

IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: Right of Way DATE: February 15, 2013
ATTENTION: M. J. Sankey REF. : Woodbury County
FROM: Yan Jia Proj. #: STPN-031-1(32)--2J-97
OFFICE: Design ROW#: STPN-031-1(33)--2J-97
SUBJECT: Right of Way Submittal (D5) PIN: 97-97-020-010-03

This project involves the relocation and construction of IA 31 at the town of Correctionville. Traffic will be maintained via road closure with detour.

Access rights are to be acquired on this project from Sta. 2164+55.29 to Sta. 2200+05.87.

The project directory is W:\Projects\9703101010\Design. No printed plan sheets are included with this submittal. PDF files of the sheets can be found on the network in the W:\Projects\9703101010\Design\Design Events\D5 folder. Plans and cross section files have been sheeted for batch plotting. The file, Project Documentation.xls has a description of the MicroStation and GEOPAK files, chains and profiles. It also specifies the scale and number of sheets in each file.

Construction need lines required for this project are at the catch (intercept) point and have been added to the design file. The Office of ROW is advised to attach the following design models:

Table with 4 columns: File, Model, Level, Need Type. Row 1: 97031032.dsn, Road\_Design\_Line\_Work, dsnGroundlineIntercept, Permanent.

Culverts were completed (B2) on 11/15/12. It is shown on "brgPreStructureNew" in plan view and referenced in to the design file as 97031032.str from the "BRPrelim" folder and also drawn on the cross sections.

Earthwork borrow needs on this project will be obtained via Contractor-furnished borrow.

No special mitigation areas are required for this project.

Utilities on this project are as follows: Century Link (fiber optic), Comserv Ltd. (cable TV), City of Correctionville (water), Iowa Network Services (fiber optic), Knology (fiber optic), MidAmerican Energy Company (electric distribution), and Schaller Telephone Company (telephone).

The current letting date is February 17, 2015.

You may indicate your acceptance or request additional information by e-mail.

YJ:RRM:mk

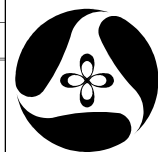
Attach.

|                    |                |
|--------------------|----------------|
| cc: M. J. Kennerly | N. L. McDonald |
| K. D. Nicholson    | G. A. Novey    |
| D. L. Maifield     | D. R. Claman   |
| R. L. Stanley      | J. P. Rost     |
| S. C. Marler       | B. Hofer       |
| E. J. Ranney       | L. C. Funnell  |
| D. A. Widick       | T. L. Gettings |
| S. J. Gent         | M. A. Swenson  |
| T. Crouch          | J. W. Smith    |
| E. C. Wright       | D. A. Popp     |
| J. N. McCollough   | B. Bradley     |
| J. Vortherms       | W. Sorenson    |
| T. Lazarowicz      | S. Tymkowicz   |
| D. Manley          |                |

**WOODBURY CO.** PCC PAVEMENT - GRADE AND NEW STPN-031-1(32)--2J-97

LETTING DATE  
2-17-2015

| INDEX OF SHEETS     |  |
|---------------------|--|
| No.                 | DESCRIPTION  |
| <b>A Sheets</b>     | <b>Title Sheets</b>                                |
| A.1                 | Title Sheet  |
| A.2                 | Location Map Sheet                                 |
| <b>B Sheets</b>     | <b>Typical Cross Sections and Details</b>          |
| B.1 - 3             | Typical Cross Sections and Details                 |
| <b>C Sheets</b>     | <b>Quantities and General Information</b>          |
| C.1                 | Points of Access Tabulation                        |
| <b>D Sheets</b>     | <b>Mainline Plan and Profile Sheets</b>            |
| * D.1               | Plan & Profile Legend & Symbol Information Sheet   |
| * D.2 - 4           | IA 31  |
| <b>E Sheets</b>     | <b>Side Road Plan and Profile Sheets</b>           |
| * E.1 - 3           | 5th St/Park Entrance, 7th St, Sioux Ave.           |
| <b>G Sheets</b>     | <b>Survey Sheets</b>                               |
| G.1 - 3             | Reference Ties and Bench Marks                     |
| G.4 - 10            | Horizontal Control Tab. & Super for all Alignments |
| <b>W Sheets</b>     | <b>Mainline Cross Sections</b>                     |
| W.1                 | Cross Sections Legend & Symbol Information Sheet   |
| W.2 - 29            | Mainline Cross Sections                            |
| <b>X Sheets</b>     | <b>Side Road Cross Sections</b>                    |
| X.1 - 8             | Side Road Cross Sections - 5th St/Park Entrance    |
| X.9 - 10            | Side Road Cross Sections - 7th St                  |
| X.11                | Side Road Cross Sections - Sioux Ave.              |
| * Color Plan Sheets |  |



Iowa Department of Transportation  
**Highway Division**

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM  
**WOODBURY COUNTY**  
PCC PAVEMENT - GRADE AND NEW

IA 31 FROM SW OF CORRECTIONVILLE N. TO US 20

SCALES: As Noted

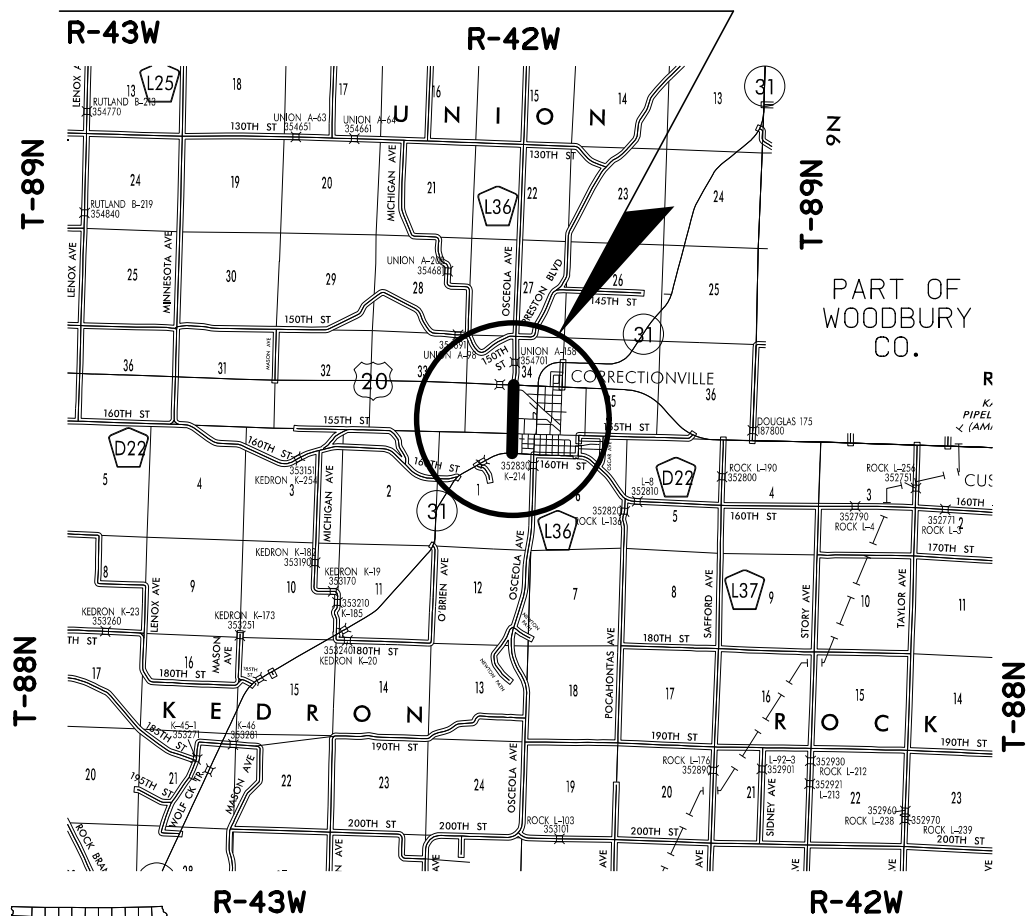
Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.

For Mileage Summary  
Refer to Sheet A.2

**IOWA ONE CALL**  
1-800-292-8989  
www.iowaonecall.com

PROJECT LOCATION



For Project Location Map  
Refer to Sheet A.2

| DESIGN DATA RURAL |       |        |  |
|-------------------|-------|--------|--|
| 2015 AADT         | 1,450 | V.P.D. |  |
| 2035 AADT         | 1,850 | V.P.D. |  |
| 2035 DHV          | --    | V.P.H. |  |
| TRUCKS            | 21    | %      |  |
| Total             |       |        |  |
| Design ESALs      | --    |        |  |

| INDEX OF SEALS |             |                         |
|----------------|-------------|-------------------------|
| SHEET NO.      | NAME        | TYPE                    |
| A.1            | Yanxiao Jia | Primary Signature Block |
| X              | X           | X                       |

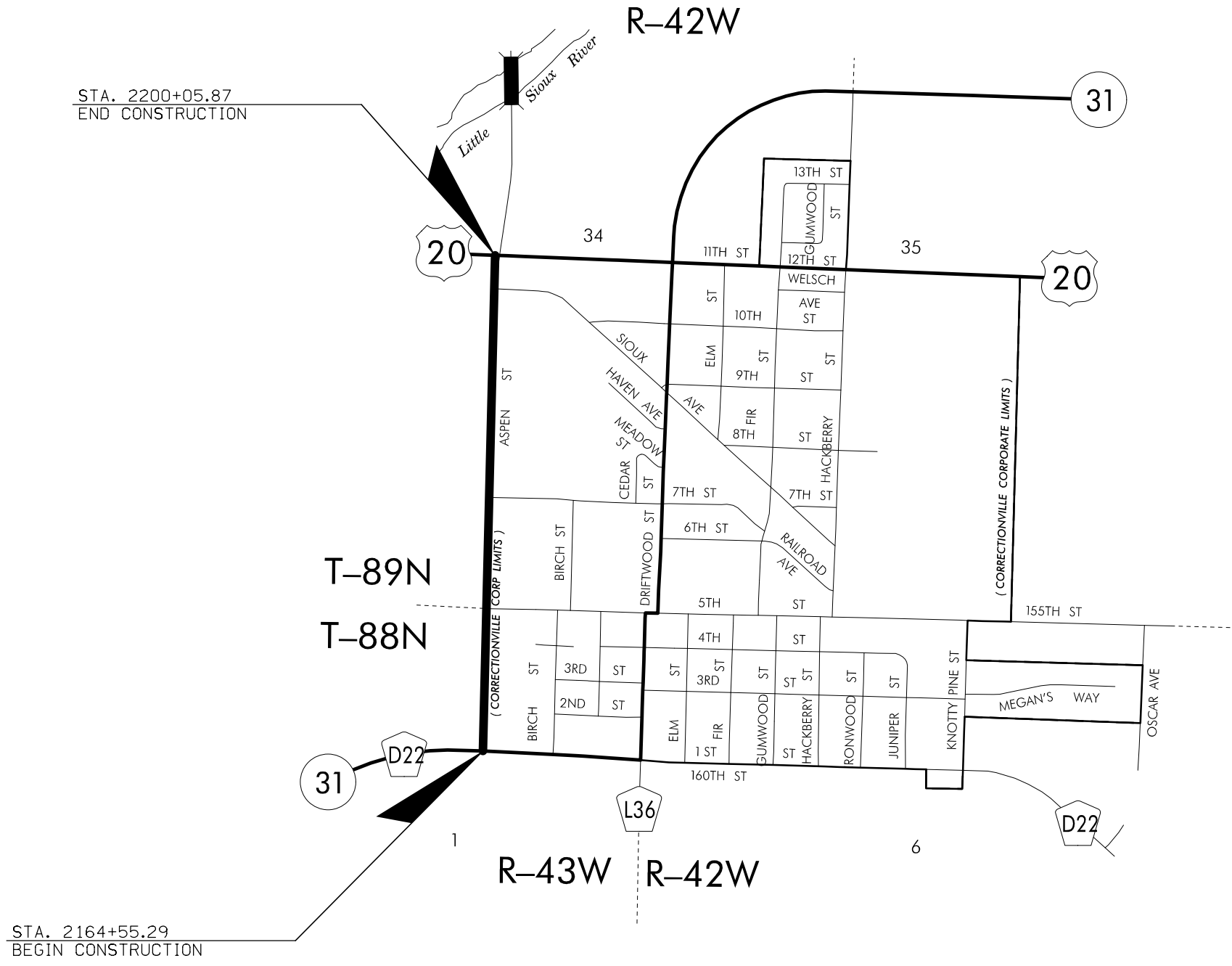
**PRELIMINARY PLANS**

Subject to change by final design.

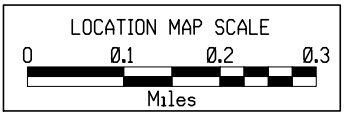
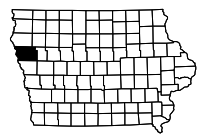
**D5 PLAN - Date: 2/15/2013**

**MILEAGE SUMMARY**

| Div. | Location                                    | Lin. Ft. | Miles |
|------|---|----------|-------|
| 1    | IA 31<br>Sta. 2164+55.29 to Sta. 2200+05.87 | 3550.58  |       |
|      | Total Length of Project                     | 3550.58  | 0.610 |



**HIGHWAY AND STREET MAP  
OF  
CORRECTIONVILLE  
IOWA**

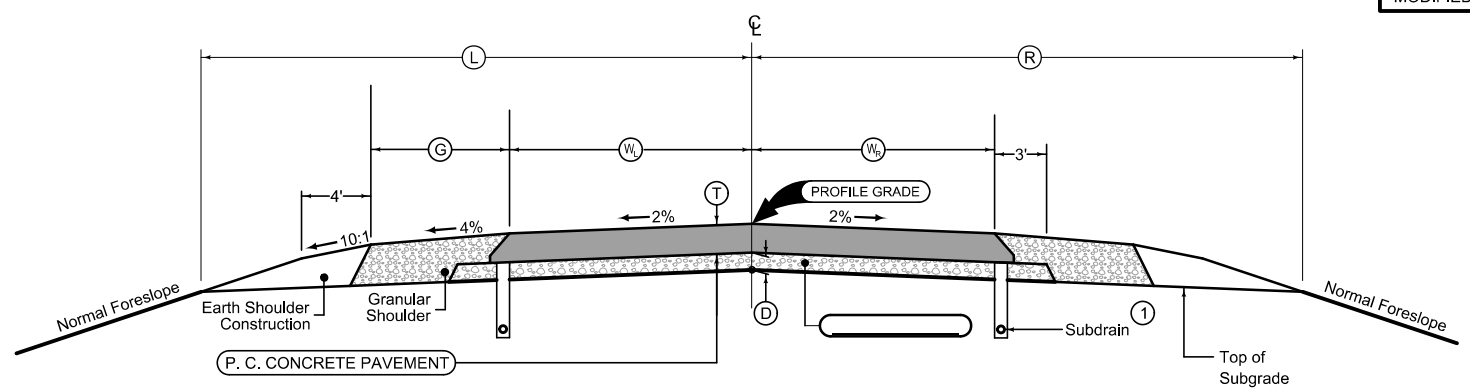




| LOCATION            |                    |            | MAINLINE |      |      |      |                   |                   |     | SHLDR |
|---------------------|--------------------|------------|----------|------|------|------|-------------------|-------------------|-----|-------|
| ROAD IDENTIFICATION | STATION TO STATION |            | (T)      | (D)  | (L)  | (R)  | (W <sub>L</sub> ) | (W <sub>R</sub> ) | (G) |       |
|                     | Inches             | Inches     | Feet     | Feet | Feet | Feet | Feet              | Feet              |     |       |
| IA 31               | 2164+55.29         | 2200+05.87 | 10       | 12   | 31.8 | 31.8 | 14                | 14                | 8   |       |
| Sioux Ave.          | 99+50.50           | 100+10.00  | 10       | 12   | 28.8 | 28.8 | 11                | 11                | 8   |       |
|                     |                    |            |          |      |      |      |                   |                   |     |       |
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Dimensions are symmetrical about the centerline.  
 Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.  
 ① Refer to RF-19C.

2P\_G-G  
 MODIFIED



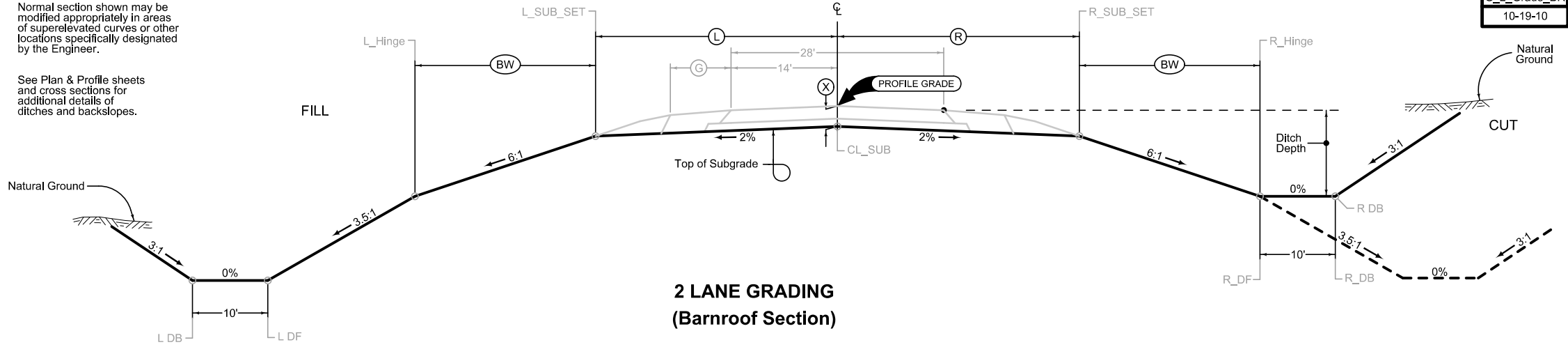
2-LANE PCC PAVING (Granular Shoulders)

Mainline Pavement:  
 Transverse joints: CD at 20' spacing  
 Longitudinal joint: L-2

| LOCATION            |                    |            | DIMENSIONS |      |        |      |
|---------------------|--------------------|------------|------------|------|--------|------|
| ROAD IDENTIFICATION | STATION TO STATION |            | (L)        | (R)  | (X)    | (BW) |
|                     | Feet               | Feet       | Feet       | Feet | Inches | Feet |
| IA 31               | 2164+55.29         | 2200+05.87 | 31.8       | 31.8 | 22     | 19.9 |
|                     |                    |            |            |      |        |      |
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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.

G\_2\_Grade\_BR  
 10-19-10

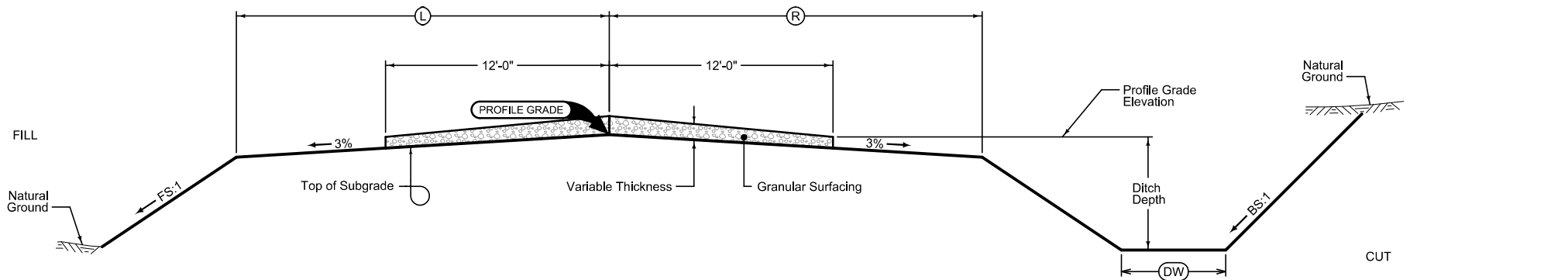


2 LANE GRADING (Barnroof Section)

| LOCATION            |                    |          | DIMENSIONS |      |      |      |      |
|---------------------|--------------------|----------|------------|------|------|------|------|
| ROAD IDENTIFICATION | STATION TO STATION |          | (L)        | (R)  | FS   | BS   | (DW) |
|                     | Feet               | Feet     | Feet       | Feet | Feet | Feet | Feet |
| 5th St.             | 76+12.38           | 78+30.00 | 14         | 14   | 3    | 3    | 10-0 |
| Park Entrance       | 66+58.18           | 75+26.99 | 14         | 14   | 3    | 3    | 2    |
| 7th St.             | 84+56.53           | 85+75.00 | 14         | 14   | 3    | 3    | 10-0 |
|                     |                    |          |            |      |      |      |      |
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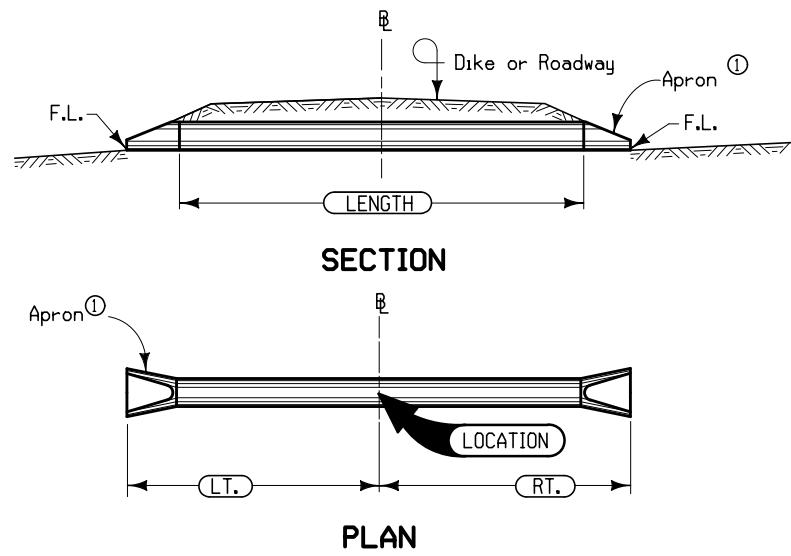
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.  
 See plan & profile sheets and cross sections for additional details of ditches and backslopes.  
 Place Granular Surfacing as follows:  
 Design application rate is 2330 tons per mile.

2\_GradeGran  
 04-17-12



GRADING AND GRANULAR SURFACING

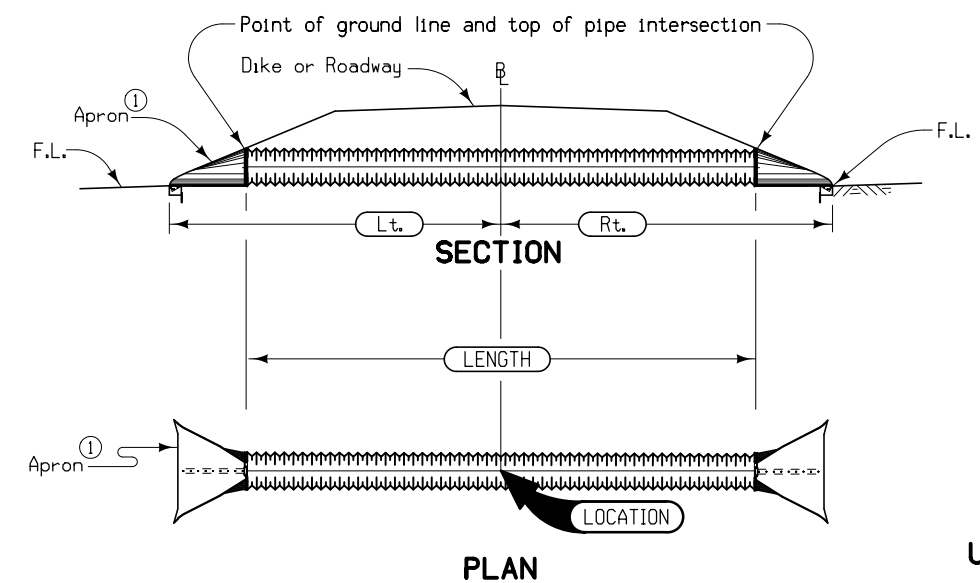
1101  
04-30-02



Notes:  
 B shall be C of roadway, dike, survey, or other; as detailed on plans.  
 Skew angle is the angle which one end of the pipe is ahead (by stationing) of line perpendicular to the B (example skew Rt. ahead 30°).  
 Refer to tabular listing and other plans for additional information.  
 ① See Standard Road Plan RF-3 For Conc. or RF-5 for Metal.

PIPE CULVERT

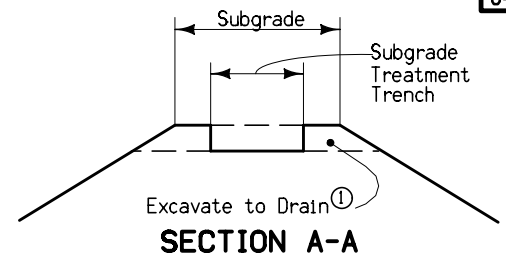
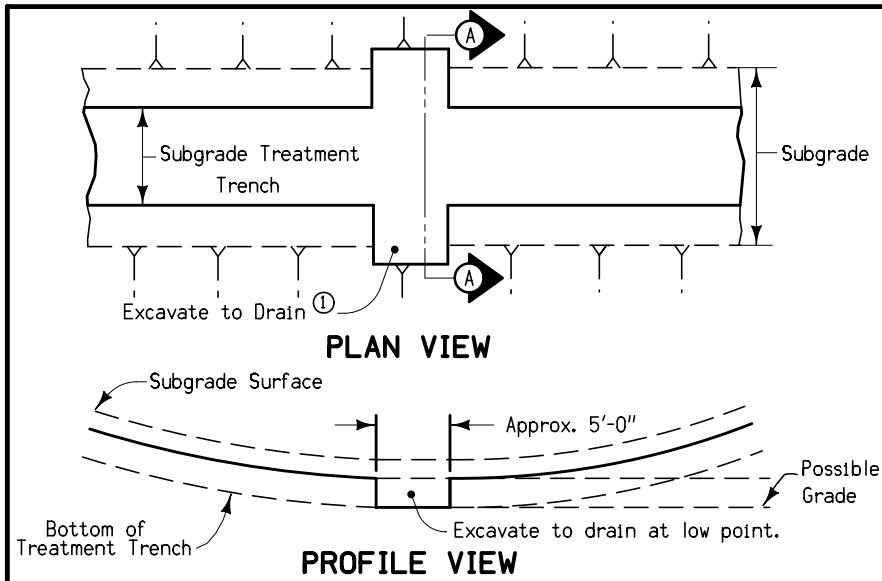
1601  
10-16-12



B shall be C of roadway, dike, survey, or other; as detailed on plans.  
 Skew angle is the angle which one end of the pipe is ahead (by stationing) of a line perpendicular to the B (example skew Rt. ahead 30 degrees).  
 ① See Standard Road Plan RF-3 for Concrete or RF-5 for Metal and Polyethylene.

UNCLASSIFIED PIPE CULVERT

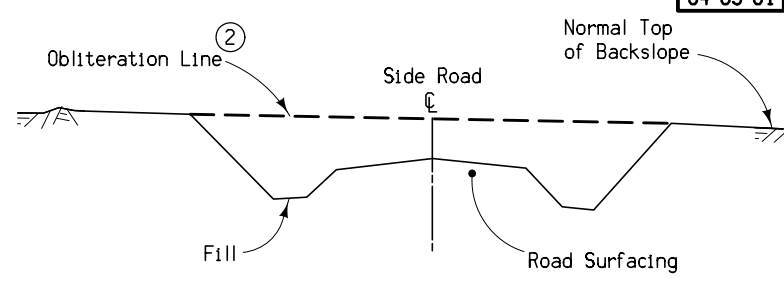
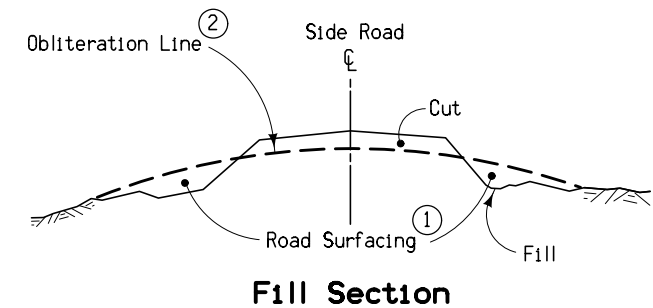
8301  
04-20-04



① The contractor shall excavate a portion of subgrade as necessary to provide drainage for the treatment trench. When the subgrade treatment is granular soils, the contractor shall excavate a portion of the subgrade and backfill it with the granular soils every 300 feet.  
 This excavation shall be considered incidental.

TYPICAL DETAILS OF DRAIN FOR SUBGRADE TREATMENT TRENCH

4302  
04-03-01



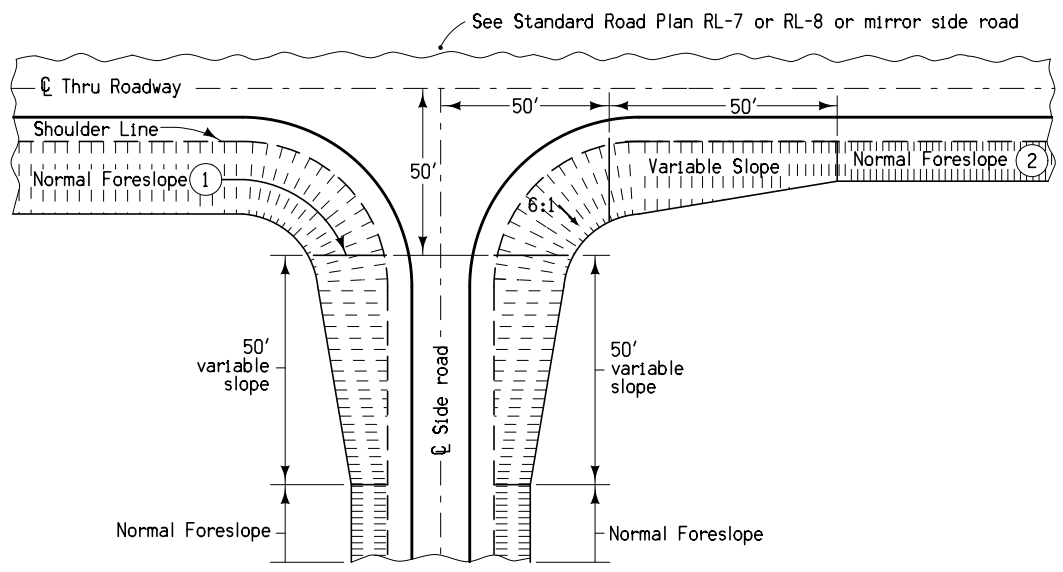
① Existing road surfacing (granular material) shall be placed as shown unless otherwise directed by the Engineer or provided for in the detail project plans.

② When specified, the upper 1' to be suitable for vegetation (grass or crops).

Note:  
 The work of obliterating or reshaping old roadbeds shall be done at the direction of the Engineer.

TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

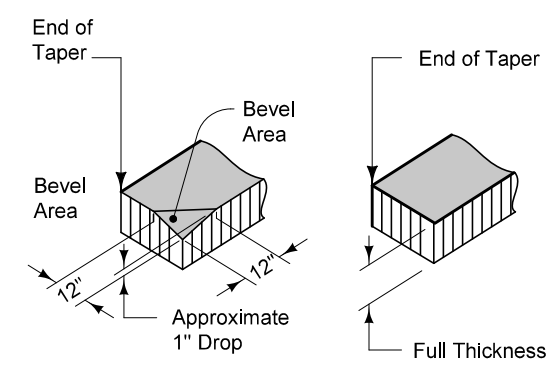
2116  
04-15-08



- ① For normal foreslopes 6:1 or flatter.
- ② For normal foreslopes steeper than 6:1.

**SIDE ROAD GRADING**

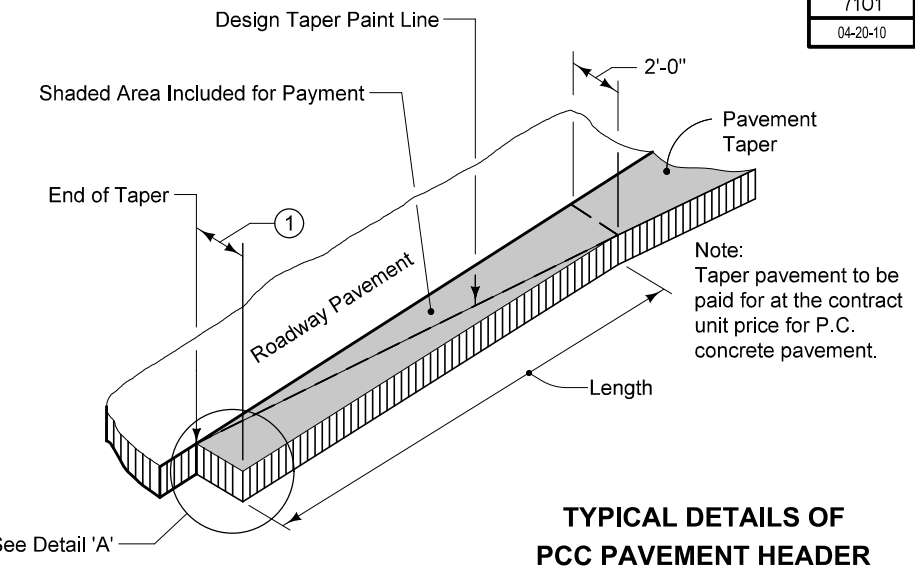
7101  
04-20-10



**DETAIL 'A'**  
FOR GRANULAR SHOULDERS

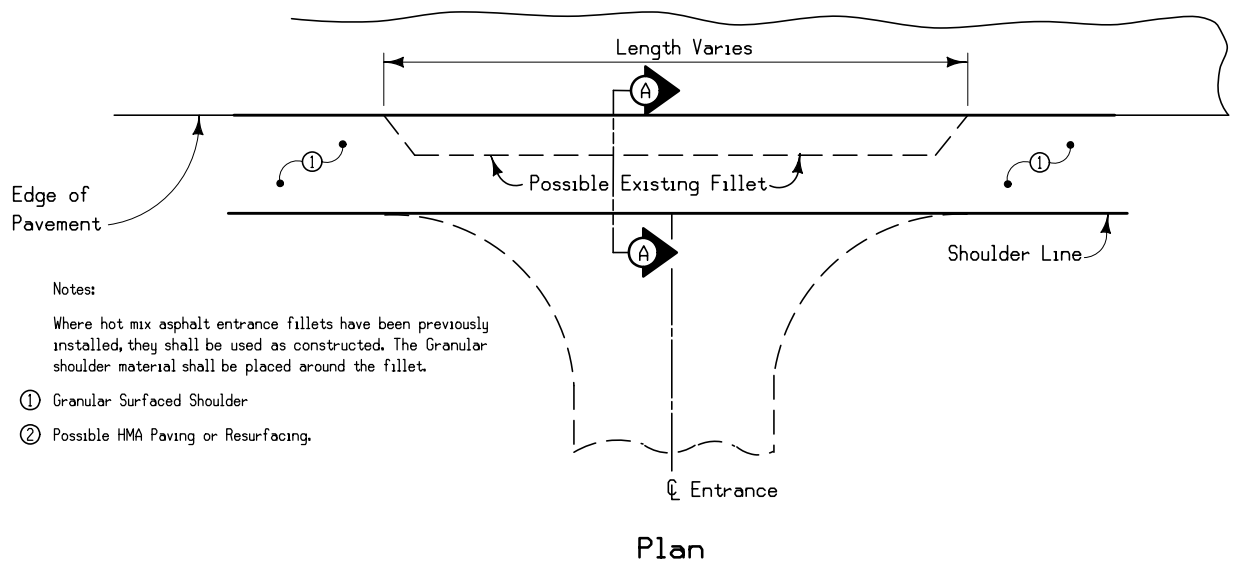
**DETAIL 'A'**  
FOR PAVED SHOULDERS

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

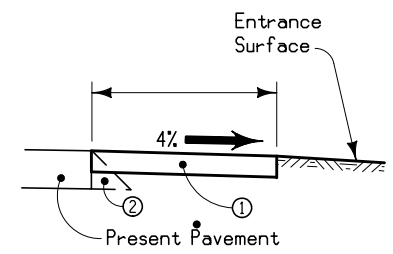


**TYPICAL DETAILS OF PCC PAVEMENT HEADER**

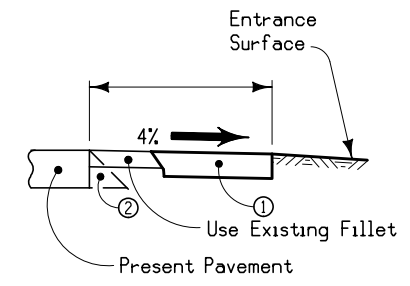
7117  
10-02-01



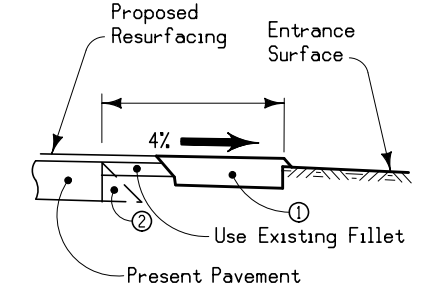
**Plan**



**Section A-A**  
Without Fillet



**Section A-A**  
With Previous Fillet



**Section A-A**  
With Previous Fillet  
And Resurfacing Less than 1/2"

**GRANULAR SHOULDER CONSTRUCTION THRU ENTRANCES**

### ACCESS POINTS AND SAFETY RAMPS

Refer to Cross-Sections

Length of unclassified pipe calculated is based on using Reinforced Concrete Pipe.

- ① Refer to MI-210
- ② Refer to RL-8.
- ③ Refer to RL-7 or RL-8.

\*Predetermined for access point not constructed with this project.

| Location            |      | Type                                    | Length of Opening ① |                     |                 | ① ②  |    |      | Pipe Culvert ③ |      |             |      |      | Aprons | Driveway Surface Area |     | Driveway Surfacing Material | Remarks |
|---------------------|------|---|---------------------|---------------------|-----------------|------|----|------|----------------|------|-------------|------|------|--------|-----------------------|-----|-----------------------------|---------|
| Station             | Side | A, B, C, Safety Ramp, or Predetermined* | Case                | 1 1/2" Dropped Curb | 3" Dropped Curb | W    | PR | SR   | H              | Size | Pipe Length | Lt.  | Rt.  |        | HMA                   | PCC |                             |         |
|                     |      |   | 1 or 2              | LF                  | LF              | FT   | FT | FT   | FT             | IN   | LF          | LF   | LF   | No.    | SY                    | SY  | TON                         |         |
| ML031<br>2183+65.47 | Lt   | C                                       |                     |                     |                 | 20.0 |    | 15.0 | 3.0            | 24.0 | 65.0        | 31.7 | 33.0 | 2      |                       |     | 36.000                      |         |
| 5th St<br>72+00.00  | Lt   | C                                       |                     |                     |                 | 20.0 |    | 15.0 | 1.1            | 18.0 | 37.0        | 17.8 | 18.7 | 2      |                       |     | 8.000                       |         |
| 72+00.00            | Rt   | C                                       |                     |                     |                 | 20.0 |    | 15.0 | 1.0            | 18.0 | 37.0        | 17.8 | 18.6 | 2      |                       |     | 8.000                       |         |
| 78+00.00            | Lt   | C                                       |                     |                     |                 | 20.0 |    | 15.0 | 1.0            | 18.0 | 30.1        | 15.0 | 15.0 | 2      |                       |     | 9.000                       |         |
| 78+00.00            | Rt   | C                                       |                     |                     |                 | 20.0 |    | 15.0 |                |      |             |      |      |        |                       |     | 9.000                       |         |
|                     |      |   |                     |                     |                 |      |    |      |                |      |             |      |      |        |                       |     |                             |         |
|                     |      |   |                     |                     |                 |      |    |      |                |      |             |      |      |        |                       |     |                             |         |
|                     |      |   |                     |                     |                 |      |    |      |                |      |             |      |      |        |                       |     |                             |         |

### SURVEY SYMBOLS

- x — FW Wire Fence
- TP TPD Telephone Pedestal
- UB UB Utility Box
- Tile — TIL Tile Line
- OUT Tile Outlet
- ⊙ BIN Grain Bin
- PPA Power Pole Co. 1
- GDL Guard Rail Steel
- MM Mile Marker Post
- BL Topo Breakline
- MIS Miscellaneous
- PR Electric Riser Pole
- FWD Wood Fence
- RET Retaining Walls
- ⊕ MH Utility Access (Manhole)
- COR Round Bridge Pier Column
- ⊕ LP L.P. Tank
- COS Square Bridge Pier Column
- ⊕ INB Storm Sewer Beehive Intake
- EB EB Electrical Box
- ⊕ WEL Well
- ⊕ PPB Power Pole Co. 2
- WH WHD Water Hydrant
- ⊕ SEP Septic Tank
- ⊕ AST Above Ground Storage Tank
- SIGN SI Sign
- FLG Flag Poles
- ⊕ TV Satellite TV Dish
- ⊕ CIS Cistern
- ⊕ UST Underground Tank
- GP GP Guard Post (Less Than 4 Posts)
- LUM Luminaire
- SNP Unpaved Shoulder
- ENT Centerline BL of Entrance
- ENU Edge Unpaved Entrance & Parking
- ← DU Centerline Draw or Stream (Up)
- D Centerline Draw or Stream (Down)
- EW Edge of Water
- BNK Stream Bank
- DIK Centerline of Dike or Dam
- EG Edge of Gravel Road
- C Centerline BL of Road (ML or SR)
- ⊕ IN Storm Sewer Intake
- ▲ RIP Rip-Rap
- T3 · TLC Underground Telephone Line Co. 3
- F0 · FOA Underground Fiber Optic Co. 1
- F05 · FOE Underground Fiber Optic Co. 5
- F02 · FOB Underground Fiber Optic Co. 2
- T2 · TLB Underground Telephone Line Co. 2
- T1 · TLA Underground Telephone Line Co. 1
- E1 · ELA Underground Electric Line Co. 1
- ROW Right of Way Rail
- BB BB Billboard
- SIGN SL Speed Limit Sign
- # — FCL Chain Link and Security Fence
- San. · SAA Sanitary Sewer Line Co. 1
- ⊕ TDC Tree Deciduous
- ✱ TEV Evergreen Tree
- ⊕ FHD Fire Hydrants
- T4 · TLD Underground Telephone Line Co. 4
- F04 · FOD Underground Fiber Optic Co. 4
- F03 · FOC Underground Fiber Optic Co. 3
- E2 · ELB Underground Electric Line Co. 2
- ⊕ SHR Shrub
- ⊕ TFR Tree Fruit
- WV WV Water Valve
- W · WLA Underground Water Line Co. 1
- San.2 · SAB Sanitary Sewer Line Co. 2

### UTILITY LEGEND

CenturyLink  
Local Fiber Optic  
Steven Parker  
Design Engineer  
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Maintenance  
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712-233-4805  
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Telephone  
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Manager  
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Schaller Ia, 51053  
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### PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

| LINEWORK     | Design    | Color No.               | Description  |
|--------------|-----------|-------------------------|--|
| Green        | (2)       | Green                   | Existing Topographic Features and Labels                               |
| Blue         | (1)       | Blue                    | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation    |
| Magenta      | (5)       | Magenta                 | Existing Utilities   |
| SHADING      |           |                         |  |
| Design       | Color No. | Description             |  |
| Yellow       | (4)       | Yellow                  | Highlight for Critical Notes or Features                               |
| Red          | (3)       | Red with diagonal lines | Delineates Restricted Areas  |
| Lavender     | (9)       | Lavender                | Temporary Pavement Shading   |
| Gray, Light  | (48)      | Light Gray              | Proposed Pavement Shading  |
| Gray, Med    | (80)      | Medium Gray             | Proposed Granular Shading  |
| Gray, Dark   | (112)     | Dark Gray               | Proposed Grade and Pave Shading "In conjunction with a paving project" |
| Brown, Light | (236)     | Light Brown             | Grading Shading  |
| Tan          | (8)       | Tan                     | Proposed Sidewalk Shading  |
| Blue, Light  | (230)     | Light Blue              | Proposed Sidewalk Landing Shading                                      |
| Pink         | (11)      | Pink                    | Proposed Sidewalk Ramp Shading   |

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

| LINEWORK    | Design | Color No.  | Description                     |
|-------------|--------|------------|---------------------------------|
| Green       | (2)    | Green      | Existing Ground Line Profile    |
| Blue        | (1)    | Blue       | Proposed Profile and Annotation |
| Magenta     | (5)    | Magenta    | Existing Utilities              |
| Blue, Light | (230)  | Light Blue | Proposed Ditch Grades, Left     |
| Black       | (0)    | Black      | Proposed Ditch Grades, Median   |
| Rust        | (14)   | Rust       | Proposed Ditch Grades, Right    |

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

### RIGHT-OF-WAY LEGEND

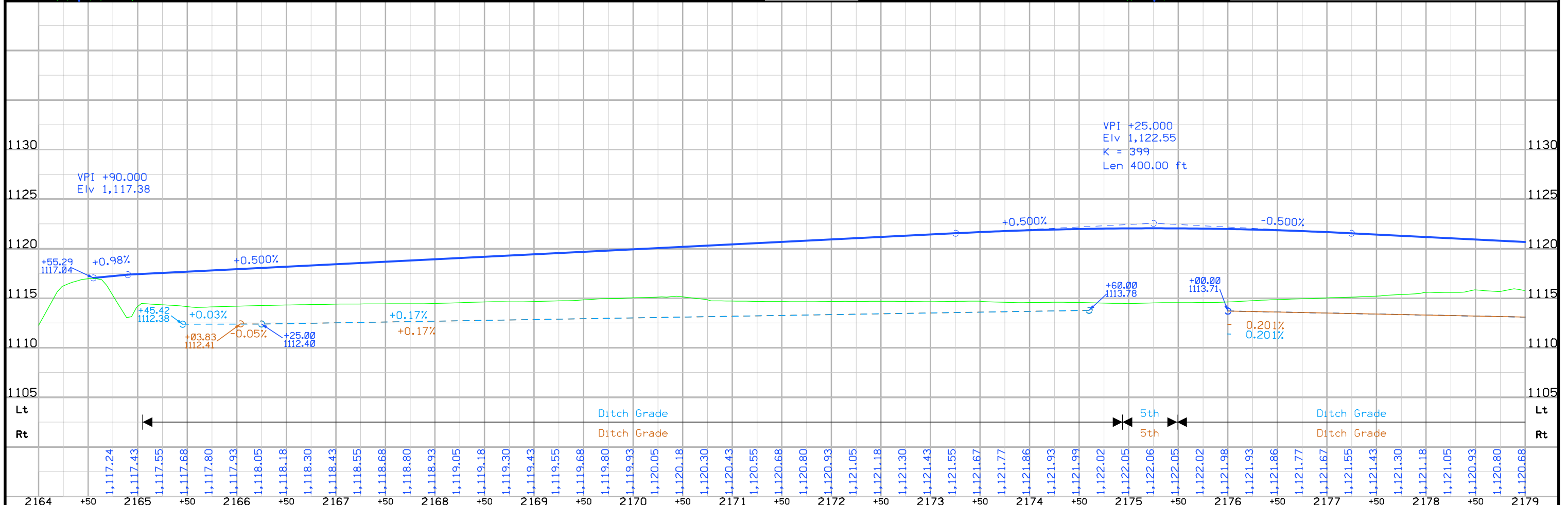
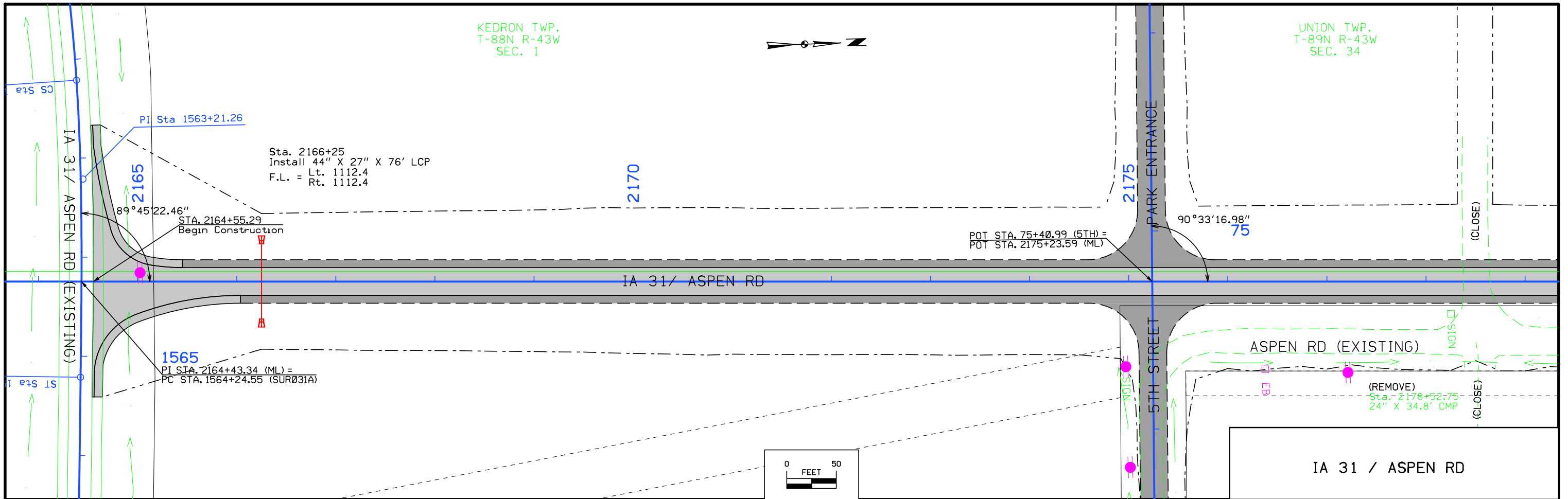
- ▲ Proposed Right-of-Way
- △ Existing Right of Way
- ▲ Existing and Proposed Right-of-Way
- ▲ Easement and Existing Right-of-Way
- Easement (Temporary)
- ⊕ Easement
- Easement (Existing)
- C/A Access Control
- |← Property Line

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

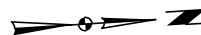
KEDRON TWP.  
T-88N R-43W  
SEC. 1

UNION TWP.  
T-89N R-43W  
SEC. 34



|      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |     |      |
|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|
| 2164 | +50 | 2165 | +50 | 2166 | +50 | 2167 | +50 | 2168 | +50 | 2169 | +50 | 2170 | +50 | 2171 | +50 | 2172 | +50 | 2173 | +50 | 2174 | +50 | 2175 | +50 | 2176 | +50 | 2177 | +50 | 2178 | +50 | 2179 |
|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|

UNION TWP.  
T-89N R-43W  
SEC. 34



Curve Data  
 $\Delta = 6^\circ 40' 02.89''$  (RT)  
 $T = 378.63$   
 $L = 756.40$   
 $PR = 6,500.00$   
 $e = 11.02$   
 $e = NC$

Sta. 2182+00  
 Install 42" X 76' RCP  
 Lt. 1112.5  
 Rt. 1112.5

Sta. 83+32.00  
 Install 24" X 65' UNCL  
 Lt. 1113.0  
 Rt. 1112.8

POT STA. 2183+65.47 (ML) =  
 POT STA. 83+95.03 (7th)

2180

2185

2190

PI Sta 2194+21.67

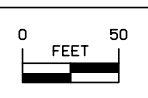
IA 31 / ASPEN RD

ASPEN RD (EXISTING)

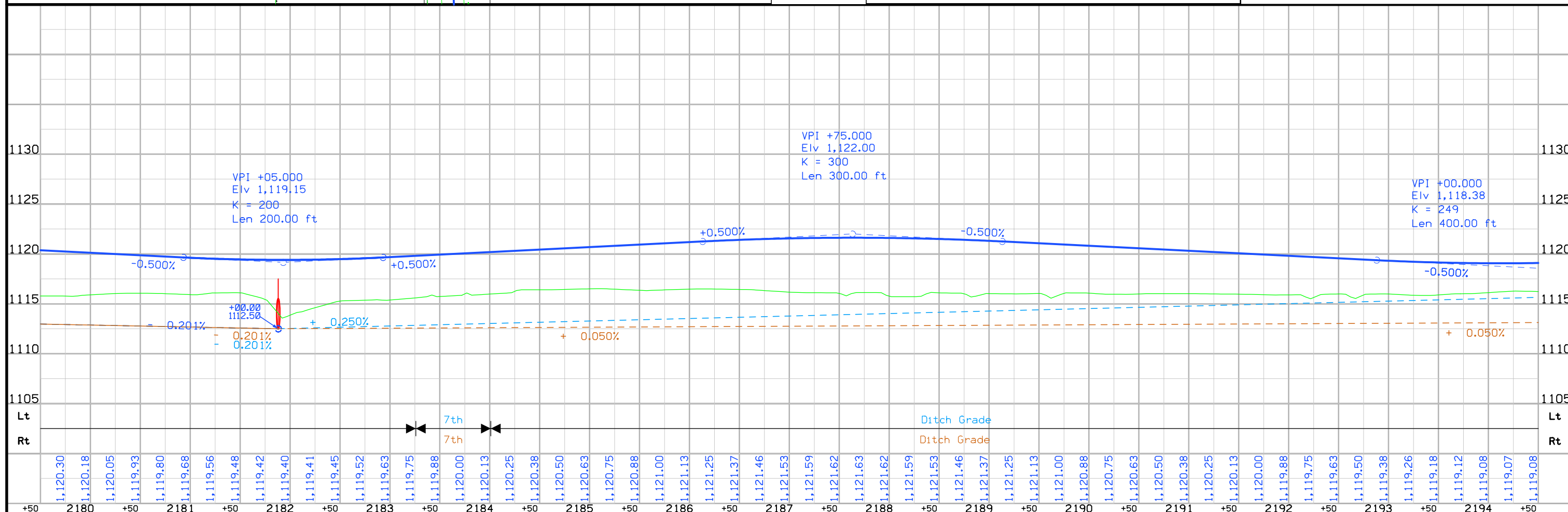
(REMOVE)  
 Sta. 2180+00.00 X  
 24" X 40.1' CMP

(REMOVE)  
 Sta. 84+77.16  
 24" X 35.0' CMP

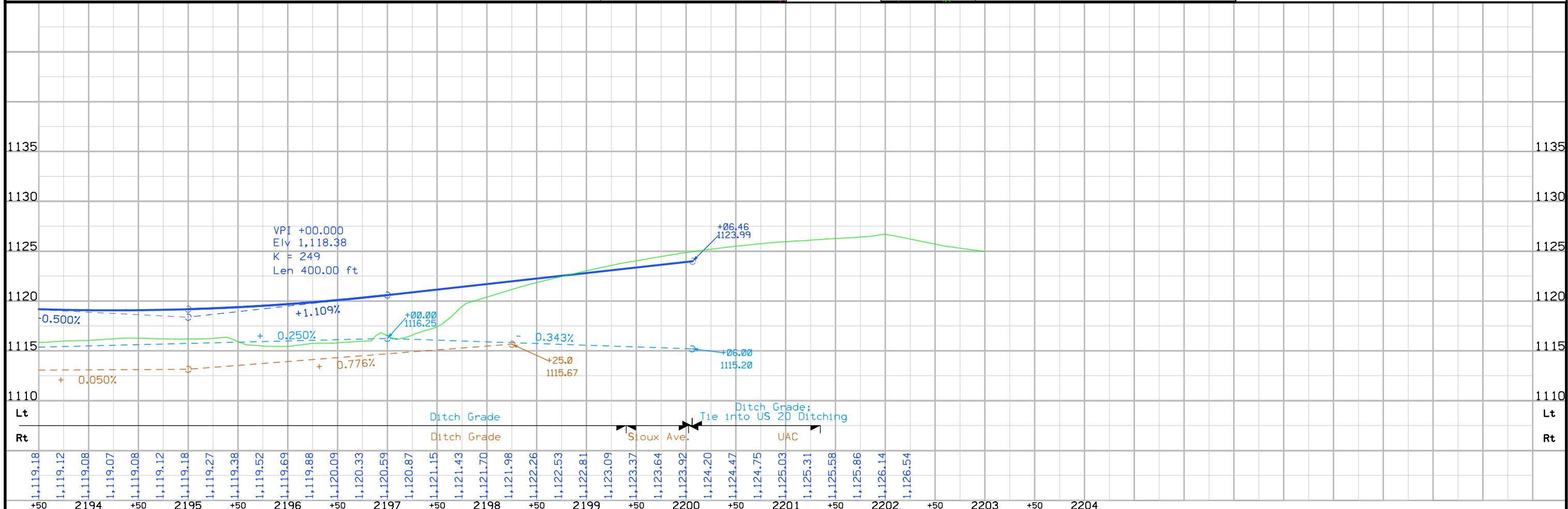
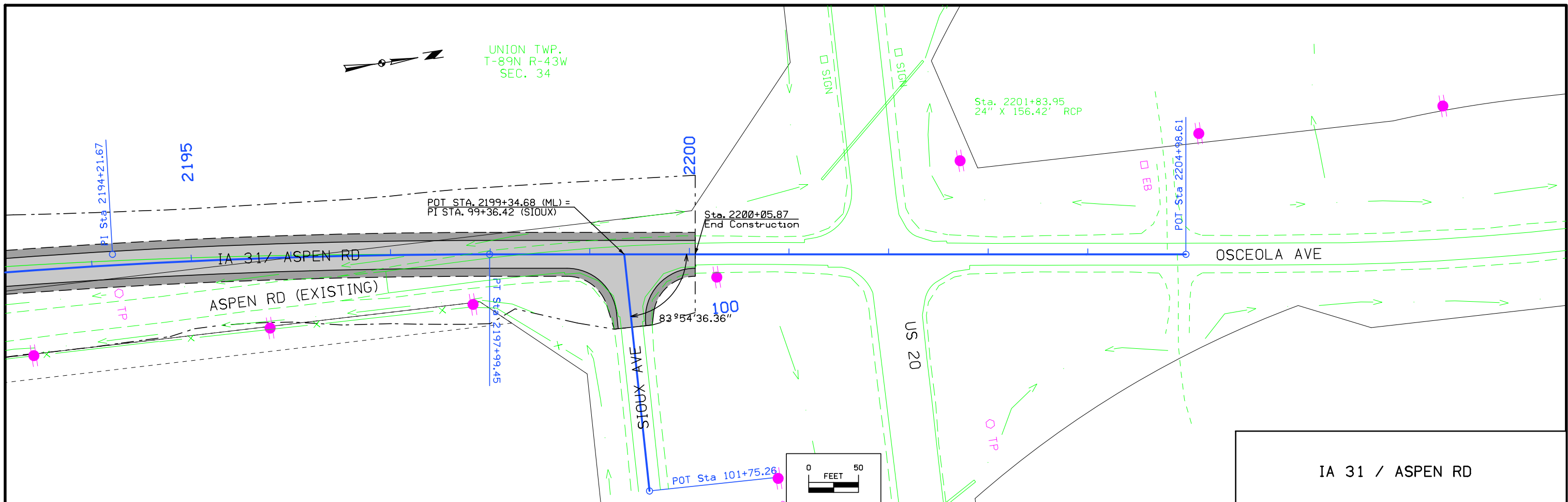
Sta. 84+75  
 Install 36" X 32' RCP  
 Lt. 1112.6  
 Rt. 1112.6



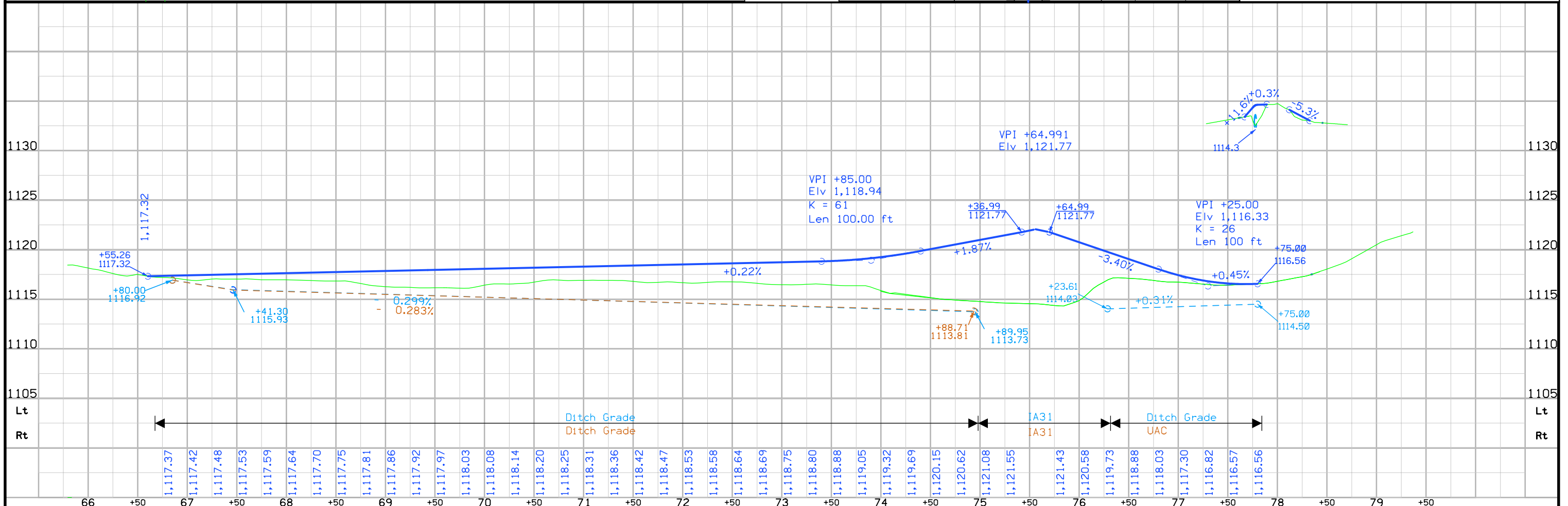
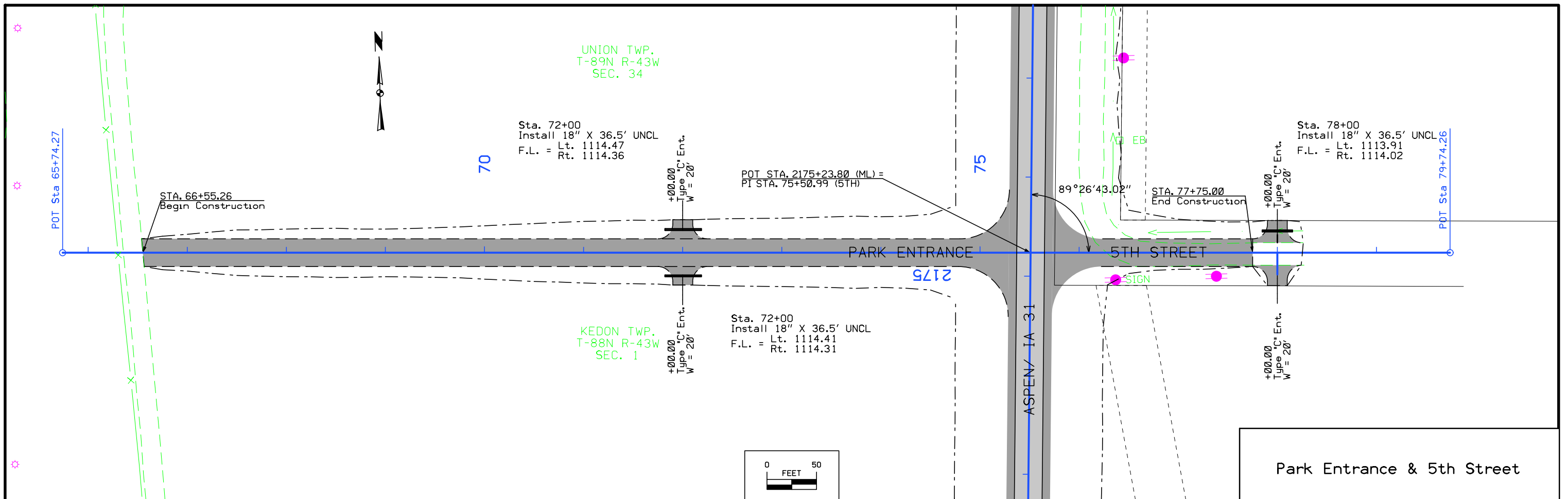
IA 31 / ASPEN RD



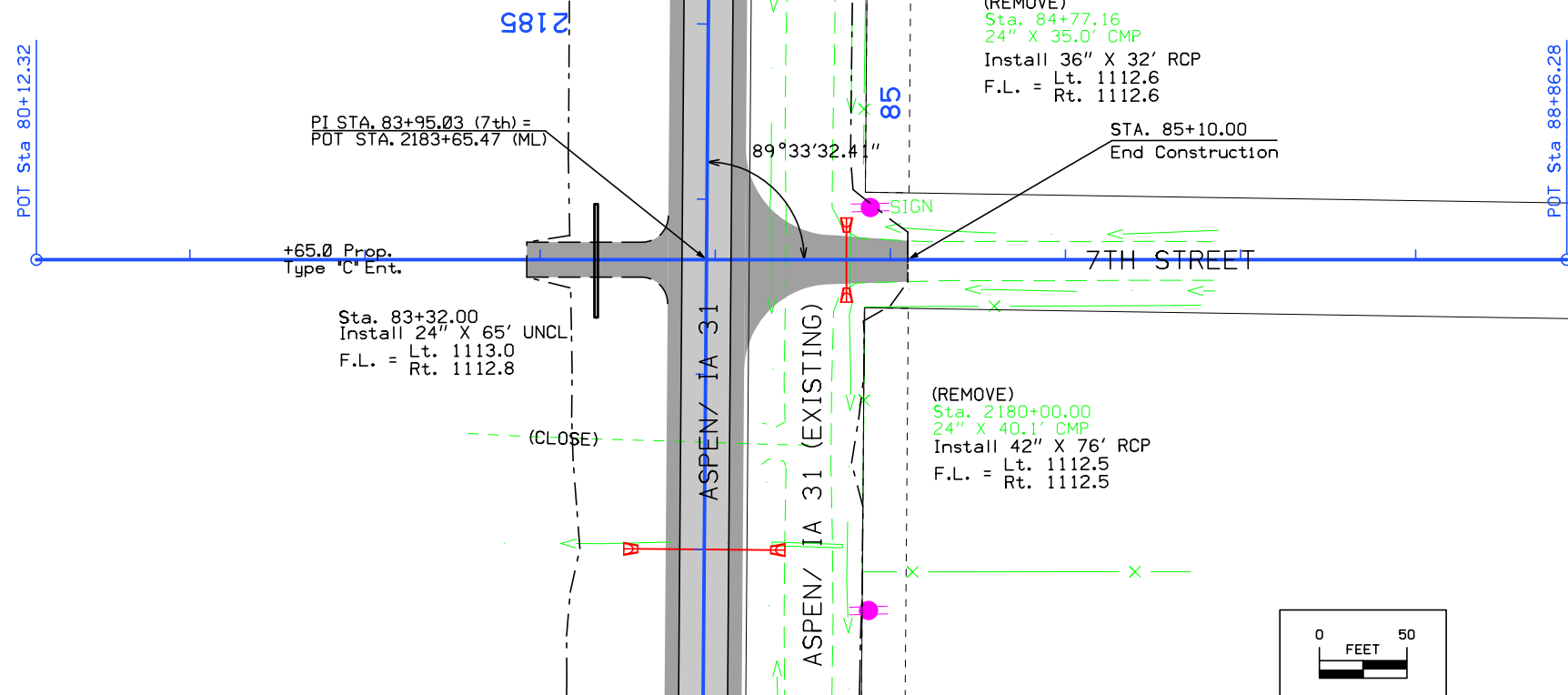
|         |          |             |                  |                 |                |                       |              |     |
|---------|----------|-------------|------------------|-----------------|----------------|-----------------------|--------------|-----|
| English | IOWA DOT | DESIGN TEAM | JIA\MILLER\SMYTH | WOODBURY COUNTY | PROJECT NUMBER | STPN-031-1(32)--2J-97 | SHEET NUMBER | D.3 |
|---------|----------|-------------|------------------|-----------------|----------------|-----------------------|--------------|-----|



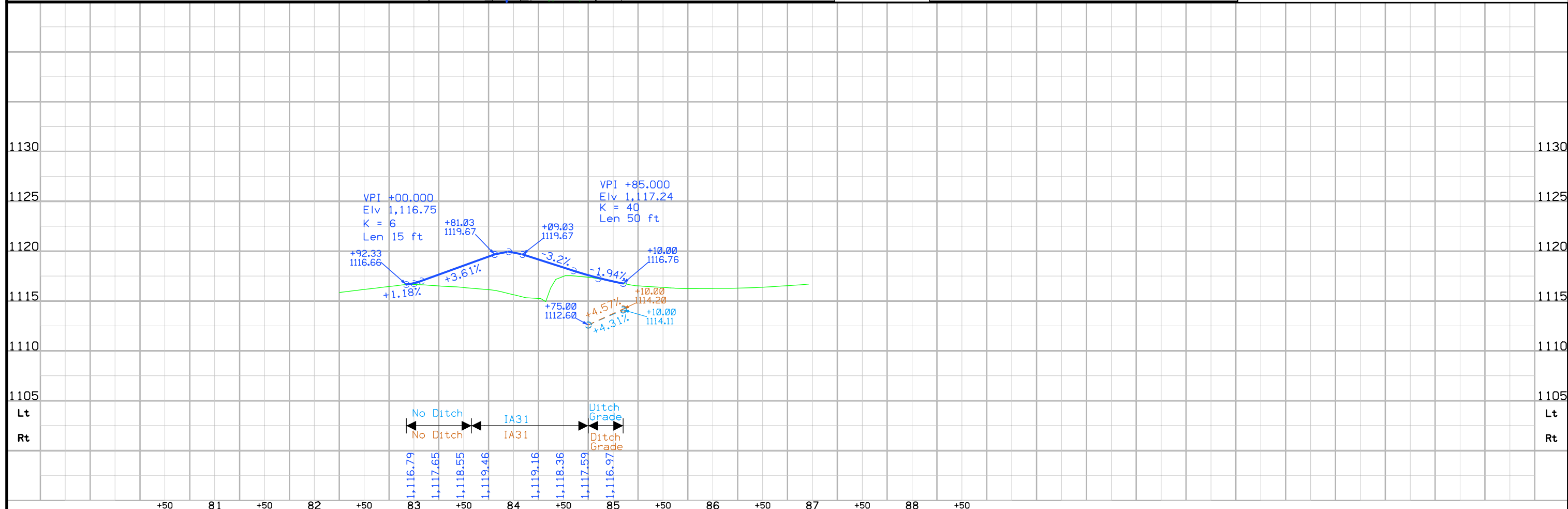


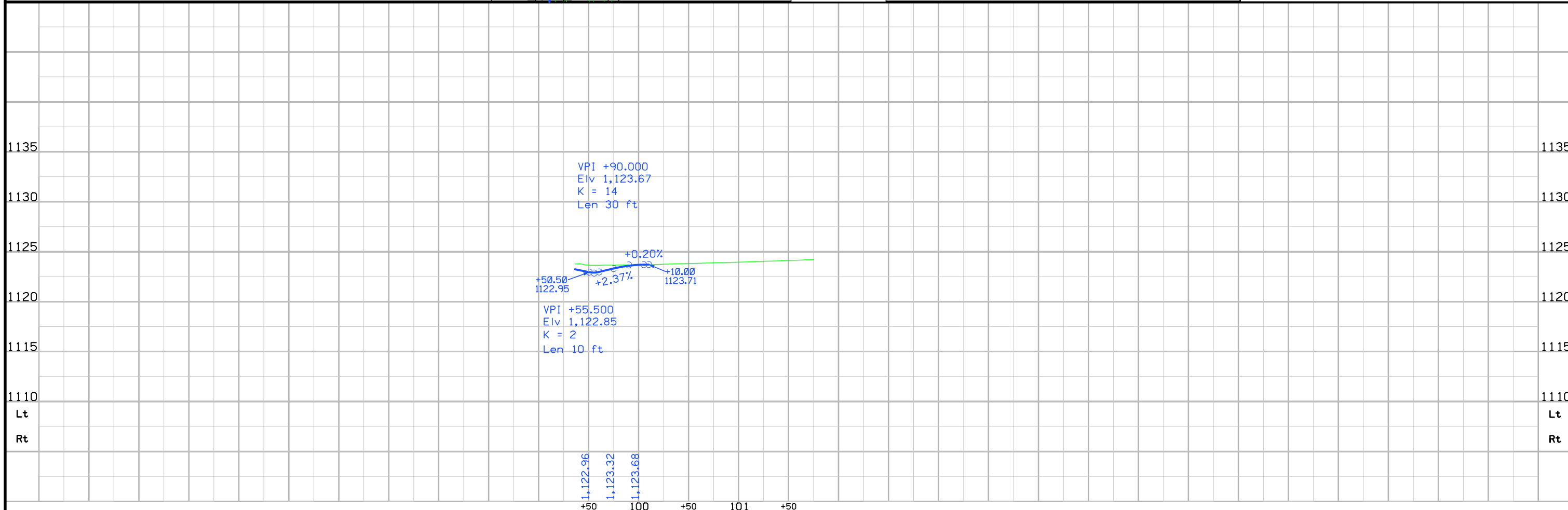
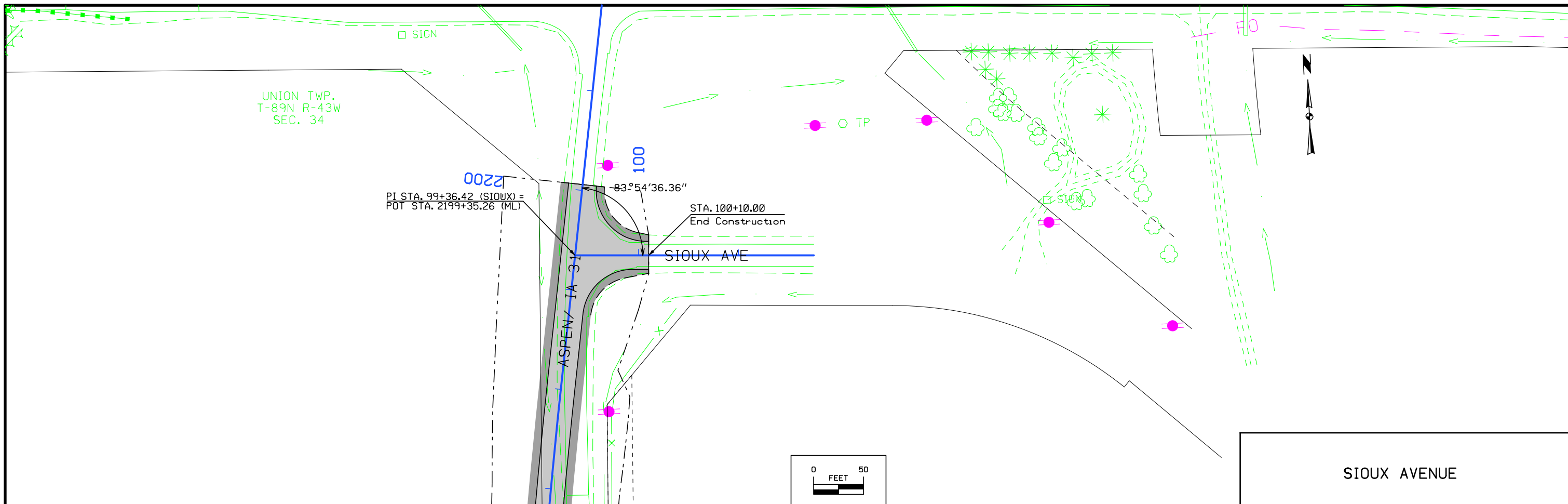


UNION TWP.  
T-89N R-43W  
SEC. 34



7th Street  
& Entrance at Sta. 2183+65





# Survey Information

## General Information

Measurement units for this survey are US survey feet. This survey is for proposed four lane for US 20 between just east of Merville to Early. Project control information is from a 1998 planning study survey (SAP's 130-133). This field survey was to obtain roadway and drainage features and break lines. The entire digital terrain model and topography in the corridor will be completed by supplemental aerial photography.

## Vertical Control

Vertical control for this survey is relative to a 1998 digital bench level survey. The 1998 survey is reported to be relative to NAVD88 datum. A level loop was started at BM 997 (USGS BM 29RS) and headed west along US 20 then back to BM 997 (USGS BM 29RS) where adjustments were made. Another run was started at BM 508 then continued east to BM 998 (USGS BM G14) where adjustments were made. NAVD88 elevations were determined at USGS BM 29RS and USGS BM G 14 by converting published NGVD29 elevations using transformation software. The unadjusted bench level run from BM 29RS had a misclosure at BM G 14 of 0.31'. This misclosure is verified by 1998 GPS observations. Even though the misclosure between the two marks is relatively high the error was distributed proportionately along the route.

Vertical equations are as follows:

|  |                          |
|--|--------------------------|
| Datum Benchmark  |                          |
| BM # 997 this survey = (USGS BM 29RS) 1988                 | Elevation = 1378.29 NAVD |
| = NGVD29 Elevation 1377.761                                |                          |
| Datum Benchmark  |                          |
| BM # 998 this survey = (USGS BM G14) 1988                  | Elevation = 1143.26 NAVD |
| = NGVD29 Elevation 1142.816                                |                          |
| Wolf Creek Bridge West Bridge Seat this survey             | Elevation = 1287.28      |
| = Wolf Creek Bridge West Bridge Project # FN-201(58)—21-97 | Elevation = 1287.30      |

## Horizontal Control

Horizontal control for this survey is from 1998 GPS network survey as follows:

GENERAL INFORMATION FOR G.P.S. PROJECT :  
SAP 130, NHS-20-1(77)--19-97

SAP 131, NHS-20-2(53)--19-47

SAP 132, NHS-20-2(54)--19-47

SAP 133, NHS-20-2(55)--19-81

STATE PLANE COORDINATE ZONE 1401 ( IOWA NORTH LAMBERT )

STATE PLANE COORDINATES HELD AT POINT G046

AVERAGE PROJECT LATITUDE = 42 28 31.38335

RESULTING RADIUS = 6364559.741

MEAN PROJECT ELEVATION = 415.000

SEA LEVEL FACTOR = 0.999934799

AVERAGE PROJECT SCALE FACTOR = 0.999950986

COMBINED FACTOR (GRID) = 0.999885789

1 / GRID = 1.000114224

VERTICAL DATUM = NAVD 88 <> HORIZONTAL DATUM = NAD 83

Local Project Plane Coordinate Conversion Equation :

- a. Local Project Coord y = [(State Plane y - hold point y) / grid factor] + hold point y
- b. Local Project Coord x = [(State Plane x - hold point x) / grid factor] + hold point x

Coordinates are metric units. Metric units were converted to US Survey feet units for project coordinates.

NOTE: GPS DERIVED HEIGHTS ARE NOT RELATIVE TO ADJUSTED PROJECT HEIGHTS.

# Survey Information

## Alignment Information

The horizontal alignment for this survey is a retrace of As-built Plans, Fed. Project # 2, Fed. Project # 2 (15), Fed. Project # 2(19), and Fed. Project # 2(11). Stationing was established at PI Sta. 226+64.5. Stationing was then backed westerly to the BOP and carried forward to the EOP. The followings PI's were set by the District 3 Office.

PI Sta., 226+64.5 (Fed. Project # 2 (19))  
 PI Sta. 274+54.6 (Fed. Project # 2)  
 PI Sta. 390+20.4 (Fed. Project # 2)  
 PI Sta. 422+35.2 (Fed. Project # 2)  
 PI Sta. 491+85.9 (Fed. Project # 2)  
 PI Sta. 533+02.9 (Fed. Project # 2 (15))  
 PI Sta. 580+47.1 (Fed. Project # 2 (15))  
 PI Sta. 690+48.1 (Fed. Project # 2 (15))  
 PI Sta. 742+55.0 (Fed. Project # 2 (15))  
 PI Sta. 776+98.7 (Fed. Project # 2 (15))  
 PC Sta. 882+75.6 (Fed. Project # 2 (11))  
 PT Sta. 905+83.1 (Fed. Project # 2 (11))  
 PC Sta. 916+76.4 (Fed. Project # 2 (11))  
 PT Sta. 940+20.5 (Fed. Project # 2 (11))  
 PI Sta. 966+07.1 (Fed. Project # 2 (11))  
 PI Sta. 1003+59.8 (Fed. Project # 2 (11))  
 PI Sta. 1035+20.3 (Fed. Project # 2 (11))  
 PI Sta. 1045+51.7 (Fed. Project # 2 (11))  
 PI Sta. 1057+00.1 (Fed. Project # 2 (11))  
 PI Sta. 1148+65.5 (Fed. Project # 2 (11))

Equations are as follows:

PI Sta. 226+64.5 This Survey  
 = PI Sta. 226+64.5 (Fed. Project # 2 (19))

PI Sta. 274+54.22 this survey  
 = PI Sta. 274+54.6 (Fed. Project # 2)

PI Sta. 390+21.71 this survey  
 = PI Sta. 390+20.4 (Fed. Project # 2)

PI Sta. 422+36.66 this survey  
 = PI Sta. 422+35.2 (Fed. Project # 2)

PI Sta. 491+88.23 this survey  
 = PI Sta. 491+85.9 (Fed. Project # 2)

PI Sta. 533+05.21 this survey  
 = PI Sta. 533+02.9 (Fed. Project # 2 (15))

PI Sta. 580+49.39 this survey  
 = PI Sta. 580+47.1 (Fed. Project # 2 (15))

PI Sta. 690+49.96 this survey  
 = PI Sta. 690+48.1 (Fed. Project # 2 (15))

PI Sta. 742+55.60 this survey  
 = PI Sta. 742+55.0 (Fed. Project # 2 (15))

PI Sta. 776+98.28 this survey  
 = PI Sta. 776+98.7 (Fed. Project # 2 (15))

PC Sta. 882+75.6  
 = PC Sta. 882+75.6 (Fed. Project # 2 (11))

PT Sta. 905+83.1  
 = PT Sta. 905+83.1 (Fed. Project # 2 (11))

PC Sta. 916+76.4  
 = PC Sta. 916+76.4 (Fed. Project # 2 (11))

PT Sta. 940+20.5  
 = PT Sta. 940+20.5 (Fed. Project # 2 (11))

PI Sta. 966+07.1  
 = PI Sta. 966+07.1 (Fed. Project # 2 (11))

PI Sta. 1003+59.8  
 = PI Sta. 1003+59.8 (Fed. Project # 2 (11))

PI Sta. 1035+20.3  
 = PI Sta. 1035+20.3 (Fed. Project # 2 (11))

PI Sta. 1045+51.7  
 = PI Sta. 1045+51.7 (Fed. Project # 2 (11))

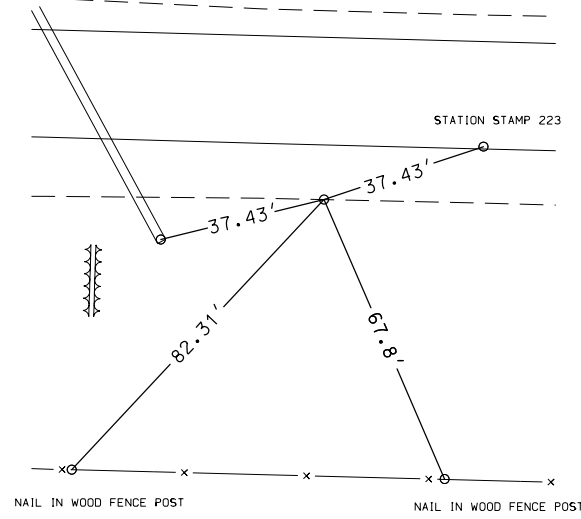
PI Sta. 1057+00.1  
 = PI Sta. 1057+00.1 (Fed. Project # 2 (11))

PI Sta. 1148+65.5  
 = PI Sta. 1148+65.5 (Fed. Project # 2 (11))

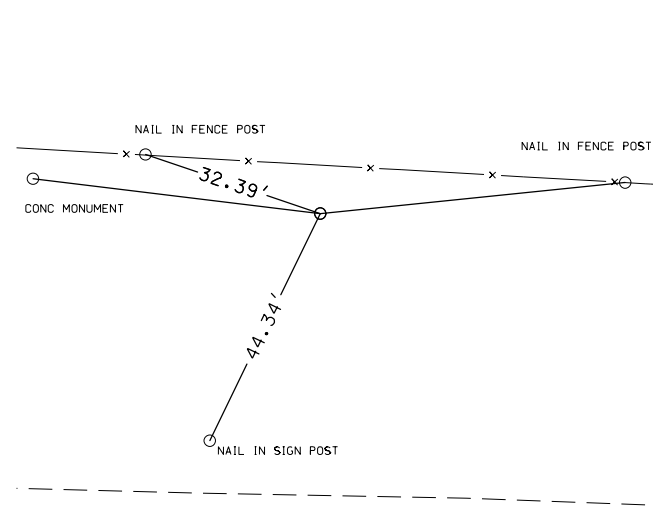
# VERTICAL CONTROL

| Point | North        | East         | Elevation | Station   | Offset    | Feature | Description                                    | Point | North        | East         | Elevation | Station    | Offset    | Feature | Description   |
|-------|--------------|--------------|-----------|-----------|-----------|---------|--|-------|--------------|--------------|-----------|------------|-----------|---------|---|
| 500   | 3649009.3000 | 4240254.5810 | 1313.8820 | Off Chain | Off Chain | BM      | RR SPK S.POWER POLE LT                         | 545   | 3647867.4070 | 4280820.4180 | 1391.2080 | 595+01.88  | -88.0327  | BM      | FOUND IDOT PLUG TOP HDWL LT                           |
| 502   | 3648755.5510 | 4242322.1660 | 1271.2150 | Off Chain | Off Chain | BM      | IDOT PLUG HDWL RT                              | 546   | 3647858.1930 | 4281262.6990 | 1389.6990 | 599+44.21  | -94.6328  | BM      | FOUND IDOT PLUG TOP HDWL LT                           |
| 501   | 3648789.1480 | 4241190.0650 | 1280.1090 | Off Chain | Off Chain | BM      | IDOT PLUG HDWL RT                              | 547   | 3647710.5670 | 4281647.2850 | 1413.5960 | 603+33.82  | 39.1528   | BM      | FOUND X TOP HDWL RT                                   |
| 503   | 3648914.8360 | 4243634.3370 | 1332.8520 | 223+00.13 | -59.9577  | BM      | ROW RAIL LT                                    | 548   | 3647861.9560 | 4282319.3190 | 1443.0250 | 610+00.02  | -136.1597 | BM      | CONC MONUMENT LT                                      |
| 504   | 3648883.2210 | 4245013.3210 | 1373.3440 | 236+79.76 | -59.7188  | BM      | ROW RAIL LT                                    | 549   | 3647615.3070 | 4284311.1180 | 1342.6810 | 629+99.36  | 39.1399   | BM      | FOUND IDOT PLUG HDWL RT                               |
| 505   | 3648880.5430 | 4245805.0580 | 1400.2300 | 244+71.37 | -74.0490  | BM      | CONC MONUMENT LT                               | 732   | 3647489.0570 | 4285028.9320 | 1337.0885 | 637+21.23  | 139.6527  | BM      | CONC MONUMENT   |
| 506   | 3648731.2790 | 4246646.6500 | 1370.3710 | 253+15.98 | 57.1020   | BM      | FOUND X TOP RCP RT                             | 551   | 3647542.5230 | 4285710.5800 | 1305.7910 | 644+00.53  | 61.8571   | BM      | FOUND X TOP HDWL RT                                   |
| 507   | 3648733.4210 | 4247128.4400 | 1371.4610 | 257+97.61 | 44.6109   | BM      | FOUND X TOP RCP RT                             | 552   | 3647525.0920 | 4287073.4860 | 1281.8150 | 657+63.19  | 30.5633   | BM      | FOUND IDOT PLUG TOP HDWL RT                           |
| 508   | 3648663.7420 | 4247678.9030 | 1383.2880 | 263+49.44 | 102.4491  | BM      | FOUND RR SPK PP S.E.<br>QUAD US 20 & JASPER    | 553   | 3647566.3470 | 4288554.1920 | 1261.8150 | 672+41.47  | -63.5894  | BM      | FOUND IDOT PLUG TOP HDWL LT                           |
| 509   | 3648820.6030 | 4248737.9440 | 1415.3650 | 274+04.79 | -77.2590  | BM      | BM RR SPK IN TREE LT.                          | 733   | 3647509.6640 | 4289486.4470 | 1294.9273 | 681+75.16  | -40.2638  | BM      | CUT X TOP INLET 36" RCP                               |
| 510   | 3648638.2260 | 4250255.7190 | 1373.3170 | 289+26.39 | 68.8551   | BM      | CONC MONUMENT RT                               | 555   | 3647342.2790 | 4290406.0520 | 1328.0260 | 690+98.32  | 98.2926   | BM      | CONC MONUMENT RT                                      |
| 511   | 3648654.6470 | 4250929.7690 | 1336.7590 | 295+99.85 | 36.2427   | BM      | FOUND X TOP RCP RT                             | 734   | 3647465.5870 | 4290866.7390 | 1304.5864 | 695+57.32  | -28.4452  | BM      | CUT X NORTH BOLT STEEL CABLE<br>GUARDRAIL BRACE PLATE |
| 512   | 3648737.1910 | 4251745.6830 | 1292.4380 | 304+13.55 | -65.8824  | BM      | IDOT PLUG TOP HDWL LT                          | 556   | 3647539.1710 | 4291406.1710 | 1260.9950 | 700+96.60  | -103.1093 | BM      | FOUND IDOT PLUG TOP HDWL LT                           |
| 513   | 3648689.7330 | 4252730.7820 | 1286.9890 | 313+99.50 | -42.1082  | BM      | FOUND X TOP HDWL LT STATION                    | 557   | 3647378.7120 | 4292288.3230 | 1302.8390 | 709+79.07  | 55.5827   | BM      | FOUND RR SPK TREE RT                                  |
| 724   | 3648605.0630 | 4253886.1280 | 1291.8446 | 325+56.55 | 14.7765   | BM      | FD IDOT BM EAST END OF<br>S. HANDRAIL BRIDGE   | 558   | 3647393.0030 | 4293236.2150 | 1313.2060 | 719+26.93  | 39.3935   | BM      | FOUND X OUTLET HDWL RCP                               |
| 515   | 3648524.2280 | 4255037.0420 | 1304.4070 | 337+09.08 | 67.9338   | BM      | R/R SPK GATE POST RT STATIO                    | 559   | 3647511.4430 | 4294219.8770 | 1310.0700 | 729+10.36  | -81.0162  | BM      | FOUND IDOT PLUG HDWL LT                               |
| 516   | 3648662.5780 | 4255837.2690 | 1337.4250 | 345+05.75 | -89.6043  | BM      | ROW RAIL LT STATION 345+00                     | 560   | 3647358.9930 | 4295638.5790 | 1348.2130 | 743+30.21  | 66.2174   | BM      | FOUND RR SPK PP RT                                    |
| 725   | 3648521.3700 | 4256358.8970 | 1328.4313 | 350+30.62 | 39.0292   | BM      | CUT X TOP INLET 36" RCP                        | 561   | 3647316.2860 | 4296329.4540 | 1308.8560 | 750+22.38  | 94.3288   | BM      | FOUND X TOP HDWL RT                                   |
| 518   | 3648513.2100 | 4257279.5820 | 1328.6880 | 359+51.23 | 25.0644   | BM      | IDOT PLUG TOP HDWL RT                          | 562   | 3647342.4540 | 4297247.8480 | 1316.6020 | 759+39.96  | 47.6365   | BM      | FOUND IDOT PLUG HDWL RT                               |
| 519   | 3648553.4570 | 4257730.4600 | 1334.3510 | 364+01.01 | -26.0047  | BM      | IDOT PLUG TOP HDWL RT                          | 563   | 3647317.5760 | 4297651.5360 | 1306.3980 | 763+44.10  | 63.4838   | BM      | FOUND IDOT PLUG HDWL RT                               |
| 726   | 3648577.1540 | 4258616.6980 | 1358.6557 | 372+86.43 | -70.9895  | BM      | SET RAILROAD SPIKE SOUTH<br>SIDE OF POWER POLE | 735   | 3647327.7700 | 4298256.7310 | 1310.9900 | 769+48.92  | 39.7632   | BM      | IHC BUTTON ON UMBRELLA INTA<br>RR SPK TREE RT         |
| 727   | 3648507.2140 | 4259890.8270 | 1393.6735 | 385+61.87 | -31.6847  | BM      | CUT X TOP INLET 24" RCP                        | 564   | 3647294.2400 | 4298892.3400 | 1309.6960 | 775+85.46  | 58.4800   | BM      | CUT X TOP INLET 30" RCP                               |
| 523   | 3648370.6890 | 4260321.6200 | 1411.5790 | 389+97.13 | 92.1795   | BM      | CONC MONUMENT RT                               | 565   | 3647387.9310 | 4300305.1910 | 1238.0450 | 789+94.07  | -89.9636  | BM      | FOUND RR SPK TREE LT                                  |
| 524   | 3648367.5480 | 4261120.4000 | 1393.2090 | 397+96.41 | 54.9383   | BM      | FOUND RR SPK PP RT                             | 737   | 3647247.8740 | 4300912.2140 | 1186.8380 | 796+06.29  | 25.2762   | BM      | CUT X ON STEEL CABLE GUARDR                           |
| 525   | 3648431.4120 | 4261561.5830 | 1386.8150 | 402+33.47 | -32.7952  | BM      | FOUND X TOP RCP                                | 567   | 3647224.5660 | 4302472.8730 | 1133.4820 | 811+66.60  | -14.9419  | BM      | FOUND IDOT PLUG TOP N.W. RAIL LT                      |
| 526   | 3648291.4180 | 4262723.9550 | 1359.6720 | 414+01.73 | 43.8557   | BM      | FOUND X TOP HDWL RT                            | 739   | 3647254.3480 | 4303398.6770 | 1119.6170 | 820+90.43  | -82.3723  | BM      | 739 SET RR SPK S P.POLE                               |
| 728   | 3648163.5100 | 4263631.2360 | 1400.7000 | 423+12.77 | 125.5175  | BM      | CONC MONUMENT                                  | 742   | 3644474.0620 | 4303373.8510 | 1117.0750 | 821+78.76  | 2696.6211 | BM      | 742 RR SPK W P.POLE                                   |
| 527   | 3648487.3060 | 4263740.5120 | 1383.5180 | 424+09.87 | -202.1719 | BM      | RR SPK PP LT                                   | 741   | 3645829.8300 | 4303432.4730 | 1117.5370 | 821+82.16  | 1339.5906 | BM      | 741 RR SPIKE W SIDE PP STA                            |
| 528   | 3648211.7220 | 4264854.4270 | 1358.8100 | 435+32.77 | 39.5503   | BM      | FOUND IDOT PLUG HDWL RT                        | 569   | 3647021.6670 | 4304734.0980 | 1127.6590 | 834+34.21  | 95.7747   | BM      | NOT FOUND RR SPK PP SW QUAD                           |
| 529   | 3648248.7770 | 4266324.6580 | 1369.4260 | 450+01.25 | -41.2764  | BM      | FOUND X TOP RCP LT                             | 570   | 3646995.8970 | 4306062.6190 | 1138.1930 | 847+62.68  | 67.4628   | BM      | FOUND RR SPK PP S.W. QUAD U                           |
| 530   | 3648237.0710 | 4266883.7500 | 1372.9240 | 455+60.44 | -46.2272  | BM      | IDOT PLUG TOP HDWL LT                          | 998   | 3643801.6430 | 4307026.8850 | 1143.2560 | 858+56.13  | 3219.8329 | CP      | GPS CONTROL PT  |
| 531   | 3648073.7670 | 4267862.8910 | 1418.1730 | 465+44.01 | 87.8425   | BM      | G017 FOUND CONC MONUMENT RT                    | 571   | 3646947.8780 | 4307437.8450 | 1131.1560 | 861+38.72  | 59.4809   | BM      | 571 RR SPK N P.POLE                                   |
| 31849 | 3648061.2420 | 4269221.1900 | 1426.7945 | 479+02.08 | 59.9074   | BM      | RIGHT OF WAY RAIL RT                           | 573   | 3646949.8700 | 4309451.7170 | 1199.7020 | 881+50.85  | -24.4585  | BM      | 573 IDOT DISC RCB LT.                                 |
| 533   | 3648061.2630 | 4269221.2070 | 1426.7920 | 479+02.10 | 59.8859   | BM      | RIGHT OF WAY RAIL RT                           | 576   | 3645500.1330 | 4312041.7170 | 1243.6950 | 912+14.91  | -25.9809  | BM      | 576 IDOT DISC RCB LT                                  |
| 534   | 3648007.8620 | 4270392.1980 | 1452.0670 | 490+73.86 | 78.7428   | BM      | FOUND RR SPK TREE STUMP RT                     | 577   | 3644694.6490 | 4312744.1960 | 1225.1030 | 922+78.34  | 46.7089   | BM      | 577 FD D.O.T BUTTON OUTLET                            |
| 535   | 3648143.4060 | 4271456.8250 | 1434.5310 | 501+35.29 | -77.1074  | BM      | CONC MONUMENT LT                               | 740   | 3644231.1450 | 4312846.7550 | 1227.4960 | 925+94.78  | 378.7473  | BM      | 740 SET R.R. SPIKE IN NORTH                           |
| 536   | 3647976.8420 | 4272328.3530 | 1389.6660 | 510+09.59 | 74.2412   | BM      | FOUND RR SPK TREE STUMP                        | 578   | 3644315.7590 | 4313851.9420 | 1240.3160 | 934+56.82  | -72.5628  | BM      | 578 RR SPIKE S P.POLE                                 |
| 537   | 3647959.2670 | 4273008.0800 | 1359.2720 | 516+89.52 | 79.9664   | BM      | FOUND RIGHT OF WAY RAIL RT                     | 579   | 3644237.0810 | 4315038.0730 | 1242.7730 | 946+62.41  | -80.2605  | BM      | 579 RR SPK S P.POLE                                   |
| 538   | 3648073.5050 | 4273952.2250 | 1334.2850 | 526+31.53 | -50.7100  | BM      | FOUND IDOT PLUG HDWL LT                        | 580   | 3644182.4990 | 4316036.8730 | 1200.6440 | 956+62.34  | -53.3316  | BM      | 580 CUT X ON RCB LT                                   |
| 729   | 3647921.0320 | 4274303.8370 | 1345.7290 | 529+85.75 | 95.6115   | BM      | SET RR SPK NE SIDE FENCE POST                  | 581   | 3644201.4600 | 4317270.4840 | 1248.6520 | 968+95.56  | -104.7032 | BM      | 581 RR SPIKE PP LT                                    |
| 540   | 3648044.8550 | 4275253.4990 | 1332.9800 | 539+32.04 | -57.5810  | BM      | FOUND IDOT PLUG HDWL LT                        | 582   | 3644151.9410 | 4318545.1390 | 1218.3470 | 981+70.99  | -83.1254  | BM      | 582 RR SPIKE PP LT                                    |
| 730   | 3648070.4830 | 4275952.7200 | 1351.1465 | 546+29.79 | -109.6778 | BM      | CONC MONUMENT                                  | 583   | 3644142.4450 | 4319766.8010 | 1232.7930 | 993+92.57  | -100.4004 | BM      | 583 RR SPIKE PP LT                                    |
| 541   | 3647890.7560 | 4276420.9830 | 1343.6100 | 551+04.52 | 52.1819   | BM      | FOUND IDOT PLUG LT                             | 584   | 3644073.7260 | 4321069.2390 | 1254.4960 | 1006+95.22 | -65.4316  | BM      | 584 RR SPIKE PP LT                                    |
| 731   | 3647841.2870 | 4276963.5000 | 1345.6242 | 556+48.53 | 81.0643   | BM      | CUT X BALL OF ROW RAIL                         | 598   | 3643438.8400 | 4336239.7740 | 1351.4640 | 1158+77.29 | 86.2737   | BM      | CONC MONUMENT   |
| 542   | 3647957.5900 | 4277579.0580 | 1333.8260 | 562+59.24 | -58.4731  | BM      | FOUND X TOP HDWL LT                            |       |              |              |           |            |           |         |   |
| 543   | 3647942.0310 | 4278633.9140 | 1389.3540 | 573+13.92 | -82.8843  | BM      | FOUND RR SPK TREE STUMP                        |       |              |              |           |            |           |         |   |
| 544   | 3647749.7800 | 4279936.4710 | 1404.1570 | 586+22.70 | 61.1136   | BM      | FOUND X TOP HDWL RT                            |       |              |              |           |            |           |         |   |

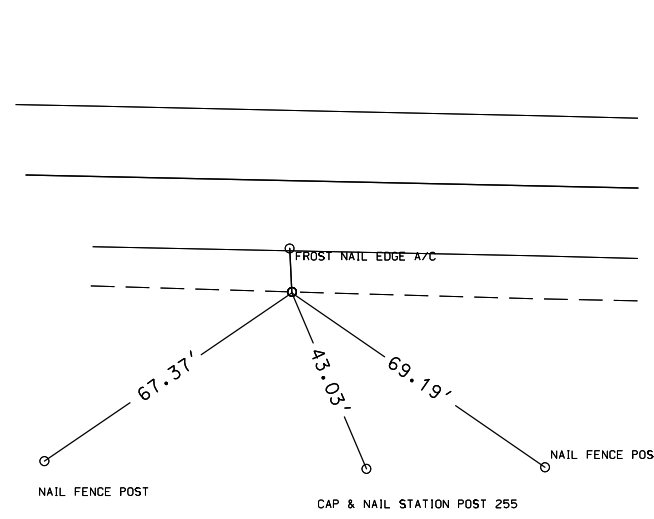
CP STA. 222+64.43, 107.80 RT.  
 CP No. 102, FOUND 5/8 REBAR  
 N=3648748.078, E=4243594.245



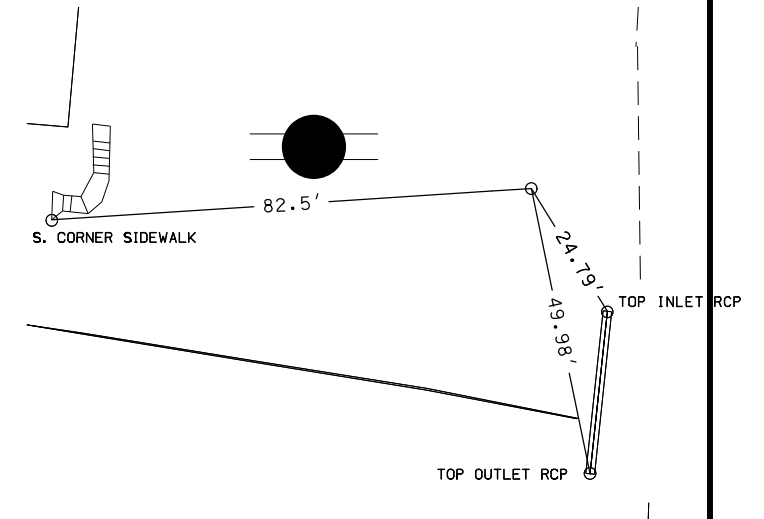
CP STA. 244+71.37, 74.05 LT.  
 CP No. 11 Conc Monument  
 N=3648880.543, E=4245805.058



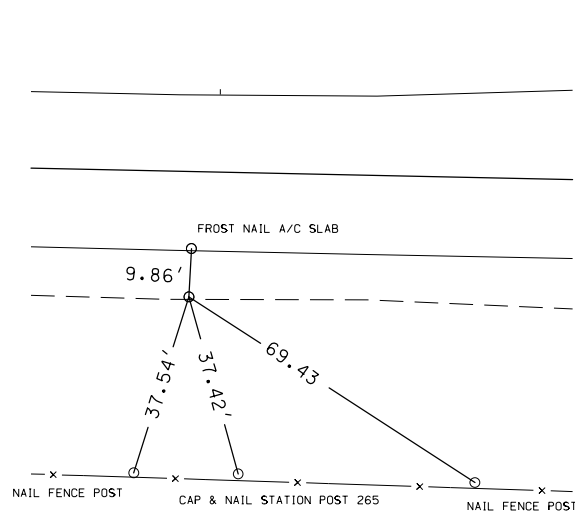
CP STA. 254+81.60, 25.04 Rt.  
 CP No. 104 Found Rebar  
 N=3648759.776, E=4246812.925



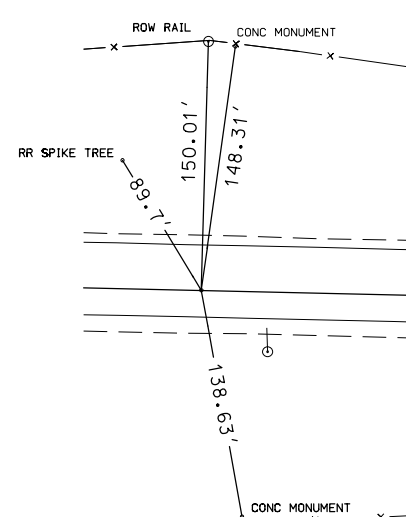
CP STA. 262+61.0, 1341.85 Rt.  
 CP No. 997 Found Disk  
 N=3647426.521, E=4247564.15



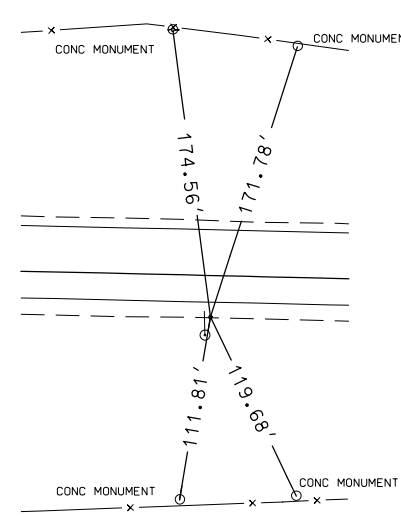
CP STA. 264+89.96, 25.53 Rt.  
 CP 105, Found 5/8 Rebar  
 N=3648737.623, E=4247821.041



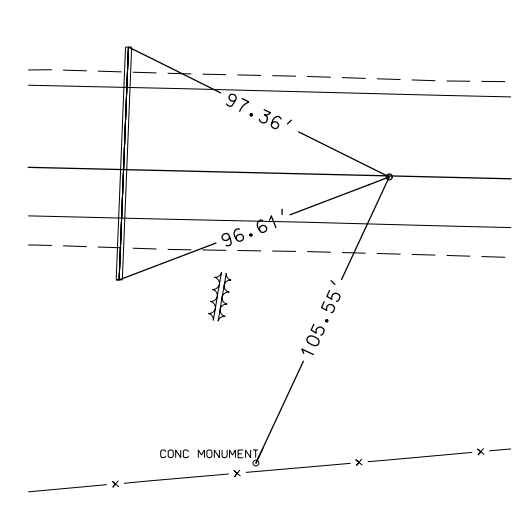
PI STA. 274+54.22  
 PI 413, Found PK Nail  
 N=3648742.4349, E=4248785.6266



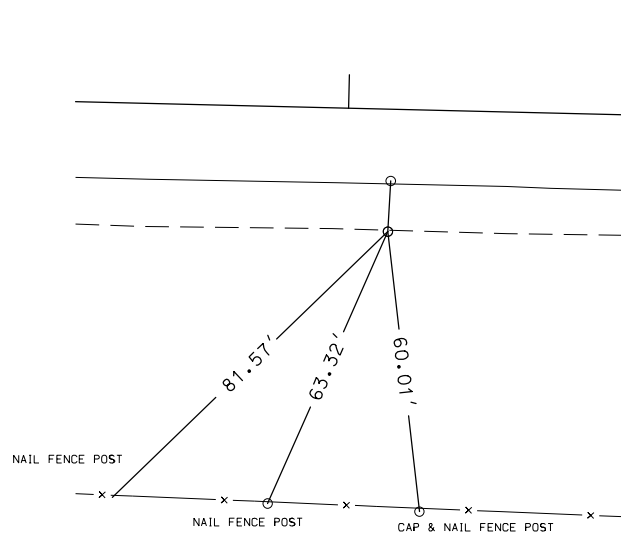
CP STA. 274+98.03, 25.01 Rt.  
 CP 12 Found 5/8 Rebar  
 N=3648716.2360, E=4248828.8450



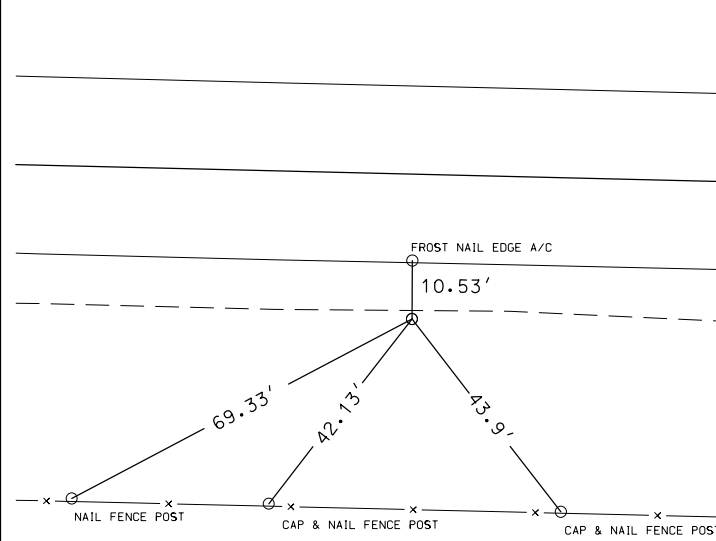
CP STA. 279+99.82, 0.35 Rt.  
 CP 403 Found Hinge Nail  
 N=3648728.9800, E= 4249331.0580



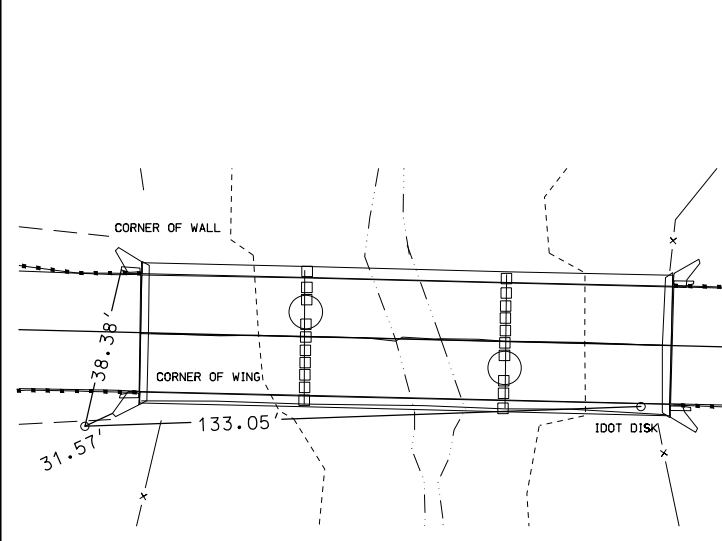
CP STA. 298+09.00, 26.06 Rt.  
 CP 107 Found 5/8 Rebar  
 N=3648659.8010, E= 4251139.0960



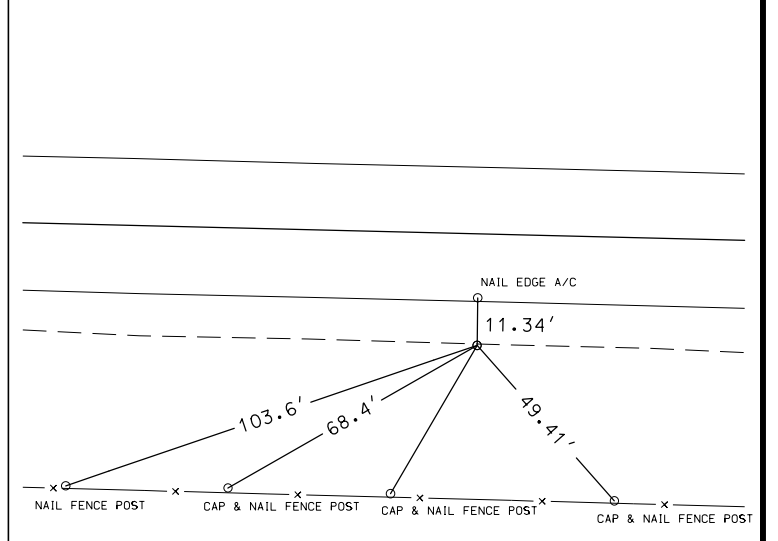
CP STA. 311+15.83, 26.09 Rt.  
 CP 108 Found 5/8 Rebar  
 N=3648628.3670, E=4252445.5520



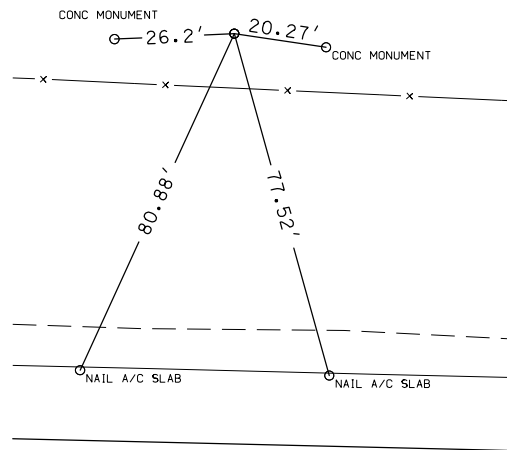
CP STA. 324+23.74, 22.70 Rt.  
 CP 13 Found 5/8 Rebar  
 N=3648600.3370, E=4253753.1660



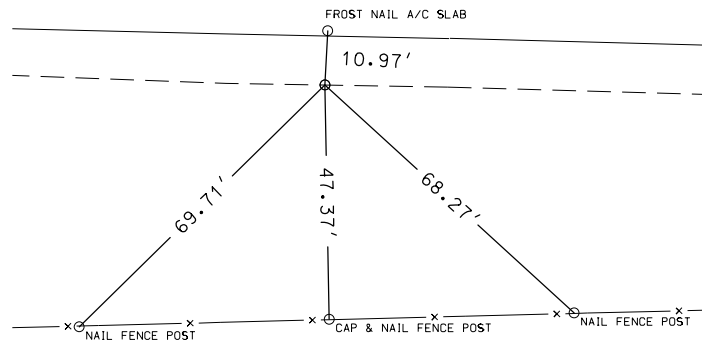
CP STA. 334+65.85, 26.59 Rt.  
 CP 109 Found 5/8 Rebar  
 N=3648571.4010, E=4254794.8840



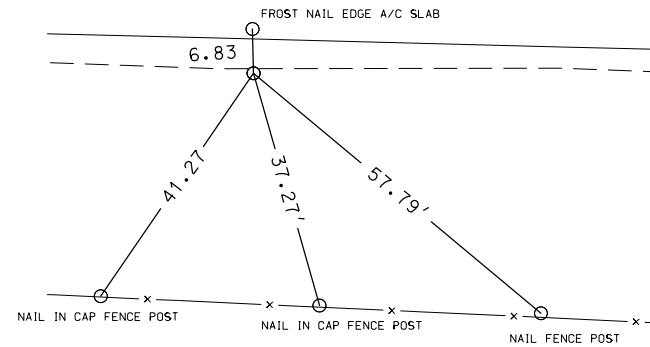
CP STA.345+05.75, 89.60 Lt.  
 CP 14 Found Right Of Way Rail  
 N=3648662.5780, E= 4255837.2690



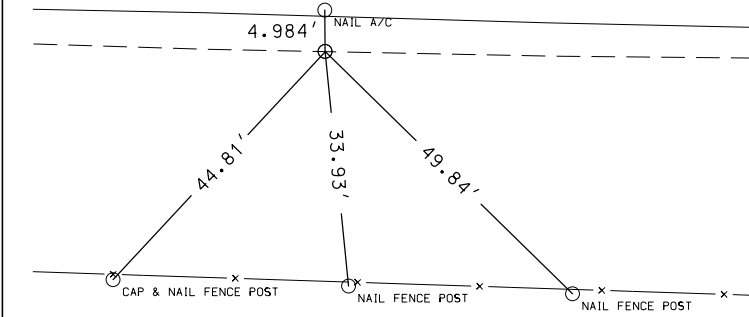
CP STA.356+33.49, 25.61 Rt.  
 CP 110 Found 5/8 Rebar  
 N=3648520.2950, E=4256961.9160



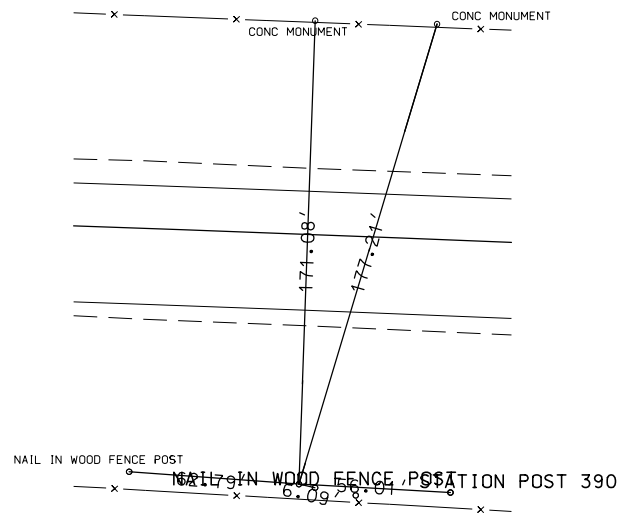
CP STA.367+56.46, 33.28 Rt.  
 CP 111 Found 5/8 Rebar  
 N=3648485.6490, E=4258084.3820



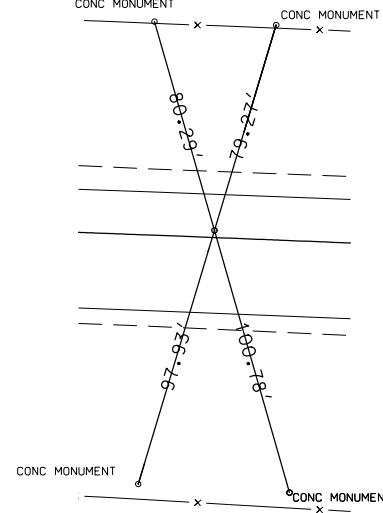
CP STA.378+79.17, 33.02 Rt.  
 CP 112 Found 5/8 Rebar  
 N=3648458.9350, E=4259206.7690



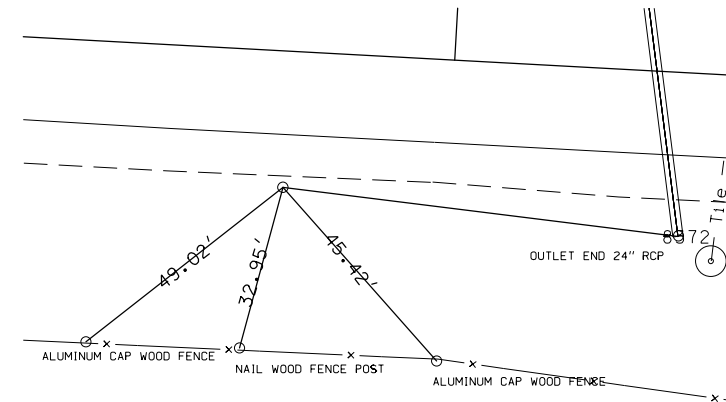
CP STA.389+97.13, 92.18 Rt.  
 CP 15 Found 5/8 Rebar  
 N=3648370.6890, E=4260321.6200



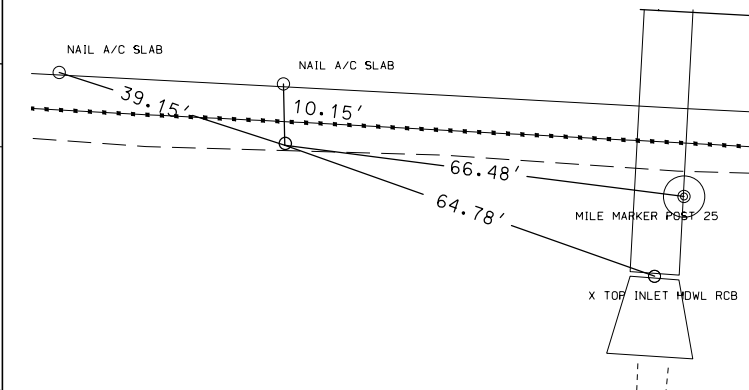
PI STA. 390+21.72  
 PI 404 Found PK Nail  
 N=3648464.4870, E=4260349.7820



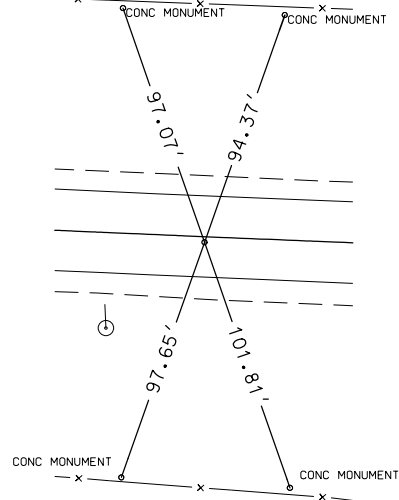
CP STA. 401+67.75 26.68 Rt.  
 CP 414 Found 5/8 Rebar  
 N=3648375.5989, E=4261492.7266



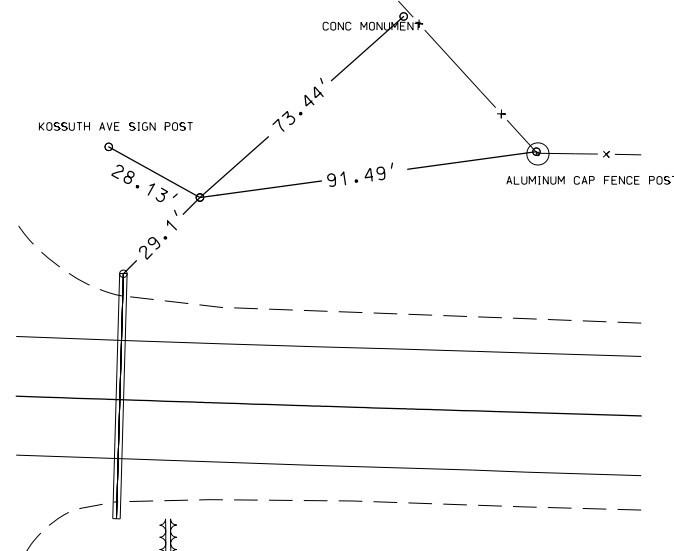
CP STA. 413+39.58, 25.58 Rt.  
 CP 415 Found 5/8 Rebar  
 N=3648313.0436, E=4262662.8897



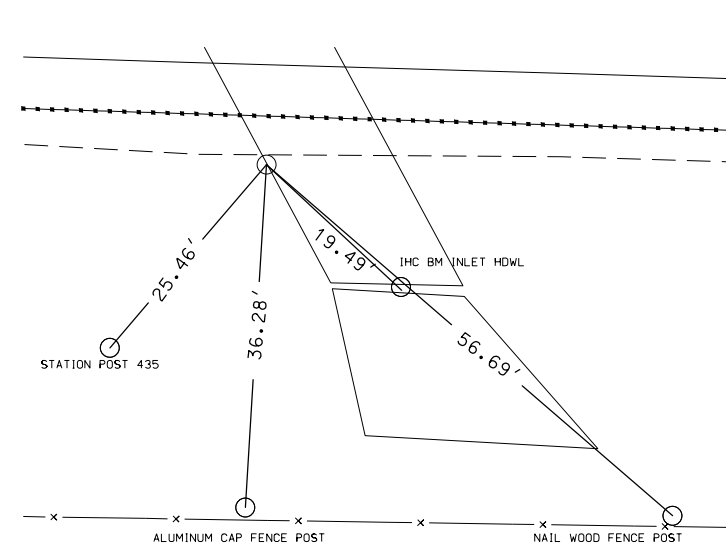
PI STA. 422+36.66  
 PI 405 Not Set  
 N=3648289.8581, E=4263560.0330



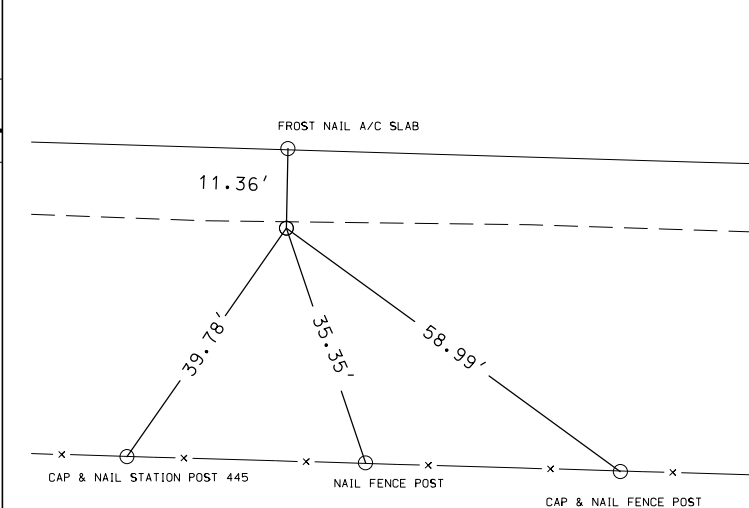
CP STA. 425+10.61, 55.15 Lt.  
 CP 16 Found 5/8 Rebar  
 N=3648336.9320, E=4263835.6950



CP STA. 435+18.11, 26.71 Rt.  
 CP 417 Found 5/8 Rebar  
 N=3648224.9930, E=4264840.1590

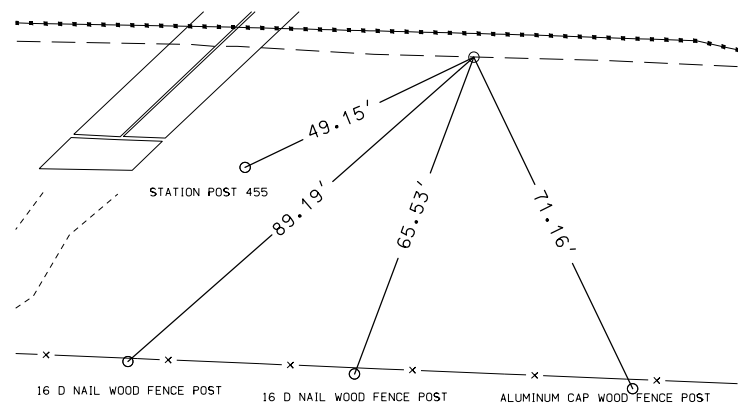


CP STA. 445+24.37, 27.28 Rt.  
 CP 418 Found 5/8 Rebar  
 N=3648194.4550, E=4265845.9500

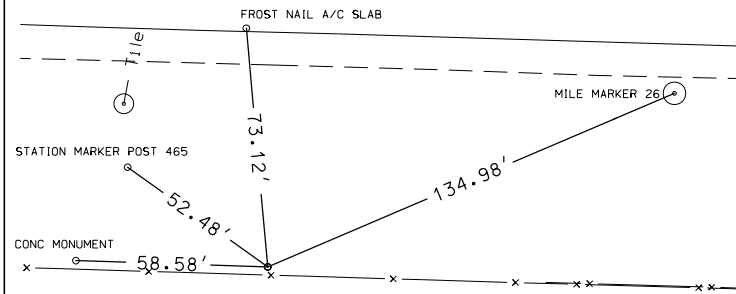




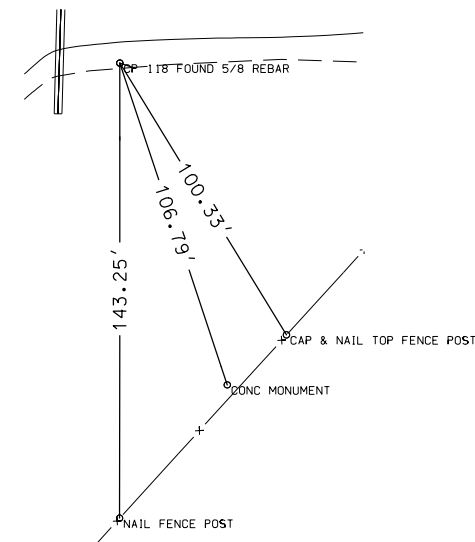
CP STA. 455+38.26, 26.61 Rt.  
 CP 419 Found 5/8 Rebar  
 N=3648164.9292, E=4266859.4135



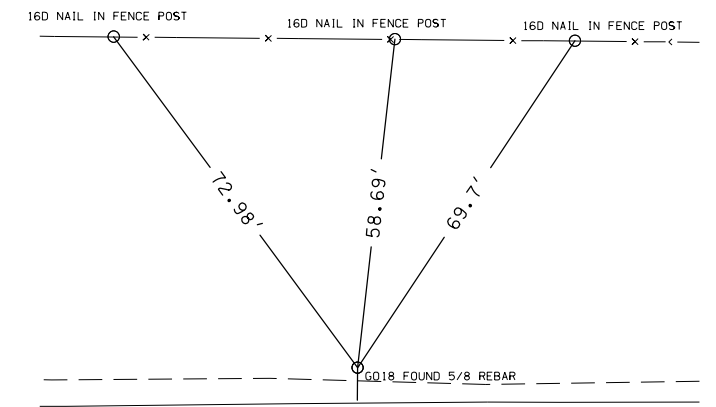
CP STA. 465+44.01, 87.84 Rt.  
 CP 17 Found Conc Monument  
 N=3648073.7670, E=4267862.8910



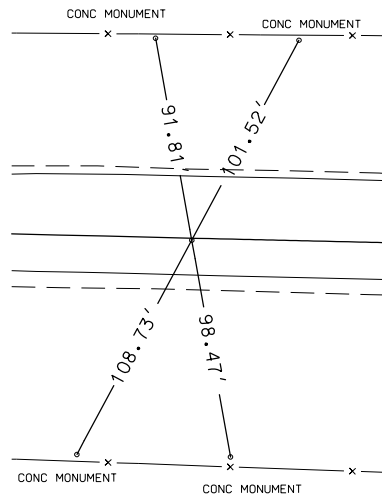
CP STA. 478+01.69, 29.65 Rt.  
 CP 118 Found 5/8 Rebar  
 N=3648094.4730, E=4269121.7500



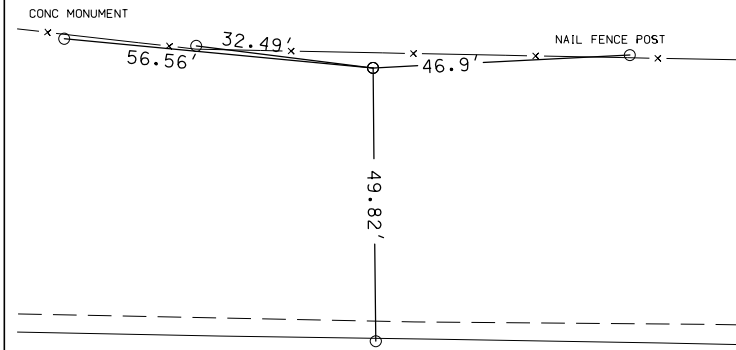
CP STA. 489+99.50, 29.50 Lt.  
 CP 18 Found 5/8 Rebar  
 N=3648118.0580, E=4270320.7210



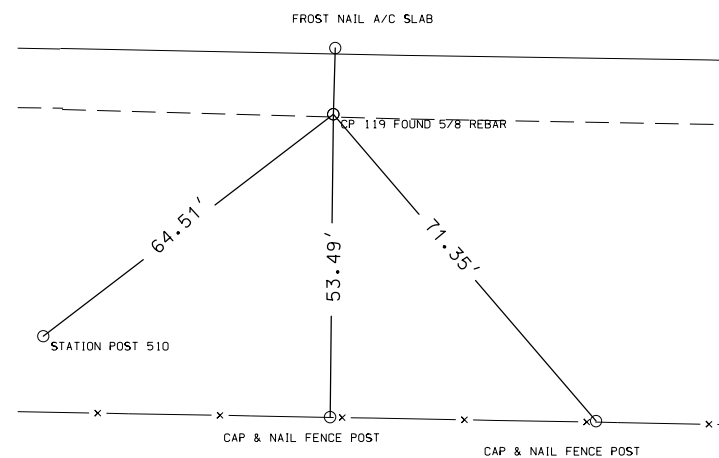
PI STA. 491+88.24  
 PI 406 Found PK Nail  
 N=3648082.8170, E=4270508.5610



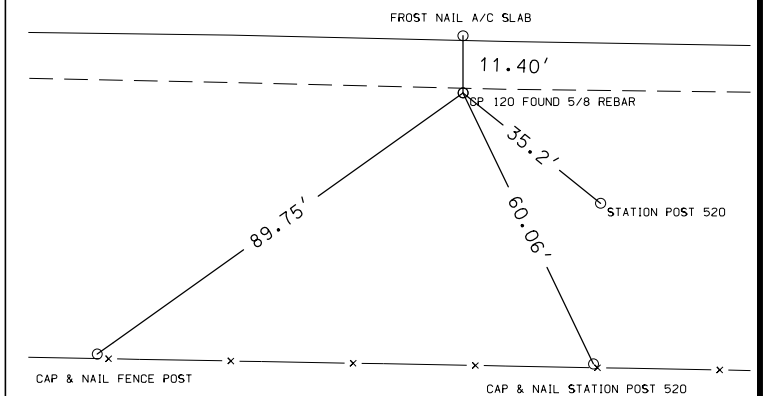
CP STA. 501+35.29, 77.107 Lt.  
 CP 19 Found Conc Monument  
 N=3648143.4060, E=4271456.8250



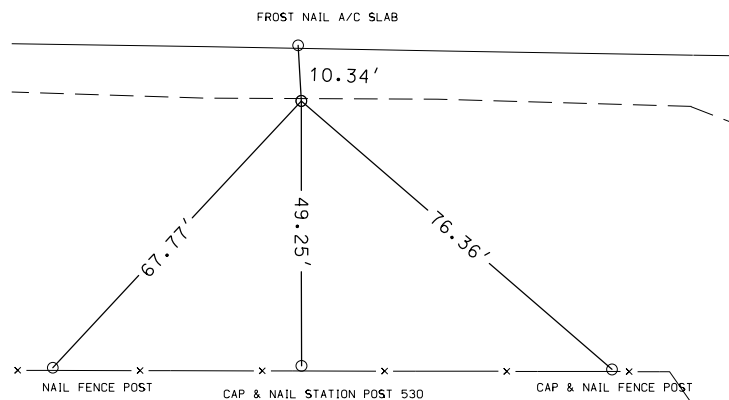
CP STA. 510+54.03, 26.39 Rt.  
 CP 119 Found 5/8 Rebar  
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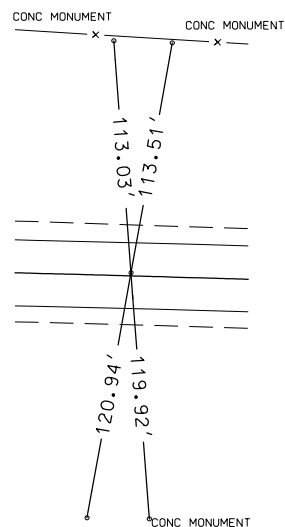
CP STA. 519+78.03, 26.20 Rt.  
 CP 120 Found 5/8 Rebar  
 N=3648007.9980, E=4273297.4830



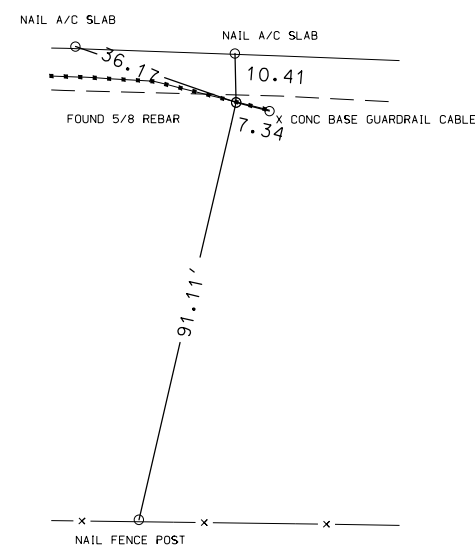
CP STA. 529+01.00, 25.70 Rt.  
 CP 20 Found 5/8 Rebar  
 N=3647992.4090, E=4274220.3200



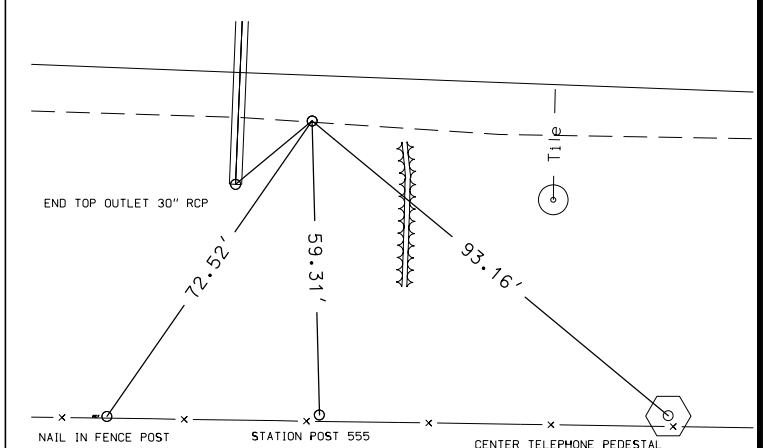
PI STA. 533+05.21  
 CP 407 Found PK Nail  
 N=3648011.0610, E=4274624.9170



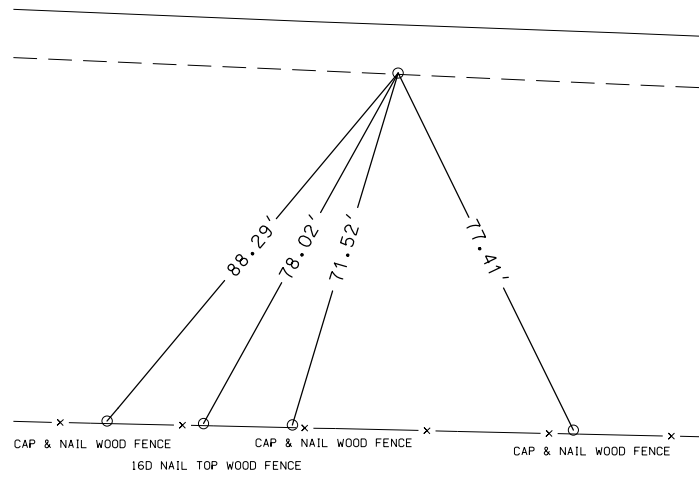
CP STA. 542+06.59, 25.95 Rt.  
 CP 121 Found 5/8 Rebar  
 N=3647950.9870, E=4275524.6850



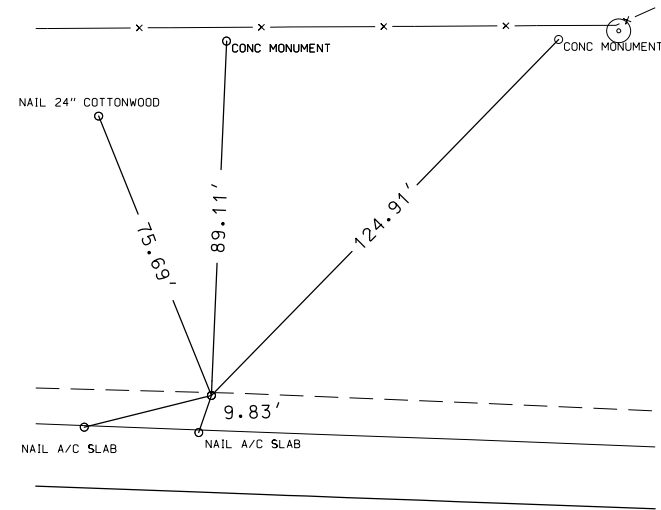
CP STA. 554+93.44, 24.93 Rt.  
 CP 21 Found 5/8 Rebar  
 N=3647903.2520, E=4276810.6490



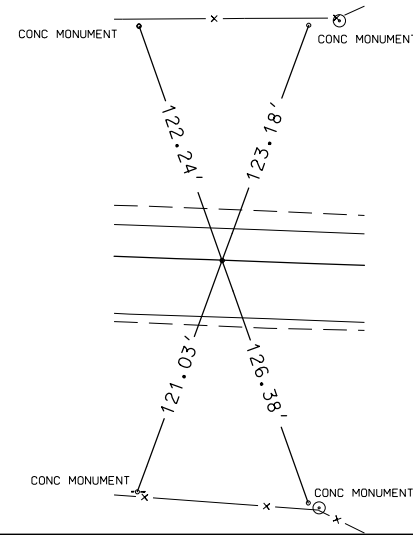
CP STA. 567+47.99, 25.35 Rt.  
 CP 122 Found 5/8 Rebar  
 N=3647855.3120, E=4278064.2880



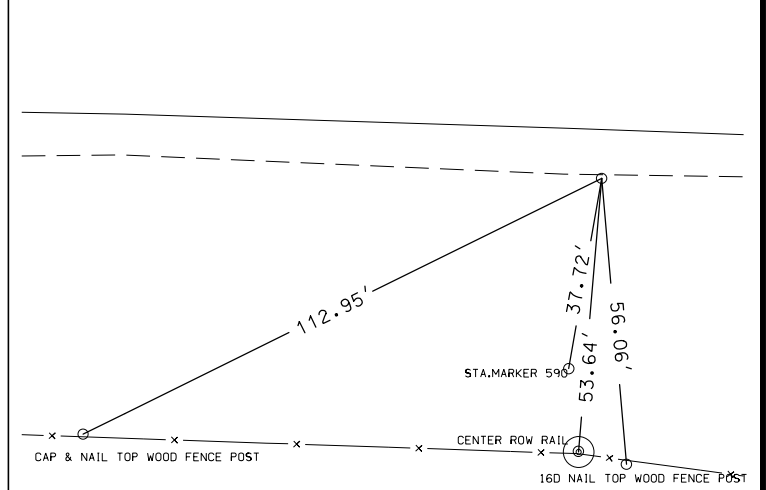
CP STA. 580+03.76, 24.36 Lt.  
 CP 22 Found 5/8 Rebar  
 N=3647857.5340, E=4279321.0210



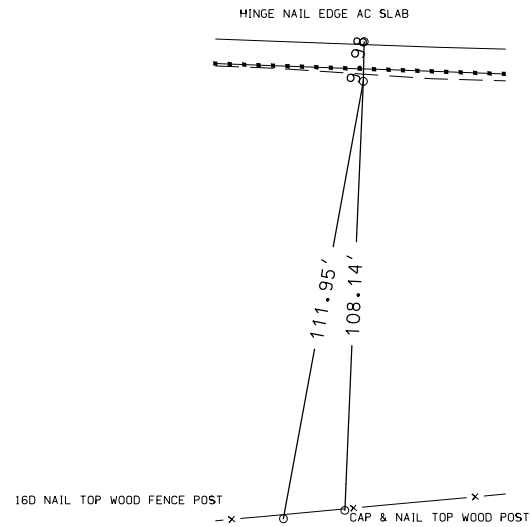
PI STA. 580+49.39.  
 CP 408 Found PK Nail  
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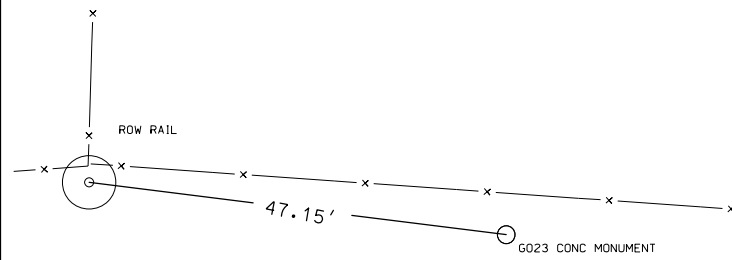
CP STA. 590+07.19, 25.75 Rt.  
 CP 123 Found Rebar  
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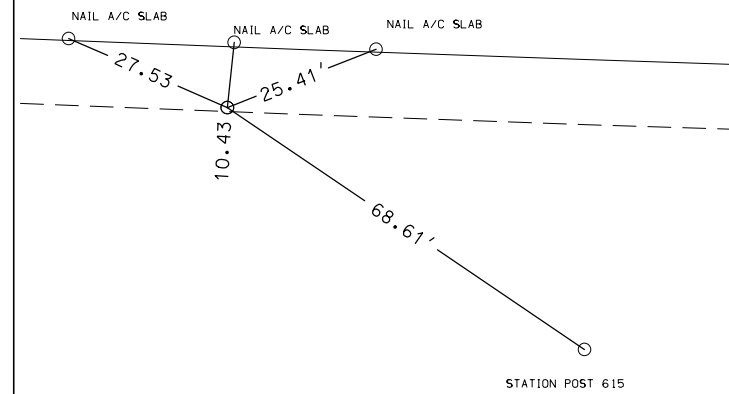
CP STA. 600+02.92, 25.49 Rt.  
 CP 124 Found Rebar  
 N=3647736.0510, E= 4281317.0850



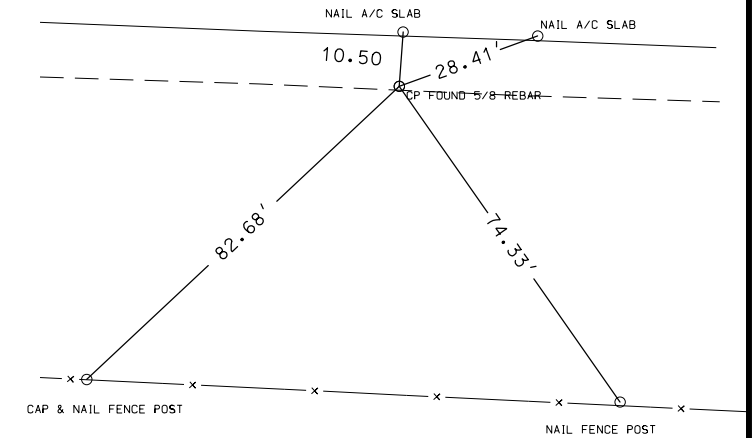
CP STA. 610+00.02, 136.159 Lt.  
 CP 23 Found Conc Monument  
 N=3647861.9560, E=4282319.3190



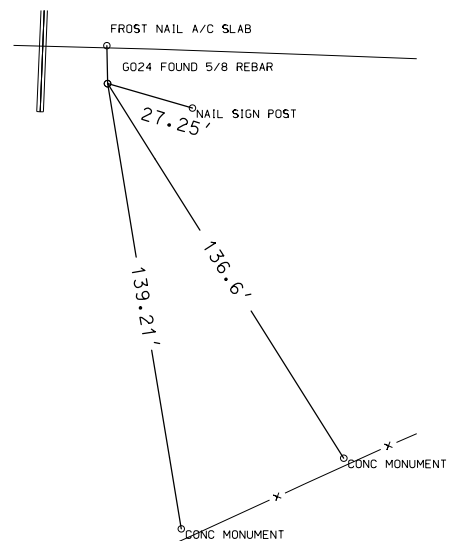
CP STA. 614+45.82, 25.15 Rt.  
 CP 125 Found Rebar  
 N=3647684.8140, E=4282759.0730



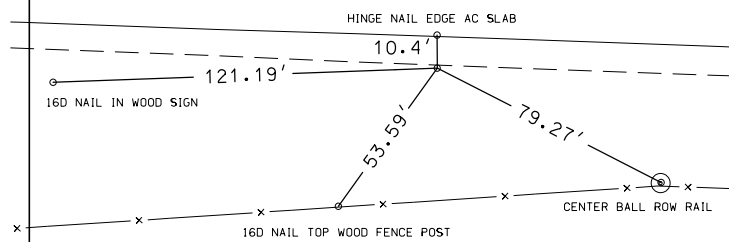
CP STA. 623+33.61, 25.22 Rt.  
 CP 126 Found Rebar  
 N=3647653.0180, E=4283646.2910



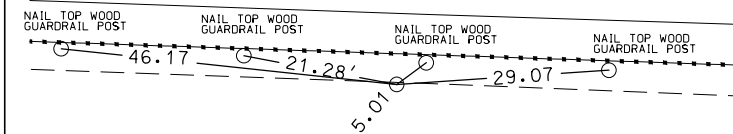
CP STA. 636+44.25, 26.84 Rt.  
 CP 24 Found Rebar  
 N=3647604.5520, E=4284956.0360



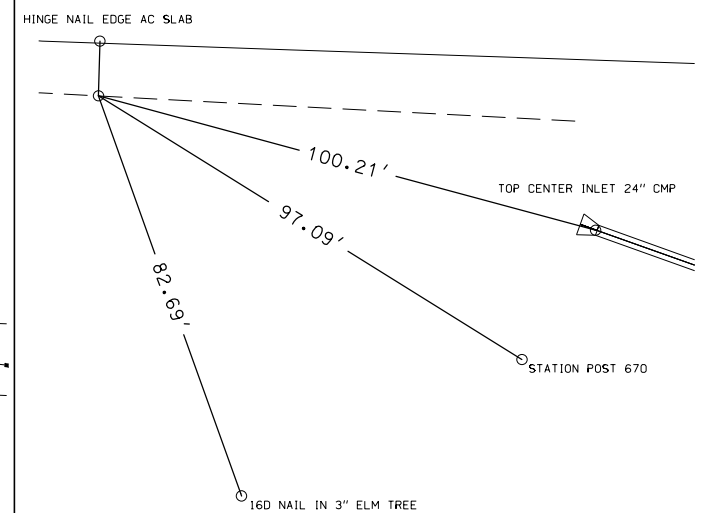
CP STA. 647+32.34, 25.50 Rt.  
 CP 127 Found Rebar  
 N=3647566.9980, E=4286043.4790

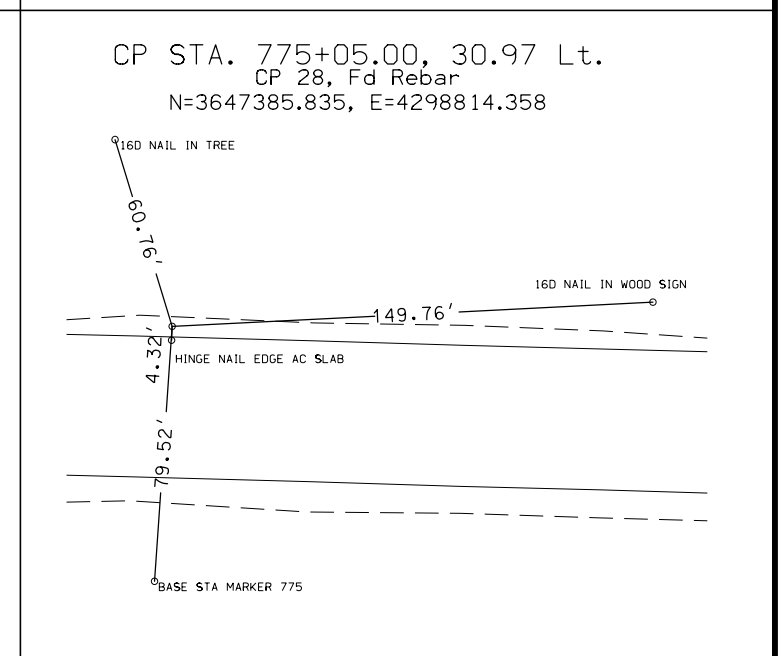
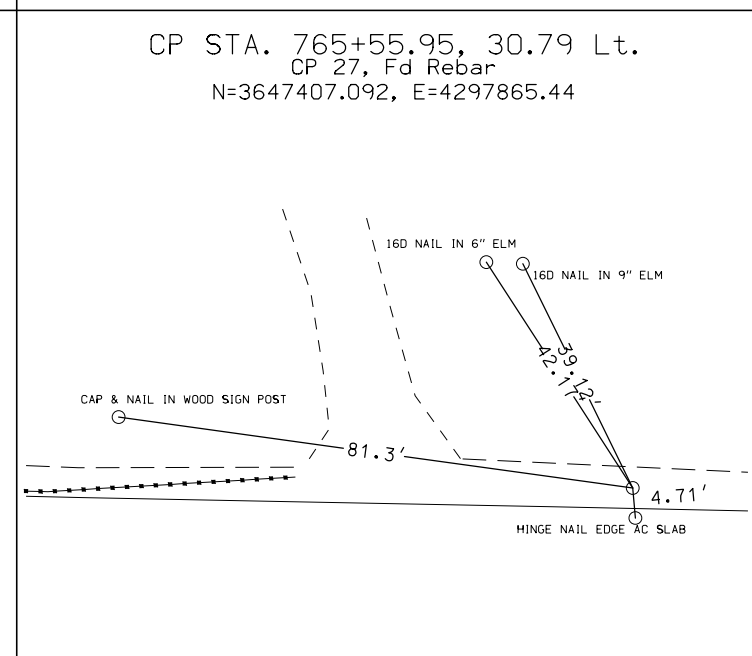
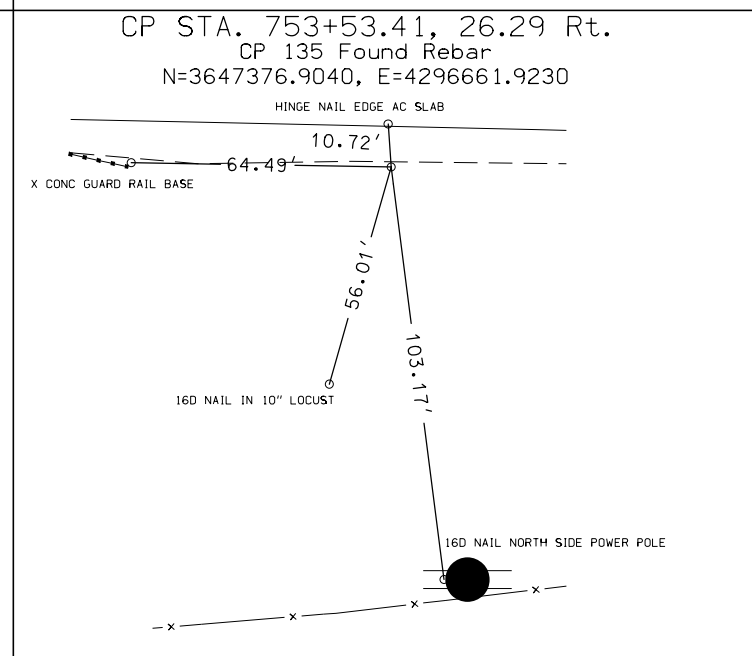
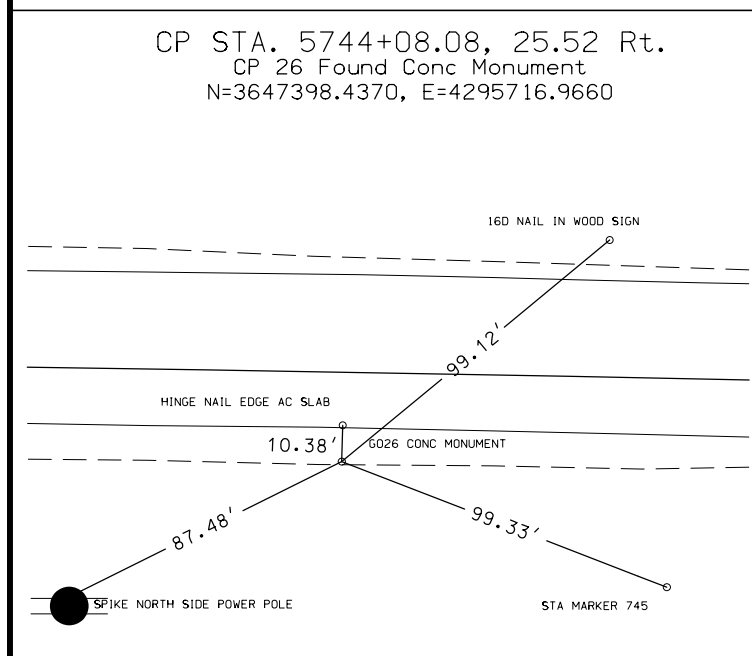
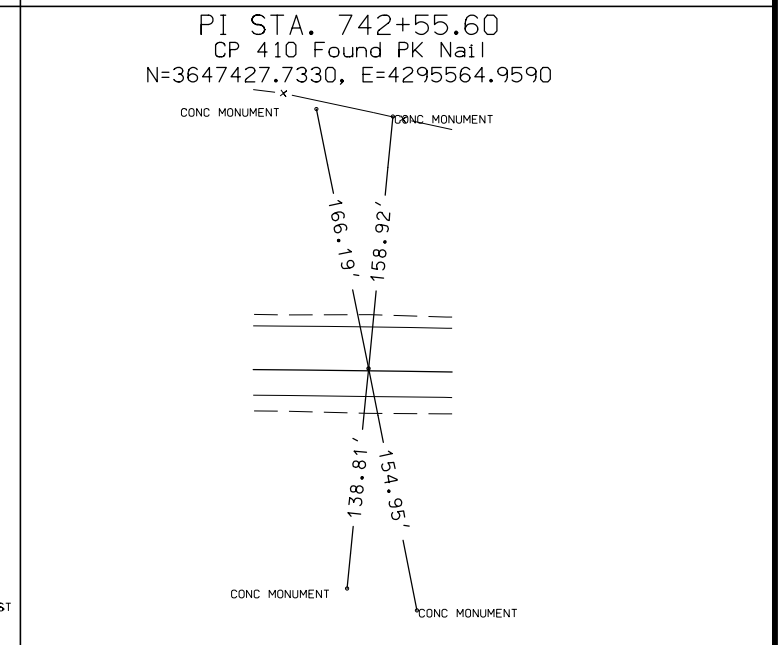
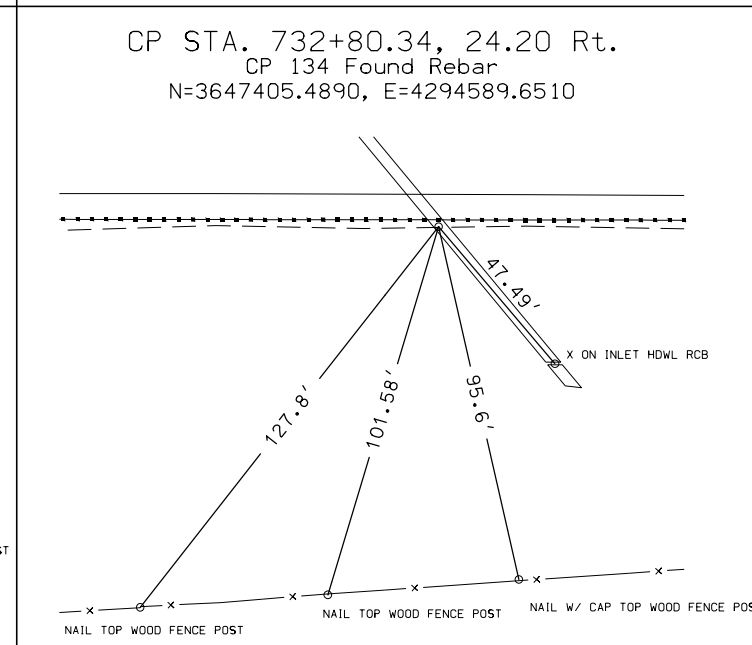
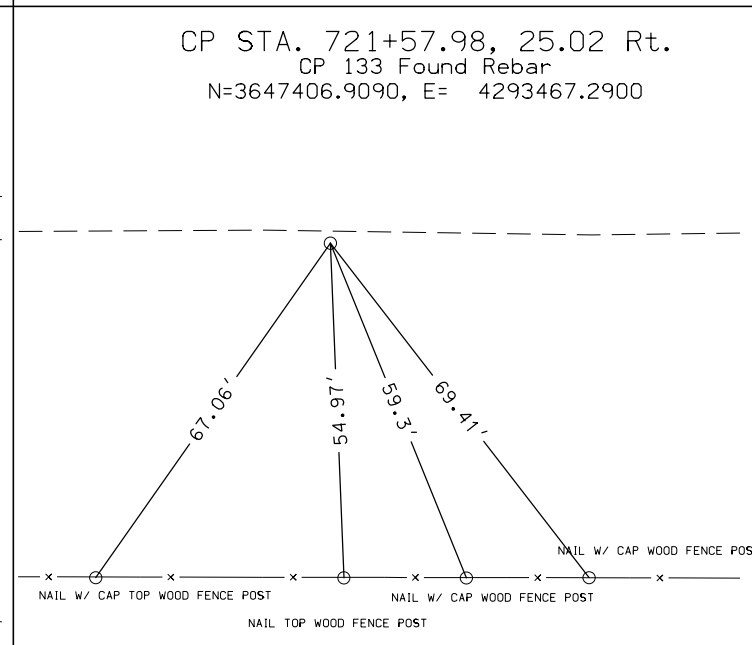
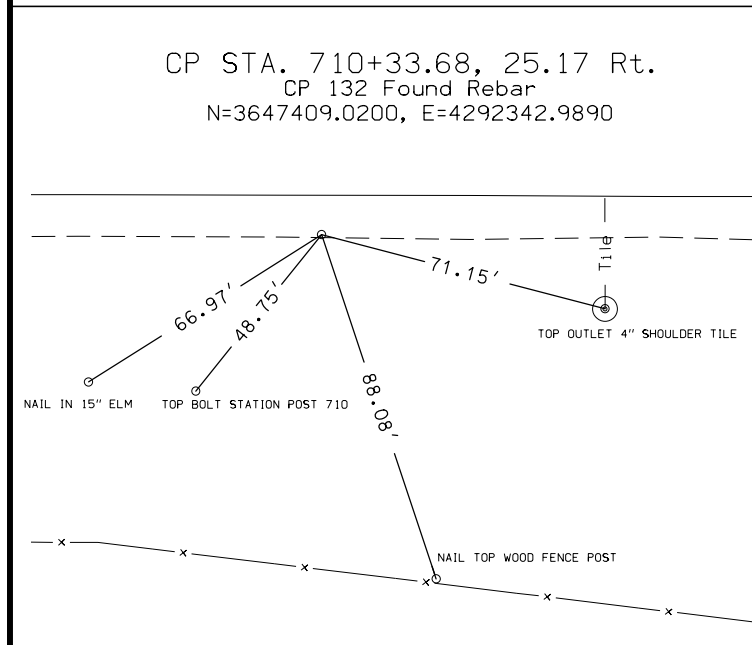
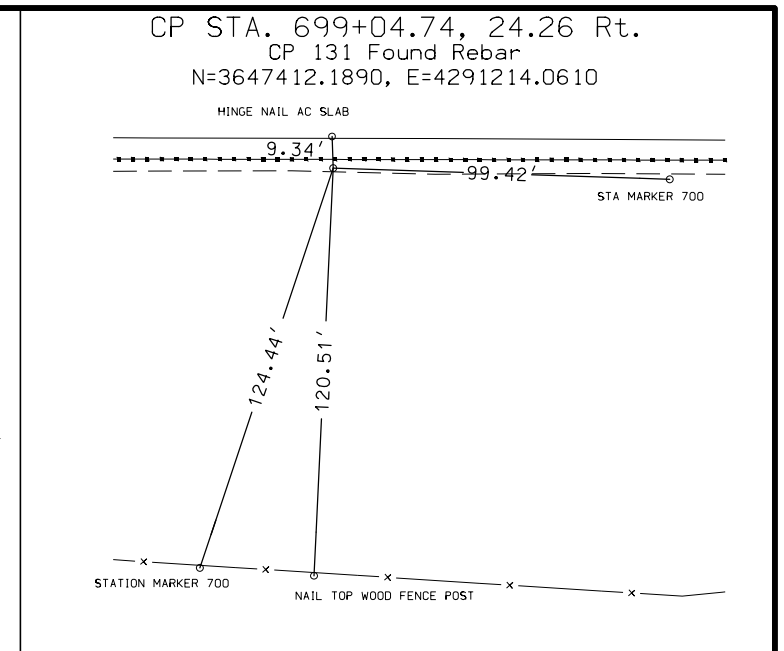
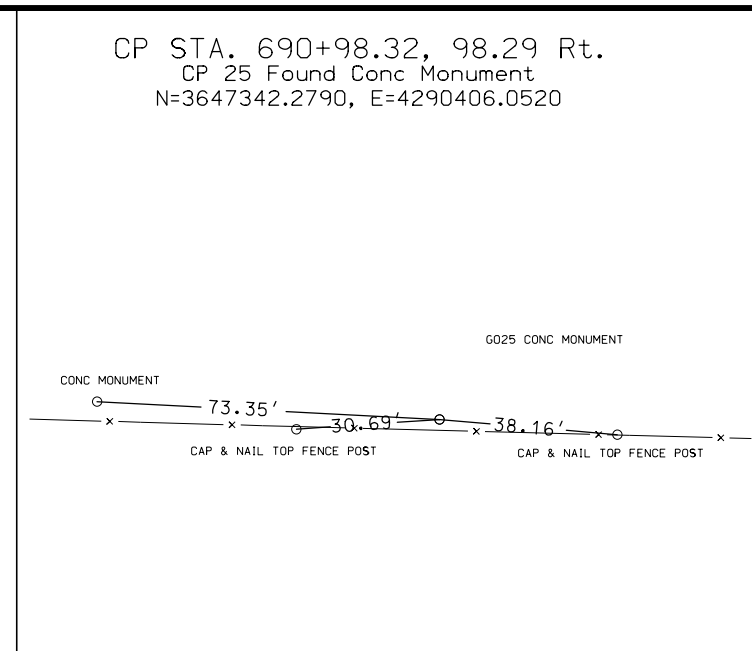
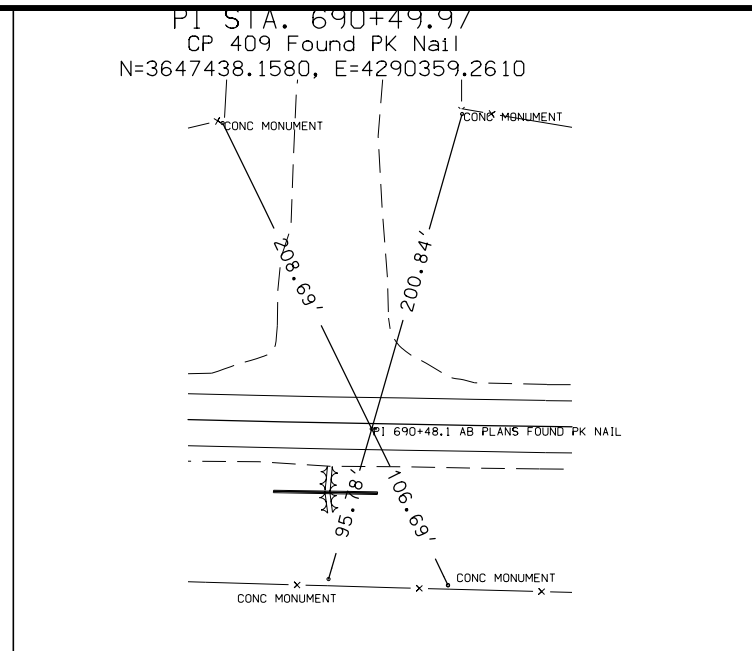
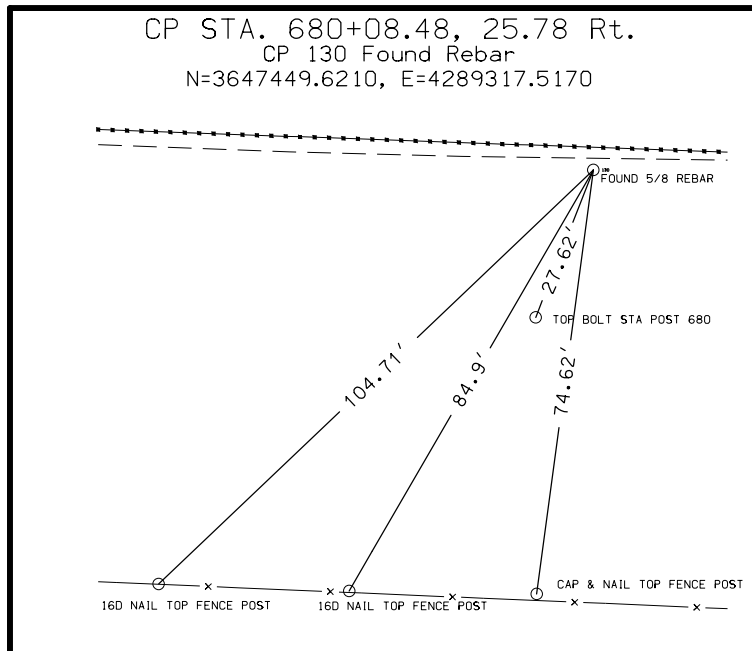


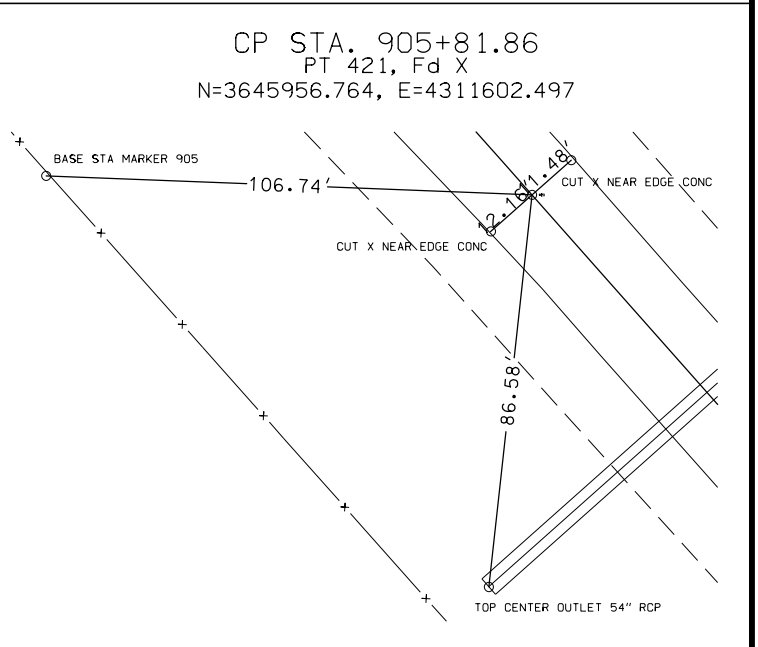
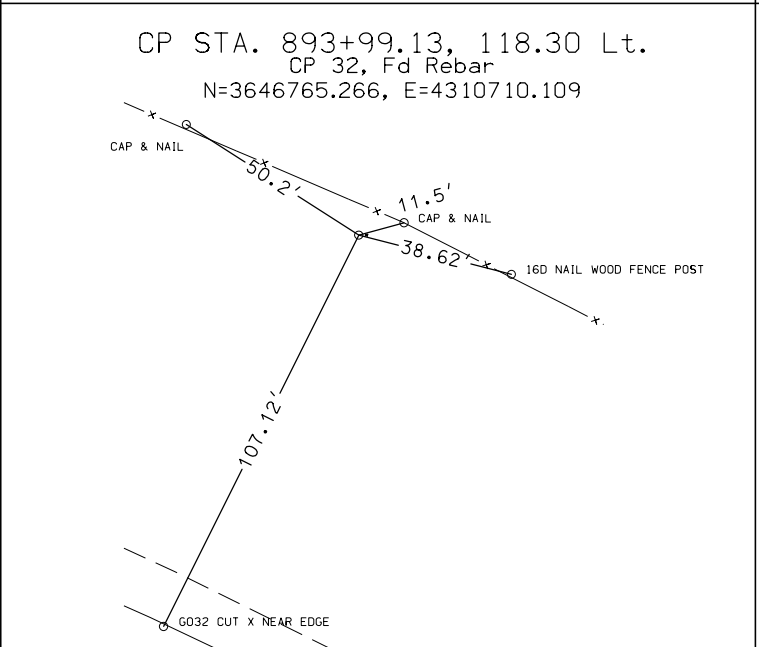
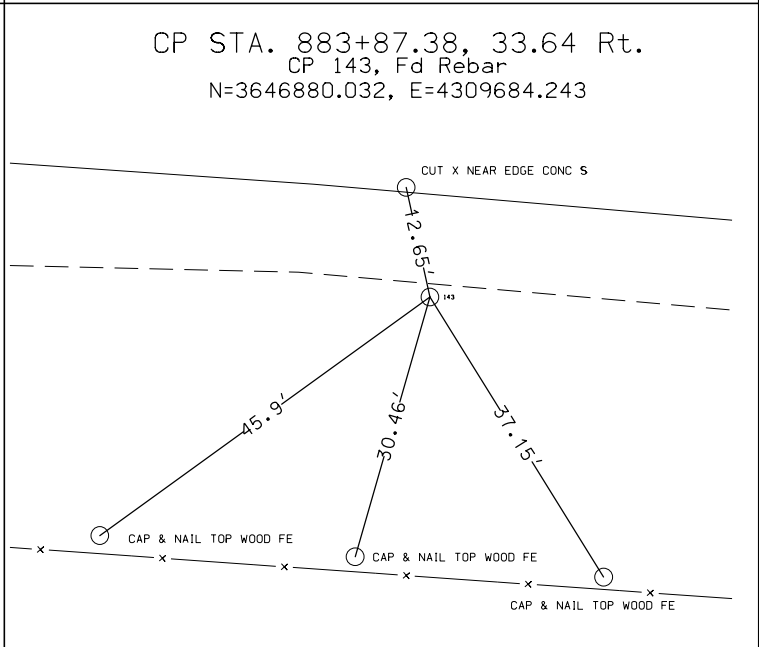
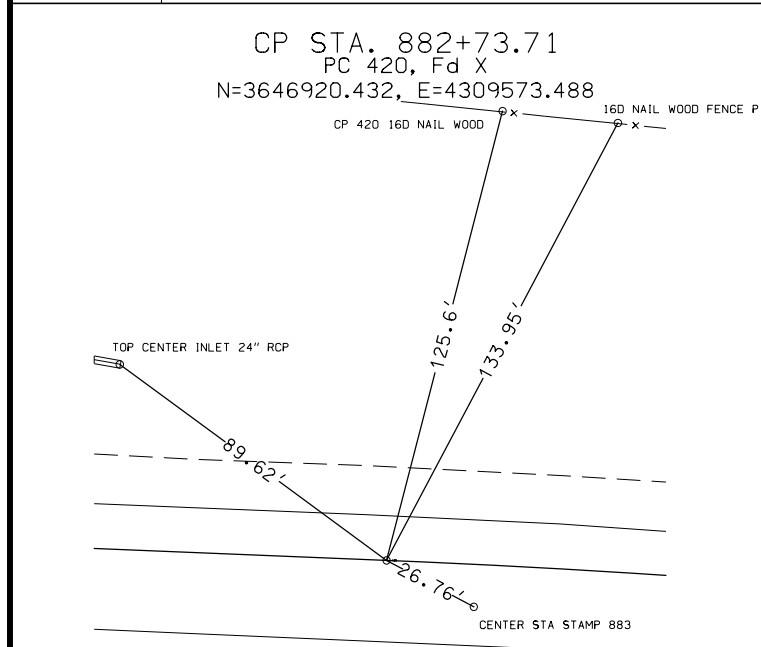
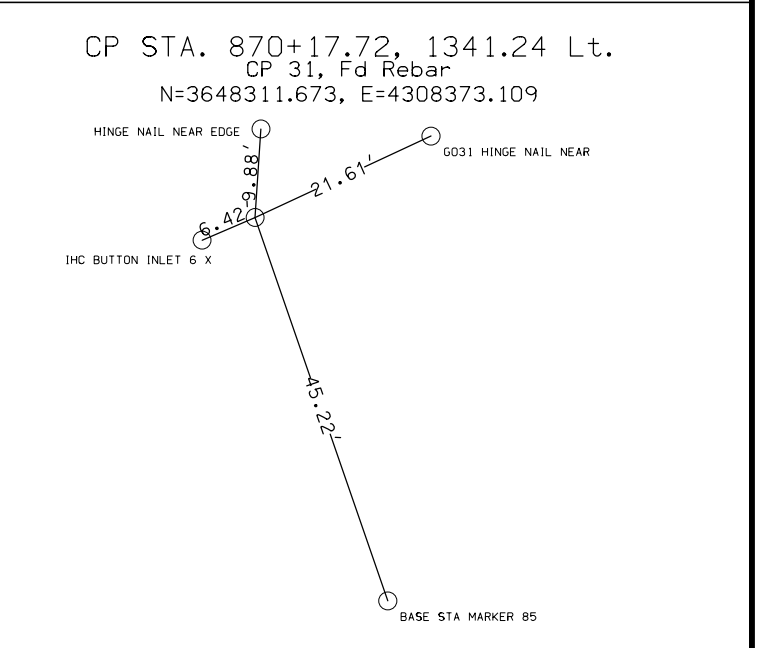
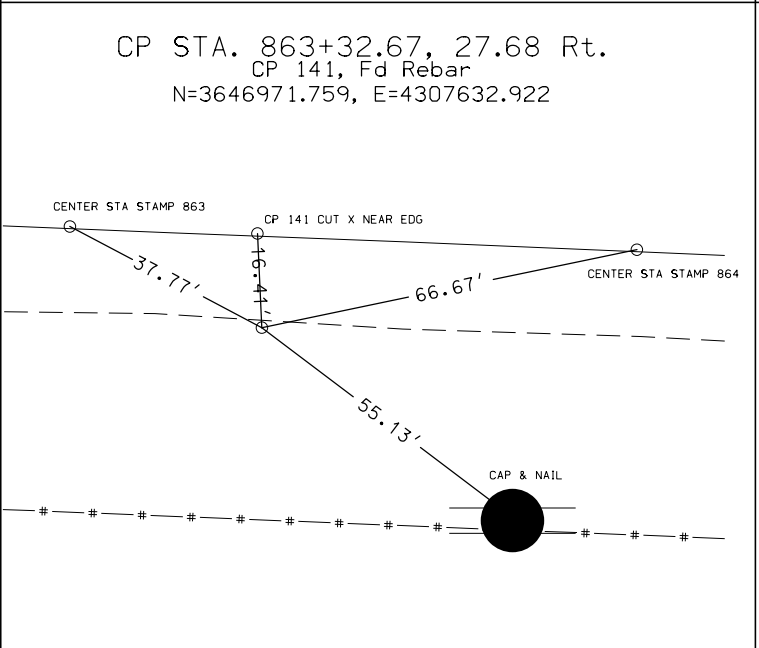
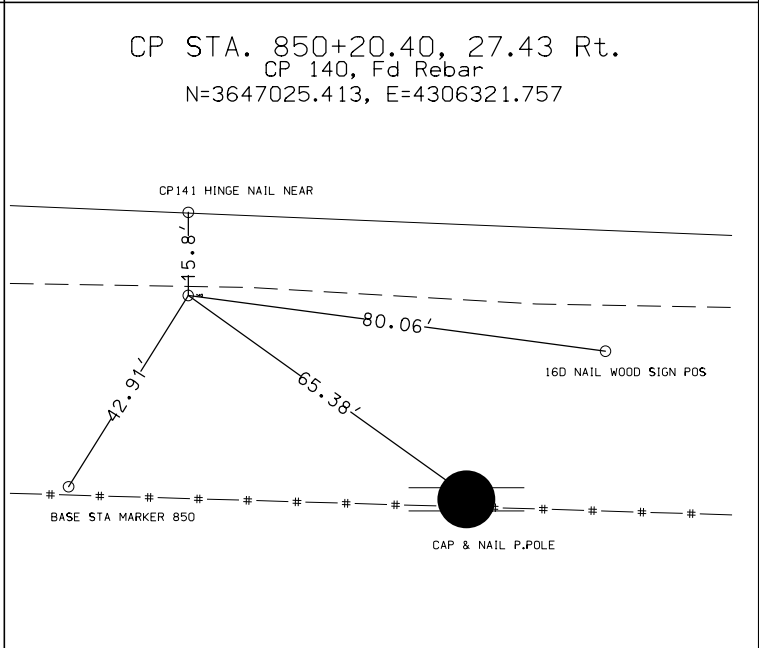
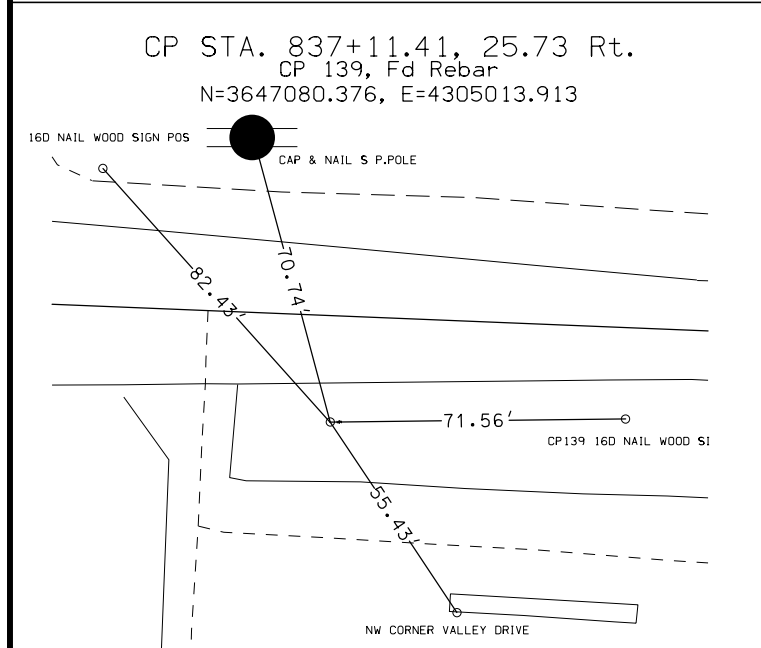
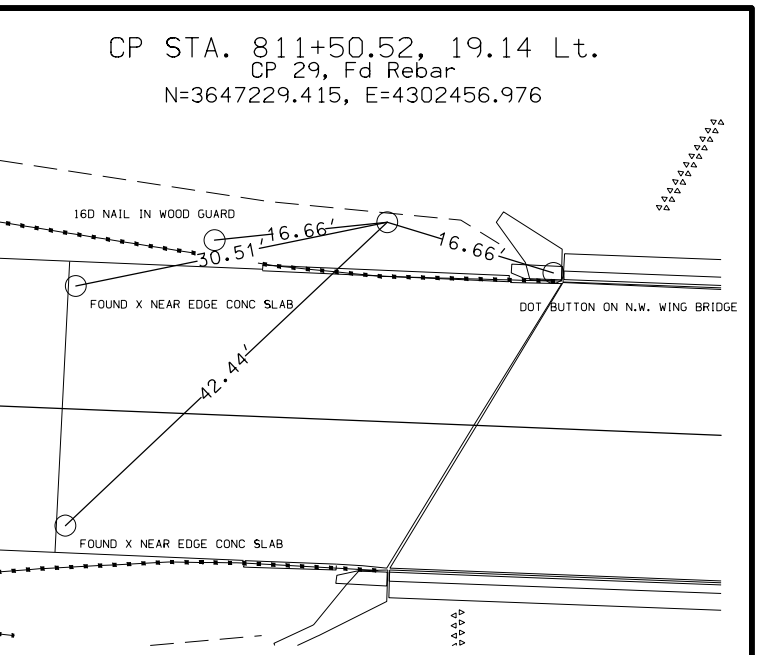
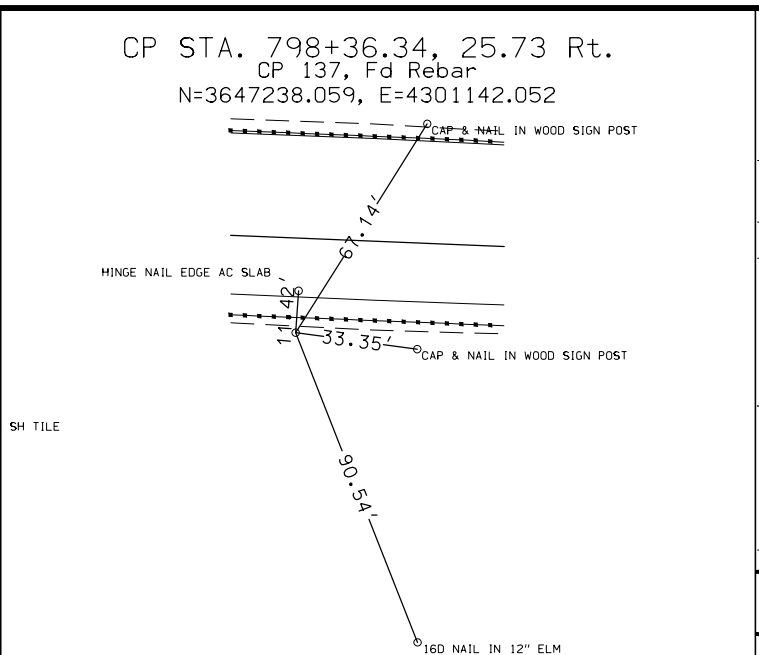
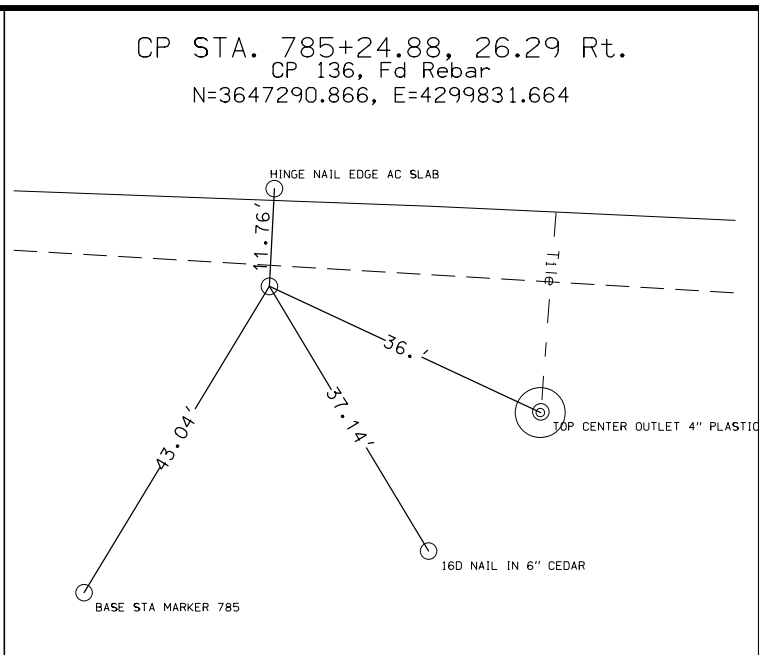
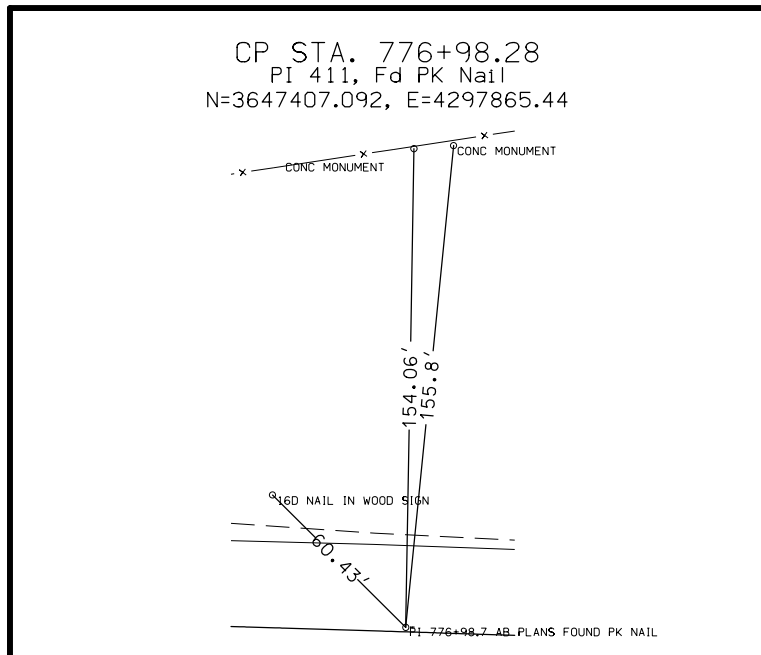
CP STA. 658+22.76, 25.30 Rt.  
 CP 128 Found Rebar  
 N=3647528.2180, E=4287133.2130

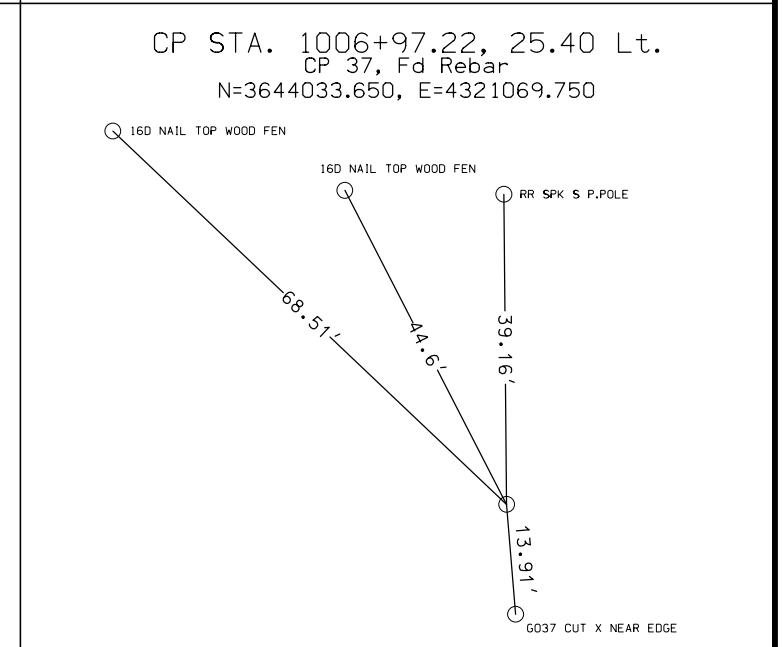
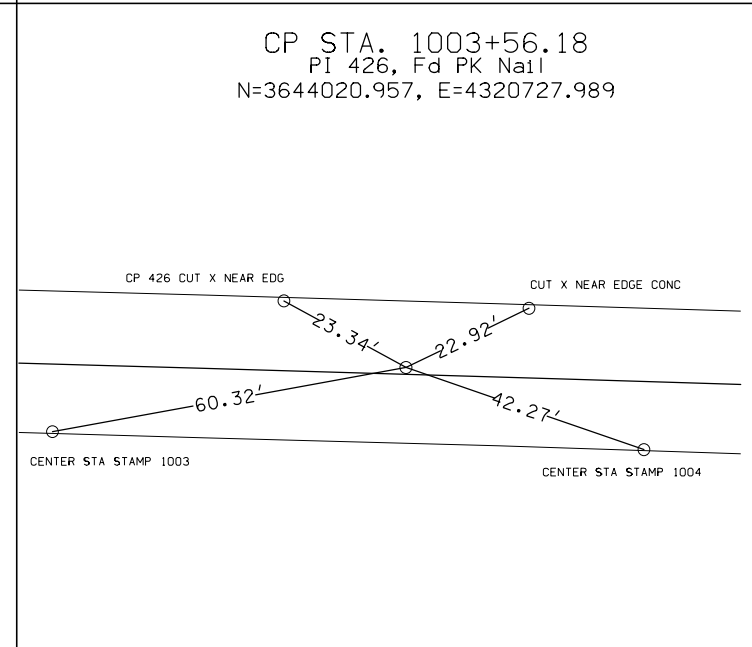
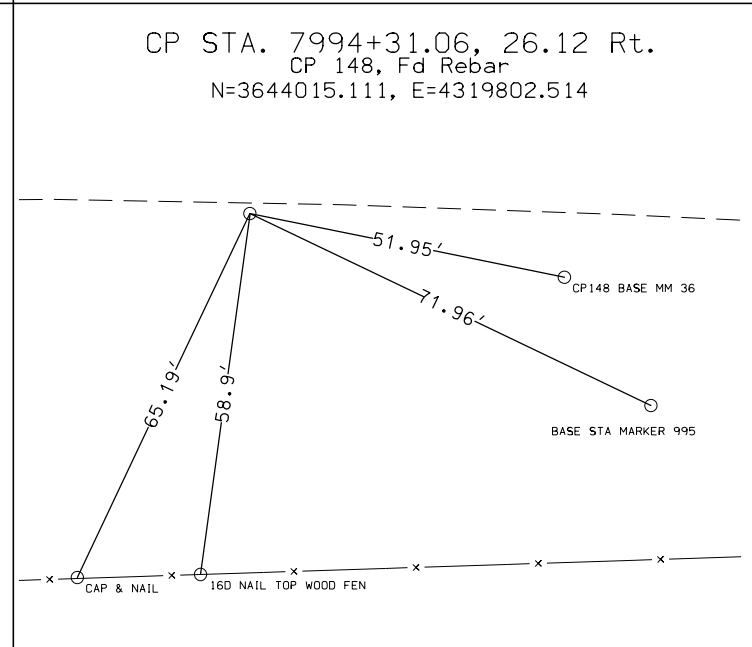
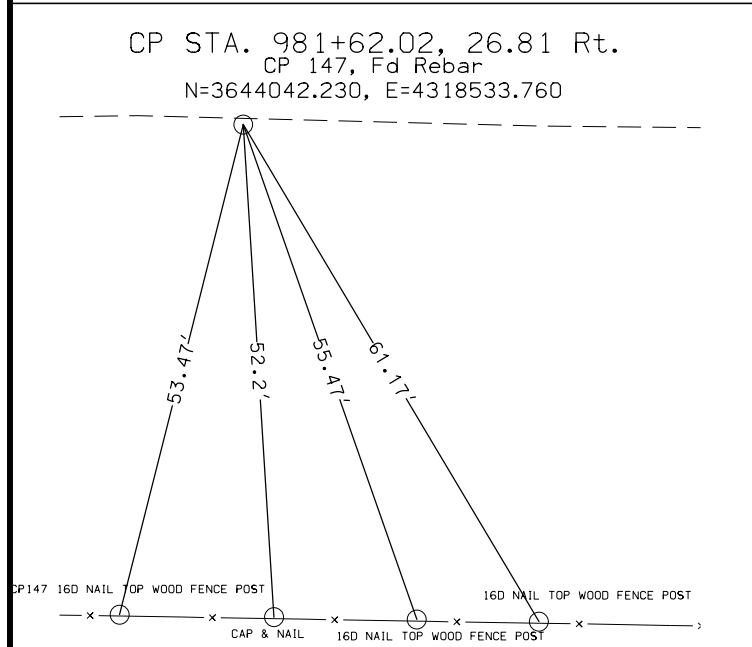
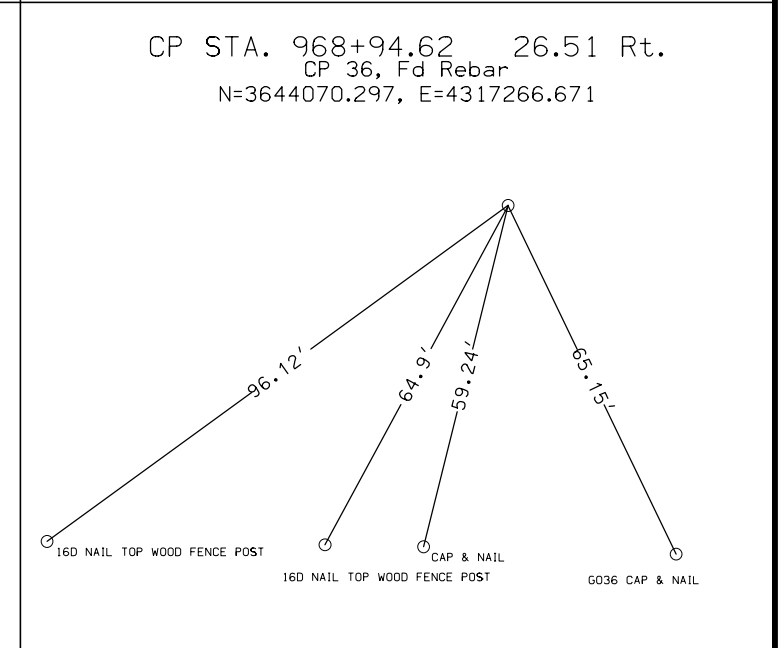
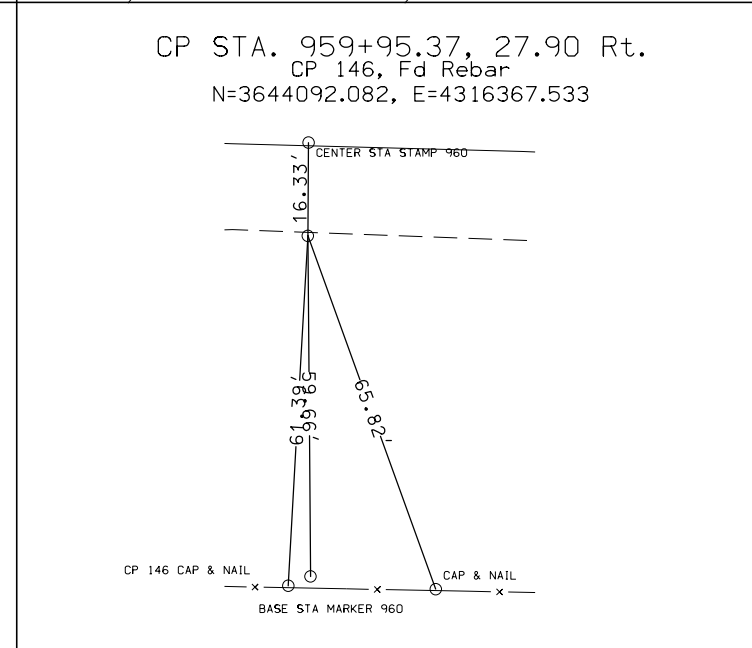
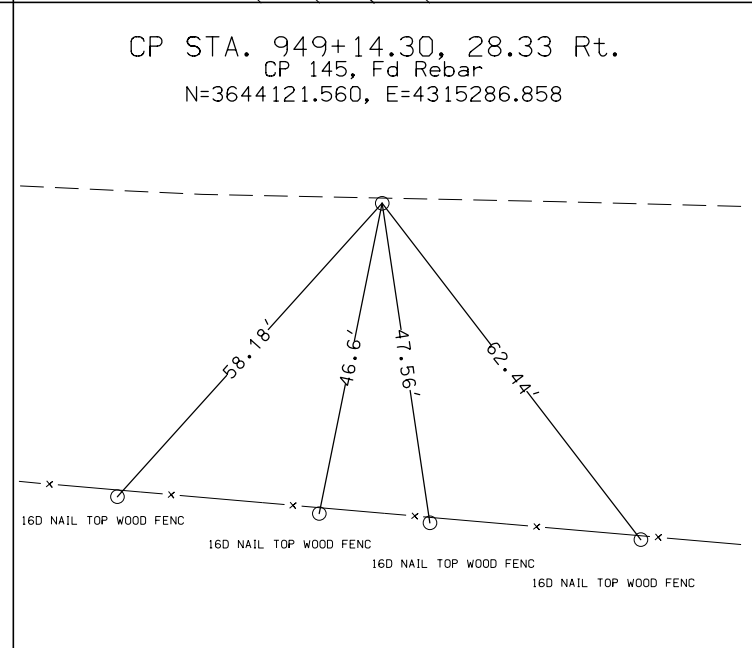
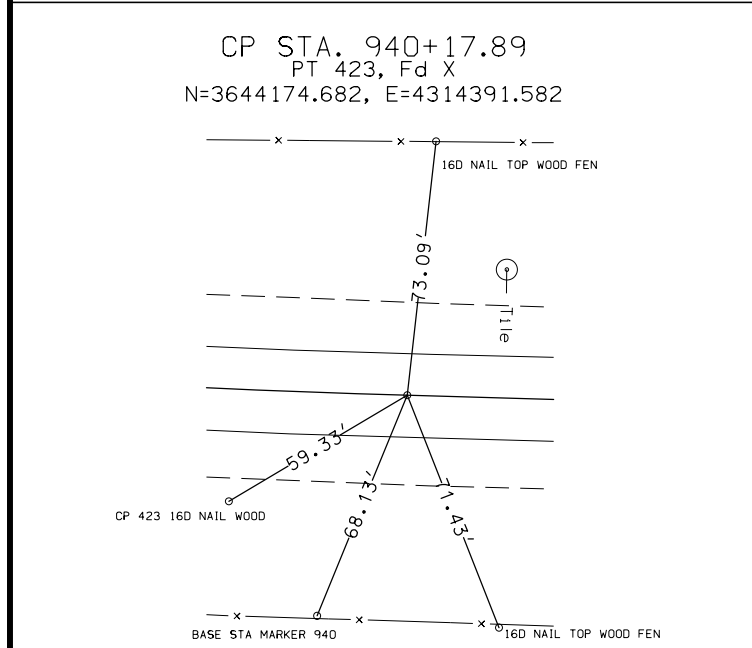
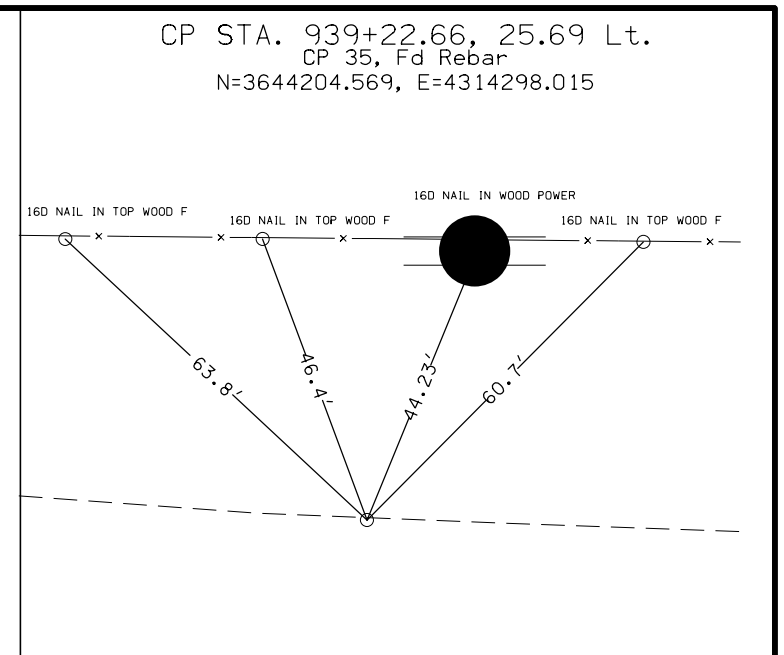
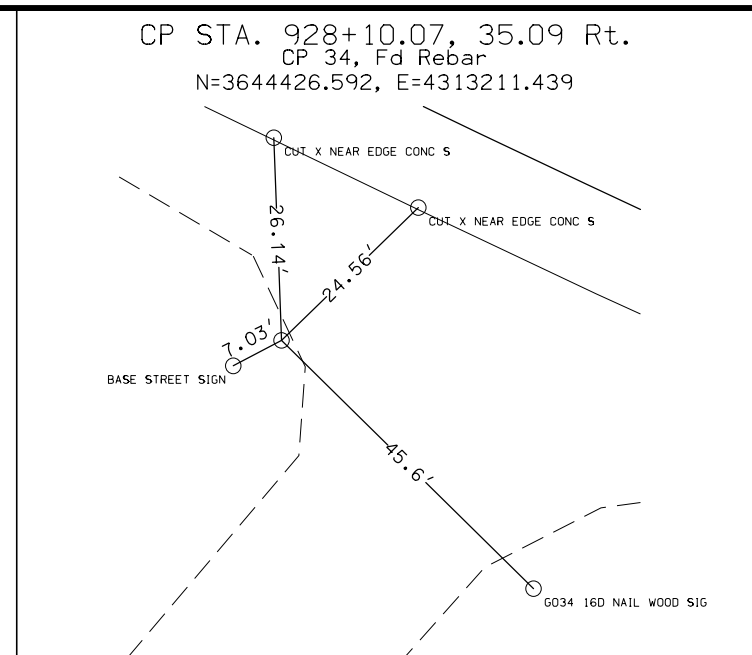
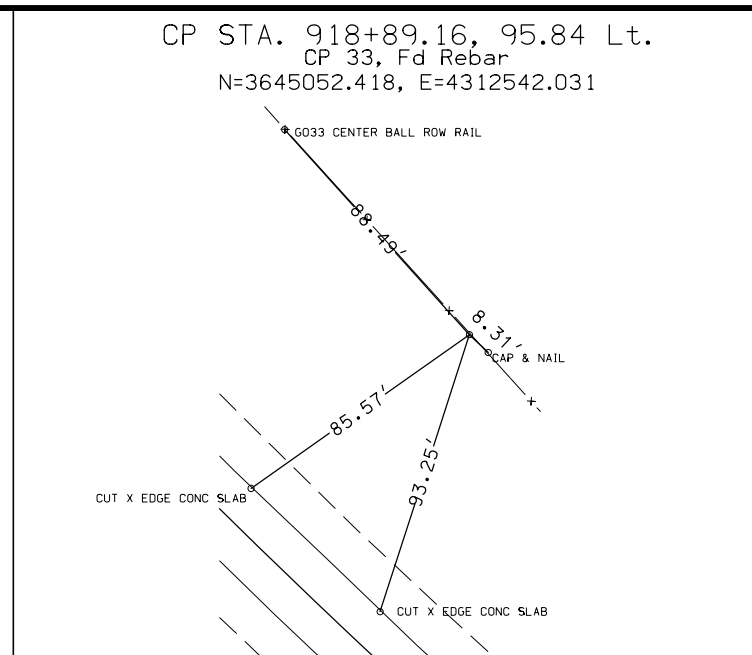
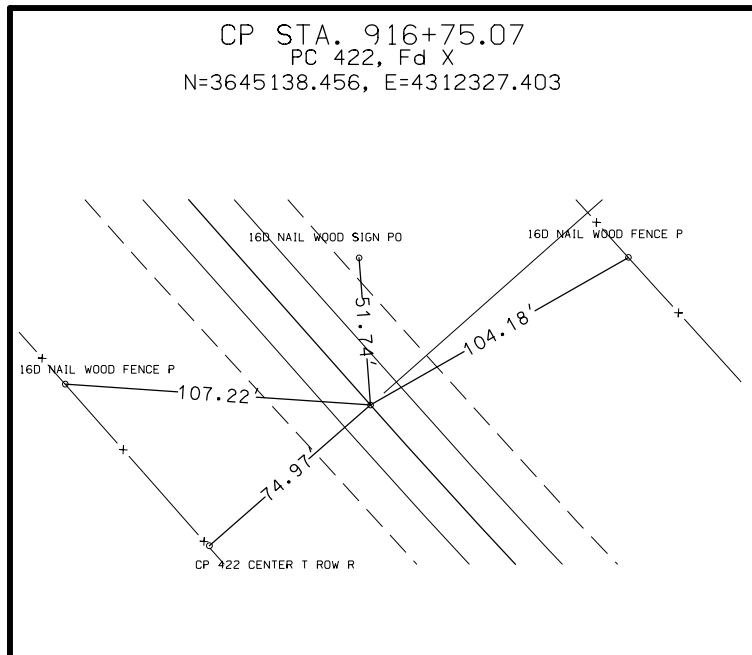


CP STA. 669+14.08, 25.81 Rt.  
 CP 129 Found Rebar  
 N=3647488.7090, E=4288223.8160












**Right of Way Design Information**  
**THIS SHEET INCLUDED**  
**FOR INFORMATION ONLY**

ROW Team: Gettings/Dumdei  
ROW #: STPN-31-1(33)-2J-97  
Plan Date: 9/18/13  
Color Legend:  
  
For Mainline Details  
Refer to Sheet No. D.2

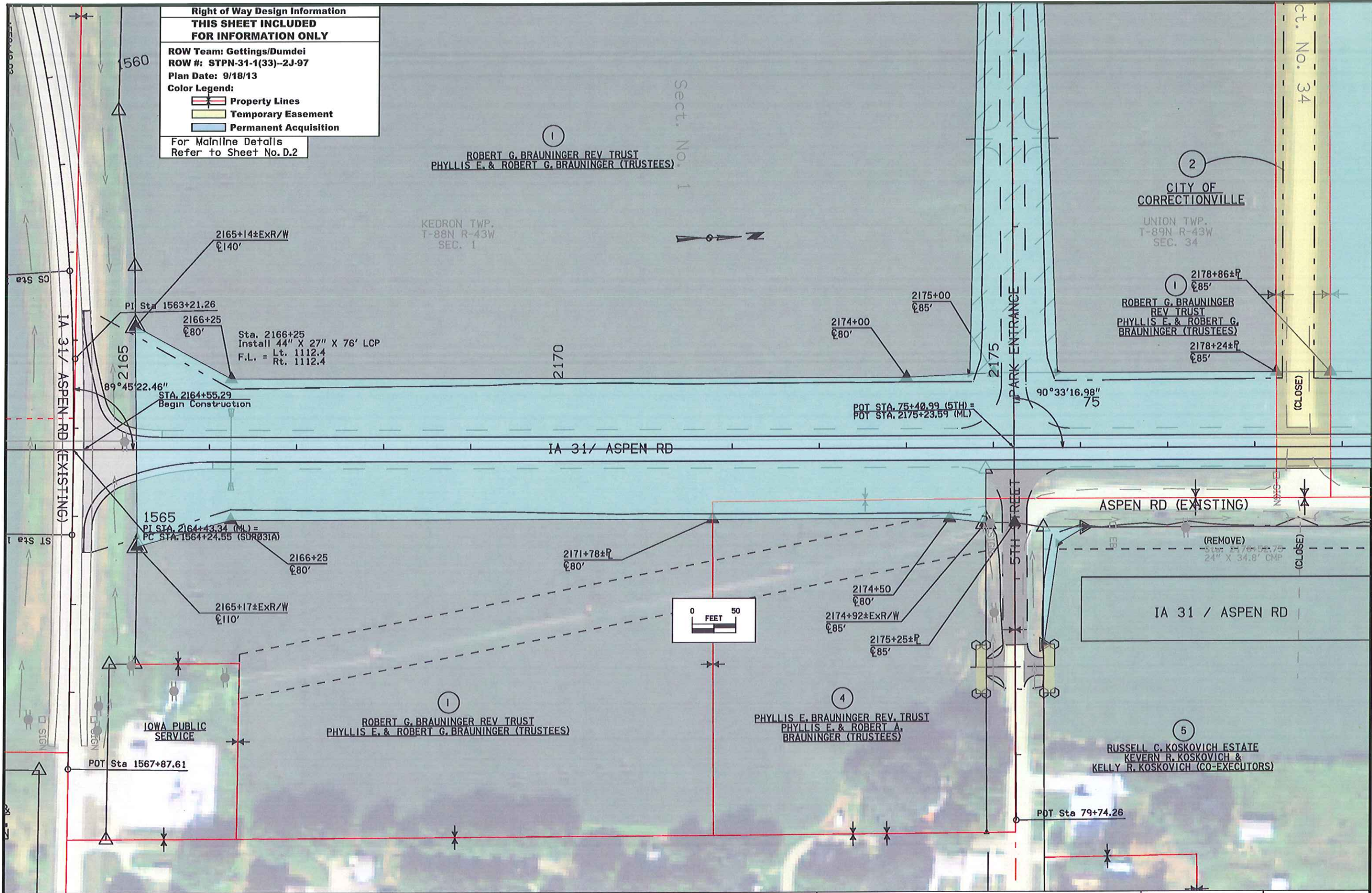
ROBERT G. BRAUNINGER REV TRUST  
PHYLLIS E. & ROBERT G. BRAUNINGER (TRUSTEES)

KEDRON TWP.  
T-88N R-43W  
SEC. 1

CITY OF CORRECTIONVILLE  
UNION TWP.  
T-89N R-43W  
SEC. 34

ROBERT G. BRAUNINGER  
REV TRUST  
PHYLLIS E. & ROBERT G.  
BRAUNINGER (TRUSTEES)

RUSSELL C. KOSKOVICH ESTATE  
KEVERN R. KOSKOVICH &  
KELLY R. KOSKOVICH (CO-EXECUTORS)





TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

7  
FRED BRAUNINGER (LE) (1/2 INT)  
CLARK BRAUNINGER (LE) (1/2 INT)

3  
DANIEL BRAUNINGER

UNION TWP.  
T-89N R-43W  
SEC. 34

Curve Data  
Δ = 6° 40' 02.89" (RT)  
T = 378.63  
L = 756.40  
R = 6,500.00  
E = 11.02  
e = NC

Sta. 2182+00  
Install 42" X 76' RCP  
F.L. = Lt. 1112.5  
Rt. 1112.5

Sta. 83+32.00  
Install 24" X 65' UNCL  
F.L. = Lt. 1113.0  
Rt. 1112.8

POT STA. 2183+65.47 (ML) =  
POT STA. 83+95.03 (7th)

2180  
FUTURE LINE

IA 31 / ASPEN RD

ASPEN RD (EXISTING)

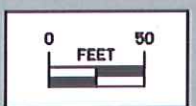
IA 31 / ASPEN RD

(REMOVE)  
RUSSELL C. KOSKOVICH ESTATE  
KEVERN R. KOSKOVICH &  
KELLY R. KOSKOVICH  
(CO-EXECUTORS)

(REMOVE)  
Sta. 84+77.16  
24" X 35.0' CMP  
Sta. 84+75  
Install 36" X 32' RCP  
F.L. = Lt. 1112.6  
Rt. 1112.6

6  
DONNIE M. &  
DONNA J. HOAG

4  
PHYLLIS E. BRAUNINGER REV. TRUST  
PHYLLIS E. & ROBERT A. BRAUNINGER (TRUSTEES)



REVISED 12/18/13 PAR 3  
For Mainline Details  
Refer to Sheet No. D.3

Right of Way Design Information  
**THIS SHEET INCLUDED  
FOR INFORMATION ONLY**

ROW Team: Gettings/Dumdei  
ROW #: STPN-31-1(33)--2J-97  
Plan Date: 9/18/13

Color Legend:  
Property Lines  
Temporary Easement  
Permanent Acquisition



Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Gettings/Dumdei  
ROW #: STPN-31-1(33)--2J-97  
Plan Date: 12/18/13

Color Legend:  
Property Lines  
Temporary Easement  
Permanent Acquisition

For Mainline Details Refer to Sheet No.D.4

NOTE:  
Stationing for this Acquisition area can be found in Project NHSN-20-1(120)--2R-97

REVISED 3/12/14 PAR 7

7  
FRED BRAUNINGER (LE) (1/2 INT)  
CLARK BRAUNINGER (LE) (1/2 INT)

7A  
DAVID LINN

UNION TWP.  
T-89N R-43W  
SEC. 34

GRANT R. & SUSAN FITCH



2200+00  
±90'

Sta. 2201+83.95  
24" X 156.42' RCP

PI Sta 2194+21.67

2195

POT STA, 2199+34.68 (ML) =  
PI STA, 99+36.42 (SIOUX)

Sta. 2200+05.87  
End Construction

CENTER  
34  
SECTION

POT Sta 2204+98.61

IA 31 / ASPEN RD

OSCEOLA AVE

ASPEN RD (EXISTING)

83°54'36.36"

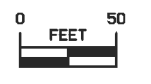
US 20

2195+85  
±68'±R

2198+53±R  
±90'

4  
PHYLLIS E. BRAUNINGER REV. TRUST  
PHYLLIS E. & ROBERT A. BRAUNINGER (TRUSTEES)

POT Sta 101+75.26



1  
ROBERT G. BRAUNINGER REV TRUST  
PHYLLIS E. & ROBERT G. BRAUNINGER (TRUSTEES)

NELLIE BELLE FARMS, LLC

IA 31 / ASPEN RD



LOT 32

DANIEL BRAUNINGER

CITY OF CORRECTIONVILLE

RUSSELL C. KOSKOVICH ESTATE  
KEVERN R. KOSKOVICH &  
KELLY R. KOSKOVICH  
(CO-EXECUTORS)

TEMPORARY EASEMENT TO  
REMOVE PARK ENTRANCE  
LOT 34

RUSSELL C. KOSKOVICH ESTATE  
KEVERN R. KOSKOVICH &  
KELLY R. KOSKOVICH (CO-EXECUTORS)

ROBERT G. BRAUNINGER REV TRUST  
PHYLLIS E. & ROBERT G. BRAUNINGER (TRUSTEES)  
Sta. 72+00  
Install 18" X 36.5' UNCL  
F.L. = Lt. 1114.47  
Rt. 1114.36

74+66±PropR/W  
±50'  
POT STA. 2175+23.80 (ML) =  
PI STA. 75+50.99 (5TH)

TEMPORARY EASEMENT TO  
CONSTRUCT ENTRANCE

Sta. 78+00  
Install 18" X 36.5' UNCL  
F.L. = Lt. 1113.91  
Rt. 1114.02

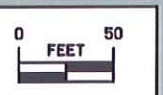
ROBERT G. BRAUNINGER REV TRUST  
PHYLLIS E. & ROBERT G. BRAUNINGER (TRUSTEES)

Sta. 72+00  
Install 18" X 36.5' UNCL  
F.L. = Lt. 1114.41  
Rt. 1114.31

TEMPORARY EASEMENT TO  
CONSTRUCT ENTRANCE

Park Entrance & 5th Street

PHYLLIS E. BRAUNINGER REV. TRUST  
PHYLLIS E. & ROBERT A.  
BRAUNINGER (TRUSTEES)



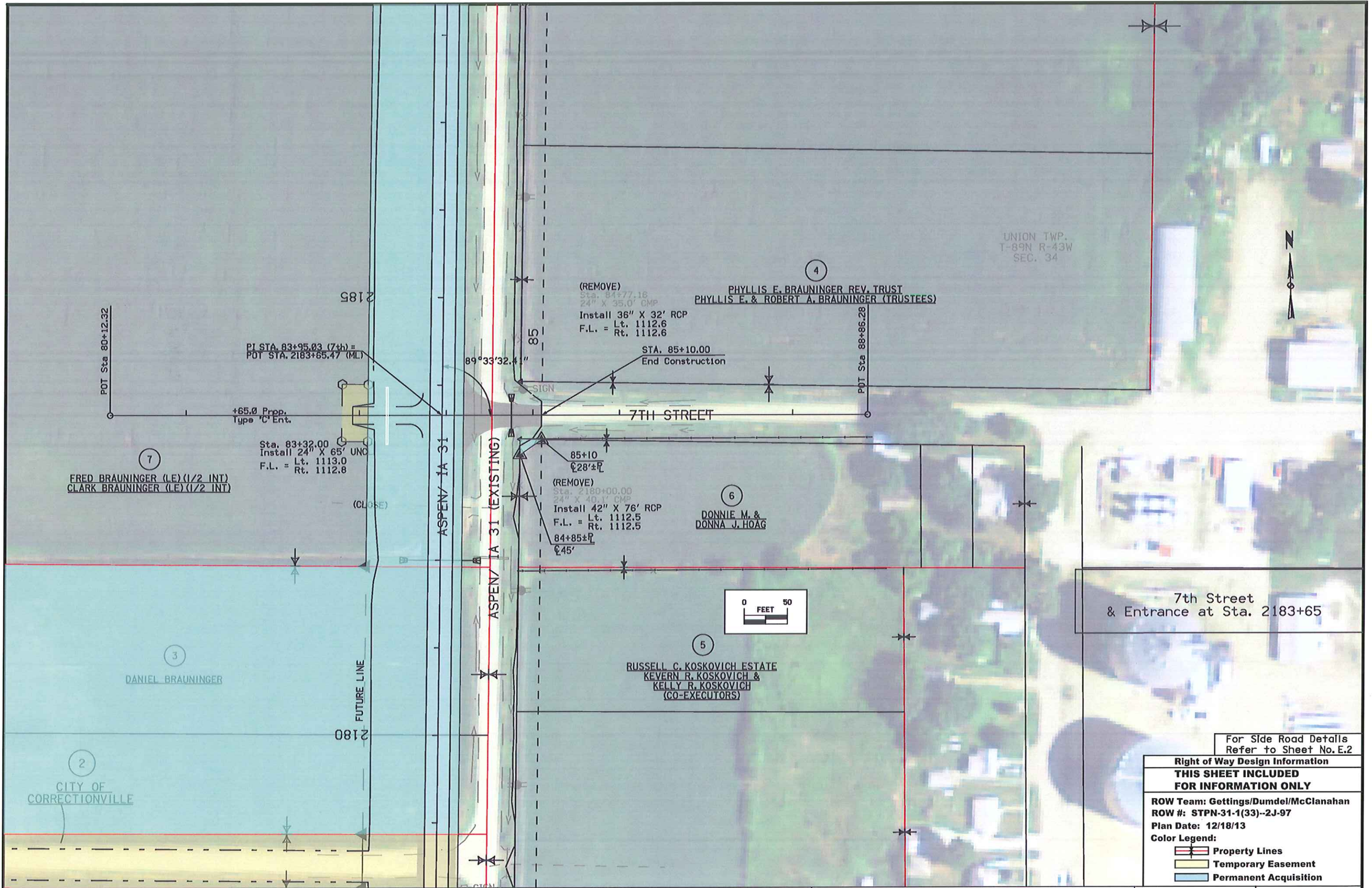
**Right of Way Design Information**  
**THIS SHEET INCLUDED**  
**FOR INFORMATION ONLY**

ROW Team: Gettings/Dumdel/McClanahan  
 ROW #: STPN-31-1(33)--2J-97  
 Plan Date: 12/18/13  
 Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

REVISED 12-18-13 PAR 3  
For Side Road Details  
Refer to Sheet No. E.1





UNION TWP.  
T-89N R-43W  
SEC. 34

PHYLIS E. BRAUNINGER REV. TRUST  
PHYLIS E. & ROBERT A. BRAUNINGER (TRUSTEES)

FRED BRAUNINGER (LE) (1/2 INT)  
CLARK BRAUNINGER (LE) (1/2 INT)

DONNIE M. &  
DONNA J. HOAG

RUSSELL C. KOSKOVICH ESTATE  
KEVERN R. KOSKOVICH &  
KELLY R. KOSKOVICH  
(CO-EXECUTORS)

7th Street  
& Entrance at Sta. 2183+65

For Side Road Details  
Refer to Sheet No. E.2

|   |                       |
|---|-----------------------|
| <b>Right of Way Design Information</b>          |                       |
| <b>THIS SHEET INCLUDED FOR INFORMATION ONLY</b> |                       |
| ROW Team: Gettings/Dumdel/McClanahan            |                       |
| ROW #: STPN-31-1(33)--2J-97                     |                       |
| Plan Date: 12/18/13                             |                       |
| Color Legend:                                   |                       |
|   | Property Lines        |
|   | Temporary Easement    |
|   | Permanent Acquisition |



**LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)**

- - - - - - Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- - - - - Additional Topsoil Removal
- Subgrade Treatment
- - - - - Granular Shoulder
- Pavement
- - - - - Existing Pipe\RCB
- Proposed Pipe\RCB
- Proposed Dike
- All Elements Associated with Proposed Entrances

**LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)**

- TS——— Topsoil (Class 10)
- TS A——— Topsoil (Type A Disposal)
- TS B——— Topsoil (Type B Disposal)
- TS C——— Topsoil (Type C Disposal)
- CL 10——— Class 10 Materials
- SEL LO——— Select Loams And Clay-Loams
- SEL SA——— Select Sand
- UNS A——— Unsuitable Type A Disposal
- UNS B——— Unsuitable Type B Disposal
- UNS C——— Unsuitable Type C Disposal
- SHALE——— Shale
- WASTE——— Waste
- B&W LS——— Broken and Weathered Rock
- ROCK——— Solid Rock
- BLDRS——— Boulders

Note: All layer lines and descriptions identify layers above the line.

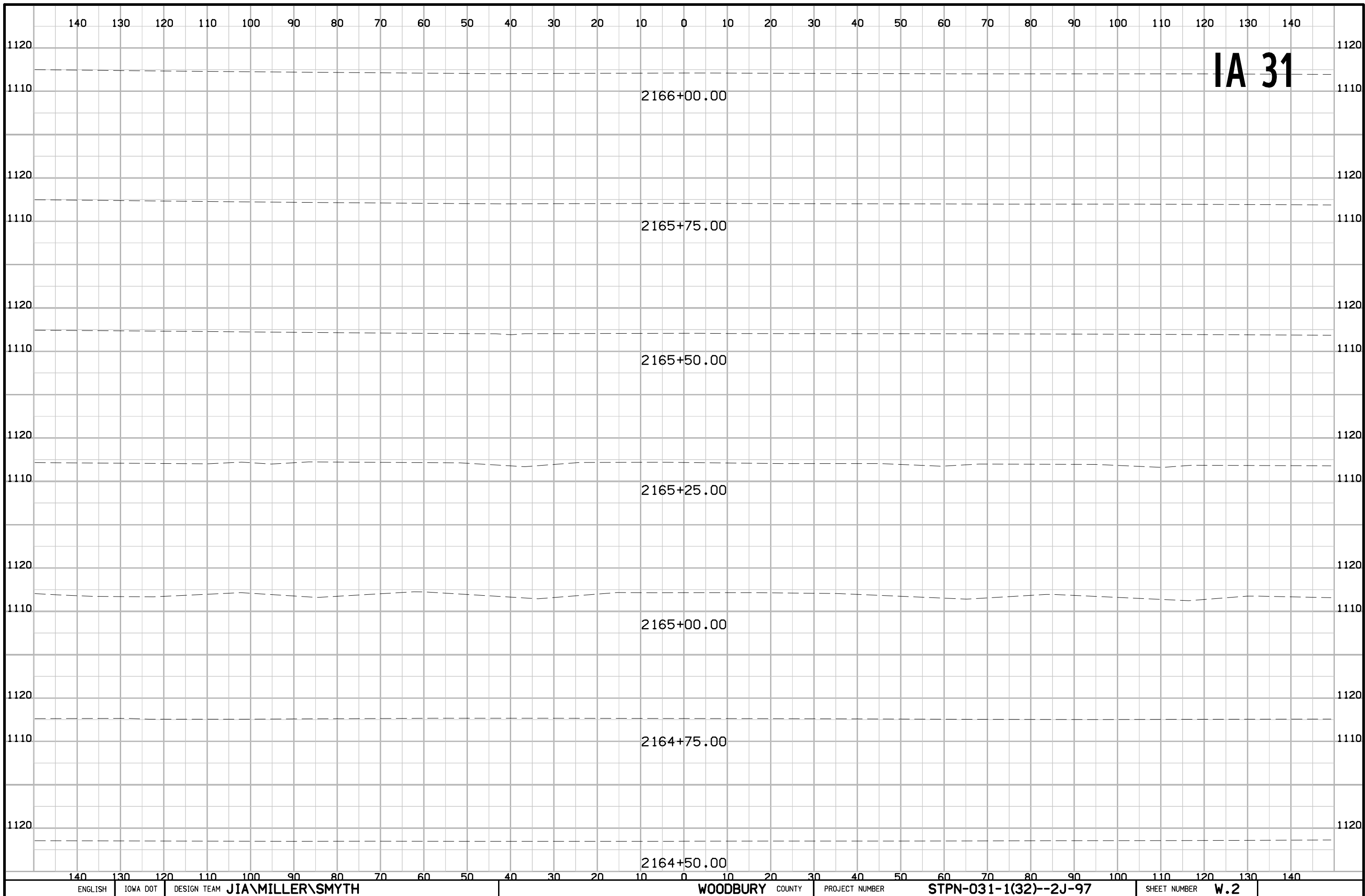
Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

**SYMBOL LEGEND OF CROSS SECTION SHEETS**

- Existing ROW  
|  
Existing Right-of-Way Limit
- Proposed ROW  
|  
Proposed Right-of-Way Limit
- Temporary ROW  
|  
Temporary Right-of-Way Limit

**CROSS SECTION  
LEGEND AND SYMBOL  
INFORMATION SHEET**

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



**IA 31**

2166+00.00

2165+75.00

2165+50.00

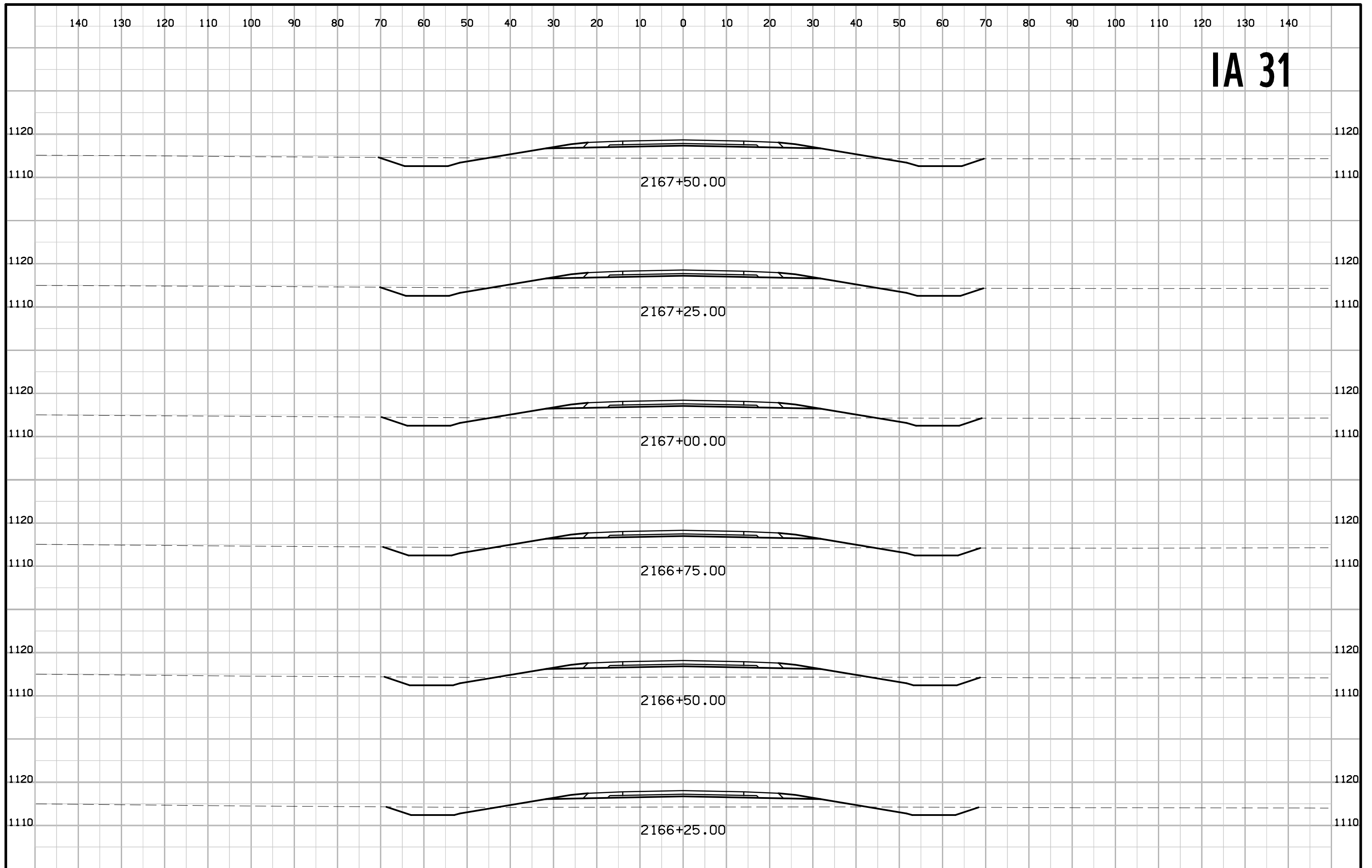
2165+25.00

2165+00.00

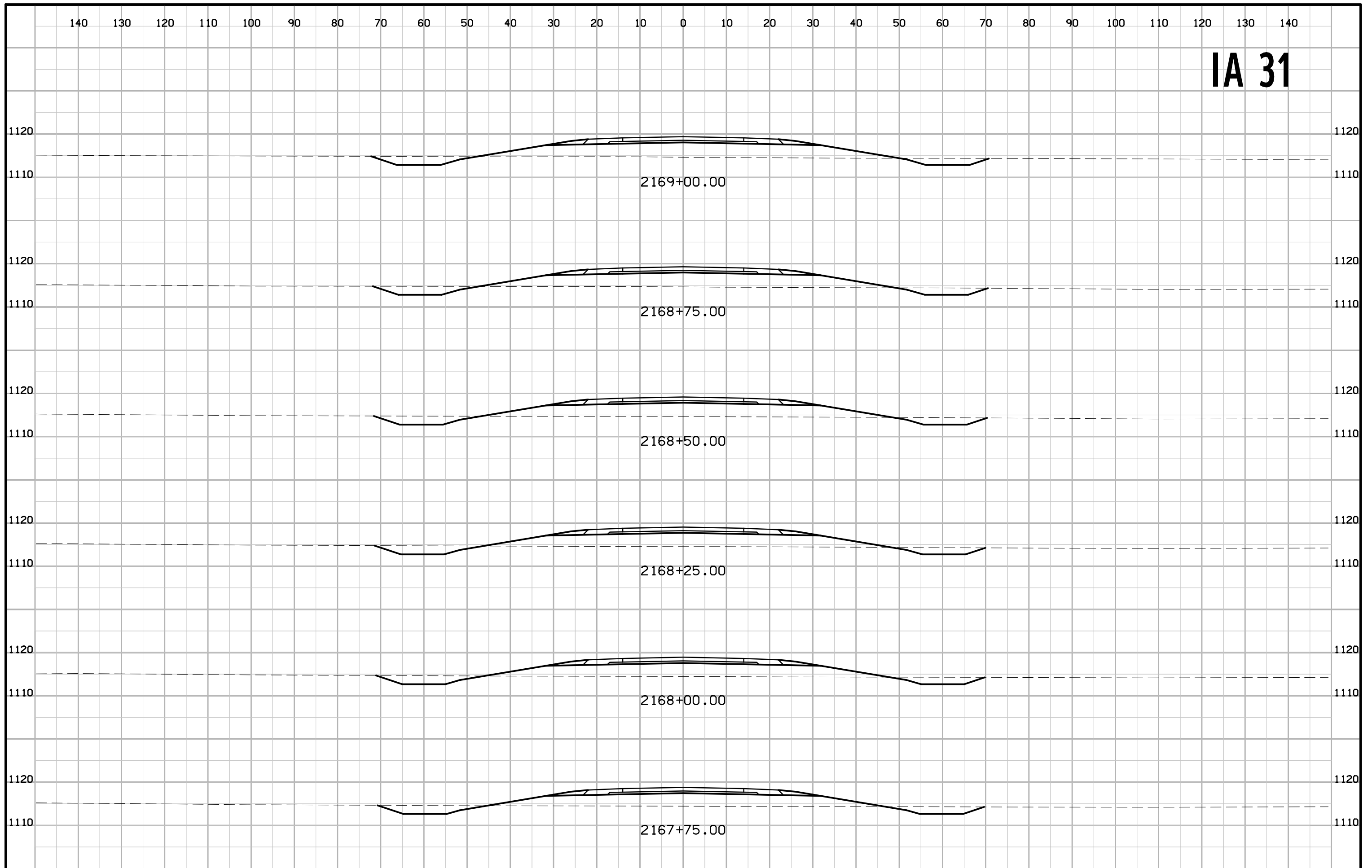
2164+75.00

2164+50.00

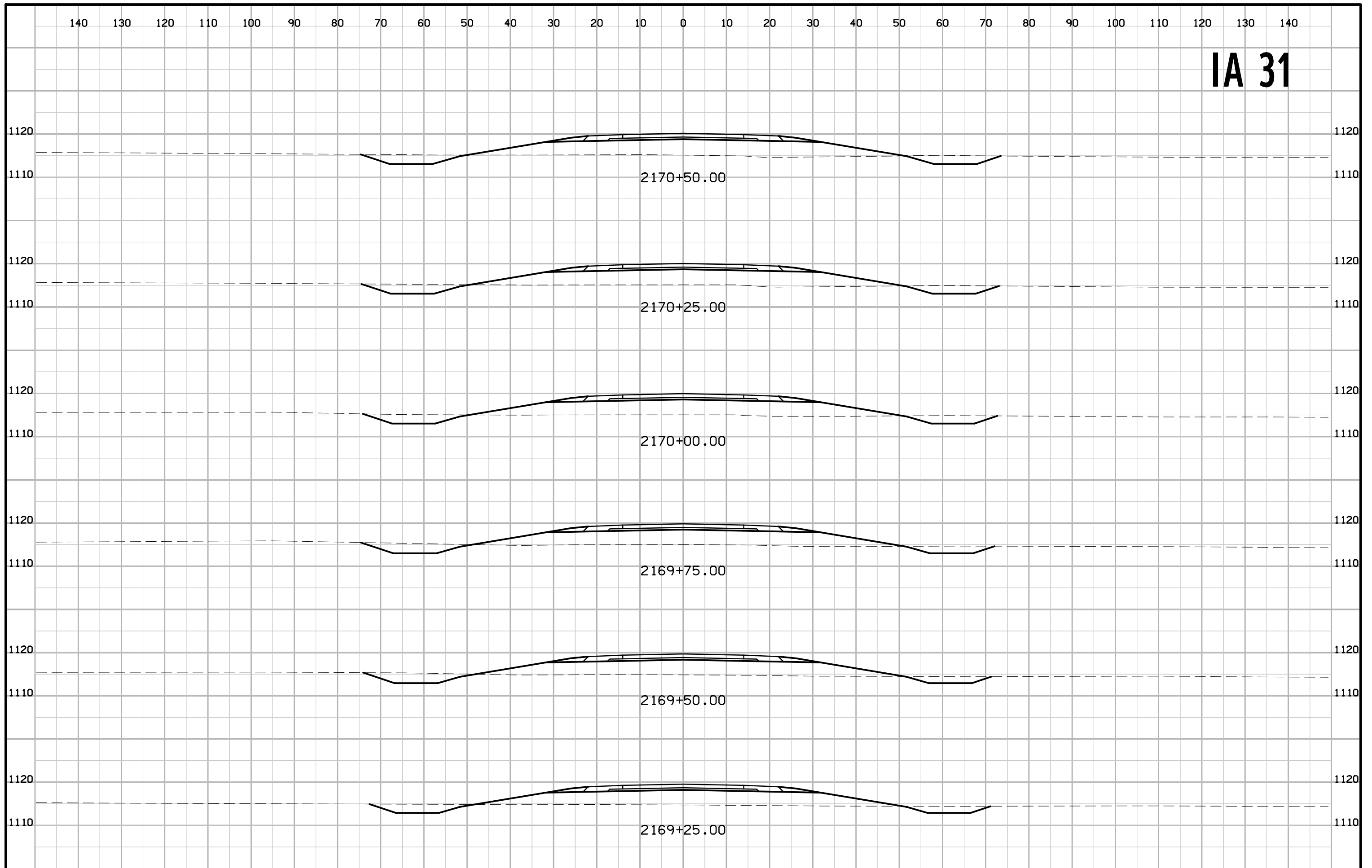
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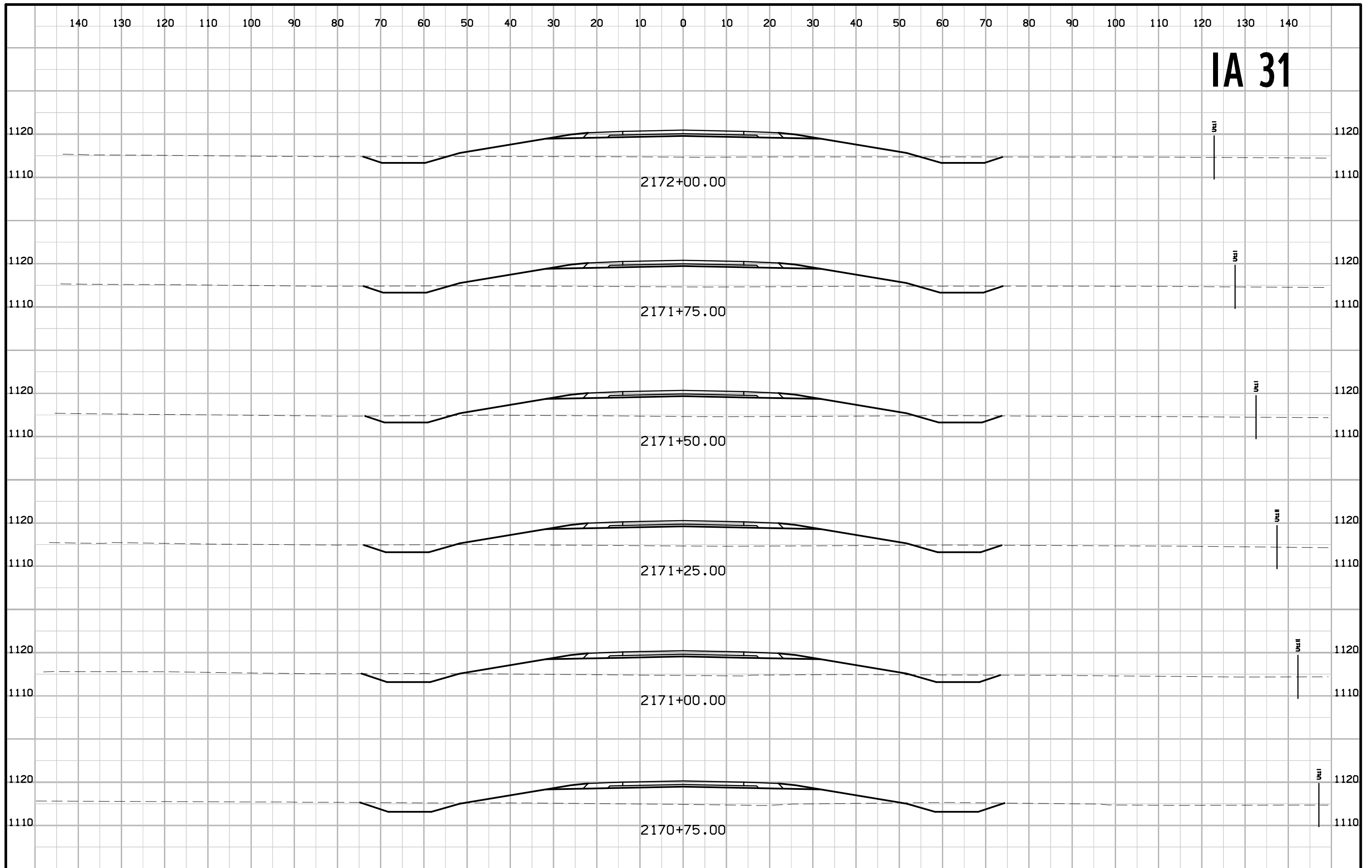
# IA 31



# IA 31

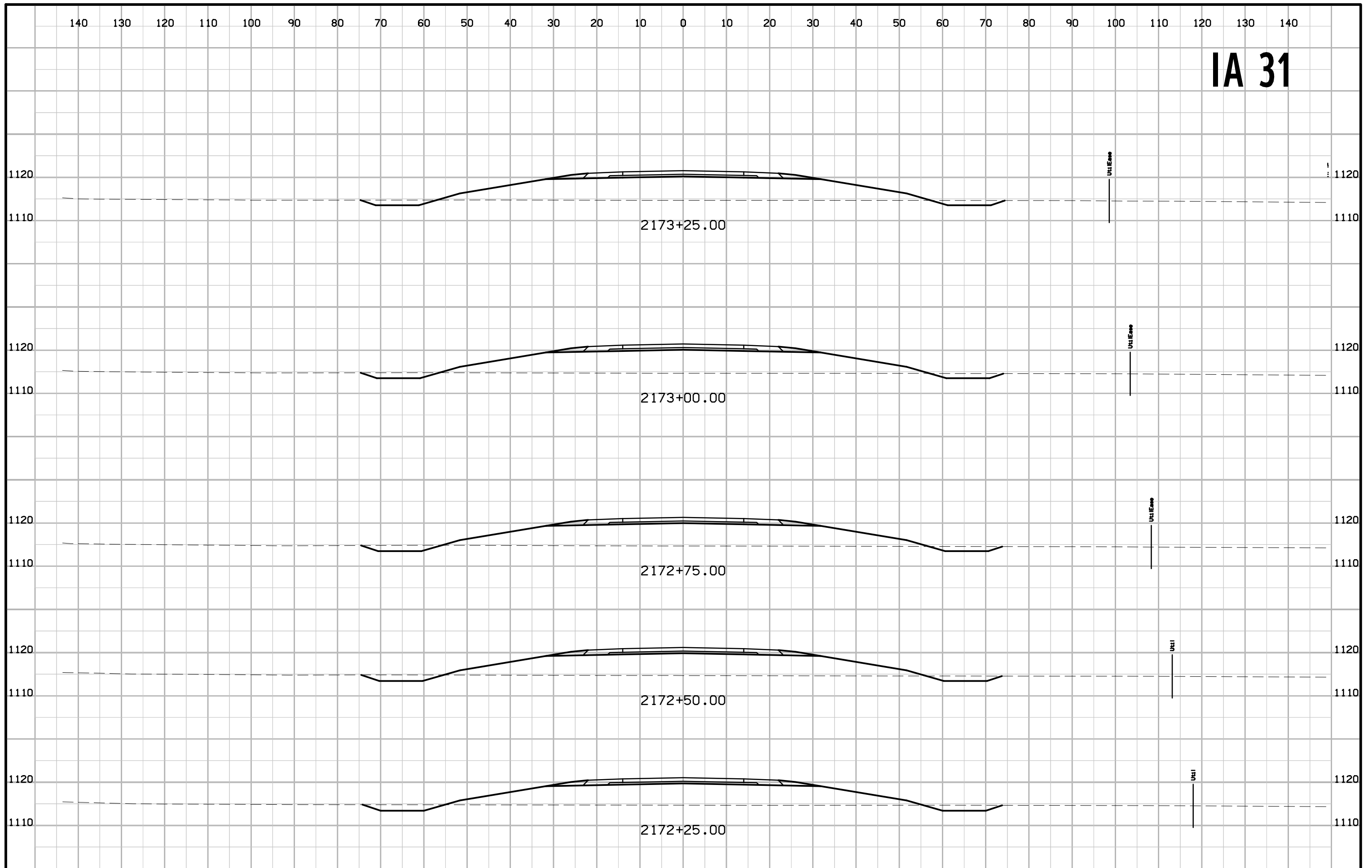


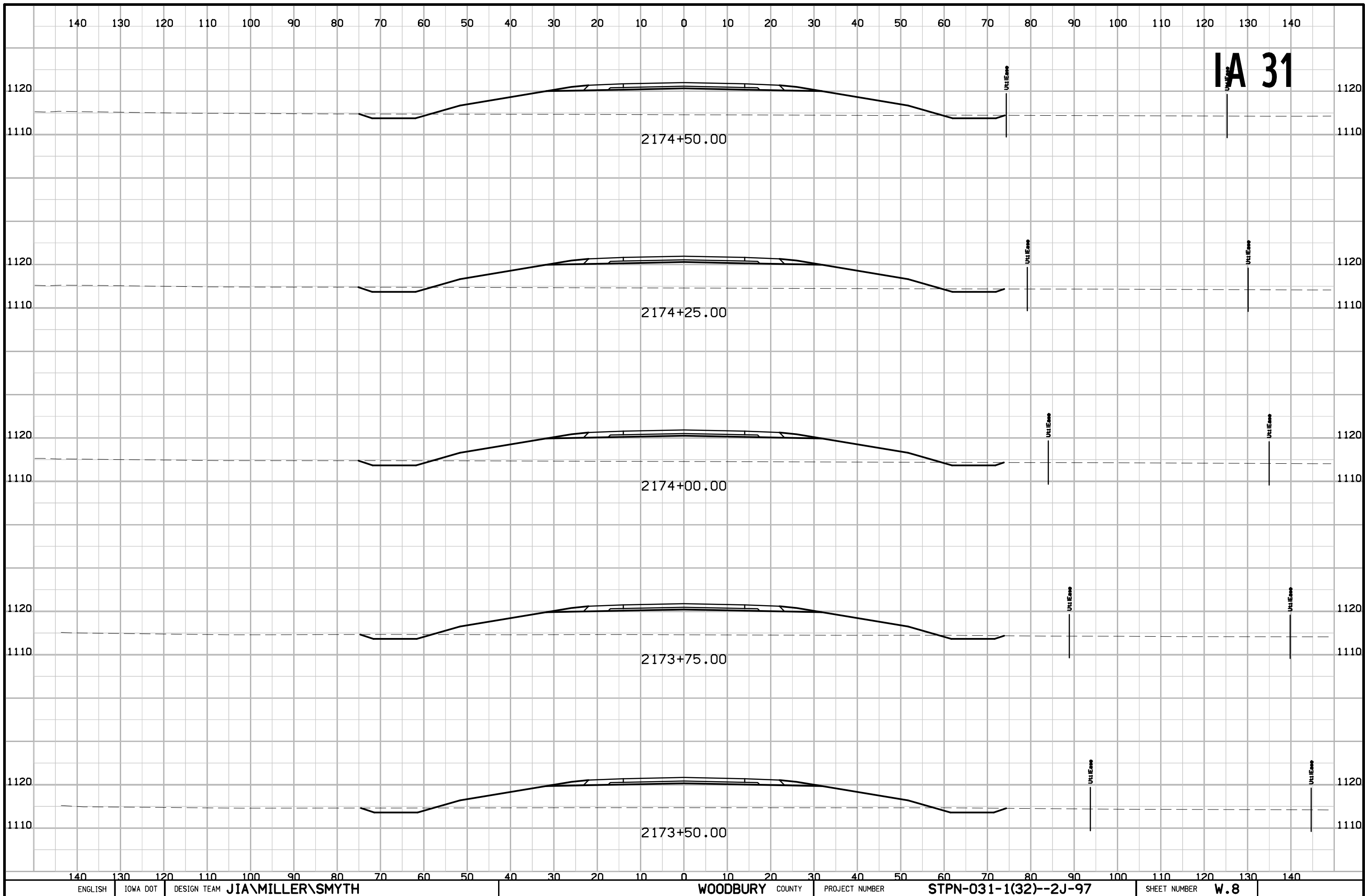
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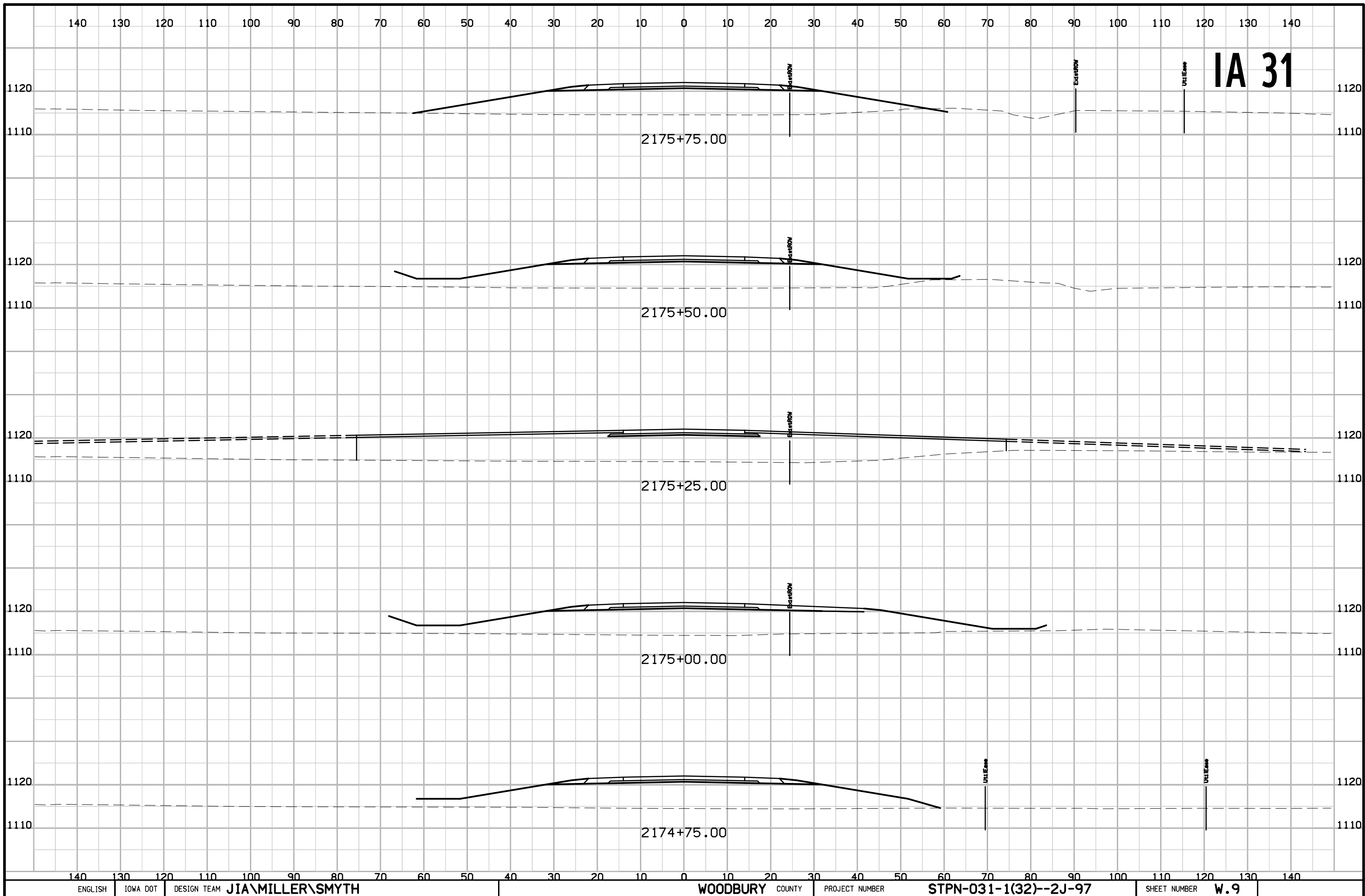


# IA 31





IA 31



IA 31

2175+75.00

2175+50.00

2175+25.00

2175+00.00

2174+75.00

EXISTROW

EXISTROW

UTILITIES

EXISTROW

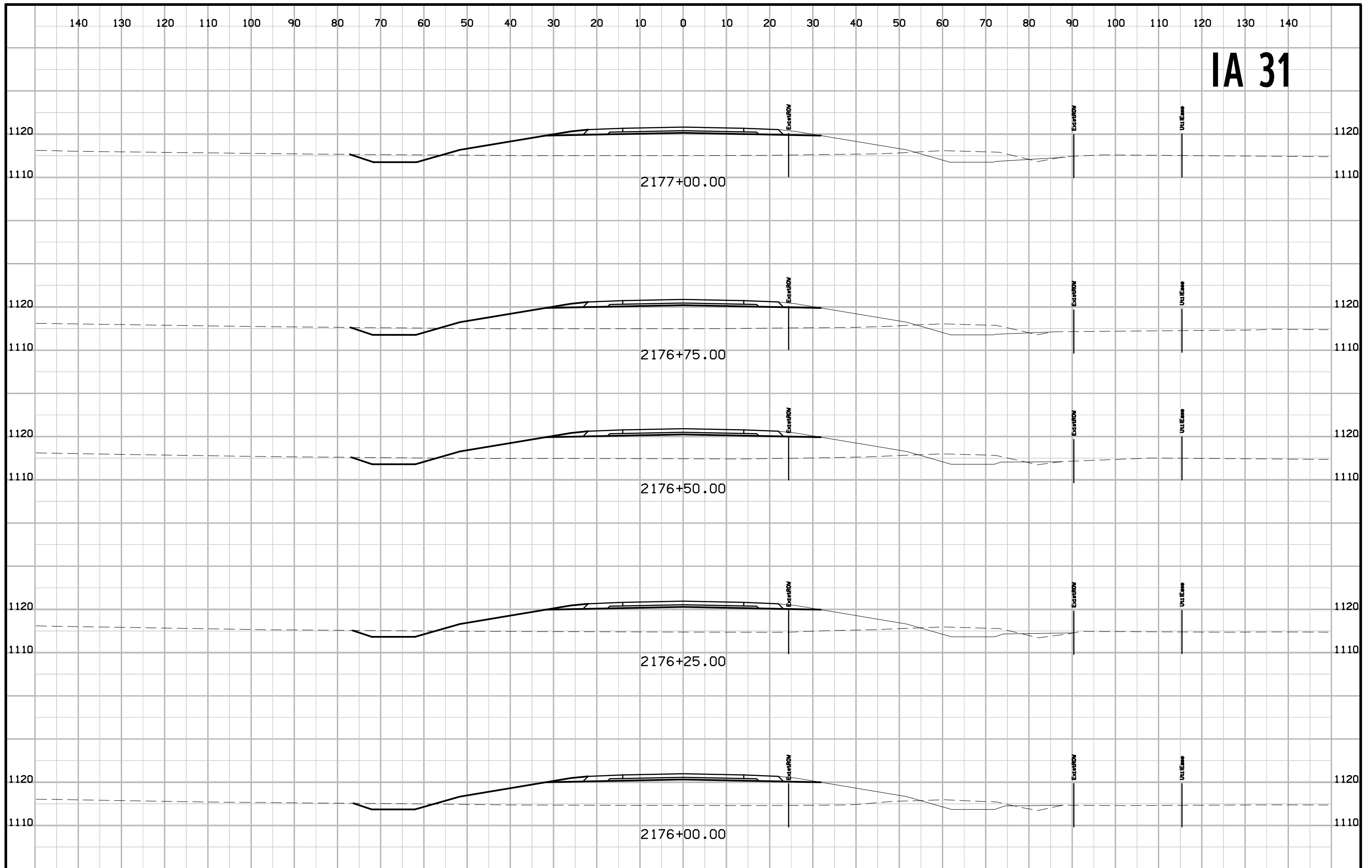
EXISTROW

EXISTROW

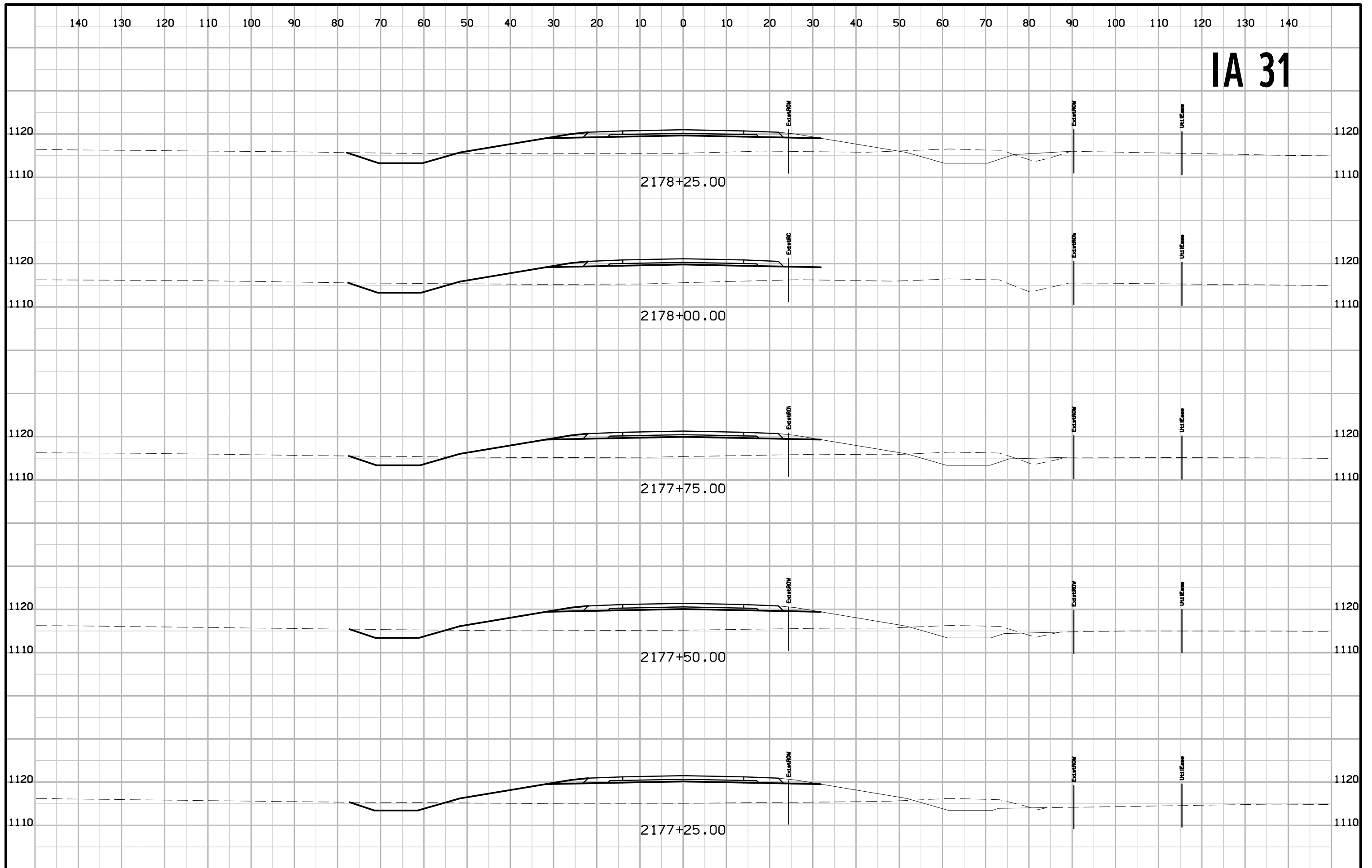
UTILITIES

UTILITIES

# IA 31

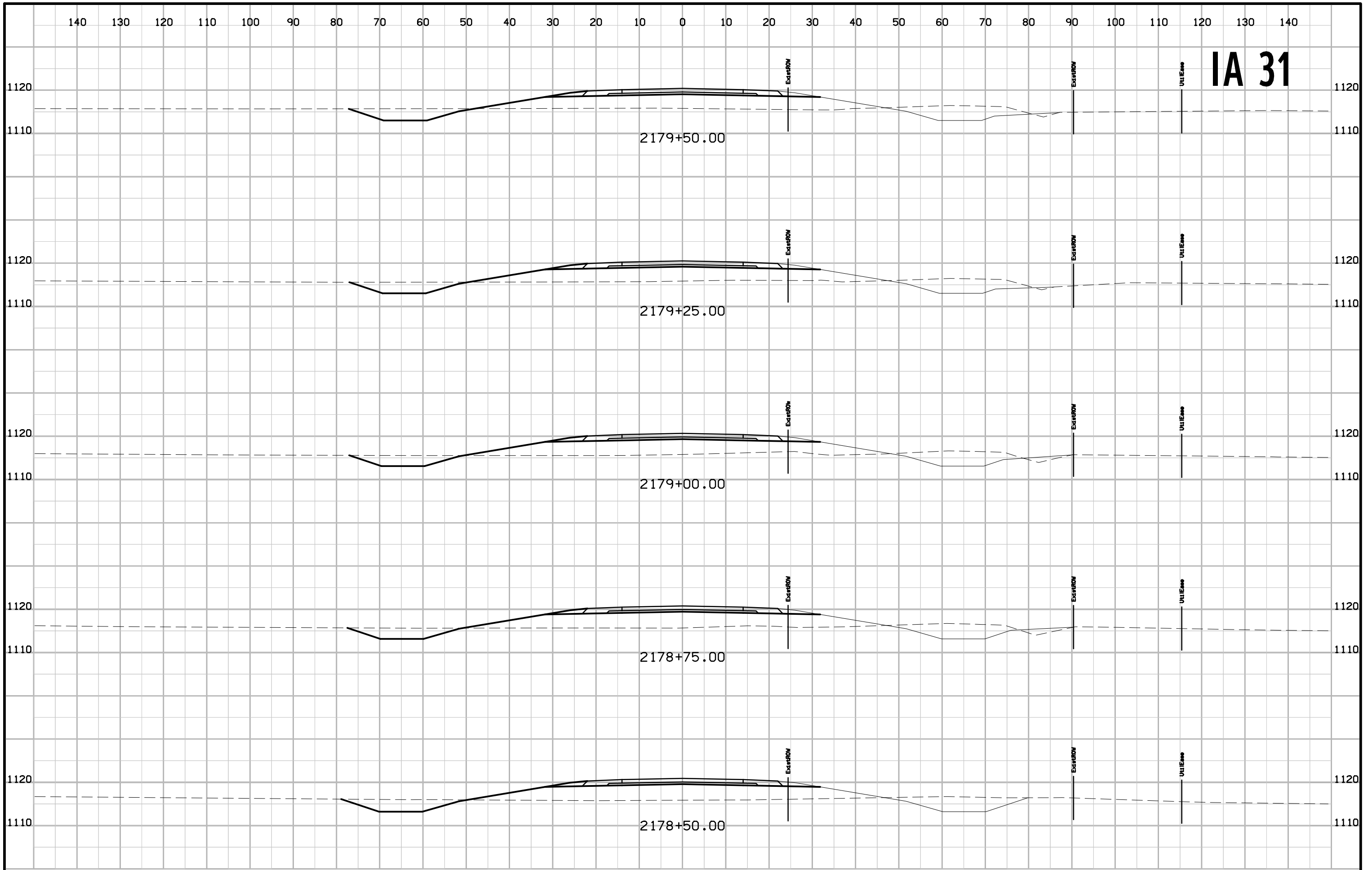


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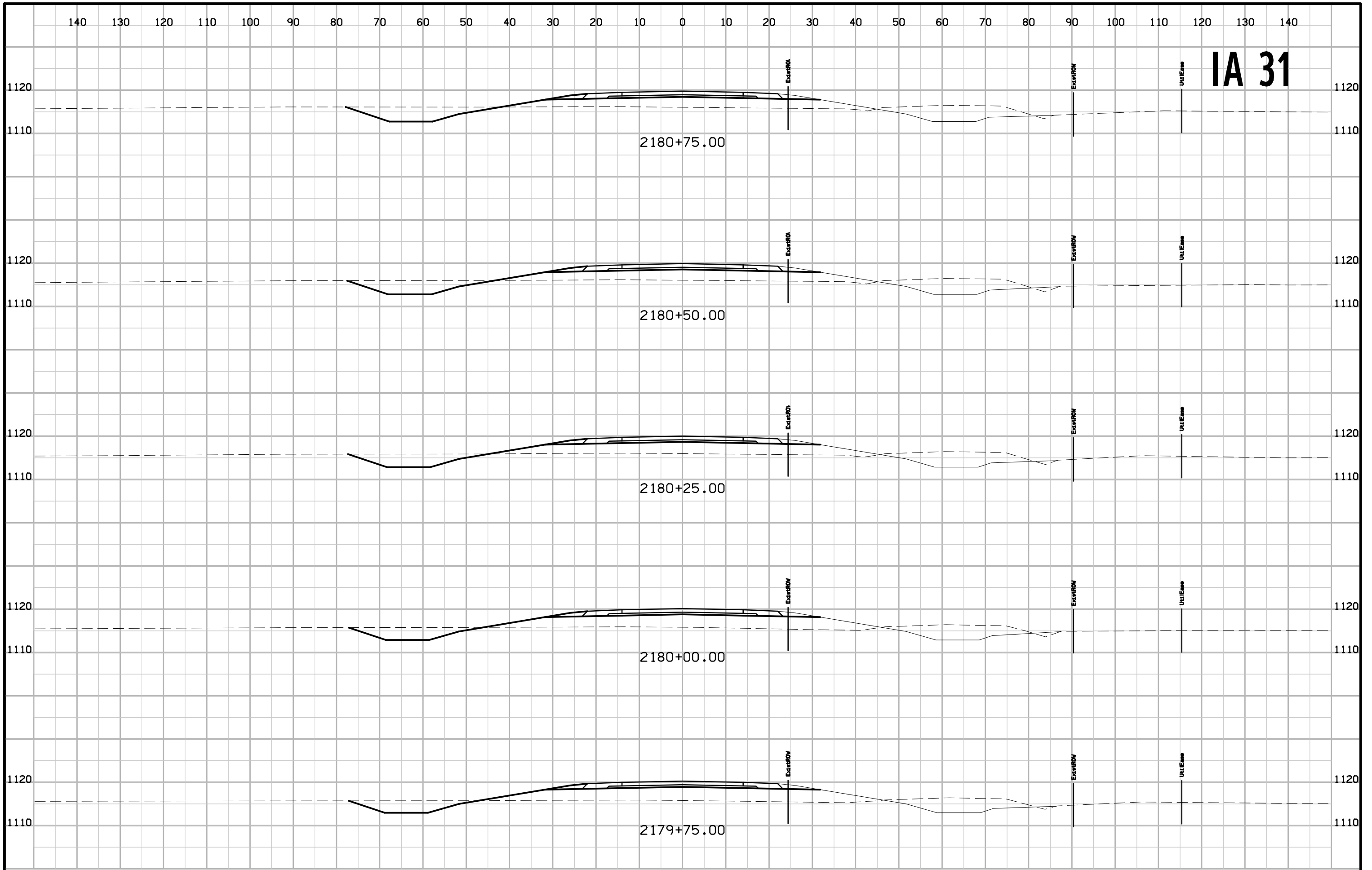




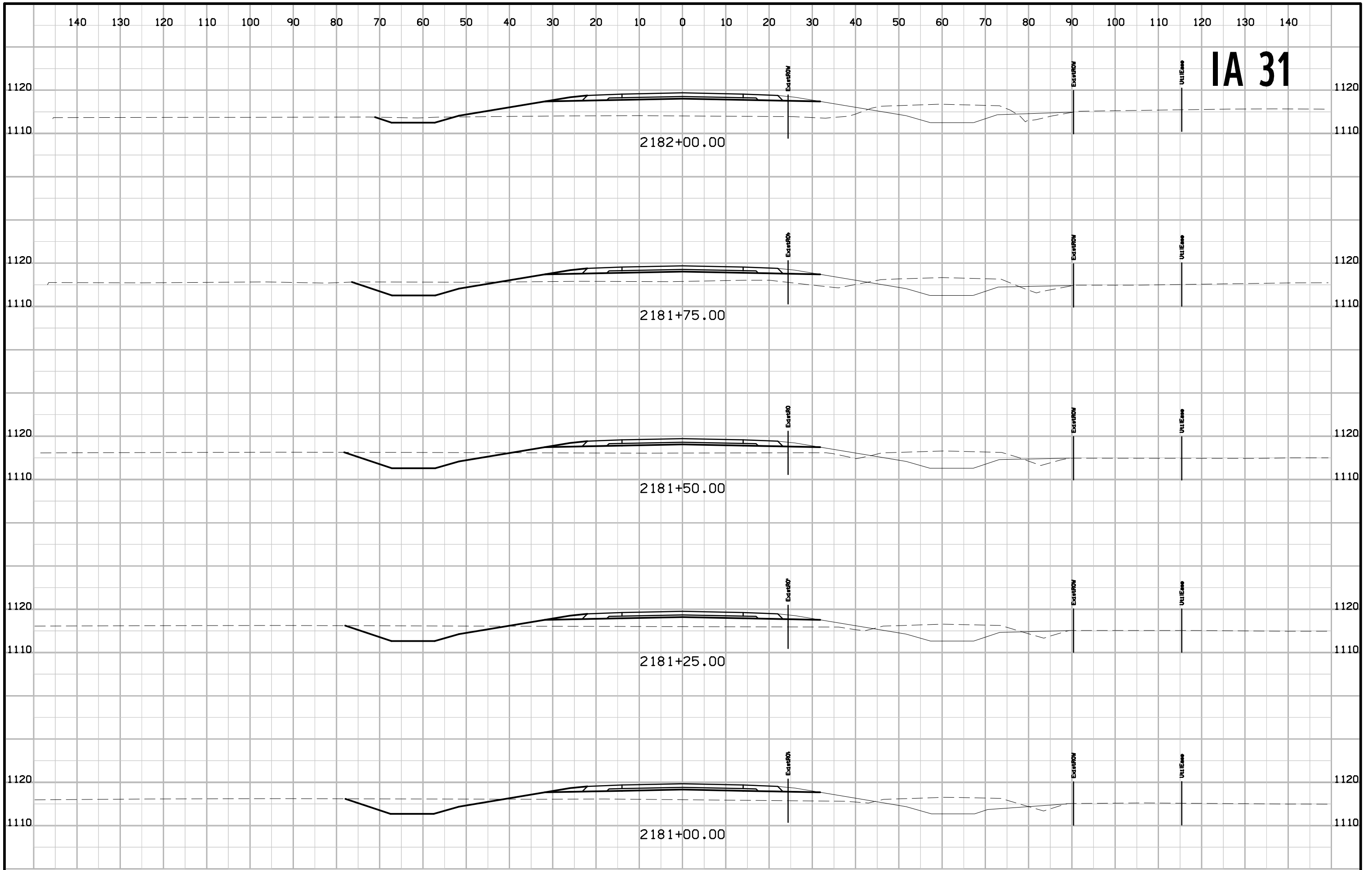
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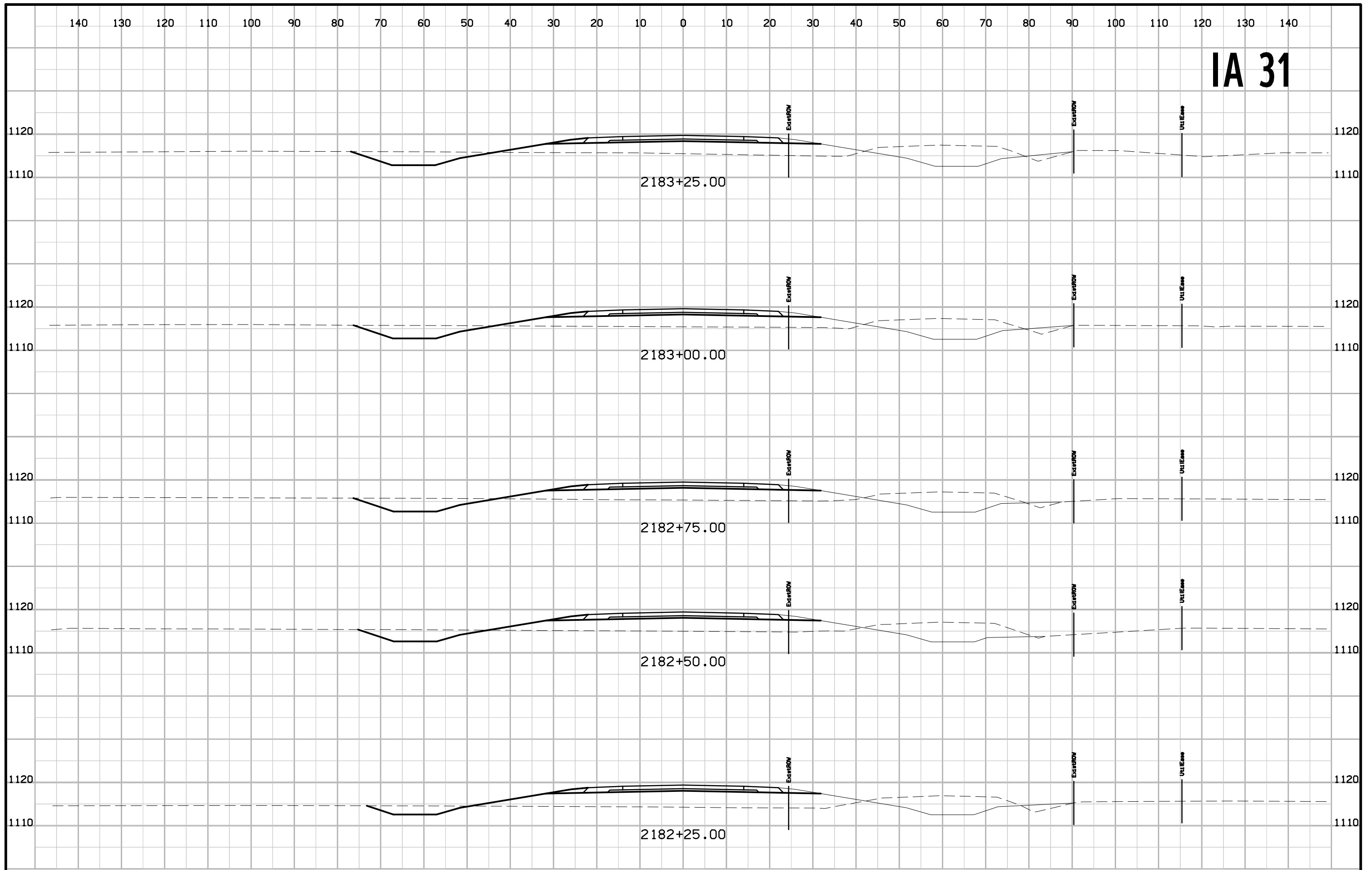
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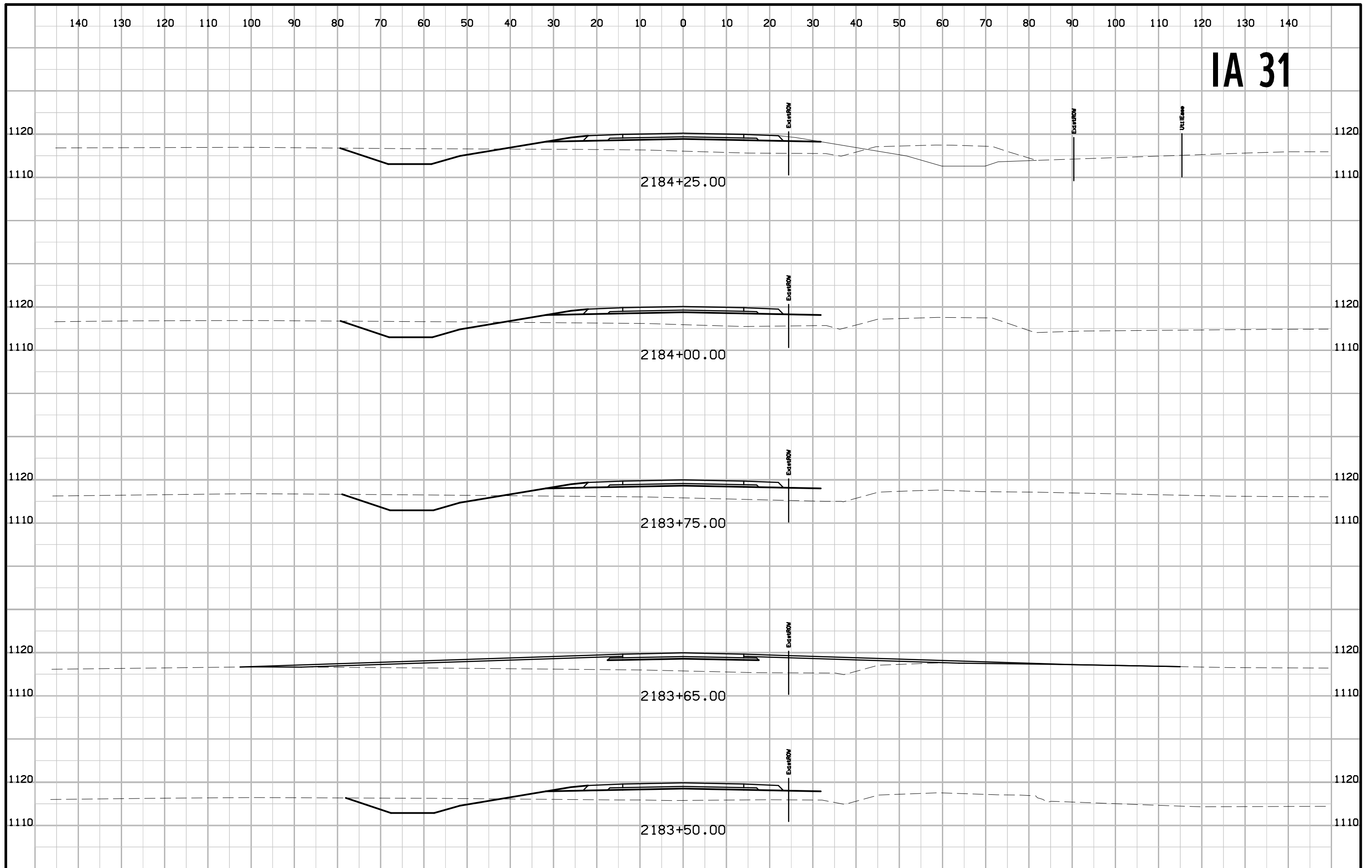
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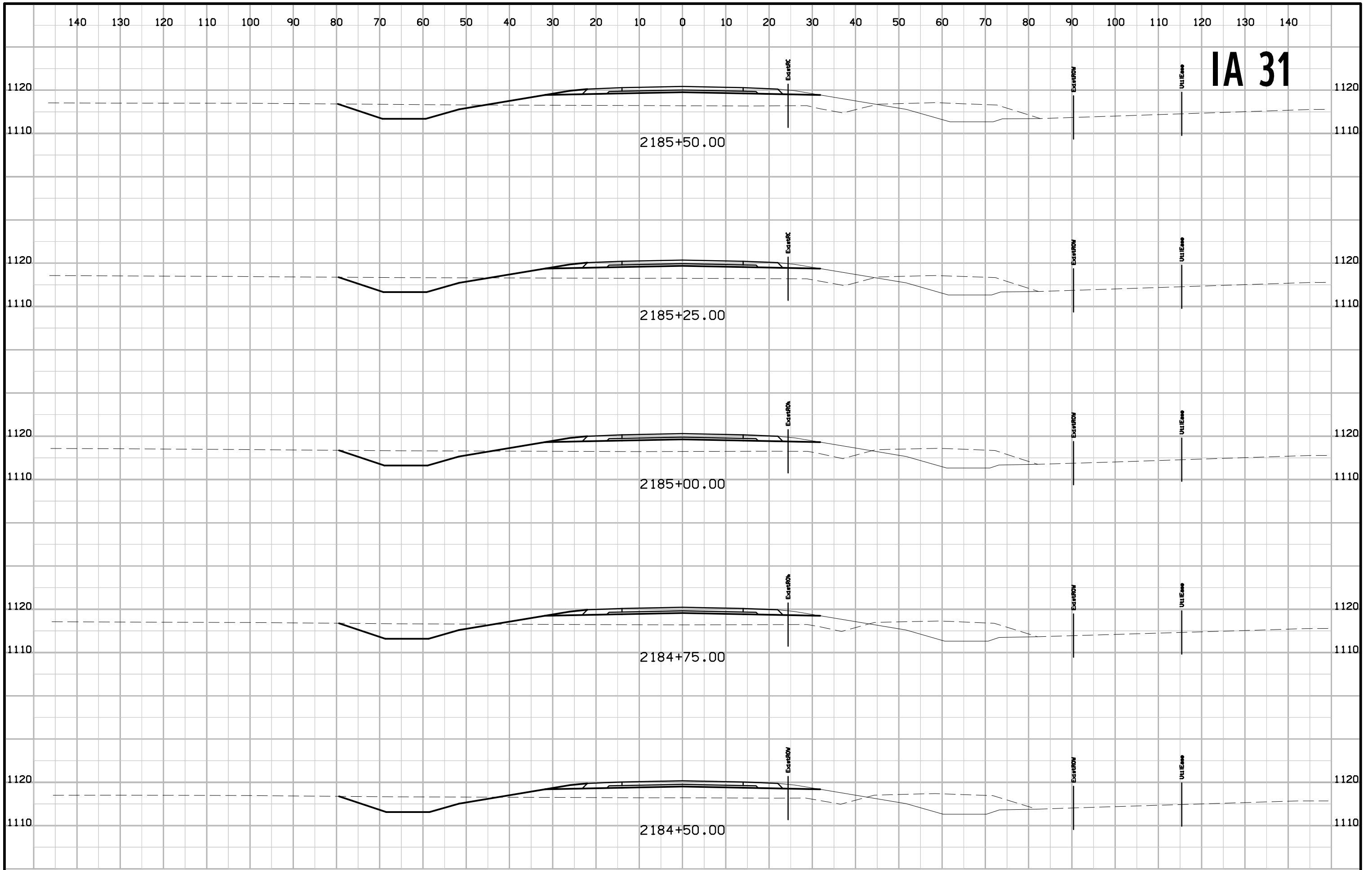


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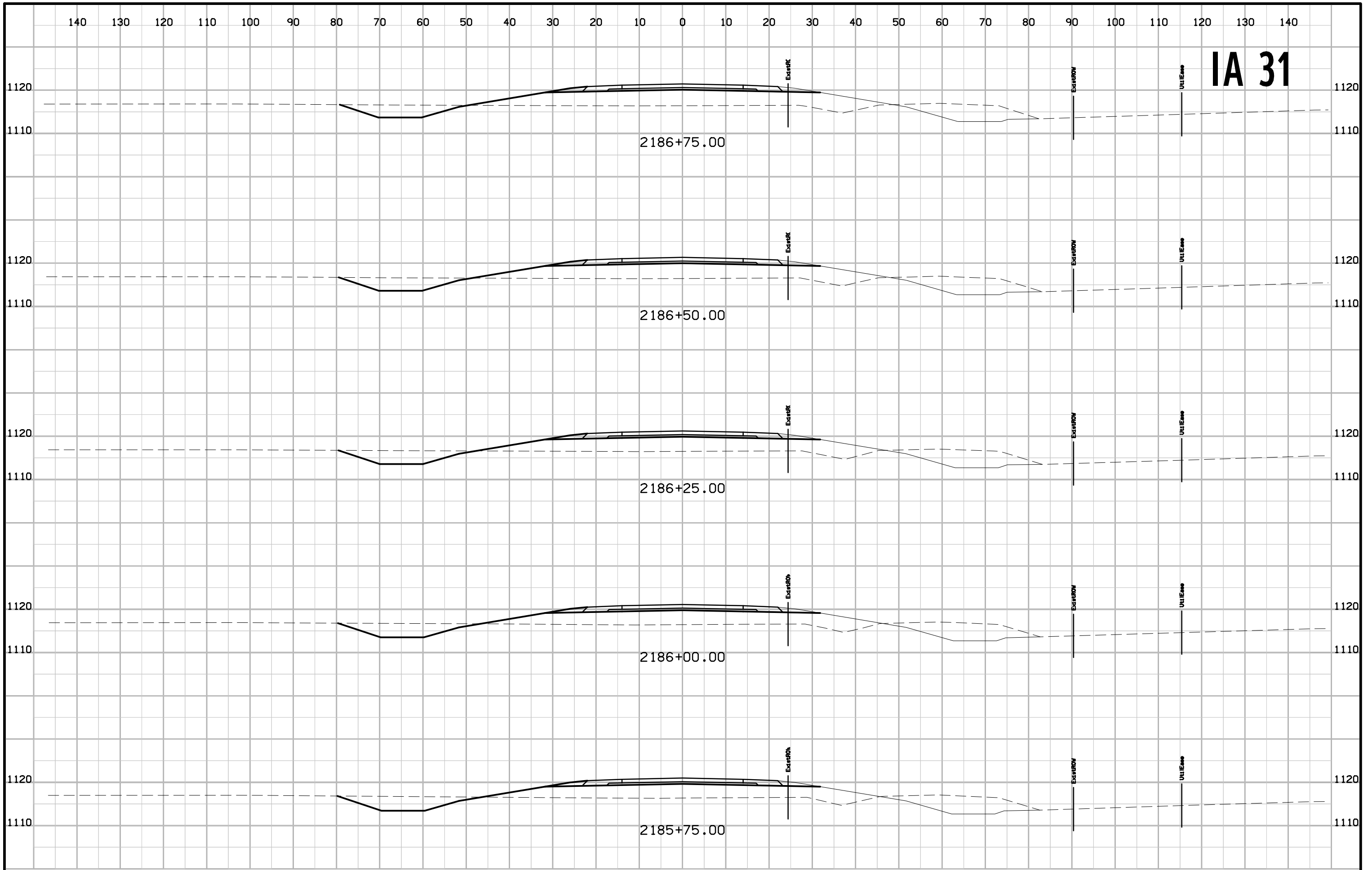




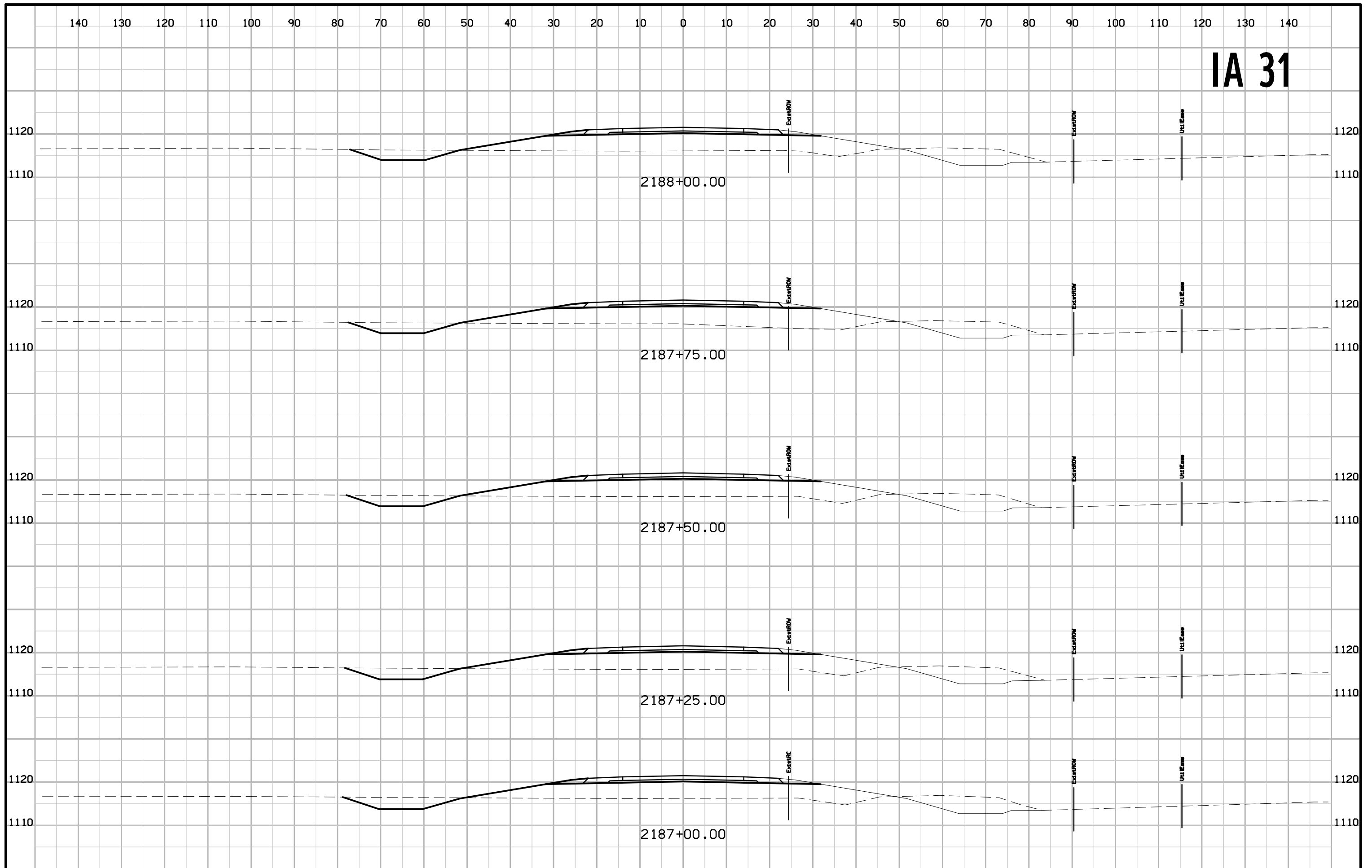
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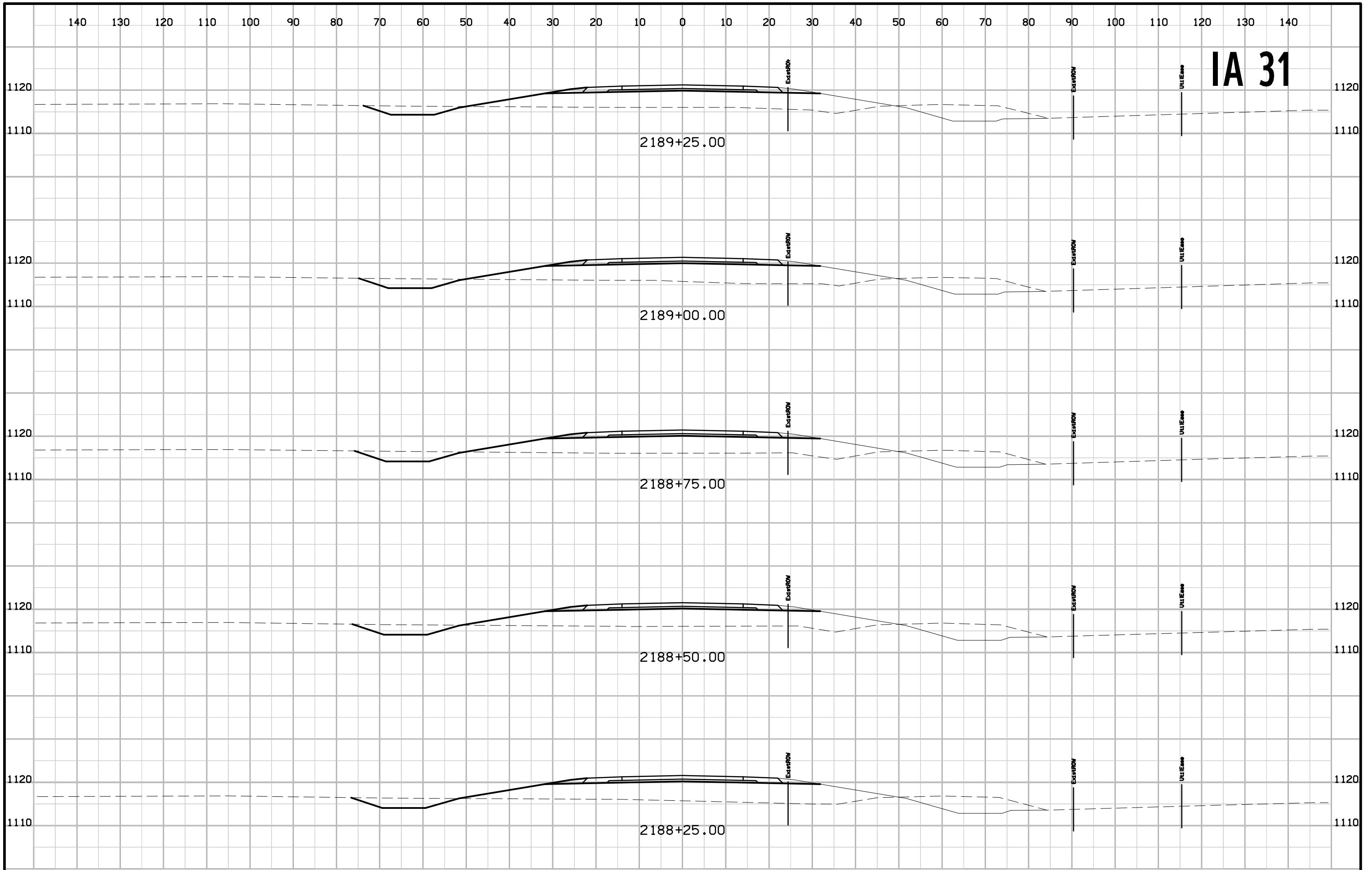
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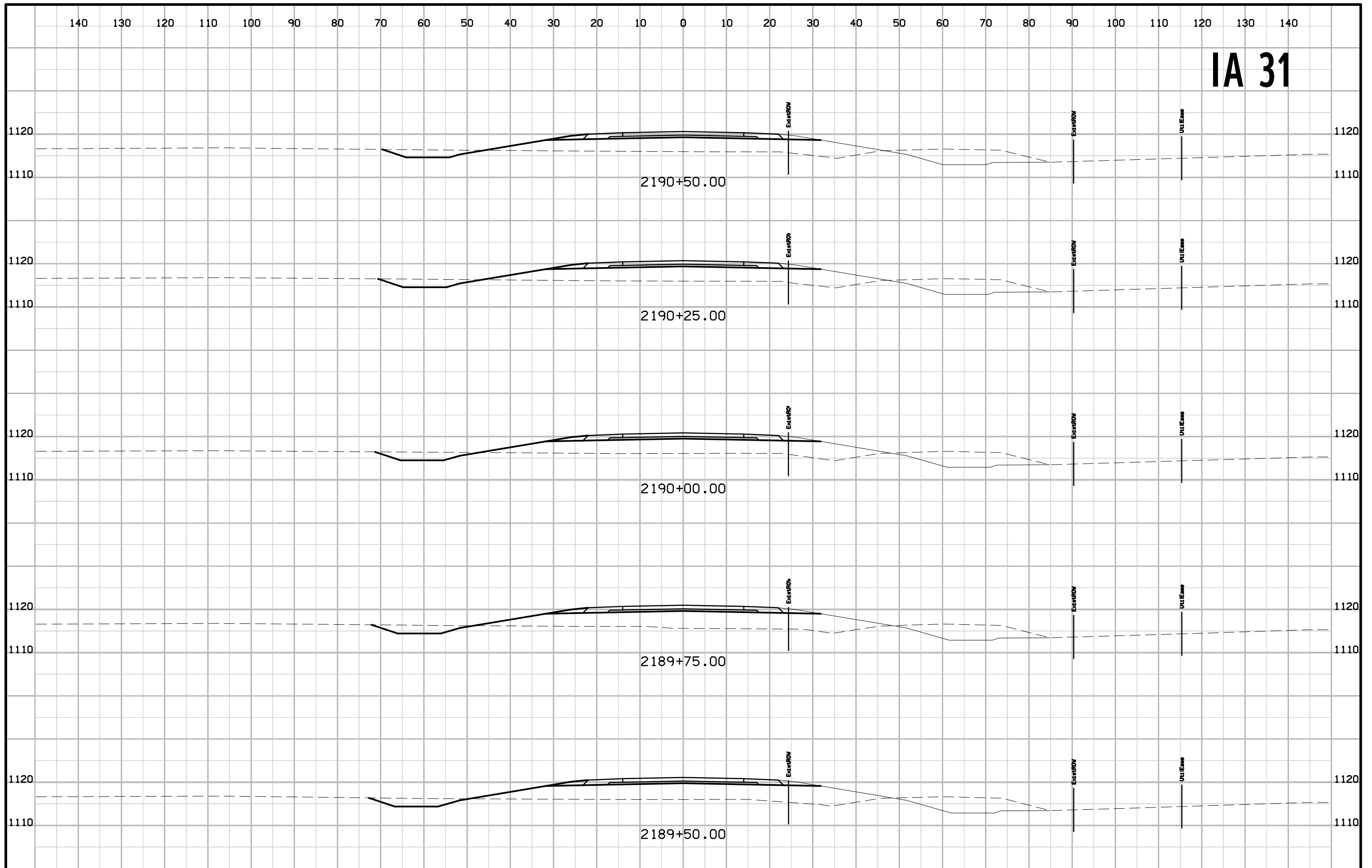
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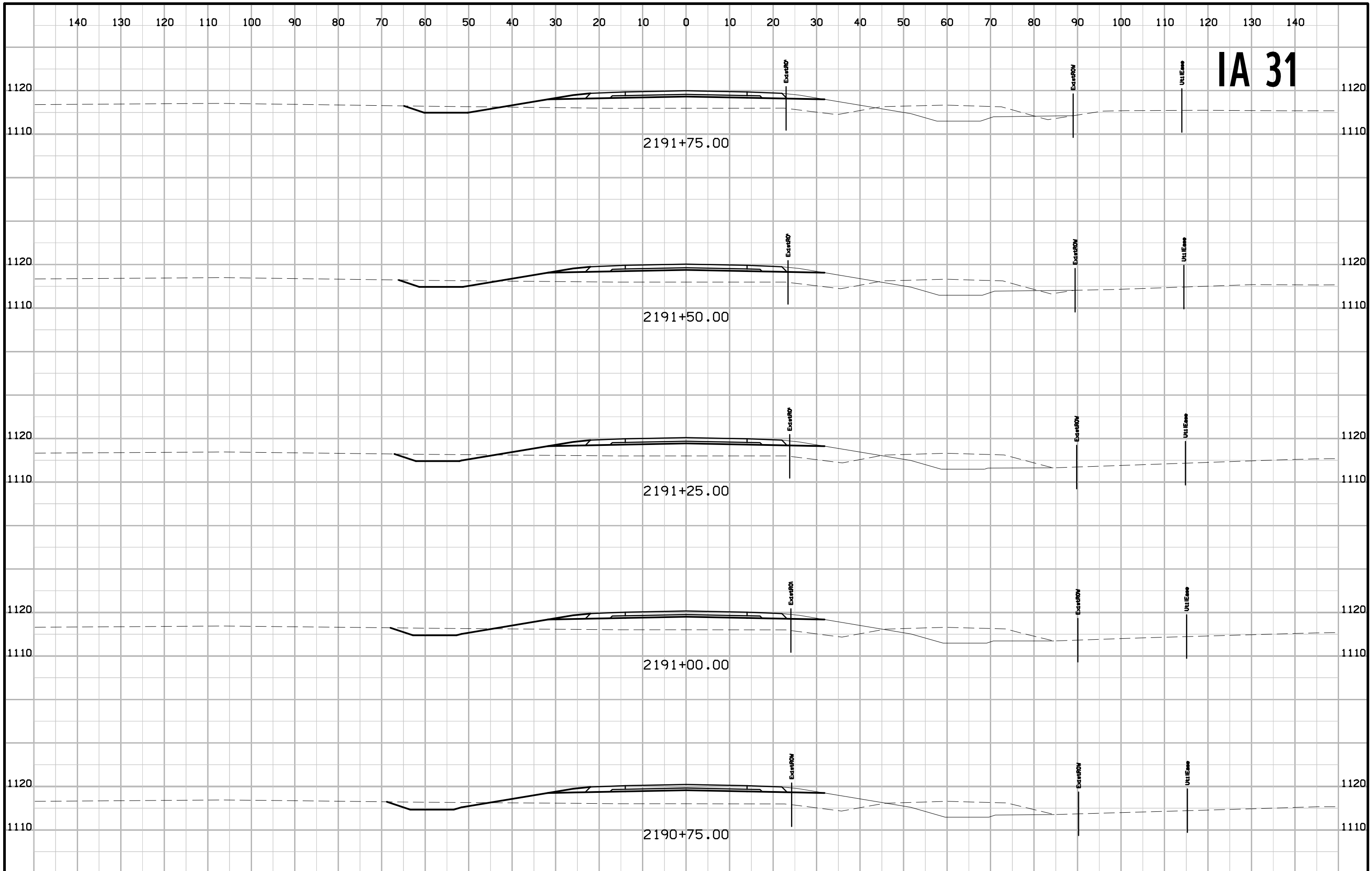
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# IA 31

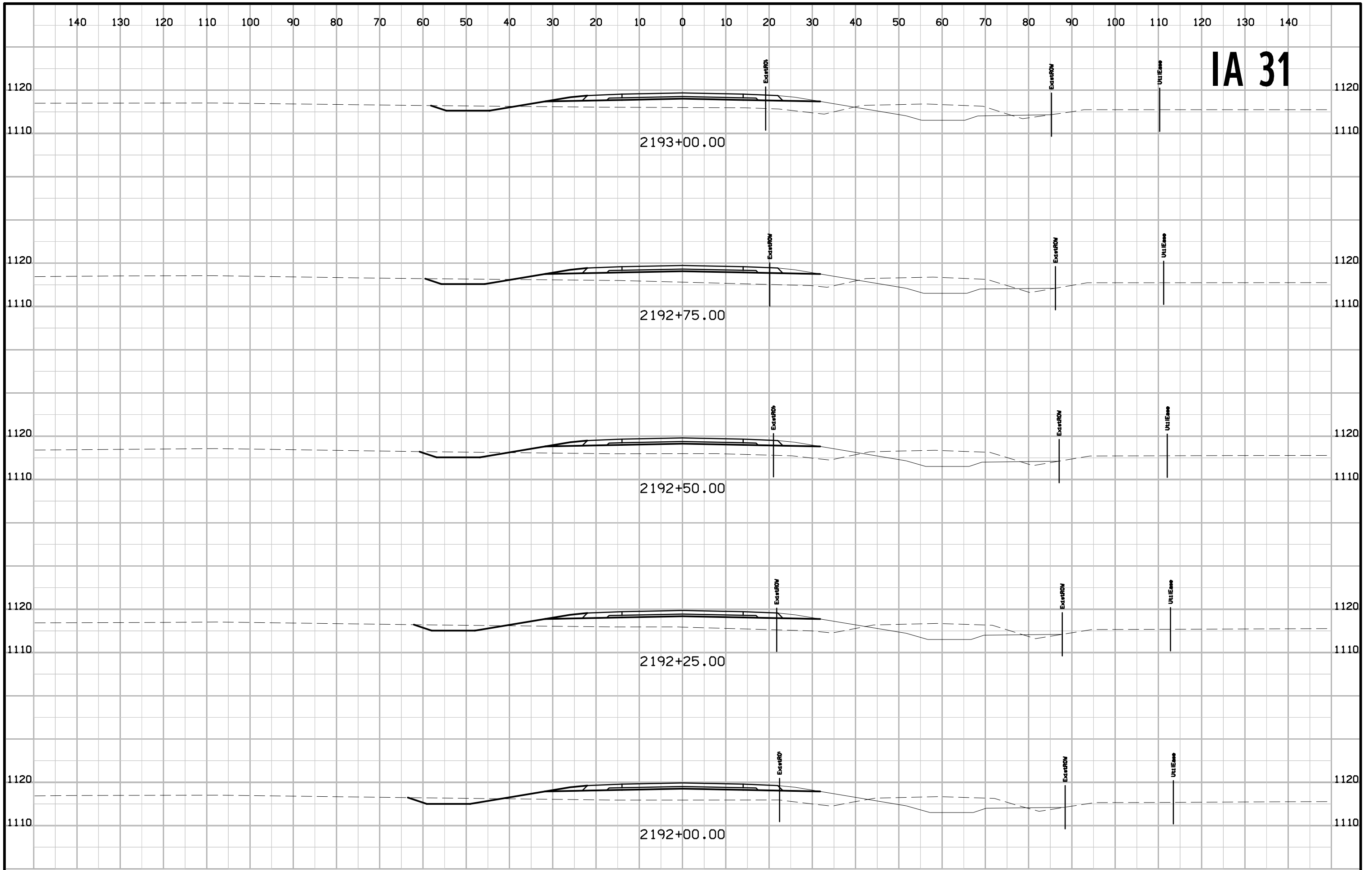


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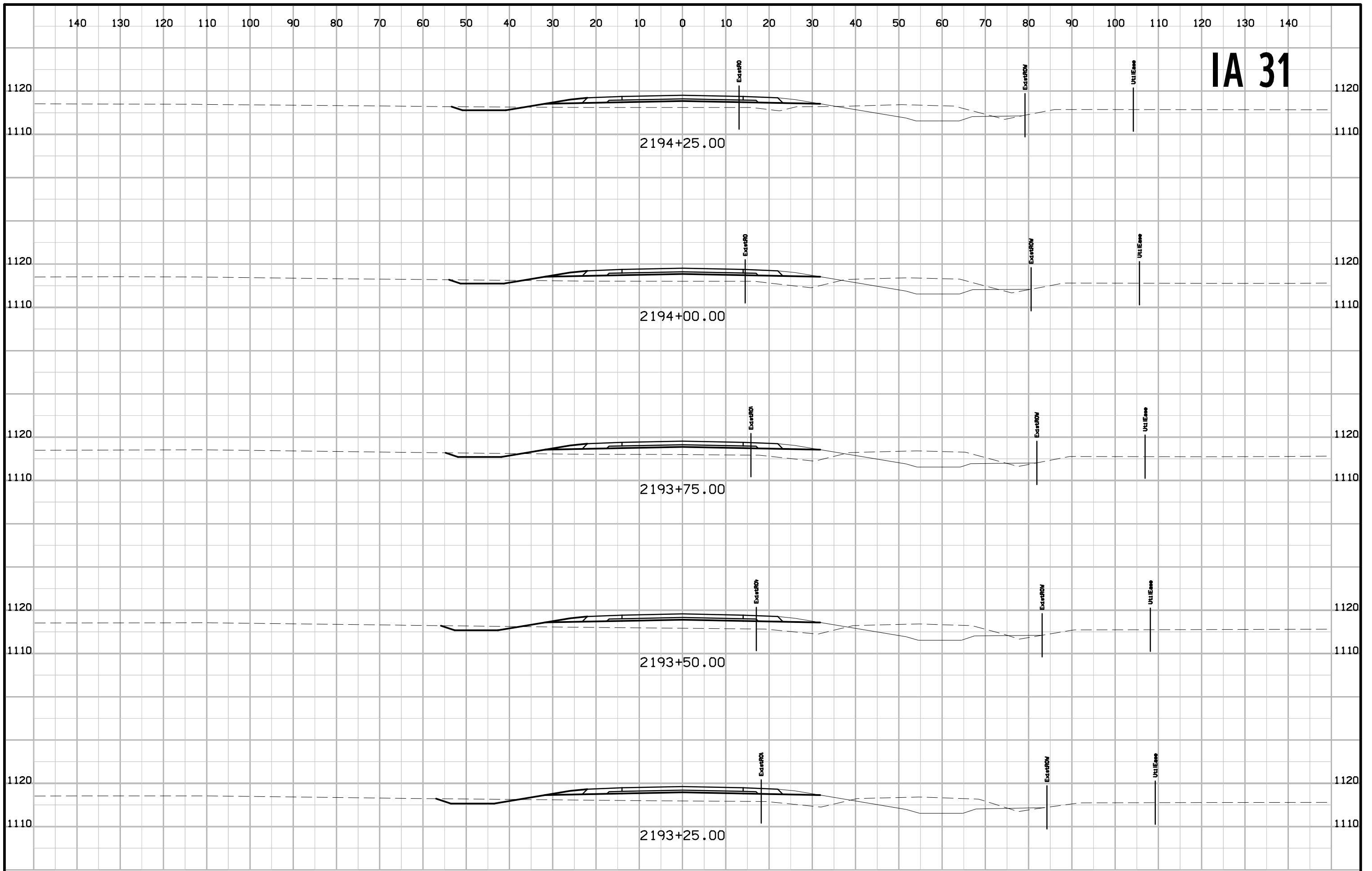




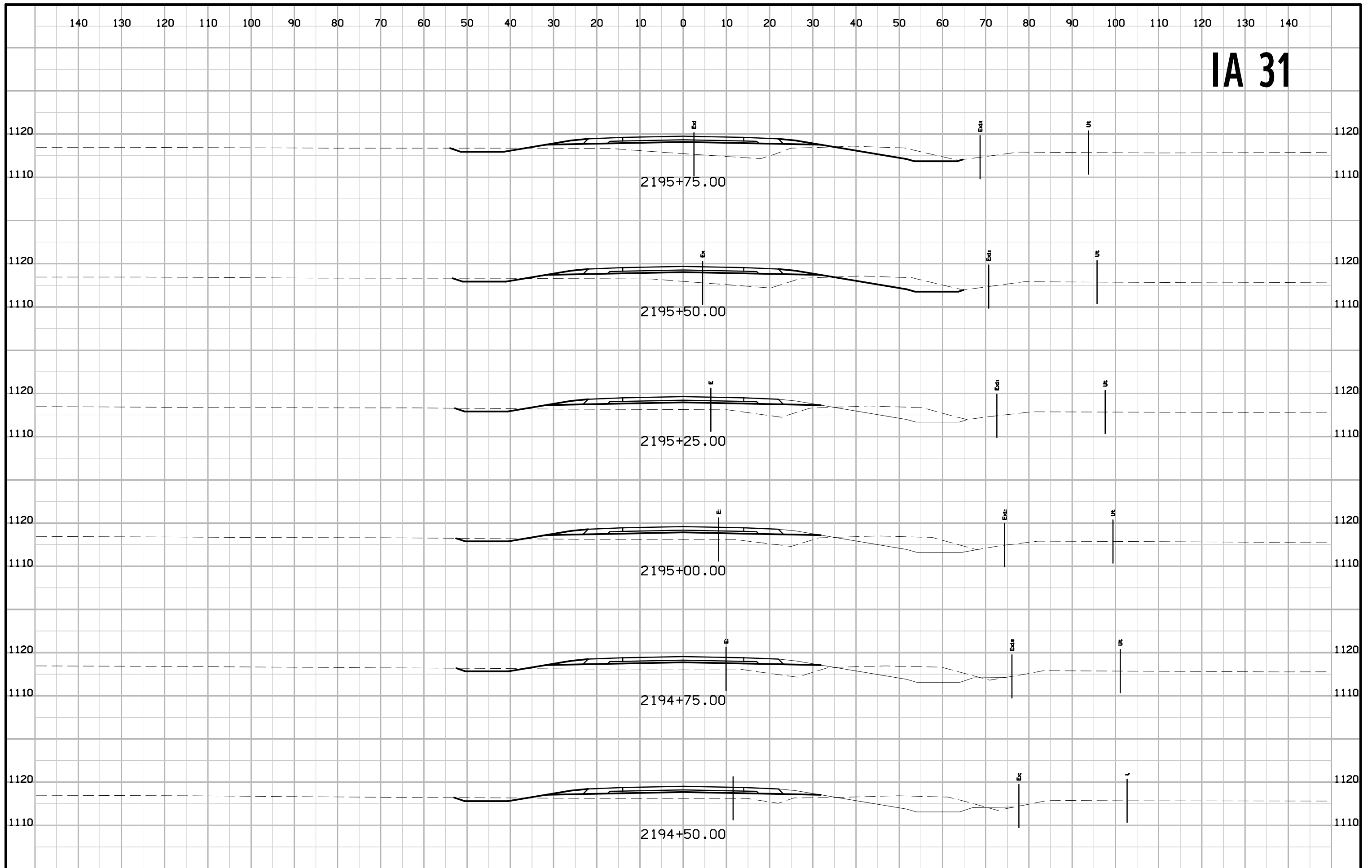
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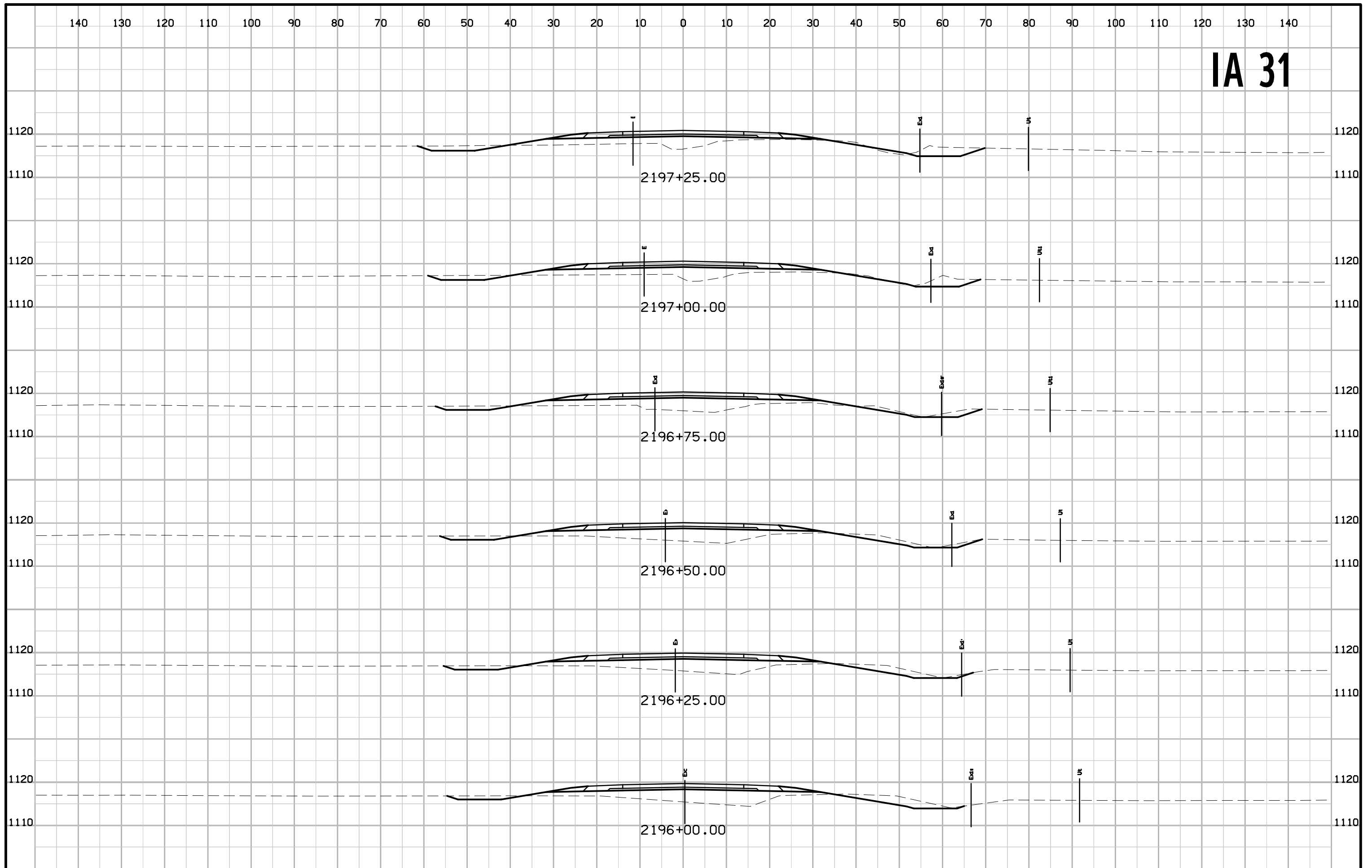
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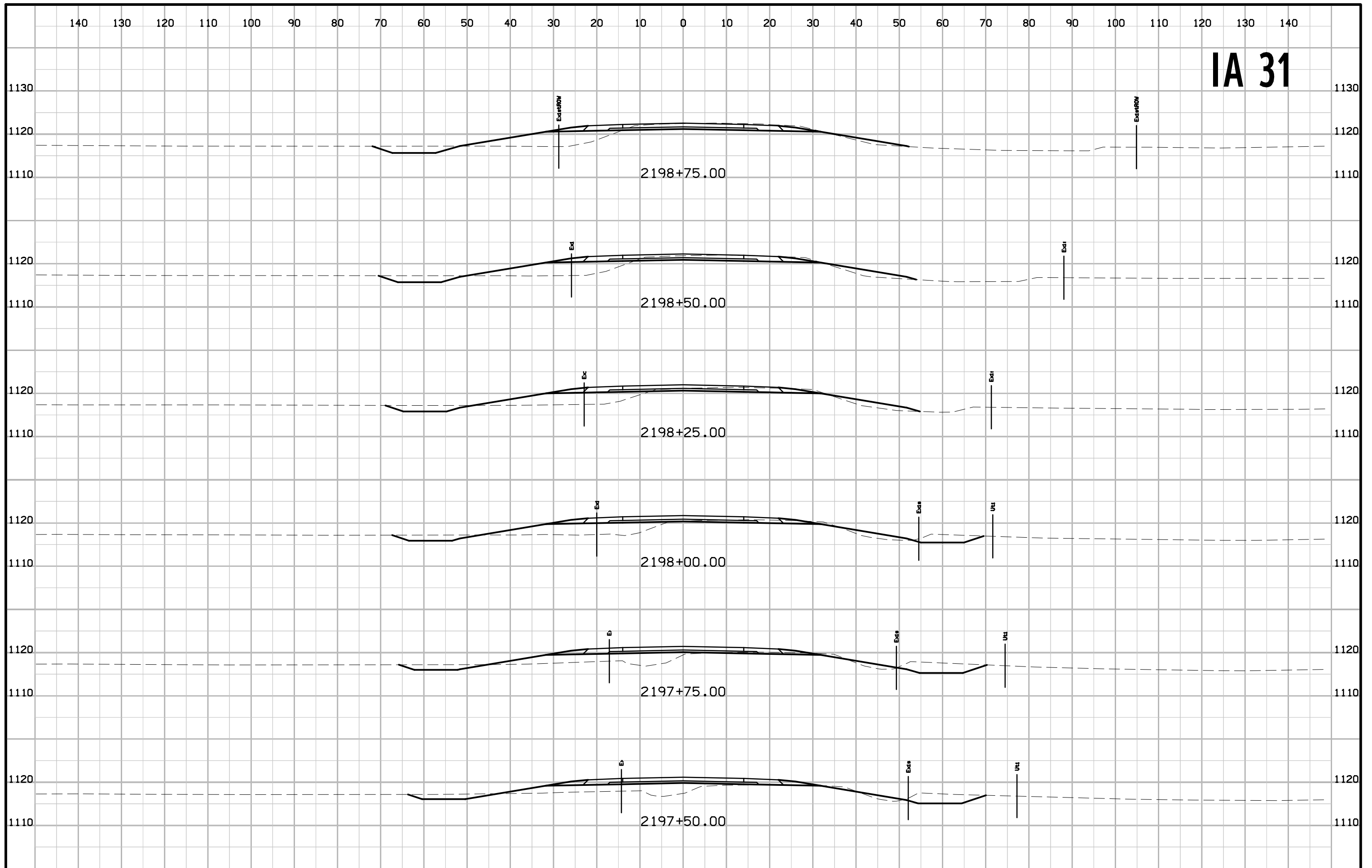
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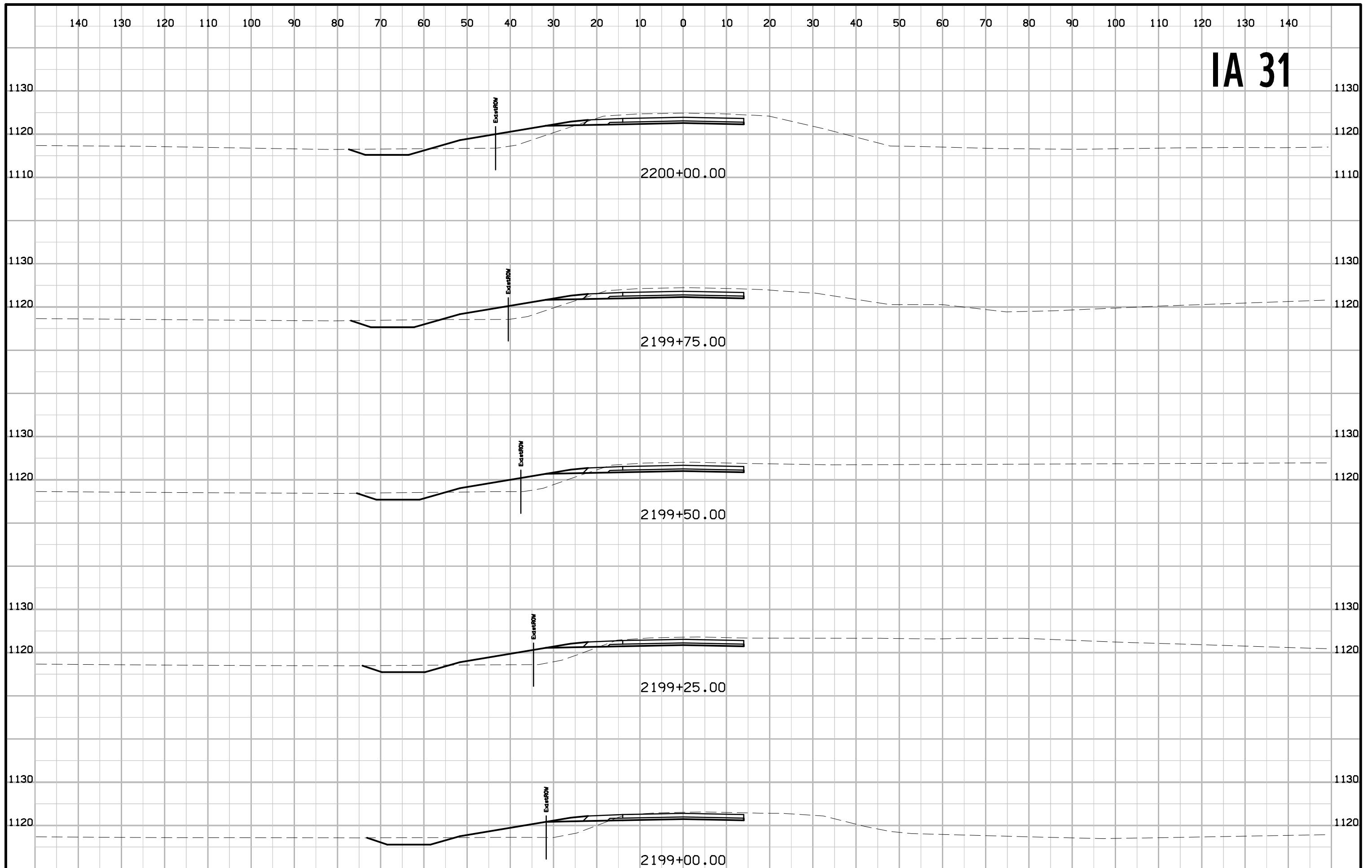
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# IA 31



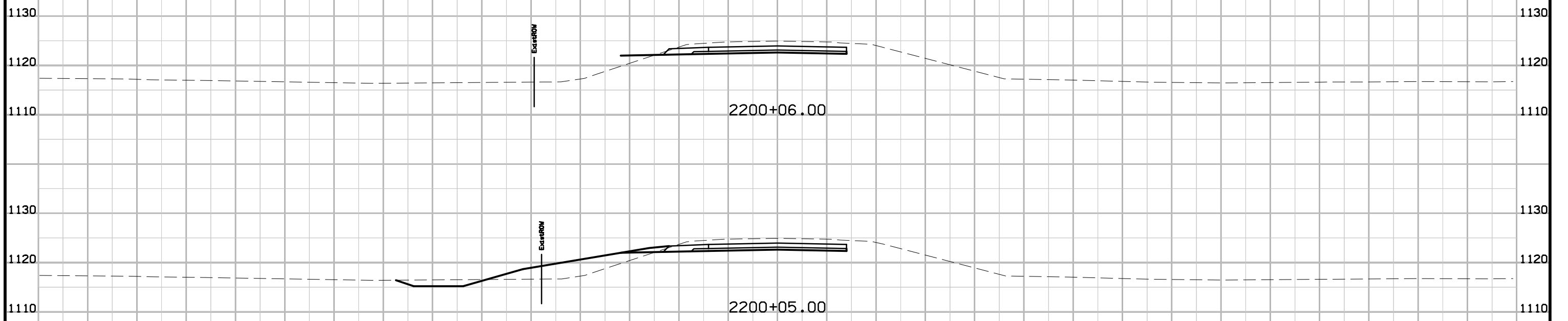
# IA 31





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IA 31



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ENGLISH IOWA DOT DESIGN TEAM JIA\MILLER\SMYTH

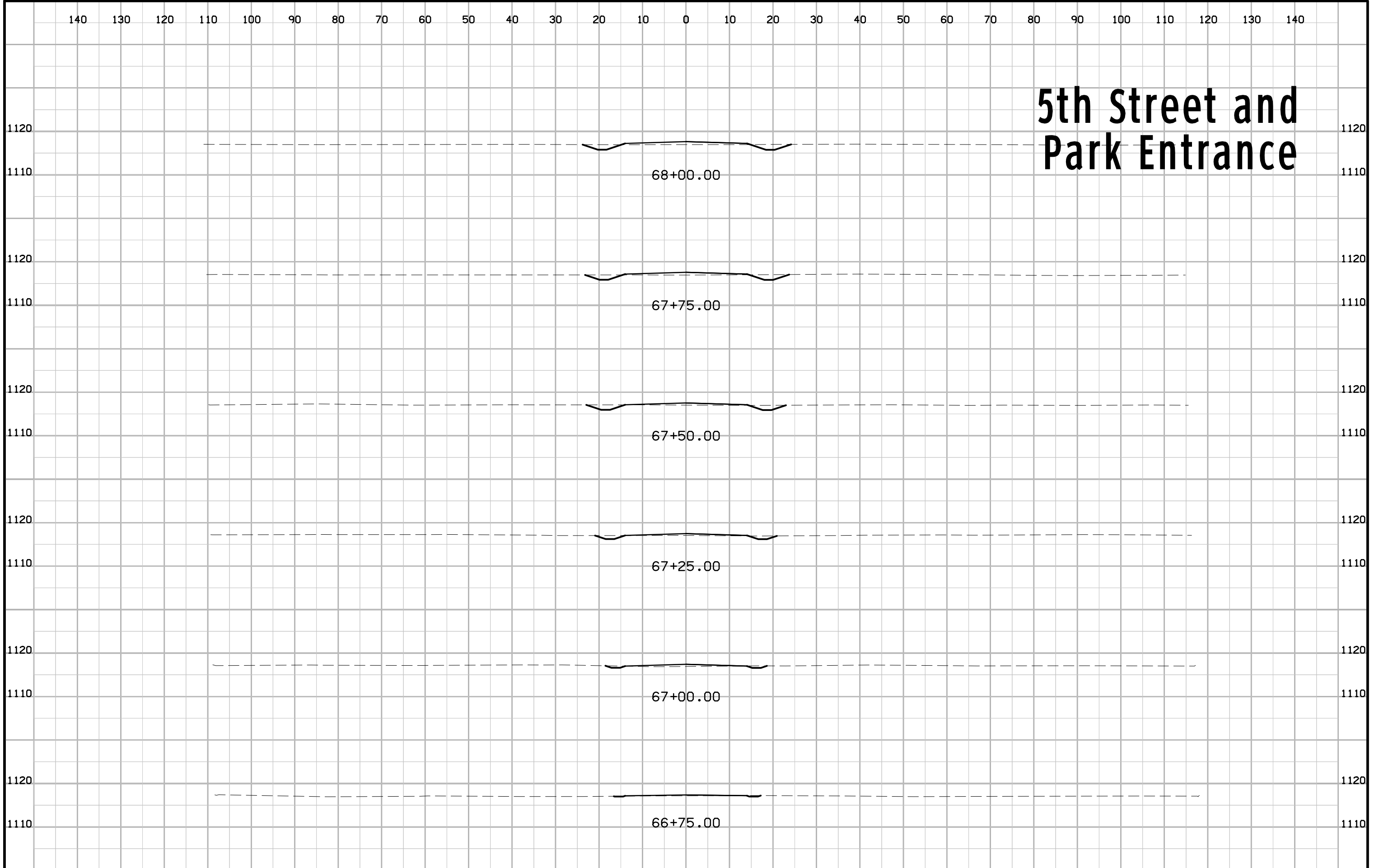
WOODBURY COUNTY

PROJECT NUMBER

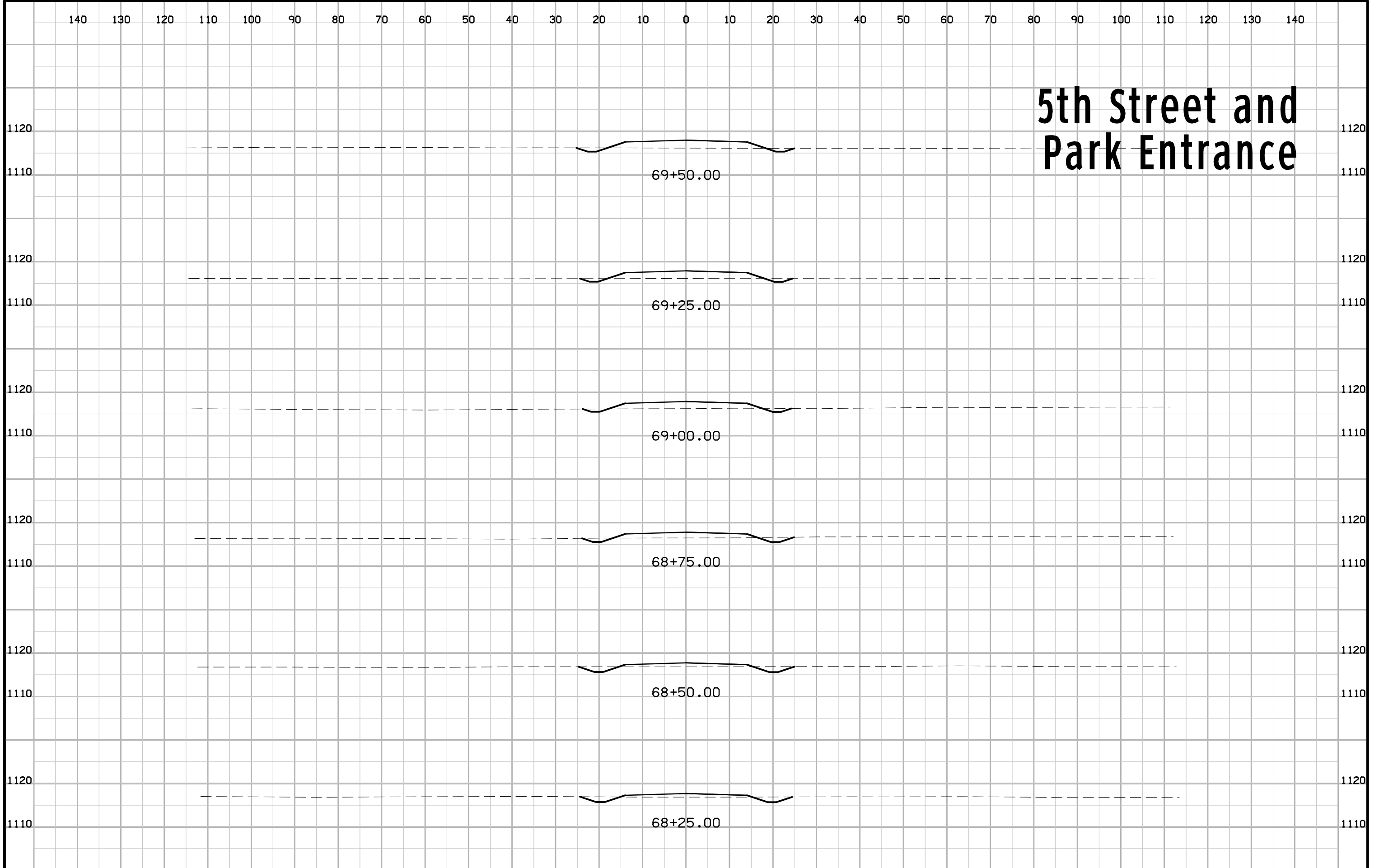
STPN-031-1(32)--2J-97

SHEET NUMBER W.29

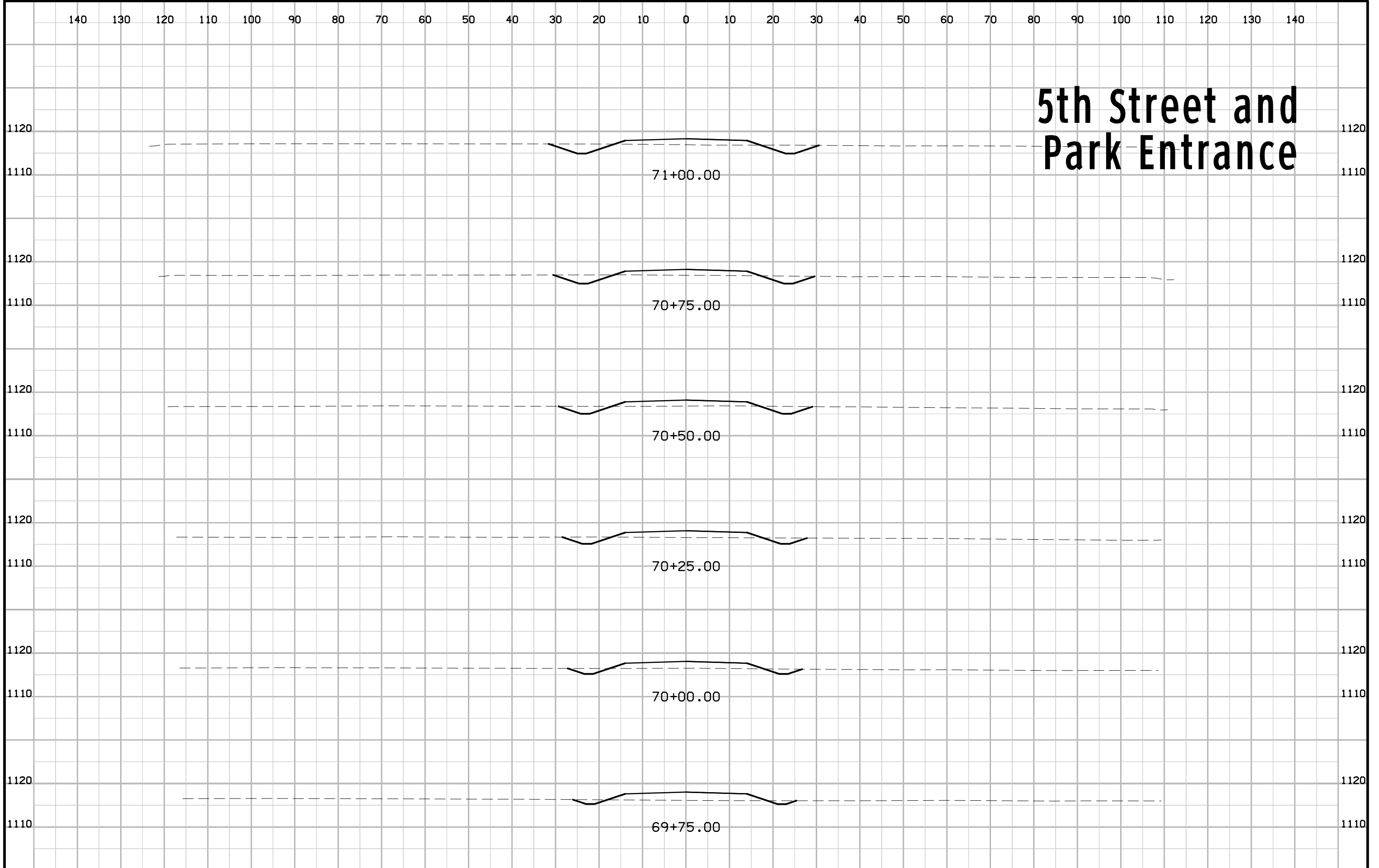
# 5th Street and Park Entrance



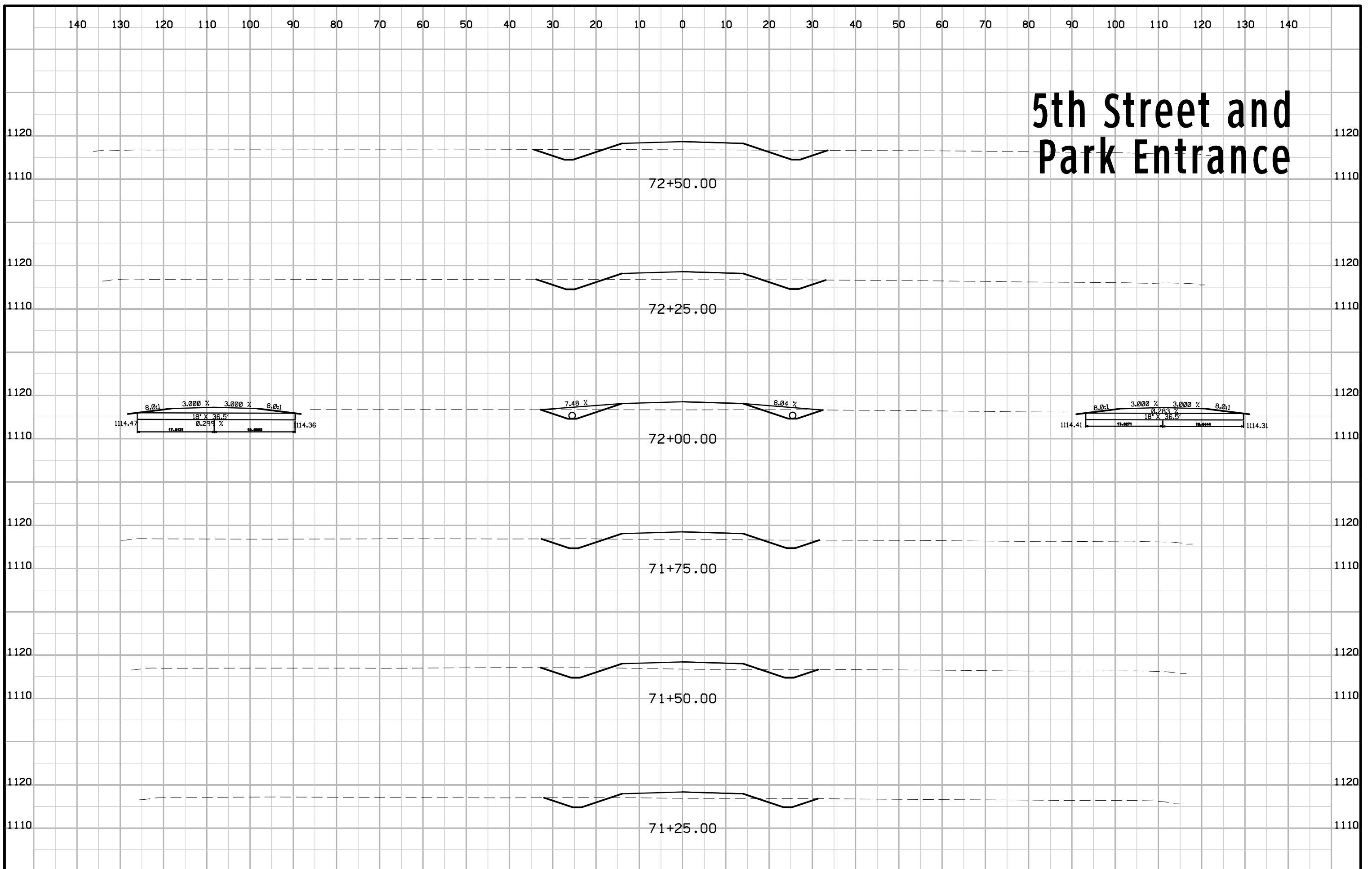
# 5th Street and Park Entrance



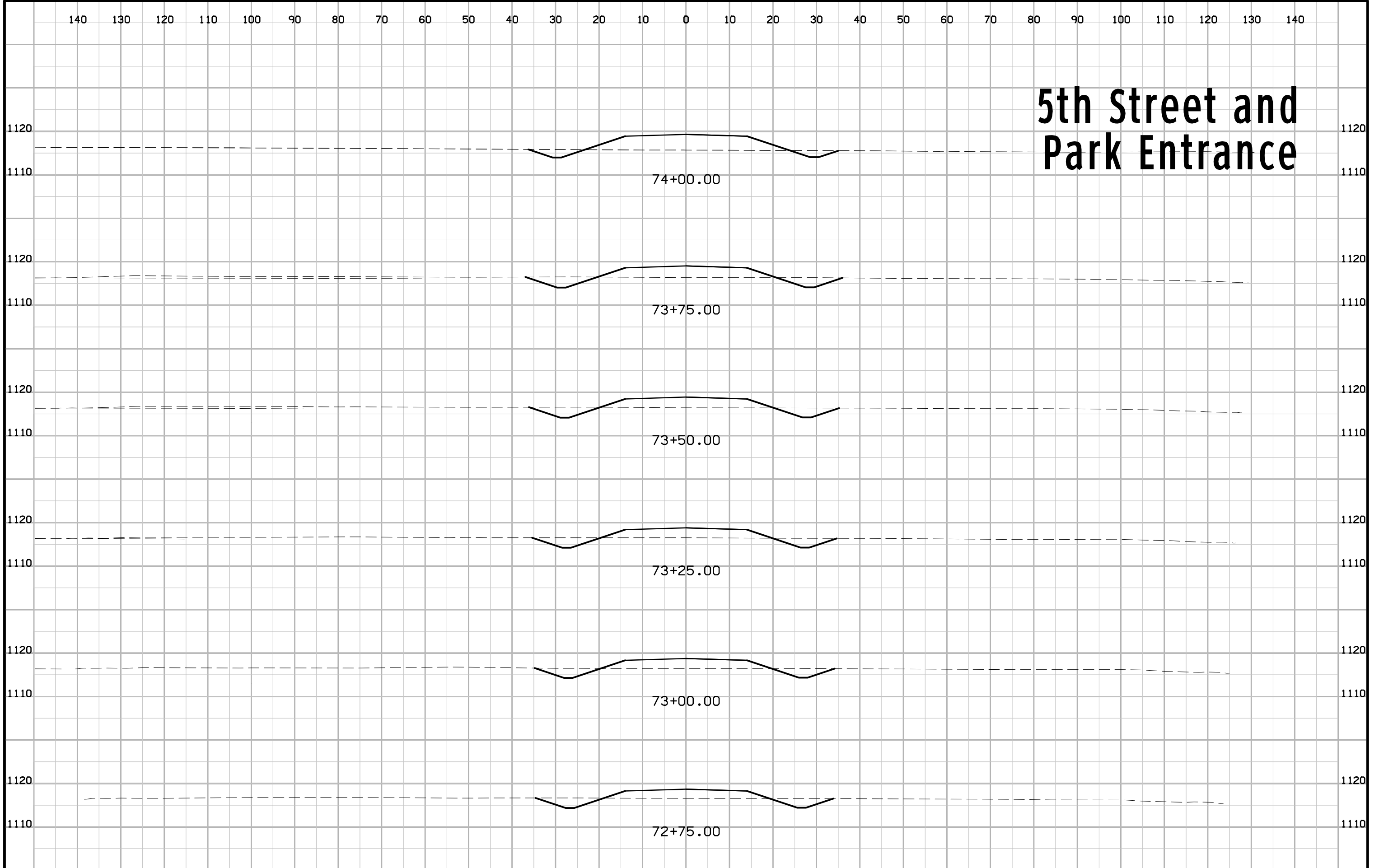
# 5th Street and Park Entrance



# 5th Street and Park Entrance

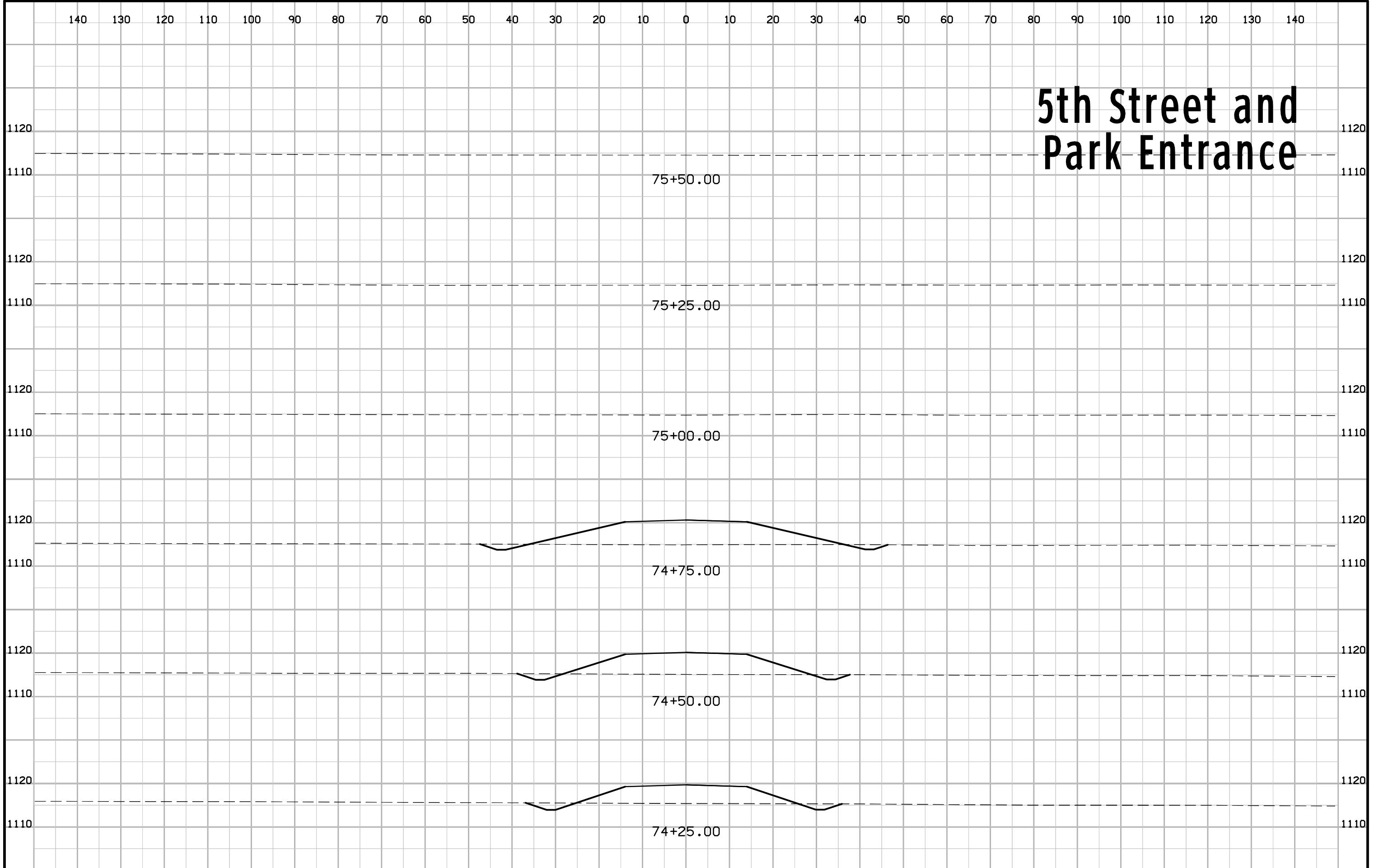


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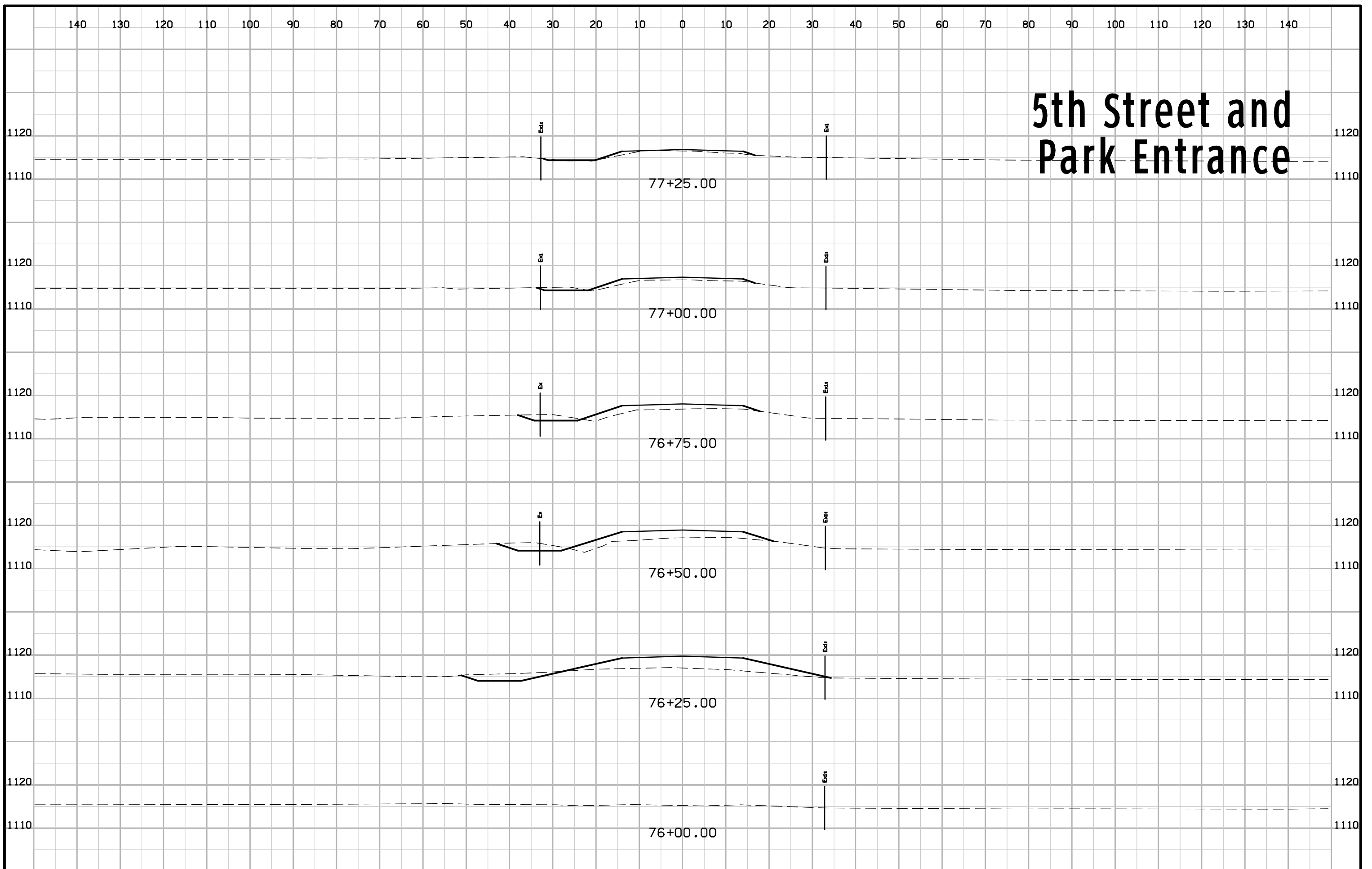




# 5th Street and Park Entrance

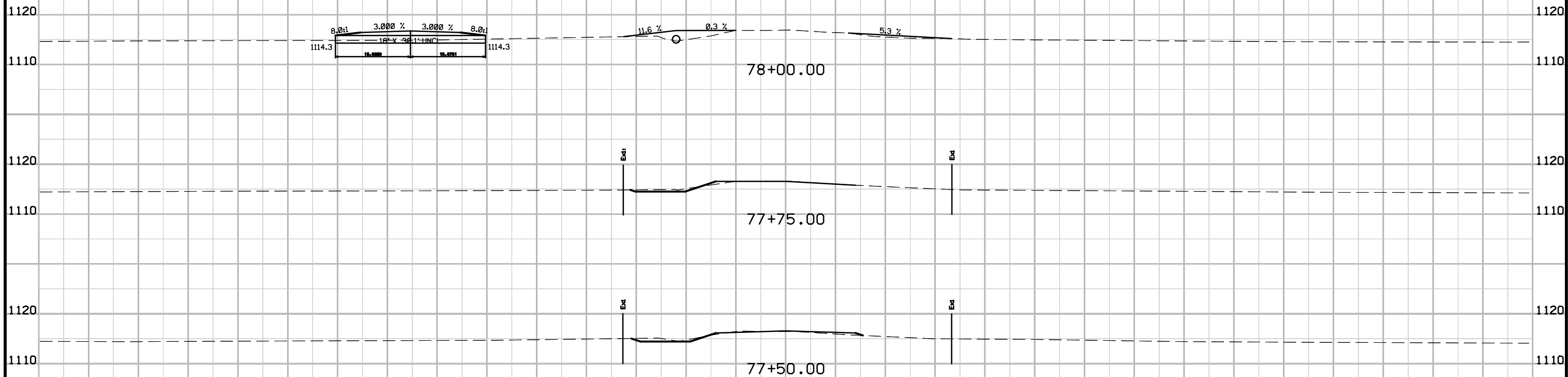


# 5th Street and Park Entrance



140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

# 5th Street and Park Entrance



140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH

IOWA DOT

DESIGN TEAM

JIA\MILLER\SMYTH

WOODBURY COUNTY

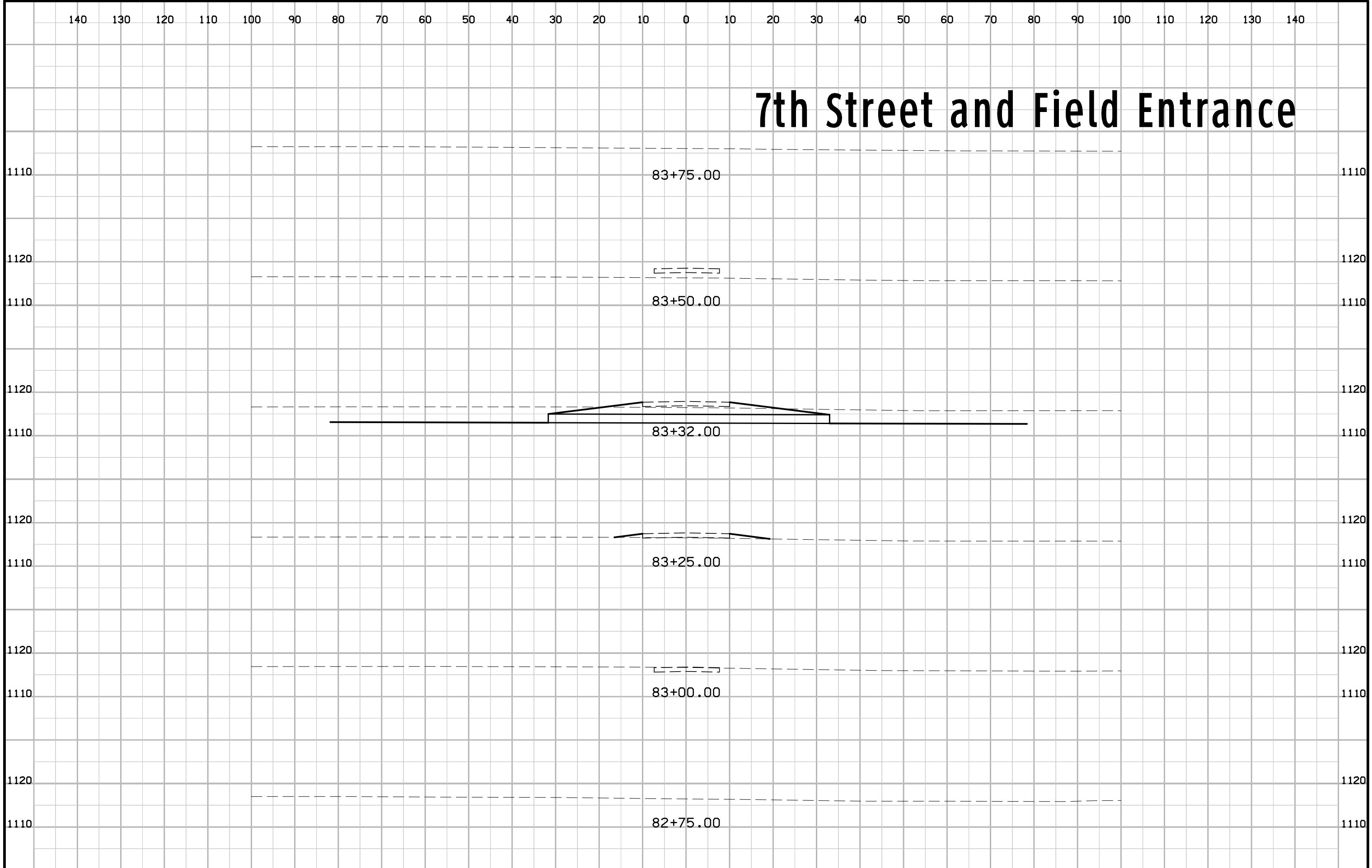
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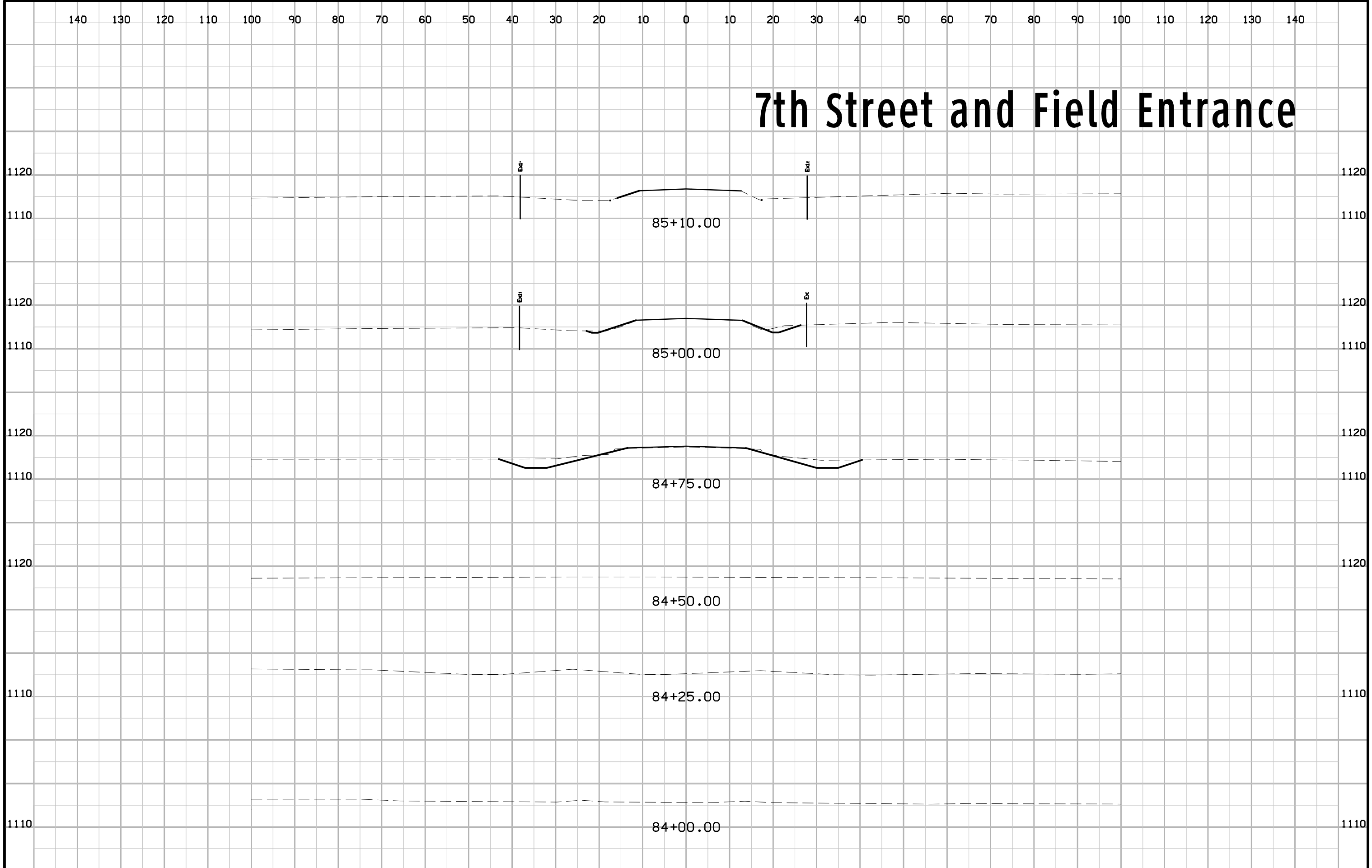
SHEET NUMBER

X.8

# 7th Street and Field Entrance



# 7th Street and Field Entrance



# Sioux

