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PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**POTTAWATTAMIE COUNTY**  
 Bridge-Unspecified  
 At Jct IA 92

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  
100

PROJECT IDENTIFICATION NUMBER
78-0593-047
PROJECT NUMBER
BRF-059-3(47)--38-78
R.O.W. PROJECT NUMBER
NHSX-059-3(48)--2R-78

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

**PRELIMINARY PLANS**

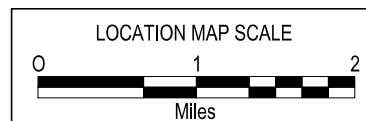
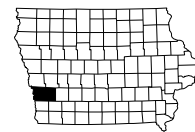
Subject to change by final design.

**D5 PLAN - Date: 12-22-2023**



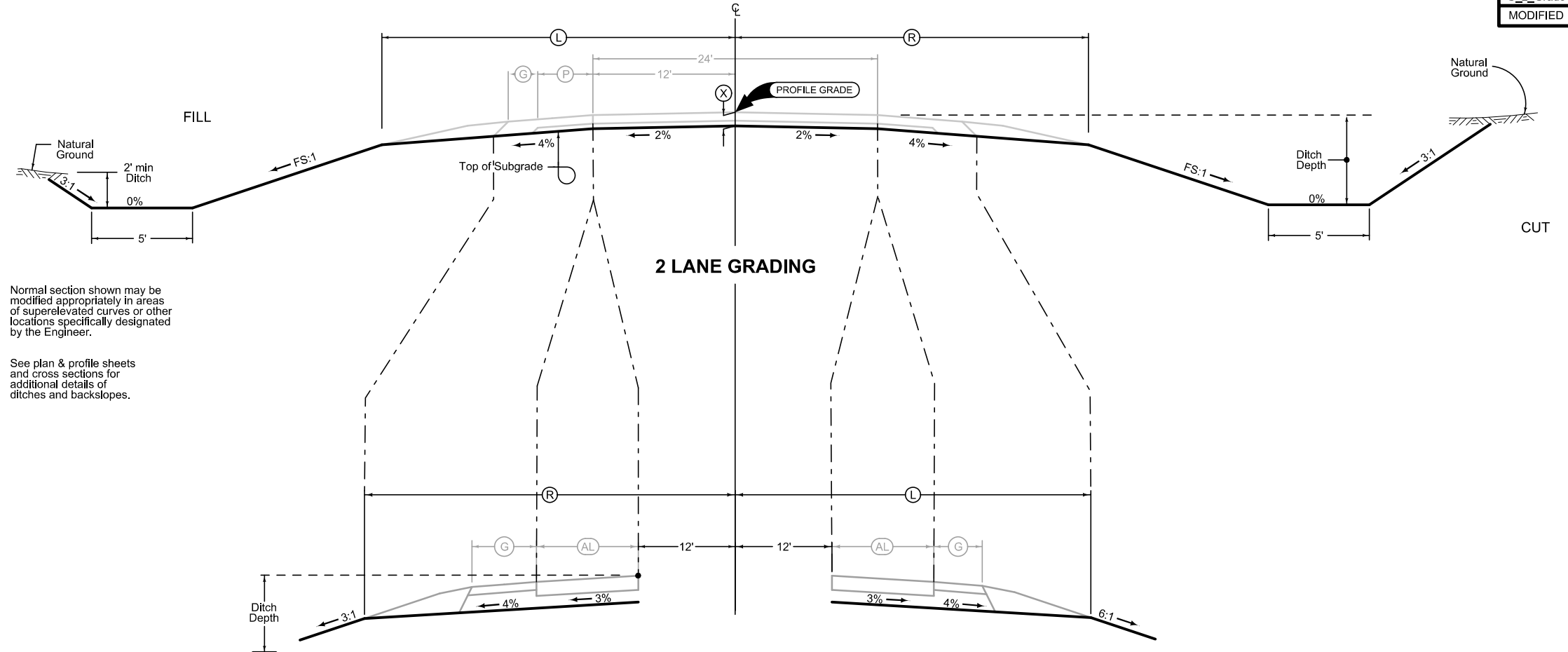
PROJECT LOCATION  
ML059  
MP 45.3

US 59  
Ex. Asset ID/FWHA: #043340  
Ex. Maint: #7845.3S059



G\_2\_Grade  
MODIFIED

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	FS	
US 59	1930+00.00	1934+11.72	31.3	31.3	9.5	3
	1934+11.72	1935+01.72	31.3	31.3-39.3	9.5	3
	1935+01.72	1939+05.05	31.3	39.3	9.5	3
	1939+05.05	1939+92.91	31.3	39.3-31.3	9.5	3
	1939+92.91	1940+63.00	31.3	31.3	9.5	3
Bridges and Approaches						
US 59	1944+05.00	1945+06.25	31.3	31.3	9.5	3
	1945+06.25	1945+96.52	31.3	31.3-39.3	9.5	3
	1945+96.52	1947+48.00	31.3	39.3	9.5	3
	1947+48.00	1949+38.50	31.3-39.3	39.3	9.5	3
	1949+38.50	1950+05.40	39.3	39.3-31.3	9.5	3
	1950+05.40	1950+50.00	39.3	31.3	9.5	3
Southeast Ramp	10+00.00	16+69.75	27.3	27.3	9.5	3
Northeast Ramp	0+00.00	7+76.72	27.3	27.3	9.5	3



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.

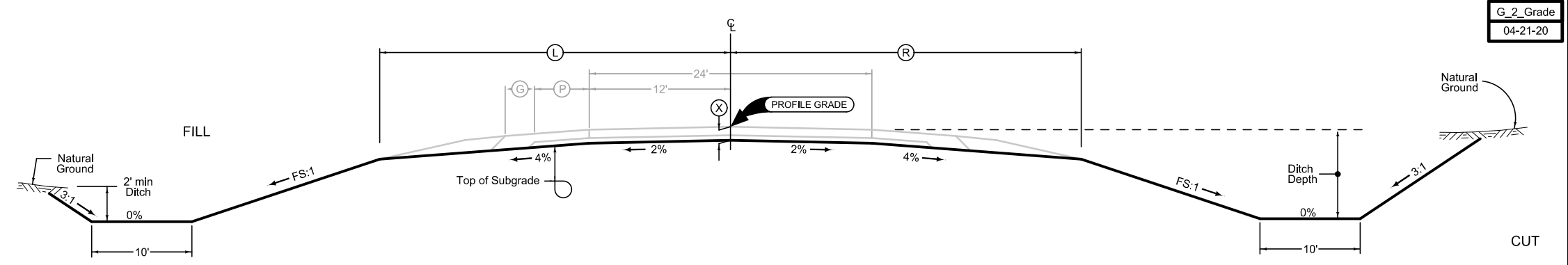
**Auxiliary Lane Grading**

LOCATION		(R)	
ROAD IDENTIFICATION	STATION TO STATION		
US 59	1949+37.00	1951+13.50	39.3
	1951+13.50	1952+33.50	39.3-31.3
	1952+33.50	1952+92.00	31.3

**Auxiliary Lane Grading**

LOCATION		(L)	
ROAD IDENTIFICATION	STATION TO STATION	Feet	
US 59	1945+06.52	1945+96.52	31.3
	1945+96.52	1947+46.52	31.3-39.3

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		Ⓕ Feet	Ⓓ Feet	ⓧ Inches	FS
NE Ramp	0+12.00	7+78.72	27.3	27.3	9.5	3
SE Ramp	10+12.00	16+69.75	27.3	27.3	9.5	3

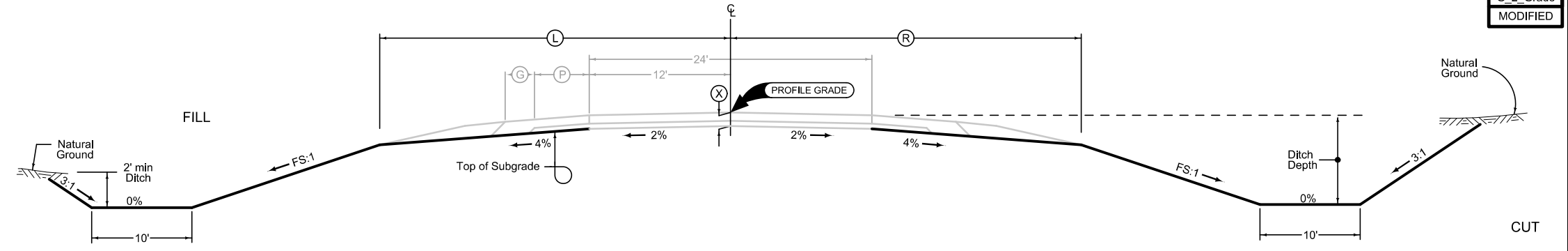


Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

G\_2\_Grade  
04-21-20

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		Ⓕ Feet	Ⓓ Feet	ⓧ Inches	FS
IA 92	1161+25.00	1162+25.00	40.3	40.3	6	4
	1162+25.00	1164+90.87	40.3	40.3	6	4
	1167+26.51	1167+80.00	38-34.4	38-34.4	6	4



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

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

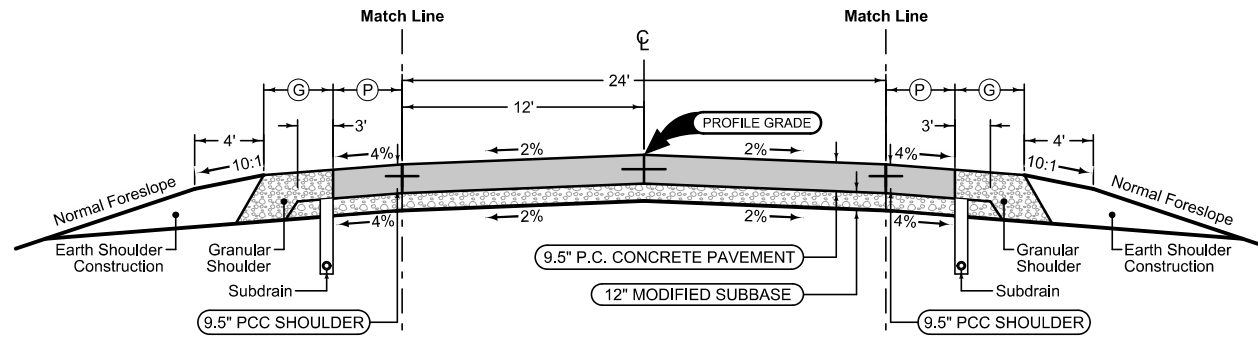
G\_2\_Grade  
MODIFIED



**Full Depth PCC Combination Shoulder**

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

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
1936+50.00	1940+63.00	6	4
1944+05.00	1947+48.00	6	4



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

2P_04-21-20	
STATION TO STATION	
1930+00.00	1940+63.00
1944+05.00	1950+50.00

**Full Depth PCC Combination Shoulder**

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

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
1938+22.27	1940+63.00	6	4
1944+05.00	1945+14.26	6	4
1949+22.52	1950+50.00	6	4



Ex. ML059

**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16		(AL) Feet	(G) Feet
1949+37.00	1952+92.00	4.6-0	6

**Auxiliary Lane**

**Granular Shoulder**

2_AL_Shldr_G_04-21-20	
-----------------------	--

**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16		(AL) Feet	(G) Feet
1933+60.70	1936+00.70	6	6
1945+14.26	1947+49.00	6	6

**Auxiliary Lane**

**Granular Shoulder**

2_AL_Shldr_G_04-21-20	
-----------------------	--

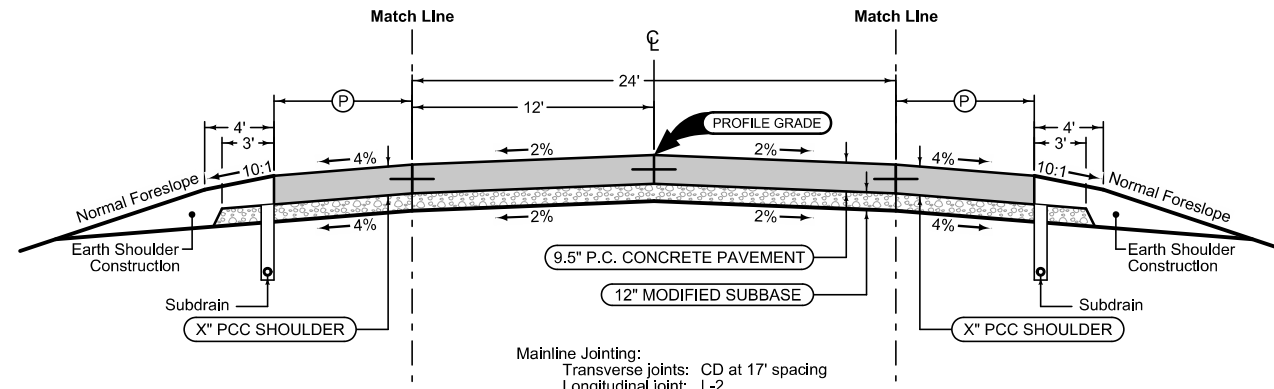
See Tab 100-24M  
 See Tab 112-9M for shoulder quantities.

**US Highway 59**

**Full Depth PCC Shoulder**

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

2_P_FullPCC_04-20-21		
STATION TO STATION		(P) Feet
SE Ramp		
10+00.00	16+69.75	6
NE Ramp		
0+00.00	7+76.72	6



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

2P_04-21-20		
STATION TO STATION		(P) Feet
SE Ramp		
10+00.00	16+69.75	
NE Ramp		
0+00.00	7+76.72	

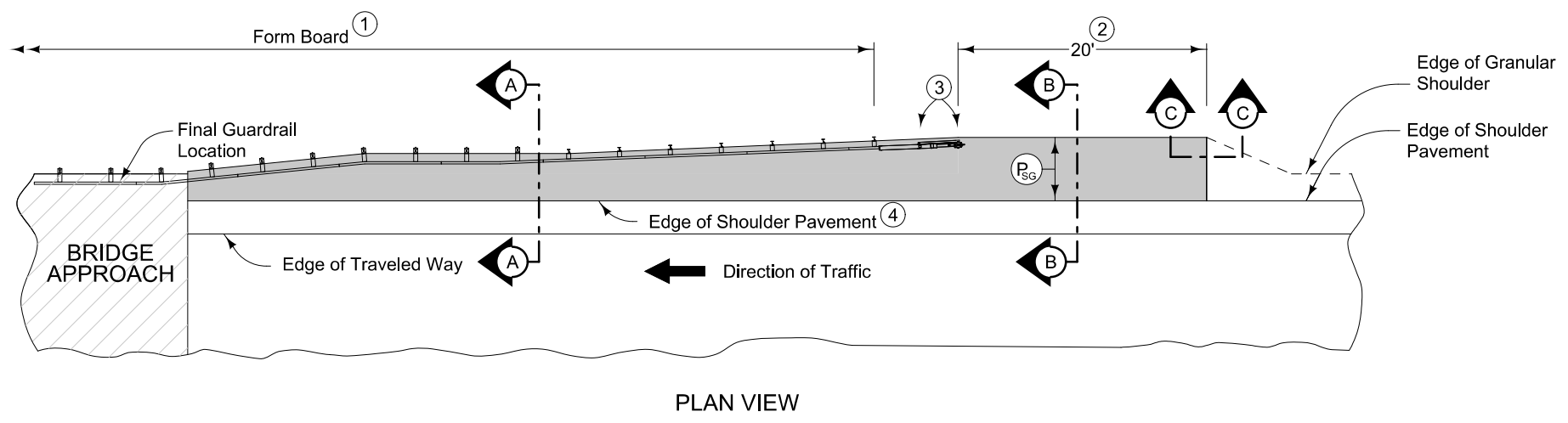
**Full Depth PCC Shoulder**

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

2_P_FullPCC_04-20-21		
STATION TO STATION		(P) Feet
SE Ramp		
10+00.00	16+69.75	6
NE Ramp		
0+00.00	7+76.72	6

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

**US 59 Highway Ramps**

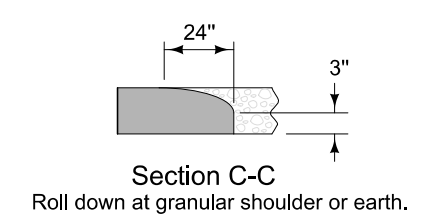
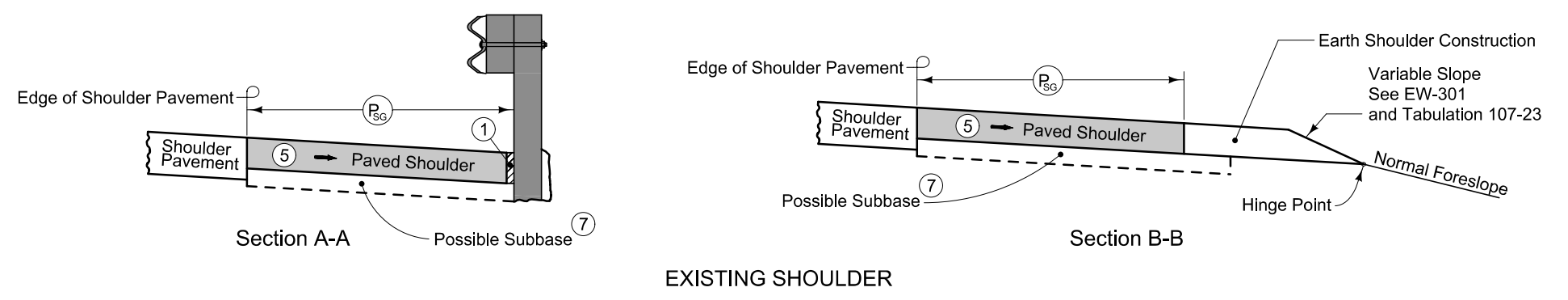
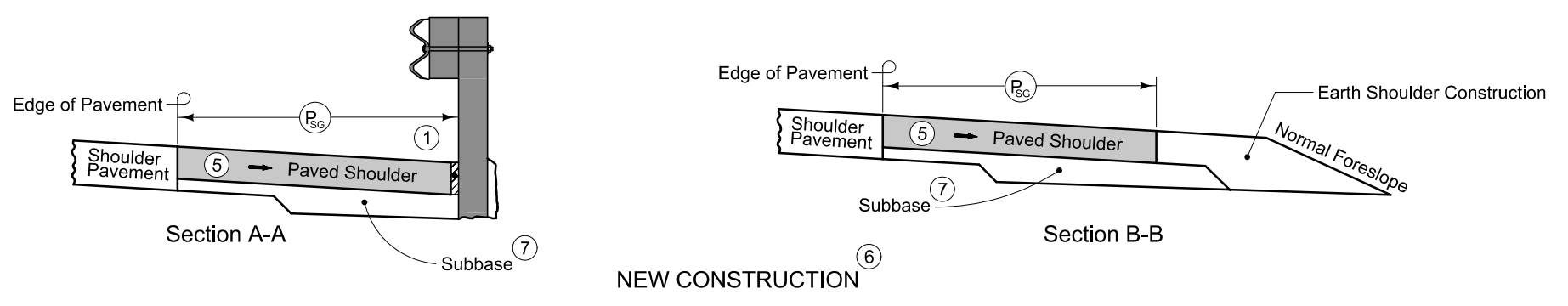


8" PCC Paved Shoulder at guardrail with the following jointing layout:

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

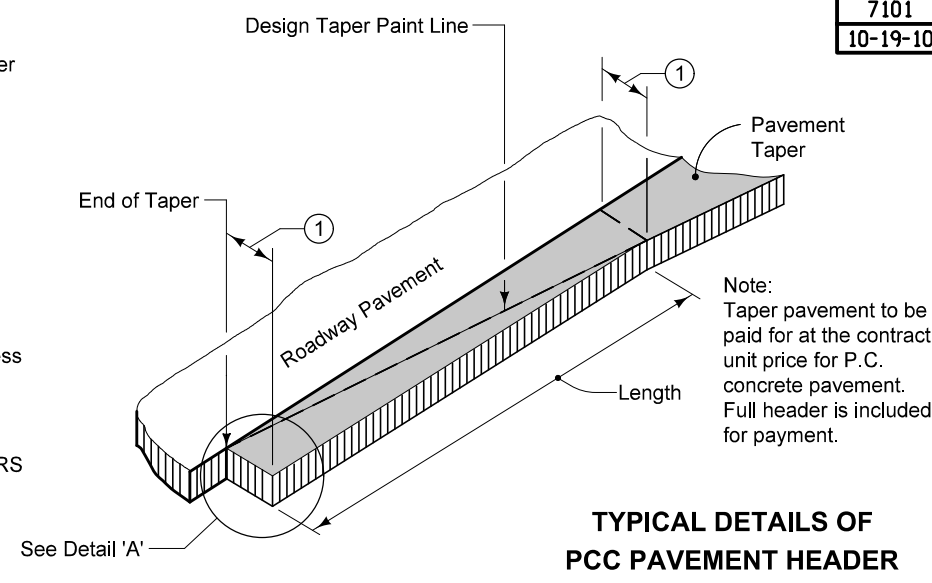
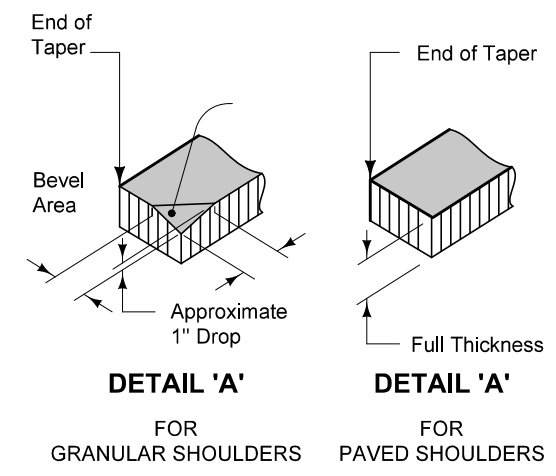
Refer to Tabulation 112-9 for shoulder quantities.

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



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

7101  
10-19-10



Note:  
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

**TYPICAL DETAILS OF PCC PAVEMENT HEADER**

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

### 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 Sign
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box

### UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level is in accordance with C1/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

- PPA, MIDAMERICAN ENERGY
- E1 ELID, IOWA DOT - Quality D
- F0 FOID, FRONTIER COMM. - Quality D
- F02 FO2D, AUREON NETWORK SERVICES - Quality D
- F03 FO3D, OMNITEL - Quality D
- F04 FO4D, AT&T - Quality D
- F05 FO5D, CENTURYLINK - Quality D
- F06 FO6D, VERIZON - Quality D

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

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

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

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

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

### RIGHT-OF-WAY LEGEND

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

## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

Carson TWP.  
T-74N R-40W  
SEC. 11

Carson TWP.  
T-74N R-40W  
SEC. 12

$\Delta = 00^\circ 44' 10.80''$  (LT)  
T = 220.90'  
L = 441.79'  
R = 34376.99'  
e = 0.71'  
L = —  
X = —

Remove  
Sta. 1942+33.8  
150' x 28' Cont.  
I-Beam Bridge

+75.00 Prop.  
Type "D" Ent.  
w/24" Unclass. Pipe  
1930+00

STA 1930+00 (ML059)  
BEGIN CONSTRUCTION

Remove  
18"x33.5'  
Conc. Pipe

+75 PROP.  
TYPE "M" DIKE

1935+00

PC 1935+78.70

POT STA 1937+33.50 (ML059)  
= POT STA 10+00.00 (RMP092SE)

1940+00

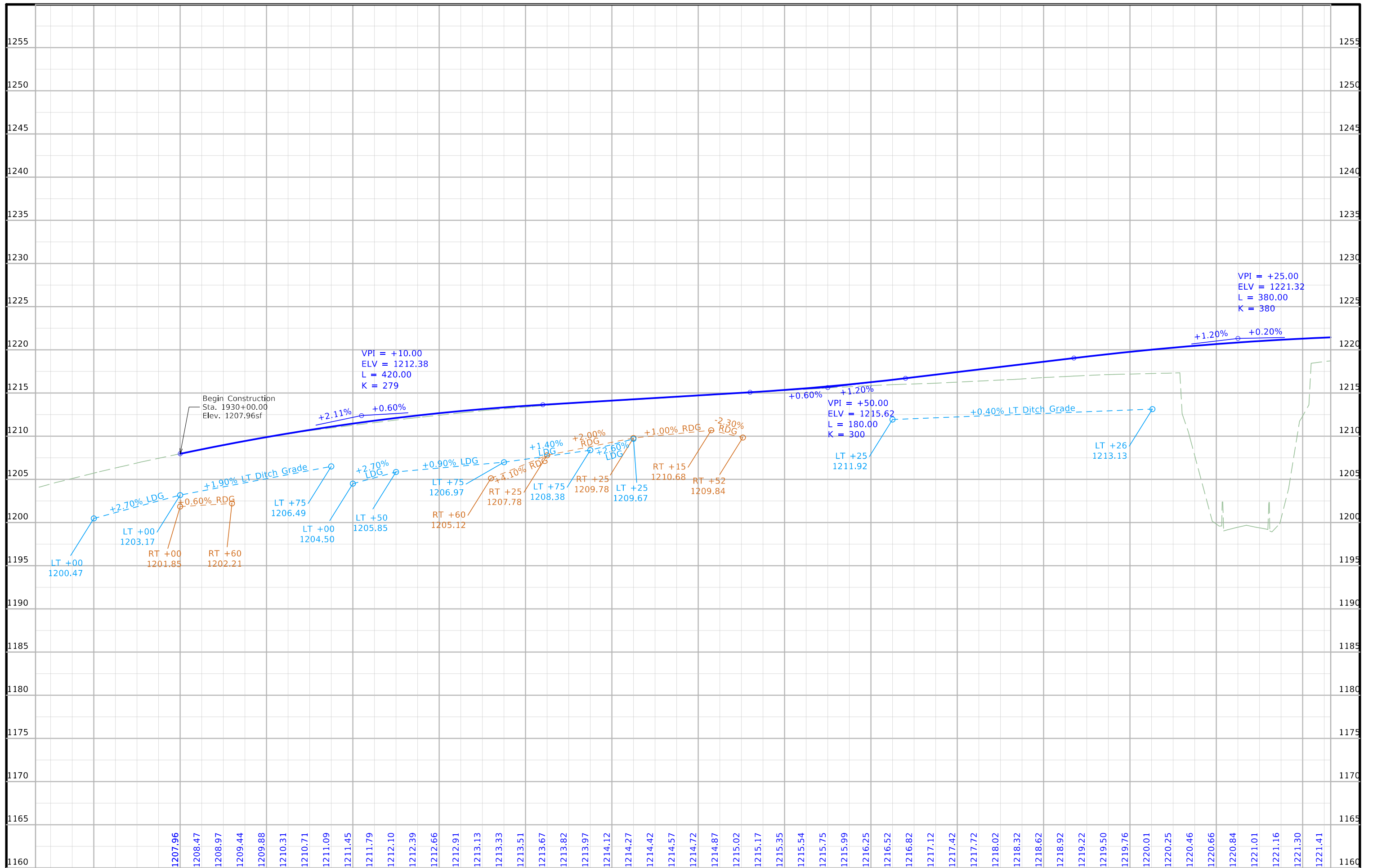
PT 1940+20.49

POT STA 1942+33.79 (ML059)  
= POT STA 1163+53.15 (SR092)

Close

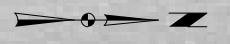
Extend with 30" x 8' RCP (RT)  
Extend with 30" x 6' RCP (LT)  
Sta. 1931+99.8  
2'x2'x90.2' RCB  
D.A.=5 A-R

Ramp SE



1929+00	1930+00	1931+00	1932+00	1933+00	1934+00	1935+00	1936+00	1937+00	1938+00	1939+00	1940+00	1941+00	1942+00	1943+00
1200.47	1203.17	1201.85	1202.21	1206.49	1204.50	1205.85	1206.97	1207.78	1208.38	1209.78	1209.67	1210.68	1209.84	1211.92
1207.96	1208.47	1208.97	1209.44	1209.88	1210.31	1210.71	1211.09	1211.45	1211.79	1212.10	1212.39	1212.66	1212.91	1213.13
1213.33	1213.51	1213.67	1213.82	1213.97	1214.12	1214.27	1214.42	1214.57	1214.72	1214.87	1215.02	1215.17	1215.35	1215.54
1215.75	1215.99	1216.25	1216.52	1216.82	1217.12	1217.42	1217.72	1218.02	1218.32	1218.62	1218.92	1219.22	1219.50	1219.76
1220.01	1220.25	1220.46	1220.66	1220.84	1221.01	1221.16	1221.30	1221.41						





Carson TWP.  
T-74N R-40W  
SEC. 2

Remove  
Sta. 1942+33.8  
150' x 28' Cont.  
I-Beam Bridge

POT STA 1942+33.79 (ML059)  
= POT STA 1163+53.15 (SR092)

Do Not Disturb Gate

+35.00 Prop.  
Type "C" Ent.

POT STA 1948+33.52 (ML059)  
= POT STA 0+00.00 (RMP092NE)

STA 1950+50.00 (ML059)  
END CONSTRUCTION

STA 1952+92.00 (ML059)  
END AUX. LANE CONST.

1945+00

1950+00

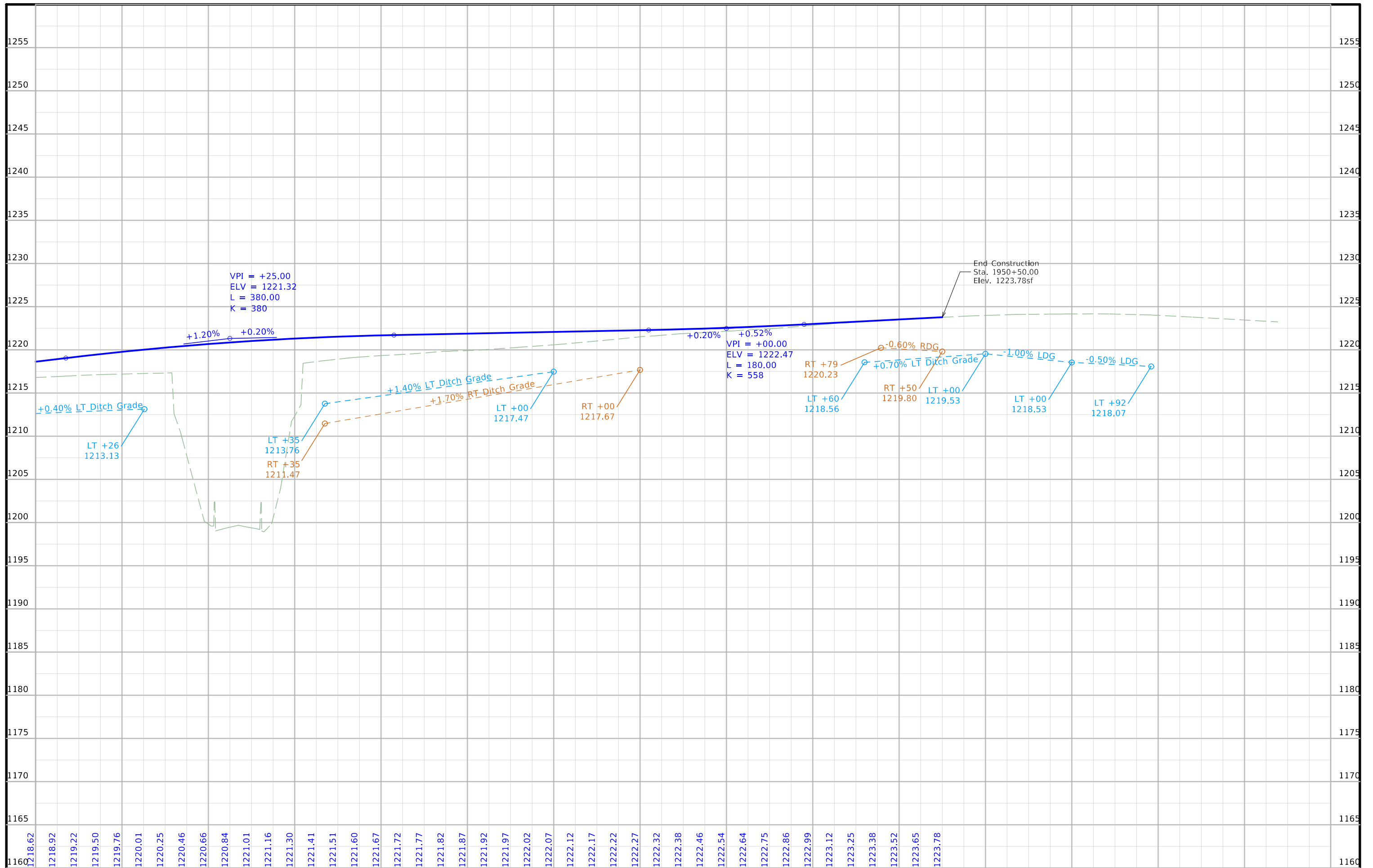
1955+00

Ramp NE

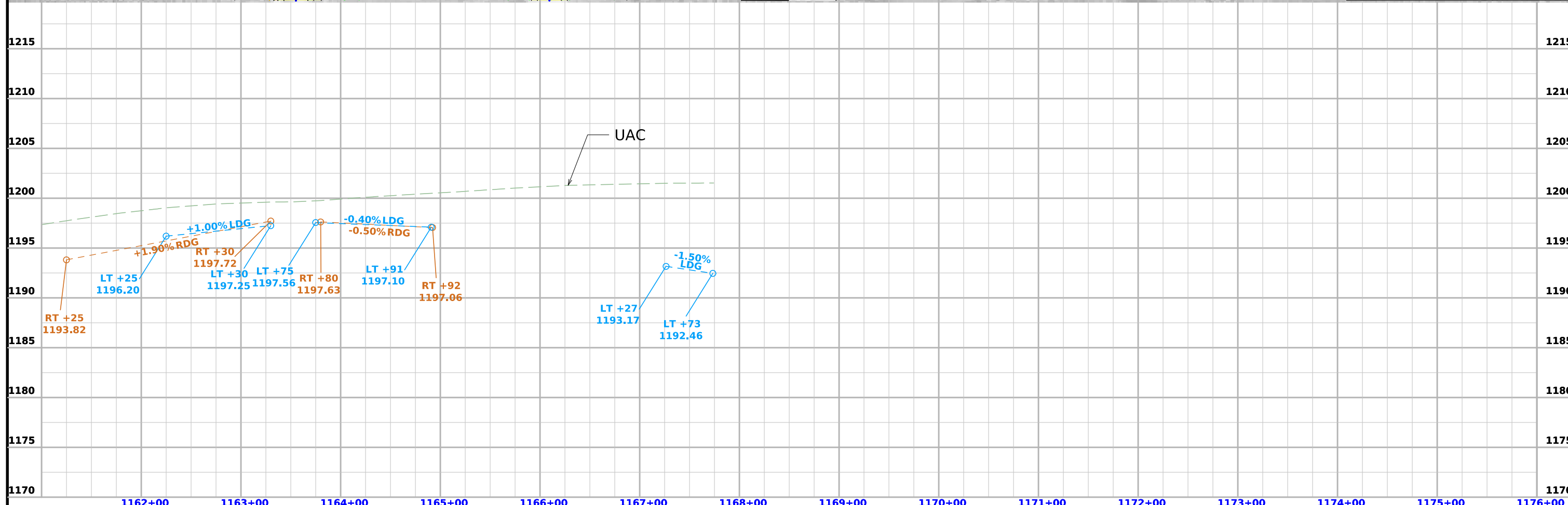
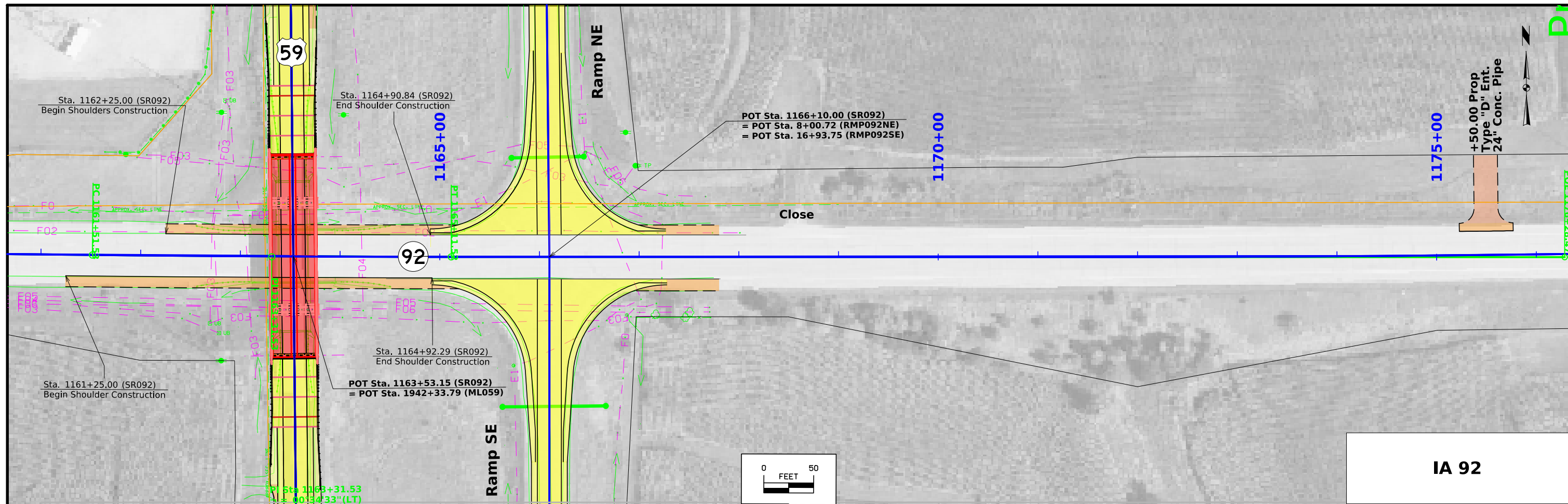
Carson TWP.  
T-74N R-40W  
SEC. 1

FILE NO.	ENGLISH	DESIGN TEAM <b>Flattery/Bell/</b>	<b>POTTAWATTAMIE</b> COUNTY	PROJECT NUMBER <b>BRF-059-3(47)--38-78</b>	SHEET NUMBER <b>D.4</b>
10:04:35 AM	6/4/2024	kbell	pw:\NTP\wint1.dot.lan:PWMMain\Documents\Projects\7805902020\Design\CADD_Files\Sheet_Files\D02_78059047Z06.dgn		





1218.62	1218.92	1219.22	1219.50	1219.76	1220.01	1220.25	1220.46	1220.66	1220.84	1221.01	1221.16	1221.30	1221.41	1221.51	1221.60	1221.67	1221.72	1221.77	1221.82	1221.87	1221.92	1221.97	1222.02	1222.07	1222.12	1222.17	1222.22	1222.27	1222.32	1222.38	1222.46	1222.54	1222.64	1222.75	1222.86	1222.99	1223.12	1223.25	1223.38	1223.52	1223.65	1223.78							
1940+00	1941+00	1942+00	1943+00	1944+00	1945+00	1946+00	1947+00	1948+00	1949+00	1950+00	1951+00	1952+00	1953+00	1954+00																																			



## Survey Information

**County: Pottawattamie**  
**PIN: 20-78-059-020**  
**Project Number: BRF-059-3(47)--38-78**  
**Location: At Jct IA 92**  
**Type of Work: Undecided**  
**Project Directory: 7805902020**

### Survey Personnel

Clayton Henningsen – Survey Party Chief  
Jason Arn – Survey Party Chief  
Robert Fredrickson – Assistant Survey Party Chief

### Date(s) of Survey

Begin Date 10/21/2022  
End Date 11/17/2022

### General Information

This survey is for possible changes and reconstruction of US 59/IA 92 intersection. This survey request was for the US Hwy 59 and IA Hwy 92 corridors. This project is a Full Field DTM survey.

### Utility Information

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

### Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

**PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)**  
**COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 6**  
**(U.S. SURVEY FOOT)**  
**VERTICAL DATUM: NAVD88**  
**GEOID MODEL: 2018u3**

### Alignment Information

The horizontal alignments for IA 92 and US 59 were provided by the district 4 survey office.

## CONTROL POINT VICINITY MAP

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



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

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING  
 HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)  
 Ia. Regional Coordinate System Zone 06 (U.S. Survey Foot)  
 VERT. DATUM: NAVD88  
 Geoid Model: 2018u3

<u>Point Name</u>	<u>Northing</u>	<u>Easting</u>	<u>Elevation</u>	<u>Feature Definition-Description</u>
78059045	6956696.64	16590762.68	1204.20	CP FENO MONUMENT APPROX .3 MILE S OF US59/IA92 INTERSECTION ON US 59 ON EAST TOP OF BACKSLOPE
780590455	6959548.53	16590756.06	1221.02	CP FENO MONUMENT APPROX .3 MILE N OF US59/IA92 INTERSECTION ON US 59 ON EAST TOP OF BACKSLOPE
500	6960361.81	16590671.70	1202.52	BM FD IHC INLET HDWL 2X2 RCB
780920289	6958265.85	16592019.94	1204.78	CP CENTER PUNCH ON IRON PIN IN CONC MONUMENT APPROX .3 MILE E OF US59/IA92 INTERSECTION ON IA 92 ON NORTH TOP OF BACKSLOPE
F149 RESET	6953031.81	16590813.29	1197.13	CP NGS MONUMENT AS DESCRIBED IN GOOD CONDITION
H149 RESET	6958174.41	16585416.88	1067.59	CP NGS MONUMENT AS DESCRIBED IN GOOD CONDITION

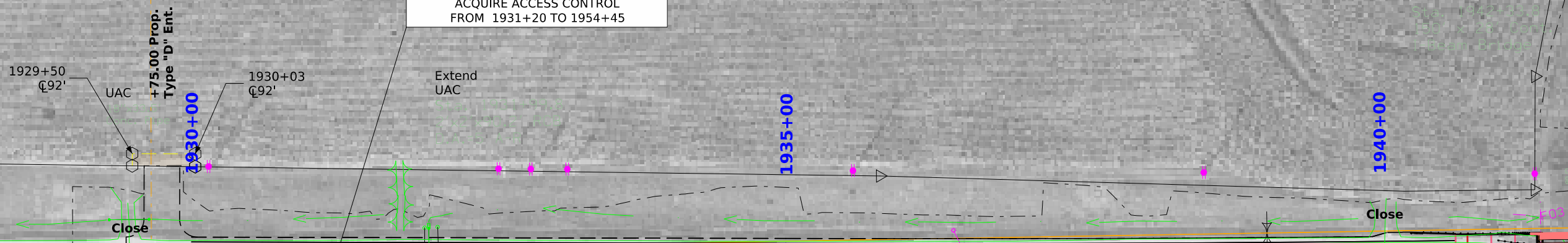


1

Carson TWP.  
T-74N R-40W  
SEC. 11

**KEVIN AND CATHY FENN  
FAMILY LIMITED PARTNERSHIP LLP**

ACQUIRE ACCESS CONTROL  
FROM 1931+20 TO 1954+45

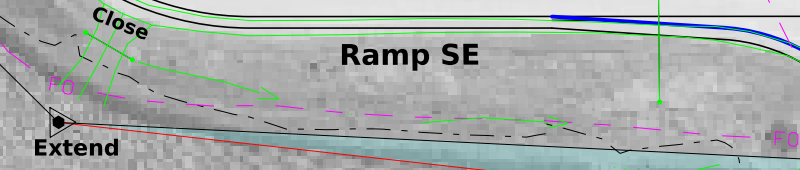
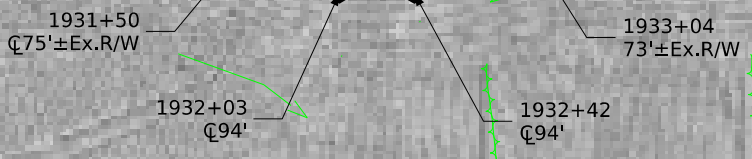


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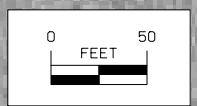
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**VIN-EL-PAT CORP.**

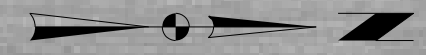
Carson TWP.  
T-74N R-40W  
SEC. 12



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-059-3(48)--2R-78	
Plan Date: 02/19/2024	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition







1

KEVIN AND CATHY FENN FAMILY LIMITED PARTNERSHIP LLP

3

POTTAWATTAMIE COUNTY

Carson TWP.  
T-74N R-40W  
SEC. 2

5

LARRY D & JANEL M ALLEN

1940+00

1945+00

+35.00 Prop.  
Type "C" Ent.

1950+00

Close

59

92

ACQUIRE ACCESS CONTROL  
FROM 1931+20 TO 1954+45

Ramp SE

Ramp NE

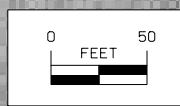
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VIN-EL-PAT CORP.

4

JEANIE E MOORE & MARILYN M HART

Carson TWP.  
T-74N R-40W  
SEC. 1



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-059-3(48)--2R-78	
Plan Date: 02/19/2024	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



3

POTTAWATTAMIE COUNTY

ACQUIRE ACCESS CONTROL ON  
S.R. FROM 1160+00 TO 1172+20

1150+00

1155+00

1160+00

1165+00

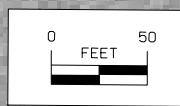
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92

1

KEVIN & CATHY FENN  
FAMILY LIMITED PARTNERSHIP LLP

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ROW #: NHSN-059-3(48)--2R-78	
Plan Date: 02/19/2024	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition





Carson TWP.  
T-74N R-40W  
SEC. 1

4

JEANIE E MOORE &  
MARILYN M HART

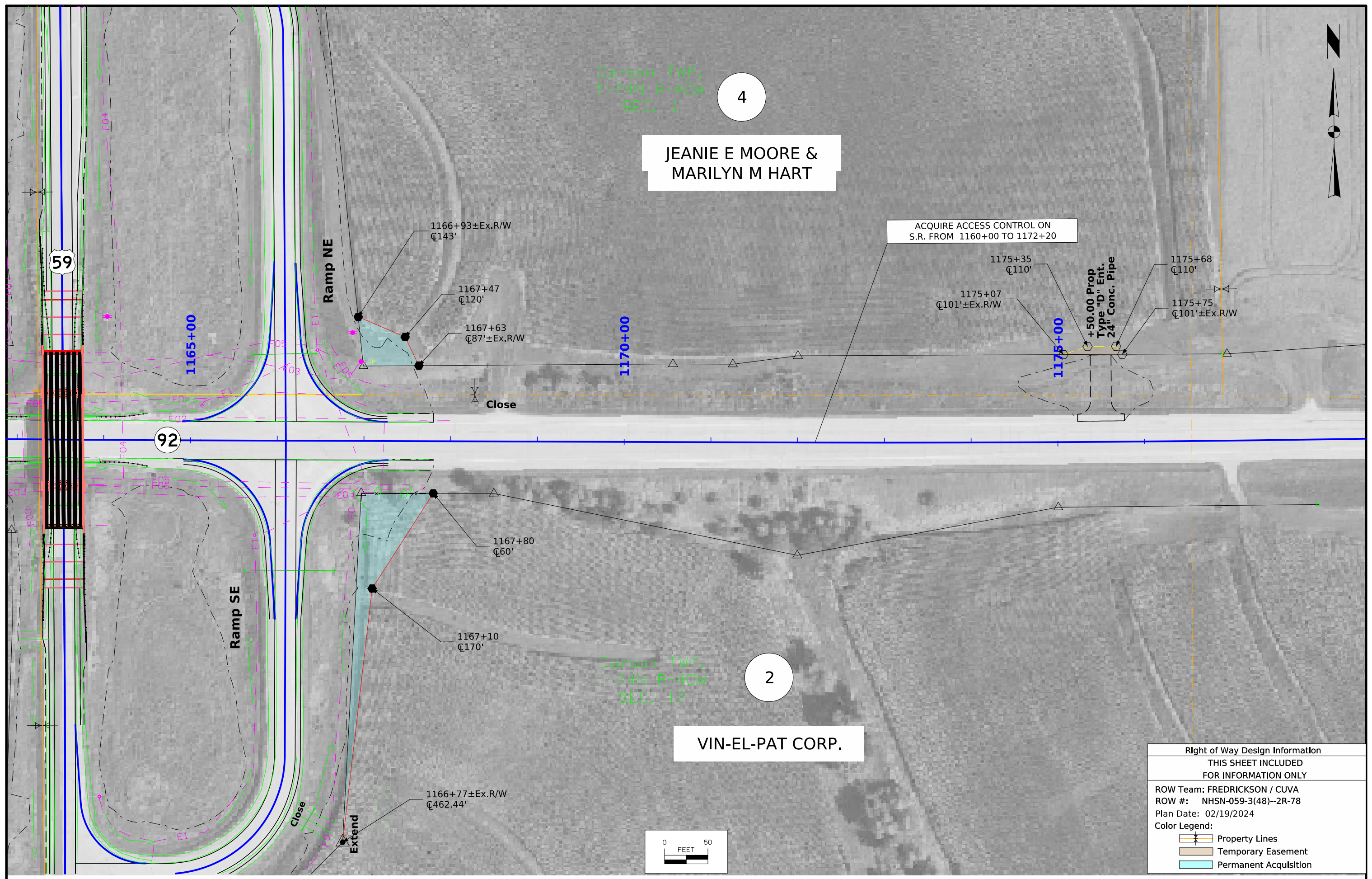
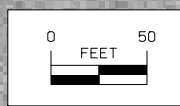
ACQUIRE ACCESS CONTROL ON  
S.R. FROM 1160+00 TO 1172+20

Carson TWP.  
T-74N R-40W  
SEC. 12

2

VIN-EL-PAT CORP.

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-059-3(48)--2R-78	
Plan Date: 02/19/2024	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

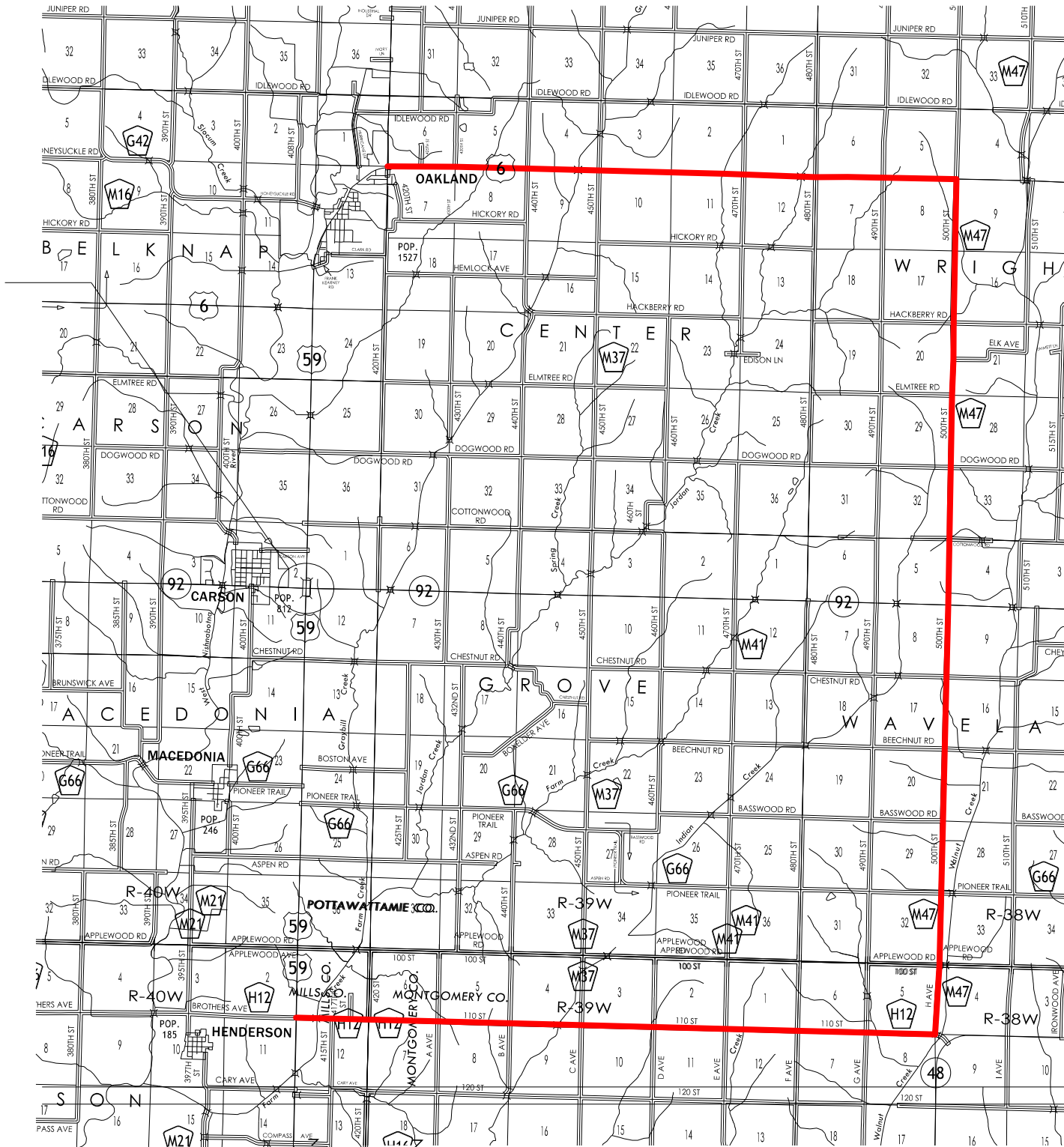


108-23A 08-01-08
<b>TRAFFIC CONTROL PLAN</b>
<p>US 59 will be closed to thru traffic during construction</p> <p>US 59 shall be maintained via offsite detour. See sheet J.2 for detour</p> <p>Detour signing shall be installed, maintained, and removed by the Contractor</p> <p>IA 92 traffic shall be maintained at all times except during bridge removal and beam placement</p>

111-01 04-17-12												
<b>COORDINATED OPERATIONS</b>												
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.												
<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Project</th> <th style="width: 50%;">Type of Work</th> </tr> </thead> <tbody> <tr> <td>None provided.</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	Project	Type of Work	None provided.									
Project	Type of Work											
None provided.												

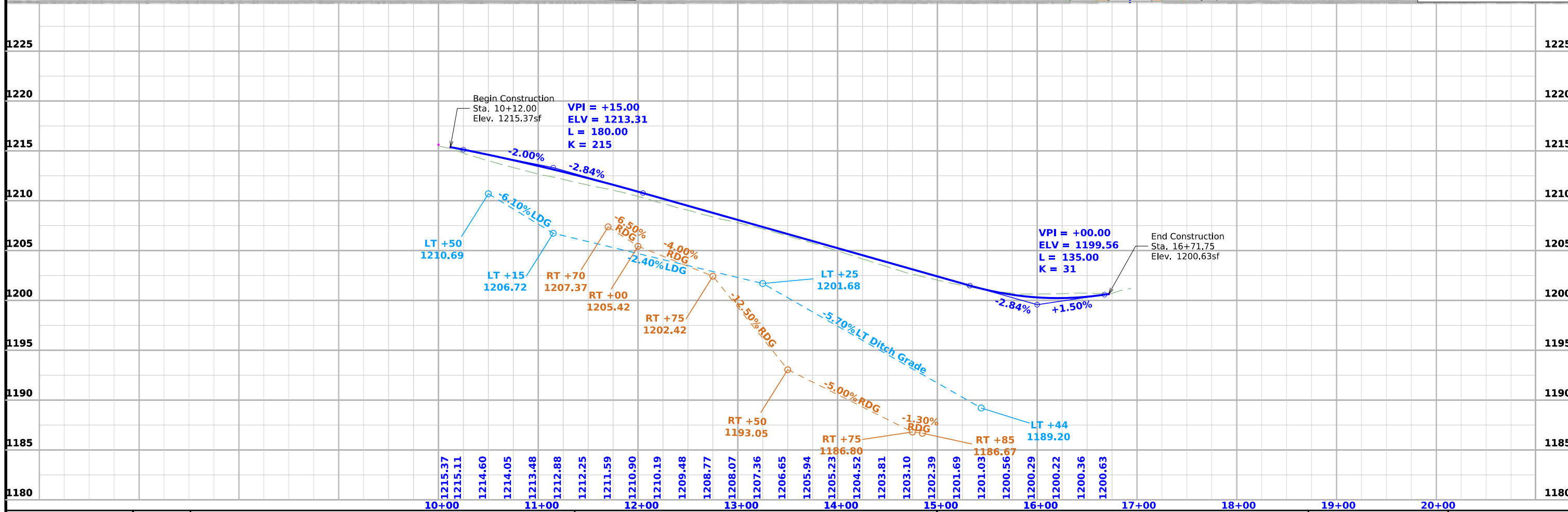
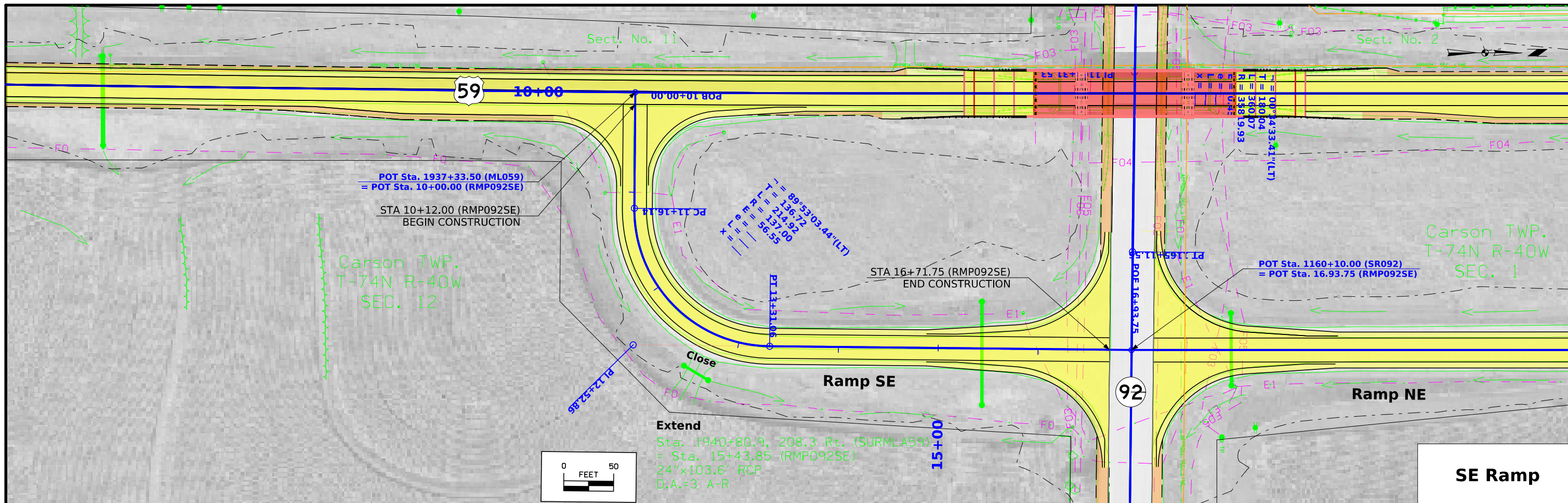
108-25 10-21-14												
<b>511 TRAVEL RESTRICTIONS</b>												
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			None provided.									

PROJECT SITE  
ML059  
MP 45.3

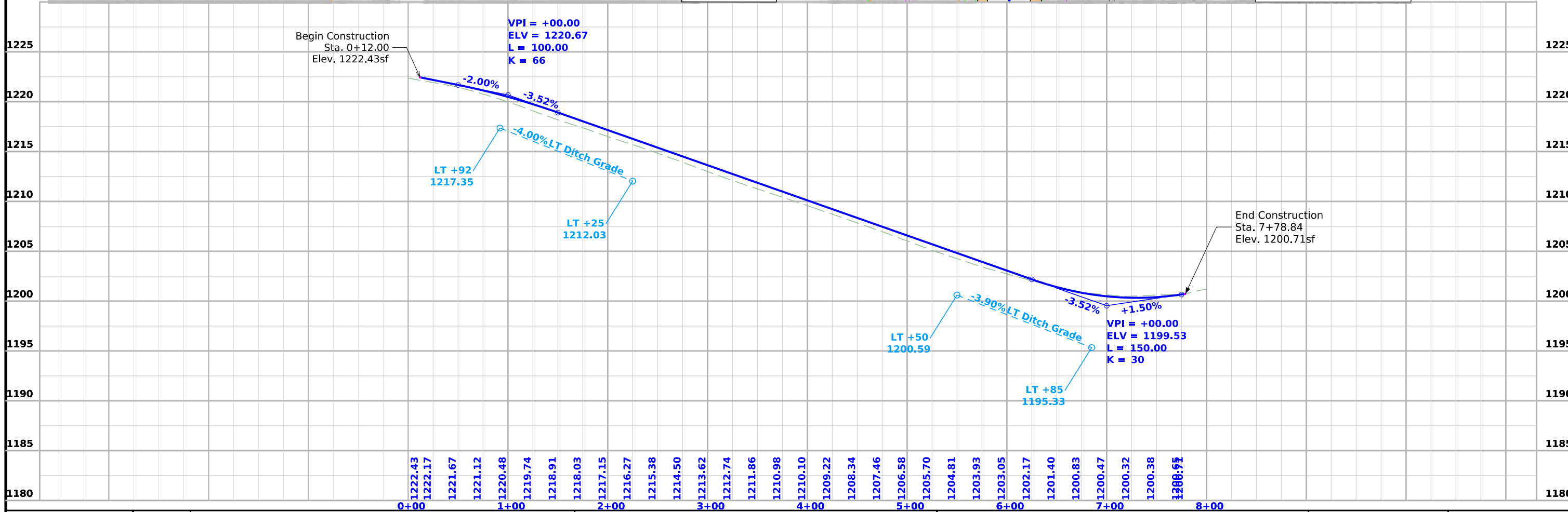
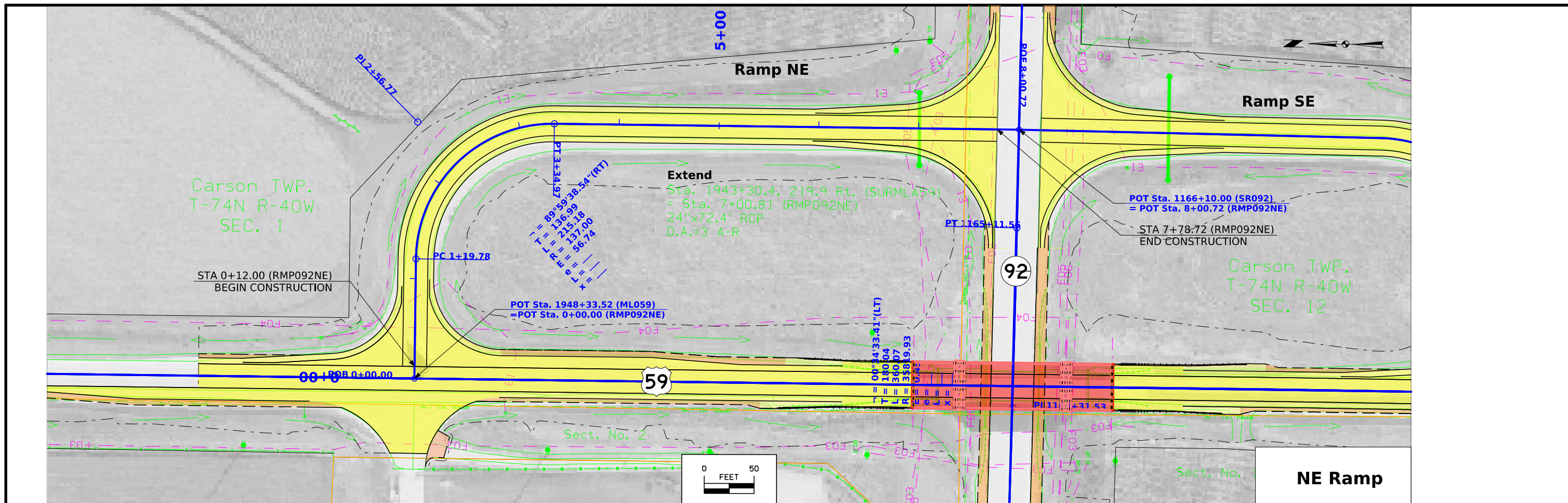


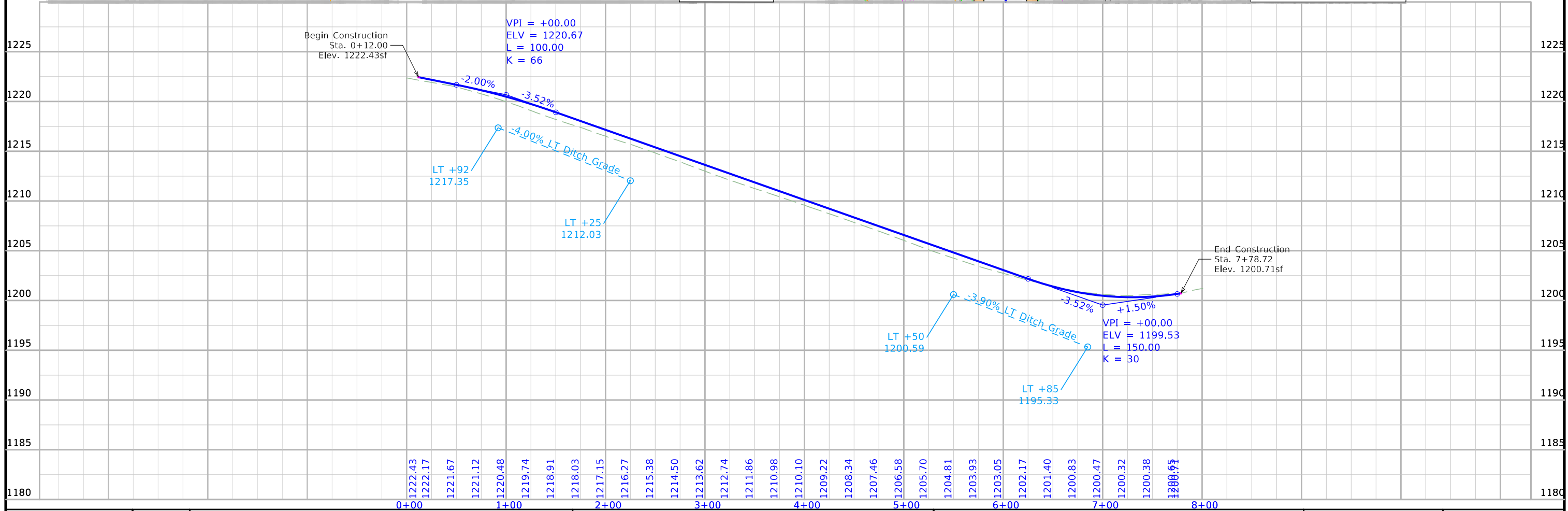
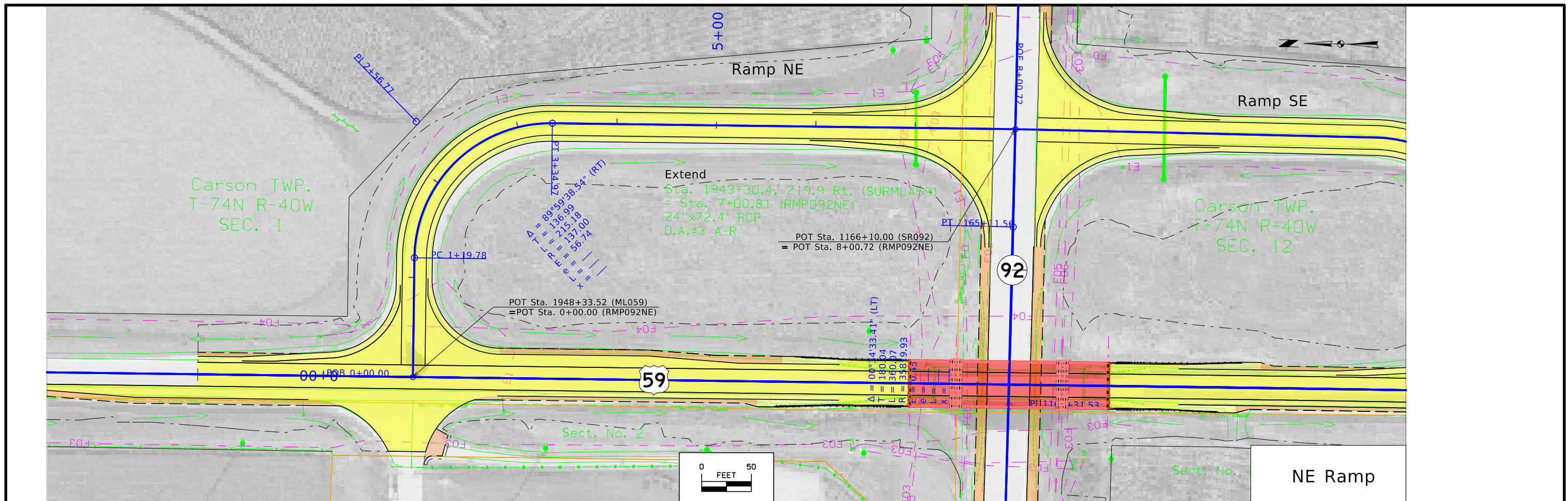
**POTTAWATTAMIE COUNTY DETOUR**  
At Junction of IA 92  
BRF-059-3(47)-38-78  
PIN: 20-78-059-020

<b>LEGEND</b>	
CONCEPT DETOUR ROUTE	
<b>POTTAWATTAMIE TRAFFIC CONTROL</b>	



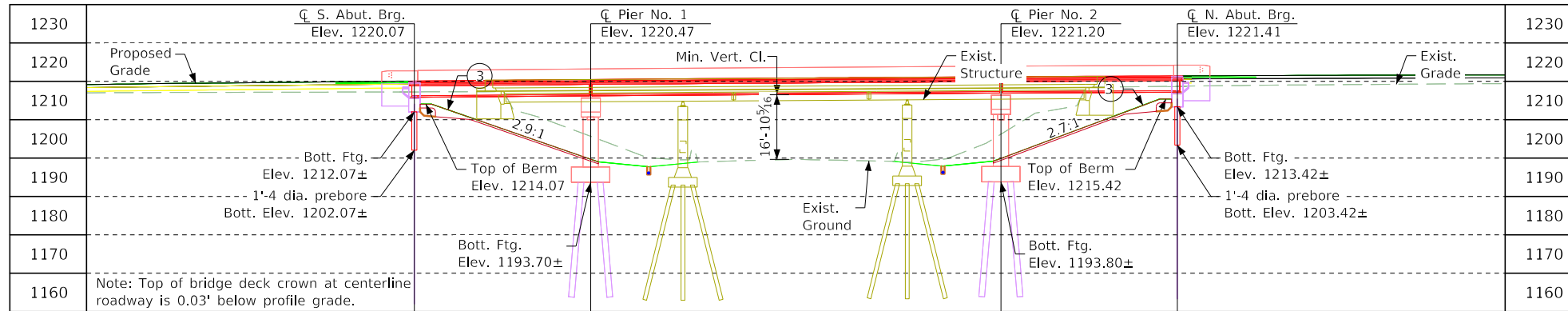






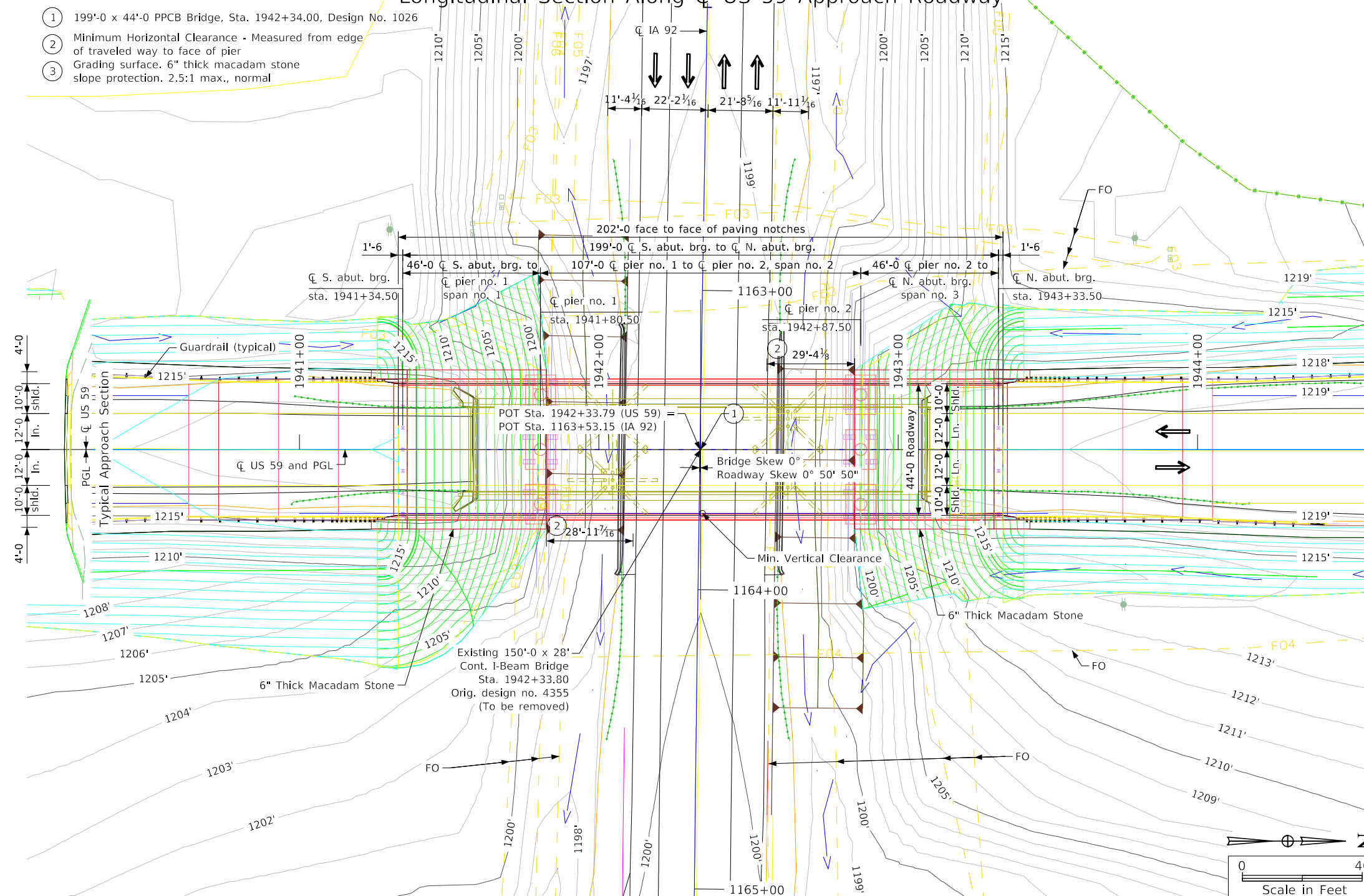
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell/	POTTAWATTAMIE COUNTY	PROJECT NUMBER BRF-059-3(47)--38-78	SHEET NUMBER K.2
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Control Point: 500, N 6960361.807, E 16590671.702, Elev. 1202.519, BM FD IHC INLET HDWL 2X2 RCB

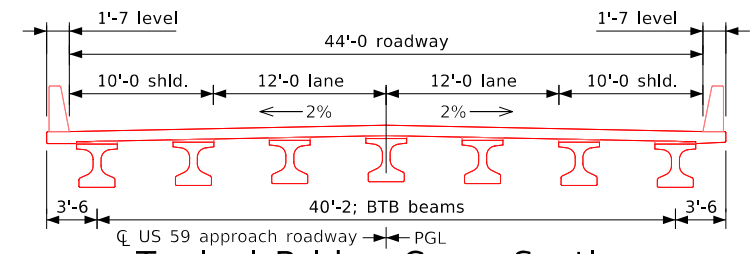


Longitudinal Section Along Centerline of US 59 Approach Roadway

- ① 199'-0" x 44'-0" PPCB Bridge, Sta. 1942+34.00, Design No. 1026
- ② Minimum Horizontal Clearance - Measured from edge of traveled way to face of pier
- ③ Grading surface. 6" thick macadam stone slope protection. 2.5:1 max., normal



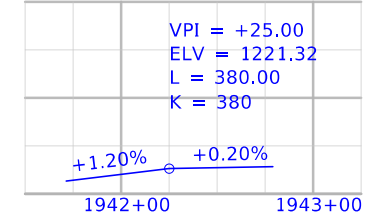
Situation Plan



Typical Bridge Cross Section

**Location**

US 59 over IA 92  
 T-74N R-40W  
 Sections 1 and 12  
 Carson Township  
 Pottawattamie County  
 FHWA No. 043341  
 Bridge Maint. No. 7845.3S059  
 Latitude 41.232594°  
 Longitude -95.403561°



Proposed Profile Grade - US 59

Profile Grade IA 92 - UAC

**General Notes:**

This design is for the replacement of the existing 150'-0" x 28'-0" continuous I-beam bridge, Pottawattamie design no. 4355, FHWA no. 043340, maintenance no. 7845.3S059

**Design Notes:**

TSS TL-4 bridge railing proposed  
 Pier type - frame pier, assumed 4'-0" column width  
 Piers are located within the preferred clear zone of 30 feet.  
 Collision requirements shall be evaluated during final design.

**General Utility Symbols:**

FO - Fiber Optic Line    ⊕ - Power Poles  
 UB - Utility Box

**Utilities Note:**

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

**Minimum Vertical Clearance**

Overhead Station = 1942+34.61, Offset 21.33' Rt.  
 Overhead Elevation = 1220.51  
 Depth of Superstructure = 3'-10 1/2"  
 Deck Thickness = 8.5"  
 Estimated Haunch = 2"  
 Beam Depth (BTB) = 3'-0"  
 Underpass Station = 1163+74.47, Offset 1.13' Lt.  
 Underpass Elevation = 1199.77  
 Minimum Vertical Clearance = 16.86'

Preliminary

Design For 0° Skew

## 199'-0" x 44'-0" Prestressed Concrete Beam Bridge

46'-0" End Spans      BTB Beams      107'-0" Interior Span

### Situation Plan

Sta. 1942+34.0 (Centerline US 59)      TSL Date: September 2023

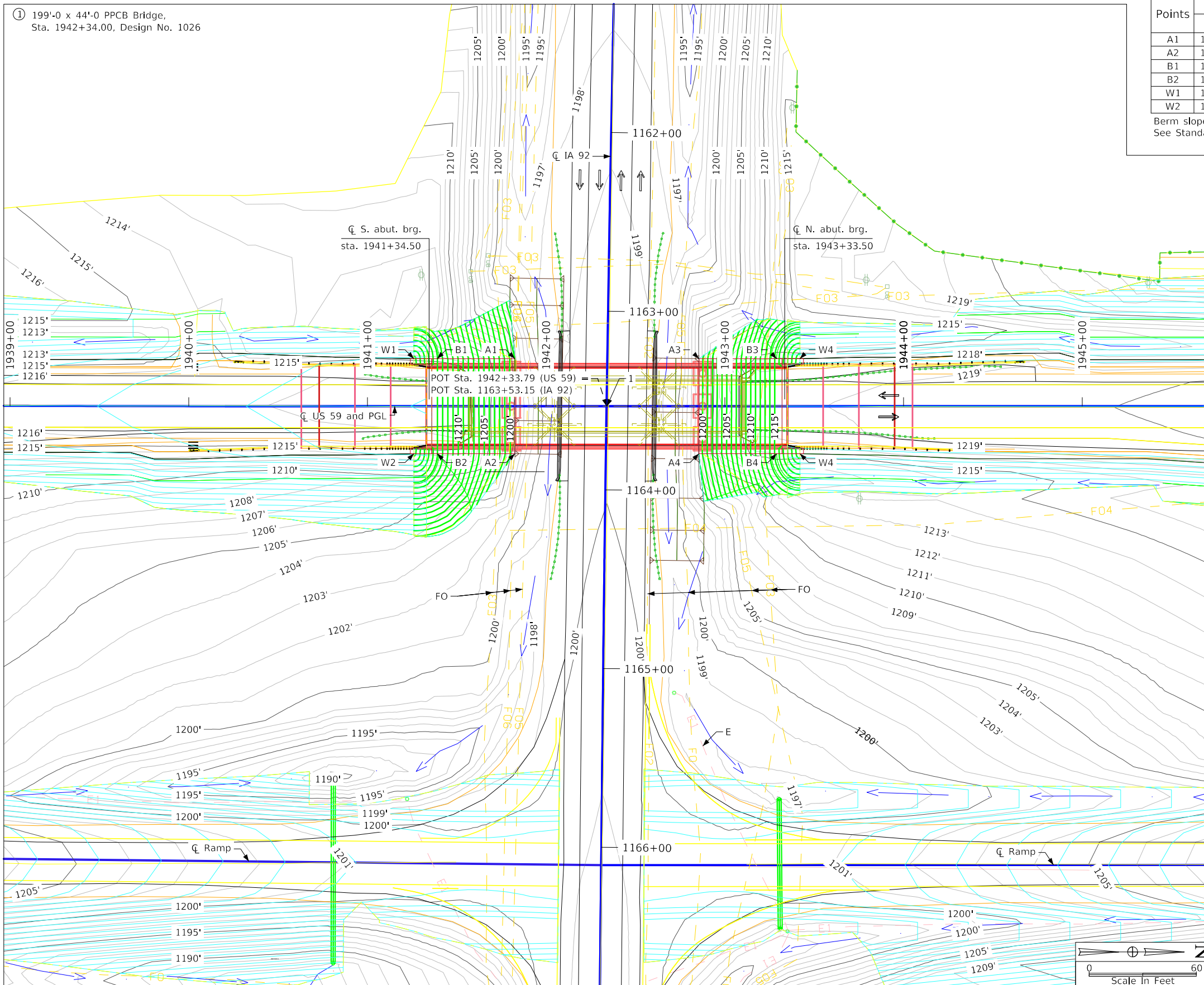
**Pottawattamie County**

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 1026      Design Sheet No. 1 of 2      FHWA No. 043341



① 199'-0 x 44'-0 PPCB Bridge,  
Sta. 1942+34.00, Design No. 1026



Points	South Abutment			Points	North Abutment		
	Station	Offset	Elev.		Station	Offset	Elev.
A1	1941+82.50	26.58' Lt.	1198.98	A3	1942+85.50	26.58' Lt.	1199.16
A2	1941+82.50	26.58' Rt.	1199.12	A4	1942+85.50	26.58' Rt.	1199.24
B1	1941+39.00	26.58' Lt.	1214.07	B3	1943+29.00	26.58' Lt.	1215.42
B2	1941+39.00	26.58' Rt.	1214.07	B4	1943+29.00	26.58' Rt.	1215.42
W1	1941+26.00	26.58' Lt.	1219.43	W3	1943+42.00	26.58' Lt.	1220.89
W2	1941+26.00	26.58' Rt.	1219.43	W4	1943+42.00	26.58' Rt.	1220.89

Berm slope elevations reflect the grading surface.  
See Standard Road Plan EW-211 for berm grading details.

**General Utility Symbols:**

- FO - Fiber Optic Line
- UB - Utility Box
- ⊕ - Power Poles

**Utilities Note:**

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

Situation Plan - Site

Preliminary

Design For 0° Skew

## 199'-0 x 44'-0 Pretensioned Prestressed Concrete Beam Bridge

46'-0 End Spans      BTB Beams      107'-0 Interior Span

### Situation Plan - Site

Sta. 1942+34.0 (C US 59)      TSL Date: September 2023

## Pottawattamie County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 1026      Design Sheet No. 2 of 2      FHWA No. 043341



### CROSS SECTION VIEW COLOR LEGEND

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

**NOTES:**

Text

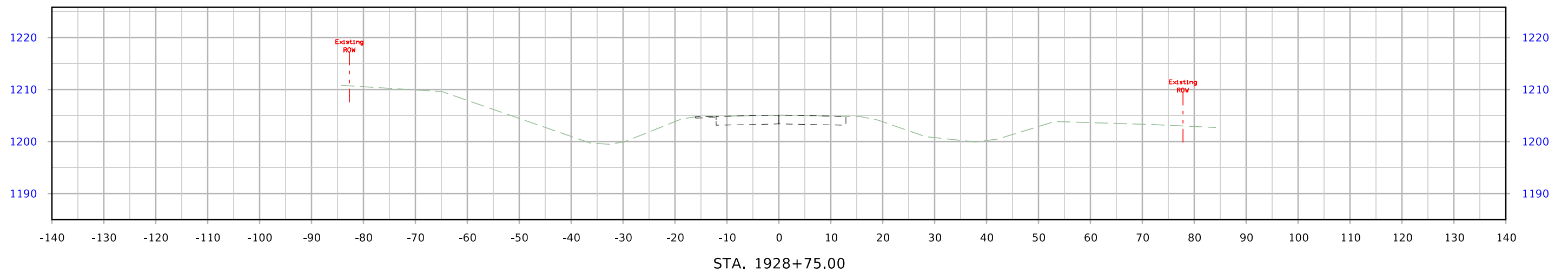
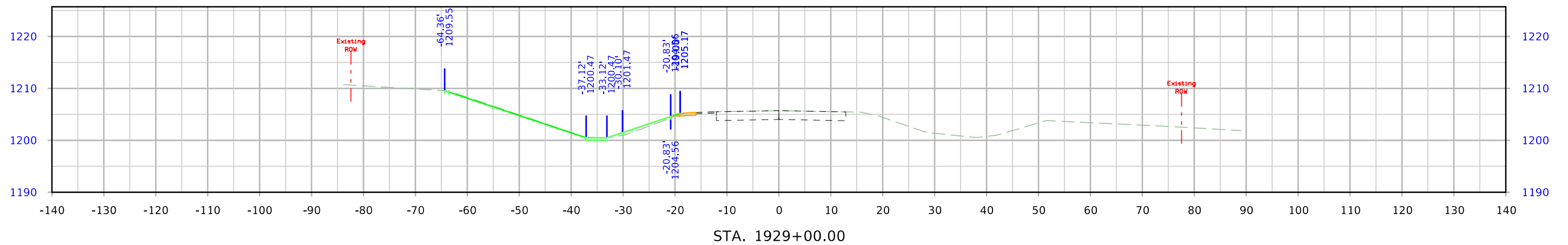
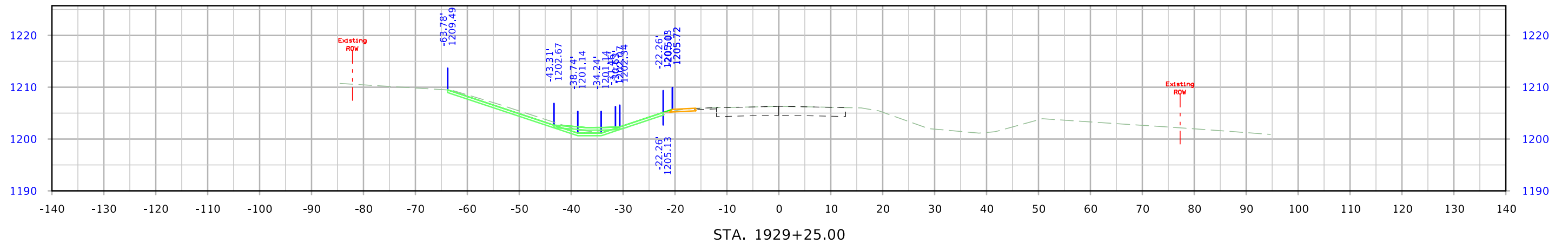
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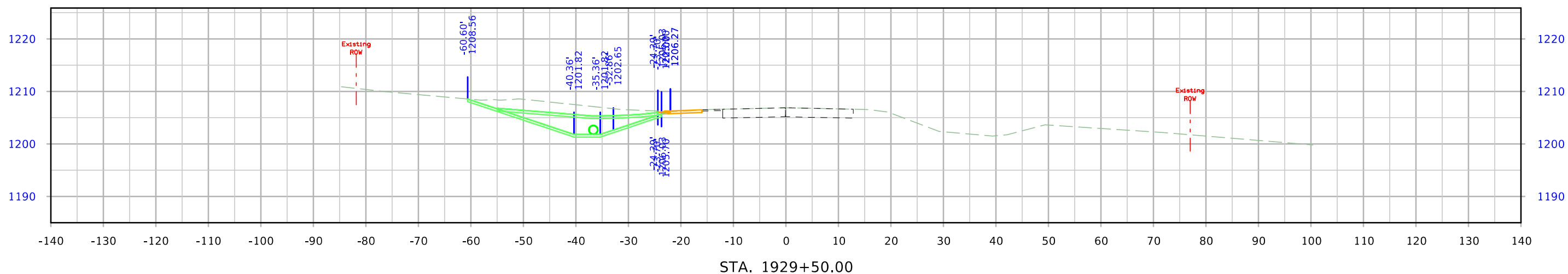
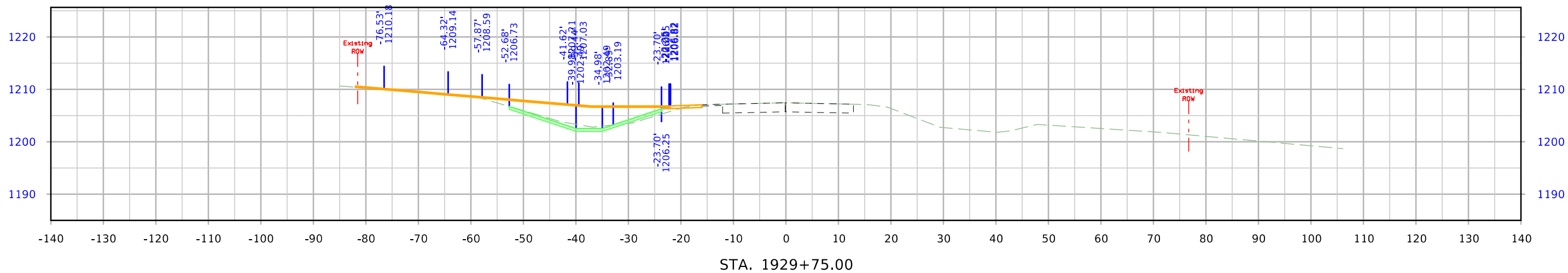
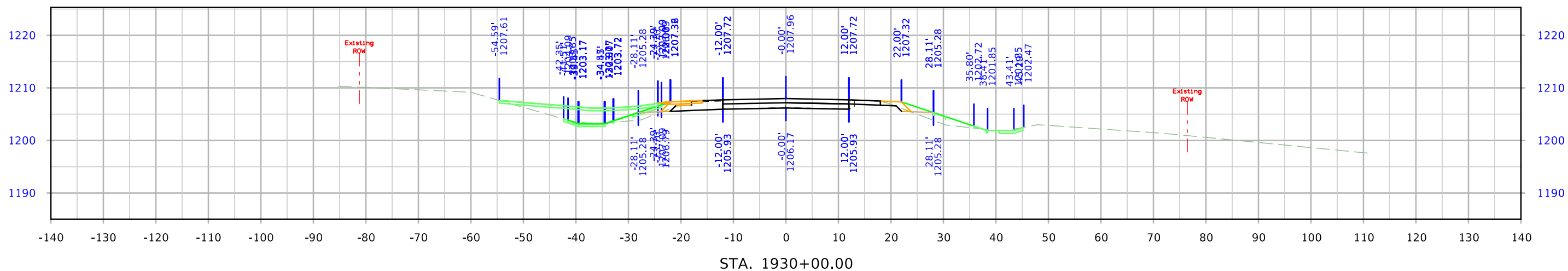
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(COVERS SHEET SERIES W, X, Y, & Z)

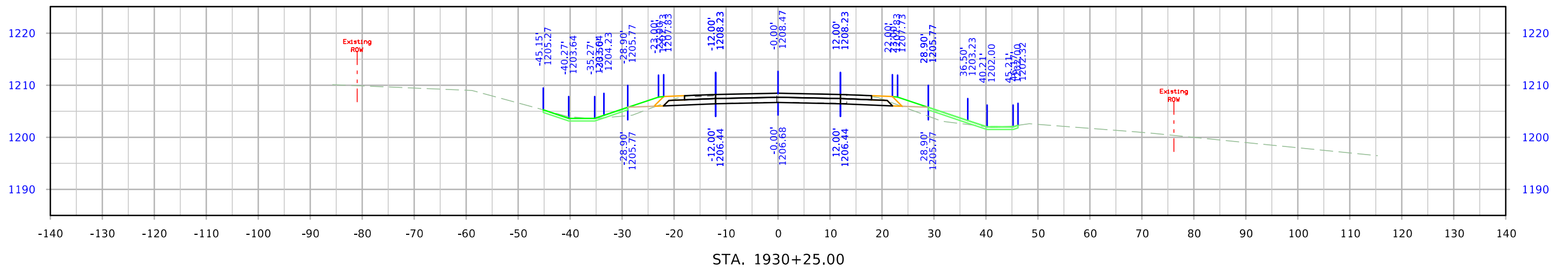
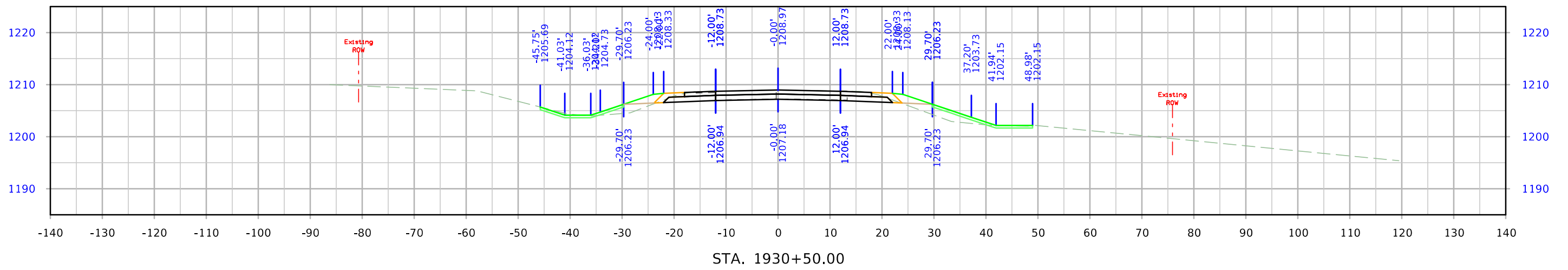
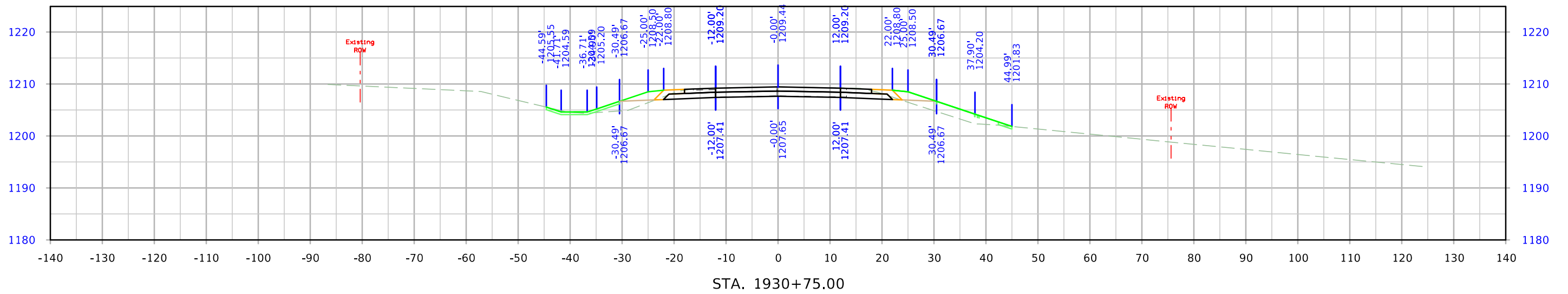
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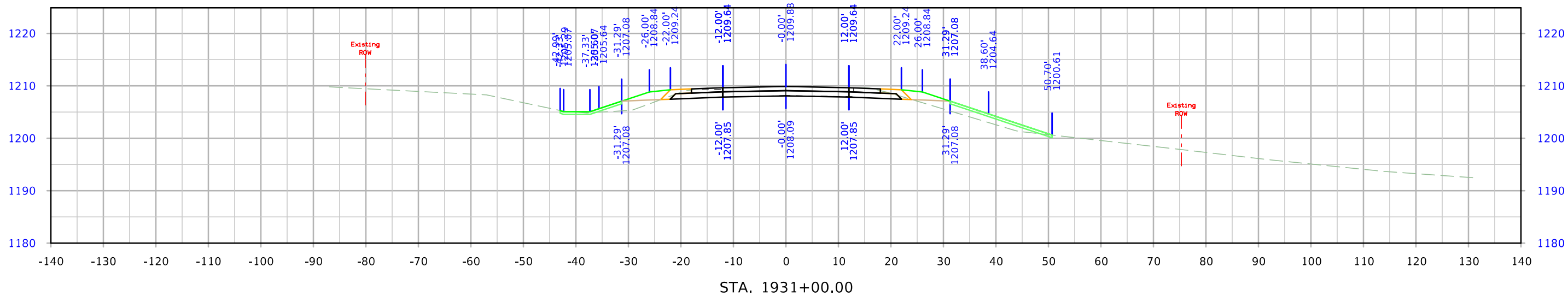
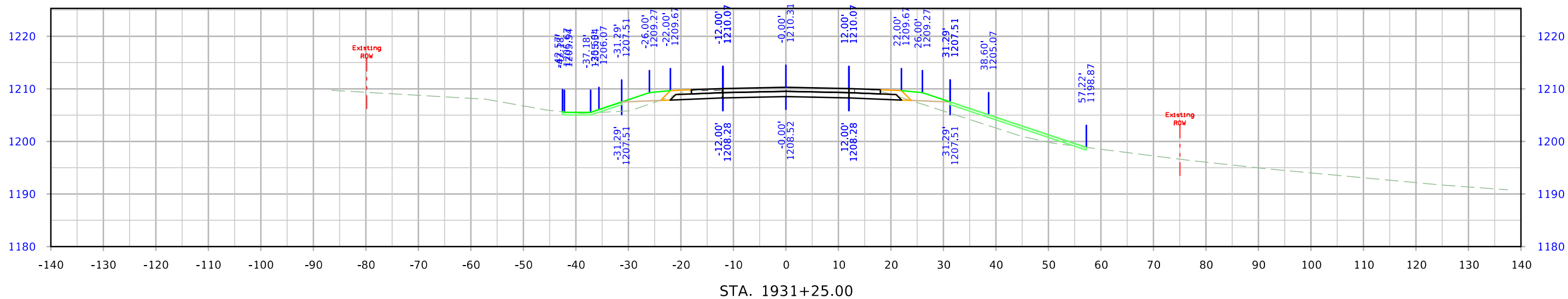
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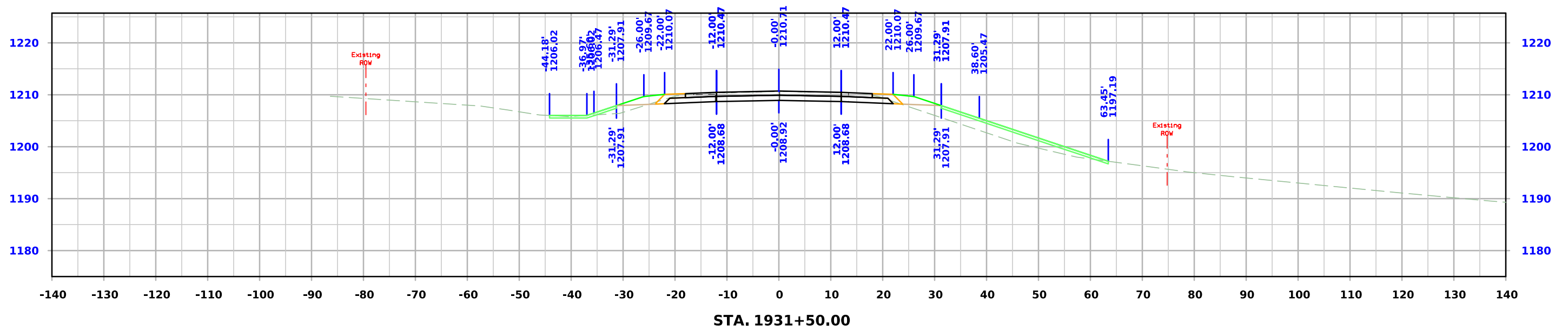
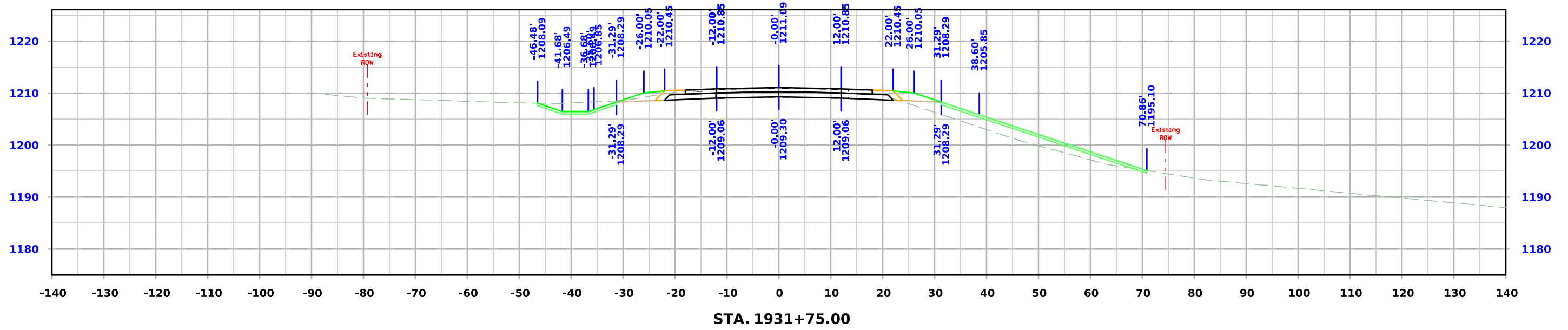
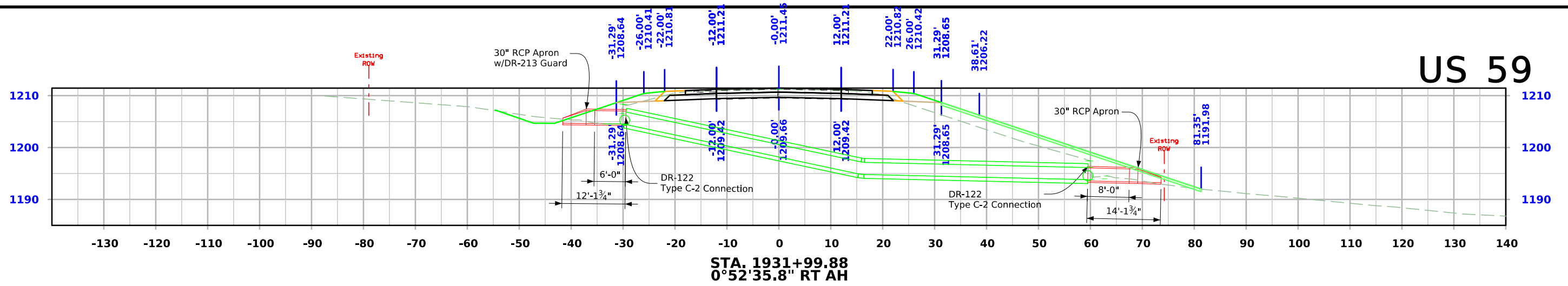
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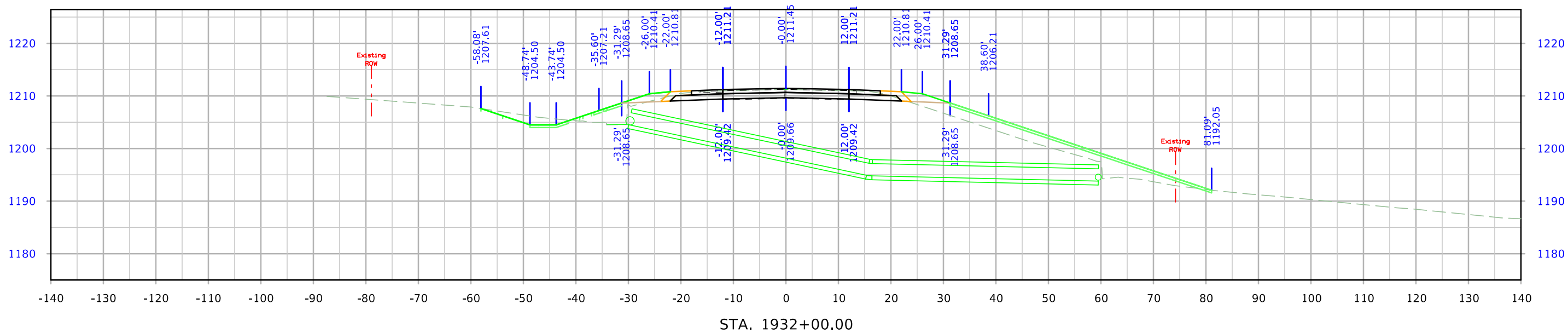
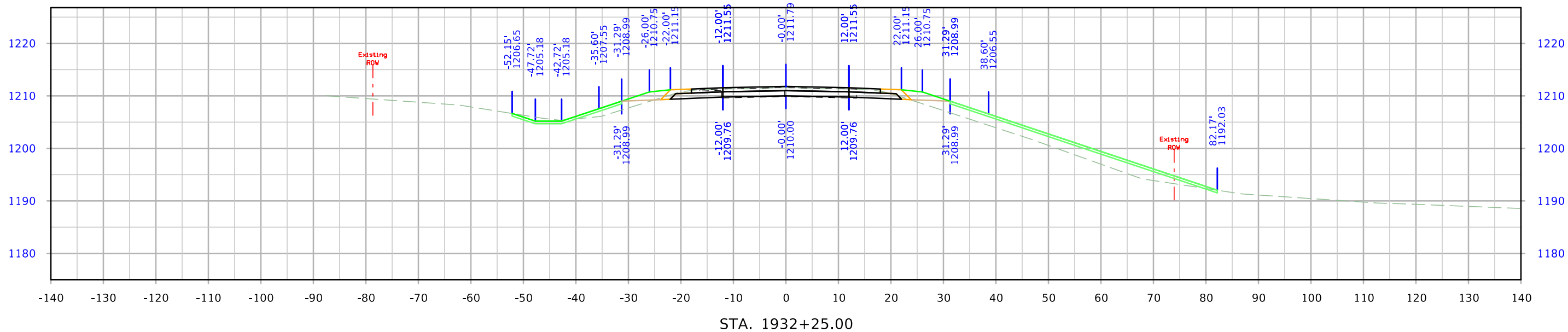
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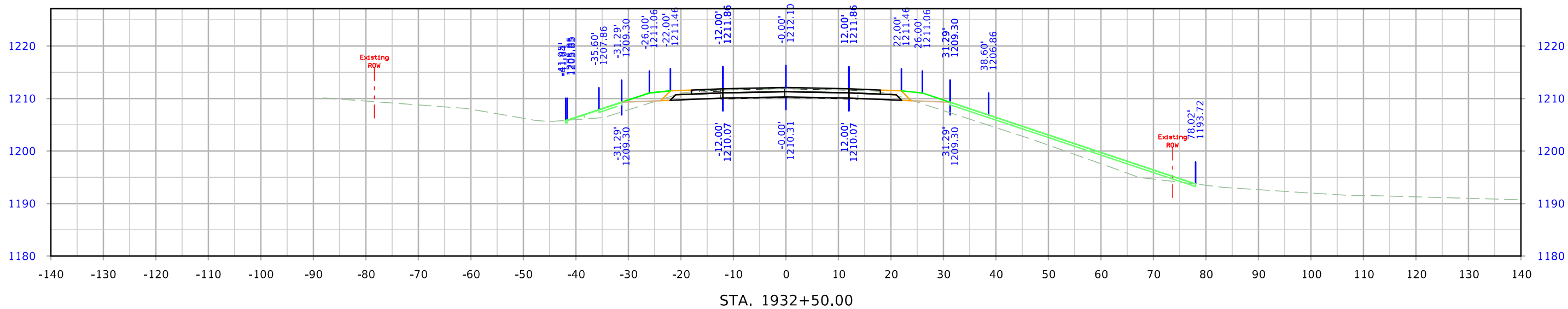
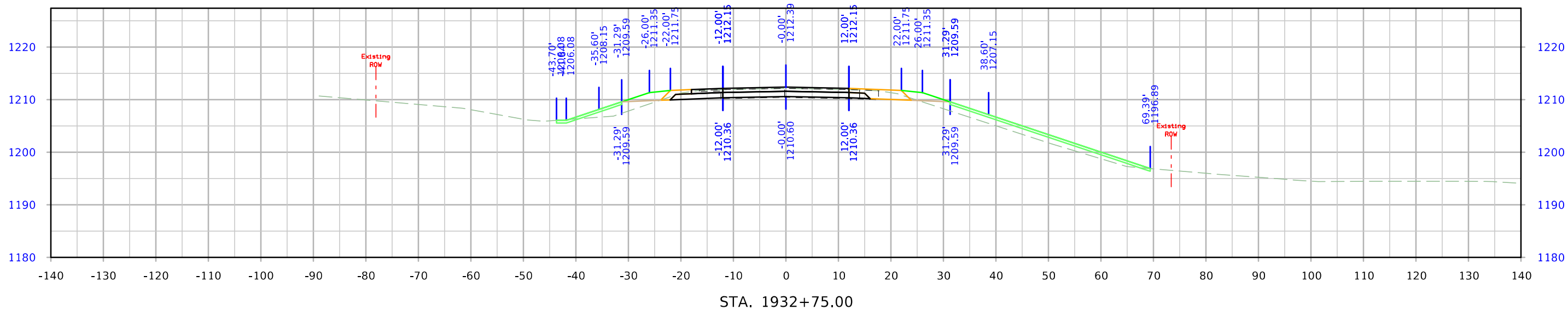
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# US 59

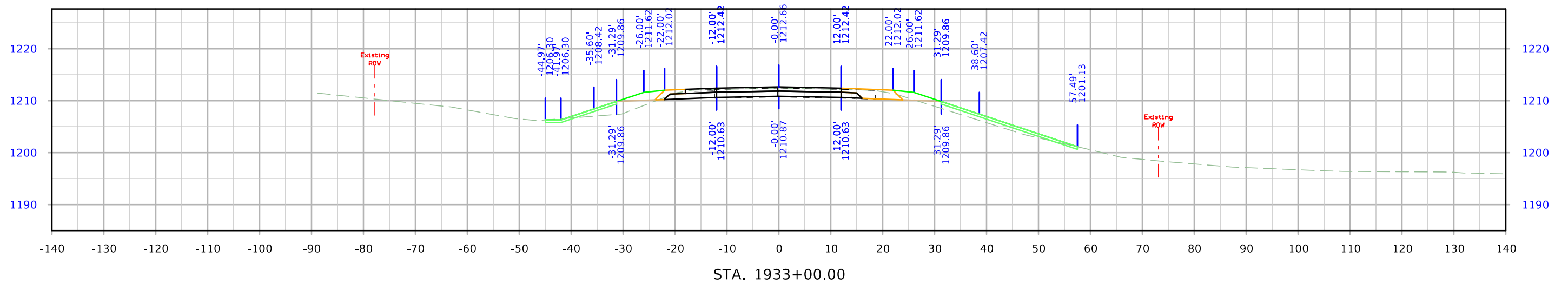
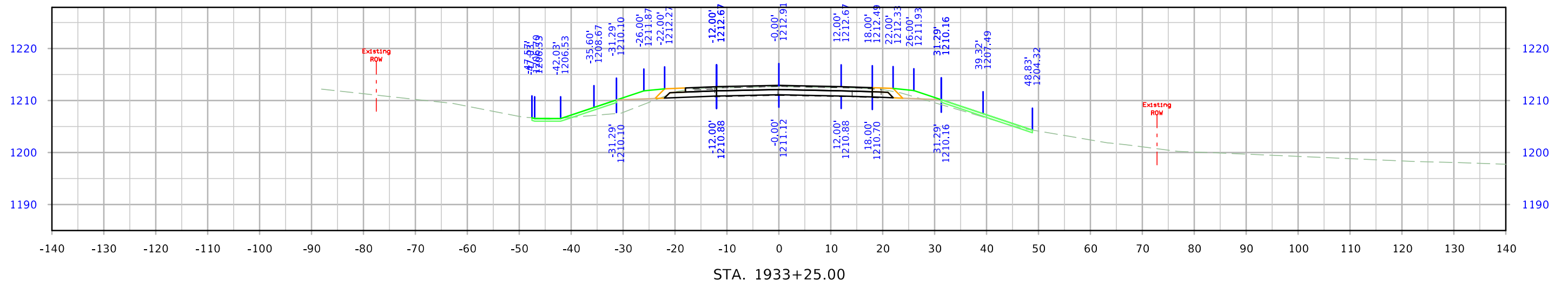
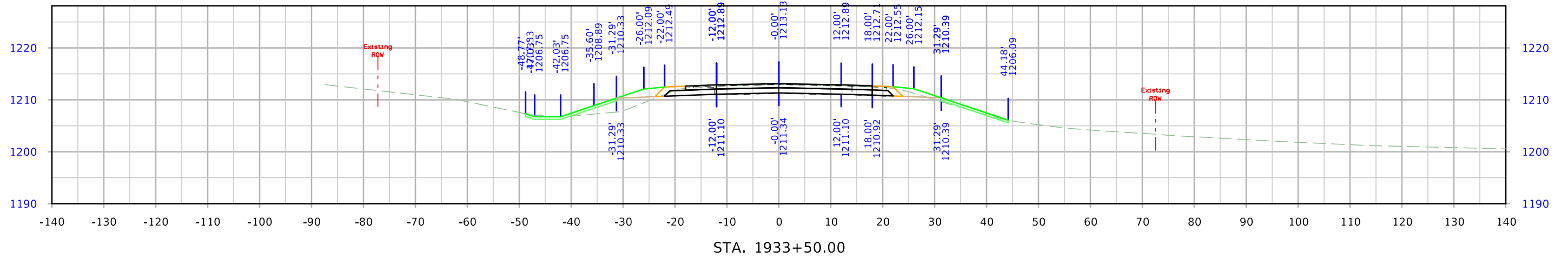


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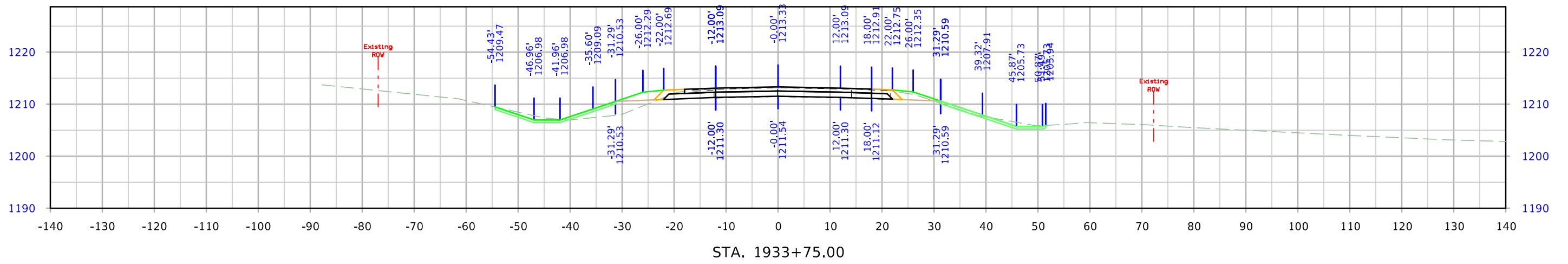
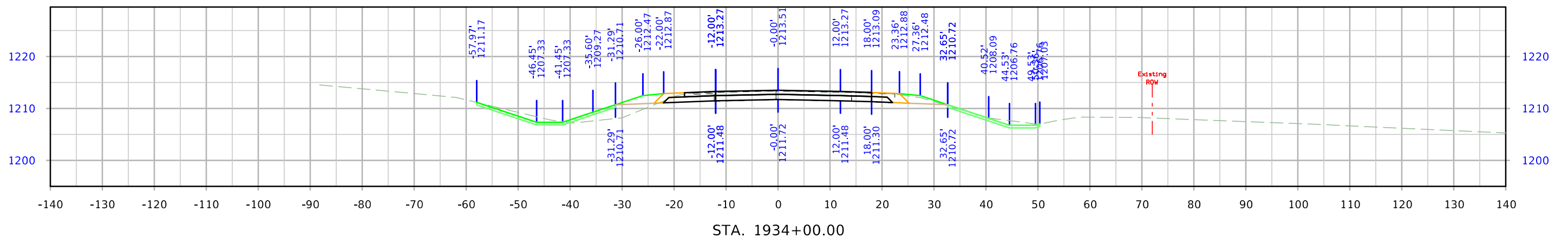
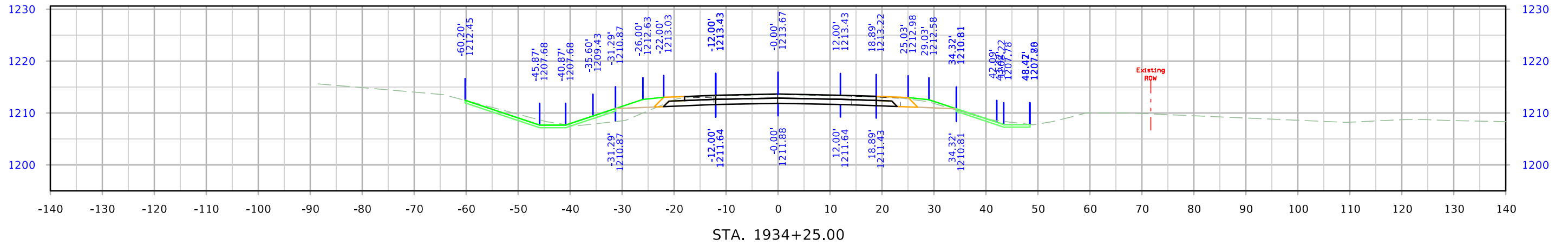




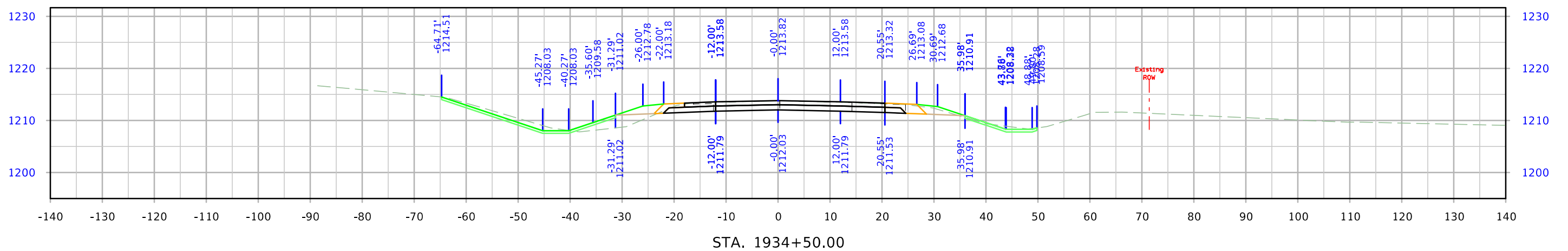
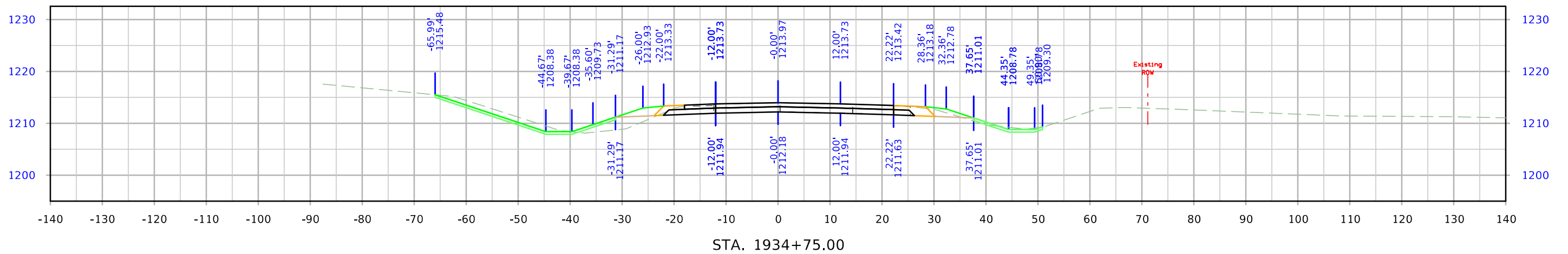
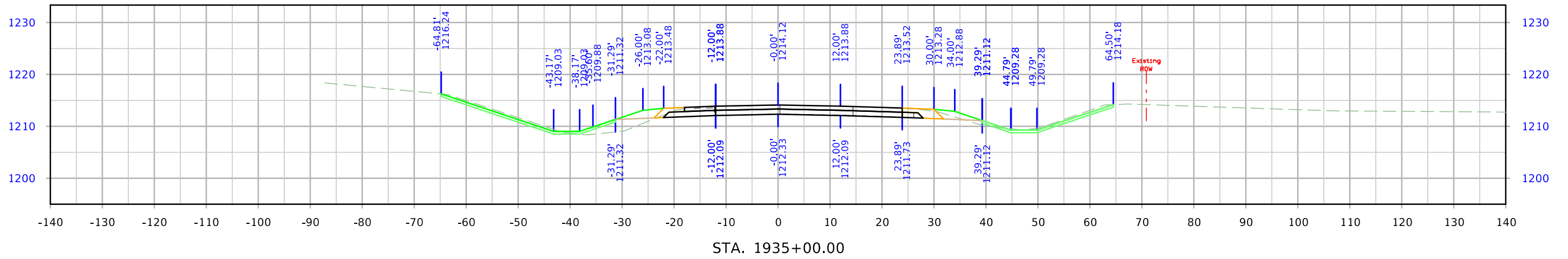
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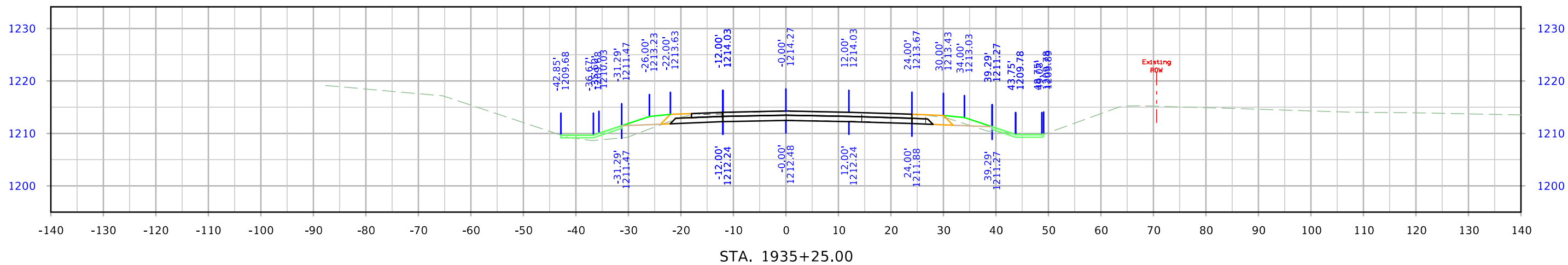
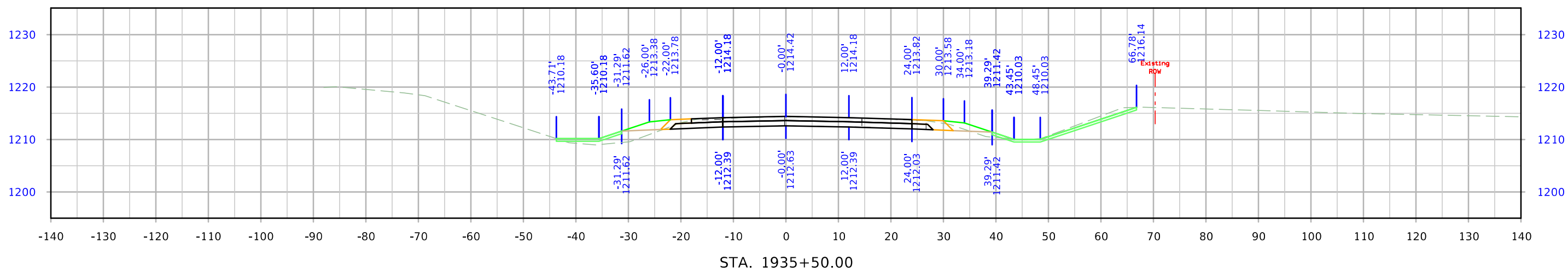
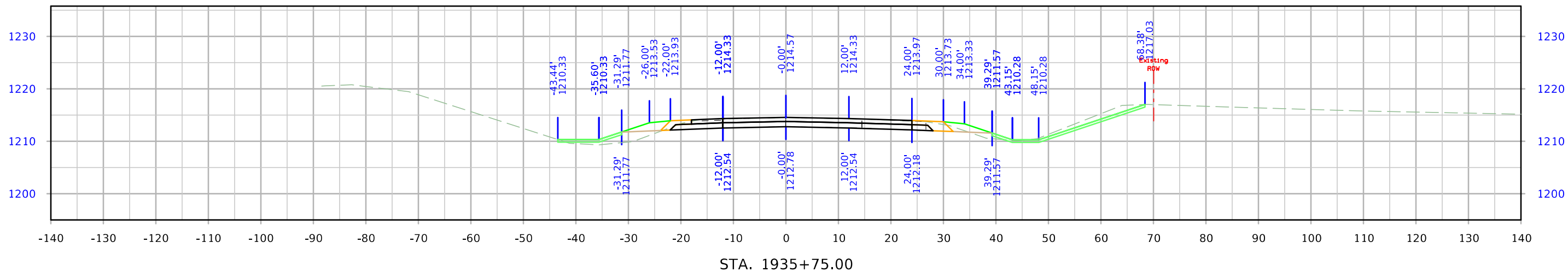
# US 59



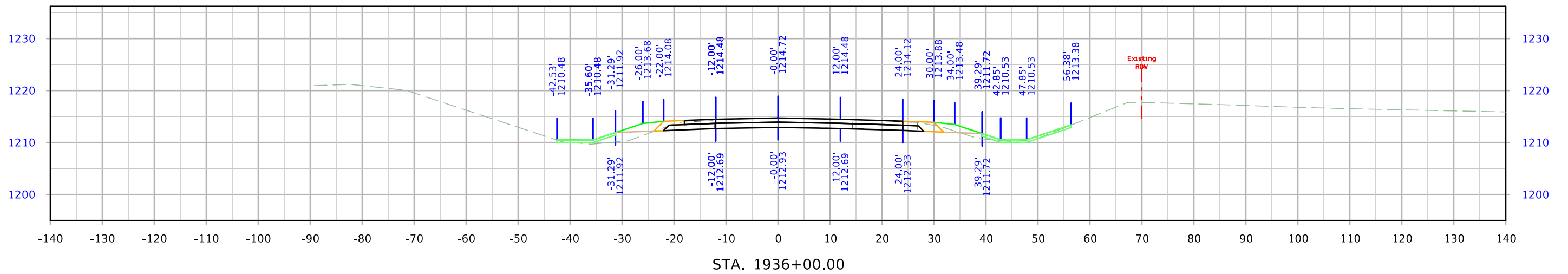
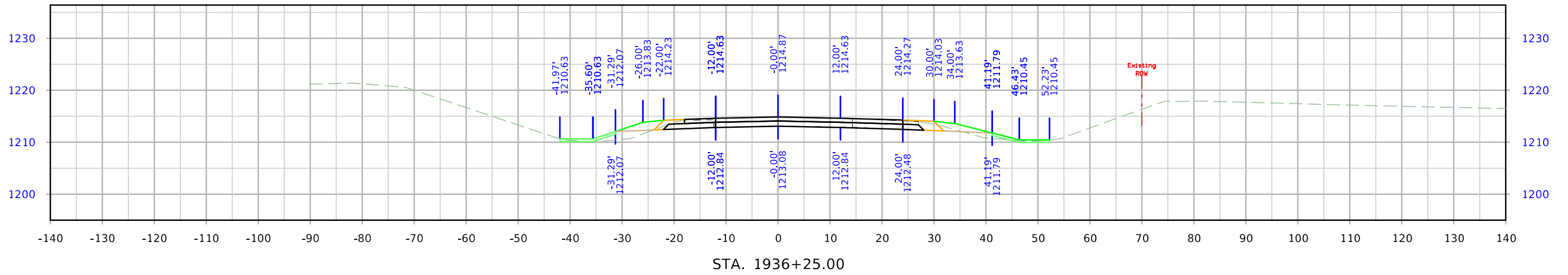
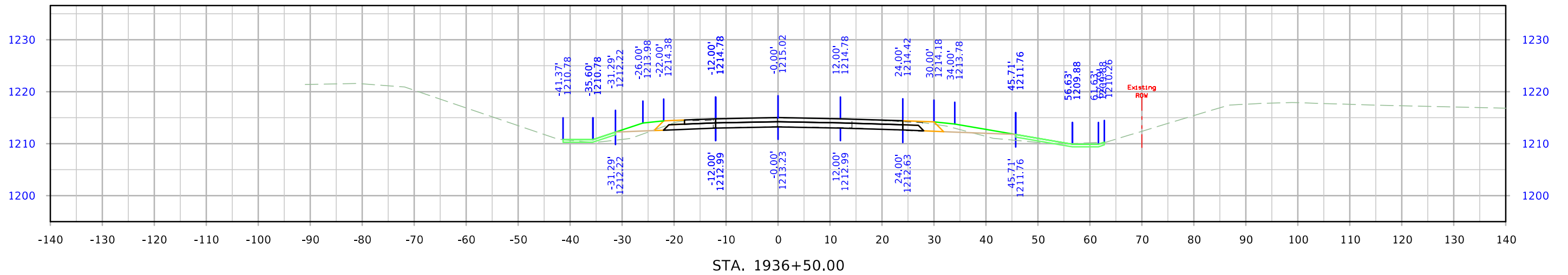
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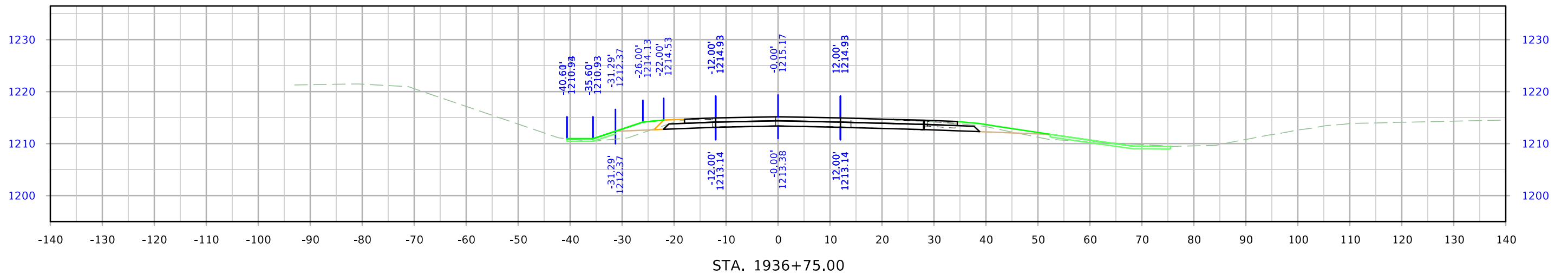
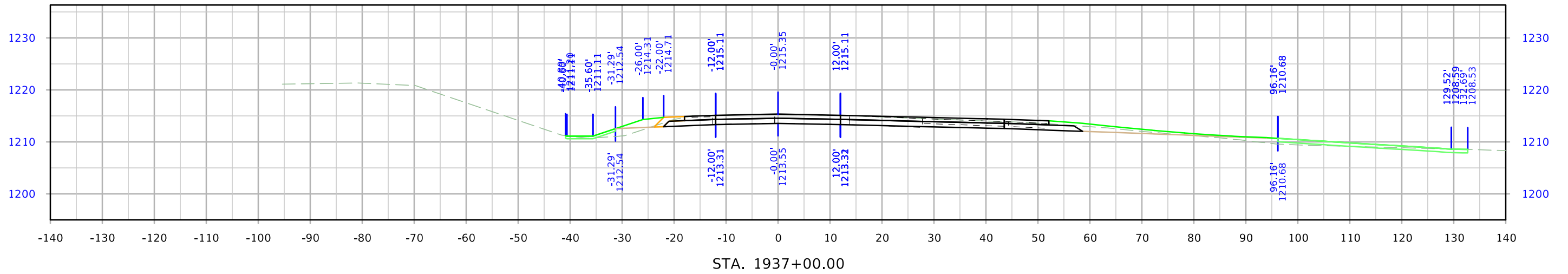
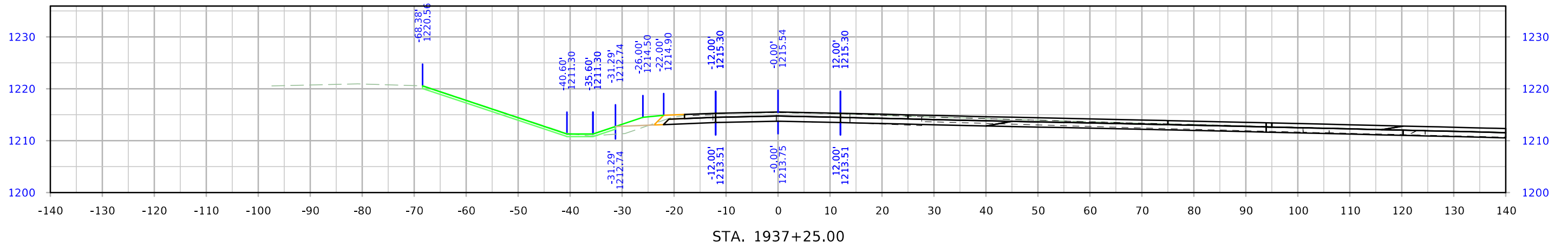
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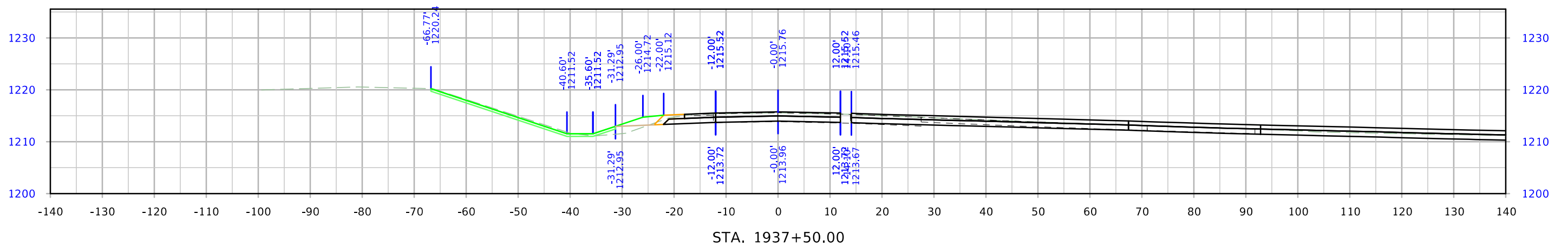
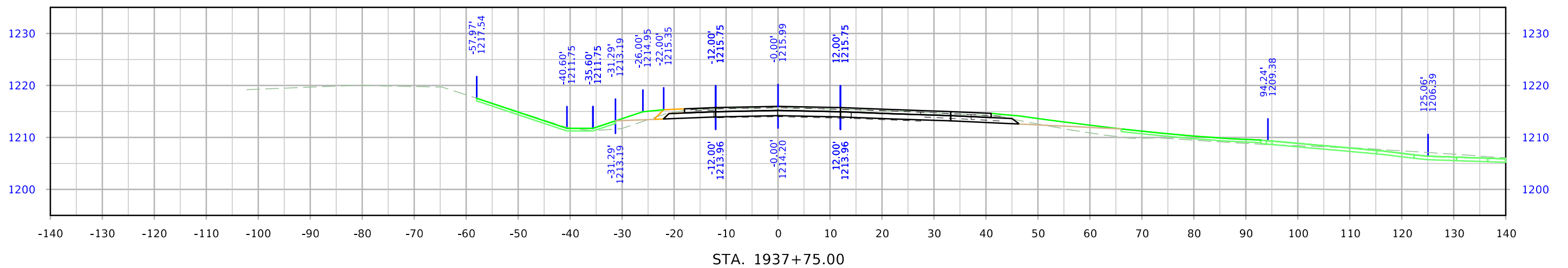
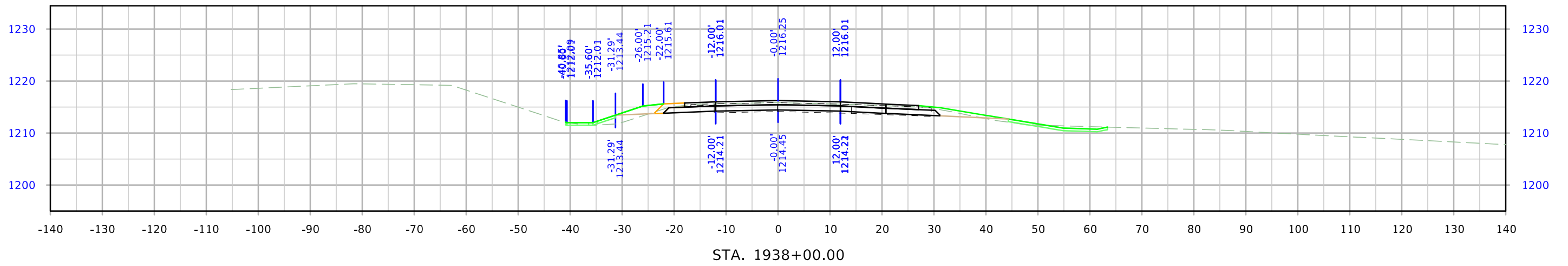
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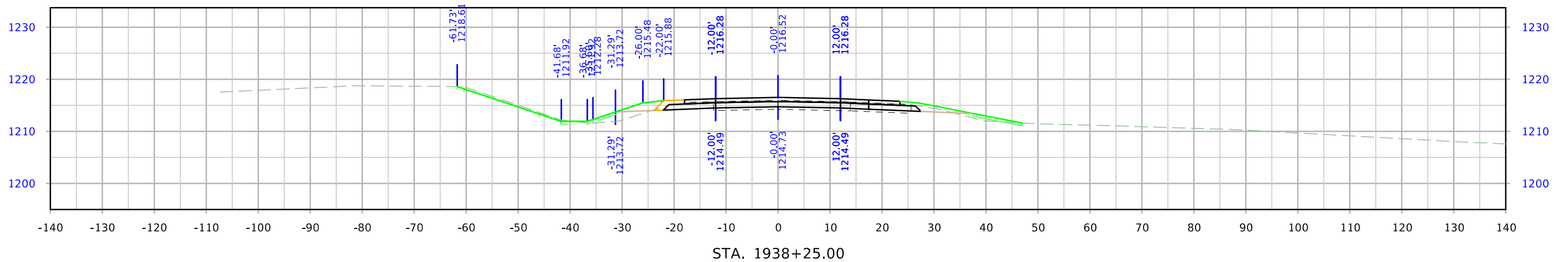
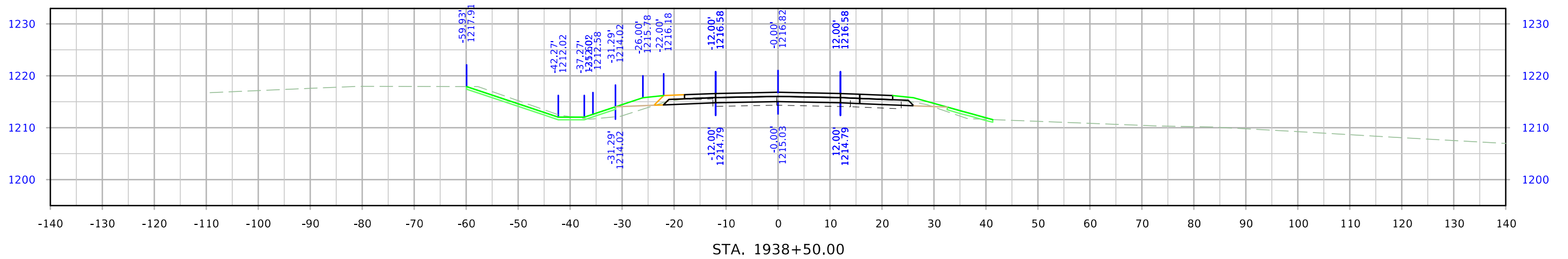
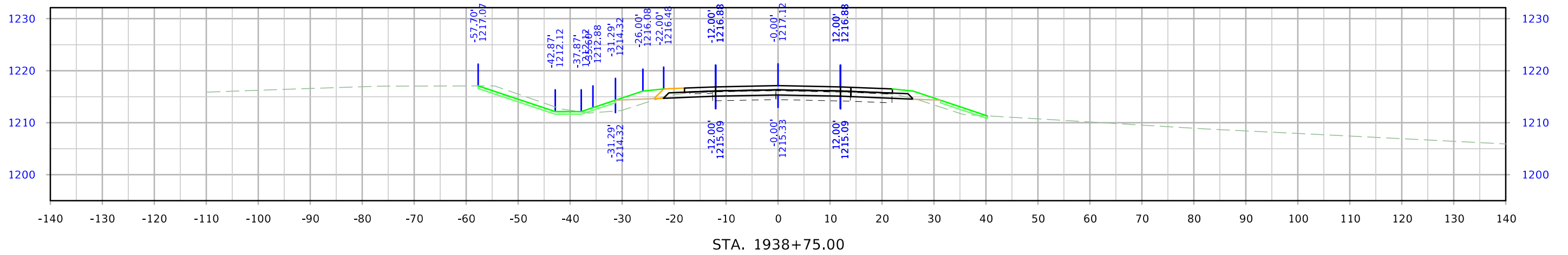
# US 59



# US 59

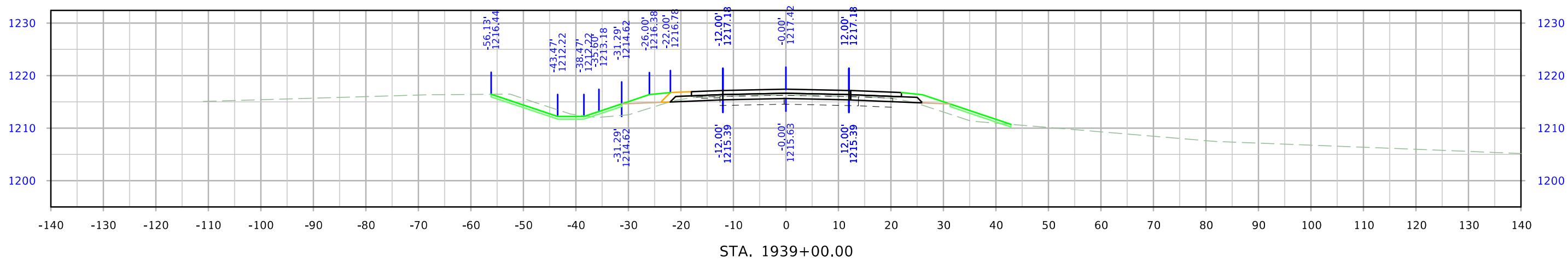
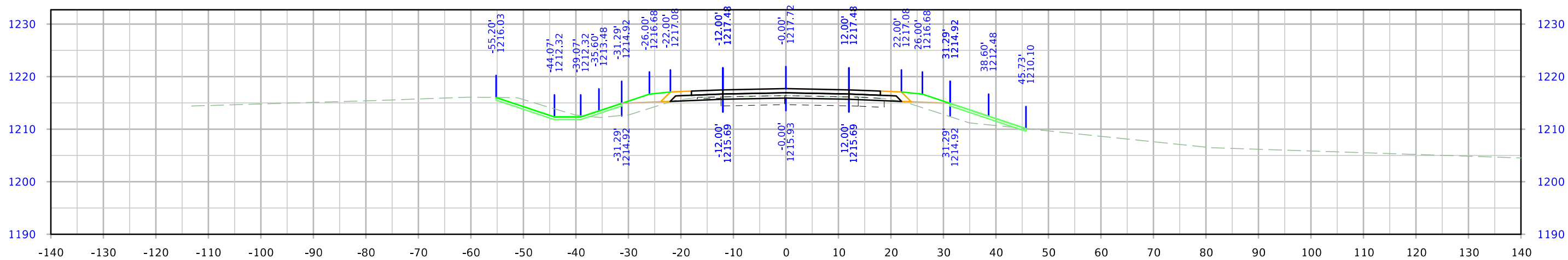
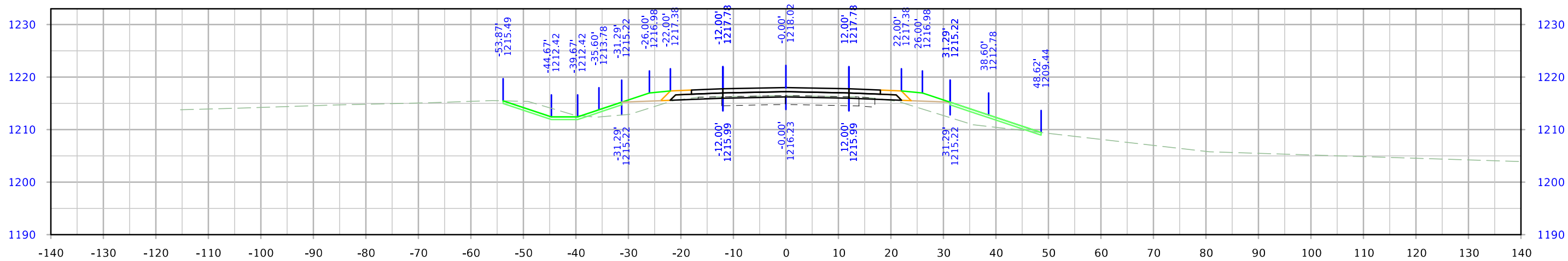


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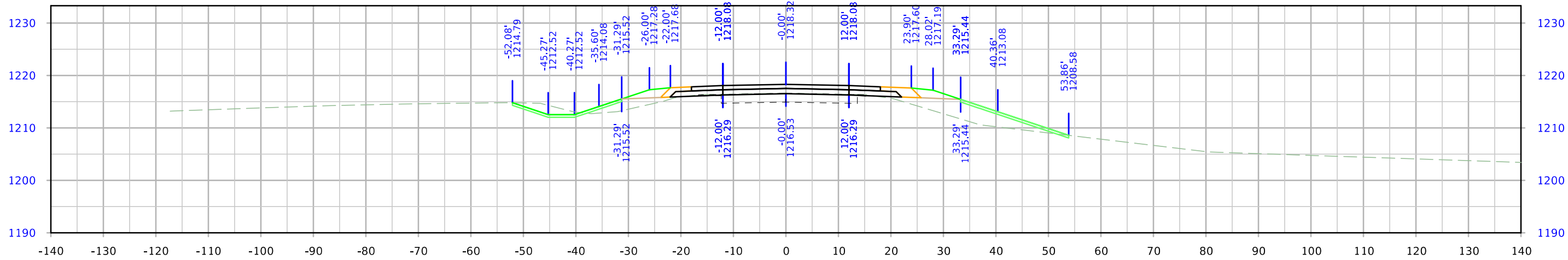
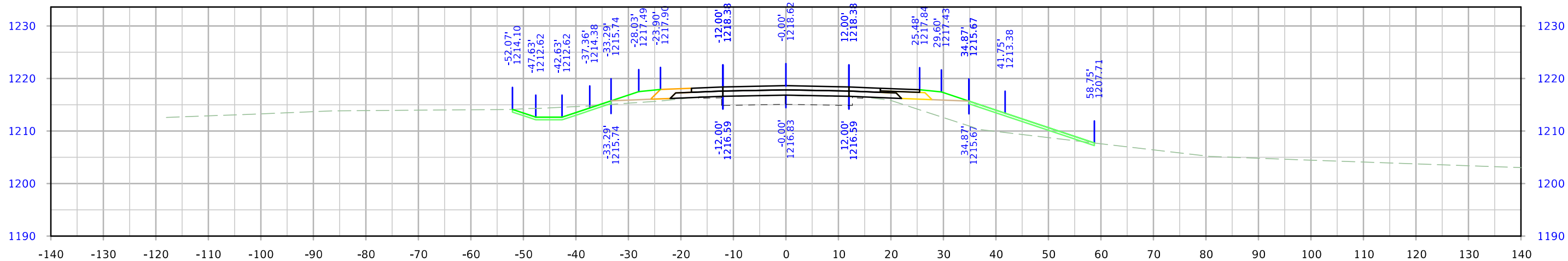
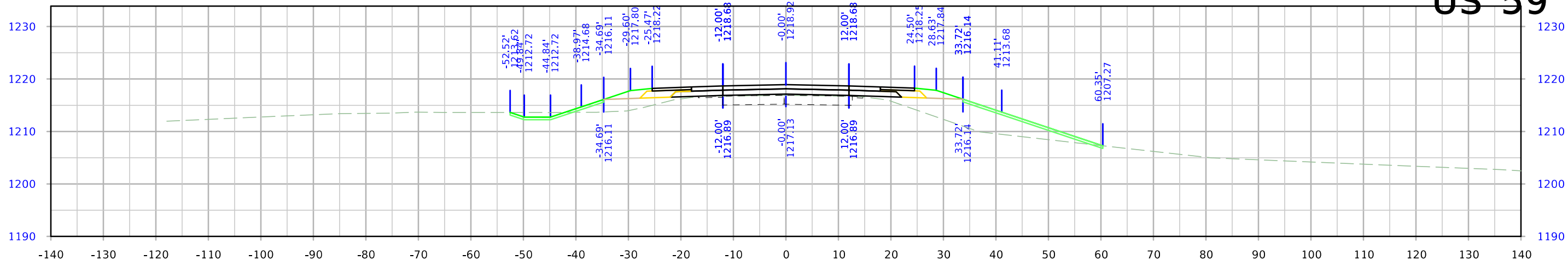




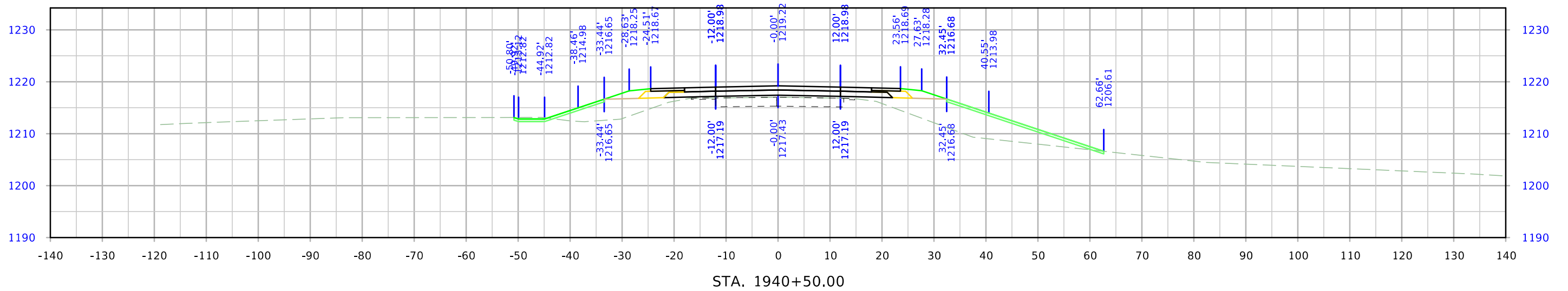
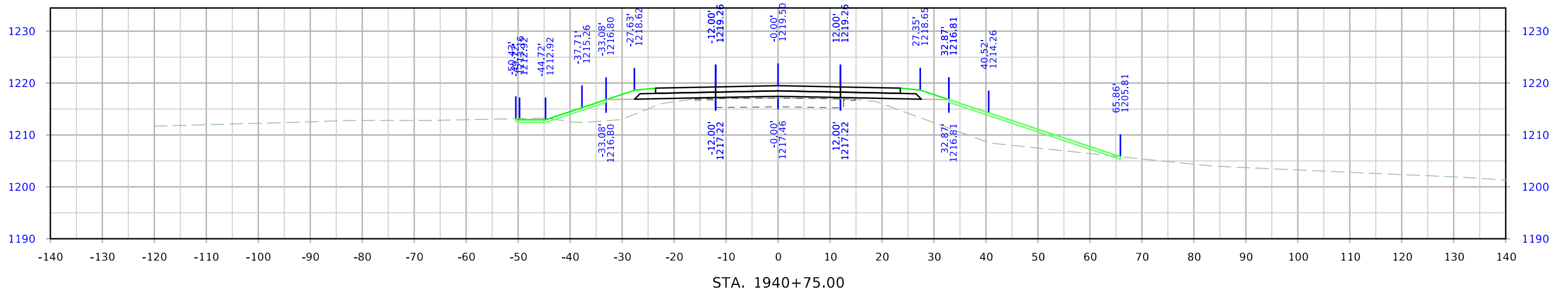
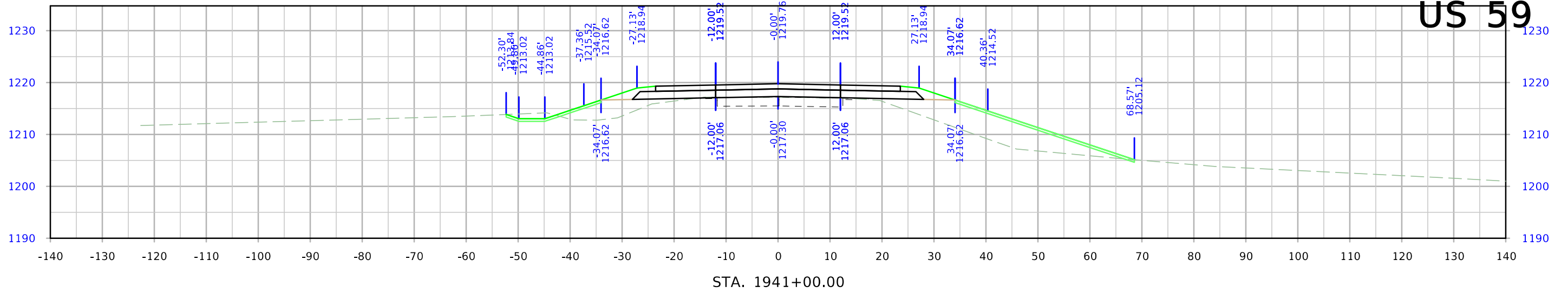
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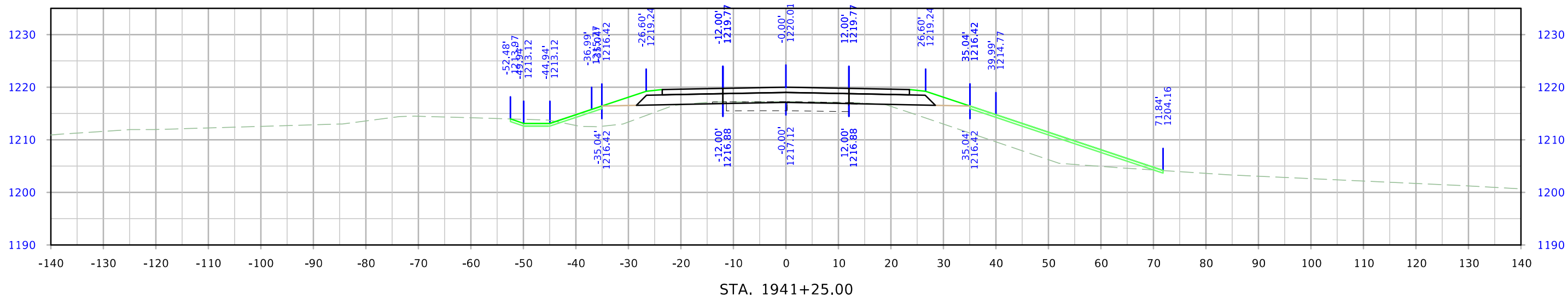
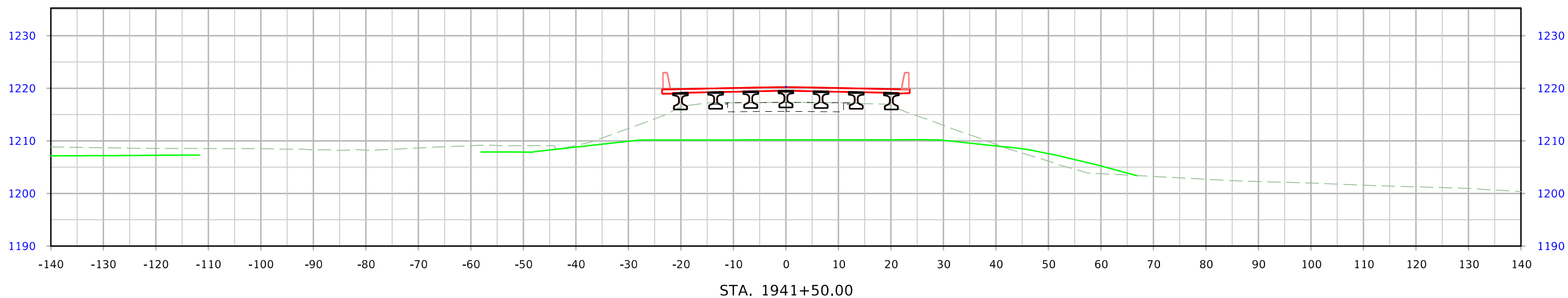
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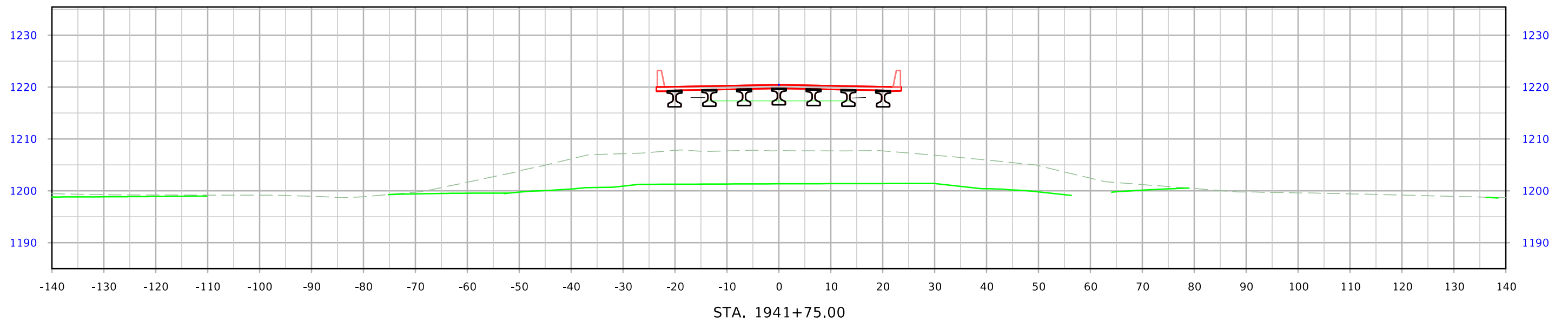
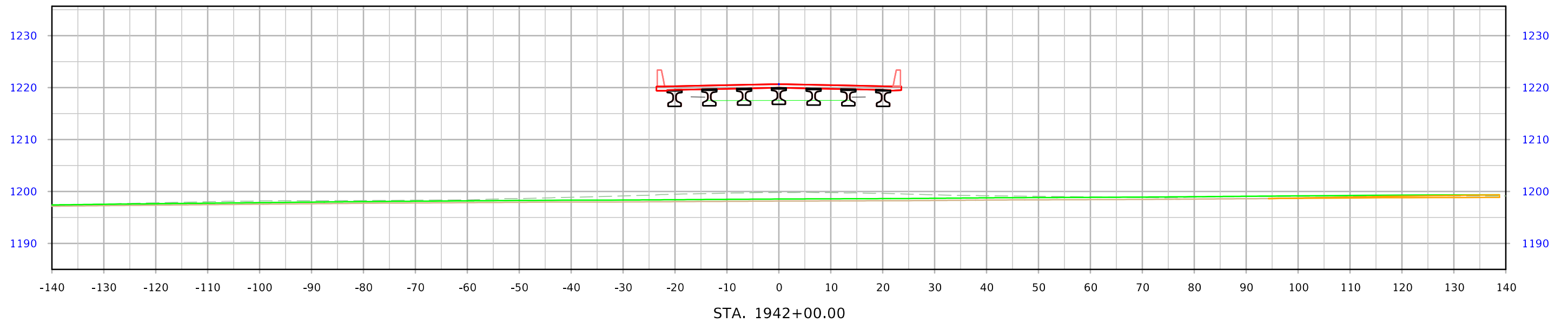
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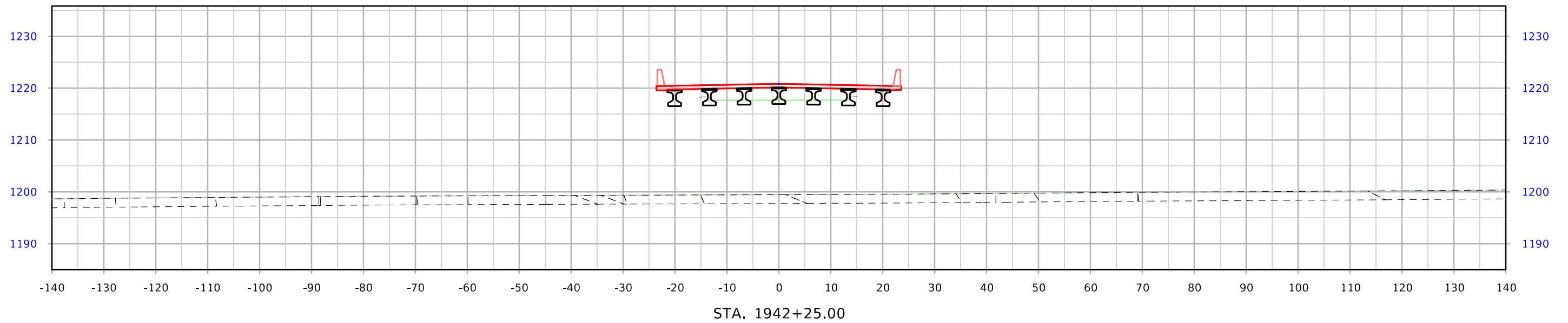
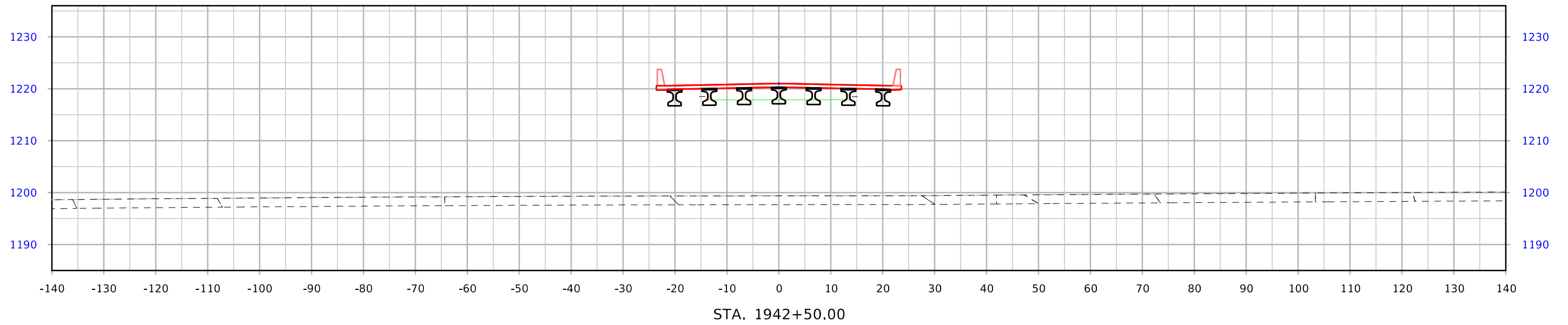
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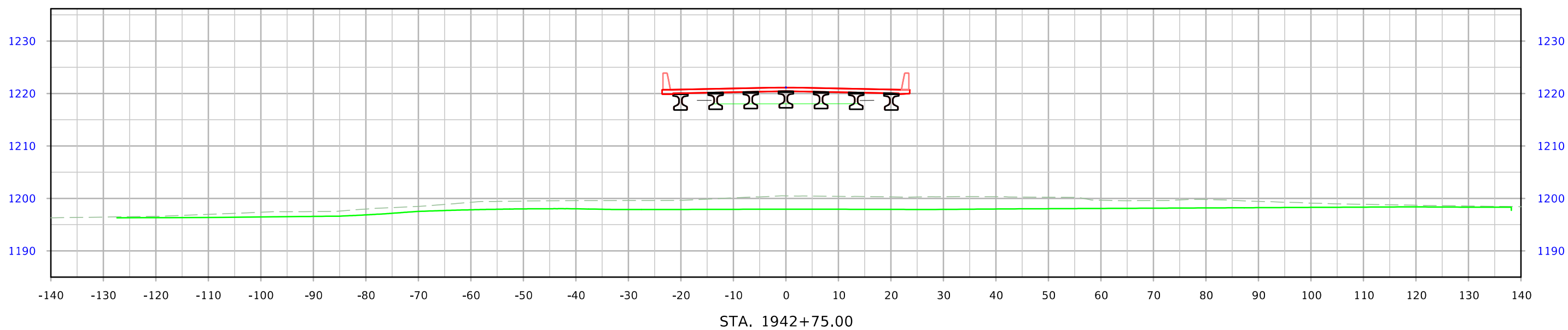
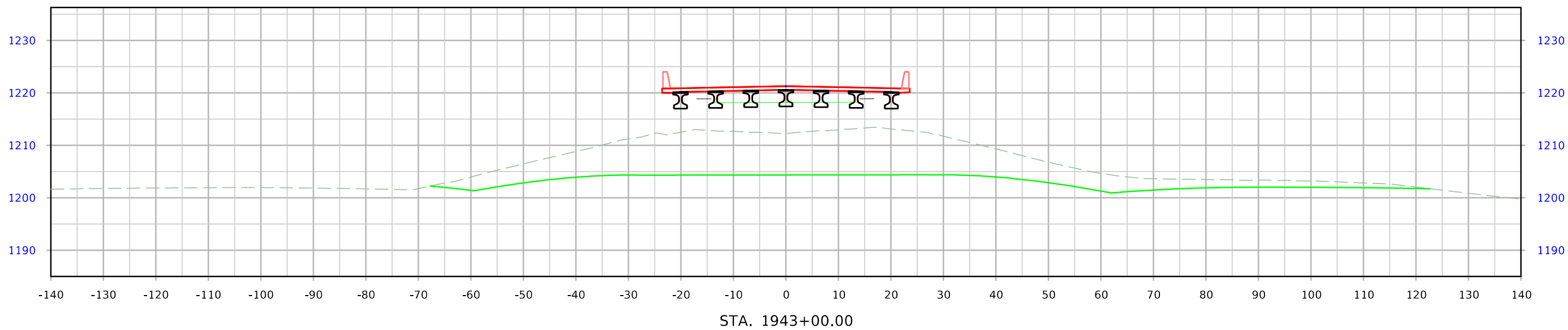
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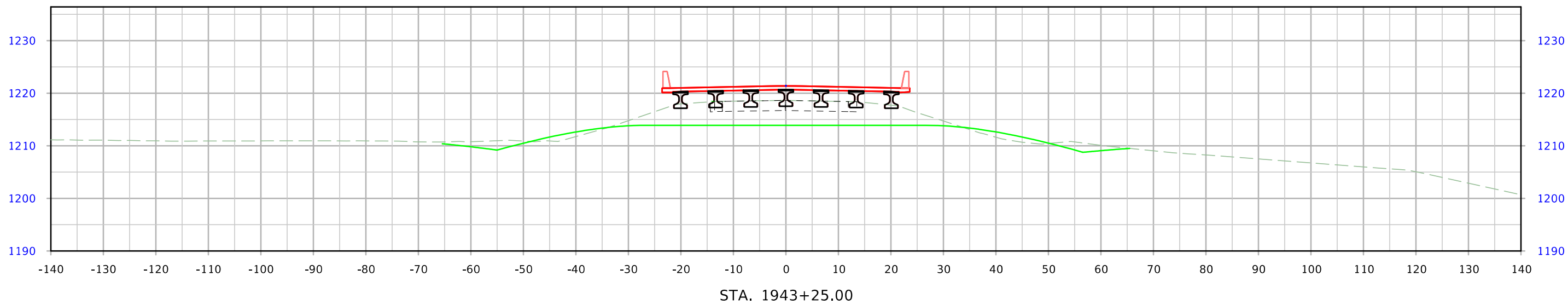
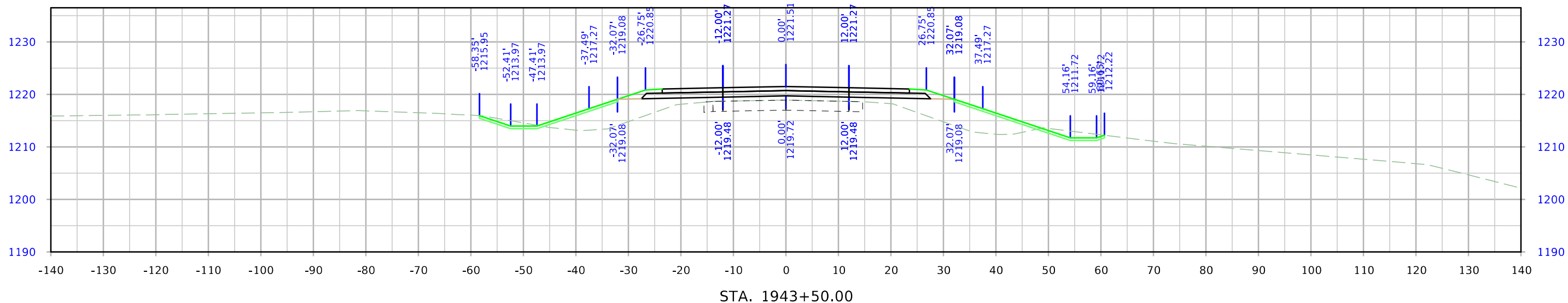
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# US 59

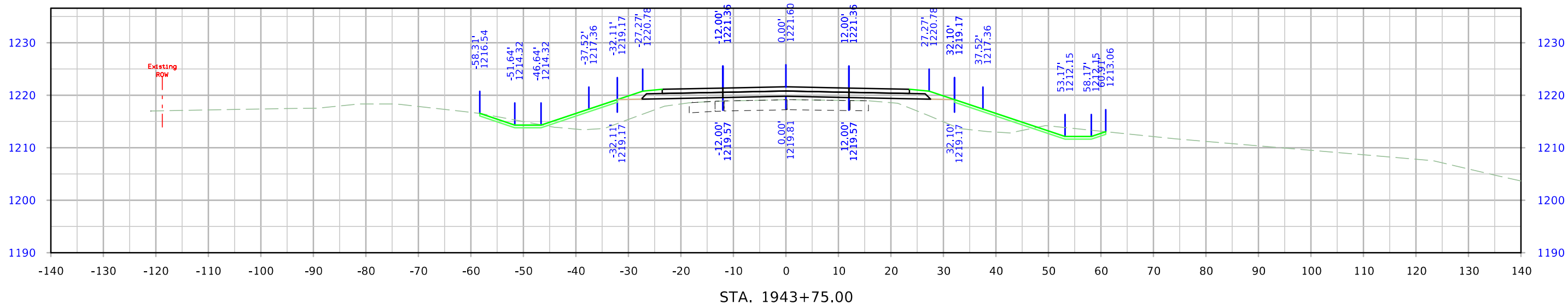
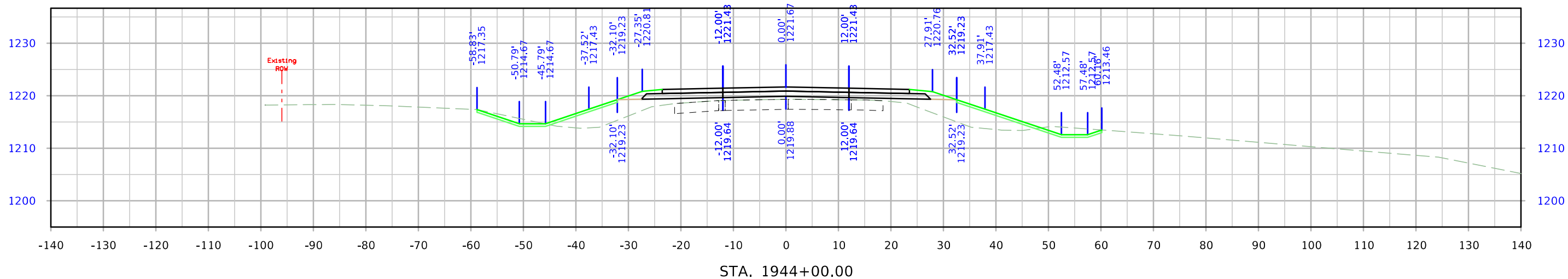
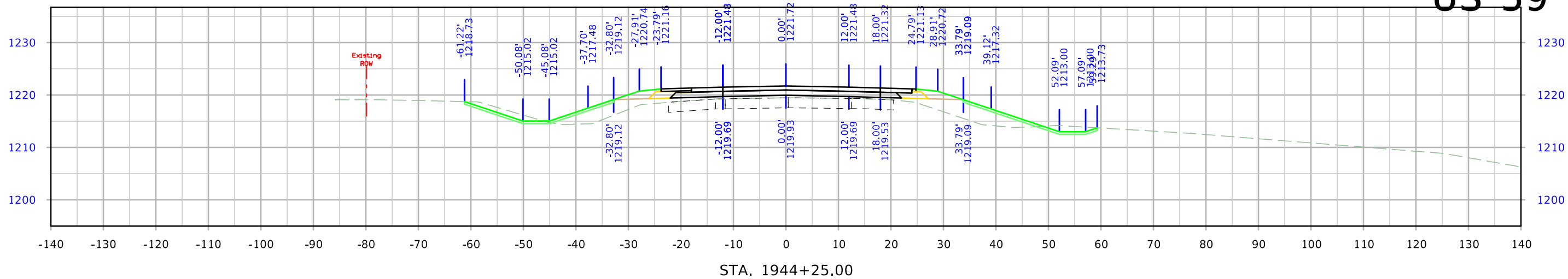


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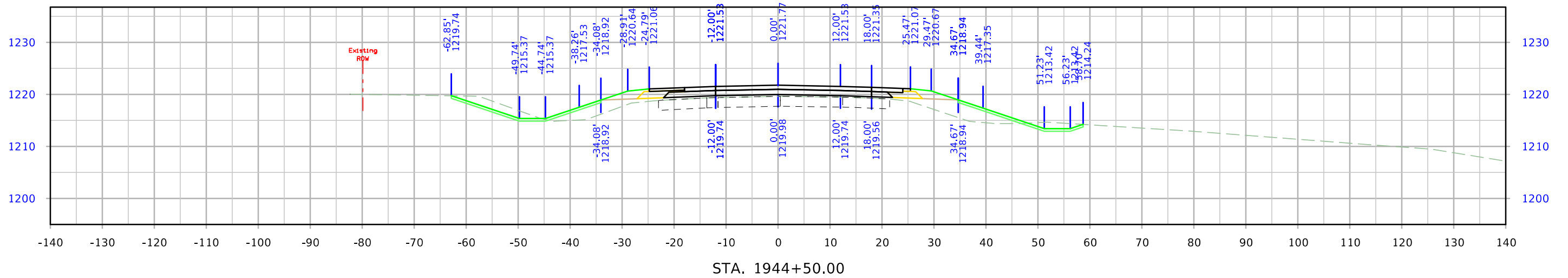
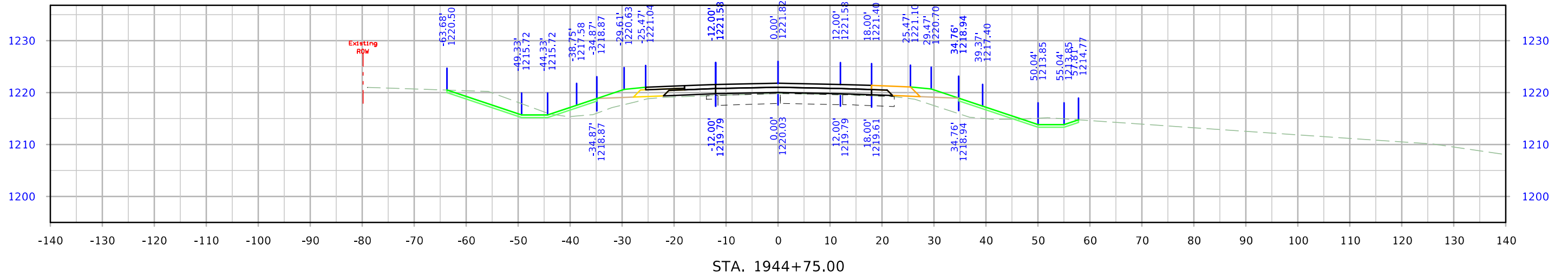
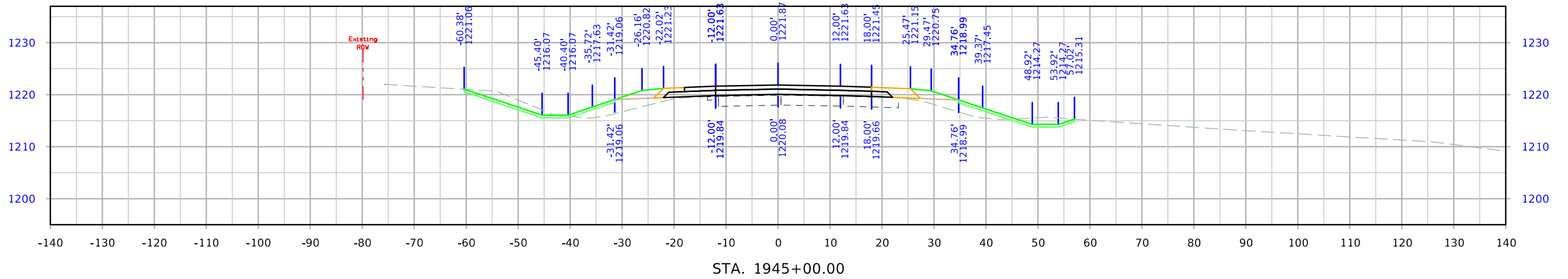




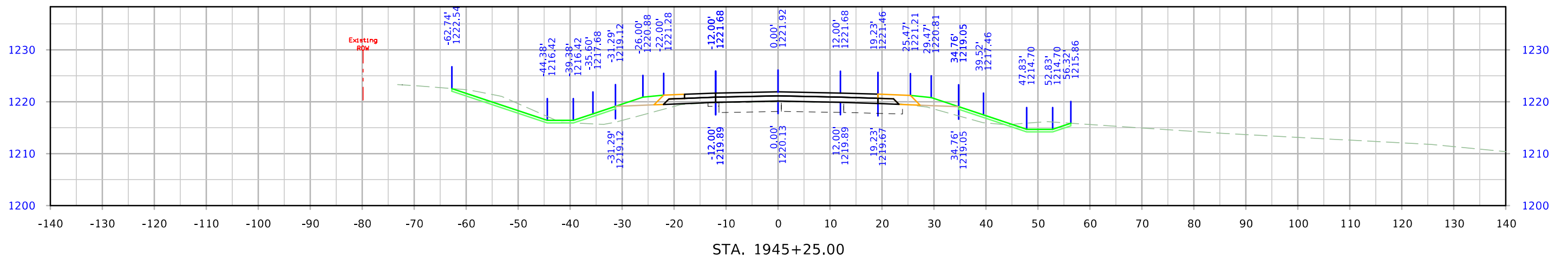
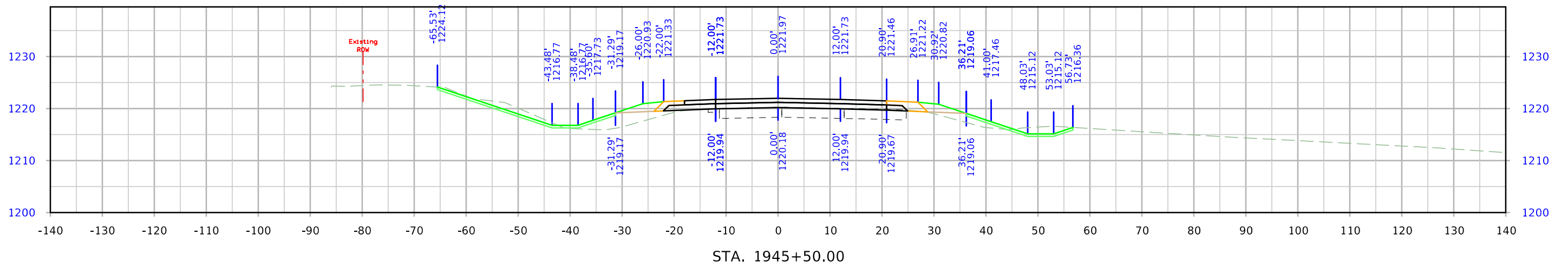
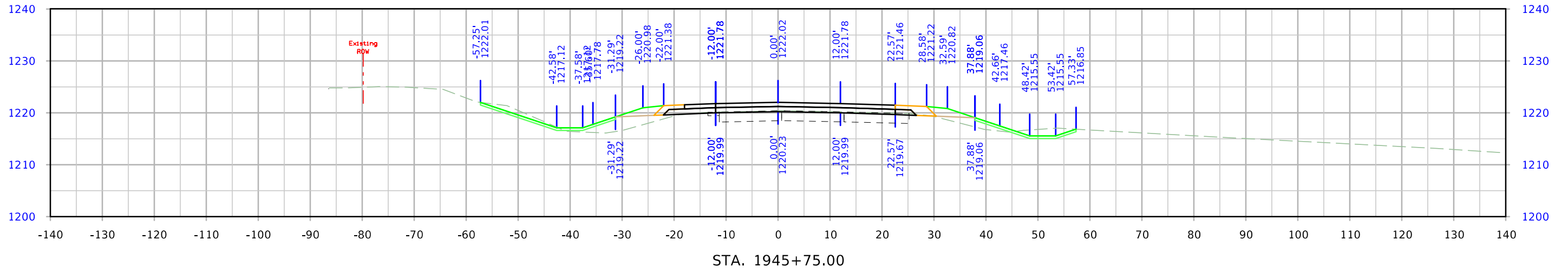
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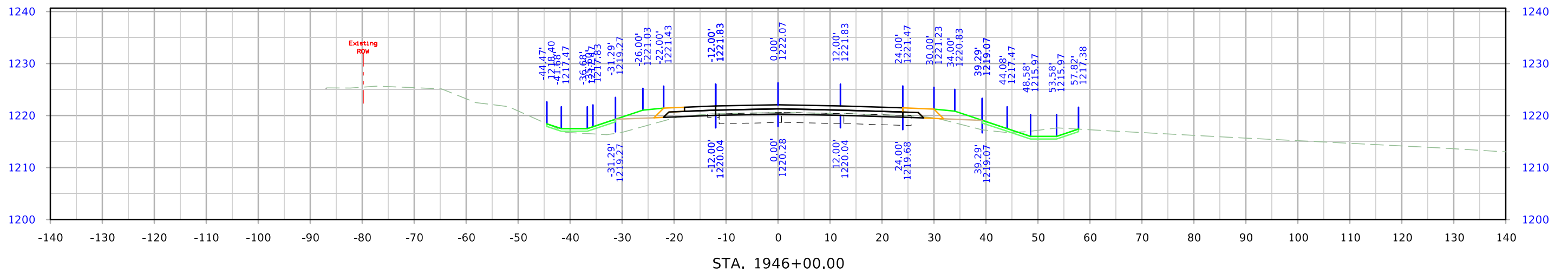
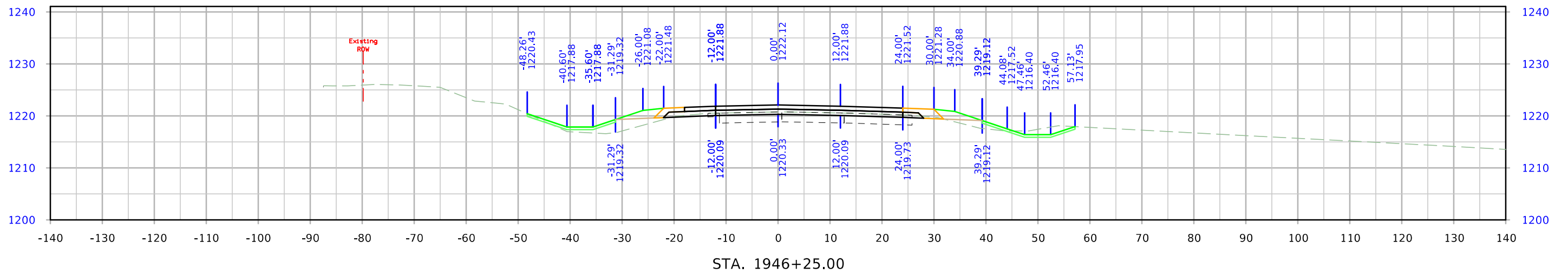
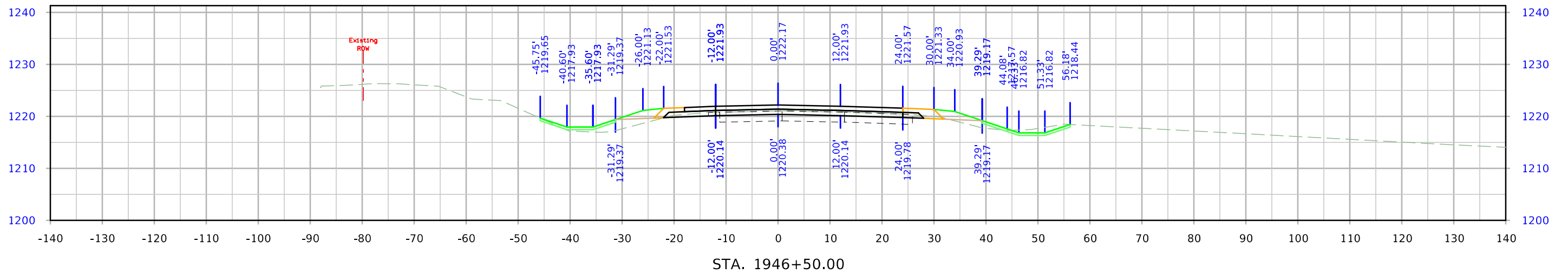
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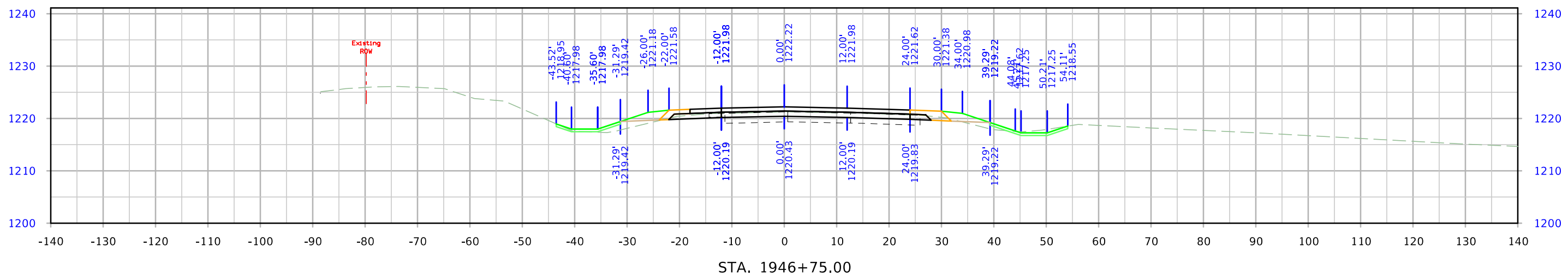
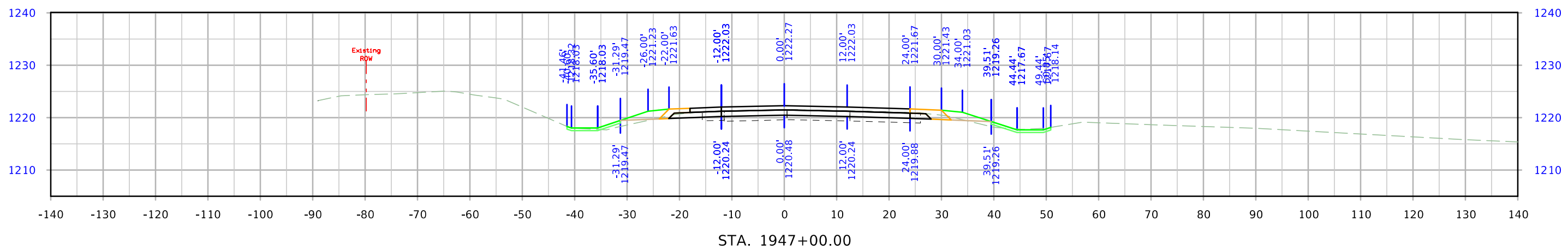
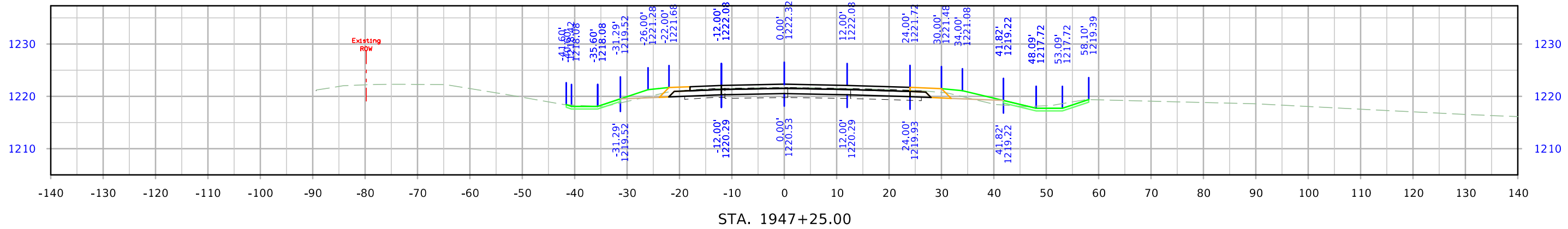
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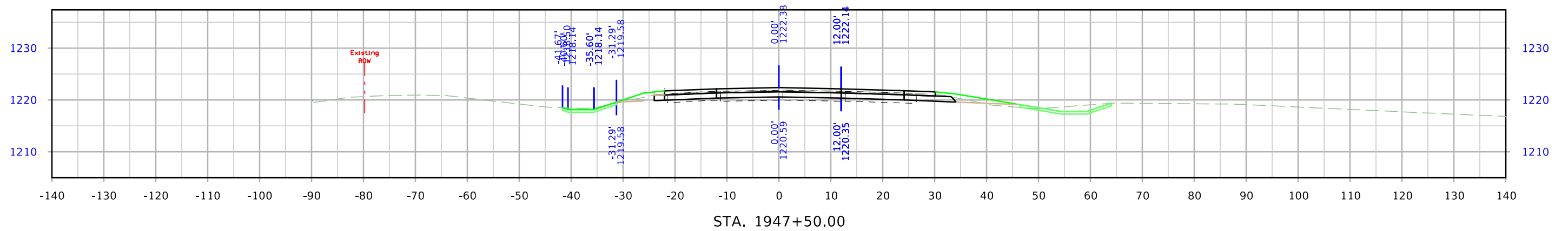
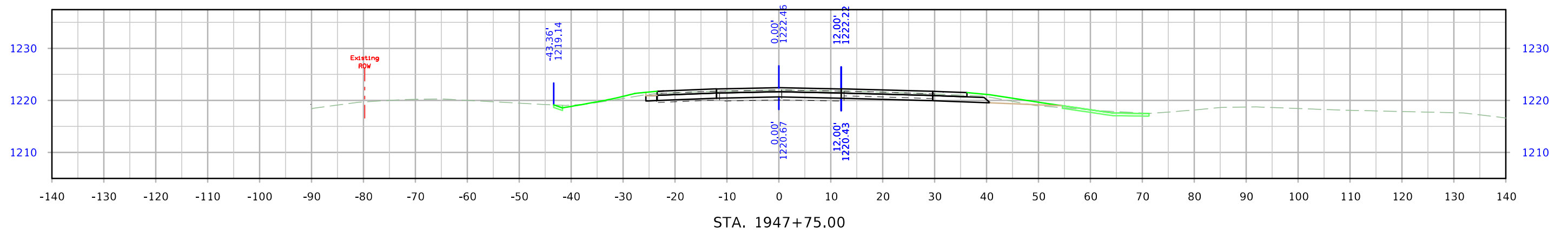
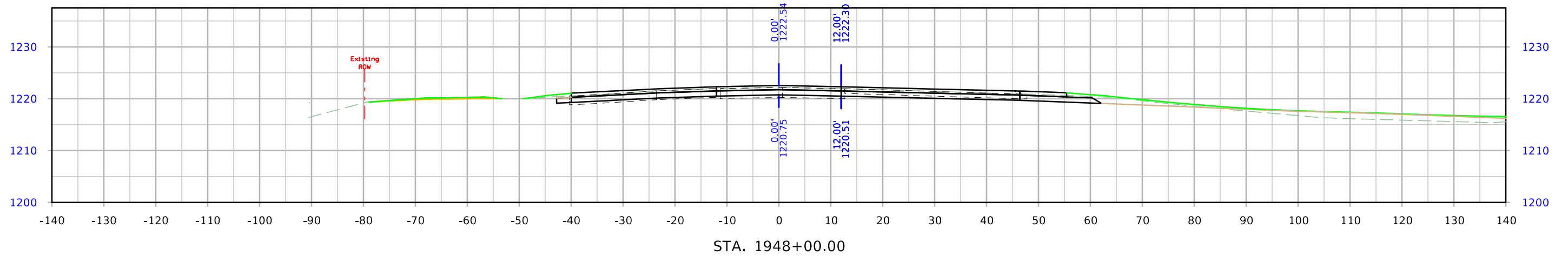
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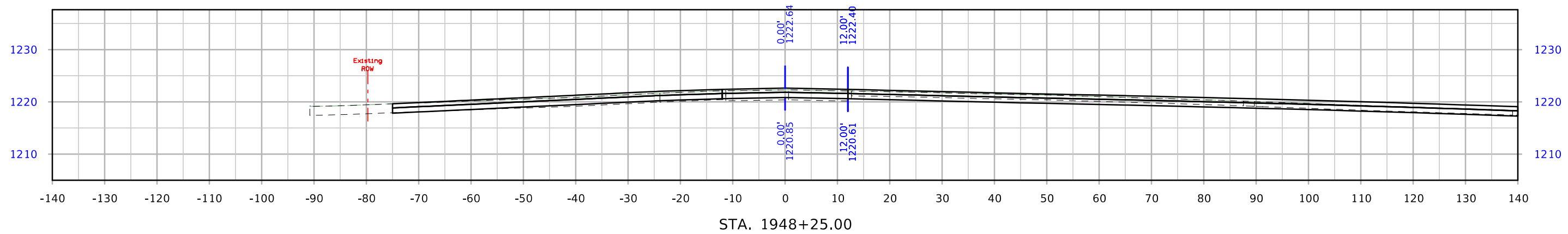
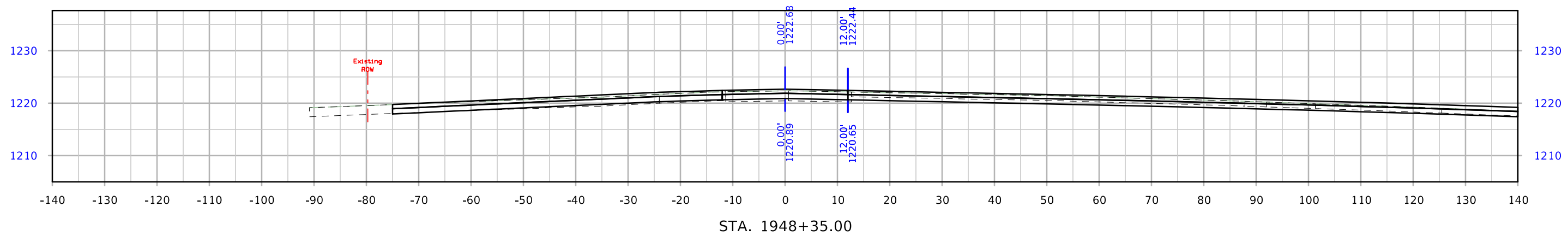
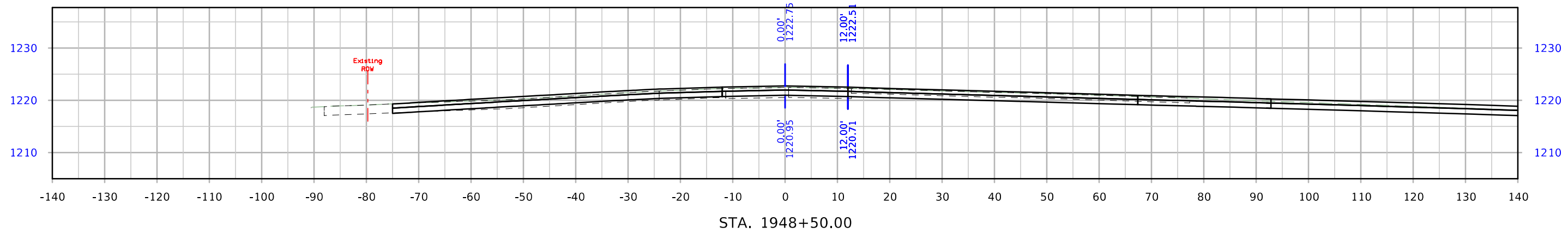
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# US 59

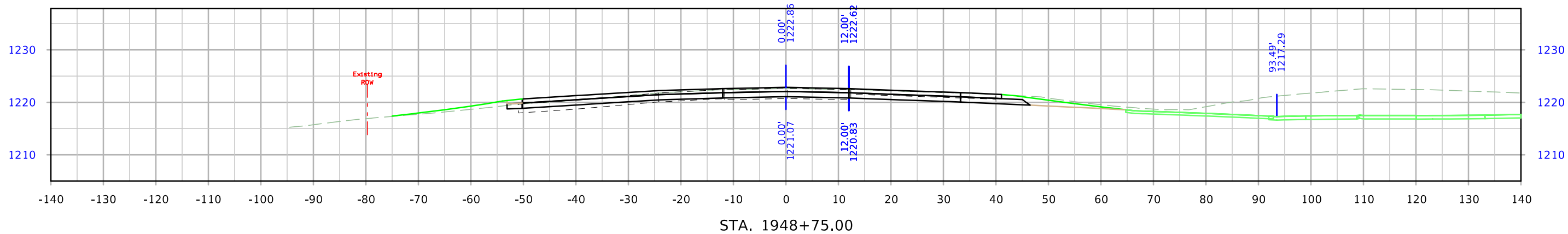
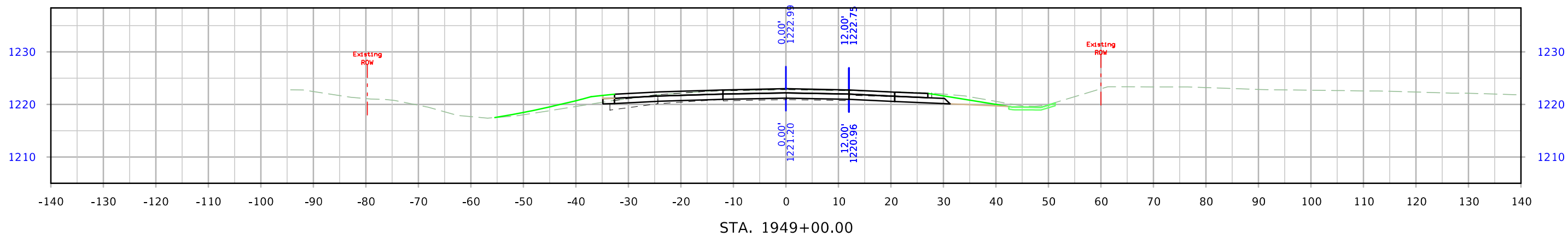
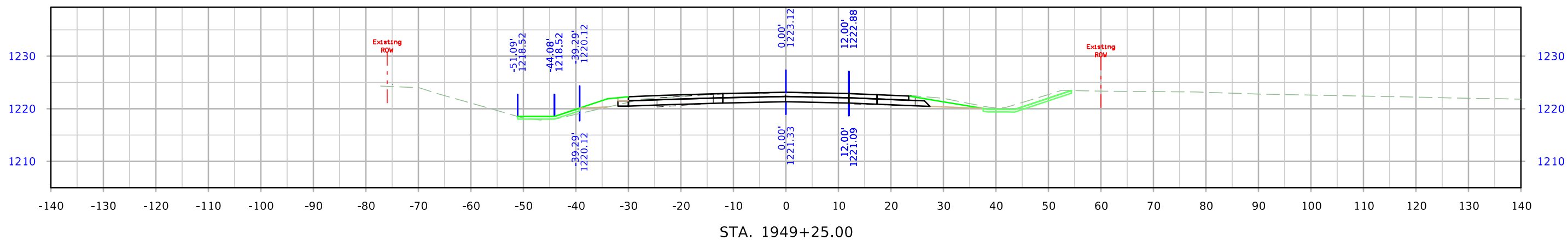


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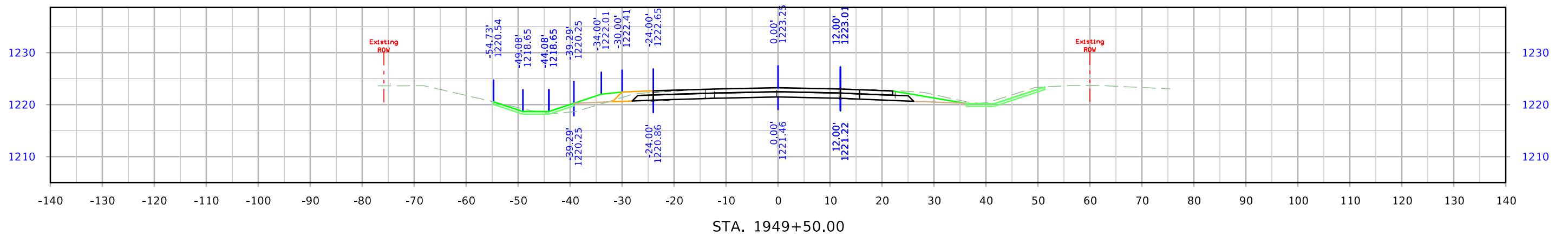
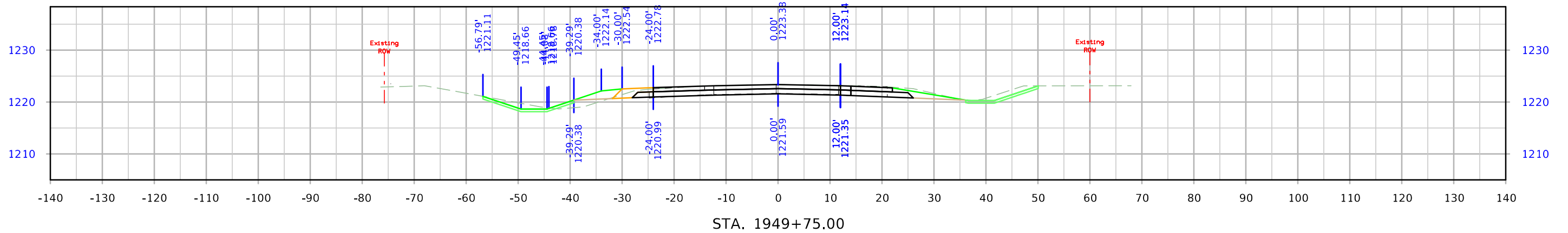
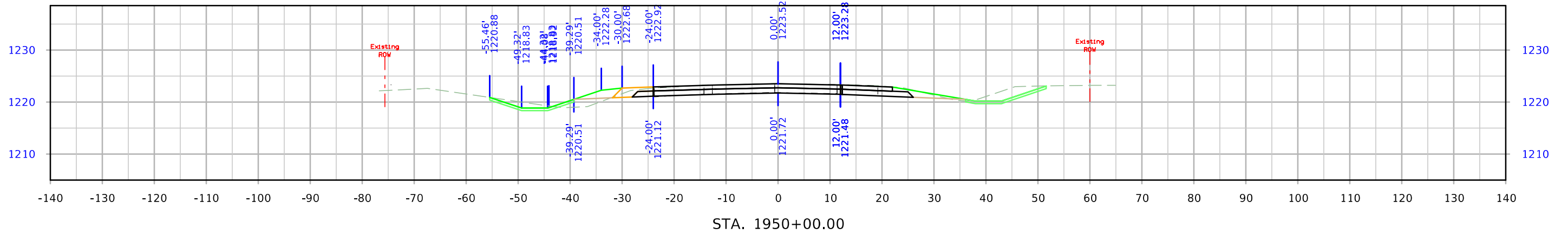




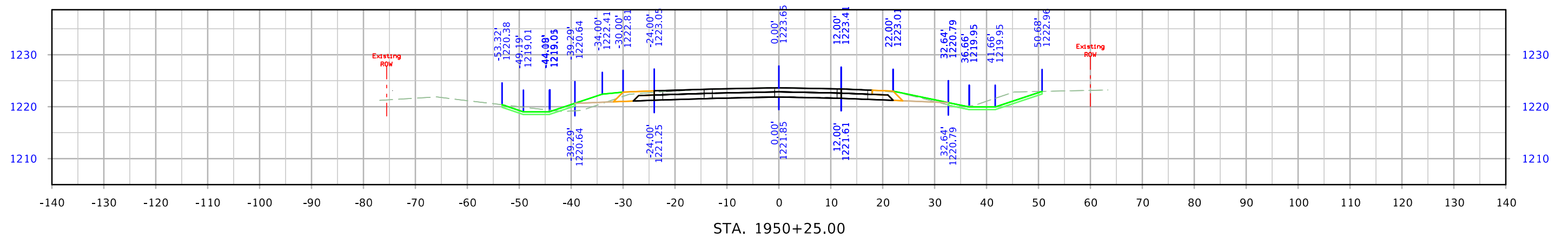
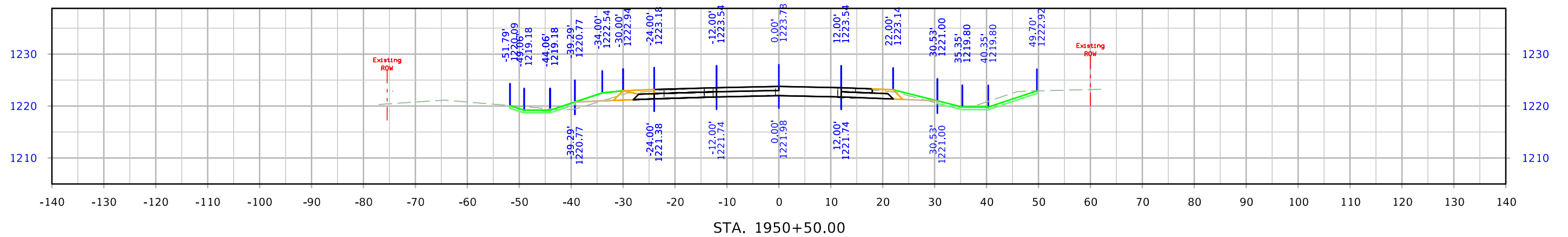
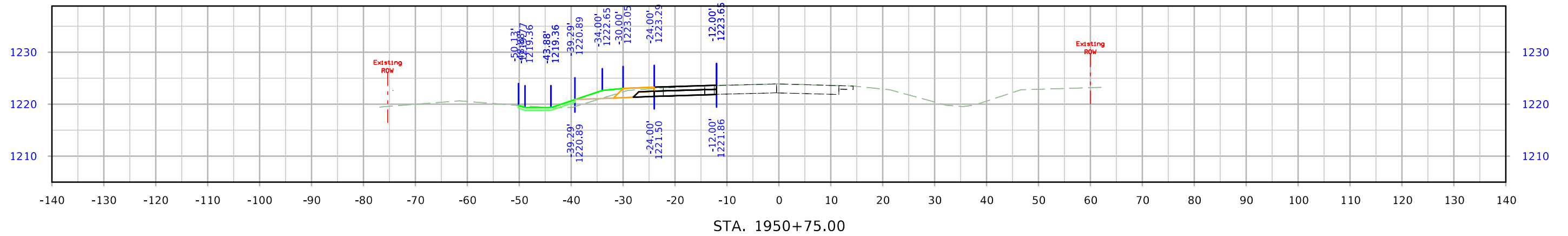
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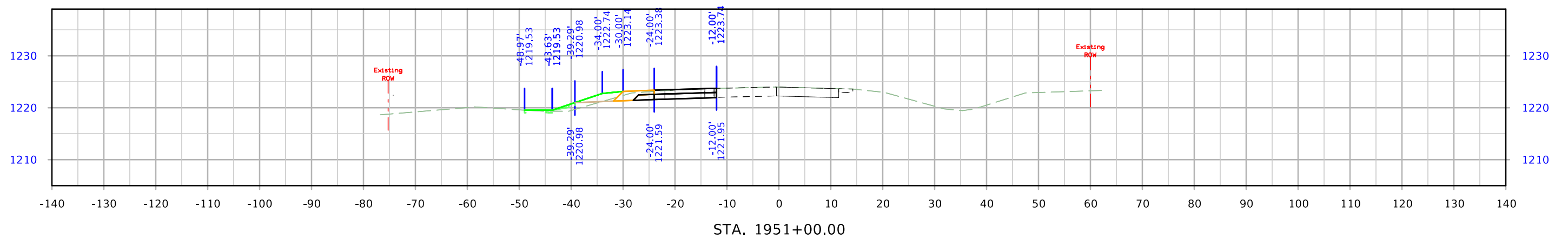
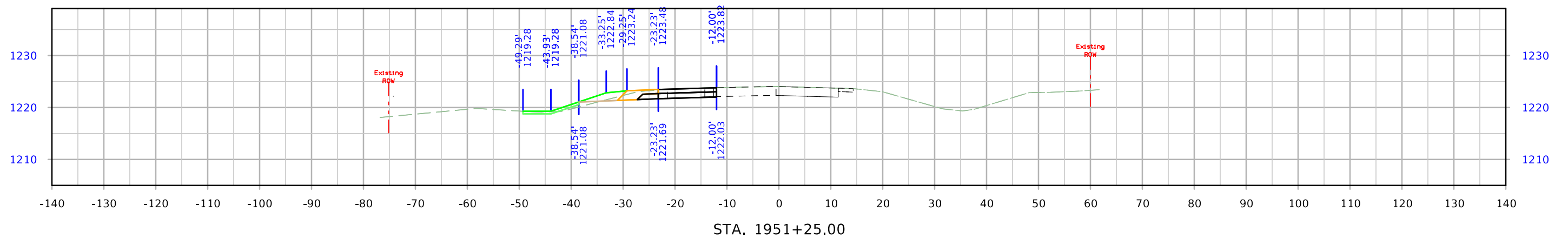
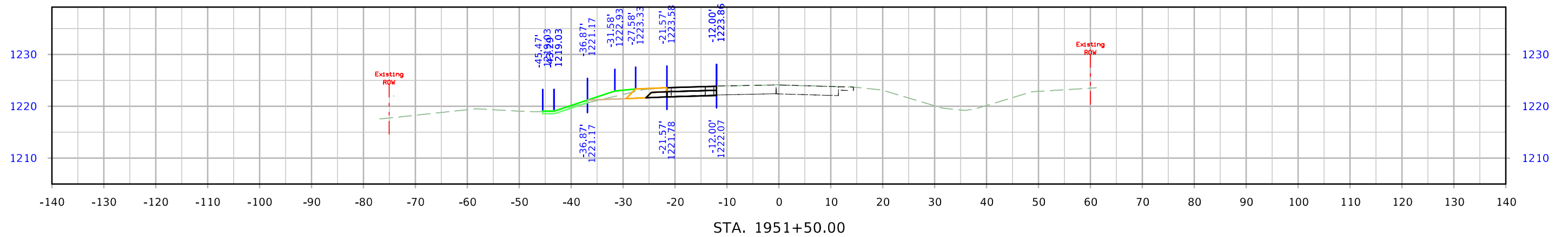
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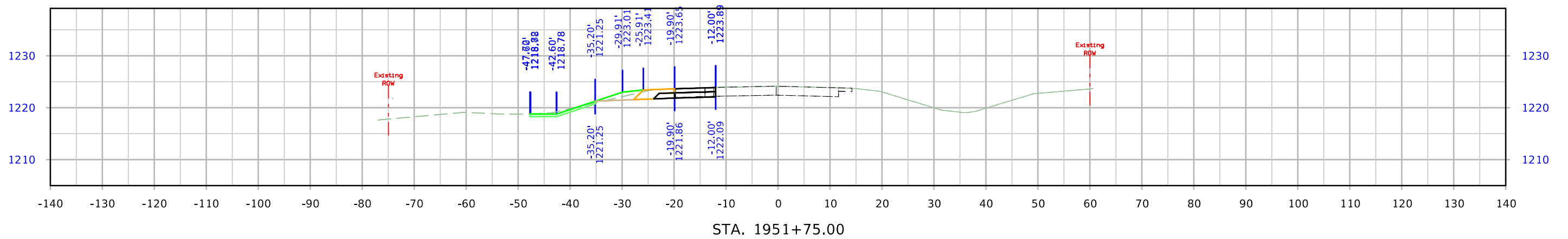
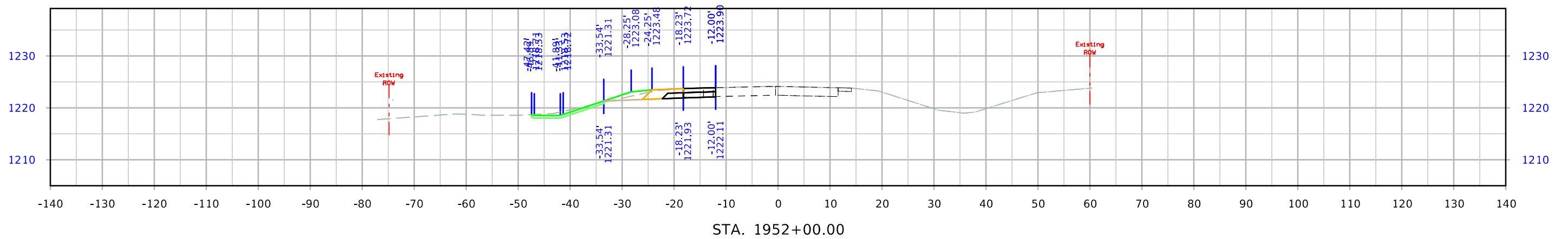
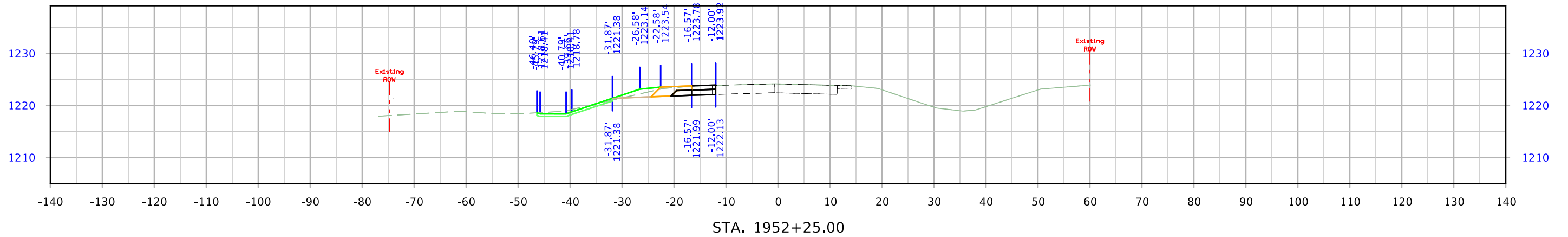
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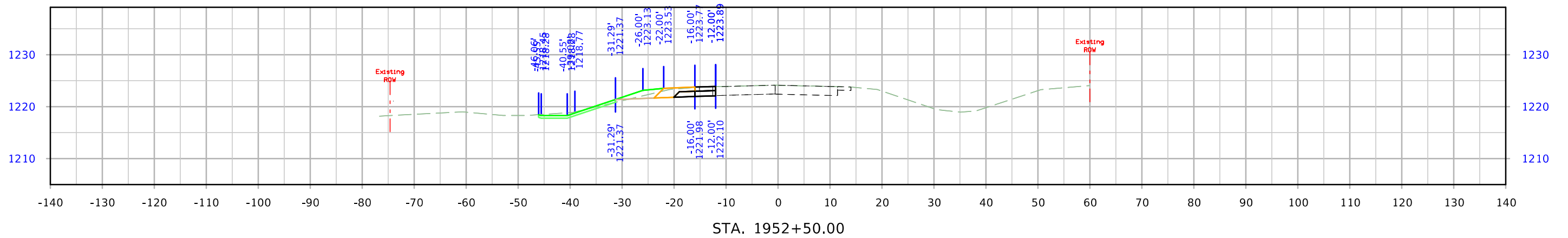
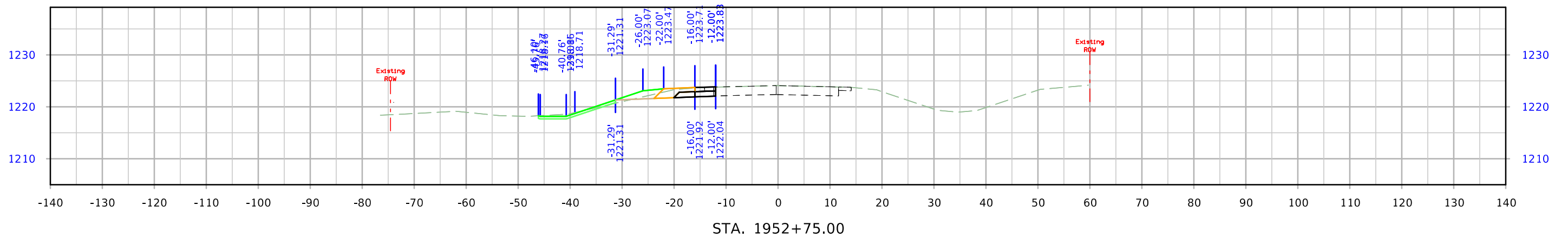
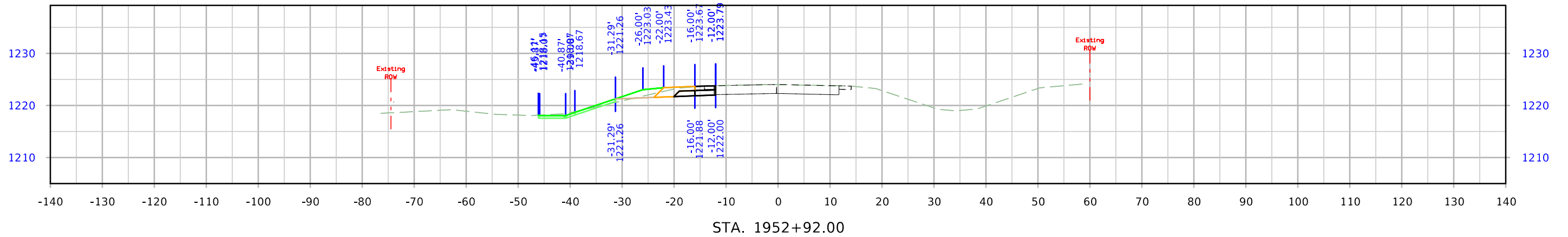
# US 59



# US 59

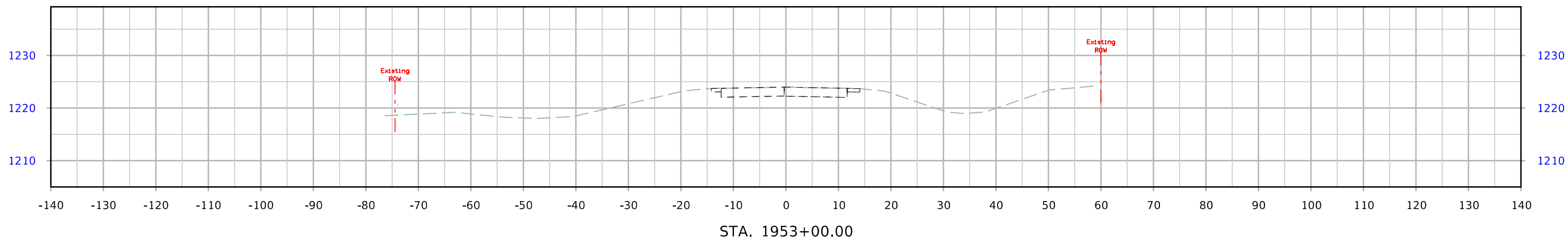


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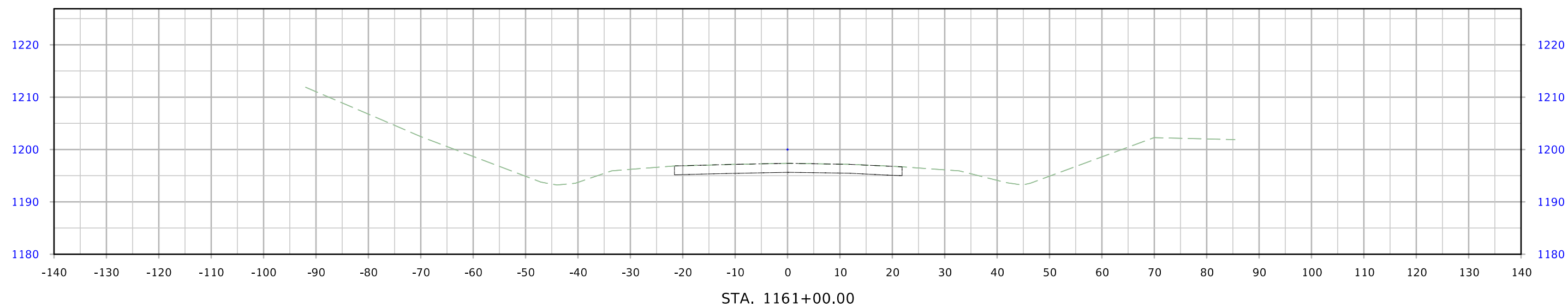
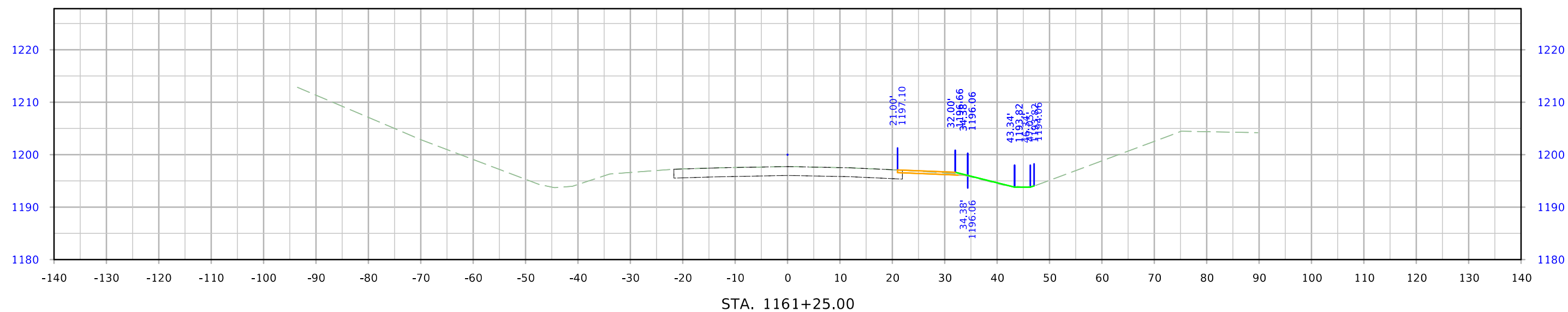


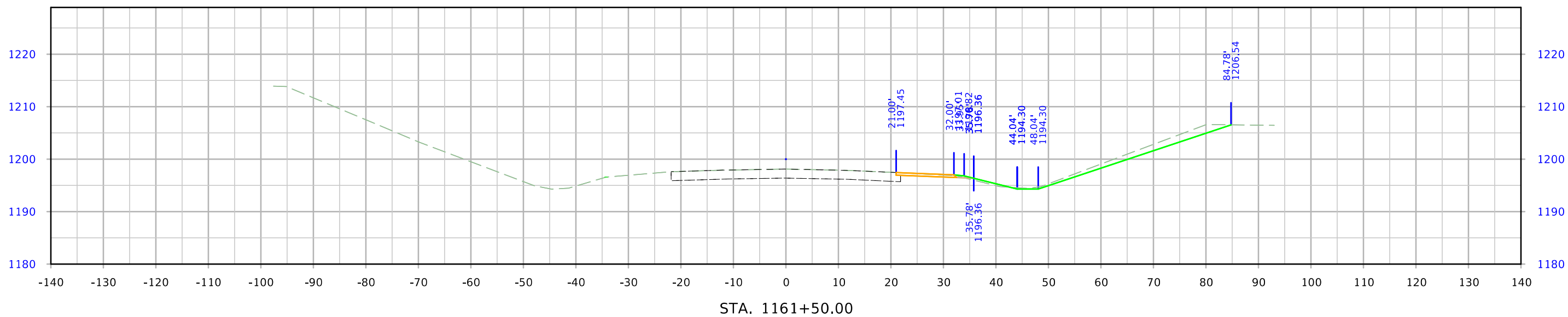
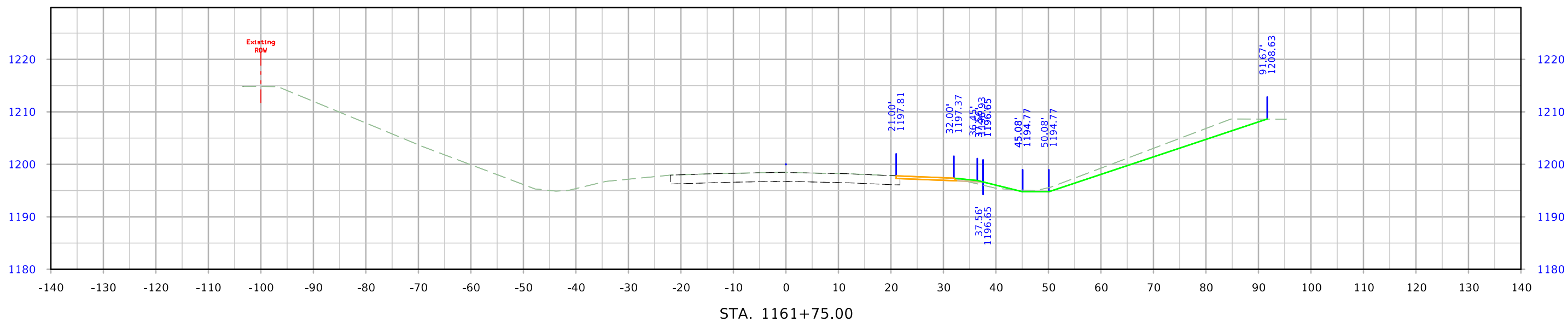


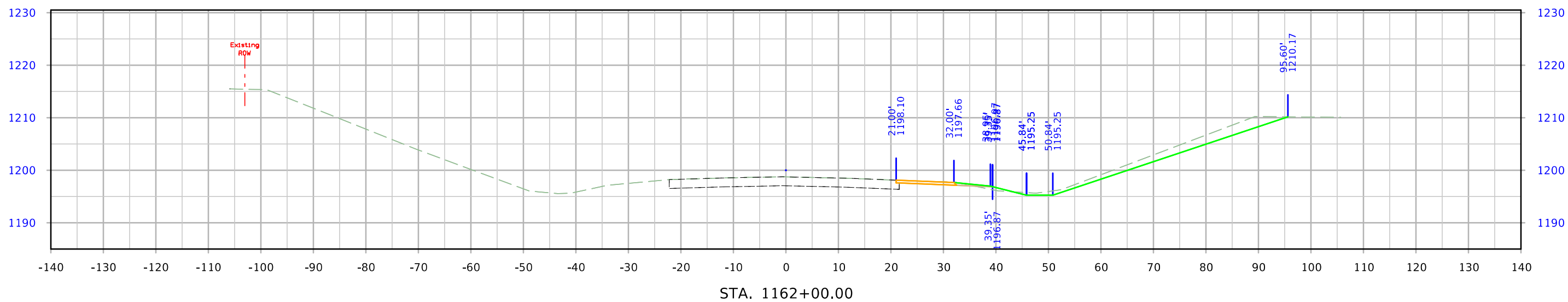
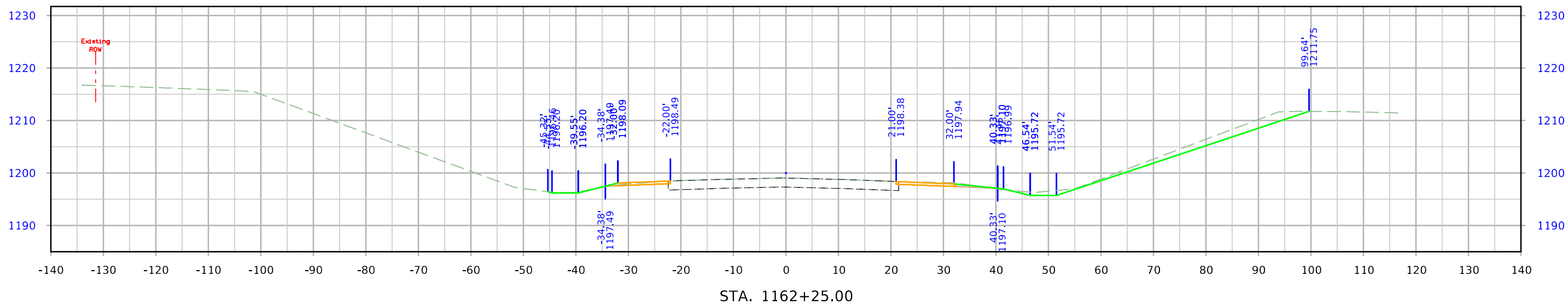
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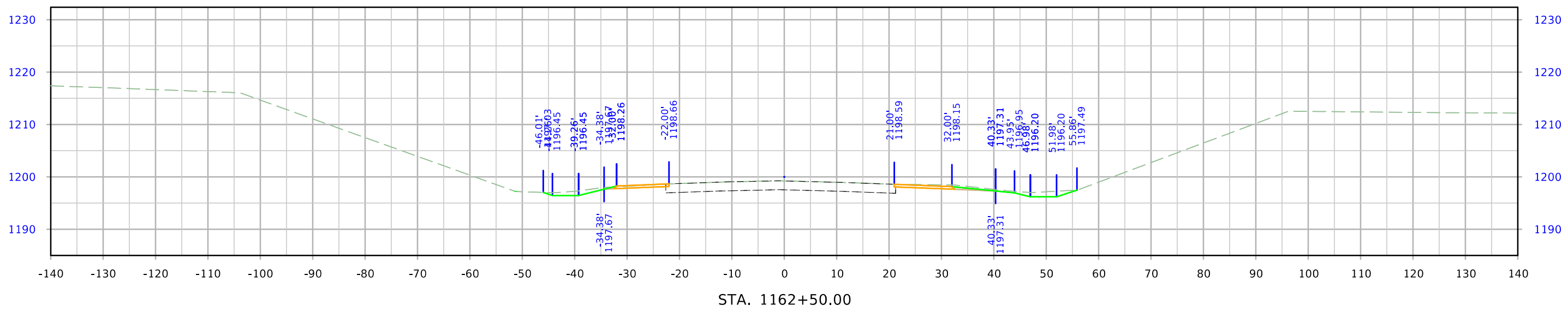
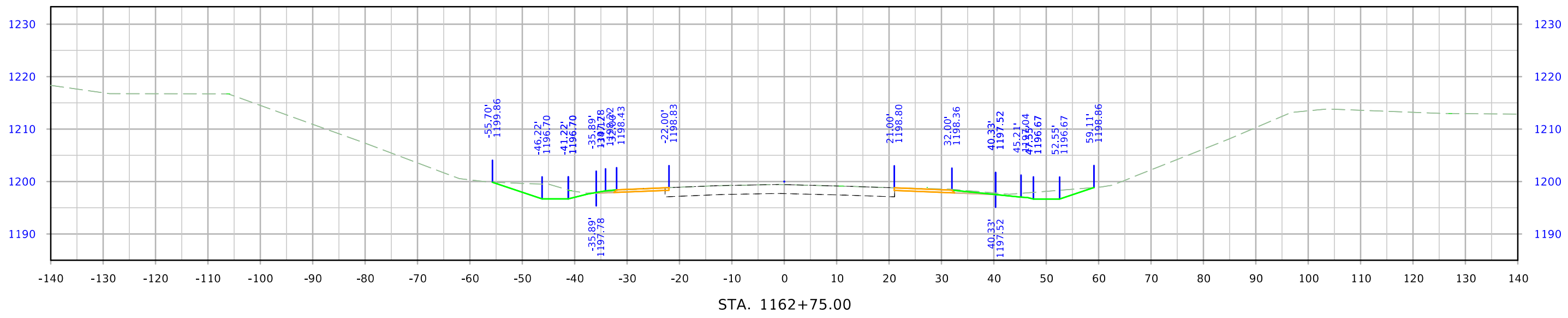


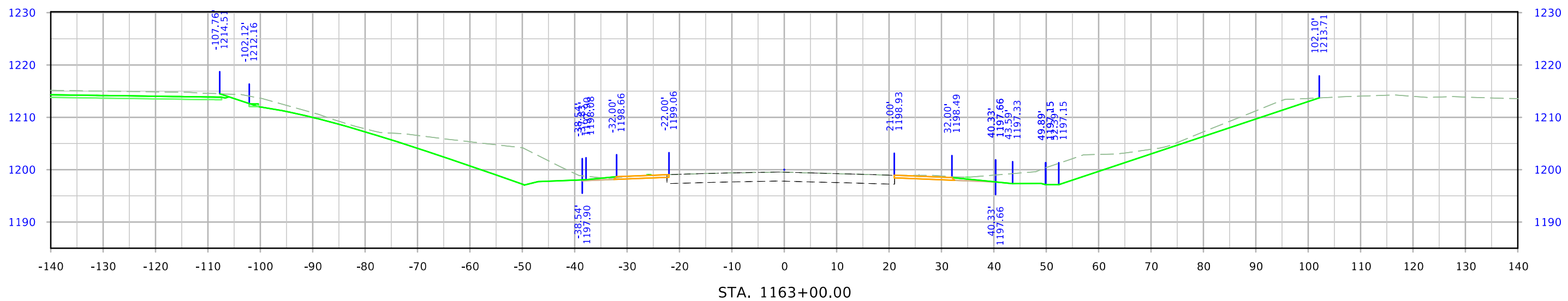
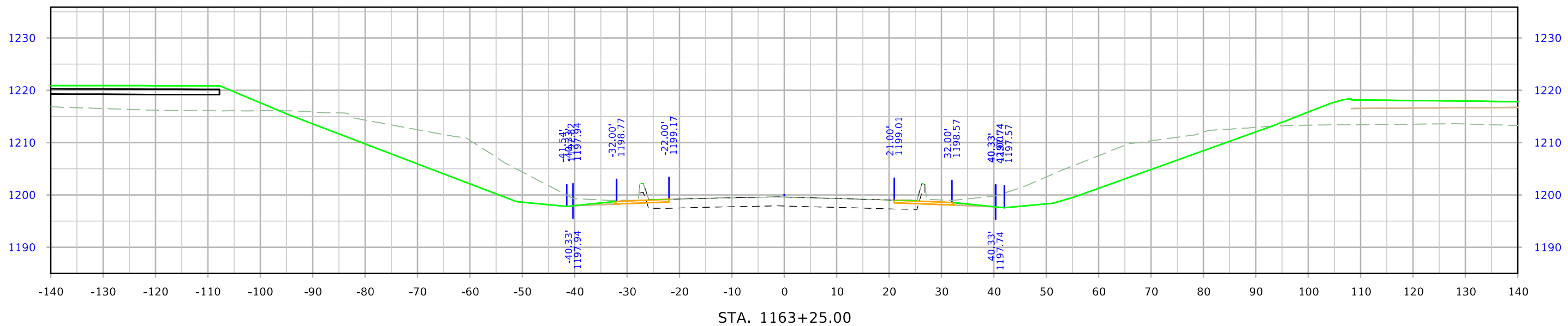
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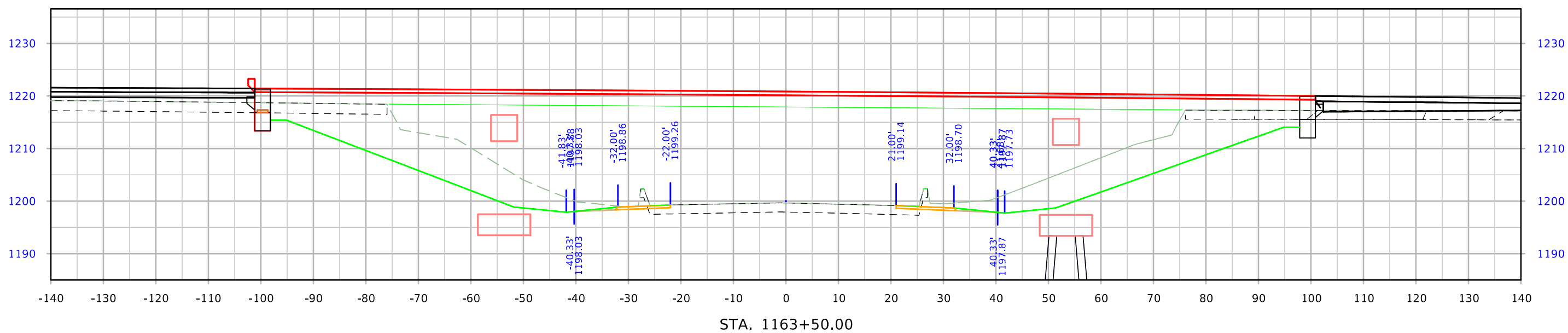
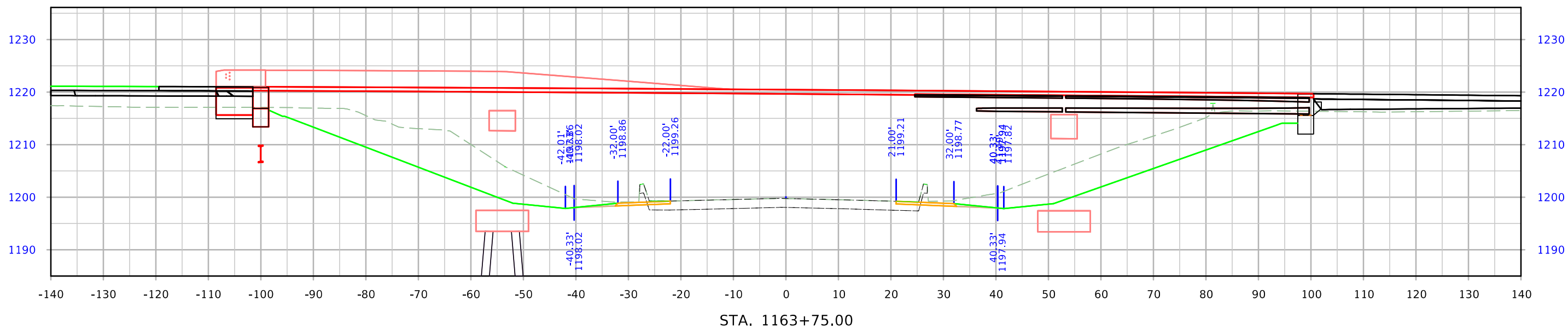






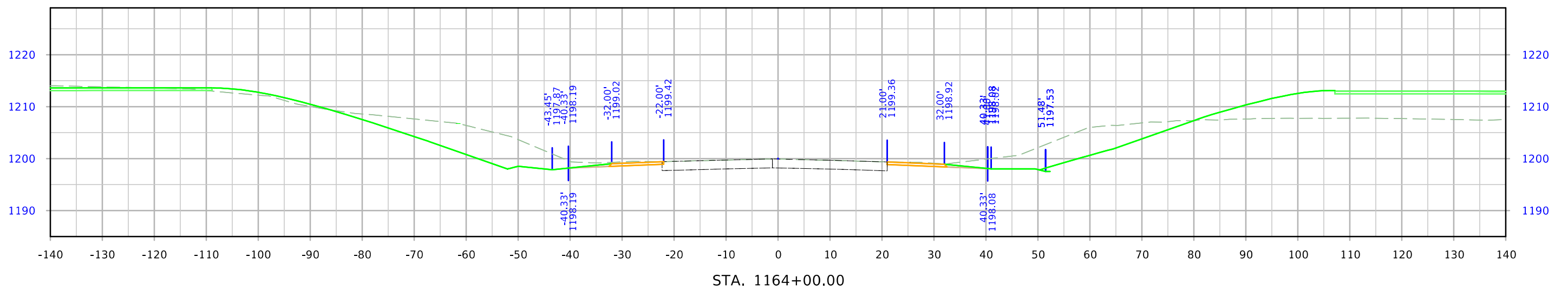
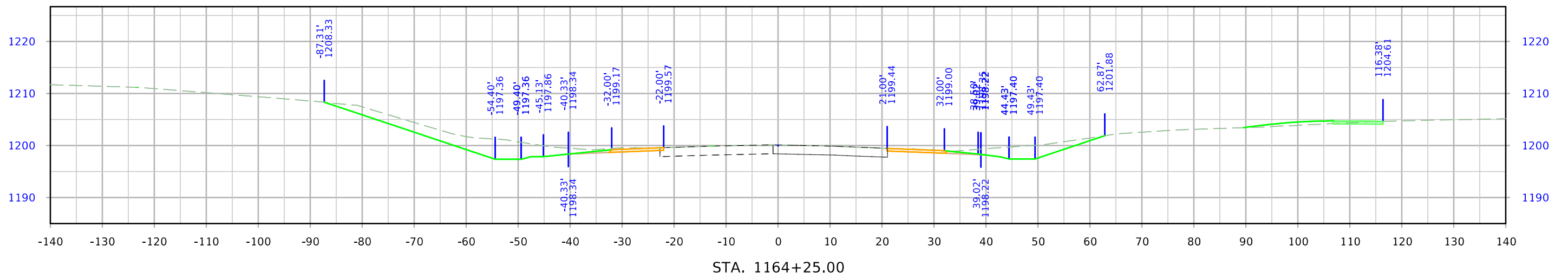
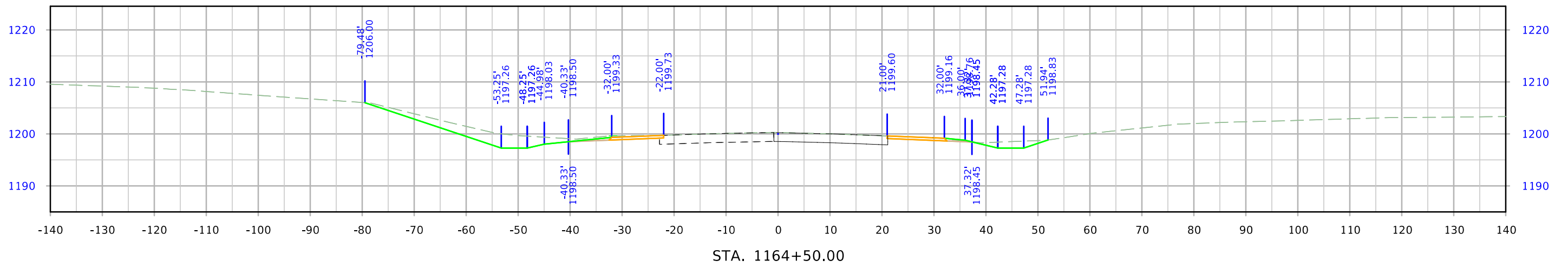


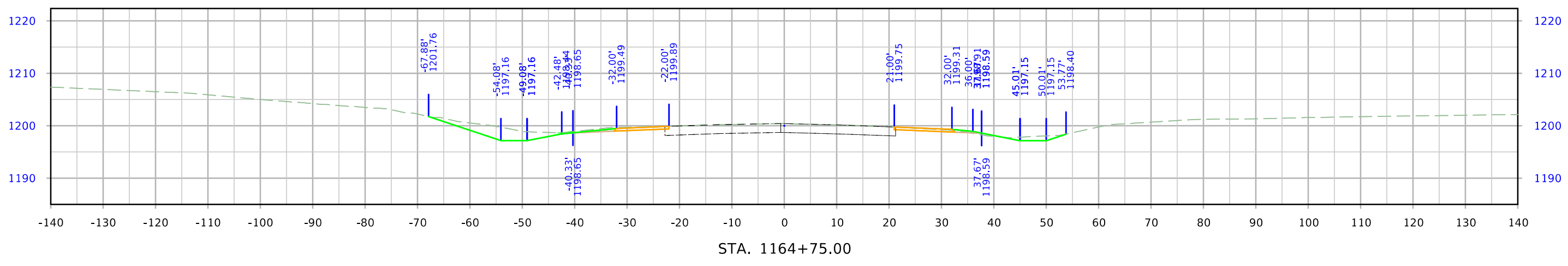
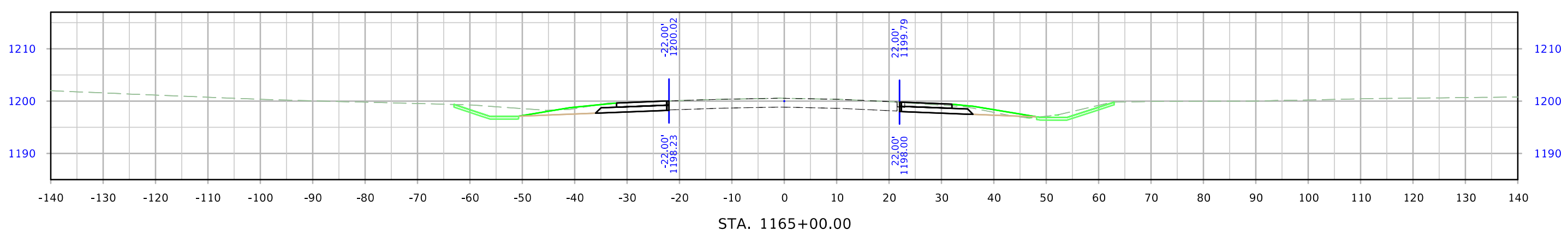
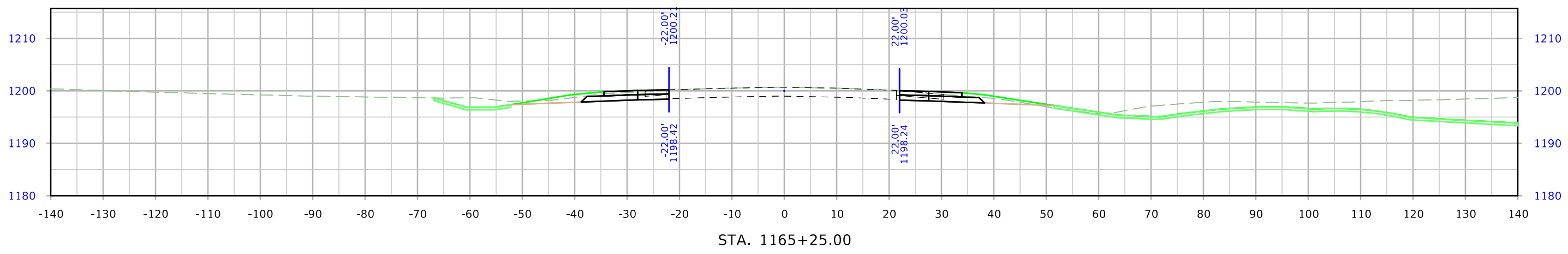


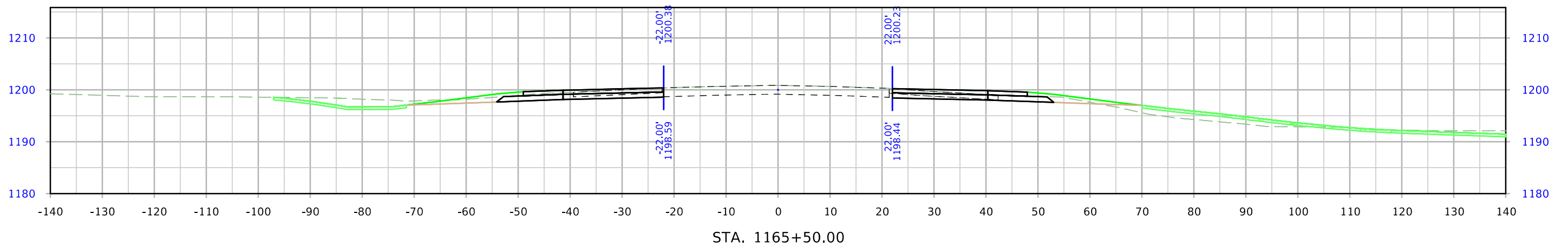
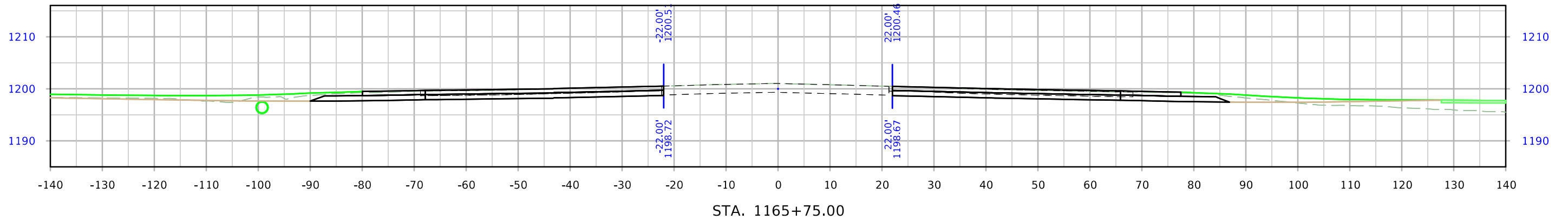
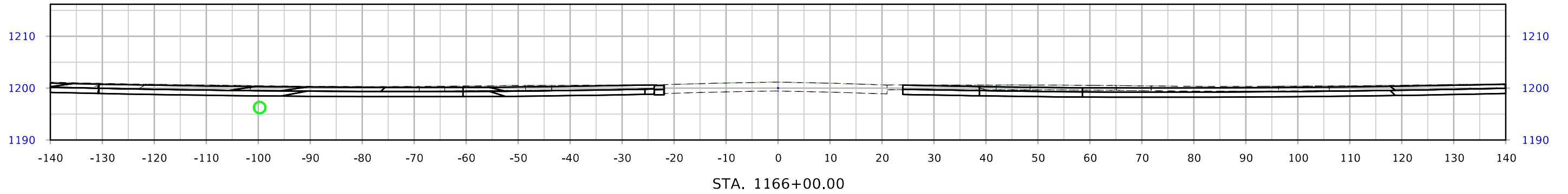


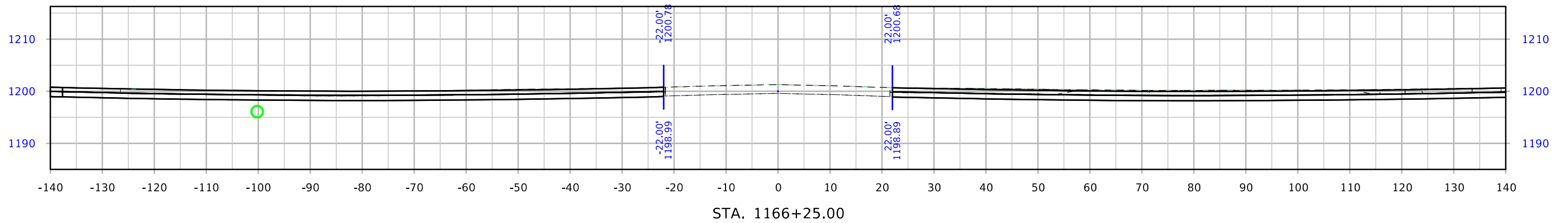
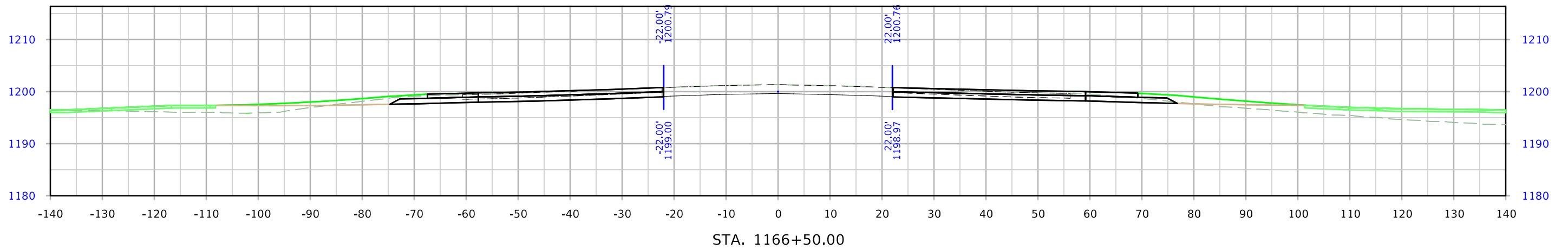
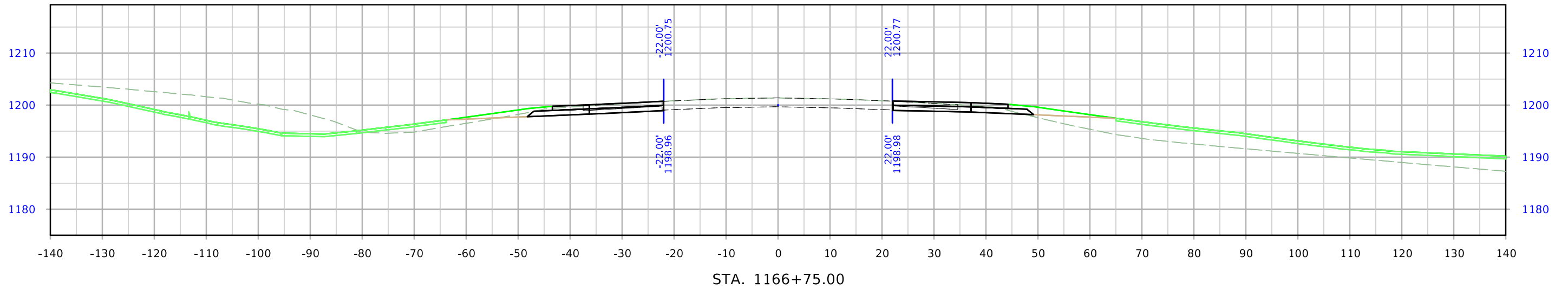


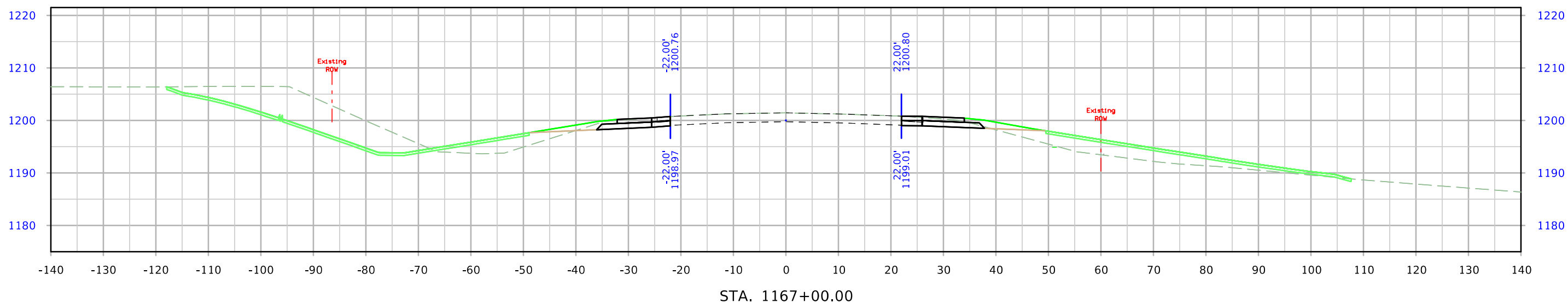
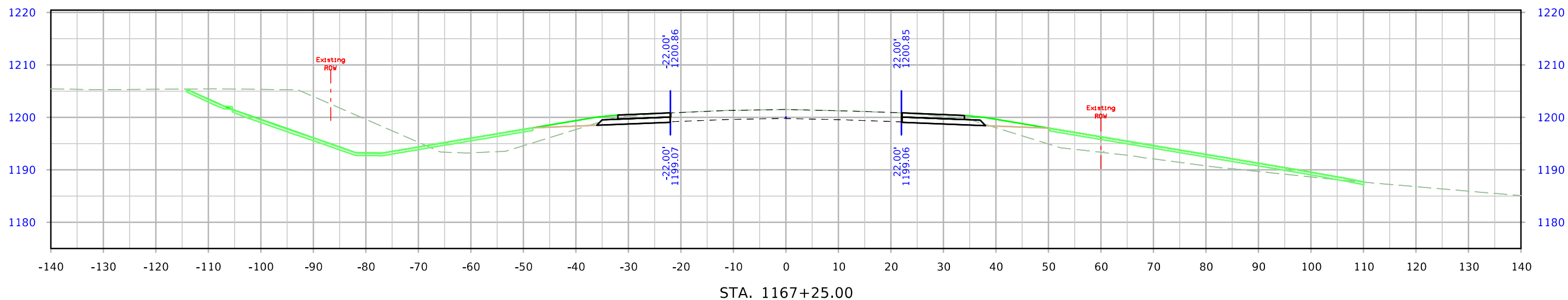
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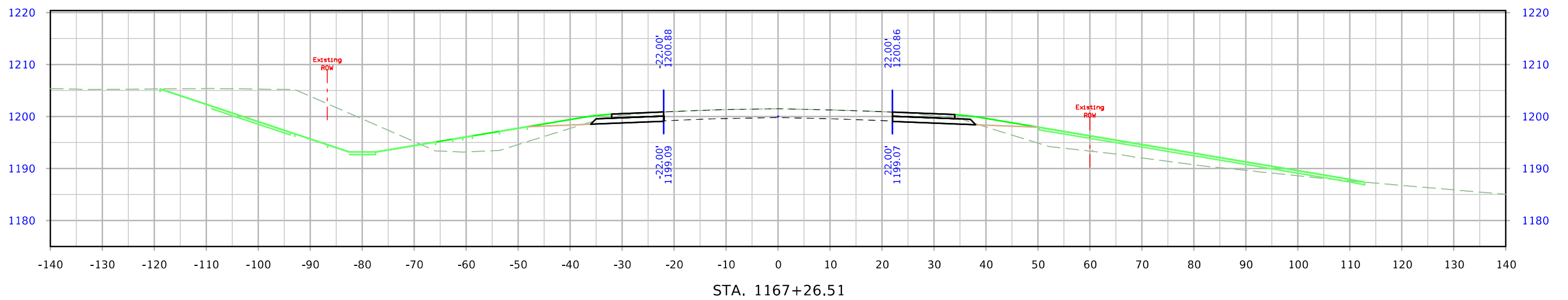
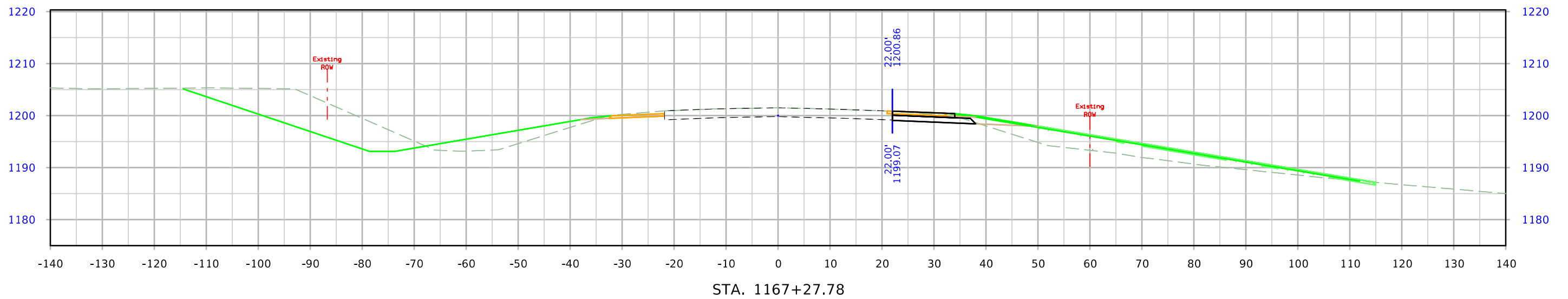
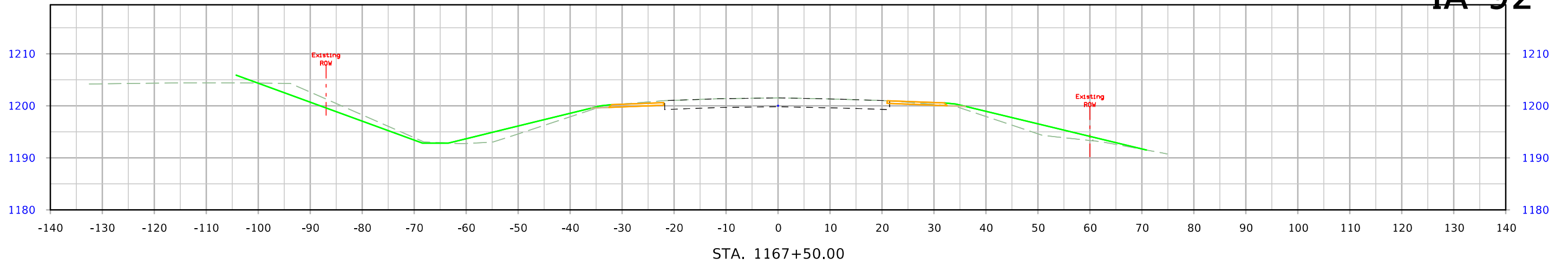


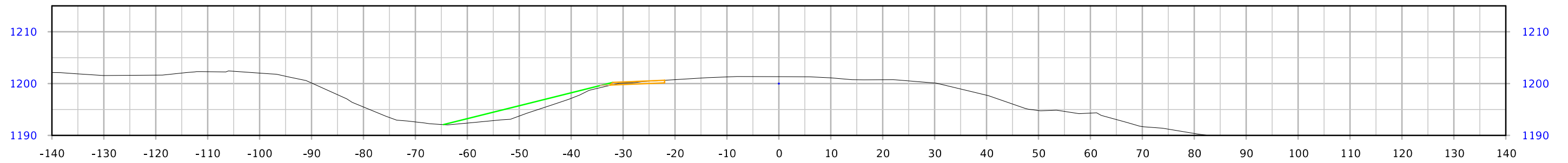




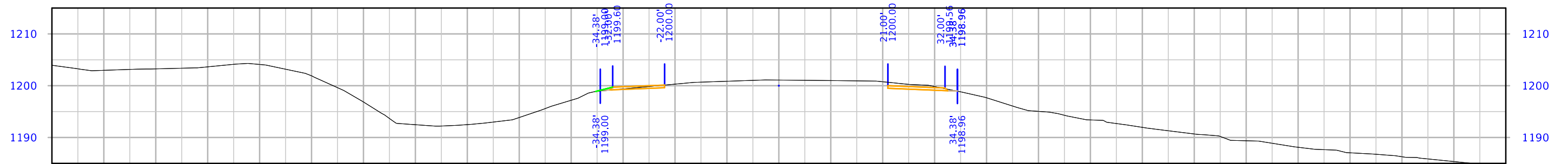




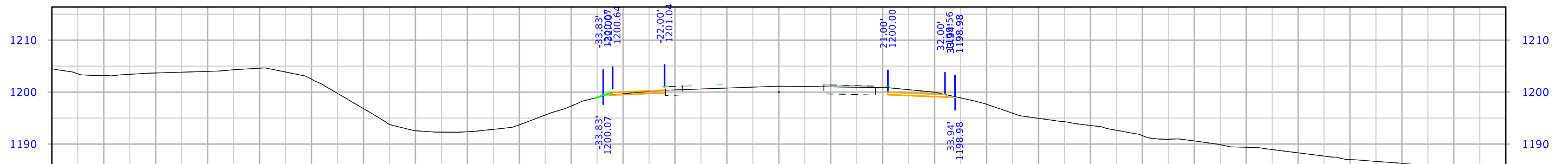




STA. 1168+00.00

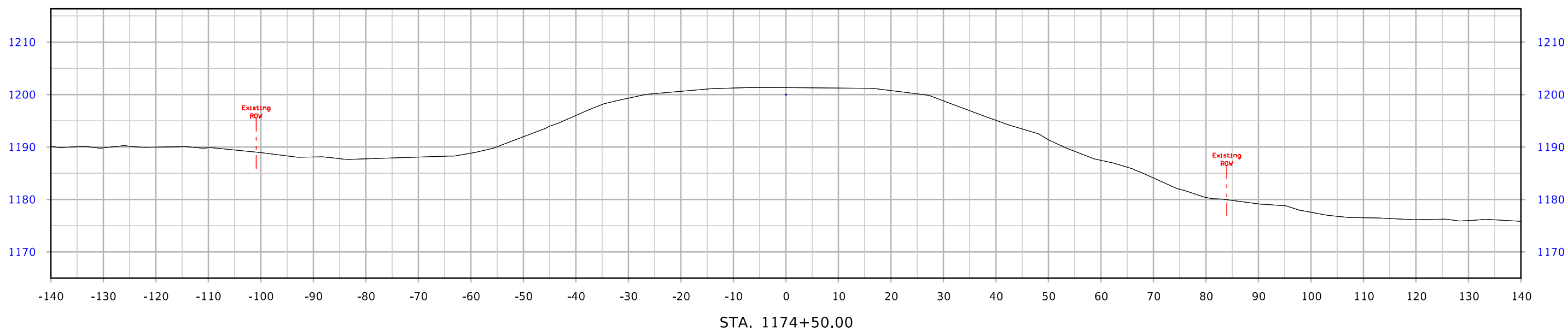
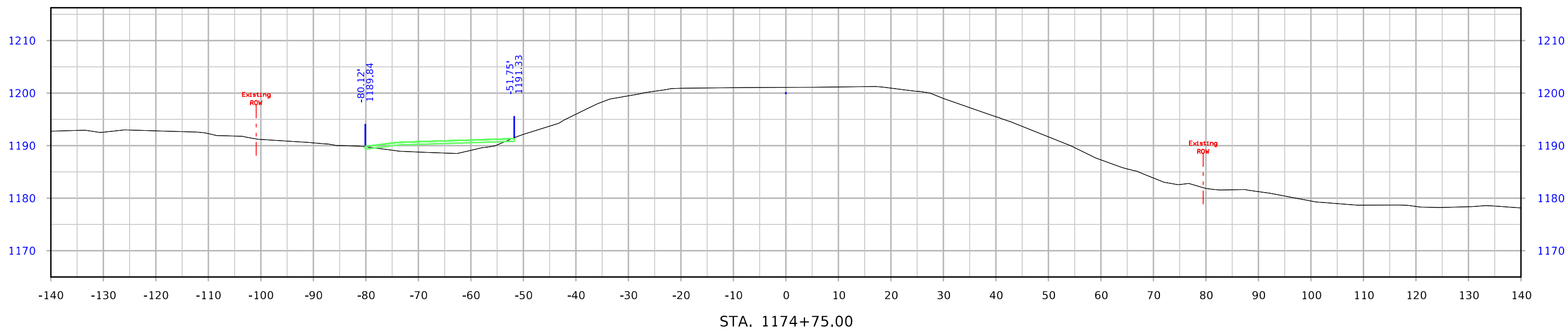


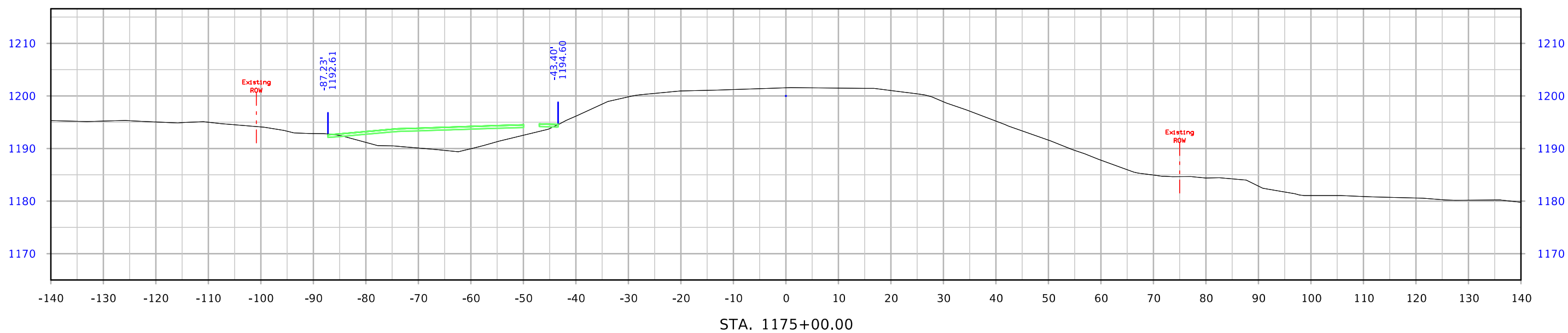
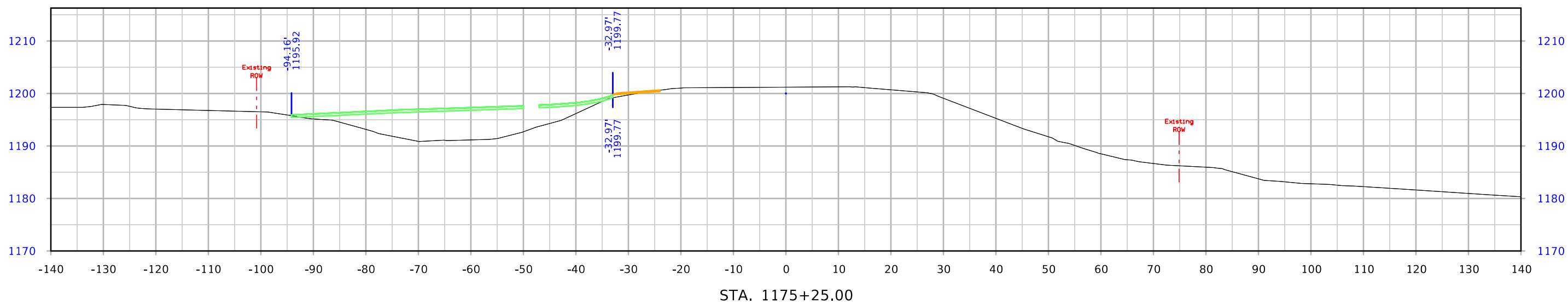
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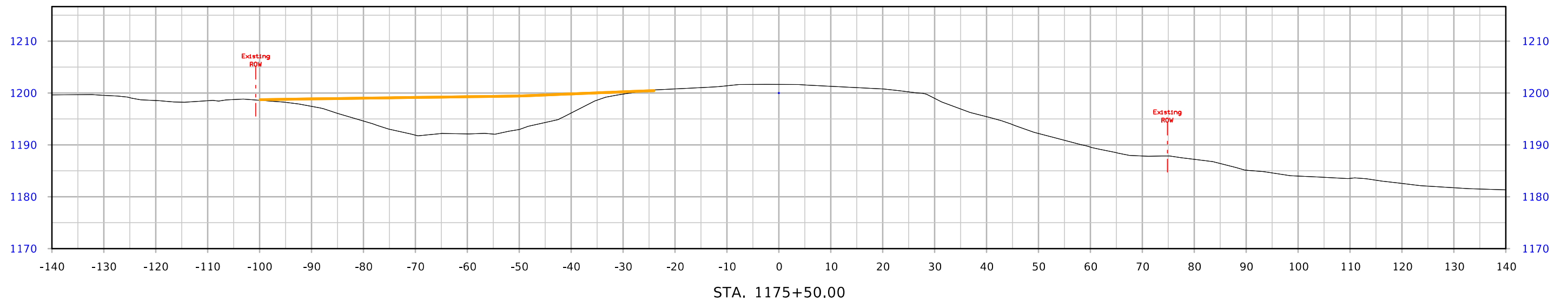
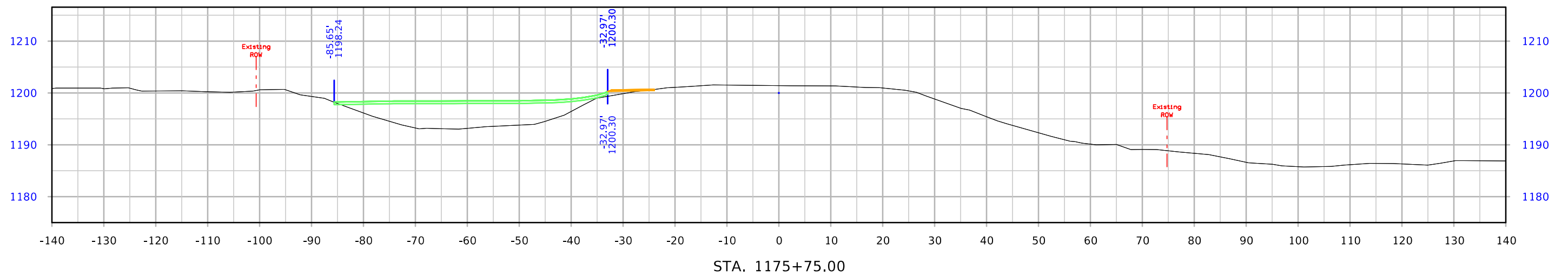
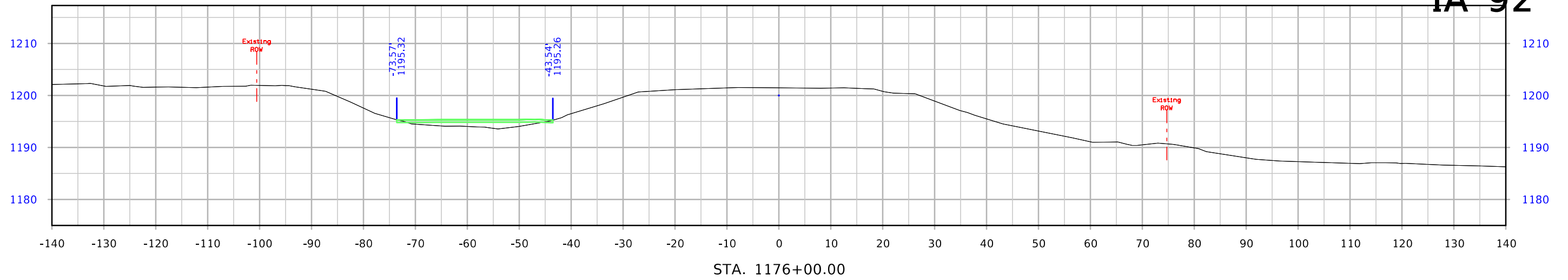


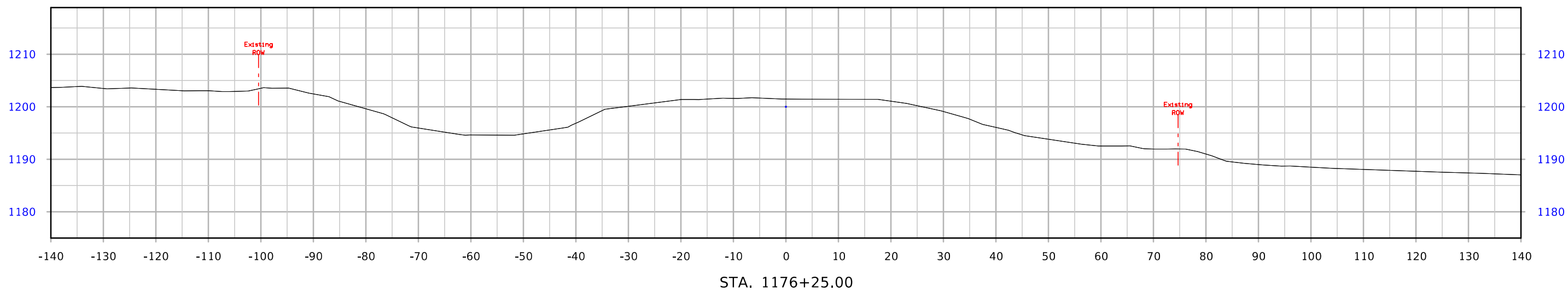
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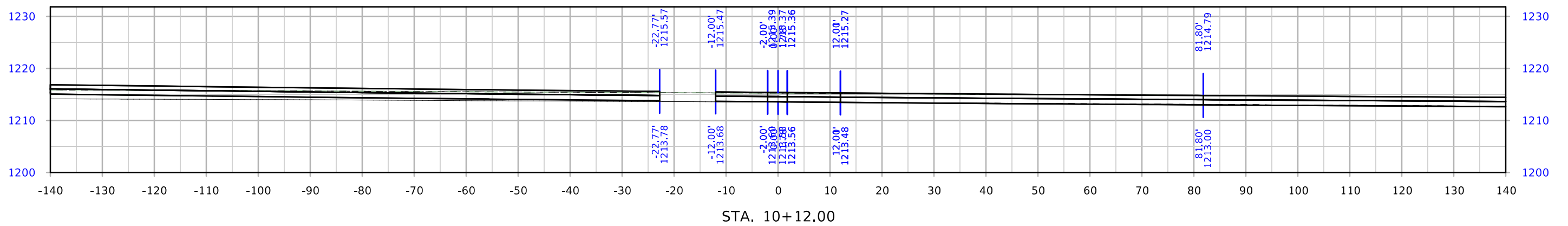
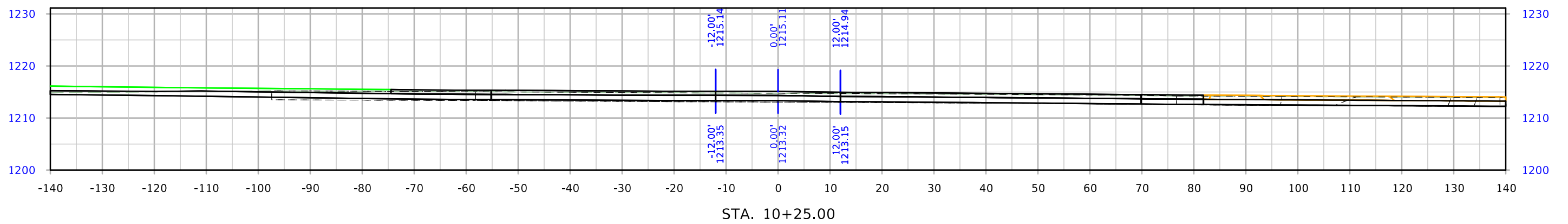
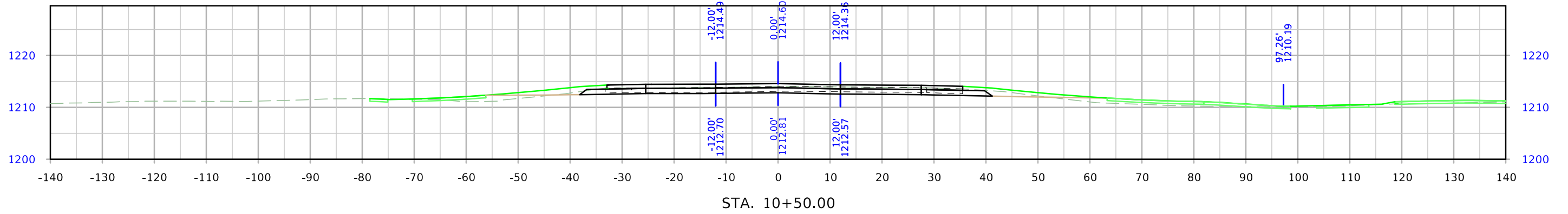




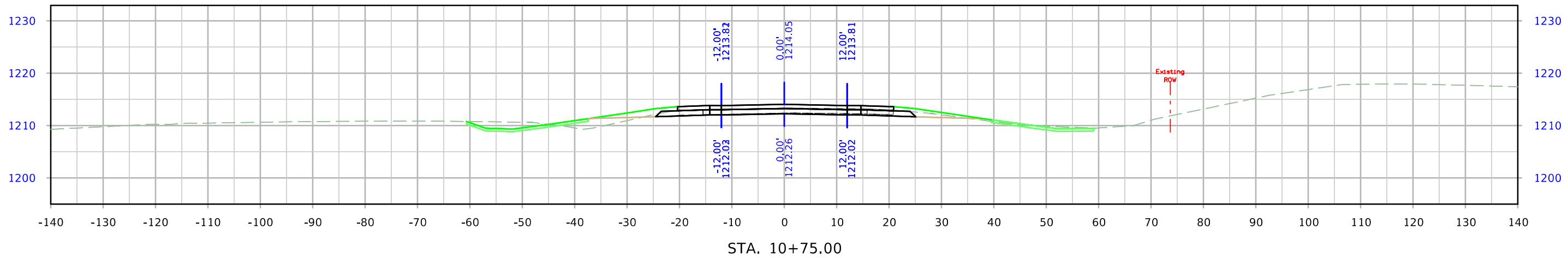
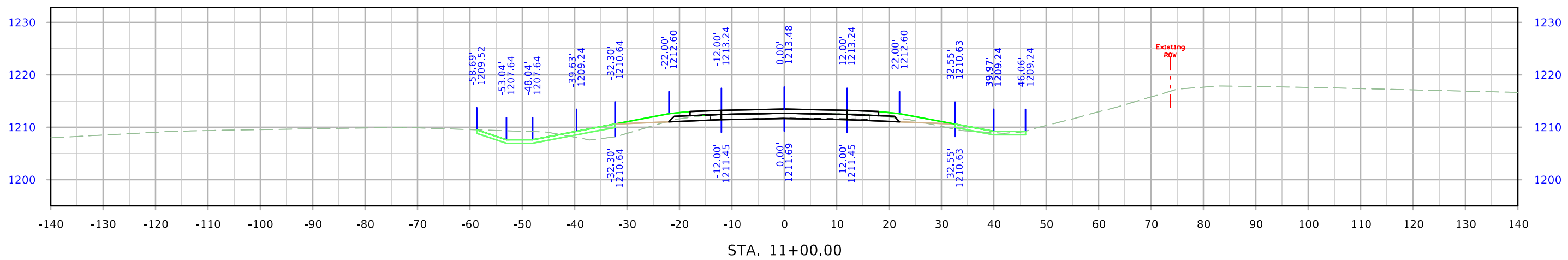
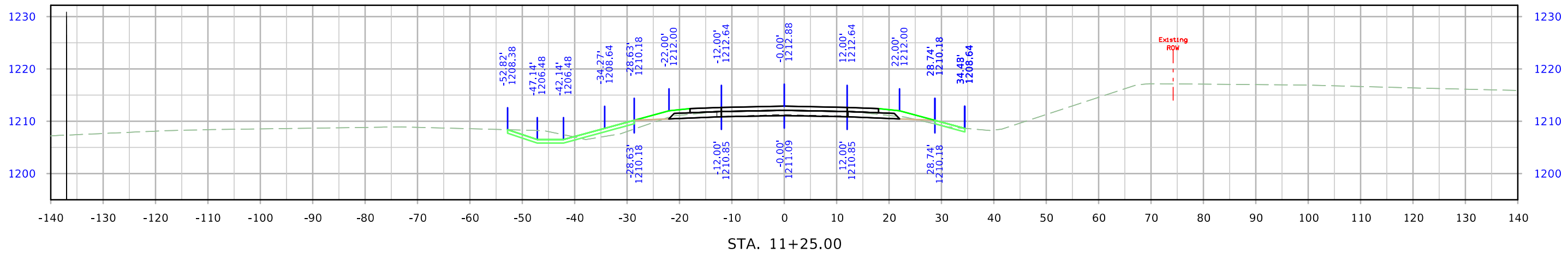




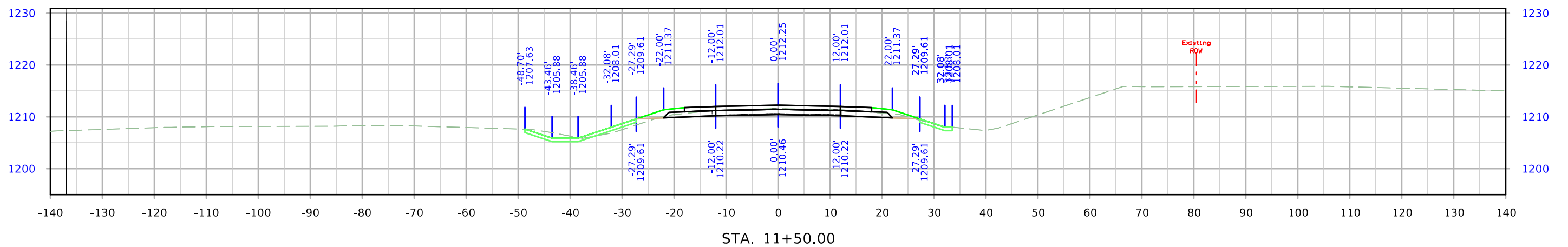
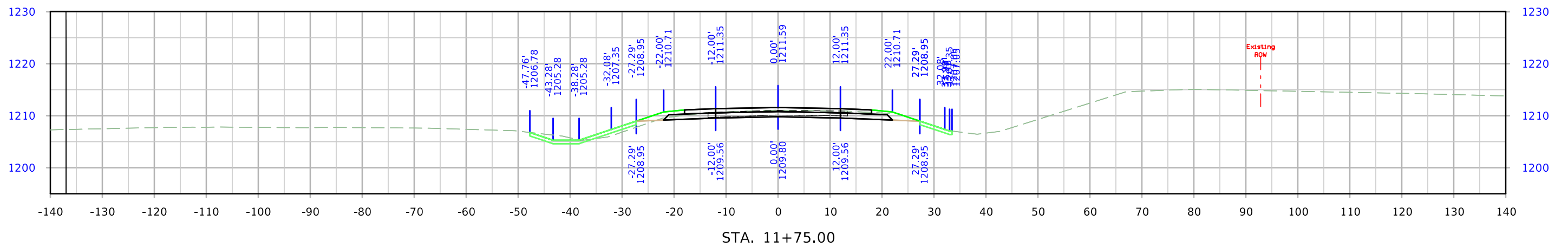
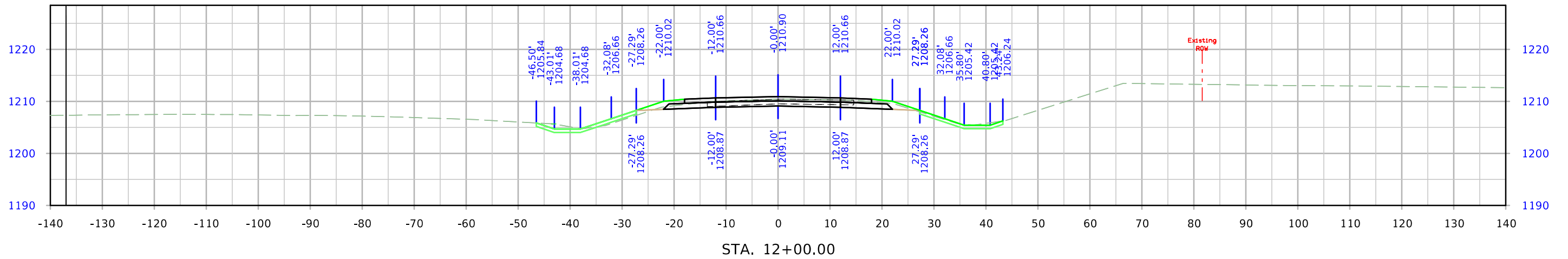
# Ramp SE



# Ramp SE

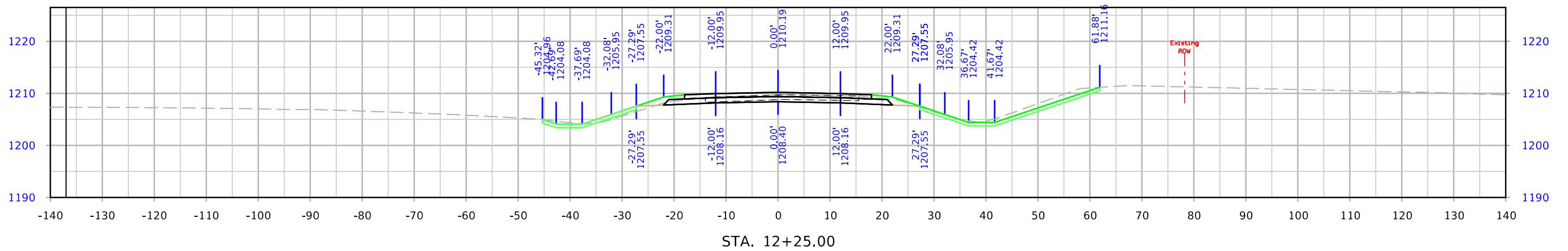
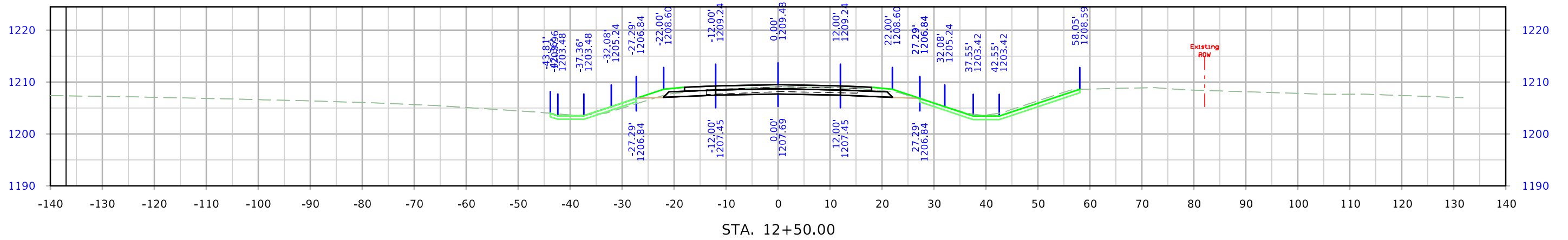
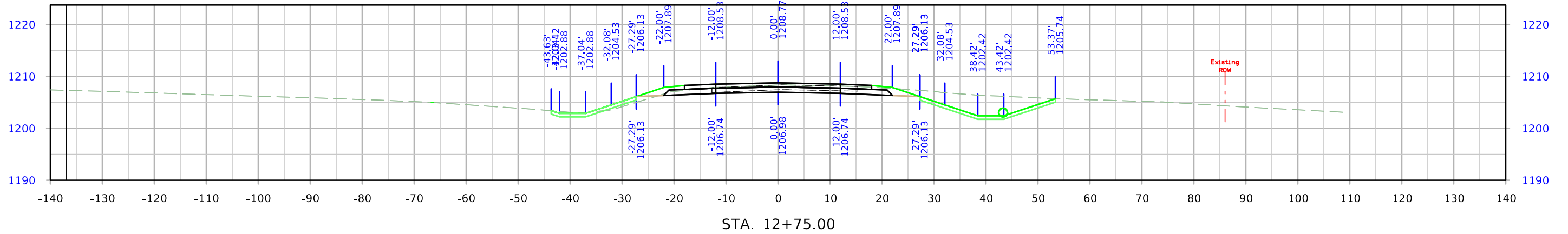


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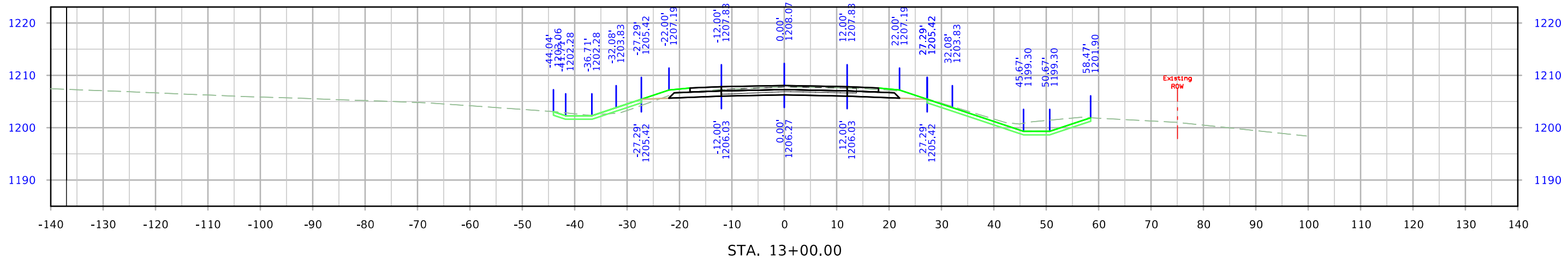
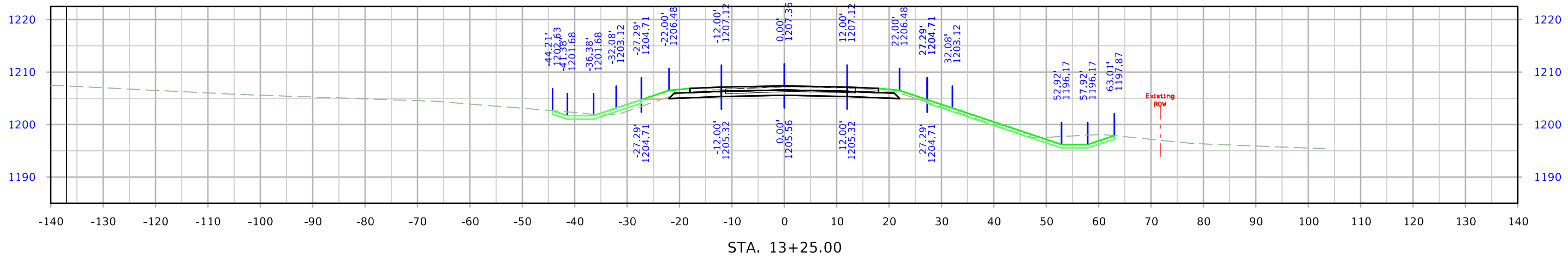
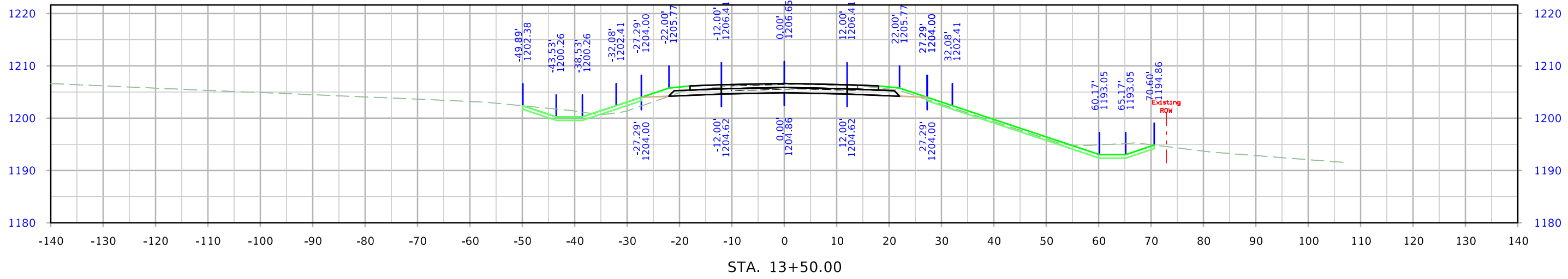




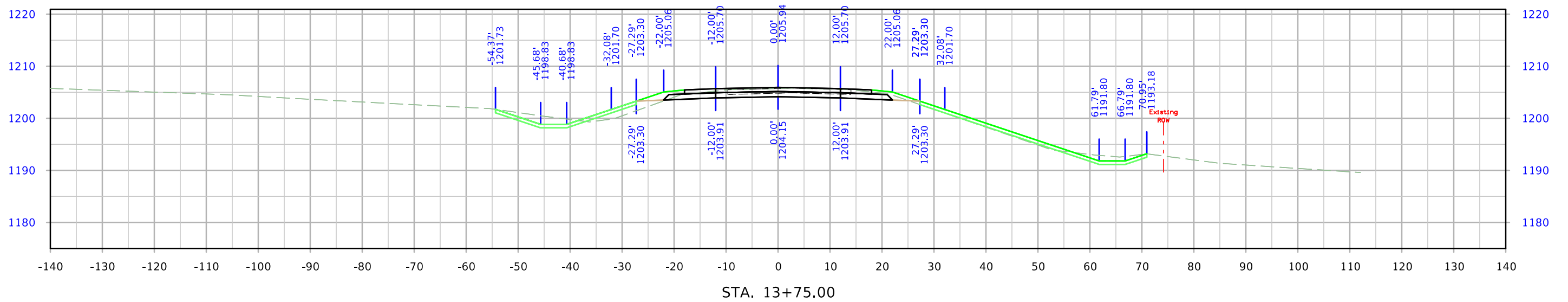
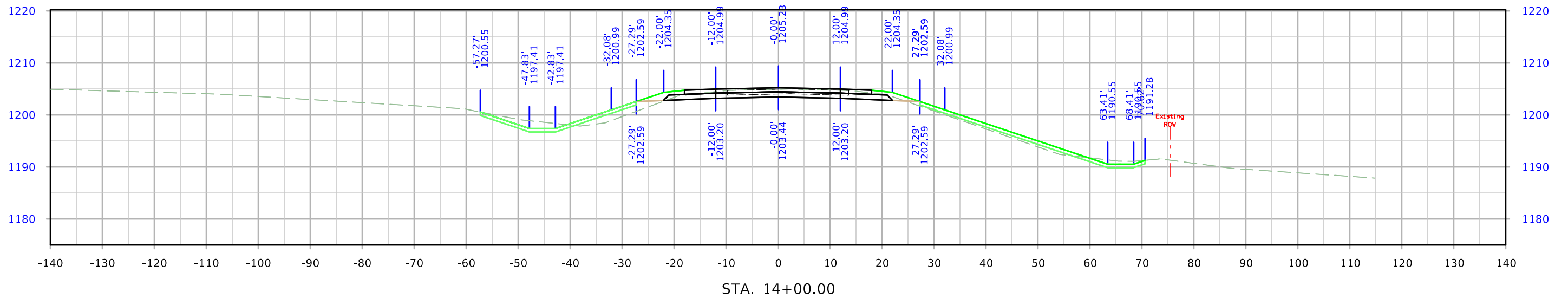
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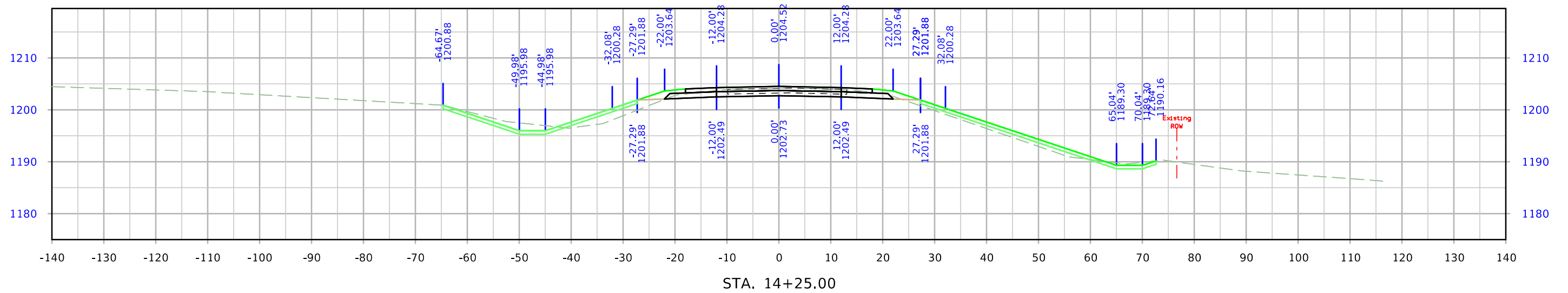
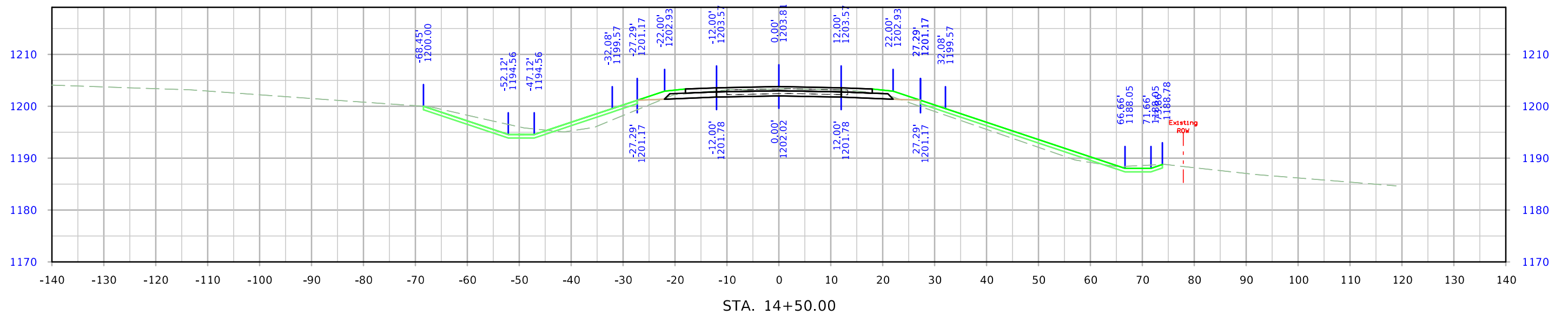
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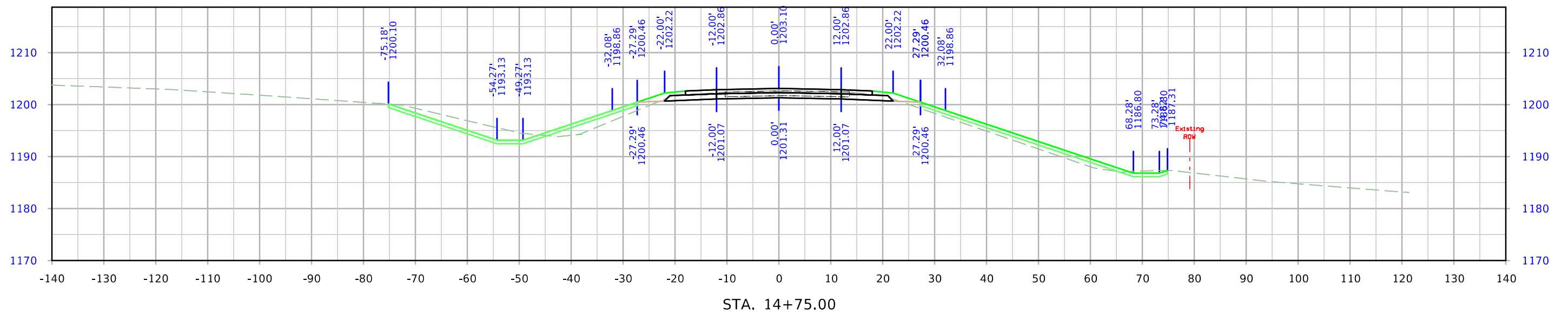
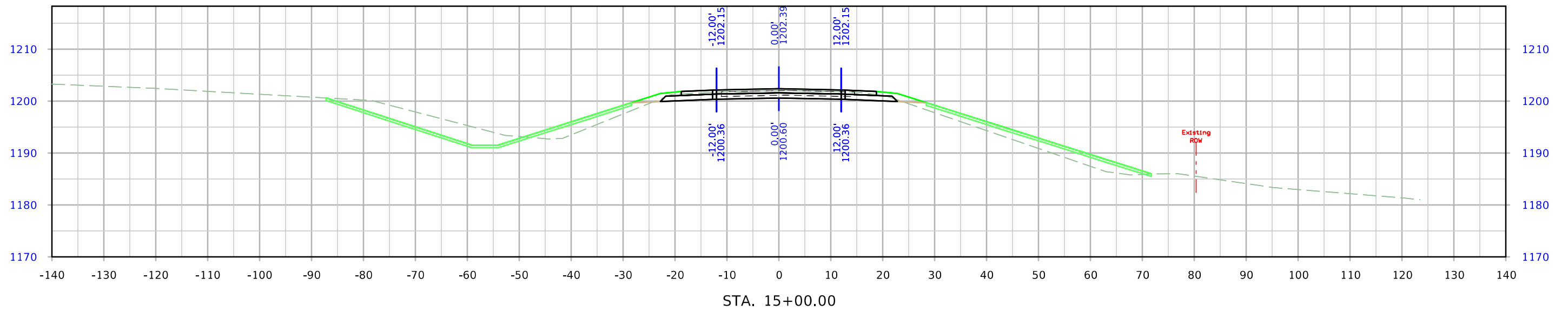
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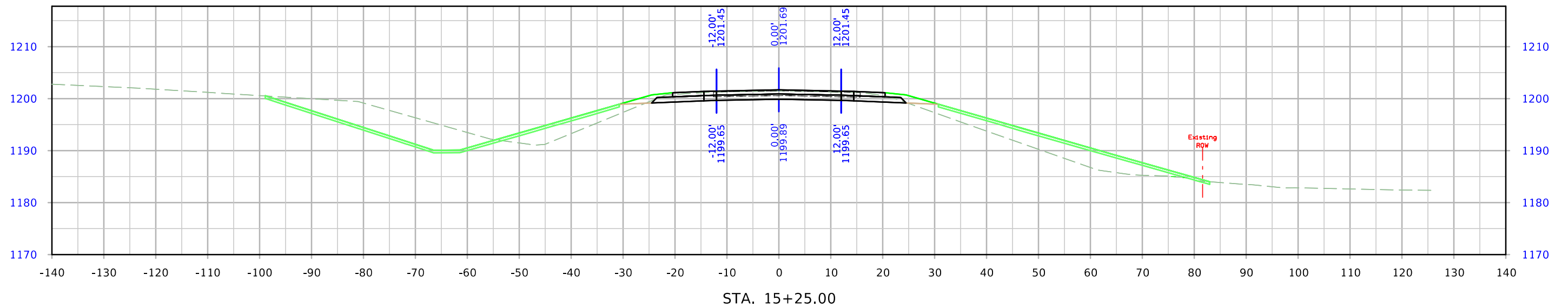
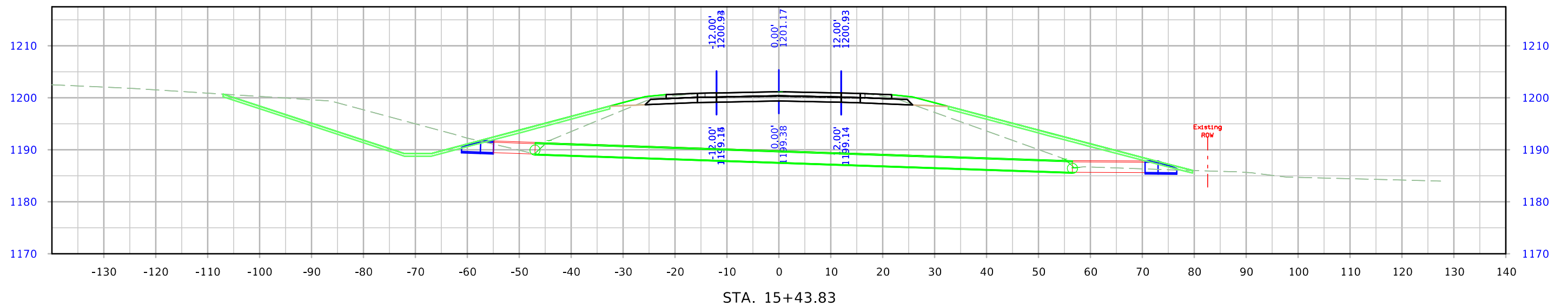
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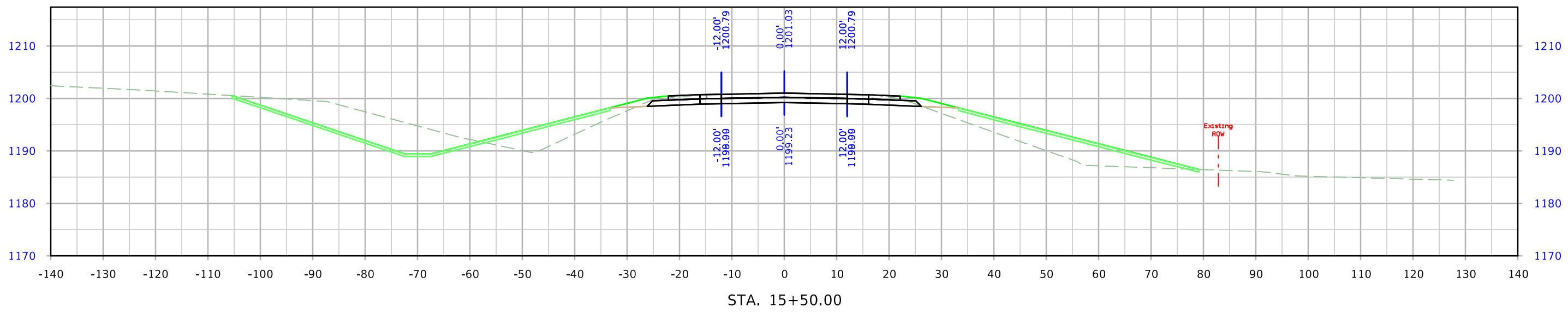
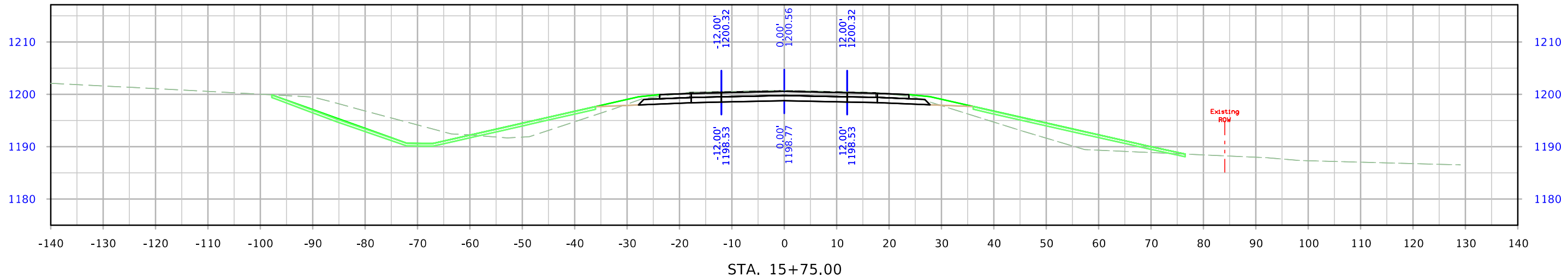
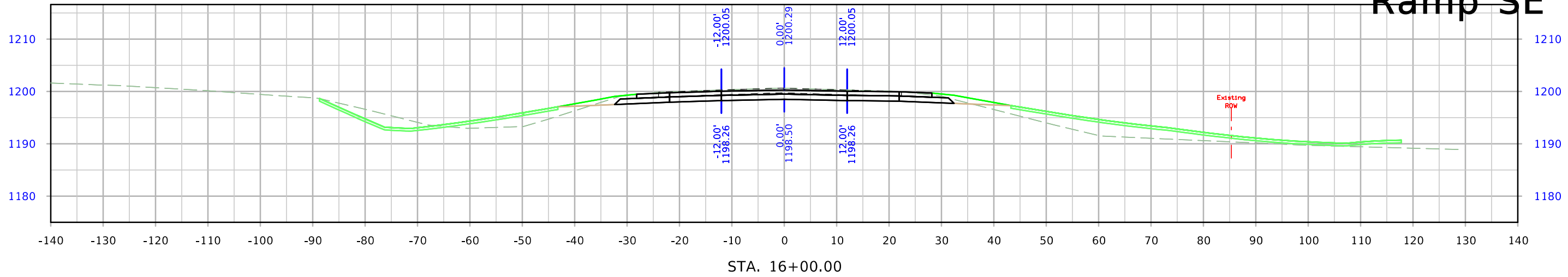
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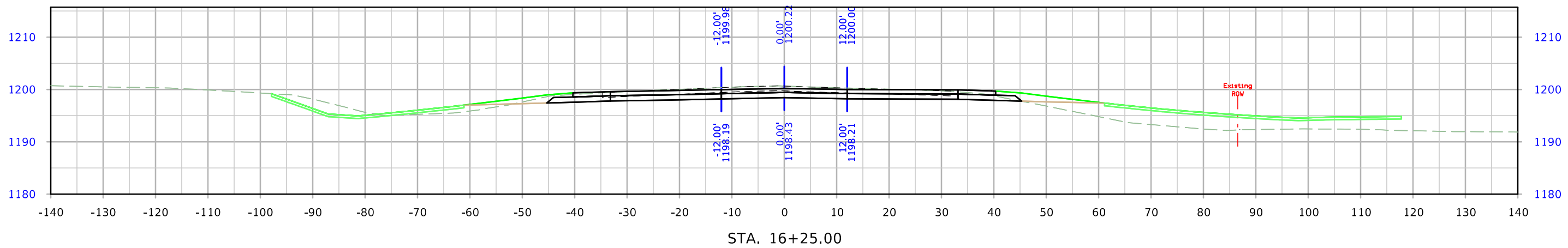
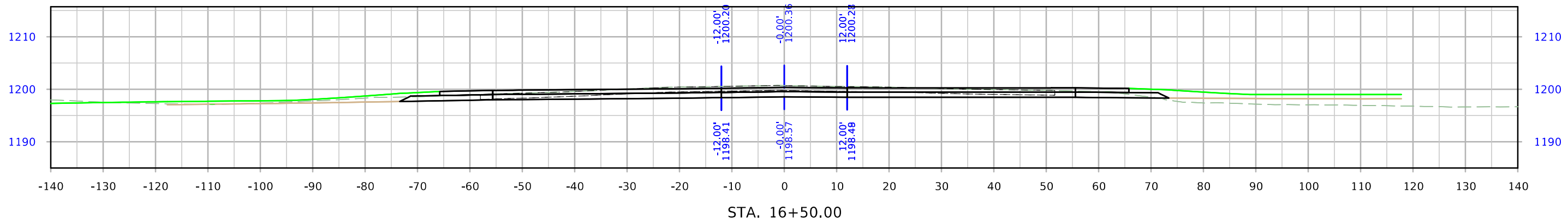
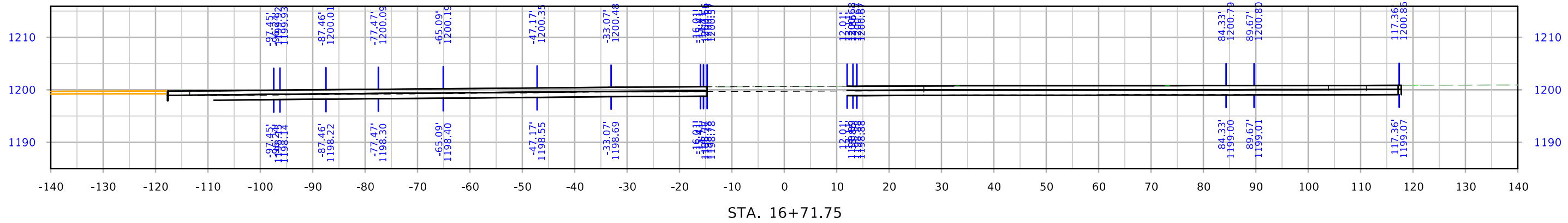
# Ramp SE



# Ramp SE

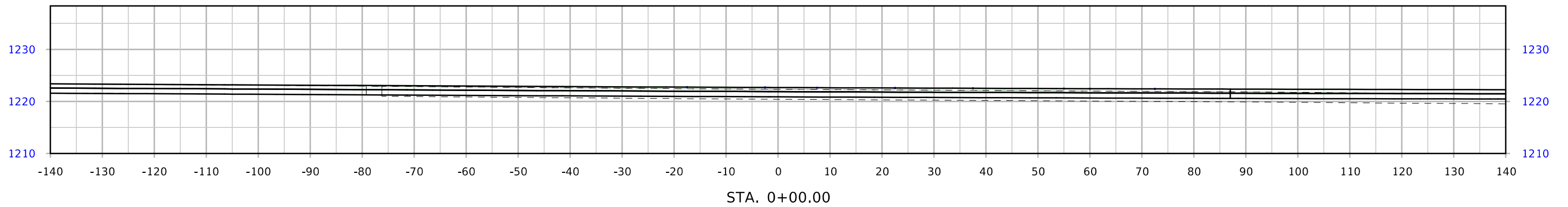
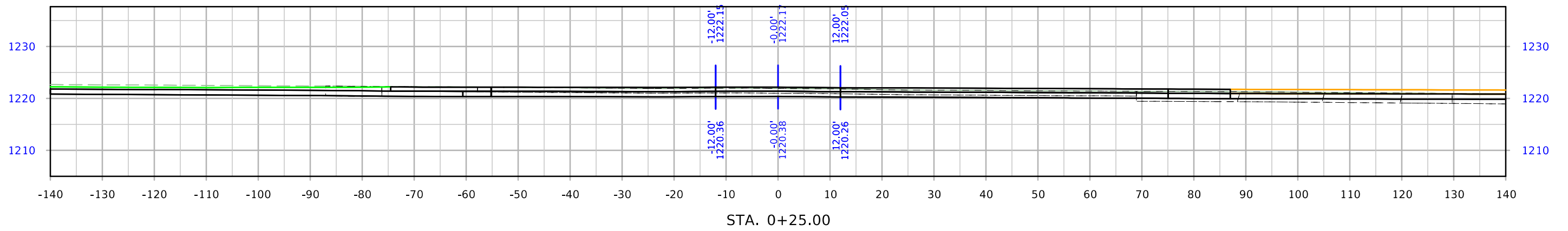
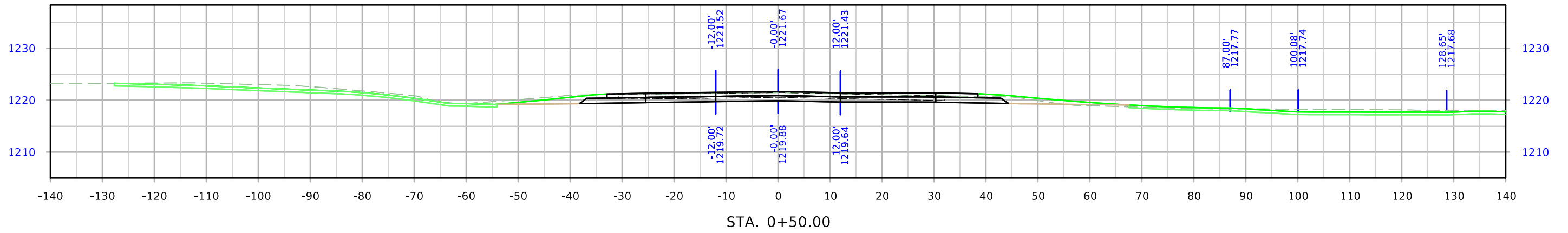


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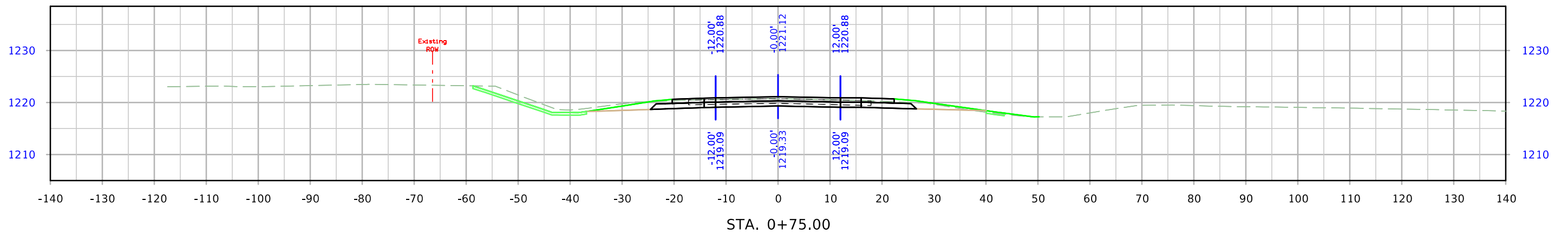
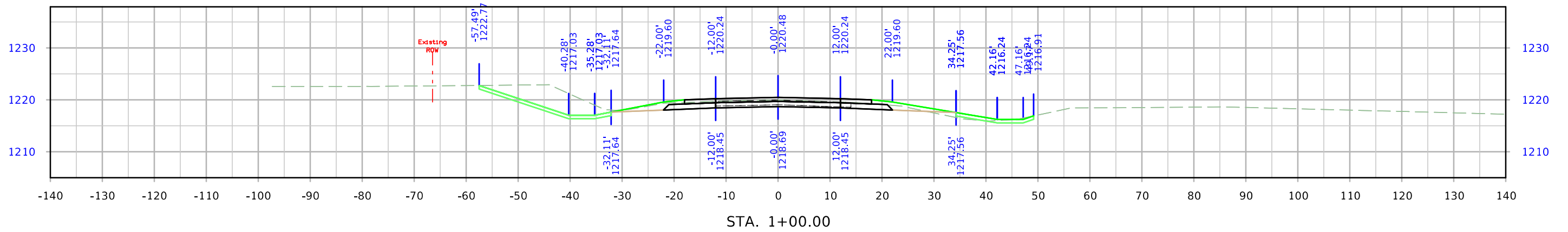
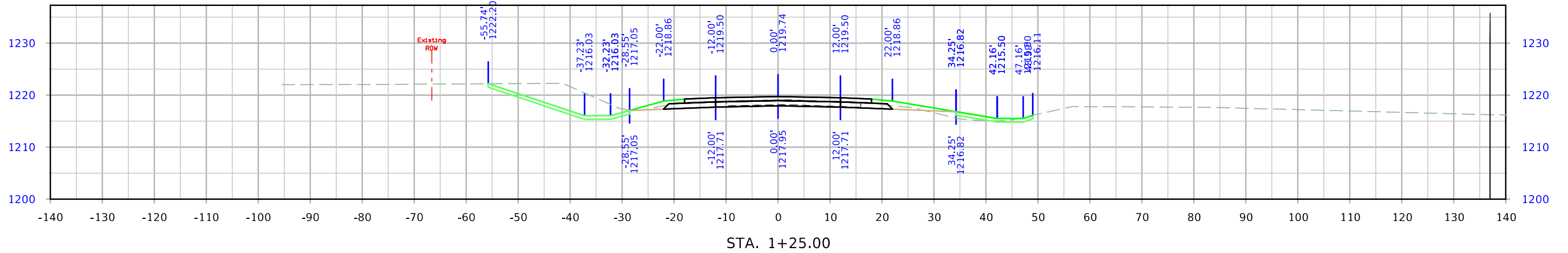




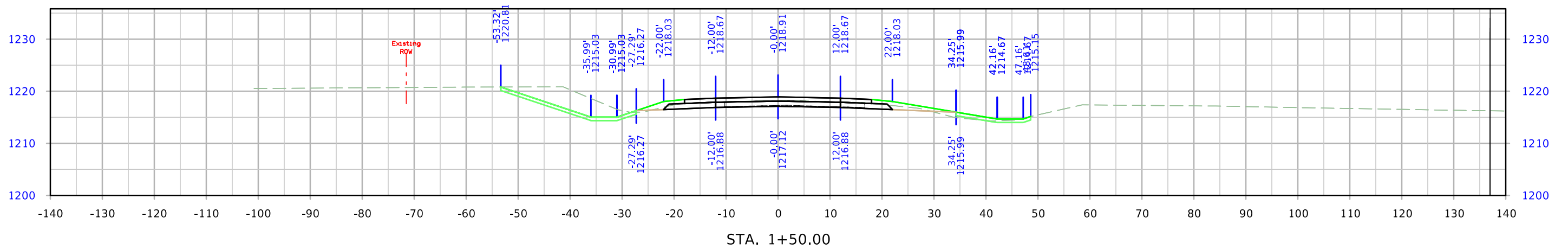
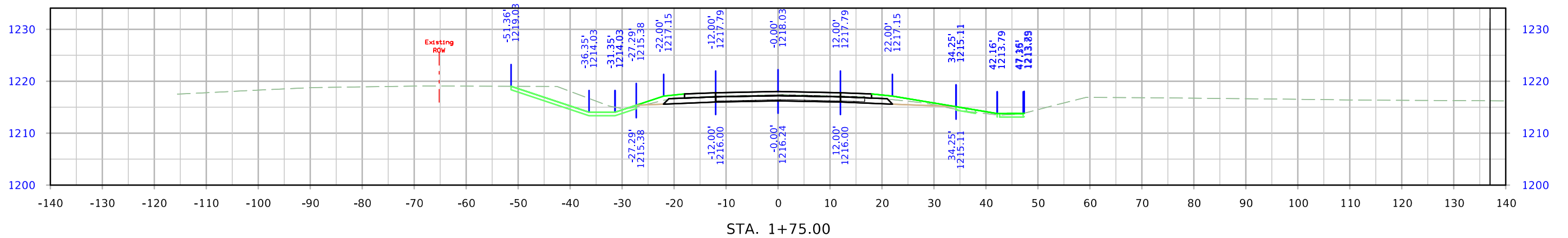
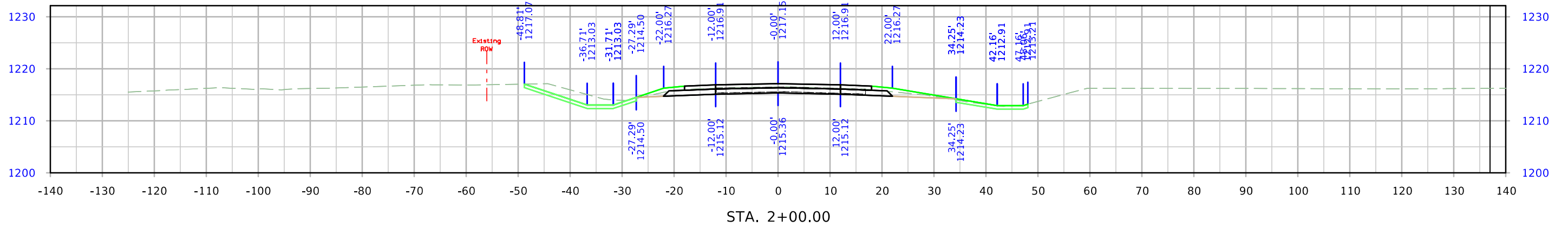
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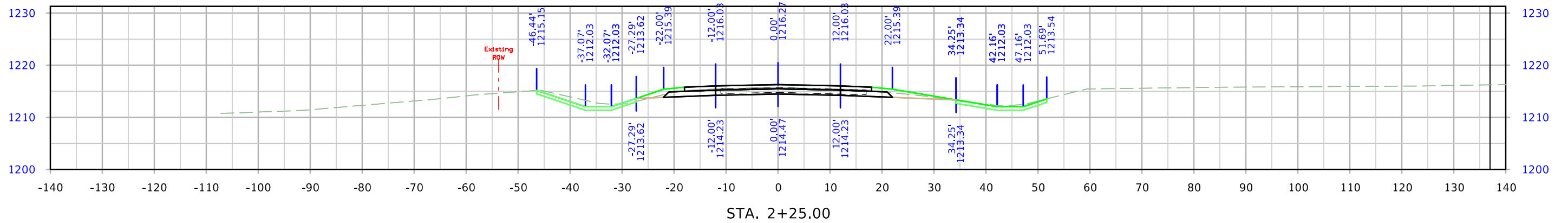
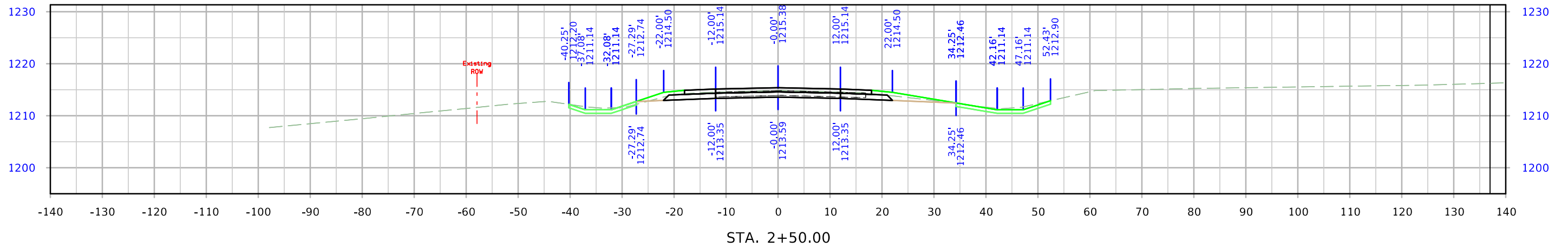
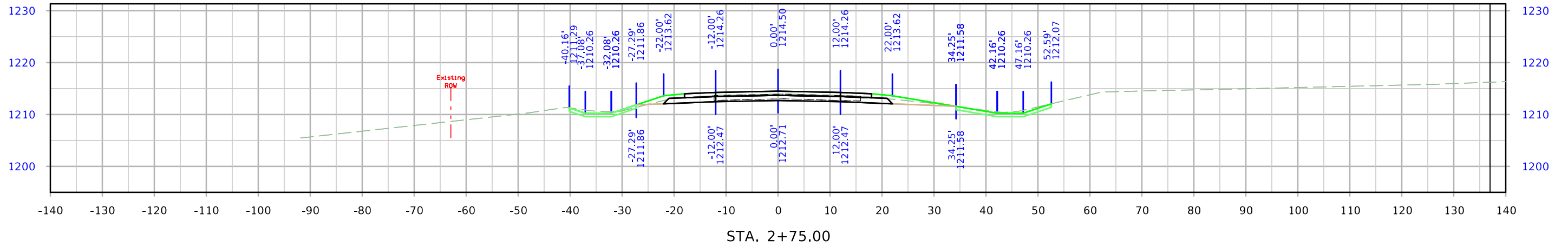
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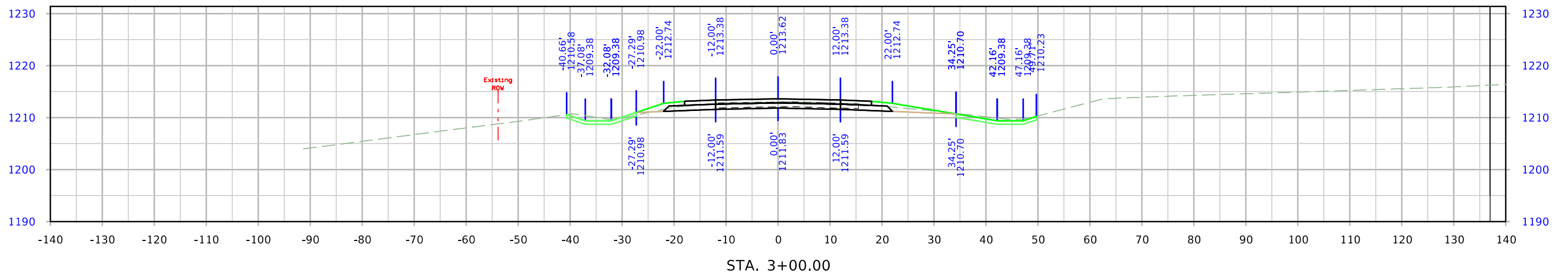
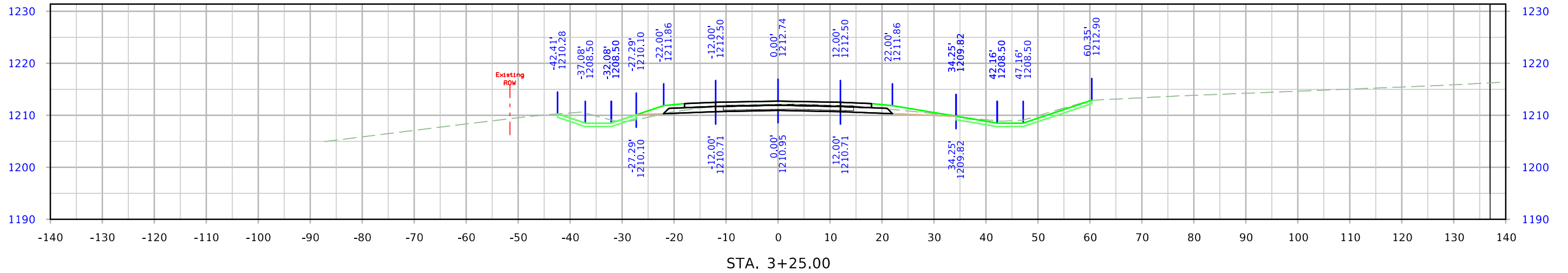
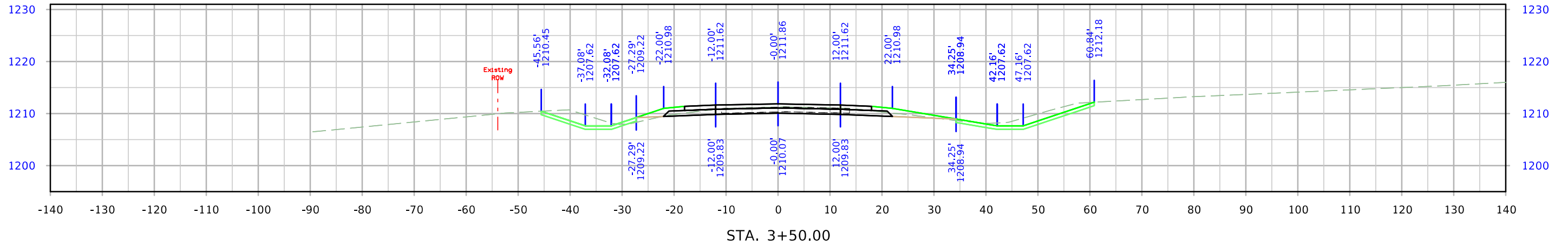
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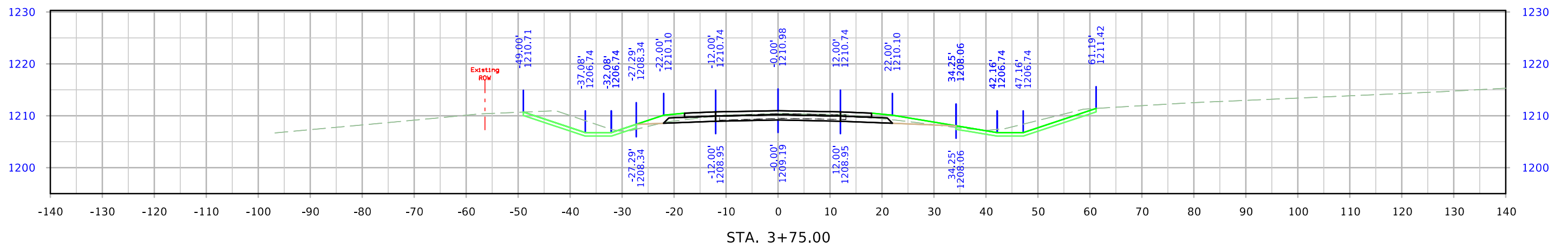
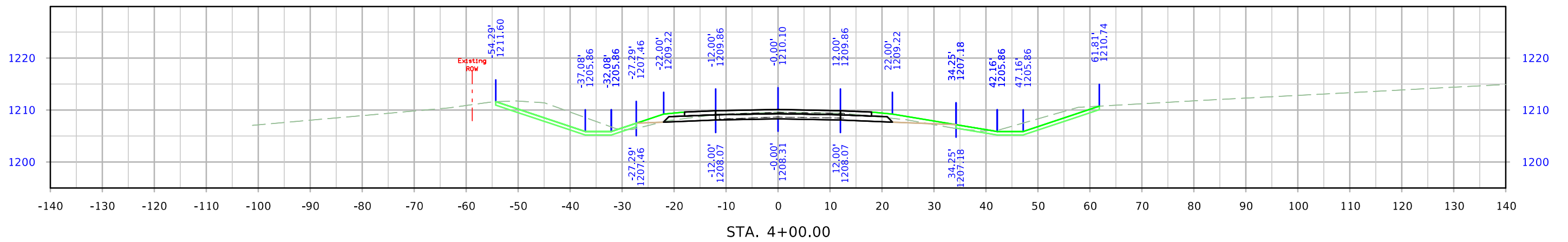
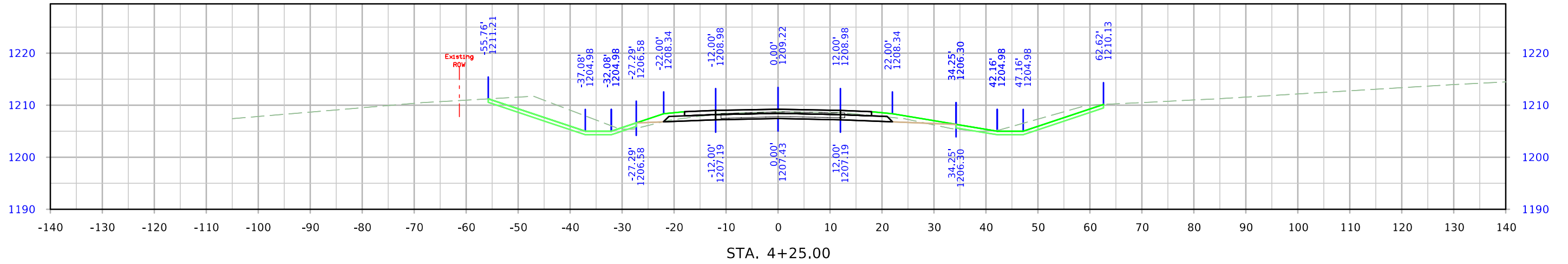
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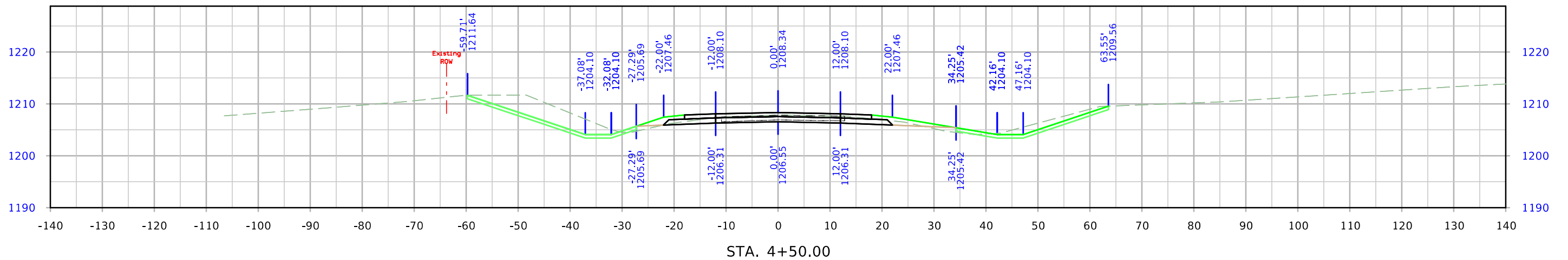
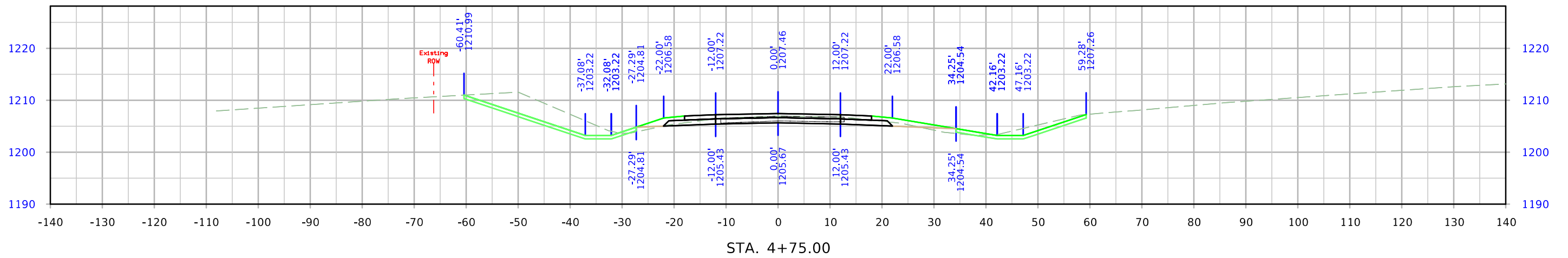
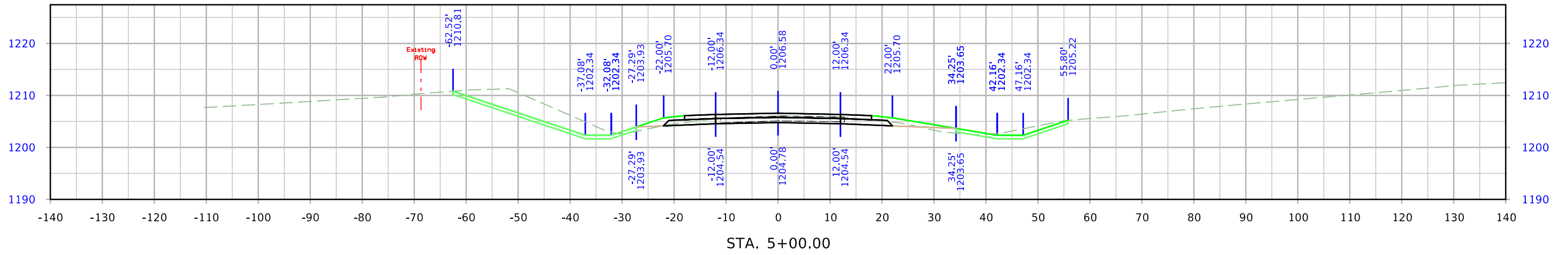
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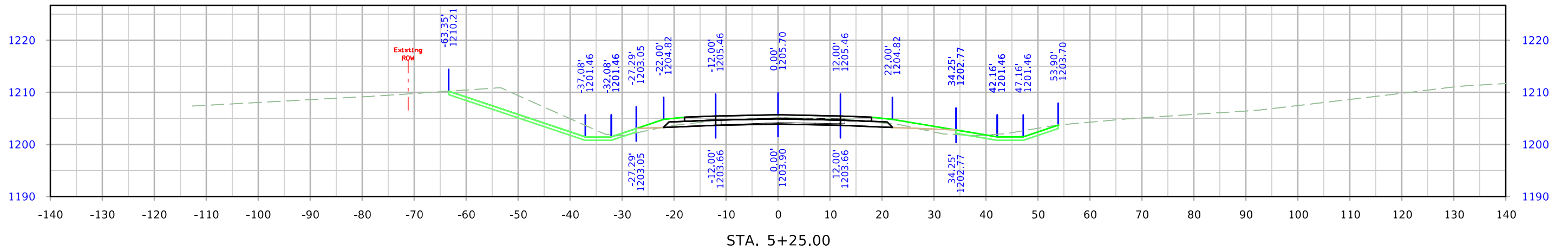
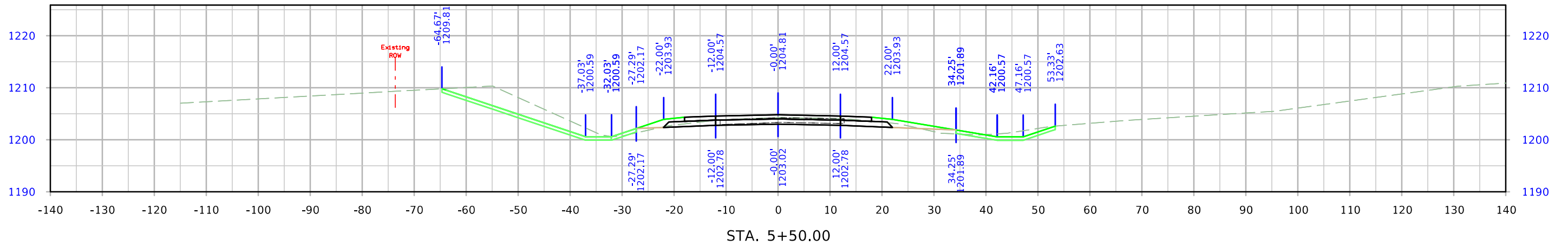
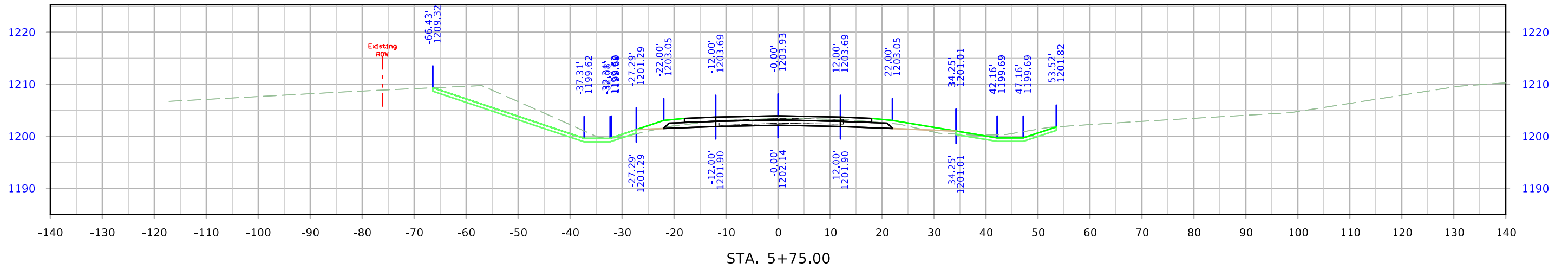
# Ramp NE



# Ramp NE

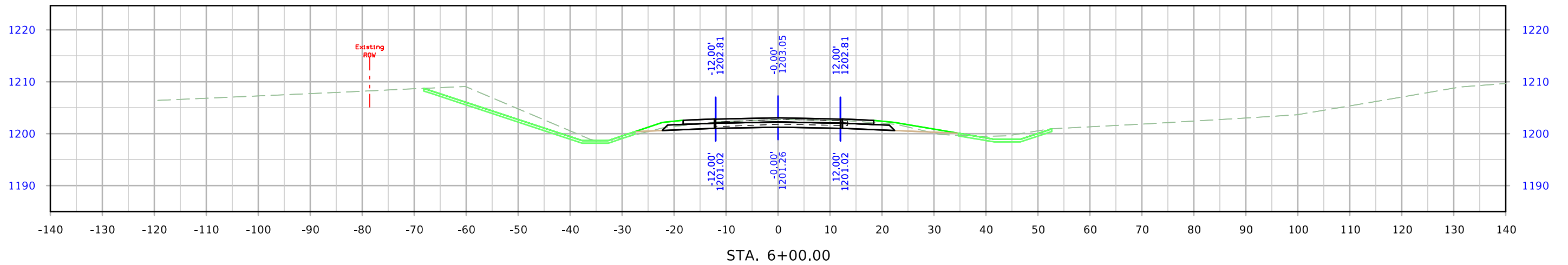
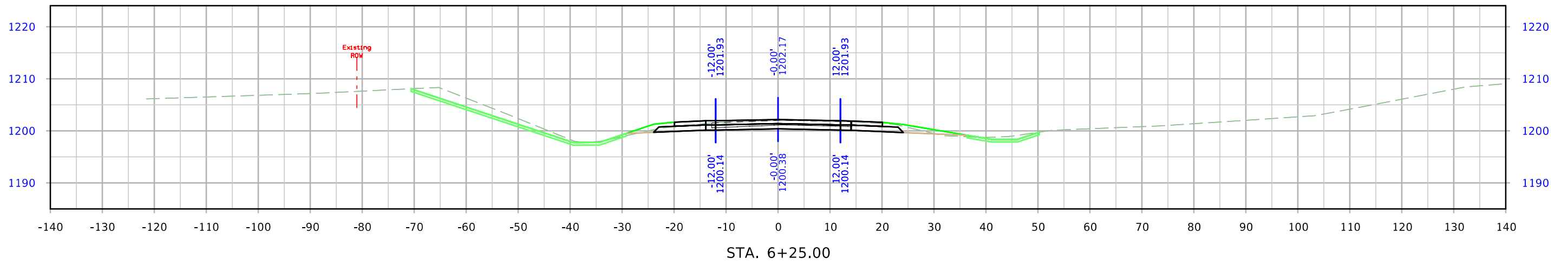
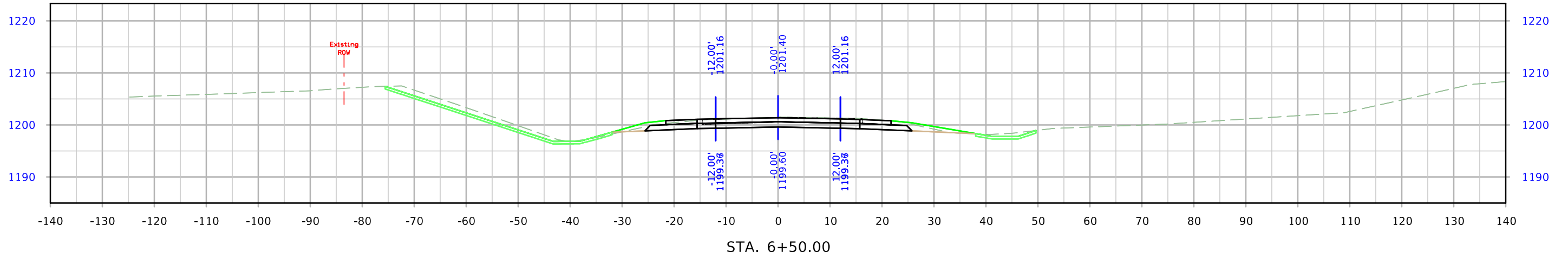


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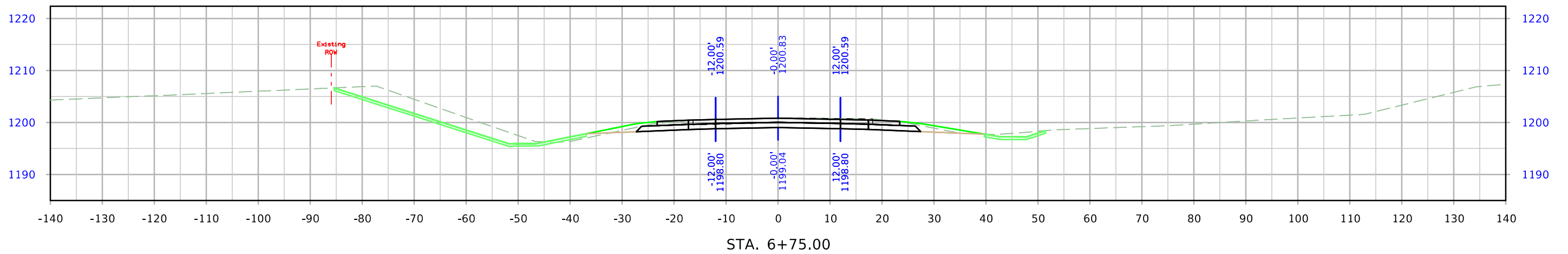
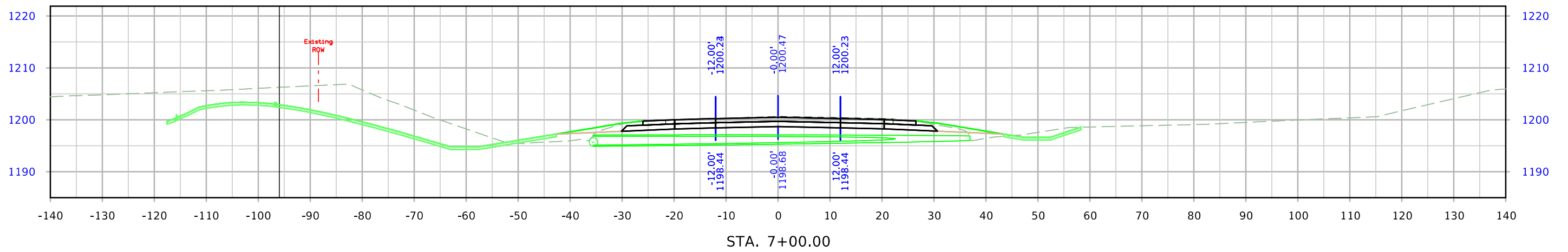
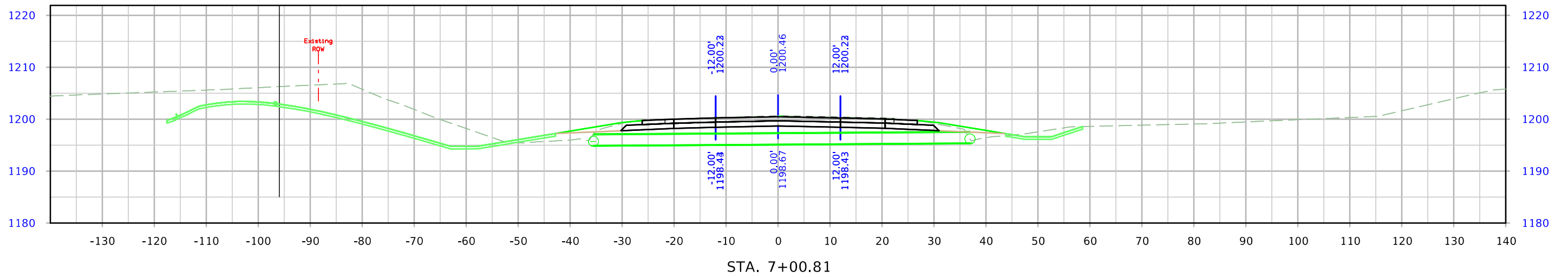




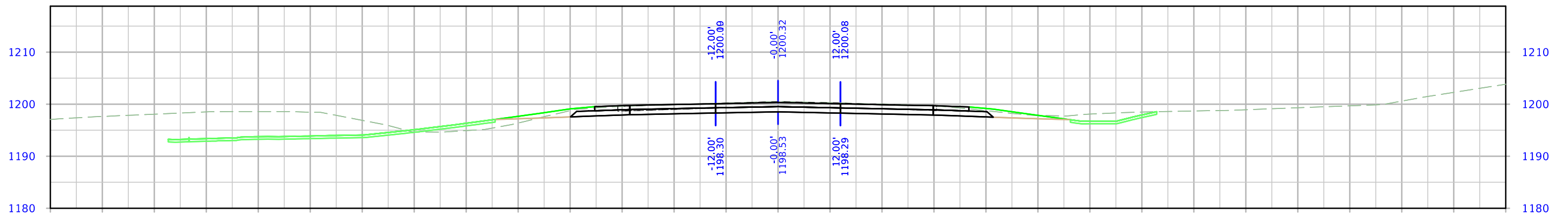
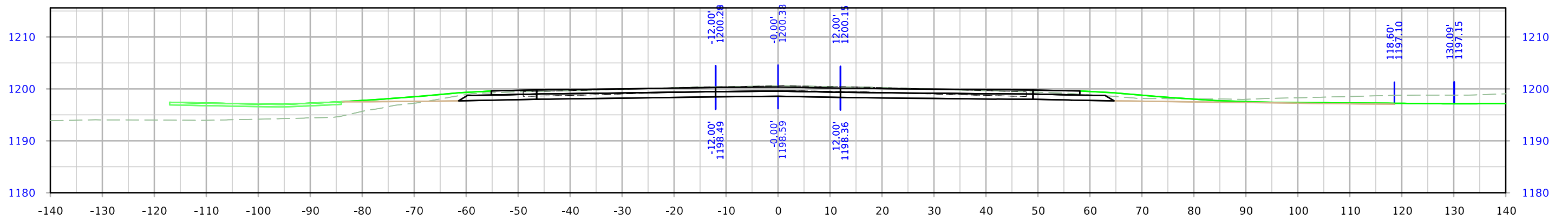
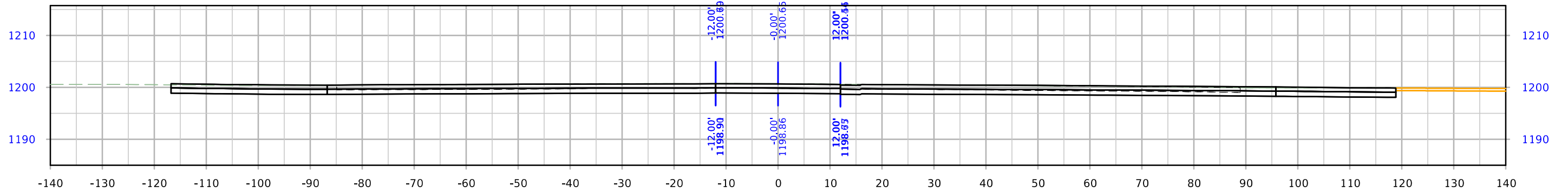
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