Bridge Replacement-CCS
BRF-034-3(039)--38-02

LETTING DATE
OCT 20 2026

ADAMS COUNTY

IOWA DOT

REVISIONS

TOTAL ..
PROJECT IDENTIFICATION NUMBER
22-02-034-010
PROJECT NUMBER
BRF-034-3(039)--38-02
R.O.W. PROJECT NUMBER
NHSN-034-3(040)--2R-02

INDEX OF SHEETS

<-- H Sheets

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

ADAMS COUNTY

Bridge Replacement-CCS

US 34 over Metz Creek, 2.3 miles West of W. Jct. IA 25

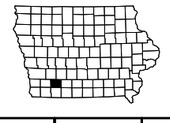
SCALES: As Noted

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.iowaonecall.com
811 Know what's below. Call before you dig.

FUTURE EVENT DATES:
D4 - 06/23/2026



DESIGN DATA RURAL			
2027	AADT	2,594	V.P.D.
2047	AADT	3,040	V.P.D.
2047	DHV	314	V.P.H.
TRUCKS		21	%
Total Design ESALs		1,775,200	

INDEX OF SEALS

SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 12/05/2024

FILE NO.	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER A.1

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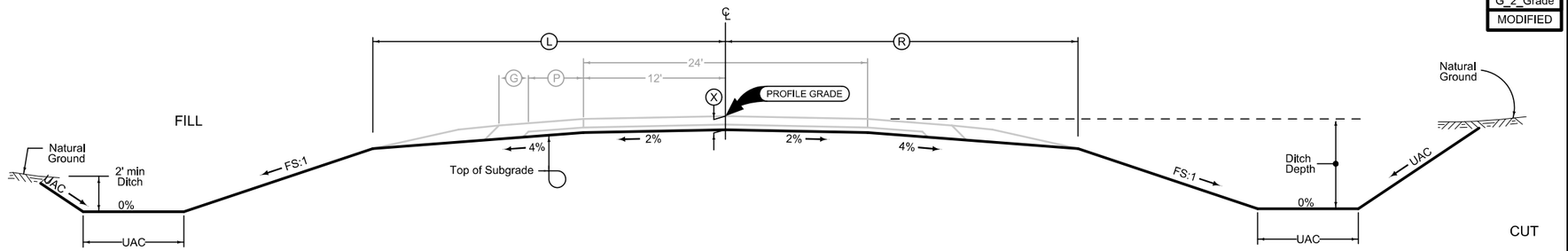
LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	FS
ML034	622+98.90	623+32.56	32.94	32.94	24	3
ML034	625+87.44	626+81.95	32.94	32.94	24	3
ML034	626+81.95	627+70.00	28.82	28.82	24	3

G_2_Grade
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 and backslopes.

2 LANE GRADING

FILE NO. 98765	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER B.1	

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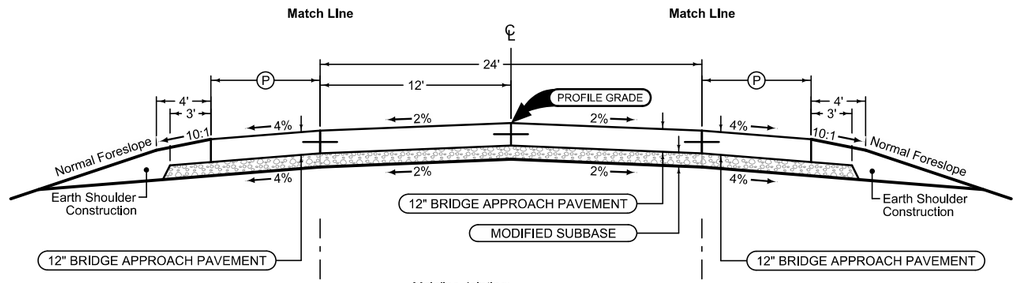
Shoulder at Bridge Approach

Mainline Jointing:
See Standard Road Plan BR-205.

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
623+32.56	624+04.58	11.32
625+15.42	625+87.44	11.32



Mainline Jointing:
See Standard Road Plan BR-205.

2P_ 04-21-20	
STATION TO STATION	
623+32.56	624+04.58
625+15.42	625+87.44

Shoulder at Bridge Approach

Mainline Jointing:
See Standard Road Plan BR-205.

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
623+32.56	624+04.58	11.32
625+15.42	625+87.44	11.32

See Tab 112-6 for Bridge Approach Pavement quantities.
See Standard Road Plan BR-205 for details.

US 34

Bridge Approach Pavement

Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
619+88.90	622+98.90	10
627+70.00	630+80.94	10

Paved Shoulder at Guardrail

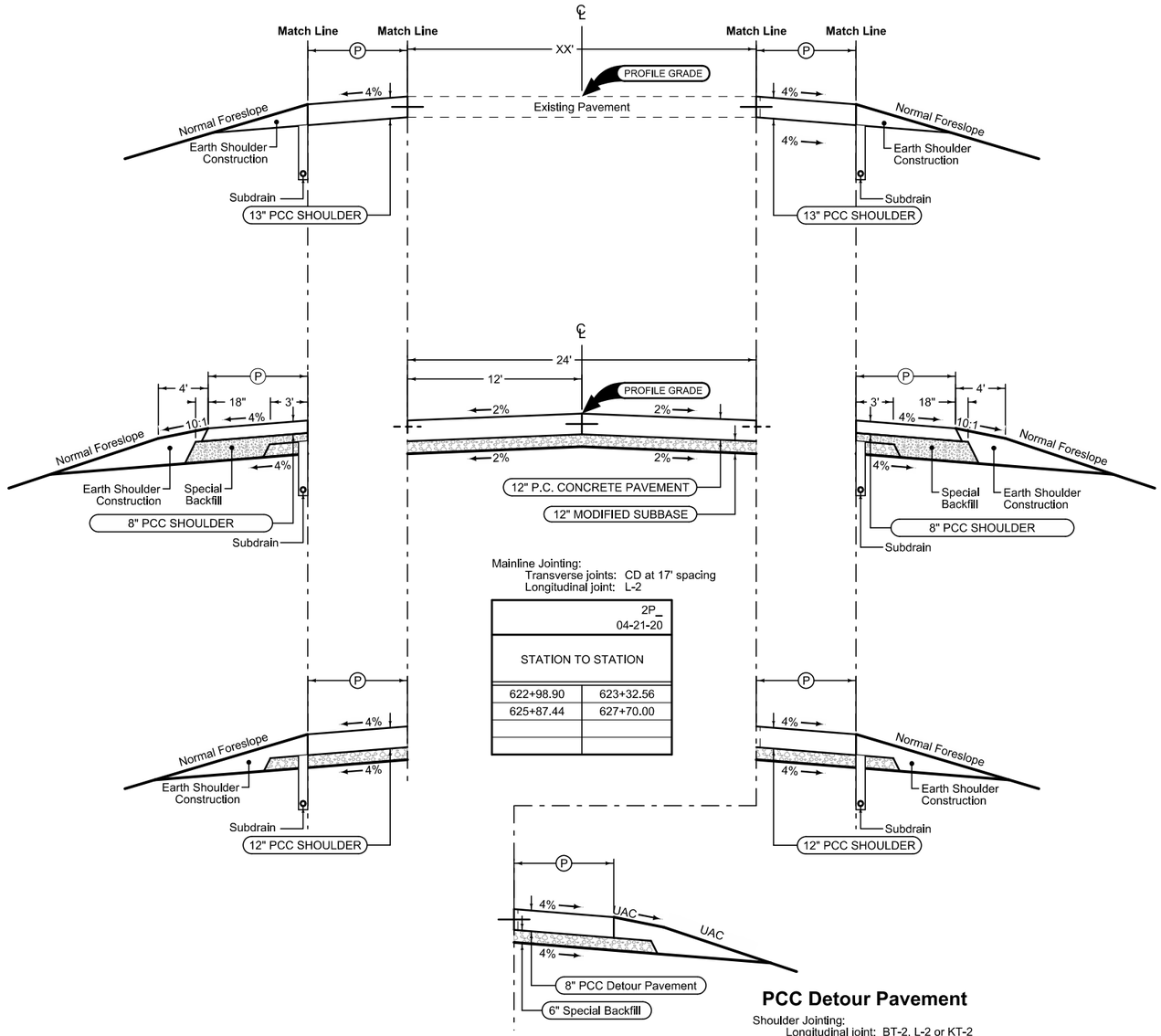
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

2_P_Guard_ 04-21-20		
STATION TO STATION		(P) Feet
622+54.50	622+74.50	3.44
622+74.50	623+26.35	3.44-1.32
623+26.35	623+32.56	1.32
625+87.44	626+06.15	1.32
626+06.15	626+57.99	1.32-3.44
626+57.99	626+77.99	3.44

Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
622+98.90	623+32.56	10
625+87.44	627+70.00	10



Paved Shoulder at Guardrail

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

2_P_Guard_ 04-21-20		
STATION TO STATION		
622+42.01	622+62.01	3.44
622+62.01	623+13.85	3.44-1.32
623+13.85	623+32.56	1.32
625+87.44	625+93.65	1.32
625+93.65	626+45.49	1.32-3.44
626+45.49	626+65.49	3.44

Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		Feet
622+98.90	623+32.56	10
625+87.44	627+70.00	10

PCC Detour Pavement

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
622+98.90	624+34.30	3.7
624+85.64	627+70.00	3.7

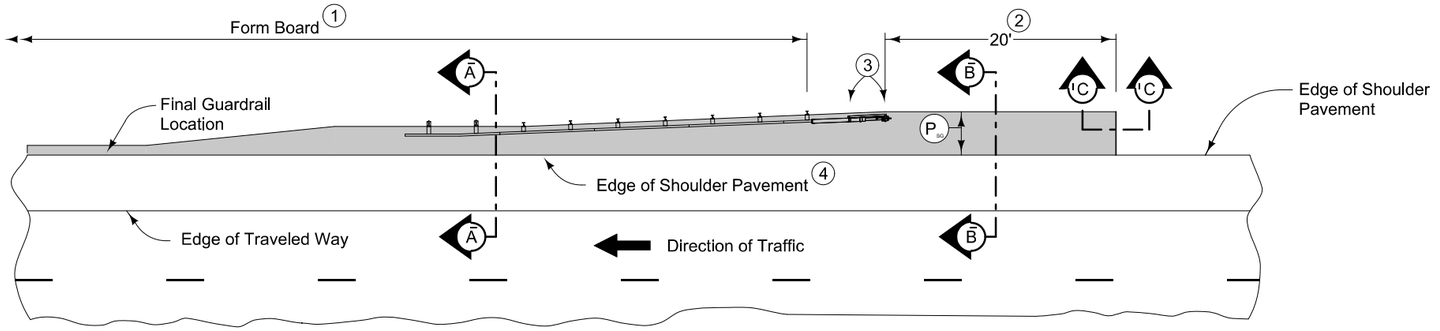
See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

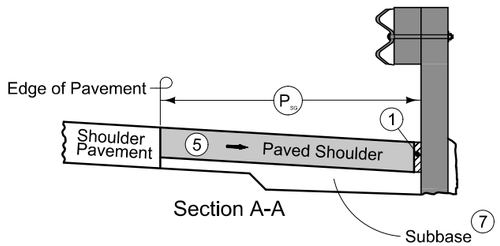
US 34

Paved Shoulder at Guardrail, Paved Shoulder, and Detour Pavement

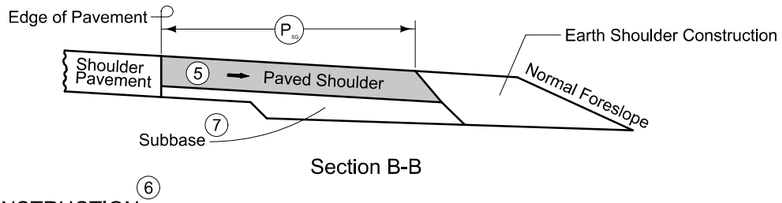
7158
MODIFIED



PLAN VIEW



Section A-A



Section B-B

NEW CONSTRUCTION 6

10" HMA Paved Shoulder at guardrail. 9" 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 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.

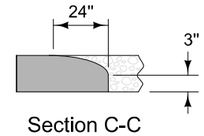
(3) Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.

(4) 'KT' (per PV-101) joint for PCC shoulder.
'B' (per PV-101) joint for HMA shoulder.

(5) Match shoulder slope.

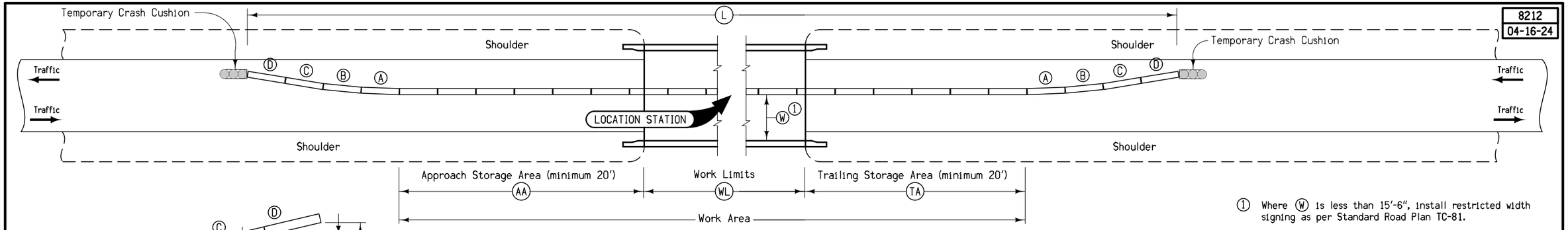
(6) The Contractor has the option to pave the paved shoulder at guardrail and the full width paved shoulder as one operation.

(7) Refer to other details in the plan.

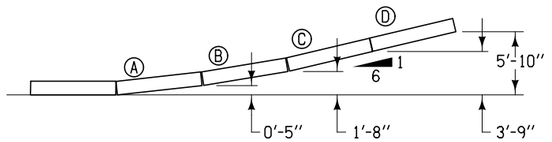


Section C-C
Roll down at granular shoulder or earth.

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



8212
04-16-24



BARRIER OFFSETS FOR FLARE SECTIONS

Station	Side	AA	WL	TA	L	Anchored	W (1)	Remarks
		Feet	Feet	Feet	Feet	X	Ft-Inches	
624+59.92	LT	181.0	110	330.1	748.4	X	X	Stage 2, J Sheets
624+60.00	RT	181.8	110	330.0	748.8		X	Stage 3, J Sheets

(1) Where (W) is less than 15'-6", install restricted width signing as per Standard Road Plan TC-81.

TEMPORARY CONCRETE BARRIER LAYOUT for Two-Way Traffic

FILE NO. 98765	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER B.5	

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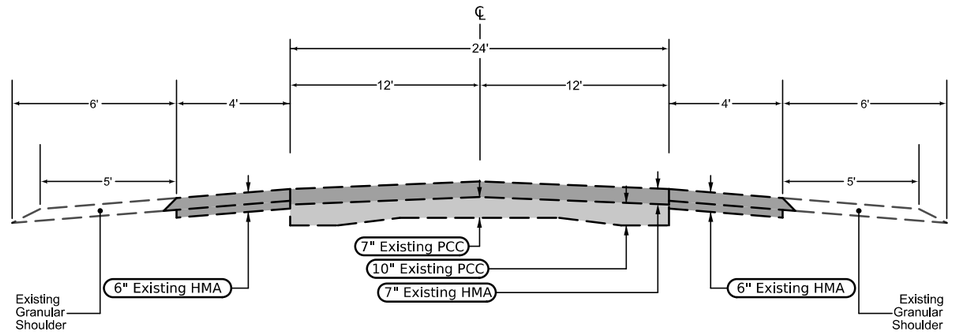

US 34
Existing Pavement

FILE NO. **98765**	ENGLISH	DESIGN TEAM **HOLST / MCNAMARA / INGRAM**	**ADAMS** COUNTY	PROJECT NUMBER **BRF-034-3(039)--38-02**	SHEET NUMBER **B.6**	

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SURVEY SYMBOLS

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

UTILITY LEGEND

- FO — ***FO1D, AREON - Quality D***
- FO2 — ***FO2D, Windstream - Quality D***
- FO3 — ***FO3D, ICN - Quality D***
- W — ***WL1D, SIRWA - Quality D***

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)	Existing Utilities	
SHADING	**Design Color No.**		**Transparency**
Pink, Dark	(13)	Temporary Pavement Shading	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)

FILE NO. 98765	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER D.1

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Grant TWP.
T-71N R-32W
SEC. 03

620+00

625+00

630+00

Temporary Easement for Construction

FO

F03

W

BEGIN PROJECT
BEGIN SHOULDER PAVING
STA. 619+88.90

BEGIN PAVING
STA. 622+98.90

STOP PAVING
BEGIN BRIDGE APPROACH
STA. 623+32.56

Temporary Easement for Construction

Sta. 624+59.9
47.6'x30.0'
Steel I-Beam & Conc Bridge
D.A.=6.18 Sq.Mi.
(REMOVE)

STA. 624+60.00
Build 110'-0"x44'-0"
CCS Bridge

END BRIDGE APPROACH
RESUME PAVEMENT
STA. 625+87.44

END PAVING
STA. 627+70.00

END PROJECT
END SHOULDER PAVING
STA. 630+80.94

0 FEET 50

1215
1210
1205
1200
1195
1190
1185
1180
1175
1170

TIE-IN
STA. 622+98.90
ELEV. 1192.24

-3.60%
+0.50%

VPI = +20.00
EL = 1191.70
L = 240.00'
K = 59

TIE-IN
STA. 627+70.00
ELEV. 1197.26

+0.50%
+3.63%

VPI = +80.00
EL = 1194.00
L = 180.00'
K = 58

LT
RT
(UAC)
(UAC)

1192.24 1192.24 1192.35 1192.48 1192.60 1192.73 1192.85 1192.98 1193.10 1193.23 1193.35 1193.48 1193.61 1193.83 1194.16 1194.60 1195.15 1195.81 1196.57

618+00 619+00 620+00 621+00 622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00

FILE NO. 98765	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER D.2

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SURVEY INDEX

Adams County
BRF-034-3(39)--38-02
West Platte River 2.3 mi W of W Jct. IA 25
PIN: 22-02-034-010
Type of Work: Bridge Unspecified
Project Directory: 0203401022

Survey Personnel
Paul Harry – Survey Party Chief
Bob Fredrickson – Assistant Survey Party Chief

Date(s) of Survey
Begin Date	09/11/2023
End Date	09/28/2023

General Information
This survey is for US Hwy 34 bridge over W Platte River 2.3 miles west of west junction IA 25. 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 12 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information
The horizontal alignment was provided by 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 12 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 12 (U.S. Survey Foot)

VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code-Description
02VANILLAAVE	6228751.08	22290504.25	1259.97	CP SET FENO MON IN WESTERLY ROW COUNTY ROAD VANILLA AVE 1.0 MILES NORTH OF HWY 34
02UNIONAVE	6220325.39	22285244.78	1255.83	CP SET FENO MON IN EASTERLY ROW COUNTY ROAD UNION AVE 0.6 MILES SOUTH OF HWY 34
20340740	6223537.15	22289916.04	1212.01	CP FND IDOT CONC REF MON W 1/2IN RBR IN GOOD CONDITION
STRING	6223623.73	22284996.8	1271.21	CP FND NGS 2ND ORDER HORIZONTAL AZIMUTH MARK AS DESCRIBED

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML034	604+14.16	6223646.69	22287238.56															
2	ML034	631+21.88	6223605.91	22289945.98															
2	ML034	635+35.74	6223599.68	22290359.78															

Grant TWP.
T-71N R-32W
SEC. 03

1

Hardistys Inc.

623+99±P/L
℄ 70.00' LT

625+44.00
℄ 70.00' LT

TEMPORARY EASEMENT
FOR WORKING ROOM

618+00 619+00 620+00 621+00 622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00 630+00 631+00 632+00

Existing ROW

FO

Existing ROW

BEGIN PROJECT
BEGIN SHOULDER PAVING
STA. 619+88.90

BEGIN PAVING
STA. 622+98.90

STOP PAVING
BEGIN BRIDGE APPROACH
STA. 623+32.56

624+32.00
℄ 70.00' RT

625+09.00
℄ 70.00' RT

Sta. 624+59.9
47.6 x 30.0'
Steel I-Beam & Conc Bridge
D.A.=6.18 Sq.Mi.
(REMOVE)

STA. 624+60.00
Build 110'-0"x44'-0"
CCS Bridge

END BRIDGE APPROACH
RESUME PAVEMENT
STA. 625+87.44

END PAVING
STA. 627+70.00

Existing ROW

END PROJECT
END SHOULDER PAVING
STA. 630+80.94

TEMPORARY EASEMENT
FOR WORKING ROOM

1

Hardistys Inc.

0 50
FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Larson / Hinrichsen
ROW #: NHSN-034-3(040)–2R-02
Plan Date: 3/14/2025
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Holst / McNamara / Ingram	Adams COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER H1	

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108-23A
08-01-08

TRAFFIC CONTROL PLAN

Through traffic on US 34 shall be maintained at all times.

Utilize single lane closure with temporary signals for staged bridge and pavement construction. Refer to Staging Notes and Staging Detail sheets for additional details.

108-26A
08-01-08

STAGING NOTES

Stage 1:
Traffic: Single lane EB closure with signals, TC-216 Modified (signal timing and distances).
Construction: Widen EB lane with shoulder strengthening/detour pavement.

Stage 2:
Traffic: Single lane WB closure with signals, TC-217 Modified (signal timing and distances)
Construction: WB half of bridge approach, mainline pavement, and guardrail.

Stage 3:
Traffic: Single lane EB closure with TBR, TC-217 Modified (signal timing and distances)
Construction: EB half of bridge approach, mainline pavement, and guardrail.

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
To Be Determined	

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Barrier	FHWA 13331	Horizontal	N/A			N/A	
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Temporary Signal	FHWA 13331	Vertical	N/A			N/A	
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Barrier	FHWA 13331	Horizontal	N/A			N/A	
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Temporary Signal	FHWA 13331	Vertical	N/A			N/A	
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Barrier	FHWA 13331	Horizontal	N/A			N/A	
US 34	WB/EB	Adams	US-34 Bridge over Metz Creek	Bridge	Temporary Signal	FHWA 13331	Vertical	N/A			N/A	

NOTES:
(1): Restriction is during Bridge Approach Reconstruction.
(2): Vertical Height restriction of Temporary Traffic Signals shall follow clearance requirements in Article 2528.03.G.2.a.3)a) and 2528.03.G.2.a.3)d) of the Standard Specifications.

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

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

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

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

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

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

FILE NO. 98765	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER J.2	

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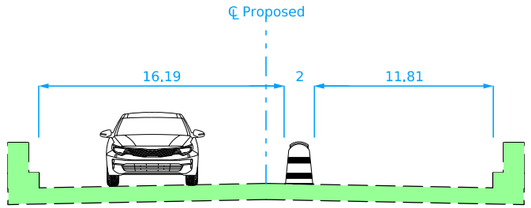
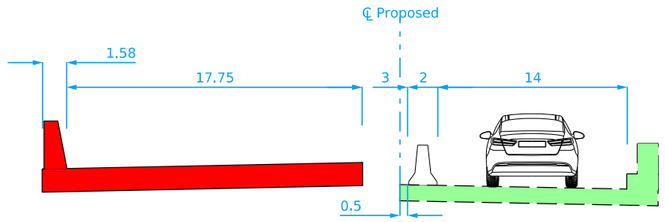


Section shown in the direction of stationing.

US 34 Stage 1
EB Shoulder Strengthening



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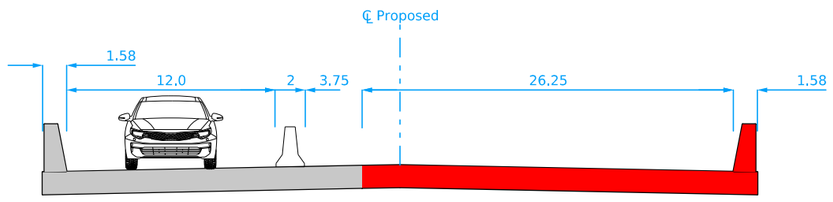
US 34 Stage 2
WB Bridge Construction
and Pavement



Section shown in the direction of stationing.

US 34 Stage 3
EB Bridge Construction
and Pavement

FILE NO.	ENGLISH	DESIGN TEAM **HOLST / MCNAMARA / INGRAM**	**ADAMS** COUNTY	PROJECT NUMBER **BRF-034-3(039)--38-02**	SHEET NUMBER **J.3**	

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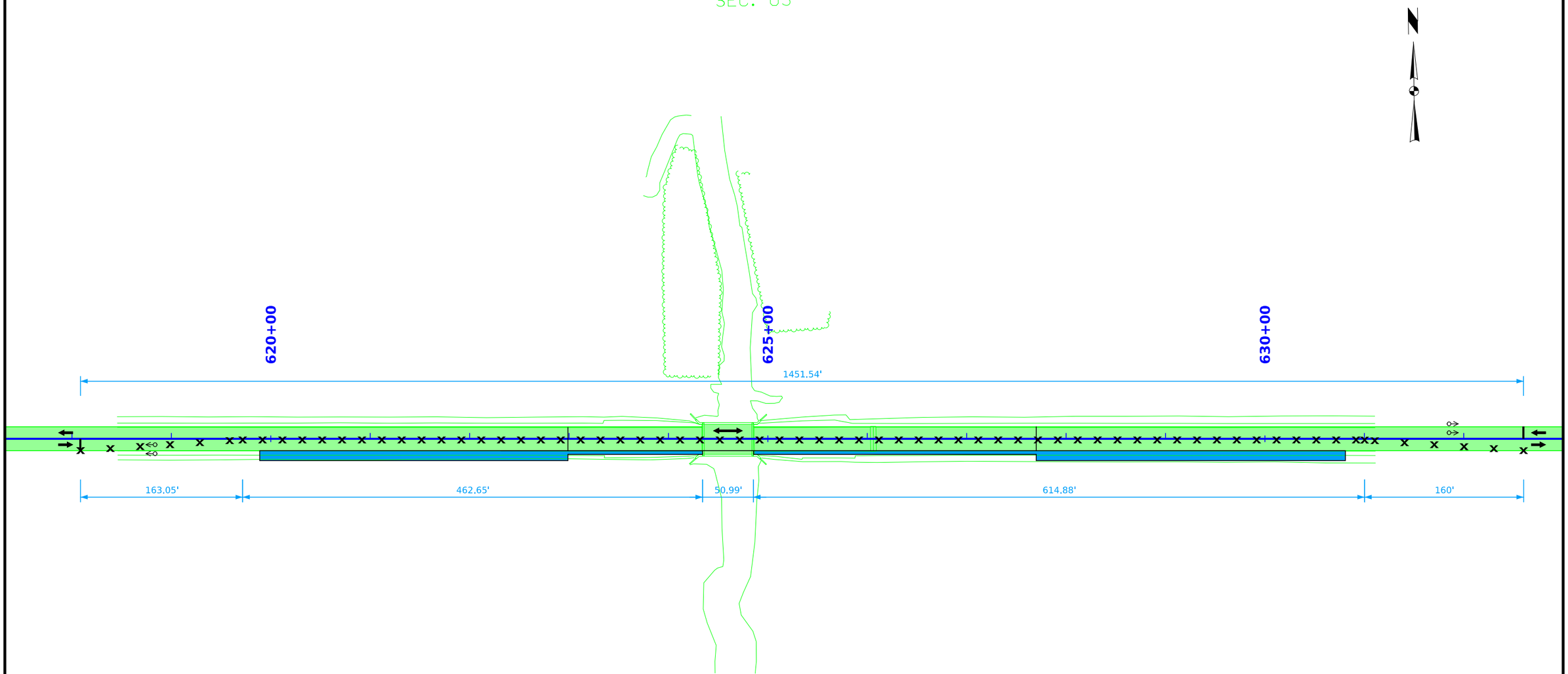
Grant TWP.
T-71N R-32W
SEC. 03



Notes:
Refer to Standard Road Plan TC-216
for additional details.

0 50
FEET

US 34 Stage 1
EB Shoulder Strengthening

FILE NO.	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER J.4	

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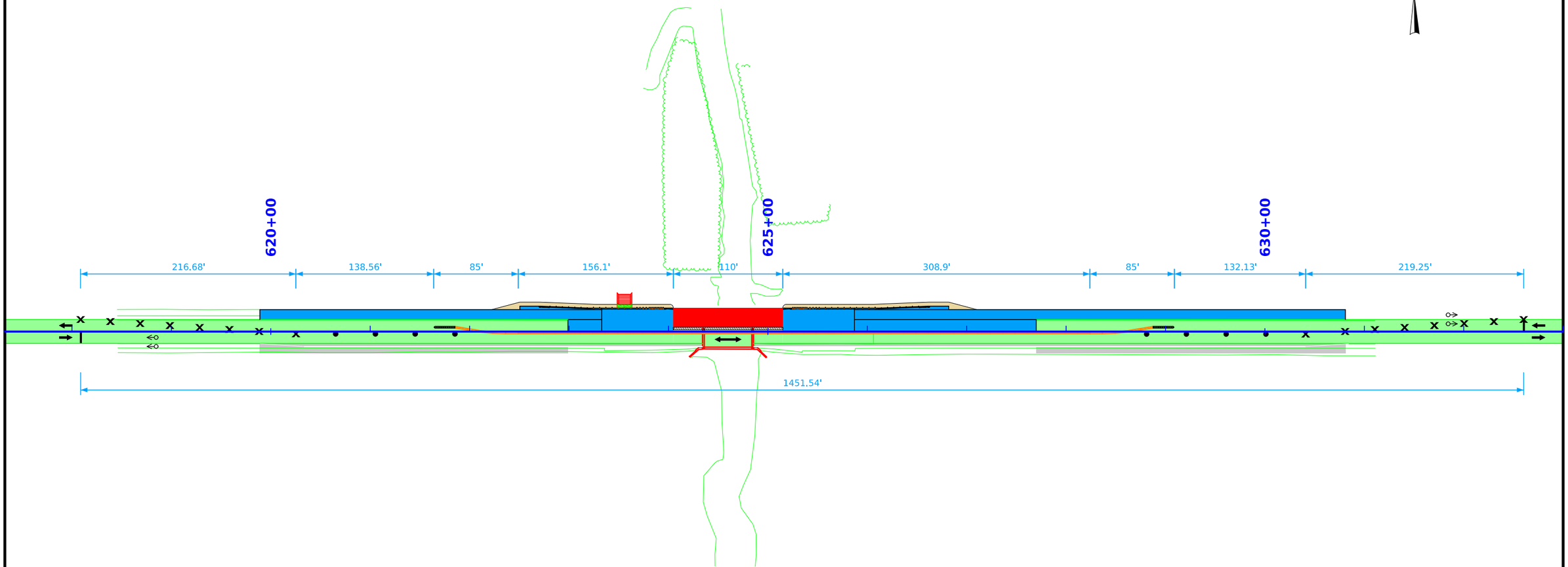
SEC. 03



Refer to Standard Road Plan TC-217
for additional details.

0 50
FEET

US 34 Stage 2
WB Bridge Approach
and Pavement

FILE NO.	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER J.5	

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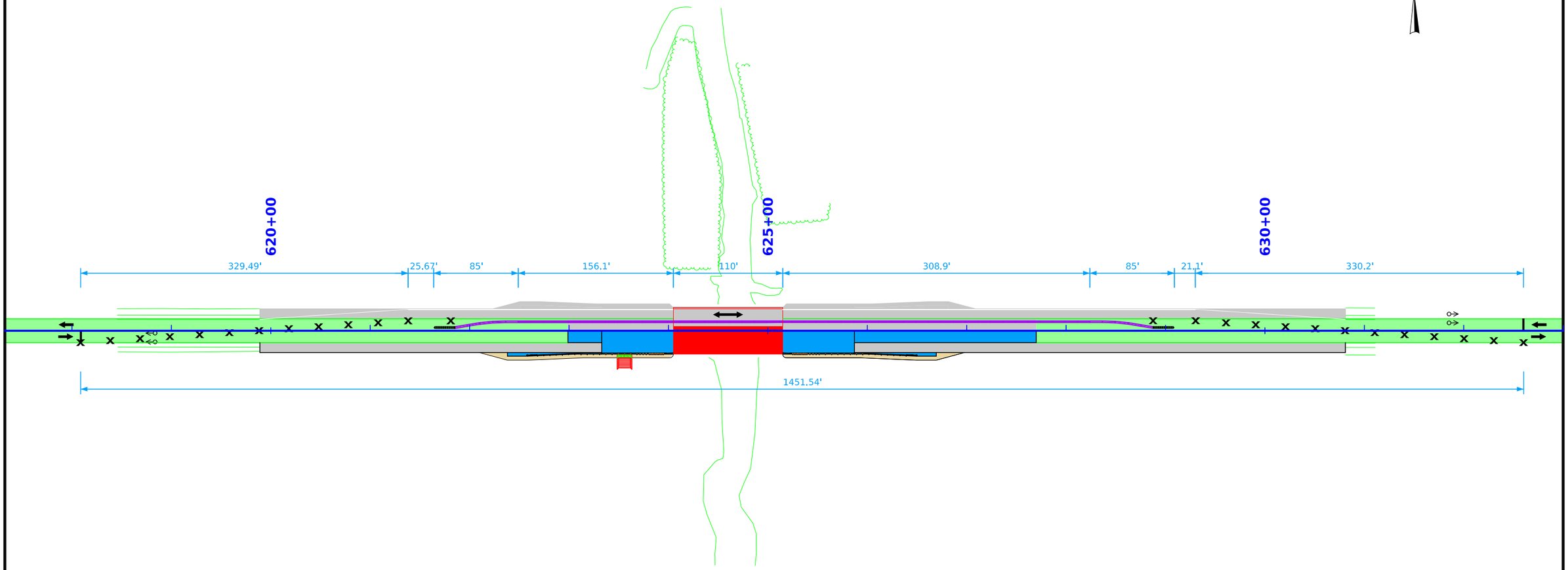
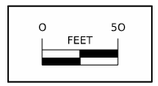
SEC. 03





Refer to Standard Road Plan TC-217
for additional details.

US 34 Stage 3
EB Bridge Approach
and Pavement

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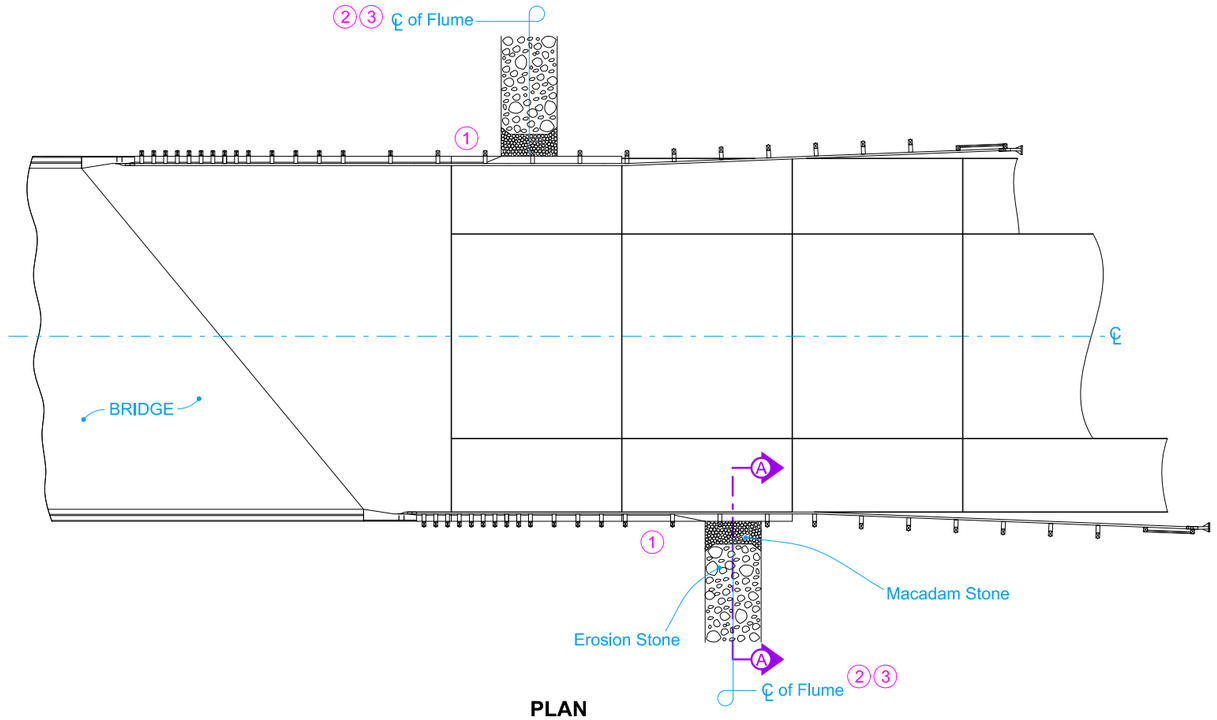
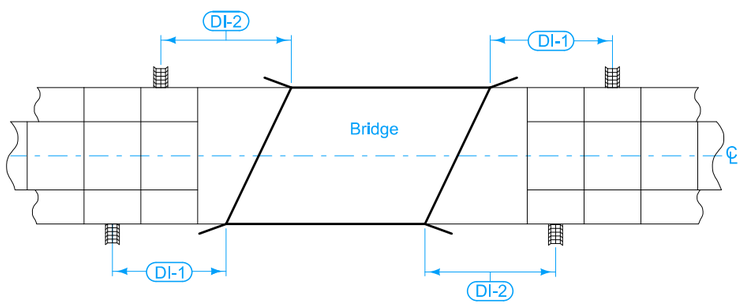
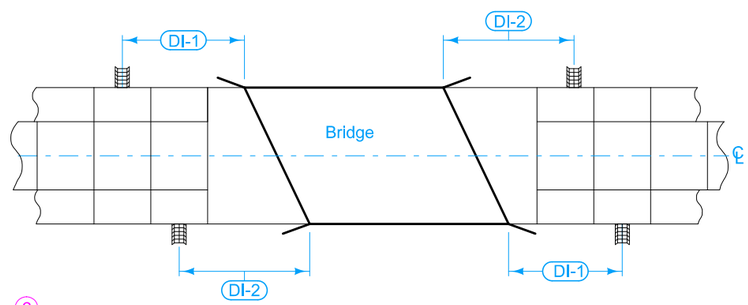
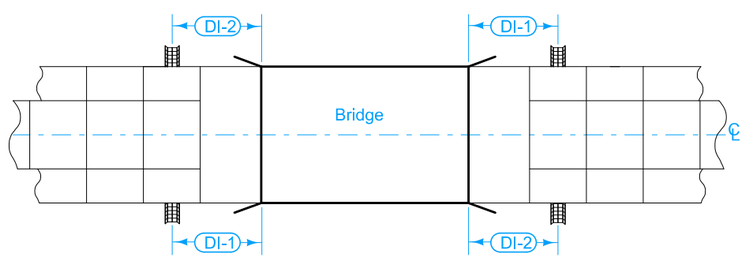


PLAN





FLUME LOCATIONS (Skewed Bridge) (2)



FLUME LOCATIONS (Non-Skewed Bridge) (2)

Price bid for "Bridge End Drain, DR-402" is full compensation for furnishing, installing, and constructing the Bridge End Drain as shown.

(1) Continue 4 inch sloped curb to edge of flume per section B-B. Refer to BR-201, BR-202, BR-203, BR-204, or BR-205 for details of 4 inch curb.

(2) DI-1 and DI-2 distances measured from center of Bolt Pattern. Refer to BA-202.

(3) Extend rock flume to toe of backslope. If no backslope exists, extend rock flume a minimum of 4 feet beyond the toe of foreslope.

Possible Contract Items:
Bridge End Drain, DR-402

Incidental to Bridge End Drain:
Macadam Stone Base Material
Erosion Stone
Engineering Fabric
Excavation, hauling, and disposing of material

Possible Tabulation:
104-8A

MODIFIED

MODIFICATIONS: Changed overall width of sections B-B, C-C, and D-D from 7'-6" to 15'-0".

ROCK FLUME FOR BRIDGE END DRAIN

DR-402 Sheet 1 of 2

FILE NO.	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER U.1

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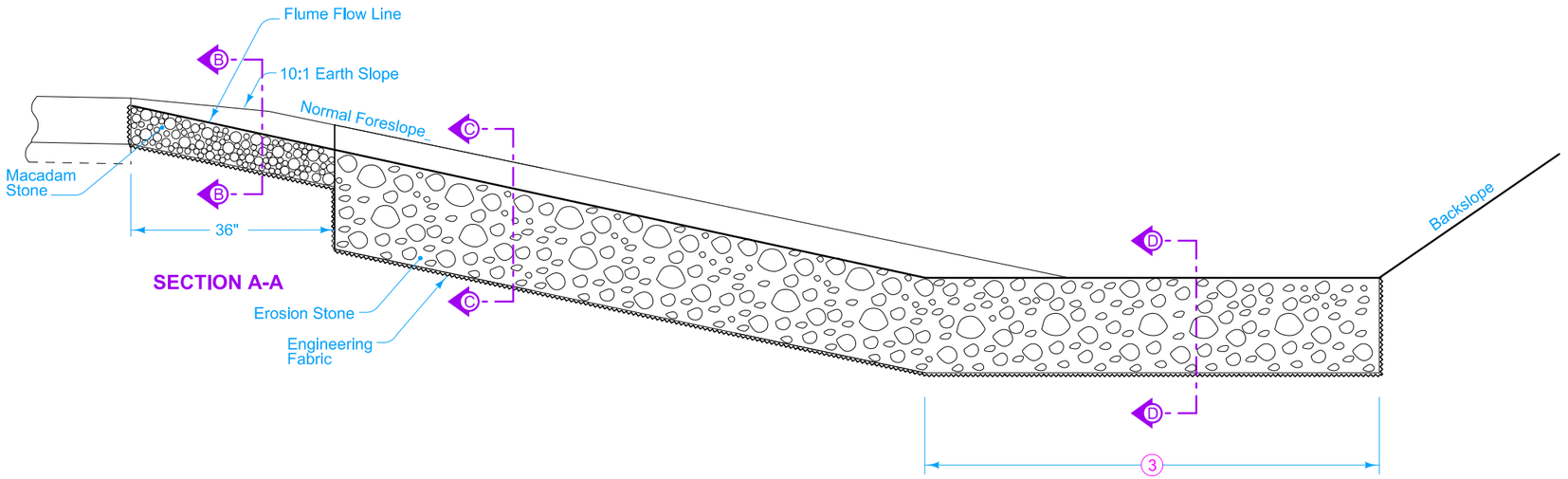
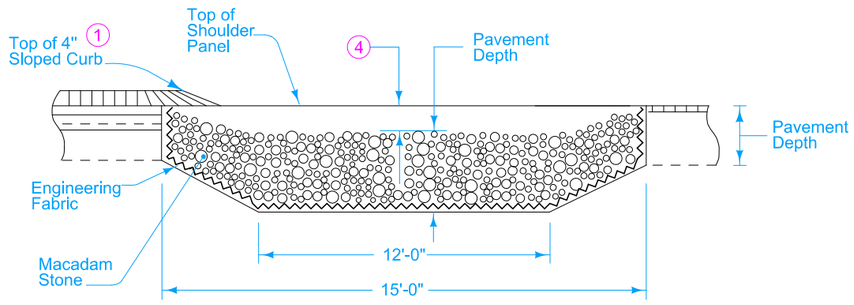
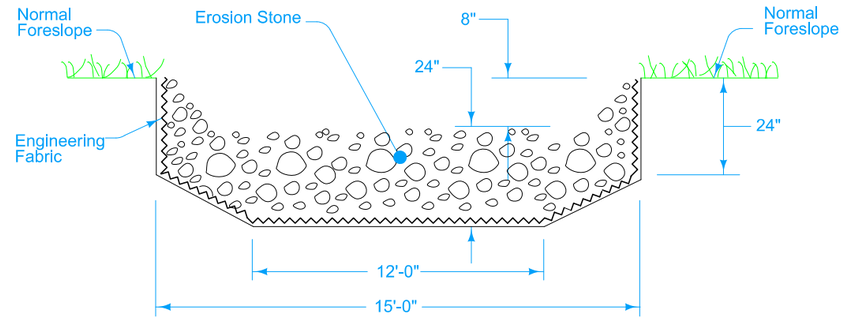


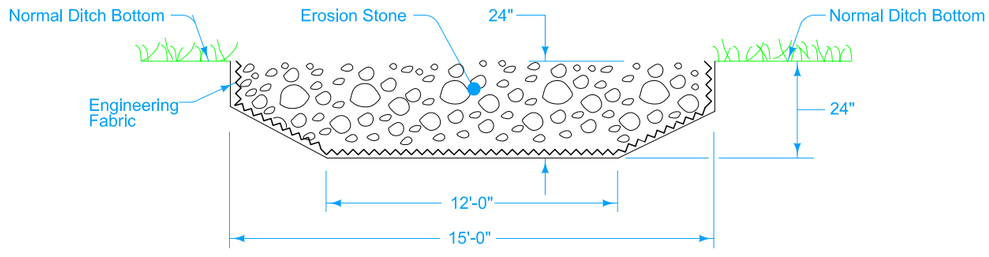
1. Continue 4 inch sloped curb to edge of flume per section B-B. Refer to BR-201, BR-202, BR-203, BR-204, or BR-205 for details of 4 inch curb.
3. Extend flume to toe of backlope. If no backslope exists, extend rock flume a minimum of 4 feet beyond the toe of foreslope.
4. Transitions from 2 inches at edge of pavement to 8 inches within 3 feet.
5. Transition the flume flow line depth from 8 inches at the toe of slope to 0 inches with an approximate transition rate of 2 inches per 1 foot horizontal.



SECTION B-B



SECTION C-C



SECTION D-D 5

MODIFIED

MODIFICATIONS: Changed overall width of sections B-B, C-C, and D-D from 7'-6" to 15'-0".

ROCK FLUME FOR BRIDGE END DRAIN

DR-402

FILE NO.	ENGLISH	DESIGN TEAM HOLST / MCNAMARA / INGRAM	ADAMS COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER U.2

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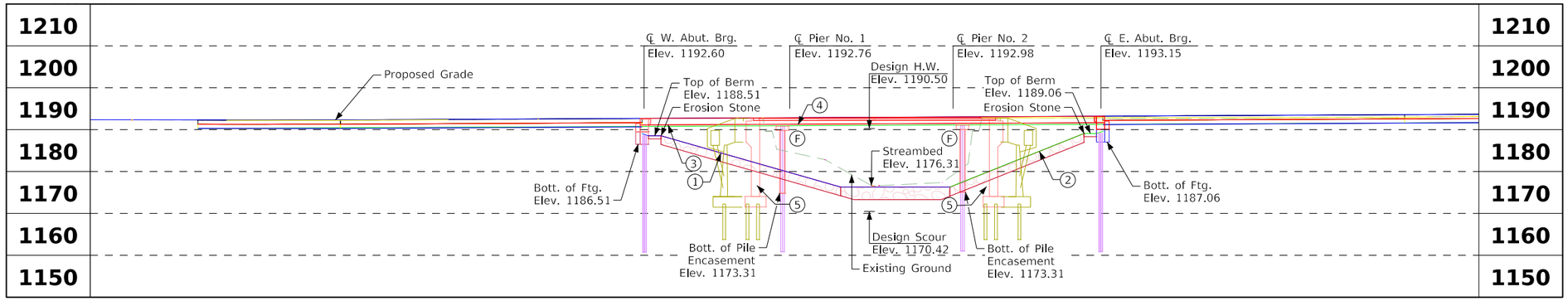
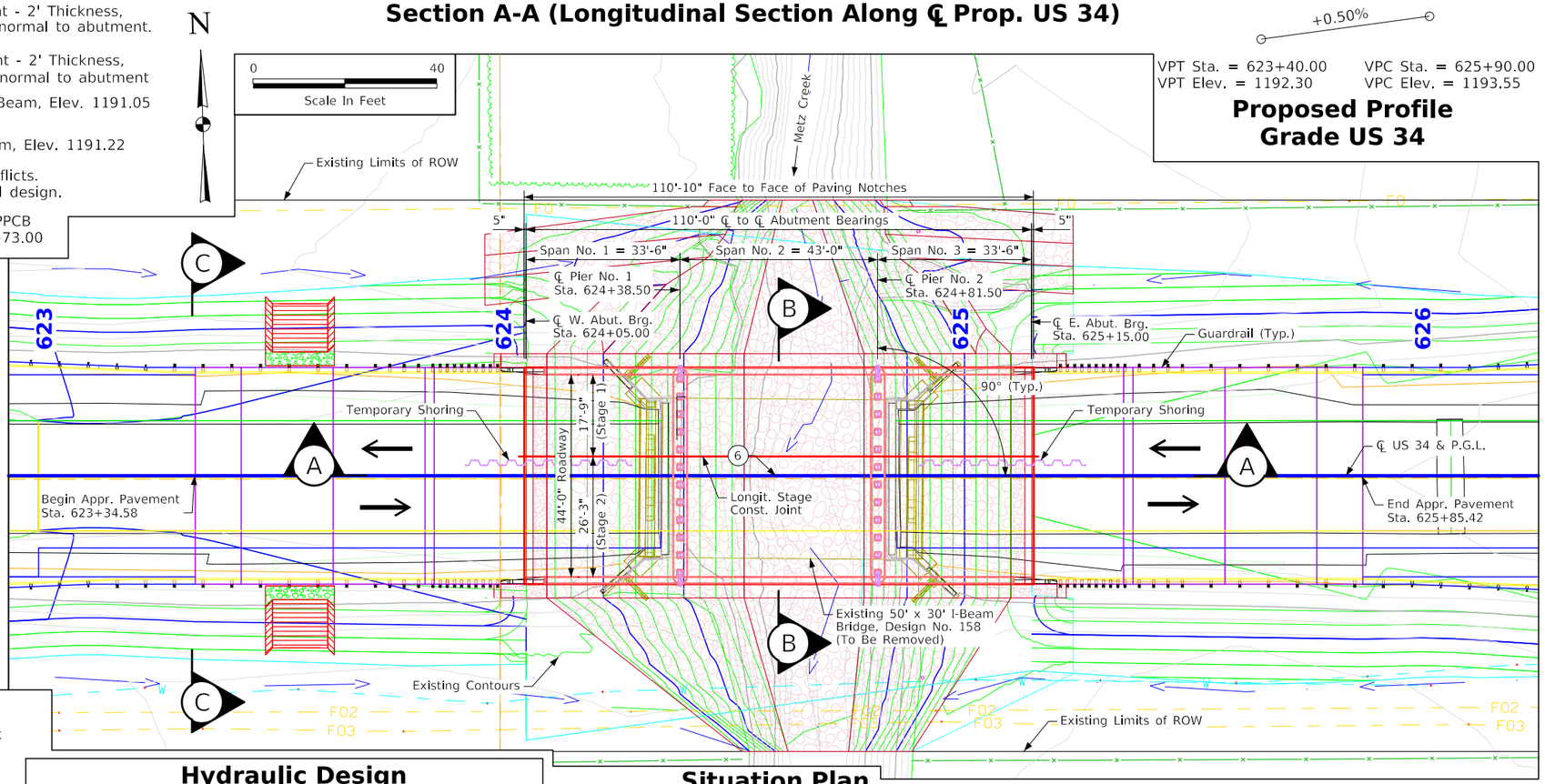
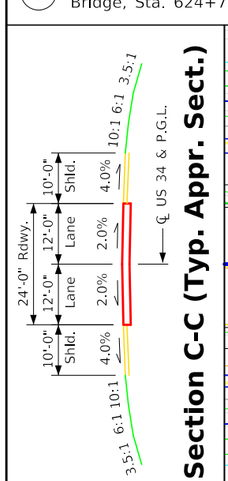


Section A-A (Longitudinal Section Along ℄ Prop. US 34)

1. Class E Revetment - 2' Thickness, 3.5:1 Max, slope normal to abutment.
2. Class E Revetment - 2' Thickness, 2.5:1 Max, slope normal to abutment
3. Operational Low Beam, Elev. 1191.05
4. Channel Low Beam, Elev. 1191.22
5. Potential Pile Conflicts. Verify during final design.
6. 110'-0" x 44'-0" PPCB Bridge, Sta. 624+73.00





Section C-C (Typ. Appr. Sect.)

Hydraulic Data

RIDB: Not Applicable
Drainage Area = 6.13 Sq. Mi.
Stream Slope (HGL) = 11.56 ft./Mi.
Avg. Low Water Stage = 1185.07

Q_{25} = 3,286 cfs
Stage = 1188.97

Q_{50} = 4,164 cfs
Stage = 1189.65
Channel Low Beam = 1191.22
Avg. Bridge Velocity = 4.54 fps

Q_{100} = 5,117 cfs
Stage = 1190.35
Operational Low Beam = 1191.05
Backwater = (+)0.42 ft.
Avg. Bridge Velocity = 5.63 fps

Q_{200} = 6,152 cfs
Stage = 1191.02
Calculated Design Scour = 1170.42

Q Overtop= 6,665 cfs
Avg. Bridge Velocity = 6.79 fps
Calculated Check Scour = 1169.36

Q_{500} = 7,400 cfs

Roadway Overtop 1192.23
Sta. 623+10.73

Site is located within
Adams County F.I.S., Dated 4/5/2017.
No datum or base flood.

Scour depths based on preliminary data and shall be verified once geotechnical report is available.

The bridge does not meet Iowa DOT's desired (operational or channel) freeboard per BDM 3.2.2.4.

- The proposed bridge provides reduced velocities through the bridge to reduce scour concerns.
- Lower water surface elevations reduce over topping and increase freeboard at the design flood event to the extent feasible.
- Proposed roadway profile matches existing to maintain overtopping point off bridge and prevent impact to flood plain.
- Final design to account for inundation of the bridge superstructure.

Plan Notes:
1. Top of bridge deck at centerline roadway is 0.03" below the profile grade to account for parabolic crown.
2. Class E Revetment Stone is embedded.

Location

US 34 over Metz Creek
T-71N R-32W
Section 3
Grant Township
Adams County
Bridge Maint.
No. 0273.8S034
FHWA No. 13331
Latitude 40.978970°
Longitude -94.513196°

HRGreen

Hydraulic Design

LICENSED PROFESSIONAL ENGINEER
Jaclyn Gutman
26392
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: 11/08/2024
Jaclyn Gutman
Printed or Typed Name

My license renewal date is December 31, 2025

Pages or sheets covered by this seal: Sheets V.1 thru V.3

Situation Plan

See Design Sheet 3 for General Notes and Design Notes.

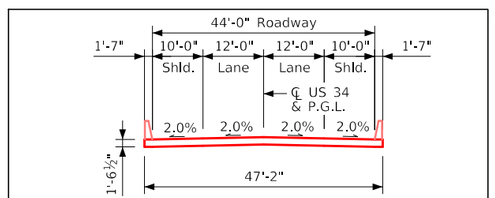
US 34 Traffic Est.

2027	AADT	2,594	V.P.D.
2047	AADT	3,040	V.P.D.
2047	DHV	314	V.P.H.
Trucks		21	%
Total			
Design ESALs		1,775,200	

Utilities Legend

-FO- AREON, Quality D
-FO2- Windstream, Quality D
-FO3- ICN, Quality D
-W- SIRWA, Quality D

Utilities shown on this sheet are for information only, see Road Design sheets for final utility information.



Section B-B (Typ. Bridge Sect.)

Preliminary

Design For 0° Skew

110'-0" x 44'-0" Continuous Concrete Slab Bridge

33'-6" End Spans — 43'-0" Interior Span

Situation Plan

STA. 624+60.00 (US 34) — Turn-in Date: October 2024

Adams County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 127 — Design Sheet No. 1 of 4 — FHWA No. 13331

FILE NO. 35533	ENGLISH	DESIGN TEAM HR Green, Inc.	Adams COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER V.1

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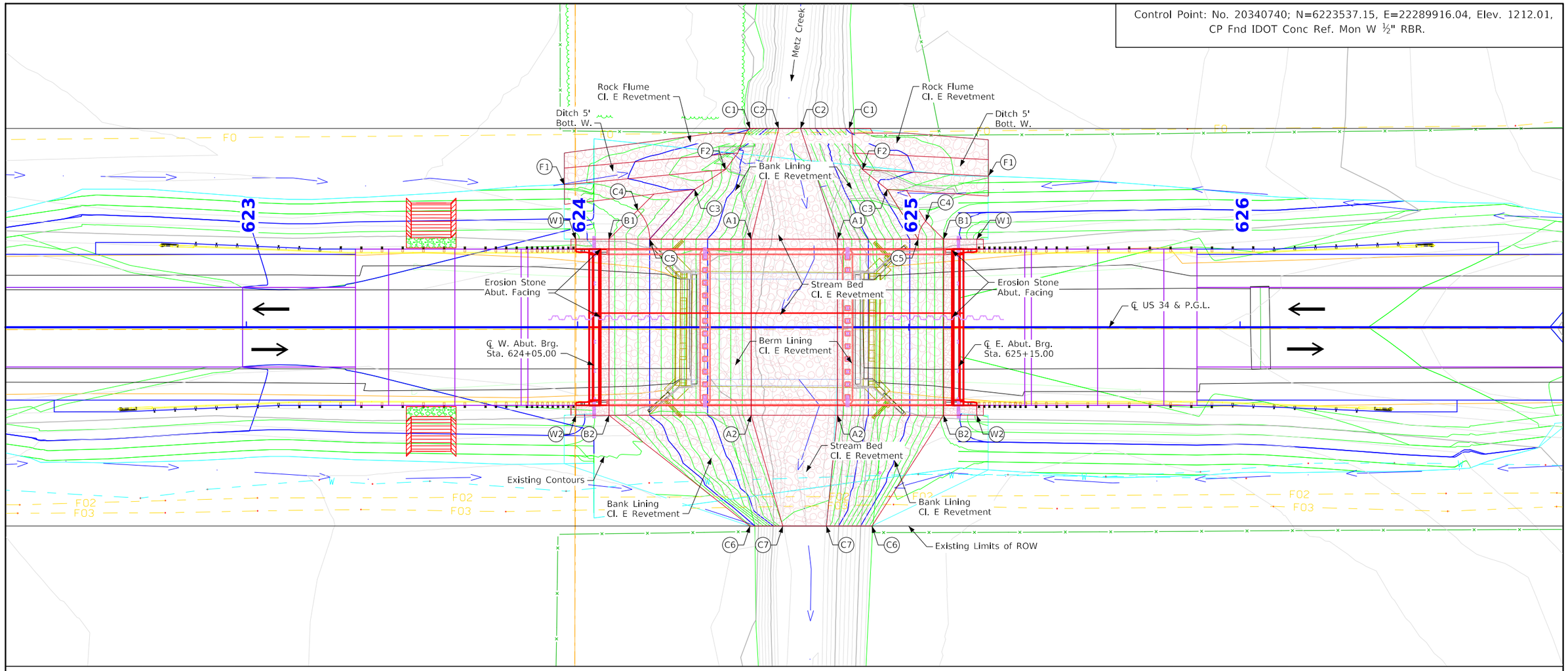

Site Plan

See Design Sheet 3 for Revetment Layout Details

Berm Slope Location Table

Points	West Abutment			East Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	624+52.41	26.58' Lt.	1176.31	624+78.48	26.58' Lt.	1176.31
A2	624+52.41	26.58' Rt.	1176.31	624+78.48	26.58' Rt.	1176.31
B1	624+09.50	26.58' Lt.	1188.51	625+10.50	26.58' Lt.	1189.06
B2	624+09.50	26.58' Rt.	1188.51	625+10.50	26.58' Rt.	1189.06
W1	623+99.50	26.58' Lt.	1192.01	625+20.50	26.58' Lt.	1192.61
W2	623+99.50	26.58' Rt.	1192.01	625+20.50	26.58' Rt.	1192.61

Berm Slope Elevations Reflect The Grading Surface

Notes:
GCL - Grading Control Line

West Bank Grading Control:

- (C1) 624+51.99, 60.00' Lt., Top/Bank, GCL, Elev. 1185.00
- (C2) 624+60.74, 60.00' Lt., Toe/Bank, GCL, Elev. 1176.25
- (C3) 624+35.34, 41.58' Lt., Top/Bank, GCL, Elev. 1185.00
- (C4) 624+18.19, 35.27' Lt., Bench, GCL, Elev. 1185.00
- (C5) 624+21.79, 26.58' Lt., Top/Bank/Berm, GCL, Elev. 1185.00
- (C6) 624+51.96, 60.00' Rt., Top/Bank, GCL, Elev. 1186.00
- (C7) 624+61.96, 60.00' Rt., Toe/Bank, GCL, Elev. 1176.25

N.W. Ditch/Flume Grading Control:

- (F1) 624+96.00, 43.38' Lt., Bott./Edge Ditch/Flume, Elev. 1186.54
- (F2) 625+44.62, 47.58' Lt., Top/Bank,Flume, Elev. 1183.00

East Bank Grading Control:

- (C1) 624+81.97, 60.00' Lt., Top/Bank, GCL, Elev. 1186.00
- (C2) 624+67.34, 60.00' Lt., Toe/Bank, GCL, Elev. 1176.25
- (C3) 624+93.48, 41.58' Lt., Top/Bank, GCL, Elev. 1186.00
- (C4) 625+05.09, 31.99' Lt., Bench, GCL, Elev. 1186.00
- (C5) 625+02.86, 26.58' Lt., Top/Bank/Berm, GCL, Elev. 1186.00
- (C6) 624+88.89, 60.00' Rt., Top/Bank, GCL, Elev. 1187.00
- (C7) 624+75.14, 60.00' Rt., Toe/Bank, GCL, Elev. 1176.25

N.E. Ditch/Flume Grading Control:

- (F1) 625+24.00, 44.76' Lt., Bott./Edge Ditch/Flume, Elev. 1186.87
- (F2) 624+85.99, 47.58' Lt., Top/Bank/Flume, Elev. 1184.00

N

0 40
Scale In Feet

Preliminary

Design For 0° Skew

110'-0" x 44'-0" Continuous Concrete Slab Bridge

33'-6" End Spans 43'-0" Interior Span

Situation Plan - Site

STA. 624+60.00 (US 34)

Turn-in Date: October 2024

Adams County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 127 Design Sheet No. 2 of 4 FHWA No. 13331

HRGreen

FILE NO. 35533	ENGLISH	DESIGN TEAM HR Green, Inc.	Adams COUNTY	PROJECT NUMBER BRF-034-3(039)--38-02	SHEET NUMBER V.2	

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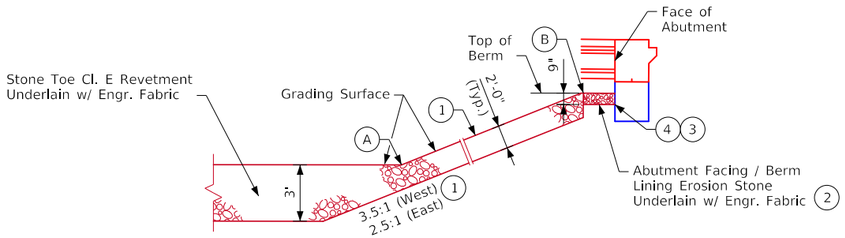
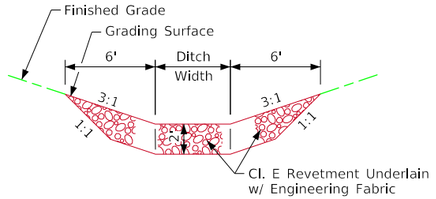
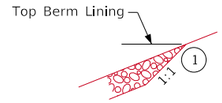


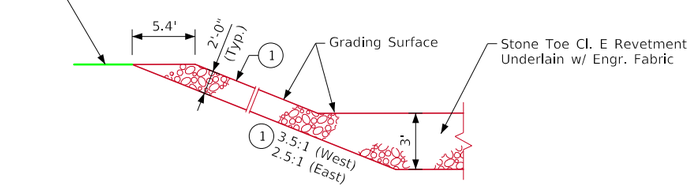
Section Through Embedded Berm Lining and Stream Bed



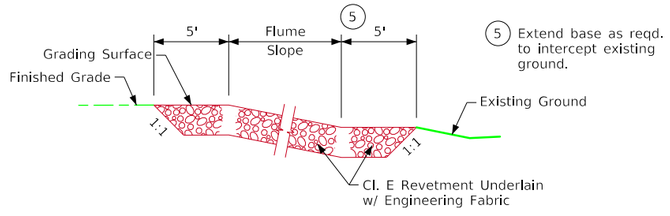
Section Through Rock Flume



South Bank Lining Outside Abut. Limits



Section Through Embedded North Bench/Bank Lining and Stream Bed



Section Along Rock Flume

Estimated Berm Armoring Quantities

Revetment Type - Location	Revetment Cl. E (Ton)	Erosion Stone (Ton)	Engineering Fabric (SY)	Excavation Class 10, Channel (CY)
Berm Lining - West	281.2	9.9	285.9	181.9
Bank Lining - West	100.3	-	92.2	62.7
Flume Lining, N.W.	80.2	-	103.4	50.1
Berm Lining - East	217.3	9.9	221.6	142.0
Bank Lining - East	92.0	-	82.6	57.5
Flume Lining, N.E.	66.2	-	85.1	41.4
Stream Bed	461.8	-	292.1	288.6
Totals	1,299.0	19.8	1,162.9	824.2

Excavation quantity calculated from grading surface.
Revetment and Erosion Stone estimated at 1.6 Ton/CY

1. Slope normal to ℄ Abut. / Grading Control Line.
2. Extend facing out to lateral limits of wing armoring.
3. Carry engineering fabric up to face of abutment.
4. Slope normal to bank grading control line (GCL).

General Notes:
This design is for the replacement of the existing 50' x 30' I-Beam Bridge, Adams Design No. 158. FHWA No. 13330. Maint. No. 0273.8S034

Design Notes:
1. TL-4 single slope bridge railing proposed.
2. Standard integral abutments.
3. Pier Type - Individually Encased Pile Bent Pier
4. Superstructure Type - CCS
5. Class E Revetment Stone.
6. Existing substructure and piles to be removed to 1' below prop. grade.
7. Existing Articulating Block Mat and Reinforced Armor Unit are to be removed.
8. Final design to take into account proposed pier piling may be in conflict with bridge substructure.
9. Existing footing geometry is unknown.
10. Construction will be staged (See Design Sheet 4).
11. Final Design shall consider the need for temporary or stay-in-place shoring to accommodate staging of bridge construction.
12. The proposed bridge channel freeboard is increased as compared to the existing bridge to the extent feasible.
13. Road grade overflow readily provides relief in the event the bridge opening is obstructed.

Preliminary

Design For 0° Skew

110'-0" x 44'-0" Continuous Concrete Slab Bridge

33'-6" End Spans 43'-0" Interior Span

Situation Plan - Misc.

STA. 624+60.00 (US 34)

Turn-in Date: October 2024

Adams County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 127 Design Sheet No. 3 of 4 FHWA No. 13331

HRGreen

FILE NO. 35533	ENGLISH	DESIGN TEAM **HR Green, Inc.**	**Adams** COUNTY	PROJECT NUMBER **BRF-034-3(039)--38-02**	SHEET NUMBER **V.3**

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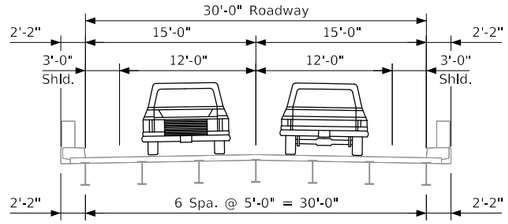
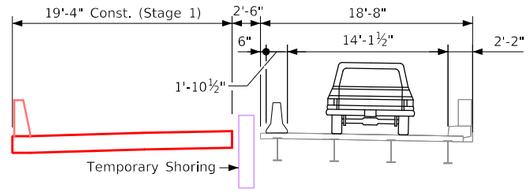


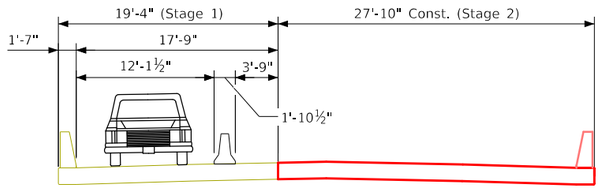
Existing Bridge Cross Section

(Looking East)



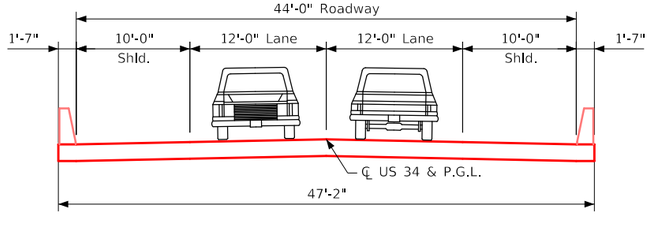
Stage 1 Cross Section

(Looking East)



Stage 2 Cross Section

(Looking East)



Final Cross Section

(Looking East)

HRGreen

Preliminary

Design For 0° Skew

110'-0" x 44'-0" Continuous Concrete Slab Bridge

33'-6" End Spans 43'-0" Interior Span

Staging Plan

STA. 624+60.00 (US 34) Turn-in Date: October 2024

Adams County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 127 Design Sheet No. 4 of 4 FHWA No. 13331

FILE NO. **35533**	ENGLISH	DESIGN TEAM **HR Green, Inc.**	**Adams** COUNTY	PROJECT NUMBER **BRF-034-3(039)--38-02**	SHEET NUMBER **V.4**	

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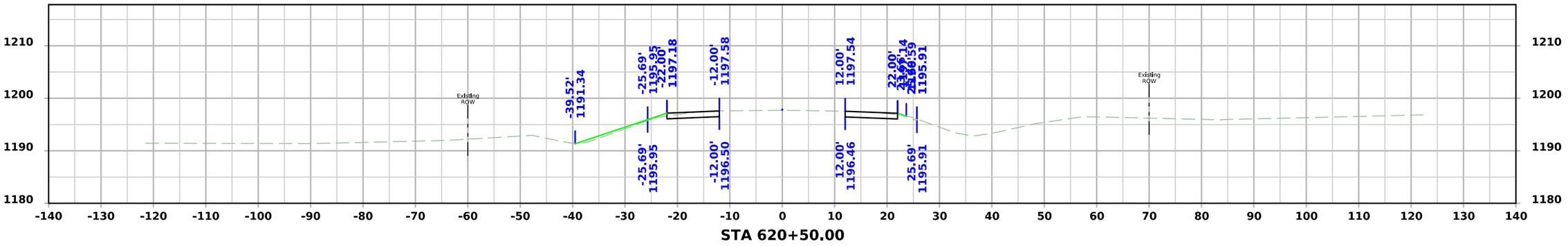

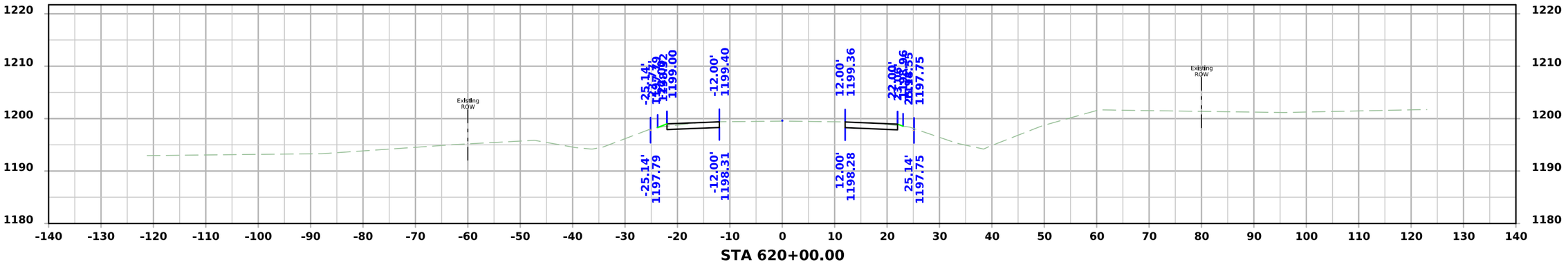

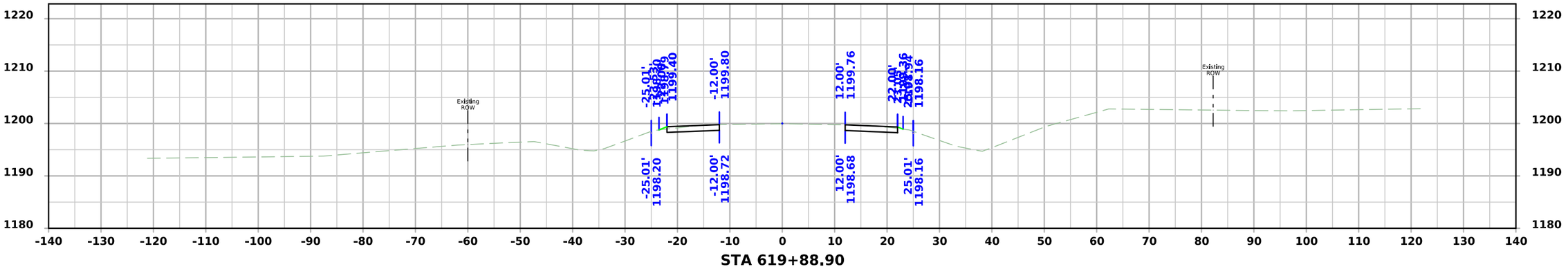

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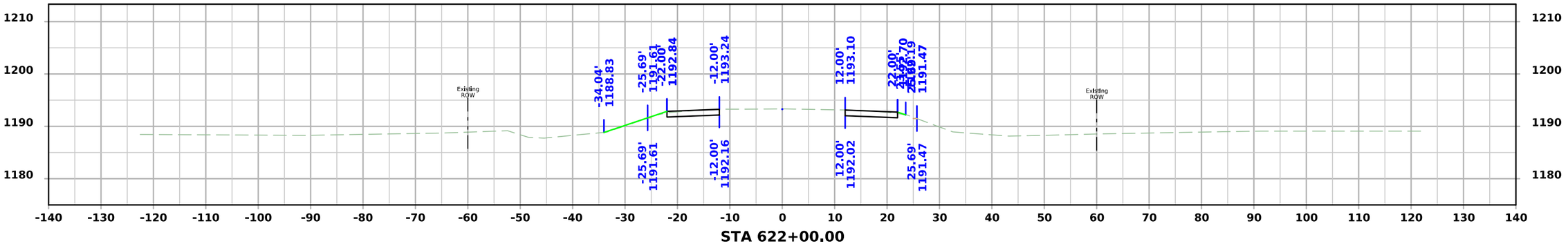

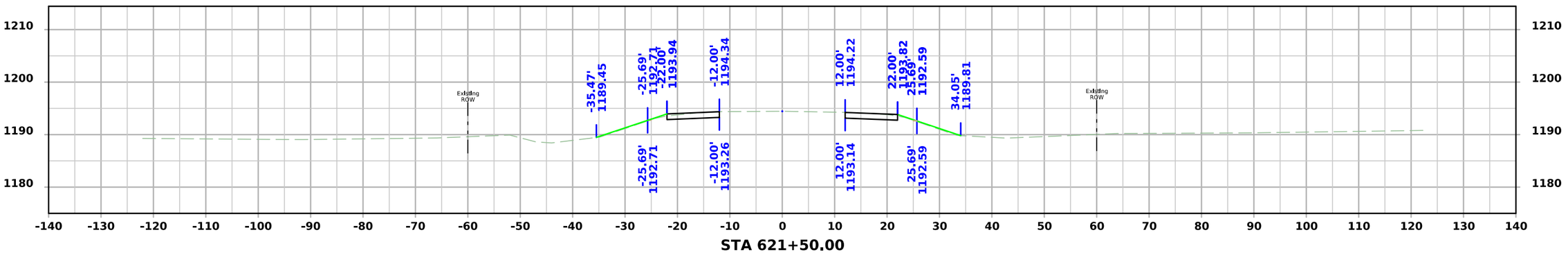

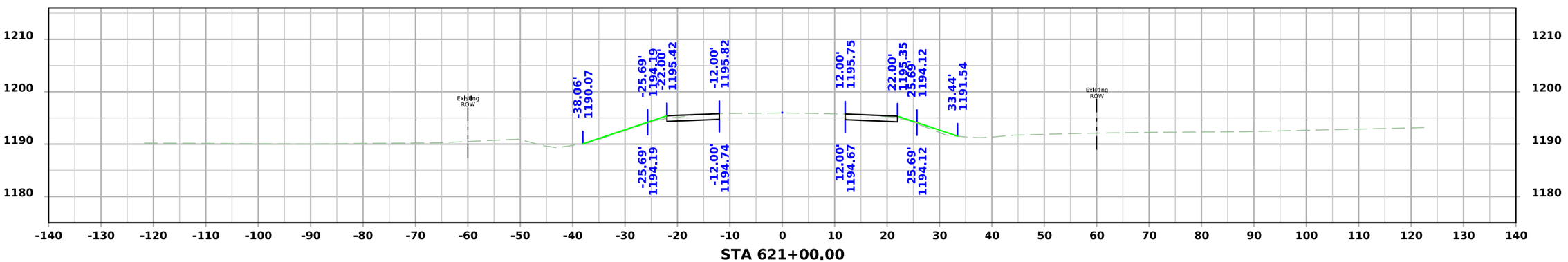

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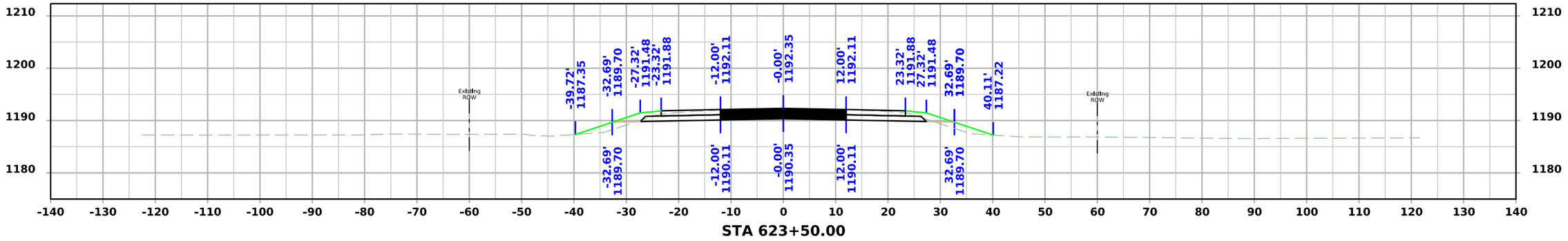

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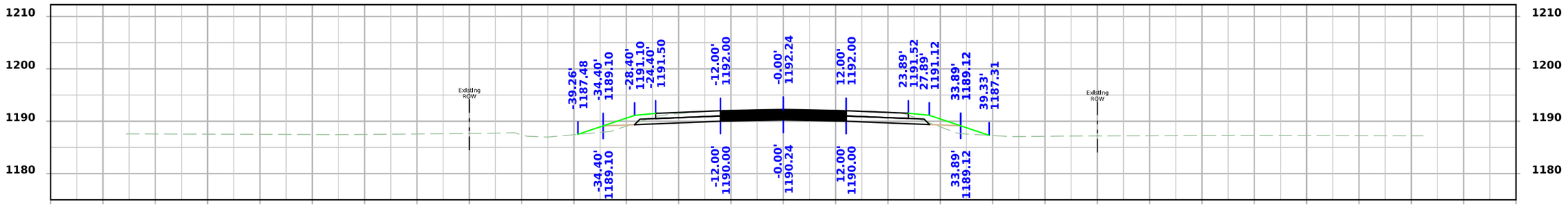

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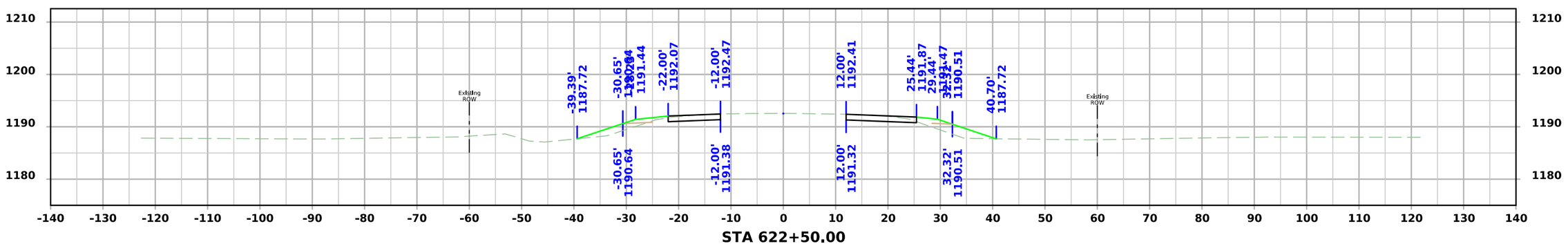

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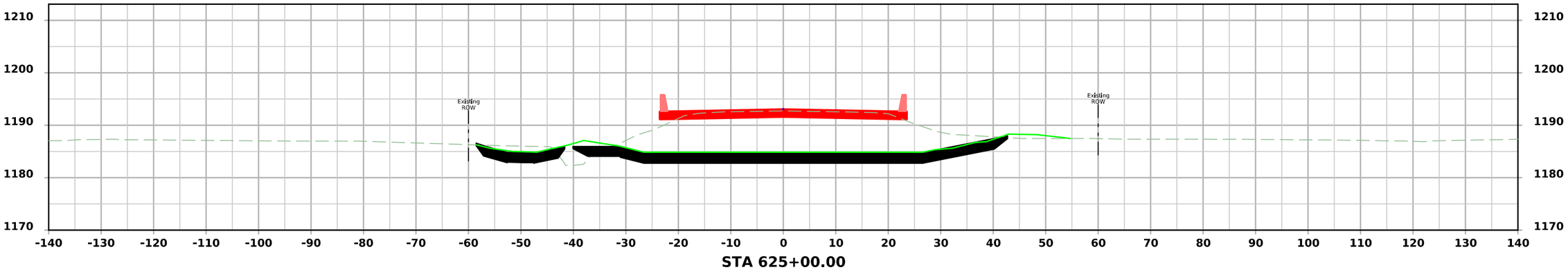

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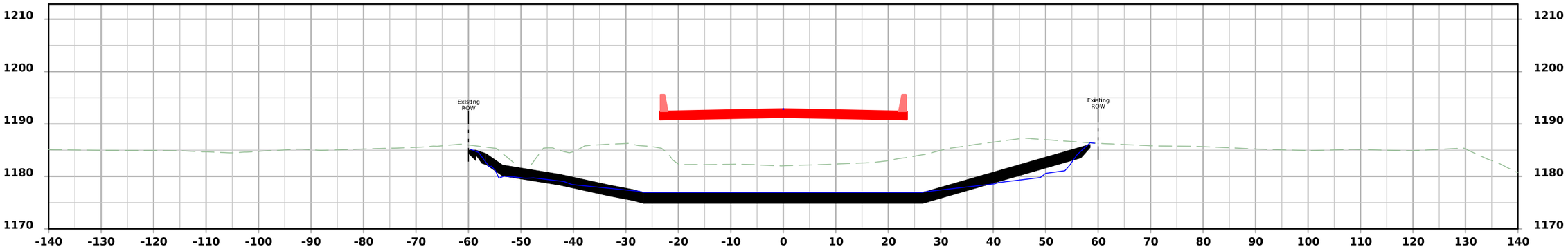

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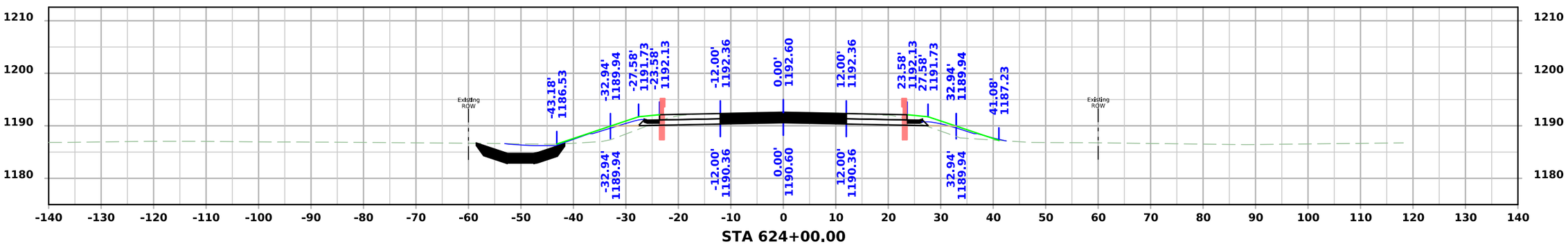

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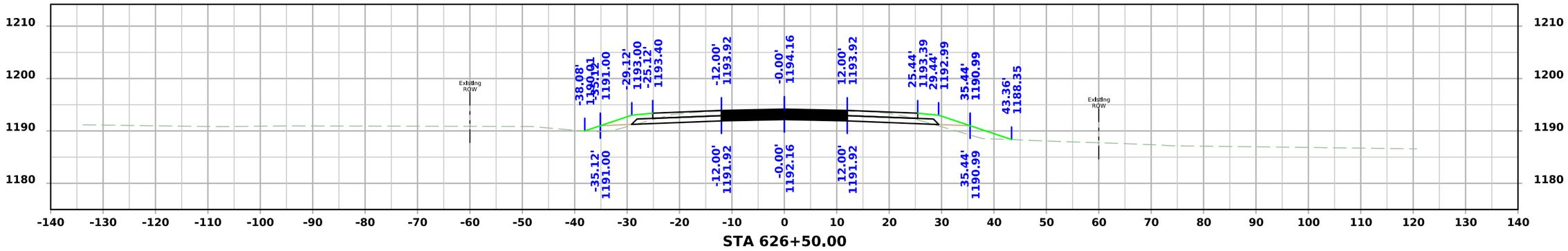

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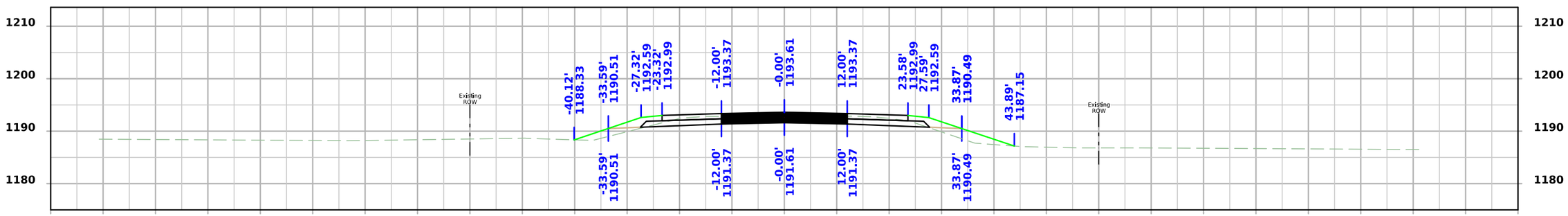

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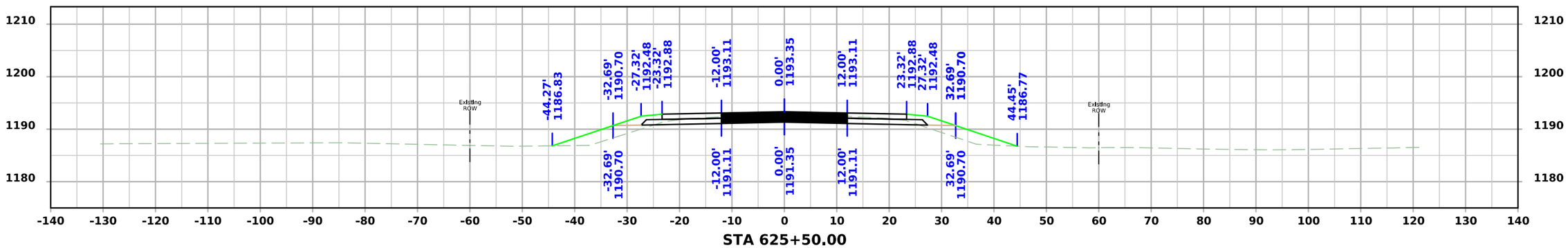

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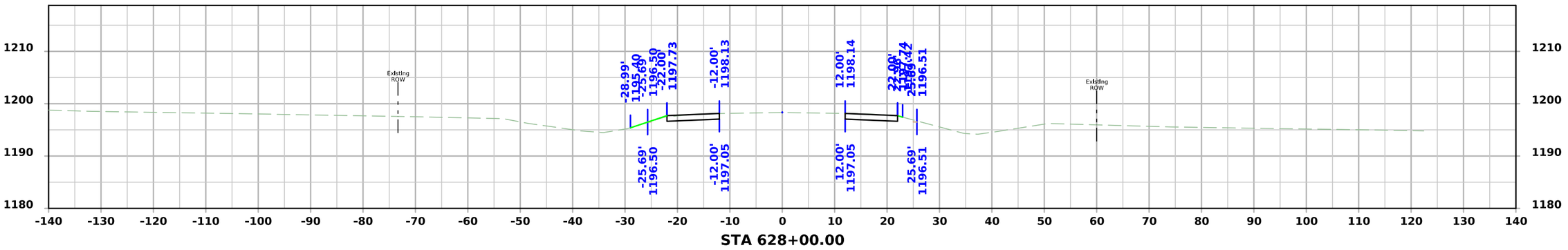

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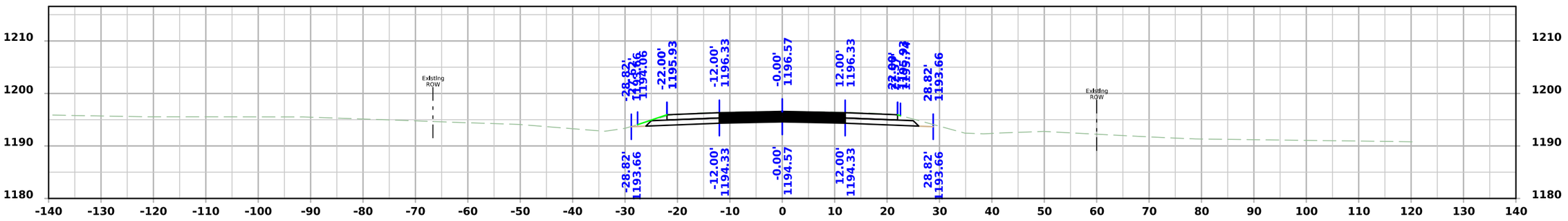

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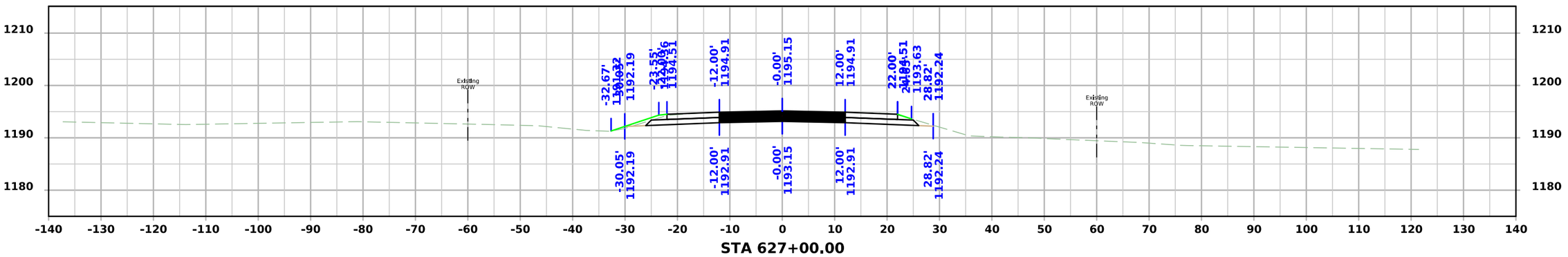

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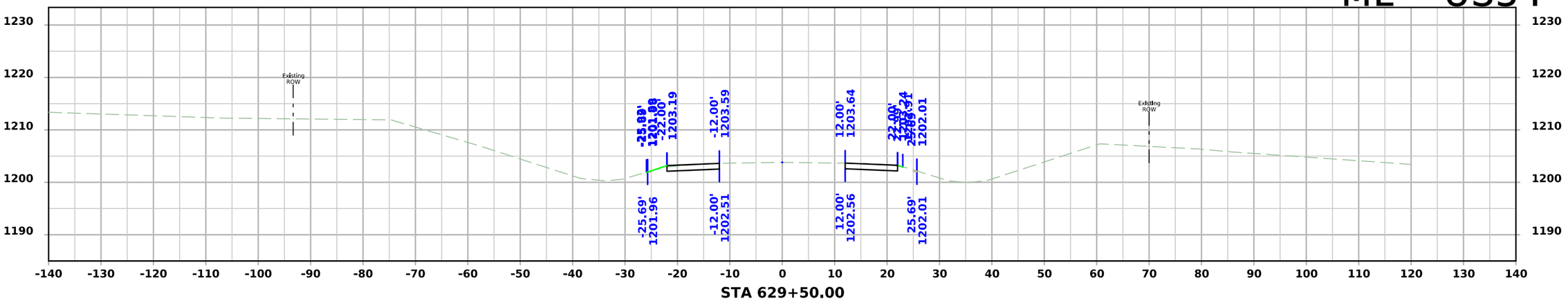

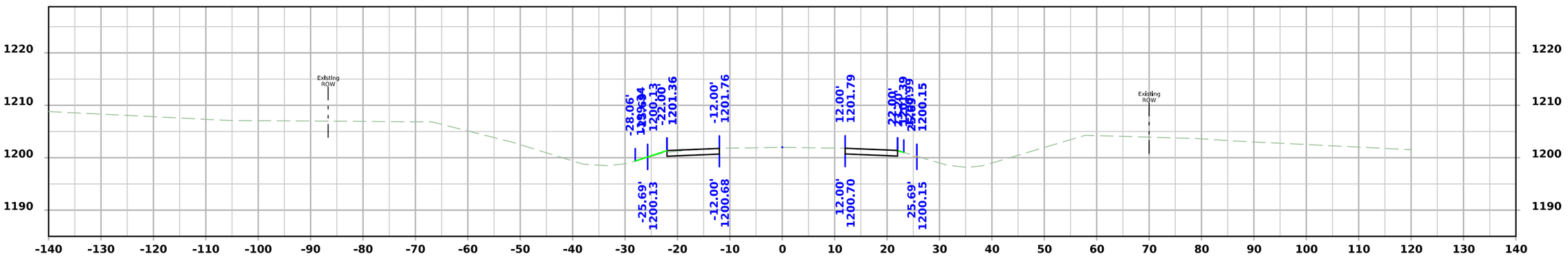

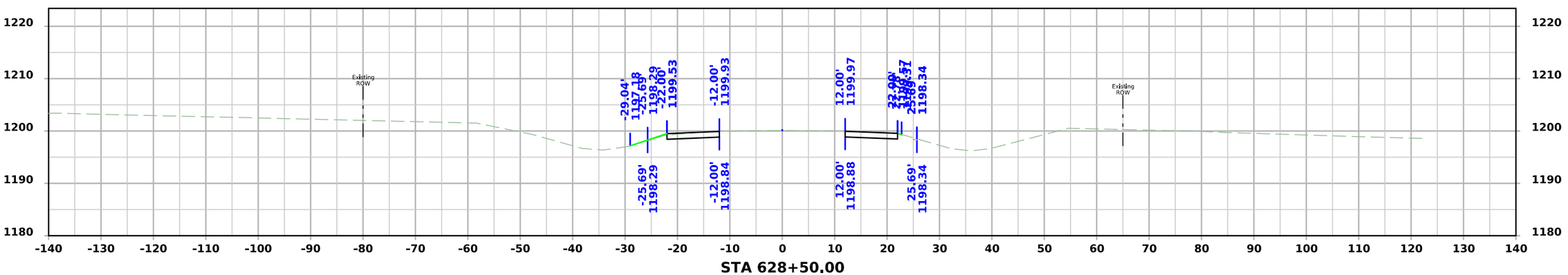

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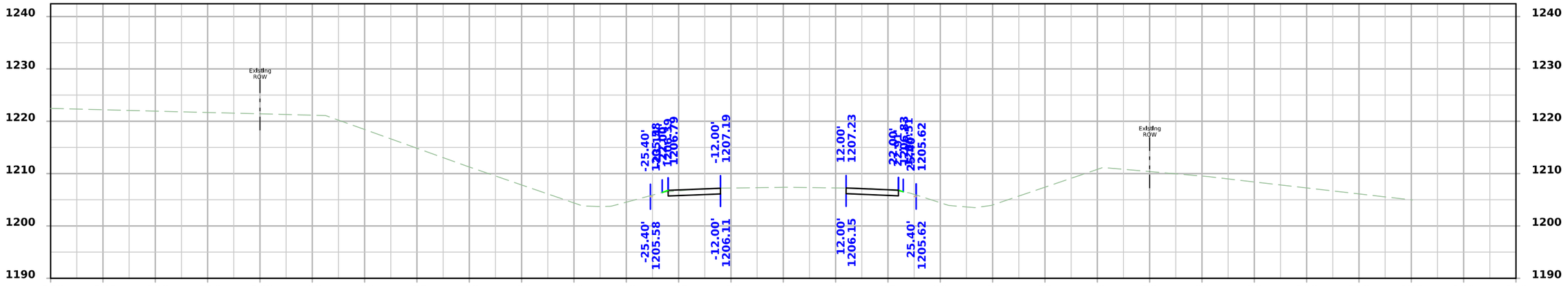

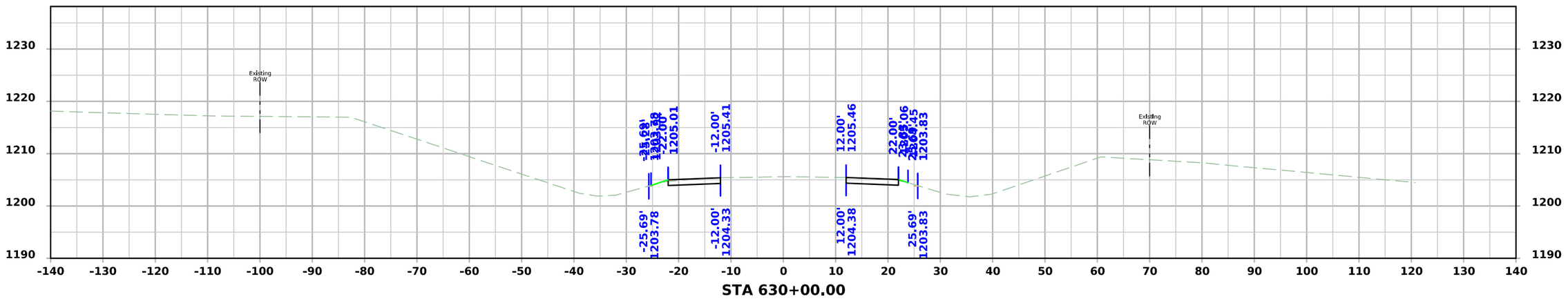

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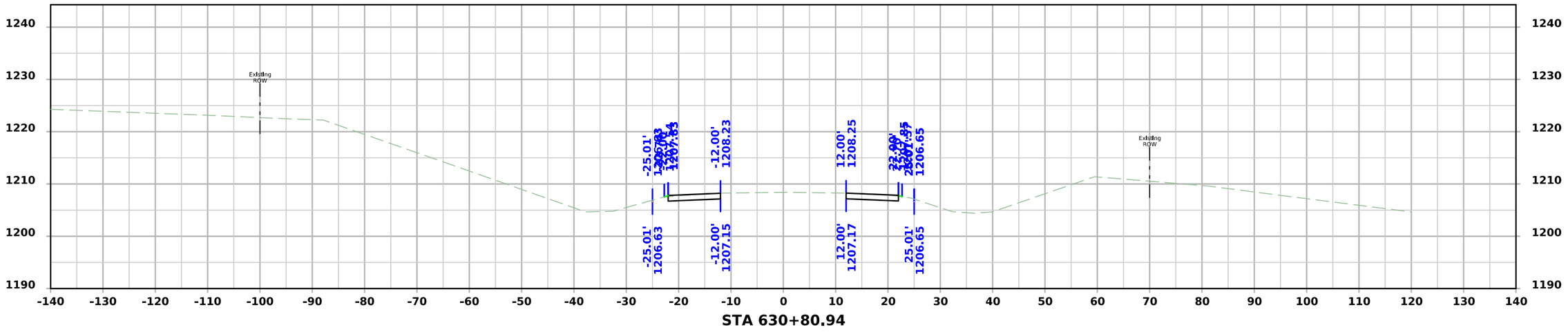

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