

For Project Location Map
Refer to Sheet No. A.2

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
* A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - B.4	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - D.9	IA 175
E Sheets	Sideroad Plan and Profile Sheets
* E.1	High Street
G Sheets	Survey Sheets
* G.1 - G.3	Reference Ties and Bench Marks
G.4 - G.5	Horizontal Control Tab. and Super
J Sheets	Traffic Control and Staging Sheets
J.1 - J.2	Traffic Control Plan and Tabulations
* J.3	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.4	Traffic Control Plan
* J.5 - J.6	Detour Sheets
V Sheets	Structural Sheets
* V.1 - V.5	Retaining Wall Plan and Profile Sheets
* V.6 - V.7	Bridge Sheets
W Sheets	Mainline Cross Sections
* W.1	Cross Section Legend
* W.2 - W.18	IA 175 Cross Sections
X Sheets	Sideroad Cross Sections
* X.1 - X.2	High Street Cross Sections
	 * Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
SAC COUNTY
BRIDGE REPLACEMENT - PPCB
IA 175 BRIDGE OVER HIGH STREET
Approx. 1.9 mi E of Co Rd M64 in Lake View
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

IA 175			
DESIGN DATA RURAL			
2029	AADT	2600	V.P.D.
2049	AADT	2900	V.P.D.
20	- DHV	--	V.P.H.
TRUCKS		23	%
Total			
Design ESALs		--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE

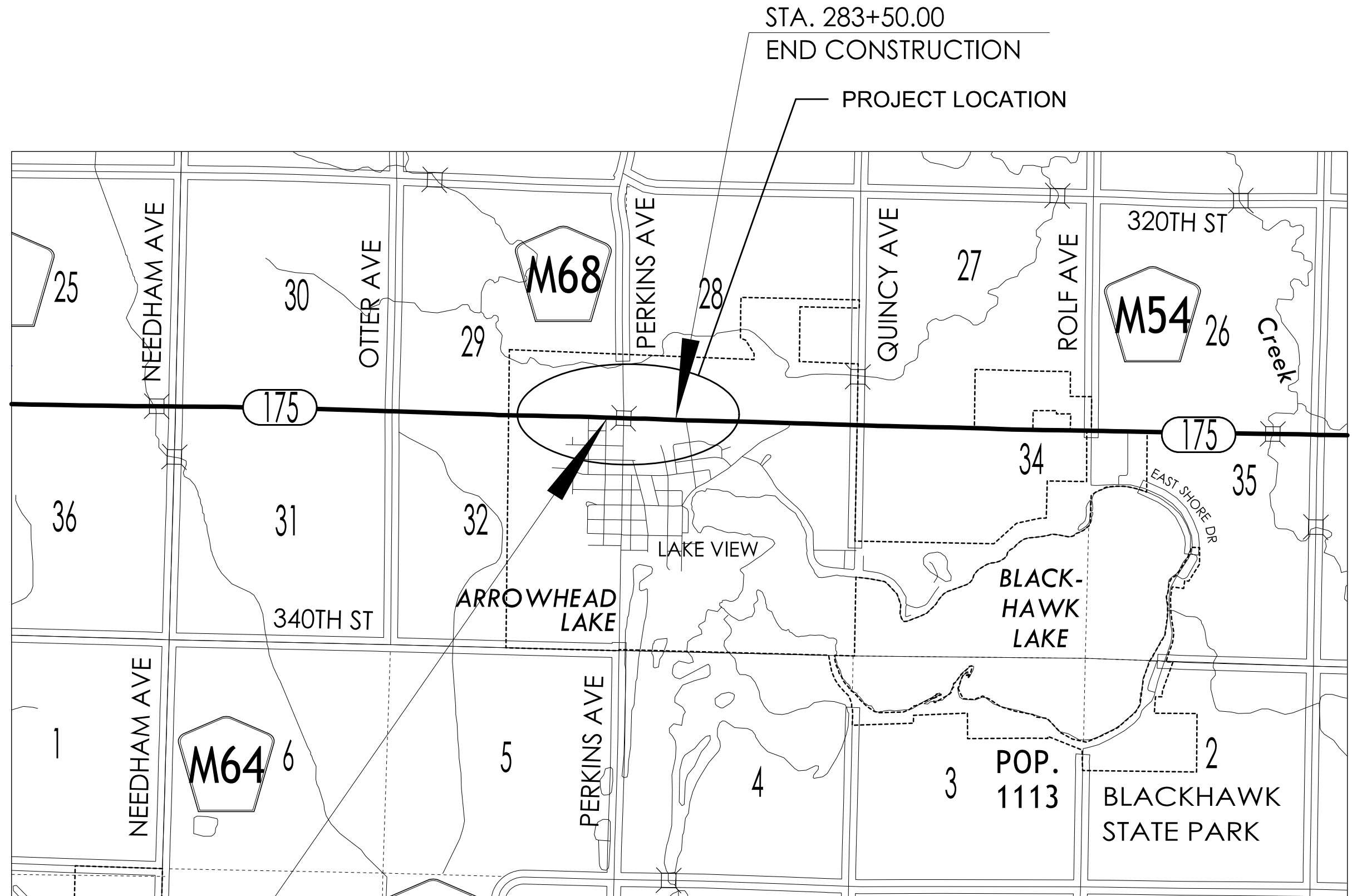


PRELIMINARY PLANS

Subject to change by final design.

D5 - Date: 7/10/2026

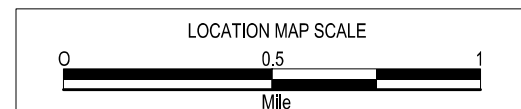
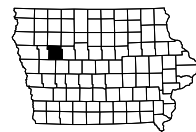
REVISIONS	
	TOTAL
	54
PROJECT IDENTIFICATION NUMBER	
24-81-175-010	
PROJECT NUMBER	
BRF-175-4(019)--38-81	
R.O.W. PROJECT NUMBER	
STPN-175-4(020)--2J-81	



STA. 283+50.00
END CONSTRUCTION

PROJECT LOCATION

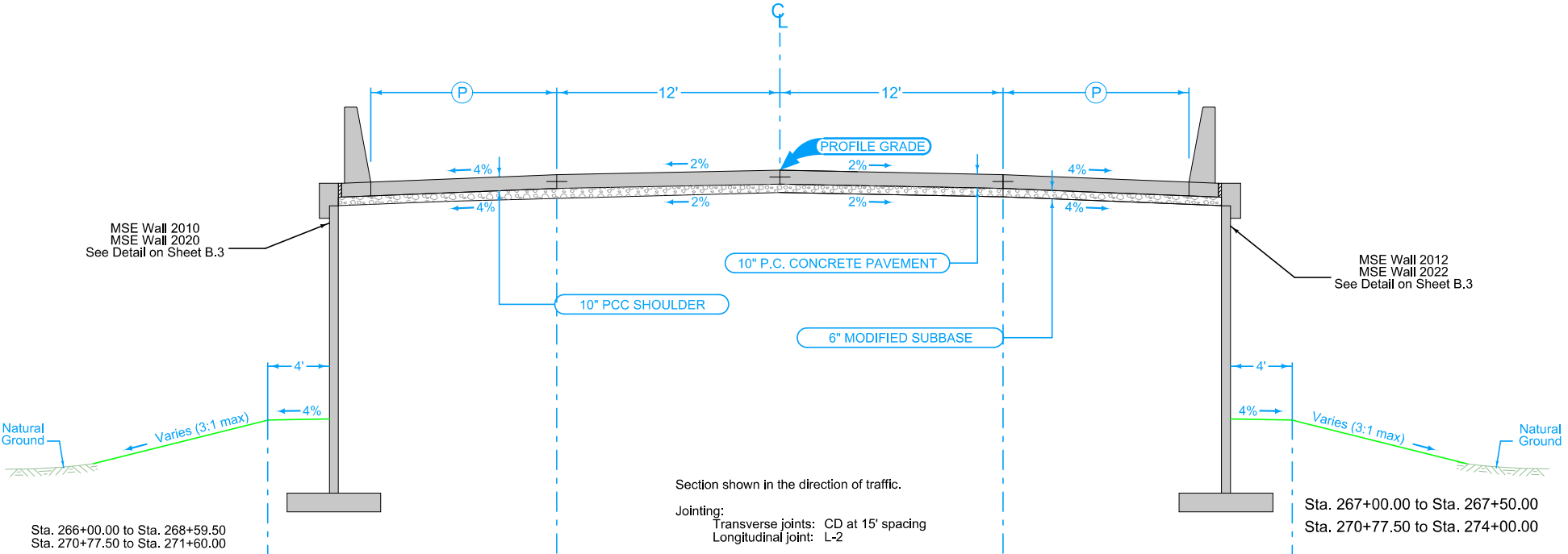
STA. 264+97.21
BEGIN CONSTRUCTION



Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: Match Mainline

STATION TO STATION		(P) Feet
266+00.00	268+59.50	10
270+77.50	274+00.00	10



Section shown in the direction of traffic.
Jointing:
Transverse joints: CD at 15' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION
265+72.00	268+59.50
270+77.50	281+00.00

Full Depth Reinforced PCC Shoulder

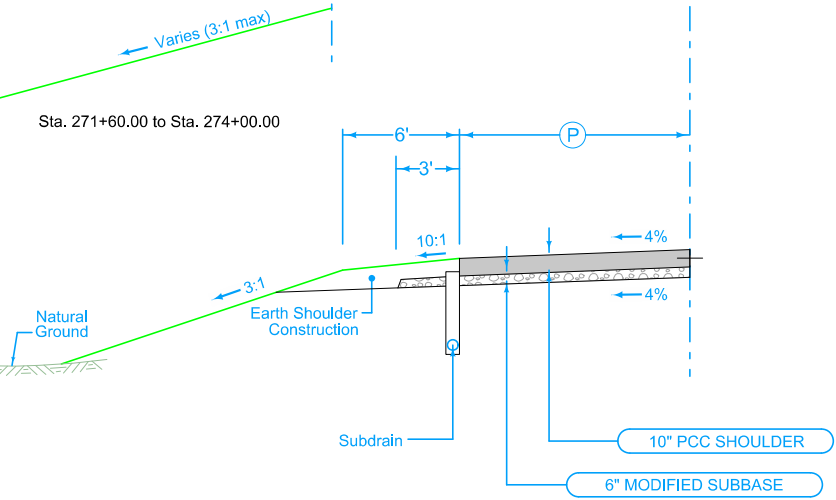
Shoulder Jointing:
Longitudinal joint: BT-2
Transverse joints: Match Mainline

STATION TO STATION		(P) Feet
267+00.00	268+59.50	10
270+77.50	274+00.00	10

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2
Transverse joints: Match Mainline

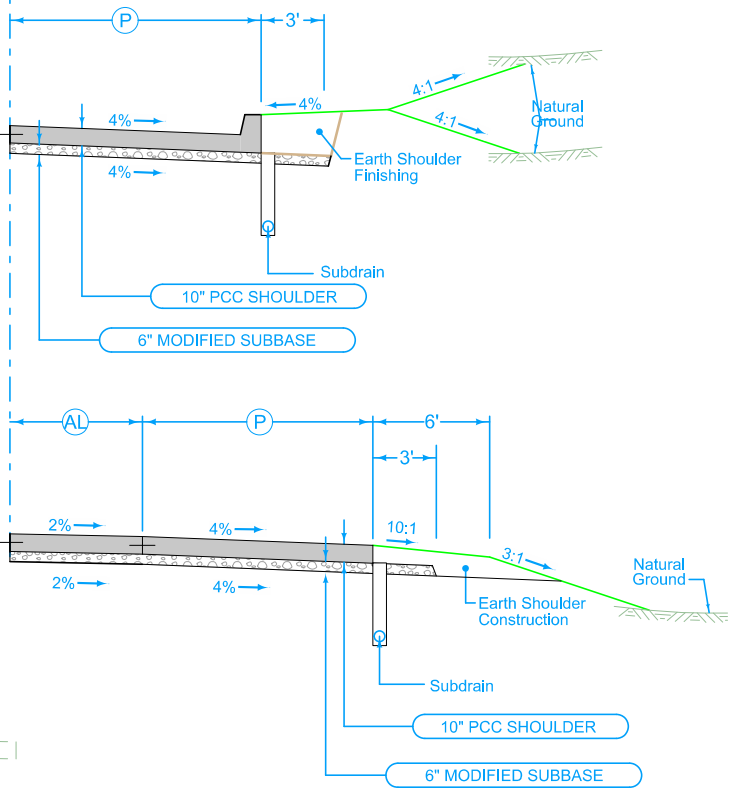
STATION TO STATION		(P) Feet
265+72.00	266+00.00	10.0
274+00.00	281+00.00	10.0



Full Depth PCC Curbed Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2
Transverse joints: Match Mainline

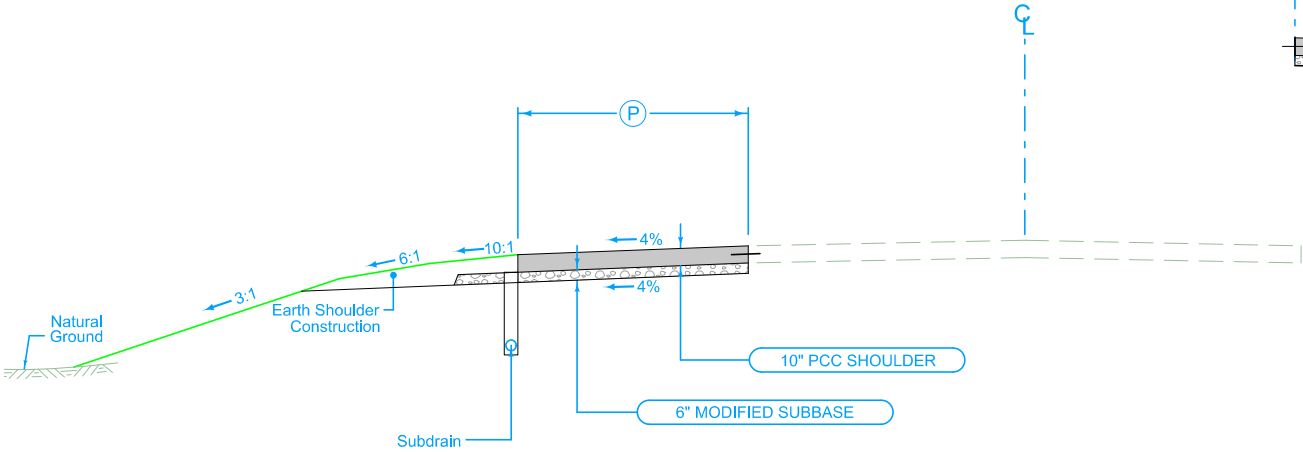
STATION TO STATION		(P) Feet
266+05.30	266+17.58	12.8
265+17.58	266+52.83	12.8 - 11.5
266+52.83	267+00.00	11.5



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-3
Transverse joints: Match Mainline

STATION TO STATION		(P) Feet
264+97.21	265+72.00	10.0
281+00.00	283+50.00	10.0

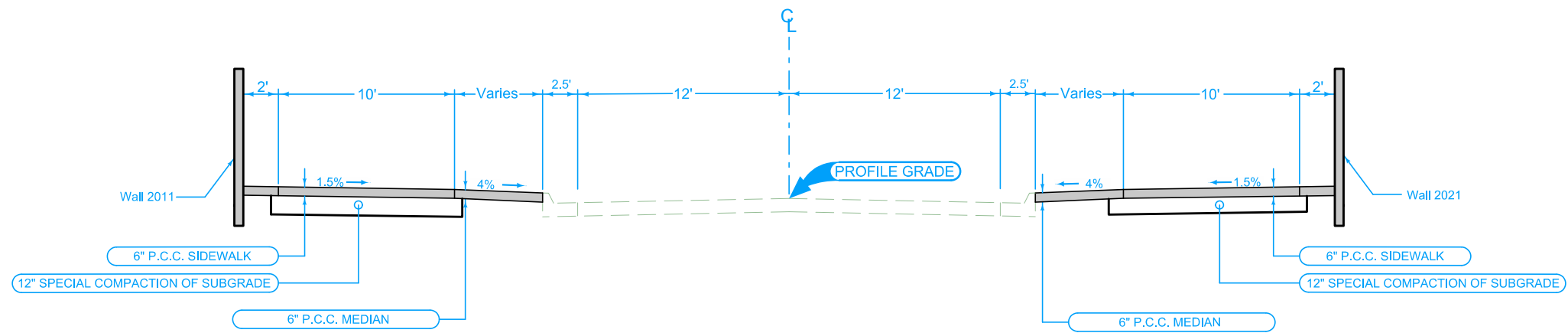


Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2
Transverse joints: Match Mainline

STATION TO STATION		(AL) Feet	(P) Feet
274+00.00	280+00.00	0	10.0
280+00.00	281+00.00	0 - 6.8	10.0

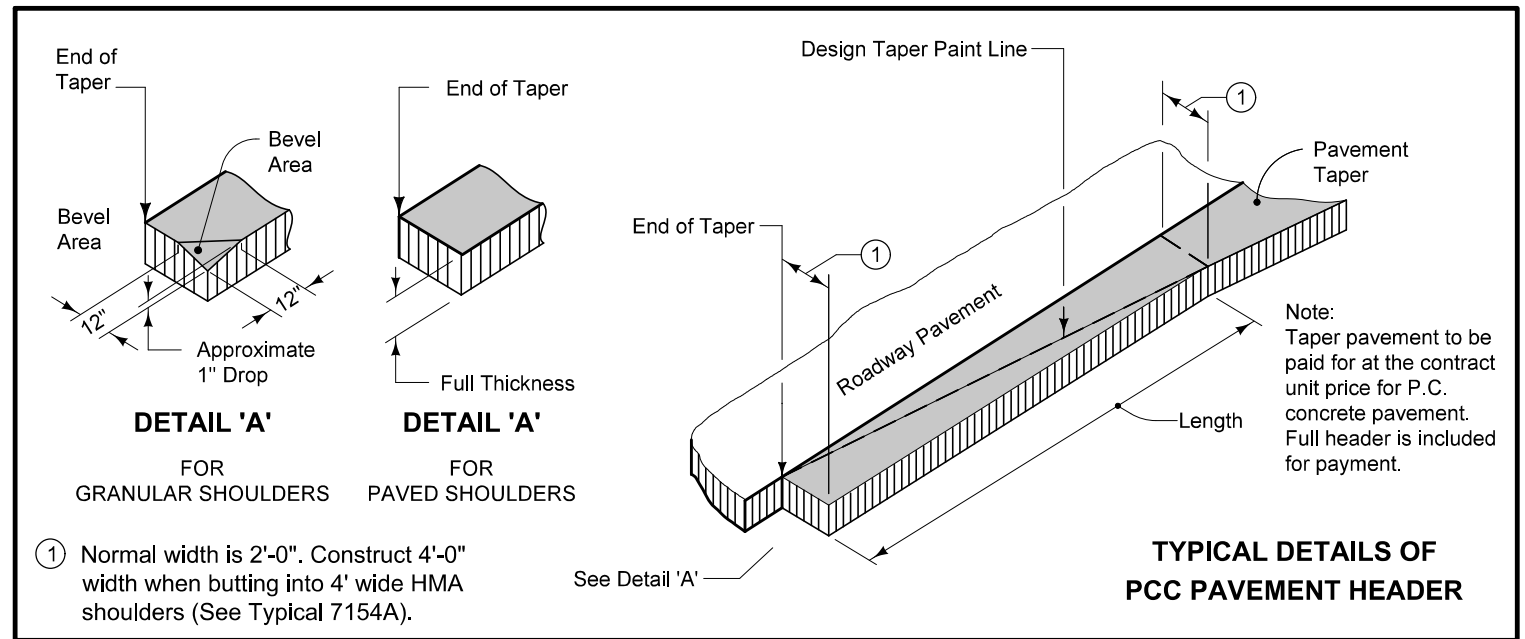
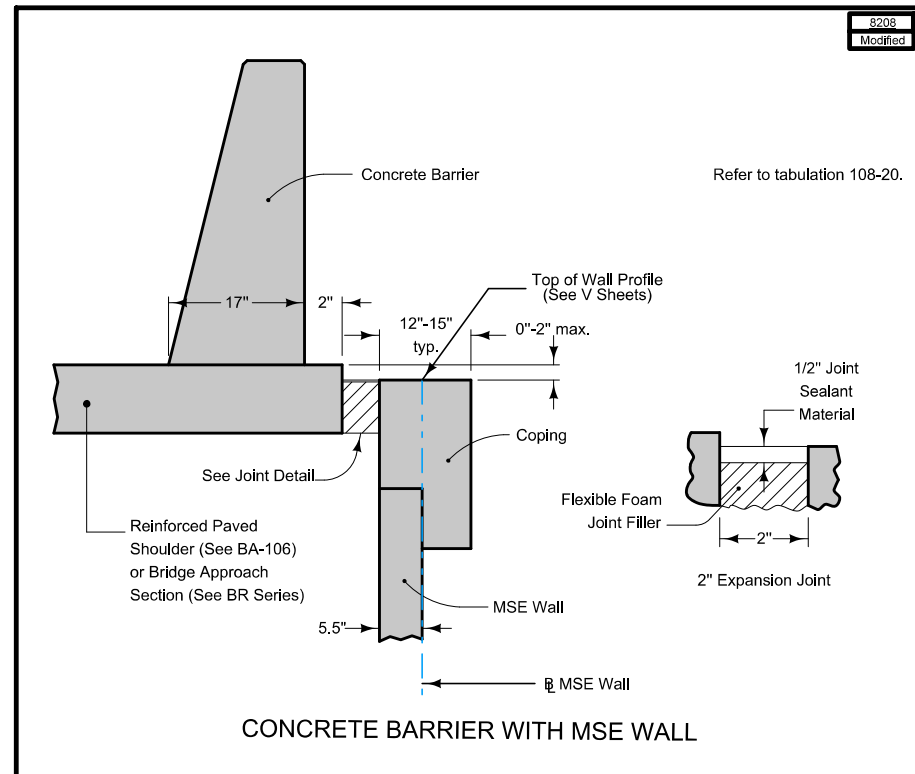
IA 175

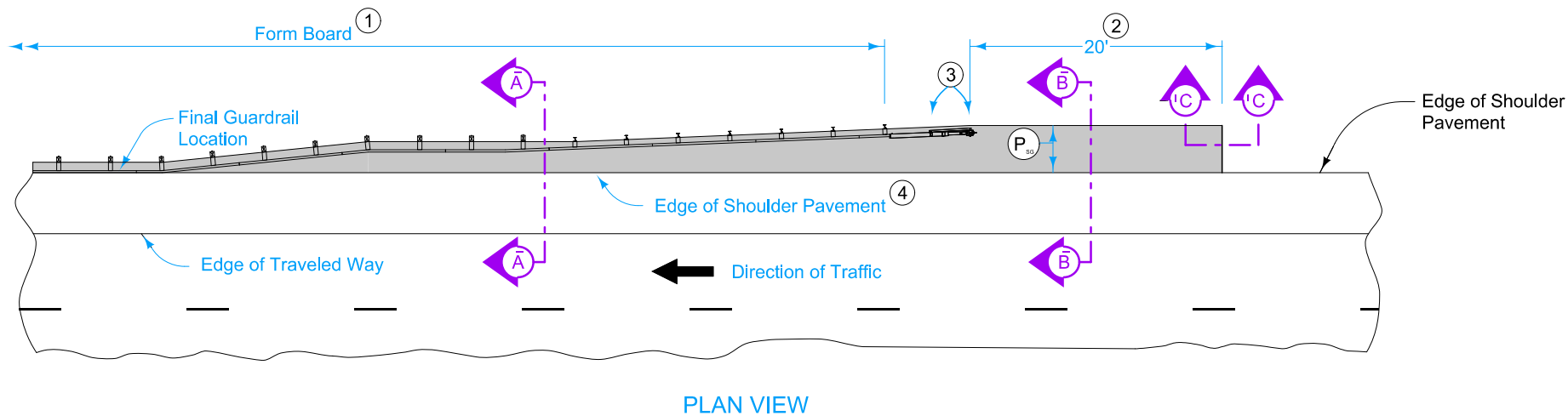


NOTE:
* Median pavement shall be stamped concrete.

ROAD IDENTIFICATION	STATION TO STATION	
	2269+43.60	2269+93.43
High Street		

HIGH STREET





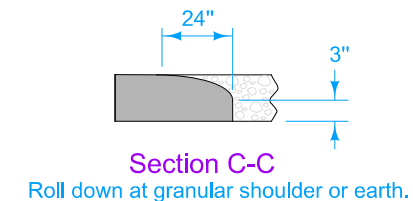
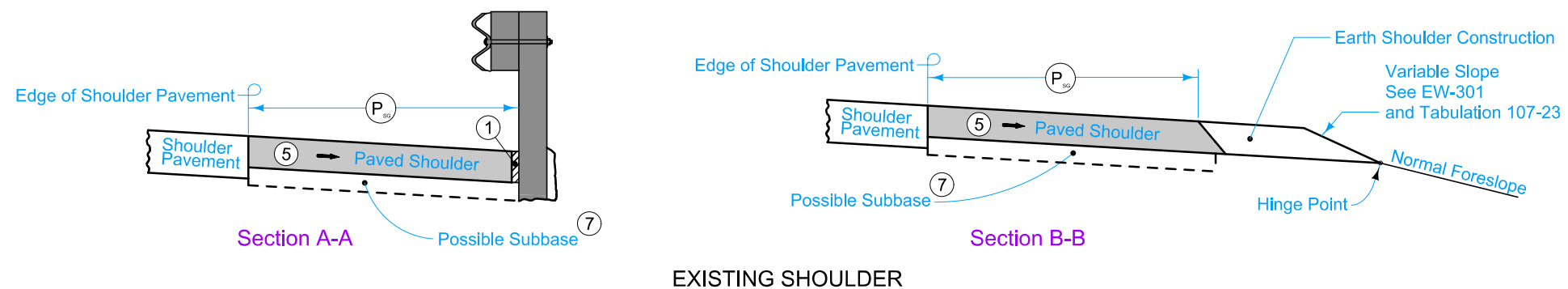
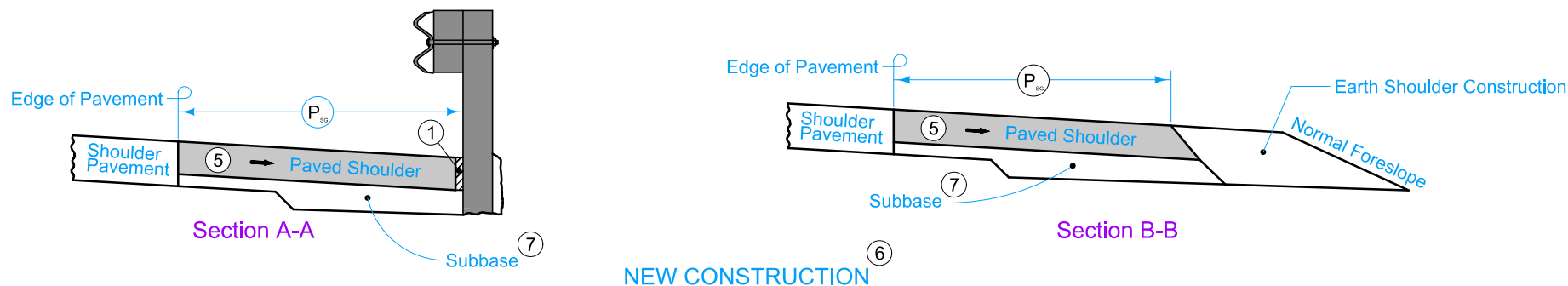
10" PCC Paved Shoulder at guardrail shall be used with the following jointing layout:

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

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

Refer to Tabulation 112-9 for shoulder quantities.

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



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

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		L.P. Gas Tank (No Footing)
	Iowa Highway Symbol		Underground Storage Tank
	County Road Highway Symbol		Latrine
	Evergreen Tree		Satellite TV Dish
	Deciduous Tree		Water Hook Up
	Fruit Tree		Radio Tower
	Shrub (Bushes)		Tower Anchor
	Timber		Guardrail (Beam or Cable)
	Hedge		Guard Post (one or two)
	Stump		Guard Post (over two)
	Swamp		Filler Pipe
	Rock Outcrop		Gas Valve
	Broken Concrete		Water Valve
	Revetment (Rip Rap)		Speed Limit Sign
	Cemetery		Mile Marker Post
	Grave		SIGN Sign
	Cave		TCB Traffic Signal Control Box
	Sink Hole		RRB Rail Road Signal Control Box
	Board Fence		TSB Telephone Switch Box
	Chain Link or Security Fence		EB Electric Box
	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)		

UTILITY LEGEND

- FO -
Corn Belt Telephone
Larry Neppel
(712) 664-2221
cornbelt@netins.net
- T1 -
CenturyLink
Sadie Hull
(918) 547-0147
sadie.hull@lumen.com
- E1 -
- W -
Lake View Municipal Utilities
Jack DeBough
(712) 657-2650
lvcity@iowatelecom.net
- G -
Black Hills Energy Council Bluffs
Chris Dewey
(712) 580-6028
chris.dewey@blackhillscorp.com
- FO2 -
Schaller Telephone Company
Jim Kestel
(712) 275-4211
locates@schallertel.net
- FO3 -
- T2 -
Windstream Communications
(800) 289-1901
LOCATE_DESK@WINDSTREAM.COM

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
Gray, Dark	(112)	 Proposed Grade and Pave Shading "In conjunction with a paving project"
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

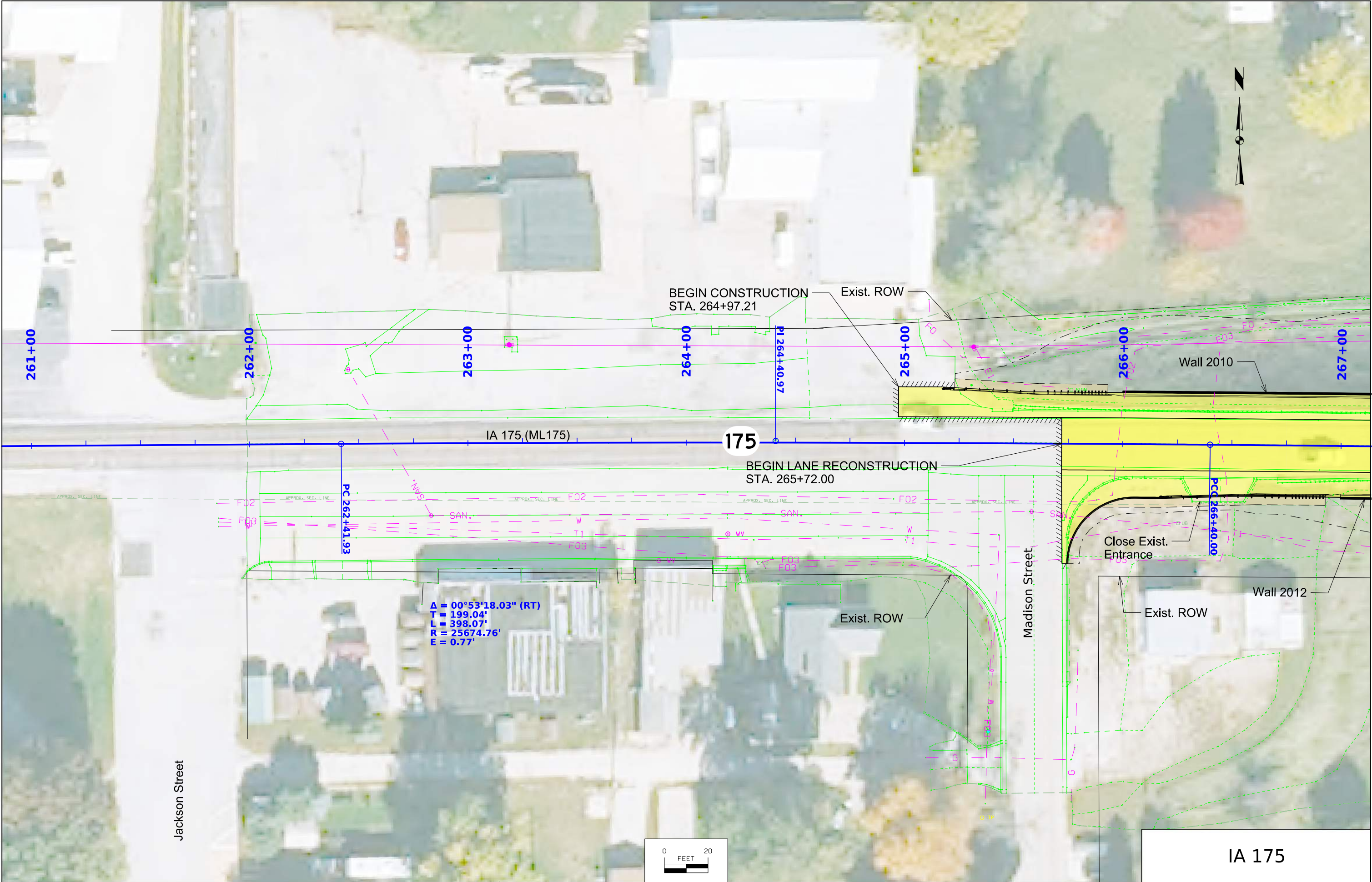
C/A Access Control

Property Line

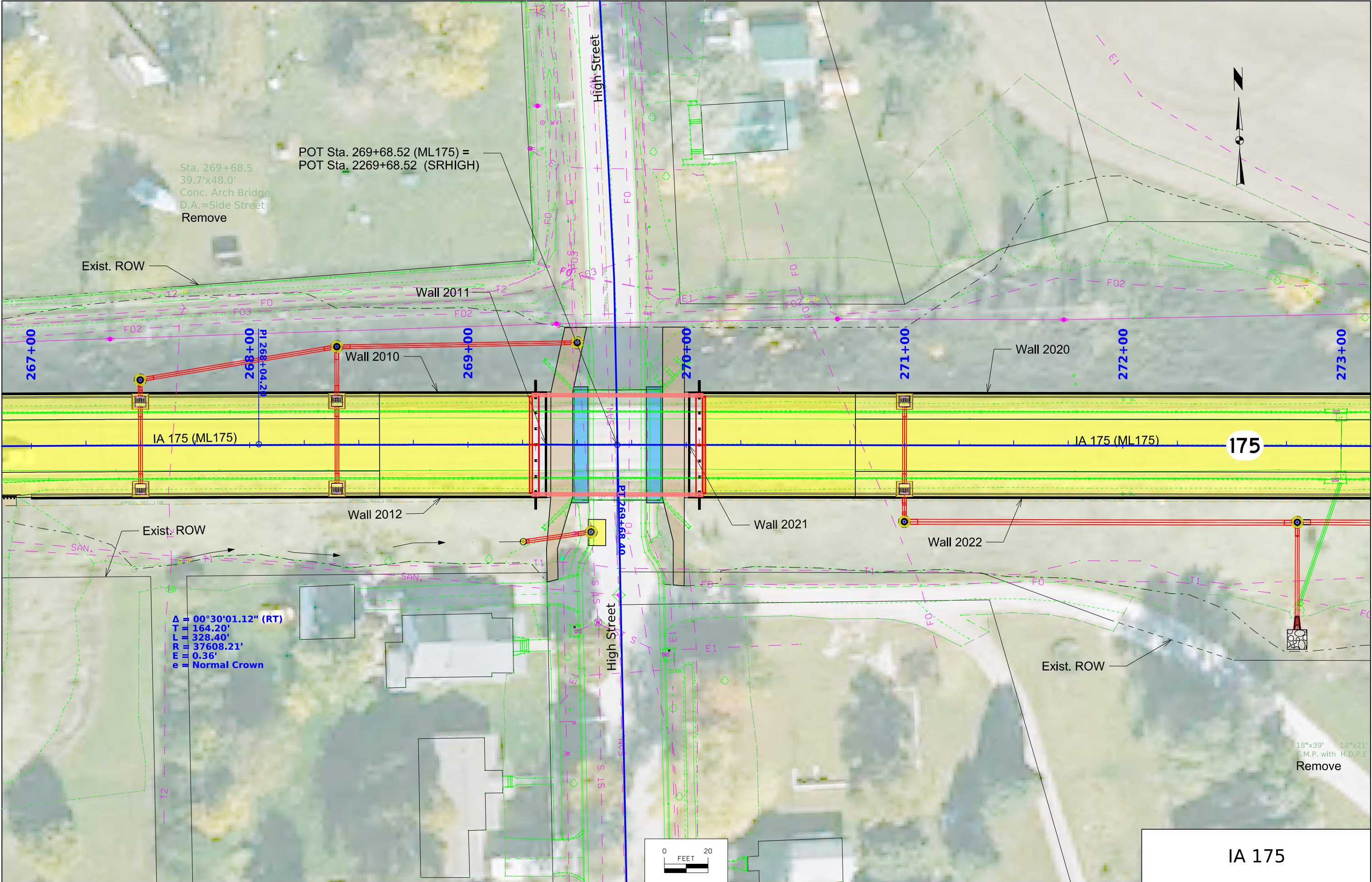
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

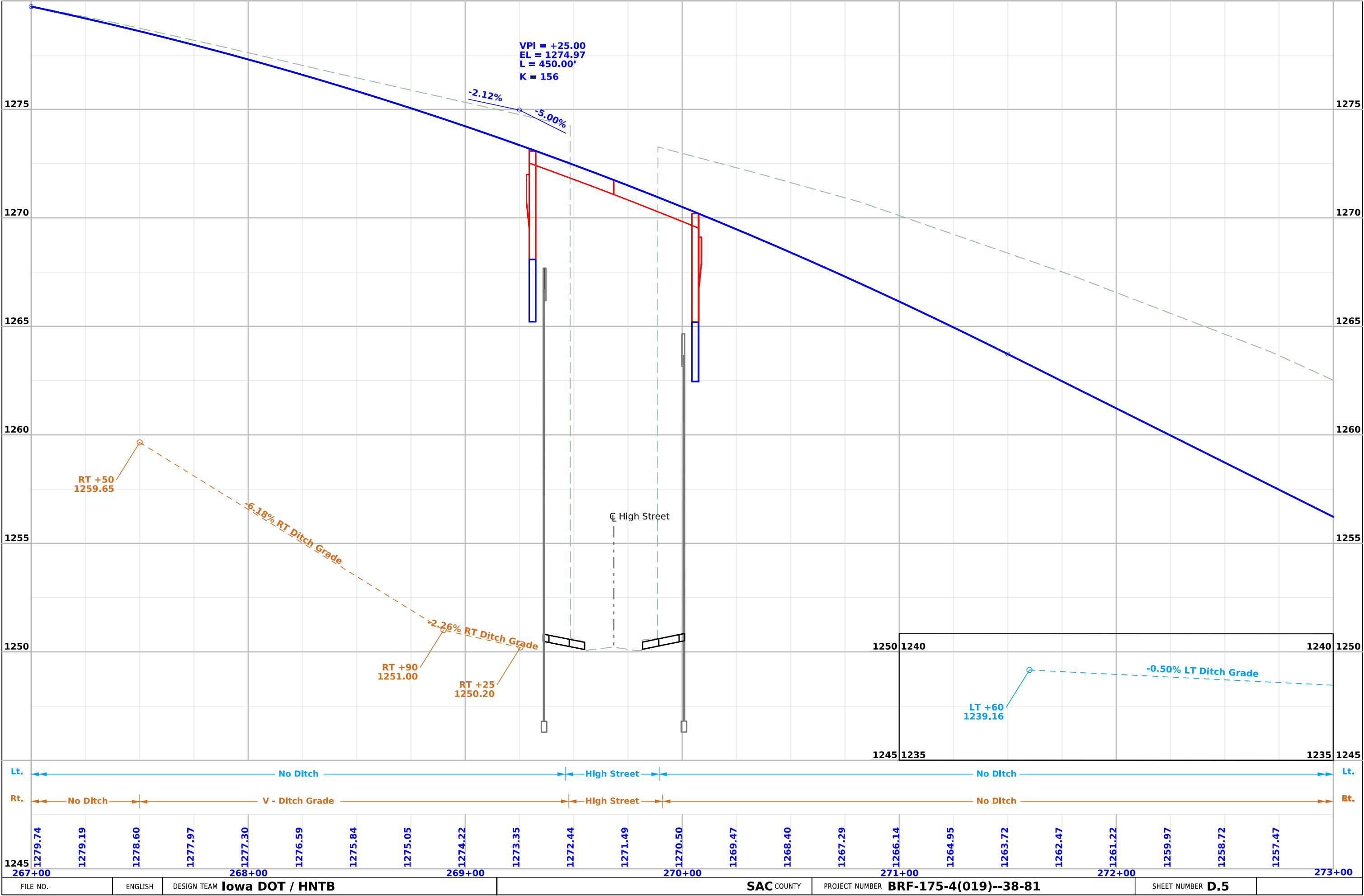
(COVERS SHEET SERIES D, E & V)

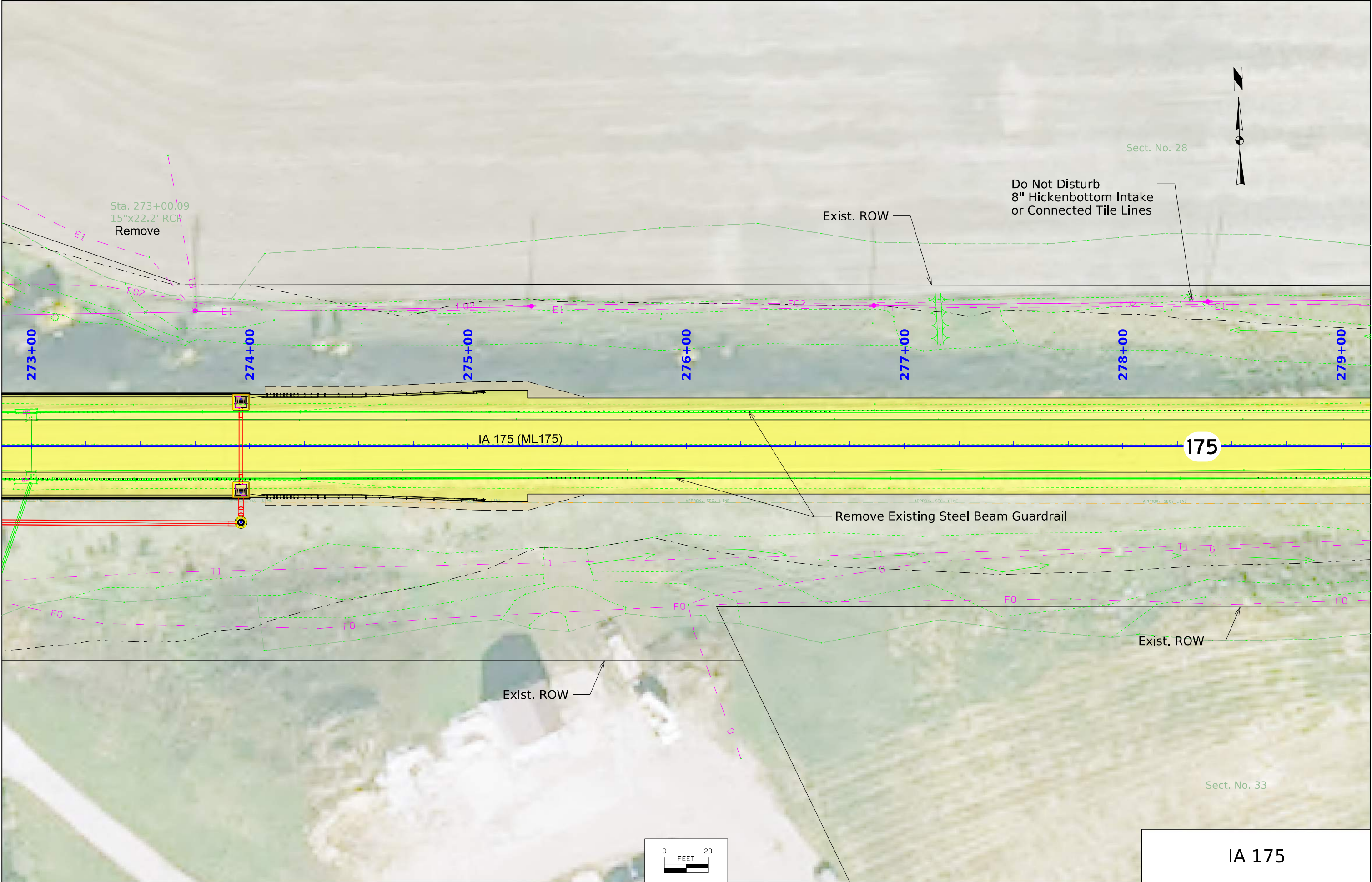
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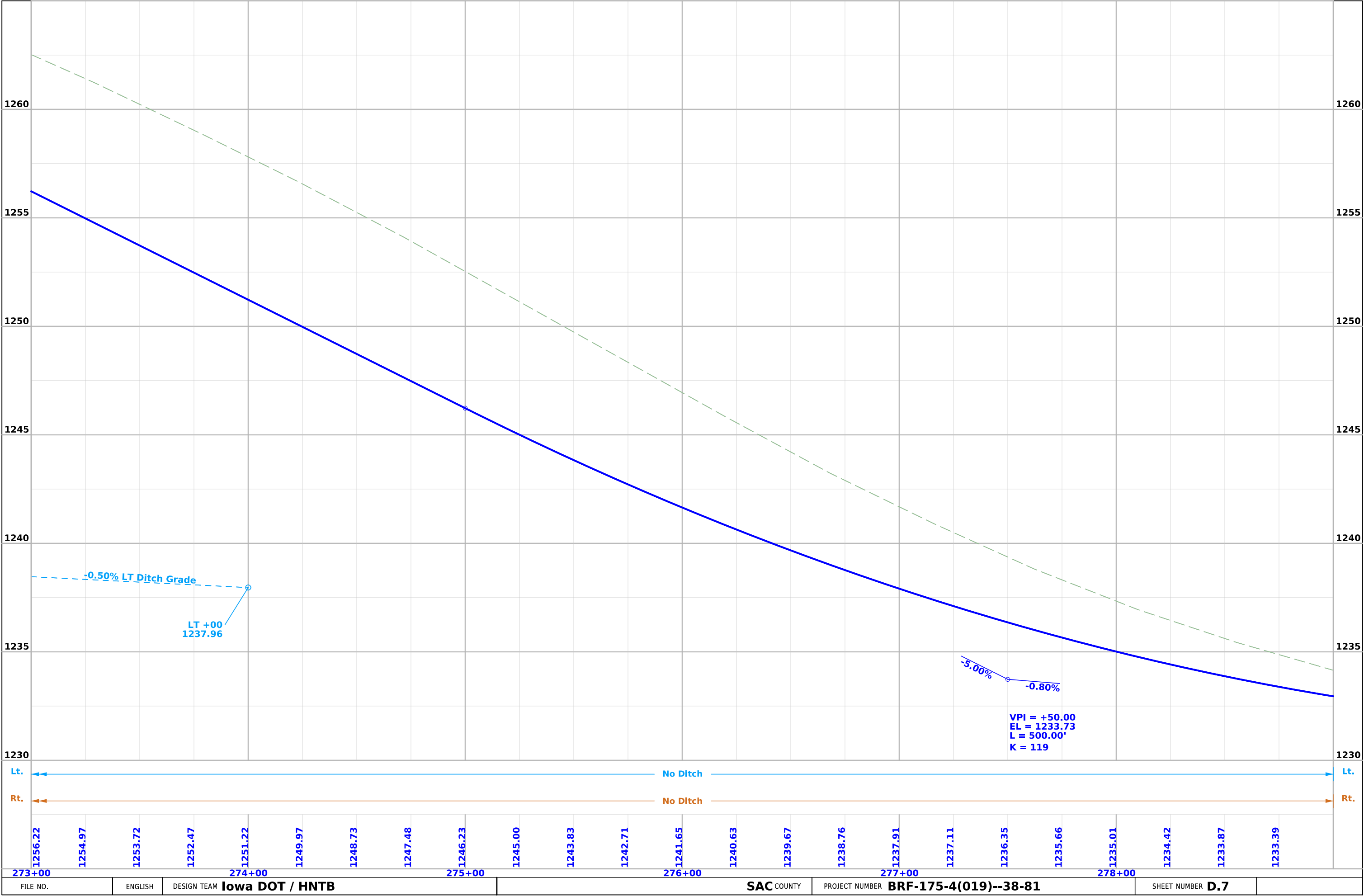


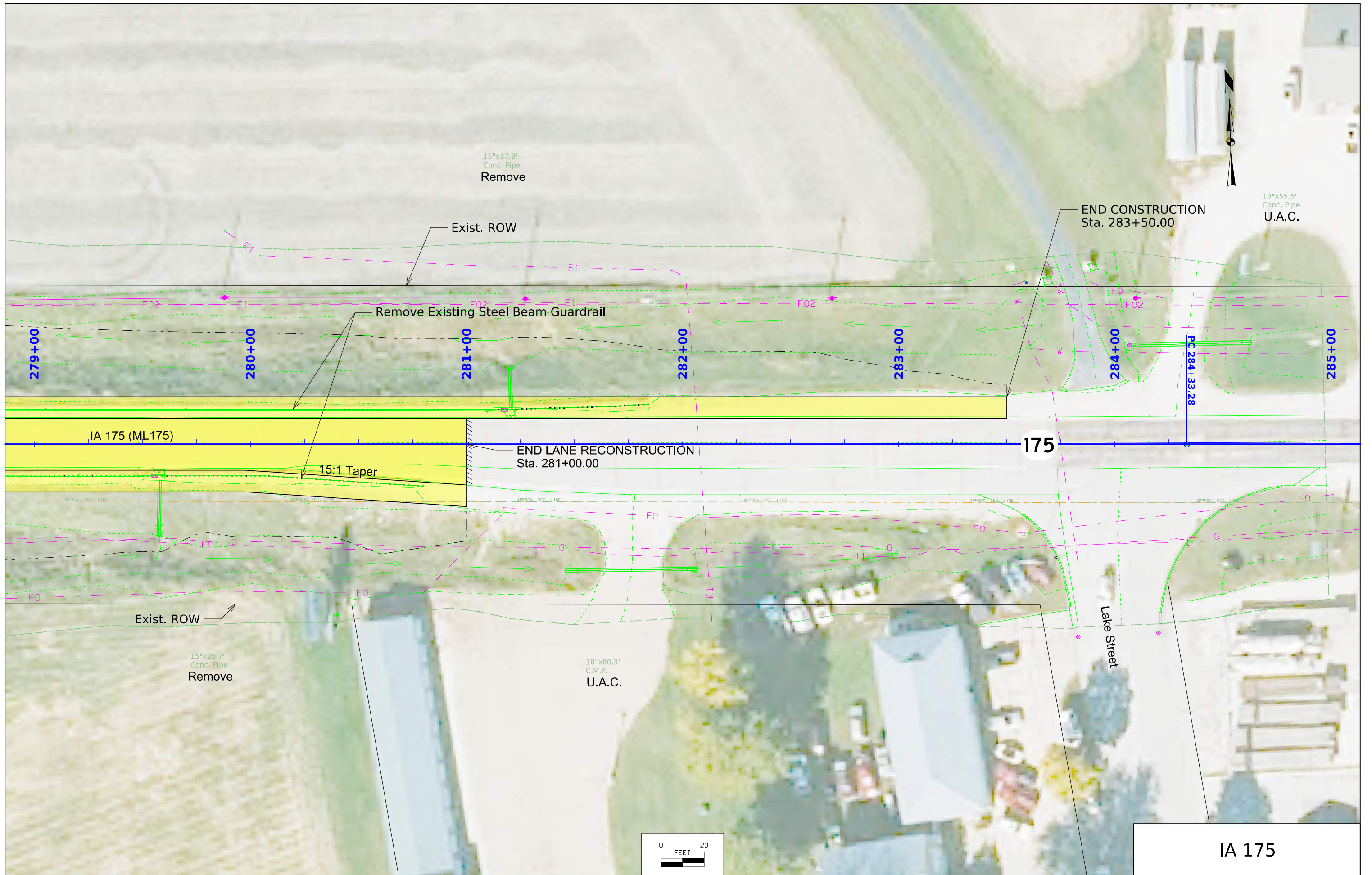






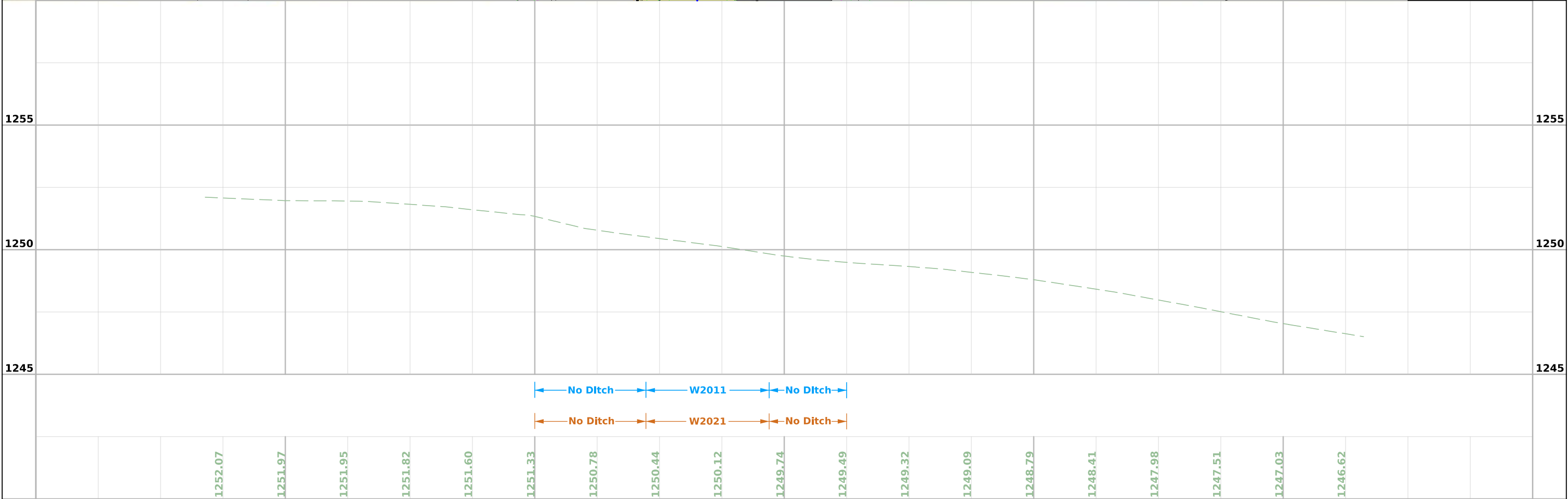
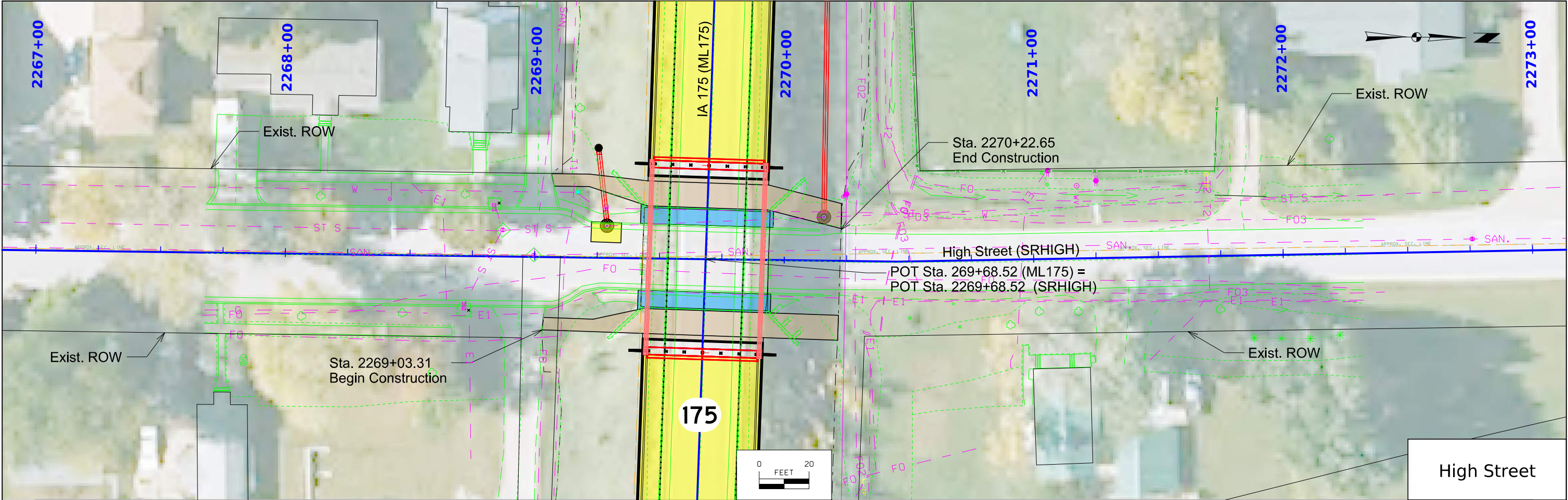
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FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	SAC COUNTY	PROJECT NUMBER BRF-175-4(019)--38-81	SHEET NUMBER D.8
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Survey Information

SURVEY INDEX

County: Sac
PIN: 24-81-175-010
Project Number: BRF-175-4(019)—38-81
Location: IA 175 at the High Street intersection 1.9mi E of Co. Rd M64
Type of Work: Bridge Replacement
Project Directory: 8117501024

Survey Personnel

Daniel Duncan – Survey Party Chief

Date(s) of Survey

Begin Date 10/23/2024
End Date 1/30/2025

General Information

This survey is for IA Hwy 175 Bridge Replacement. This project is a Full Field DTM survey.

Utility Information

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

Project Control

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

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 04
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for Iowa Hwy. 175 this survey is a retrace of As-built Plans No. RRP-71-6(19)—48-81. Survey stationing was equated to the plan PI at Sta. 268+04.20 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 254+36.95 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PI Sta. 254+37.14

PI Sta. 264+40.83 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PI Sta. 264+40.97

PCC Sta. 266+40.00 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PCC Sta. 266+40.00

PI Sta. 268+04.20 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PI Sta. 268+04.20

PI Sta. 284+33.02 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PI Sta. 284+33.27

The horizontal alignment for Sac Co. Rte. M-68 (High St.) this survey is a retrace of As-built Plans No. RRP-71-6(19)—48-81. Survey stationing was equated to the plan PI at Sta. 2270+45.62 and carried back and ahead without equation throughout the survey.

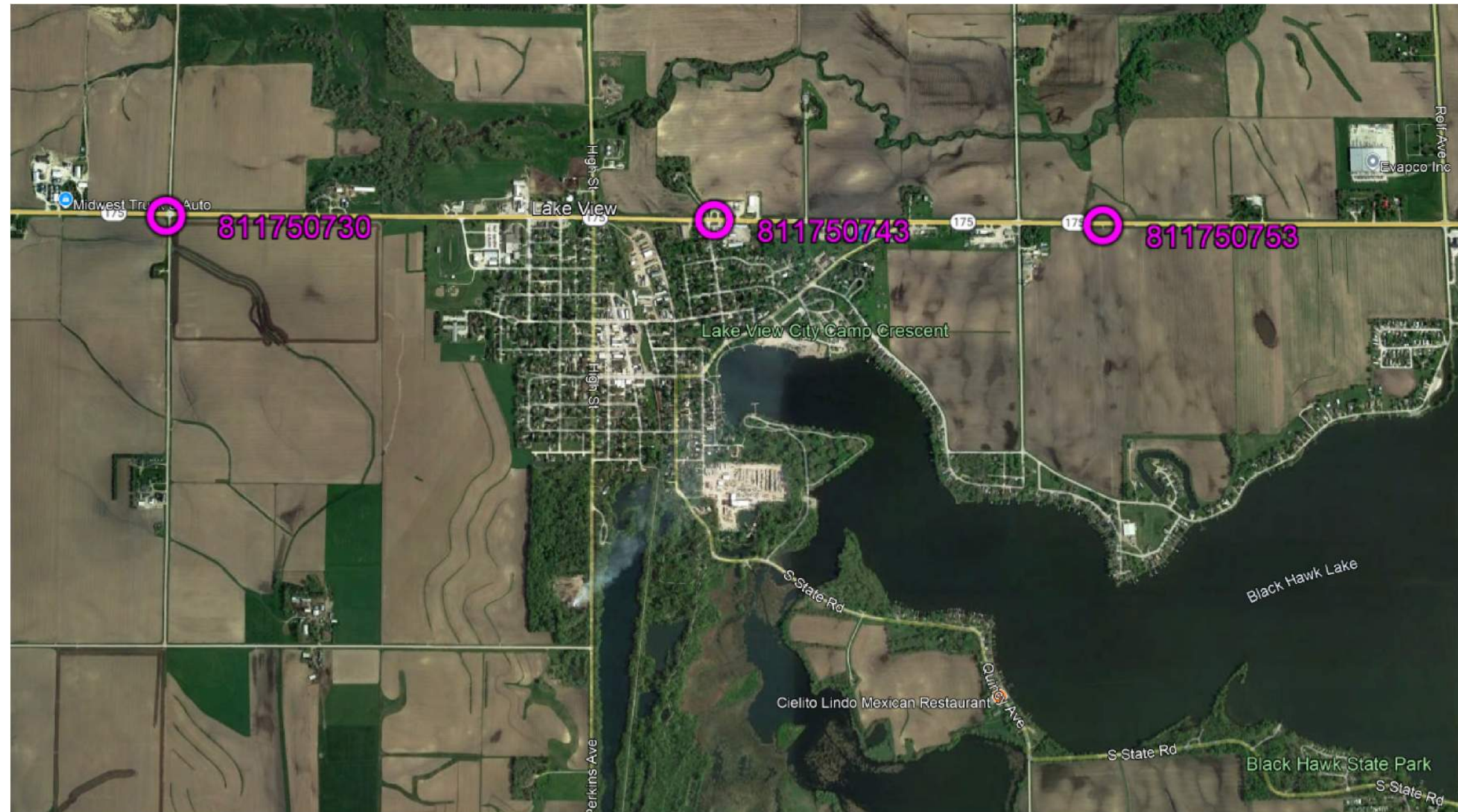
Survey stationing relates to as built plan stationing as follows:

PI Sta. 2270+45.62 As-built Plans Project No. RRP-71-6(19)—48-81.
Survey PI Sta. 2270+45.62

POT Sta. 2269+68.53 As-built Plans Project No. RRP-71-6(19)—48-81 = POT Sta. 269+68.53 (Main line) As-built Plans Project No. RRP-71-6(19)—48-81
Survey POT Sta. 2269+68.53 Co. Rte. M-68 (High St.) = Survey POT Sta. 269+68.52
Iowa Hwy. 175

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 04 (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.

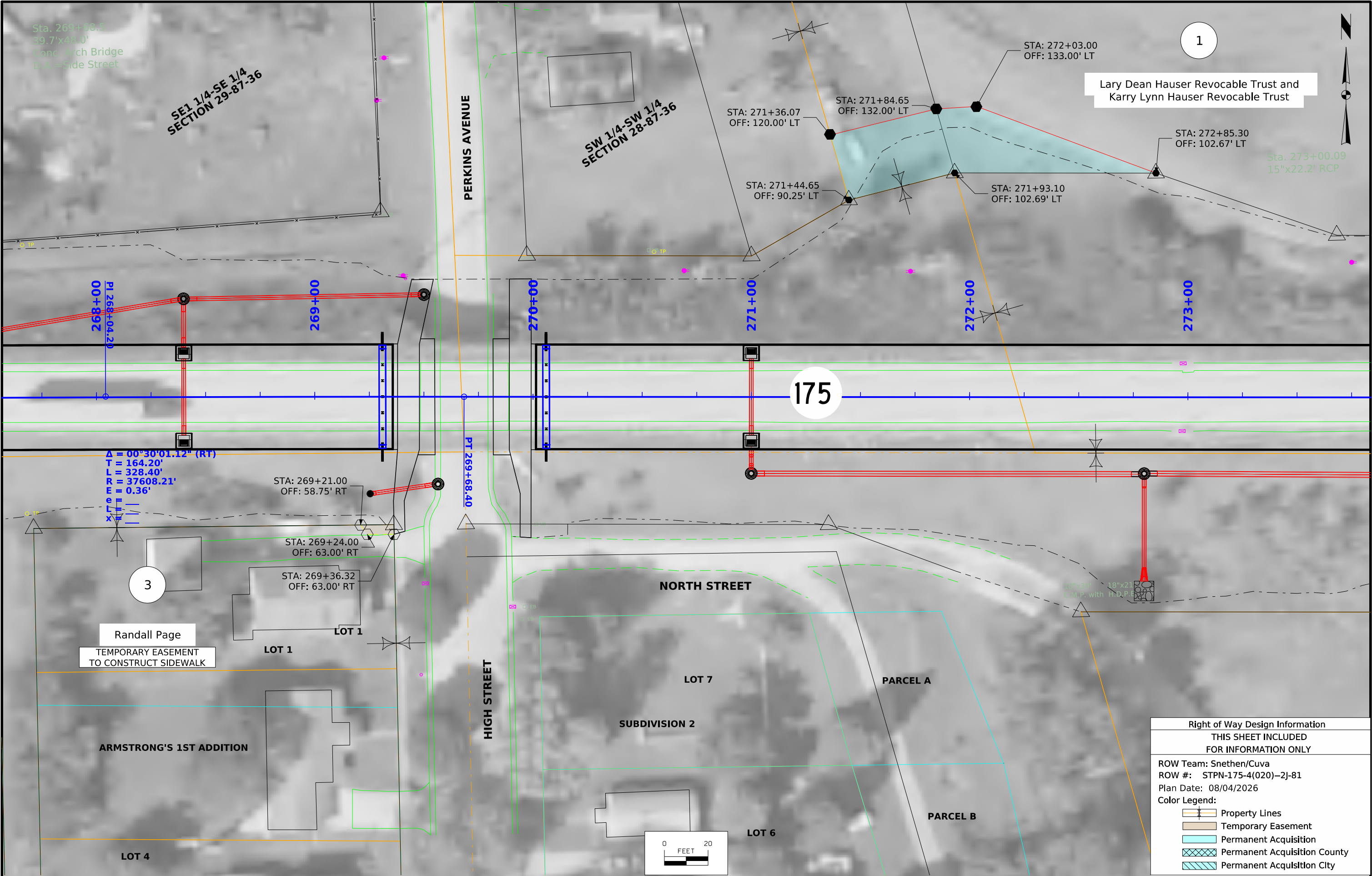
HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 04 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code-Description
811750730	8519172.31	14435419.70	1320.11	CP FND DOT ROW RAIL SET DIMP IN BALL
811750743	8519104.69	14442241.05	1227.92	CP FND 4X4 CM 4IN ABOVE GRADE SET DIMP IN REBAR
811750753	8519010.60	14447096.61	1227.62	CP SET FENO MON 3 INCHES DEEP

101_16 10/25/24																				
ALIGNMENT COORDINATES																				
Line No.	Name	Location	Point on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI Y Northing	Simple Curve PI or Master PI X Easting	End Curve Station	End Curve Y Northing	End Curve X Easting	End Spiral Station	End Spiral Y Northing	End Spiral X Easting
1.0	ML175	Point ML175_1	225+62.82	8519217.82	14436331.15															
2.0	ML175	Curve ML175_1							252+83.81	8519178.78	14439051.86	253+60.48	8519177.68	14439128.52	254+37.14	8519177.77	14439205.18			
3.0	ML175	Curve ML175_2							262+41.93	8519178.75	14440009.97	264+40.97	8519178.99	14440209.01	266+40.00	8519176.15	14440408.03			
4.0	ML175	Curve ML175_3							266+40.00	8519176.15	14440408.03	268+04.20	8519173.80	14440572.22	269+68.40	8519170.02	14440736.37			
5.0	ML175	Curve ML175_4							284+33.28	8519136.30	14442200.86	286+45.10	8519131.43	14442412.63	288+56.93	8519128.49	14442624.44			
6.0	ML175	Point ML175_2	310+83.30	8519097.60	14444850.60															
7.0	SRHIGH	Point SRHIGH_1	2264+68.52	8518670.02	14440736.02															
8.0	SRHIGH	Point SRHIGH_2	2270+45.61	8519247.11	14440736.57															
9.0	SRHIGH	Point SRHIGH_3	2275+45.61	8519746.88	14440721.59															
10.0	W2010	Point RW_2010_1	201066+00.00	8519200.89	14440368.34															
11.0	W2010	Curve RW_2010_1							201066+00.00	8519200.89	14440368.34	201066+20.02	8519200.64	14440388.36	201066+40.04	8519200.35	14440408.38			
12.0	W2010	Curve RW_2010_2							201066+40.04	8519200.35	14440408.38	201067+88.11	8519198.22	14440556.44	201069+36.18	8519194.96	14440704.47			
13.0	W2010	Point RW_2010_2	201069+36.18	8519194.96	14440704.47															
14.0	W2011	Point RW_2011_1	201169+45.24	8519146.55	14440703.42															
15.0	W2011	Point RW_2011_2	201169+93.66	8519194.96	14440704.47															
16.0	W2012	Point RW_2012_1	201267+00.00	8519151.04	14440467.64															
17.0	W2012	Curve RW_2012_1							201267+00.00	8519151.04	14440467.64	201268+17.91	8519149.16	14440585.53	201269+35.82	8519146.55	14440703.42			
18.0	W2012	Point RW_2012_2	201269+35.82	8519146.55	14440703.42															
19.0	W2020	Point RW_2020_1	202070+01.14	8519193.47	14440769.66															
20.0	W2020	Point RW_2020_2	202074+00.00	8519184.29	14441168.41															
21.0	W2021	Point RW_2021_1	202169+43.39	8519145.06	14440768.55															
22.0	W2021	Point RW_2021_2	202169+91.81	8519193.47	14440769.66															
23.0	W2022	Point RW_2022_1	202270+01.14	8519145.06	14440768.55															
24.0	W2022	Point RW_2022_2	202274+00.00	8519135.88	14441167.30															

101_17 1/17/24																	
SPIRAL OR CIRCULAR CURVE DATA																	
Line No.	Name	Location	SCS	S	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	C	T	L	R	E	Remarks
1.0	Curve ML175_1											0.582	76.667	153.332	9851.009	0.298	
2.0	Curve ML175_2											0.223	199.041	398.074	25674.757	0.772	
3.0	Curve ML175_3											0.152	164.2	328.398	37608.214	0.358	
4.0	Curve ML175_4											0.124	211.826	423.649	46312.537	0.484	
5.0	Curve W2010_1											0.223	20.021	40.041	25698.97	0.008	
6.0	Curve W2010_2											0.147	148.072	296.143	38962.076	0.281	
7.0	Curve W2012_1											0.152	117.911	235.821	37584.005	0.185	

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Snethen/Cuva	
ROW #: STPN-175-4(020)--2J-81	
Plan Date: 08/04/2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

108_23A 8/15/22	
TRAFFIC CONTROL PLAN	
Traffic Control for this project shall be in accordance with Iowa DOT Standard Road Plans and the following J sheets. For additional information, refer to part 6 of the Manual on Uniform Traffic Control Devices, Iowa DOT Standard Road Plan TC series and the current Standard Specifications.	
IA 175: IA 175 will be closed during construction, and an offsite detour will be utilized. The suggested route shall be in accordance with TC-252 and divert traffic south of Lake View on 350th Street, as shown on the detour map on Sheet J.5. The contractor shall coordinate closures with Sac County. All closures shall be submitted and approved a minimum of 14 days prior to closing IA 175.	
There are no lane closure restrictions for IA 175 construction. All lane closures shall be submitted and approved a minimum of 14 days prior to the traffic control change.	
Access to all entrances along IA 175 shall be maintained during construction.	
Sideroads: High Street will be closed during construction, and an offsite detour will be utilized. Refer to Sheet J.6 for detour route. Access to Jackson Street and Madison Street shall be maintained at all times. The contractor shall coordinate closures with Sac County. All closures shall be submitted and approved a minimum of 14 days prior to closing High Street.	
Refer to Tab 108-26A for Staging Notes.	
Use portable dynamic message signs (PDMS) in conjunction with traffic control and detour signage. Contractor shall provide PDMS and messages. Locations and messages shall be coordinated with the Traffic Management Center and Engineer. PDMS shall be used for 14 days prior to closures on IA 175 and High Street.	

111_01
10/14/22

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
	STP-175-4(021)--2C-81

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
	Lane Open To Traffic		Channelizing Device

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

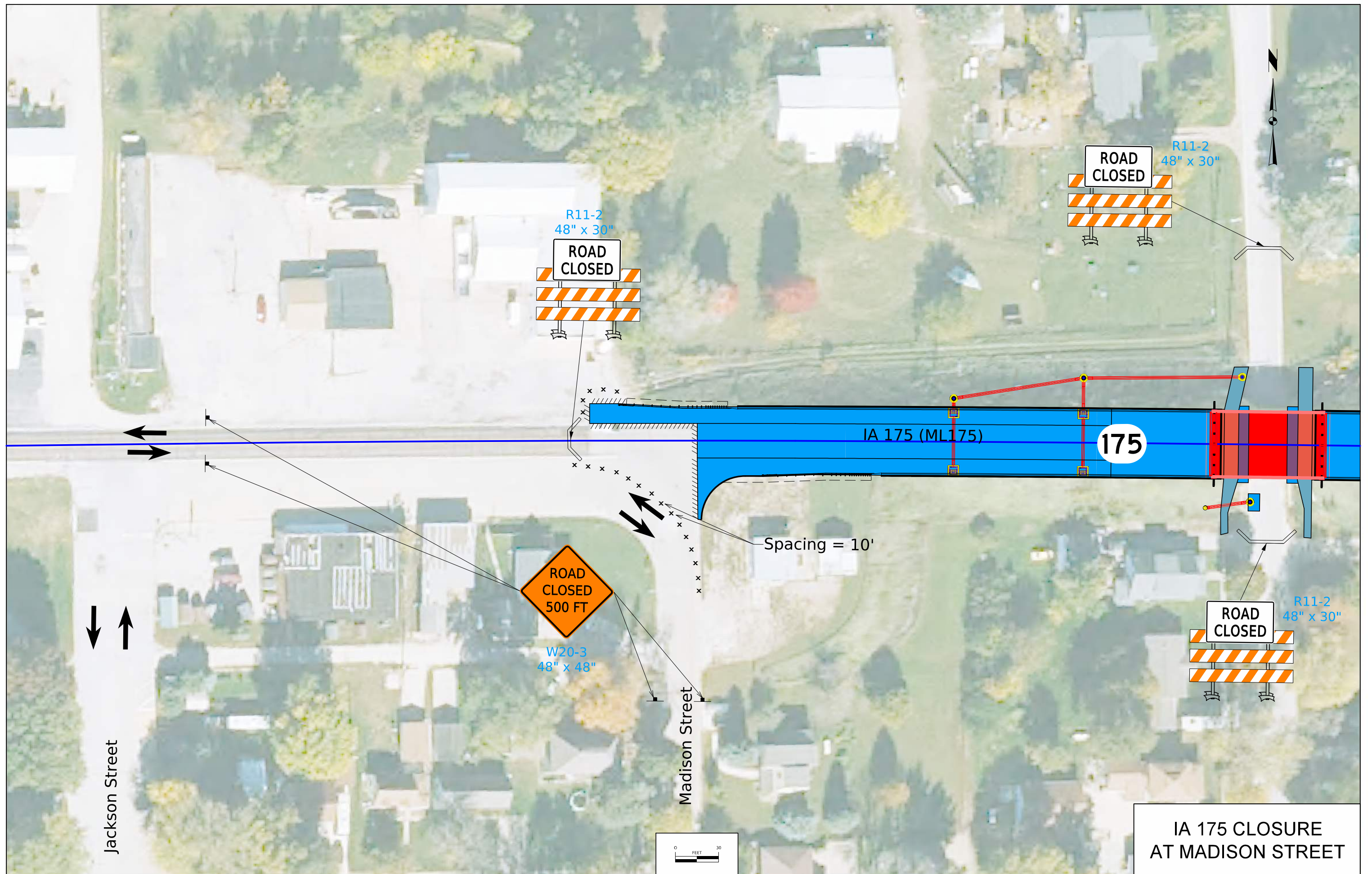
SHADING	Design Color No.		
Green, Light	(225)		Existing Pavement Shading
Gray, Light	(48)		Previously Constructed Pavement Shading
Gray, Med	(80)		Proposed Granular Surface Shading
Gray, Med	(80)		Previously Constructed Granular Surface Shading
Blue, Light	(230)		Proposed Pavement Shading
Lavender	(9)		Temporary Pavement Shading
Brown, Light	(236)		Proposed Grading Limits Shading
Pink, Dark	(13)		Proposed MSE or CIP Wall Shading
Red	(3)		Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)		Previously Constructed Structure

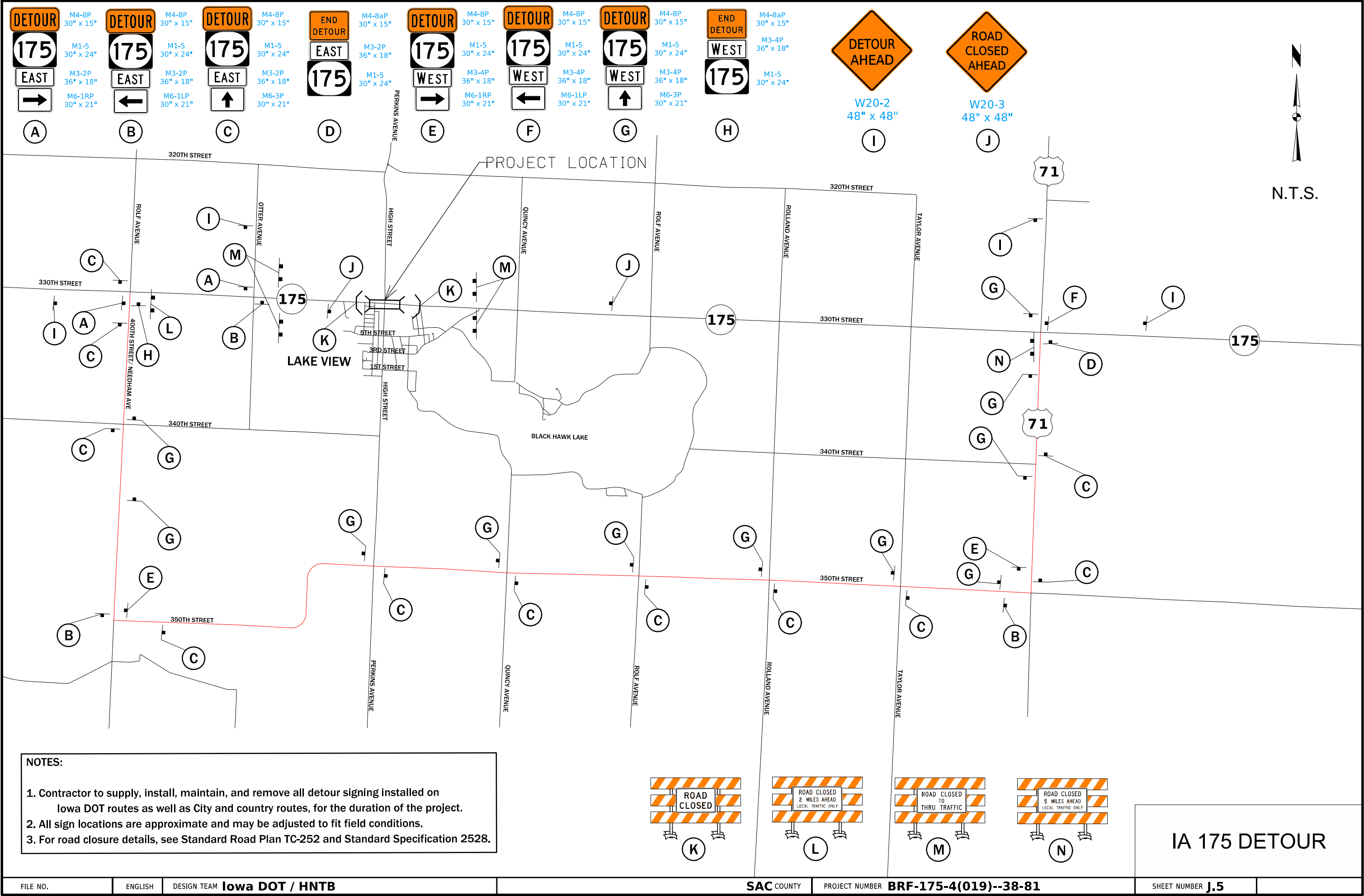
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

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

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES J)





DETOUR

HIGH ST.

NORTH

→

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-1P
24" x 12"
M6-1RP
30" x 21"

DETOUR

HIGH ST.

NORTH

←

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-1P
24" x 12"
M6-1LP
30" x 21"

DETOUR

HIGH ST.

NORTH

↑

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-1P
24" x 12"
M6-3P
30" x 21"

END
DETOUR

NORTH

HIGH ST.

M4-8aP
30" x 15"
M3-1P
24" x 12"
See Detail Below
30" x 15"

DETOUR

HIGH ST.

SOUTH

→

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-4P
24" x 12"
M6-1RP
30" x 21"

DETOUR

HIGH ST.

SOUTH

←

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-4P
24" x 12"
M6-1LP
30" x 21"

DETOUR

HIGH ST.

SOUTH

↑

M4-8P
30" x 15"
See Detail Below
30" x 15"
M3-4P
24" x 12"
M6-3P
30" x 21"

END
DETOUR

SOUTH

HIGH ST.

M4-8aP
30" x 15"
M3-4P
24" x 12"
See Detail Below
30" x 15"

DETOUR AHEAD

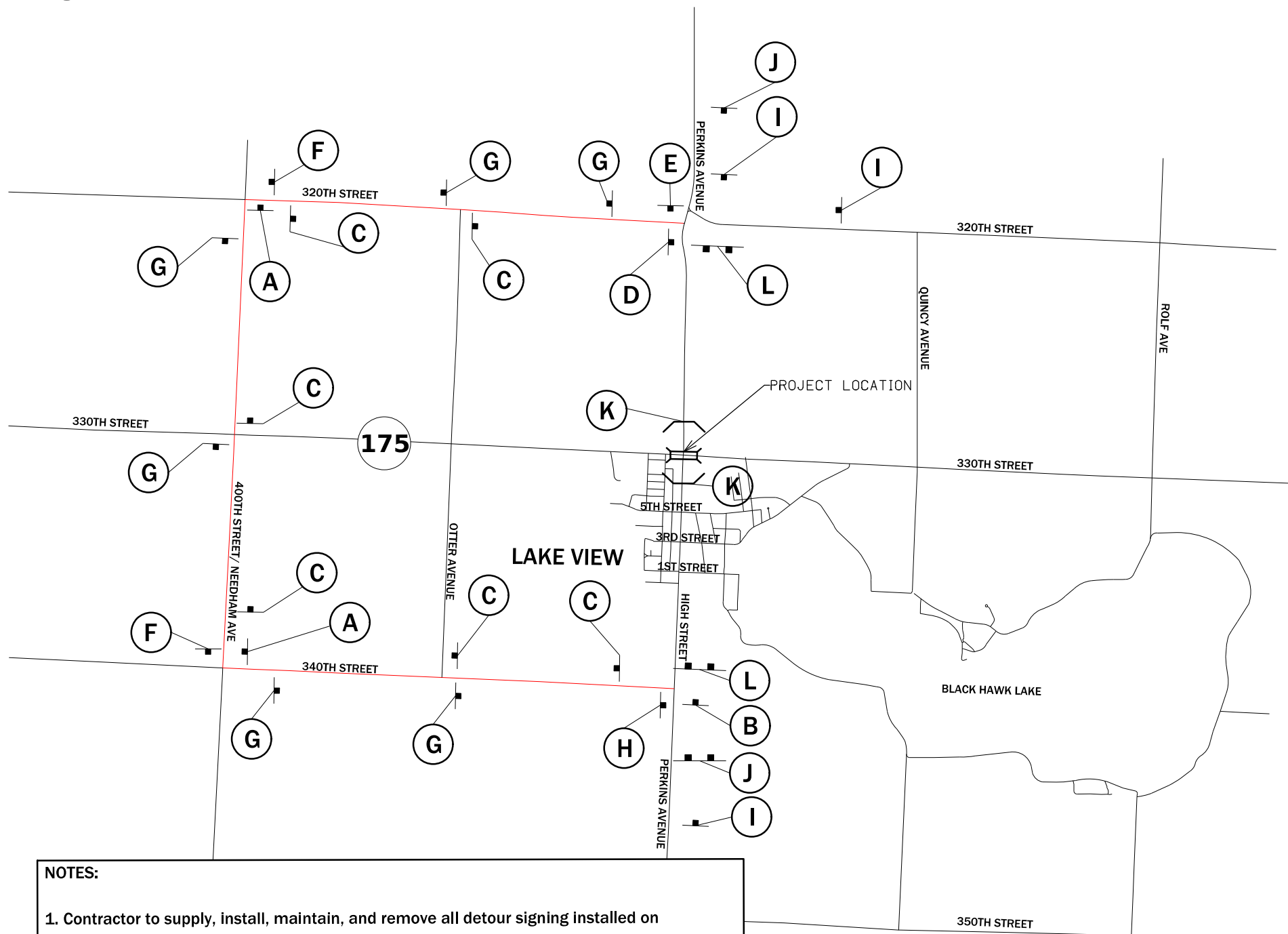
W20-2
48" x 48"

ROAD
CLOSED
AHEAD

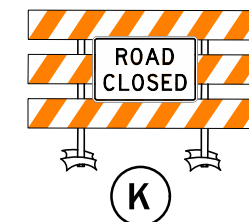
W20-3
48" x 48"



N.T.S.

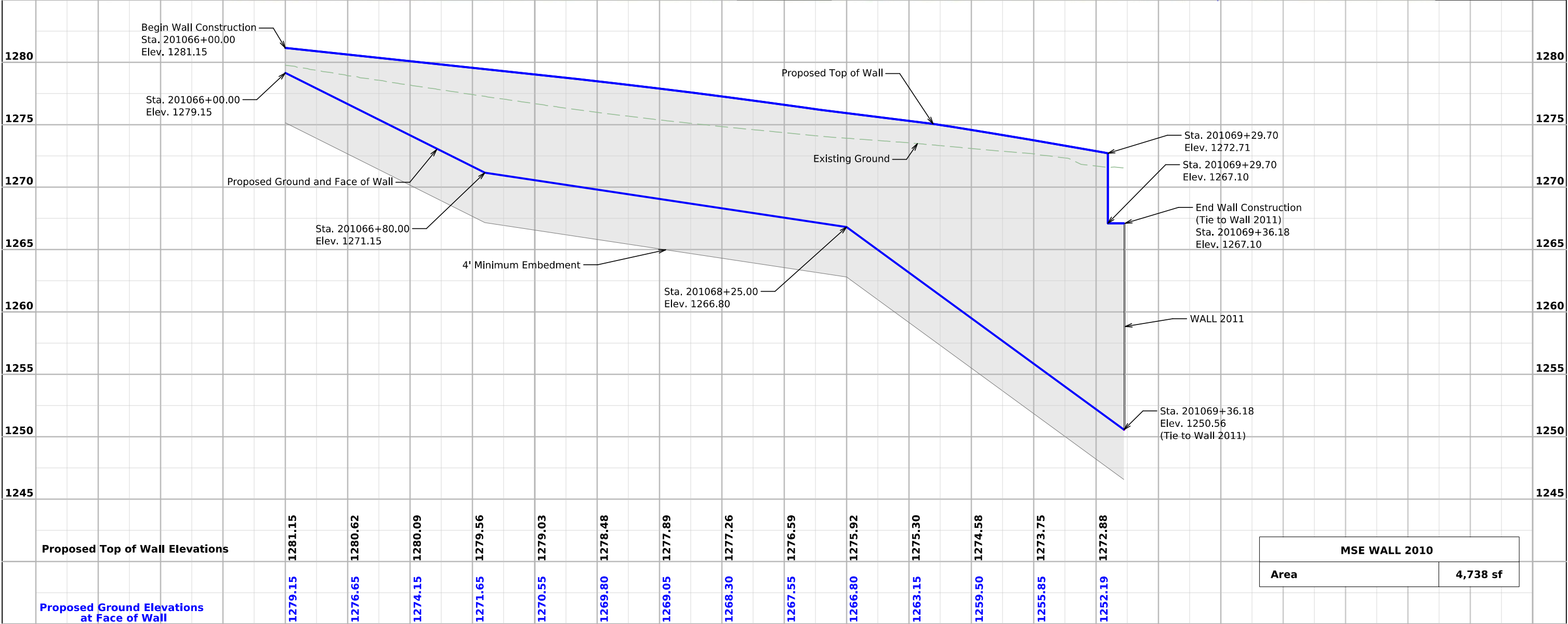
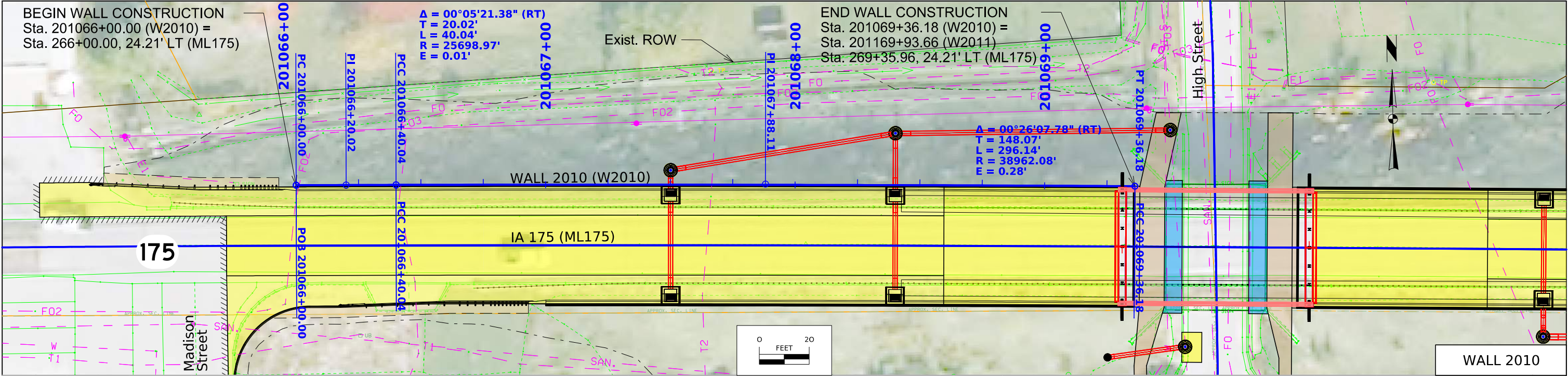


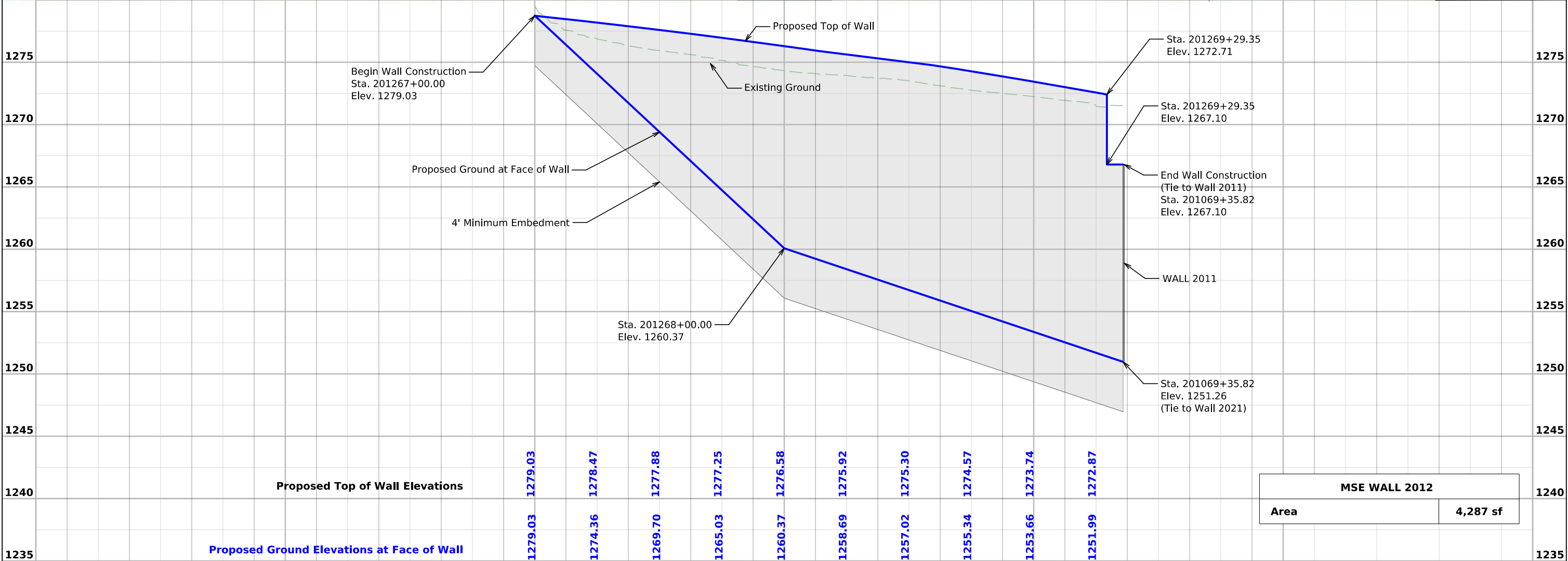
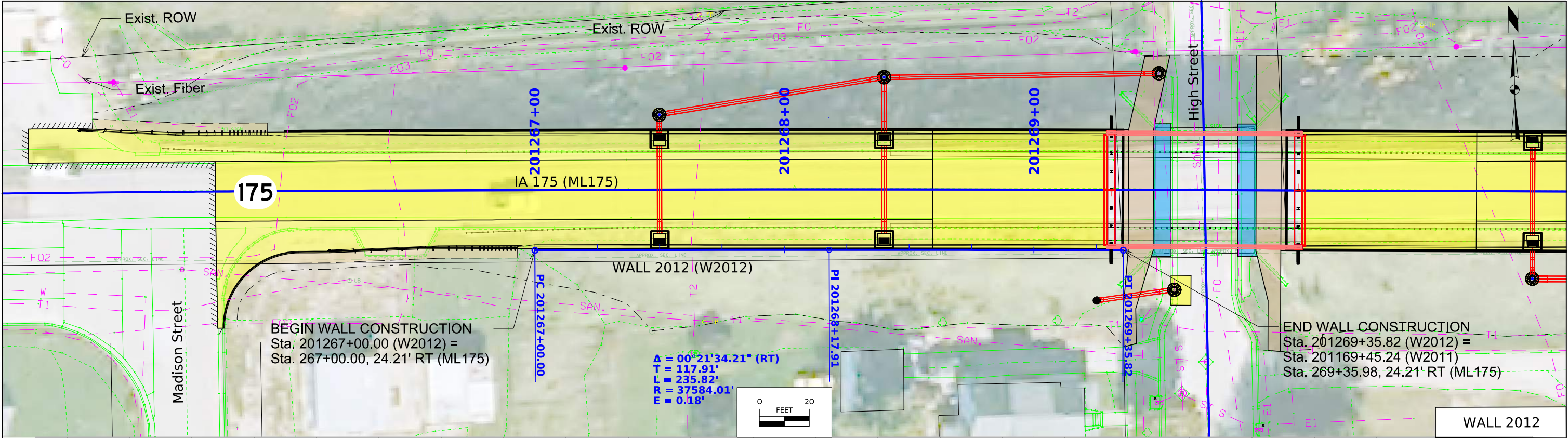
1.50" Radius, 0.63" Border, 0.38" Indent, Black on RGB(255,127,0);
"HIGH ST.", B 2K;
Special Sign Detail

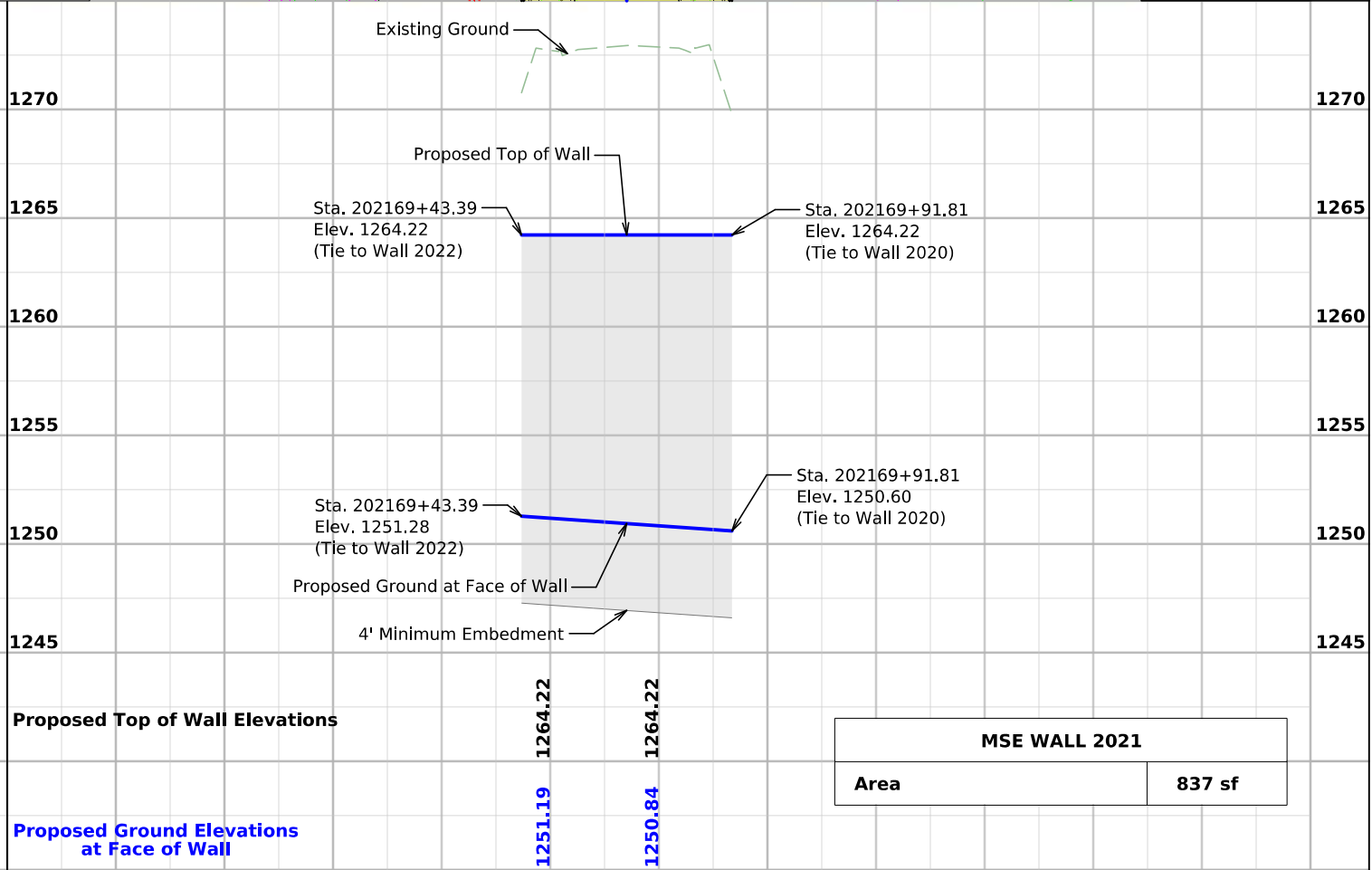
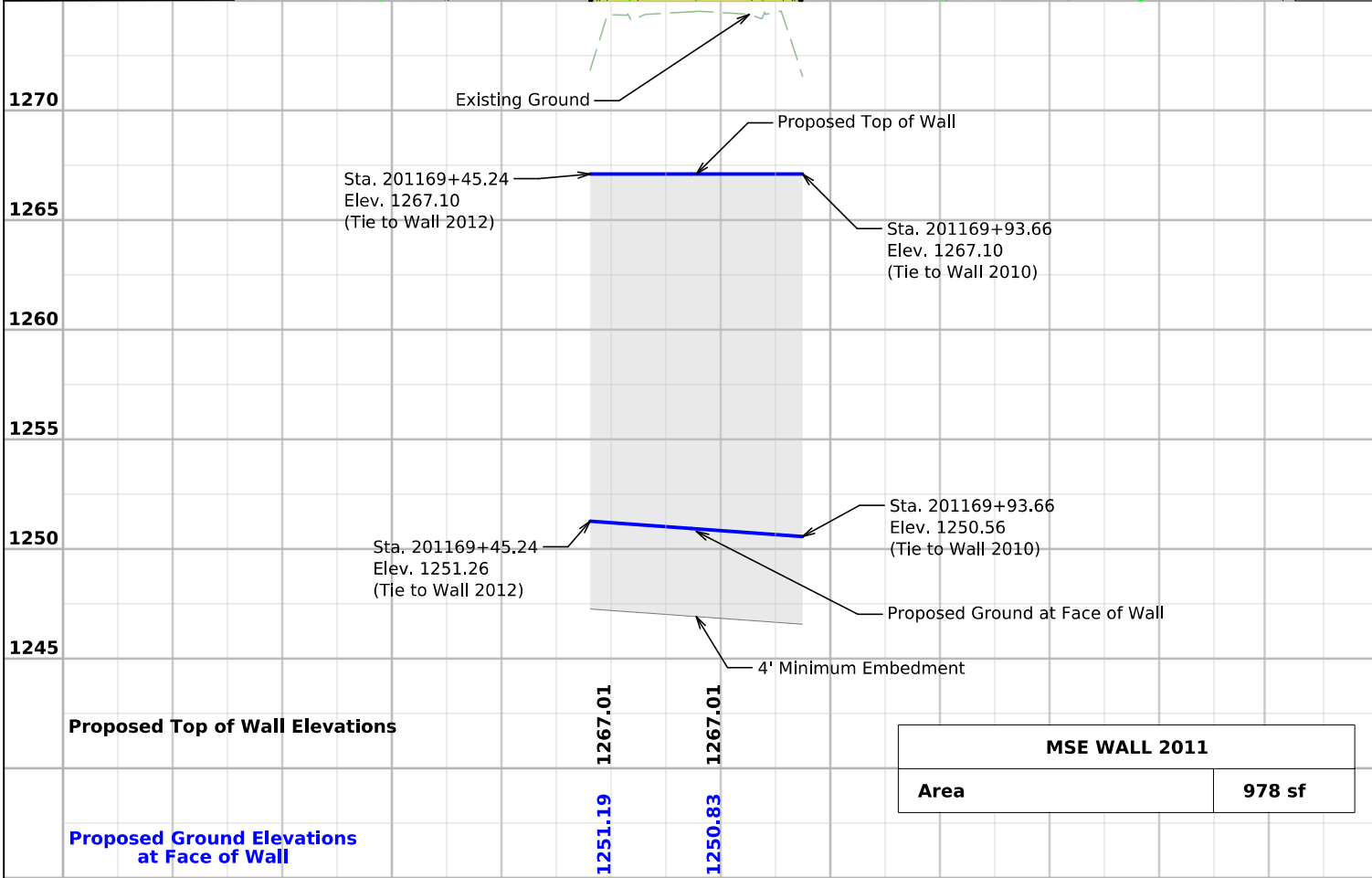
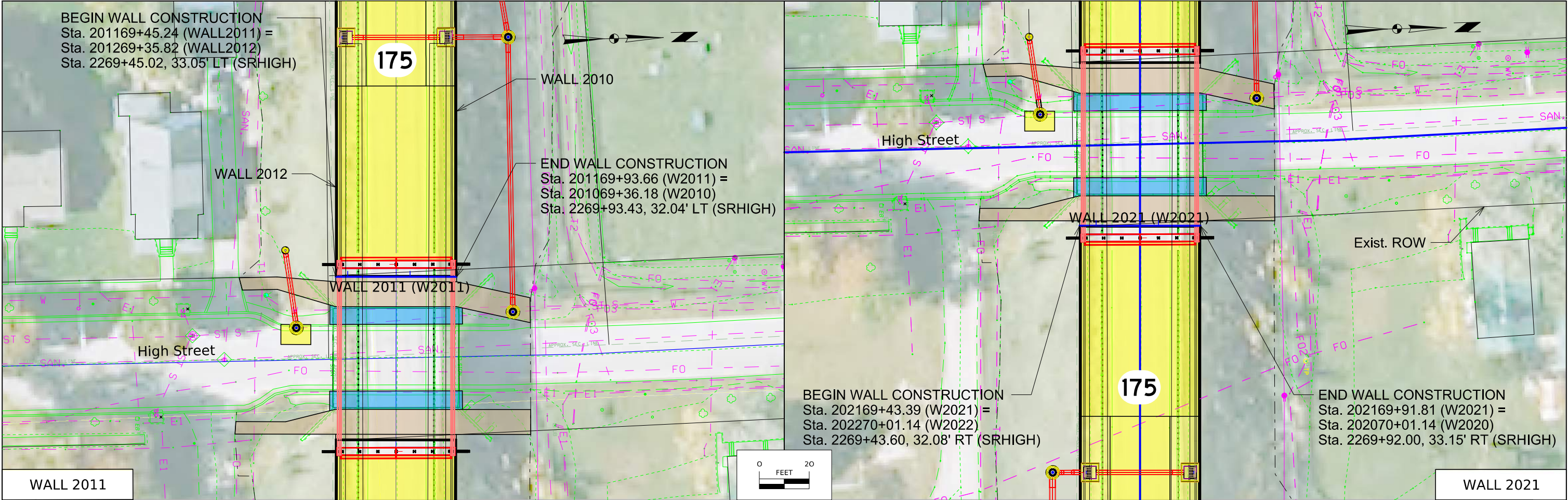


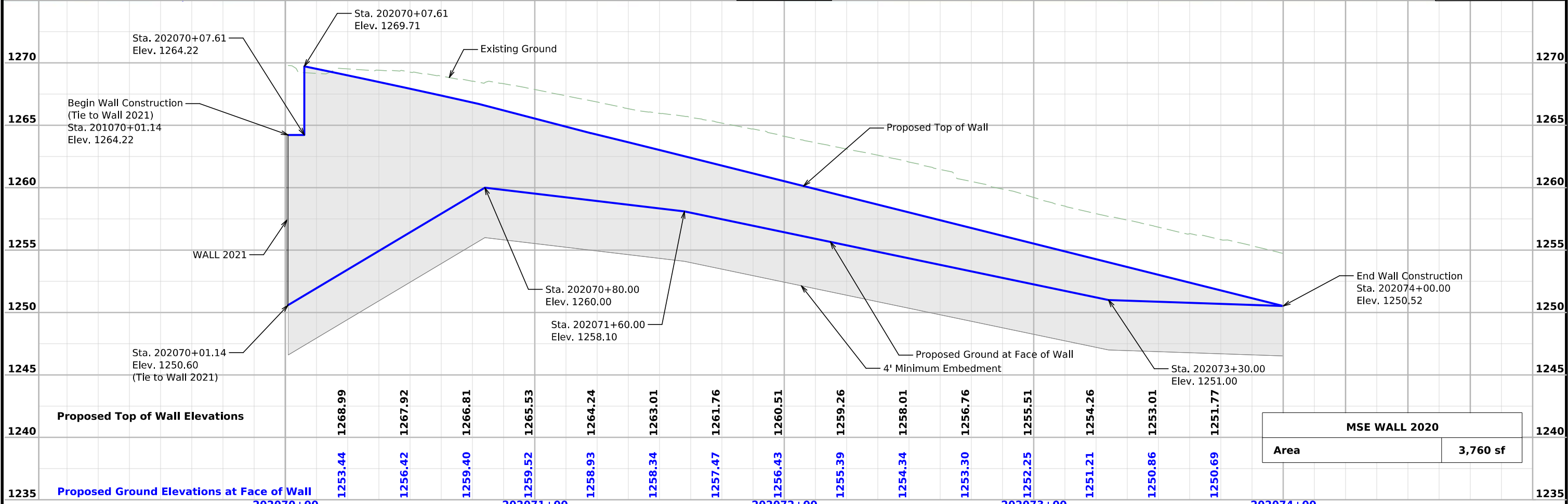
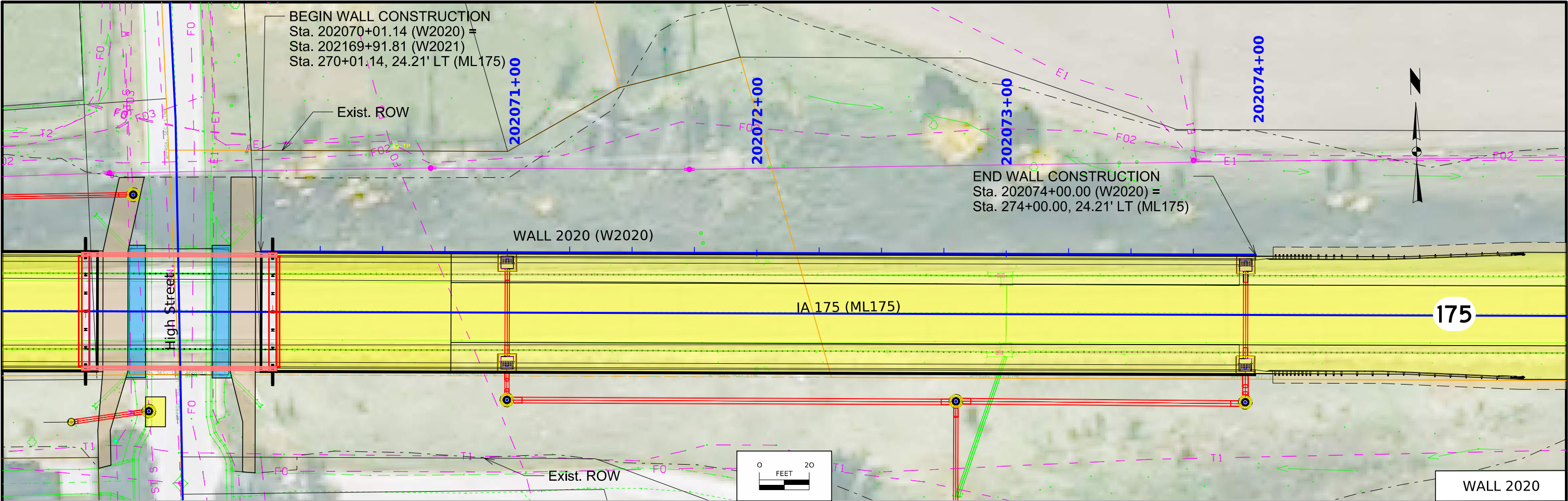
- NOTES:
- Contractor to supply, install, maintain, and remove all detour signing installed on Iowa DOT routes as well as City and country routes, for the duration of the project.
 - All sign locations are approximate and may be adjusted to fit field conditions.
 - For road closure details, see Standard Road Plan TC-252 and Standard Specification 2528.

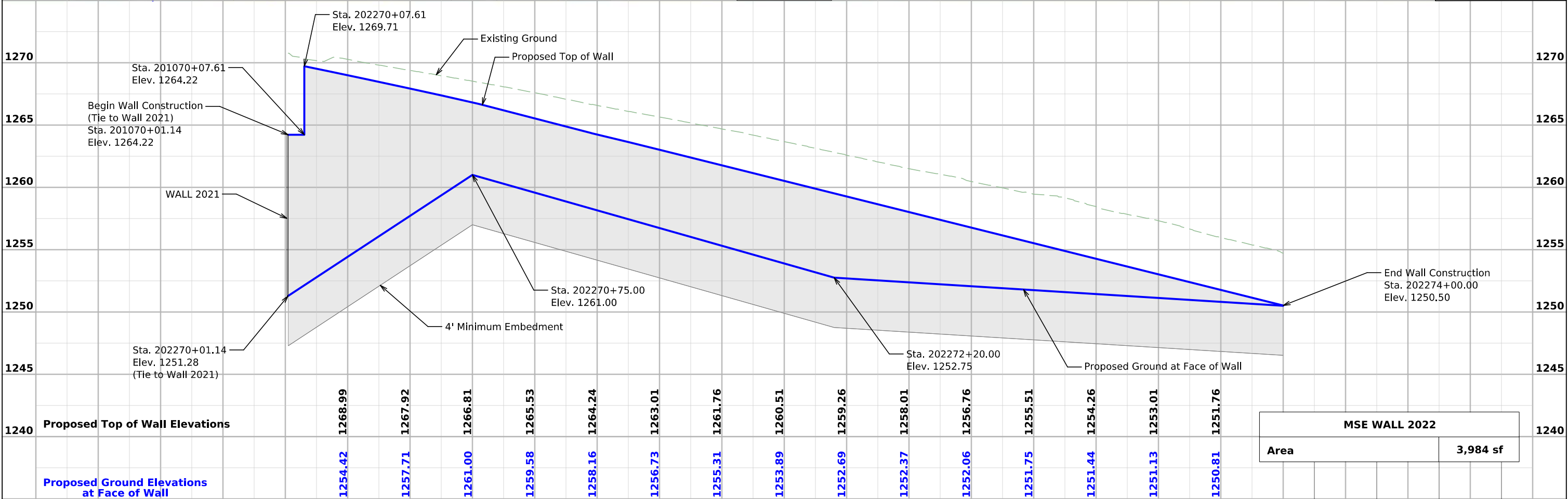
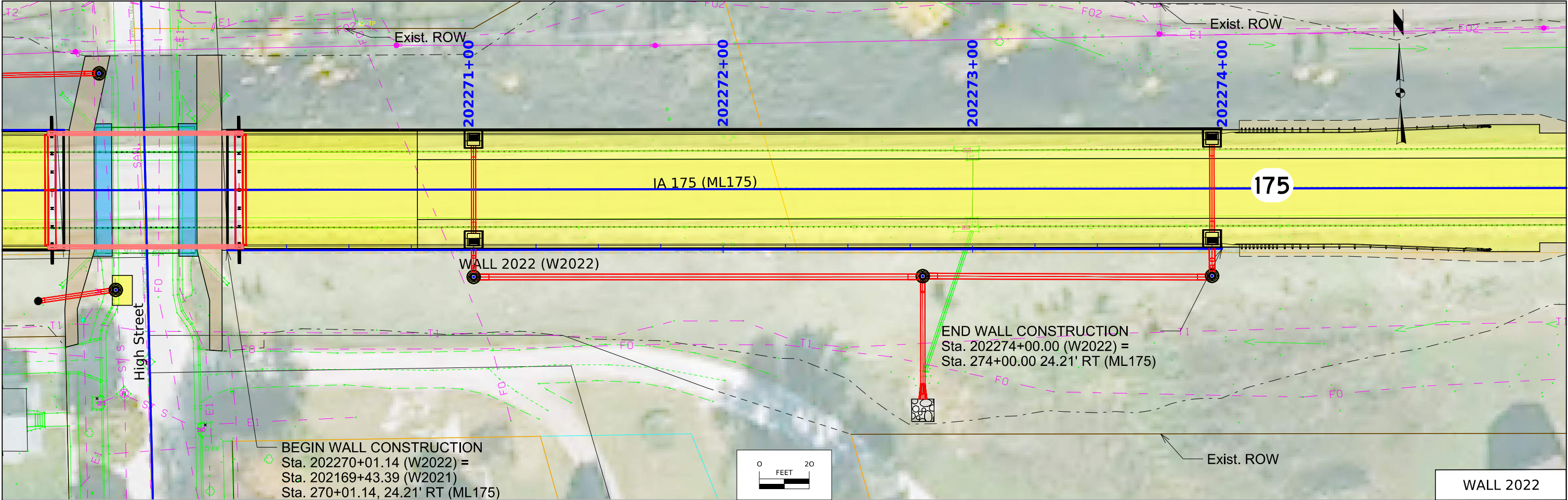
HIGH ST. DETOUR



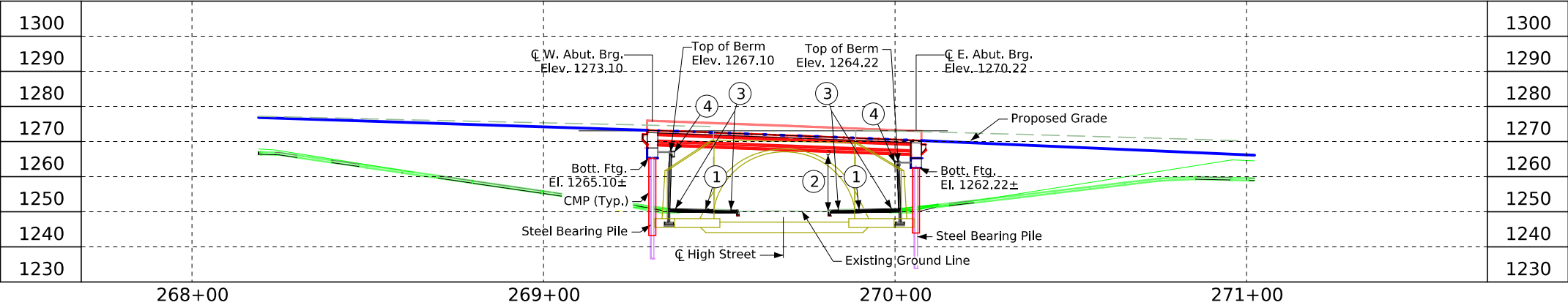








Note:
Top of bridge deck at centerline roadway
is 0.03' below the profile grade to account
for parabolic crown.



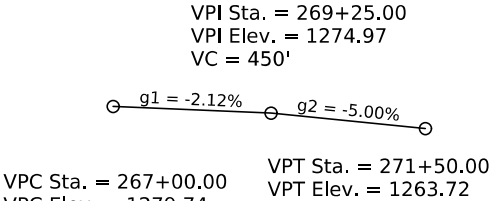
Longitudinal Section Along CL IA 175

- Design Notes
1. TSS TL-5 Bridge Railing Proposed (3'-8" Barrier Height)
 2. This design is for the replacement of the existing 40'-0" x 48'-0" reinforced concrete arch bridge, Sac Design 2934, FHWA No. 046630, Maint. No. 8174.1S175.
 3. Aesthetic improvements to retaining walls shall be coordinated at Final Design.

Minimum Vertical Clearance

Overhead Station = 269+80.97, 20.08' Rt.
Overhead Elevation = 1270.85
Depth of Superstructure = 3.875'
Deck Thickness = 8.5 in.
Estimated Haunch = 2 in.
Beam Depth = 36 in.
Underpass Station = 2269+48.17, 12.00' Rt.
Underpass Elevation = 1250.33
Minimum Vertical Clearance = 16.65'

- ① Shared Use Path
- ② Minimum vertical clearance = 16.65'
- ③ Stamped Concrete
- ④ MSE Wall



Proposed Profile Grade IA 175

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
- STS - Storm Sewer
- TV - TV
- - Power Poles

Location

IA 175 over High Street
T-87N R-36W
Sections 28 and 29
Wall Lake Township
Sac County
FHWA No. 046631
Latitude 42.311291°
Longitude -95.052516°

PRELIMINARY

Design For 0° Skew
75'-0" x 44'-0" Pretensioned
Prestressed Conc. Beam Bridge

75'-0" Span

Situation Plan

STA. 269+68.50 (IA 175)

Turn-in Date: July 2026

Sac County

IOWA DEPARTMENT OF TRANSPORTATION

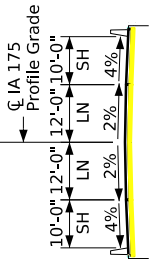
Design No. 0129

Design Sheet No. 1 of 2

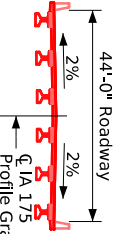
FHWA No. 046631

SHEET NUMBER V.6

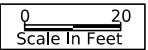
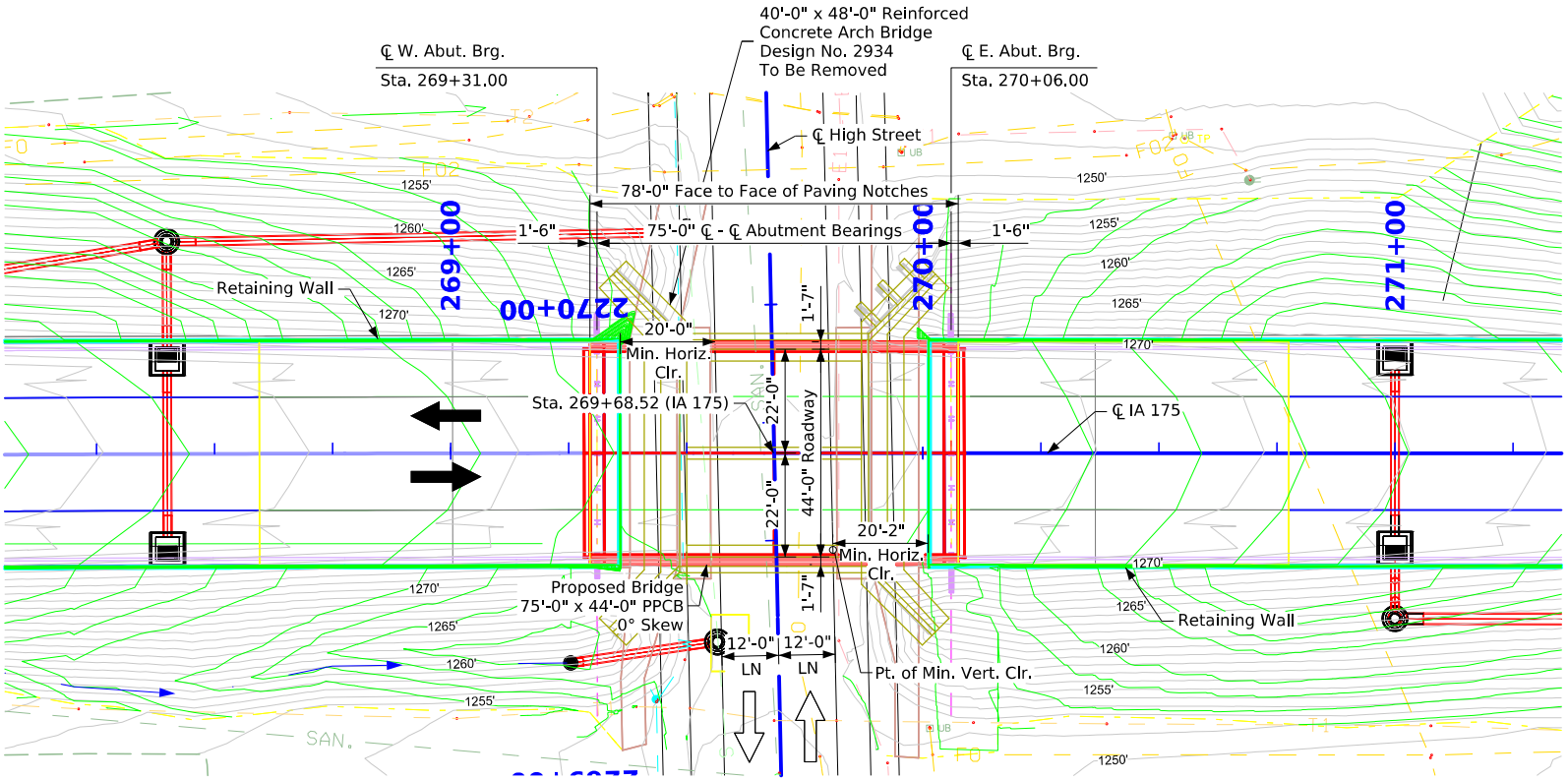
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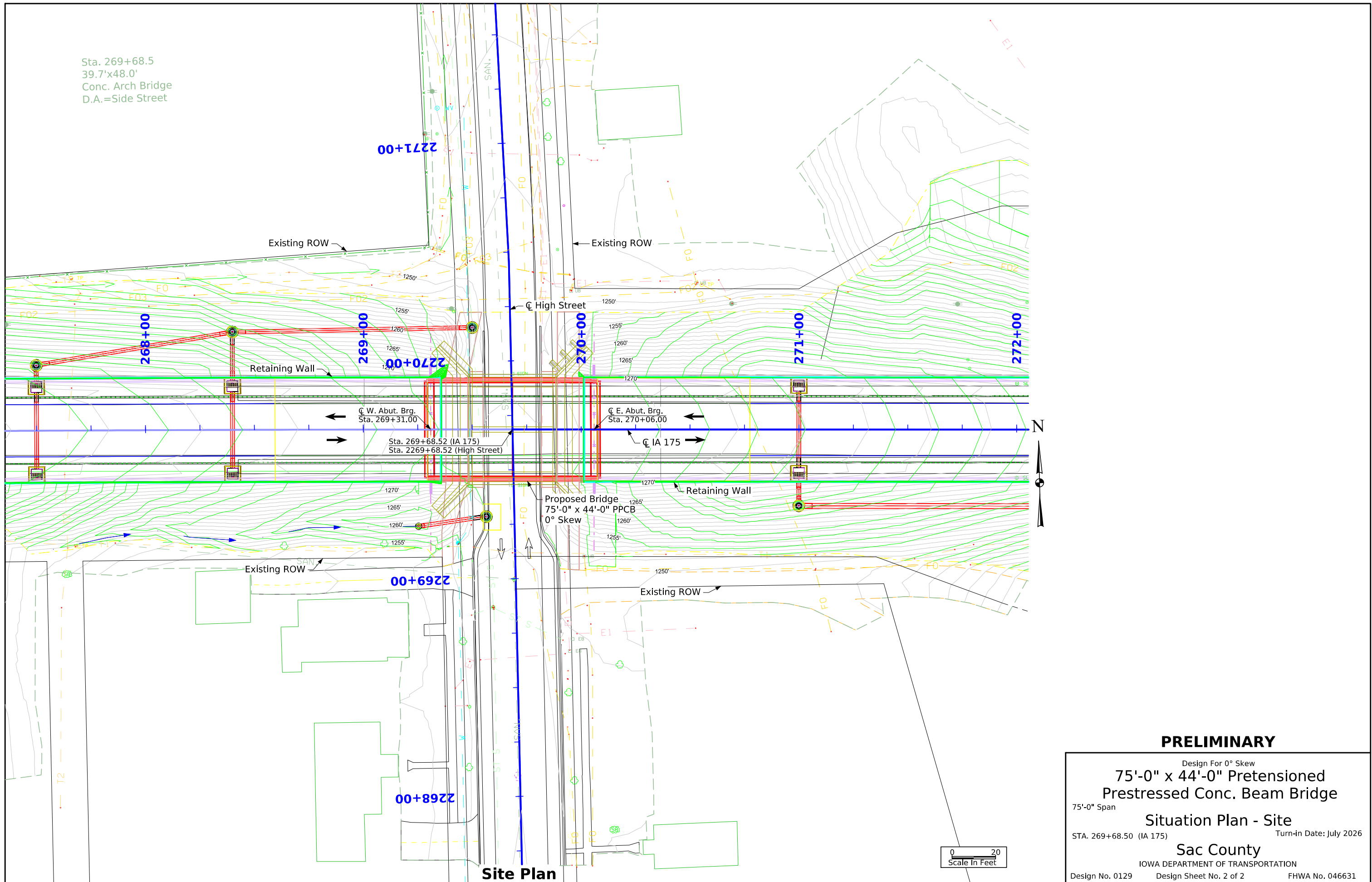


Typical Bridge Section



Situation Plan

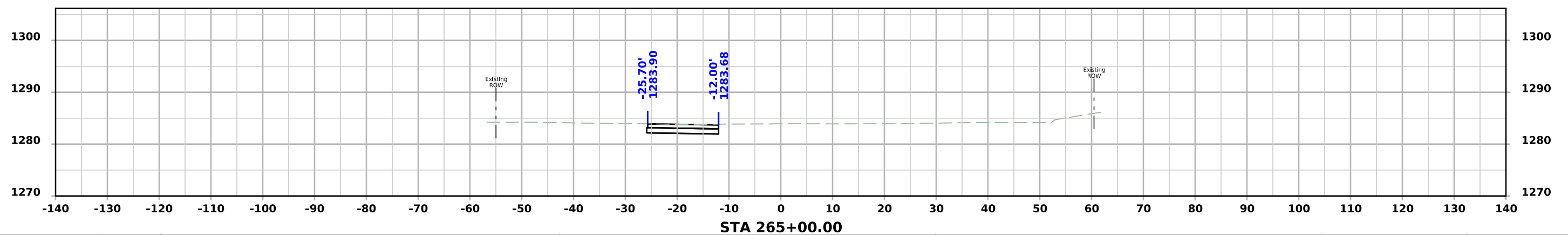
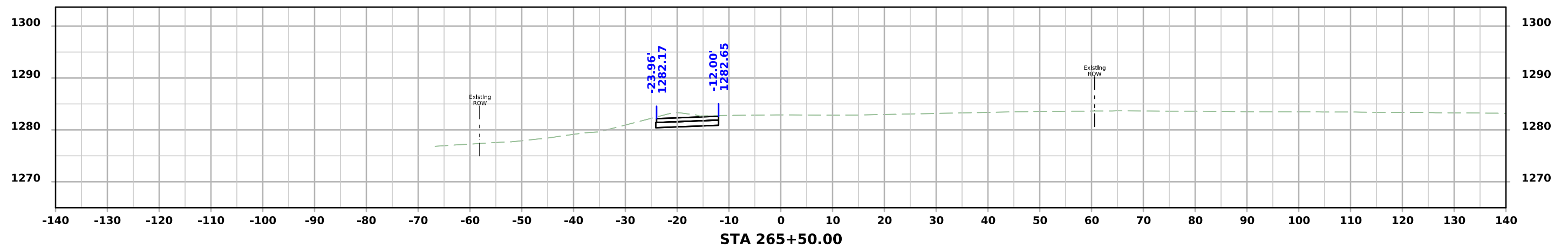
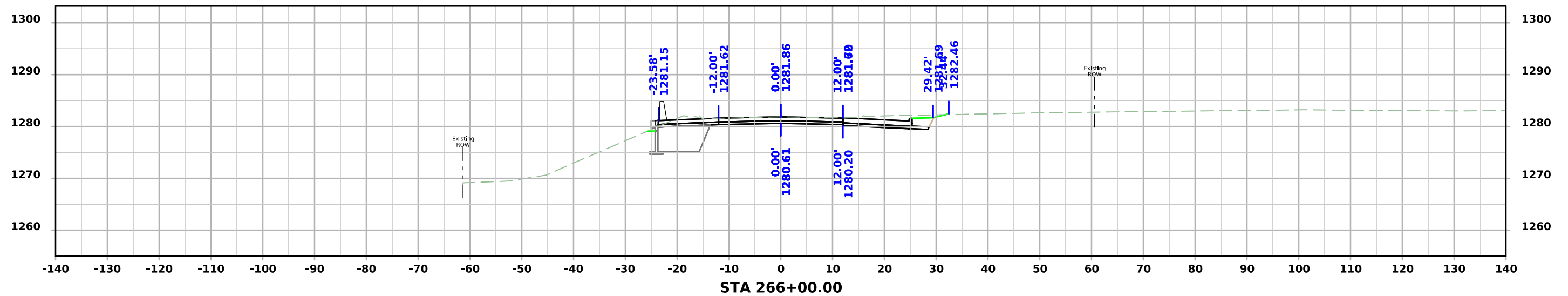




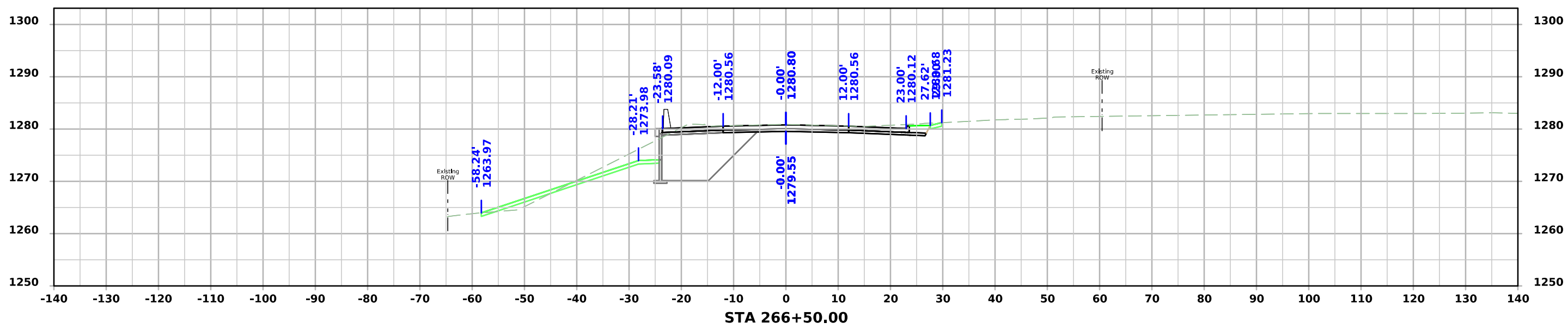
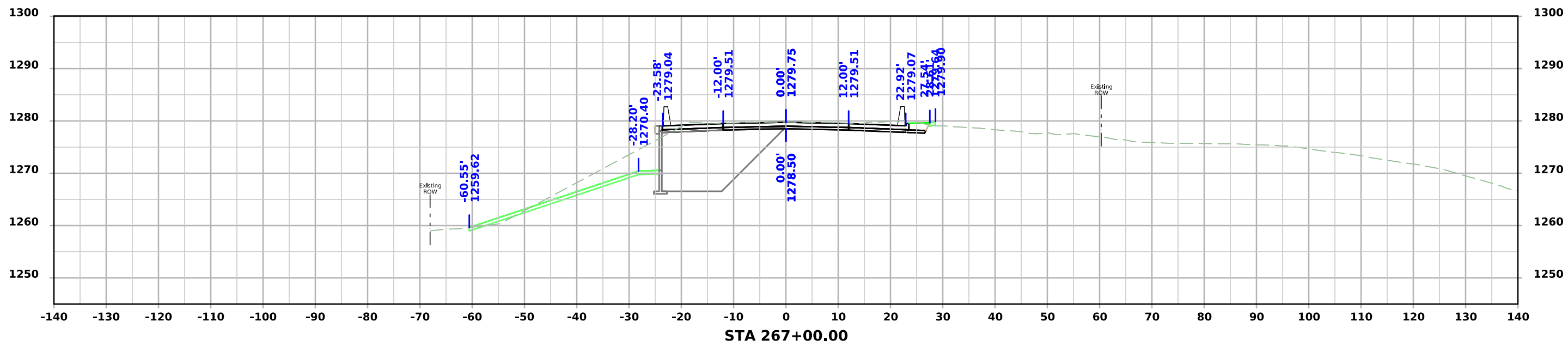
CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Structural	
(64)	Choke Stone	(112)	Noise Wall
(42)	Engineering Fabric	(112)	Noise Wall Footing
(8)	Flooded Backfill	(112)	Retaining Wall Back
(92)	Macadam Stone	(112)	Retaining Wall Back Excavate
(20)	Modified	(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	Grading	
(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	Substrata	
Asphalt		(128)	Boulder Substrata
(207)	HMA Base Course	(48)	Broken Weathered Substrata
(207)	HMA Interim Course	(3)	Core Out Substrata
(207)	HMA Surface Course	(203)	Existing Pavement Substrata
Concrete		(6)	Loam Substrata
(0)	Barrier Concrete	(80)	Rock Substrata
(0)	Barrier Concrete Footing	(4)	Select Sand Substrata
(0)	Curb Gutter	(3)	Shale Substrata
(48)	Flowable Mortar	(10)	Topsoil Substrata
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(13)	Unsuitable Type B
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(3)	Waste
(0)	Shoulder PCC		
(6)	Shoulder Granular		
Existing			
(0)	Existing Pavement		

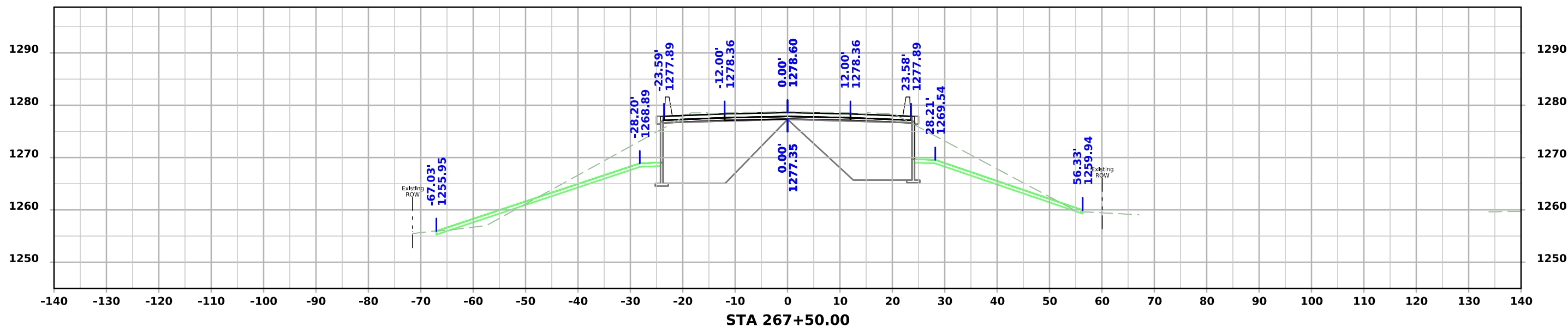
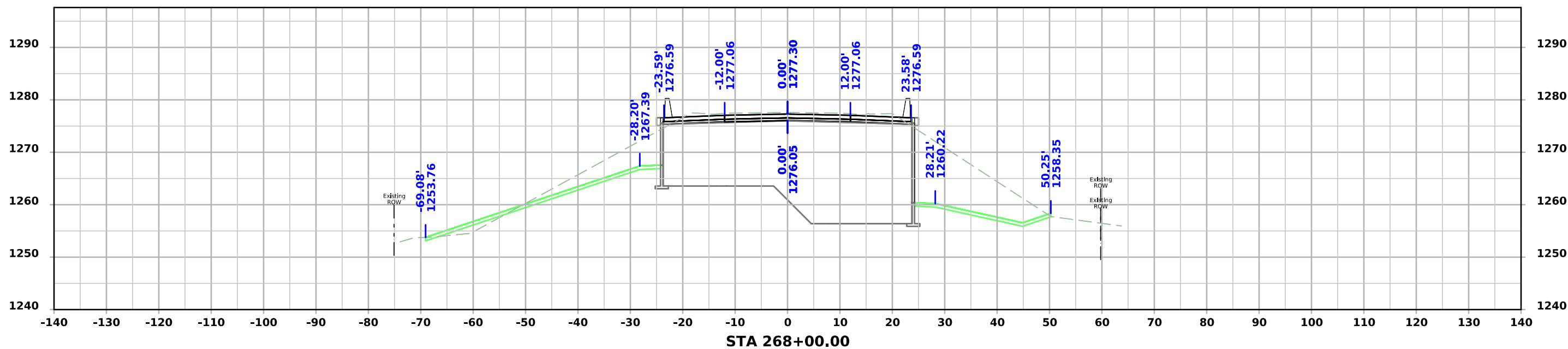
CROSS SECTIONS
LEGEND AND INFORMATION SHEET
(COVERS SHEET SERIES W & X)

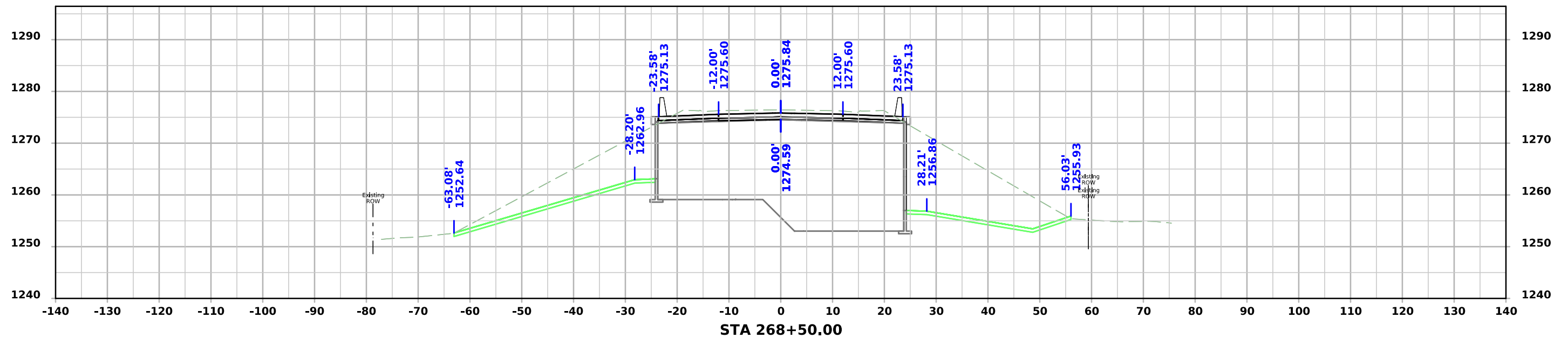
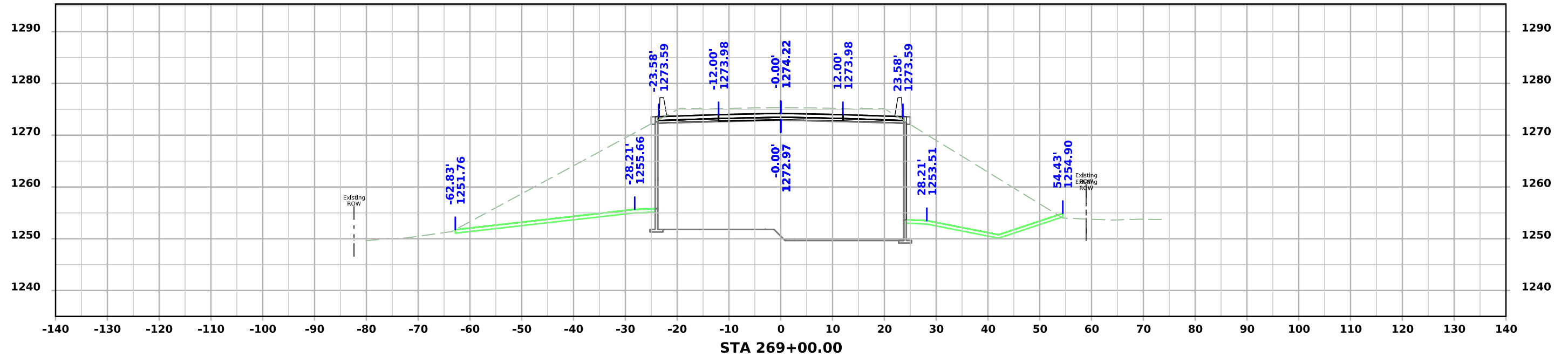
IA 175



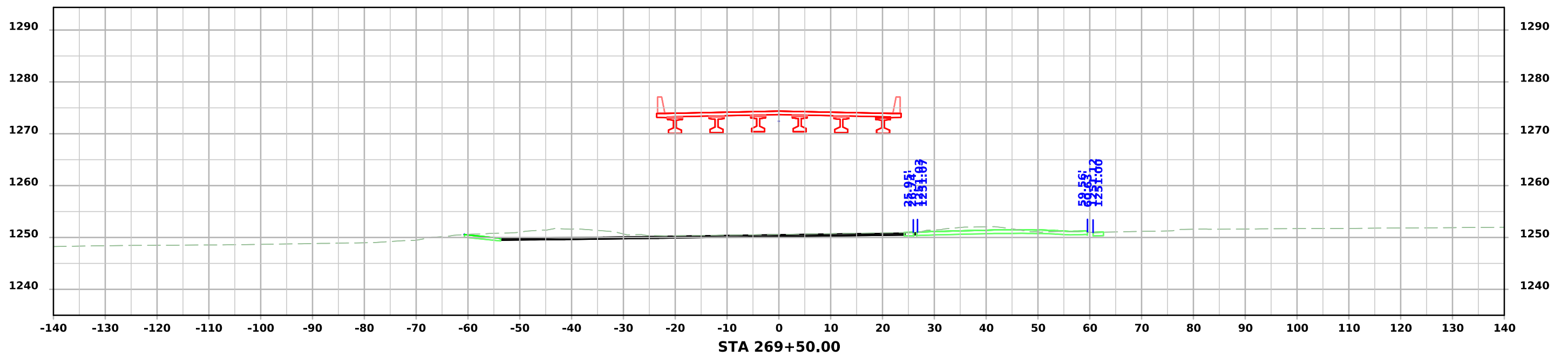
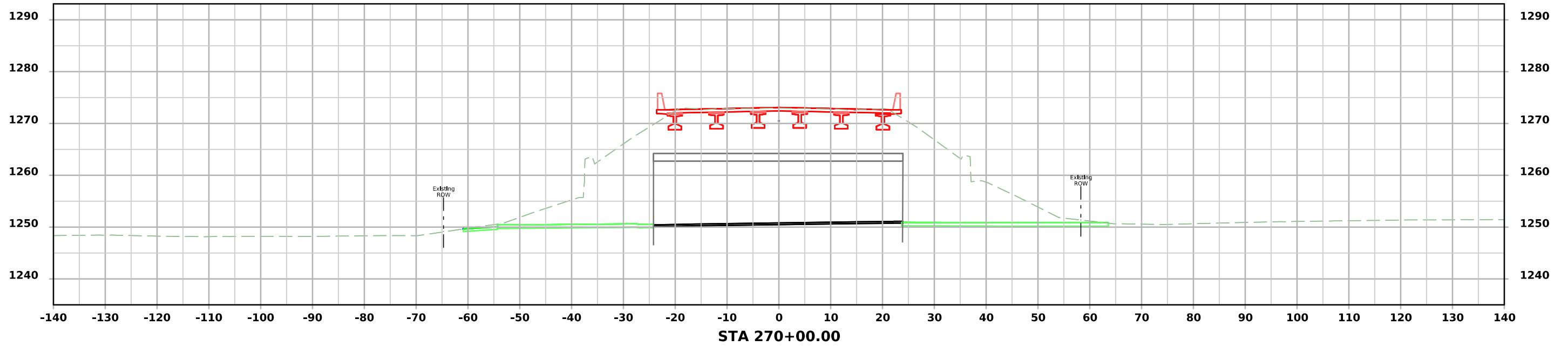
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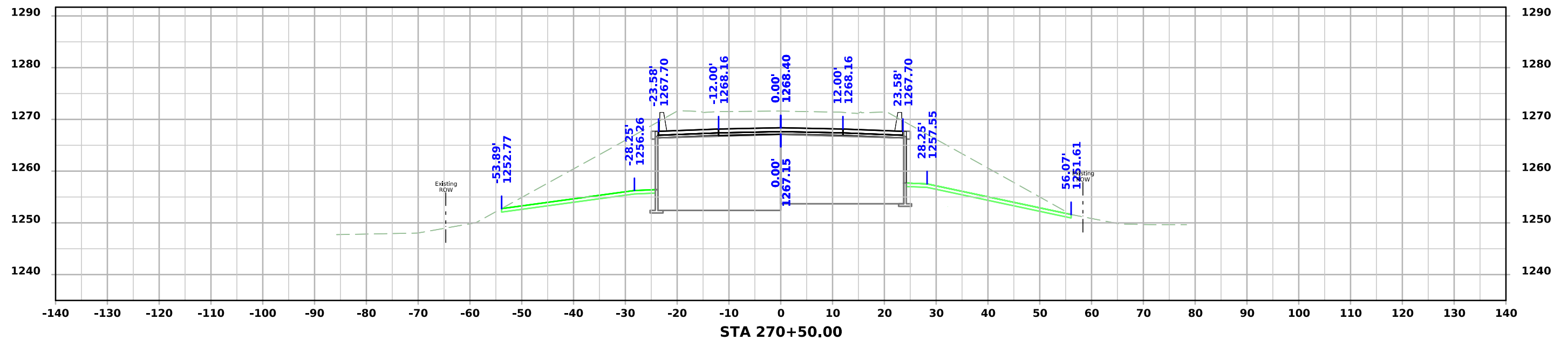
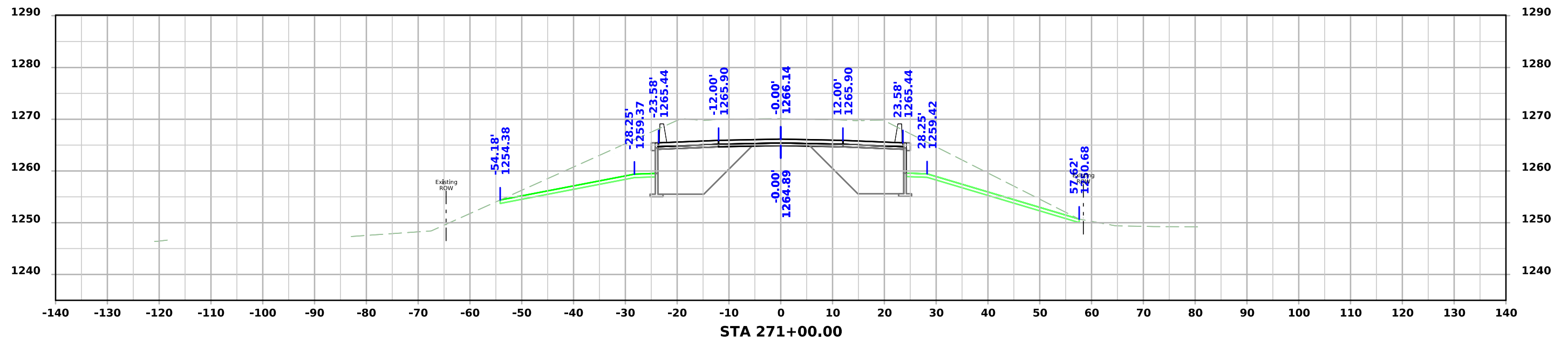


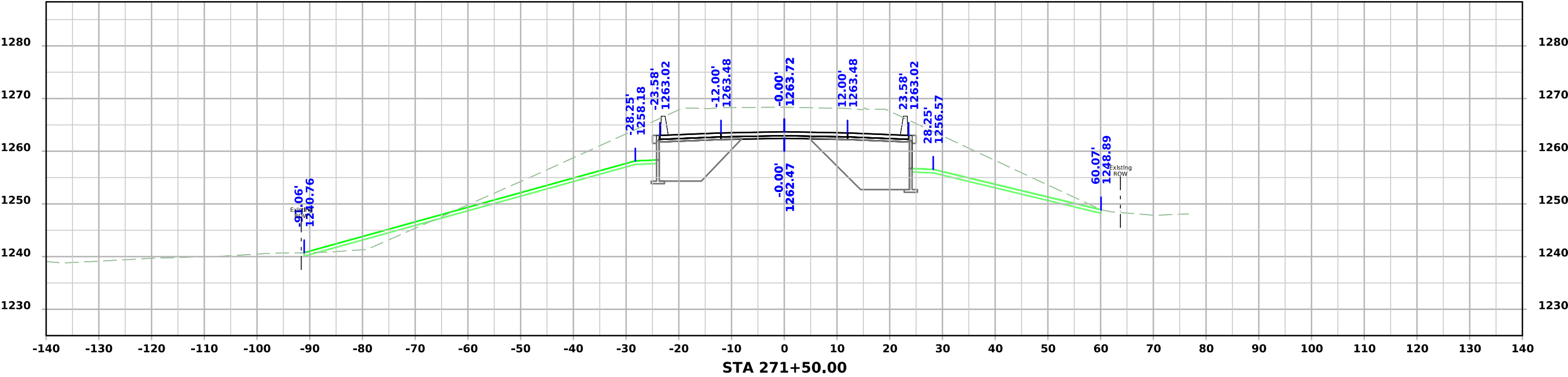
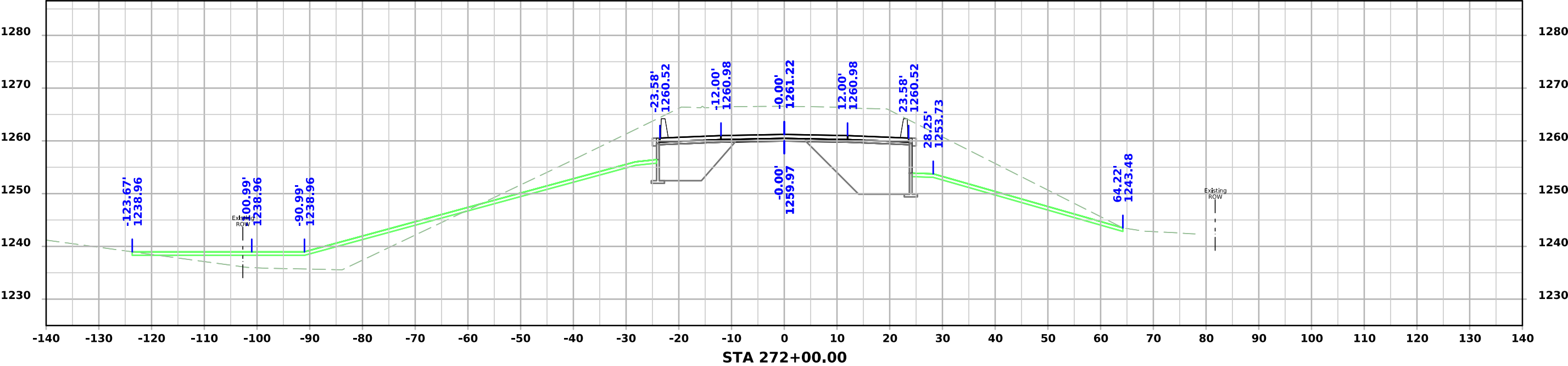


IA 175

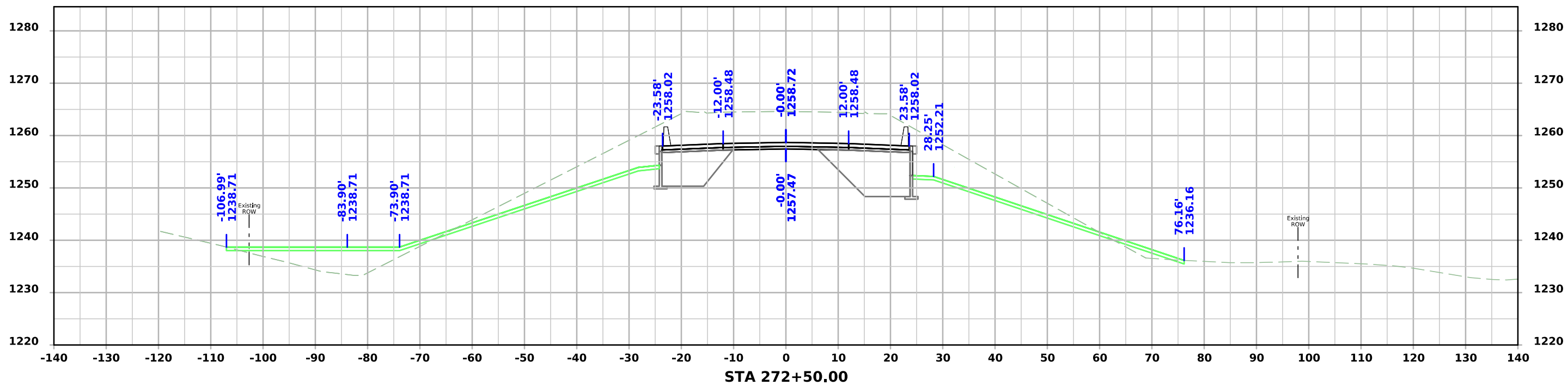
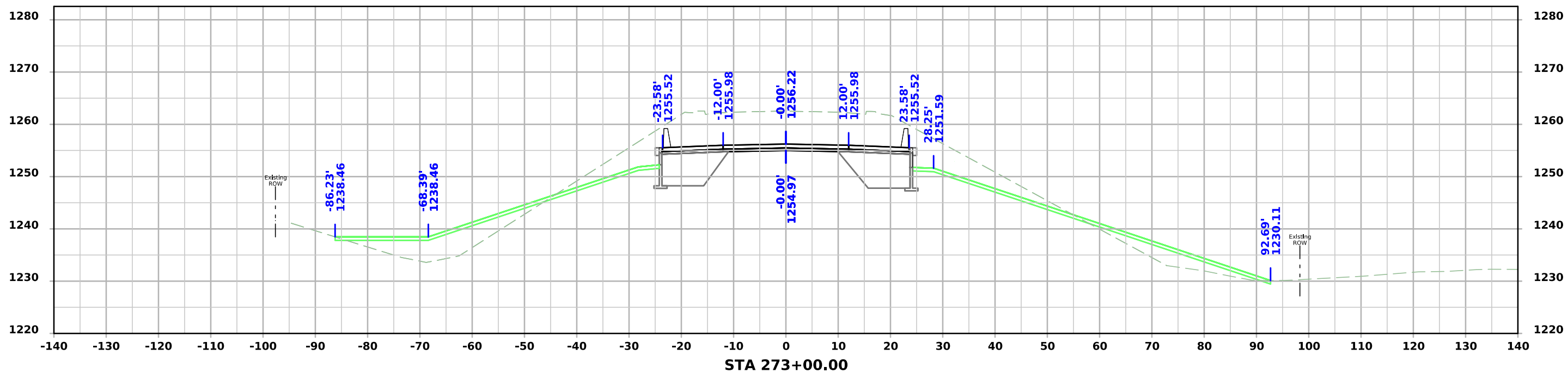


IA 175

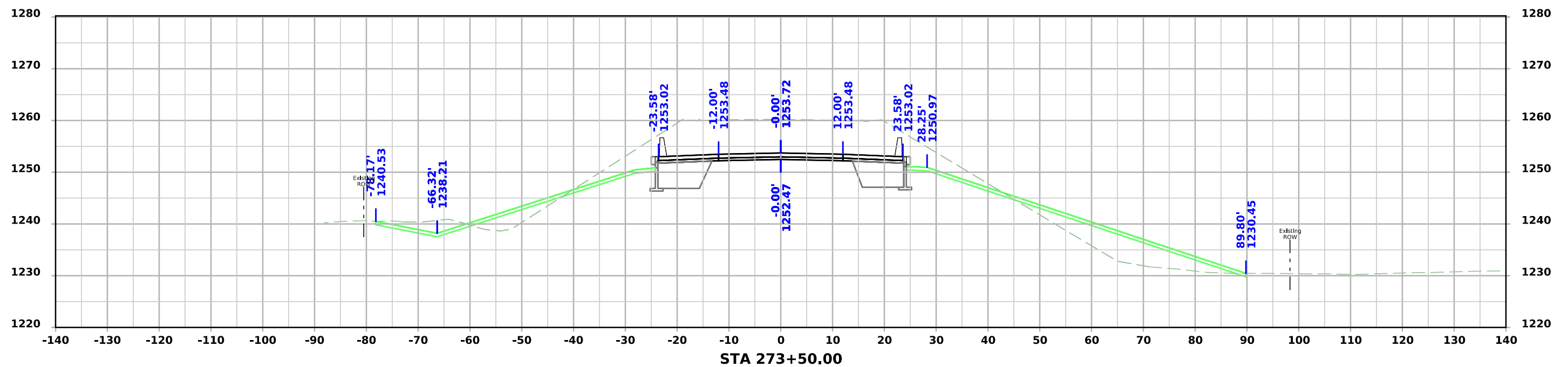
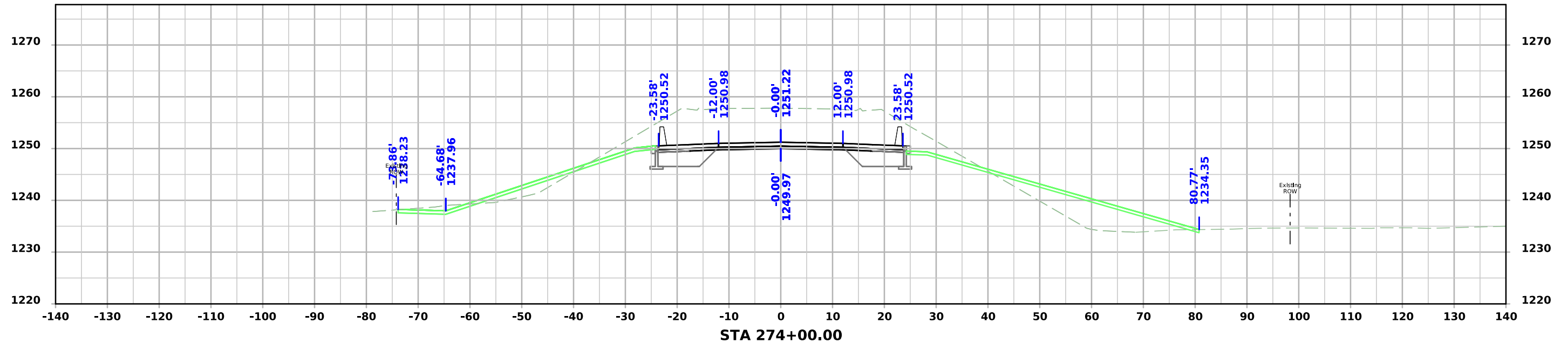


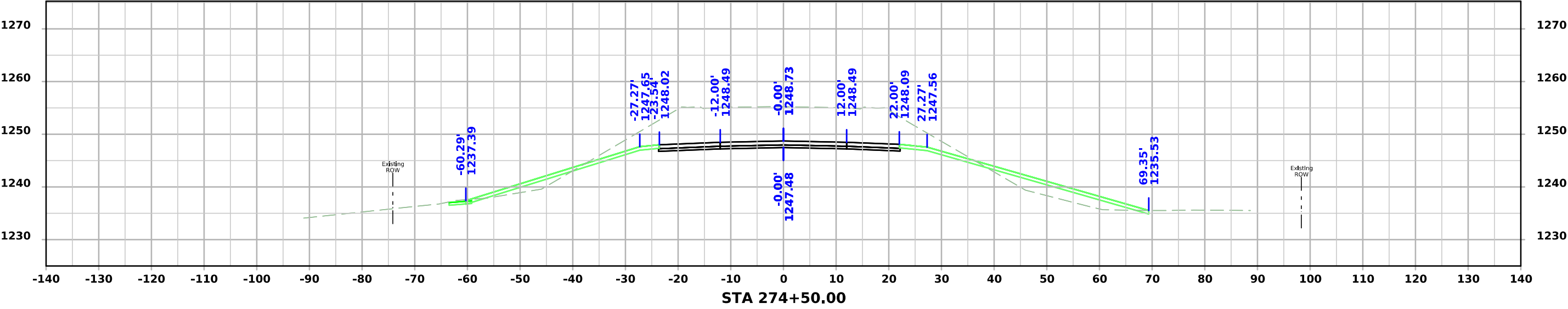
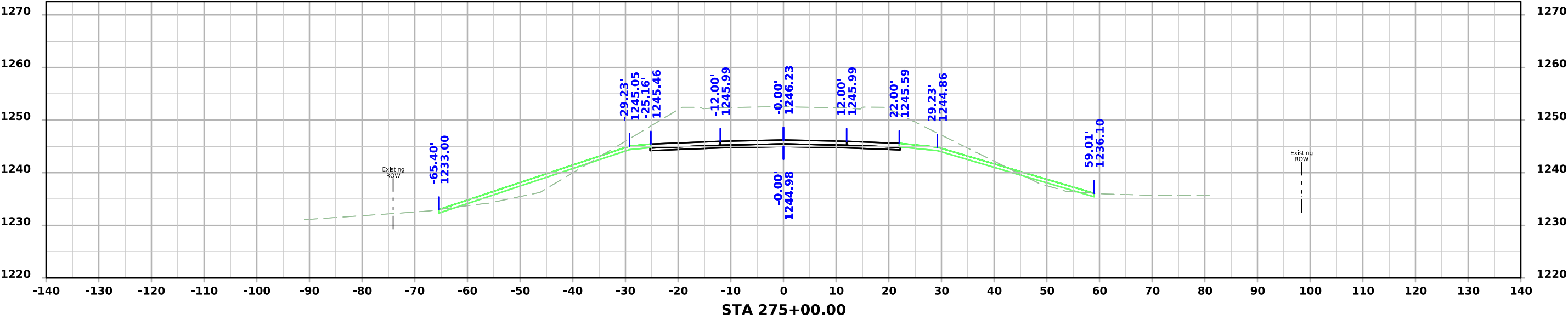


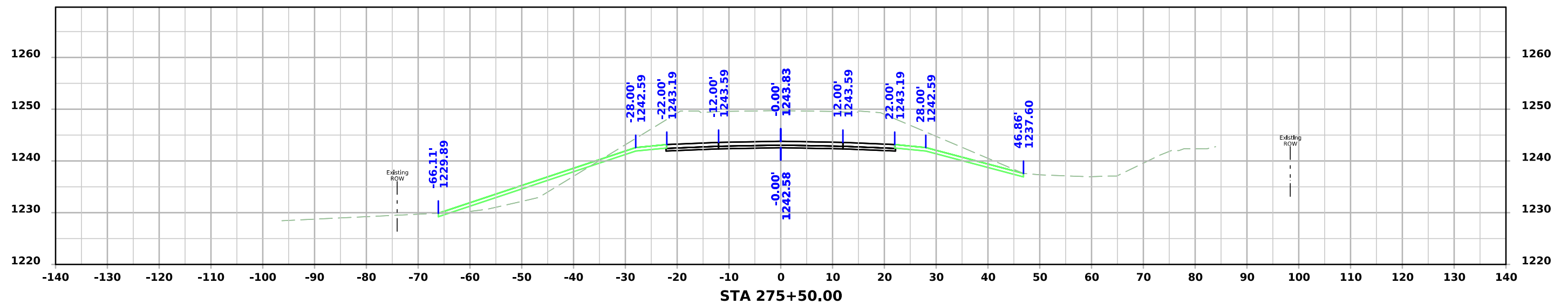
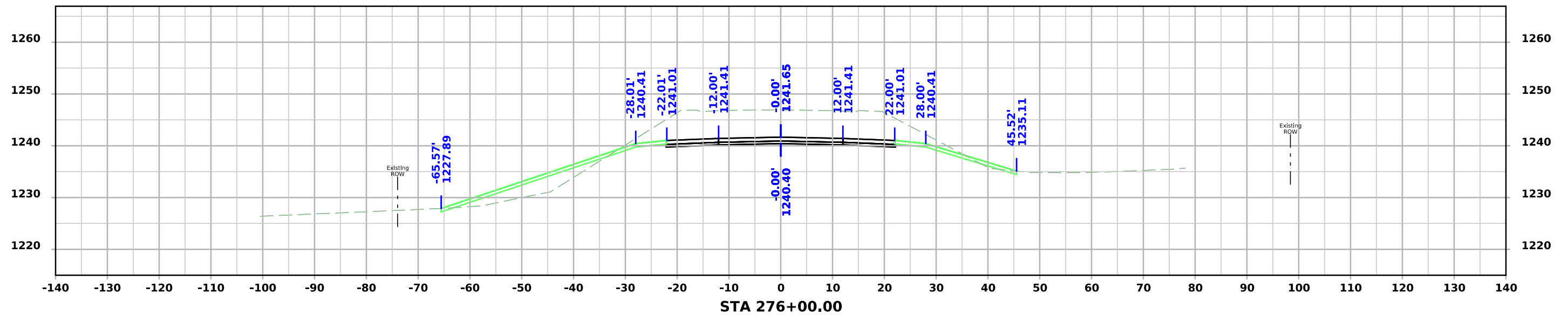
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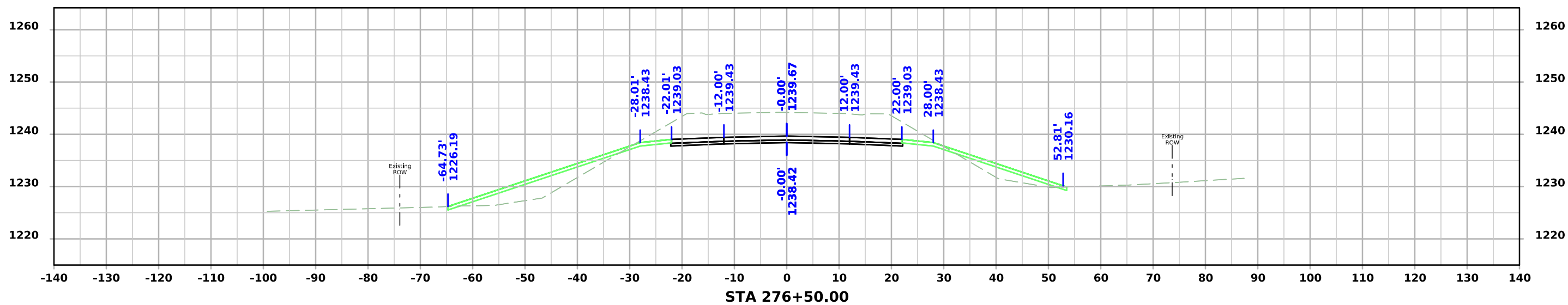
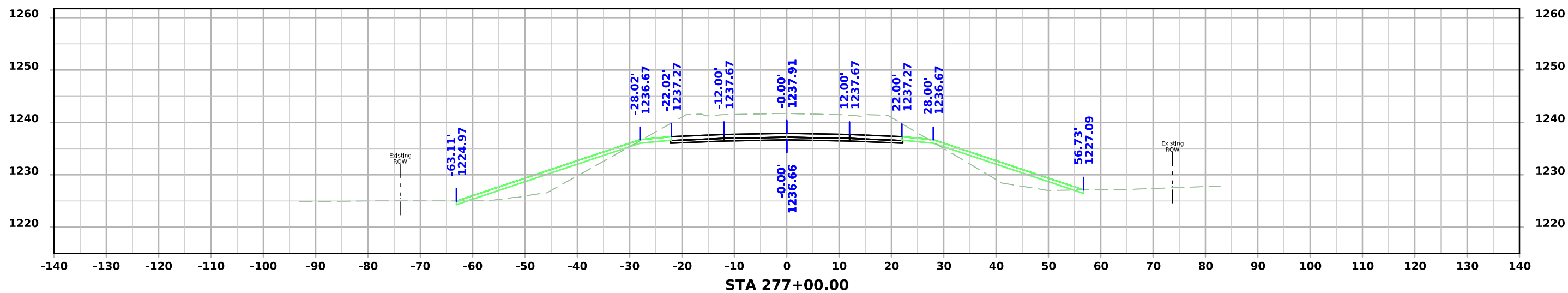
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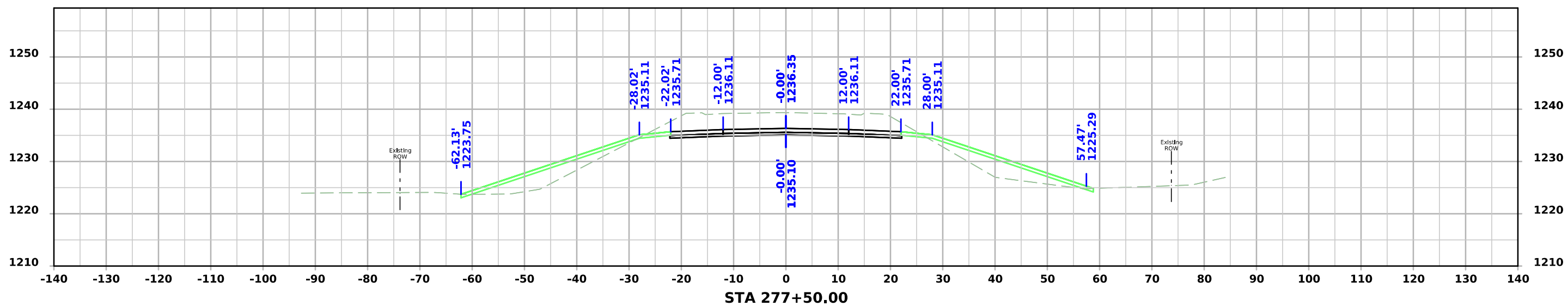
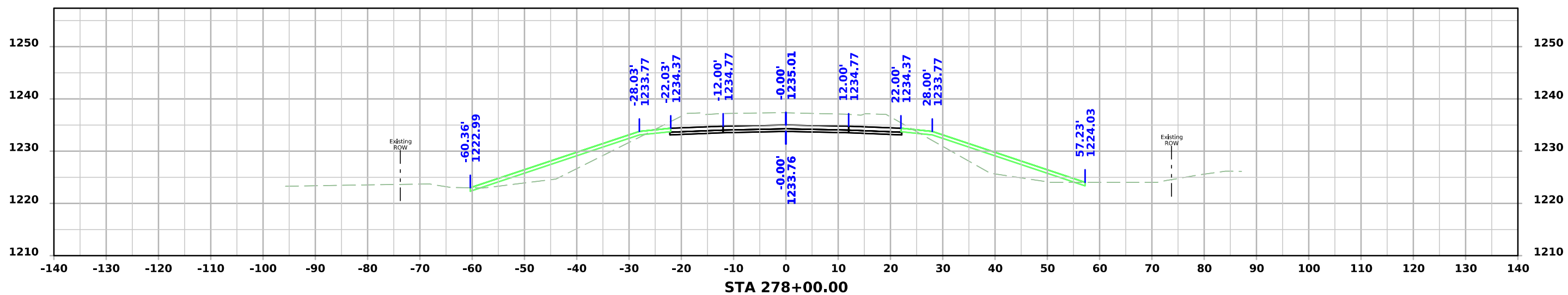




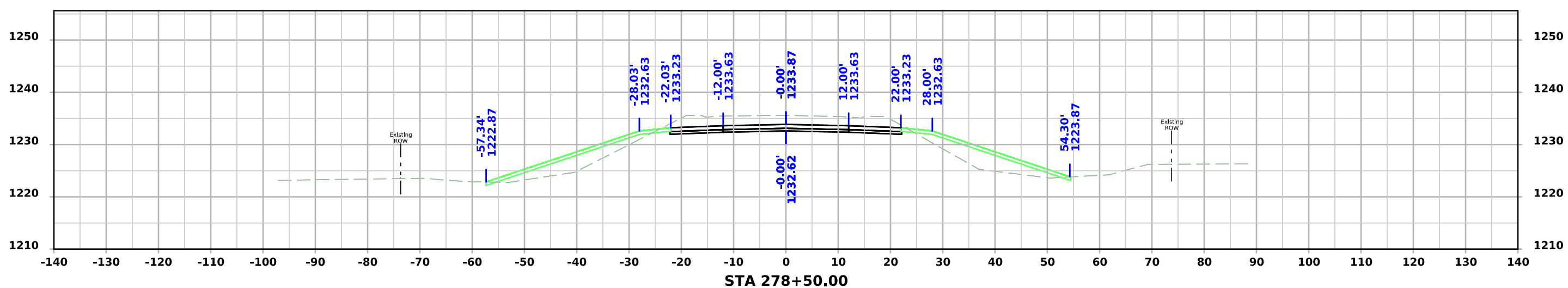
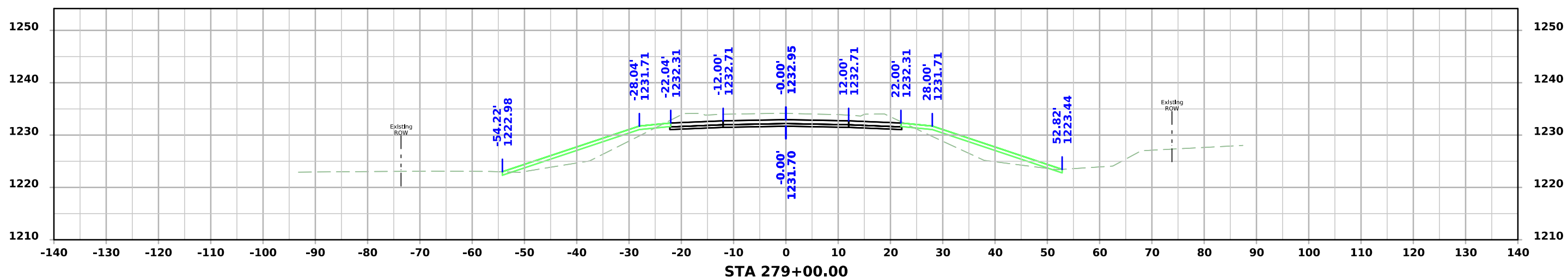
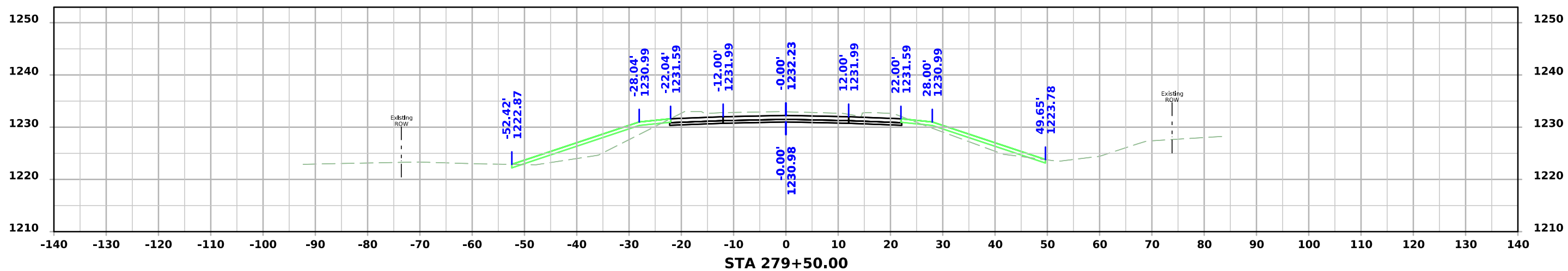


IA 175

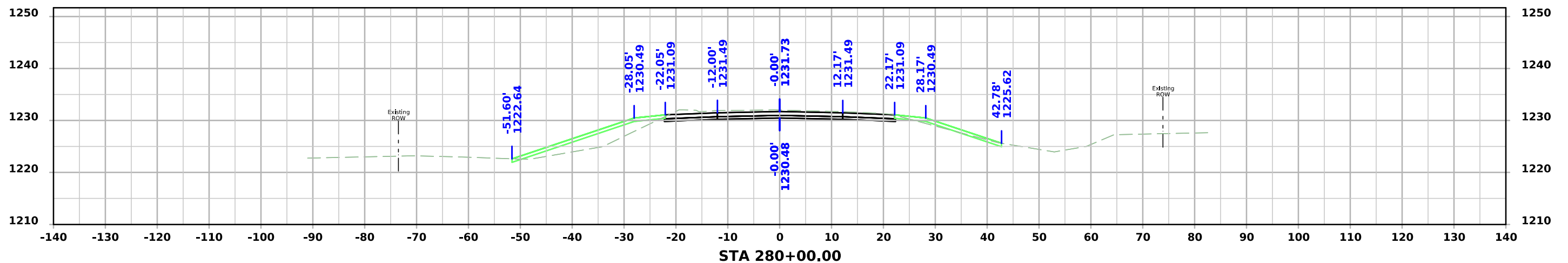
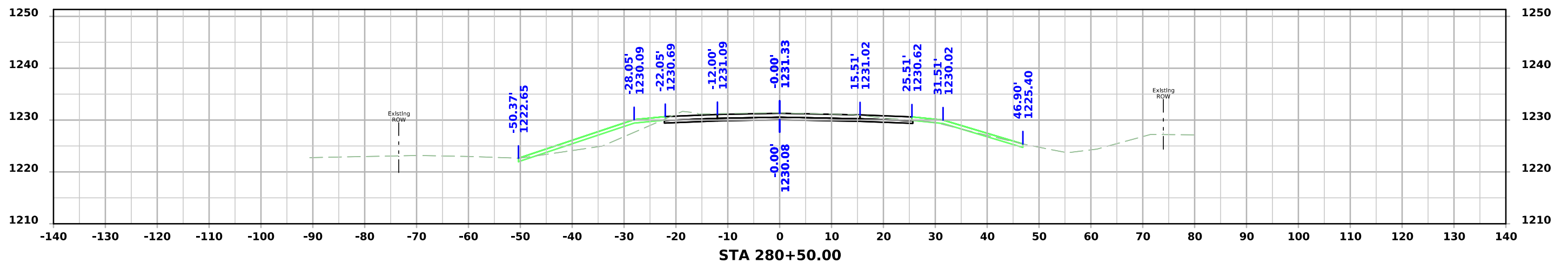
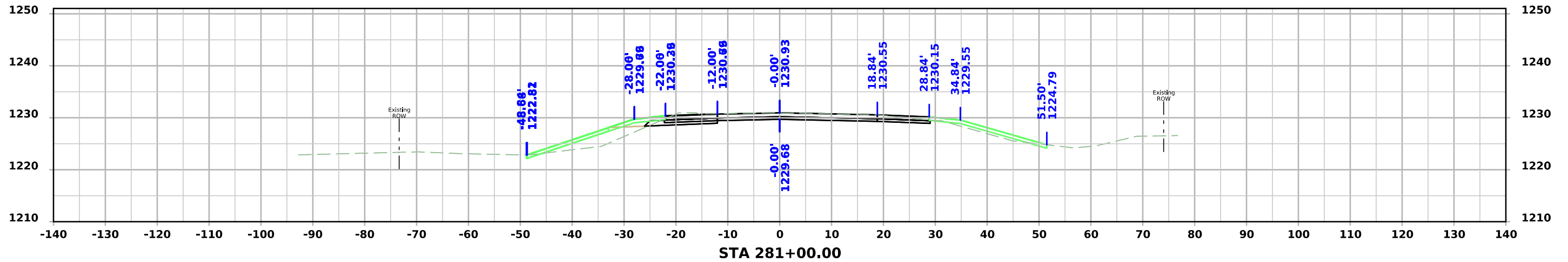




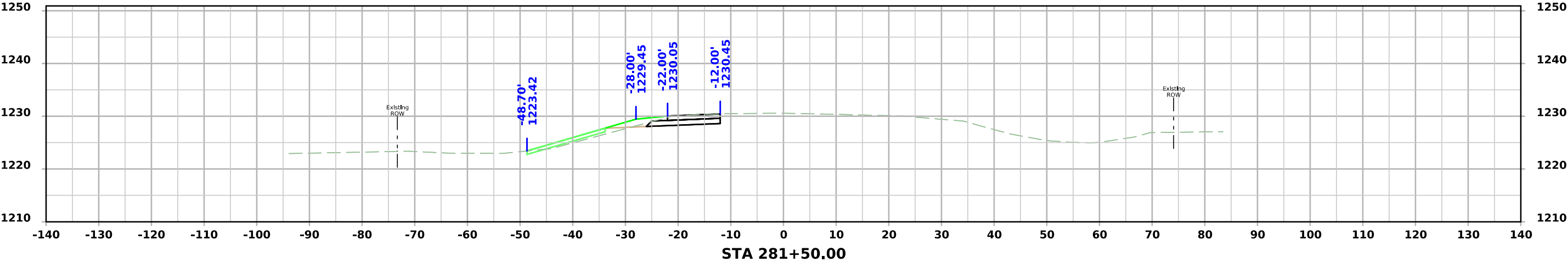
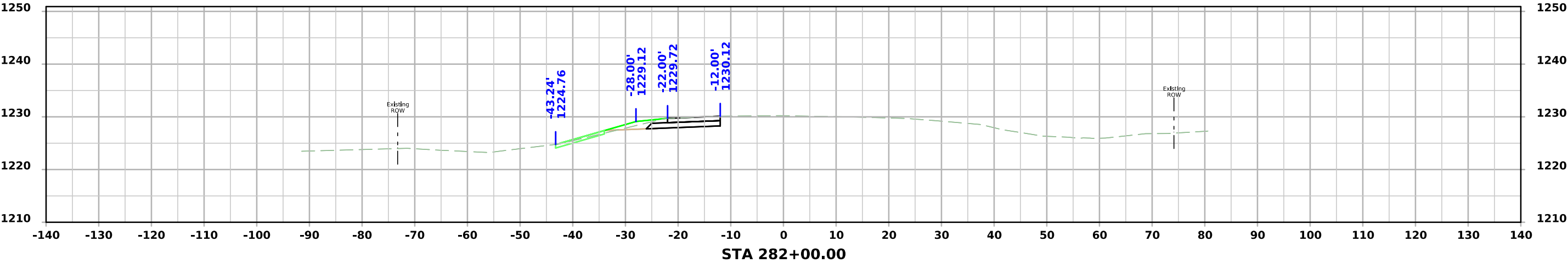
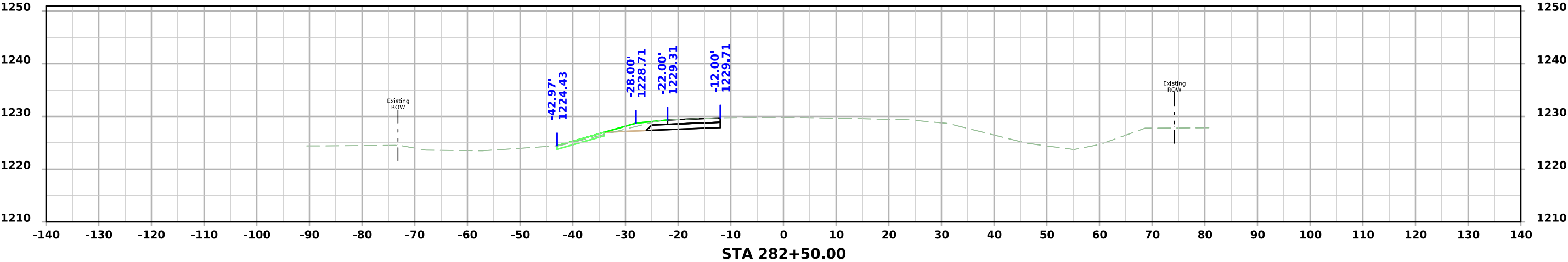
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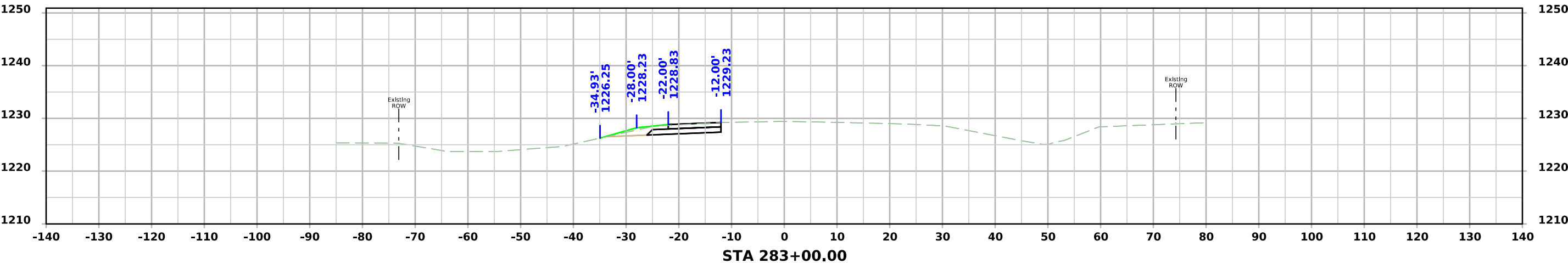
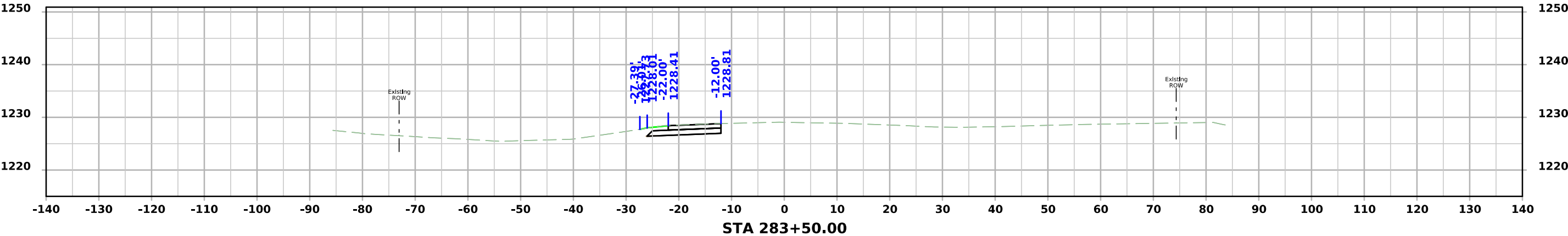
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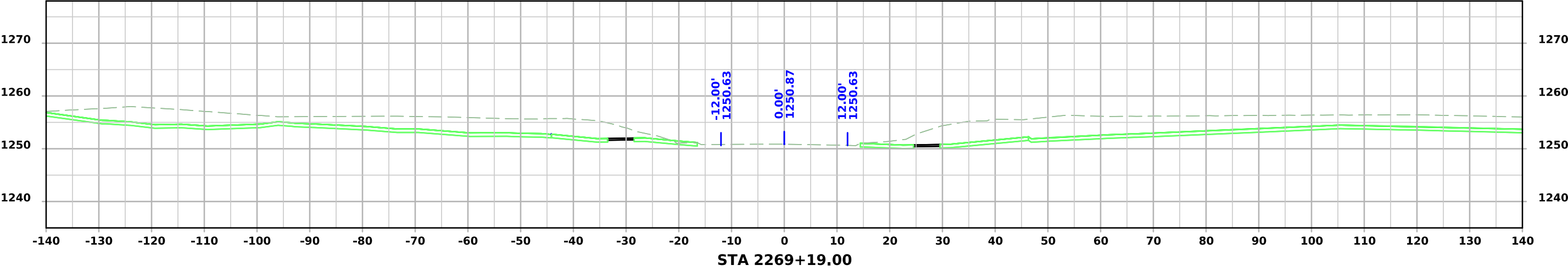
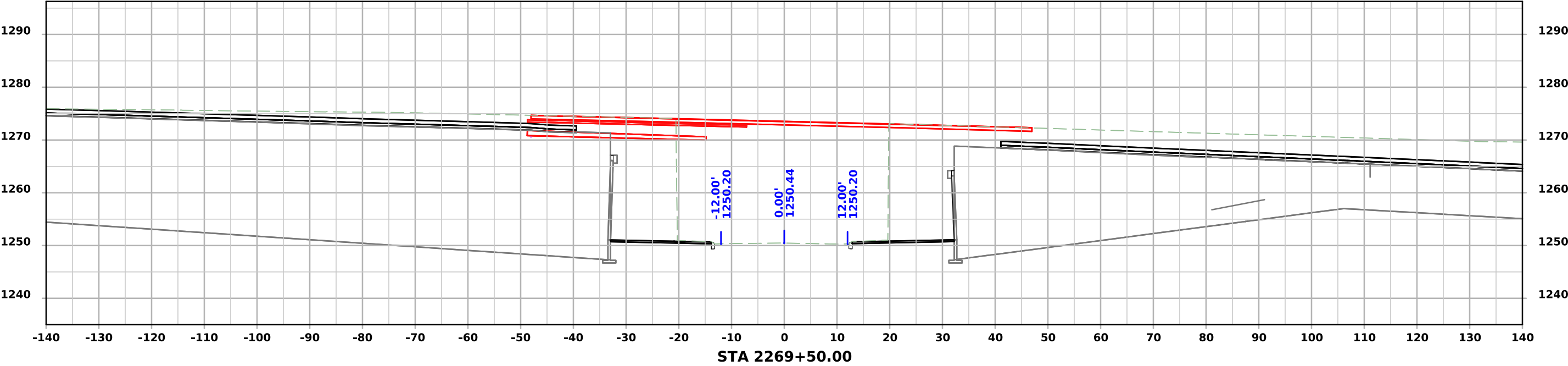
IA 175



IA 175



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