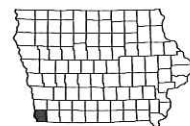


FREMONT COUNTY

Unknown Pavement-Grade and Replace
STP-002-1(152)--2C-36

LETTING DATE
10/20/2026



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 6	Concept
B Sheets	Typical Cross Sections and Details
B.1 - 4	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 9	IA 002
G Sheets	Survey Sheets
G.1	Survey Information
G.2 - 3	Reference Ties and Bench Marks
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.2	511 Travel Restrictions
J.3	Coordinated Operations
* J.4	Detour Route
	* Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
FREMONT COUNTY
 Unknown Pavement-Grade and Replace
 01 mi E of 342nd Ave to
 East Nishnabotna River

SCALES: As Noted

REVISIONS	TOTAL
	0

PROJECT IDENTIFICATION NUMBER
24-36-002-020
PROJECT NUMBER
STP-002-1(152)--2C-36
R.O.W. PROJECT NUMBER

INDEX OF SHEETS	
No.	DESCRIPTION

Refer to the Proposal Form for list of applicable specifications.
 Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



*Attendees: Field
 Cooper, Tap
 Drest
 Mike Miller
 Todd Frank*

4/25/24

*Check all entrances.
 Update all to 30' min?
 Leave grass entrances as grass
 and granular as granular?
 Do unpaved side roads need fillet? Yes
 How long is fillet? 10' past shoulder?
 Full subdrain coverage?
 10' paved fillets for side roads*

DESIGN DATA URBAN	
20 - AADT	- V.P.D.
20 - AADT	- V.P.D.
20 - DHV	- V.P.H.
TRUCKS	- %
Total	
Design ESALs	-

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

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 5/3/2024

4/25/2024

Field Examination Checklist (3R and 4R Projects)

Design Manual
Chapter 1
General Information
Originally Issued: 09-22-00
Revised: 12-19-12

Pre-Field Exam

- Field Exam Checklist (information to be provided by the District)
 - Patching quantities—full depth, partial depth, and surface.
no patching
 - Locations and lengths (i.e. station to station) for leveling and strengthening.
none applicable
 - Areas of haul-outs.
N/A
 - Survey for culvert extensions (for reinforced concrete box (RCB) extensions - 100 feet each side of the structure and 100 feet left and right of centerline at 25-foot intervals, provide a 20-scale drawing).
Not needed
 - Survey for safety dikes (100 feet) each side of proposed safety dike and up to 100 feet from centerline of roadway). Large safety dikes only.
N/A
 - Survey and 20-scale of proposed right turn lanes (from centerline of side road back 400 feet and up to 75 feet from centerline of roadway, cross section every 50 feet).
To be added in L sheets
 - Need for subdrains. Contact Soils Engineer to verify if they will be needed.
Full coverage (except super elevated turn)
 - Survey of horizontal curves (at least 3 locations within full super - edges and centerline).
Done
 - Embankment and pipe quantities for flattening transverse slopes (National Highway System (NHS) routes ONLY). Items to be tabulated by location.
replace C&G's and make all entrances 30'
 - Names and addresses of affected utility companies.
Done
 - Locations of entrances to be reshaped.
All?
 - Names of affected state events.
N/A

(Clearing debris from piers)
ask Wes

- Locations of mailboxes to be relocated to a minimum of 8 feet from the pavement edge.
None
- Survey trees within the roadside recovery area.
no clear/grub needed
- Number and location of EF joints.
1 EF Joint
- Disposition of bridge handrail and guardrail, including posts.
see plan
- Locations (station to station) for longitudinal joint repair.
N/A
- Tabulation of adjustment of fixtures.
N/A
- Clearing and grubbing quantities.
start 350th St (1324th Sta) to Sta 1349+00 both sides
- Other items to be discussed/reviewed with the District during the field exam and noted on the plans should include the following:
 - Contractor furnish borrow? (Yes) / (No)
 - Full depth patches to be Portland concrete cement (PCC)? (Yes) / (No) N/A
 - Full depth PCC patches to be doweled? (Yes) / (No)
 - Soils to determine and provide tabulation of subdrains? (Yes) / (No)
 - Pollution Prevention Plan (PPP) required? (Yes) / (No) check if need wrapped do to loss soil
 - Field Office? (Yes) / (No)
 - Construction Survey? (Yes) / (No)
 - Survey by Office of Design? (Yes) / (No)
 - Pavement markings for turn lanes as determined by the District? (Yes) / (No)

6" waterbourne/solvent

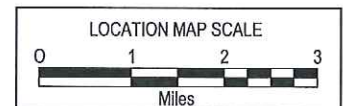
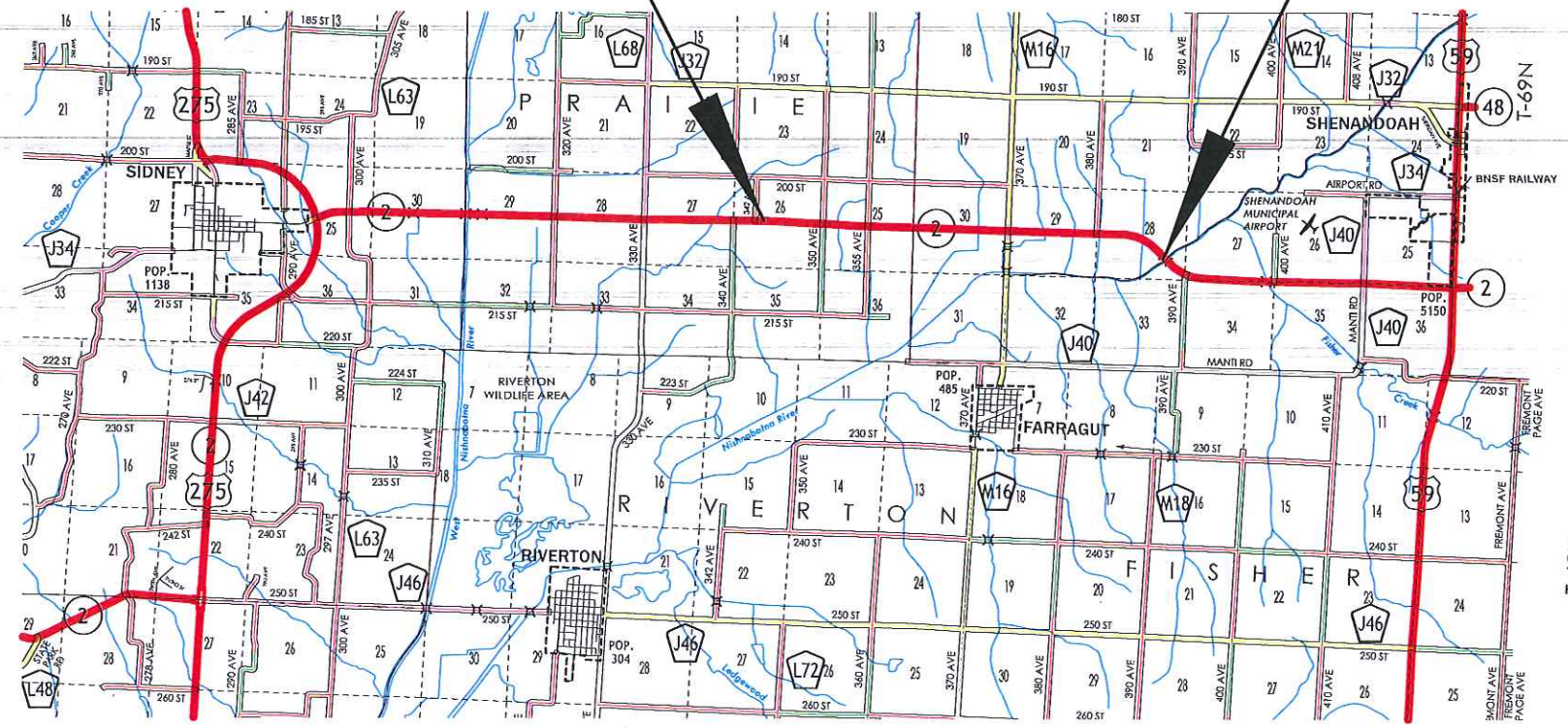
(waste granular)

No delimiters needed

Ask Wes about reusing existing PCC as subbase

BEGIN CONSTRUCTION
REF. LOC. 20.78

END CONSTRUCTION
REF. LOC. 25.26



IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: District 4
ATTENTION: Scott Schram
FROM: John E. Bartholomew
BUREAU: Design
SUBJECT: Project Concept Statement; (Final, D0)

DATE: January 17, 2024
PROJECT: Fremont County
 STP-002-1(152)--2C-36
 PIN: 24-36-002-020

IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: District 4
ATTENTION: Scott Schram
FROM: John Bartholomew
OFFICE: Design
SUBJECT: 2023-3R Project Concept - FINAL

DATE: January 17, 2024
PROJECT: Fremont County
 STP-002-1(152)--2C-36
 PIN: 24-36-002-020

This project involves the replacement of the mainline pavement of IA 2 between MP 20.88 and MP 24.88.

A concept review was held on November 14, 2023. Those present included Wes Mayberry from the District 4 Office and John Bartholomew Kevin Patel and Joe Adams from the Design Bureau.

There is only one alternative for this project. The existing 24' wide 8" PCC pavement will be removed and replaced with 24' wide 9" PCC pavement over 12" modified subbase with added 4' paved shoulders and rumble strips on the centerline and shoulders

Additional right of way/right of entry may be required. Traffic will be maintained by an off site detour.

The Draft Project Concept Statement was sent out for review and comment with concerns to be resolved by Tuesday, January 16, 2024. Comments received during the review period have been considered and resolved.

JEB:jaa
 Attach.
 cc:

The Draft Project Concept Statement was sent out for review and comment with concerns to be resolved by Tuesday, January 16, 2024. Comments received during the review period have been considered and resolved.

A concept review was held on November 14, 2023. Those present included Wes Mayberry from District 4; Kevin Patel, John Bartholomew and Joe Adams from the Design Bureau.

PROJECT DATA:

ROUTE: IA 2 From 350th Ave to East Nishnabotna River
 MP 20.88 to MP 24.88
 LENGTH: 4.00 miles
 PLANNING CLASSIFICATION: Area Development
 MAINTENANCE SERVICE LEVEL: B
 TRAFFIC: 2026 --- 1,800 ADT with 11% trucks
 2046 --- 1,900 ADT with 11% trucks
 PRESENT PAVEMENT SURFACE: PCC
 PRESENT PAVEMENT WIDTH: 24 ft.
 PRESENT SHOULDER WIDTH: 10 ft. TYPE: Granular

MP to MP	Dir.	Type	Avg. Str. No.	80% Str. No.	Jt. Str. No.	PCI	IRI	K Value
18.28 to 28.62	1	PCC	4	3	---	53	144	122

PAVEMENT HISTORY:

RECONSTRUCTED: 1975, MP 18.28- MP 28.62, 8 in. PCC, 24 ft. roadway, 10 ft. granular shoulders
 COARSE AGGREGATE SOURCE: Weeping Water C.LST.

EXISTING CONDITIONS AND CAUSES OF DISTRESS:

The existing pavement reconstructed in 1975, consists of an 8" Portland cement concrete (PCC) with an unknown granular subbase depth. The coarse aggregate is Weeping Waters C.LST.

IA 2 in the project area is in poor condition and beyond its service life. There is spalling occurring on the centerline joint and the transverse joints. There are some large sections of patching. It is recommended that the roadway be reconstructed.

SAFETY CONSIDERATION:

Crash History

During the five-year study period from January 1, 2018 through December 31, 2022, there were 11 crashes, including 1 fatal crash, 1 personal injury crashes, and 9 personal property crashes. The crash rate is 83/HMVM which is lower than the statewide rural average of 86/HMVM.

FEASIBLE ALTERNATES:

The existing 24' wide 8" PCC pavement will be removed and replaced with 24' wide 9" PCC pavement over 12" modified subbase with added 4' paved shoulders and rumble strips on the centerline and shoulders.

The guardrail on the west side of the Nishnabotna river bridge (EOP) will be removed and replaced to bring it up to current standards.

Right of way may be required.

ESTIMATED COST:

<u>Item</u>	<u>Estimated Cost</u>
Clear & Grub	\$2,800
Excavation, CL 13 waste	243,700
Modified Subbase	903,300
Granular Shoulder, Type A	17,000
Paved Shoulder, PCC 6"	1,163,500
STD/S-F PCC 9"	3,274,000
Subdrain, Longitudinal	281,700
Subdrain Outlet	30,300
Removal of Guardrail	1,100
Removal of Pavement	472,600
Milled Shoulder rumble strips	9,800
Milled Centerline rumble strips	7,000
Erosion Control	50,000
Composite-Paved Shoulder two lane	24,500
Composite-Class 10 Blister two lane	12,900
Composite-Guardrail two lane	8,200
Pavement Markings	49,600
Temporary traffic control, 5%	409,500
Mobilization, 5%	409,500
M&C, 10%	819,000
Total	\$8,190,000

RECOMMENDATIONS:

The recommended method of rehabilitation for this project is replacing the mainline pavement and shoulders. The estimated cost of this project is \$8,190,000.

Right of way may be required.

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

The Location and Environment Bureau has not reviewed this project to determine potential impacts to wetlands or other protected waters. Based on the information provided to date, they have determined that a Section 404 Permit is required for this project. If the project concept changes, additional ROW becomes necessary, or extra work is identified during construction, further review by the Location and Environment Bureau may be necessary.

Detour Analysis

IA 2 will be closed and an offsite detour will be utilized. It is anticipated the detour will be in place for approximately 180 days. The detour would follow County Road L68 north at

the junction of county road L68 and IA 2 to County Road J32, then west on County Road J32 to the junction of us 59, then South on US 59 to the junction of IA 2. Out of distance travel is 3.5 miles. The total distance user cost is anticipated to be \$259,403. The cost for county road maintenance will be \$29,369 as calculated by the Gas Tax Method. The cost for city road maintenance will be \$291.25 as calculated by the Gas Tax Method. Detour signing costs will be \$10,000.

SPECIAL CONSIDERATIONS

The directional design hourly truck volume (DDHV) is approximately 184 vehicles per hour. AASHTO recommends that if the DDHV exceeds 250 vph, 12 ft. wide paved shoulders should be considered. As a 4 ft. outside paved shoulder will be constructed as part of this project to eliminate the need to grade the outside foreslopes, a design exception may be required.

This will not be a traffic critical project.

A PPP will need to be created by the district.

The district will need a detour agreement with Fremont county and the city of Shenandoah.

FUNDS PROGRAMMED:

This proposed 3R project is not in the 2024-2028 program, it is estimated at \$8,190,000 in 2026. It has been identified by the District 4 office for construction in FY 2026. A schedule of events for plan development will be determined following approval of the Project Concept.

JEB: jaa
 cc:

- | | | |
|----------------|----------------|-------------------|
| C. Purcell | M. J. Kennerly | K. D. Nicholson |
| M. Dell | J. S. Nelson | M. Nop |
| M. A. Swenson | R. A. Younie | D. E. Sprengeler |
| S. Majors | A. Poole | K. Brink |
| D. L. Newell | B. Bradley | J. W. Laaser-Webb |
| W. A. Sorenson | E. C. Wright | M. E. Ross |
| A. A. Welch | J. Harris | C. C. Poole |
| B. Hofer | G. Karssen | B. E. Azeltine |
| S. J. Gent | S. Anderson | D. Stokes |
| T. Jerman | K. K. Patel | R. Harris |
| M. Todsén | M. Van Dyke | B. Dolan |
| T. Lovan | A. Yates | C. Brakke |
| J. Sallach | J. Garton | O. Lechnowsky |
| J. Cihacek | D. Redmond | N. Epperson |
| M. Solberg | S. Suhr | J. Woodcock |
| W. Mayberry | P. Leanos | T. Frank |
| FHWA | | |

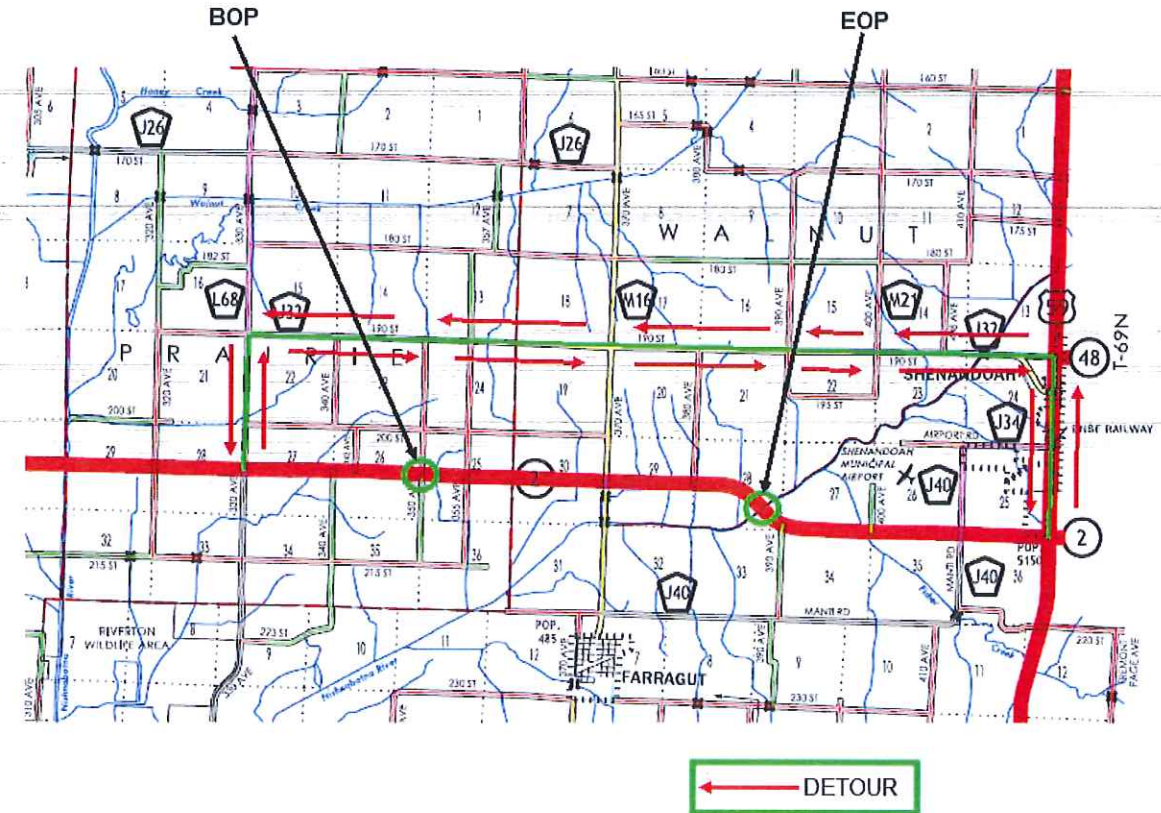
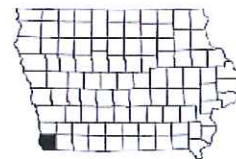
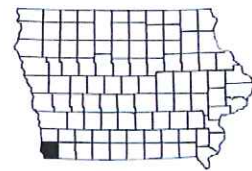
FREMONT COUNTY

BEG. PROJECT
MILEPOST 20.88

END PROJECT
MILEPOST 24.89



On IA 2, 350th Ave to East Nishnabotna River
STP-002-1(152)--2C-36
PIN: 24-36-002-020



Fremont County
350th Ave to East Nishnabotna River
STP-002-1(152)--2C-36
PIN: 24-36-002-020

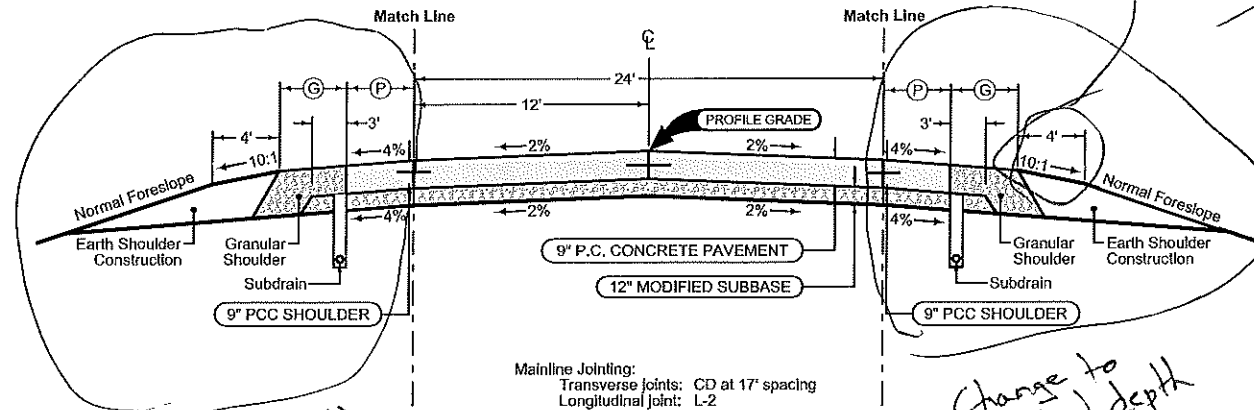


Partial

Full Depth PCC Combination Shoulder

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

2_C_Full PCC 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
1315+75.00	1376+37.95	4	6
1366+00.00	1447+65.39	4	6
1447+49.39	1537+71.60	4	6
1543+48.00	1547+13.00	4	6



Partial

Full Depth PCC Combination Shoulder

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

2_C_Equip PCC 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
1315+75.00	1376+37.95	4	6
1366+00.00	1447+65.39	4	6
1447+49.39	1537+71.60	4	6
1543+48.00	1547+13.00	4	6

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

2P 04-21-20			
STATION TO STATION		(P) Feet	(G) Feet
1315+75.00	1376+37.95	4	6
1366+00.00	1447+65.39	4	6
1447+49.39	1537+71.60	4	6
1543+48.00	1547+13.00	4	6

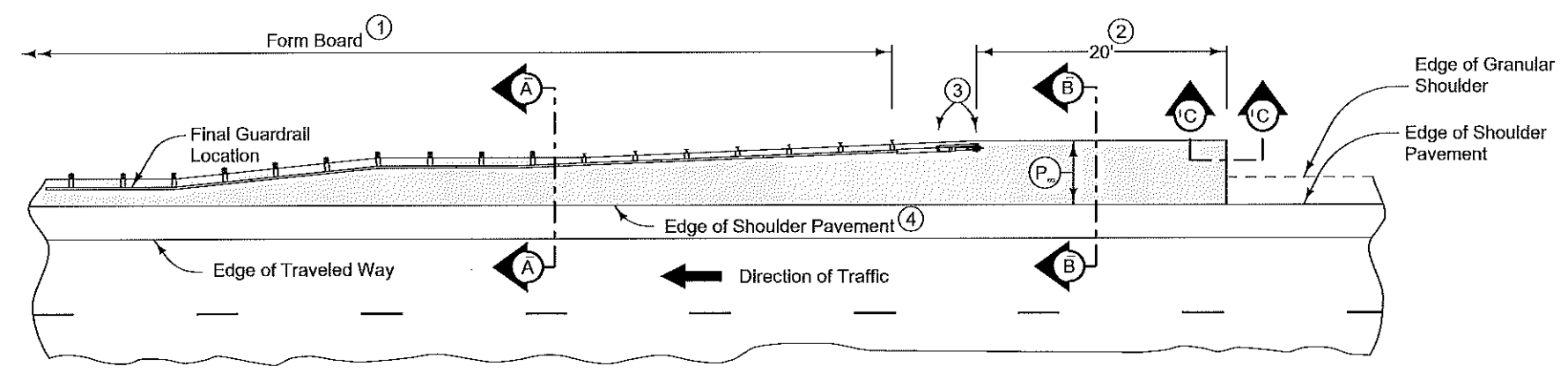
Note all breaks in stationing occur at station equations

Change to partial depth

Change to partial depth

run to Christ Brake or Daving.

*3.5" paved shoulder
 alternates
 7" for ag traffic
 HMA*



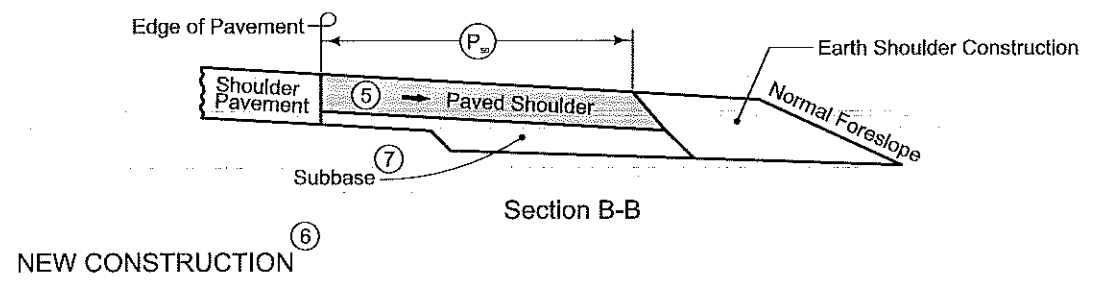
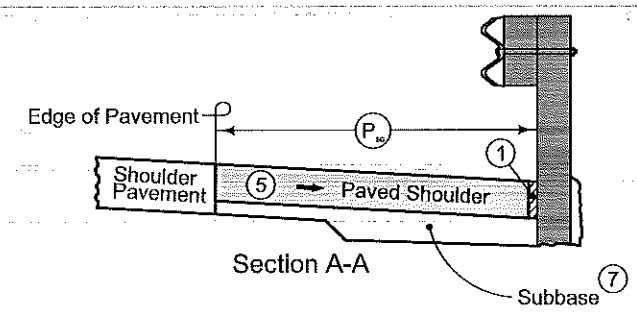
PLAN VIEW

9" HMA Paved Shoulder at guardrail. 8" PCC may be substituted with the following jointing layout:

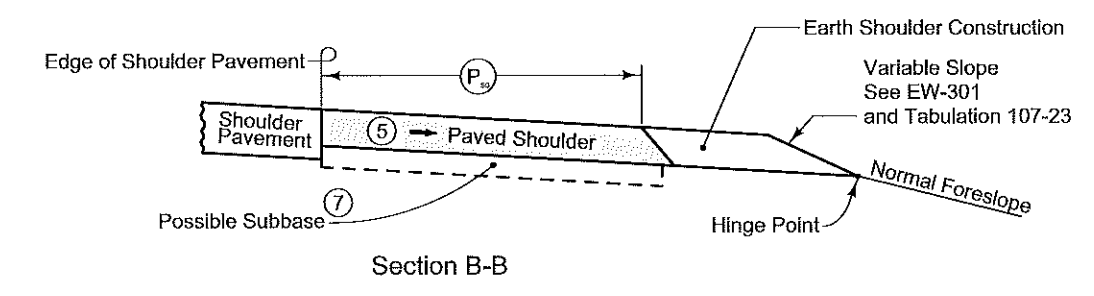
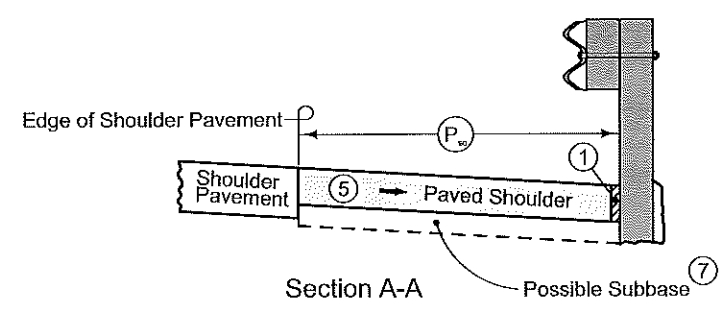
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal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

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

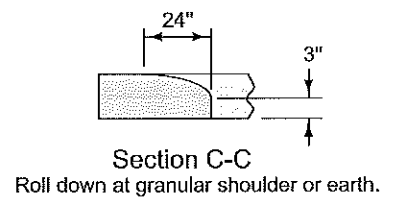
Refer to Tabulation 112-9 for shoulder quantities.



NEW CONSTRUCTION



EXISTING SHOULDER



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

- 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 partial width paved shoulder as one operation.
- ⑦ Refer to other details in the plan.

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
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- Electric Box

UTILITY LEGEND

- Western Iowa Networks
Mike Ludwig (Telephone)
mludwig@westianet.com
712.673.2311
- Iowa Communications Network
Michael Dalen
mike.dalen@iowa.gov
515.725.4707
- MidAmerican-Elec
Scott Behrens
scott.behrens@midamerican.com
712.366.5636
- Windstream Communications
Mark Hussman
mark.hussman@windstream.com
402.827.6355
- Southwest Regional Water
Jeremy Fastenau
jfastenau@swregional.net
712.542.3259

Note: No utilities will be affected by proposed work.

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.		
Green	(2)		Existing Topographic Features and Labels	
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)		Existing Utilities	
SHADING		Design Color No.		Transparency
Lavender	(9)		Temporary Pavement Shading	0%
Yellow	(4)		Proposed Pavement Shading	50%
Orange	(6)		Proposed Granular Shading	50%
Orange	(70)		Proposed Shoulder Granular Shading	50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
Violet	(15)		Proposed Grade and Pave Shading (In conjunction with a paving project)	0%
Brown, Light	(236)		Grading Shading	50%
Orange, Light	(134)		Proposed Granular Entrance Shading	50%
Yellow	(220)		Proposed Paved Entrance Shading	50%
Tan	(8)		Proposed Sidewalk Shading	50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
Pink	(11)		Proposed Sidewalk Ramp Shading	50%
Green, Light	(225)		Existing Pavement Shading	50%
Red	(3)		Proposed Structure Shading	50%
Red	(3)		Delineates Restricted Areas	0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

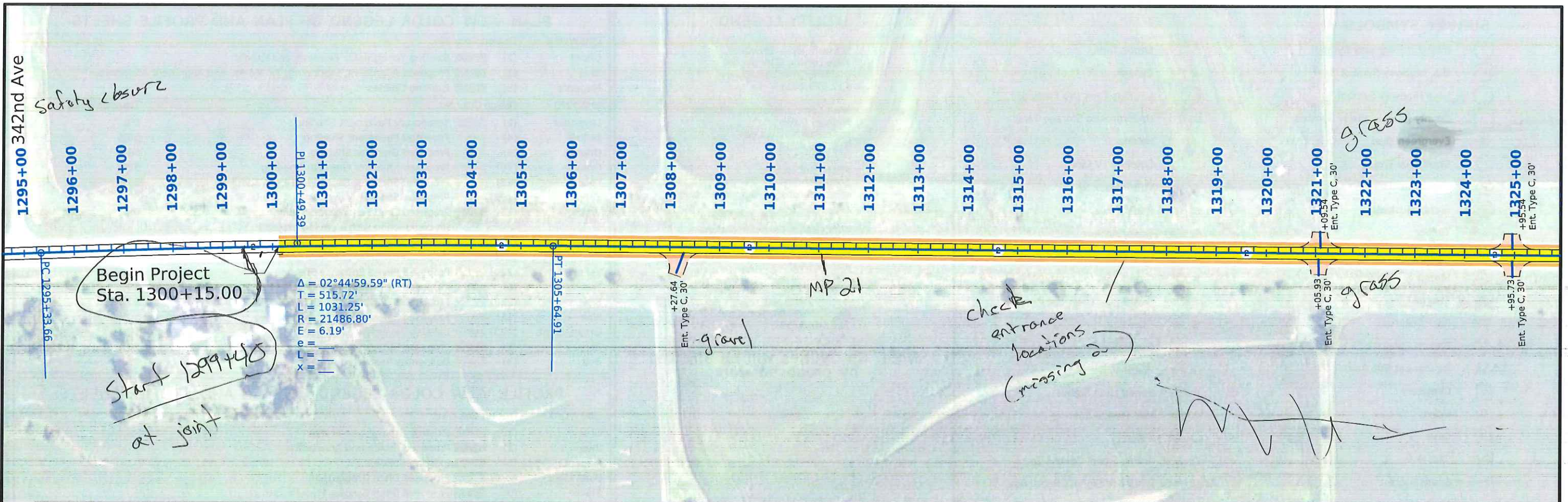
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- High Tension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

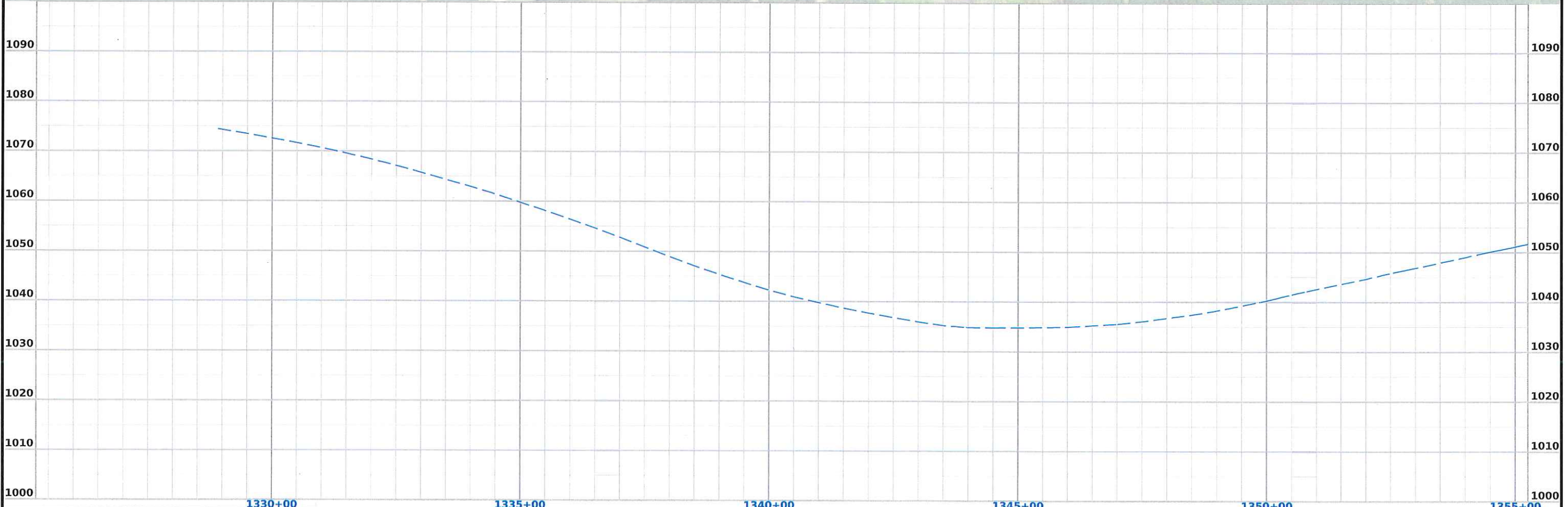
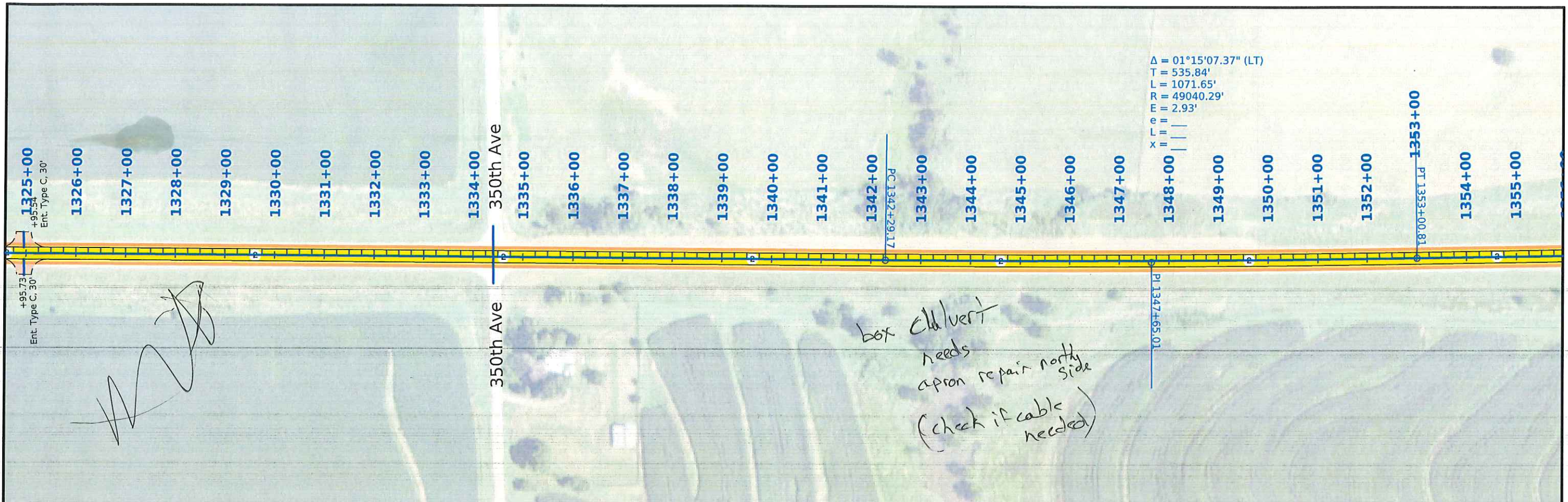
RIGHT-OF-WAY LEGEND

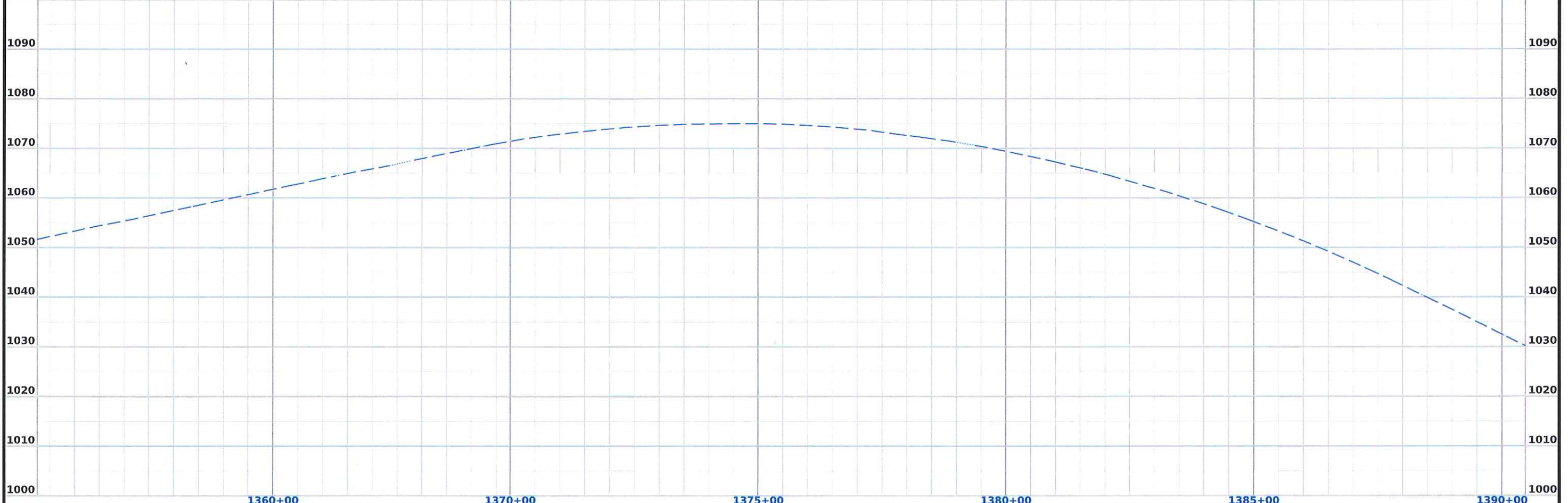
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- C/A Access Control
- Property Line

**PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET**

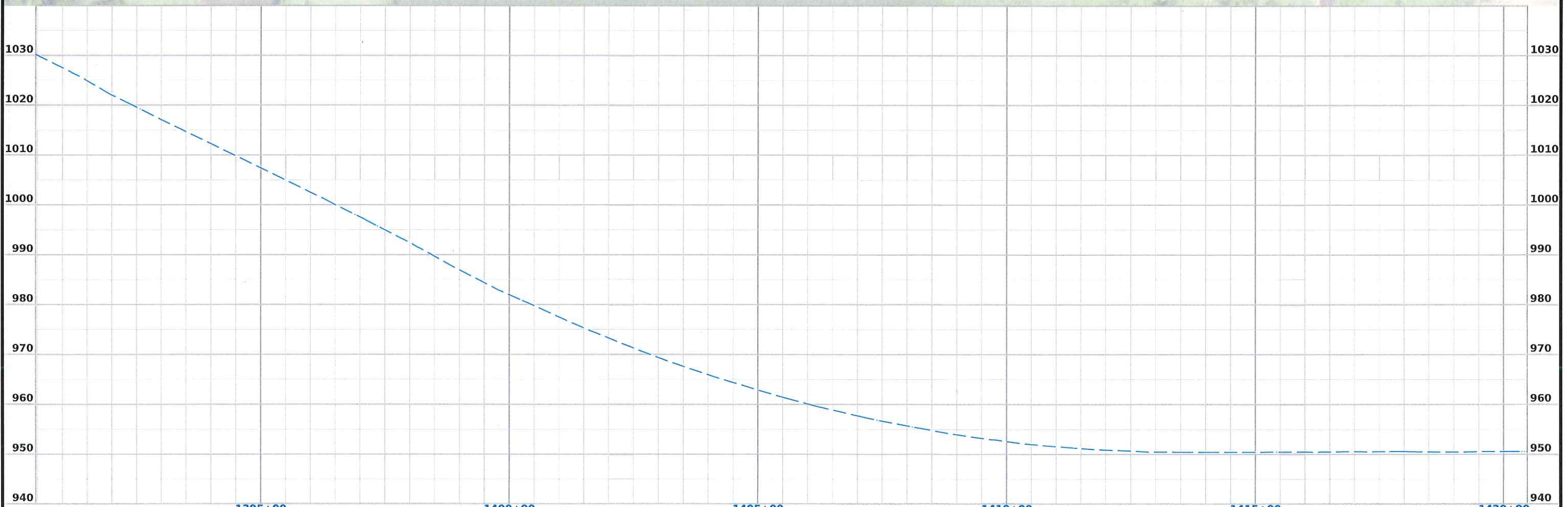
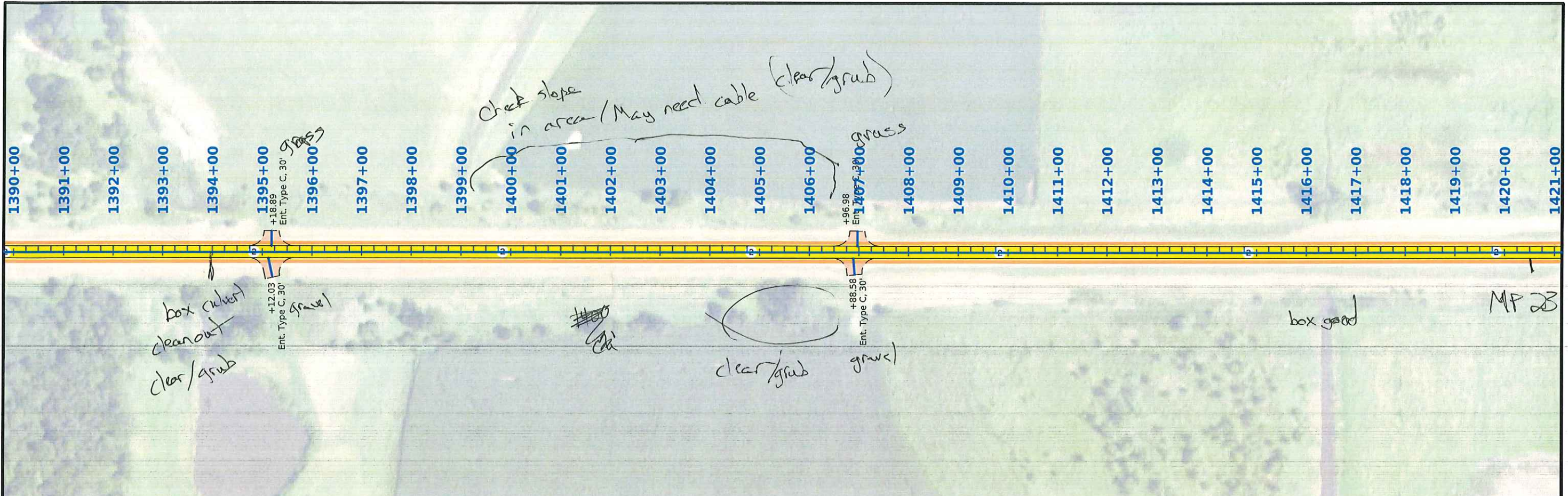
(COVERS SHEET SERIES D, E, F, & K)



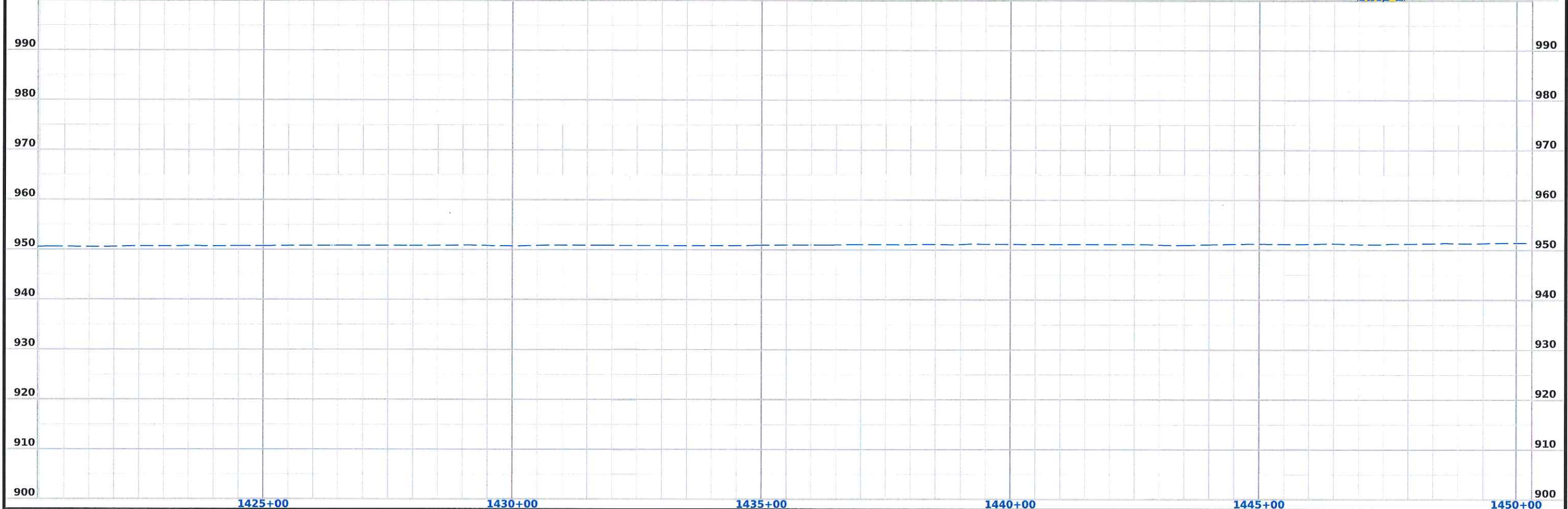
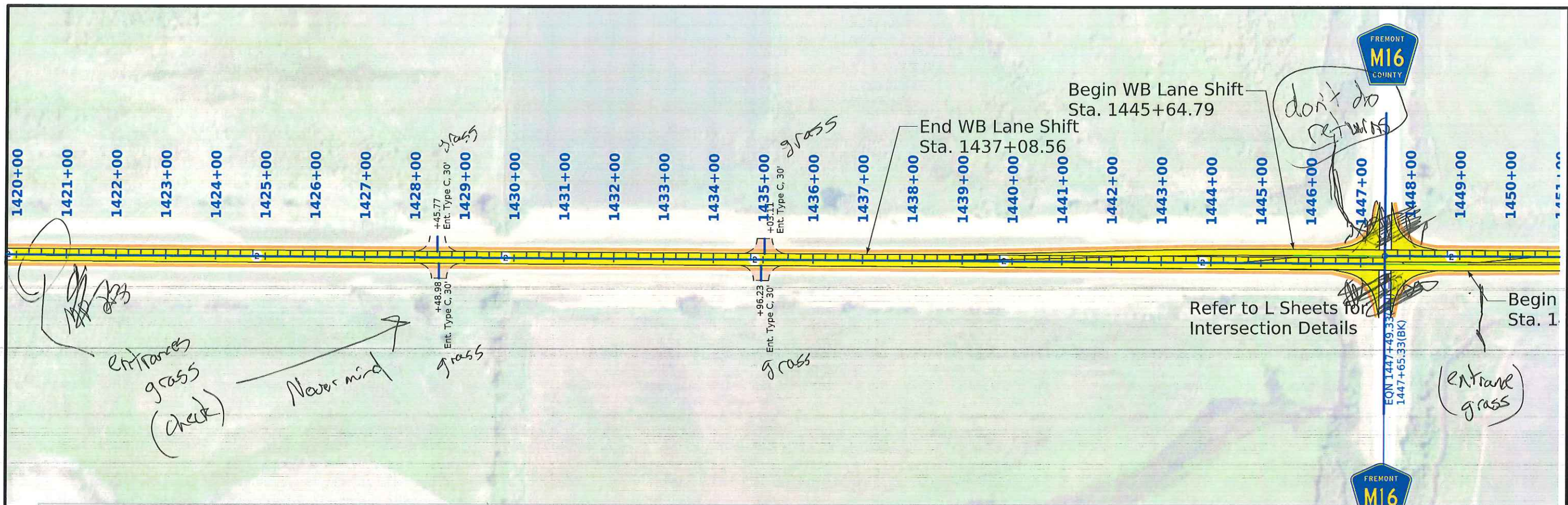




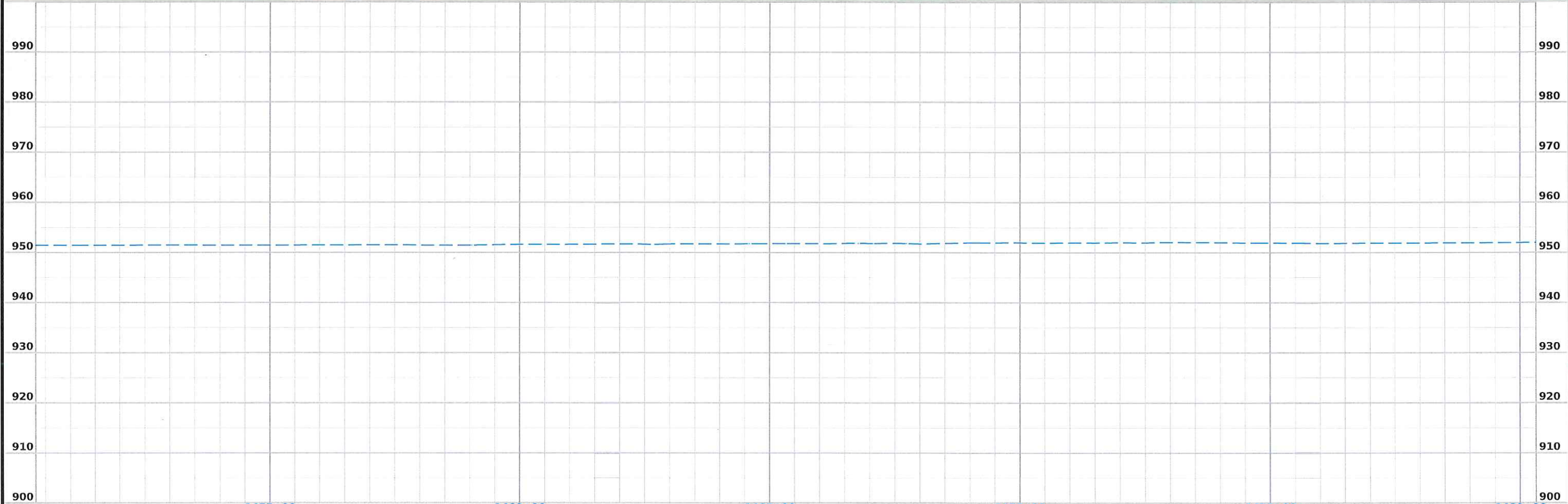
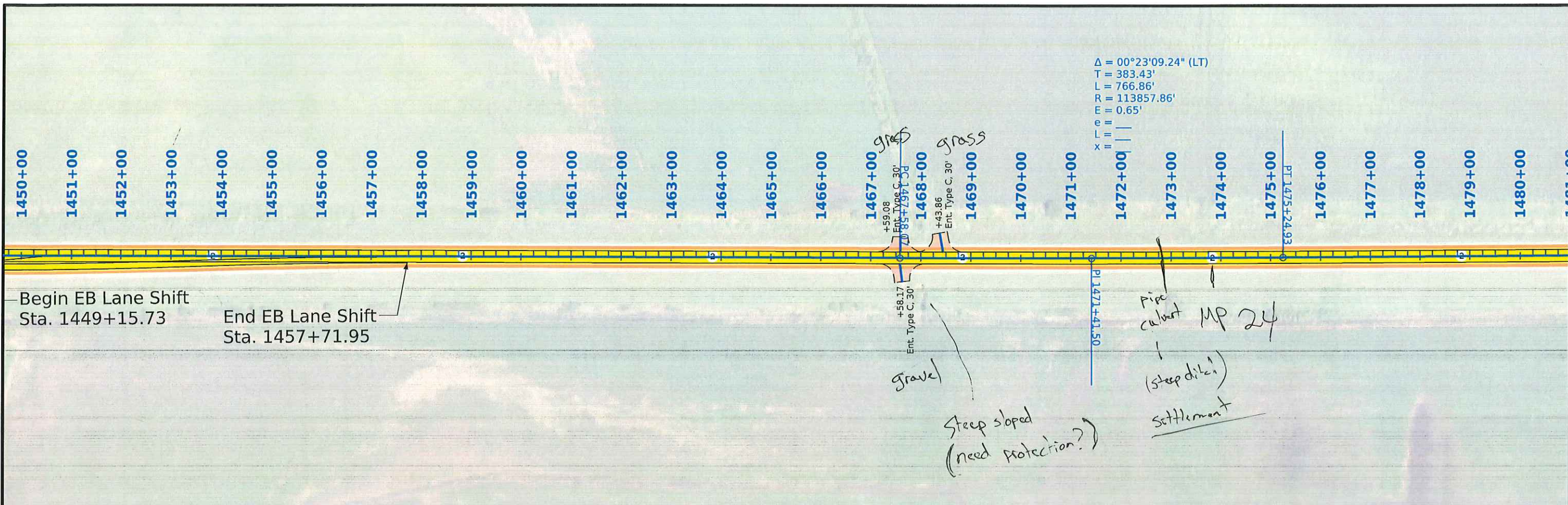
FILE NO.	ENGLISH	DESIGN TEAM TA/TAP	FREMONT COUNTY	PROJECT NUMBER STP-002-1(152)--2C-36	SHEET NUMBER D.4
----------	---------	--------------------	----------------	--------------------------------------	------------------



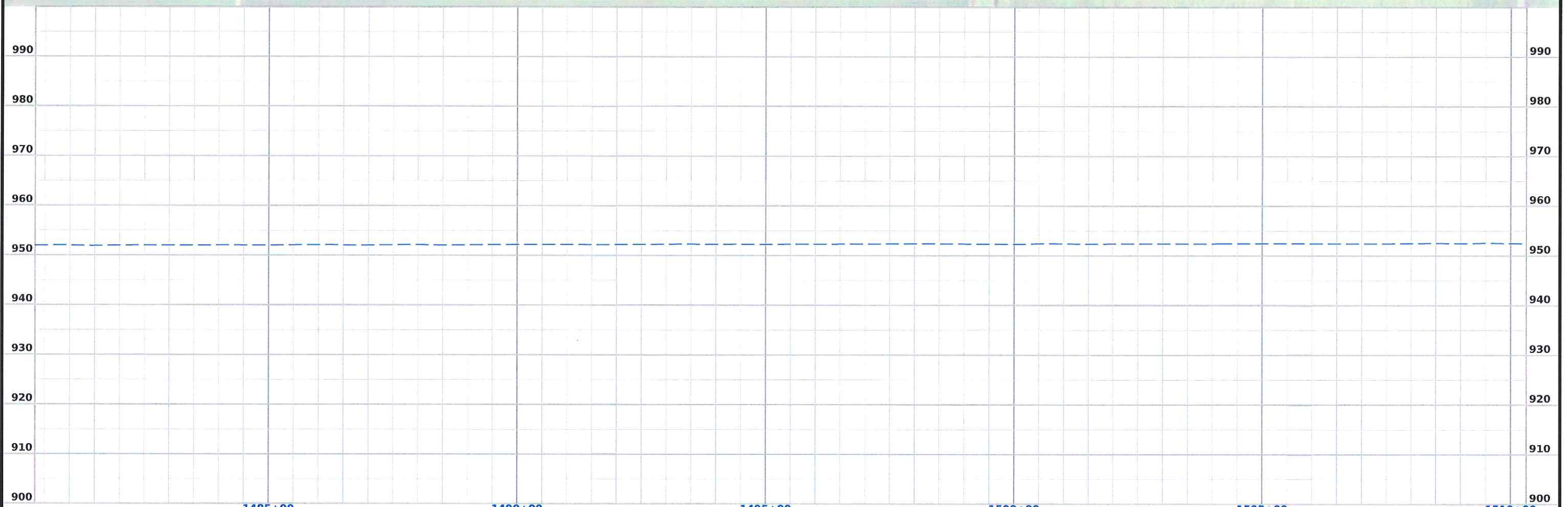
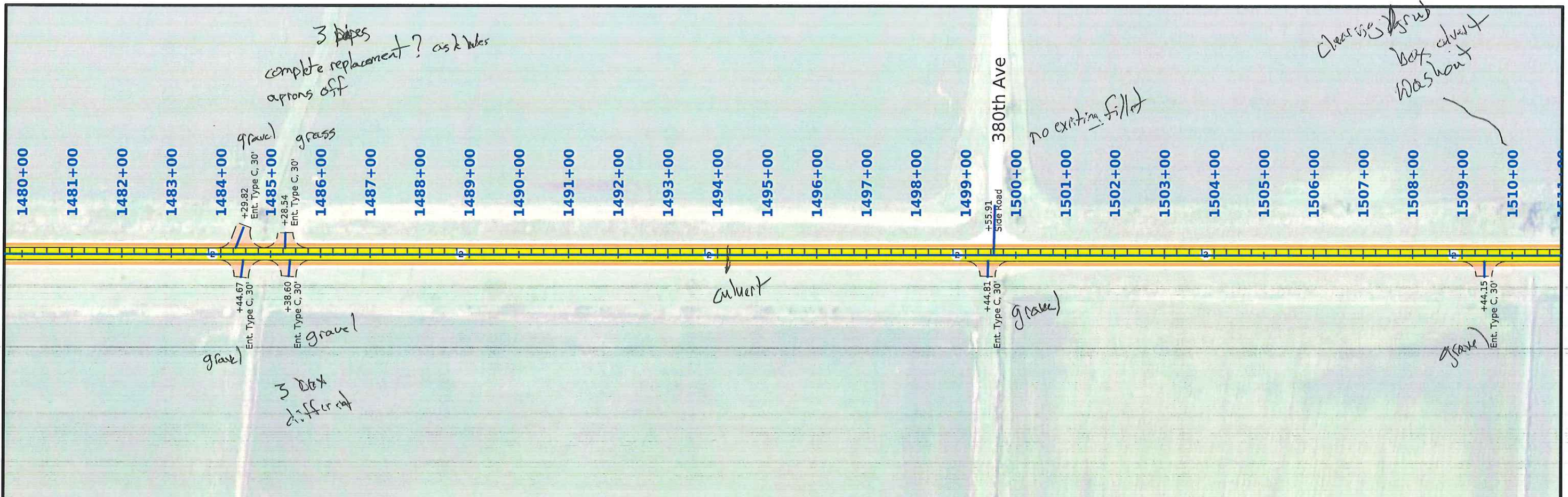
FILE NO.	ENGLISH	DESIGN TEAM TA/TAP	FREMONT COUNTY	PROJECT NUMBER STP-002-1(152)--2C-36	SHEET NUMBER D.5
----------	---------	--------------------	----------------	--------------------------------------	------------------



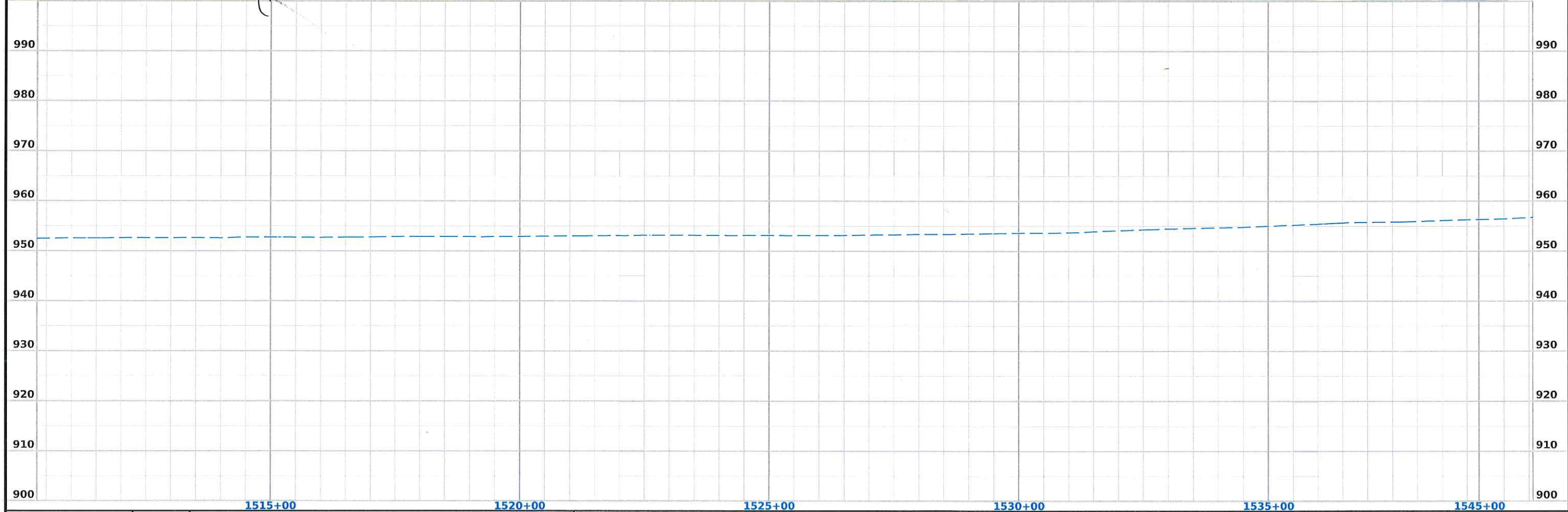
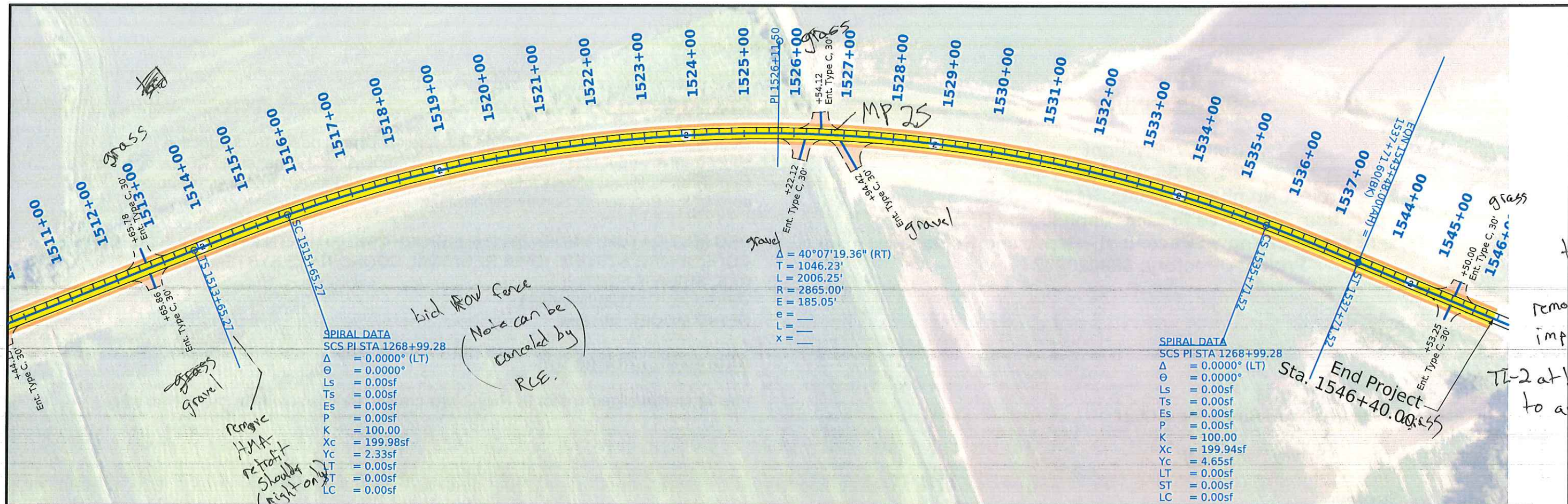
FILE NO.	ENGLISH	DESIGN TEAM TA/TAP	FREMONT COUNTY	PROJECT NUMBER STP-002-1(152)--2C-36	SHEET NUMBER D.6
----------	---------	--------------------	----------------	--------------------------------------	------------------



1450+00	1451+00	1452+00	1453+00	1454+00	1455+00	1456+00	1457+00	1458+00	1459+00	1460+00	1461+00	1462+00	1463+00	1464+00	1465+00	1466+00	1467+00	1468+00	1469+00	1470+00	1471+00	1472+00	1473+00	1474+00	1475+00	1476+00	1477+00	1478+00	1479+00	1480+00
---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------



1485+00	1490+00	1495+00	1500+00	1505+00	1510+00
---------	---------	---------	---------	---------	---------



Survey Information

SURVEY INDEX

County: Fremont
PIN: 24-36-002-020
Project Number: STP-002-1(152)--2C-36
Location: 350th Ave to East Nishnabotna River
Type of Work: Unknown Pavement - Grade and Replace
Project Directory: 3600202024

Project Control

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

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 06
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Survey Personnel

Field Crew

Paul Harry – Survey Party Chief
Robert Fredrickson – Assistant Survey Party Chief

Mapping

Clayton Henningsen – Survey Party Chief

Date(s) of Survey

Begin Date 11/15/2023
End Date 12/07/2023

General Information

This survey is for IA Hwy 2 pavement replacement from 350th Ave to East Nishnabotna River. This survey request was for the IA Hwy 2 corridor only encompassing only existing pavement and shoulders. 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.

Alignment Information

The horizontal alignment for IA Hwy 2 was created for this survey by the district 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>
360020214	6782292.15	16559376.10	1056.89	CP FND CONC REF MON SET DIMPLE IN RBR
360020235	6782037.48	16570174.71	936.89	CP FND CONC REF MON SET DIMPLE IN RBR
360020245	6782141.31	16575425.28	945.02	CP FND CONC REF MON SET DIMPLE IN RBR
360020258	6779902.62	16581650.61	944.63	CP SET FENO MON WITH IDOT BRASS CAP
ET25JWO	6782563.12	16564128.97	1095.00	CP FND NGS THIRD ORDER HORIZONTAL MON

TRAFFIC CONTROL PLAN

108_23A
8/15/22

Traffic on IA 2 shall be maintained using an offsite detour throughout project.
Refer to following J Sheets for detour route information.

511 TRAVEL RESTRICTIONS

Line No.	Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
1.0	IA 2	Both	Fremont	342nd Ave to East Nishnabotna River		Barrier		Horizontal	24				Road Closure

COORDINATED OPERATIONS

111 01
10/14/22

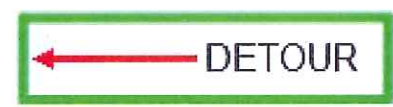
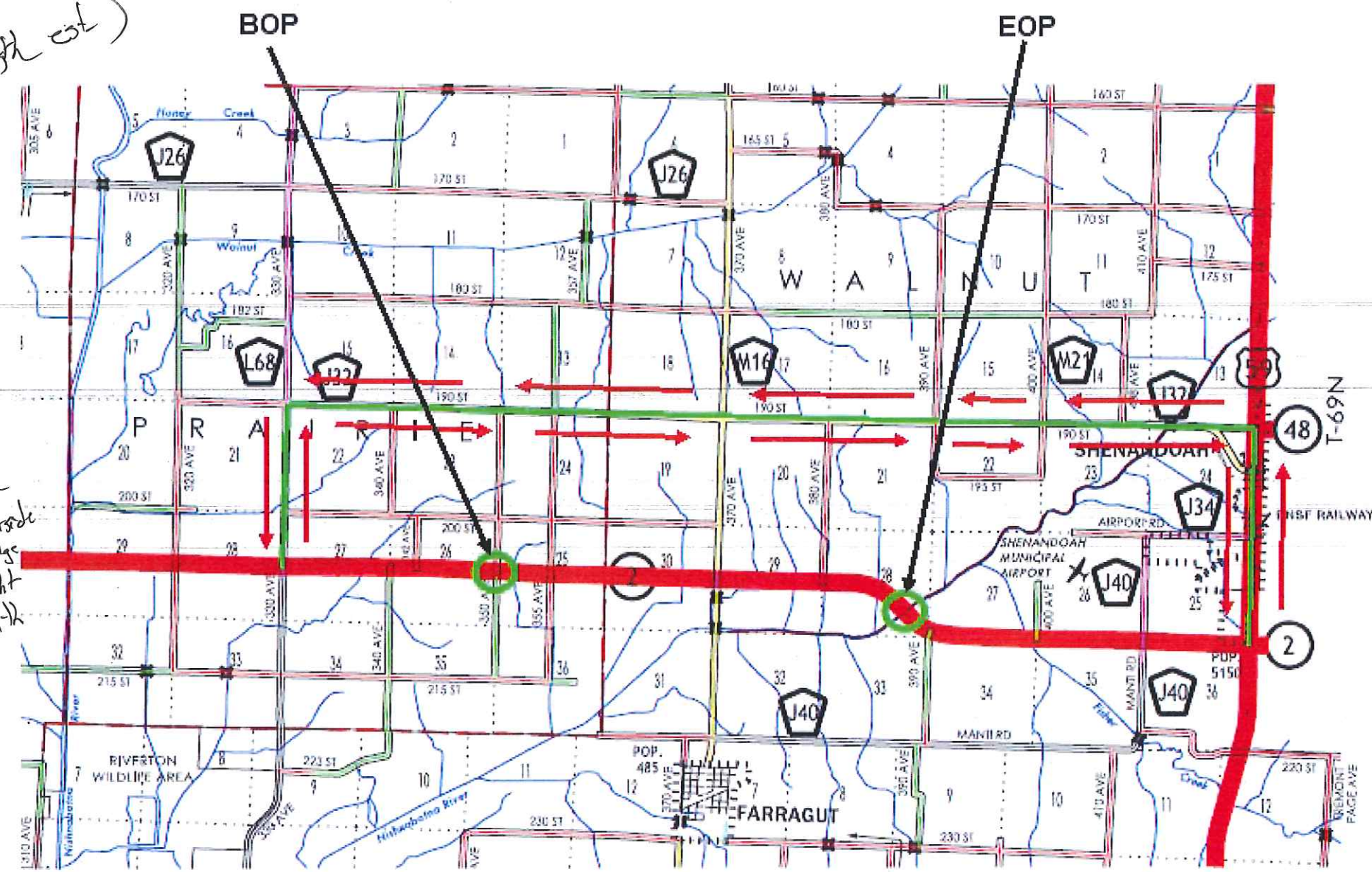
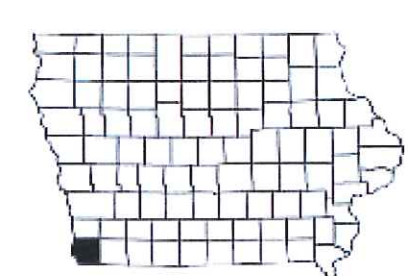
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
None Provided	

Add paint for detour.
 (add general length est)
 edge lines
 Patching N/S L68

Note Road closed ahead
 at M16/detour
 intersection

NB
 (26th address)
 30' x 12' 110' x 6' outside
 edge right
 8" pavement
 20' x 6'
 40' x 12'
 SB 60' x 12'
 40' x 12'
 40' x 24'



Fremont County

350th Ave to East Nishnabotna River
 STP-002-1(152)--2C-36
 PIN: 24-36-002-020

