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PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
Fremont COUNTY
Bridge - Unspecified
IA 2 Bridge over the W Nishnabotna Overflow
1.1 mi E of E Jct US 275

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

**IOWA**
ONE CALL
1-800-292-8989
www.iowadonecall.com

**811**
When you dig, call 811.
Call before you dig.

DESIGN DATA RURAL			
20	AADT	2100	V.P.D.
20	AADT	2300	V.P.D.
20	DHV	-	V.P.H.
TRUCKS		10	%
Total			
Design ESALs		-	

PRELIMINARY PLANS

Subject to change by final design.

D3 PLAN - Date: 12/19/2025

REVISIONS

TOTAL

39

PROJECT IDENTIFICATION NUMBER

22-36-002-020

PROJECT NUMBER

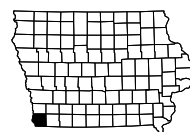
BRF-002-1(147)--38-36

R.O.W. PROJECT NUMBER

STPN-002-1(148)--2J-36

The map displays the town of Sidney, Saskatchewan, and its surrounding areas. Key features include:

- Highways:** Highway 275 runs north-south through the center of Sidney. Highway 2 runs east-west, passing through the town. Highway 30 is a local road branching off Highway 2 to the east.
- Streets:** Numerous streets are labeled, including 170 St, 180 St, 185 St, 190 St, 195 St, 200 St, 215 St, 220 St, 222 St, 223 St, 224 St, 226 St, 230 St, 235 St, 240 St, 242 St, 255 Ave, 260 Ave, 270 Ave, 280 Ave, 285 Ave, 290 Ave, 295 Ave, 300 Ave, 310 Ave, 320 Ave, 330 Ave, 340 Ave, 350 Ave, 355 Ave, 357 Ave, 360 Ave, 370 Ave, 380 Ave, 390 Ave, 400 Ave, 410 Ave, 420 Ave, 430 Ave, 440 Ave, 450 Ave, 460 Ave, 470 Ave, 480 Ave, 490 Ave, 500 Ave, 510 Ave, 520 Ave, 530 Ave, 540 Ave, 550 Ave, 560 Ave, 570 Ave, 580 Ave, 590 Ave, 600 Ave, 610 Ave, 620 Ave, 630 Ave, 640 Ave, 650 Ave, 660 Ave, 670 Ave, 680 Ave, 690 Ave, 700 Ave, 710 Ave, 720 Ave, 730 Ave, 740 Ave, 750 Ave, 760 Ave, 770 Ave, 780 Ave, 790 Ave, 800 Ave, 810 Ave, 820 Ave, 830 Ave, 840 Ave, 850 Ave, 860 Ave, 870 Ave, 880 Ave, 890 Ave, 900 Ave, 910 Ave, 920 Ave, 930 Ave, 940 Ave, 950 Ave, 960 Ave, 970 Ave, 980 Ave, 990 Ave, 1000 Ave.
- Geographical Features:** The Nishnabotna River flows through the area. The Riverton Wildlife Area is located to the east of Sidney. The population of Sidney is noted as 1070.
- Landmarks:** The intersection of Highway 275 and Highway 2 is marked with a red circle and the number 30. The intersection of Highway 275 and Highway 30 is marked with a red circle and the number 30.



Full Depth PCC Shoulder

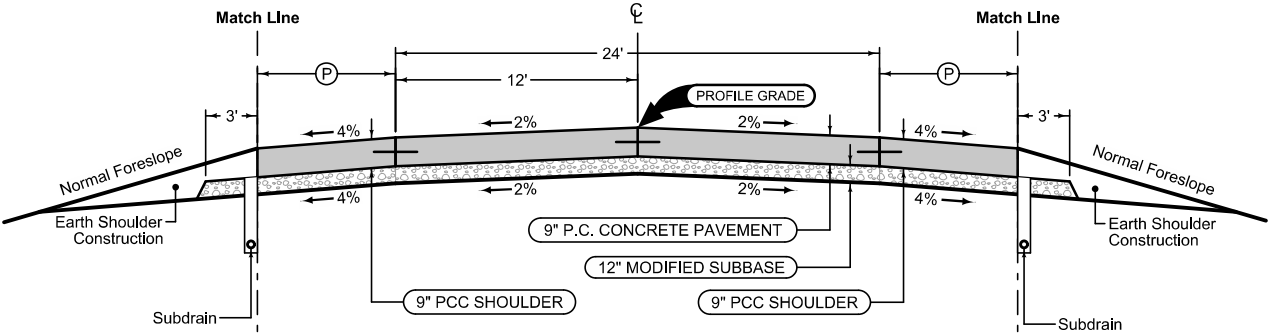
Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: C at 17' spacing

2_P_FullPCC_ Modified		
STATION TO STATION		(P) Feet
88+70.50	90+83.28	8
98+69.22	100+69.50	8

Full Depth PCC Shoulder

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

2_P_FullPCC_ Modified		
STATION TO STATION		(P) Feet
88+70.50	90+70.78	8
98+56.72	100+69.50	8



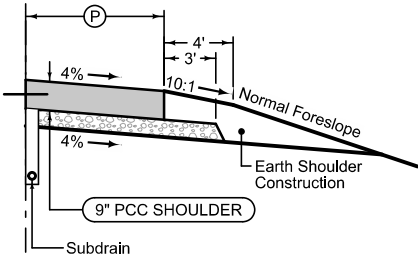
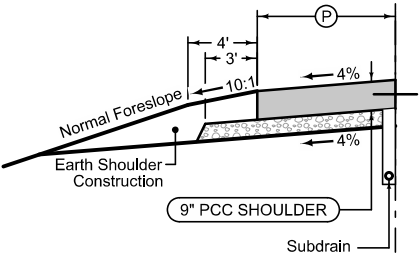
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

2P_ Modified	
STATION TO STATION	
88+70.50	91+70.50
97+69.50	100+69.50

Paved Shoulder at Guardrail

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

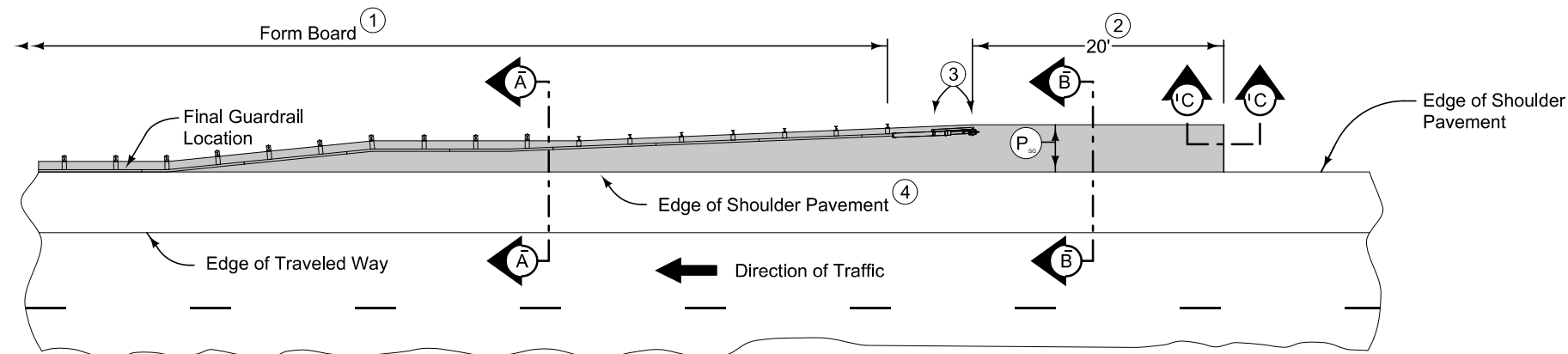
2_P_FullPCC_ 04-15-25		
STATION TO STATION		(P) Feet
90+83.28	91+70.50	Var.
97+69.50	98+69.22	Var.



Paved Shoulder at Guardrail

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

2_P_FullPCC_ 04-15-25		
STATION TO STATION		(P) Feet
90+70.78	91+70.50	Var.
97+69.50	98+56.72	Var.



PLAN VIEW

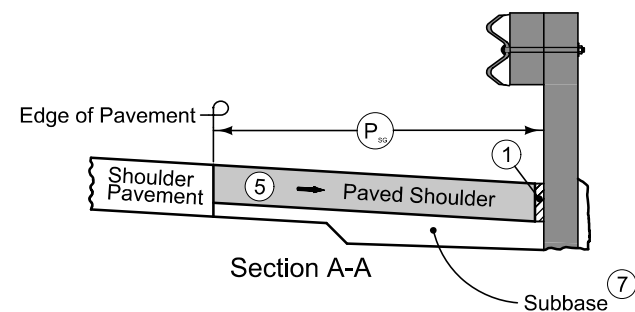
9" PCC Paved Shoulder at guardrail should use the following jointing layout:

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

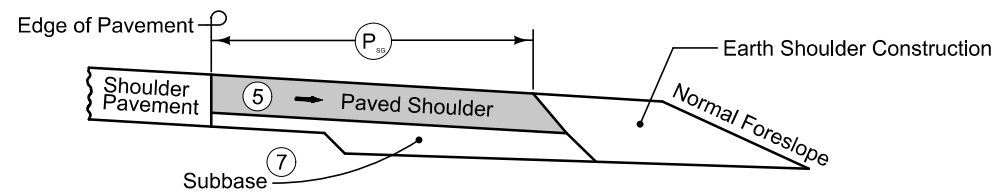
Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal and reinstallation of guardrail will be allowed with no additional payment.

Refer to Tabulation 112-9 for shoulder quantities.

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

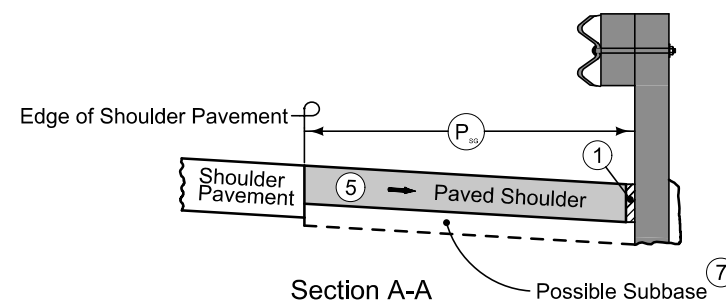


Section A-A

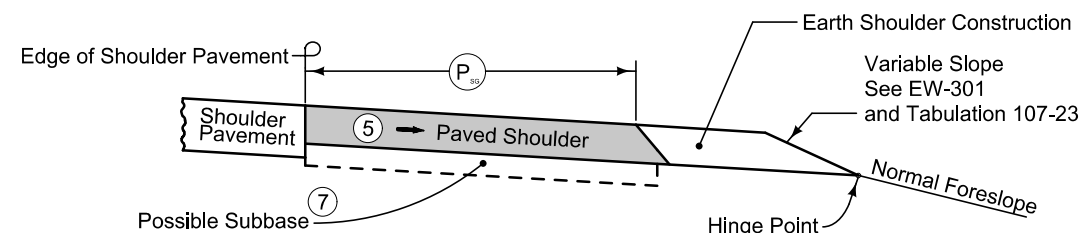


Section B-B

NEW CONSTRUCTION

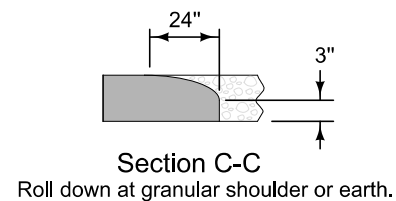


Section A-A



Section B-B

EXISTING SHOULDER



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

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump		Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop		Filler Pipe
	Broken Concrete		Gas Valve
	Revetment (Rip Rap)		Water Valve
	Cemetery		Speed Limit Sign
	Grave		Mile Marker Post
	Cave		Sign
	Sink Hole		Traffic Signal Control Box
	Board Fence		Rail Road Signal Control Box
	Chain Link or Security Fence		Telephone Switch Box
	Wire Fence		Electric Box
	Terrace		
	Earth Dam or Dike (Existing)		
	Tile Outlet		
	Edge of Water		
	Existing Drainage		
	Right of Way Rail or Lot Corner		
	Concrete Monument		
	Well		
	Windmill		
	Beehive Intake		
	Existing Intake		
	Existing Utility Access (Manhole)		
	Fire Hydrant		
	Water Hydrant (Rural)		

UTILITY LEGEND

	Windstream Communications Fiber Distribution Mark Hussman, Construction Manager - CLEC 9850 M ST Omaha, IA 68127 ph: 402-827-6355 cell: 402-677-5874 Mark.Hussman@windstream.com
	Iowa Communications Network Fiber Distribution Michael Dalen, OSP Engineer 400 East 14th Street Des Moines, IA 50319 ph: 515-725-4707 cell: 515-499-1642 mike.dalen@iowa.gov
	MidAmerican Energy Company Electric Distribution Scott Behrens, Lead, Electric Distribution Engineering SW Iowa 3003 S. 11th St Council Bluffs, IA 51501 ph: 712-366-5636 cell: 402-657-1059 scott.behrens@midaamerican.com
	City of Sidney Water Works Chris Sokolowski, Water/Wastewater Superintendent 604 Clay Street; Box 335 Sidney, IA 51652 ph: 712-374-2223 cell: 712-242-7949 csokolowski@sidneyiowa.net

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING	Design Color No.		Transparency
Pink, Dark	(13)		Temporary Pavement Shading 50%
Yellow	(4)		Proposed Pavement Shading 50%
Orange	(6)		Proposed Granular Shading 50%
Orange	(70)		Proposed Shoulder Granular Shading 50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading 50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading 50%
Brown, Light	(236)		Grading Shading 50%
Orange, Light	(134)		Proposed Granular Entrance Shading 50%
Yellow	(220)		Proposed Paved Entrance Shading 50%
Tan	(8)		Proposed Sidewalk Shading 50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading 50%
Pink	(11)		Proposed Sidewalk Ramp Shading 50%
Red	(3)		Proposed Structure Shading 50%
Red	(3)		Delineates Restricted Areas 0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

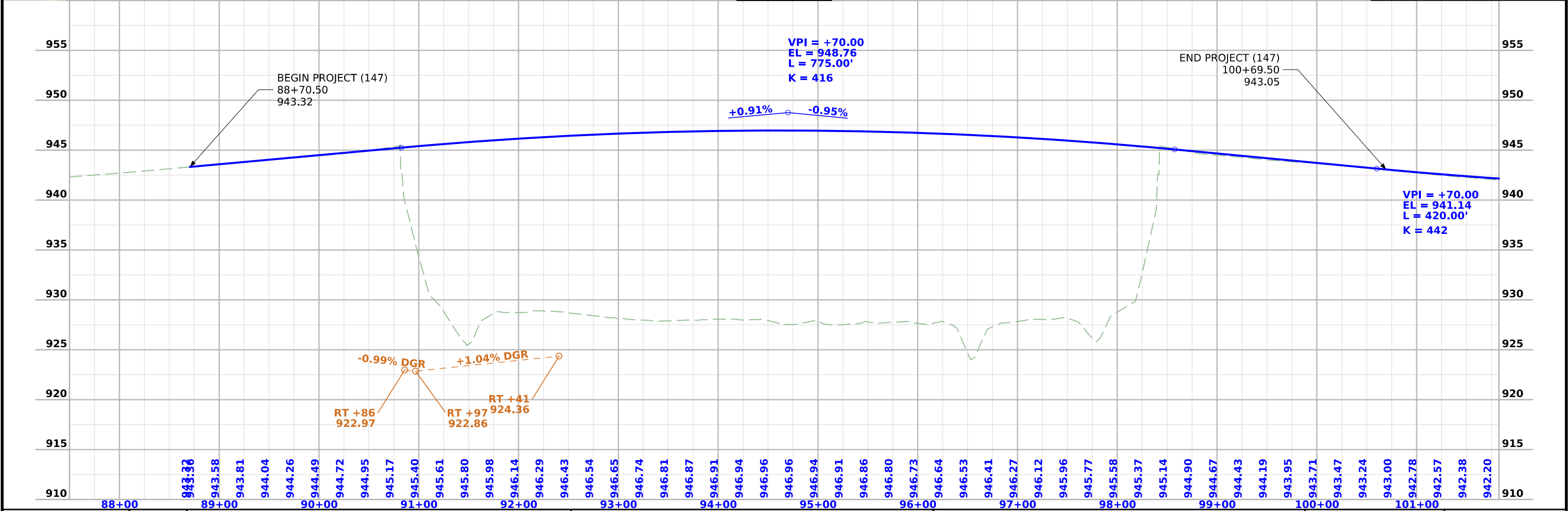
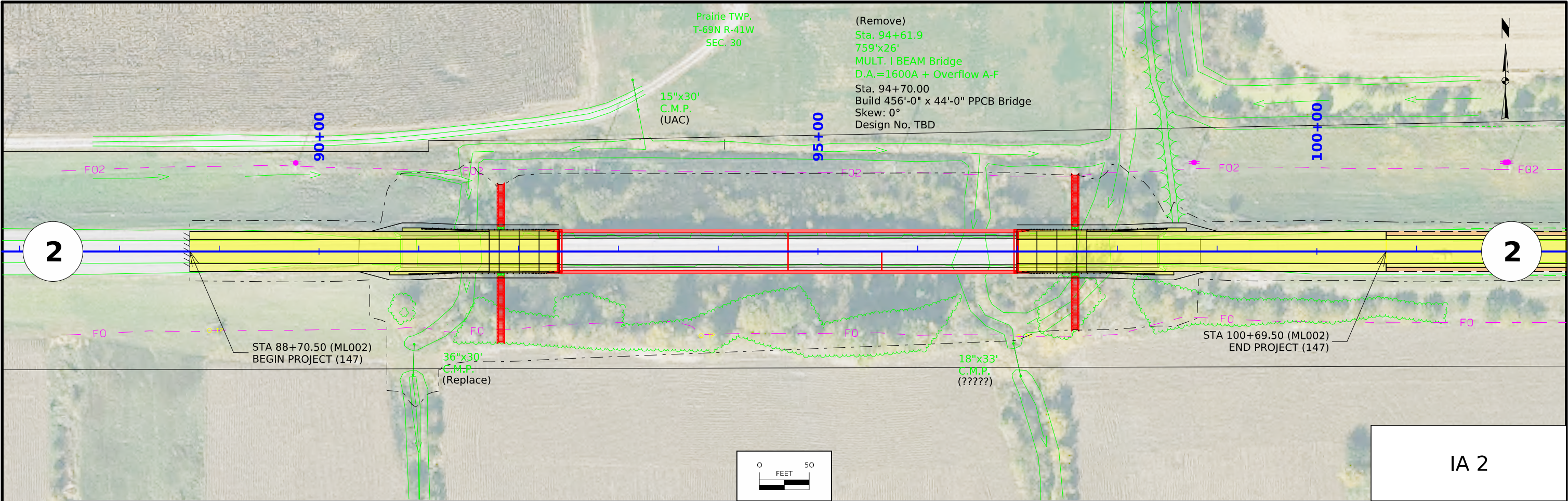
LINEWORK	Design Color No.		
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

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

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way Symbol
	Proposed Right-of-Way Line
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary) Symbol
	Easement (Temporary) Line
	Easement
	C/A Access Control
	Property Line Symbol
	Property Line

PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

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



Survey Information

SURVEY INDEX

County: Fremont

PIN: 22-36-002-020

Project Number: BRF-002-1(147)—38-36

Location: W Nishnabotna River Overflow 1.1mi E of Jct US 275

Type of Work: Bridge Unspecified

Project Directory: 3600202022

Survey Personnel

Paul Harry – Survey Party Chief

Robert Fredrickson – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 10/16/2023

End Date 02/21/2024

General Information

This survey is for Hwy 2 overflow bridge west of the Nishnabotna river. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Coordinates were determined for primary project control points by conducting concurrent six-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)

COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 06

(U.S. SURVEY FOOT)

VERTICAL DATUM: NAVD88

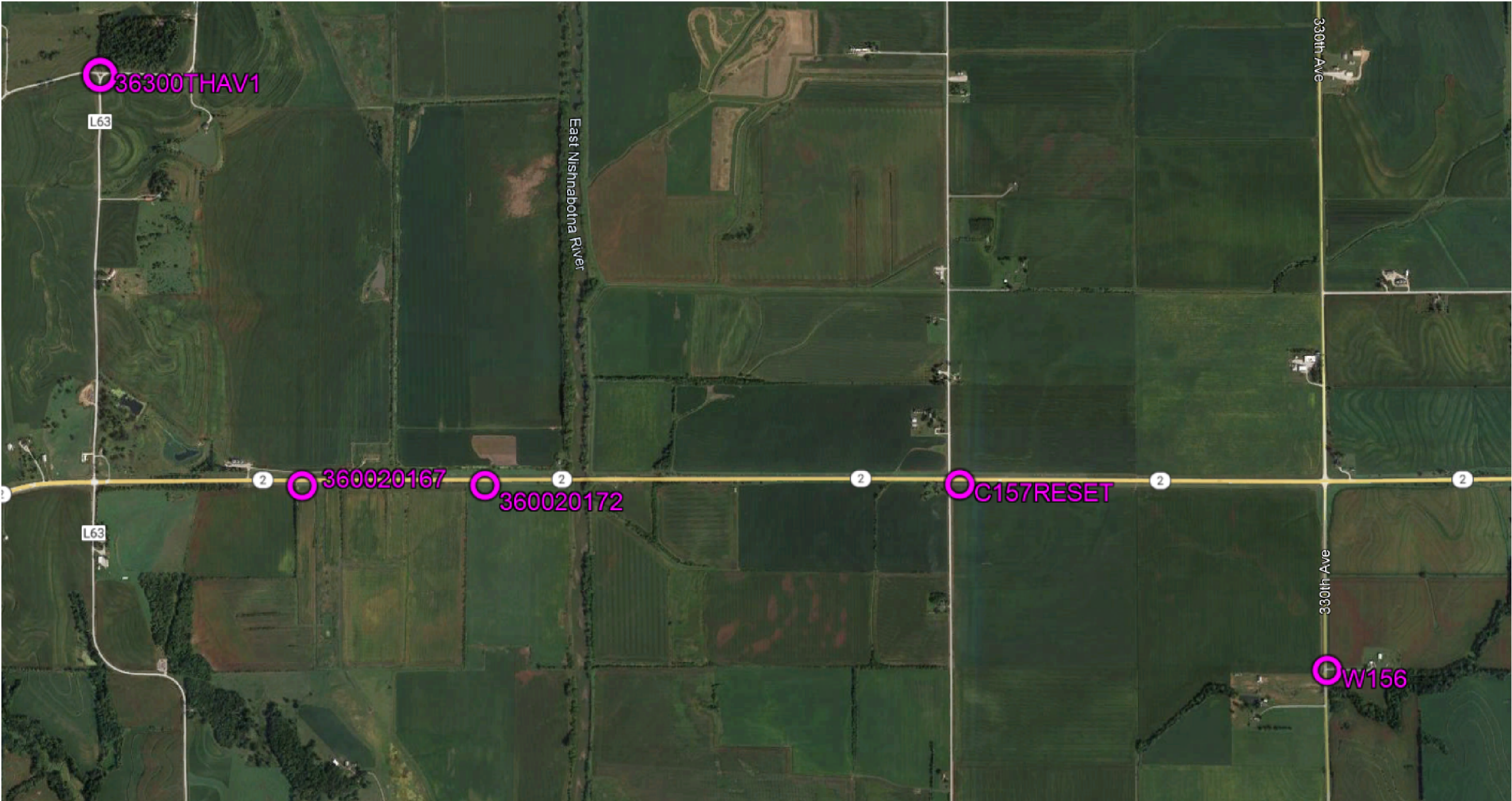
GEOID MODEL: 2018u2

Alignment Information

The horizontal alignment for Hwy 2 was provided by the District 4 ROW Office.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 06 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u2

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

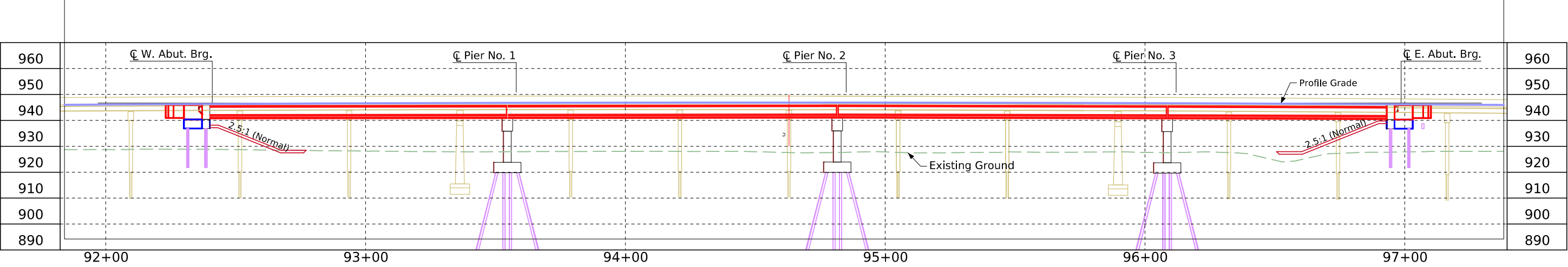
HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (laRTN 2019 Adjustment)
la. Regional Coordinate System Zone 06 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u2

Point Name	Northing	Easting	Elevation	Feature Definition-Description
36300THAV1	6788029.61	16531764.67	1081.29	CP SET FENO MON IN CENTER ISLAND AT INTERSECTION OF 300TH AVE AND 195TH ST
360020167	6782278.32	16534635.17	930.69	CP SET FENO MON 0.9 MILES EAST OF HWY 275 ALONG HWY 2 NEAR FIELD INT
360020172	6782275.30	16537199.23	931.52	CP SET FENO MON 1.4MILES EAST OF HWY 275 ALONG HWY 2 NEAR FIELD INT
C157RESET	6782309.95	16543865.00	942.62	CP FND NGS 3RD ORDER VERTICAL MARK AS DESCRIBED
W156	6779713.72	16549056.54	964.08	CP FND NGS 2ND ORDER CLASS 0 VERTICAL MARK AS DESCRIBED

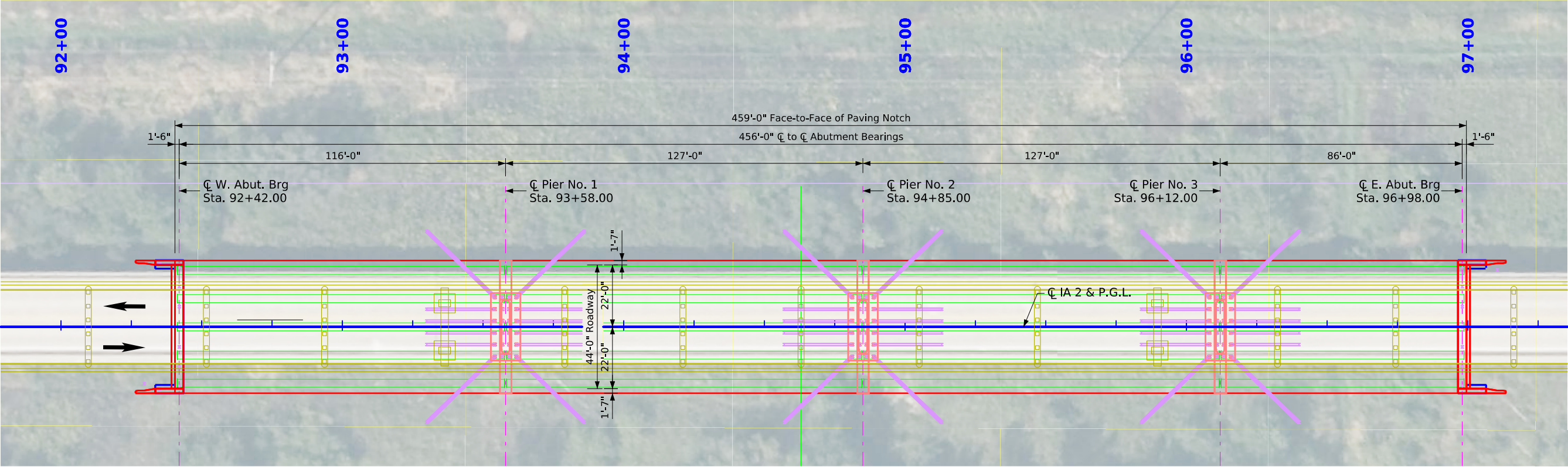
108-23A
08-01-08

TRAFFIC CONTROL PLAN

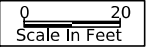
Traffic from IA 2 will be maintained at all times via an offsite detour. Refer to J.2 for Detour Route.



Longitudinal Section Along Centerline of Proposed Interstate 2



Situation Plan



Design For 0° Skew

**456'-0" x 44'-0" Pretensioned
Prestressed Conc. Beam Bridge**

116'-0" & 86'-0" End Spans 127'-0" Interior Spans

Situation Plan

STA. 94+70.00 (IA 2) Turn-in Date: Oct 2025

Fremont County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. XXXX Design Sheet No. 1 of 1 FHWA No. XXXXX

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

NOTES:

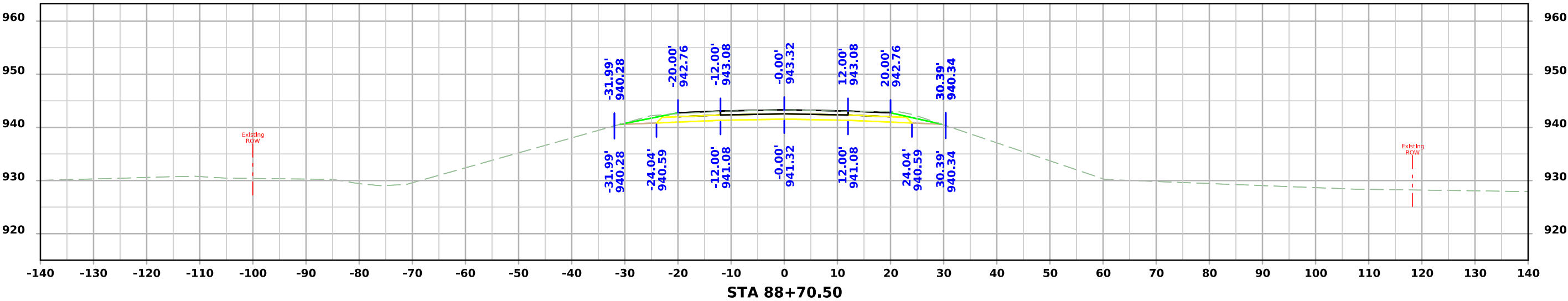
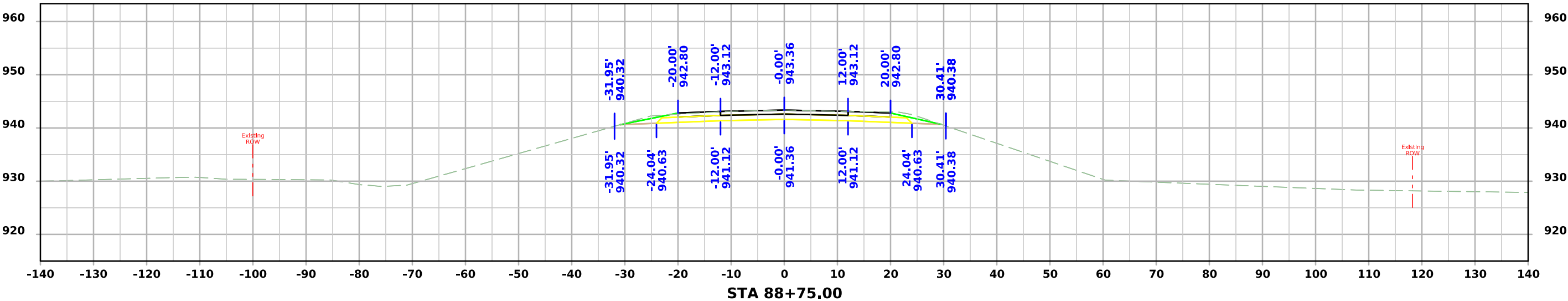
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NOTES:

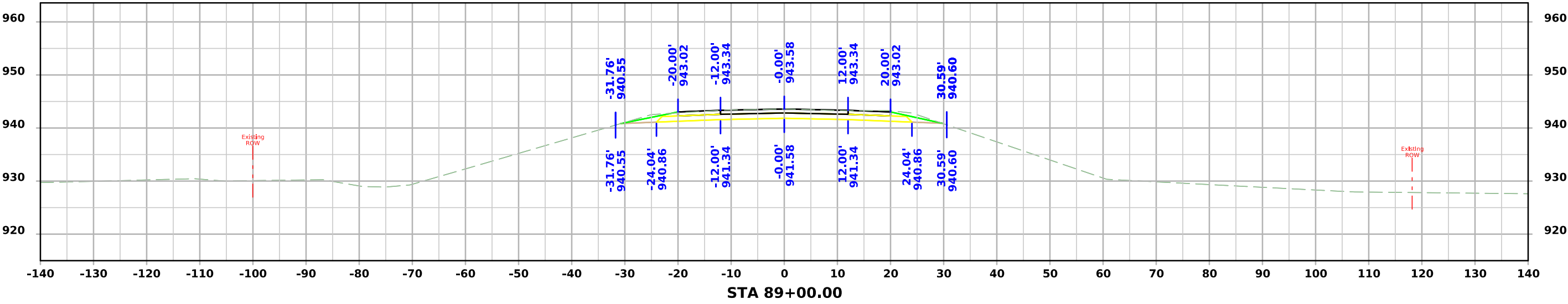
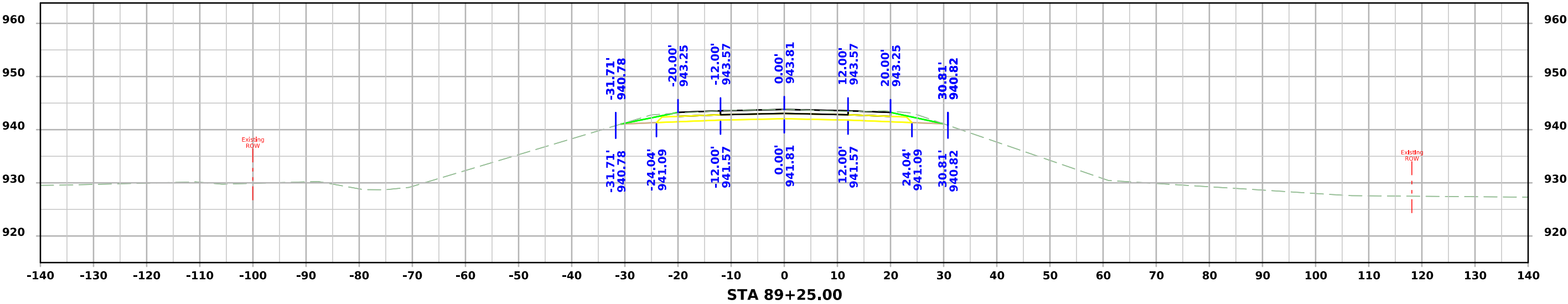
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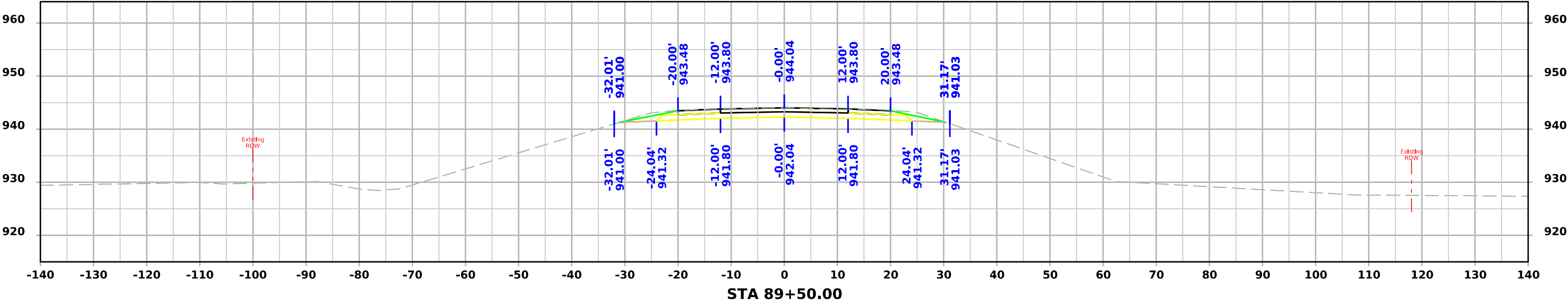
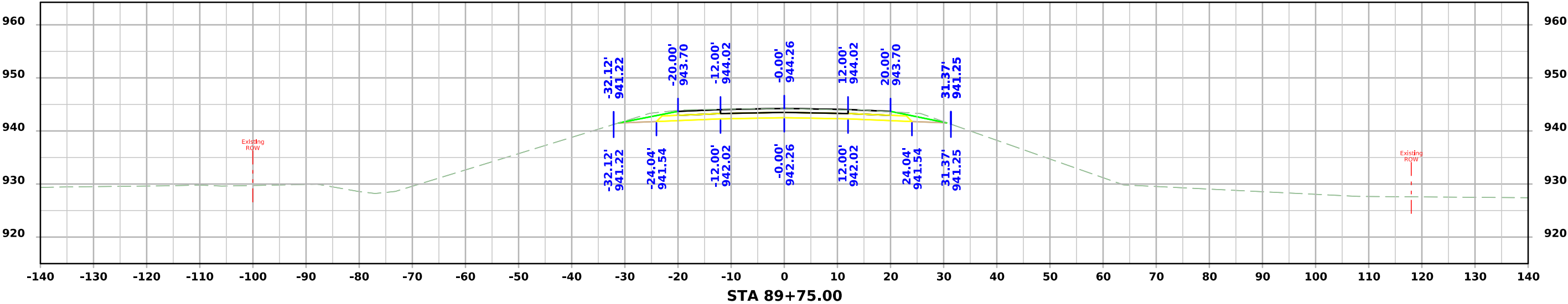
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

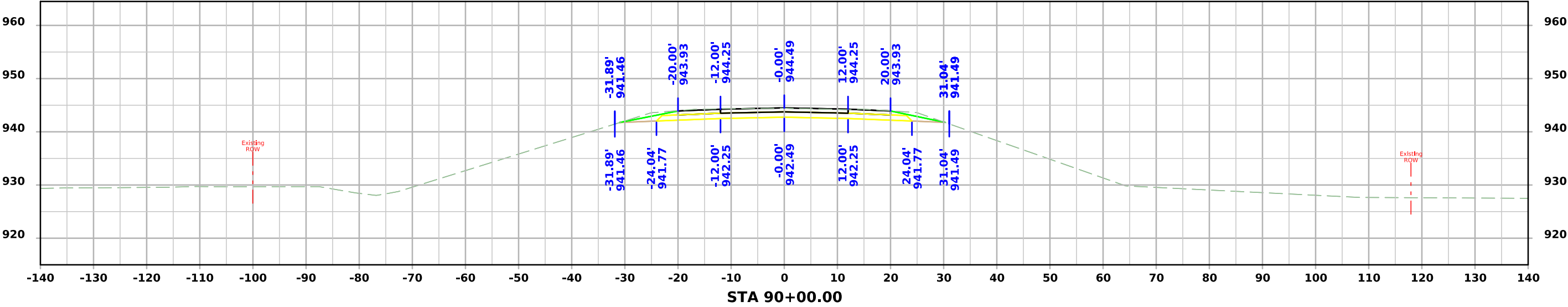
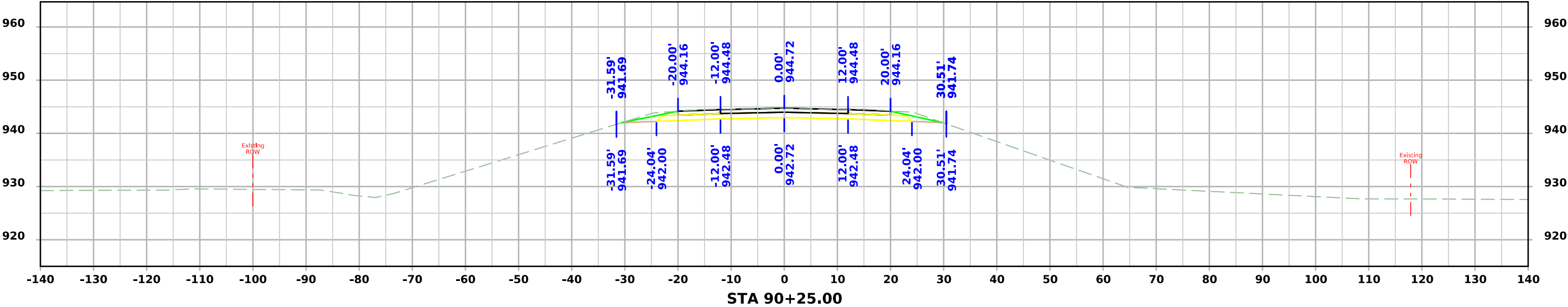


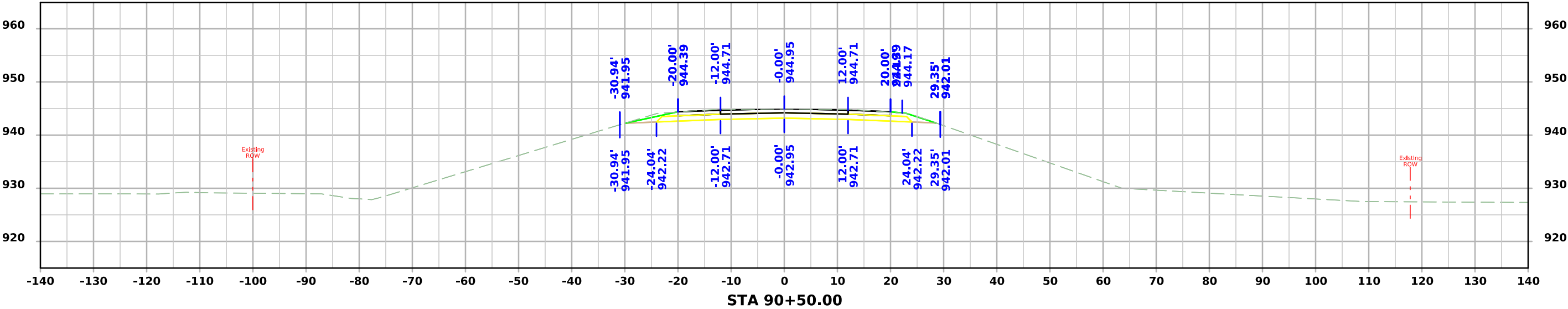
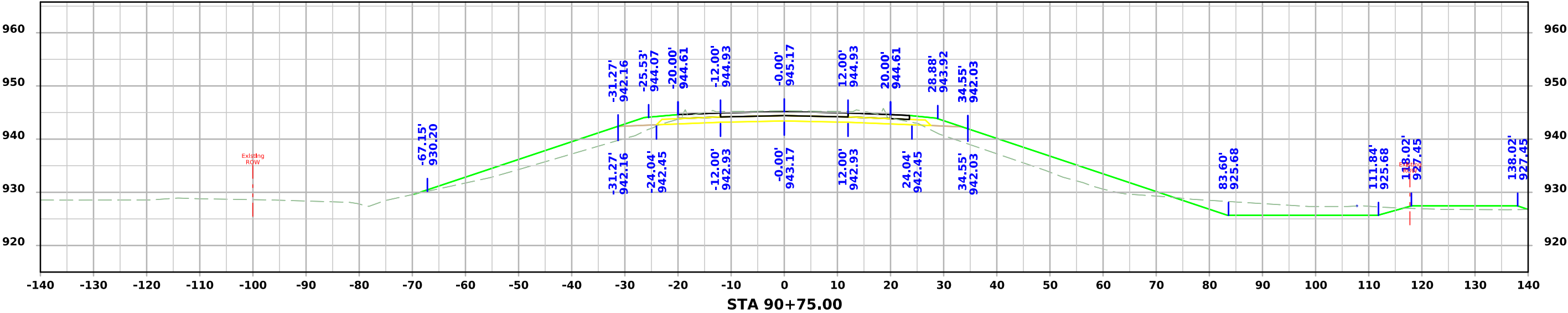
ML - IA 2



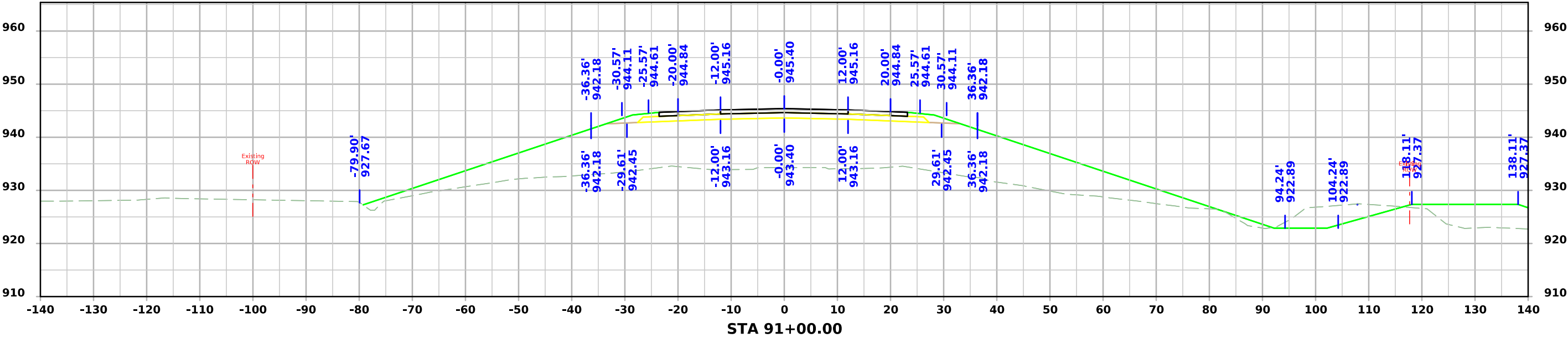
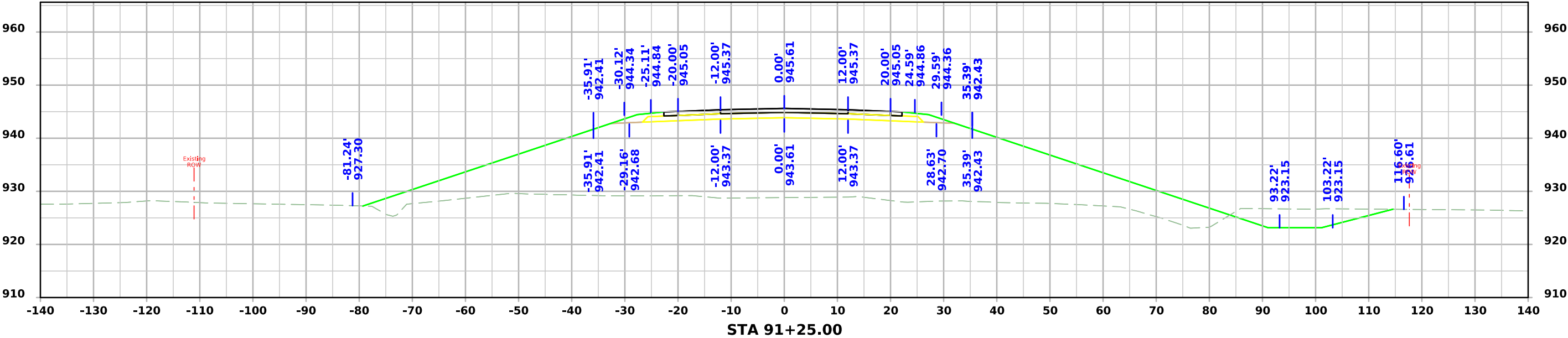


ML - IA 2

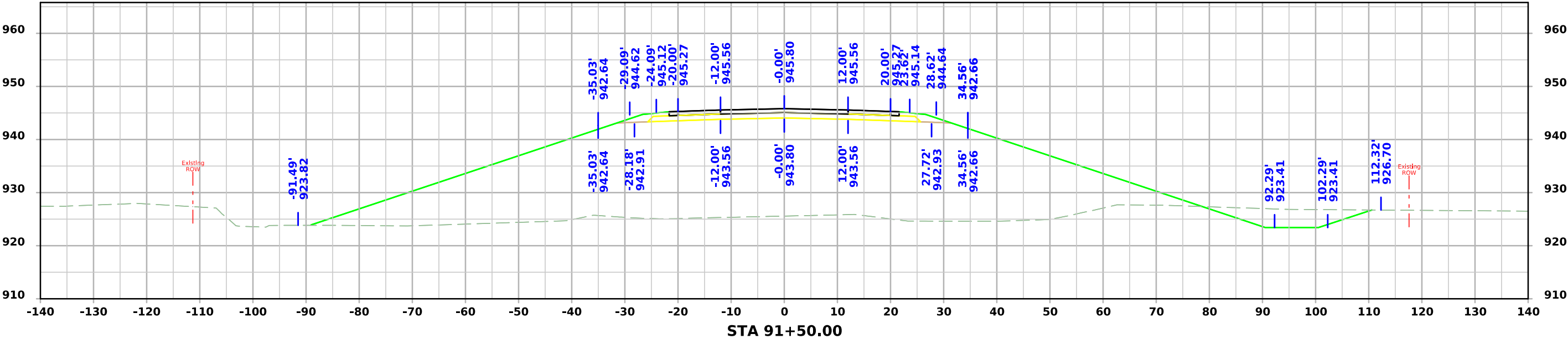
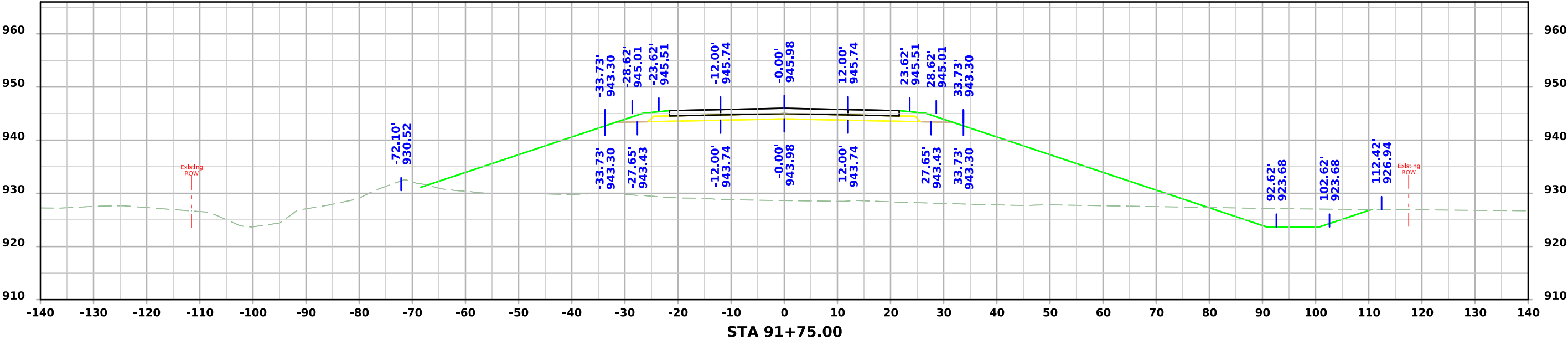




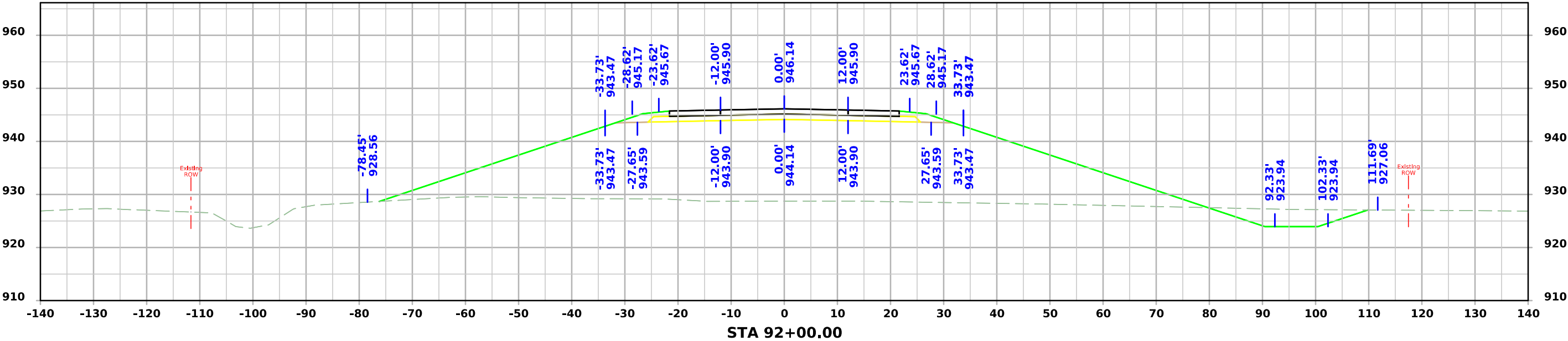
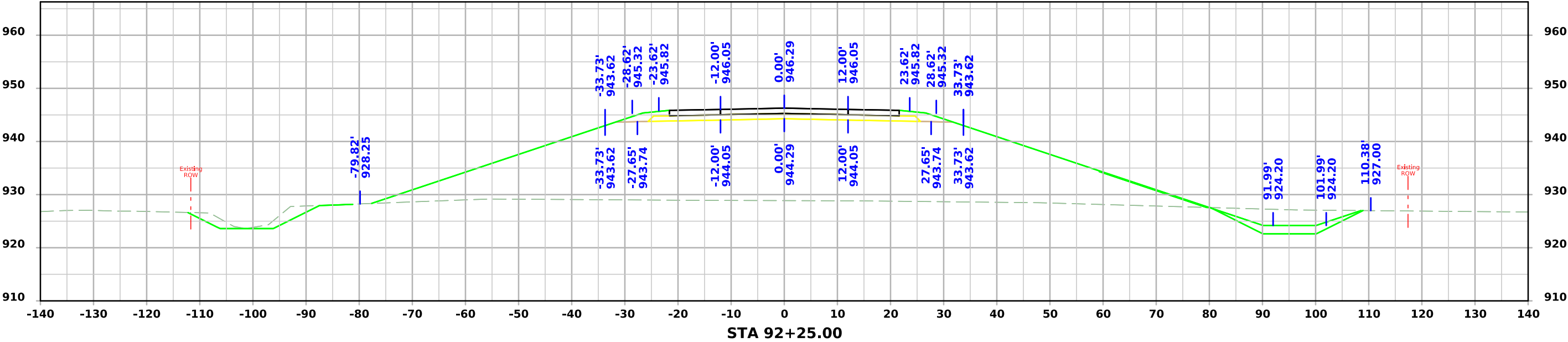
ML - IA 2



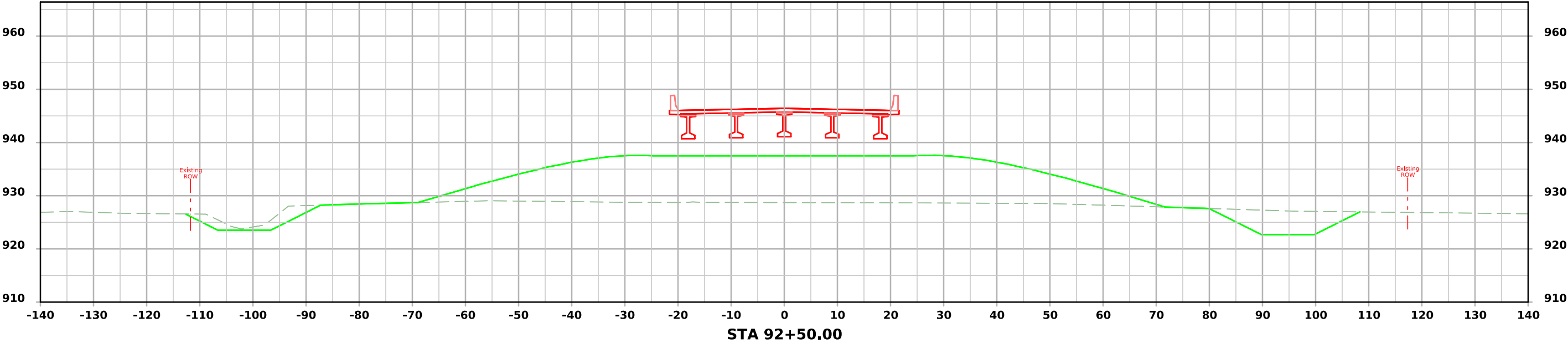
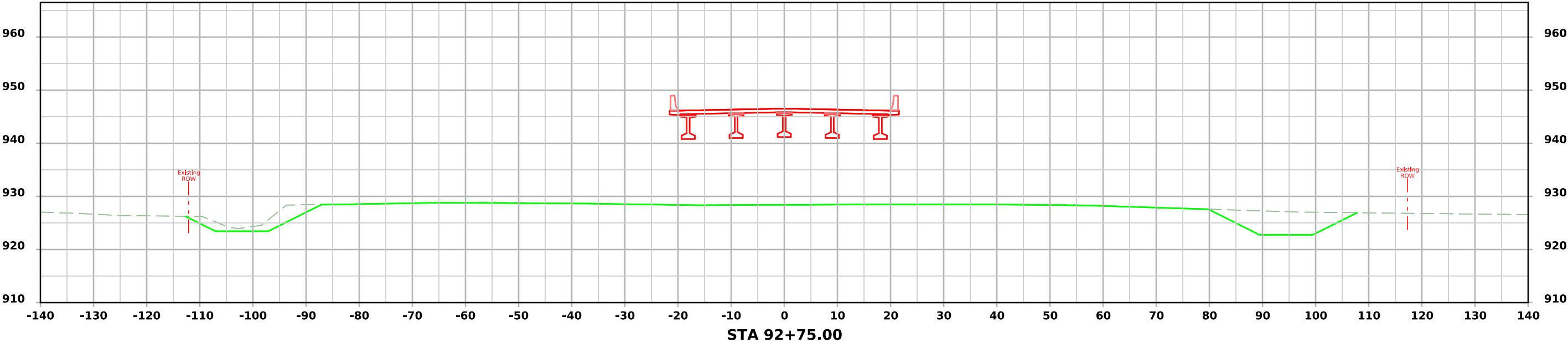
ML - IA 2



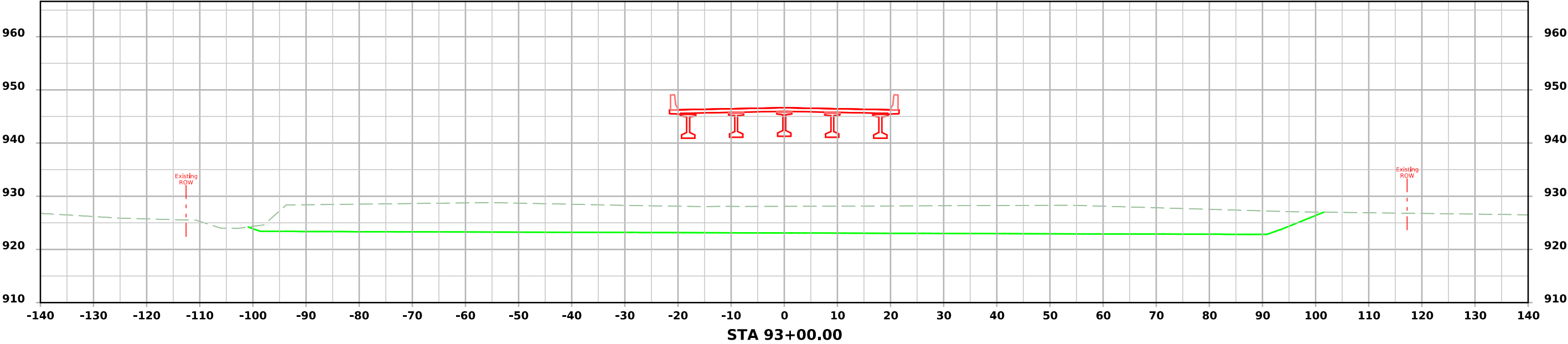
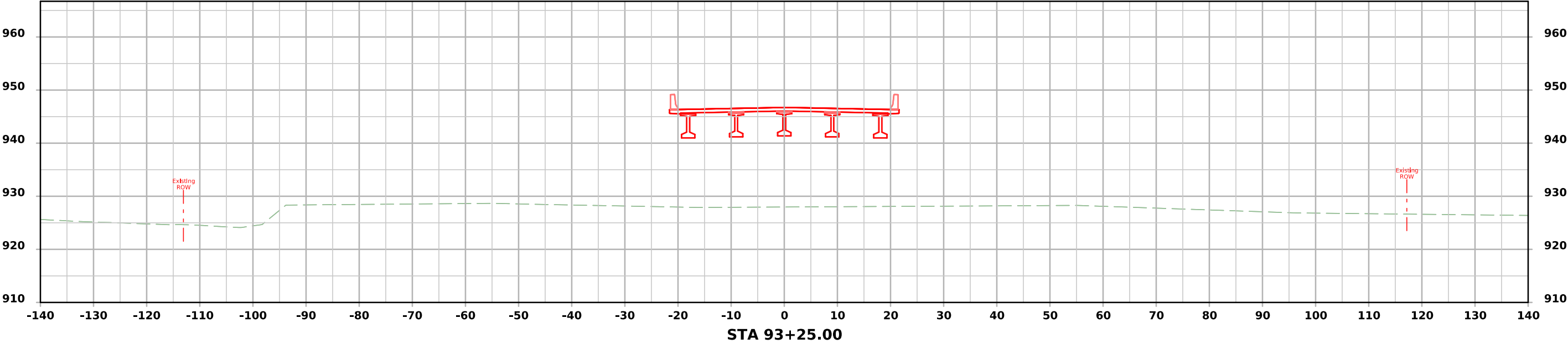
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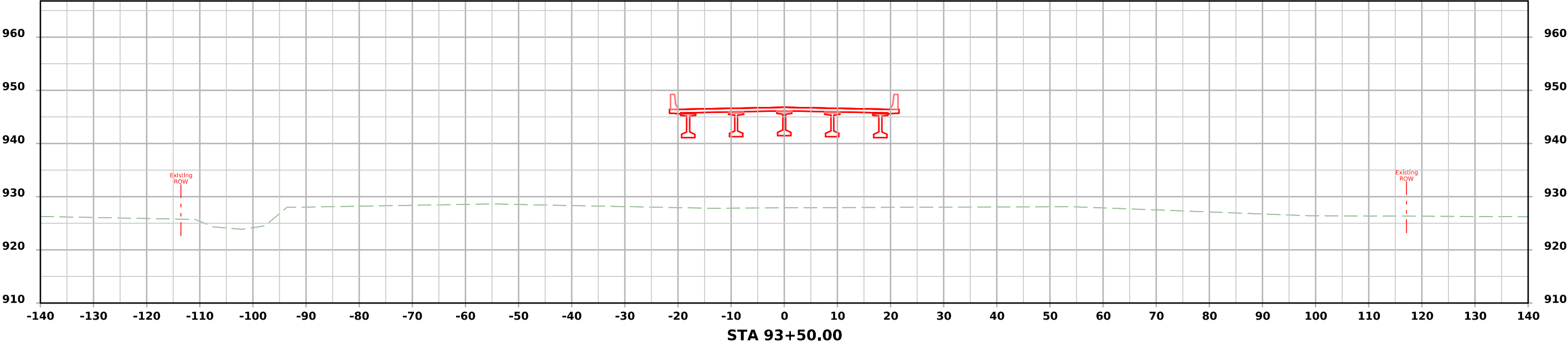
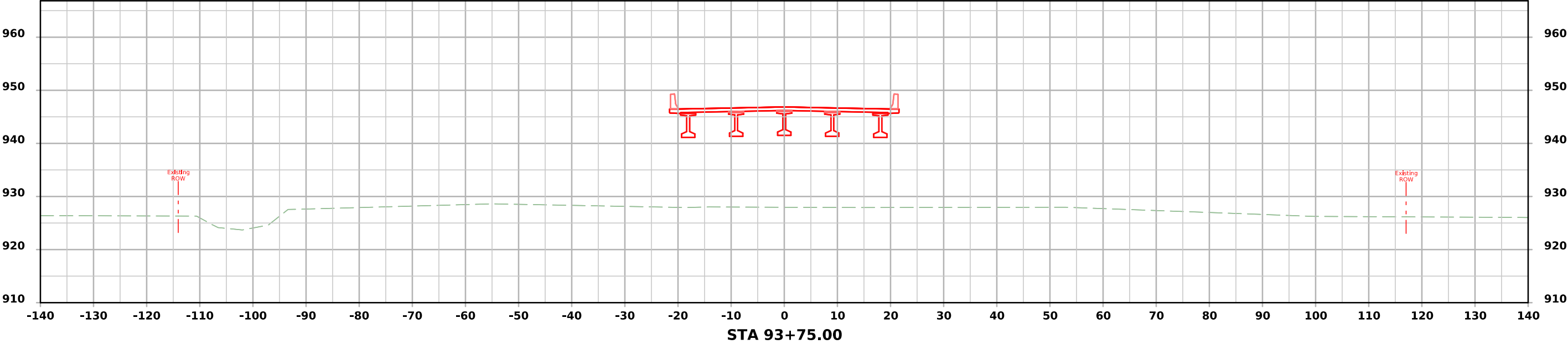
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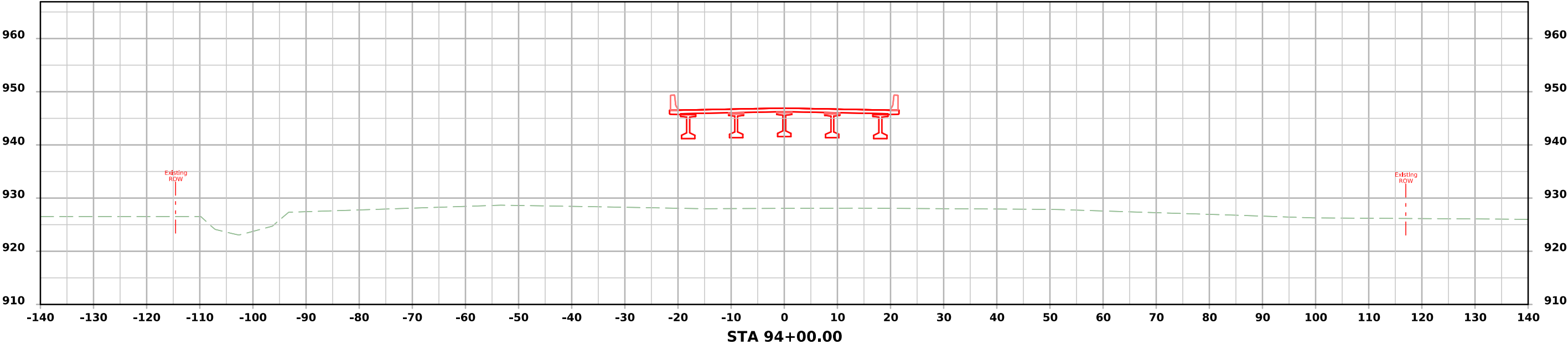
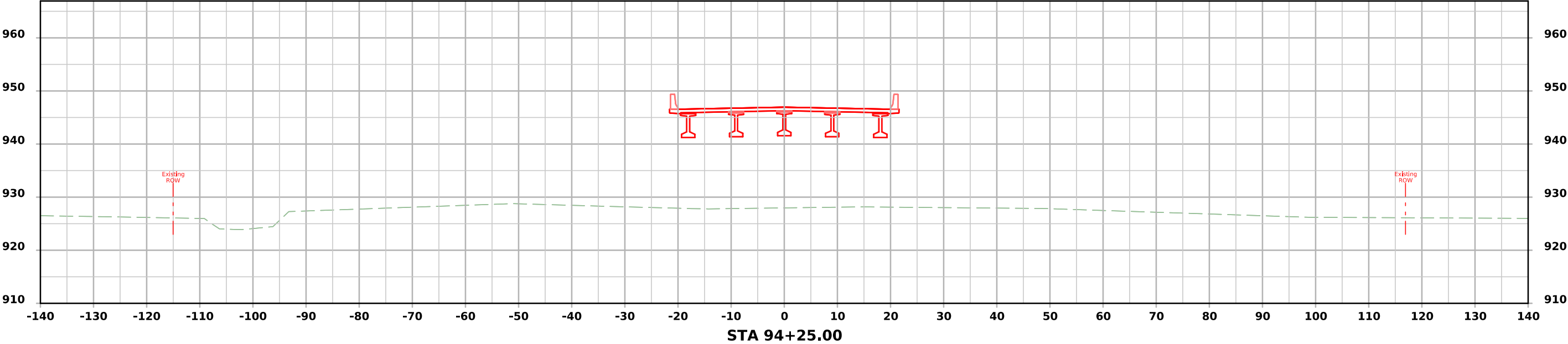
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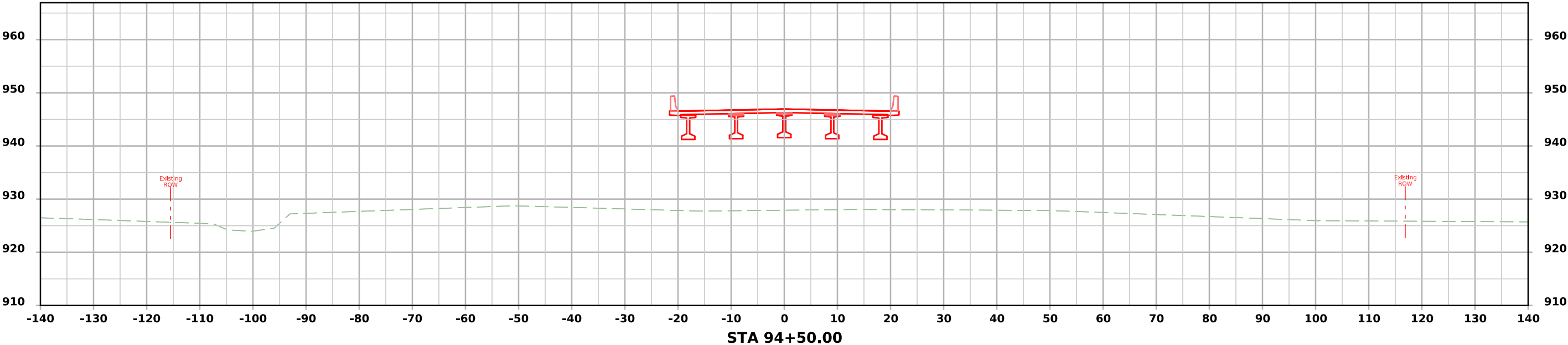
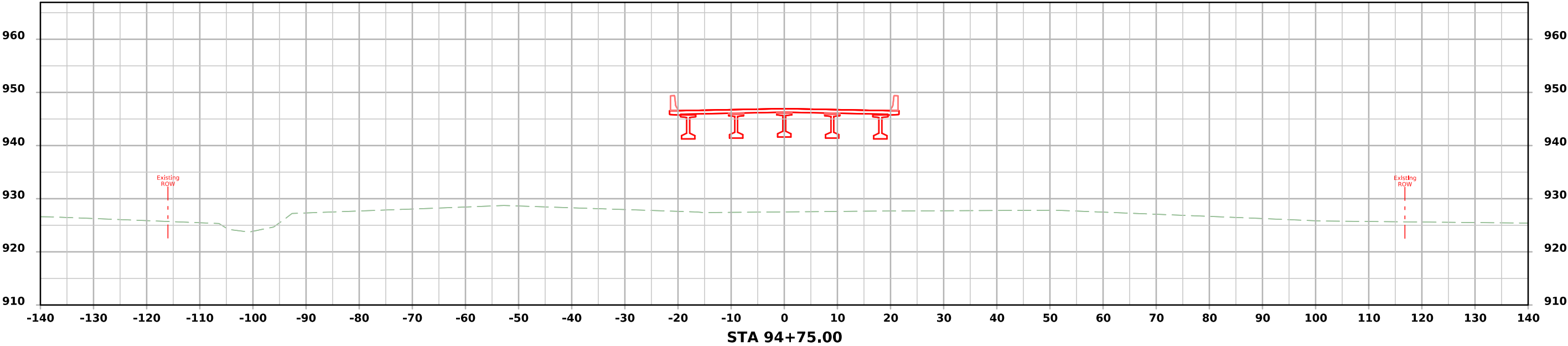
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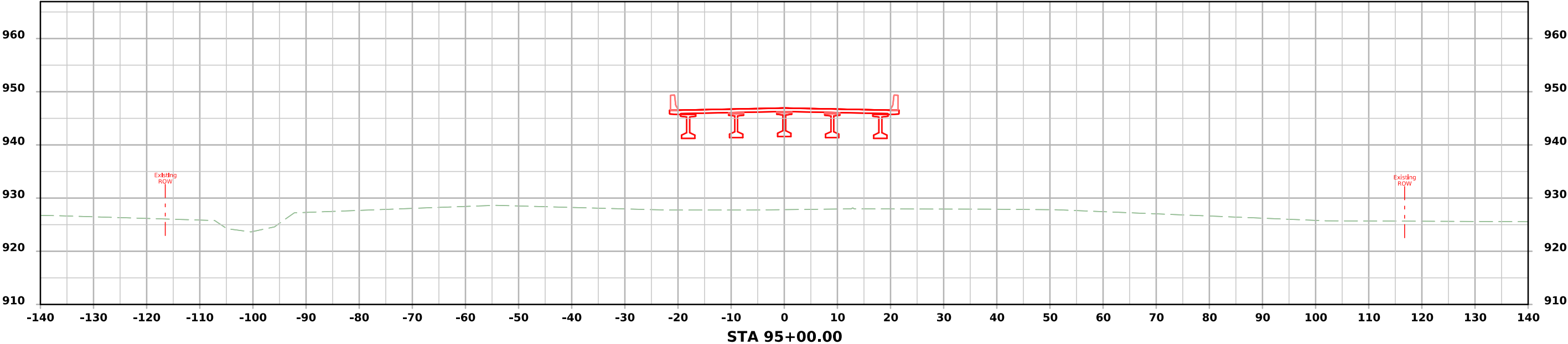
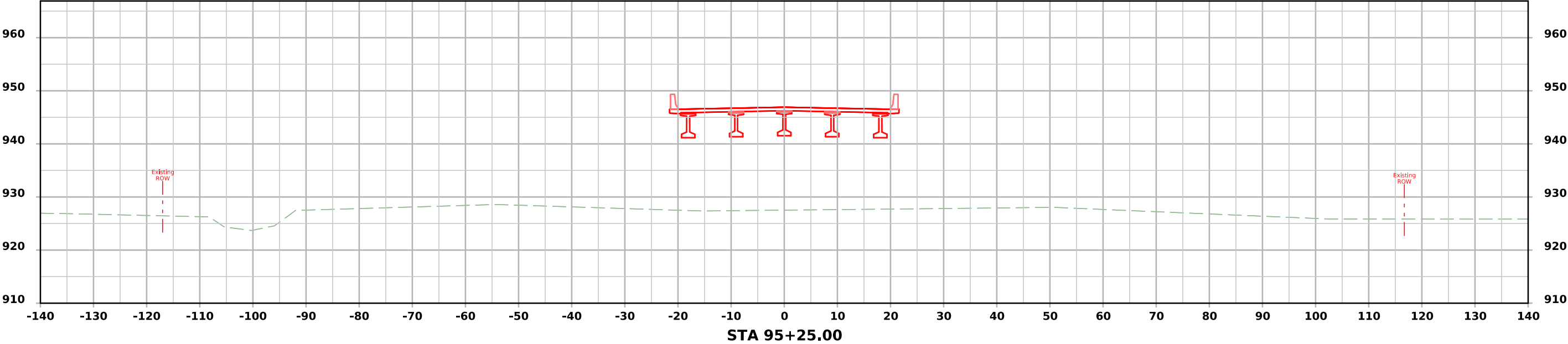
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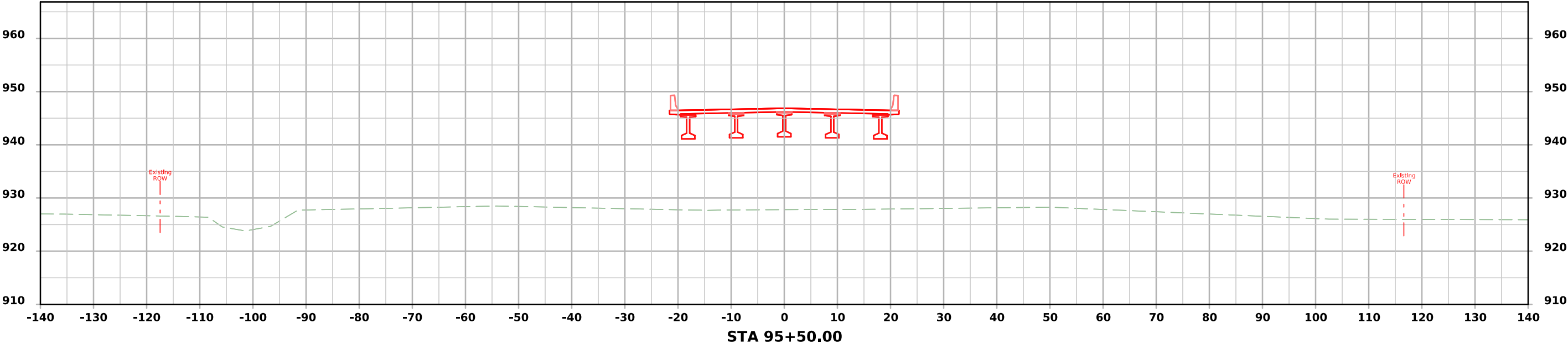
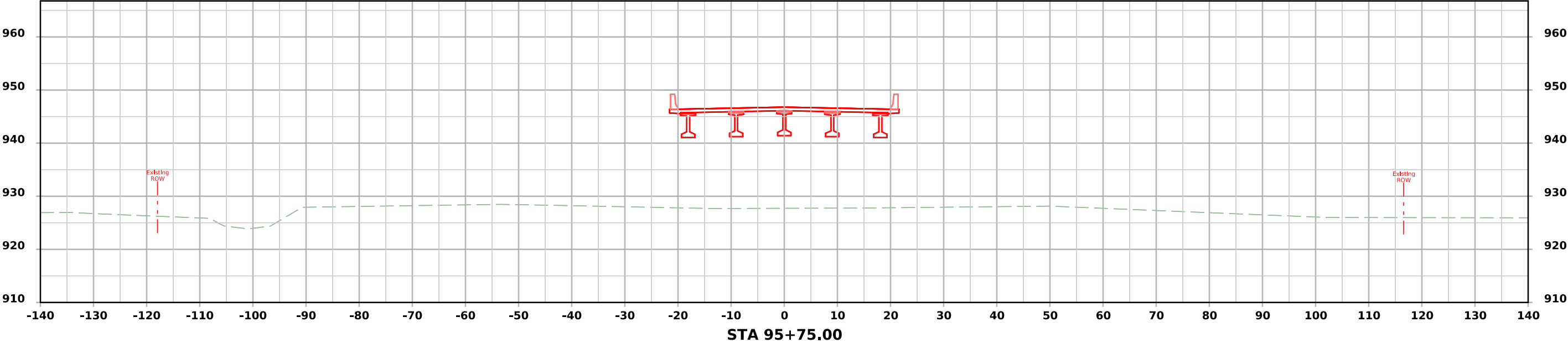
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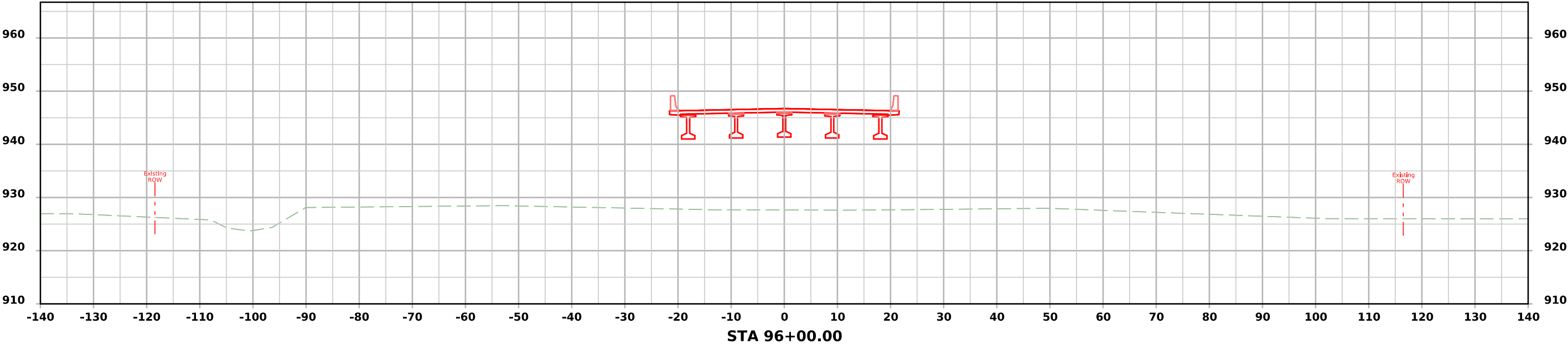
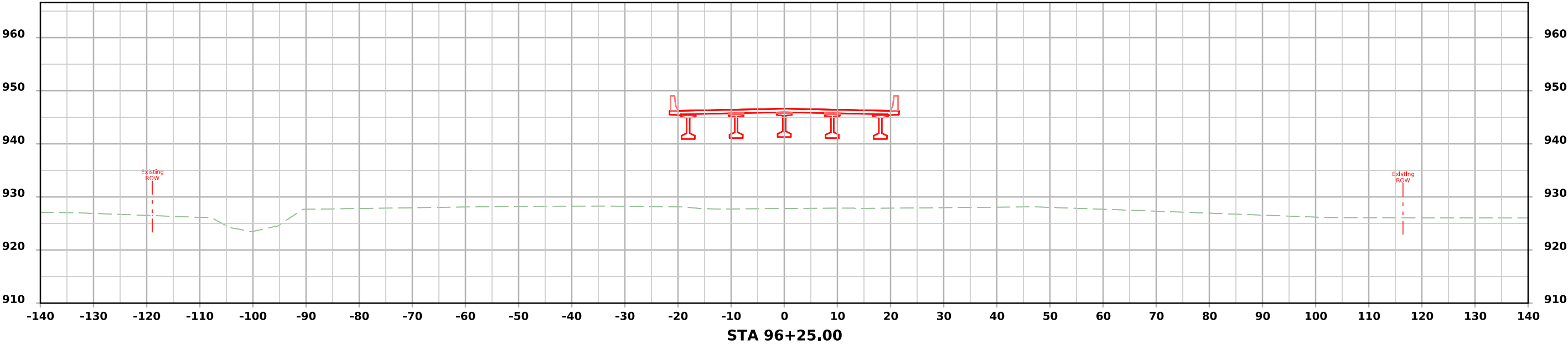
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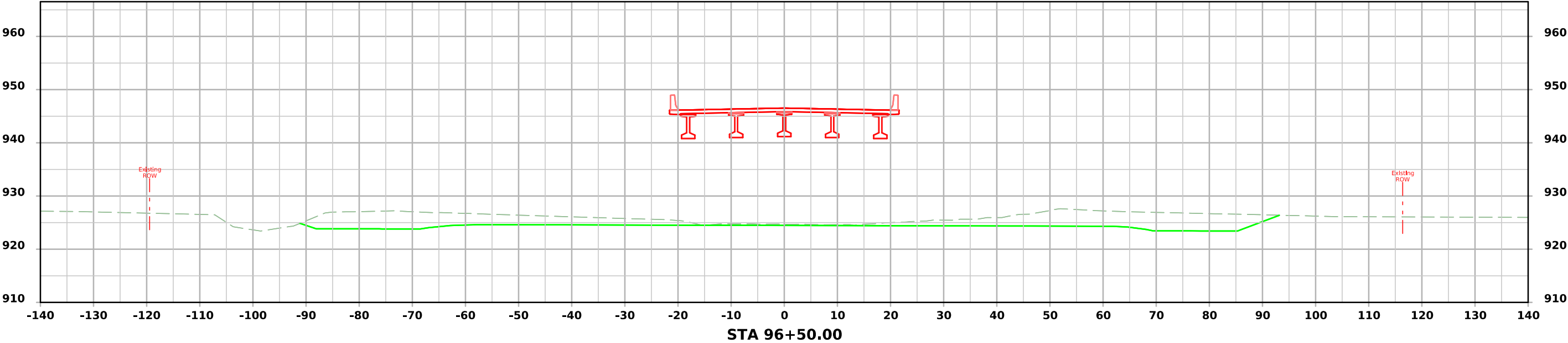
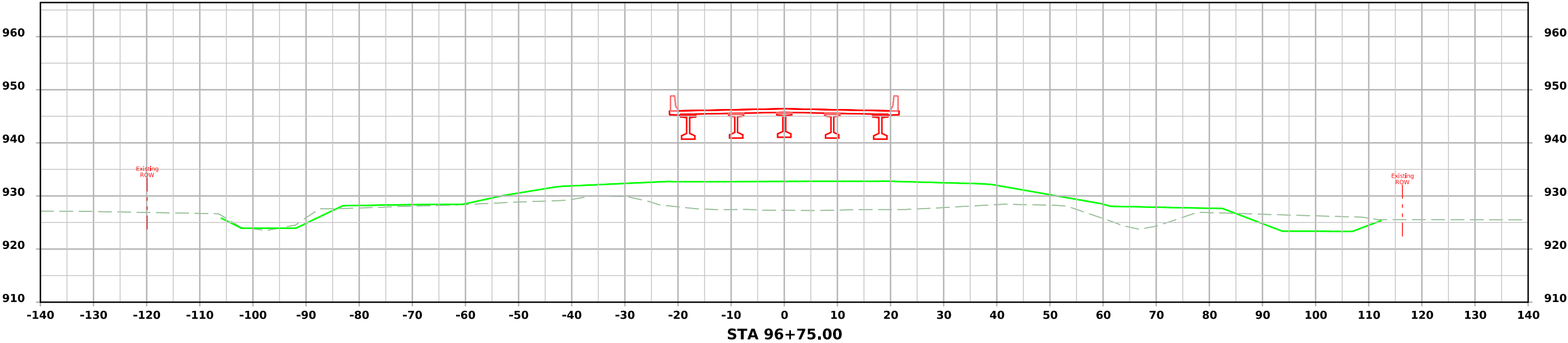
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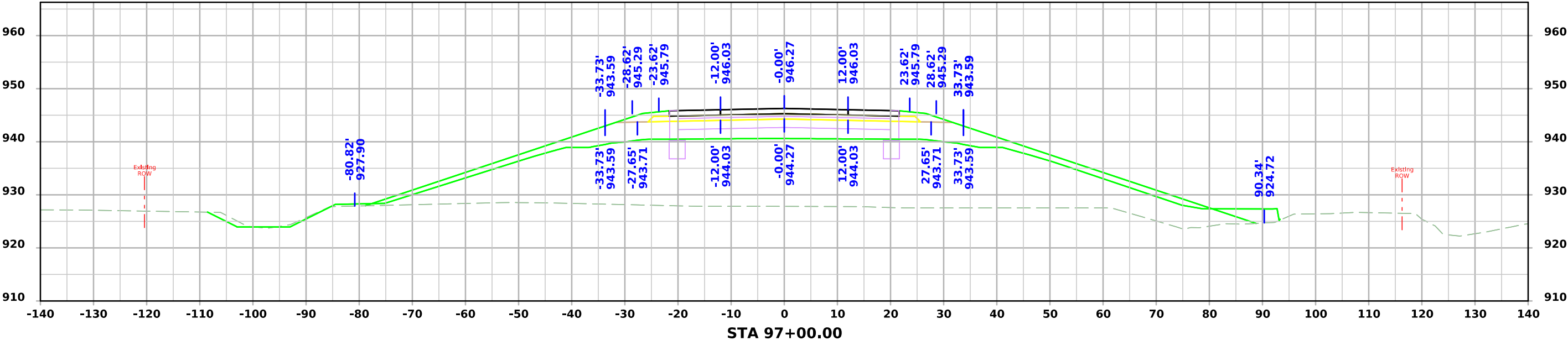
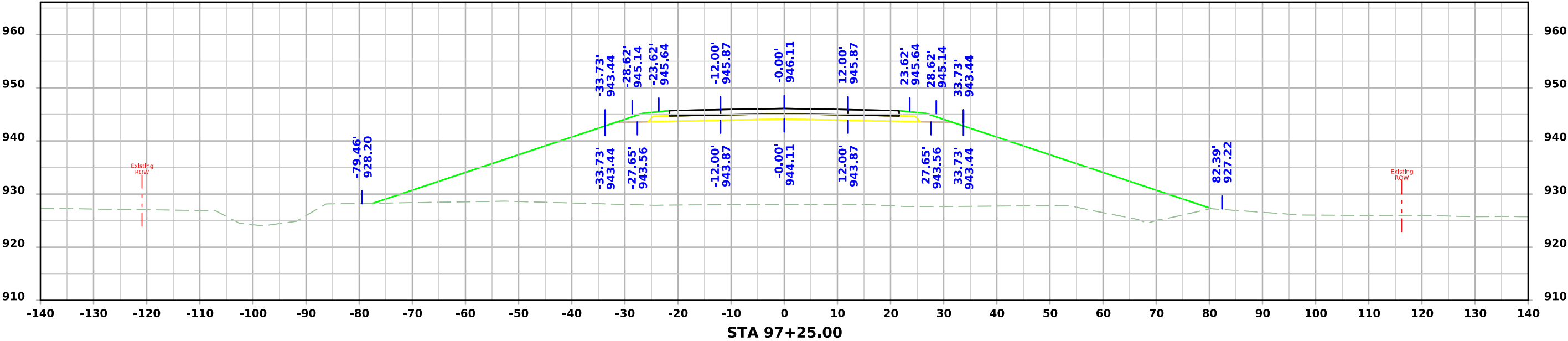
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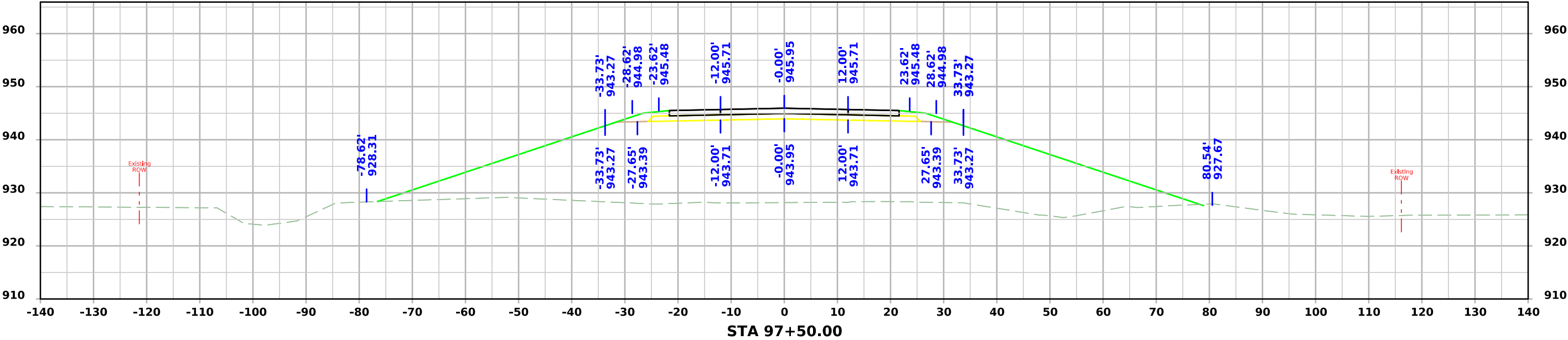
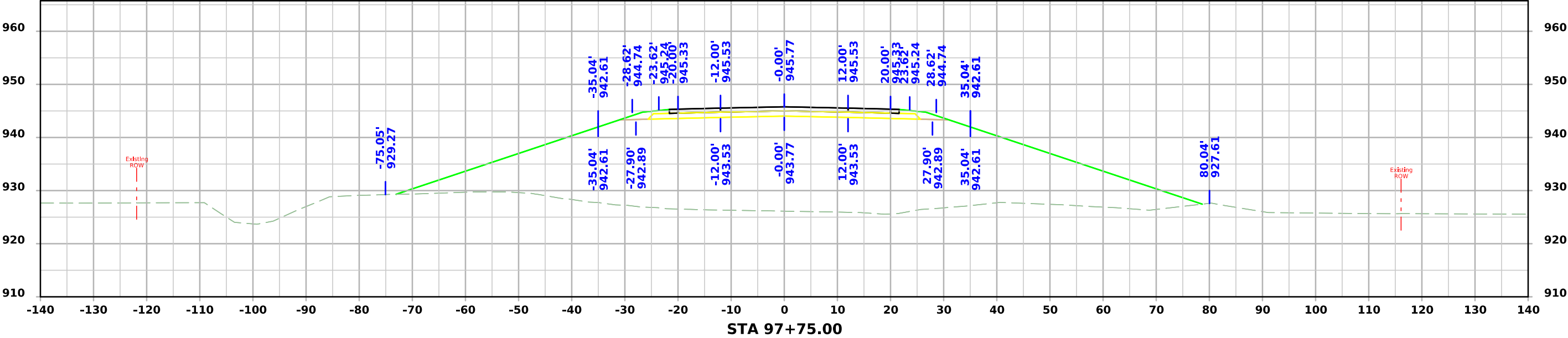
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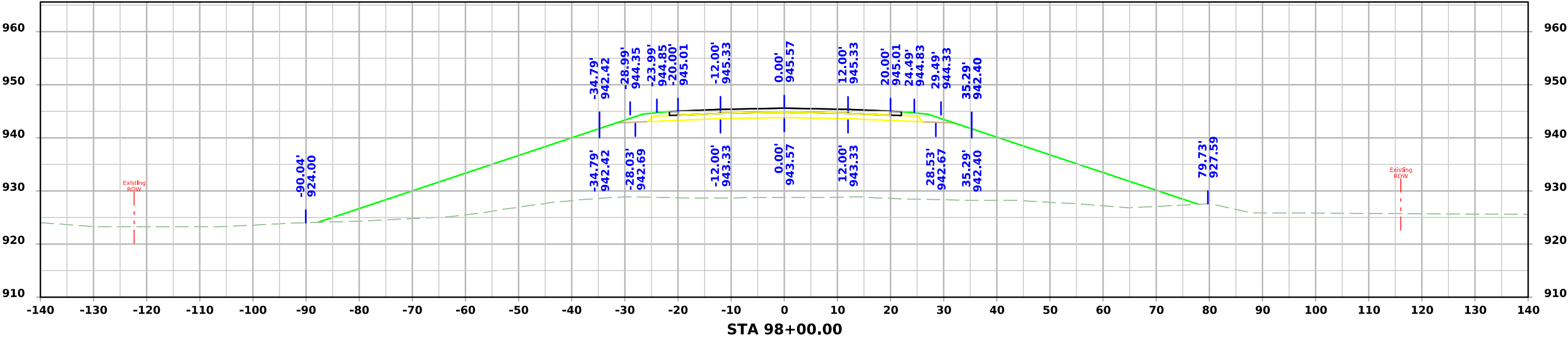
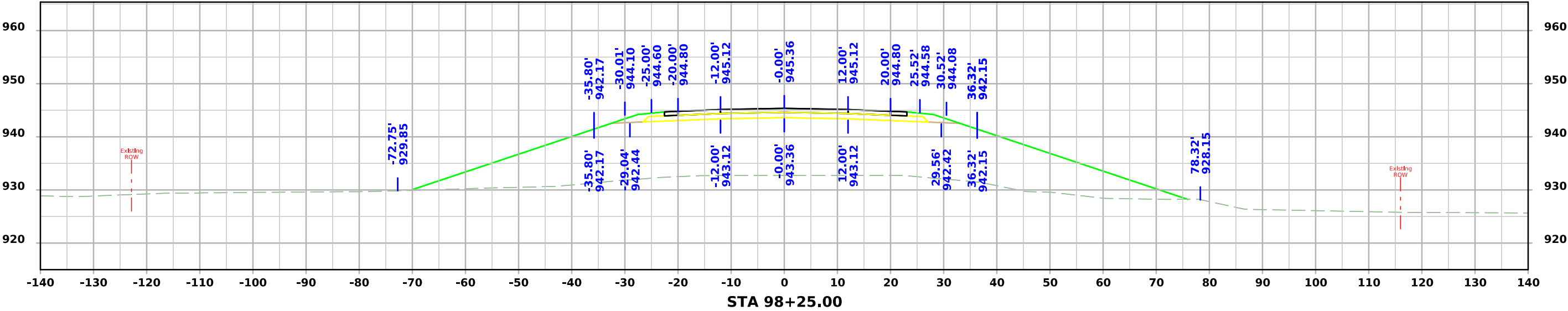
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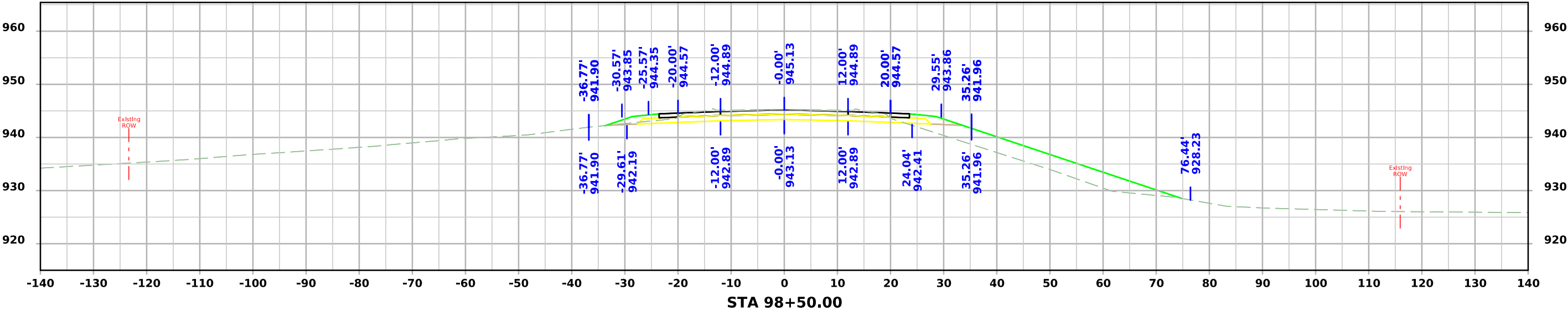
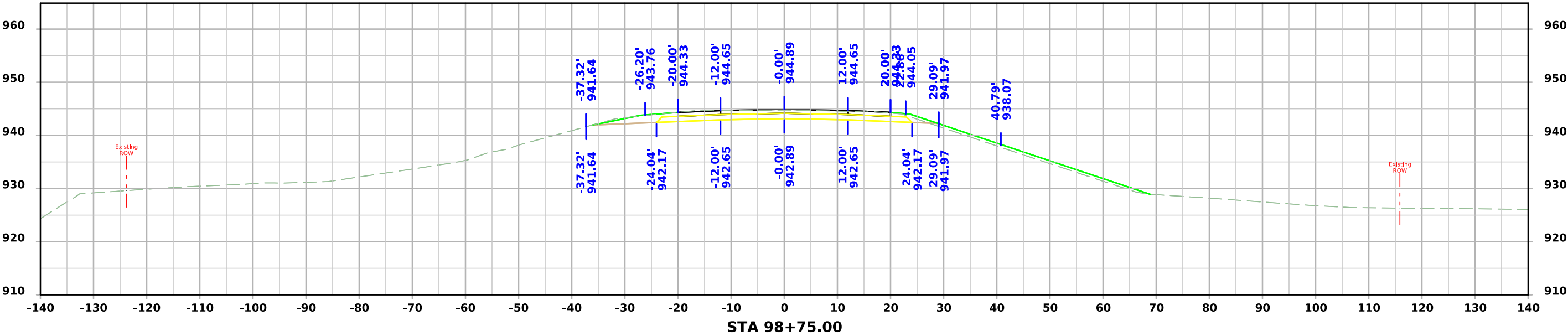
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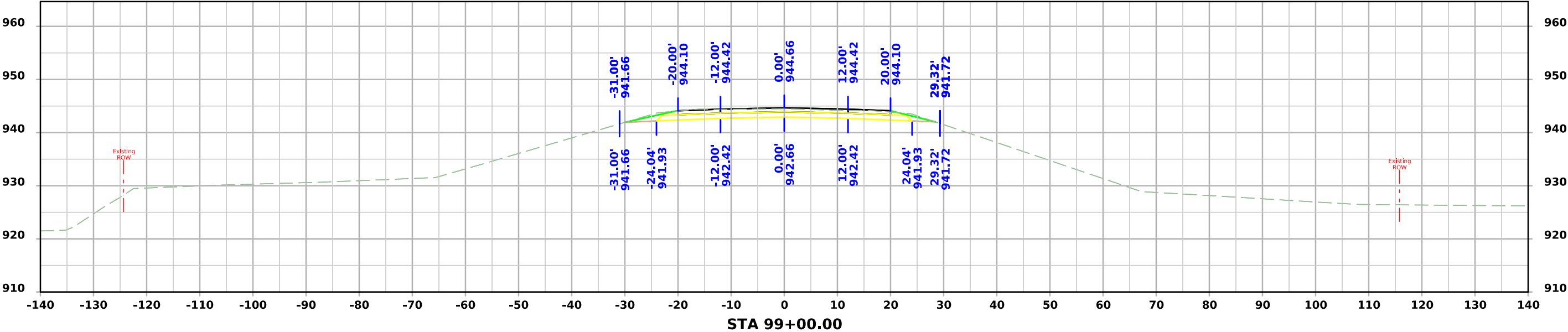
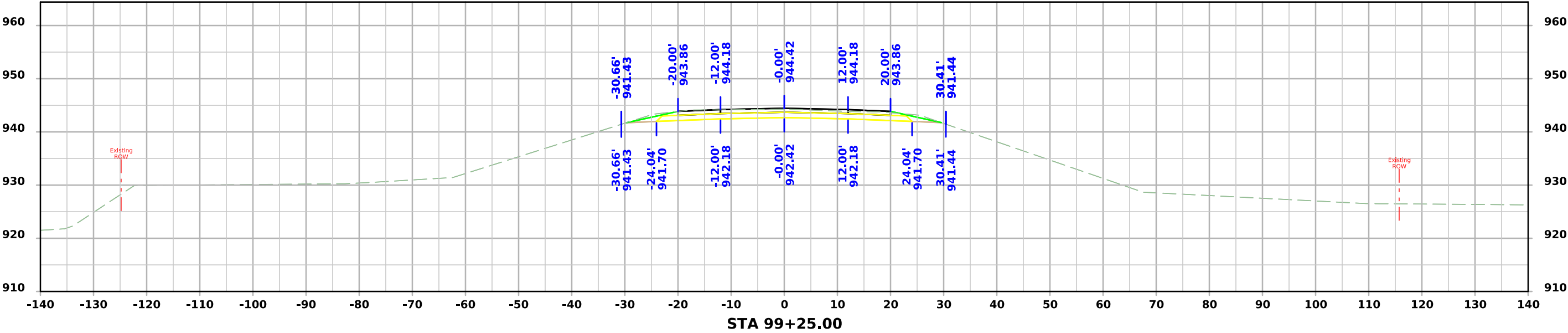


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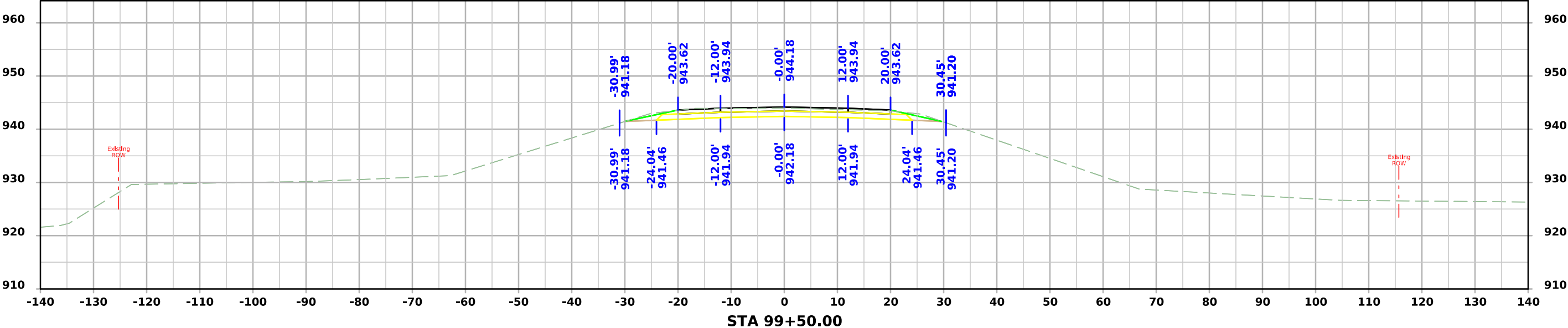
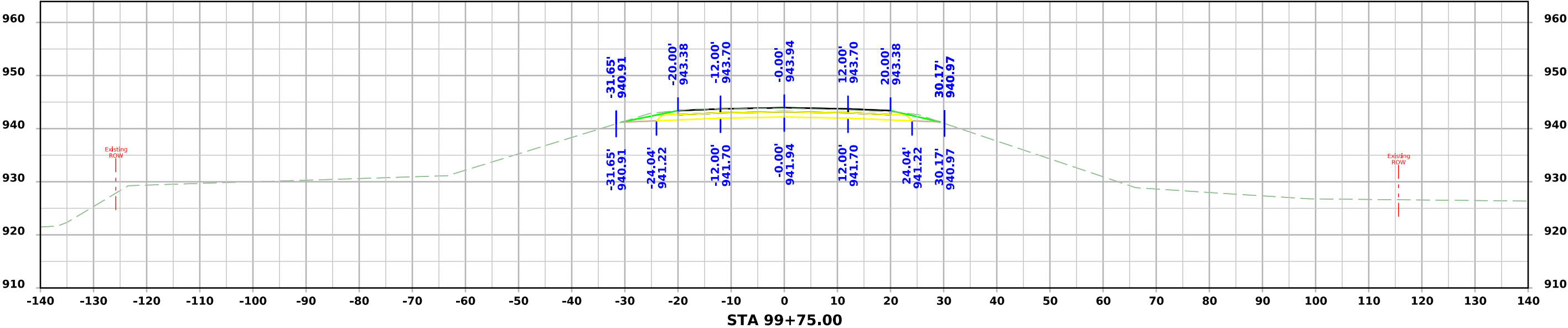


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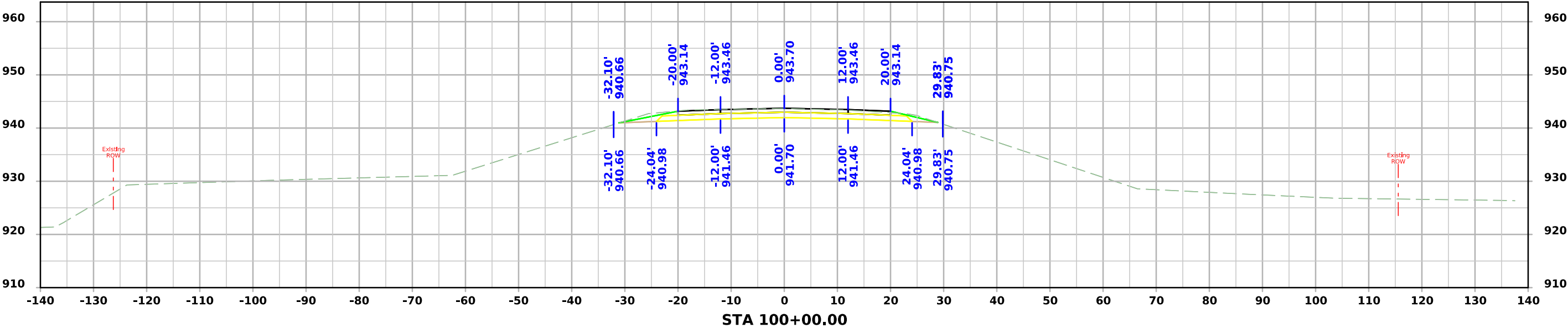
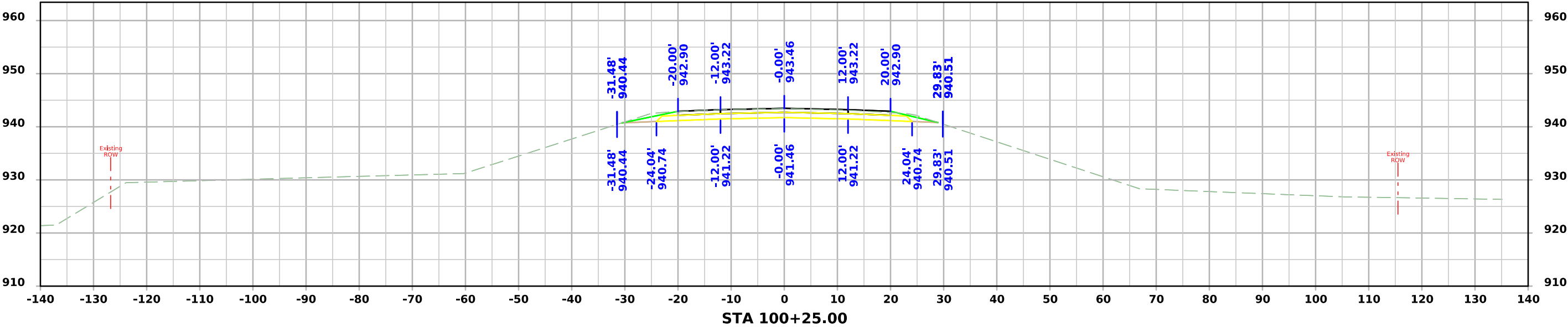




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