

| INDEX OF SHEETS |                                                  |
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PLANS OF PROPOSED IMPROVEMENT ON THE  
PRIMARY ROAD SYSTEM  
MILLS COUNTY  
Bridge-Unspecified  
At the Jct US 34

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

| TOTAL                         |  |
|-------------------------------|--|
| 137                           |  |
| PROJECT IDENTIFICATION NUMBER |  |
| 23-65-059-010                 |  |
| PROJECT NUMBER                |  |
| BRF-059-2(022)--38-65         |  |
| R.O.W. PROJECT NUMBER         |  |
| NHSN-059-2(23)--2R-65         |  |
|                               |  |
|                               |  |

| DESIGN DATA RURAL |       |       |        |
|-------------------|-------|-------|--------|
| 2028              | AADT  | 1000  | V.P.D. |
| 2048              | AADT  | 1100  | V.P.D. |
| 20                | - DHV | -     | V.P.H. |
| TRUCKS            |       | 26-27 | %      |
| Total             |       |       |        |
| Design ESALs      |       | -     |        |

| INDEX OF SEALS |               |                         |                     |
|----------------|---------------|-------------------------|---------------------|
| SHEET NO.      | NAME          | TYPE                    | BID QUANTITY SHEETS |
| A.1            | Kelly C. Bell | Primary Signature Block | X                   |
|                |               |                         |                     |
| X              | X             | X                       | X                   |
|                |               |                         |                     |
|                |               |                         |                     |
|                |               |                         |                     |
|                |               |                         |                     |

PRELIMINARY PLANS

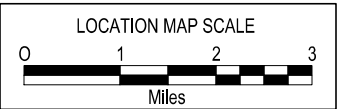
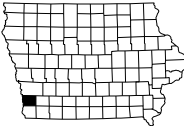
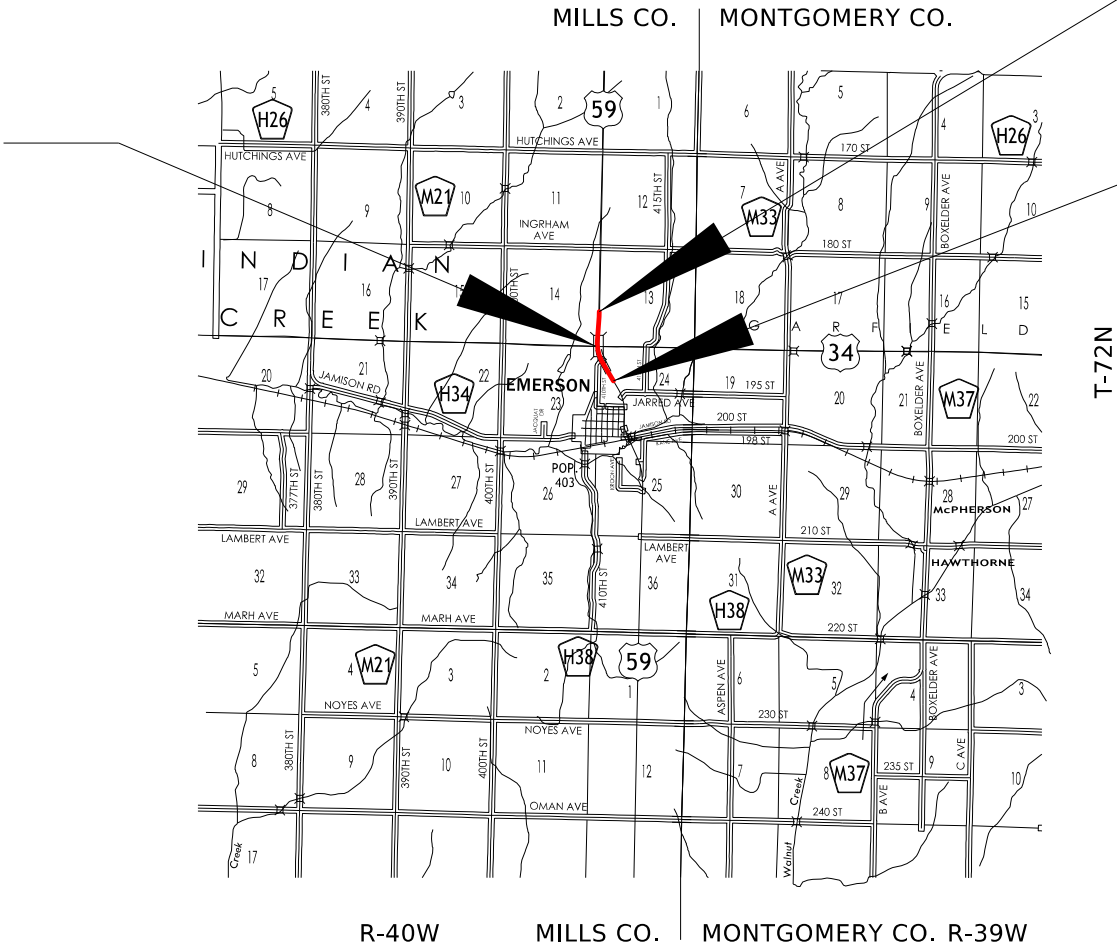
Subject to change by final design.

D2 PLAN - Date: 04-23-2025

Bridge US 59 over US 34  
Asset ID/FHWA #359?? (Proposed)  
Asset ID/FHWA #35980 (Exst)

STA 2000+25.00 (ML059)  
END CONSTRUCTION

STA 1959+70.00 (ML059)  
BEGIN CONSTRUCTION





IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE:

District 4

ATTENTION:

Scott, Schram

FROM:

John Bartholomew

BUREAU:

Design

SUBJECT:

Project Concept Statement; (Final Approval, D0)

DATE:

June 27, 2024

PROJECT:

Mills County  
BRF-059-2(022)--38-65  
PIN: 23-65-059-010  
At the Jct US 34  
Maint. No. 6531.3S059  
FHWA: 35980  
Design: 962

This project involves the Replacement of the US 59 bridge (Maint. No 6531.3S059) At the Jct US 34.

A concept review was held on March 26, 2024, and May 1, 2024. Those present included Wes Mayberry, Orest Lechnowsky, Nathaniel Epperson, Travis Malone from the District 4 Office; Matthew Erickson, Jimmy Ellis From Bridge and Structures Bureau; Jacob Woodcock, Claire Asberry From Location and Environment Bureau; and Kevin Patel, John Bartholomew, Anthony Apland, Kelly Bell, Paul Flattery From the Design Bureau.

One alternative was considered:  
1. Remove and replace the existing bridge 164 ft. x 30 ft. PPCB, with a 207 ft. x 40 ft. PPCB two span bridge. Estimated cost of this alternate is **\$ 5,621,900**.

Alternative 1 is the preferred alternative. Additional right of way will be required.

Traffic will be maintained on US 59; the traffic will be staged during tie-ins and utilize the existing bridge and alignment during construction of the new bridge and pavement.

The Draft Project Concept Statement was sent out for review and comment with concerns to be resolved by 5/20/2024. Comments received during the review period have been considered and resolved.

This project is recommended for construction in 2028. The Bridges and Structures Bureau will coordinate plan preparation with assistance from the Design Bureau.

JEB: ARA  
Attach.  
cc:

C. Purcell

M. Kennerly

K. Nicholson

M. Dell

J. Nelson

M. Nop

M. Swenson

B. Younie

D. Sprengeler

S. Majors

A. Poole

K. Brink

D. Newell

B. Bradley

J. Laaser-webb

W. Sorenson

E. Wright

M. Ross

A. Welch

J. Harris

C. Poole

B. Hofer

G. Karssen

B. Azeltine

S. Gent

S. Anderson

D. Stokes

T. Jerman

K. Patel

R. Harris

M. Todsen

M. Van Dyke

T. Lovan

B. Dolan

J. Bartholomew

W. Mayberry

A. Yates

M. Solberg

D. Redmond

N. Epperson

J. Sallach

J. Cihacek

J. Garton

S. Suhr

P. Leanos

O. Lechnowsky

J. Woodcock

T. Frank

J. Ellis

S. Sersland

R. Meyer

M. Khoda

J. Hauber

K. Olson

S. Seivert

S. Neubauer

FHWA

FINAL PROJECT CONCEPT STATEMENT

US 59 Bridge At the Jct US 34.

Mills County  
BRF-059-2(022)--38-65  
PIN: 23-65-059-010  
Maint. No. 6531.3S059  
FHWA No. 35980

Highway Division  
Design Bureau

John Bartholomew, P.E.  
515-239-1540

June 27, 2024

Mills County  
BRF-059-2(022)--38-65  
PIN: 23-65-059-010  
Page: 2



I. STUDY AREA

A. Project Description

This project involves the replacement of the US 59 bridge (Maint. No 6531.3S059) over US 34. This project will extend beyond the 70 ft. of bridge approach 2430 ft. on both sides of the bridge.

One alternative was considered:

1. Remove and replace the existing bridge 164 ft. x 30 ft. PPCB, with a 210 ft. x 40 ft. PPCB two span bridge. Estimated cost of this alternate is **\$ 5,621,900.**

Additional right of way will be required. Traffic will be maintained using the existing bridge during the majority of construction.

B. Need for Project

This is a 164 ft. x 30 ft. prestressed concrete beam bridge that was built in 1964. The bridge was overlaid in 2006 and is near the end of its useful life. The bottom of the deck has large PC patches, spalling with exposed rebar, and delaminated areas. The beams have collision damage with spalled areas and exposed steel. The substructure also has spalled areas with exposed steel, and all abutment bearings have severe rust. Due to the overall condition of the bridge, a replacement is recommended.

C. Present Facility

The existing structure is a 164 ft. x 30 ft. , PPCB bridge constructed in 1964. US 59 in the project area is 22 ft. wide HMA pavement with 10 ft. wide paved/granular shoulders and 3:1 fore slopes, constructed in 1964. HMA resurfacing was accomplished in 2006.

D. Traffic Estimates

The 2028 construction year and 2048 design year average daily traffic estimates are 1000 ADT with 27% trucks and 1100 ADT with 26% trucks, respectively.

E. Sufficiency Ratings

US 59 is classified as an Area Development route and is a maintenance service level C roadway. The Bridge Condition Index is 61.6 and the Bridge Condition Rating is Fair.

F. Access Control

Access rights will not be acquired for this project.

G. Crash History

During the five-year study period from January 1, 2018 through December 31, 2023, there were 5 crashes including, 0 fatal crashes, 2 personal injury crashes, and 3 personal property crashes.

II. PROJECT CONCEPT

A. Alternative #1 - Replace with a bridge

The existing 164 ft. x 30 ft. , PPCB bridge will be replaced with a 2 span, 210 ft. x 40 ft. , PPCB bridge. The new bridge has been extended to allow for future lane expansion on US 34. The typical cross section adjacent to the bridge will consist of a 24 ft. roadway with 8 ft. effective shoulders (6 ft. additional paved and 2 ft. granular) and 3:1 fore slopes. The center pier in the US 34 median will have attenuators on both side for pier protection within the clear zone. Apply erosion control and rural seeding and fertilizing to all disturbed areas.

The new bridge will be constructed off alignment to the west of the existing bridge due to issues with the cemetery adjacent to the roadway north of the existing bridge. The new alignment will require approximately 4,000 ft. of reconstruction. Reconstruction south of the bridge will close the open median section on US 59 at the intersection of 410<sup>th</sup> st. North bound US 59 at the intersection will now also include a left turn lane. Construction of the new roadway north of the bridge will tie into existing US 59 beyond the cemetery property to avoid impacts.

Within the length of reconstruction, there are several entrances that will need to be reconstructed. These include the gas station property entrance at 410<sup>th</sup> st, two field entrances (one south of the bridge with access to the east, and one north of the bridge with access to the west), and three driveway entrances into the cemetery property on the east. Access to these properties will need to be maintained by the contractor during construction.

Traffic will remain on the existing US 59 alignment and bridge during construction of the new alignment and bridge. Traffic will need to be dropped down to single lane and potentially detoured during construction of the tie-ins on both sides of US 59. Staging of tie-ins may require additional temporary pavement.

Right of way will be required for this project.

Plan and profile sheets can be found in the attachments at the end of the concept.

| Bridge Items       | Estimated Costs |
|--------------------|-----------------|
| New Bridge         | \$ 1,406,200    |
| Bridge Removal     | 59,000          |
| Mobilization - 10% | 146,500         |
| M & C - 20%        | 322,300         |
| Bridge Costs       | \$ 1,934,000    |

| Roadway Items                             |              |
|-------------------------------------------|--------------|
| Bridge Approaches                         | \$90,500     |
| Removal of Pavement                       | 158,000      |
| PCC Pavement                              | 783,300      |
| Granular subbase                          | 40,200       |
| Special Backfill                          | 209,500      |
| Granular Shoulder                         | 36,100       |
| Embankment in place, contractor furnished | 519,100      |
| Embankment roadway and borrow             | 110,400      |
| Excavation Class 13 Waste                 | 113,900      |
| Guardrail (Includes Removal)              | 30,600       |
| Paved Shoulders for Guardrail             | 341,200      |
| Pier Attenuators                          | 39,700       |
| Class 10 for Guardrail Blisters           | 44,400       |
| 6” longitudinal Subdrain with outlets     | 78,000       |
| Bridge End Drains                         | 3,000        |
| Seeding and Fertilizing                   | 7,200        |
| Right of Way                              | 35,000       |
| Utility relocation                        | 100,000      |
| Pavement Markings                         | 35,400       |
| Traffic Control - 5%                      | 177,200      |
| Mobilization - 5%                         | 177,200      |
| M & C - 20%                               | 708,800      |
| Roadway costs                             | \$ 3,678,900 |
| Project Total                             | \$ 5,621,900 |

B. Detour Analysis

There will be no off-site detour. Traffic will be maintained using the existing bridge during most of the construction.

C. Recommendations

It is recommended that the present structure be replacement, as described in the Alternative.

D. Construction Sequence

It is anticipated that all work on this project will be awarded to one prime contractor. The Bridges and Structures Bureau will coordinate the plan preparation with assistance from the Design Bureau.

E. ADA Accommodations

There are no bike paths or sidewalks adjacent to US 59; therefore, no ADA accommodations are planned in conjunction with this project.

F. Special Considerations

This will not be a traffic critical project.

The ABC Rating Score of 33 is less than the first stage filter threshold of 50, therefore this bridge will not be further considered for accelerated bridge construction.

No bike path or sidewalk will be required as part of this project.

Right of Way appears to be required for this project.

Known environmental concerns include a cemetery northeast of the bridge, and a gas station Southwest of the bridge.

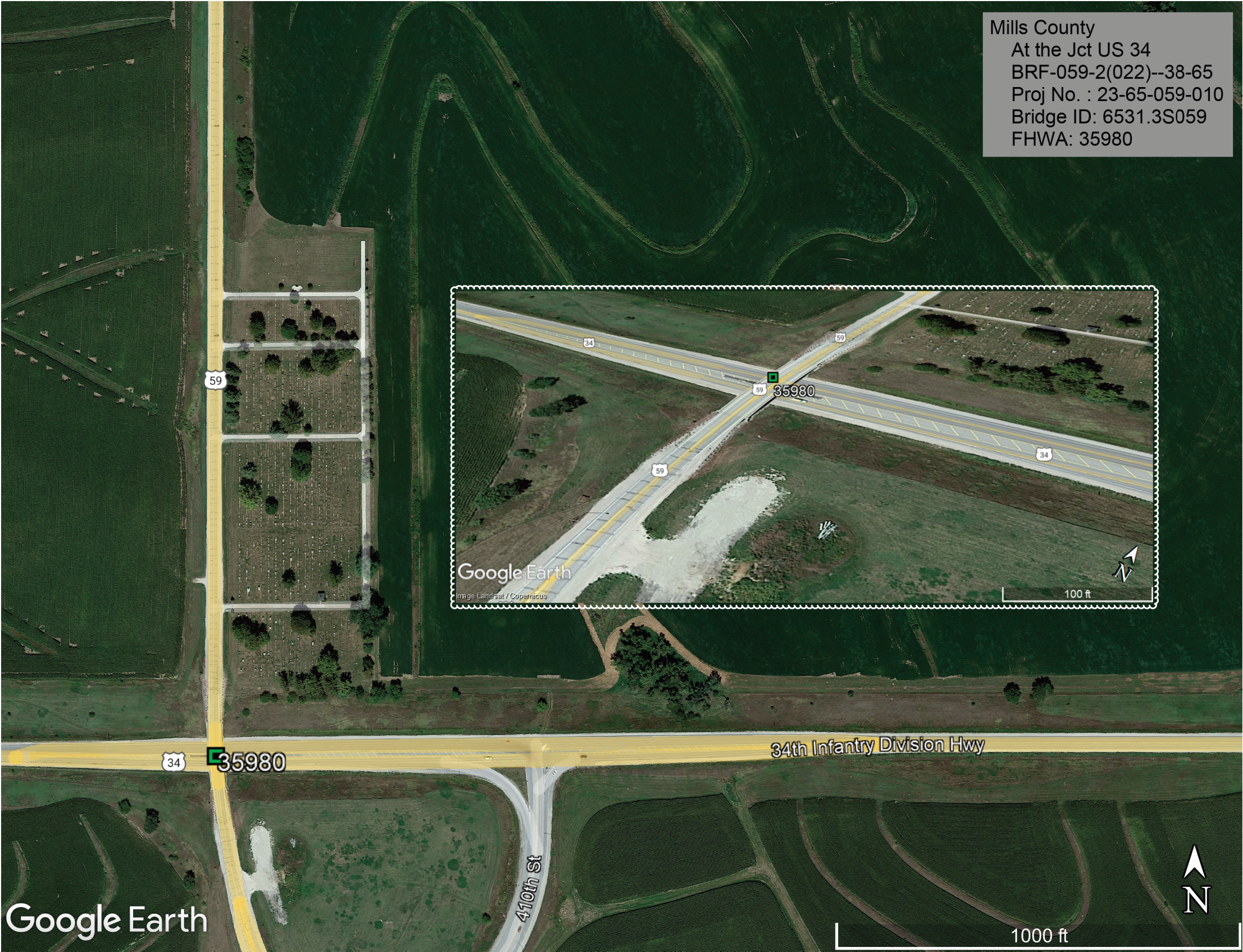
The Location and Environment Bureau has reviewed this project and decided that NO 404 PERMIT is required.

G. Program Status

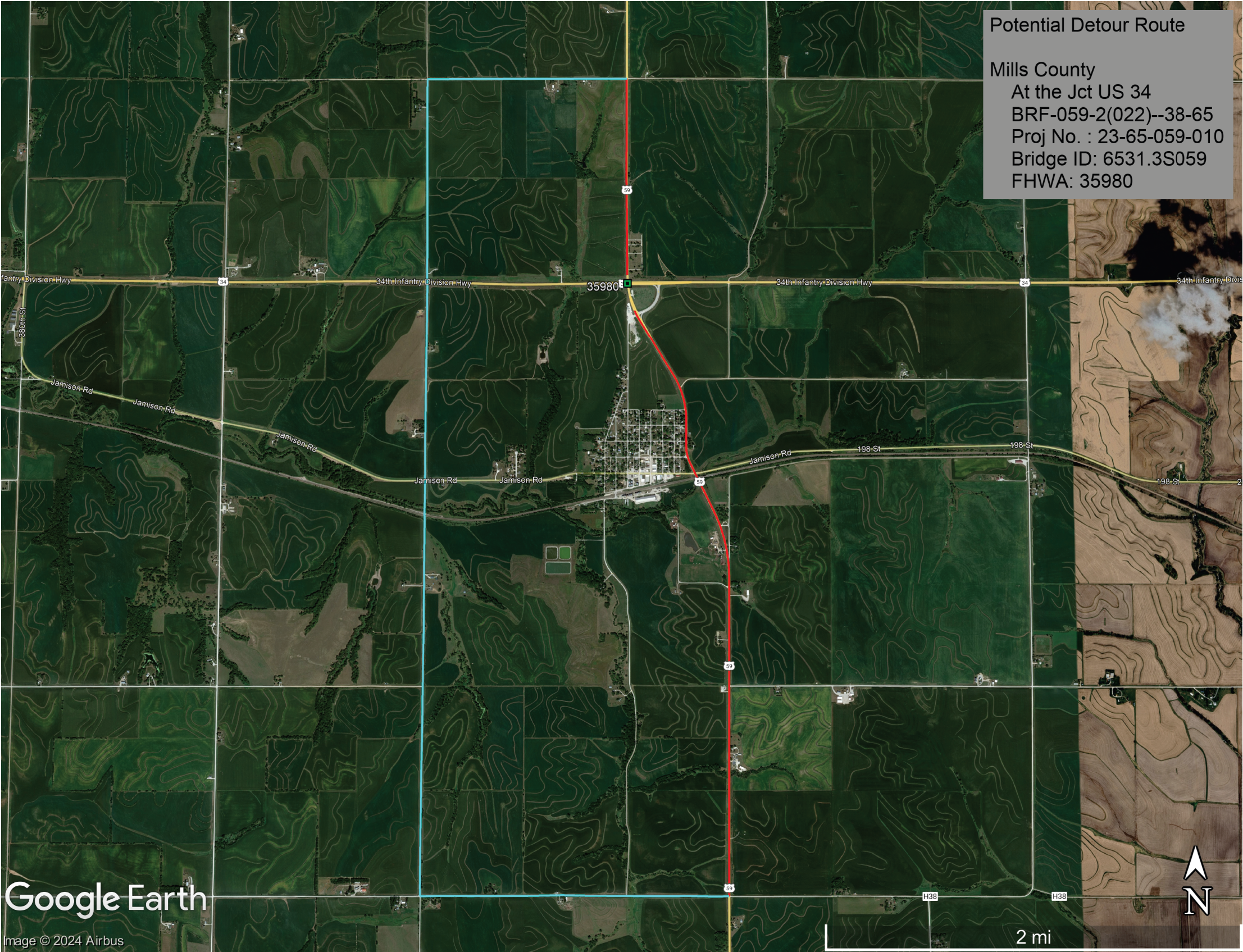
Site data has been developed by the Design Bureau. This project is listed in the 2024-2028 Iowa Transportation Improvement Program, with \$10,000 programmed for right of way in FY 2028, and \$3,740,000 for Replacement in FY 2028. Costs for this project may be eligible for bridge replacement funds. A schedule of events will be developed following approval of the Project Concept.

JEB:ara









Potential Detour Route

Mills County  
At the Jct US 34  
BRF-059-2(022)--38-65  
Proj No. : 23-65-059-010  
Bridge ID: 6531.3S059  
FHWA: 35980

Google Earth

Image © 2024 Airbus



2 mi



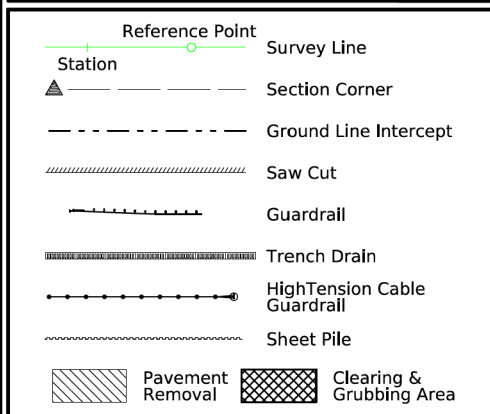
|                                                                                     |                                   |
|-------------------------------------------------------------------------------------|-----------------------------------|
|    | Interstate Highway Symbol         |
|    | U.S. Highway Symbol               |
|    | Iowa Highway Symbol               |
|    | County Road Highway Symbol        |
|    | Evergreen Tree                    |
|    | Deciduous Tree                    |
|    | Fruit Tree                        |
|    | Shrub (Bushes)                    |
|    | Timber                            |
|    | Hedge                             |
|    | Stump                             |
|    | Swamp                             |
|    | Rock Outcrop                      |
|    | Broken Concrete                   |
|    | Revetment (Rip Rap)               |
|    | Cemetery                          |
|    | Grave                             |
|  | Cave                              |
|  | Sink Hole                         |
|  | Board Fence                       |
|  | Chain Link or Security Fence      |
|  | Wire Fence                        |
|  | Terrace                           |
|  | Earth Dam or Dike (Existing)      |
|  | Tile Outlet                       |
|  | Edge of Water                     |
|  | Existing Drainage                 |
|  | Right of Way Rail or Lot Corner   |
|  | Concrete Monument                 |
|  | Well                              |
|  | Windmill                          |
|  | Beehive Intake                    |
|  | Existing Intake                   |
|  | Existing Utility Access (Manhole) |
|  | Fire Hydrant                      |
|  | Water Hydrant (Rural)             |

|                                                                                    |                              |
|------------------------------------------------------------------------------------|------------------------------|
|   | Septic Tank                  |
|   | Cistern                      |
|   | L.P. Gas Tank (No Footing)   |
|   | Underground Storage Tank     |
|   | Latrine                      |
|   | Satellite TV Dish            |
|   | Water Hook Up                |
|   | Radio Tower                  |
|   | Tower Anchor                 |
|   | Guardrail (Beam or Cable)    |
|   | Guard Post (one or two)      |
|   | Guard Post (over two)        |
|   | Filler Pipe                  |
|   | Gas Valve                    |
|   | Water Valve                  |
|   | Speed Limit Sign             |
|   | Mile Marker Post             |
|   | Sign                         |
|   | Traffic Signal Control Box   |
|   | Rail Road Signal Control Box |
|   | Telephone Switch Box         |
|  | Electric Box                 |

UTILITY LEGEND

| 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                                                        |     |
| Lavender                                          | (9)              |  | Temporary Pavement Shading                                          | 0%  |
| 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% |
| Violet                                            | (15)             |  | Proposed Grade and Pave Shading                                     | 0%  |
|                                                   |                  |                                                                                     | (In conjunction with a paving project)                              |     |
| 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% |
| Green, Light                                      | (225)            |  | Existing Pavement 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    |



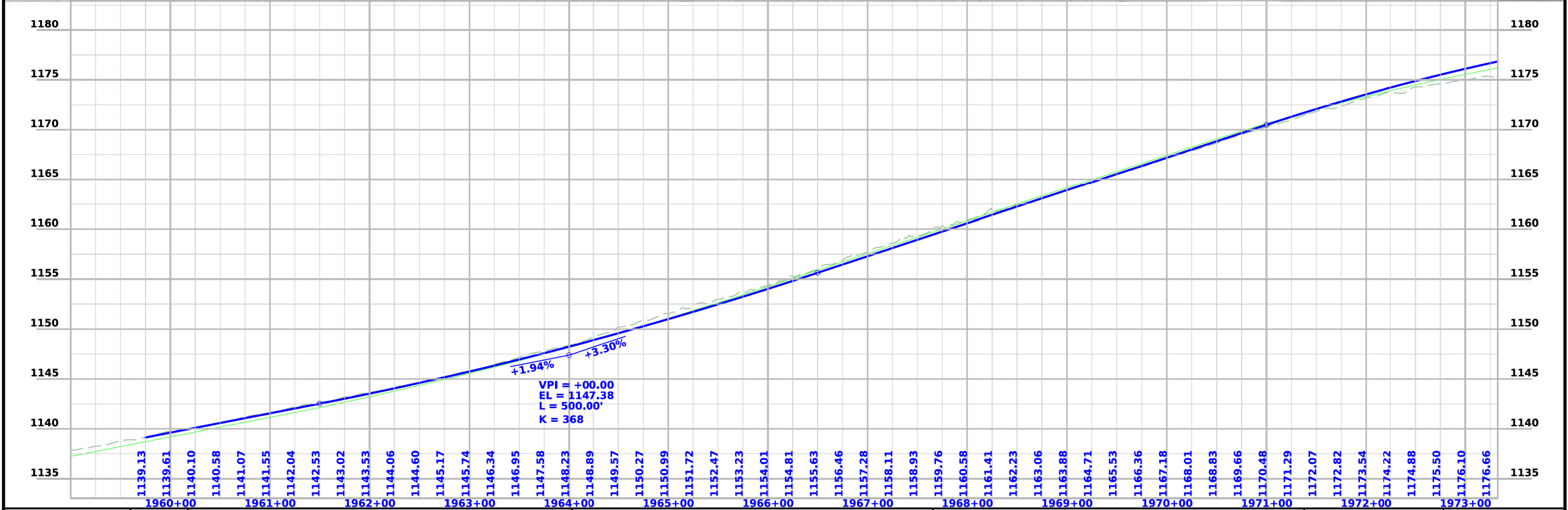
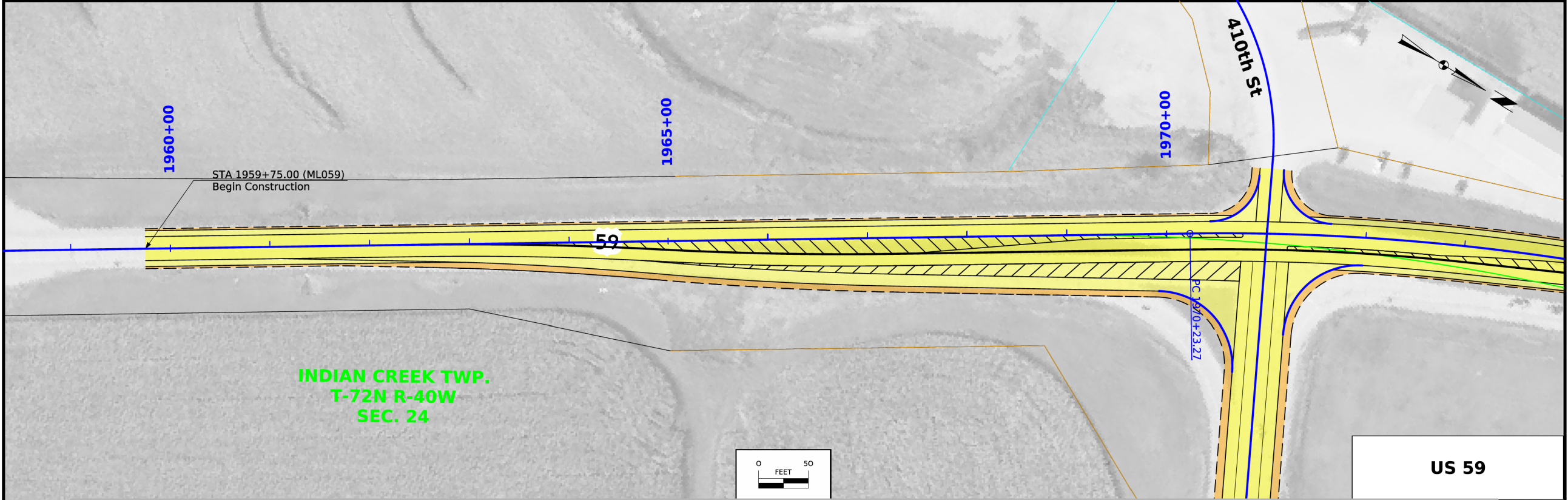
## RIGHT-OF-WAY LEGEND

|                                                                                       |                                    |
|---------------------------------------------------------------------------------------|------------------------------------|
|  | Proposed Right-of-Way              |
|  | Existing Right of Way              |
|  | Existing and Proposed Right-of-Way |
|  | Easement and Existing Right-of-Way |
|  | Easement (Temporary)               |
|  | Easement                           |
|  | Access Control                     |
|  | Property Line                      |

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

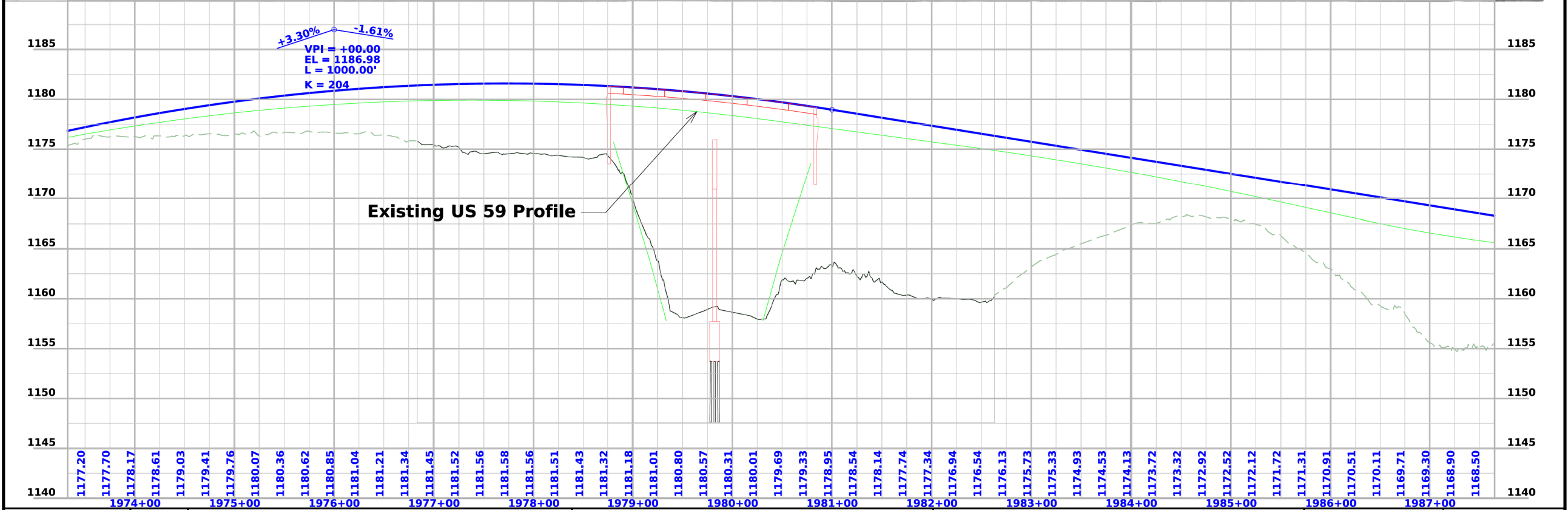
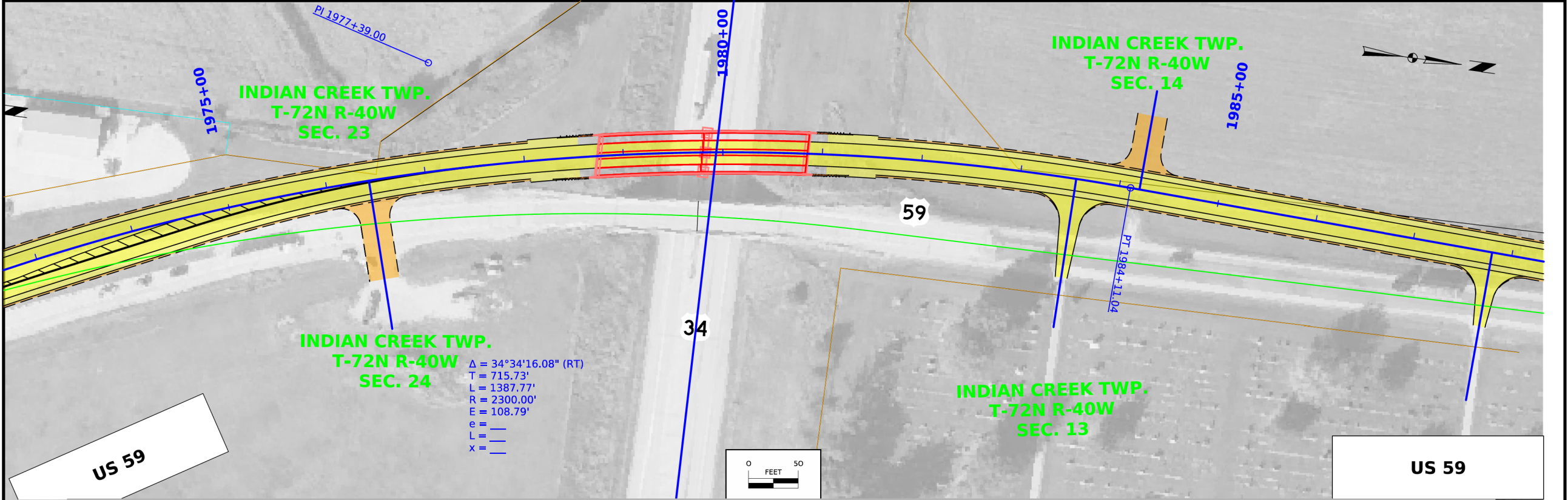
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|             |           |             |                                                                                                                 |              |                |                       |              |     |
|-------------|-----------|-------------|-----------------------------------------------------------------------------------------------------------------|--------------|----------------|-----------------------|--------------|-----|
| FILE NO.    | ENGLISH   | DESIGN TEAM | Flattery\Bell                                                                                                   | MILLS COUNTY | PROJECT NUMBER | BRF-059-2(022)--38-65 | SHEET NUMBER | D.2 |
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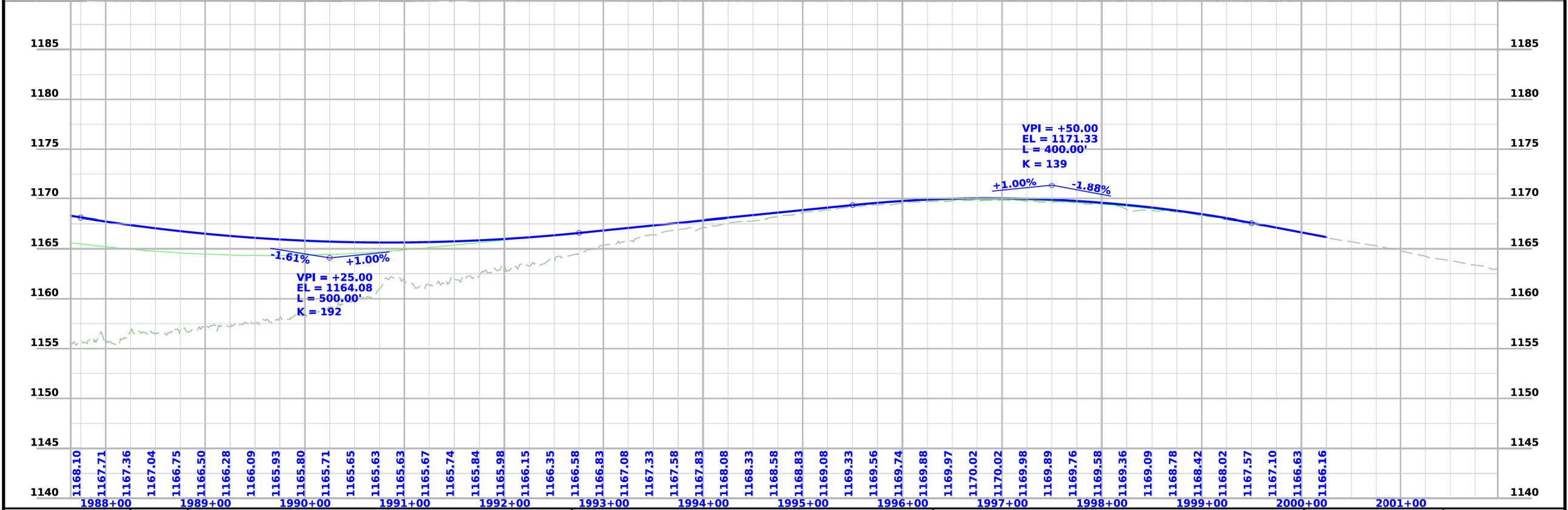
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|             |           |             |                                                                                                                  |              |                |                       |              |     |
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| FILE NO.    | ENGLISH   | DESIGN TEAM | Flattery\Bell                                                                                                    | MILLS COUNTY | PROJECT NUMBER | BRF-059-2(022)--38-65 | SHEET NUMBER | D.3 |
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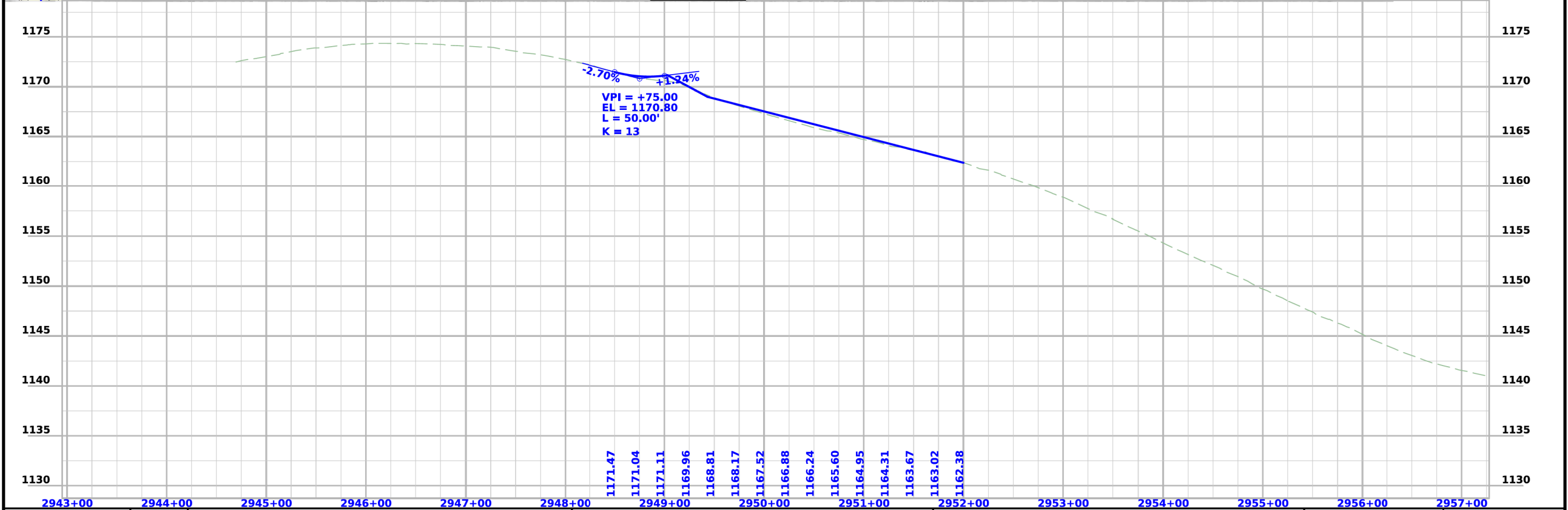
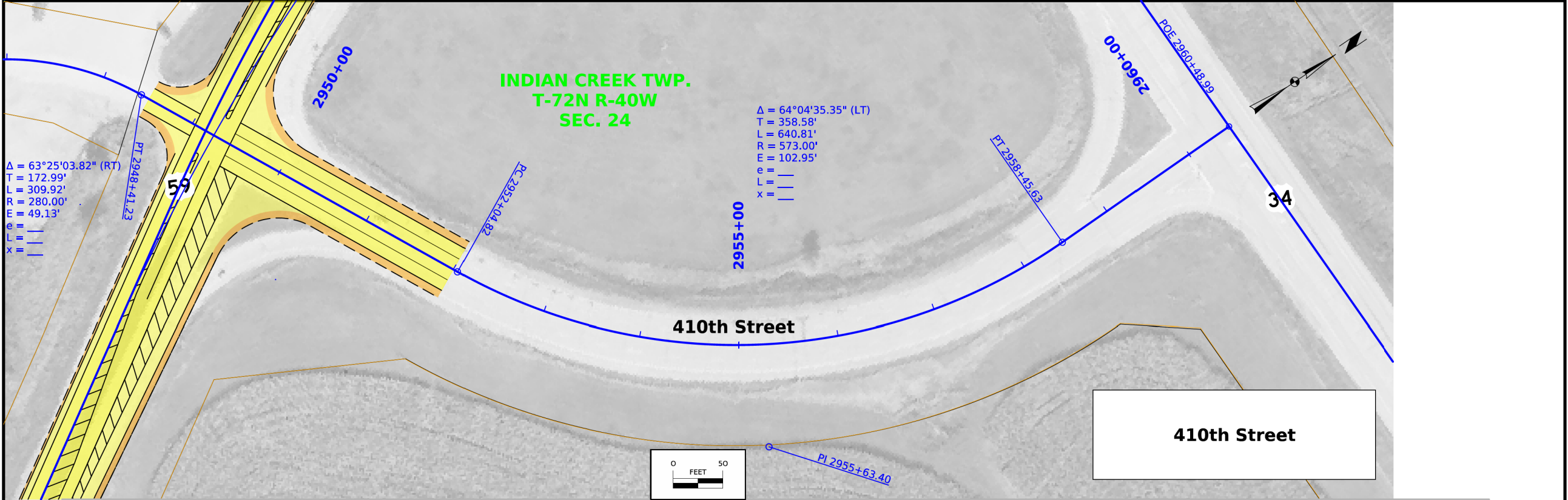




|          |         |             |               |              |                |                       |              |     |
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|----------|---------|-------------|---------------|--------------|----------------|-----------------------|--------------|-----|

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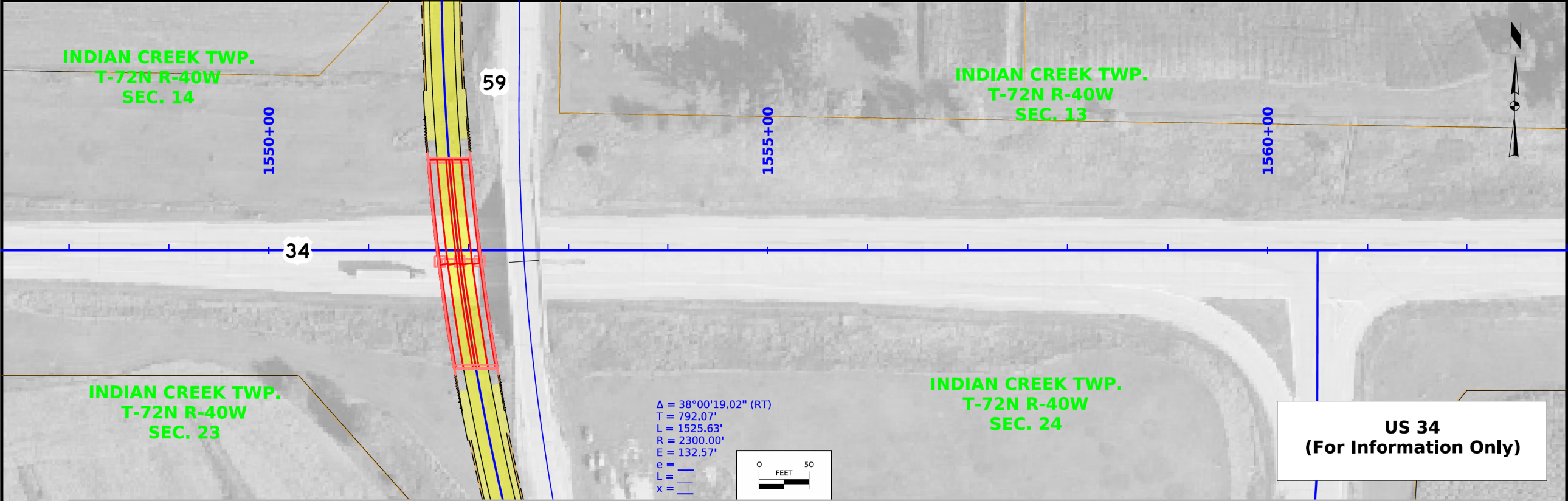
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|-------------|-----------|-------------|-----------------------------------------------------------------------------------------------------------------|--------------|----------------|-----------------------|--------------|------|
| FILE NO.    | ENGLISH   | DESIGN TEAM | Flattery\Bell                                                                                                   | MILLS COUNTY | PROJECT NUMBER | BRF-059-2(022)--38-65 | SHEET NUMBER | E. 1 |
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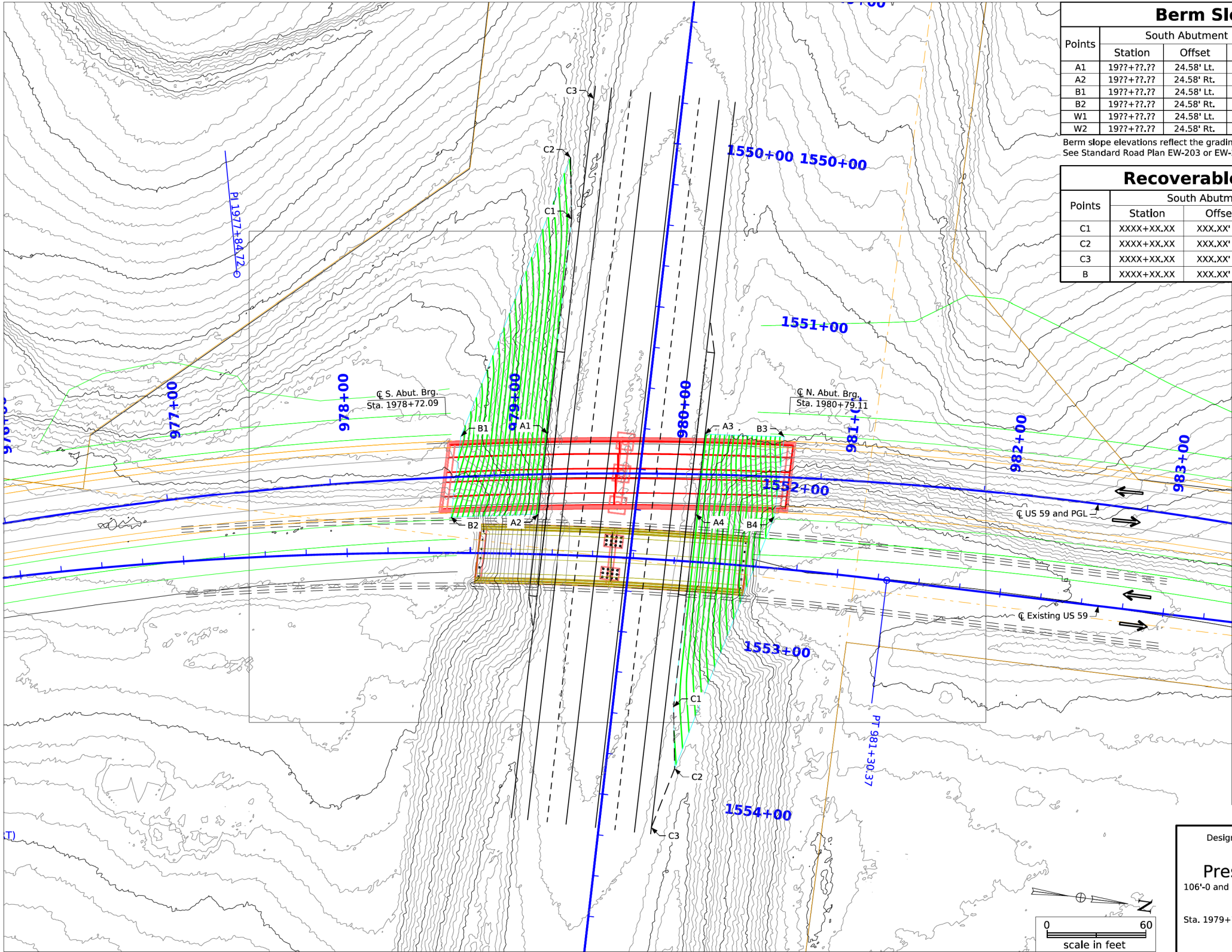




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|-------------|-----------|-------------|-----------------------------------------------------------------------------------------------------------------|--------------|----------------|-----------------------|--------------|-----|
| FILE NO.    | ENGLISH   | DESIGN TEAM | Flattery\Bell                                                                                                   | MILLS COUNTY | PROJECT NUMBER | BRF-059-2(022)--38-65 | SHEET NUMBER | E.2 |
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Control Point:



Berm Slope Location Table

| Points | South Abutment |            |         | Points | North Abutment |            |         |
|--------|----------------|------------|---------|--------|----------------|------------|---------|
|        | Station        | Offset     | Elev.   |        | Station        | Offset     | Elev.   |
| A1     | 1977+??.       | 24.58' Lt. | 1177.?? | A3     | 1977+??.       | 24.58' Lt. | 1177.?? |
| A2     | 1977+??.       | 24.58' Rt. | 1177.?? | A4     | 1977+??.       | 24.58' Rt. | 1177.?? |
| B1     | 1977+??.       | 24.58' Lt. | 1177.?? | B3     | 1977+??.       | 24.58' Lt. | 1177.?? |
| B2     | 1977+??.       | 24.58' Rt. | 1177.?? | B4     | 1977+??.       | 24.58' Rt. | 1177.?? |
| W1     | 1977+??.       | 24.58' Lt. | 1177.?? | W3     | 1977+??.       | 24.58' Lt. | 1177.?? |
| W2     | 1977+??.       | 24.58' Rt. | 1177.?? | W4     | 1977+??.       | 24.58' Rt. | 1177.?? |

Berm slope elevations reflect the grading surface.  
See Standard Road Plan EW-203 or EW-24 for berm grading details and typical locations of C1, C2 and C3.

Recoverable Berm Location Table

| Points | South Abutment |            |        | North Abutment |            |        |
|--------|----------------|------------|--------|----------------|------------|--------|
|        | Station        | Offset     | Elev.  | Station        | Offset     | Elev.  |
| C1     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| C2     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| C3     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| B      | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |

Utilities Note:

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

General Utility Symbols:

- E - Electric Line

G - Gas Line

SAN. - Sanitary Sewer

T - Telephone Line

W - Water Line
- FO - Fiber Optic Line

GHP - Gas High Pressure

ST S - Storm Sewer

TV - TV

⊕ - Power Poles

Situation Plan - Site

Preliminary - Concept

Design For 7° LT ahead skew on a horizontal curve. Radius = 2300'

207'-0 x 40'-0 Prestressed

Prestressed Concrete Beam Bridge

106'-0 and 101'-0 End Spans

Situation Plan - Site

Sta. 1979+75.60 (C US 59)

TSL Date: April 2023

Mills County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0128      Design Sheet No. 2 of 2      FHWA No. 0359??

|             |           |         |                                                                                                                               |     |
|-------------|-----------|---------|-------------------------------------------------------------------------------------------------------------------------------|-----|
| FILE NO.    | 32518     | ENGLISH | DESIGN TEAM                                                                                                                   | MJE |
| 10:16:18 AM | 4/22/2024 | mericks | pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6505901023\Bridge\022_Work Description\SH_T_65059022_DOT_0128_FHWA_Z06.dgn |     |

|              |                |                       |              |     |
|--------------|----------------|-----------------------|--------------|-----|
| MILLS COUNTY | PROJECT NUMBER | BRF-059-2(022)--38-65 | SHEET NUMBER | V.5 |
|--------------|----------------|-----------------------|--------------|-----|



Mills County, NHSN-059-2(023)--2R-65(ROW), BRF-059-2(022)--38-65 (Bridge)

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Utility Company Contacts

Roadway

PIN Number

23-65-059-010

Submittal Date

Project Number

BRF-059-2(022)--38-65

Approval Date

District

District 4

Assistant District Engineer

Wes Mayberry

County

MILLS

or

Route

US 59

Office Director

Scott Schram

Location

At the Jct US 34

Work Type

Bridge

Segment Manager

Designer

Design Manual Section 1C-1

Last Updated: 04-29-19

Rural Two-Lane Highways (Rural Arterials)

| Design Element                                                                                                          |                                                   | Preferred                                                | Acceptable                                                                                                                     | Project Values |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------|
| Design speed (mph)                                                                                                      |                                                   | 60                                                       | 50                                                                                                                             | 60             |
| Maximum superelevation rate (Refer to Section 2A-2)                                                                     |                                                   | 6%                                                       | 8%                                                                                                                             |                |
| Design lane width (ft)                                                                                                  |                                                   | 12                                                       | 12                                                                                                                             | 12             |
| Full depth paved width (ft)                                                                                             |                                                   | 12                                                       | 12                                                                                                                             | 12             |
| Right turn lane (ft)                                                                                                    |                                                   | 12                                                       | 10                                                                                                                             |                |
| Climbing Lane (ft)                                                                                                      |                                                   | 12                                                       | 12                                                                                                                             |                |
| Left turn lane (ft)                                                                                                     |                                                   | 12                                                       | 10                                                                                                                             |                |
| Pavement cross-slope<br>(on tangent sections)                                                                           | Through lanes                                     | 2%                                                       | 1.5% minimum, 2% maximum                                                                                                       | 2%             |
|                                                                                                                         | Auxiliary and turn lanes                          | 3%                                                       | 3% maximum                                                                                                                     | 3%             |
|                                                                                                                         | Crown break at centerline                         | 4%                                                       | 4% maximum                                                                                                                     | 4%             |
| Shoulder cross-slope (on tangent sections)                                                                              |                                                   | 4%                                                       | Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders | 4%             |
| Curb type<br>(Refer to Section 3C-2)                                                                                    | Design speed = 50 or 55 mph                       | 6-inch sloped                                            | 6-inch standard                                                                                                                |                |
|                                                                                                                         | Design speed ≥ 60 mph                             | 4-inch sloped                                            | 6-inch sloped                                                                                                                  |                |
| Foreslope<br>(For fill areas greater than 40 ft, contact the Soils Design Section for assistance)                       | Adjacent to shoulder                              | 10:1 for 4' then 6:1                                     | 3:1                                                                                                                            | 3:1            |
|                                                                                                                         | Beyond standard ditch depth and design clear zone | 3.5:1                                                    | 3:1                                                                                                                            | 3:1            |
|                                                                                                                         | Curbed roadways                                   | 2%                                                       | not steeper than 3:1                                                                                                           | 3:1            |
| Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.) |                                                   | 3:1                                                      | 2.5:1                                                                                                                          |                |
| Transverse Slopes                                                                                                       | w/ drainage structures                            | 8:1                                                      | 6:1                                                                                                                            |                |
|                                                                                                                         | w/o drainage structures                           | 10:1                                                     | 6:1                                                                                                                            |                |
| Ditches (Refer to Section 3G-1)                                                                                         | Outside ditch (depth x width) (ft)                | 5 x 10                                                   | --                                                                                                                             |                |
| Bridge width—new*                                                                                                       | Bridge length ≤ 200 ft                            | design lane widths + effective shoulder widths           | design lane widths + effective shoulder widths                                                                                 |                |
|                                                                                                                         | Bridge length > 200 ft                            | design lane widths + effective shoulder widths           | design lane width + 4' right and left of the design lane widths                                                                | 40'            |
| Bridge width—existing*                                                                                                  |                                                   | design lane widths + no less than 2 ft left and right    | design lane widths + 2 ft. offset left and right                                                                               | 30'            |
| Vertical clearance (ft)<br>(above lanes, shoulders and 25 feet left and right of the center of railroad tracks)         | Over primary                                      | 16.5                                                     | 16                                                                                                                             |                |
|                                                                                                                         | Over non-primary                                  | 16.5 at interchange locations, 15 at all other locations | 14                                                                                                                             |                |
|                                                                                                                         | Over railroad                                     | 23.3                                                     | 23.3                                                                                                                           |                |
|                                                                                                                         | Sign trusses and pedestrian bridges               | 17.5                                                     | 17                                                                                                                             |                |
| Structural Capacity                                                                                                     |                                                   | Contact Office of Bridges and Structures                 | Contact Office of Bridges and Structures                                                                                       |                |
| Level of Service                                                                                                        |                                                   | B                                                        | B                                                                                                                              | B              |

\*FHWA notification via email is required if acceptable critera is not met on the NHS system (No formal design exeption is required)

FILE NO.

ENGLISH

DESIGN TEAM

Flattery\Bell\Schneider

MILLS

COUNTY

PROJECT NUMBER

BRF-059-2(022)--38-65

SHEET NUMBER

A.17

1:53:43 PM

4/22/2025

jschnel

pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6505901023\Design\CADD\_Files\Sheet\_Files\A17\_65059022Z06.dgn

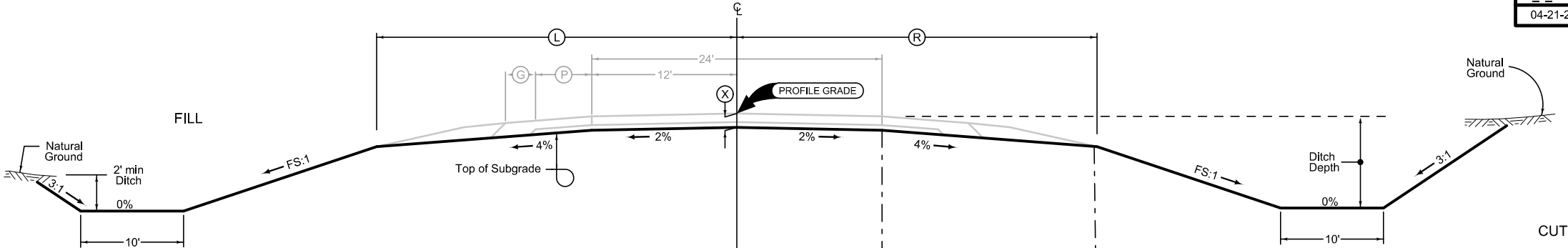




| Roadway Design Speed (mph) =                                              |                                                        |                                        |                                                  |      |                                         |      |      |                                                   |     |      |      |      |      |                |      |
|---------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------|--------------------------------------------------|------|-----------------------------------------|------|------|---------------------------------------------------|-----|------|------|------|------|----------------|------|
| Design Manual Section 1C-1<br>Last Updated: 04-29-19                      |                                                        |                                        |                                                  |      | Design Criteria for High Speed Roadways |      |      |                                                   |     |      |      |      |      |                |      |
| Design Element                                                            |                                                        |                                        | Preferred Criteria                               |      |                                         |      |      | Acceptable Criteria                               |     |      |      |      |      | Project Values |      |
|                                                                           |                                                        |                                        | Design Speed, mph                                |      |                                         |      |      | Design Speed, mph                                 |     |      |      |      |      |                |      |
|                                                                           |                                                        |                                        | 50                                               | 55   | 60                                      | 65   | 70   | 75                                                | 50  | 55   | 60   | 65   | 70   |                | 75   |
| Stopping sight distance (ft) (Refer to Section 6D-1)                      |                                                        |                                        | 425                                              | 495  | 570                                     | 645  | 730  | 820                                               | 425 | 495  | 570  | 645  | 730  | 820            | 570  |
| Minimum horizontal curve radius (ft)<br>(Refer to Sections 2A-2 and 2A-3) | Method 5 superelevation and side friction distribution | e <sub>max</sub> = 6%                  | 833                                              | 1060 | 1330                                    | 1660 | 2040 | 2500                                              | 833 | 1060 | 1330 | 1660 | 2040 | 2500           | 1330 |
|                                                                           |                                                        | e <sub>max</sub> = 8%                  | --                                               | --   | --                                      | --   | --   | --                                                | 758 | 960  | 1200 | 1480 | 1810 | 2210           |      |
| Minimum vertical curve length (ft) (Refer to Section 2B-1)                |                                                        |                                        | 150                                              | 165  | 180                                     | 195  | 210  | 225                                               | 150 | 165  | 180  | 195  | 210  | 225            | 180  |
| Minimum rate of vertical curvature (K)<br><br>(Refer to Section 2B-1)     | crest vertical curves                                  |                                        | 84                                               | 114  | 151                                     | 193  | 247  | 312                                               | 84  | 114  | 151  | 193  | 247  | 312            | 151  |
|                                                                           | sag vertical curves                                    | roadways without fixed-source lighting | 96                                               | 115  | 136                                     | 157  | 181  | 206                                               | 96  | 115  | 136  | 157  | 181  | 206            | 136  |
|                                                                           |                                                        | roadways with fixed-source lighting    | 96                                               | 115  | 136                                     | 157  | 181  | 206                                               | 54  | 66   | 78   | 91   | 106  | 121            | 136  |
| Minimum gradient (%) (Refer to Section 2B-1)                              |                                                        |                                        | 0.5                                              |      |                                         |      |      | 0.3% with a curb, 0.0% without a curb             |     |      |      |      |      | 0.5            |      |
| Maximum gradient (%) (Refer to Section 2B-1)                              |                                                        | Urban roadways                         | 4                                                | 3    |                                         |      |      | 7                                                 | 6   | 6    | --   | --   | --   |                |      |
|                                                                           |                                                        | Rural roadways                         |                                                  |      |                                         |      |      | 5                                                 | 5   | 4    | 4    | 4    | 4    |                |      |
|                                                                           |                                                        | Interstates                            |                                                  |      |                                         |      |      | 5                                                 | 5   | 4    | 4    | 4    | 4    |                |      |
| Clear zone                                                                |                                                        |                                        | See "Preferred Clear Zone" table in Section 8A-2 |      |                                         |      |      | See "Acceptable Clear Zone" table in Section 8A-2 |     |      |      |      |      |                |      |



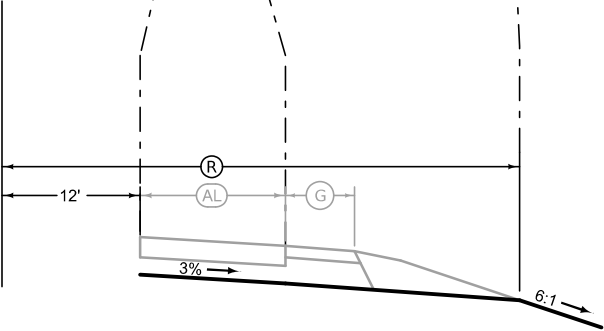
| LOCATION            |                    |            | DIMENSIONS                   |                              |                                |    |
|---------------------|--------------------|------------|------------------------------|------------------------------|--------------------------------|----|
| ROAD IDENTIFICATION | STATION TO STATION |            | <div>Ⓐ</div> <div>Feet</div> | <div>Ⓑ</div> <div>Feet</div> | <div>ⓧ</div> <div>Inches</div> | FS |
| US 59               | 1959+75.00         | 1961+72.79 | 30.9                         | 30.9                         | 9                              | 3  |
|                     | 1969+89.47         | 1977+01.64 | 30.9                         | 30.9                         | 9                              | 3  |
|                     | 1982+02.74         | 2000+25.00 | 30.9                         | 30.9                         | 9                              | 3  |
| 410 Street          | 1971+55.00         | 1972+50.88 | 36.0                         | 36.0                         | 9                              | 3  |
|                     | 2949+43.12         | 2952+00.00 | 59.2-49.3                    | 46.0                         | 9                              | 3  |
|                     |                    |            |                              |                              |                                |    |
| US 34               | -                  | -          |                              |                              |                                |    |



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



Auxiliary Lane Grading

| LOCATION            |                    |            | Ⓡ<br><br>Feet |
|---------------------|--------------------|------------|---------------|
| ROAD IDENTIFICATION | STATION TO STATION |            |               |
| US 59               | 1961+72.79         | 1969+89.47 | 73.6          |
|                     |                    |            |               |
| 410 Street          | --                 | --         | --            |
|                     |                    |            |               |
| US 34               | 1552+25.81         | 1560+25.90 | --            |
|                     |                    |            |               |

Full Depth PCC Combination Shoulder

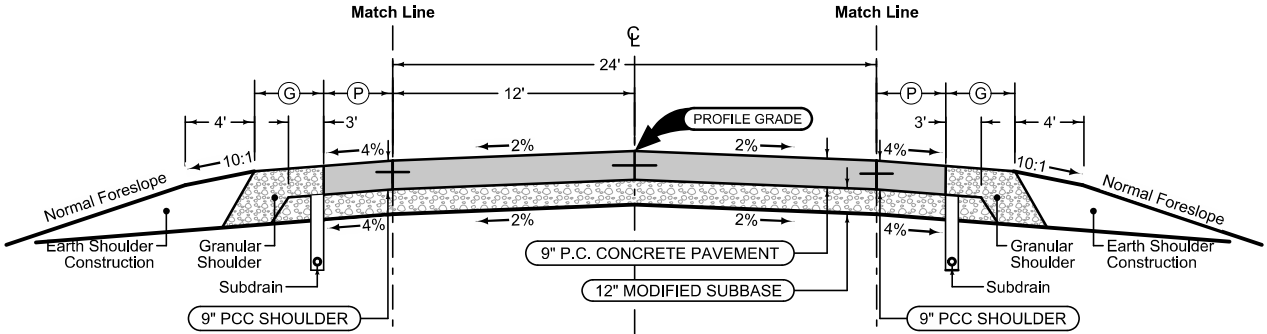
Shoulder Jointing:  
Longitudinal joint: BT-2 or L-2  
Transverse joints: C at 17' spacing

| 2_C_FullPCC_04-15-25 |            |             |             |
|----------------------|------------|-------------|-------------|
| STATION TO STATION   |            | (P)<br>Feet | (G)<br>Feet |
| 1959+75.00           | 1978+04.77 | 6           | 2           |
| Bridges and Approach |            |             |             |
| 1981+54.81           | 2000+25.00 | 6           | 2           |

Full Depth PCC Combination Shoulder

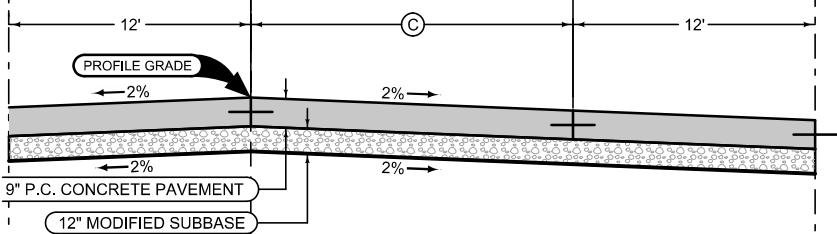
Shoulder Jointing:  
Longitudinal joint: BT-2 or L-2  
Transverse joints: C at 17' spacing

| 2_C_FullPCC_04-15-25 |            |             |             |
|----------------------|------------|-------------|-------------|
| STATION TO STATION   |            | (P)<br>Feet | (G)<br>Feet |
| 1959+75.00           | 1961+12.90 | 6           | 2           |
| 1971+97.88           | 1978+04.77 | 6           | 2           |
| Bridges and Approach |            |             |             |
| 1981+54.81           | 2000+25.00 | 6           | 2           |



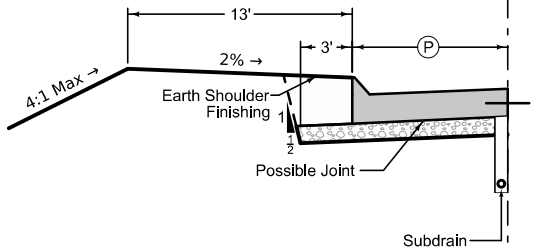
Mainline Jointing:  
Transverse joints: CD at 17' spacing  
Longitudinal joint: L-2

| 2P_04-21-20          |            |  |  |
|----------------------|------------|--|--|
| STATION TO STATION   |            |  |  |
| 1959+75.00           | 1962+51.98 |  |  |
| 1977+60.77           | 1978+04.77 |  |  |
| Bridges and Approach |            |  |  |
| 1981+54.81           | 2000+25.00 |  |  |



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

| 2P_TWLTL_MODIFIED |                    |            |  |
|-------------------|--------------------|------------|--|
| (C)<br>Feet       | STATION TO STATION |            |  |
| 0-16              | 1962+51.98         | 1967+25.00 |  |
| 16                | 1967+25.00         | 1973+00.00 |  |
| 16-0              | 1973+00.00         | 1977+60.77 |  |

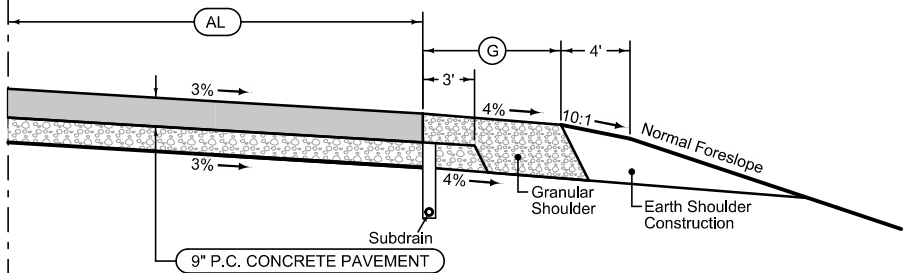


Curbed Shoulder

Shoulder Jointing:  
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'

Single pour: L-2  
Staged : BT-2  
Transverse: C at 17' spacing

| 2_Curb_04-21-20    |    |             |                         |
|--------------------|----|-------------|-------------------------|
| STATION TO STATION |    | (P)<br>Feet | Curb Type<br>See PV-102 |
| --                 | -- | 9           | --                      |
|                    |    |             |                         |
|                    |    |             |                         |



Auxiliary Lane

Longitudinal joint: L or BT  
Transverse joint: Match Mainline

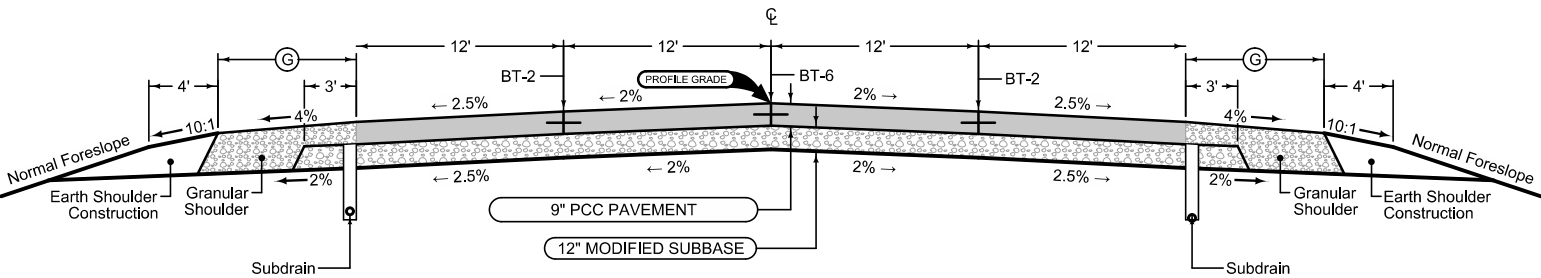
| 4_AuxLane_PCC_Modified |             |              |             |
|------------------------|-------------|--------------|-------------|
| BEGIN STATION          | END STATION | (AL)<br>Feet | (G)<br>Feet |
| 1961+12.89             | 1969+89.67  | 0-29.2       | 6           |
|                        |             |              |             |
|                        |             |              |             |

Auxiliary Lane

Granular Shoulder

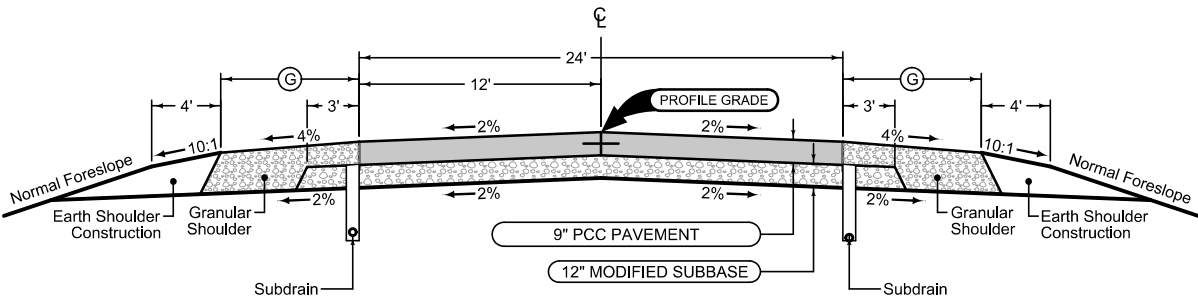
| 4_AL_Shldr_G_04-21-20 |             |
|-----------------------|-------------|
| (AL)<br>Feet          | (G)<br>Feet |

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



Mainline Jointing:  
Transverse joints: CD at 17' spacing

|                    |            |
|--------------------|------------|
| 4UP<br>04-15-25    |            |
| STATION TO STATION |            |
| 2949+43.05         | 2952+00.00 |
|                    |            |
|                    |            |
|                    |            |



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

|                    |            |
|--------------------|------------|
| 2P_<br>04-21-20    |            |
| STATION TO STATION |            |
| 1971+55.00         | 1972+62.90 |
|                    |            |
|                    |            |
|                    |            |

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

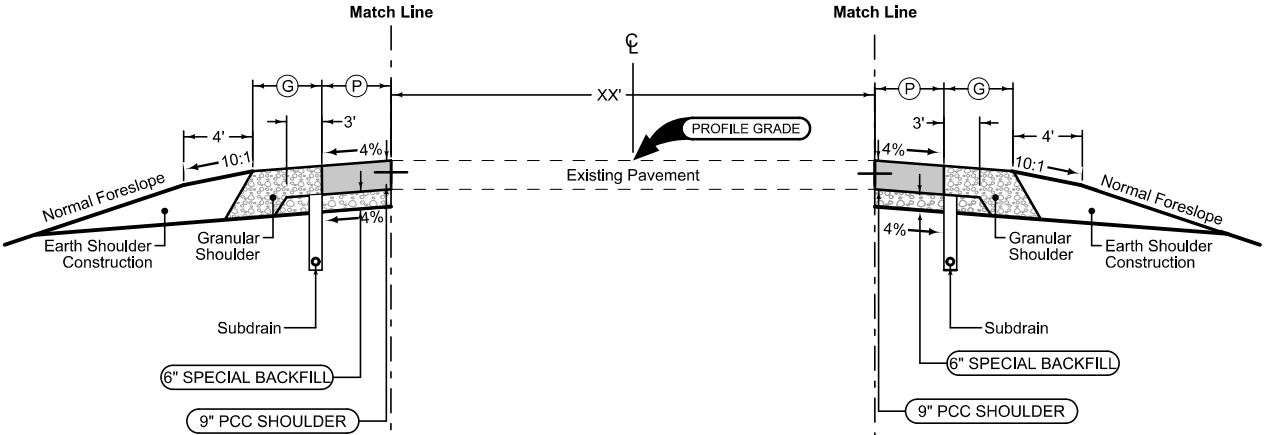
410th Street



Full Depth PCC Combination Shoulder

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

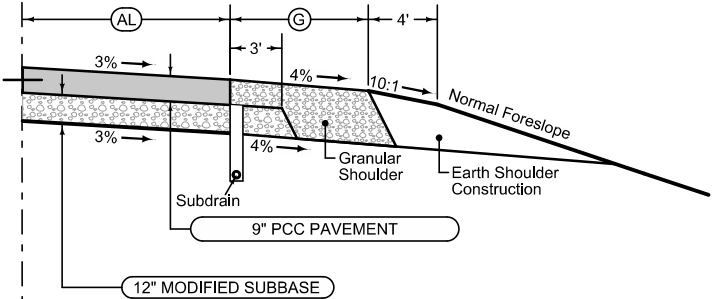
|                    |    | 2_C_FullPCC_04-15-25 |             |
|--------------------|----|----------------------|-------------|
| STATION TO STATION |    | (P)<br>Feet          | (G)<br>Feet |
| --                 | -- | 6                    | 2           |
|                    |    |                      |             |
|                    |    |                      |             |
|                    |    |                      |             |



Full Depth PCC Combination Shoulder

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

|                    |    | 2_C_FullPCC_04-15-25 |             |
|--------------------|----|----------------------|-------------|
| STATION TO STATION |    | (P)<br>Feet          | (G)<br>Feet |
| --                 | -- | 6                    | 2           |
|                    |    |                      |             |
|                    |    |                      |             |
|                    |    |                      |             |



Auxiliary Lane

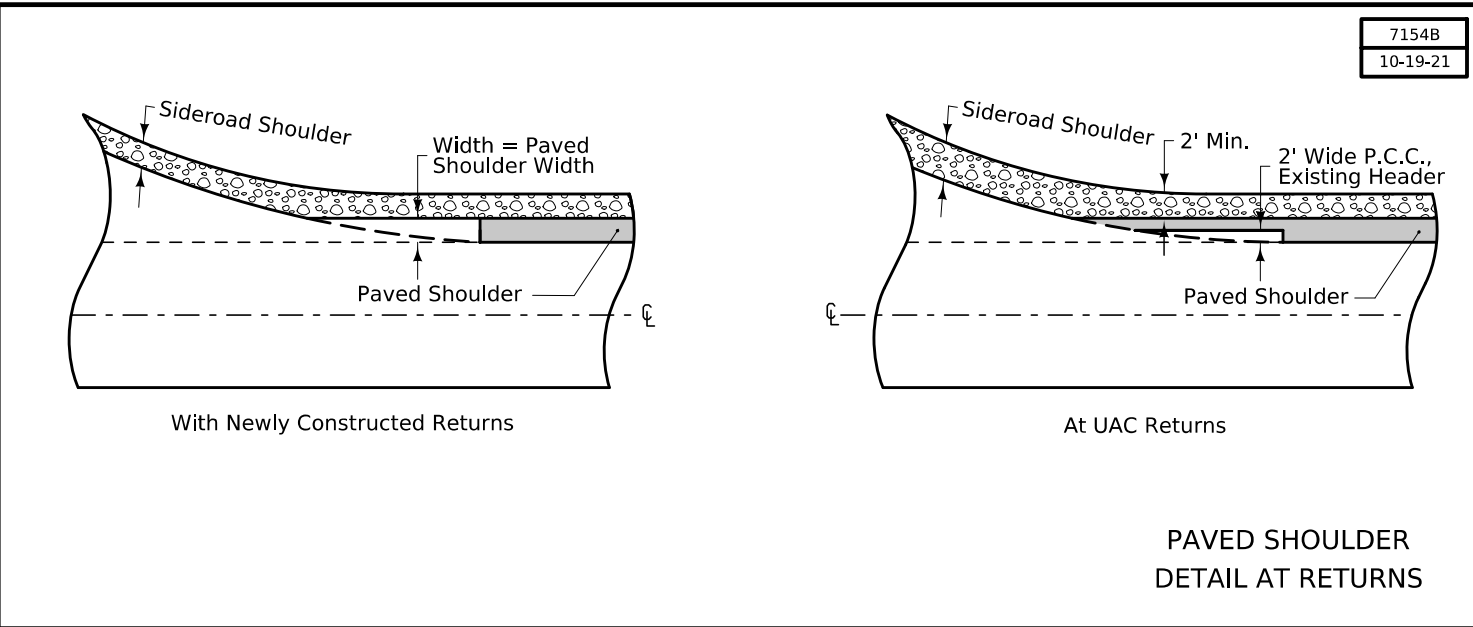
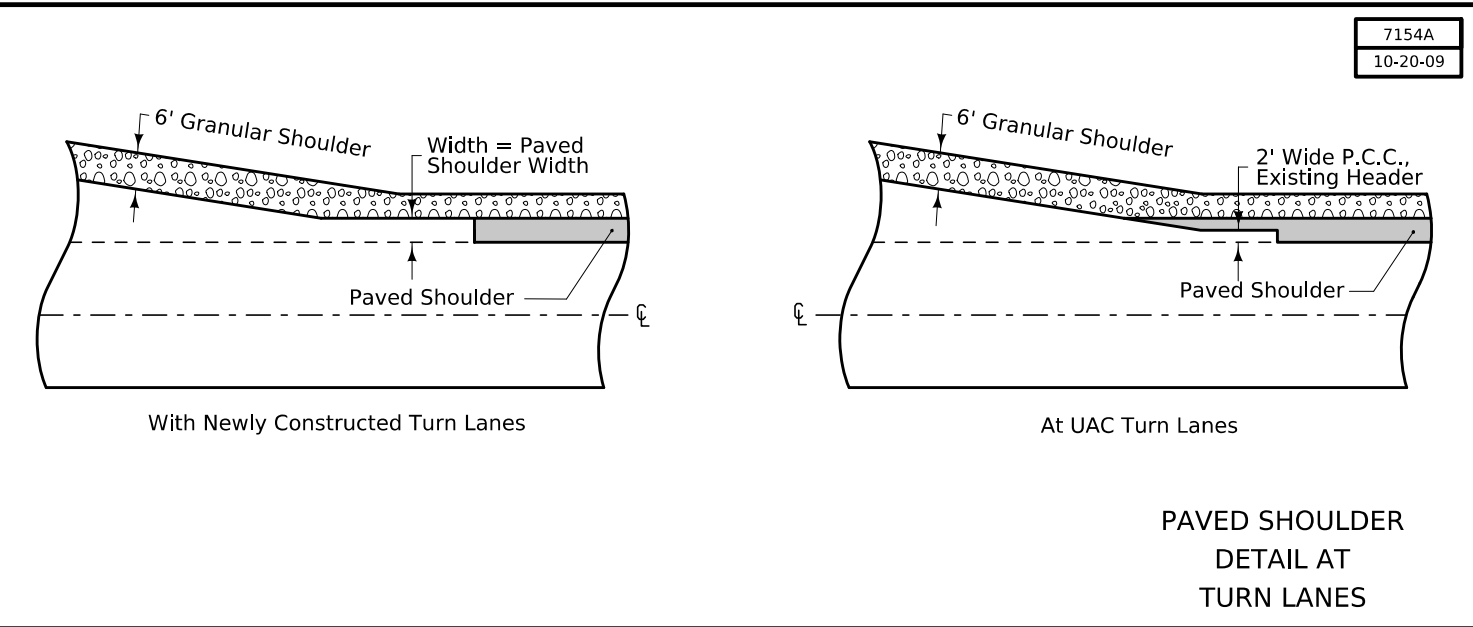
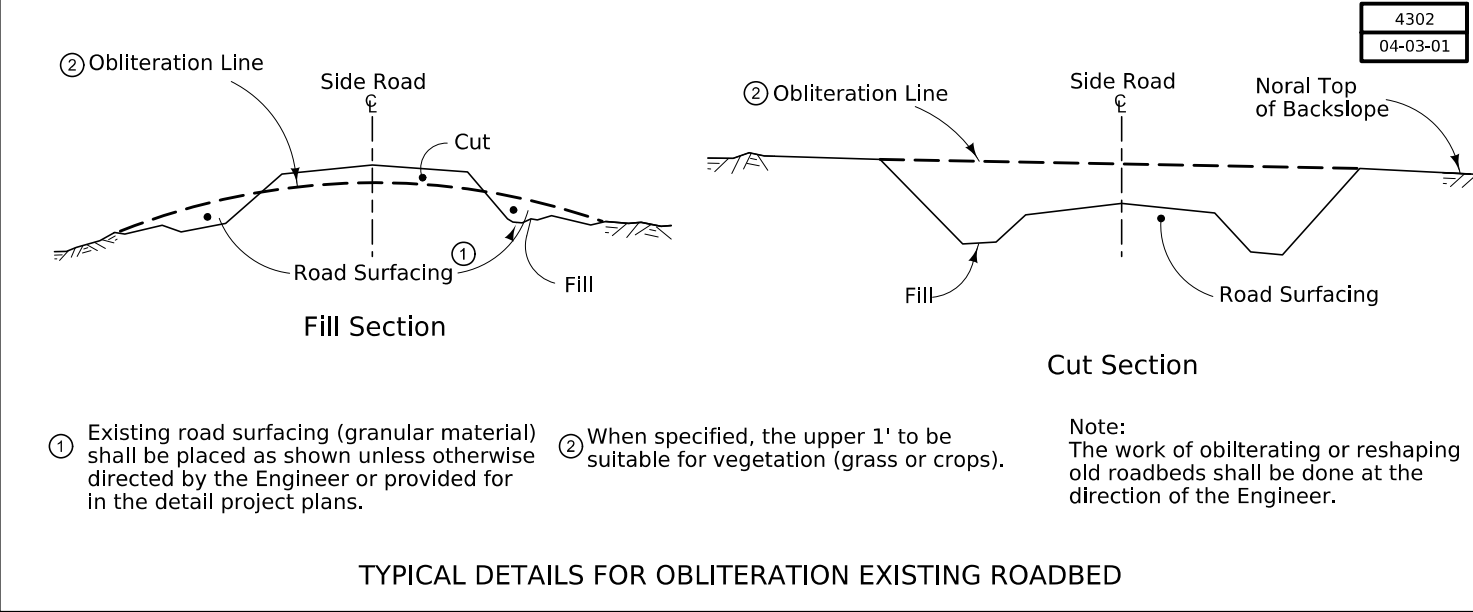
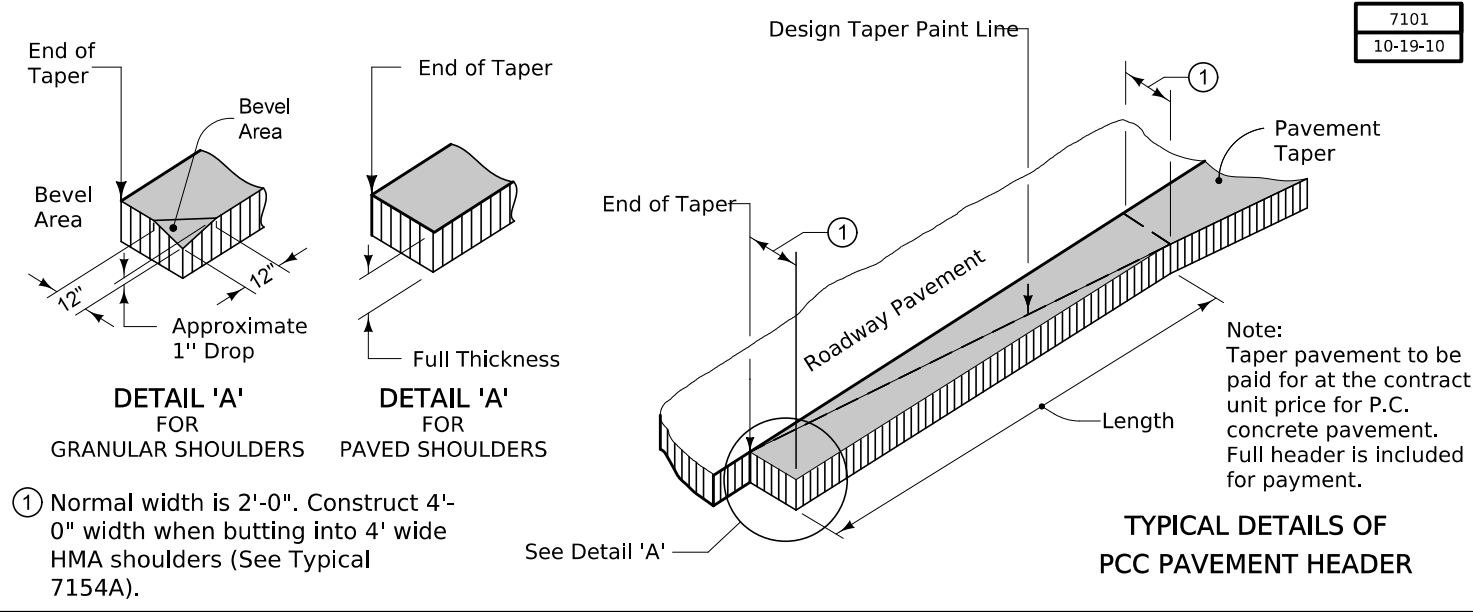
Auxiliary Lane Granular Shoulder

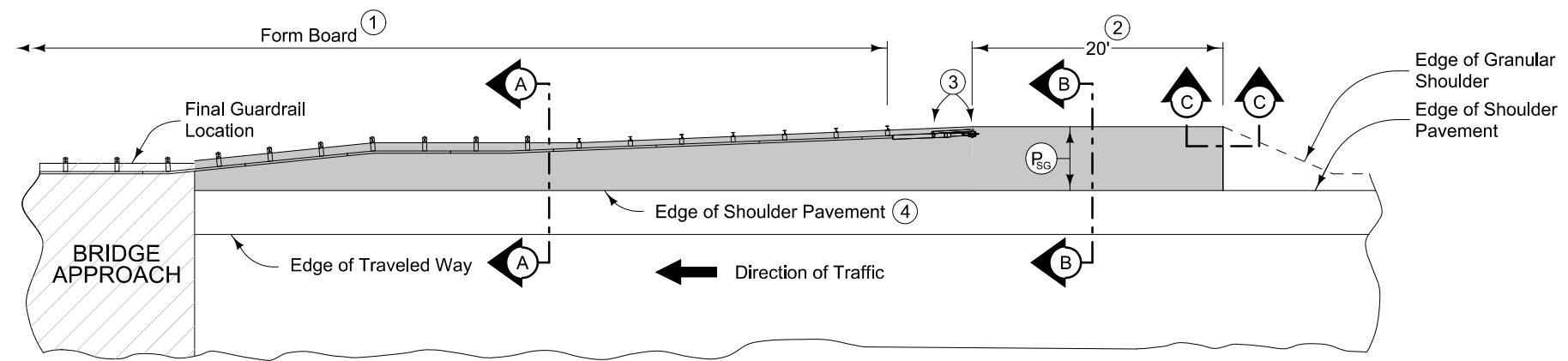
Longitudinal joint: L or BT  
Transverse joint: Match Mainline

| 4_AuxLane_PCC_Modified |               |             |              | 4_AL_Shldr_G_04-21-20 |  |
|------------------------|---------------|-------------|--------------|-----------------------|--|
| ROAD ID                | BEGIN STATION | END STATION | (AL)<br>Feet | (G)<br>Feet           |  |
| US 34                  | X             | X           | X            | X                     |  |
| US 34                  | X             | X           | X            | X                     |  |
| US 34                  | X             | X           | X            | X                     |  |
|                        |               |             |              |                       |  |
|                        |               |             |              |                       |  |
|                        |               |             |              |                       |  |
|                        |               |             |              |                       |  |
|                        |               |             |              |                       |  |
|                        |               |             |              |                       |  |

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

US 34





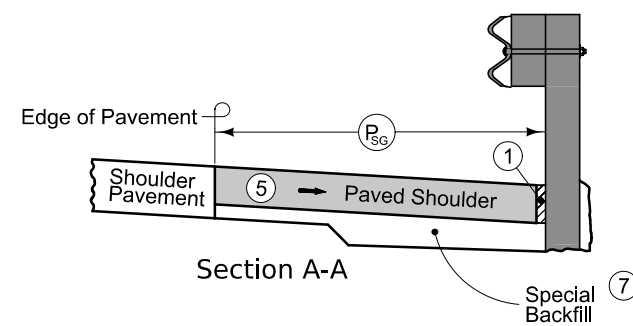
PLAN VIEW

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

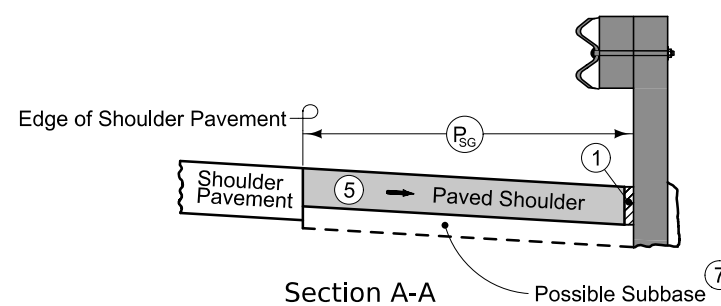
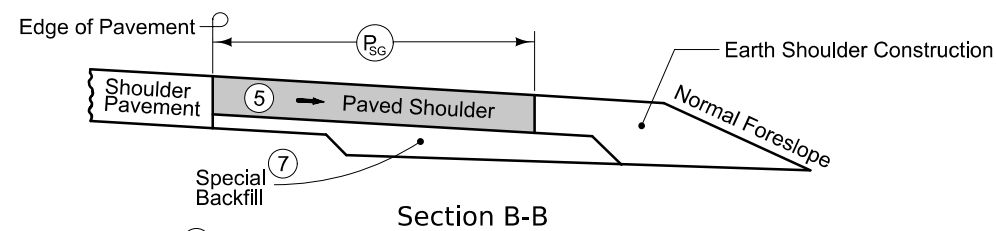
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal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

Refer to Tabulation 112-9 for shoulder quantities.

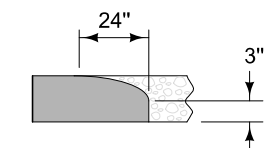
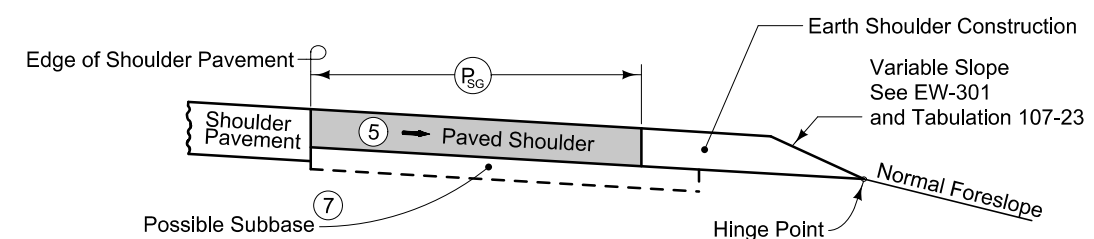
- When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- Continue paved shoulder 20 feet beyond the center of the first post.
- Shoulder may be notched for first 2 posts or post sleeves may be installed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



NEW CONSTRUCTION



EXISTING SHOULDER



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



## SURVEY SYMBOLS

|  |                                   |
|--|-----------------------------------|
|  | Interstate Highway Symbol         |
|  | U.S. Highway Symbol               |
|  | Iowa Highway Symbol               |
|  | County Road Highway Symbol        |
|  | Evergreen Tree                    |
|  | Deciduous Tree                    |
|  | Fruit Tree                        |
|  | Shrub (Bushes)                    |
|  | Timber                            |
|  | Hedge                             |
|  | Stump                             |
|  | Swamp                             |
|  | Rock Outcrop                      |
|  | Broken Concrete                   |
|  | Revetment (Rip Rap)               |
|  | Cemetery                          |
|  | Grave                             |
|  | Cave                              |
|  | Sink Hole                         |
|  | Board Fence                       |
|  | Chain Link or Security Fence      |
|  | Wire Fence                        |
|  | Terrace                           |
|  | Earth Dam or Dike (Existing)      |
|  | Tile Outlet                       |
|  | Edge of Water                     |
|  | Existing Drainage                 |
|  | Right of Way Rail or Lot Corner   |
|  | Concrete Monument                 |
|  | Well                              |
|  | Windmill                          |
|  | Beehive Intake                    |
|  | Existing Intake                   |
|  | Existing Utility Access (Manhole) |
|  | Fire Hydrant                      |
|  | Water Hydrant (Rural)             |

|                                                                                   |                              |
|-----------------------------------------------------------------------------------|------------------------------|
|  | Septic Tank                  |
|  | Cistern                      |
|  | L.P. Gas Tank (No Footing)   |
|  | Underground Storage Tank     |
|  | Latrine                      |
|  | Satellite TV Dish            |
|  | Water Hook Up                |
|  | Radio Tower                  |
|  | Tower Anchor                 |
|  | Guardrail (Beam or Cable)    |
|  | Guard Post (one or two)      |
|  | Guard Post (over two)        |
|  | Filler Pipe                  |
|  | Gas Valve                    |
|  | Water Valve                  |
|  | Speed Limit Sign             |
|  | Mile Marker Post             |
|  | Sign                         |
|  | Traffic Signal Control Box   |
|  | Rail Road Signal Control Box |
|  | Telephone Switch Box         |
|  | Electric Box                 |

## UTILITY LEGEND

## SURVEYED UTILITY OWNER SYMBOLS

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

### Remark Abbreviations

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

|                                                                                     |                                               |
|-------------------------------------------------------------------------------------|-----------------------------------------------|
| E1                                                                                  | EL1D, Electric Line Iowa DOT - Quality D      |
| F0                                                                                  | F01D, Fiber Optic OmniTel - Quality D         |
| F02                                                                                 | F02D, Fiber Optic AUREON - Quality D          |
| F03                                                                                 | F03D, Fiber Optic ICN - Quality D             |
| F04                                                                                 | F04D, Fiber Optic CenturyLink - Quality D     |
| G                                                                                   | GL1D, Gas Line MidAmerican Energy - Quality D |
|  | PPA, Power Pole MidAmerican Electric          |

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

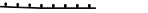
| LINEWORK | Design Color No. |                                                                                     |                                                                     |
|----------|------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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% |
| Yellow        | (4)              |  | Proposed Painted Median                       | 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    |

**LEFT-OF-WAY LEGEND**

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

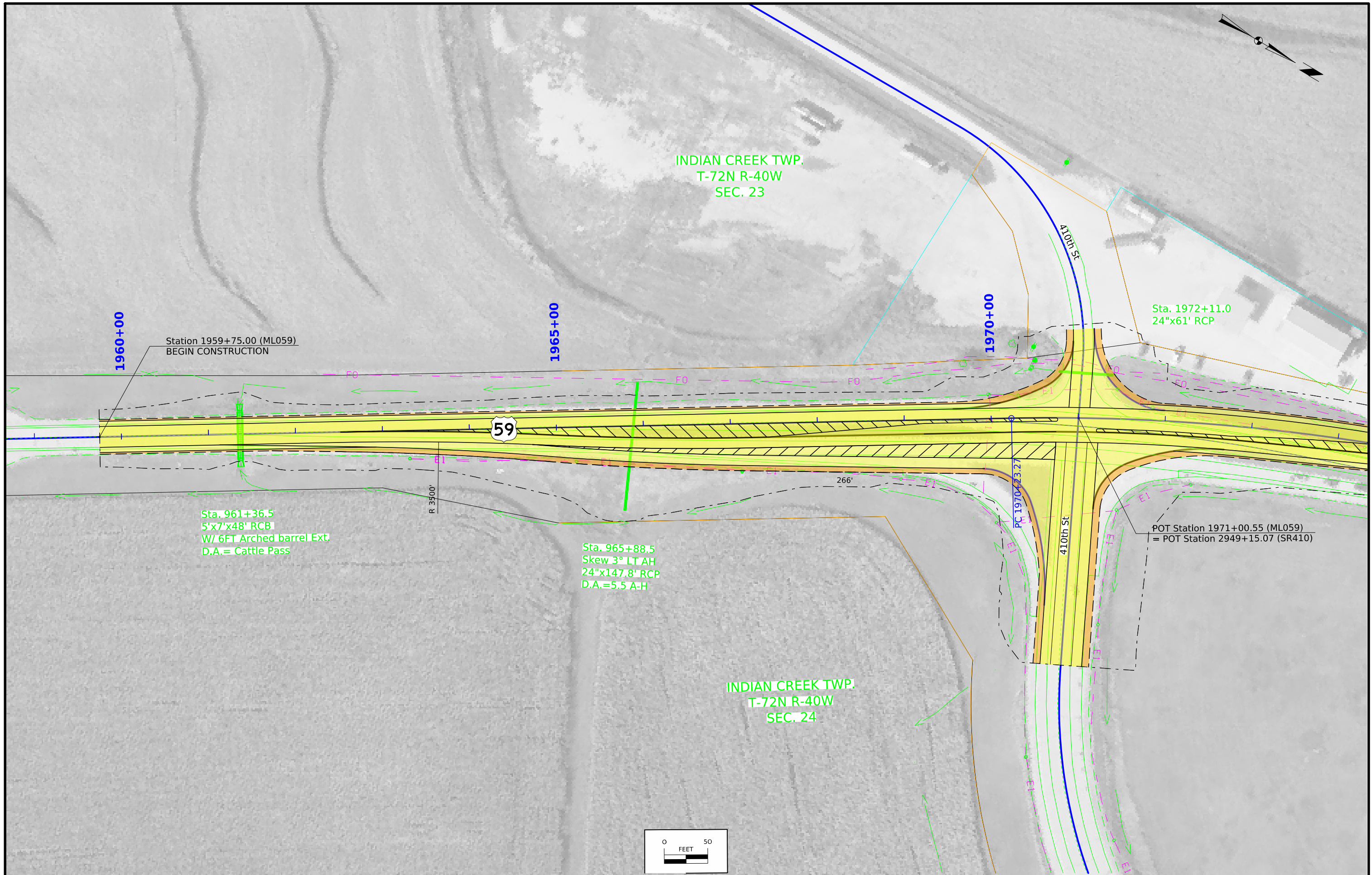
**RIGHT-OF-WAY LEGEND**

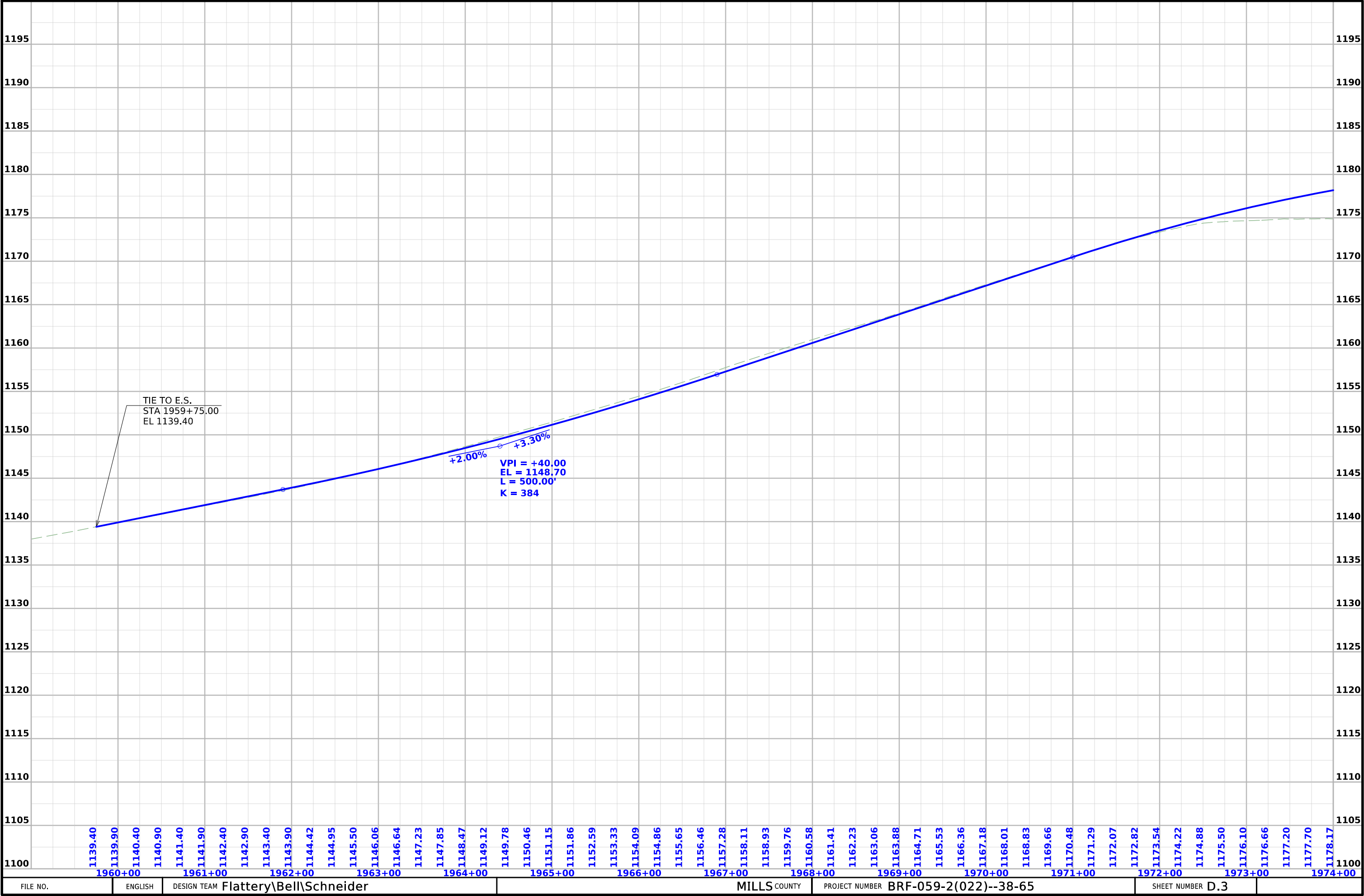
|                                                                                       |                                    |
|---------------------------------------------------------------------------------------|------------------------------------|
|  | Proposed Right-of-Way Symbol       |
|  | 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                           |
|  | Access Control                     |
|  | Property Line Symbol               |
|  | Property Line                      |

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

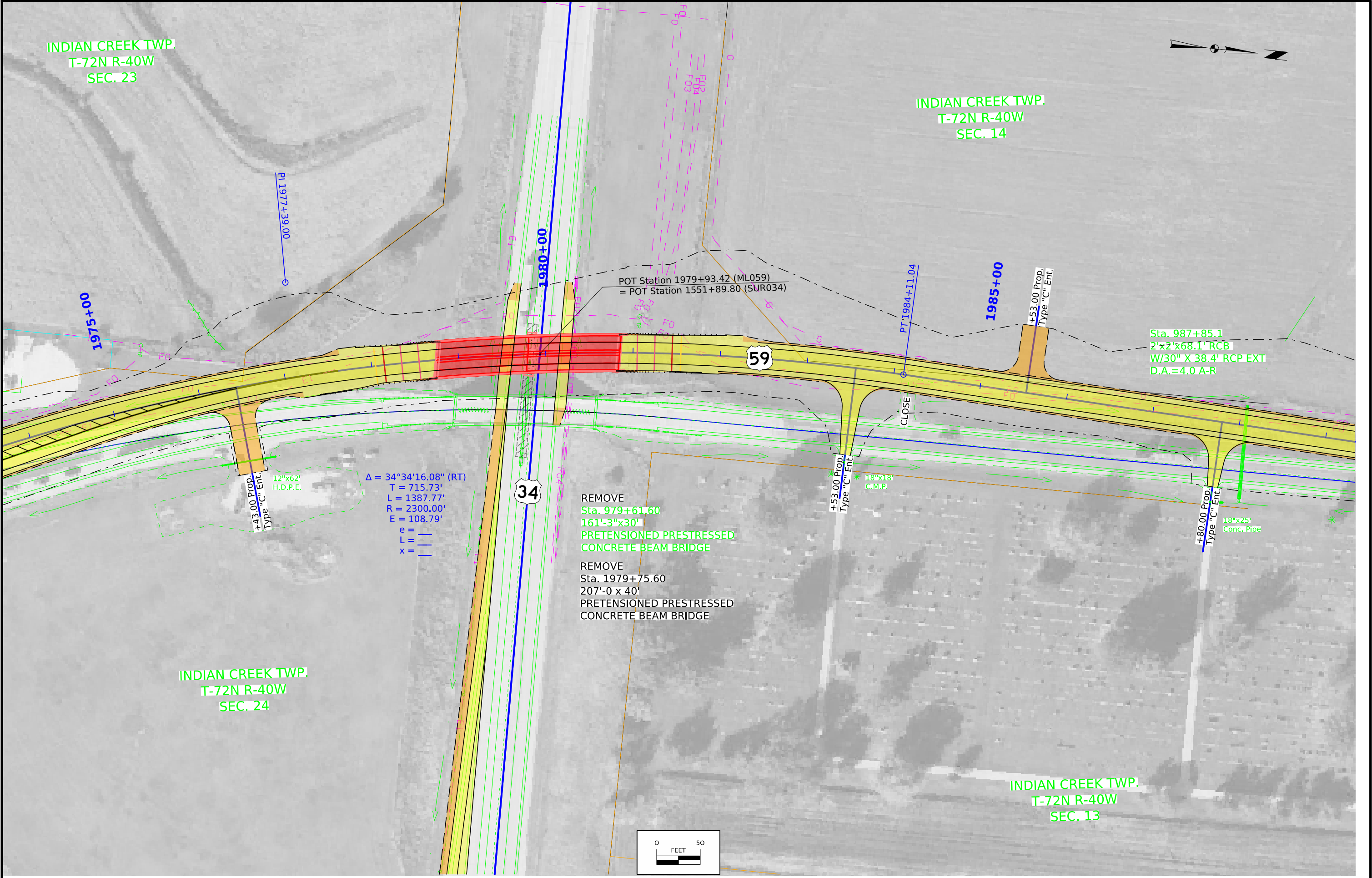
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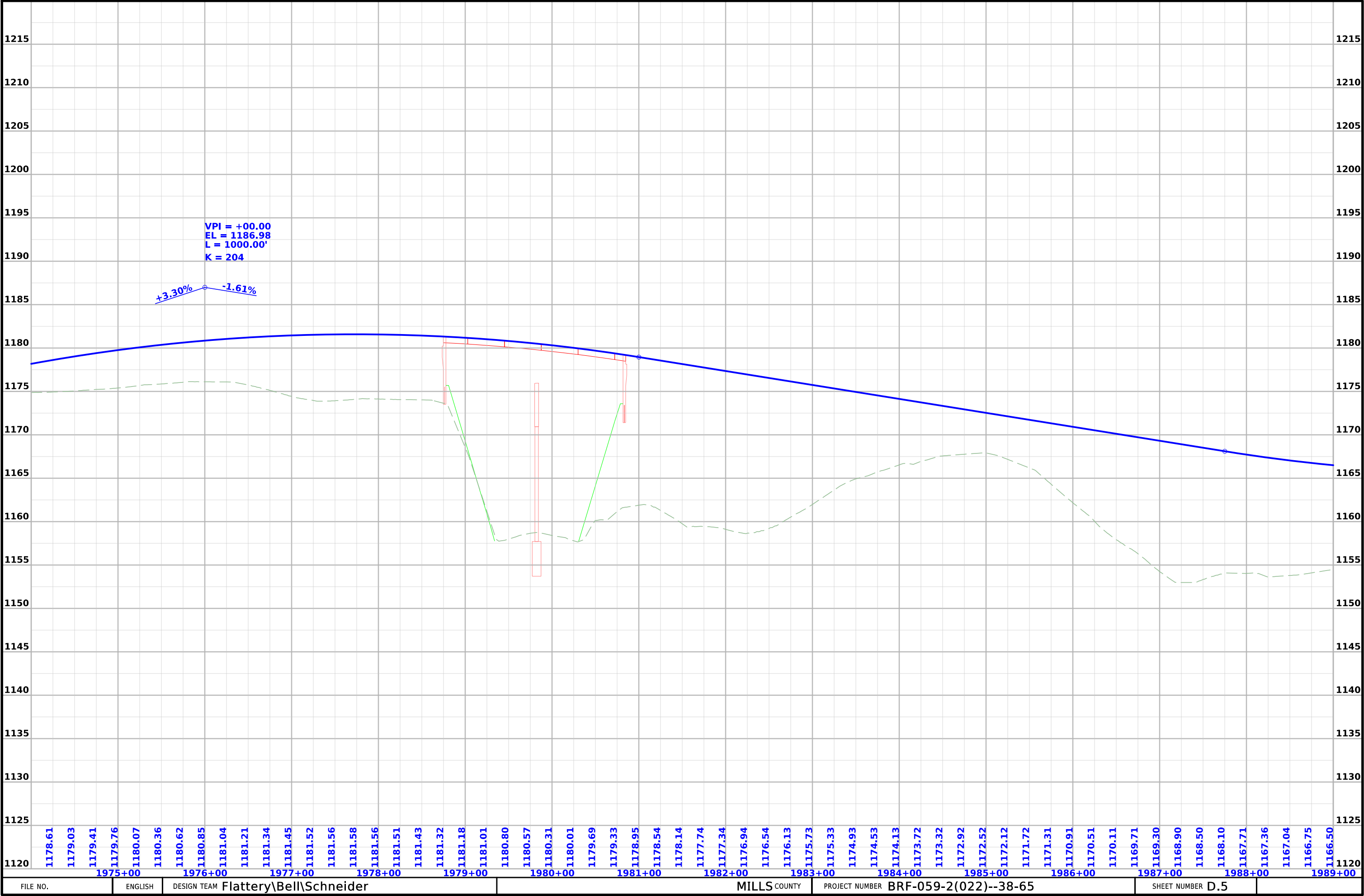
|            |           |                                            |                                                                                                                  |                                             |                         |
|------------|-----------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------|
| FILE NO.   | ENGLISH   | DESIGN TEAM <b>Flattery\Bell\Schneider</b> | <b>MILLS</b> COUNTY                                                                                              | PROJECT NUMBER <b>BRF-059-2(022)--38-65</b> | SHEET NUMBER <b>D.1</b> |
| 5:03:30 PM | 4/22/2025 | jschnei                                    | pw:\NTPwint1.dot.int.lan:PWWMain\Documents\Projects\6505901023\Design\CADD_Files\Sheet_Files\LGD_65059022Z06.dgn |                                             |                         |

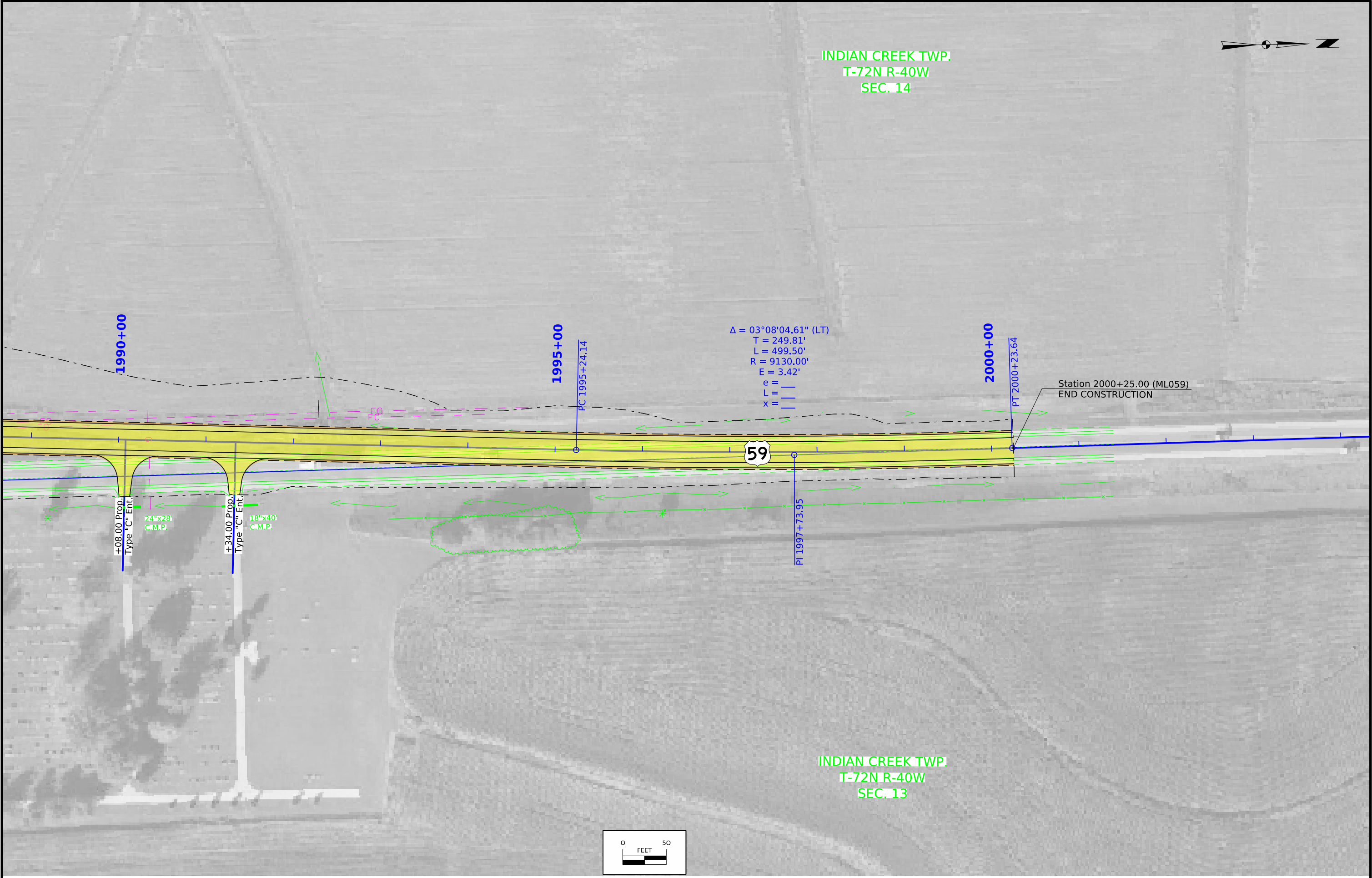




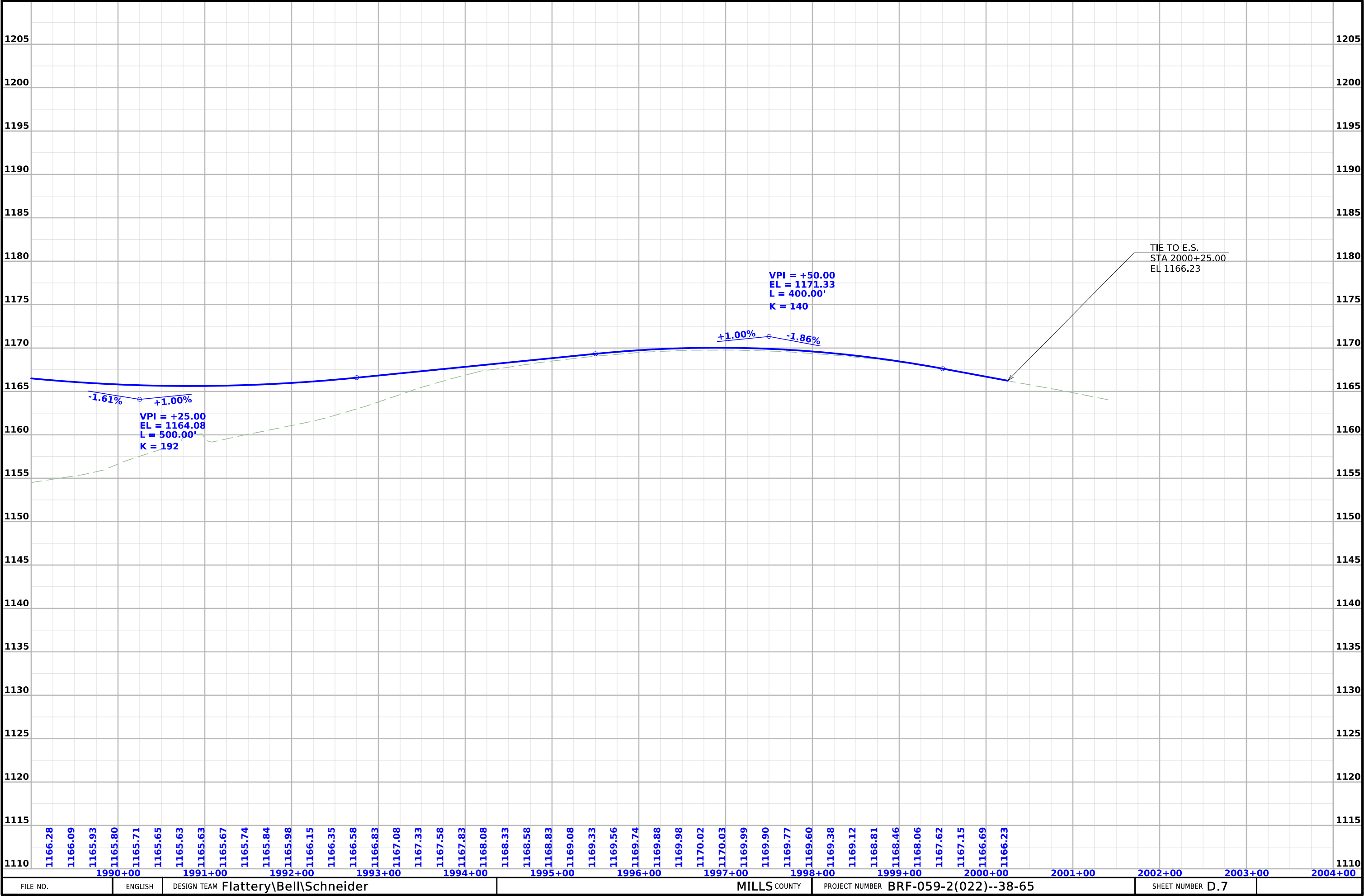


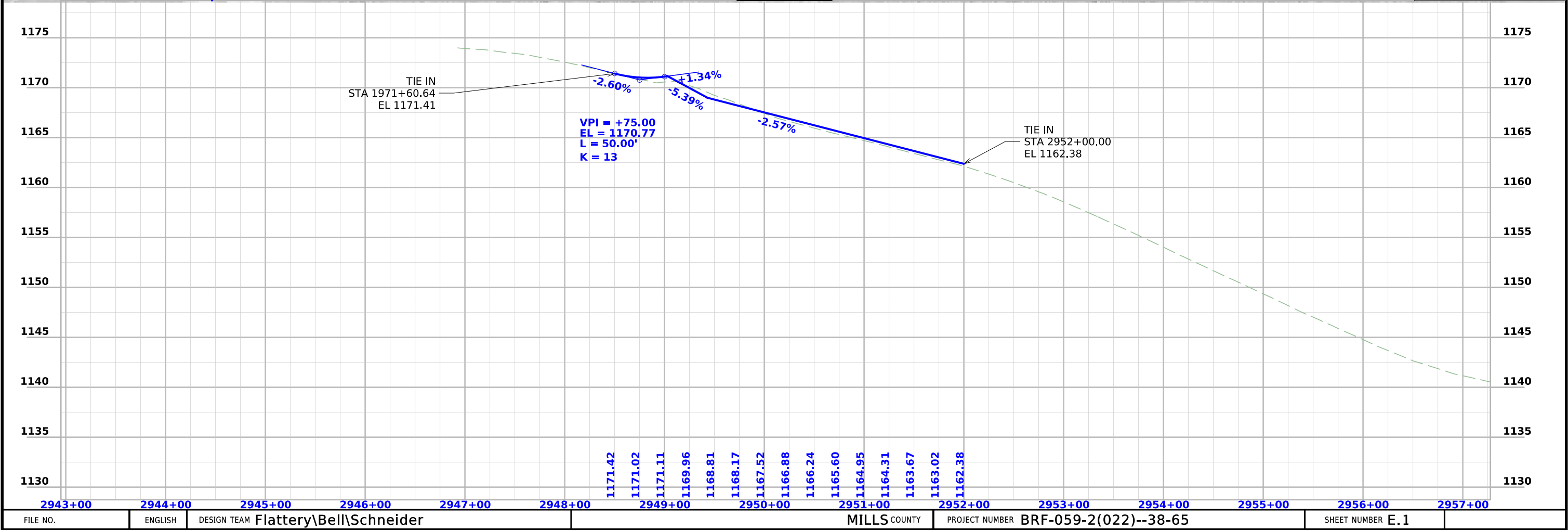
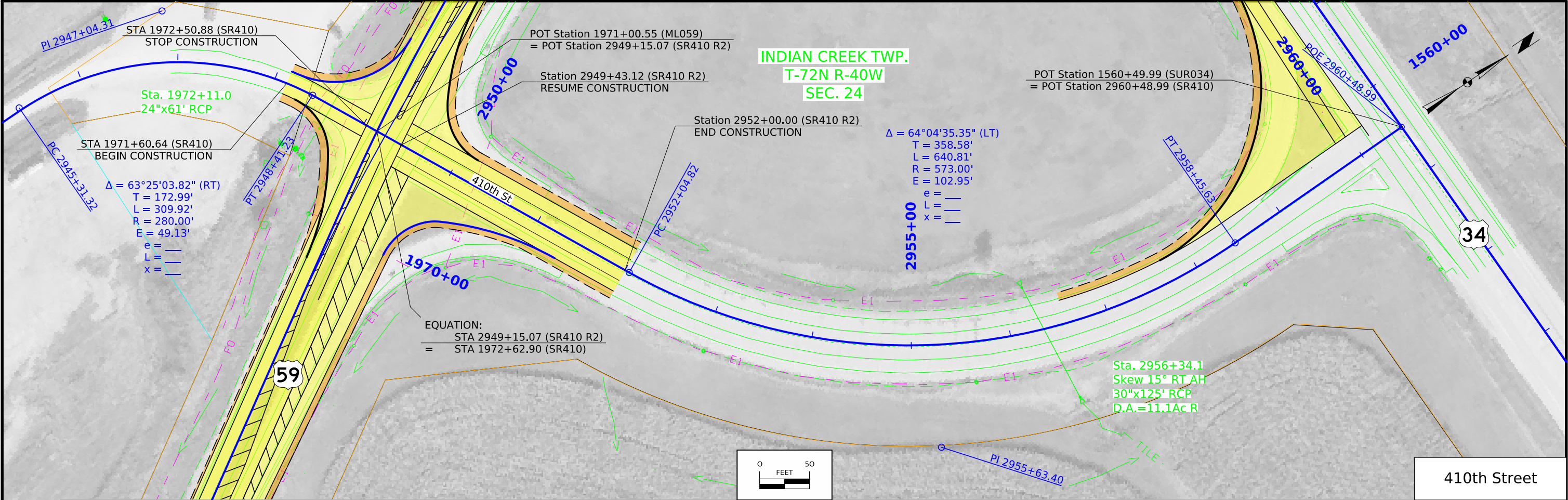


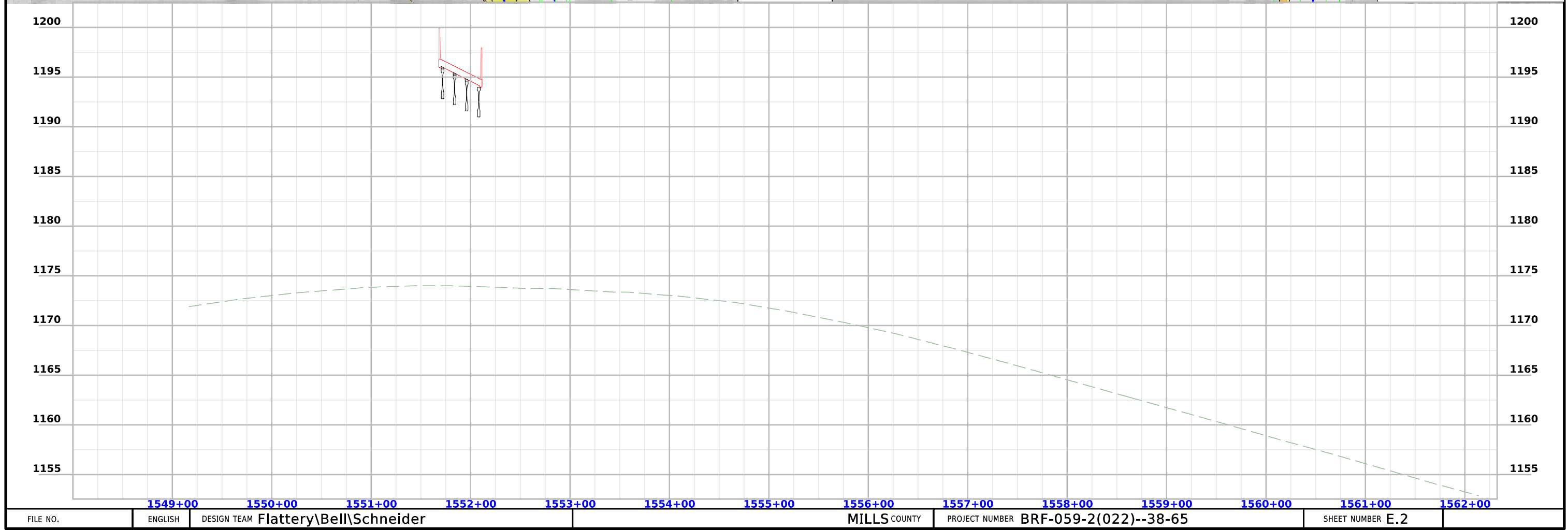
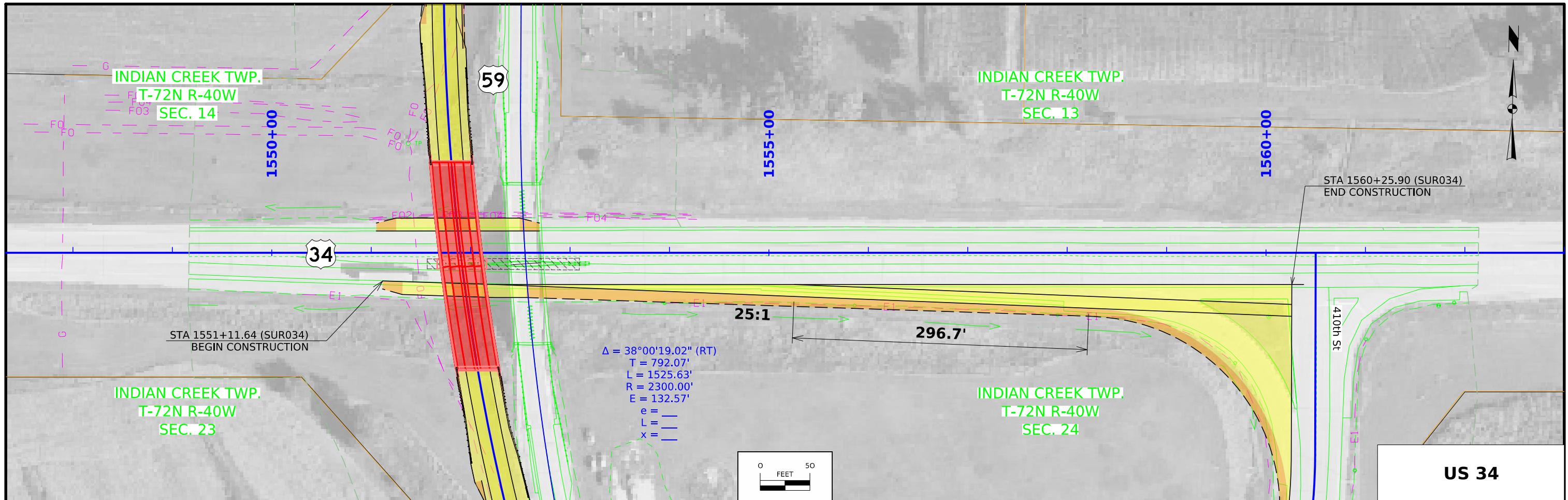














108-23A  
08-01-08

TRAFFIC CONTROL PLAN

Traffic will be maintained via staging and temporary pavement.

108-26A  
08-01-08

STAGING NOTES

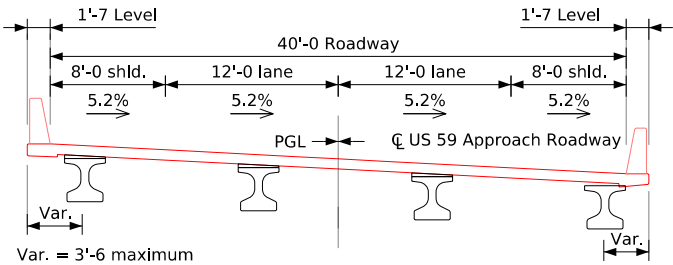
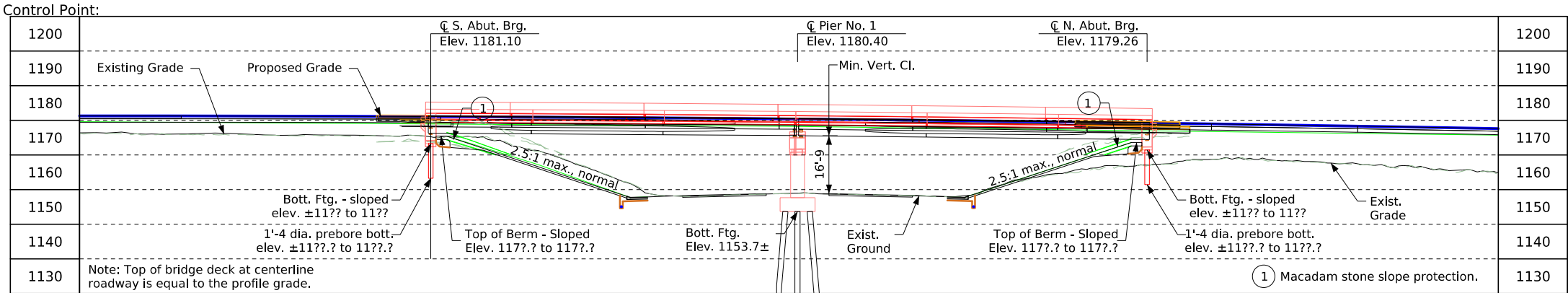
111-01  
04-17-12

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 |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |
|                  |              |

| 511 TRAVEL RESTRICTIONS |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         | 108-25<br>10-21-14 |
|-------------------------|-----------|--------|----------------------|-----------------|-------------|----------------------------------------------------|------------------------|-------------------------|-----------------------------|------------------------------------------|--------------------------------------|---------|--------------------|
| Route                   | Direction | County | Location Description | Feature Crossed | Object Type | Maint. Bridge No.,<br>Structure ID,<br>or FHWA No. | Type of<br>Restriction | Existing<br>Measurement | Construction<br>Measurement | Construction<br>Measurement<br>as Signed | Projected<br>As Built<br>Measurement | Remarks |                    |
|                         |           |        | To be determined     |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |
|                         |           |        |                      |                 |             |                                                    |                        |                         |                             |                                          |                                      |         |                    |



## Typical Bridge Section

General Notes

This design is for the replacement of the existing 161'-3 x 30' PPCB Bridge, Design No. 0962, FHWA No. 35980, Maint. No. 6531.35059

Design Notes

TL-4 Bridge Railing Proposed

Pier Type - Frame Pier, 4'-0 column width assumed, 4'-6 cap width assumed. Design aspects of the pier including type, number of columns, pilings, geometry, etc. to be determined / verified during final design.

Beam layout to be determined by final design

Final designer may need to consider drilled shafts.

Pier is located within the preferred clear zone

Collision requirements shall be evaluated during final design.

## Minimum Vertical Clearance

Overhead Station = ?, Offset ??

Overhead Elevation = ?

Depth of Superstructure = ?

Underpass Station = ?, Offset ??

Underpass Elevation = ?

Minimum Vertical Clearance = ?

## Curve Data US 59 Curve Data US 34

$\Delta = 38^{\circ}00'19.02"$  (RT)

$T = 792.07'$

$L = 1525.63'$

$R = 2300.00'$

$E = 132.57'$

$e = ?$

$L = ?$

$x = ?$

PI Sta. ~ = ??

D = ??

T = ??

L = ??

E = ??

R = 2300.0'

e = ??

I = ??

x = ??

PC Sta. PT Sta.

PI Sta. ~ = ??

D = ??

T = ??

L = 647.5'

E = ??

R = 42,975'

e = ??

I = ??

x = ??

PC Sta. PT Sta.

## Location

US 59 over US 34

T-72N R-40W

Section 23

Indian Creek Township

Mills County

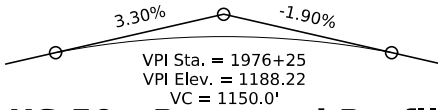
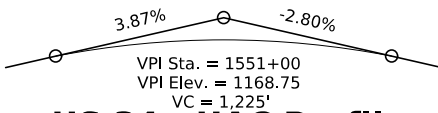
FHWA No. 035980 existing

FHWA No. 0359?? proposed

Bridge Maint. No. 6531.35059

Latitude 41.030303° SIA

Longitude -95.403562° SIA



Preliminary - Concept

Design For 7° LT ahead skew on a horizontal curve. Radius = 2300'

207'-0 x 40'-0 Prestressed Concrete Beam Bridge

106'-0 and 101'-0 End Spans

## Situation Plan

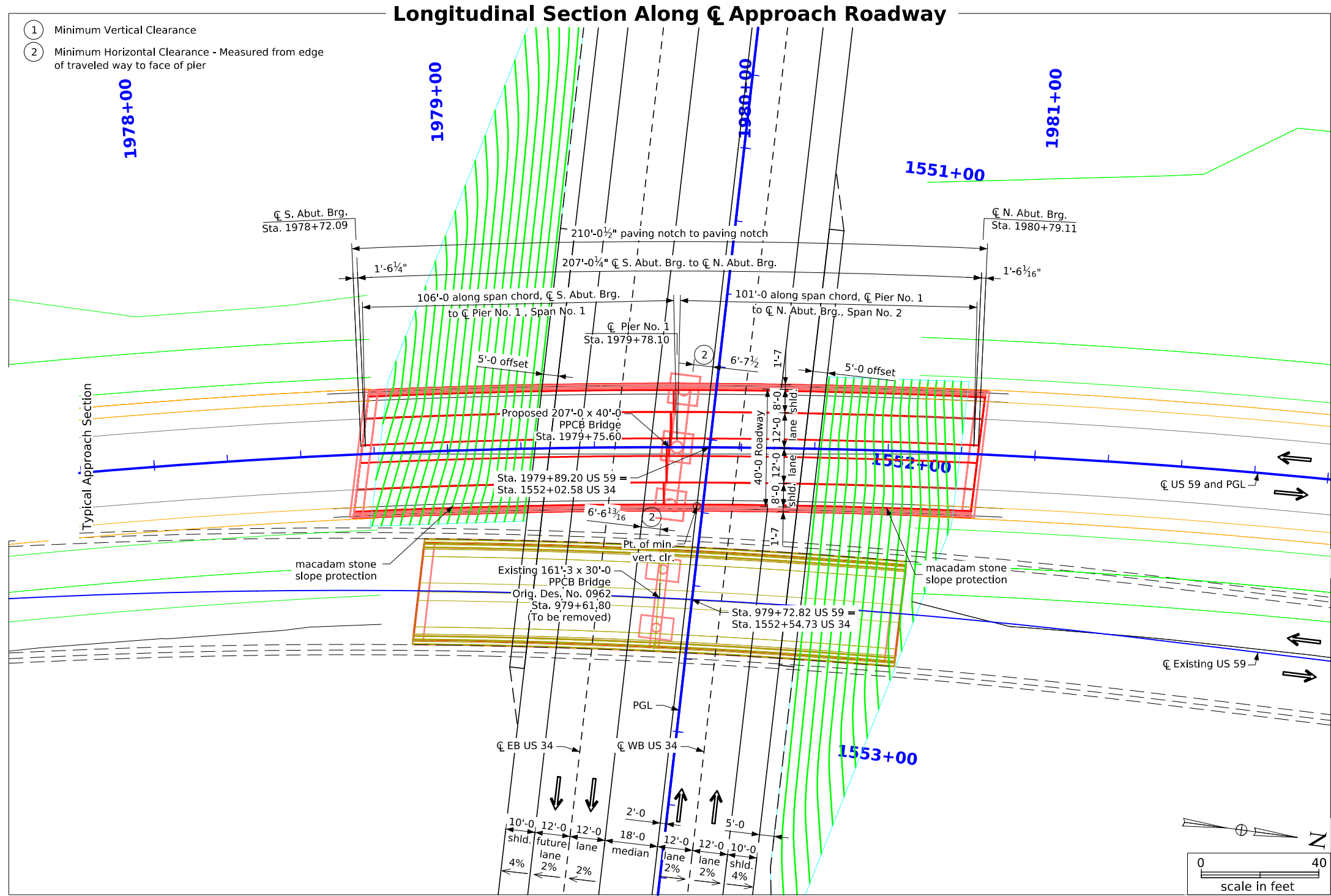
Sta. 1979+75.60 (C US 59)

TSL Date: April 2023

Mills County

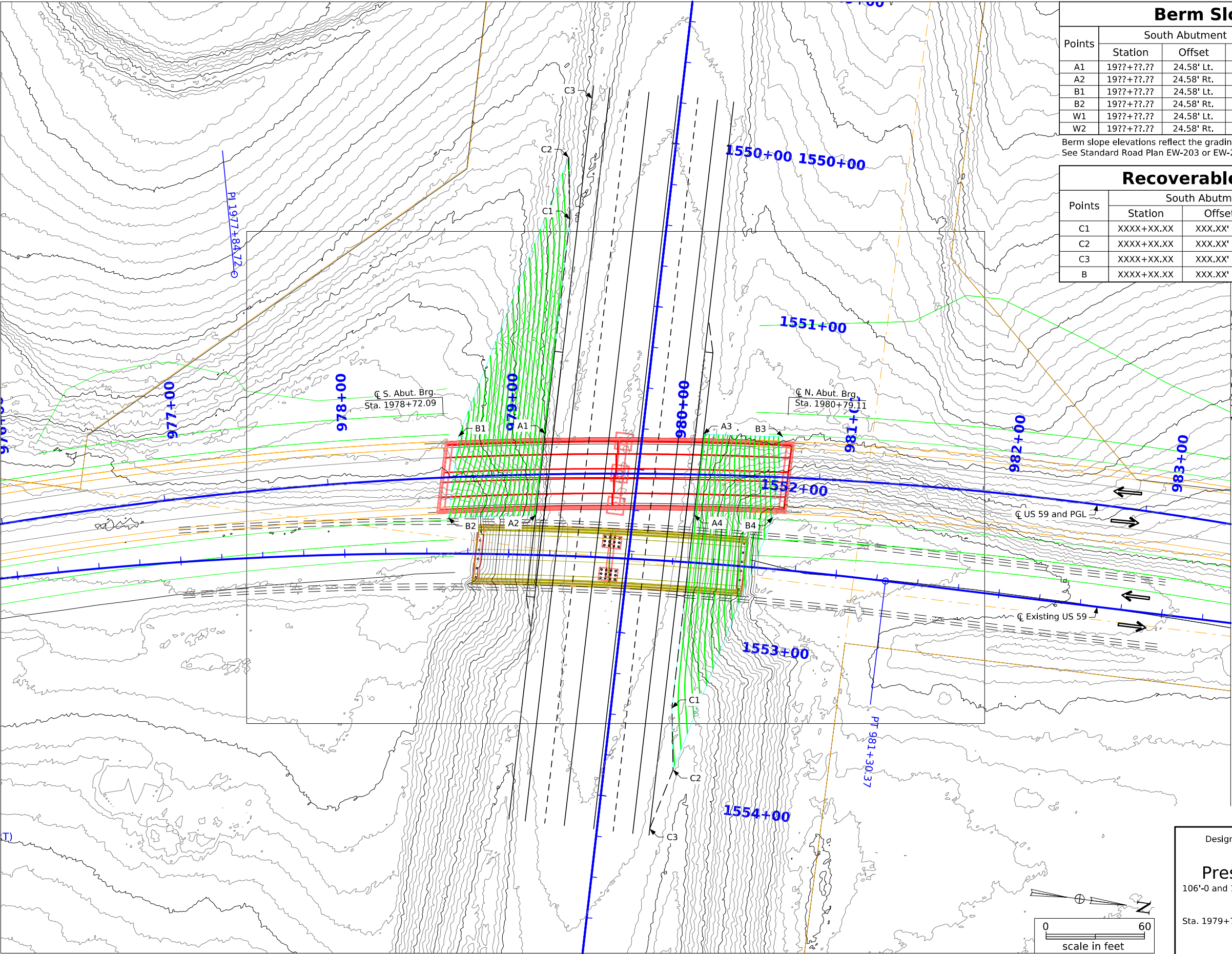
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0128 Design Sheet No. 1 of 2 FHWA No. 0359??



## Situation Plan

Control Point:



Berm Slope Location Table

| Points | South Abutment |            |       | Points | North Abutment |            |       |
|--------|----------------|------------|-------|--------|----------------|------------|-------|
|        | Station        | Offset     | Elev. |        | Station        | Offset     | Elev. |
| A1     | 19??+??.       | 24.58' Lt. | 11??. | A3     | 19??+??.       | 24.58' Lt. | 11??. |
| A2     | 19??+??.       | 24.58' Rt. | 11??. | A4     | 19??+??.       | 24.58' Rt. | 11??. |
| B1     | 19??+??.       | 24.58' Lt. | 11??. | B3     | 19??+??.       | 24.58' Lt. | 11??. |
| B2     | 19??+??.       | 24.58' Rt. | 11??. | B4     | 19??+??.       | 24.58' Rt. | 11??. |
| W1     | 19??+??.       | 24.58' Lt. | 11??. | W3     | 19??+??.       | 24.58' Lt. | 11??. |
| W2     | 19??+??.       | 24.58' Rt. | 11??. | W4     | 19??+??.       | 24.58' Rt. | 11??. |

Berm slope elevations reflect the grading surface.  
See Standard Road Plan EW-203 or EW-24 for berm grading details and typical locations of C1, C2 and C3.

Recoverable Berm Location Table

| Points | South Abutment |            |        | North Abutment |            |        |
|--------|----------------|------------|--------|----------------|------------|--------|
|        | Station        | Offset     | Elev.  | Station        | Offset     | Elev.  |
| C1     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| C2     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| C3     | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |
| B      | XXXX+XX.XX     | XXX.XX' XX | XXX.XX | XXXX+XX.XX     | XXX.XX' XX | XXX.XX |

Utilities Note:

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

General Utility Symbols:

- E - Electric Line

G - Gas Line

SAN. - Sanitary Sewer

T - Telephone Line

W - Water Line
- FO - Fiber Optic Line

GHP - Gas High Pressure

ST S - Storm Sewer

TV - TV

⊕ - Power Poles

Preliminary - Concept

Design For 7° LT ahead skew on a horizontal curve. Radius = 2300'  
207'-0 x 40'-0 Pretensioned  
Prestressed Concrete Beam Bridge  
106'-0 and 101'-0 End Spans

Situation Plan - Site

Sta. 1979+75.60 (C US 59) TSL Date: April 2023

Mills County

IOWA DEPARTMENT OF TRANSPORTATION  
Design No. 0128 Design Sheet No. 2 of 2 FHWA No. 0359??

Situation Plan - Site



| 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:

Text

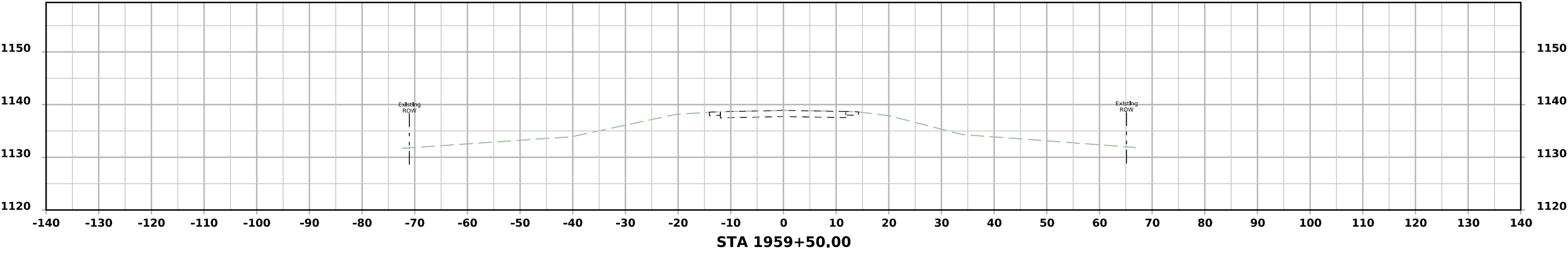
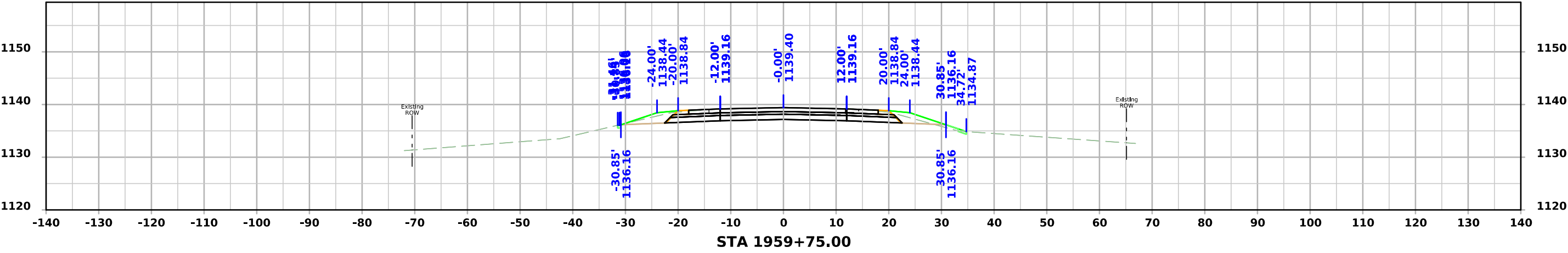
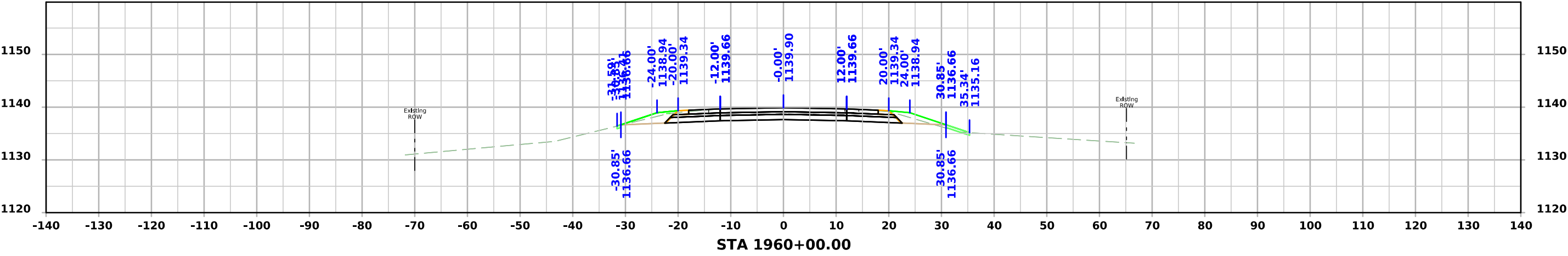
NOTES:

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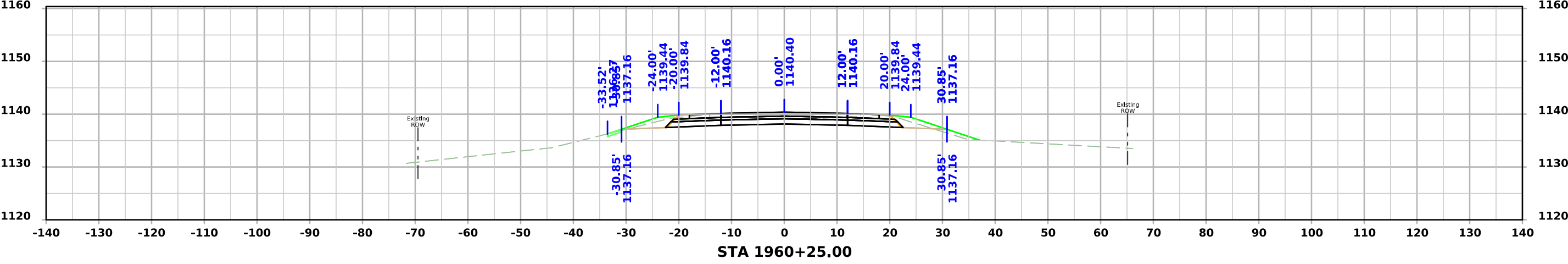
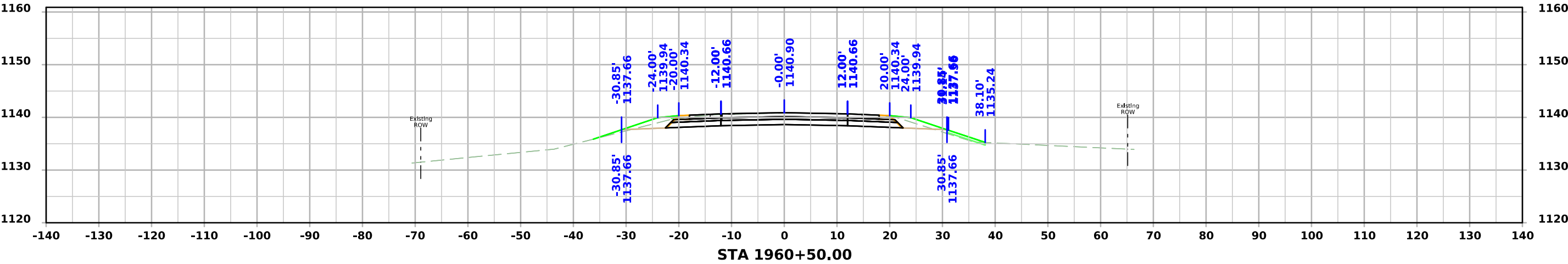
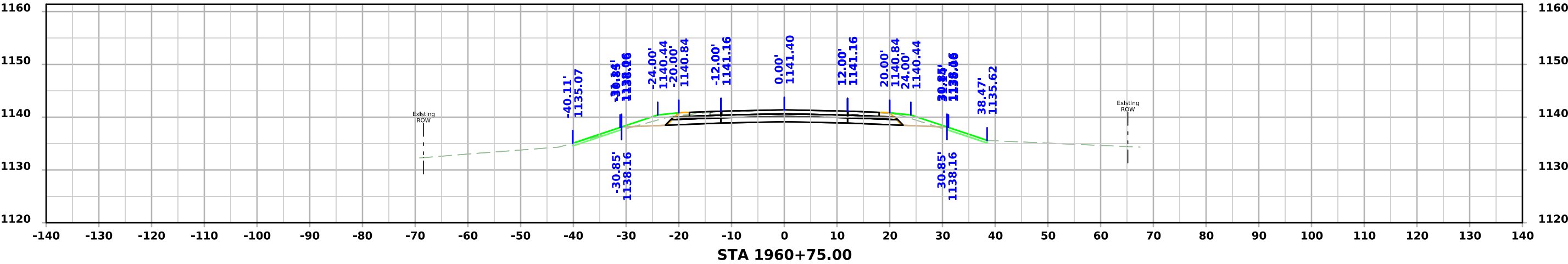
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LEGEND AND INFORMATION SHEET

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

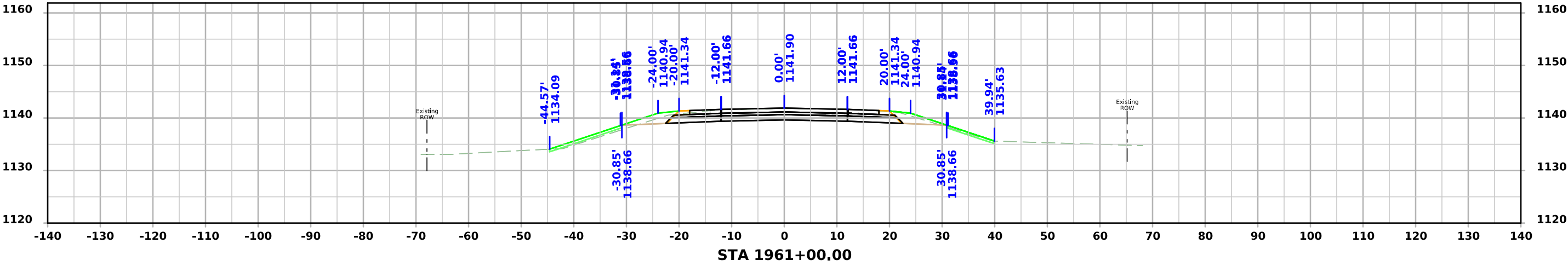
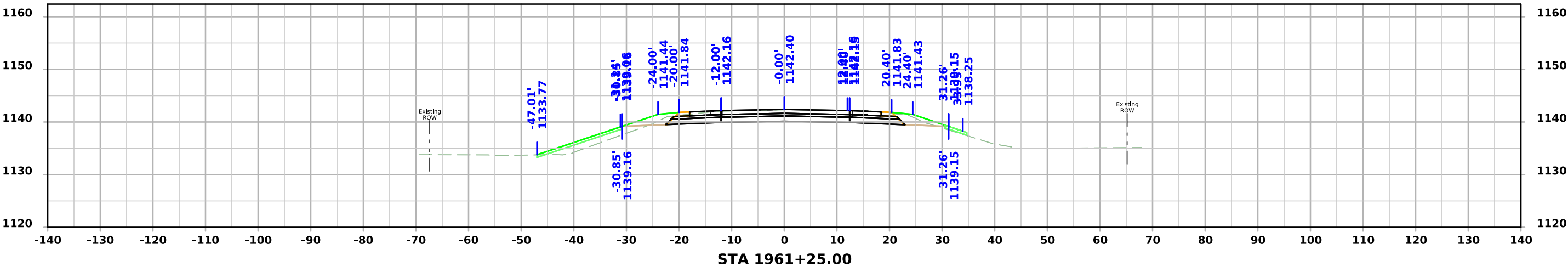
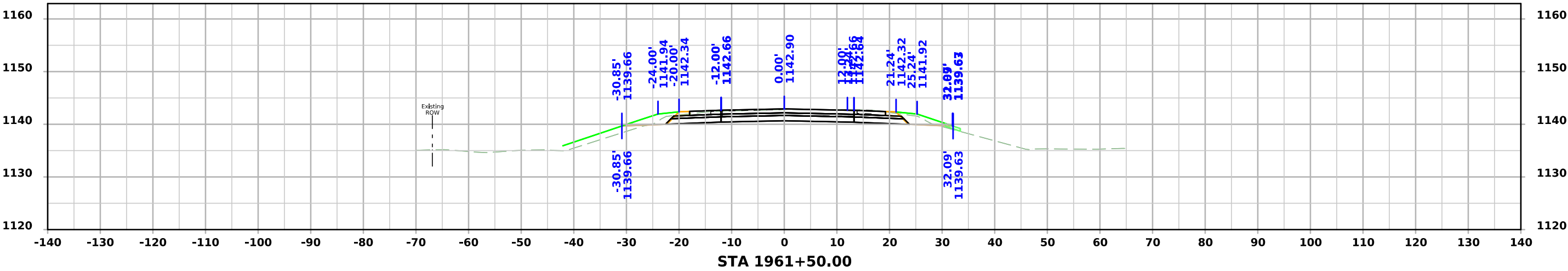




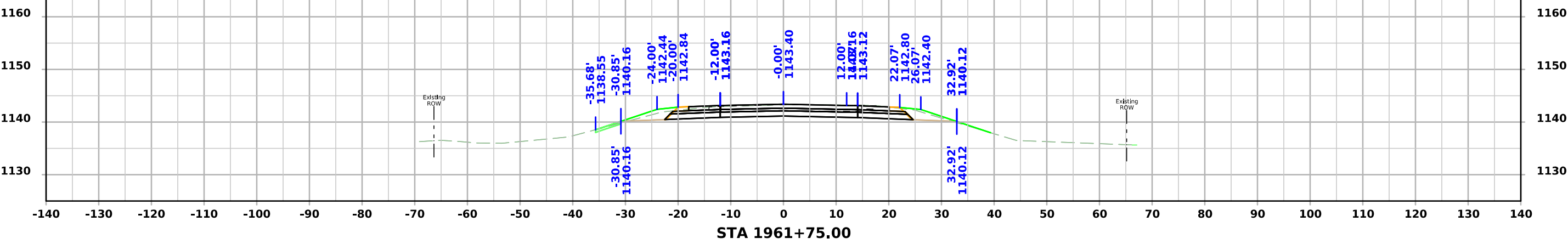
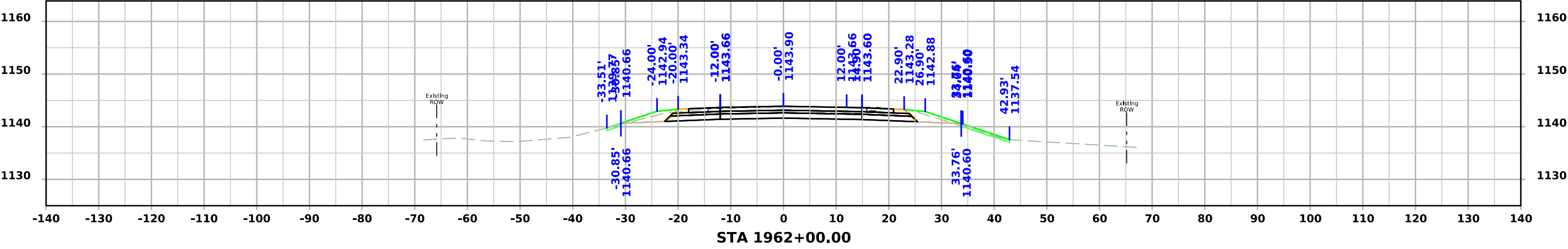
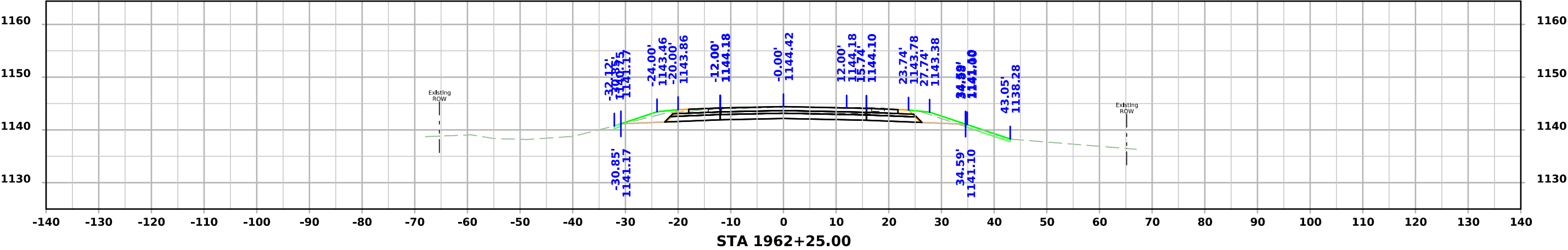
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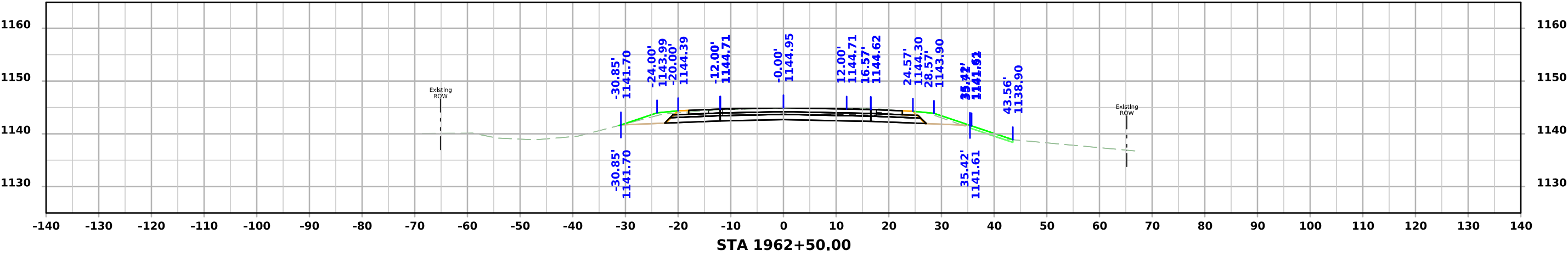
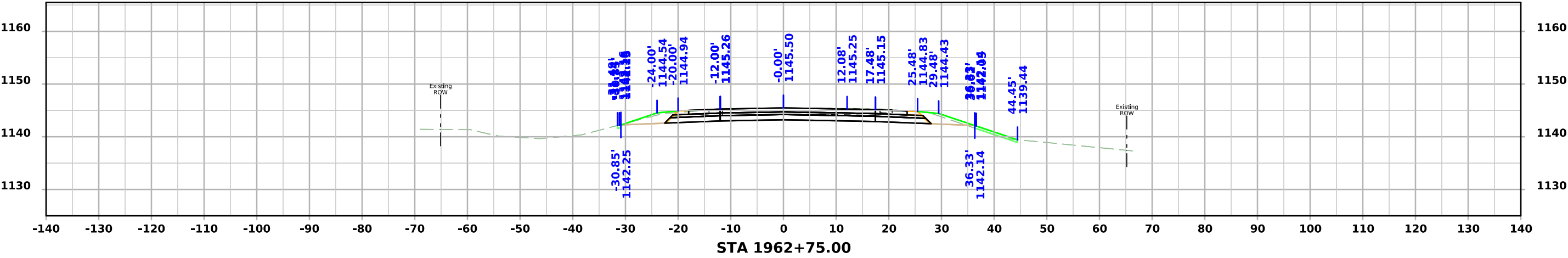
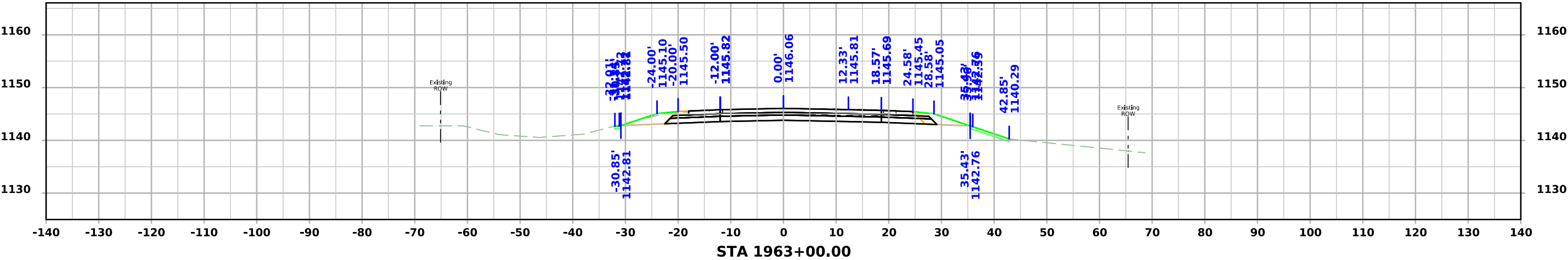


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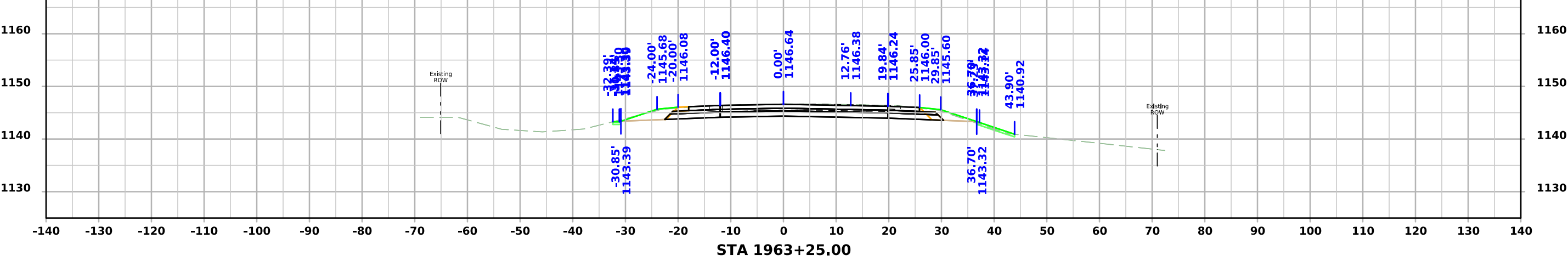
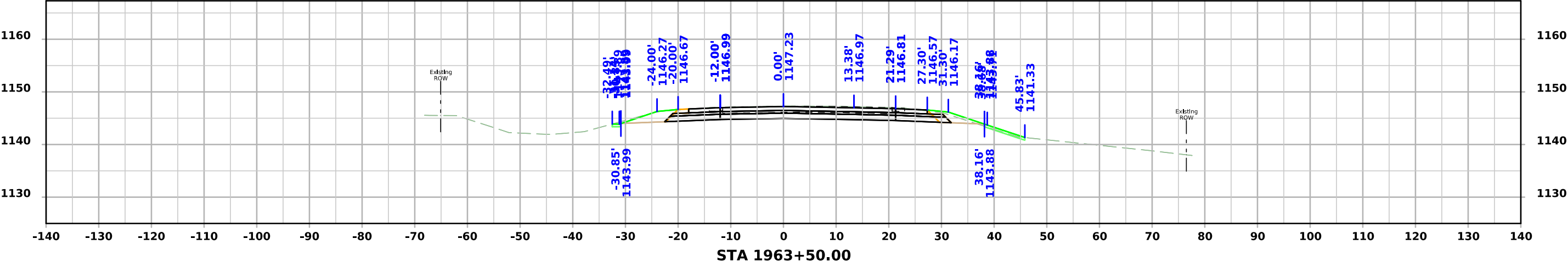
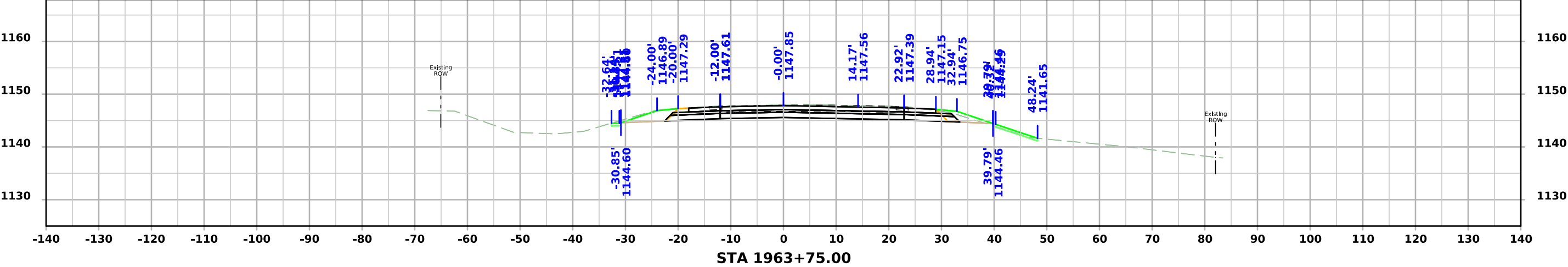




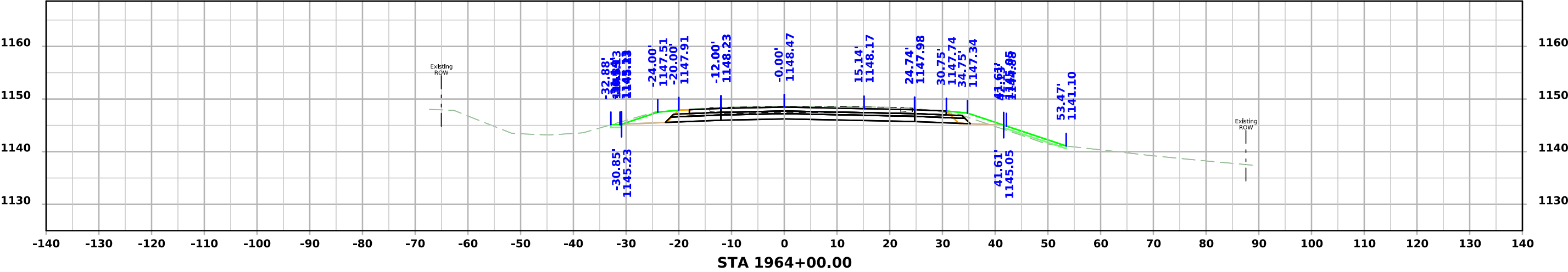
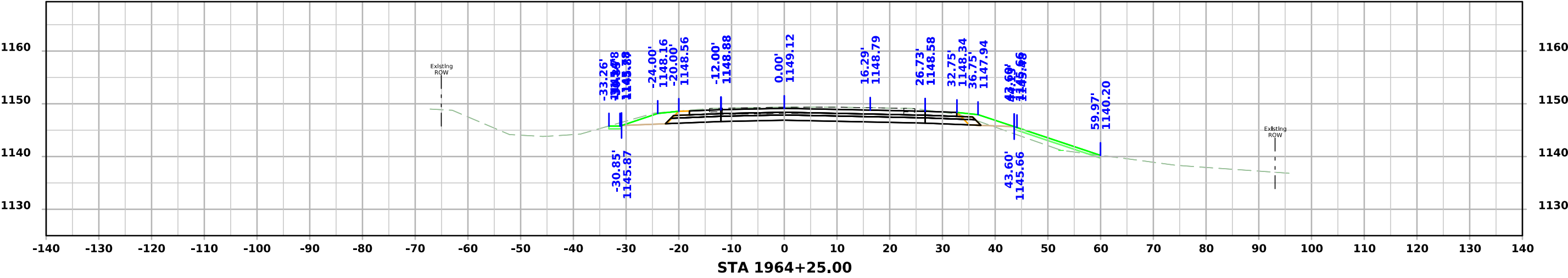
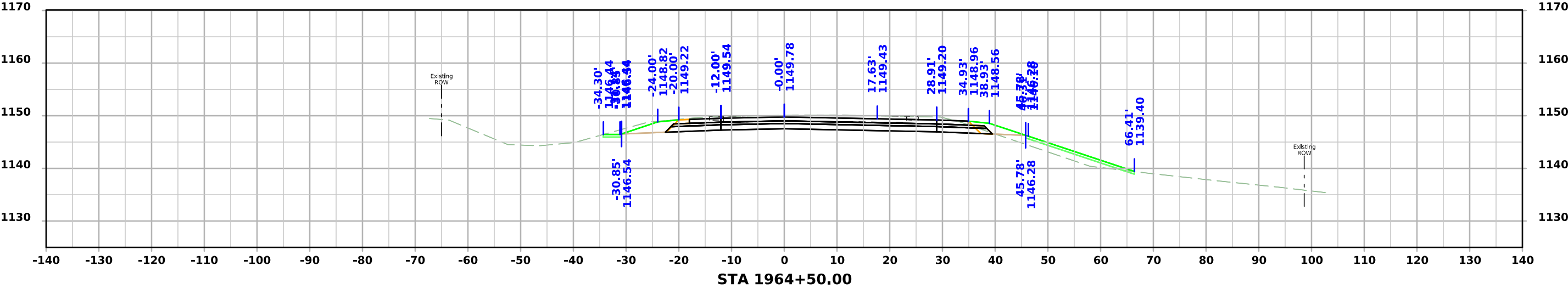
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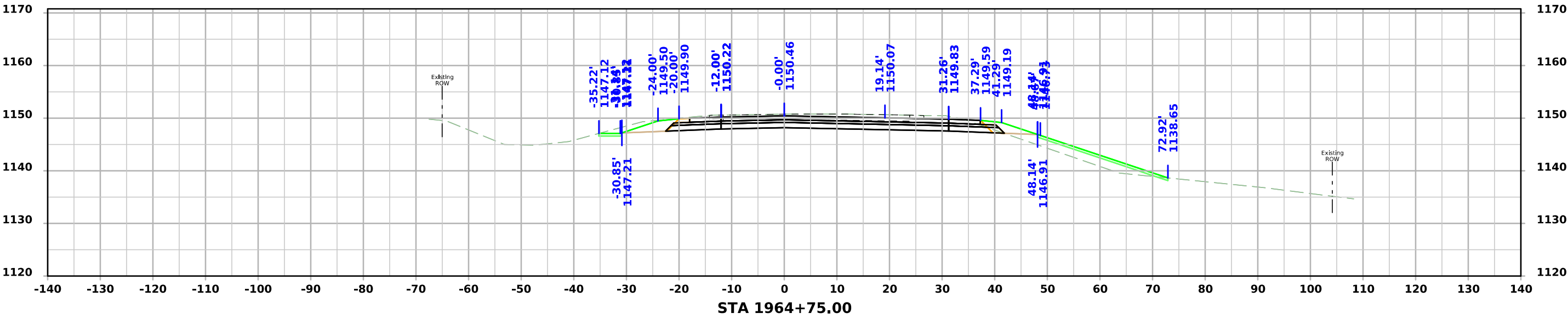
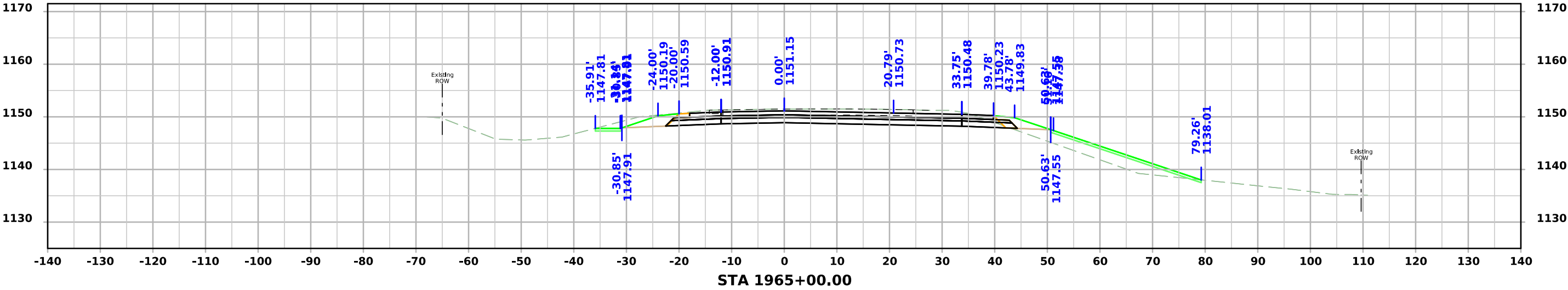


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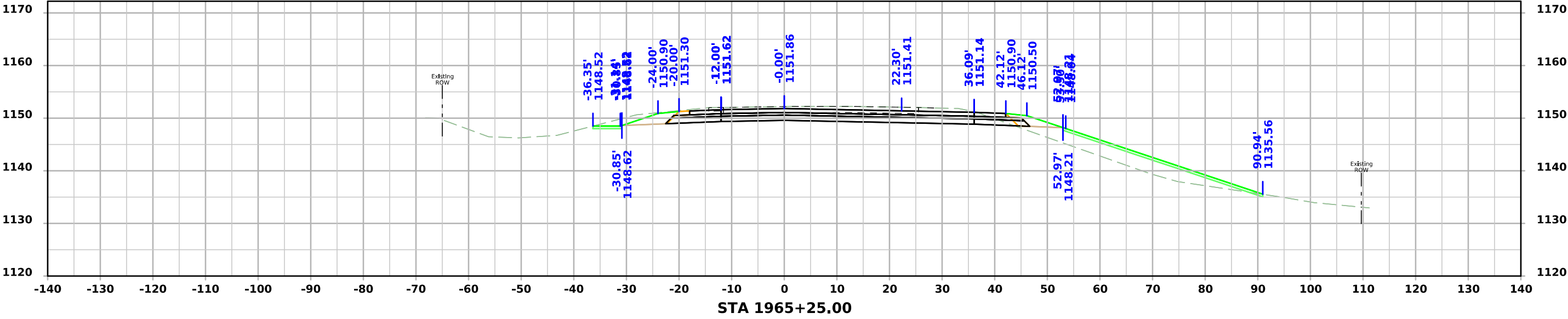
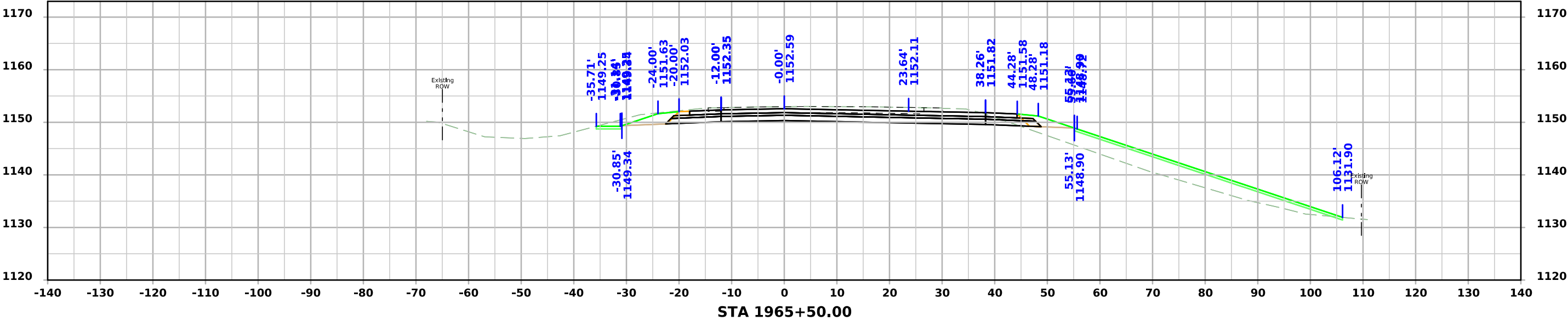


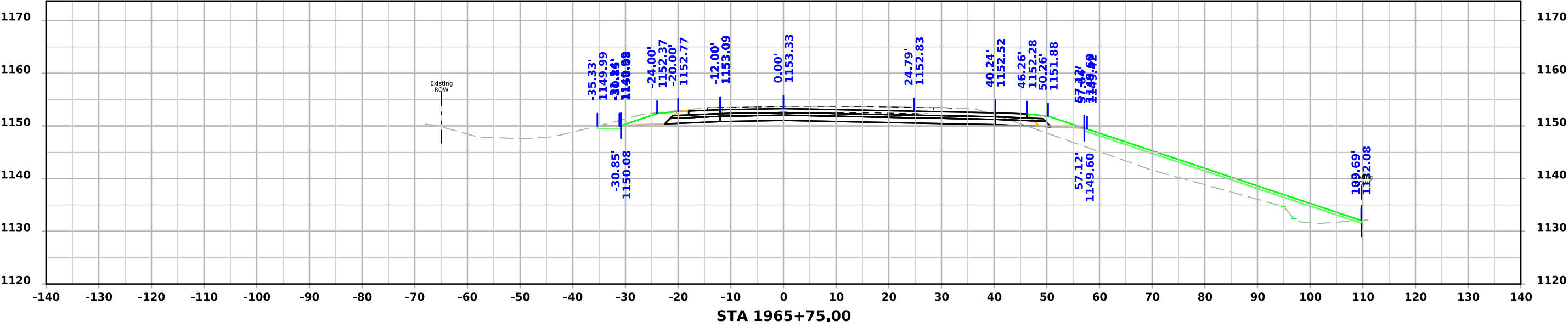
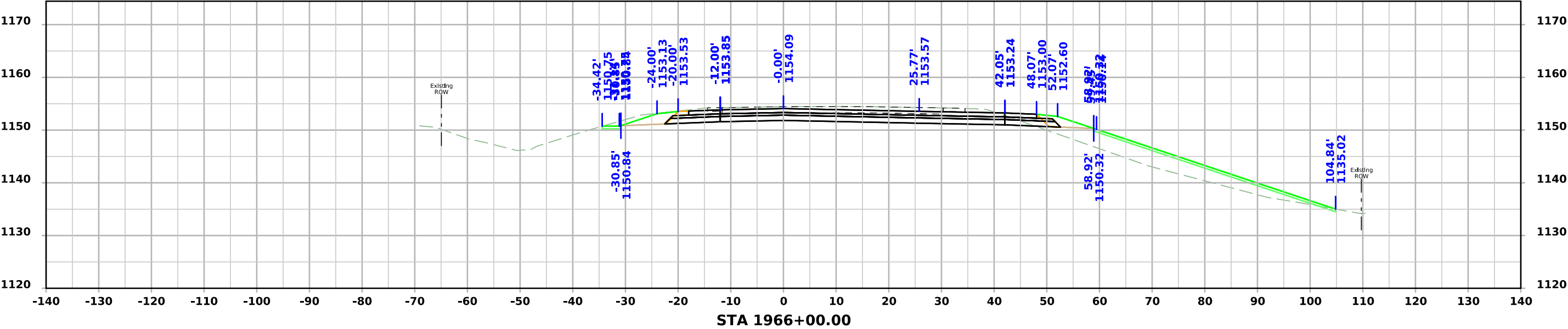
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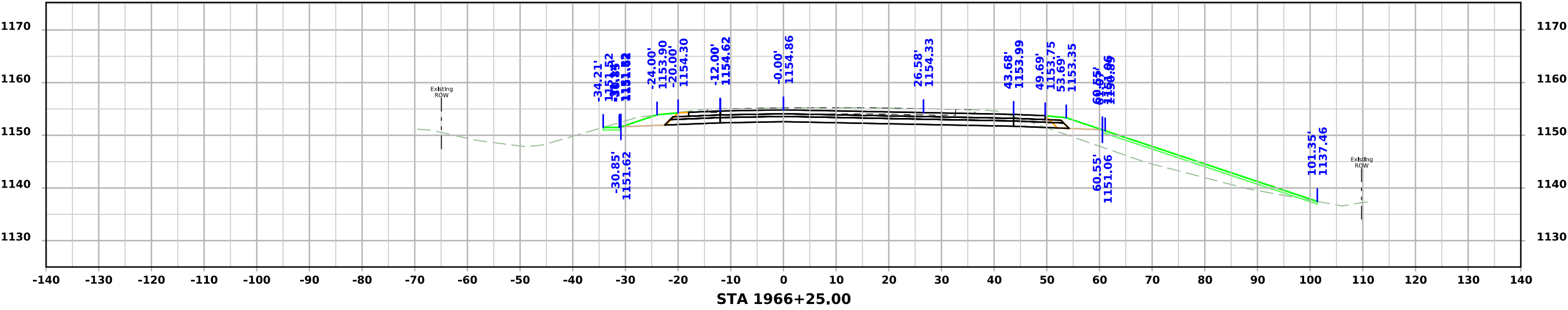
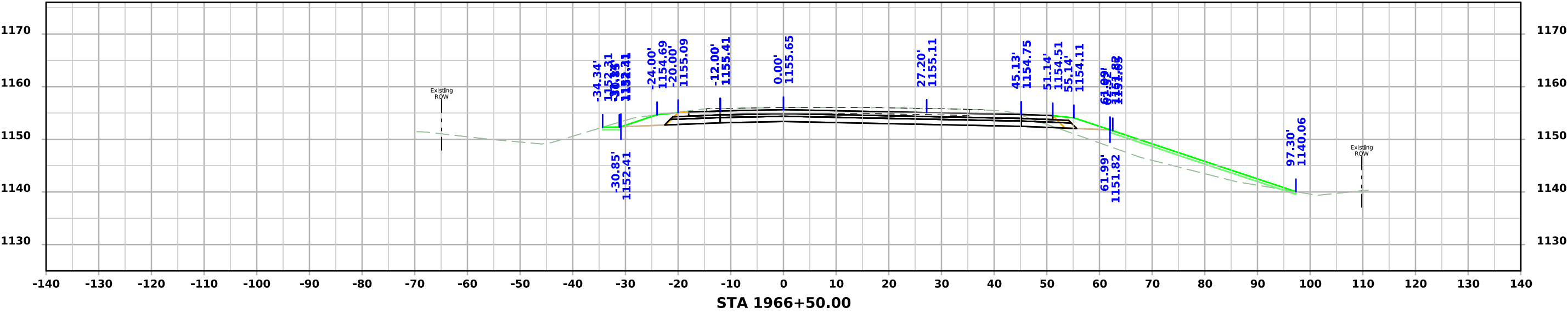




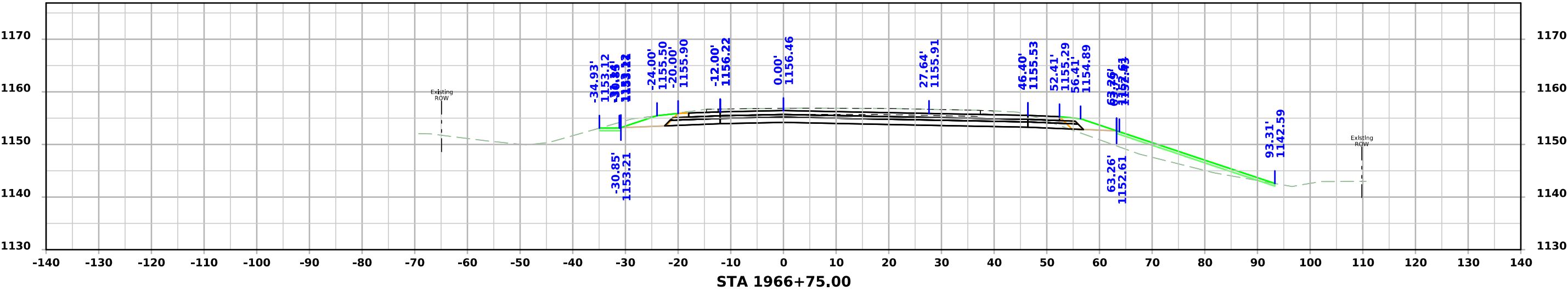
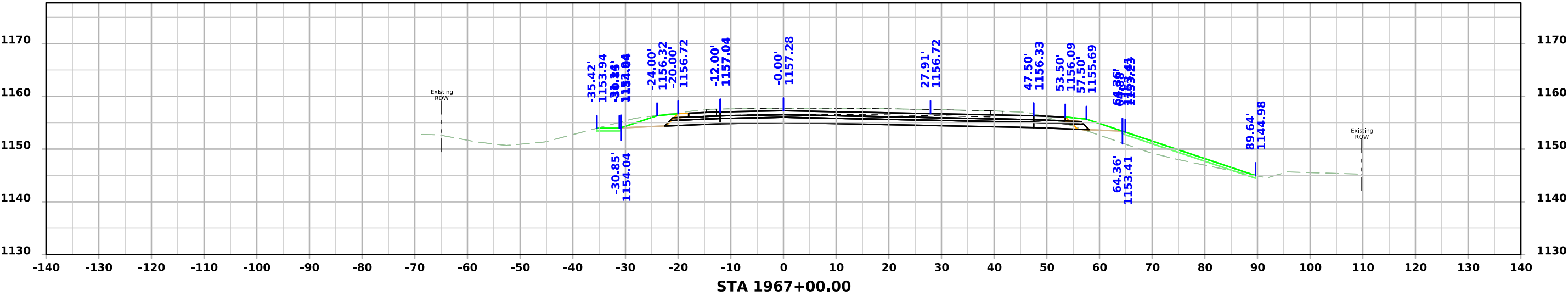
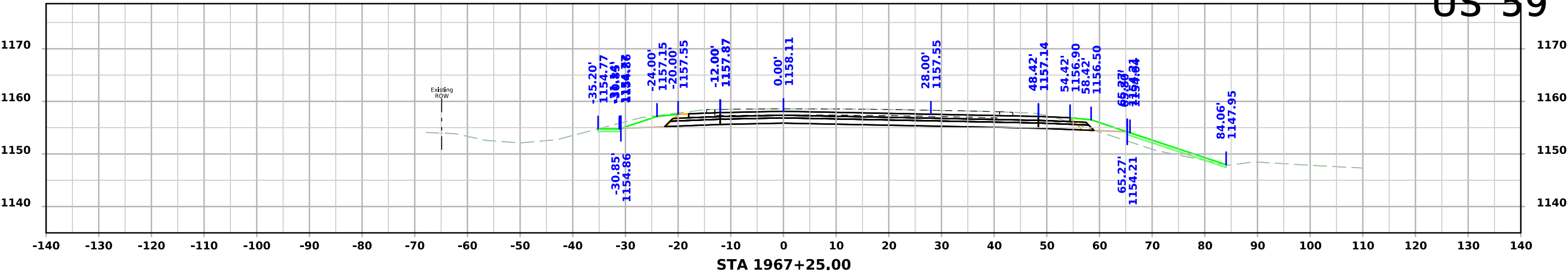






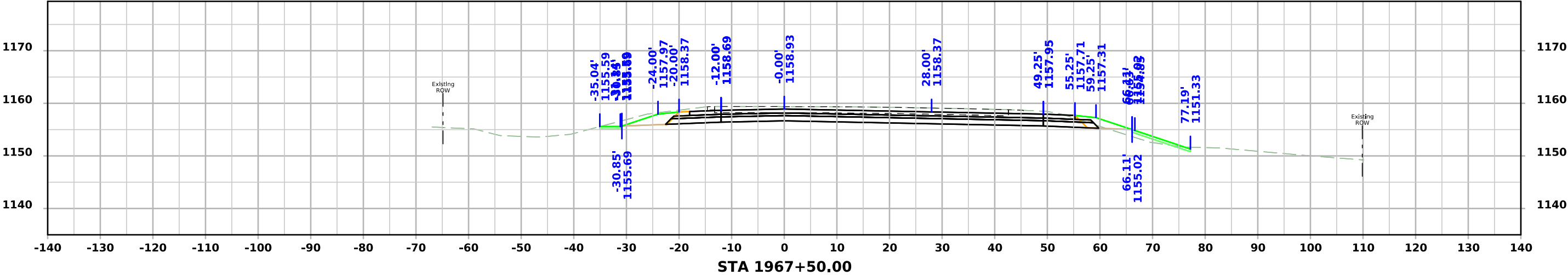
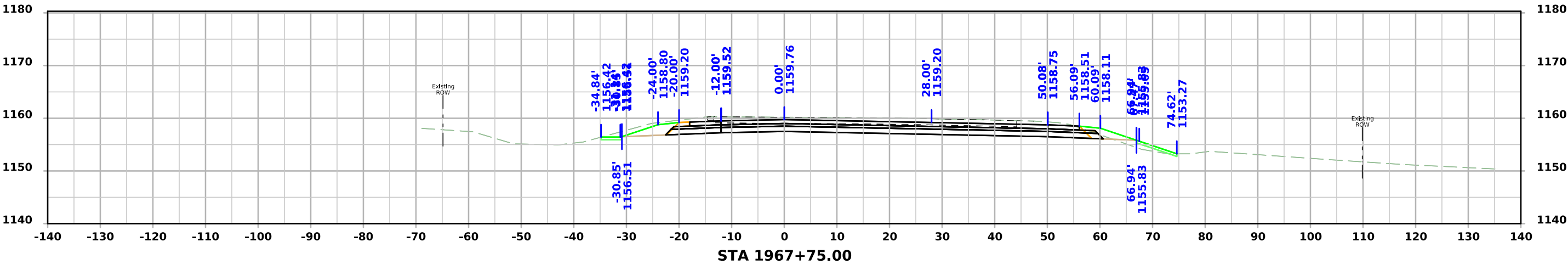
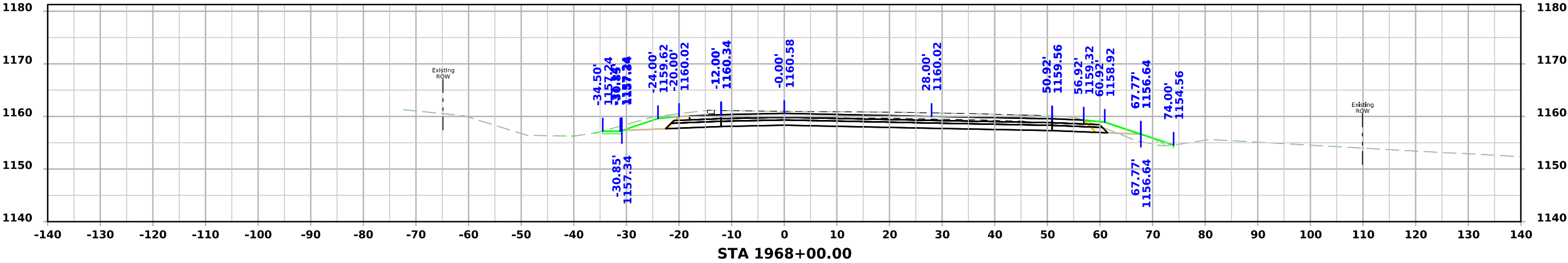


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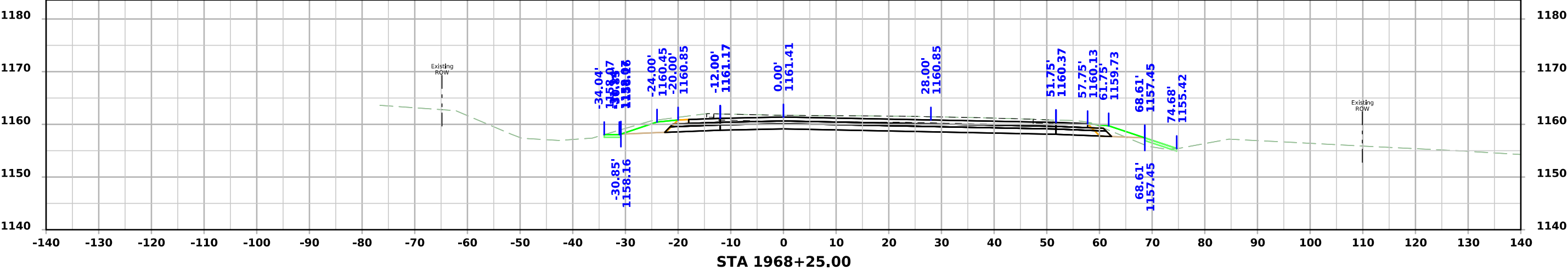
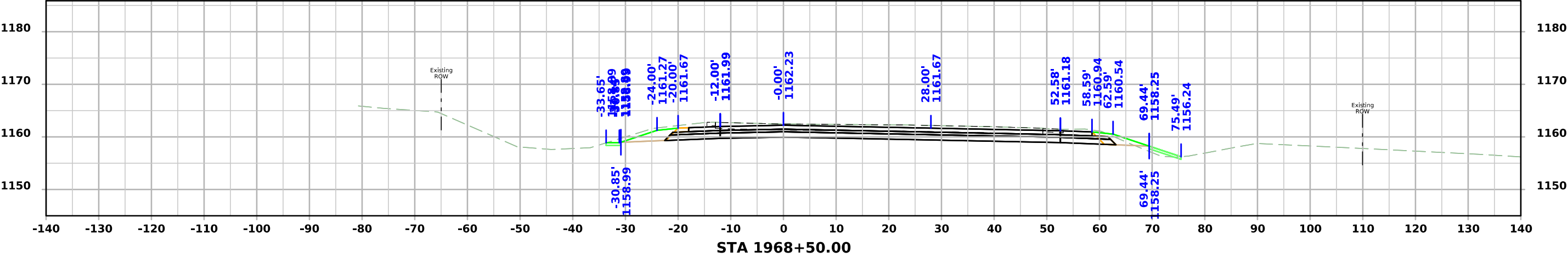
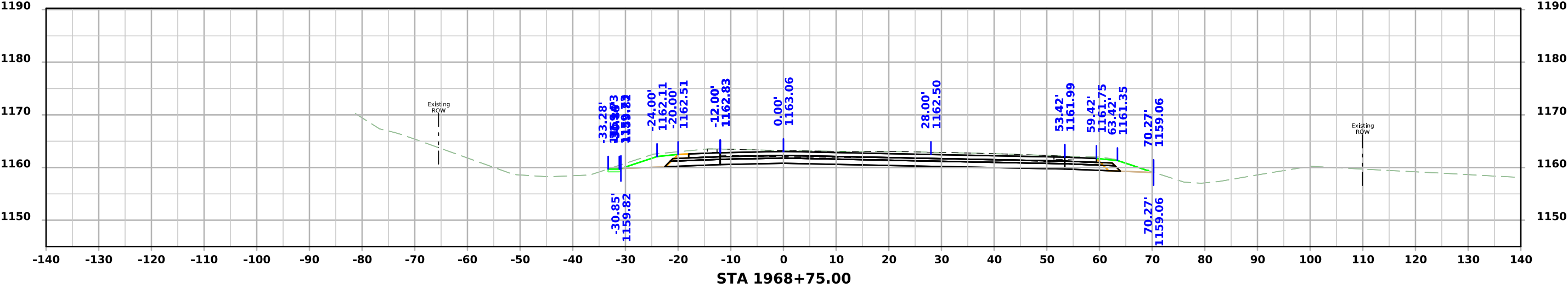




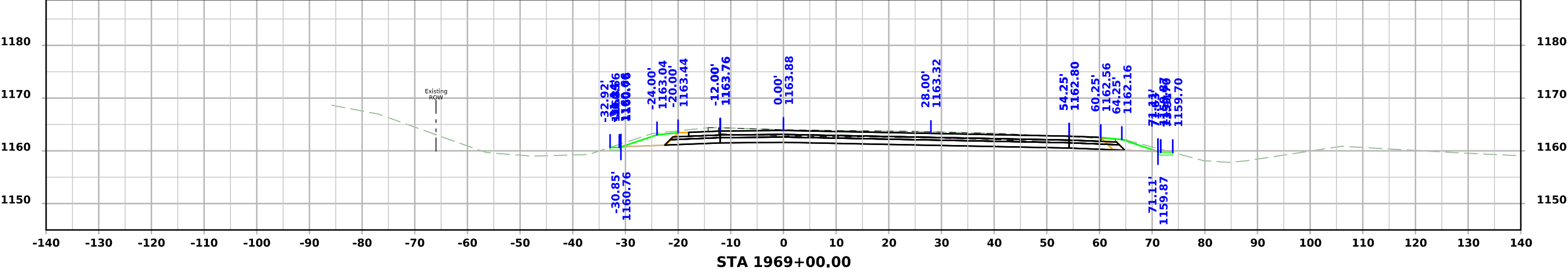
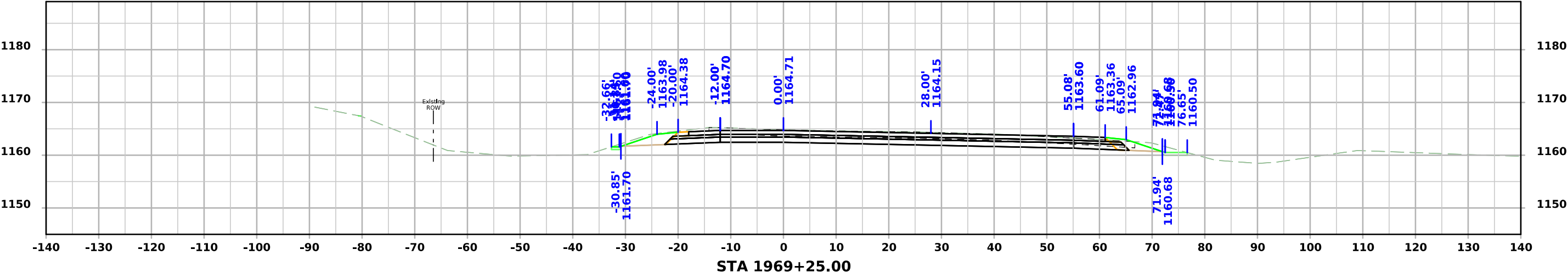
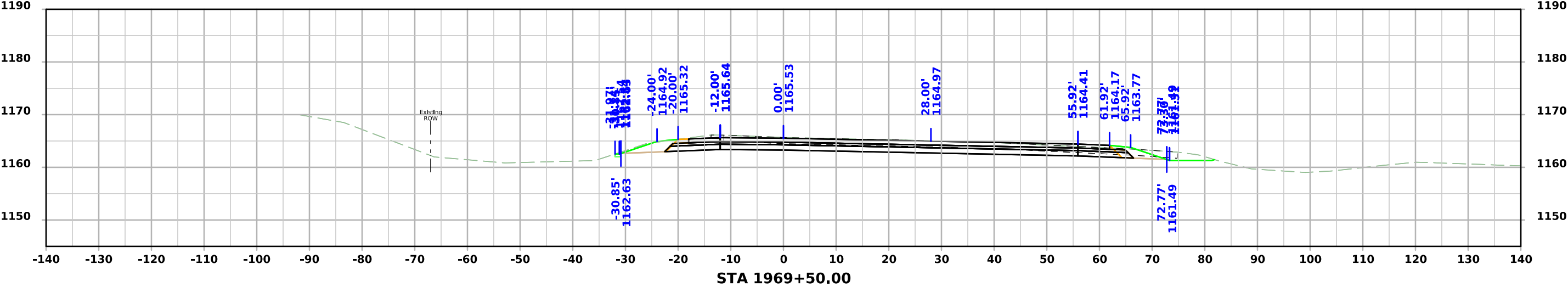
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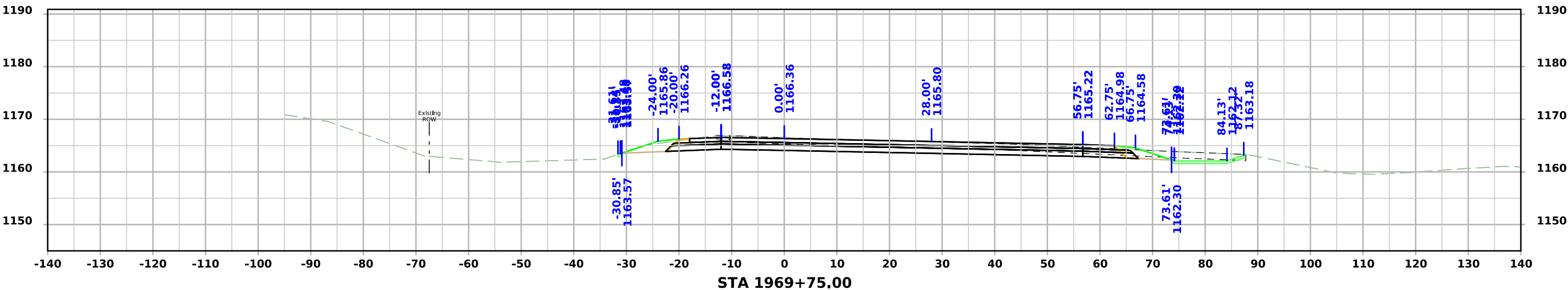
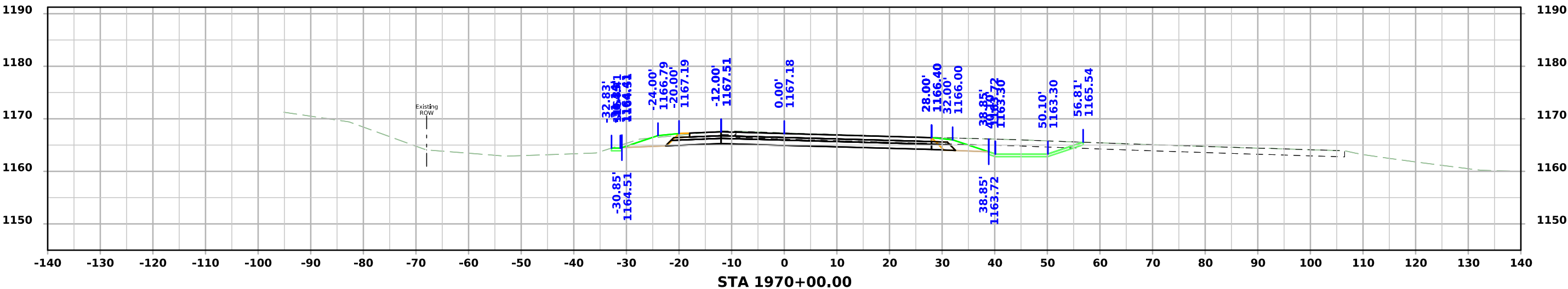
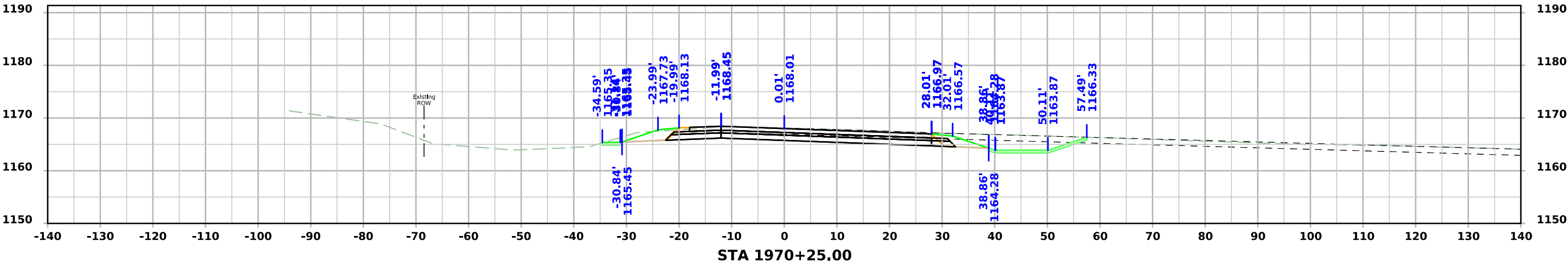
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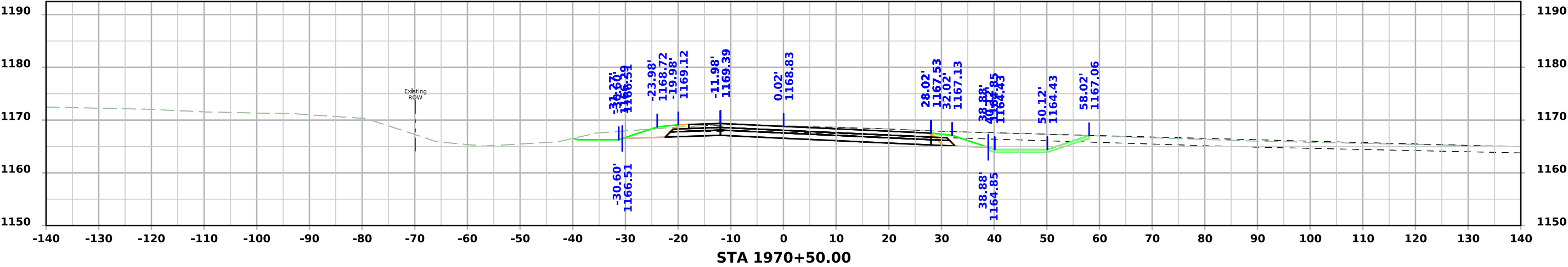
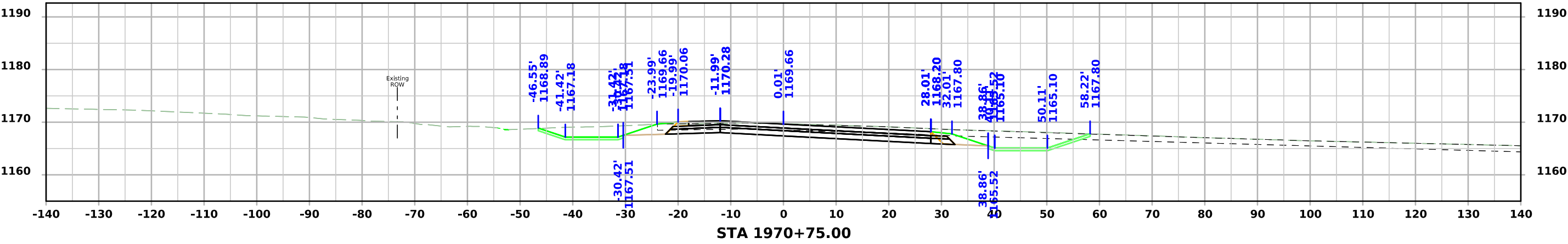
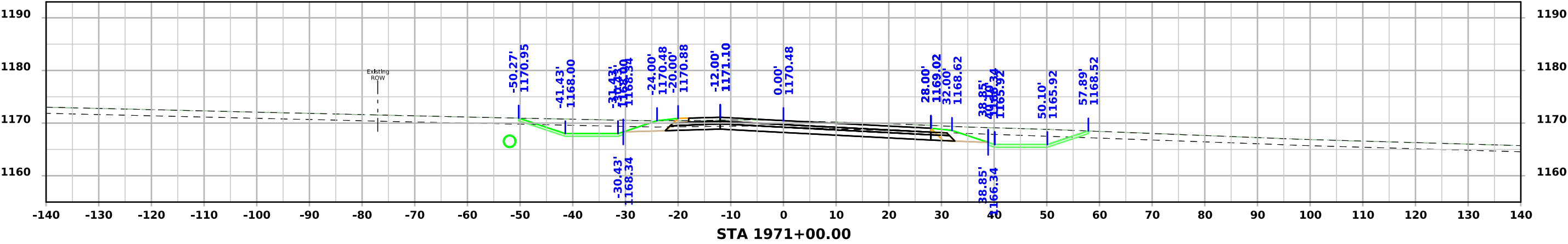


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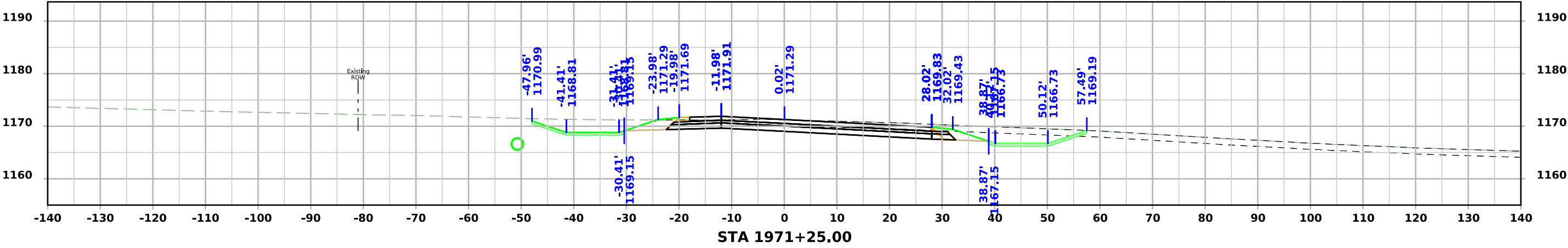
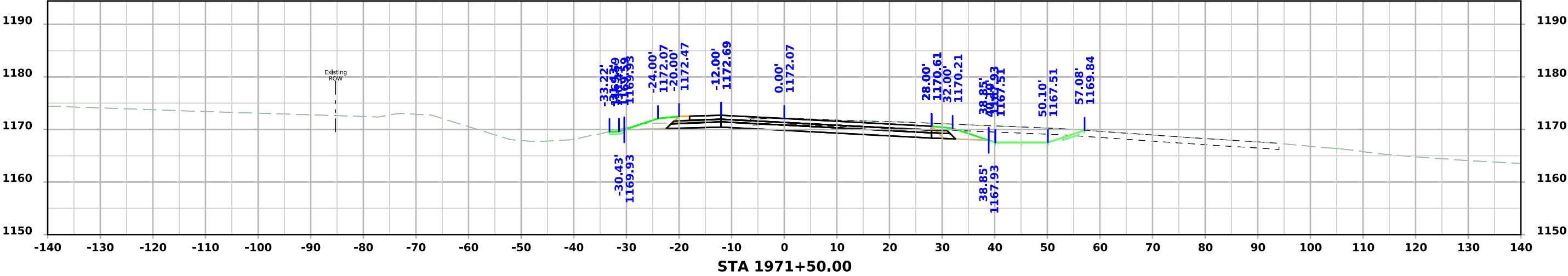
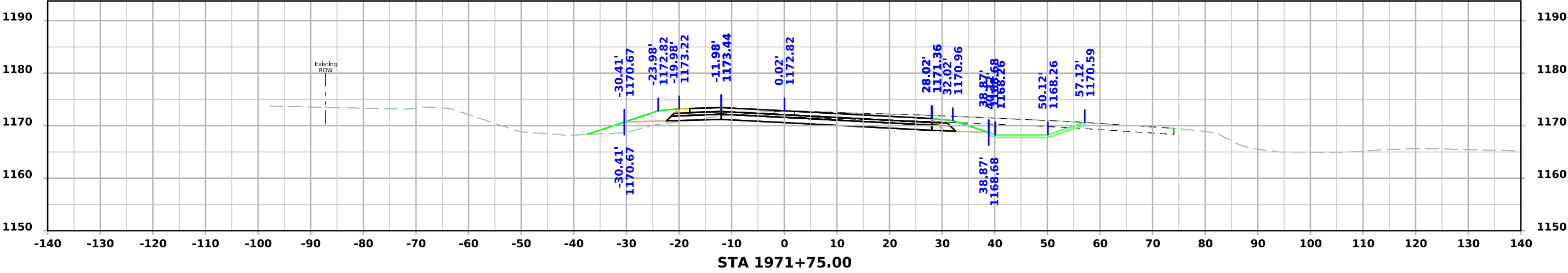




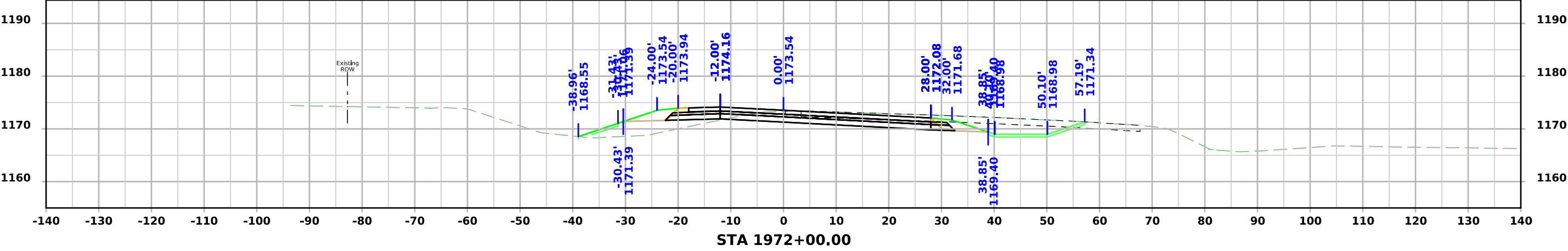
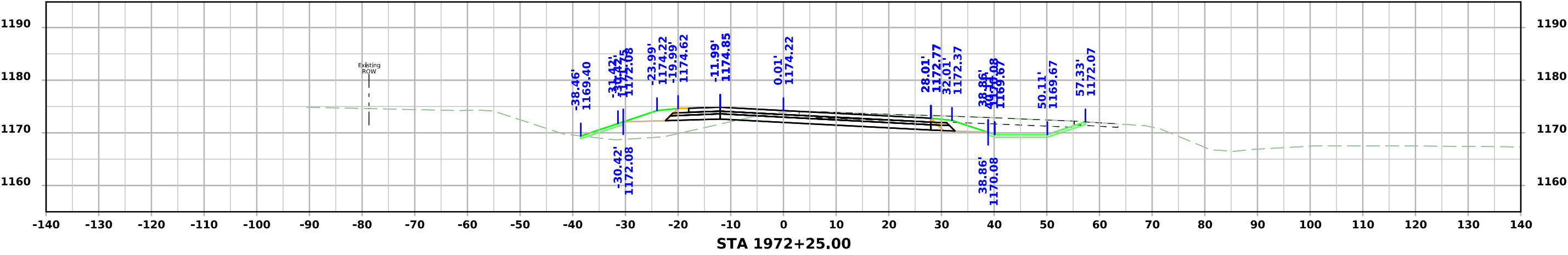
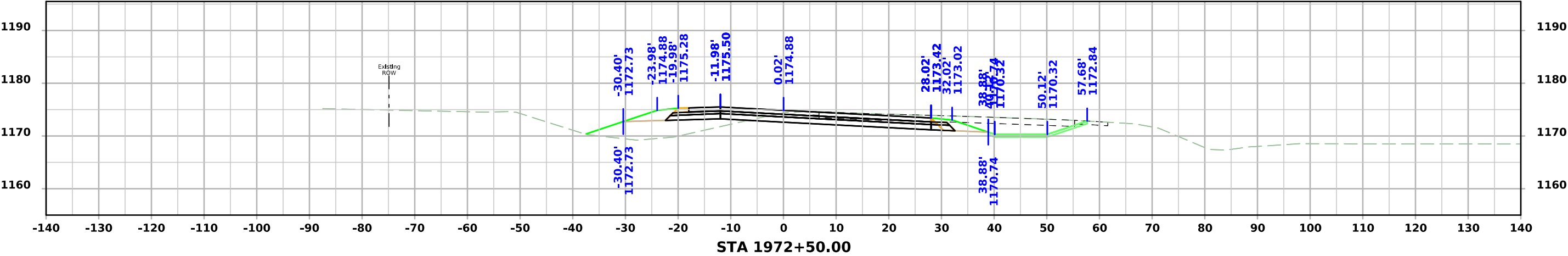
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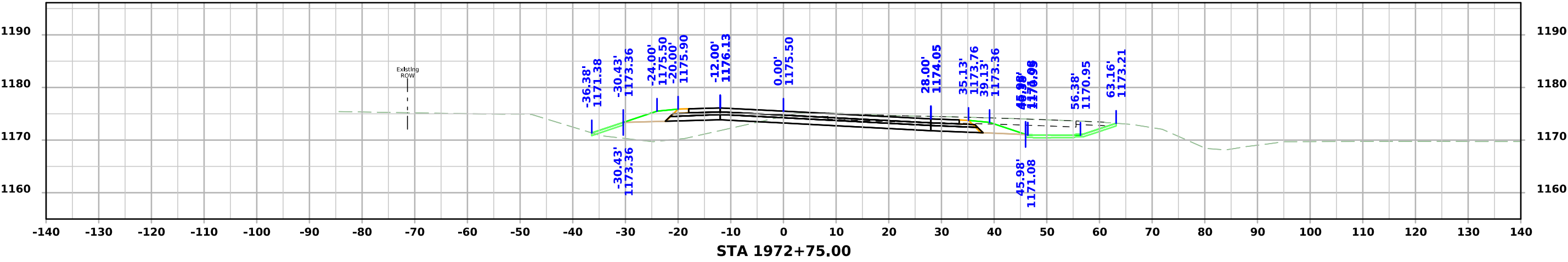
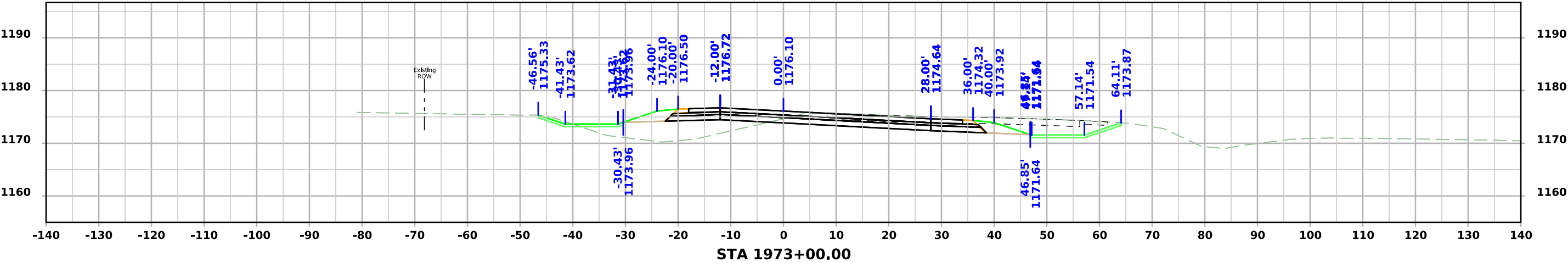
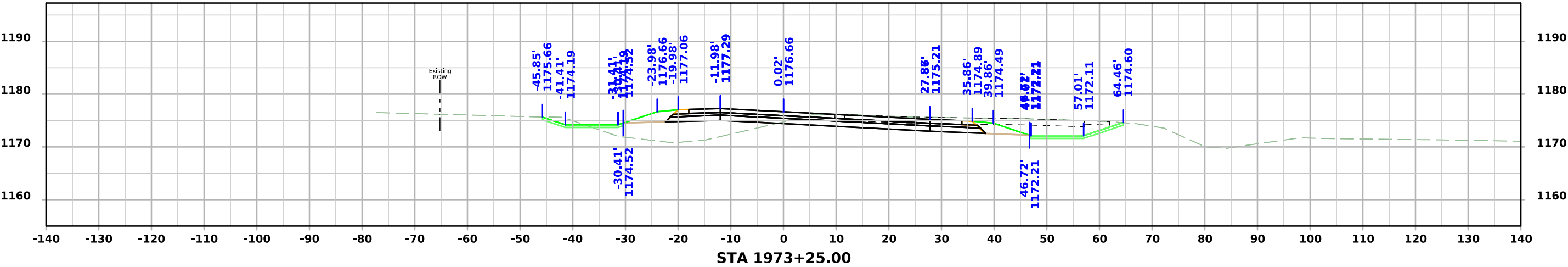
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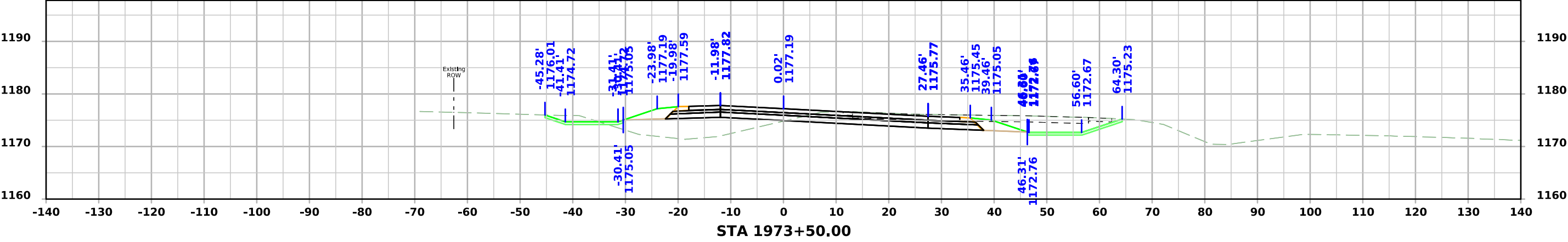
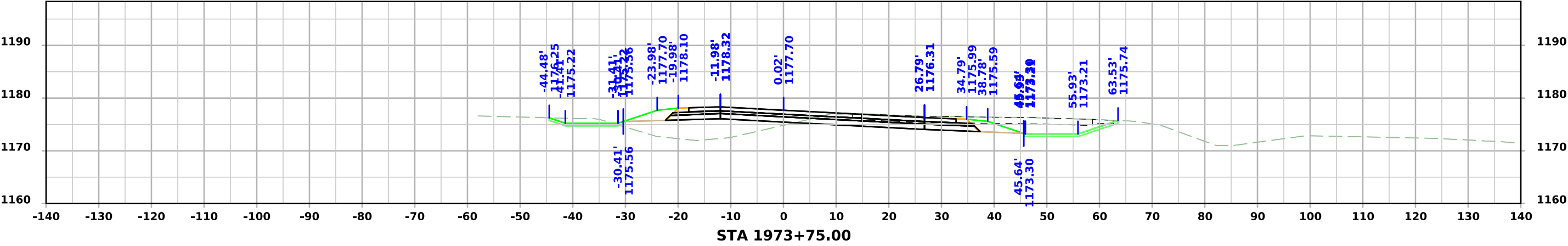
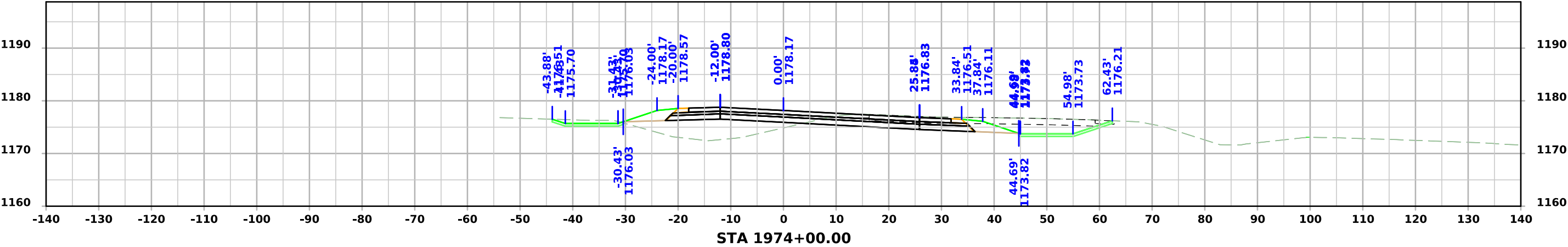


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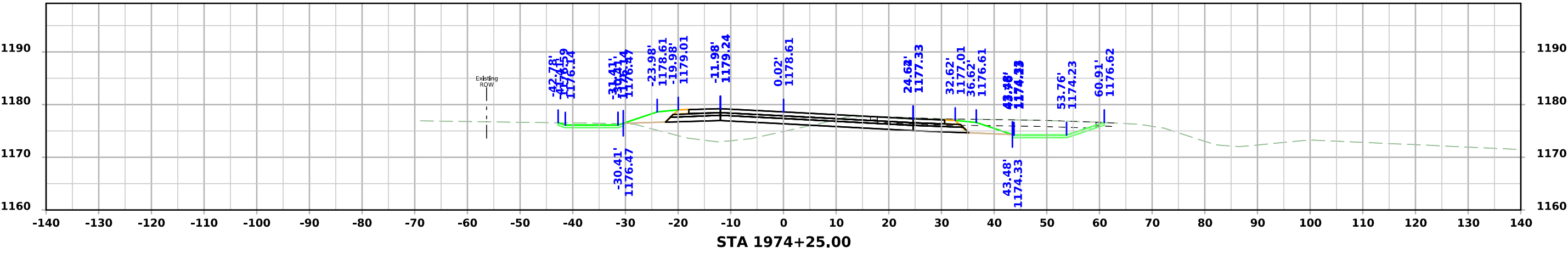
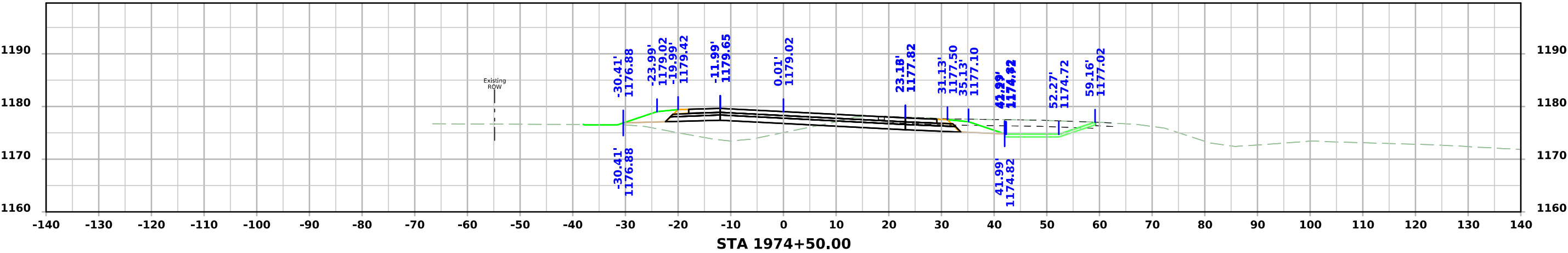
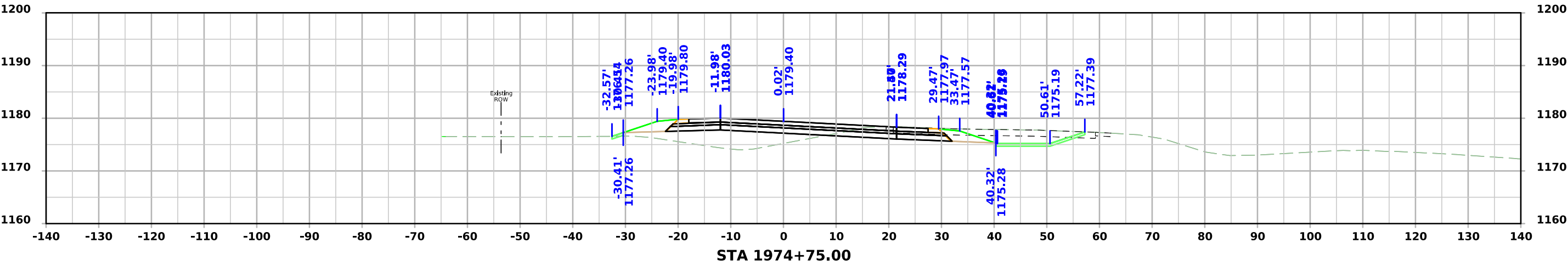
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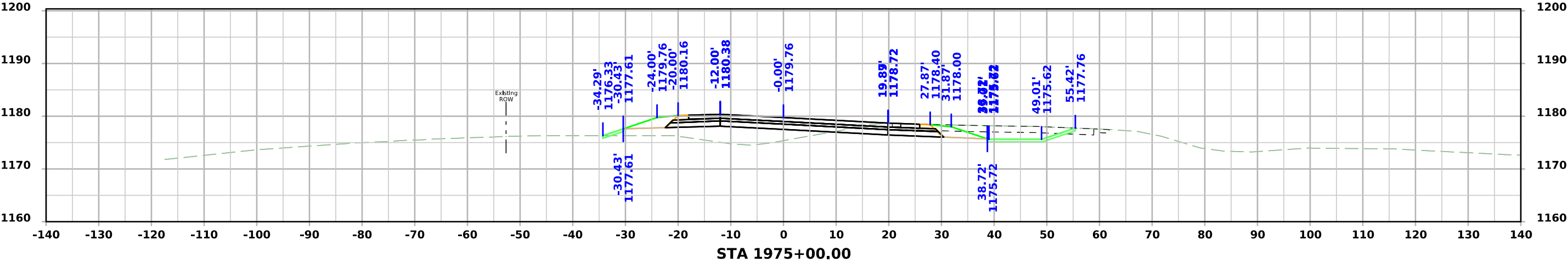
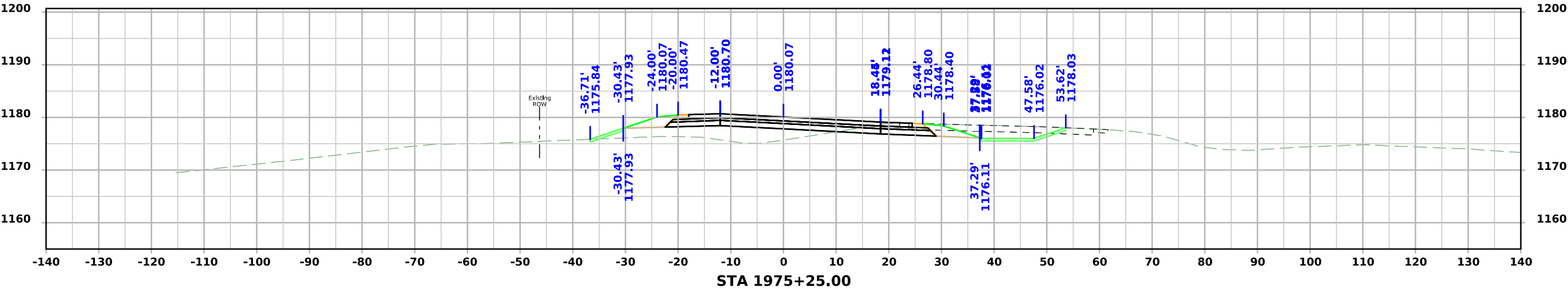
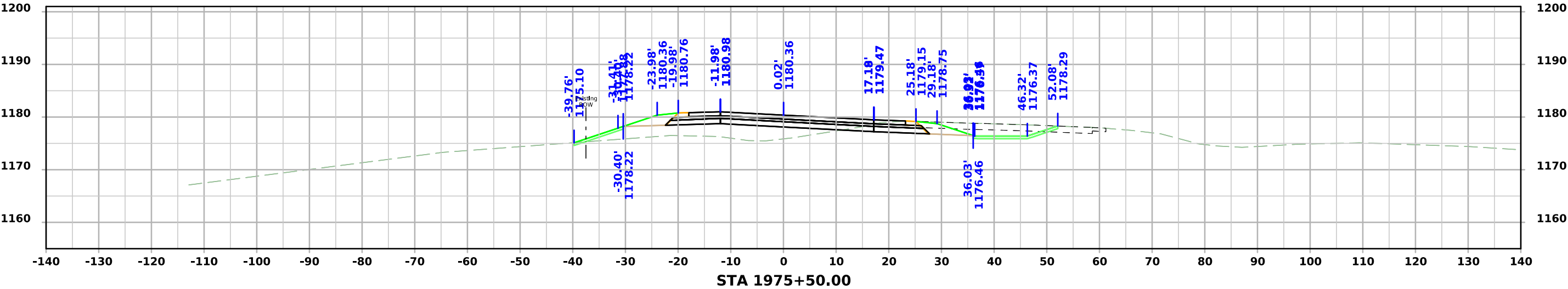


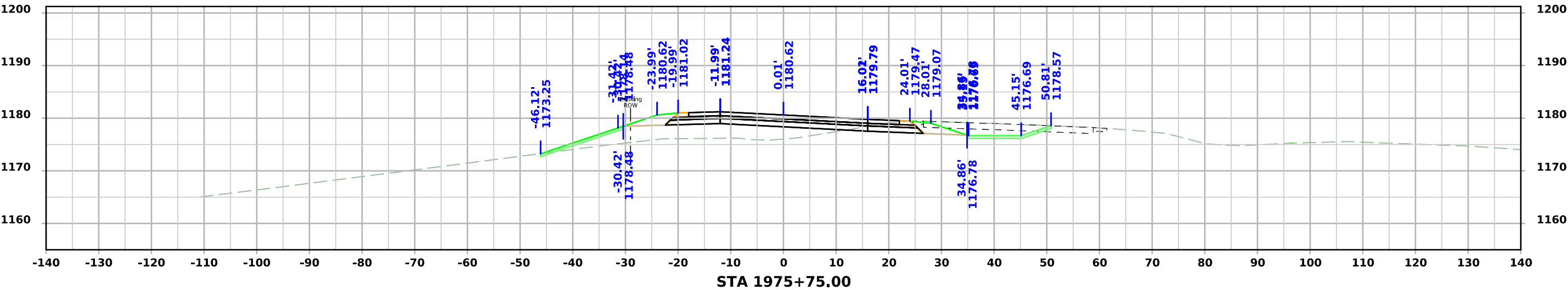
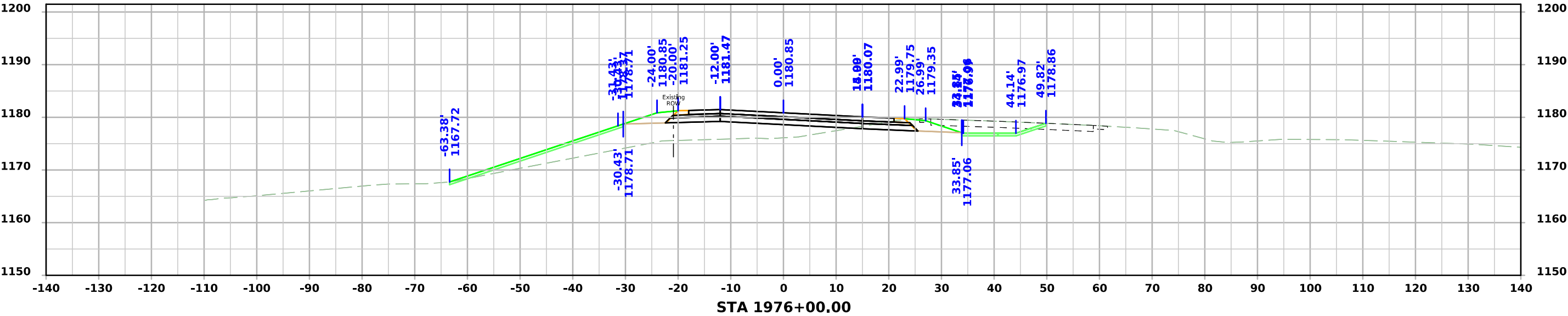


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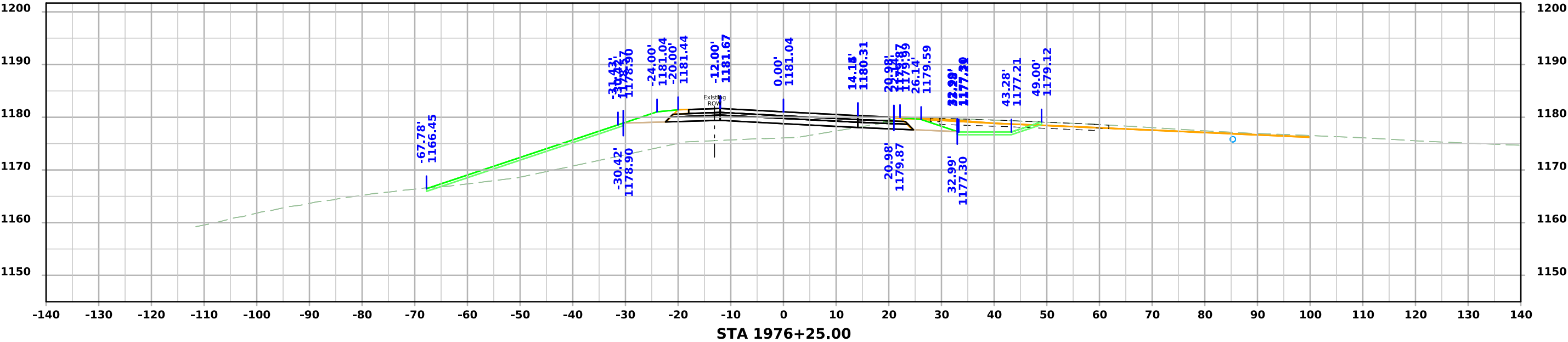
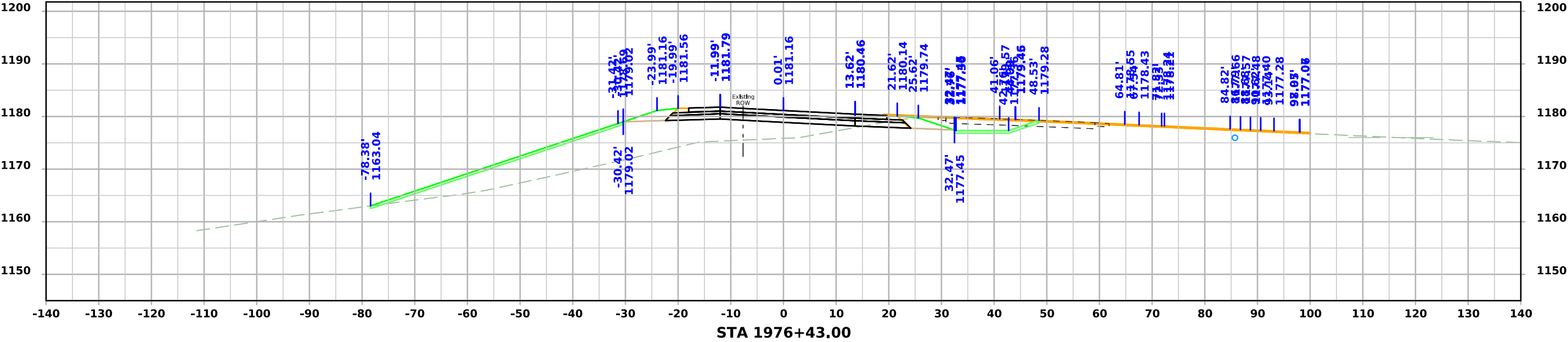


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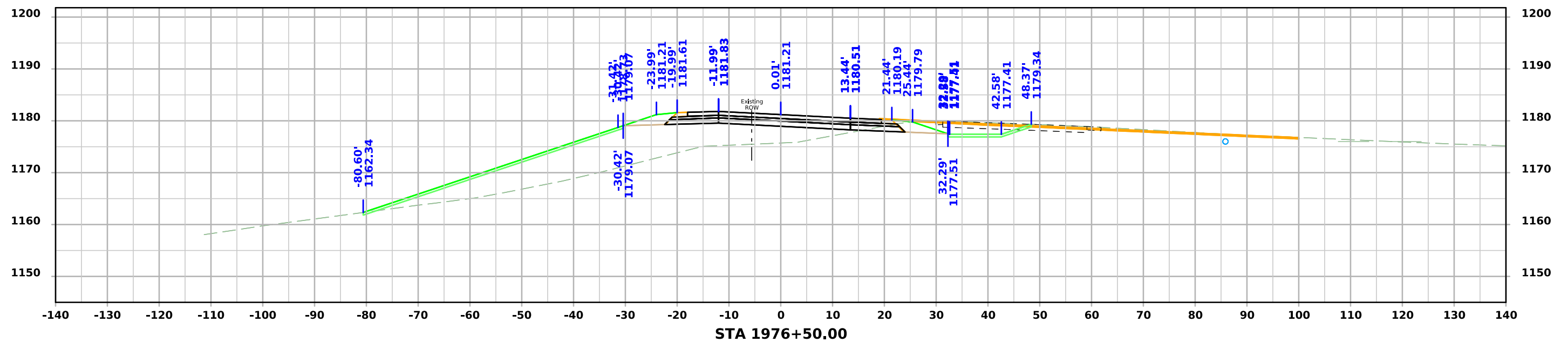
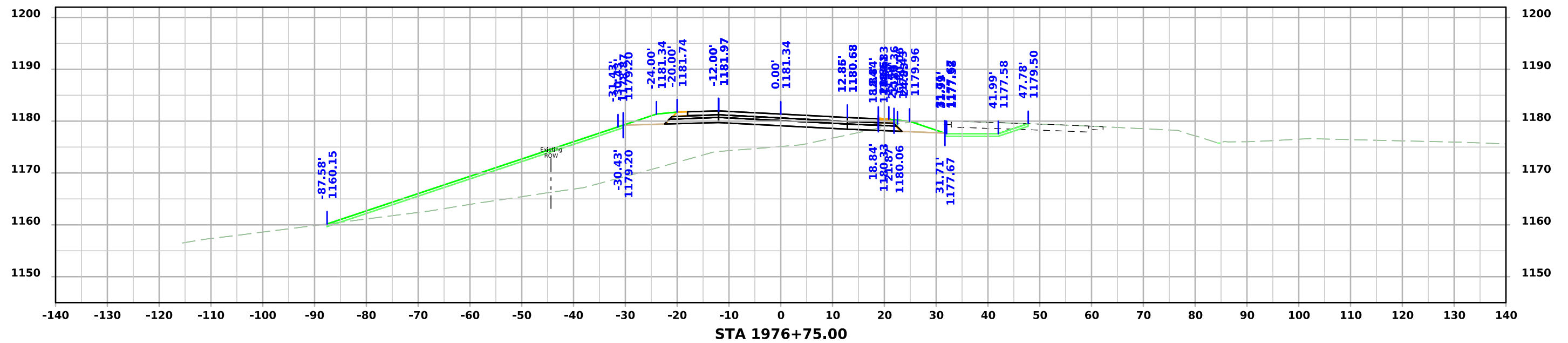




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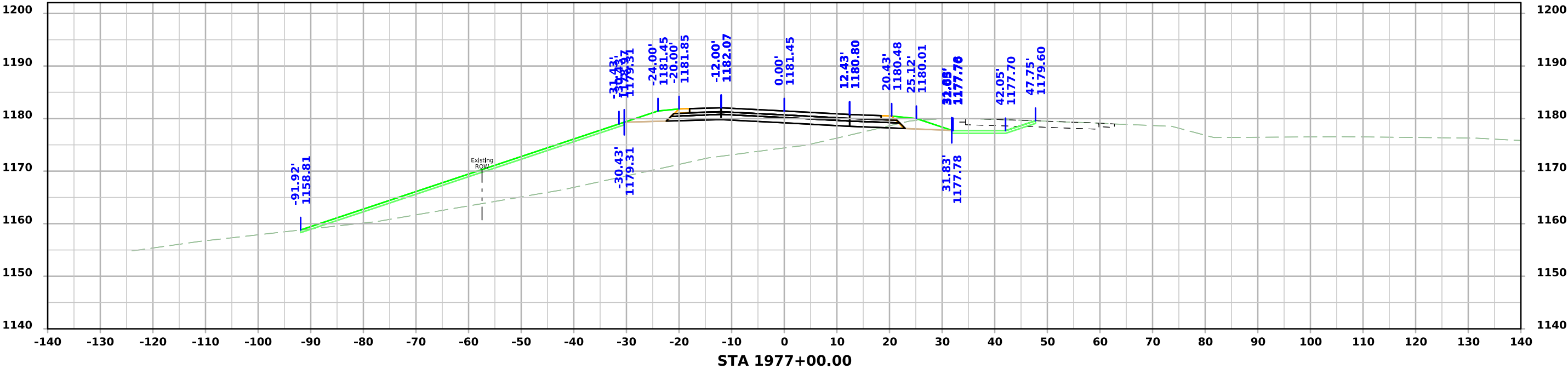
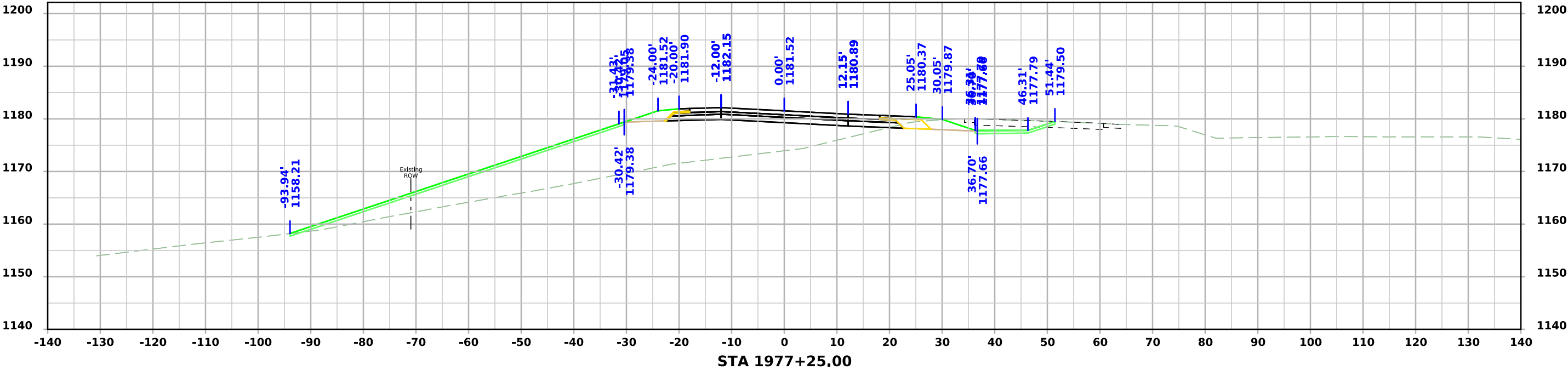


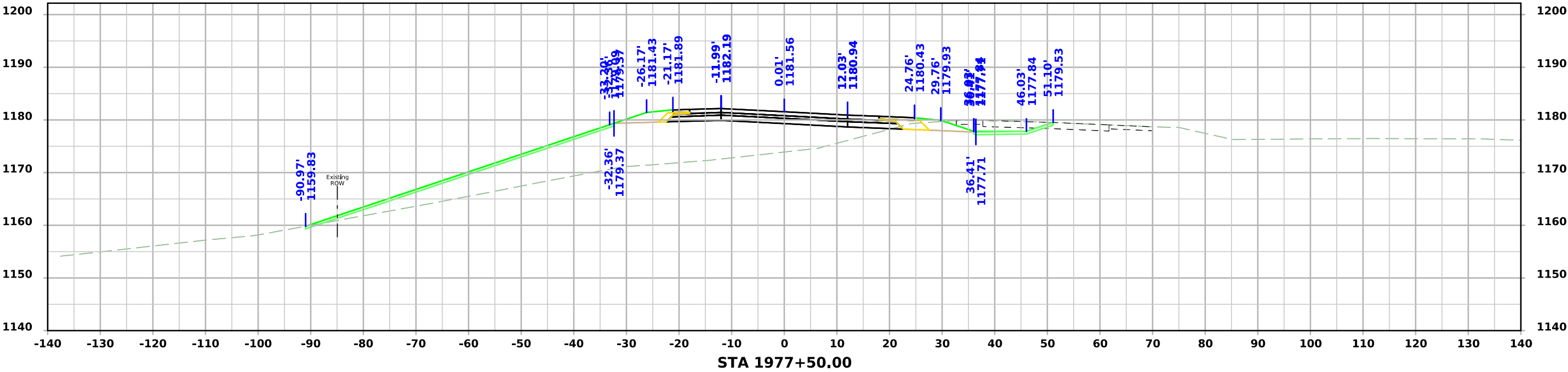
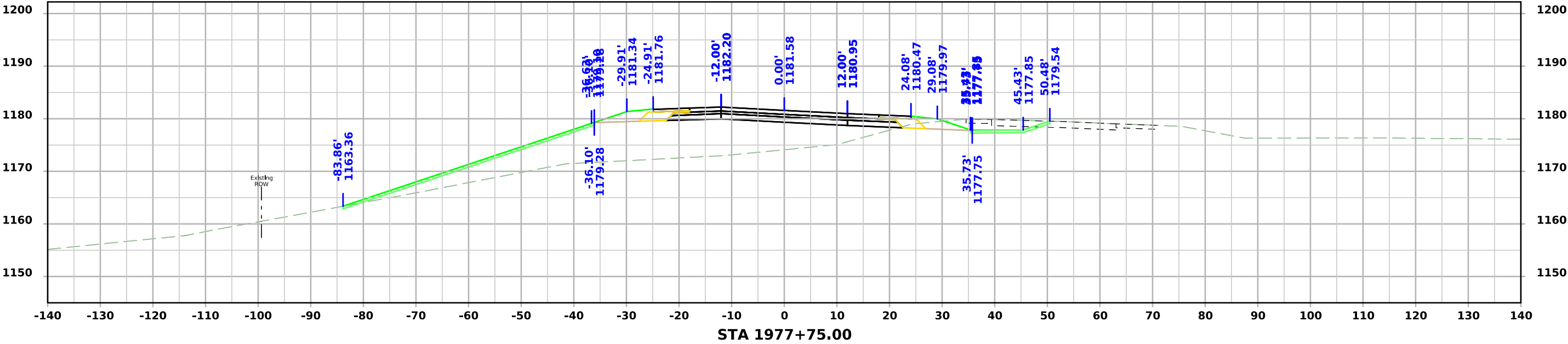
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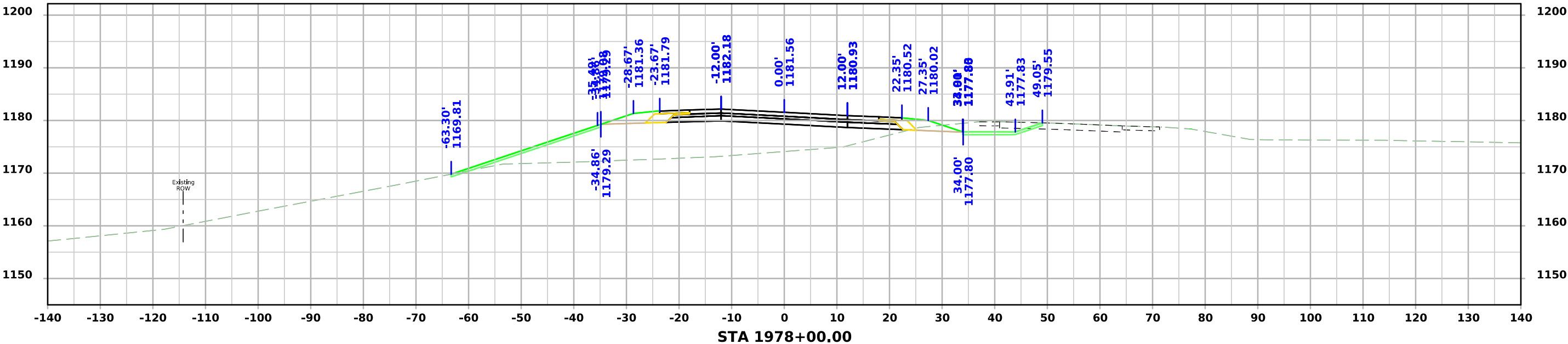
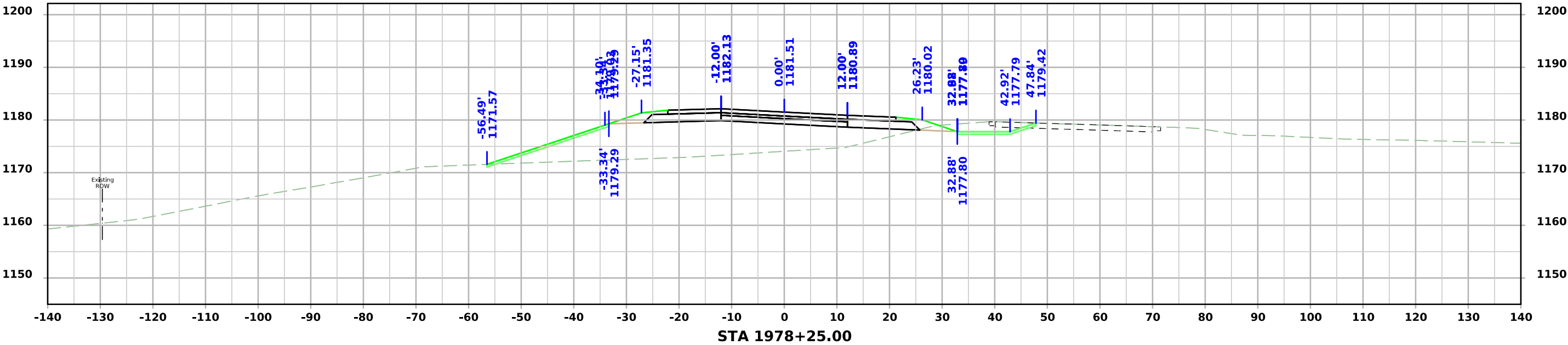


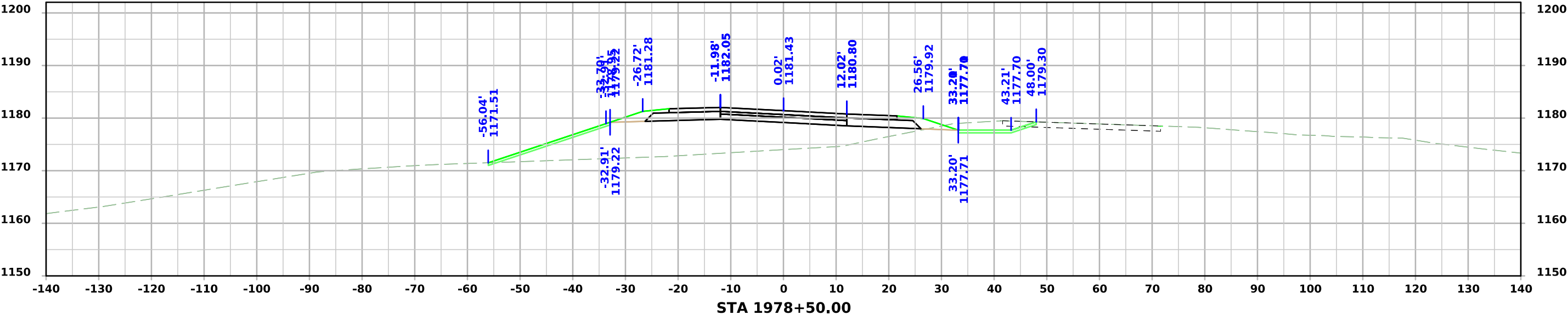
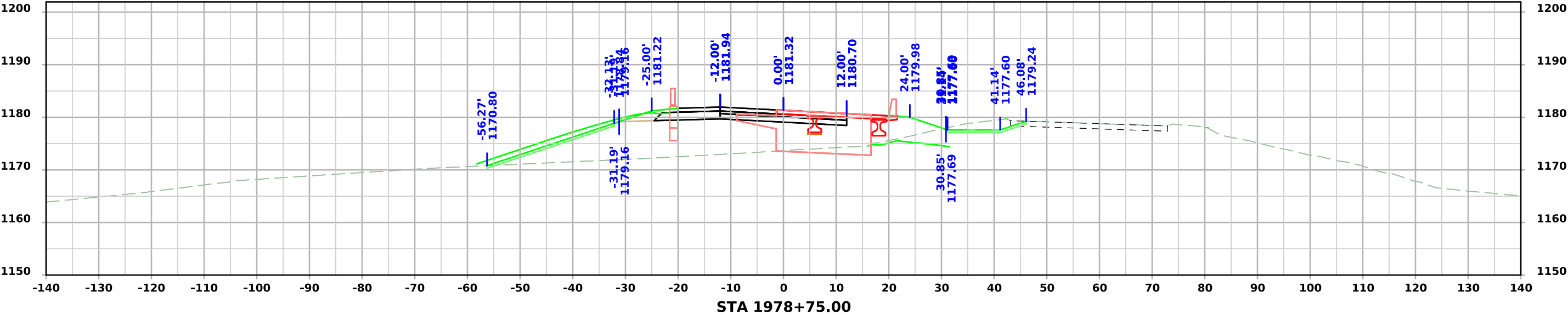
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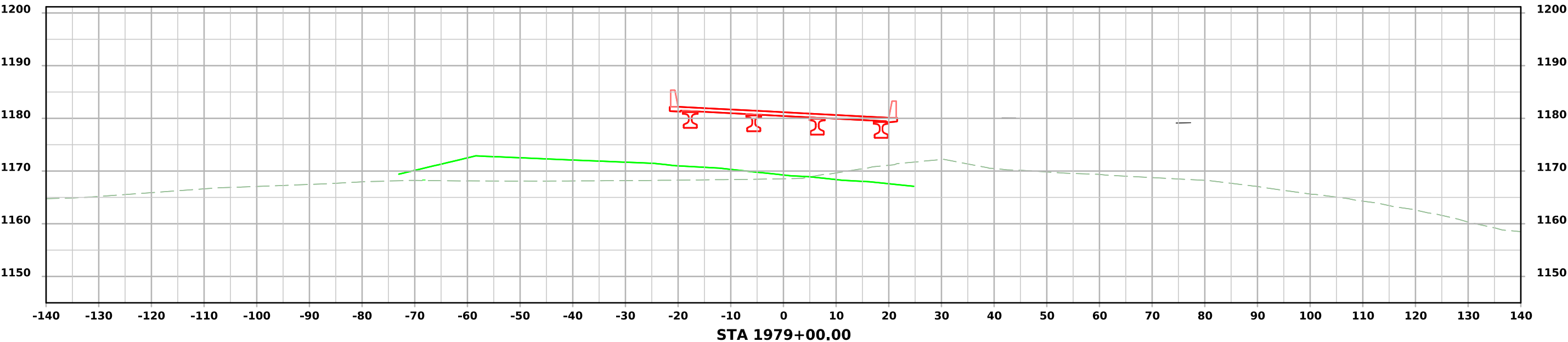
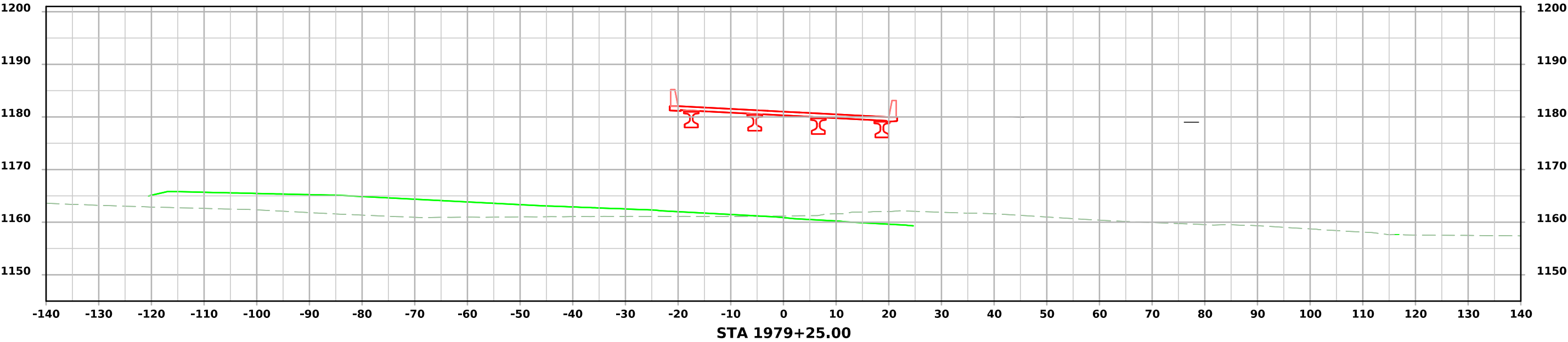


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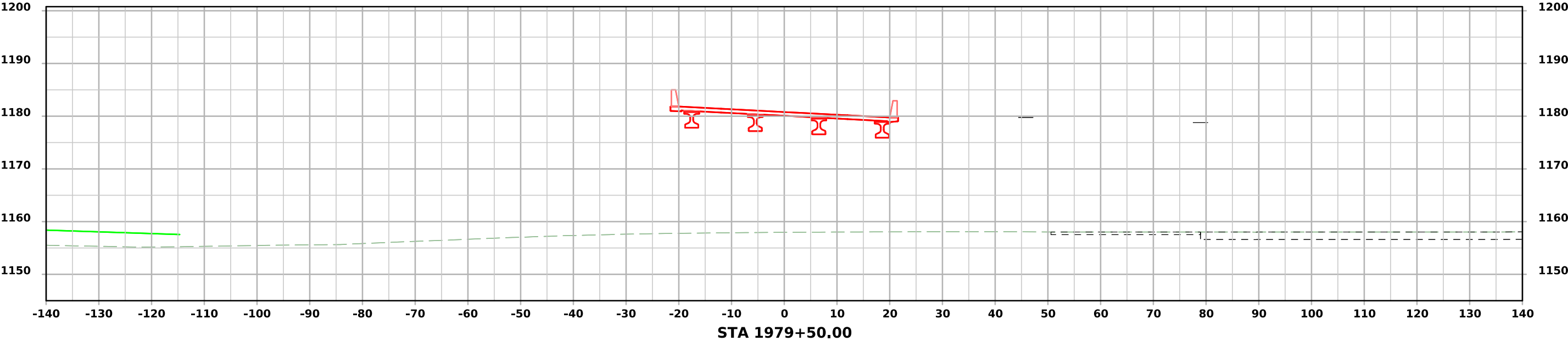
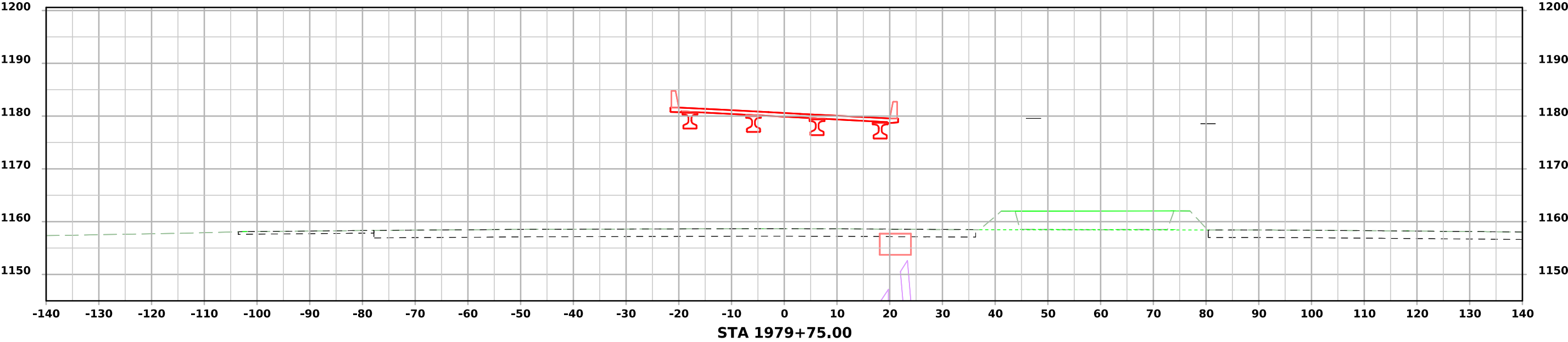


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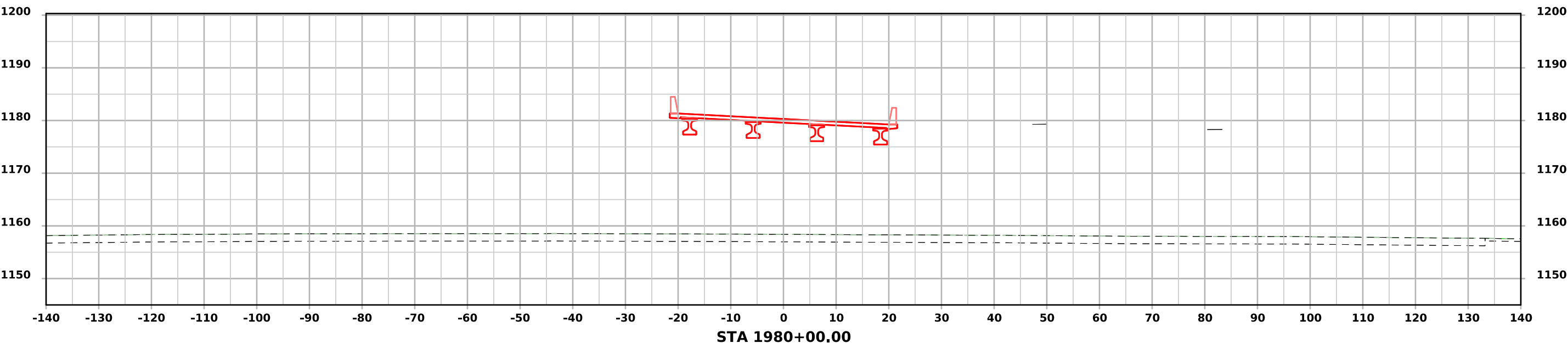
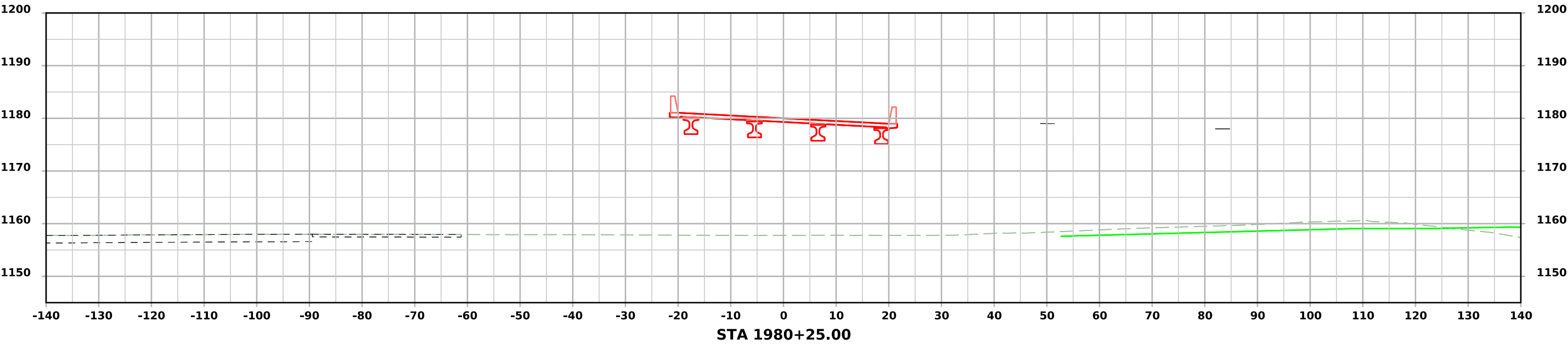




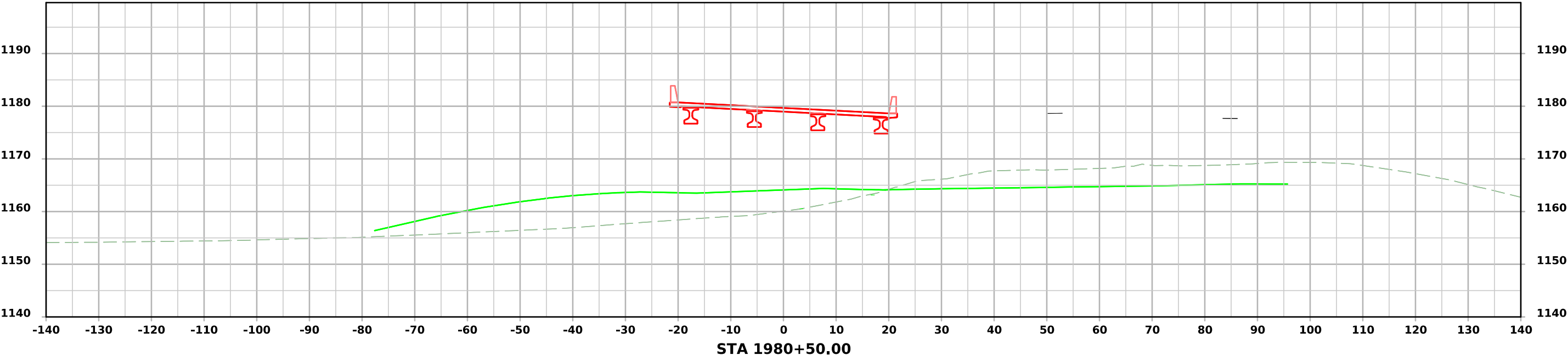
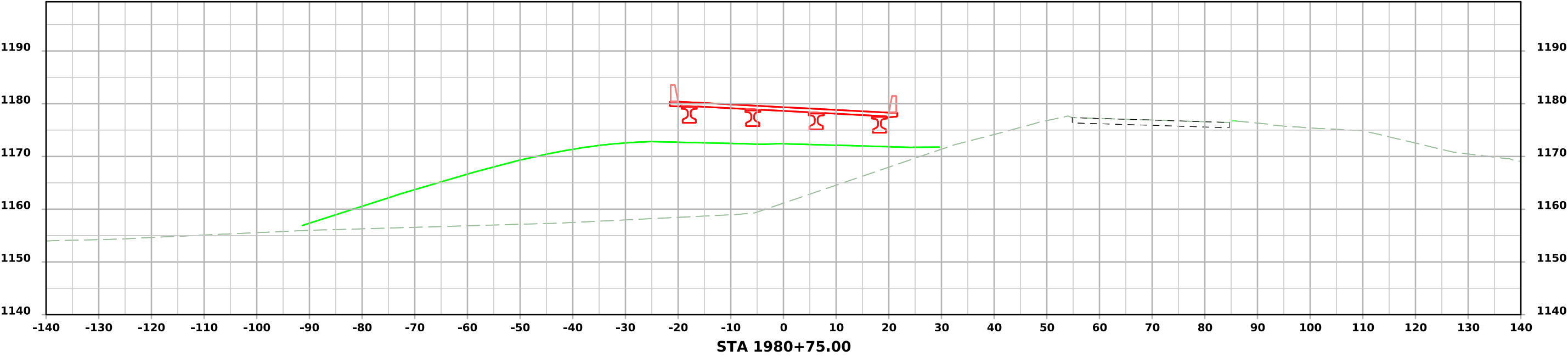
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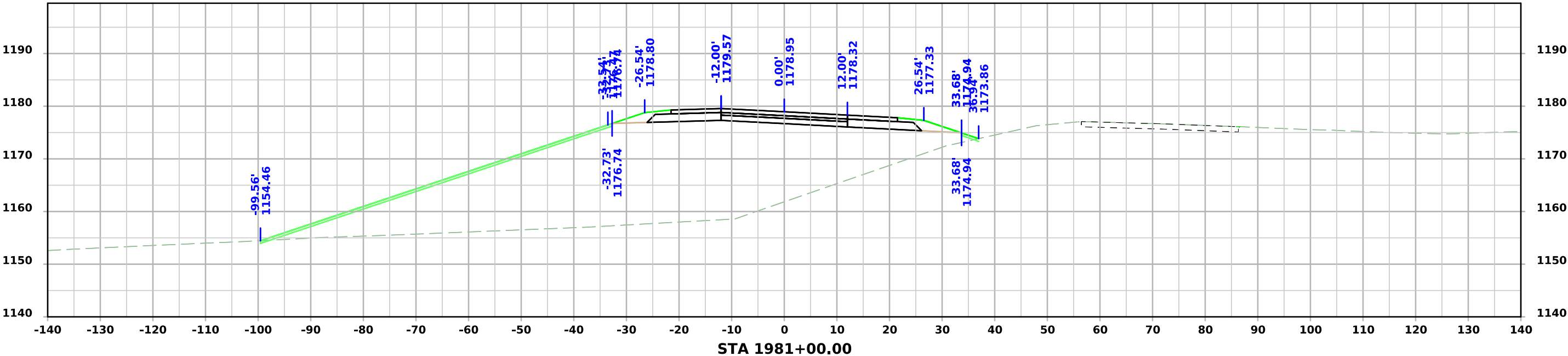
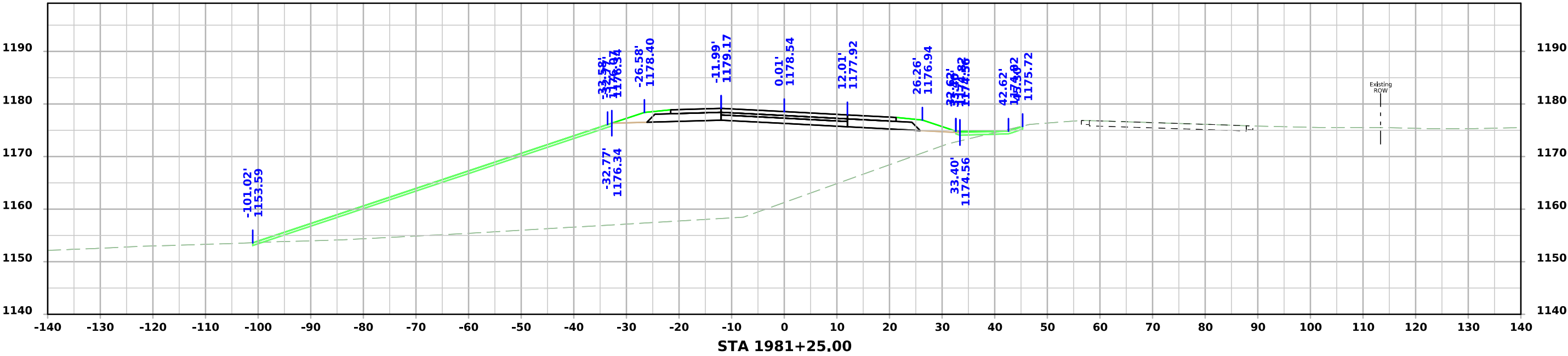
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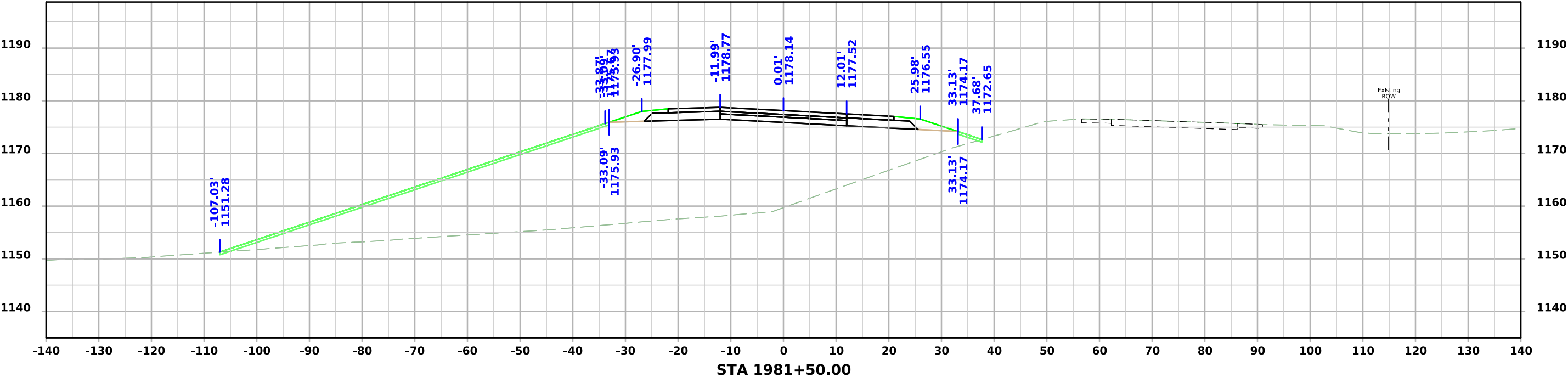
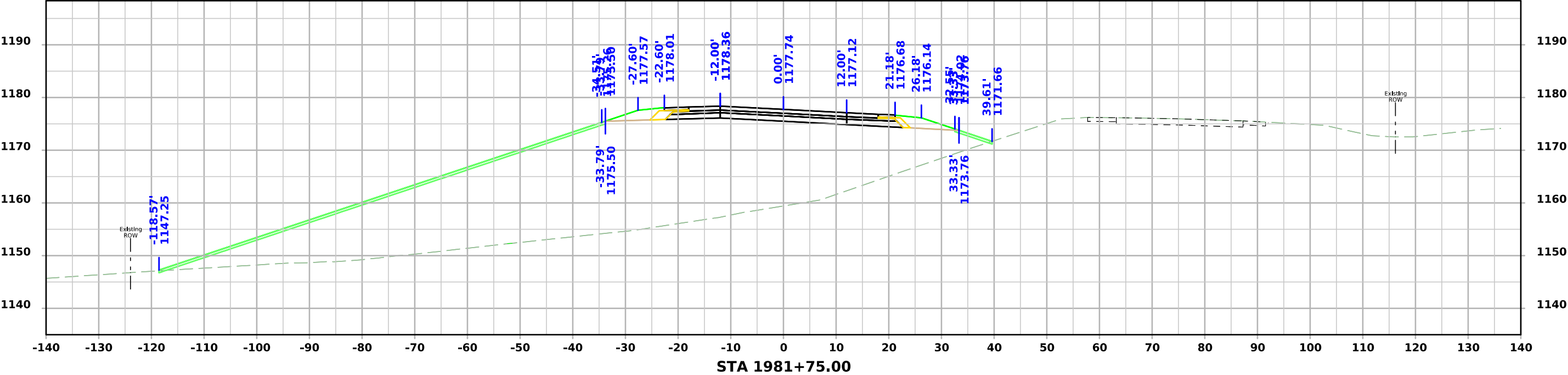
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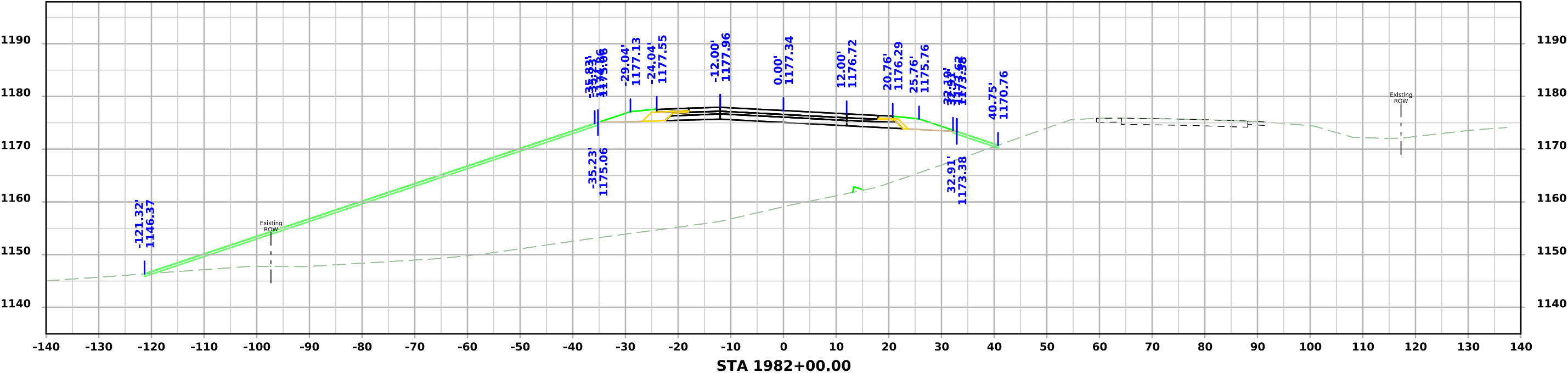
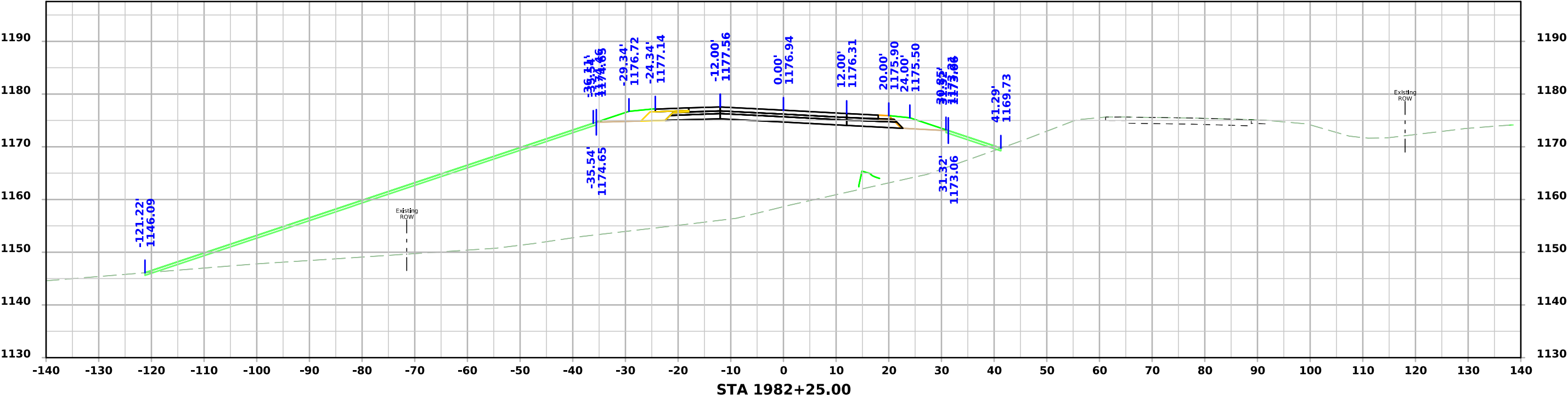


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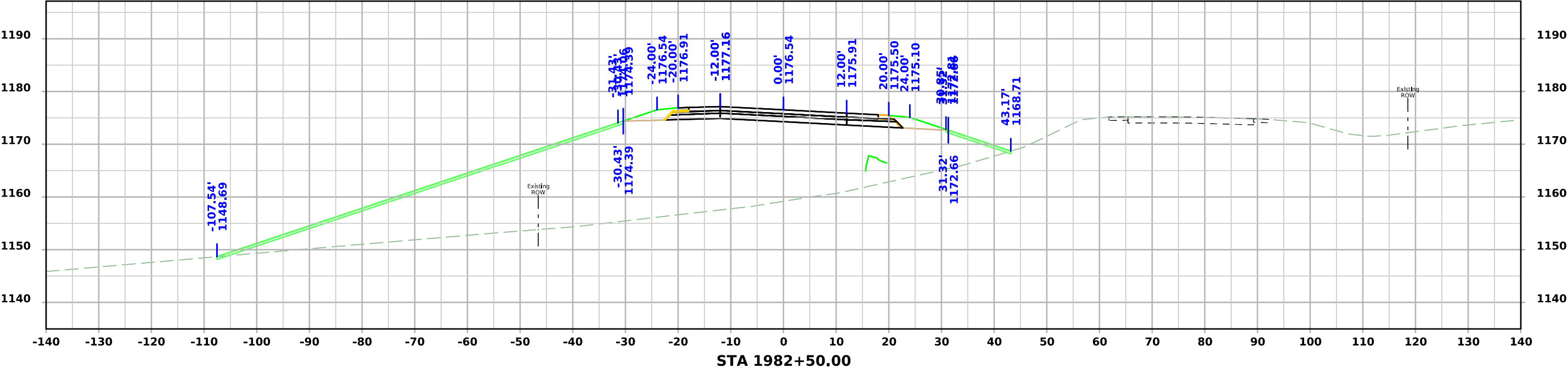
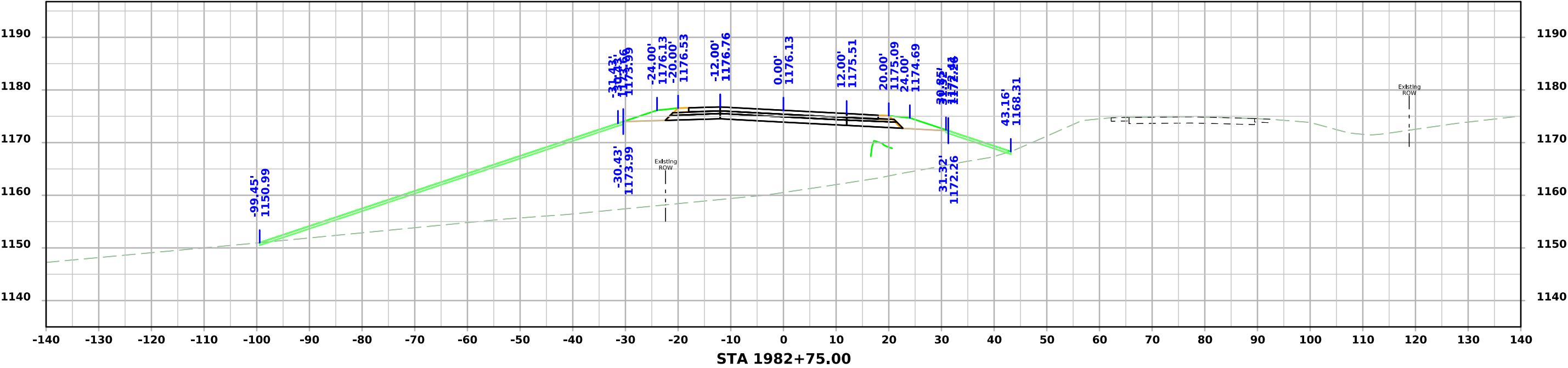




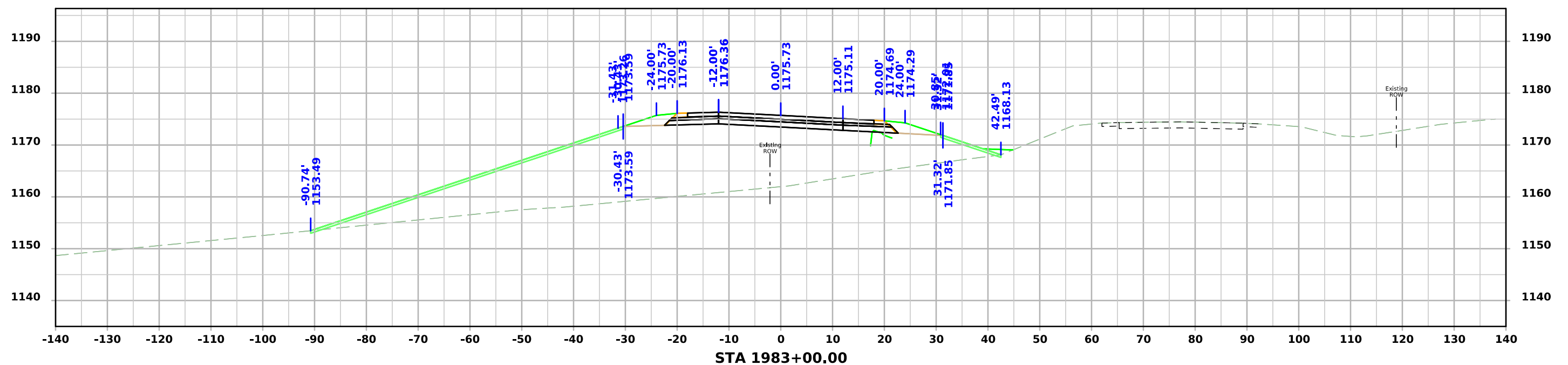
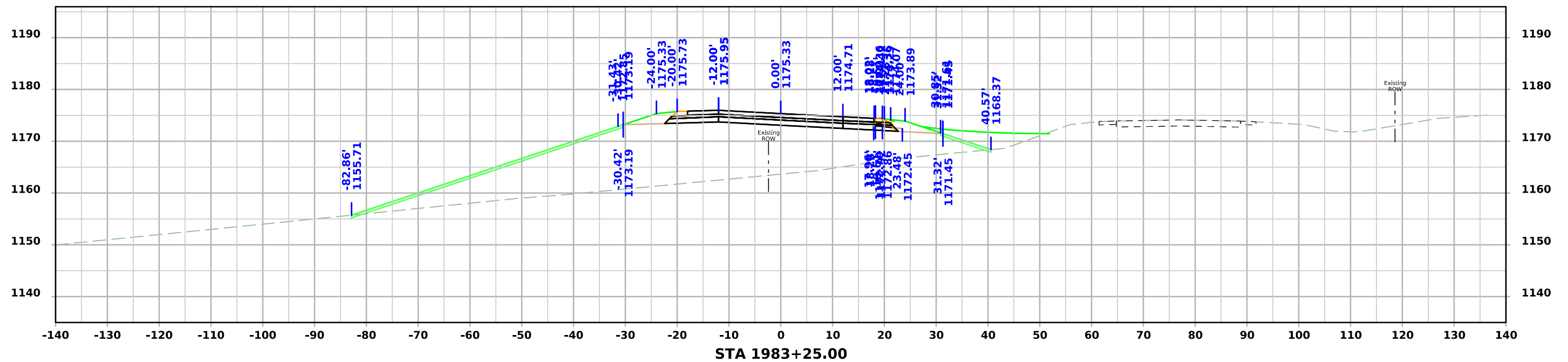
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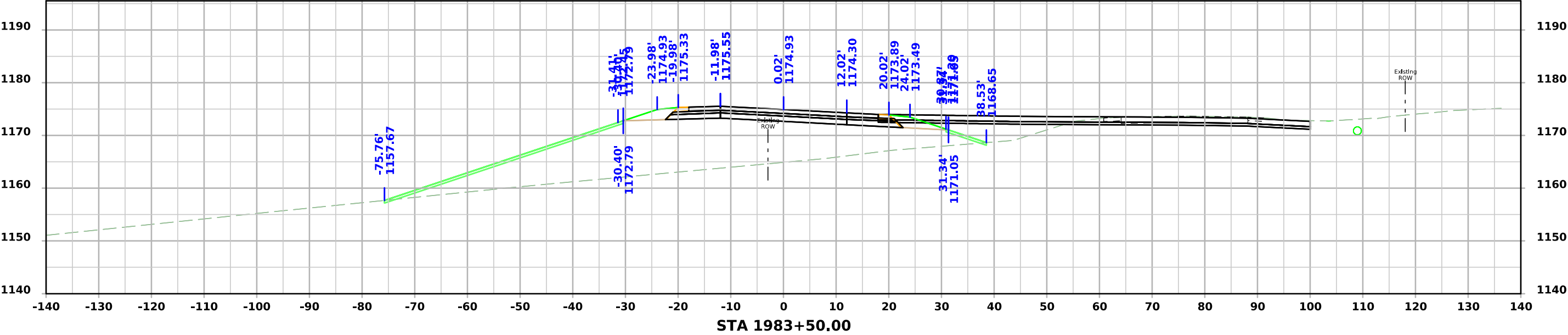
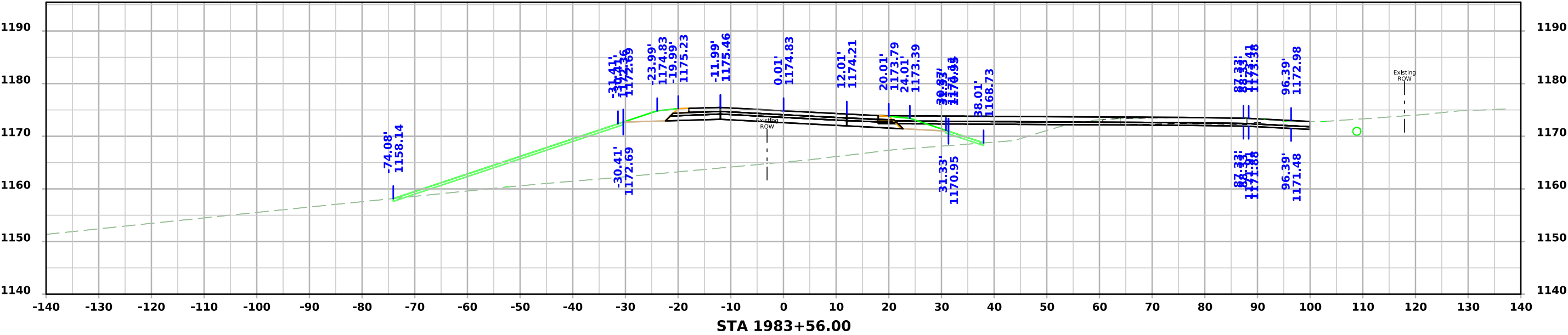


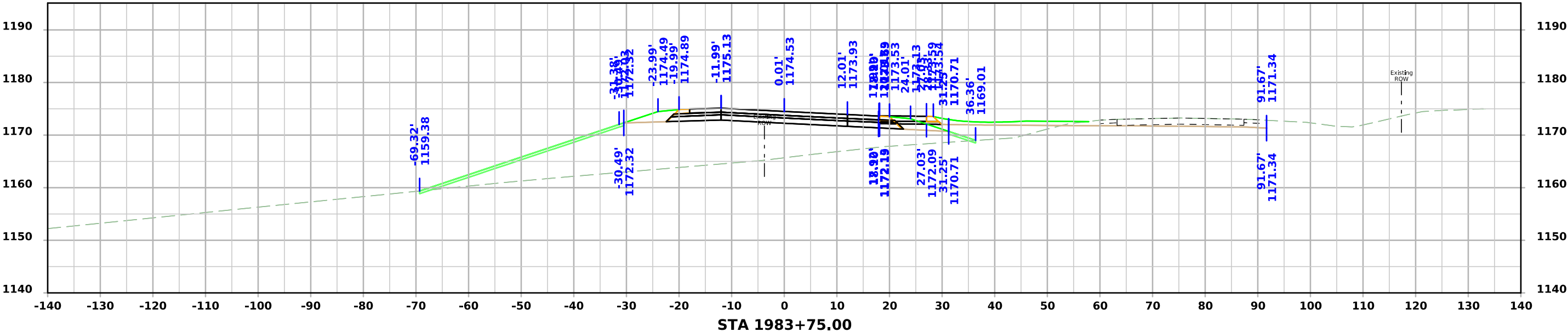
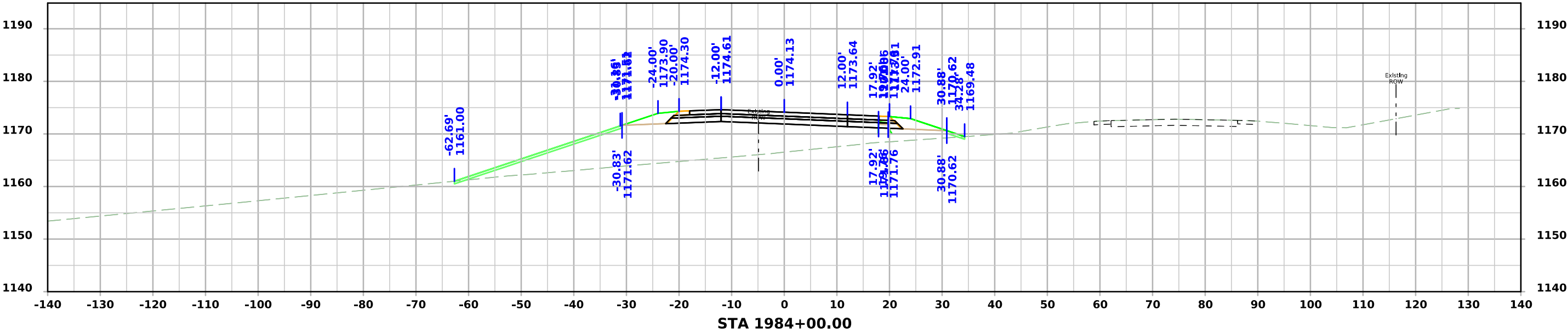
US 59



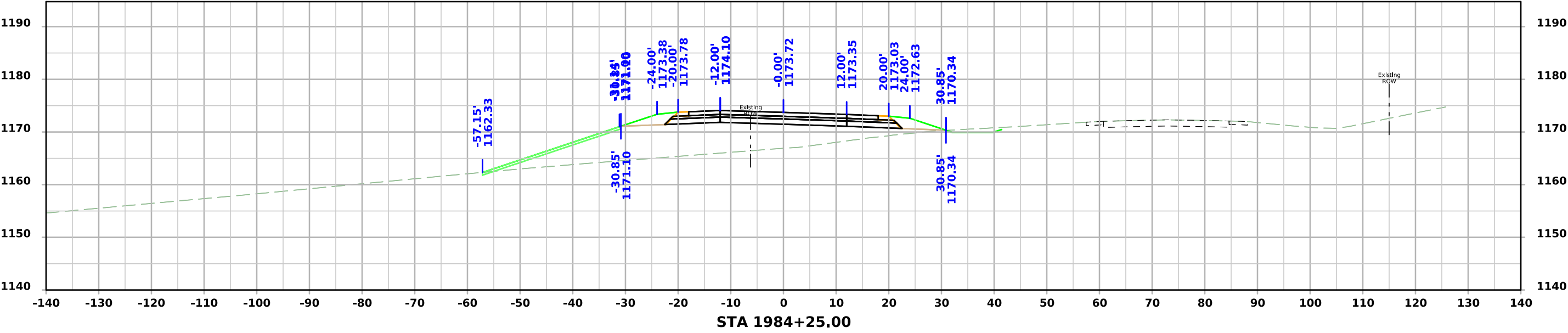
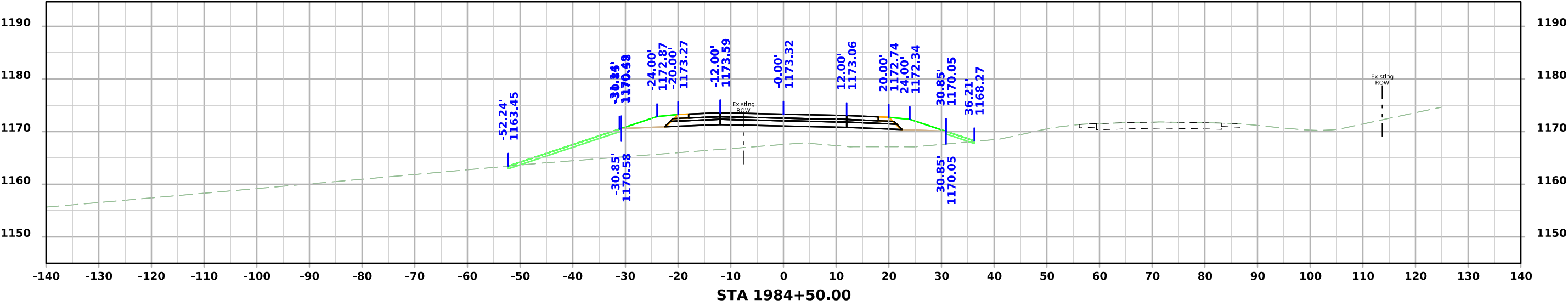
## US 59



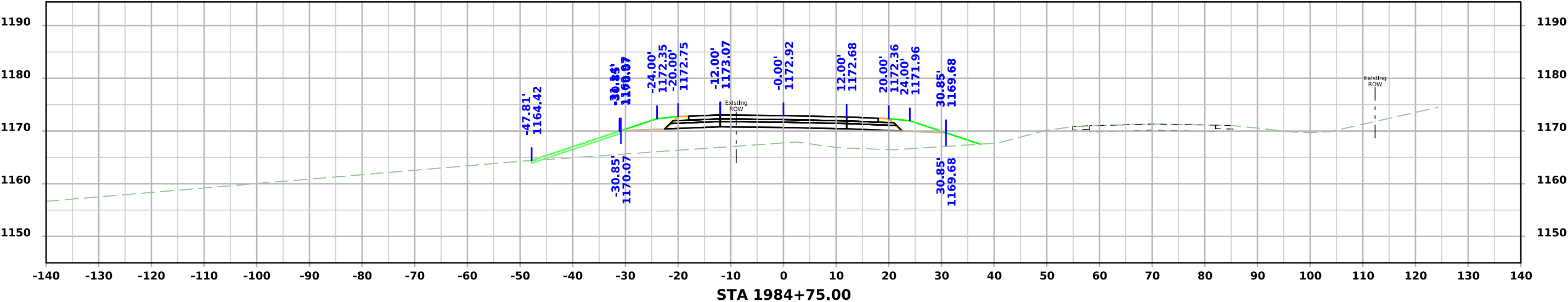
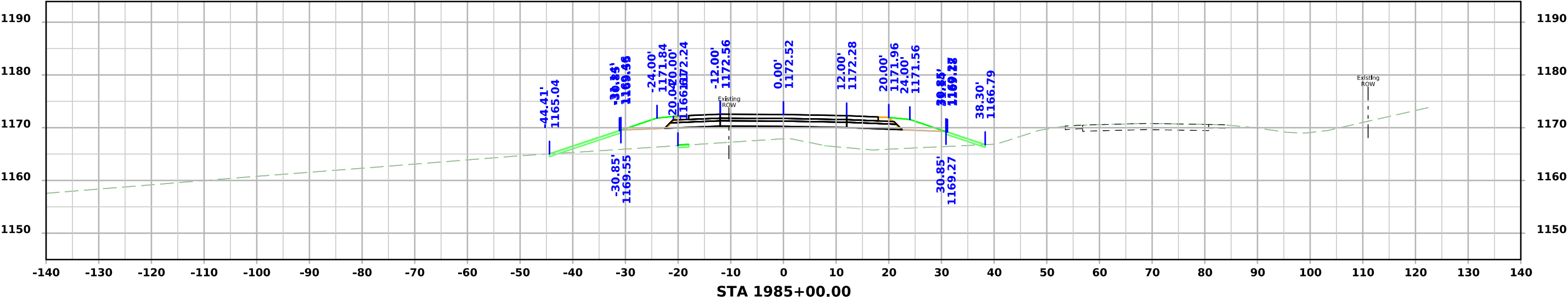


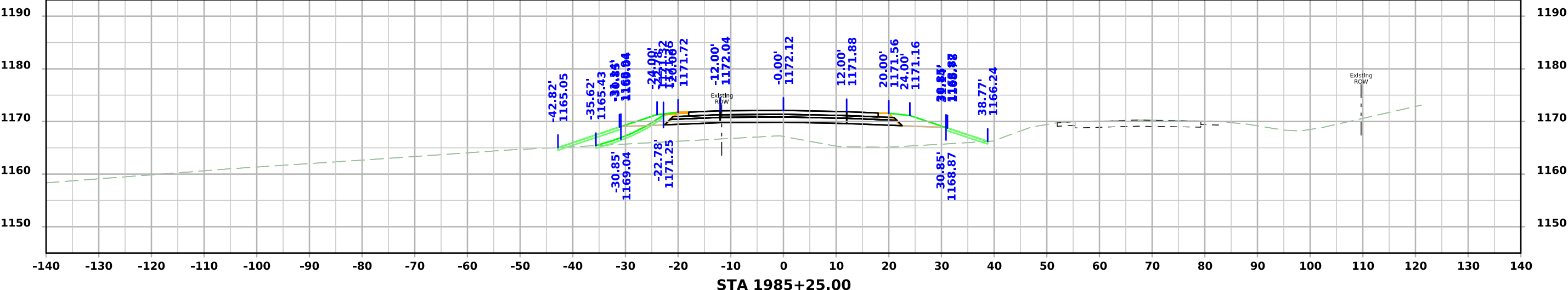
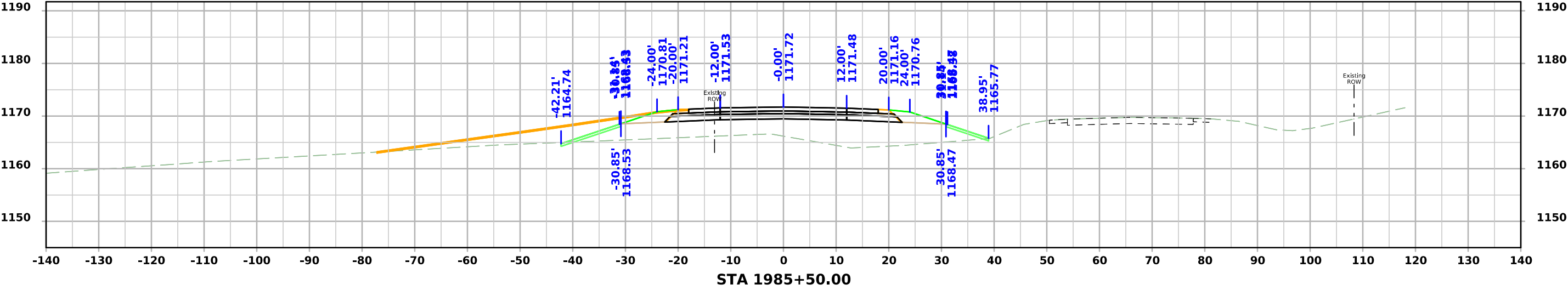


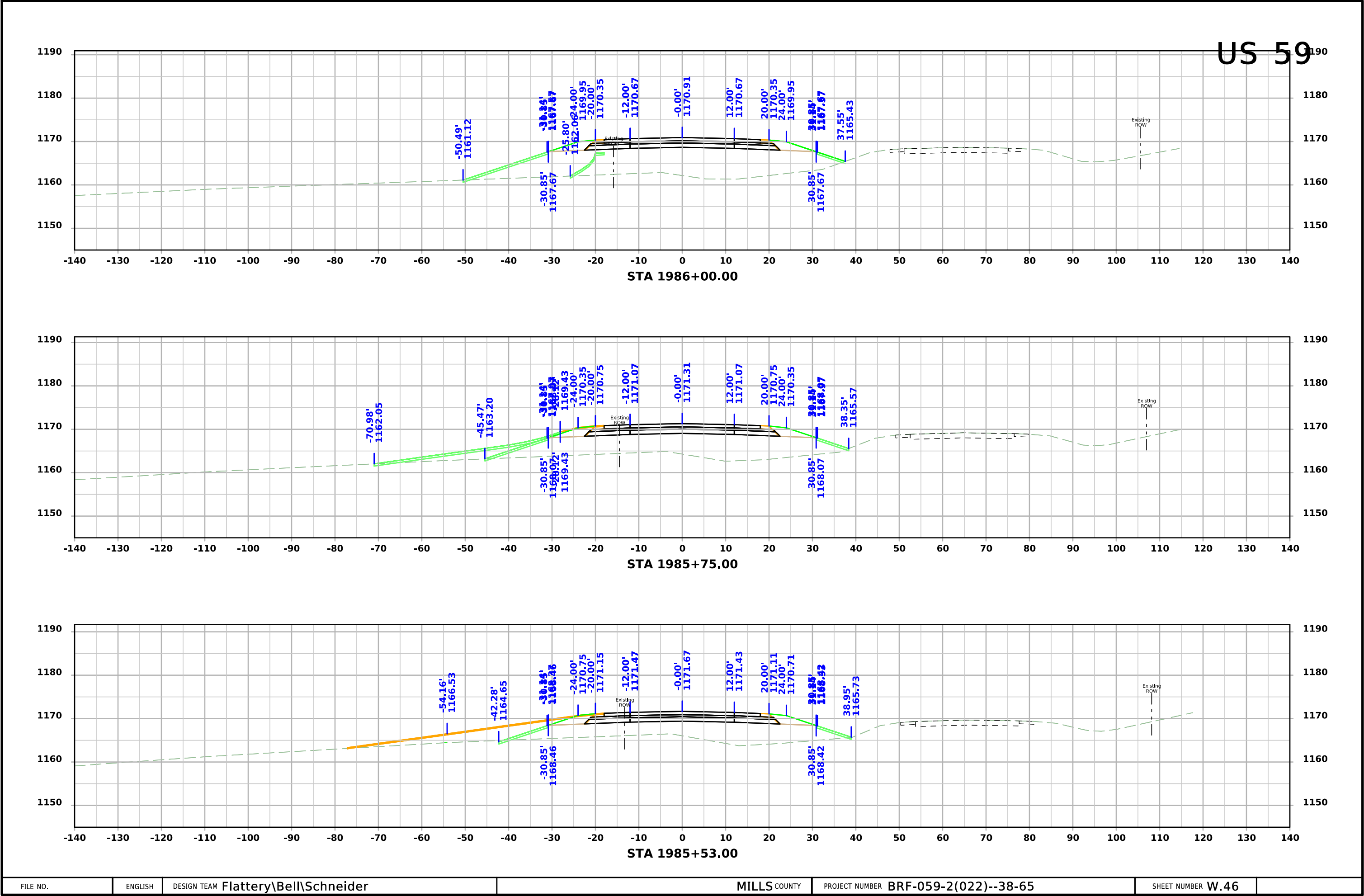
US 59

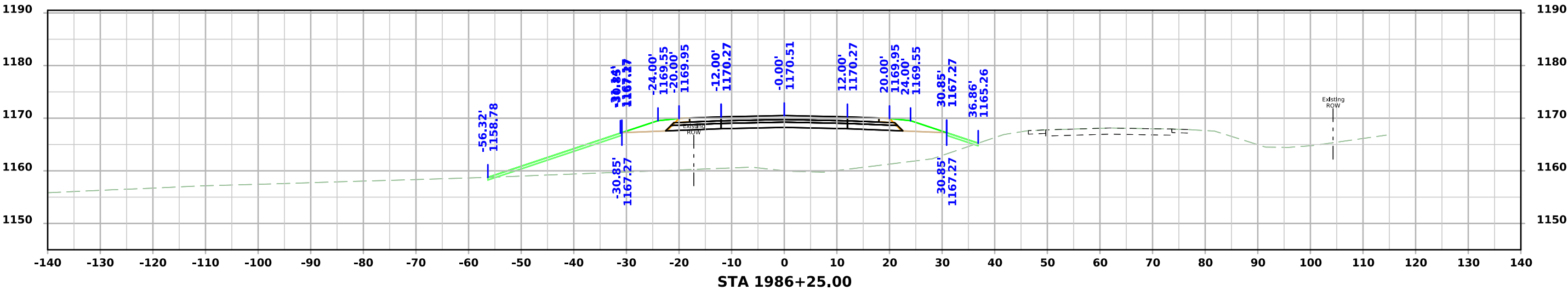
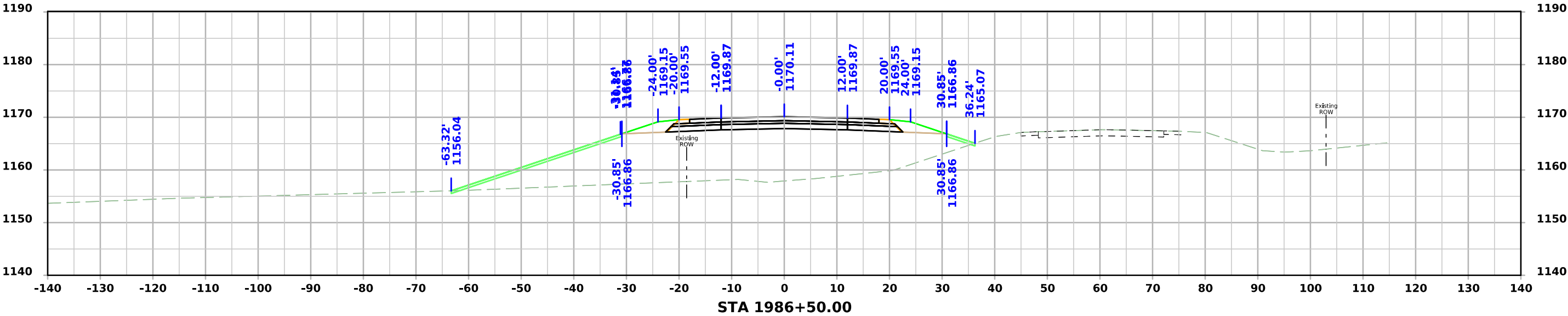


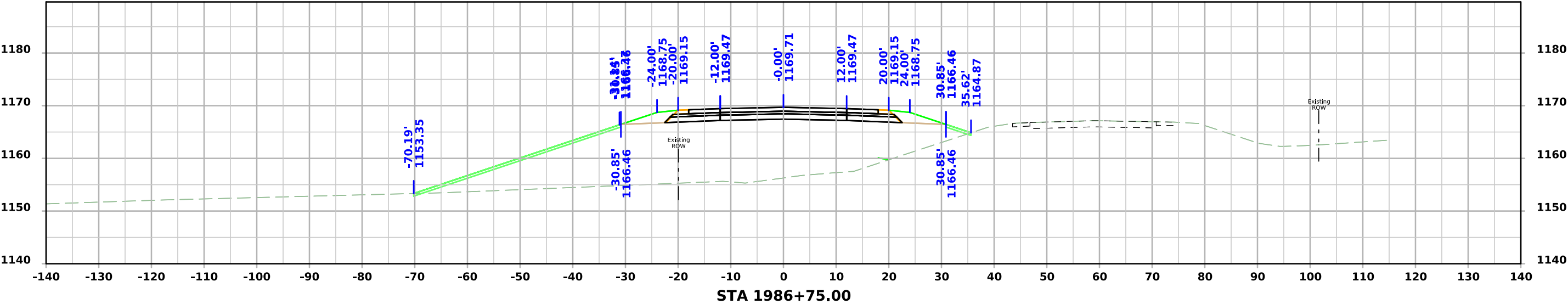
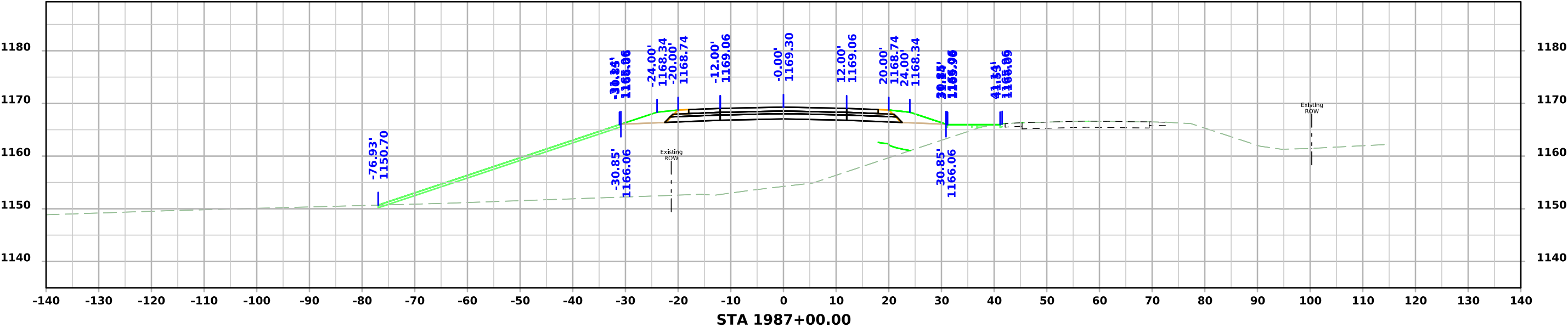


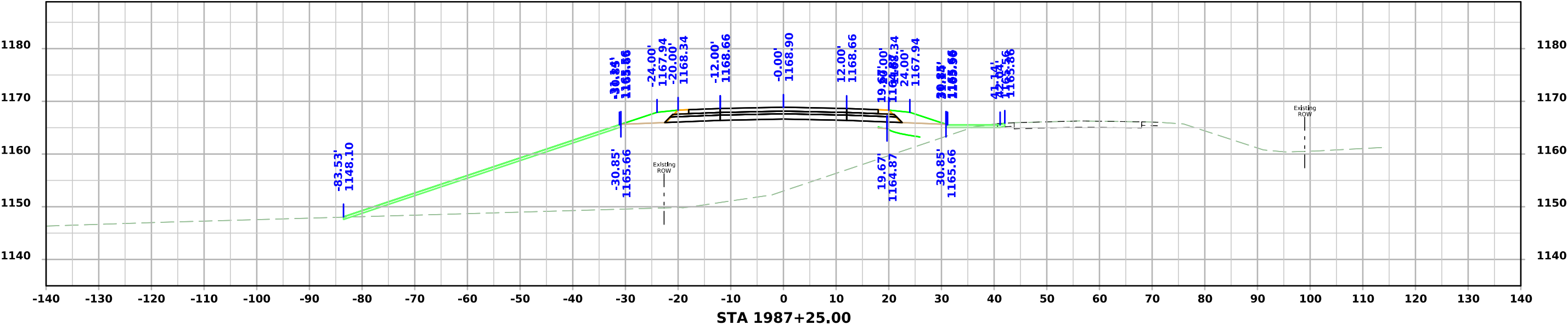
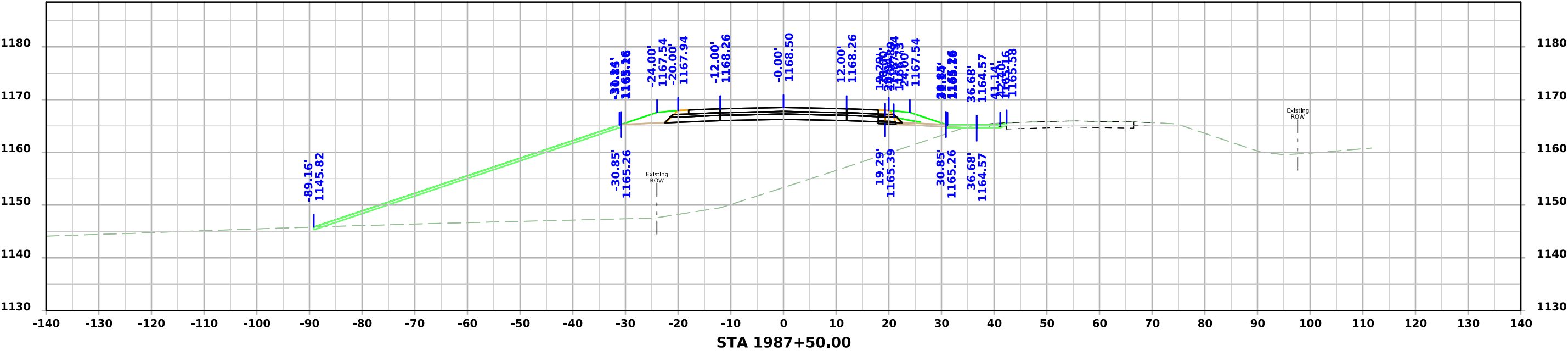




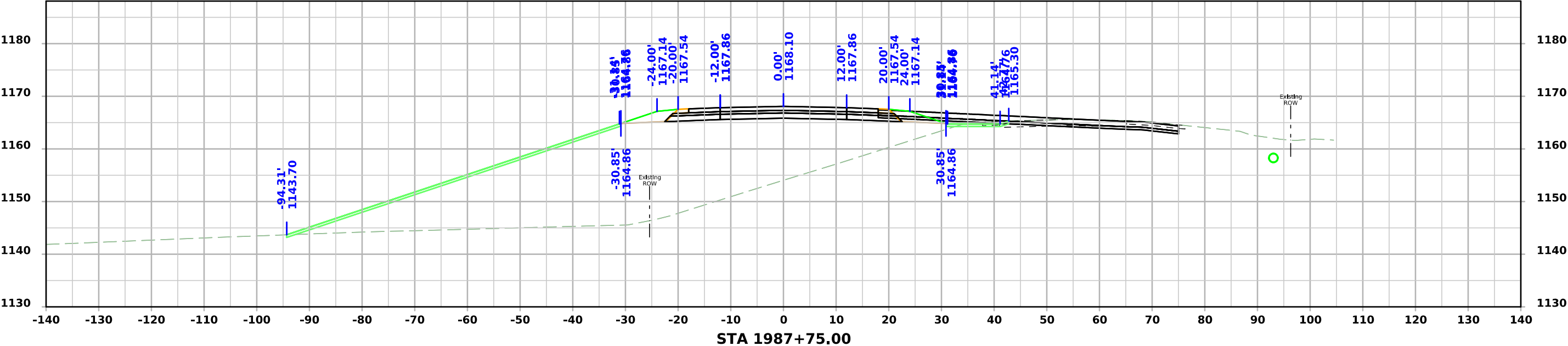
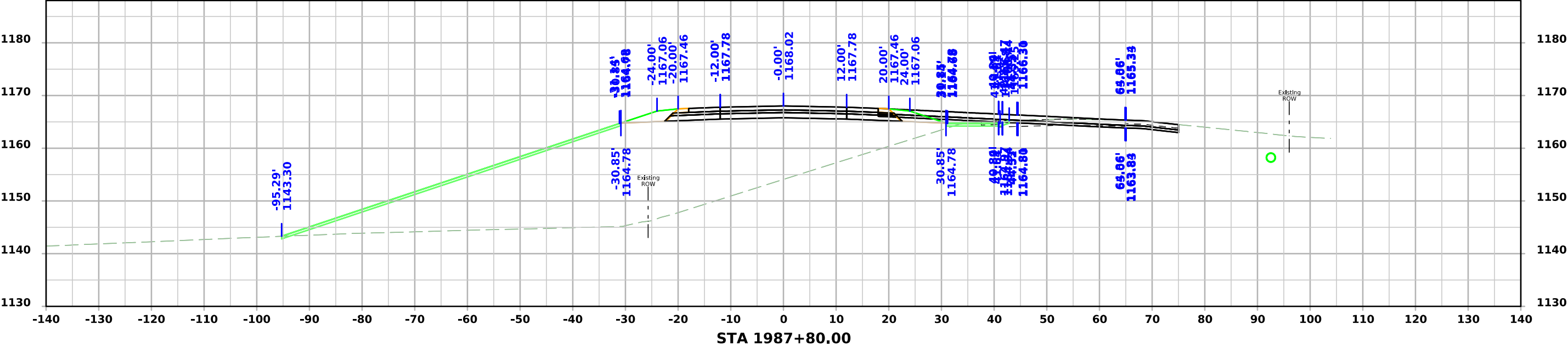




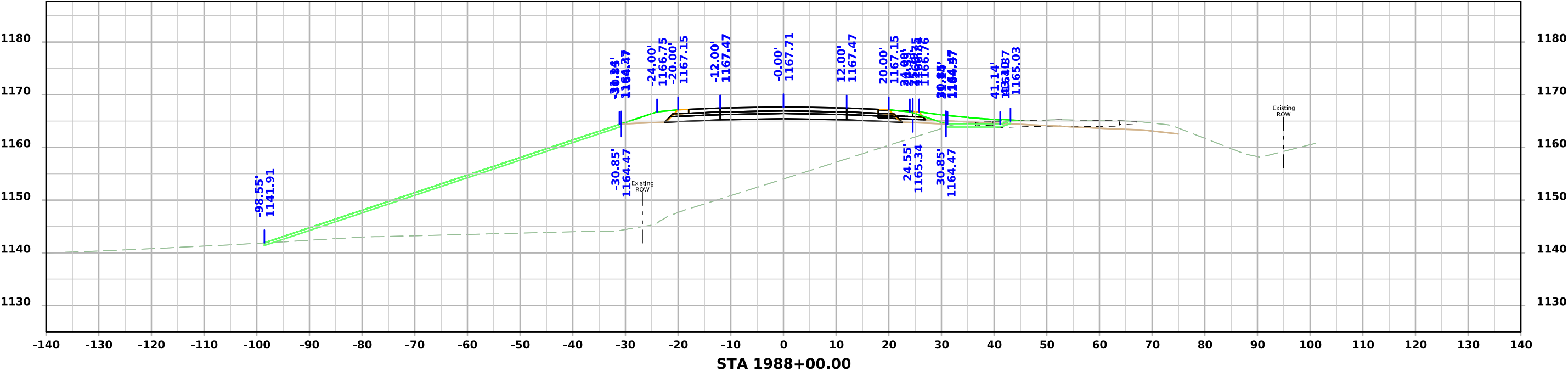
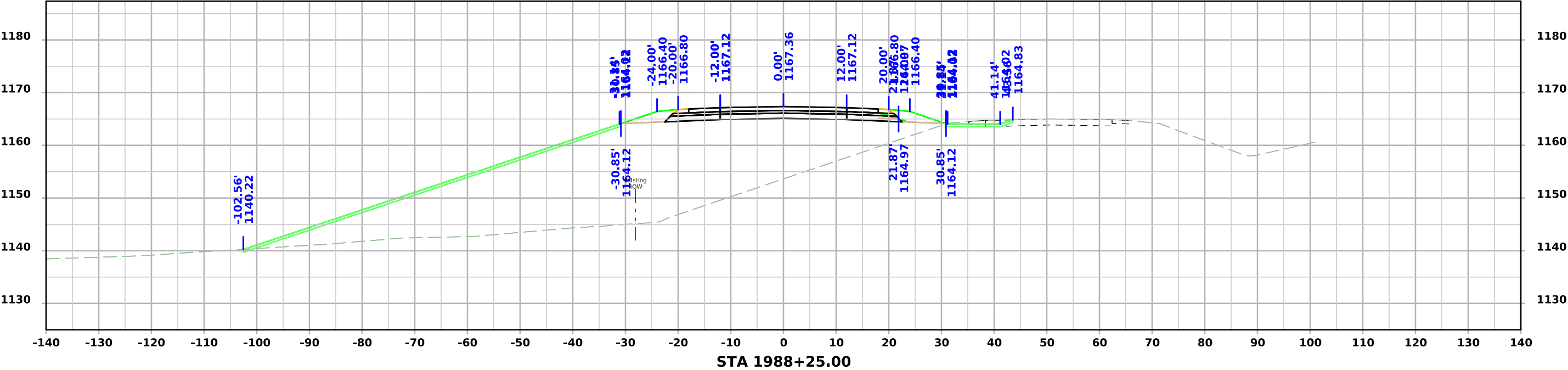




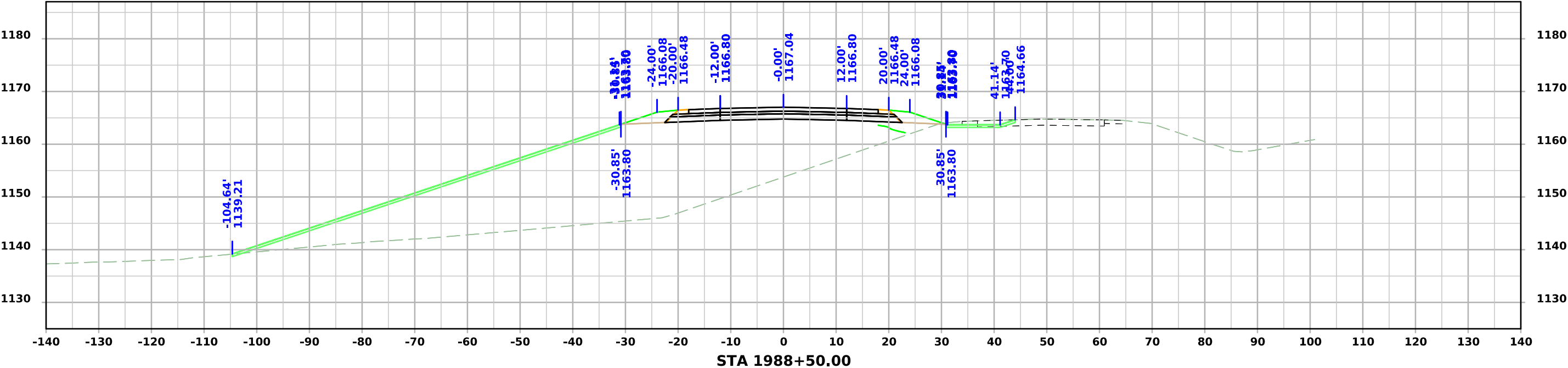
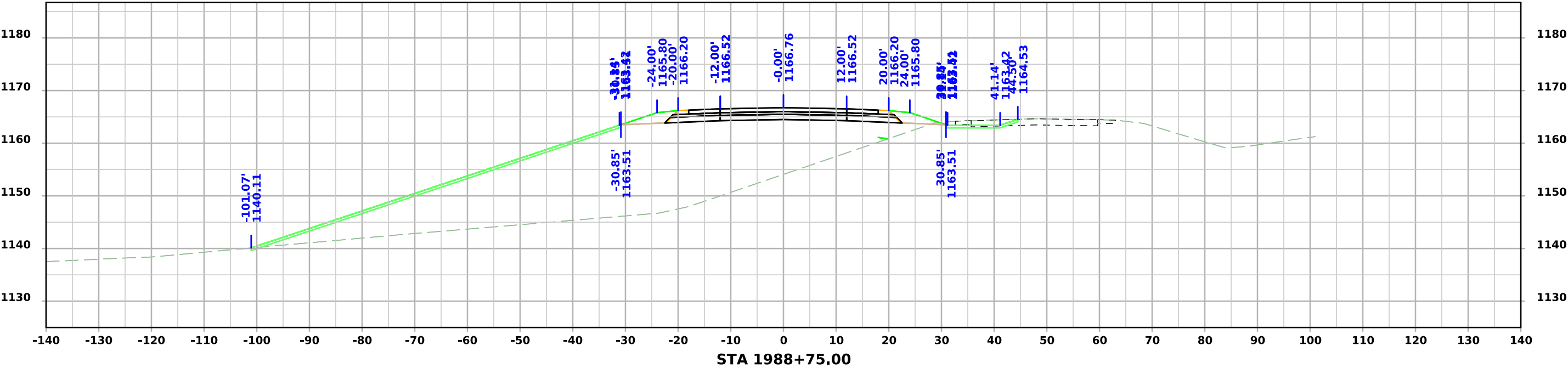




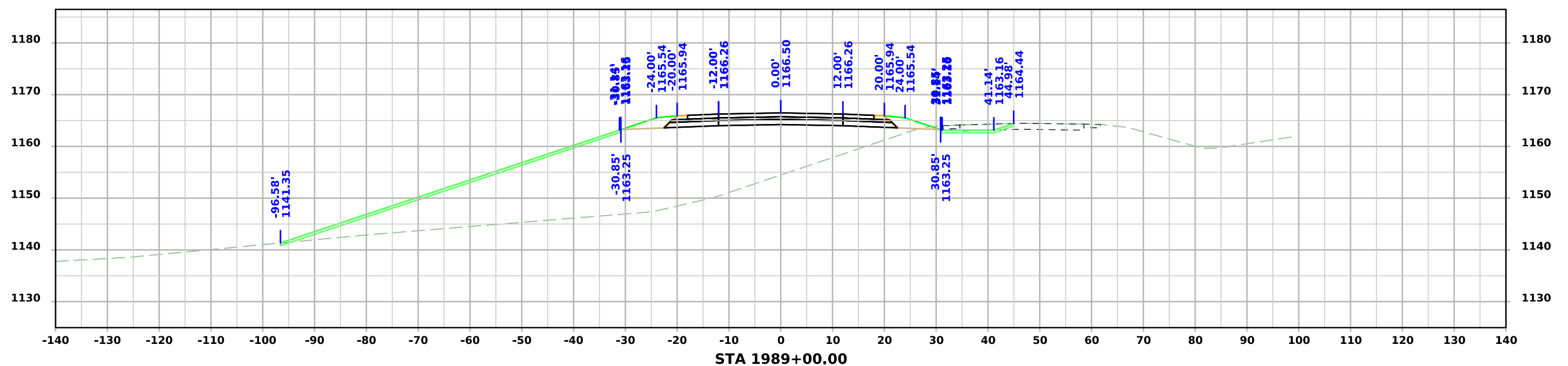
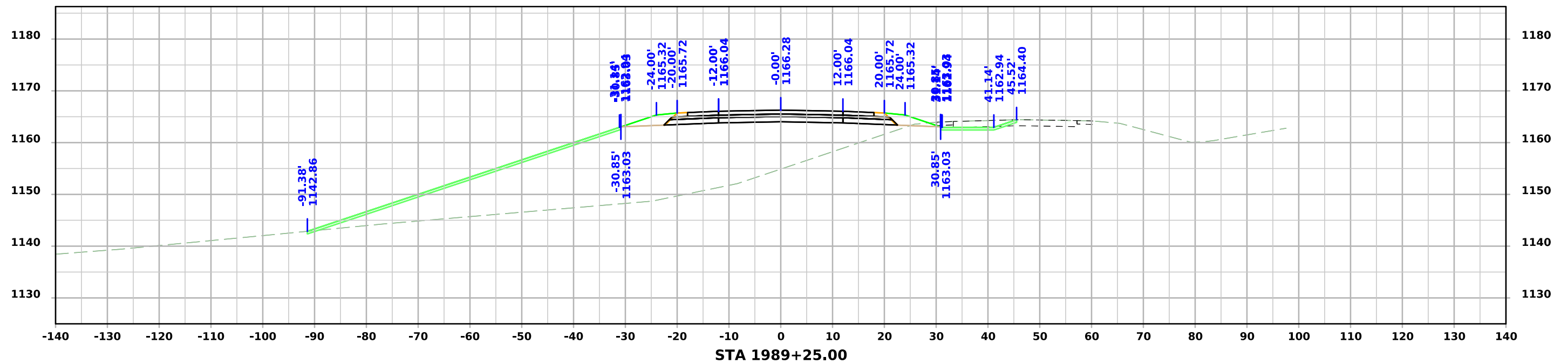
US 59

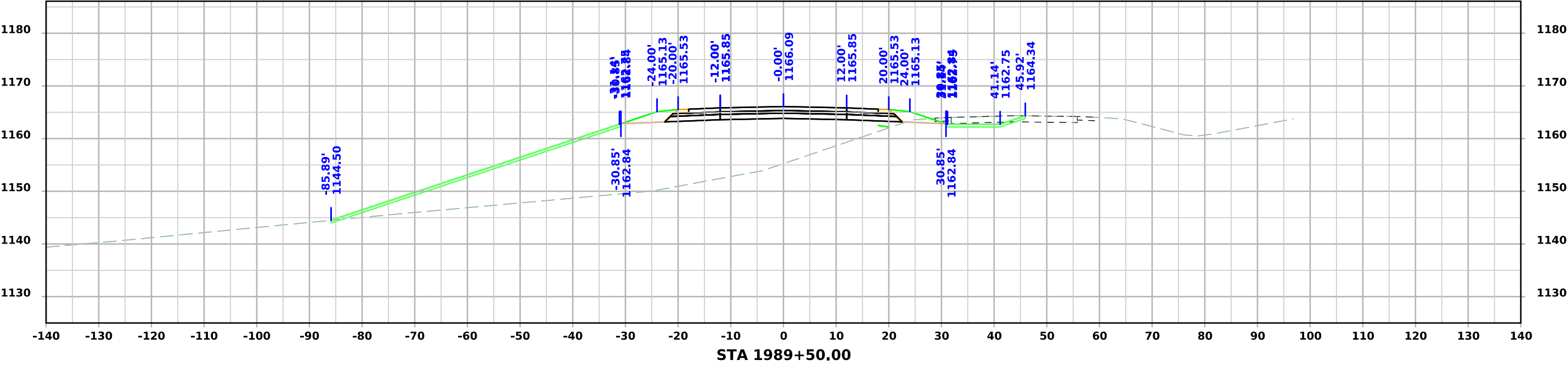
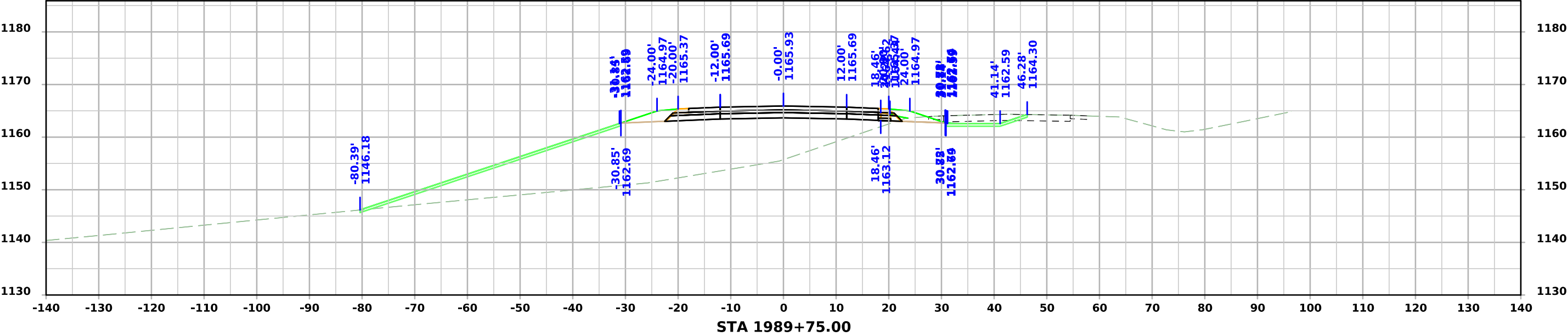


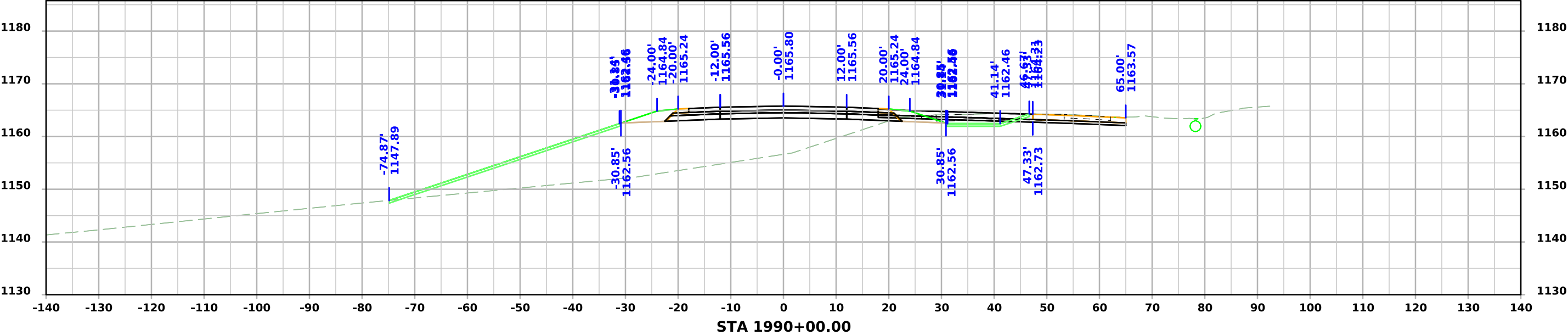
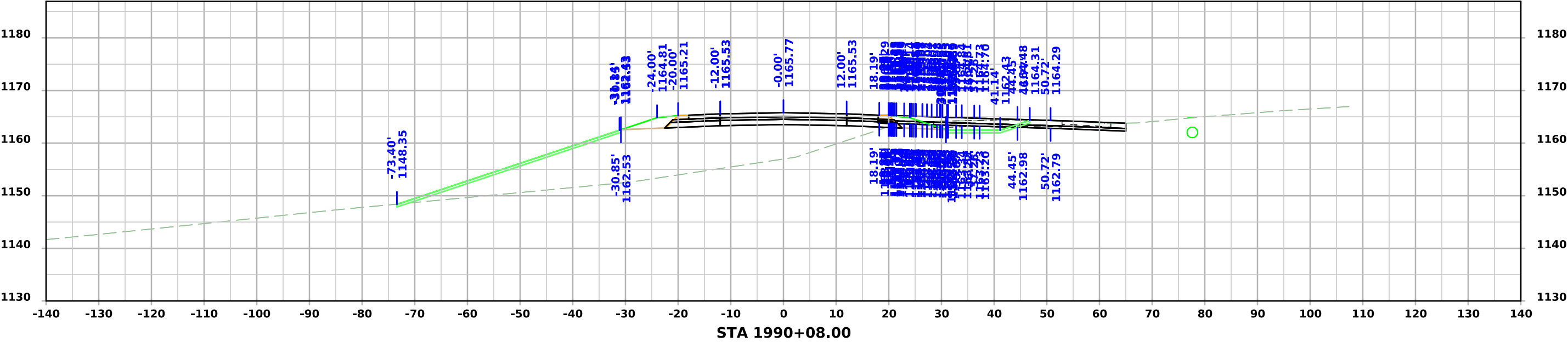
US 59



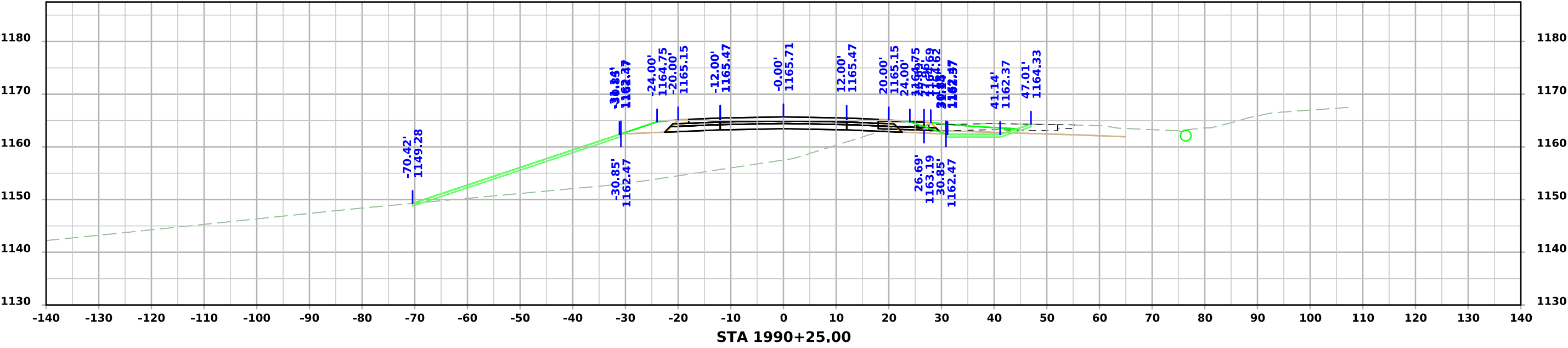
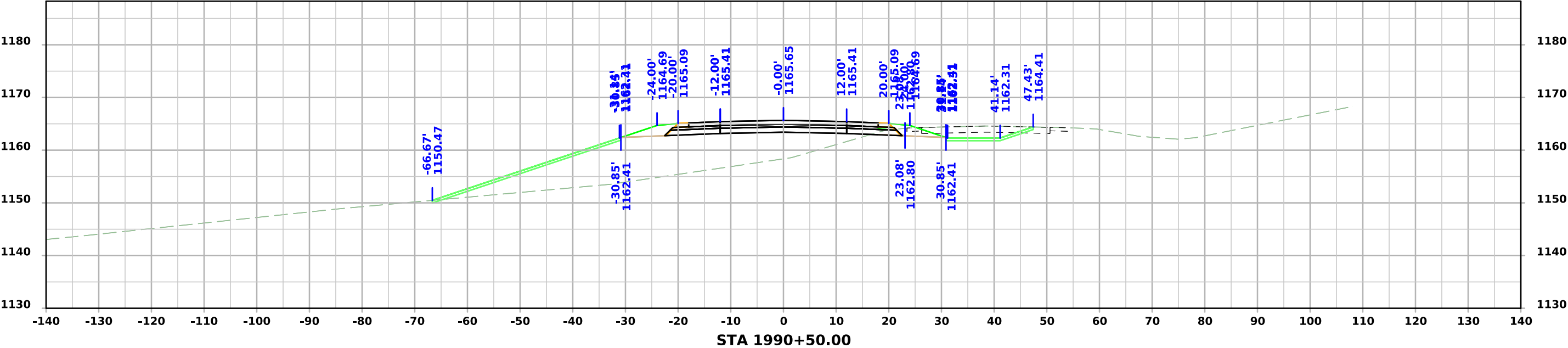
## US 59

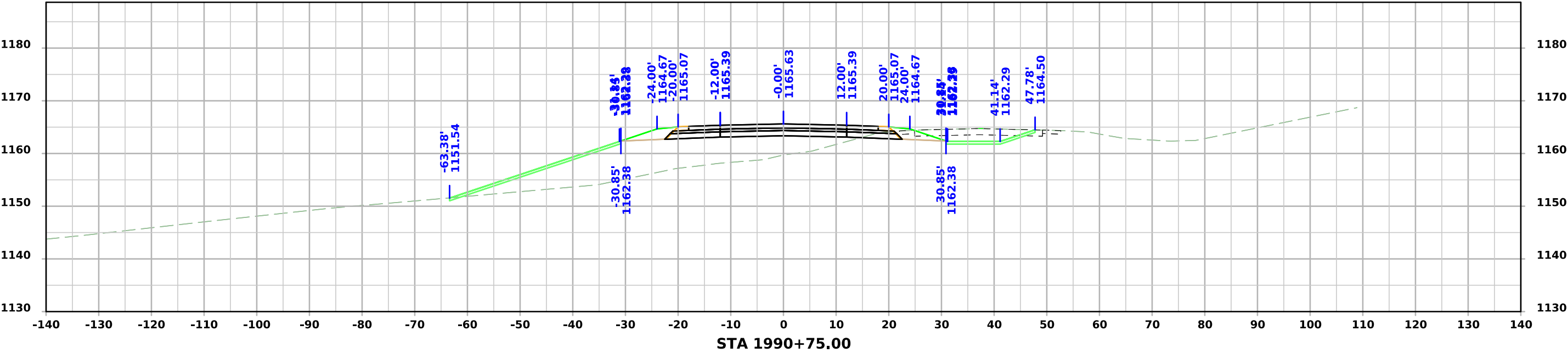
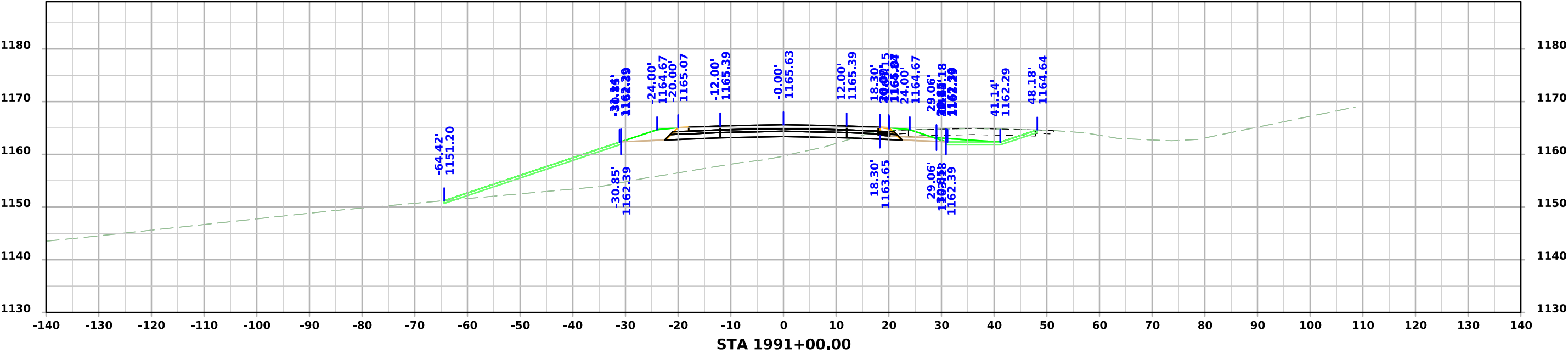




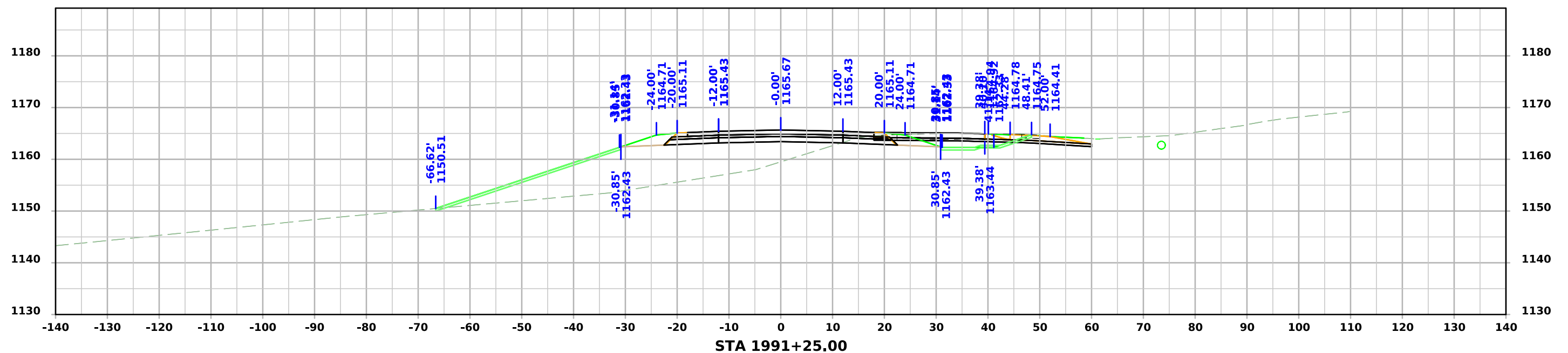
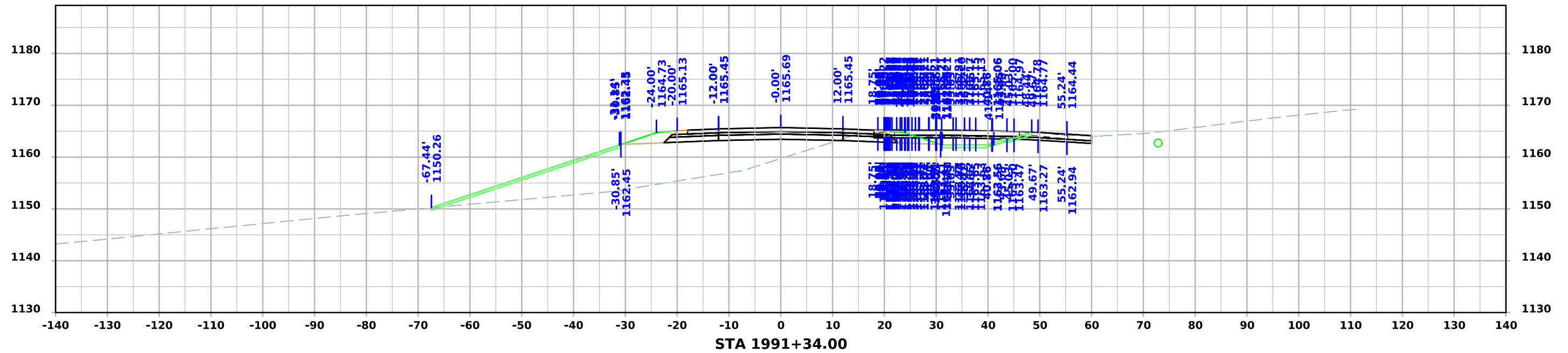


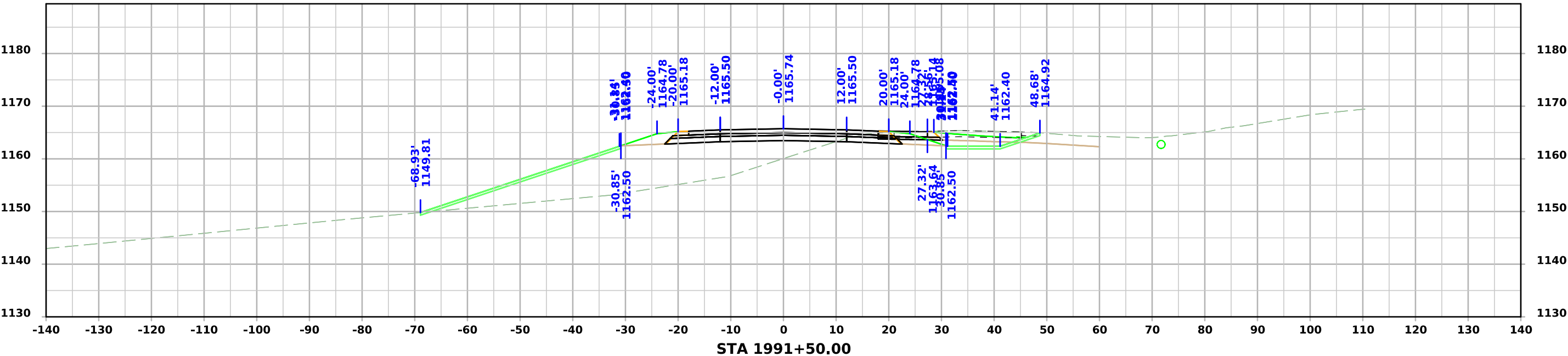
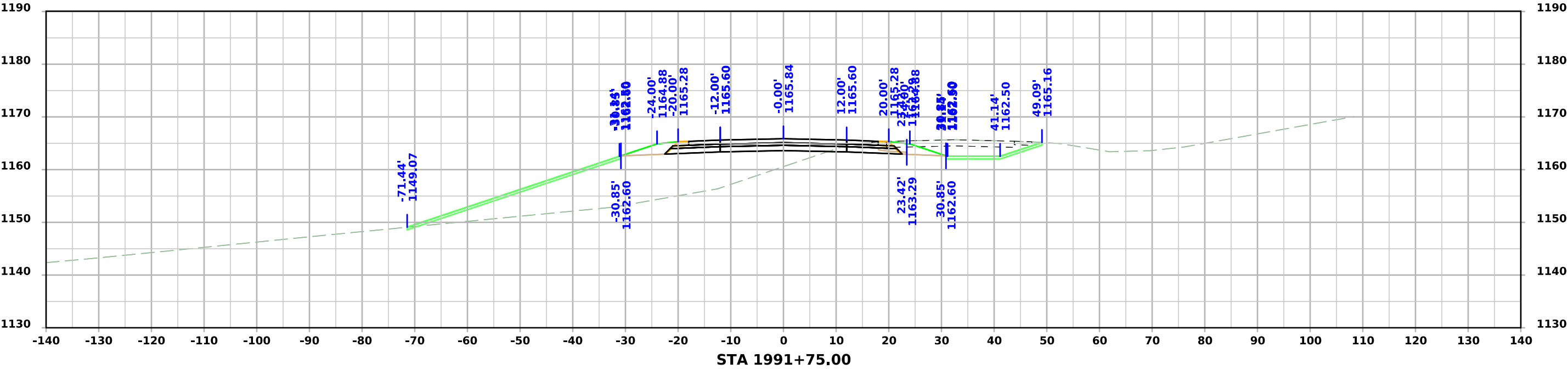


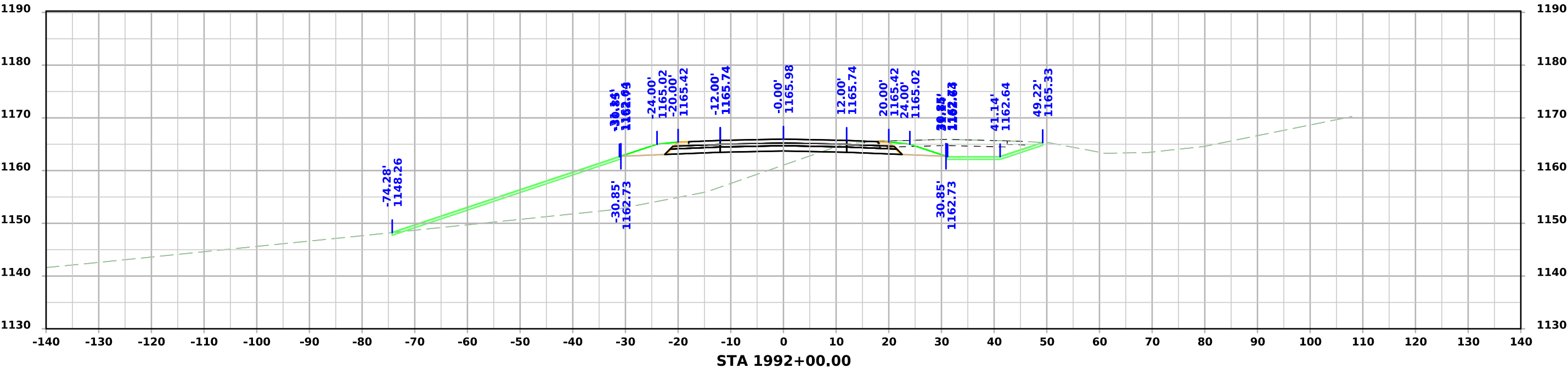
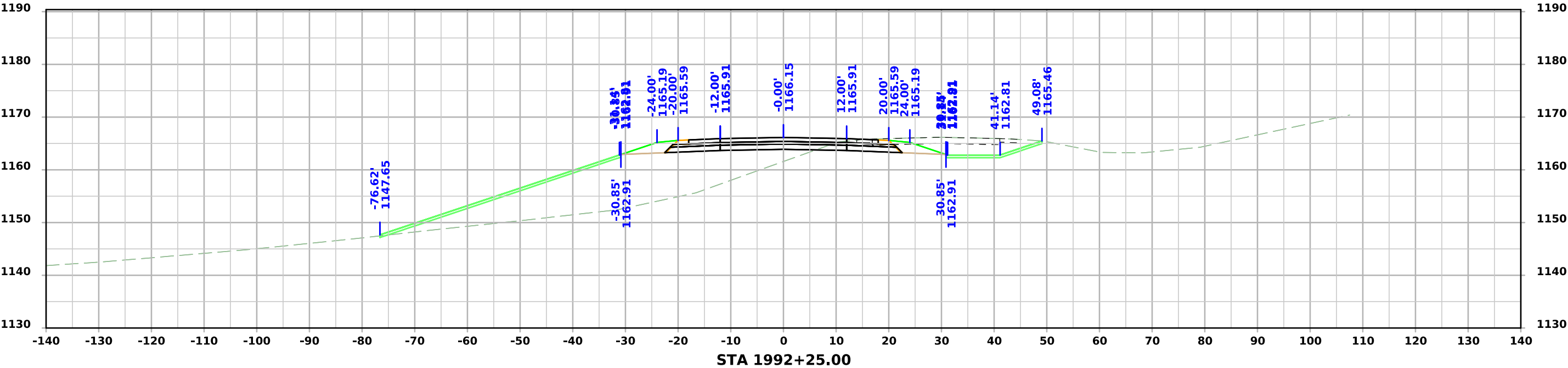


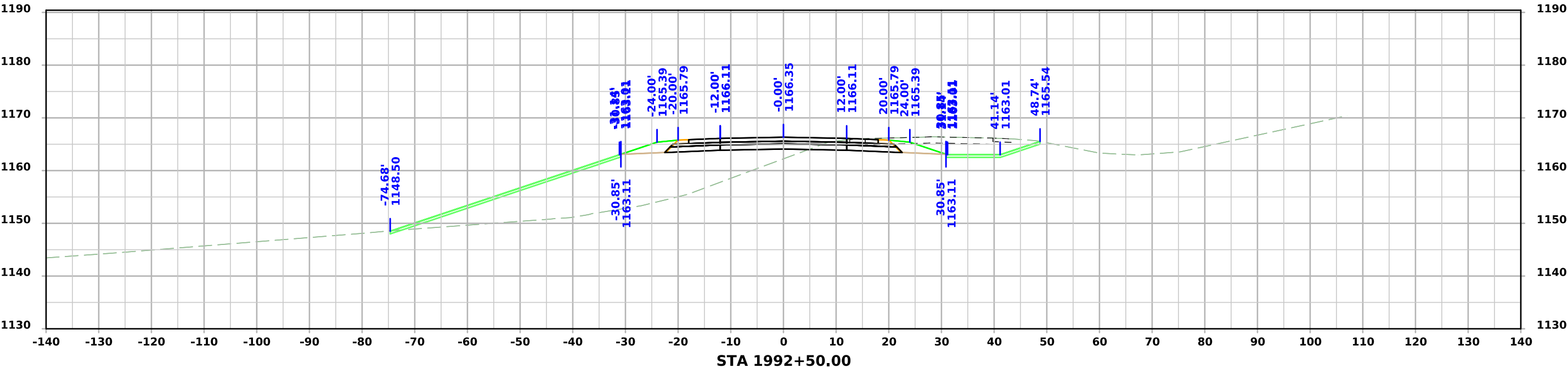
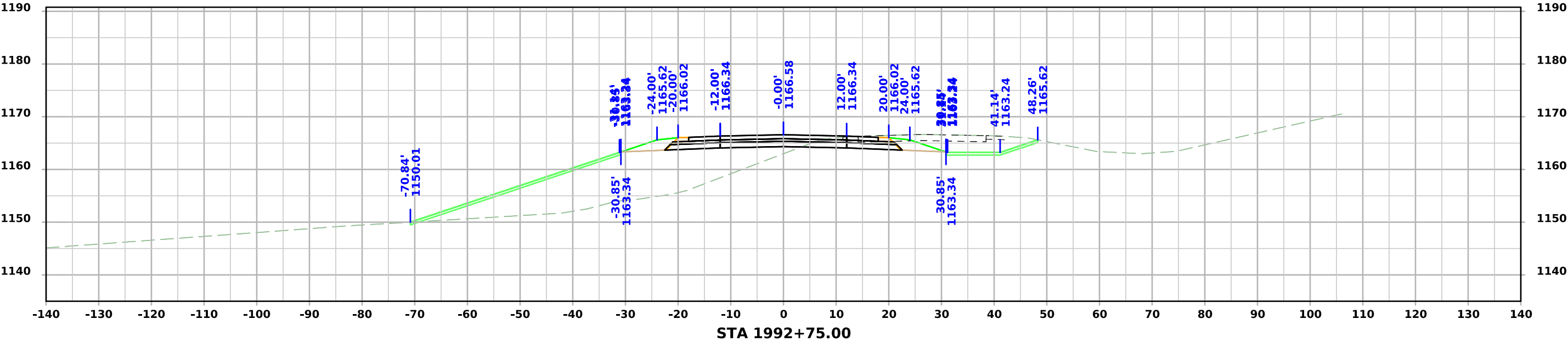


## US 59

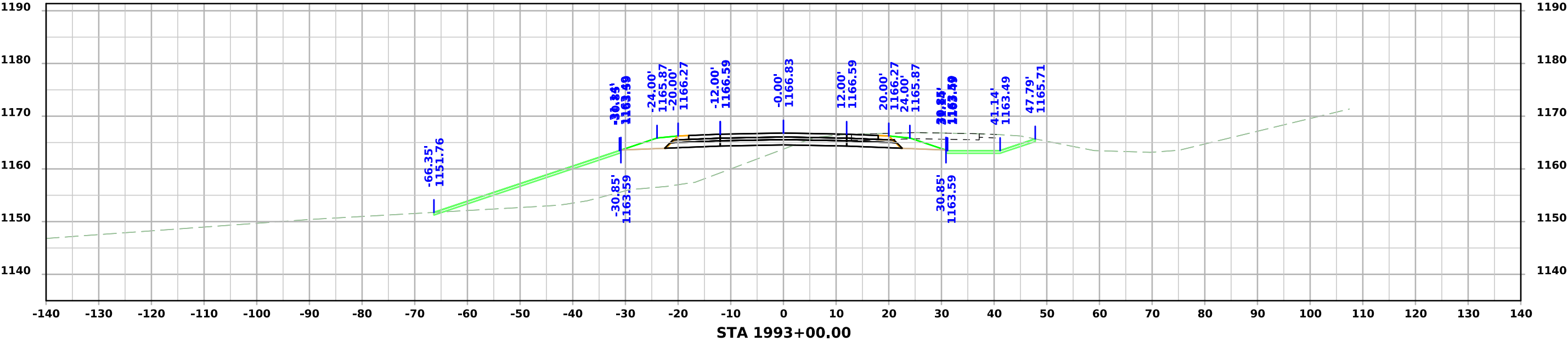
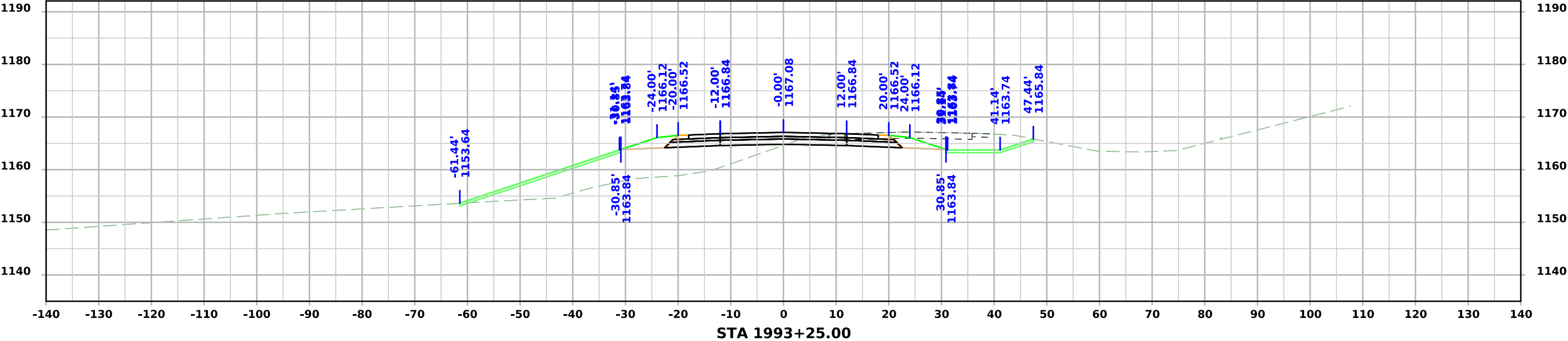


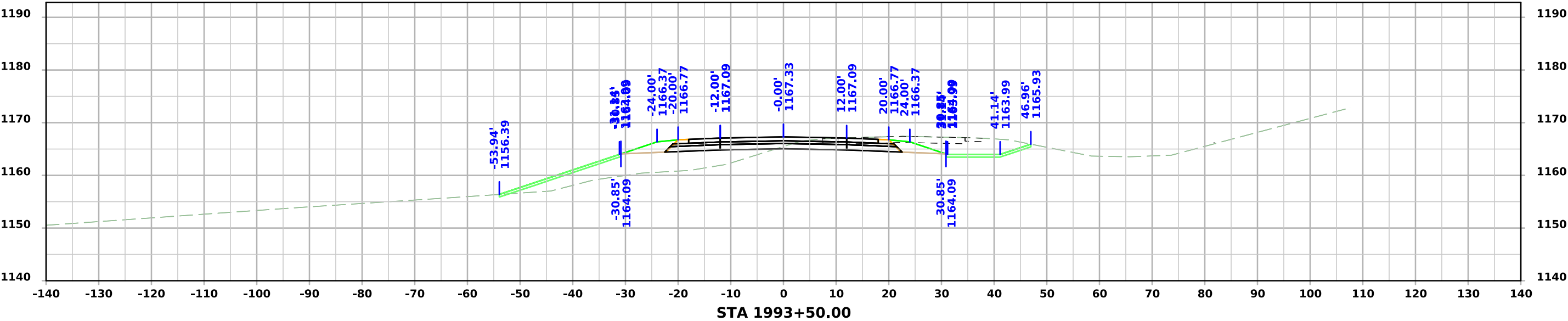
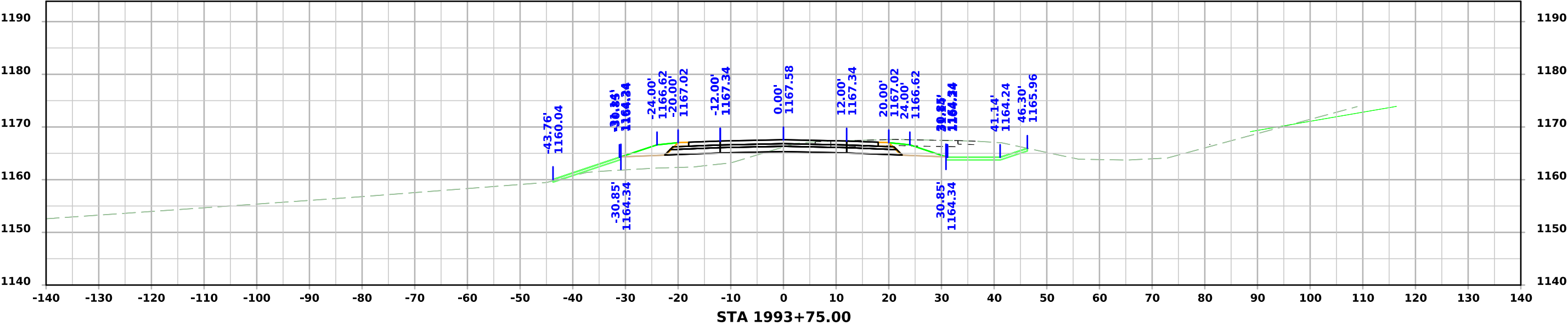


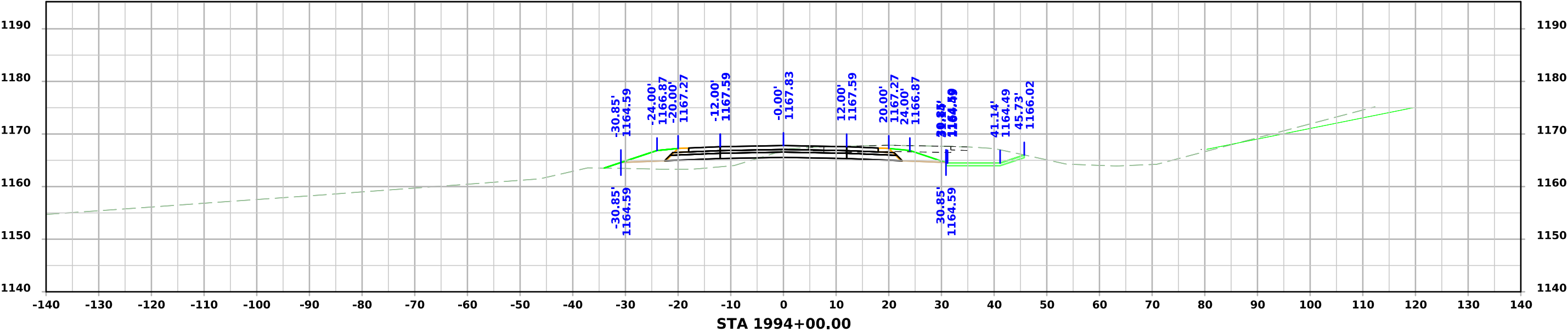
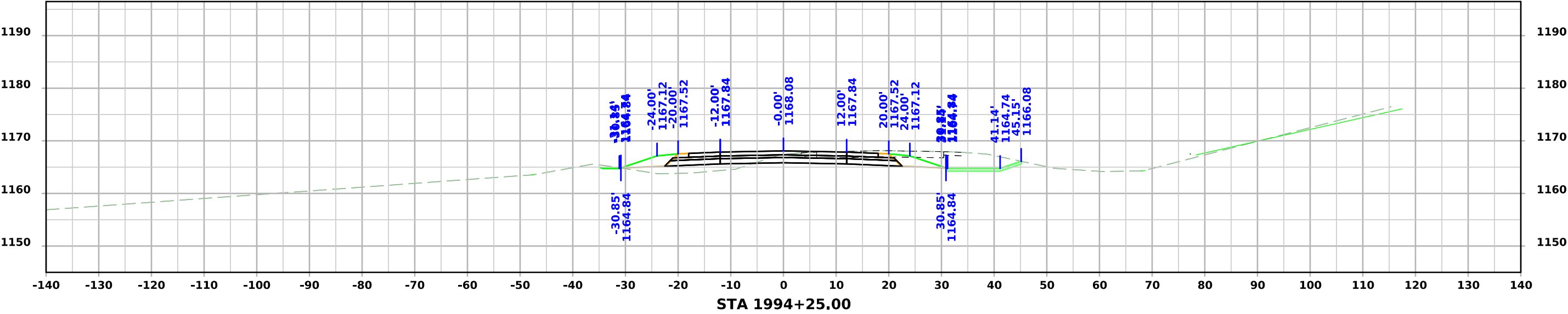


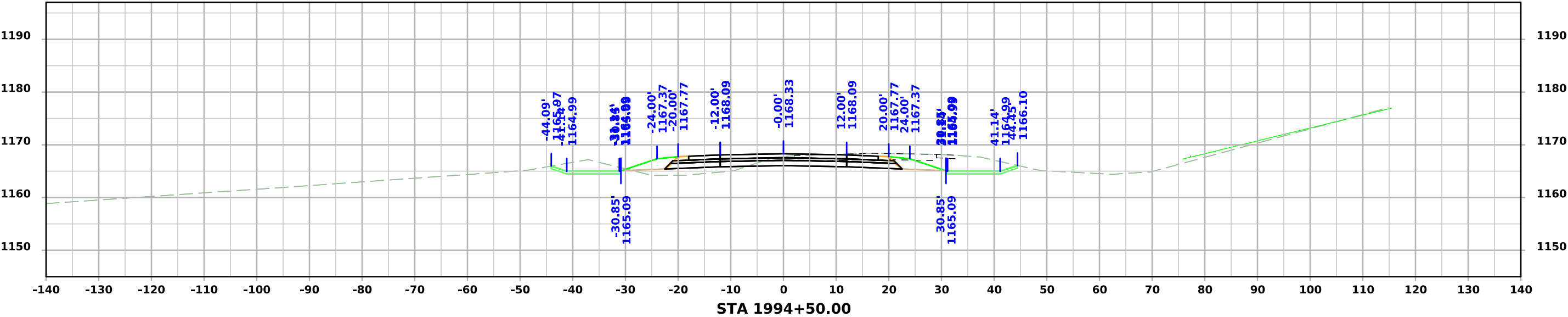
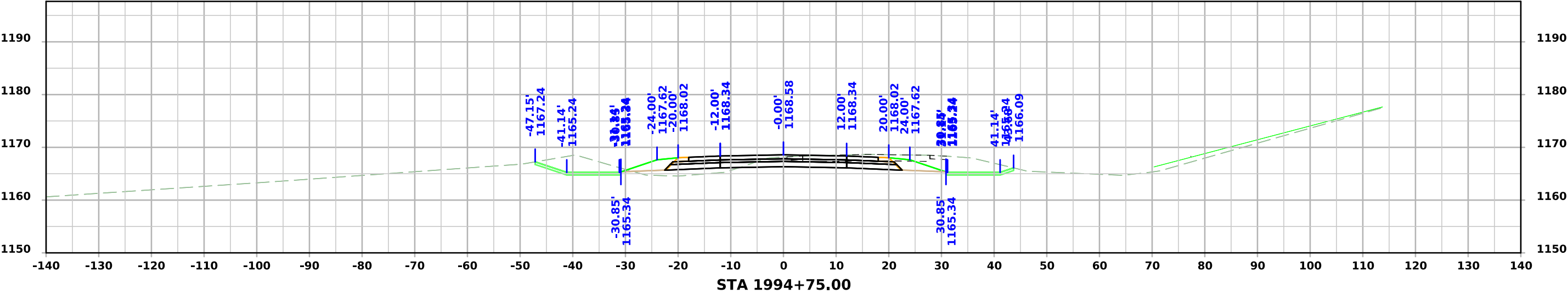


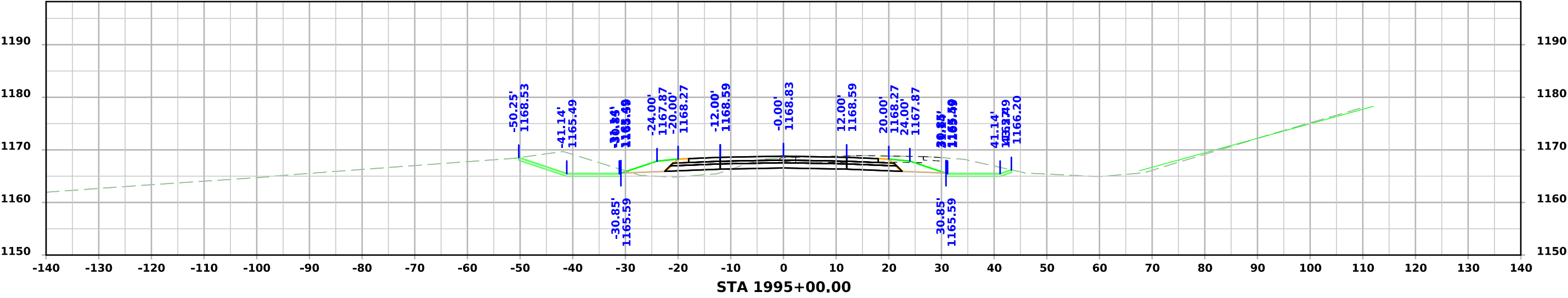
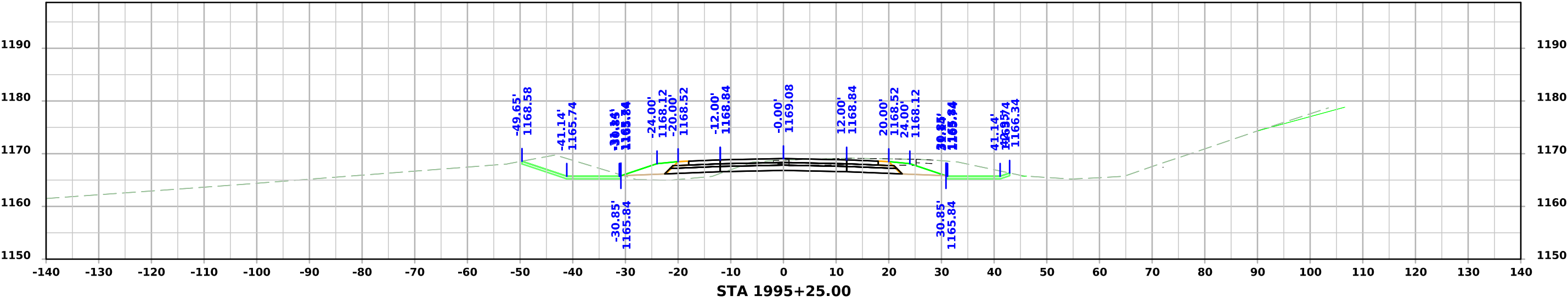


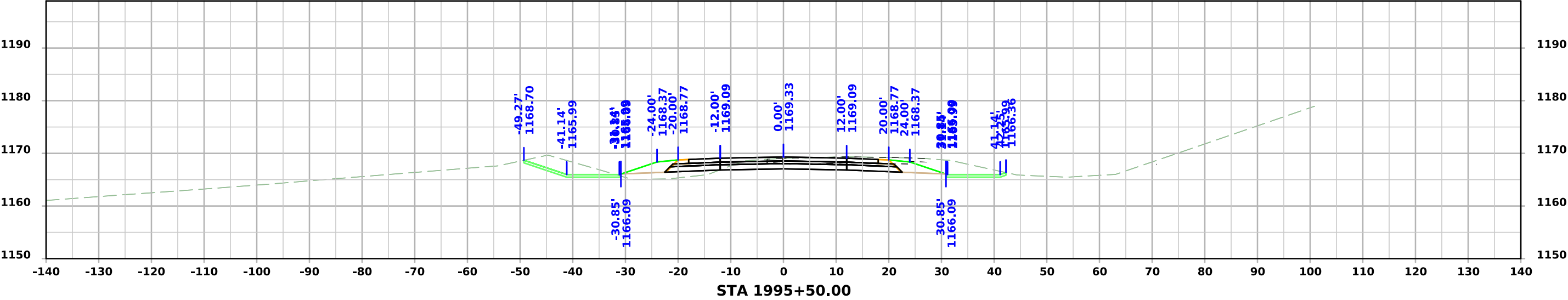
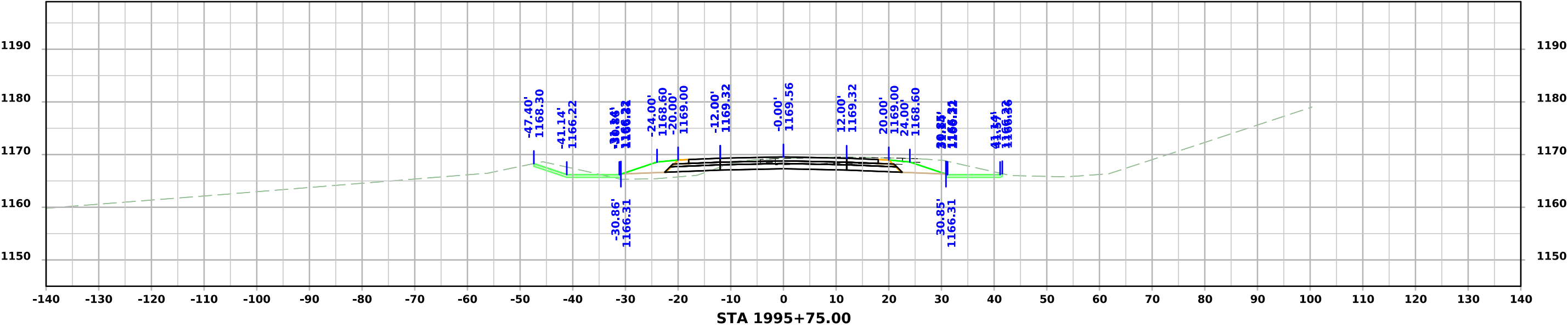




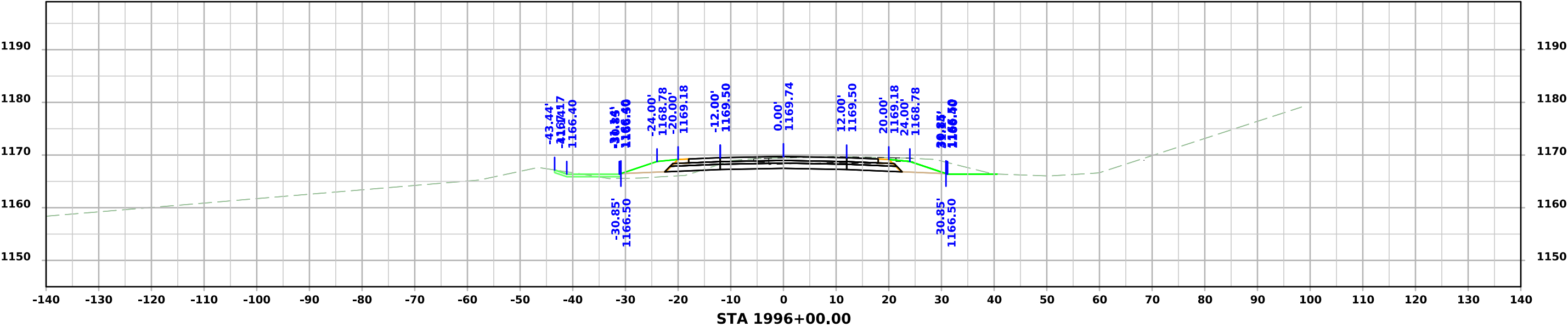
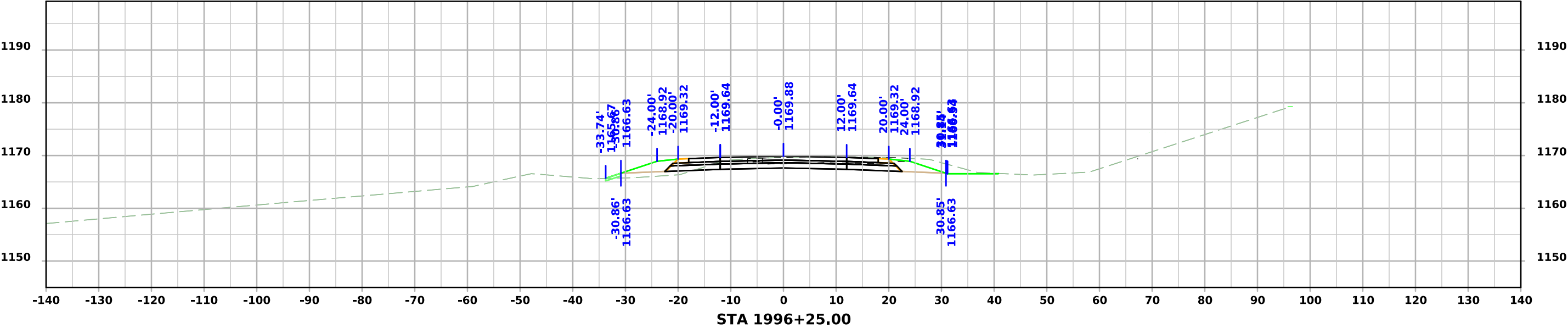


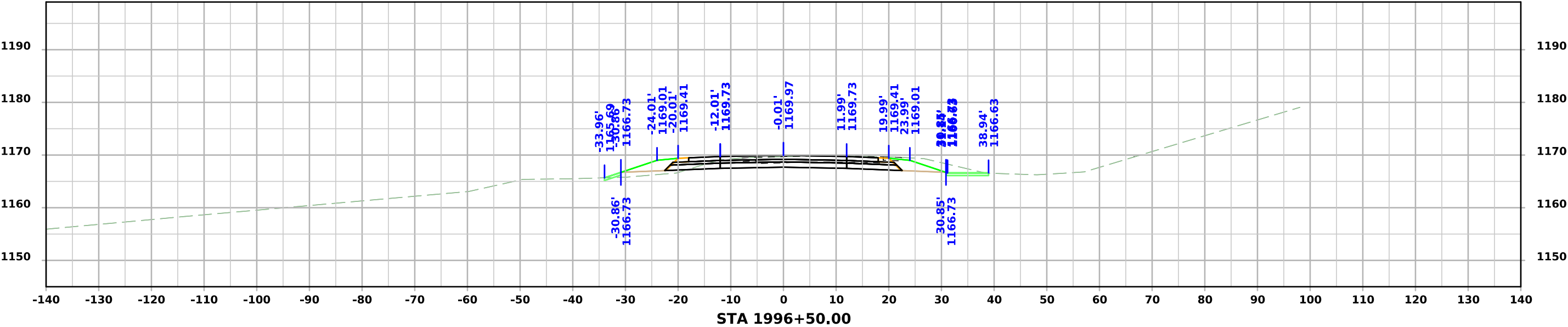
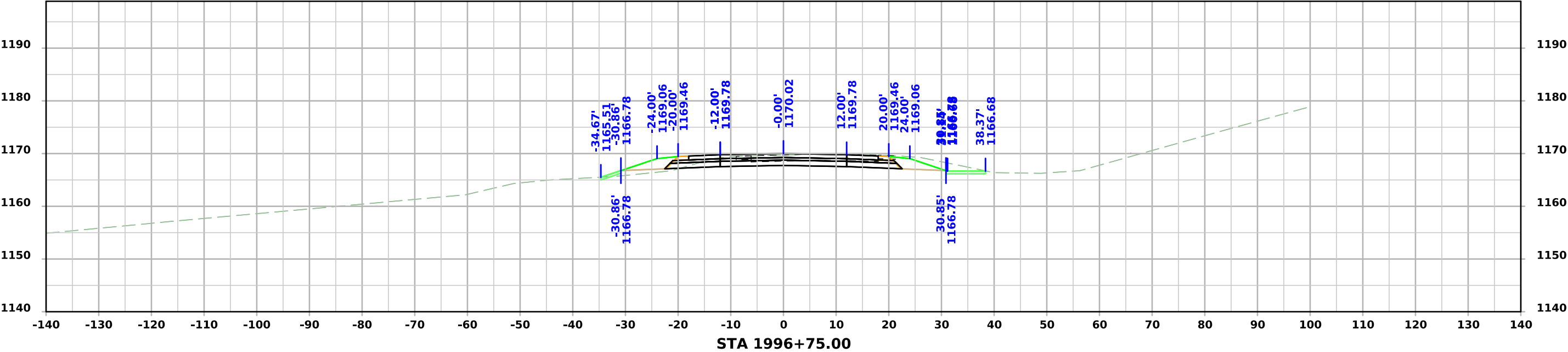


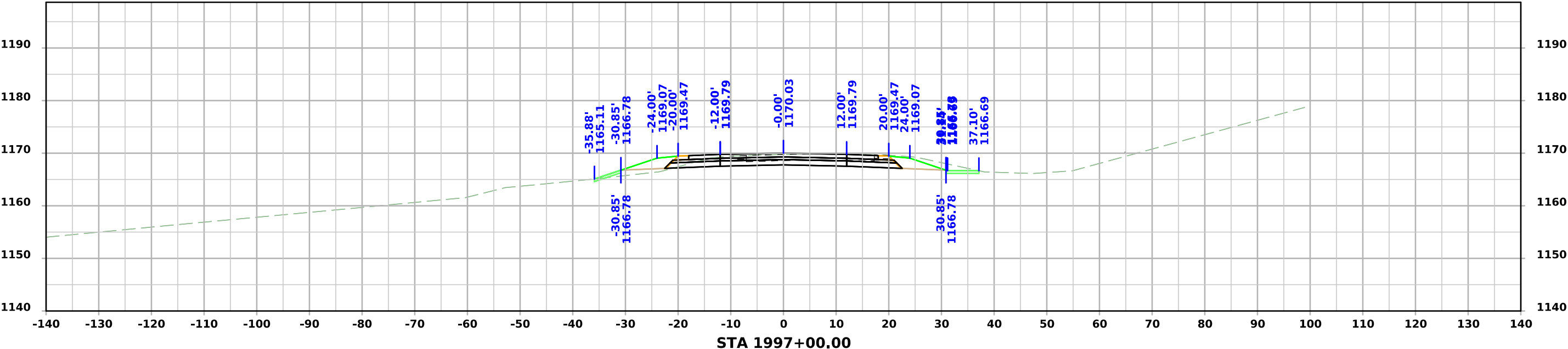
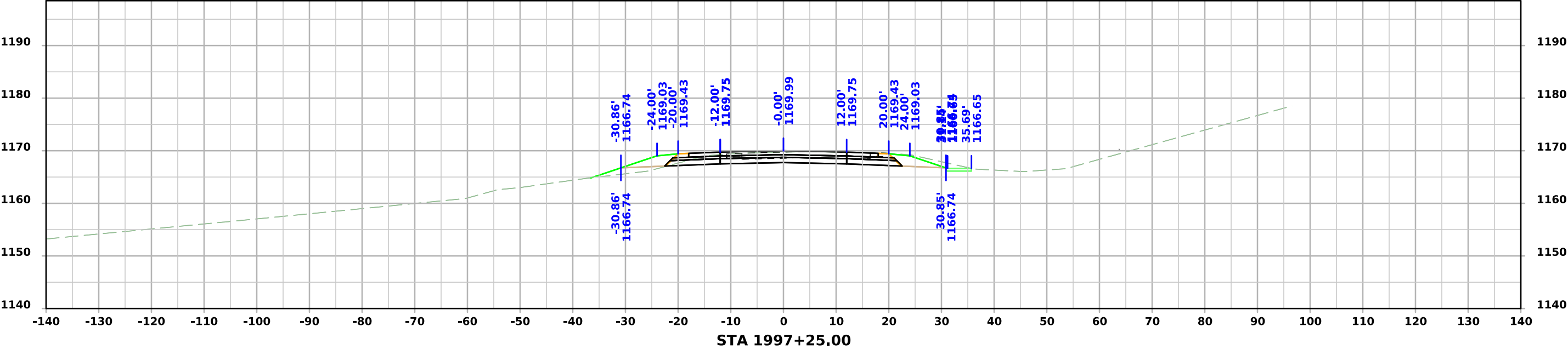


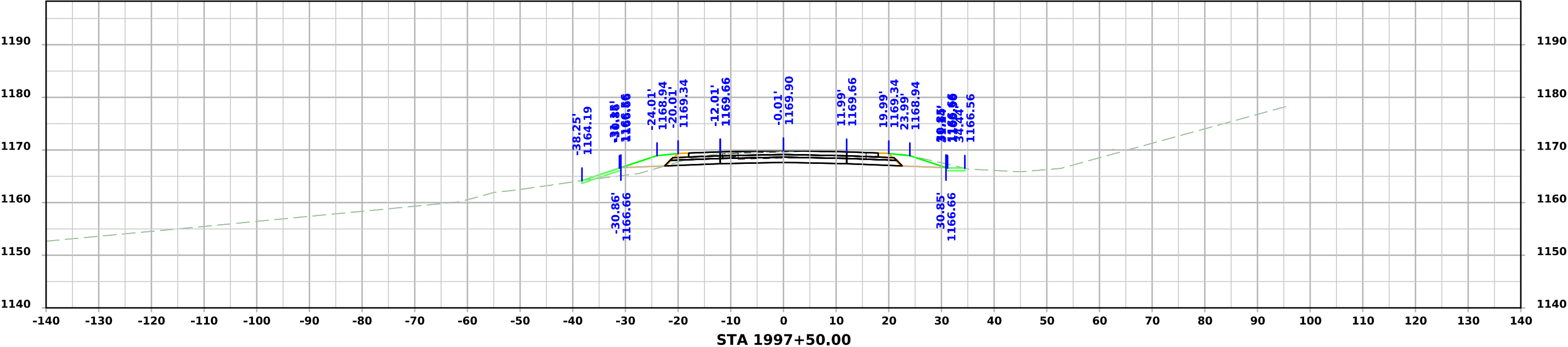
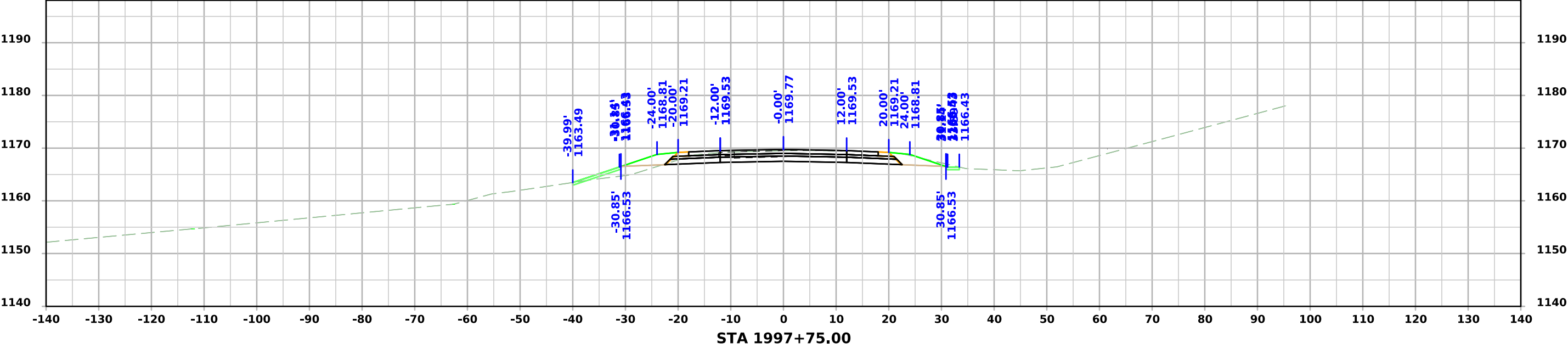


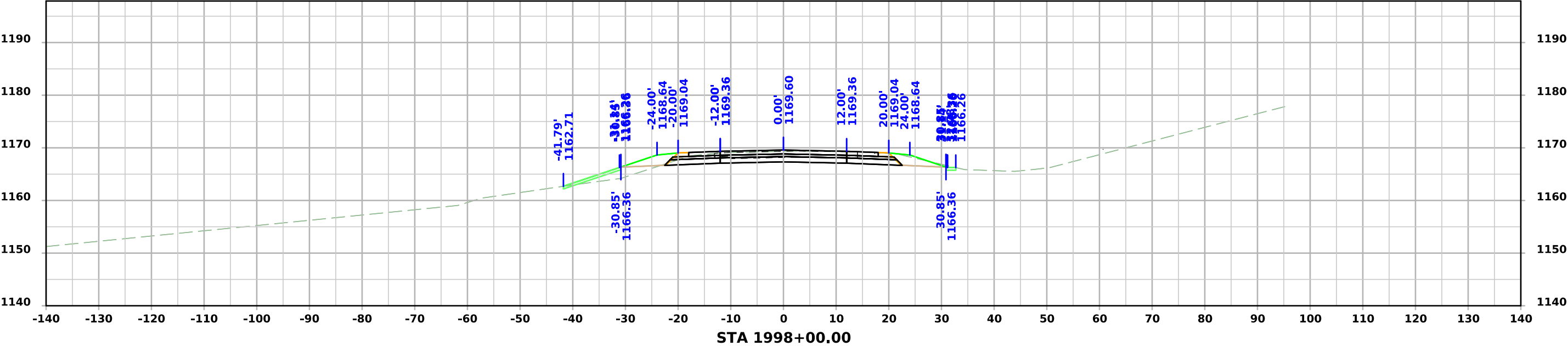
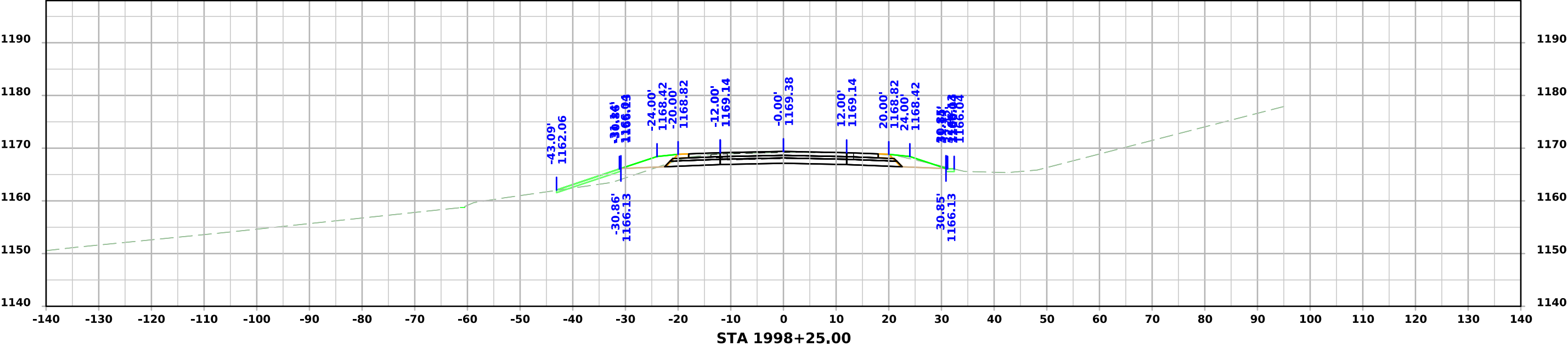


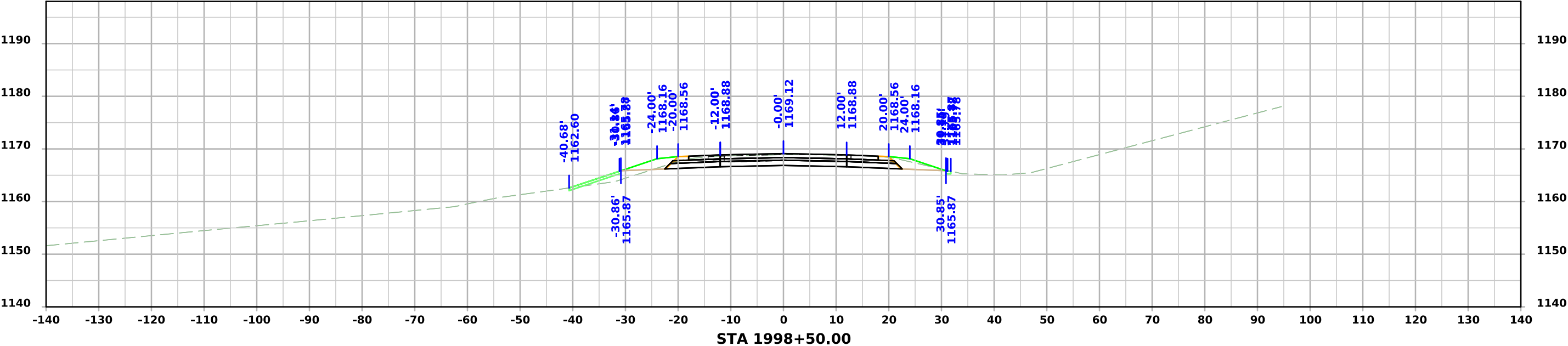
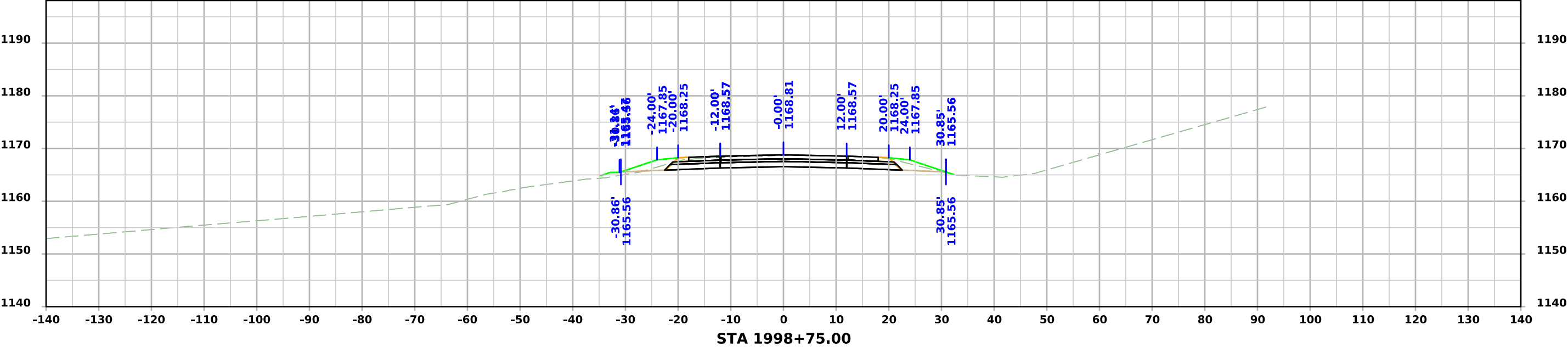




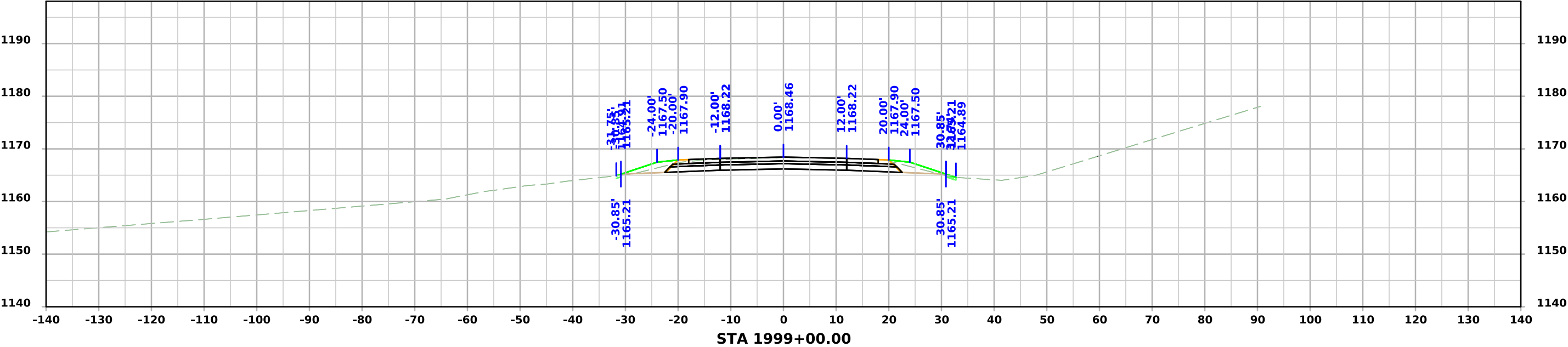
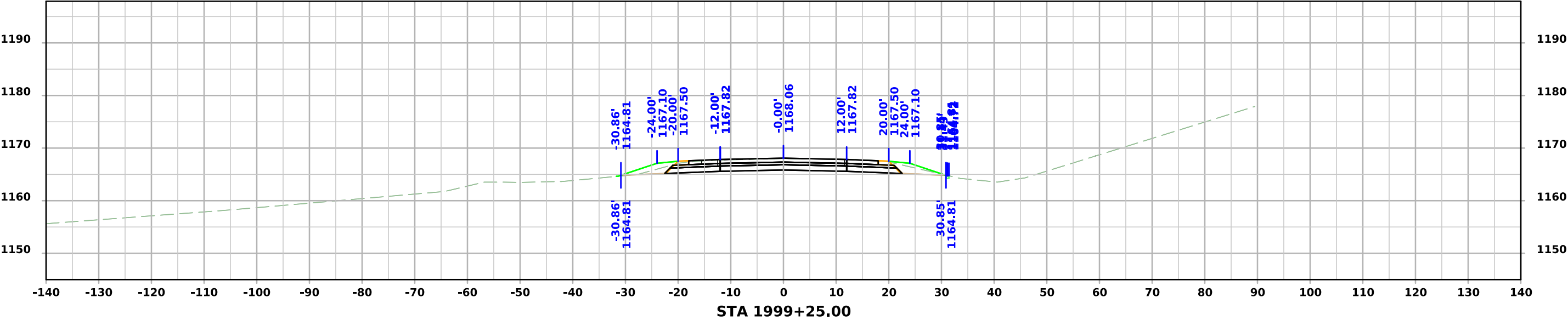




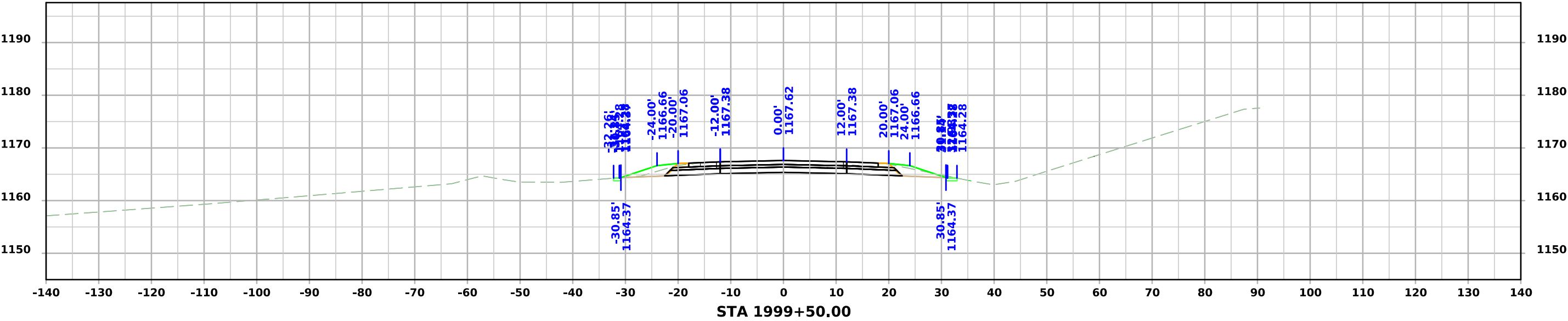
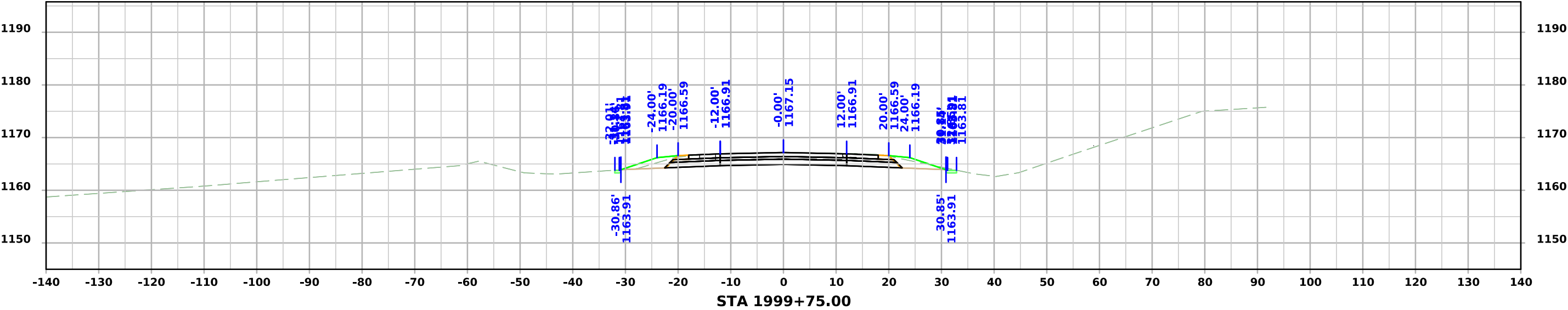




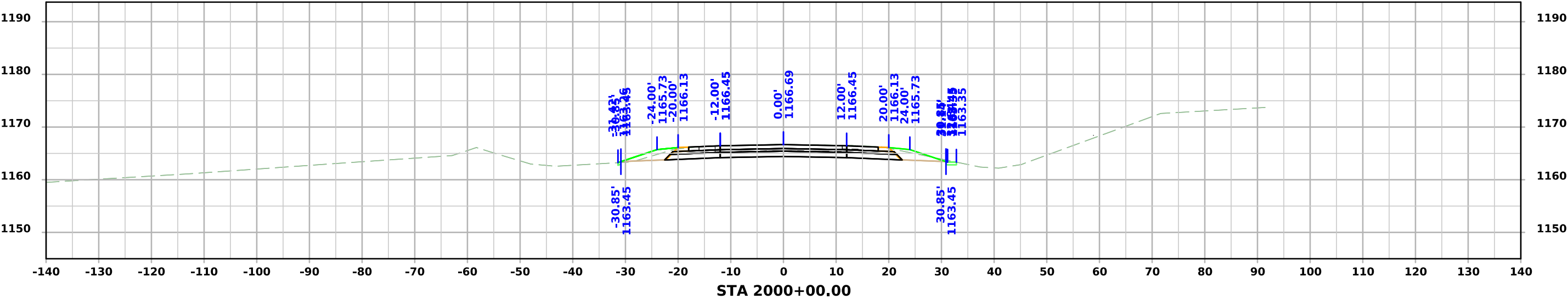
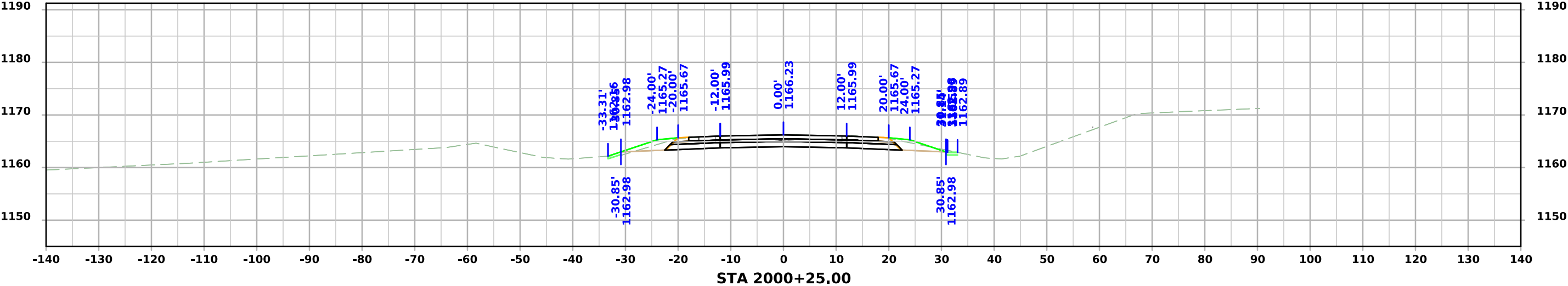
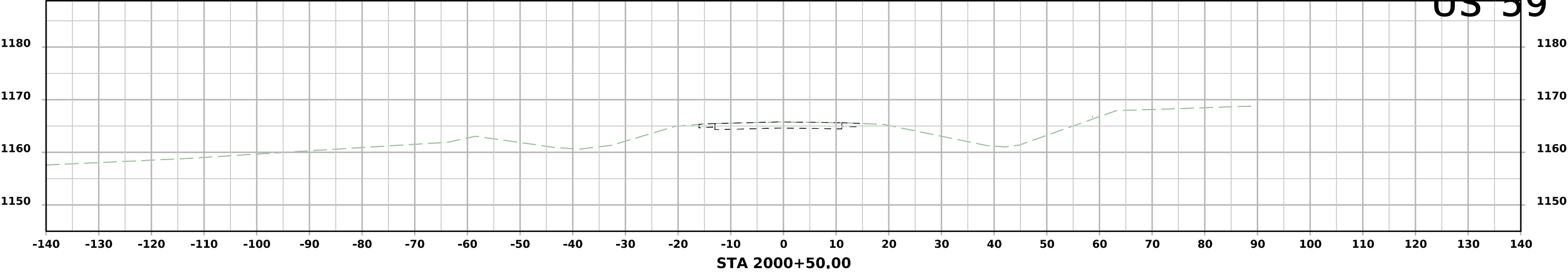




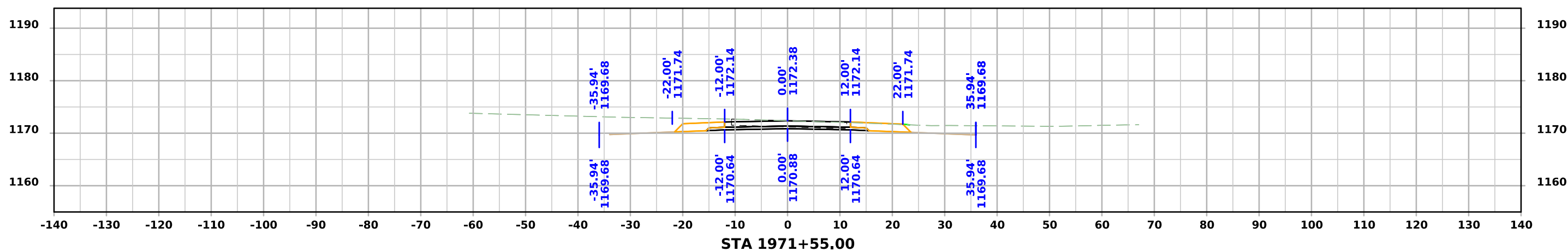
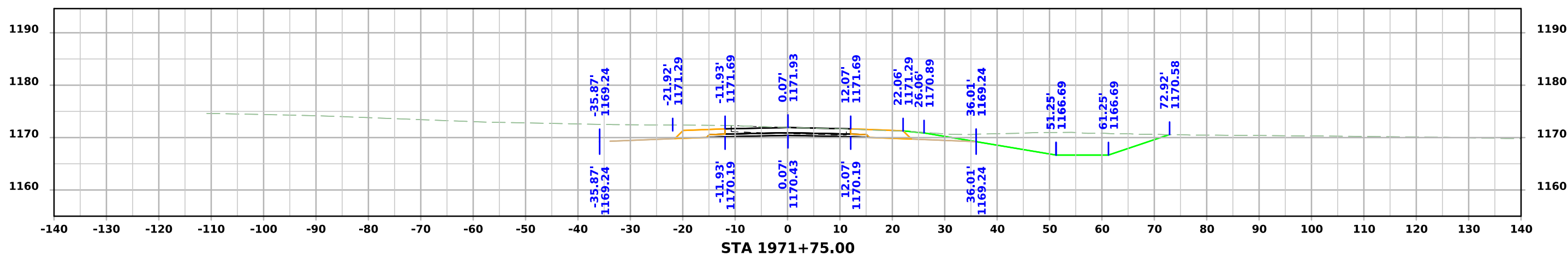
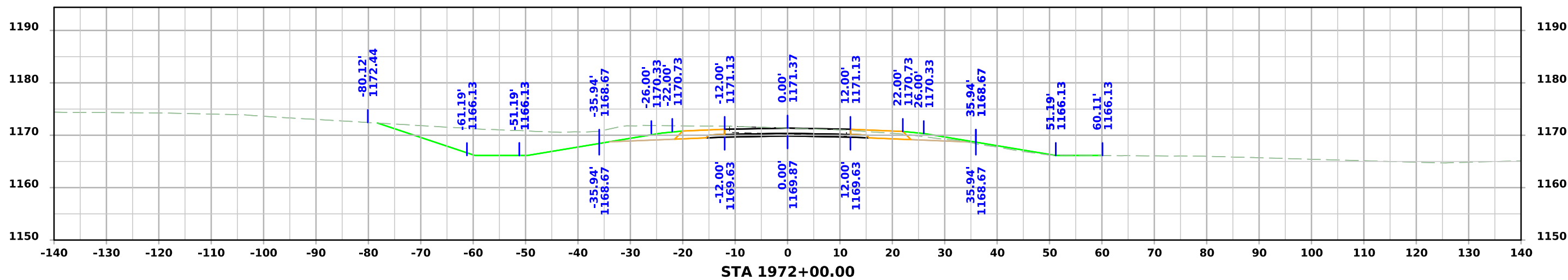




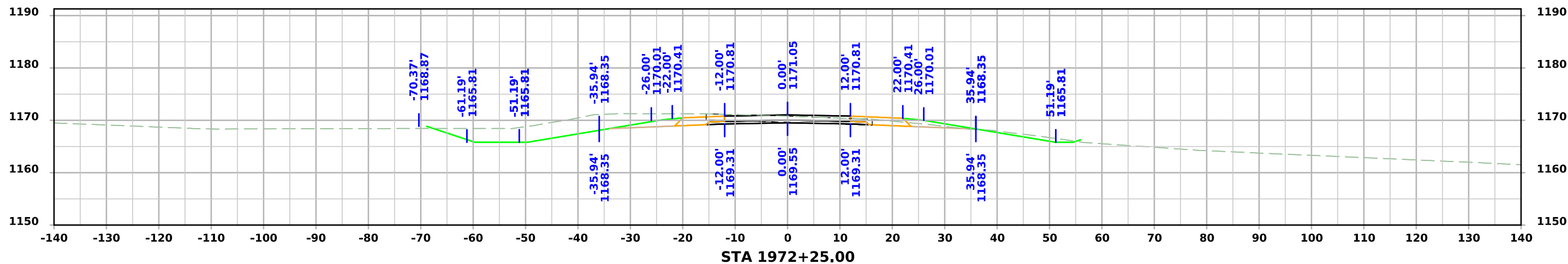
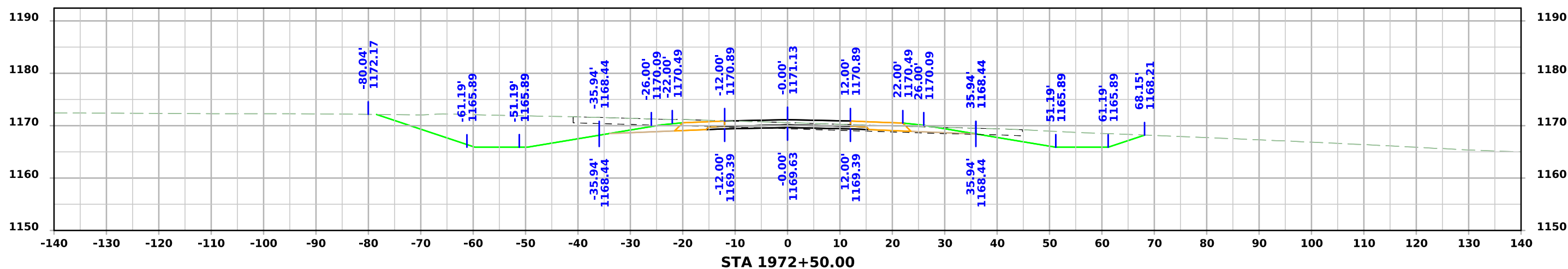
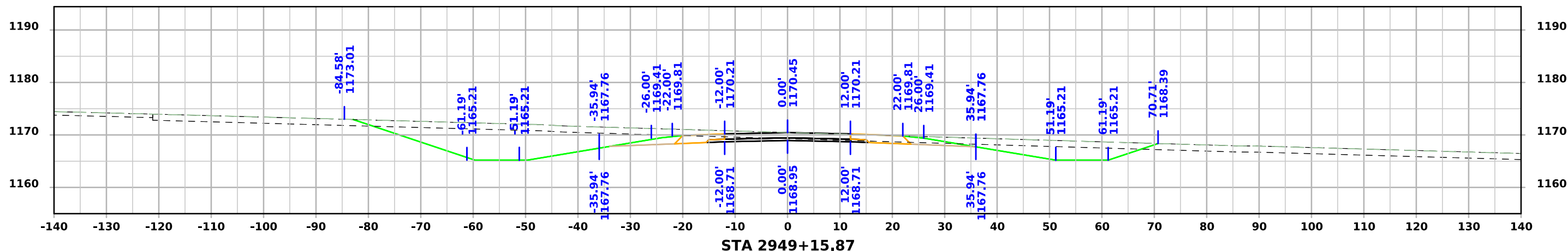
US 59



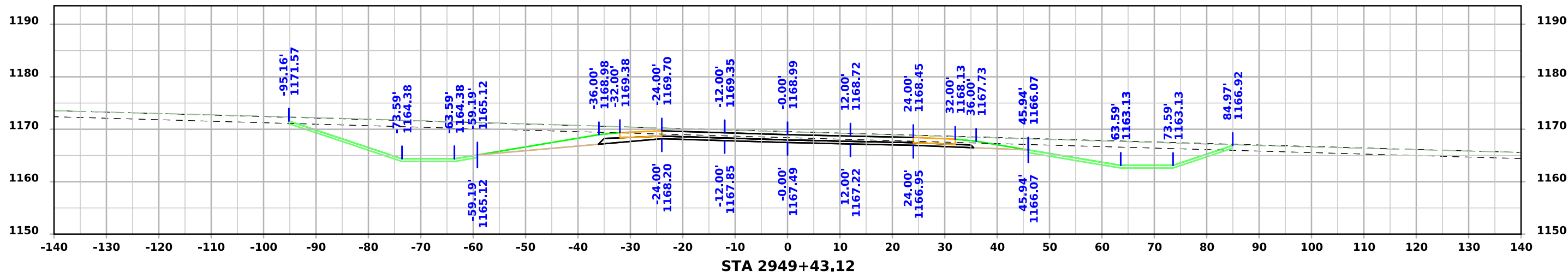
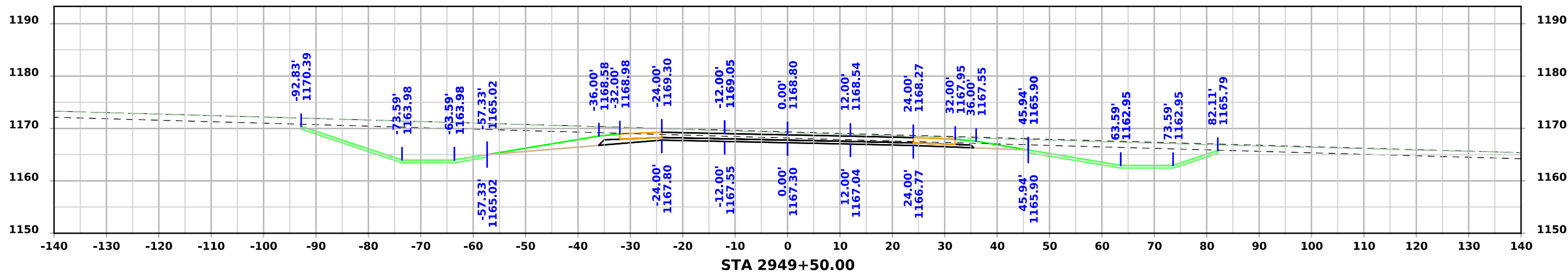
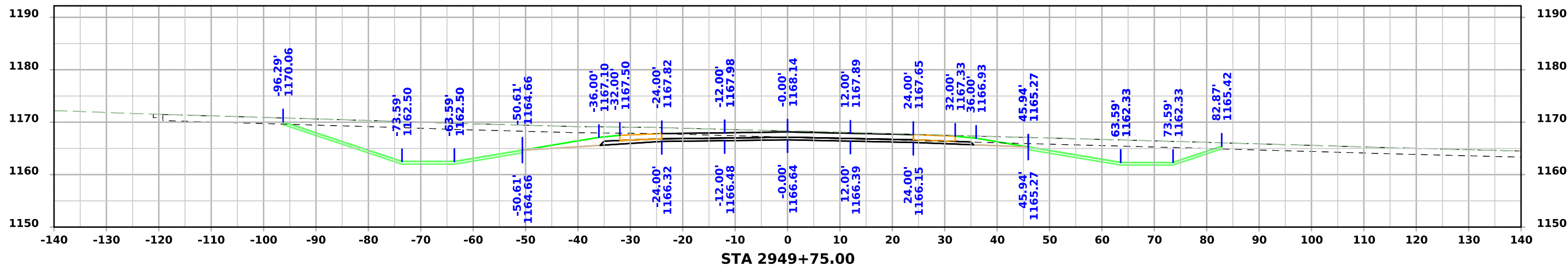
# 410th Street



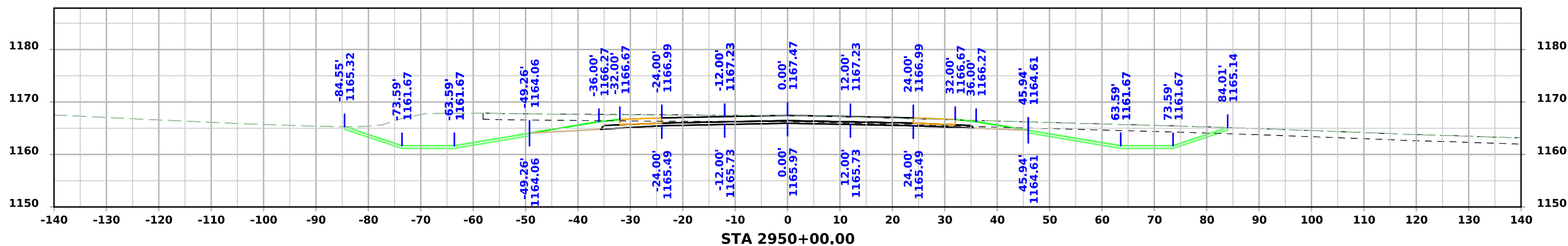
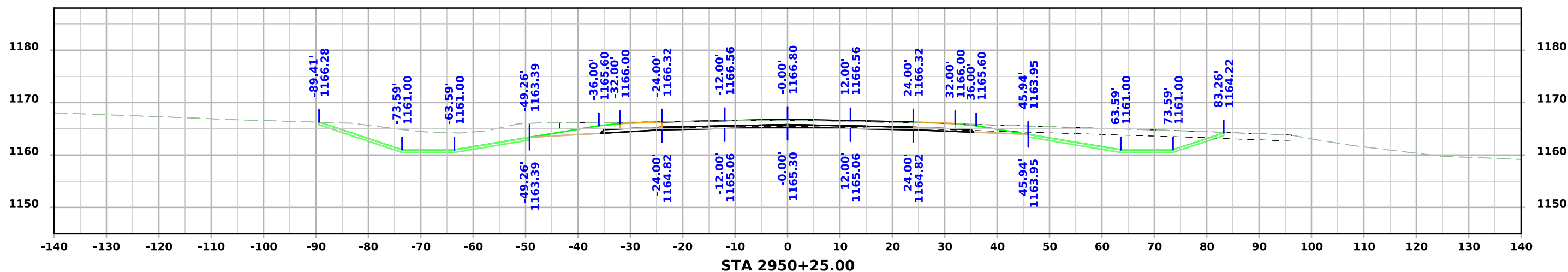
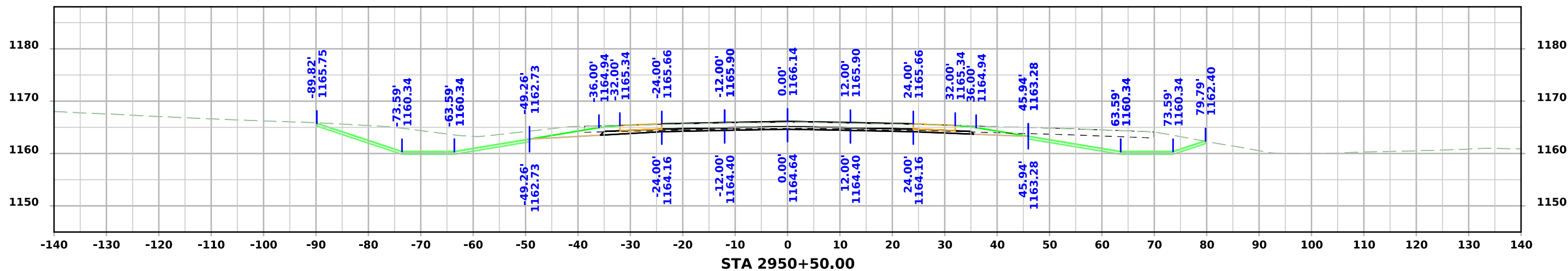
# 410th Street



# 410th Street

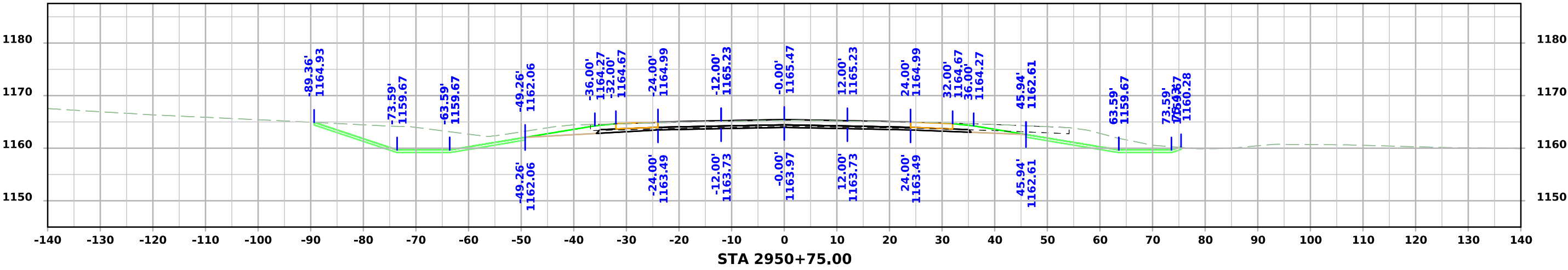
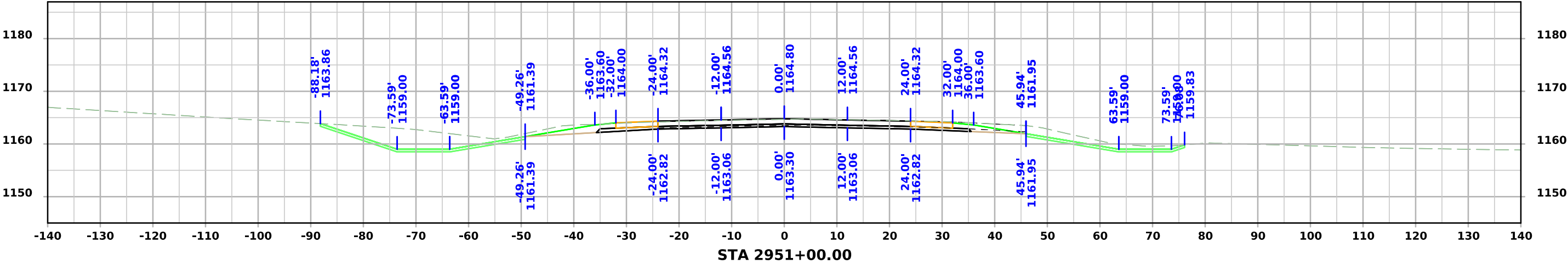
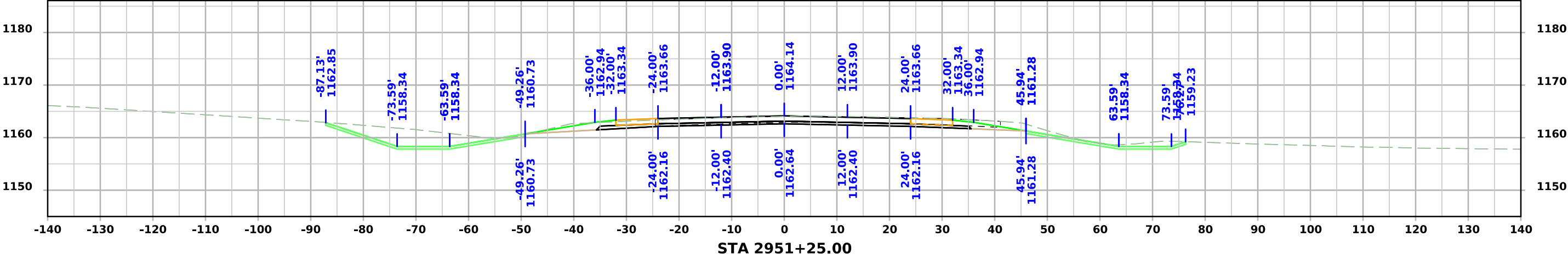


# 410th Street



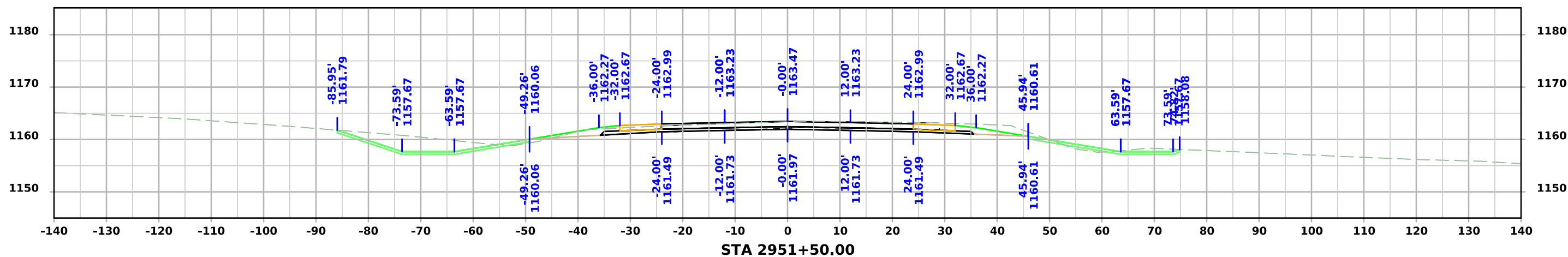
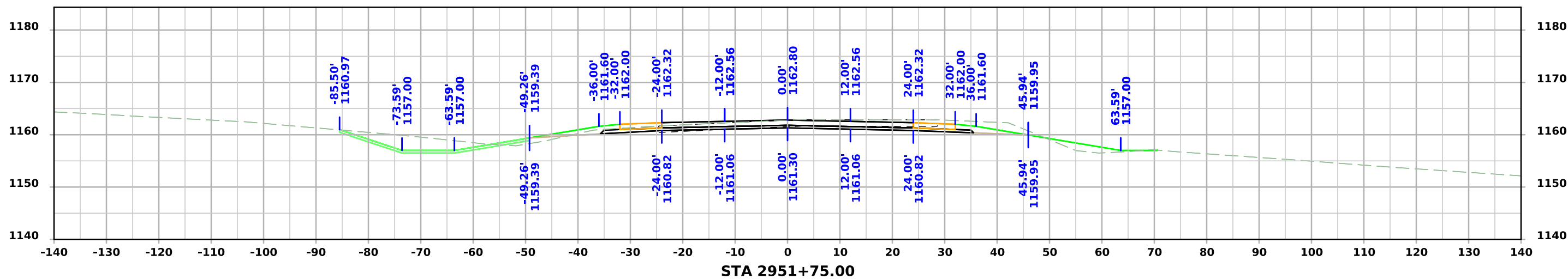
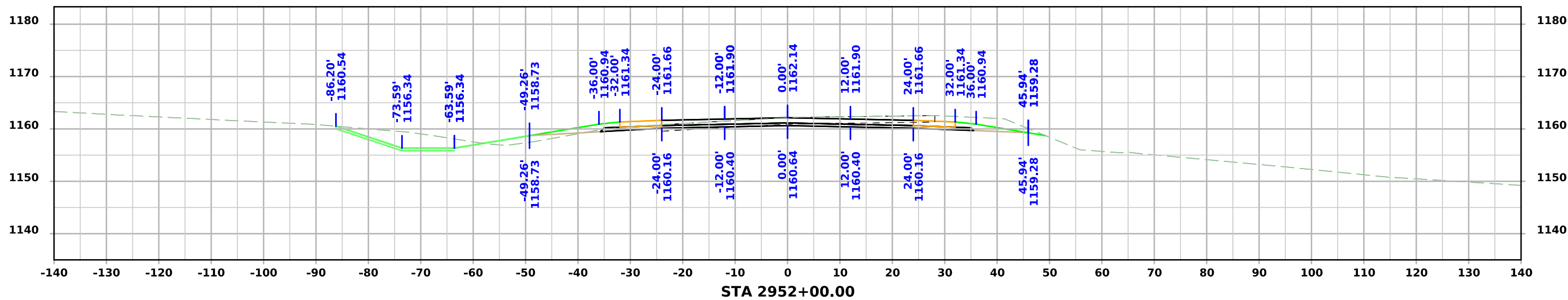


# 410th Street

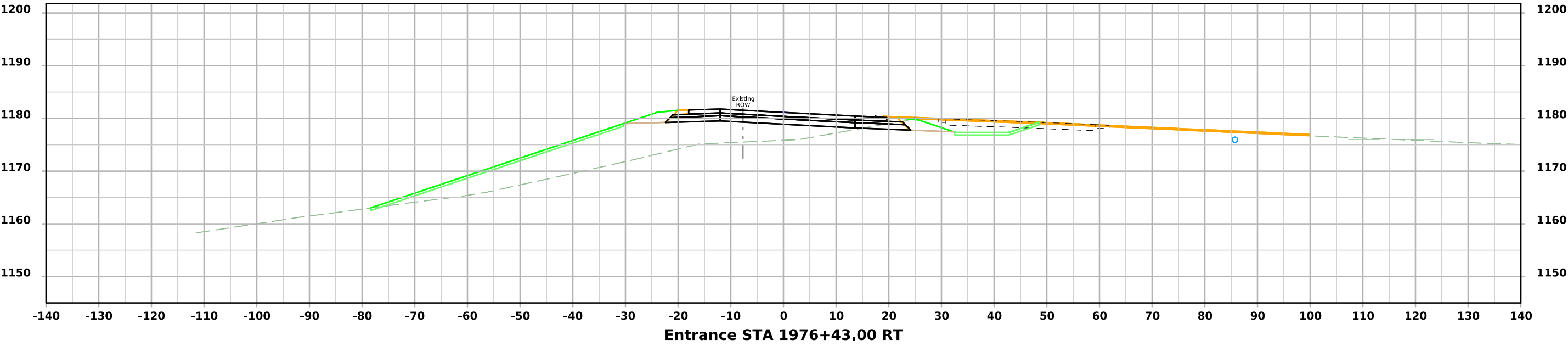
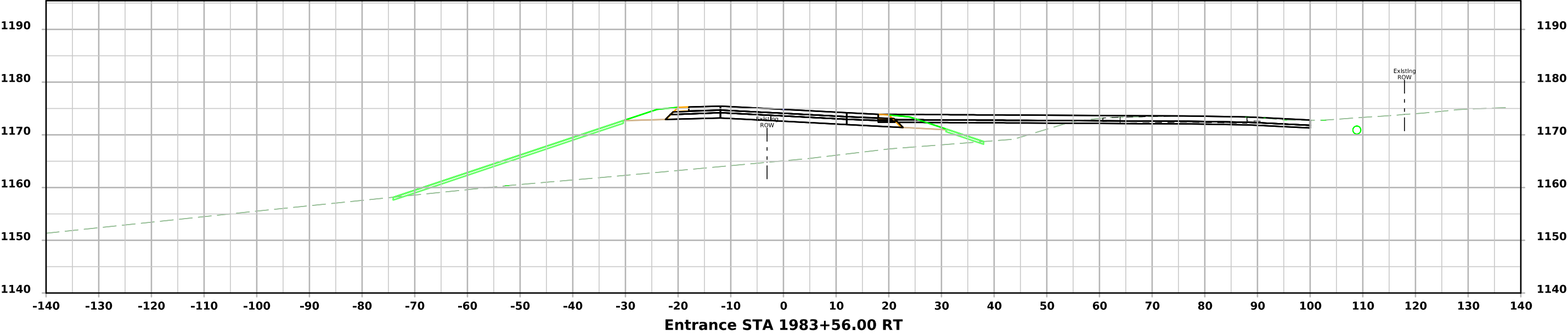




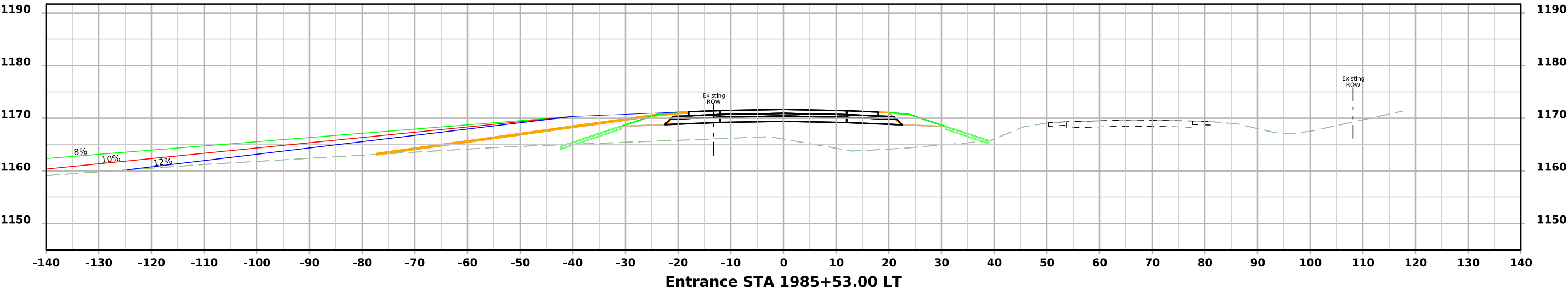
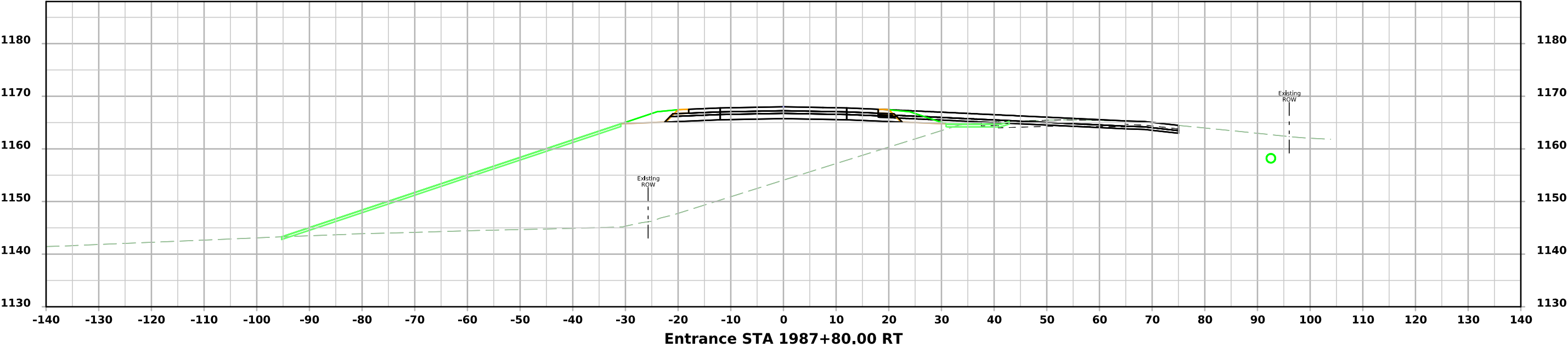
# 410th Street



# US 59 Entrances



# US 59 Entrances



# US 59 Entrances

