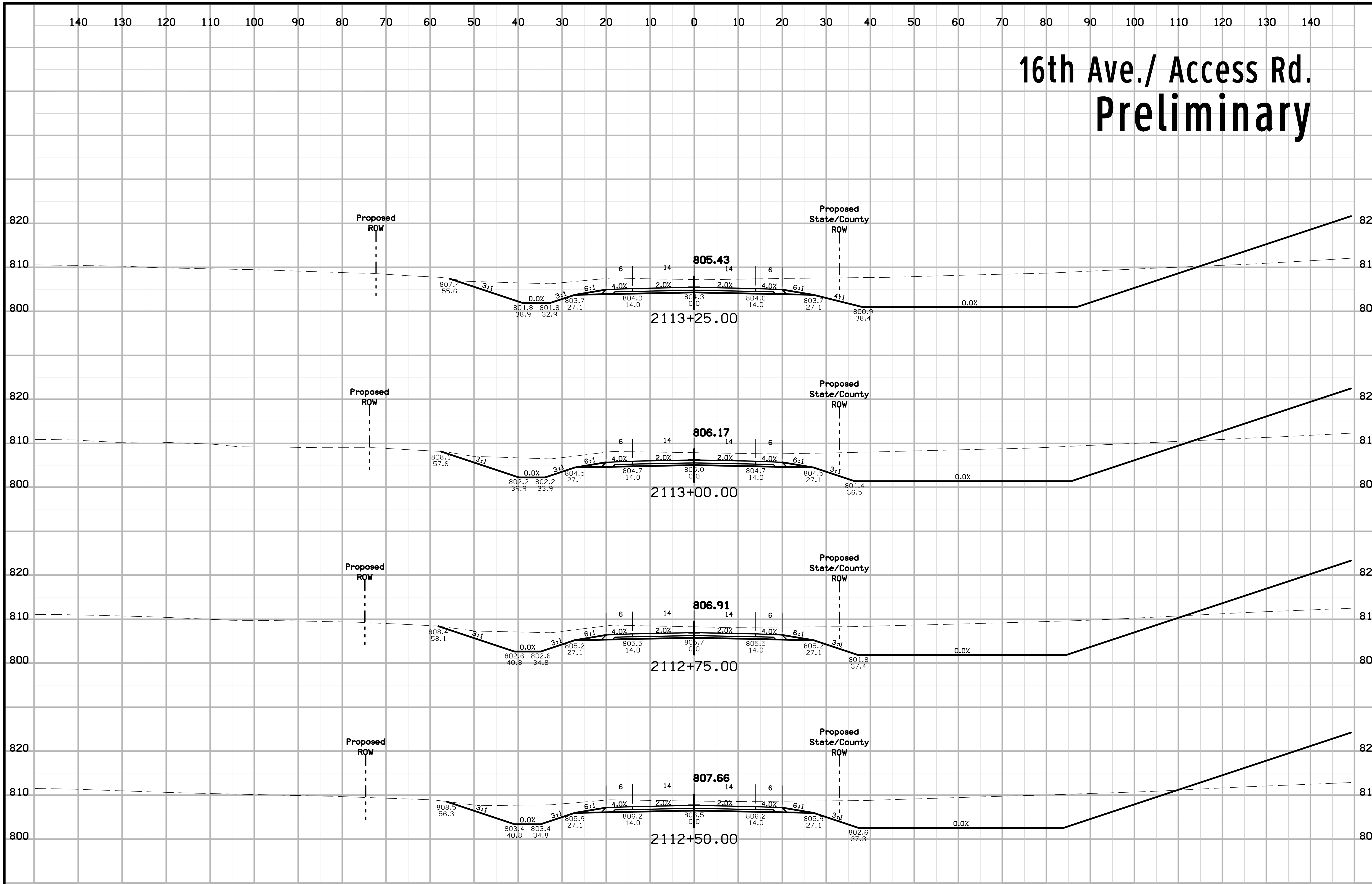
16th Ave./ Access Rd.
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.162

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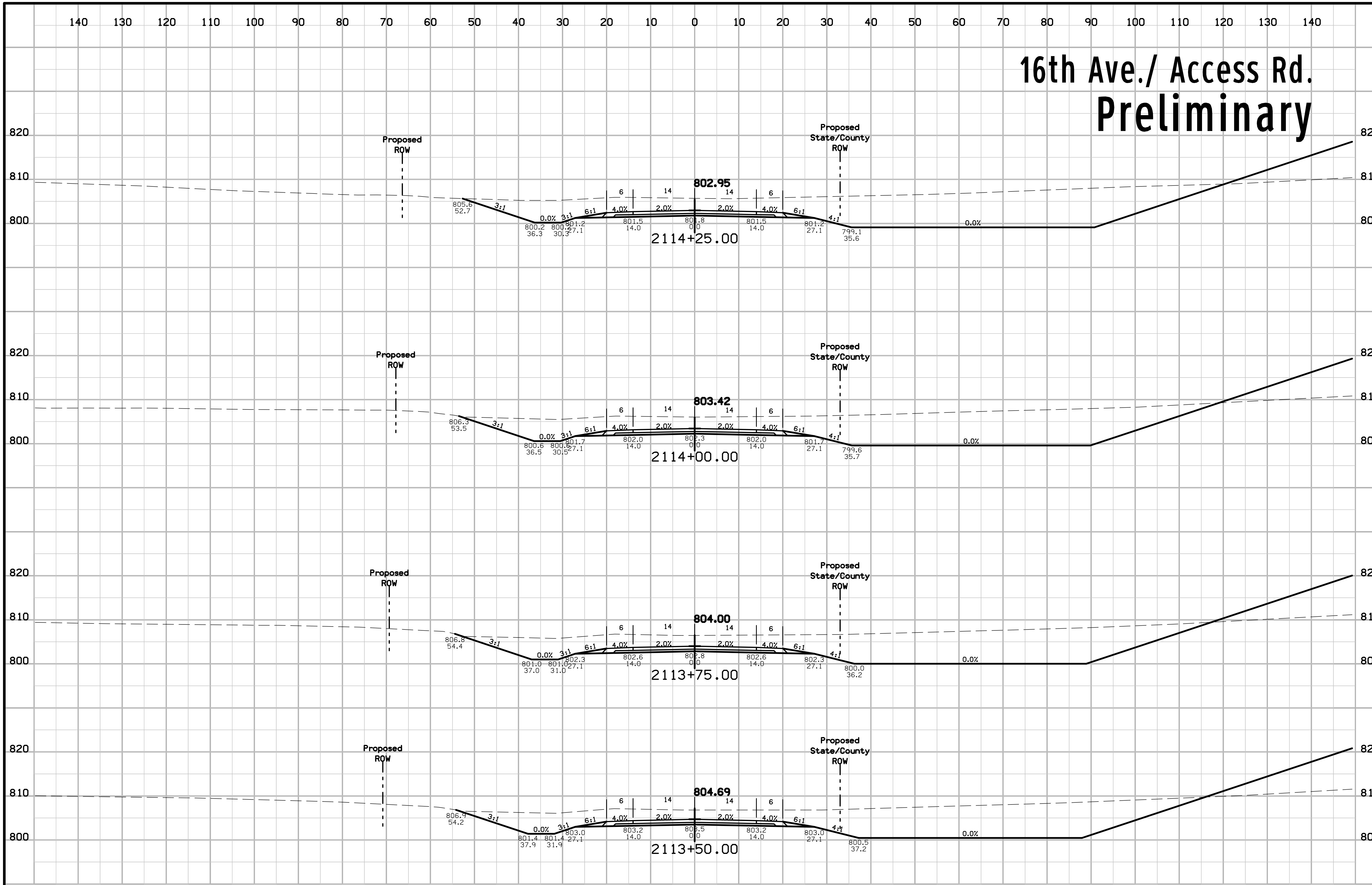
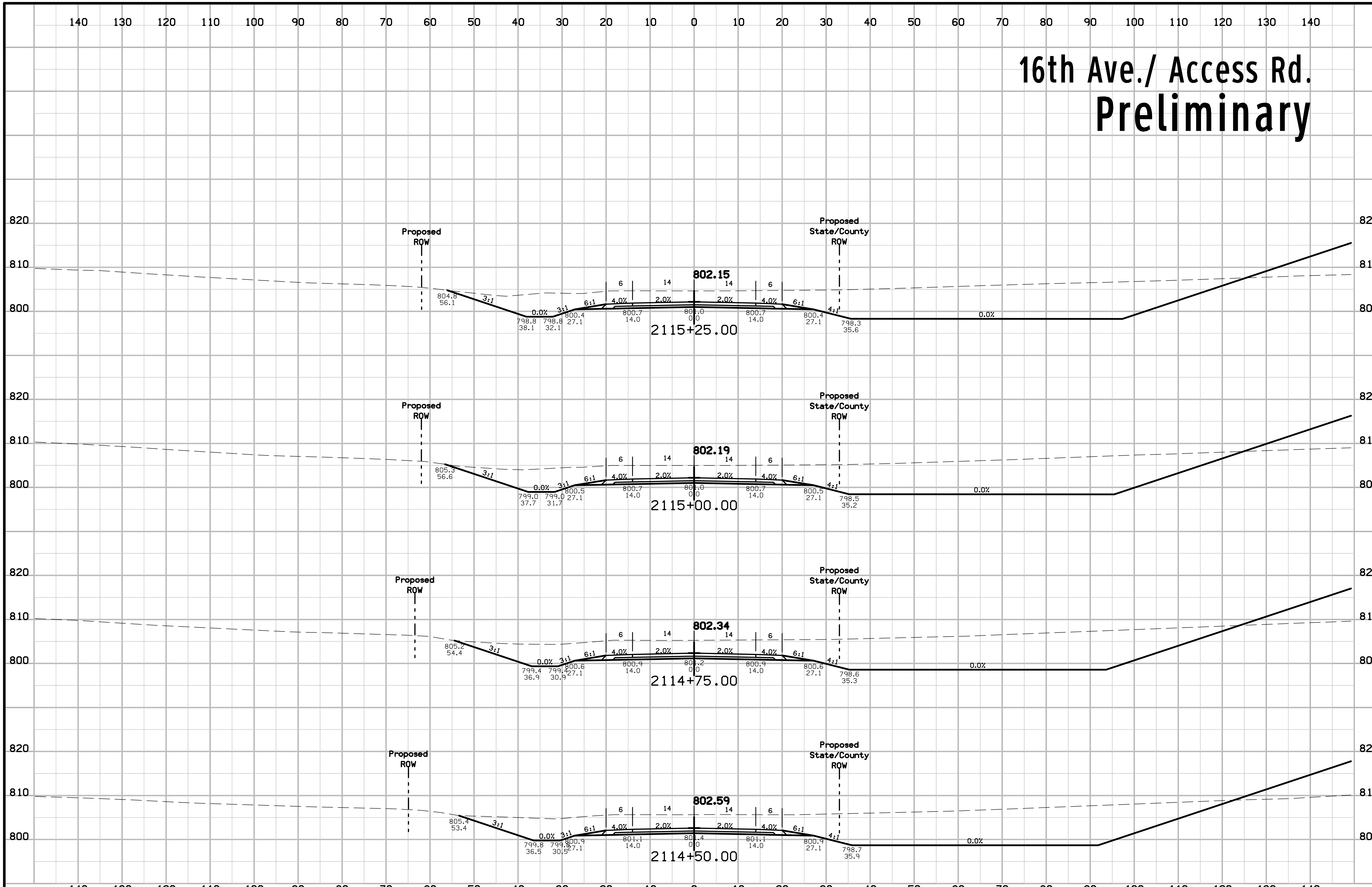
16th Ave./ Access Rd.
Preliminary

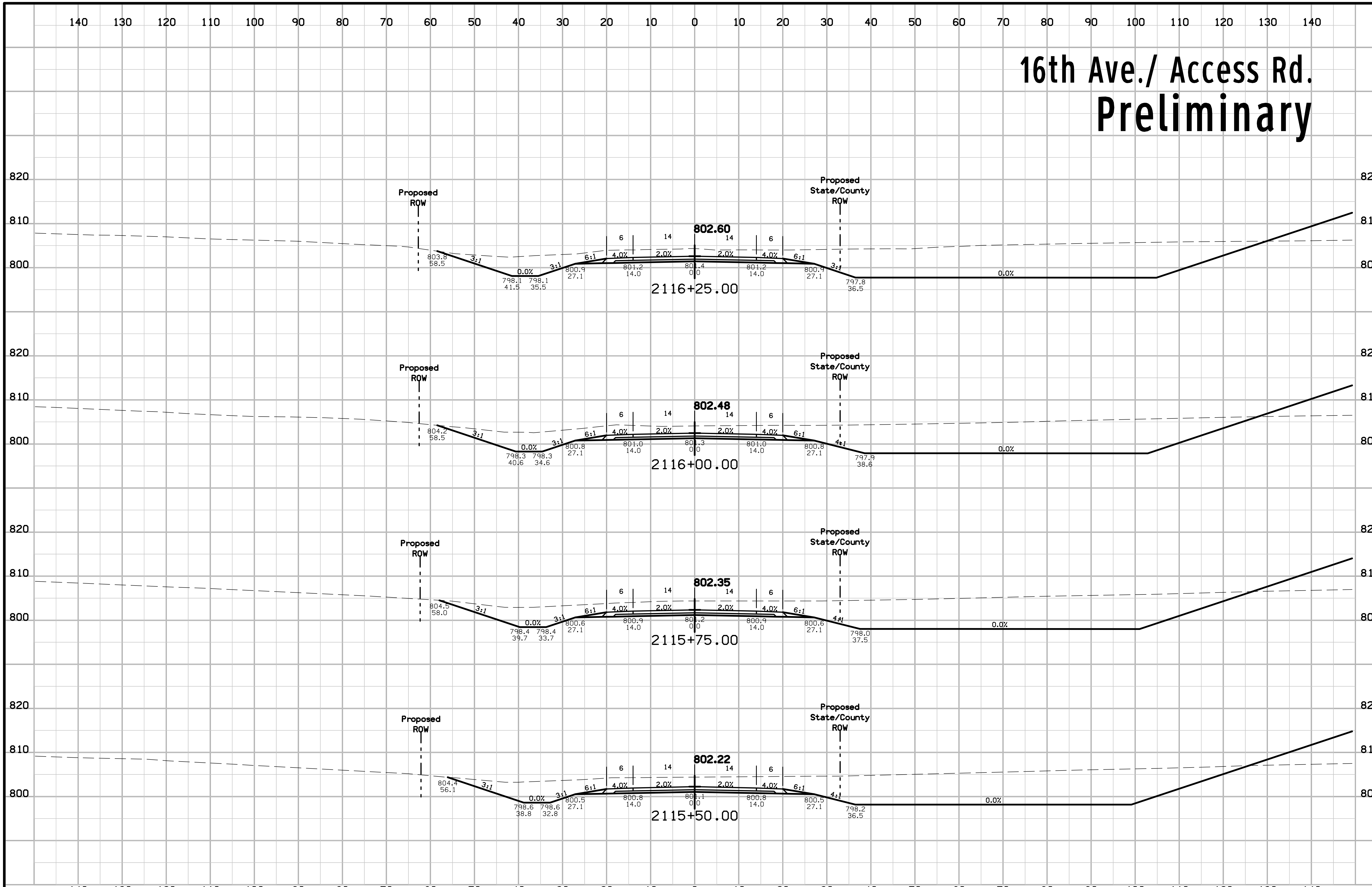


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.163

16th Ave./ Access Rd.
Preliminary



16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.165

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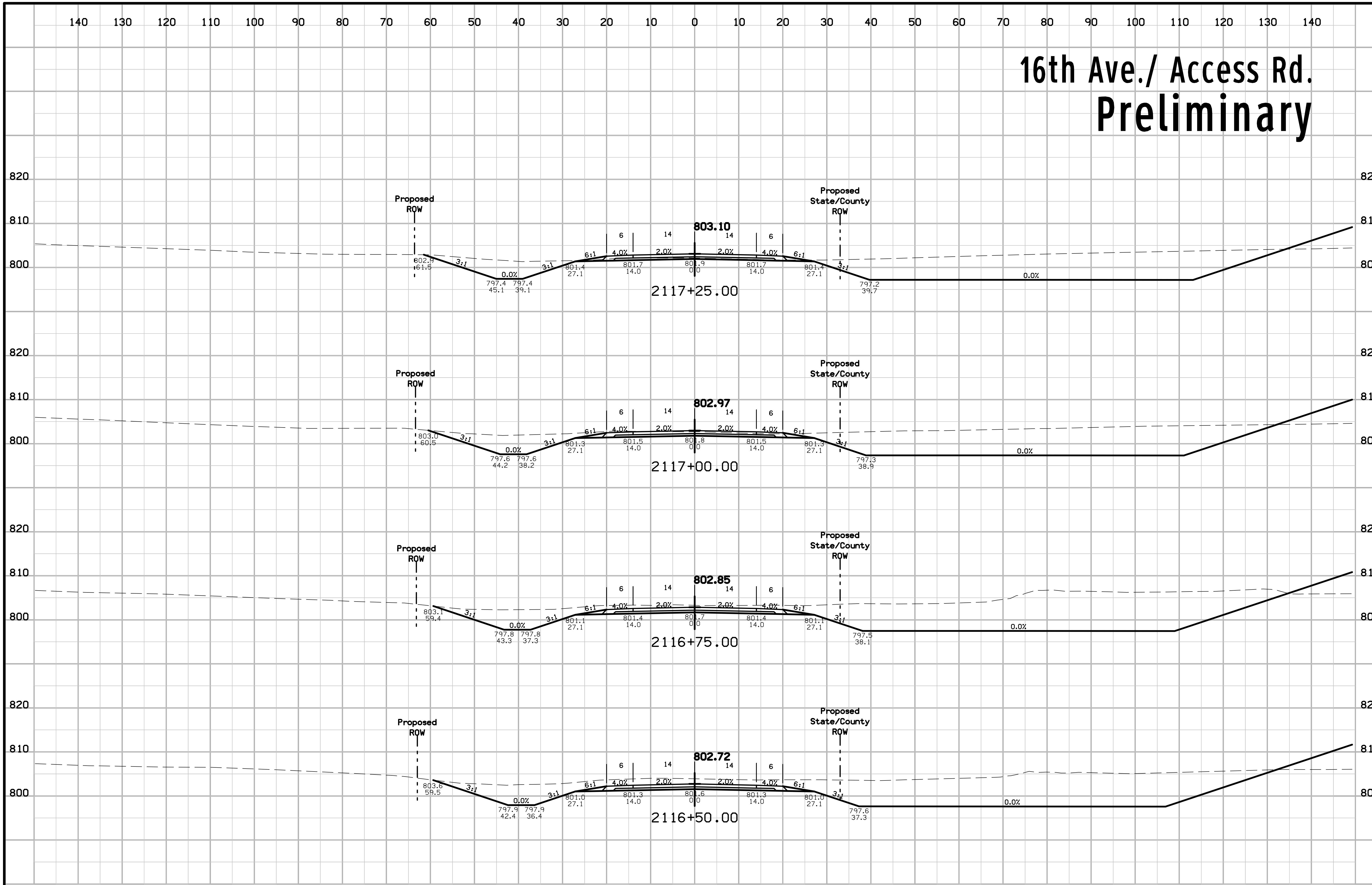
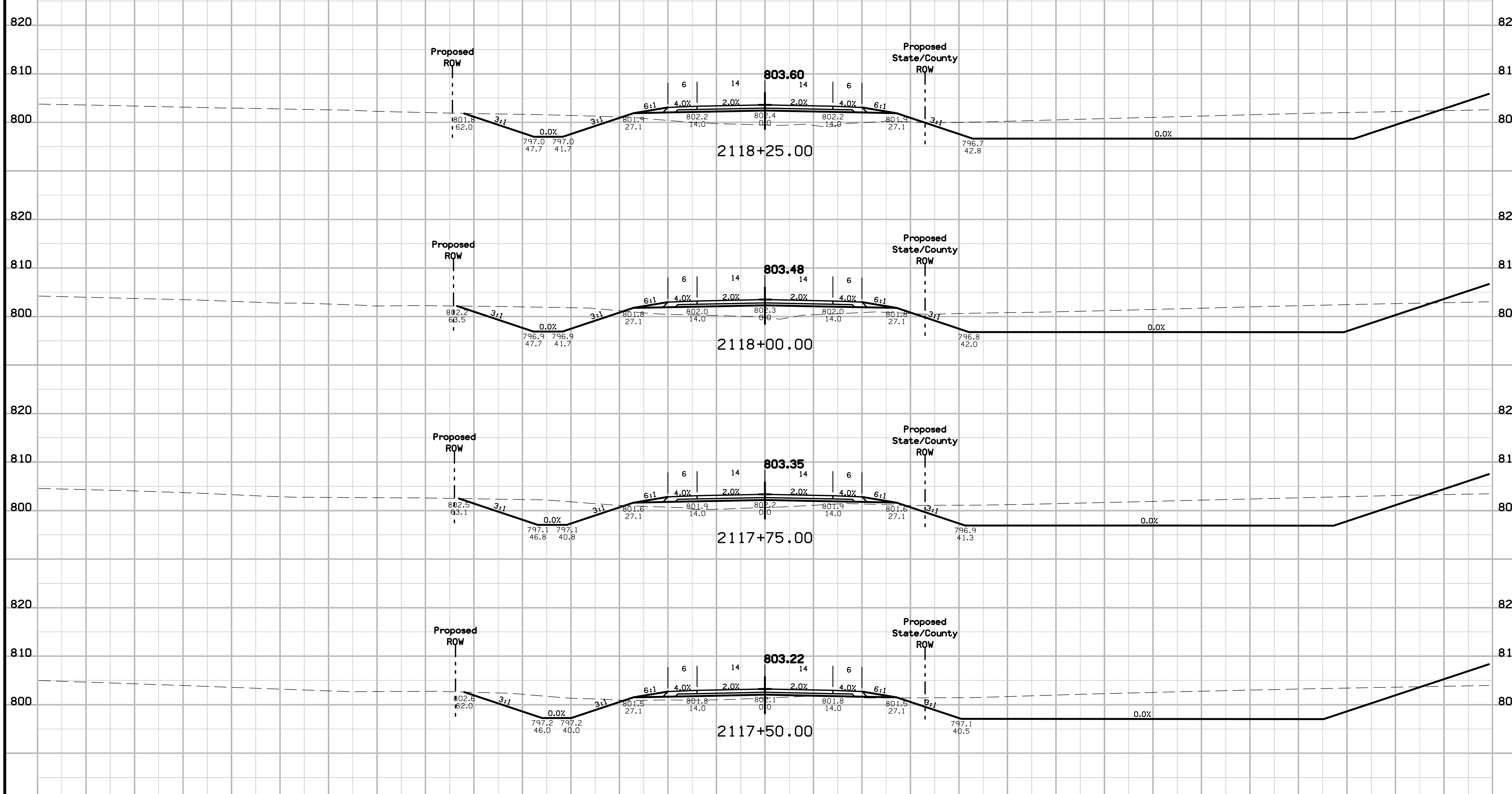
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.166

16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.167

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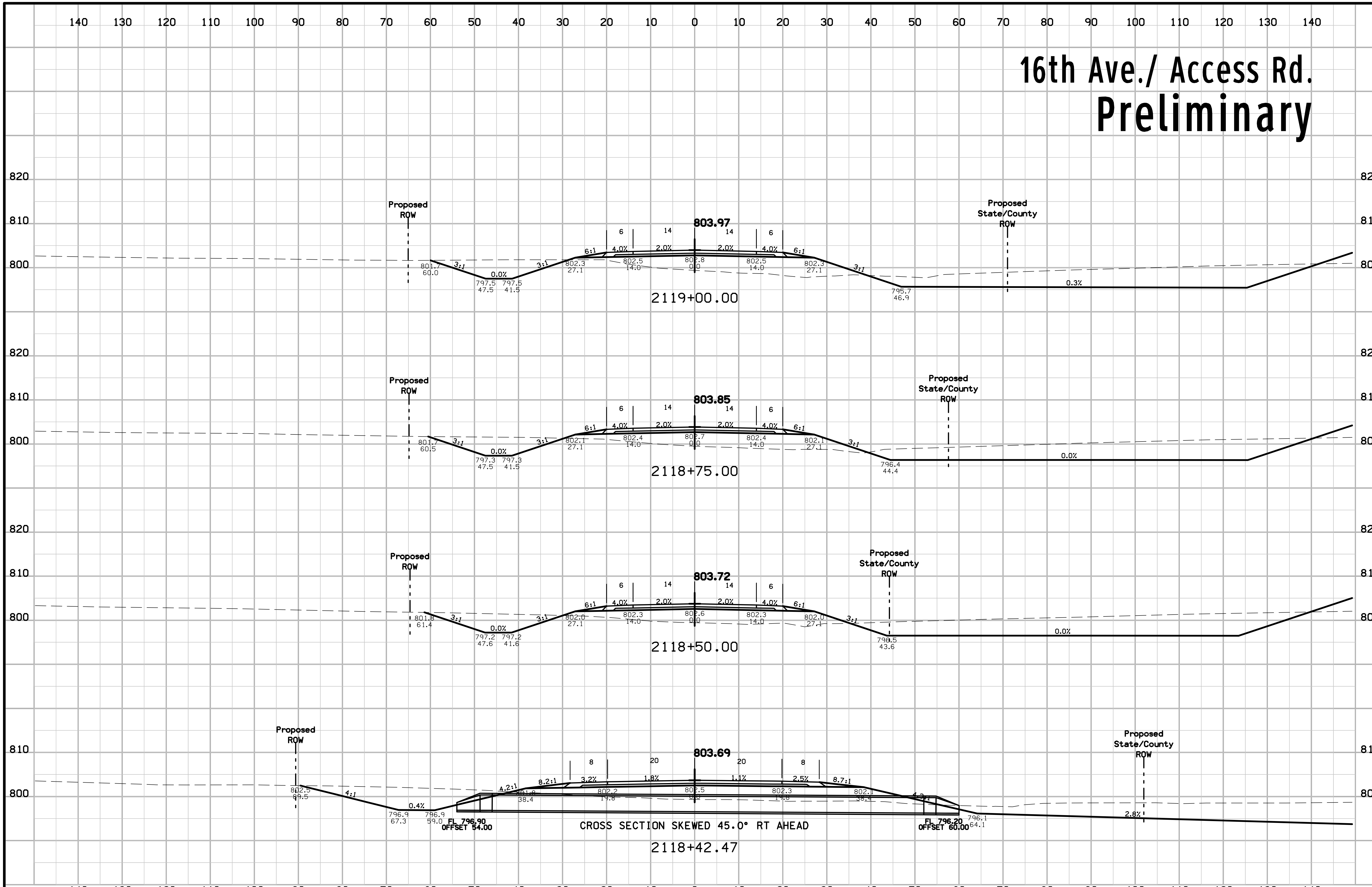
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.168

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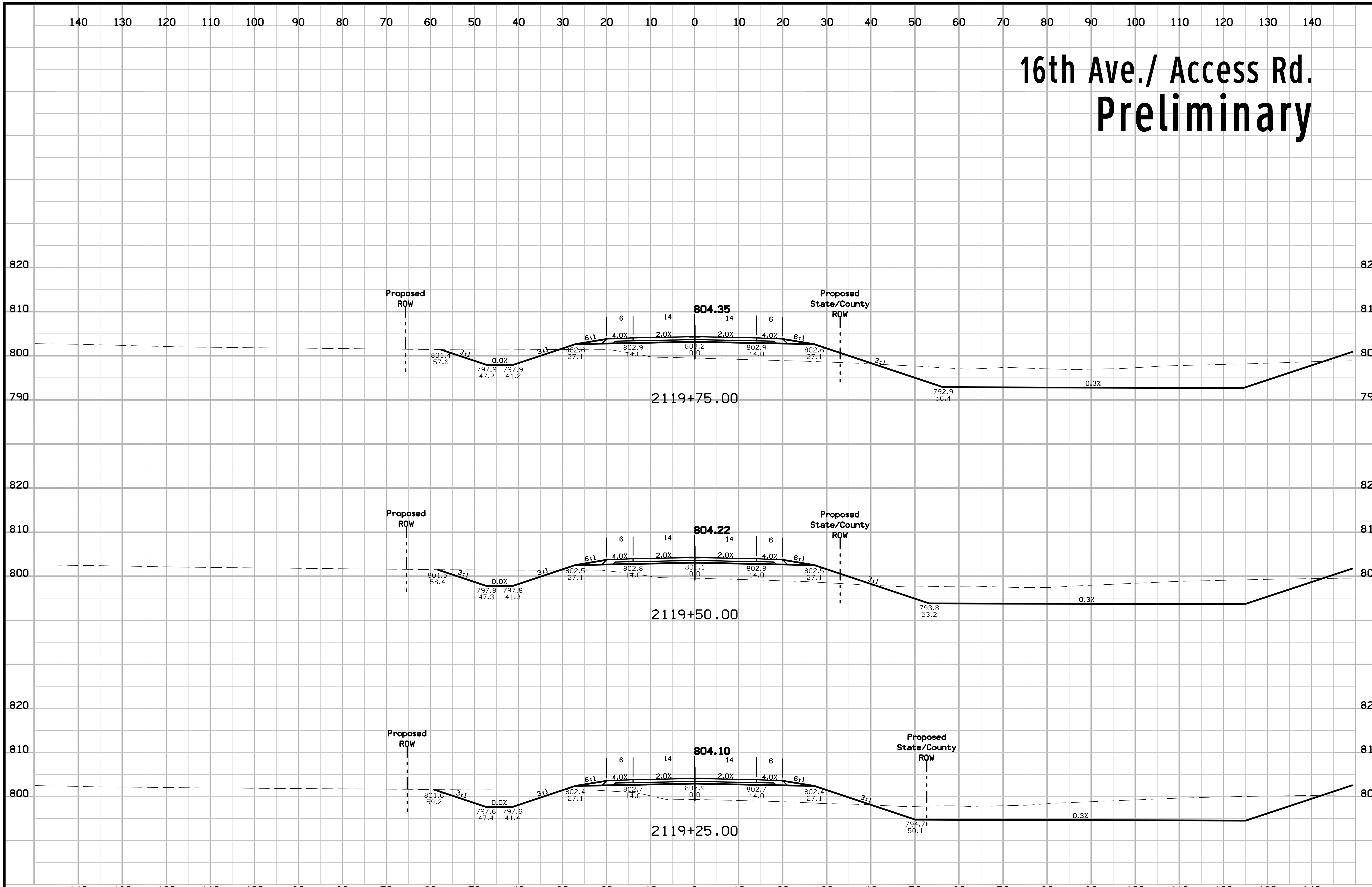
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.169

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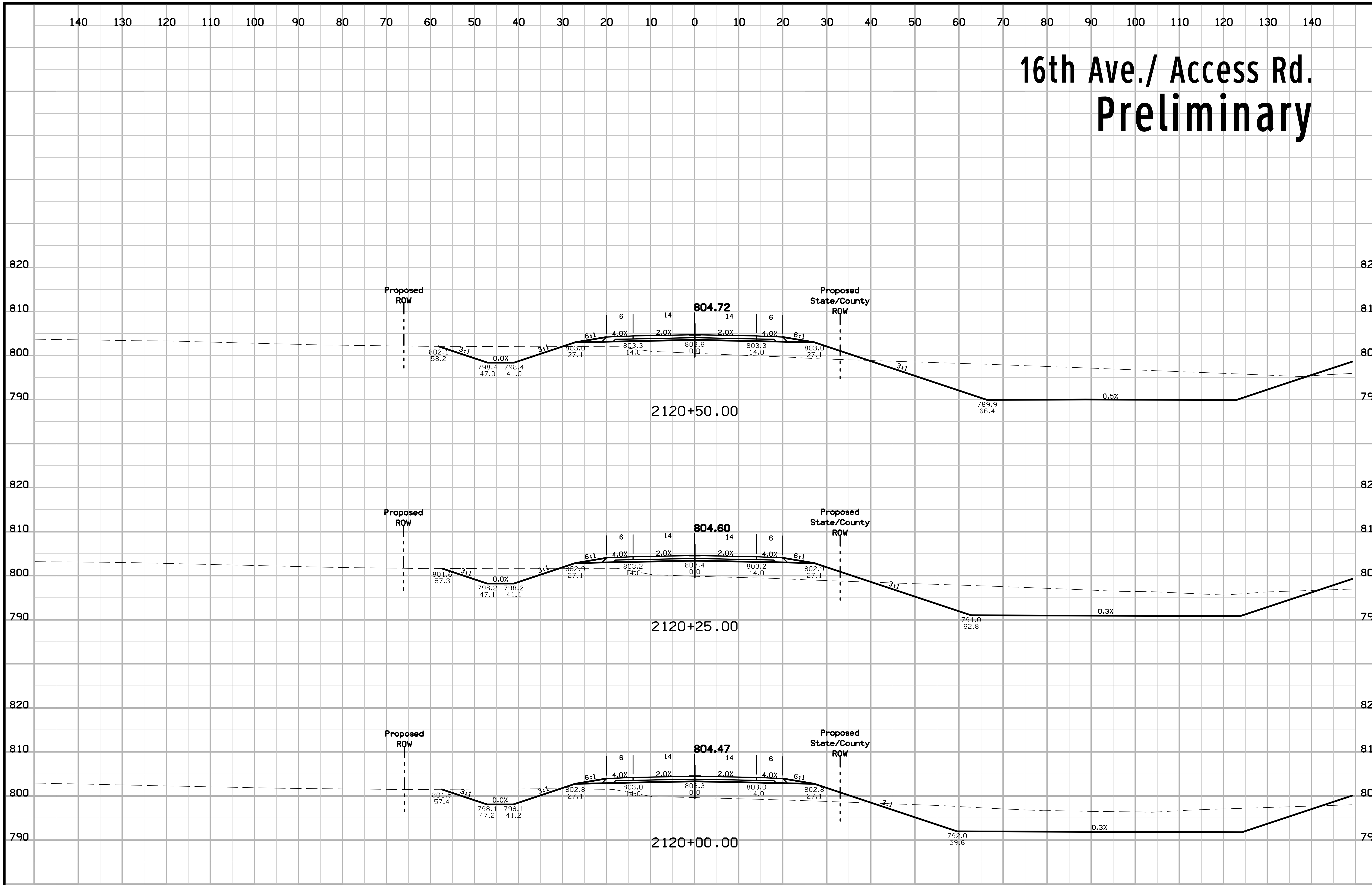
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.170

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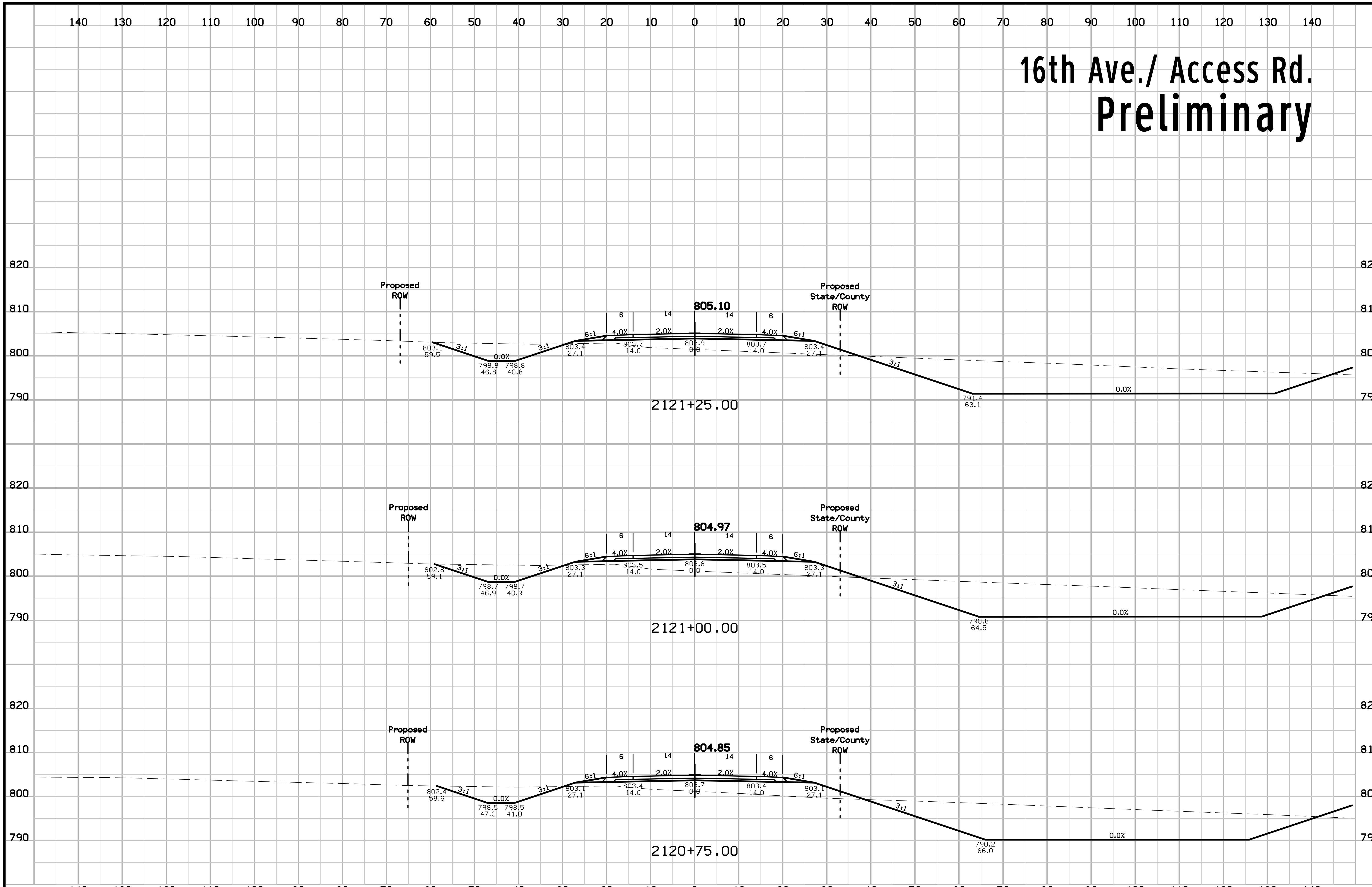
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.171

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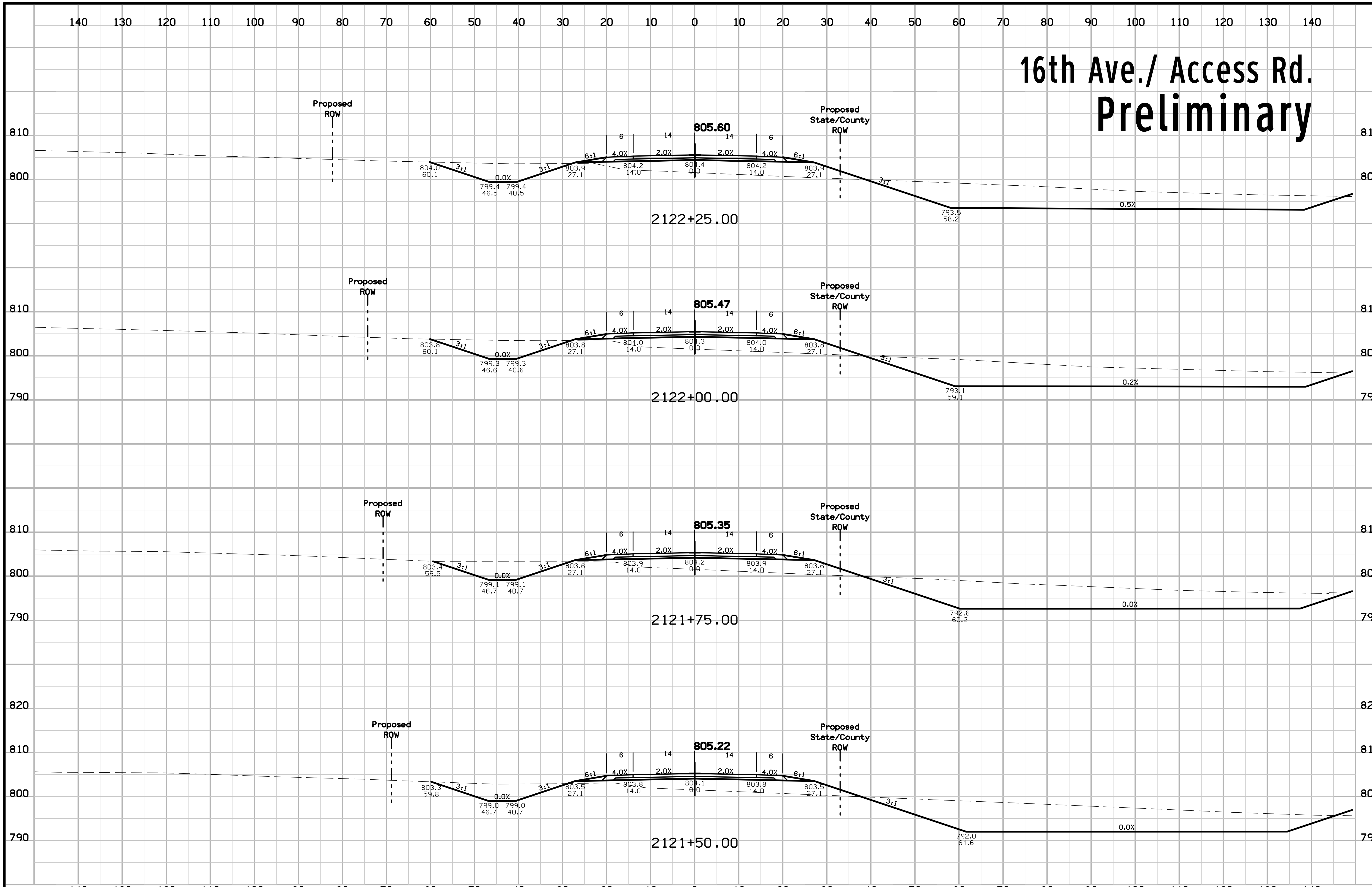

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **X.172**

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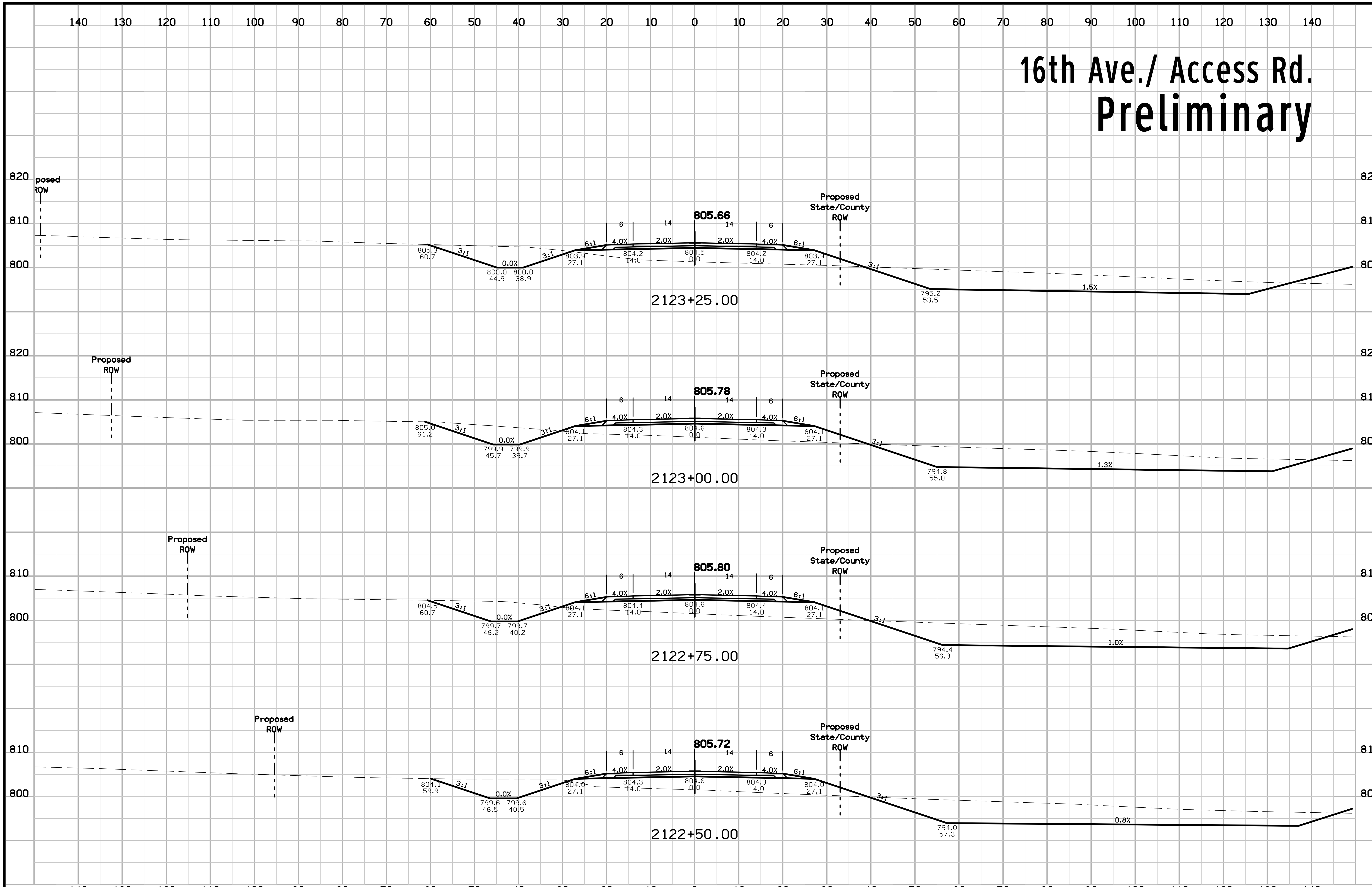
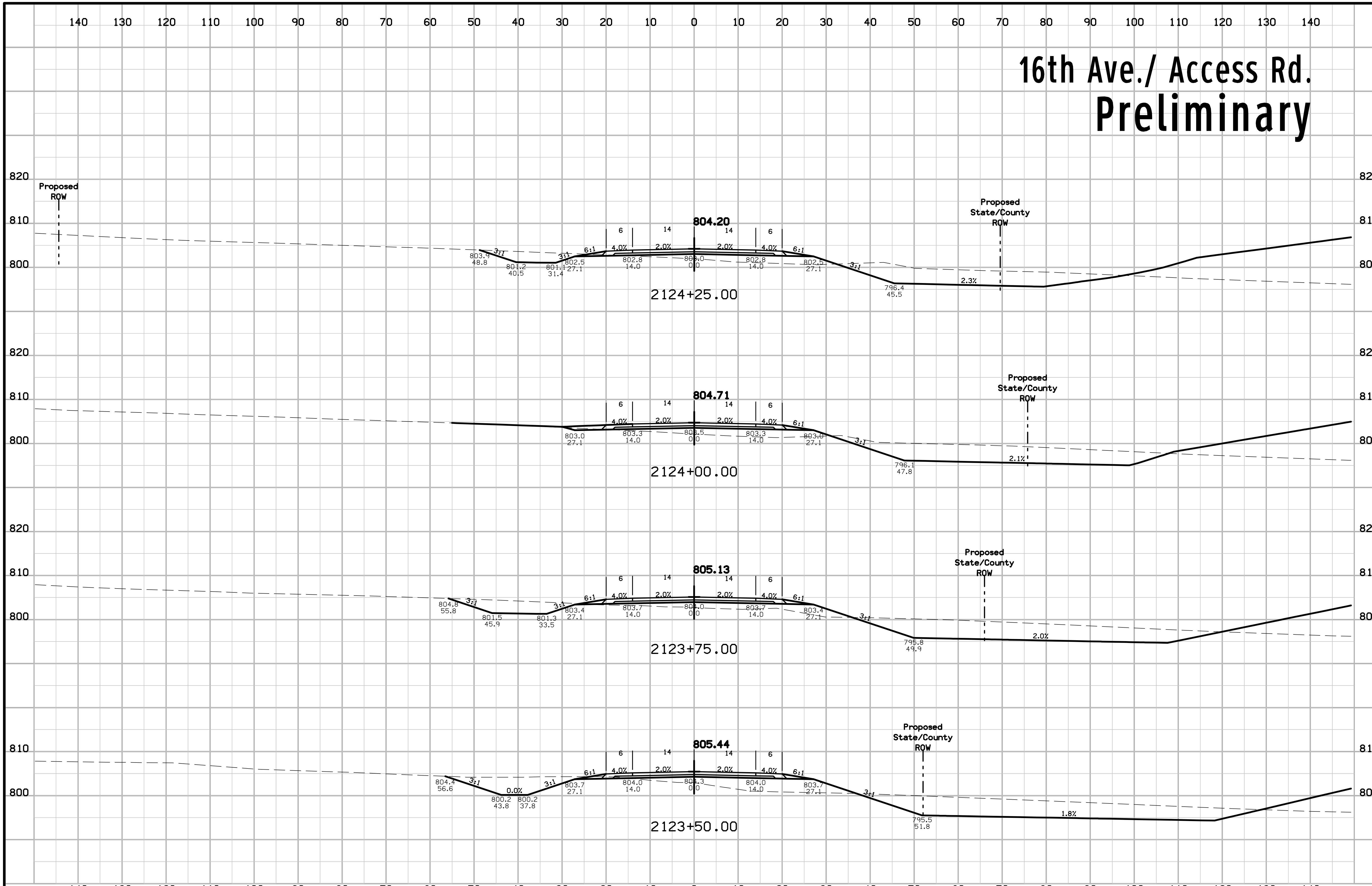

16th Ave./ Access Rd.
Preliminary
Proposed State/County ROW
Proposed ROW
805.66
2123+25.00
805.78
2123+00.00
805.80
2122+75.00
805.72
2122+50.00

16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.174

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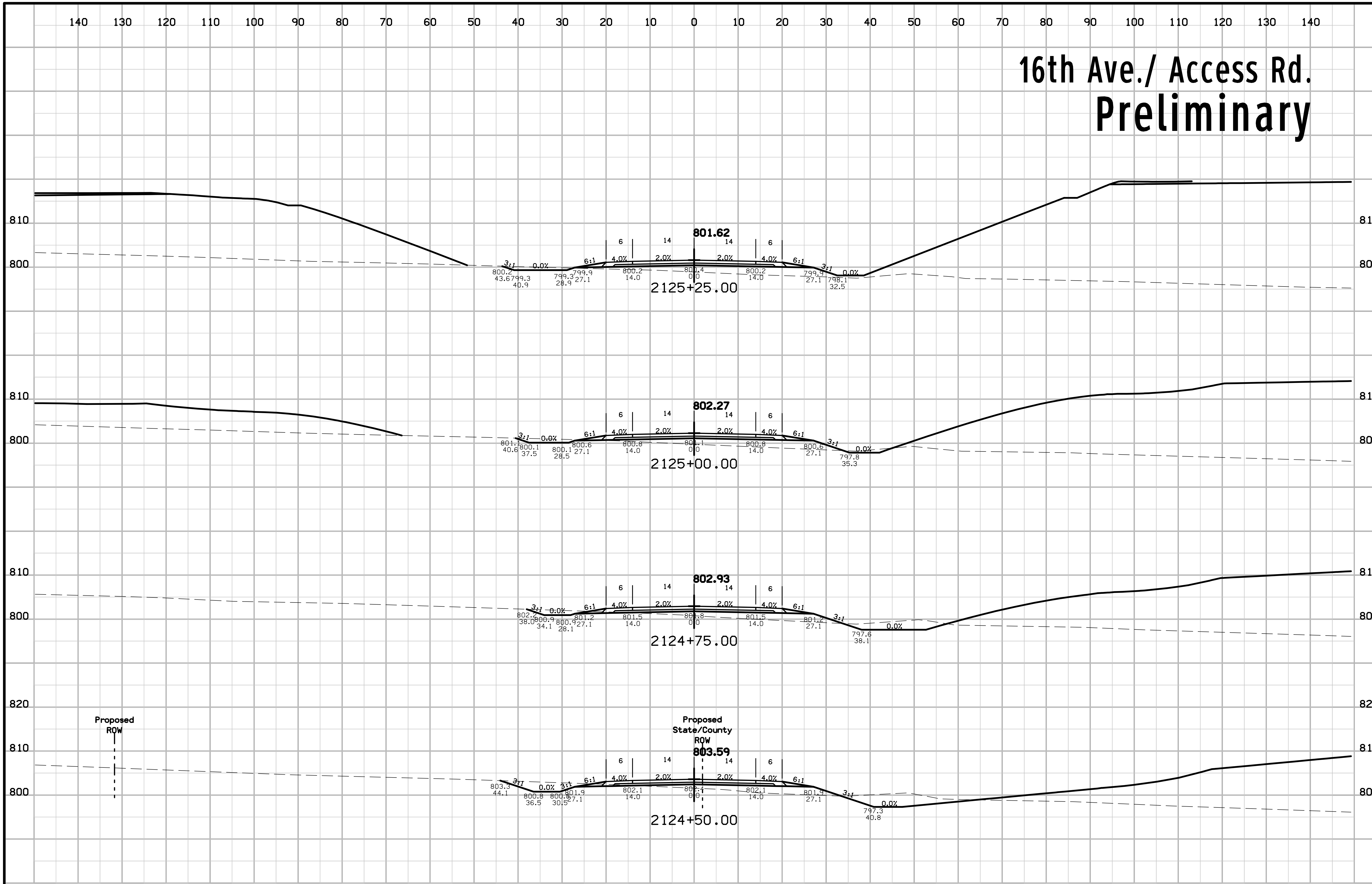
16th Ave./ Access Rd.
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.175

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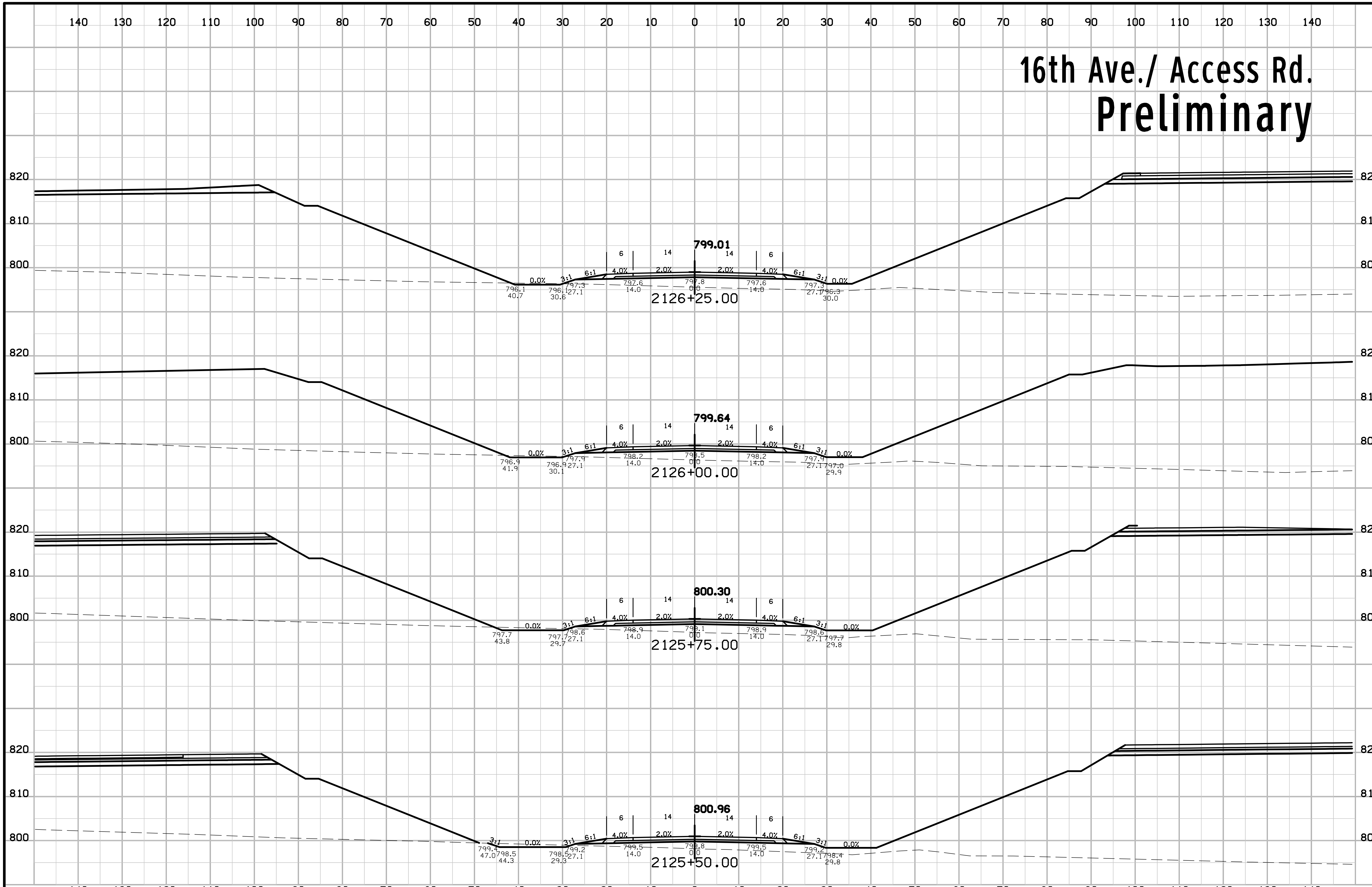
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.176

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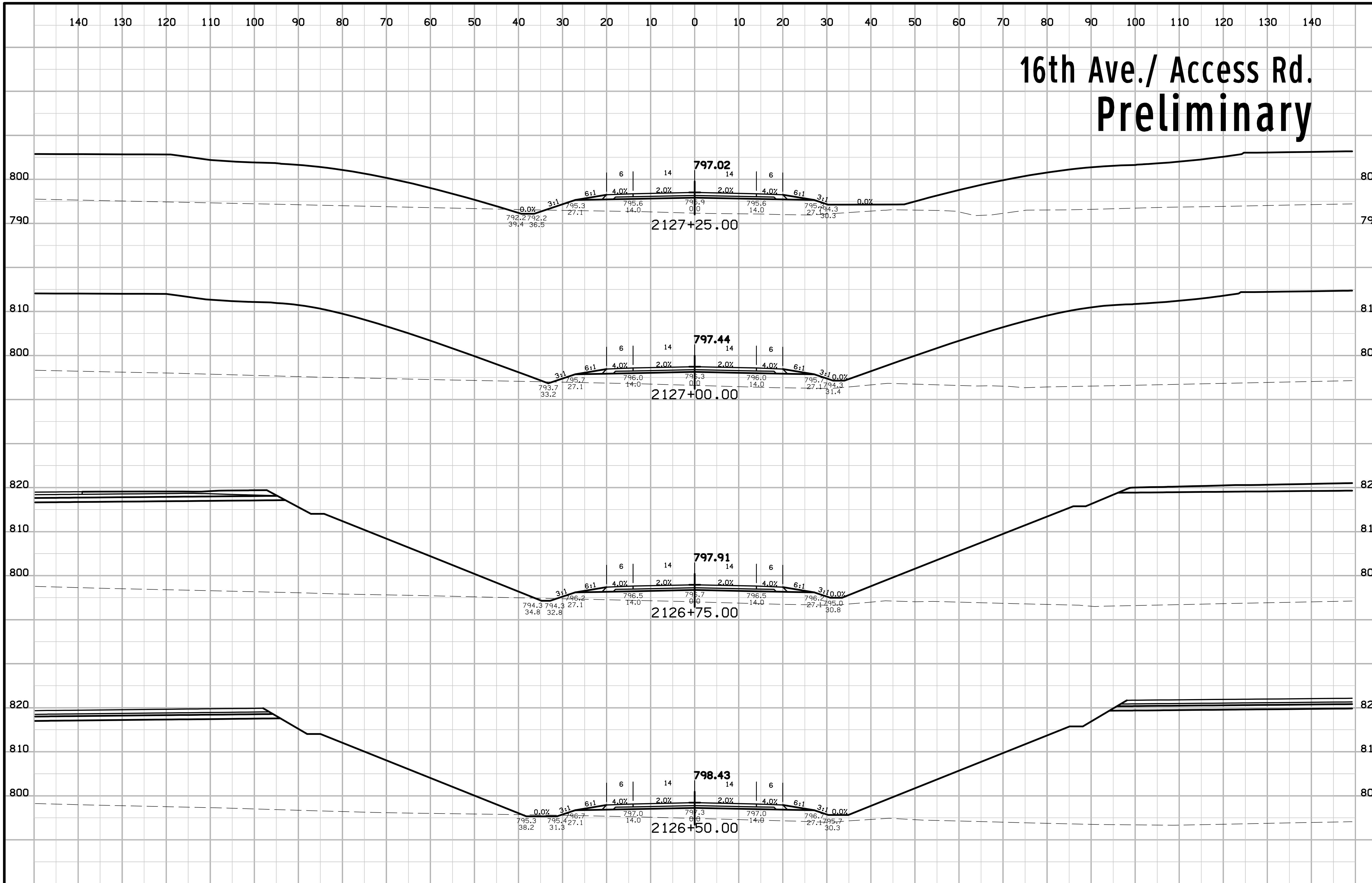
16th Ave./ Access Rd.
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER X.177

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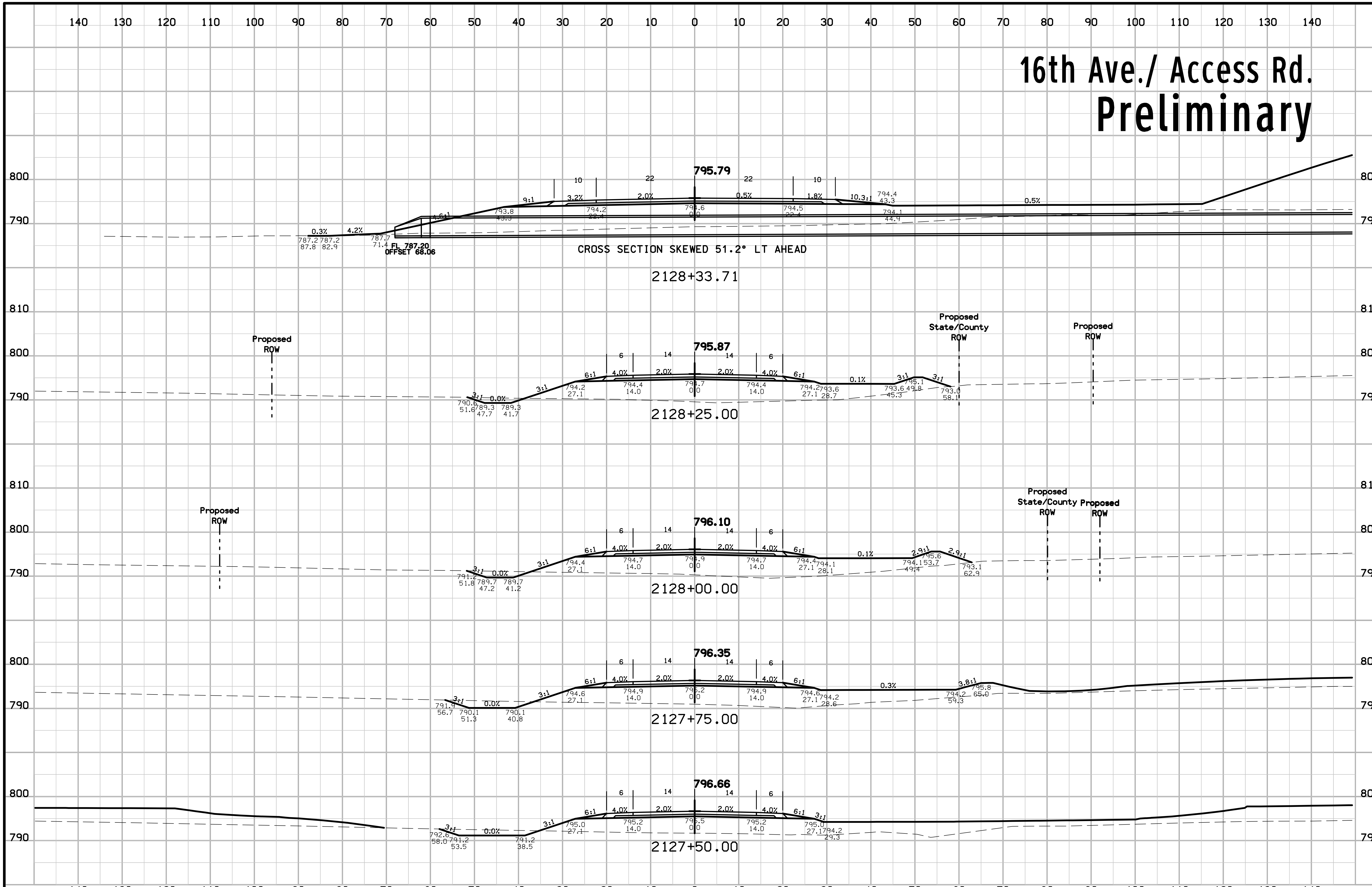

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.178

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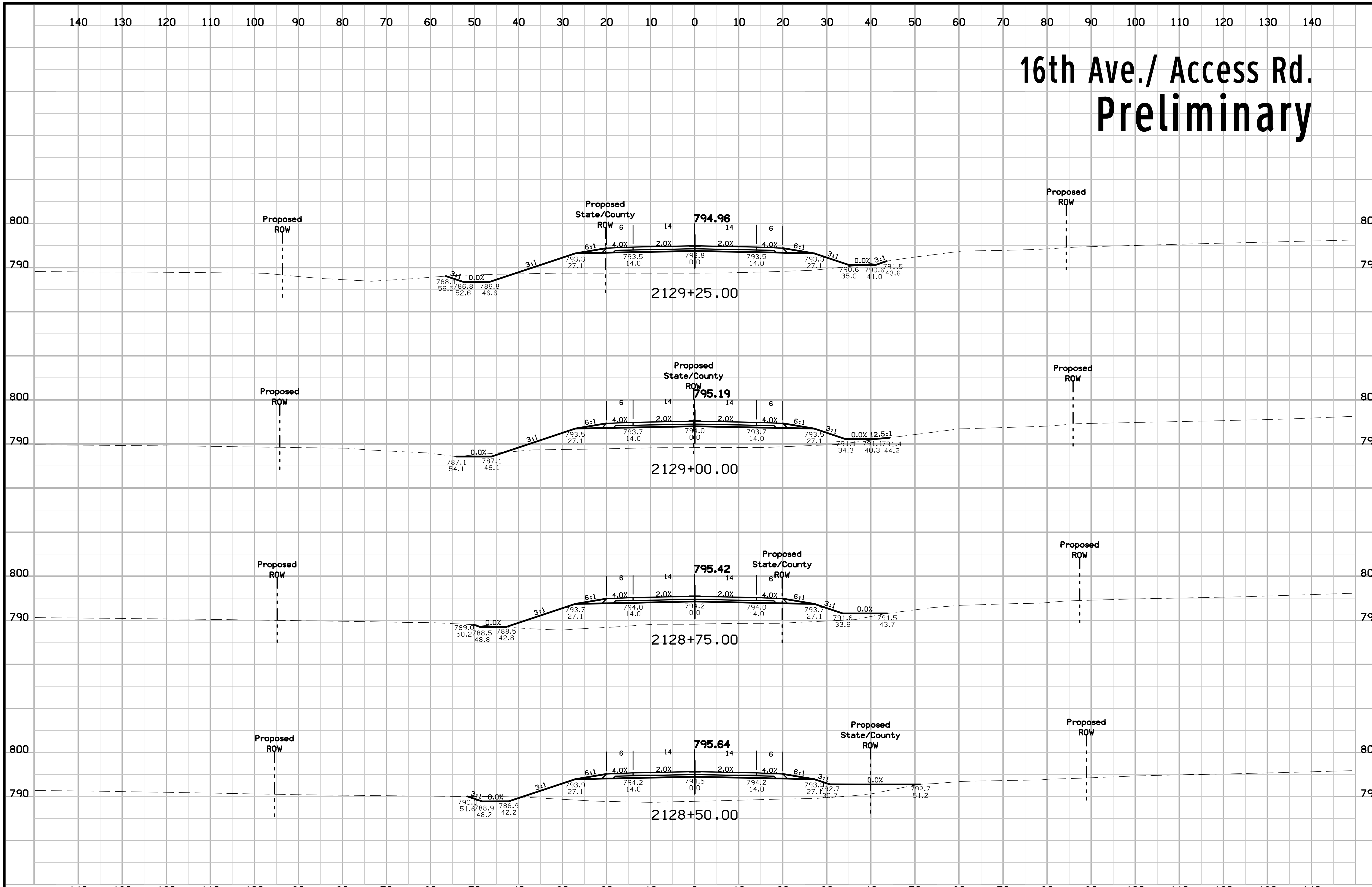
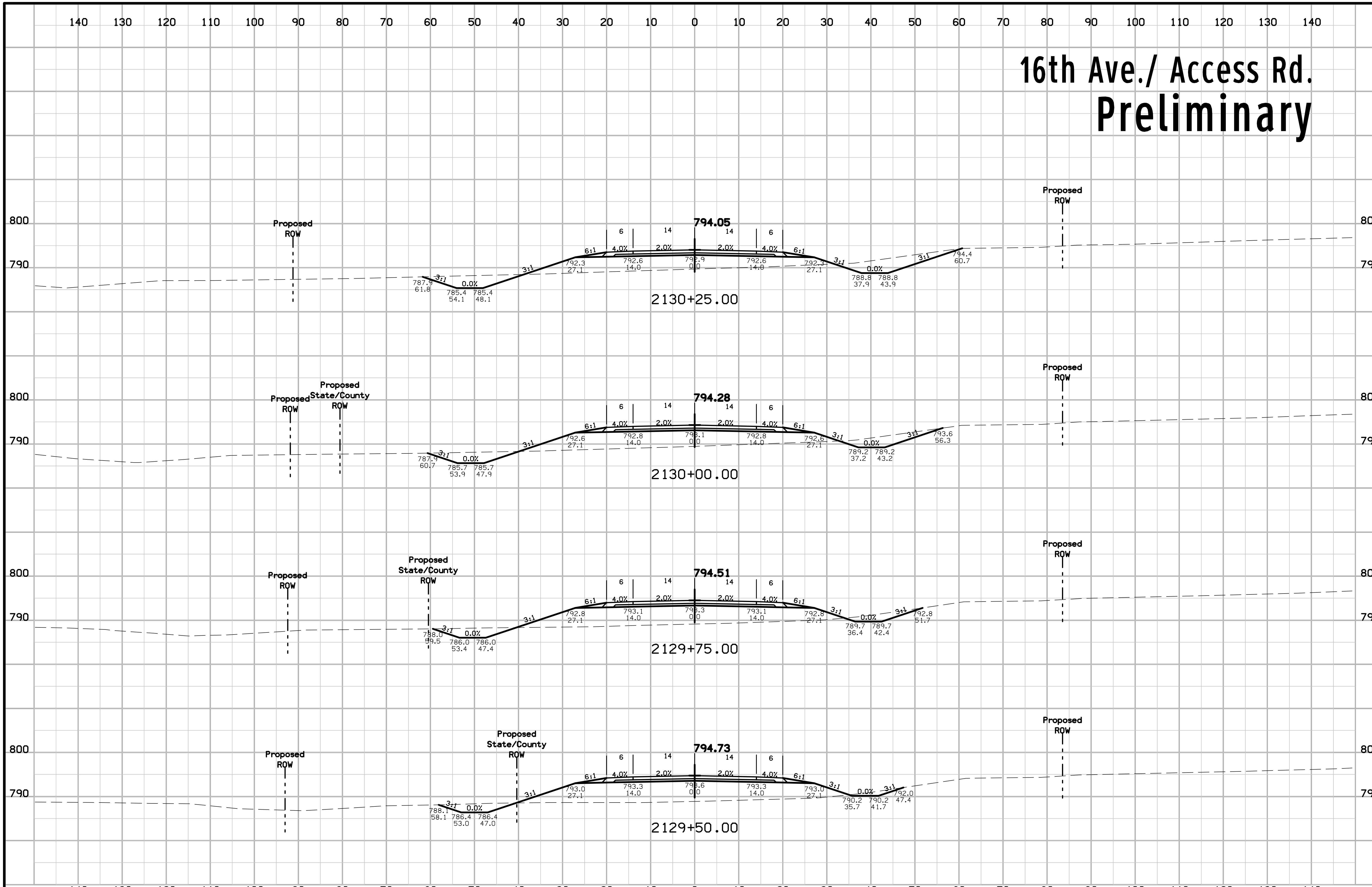
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.179

16th Ave./ Access Rd.
Preliminary



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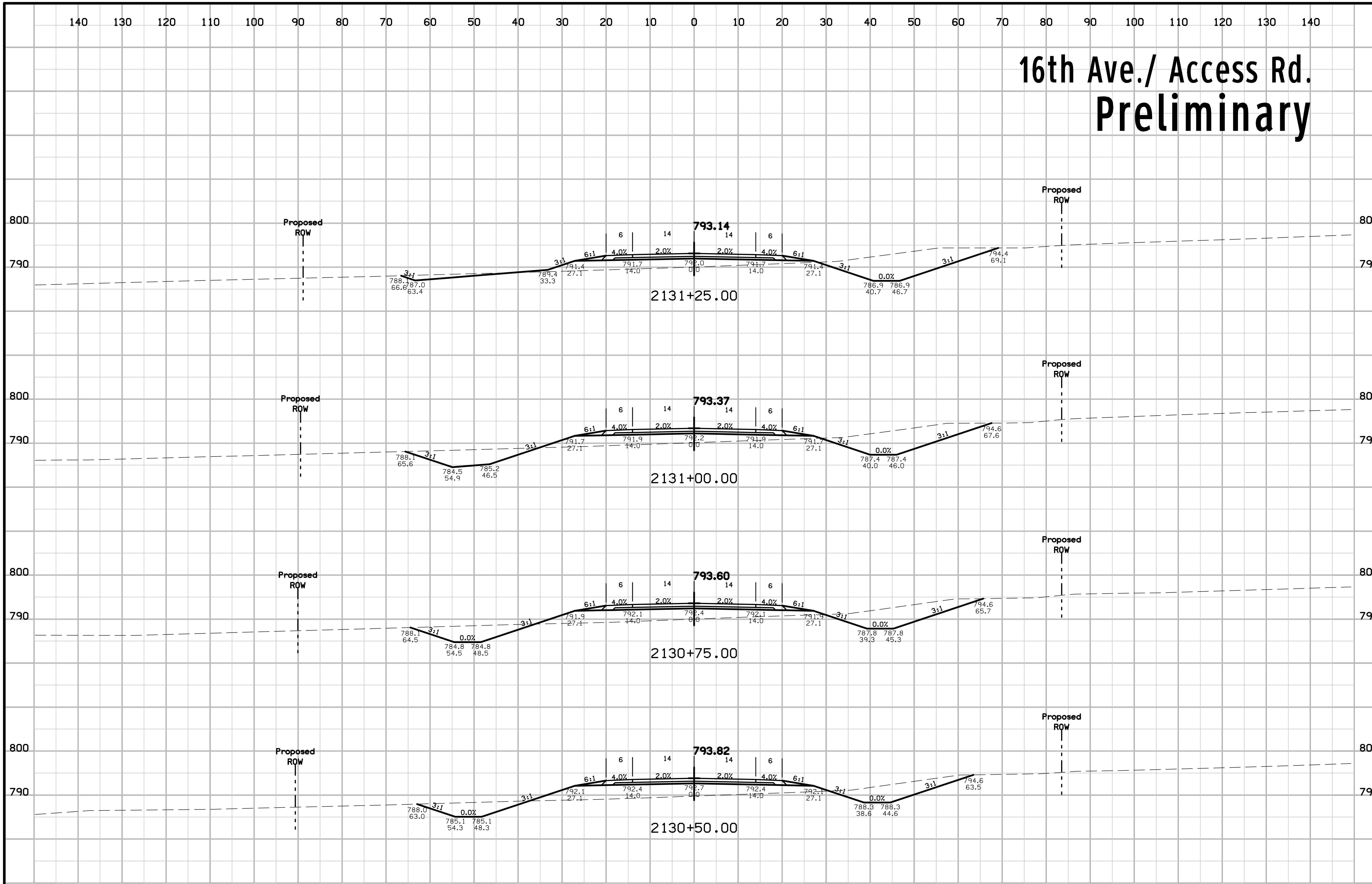

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.181

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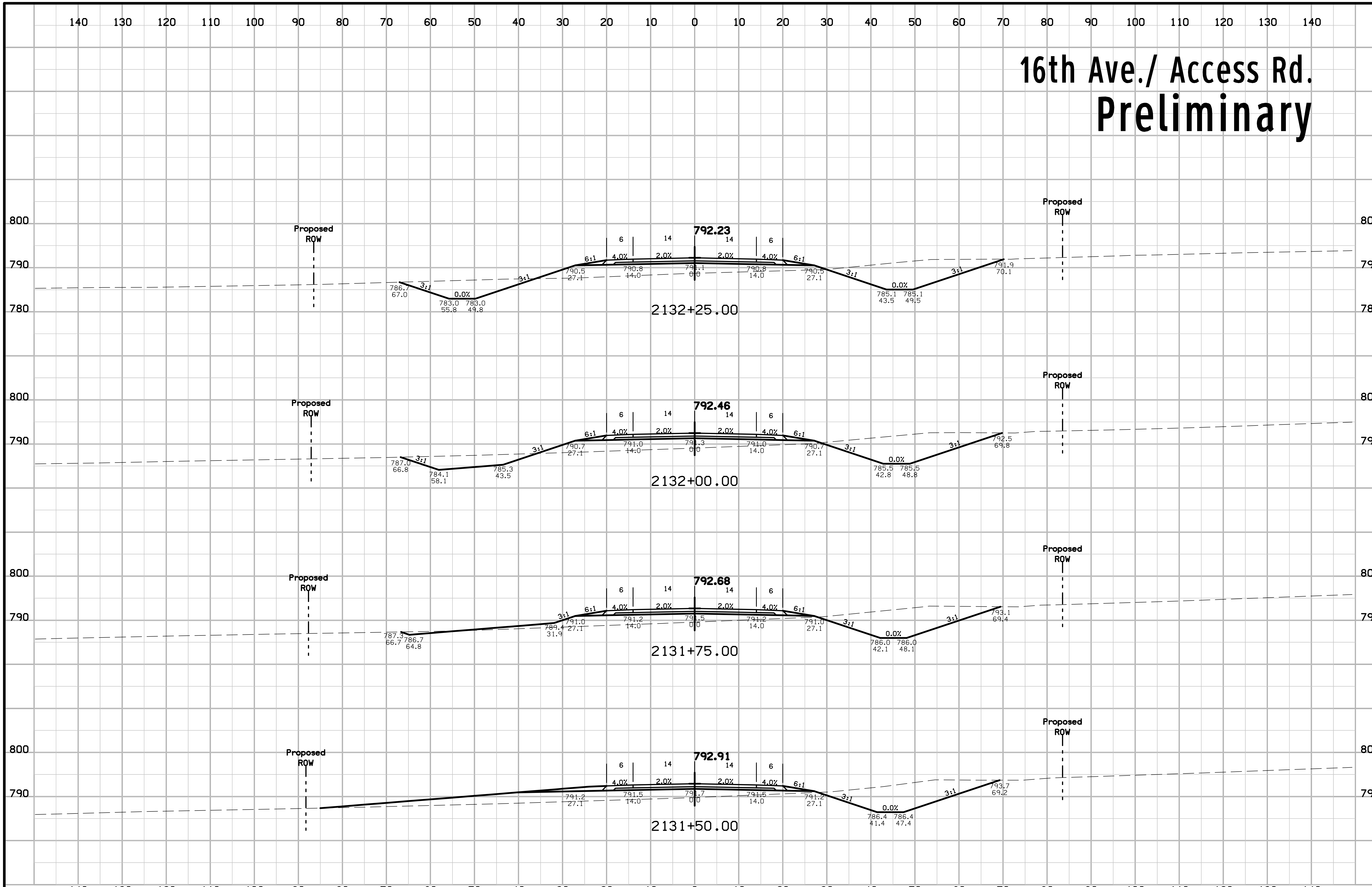
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.182

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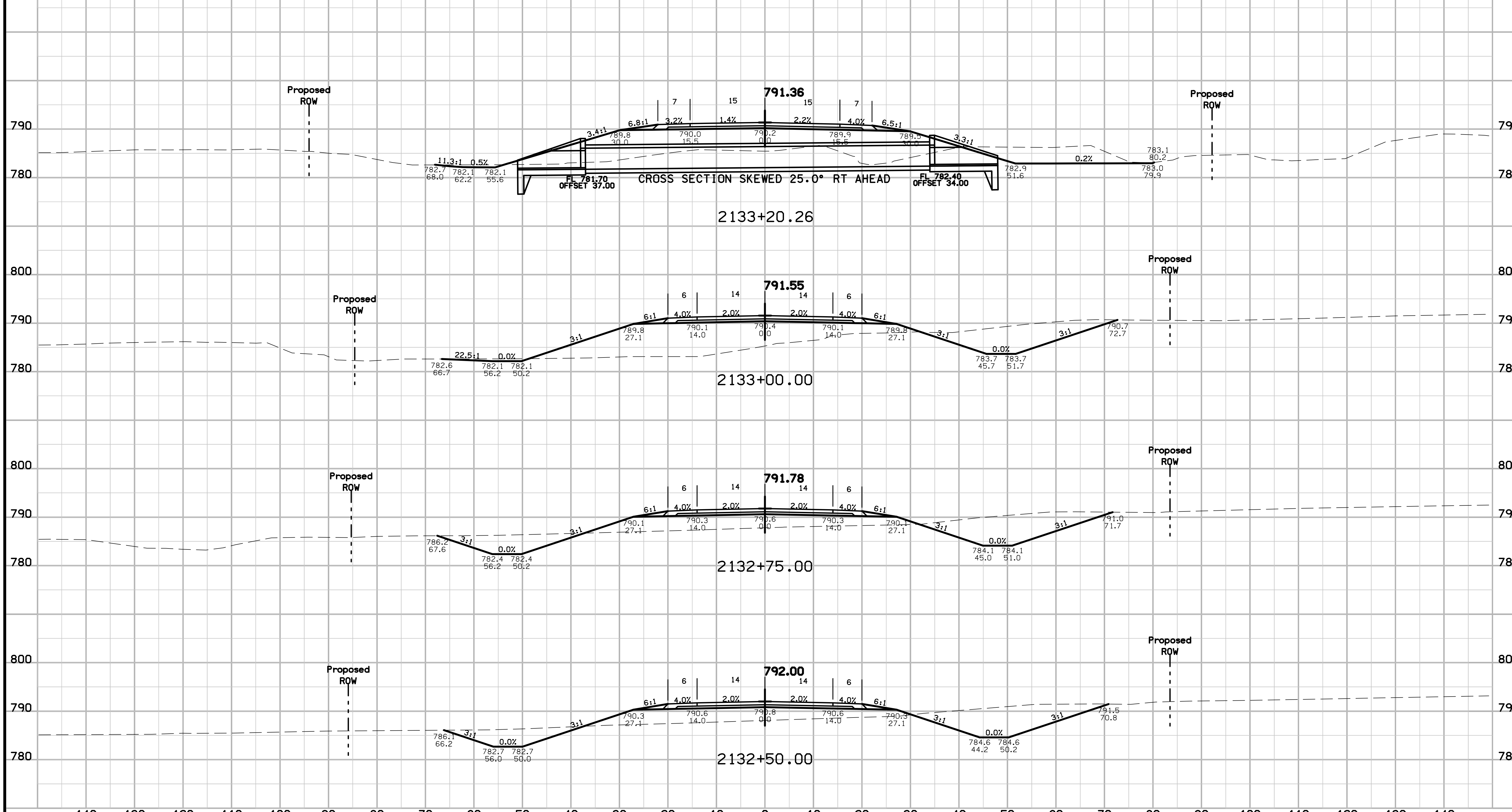
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.183

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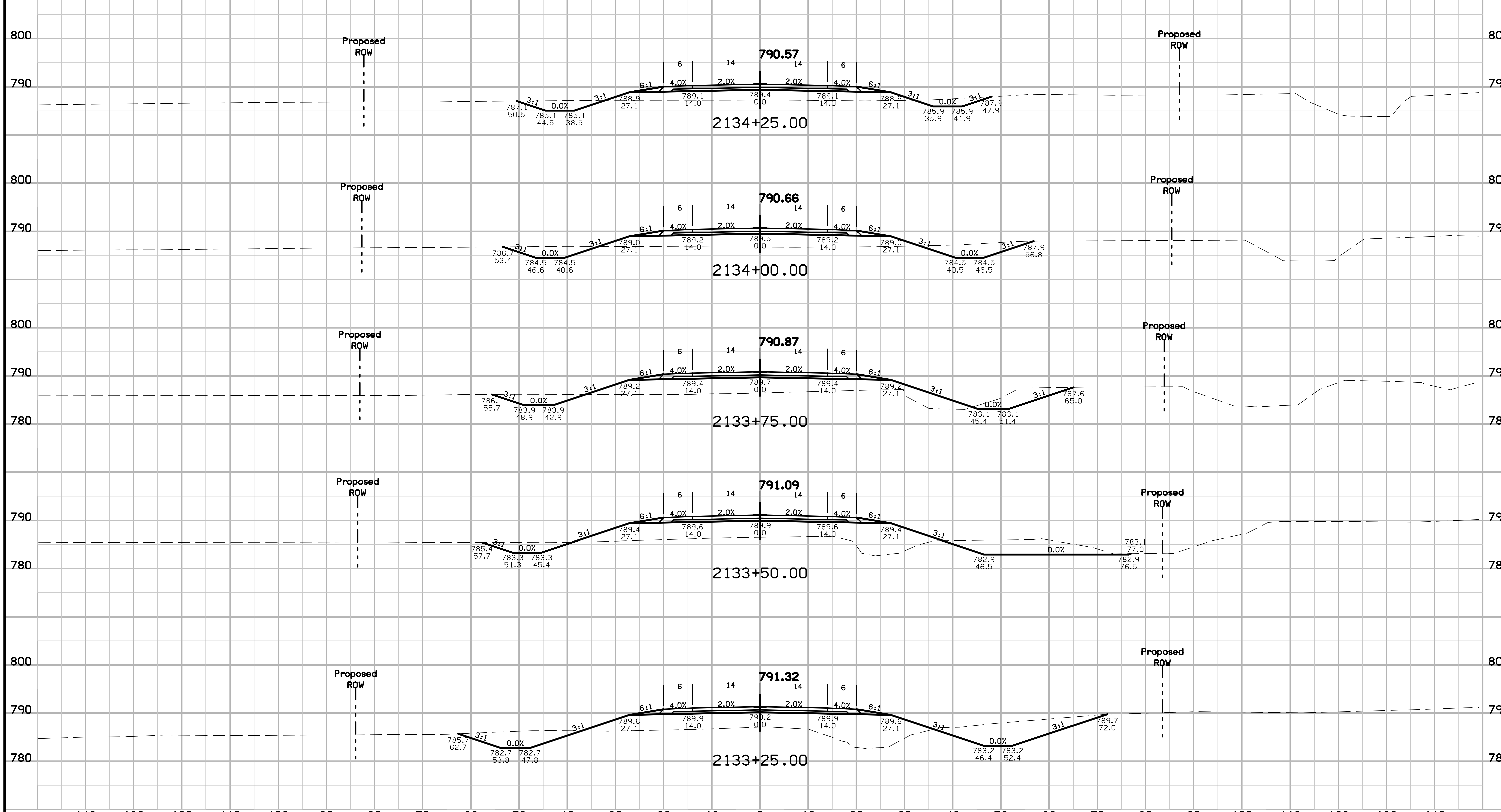
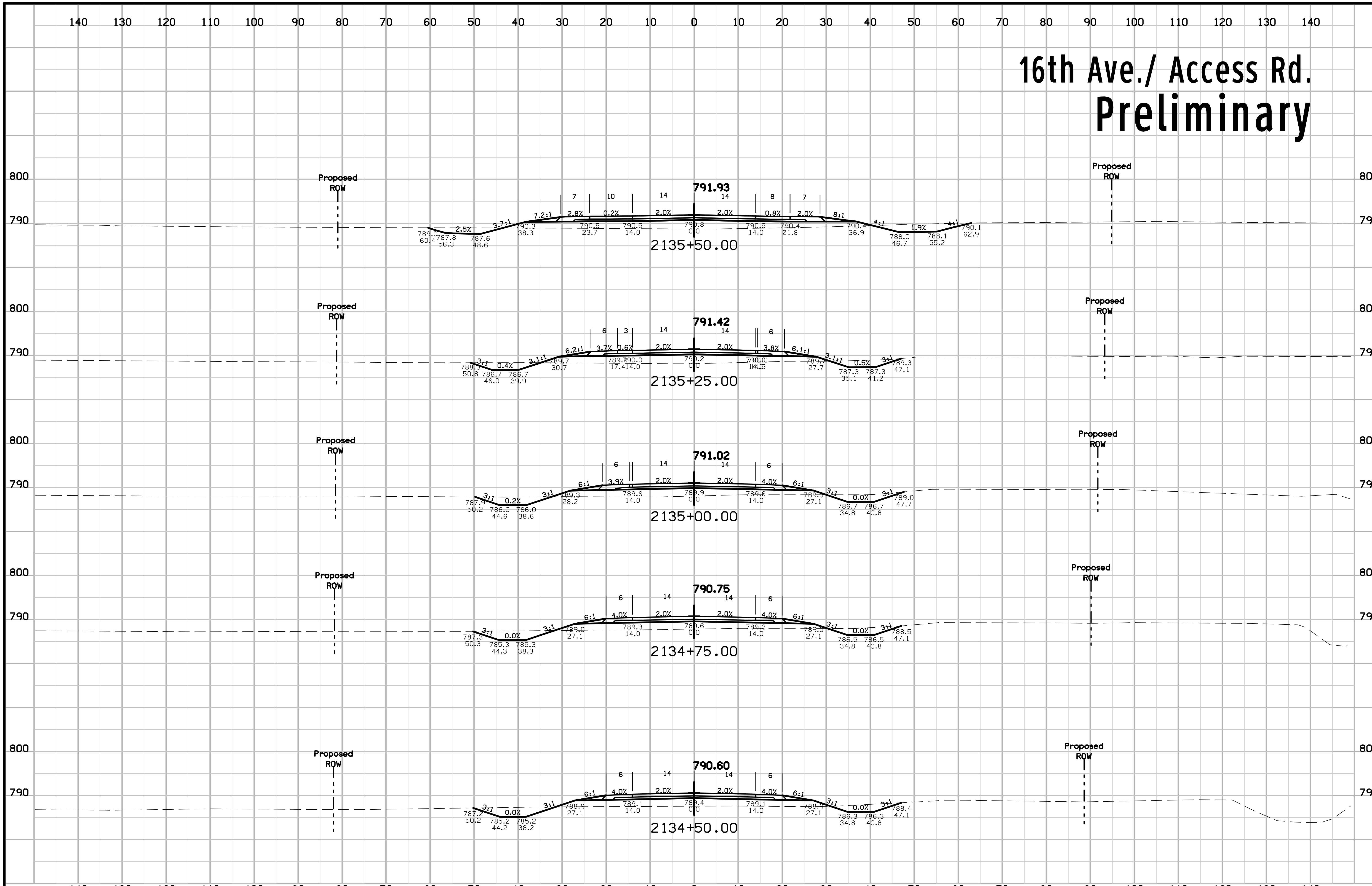
16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER X.184

16th Ave./ Access Rd.
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.185

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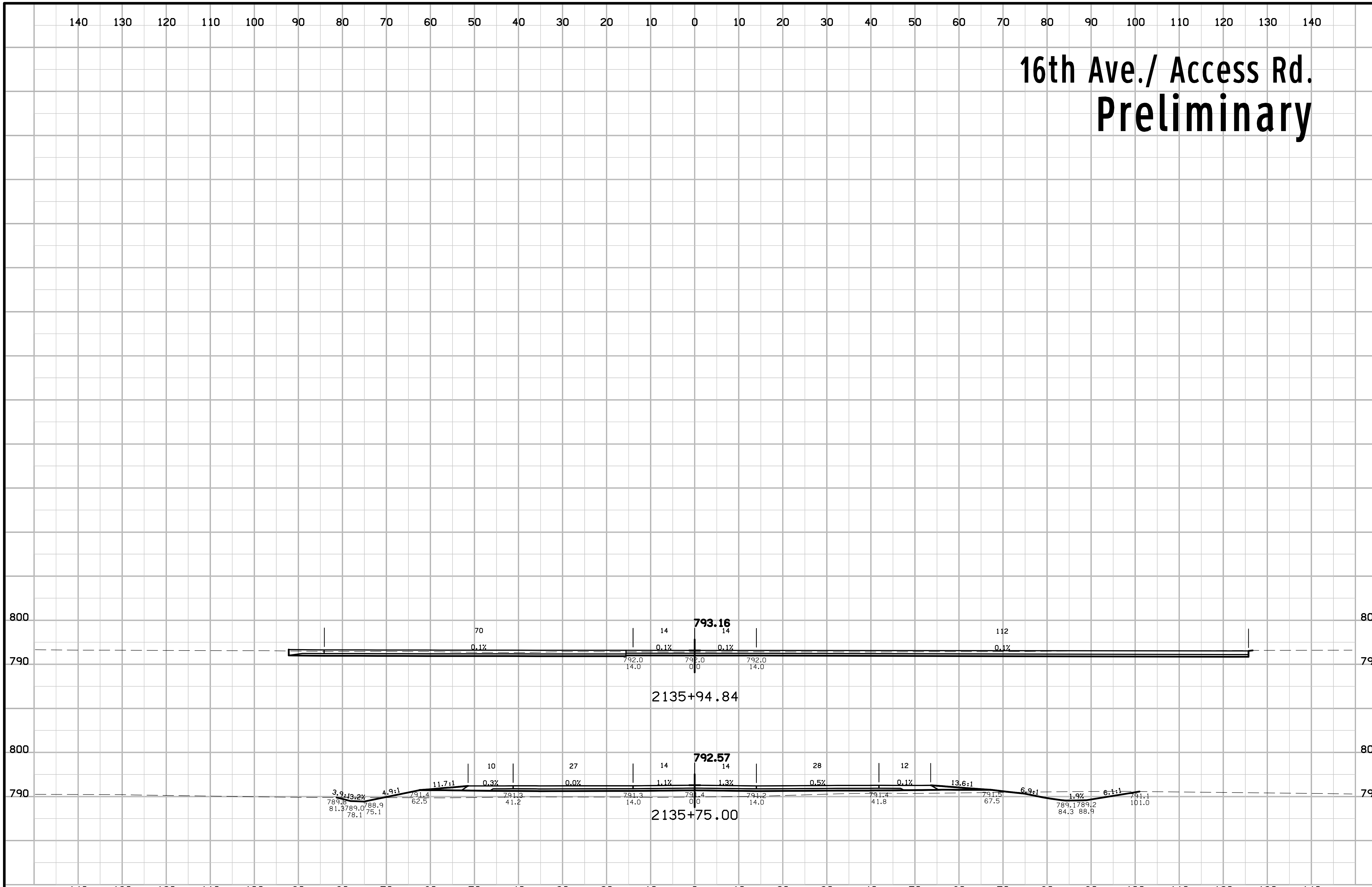

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.186

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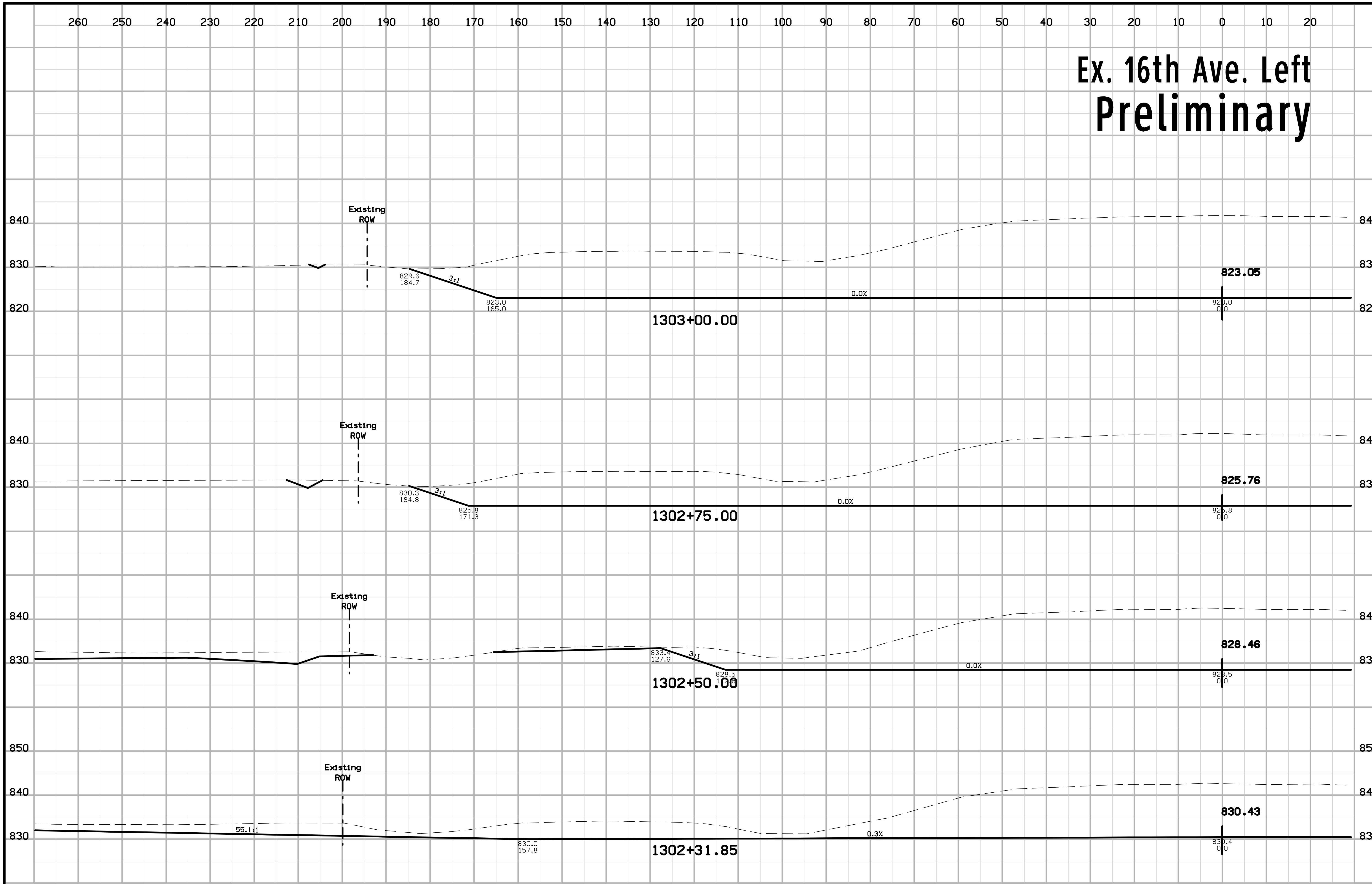

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.187

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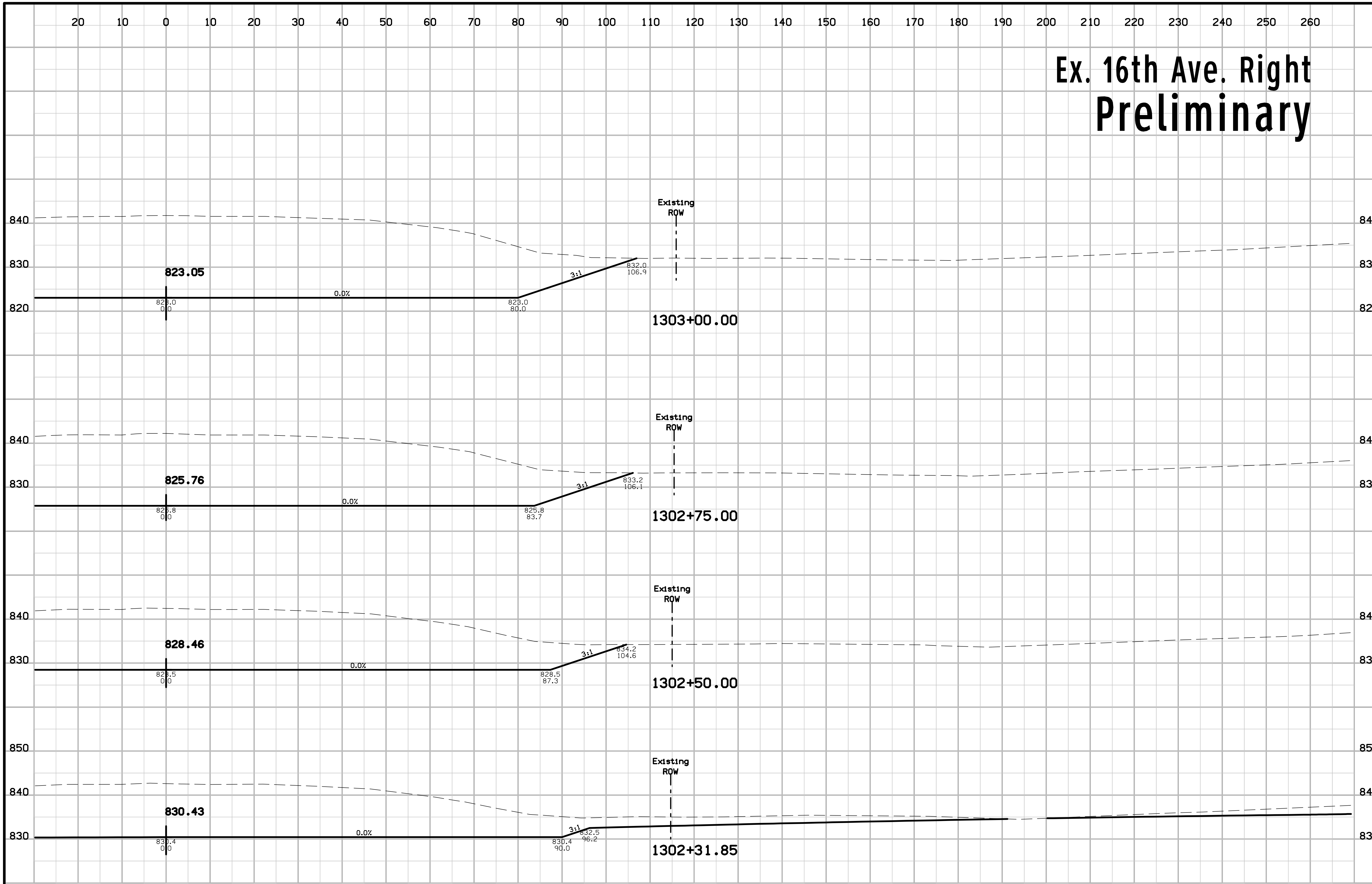

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.188

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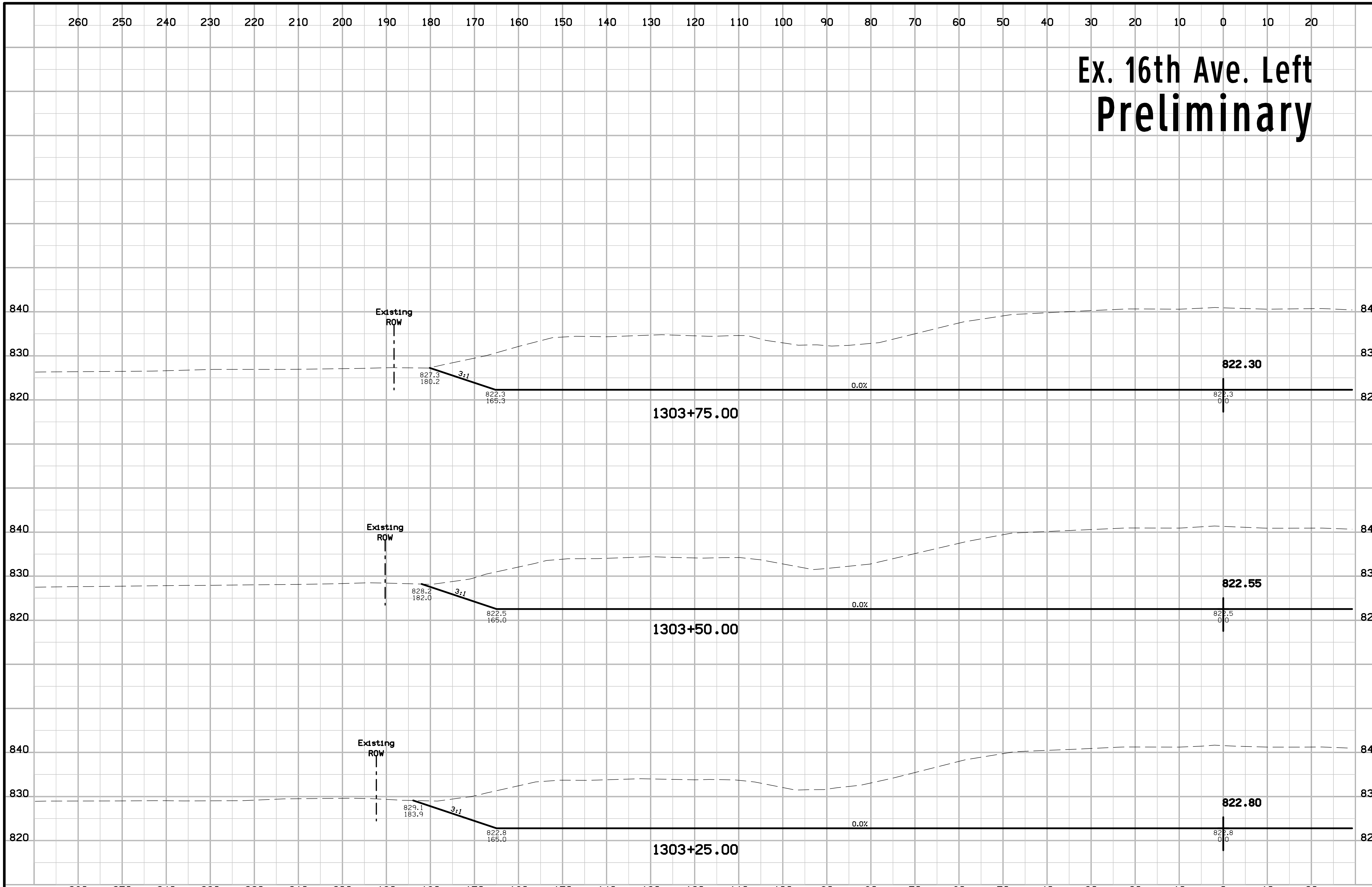
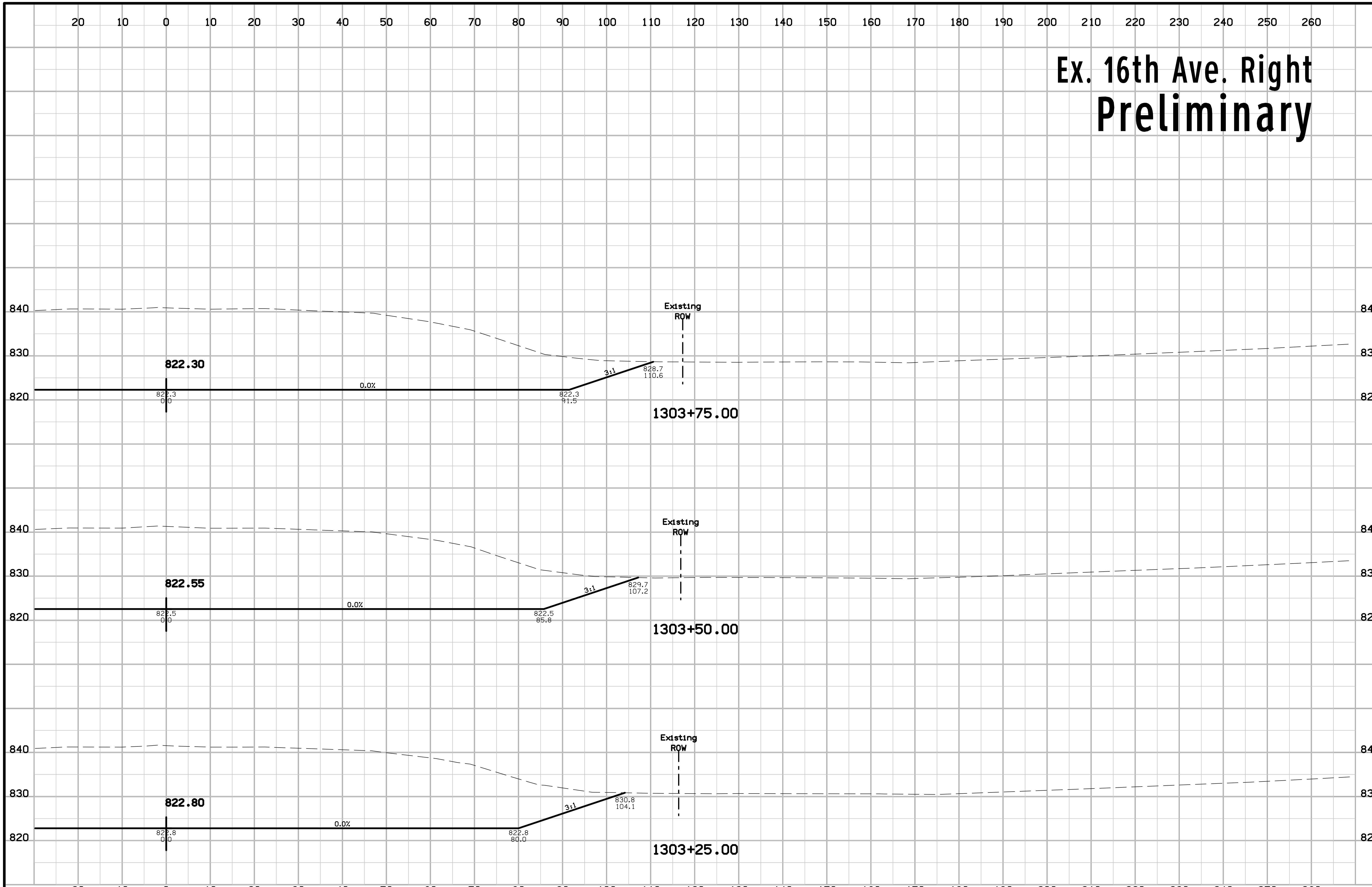
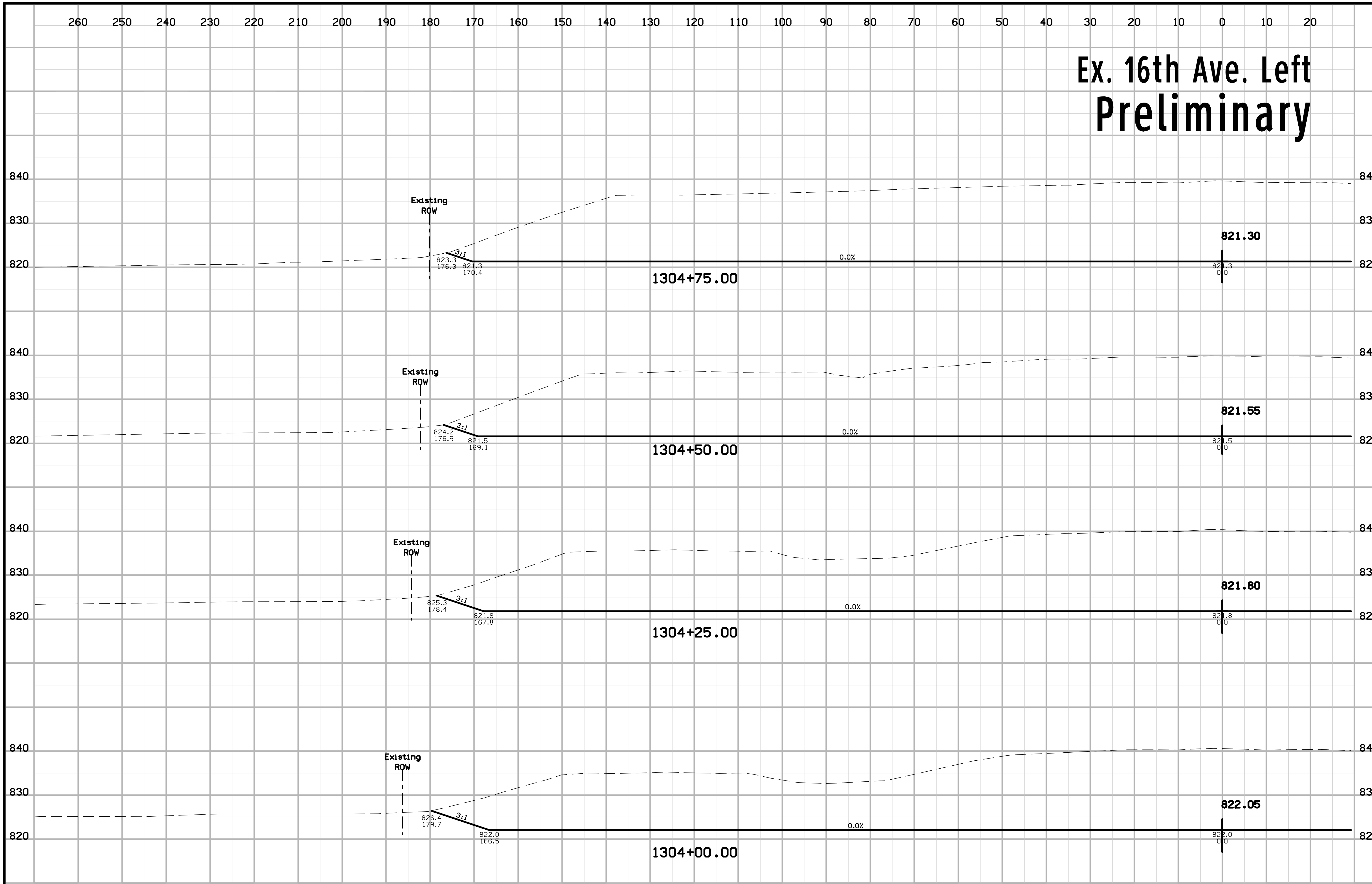
Ex. 16th Ave. Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.189

Ex. 16th Ave. Right
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.191

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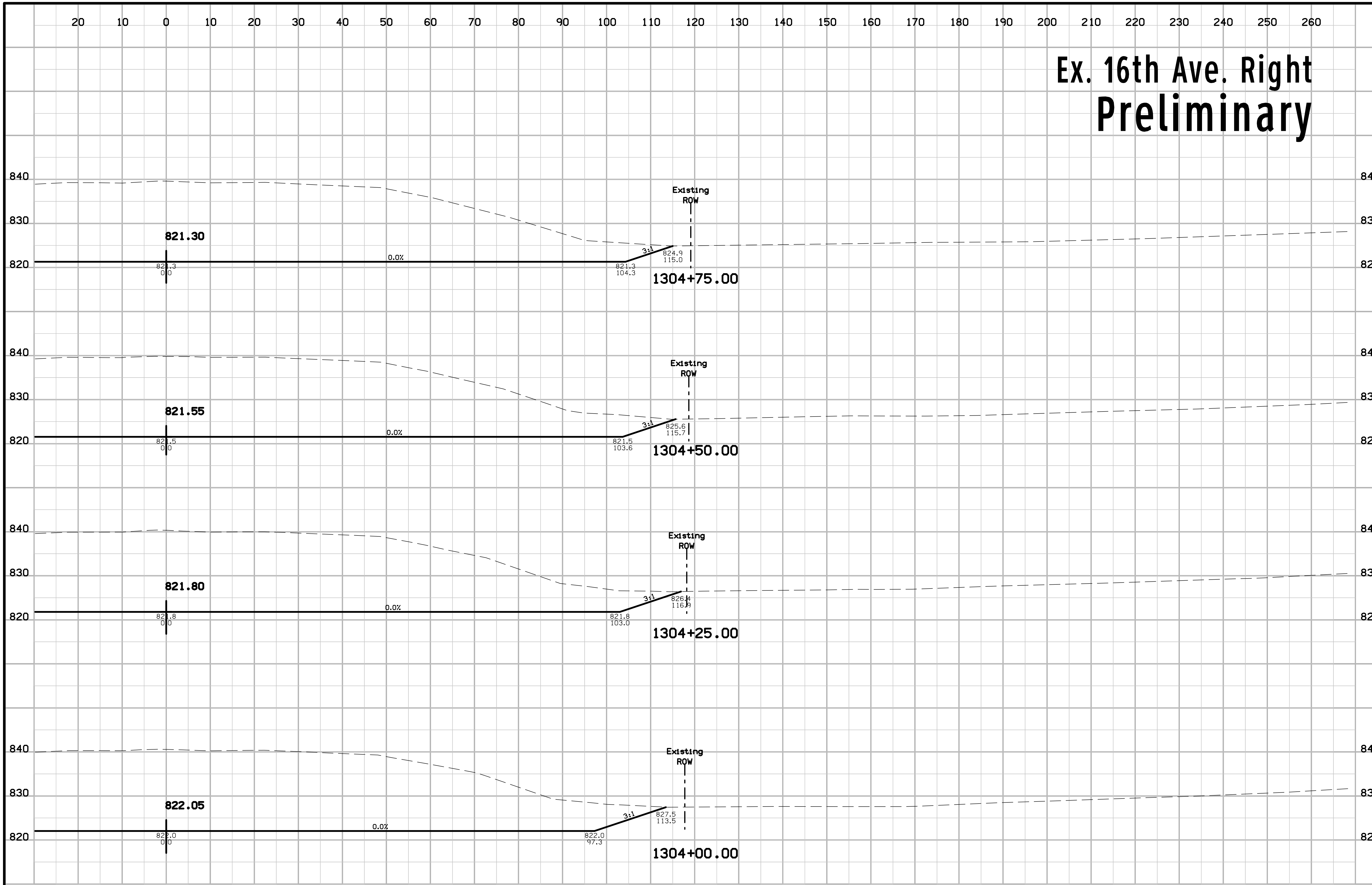

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.192

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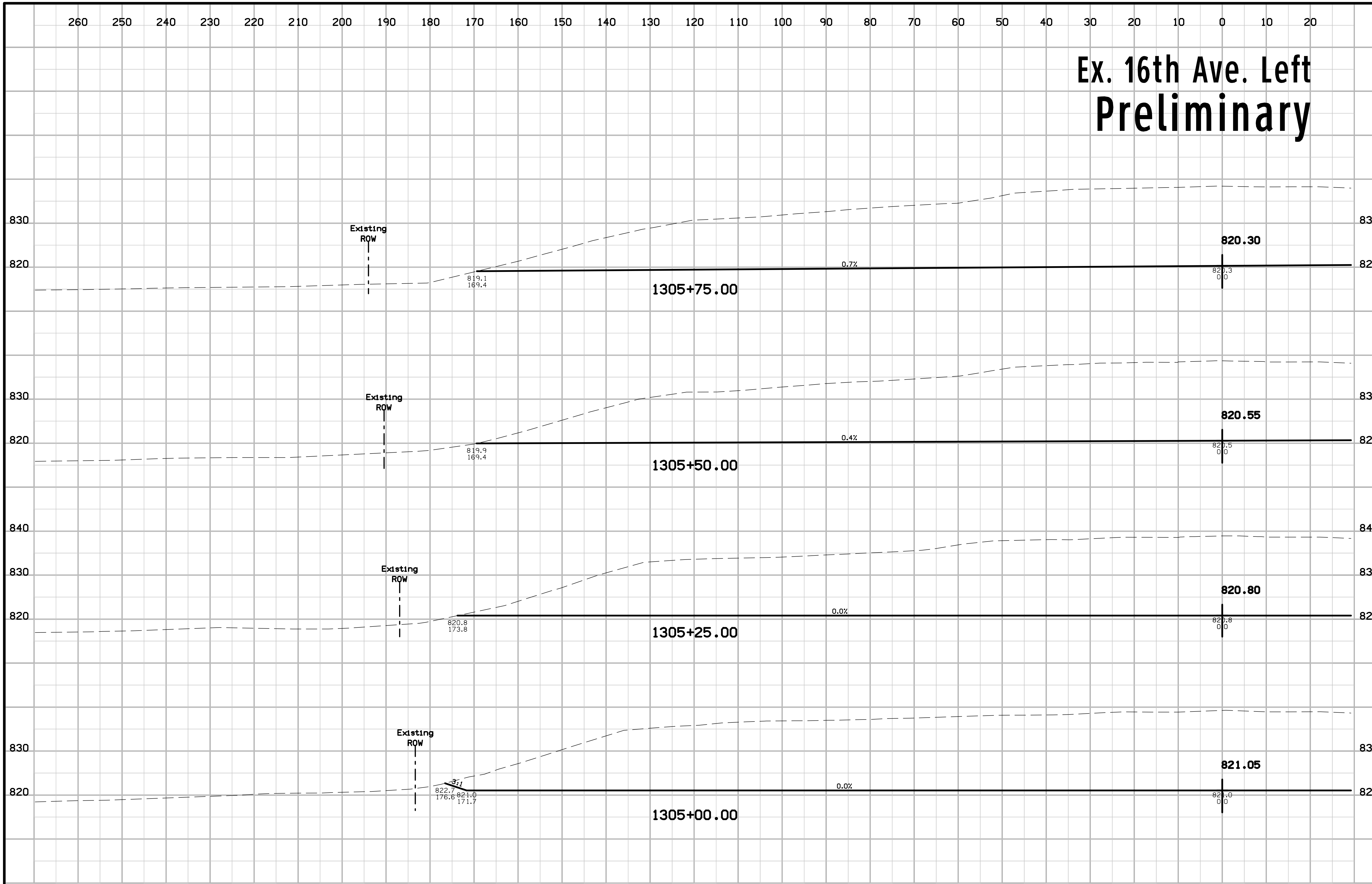

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.193

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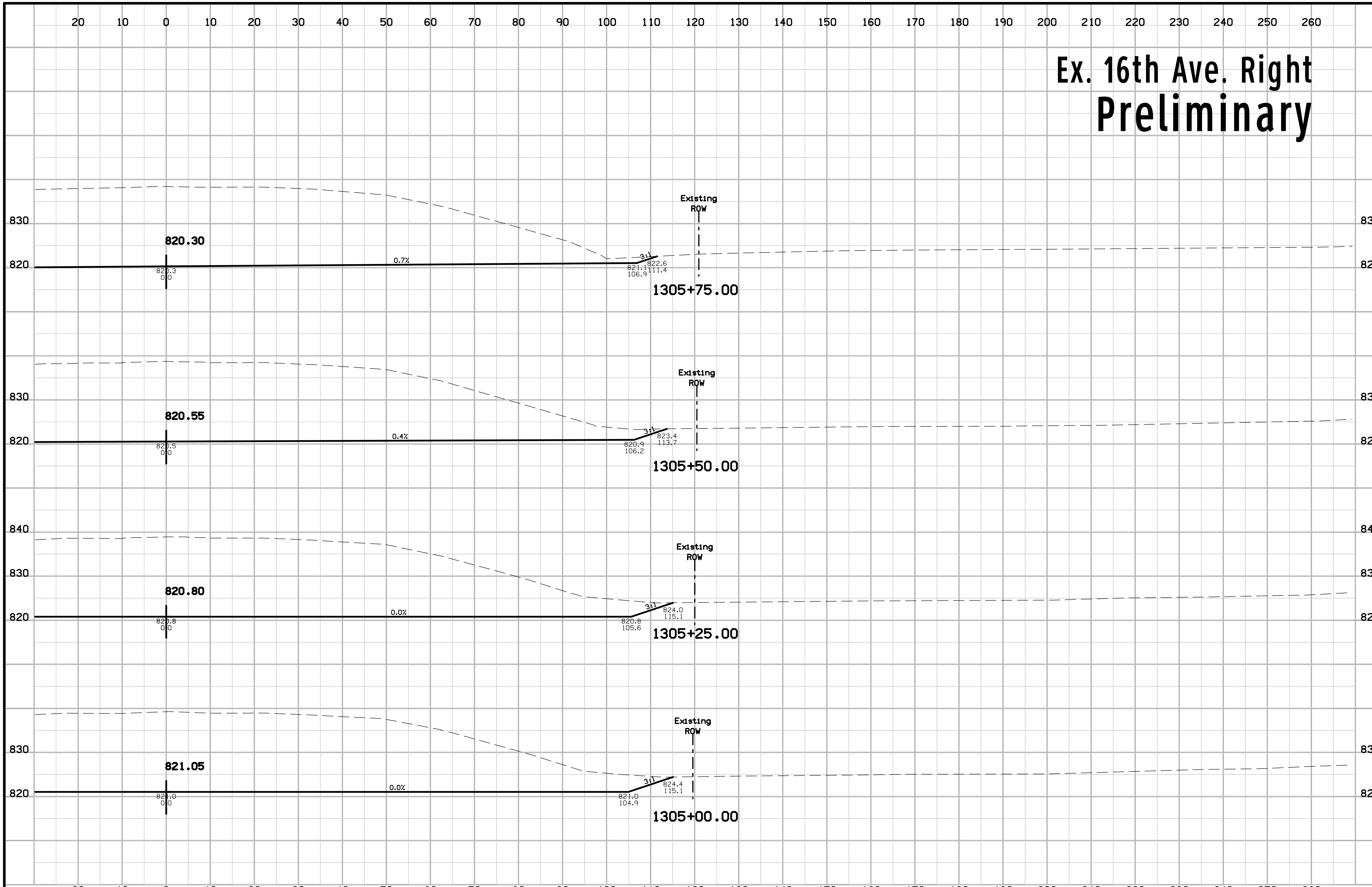

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.194

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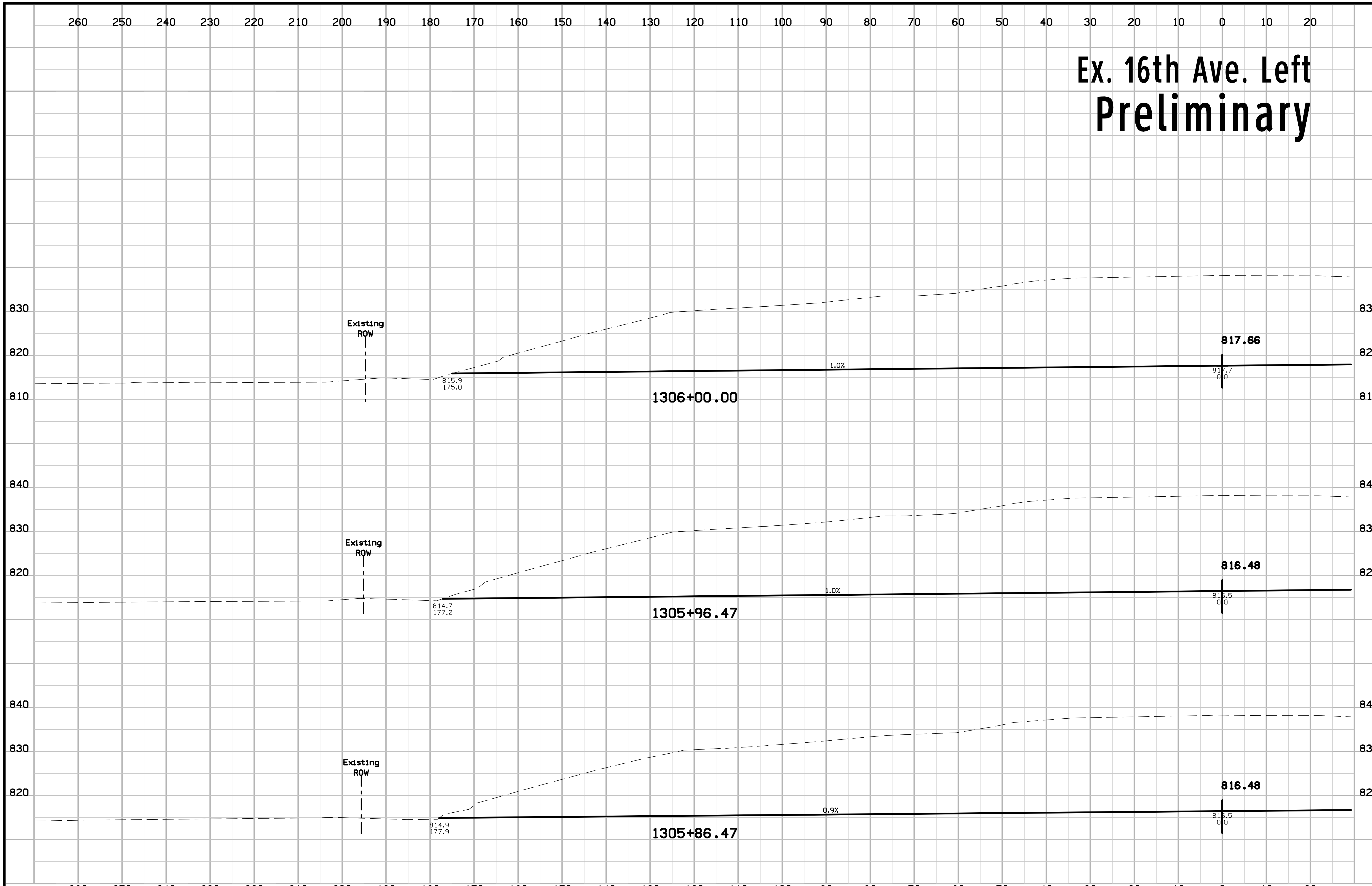

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.195

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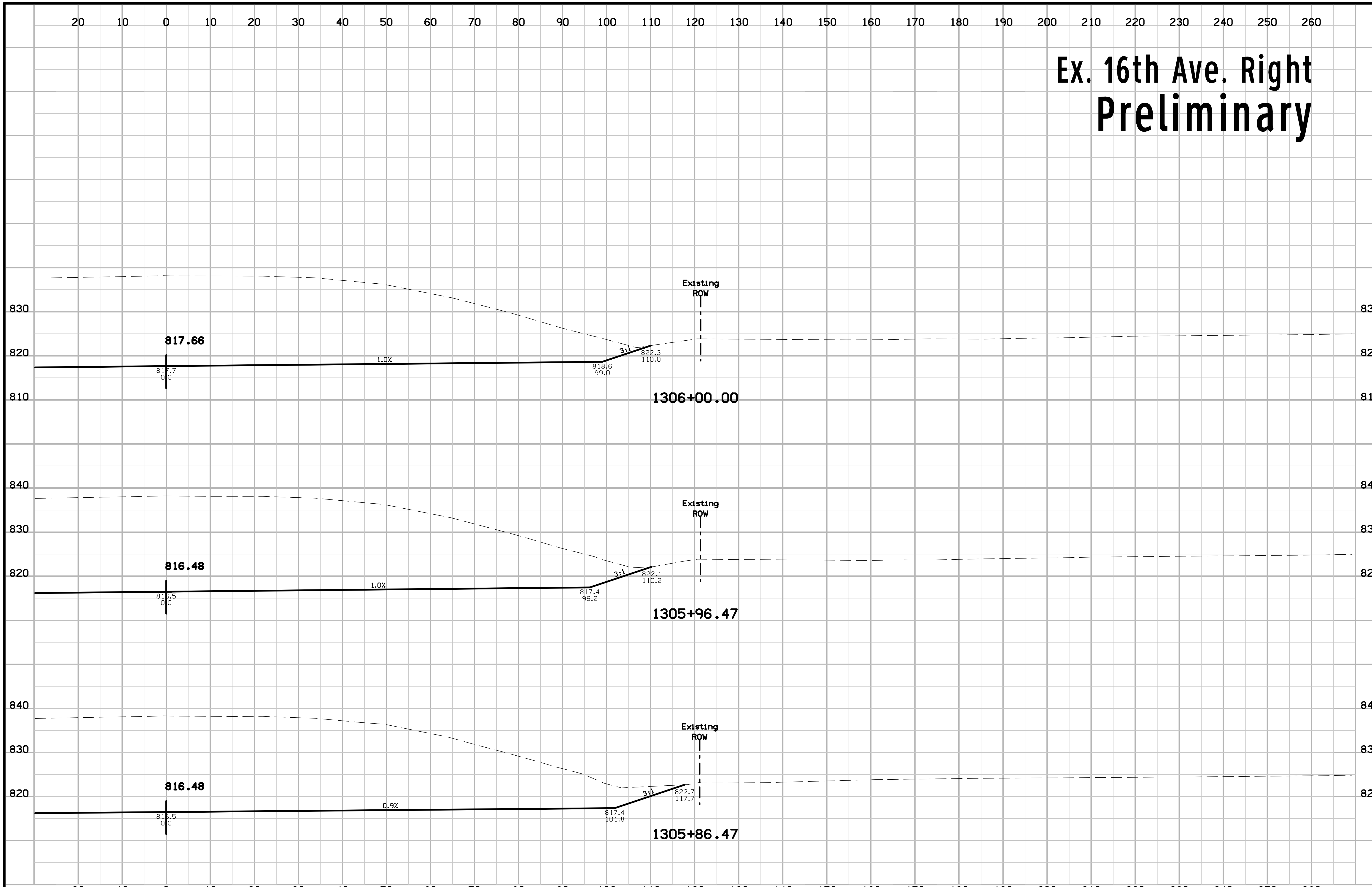

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.196

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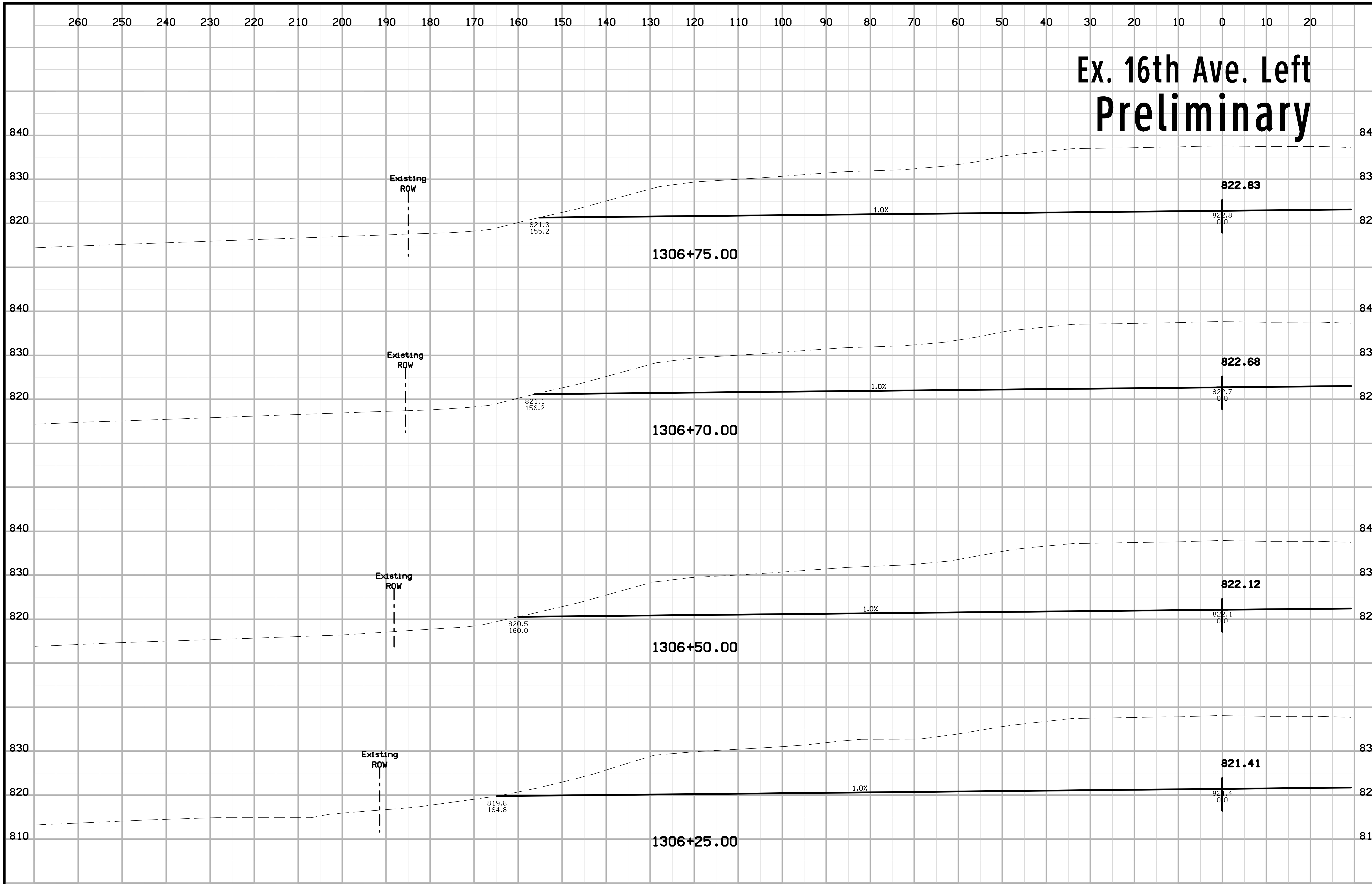
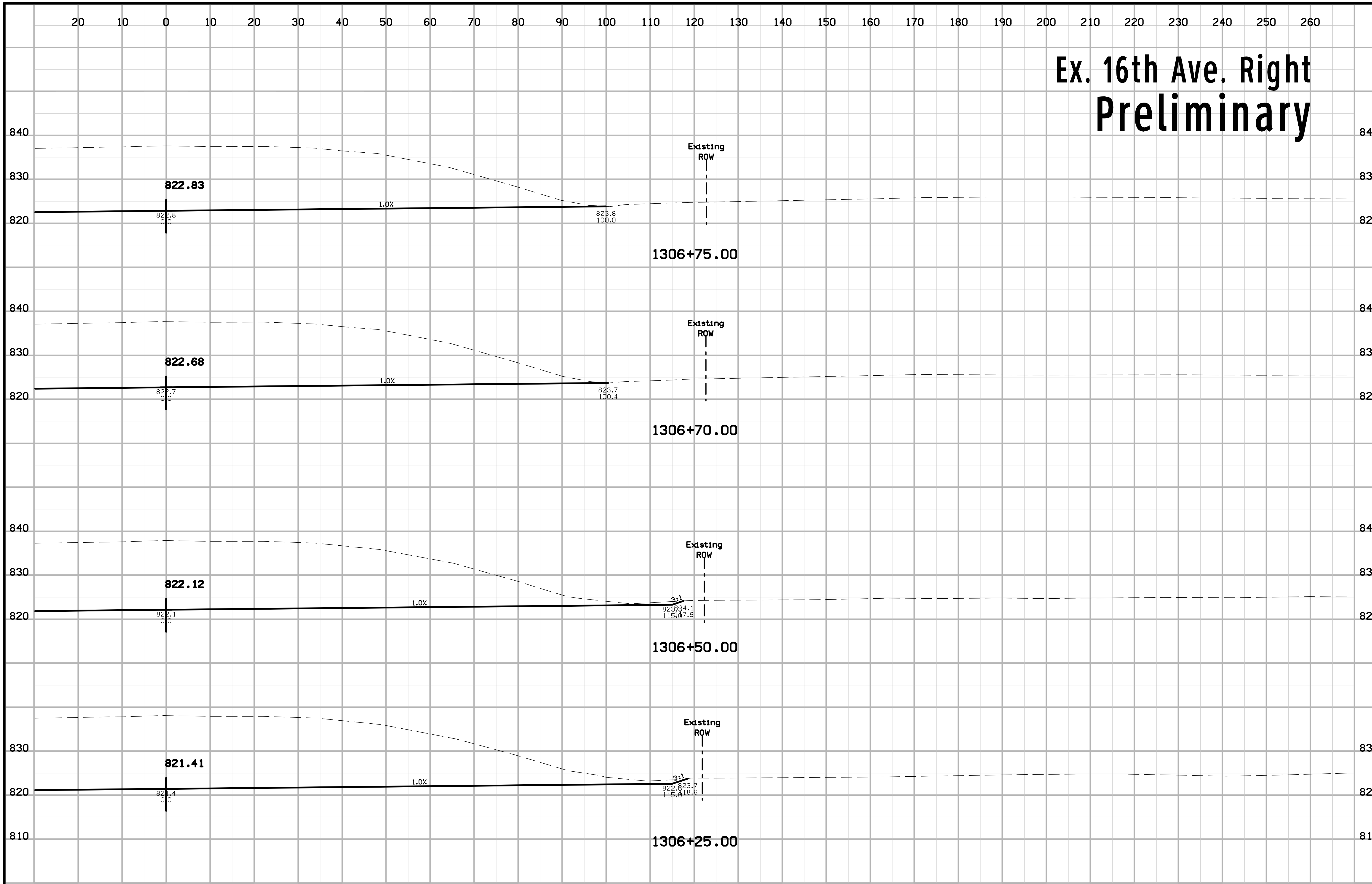
Ex. 16th Ave. Left
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.198

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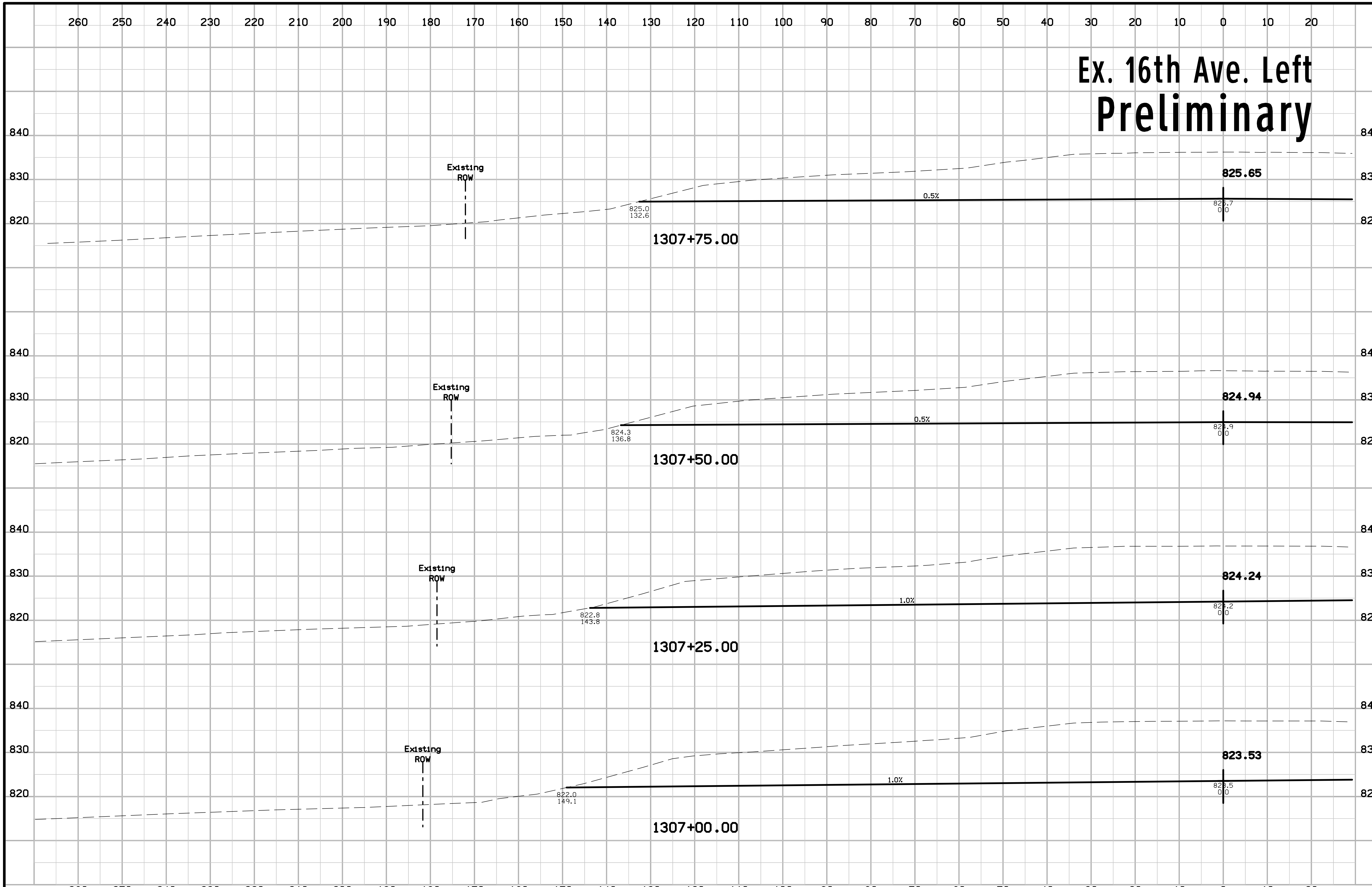
Ex. 16th Ave. Left
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.199

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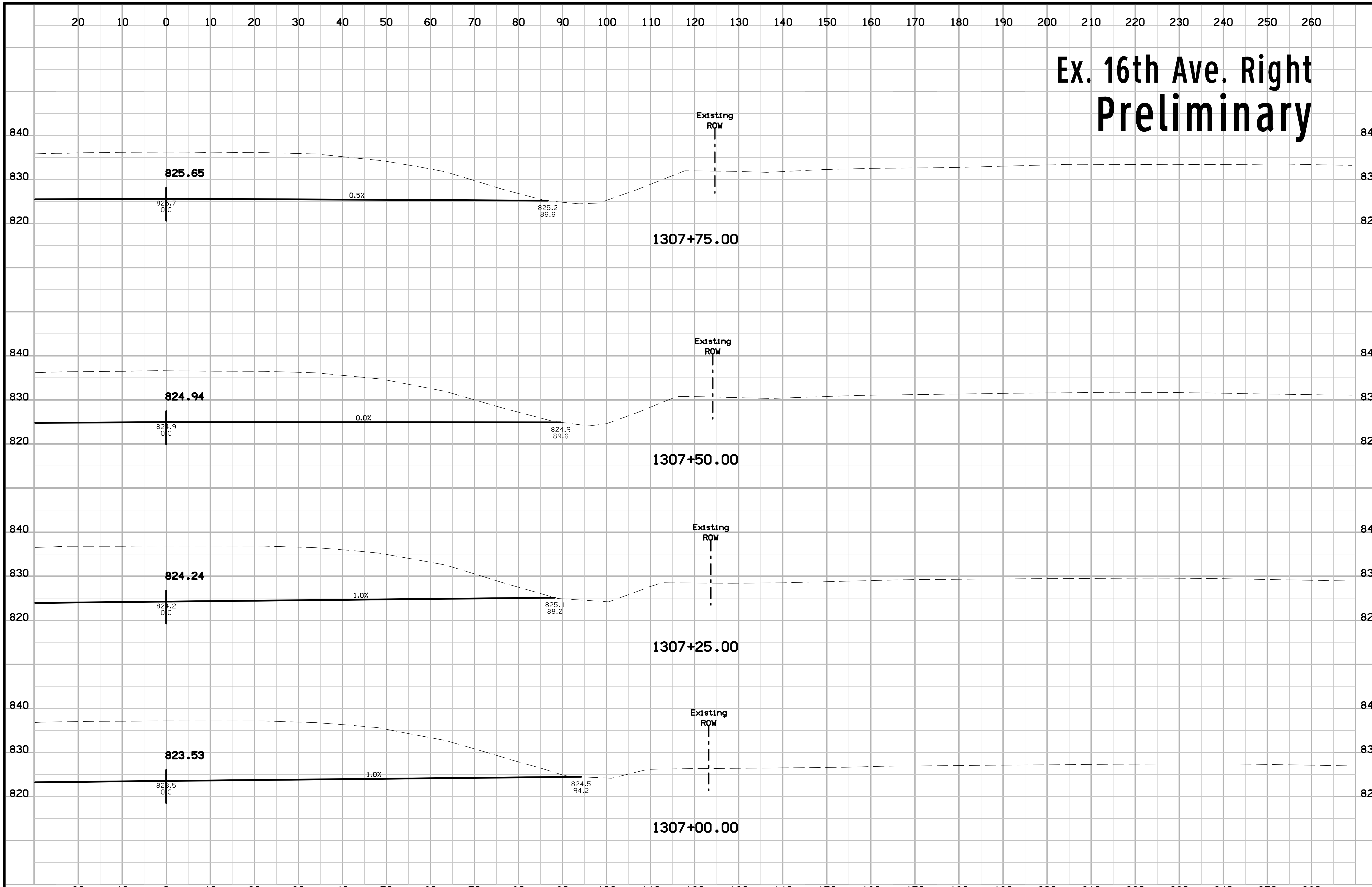

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.200

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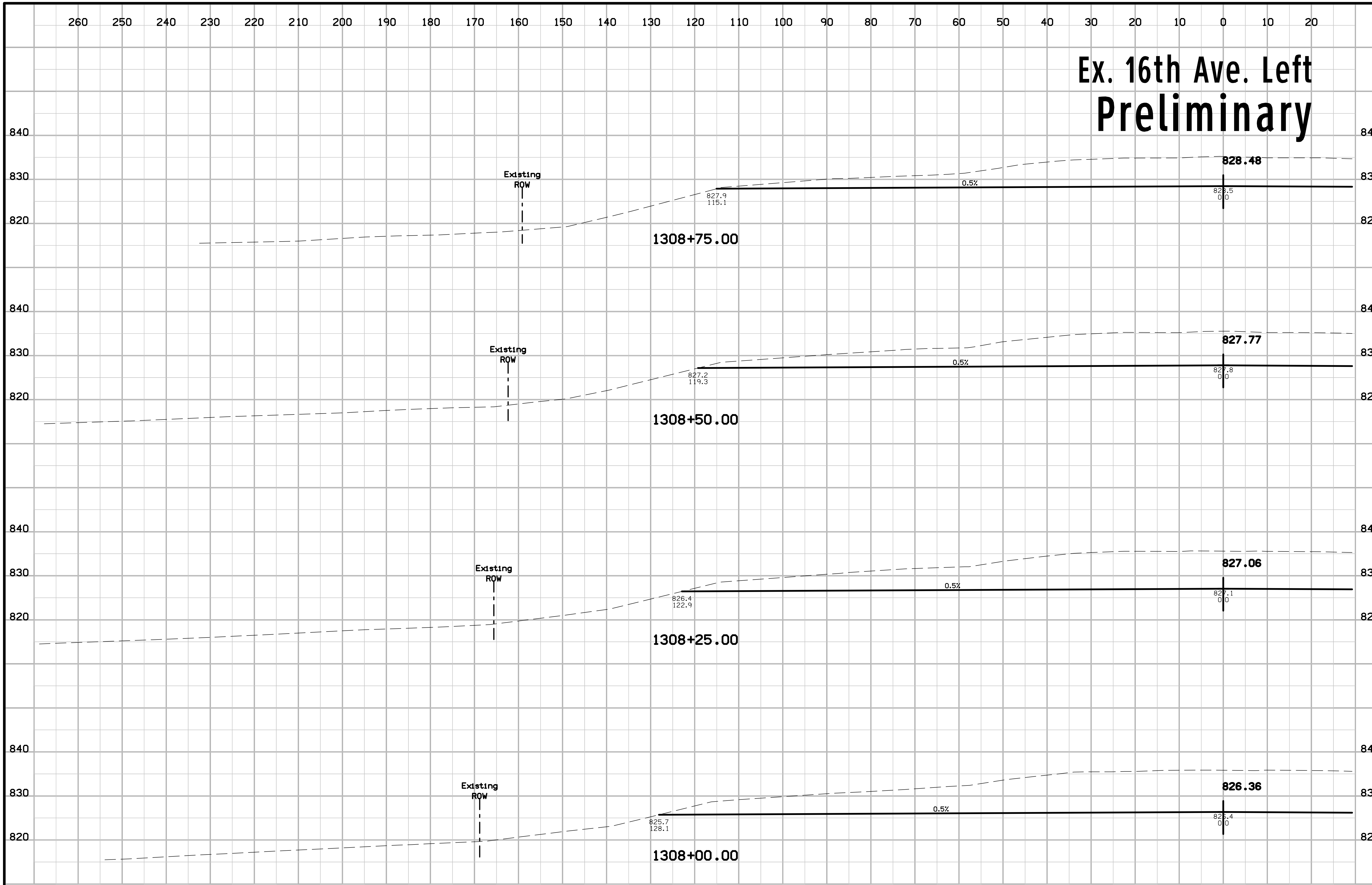

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.201

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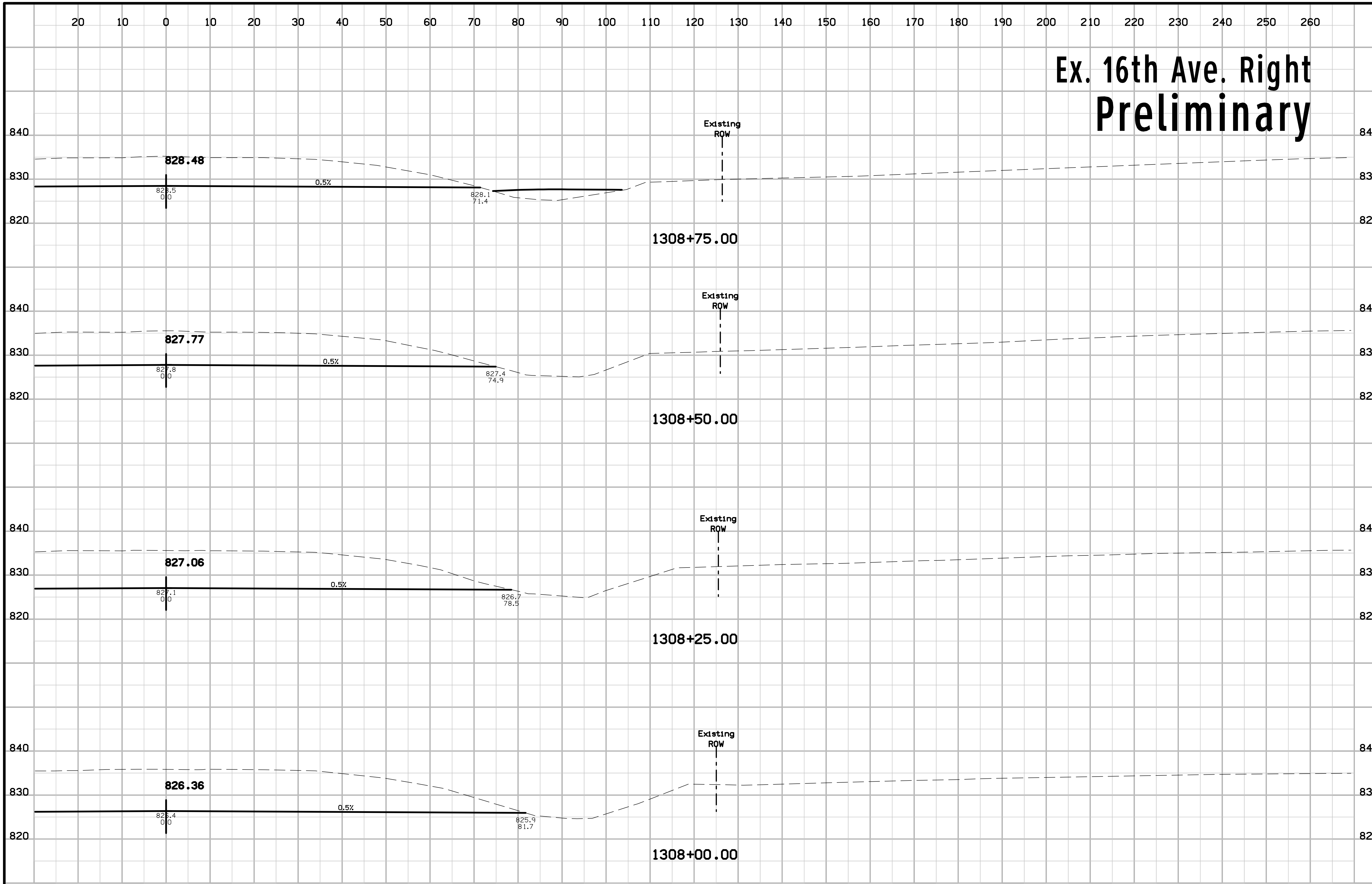
Ex. 16th Ave. Right
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER W.202

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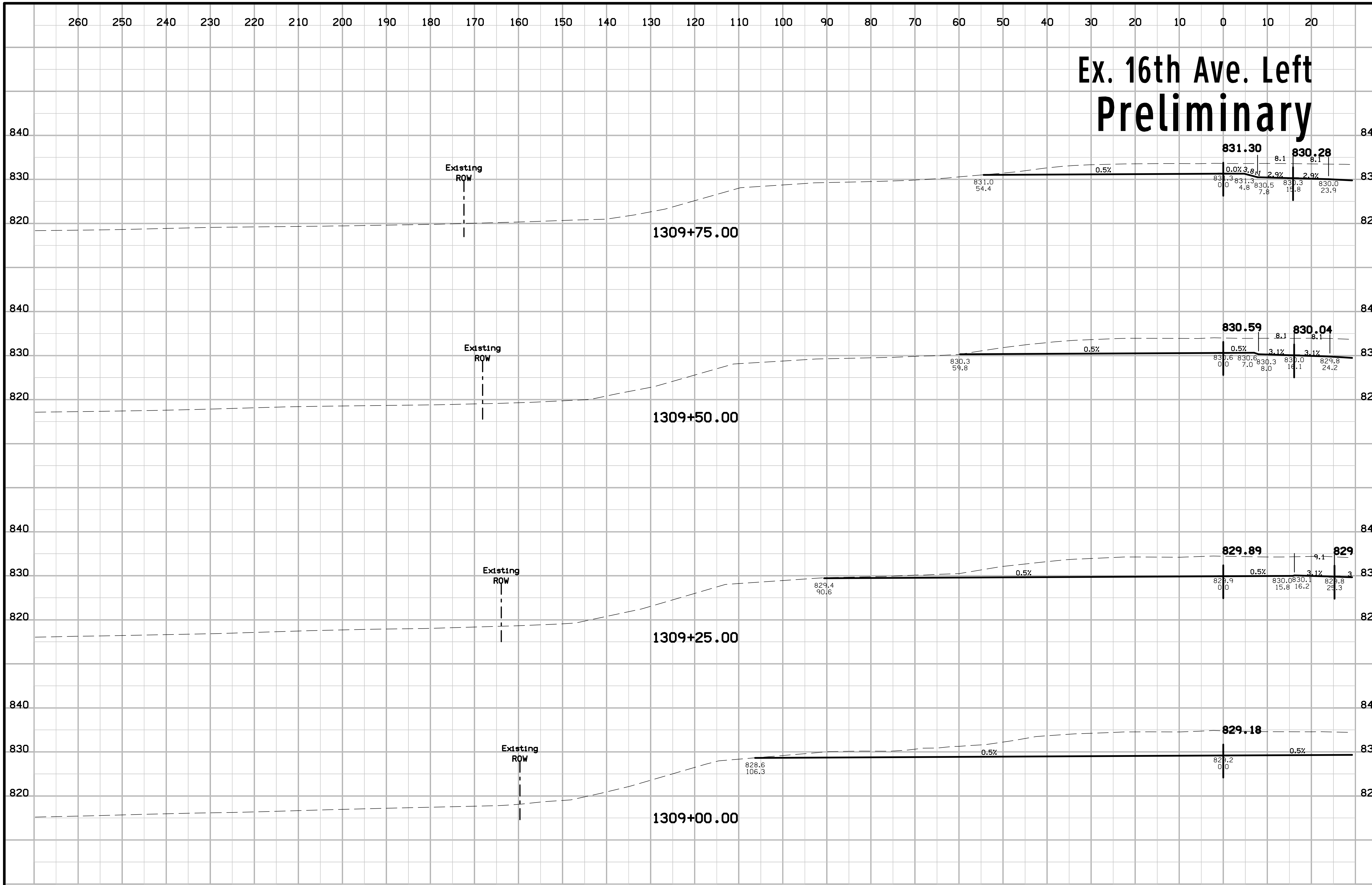
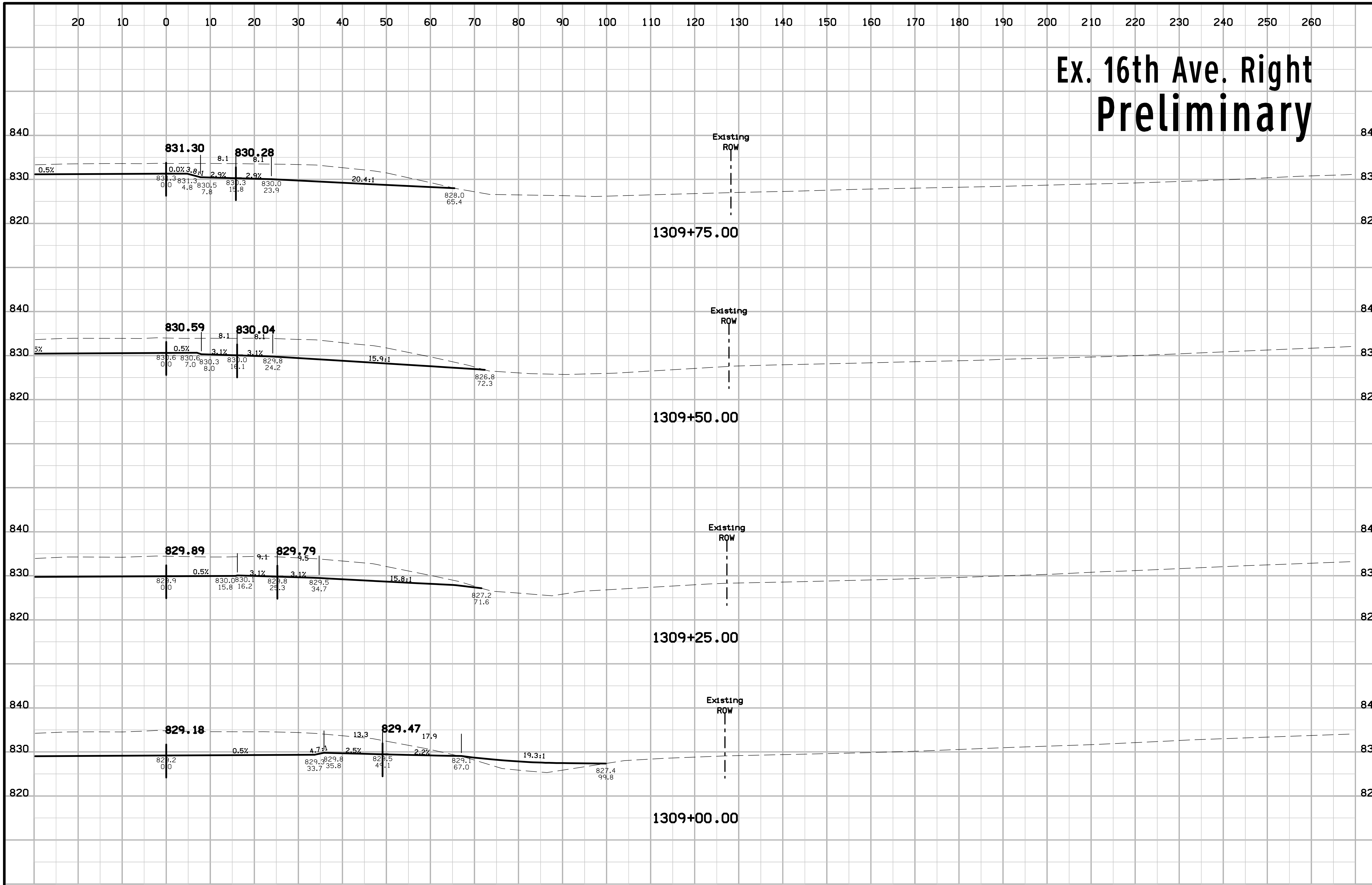


ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.203



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER W.204

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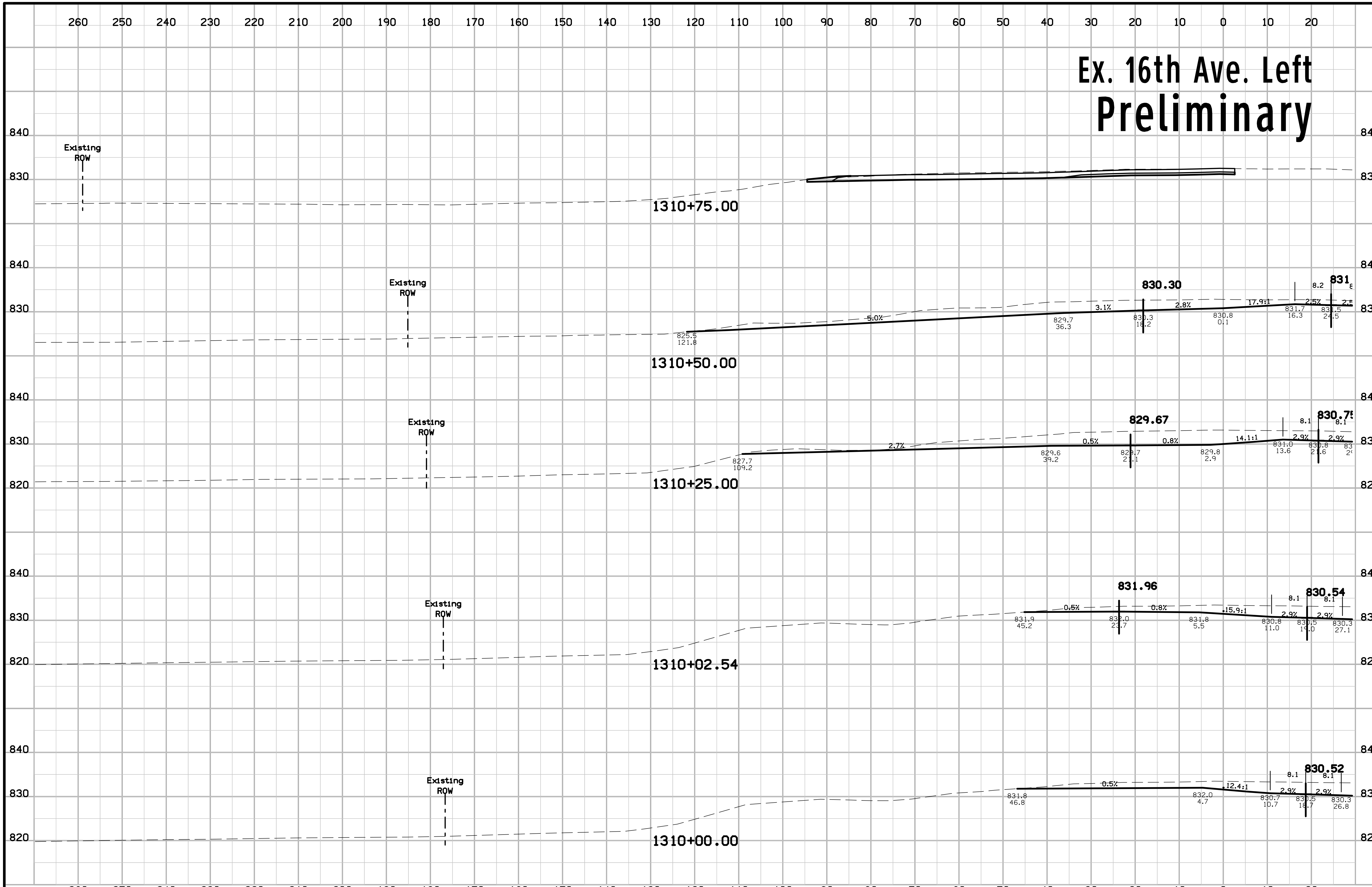
Ex. 16th Ave. Left
Preliminary
Existing ROW
1310+75.00
830.30
1310+50.00
829.67
830.75
1310+25.00
831.96
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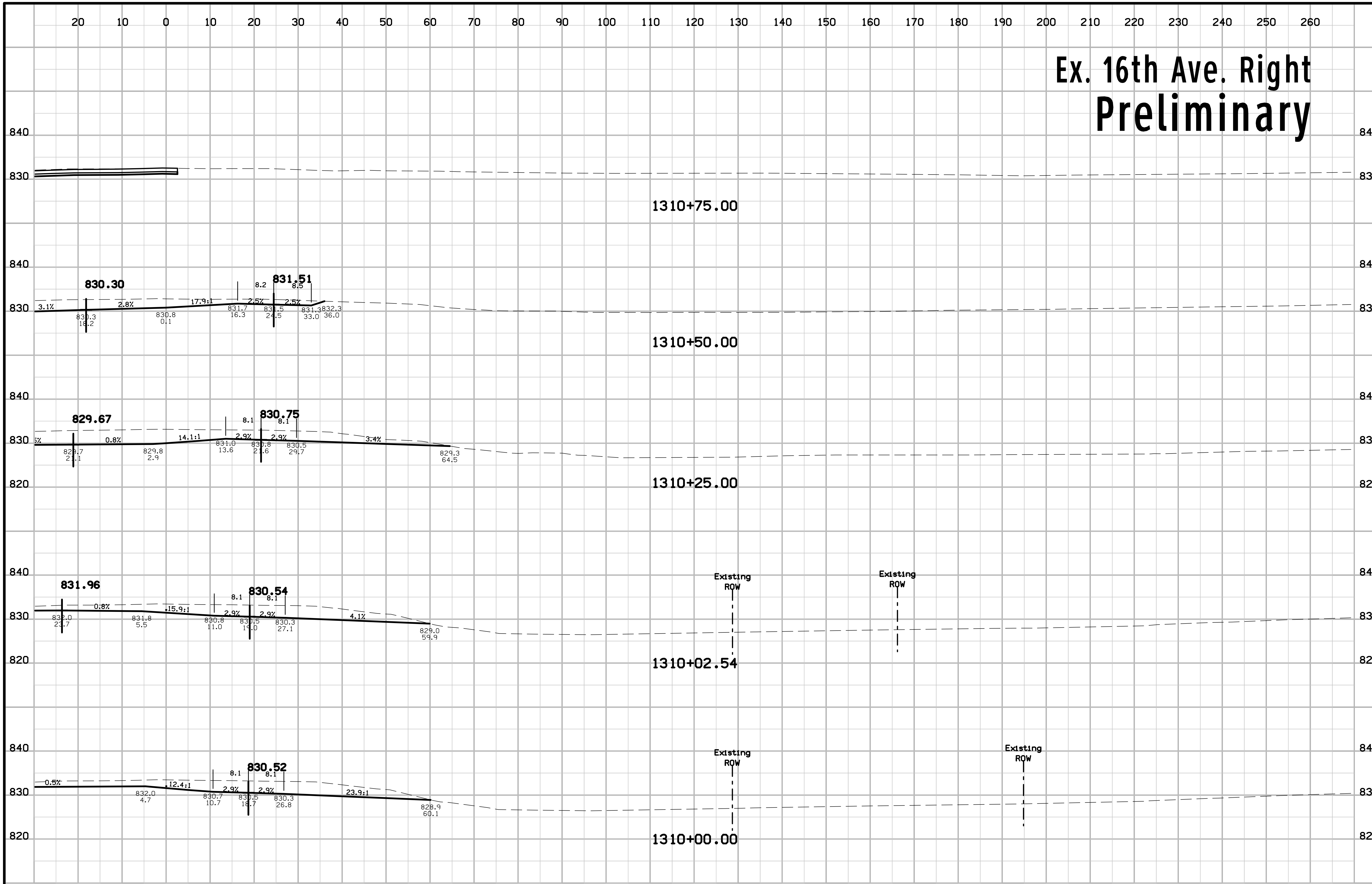
830.52
1310+00.00



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER W.206

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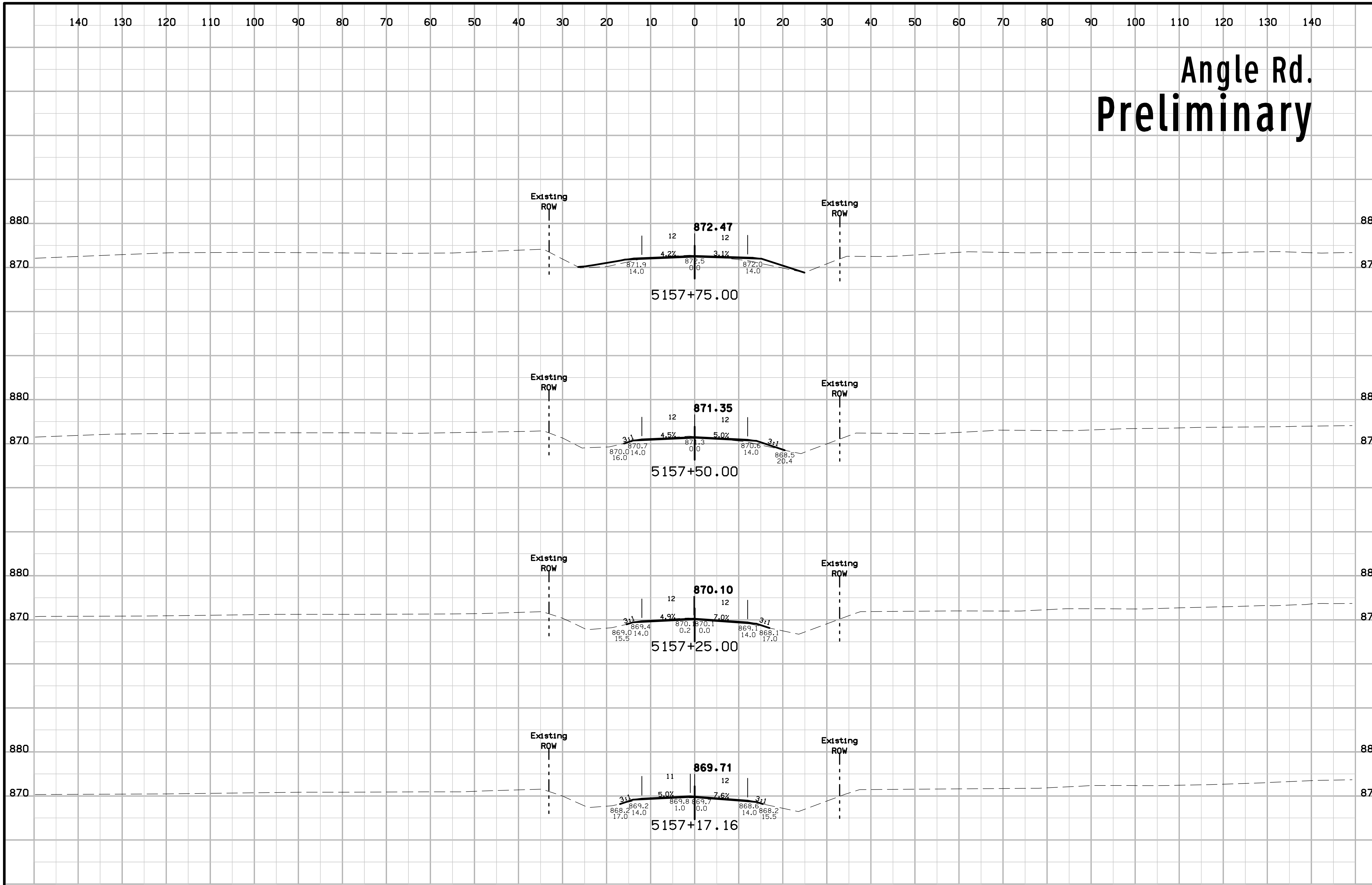

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.207

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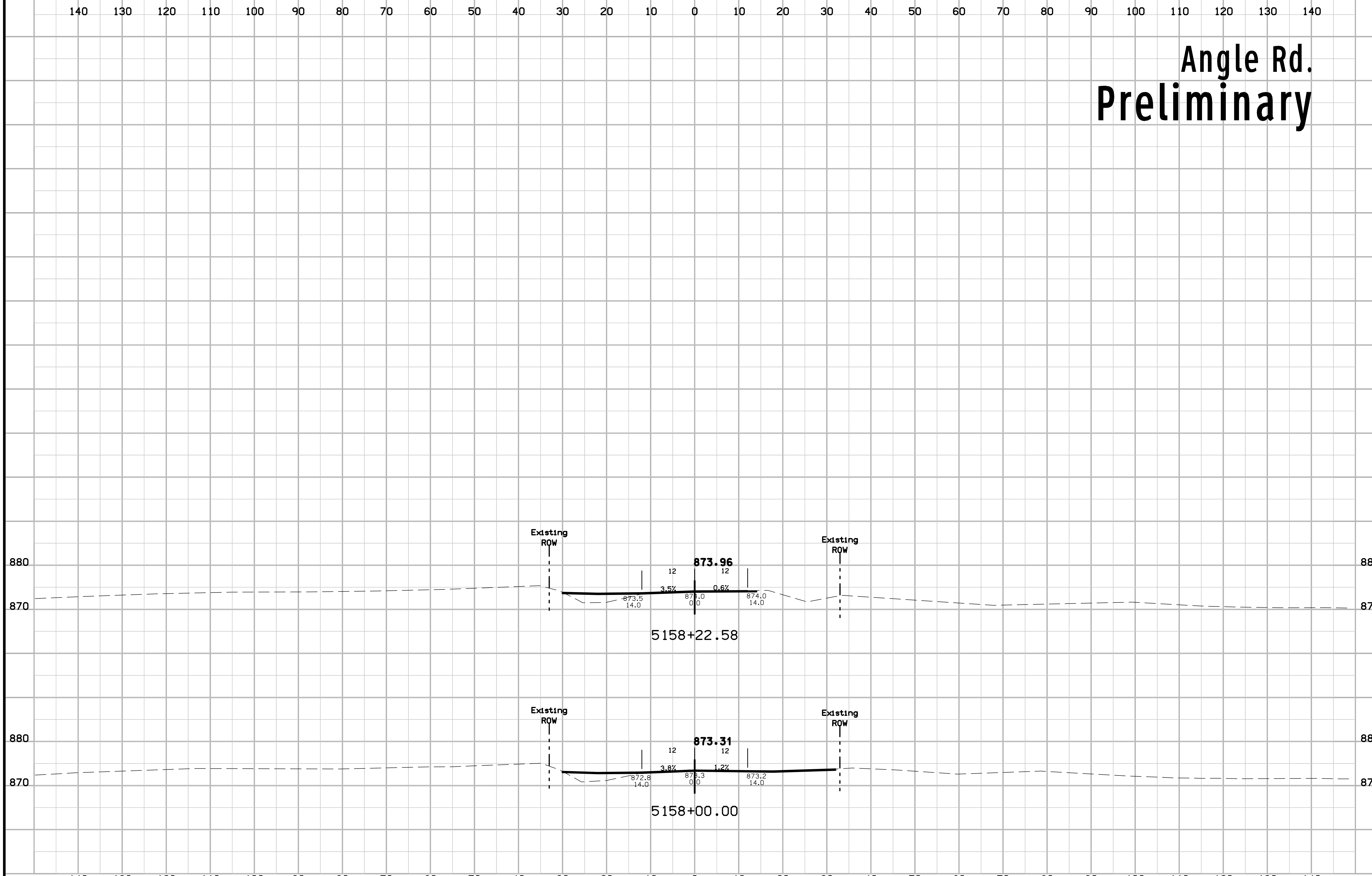
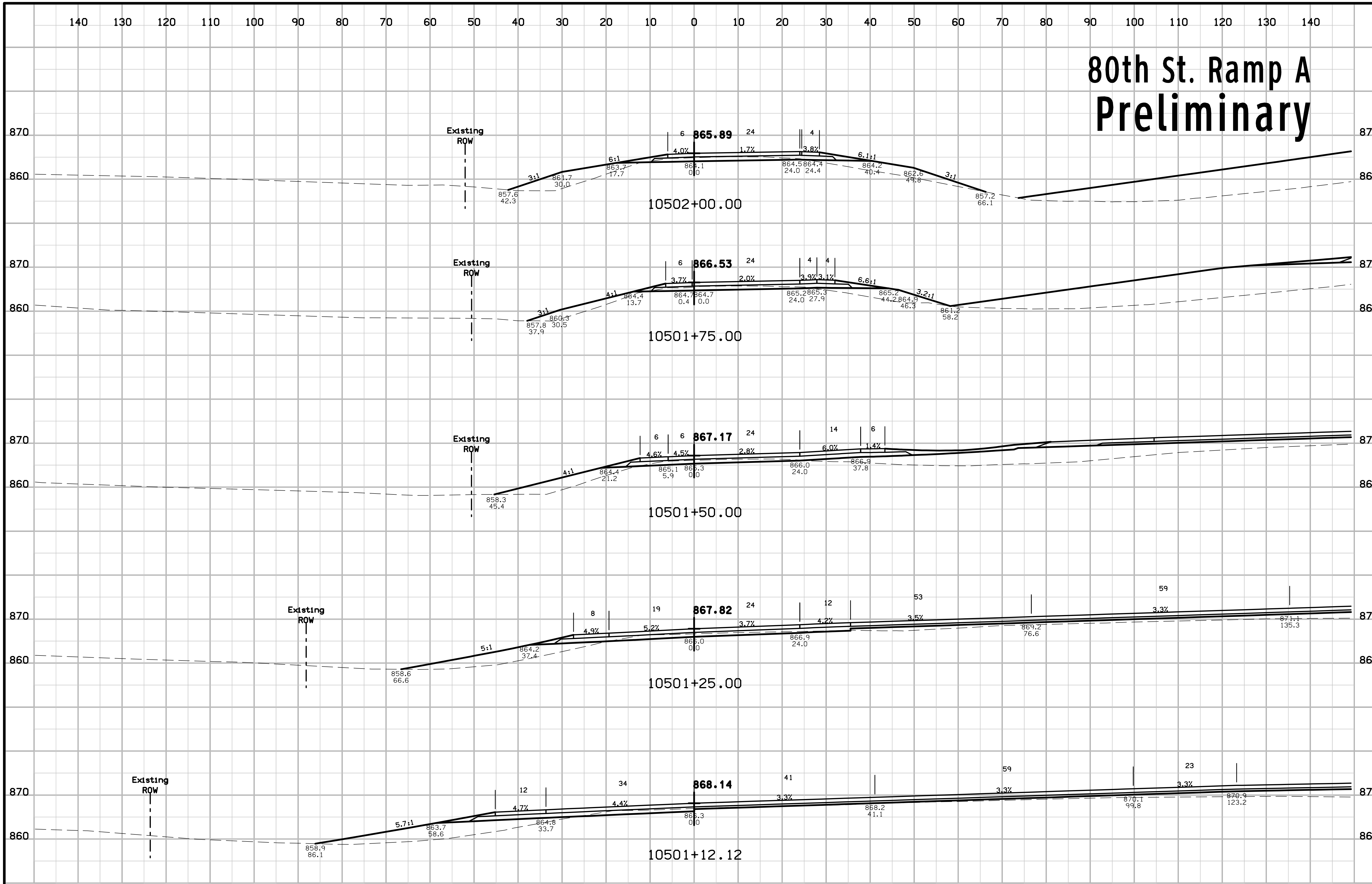
Angle Rd.
Preliminary

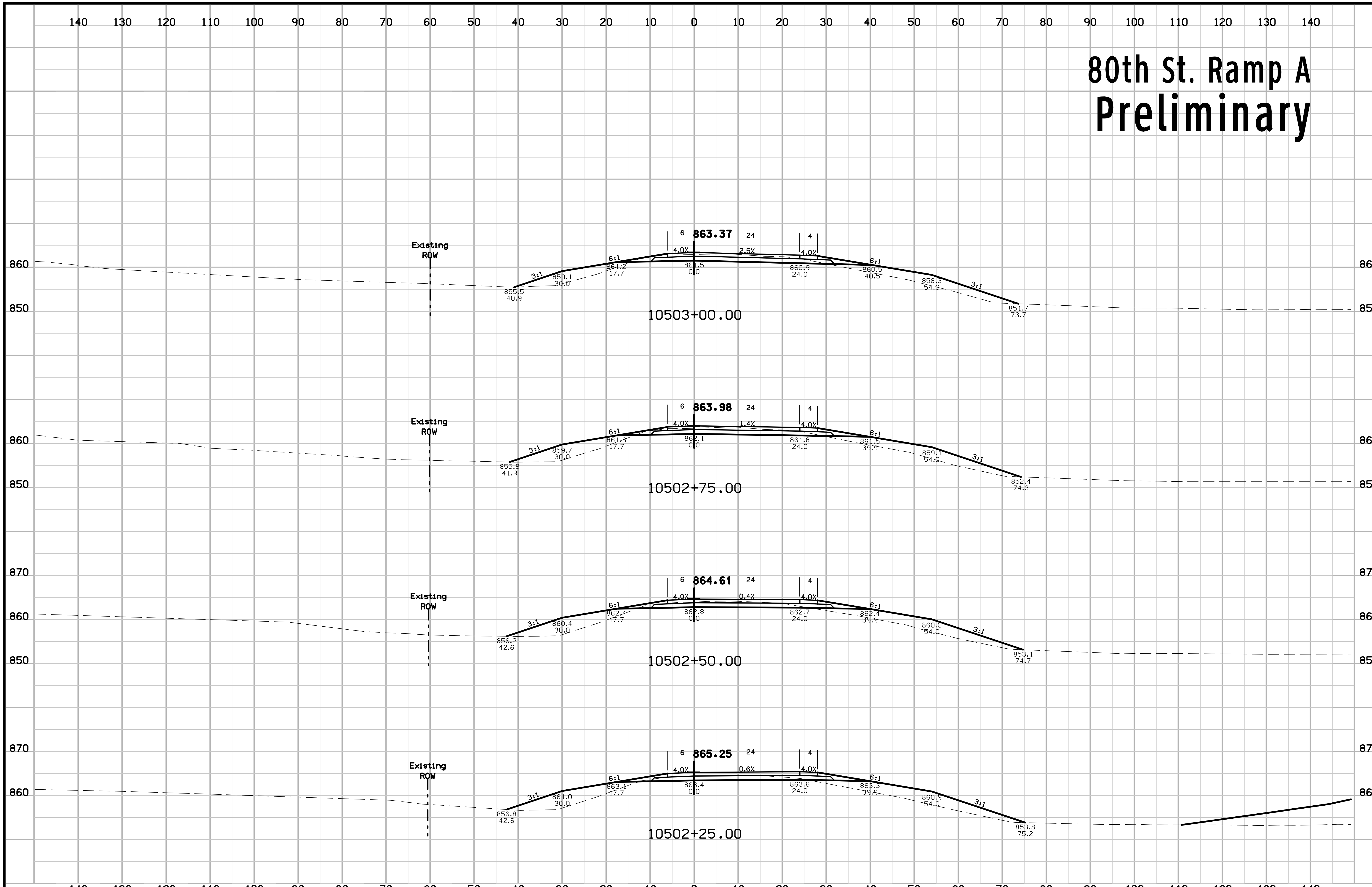


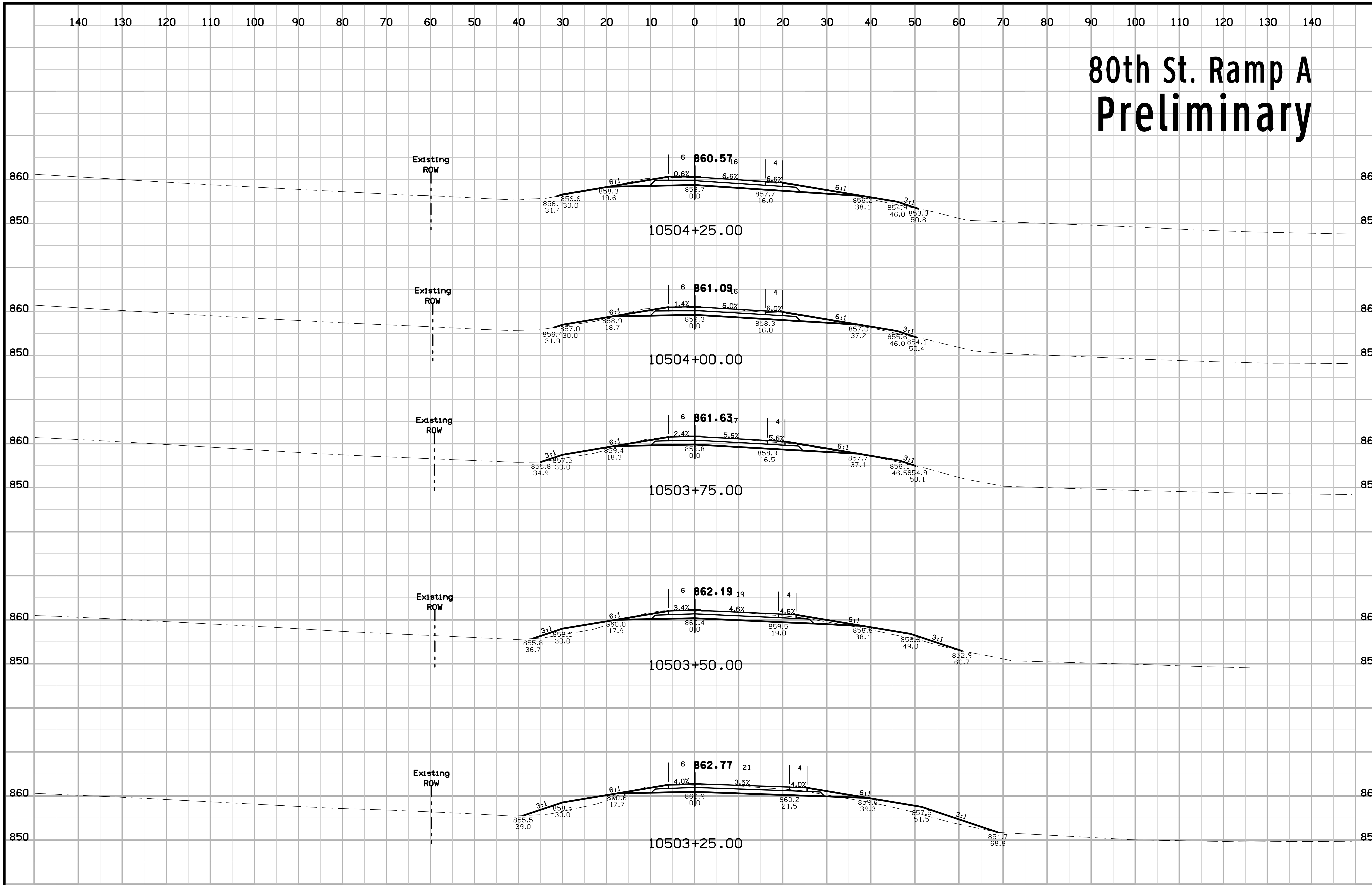
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER X.208



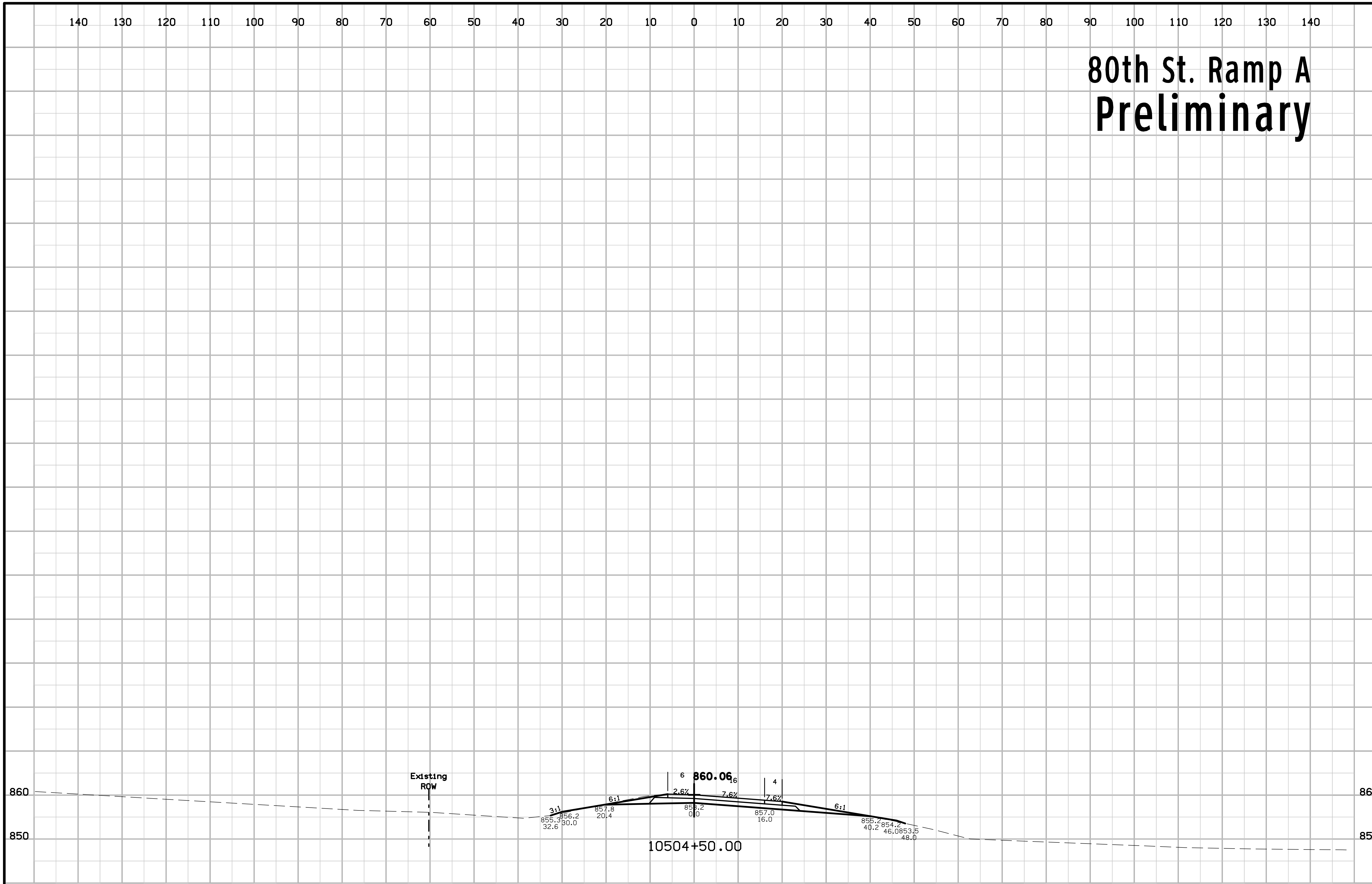
ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.1

80th St. Ramp A
Preliminary



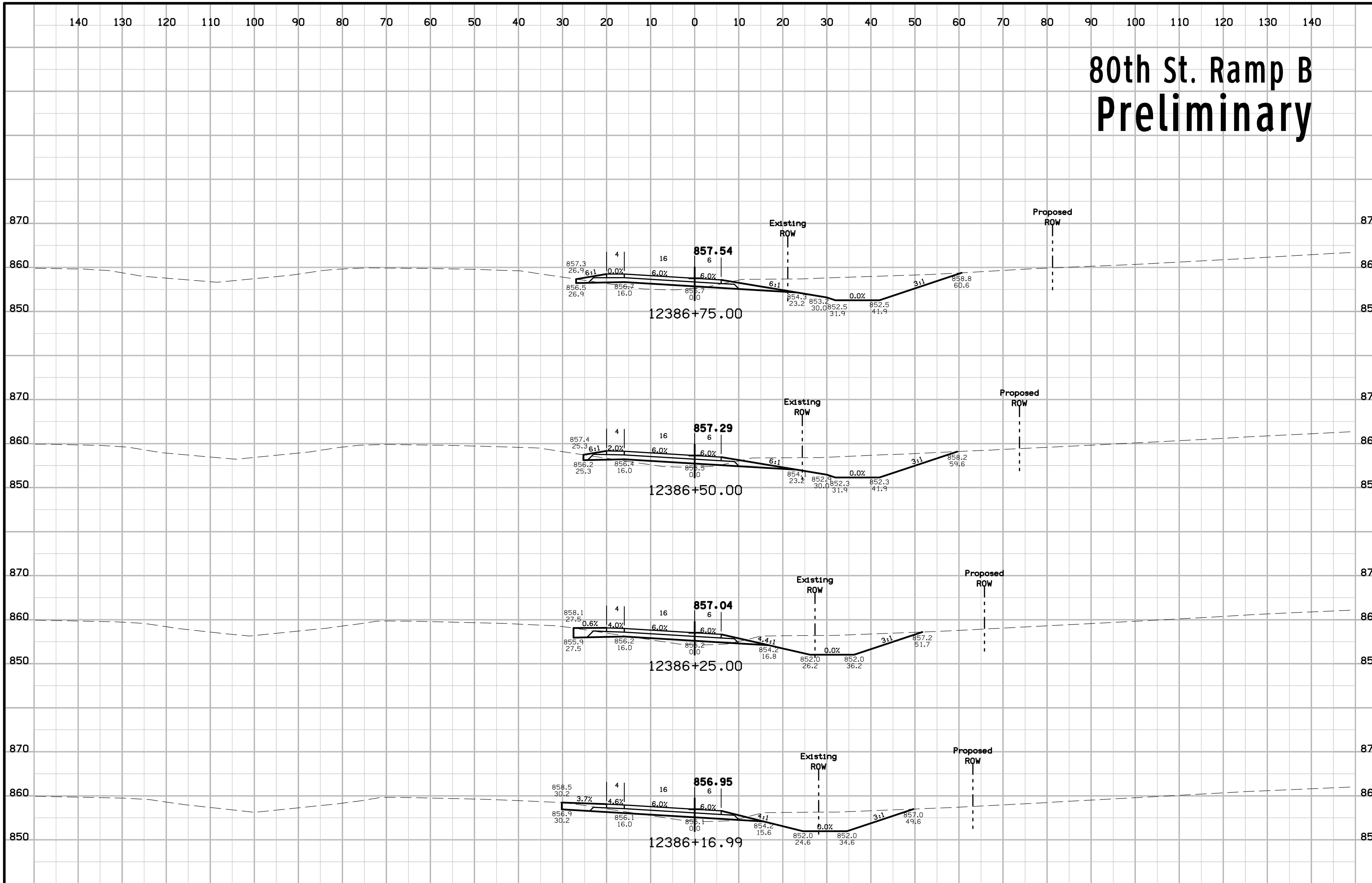


ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL	LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	Y.3



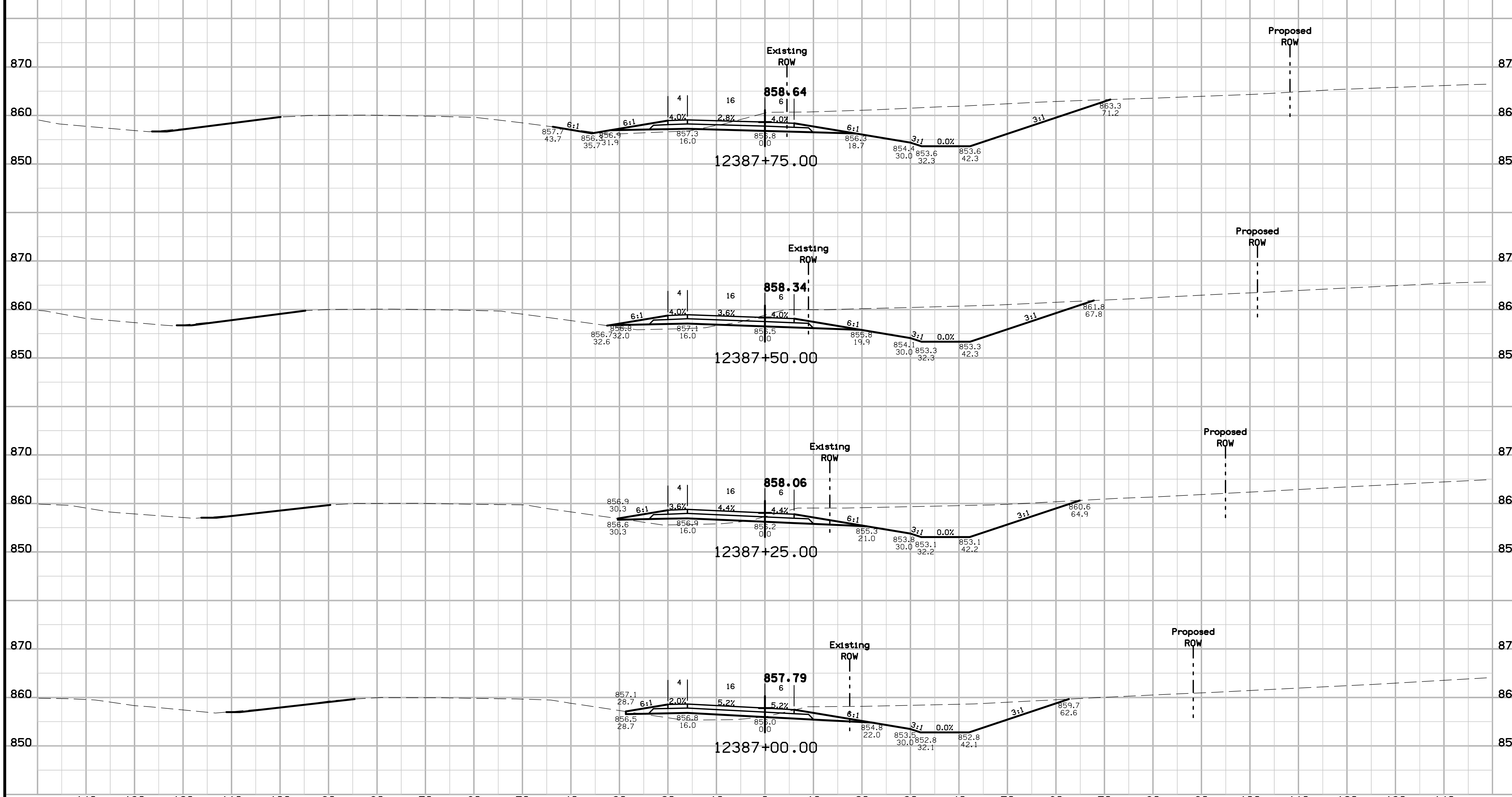
ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.4

80th St. Ramp B
Preliminary

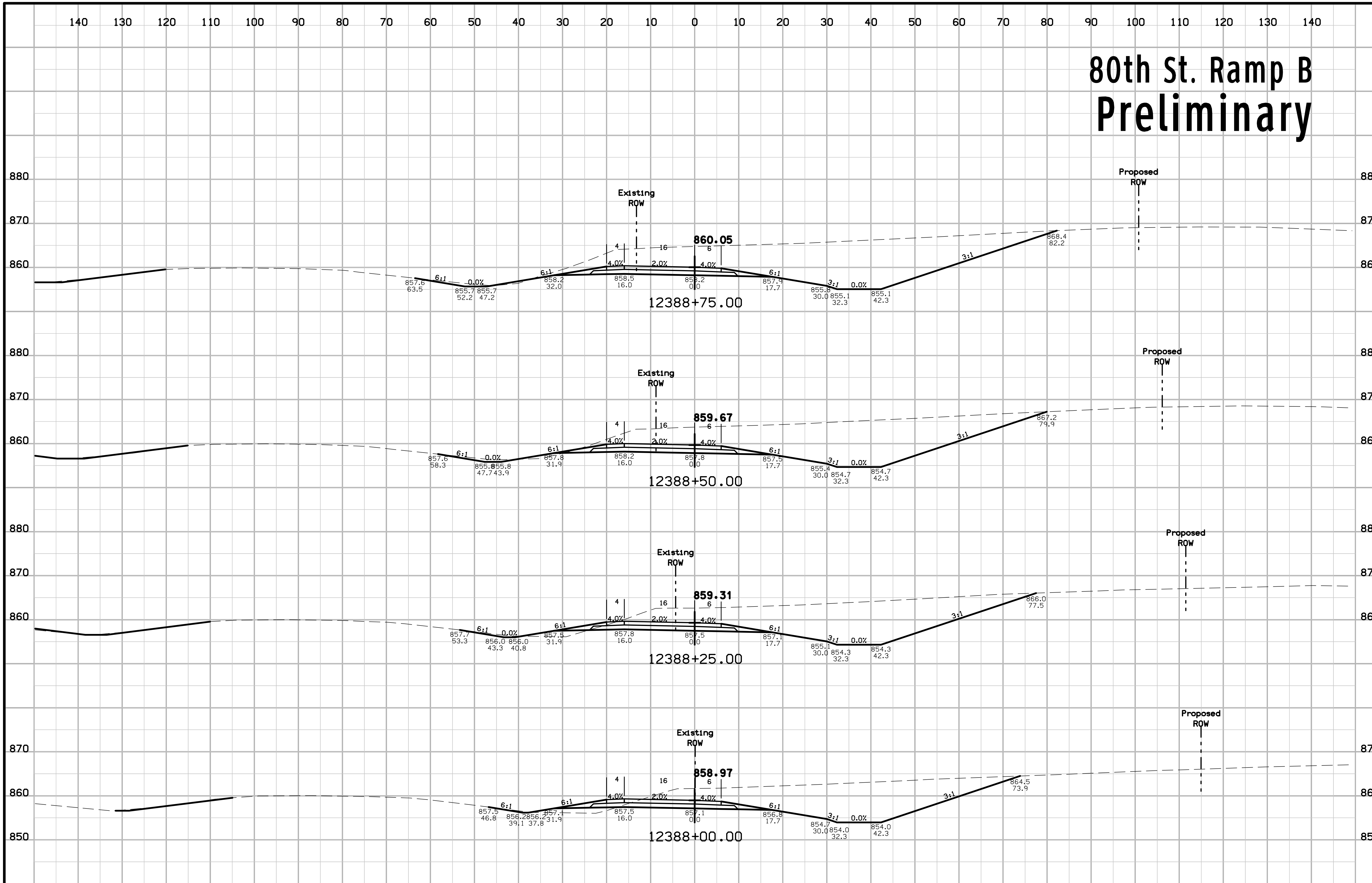


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.5

80th St. Ramp B
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.6



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.7

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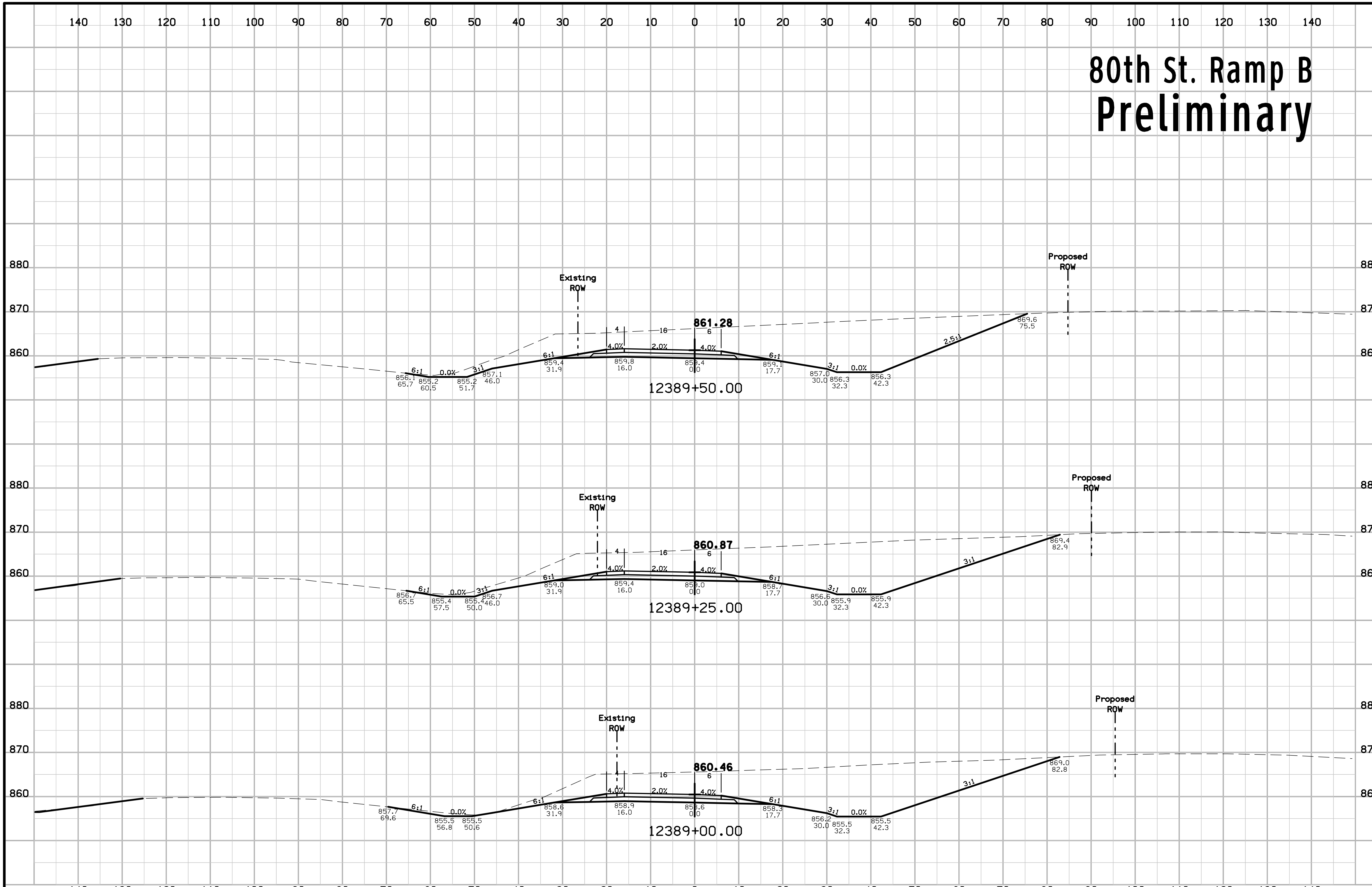
80th St. Ramp B
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.8

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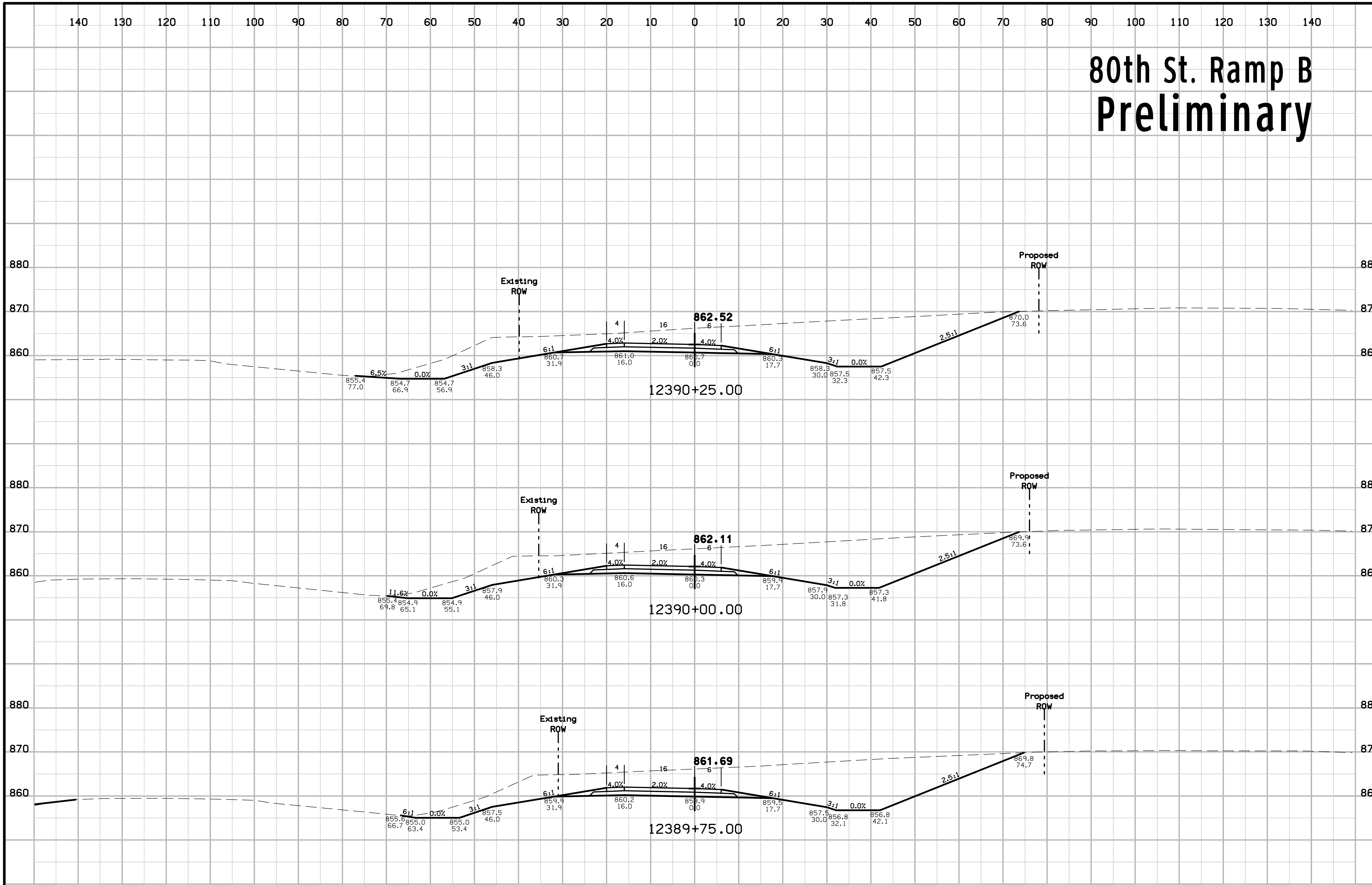
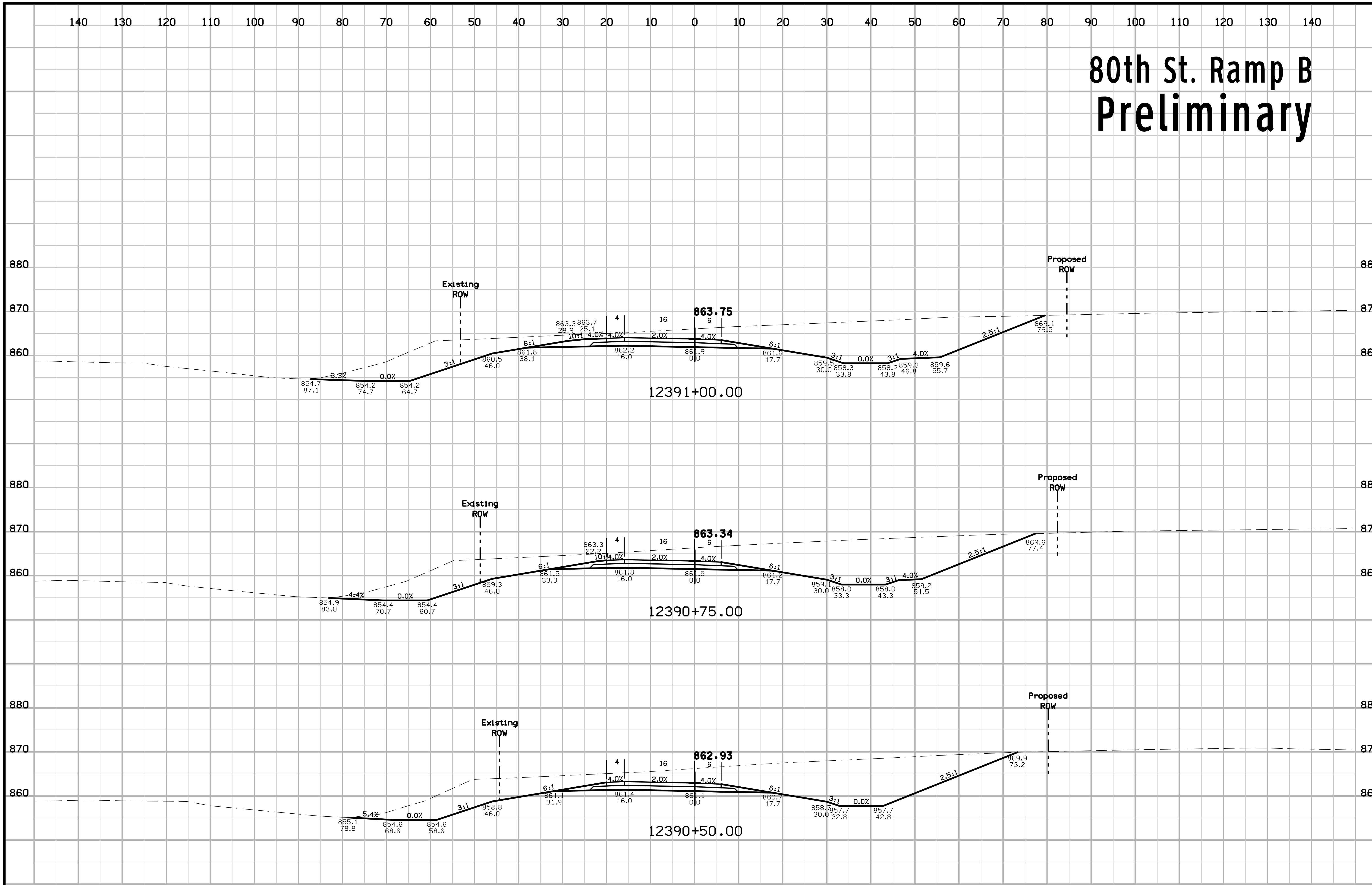
80th St. Ramp B
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.9**

80th St. Ramp B
Preliminary



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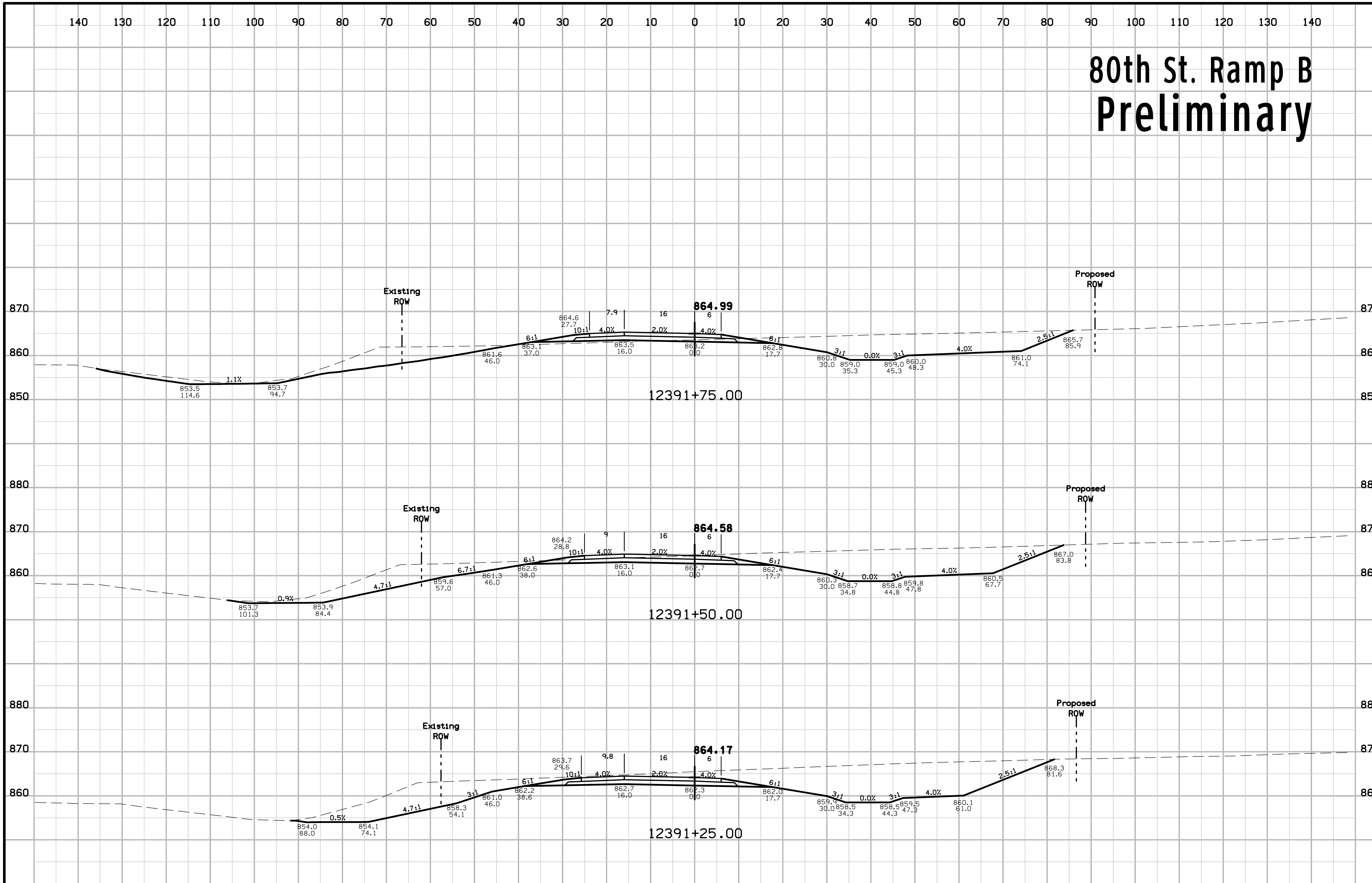
80th St. Ramp B
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER	Y.11

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80th St. Ramp B
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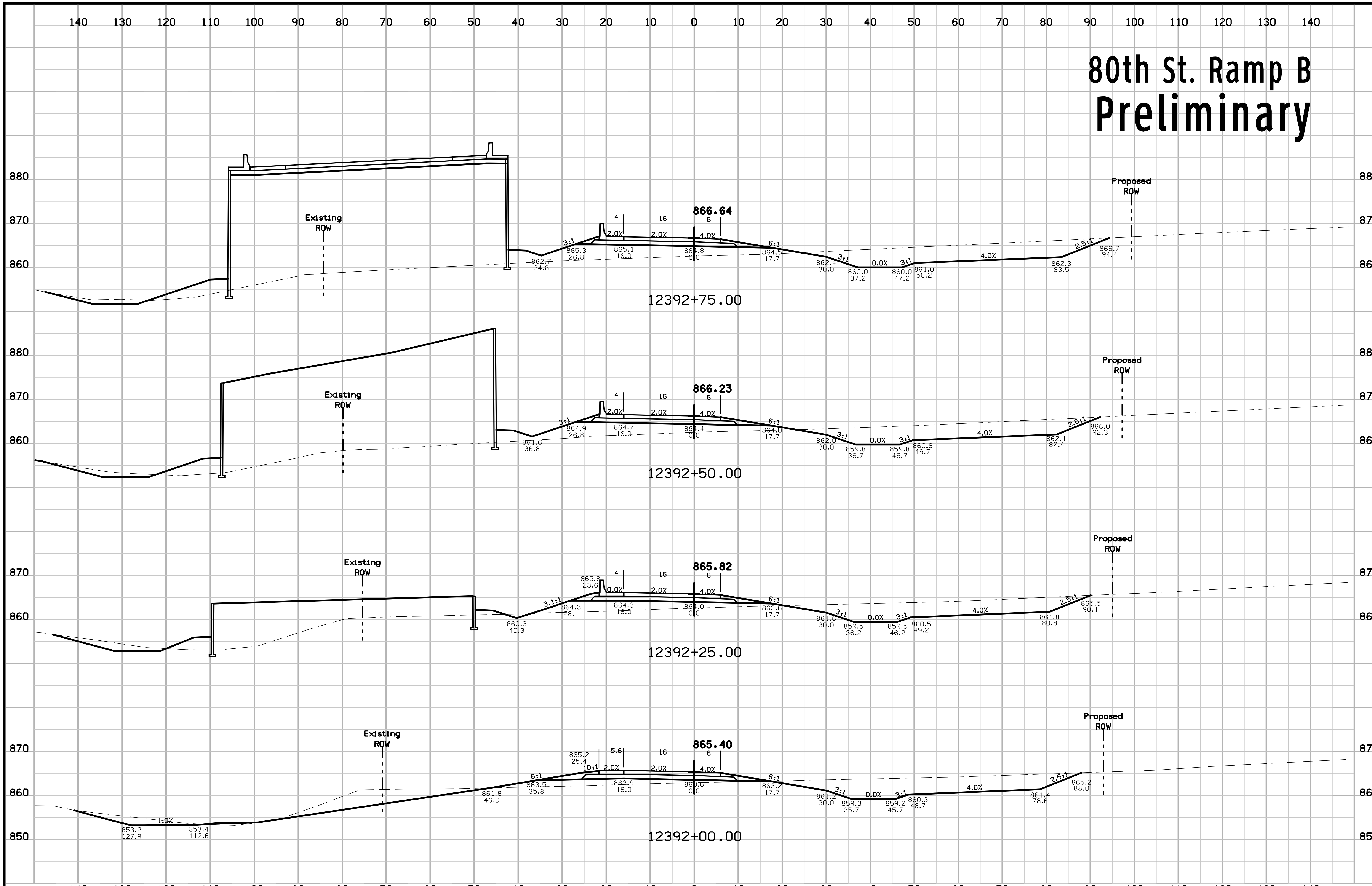

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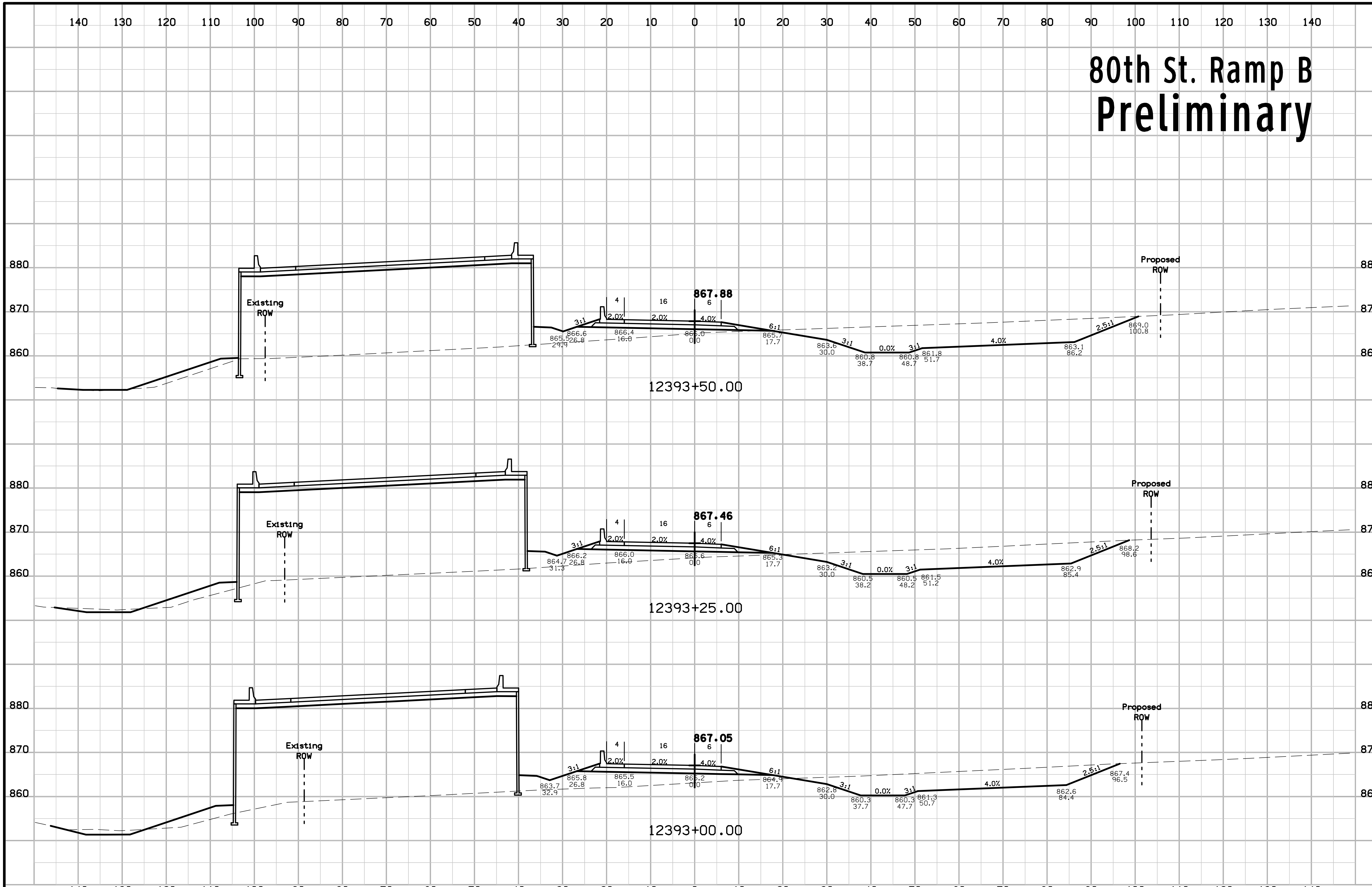
80th St. Ramp B
Preliminary



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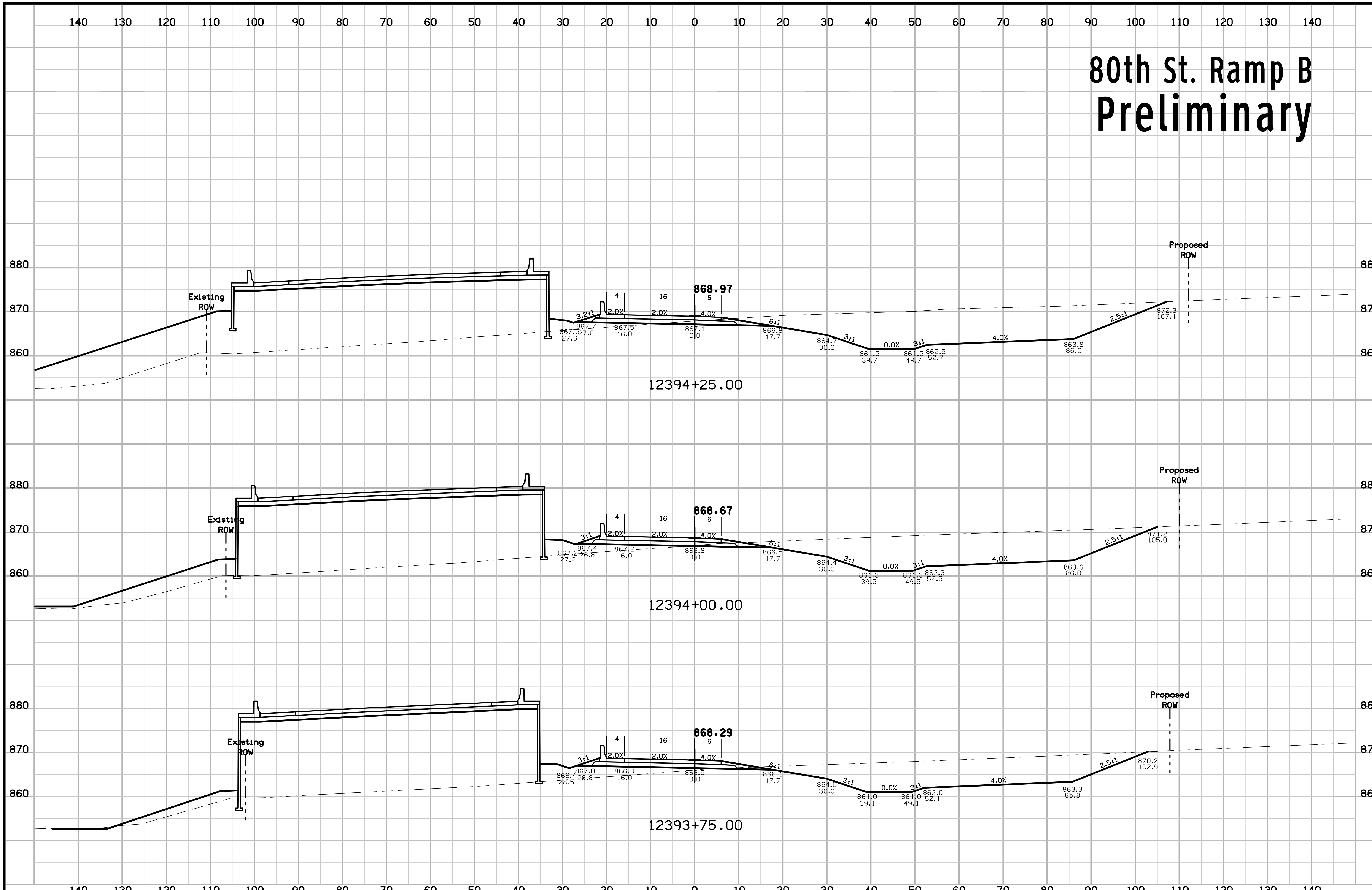
80th St. Ramp B
Preliminary



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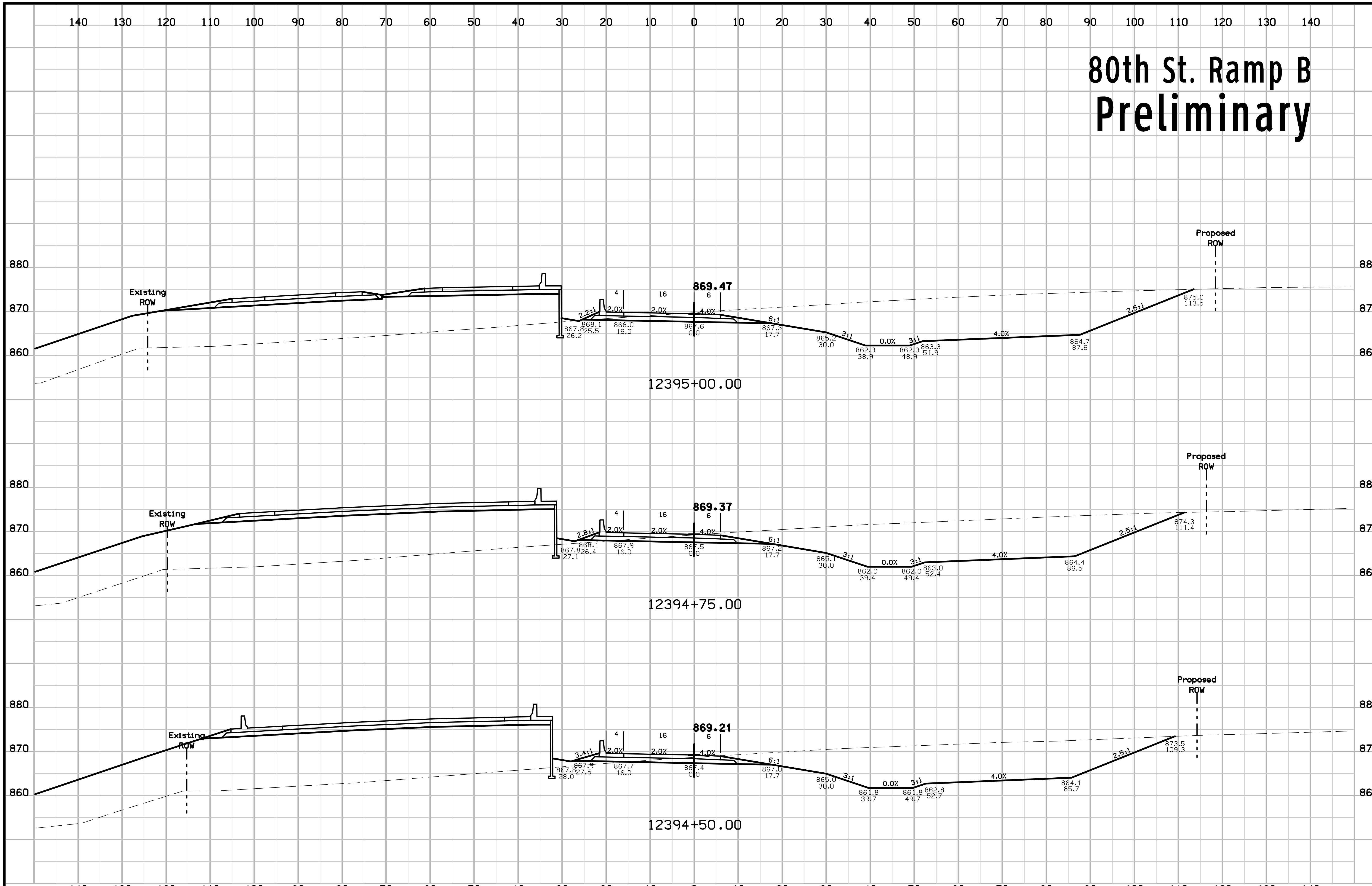
80th St. Ramp B
Preliminary



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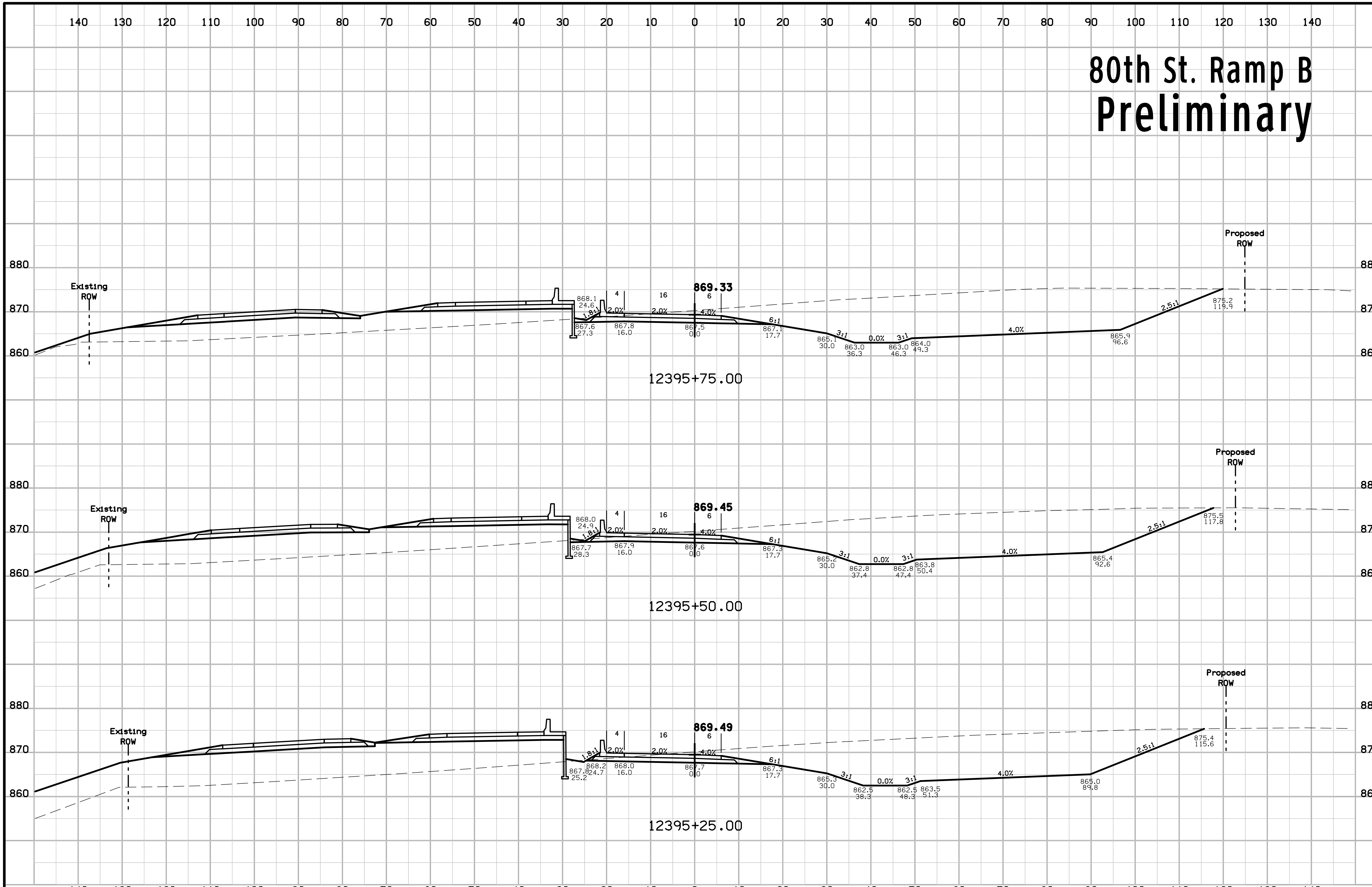
80th St. Ramp B
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.16

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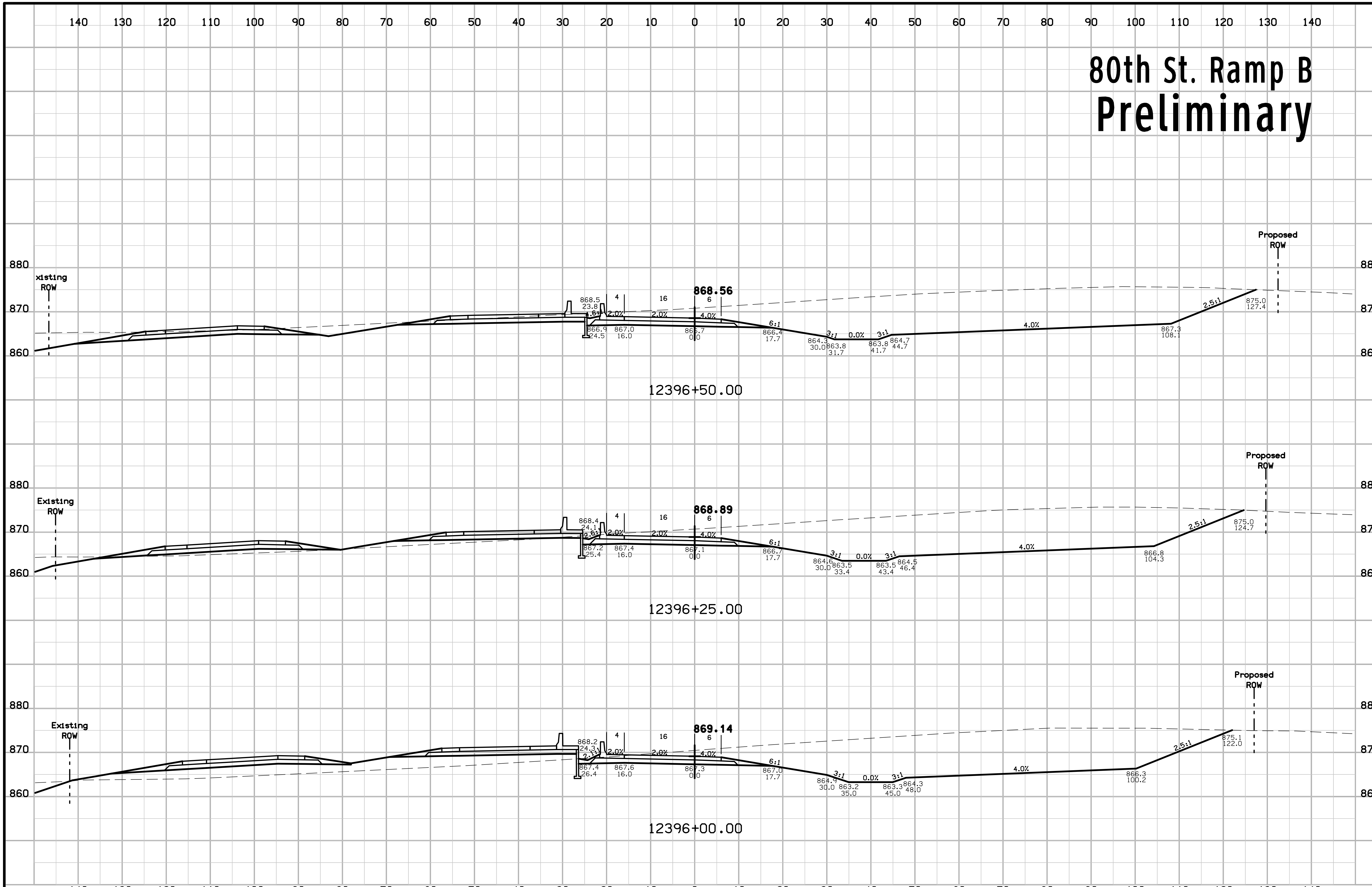
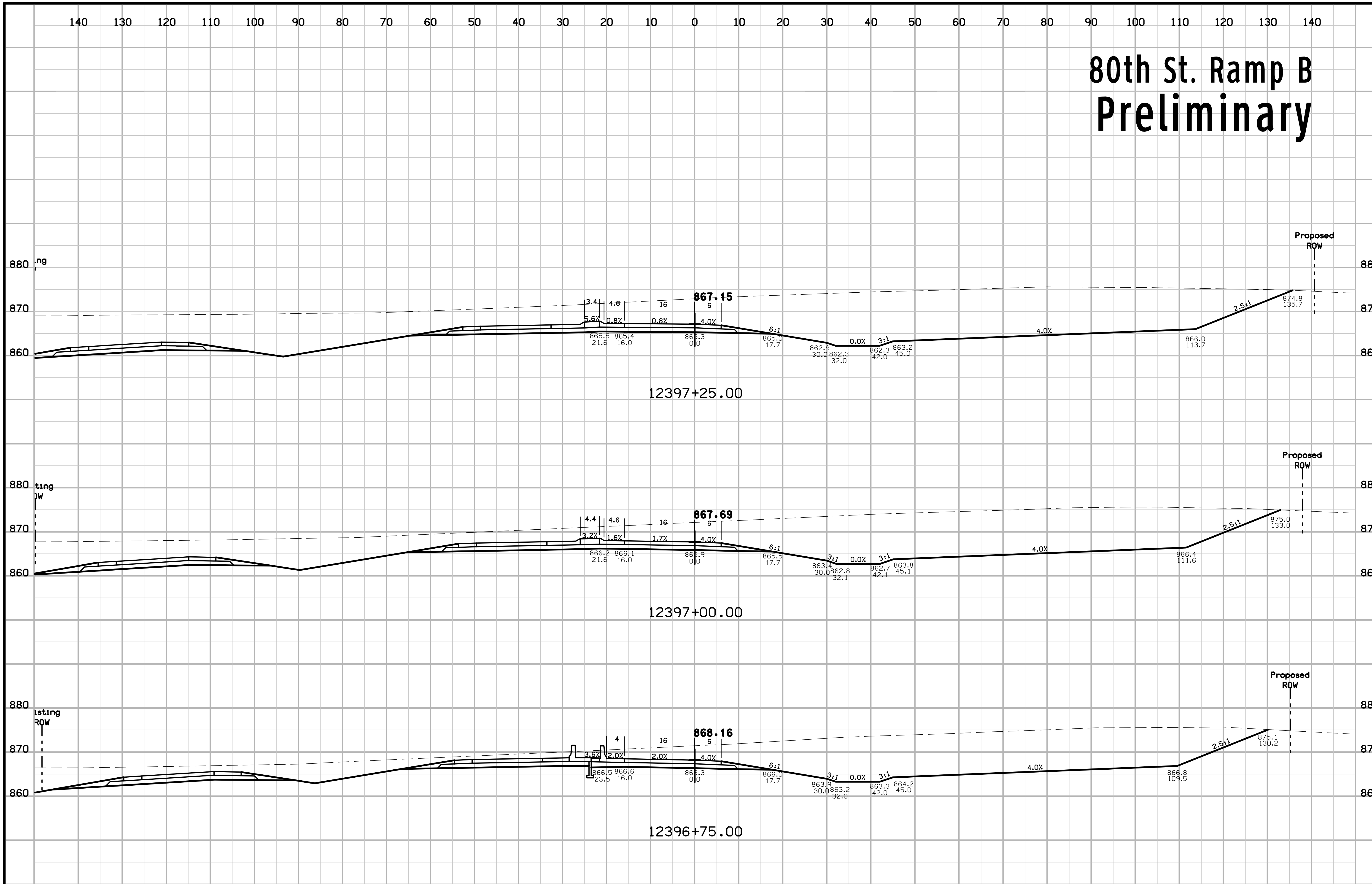
80th St. Ramp B
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.17

80th St. Ramp B
Preliminary



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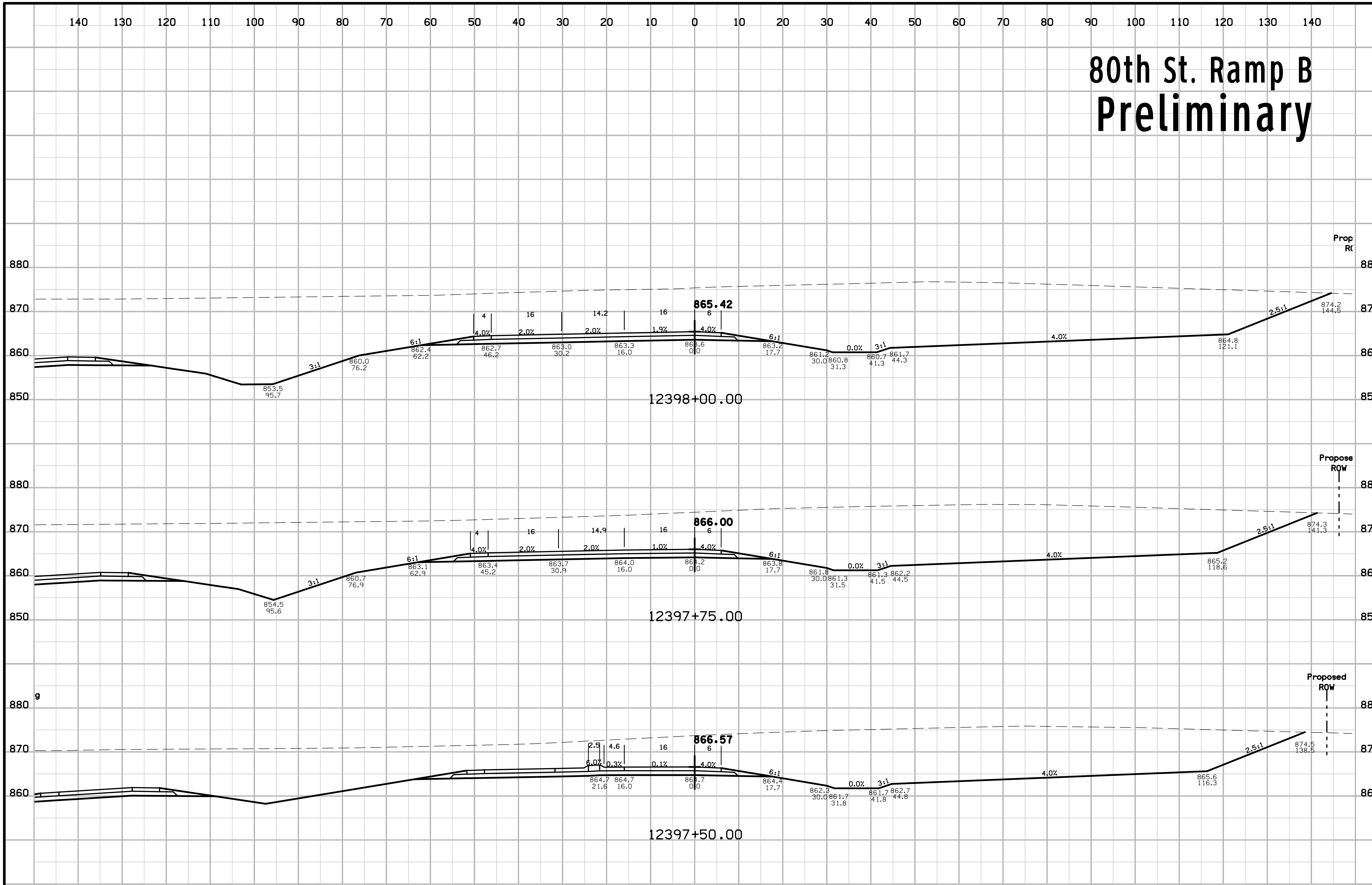
80th St. Ramp B
Preliminary



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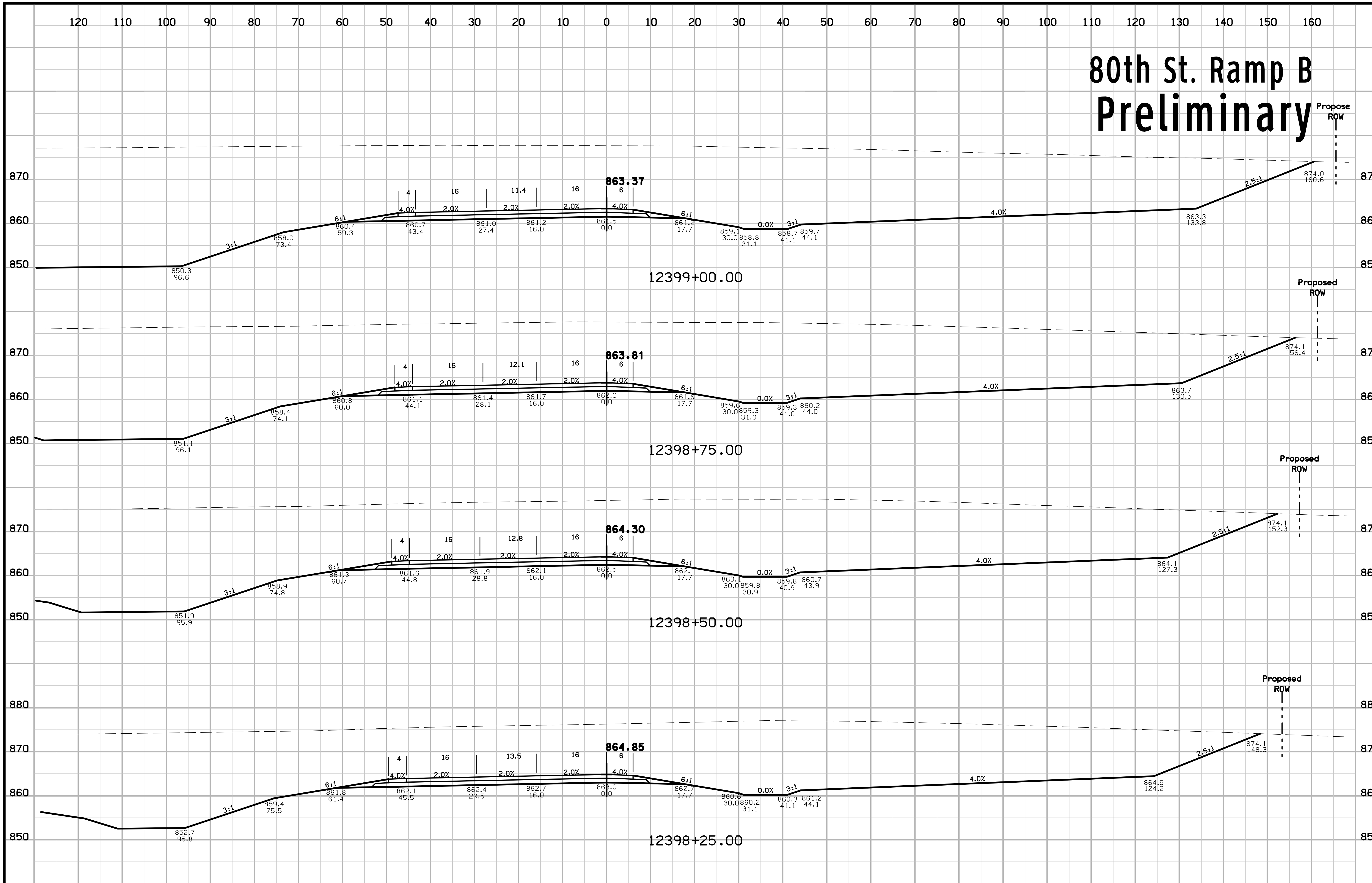

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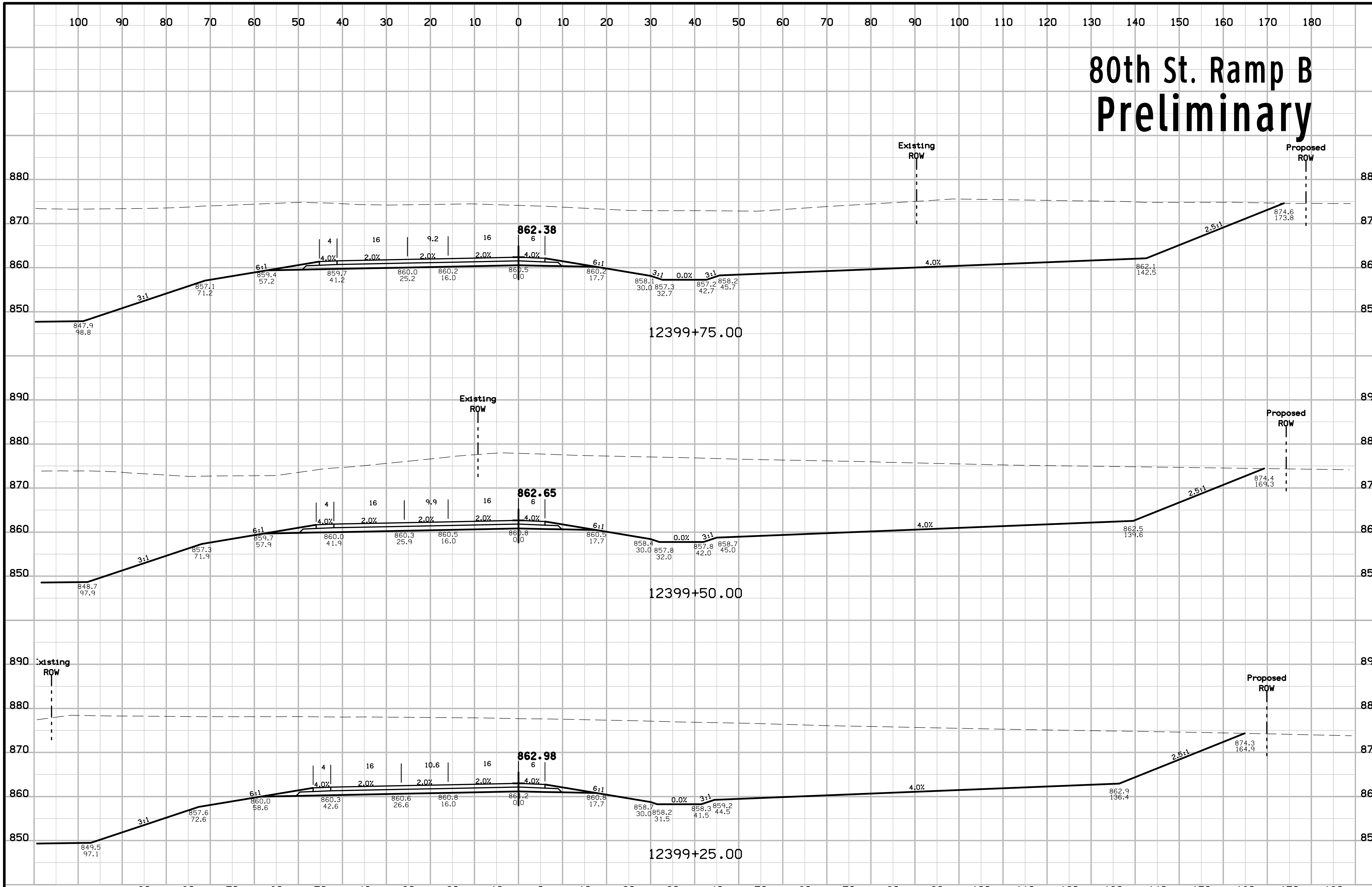
80th St. Ramp B
Preliminary



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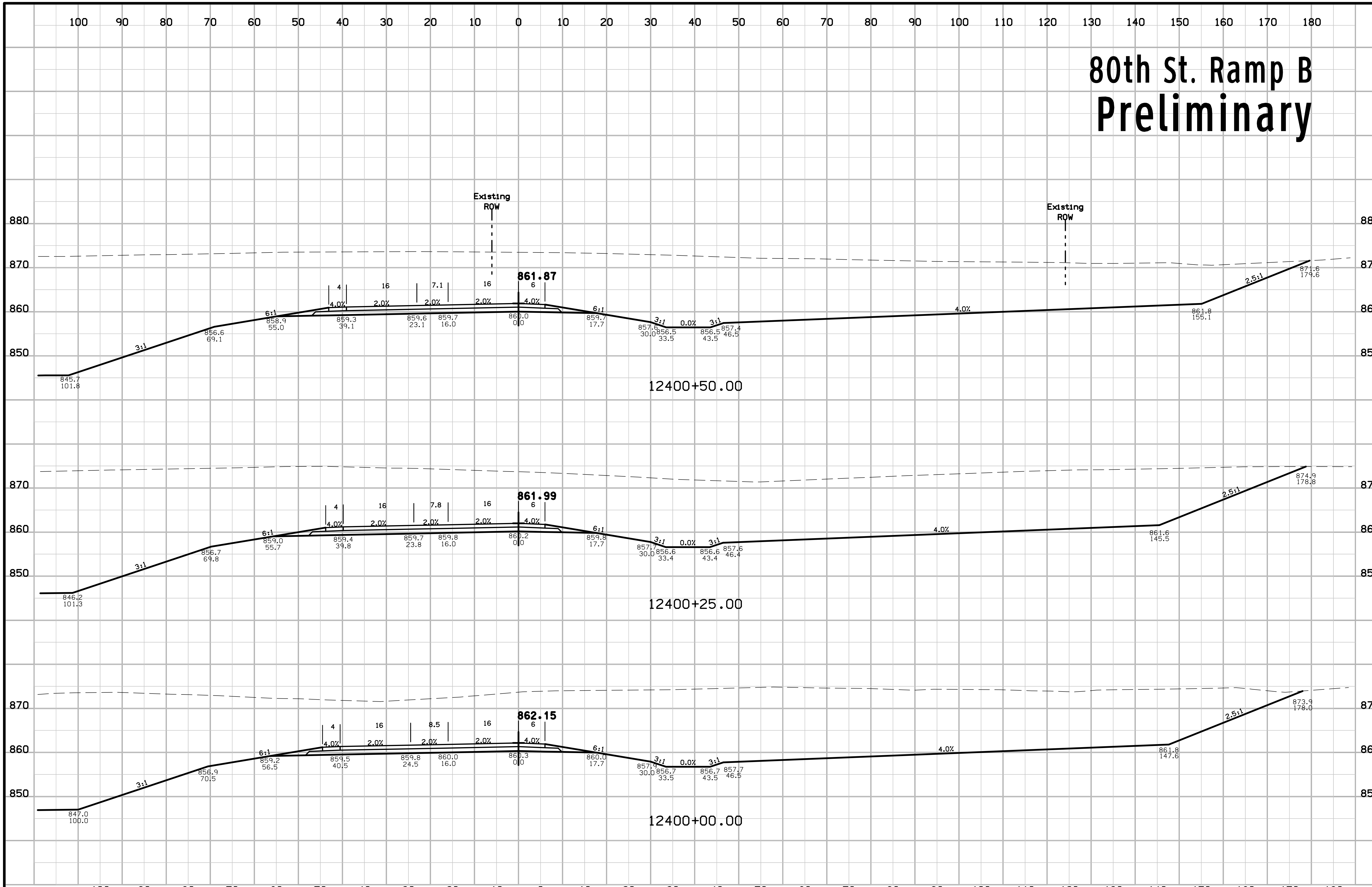

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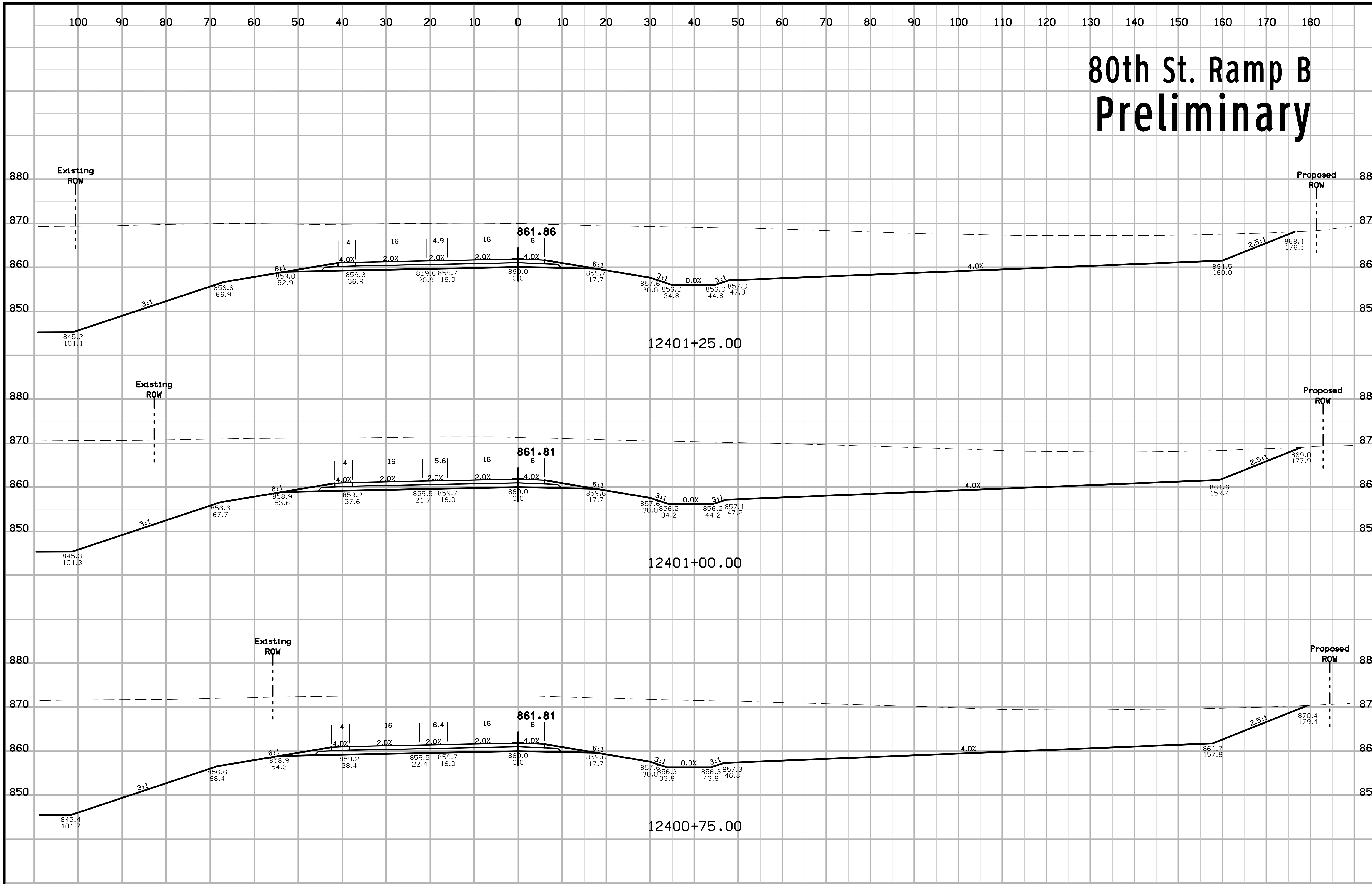
80th St. Ramp B
Preliminary



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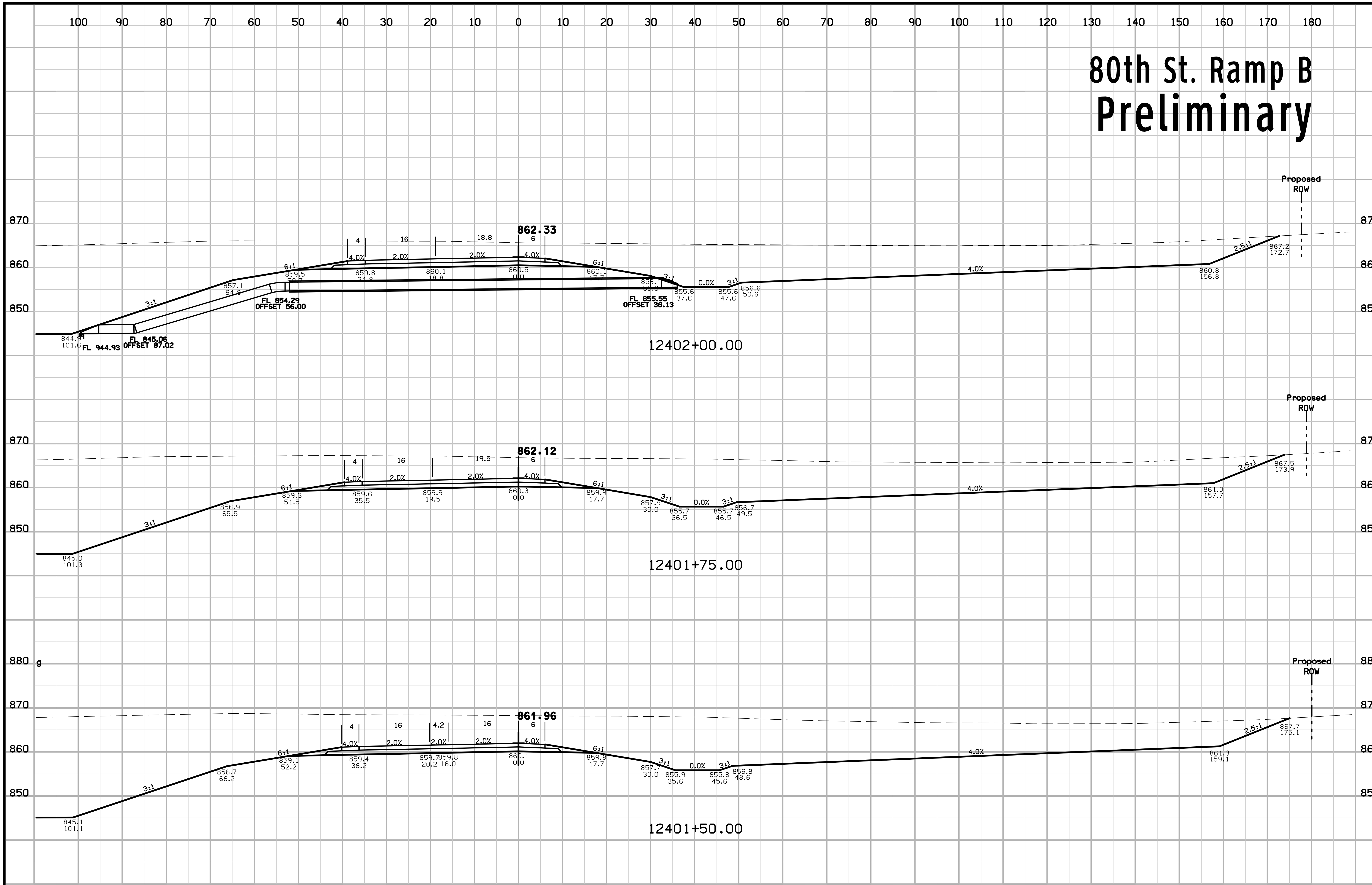
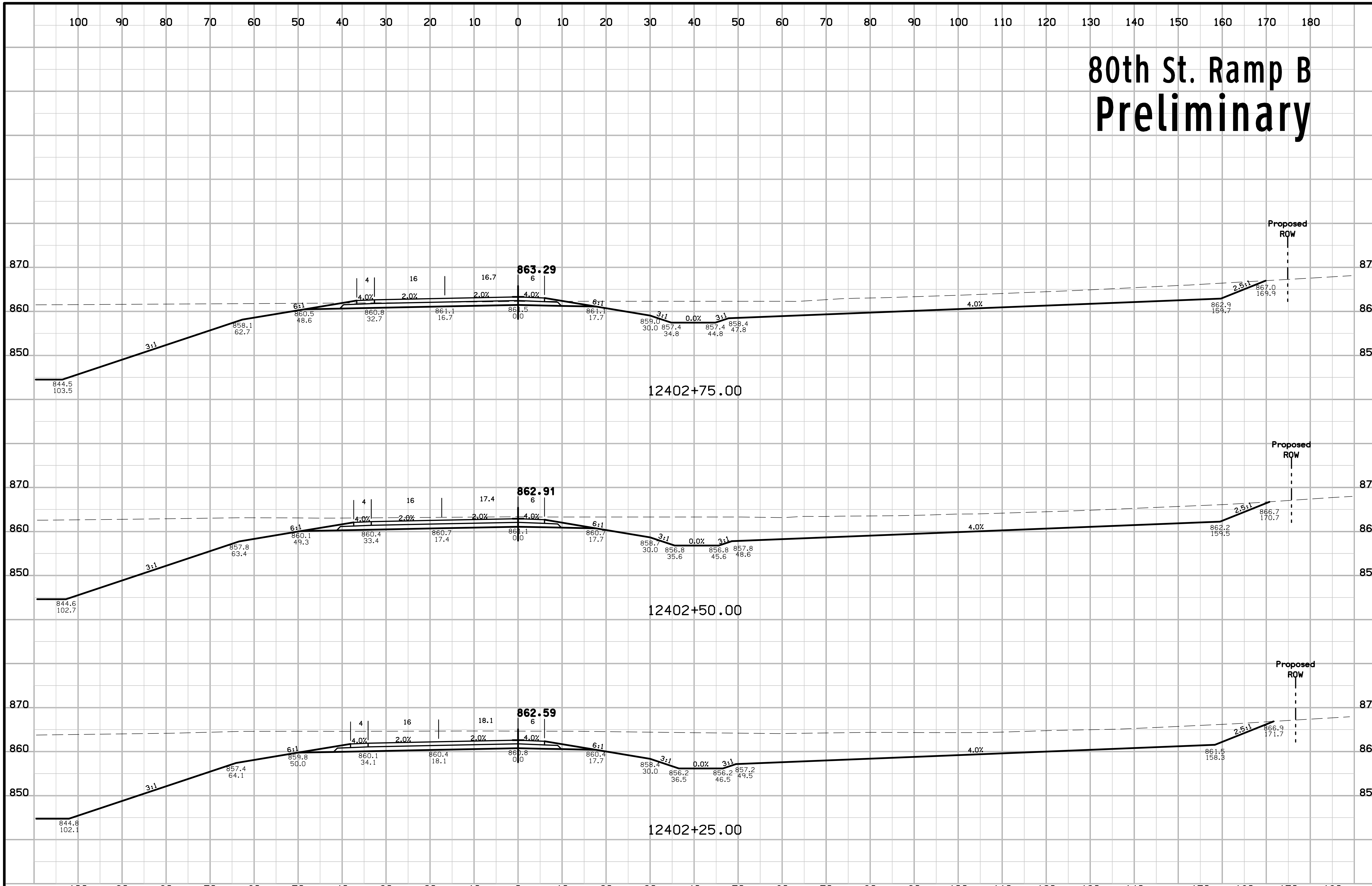


ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.24

80th St. Ramp B
Preliminary



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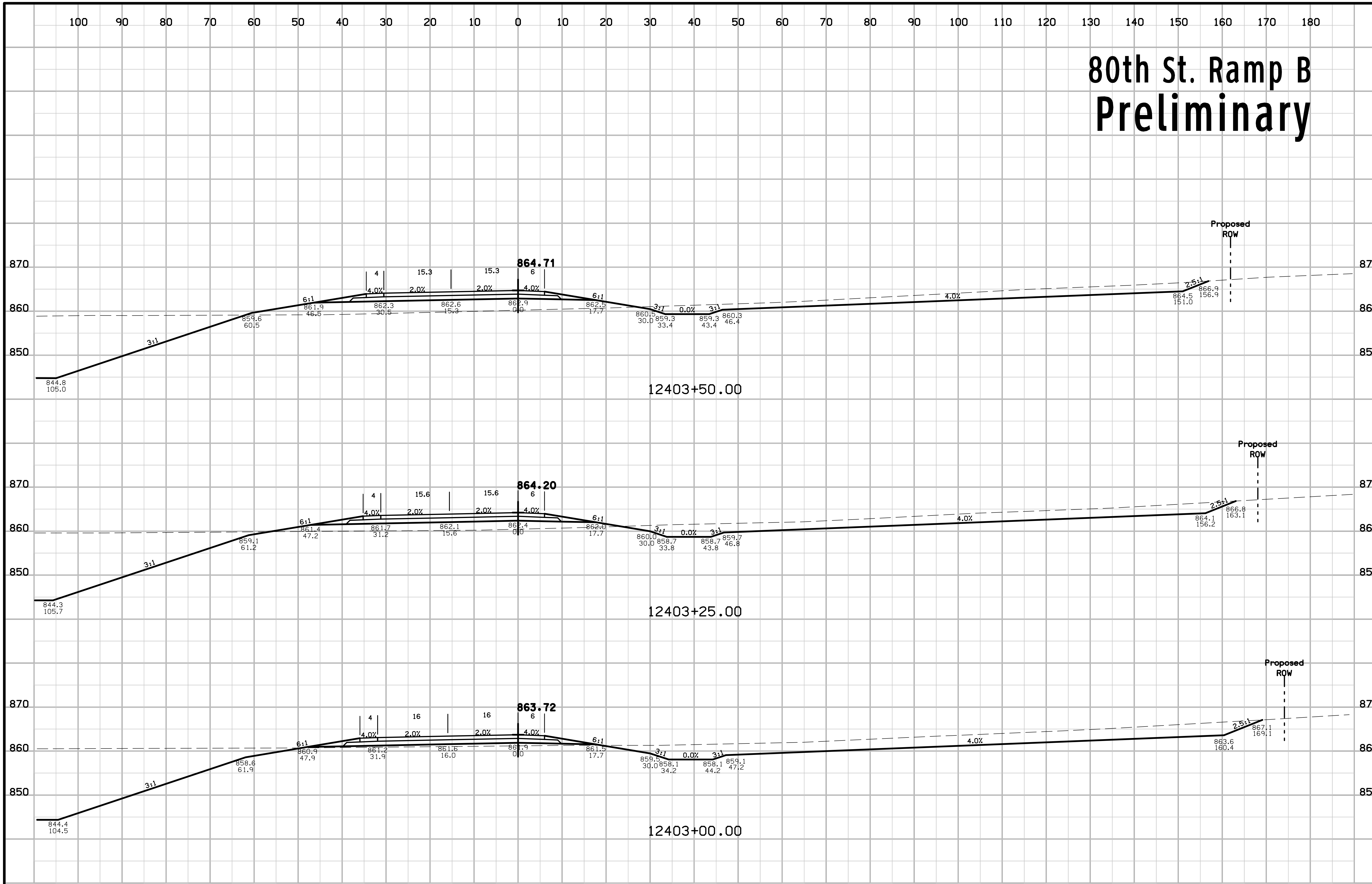

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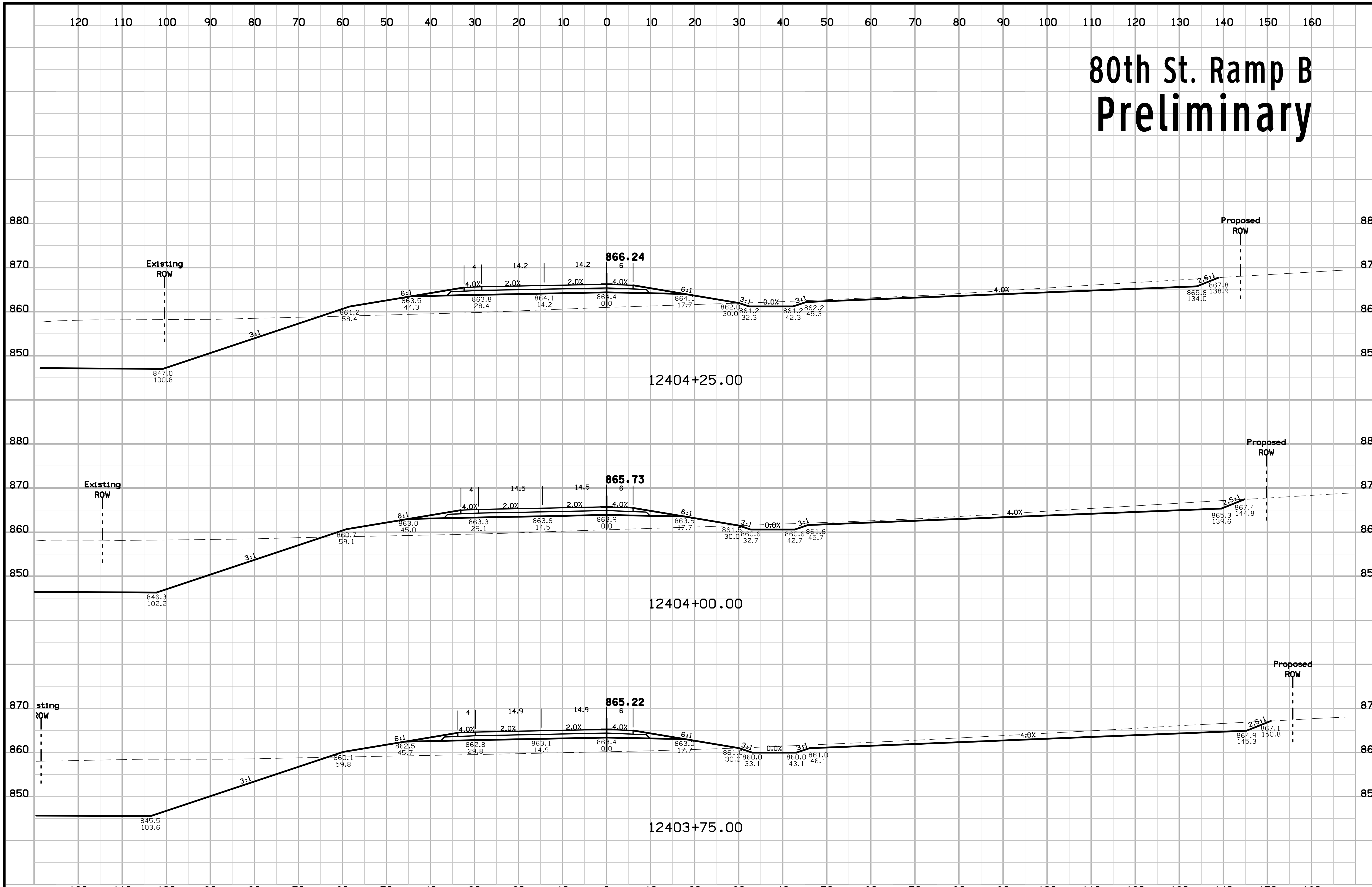
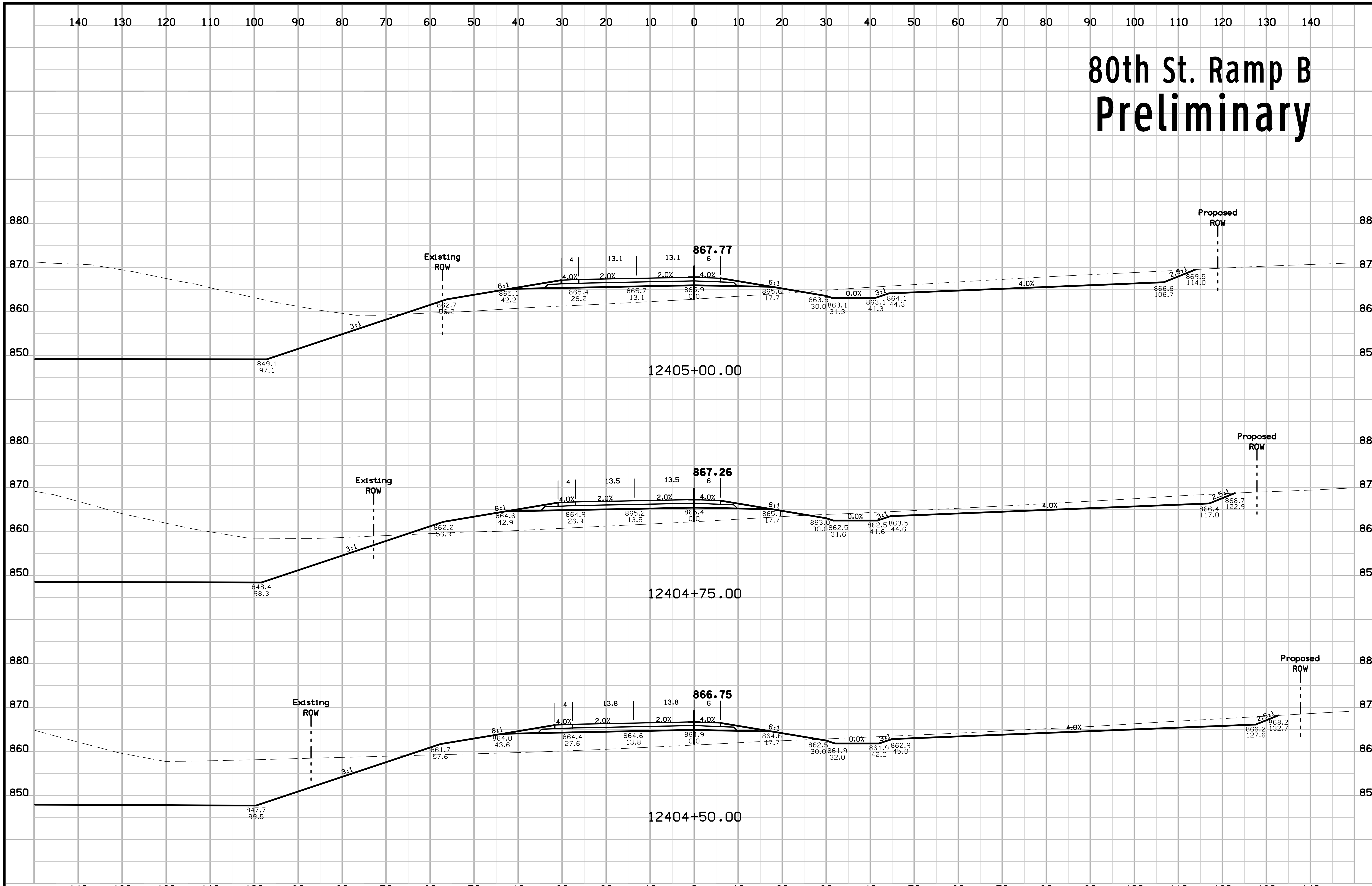
80th St. Ramp B
Preliminary





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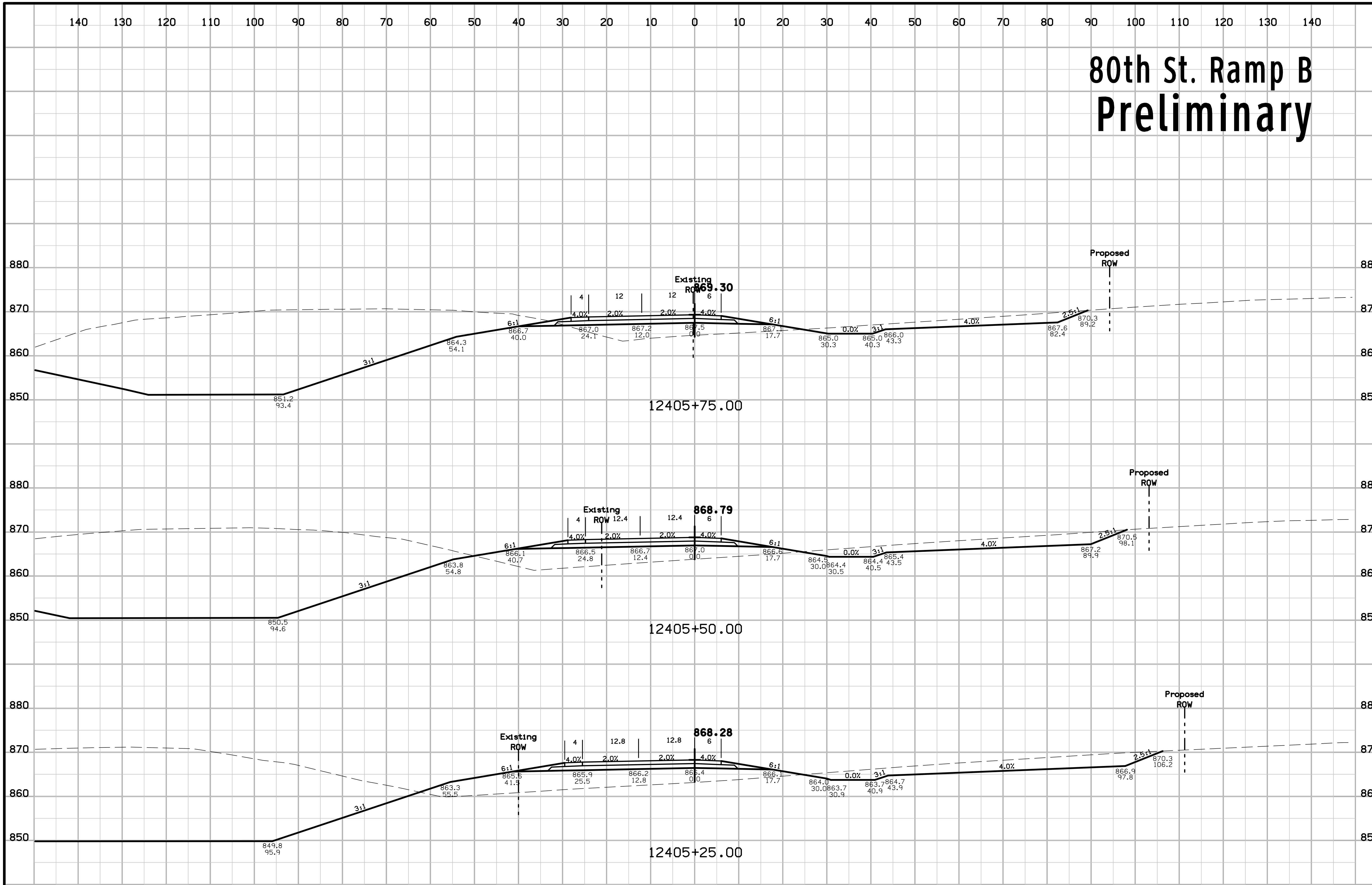
80th St. Ramp B
Preliminary



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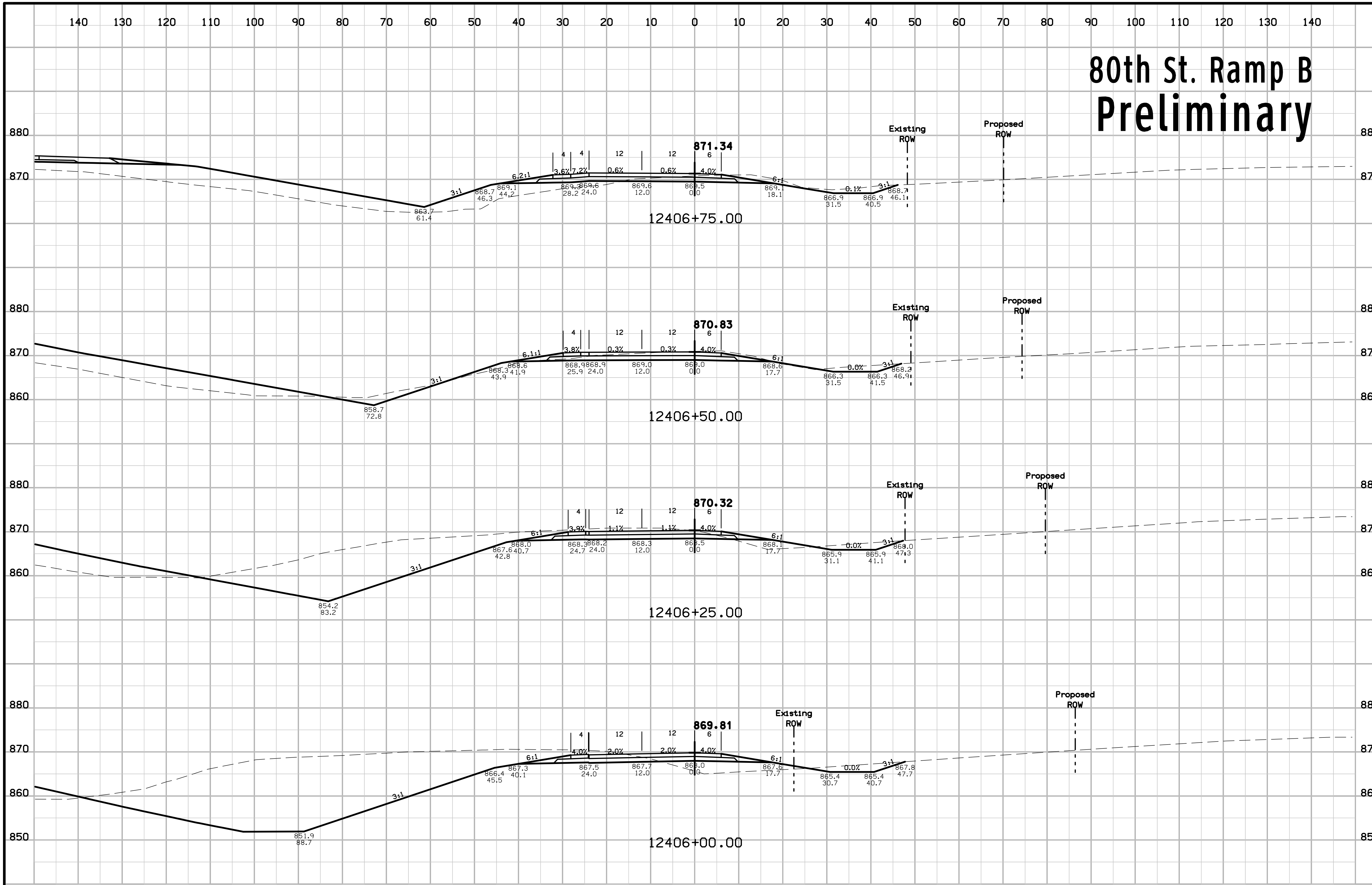
80th St. Ramp B
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.30**

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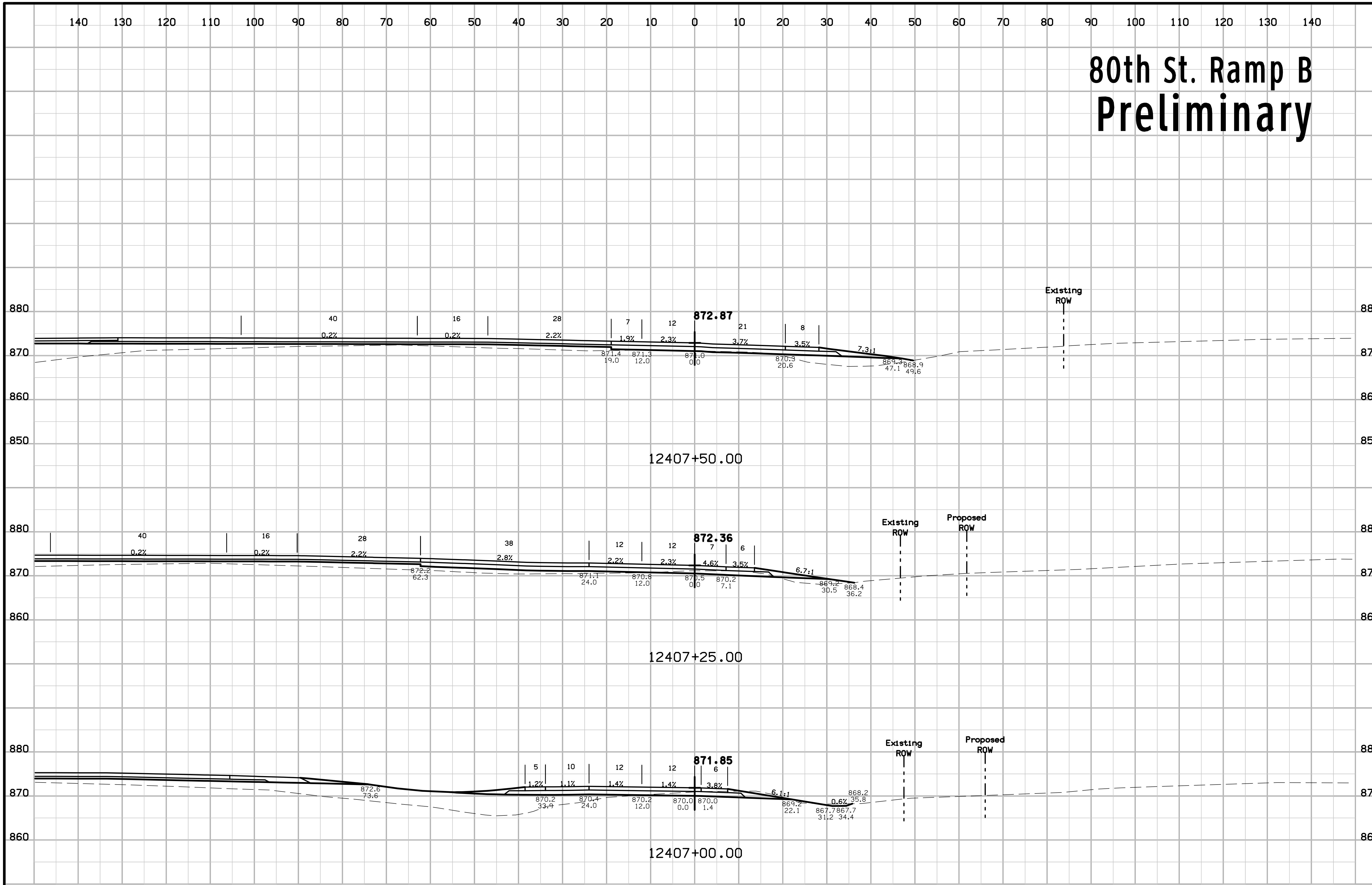

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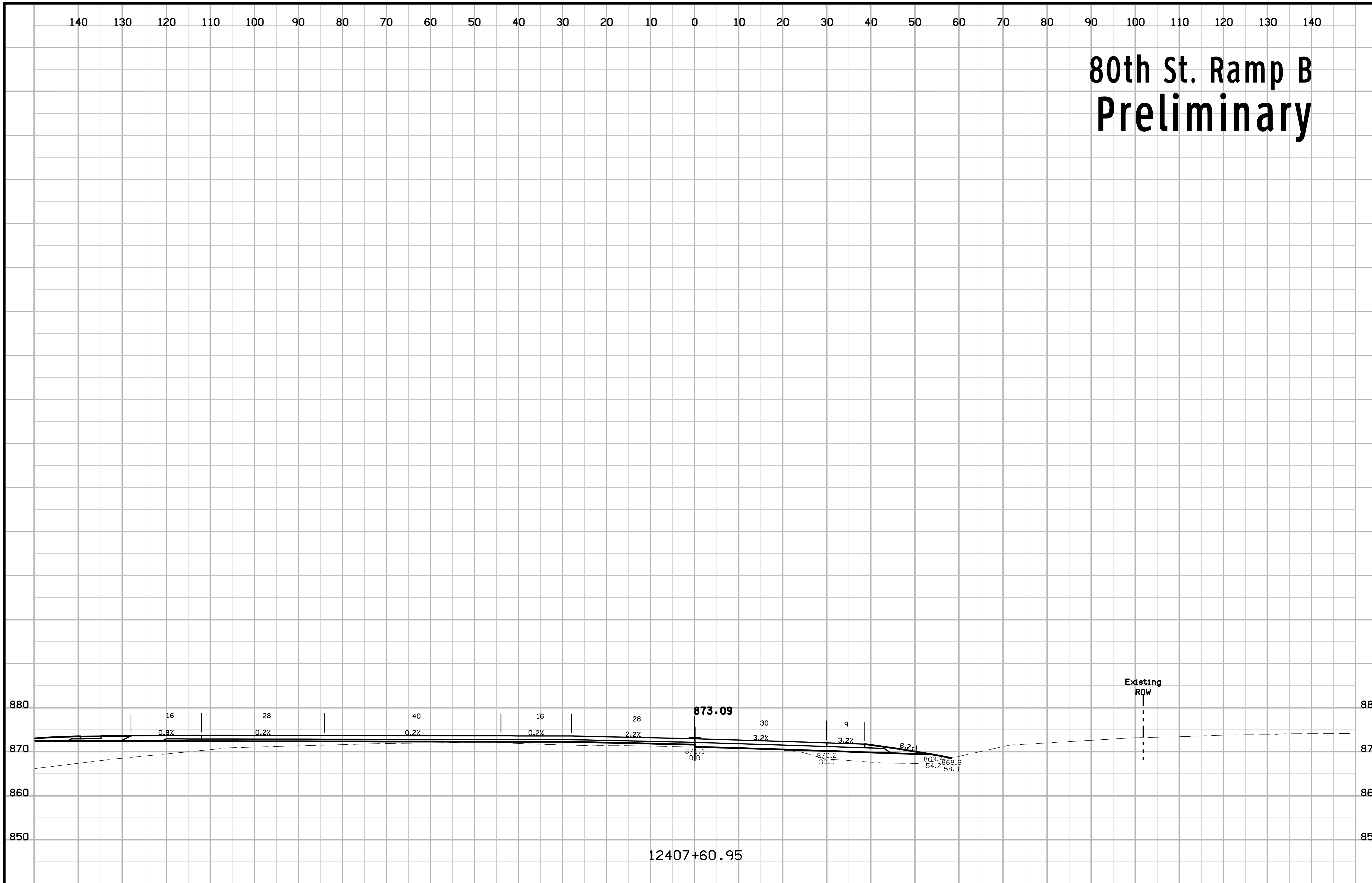

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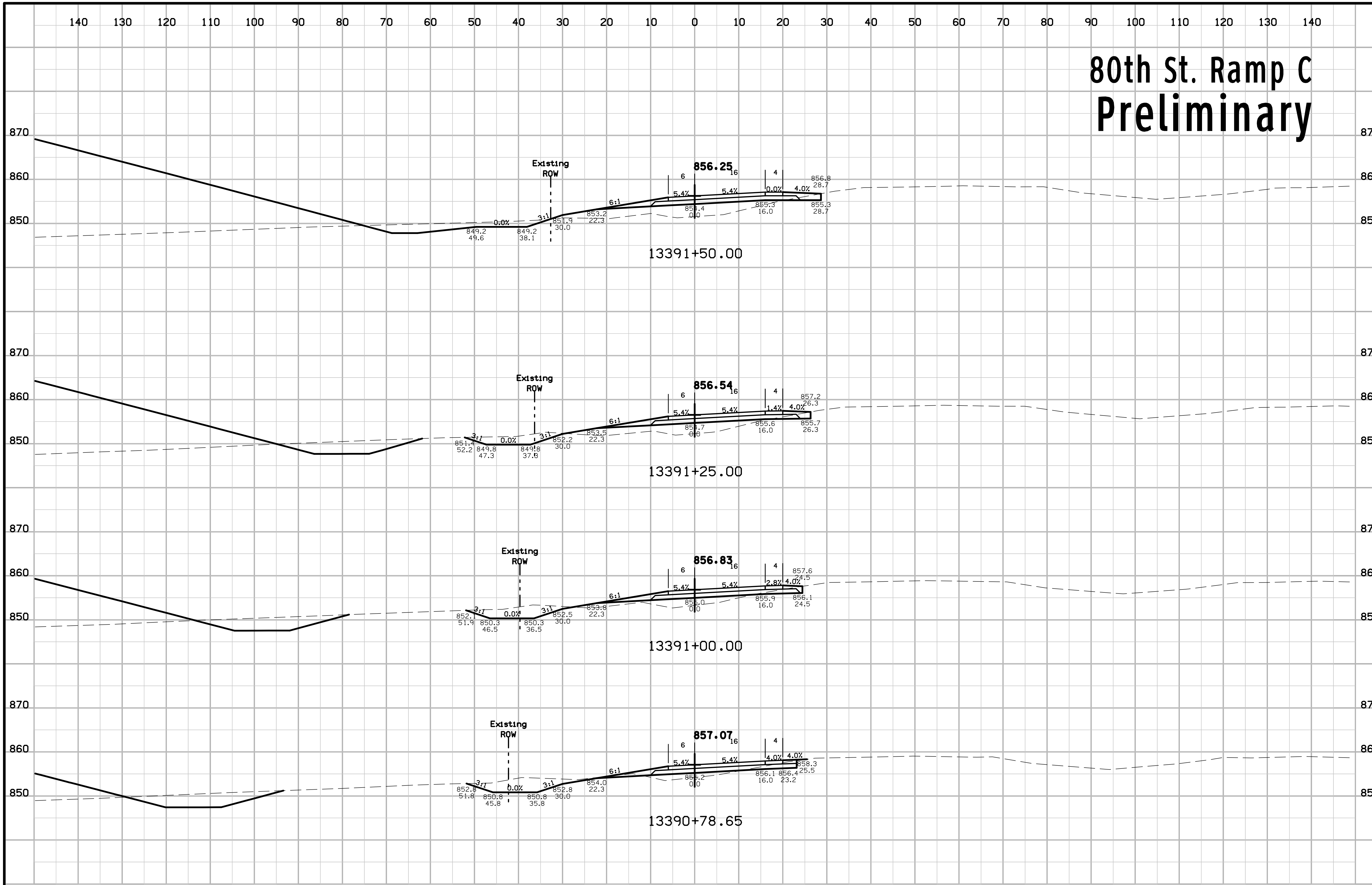

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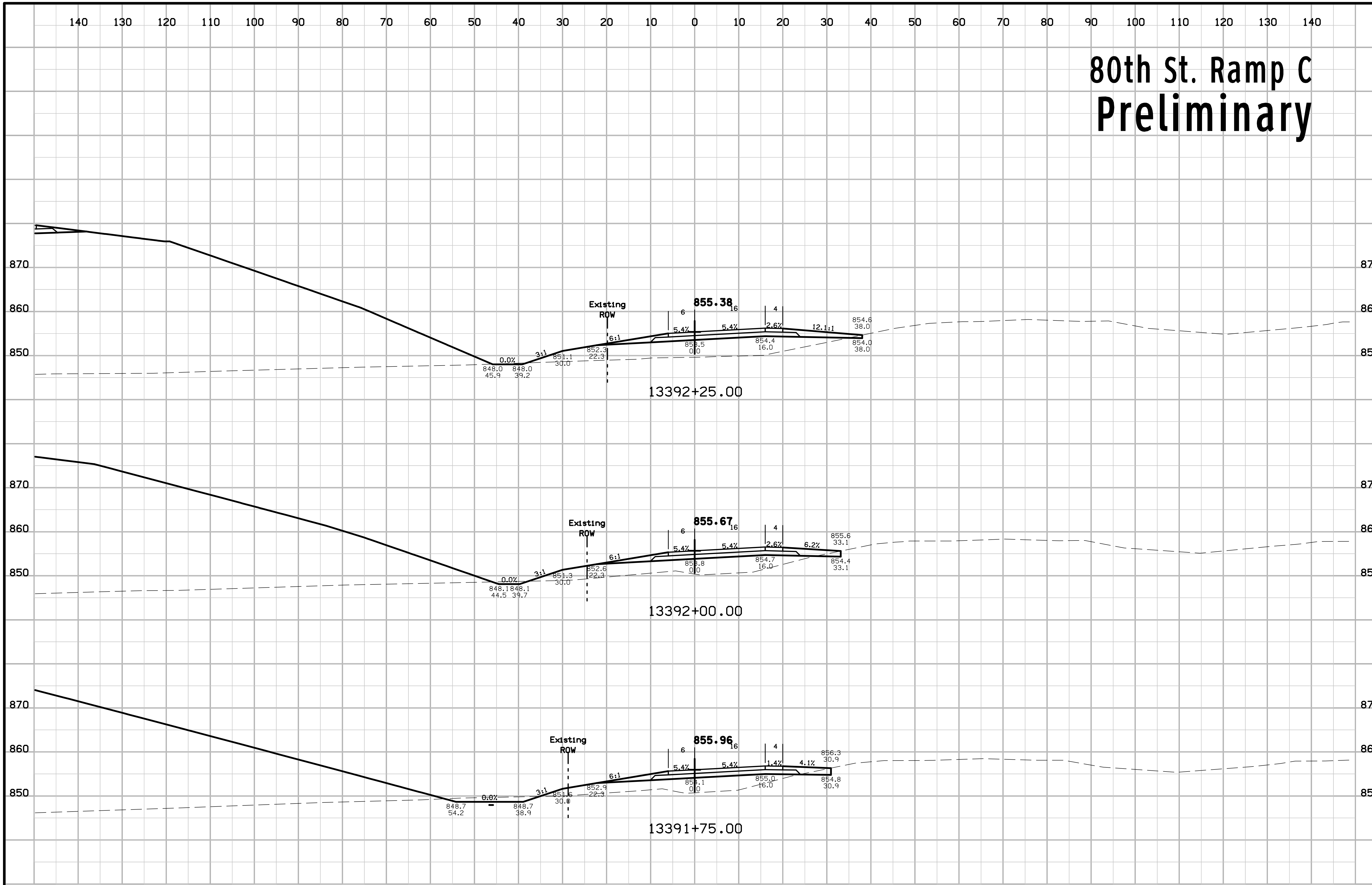

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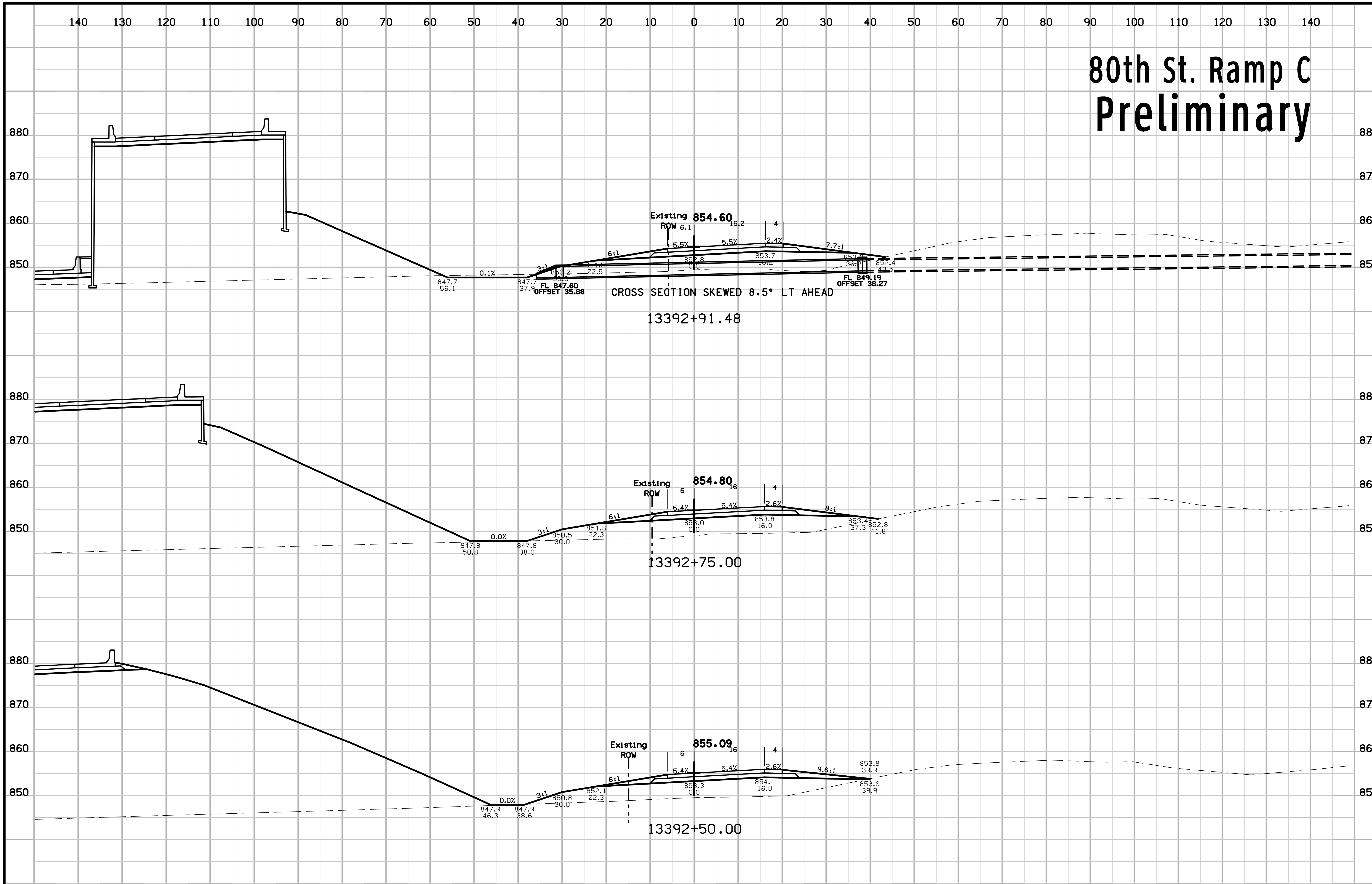

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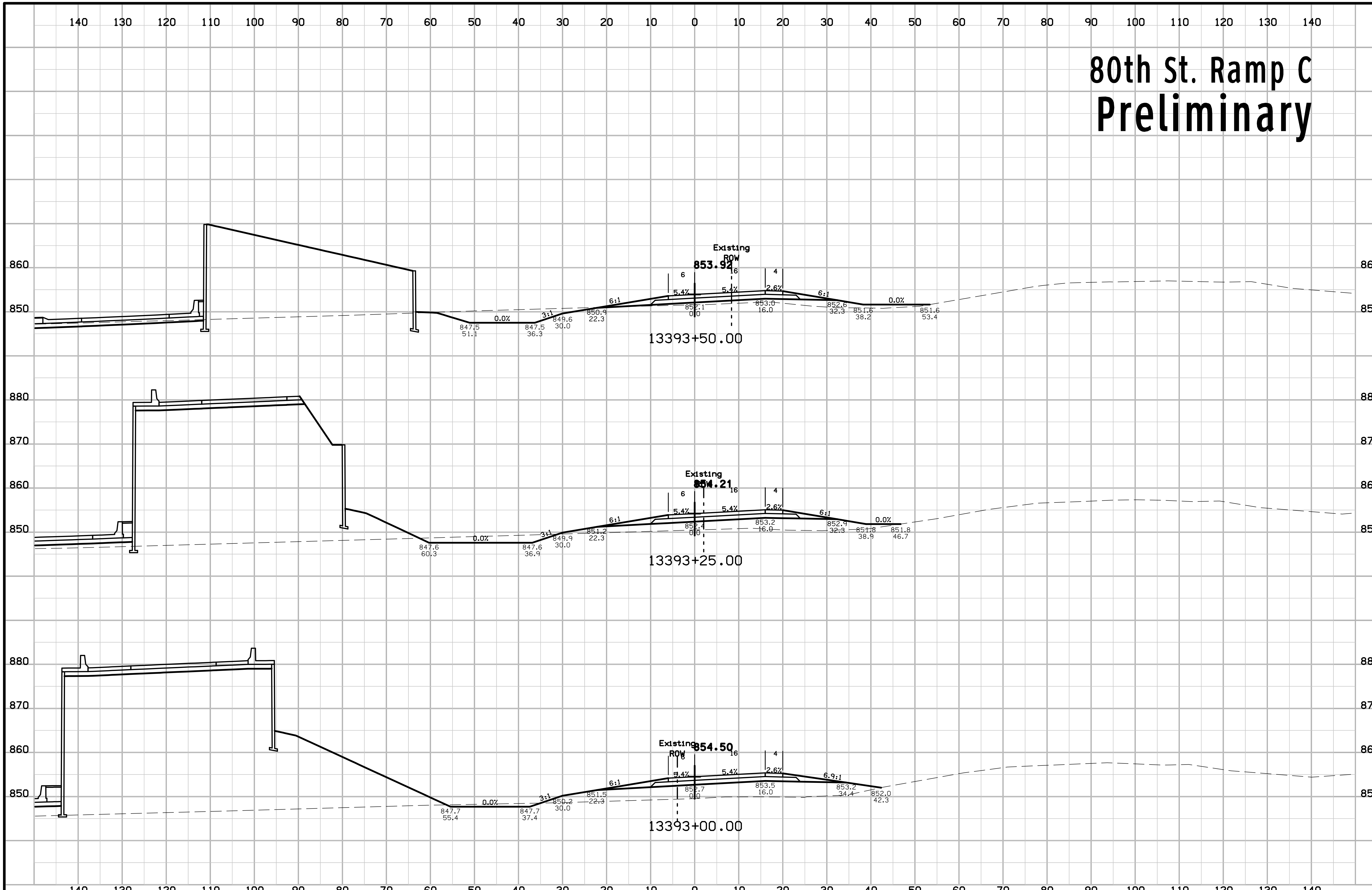
80th St. Ramp C
Preliminary



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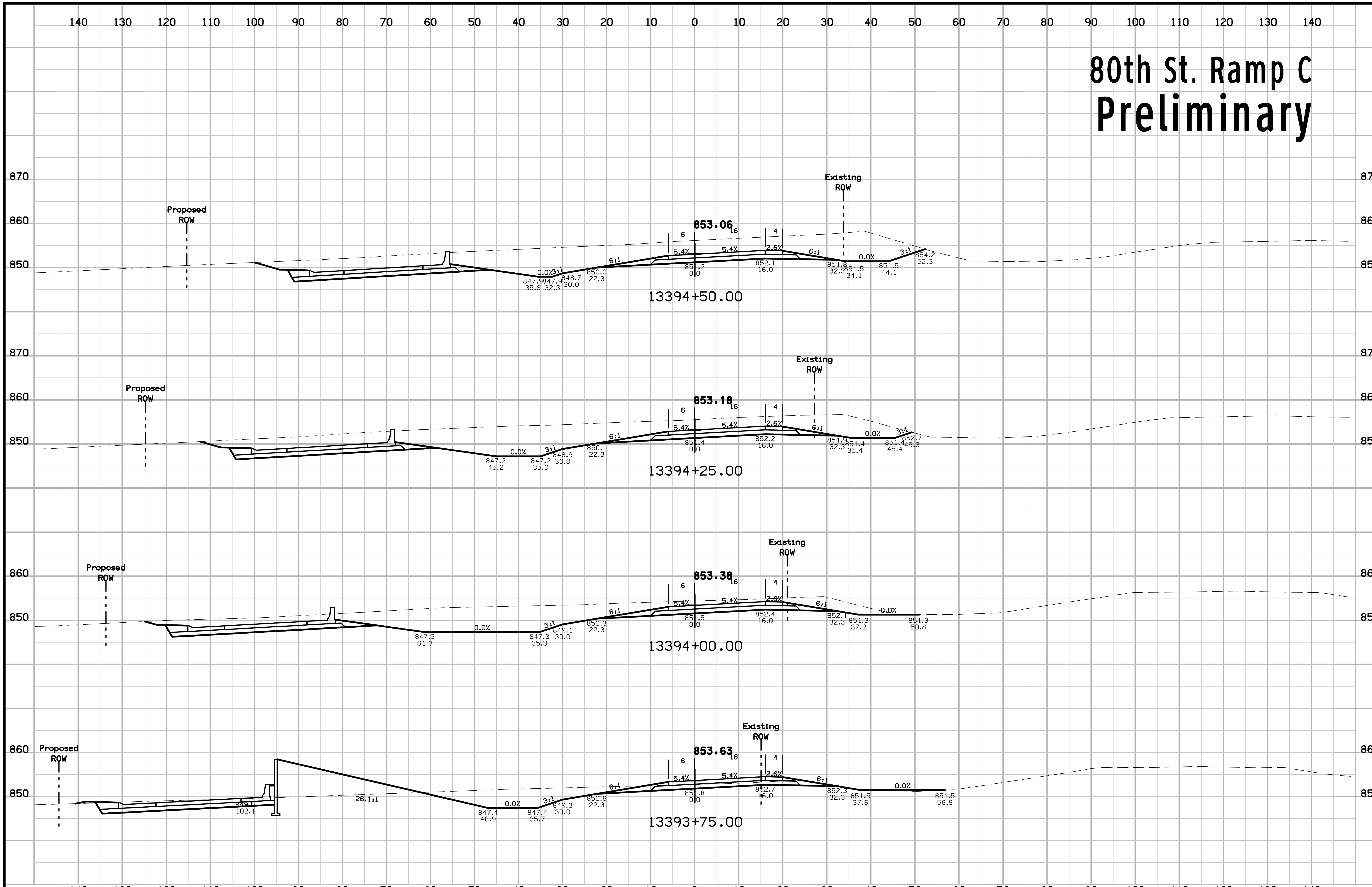
80th St. Ramp C
Preliminary



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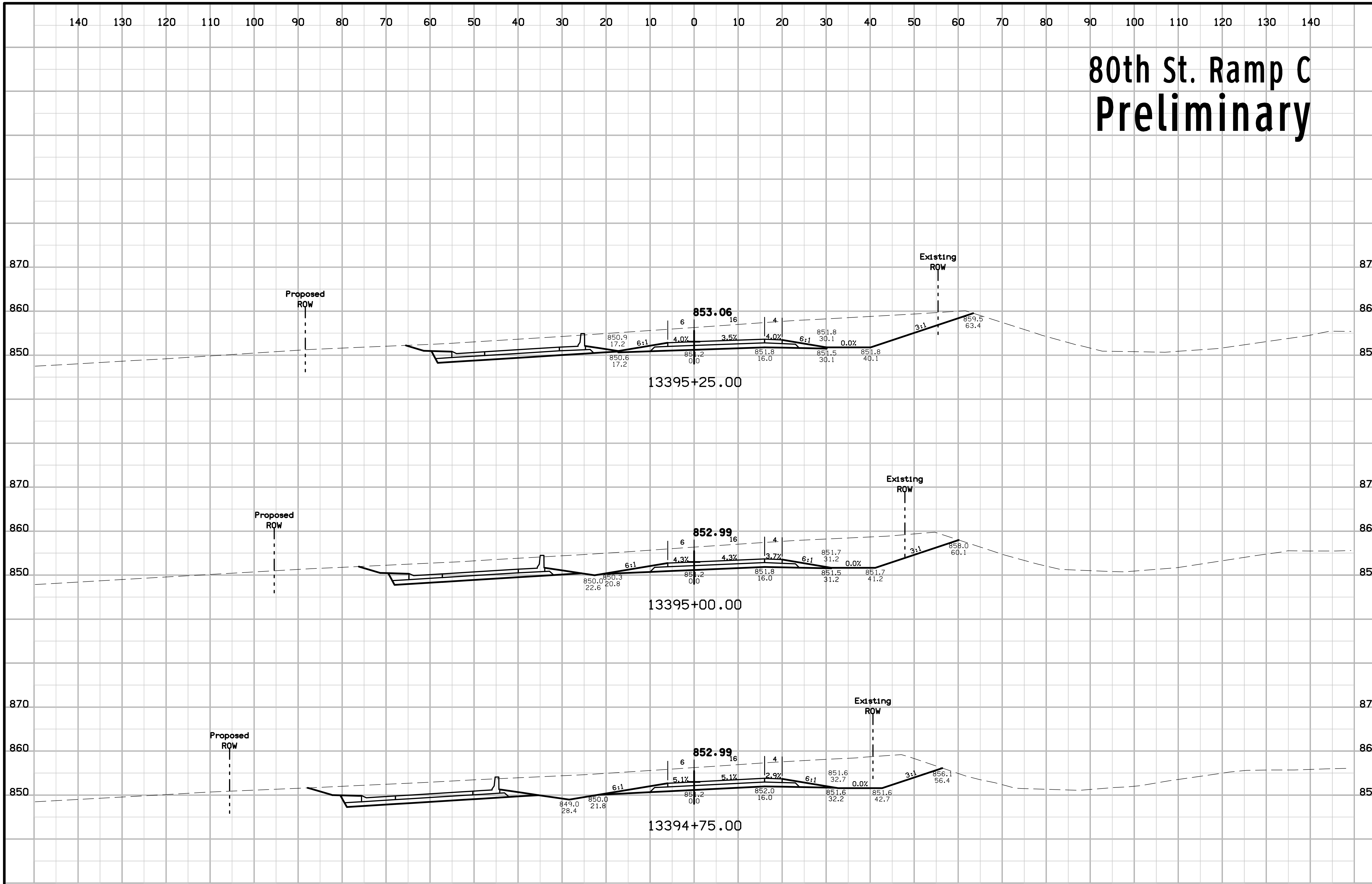

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.38

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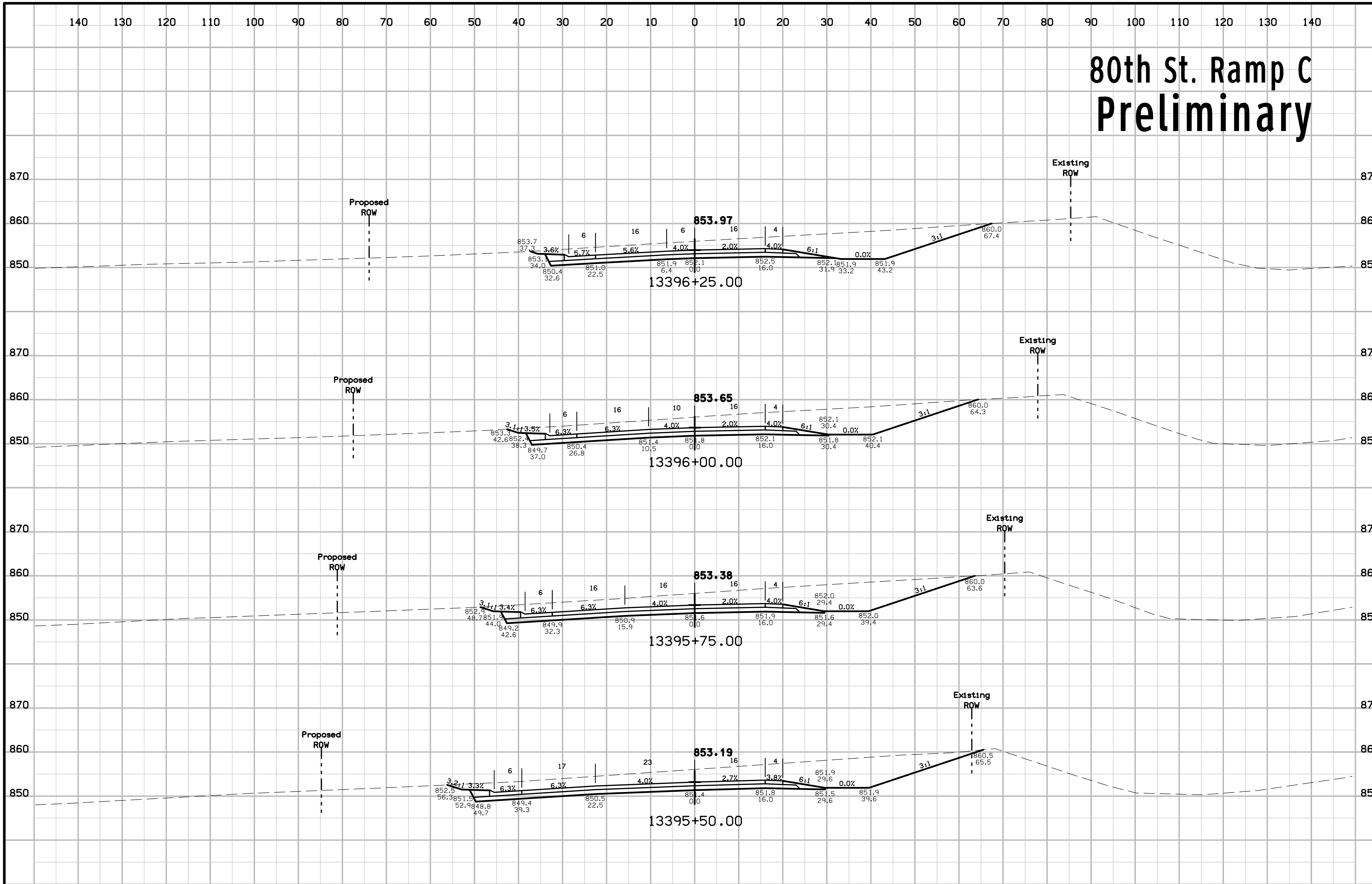
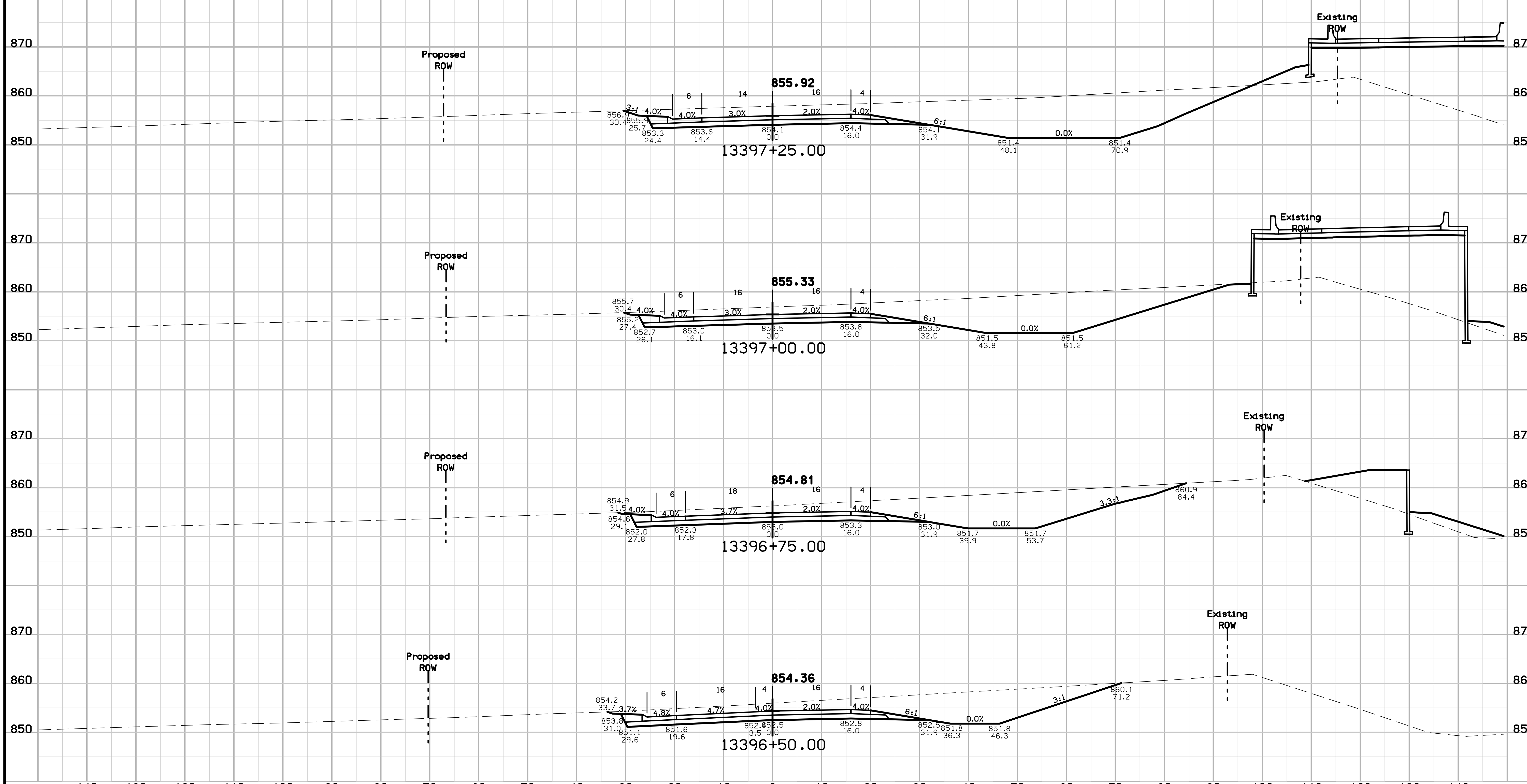
80th St. Ramp C
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM **Iowa DOT\CH2MHILL**		**LINN** COUNTY	PROJECT NUMBER	**NHSX-100-1(39)--3H-57**	SHEET NUMBER **Y.39**

80th St. Ramp C
Preliminary



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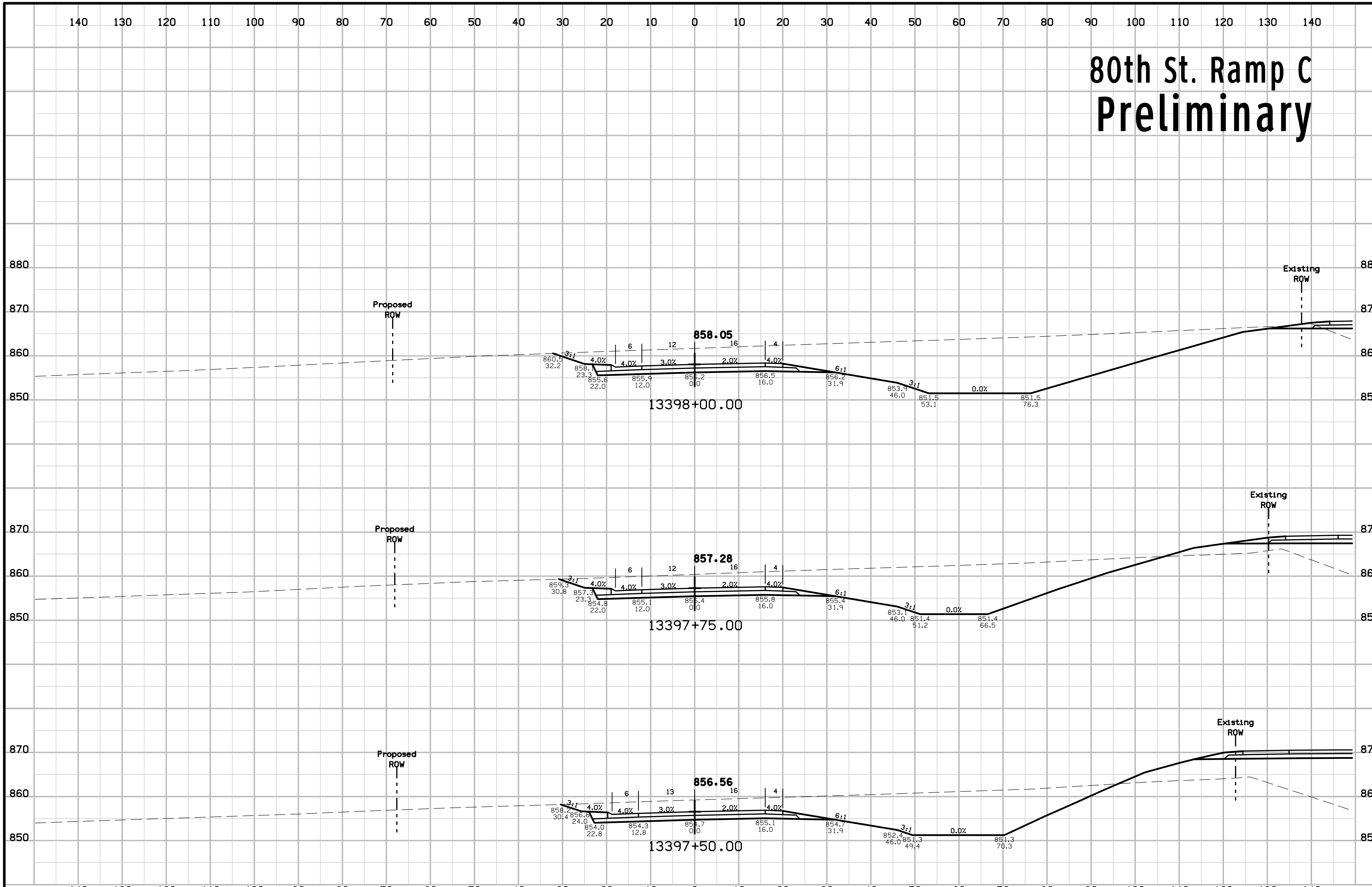
80th St. Ramp C
Preliminary



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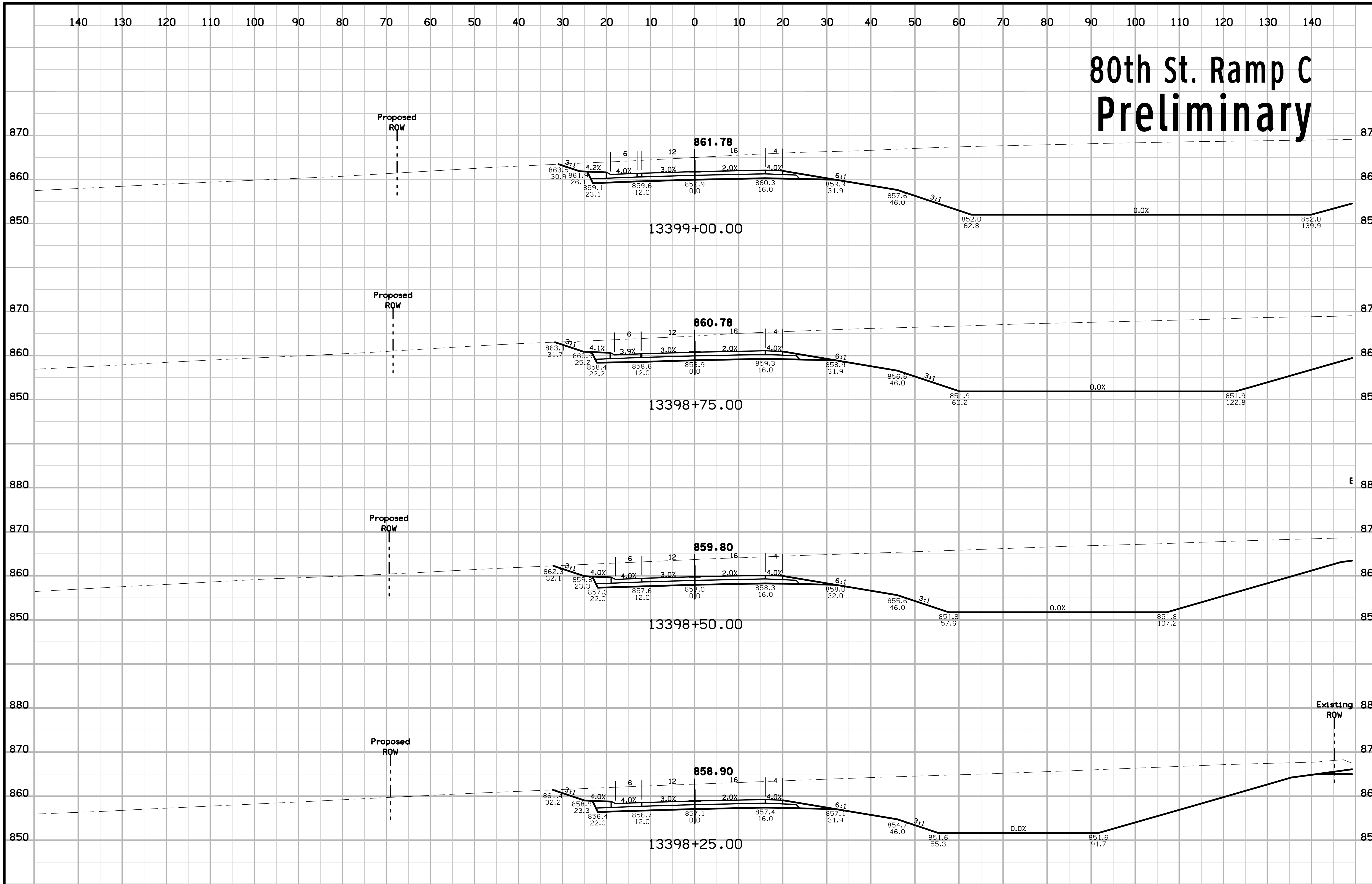

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.42

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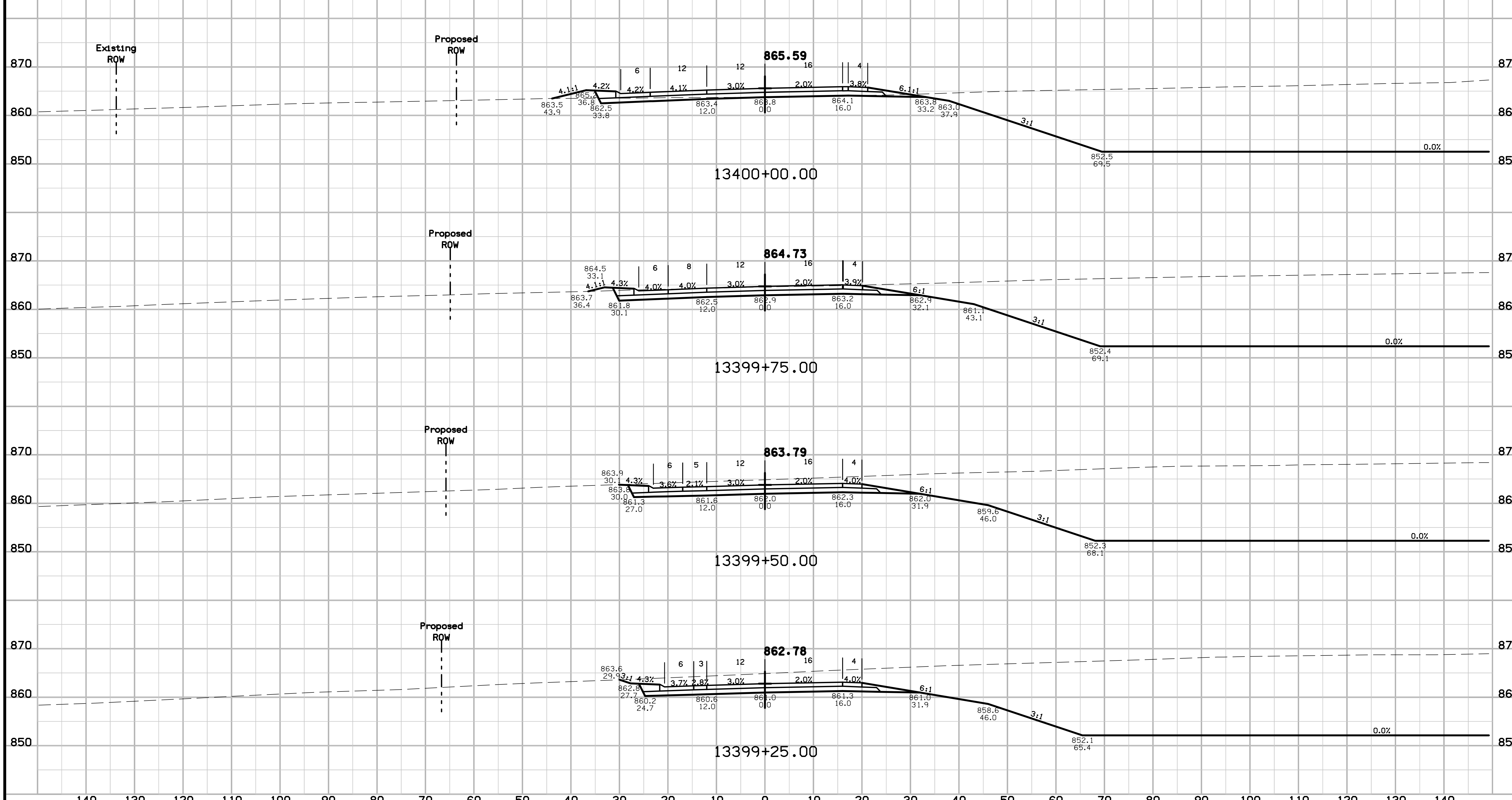
80th St. Ramp C
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.43

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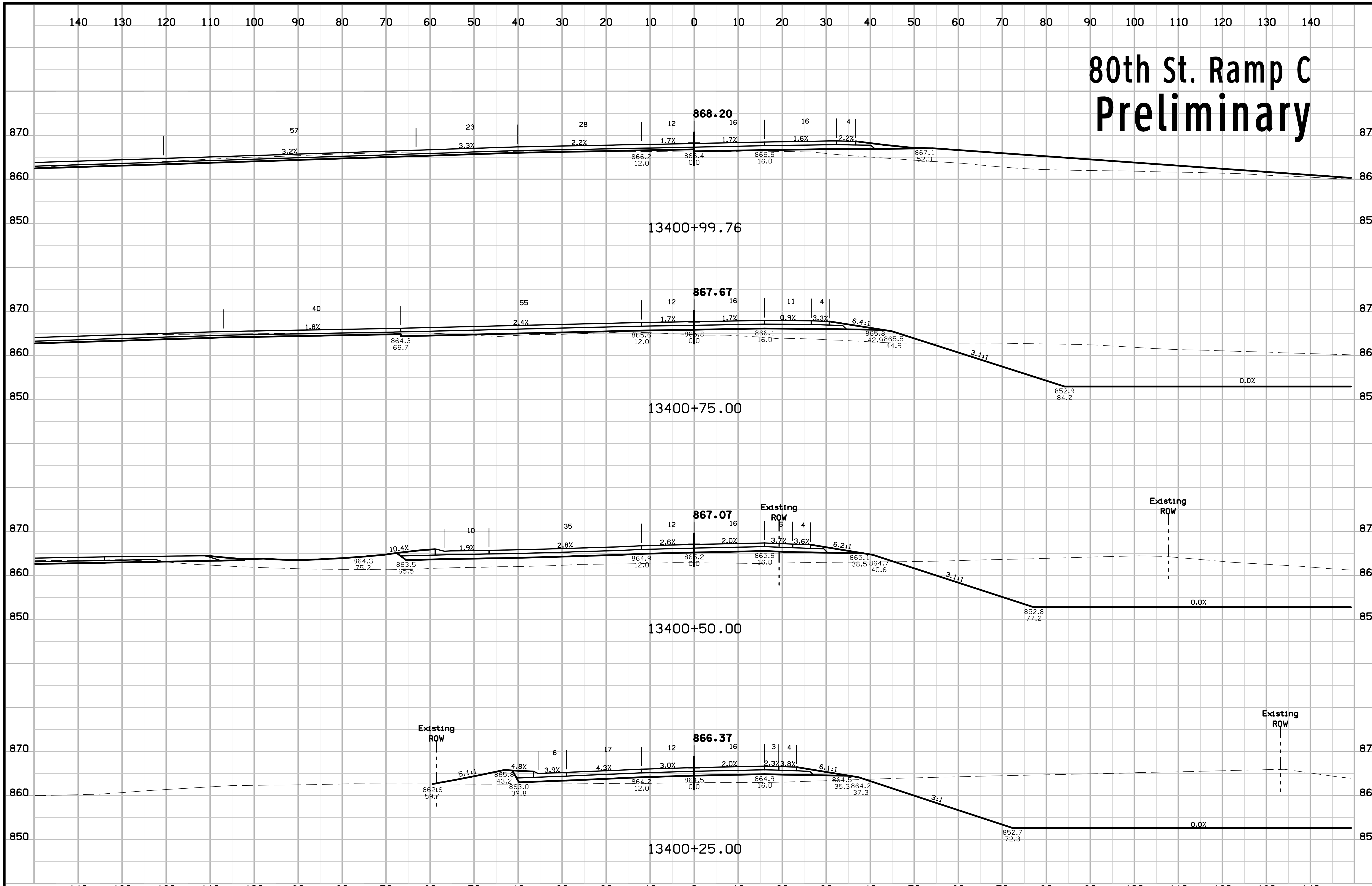
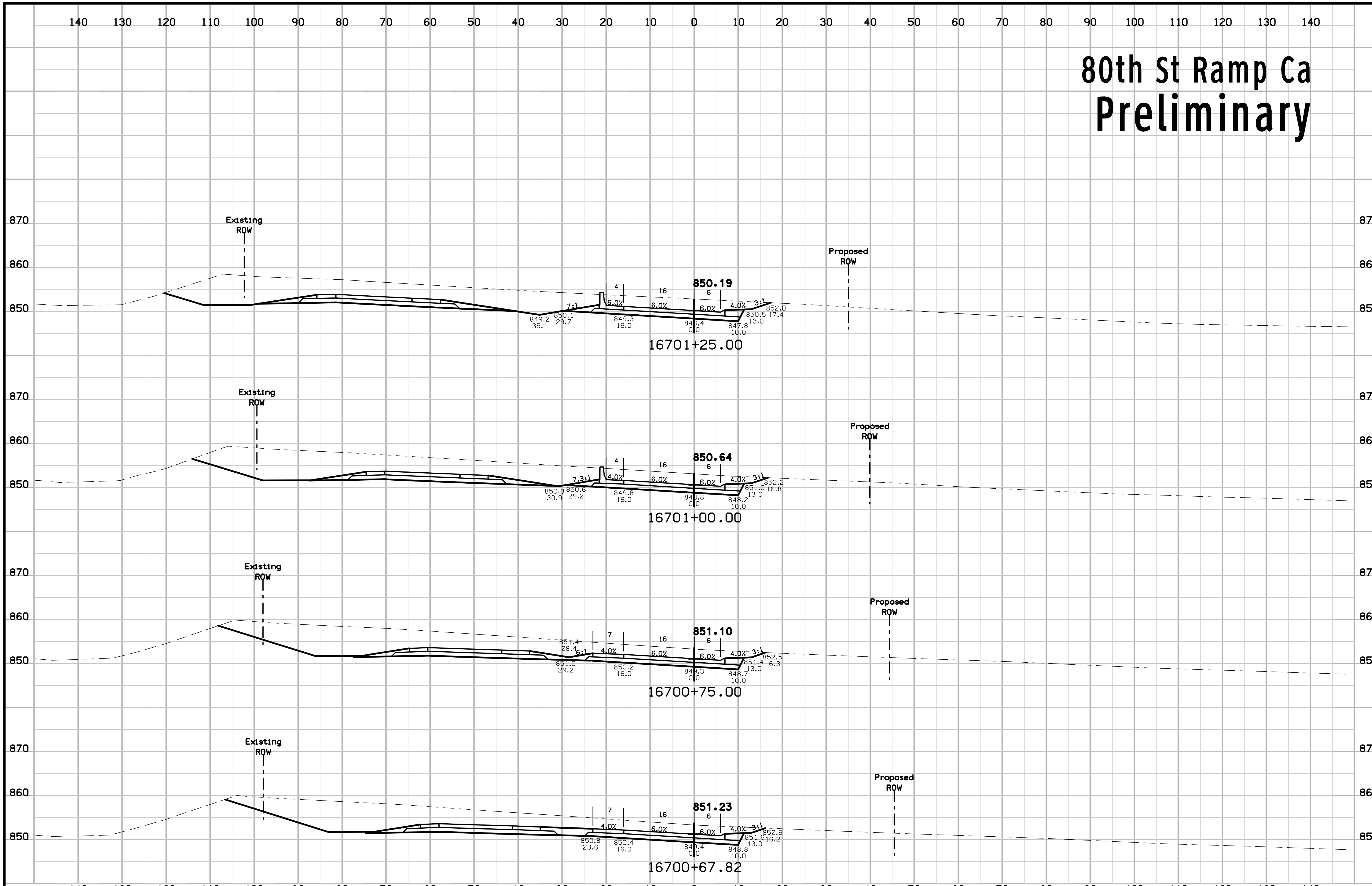
80th St. Ramp C
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.44

80th St Ramp Ca
Preliminary



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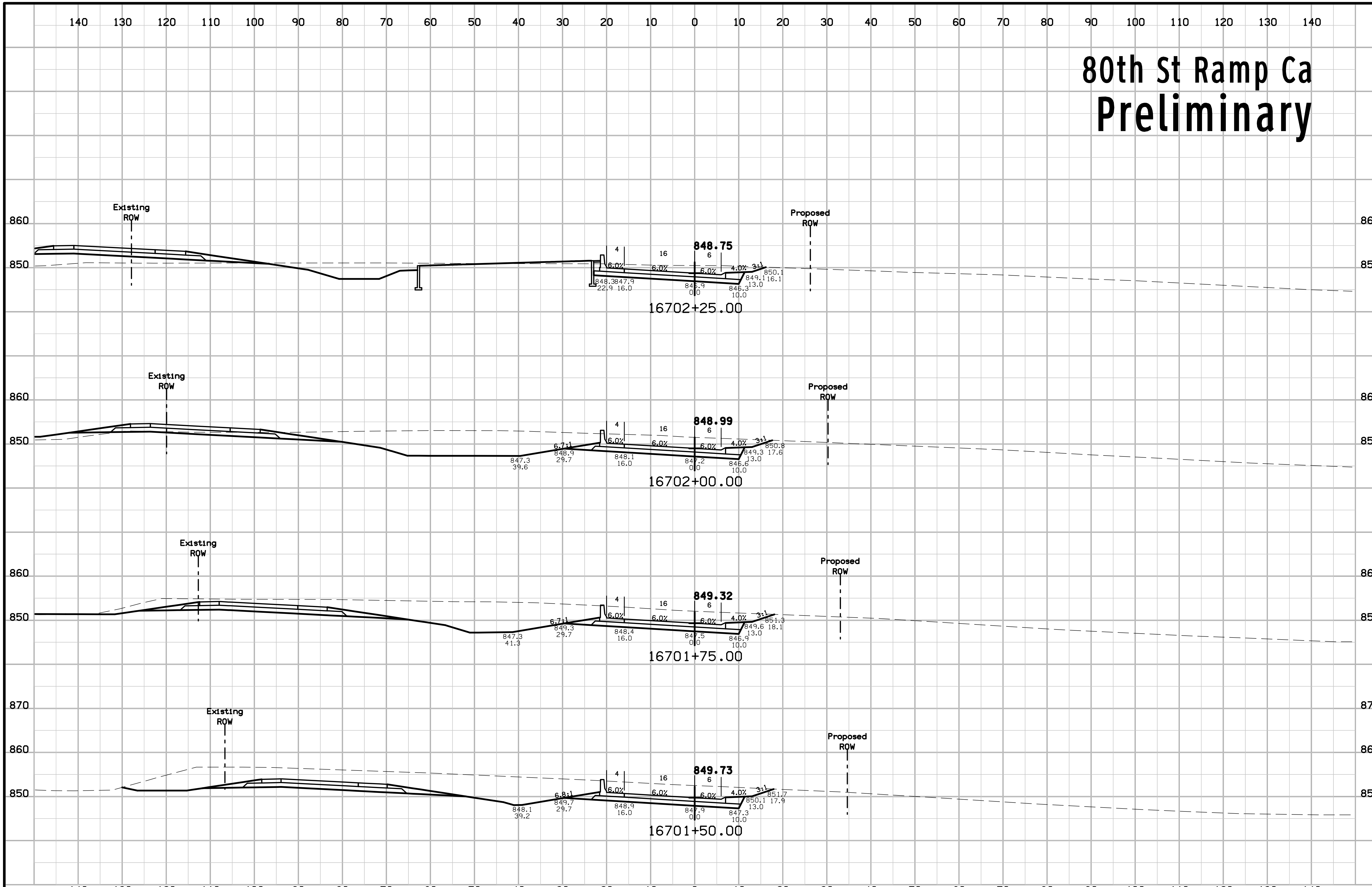

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.46

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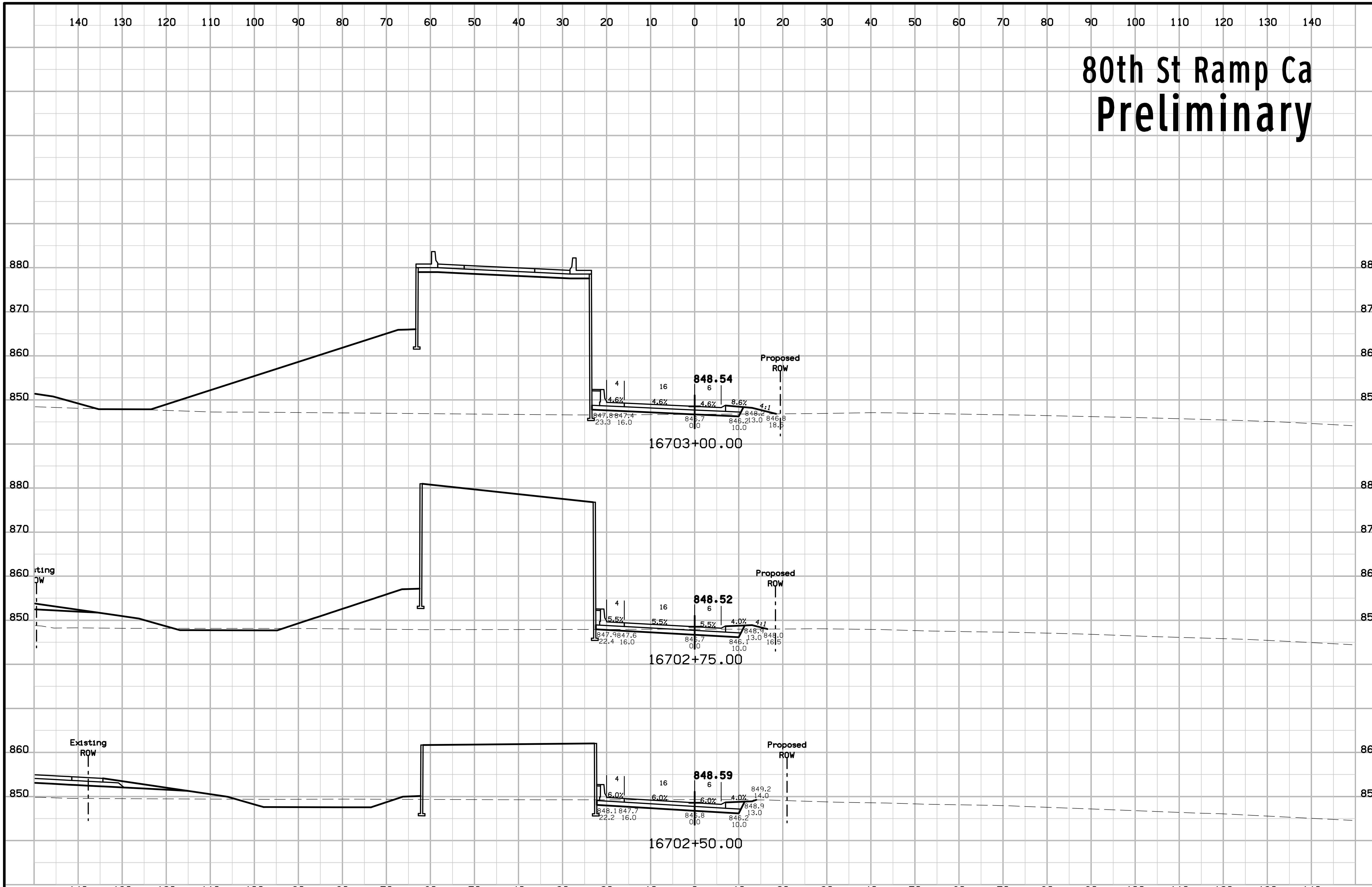

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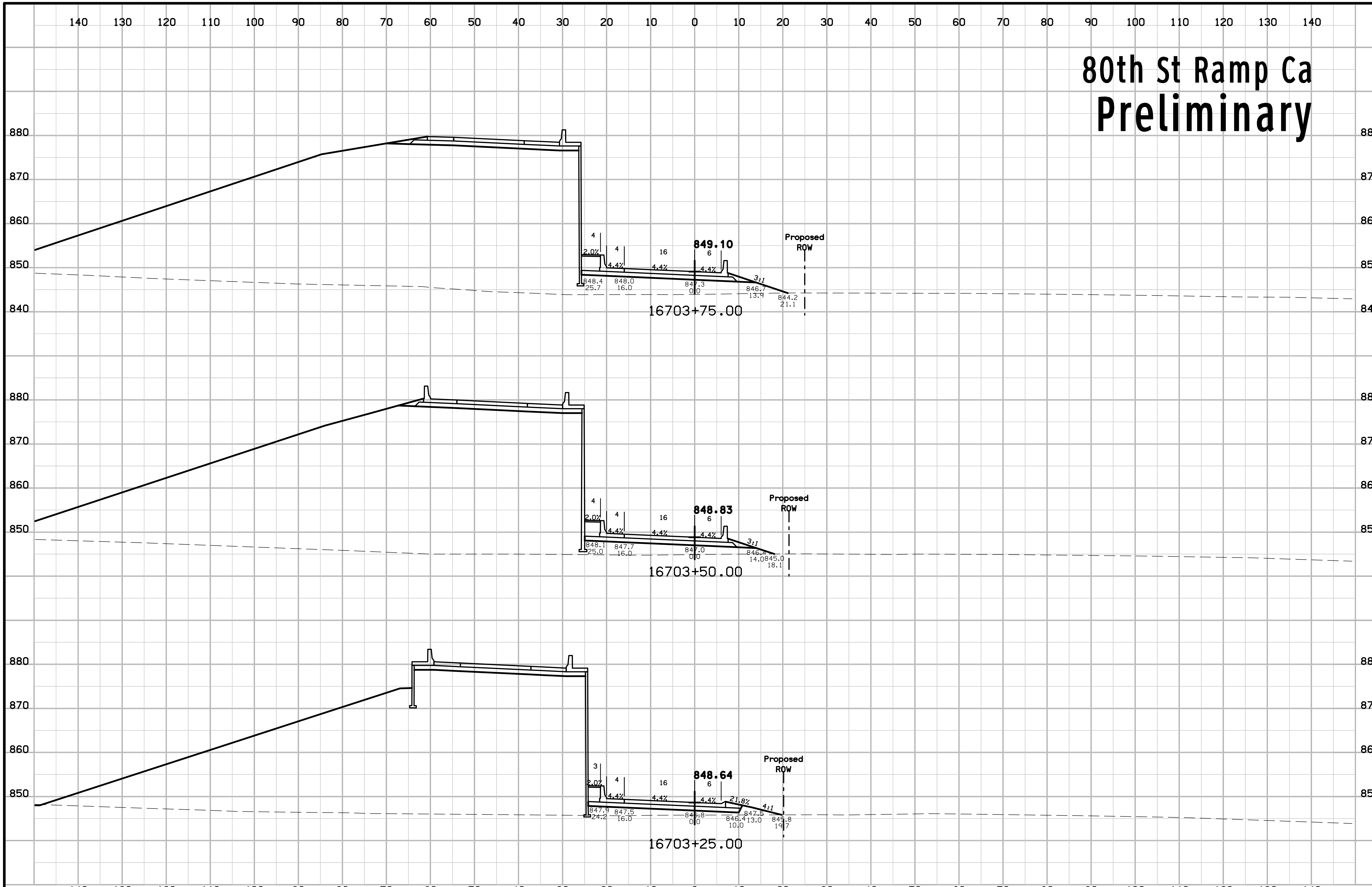
80th St Ramp Ca
Preliminary



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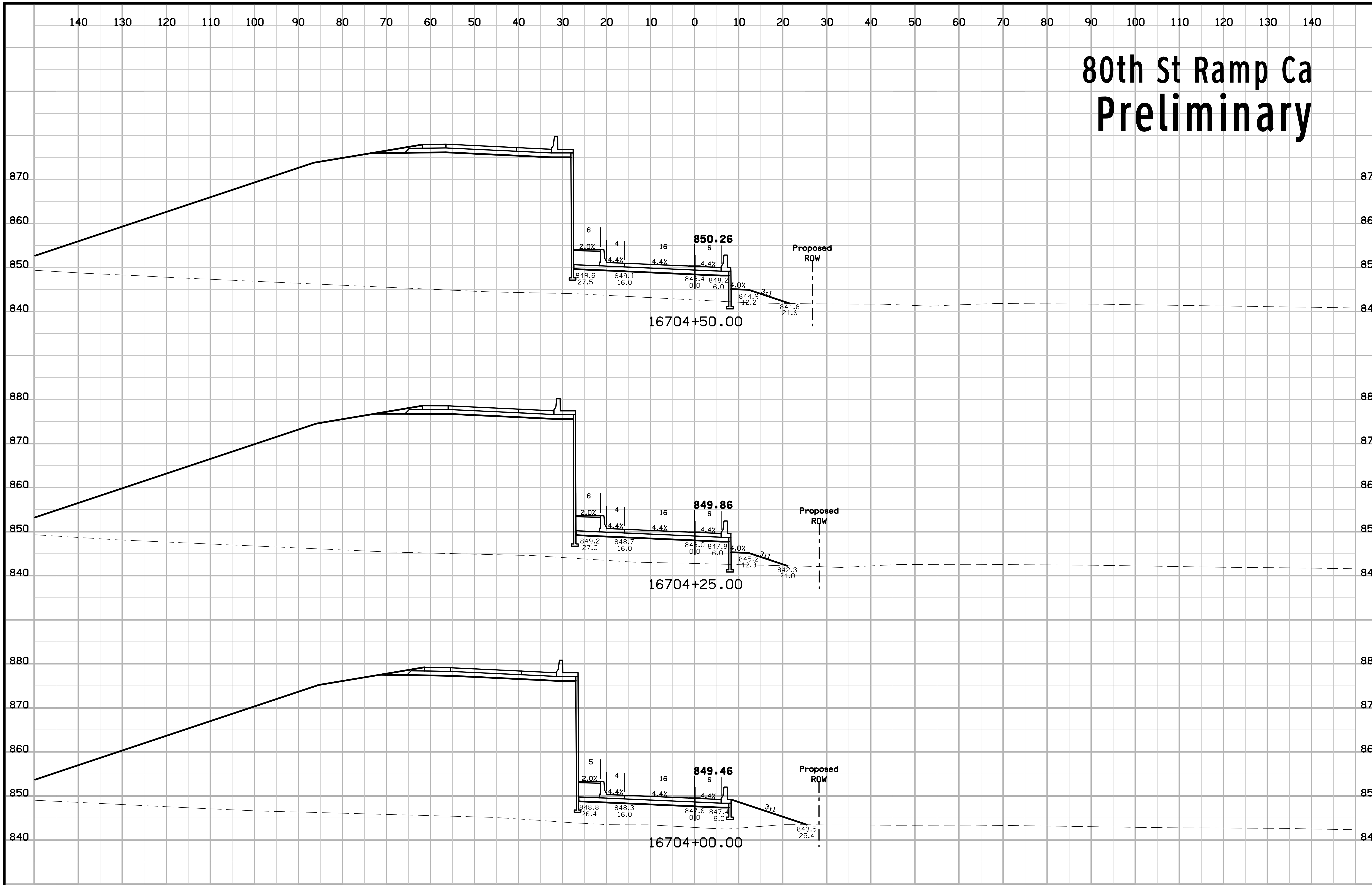

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.49

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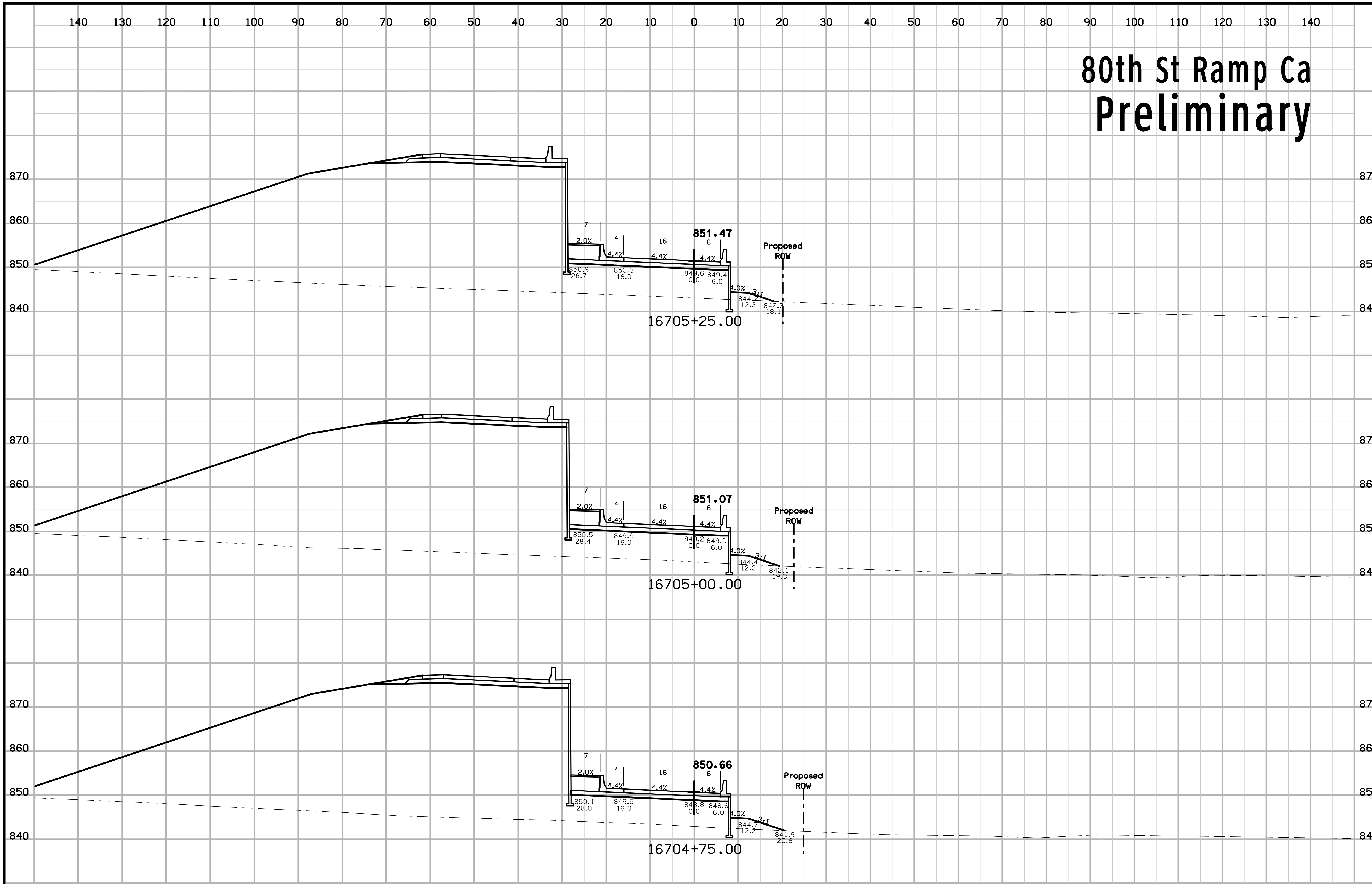
Preliminary



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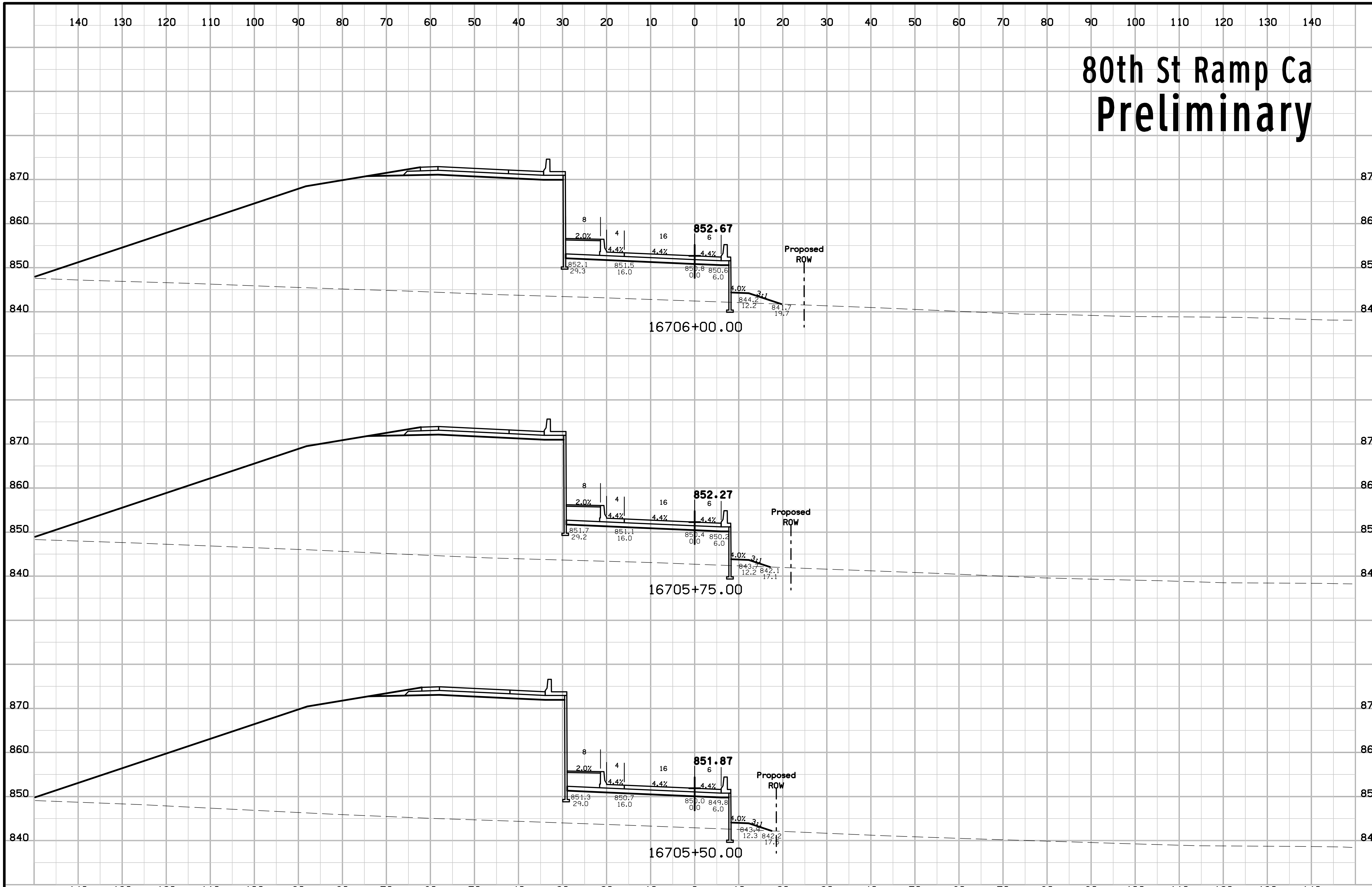
80th St Ramp Ca
Preliminary



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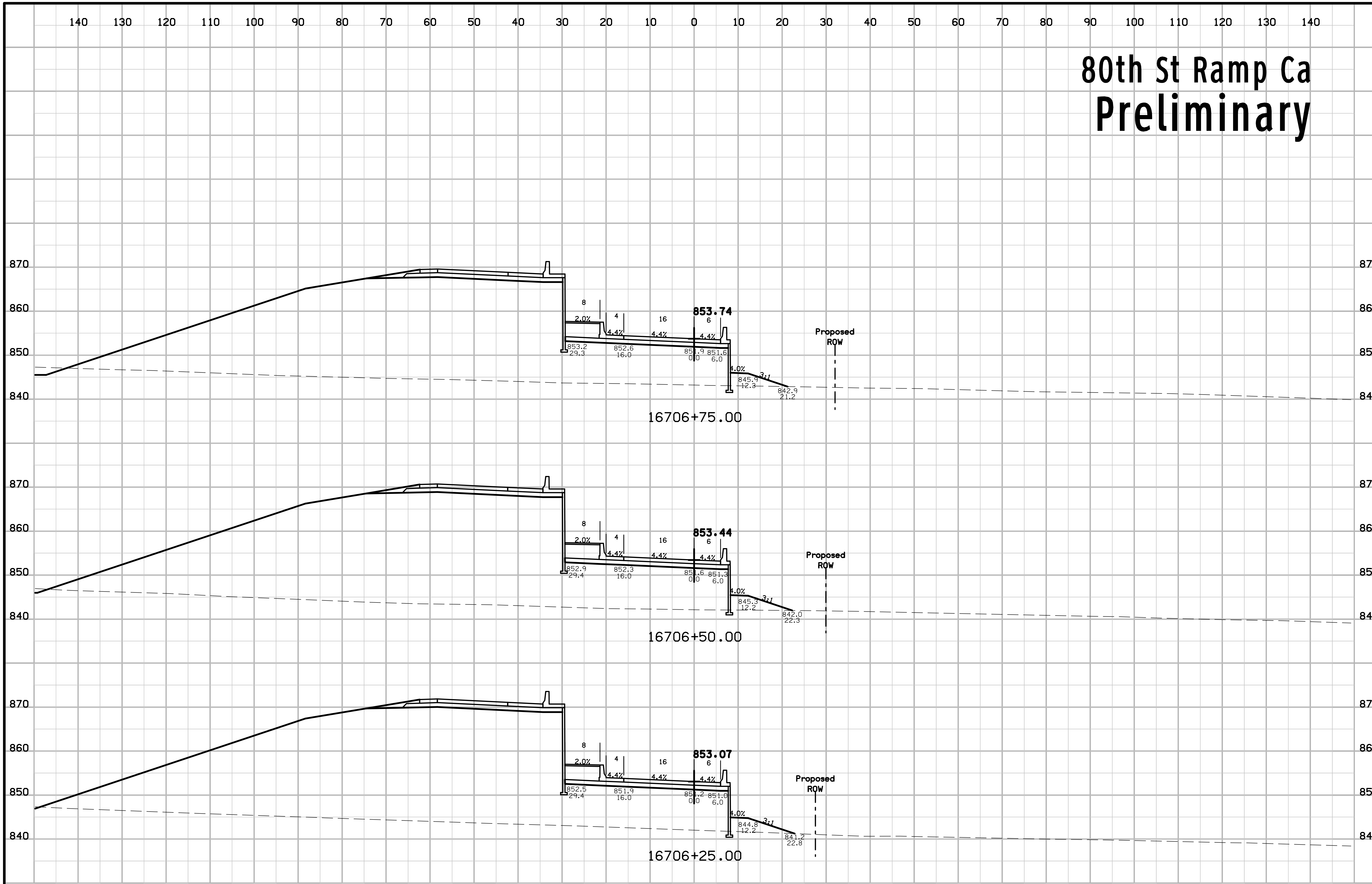
80th St Ramp Ca
Preliminary



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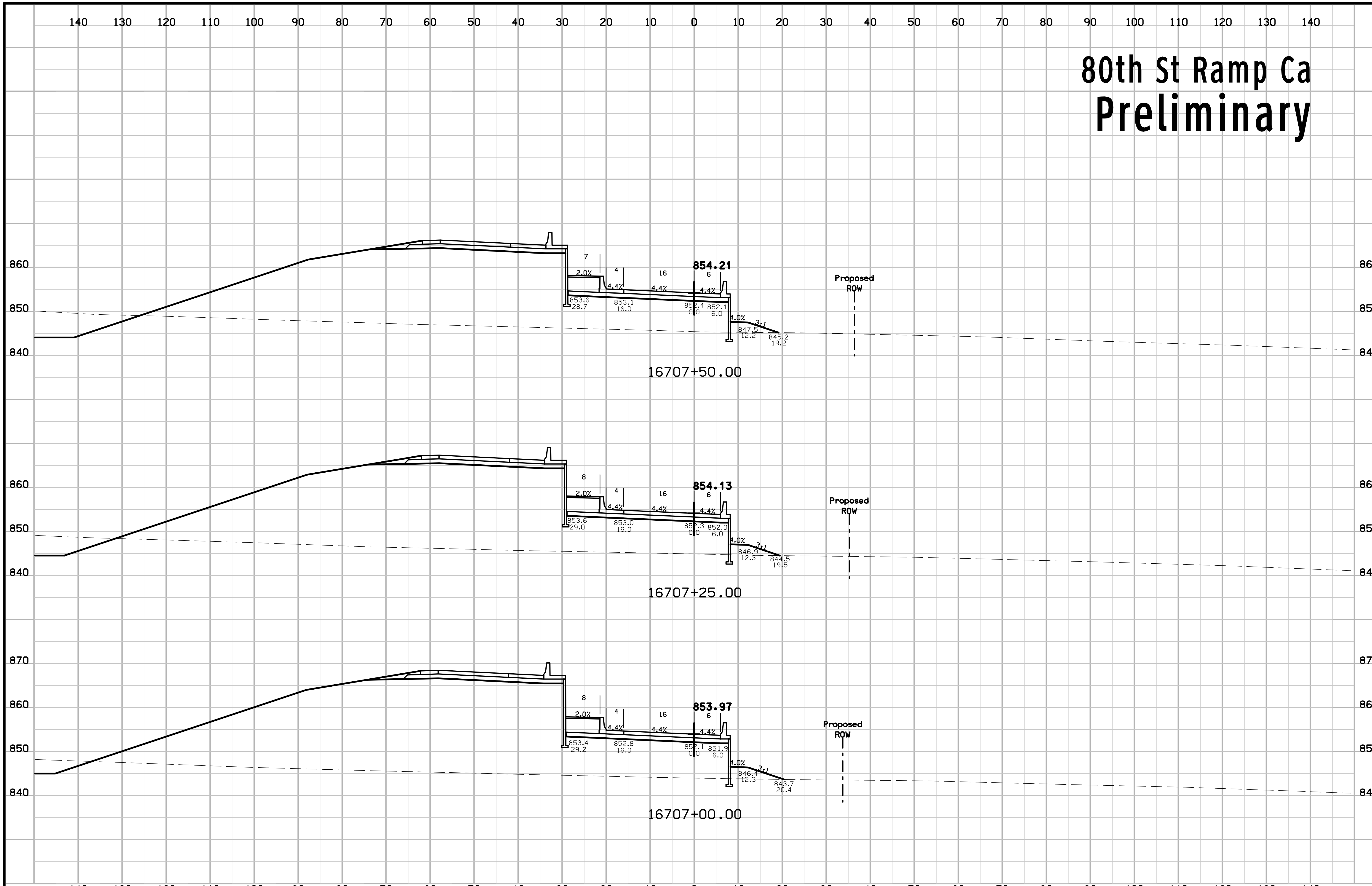
Preliminary



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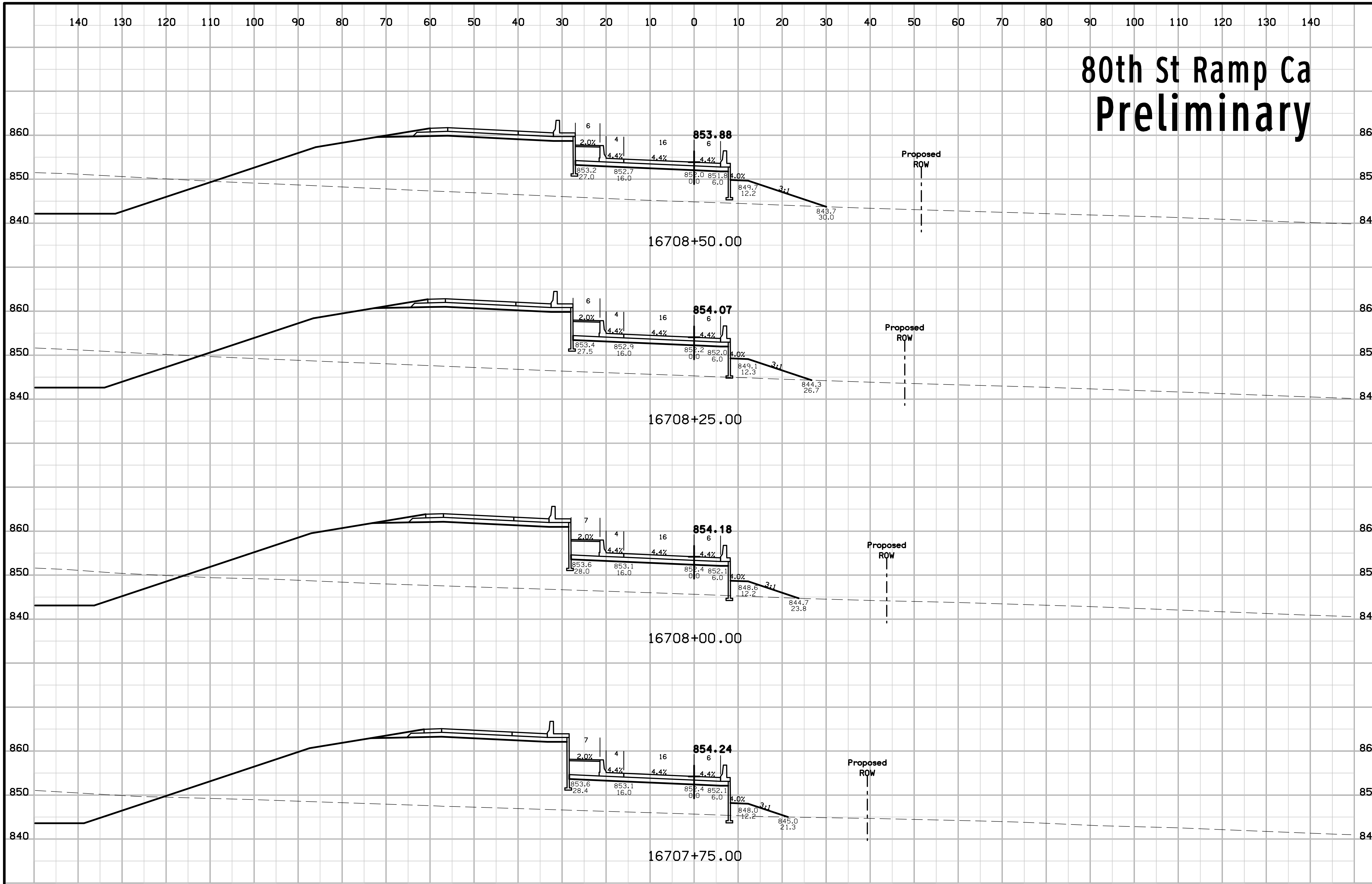

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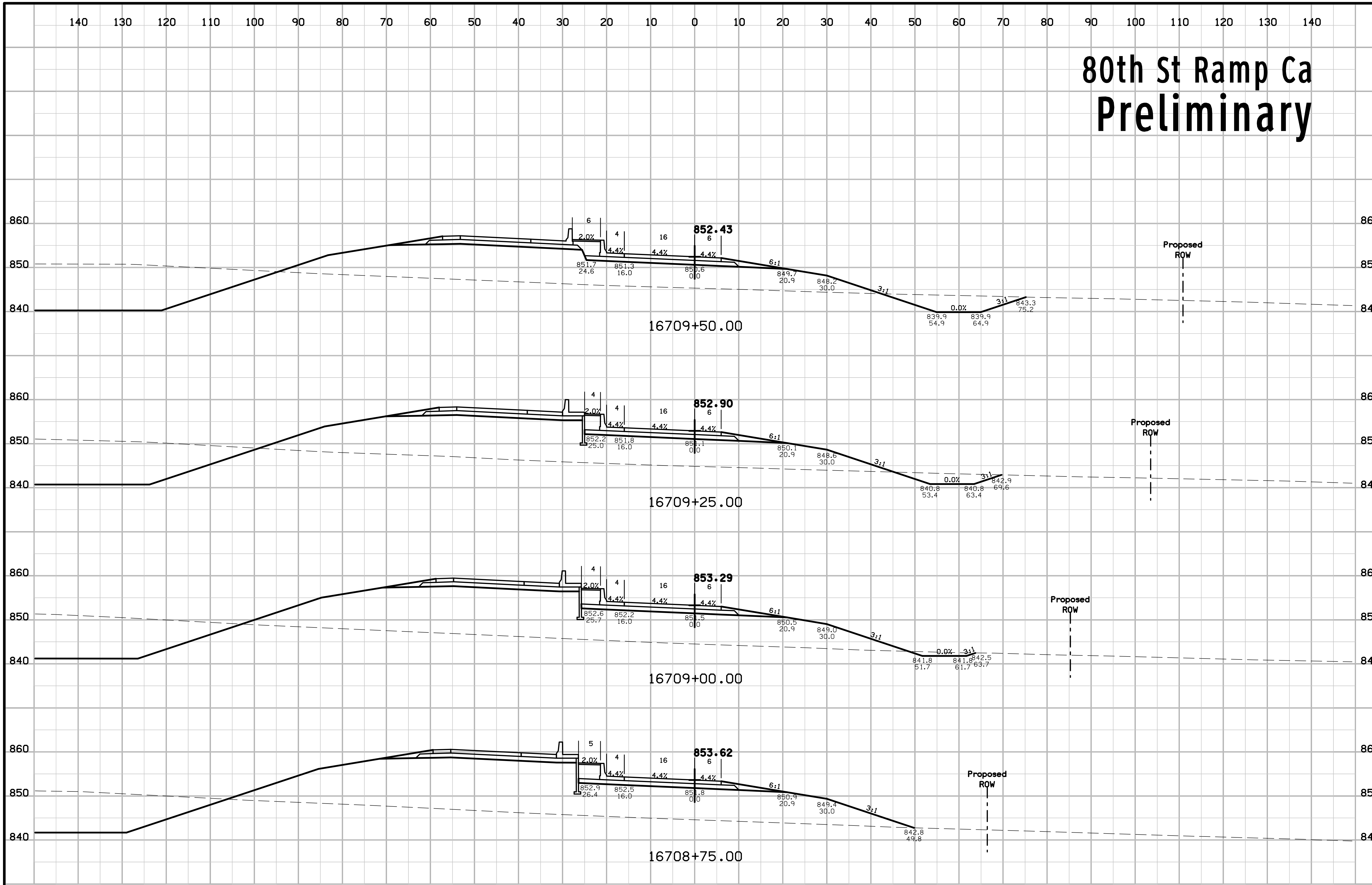
80th St Ramp Ca
Preliminary



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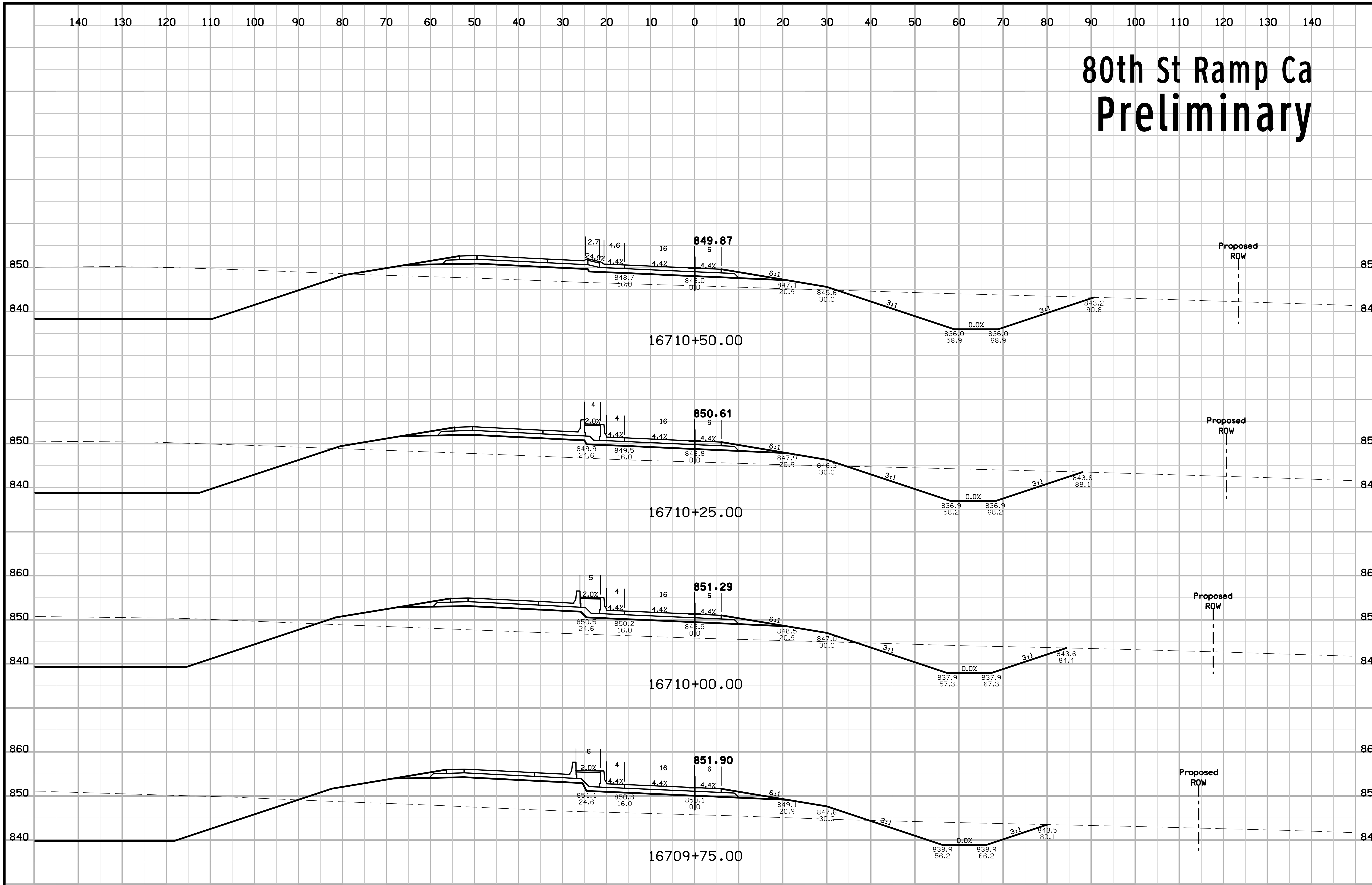

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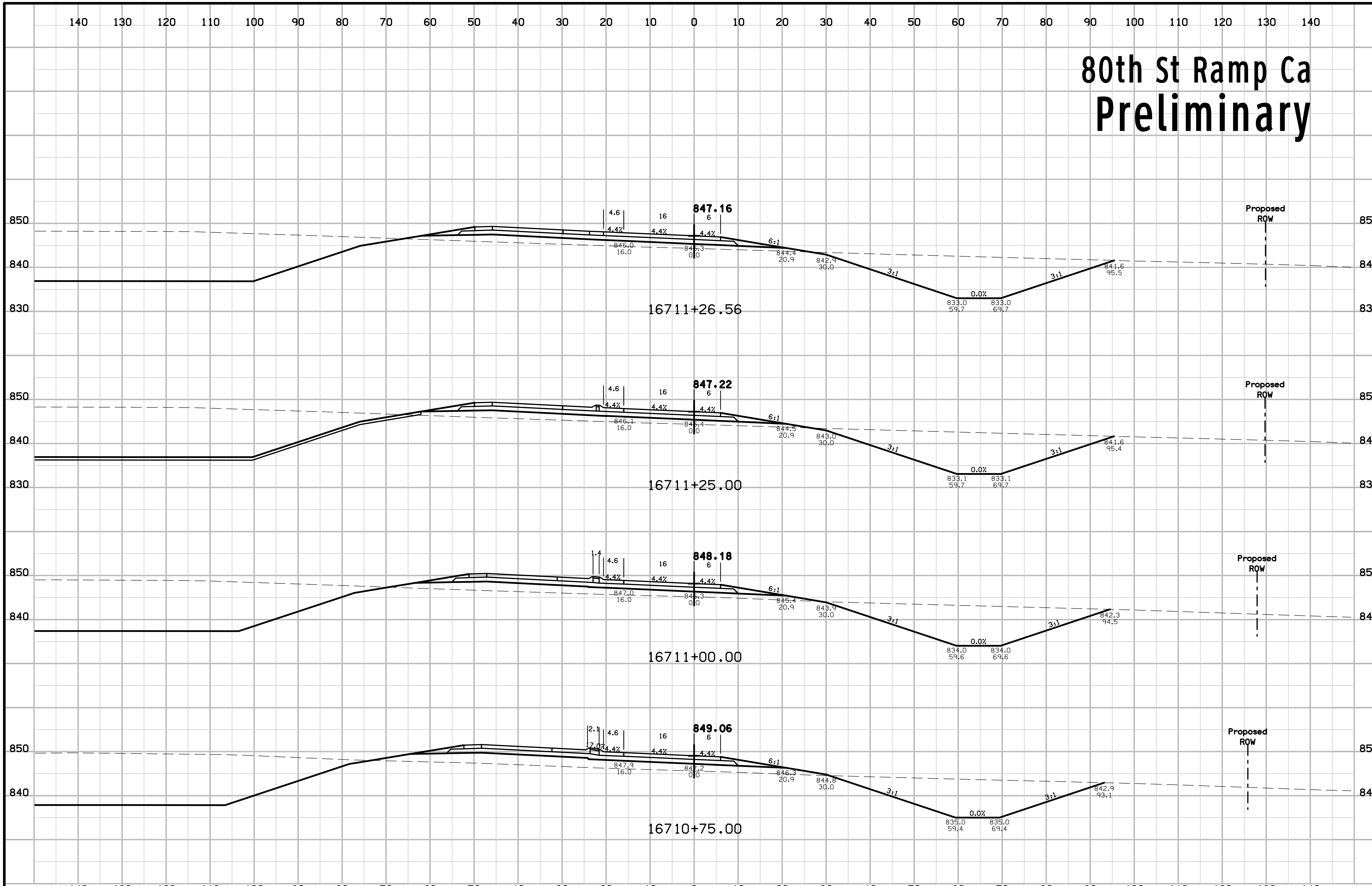

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.57

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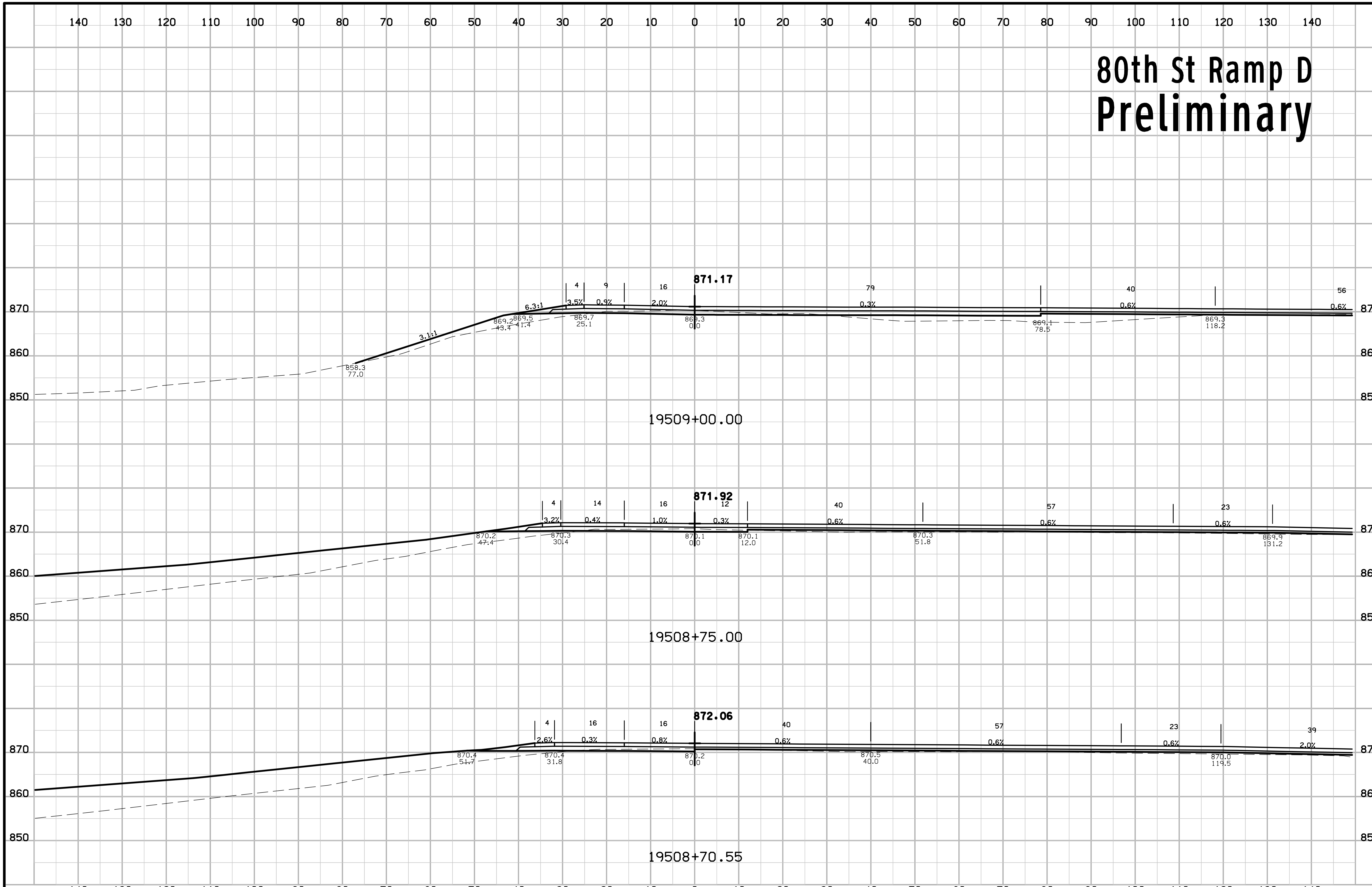

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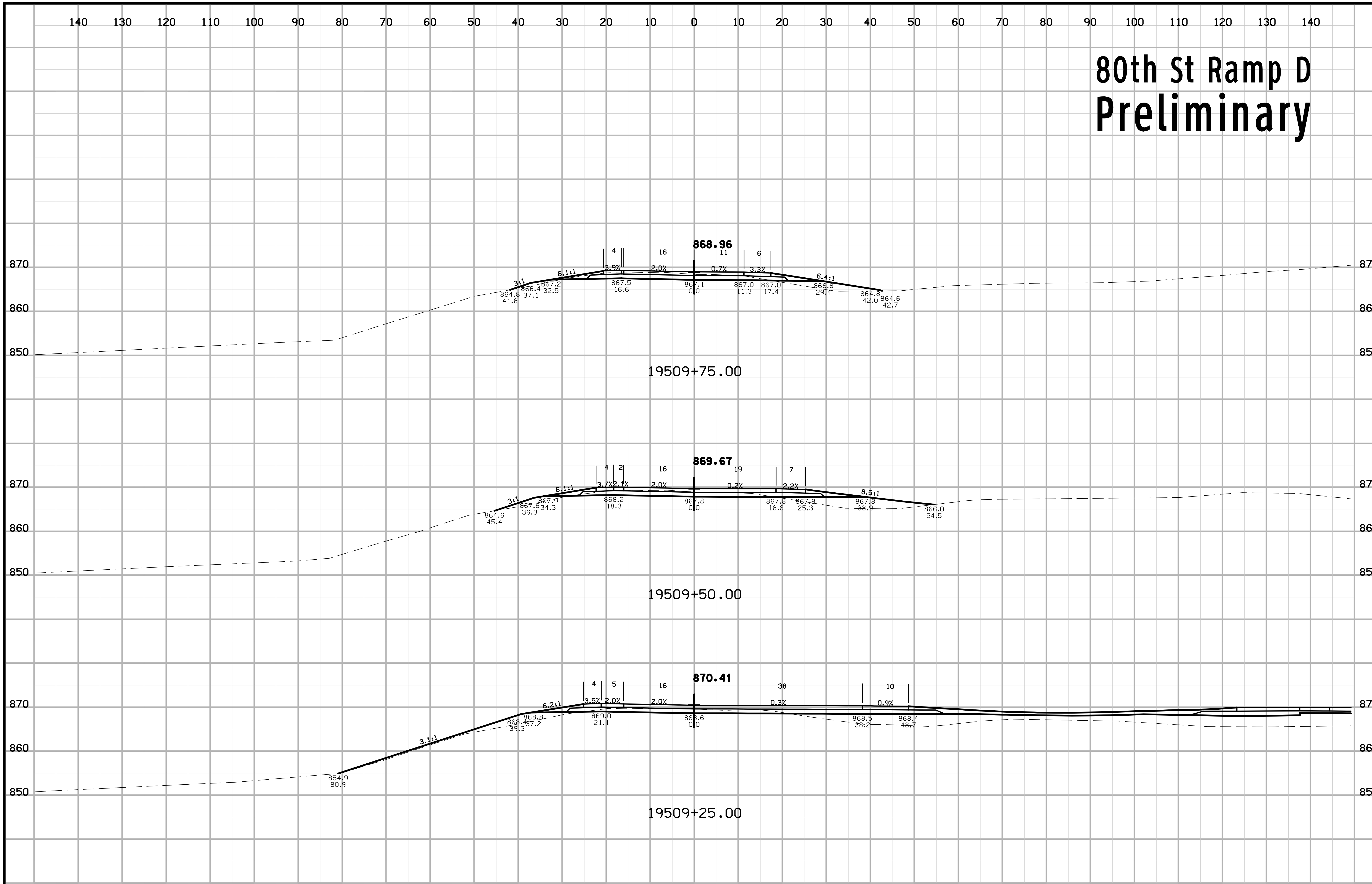
80th St Ramp D
Preliminary



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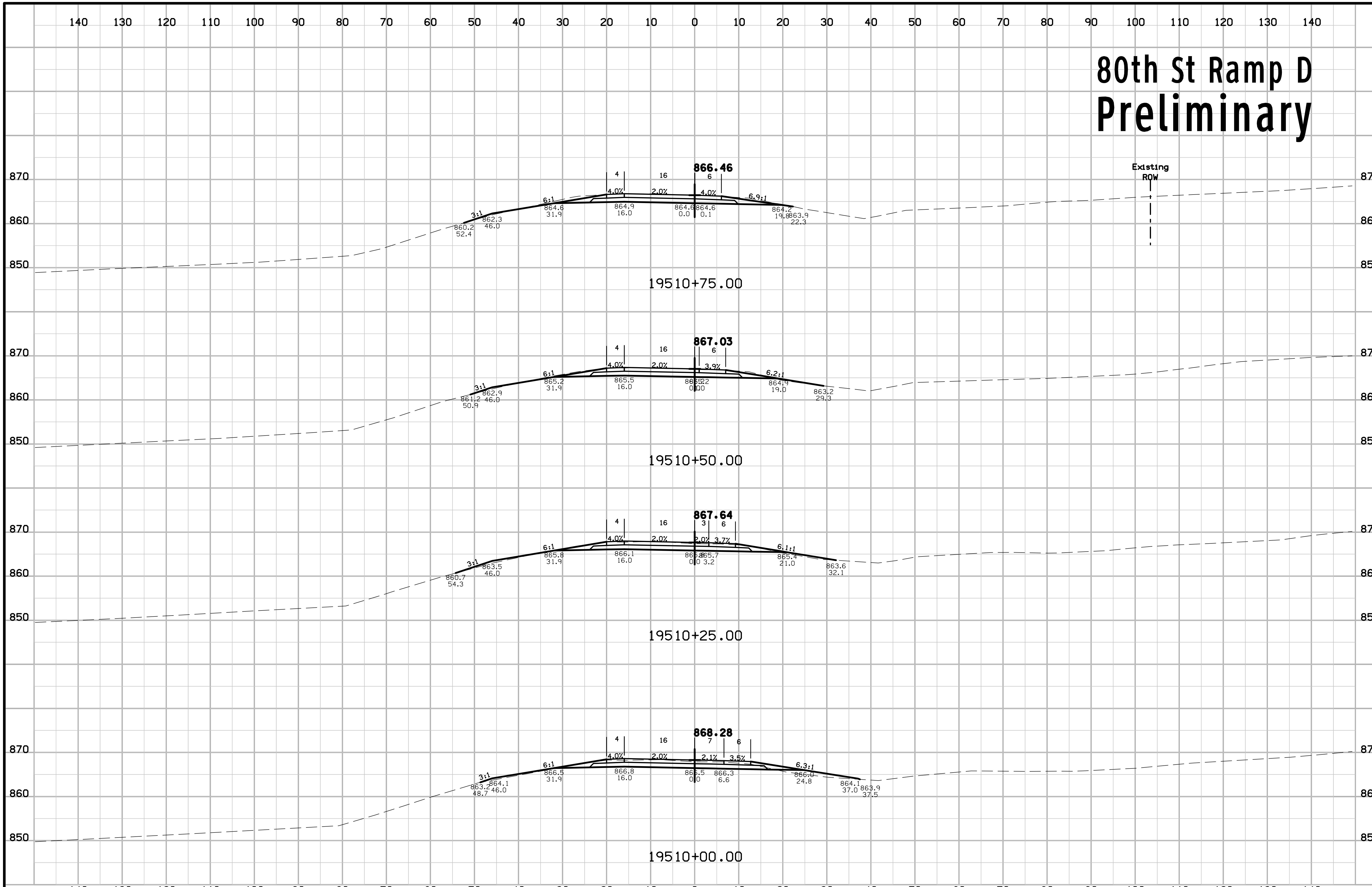
80th St Ramp D
Preliminary



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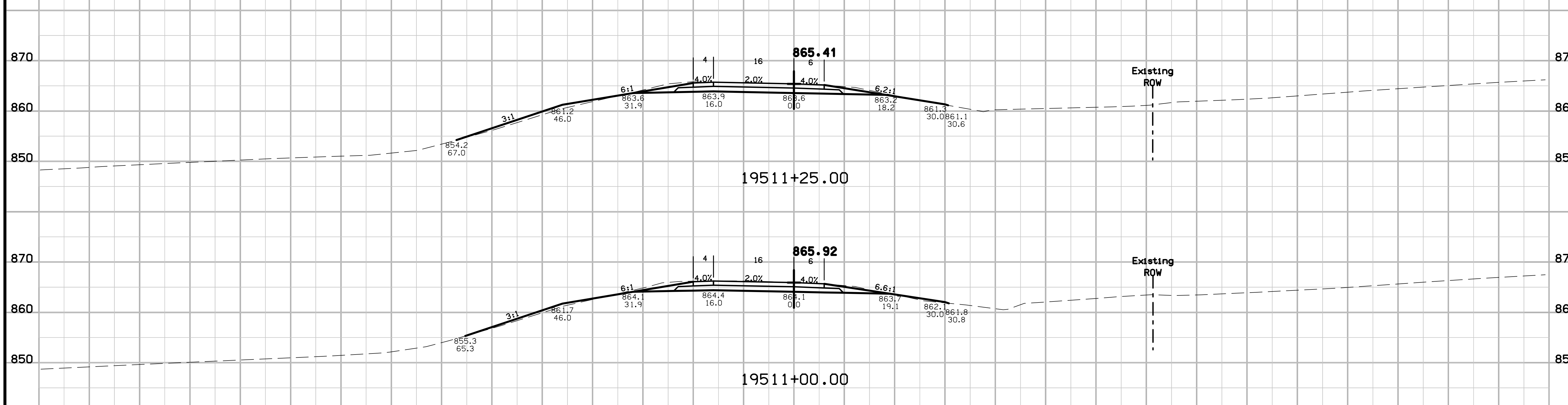
80th St Ramp D
Preliminary



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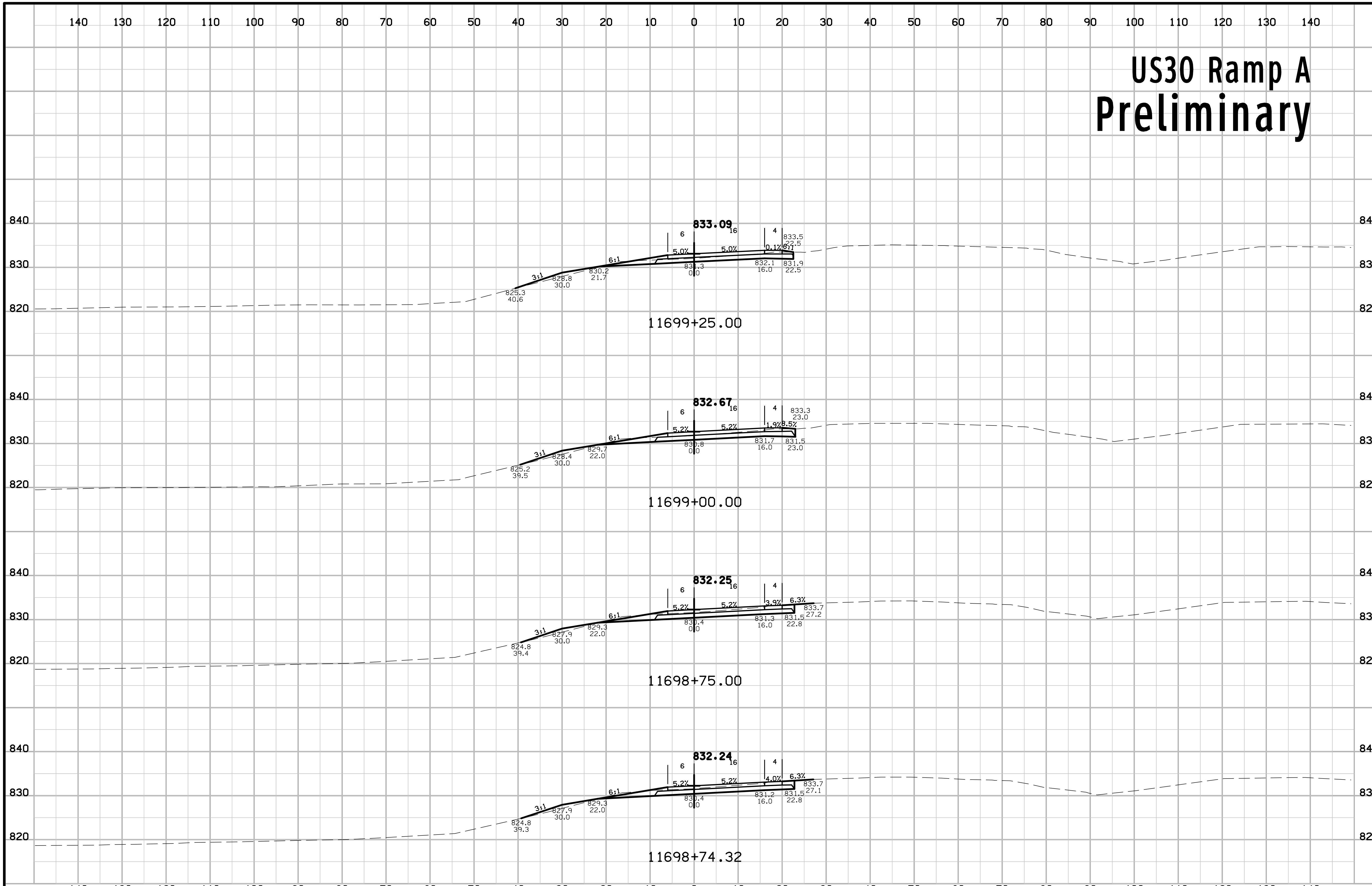
US30 Ramp A
Preliminary



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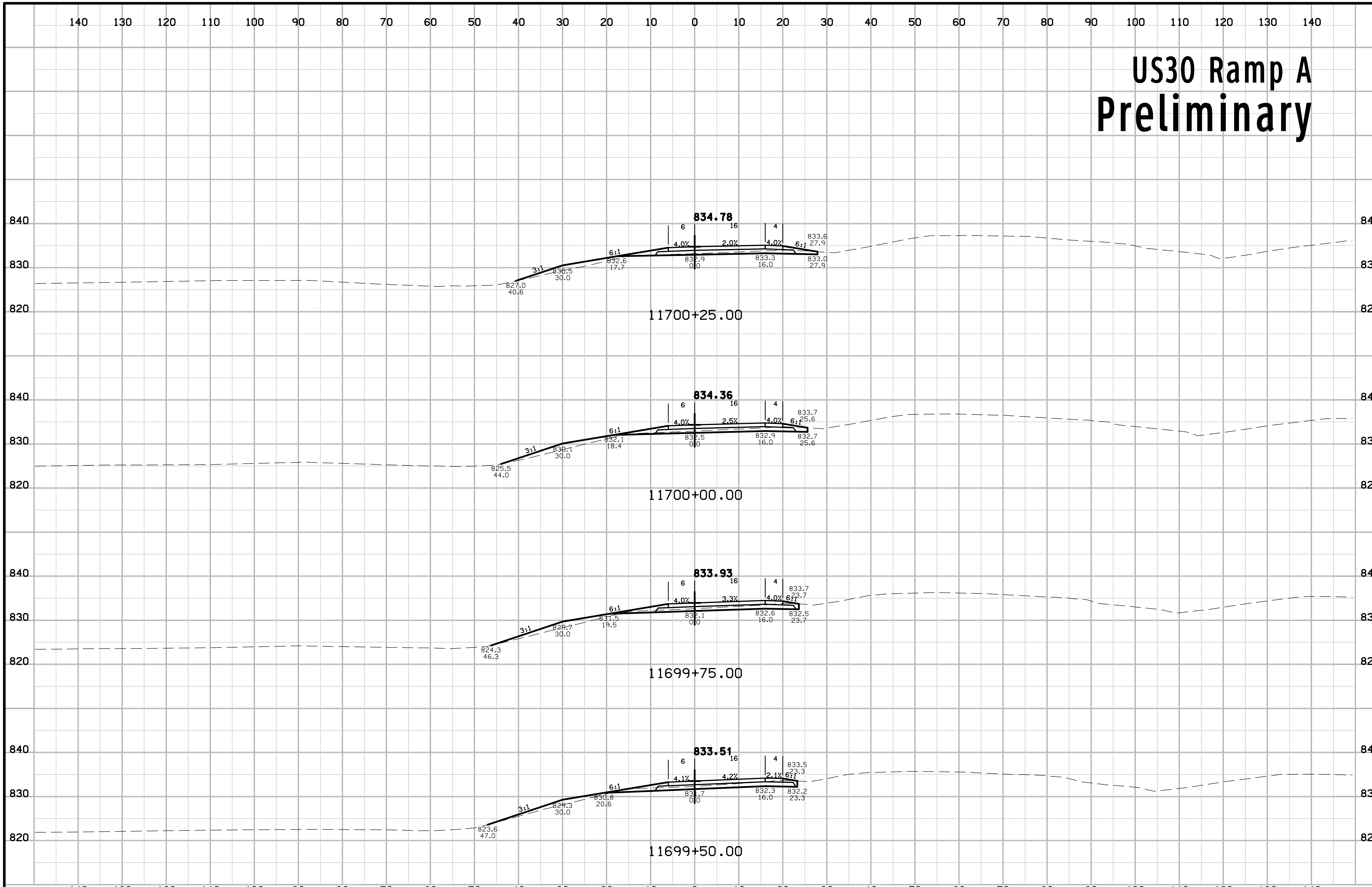
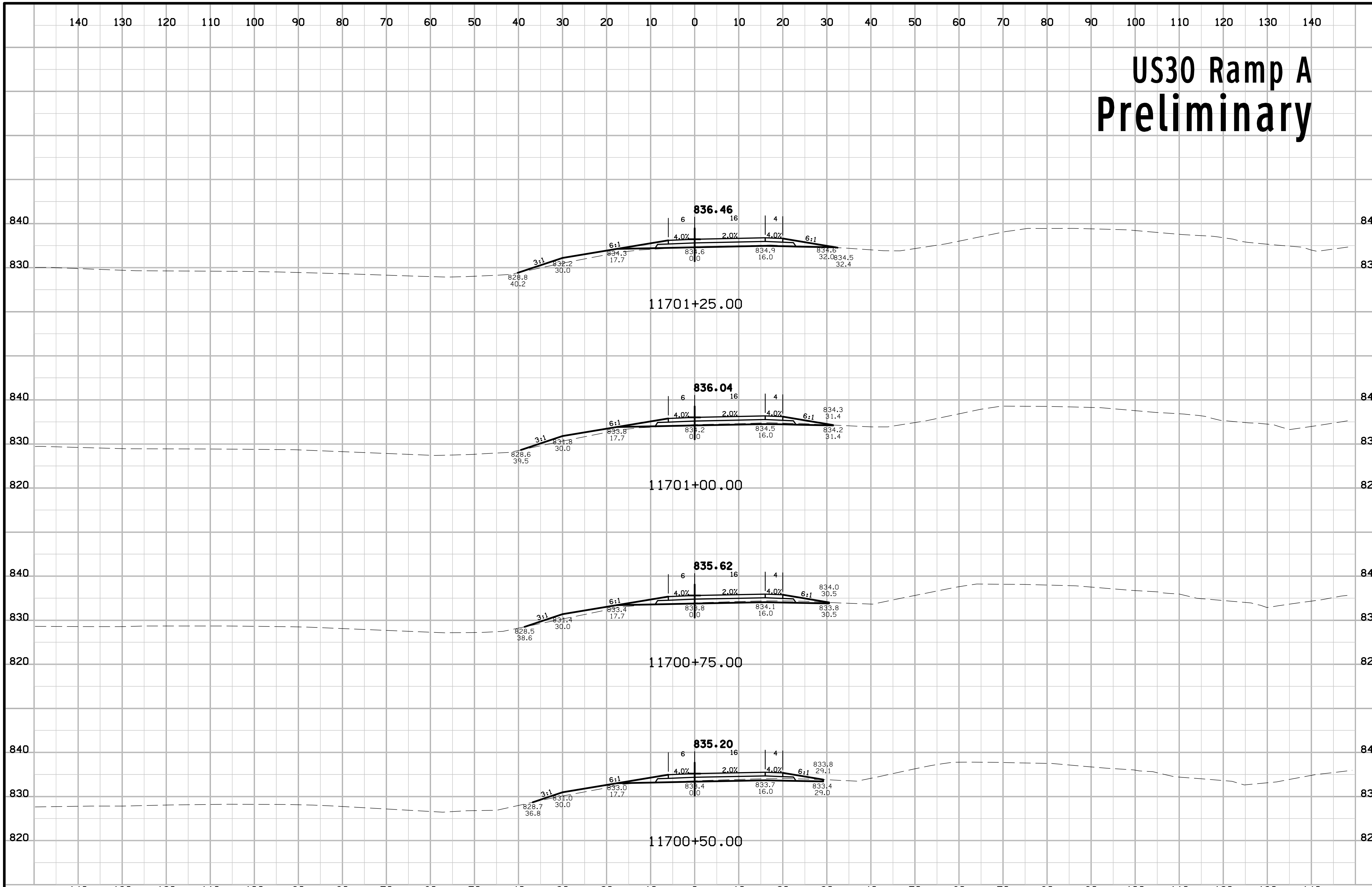
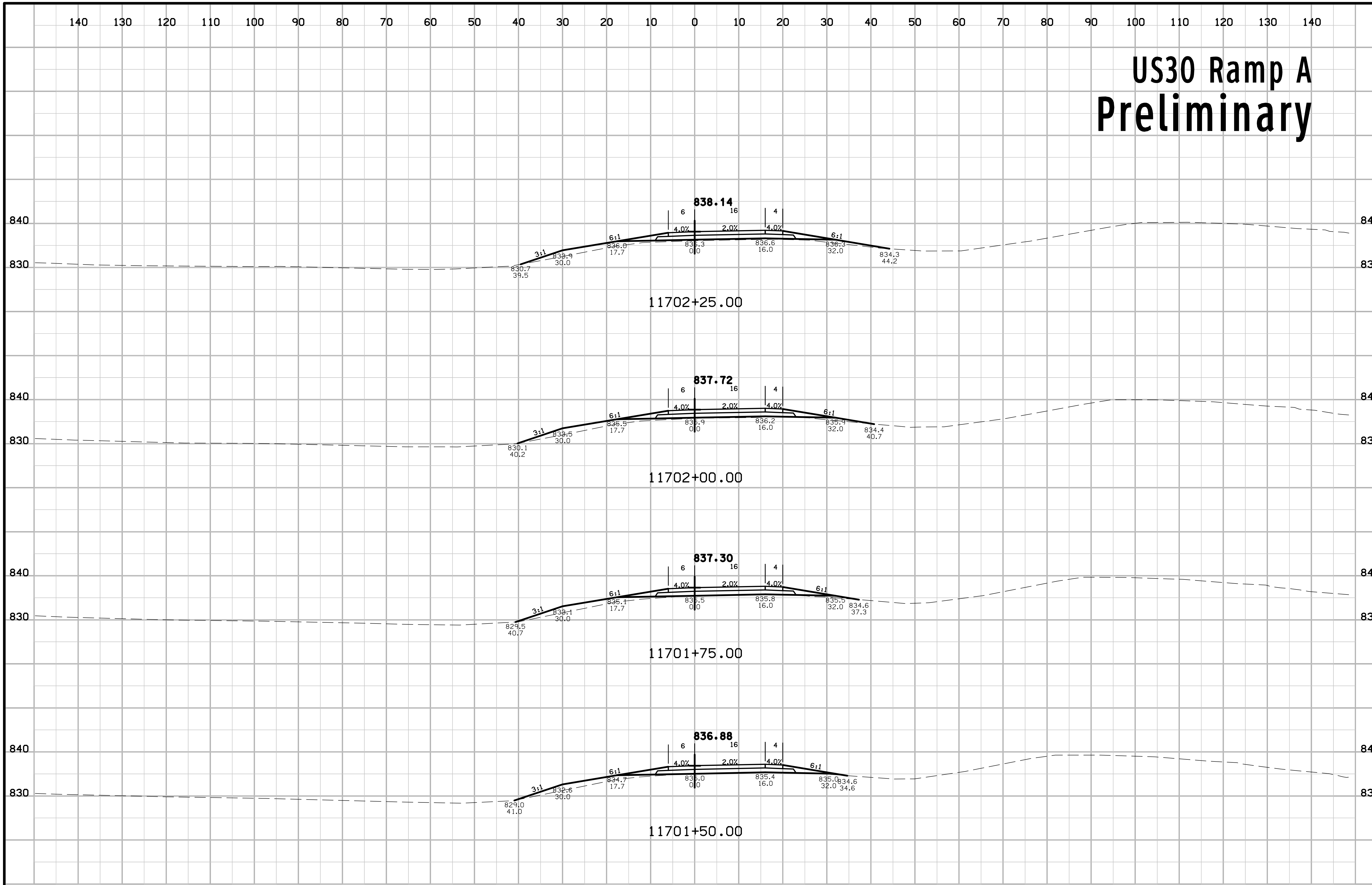
US30 Ramp A
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.63

US30 Ramp A
Preliminary





ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.65

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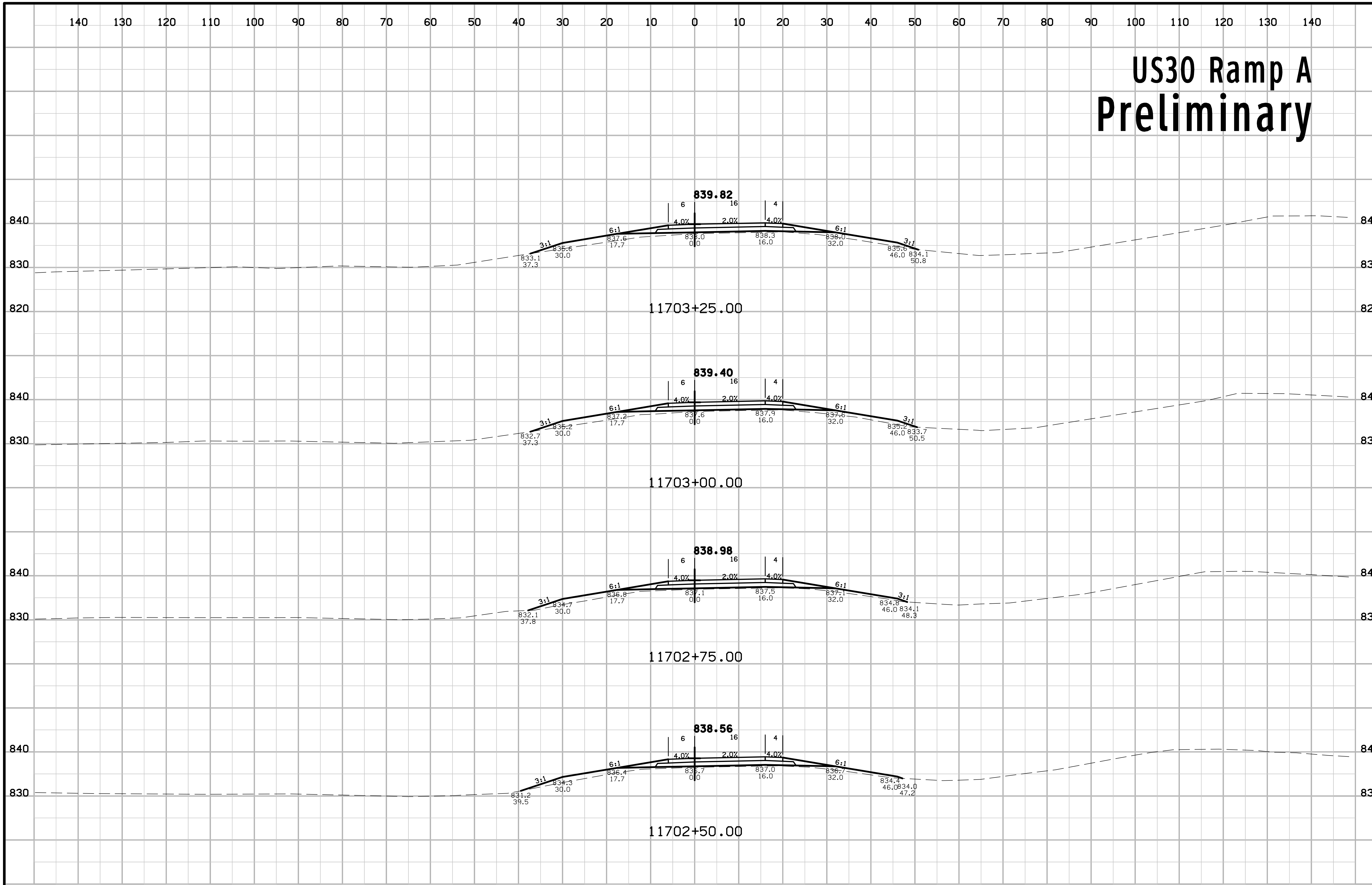
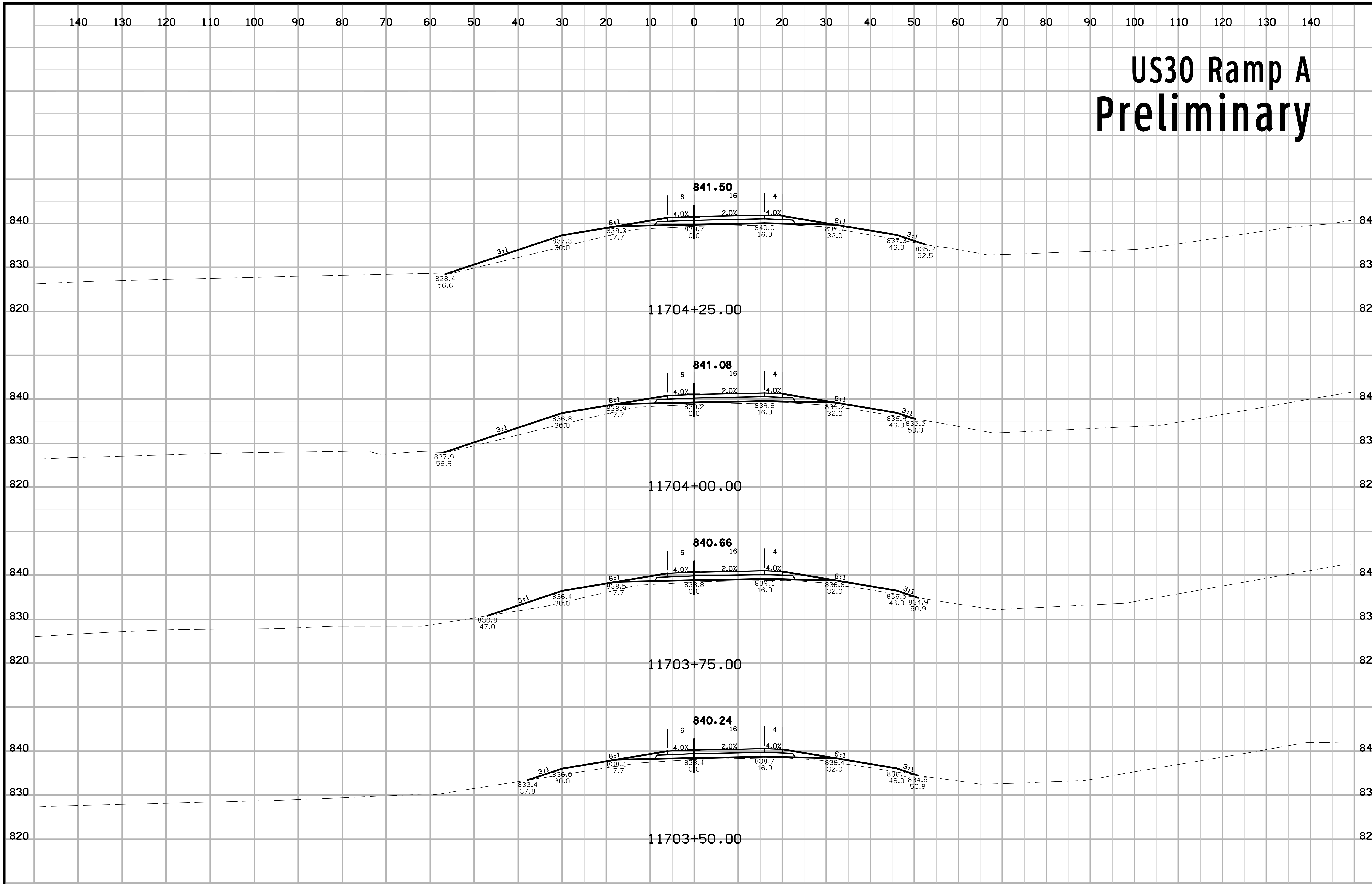


ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.66**



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.67

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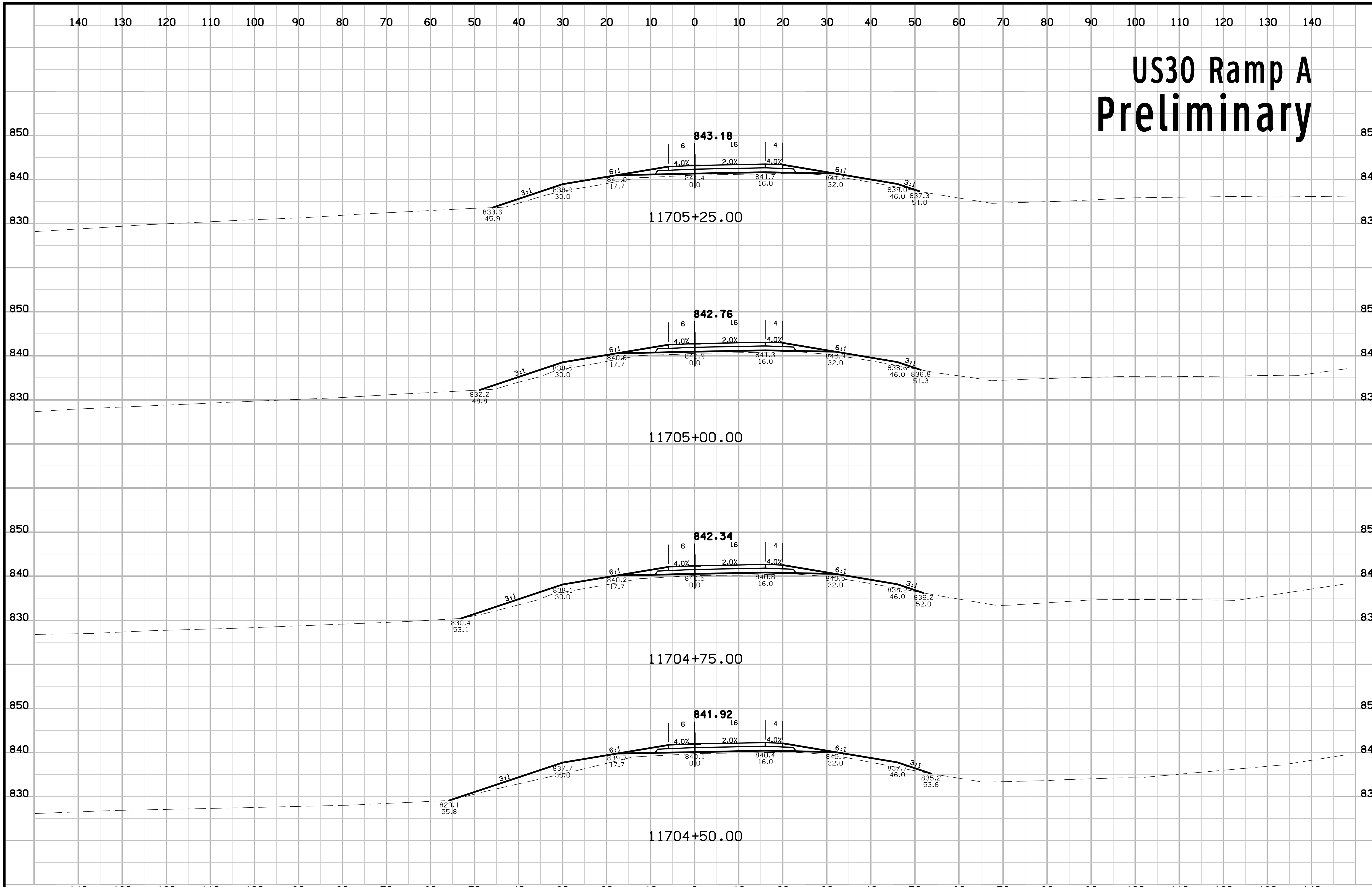
US30 Ramp A
Preliminary



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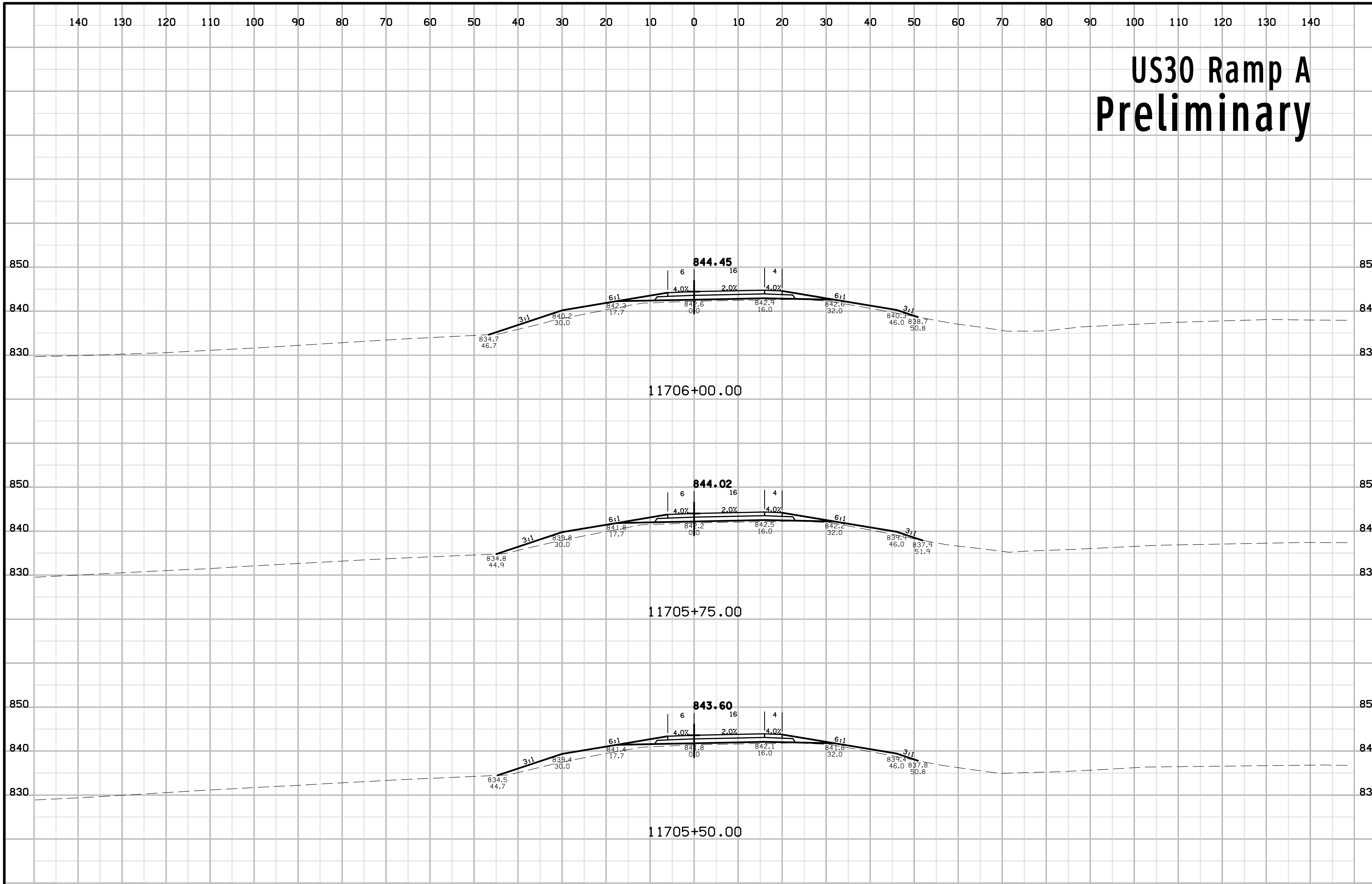

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.69**

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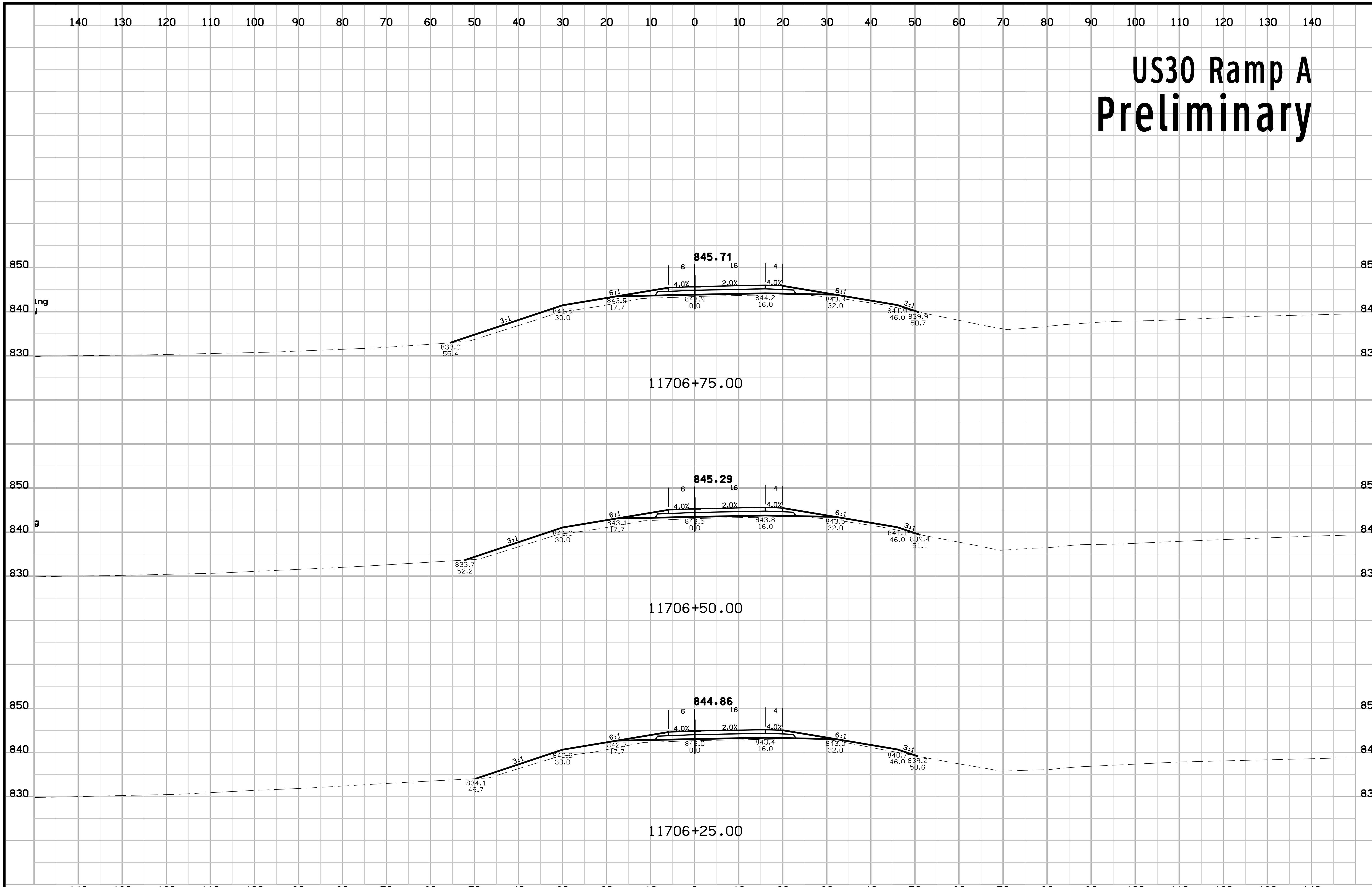
US30 Ramp A
Preliminary



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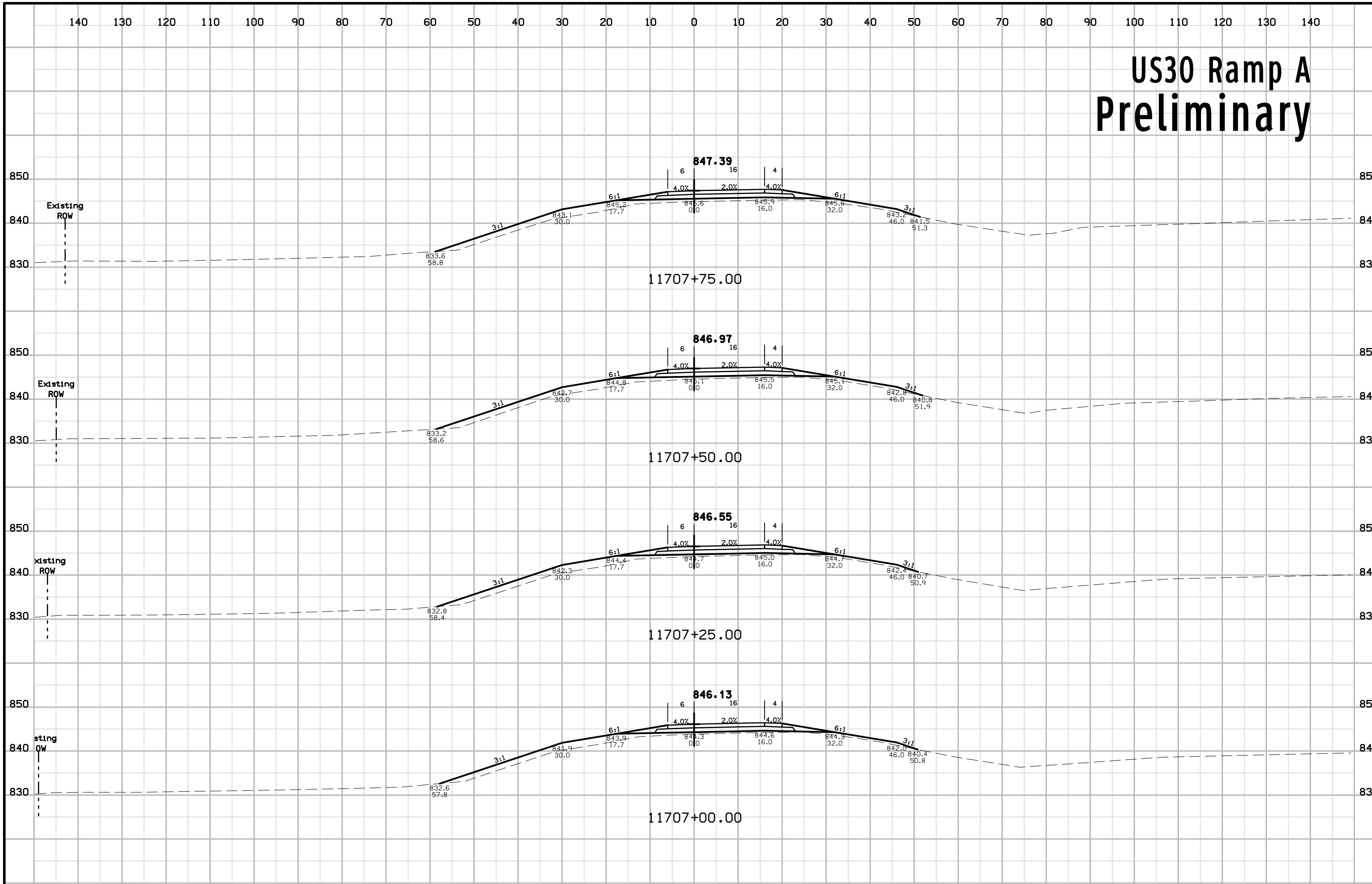
Preliminary



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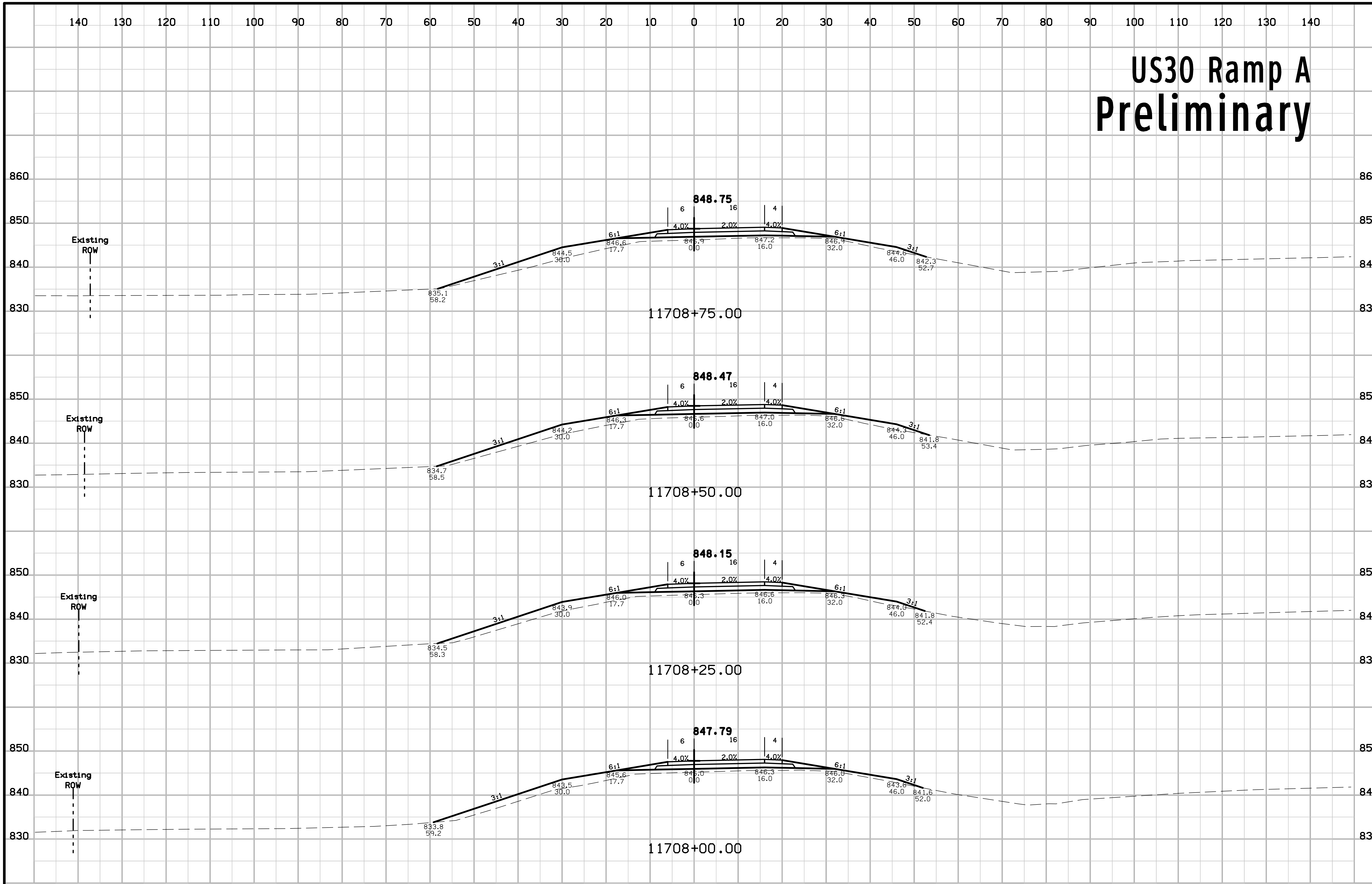
US30 Ramp A
Preliminary



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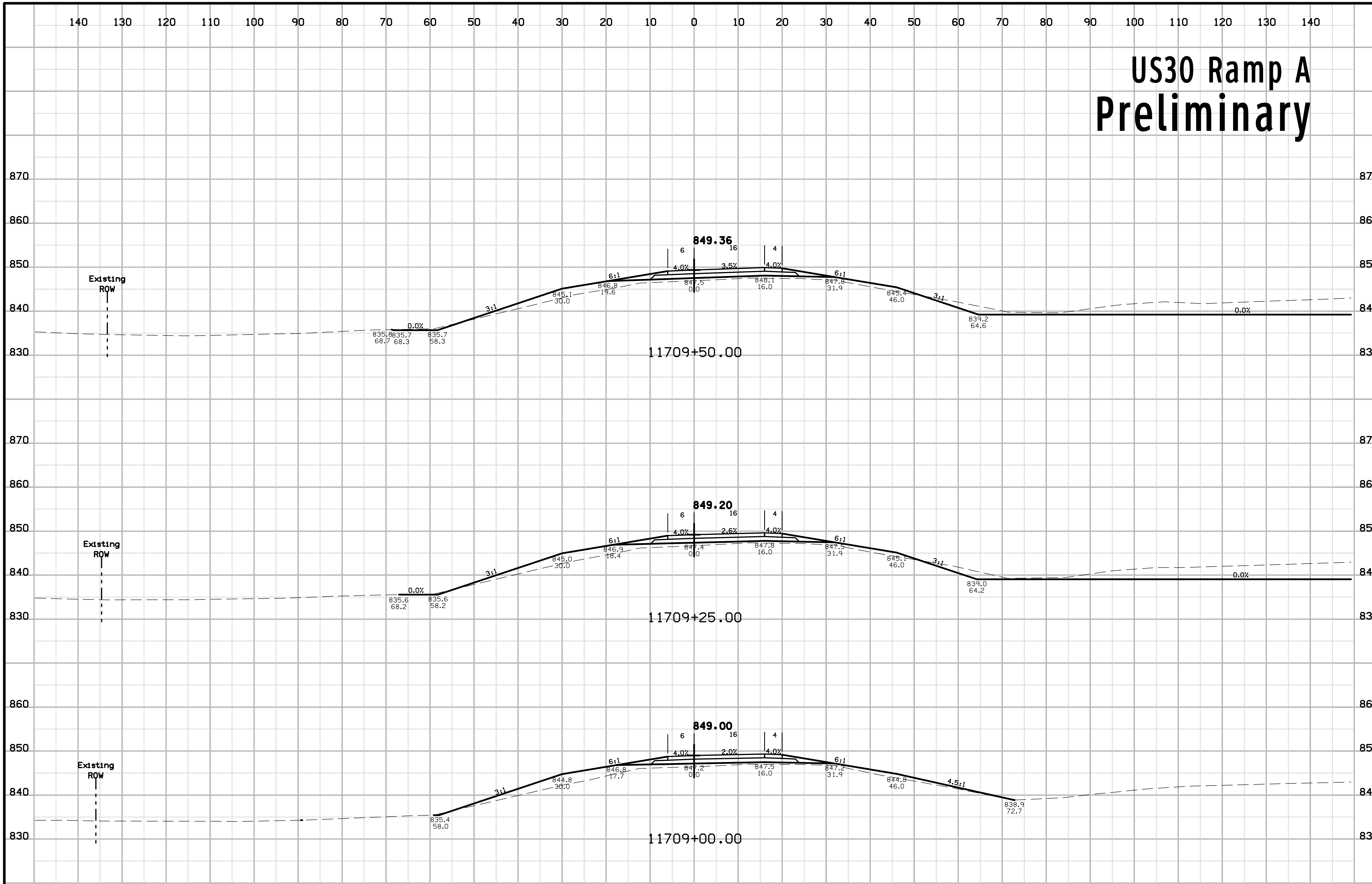
Preliminary



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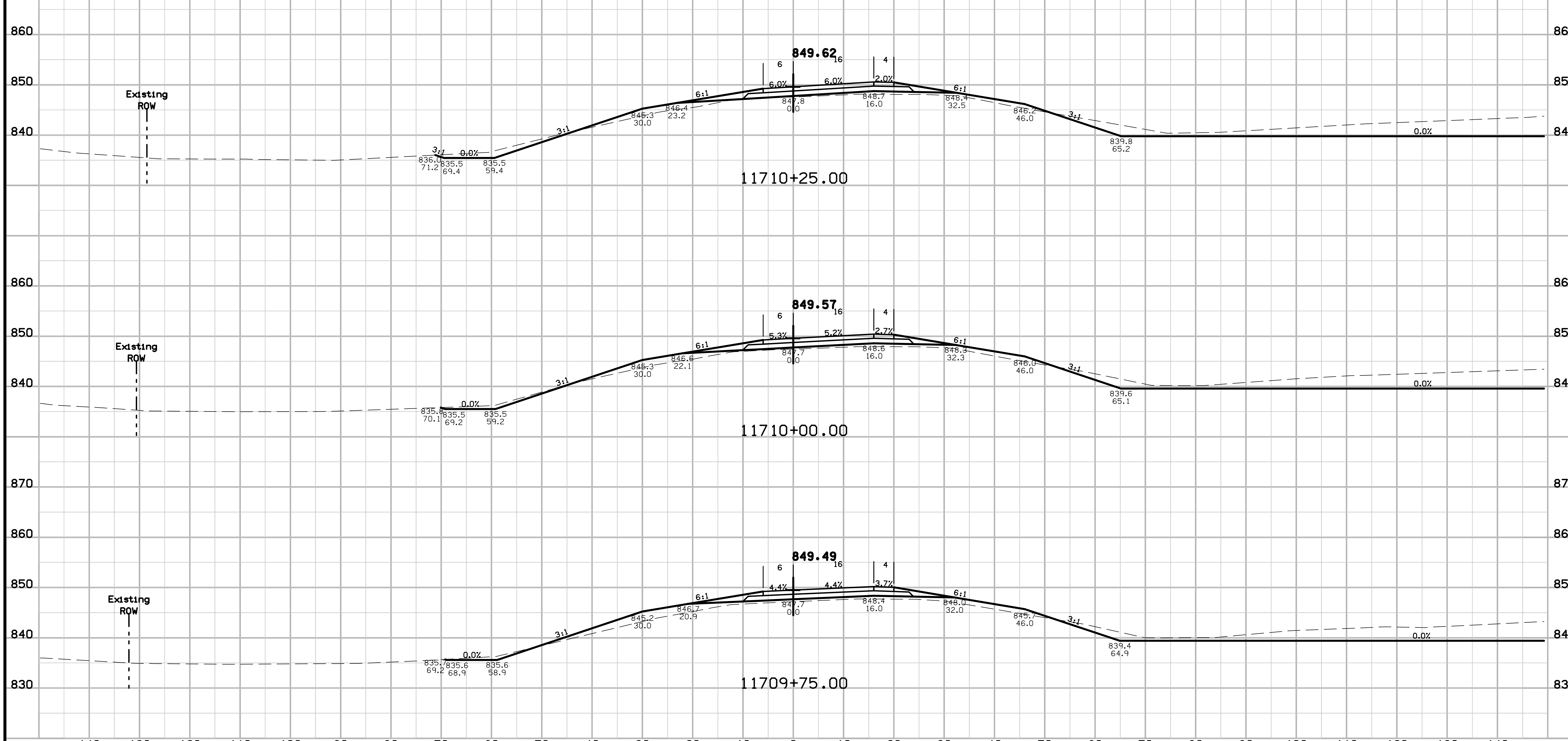
US30 Ramp A
Preliminary



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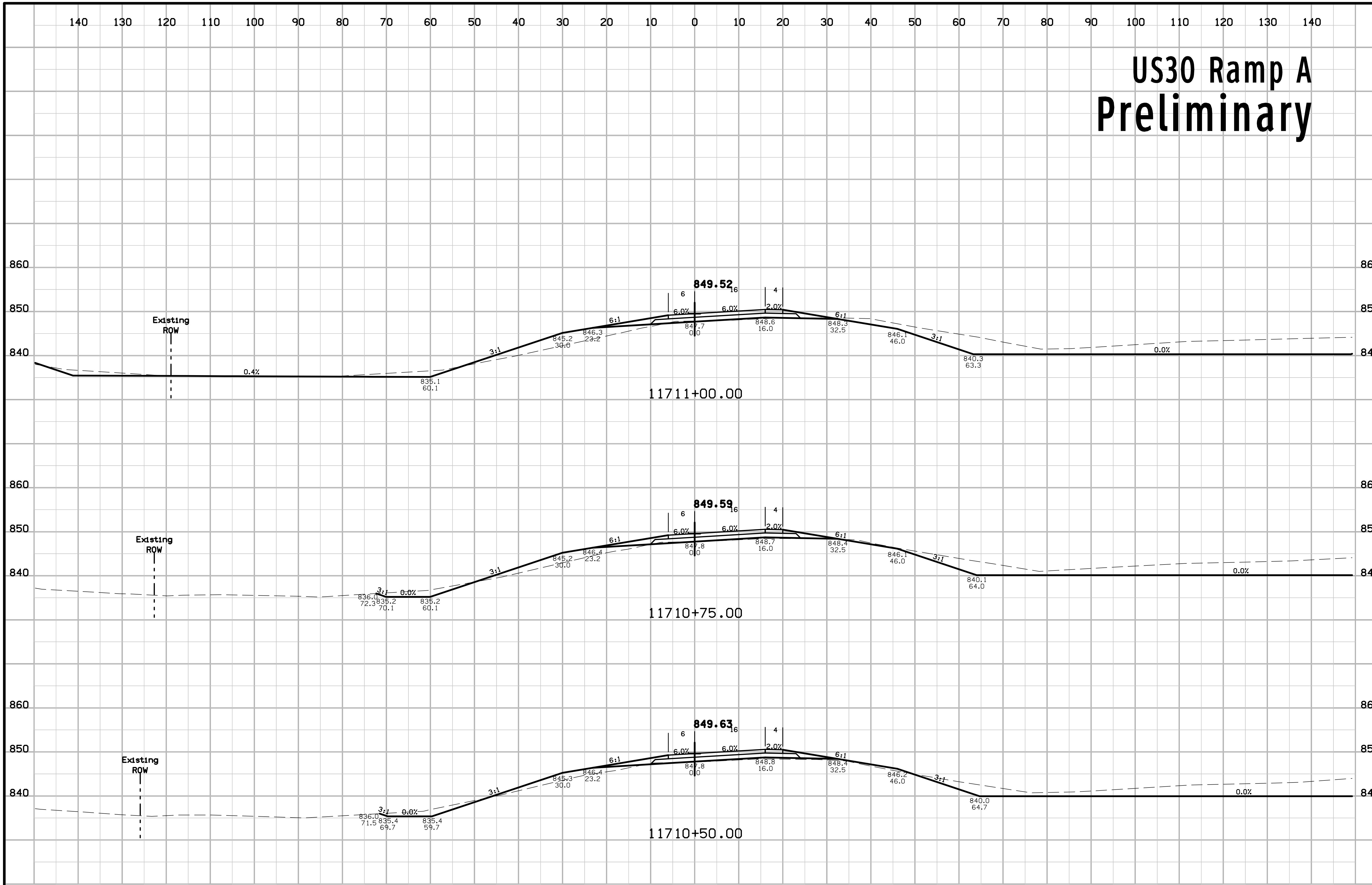
Preliminary



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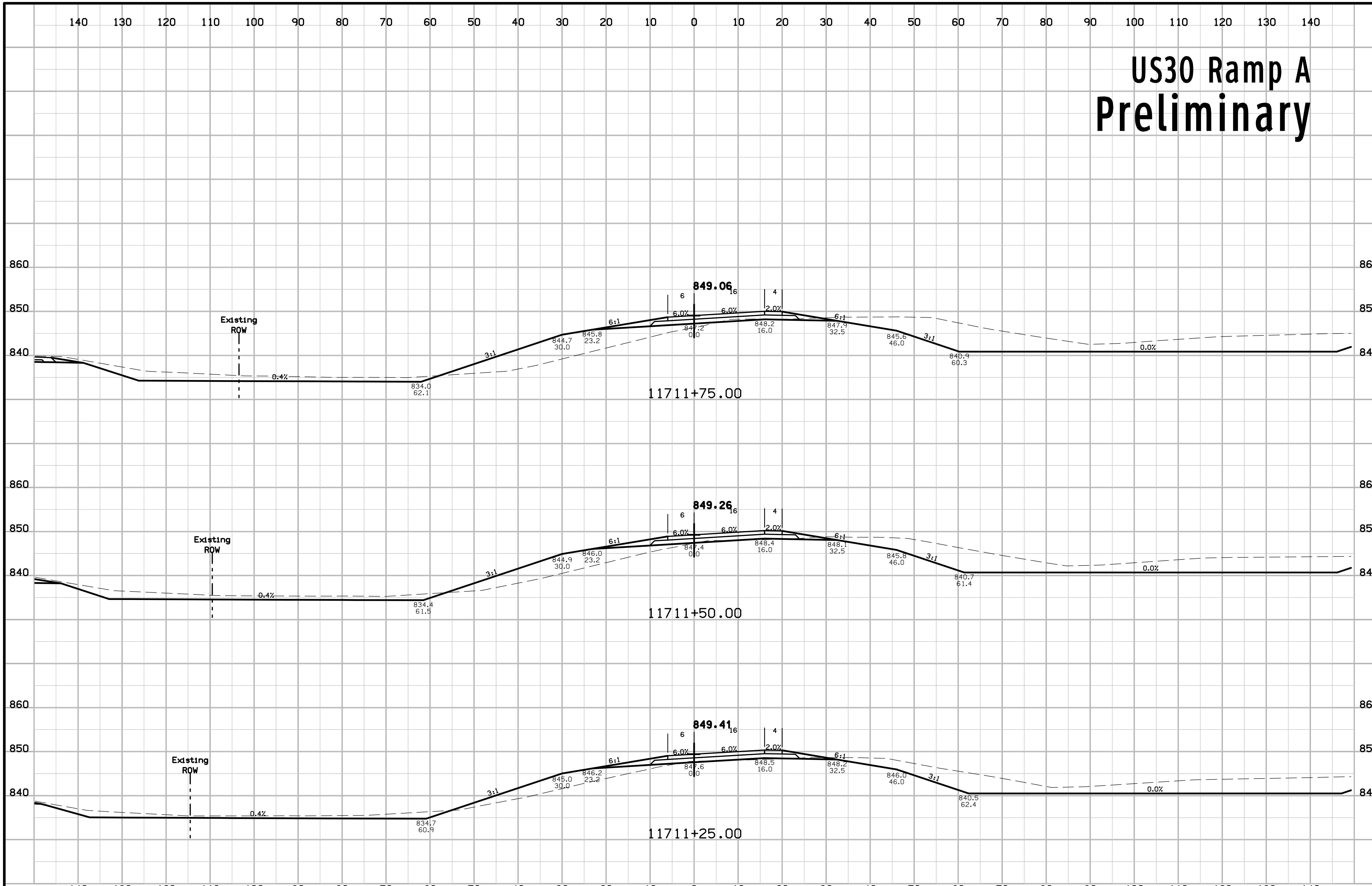
US30 Ramp A
Preliminary



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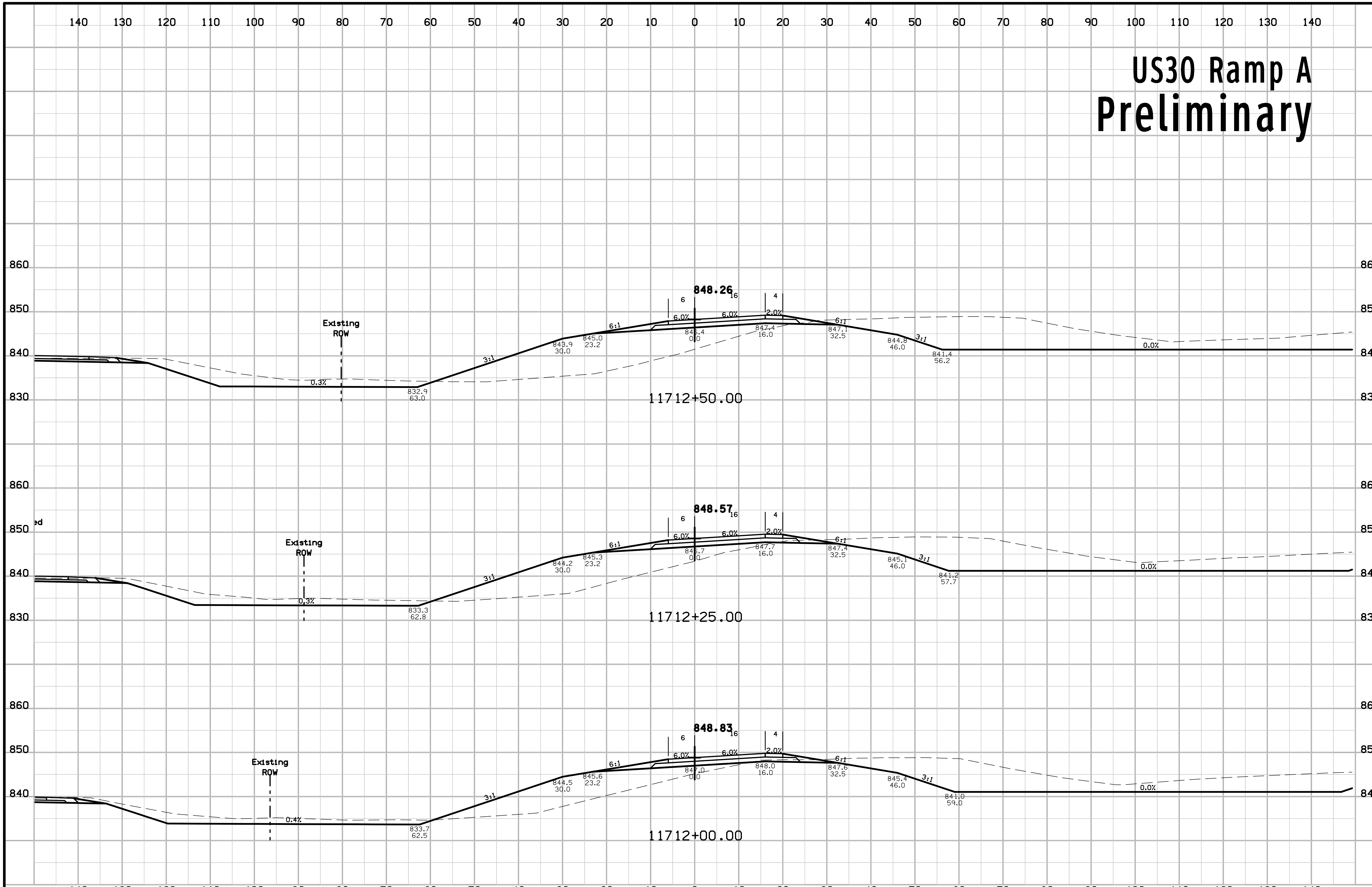
US30 Ramp A
Preliminary



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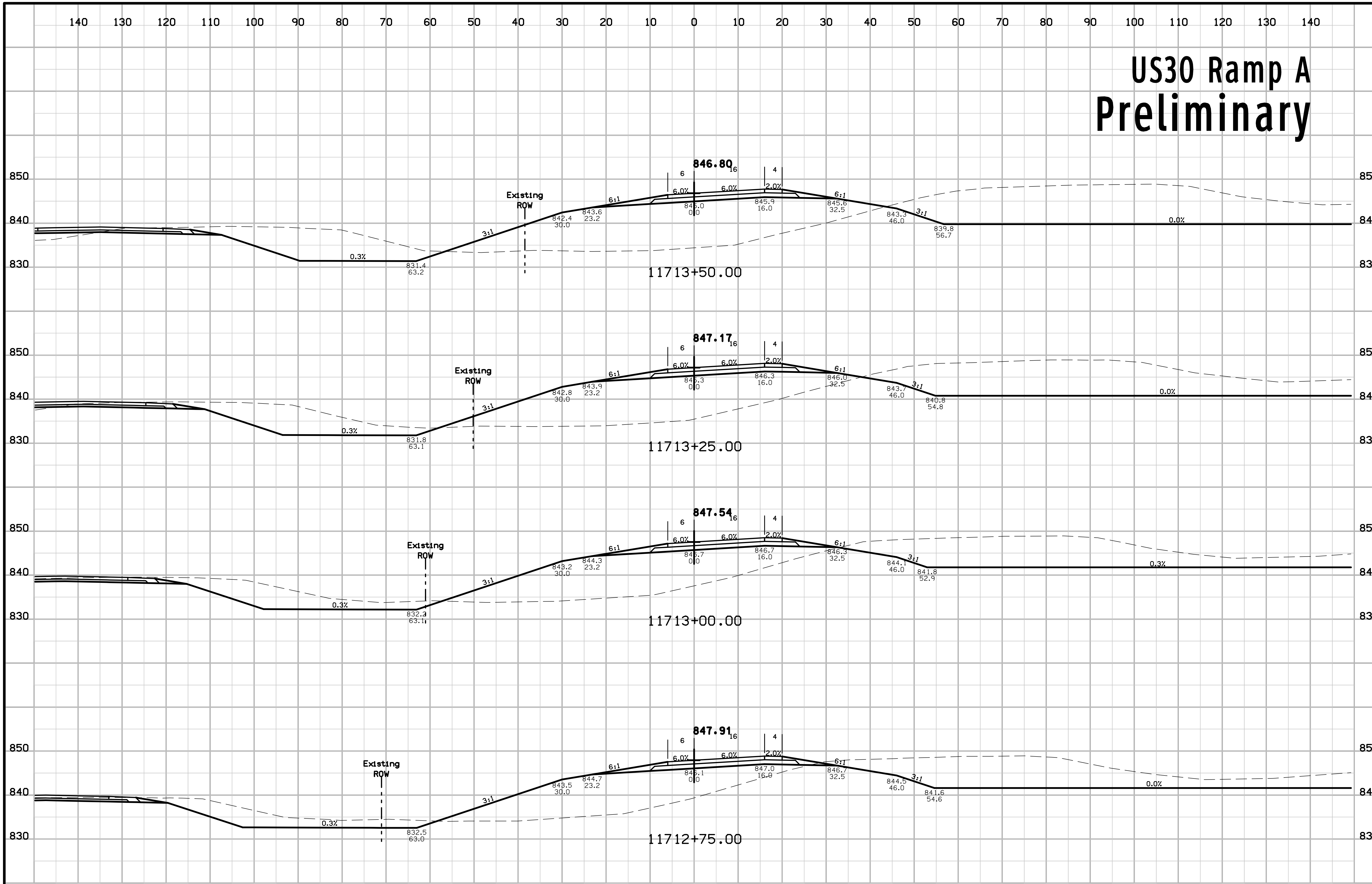
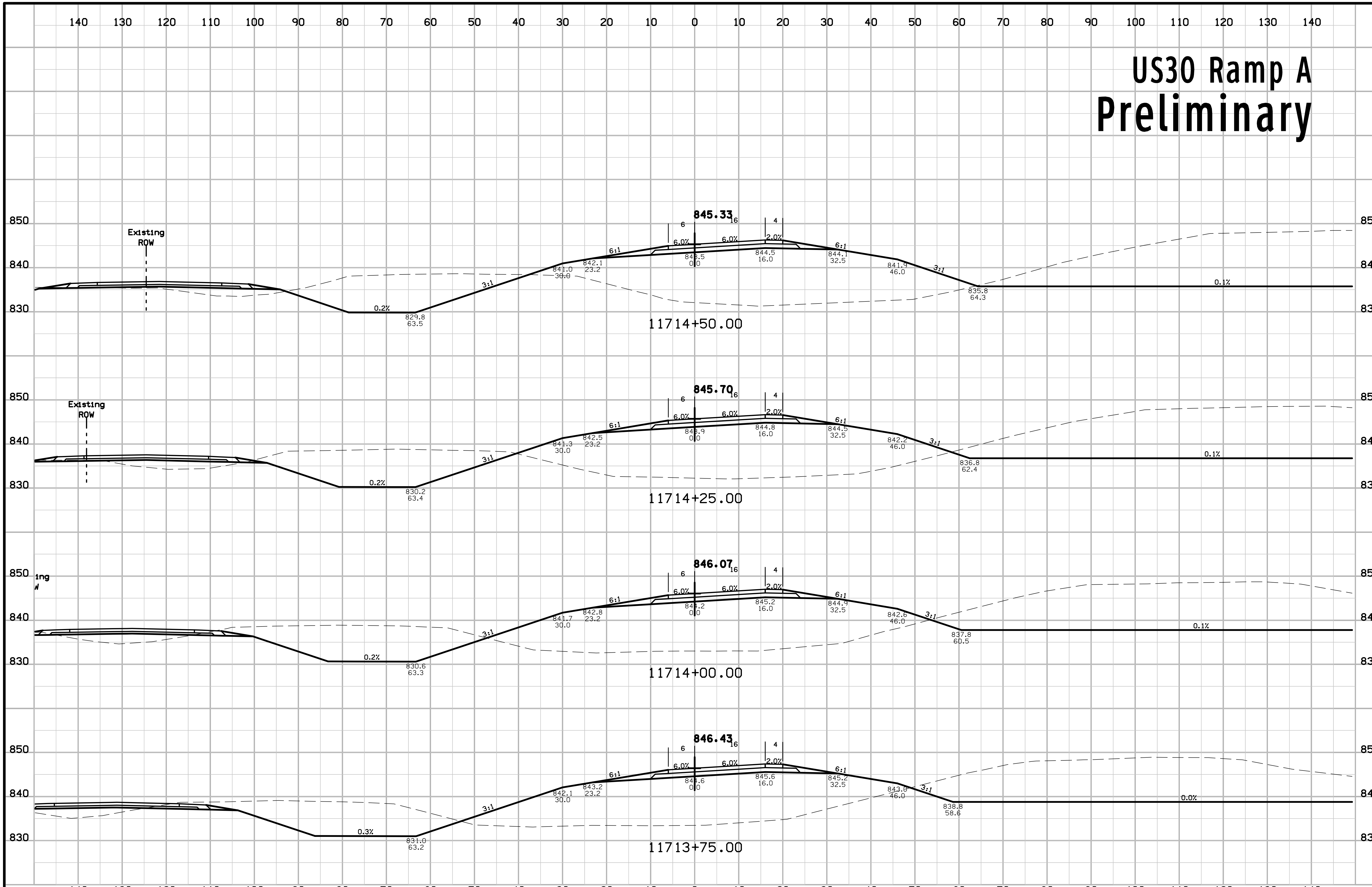
US30 Ramp A
Preliminary



US30 Ramp A
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.79

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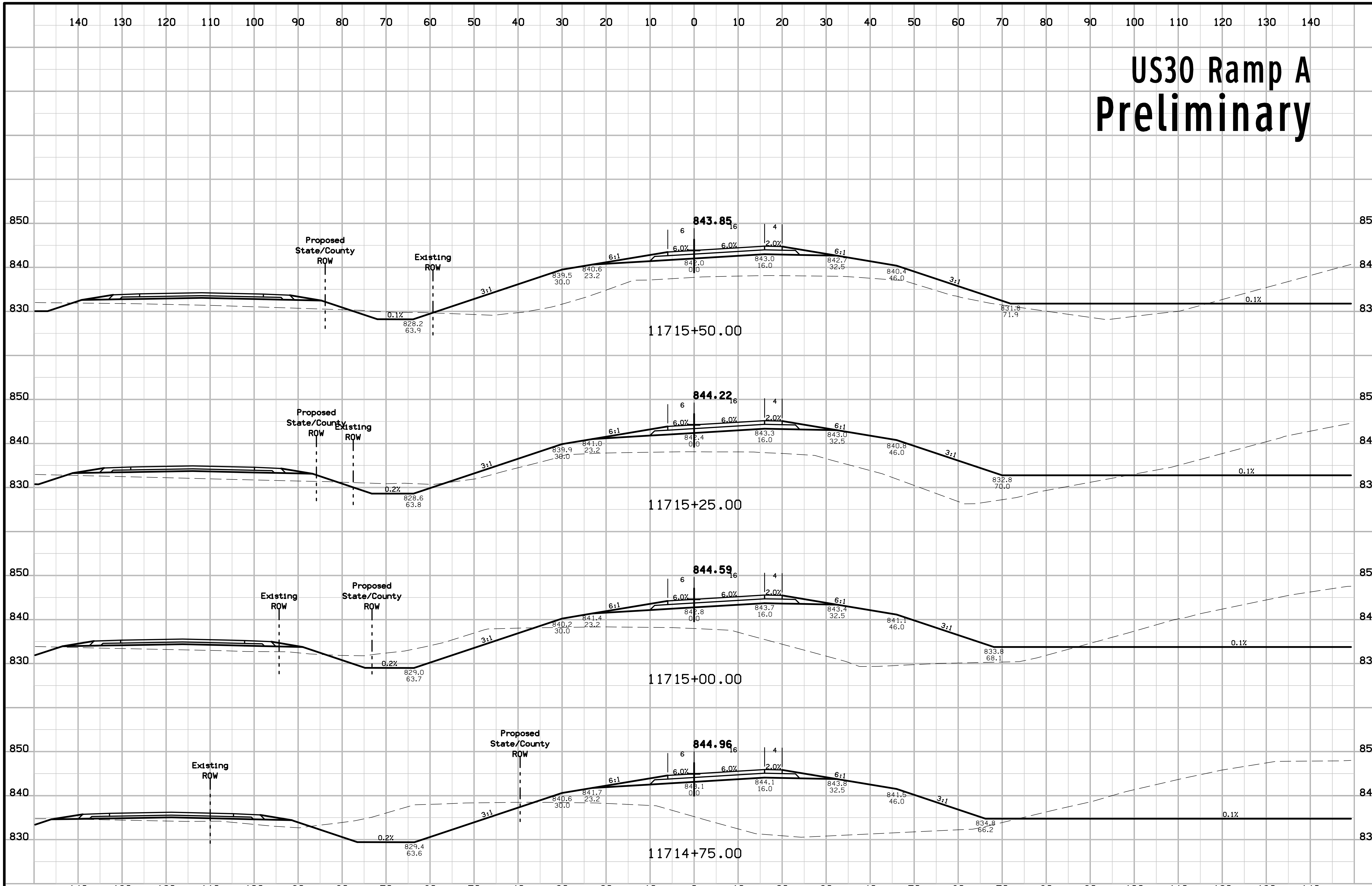
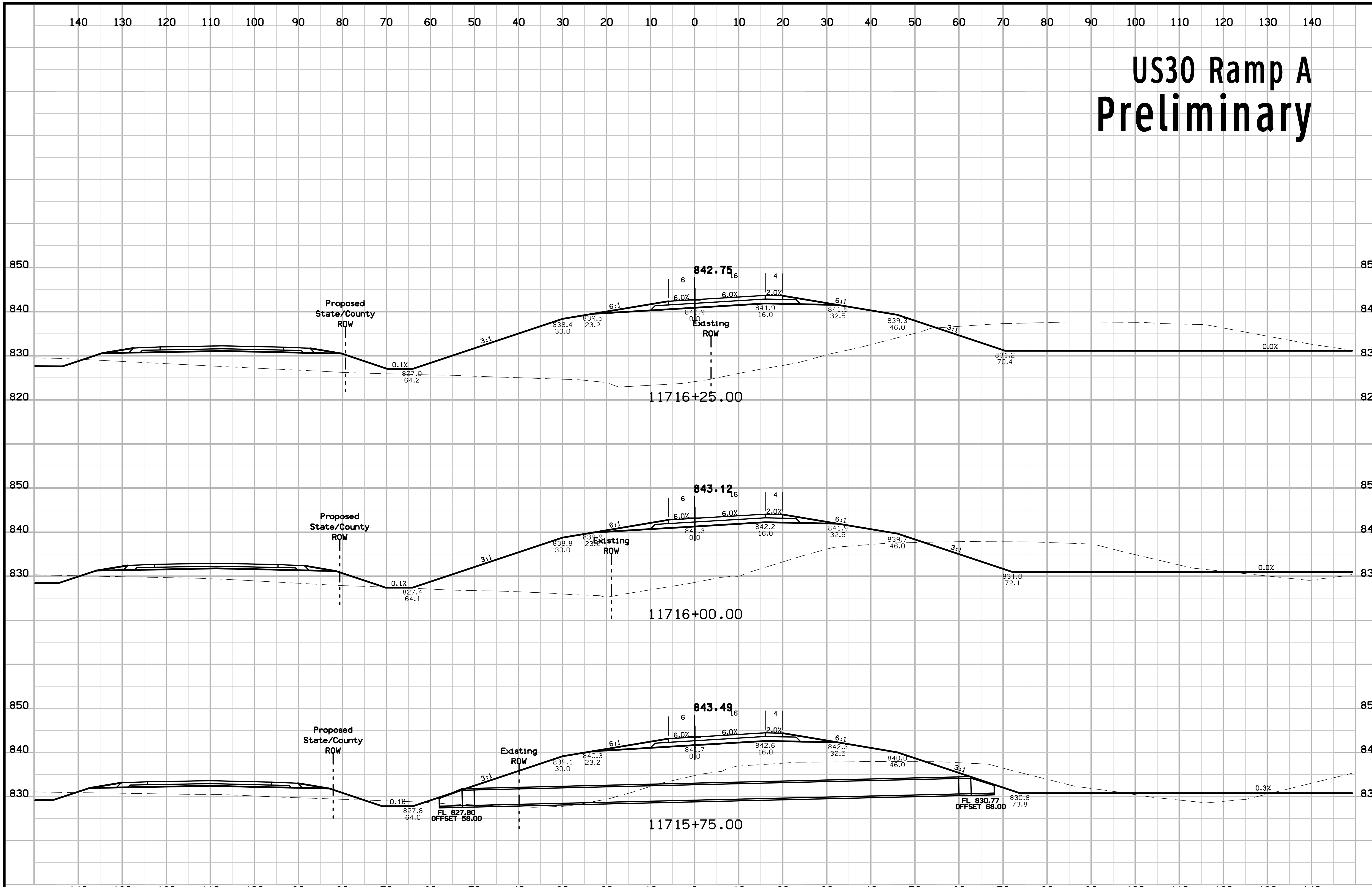


ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.80

US30 Ramp A
Preliminary



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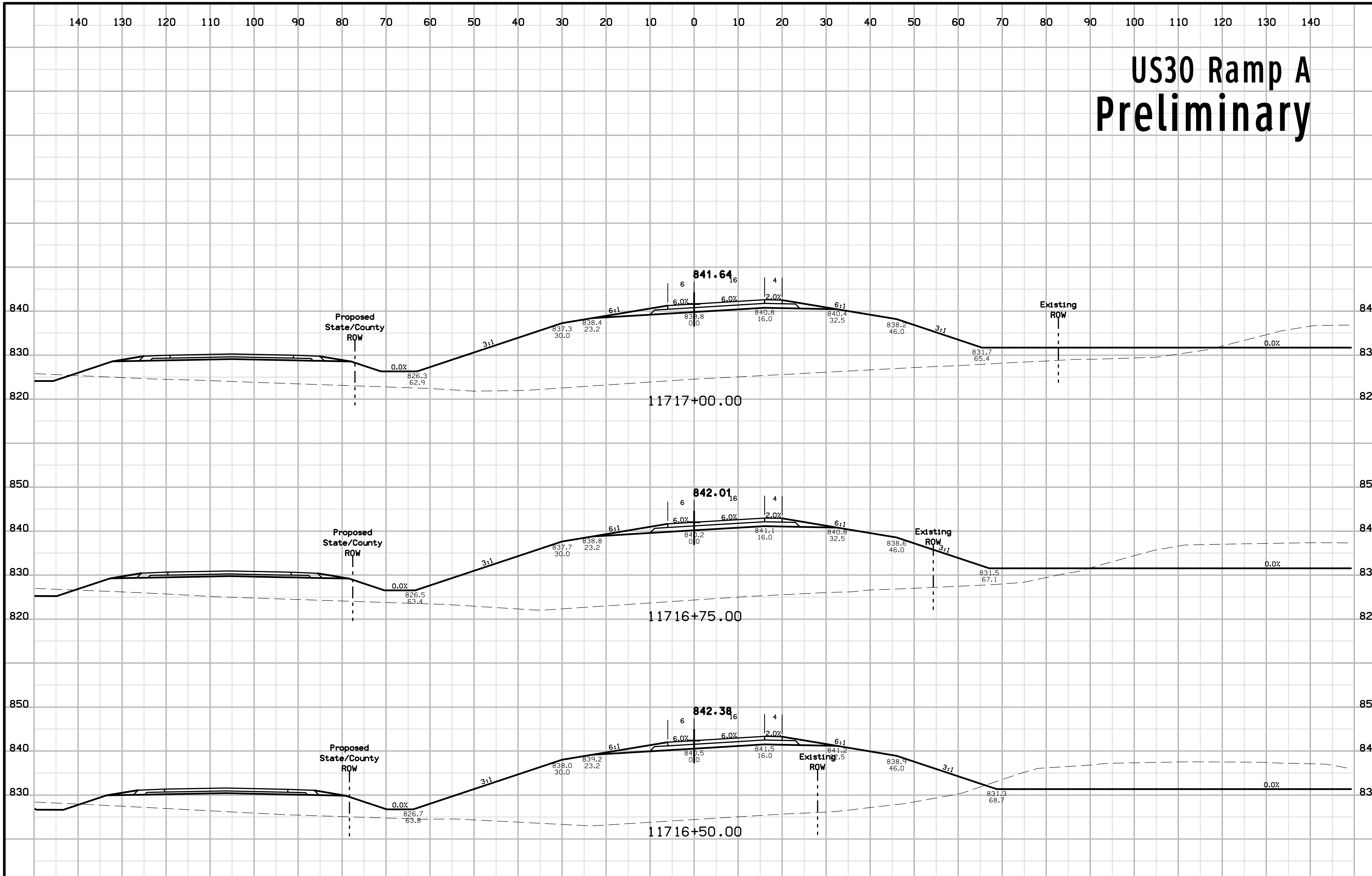
US30 Ramp A
Preliminary



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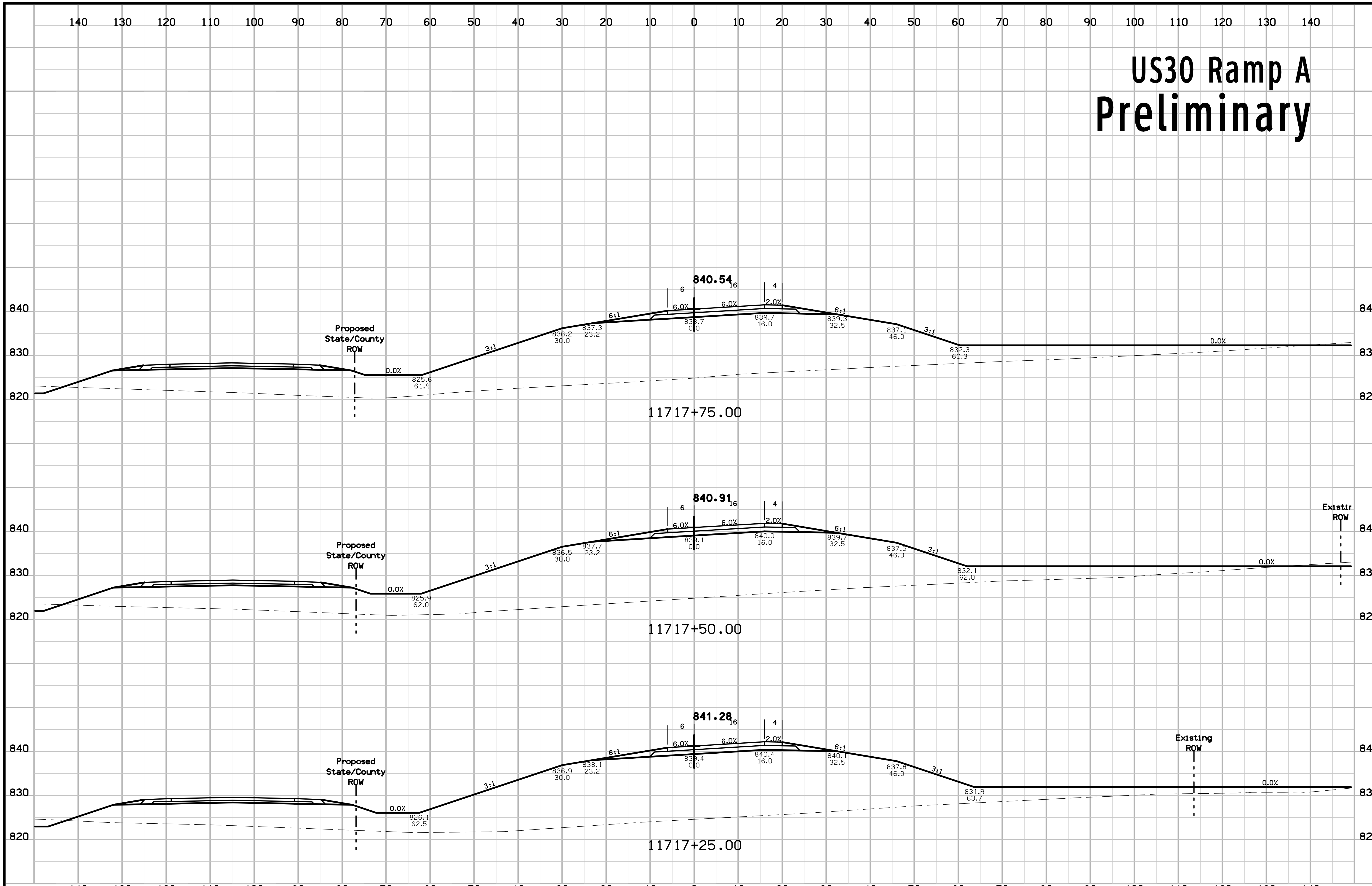

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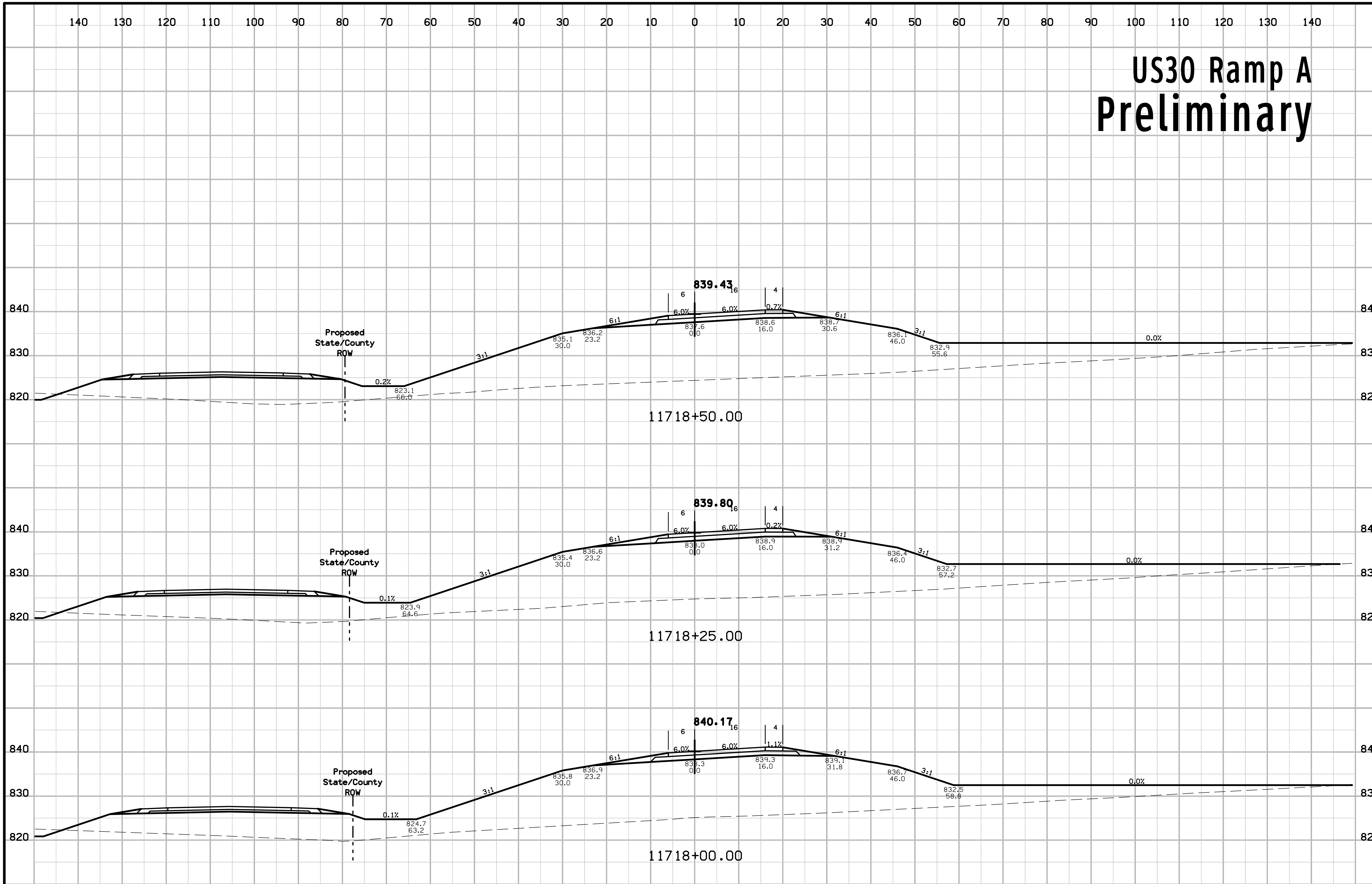

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.84

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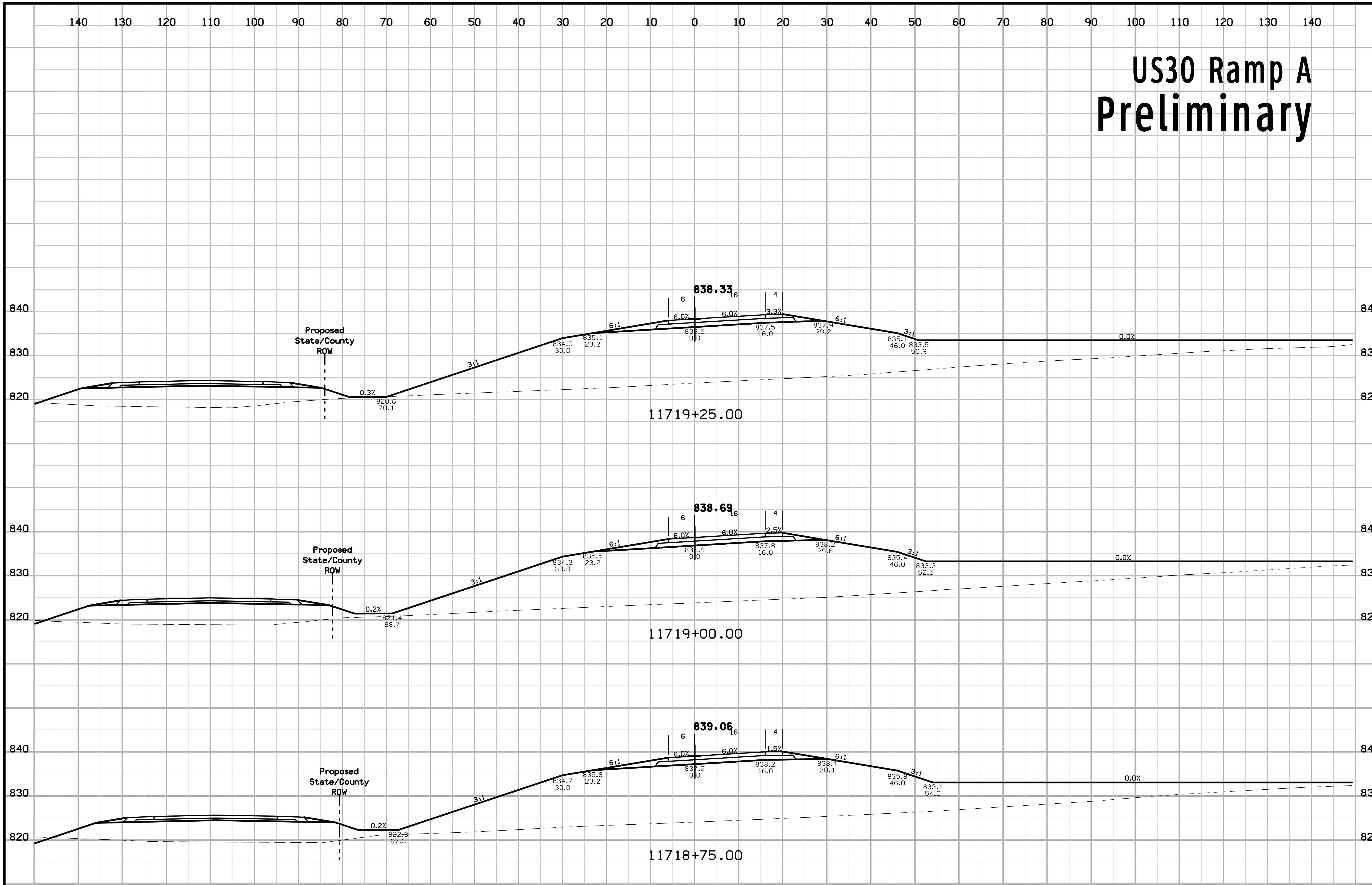
US30 Ramp A
Preliminary



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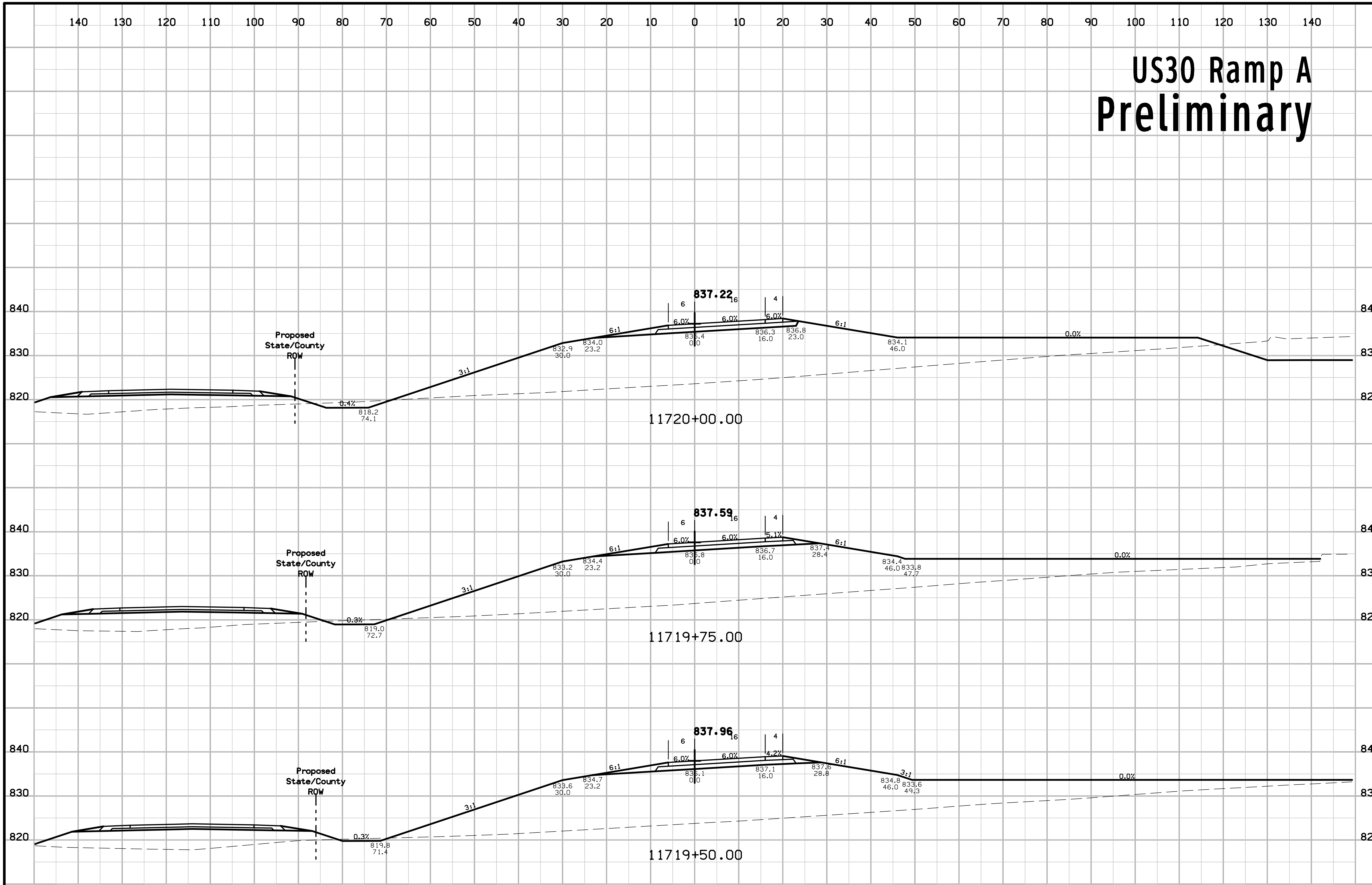

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.86

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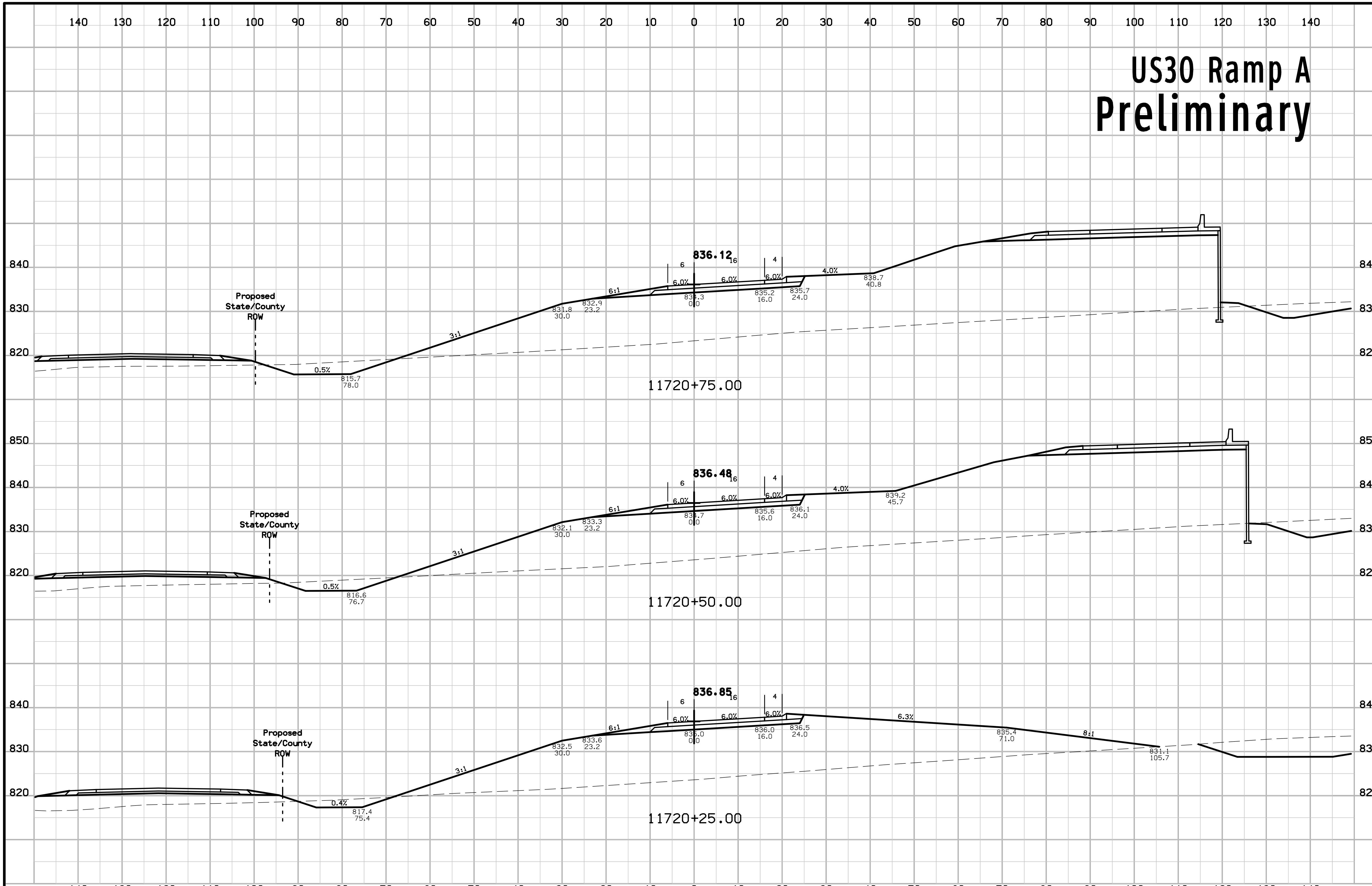
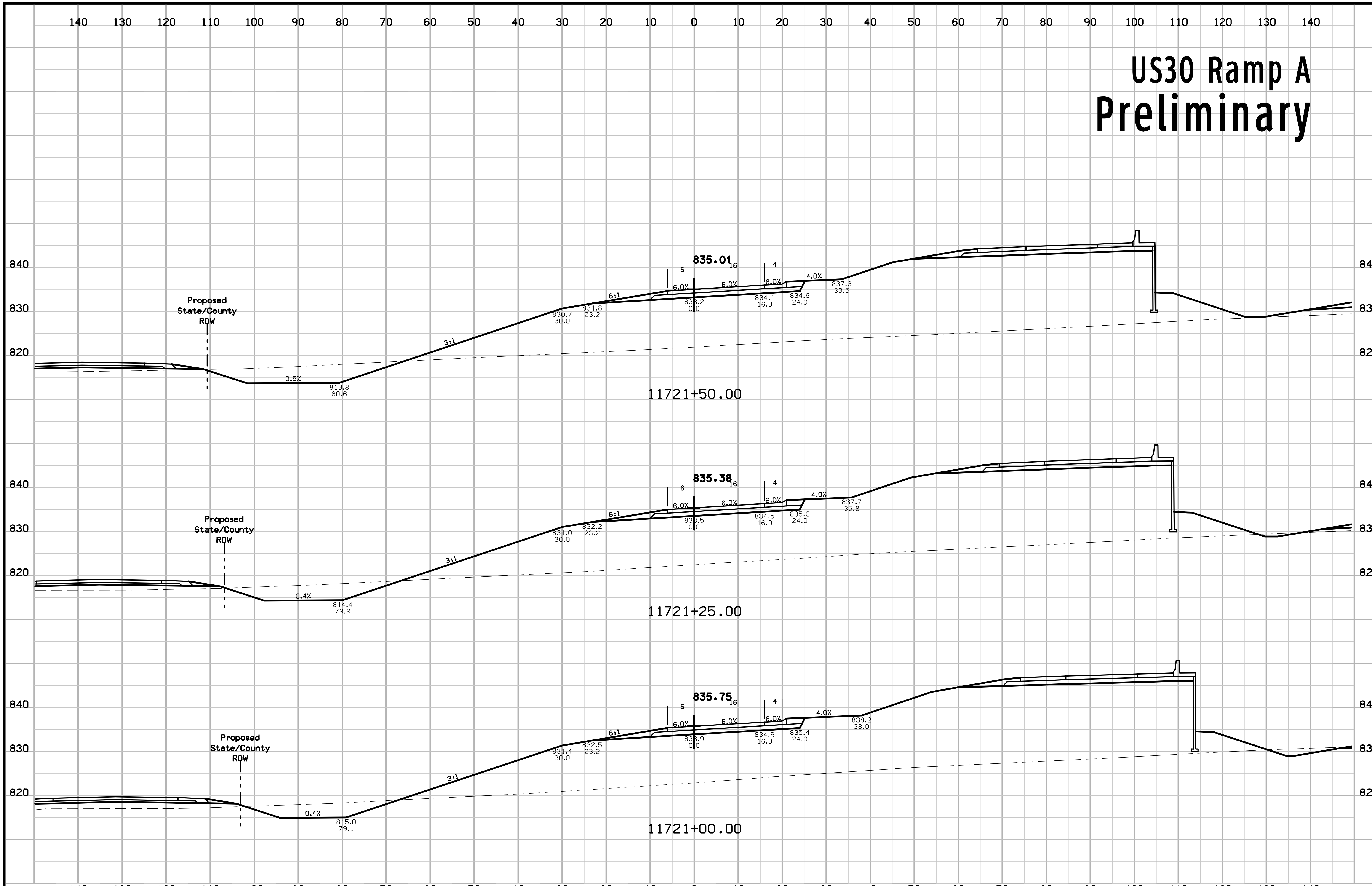
US30 Ramp A
Preliminary



US30 Ramp A
Preliminary



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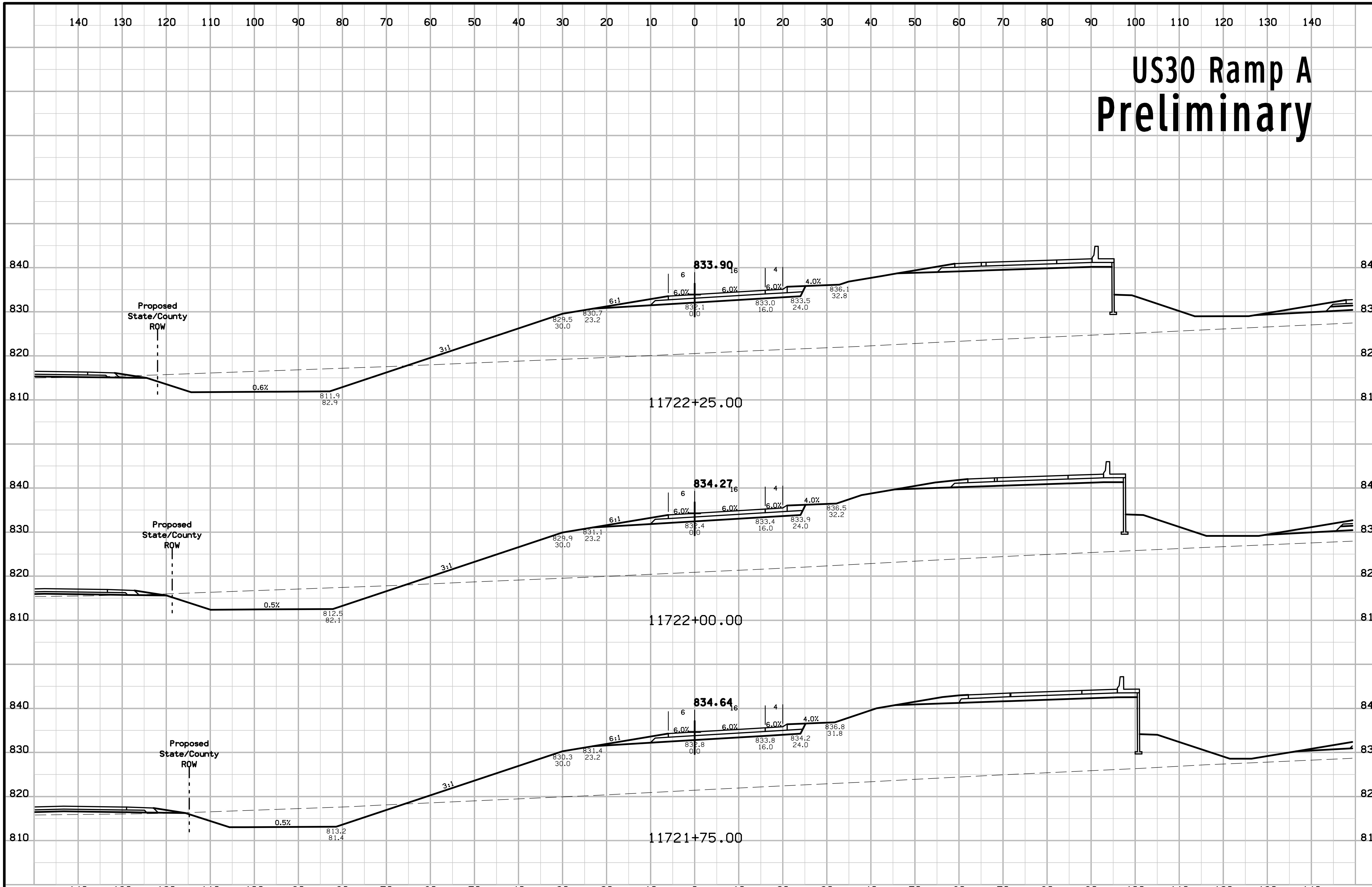

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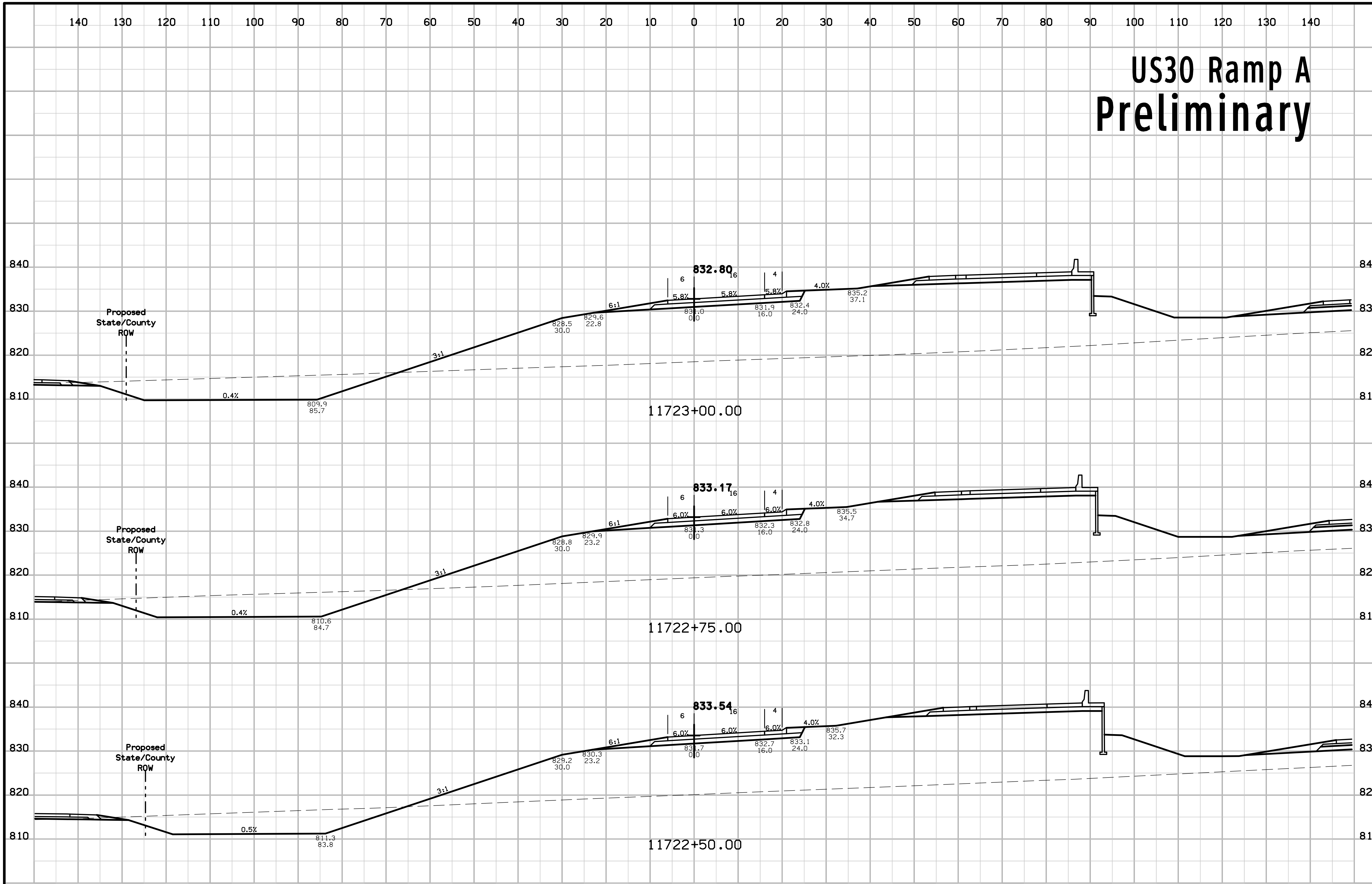
US30 Ramp A
Preliminary



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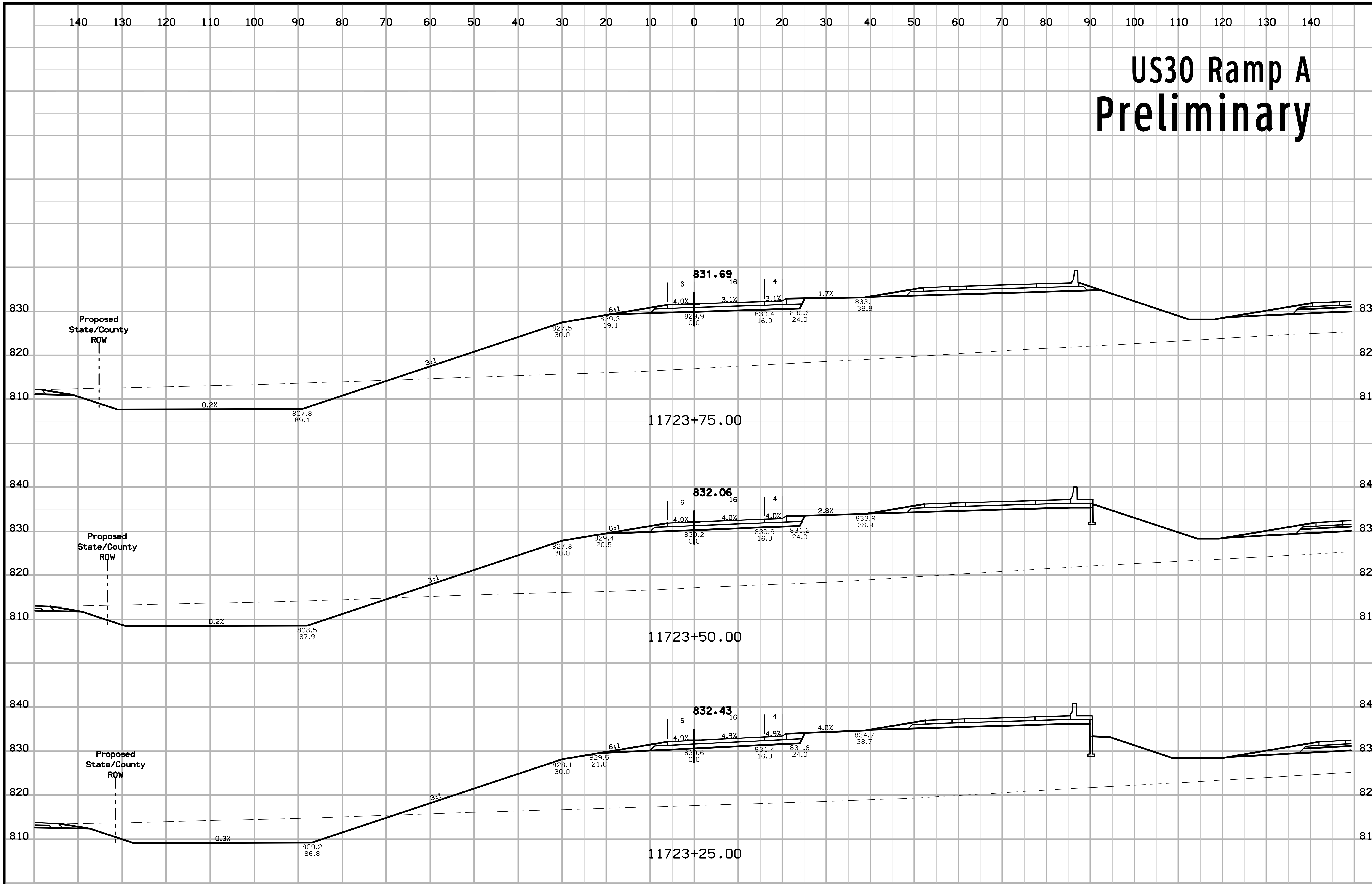

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.91

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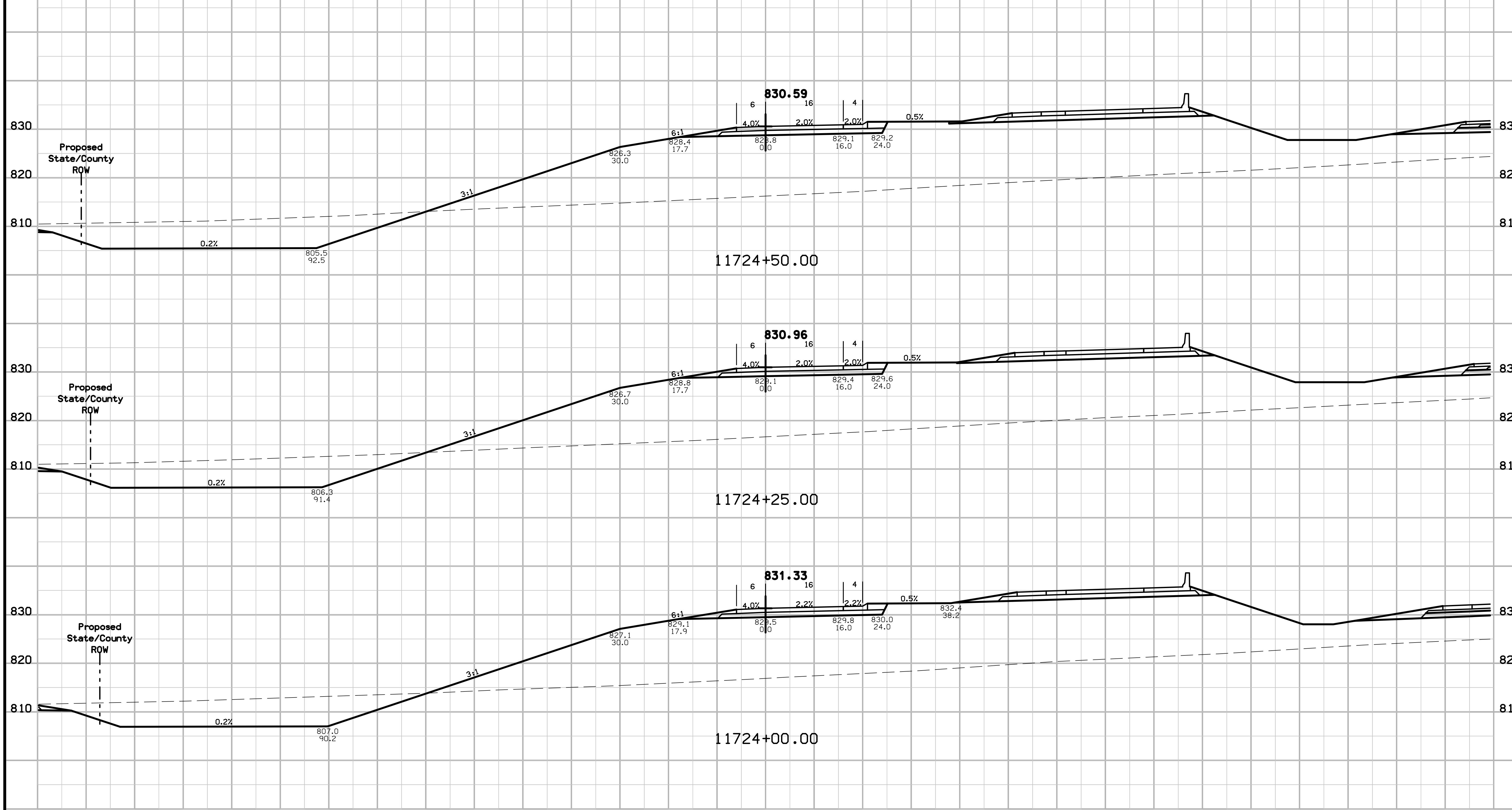
US30 Ramp A
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.92**

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US30 Ramp A
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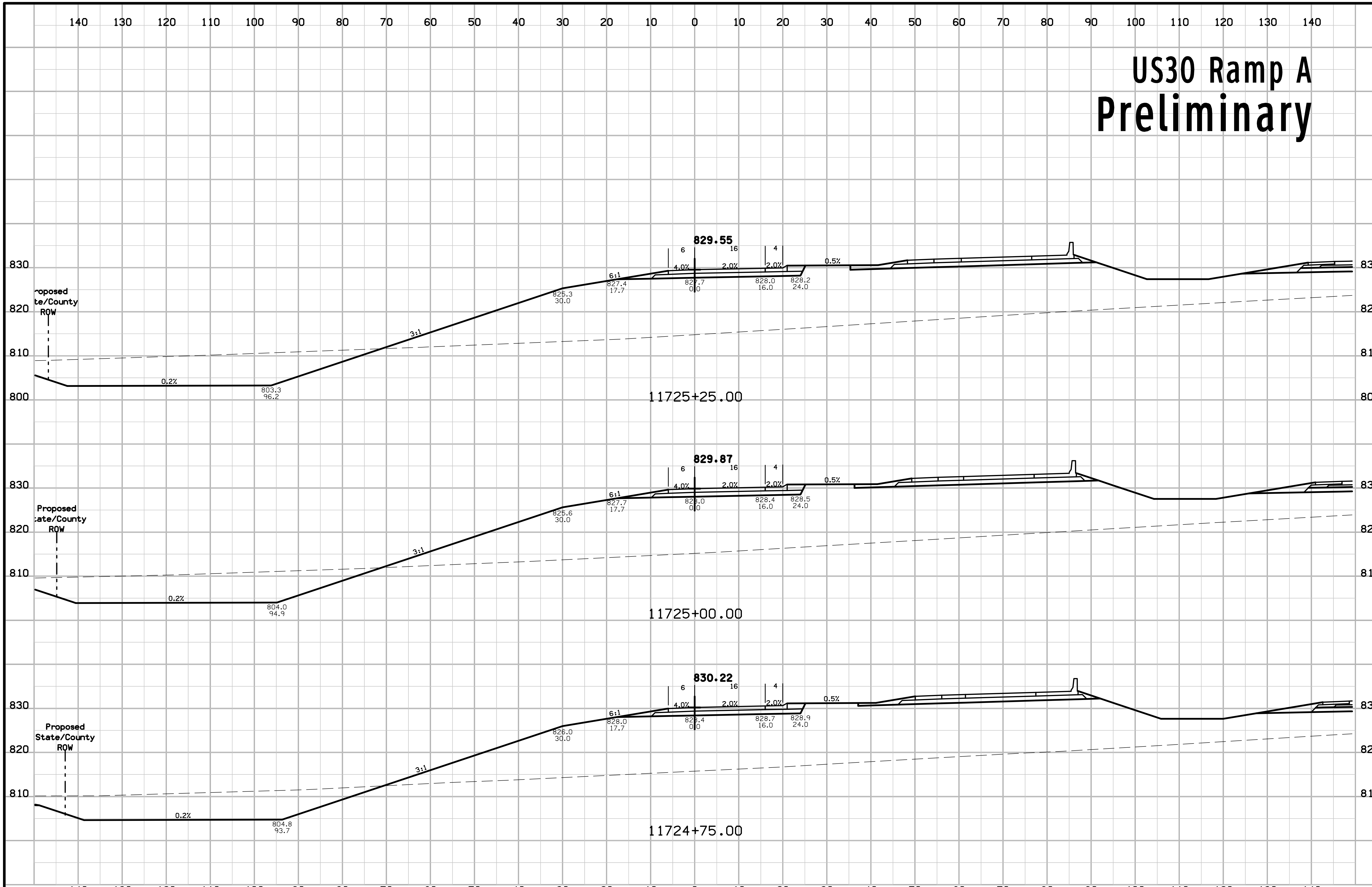

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.93**

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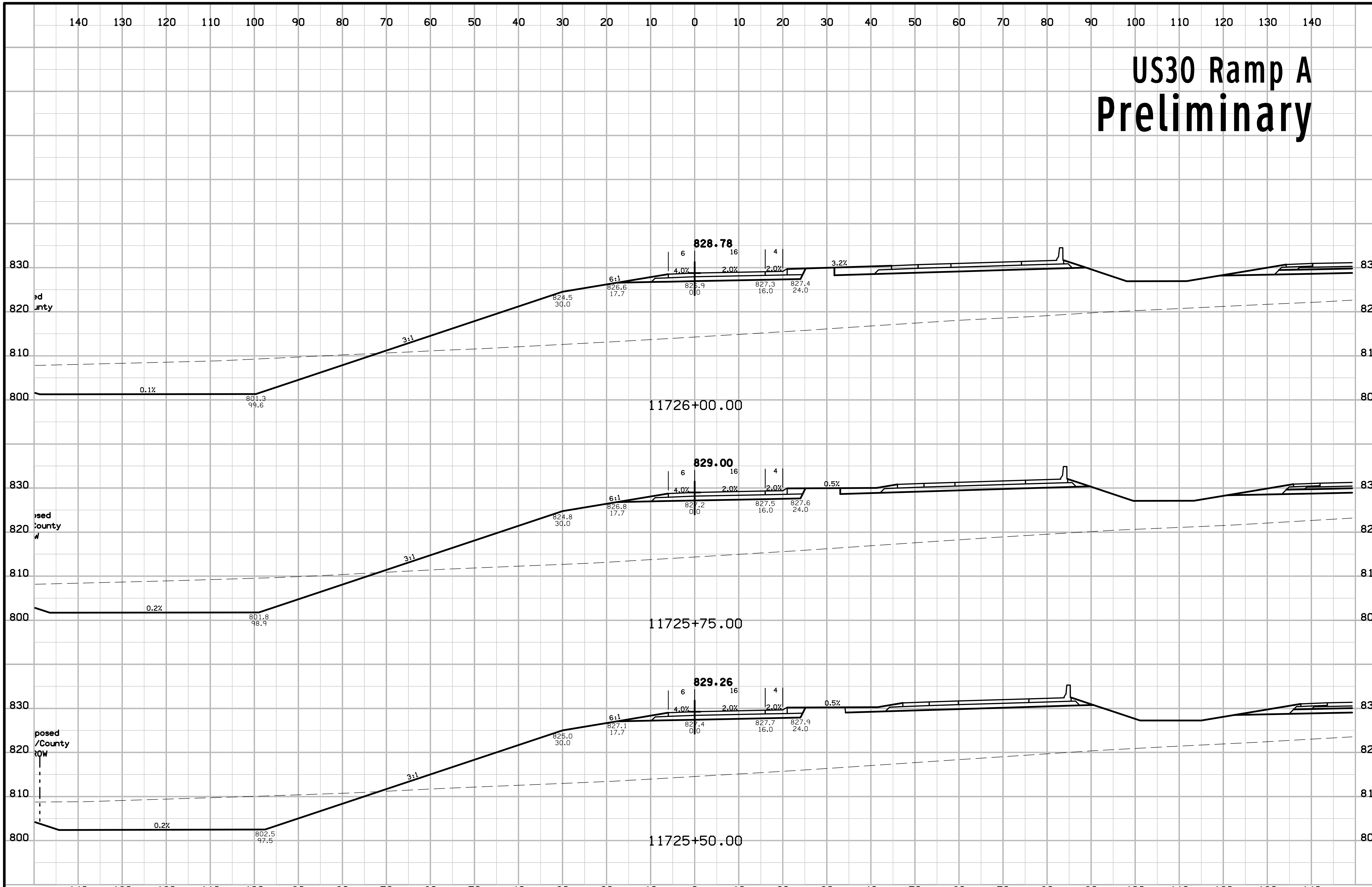

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.94

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US30 Ramp A
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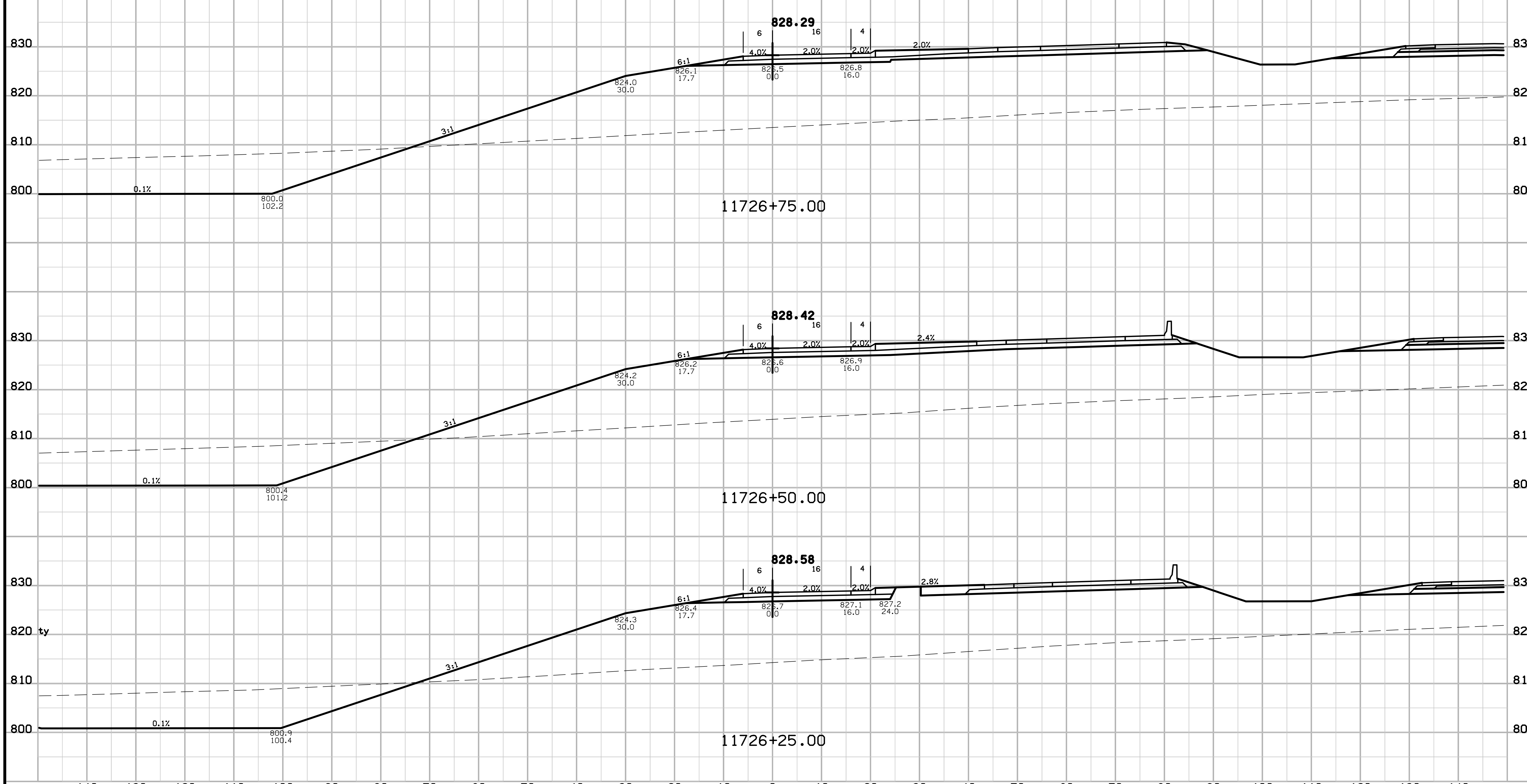

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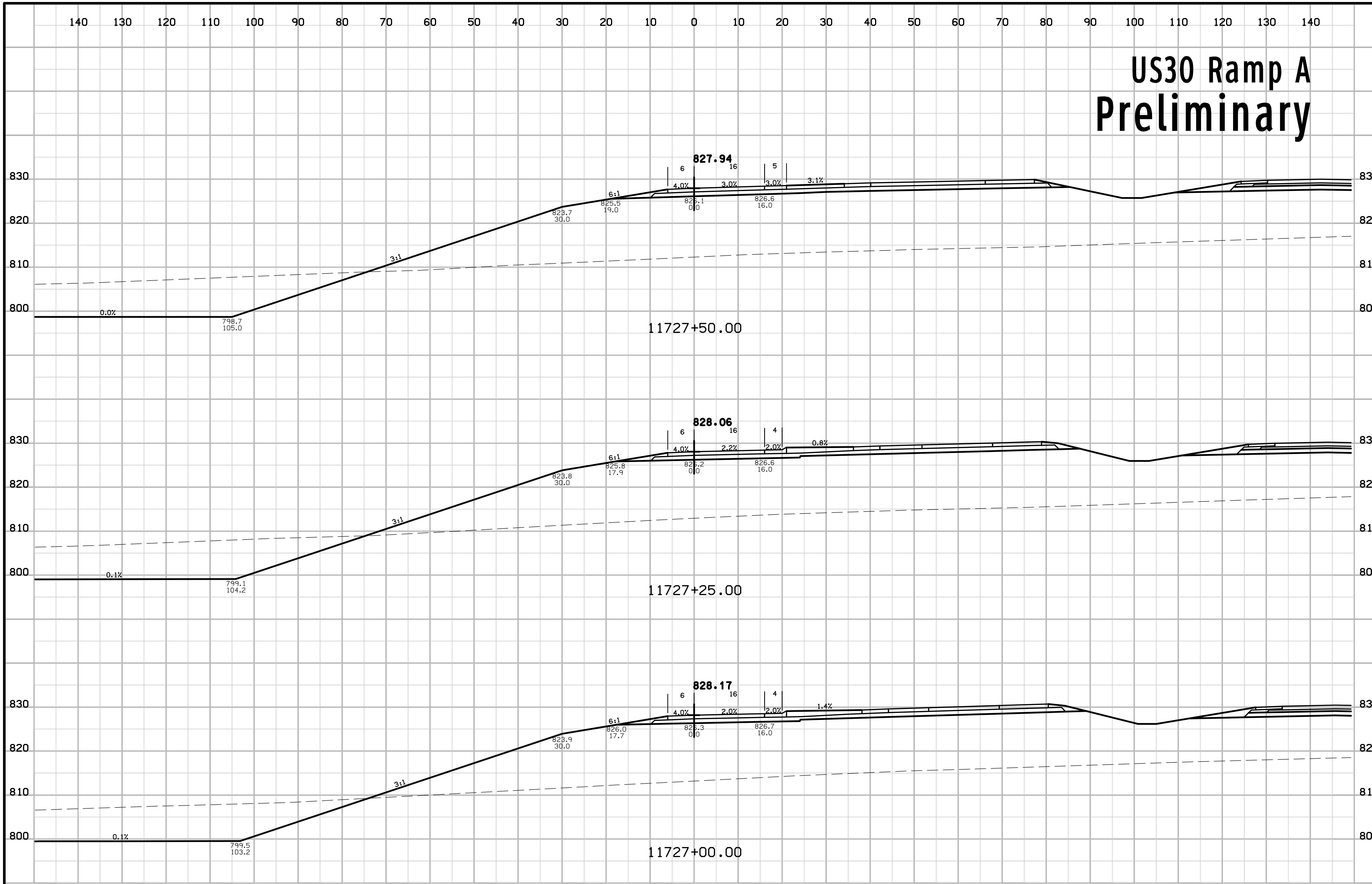

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.96

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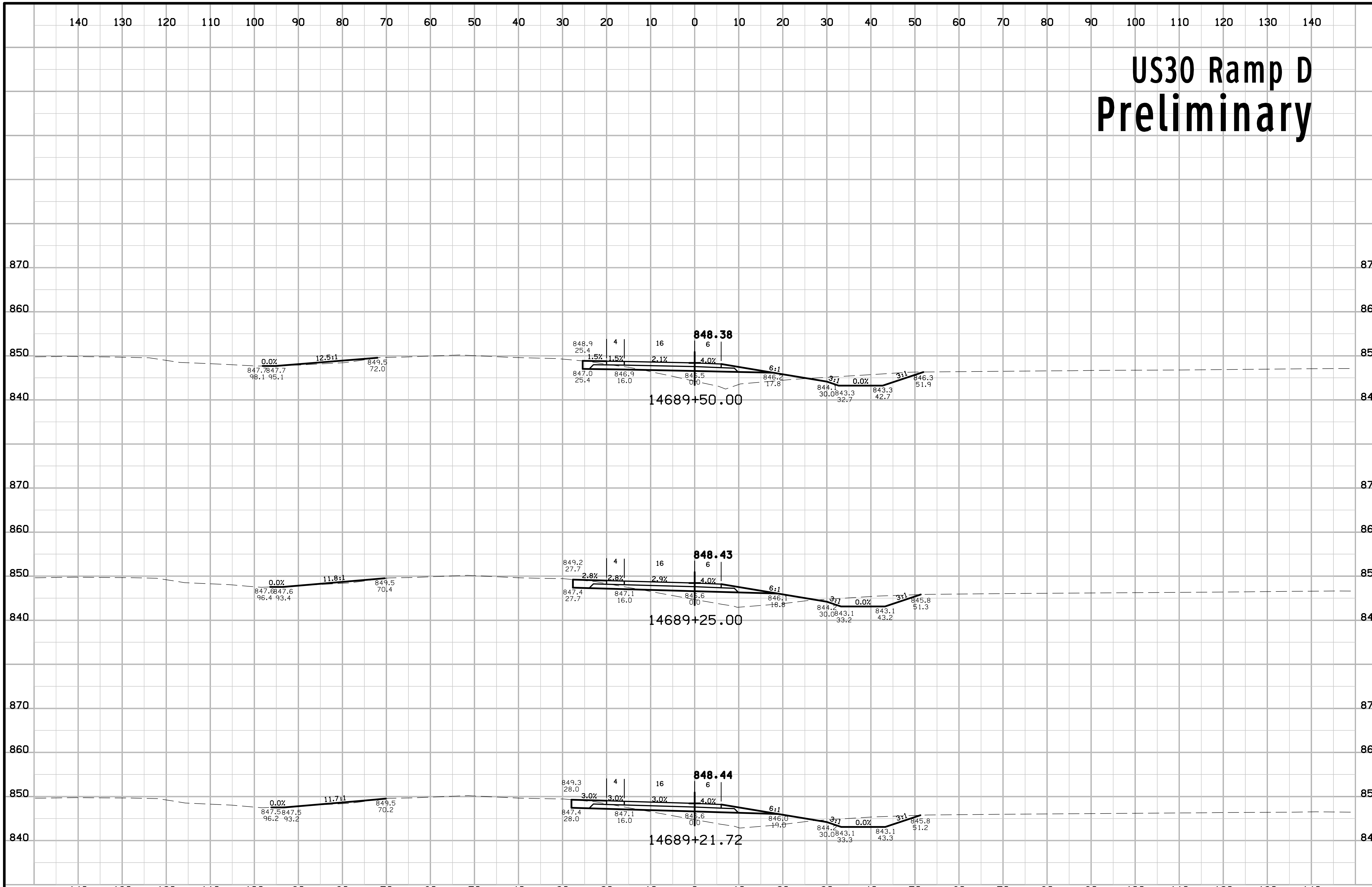
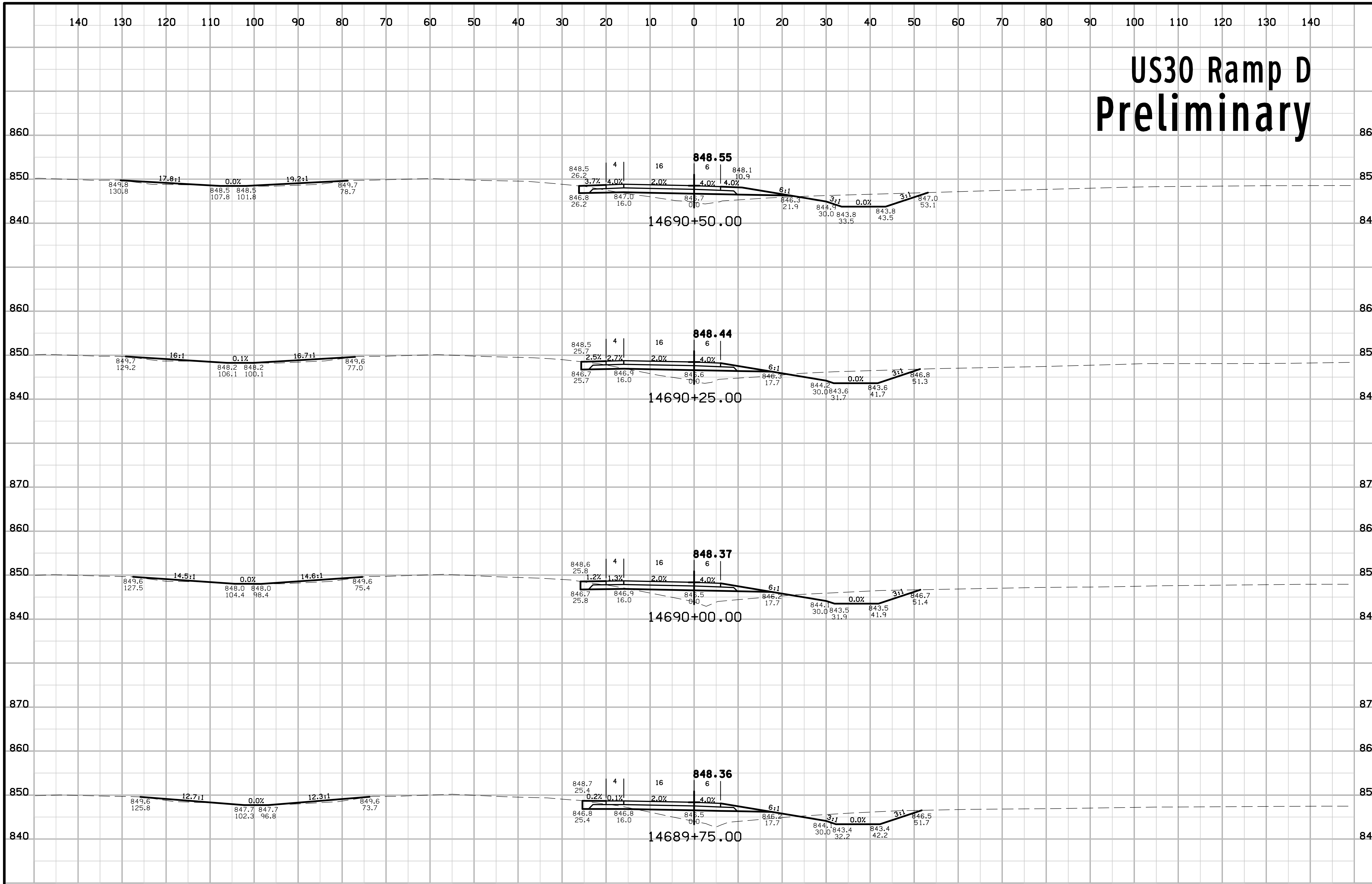
US30 Ramp D
Preliminary

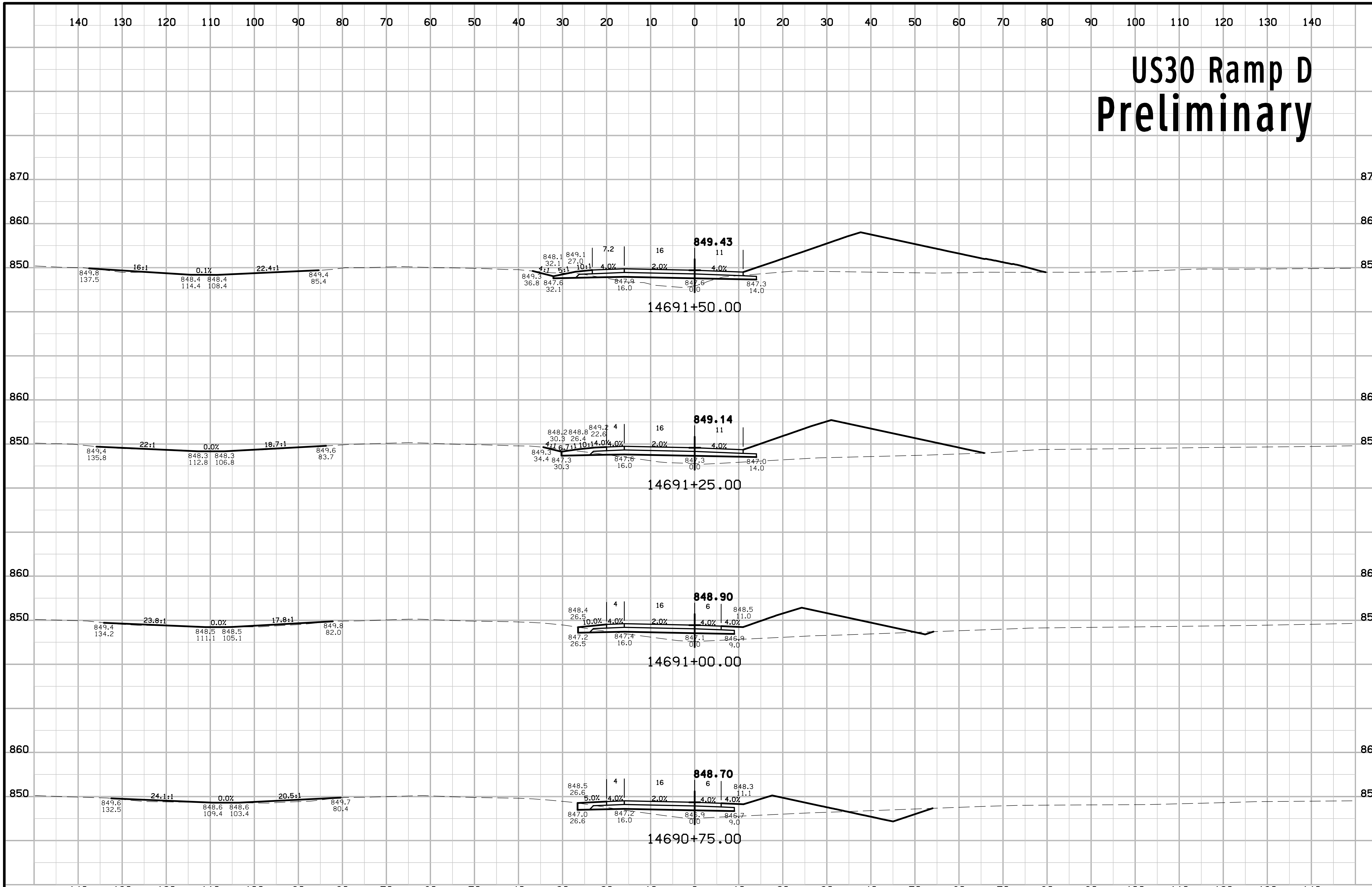


ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.97**



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.98

US30 Ramp D
Preliminary



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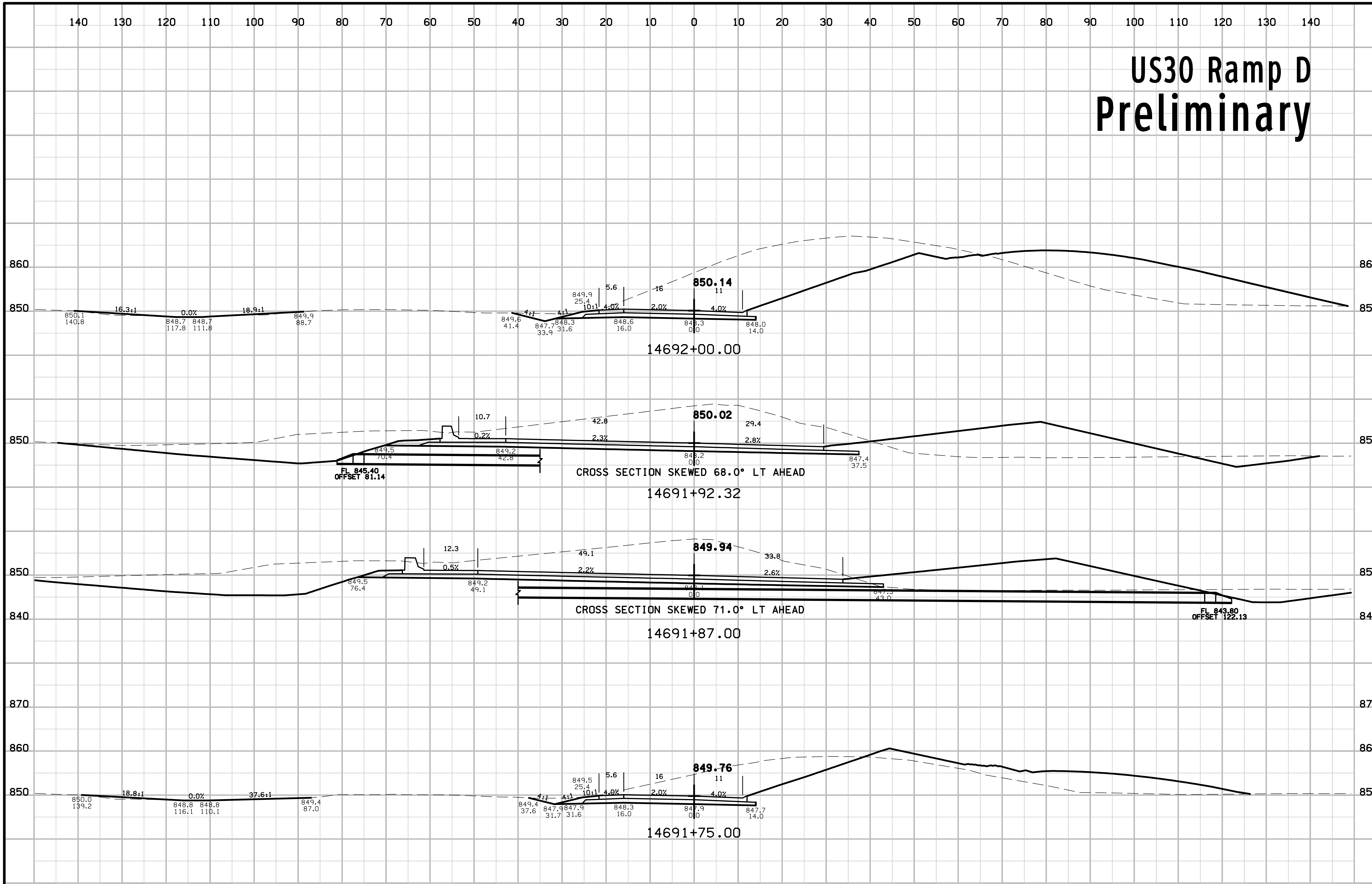
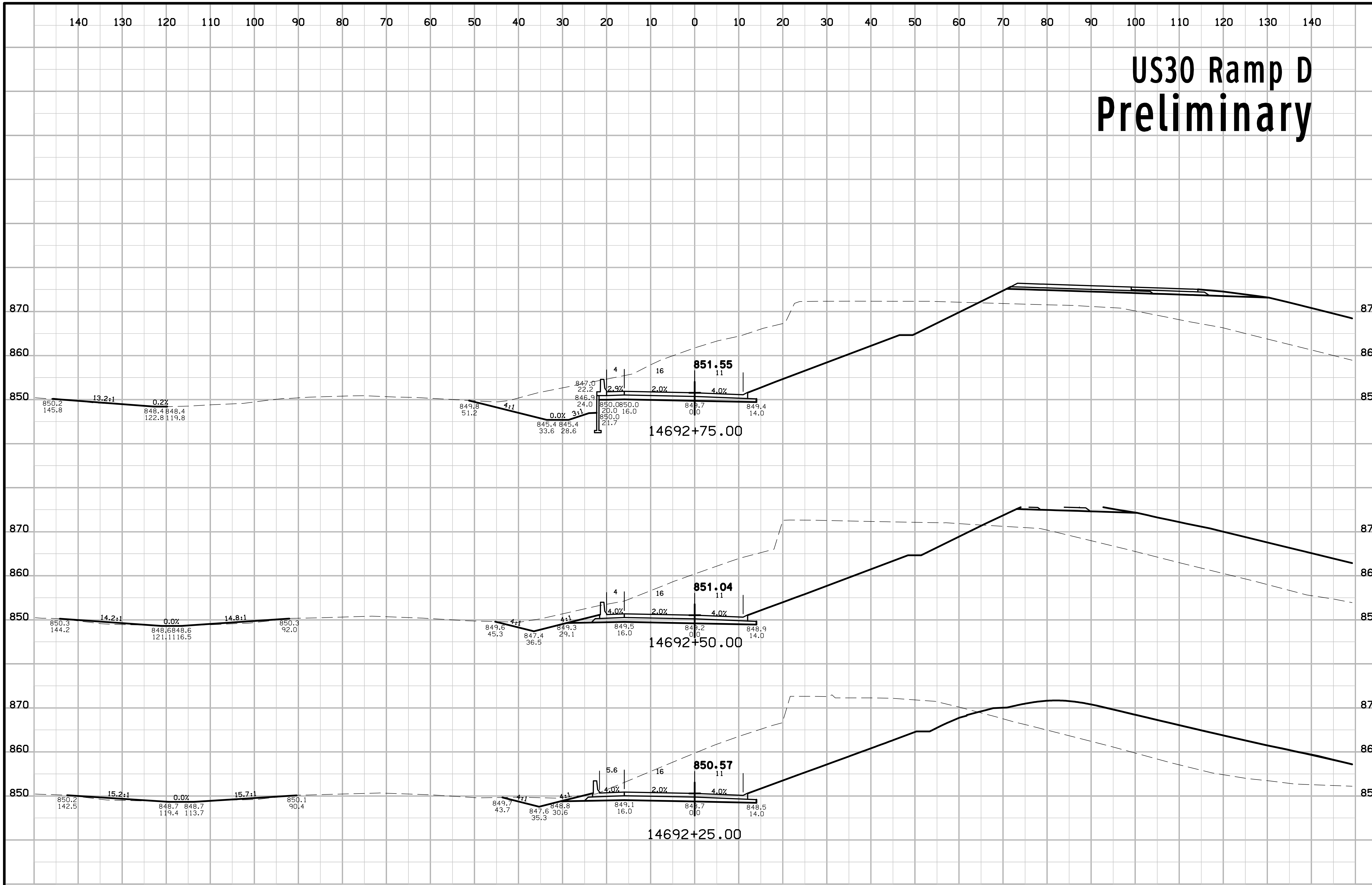
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.100

US30 Ramp D
Preliminary



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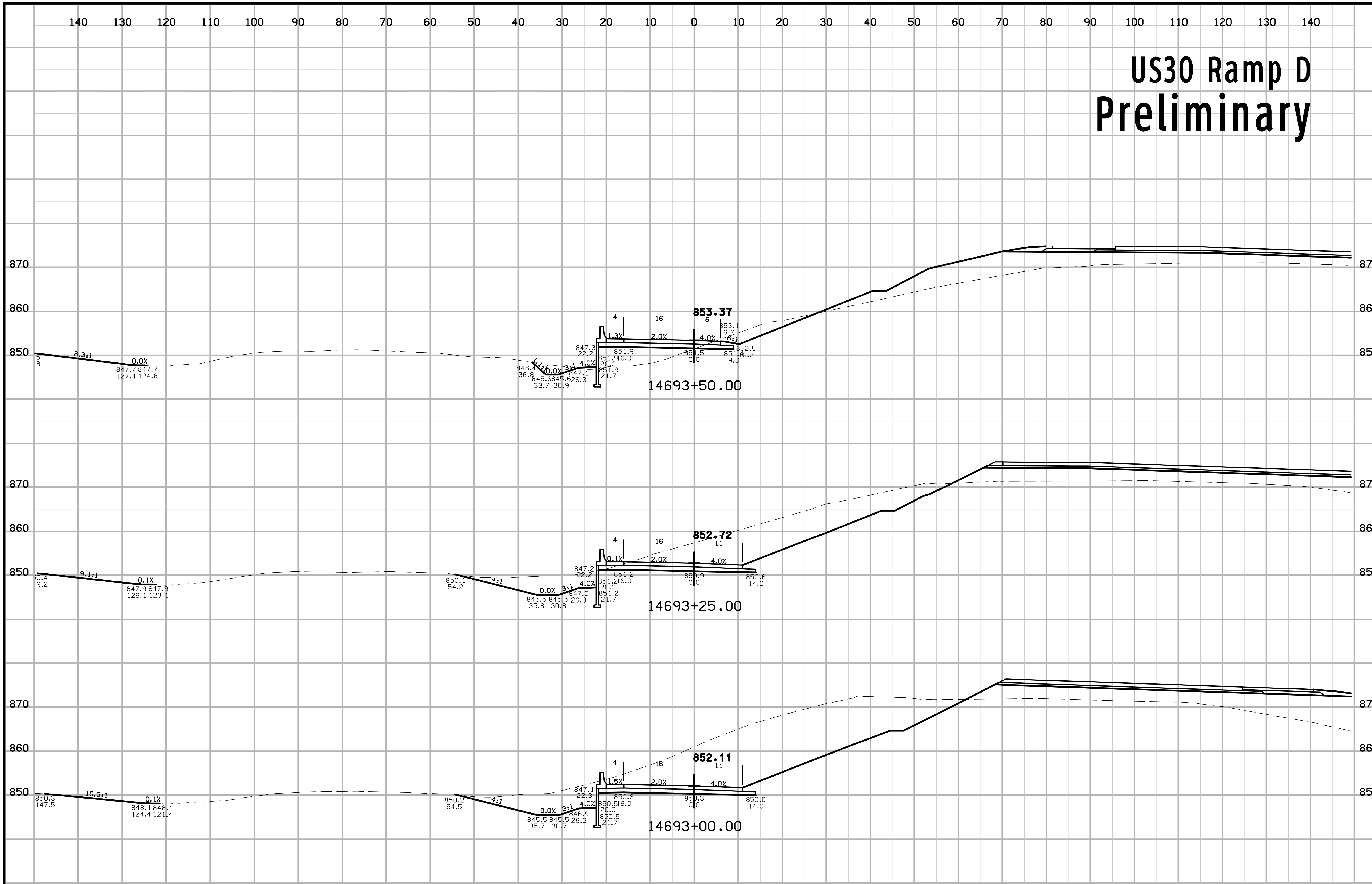

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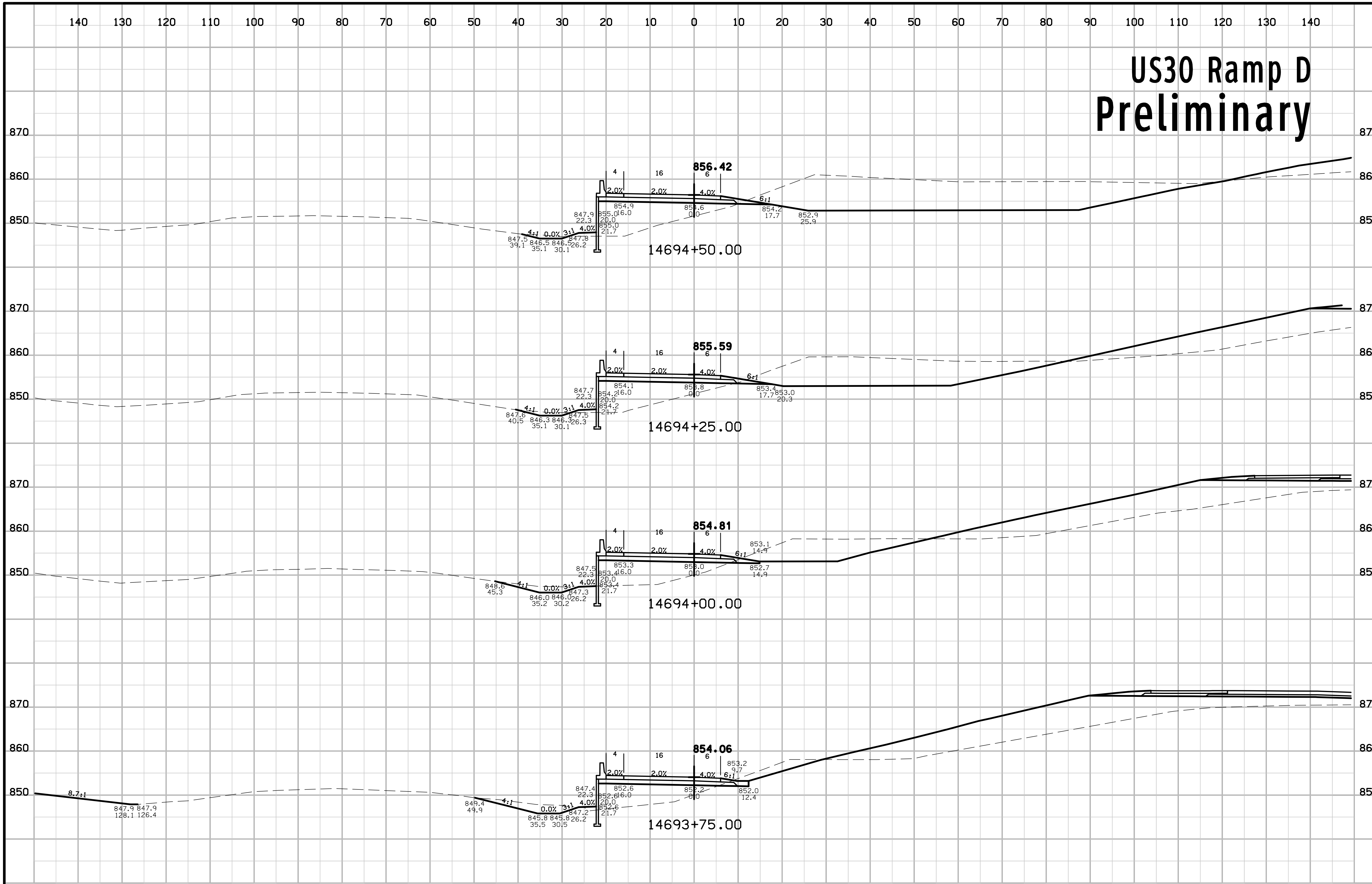

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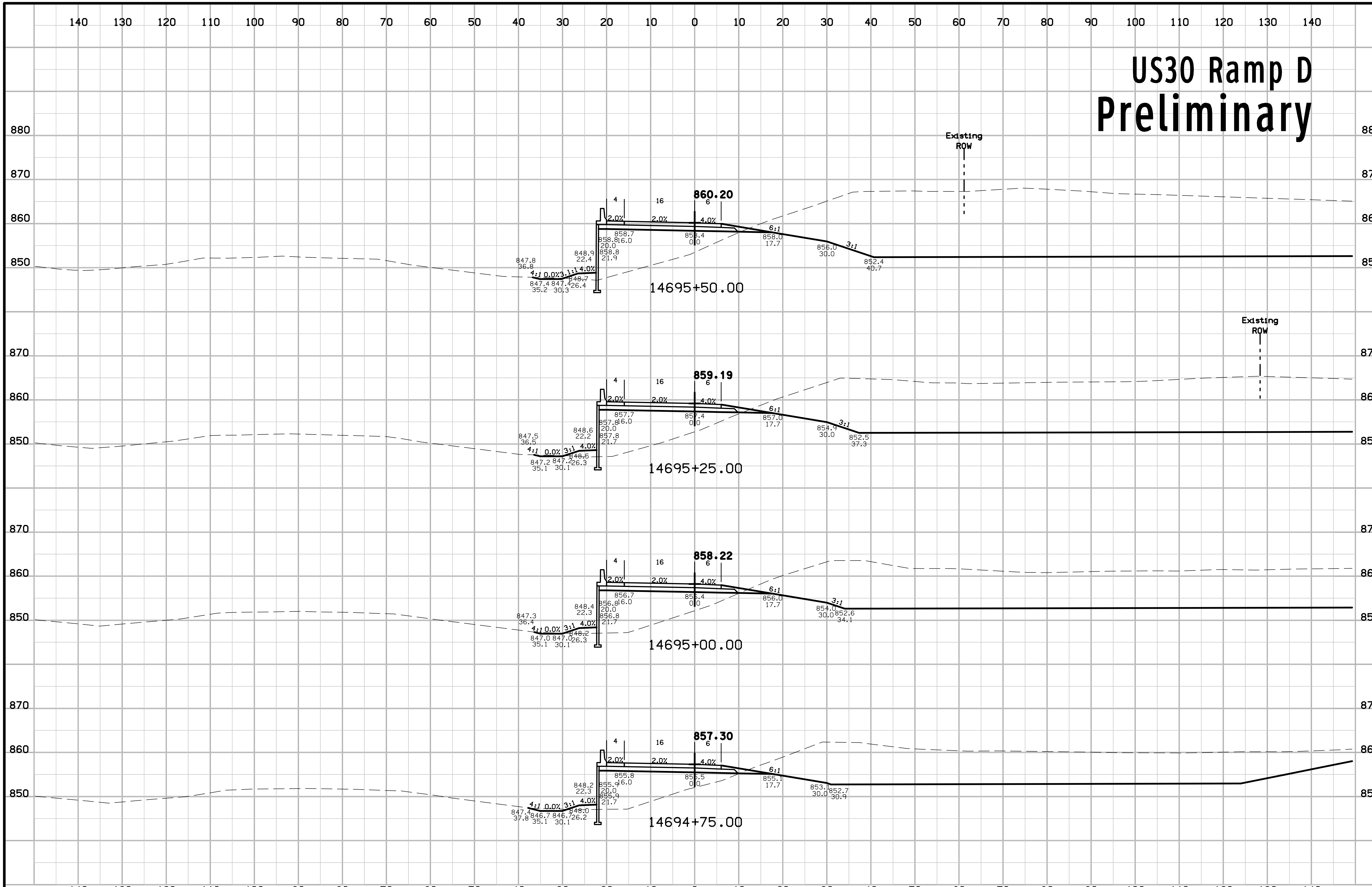
US30 Ramp D
Preliminary



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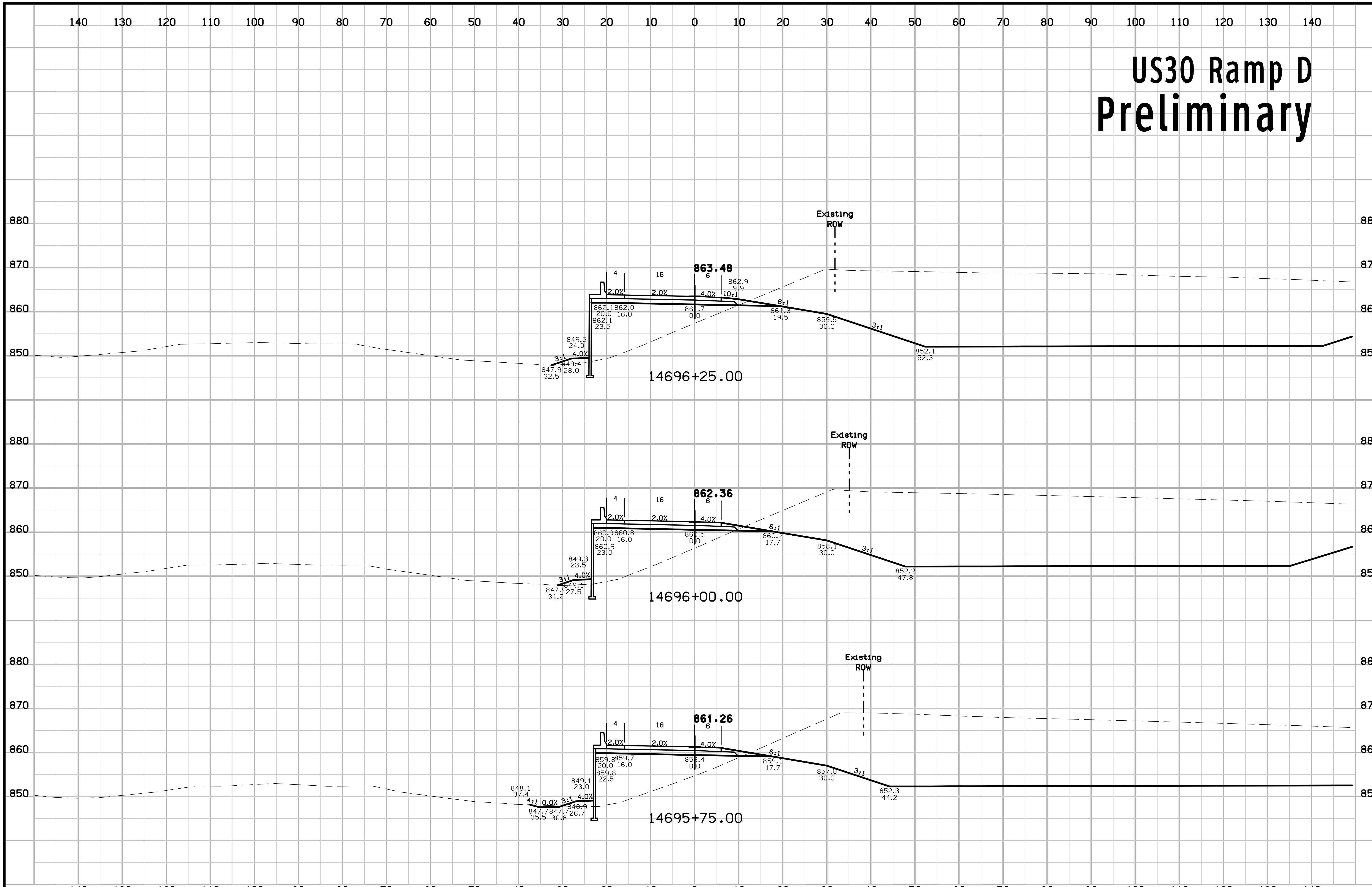

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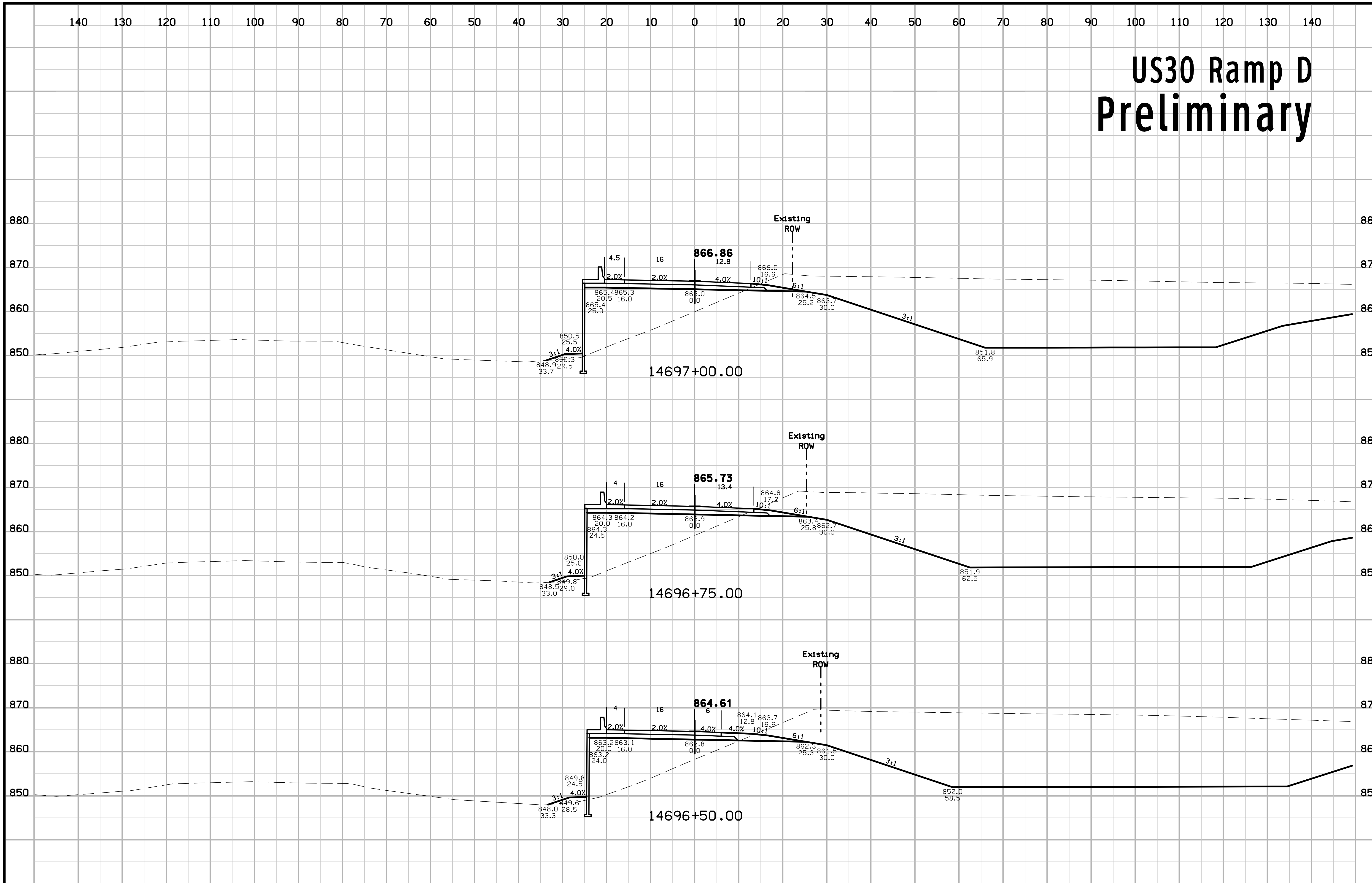
US30 Ramp D
Preliminary



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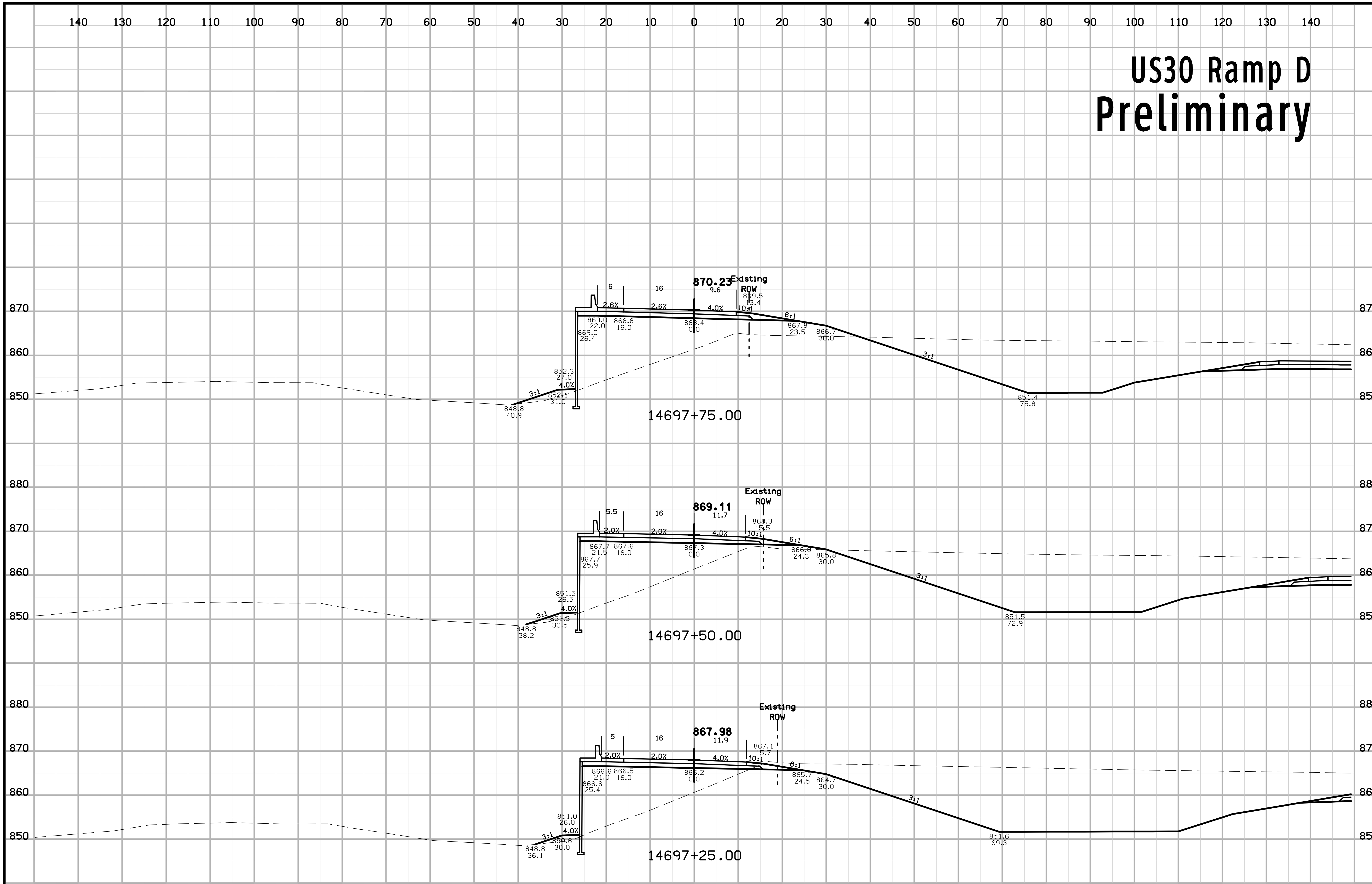

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.107

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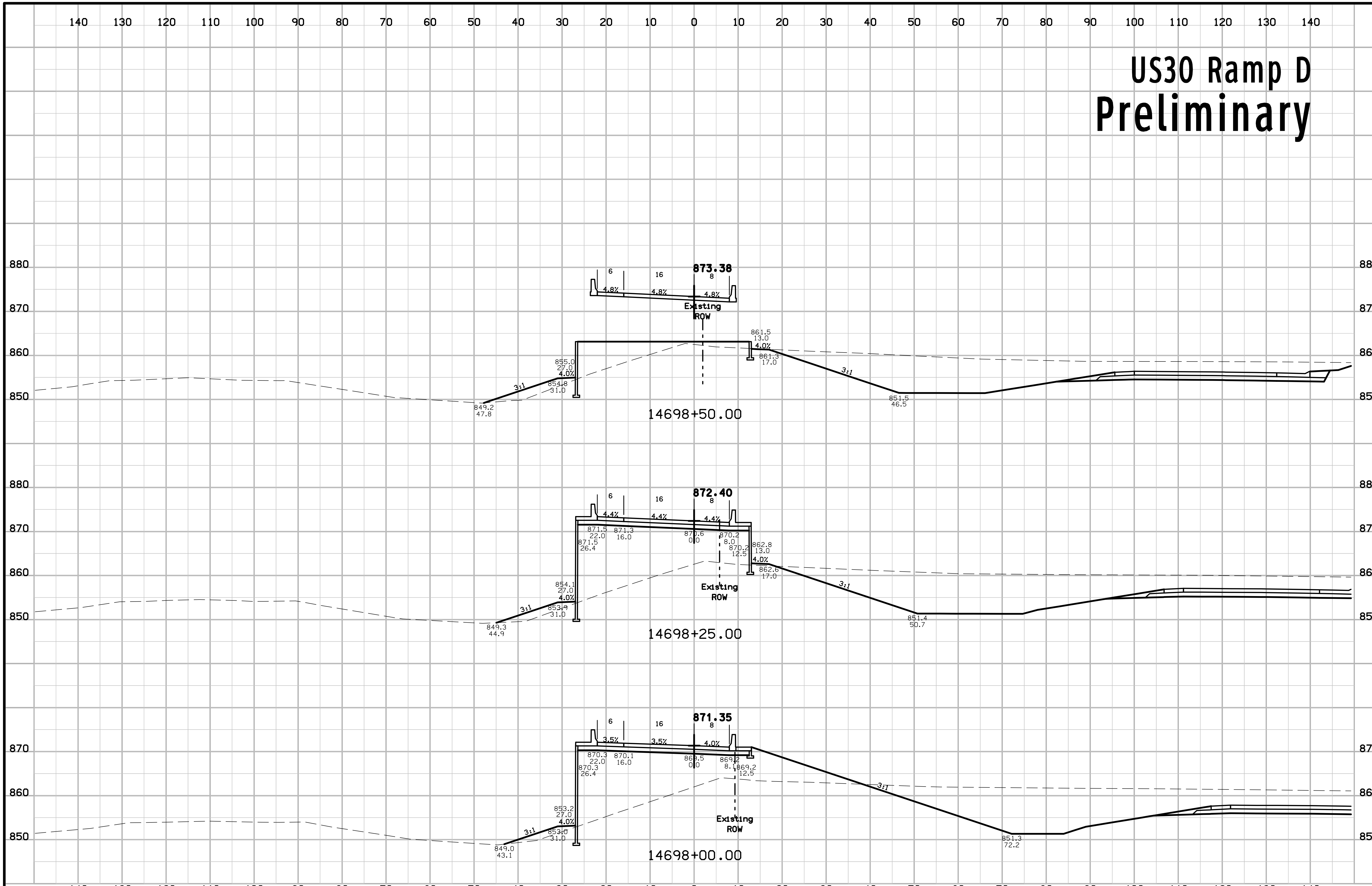
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.108

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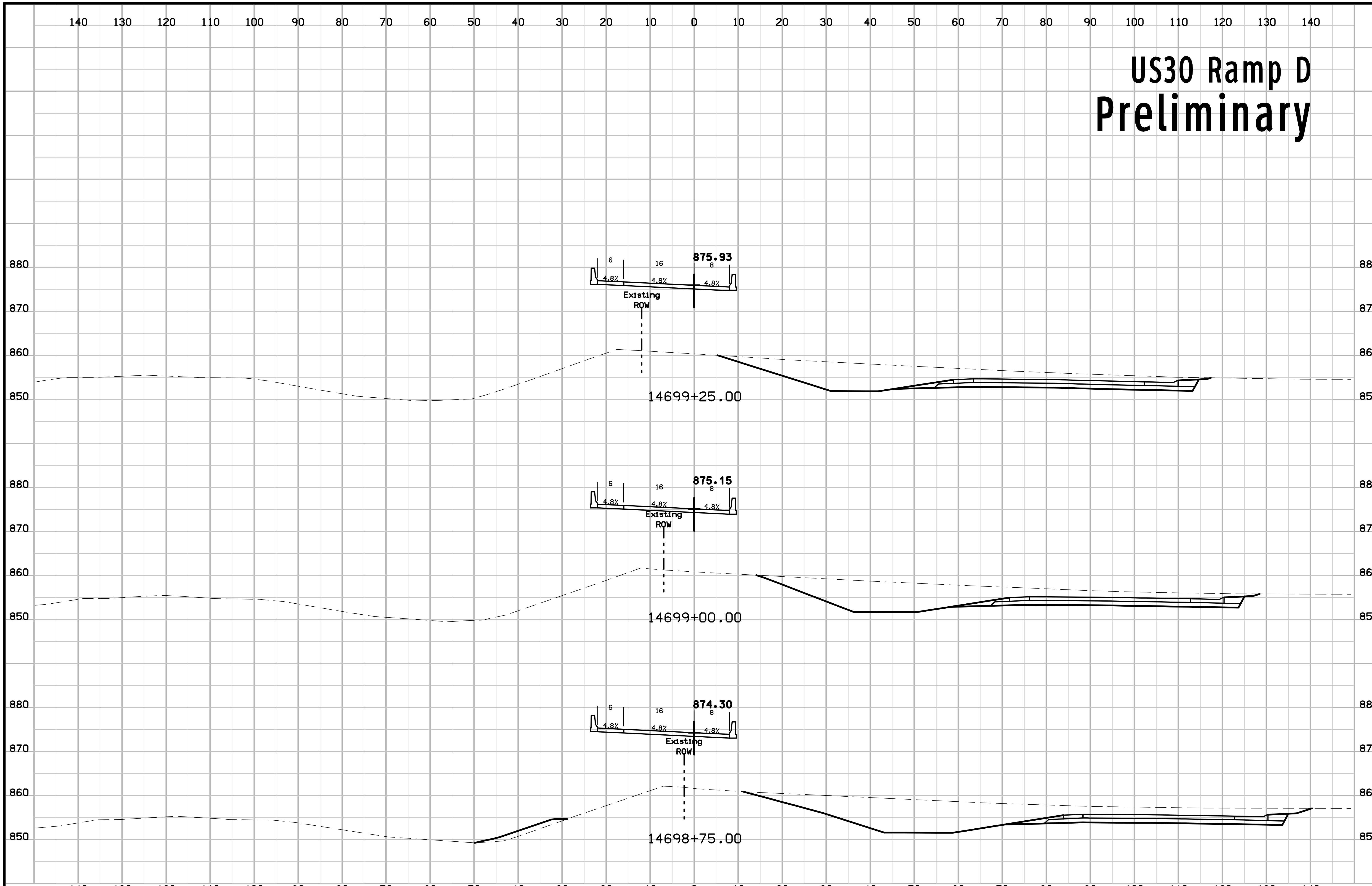

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.109

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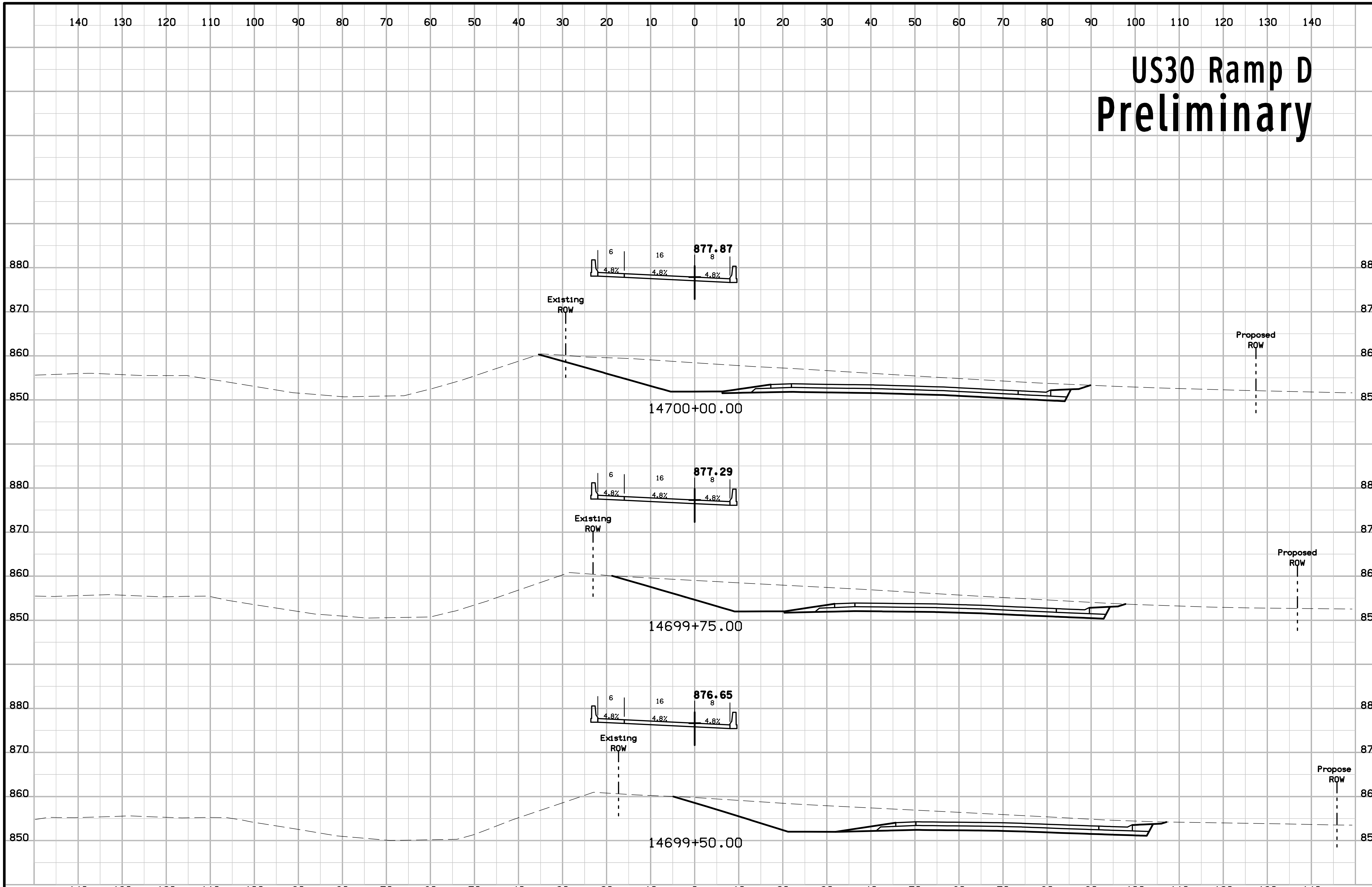
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.110

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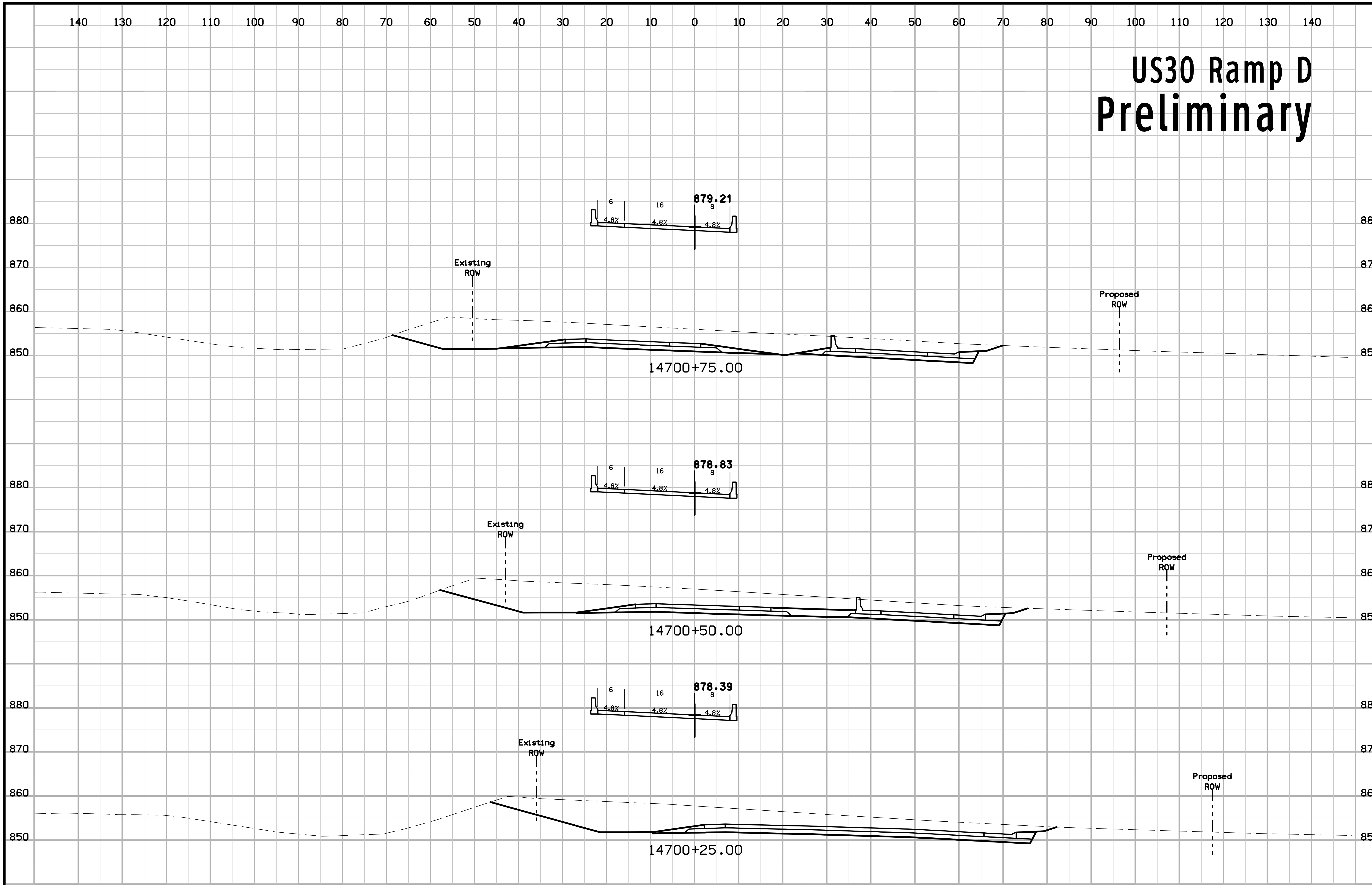

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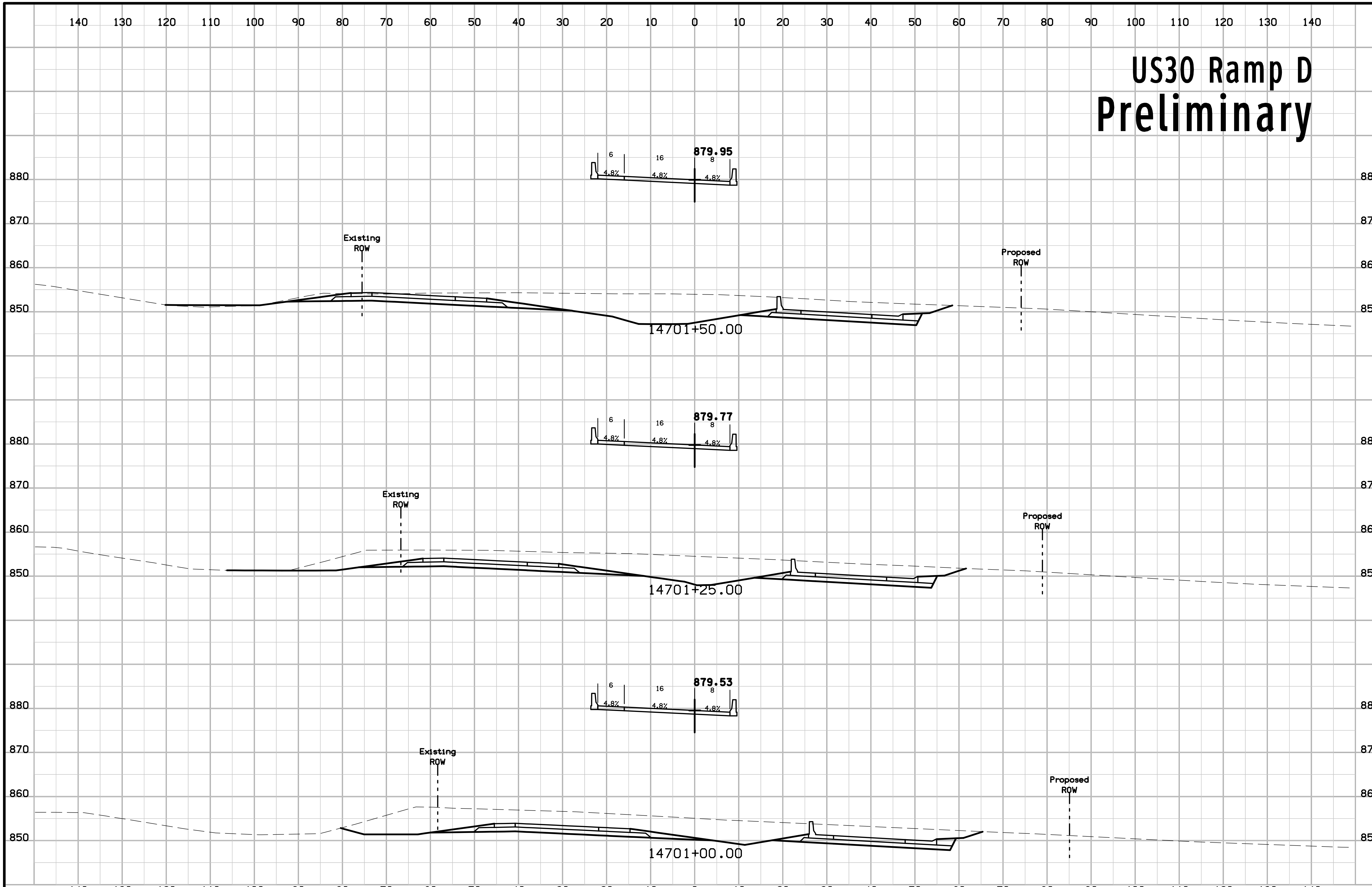
US30 Ramp D
Preliminary



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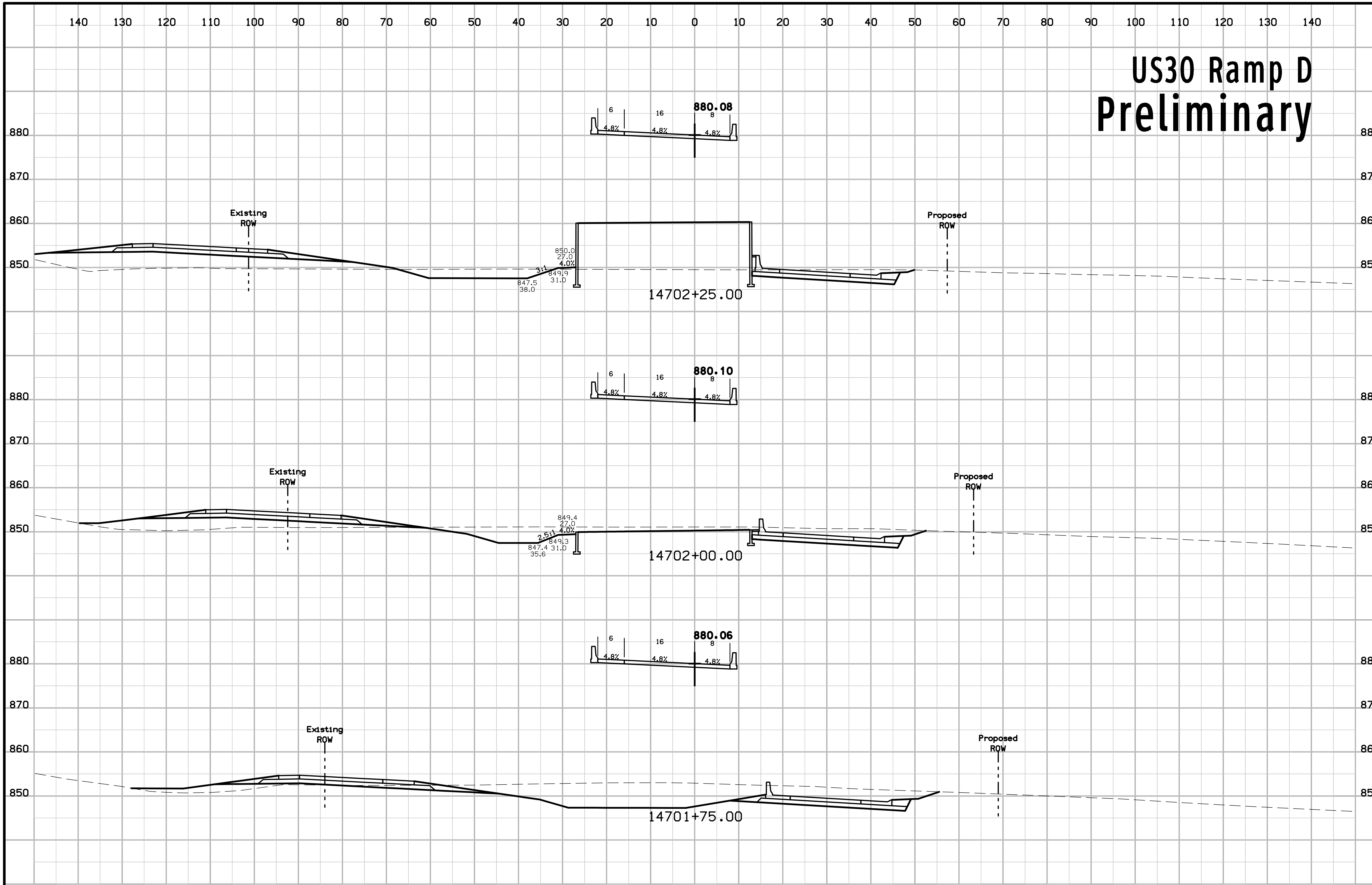
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.113

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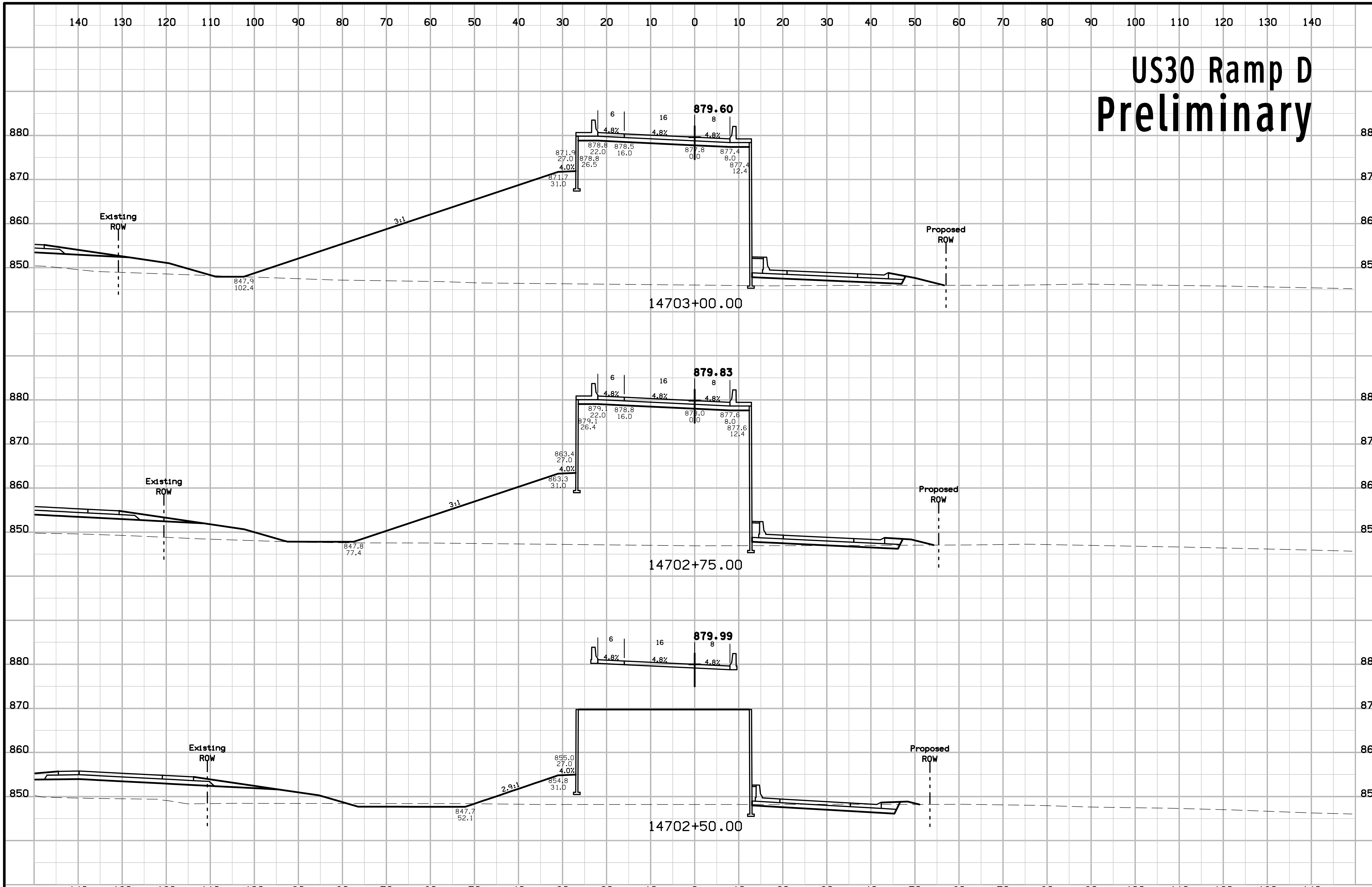

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.114**

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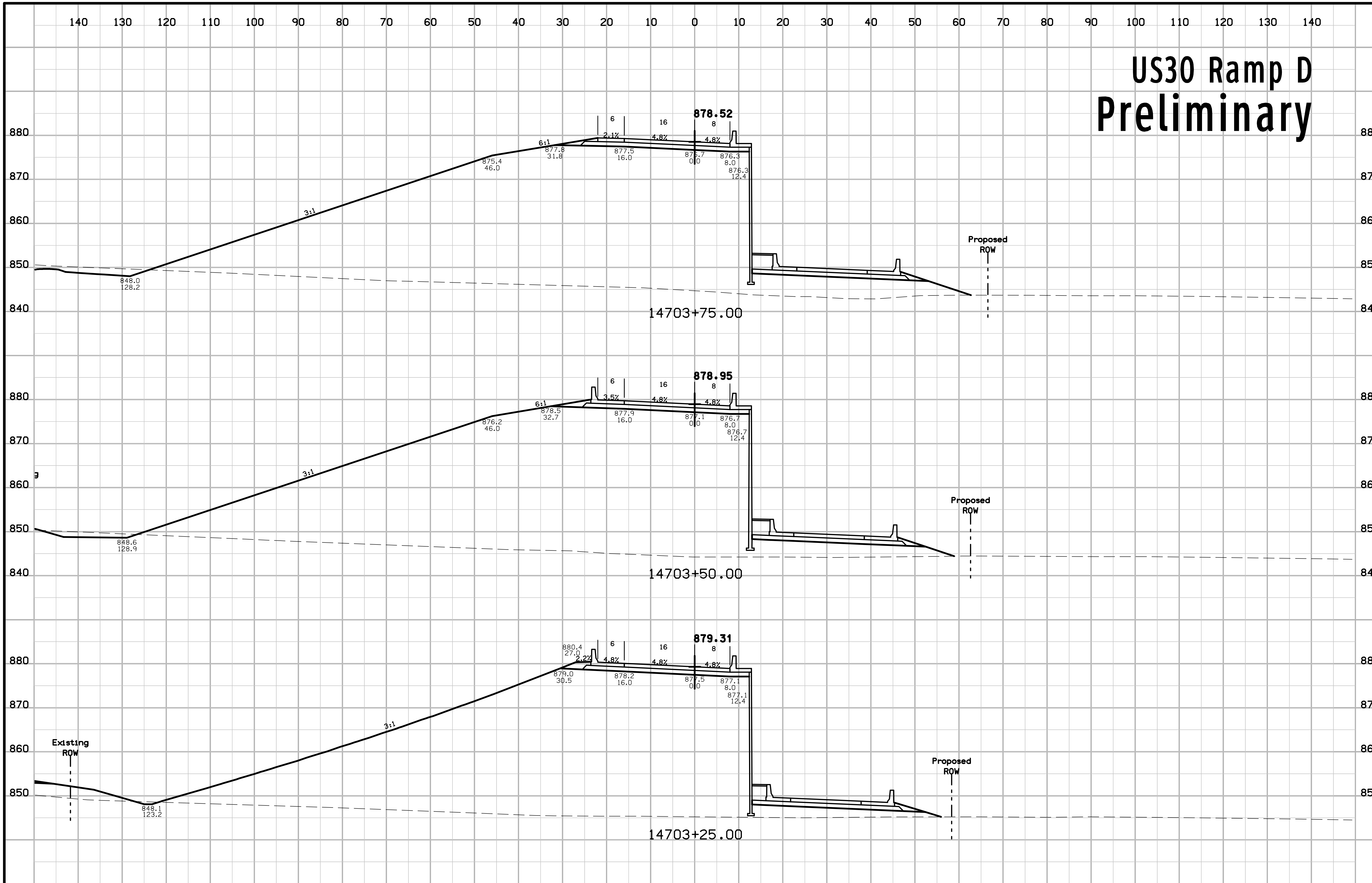
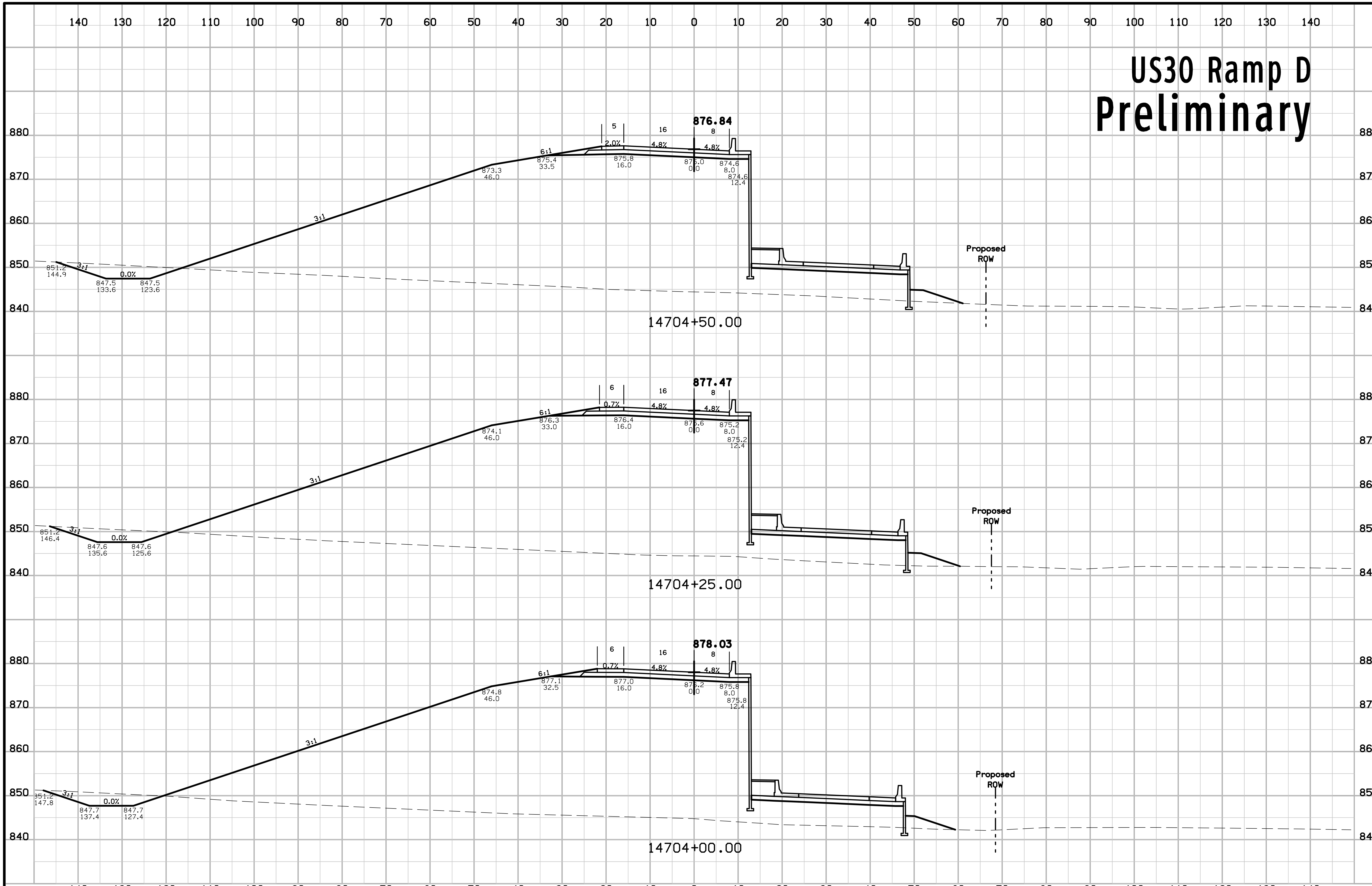
US30 Ramp D
Preliminary



US30 Ramp D
Preliminary



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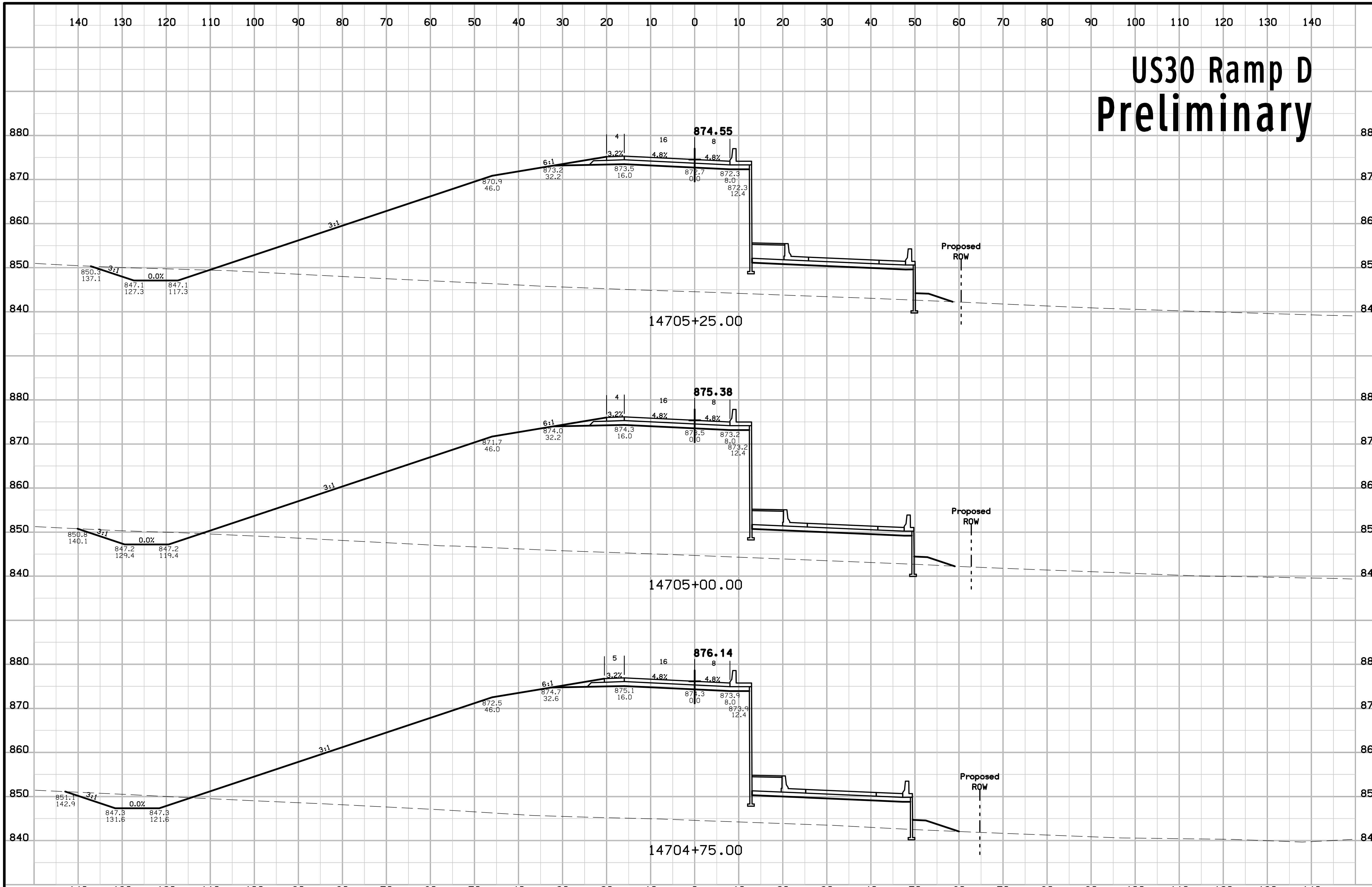

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.117

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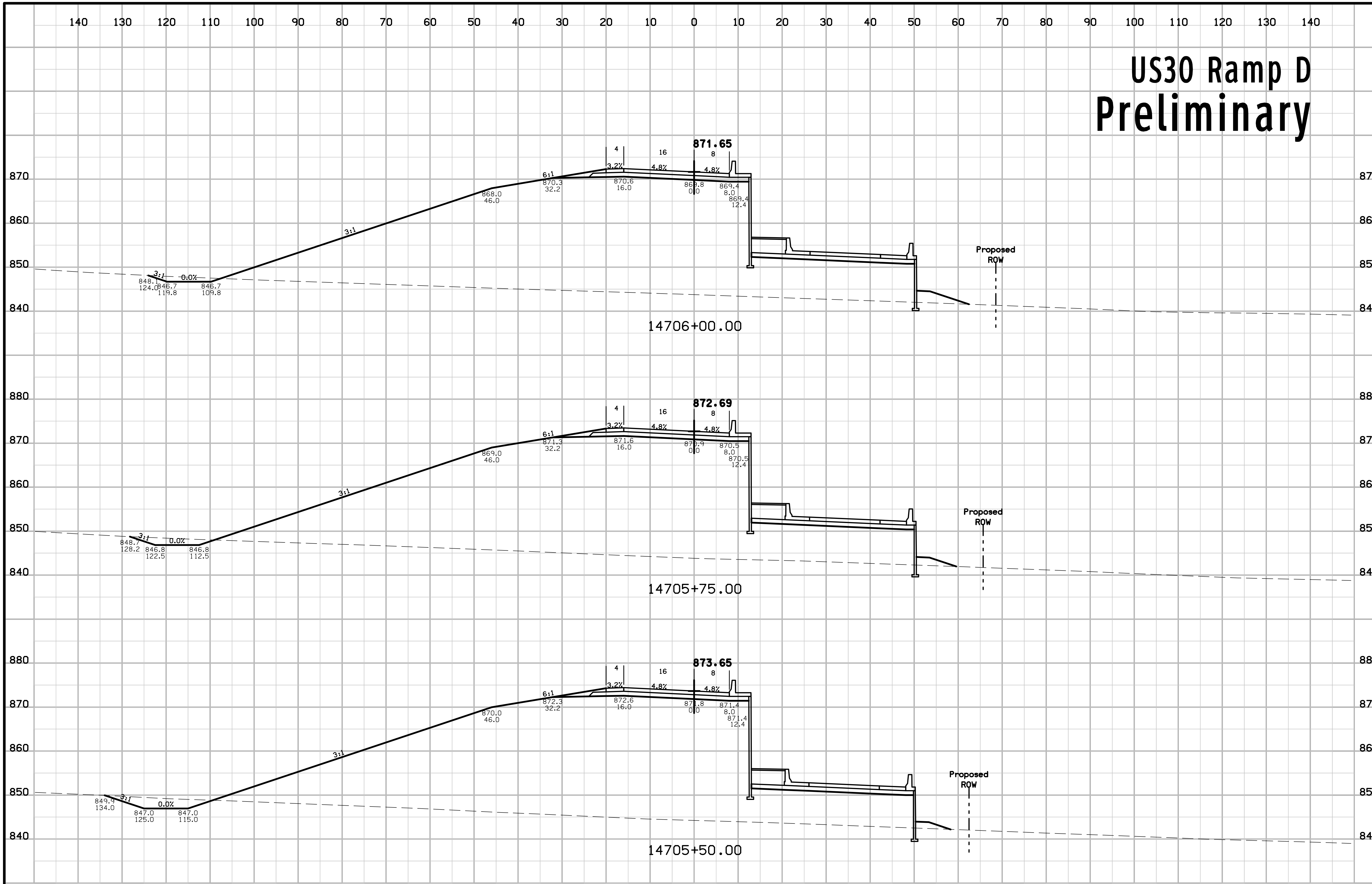

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.118

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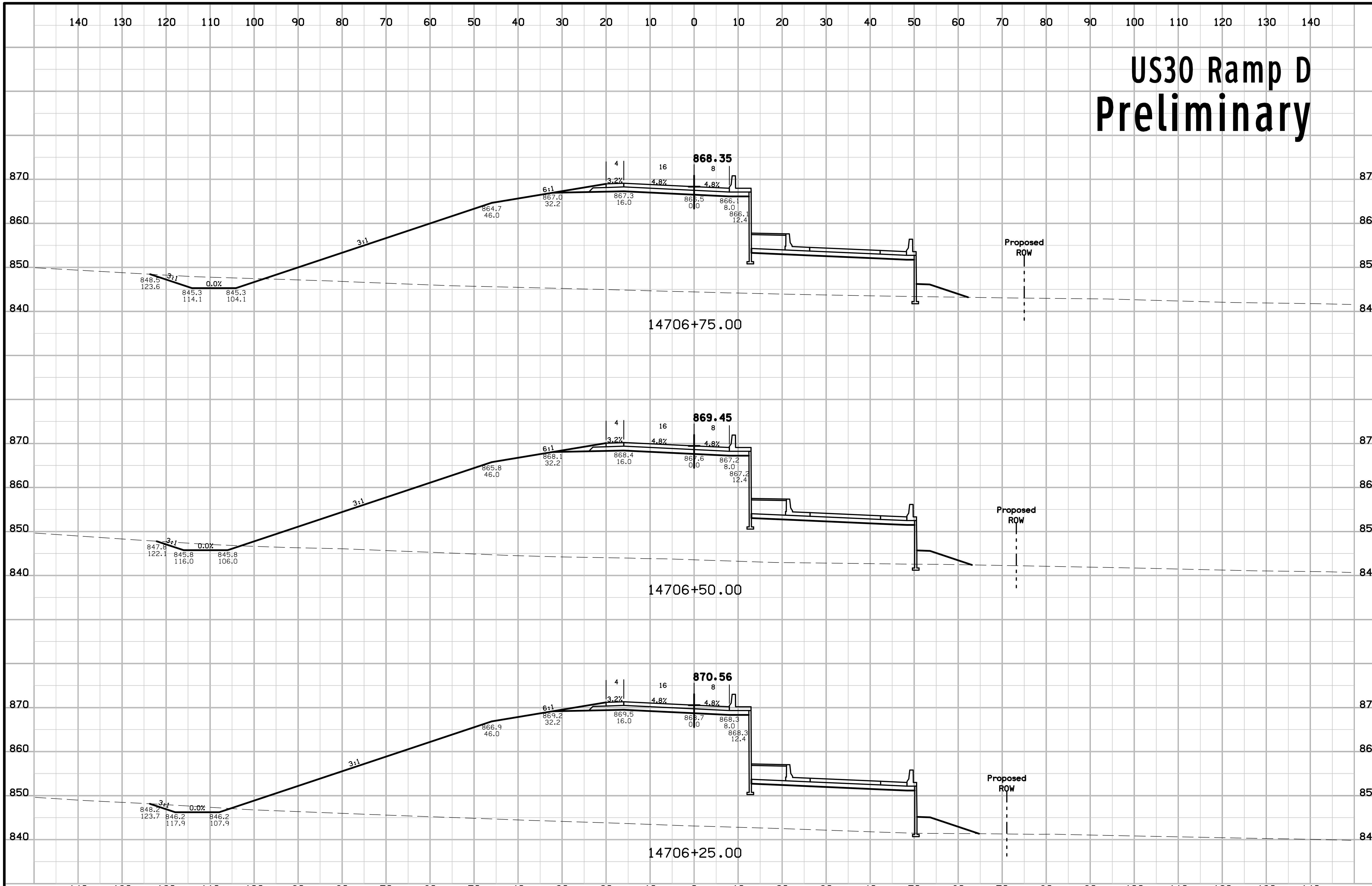
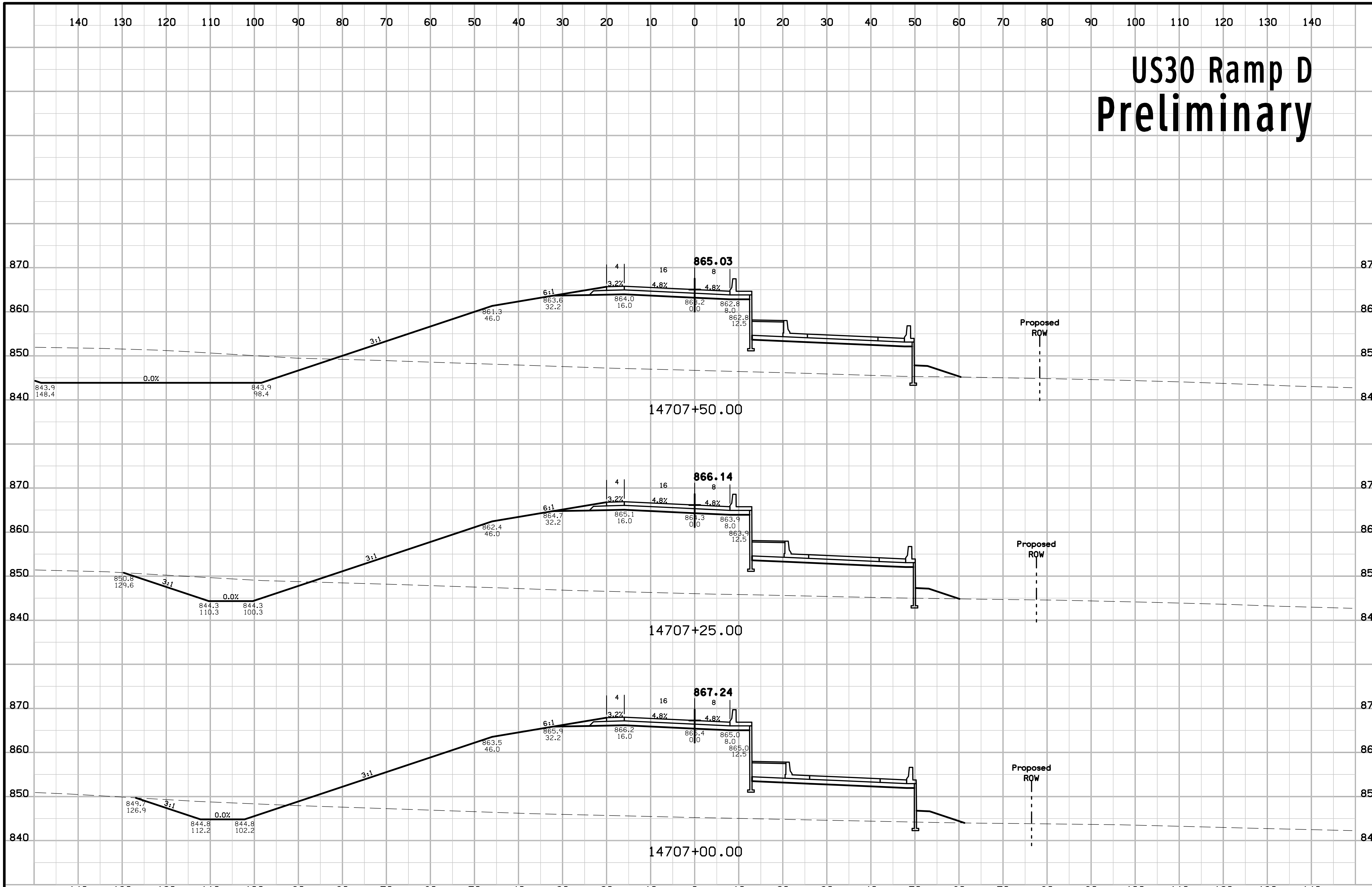
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL	LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.119

US30 Ramp D
Preliminary



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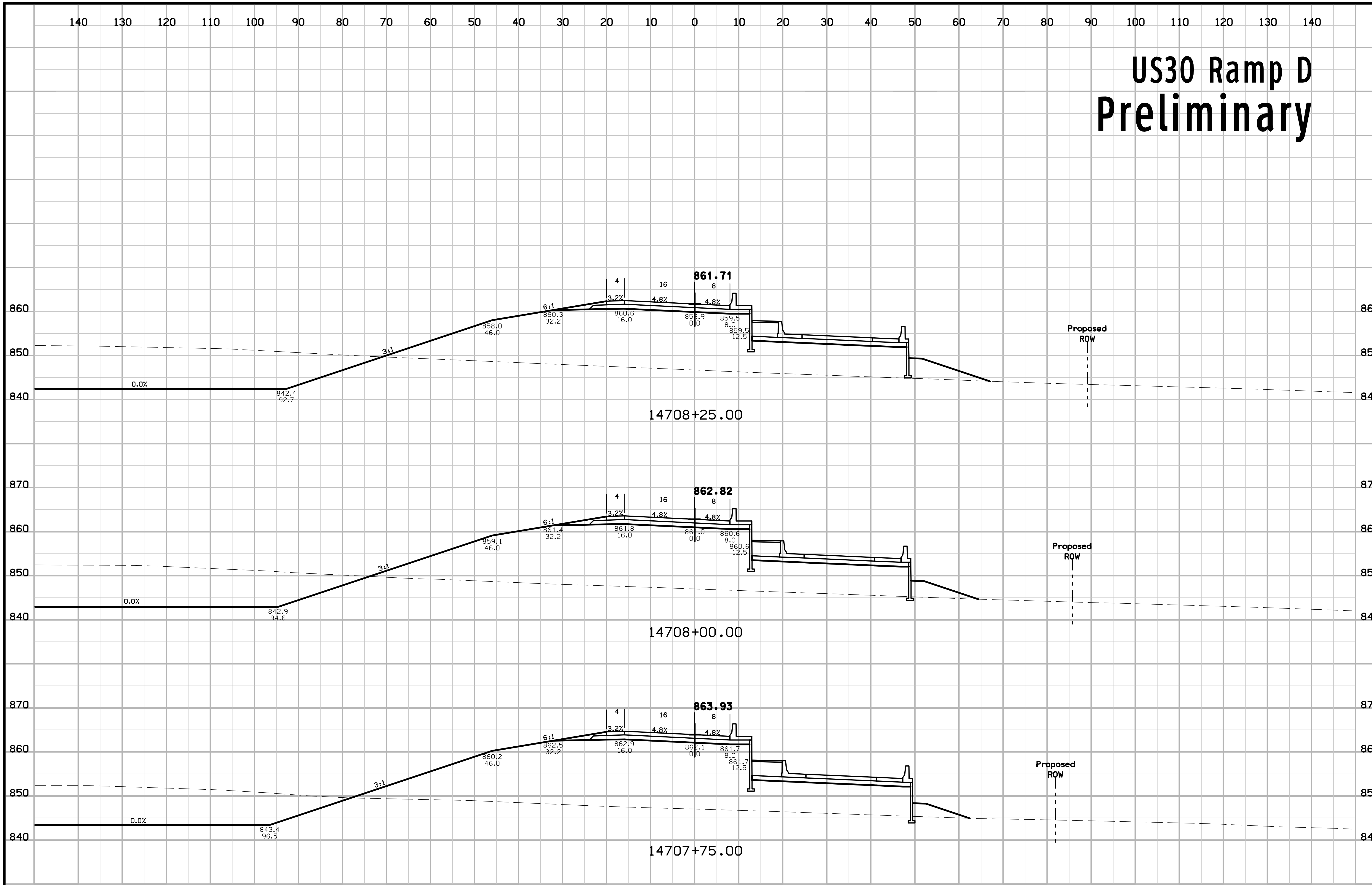
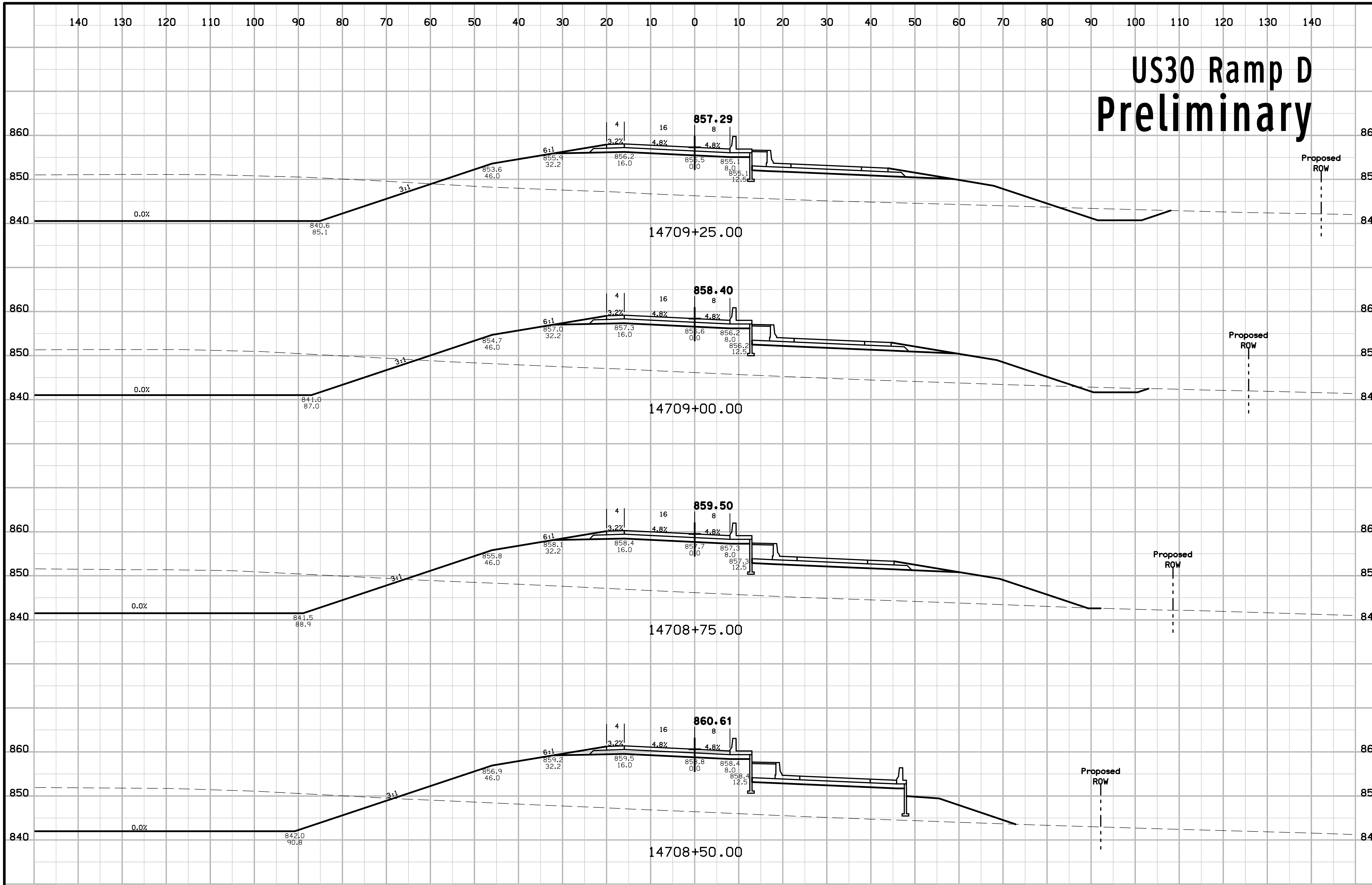


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.121



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.122

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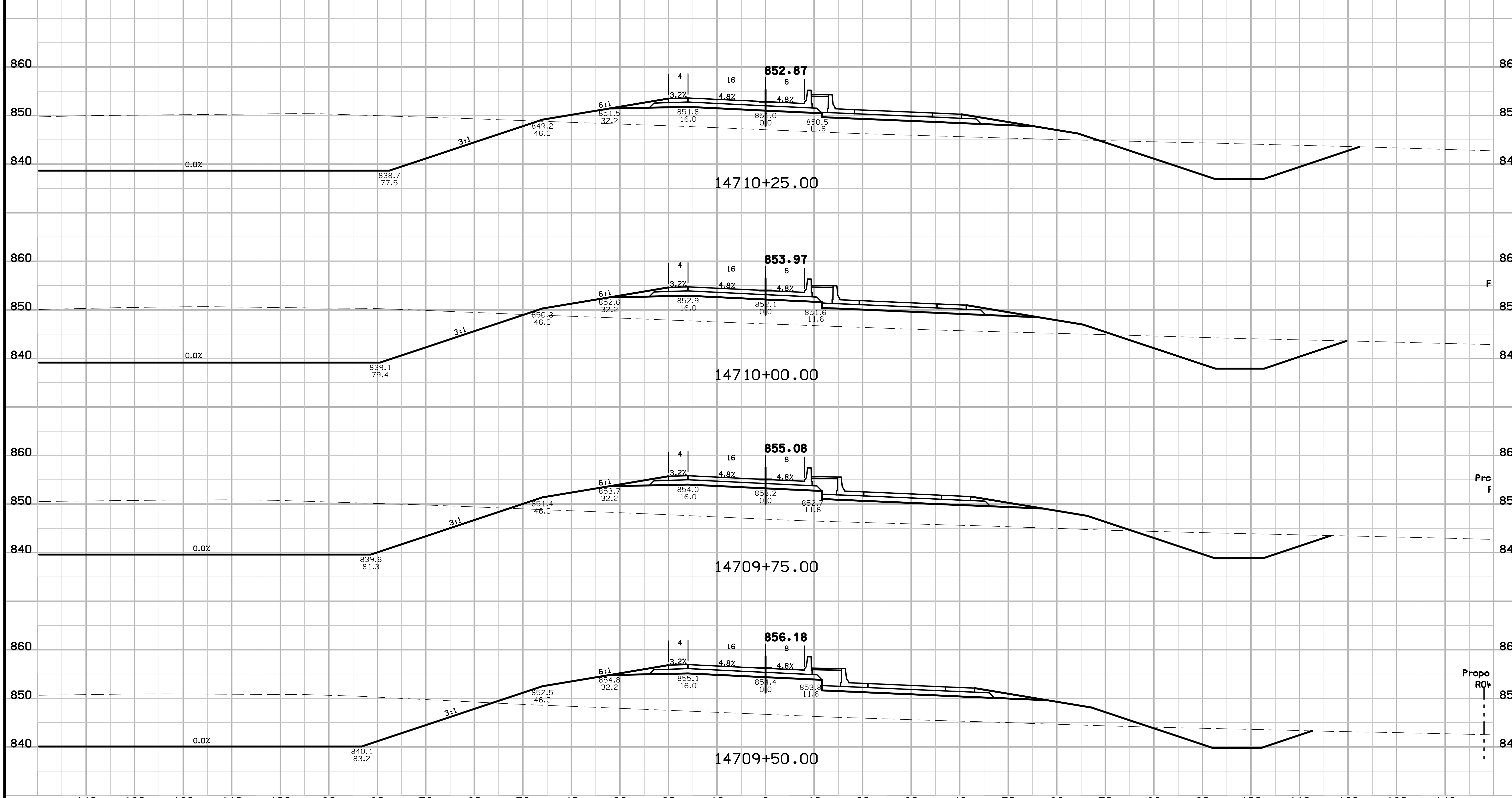
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.123

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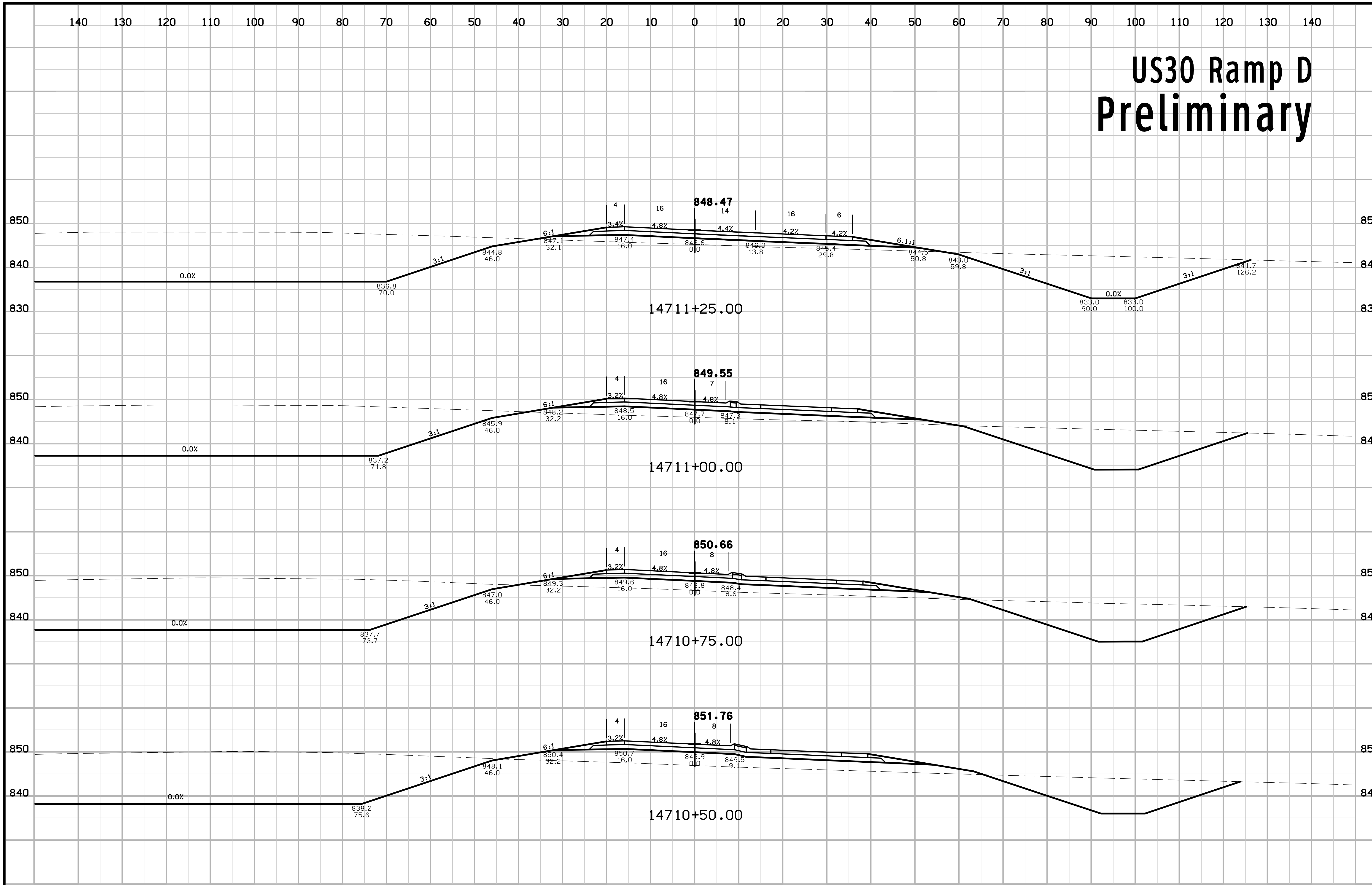
US30 Ramp D
Preliminary



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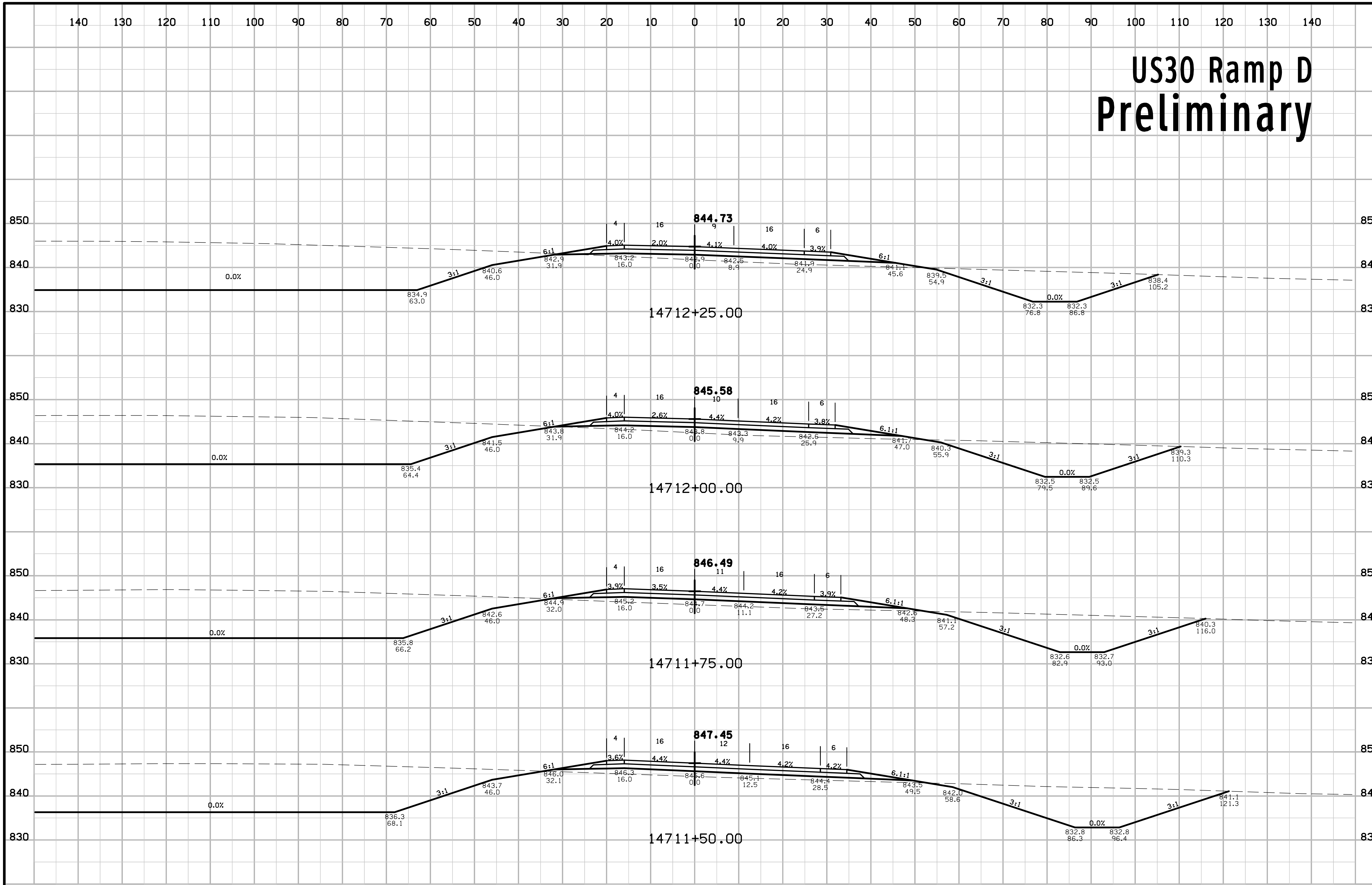

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.125

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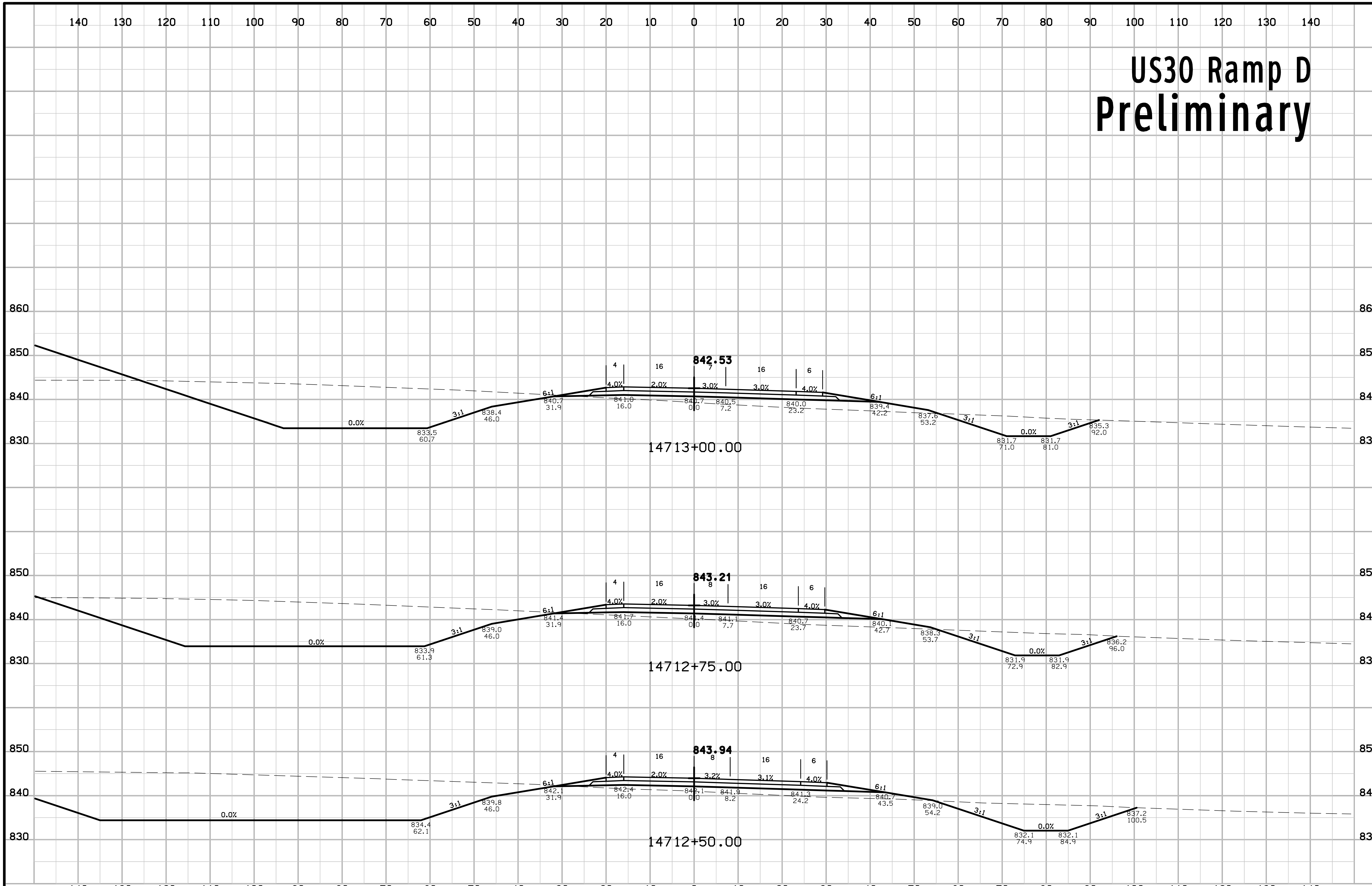

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.126**

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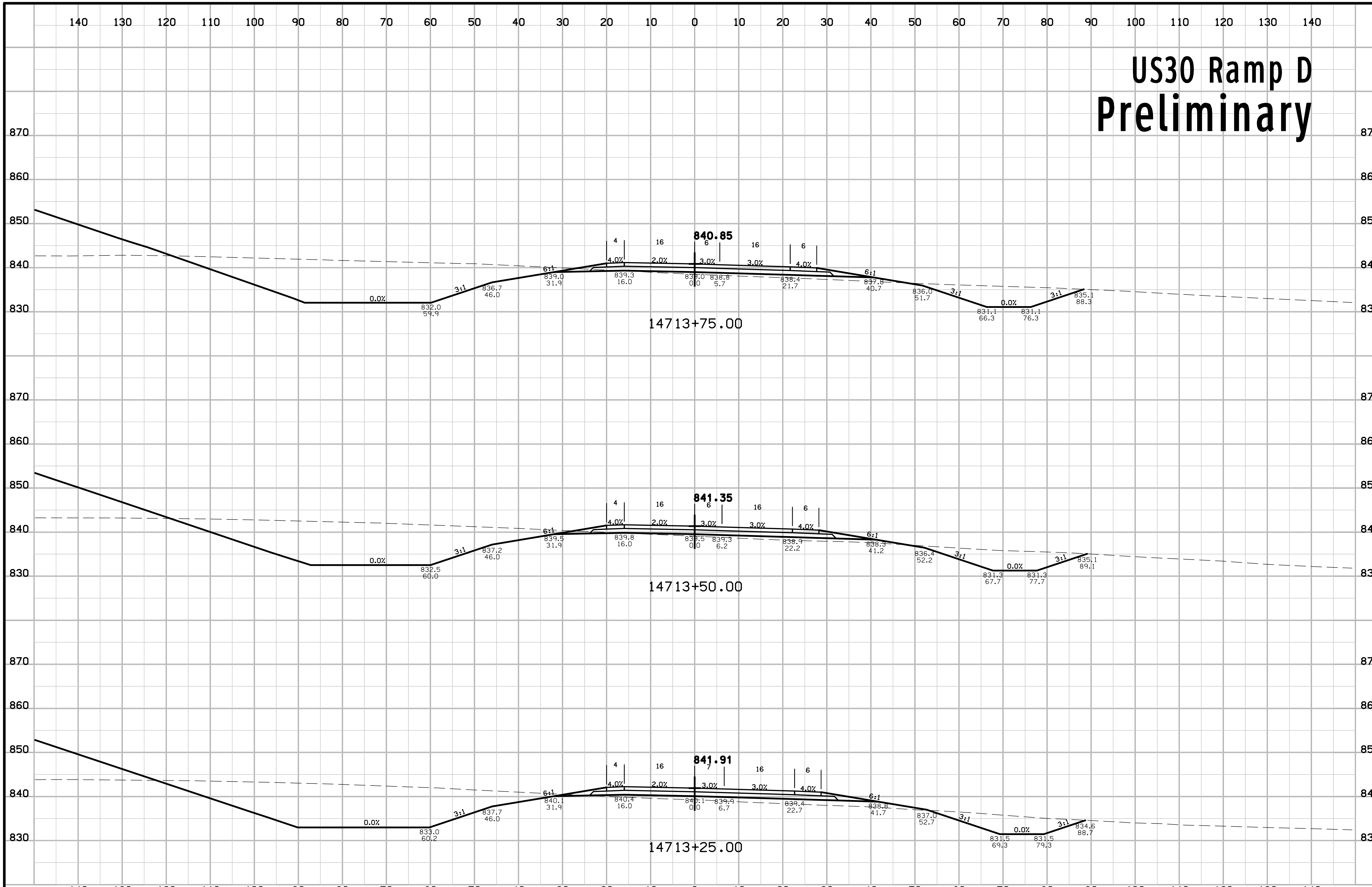
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.127

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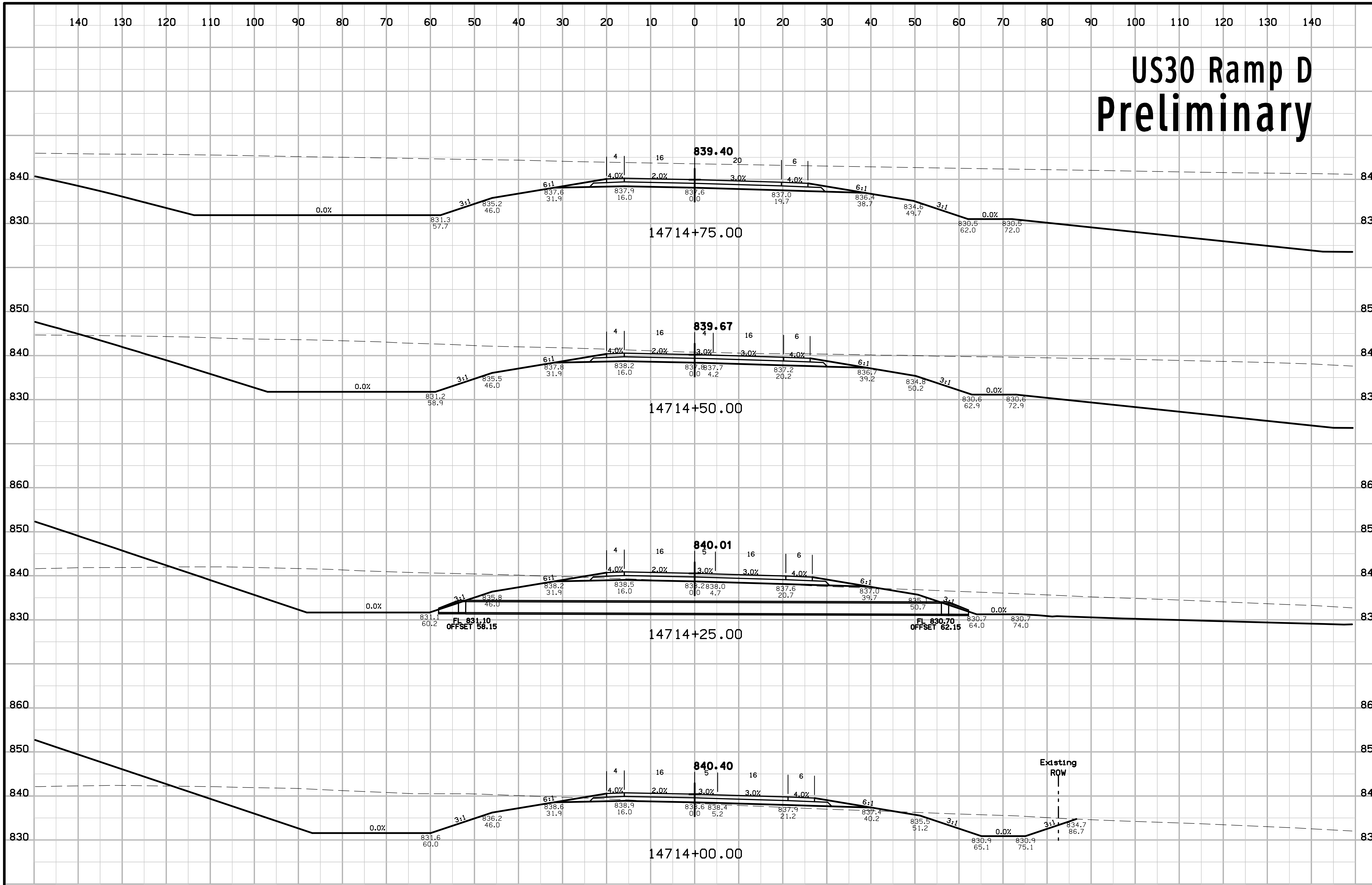
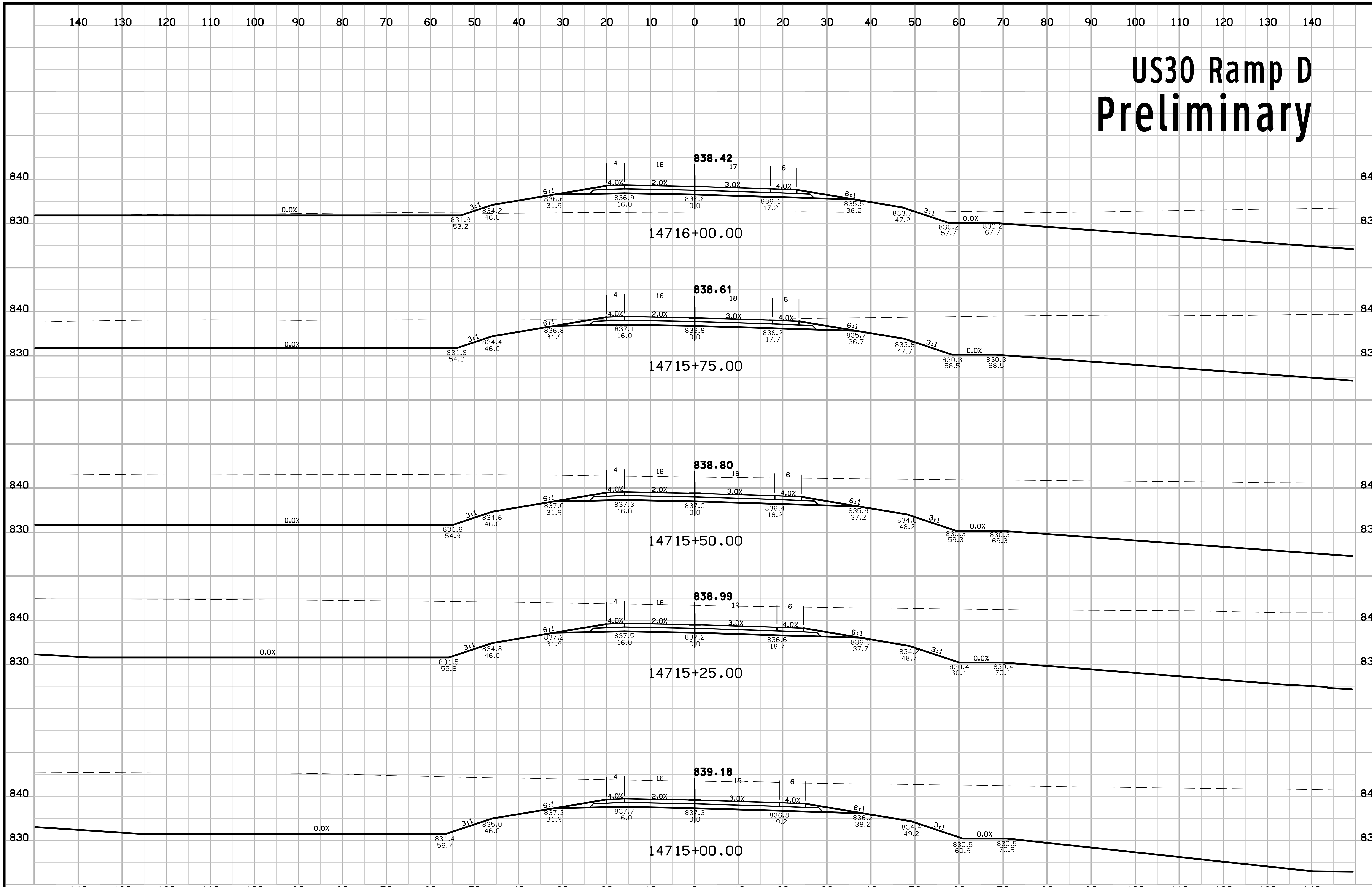


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.128

US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.129

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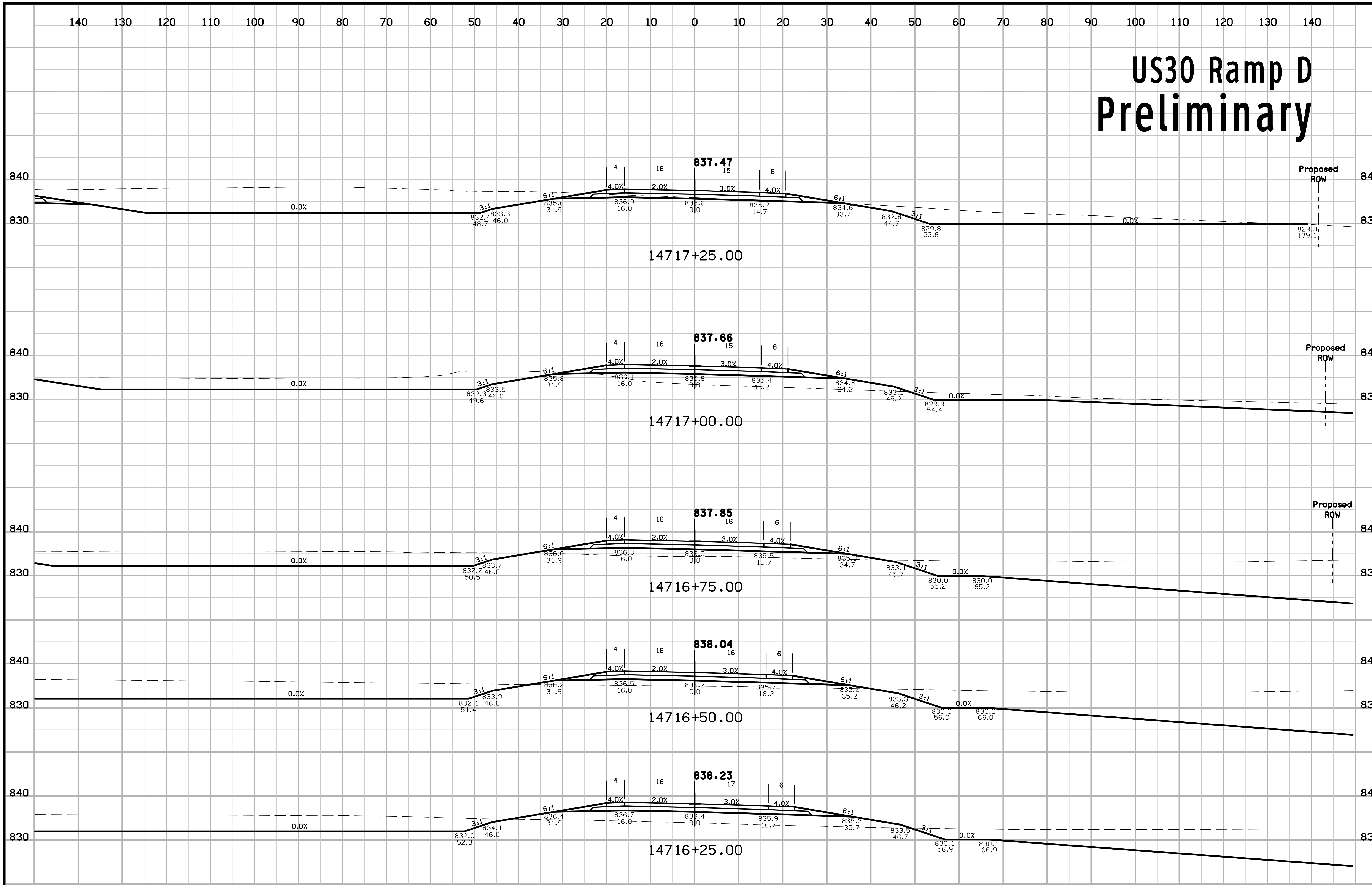
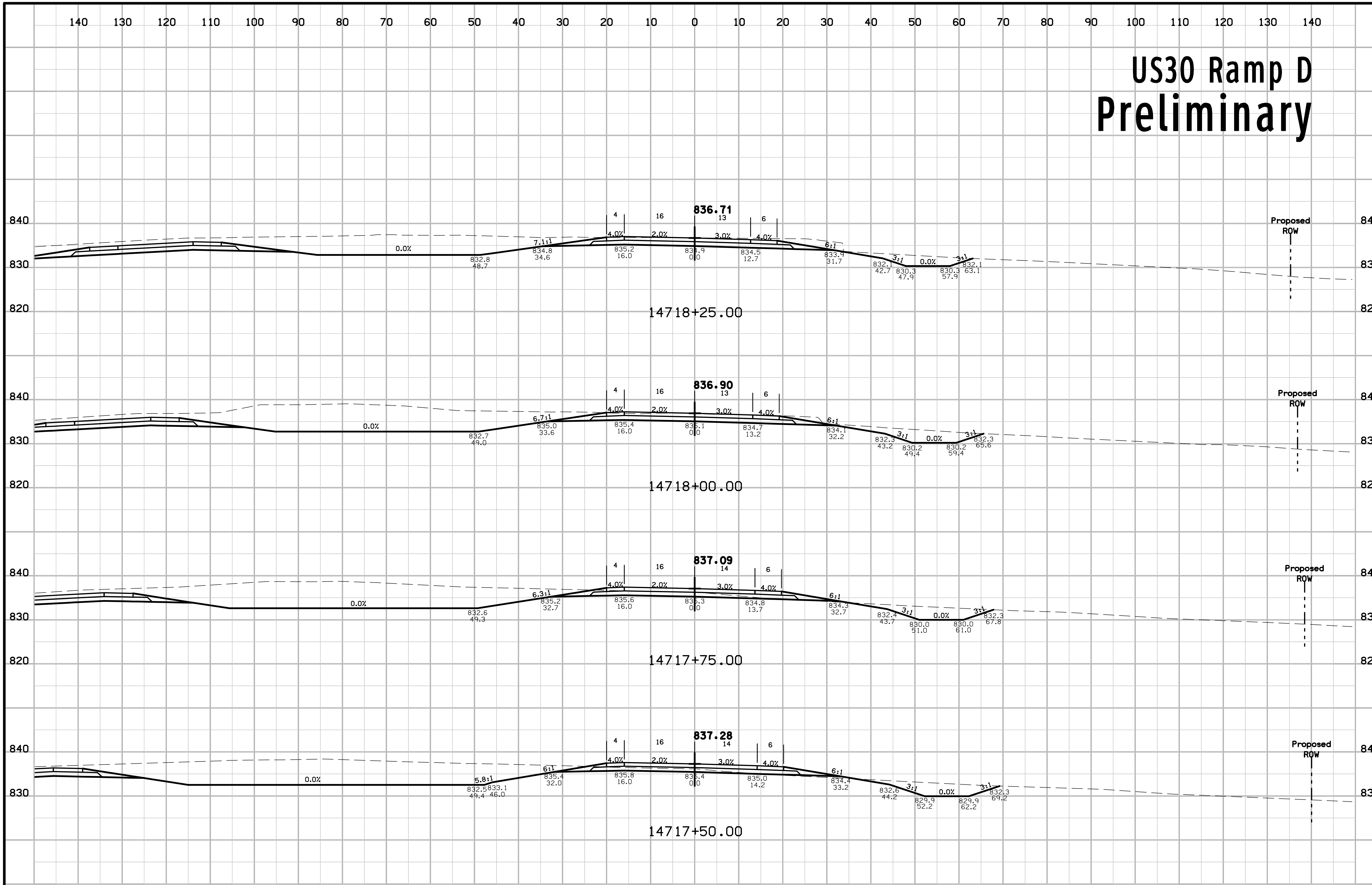


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.130

US30 Ramp D
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.131**

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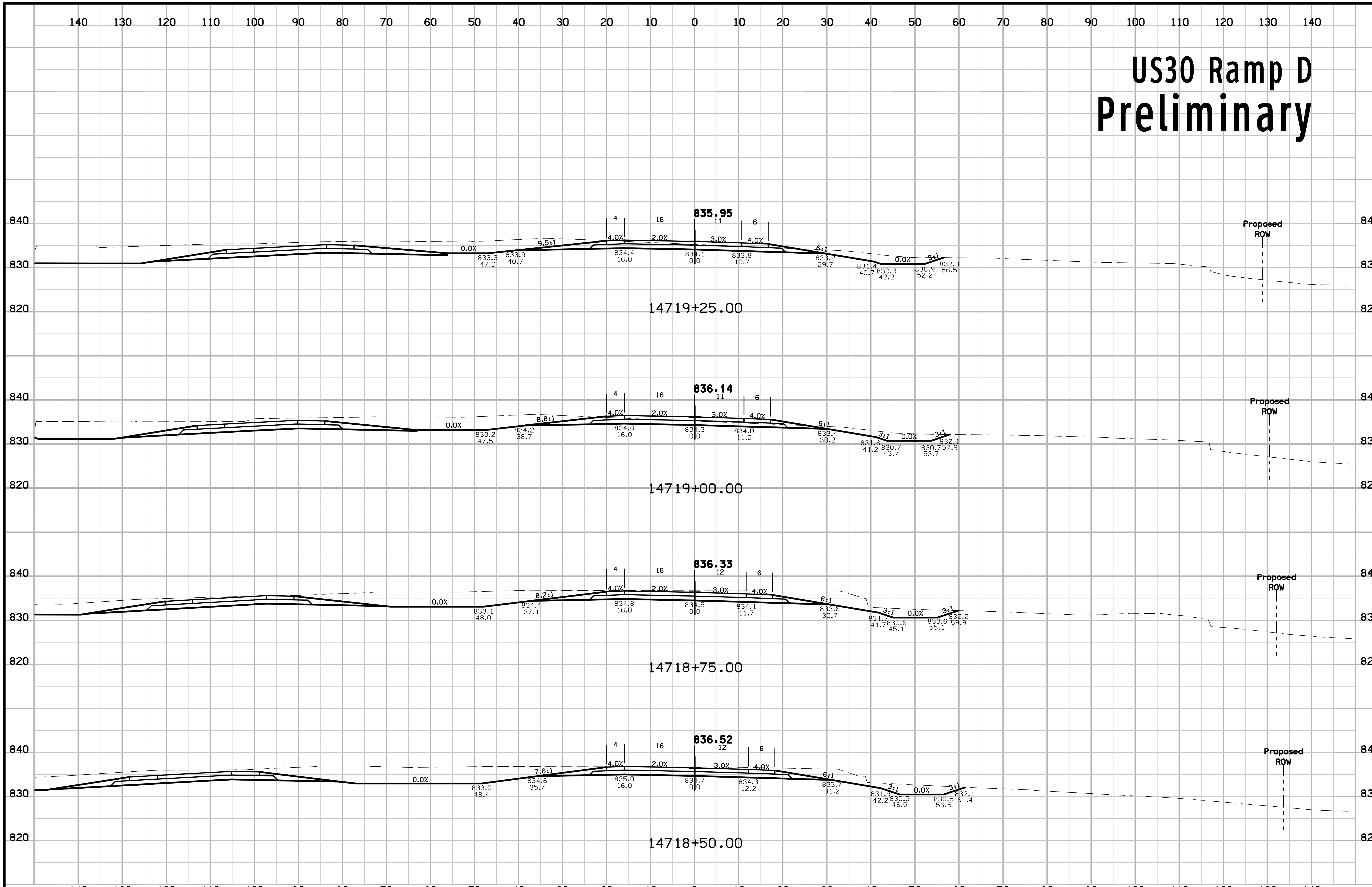
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.132

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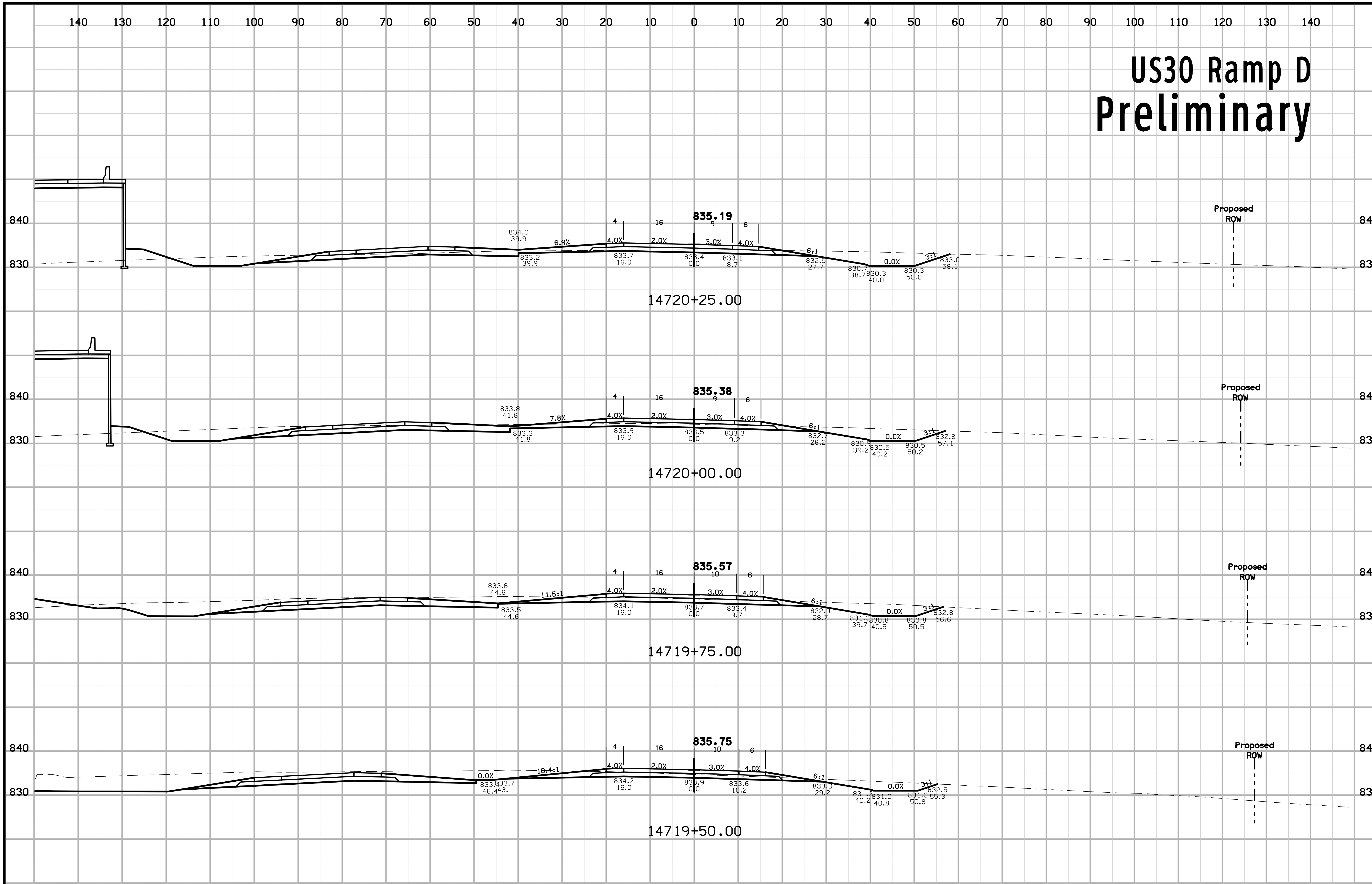

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.133

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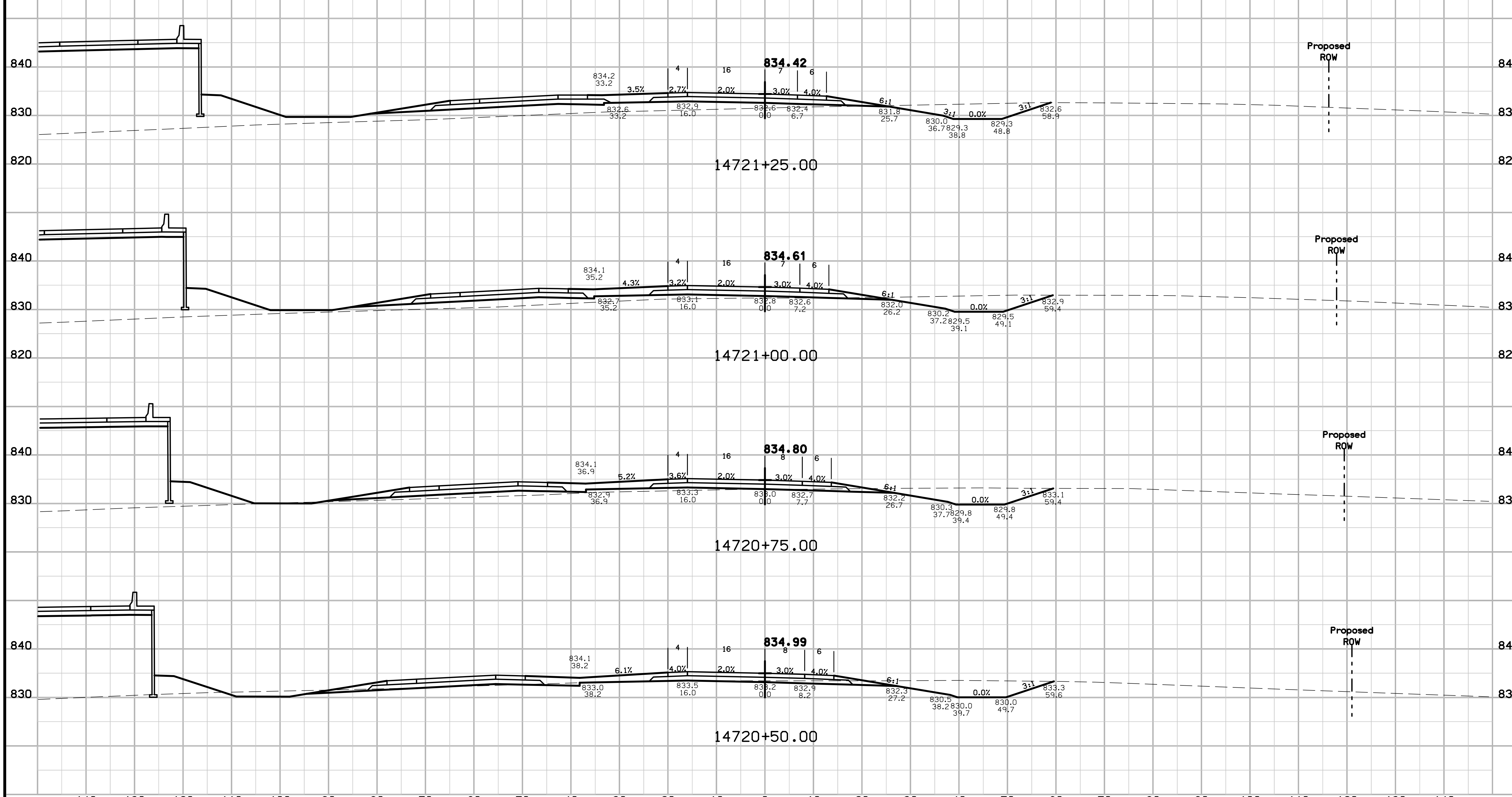
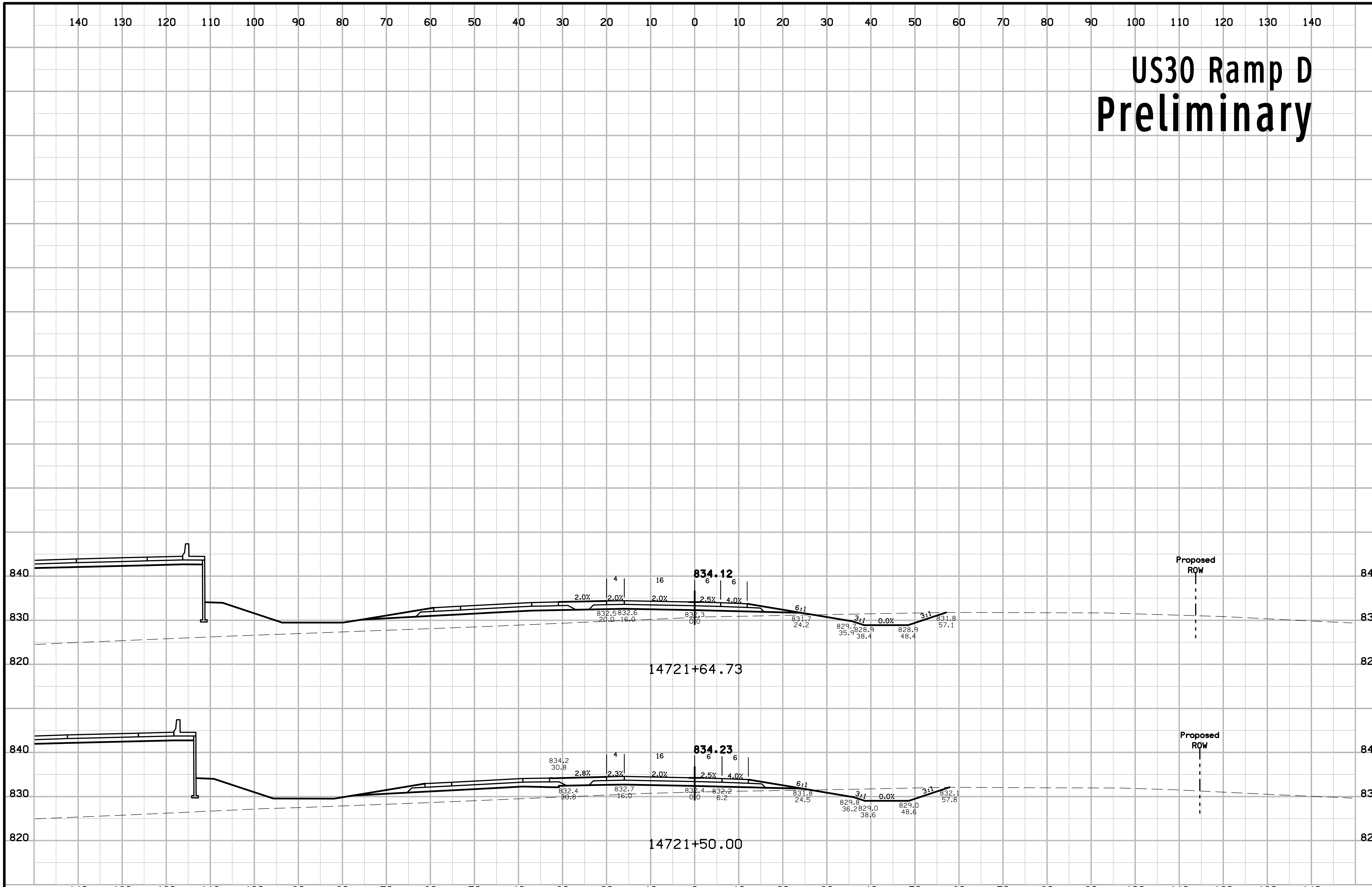
US30 Ramp D
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.134

US30 Ramp D
Preliminary



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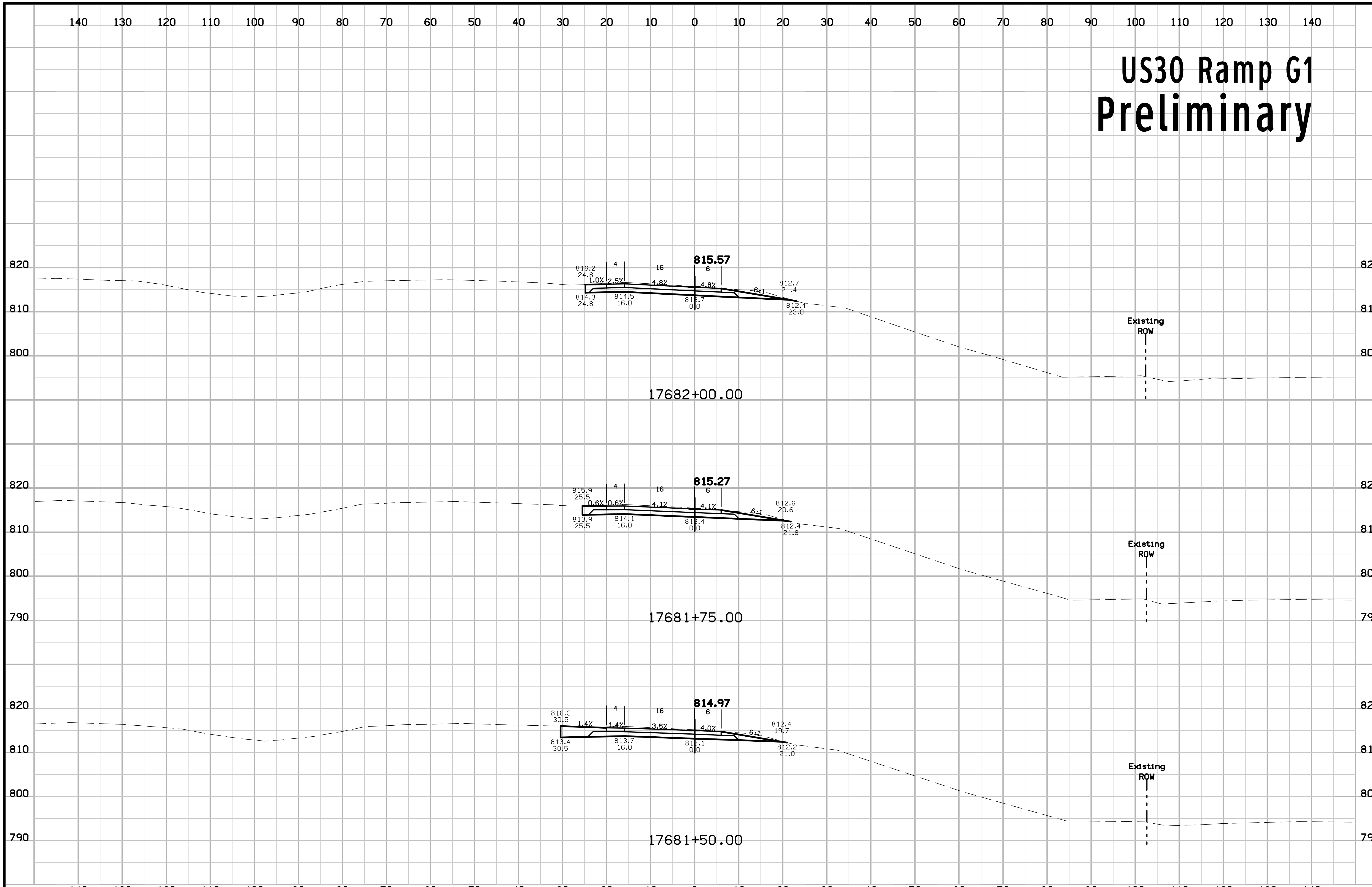
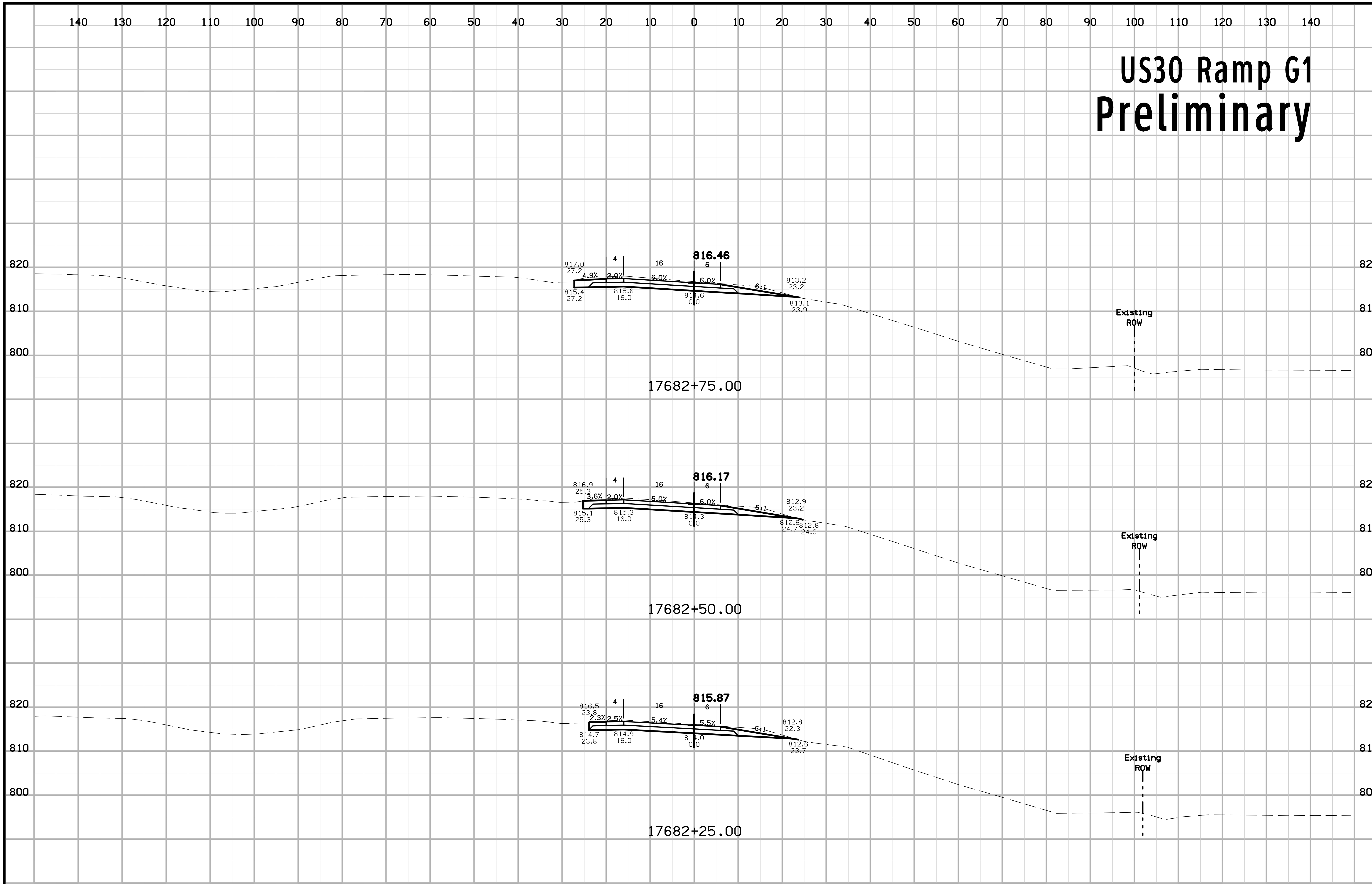
US30 Ramp G1
Preliminary





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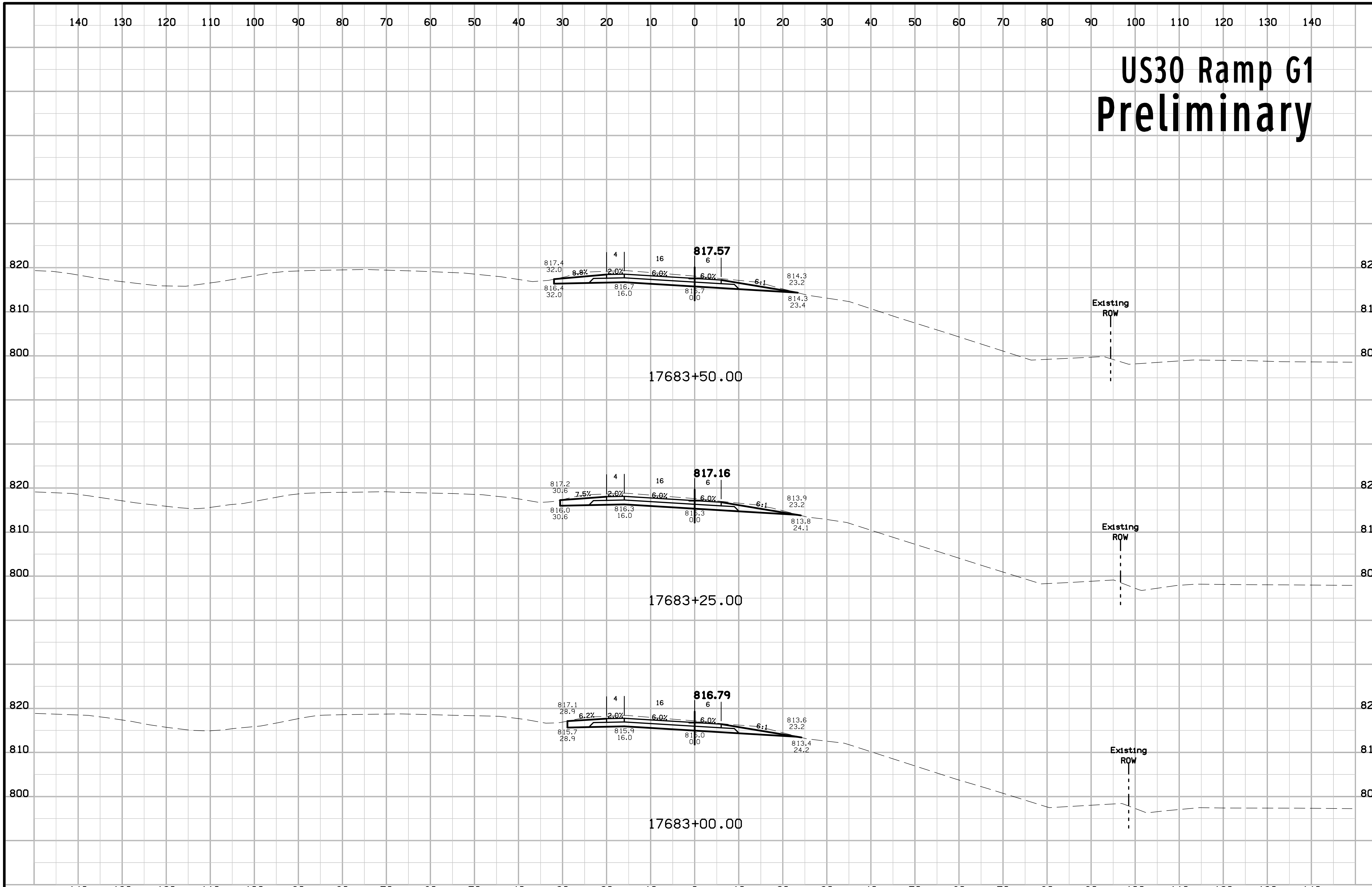

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.138	

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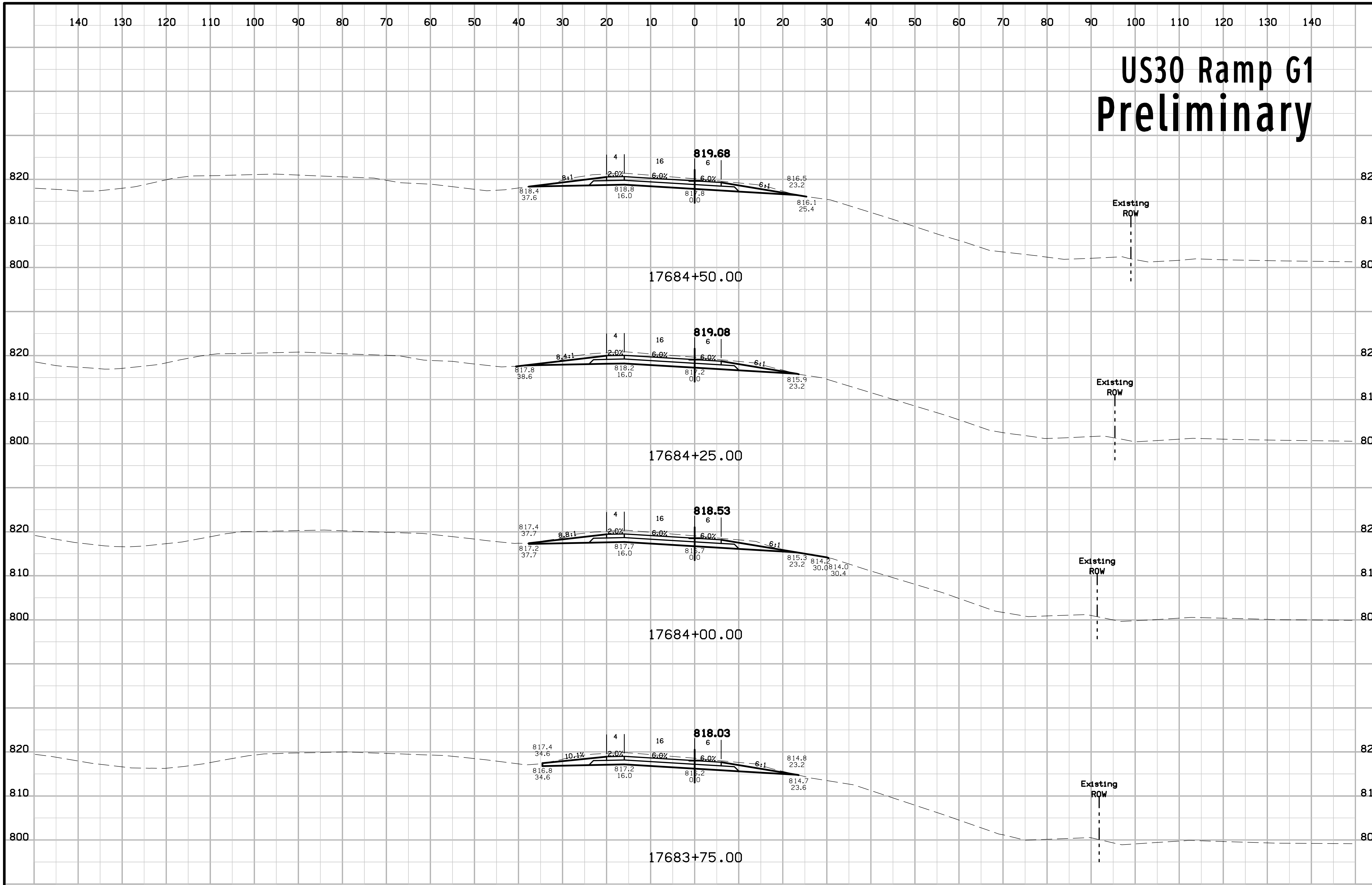
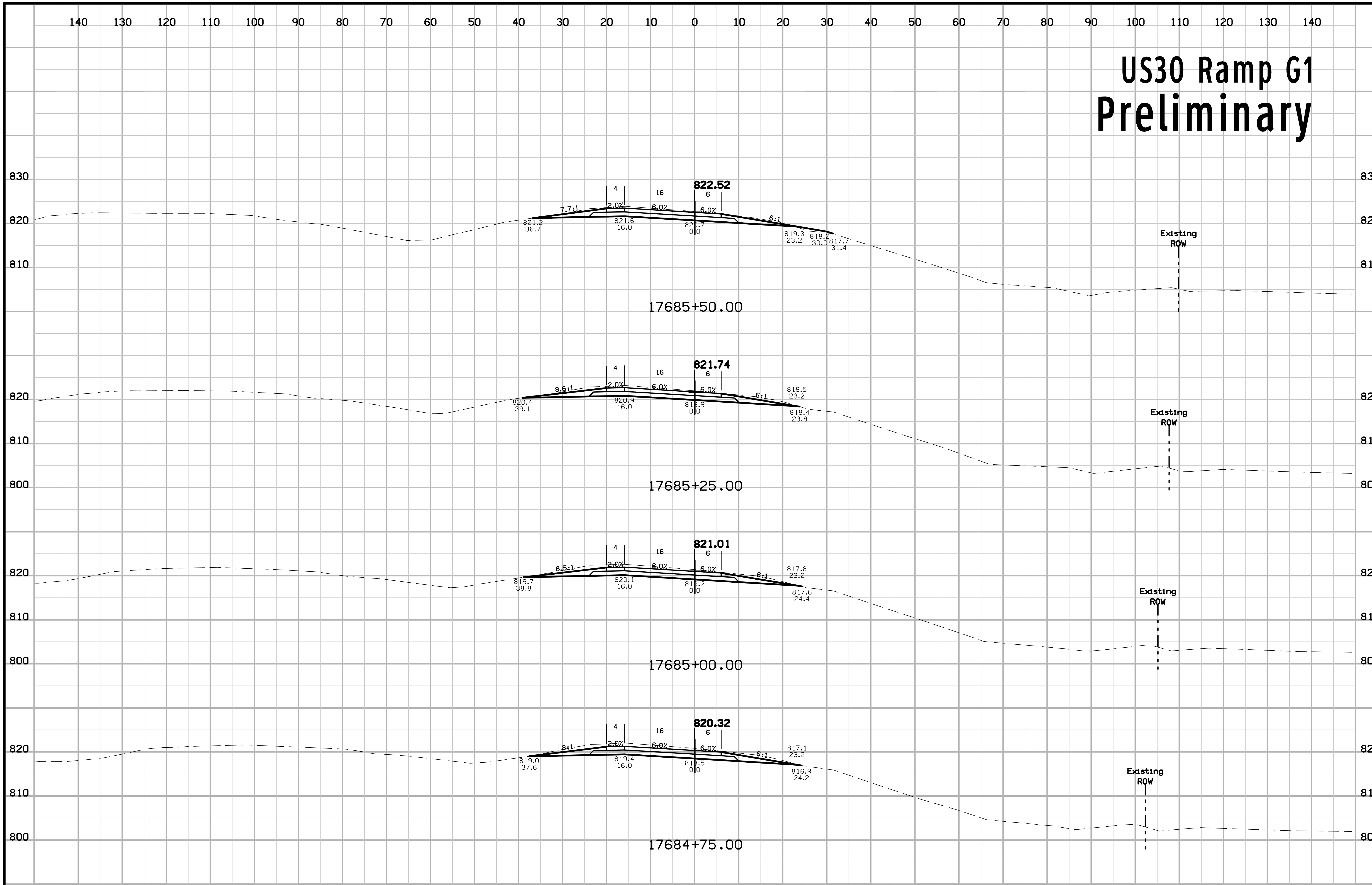
US30 Ramp G1
Preliminary

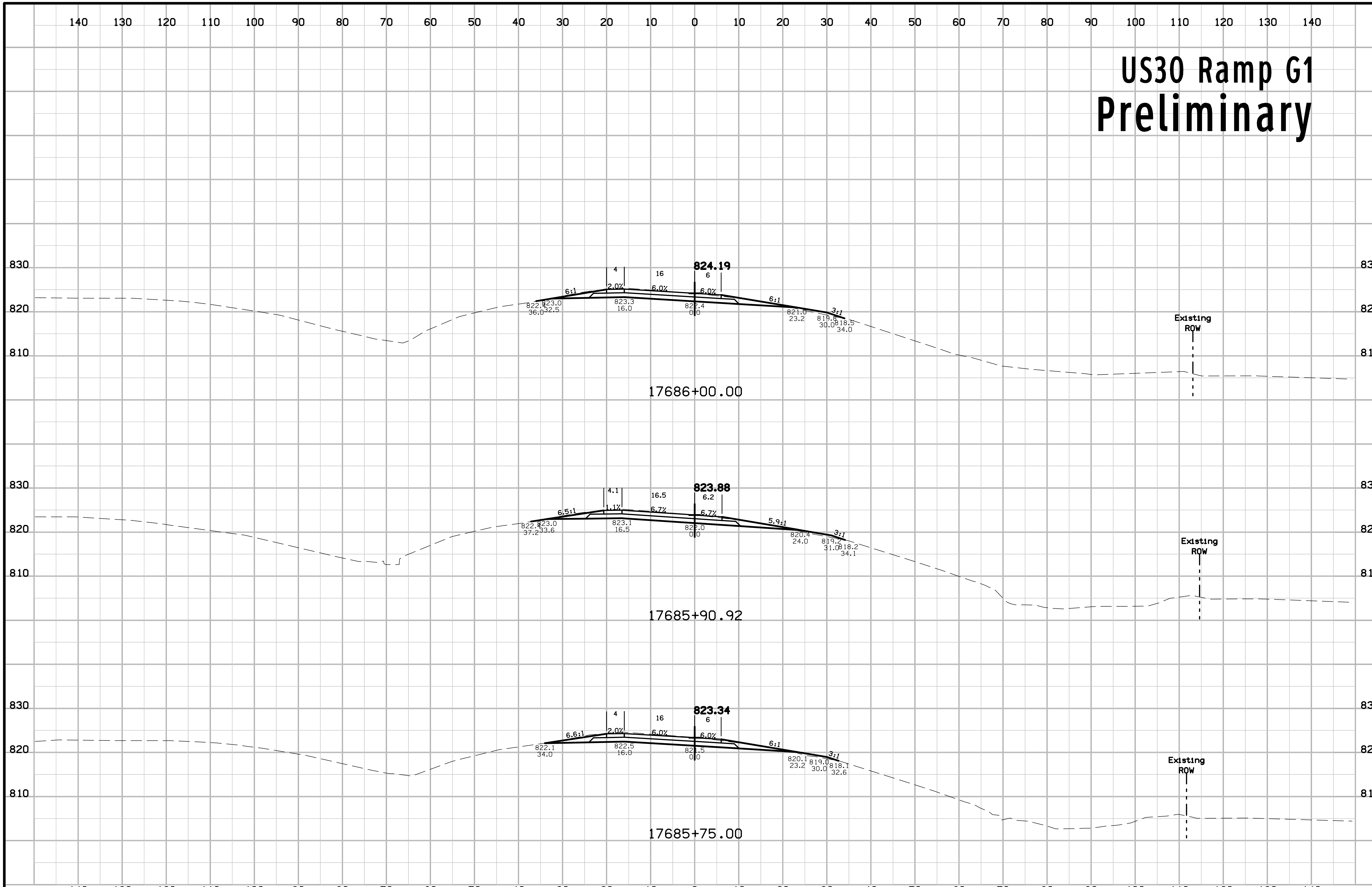


ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.139

US30 Ramp G1
Preliminary



US30 Ramp G1
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.141

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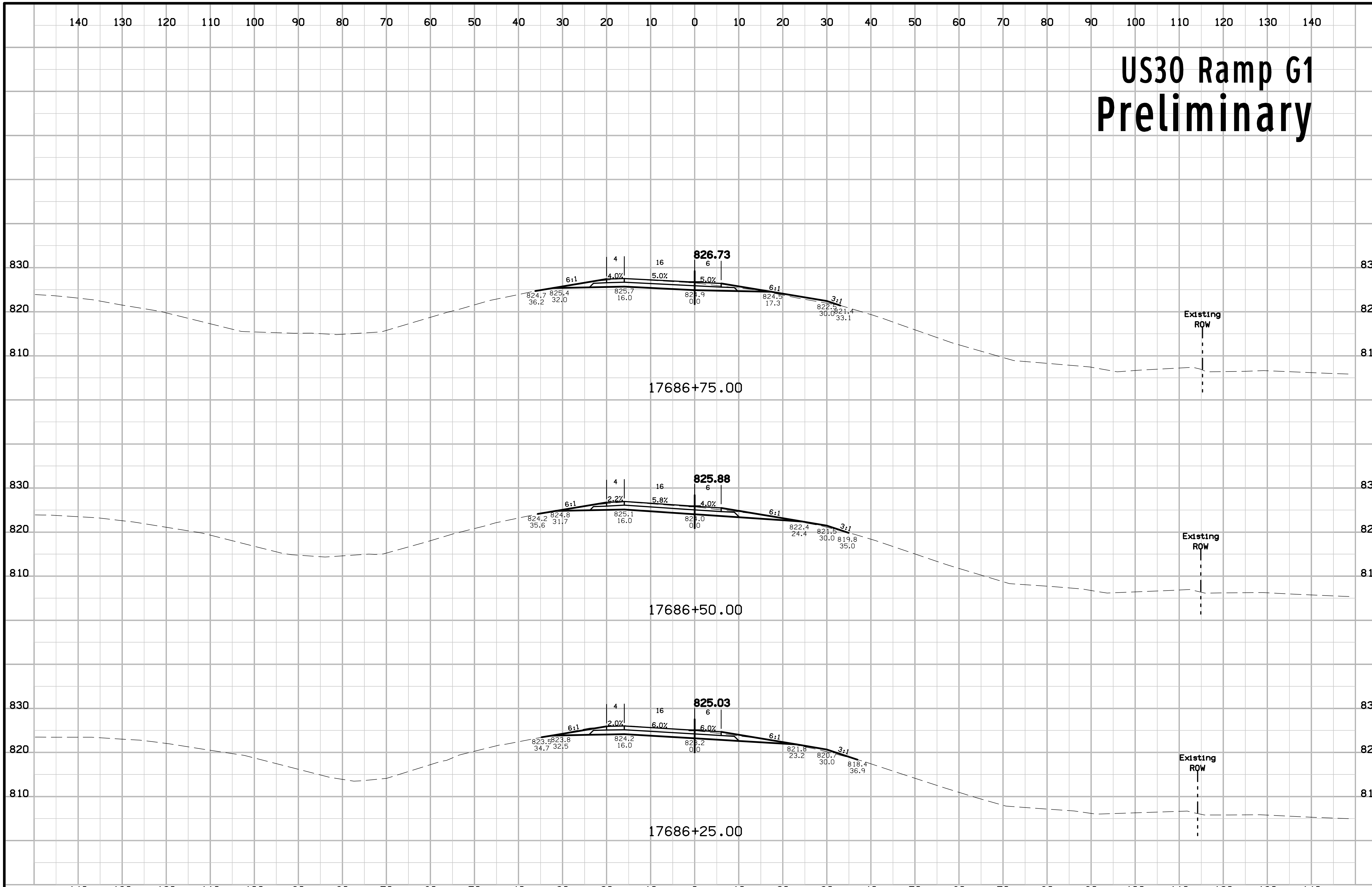
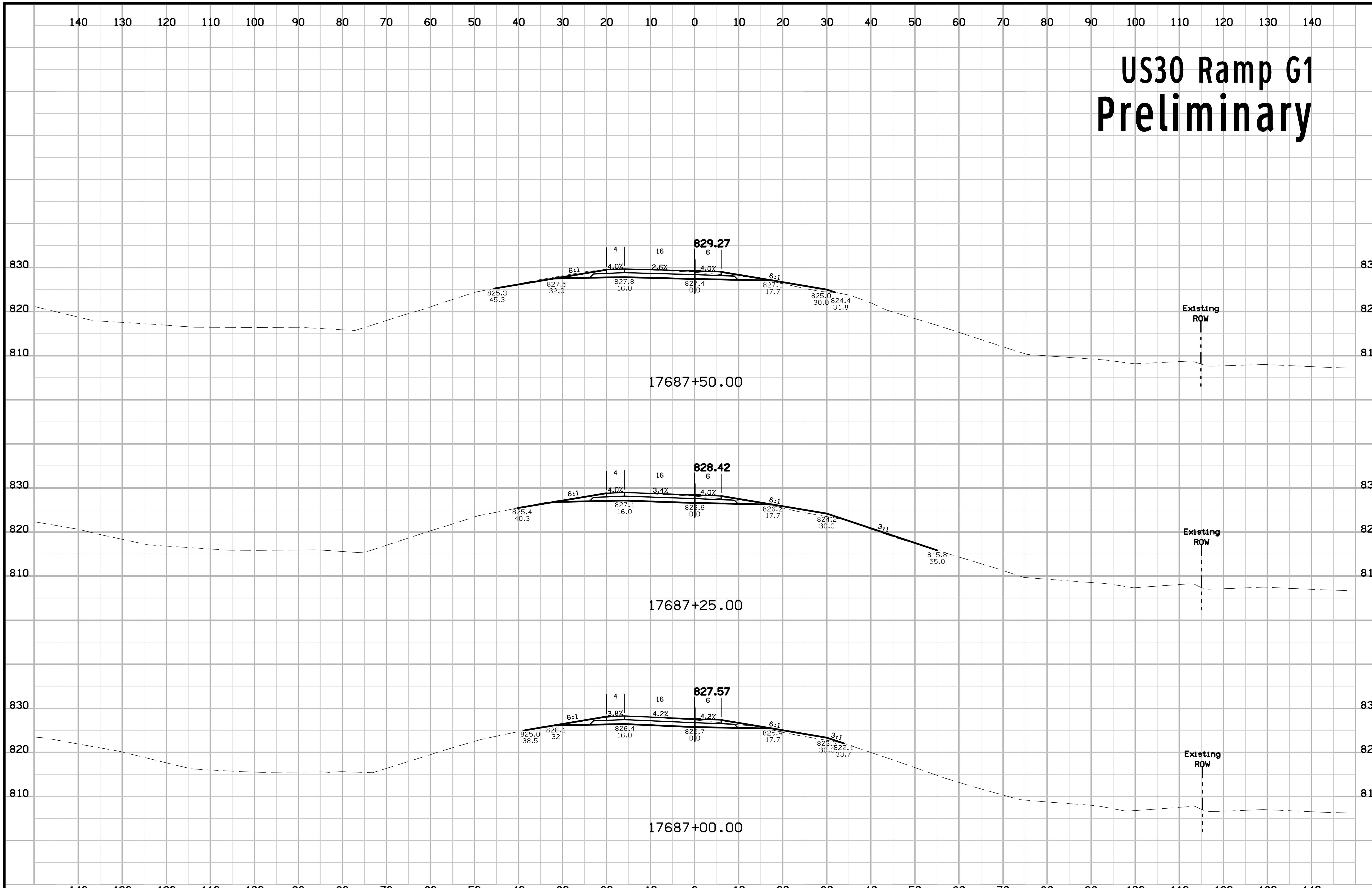
US30 Ramp G1
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.142

US30 Ramp G1
Preliminary



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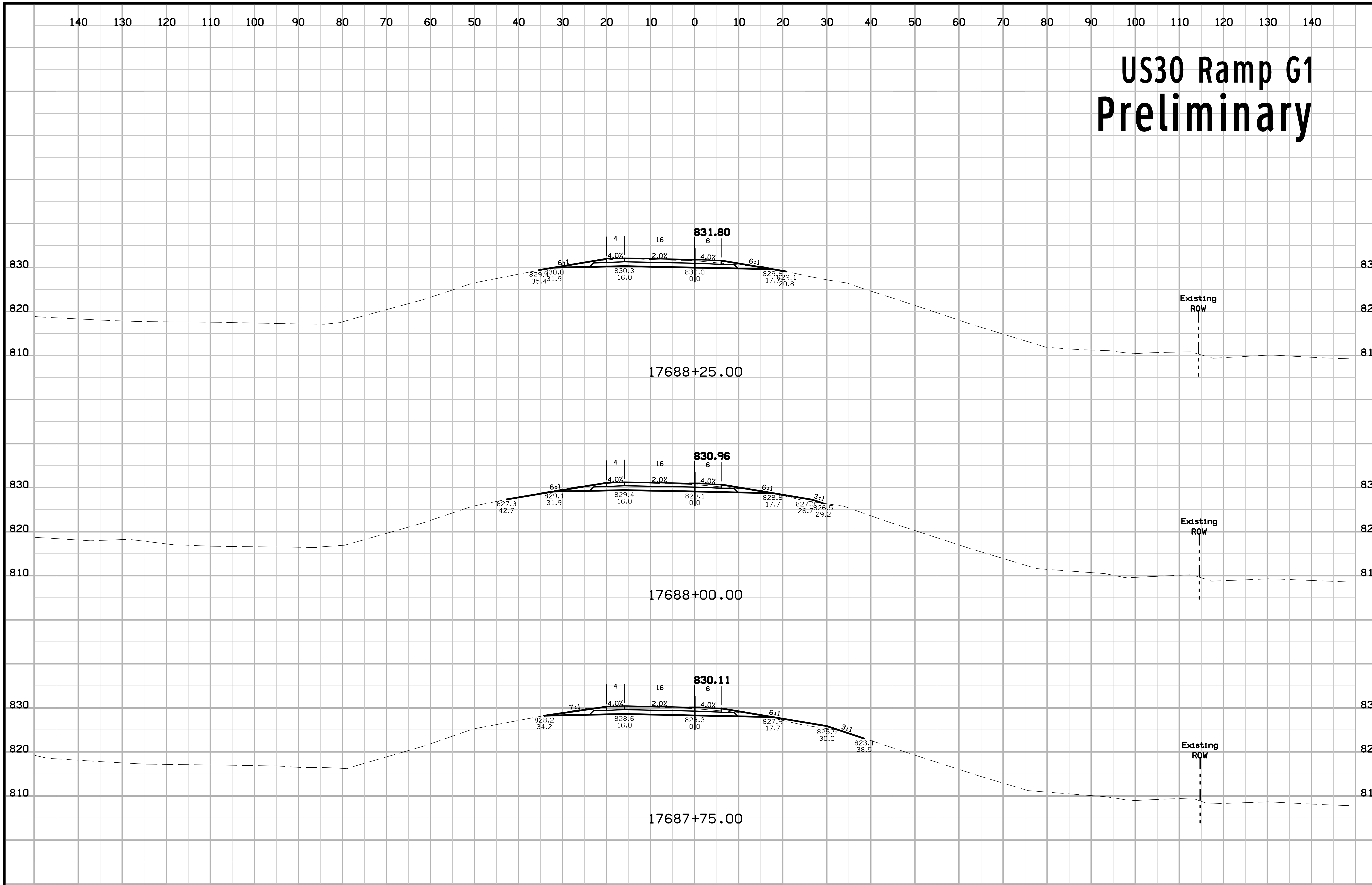

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.144

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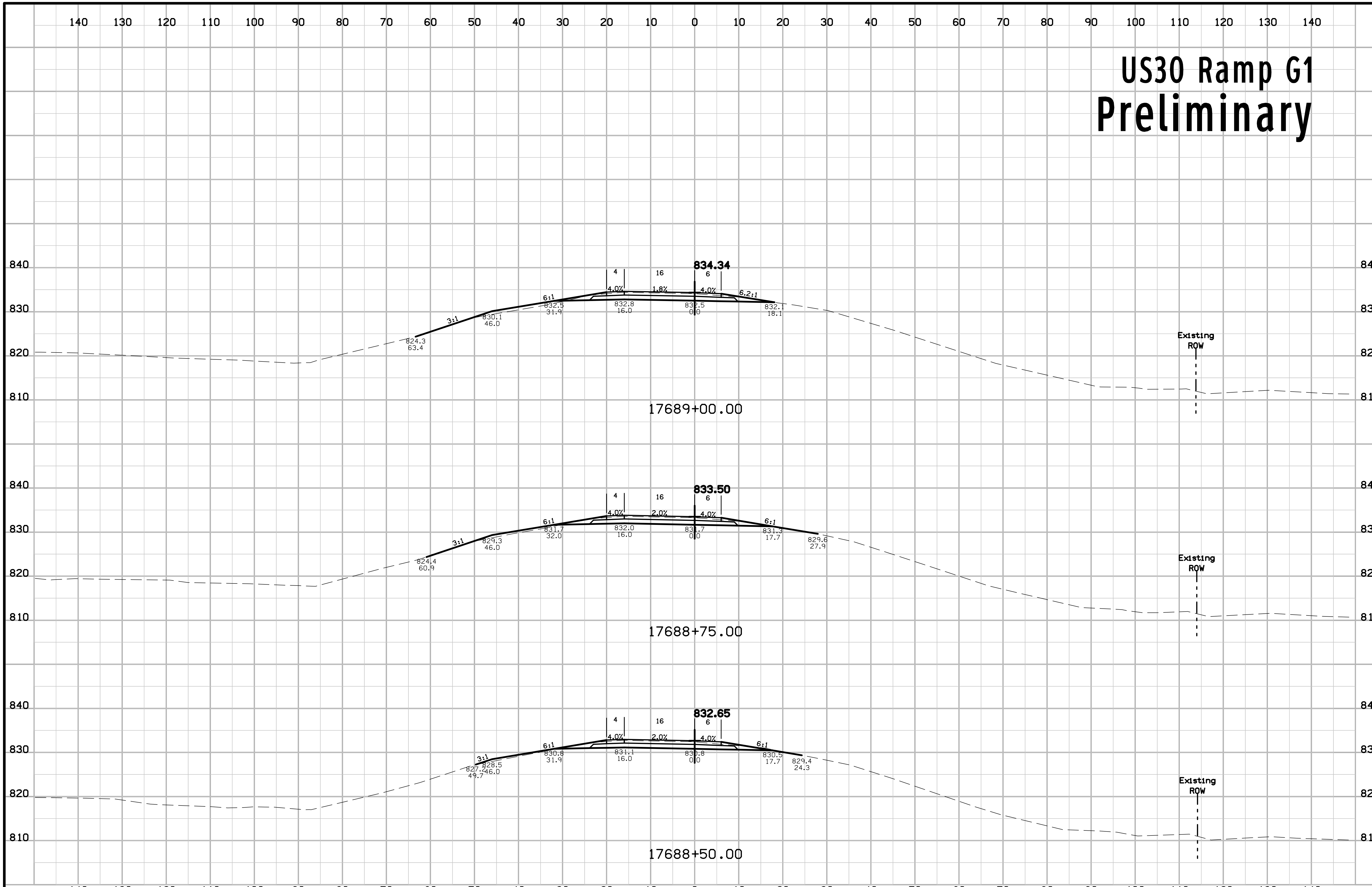

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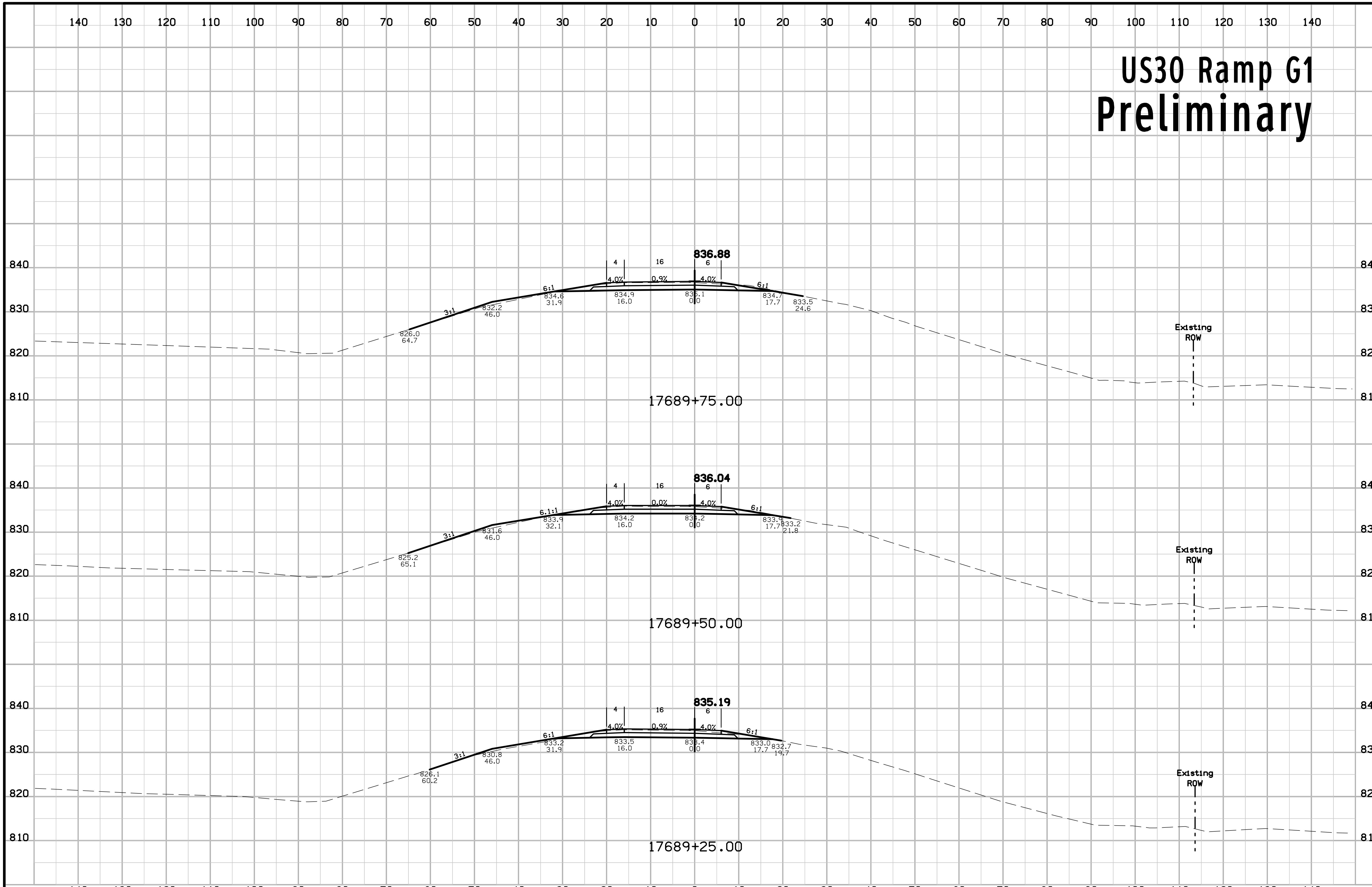
US30 Ramp G1
Preliminary



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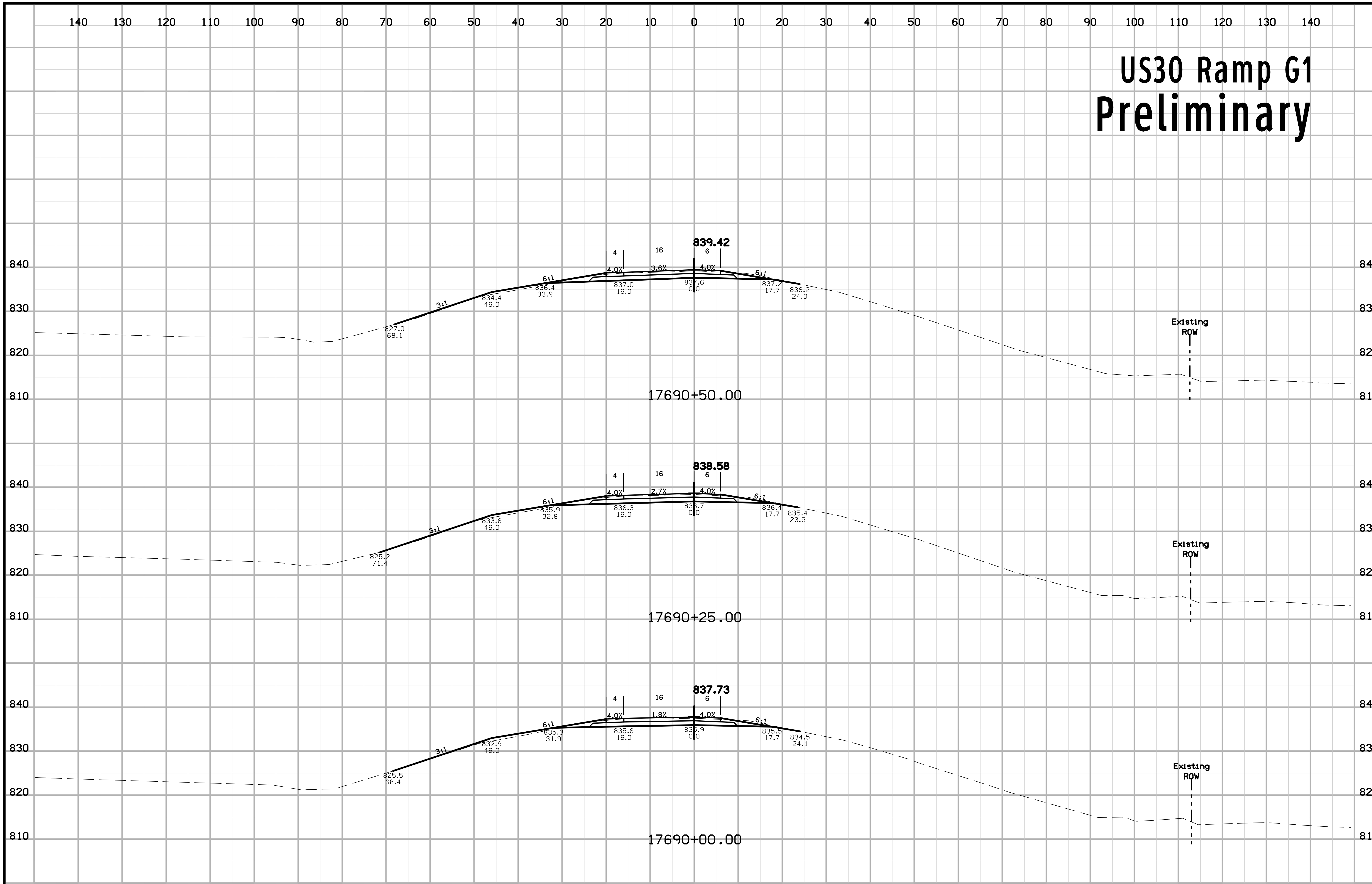

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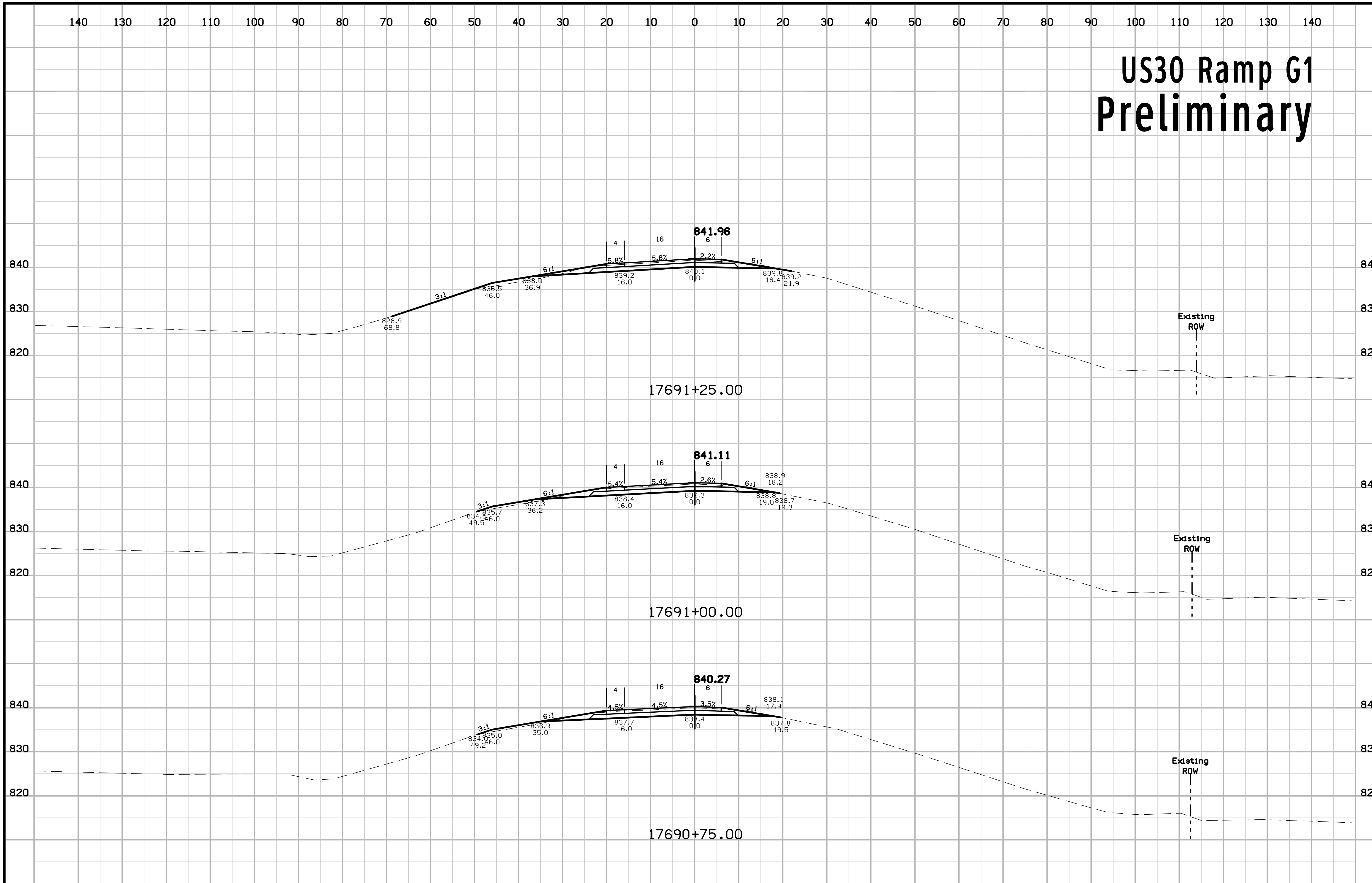
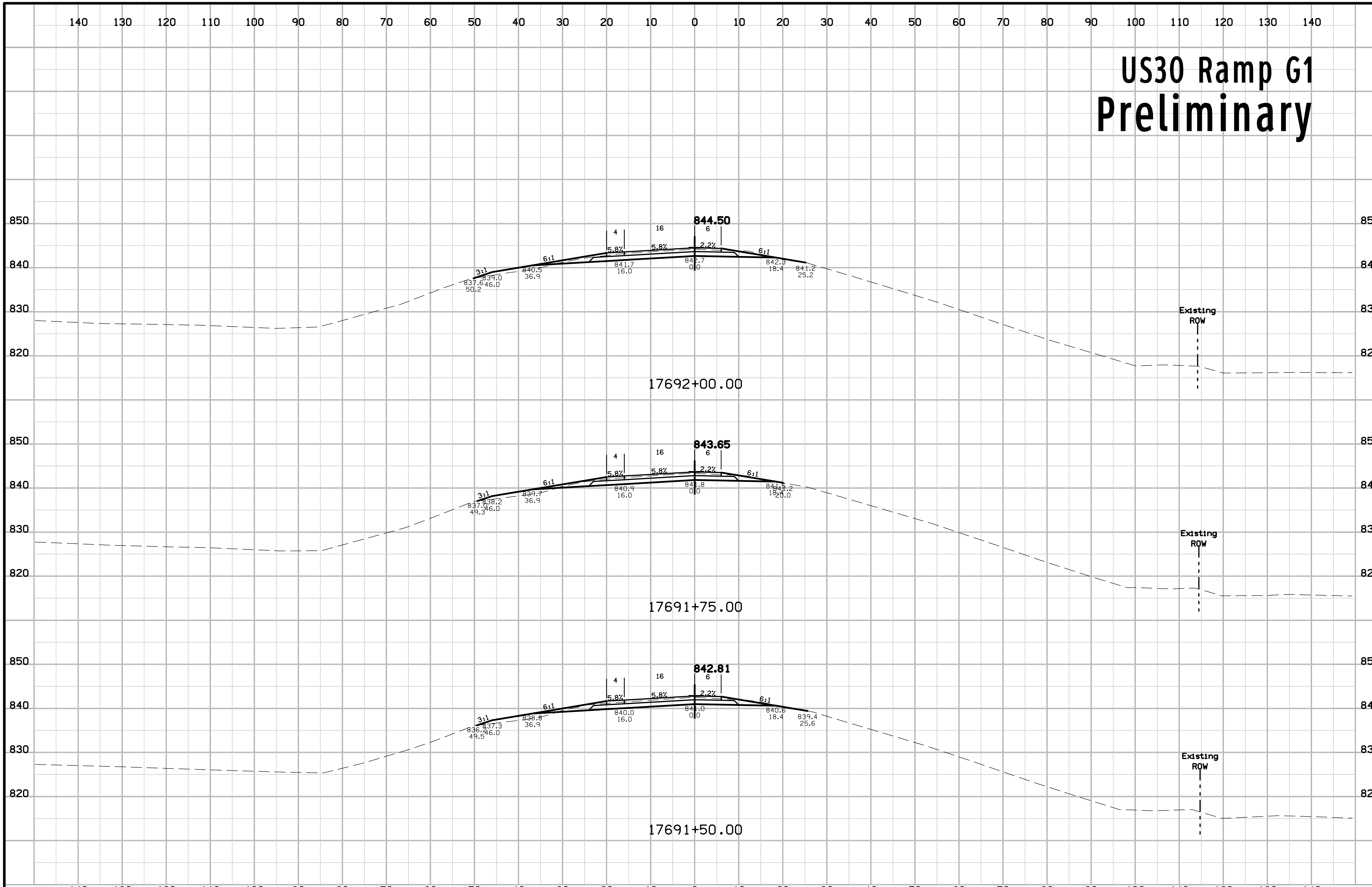
US30 Ramp G1
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.148

US30 Ramp G1
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.149

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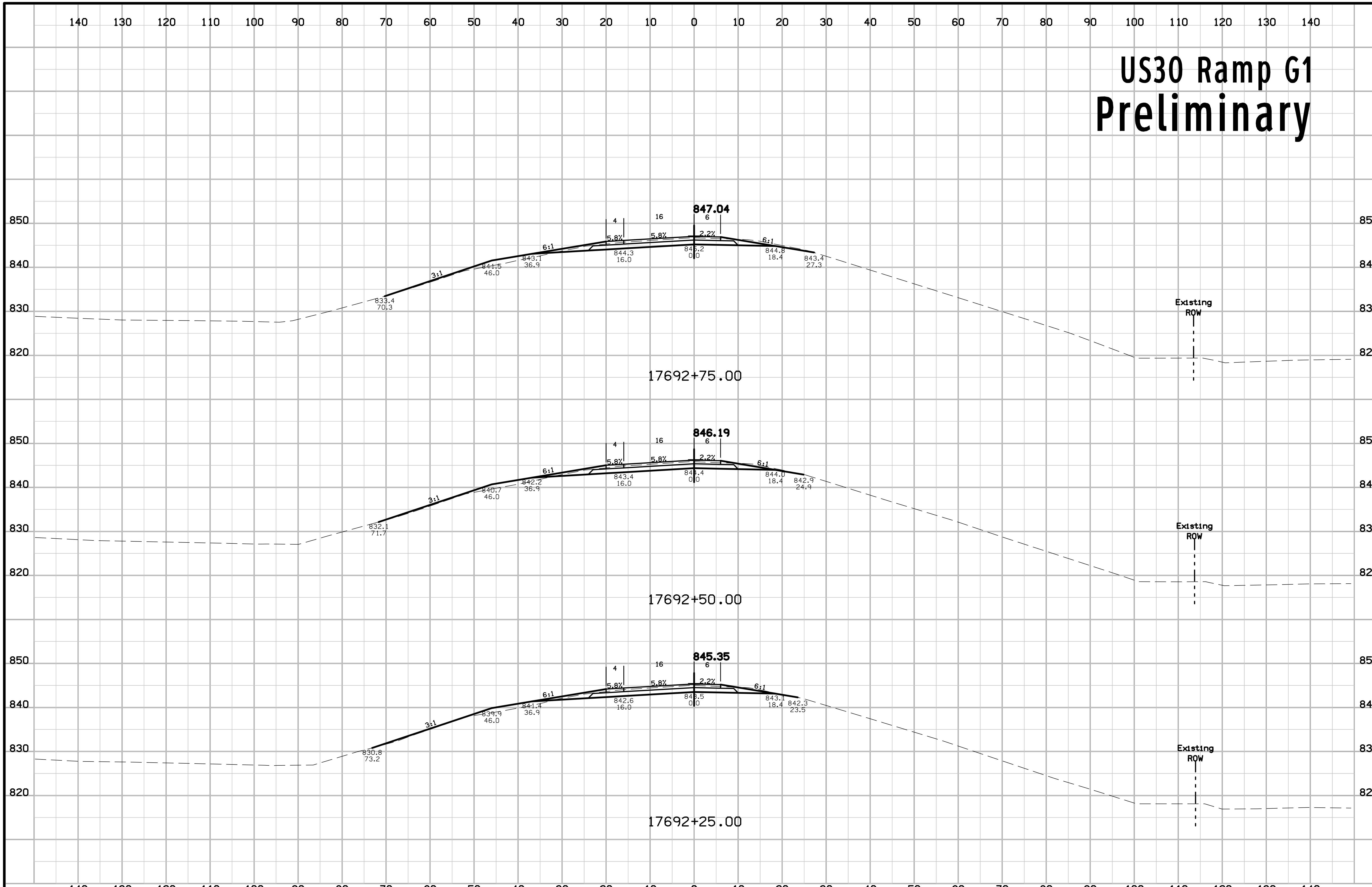

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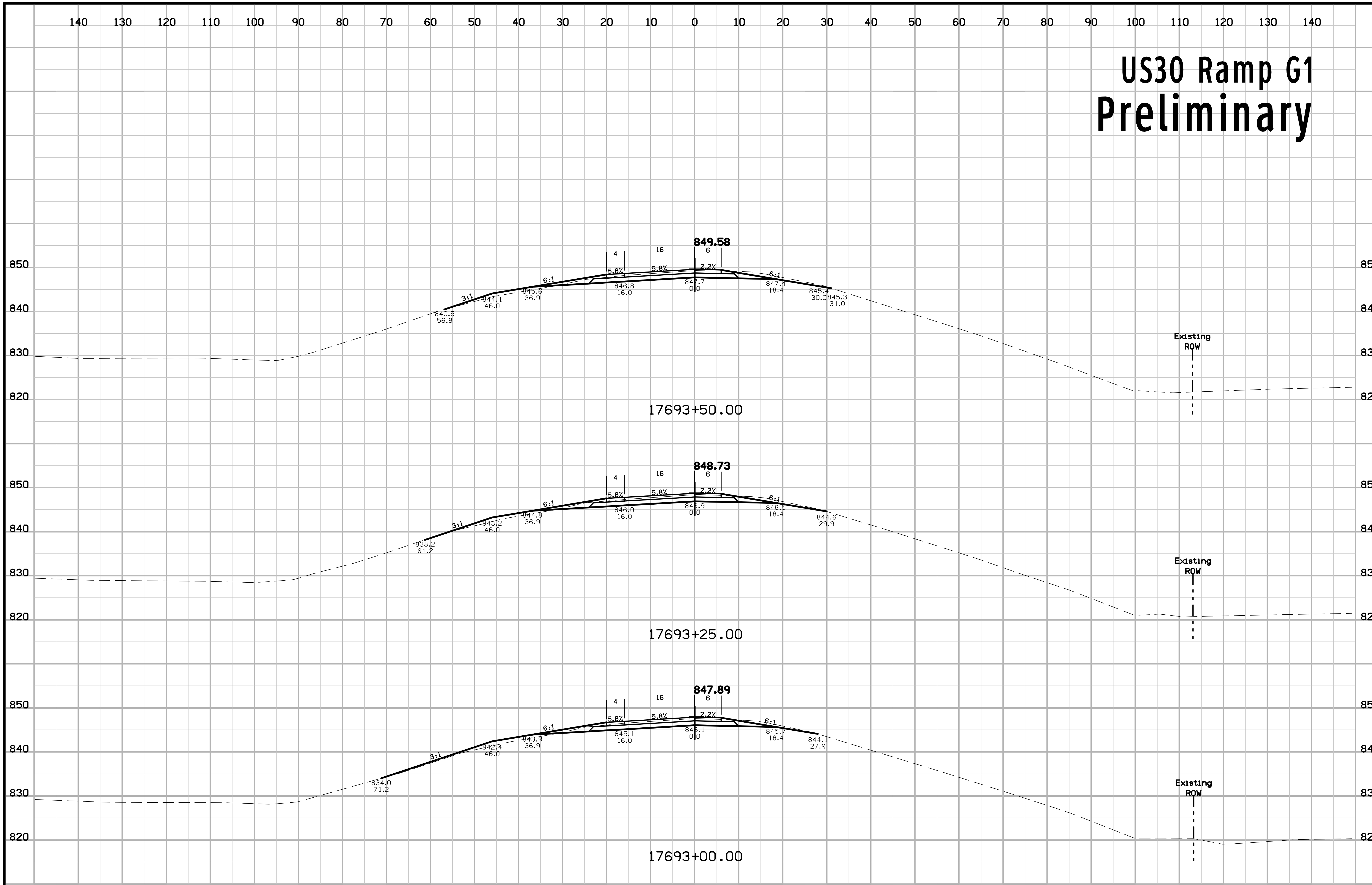
US30 Ramp G1
Preliminary



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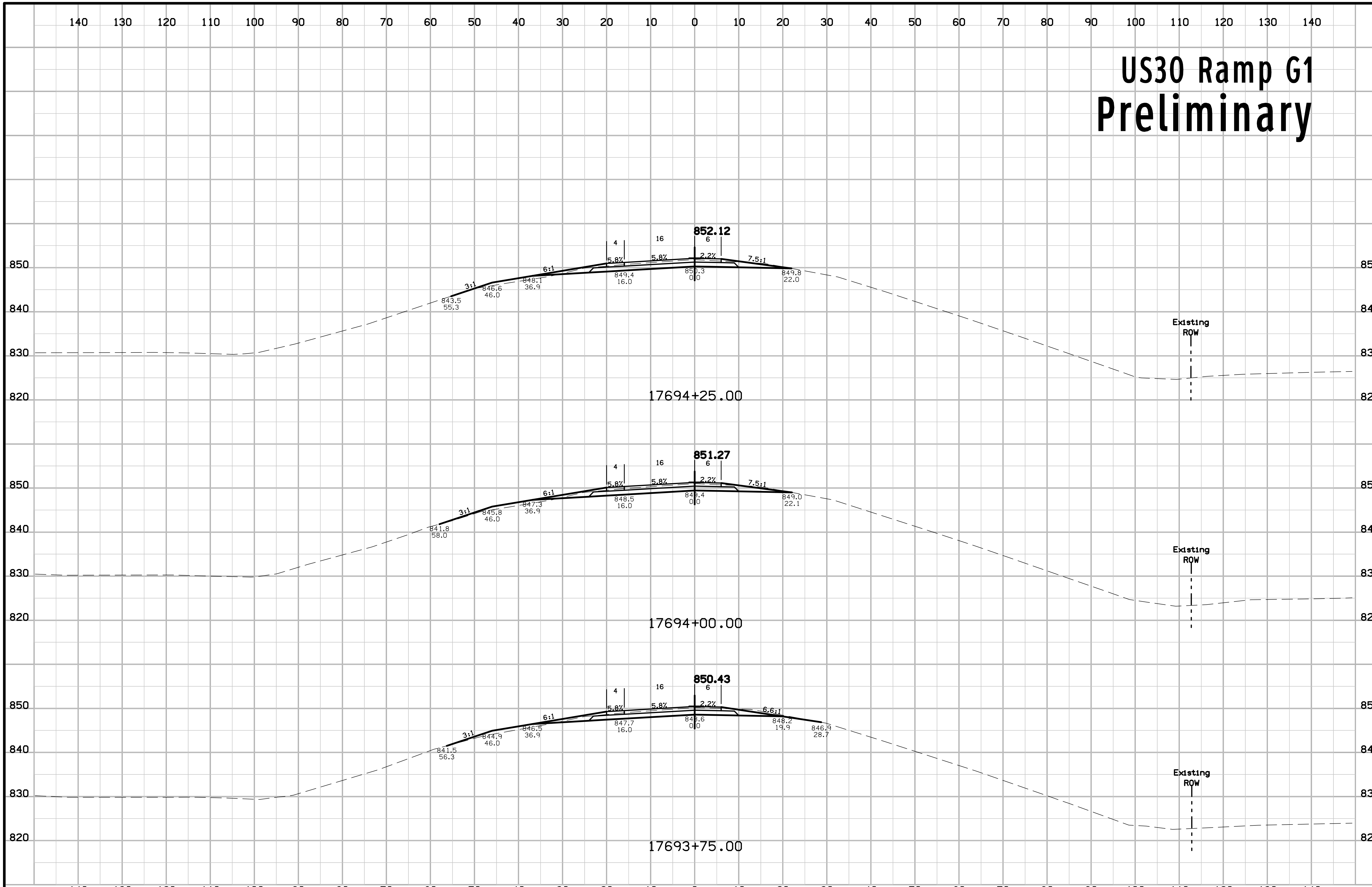
US30 Ramp G1
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.152

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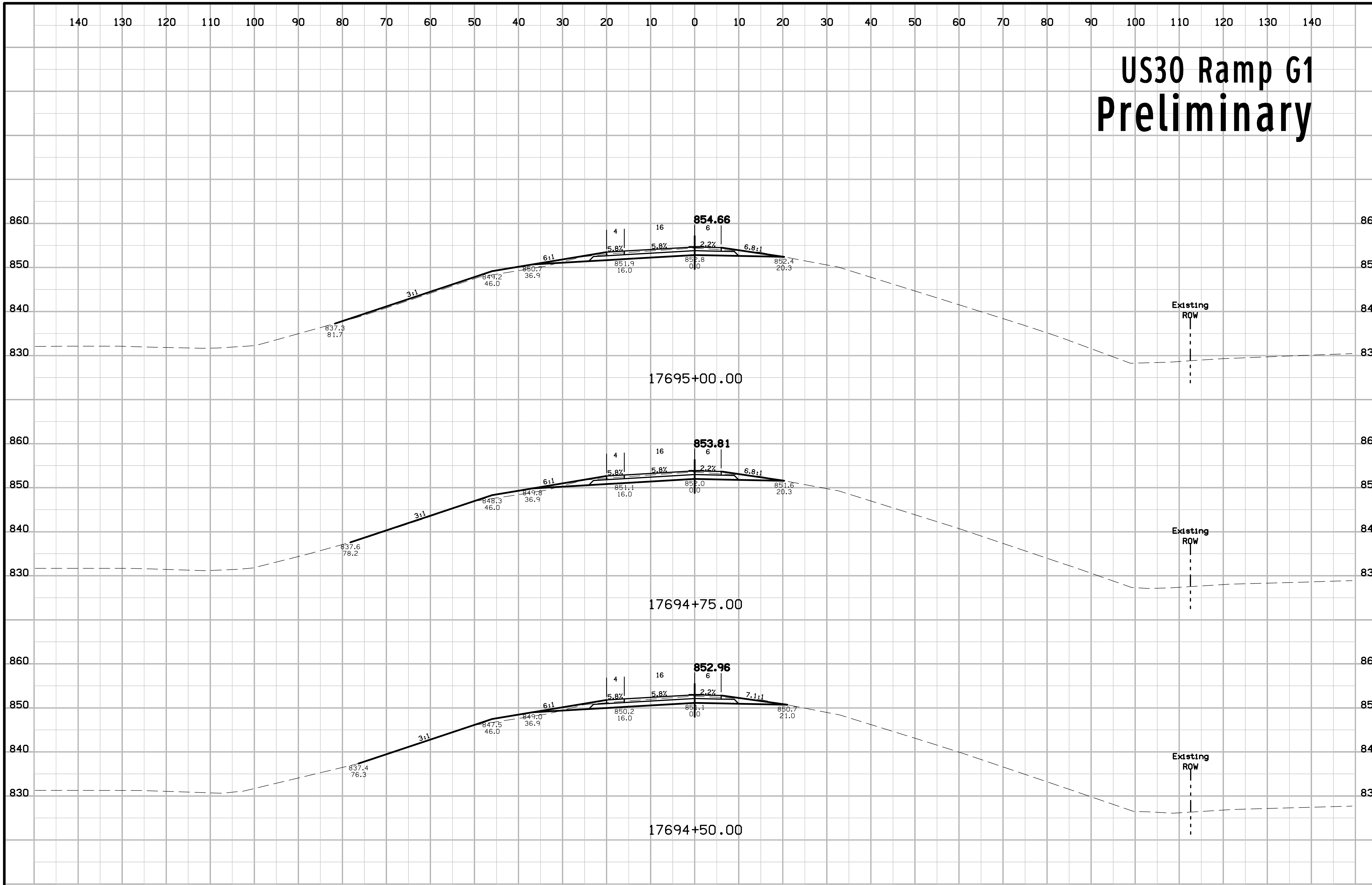

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.153**

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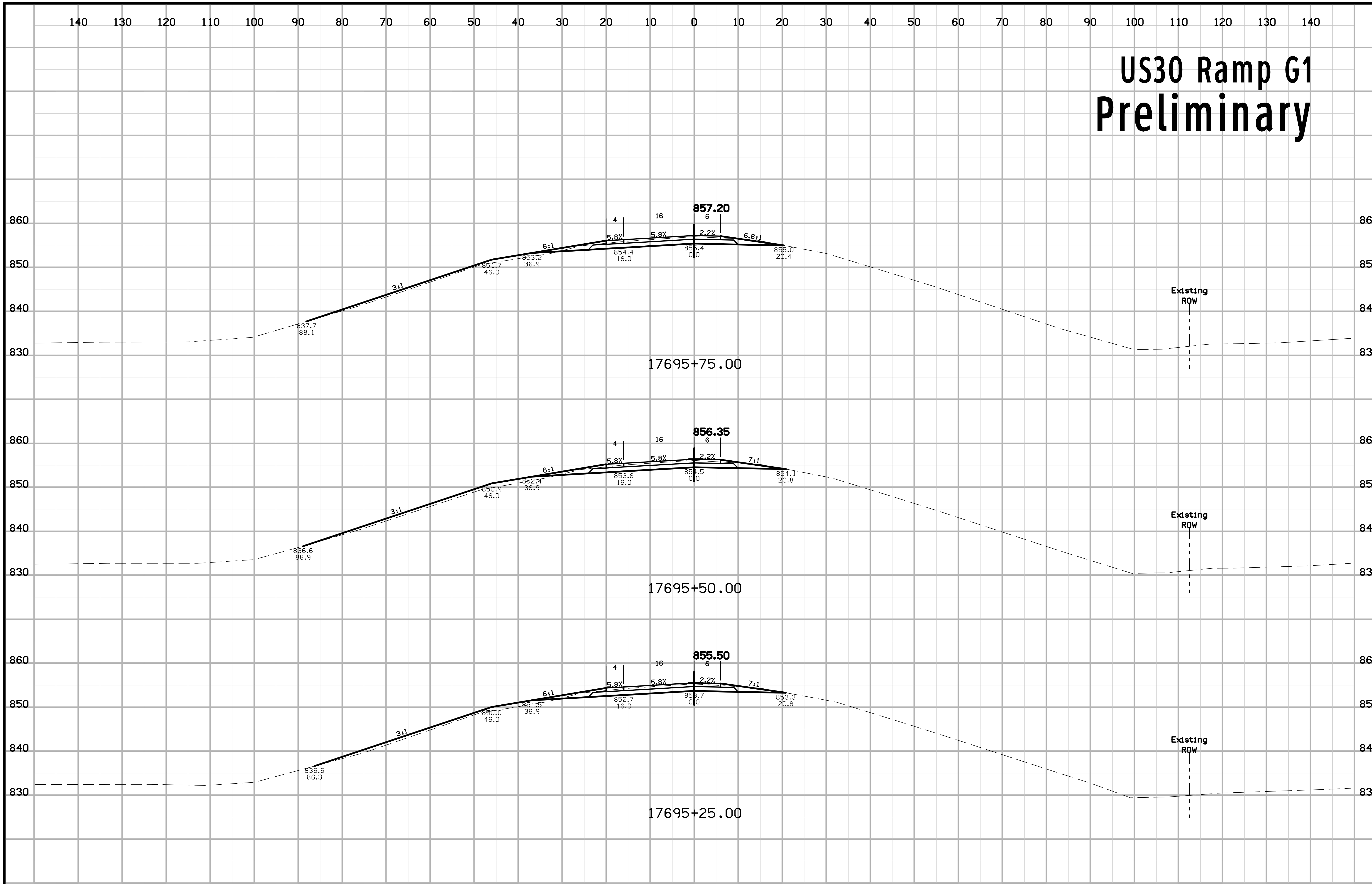

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.154

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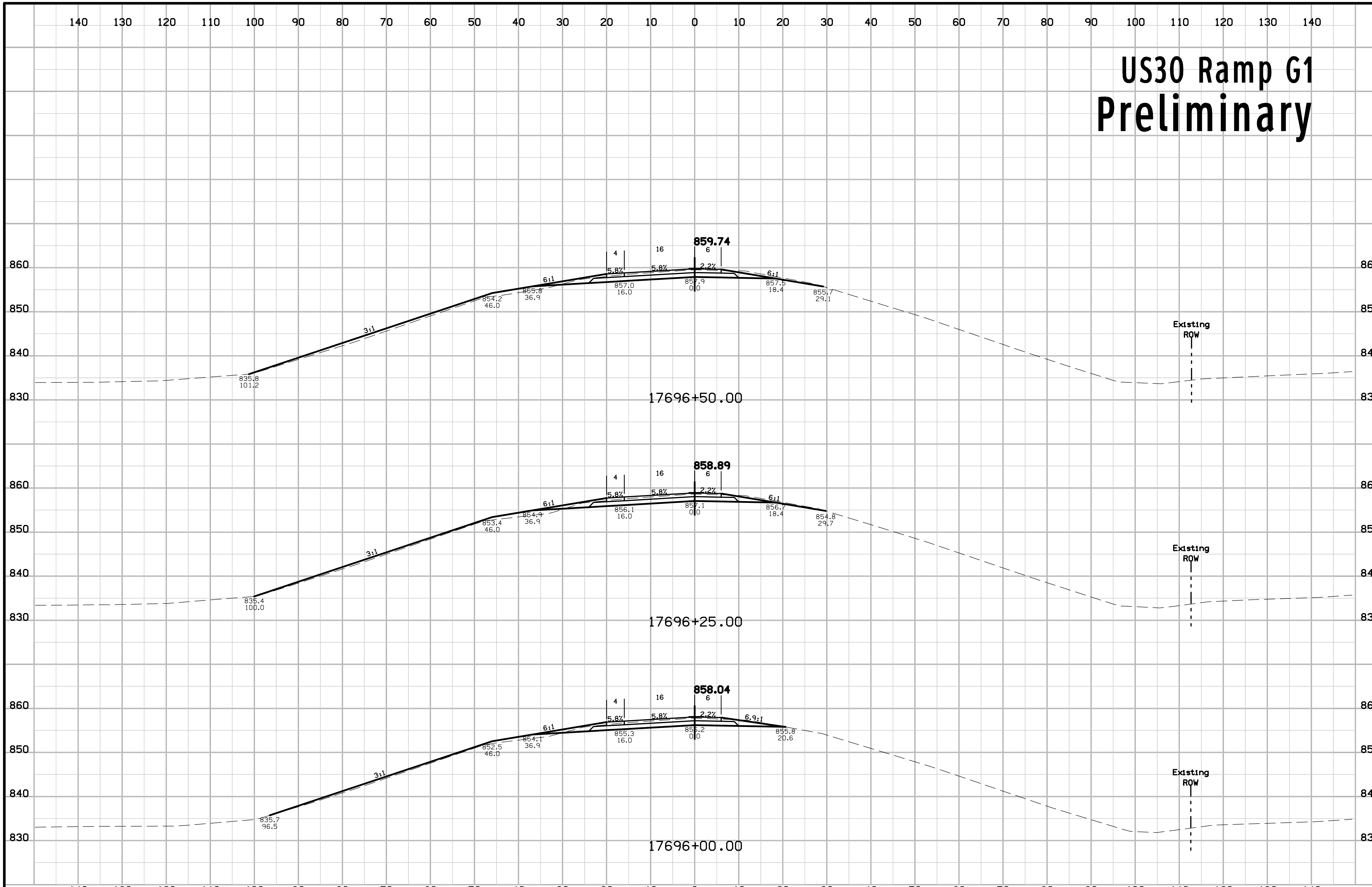
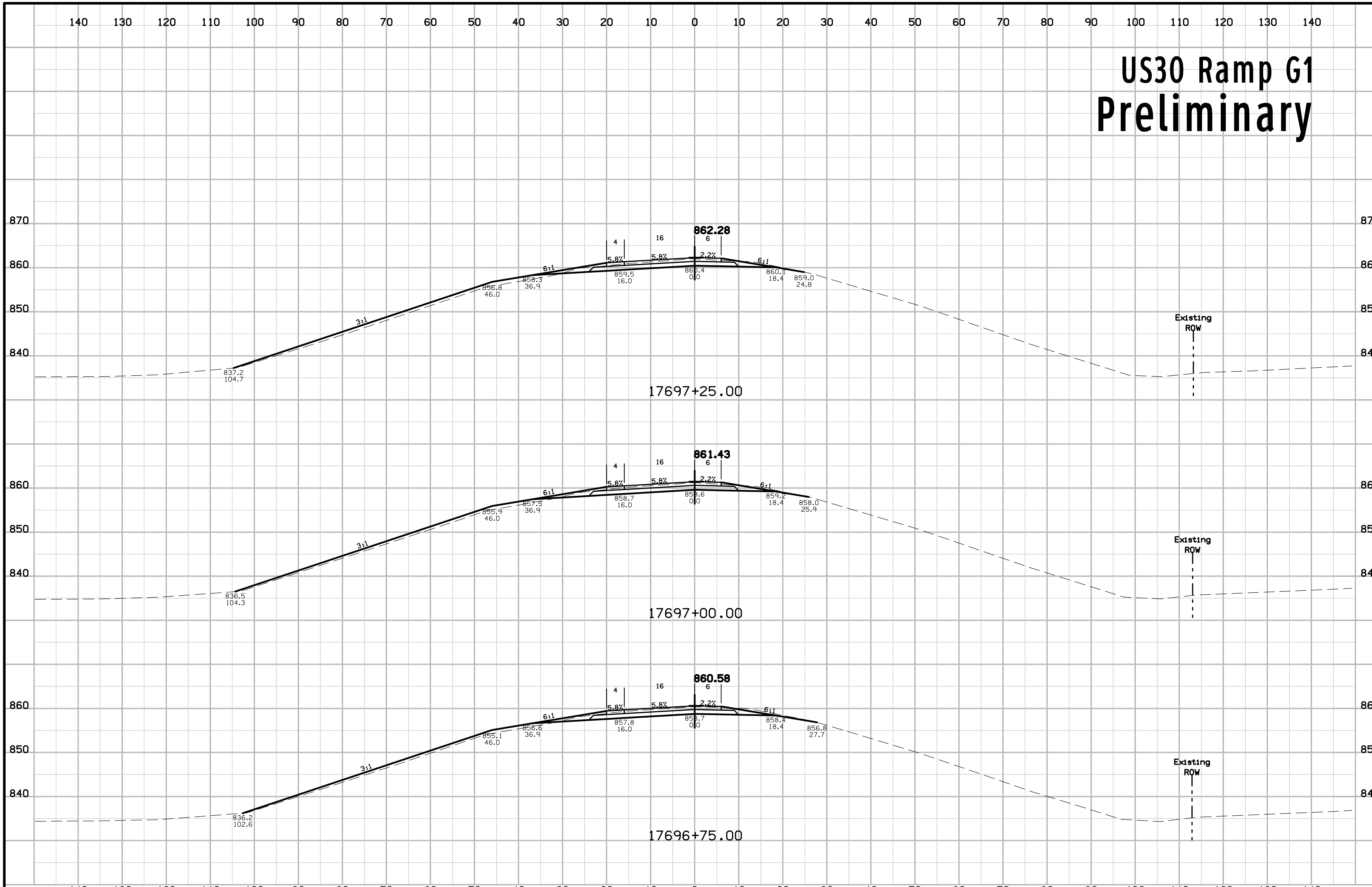


ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.155**



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.156

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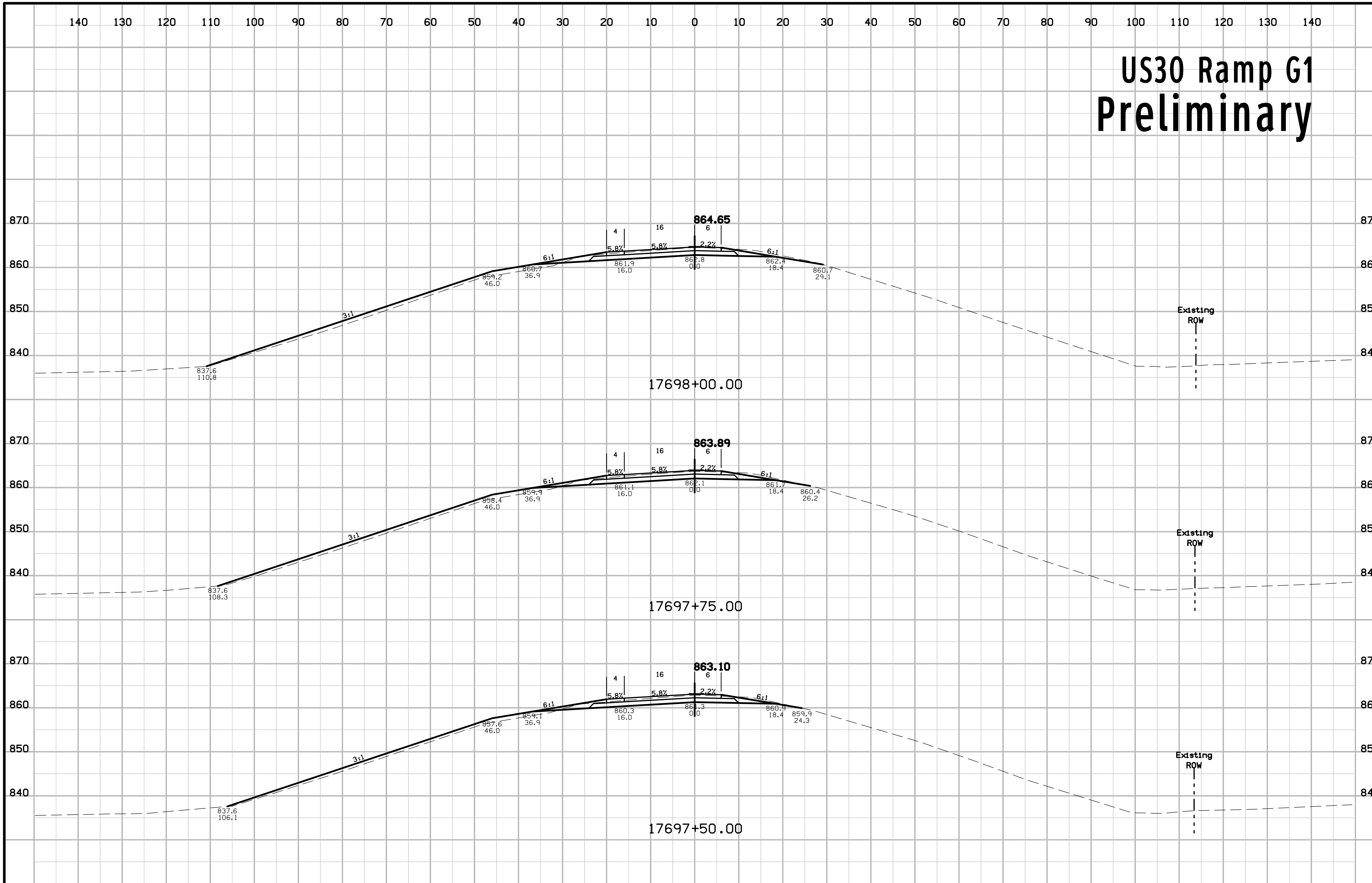

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.157

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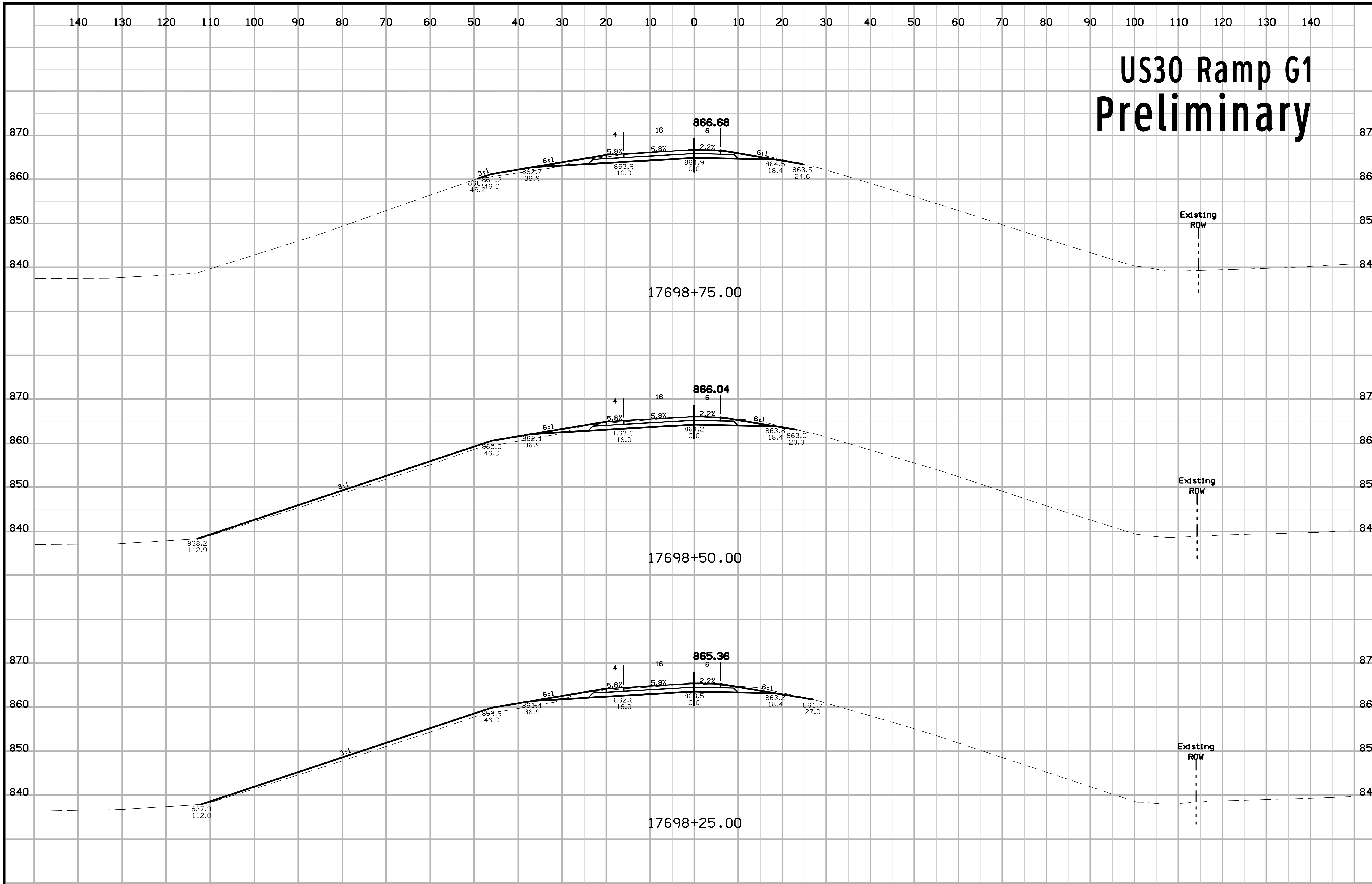

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.158

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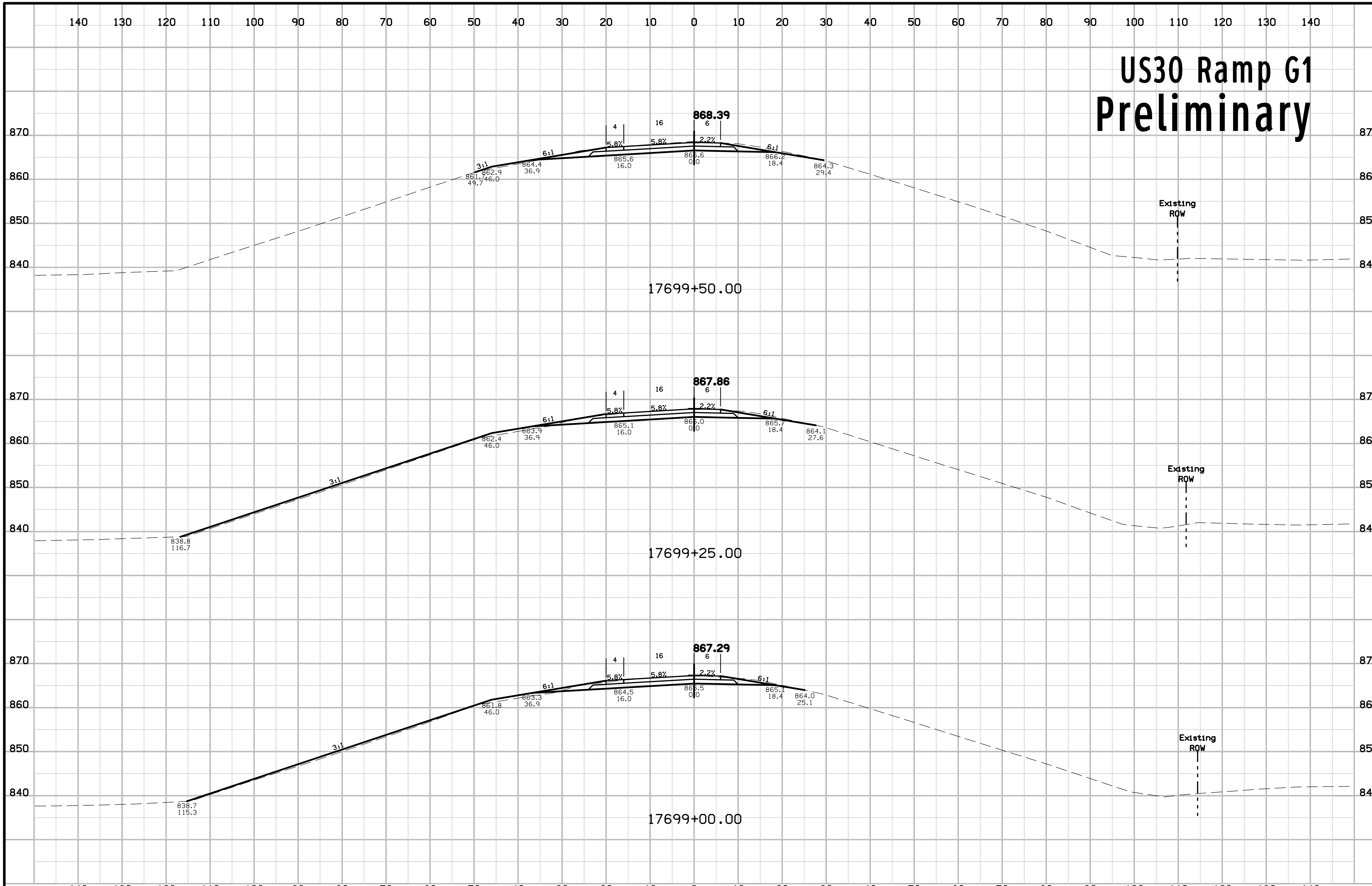

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.159

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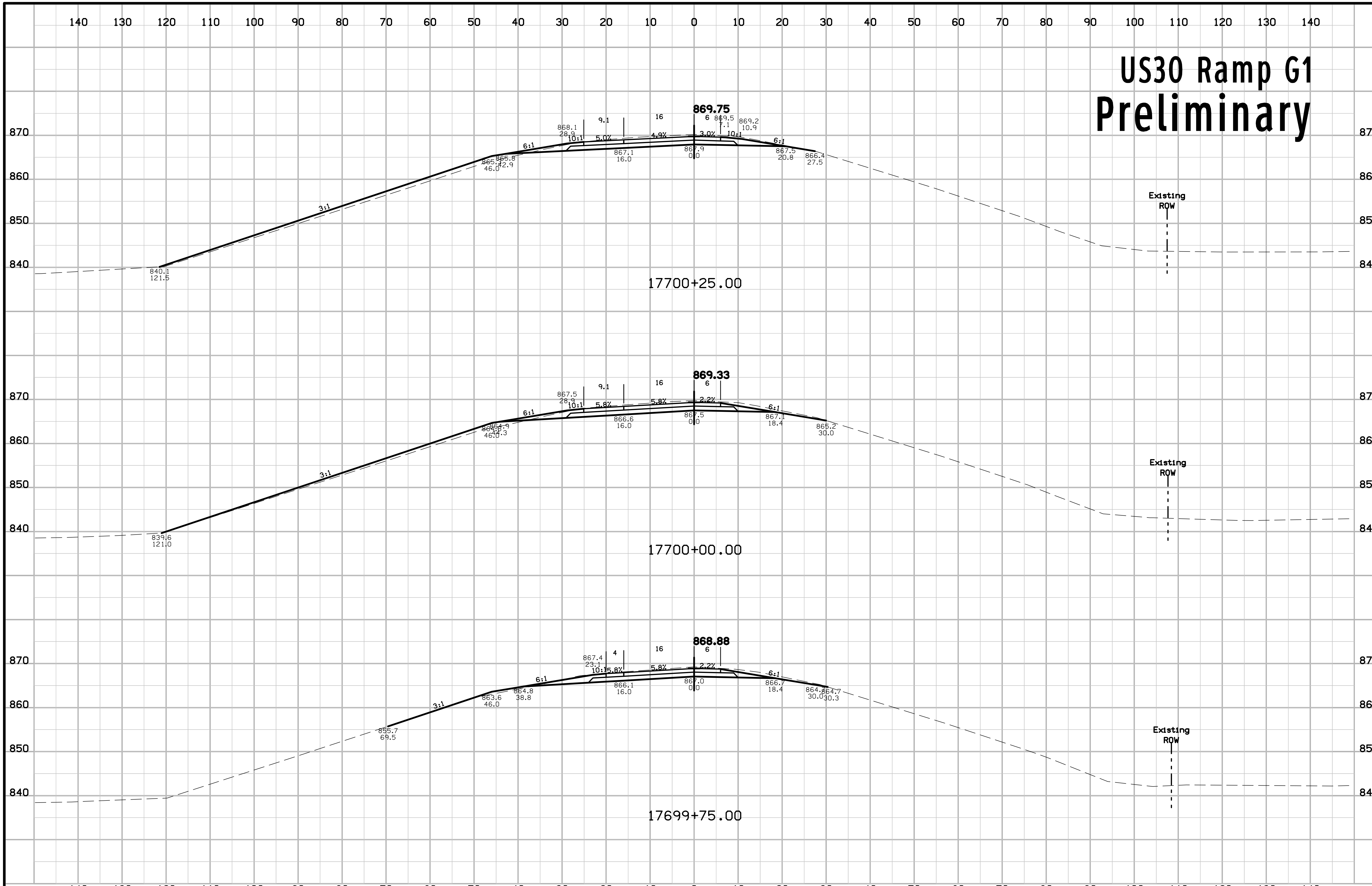

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.160**

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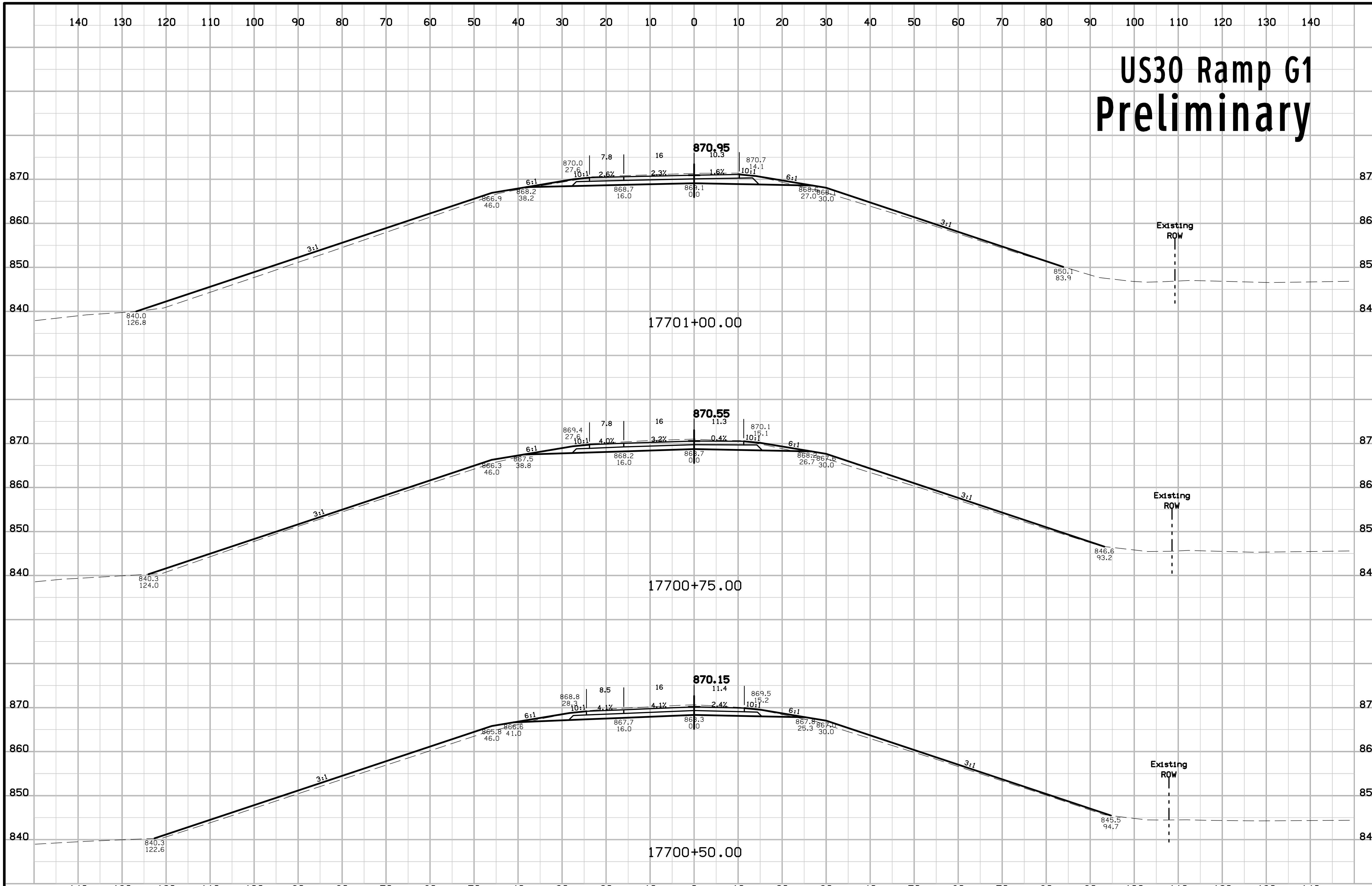
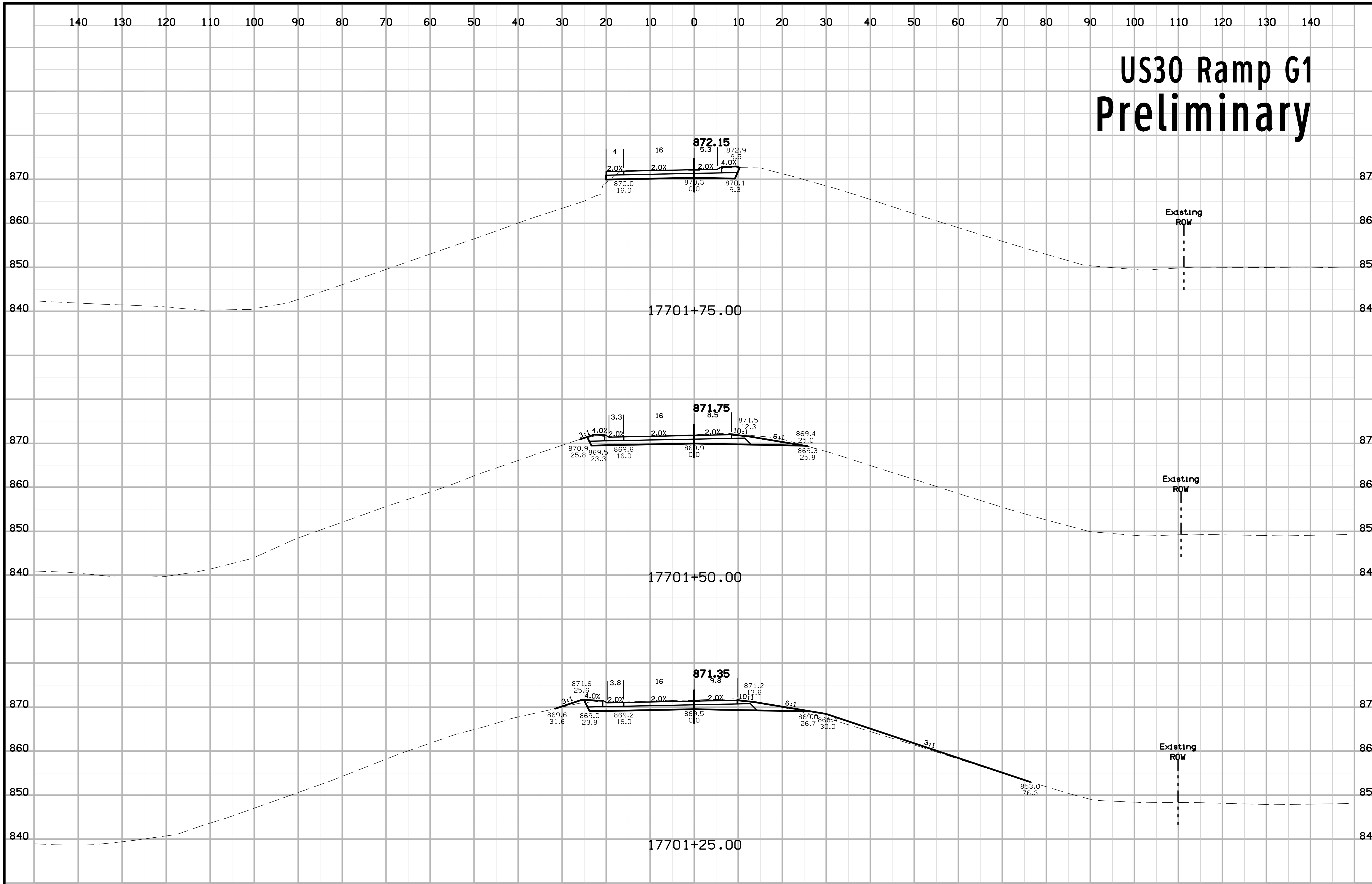
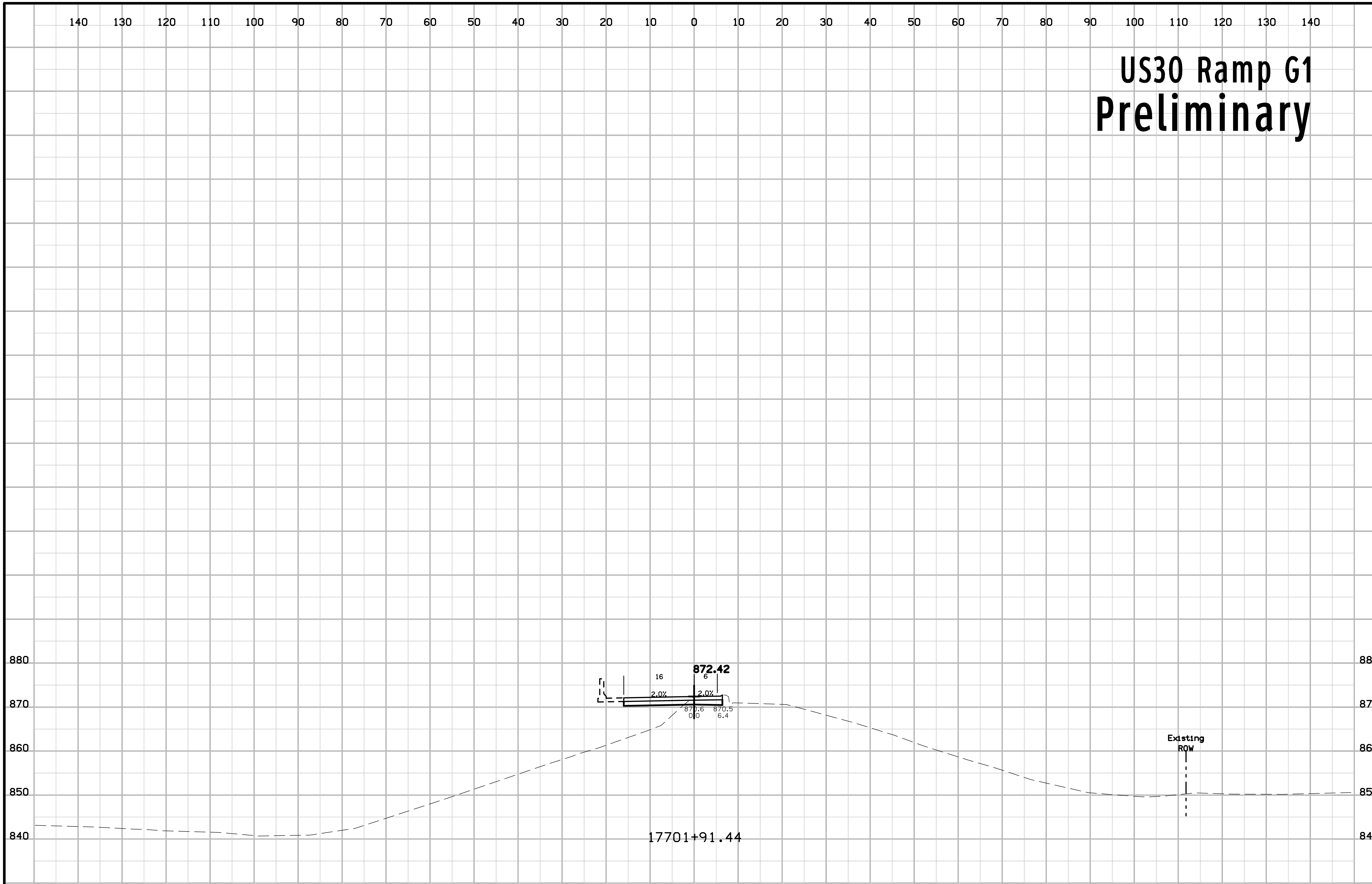


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.161



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.162		



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.163

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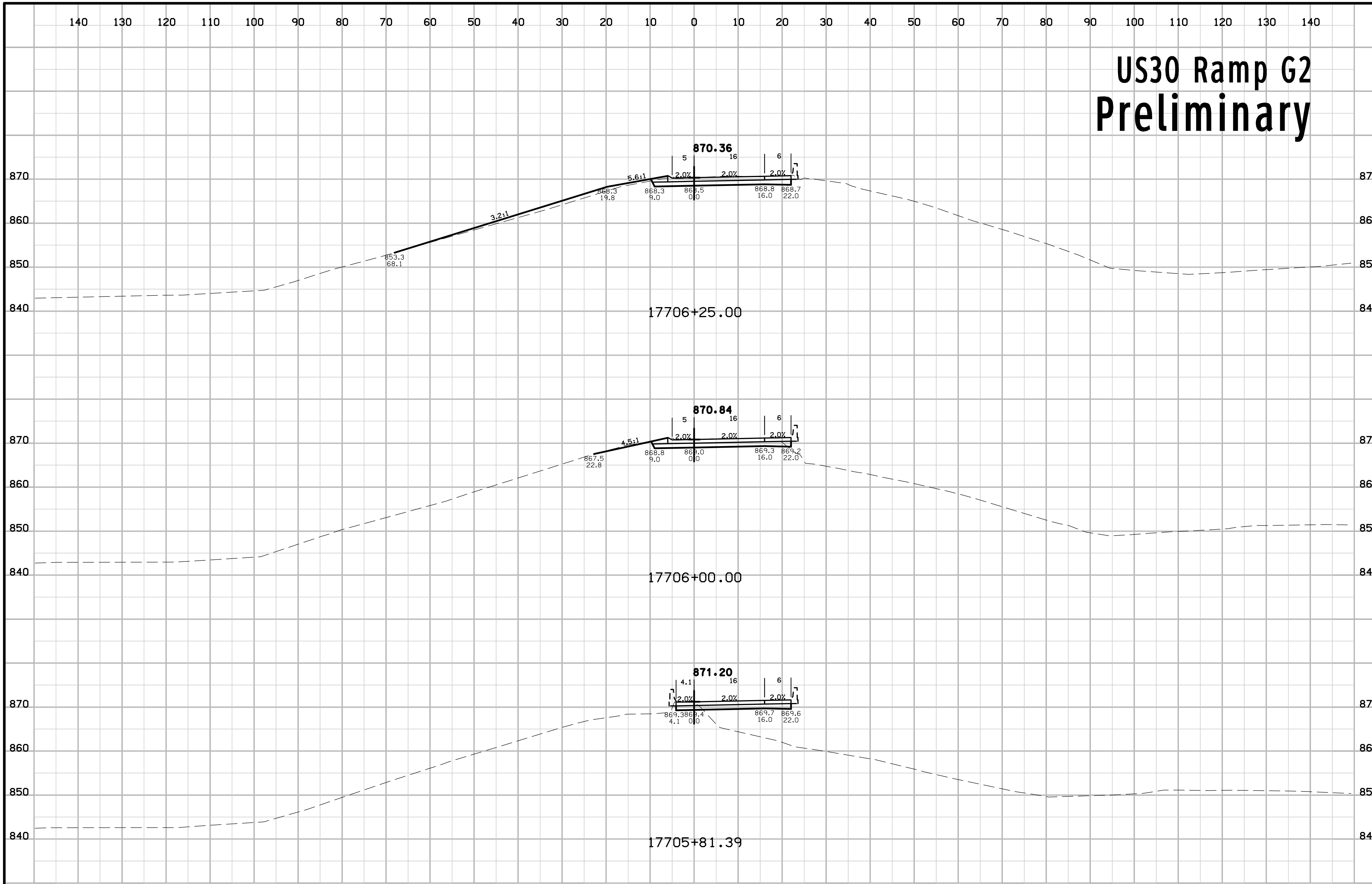
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.164

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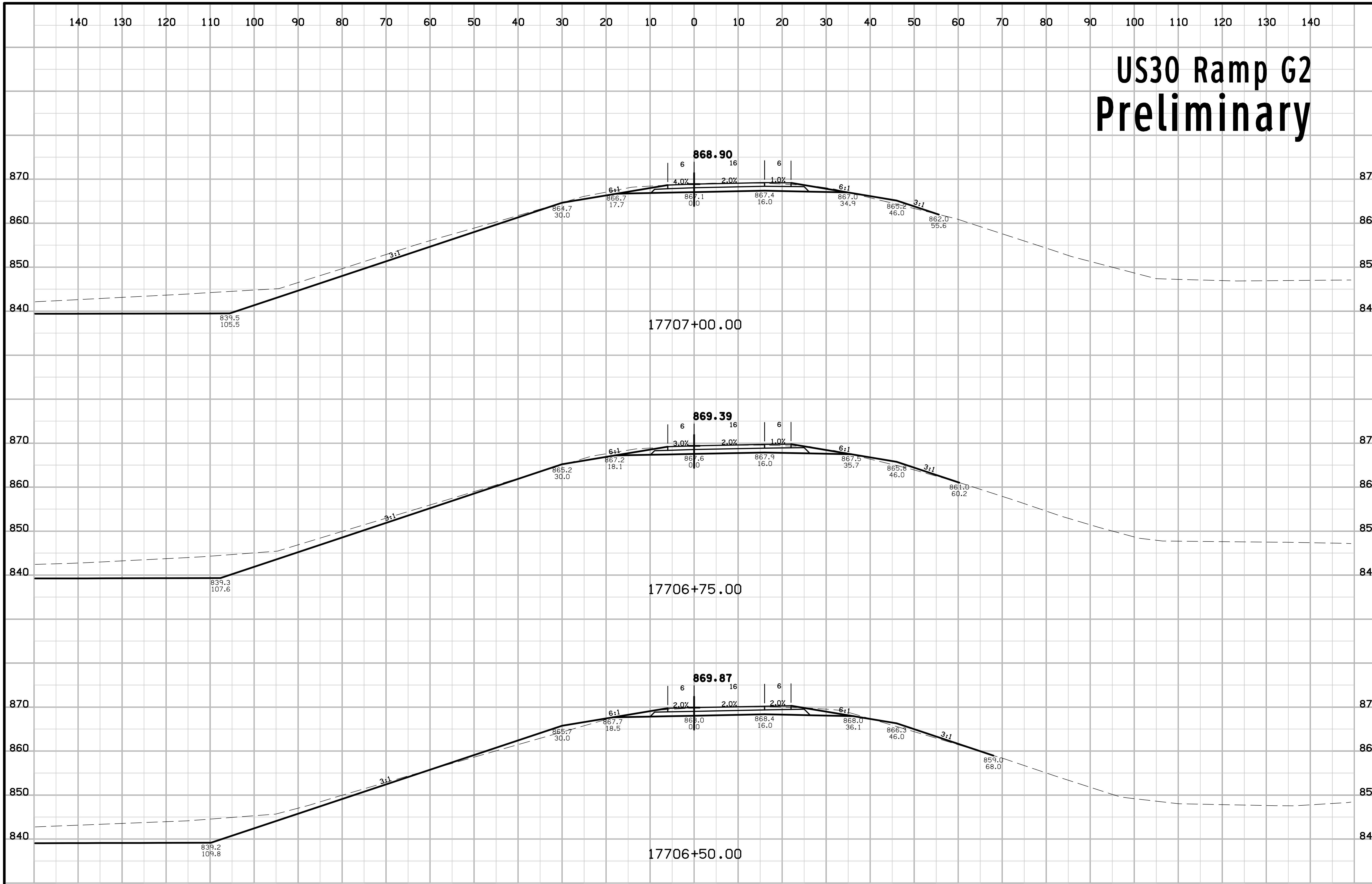

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.165

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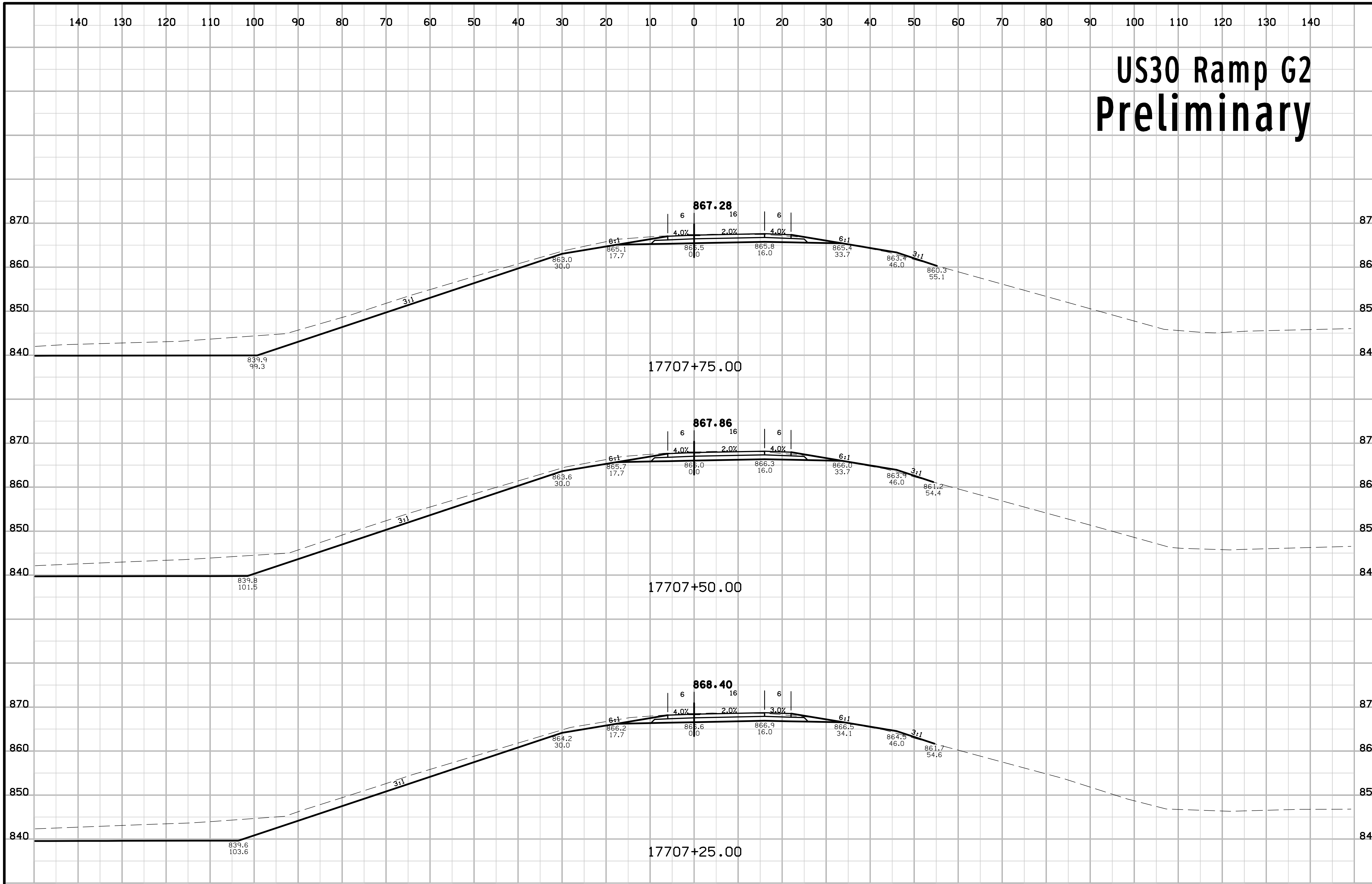
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.166

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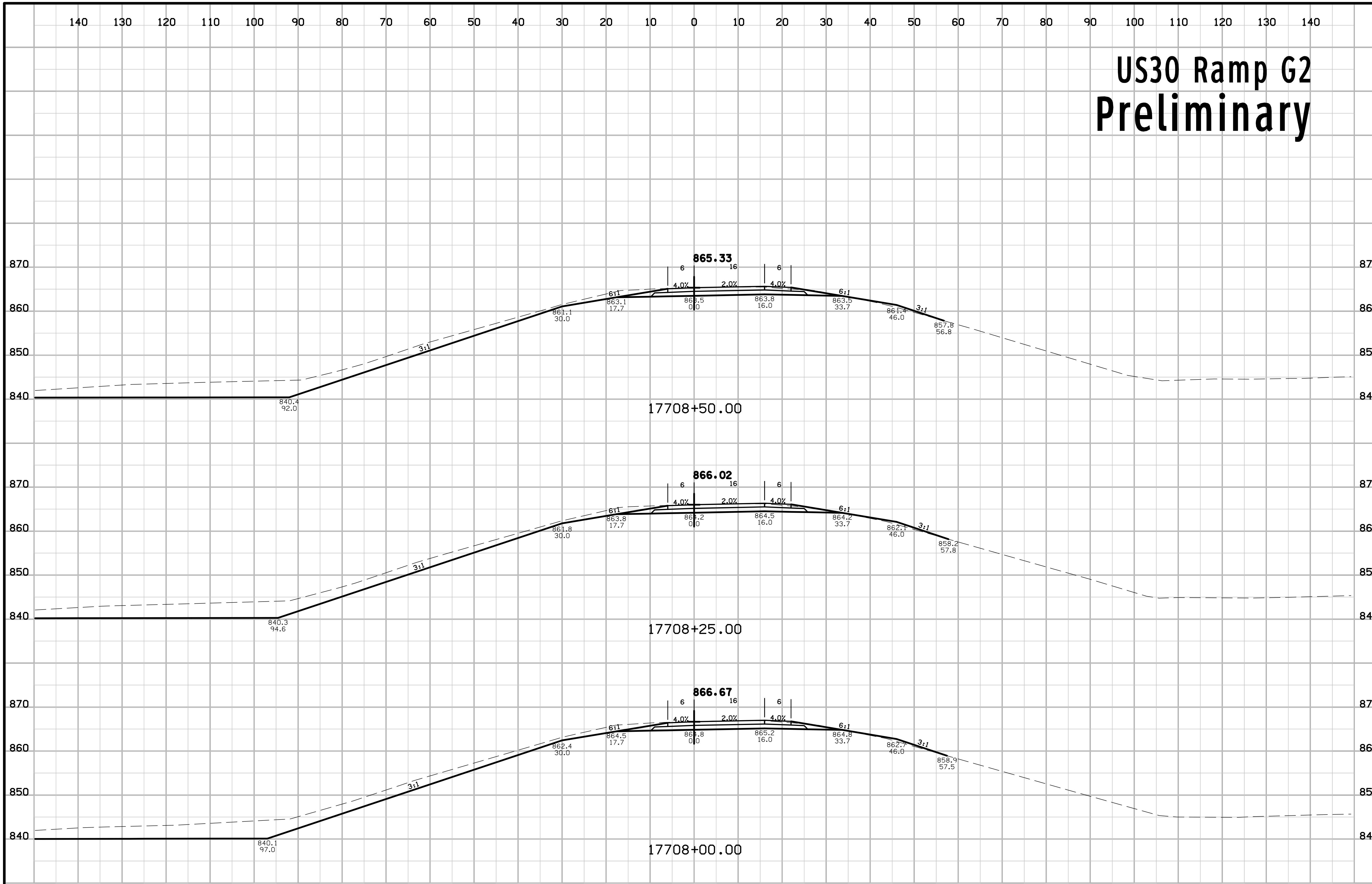
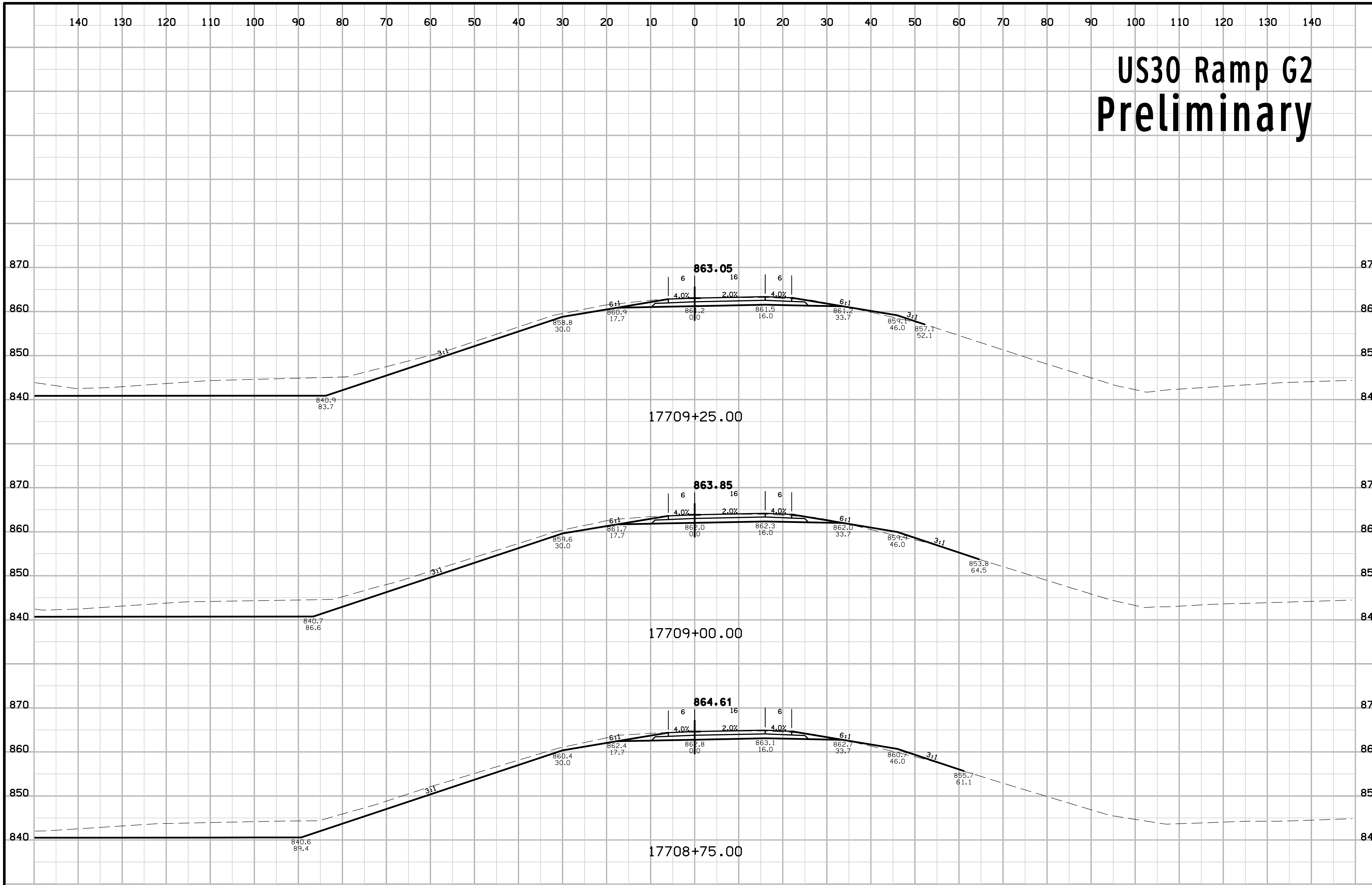
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.167

US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.168

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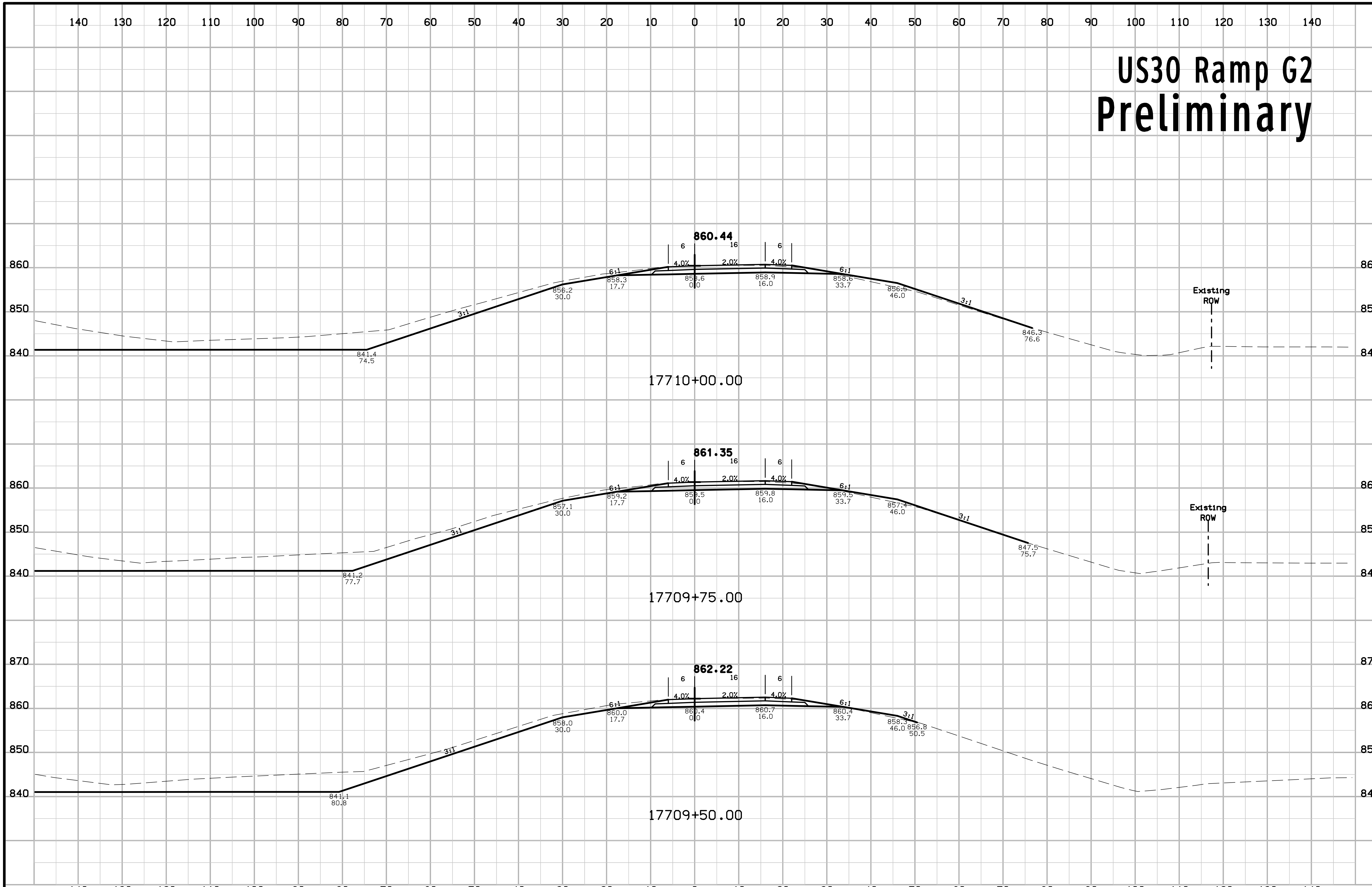
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.169

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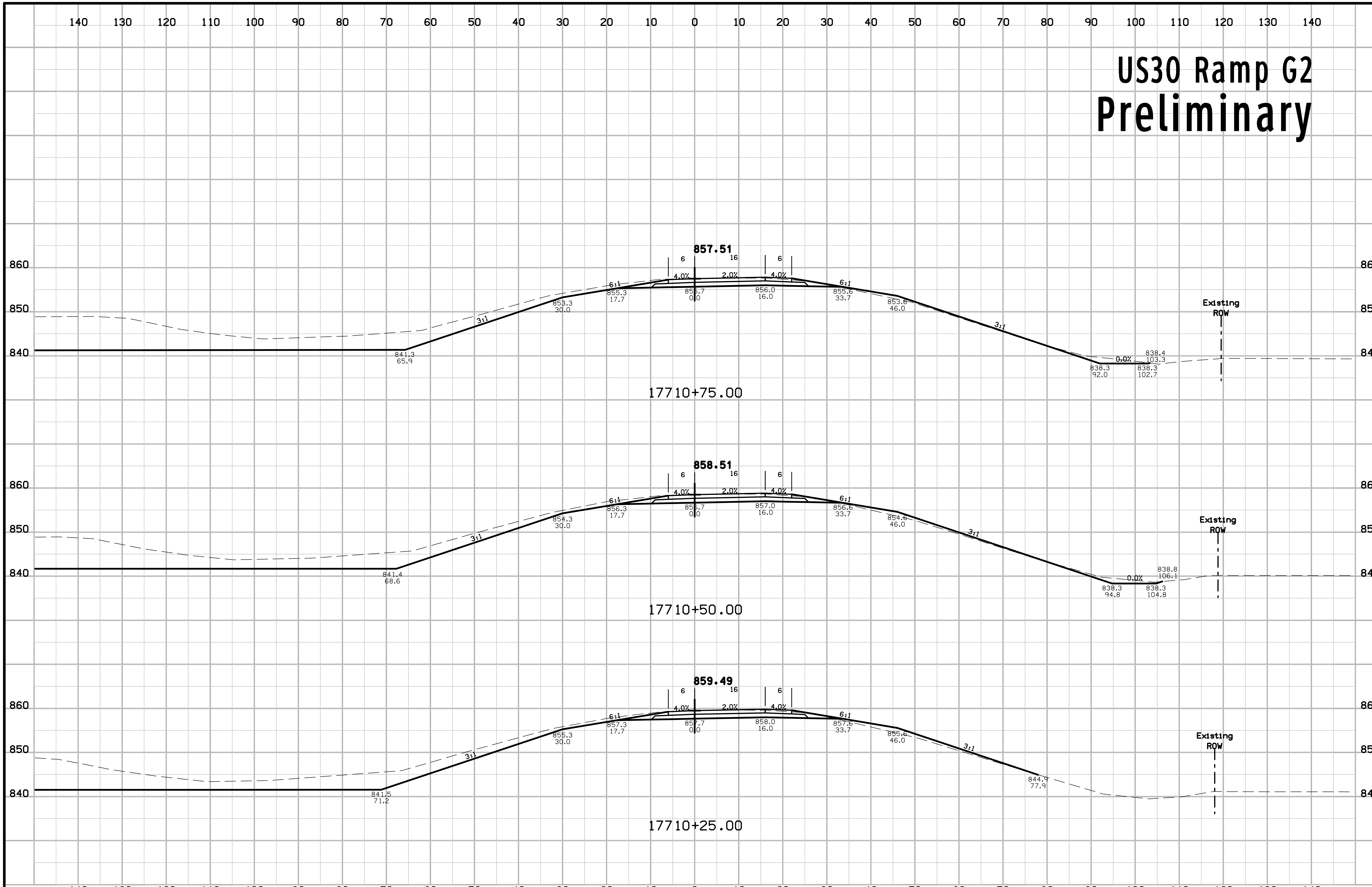
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.170

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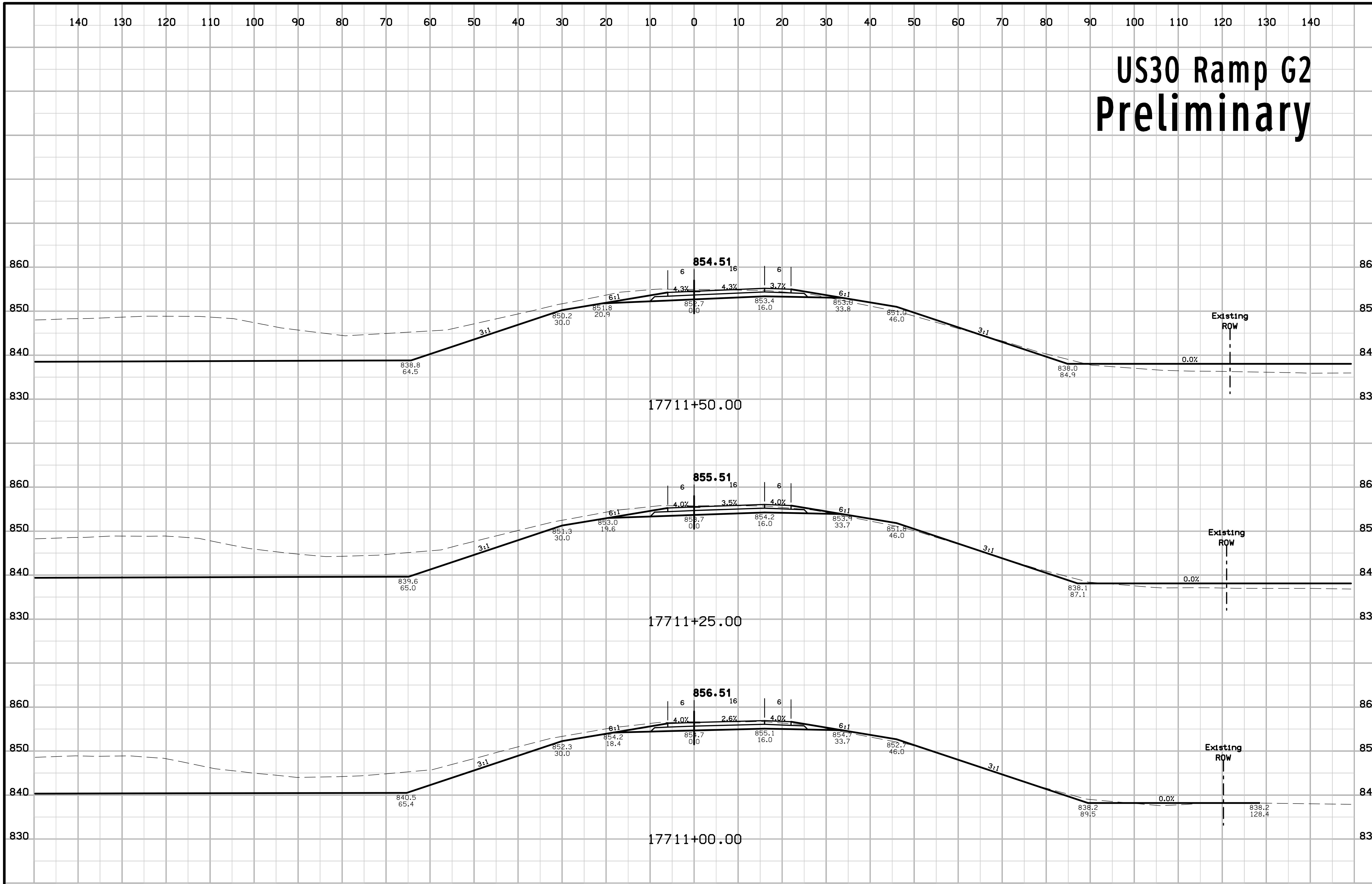
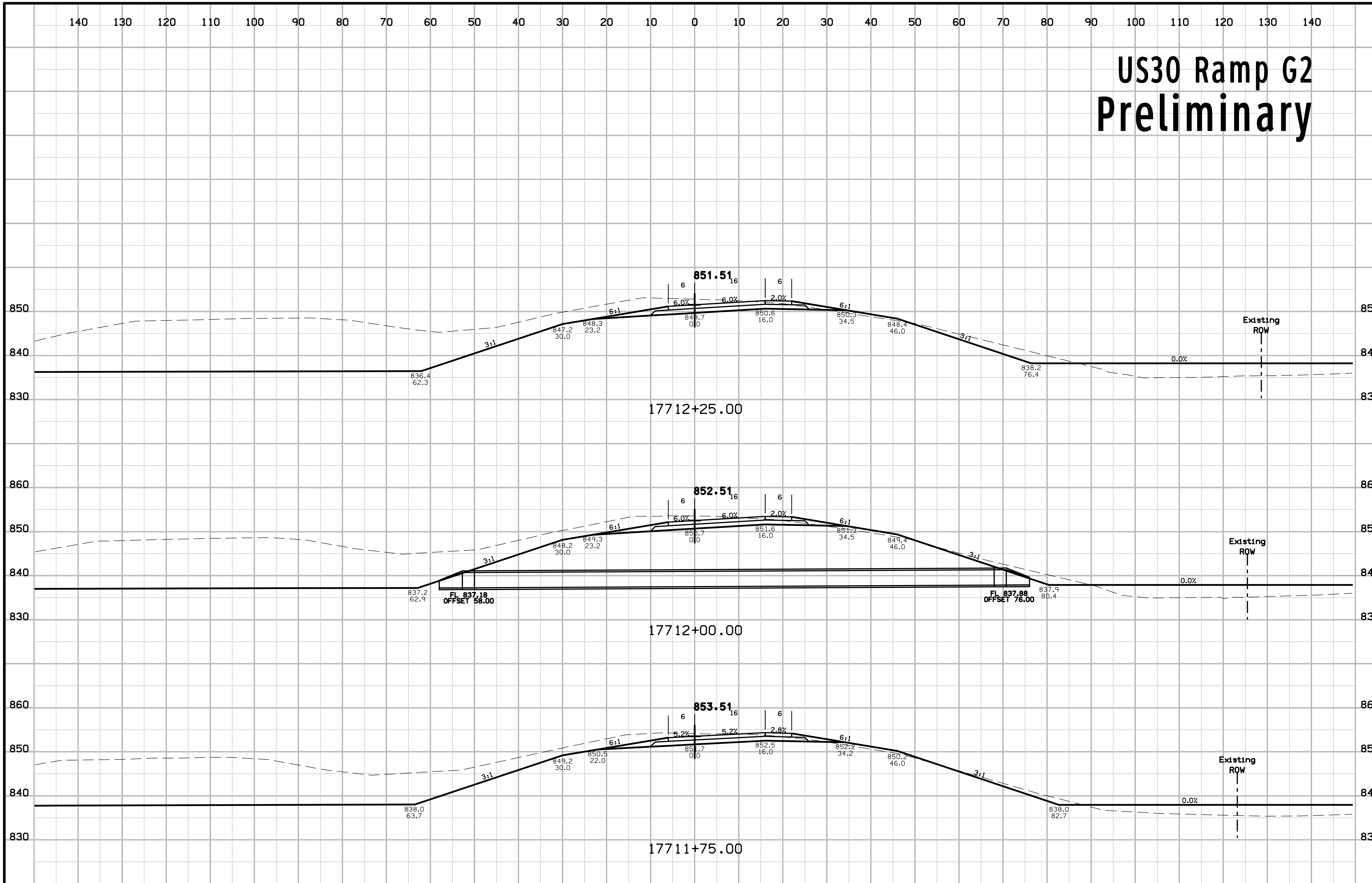
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.171

US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.172

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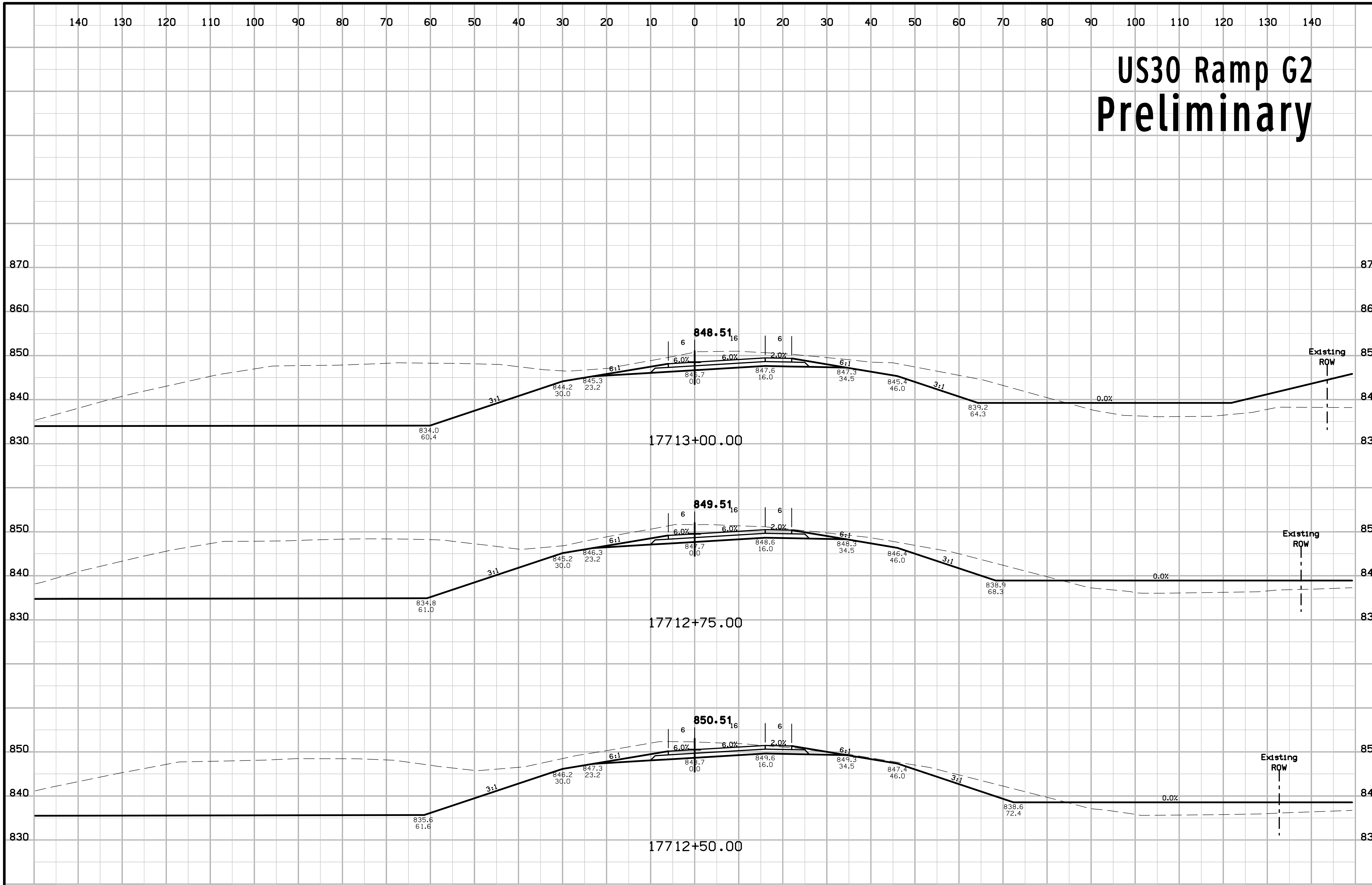

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.173**

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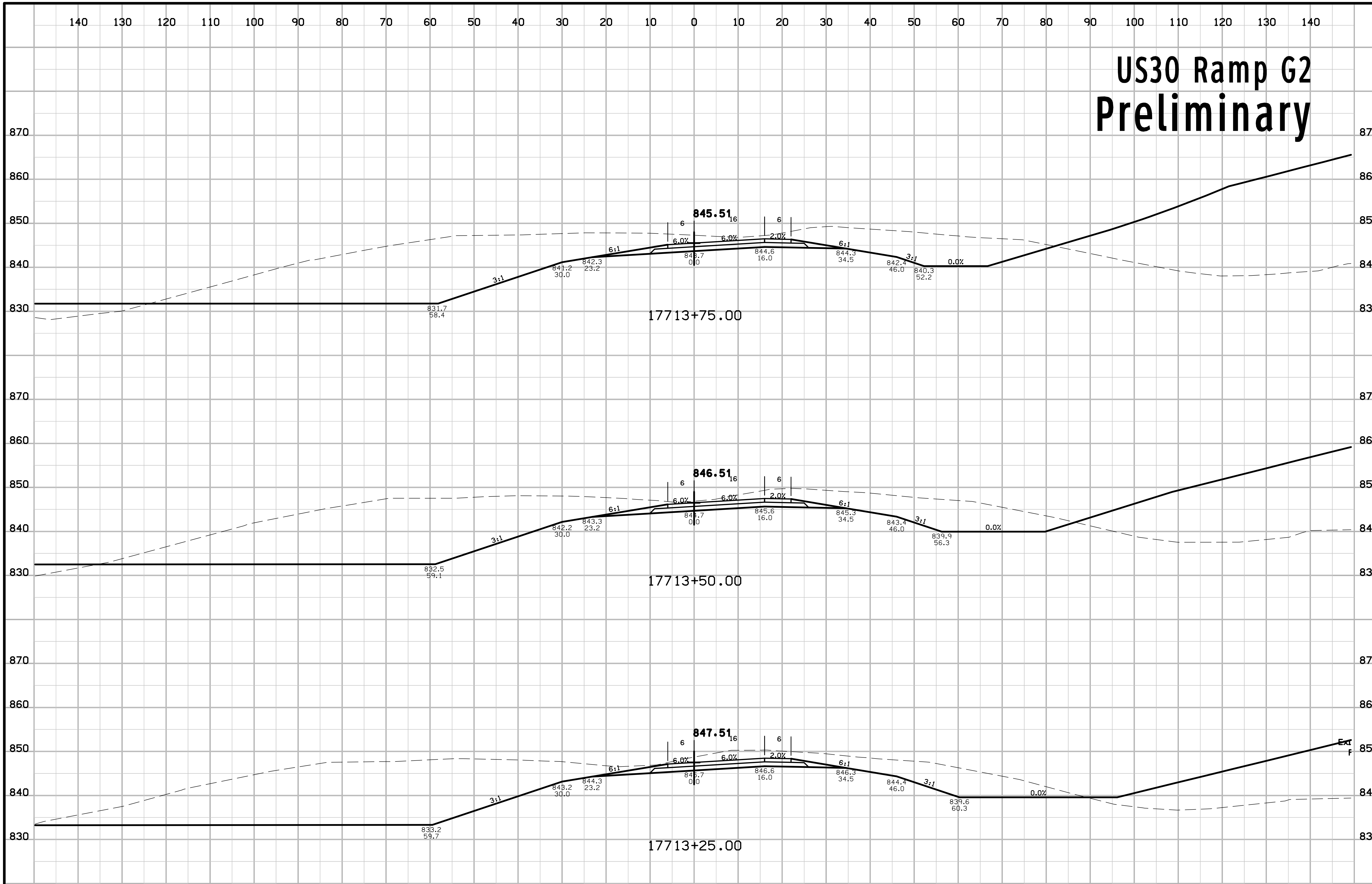
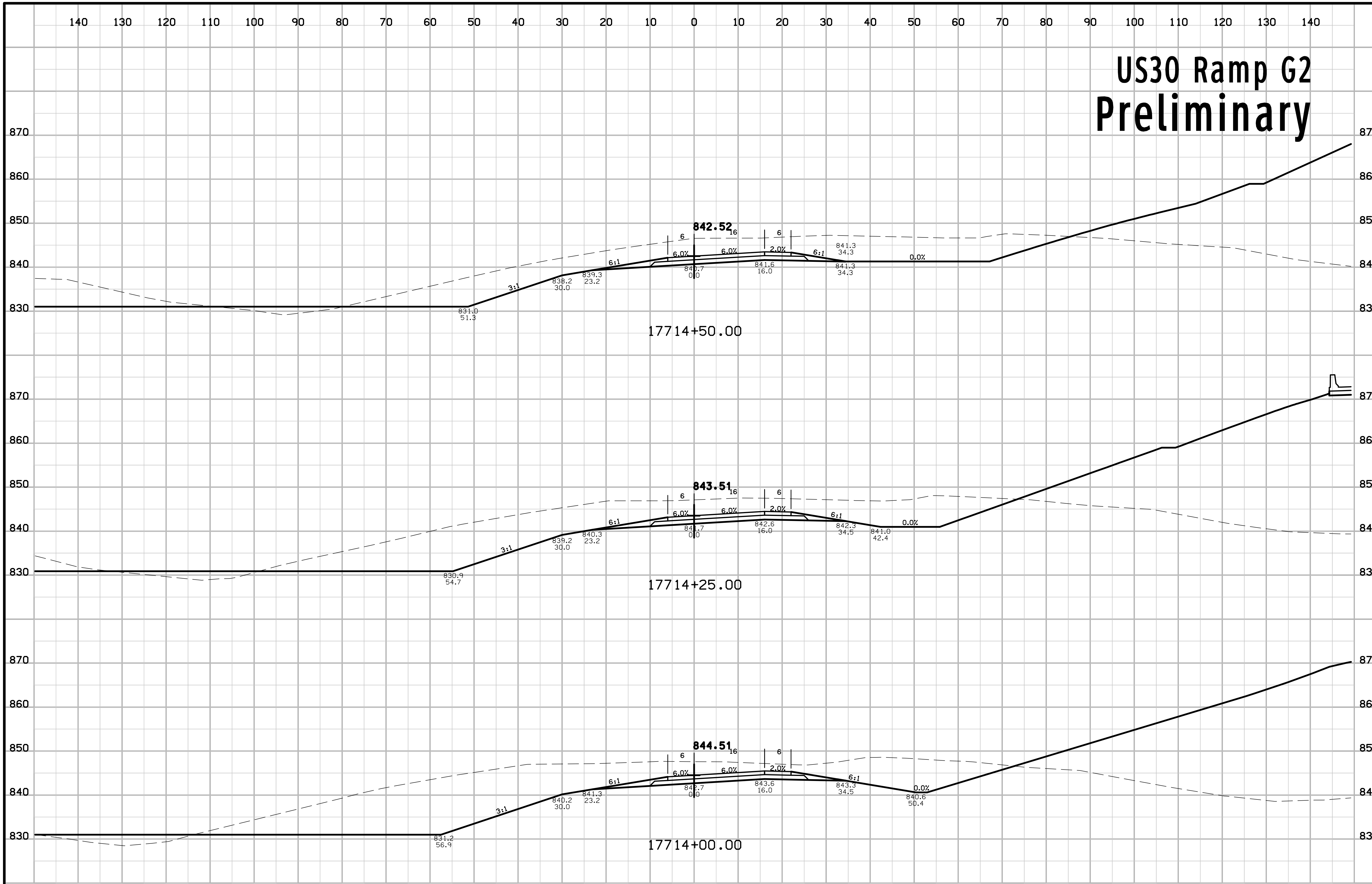


ENGLISH	IOWA DOT	DESIGN TEAM	Iowa DOT\CH2MHILL		LINN	COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.174

US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.175

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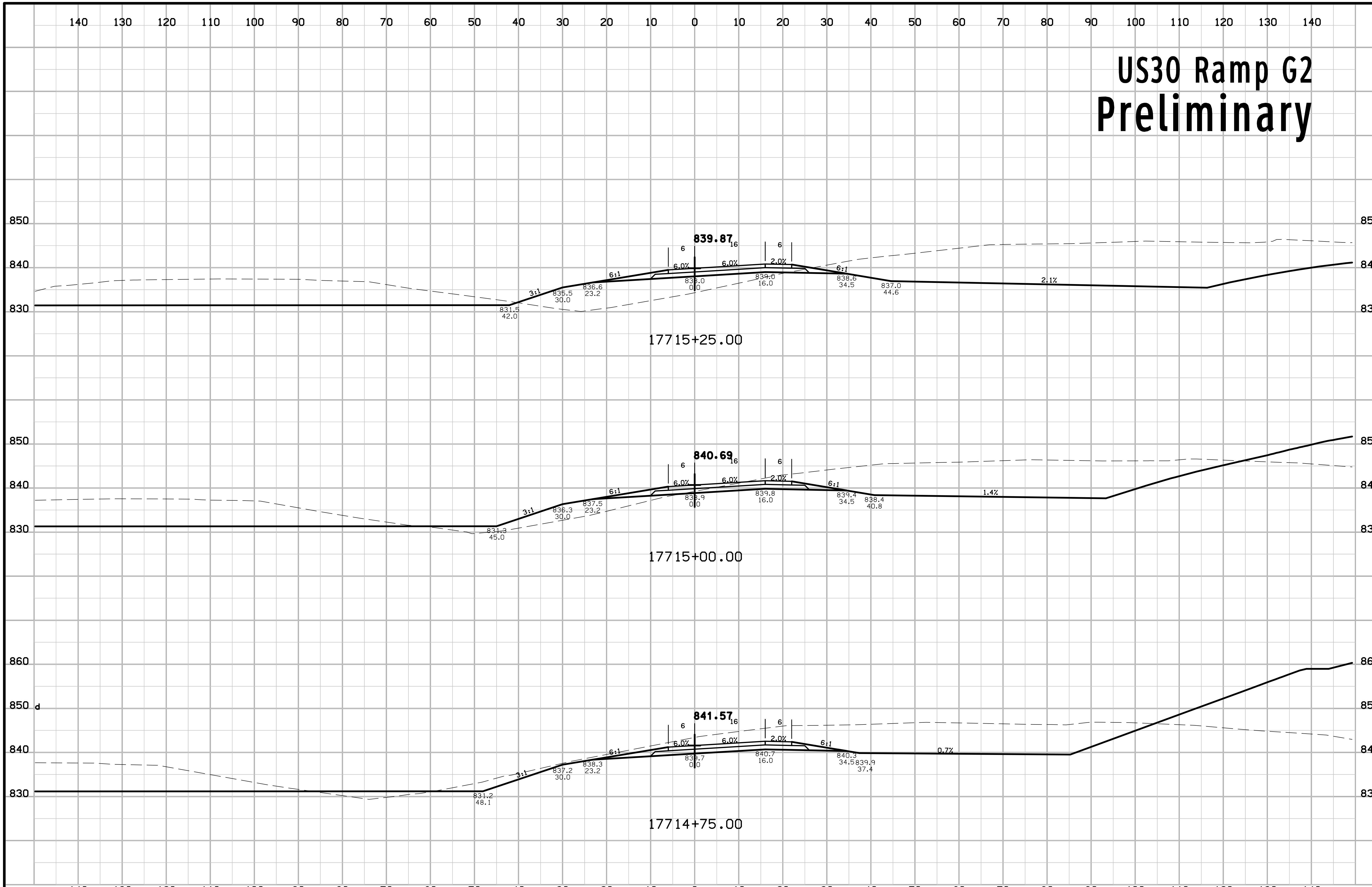
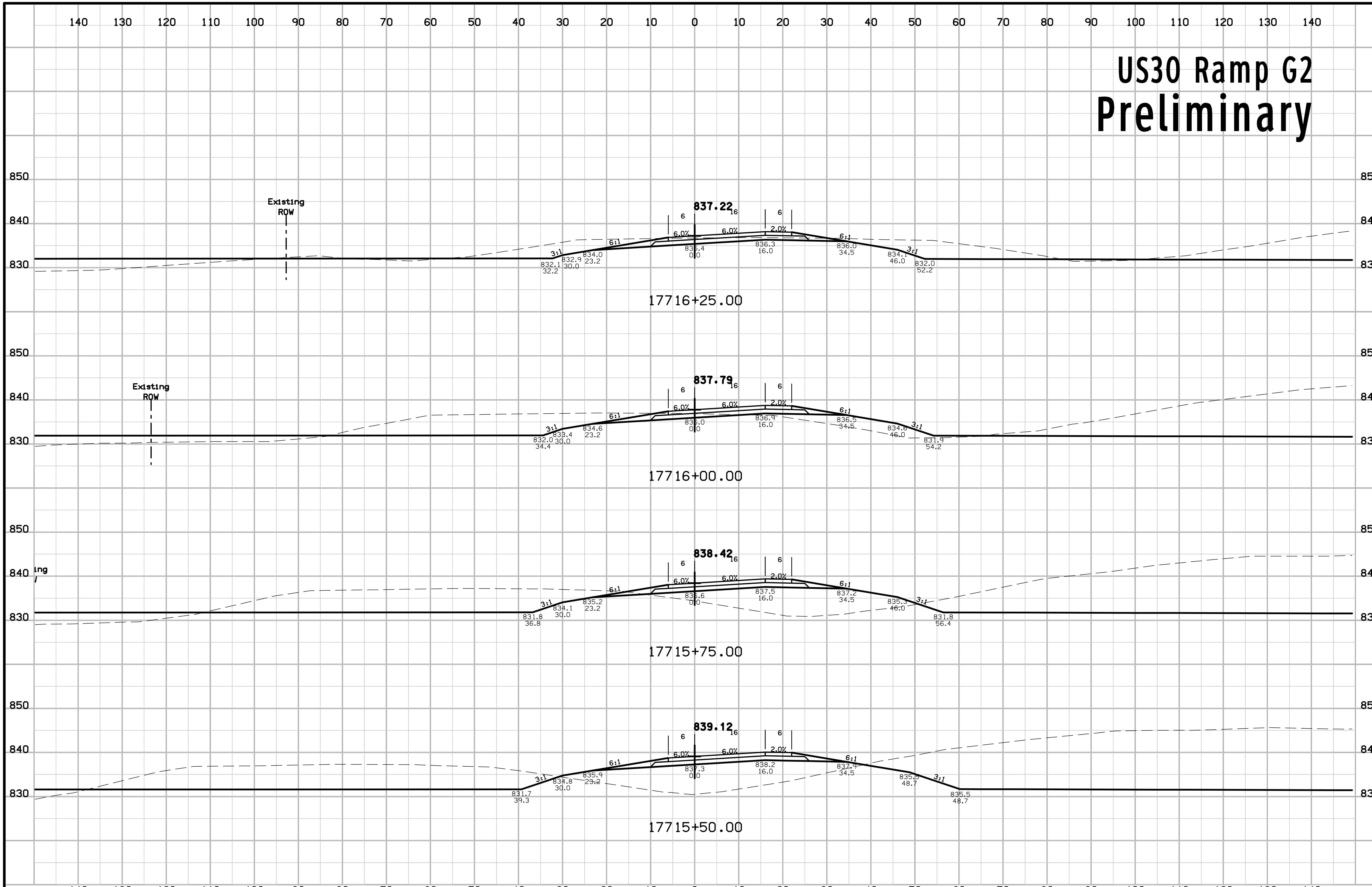
US30 Ramp G2
Preliminary



US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.177

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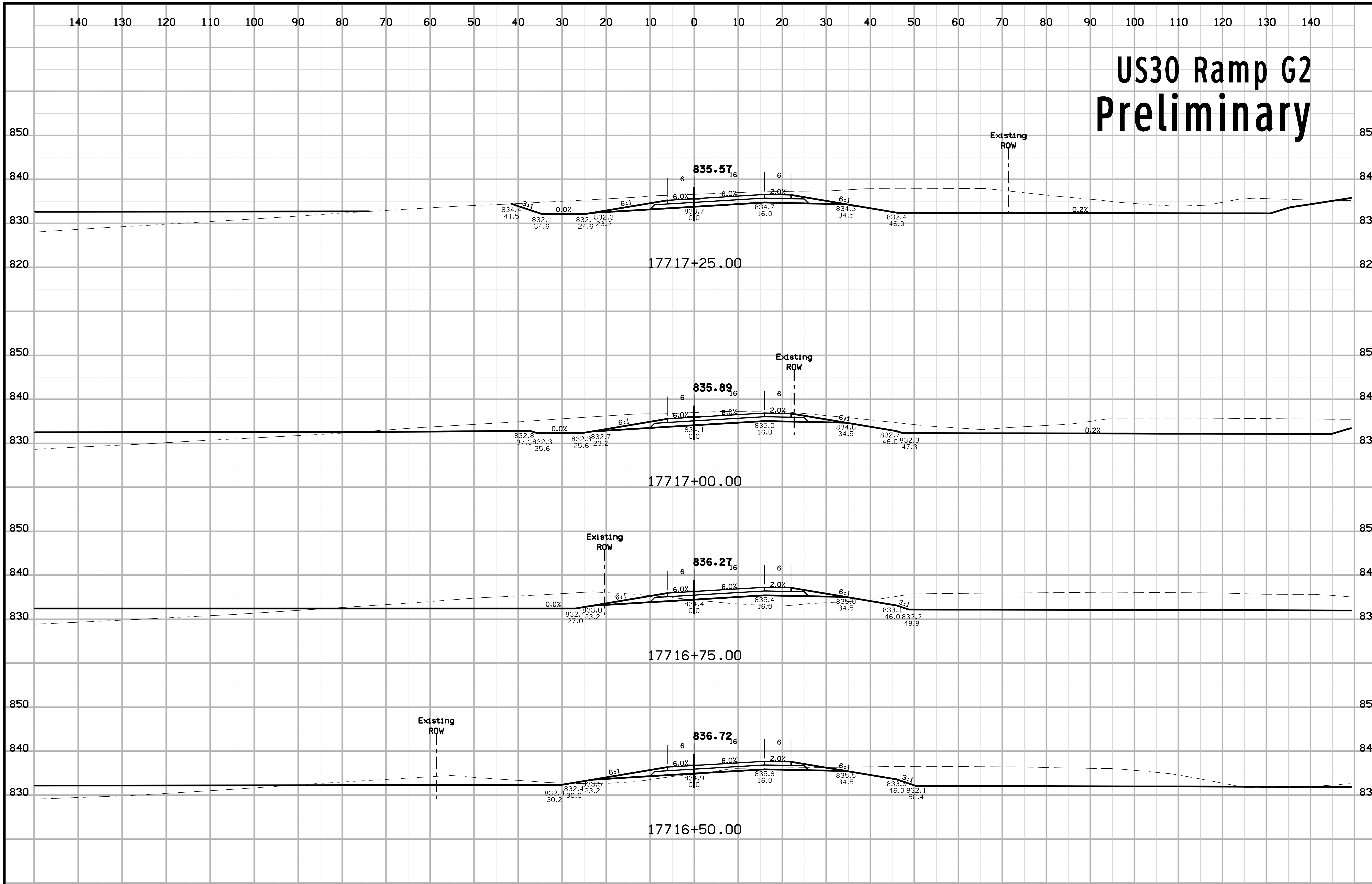
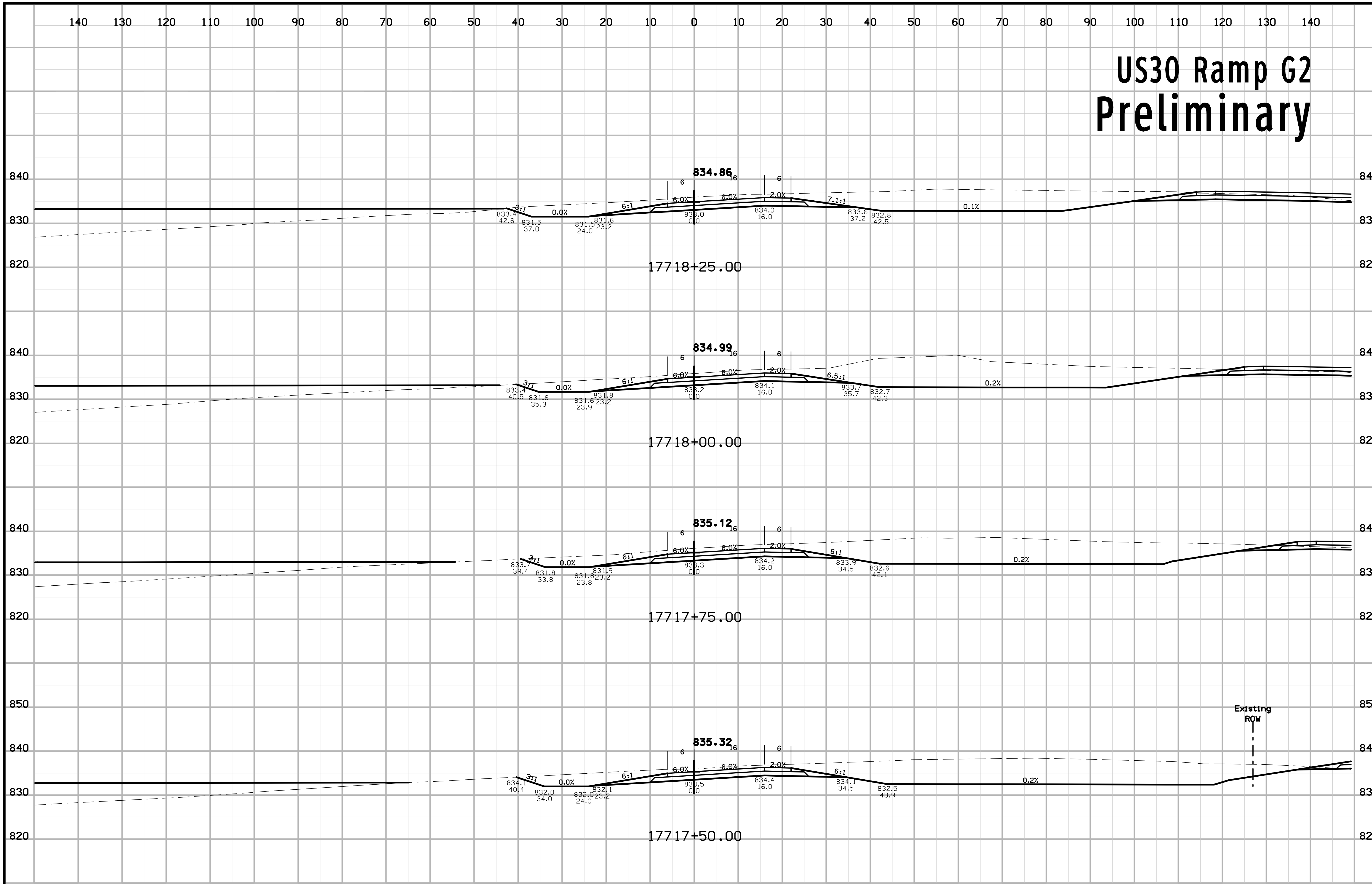


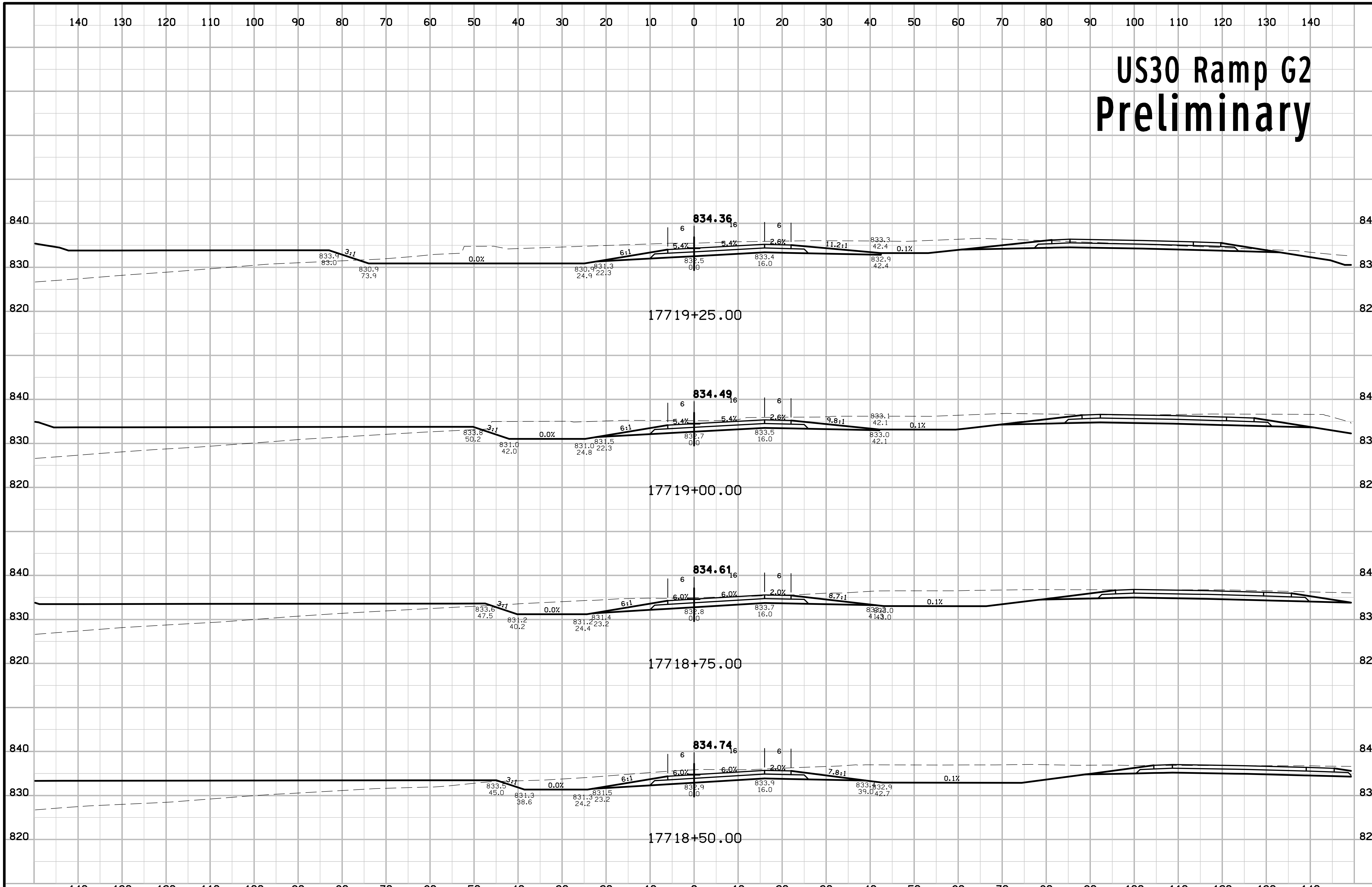
ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.178

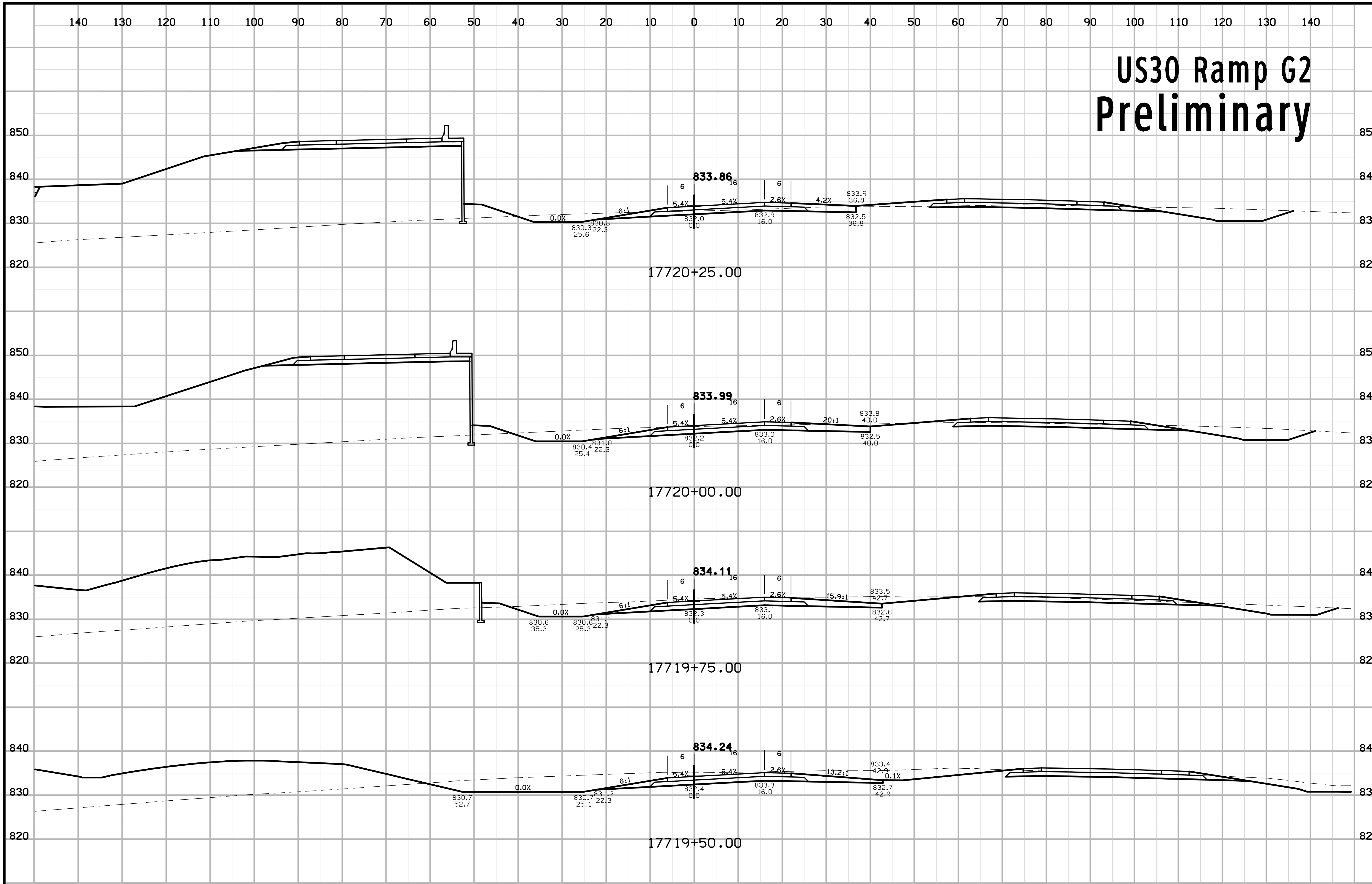
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.179	

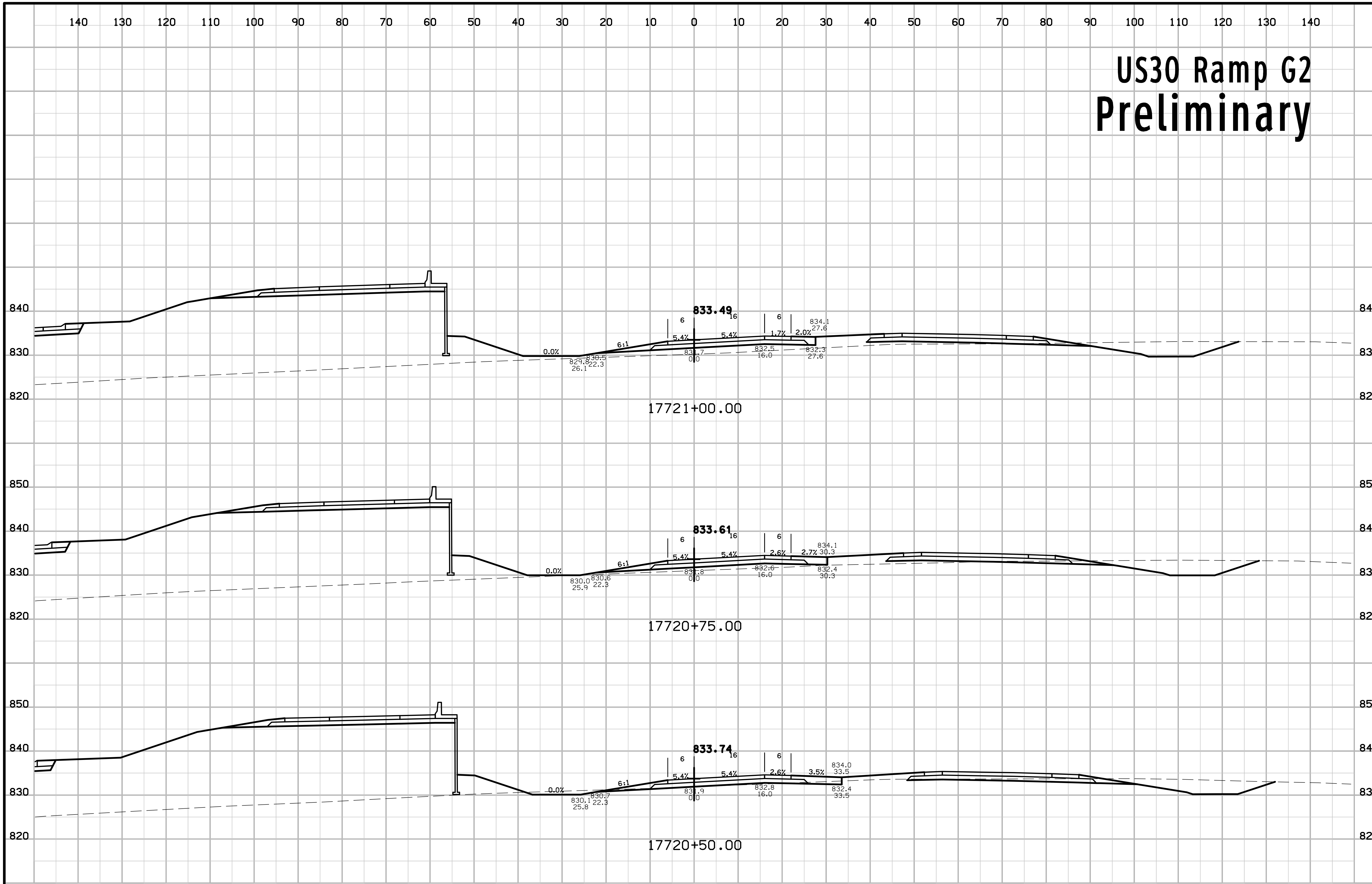
US30 Ramp G2
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.181	

US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.182

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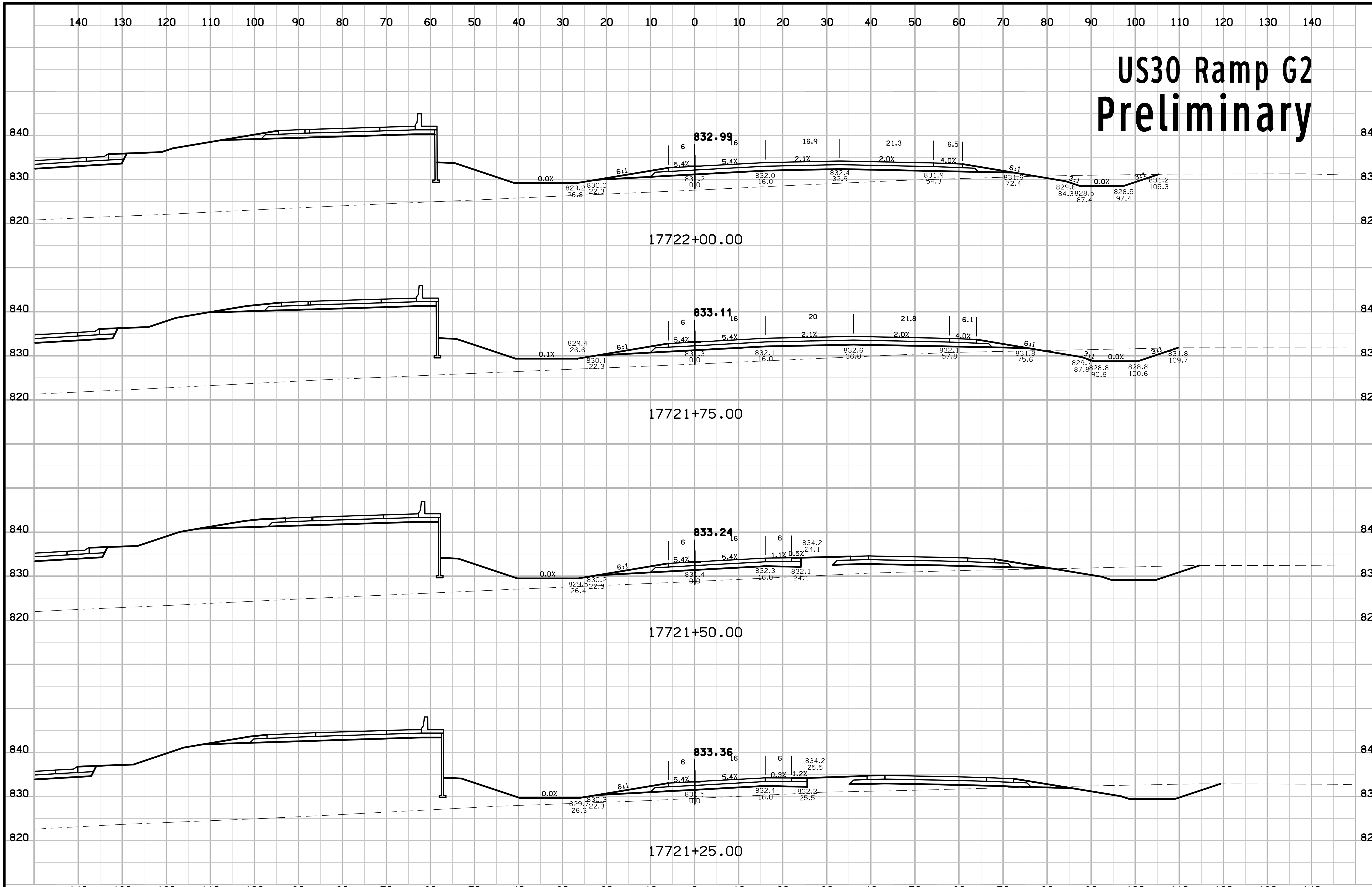
US30 Ramp G2
Preliminary
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17721+75.00
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832.99
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833.24
833.36
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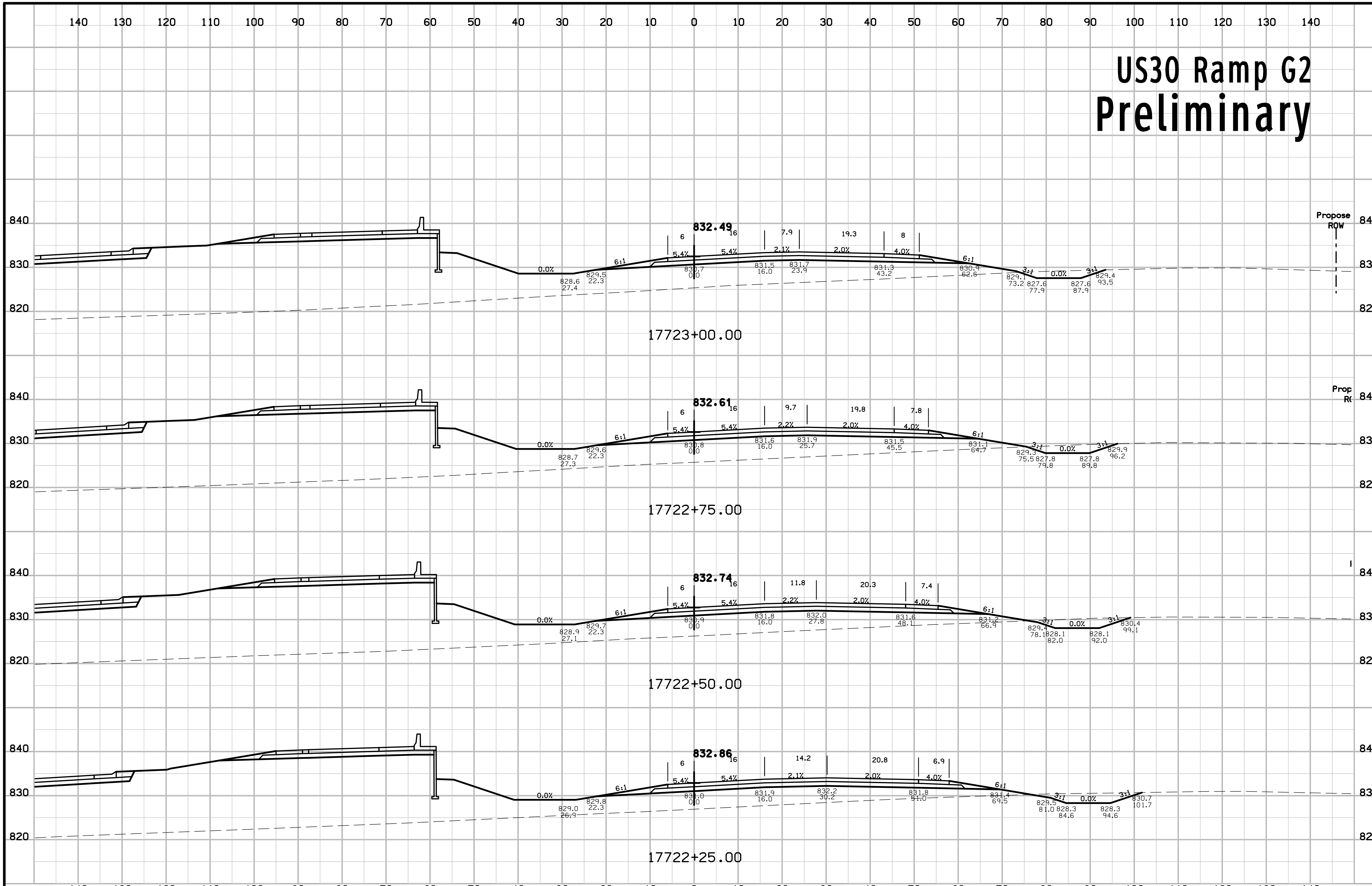
830
820

US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.184

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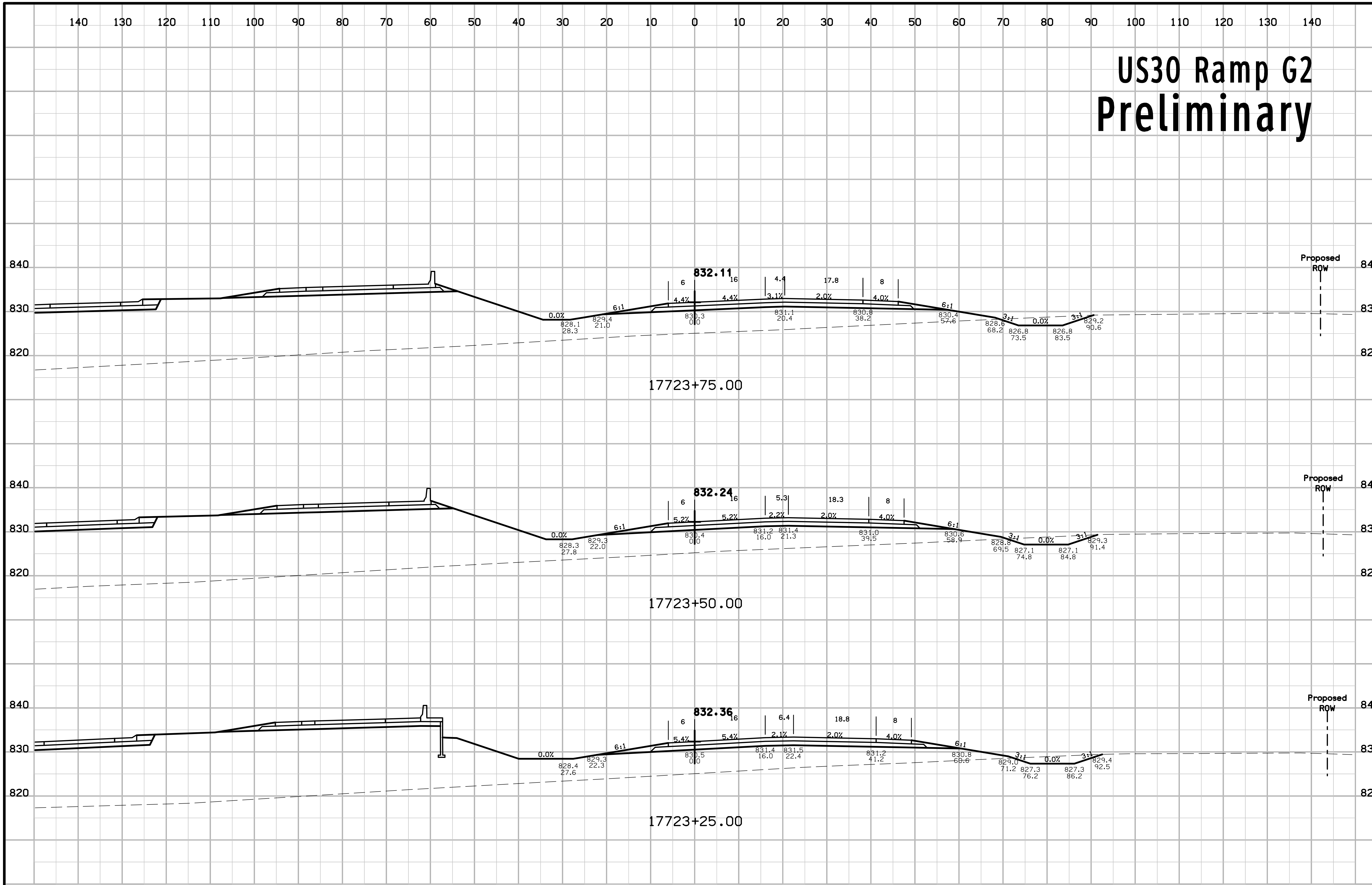
US30 Ramp G2
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.185

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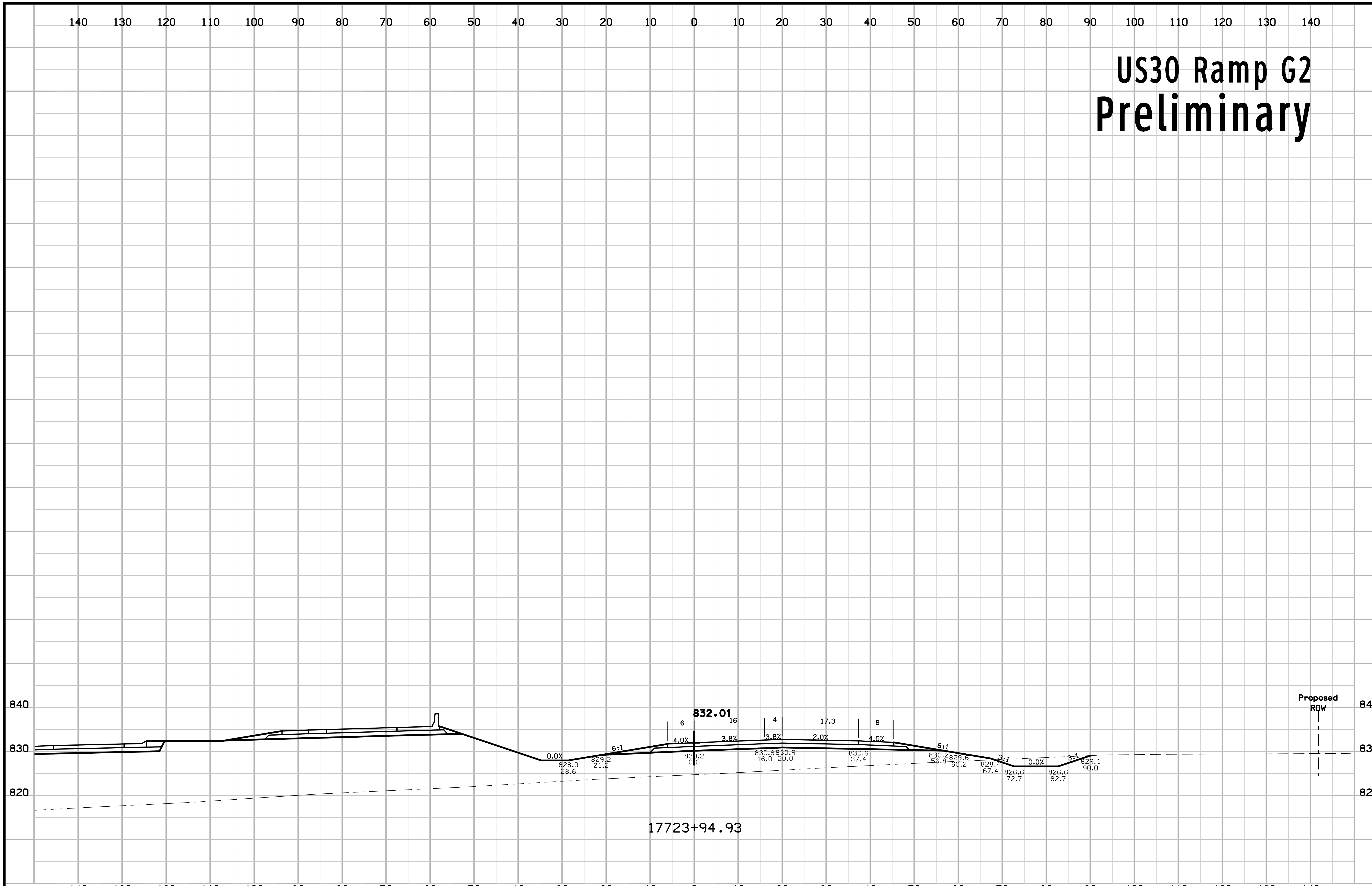
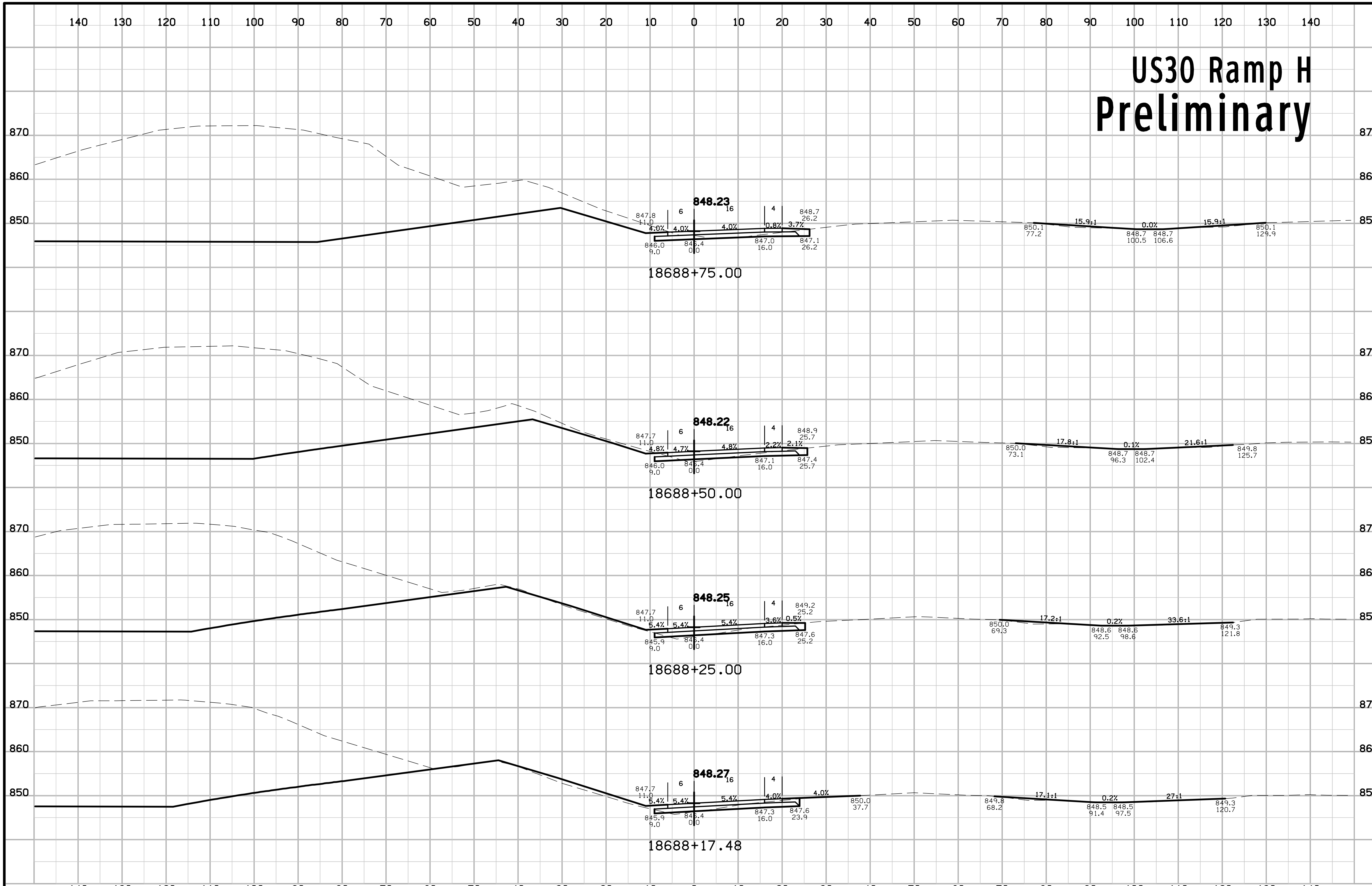
US30 Ramp G2
Preliminary





ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.187

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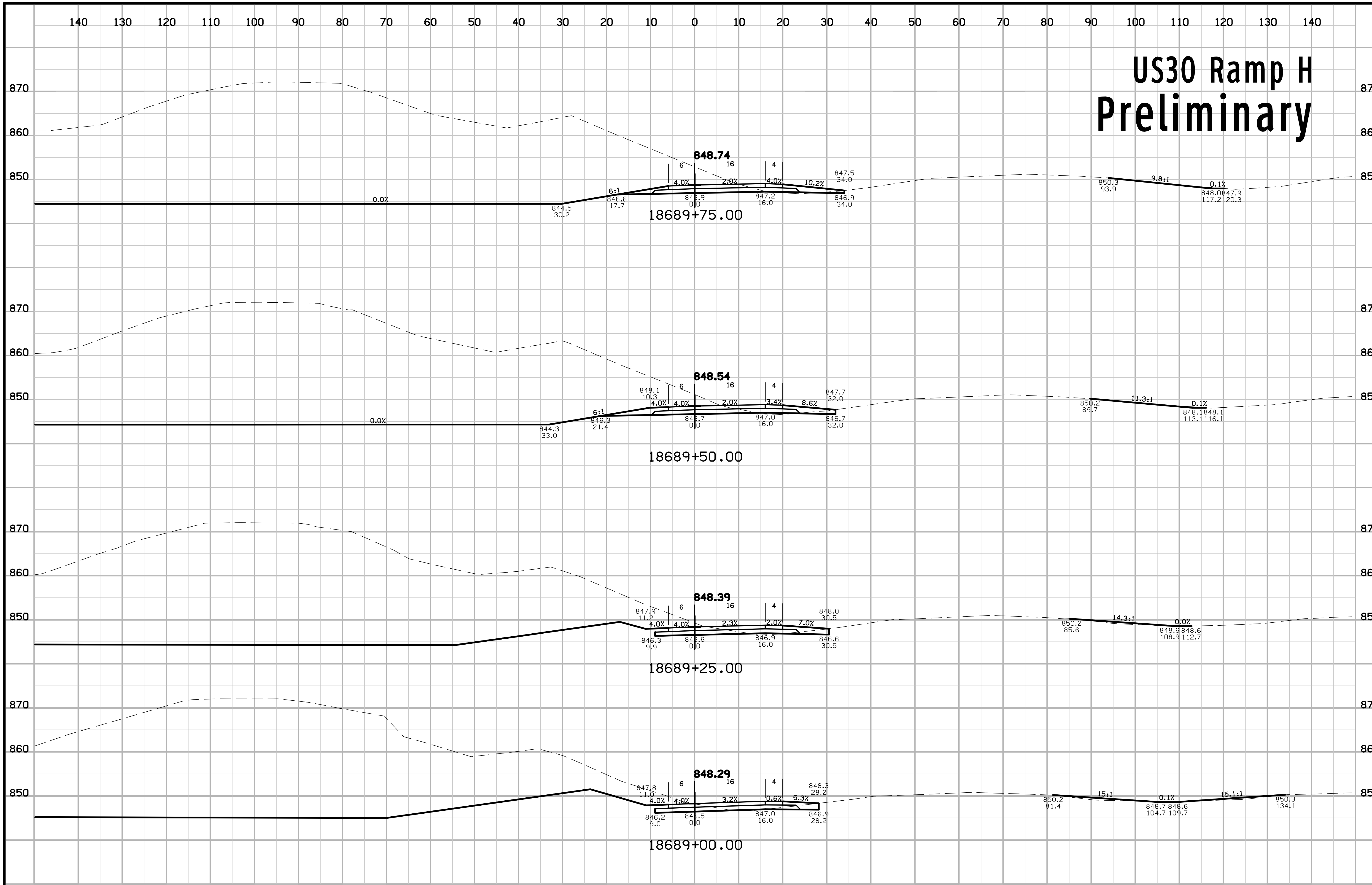
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.188

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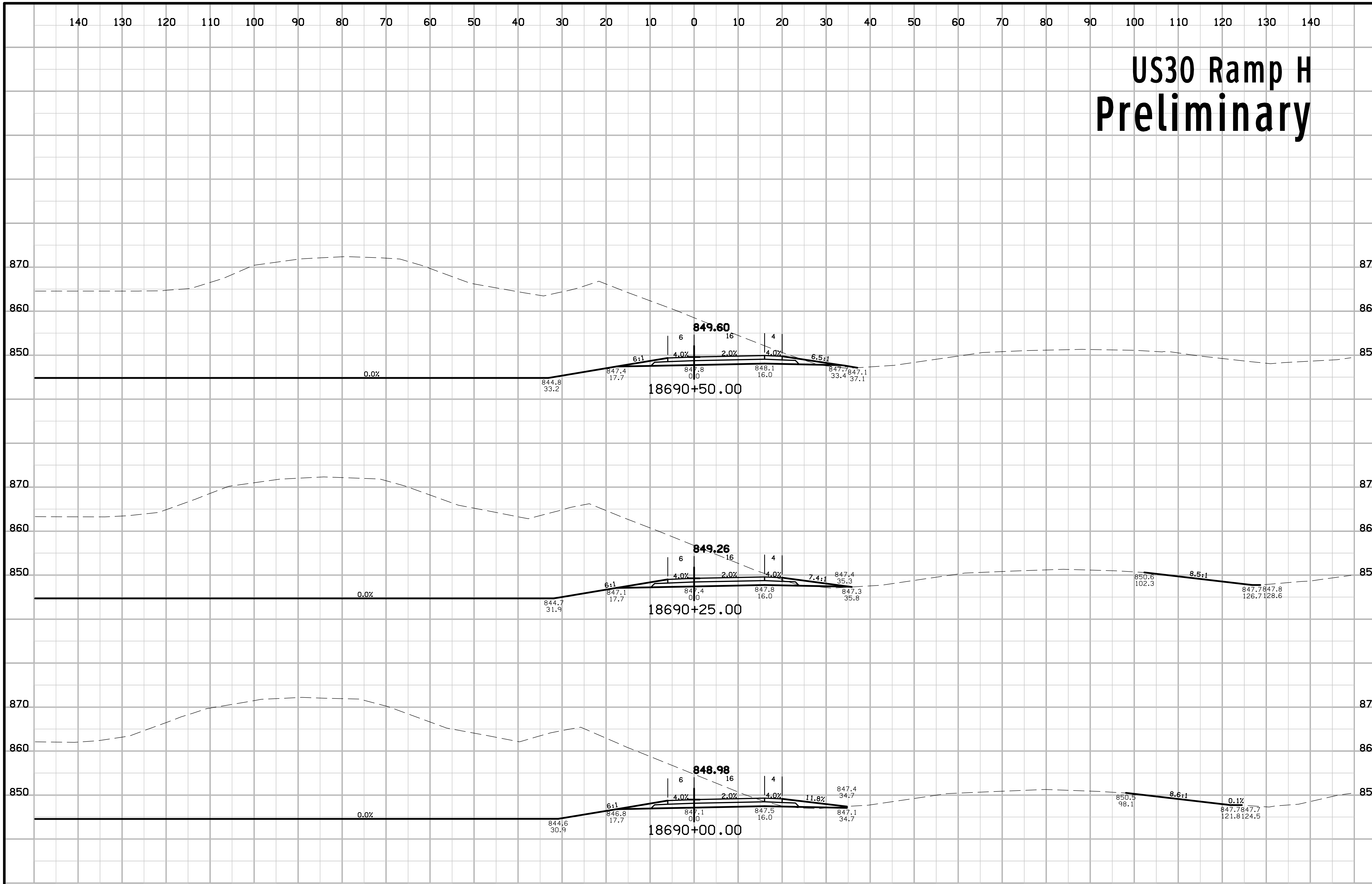

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.189

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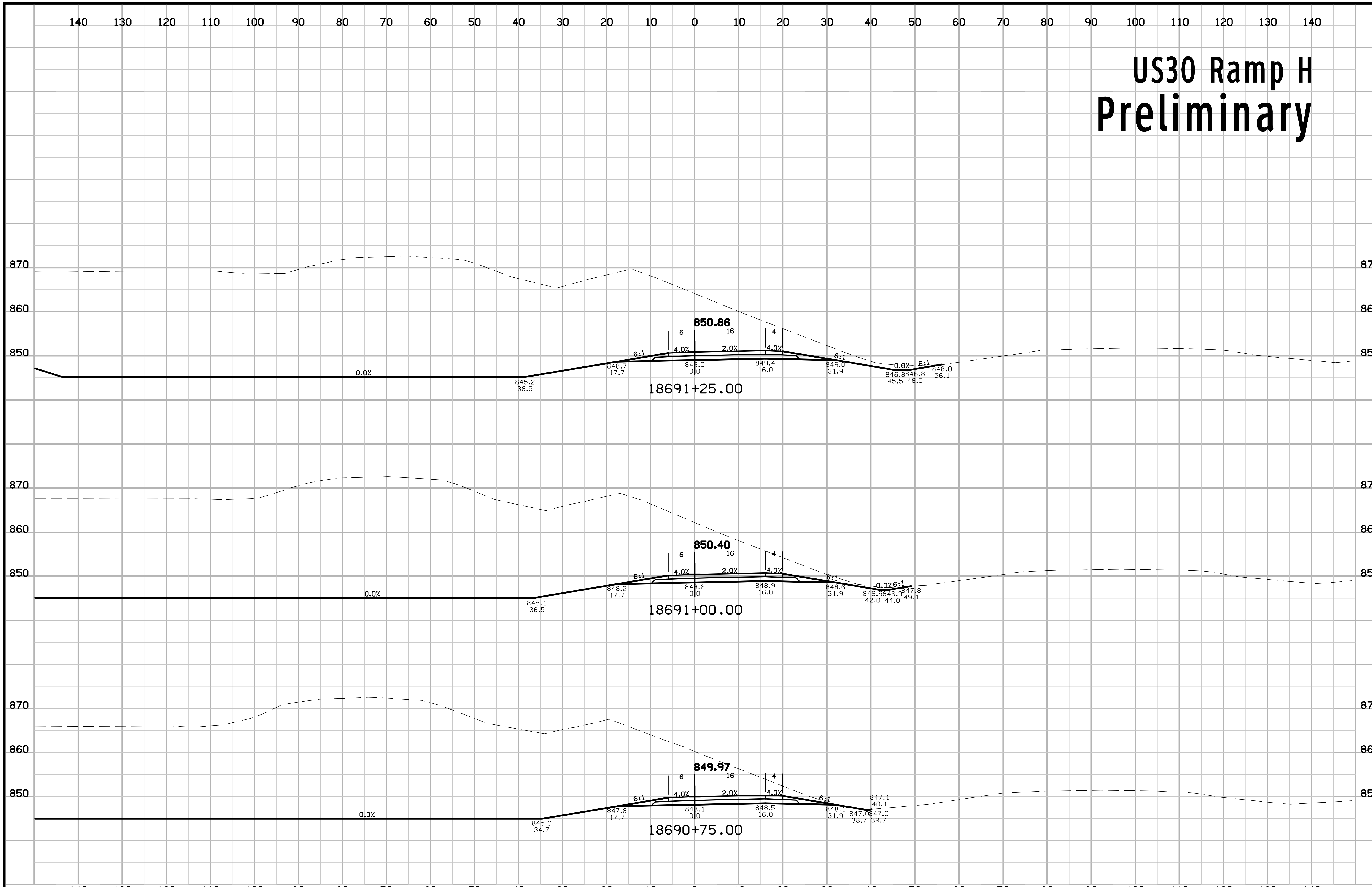
US30 Ramp H
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.190

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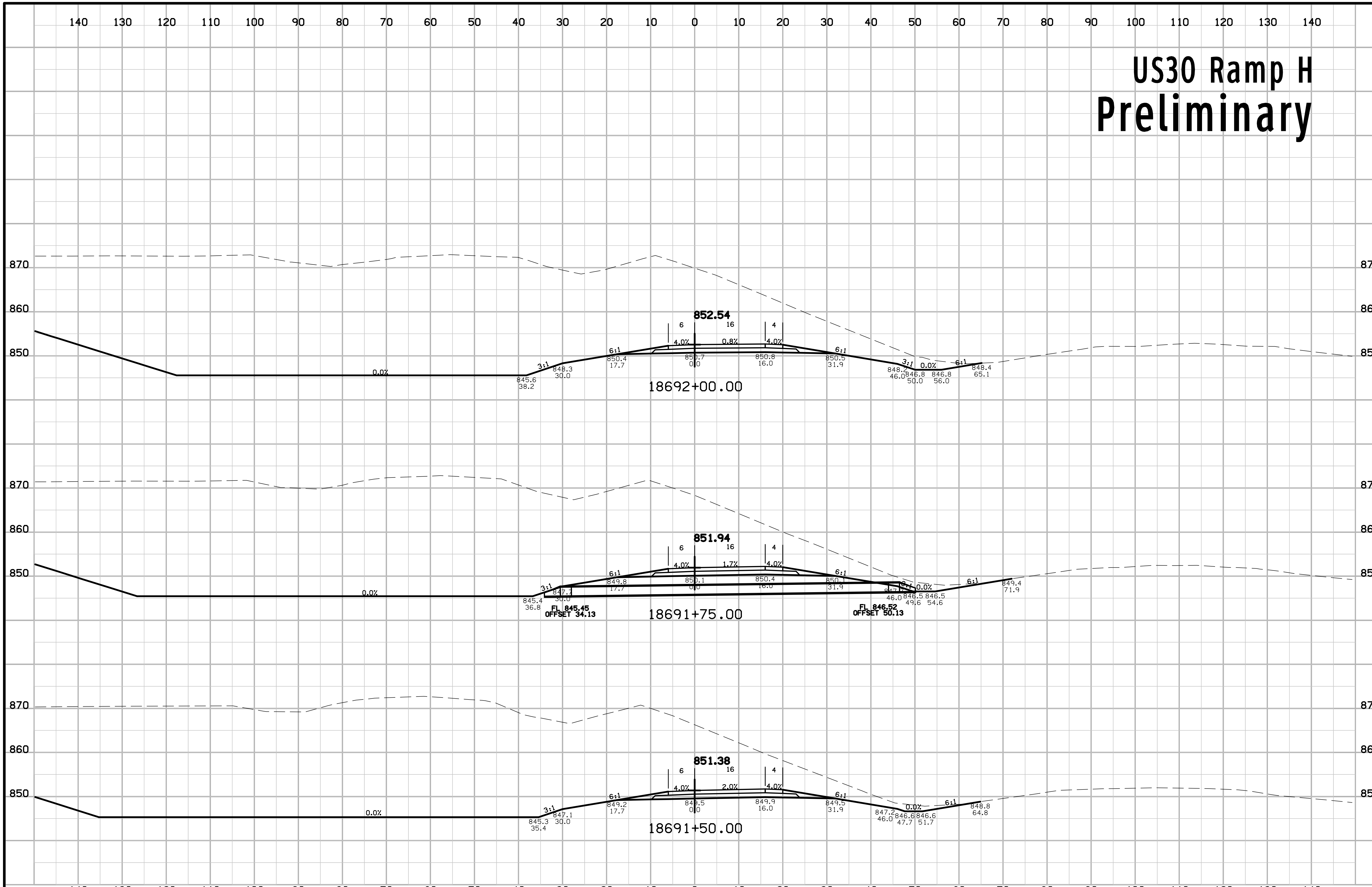

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.191

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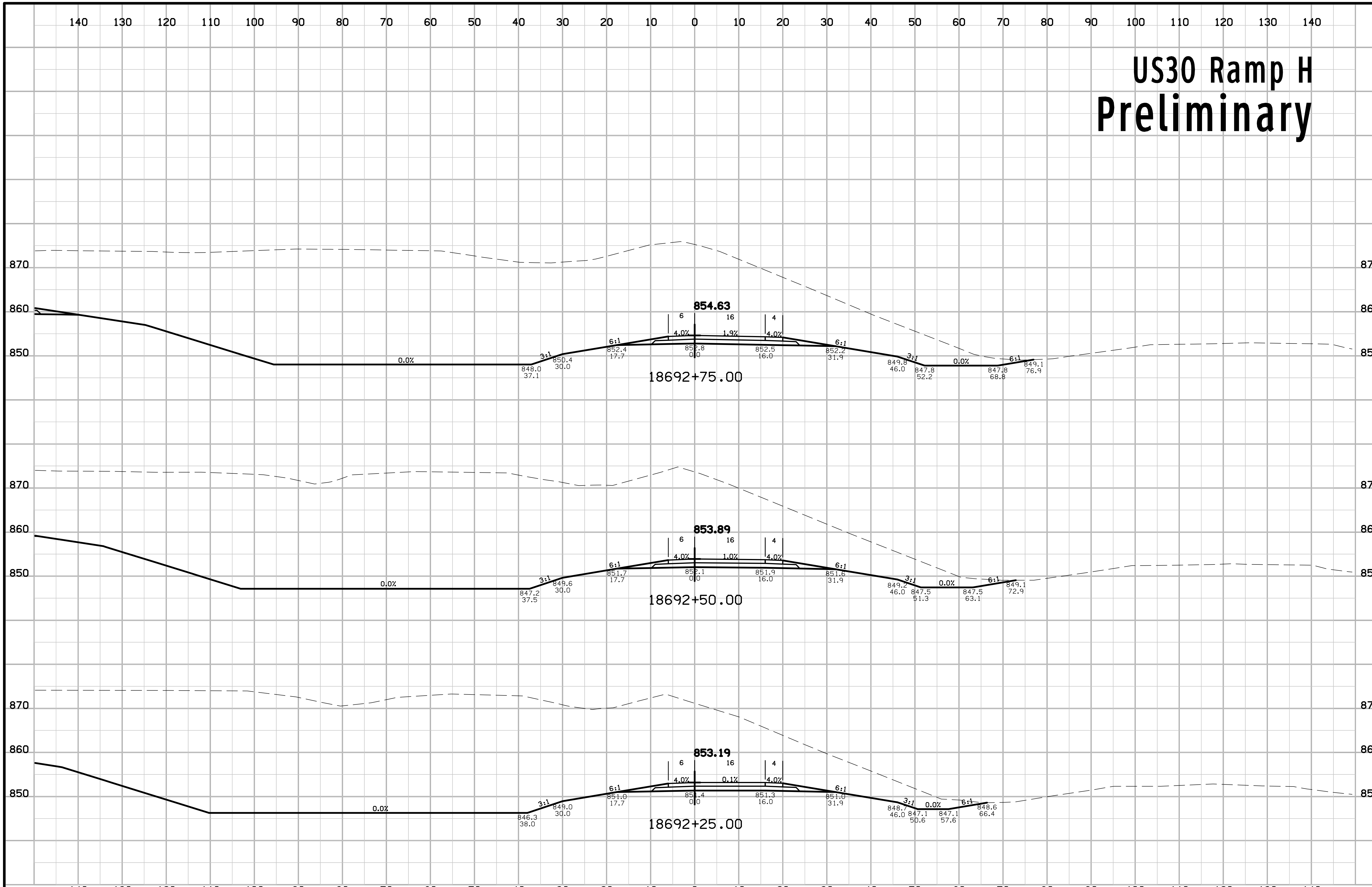
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.192

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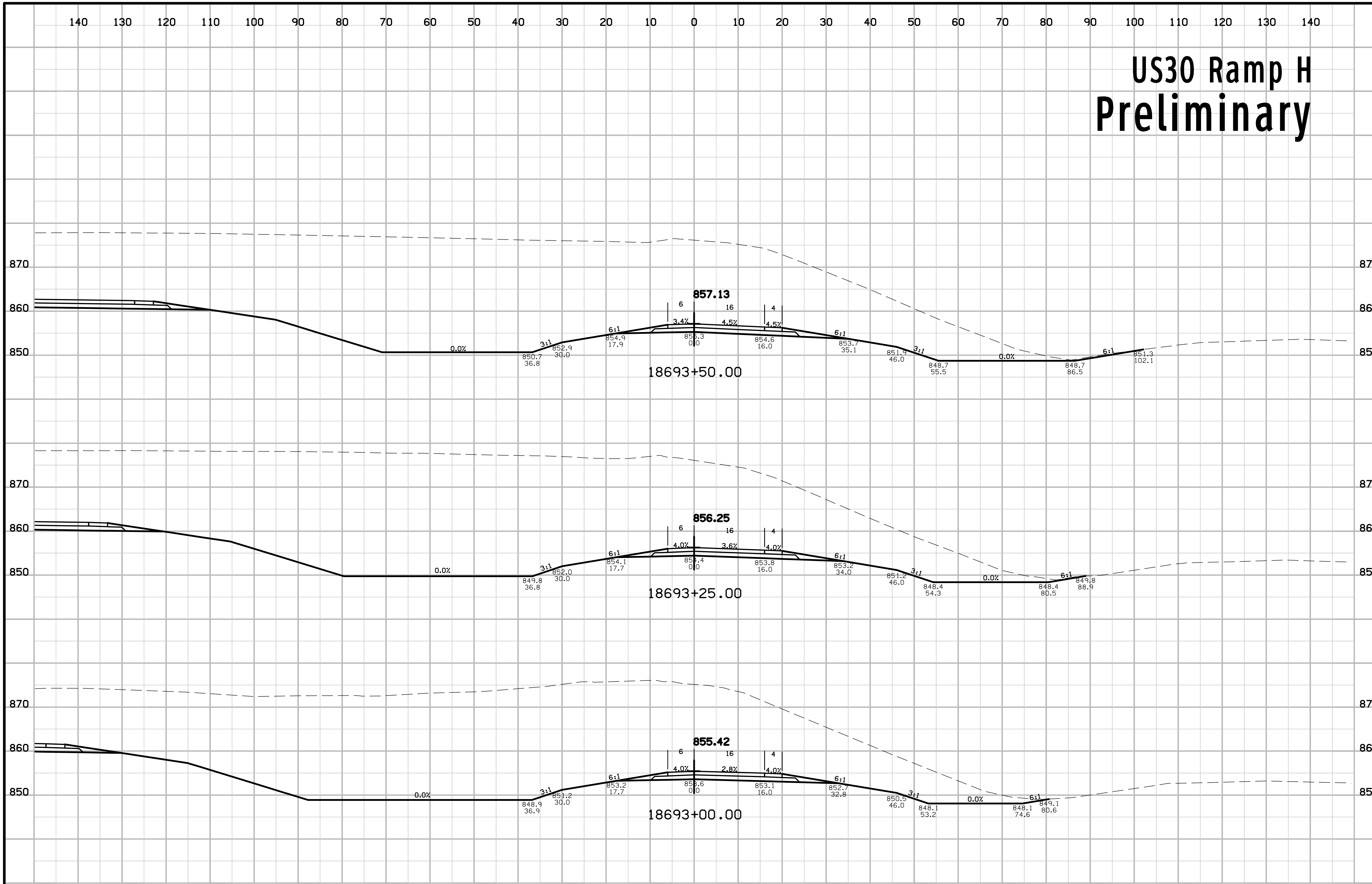

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.193

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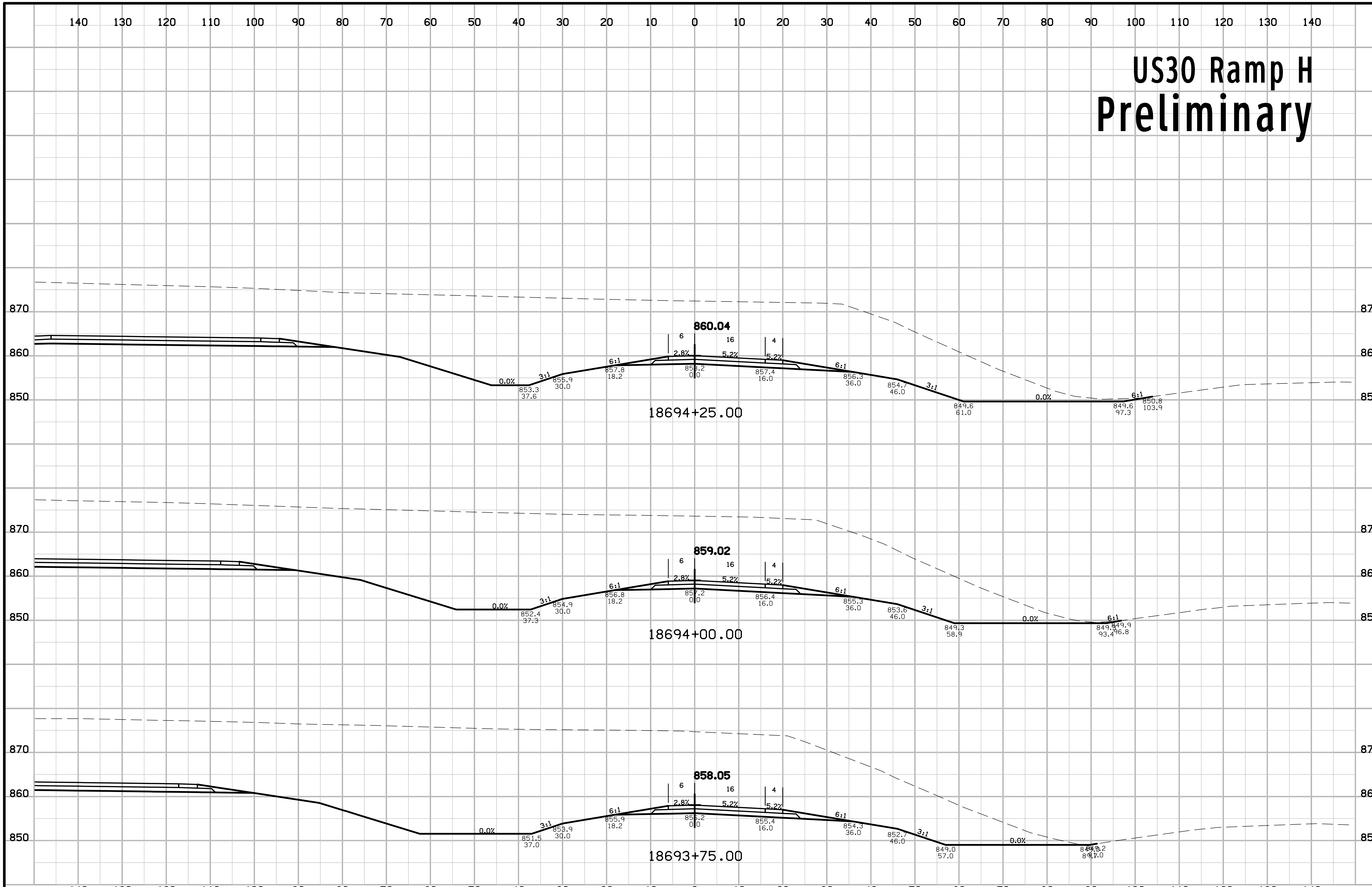
US30 Ramp H
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.194

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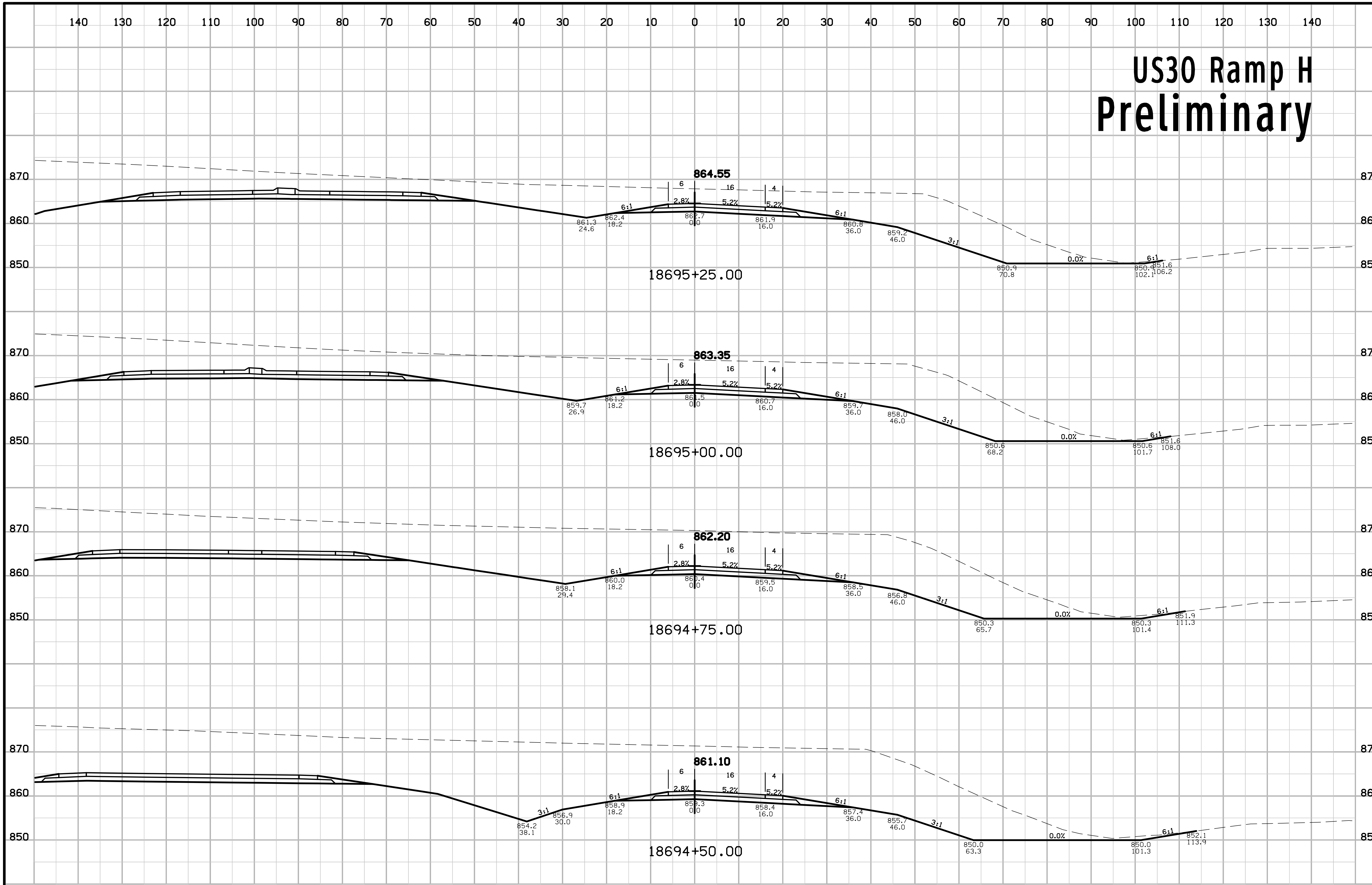

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.195

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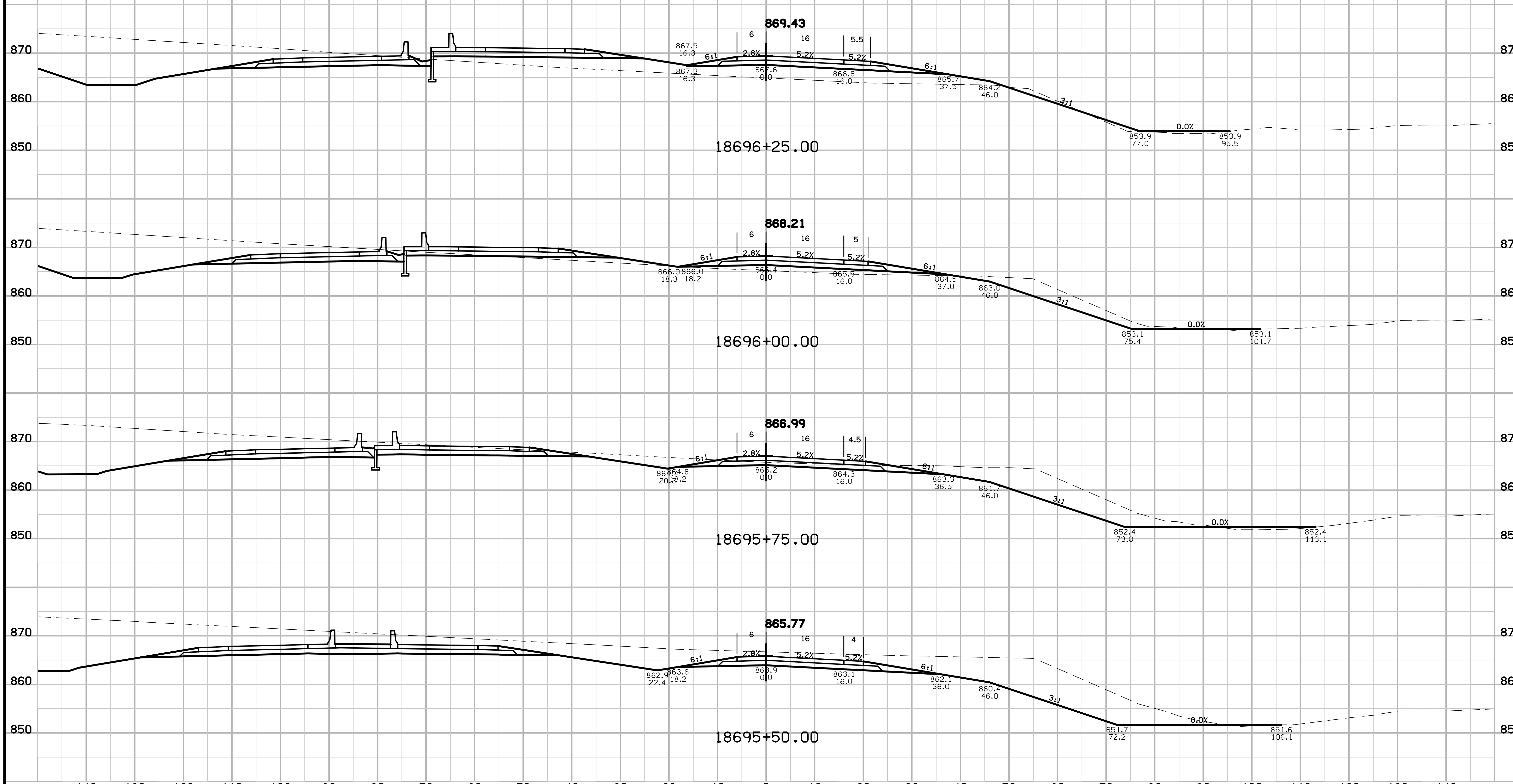
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.196

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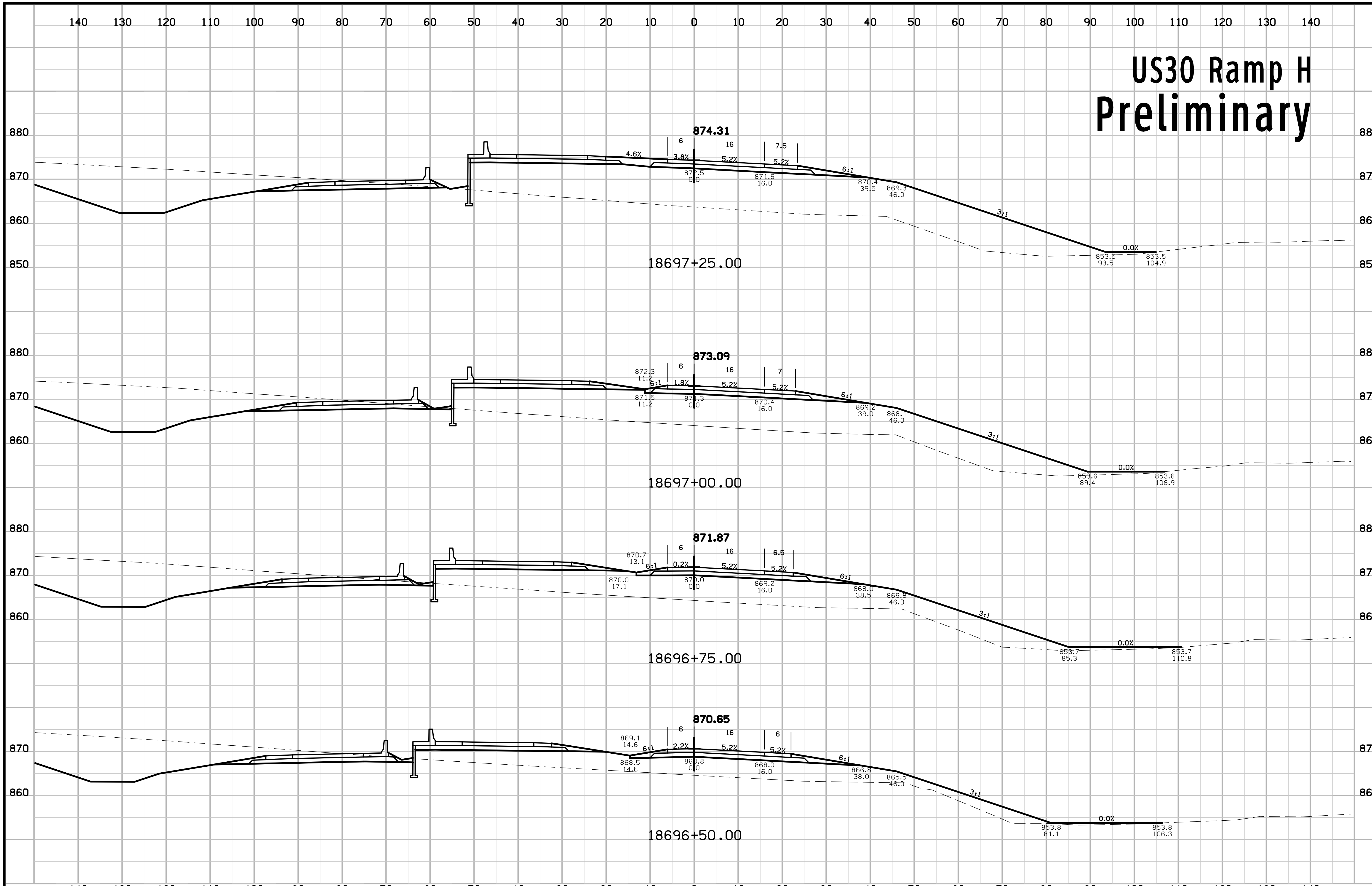

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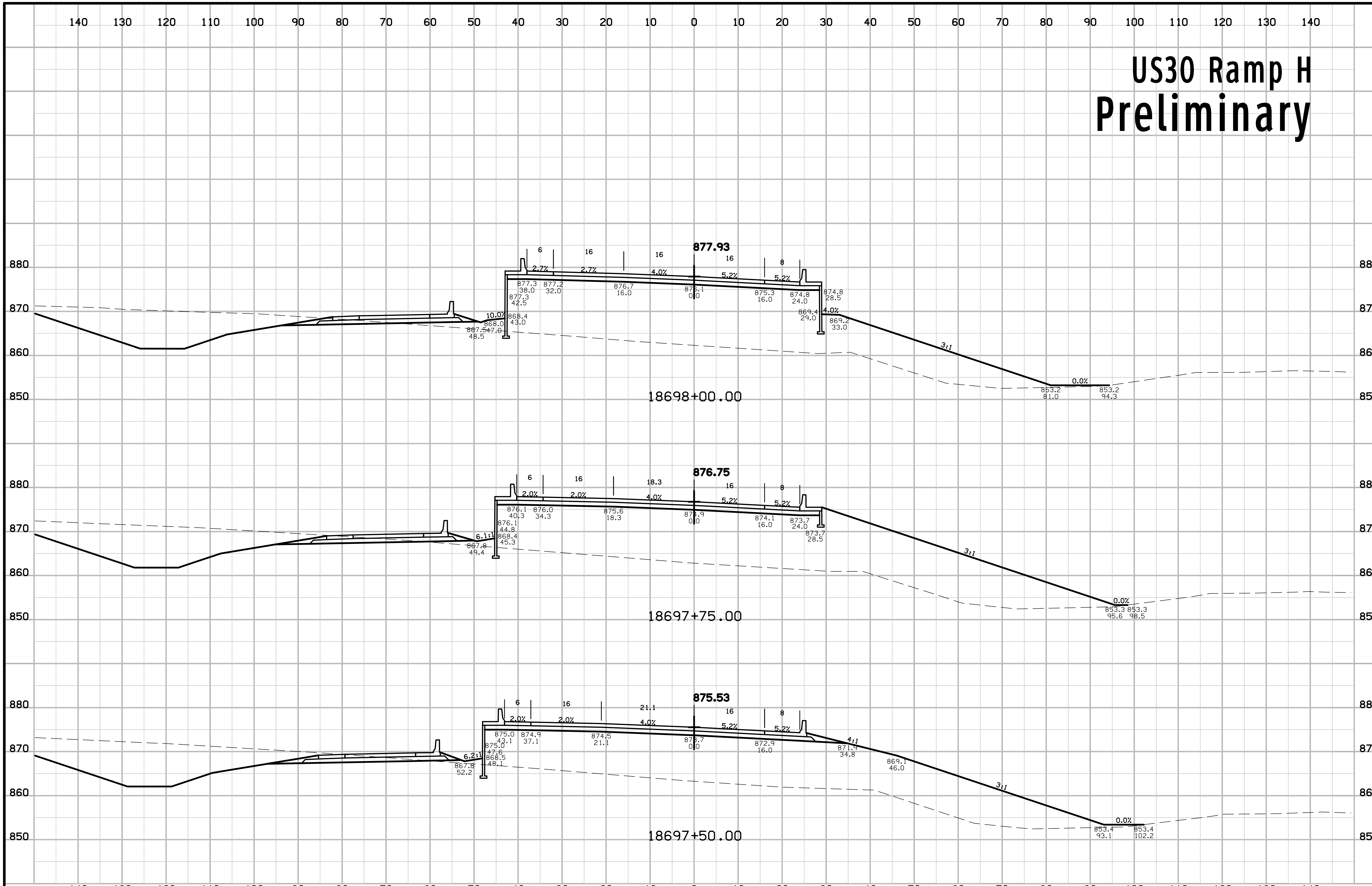

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.198

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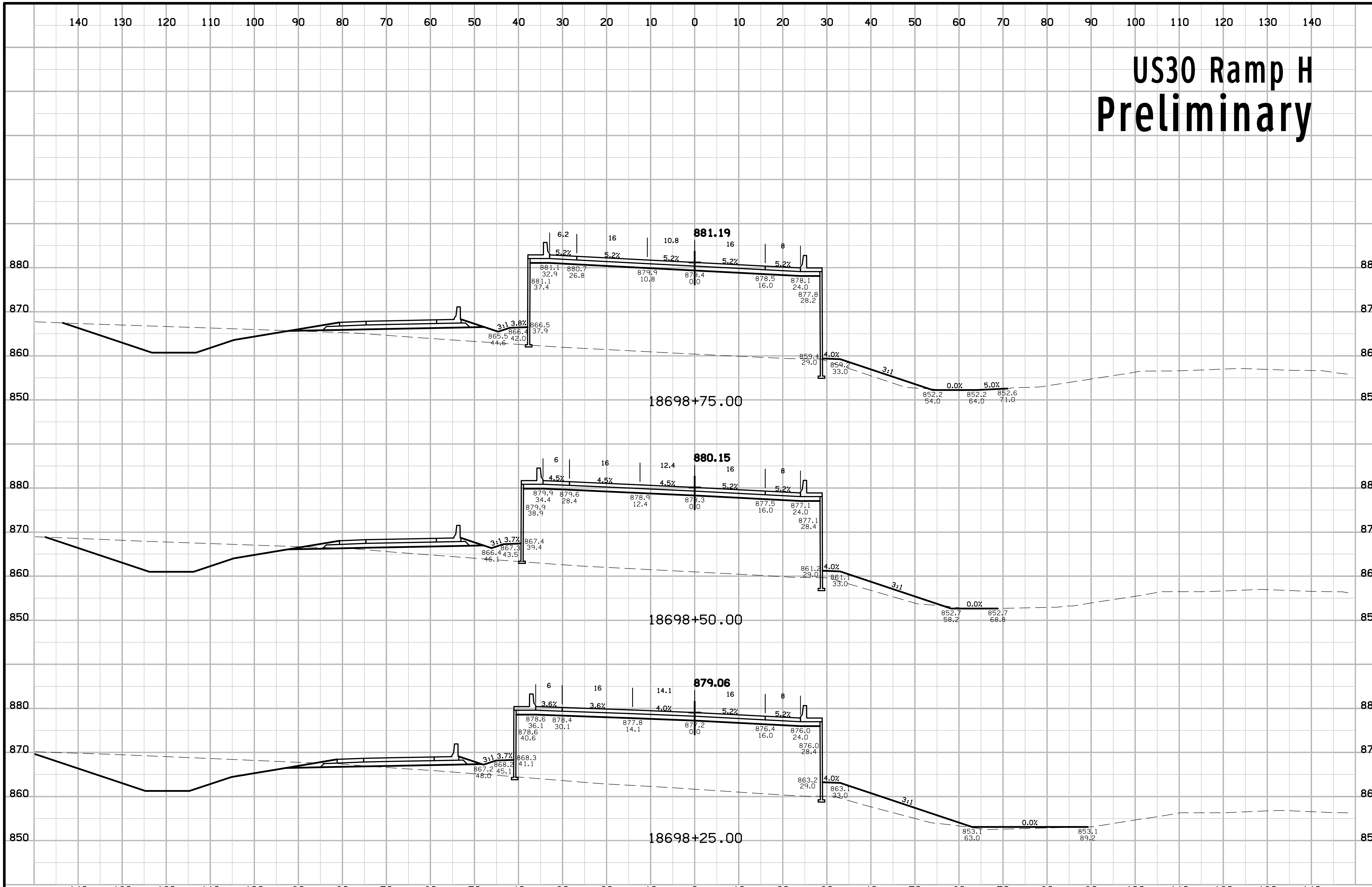

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.199

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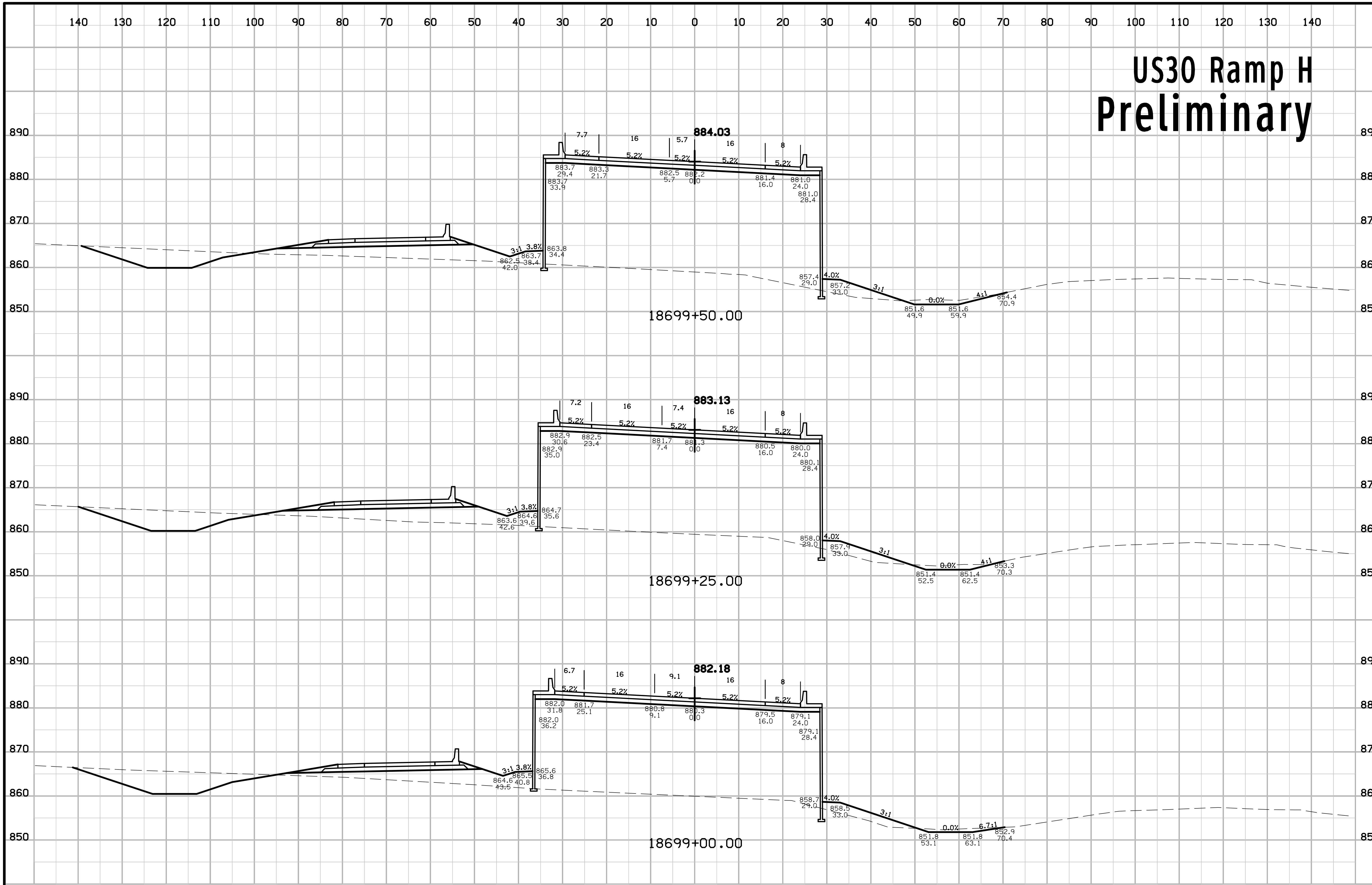

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.200

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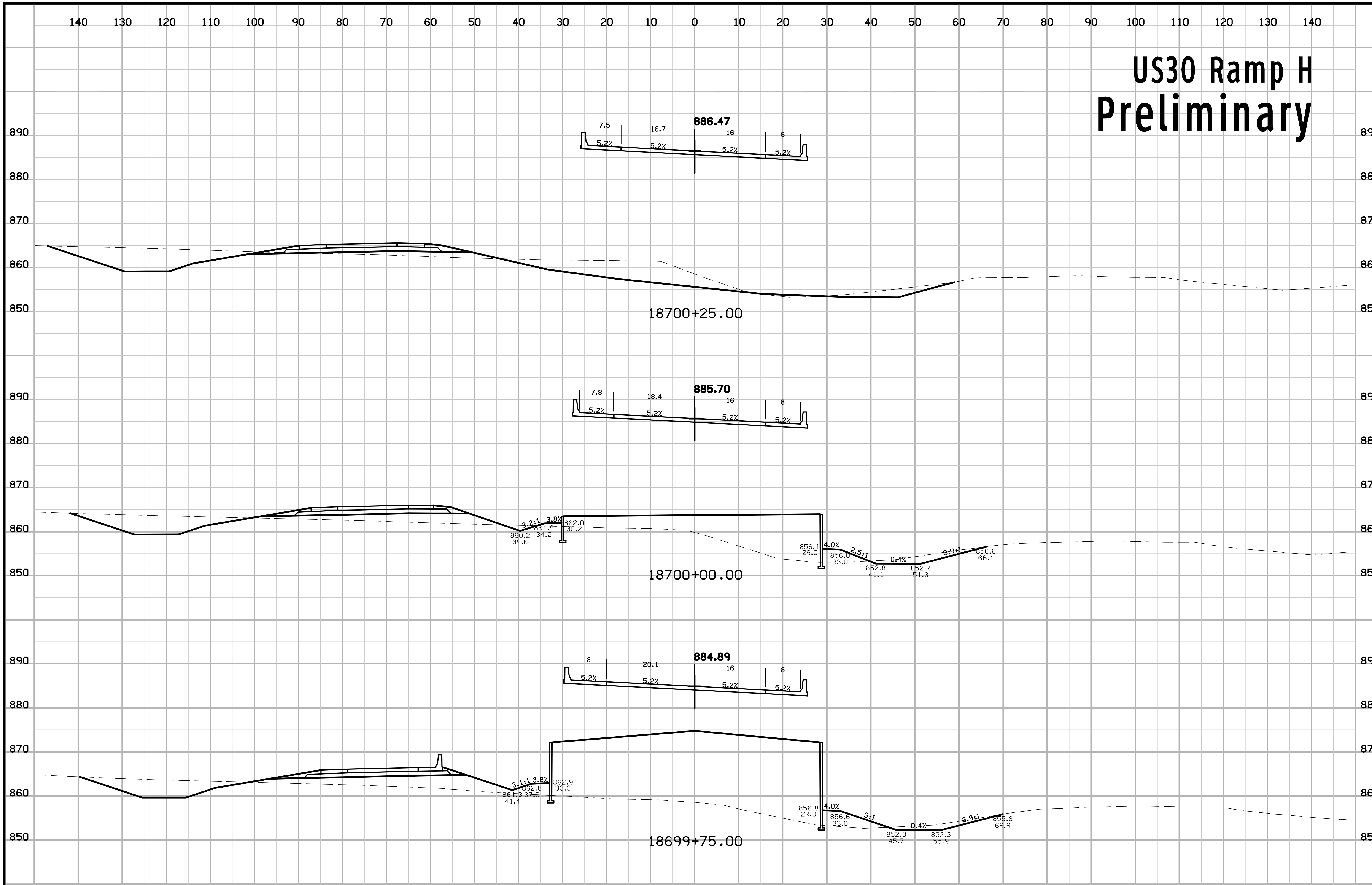

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.201

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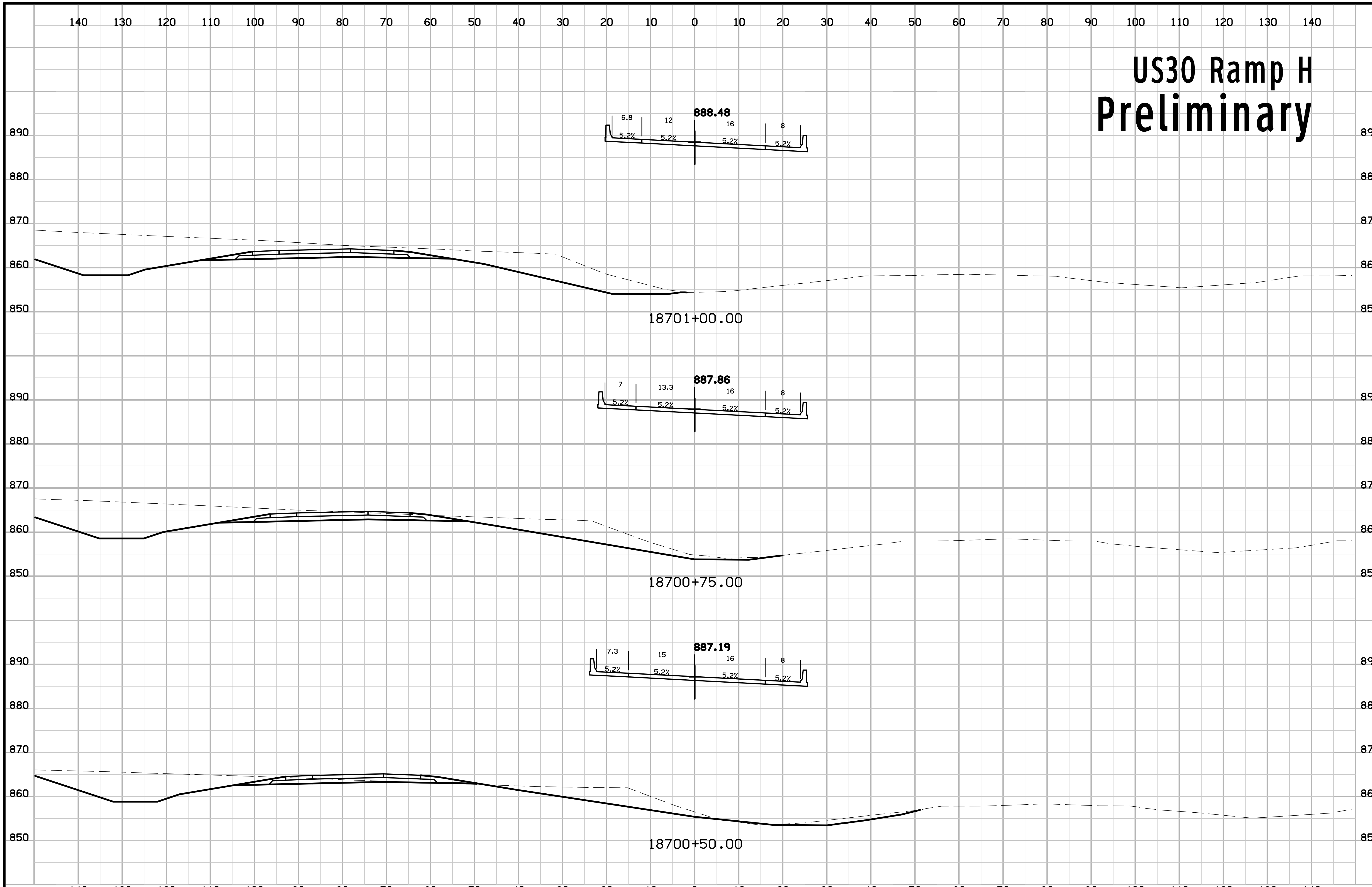

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.202

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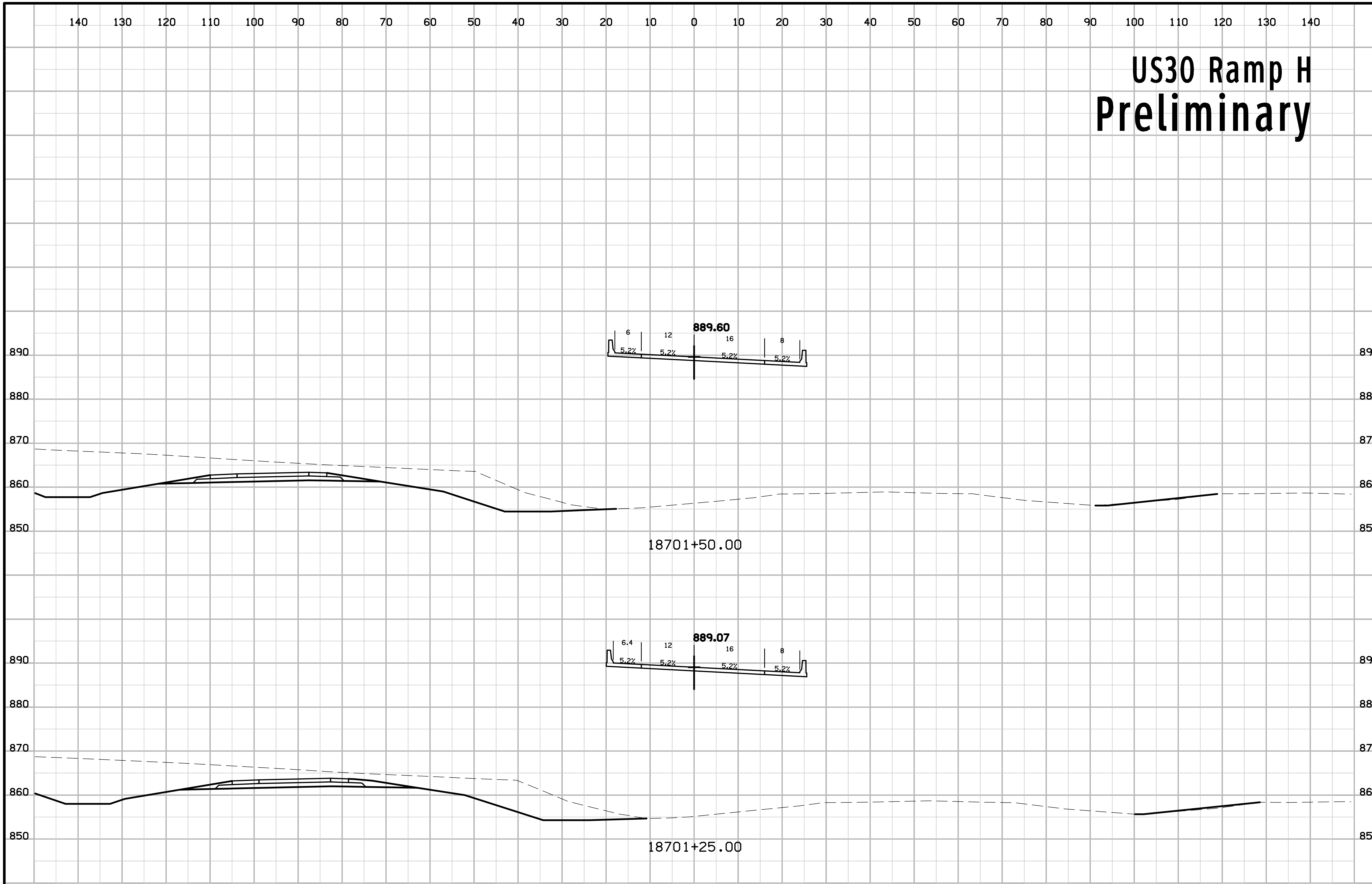

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.203

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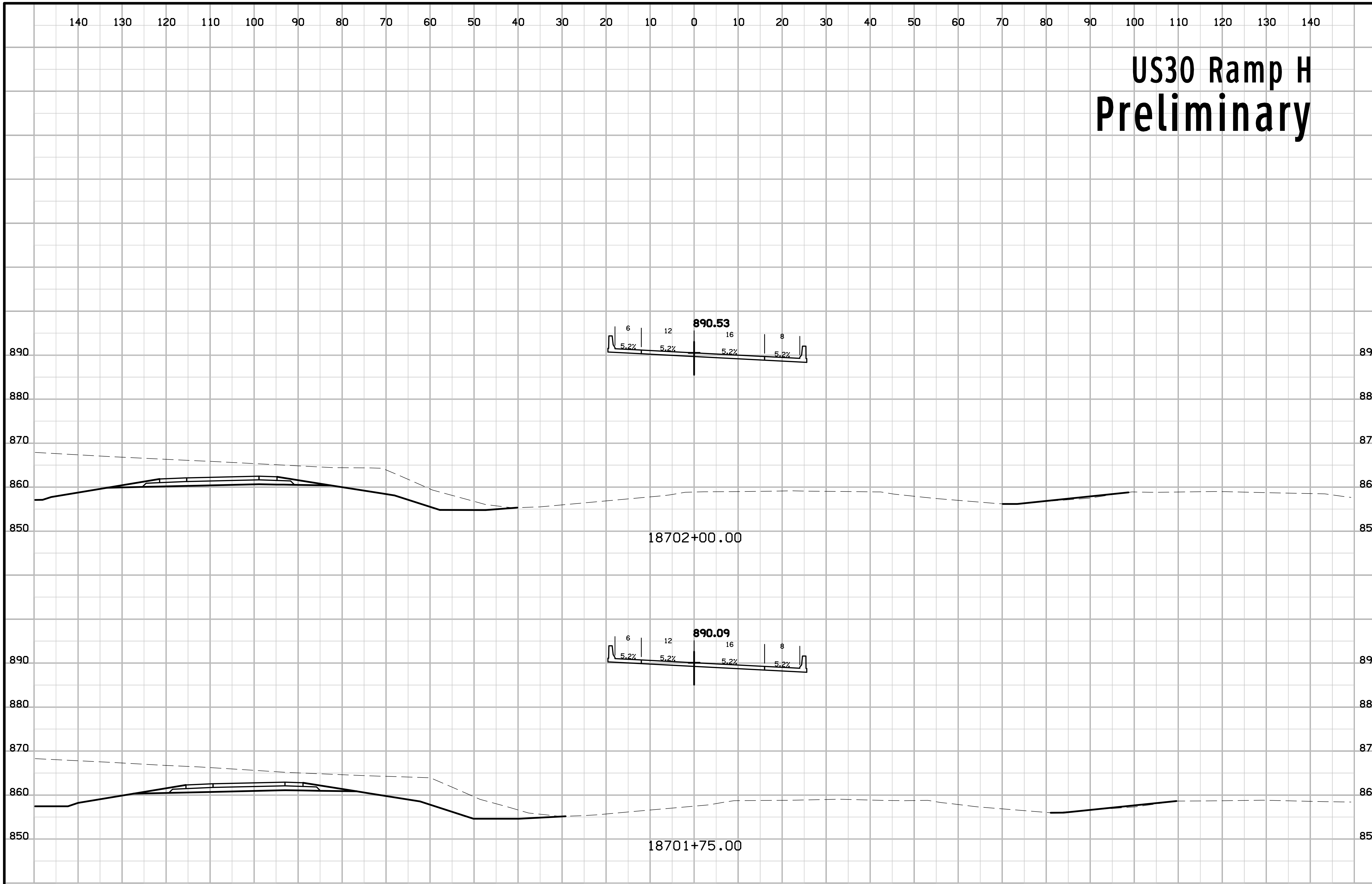

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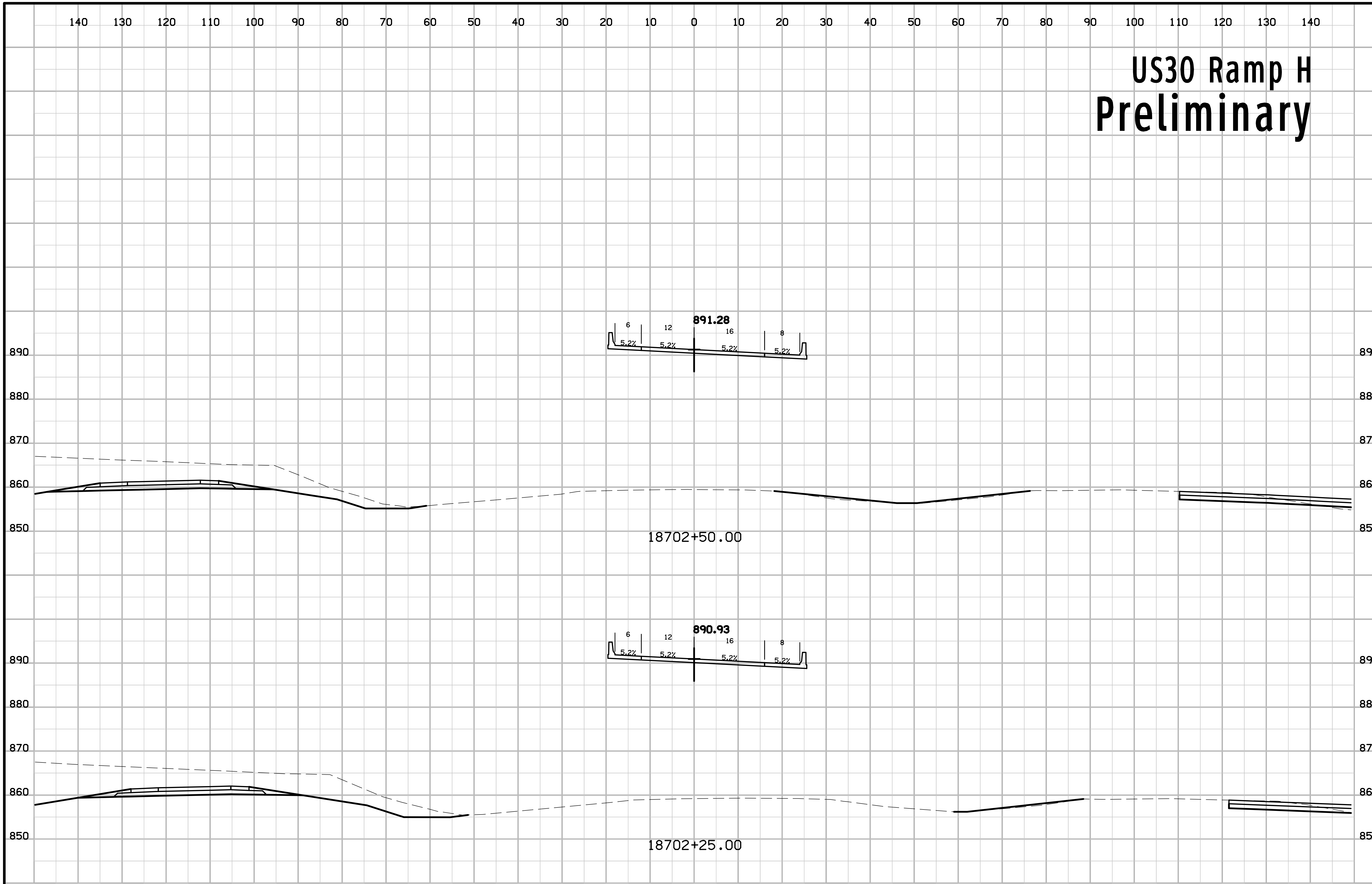

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.205

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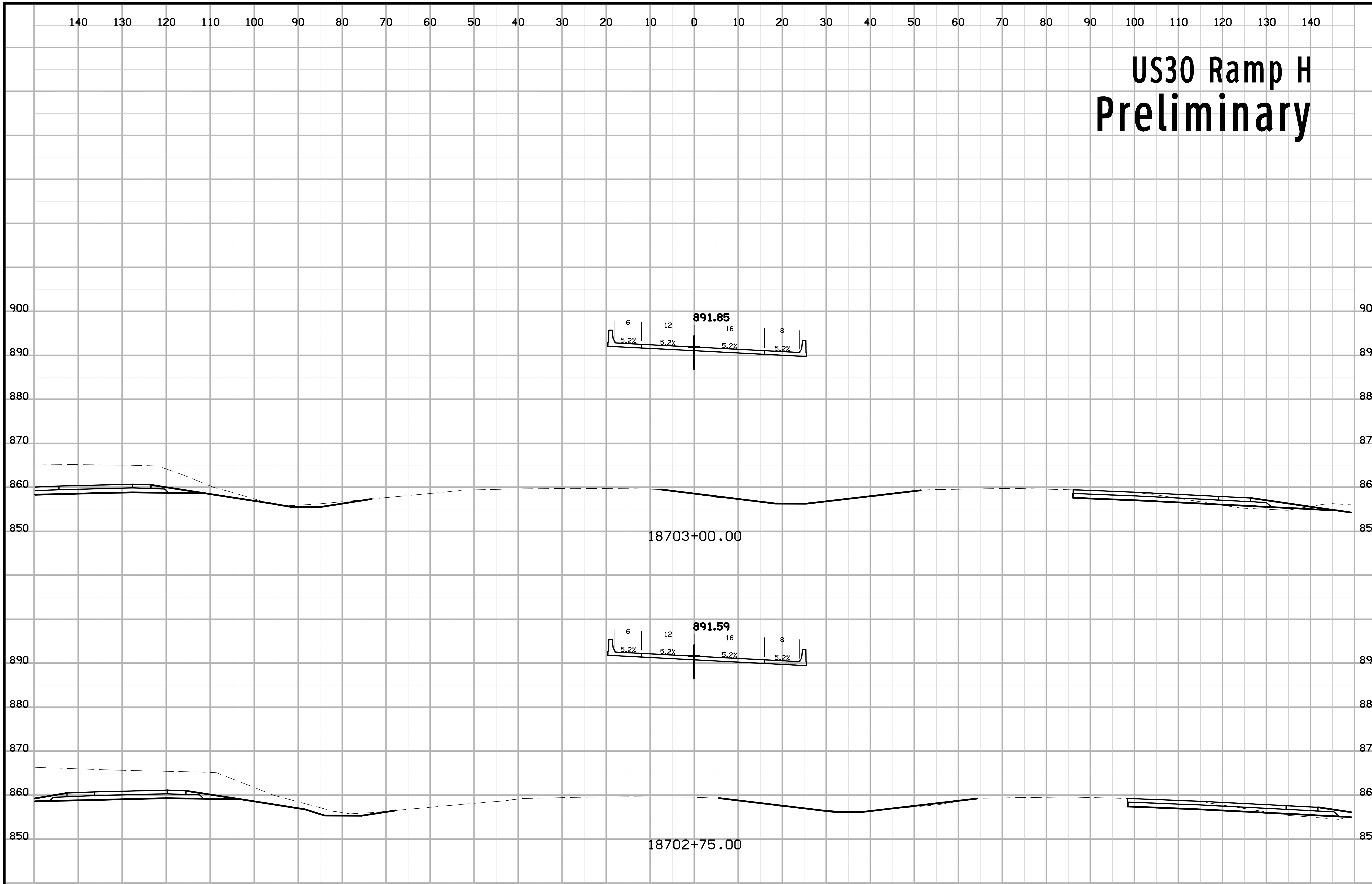
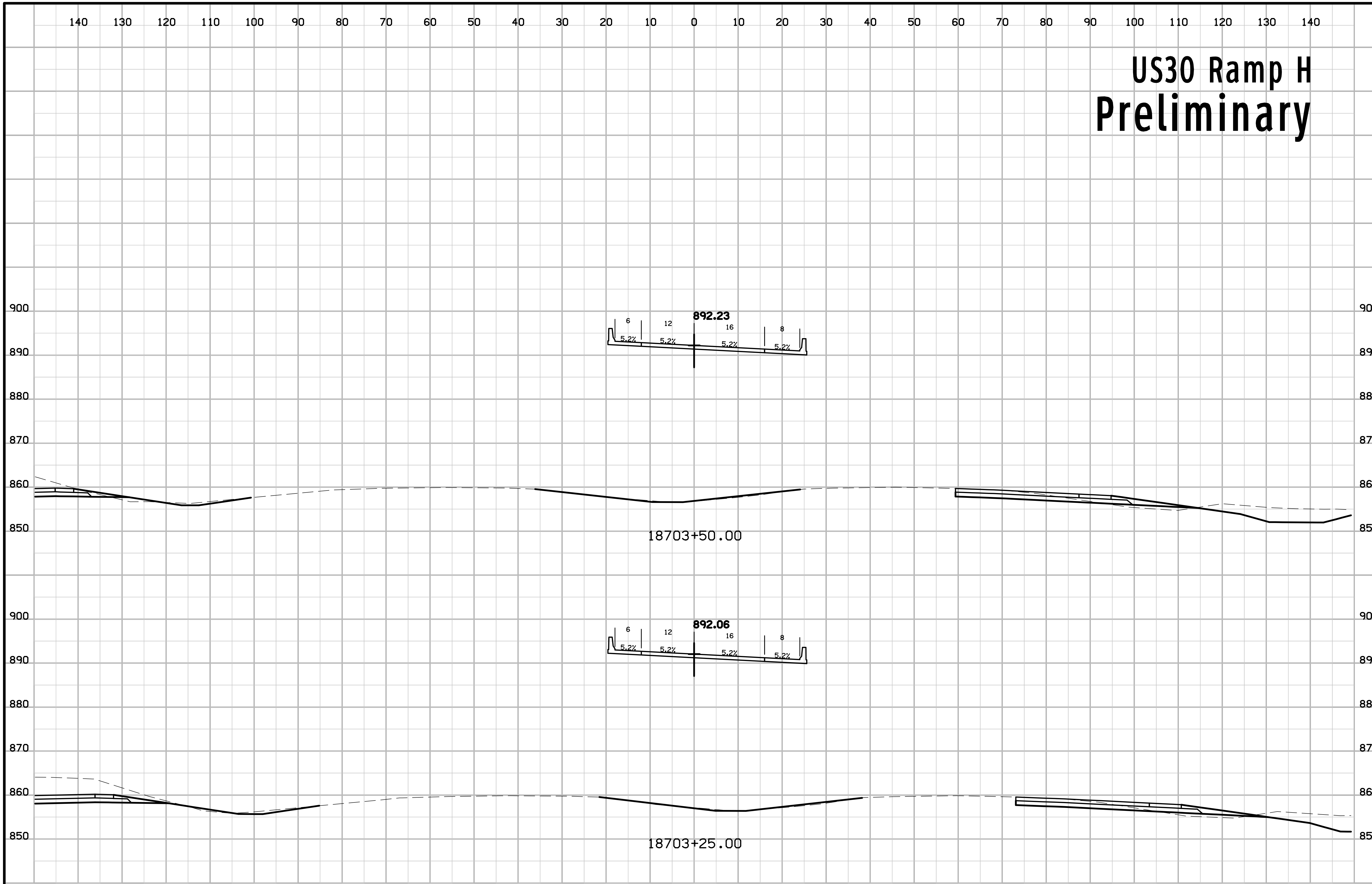
US30 Ramp H
Preliminary



US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.207

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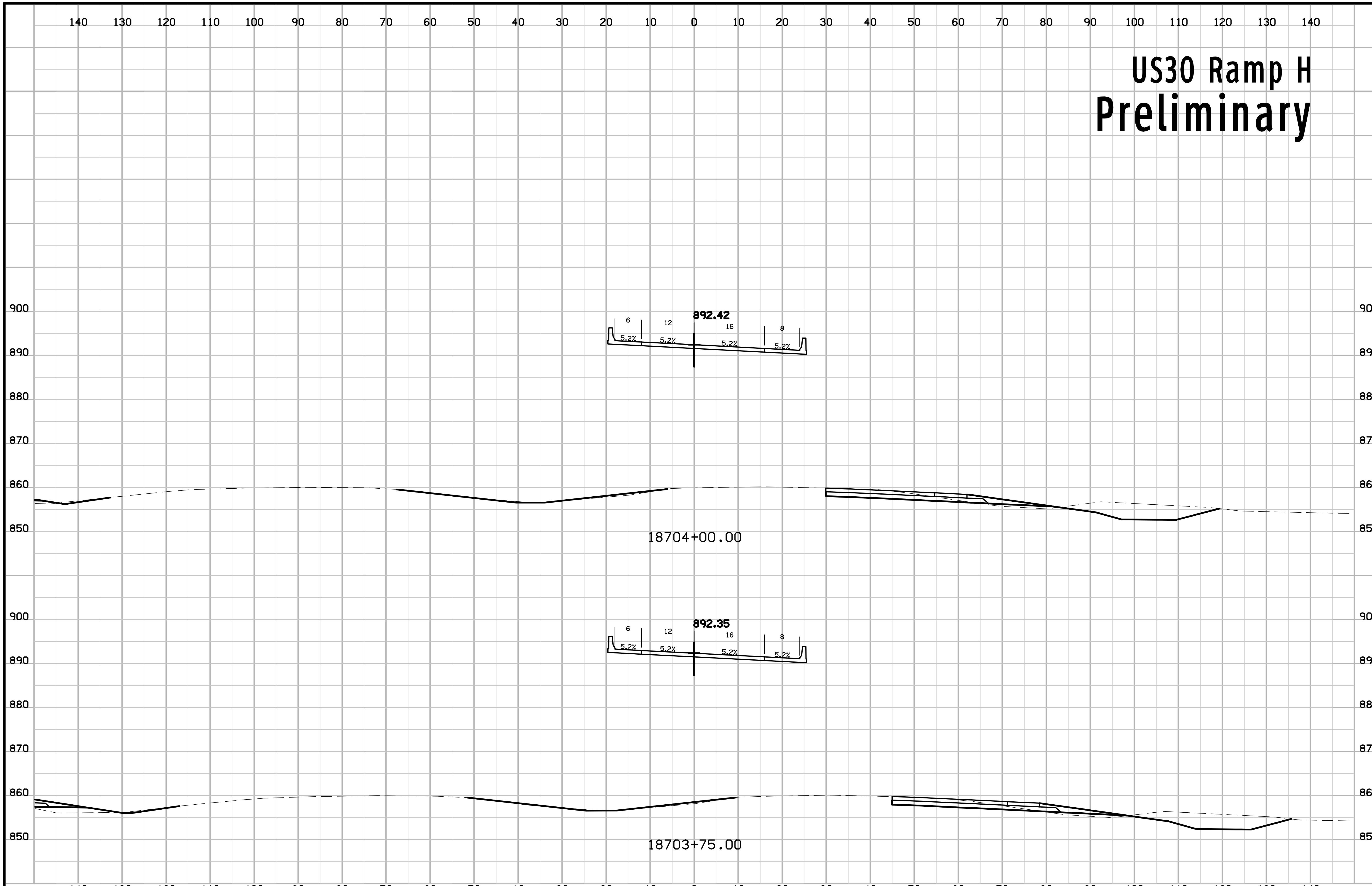

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.208

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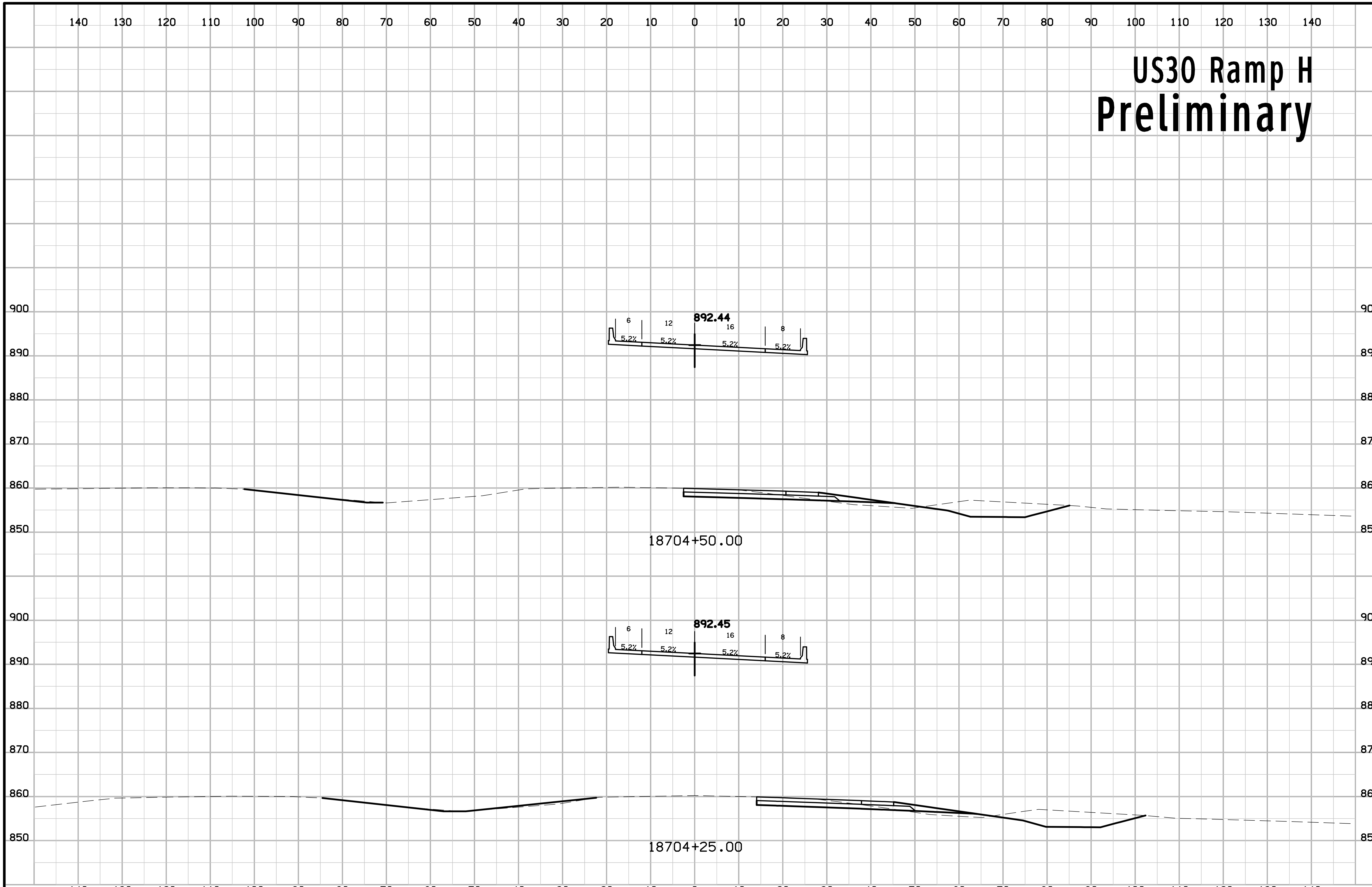

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.209

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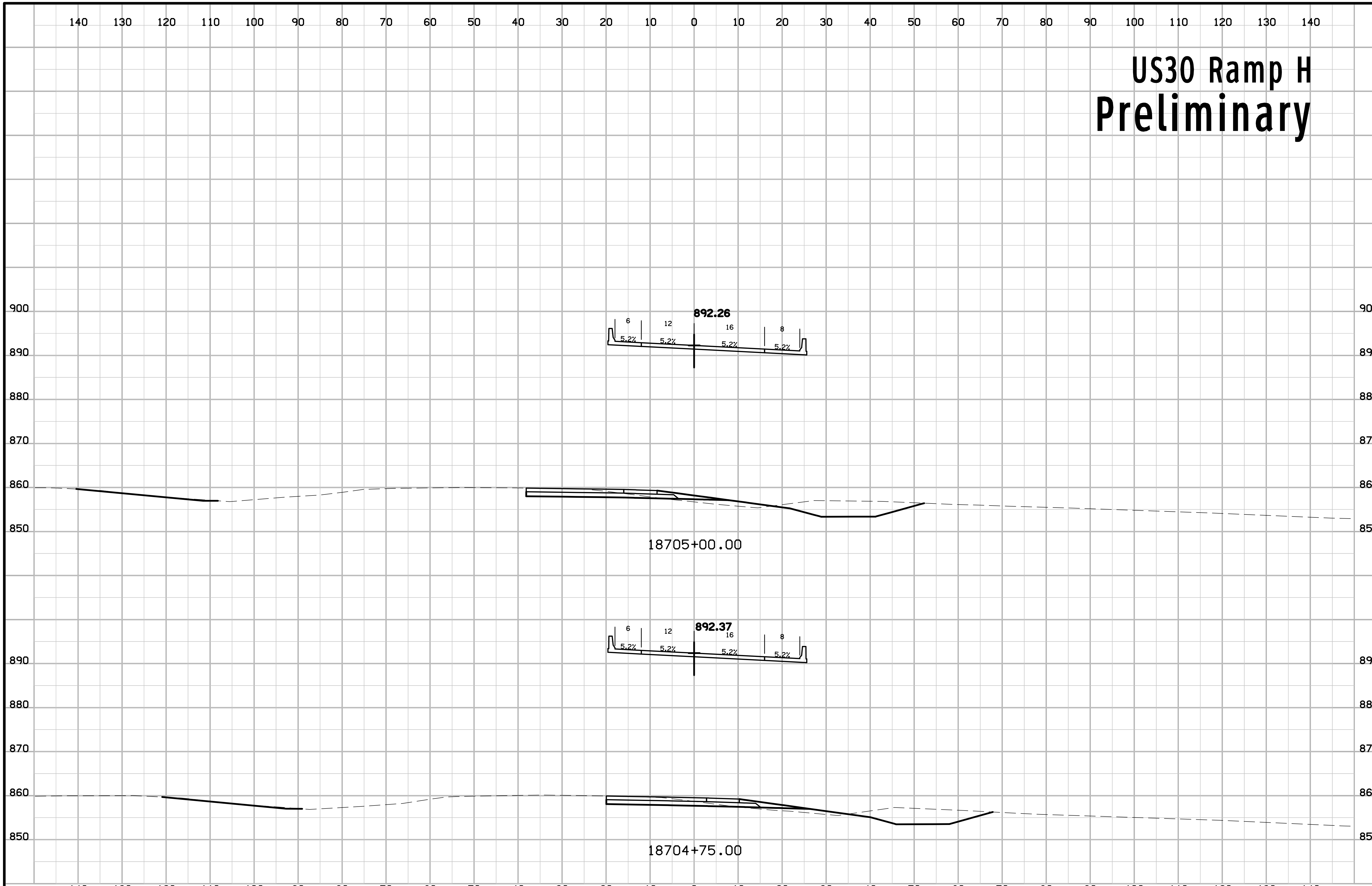
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.210

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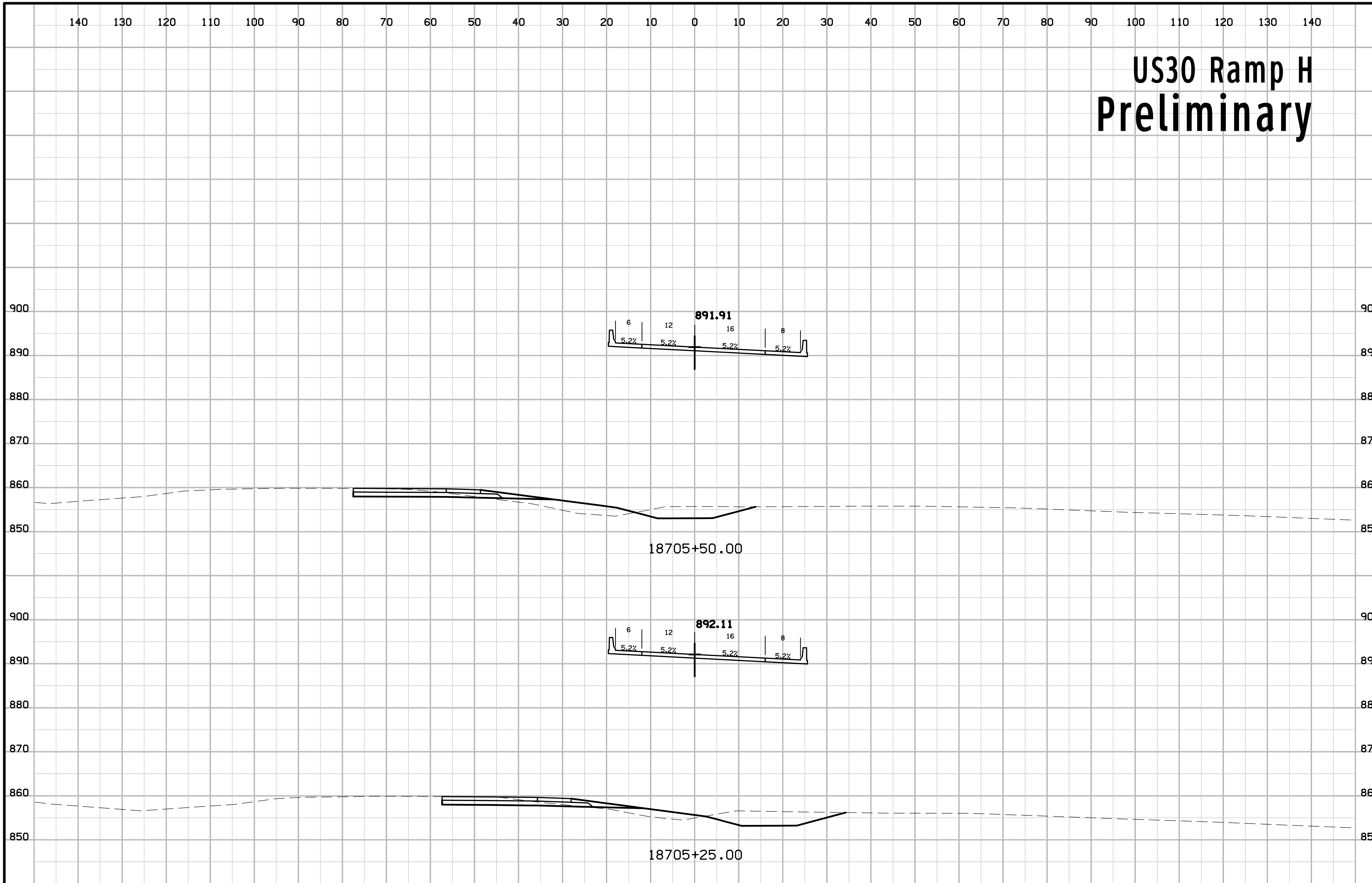

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.211

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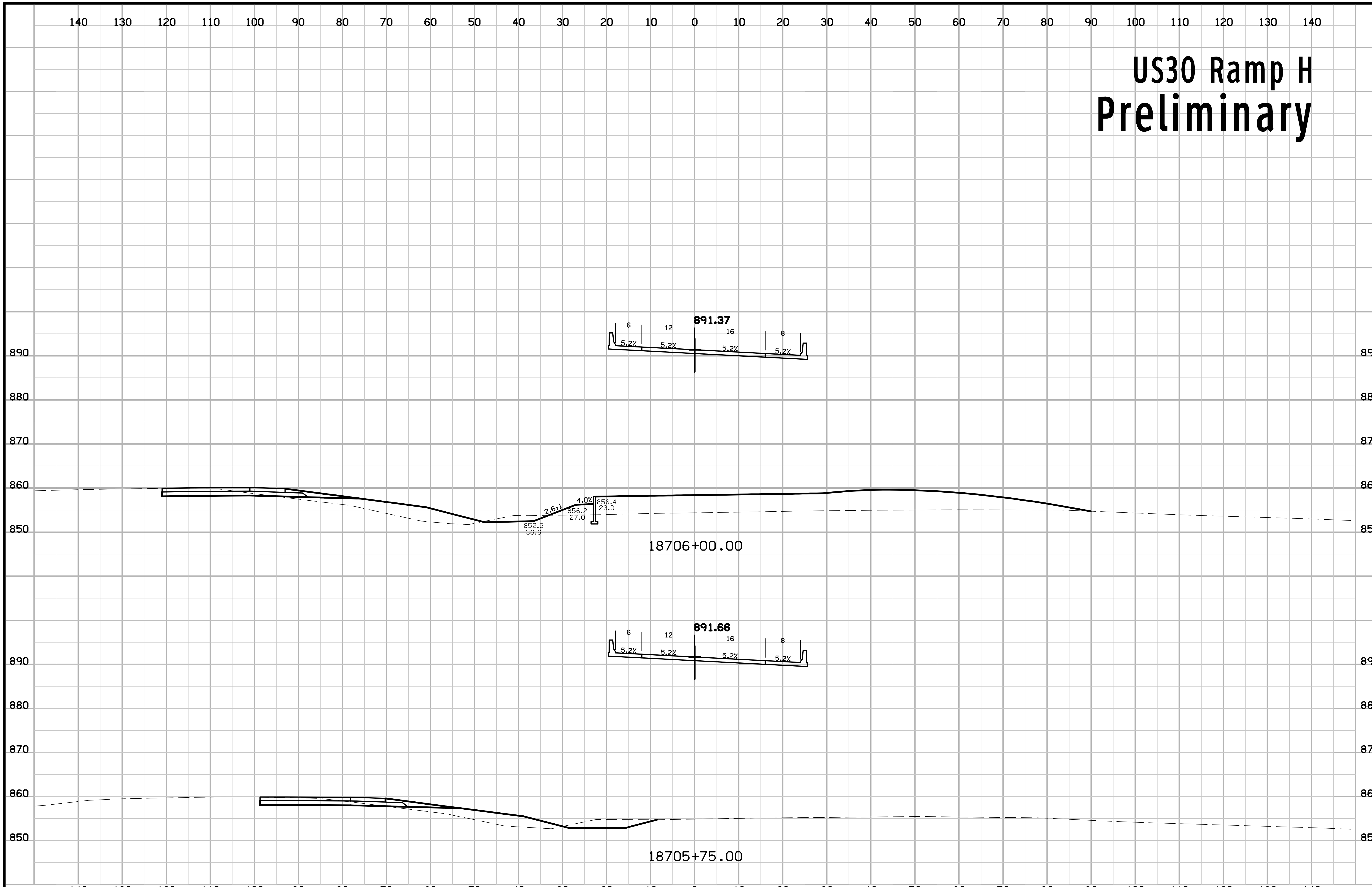
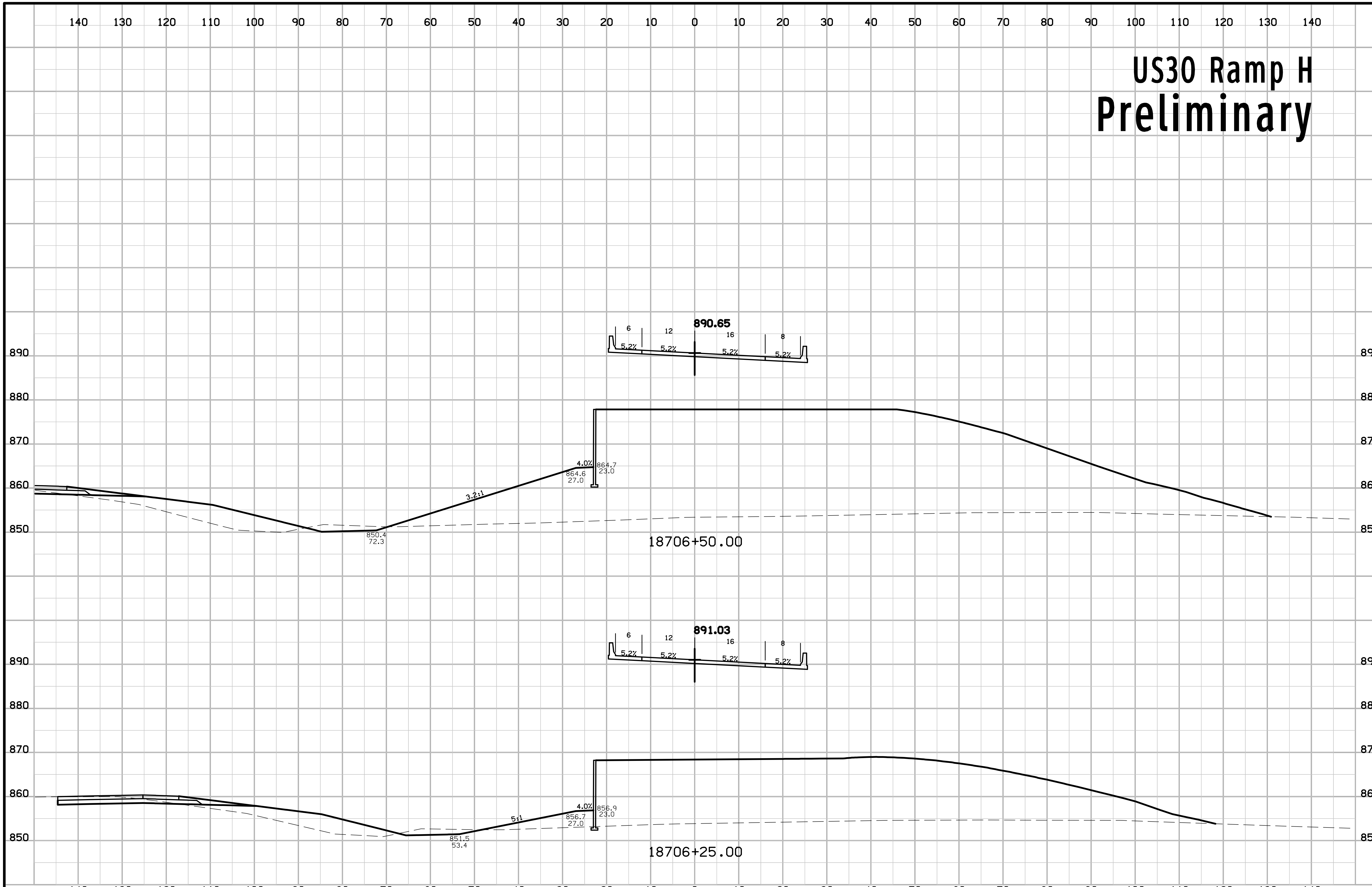
US30 Ramp H
Preliminary



US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.213

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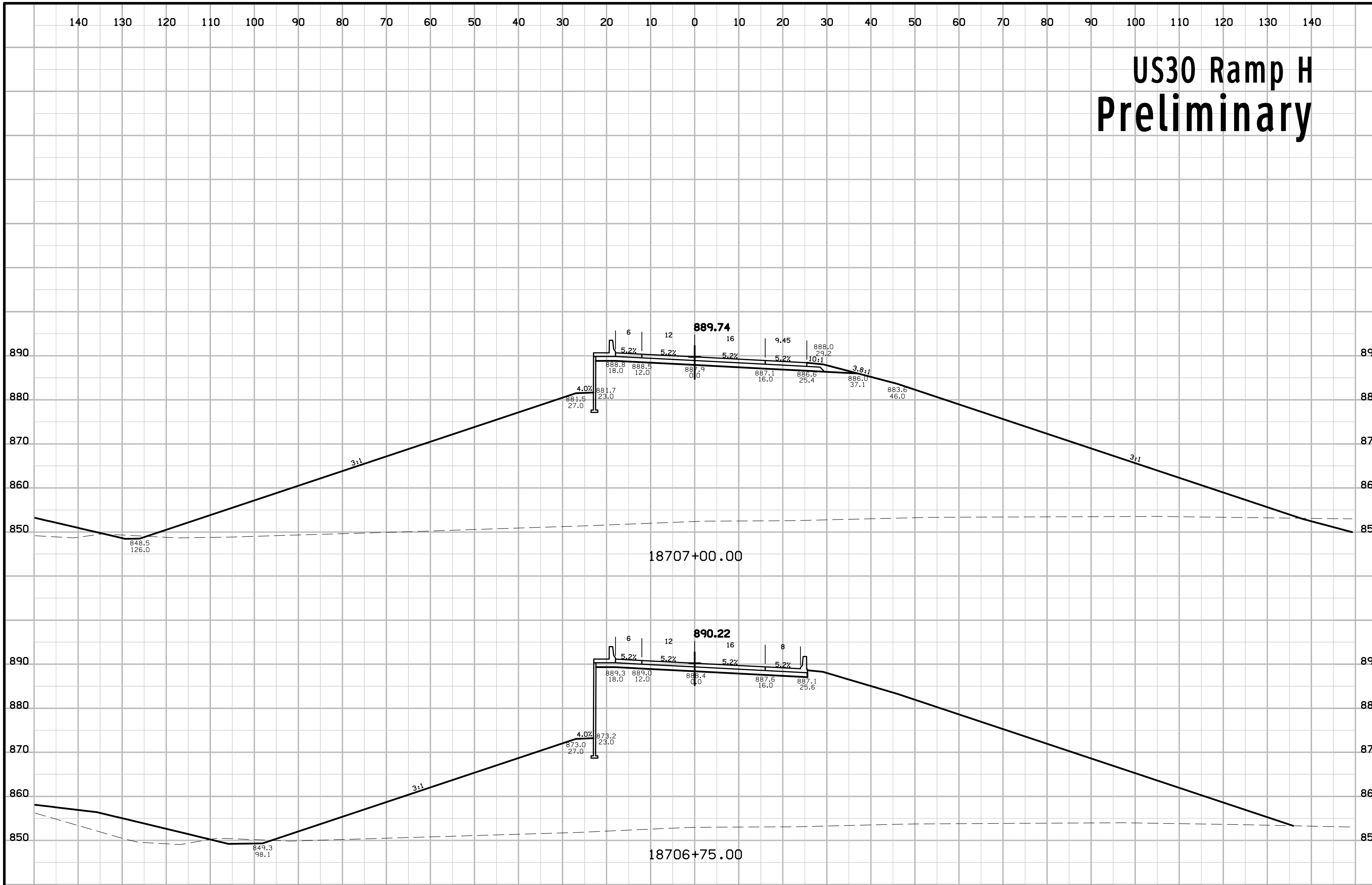
US30 Ramp H
Preliminary



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US30 Ramp H
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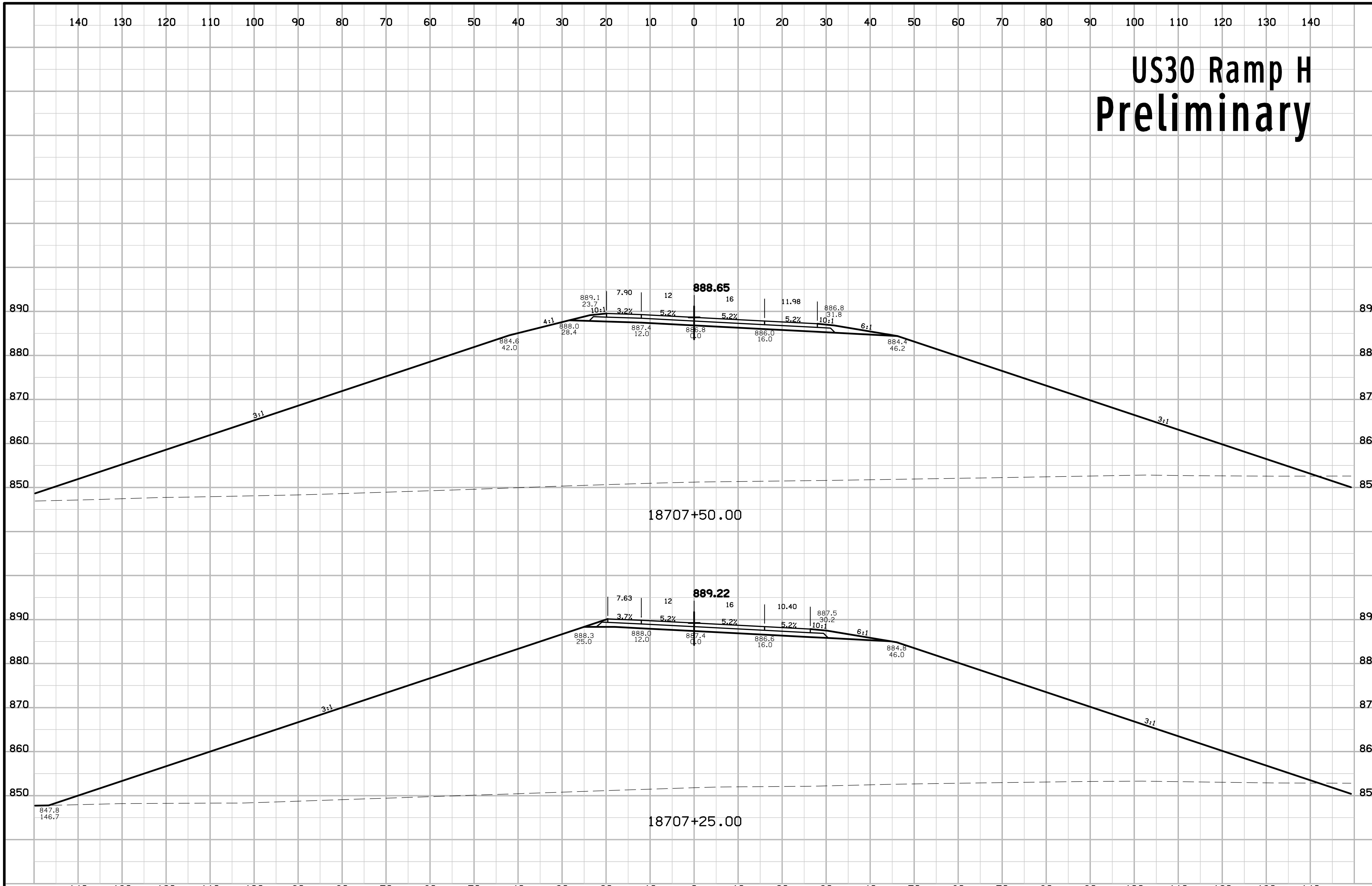
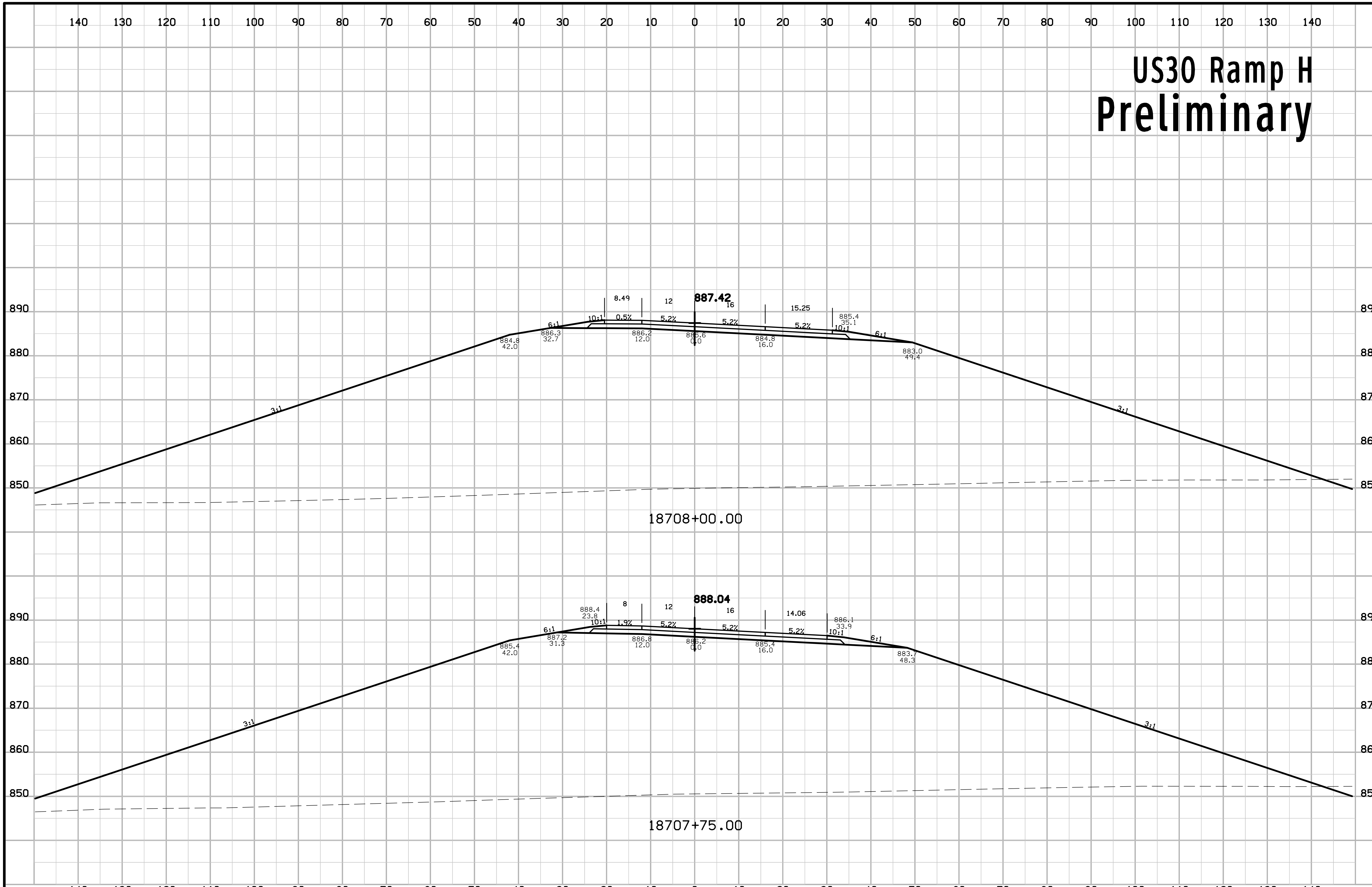


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.215

US30 Ramp H
Preliminary



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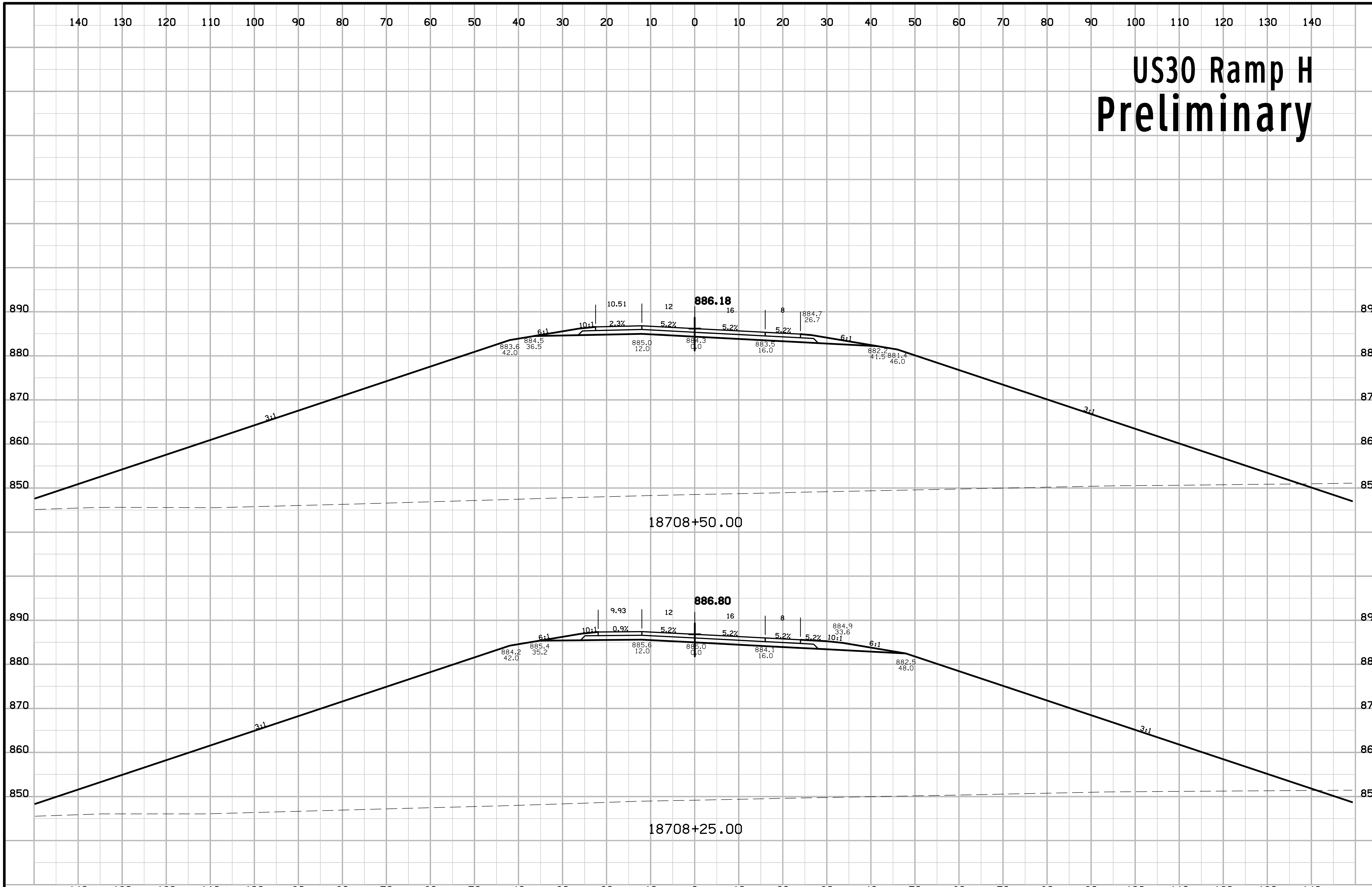
US30 Ramp H
Preliminary



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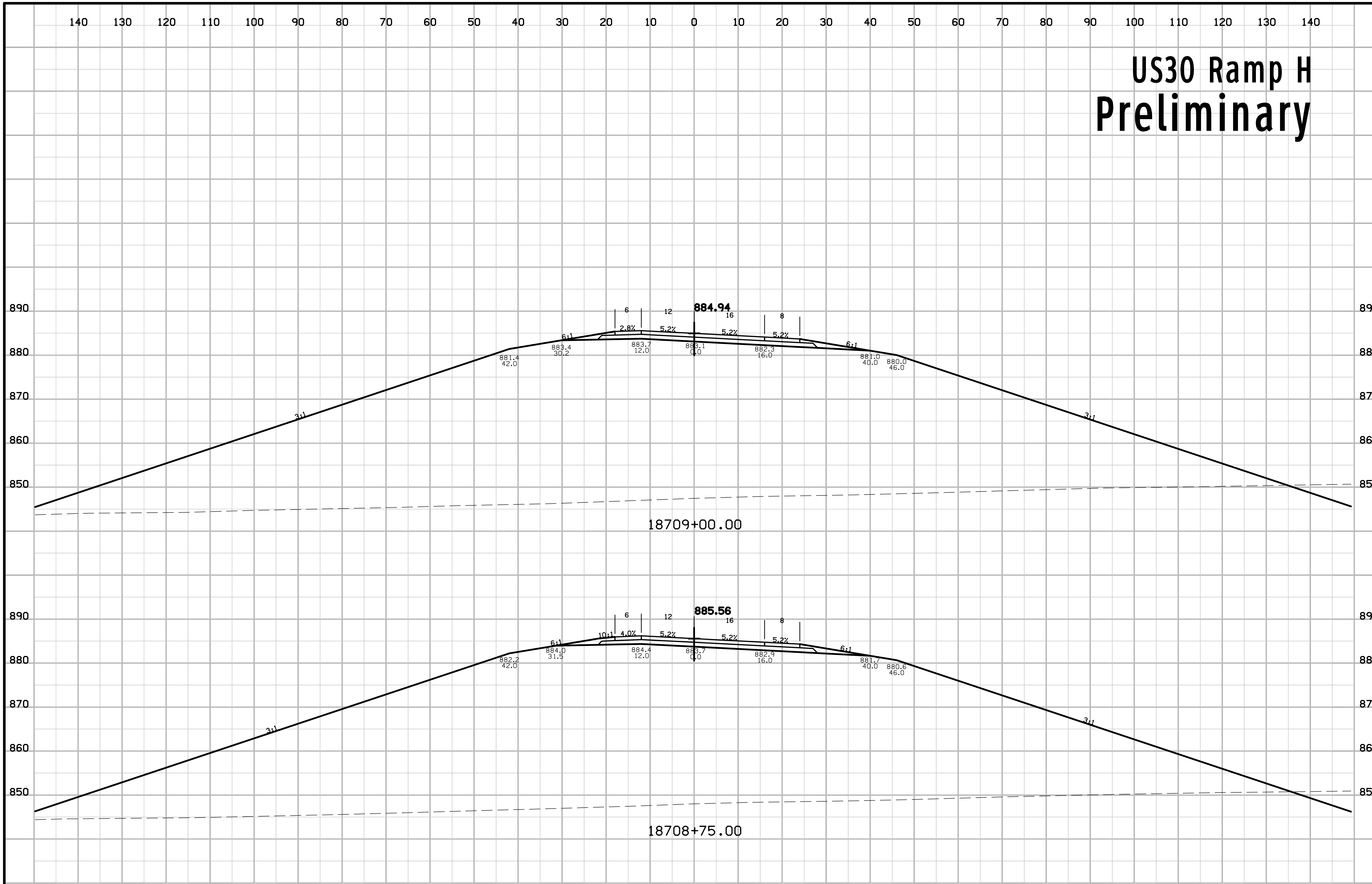

ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.218**

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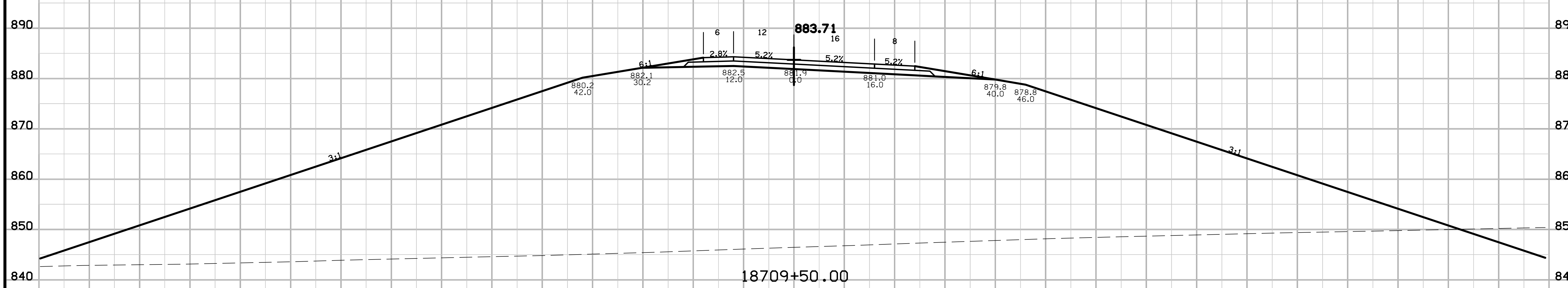
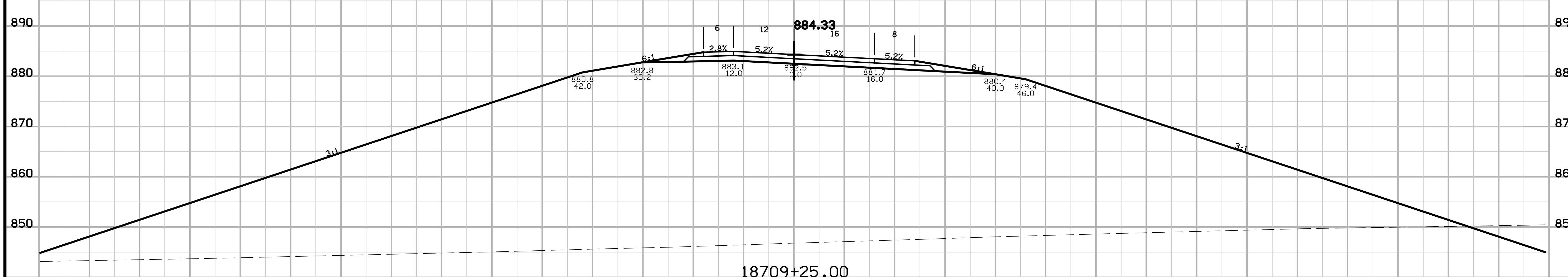
US30 Ramp H
Preliminary





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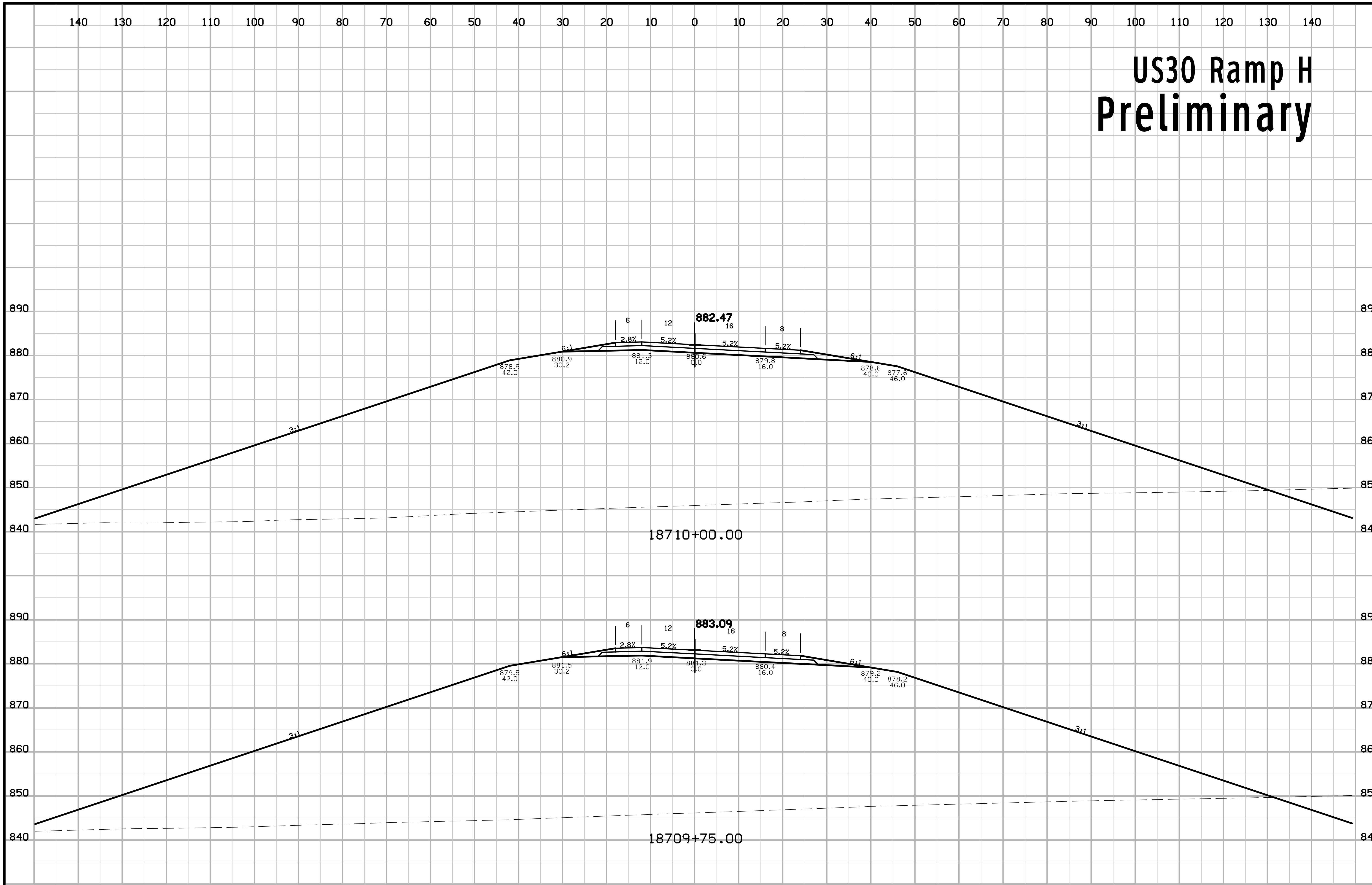
US30 Ramp H
Preliminary



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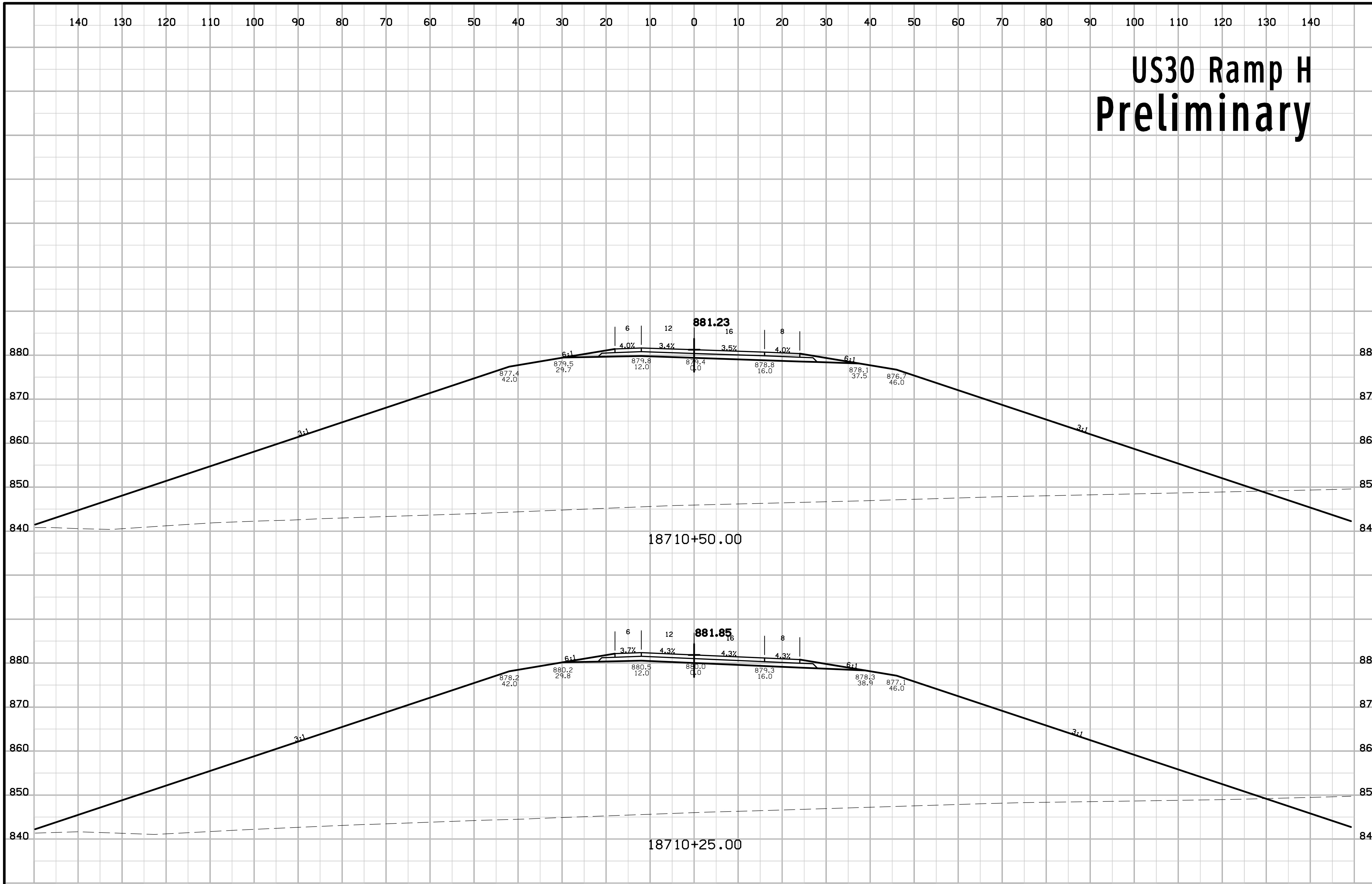
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.221

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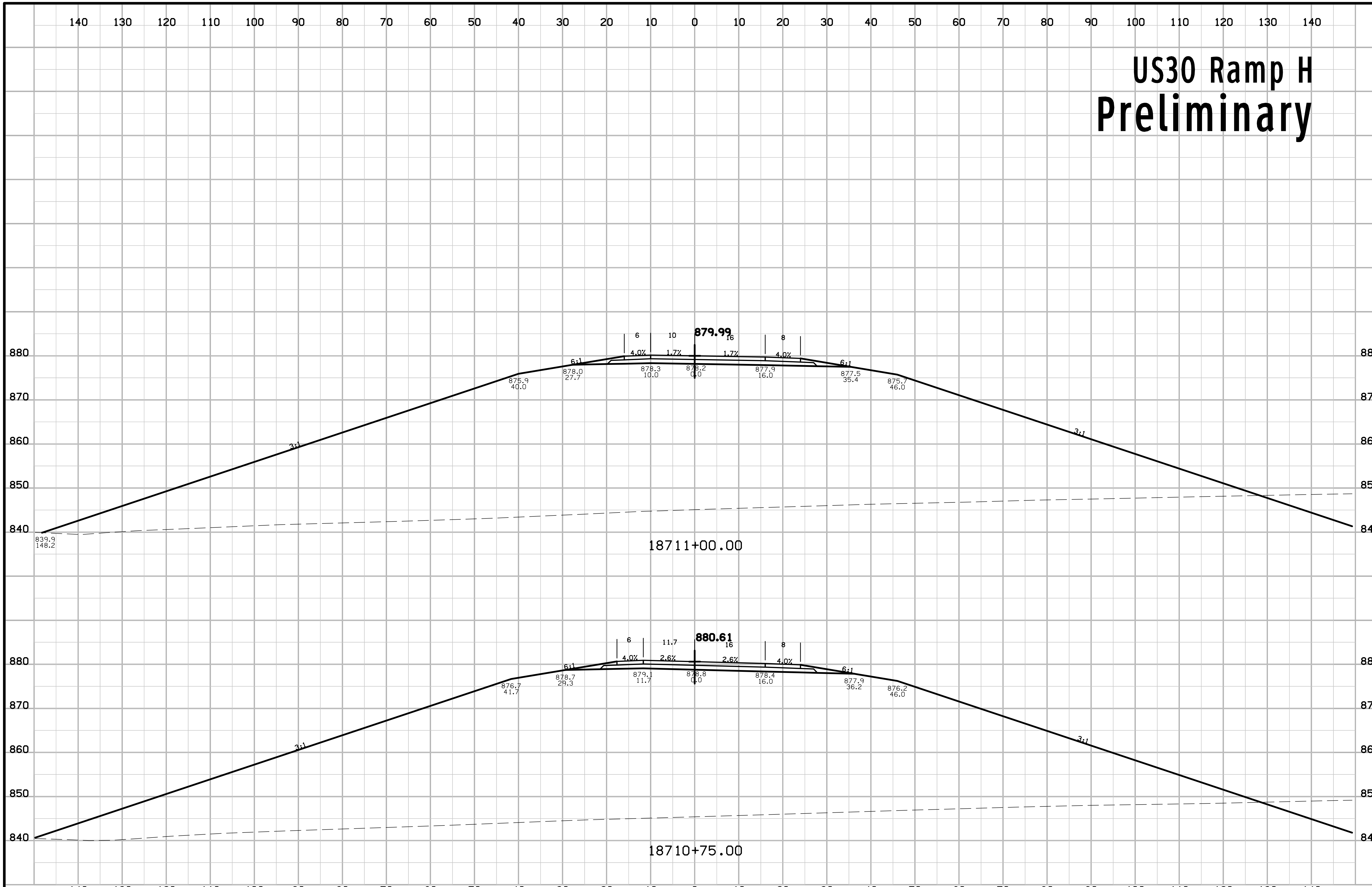

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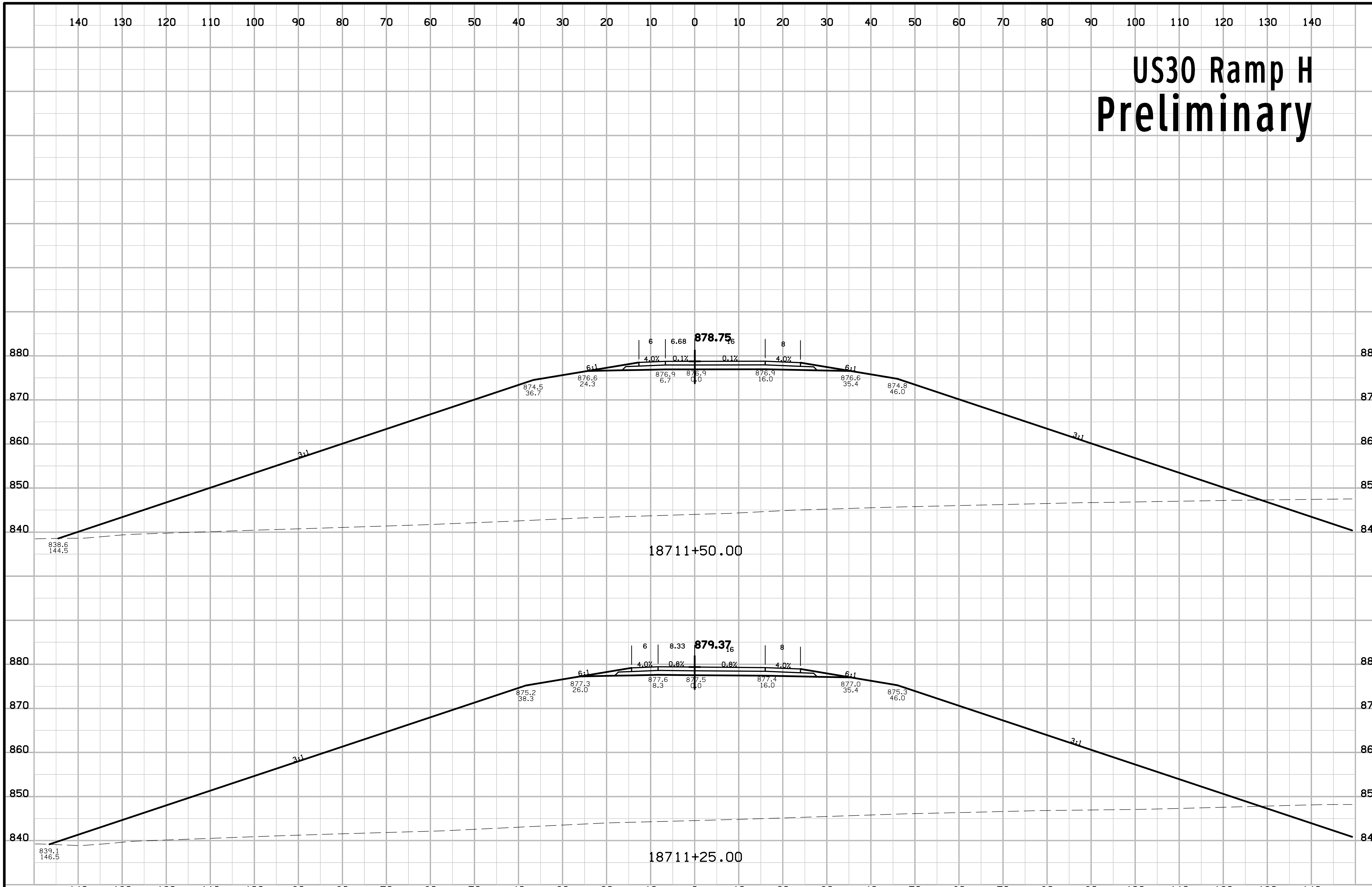
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.223

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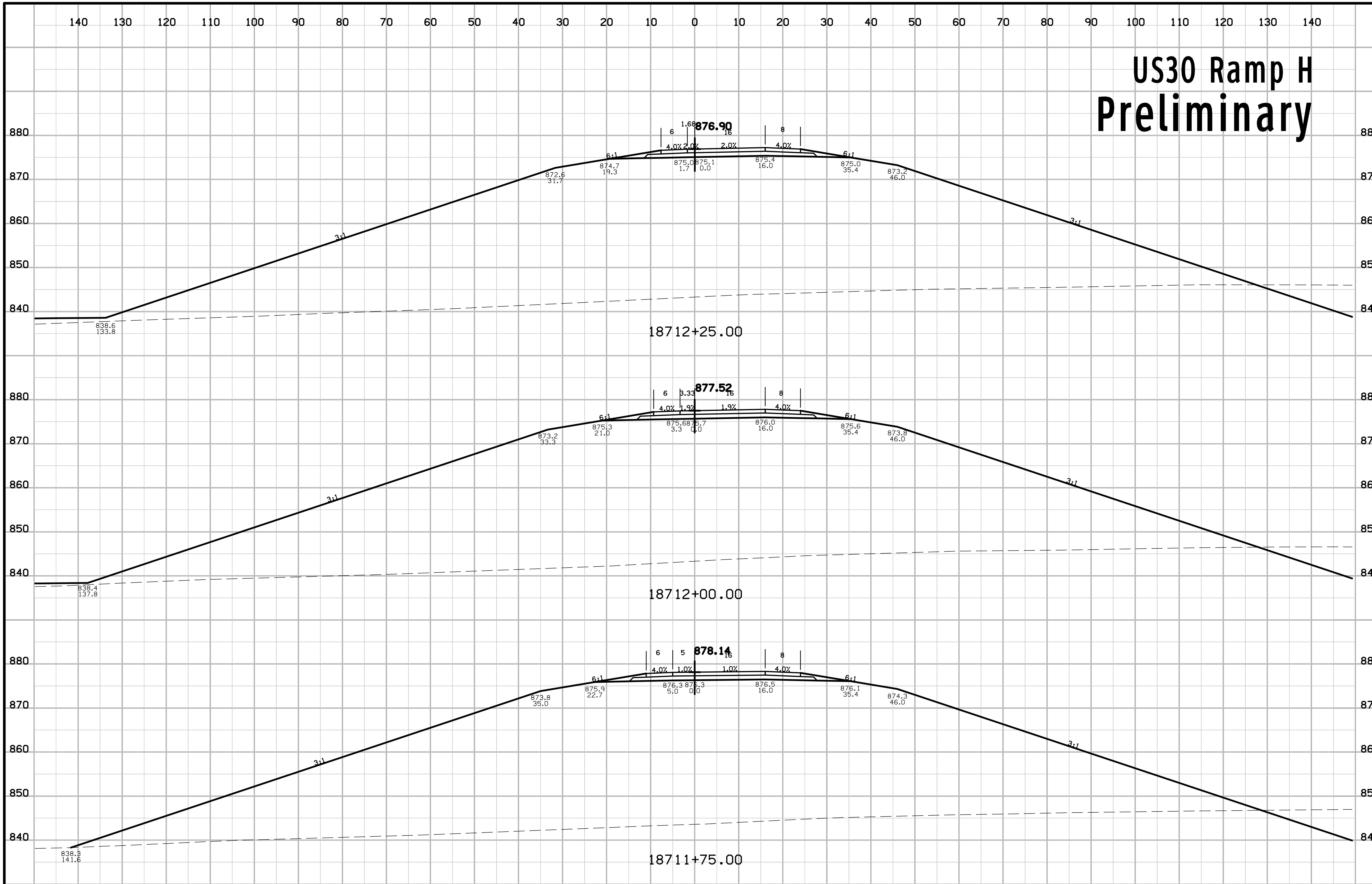

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.224

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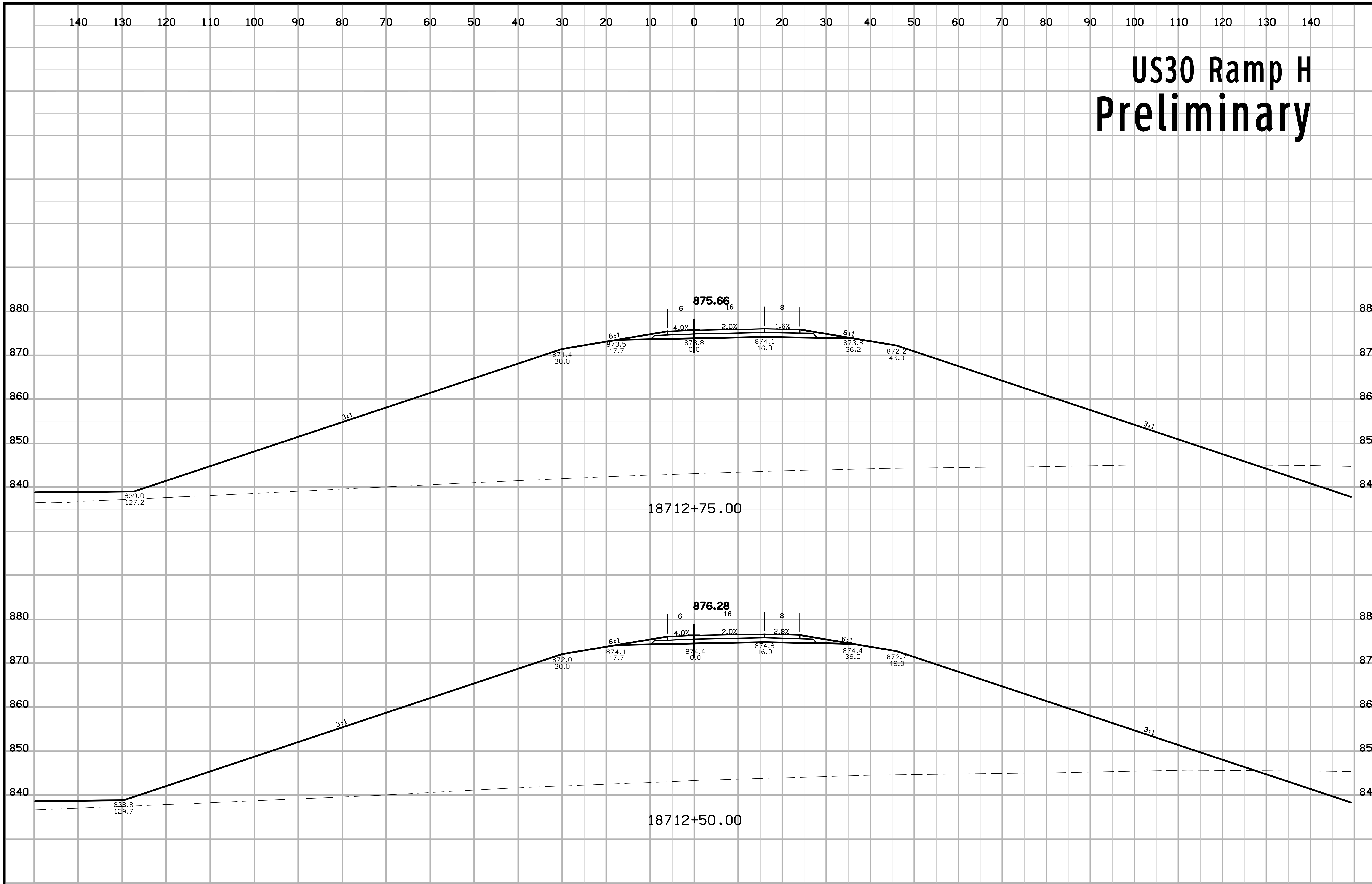
US30 Ramp H
Preliminary



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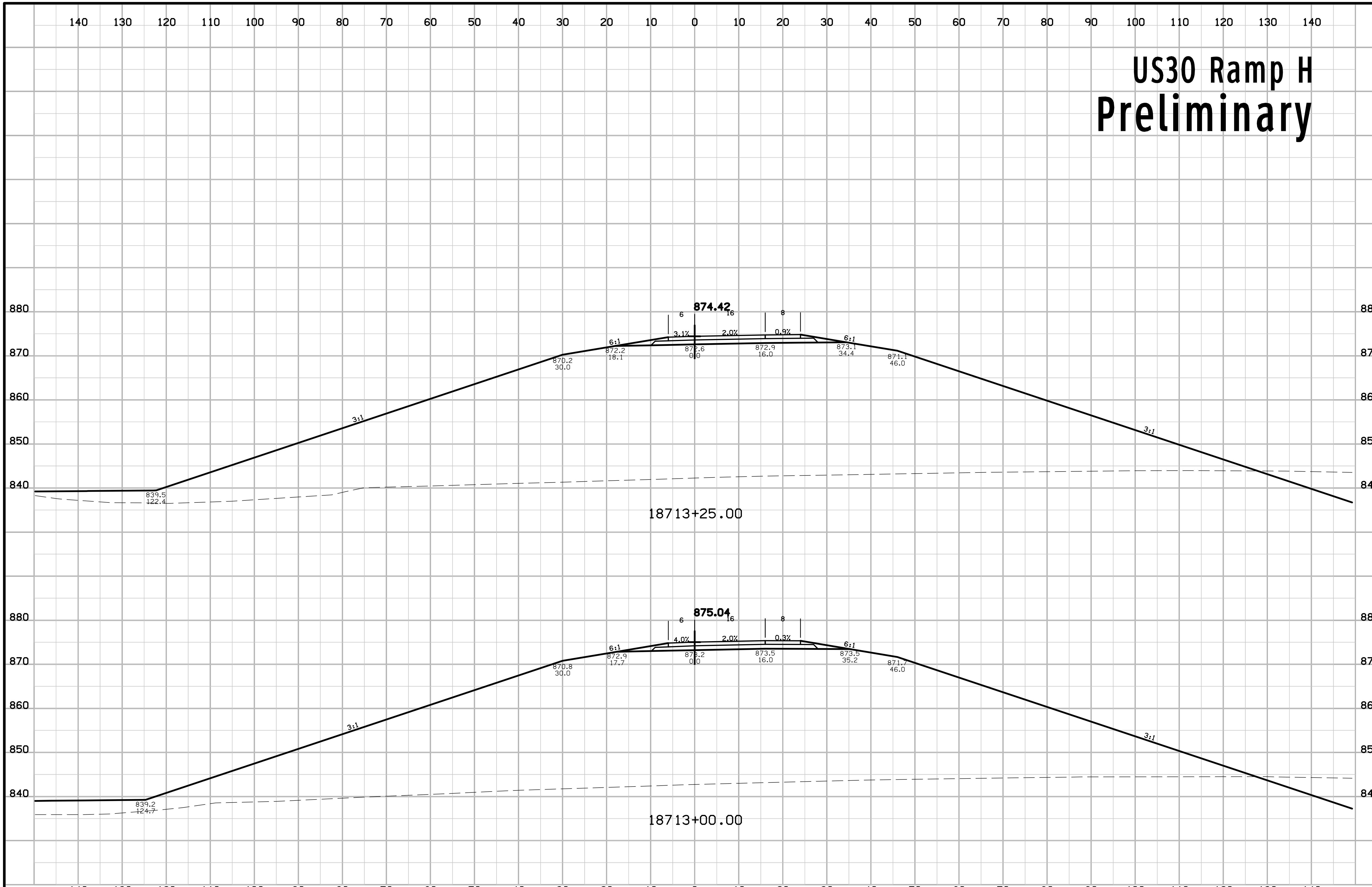
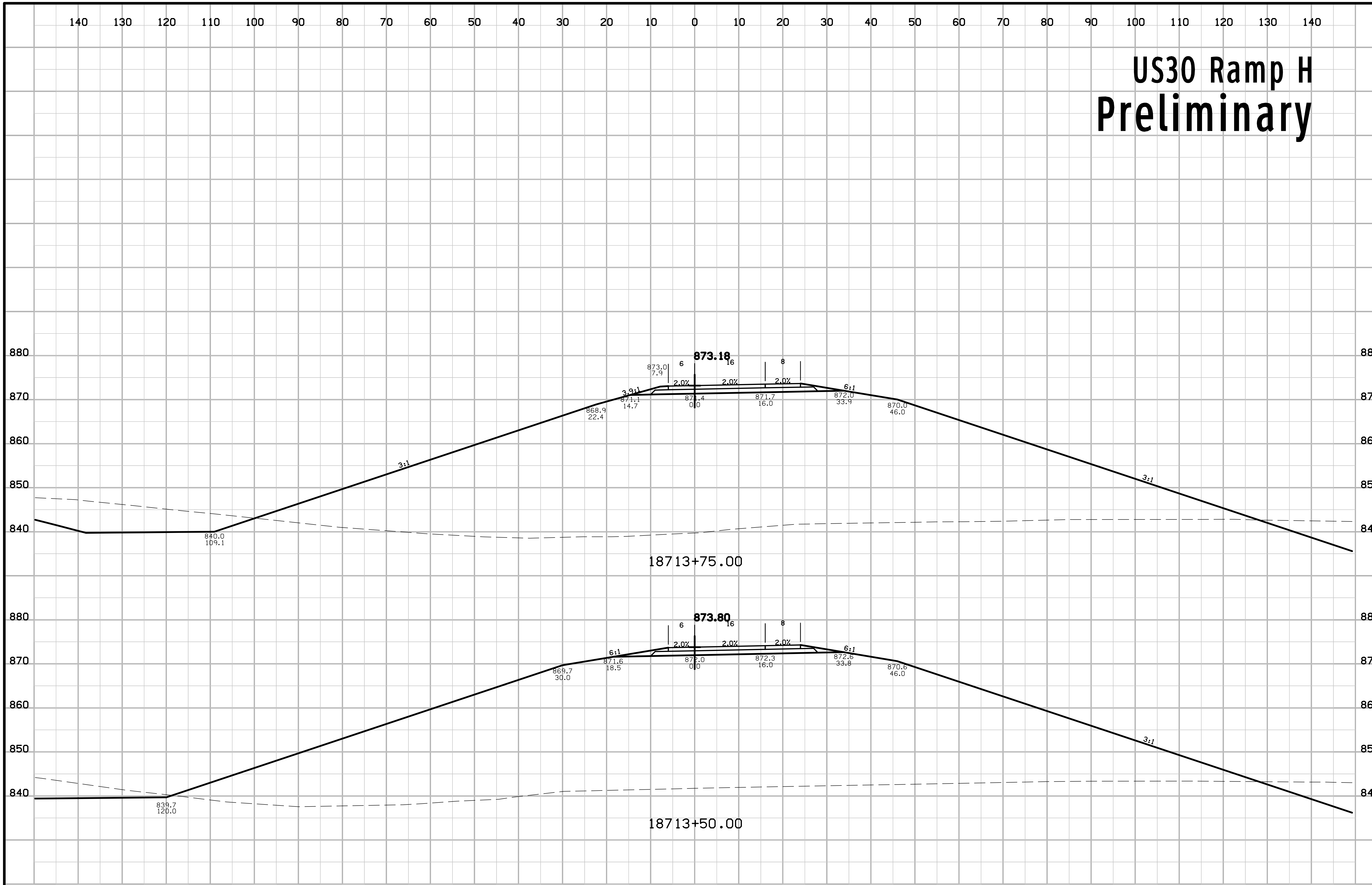
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.226

US30 Ramp H
Preliminary



ENGLISH | IOWA DOT | DESIGN TEAM **Iowa DOT\CH2MHILL** | **LINN** COUNTY | PROJECT NUMBER **NHSX-100-1(39)--3H-57** | SHEET NUMBER **Y.227**

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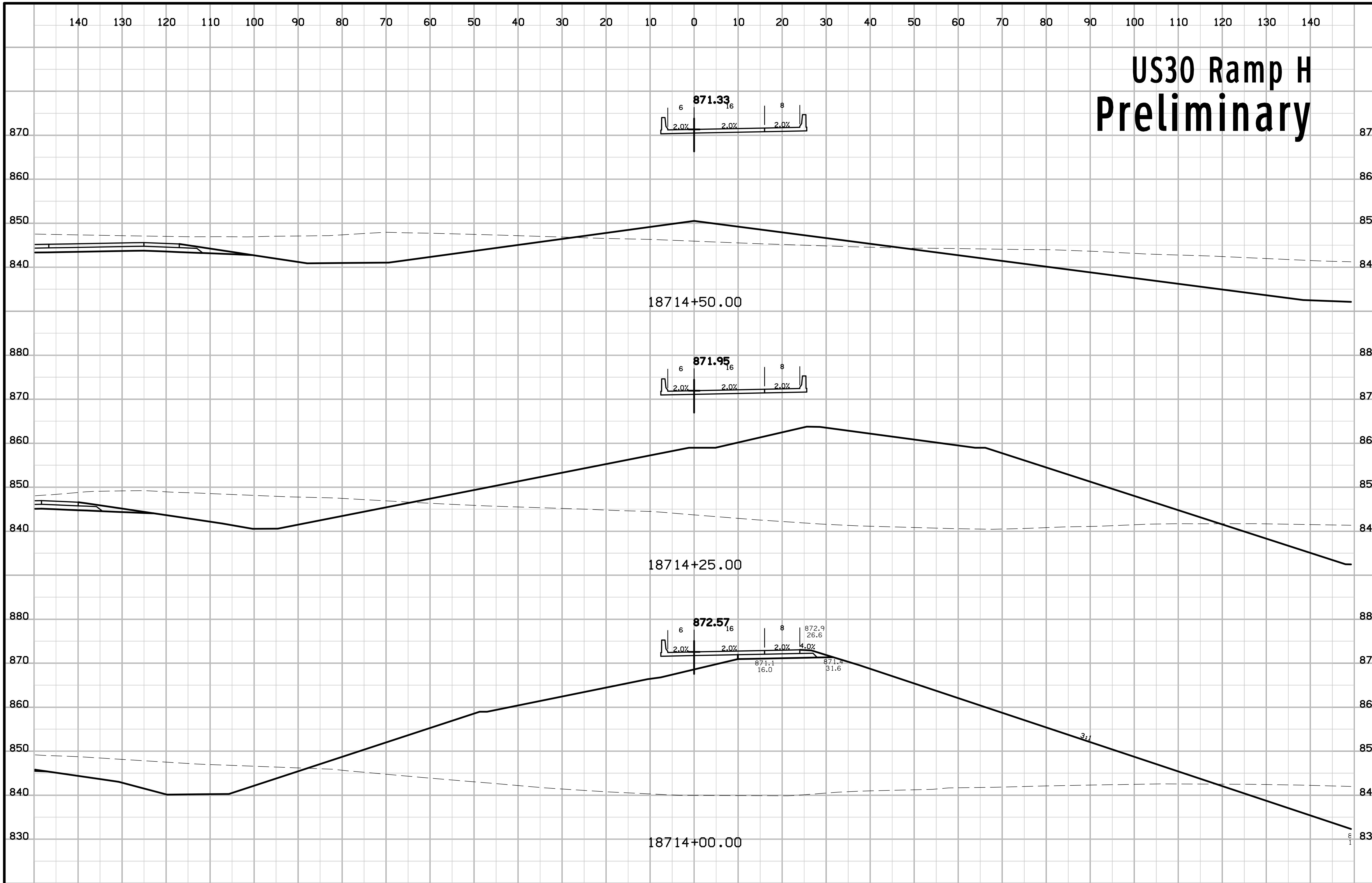

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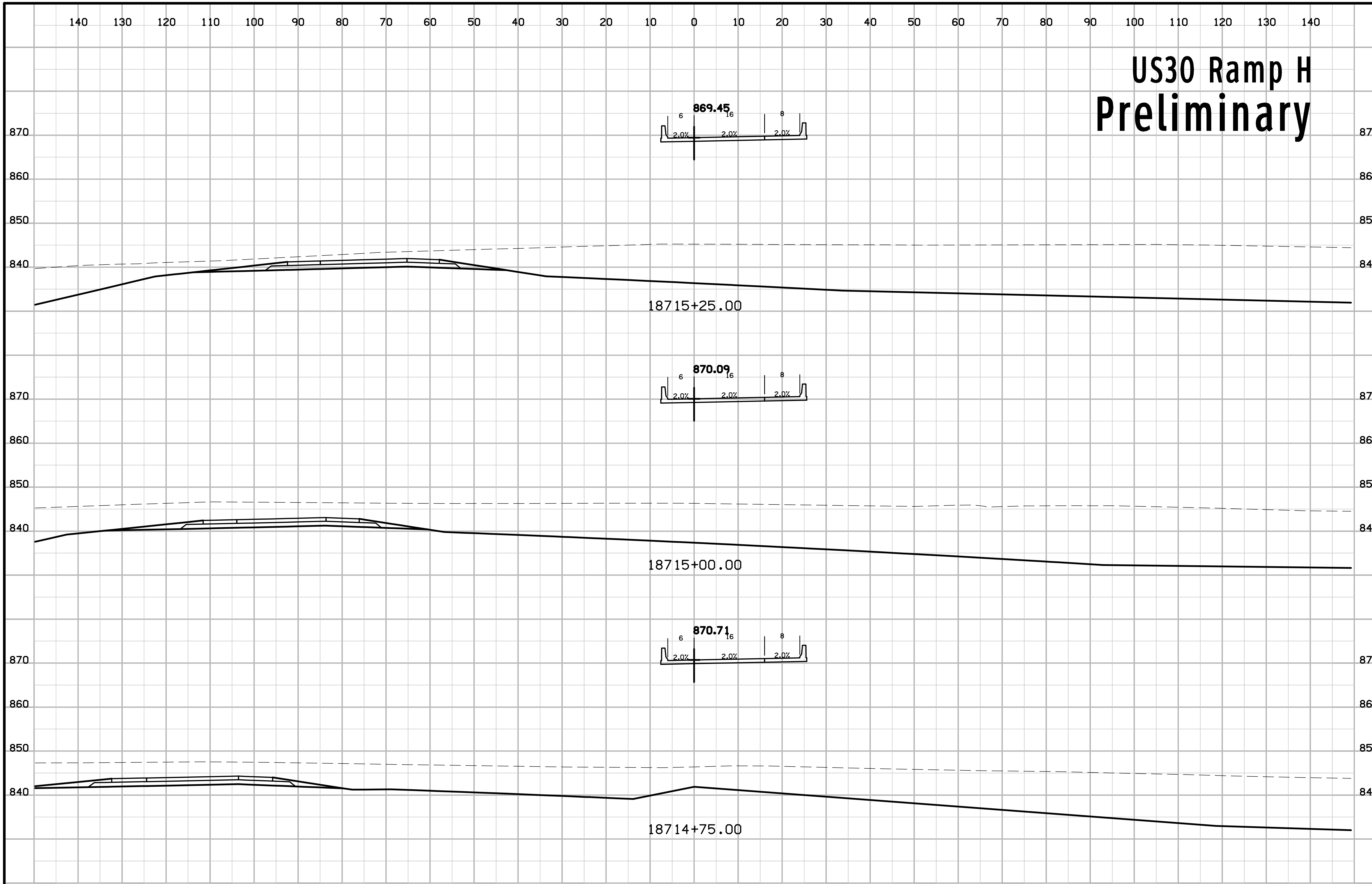
US30 Ramp H
Preliminary
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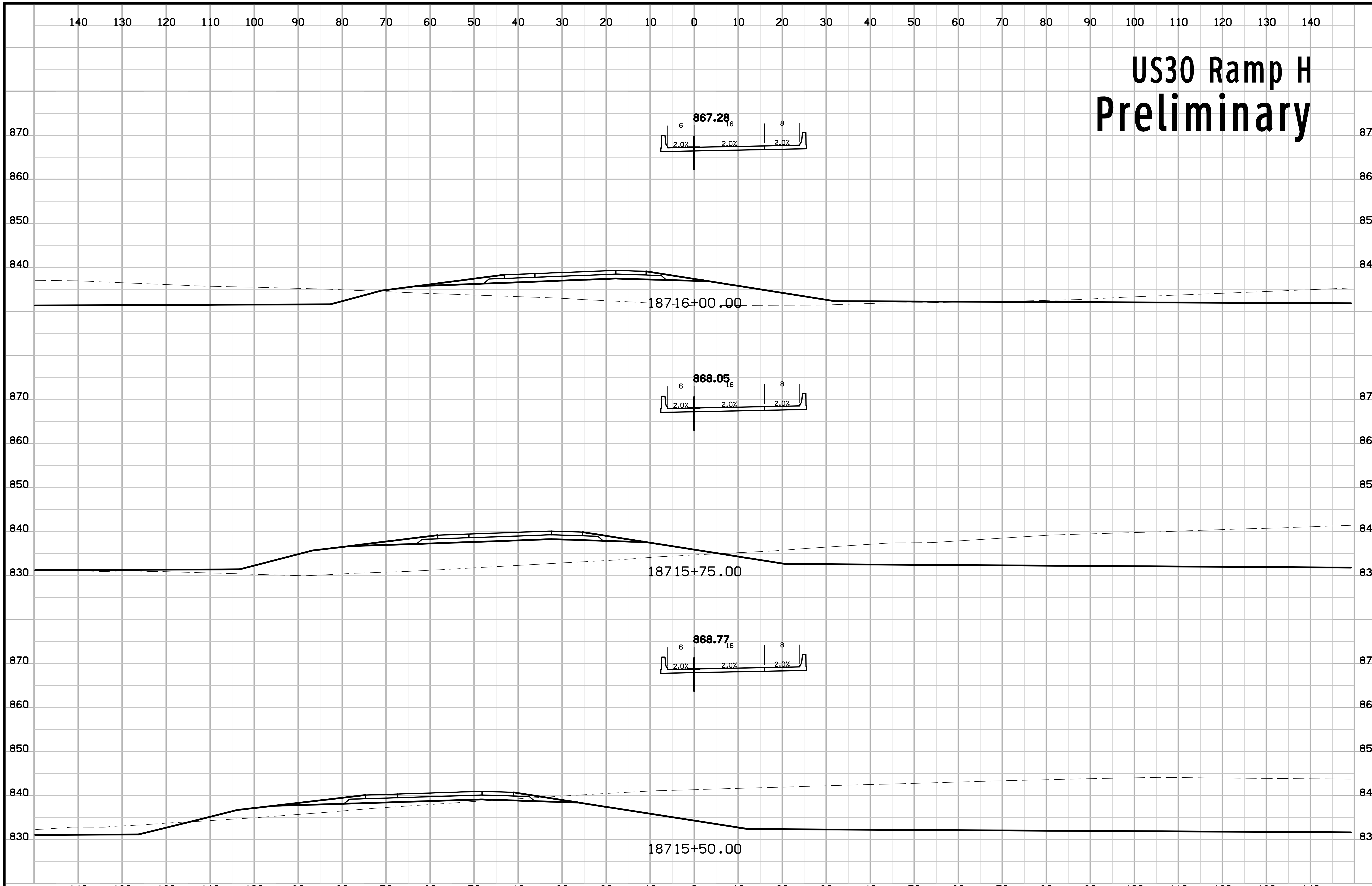
870.09
18715+00.00
870.71
18714+75.00
2.0%
870
860
850
840



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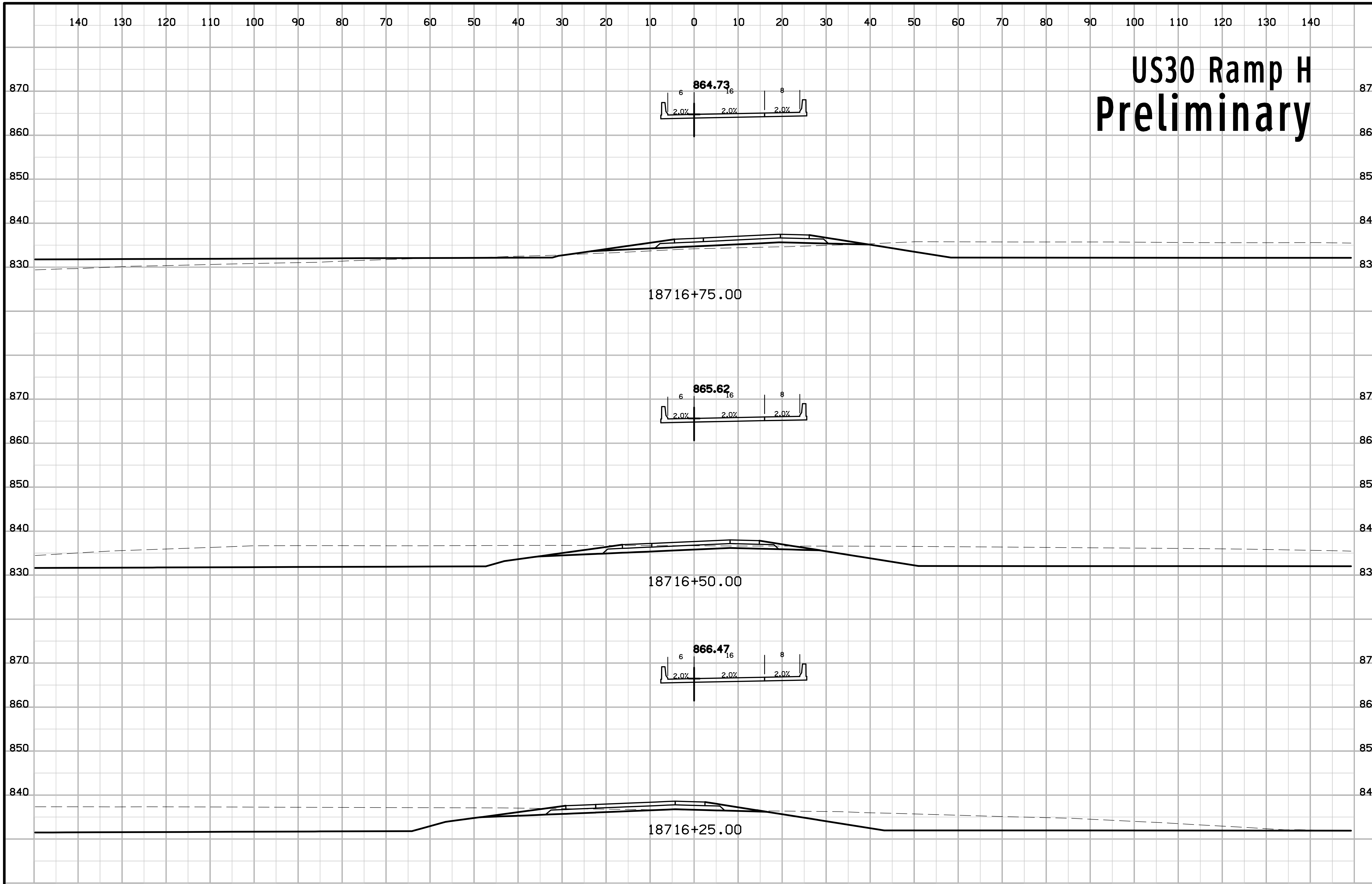
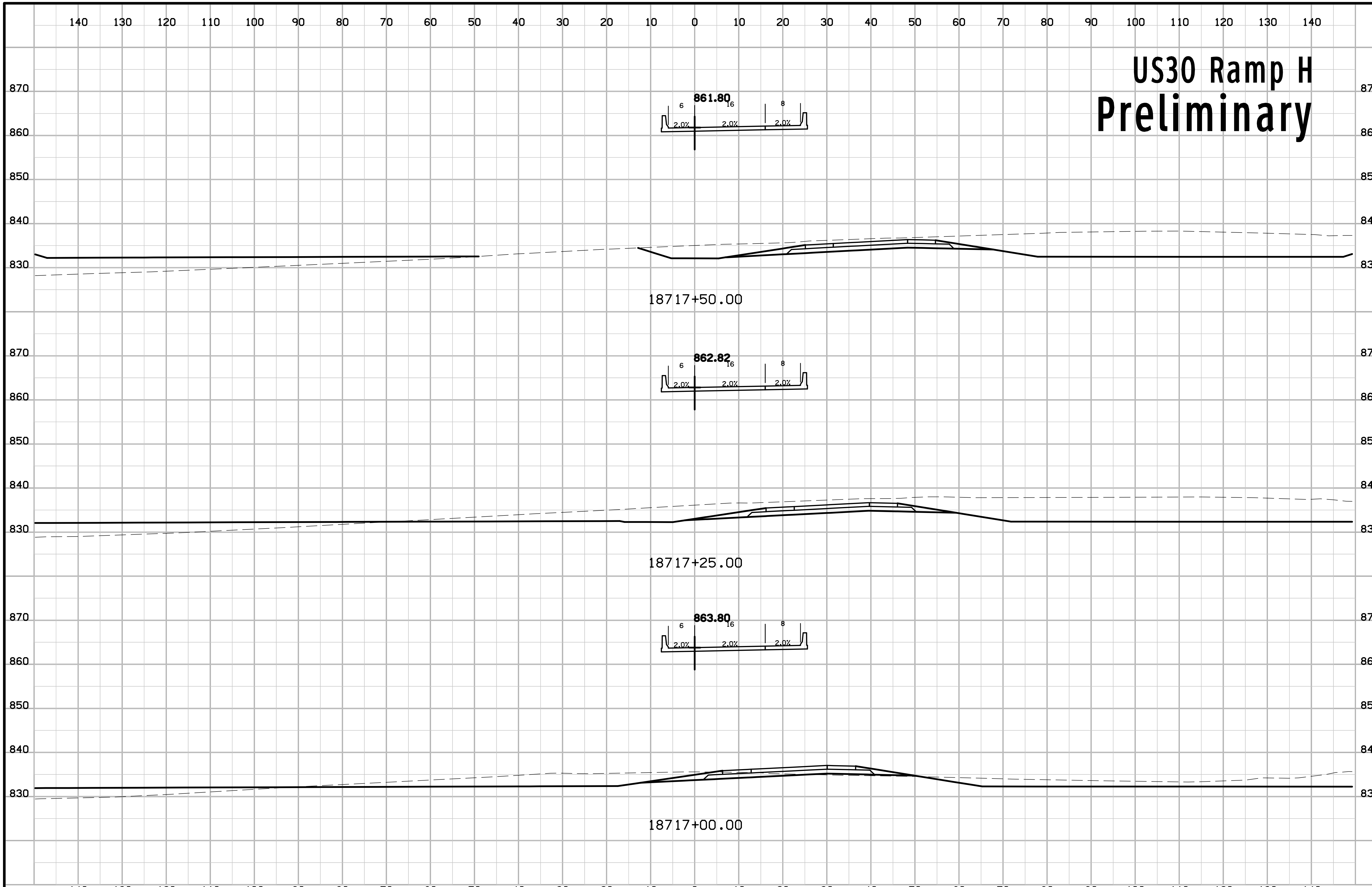

US30 Ramp H
Preliminary
864.73
865.62
866.47
18716+75.00
18716+50.00
18716+25.00



ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.232

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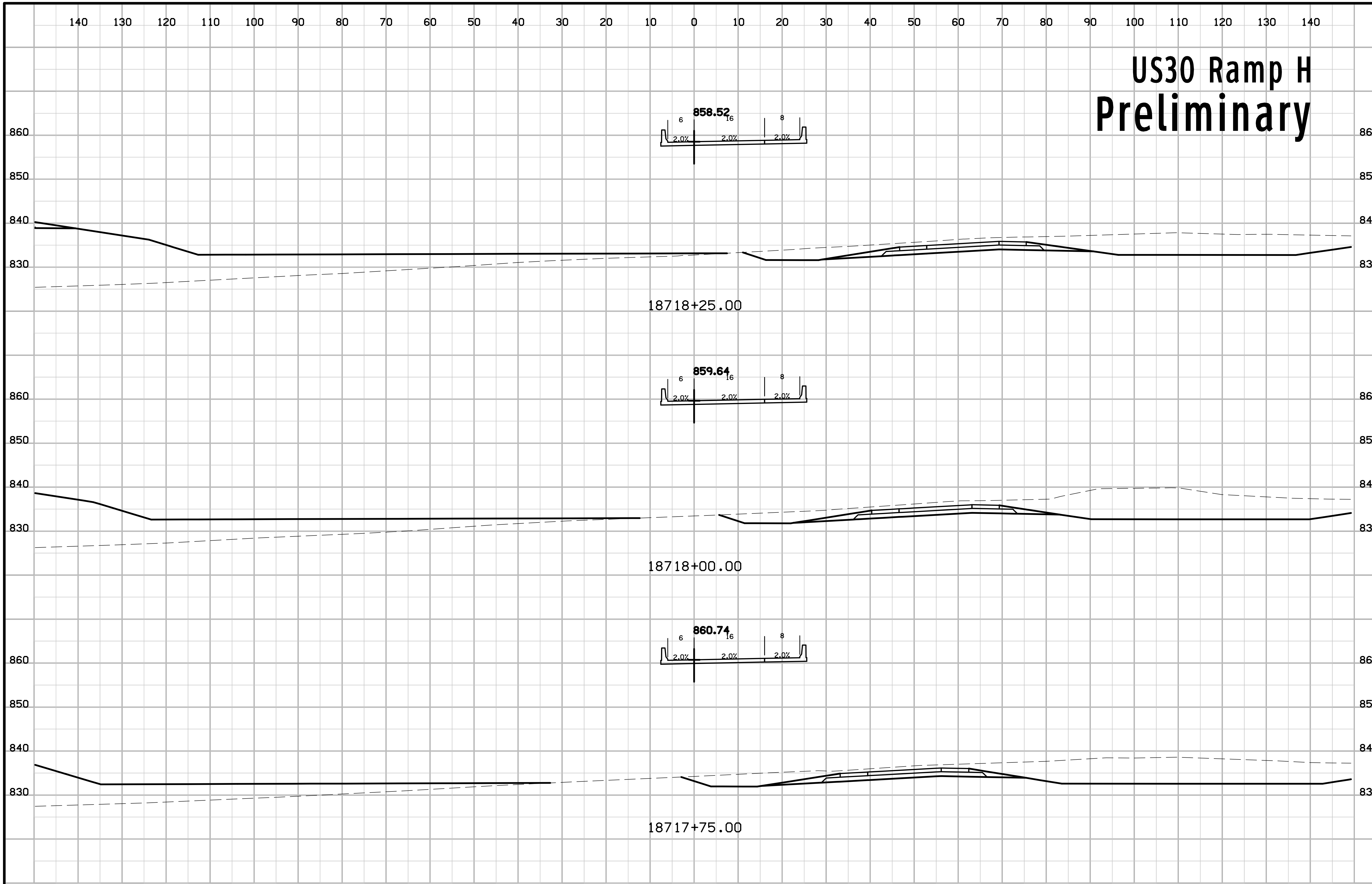

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.233

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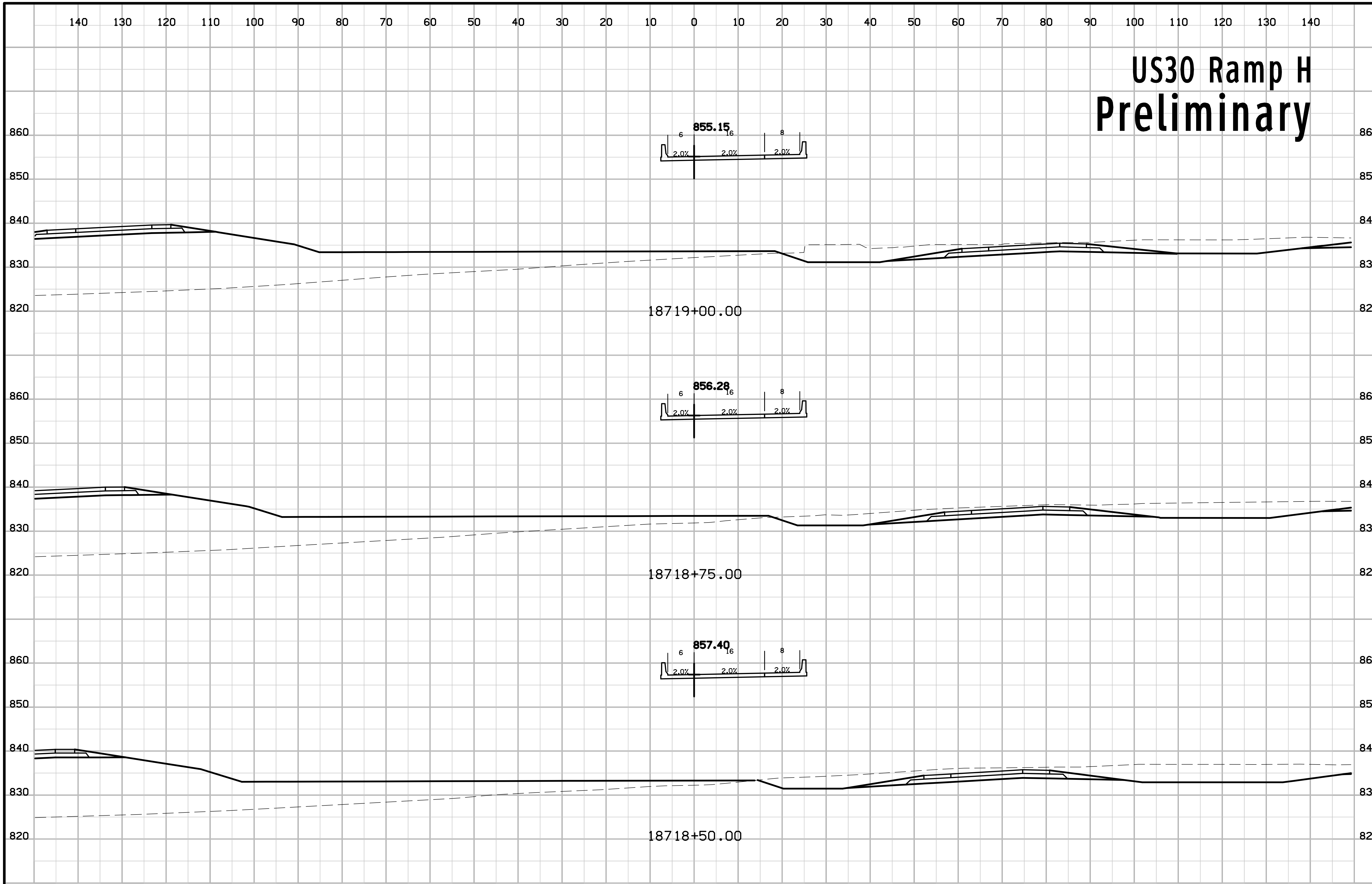

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.234

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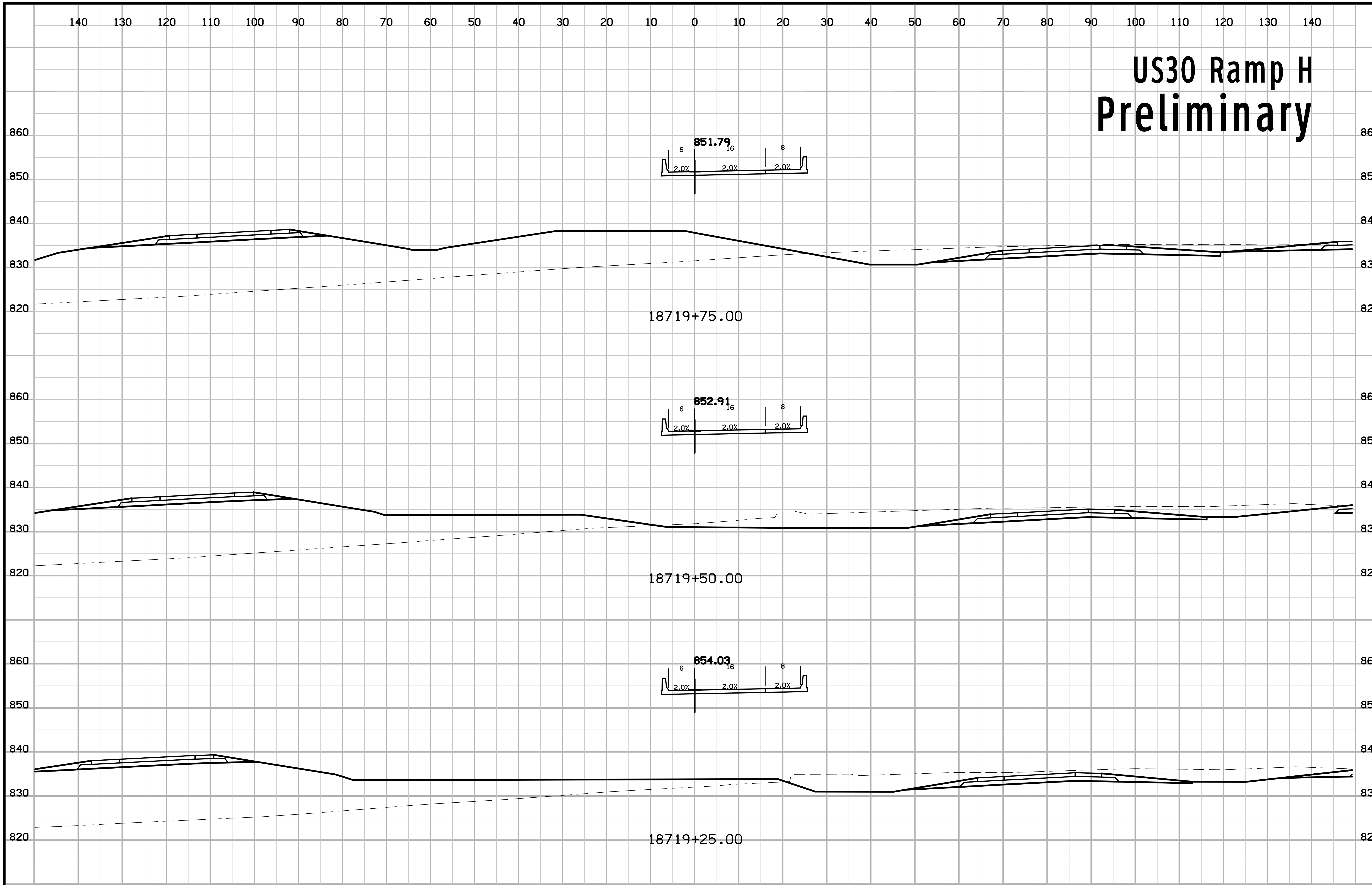

ENGLISH | IOWA DOT | DESIGN TEAM Iowa DOT\CH2MHILL | LINN COUNTY | PROJECT NUMBER NHSX-100-1(39)--3H-57 | SHEET NUMBER Y.235

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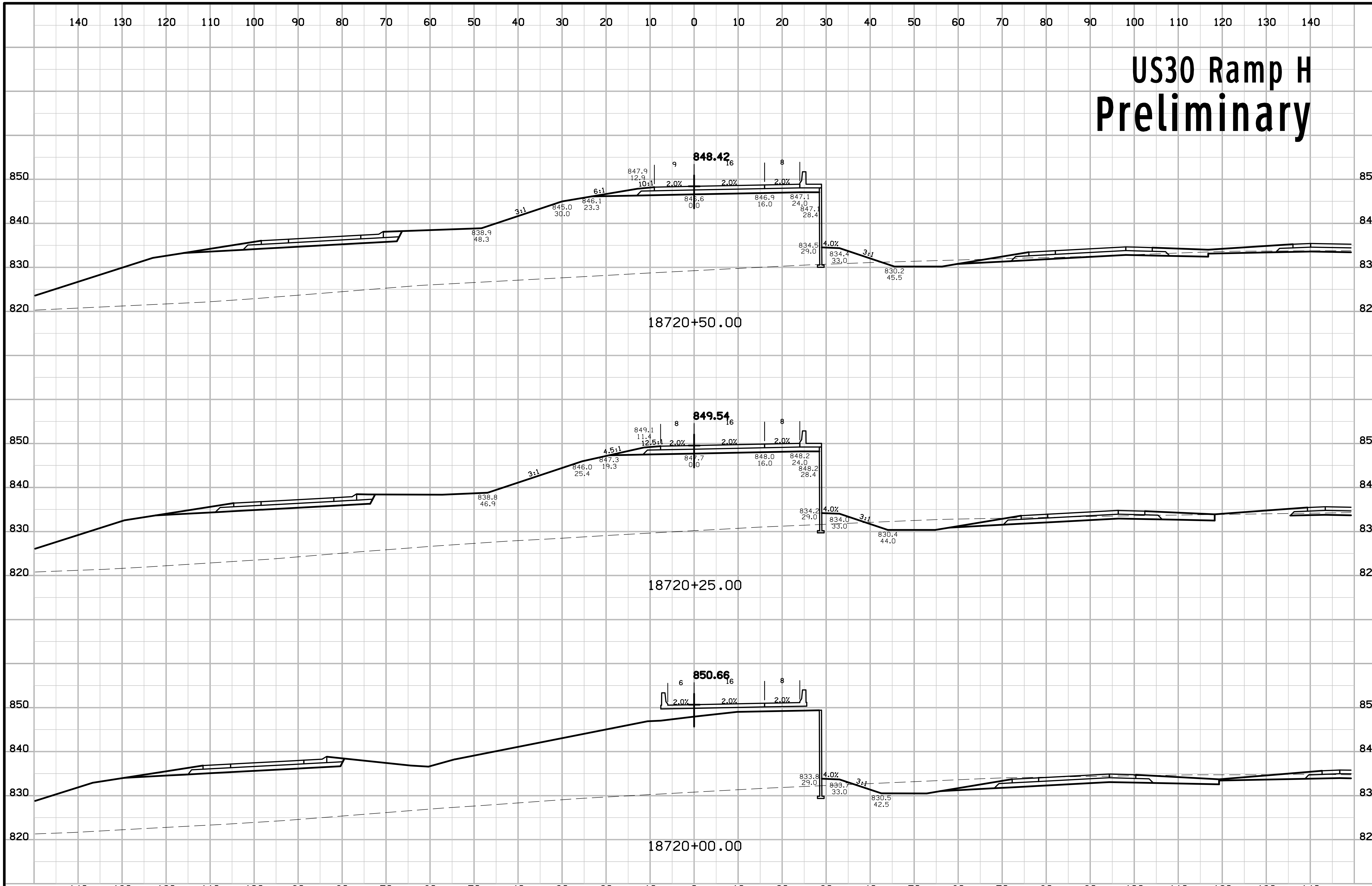
US30 Ramp H
Preliminary
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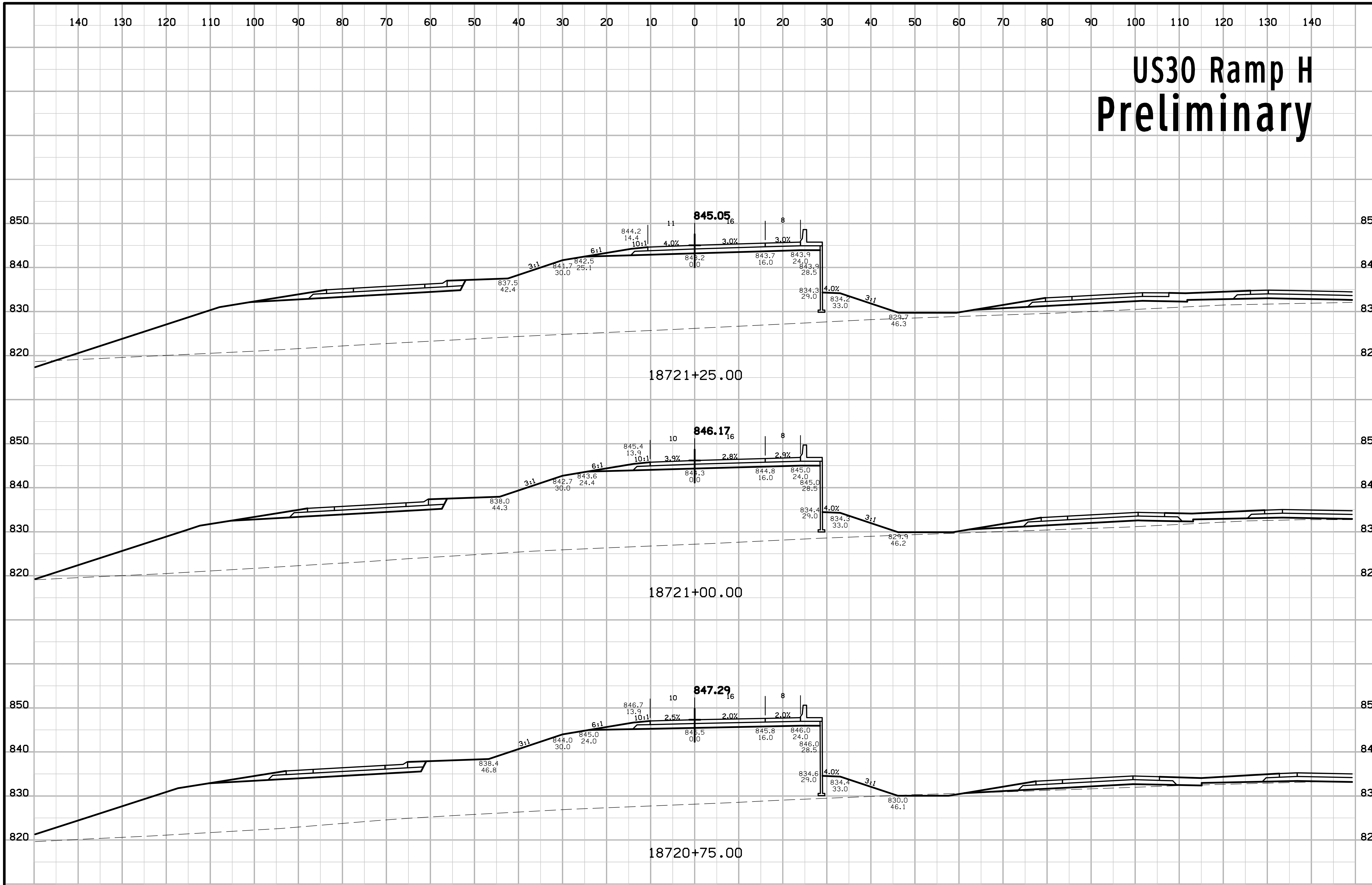
18720+50.00
849.54
18720+25.00
850.66
18720+00.00



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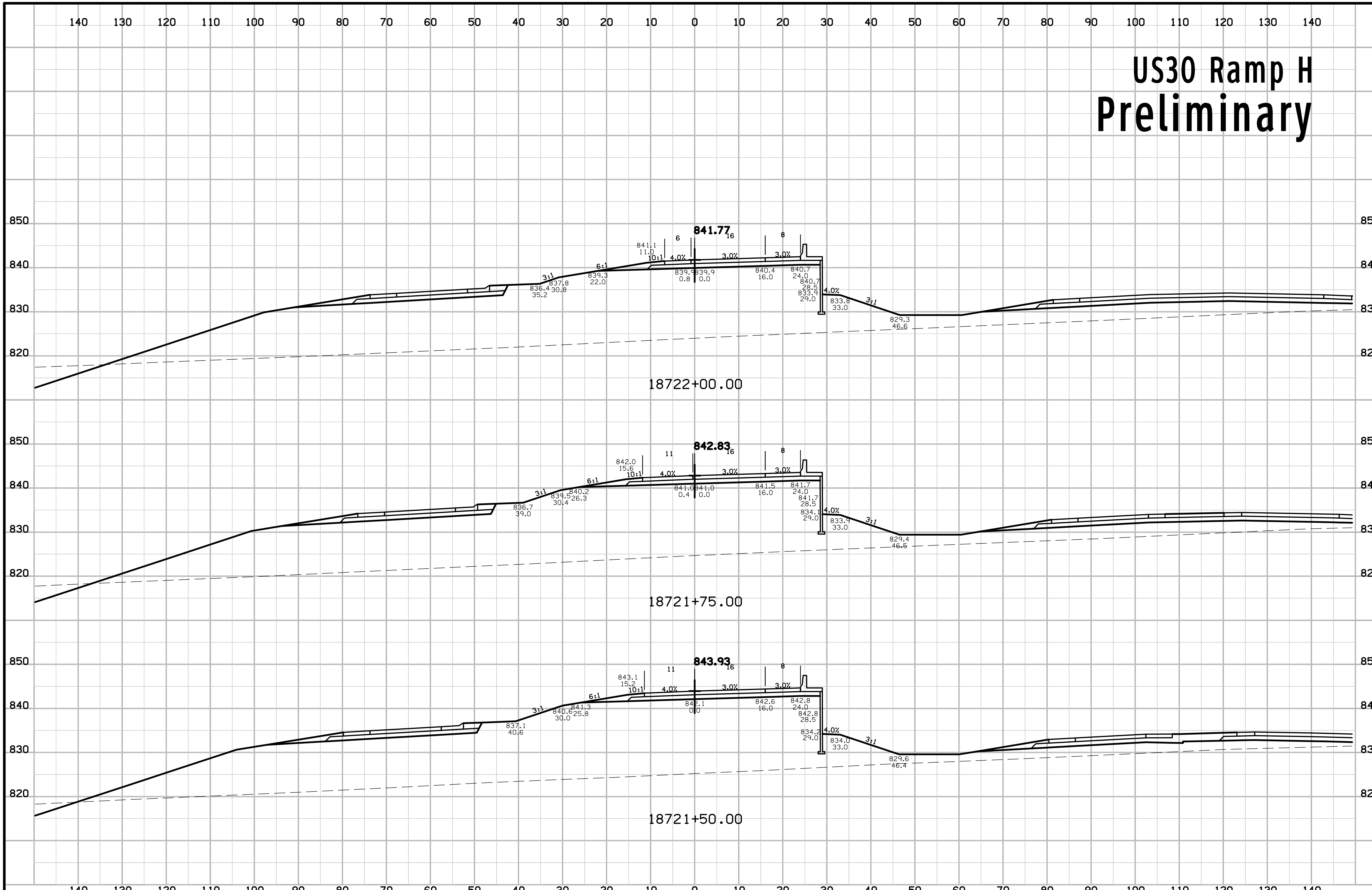
US30 Ramp H
Preliminary



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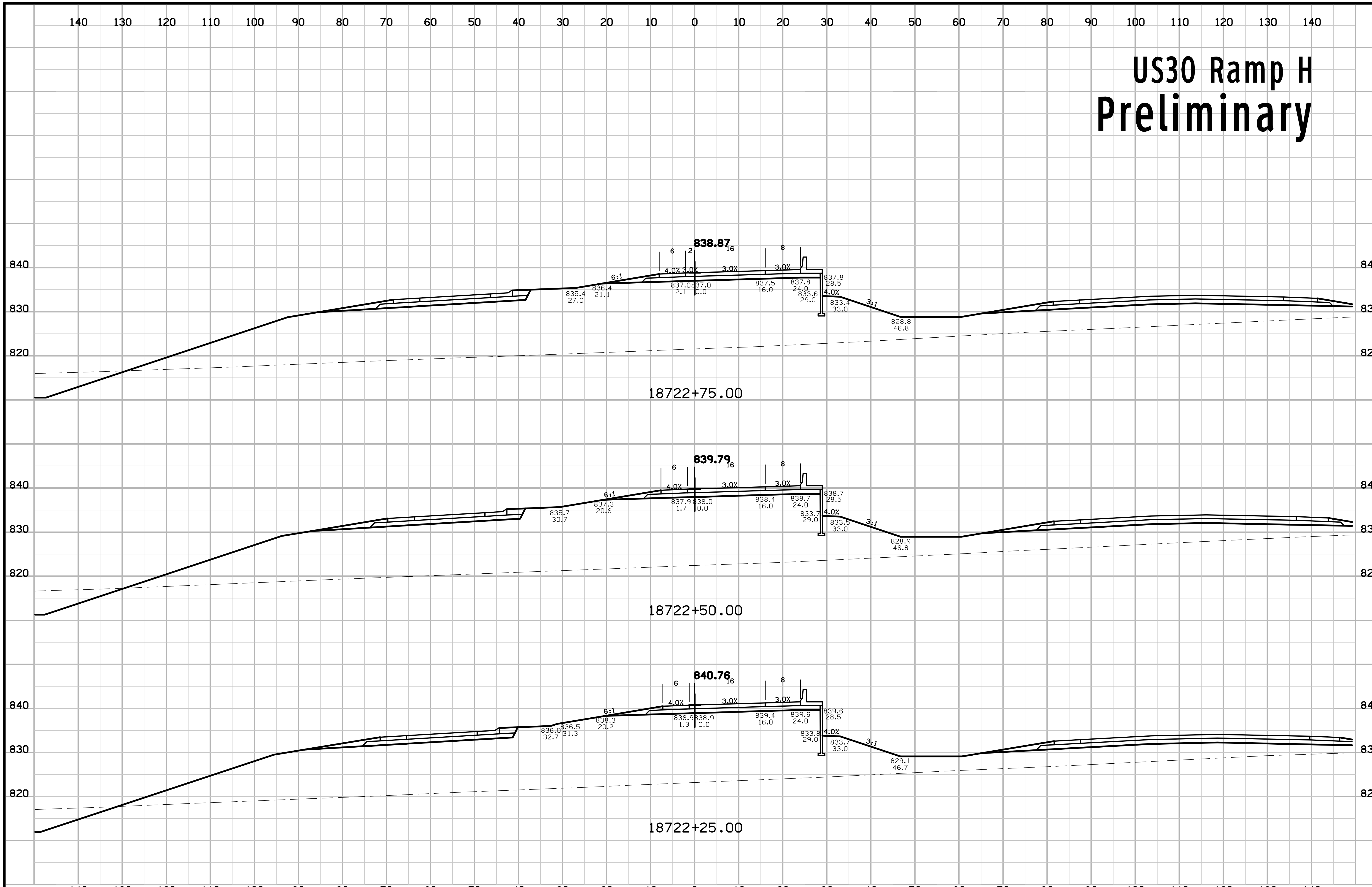
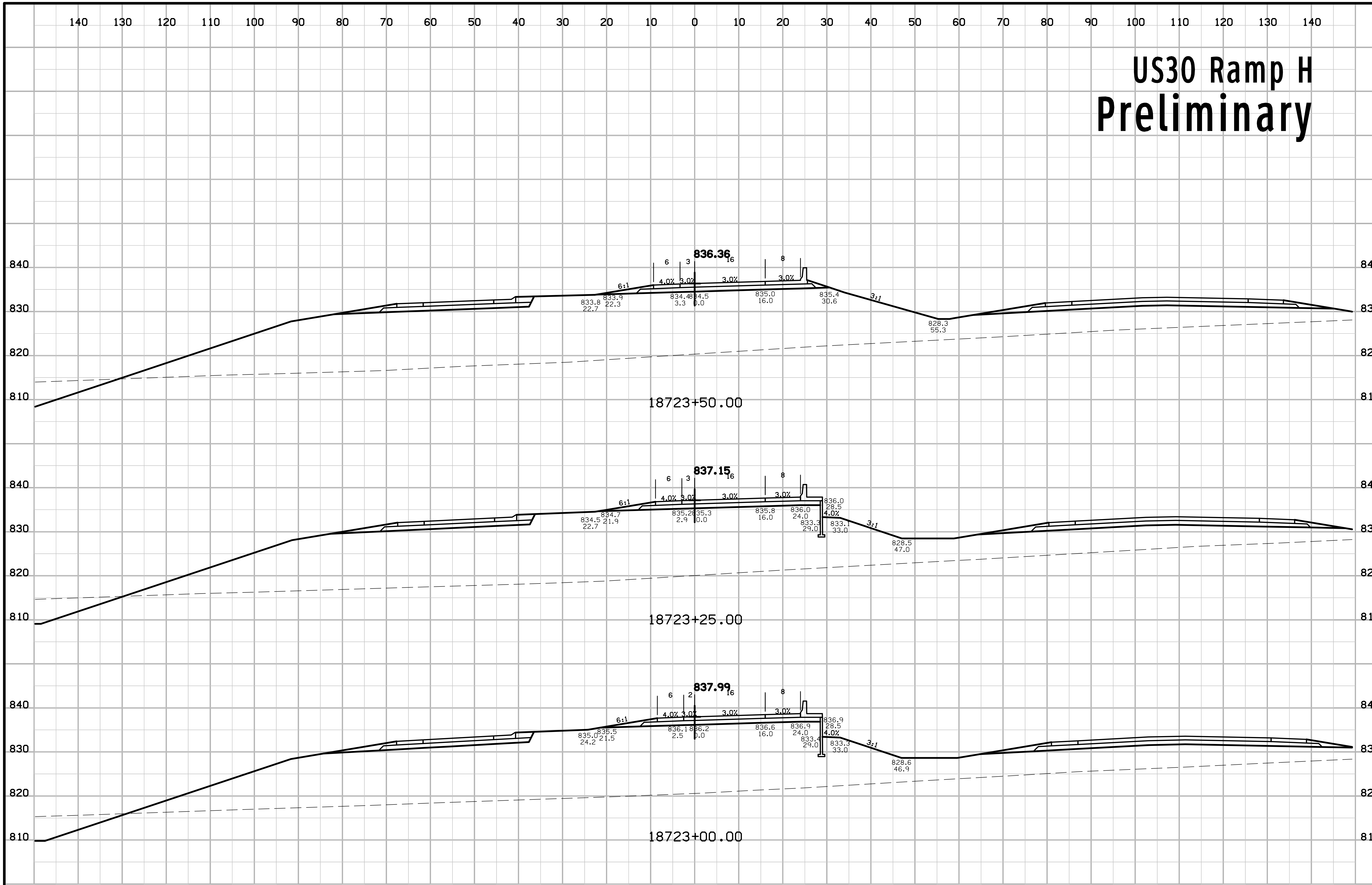


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.239

US30 Ramp H
Preliminary



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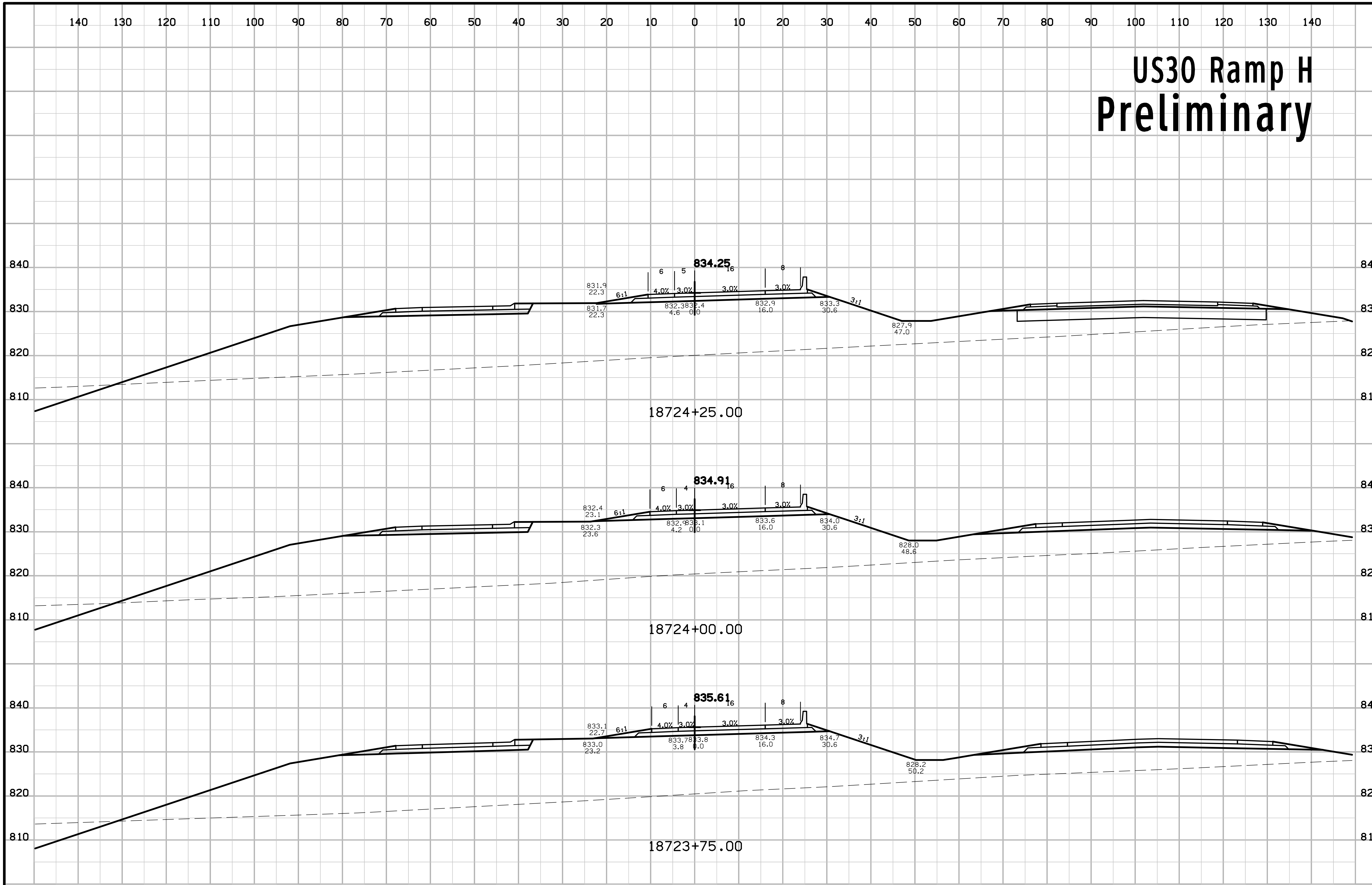

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.241

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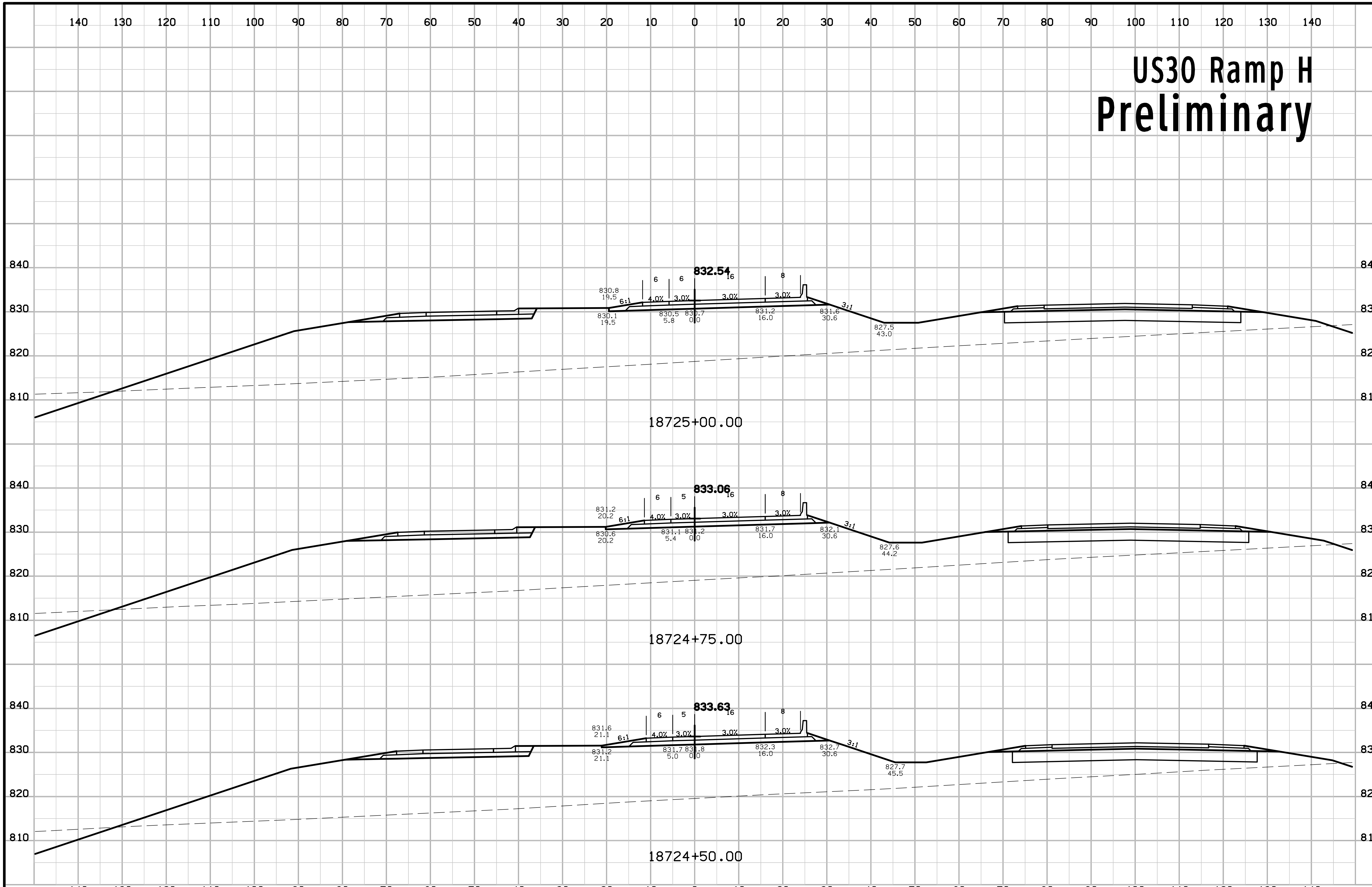
US30 Ramp H
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.242

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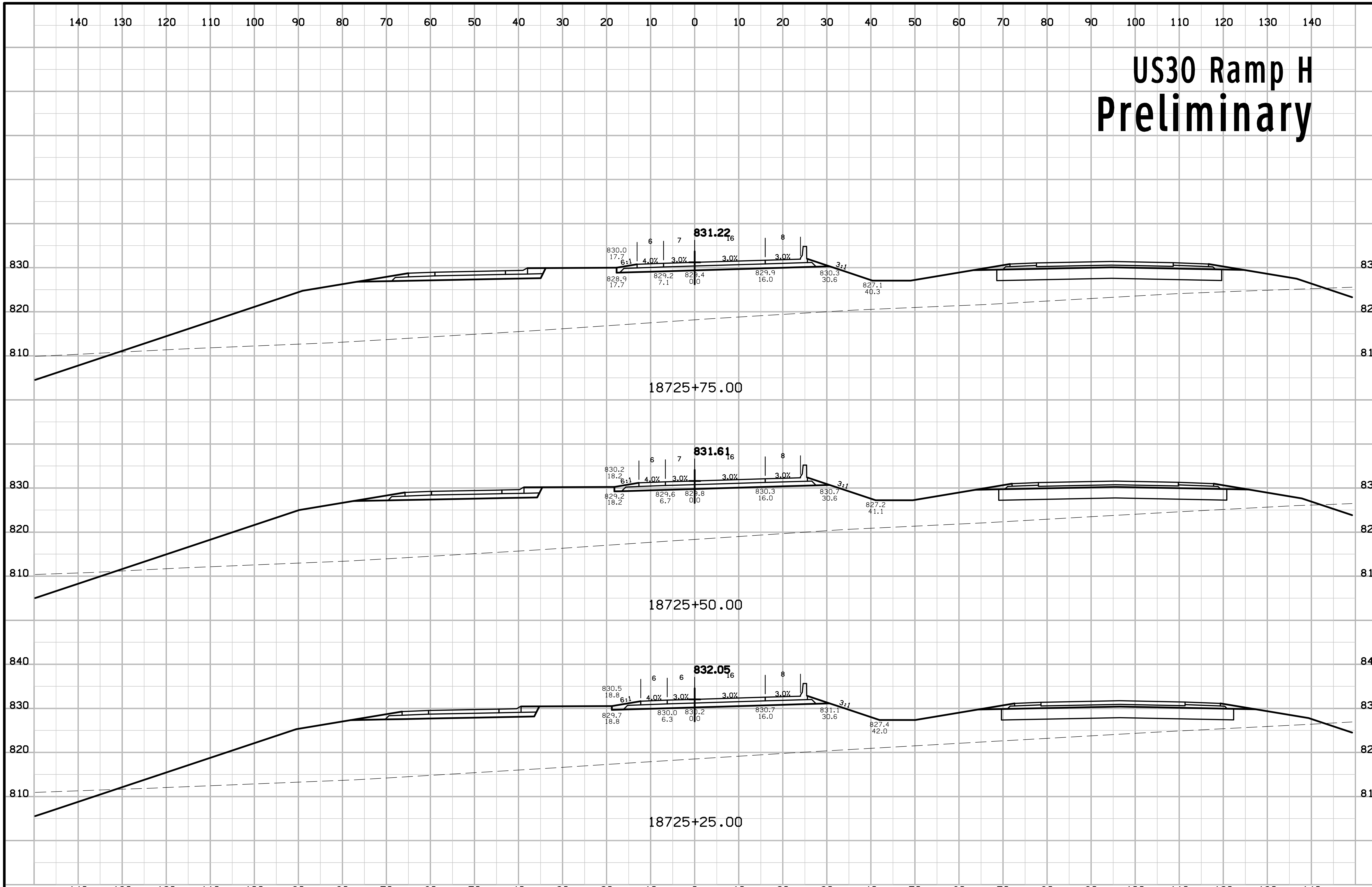

ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER	NHSX-100-1(39)--3H-57	SHEET NUMBER Y.243

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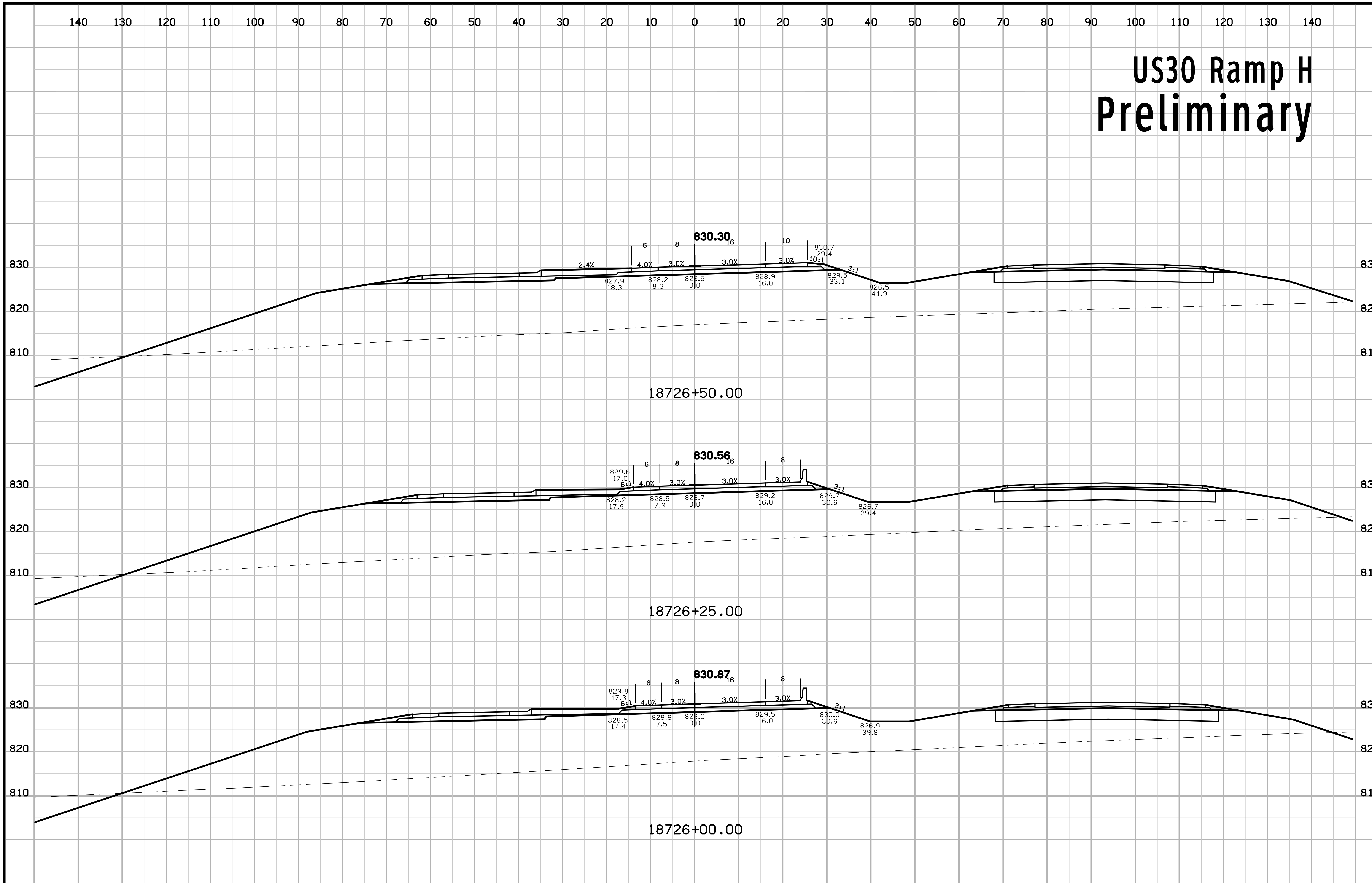
US30 Ramp H
Preliminary



US30 Ramp H
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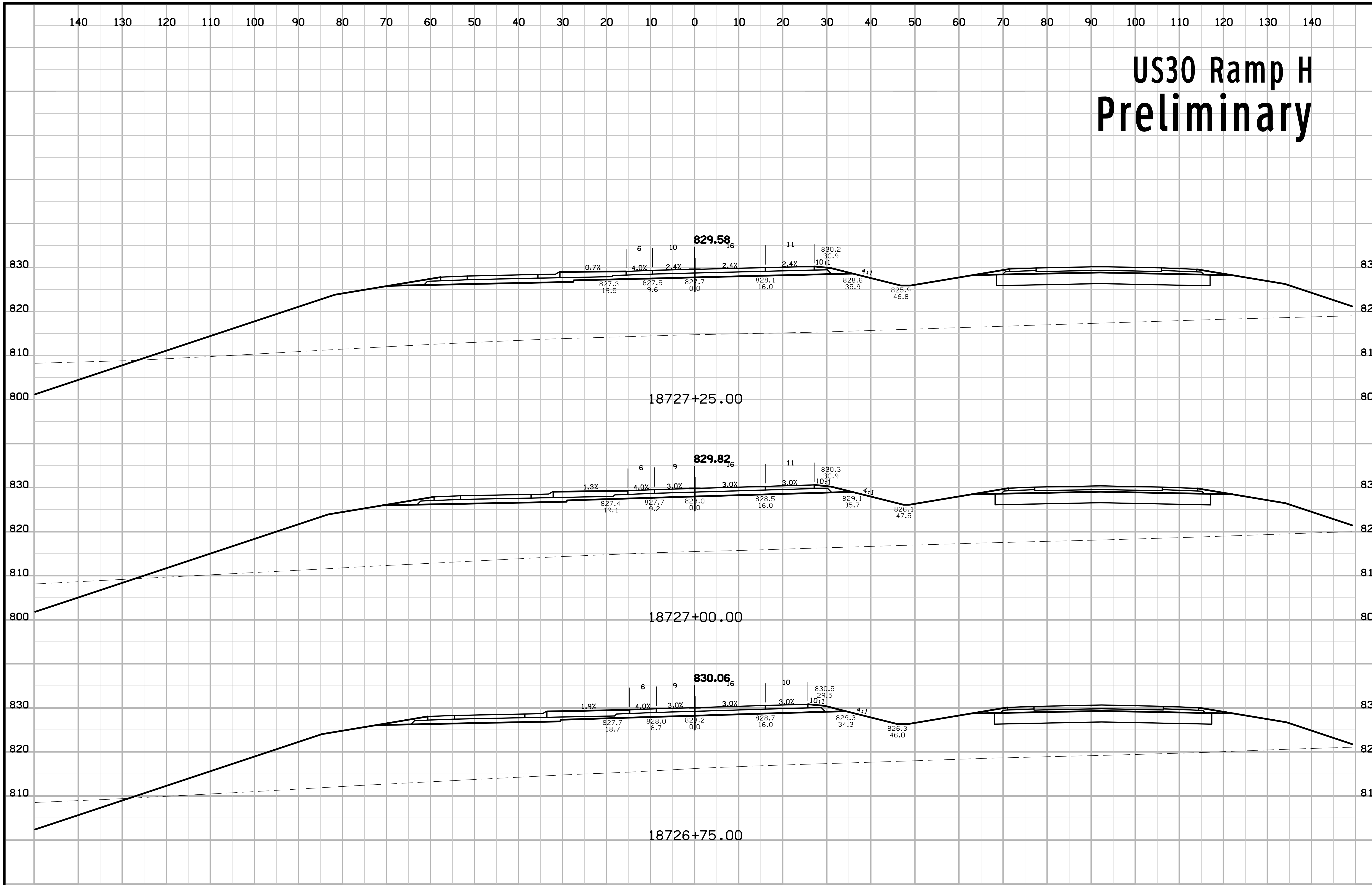
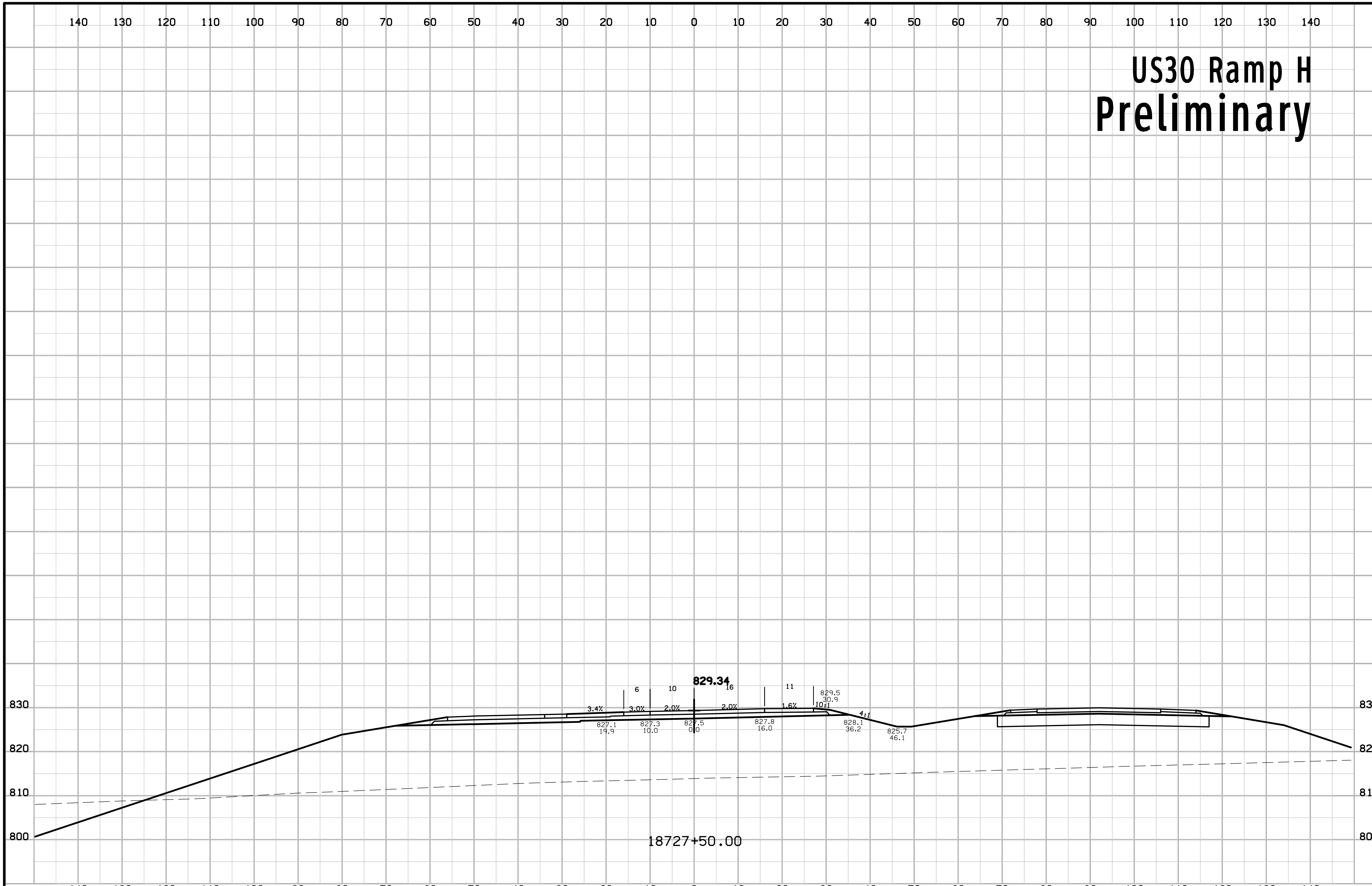
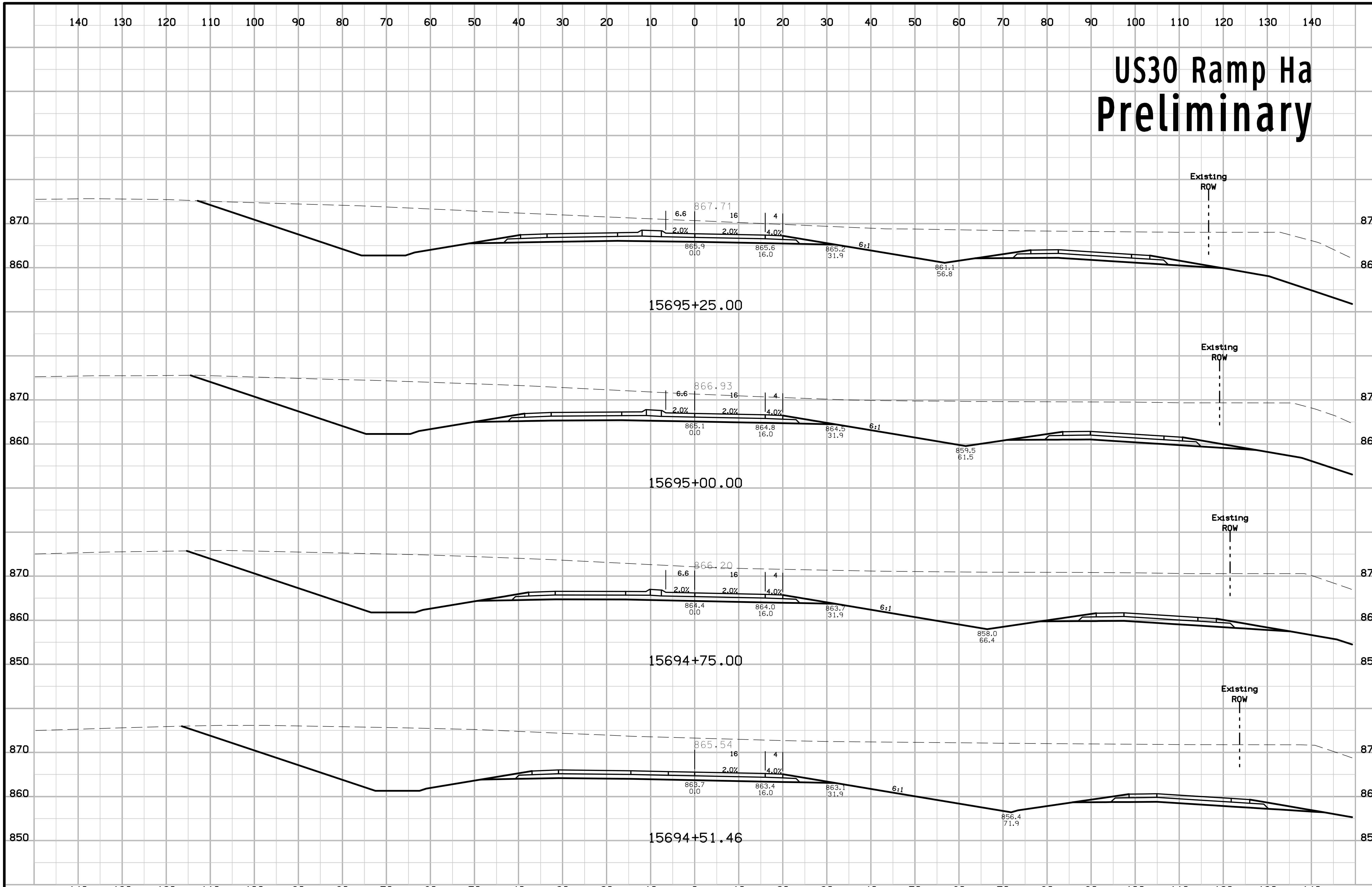


ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.245

US30 Ramp H
Preliminary





ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.247

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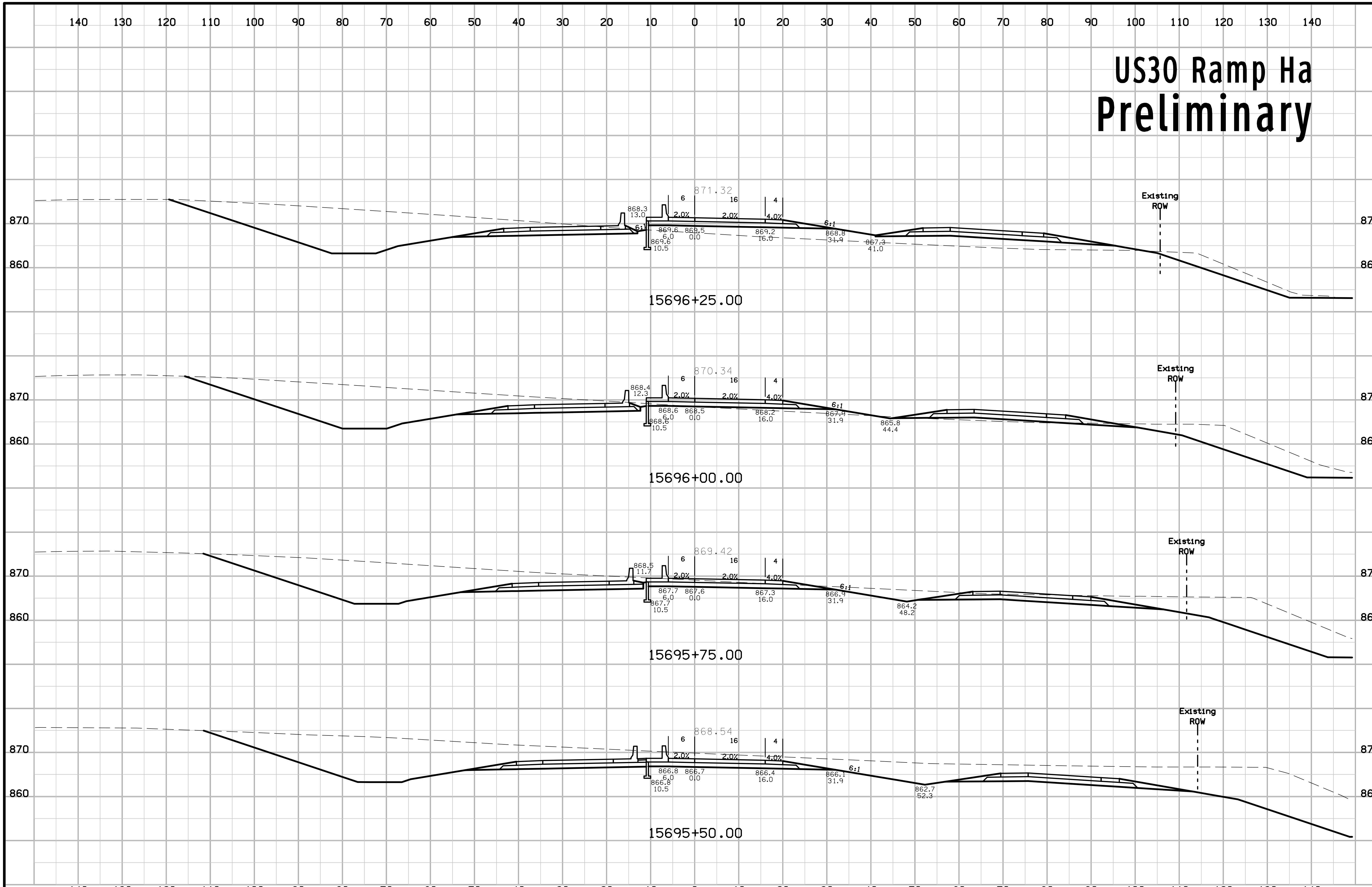
US30 Ramp Ha
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.248

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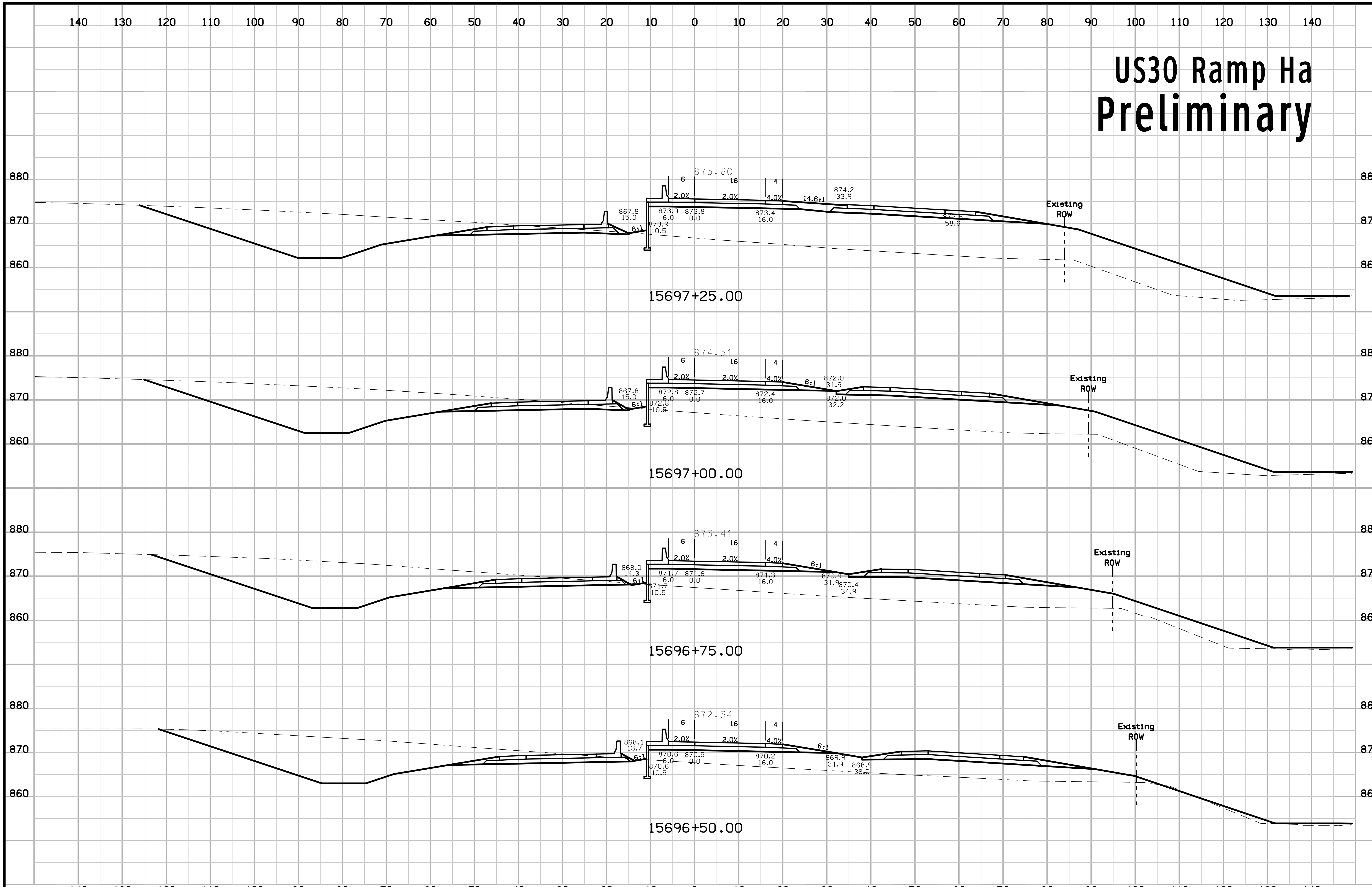
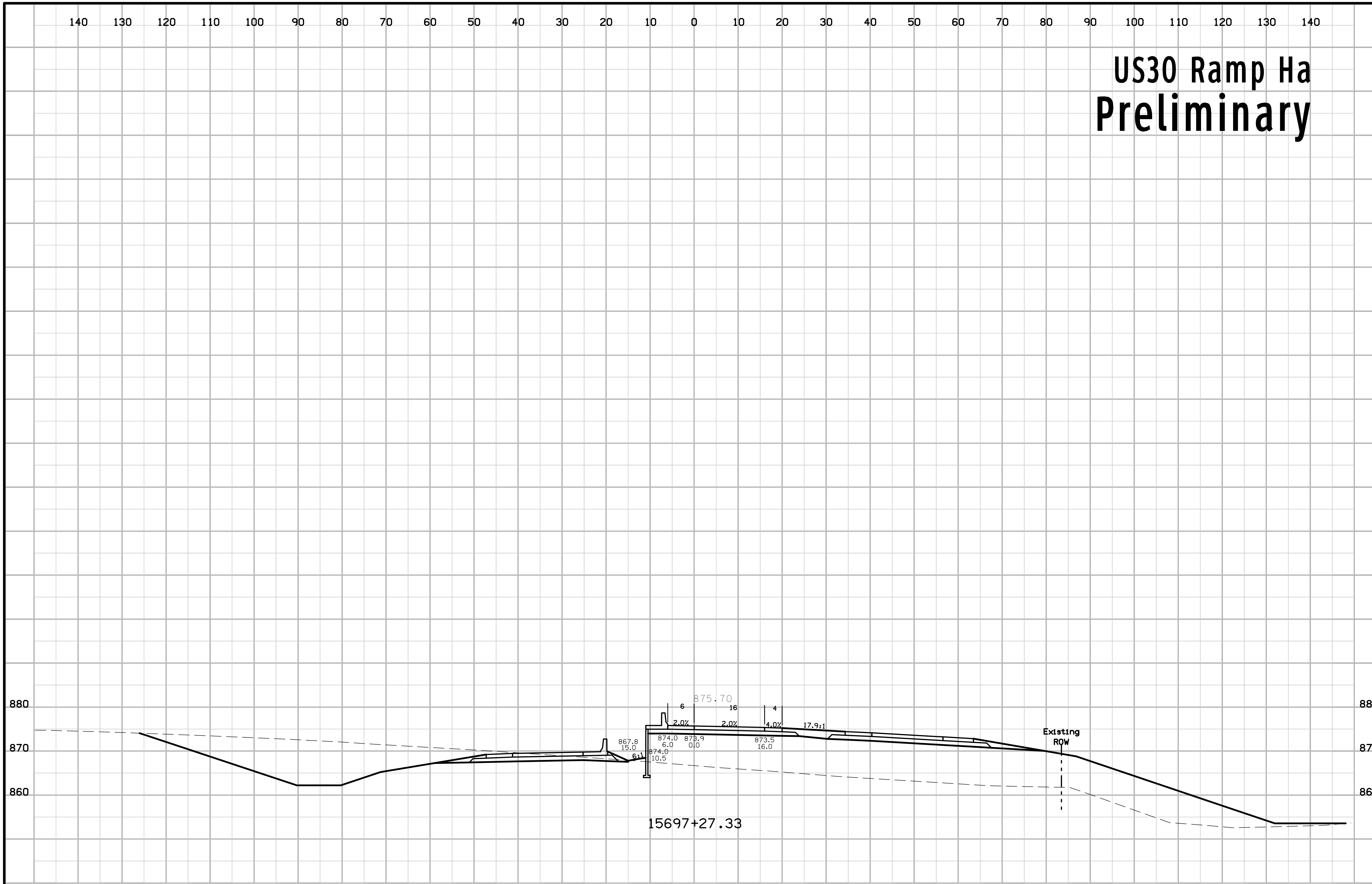
US30 Ramp Ha
Preliminary



US30 Ramp Ha
Preliminary



ENGLISH	IOWA DOT	DESIGN TEAM Iowa DOT\CH2MHILL		LINN COUNTY	PROJECT NUMBER NHSX-100-1(39)--3H-57	SHEET NUMBER Y.250