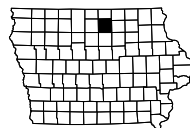


PCC PAVEMENT - GRADE AND REPLACE
 STP-122-1(027)--2C-17
 LETTING DATE
 01/22/2025

CERRO GORDO



| INDEX OF SHEETS | |
|-----------------|---|
| No. | DESCRIPTION |
| A Sheets | Title Sheets |
| A.1 | Title Sheet |
| * A.2 | Location Map Sheet |
| * A.3 - 5 | Concept Statement |
| A.6 | Field Exam Notes |
| B Sheets | Typical Cross Sections and Details |
| B.1 - 2 | Typical Cross Sections and Details |
| D Sheets | Mainline Plan and Profile Sheets |
| * D.1 | Plan & Profile Legend & Symbol Information Sheet |
| * D.2 - 8 | IA 122 Eastbound |
| * D.9 - 15 | IA 122 Westbound |
| E Sheets | Side Road Plan and Profile Sheets |
| * E.1 | S Pierce Av |
| * E.2 | Fillmore Av |
| * E.3 | S Taylor Av |
| * E.4 | S Polk P1 |
| * E.5 | S Polk Av |
| * E.5 | Mercy Dr |
| * E.6 | S Tyler Av |
| * E.7 | S Crescent Dr |
| * E.8 | S Van Buren Av |
| * E.9 | S Monroe Av |
| G Sheets | Survey Sheets |
| G.1 - 4 | Survey Alignments |
| G.5 - 6 | Alignment Coordinates |
| H Sheets | Right-of-Way Sheets |
| * H.1 - 7 | IA 122 |
| J Sheets | Traffic Control and Staging Sheets |
| J.1 | Traffic Control Plan |
| J.1 | Coordinated Operations |
| J.1 - 2 | Staging Notes |
| * J.3 | Traffic Control & Staging Legend & Symbol Info. Sheet |
| * J.4 | Staging Overview |
| * J.5 - 6 | Hospital Access Plans |
| * J.7 - 71 | Staging and Traffic Control Sheets |
| * J.72 | Custom Signs |
| M Sheets | Storm Sewer Sheets |
| * M.1 | Storm Sewer Legend & Symbol Information Sheet |
| * M.2 - 15 | Storm Sewer Plan and Profile Sheets IA 122 |
| MSA.1 | Sanitary Sewer Tabulations |
| * MSA.2 | Sanitary Sewer Overview |
| * MSA.3 - 6 | Sanitary Sewer Plan and Profile Sheets IA 122 |
| * MWM.1 - 5 | Water Main Plan and Profile Sheets IA 122 |
| * MWM.6 - 12 | Water Main Plan and Profile Sheets Side Roads |
| N Sheets | Traffic Signal Sheets |
| * N.1 - 4 | Traffic Signal Removals |
| * N.5 - 8 | Traffic Signal Plans |
| R Sheets | Erosion Control Sheets |
| * RR.1 | Erosion Control Legend and Symbol Information Sheet |
| * RR.2 - 5 | Erosion Control Plans |
| S Sheets | Sidewalk Sheets |
| * S.1 | Sidewalk Legend & Symbol Information Sheet |
| * S.2 - 16 | Sidewalk Plan Sheets |
| U Sheets | 500 Series, Mod.Stds. and Detail Sheets |
| * U.1 - 7 | Removals |
| U.8 - 9 | Detail Sheets |
| * U.10 - 13 | Paint Marking Plans |
| | * Color Plan Sheets |



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM CERRO GORDO COUNTY PCC PAVEMENT - GRADE AND REPLACE

City of Mason City
From Pierce Ave. to Monroe Ave.

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



| MILEAGE SUMMARY | | | 105-1 09-27-94 |
|-----------------|--|--------------------------|-----------------------|
| Div. | Location | Lin. Ft. (Centerline) | Miles (Centerline) |
| 1 | IA 122 Sta. 165+26.93 to 202+25.93 (EB) Sta. 62+68.13 to 99+25.13 (WB) | 3,699.00 | 0.700 |
| | Total Project Length | 3,699.00 | 0.700 |

| DESIGN DATA URBAN | |
|-------------------|---------------|
| 20 21 AADT | 18,000 V.P.D. |
| 20 - AADT | - V.P.D. |
| 20 - DHV | - V.P.H. |
| TRUCKS | - % |
| Total | |
| Design ESALs | - |

REVISIONS

TOTAL
192

| |
|-------------------------------|
| PROJECT IDENTIFICATION NUMBER |
| 17-122-020-23 |
| PROJECT NUMBER |
| STP-122-1(027)--2C-17 |
| R.O.W. PROJECT NUMBER |
| |
| |
| |

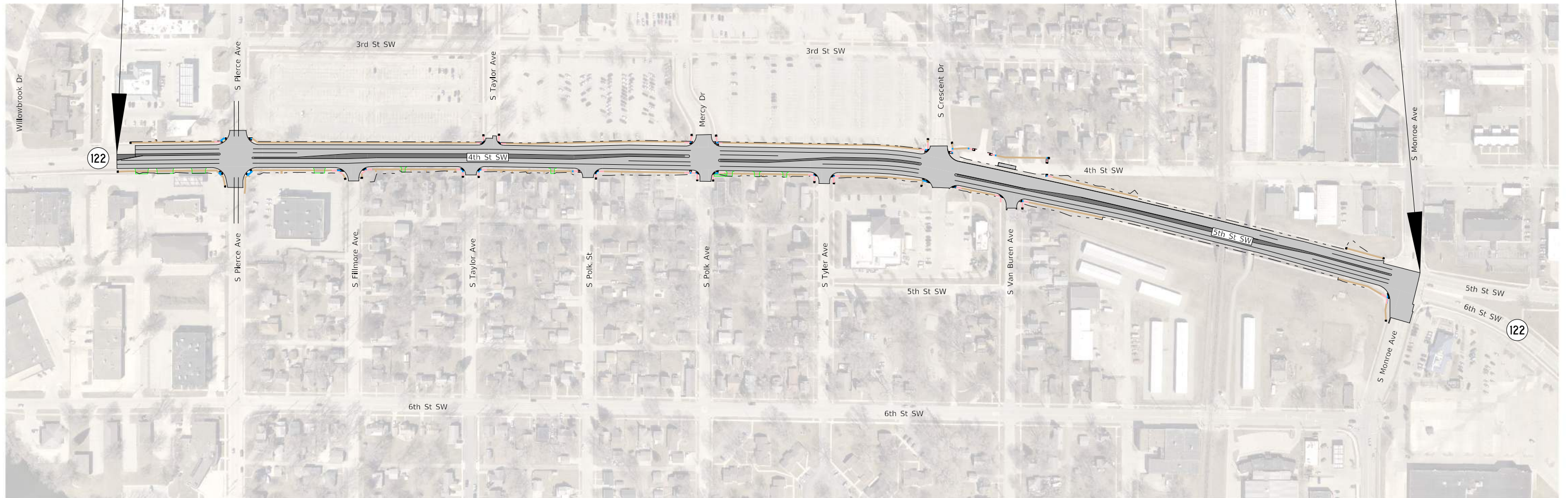
FIELD EXAM PLANS

Subject to Change by Final Design.

Date: 03/27/2024

BEGIN CONSTRUCTION
EASTBOUND STA 165+26.93

END CONSTRUCTION
EASTBOUND STA 202+25.93



LOCATION MAP
(NOT TO SCALE)

MEMORANDUM

TO: Aaron Burnett Mark Rahm
 City Administrator City Engineer
 Mason City, Iowa Mason City, Iowa

FROM: WHKS & Co.

DATE: April 25, 2022

RE: Highway 122 from S Pierce Avenue to S Monroe Avenue

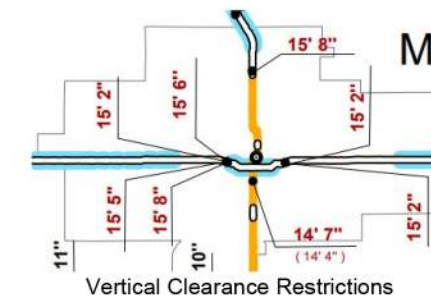
Per your request, WHKS has reviewed the IA 122 corridor in Mason City, from Pierce Avenue to Monroe Avenue, relying heavily on the 2020 Traffic Engineering Assistance Program (TEAP) study completed by Snyder and Associates.

This segment of the IA 122 corridor was the subject of an earlier TEAP study, completed around 1989 as I recall; recommendations from this study, including construction of the raised median, were implemented in a 1991 HMA resurfacing project.

Existing Conditions:

- 4-lane divided highway with raised median.
- 35 MPH regulatory speed limit.
- Average Daily Traffic in the range of 18,000 vehicles per day.
- The existing pavement structure consists of a 9.5" thick PCC pavement constructed in 1958, a 1.5" HMA resurfacing in 1962, and a 3" HMA resurfacing in 1991.
- Continuous sidewalks in both directions, located approximately 6-feet behind the curb.
- Raised median, of variable width due to left-turn channelization, bridge piers, etc.
- No direct access to any adjacent properties other than the Hy-Vee Drug facility which is directly opposite Crescent Drive.
- Mainline left-turn lanes provided for both directions of travel at intersections with Pierce Ave, Mercy Drive/Polk Ave, Crescent Drive, and Monroe.
- As is typical of urban highway corridors, no right-turn lanes are provided on the mainline corridor.
- Crossings of the raised median are provided only at major intersections: Pierce Ave, Mercy Drive/Polk Ave, Crescent Dr, and Monroe Avenue.
- Mercy Hospital, located on this corridor, is an important consideration for several reasons:
 - the routing of emergency response vehicles to its emergency room, typically accessed off the Crescent Avenue intersection,
 - patient access to various clinics, the pharmacy, and the surgical centers on site,
 - visitor and staff parking/access to hospital facility.
- Overhead bridges with a vertical clearance of 15'-5" between Crescent Drive and Monroe Avenue minimally restrict the movement of oversized loads through the corridor.
 - While not substantially below current minimum guideline of 16' – 0" vertical clearance over Iowa's primary highways, the limited clearance should be

considered in light of similar vertical clearance restrictions in all directions from Mason City's downtown area.



Crash History (Per 2020 TEAP Study):

| Intersection w/IA 122 | Crashes (Injury) | Crash Severity | Crash Rate | Predominant Crash Type, # of Crashes | Predominant Major Cause, # of Crashes |
|-----------------------|------------------|---|------------|--|--|
| Pierce Avenue | 41 (19) | 1 fatal 3 minor 10 poss 27 PDO | 1.01 | Oncoming left-turn (12); Rear-End (11); Broadside (11) | FTYROW making left turn (12); Followed too close (8); Ran traffic signal (8) |
| Mercy Drive/Polk Ave | 23 (4) | 1 minor 2 poss. 20 PDO | N/A | Broadside (10); Rear-End (8) Oncoming Left-Turn (2) | Ran Traffic Signal (7); FTYROW making left-turn (3); Other (3) |
| Crescent Dr | 23 (13) | 1 major 1 minor 7 poss 14 PDO | N/A | Rear-End (13) Oncoming Left-Turn (5) Broadside (3) | Followed too Close (6) Made Improper turn (4) Other (4) |
| Monroe Ave | 43 (16) | 14 Possible 29 PDO | 1.06 | Rear-end (26) Broadside (8) Sideswipe, same direction, (3) | Ran Traffic Signal (10) Followed too Close (7) Lost Control (5) |

Notes: PDO – Property Damage Only crashes. Crash rates were not calculated for the Mercy Drive or Crescent Drive intersections, likely due to a lack of recent traffic counts.

Capacity and Level of Service (Per 2020 TEAP Study):

| Intersection w/IA 122 | Control | Approach | Delay (LOS) AM Peak | Delay (LOS) AM Peak |
|-----------------------|---------|----------------------|---------------------|---------------------|
| Pierce Ave | Signal | Overall Intersection | 20.8 sec, LOS C | 21.6 sec, LOS C |
| Mercy Dr/Polk Ave | Signal | Overall Intersection | 3.3 sec, LOS A | 20.9 Sec, LOS C |
| Crescent Dr | Signal | Overall Intersection | 10.8 sec, LOS B | 23,6 sec, LOS C |
| Monroe Ave | Signal | Overall Intersection | 19.1 sec, LOS B | 31.5 sec, LOS C |

Recommended Improvements by Snyder and Associates TEAP Study:

Corridor, as a whole:

- Update pedestrian, yellow, and all-red clearance times
- Consider implementation of an Automated Traffic Signal Performance Measures system. This would require new traffic signal controllers or additional equipment.

Pierce Avenue:

- Consider implementing FLASHING YELLOW ARROW left-turn phasing to accommodate time-of-day protected left-turn phasing.
- Consider removing/consolidating some access points to the convenience store in the SW quadrant.
- Consider restriping the north and south approaches to align left-turn lanes, improving sight distance for left-turning vehicles.
- Add ADA compliant pedestrian curb ramps and pushbuttons.
- New pedestal pole, pedestrian signal heads, pushbuttons, and appropriate pedestrian traffic signs.
- Update existing pedestrian signal heads to countdown signals.
- In the range of \$300,00 to \$350,000, assuming replacement of the traffic signals.

Mercy Drive/Polk Avenue:

- Add overhead traffic signal mastarms for northbound and southbound traffic to improve visibility of the signal heads and be consistent with other intersection in the corridor.
- Add traffic signal backplates to improve visibility
- Add ADA compliant pedestrian curb ramps and pushbuttons.
- New pavement markings for crosswalks
- Update existing pedestrian signal heads to countdown signals.
- Estimated cost of Improvements: \$150,000 to \$200,000.

Crescent Drive:

- The TEAP study identified a detection error at the Crescent Drive signals.
- Add ADA compliant pedestrian curb ramps and pushbuttons.
- New pavement markings for crosswalks
- Update existing pedestrian signal heads to countdown signals.

Monroe Avenue:

- New pavement markings for crosswalks
- New pedestal pole, pedestrian signal heads, pushbuttons, and appropriate pedestrian traffic signs.
- Update existing pedestrian signal heads to countdown signals.
- In the range of \$300,00 to \$350,000, assuming replacement of the traffic signals.

Overall, the Snyder and Associates recommendations are appropriate to address the crash history of the corridor and in enhancing the operations of the corridor, for both motorists and pedestrians.

Other Possible Improvements:

- Basic Roadway Geometry we do not recommend major changes in the basic geometry of the IA 122 corridor for the following reasons:
 - As a divided four-lane, the corridor is adequate for the traffic volumes that exist (~18,000 ADT) and provides reserve capacity for traffic growth that could be reasonably expected.
 - Additional widening, for the addition of thru lanes and or right-turn lanes at intersections would have some undesirable consequences: need for right-of-way, additional costs, increased clearance times for pedestrians/cross traffic, among them.
 - Left-turn lanes are provided for mainline approaches at all major intersections. It would be prudent to review the available storage to confirm that adequate length exists.
 - As is typical for urban corridors, mainline right turn lanes are not provided. Right turn lanes are generally only provided at signalized intersections where significant right-turning volumes are present. Unless any right-turn lanes were offset to ensure clear sight-distances, adding them to an existing corridor will likely increase the frequency and/or severity of crashes at the intersection.
 - Sidewalks are present along both sides of the highway, reasonably offset from the travel lanes. It appears that improvements could be made for ADA compliance in the sidewalk facilities.
 - Consideration could be made for increasing the vertical clearance under the existing overhead bridges. Reconstruction of the pavement to the original profile grade would close the gap considerably between the existing and desired minimum clearance.
- Pavement Reconstruction: The early HMA resurfacing, only 4 years after initial PCC paving, suggests early distress of the underlying pavement. There are also numerous utility patches, considerable surface distress, unusual joints related to the later widening for construction of the raised median. Given these pavement conditions, reconstruction should be considered as the appropriate rehabilitation method.
- Realigning the side road approaches at Pierce should be considered.
- Early investigations of possible utility conflicts should be considered, especially concerning the fiberoptic vault under the WB approach lanes to the Pierce Avenue intersection.

Project Responsibilities:

In our opinion, the Iowa DOT is generally receptive to this type of project, where a city takes the lead on project development, and a combination of funding sources can be used to achieve a mutually-beneficial project. District 2 has done many of these projects in various communities. Each project has been somewhat unique in terms of project scope and funding packages.

We anticipate an Iowa DOT Predesign agreement which should be initiated early and a second Iowa DOT Pre-Construction agreement done towards letting. These agreements will outline the mutual responsibilities between the City and the Iowa DOT and the funding responsibilities.

Project Planning Level Cost Estimate:

| No. | Item | Unit | Quantity | Unit Price | Estimated Cost |
|-----|-------------------------------------|------|----------|-----------------|----------------|
| 1 | Pavement Removal | SY | 30,600 | \$ 15.00 | \$ 459,000 |
| 2 | Excavation | CY | 11,200 | \$ 30.00 | \$ 336,000 |
| 3 | Manhole Removal | Each | 10 | \$ 1,500.00 | \$ 15,000 |
| 4 | Intake Removal | Each | 30 | \$ 1,500.00 | \$ 45,000 |
| 5 | Sidewalk Removal | SY | 4,800 | \$ 25.00 | \$ 120,000 |
| 6 | PCC Pavement, 9" (includes Median) | SY | 30,600 | \$ 70.00 | \$ 2,142,000 |
| 7 | Subbase, 10" | CY | 11,200 | \$ 45.00 | \$ 504,000 |
| 8 | Subdrain | LF | 8,600 | \$ 4.00 | \$ 34,400 |
| 9 | Shoulder Finishing | STA | 86 | \$ 600.00 | \$ 51,600 |
| 10 | Sidewalk | SY | 4,800 | \$ 50.00 | \$ 240,000 |
| 11 | Storm Sewer | LF | 2,000 | \$ 125.00 | \$ 250,000 |
| 12 | Intakes | Each | 30 | \$ 4,000.00 | \$ 120,000 |
| 13 | Storm Sewer Manholes | Each | 15 | \$ 7,000.00 | \$ 105,000 |
| 14 | Watermain | LF | 2,000 | \$ 125.00 | \$ 250,000 |
| 15 | Valves | Each | 10 | \$ 2,500.00 | \$ 25,000 |
| 16 | Fire Hydrants | Each | 4 | \$ 3,500.00 | \$ 14,000 |
| 17 | Sanitary Sewer | LF | 1,800 | \$ 120.00 | \$ 216,000 |
| 18 | Sanitary Manhole | Each | 6 | \$ 9,000.00 | \$ 54,000 |
| 19 | Traffic Signal at Pierce | LS | 1 | \$ 400,000.00 | \$ 400,000 |
| 20 | Traffic Signal at S Polk | LS | 1 | \$ 250,000.00 | \$ 250,000 |
| 21 | Traffic Signal at Crescent | LS | 1 | \$ 250,000.00 | \$ 250,000 |
| 22 | Traffic Signal at Monroe | LS | 1 | \$ 400,000.00 | \$ 400,000 |
| 23 | Additional Items not measured (20%) | | 1 | \$ 1,257,000 | \$ 1,257,000 |
| | Subtotal Cost | | | | \$ 7,538,000 |
| | Complexity for Staging (15%) | | 1 | \$ 1,131,000 | \$ 1,131,000 |
| | Estimated Construction Cost | | | | \$ 8,669,000 |
| | Engineering (8%) | | 1 | \$ 694,000.00 | \$ 694,000 |
| | Construction Services (10%) | | 1 | \$ 867,000.00 | \$ 867,000 |
| | Estimated Project Cost | | | | \$ 10,230,000 |
| | Contingency (10%) | | 1 | \$ 1,023,000.00 | \$ 1,023,000 |
| | Planning Level Estimate | | | | \$ 11,300,000 |

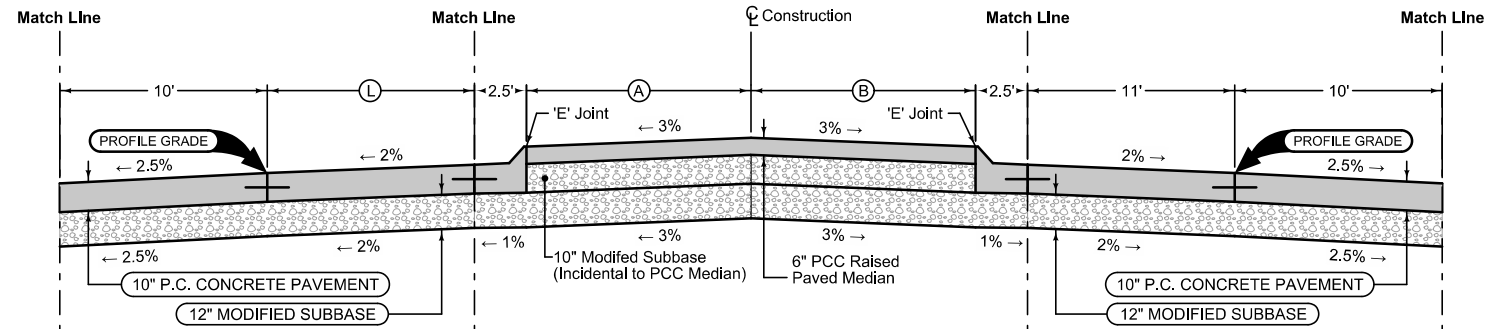
Project Funding:

Possible funding sources include:

- City TIF funding.
- City General Obligation funding
- Urban-State Traffic Engineering Program (U-STEP) – For projects designed and administered by a city on DOT Primary Highways. City match is 45% of construction funding, and DOT pays 55% up to \$400,000 for linear improvements. Application coordinated through DOT District 2. Applications can be submitted anytime but should be closer to the fiscal year of letting. Recent TEAP Study is sufficient support for a U-STEP funding application.
- Traffic Safety Improvement Program – (TSIP) – Funds available on a competitive benefit/cost basis for improvements leading to crash reductions. Applications are due in August of each year, with funding awards known in Mid-January. Maximum funding of up to \$500,000 per project. Improvements at Pierce Avenue may make a good candidate – replacement of signals, realignment of sideroad approaches, ADA improvements including ped push buttons and signal displays. Application should be submitted to provide funding in the fiscal year when the project will be let. The application would be coordinated thru DOT District 2.
- Other DOT funding sources:
 - regular 5-year program, which may be unlikely.
 - Possible contribution from District 2's pavement rehabilitation funding

FIELD EXAM NOTES

① Refer to S Sheets and W Sheets for sidewalk profiles and details.



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

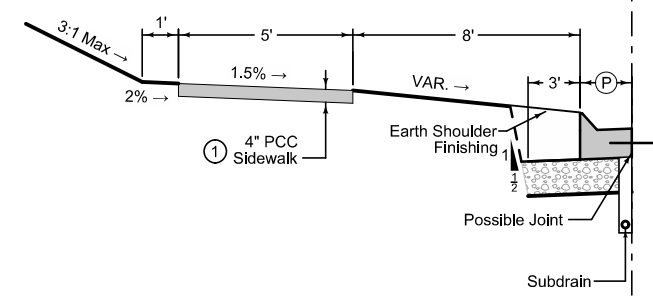
| BEGIN STATION | END STATION | (L) Feet |
|---------------|-------------|-----------|
| 165+79.02 | 168+15.49 | 10.0 |
| 168+15.49 | 169+09.39 | 10.0-11.0 |
| 169+09.39 | 200+70.00 | 11.0 |

4DP_Raised_Out_
 04-21-20

| BEGIN STATION | END STATION | (A) Feet | (B) Feet |
|---------------|-------------|----------|----------|
| 171+92.96 | 172+58.52 | 9.6-8.0 | 3.2-2.3 |
| 172+58.52 | 178+10.59 | 7.8 | 2.4 |
| 192+47.30 | 196+73.33 | 5.8-6.1 | 5.4-3.9 |
| 196+73.33 | 197+63.49 | 6.1-4.5 | 3.9-5.5 |

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

| BEGIN STATION | END STATION |
|---------------|-------------|
| 165+79.02 | 200+95.84 |

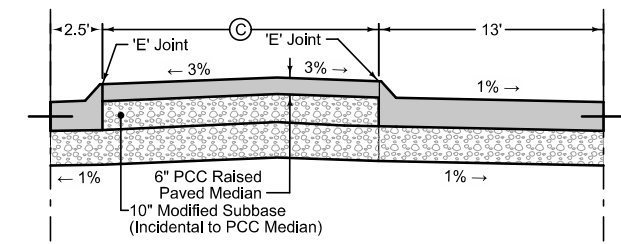


Curbed Shoulder

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

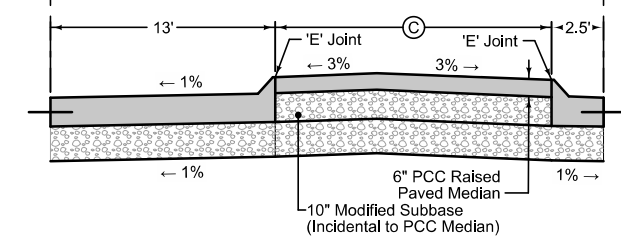
Single pour: L-2
 Staged : KT-2
 Transverse: C at 17' spacing

| 2_Curb_ 04-21-20 | | | |
|---------------------|-----------|-----------|------------|
| STATION TO STATION | (P) Feet | Curb Type | See PV-102 |
| 165+79.02 | 168+05.06 | 2.5' | |
| 169+27.32 | 175+45.60 | 2.5' | |
| 176+15.72 | 181+26.93 | 2.5' | |
| 182+30.53 | 187+81.00 | 2.5' | |
| 191+43.91 | 194+02.84 | 2.5' | |
| 200+03.15 | 200+65.42 | 2.5' | |



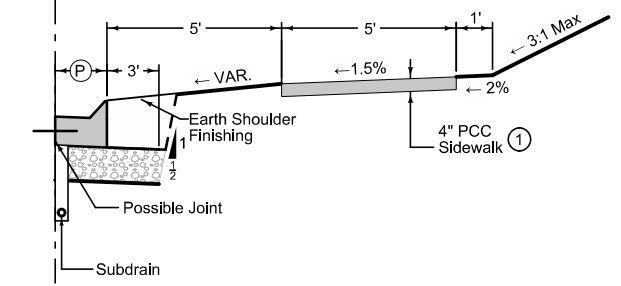
(C) Feet

| BEGIN STATION | END STATION | (C) Feet |
|---------------|-------------|----------|
| 166+44.14 | 168+15.49 | 4.0 |
| 179+66.65 | 181+43.09 | 6.0 |
| 185+14.40 | 187+85.90 | 5.2 |
| 199+20.97 | 201+45.97 | 3.0 |



(C) Feet

| BEGIN STATION | END STATION | (C) Feet |
|---------------|-------------|----------|
| 169+09.39 | 170+34.39 | 3.0 |
| 182+25.08 | 183+90.08 | 6.0 |
| 188+89.81 | 190+89.79 | 4.9 |



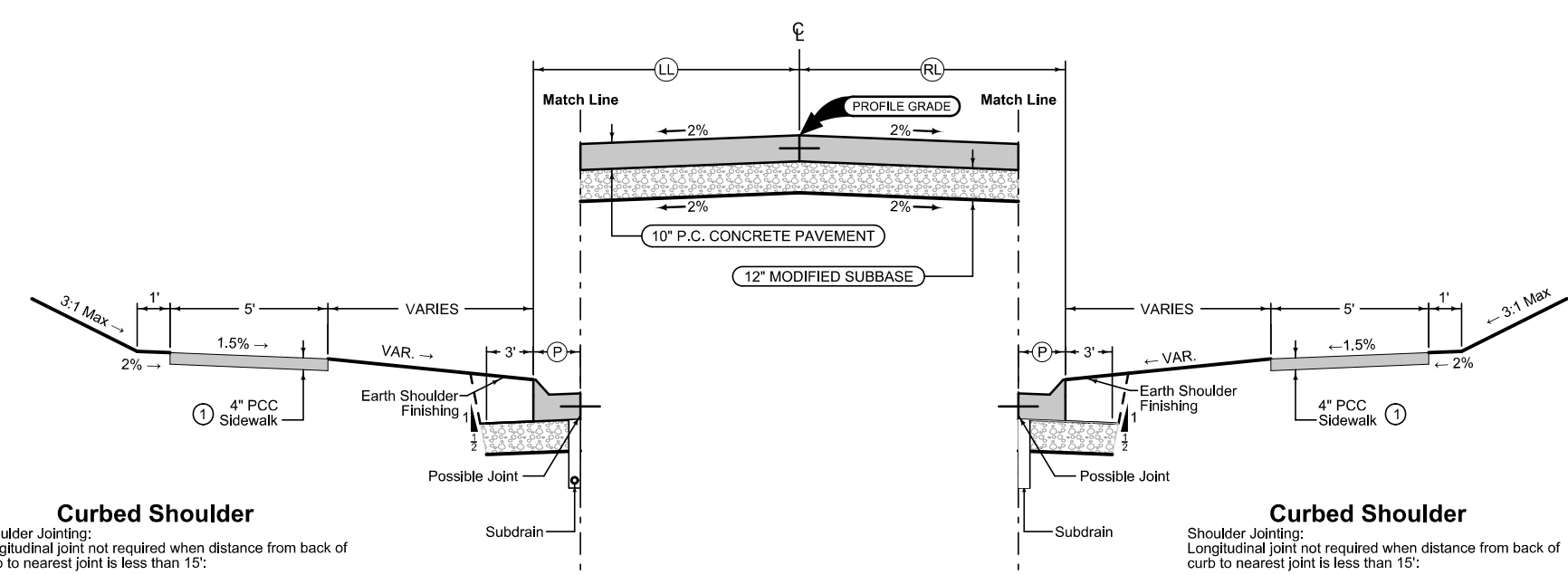
Curbed Shoulder

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

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

| 2_Curb_ 04-21-20 | | | |
|---------------------|-----------|-----------|------------|
| STATION TO STATION | (P) Feet | Curb Type | See PV-102 |
| 165+79.02 | 167+94.06 | 2.5' | |
| 169+22.67 | 171+41.17 | 2.5' | |
| 172+37.97 | 174+86.28 | 2.5' | |
| 175+62.28 | 178+14.18 | 2.5' | |
| 178+95.18 | 181+49.39 | 2.5' | |
| 182+23.06 | 184+79.60 | 2.5' | |
| 185+60.61 | 187+87.12 | 2.5' | |
| 189+06.01 | 190+11.27 | 2.5' | |
| 190+95.96 | 193+19.30 | 2.5' | |
| 200+05.17 | 200+95.84 | 2.5' | |

4 Lane Divided PCC with Raised Median



Curbed Shoulder
 Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'.
 Single pour: L-2
 Staged: KT-2
 Transverse: C at 17' spacing
 Refer to L Sheets for P curb and gutter widths.
 Match existing longitudinal cracks and joints.

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

Curbed Shoulder
 Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'.
 Single pour: L-2
 Staged: KT-2
 Transverse: C at 17' spacing
 Refer to L Sheets for P curb and gutter widths.
 Match existing longitudinal cracks and joints.

| STREET | BEGIN STATION | END STATION | LL Feet | RL Feet |
|---------------------|---------------|-------------|----------------|----------------|
| Pierce | 399+31.35 | 399+89.64 | 23.6' to 28.3' | 20.5' |
| Pierce | 300+09.67 | 300+51.83 | 21.3' | 25.9' to 27.5' |
| Fillmore | 499+49.61 | 499+90.66 | 15.5' | 15.5' |
| Taylor (North) | 700+09.77 | 700+31.14 | 14.4' | 16' to 16.9' |
| Taylor (South) | 599+64.83 | 599+90.00 | 15.5' | 15.5' |
| Polk Pl. | 799+61.91 | 799+90.00 | 15.5' | 15.5' |
| Polk Ave (SR_Mercy) | 999+77.88 | 1000+00.00 | 15.5' | 16.6' to 18.1' |
| Mercy | 1000+63.56 | 1000+98.40 | 26.6' | 17' |
| Tyler | 1099+56.21 | 1099+90.00 | 15.5' | 15.5' |
| Crescent | 1200+10.42 | 1200+45.45 | 30.1' to 30.4' | 18.8' to 19.1' |
| Van Buren | 1299+54.57 | 1299+89.81 | 15.5' | 15.5' |
| Monroe | 1399+08.81 | 1399+89.66 | 29.1' | 29.1' |

SURVEY SYMBOLS

| | | | |
|--|-----------------------------------|--|----------------------------------|
| | Interstate Highway Symbol | | Septic Tank |
| | U.S. Highway Symbol | | Cistern |
| | Iowa Highway Symbol | | L.P. Gas Tank (No Footing) |
| | County Road Highway Symbol | | Underground Storage Tank |
| | Evergreen Tree | | Latrine |
| | Deciduous Tree | | Satellite TV Dish |
| | Fruit Tree | | Water Hook Up |
| | Shrub (Bushes) | | Radio Tower |
| | Timber | | Tower Anchor |
| | Hedge | | Guardrail (Beam or Cable) |
| | Stump | | Guard Post (one or two) |
| | Swamp | | Guard Post (over two) |
| | Rock Outcrop | | Filler Pipe |
| | Broken Concrete | | Gas Valve |
| | Revetment (Rip Rap) | | Water Valve |
| | Cemetery | | Speed Limit Sign |
| | Grave | | Mile Marker Post |
| | Cave | | SIGN Sign |
| | Sink Hole | | TCB Traffic Signal Control Box |
| | Board Fence | | RRB Rail Road Signal Control Box |
| | Chain Link or Security Fence | | TSB Telephone Switch Box |
| | Wire Fence | | EB Electric Box |
| | Terrace | | |
| | Earth Dam or Dike (Existing) | | |
| | Tile Outlet | | |
| | Edge of Water | | |
| | Existing Drainage | | |
| | Right of Way Rail or Lot Corner | | |
| | Concrete Monument | | |
| | Well | | |
| | Windmill | | |
| | Beehive Intake | | |
| | Existing Intake | | |
| | Existing Utility Access (Manhole) | | |
| | Fire Hydrant | | |
| | Water Hydrant (Rural) | | |

UTILITY LEGEND

| | |
|--|---|
| | MASON CITY Steven Olney 641-421-3605 solney@masoncity.net |
| | ALLIANT ENERGY Alliant Energy Field Engineer 800-255-4268 locate_IPL@alliantenergy.com |
| | MERCY MEDICAL CENTER NORTH IA Todd Cash / Tony Bauman 641-494-9198 / 563-542-1045 cash@mercyhealth.com / baumana@mercyhealth.com |
| | CENTURYLINK Sadie Hull 918-547-0147 sadie.hull@lumen.com |
| | MNA/BLUEBIRD Jamie Scott 314-270-8738 james.scott@bluebirdnetwork.com |
| | IOWA HOSPITAL ASSOCIATION Shannon Marlow 800-572-3940 icnoutsidplantiowaonecall@iowa.gov |
| | LUMEN Mindi Burgett 515-263-7230 mindi.burgett@lumen.com |
| | CLEAR LAKE INDEPENDENT TEL Brad Emerson 641-355-2113 brademerson@ctel.com |
| | ALLIANT ENERGY Alliant Energy Field Engineer 800-255-4268 locate_IPL@alliantenergy.com |
| | MASON CITY SANITARY SEWER Scott Bratrud 641-421-3691 sbratrud@masoncity.net |
| | MASON CITY STORM SEWER Mark Rahm 641-421-3605 mrahm@masoncity.net |
| | MASON CITY WATER DEPARTMENT Don Thorson 641-4213683 onecall@masoncity.net |

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

| LINEWORK | | Design Color No. |
|---------------|-------|---|
| Green | (2) | Existing Topographic Features and Labels |
| Blue | (1) | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation |
| Magenta | (5) | Existing Utilities |
| SHADING | | Design Color No. |
| Lavender | (9) | Temporary Pavement Shading |
| Gray, Light | (48) | Proposed Pavement Shading |
| Orange | (6) | Proposed Granular Shading |
| Orange | (70) | Proposed Shoulder Granular Shading |
| Yellow | (68) | Proposed Shoulder Paved Full Depth Shading |
| Yellow | (132) | Proposed Shoulder Paved Partial Depth Shading |
| Gray, Dark | (112) | Proposed Median Shading |
| Brown, Light | (236) | Grading Shading |
| Orange, Light | (134) | Proposed Granular Entrance Shading |
| Yellow | (220) | Proposed Paved Entrance Shading |
| Tan | (8) | Proposed Sidewalk Shading |
| Blue, Light | (230) | Proposed Sidewalk Landing Shading |
| Pink | (11) | Proposed Sidewalk Ramp Shading |
| Green, Light | (225) | Existing Pavement Shading |
| Red | (3) | Proposed Structure Shading |
| Red | (3) | Delineates Restricted Areas |

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

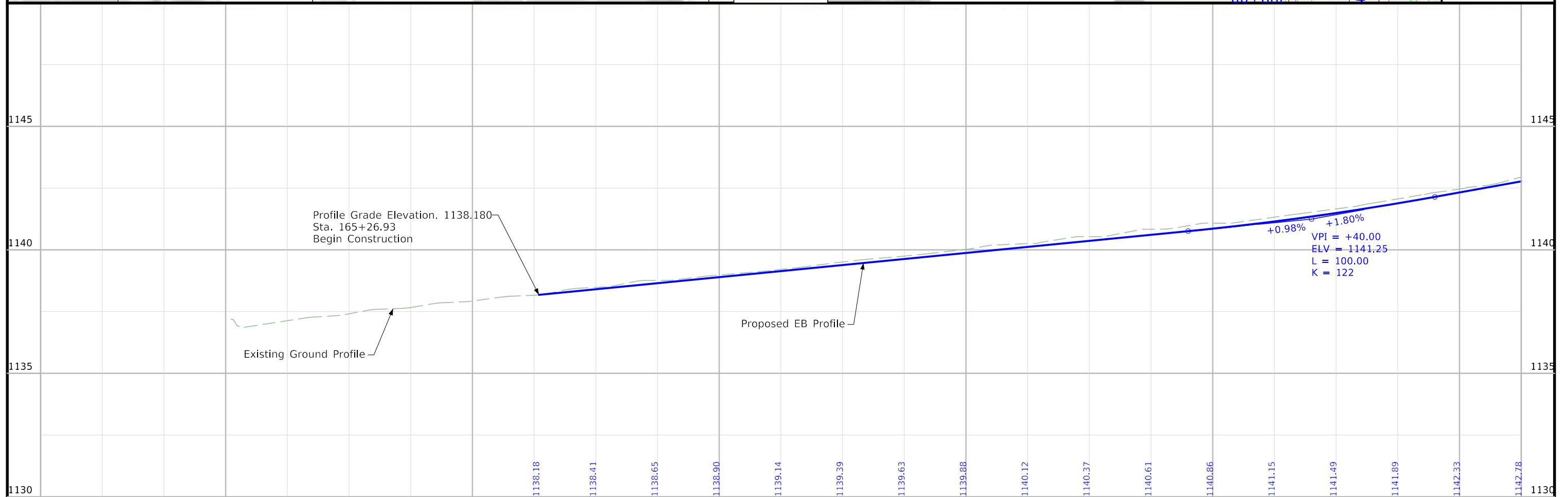
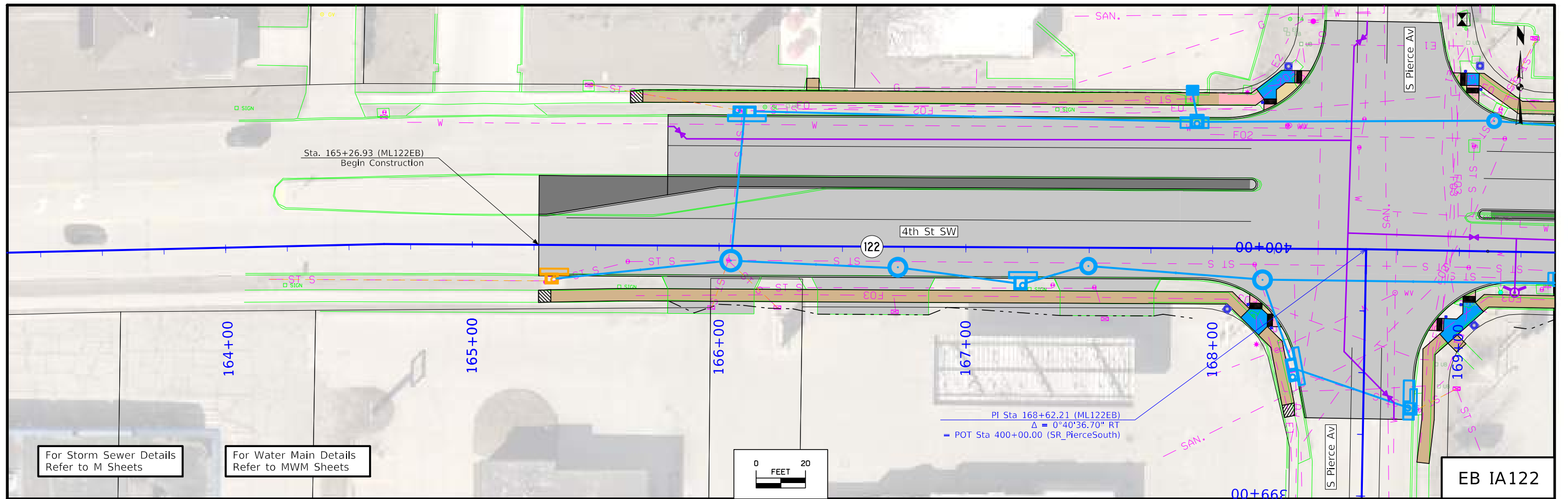
| LINEWORK | | Design Color No. |
|--------------|-------|---------------------------------|
| Green, Olive | (10) | Existing Ground Line Profile |
| Blue | (1) | Proposed Profile and Annotation |
| Magenta | (5) | Existing Utilities |
| Blue, Light | (230) | Proposed Ditch Grades, Left |
| Black | (0)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

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

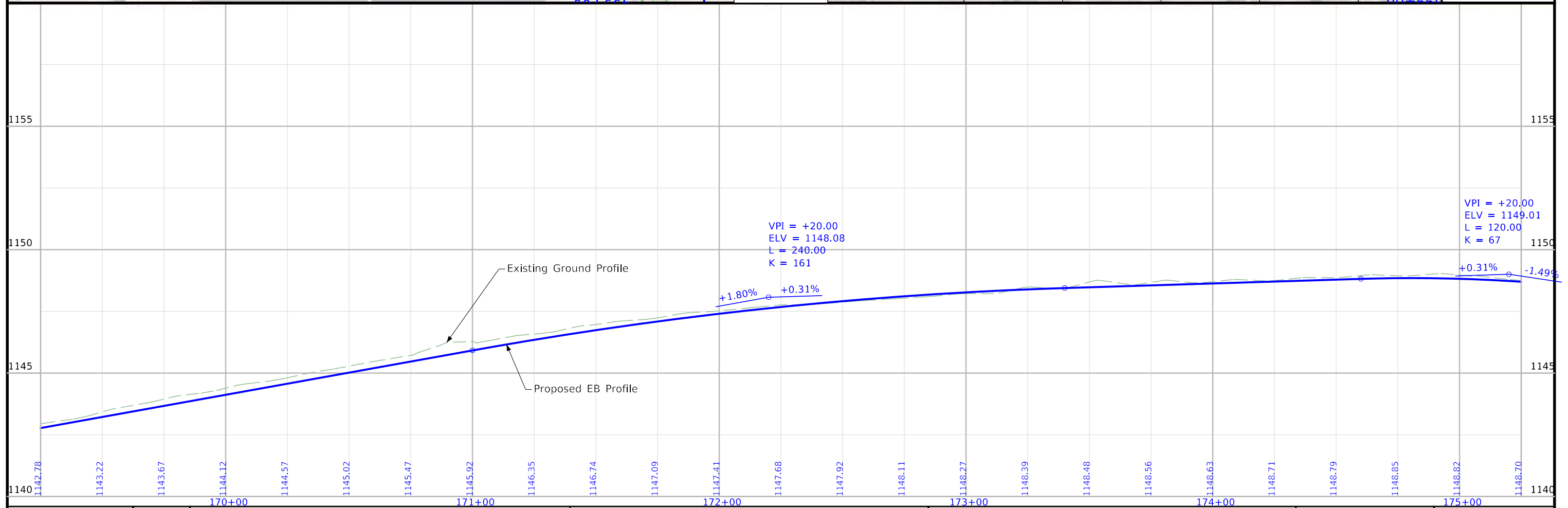
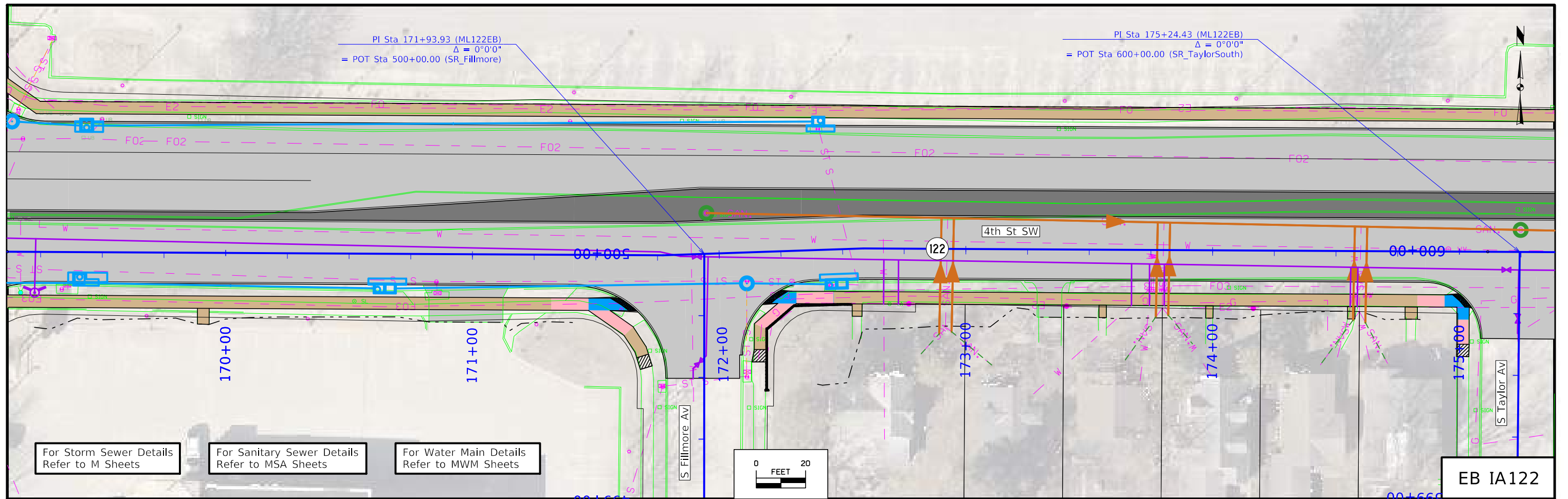
| RIGHT-OF-WAY LEGEND | |
|---------------------|------------------------------------|
| | Proposed Right-of-Way |
| | Existing Right of Way |
| | Existing and Proposed Right-of-Way |
| | Easement and Existing Right-of-Way |
| | Easement (Temporary) |
| | Easement |
| | Access Control |
| | Property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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

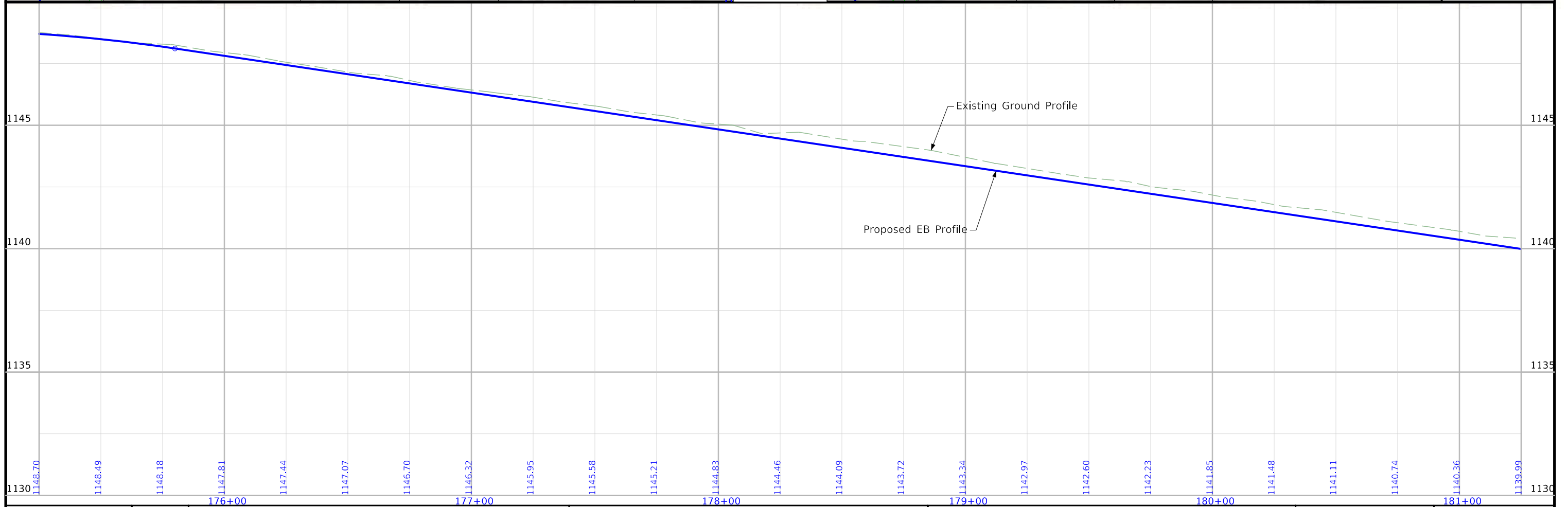
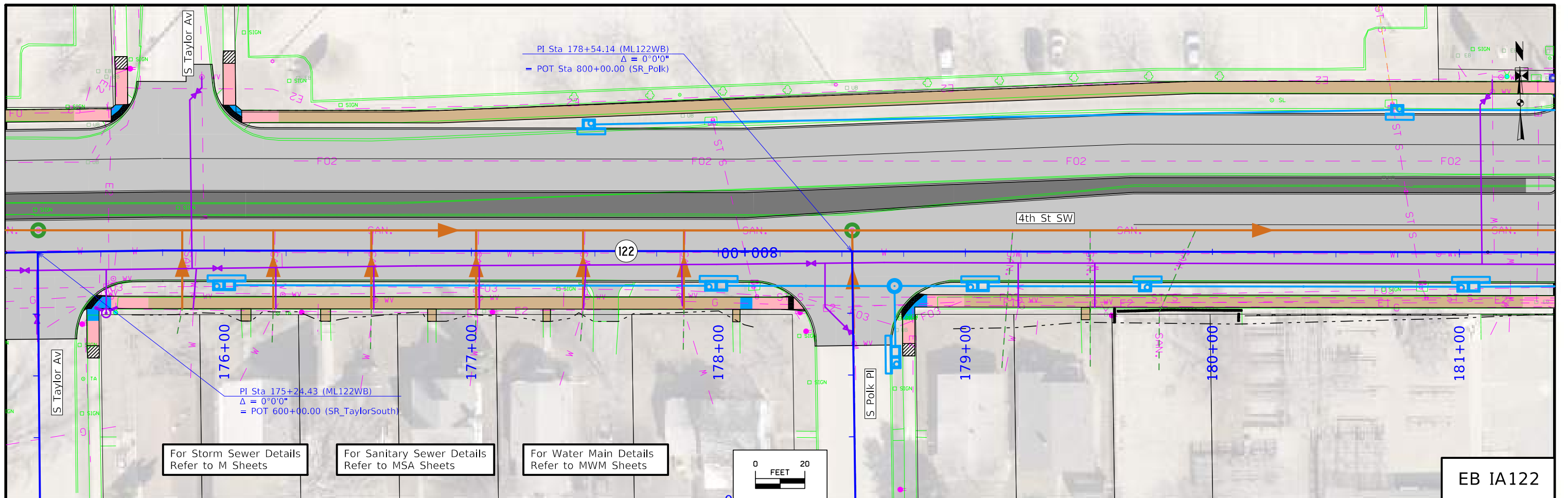
(COVERS SHEET SERIES D, E, F, & K)



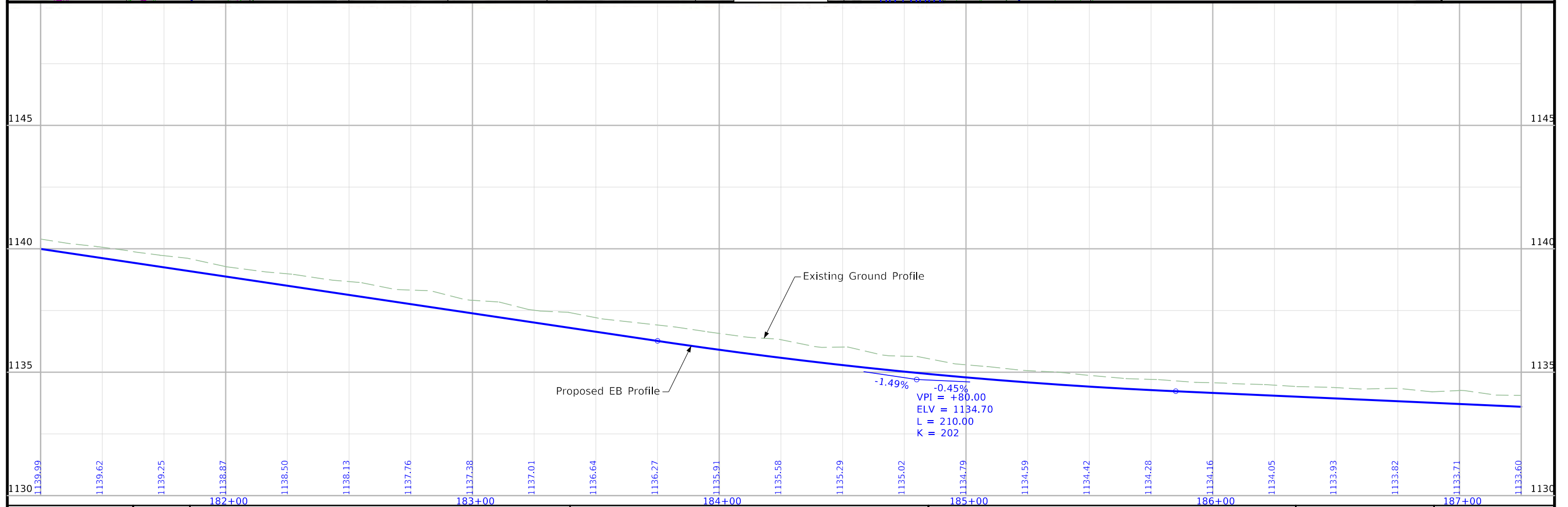
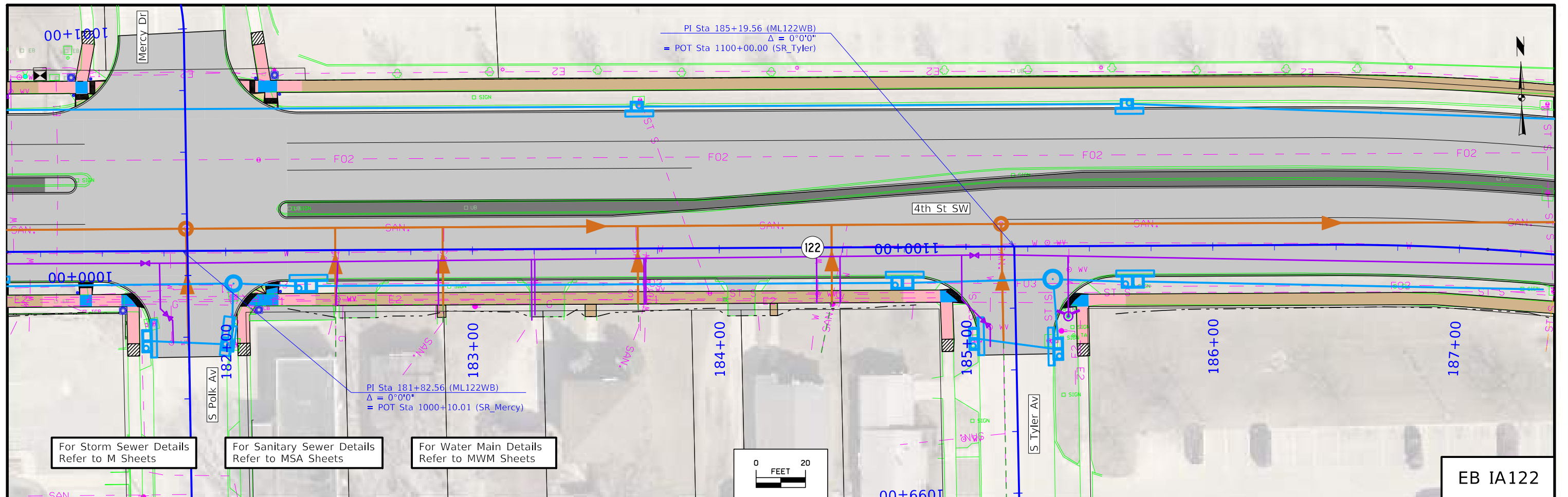
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|----------|---------|------------------------|--------------------|--------------------------------------|------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.2 |
|----------|---------|------------------------|--------------------|--------------------------------------|------------------|



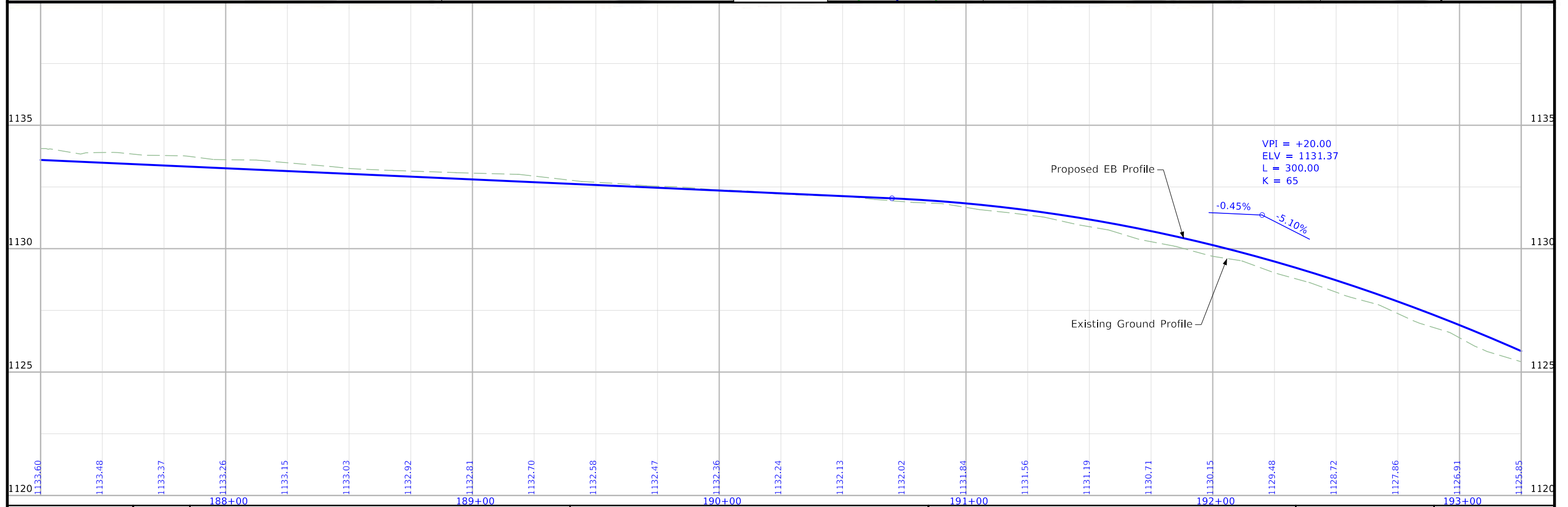
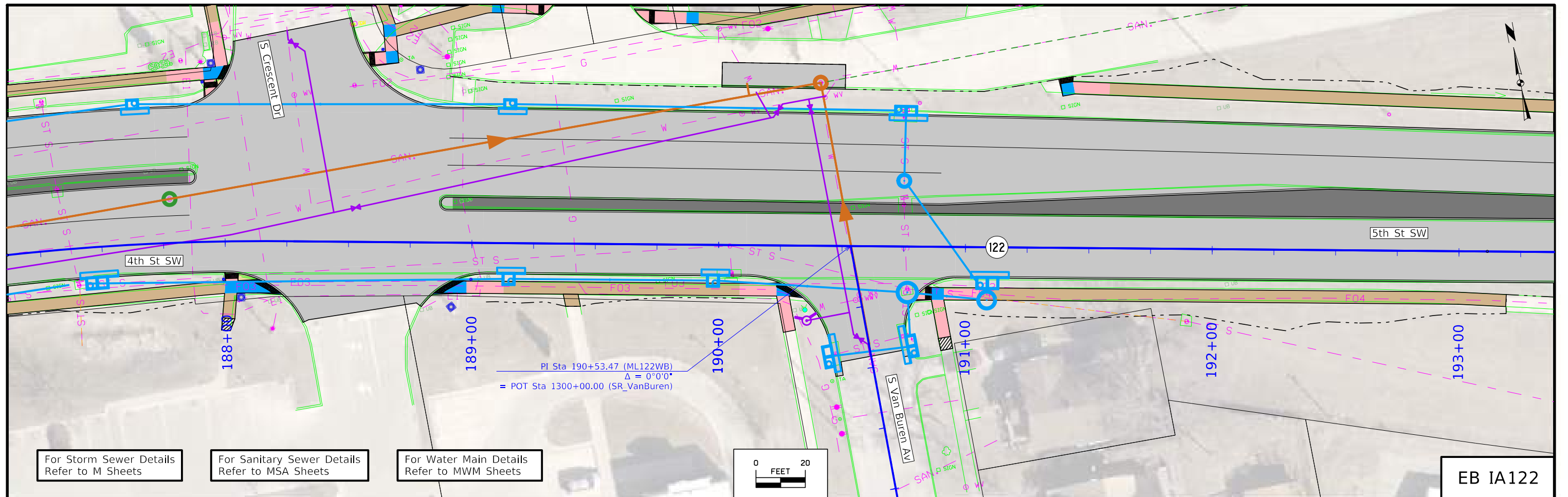
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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.3 |
|----------|---------|------------------------|--------------------|--------------------------------------|------------------|



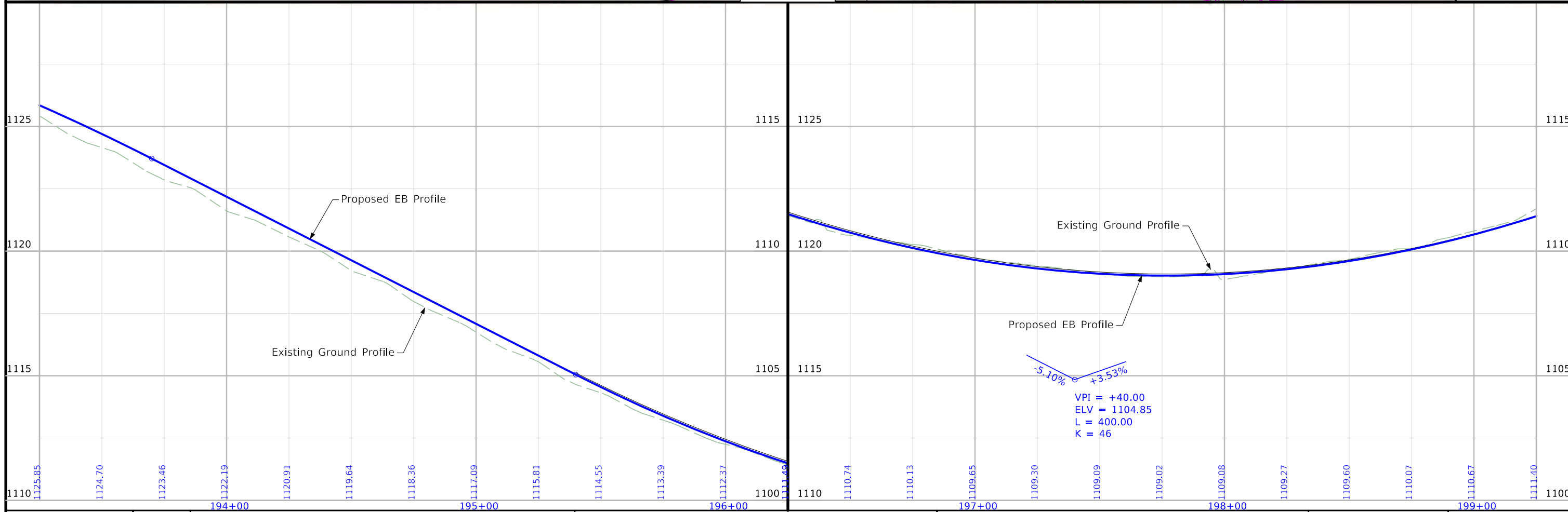
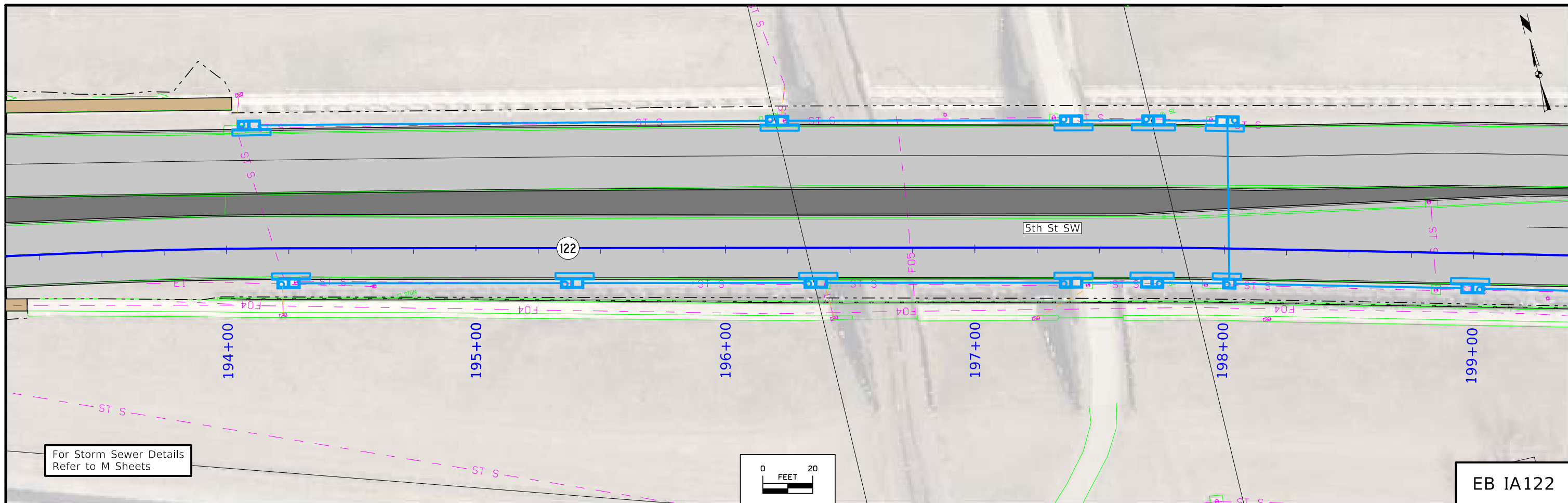
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|----------|---------|------------------------|--------------------|--------------------------------------|------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.4 |
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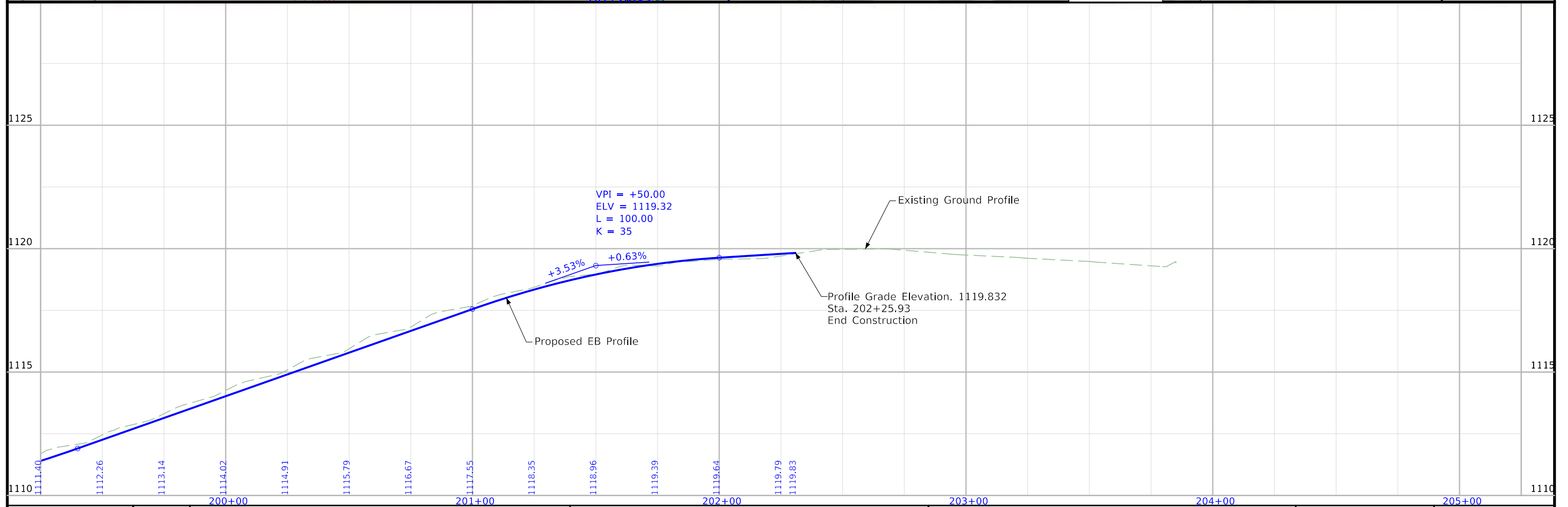
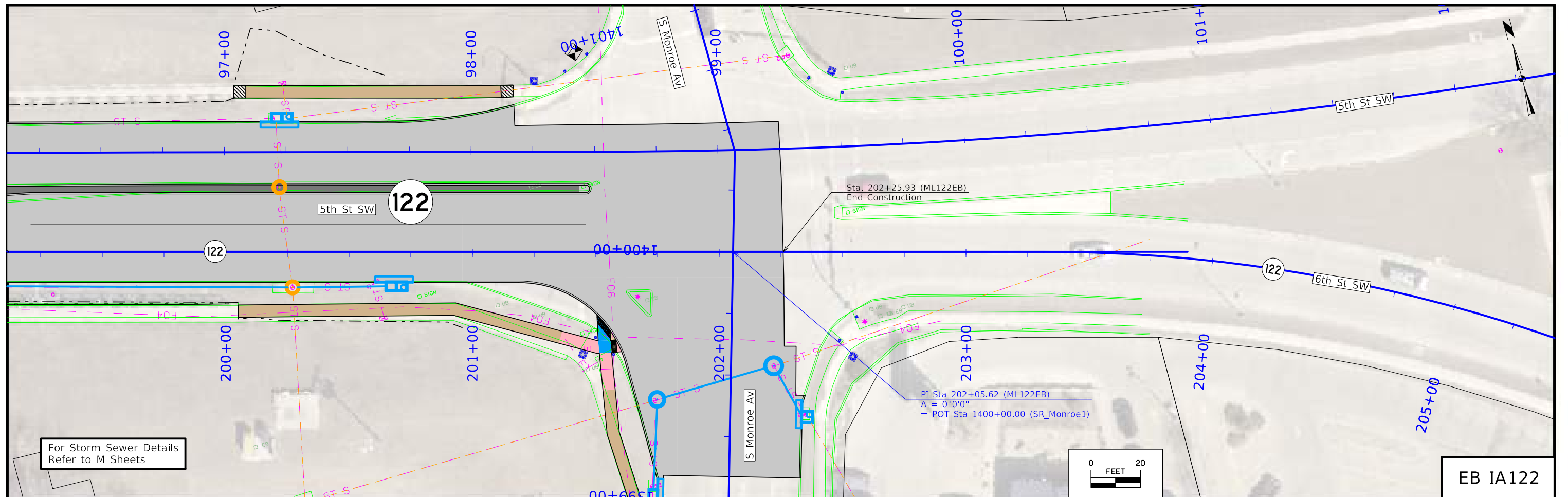


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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.5 |
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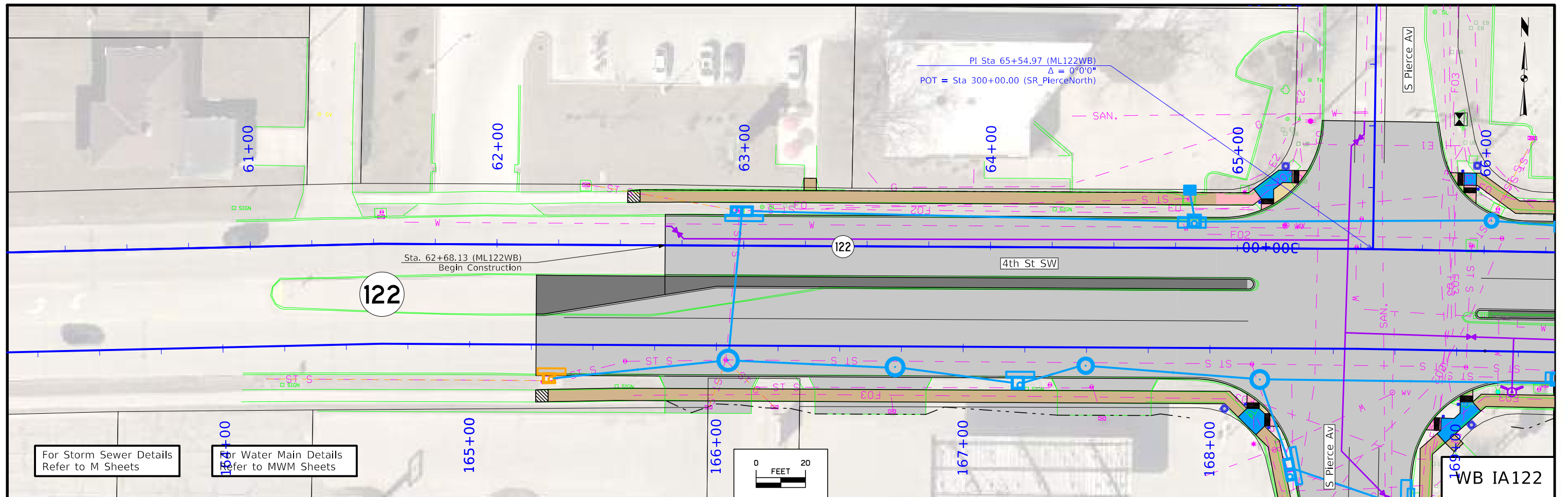


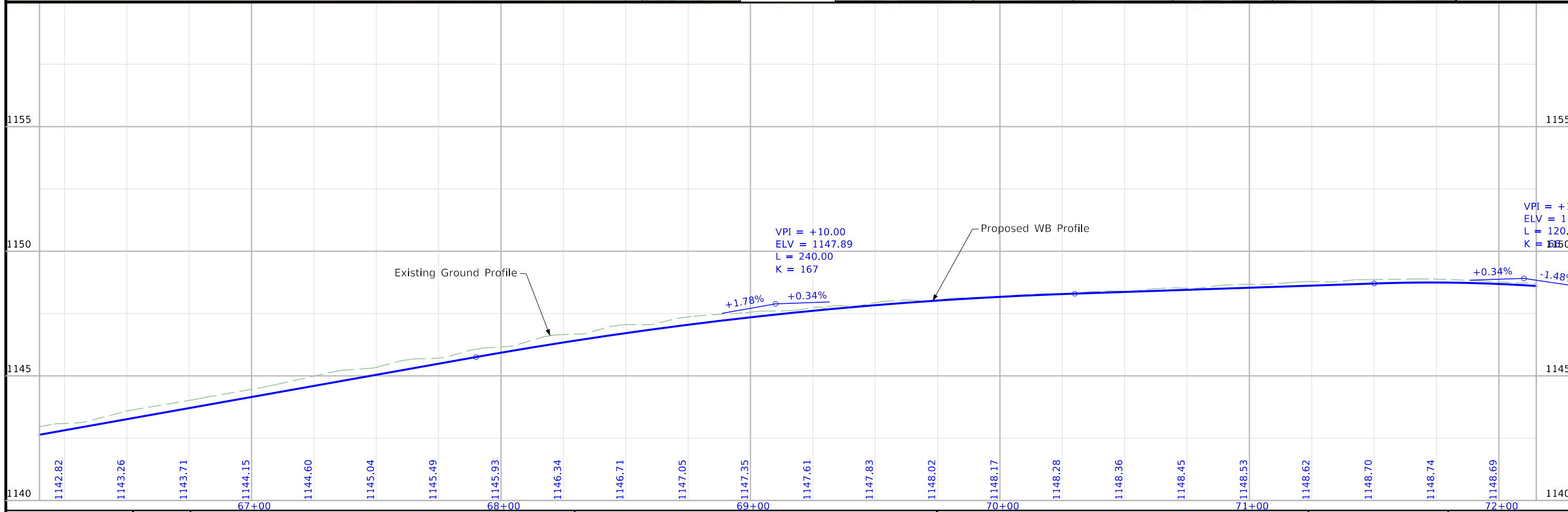
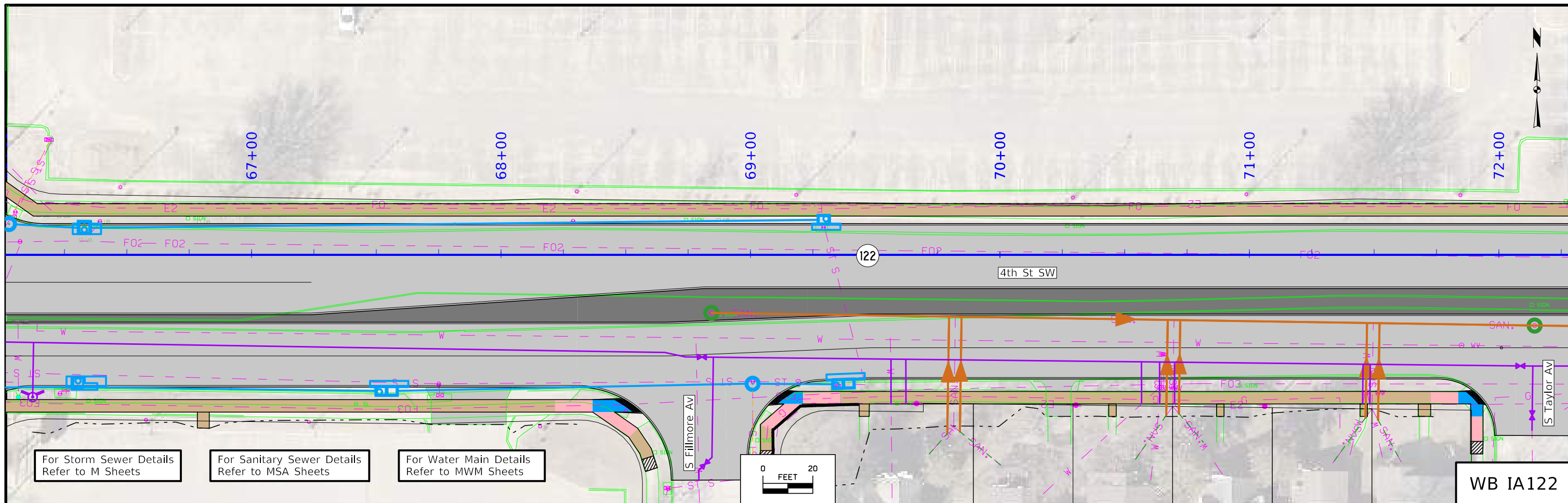
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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.6 |
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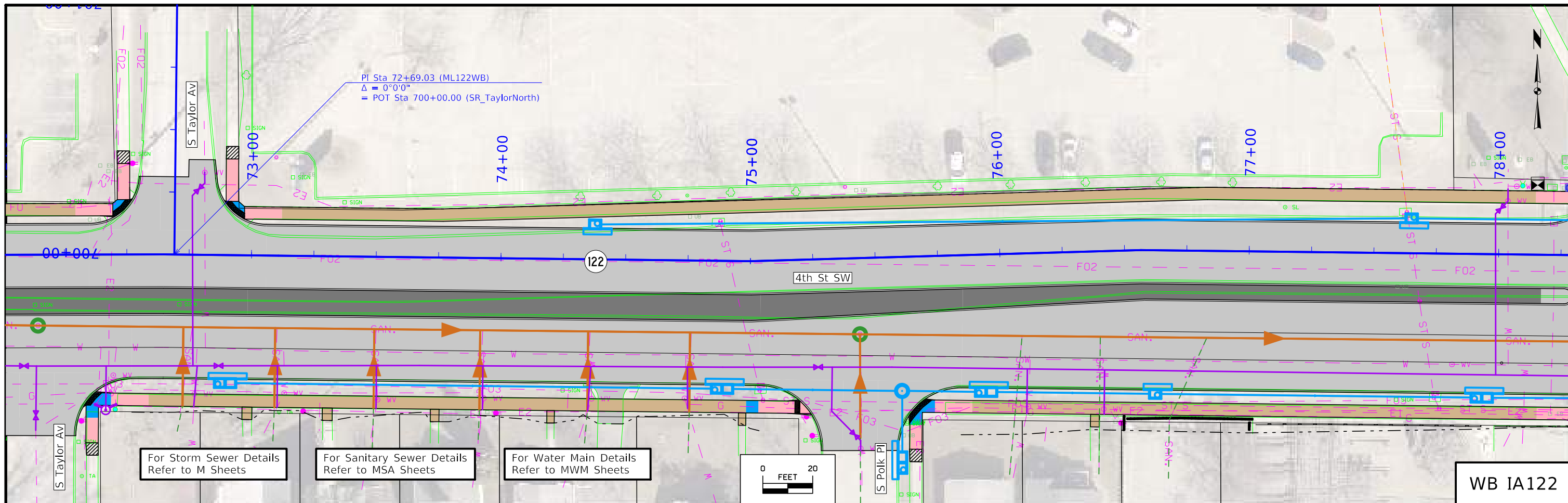


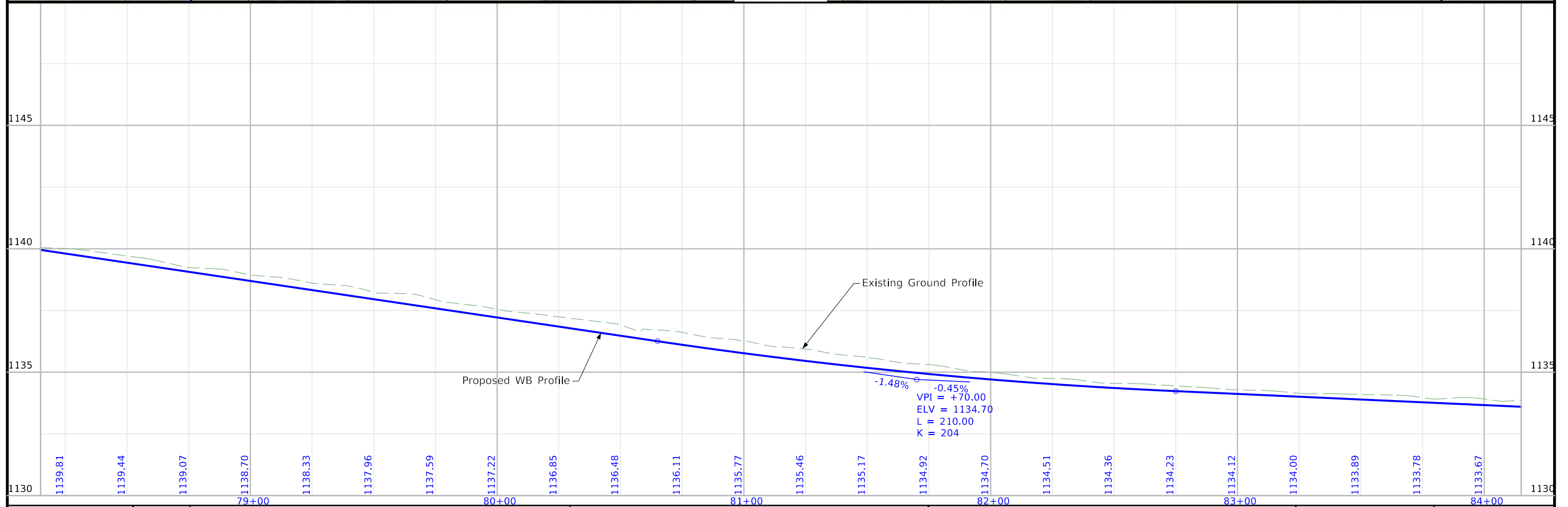
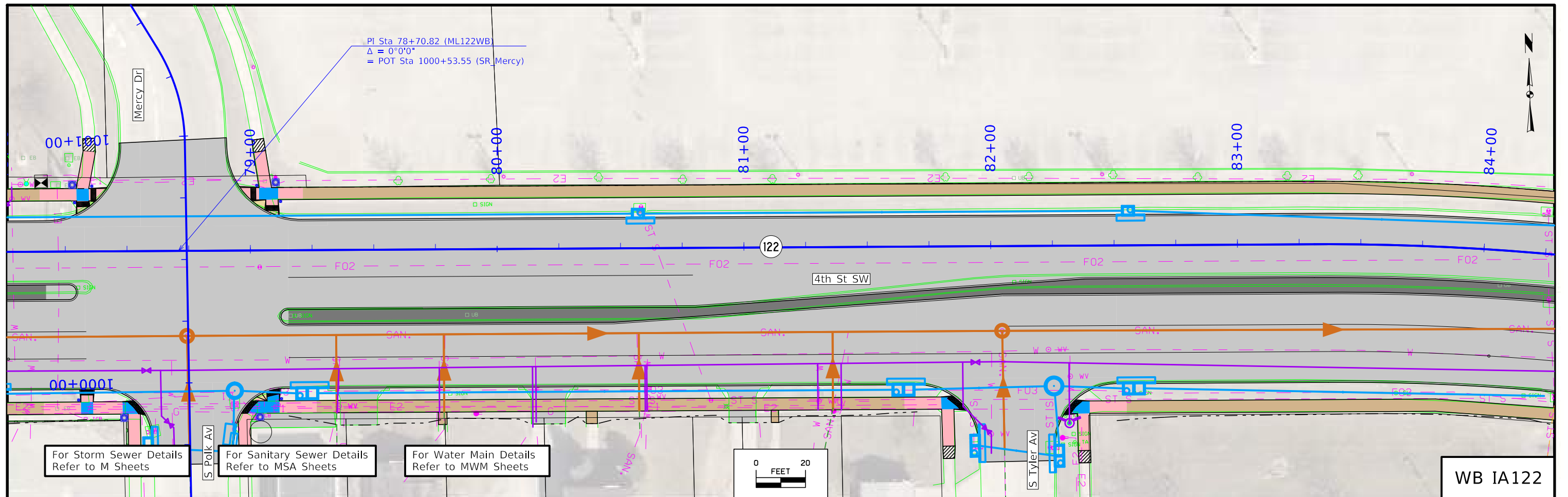
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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.8 |
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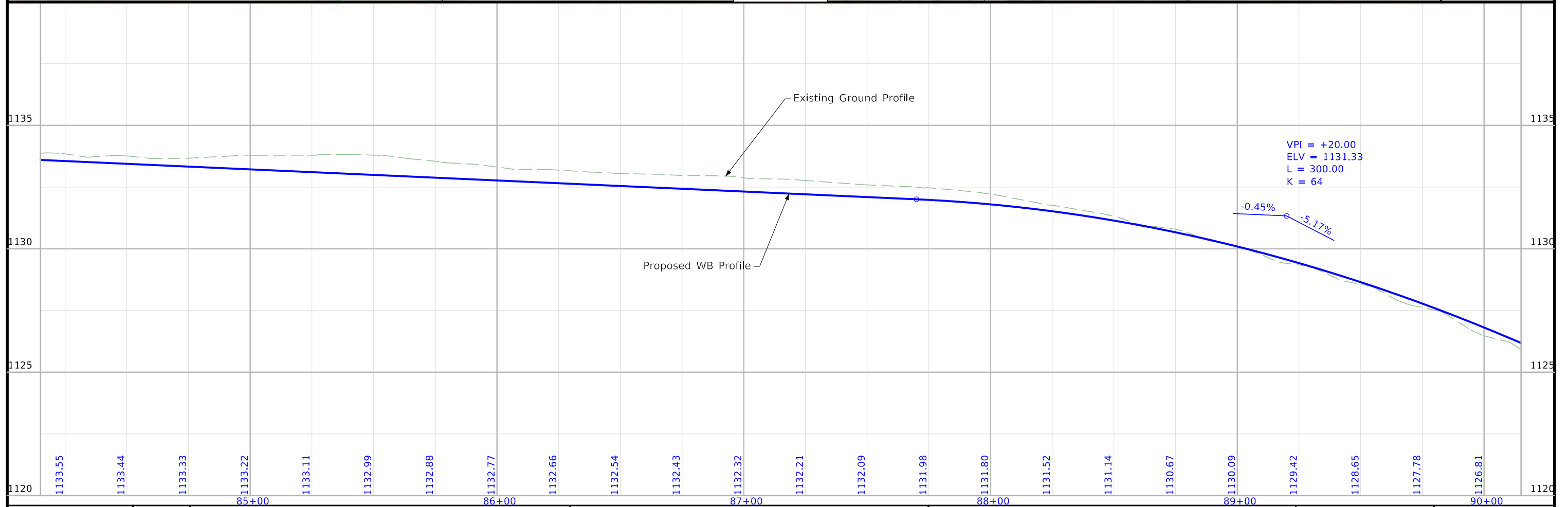
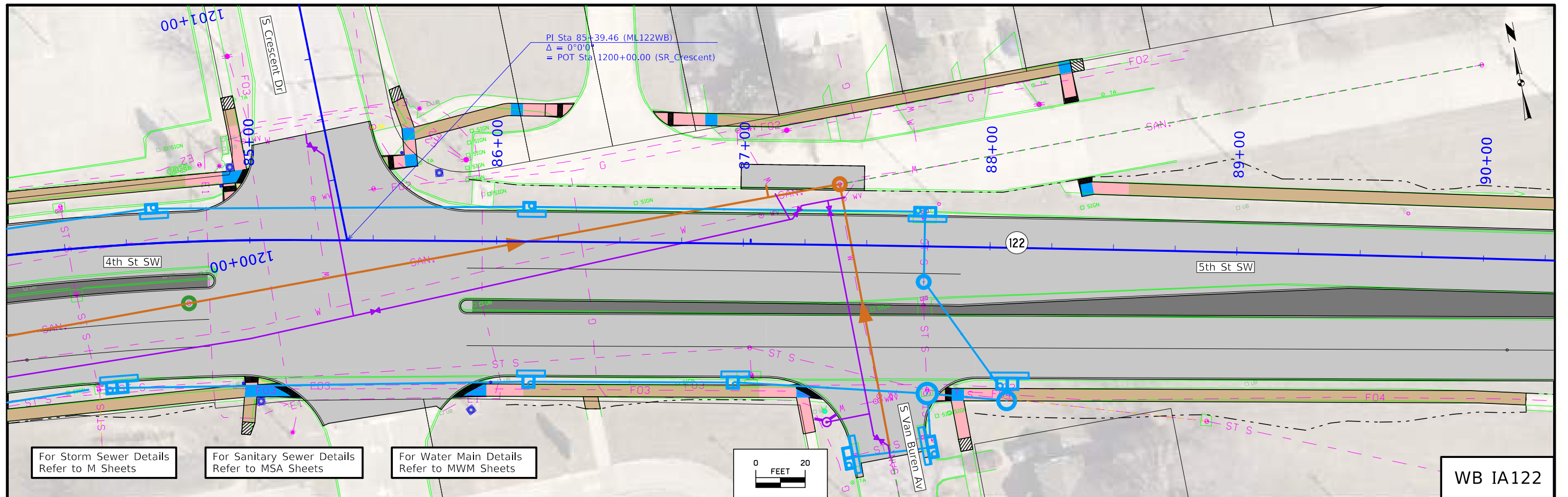


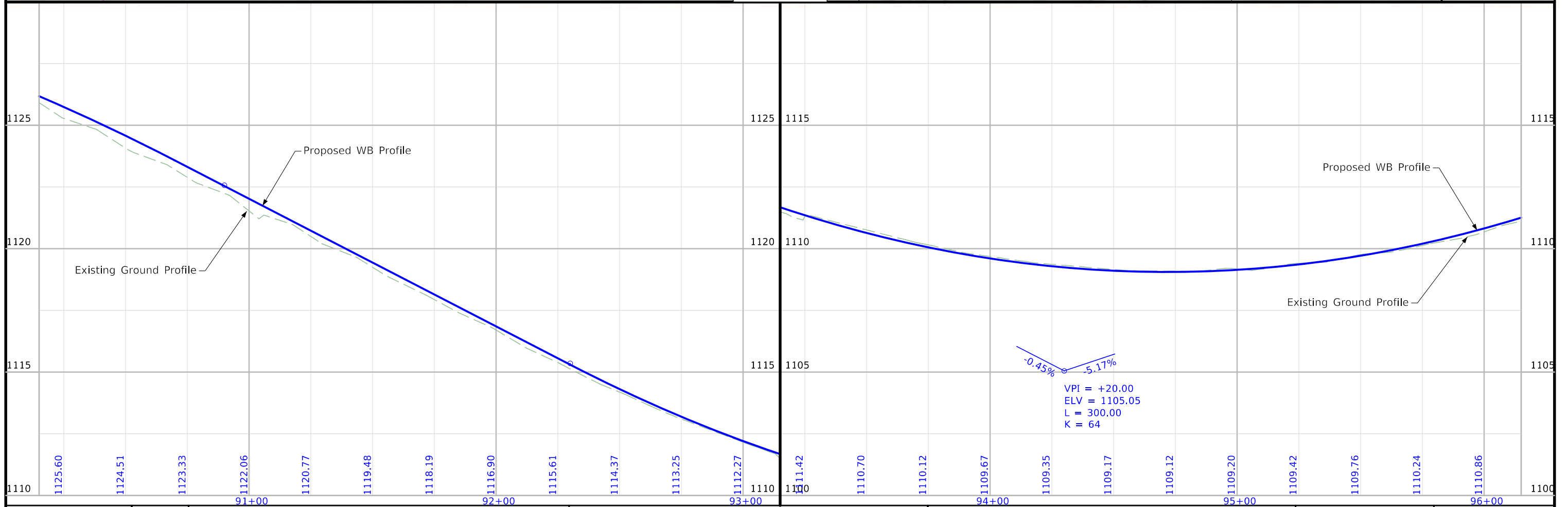
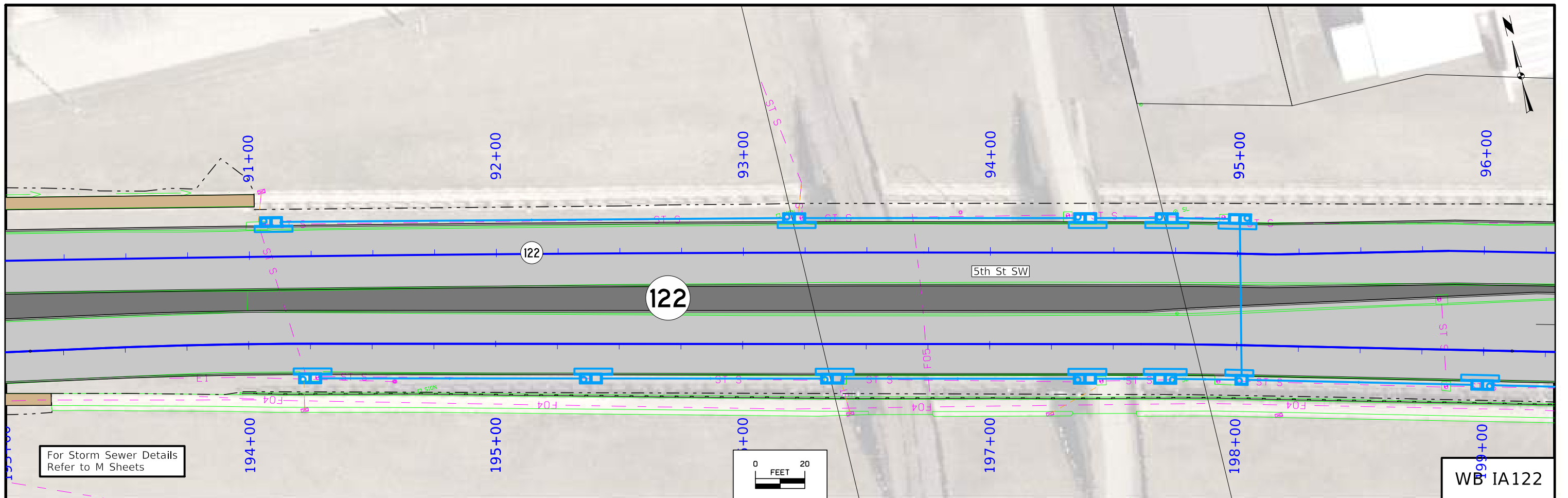


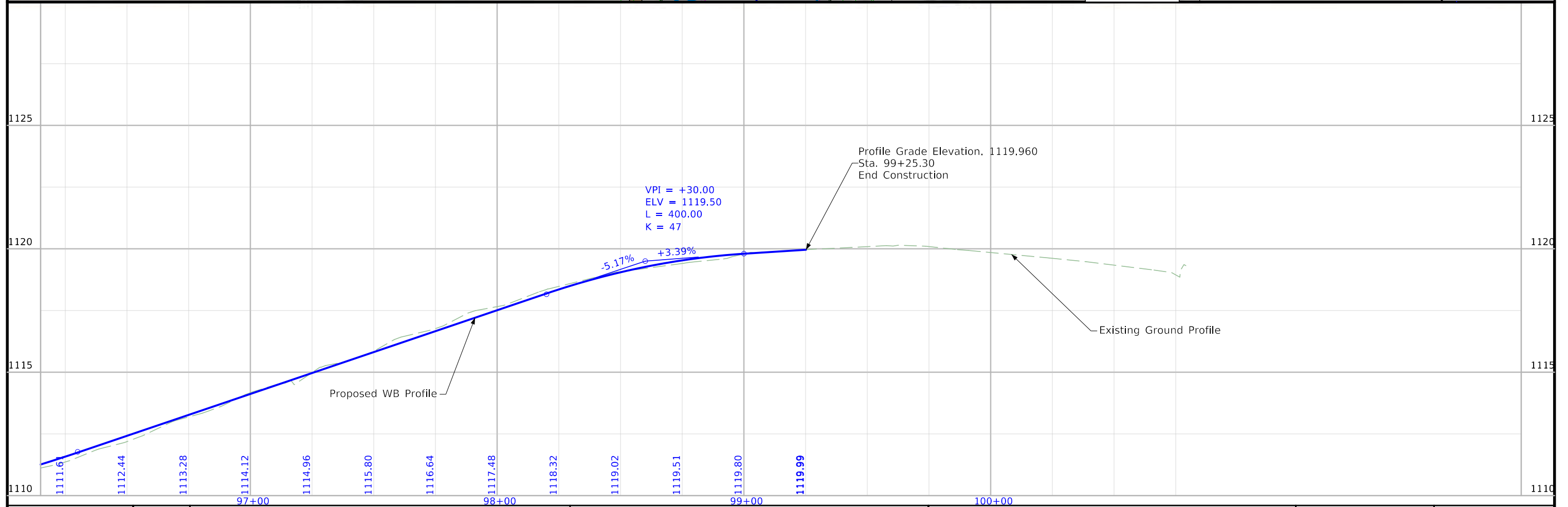
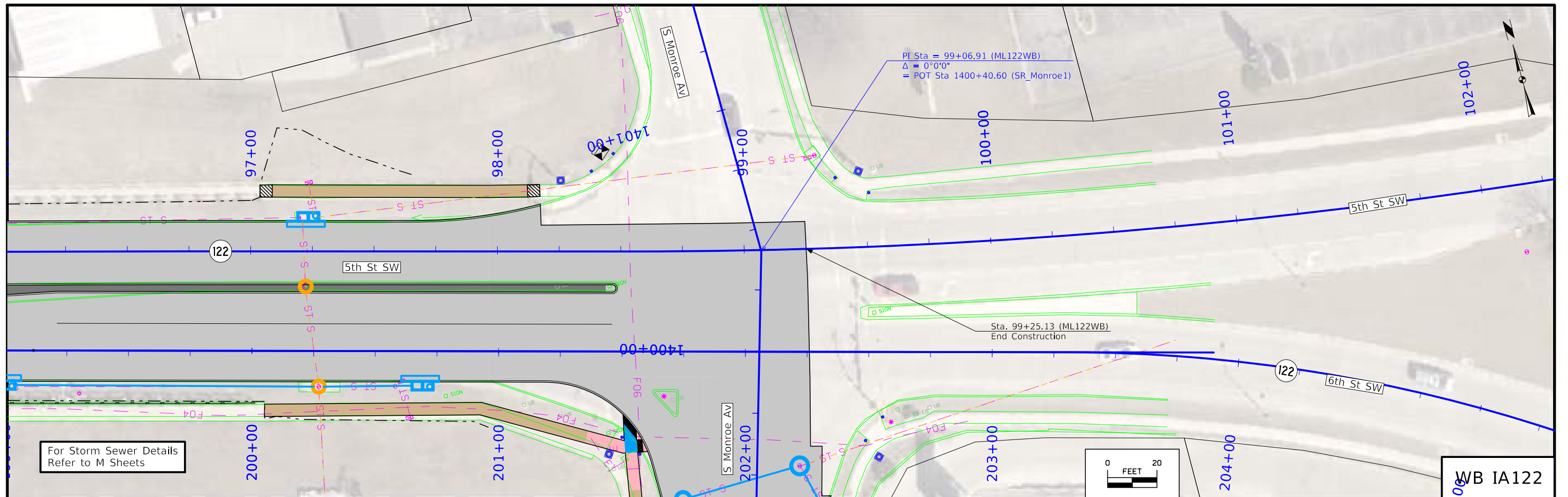
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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER D.10 |
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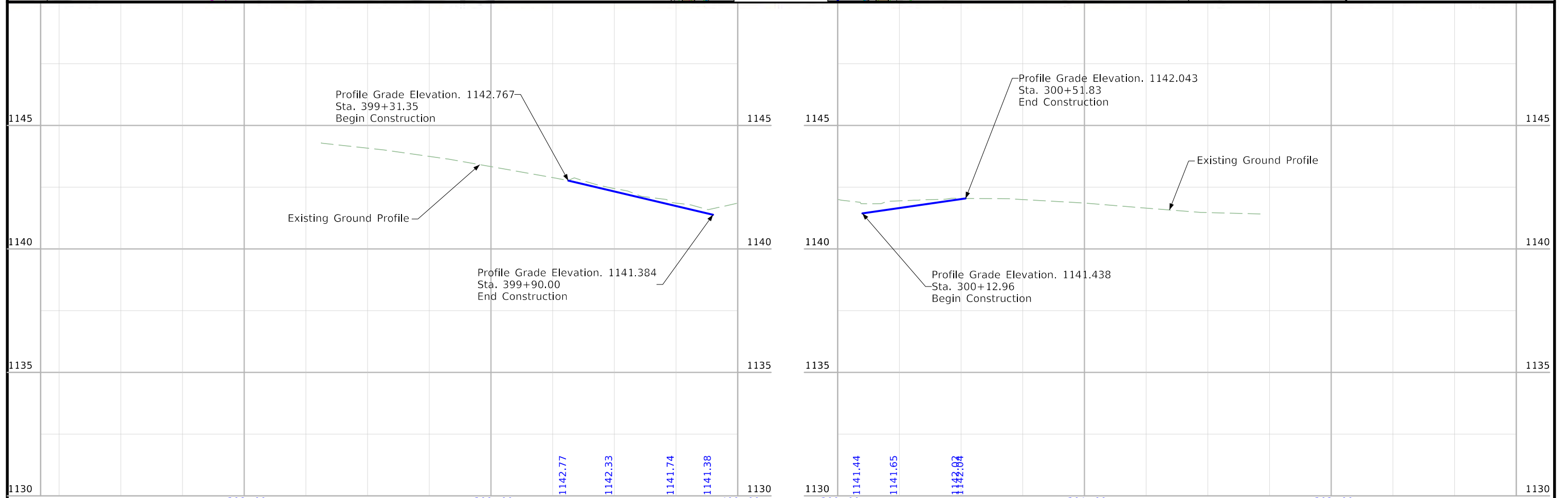
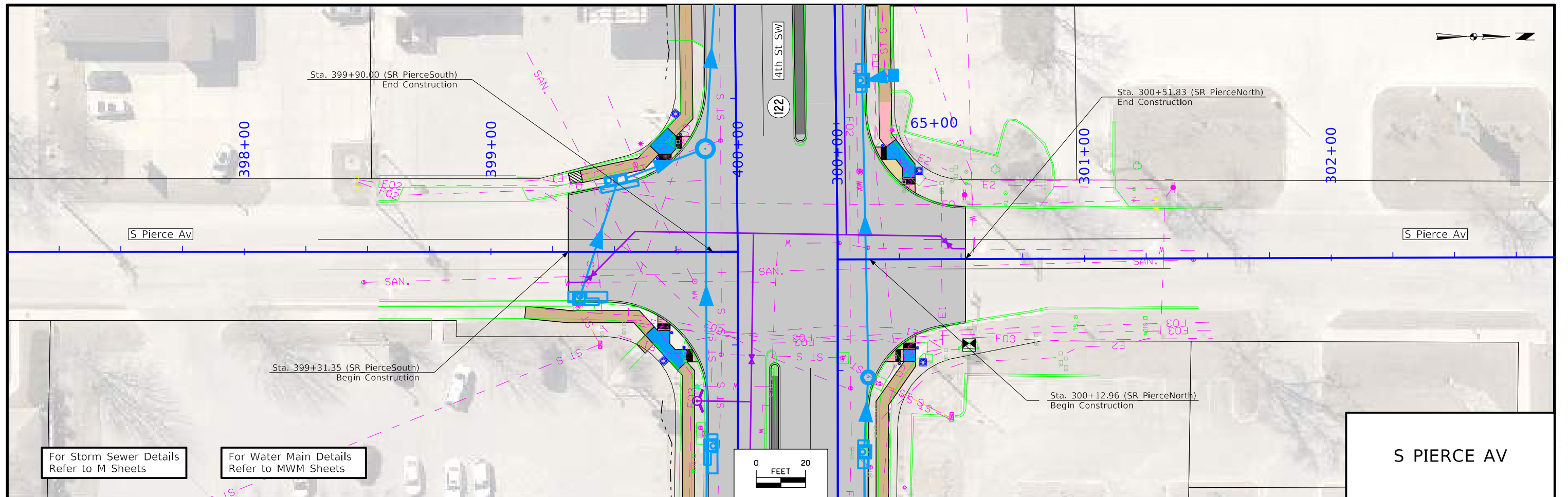




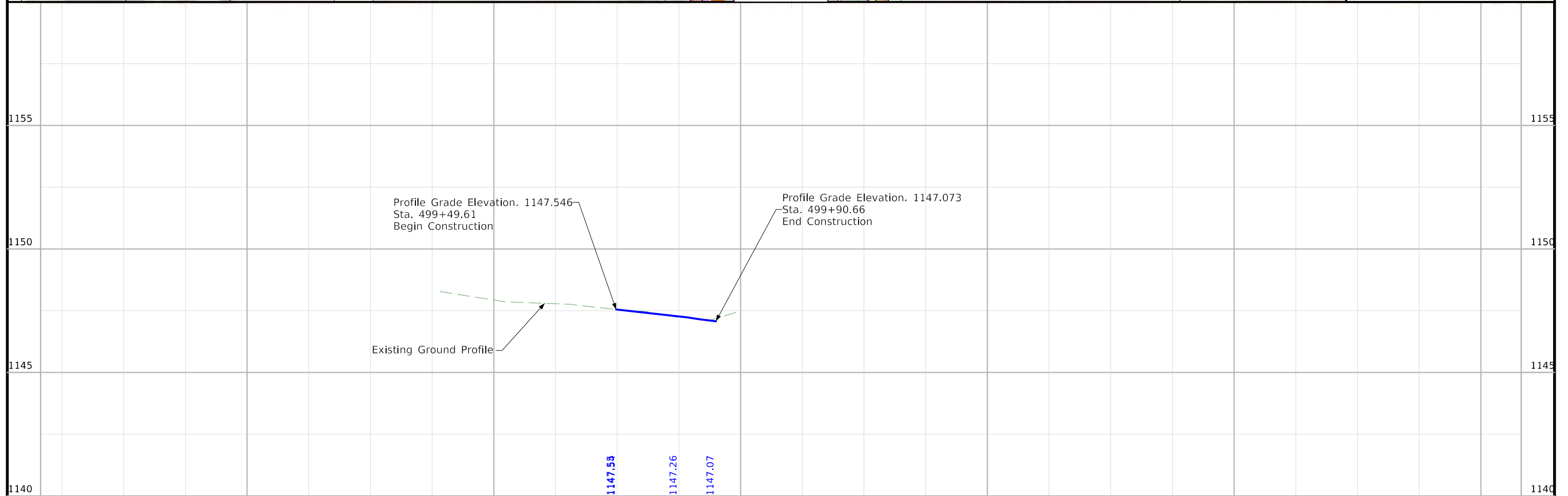
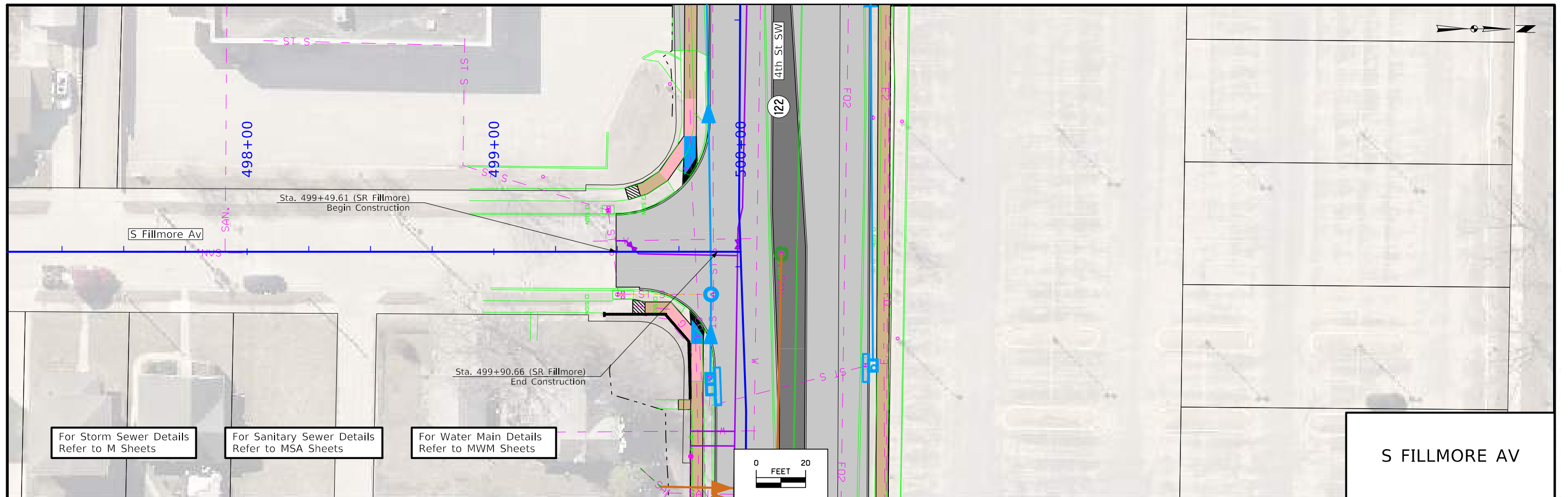


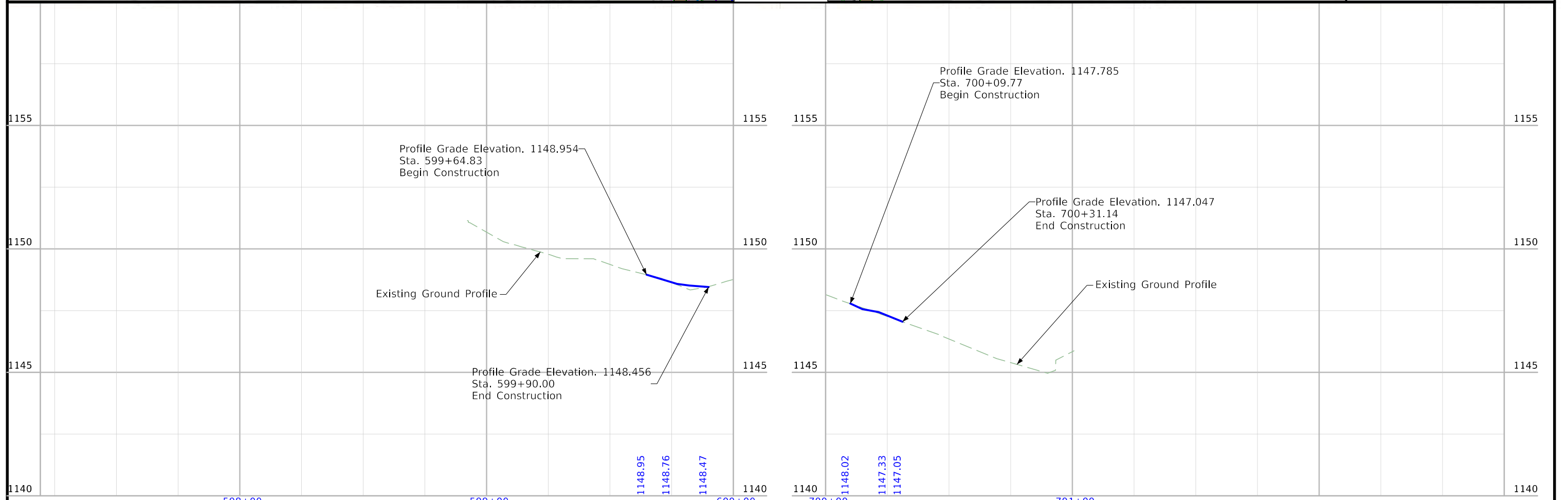
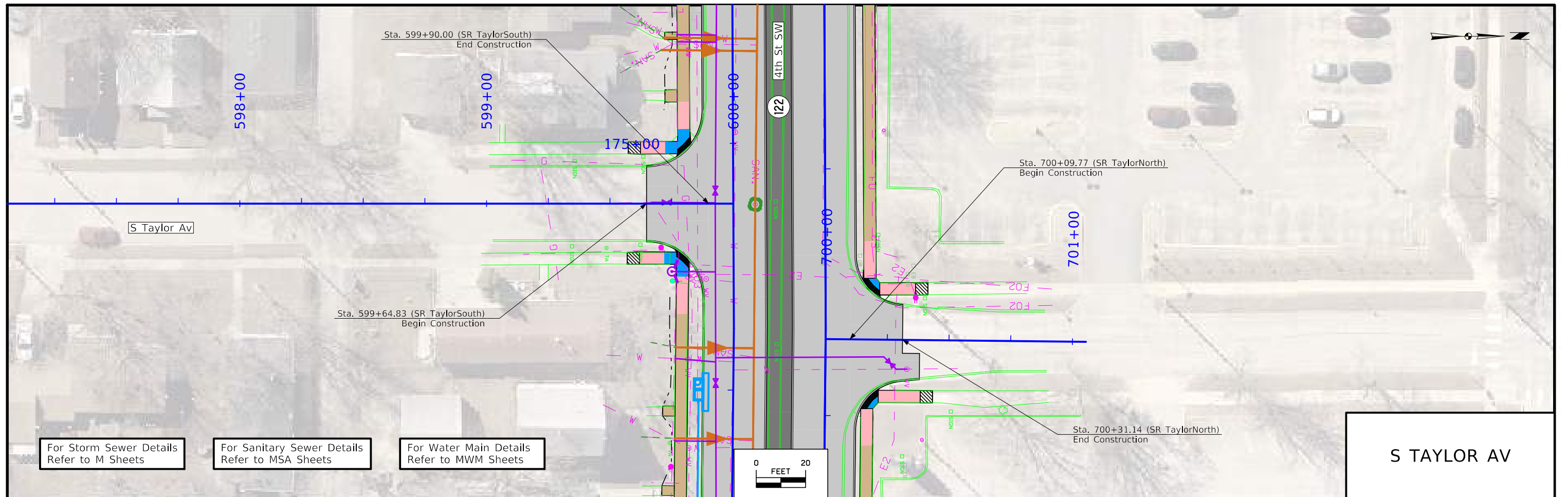


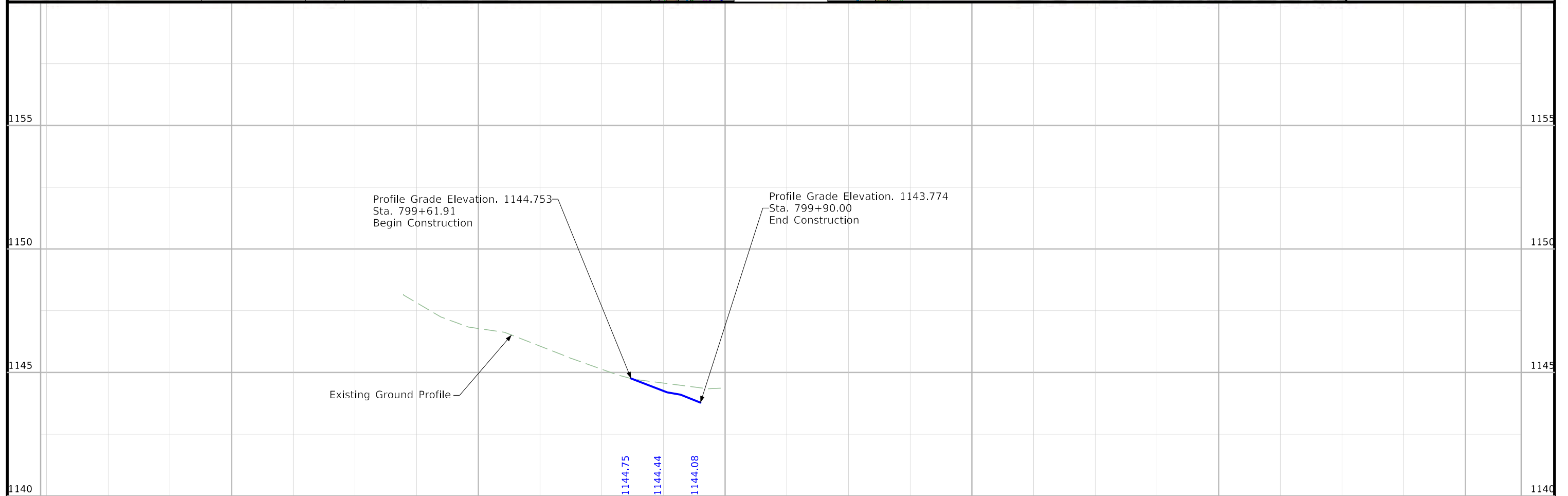
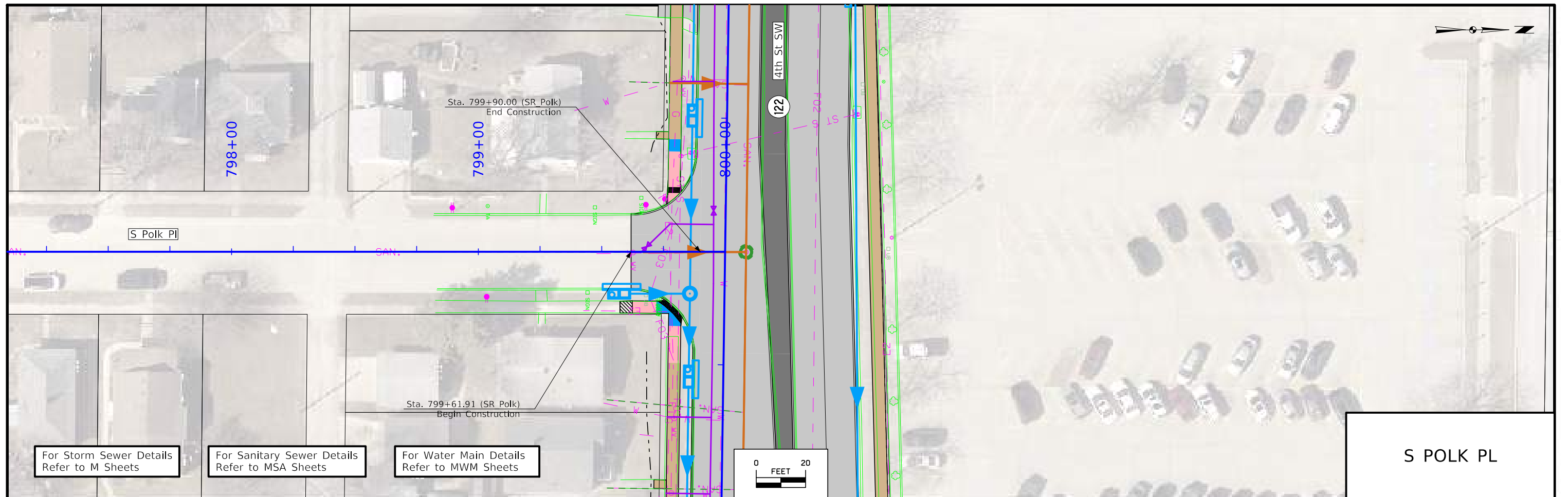


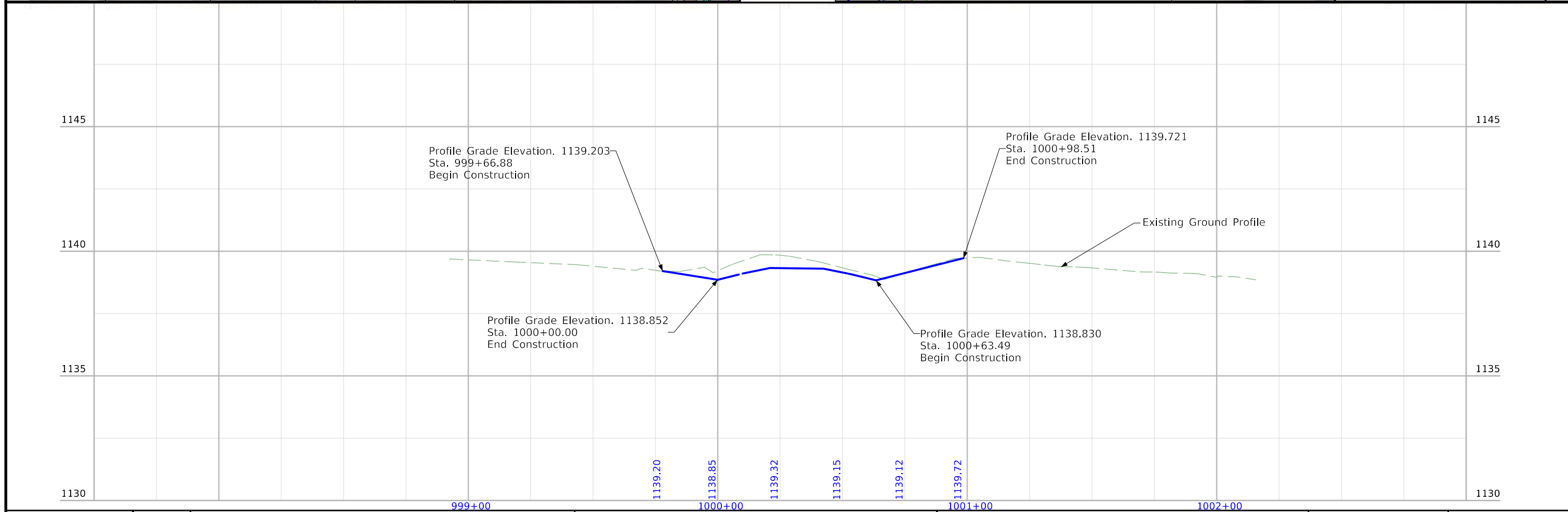
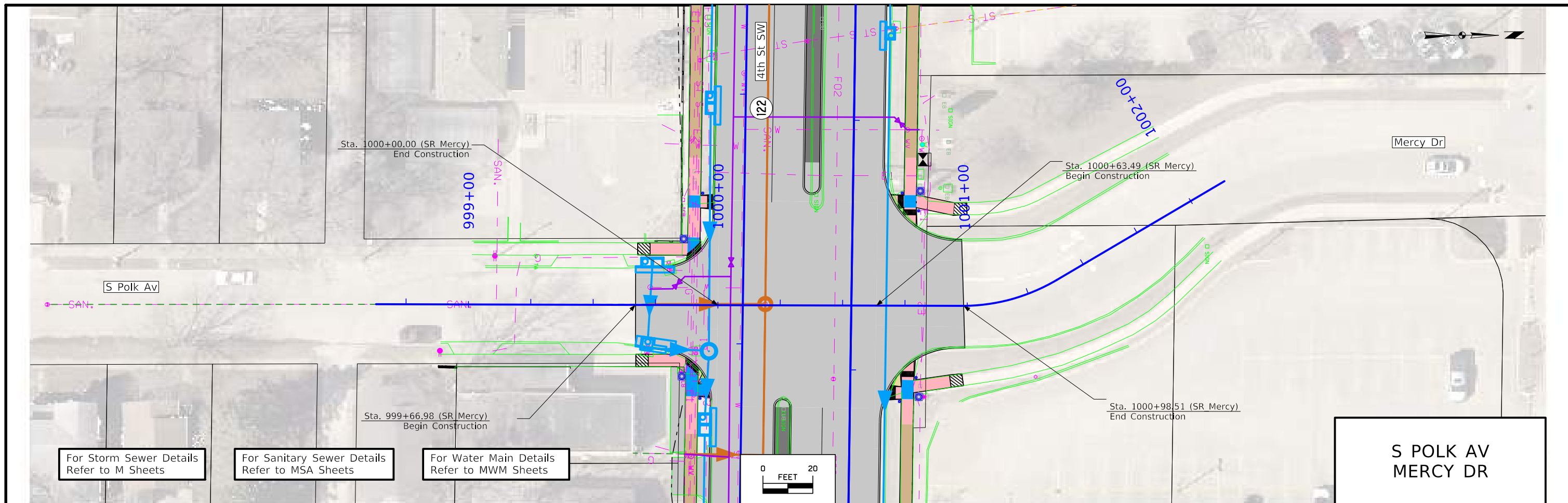


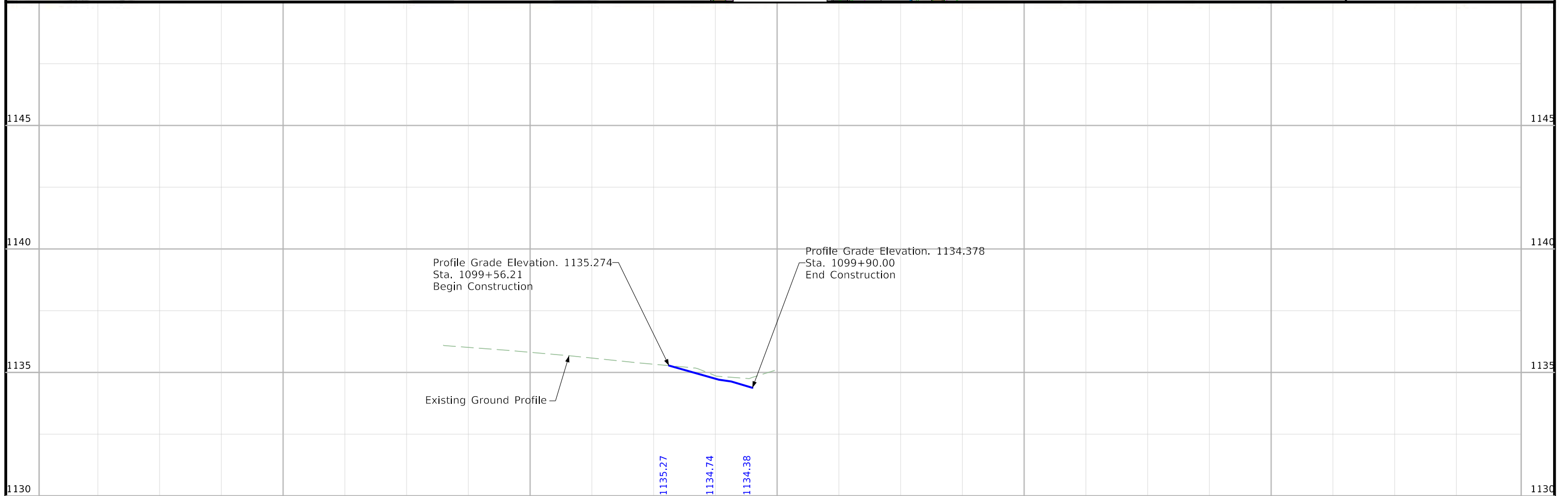
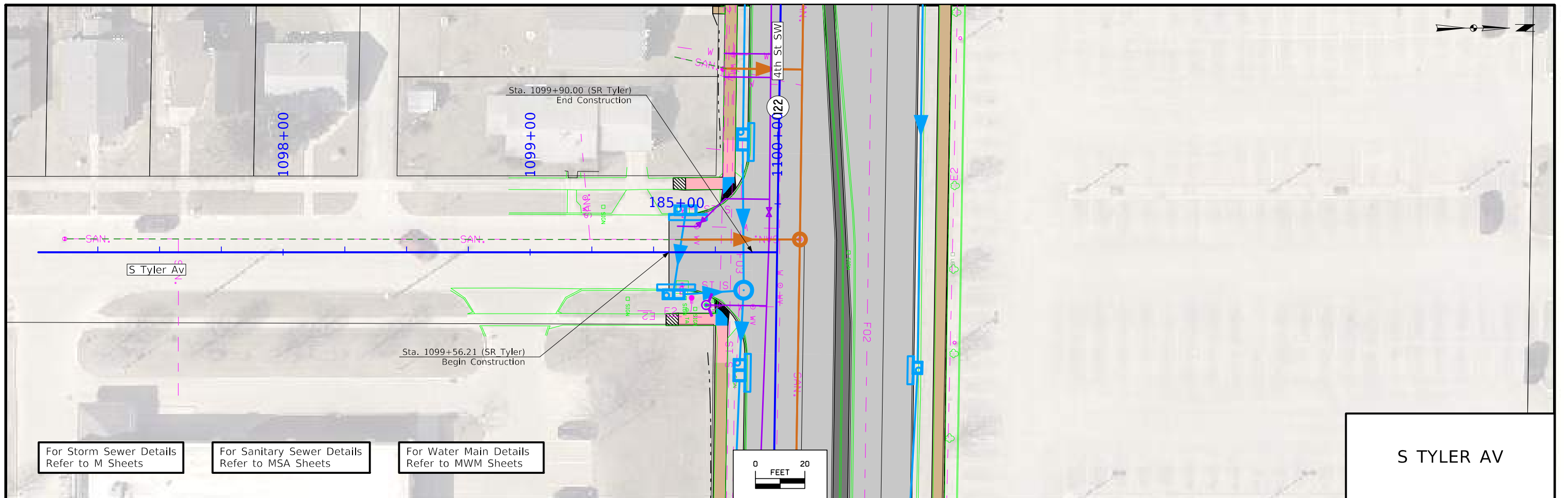
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| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER E.1 |
|----------|---------|------------------------|--------------------|--------------------------------------|------------------|



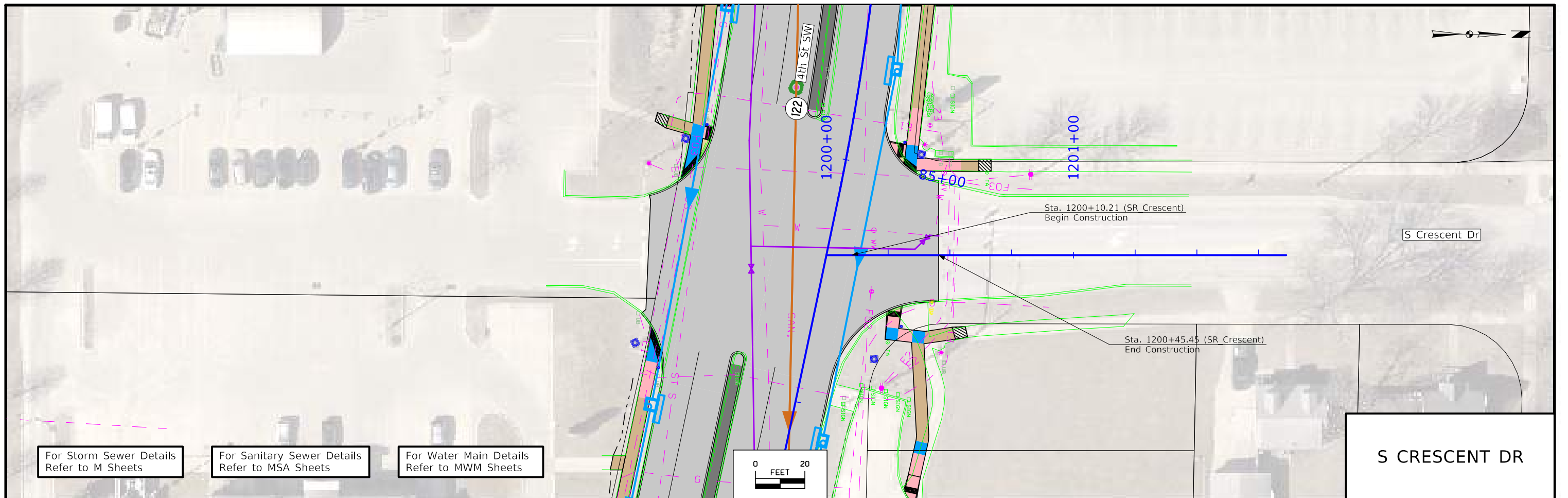








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|----------|---------|------------------------|--------------------|--------------------------------------|------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER E.6 |
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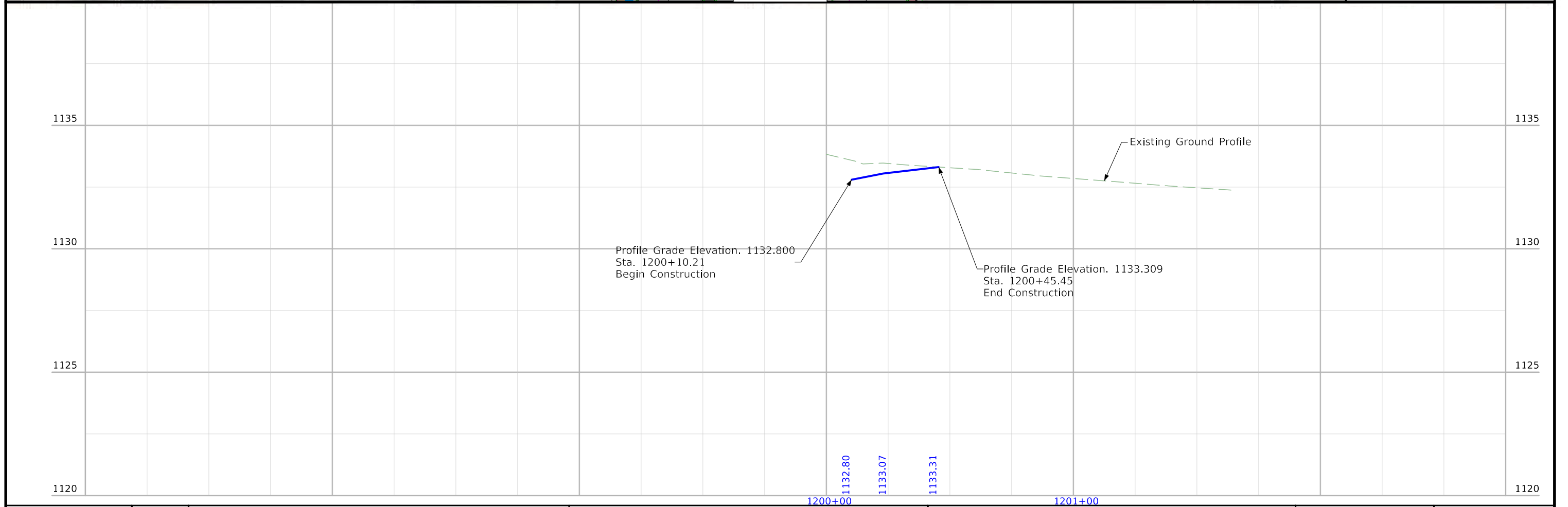


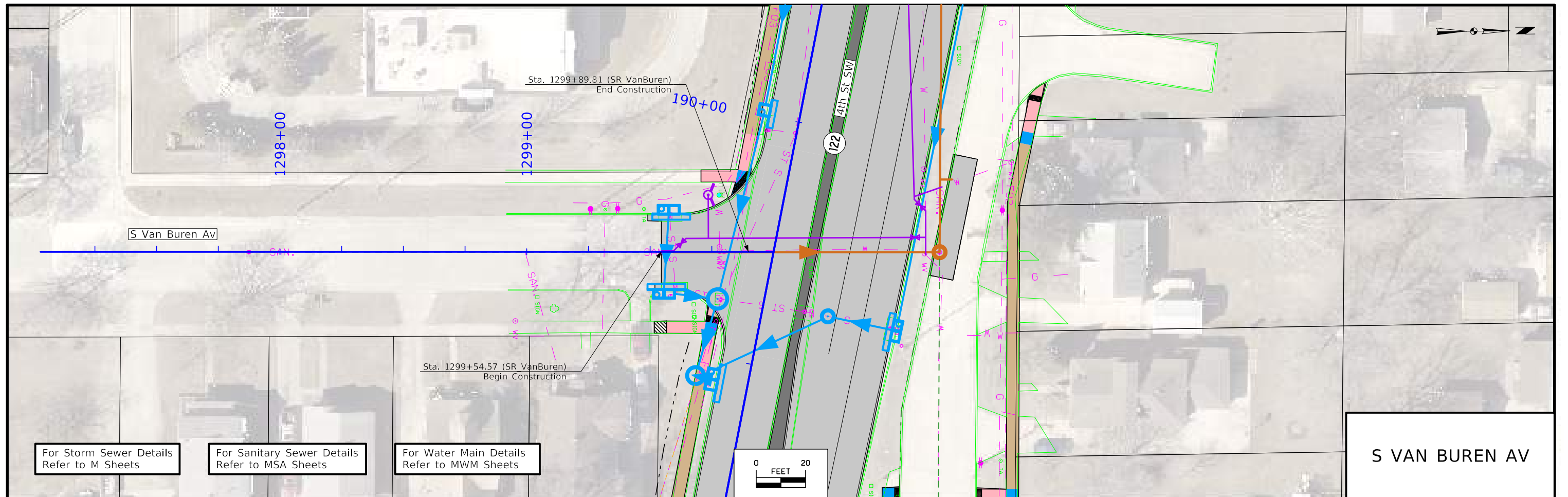
For Storm Sewer Details
Refer to M Sheets

For Sanitary Sewer Details
Refer to MSA Sheets

For Water Main Details
Refer to MWM Sheets

S CRESCENT DR



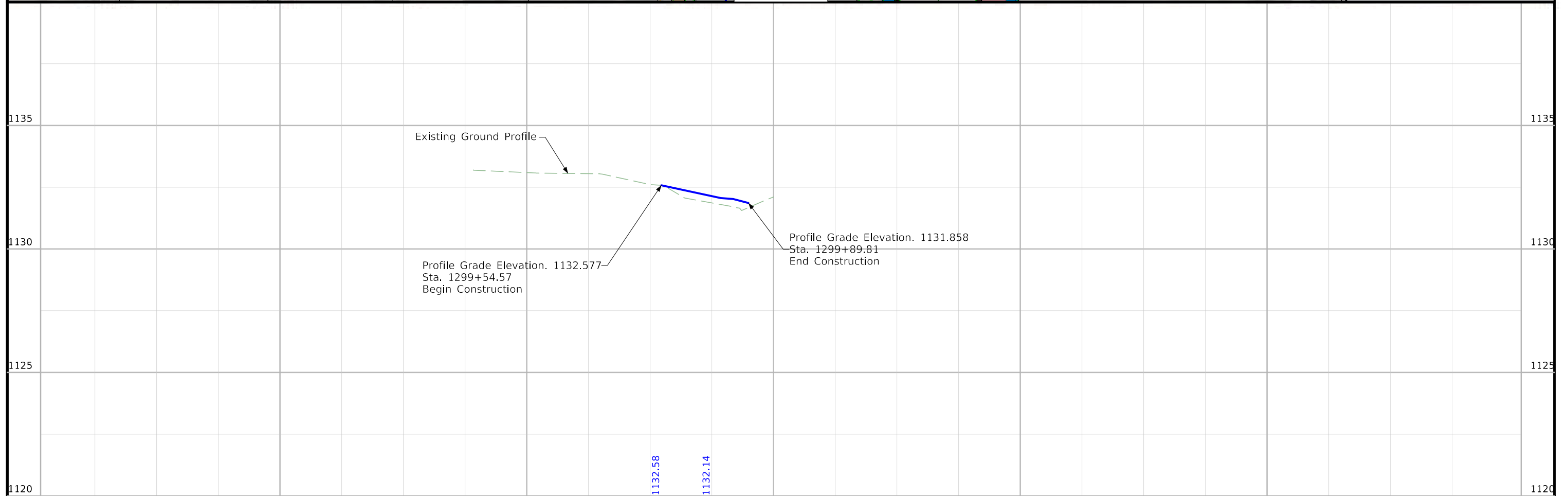


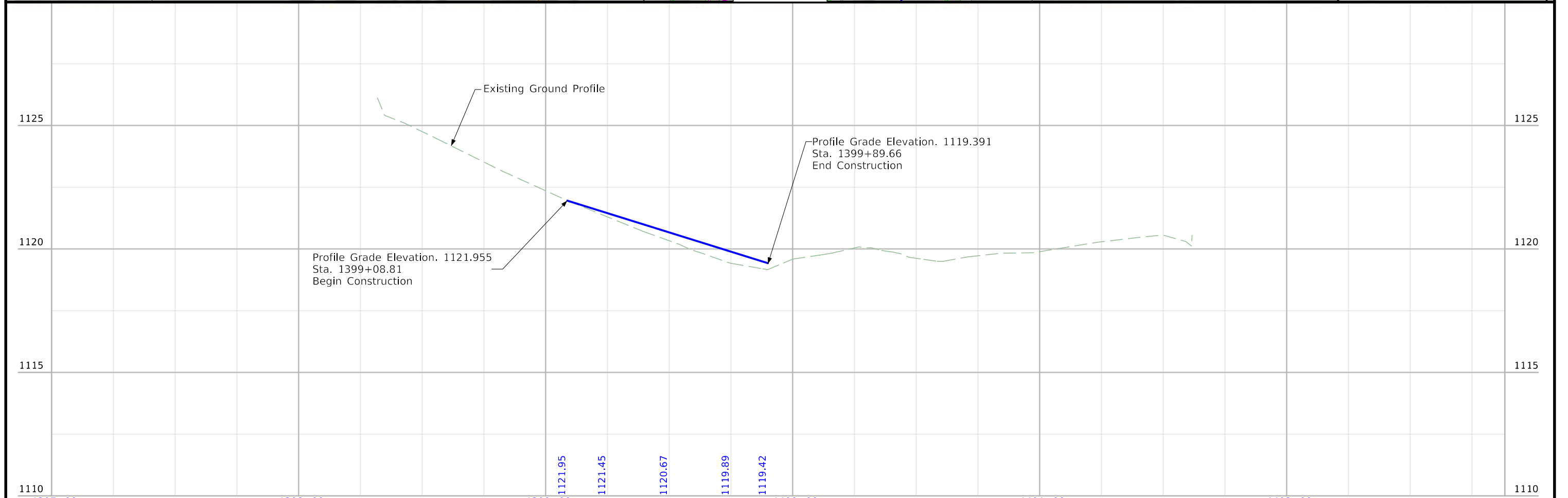
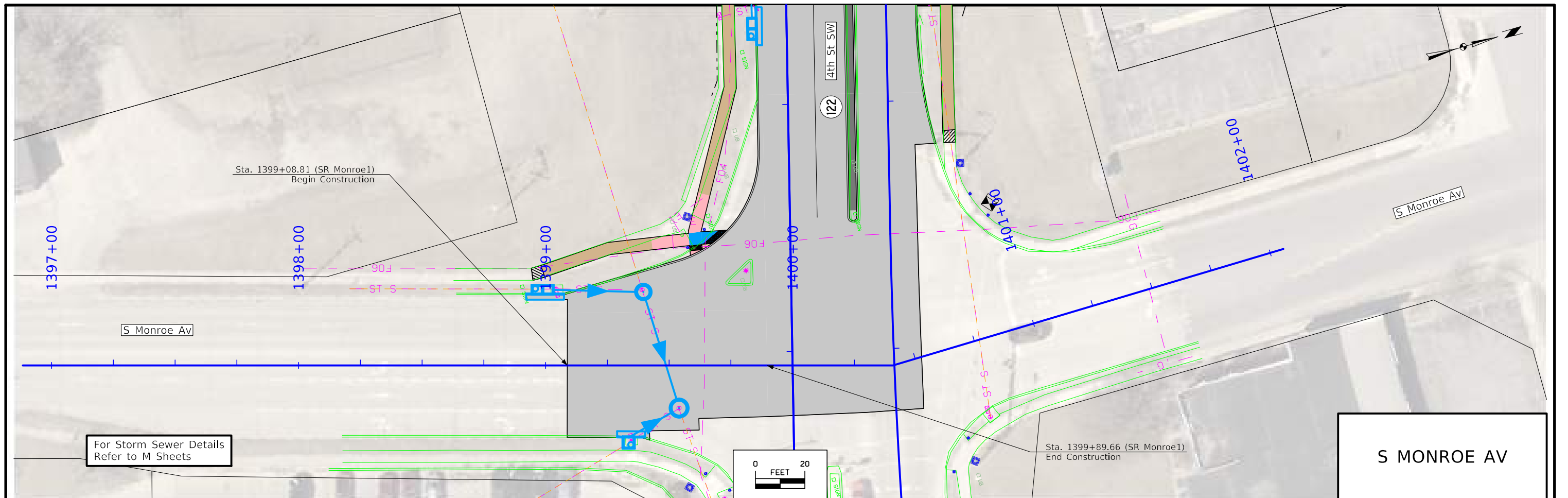
For Storm Sewer Details
Refer to M Sheets

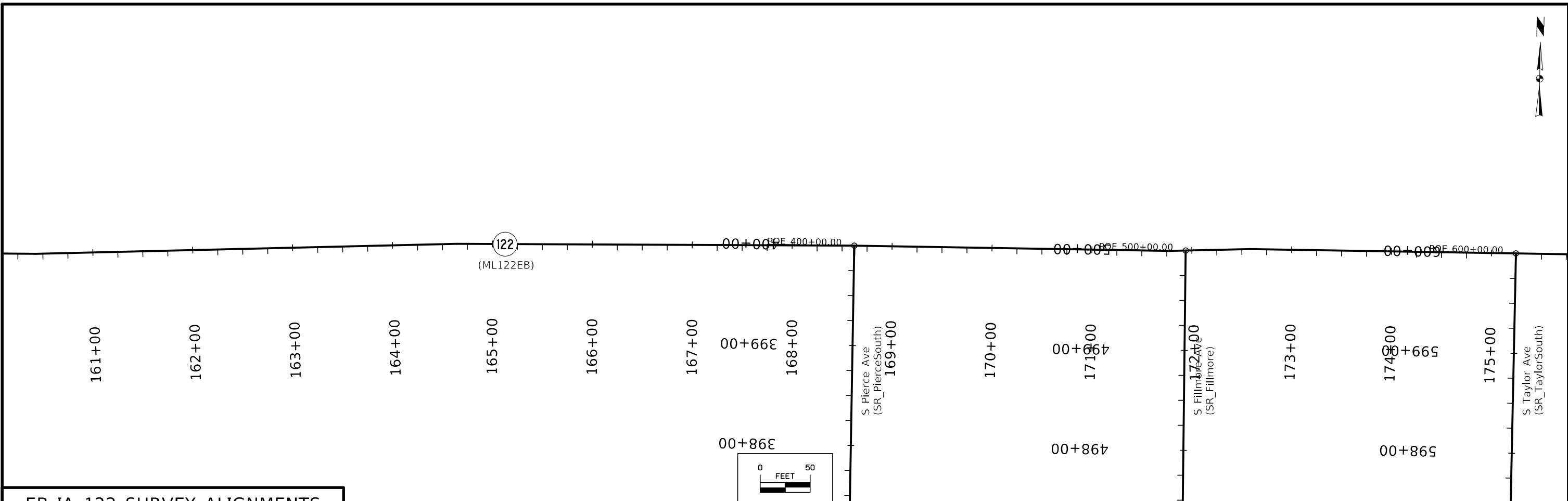
For Sanitary Sewer Details
Refer to MSA Sheets

For Water Main Details
Refer to MWM Sheets

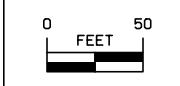
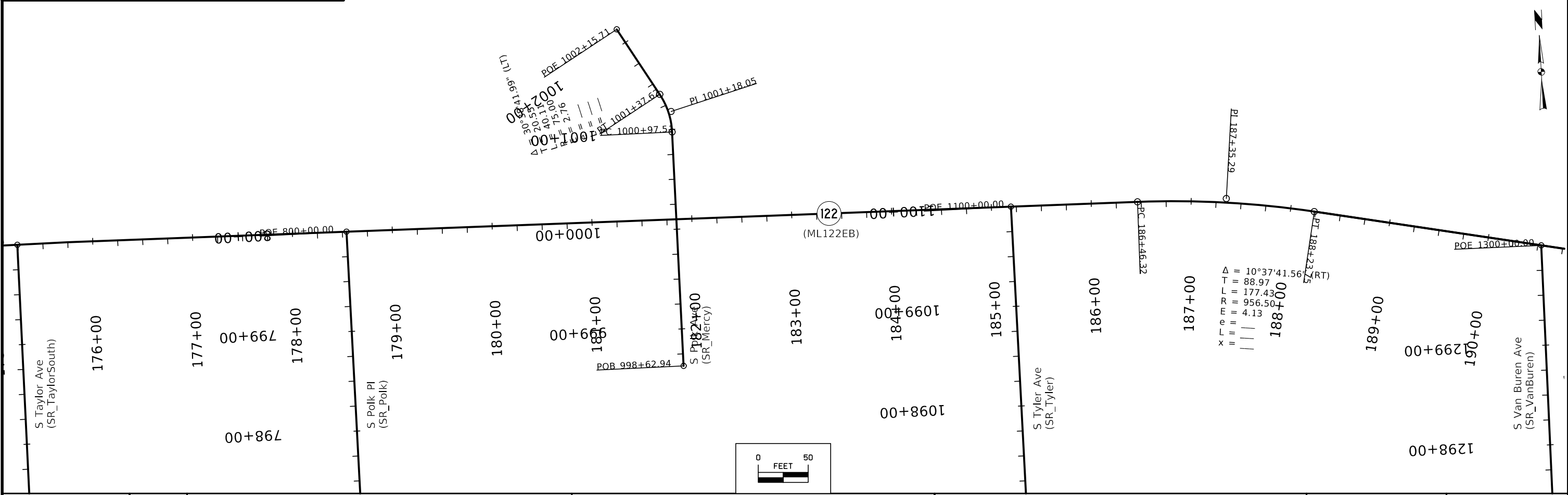
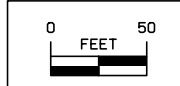
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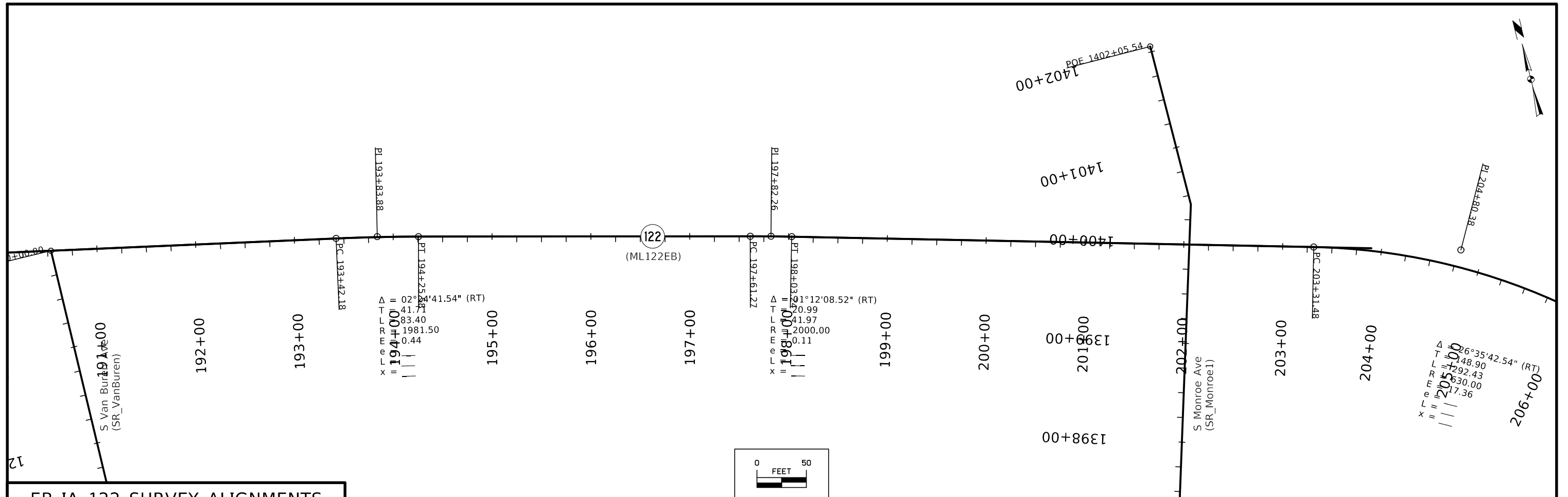




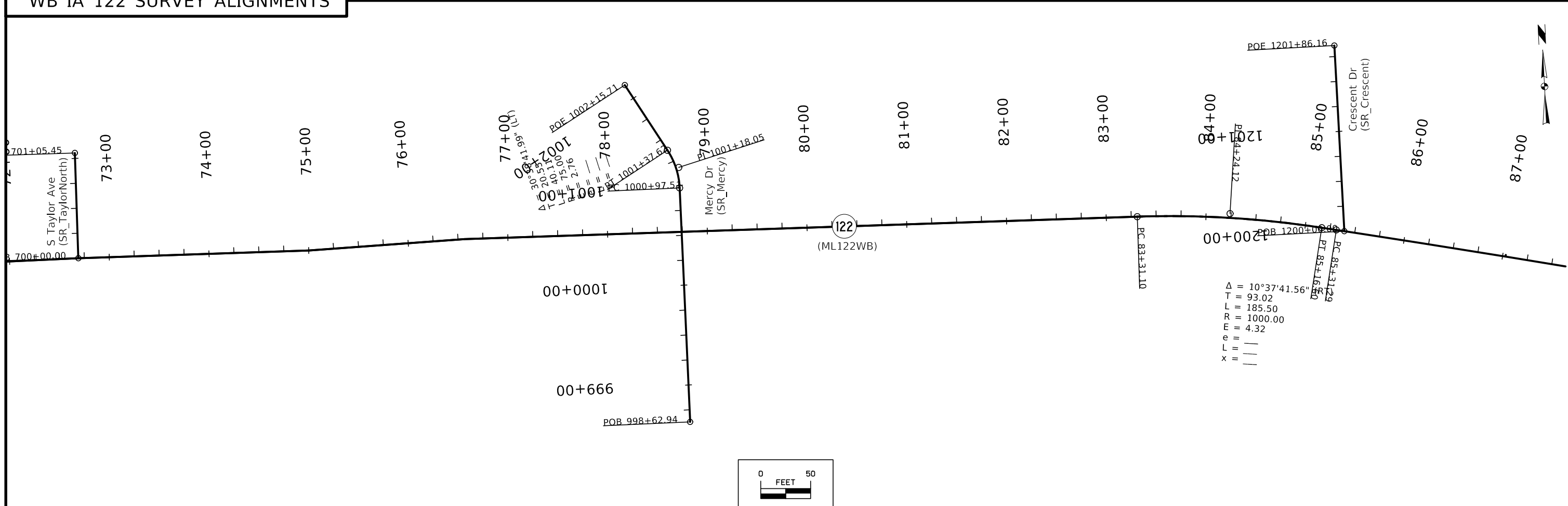
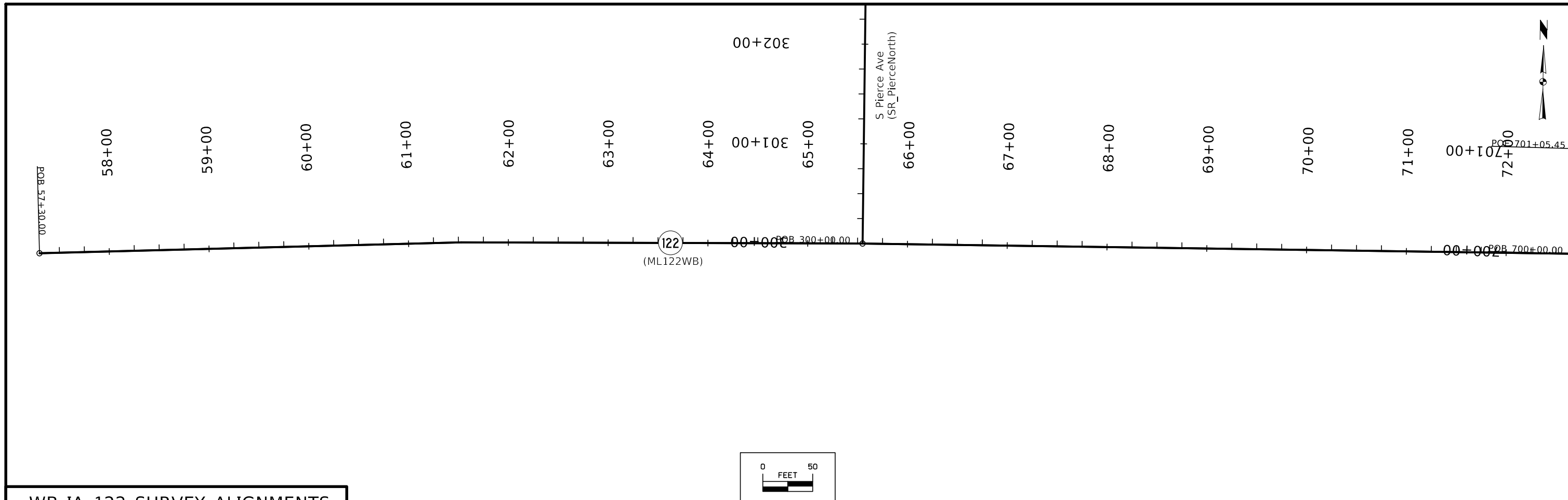
EB IA 122 SURVEY ALIGNMENTS

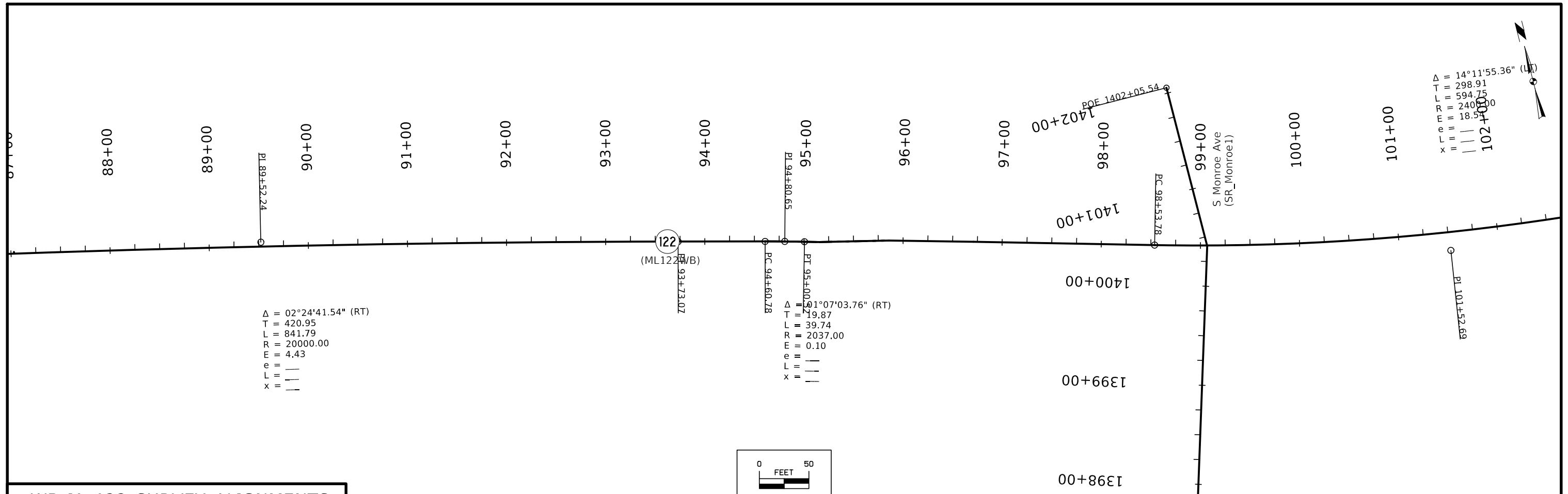


$\Delta = 10^\circ 37' 41.56''$
 $T = 88.97$
 $L = 177.43$
 $PR = 956.50$
 $PI = 4.13$
 $PI_{187+35.29}$
 $PI_{188+23.75}$
 $PI_{188+23.75}$ (RT)

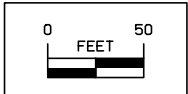


EB IA 122 SURVEY ALIGNMENTS





WB IA 122 SURVEY ALIGNMENTS



$\Delta = 14^{\circ}11'55.36"$ (LT)
 $T = 298.91$
 $L = 594.75$
 $R = 240.00$
 $E = 18.50$
 $L =$
 $x =$

$\Delta = 02^{\circ}24'41.54"$ (RT)
 $T = 420.95$
 $L = 841.79$
 $R = 20000.00$
 $E = 4.43$
 $L =$
 $x =$

$\Delta = 01^{\circ}07'03.76"$ (RT)
 $T = 19.87$
 $L = 39.74$
 $R = 2037.00$
 $E = 0.10$
 $L =$
 $x =$

ALIGNMENT COORDINATES

| Name | Location | Point on Tangent | | | Begin Spiral | | | Begin Curve | | | Simple Curve PI or Master PI of SCS | | | End Curve | | | End Spiral | | |
|-----------------------|----------------|------------------|--------------|-------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------------------------------|--------------|-------------|------------|--------------|-------------|------------|--------------|-------------|
| | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | |
| | | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) |
| EB IA 122 | | | | | | | | | | | | | | | | | | | |
| 1 | ML122EB | 160+43.00 | 3881634.21 | 4994876.92 | | | | | | | | | | | | | | | |
| 2 | ML122EB | | | | | | 186+46.32 | 3881638.47 | 4997479.70 | 187+35.29 | 3881632.89 | 4997568.21 | 188+23.75 | 3881619.13 | 4997655.82 | | | | |
| 3 | ML122EB | | | | | | 193+42.18 | 3881515.07 | 4998163.69 | 193+83.88 | 3881506.27 | 4998204.44 | 194+25.58 | 3881496.61 | 4998245.02 | | | | |
| 4 | ML122EB | | | | | | 197+61.27 | 3881415.45 | 4998570.75 | 197+82.26 | 3881410.27 | 4998591.09 | 198+03.24 | 3881404.87 | 4998611.37 | | | | |
| 5 | ML122EB | 203+89.79 | 3881251.15 | 4999177.41 | | | | | | | | | | | | | | | |
| WB IA 122 | | | | | | | | | | | | | | | | | | | |
| 1 | ML122WB | 57+30.00 | 3881674.64 | 4994874.41 | | | | | | | | | | | | | | | |
| 2 | ML122WB | | | | | | 83+31.10 | 3881682.06 | 4997475.00 | 84+24.12 | 3881676.22 | 4997567.54 | 85+16.60 | 3881661.84 | 4997659.13 | | | | |
| 3 | ML122WB | | | | | | 89+31.19 | 3881578.62 | 4998065.29 | 89+52.24 | 3881574.17 | 4998085.86 | 89+73.28 | 3881569.30 | 4998106.33 | | | | |
| 4 | ML122WB | | | | | | 94+60.90 | 3881451.41 | 4998579.48 | 94+80.77 | 3881446.51 | 4998598.73 | 95+00.63 | 3881441.42 | 4998617.94 | | | | |
| 5 | ML122WB | 100+90.51 | 3881290.58 | 4999188.16 | | | | | | | | | | | | | | | |
| S Pierce | | | | | | | | | | | | | | | | | | | |
| 1S | SR_PierceSouth | 396+63.10 | 3881317.42 | 4995694.93 | | | | | | | | | | | | | | | |
| 2S | SR_PierceSouth | 400+00.00 | 3881654.32 | 4995695.80 | | | | | | | | | | | | | | | |
| 1N | SR_PierceNorth | 300+00.00 | 3881694.82 | 4995699.04 | | | | | | | | | | | | | | | |
| 2N | SR_PierceNorth | 304+13.36 | 3882108.18 | 4995698.85 | | | | | | | | | | | | | | | |
| S Fillmore | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Fillmore | 497+00.00 | 3881354.39 | 4996028.45 | | | | | | | | | | | | | | | |
| 2 | SR_Fillmore | 500+00.00 | 3881654.38 | 4996027.51 | | | | | | | | | | | | | | | |
| S Taylor | | | | | | | | | | | | | | | | | | | |
| 1S | SR_TaylorSouth | 597+01.34 | 3881357.70 | 4996356.10 | | | | | | | | | | | | | | | |
| 2S | SR_TaylorSouth | 600+00.00 | 3881656.36 | 4996357.96 | | | | | | | | | | | | | | | |
| 1N | SR_TaylorNorth | 700+00.00 | 3881693.45 | 4996413.10 | | | | | | | | | | | | | | | |
| 2N | SR_TaylorNorth | 701+05.45 | 3881798.89 | 4996414.85 | | | | | | | | | | | | | | | |
| S Polk Pl | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Polk | 797+00.14 | 3881351.77 | 4996686.99 | | | | | | | | | | | | | | | |
| 2 | SR_Polk | 800+00.00 | 3881651.63 | 4996687.63 | | | | | | | | | | | | | | | |
| S Polk Av Mercy Dr | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Mercy | 998+62.92 | 3881499.10 | 4997017.23 | | | | | | | | | | | | | | | |
| 2 | SR_Mercy | | | | | | 999+46.90 | 3881583.09 | 4997017.66 | 999+50.20 | 3881586.39 | 4997017.65 | 999+53.50 | 3881589.69 | 4997017.58 | | | | |
| 3 | SR_Mercy | | | | | | 1001+08.81 | 3881744.94 | 4997013.25 | 1001+28.03 | 3881763.48 | 4997010.38 | 1001+46.45 | 3881780.74 | 4997003.00 | | | | |
| 4 | SR_Mercy | 1002+14.34 | 3881839.33 | 4996968.69 | | | | | | | | | | | | | | | |
| S Tyler | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Tyler | 1097+00.91 | 3881341.48 | 4997352.29 | | | | | | | | | | | | | | | |
| 2 | SR_Tyler | 1100+00.00 | 3881640.58 | 4997352.97 | | | | | | | | | | | | | | | |
| S Crescent | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Crescent | 1200+00.00 | 3881657.25 | 4997681.52 | | | | | | | | | | | | | | | |
| 2 | SR_Crescent | 1201+86.16 | 3881843.41 | 4997680.82 | | | | | | | | | | | | | | | |
| S Van Buren | | | | | | | | | | | | | | | | | | | |
| 1 | SR_VanBuren | 1297+02.99 | 3881276.02 | 4997877.95 | | | | | | | | | | | | | | | |
| 2 | SR_VanBuren | 1300+00.00 | 3881573.02 | 4997880.86 | | | | | | | | | | | | | | | |
| S Monroe | | | | | | | | | | | | | | | | | | | |
| 1 | SR_Monroe1 | 1396+88.34 | 3881000.14 | 4998912.69 | | | | | | | | | | | | | | | |
| 2 | SR_Monroe1 | 1402+05.54 | 3881503.34 | 4999009.92 | | | | | | | | | | | | | | | |

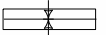
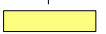
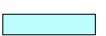
SPIRAL OR CIRCULAR CURVE DATA

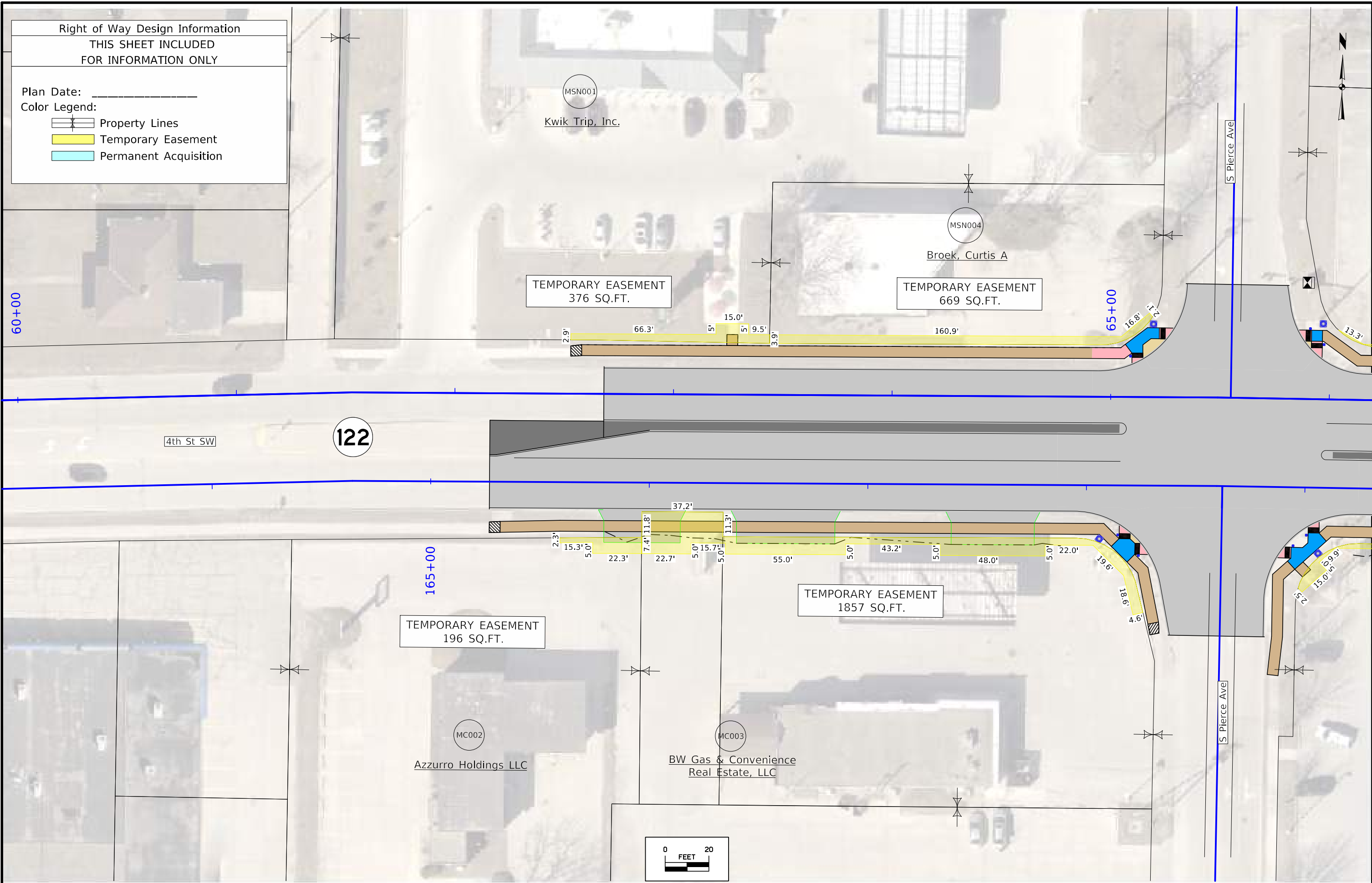
| Name | Location | ΔSCS | Horizontal Alignment Data | | | | | | | | | | | | Remarks | | |
|-----------------------|----------|------|---------------------------|----|----|----|----|----|------------|--------|-------|--------|---------|------|---------|---|--|
| | | | Spiral Data | | | | | | Curve Data | | | | | | | | |
| | | | θS | Ls | Ts | Es | Xc | Yc | L.T. | S.T. | ΔC | T | L | R | | E | |
| EB IA 122 | | | | | | | | | | | | | | | | | |
| C1 | ML122EB | | | | | | | | | | | | | | | | |
| C2 | ML122EB | | | | | | | | | 10.628 | 88.97 | 177.43 | 956.50 | 4.13 | | | |
| C3 | ML122EB | | | | | | | | | 2.412 | 41.71 | 83.40 | 1981.50 | 0.44 | | | |
| | | | | | | | | | | 1.202 | 20.99 | 41.97 | 2000.00 | 0.11 | | | |
| WB IA 122 | | | | | | | | | | | | | | | | | |
| C1 | ML122WB | | | | | | | | | | | | | | | | |
| C2 | ML122WB | | | | | | | | | 10.628 | 93.02 | 185.50 | 1000.00 | 4.32 | | | |
| C3 | ML122WB | | | | | | | | | 2.412 | 21.05 | 42.09 | 1000.00 | 0.22 | | | |
| | | | | | | | | | | 1.118 | 19.87 | 39.74 | 2037.00 | 0.10 | | | |
| S Polk Av Mercy Dr | | | | | | | | | | | | | | | | | |
| C1 | SR_Mercy | | | | | | | | | | | | | | | | |
| C2 | SR_Mercy | | | | | | | | | 1.892 | 3.30 | 6.60 | 200.00 | 0.03 | | | |
| | | | | | | | | | | 28.753 | 19.22 | 37.64 | 75.00 | 2.42 | | | |

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

Plan Date: _____

Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition

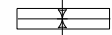
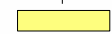
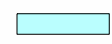


Right of Way Design Information

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Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



MSN005

Mercy Medical Center
North Iowa

TEMPORARY EASEMENT
2471 SQ.FT.

625.9'

70+00

122

4th St SW

TEMPORARY EASEMENT
807 SQ.FT.

170+00

MSN006

CIIV Pool LLC

TEMPORARY EASEMENT
308 SQ.FT.

TEMPORARY EASEMENT
270 SQ.FT.

TEMPORARY EASEMENT
257 SQ.FT.

TEMPORARY EASEMENT
216 SQ.FT.

TEMPORARY EASEMENT
179 SQ.FT.

TEMPORARY EASEMENT
304 SQ.FT.

175+00

S Fillmore Ave

S Taylor Ave

MSN007

Wellnitz,
Delores M

MSN008

G R D
Investments, LLC

MSN009

Rayanna M.
Schaefer Trust

MSN010

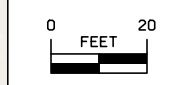
Mercy Medical
Center
North Iowa

MSN011

Schaefer,
Dean

MSN012

Nobbs, Eric A
Nobbs, Jennifer



Right of Way Design Information
 THIS SHEET INCLUDED
 FOR INFORMATION ONLY

Plan Date: _____
 Color Legend:
 [Property Lines] Property Lines
 [Temporary Easement] Temporary Easement
 [Permanent Acquisition] Permanent Acquisition

MSN015
 North Iowa Mercy
 Health Center Inc

TEMPORARY EASEMENT
 2513 SQ.FT.

122

4th St SW

TEMPORARY EASEMENT
 176 SQ.FT.

TEMPORARY EASEMENT
 175 SQ.FT.

TEMPORARY EASEMENT
 178 SQ.FT.

TEMPORARY EASEMENT
 178 SQ.FT.

TEMPORARY EASEMENT
 323 SQ.FT.

TEMPORARY EASEMENT
 254 SQ.FT.

TEMPORARY EASEMENT
 863 SQ.FT.

MSN013
 Huntley
 Rentals LLC

MSN014
 Mercy Health
 Services -
 Iowa Corp

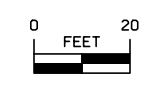
MSN016
 Huntley
 Rentals LLC

MSN017
 Hardy,
 Russell J

MSN018
 Hartfiel, Jonathan L
 Swanson, Josi L

MSN019
 Grell, Terry
 Grell, Lori J

MSN020
 RCP Investment
 V LLC


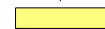
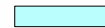


Right of Way Design Information

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FOR INFORMATION ONLY

Plan Date: _____

Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



MSN021

North Iowa Mercy Health
Center, Inc

TEMPORARY EASEMENT
5083 SQ.FT.

80+00

580.6'

4th St SW 122

Mercy Dr

S Polk Ave

S Tyler Ave

185+00

TEMPORARY EASEMENT
231 SQ.FT.

TEMPORARY EASEMENT
139 SQ.FT.

TEMPORARY EASEMENT
458 SQ.FT.

TEMPORARY EASEMENT
294 SQ.FT.

TEMPORARY EASEMENT
178 SQ.FT.

TEMPORARY EASEMENT
1406 SQ.FT.

MSN022
Umphress,
Dennis R

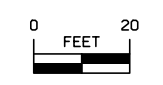
MSN023
Wright
Rentals, LLC

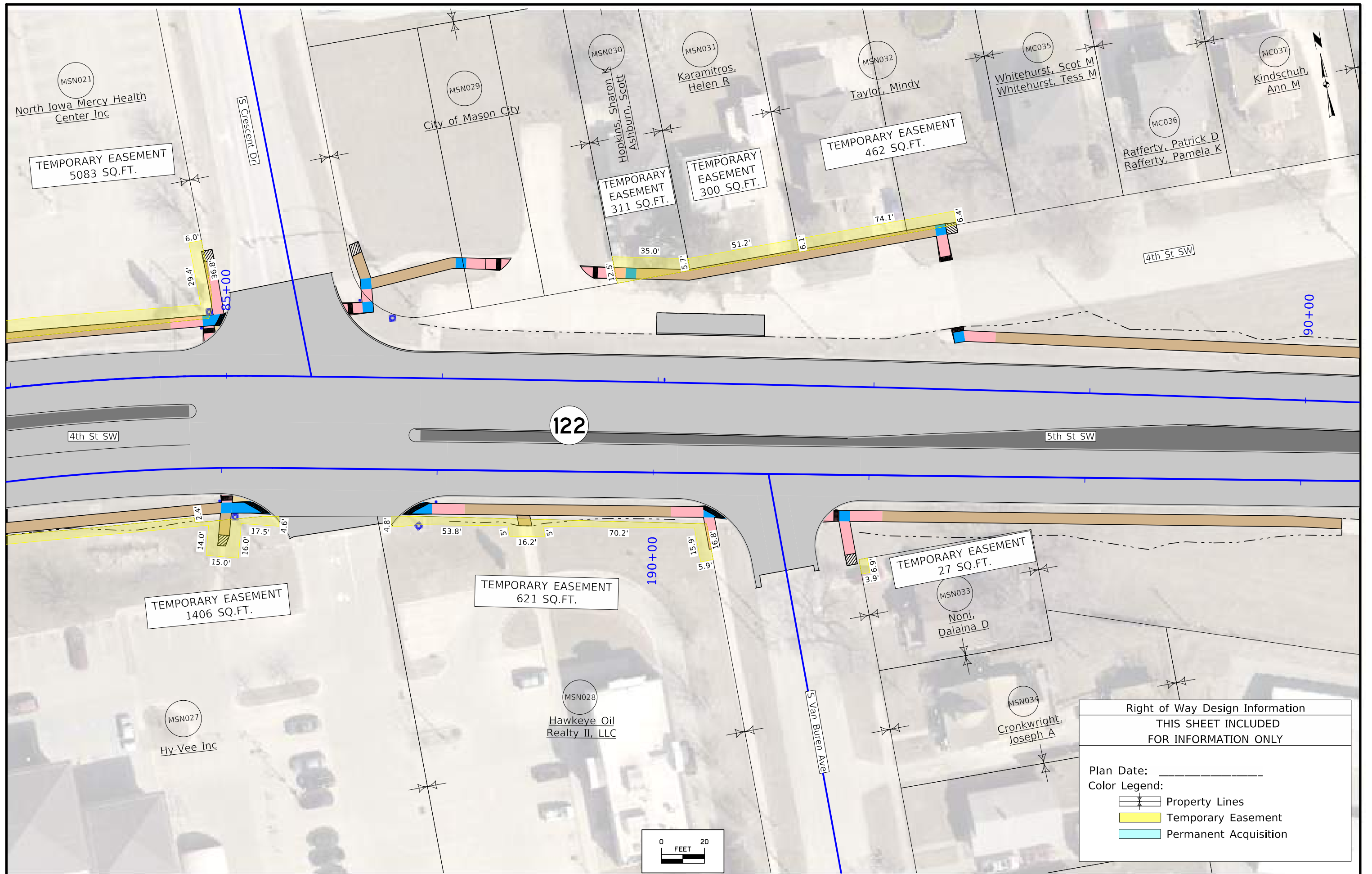
MSN024
Mercy Medical Center-
North Iowa

MSN025
Virgin,
Kristin M

MSN026
Crooks, Marvin L
Crooks, Lois I

MSN027
Hy-Vee Inc



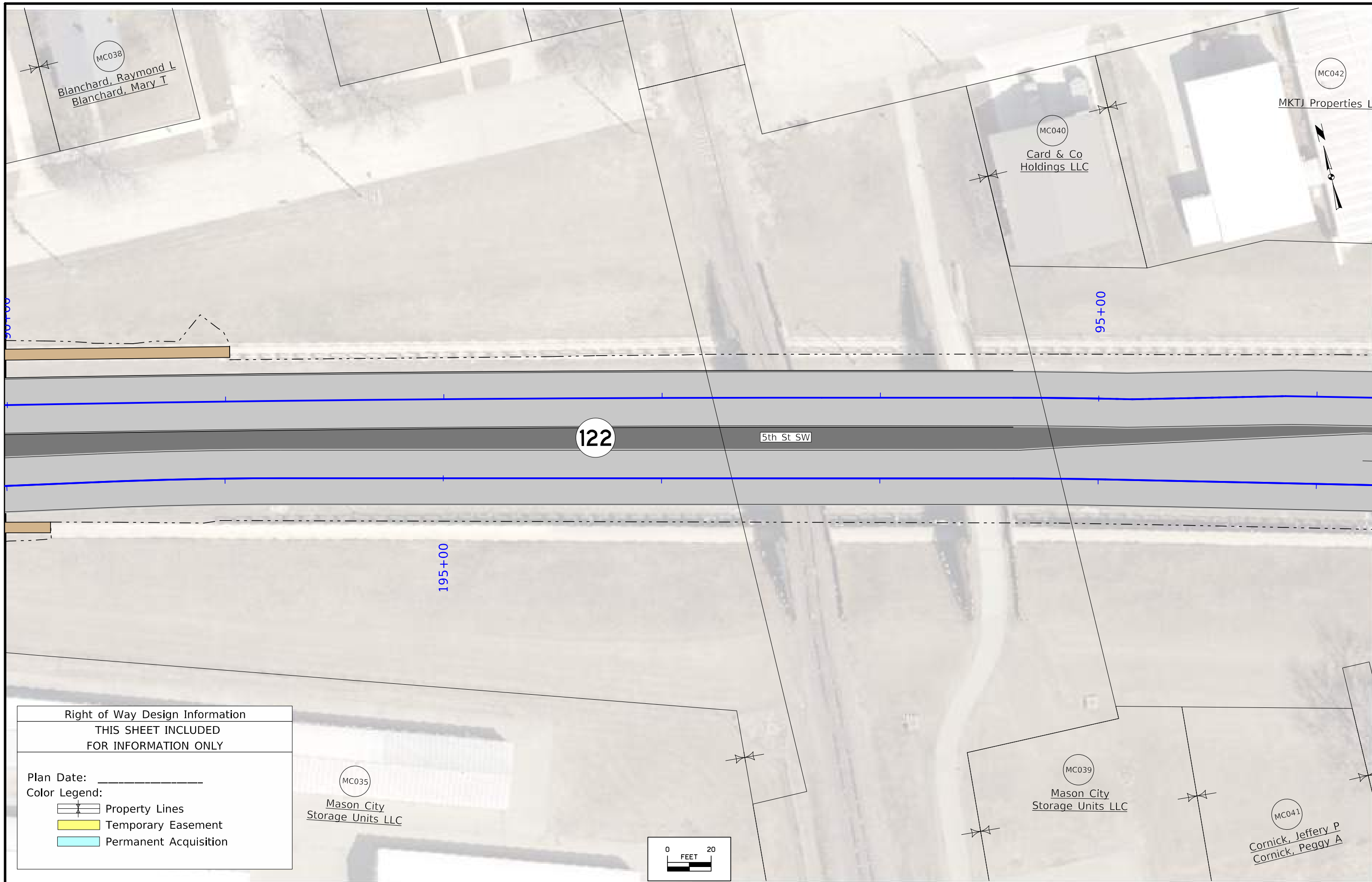


Right of Way Design Information
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Plan Date: _____

Color Legend:




- Property Lines
- Temporary Easement
- Permanent Acquisition

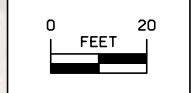


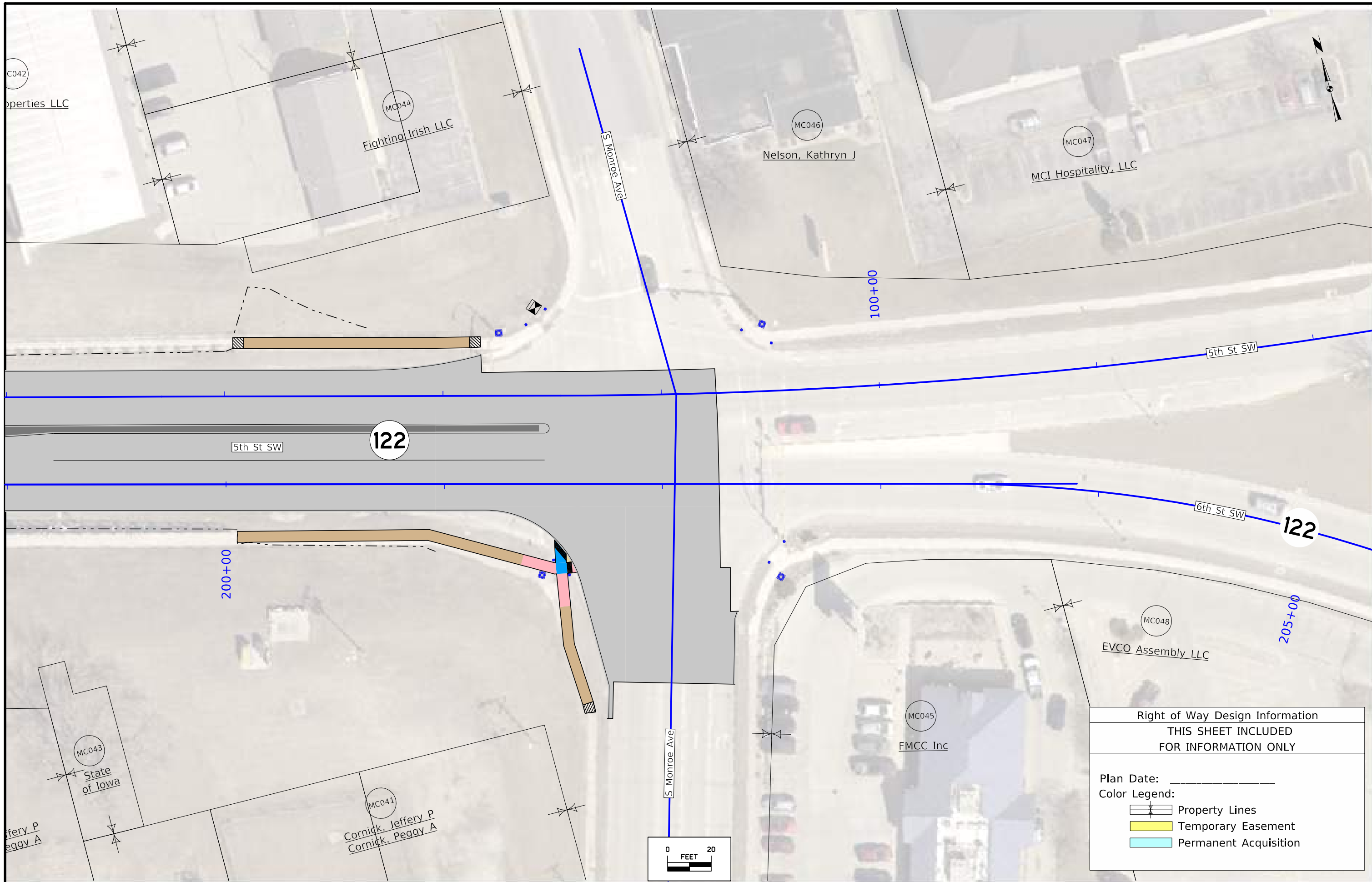
Right of Way Design Information
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 FOR INFORMATION ONLY

Plan Date: _____

Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



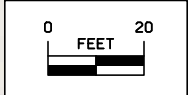


Right of Way Design Information
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FOR INFORMATION ONLY

Plan Date: _____

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



511 TRAVEL RESTRICTIONS

| Route | Direction | County | Location Description | Feature Crossed | Object Type | Maint. Bridge No., Structure ID, or FHWA No. | Type of Restriction | Existing Measurement | Construction Measurement | Construction Measurement as Signed | Projected As Built Measurement | Remarks |
|--------|-----------|-------------|-------------------------------------|-----------------|------------------------|--|---------------------|----------------------|--------------------------|------------------------------------|--------------------------------|---------|
| IA 122 | EB/WB | Cerro Gordo | Between Pierce Ave. and Monroe Ave. | N/A | Traffic Control Device | | Horizontal | 25 | 10.5 | | N/A | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Refer to Tab. 108-26A for traffic control details.

Iowa Highway 122
Maintain a minimum of one lane of traffic, both eastbound and westbound, at all times during construction.

Pedestrian routes will be closed during construction. Detour pedestrian traffic per TC-601.

Contractor shall stage construction to minimize inconvenience to traffic and maintain local access to the maximum extent feasible.

The Contractor shall erect, maintain and remove all detour signage shown in the plans.

The Contractor shall fully cooperate with the City including suspension of work and the removal or relocation of construction equipment or traffic control devices as requested by the City, due to emergencies or special events.

Traffic control on this project shall be in accordance with Standard Road Plans listed on Tab. 105-4.
For additional complementary information, refer to Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) and to the current Standard Specifications.

The Contractor shall coordinate with other projects in the area, including detour routes for this and other projects.

108-26A
08-01-08

STAGING NOTES

Any requests to change the staging should follow Article 1105.15 of the Standard Specifications. Maintenance of traffic shall be per Tab. 108-23A and the traffic control details described within. No Value Engineering proposals will be accepted that deviate from the intent of the traffic control plan shown in the plans.

Year 1

Stage 1 Construction

- Remove median pavement and 1.0' curb and gutter section, as required, to construct temporary pavement as shown in the plan sheets at the west end and east end of the project.

Stage 1 Traffic Control

- For the eastern temporary pavement, reduce eastbound traffic to one lane (outside eastbound lane) west of Pierce Ave. Reduce westbound traffic to one lane (outside westbound lane) east of Pierce Ave.
- For the western temporary pavement, eastbound traffic maintains two lanes, but the left turn lane at Monroe Ave. is closed. Reduce westbound traffic to one lane (outside westbound lane) east of Monroe Ave.
- Cover appropriate signal heads at Pierce Ave and Monroe Ave.

Stage 2 Construction

- Construct sidewalk, temporary pavement and pavement associated with the Crescent Dr. intersection from Sta 84+69.32 to 86+02.81.
- Construct Intakes 44 & 45 (boxes only), and pipe P44.
- Construct Sanitary Manhole 13A-23 and pipe P13A-28. Connect pipe P13A-28 to existing manhole 13A-28. Bypass pumping will be required, refer to MSA sheets. Construct associated pavement on 4th St. SW.
- Remove existing traffic signals at Pierce Ave, Mercy Dr, Crescent Dr. and Monroe Ave. Install temporary traffic signals.

Stage 2 Traffic Control

- Eastbound traffic is reduced to one lane (outside eastbound lane) west of Pierce Ave. Eastbound left turn at Pierce Ave. is to be maintained. Eastbound traffic is to remain in the outside eastbound lane throughout the project.
- Westbound traffic is reduced to one lane (inside eastbound lane) east of Monroe Ave. Westbound left turn at Monroe Ave. is to be maintained. Westbound traffic is to remain in the inside eastbound lane throughout the project.
- Temporary pavement is to be used to shift westbound traffic to the eastbound lanes and back to the westbound lanes.
- Eastbound MercyOne North Iowa traffic will be directed to turn at Pierce Ave. rather than Mercy Dr. Refer to J sheets for sign details and locations.
- Left turns will not be allowed through the corridor, except at Pierce Ave. and Monroe Ave.
- S. Taylor Ave. shall be closed to traffic north of IA 122.
- Mercy Dr. shall remain open (to westbound, right turning) at all times. Westbound traffic will not be allowed to enter Mercy Dr.
- Crescent Dr. will closed to traffic north of IA 122.
- Refer to N Sheets for temporary traffic signal information.

Stage 3 Construction

- Construct sidewalk, temporary pavement and pavement associated with the Mercy Dr. intersection from Sta 78+14.56 to 79+31.38.
- Construct Intakes 41 & 42 (boxes only), and pipe P41.

Stage 3 Traffic Control

- Traffic Control will be the same as Stage 2, except Mercy Dr. will be closed and Crescent Dr. will be open to right turning eastbound traffic.
- Refer to N Sheets for temporary traffic signal information.
- Stage 3 work may begin prior to completion of Stage 2, but the Mercy Dr. intersection can not be impacted until Stage 2 is completed and Crescent Dr. is open to eastbound right turning traffic.

Stage 4 Construction

- Construct underground utilities, sidewalk, and pavement associated with the westbound lanes from Sta 68+94.59 to Sta 78+14.56, Sta 79+31.38 to 84+69.32 and Sta 86+02.81 to Sta 96+22.36.
- Construct underground utilities, sidewalk, and pavement associated with the north side of S. Taylor Ave.

Stage 4 Traffic Control

- Traffic Control will be the same as Stages 2 & 3, except Mercy Dr. and Crescent Dr. will be open to right turning eastbound traffic.
- Refer to N Sheets for temporary traffic signal information.
- Stage 4 work may begin prior to Stage 3 completion, but the Mercy Dr. intersection must be paved in a timely manner to allow westbound right turns (Crescent Dr. intersection [Stage 2] shall be completed before Stage 4 work begins).

Stage 5 Construction

- Remove temporary pavement built on the west end of the project in Stage 1.
- Construct underground utilities, sidewalk, temporary pavement and pavement associated with the westbound lanes from the beginning of the project to Sta 68+94.59.
- Construct north approximately 28' of pipe P15. Temporarily connect proposed pipe to existing pipe.

Stage 5 Traffic Control

- Traffic Control east of S. Fillmore Ave. will be the same as Stages 2, 3, & 4.
- Eastbound traffic is reduced to one lane (outside eastbound lane) east of the beginning of the project.
- Westbound traffic is reduced to one lane (inside eastbound lane) through the project, and shifted back to normal west of the

111-01
04-17-12

COORDINATED OPERATIONS

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

| Project | Type of Work |
|-----------------------|--------------------------------|
| NHSX-065-8(73)--3H-17 | PCC Pavement-Grade and Replace |
| | |
| | |

STAGING NOTES

beginning of the project.

- Temporary pavement (built in Stage 1 and used in Stages 2-4) is to be used to shift westbound traffic to the eastbound lanes.
- Mercy Dr. and Crescent Dr. shall remain open to right turning westbound traffic.
- S. Taylor Ave. shall be closed to traffic north of IA 122.
- Left turns will be disallowed throughout the project, except at Monroe Ave.
- Refer to N Sheets for temporary traffic signal information.
- Eastbound MercyOne North Iowa traffic will be routed to S. Polk Ave. via detour shown on the J Sheets.

Stage 6A Construction

- Construct underground utilities, sidewalk, and pavement associated with the inside westbound lane from Sta 96+22.36 to the end of the project.

Stage 6A Traffic Control

- Eastbound traffic is to be as normal (2 lanes), except near the Monroe Ave. intersection where the eastbound left turn lane will be closed to traffic.
- Westbound traffic is to be reduced to one lane east of the Monroe Ave. intersection, through the work zone. The inside westbound lane will be closed. Westbound traffic will be per normal west of the work zone.

Stage 6B Construction

- Construct underground utilities, sidewalk, and pavement associated with the outside westbound lane from Sta 96+22.36 to the end of the project.

Stage 6B Traffic Control

- Eastbound traffic is to be as normal (2 lanes), except near the Monroe Ave. intersection where the eastbound left turn lane will be closed to traffic.
- Westbound traffic is to be reduced to one lane east of the Monroe Ave. intersection, through the work zone. The outside westbound lane will be closed. Westbound traffic will be per normal west of the work zone.

Winter Stage

Winter Stage Construction

- None

Winter Stage Traffic Control

- IA 122 shall be returned to normal traffic operations during the winter between Year 1 and Year 2. Temporary traffic signals shall remain in place and operational throughout the winter. All turn lanes and side roads shall be open to traffic. All temporary signs and Traffic Control devices shall be removed from th project site while construction is ceased for the winter.

Year 2

Stage 7 Construction

- Construct sidewalk, and pavement associated with the entrance to Hy-Vee DrugStore / Taco Bell from Sta 187+85.90 to 189+04.56.
- Construct Intakes 64 & 65 (boxes only), and pipe P64.

Stage 7 Traffic Control

- Eastbound traffic is reduced to one lane (inside westbound lane) west of Pierce Ave. Eastbound left turn at Pierce Ave. is to be maintained. Eastbound traffic is to remain in the inside westbound lane throughout the project.
- Westbound traffic is reduced to one lane (outside westbound lane) east of Monroe Ave. Westbound left turn at Monroe Ave. is to be maintained. Westbound traffic is to remain in the inside eastbound lane throughout the project.
- Temporary pavement is to be used to shift eastbound traffic to the westbound lanes and back to the eastbound lanes.
- Eastbound MercyOne North Iowa traffic will be directed to turn at Pierce Ave. rather than Mercy Dr. Refer to J sheets for sign details and locations.
- Left turns will not be allowed through the corridor, except at Pierce Ave. and Monroe Ave.
- S. Fillmore Ave., S. Taylor Ave., S. Polk Pl., S. Polk Ave., S. Tyler Ave. and S. van Buren Ave. shall be closed to traffic south of IA 122.
- Mercy Dr. and Crescent Dr. shall remain open (to westbound, right turning) at all times. Westbound traffic will not be allowed to enter Mercy Dr or Crescent Dr.
- Refer to N Sheets for temporary traffic signal information.

Stage 8 Construction

- Construct underground utilities, sidewalk, and pavement associated with the eastbound lanes from Sta. 171+41.17 to 187+85.90 and from Sta. 189+04.56 to Sta. 198+06.90.
- Construct underground utilities, sidewalk, and pavement associated with the south side of S. Fillmore Ave, S. Taylor Ave, S. Polk Pl, S. Polk Ave, S Tyler Ave and S. Van Buren Ave.

Stage 8 Traffic Control

- Traffic Control will be the same as Stage 7, except the entrance to Hy-vee DrugStore / Taco Bell will be open to eastbound right turning traffic.
- Refer to N Sheets for temporary traffic signal information.
- Stage 8 work may begin prior to Stage 7 completion, but the Hy-Vee DrugStore / Taco Bell intersection must be paved in a timely manner to allow westbound right turns.

Stage 9 Construction

- Construct underground utilities, sidewalk, and pavement associated with the eastbound lanes from the beginning of the project to Sta 171+41.17.
- Construct all median from the beginning of project to Sta. 198+06.90.
- Construct south approximately 28' of pipe P15. Remove temporary connection built in Stage 5, connect proposed pipe to previously installed pipe.
- Proposed traffic signals (at Pierce Ave., Mercy Dr. and Crescent Dr.) shall be installed and functional before Stage 10A begins.

Stage 9 Traffic Control

- Traffic Control east of S. Fillmore Ave. will be the same as Stages 7 & 8.
- Eastbound traffic is reduced to one lane (inside westbound lane) east of the beginning of the project.
- Westbound traffic is reduced to one lane (outside westbound lane) through the project, and shifted back to normal west of the beginning of the project.
- Temporary pavement (built in Stage 1 and used through construction) is to be used to shift westbound traffic to the eastbound lanes.
- Hy-Vee DrugStore / Taco Bell intersection shall remain open to right turning westbound traffic.
- Left turns will not be allowed through the corridor, except at Pierce Ave. and Monroe Ave.

STAGING NOTES

- S. Fillmore Ave., S. Taylor Ave., S. Polk Pl., S. Polk Ave., S. Tyler Ave. and S. van Buren Ave. shall be closed to traffic south of IA 122.
- Refer to N Sheets for temporary traffic signal information.
- Eastbound MercyOne North Iowa traffic will be routed to S. Polk Ave. via detour shown on the J Sheets.

Stage 10A Construction

- Construct underground utilities and pavement associated with the inside eastbound lane from Sta 198+06.90 to the end of the project.
- Construct median from the Sta. 198+06.90 to the end of the project.

Stage 10A Traffic Control

- Eastbound traffic is to be as normal (2 lanes), except near the Monroe Ave. intersection where eastbound traffic will be reduced to one lane and shifted to the outside eastbound lane.
- Westbound traffic is to be as normal (2 lanes), except near the Monroe Ave. intersection where westbound traffic will be reduced to one lane and shifted to the outside westbound lane.
- Monroe Ave. will be closed to through traffic. Left turns will not be allowed at the intersection.

Stage 10B Construction

- Construct underground utilities, sidewalk, and pavement associated with the outside westbound lane from Sta 198+06.90 to the end of the project.
- Proposed traffic signals (at Monroe Ave.) shall be installed.










Stage 10B Traffic Control

- Eastbound traffic is to be as normal (2 lanes), except near the Monroe Ave. intersection where eastbound traffic will be reduced to one lane and shifted to the inside eastbound lane.
- Westbound traffic is to be as normal (2 lanes).
- Monroe Ave. will be closed to through traffic. Left turns will not be allowed at the intersection.

**CROSS SECTION VIEW COLOR LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

| SHADING | Design Color No. | |
|--------------|------------------|---|
| Green, Light | (225) | Existing Pavement Shading |
| Gray, Light | (48) | Previously Constructed Pavement Shading |
| Gray, Med | (80) | Previously Constructed Granular Surface Shading |
| Blue, Light | (230) | Proposed Pavement Shading |
| Lavender | (9) | Temporary Pavement Shading |
| Brown, Med | (237) | Future Proposed Pavement Shading |

**CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**





















| | | | |
|---|---------------------------|---|---------------------------------|
|  | Pavement Removal |  | Proposed Granular Shoulder |
|  | Proposed Granular Subbase |  | Temporary Shoulder |
|  | Proposed Special Backfill |  | Existing Shoulder Strengthening |
|  | Temporary Barrier Rail |  | Permanent Barrier Rail |
| | |  | Channelizing Device |

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

| LINWORK | Design Color No. | |
|--------------|------------------|---|
| Green | (2) | Existing Topographic Features and Labels |
| Magenta | (5) | Pavement Marking Call Outs |
| Blue | (1) | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation |
| Yellow | (4) | Pavement Markings, Yellow |
| Off White | (254) | Pavement Markings, White |
| Violet | (15) | Temporary barrier rail, Unpinned |
| Flush Orange | (228) | Temporary barrier rail, Pinned |

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

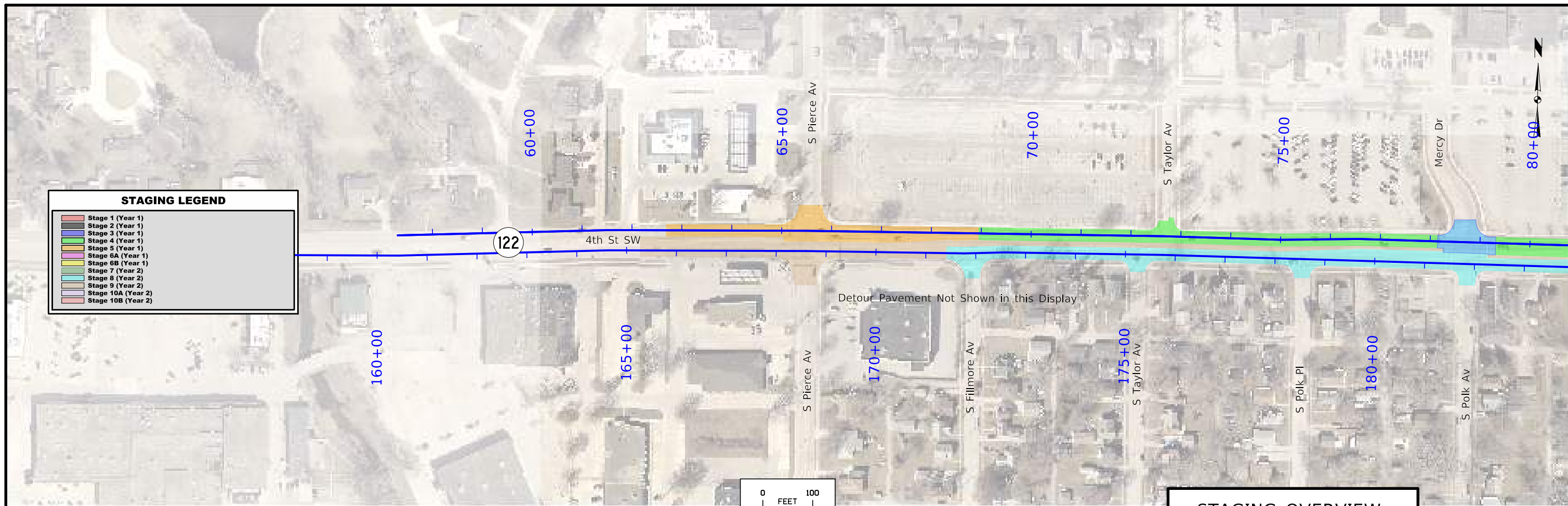
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

| | | | |
|---|--------------------------|---|------------------------------|
|  | Channelizing Device |  | Crash Cushion (Temp or Perm) |
|  | Drum |  | Traffic Signal |
|  | Temporary Lane Separator |  | Flagger |
|  | Tubular Marker |  | Temporary Floodlighting |
|  | Channelizer Marker |  | Traffic Sign |
|  | Concrete Barrier Marker |  | Type III Barricade |
|  | Delineator |  | Type A Warning Light |
|  | Temporary Barrier Rail |  | Direction of Traffic |
|  | Pavement Removal |  | Safety Closure |
|  | Sand Barrel Layout |  | Lane Identification |

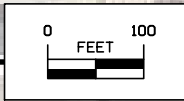
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

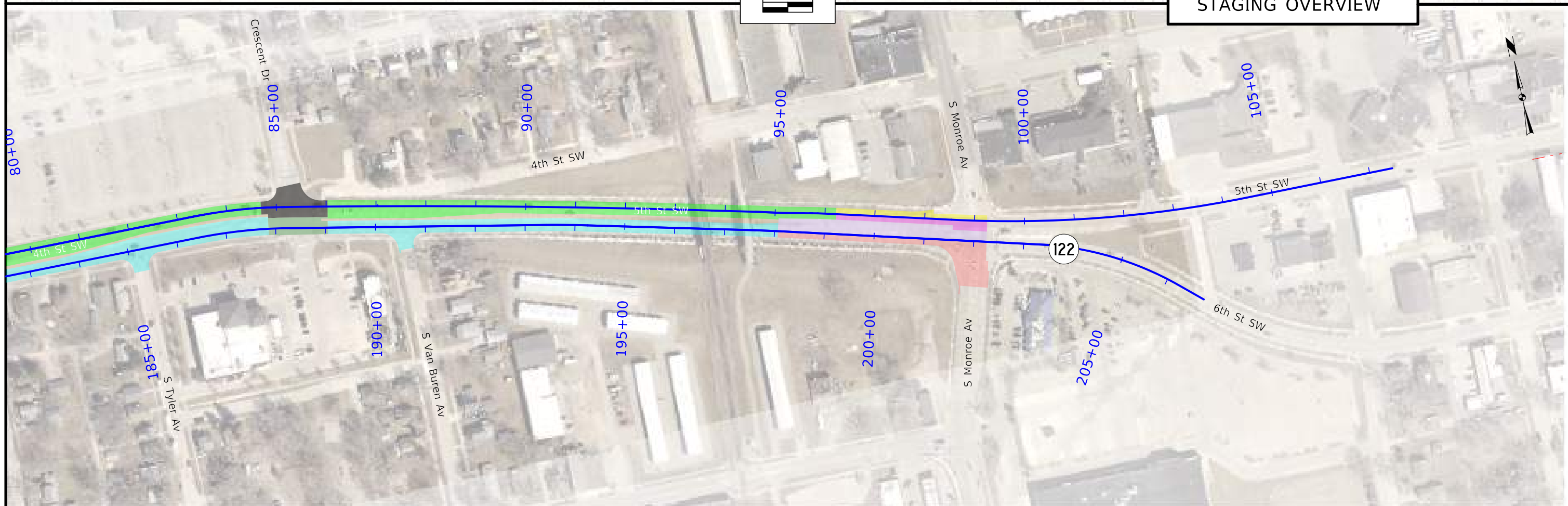
(COVERS SHEET SERIES J)



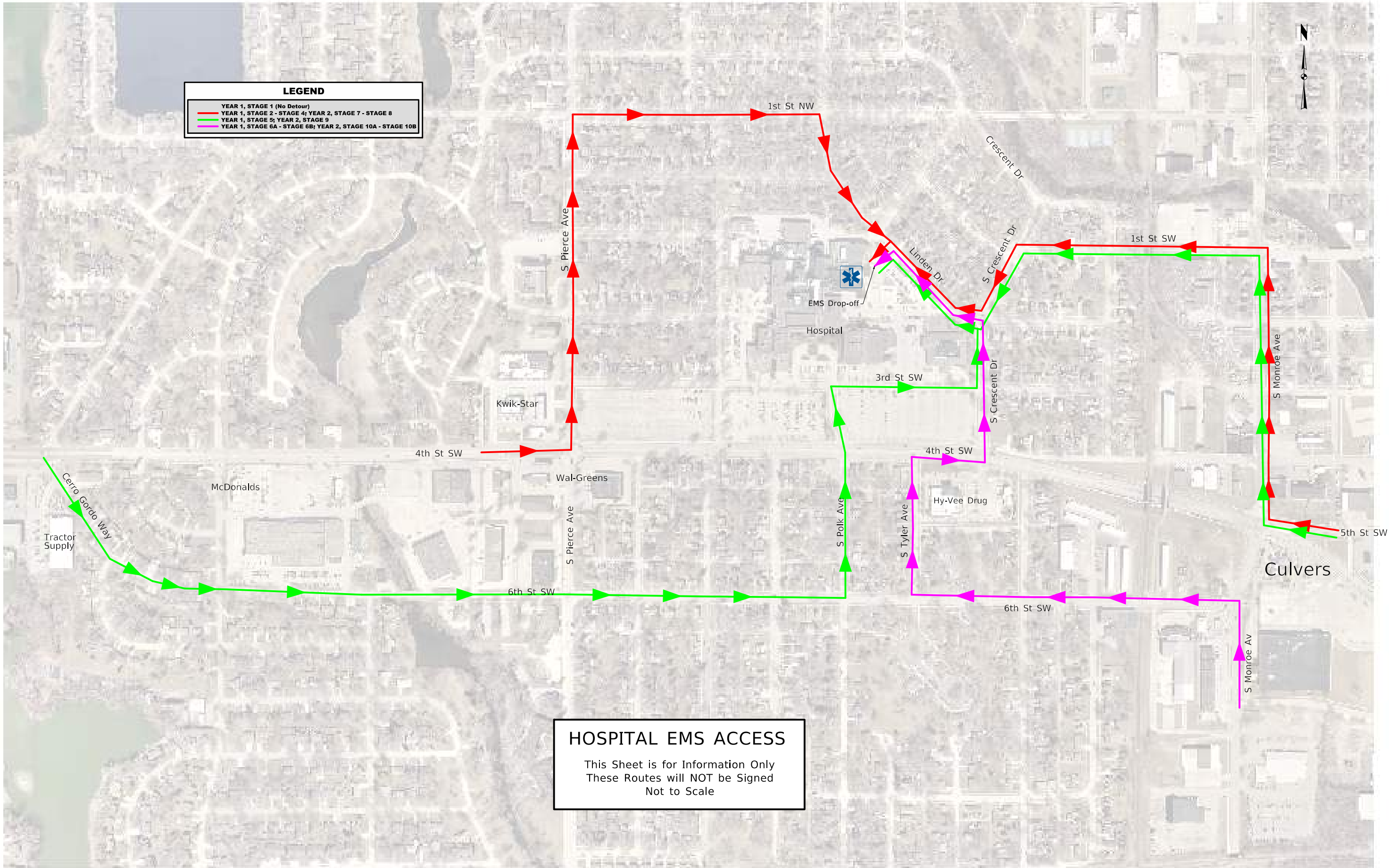
| STAGING LEGEND | |
|--------------------|--------------------|
| [Red Box] | Stage 1 (Year 1) |
| [Black Box] | Stage 2 (Year 1) |
| [Blue Box] | Stage 3 (Year 1) |
| [Green Box] | Stage 4 (Year 1) |
| [Light Green Box] | Stage 5 (Year 1) |
| [Light Blue Box] | Stage 6A (Year 1) |
| [Yellow Box] | Stage 6B (Year 1) |
| [Light Green Box] | Stage 7 (Year 2) |
| [Light Blue Box] | Stage 8 (Year 2) |
| [Light Purple Box] | Stage 9 (Year 2) |
| [Light Red Box] | Stage 10A (Year 2) |
| [Light Blue Box] | Stage 10B (Year 2) |



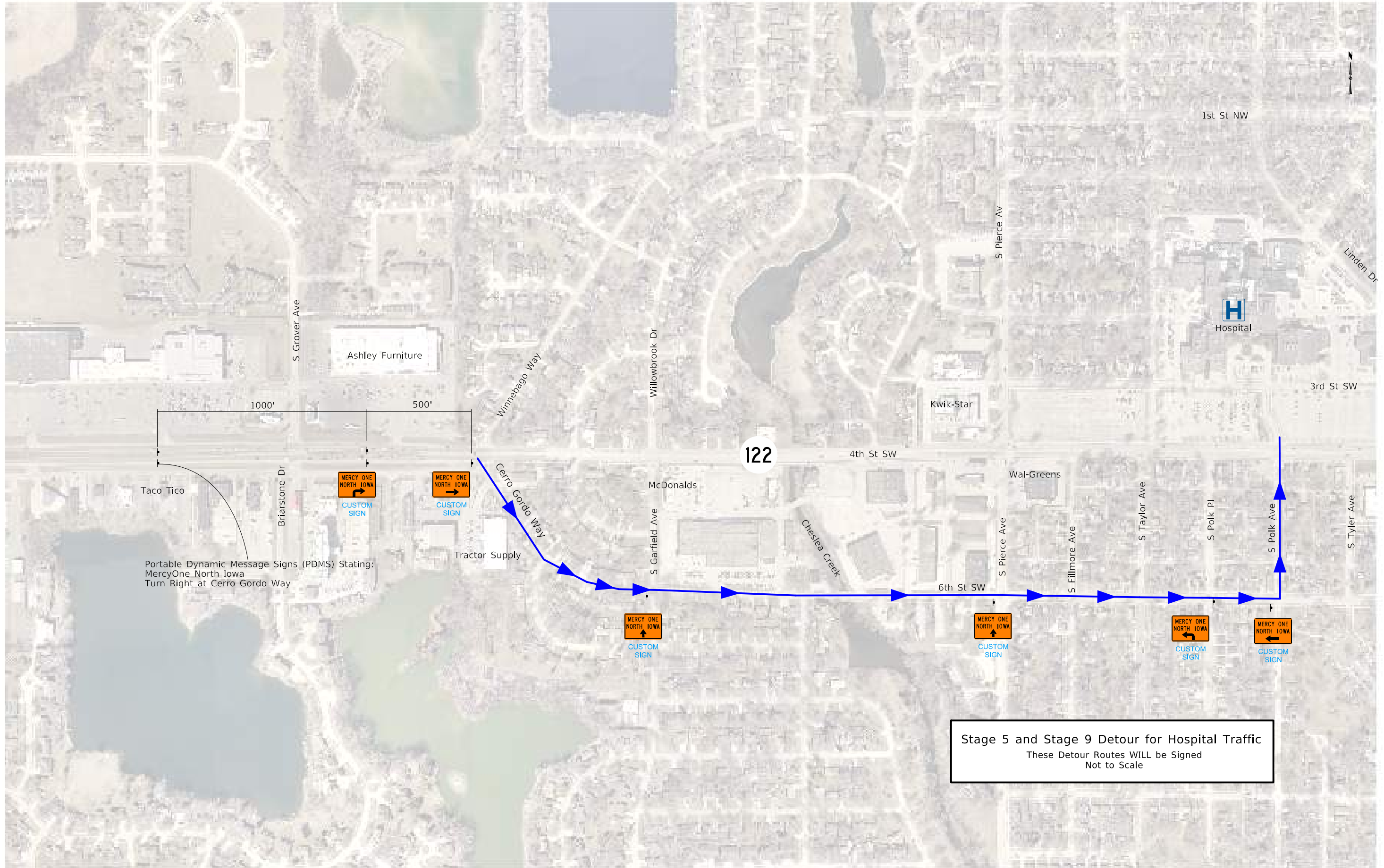
STAGING OVERVIEW



| LEGEND | |
|--|--|
| — | YEAR 1, STAGE 1 (No Detour) |
| — | YEAR 1, STAGE 2 - STAGE 4; YEAR 2, STAGE 7 - STAGE 8 |
| — | YEAR 1, STAGE 5; YEAR 2, STAGE 9 |
| — | YEAR 1, STAGE 6A - STAGE 6B; YEAR 2, STAGE 10A - STAGE 10B |



HOSPITAL EMS ACCESS
 This Sheet is for Information Only
 These Routes will NOT be Signed
 Not to Scale



Portable Dynamic Message Signs (PDMS) Stating:
 MercyOne North Iowa
 Turn Right at Cerro Gordo Way

Stage 5 and Stage 9 Detour for Hospital Traffic
 These Detour Routes WILL be Signed
 Not to Scale



TC layout on this end is per Typical Application 25 of the 2009 MUTCD

4th St SW 122

ROAD WORK AHEAD

W20-1
48" x 48"

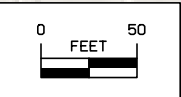
LANE ENDS MERGE RIGHT

W9-2
48" x 48"

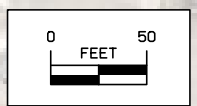
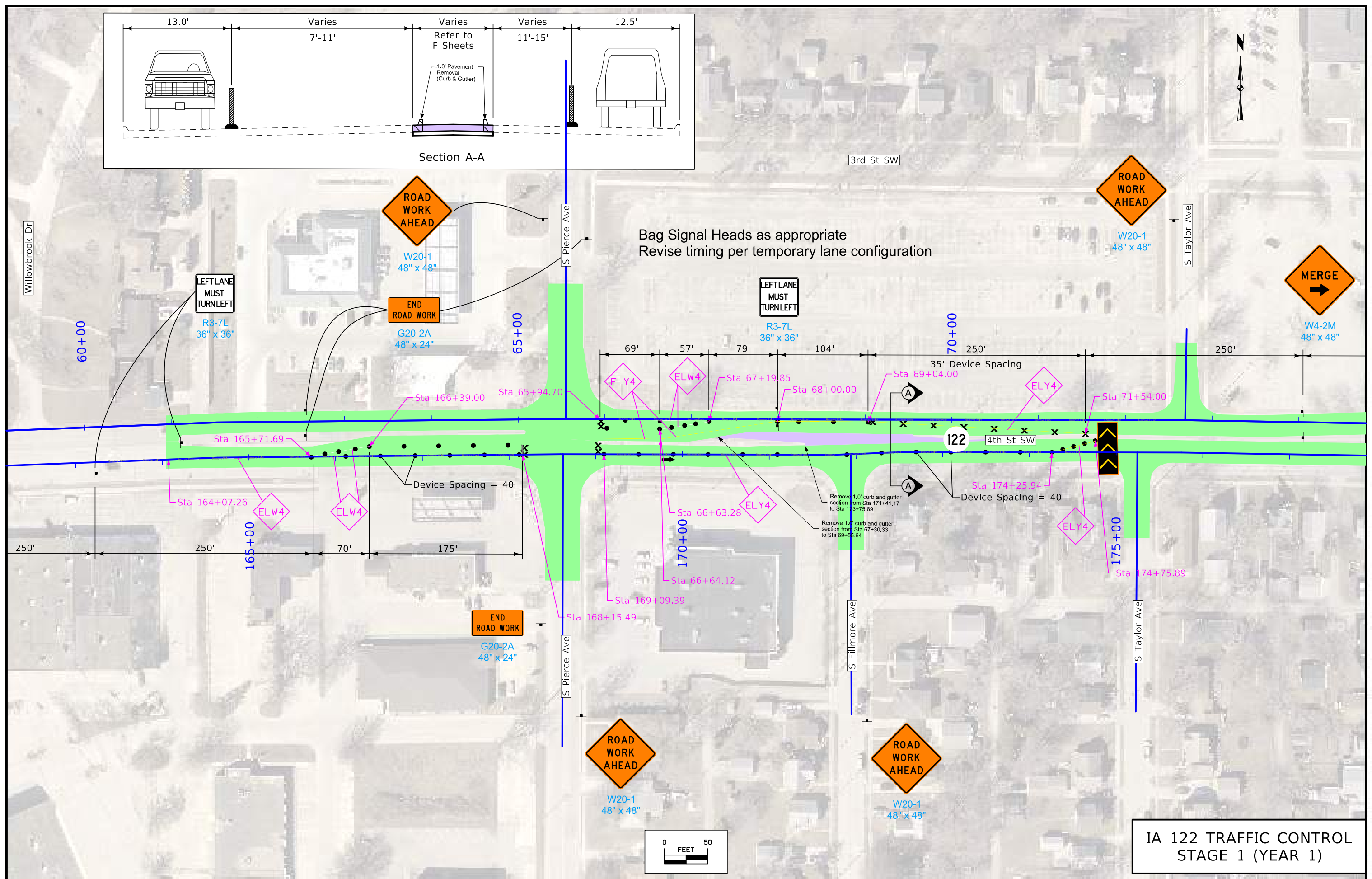
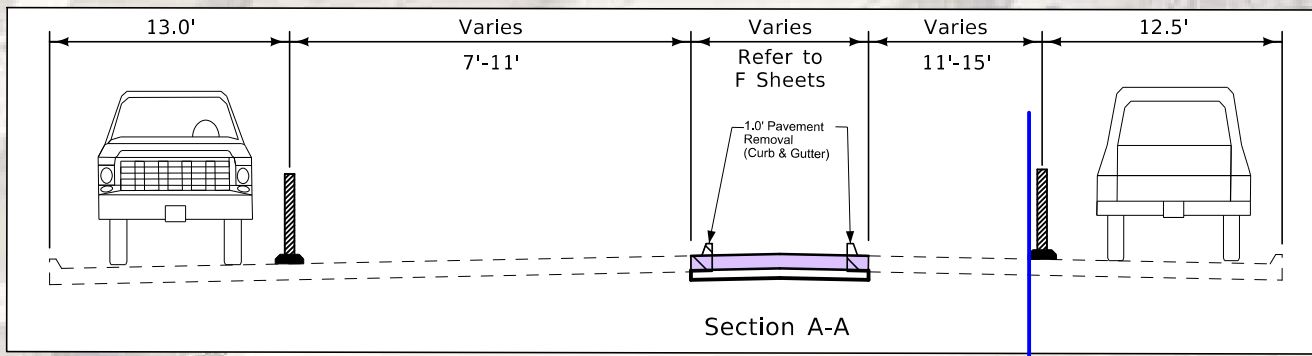
250'

160+00

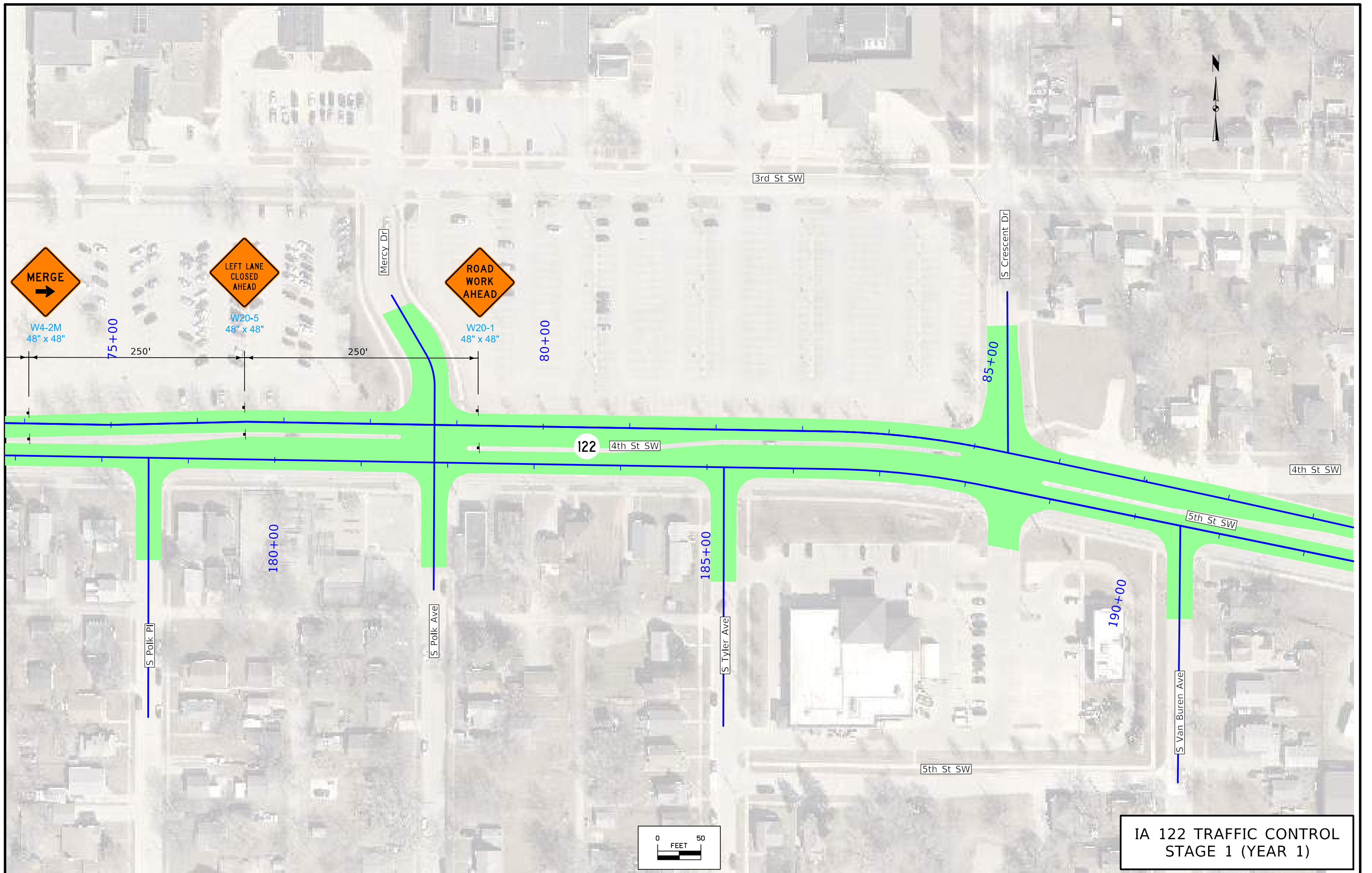
250'

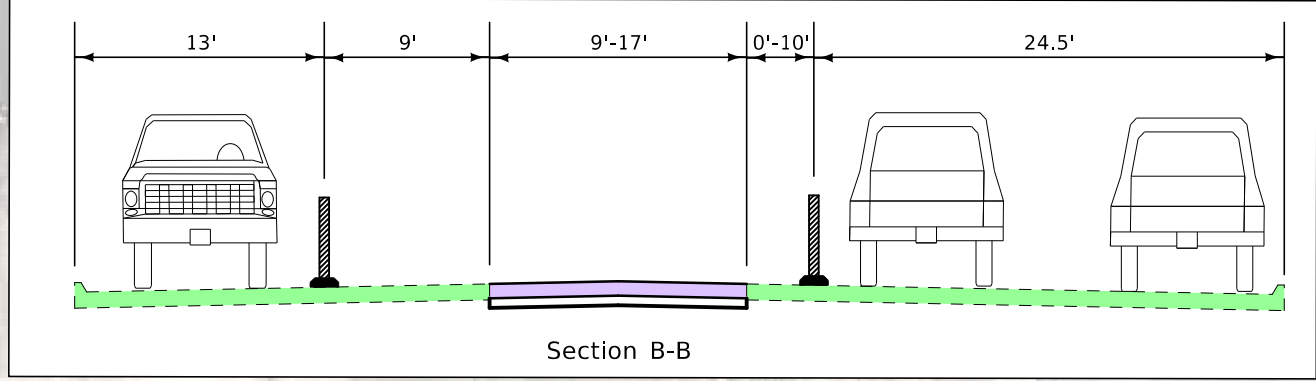
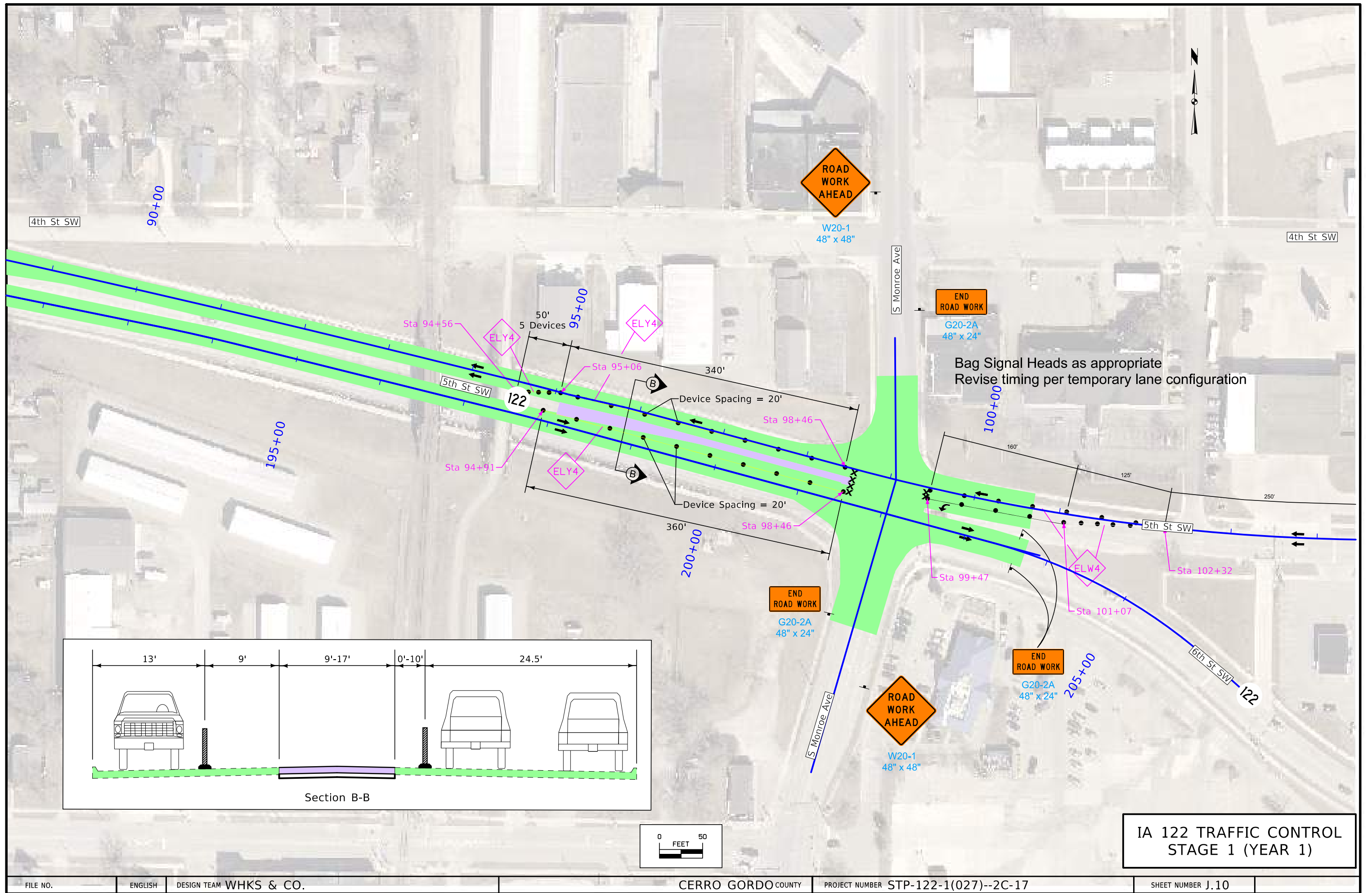


IA 122 TRAFFIC CONTROL
STAGE 1 (YEAR 1)

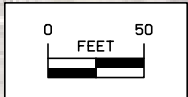
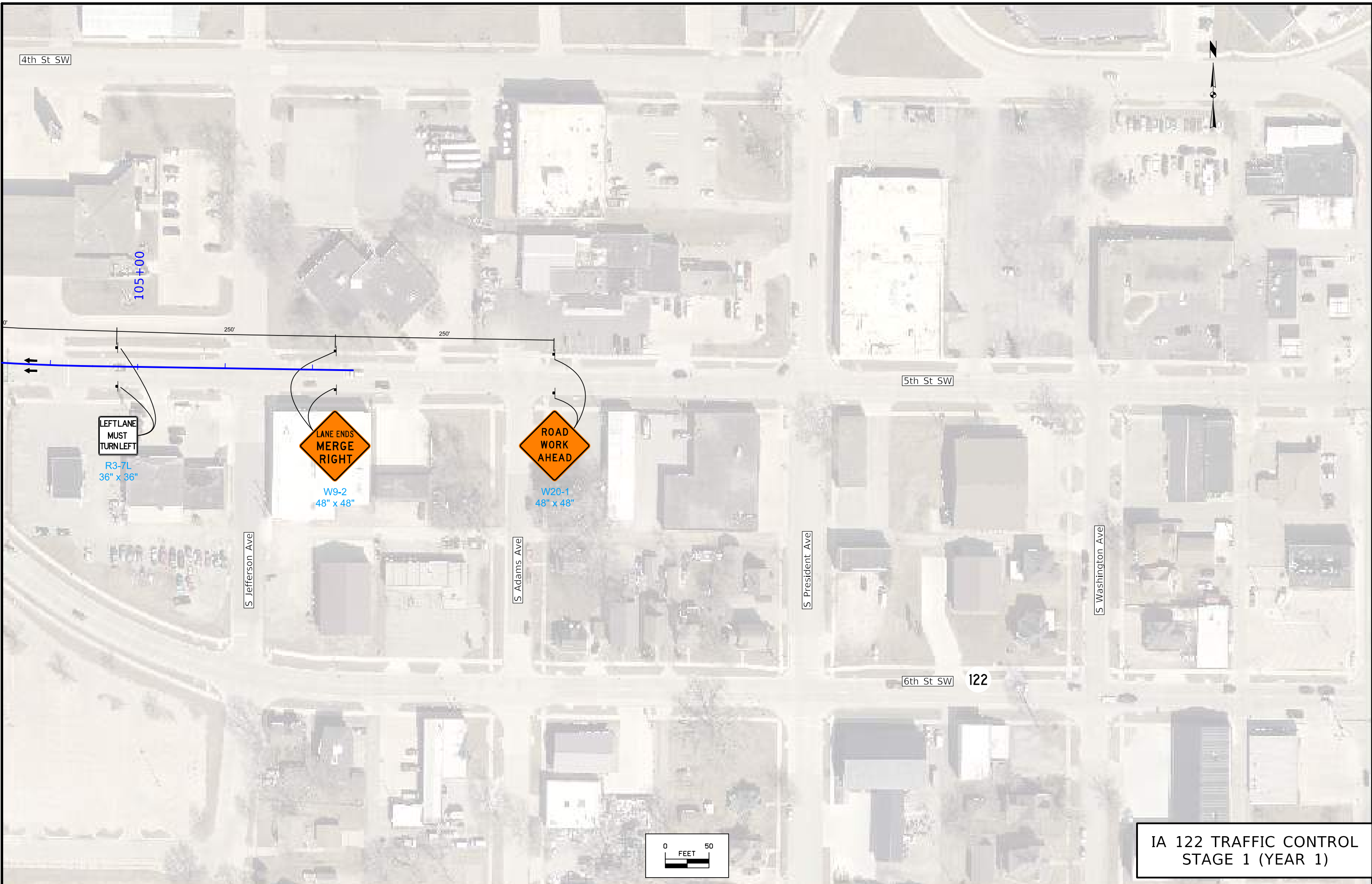


IA 122 TRAFFIC CONTROL
STAGE 1 (YEAR 1)





IA 122 TRAFFIC CONTROL
STAGE 1 (YEAR 1)

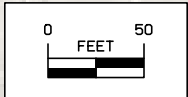


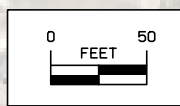
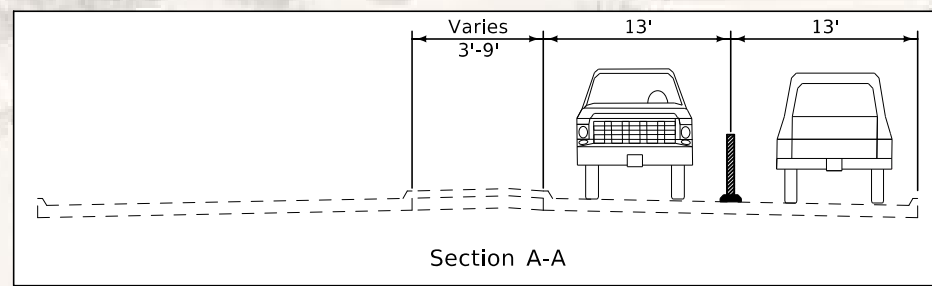
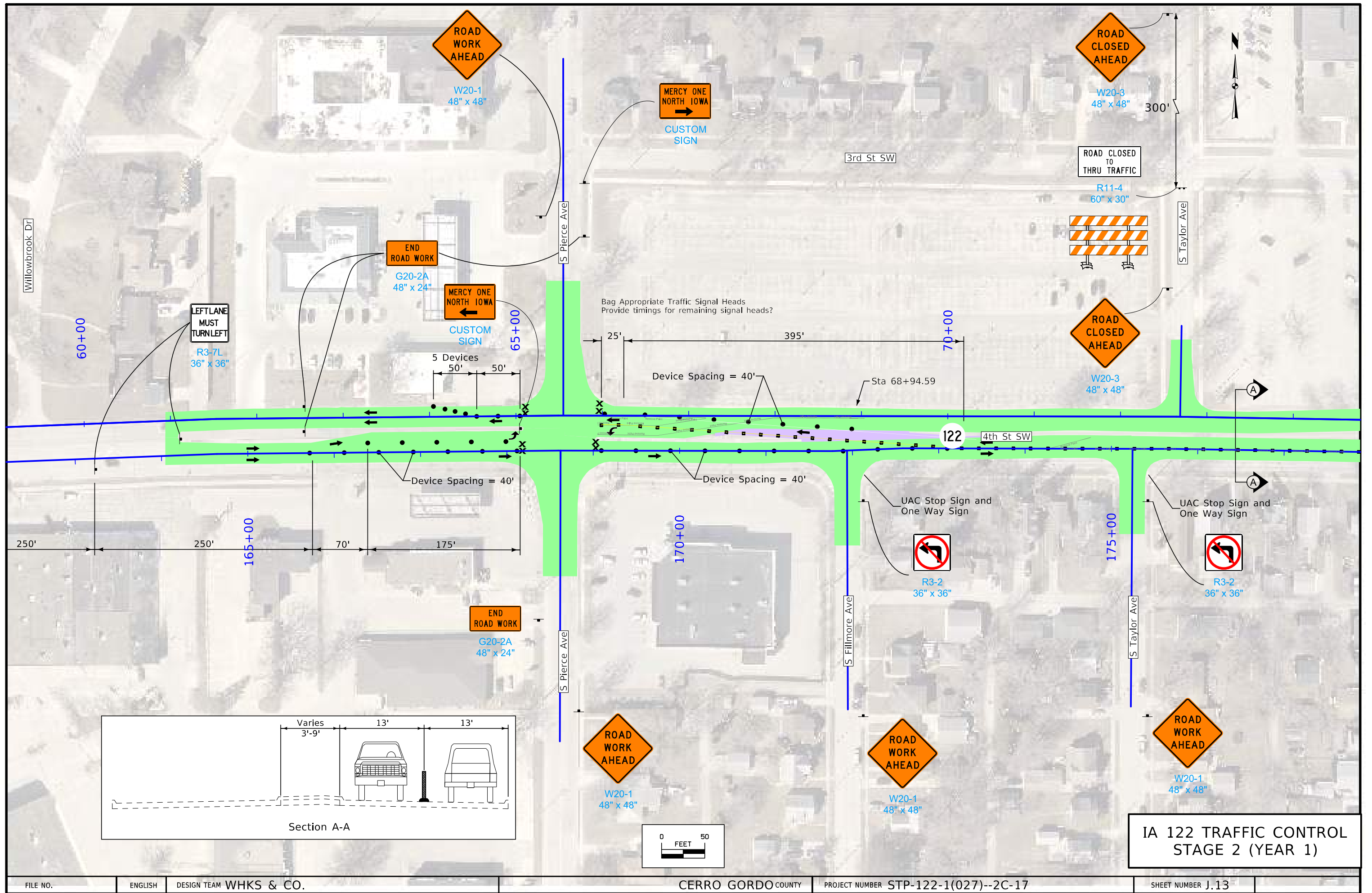
IA 122 TRAFFIC CONTROL
STAGE 1 (YEAR 1)



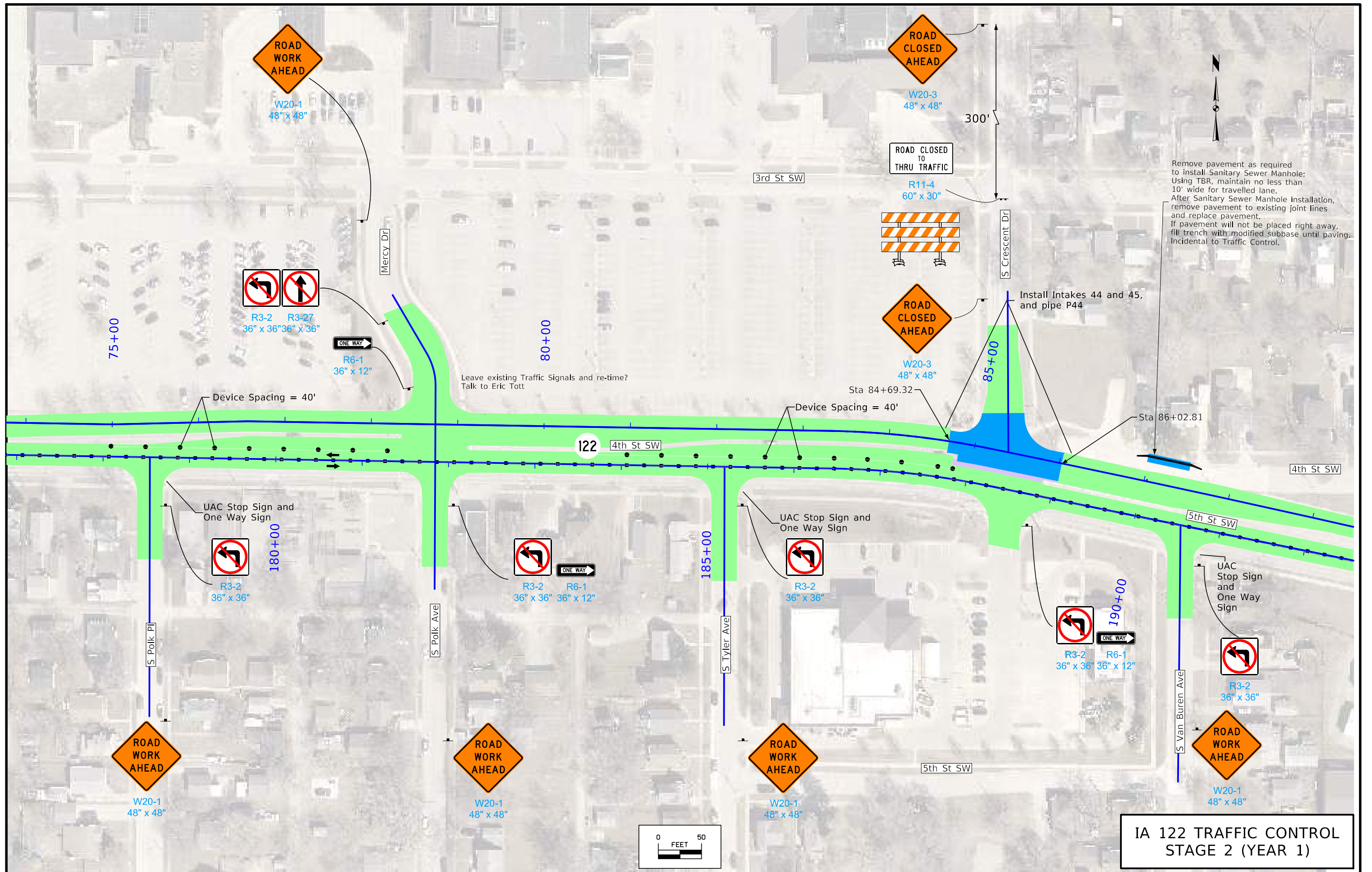
TC layout on this end is per Typical Application 25 of the 2009 MUTCD

IA 122 TRAFFIC CONTROL
STAGE 2 (YEAR 1)





**IA 122 TRAFFIC CONTROL
STAGE 2 (YEAR 1)**

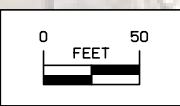


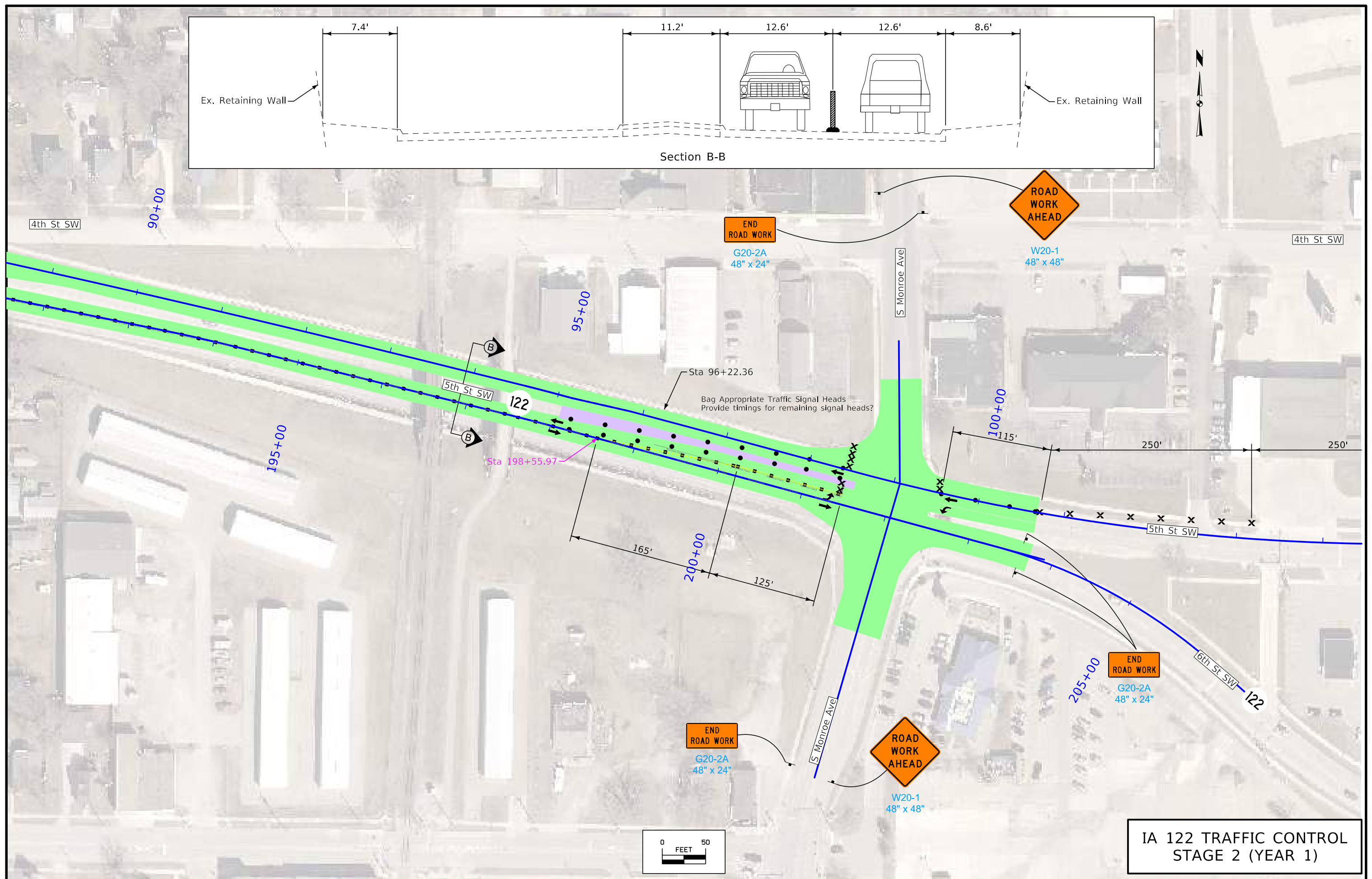
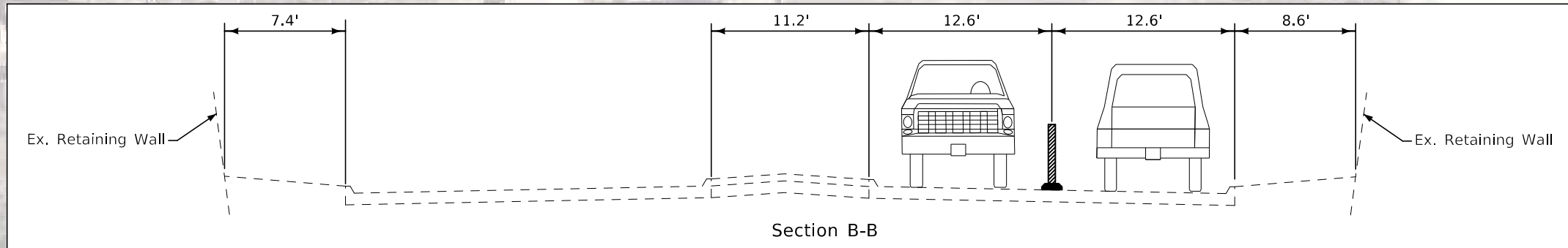
Remove pavement as required to install Sanitary Sewer Manhole; Using TBR, maintain no less than 10' wide for travelled lane. After Sanitary Sewer Manhole installation, remove pavement to existing joint lines and replace pavement. If pavement will not be placed right away, fill trench with modified subbase until paving. Incidental to Traffic Control.

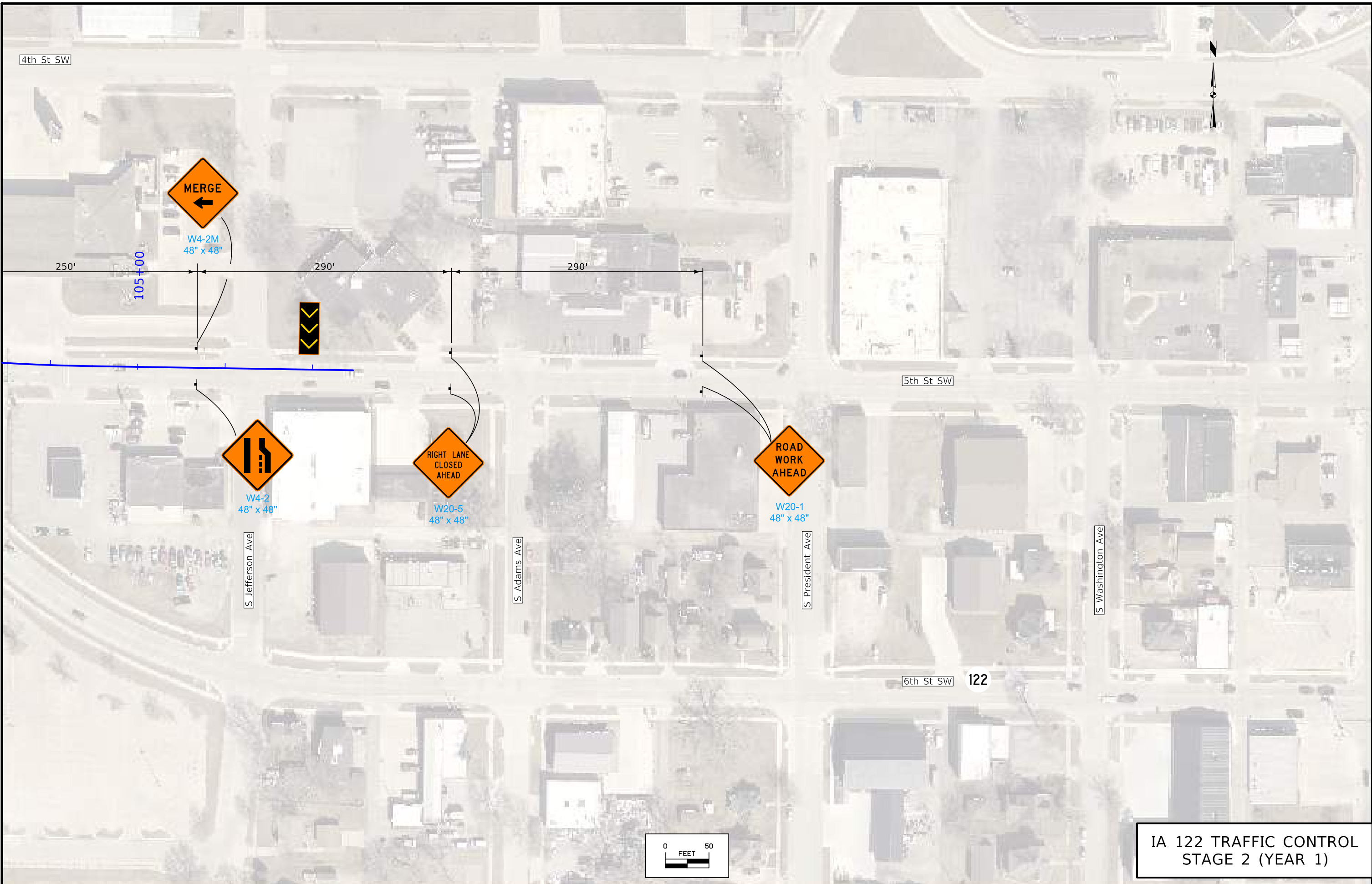
Install Intakes 44 and 45, and pipe P44

Leave existing Traffic Signals and re-time? Talk to Eric Tott

**IA 122 TRAFFIC CONTROL
STAGE 2 (YEAR 1)**









TC layout on this end is per Typical Application 25 of the 2009 MUTCD

Willowbrook Dr

Willowbrook Dr

60+00

MERCY ONE
NORTH IOWA
TURN LEFT AT
PIERCE AVE

CUSTOM
SIGN

4th St SW 122

125'

250'

160+00

250'

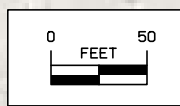
ROAD
WORK
AHEAD

W20-1
48" x 48"

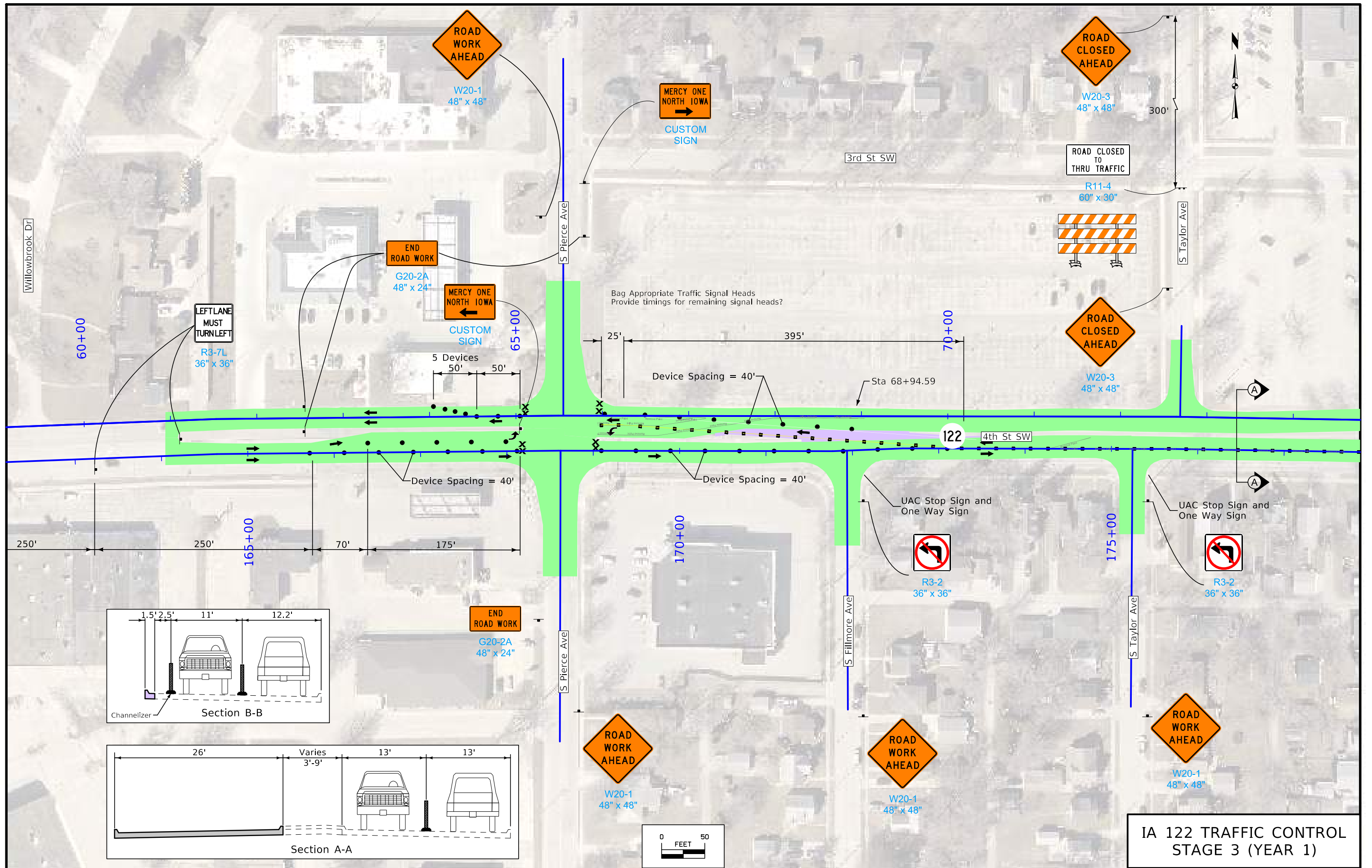
LANE ENDS
MERGE
RIGHT

W9-2
48" x 48"

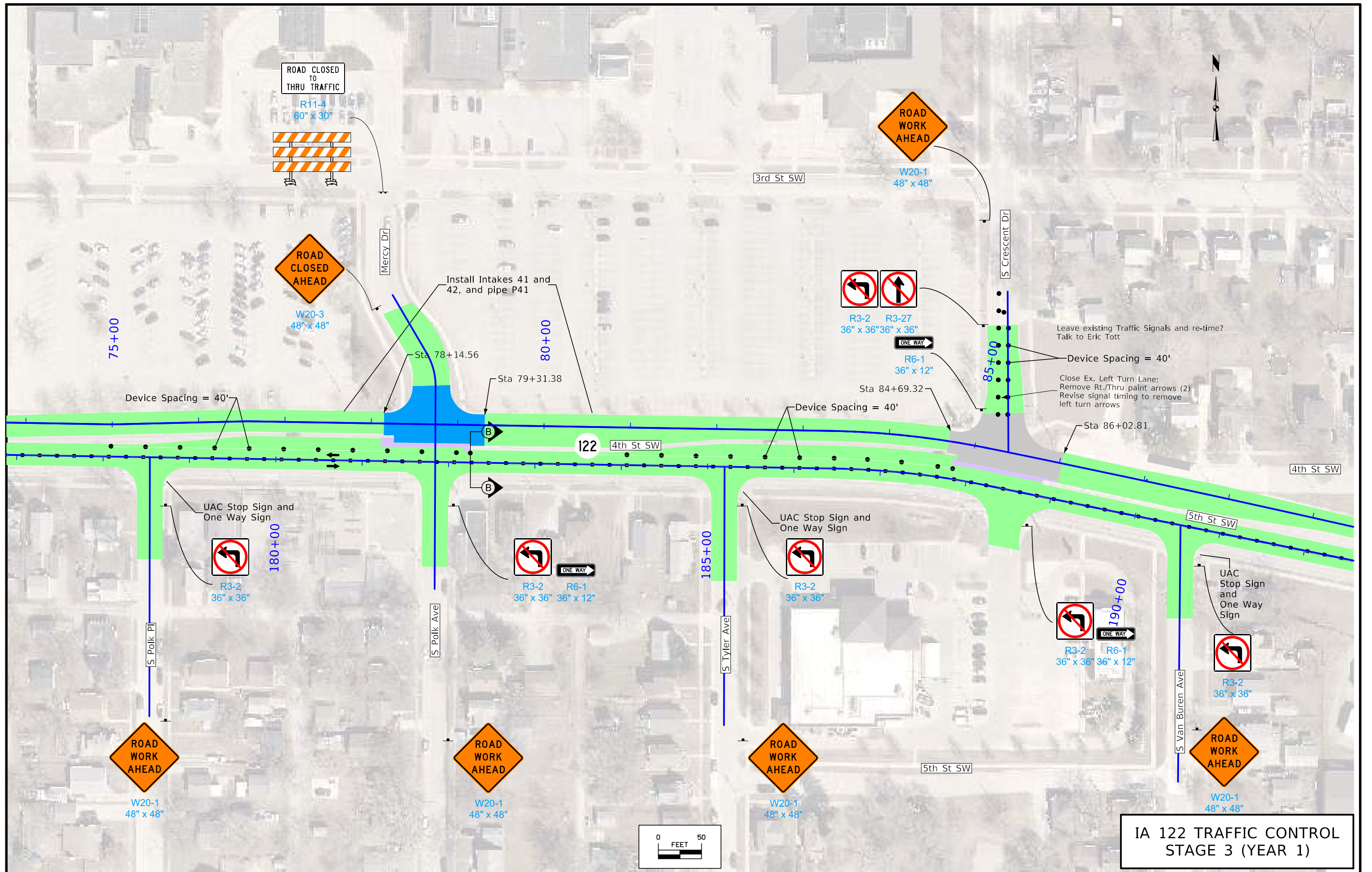
S Garfield Ave



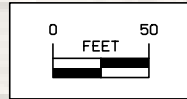
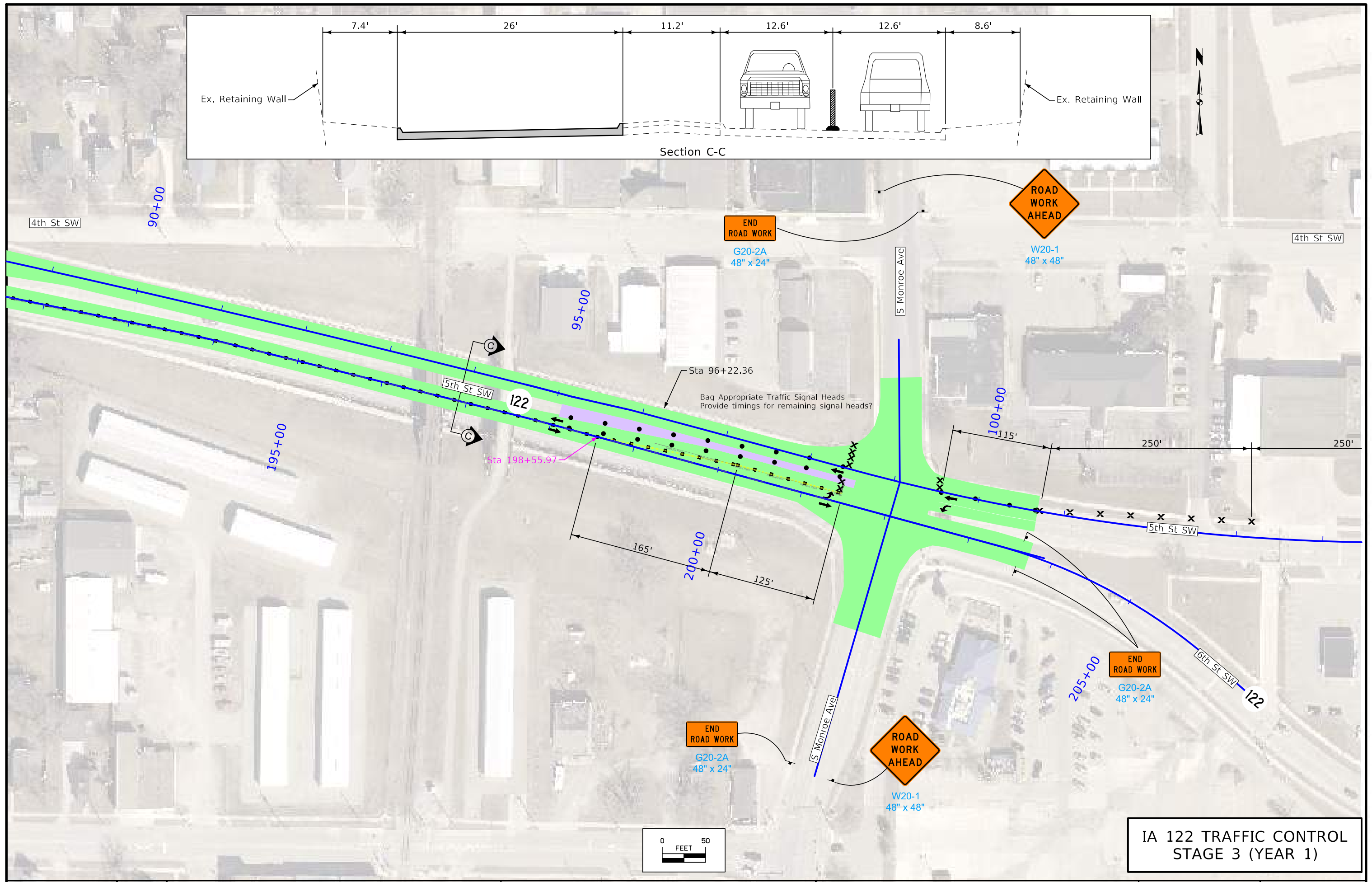
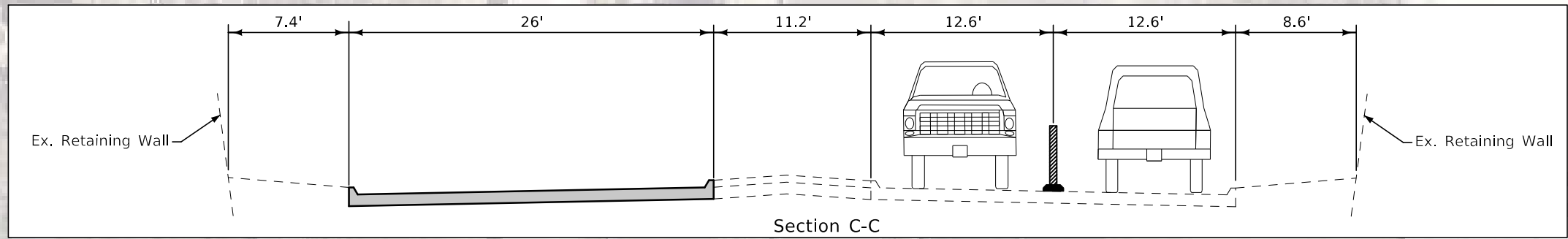
IA 122 TRAFFIC CONTROL
STAGE 3 (YEAR 1)



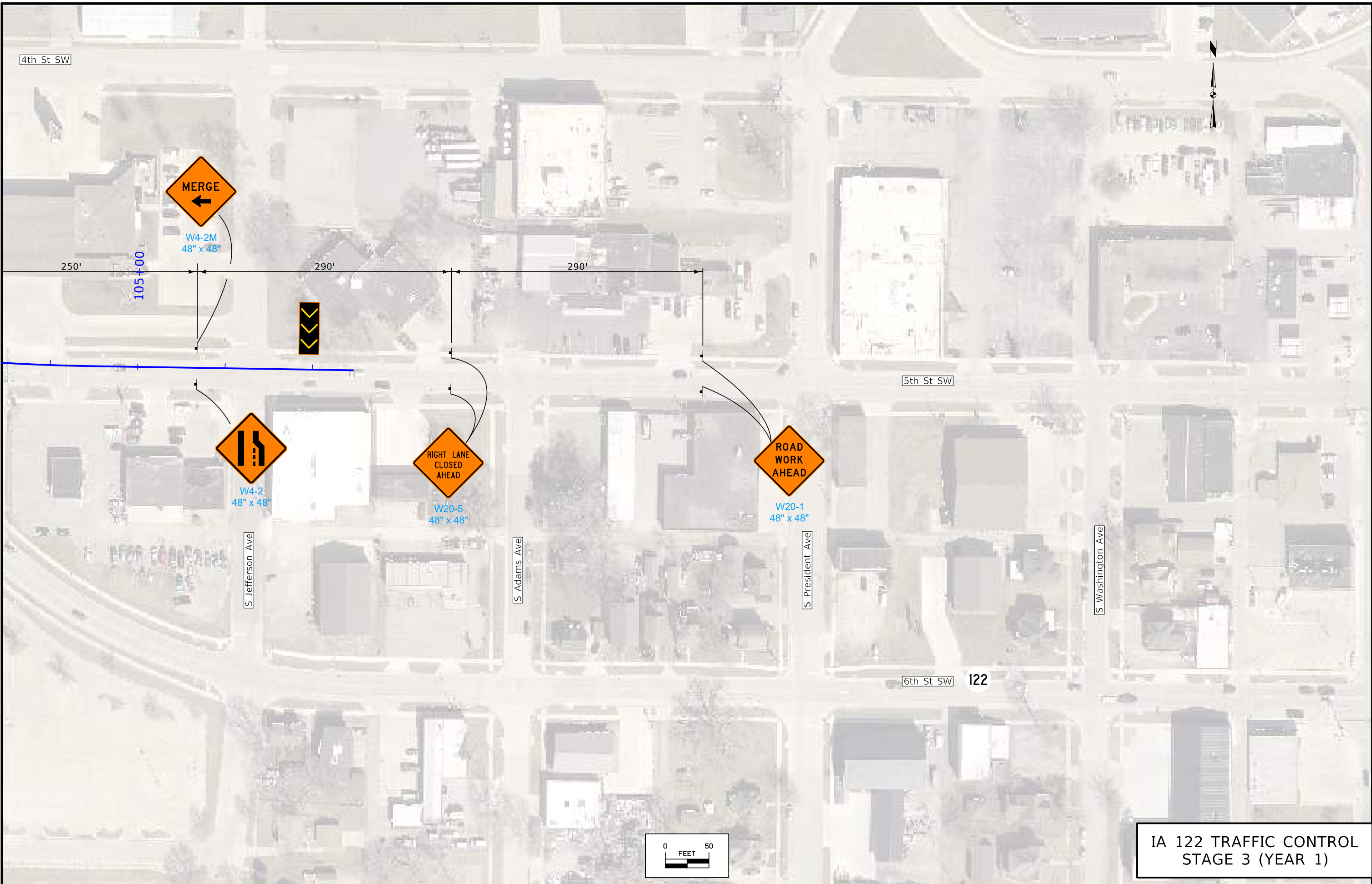
**IA 122 TRAFFIC CONTROL
STAGE 3 (YEAR 1)**



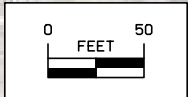
**IA 122 TRAFFIC CONTROL
STAGE 3 (YEAR 1)**



IA 122 TRAFFIC CONTROL
STAGE 3 (YEAR 1)



**IA 122 TRAFFIC CONTROL
STAGE 3 (YEAR 1)**





TC layout on this end is per Typical Application 25 of the 2009 MUTCD

MERCY ONE
NORTH IOWA
TURN LEFT AT
PIERCE AVE

CUSTOM
SIGN

4th St SW 122

60+00

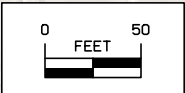
160+00

ROAD
WORK
AHEAD

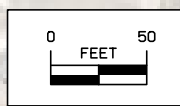
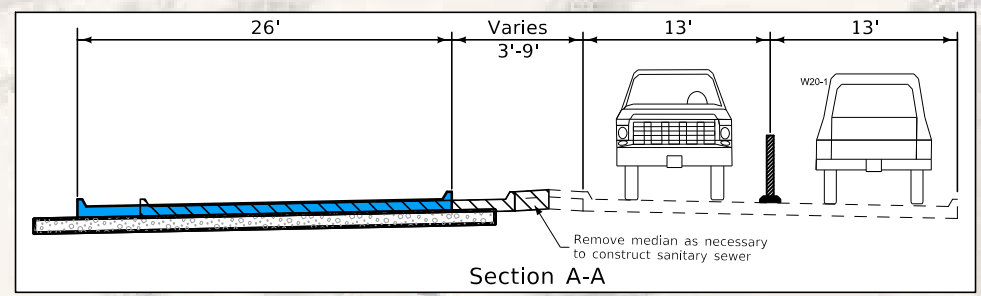
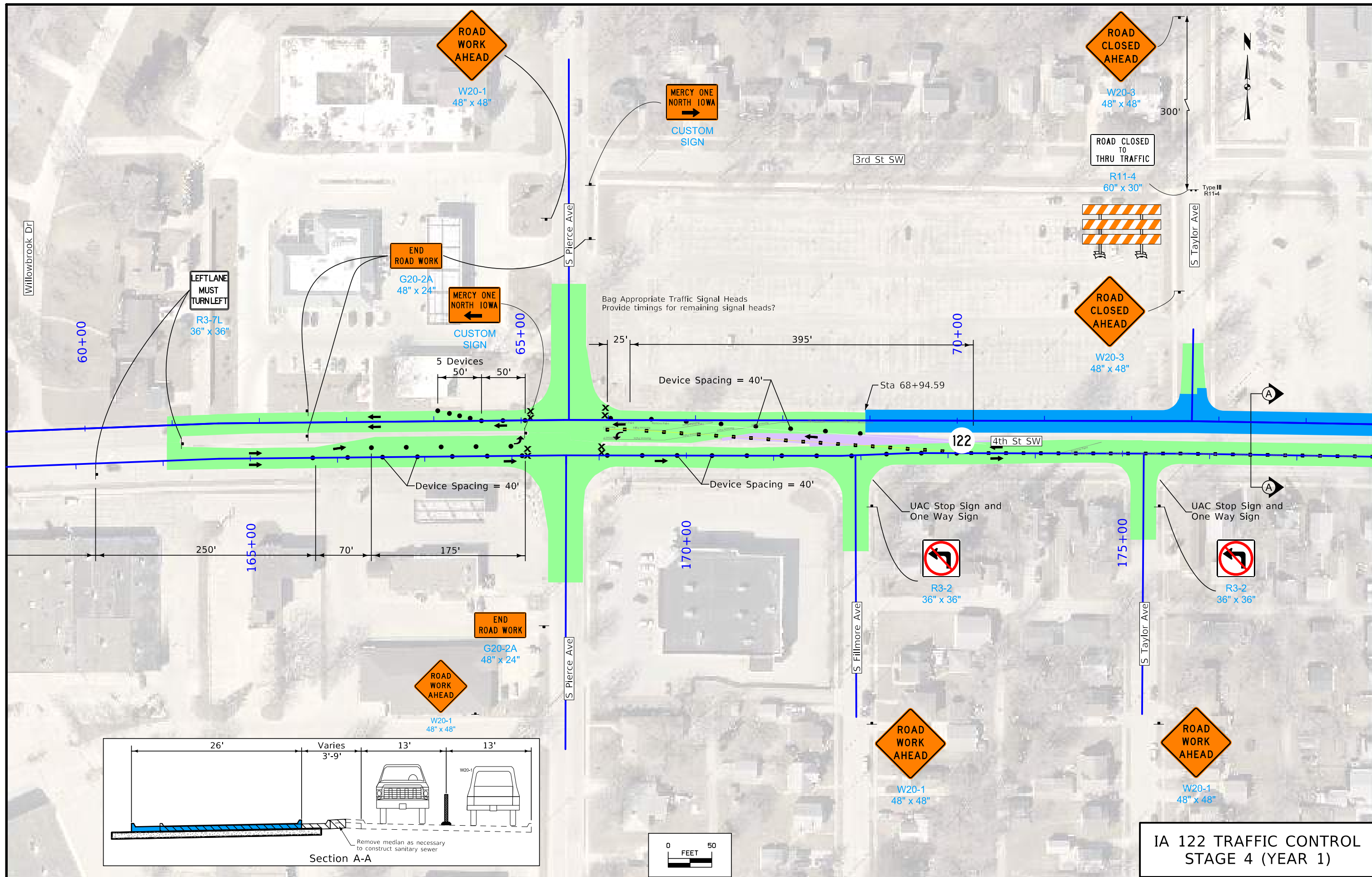
W20-1
48" x 48"

LANE ENDS
MERGE
RIGHT

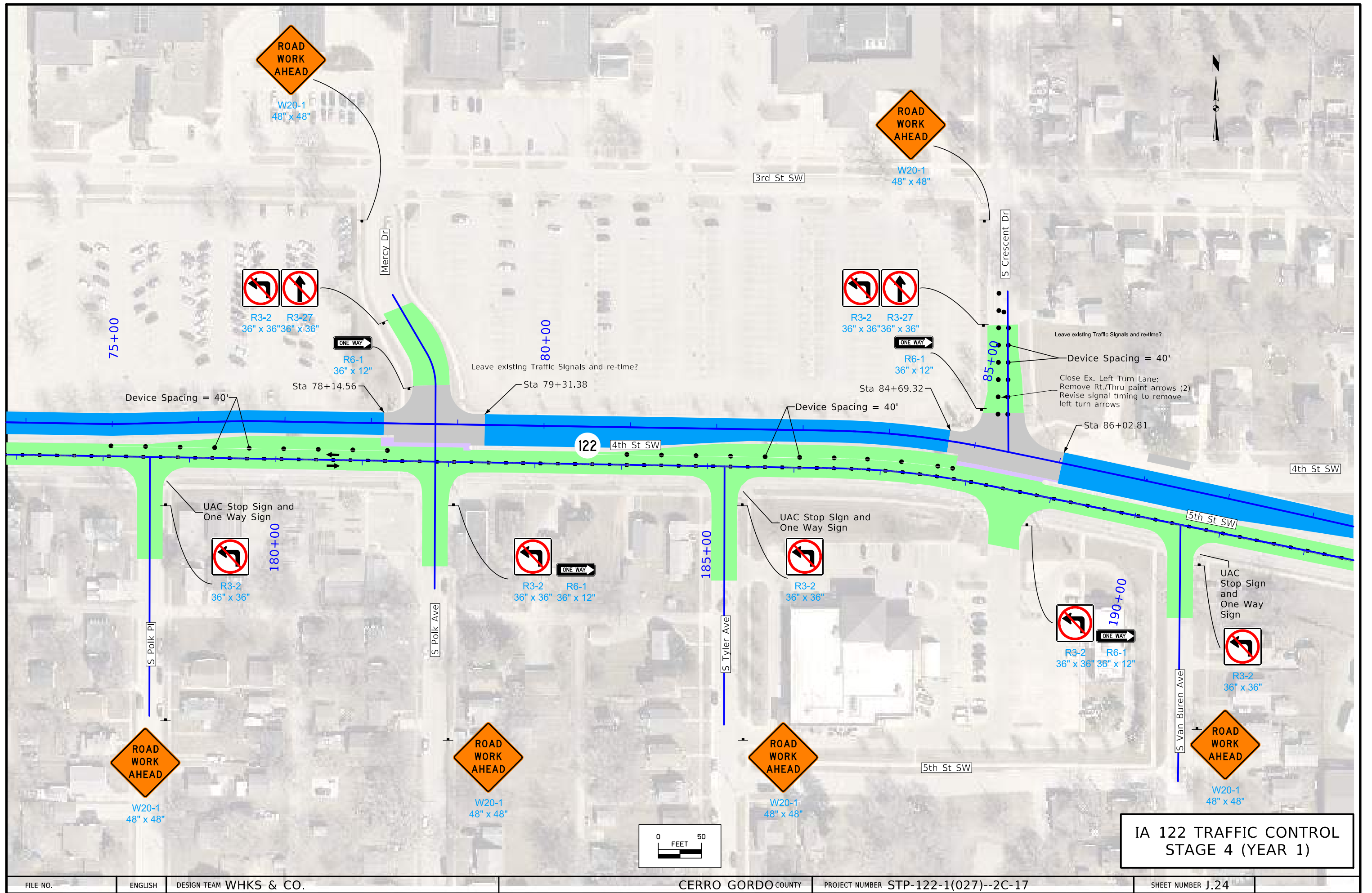
W9-2
48" x 48"



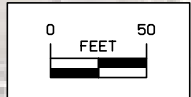
IA 122 TRAFFIC CONTROL
STAGE 4 (YEAR 1)

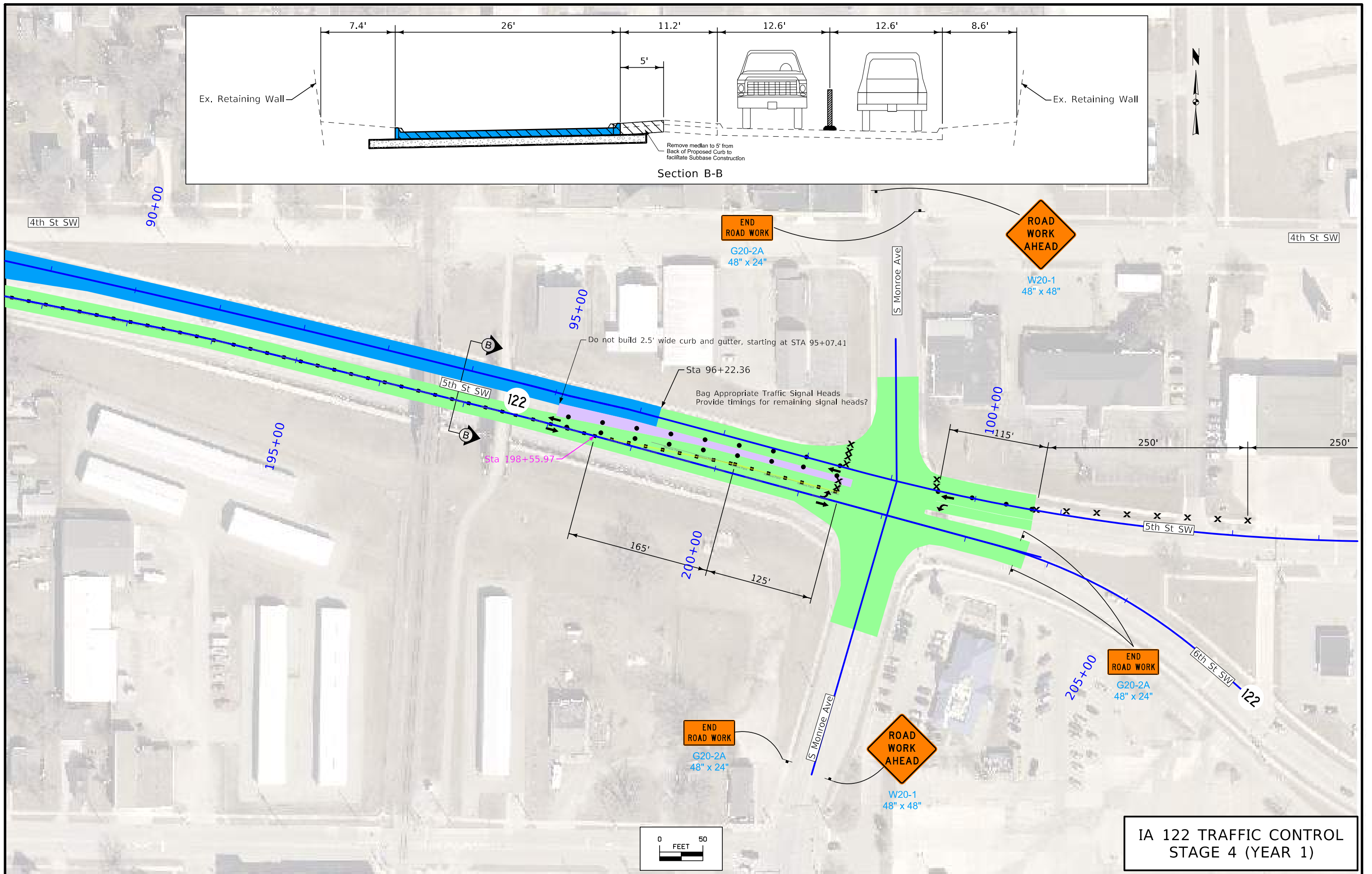
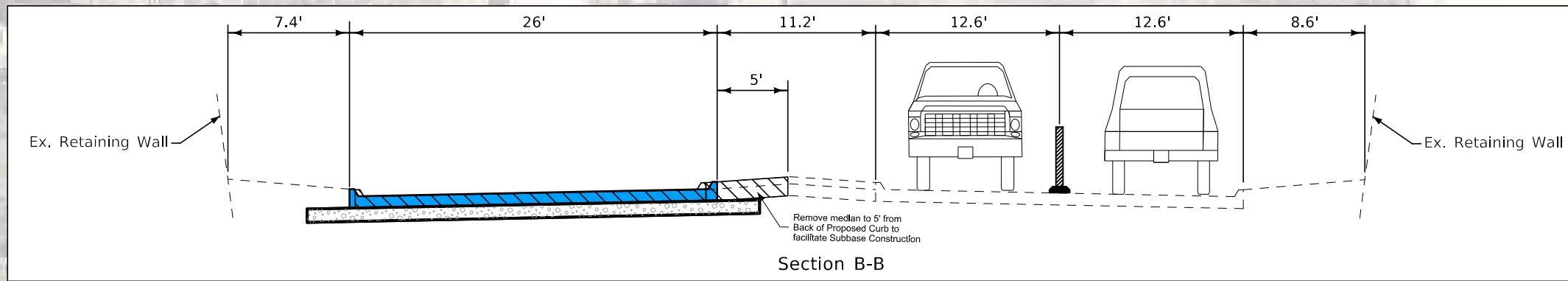


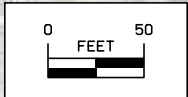
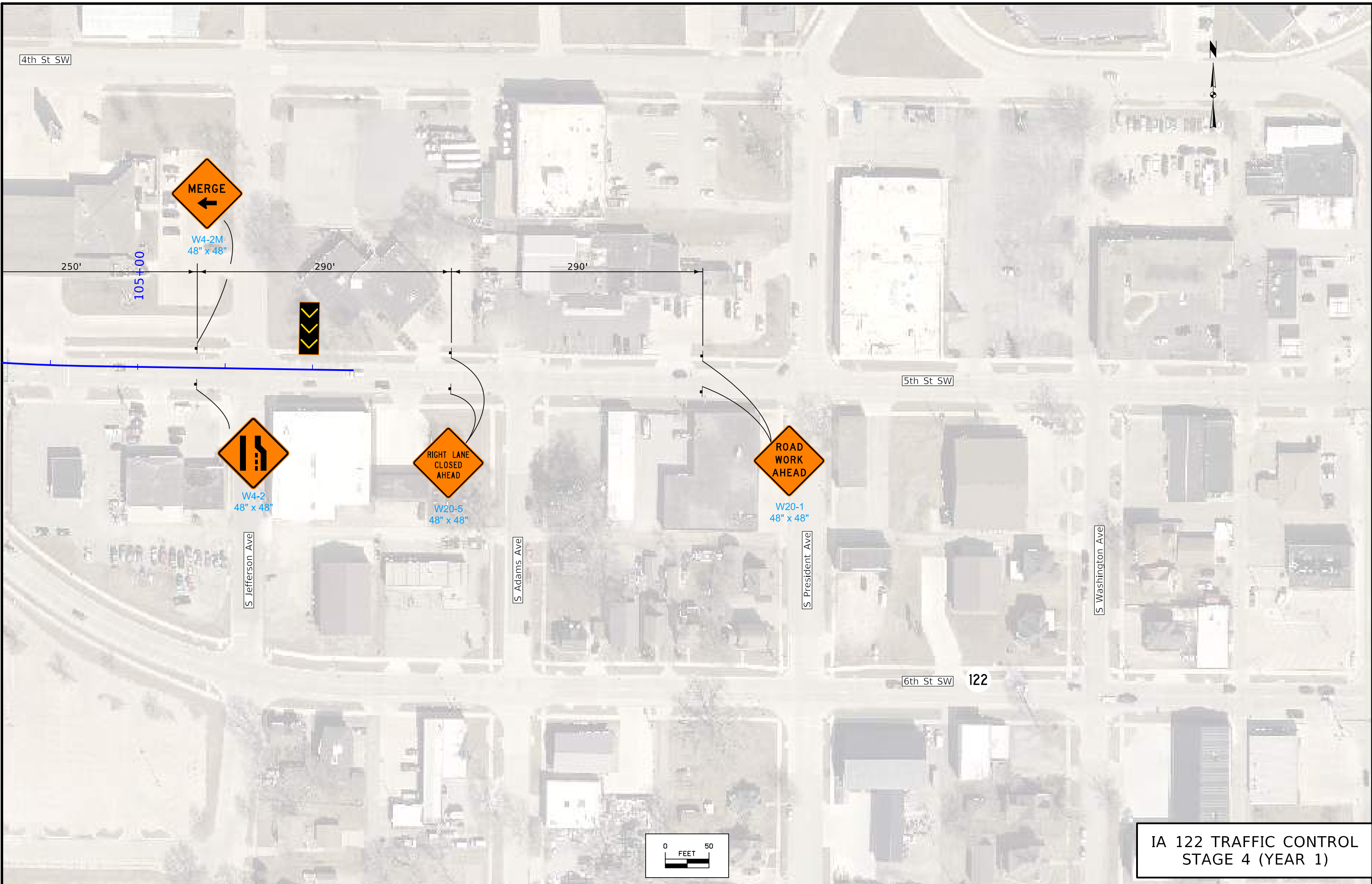
**IA 122 TRAFFIC CONTROL
STAGE 4 (YEAR 1)**



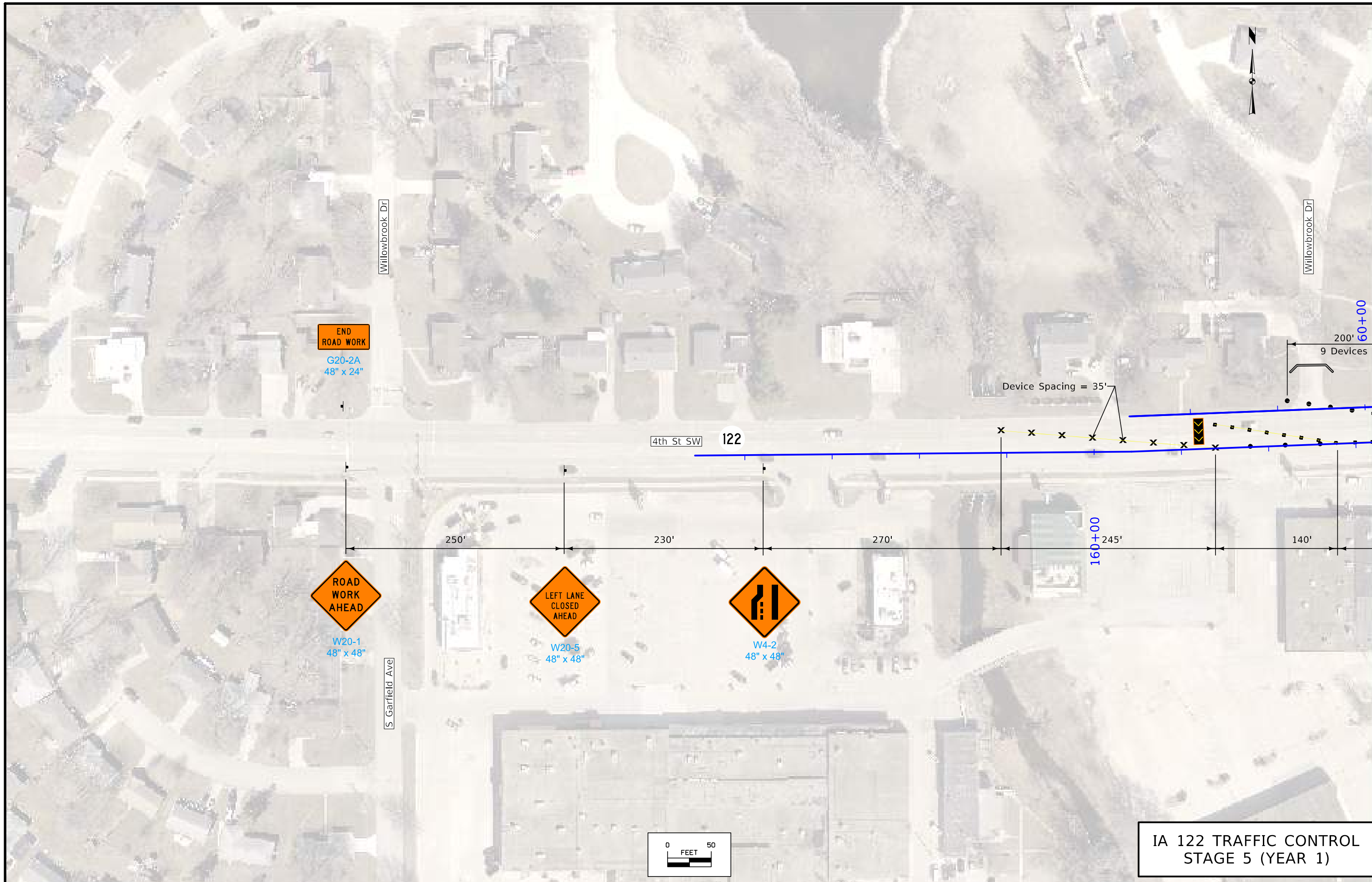
**IA 122 TRAFFIC CONTROL
STAGE 4 (YEAR 1)**



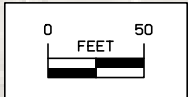


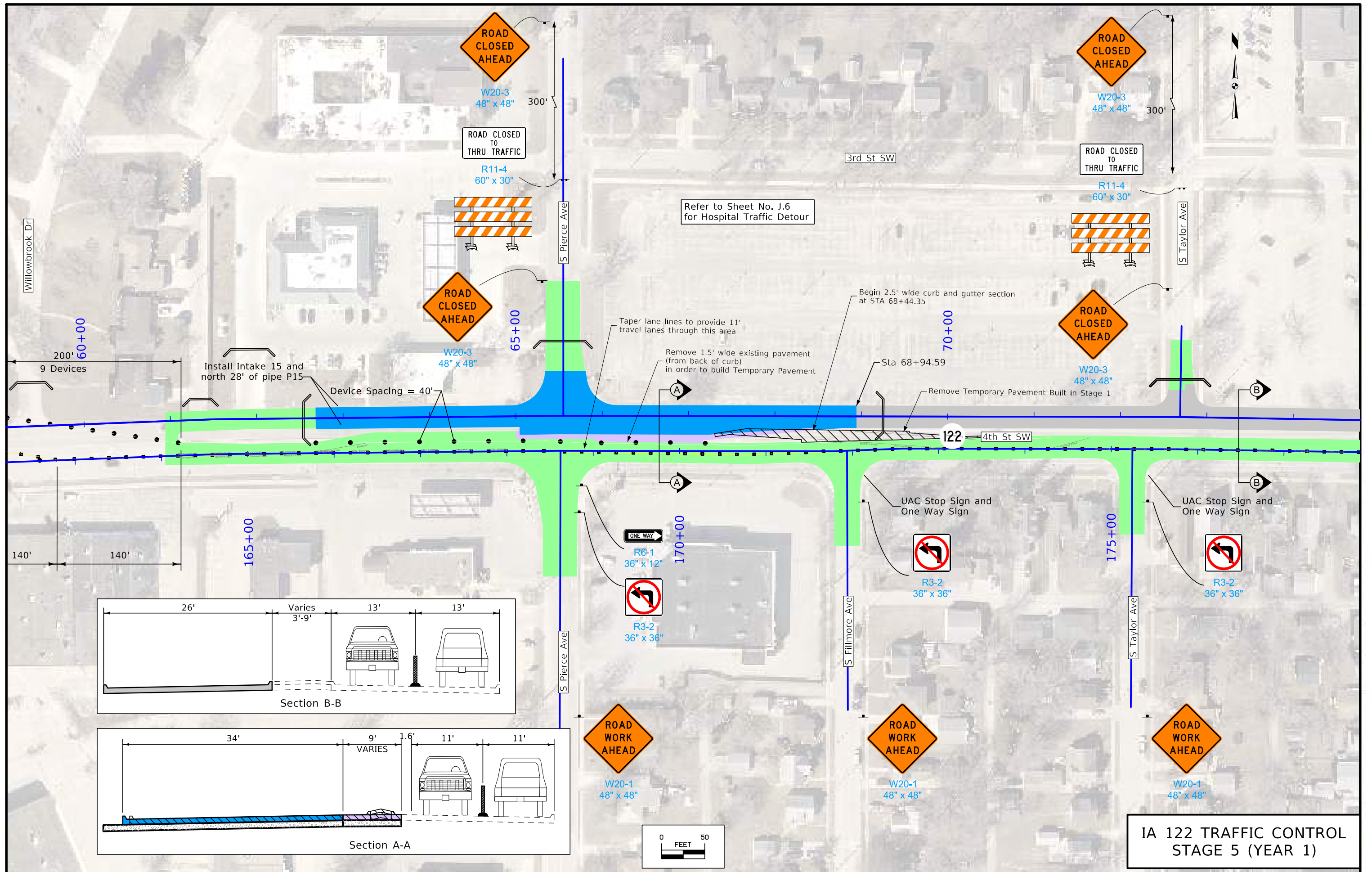


IA 122 TRAFFIC CONTROL
STAGE 4 (YEAR 1)



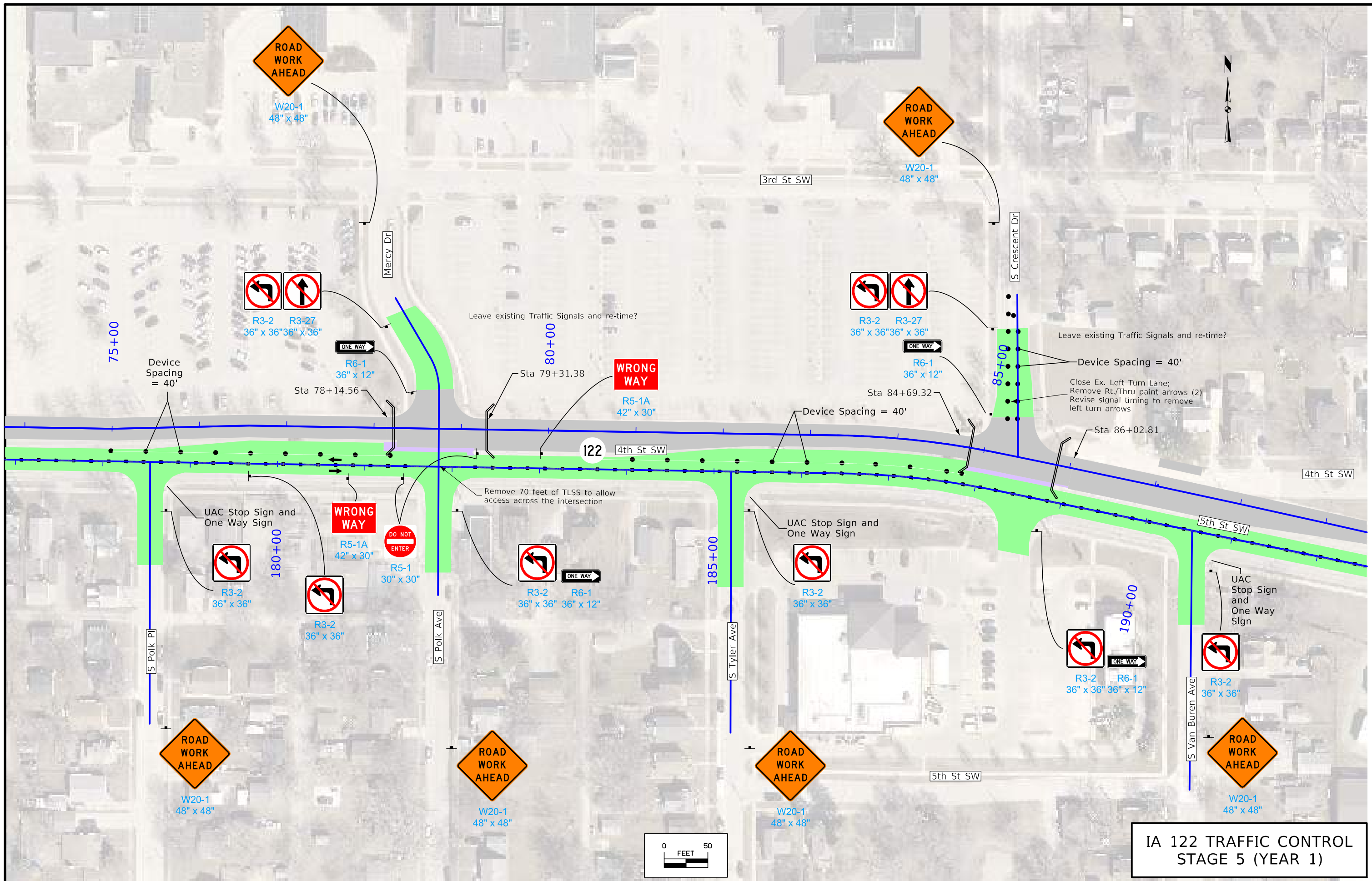
IA 122 TRAFFIC CONTROL
STAGE 5 (YEAR 1)



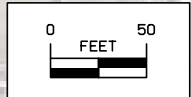


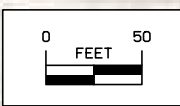
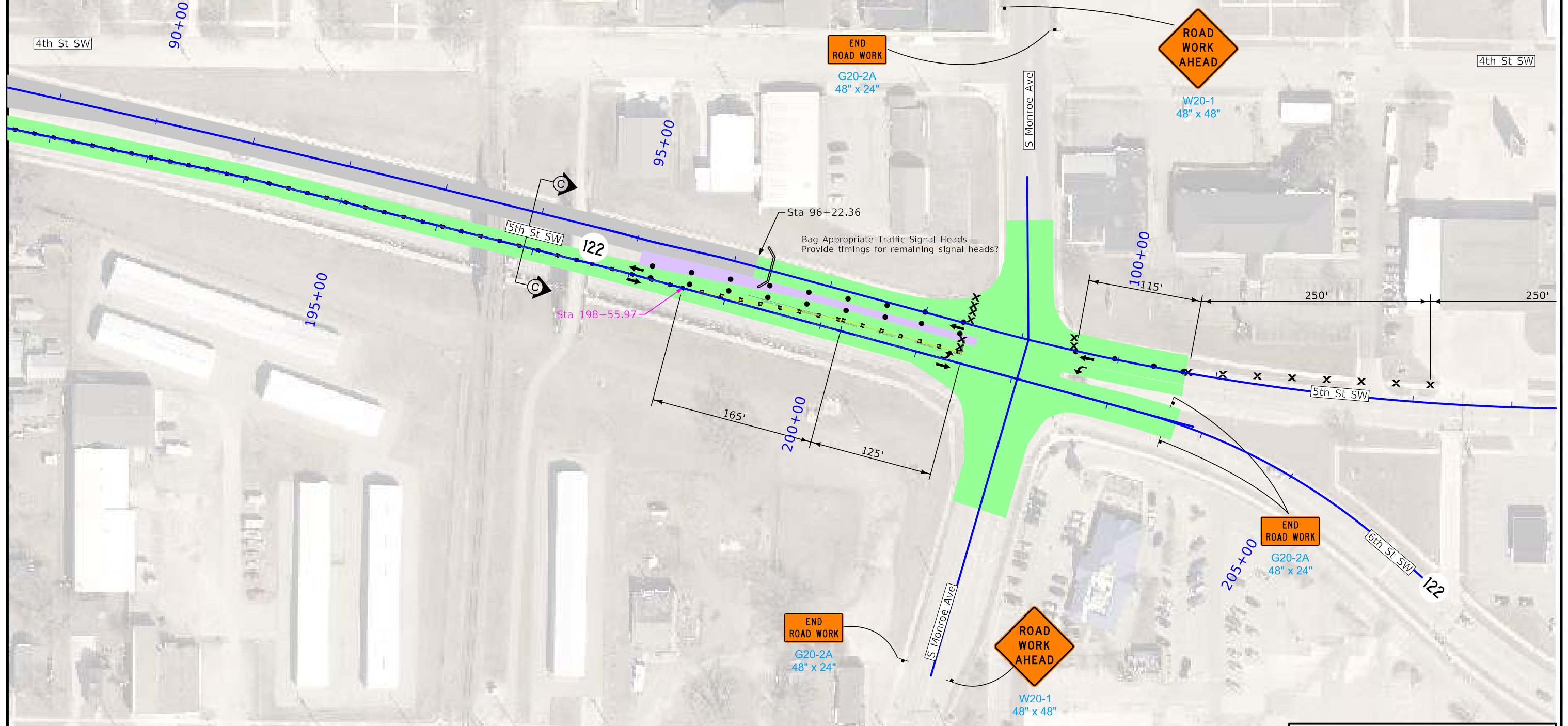
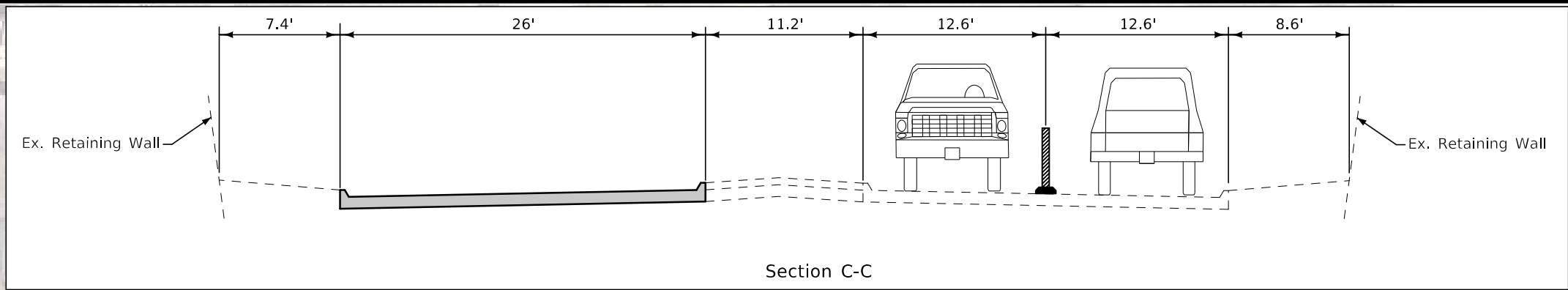
Refer to Sheet No. J.6
for Hospital Traffic Detour

**IA 122 TRAFFIC CONTROL
STAGE 5 (YEAR 1)**

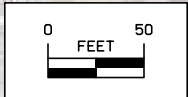
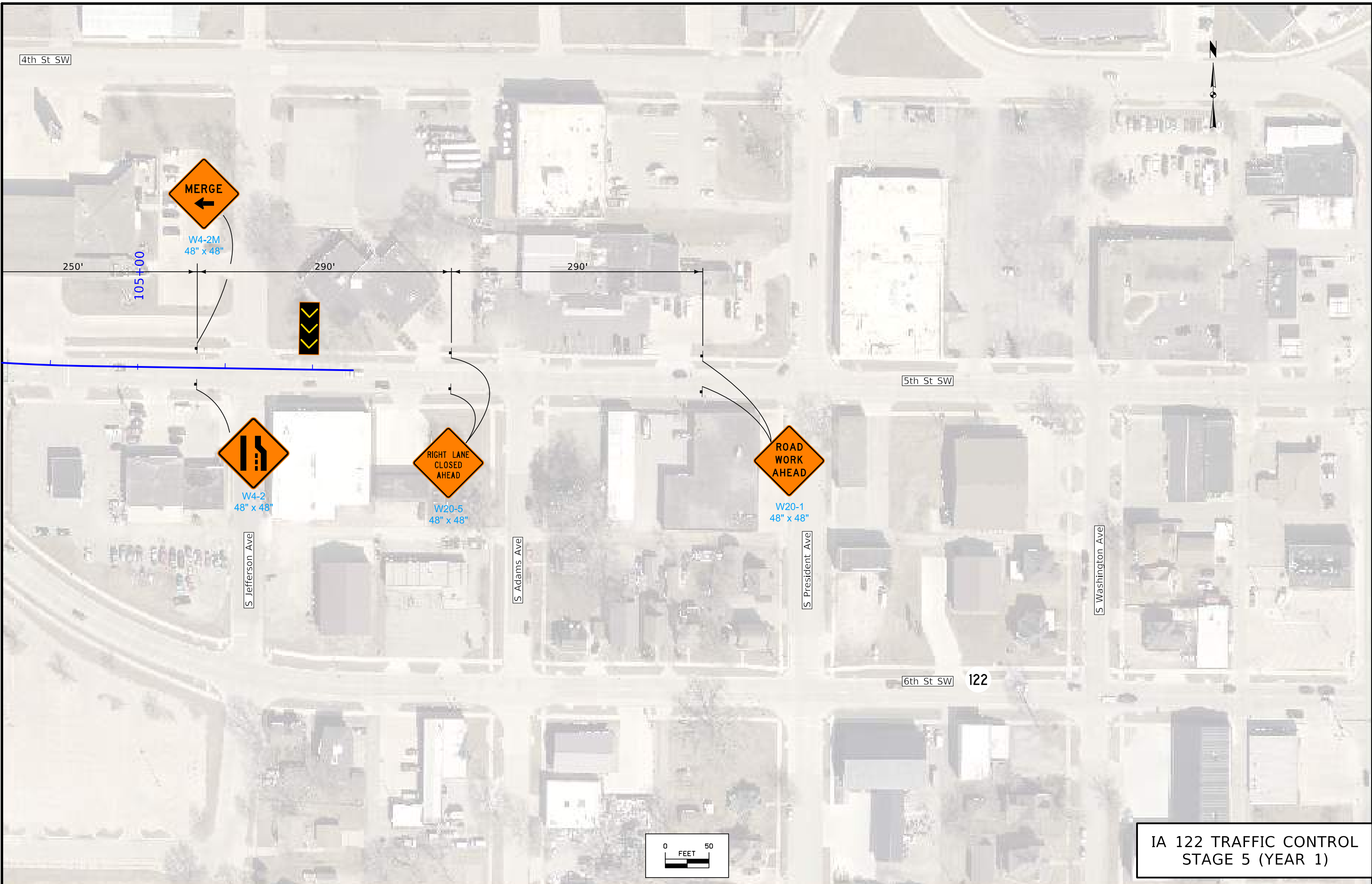


**IA 122 TRAFFIC CONTROL
STAGE 5 (YEAR 1)**





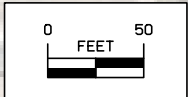
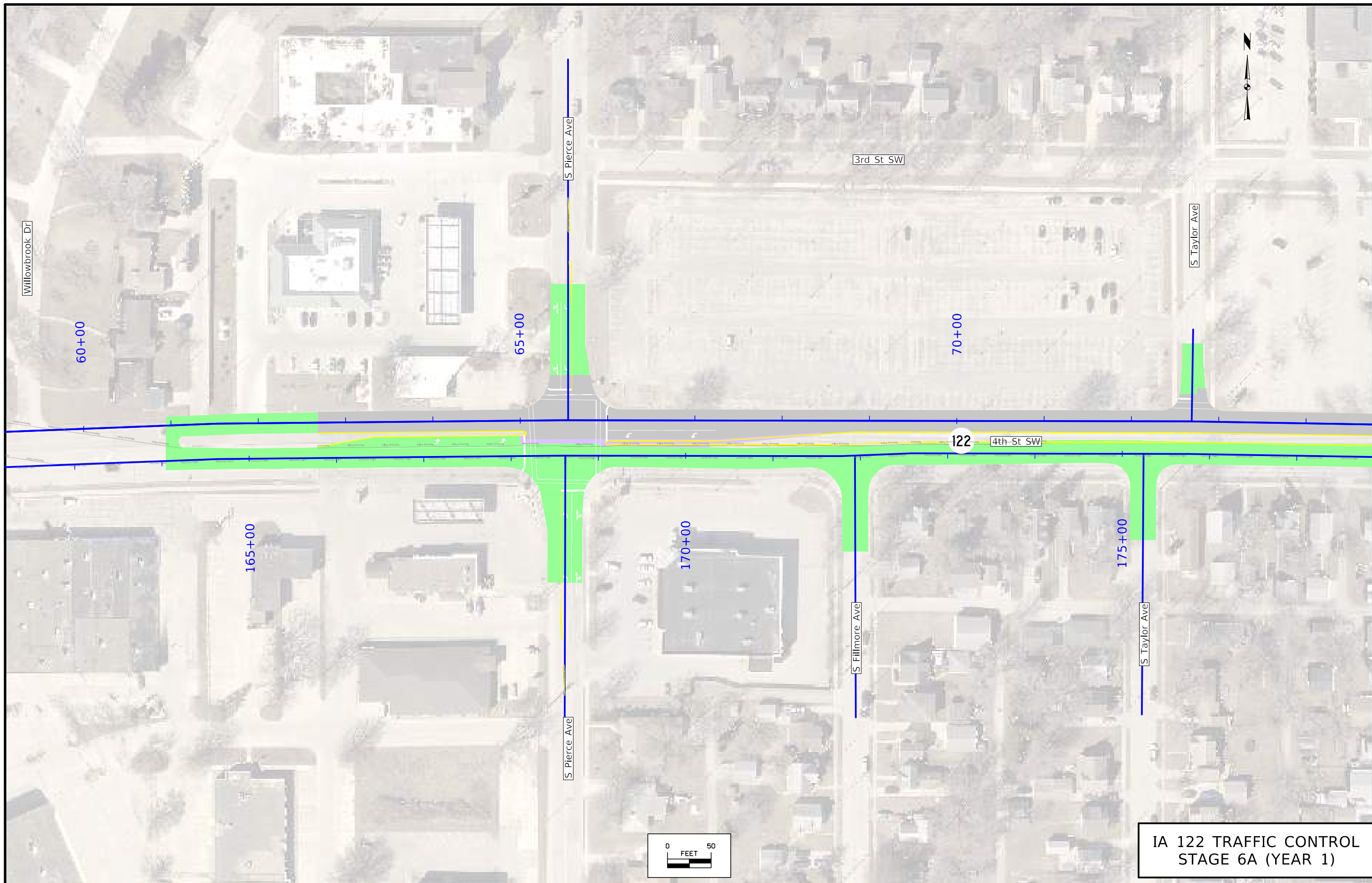
IA 122 TRAFFIC CONTROL
STAGE 5 (YEAR 1)



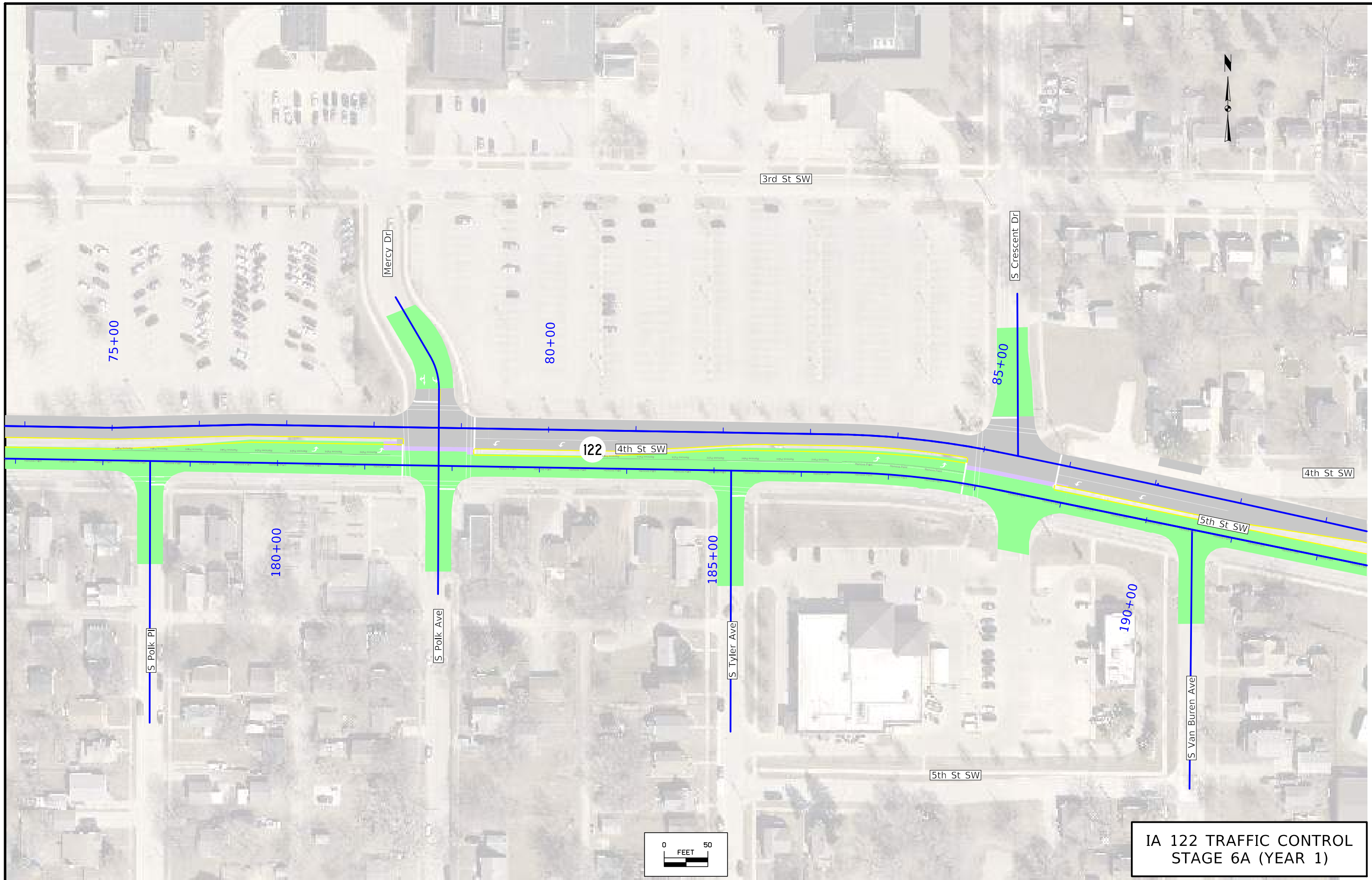
IA 122 TRAFFIC CONTROL
STAGE 5 (YEAR 1)



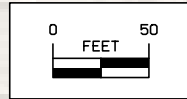
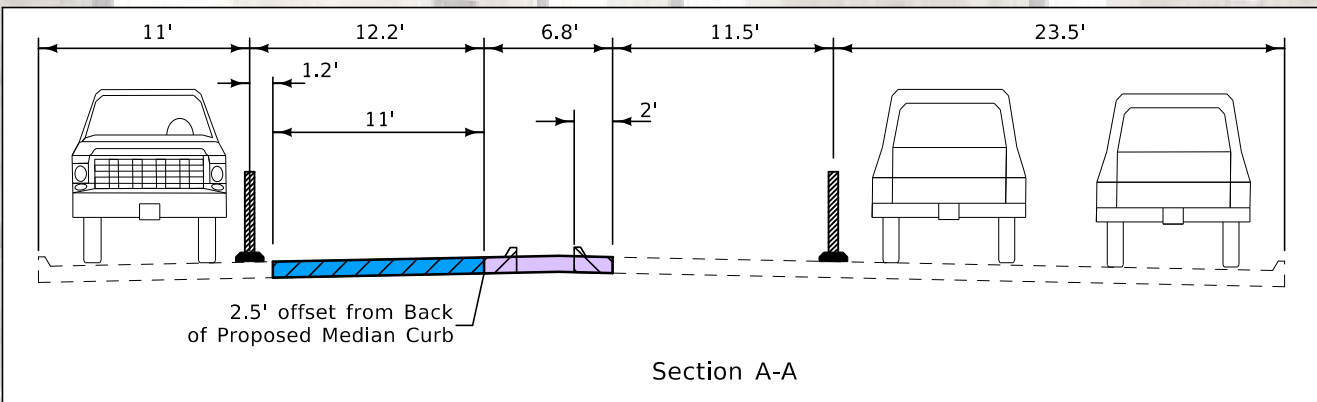
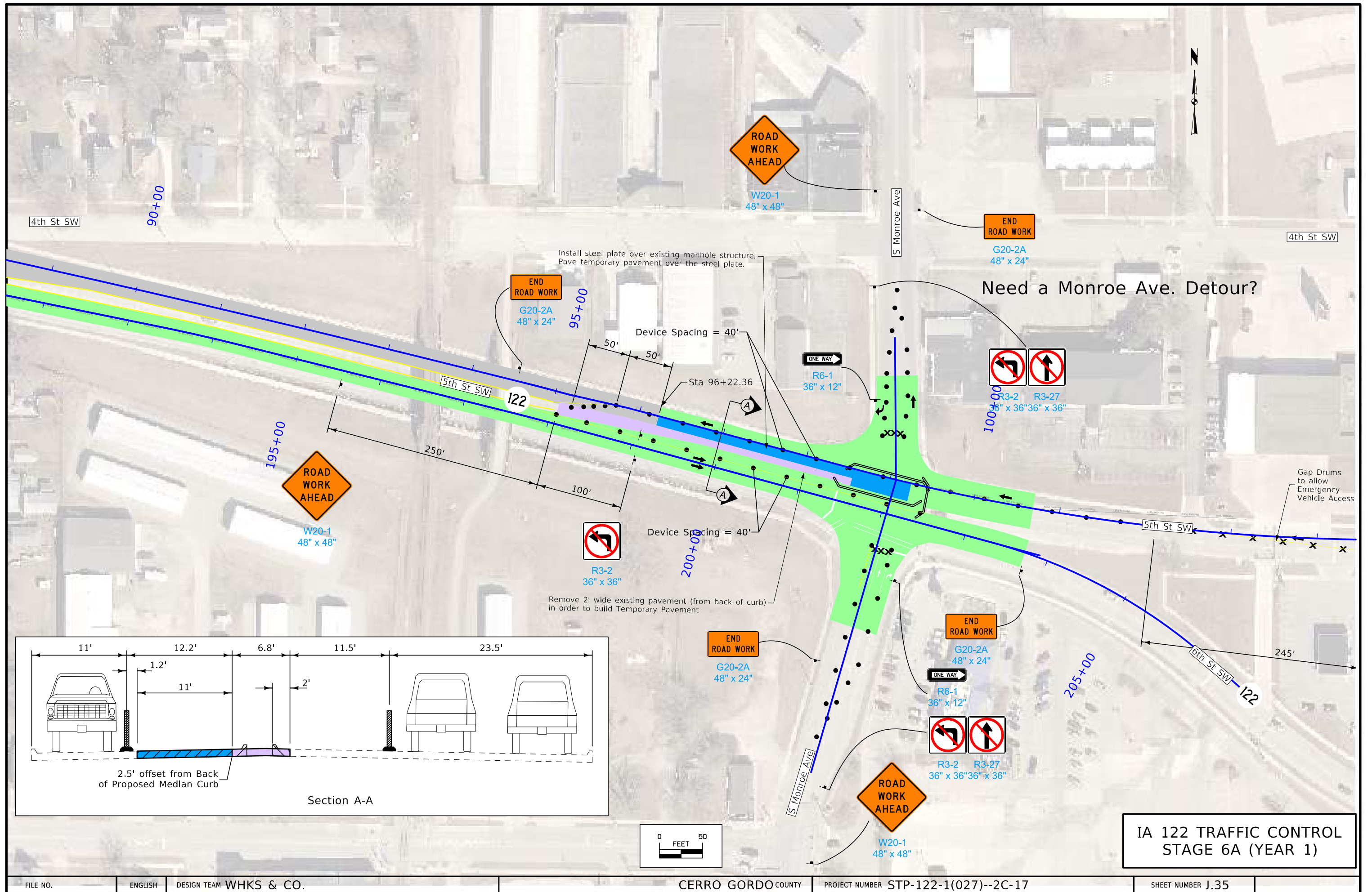
IA 122 TRAFFIC CONTROL
STAGE 6A (YEAR 1)



IA 122 TRAFFIC CONTROL
STAGE 6A (YEAR 1)



**IA 122 TRAFFIC CONTROL
STAGE 6A (YEAR 1)**



IA 122 TRAFFIC CONTROL
STAGE 6A (YEAR 1)

4th St SW

105+00

Gap Drums
to allow
Emergency
Vehicle Access



W4-2
48" x 48"

5th St SW

245'

125'

125'

250'

250'



R3-2
36" x 36"

S Jefferson Ave



W4-2M
48" x 48"

S Adams Ave



W20-5
48" x 48"



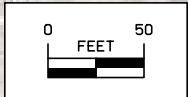
W20-1
48" x 48"

S President Ave

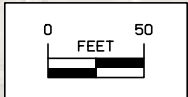
S Washington Ave

6th St SW

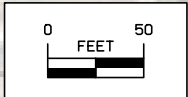
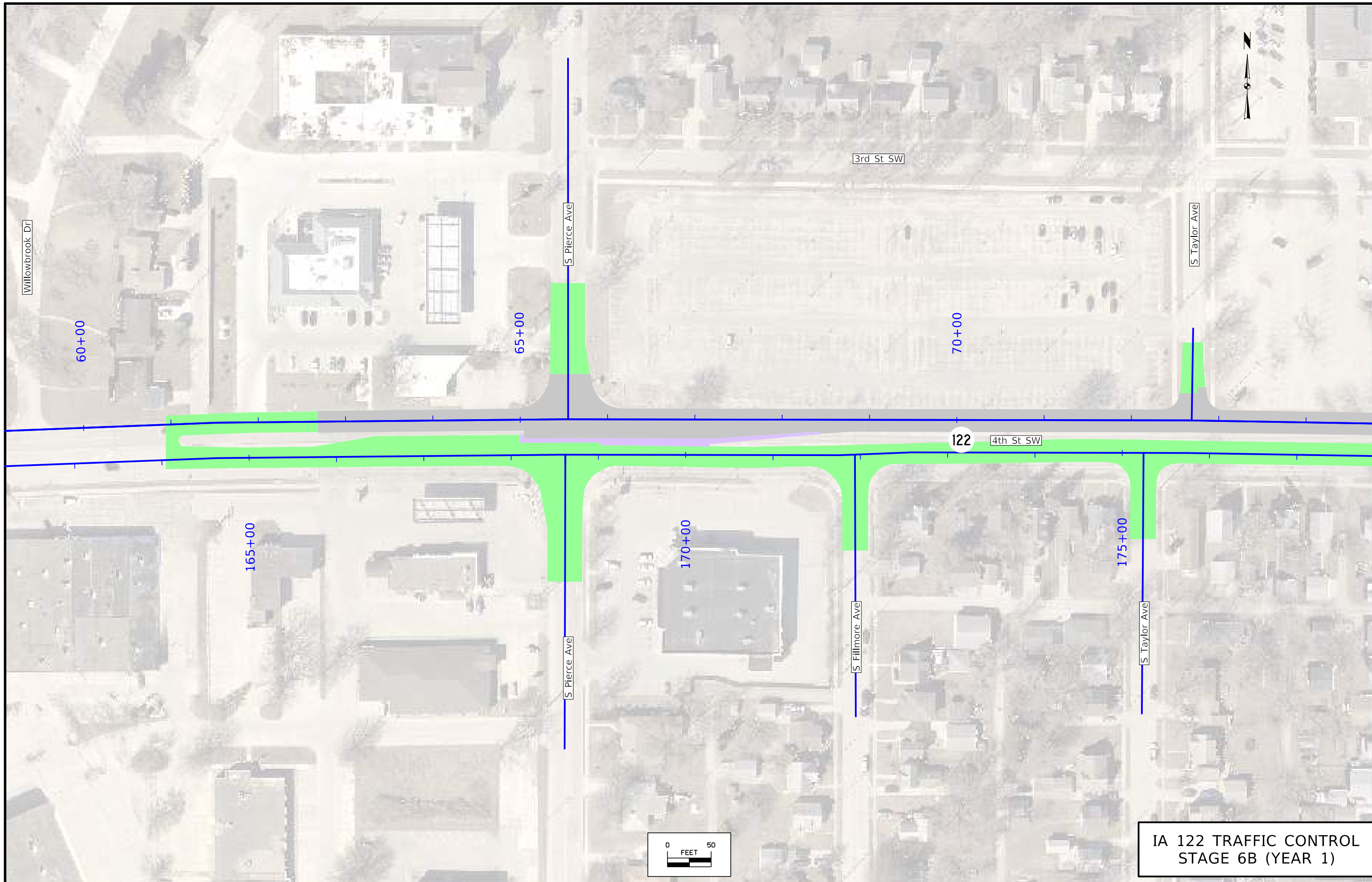
122



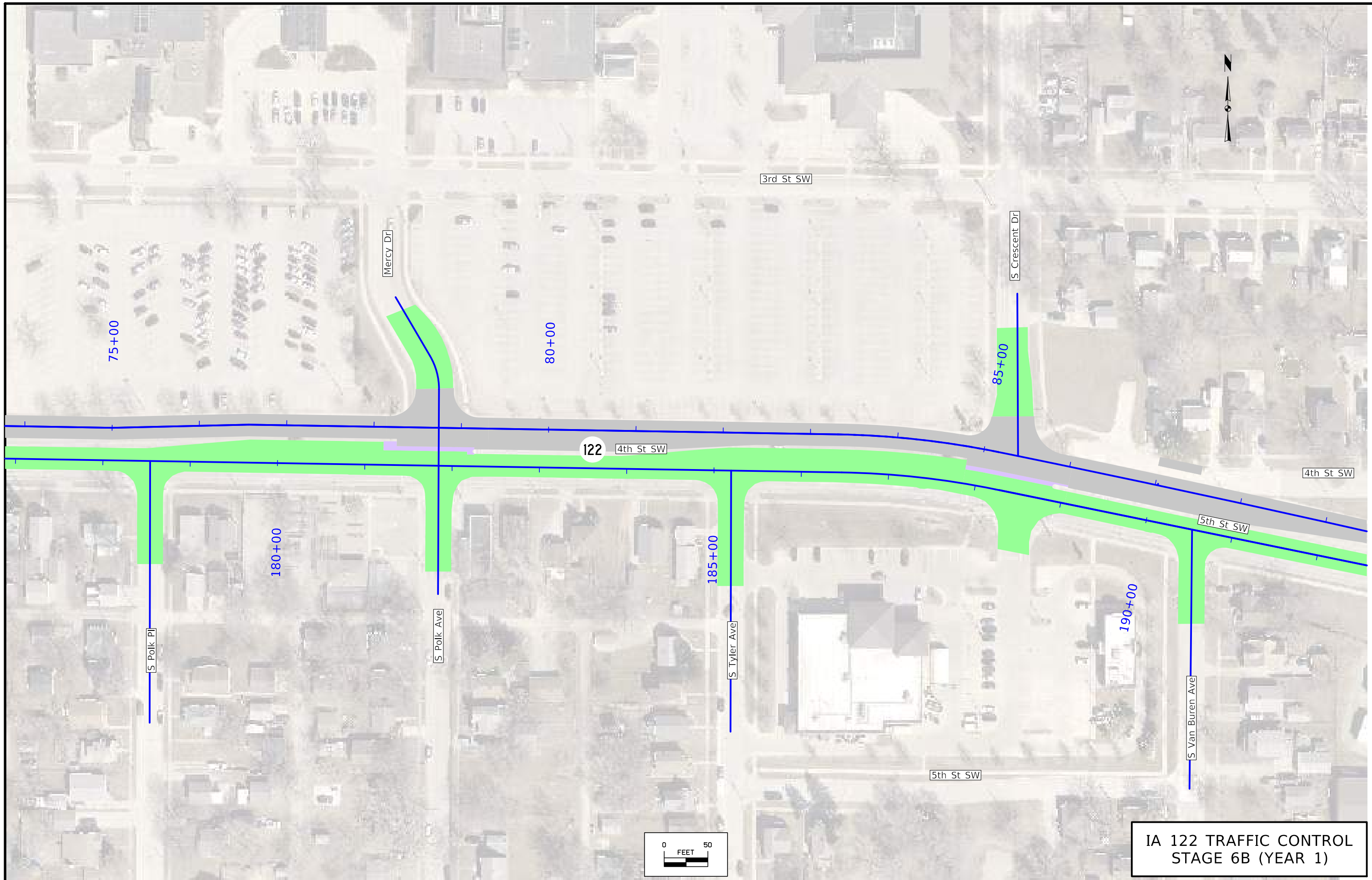
IA 122 TRAFFIC CONTROL
STAGE 6A (YEAR 1)



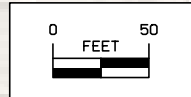
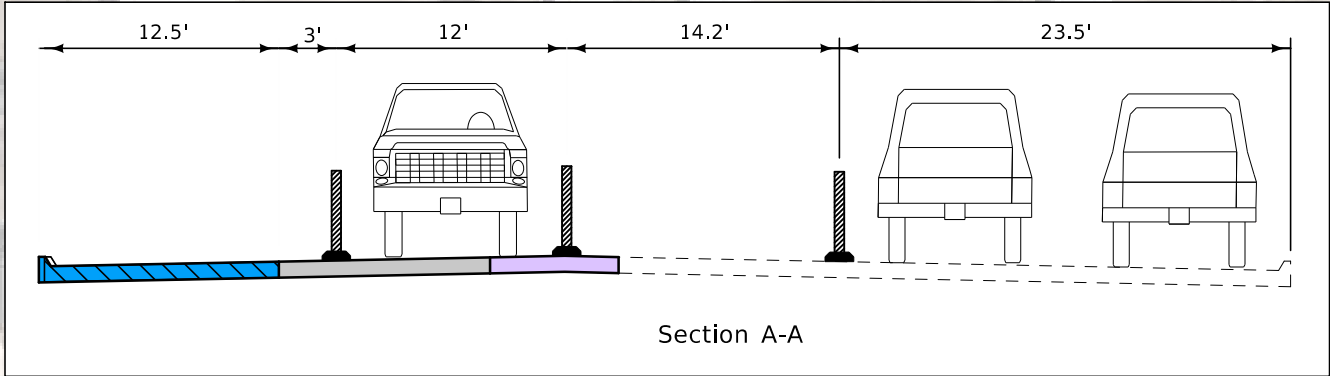
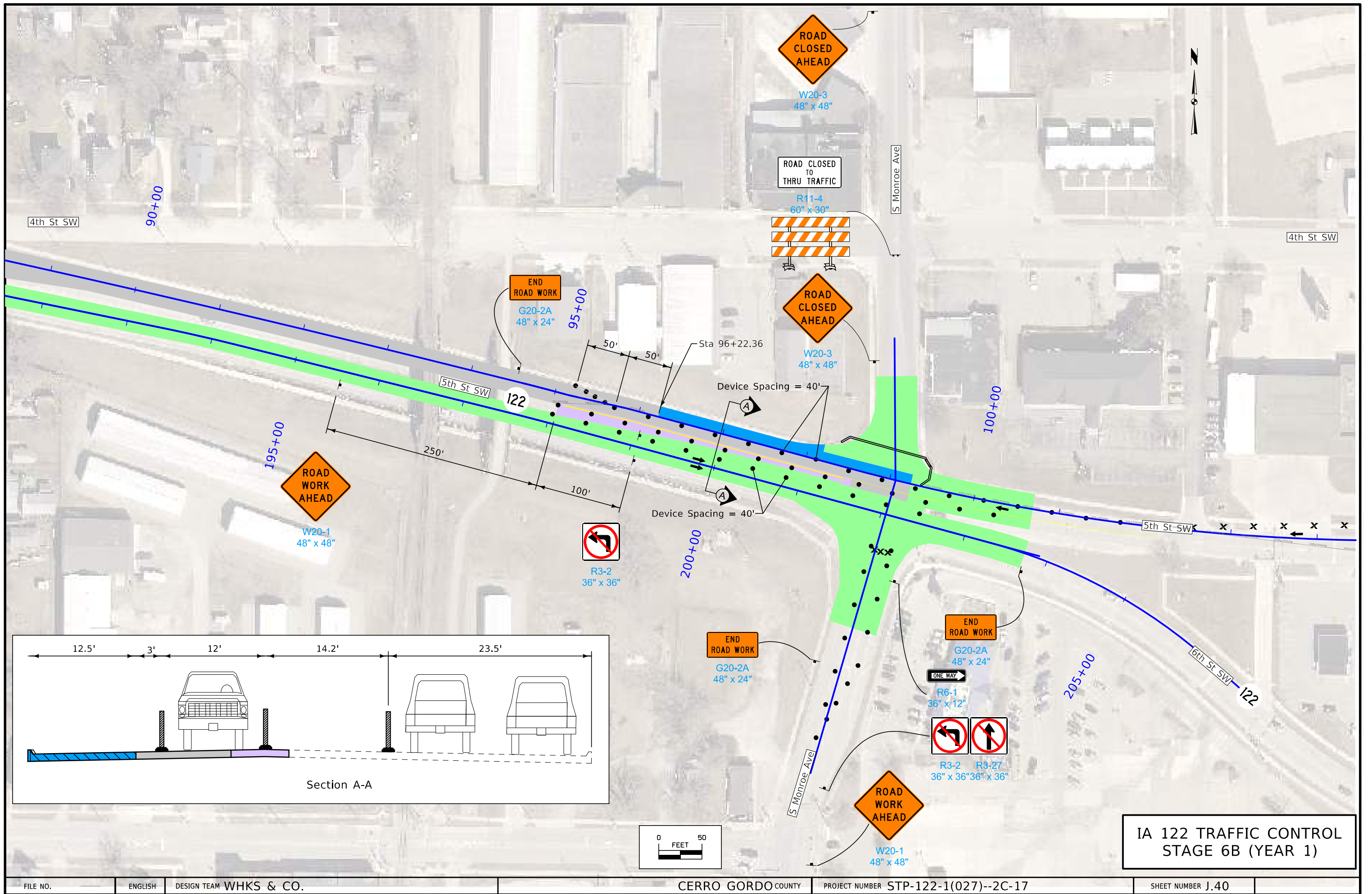
IA 122 TRAFFIC CONTROL
STAGE 6B (YEAR 1)



IA 122 TRAFFIC CONTROL
STAGE 6B (YEAR 1)



IA 122 TRAFFIC CONTROL
STAGE 6B (YEAR 1)



**IA 122 TRAFFIC CONTROL
STAGE 6B (YEAR 1)**

4th St SW

105+00



W4-2
48" x 48"

5th St SW

125' 125' 250' 250'



R3-27 R3-1
36" x 36" 36" x 36"

S Jefferson Ave



W4-2M
48" x 48"

S Adams Ave



W20-5
48" x 48"

S President Ave

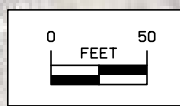


W20-1
48" x 48"

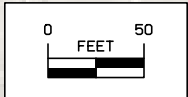
S Washington Ave

6th St SW

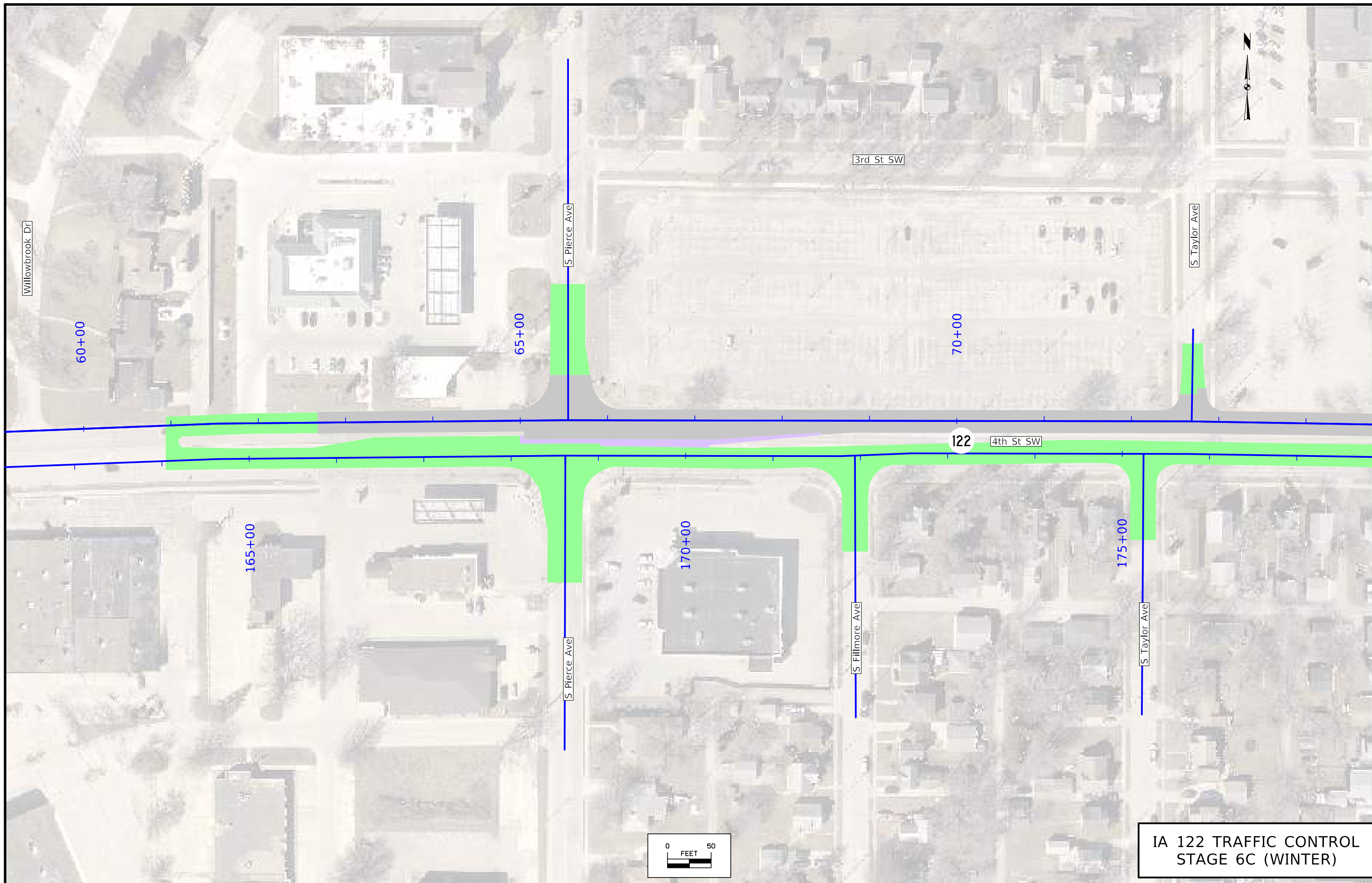
122



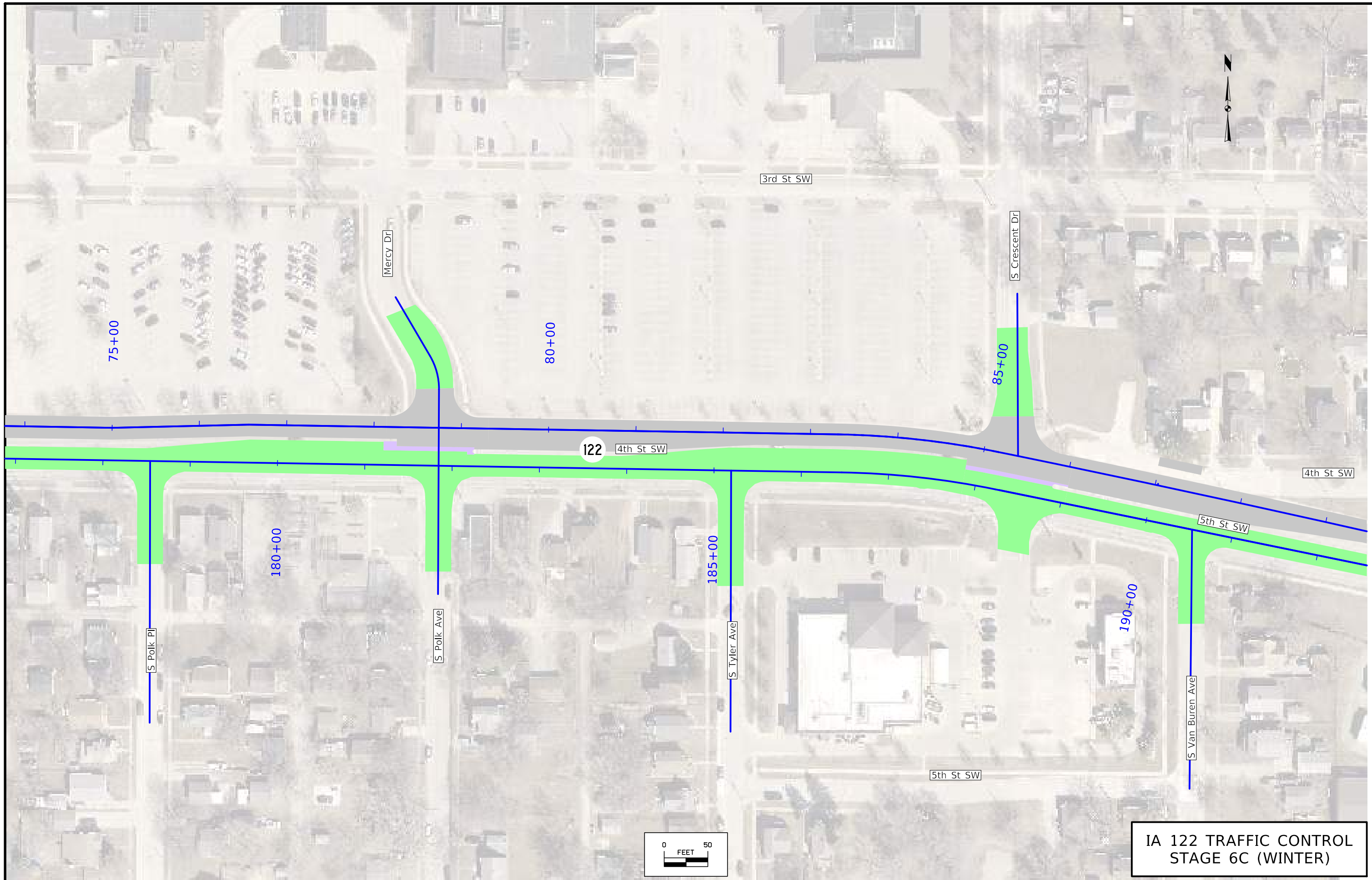
IA 122 TRAFFIC CONTROL
STAGE 6B (YEAR 1)



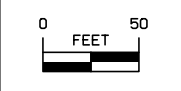
IA 122 TRAFFIC CONTROL
STAGE 6C (WINTER)



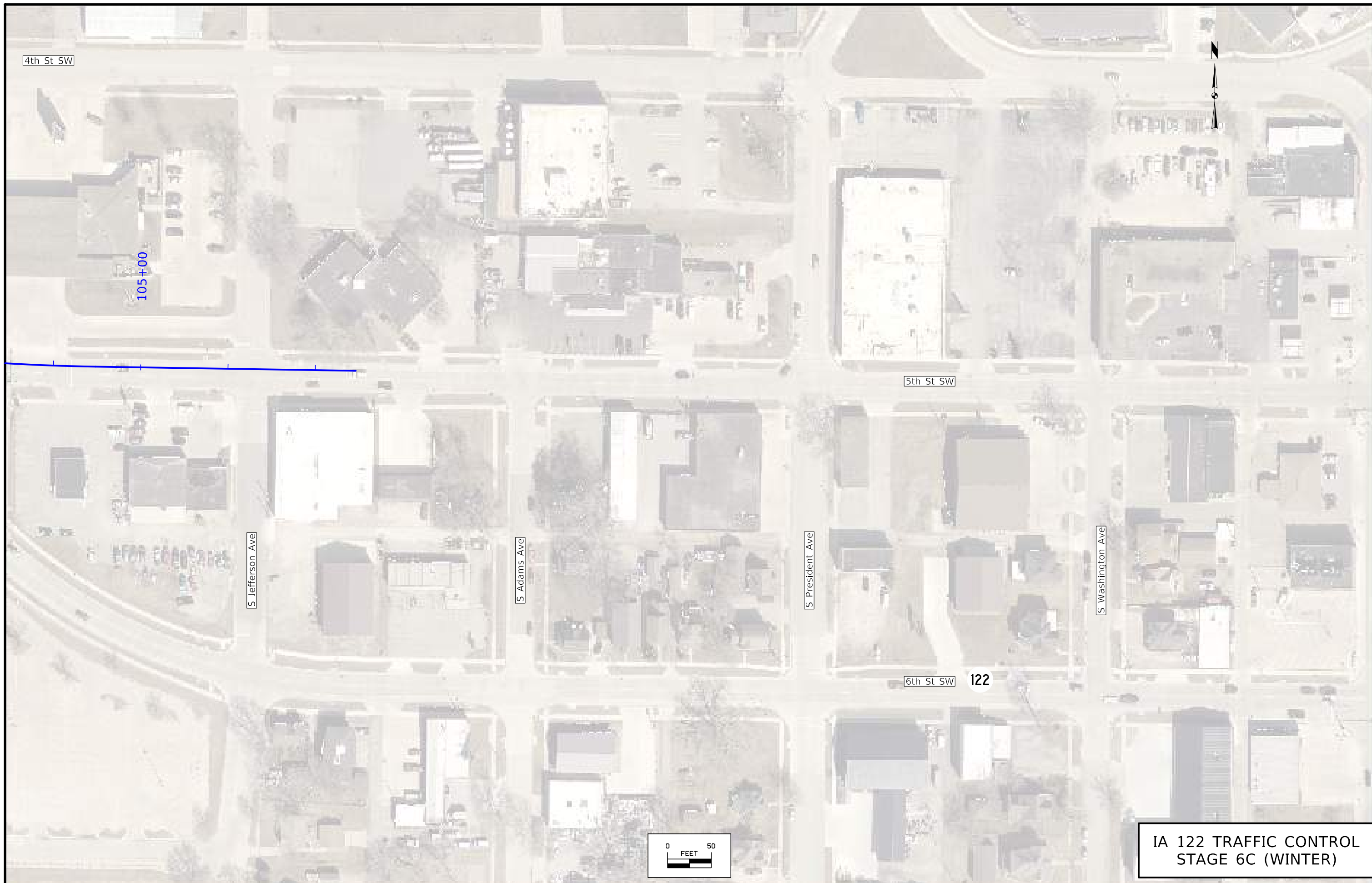
IA 122 TRAFFIC CONTROL
STAGE 6C (WINTER)



IA 122 TRAFFIC CONTROL
STAGE 6C (WINTER)



IA 122 TRAFFIC CONTROL
STAGE 6C (WINTER)



4th St SW

105+00

5th St SW

S Jefferson Ave

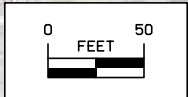
S Adams Ave

S President Ave

S Washington Ave

6th St SW

122

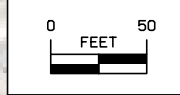
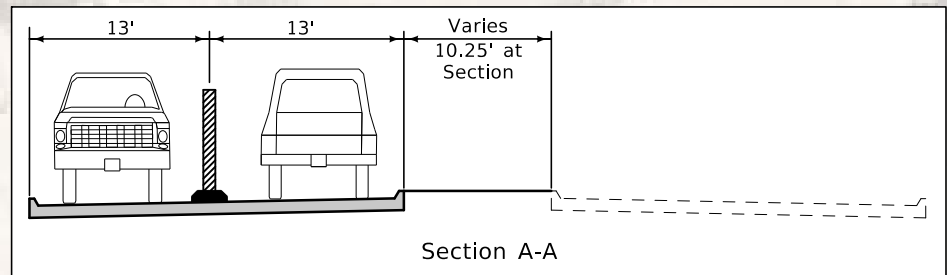
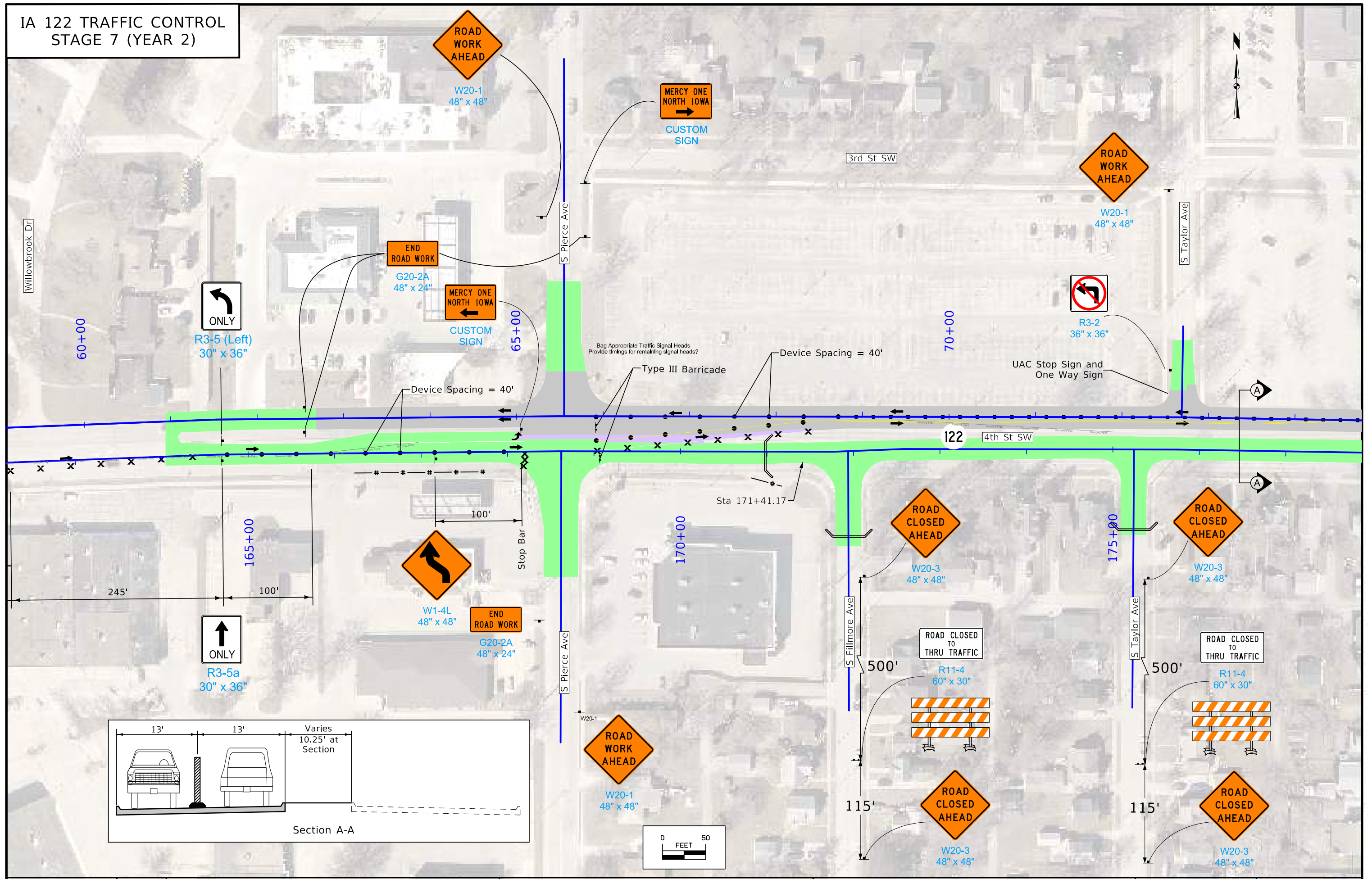


IA 122 TRAFFIC CONTROL STAGE 6C (WINTER)

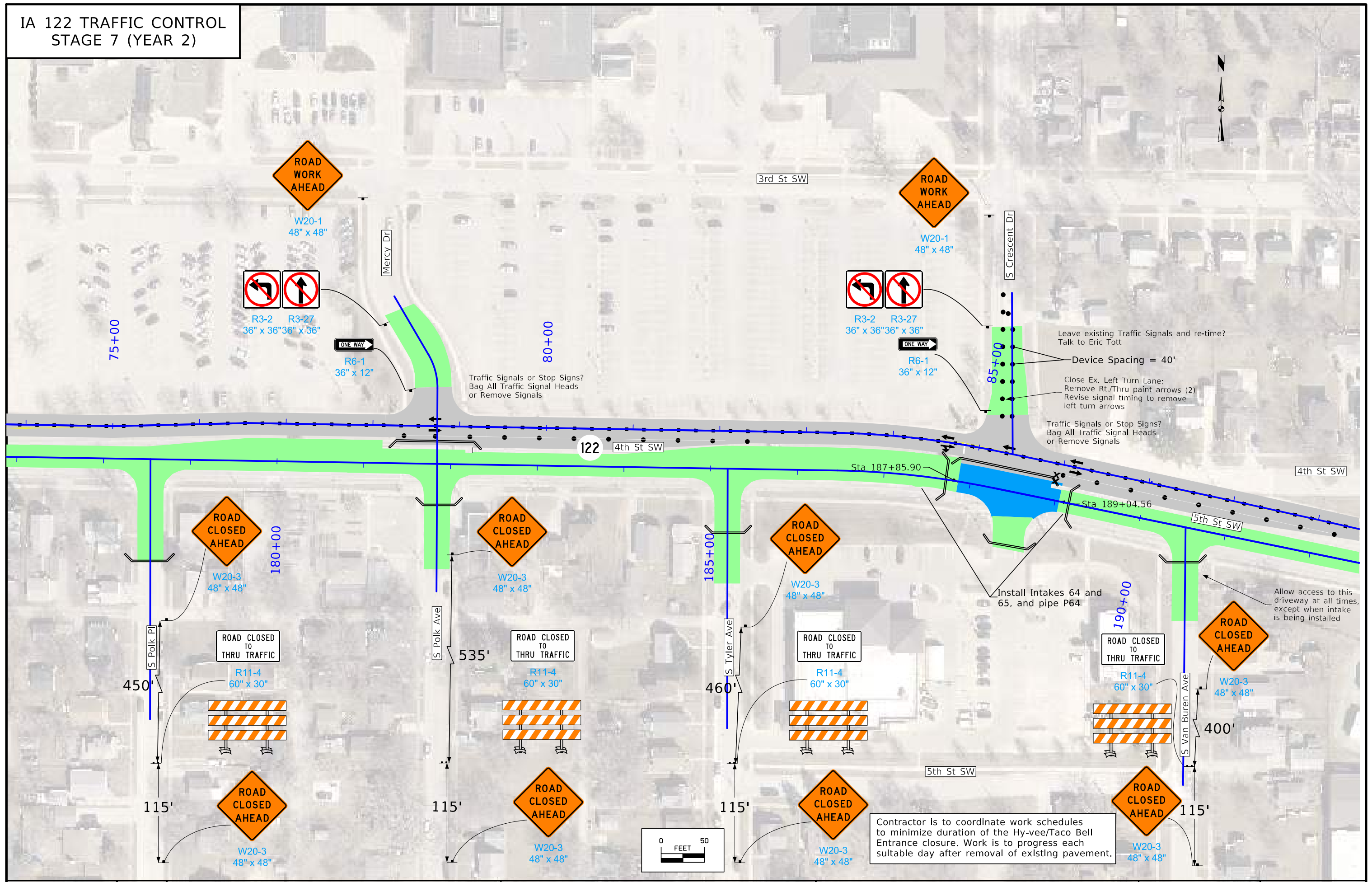


IA 122 TRAFFIC CONTROL
STAGE 7 (YEAR 2)

IA 122 TRAFFIC CONTROL
STAGE 7 (YEAR 2)



IA 122 TRAFFIC CONTROL
STAGE 7 (YEAR 2)



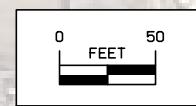
Leave existing Traffic Signals and re-time?
Talk to Eric Tott

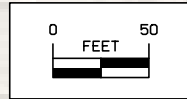
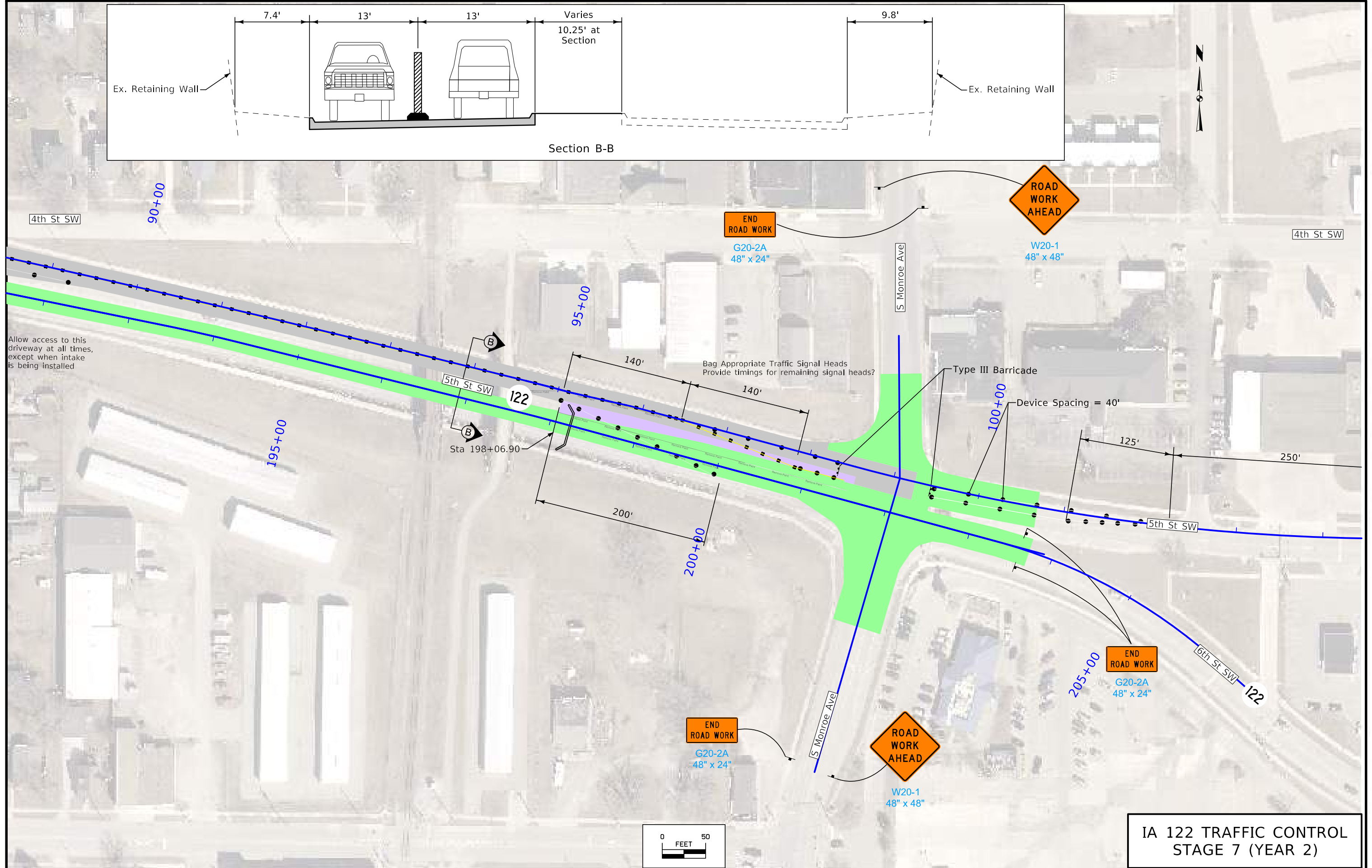
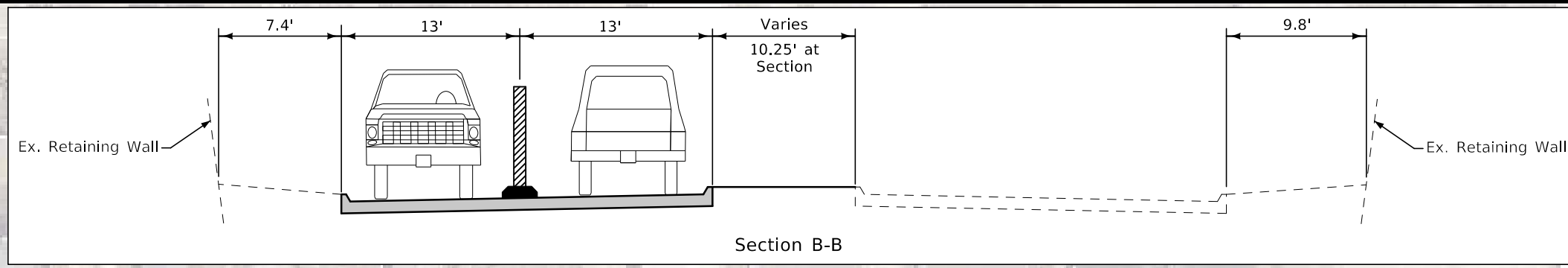
Device Spacing = 40'

Close Ex. Left Turn Lane;
Remove Rt./Thru paint arrows (2)
Revise signal timing to remove
left turn arrows

Traffic Signals or Stop Signs?
Bag All Traffic Signal Heads,
or Remove Signals

Contractor is to coordinate work schedules
to minimize duration of the Hy-vee/Taco Bell
Entrance closure. Work is to progress each
suitable day after removal of existing pavement.

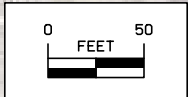




IA 122 TRAFFIC CONTROL
STAGE 7 (YEAR 2)



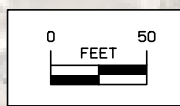
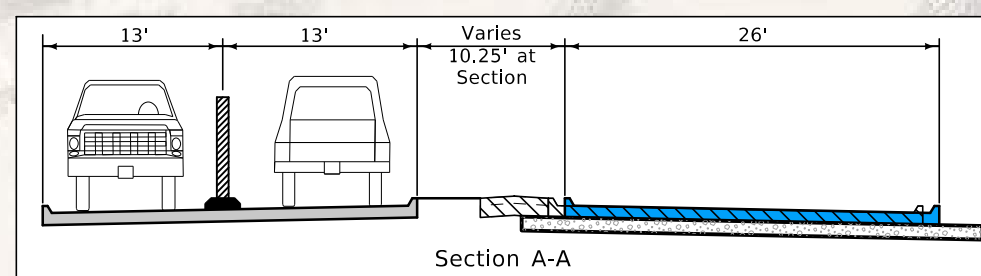
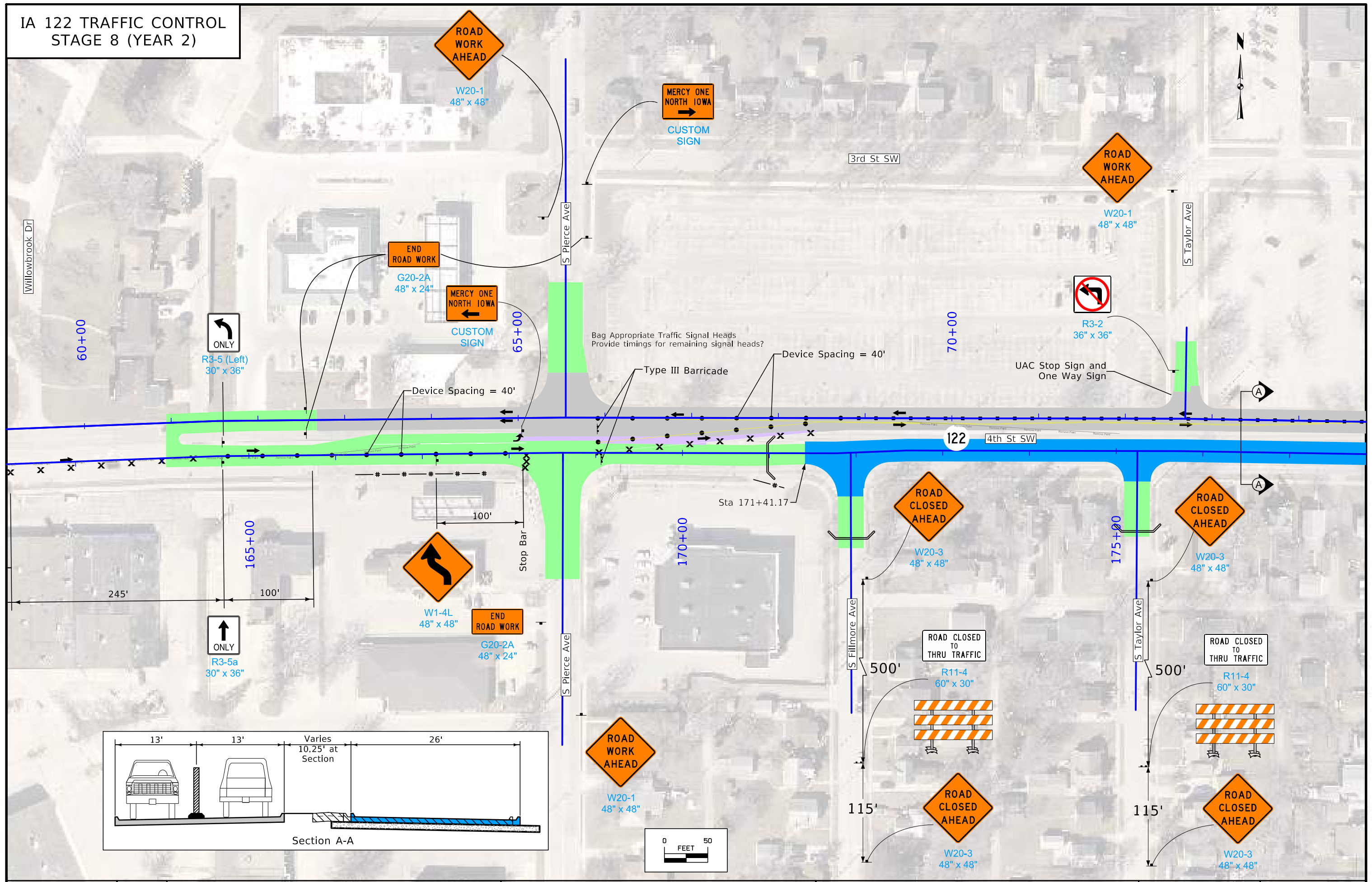
IA 122 TRAFFIC CONTROL
STAGE 7 (YEAR 2)



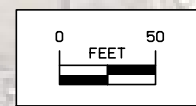


IA 122 TRAFFIC CONTROL
STAGE 8 (YEAR 2)

IA 122 TRAFFIC CONTROL
STAGE 8 (YEAR 2)



IA 122 TRAFFIC CONTROL
STAGE 8 (YEAR 2)



Leave existing Traffic Signals and re-time?
Talk to Eric Tott

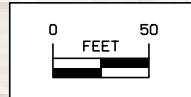
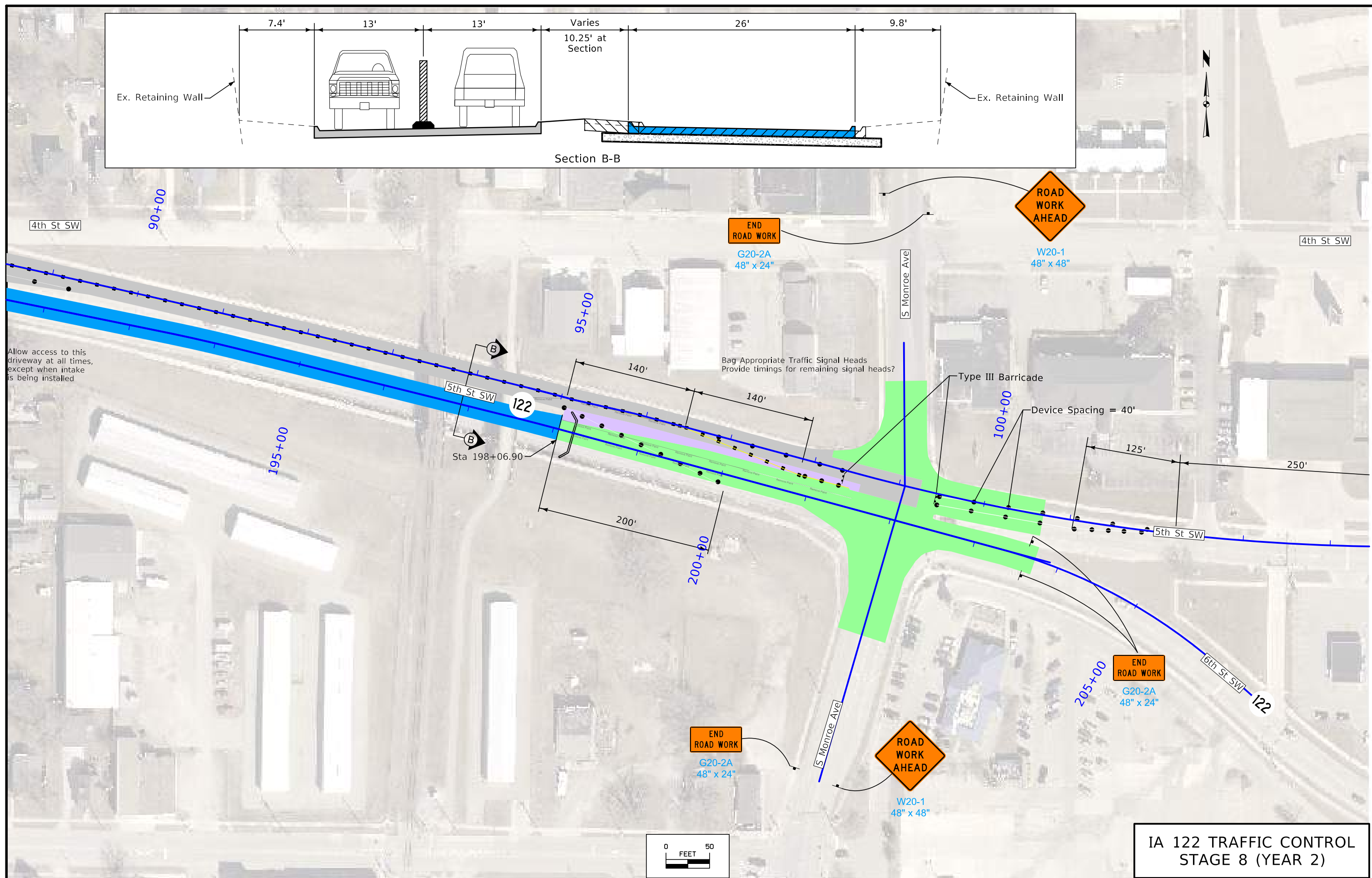
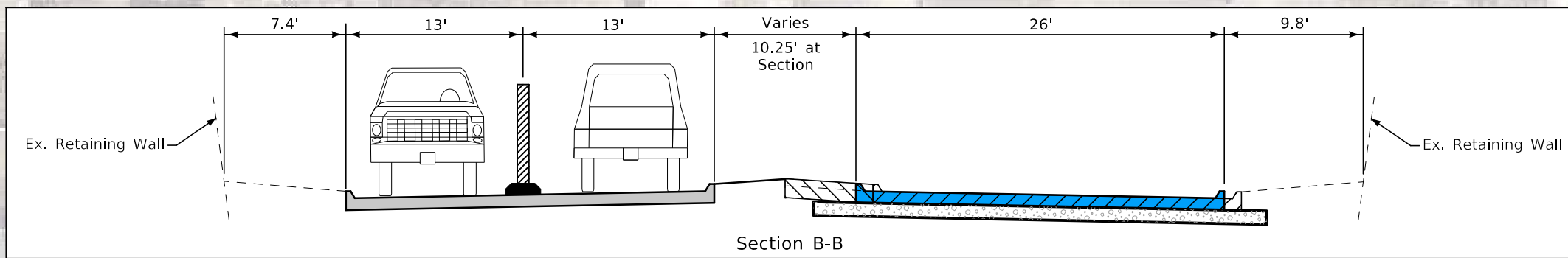
Device Spacing = 40'

Close Ex. Left Turn Lane;
Remove Rt./Thru paint arrows (2)
Revise signal timing to remove
left turn arrows

Traffic Signals or Stop Signs?
Bag All Traffic Signal Heads
or Remove Signals

Close Ex. Left Turn Lane;
Revise signal timing to remove
left turn arrows

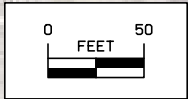
Allow access to this
driveway at all times,
except when intake
is being installed

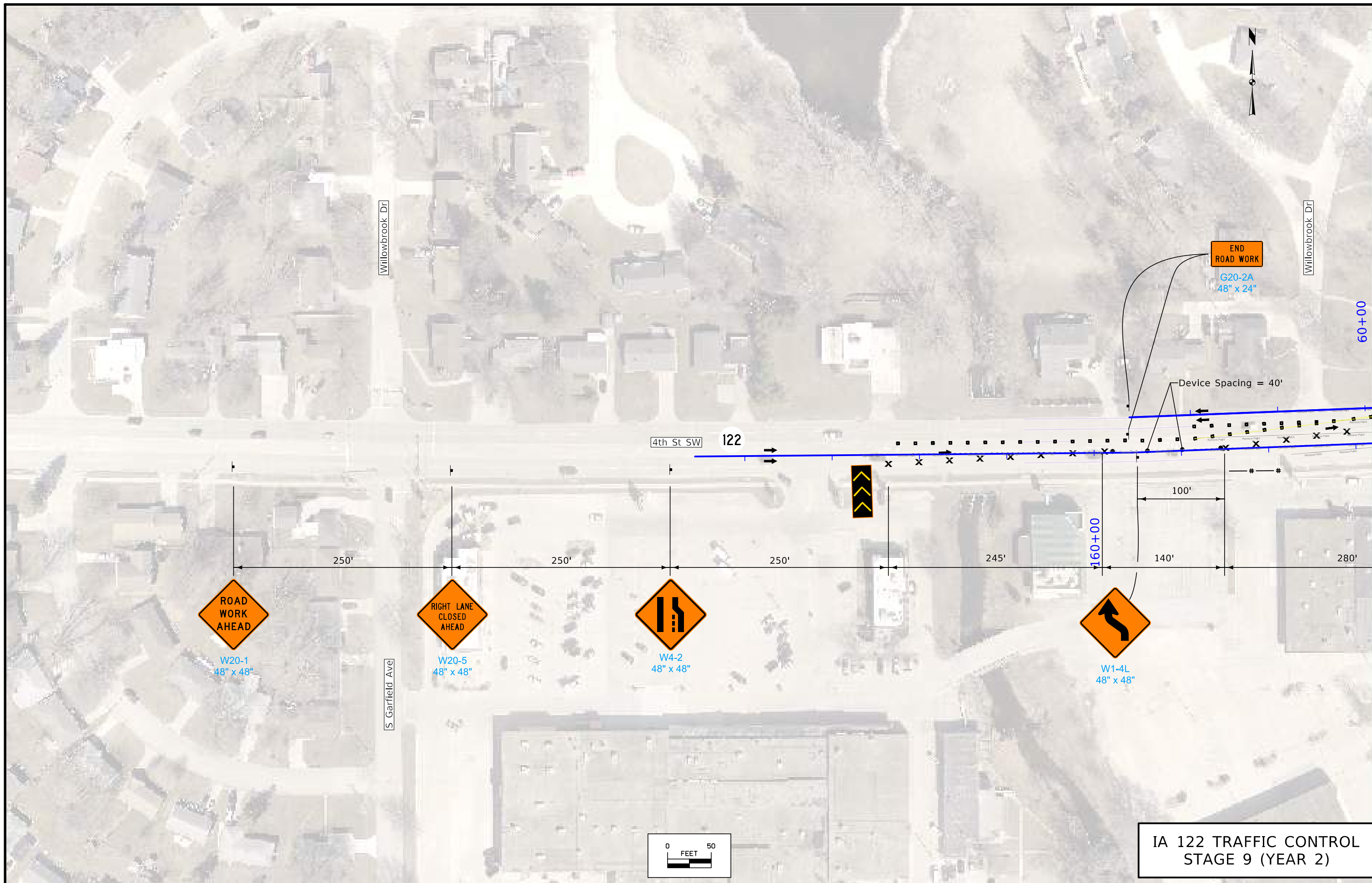


IA 122 TRAFFIC CONTROL
STAGE 8 (YEAR 2)



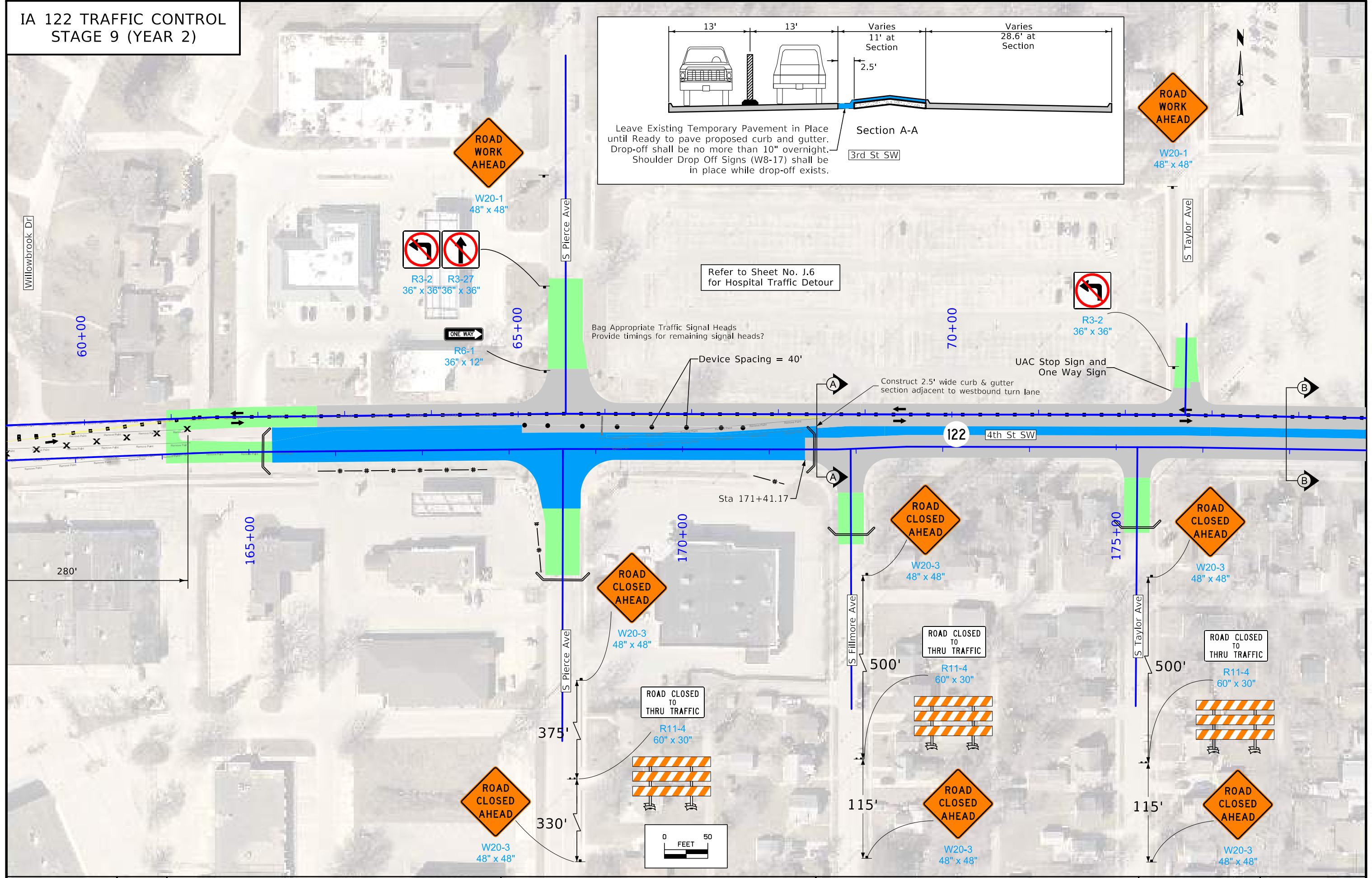
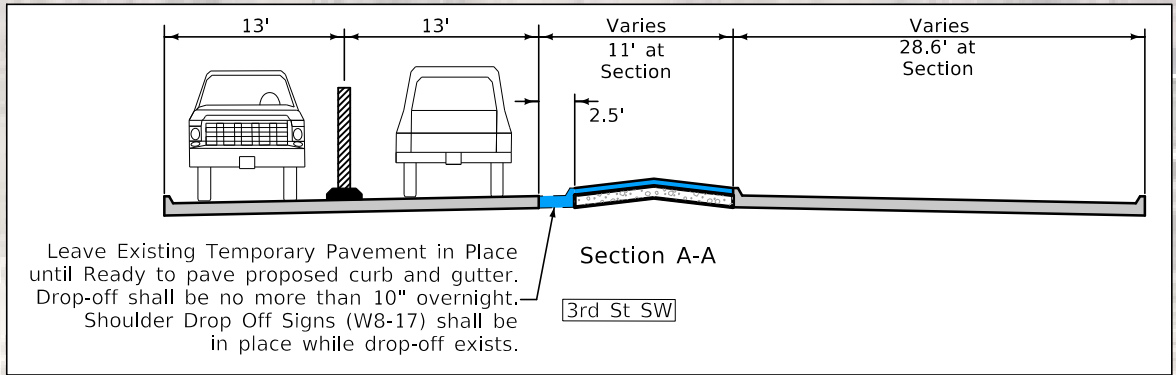
IA 122 TRAFFIC CONTROL
STAGE 8 (YEAR 2)



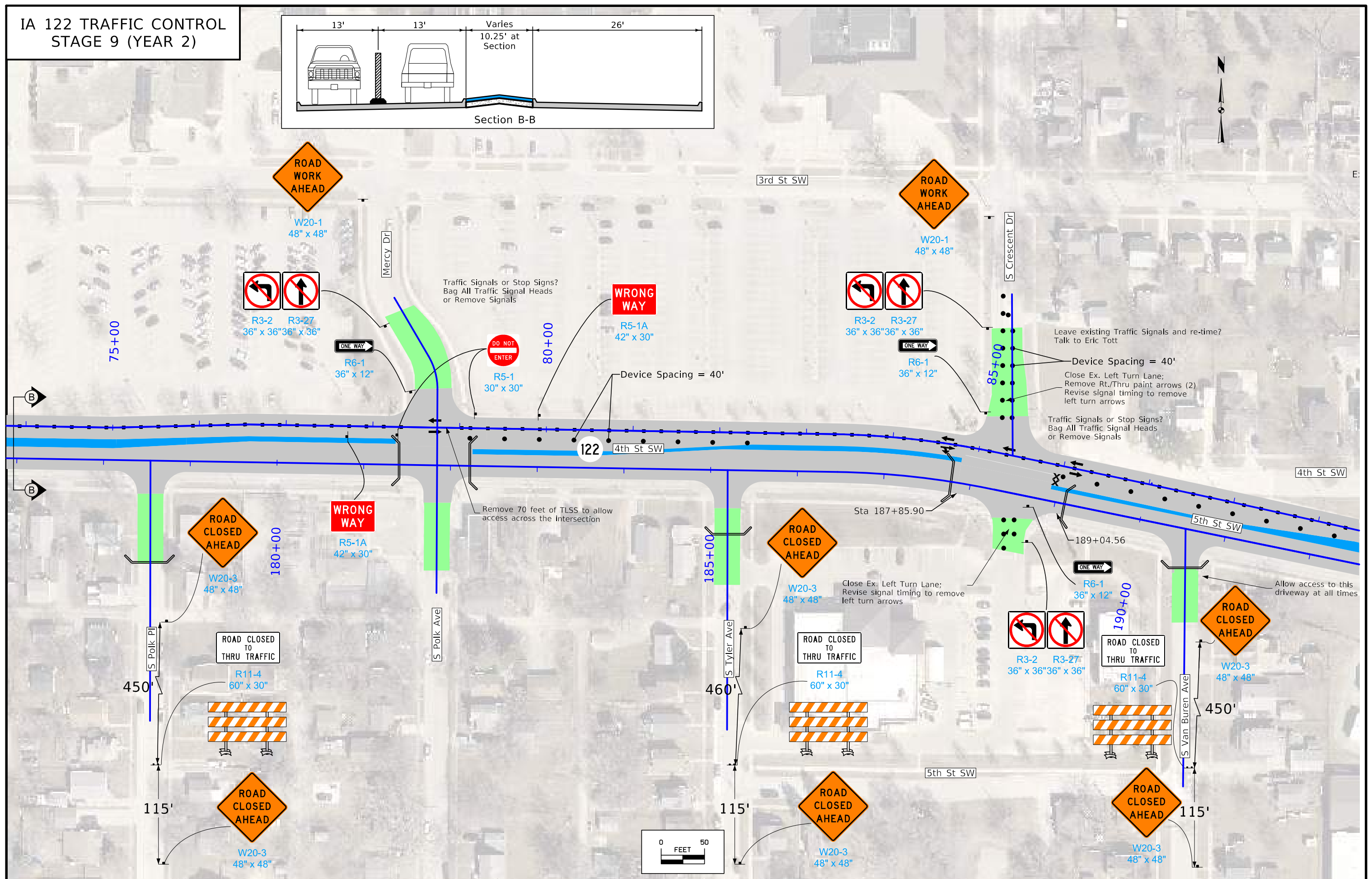
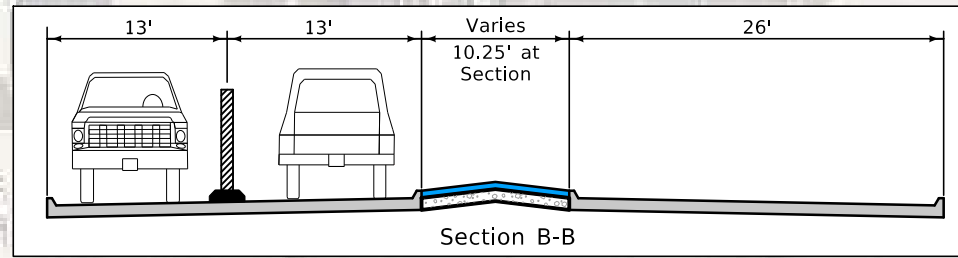


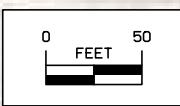
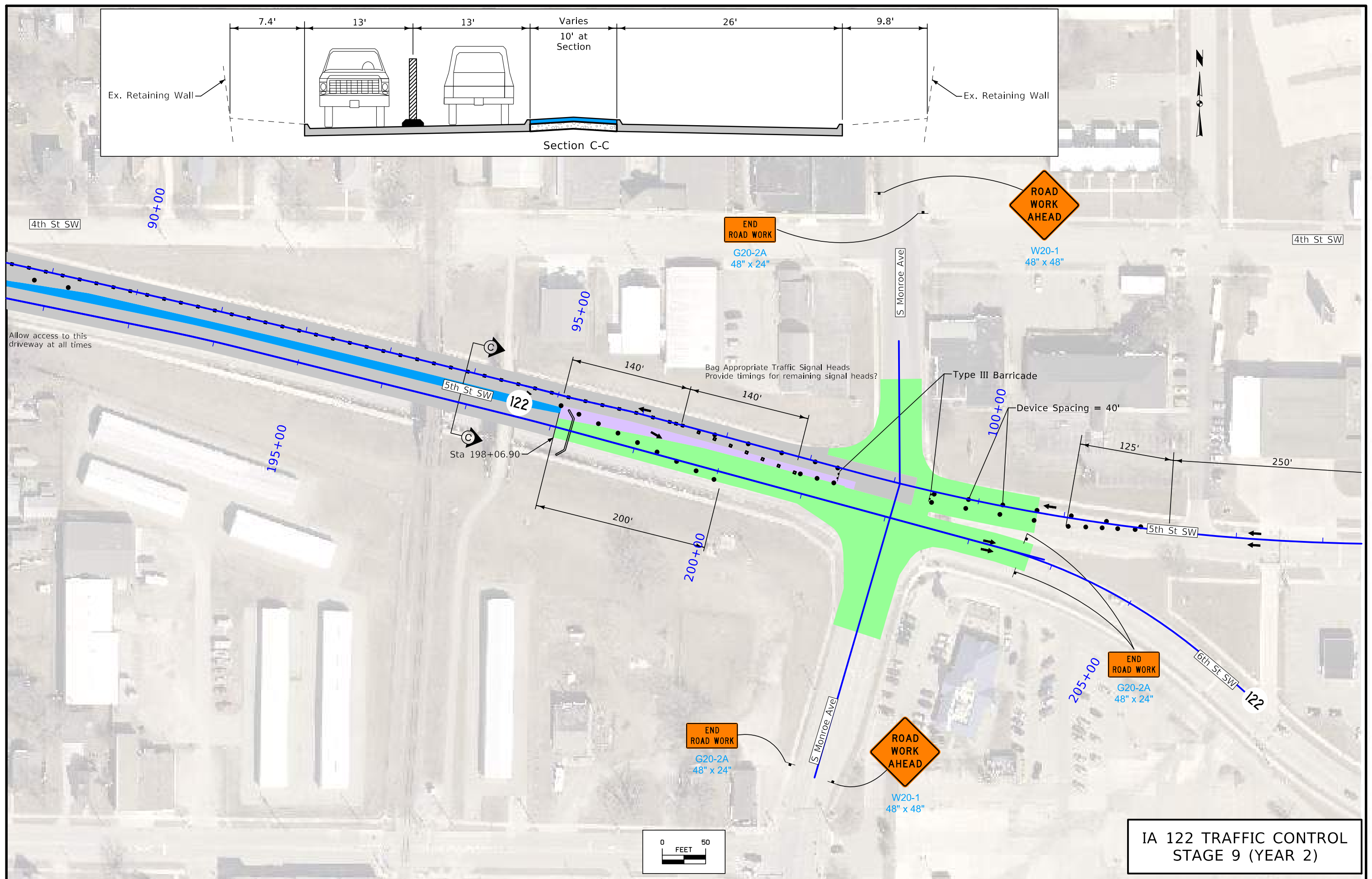
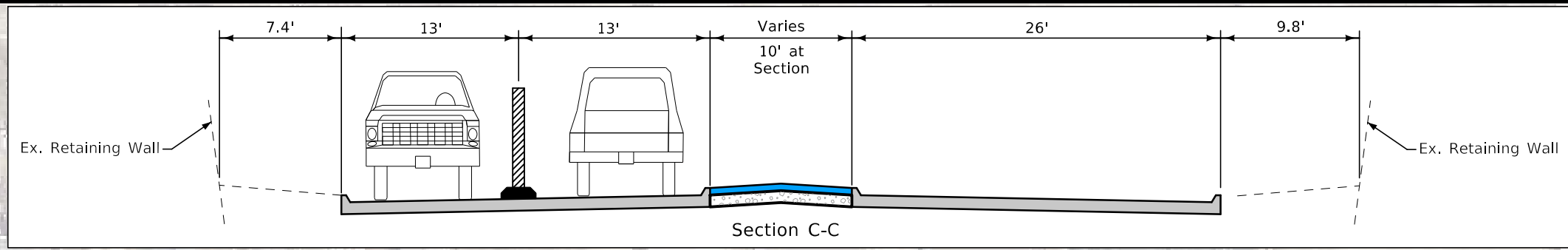
IA 122 TRAFFIC CONTROL
STAGE 9 (YEAR 2)

IA 122 TRAFFIC CONTROL
STAGE 9 (YEAR 2)



IA 122 TRAFFIC CONTROL
STAGE 9 (YEAR 2)

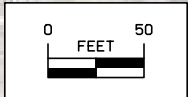


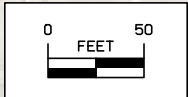


IA 122 TRAFFIC CONTROL
STAGE 9 (YEAR 2)

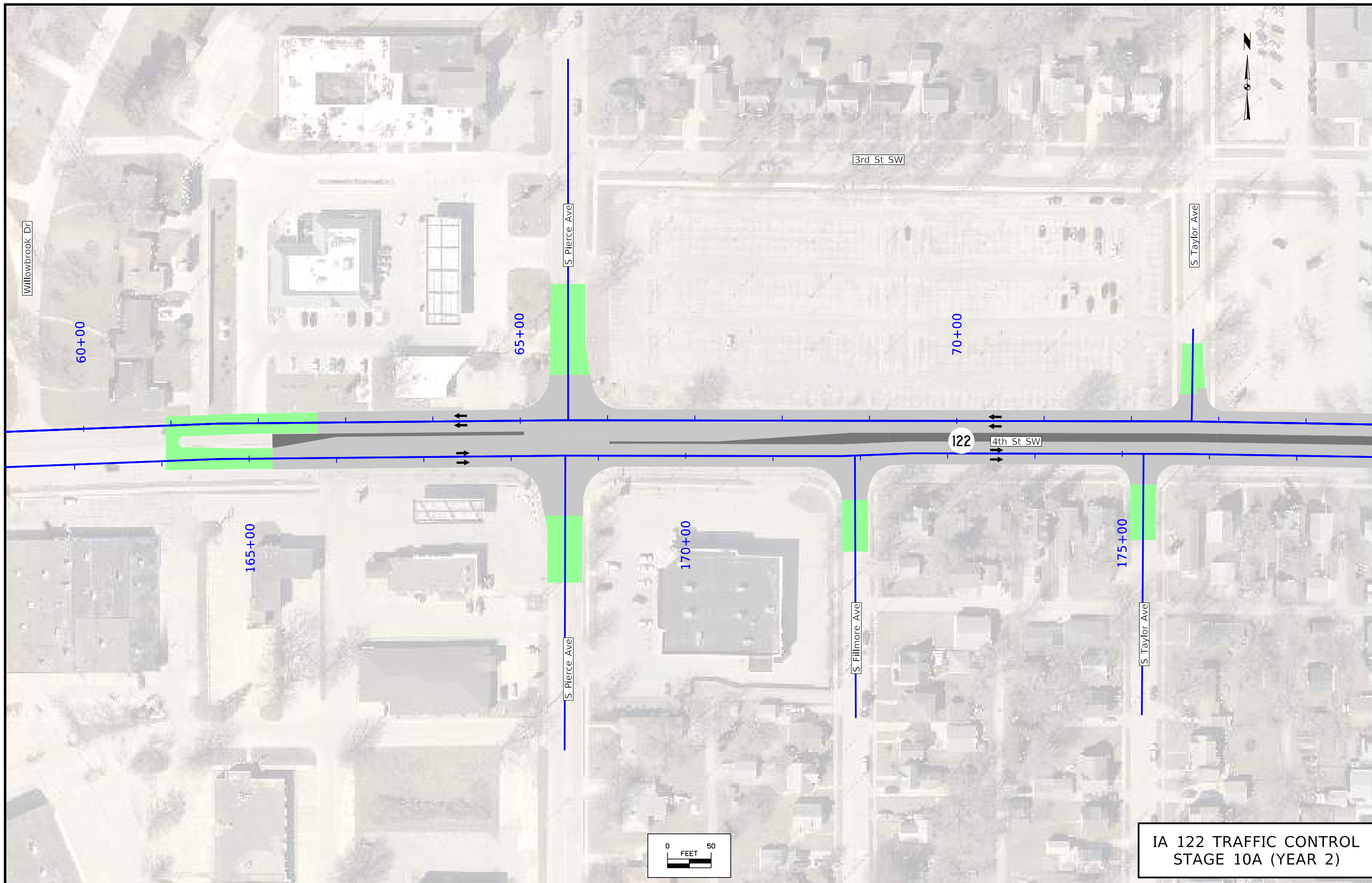


IA 122 TRAFFIC CONTROL
STAGE 9 (YEAR 2)

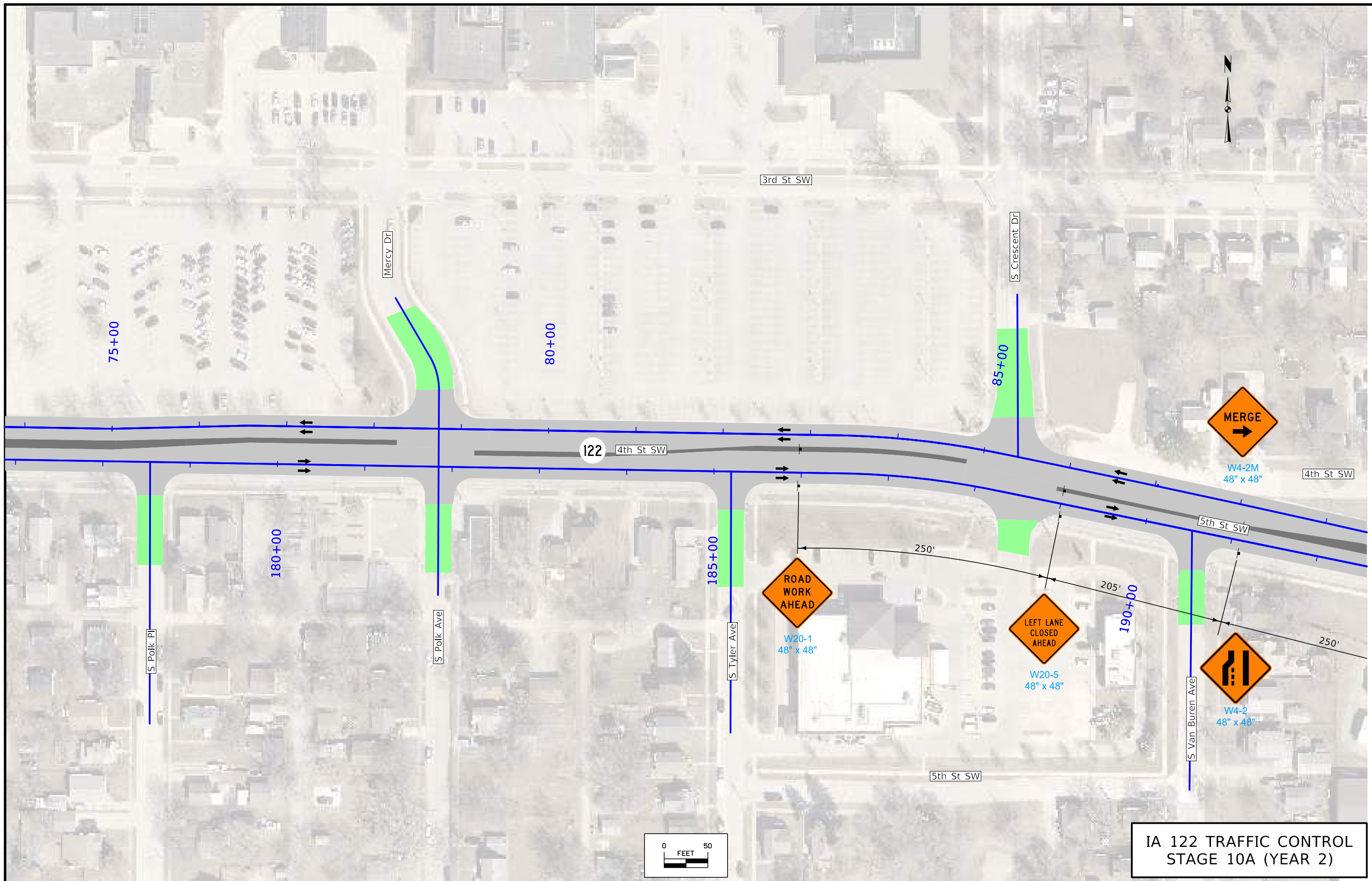




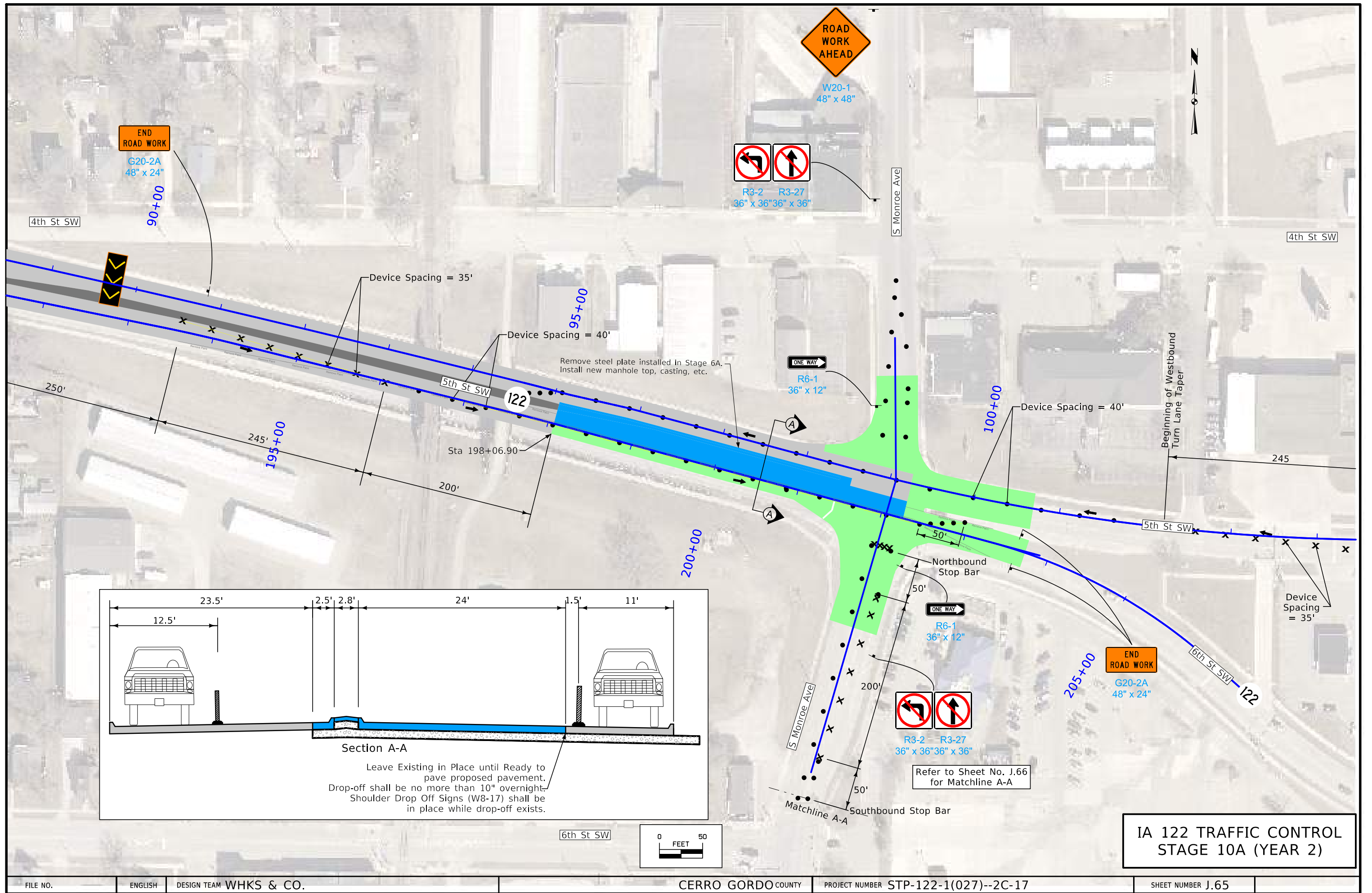
IA 122 TRAFFIC CONTROL
STAGE 10A (YEAR 2)

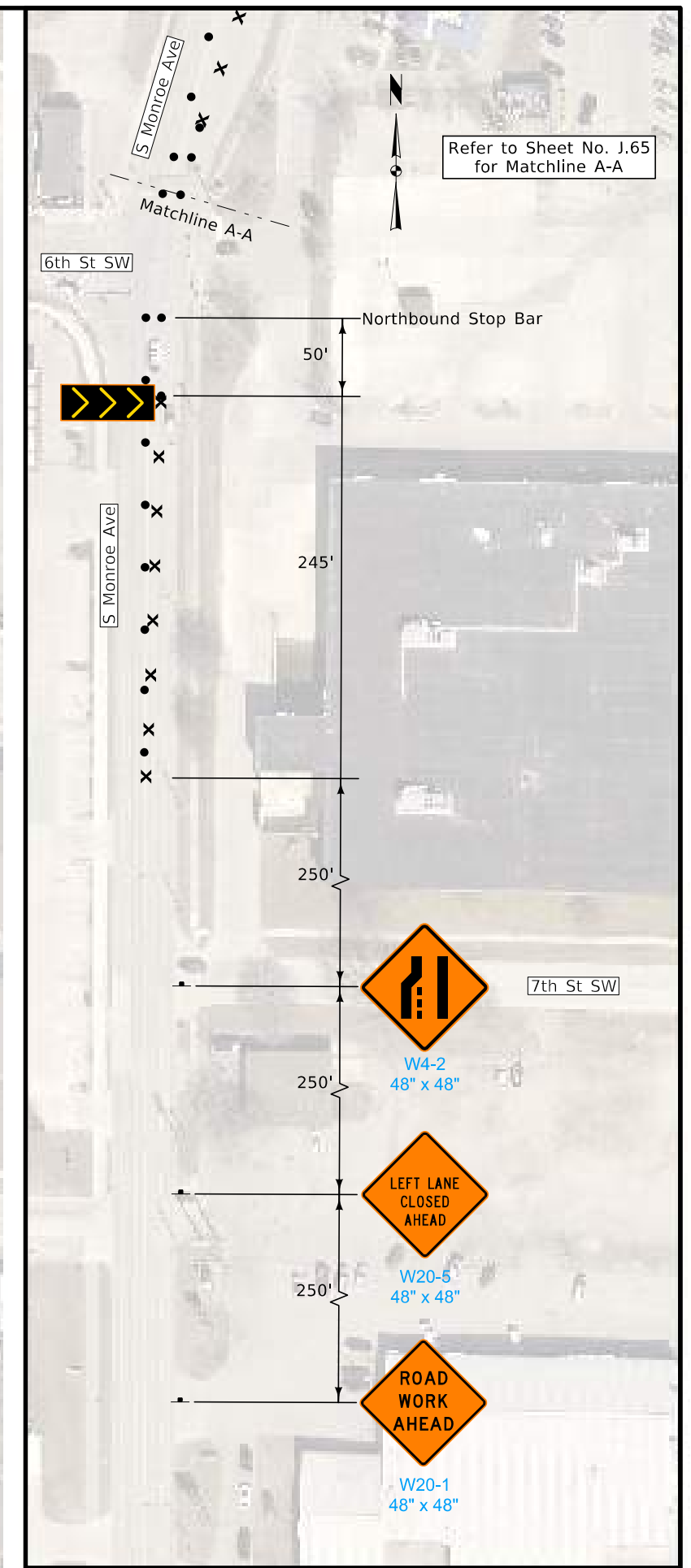
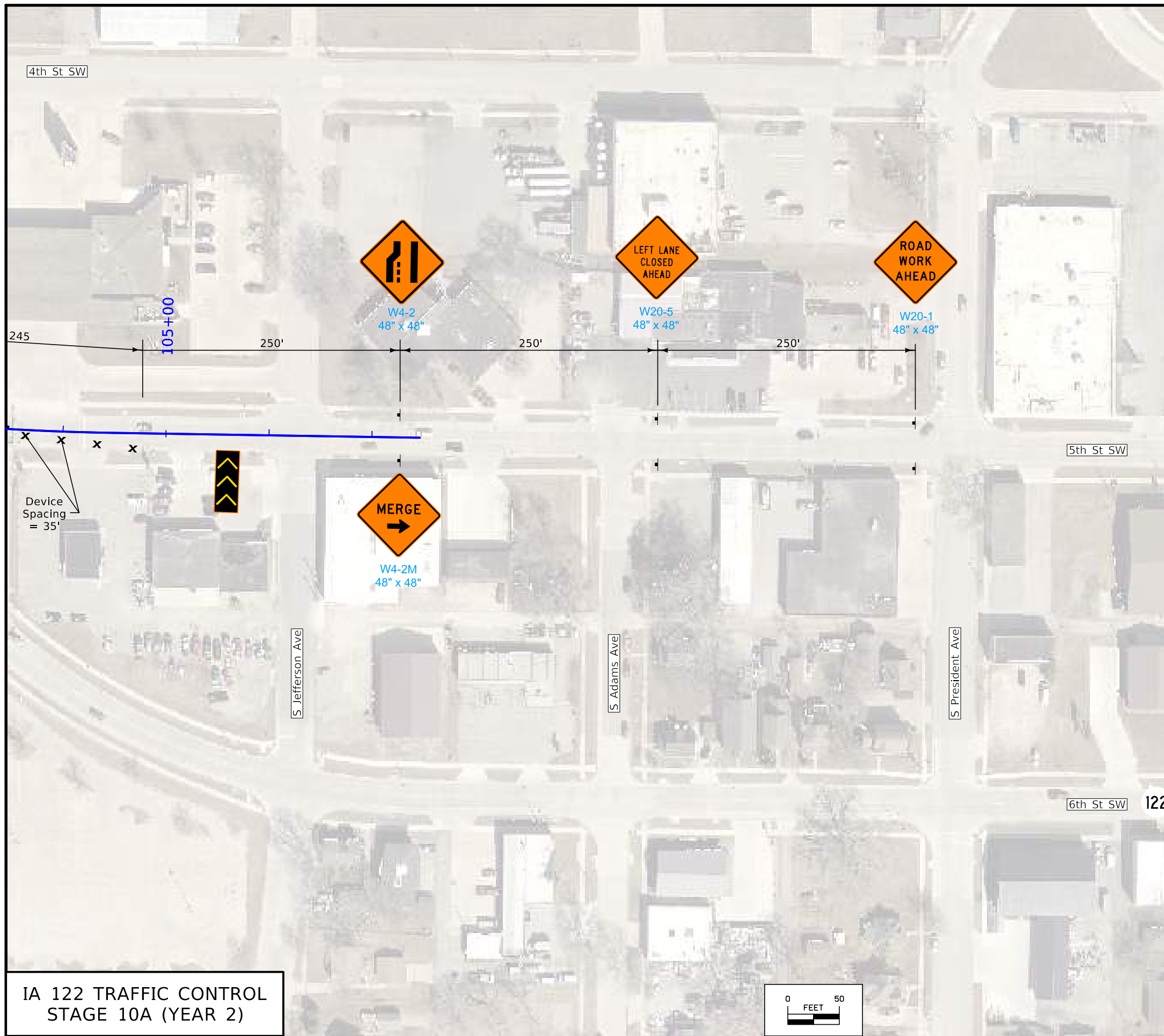


IA 122 TRAFFIC CONTROL
STAGE 10A (YEAR 2)

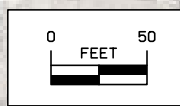


**IA 122 TRAFFIC CONTROL
STAGE 10A (YEAR 2)**



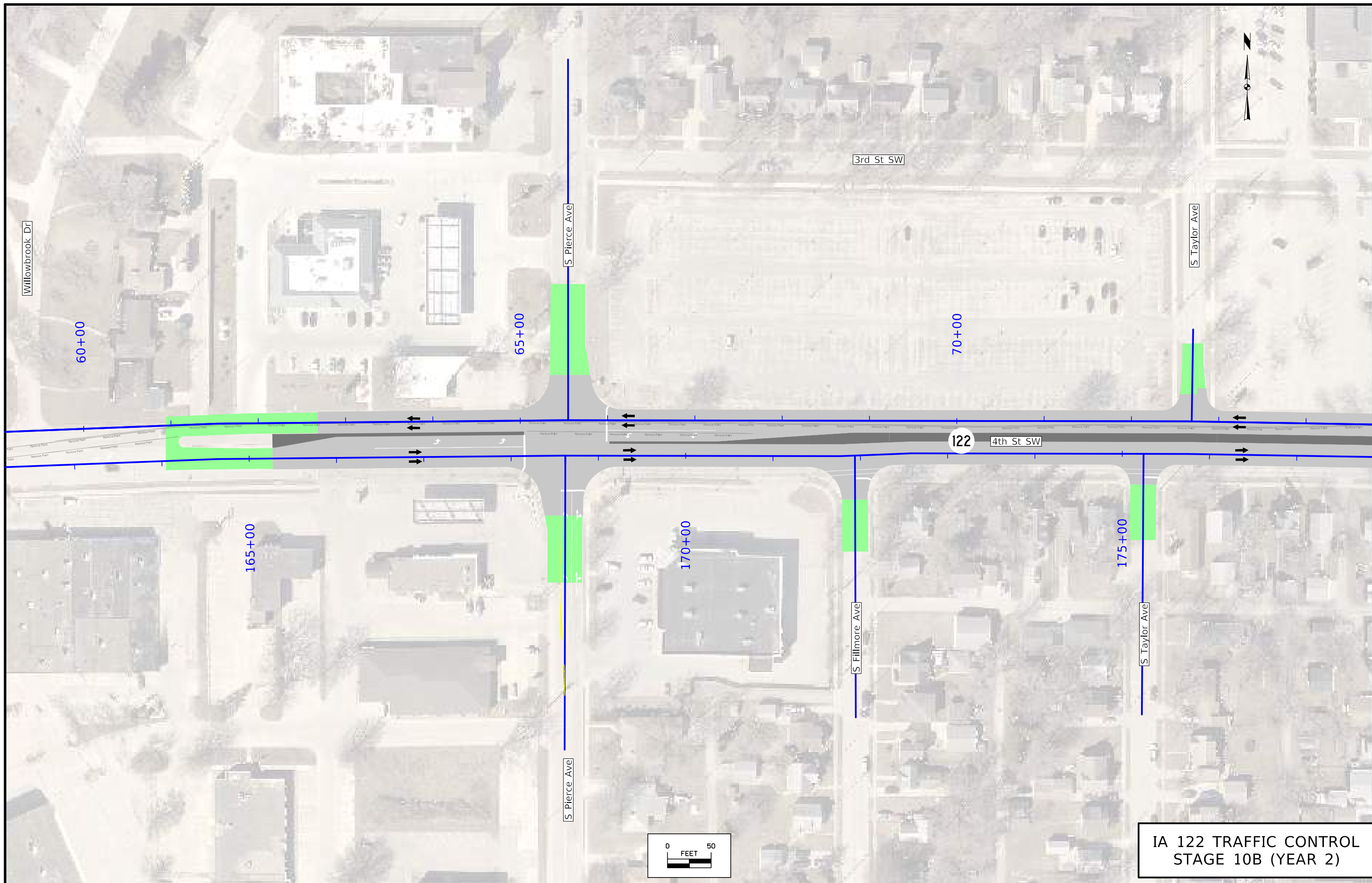


**IA 122 TRAFFIC CONTROL
STAGE 10A (YEAR 2)**

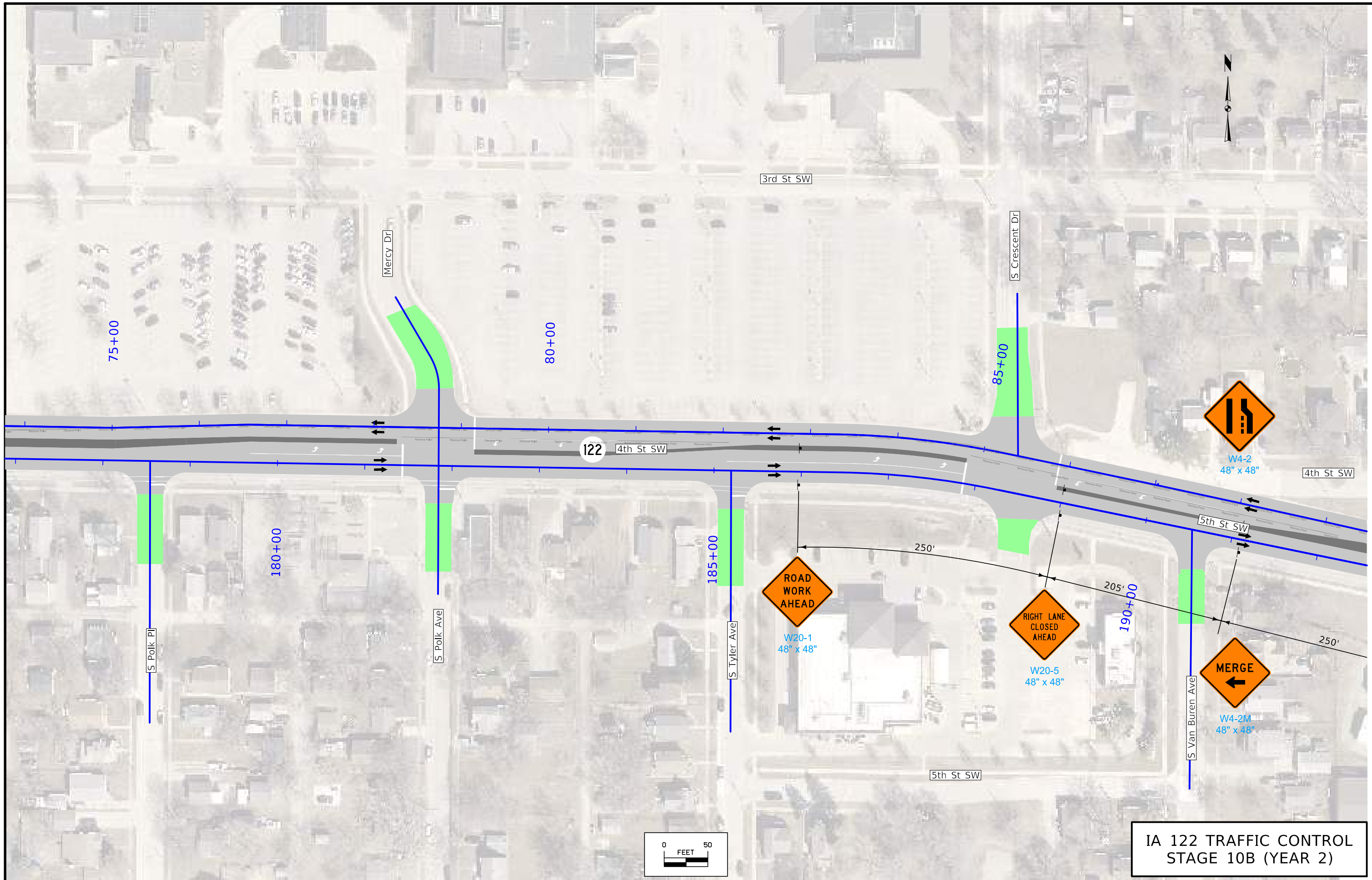




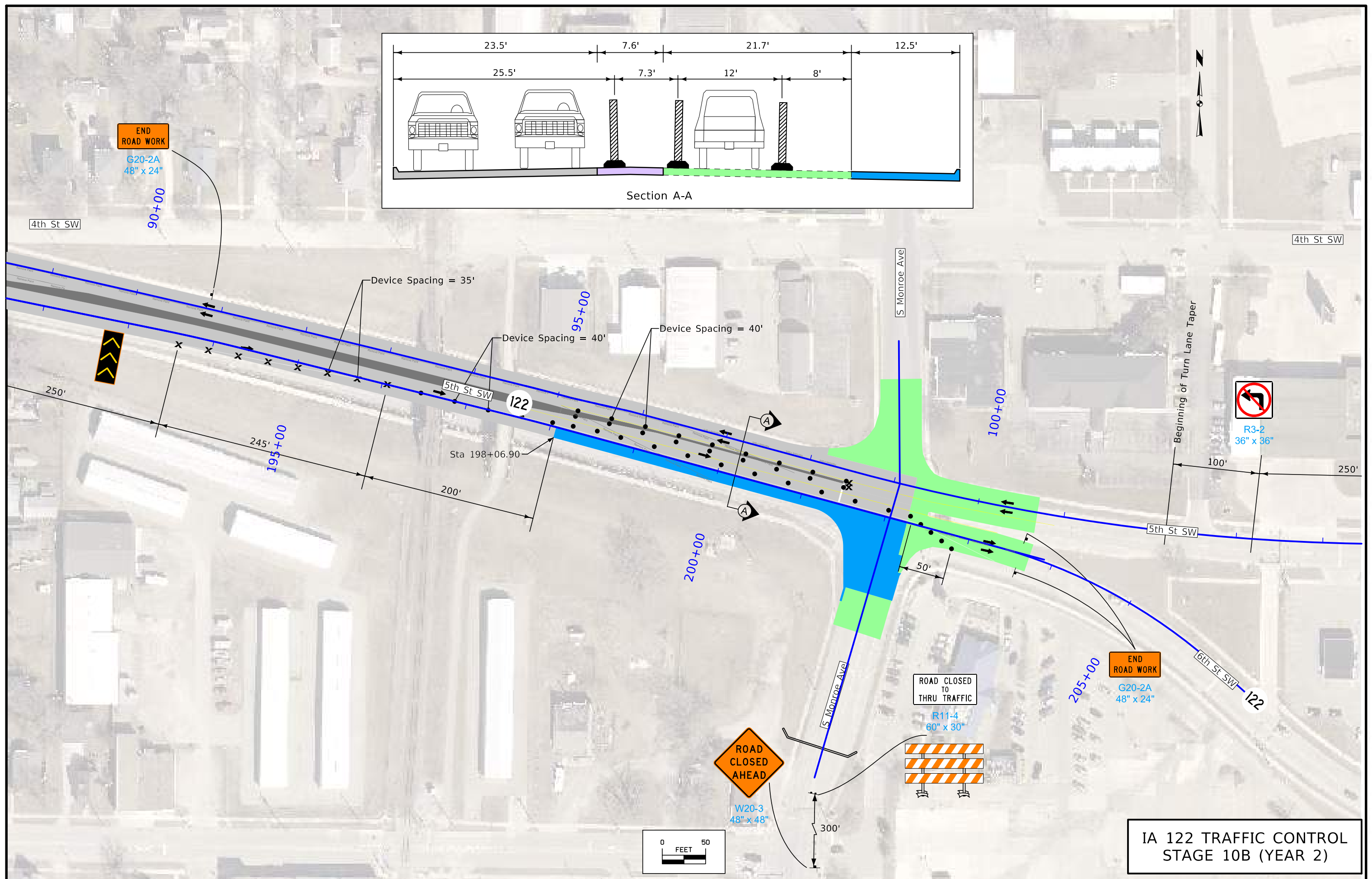
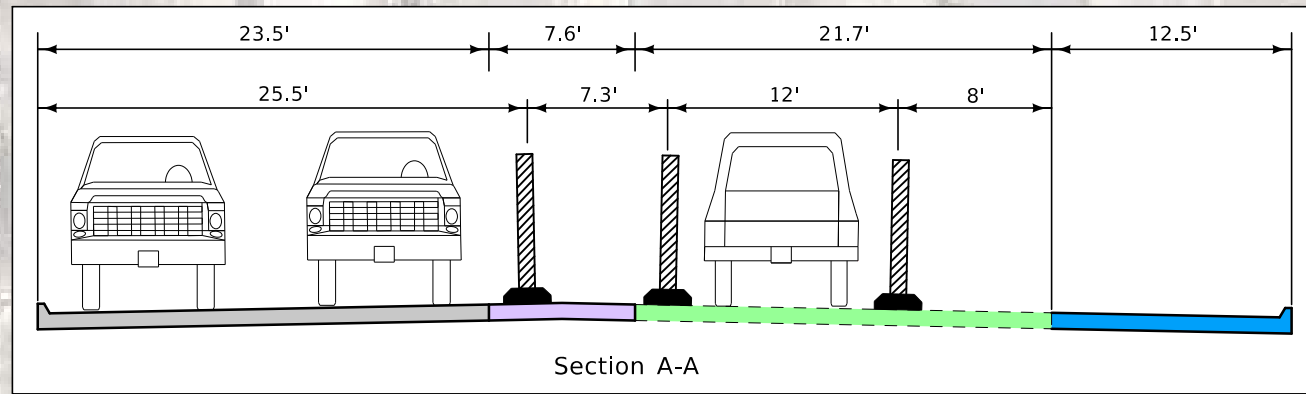
IA 122 TRAFFIC CONTROL
STAGE 10B (YEAR 2)



IA 122 TRAFFIC CONTROL
STAGE 10B (YEAR 2)



**IA 122 TRAFFIC CONTROL
STAGE 10B (YEAR 2)**



**IA 122 TRAFFIC CONTROL
STAGE 10B (YEAR 2)**



4th St SW



W20-1
48" x 48"

250'

105+00

5th St SW

S Jefferson Ave

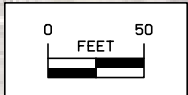
S Adams Ave

S President Ave

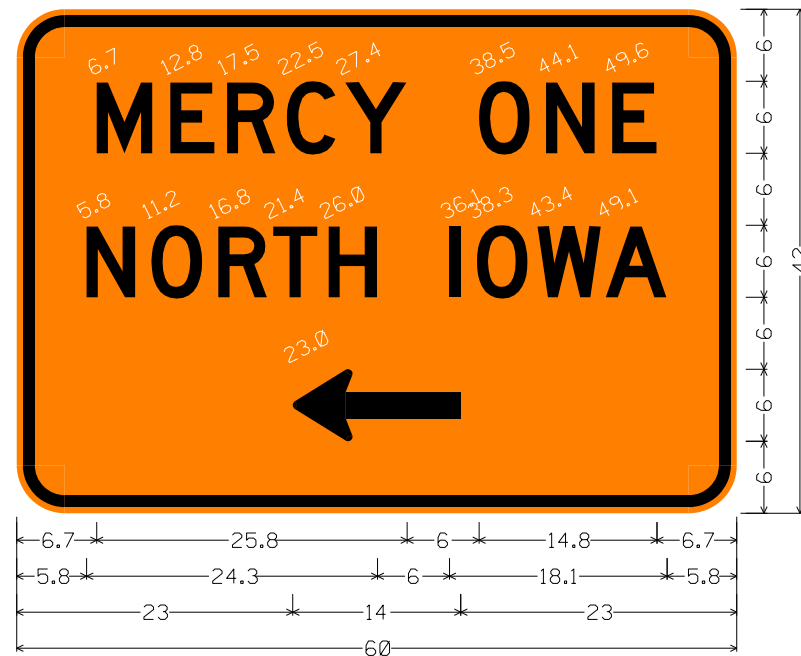
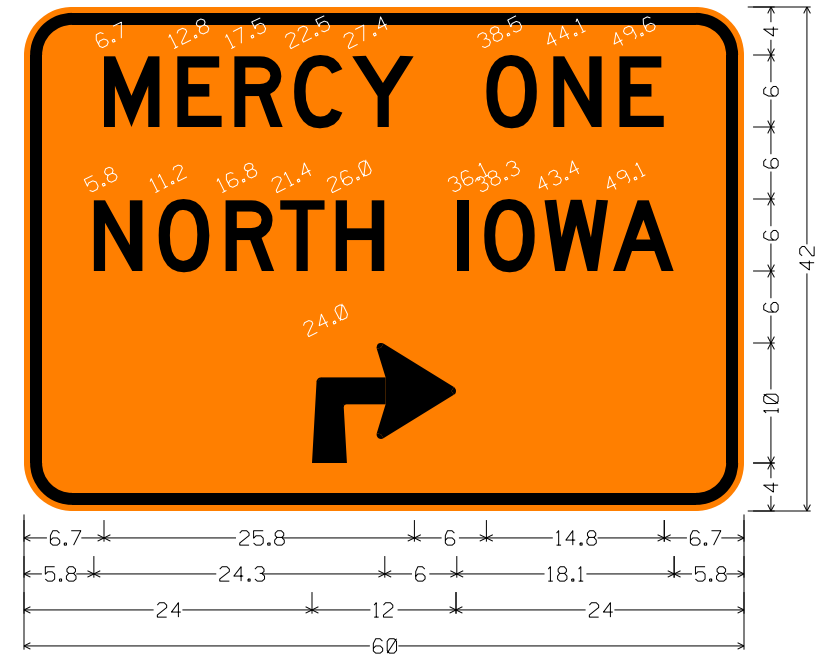
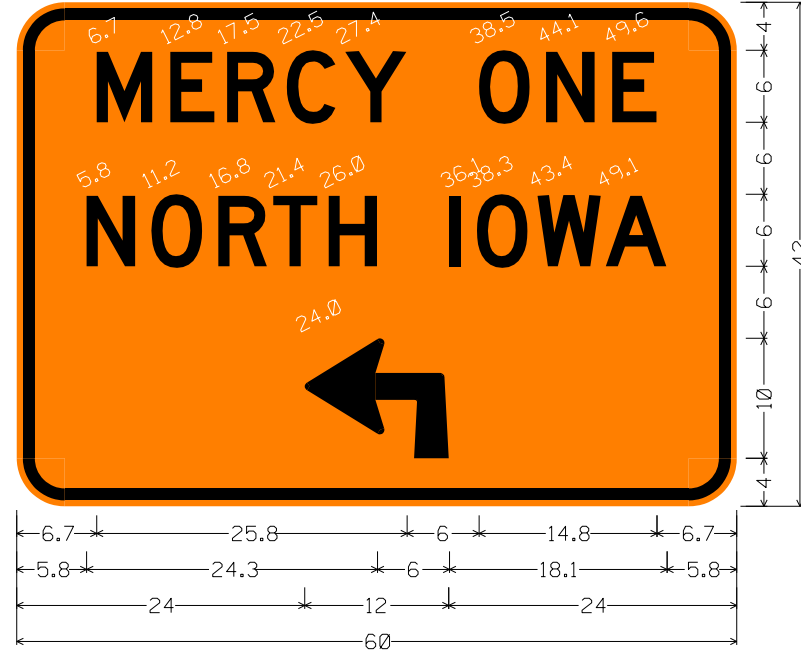
S Washington Ave

6th St SW

122



IA 122 TRAFFIC CONTROL
STAGE 10B (YEAR 2)



CUSTOM SIGNS

SURVEY SYMBOLS

| | | | |
|--|-----------------------------------|--|------------------------------|
| | Interstate Highway Symbol | | Septic Tank |
| | U.S. Highway Symbol | | Cistern |
| | Iowa Highway Symbol | | L.P. Gas Tank (No Footing) |
| | County Road Highway Symbol | | Underground Storage Tank |
| | Evergreen Tree | | Latrine |
| | Deciduous Tree | | Satellite TV Dish |
| | Fruit Tree | | Water Hook Up |
| | Shrub (Bushes) | | Radio Tower |
| | Timber | | Tower Anchor |
| | Hedge | | Guardrail (Beam or Cable) |
| | Stump | | Guard Post (one or two) |
| | Swamp | | Guard Post (over two) |
| | Rock Outcrop | | Filler Pipe |
| | Broken Concrete | | Gas Valve |
| | Revetment (Rip Rap) | | Water Valve |
| | Cemetery | | Speed Limit Sign |
| | Grave | | Mile Marker Post |
| | Cave | | Sign |
| | Sink Hole | | Traffic Signal Control Box |
| | Board Fence | | Rail Road Signal Control Box |
| | Chain Link or Security Fence | | Telephone Switch Box |
| | Wire Fence | | Electric Box |
| | Terrace | | |
| | Earth Dam or Dike (Existing) | | |
| | Tile Outlet | | |
| | Edge of Water | | |
| | Existing Drainage | | |
| | Right of Way Rail or Lot Corner | | |
| | Concrete Monument | | |
| | Well | | |
| | Windmill | | |
| | Beehive Intake | | |
| | Existing Intake | | |
| | Existing Utility Access (Manhole) | | |
| | Fire Hydrant | | |
| | Water Hydrant (Rural) | | |

UTILITY LEGEND

| | |
|--|---|
| | MASON CITY Steven Olney 641-421-3605 solney@masoncity.net |
| | ALLIANT ENERGY Alliant Energy Field Engineer 800-255-4268 locate_IPL@alliantenergy.com |
| | MERCY MEDICAL CENTER NORTH IA Todd Cash / Tony Bauman 641-494-9198 / 563-542-1045 cash@mercyhealth.com / baumana@mercyhealth.com |
| | CENTURYLINK Sadie Hull 918-547-0147 sadie.hull@lumen.com |
| | MNA/BLUEBIRD Jamie Scott 314-270-8738 james.scott@bluebirdnetwork.com |
| | IOWA HOSPITAL ASSOCIATION Shannon Marlow 800-572-3940 icnoutsidplantiowaonecall@iowa.gov |
| | LUMEN Mindi Burgett 515-263-7230 mindi.burgett@lumen.com |
| | CLEAR LAKE INDEPENDENT TEL Brad Emerson 641-355-2113 brademerson@ctel.com |
| | ALLIANT ENERGY Alliant Energy Field Engineer 800-255-4268 locate_IPL@alliantenergy.com |
| | MASON CITY SANITARY SEWER Scott Bratrud 641-421-3691 sbratrud@masoncity.net |
| | MASON CITY STORM SEWER Mark Rahm 641-421-3605 mrahm@masoncity.net |
| | MASON CITY WATER DEPARTMENT Don Thorson 641-4213683 onecall@masoncity.net |

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

| LINework | Design Color No. | Description |
|------------------|------------------|--|
| Green | (2) | Existing Topographic Features |
| Magenta | (5) | Existing Utilities |
| Blue | (1) | Alignment, Stationing, Tic Marks, and Alignment Annotation |
| Blue, Light | (230) | Proposed Storm Sewer Details |
| Orange | (6) | Existing Storm Sewer Details |
| Rust | (14) | Proposed Sanitary Sewer Details |
| Green, Dark | (233) | Existing Sanitary Sewer Details |
| Purple | (15) | Proposed Water Main Details |
| SHADING | | |
| Design Color No. | Description | |
| Gray, Light | (48) | Proposed Pavement Shading |
| Gray, Dark | (112) | Proposed Median Shading |
| Tan | (8) | Proposed Sidewalk Shading |

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

| LINework | Design Color No. | Description |
|--------------|------------------|--|
| Green, Light | (10) | Existing Ground Line Profile |
| Black | (0) | Proposed Ground Profile |
| Blue | (1) | Proposed Profile and Annotation |
| Blue, Light | (230) | Proposed Storm Sewer Pipes and Intakes |
| Orange | (6) | Existing Storm Sewer Pipes and Intakes |
| Rust | (14) | Proposed Sanitary Pipes and Structures |
| Green, Dark | (233) | Existing Sanitary Pipes and Structures |
| Purple | (15) | Proposed Water Main |

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

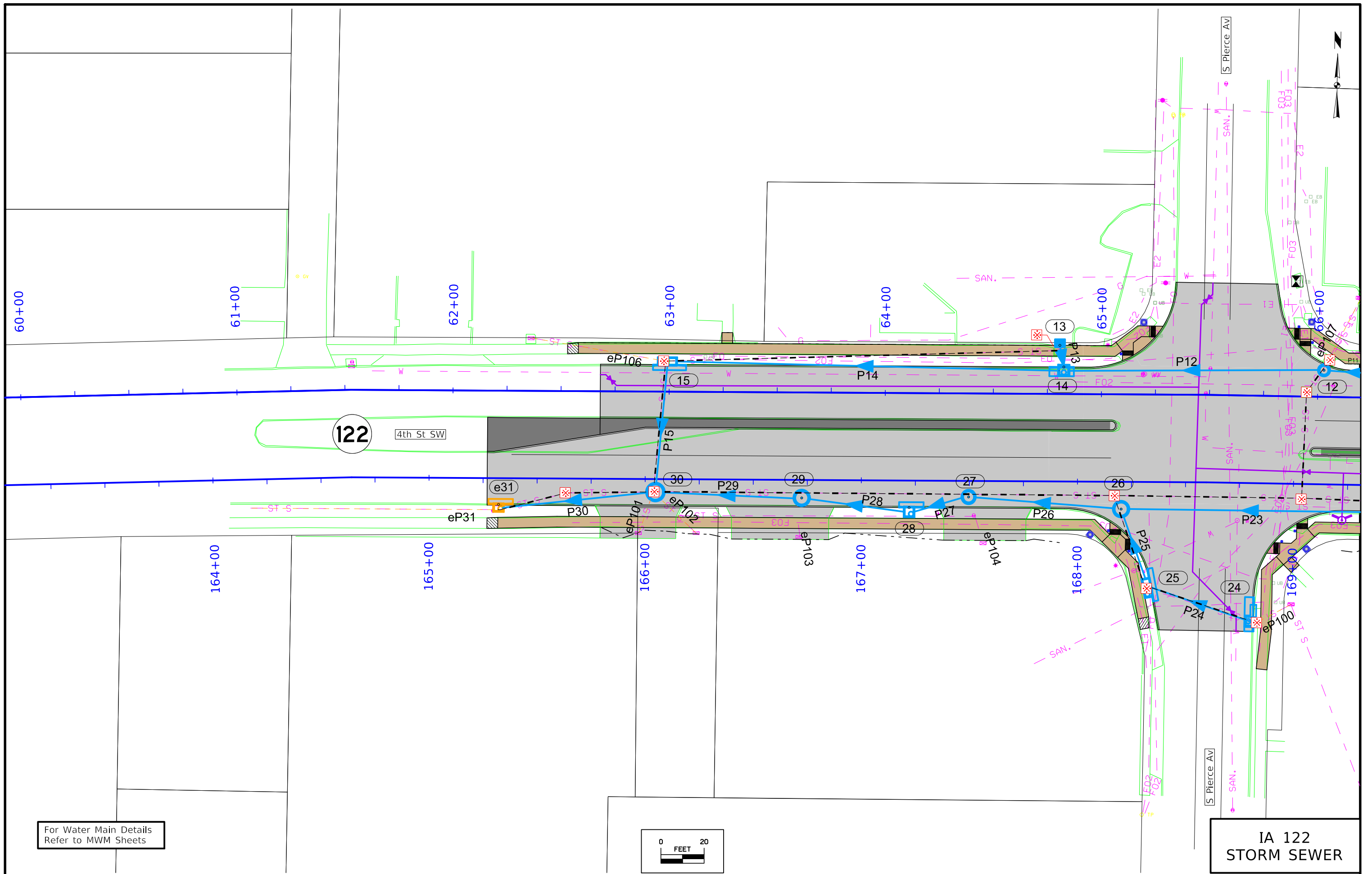
| | |
|--|---|
| | Ground Line Intercept |
| | Plug and Abandon Existing Pipe or Structure |
| | Removal of Existing Pipe |
| | Previously Constructed Pipe or Structure |
| | Direction of Pipe Flow |
| | Remove Structure |

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

| | |
|--|--|
| | Existing Ground |
| | Proposed Ground |
| | Previously Constructed Pipe or Structure |
| | Proposed Pipe or Structure |

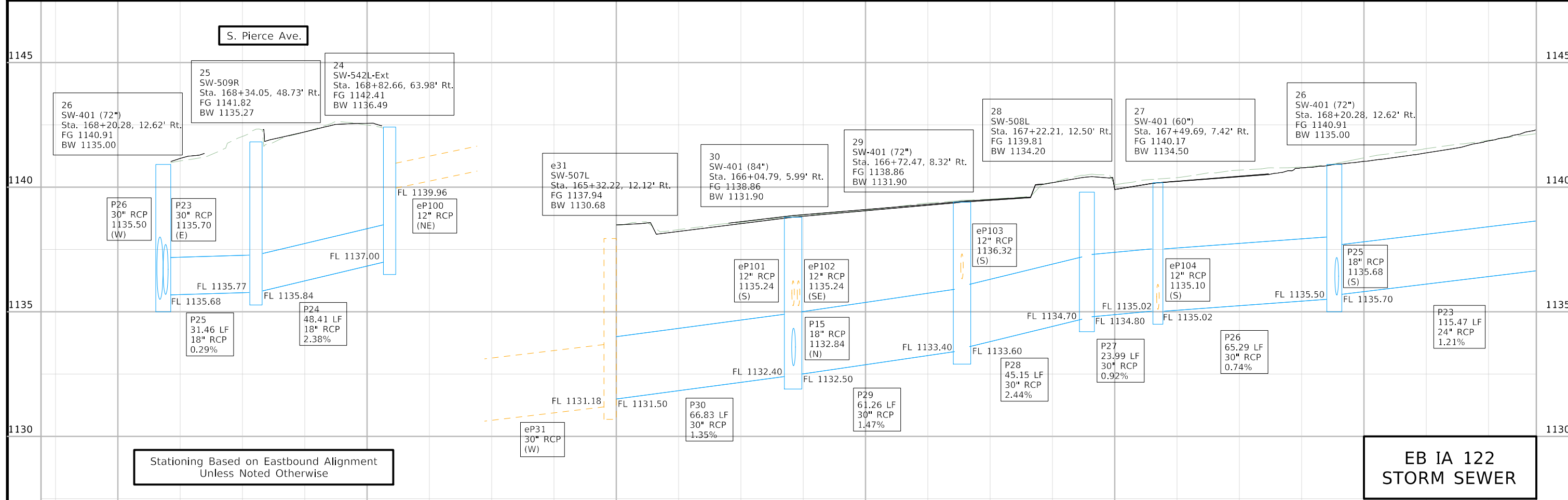
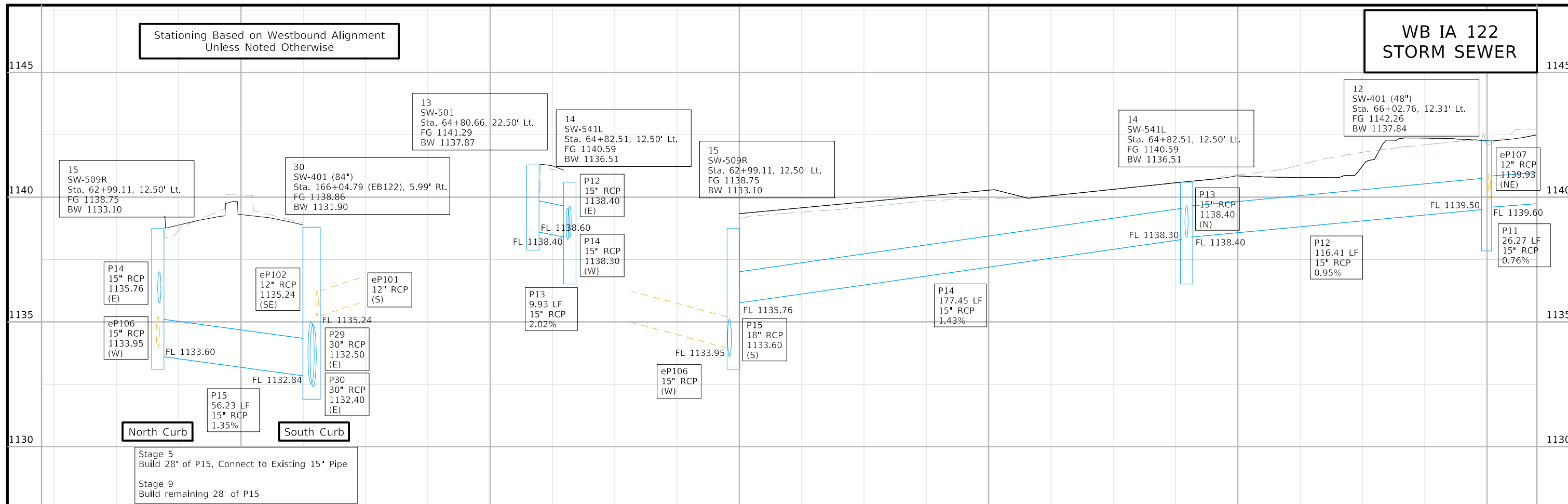
STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)

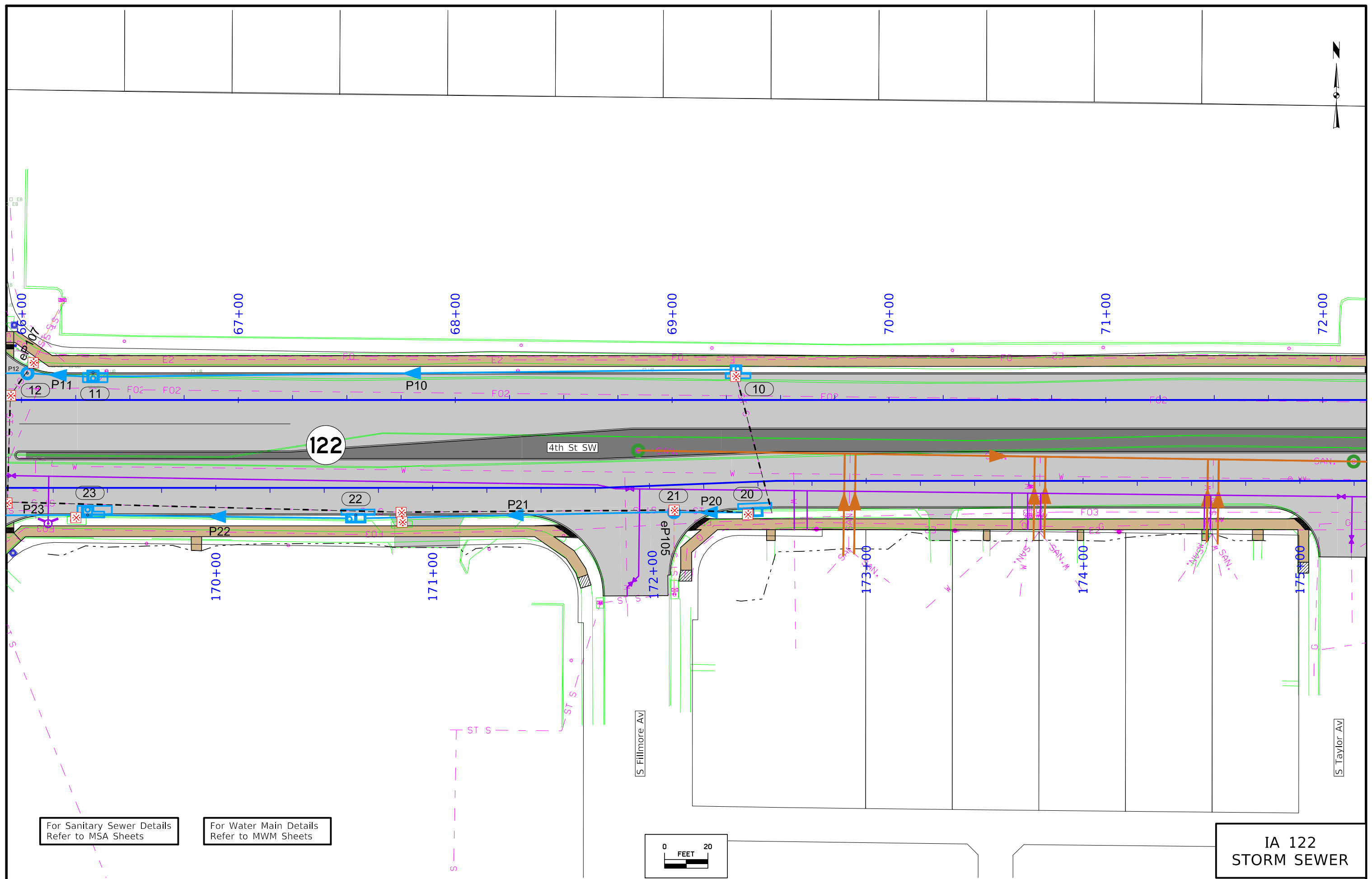


For Water Main Details
Refer to MWM Sheets

IA 122
STORM SEWER

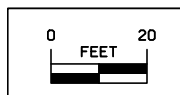


| | | | | | |
|----------|---------|------------------------|--------------------|--------------------------------------|------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER M.3 |
|----------|---------|------------------------|--------------------|--------------------------------------|------------------|



For Sanitary Sewer Details
Refer to MSA Sheets

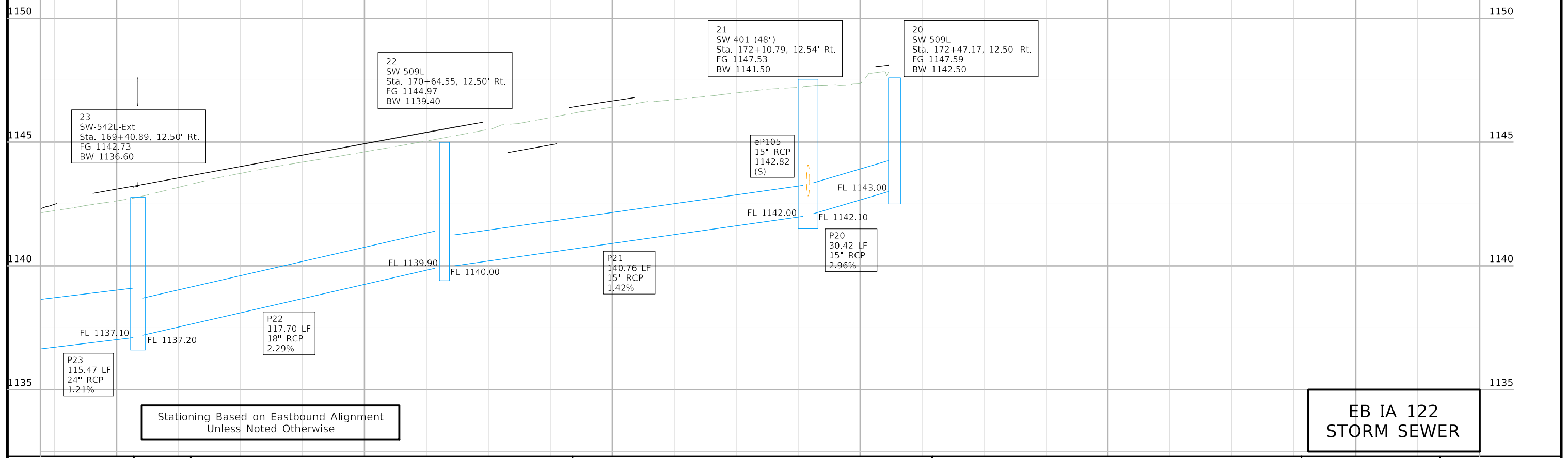
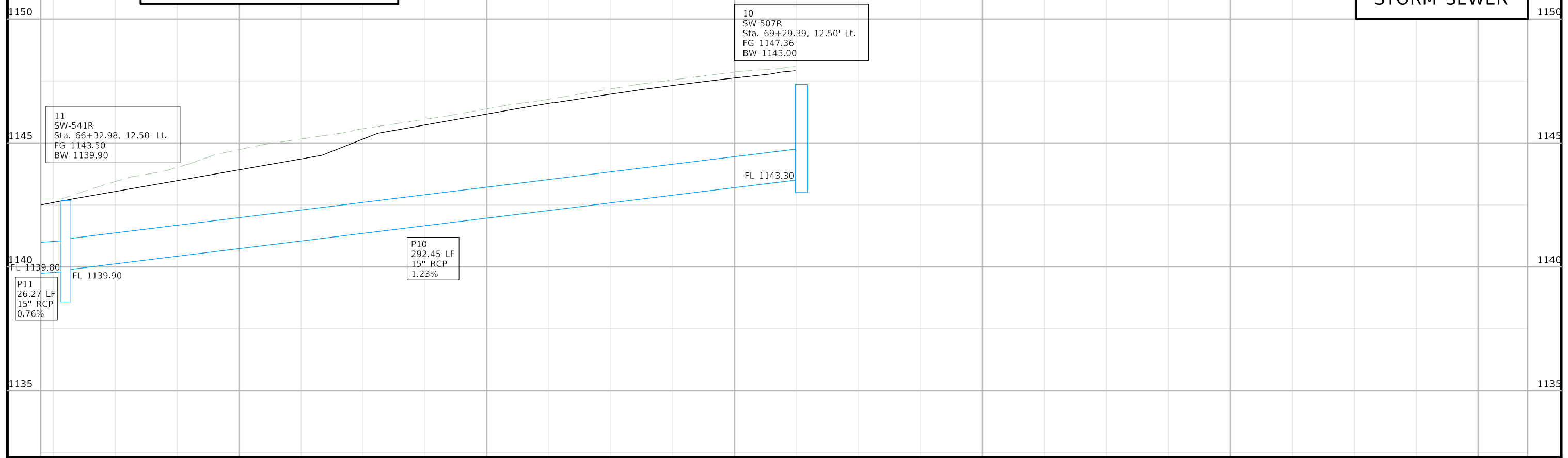
For Water Main Details
Refer to MWM Sheets



**IA 122
STORM SEWER**

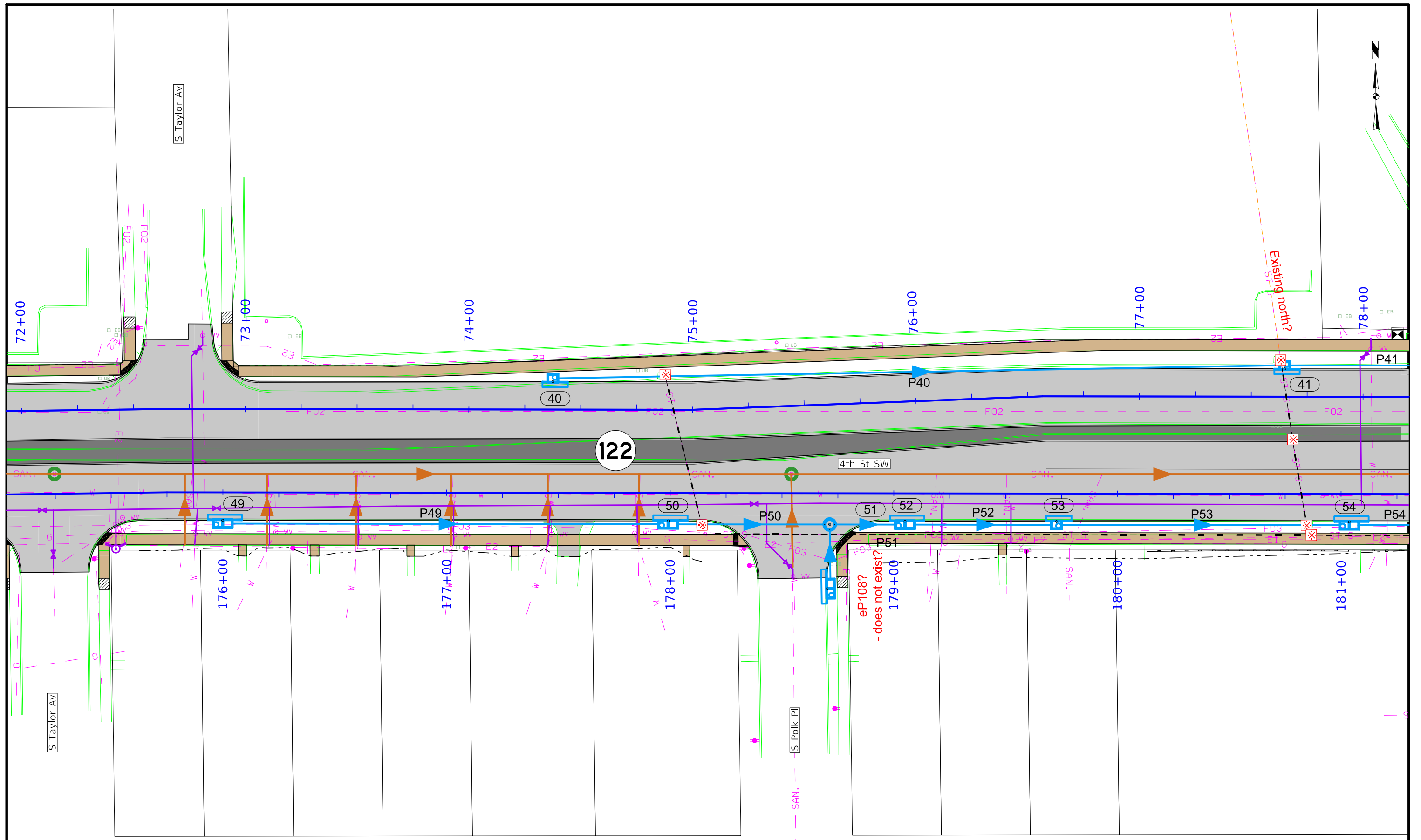
Stationing Based on Westbound Alignment
Unless Noted Otherwise

WB IA 122
STORM SEWER



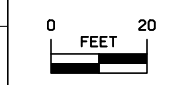
Stationing Based on Eastbound Alignment
Unless Noted Otherwise

EB IA 122
STORM SEWER



For Sanitary Sewer Details
Refer to MSA Sheets

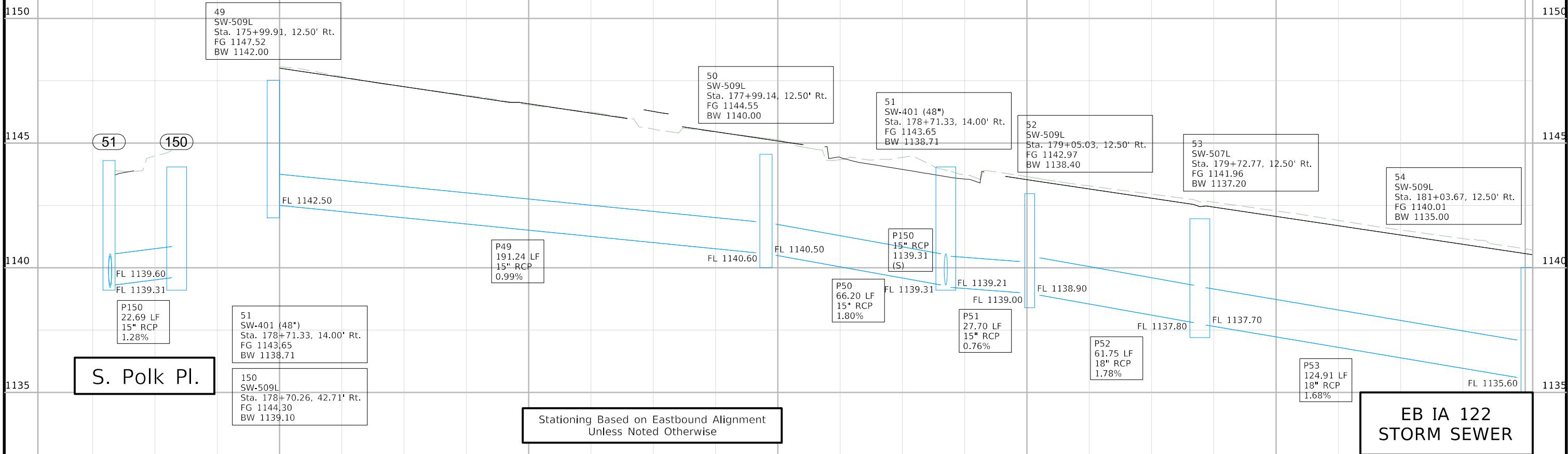
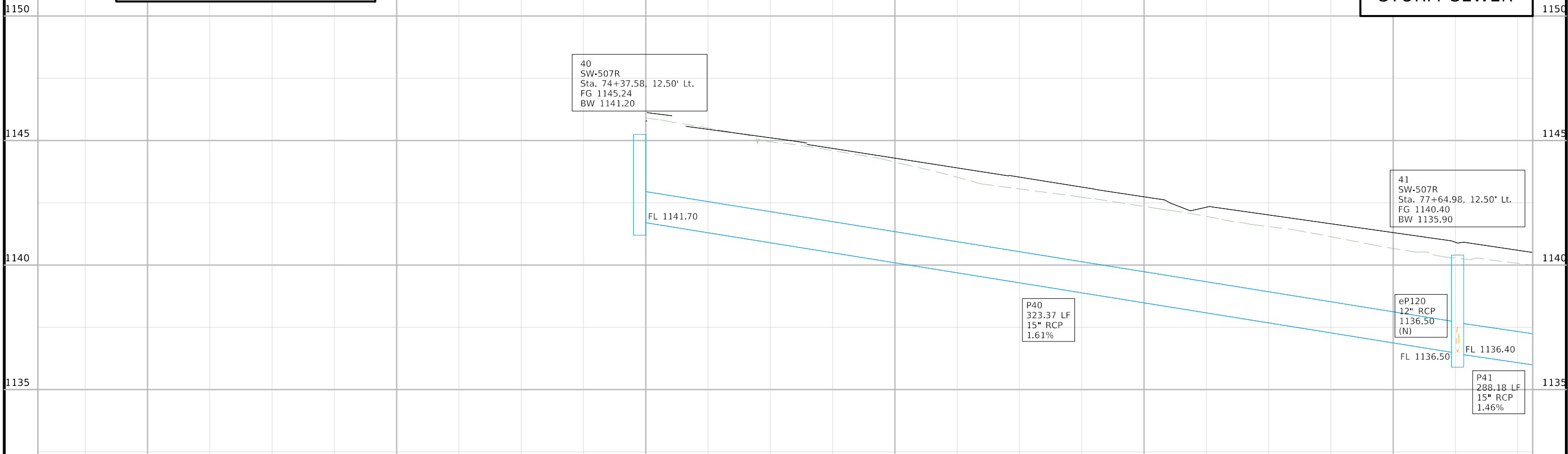
For Water Main Details
Refer to MWM Sheets



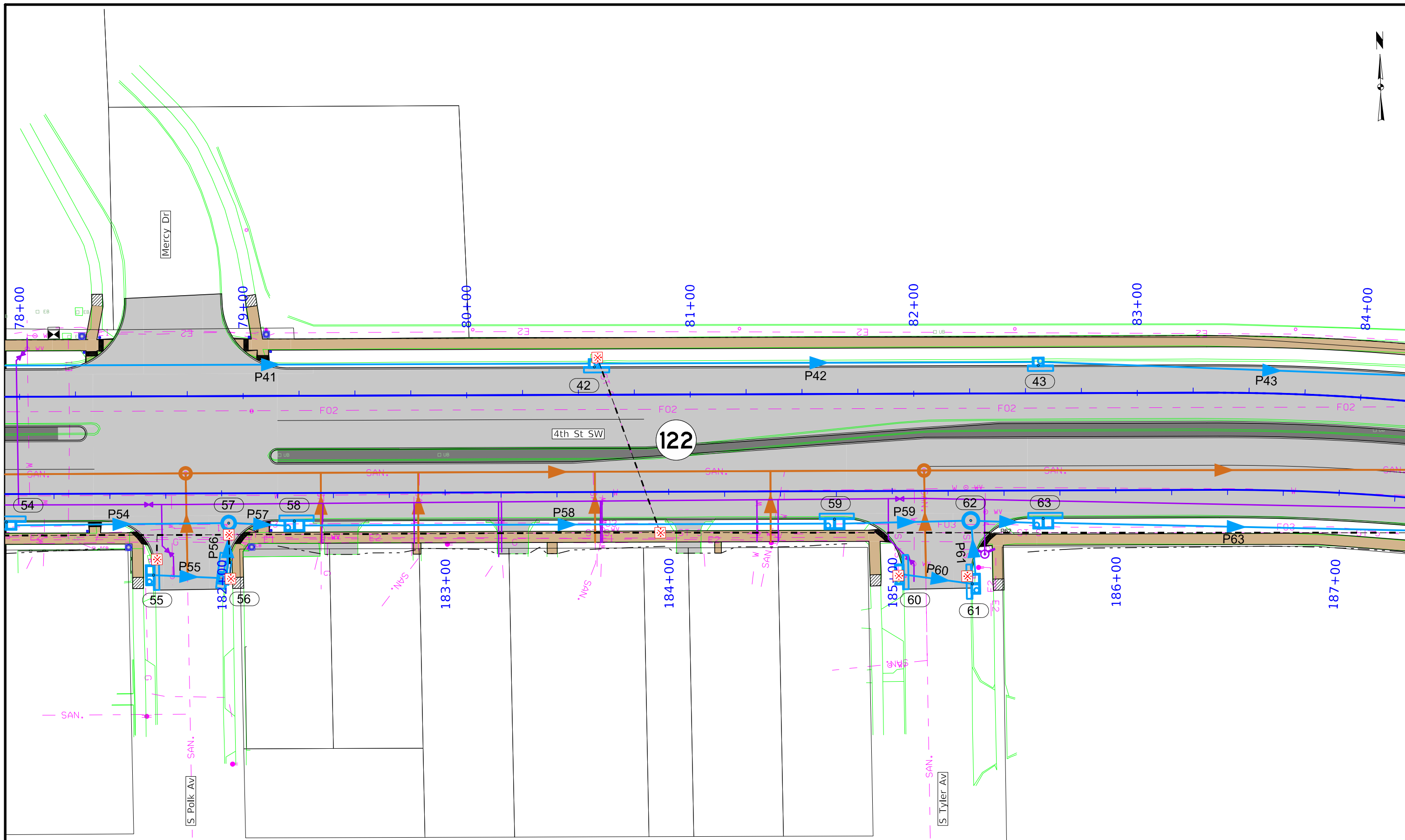
IA 122
STORM SEWER

Stationing Based on Westbound Alignment Unless Noted Otherwise

WB IA 122 STORM SEWER

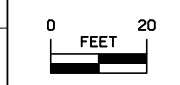


EB IA 122 STORM SEWER



For Sanitary Sewer Details
Refer to MSA Sheets

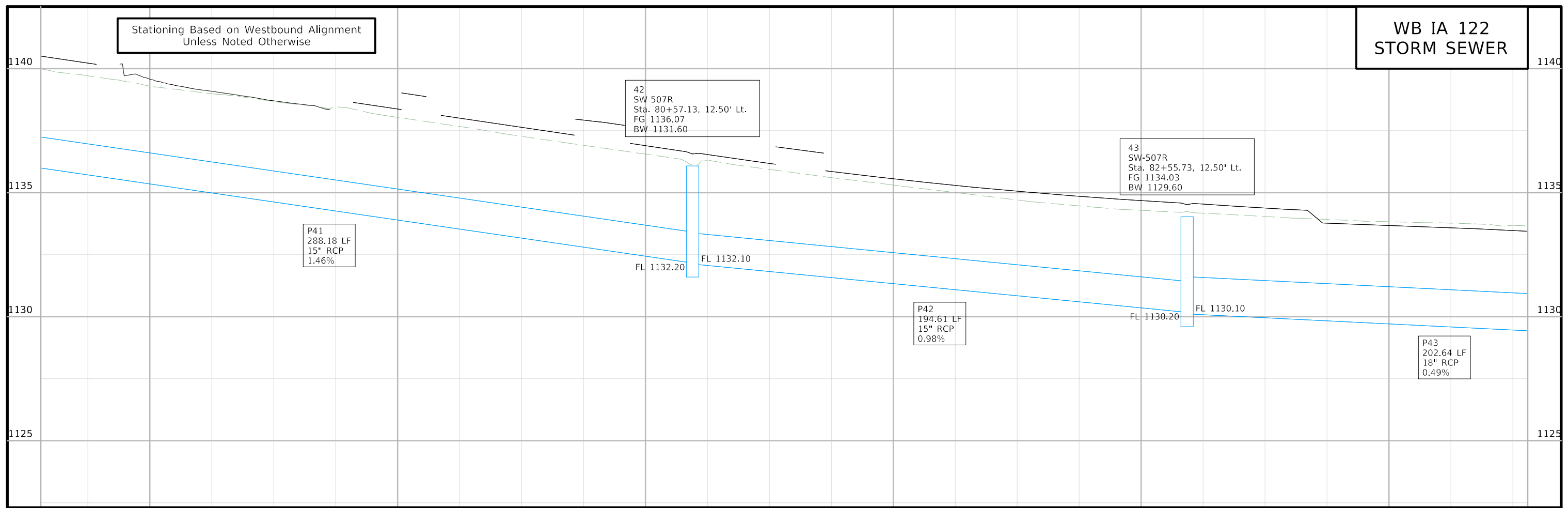
For Water Main Details
Refer to MWM Sheets



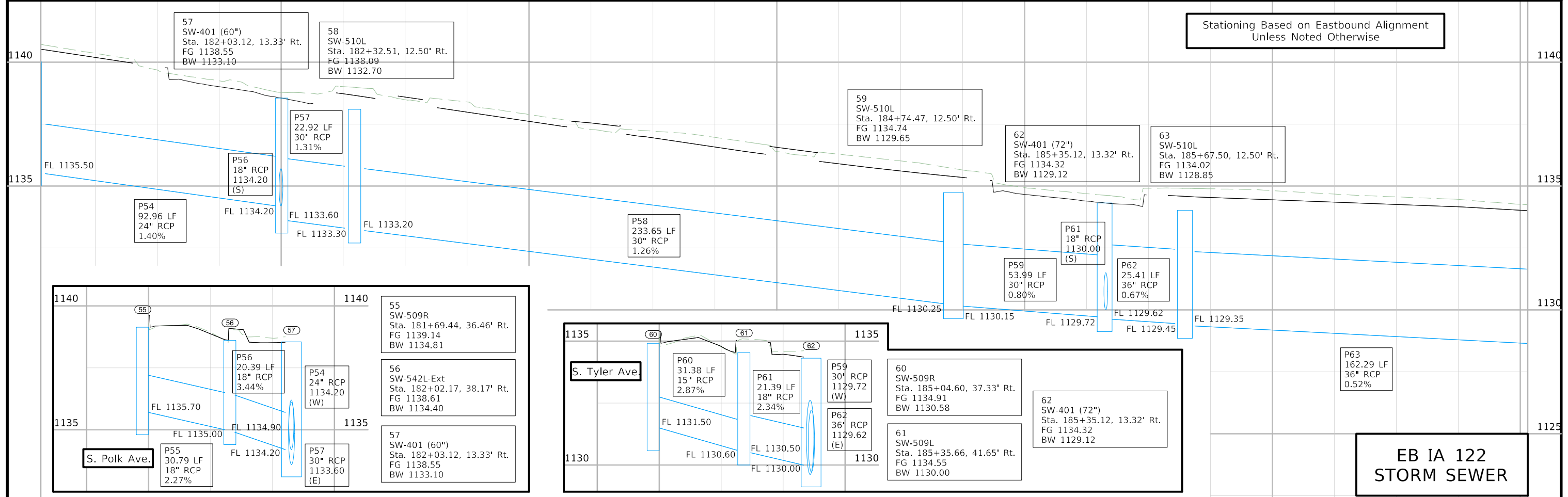
**IA 122
STORM SEWER**

Stationing Based on Westbound Alignment Unless Noted Otherwise

WB IA 122
STORM SEWER



Stationing Based on Eastbound Alignment Unless Noted Otherwise



S. Polk Ave.

55 SW-509R
Sta. 181+69.44, 36.46' Rt.
FG 1139.14
BW 1134.81

56 SW-542L-Ext
Sta. 182+02.17, 38.17' Rt.
FG 1138.61
BW 1134.40

57 SW-401 (60")
Sta. 182+03.12, 13.33' Rt.
FG 1138.55
BW 1133.10

P54 24" RCP (W)
P55 18" RCP
P56 18" RCP 3.44%
P57 30" RCP (E)

FL 1135.70
FL 1135.00
FL 1134.90
FL 1134.20
FL 1133.60
FL 1133.30

S. Tyler Ave.

60 SW-509R
Sta. 185+04.60, 37.33' Rt.
FG 1134.91
BW 1130.58

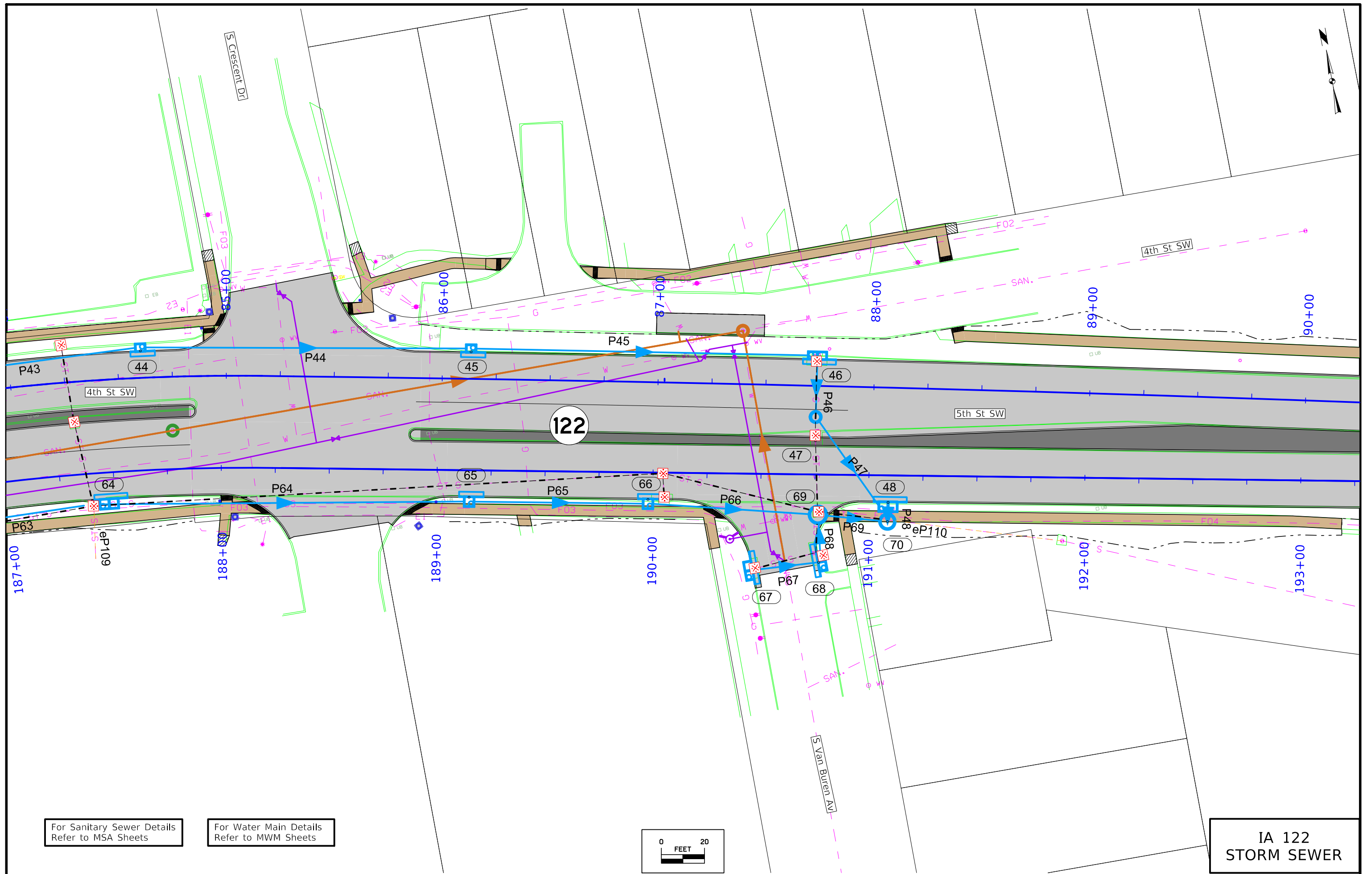
61 SW-509L
Sta. 185+35.66, 41.65' Rt.
FG 1134.55
BW 1130.00

62 SW-401 (72")
Sta. 185+35.12, 13.32' Rt.
FG 1134.32
BW 1129.12

P60 15" RCP 2.87%
P61 18" RCP 2.34%
P59 30" RCP (W)
P62 36" RCP (E)

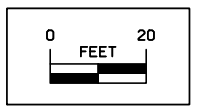
FL 1131.50
FL 1130.60
FL 1130.50
FL 1130.00

EB IA 122
STORM SEWER



For Sanitary Sewer Details
Refer to MSA Sheets

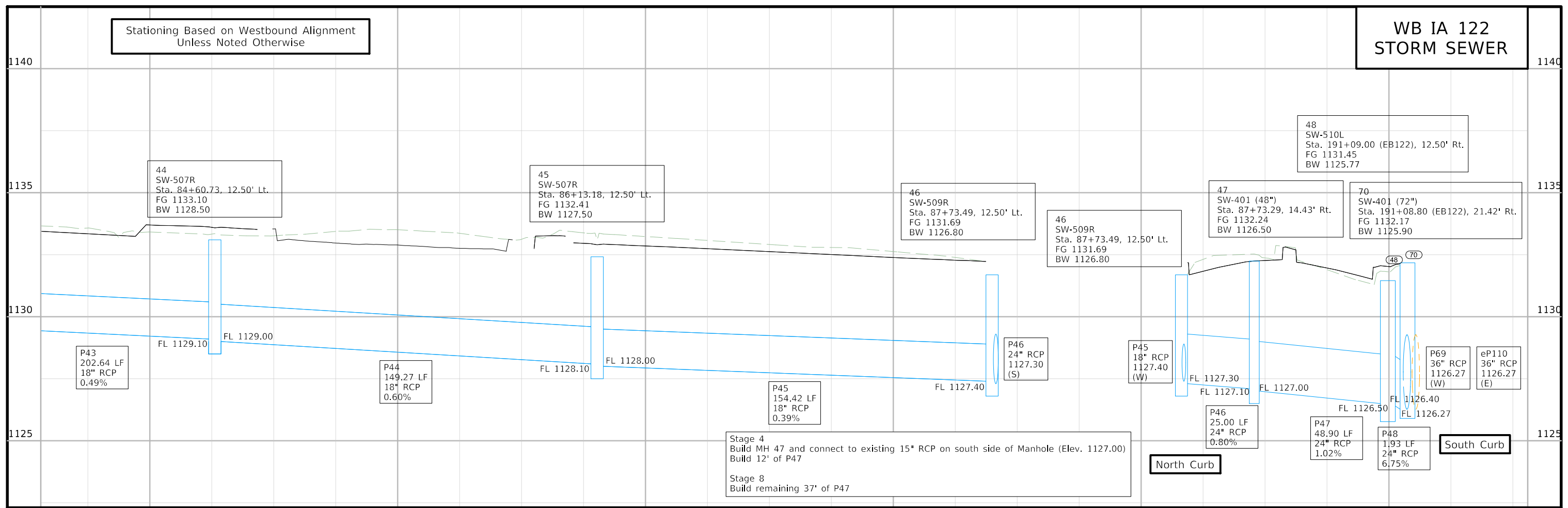
For Water Main Details
Refer to MWM Sheets



IA 122
STORM SEWER

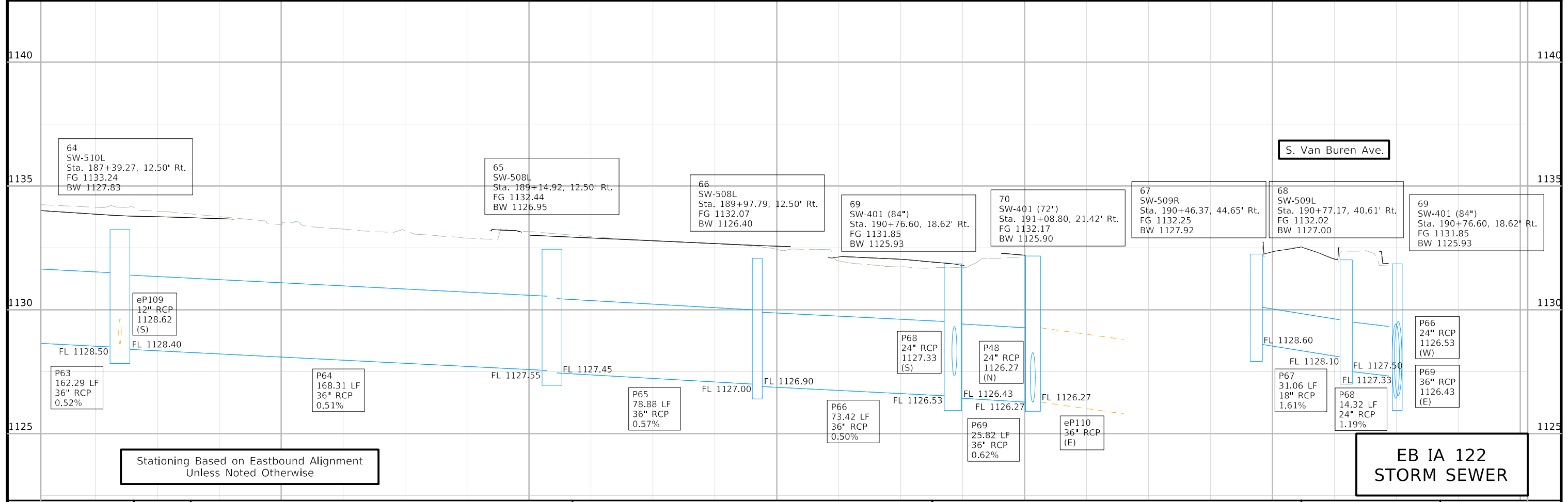
Stationing Based on Westbound Alignment Unless Noted Otherwise

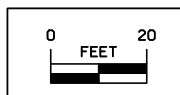
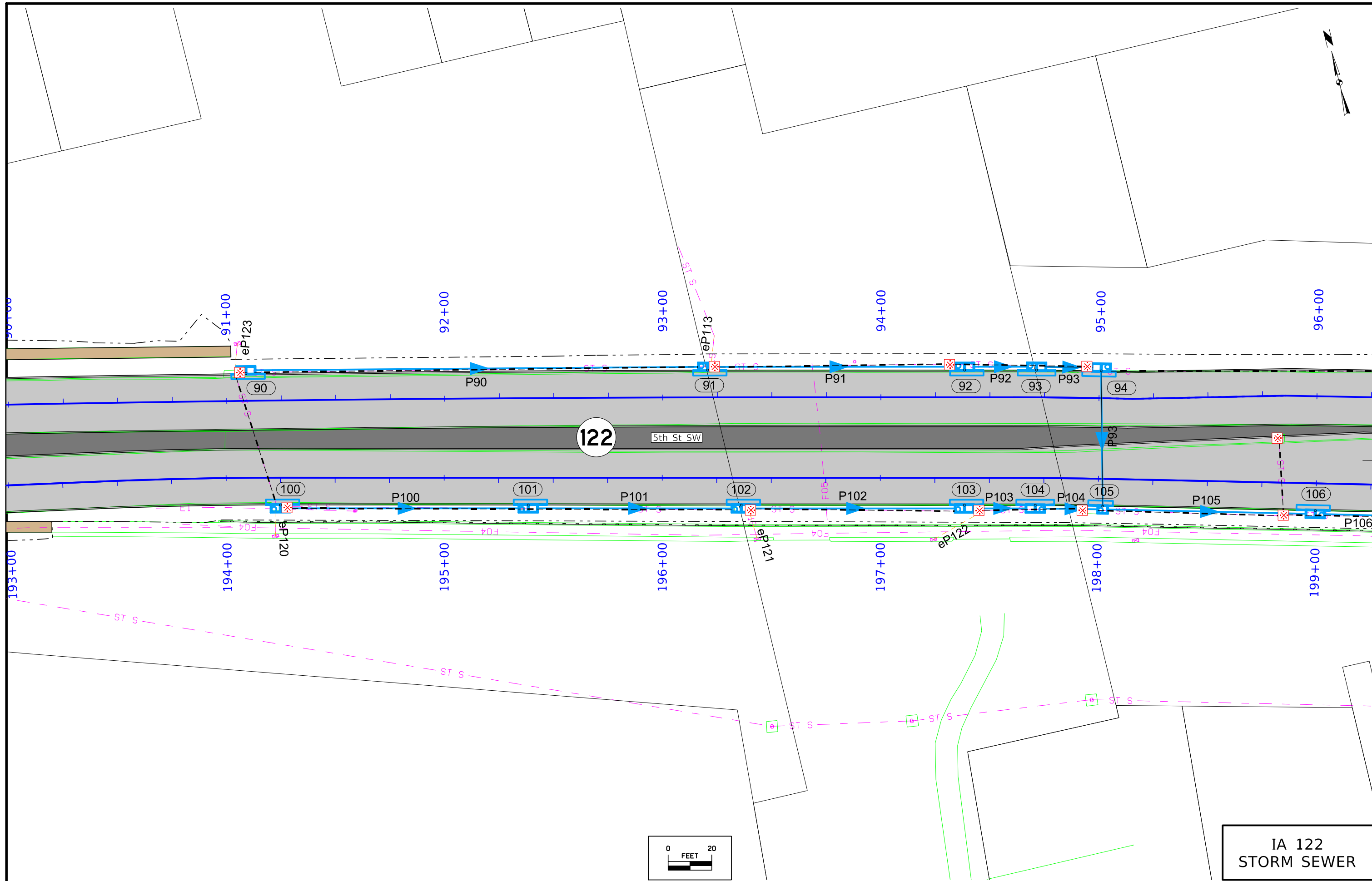
**WB IA 122
STORM SEWER**



Stationing Based on Eastbound Alignment Unless Noted Otherwise

**EB IA 122
STORM SEWER**



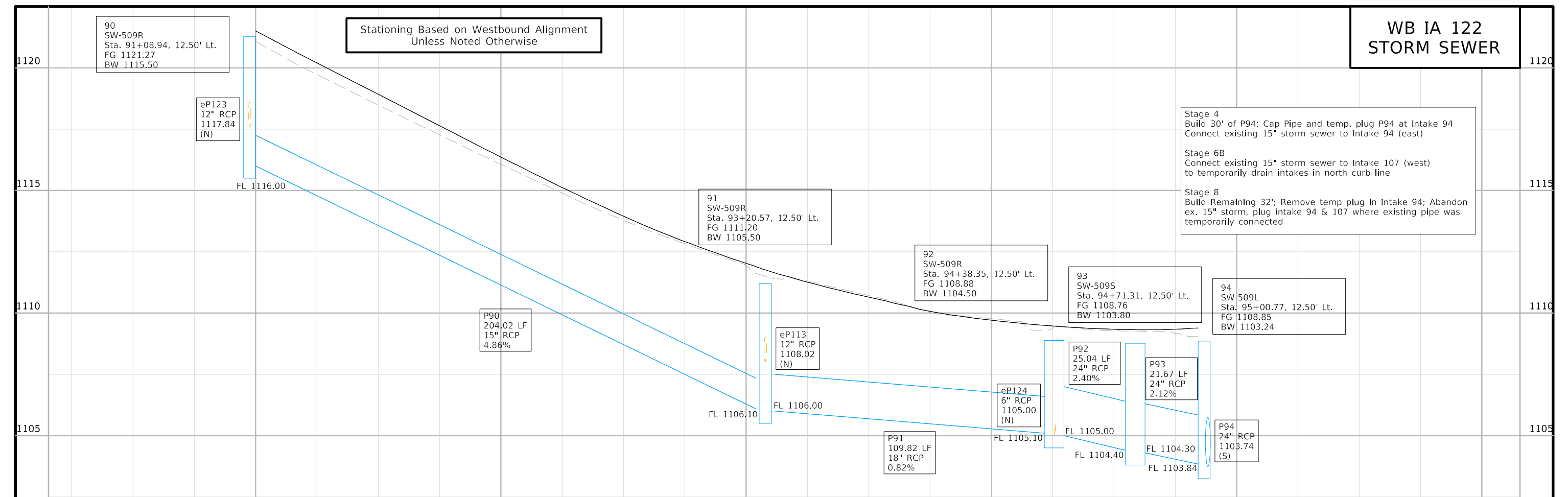


IA 122
STORM SEWER

| | | | | | |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER M.12 |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|

**WB IA 122
STORM SEWER**

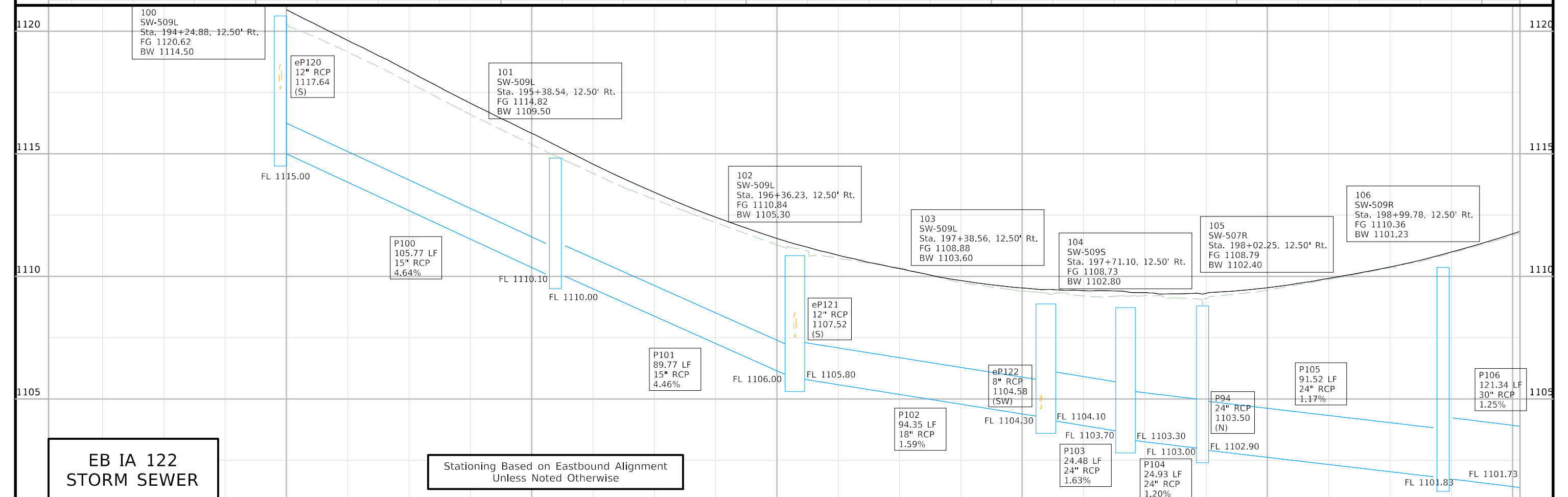
Stationing Based on Westbound Alignment
Unless Noted Otherwise



Stage 4
Build 30' of P94: Cap Pipe and temp. plug P94 at Intake 94
Connect existing 15" storm sewer to Intake 94 (east)

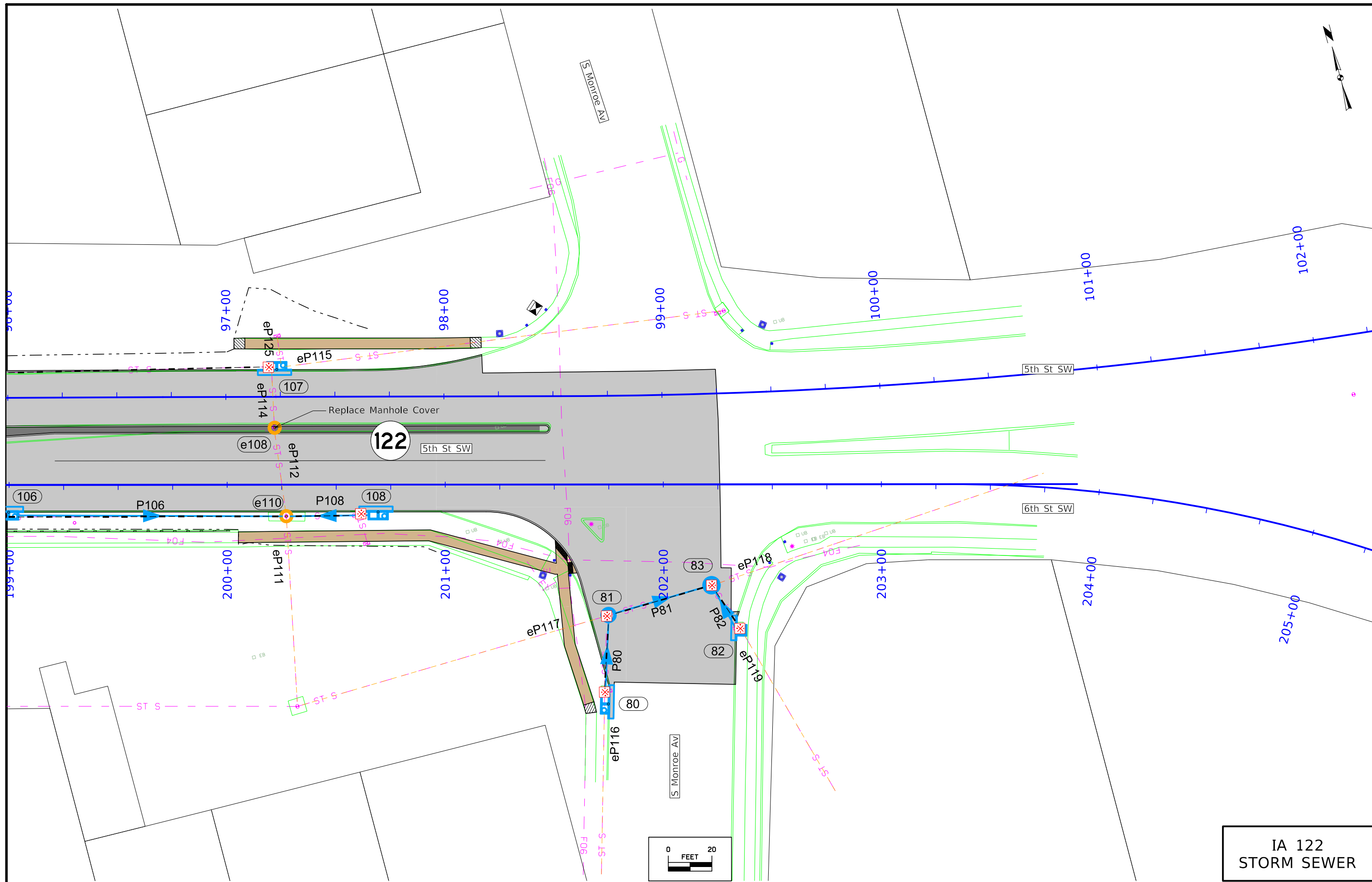
Stage 6B
Connect existing 15" storm sewer to Intake 107 (west)
to temporarily drain intakes in north curb line

Stage 8
Build Remaining 32'; Remove temp plug in Intake 94; Abandon
ex. 15" storm, plug intake 94 & 107 where existing pipe was
temporarily connected



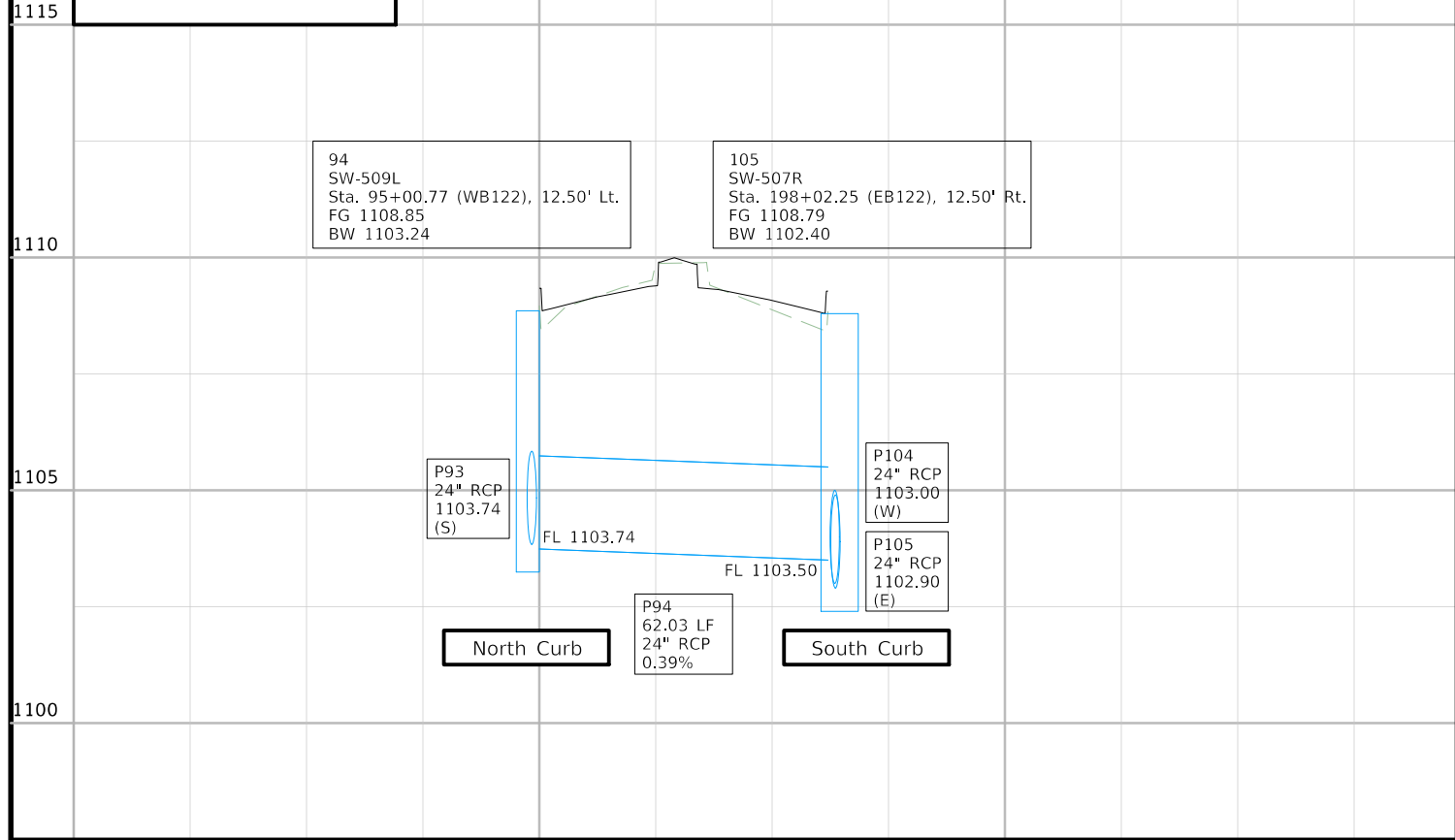
**EB IA 122
STORM SEWER**

Stationing Based on Eastbound Alignment
Unless Noted Otherwise

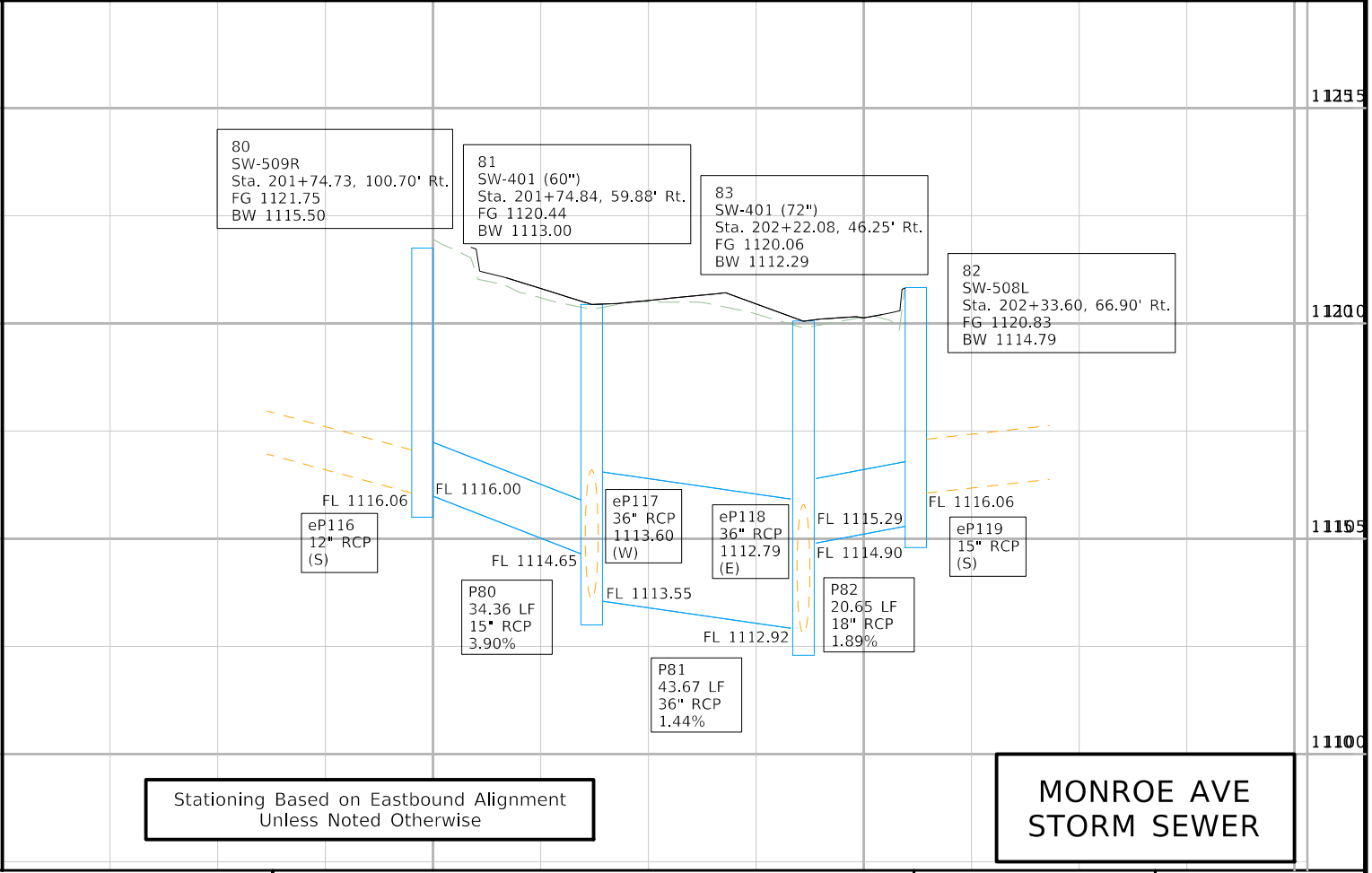
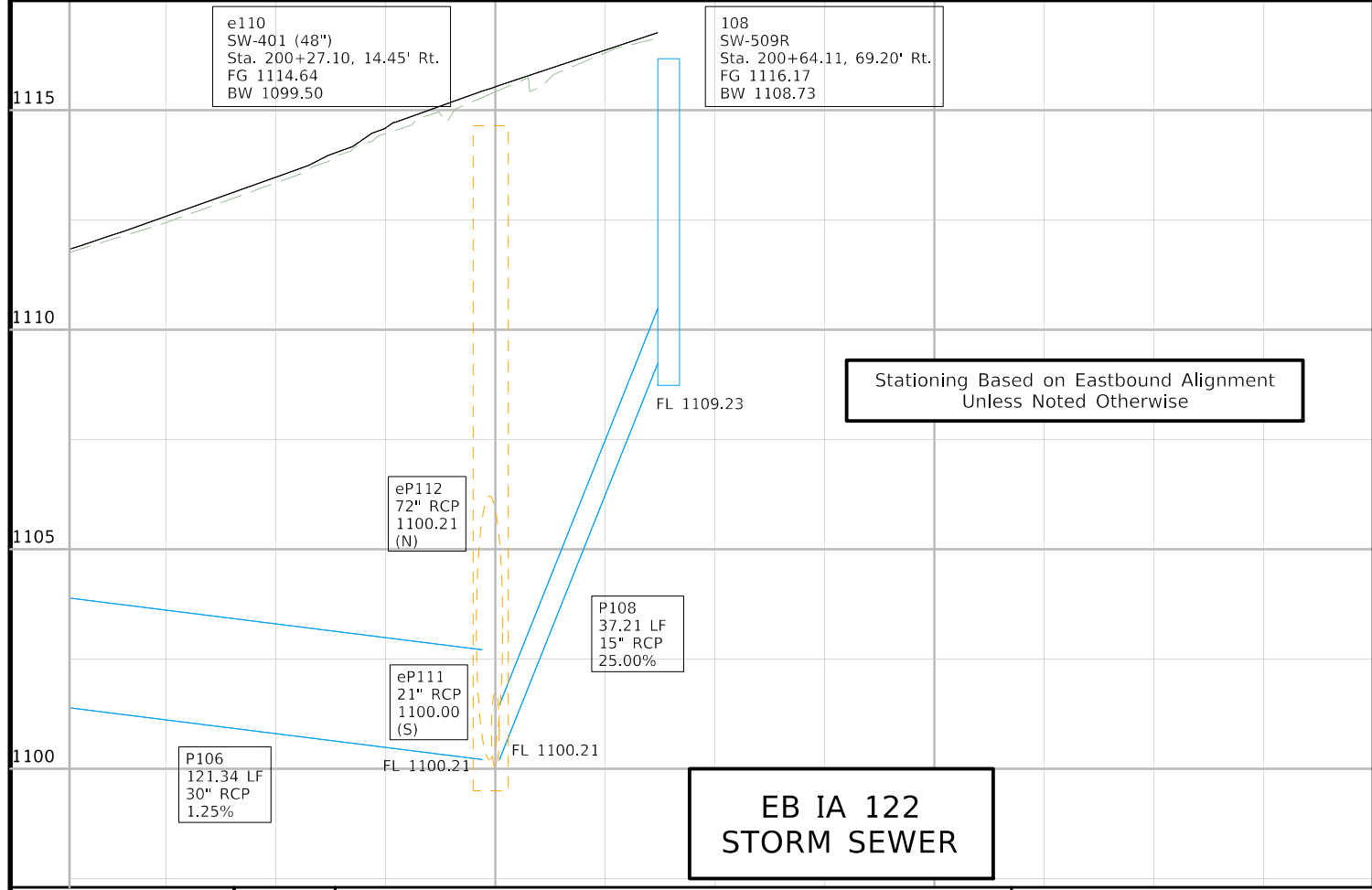
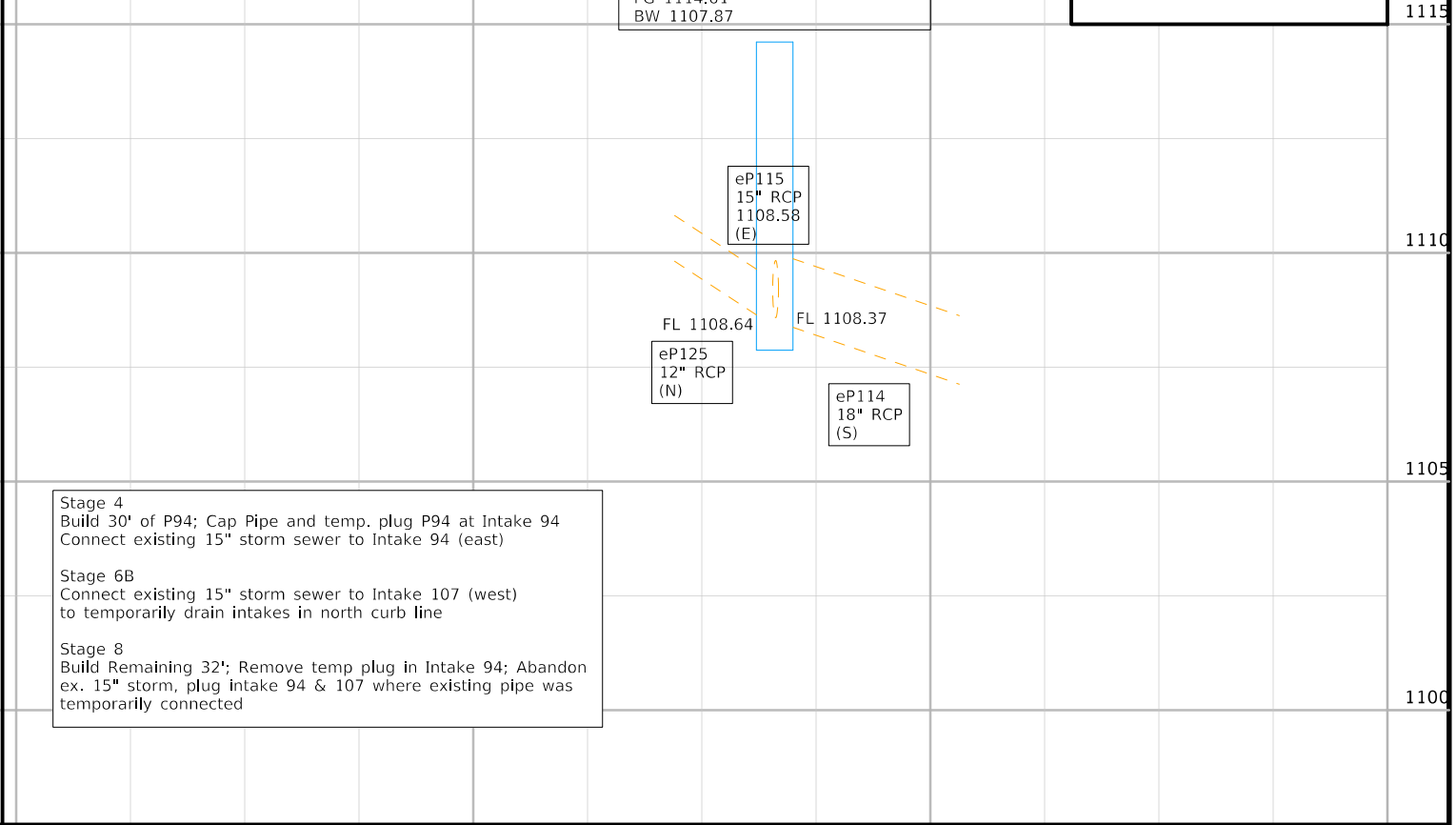


**IA 122
STORM SEWER**

**IA 122
STORM SEWER**



**IA 122
STORM SEWER**



① Diameter
 * Bid Item
 ** For SW-545

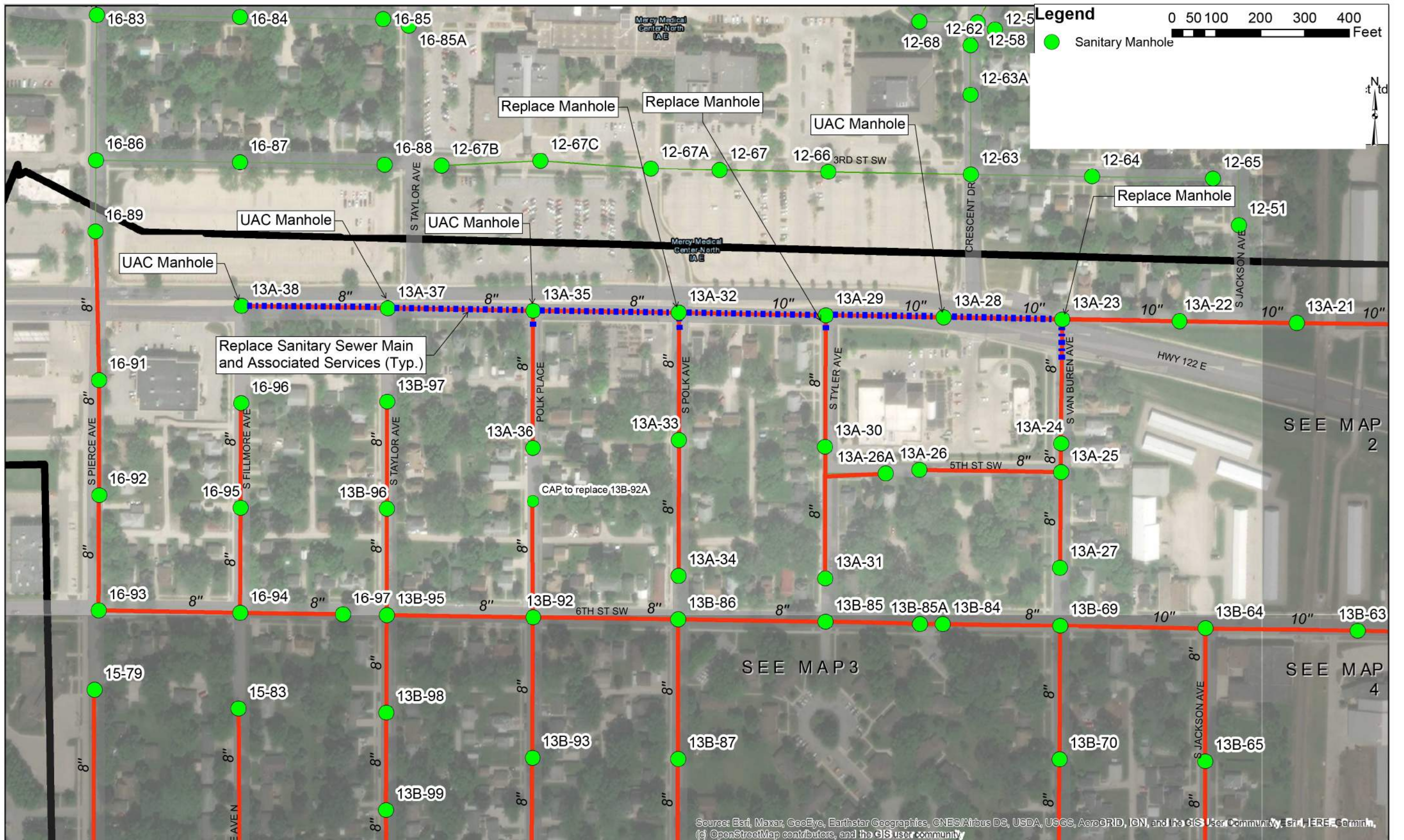
SANITARY SEWER

UTILITY ACCESSES

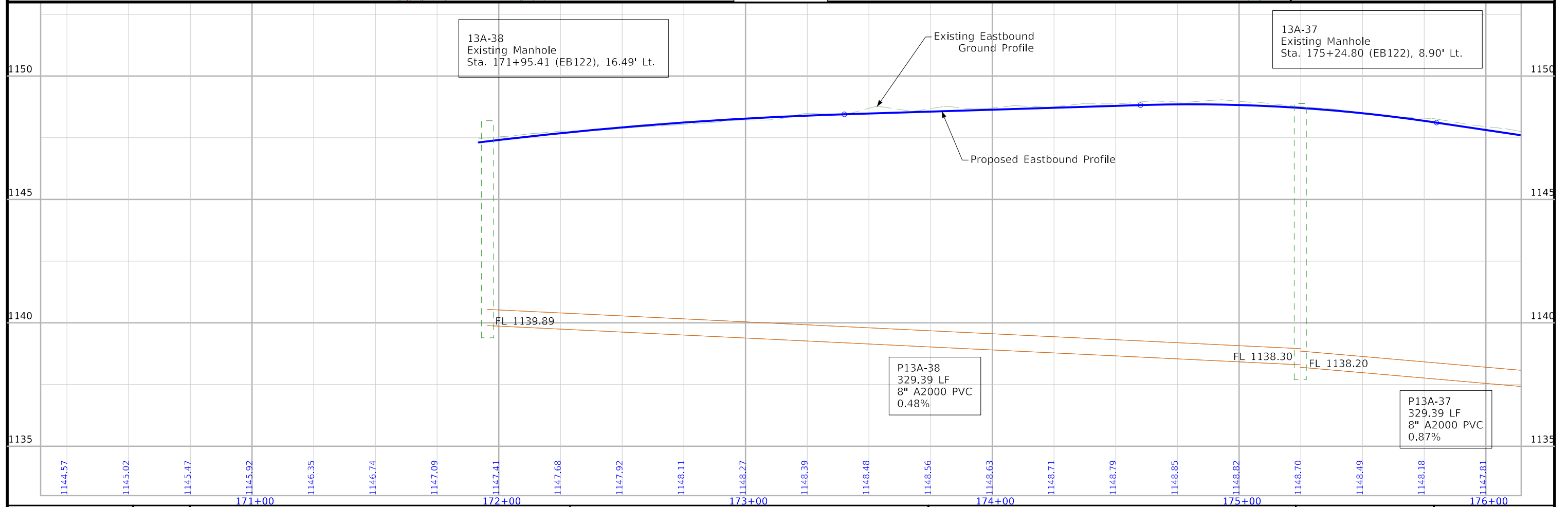
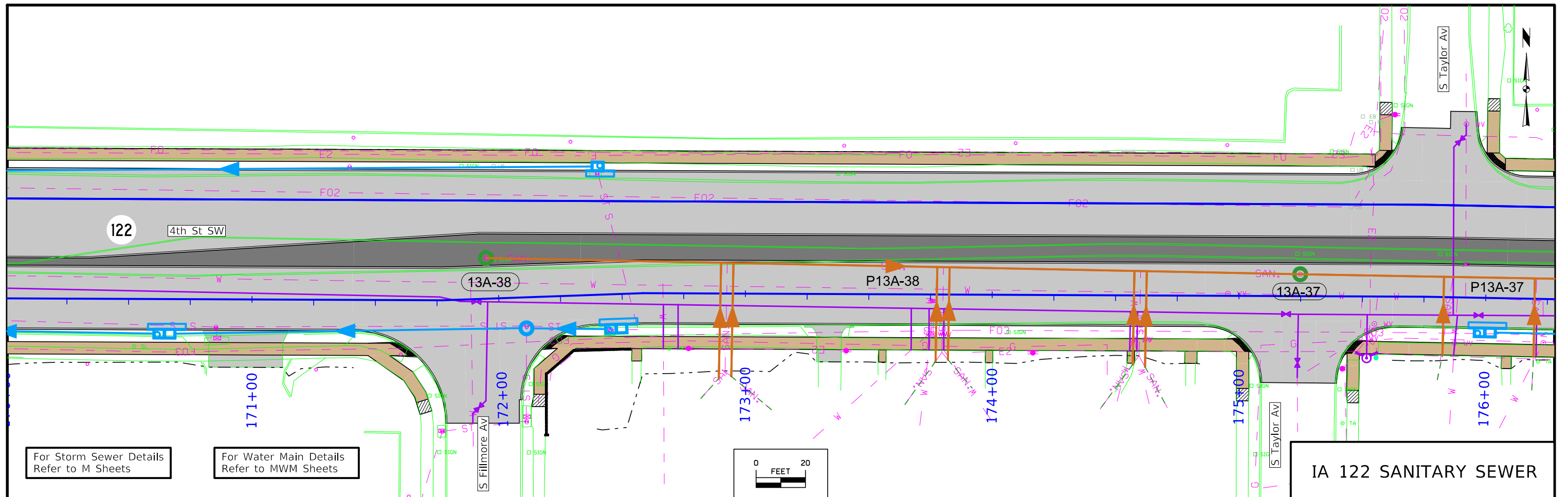
PIPES

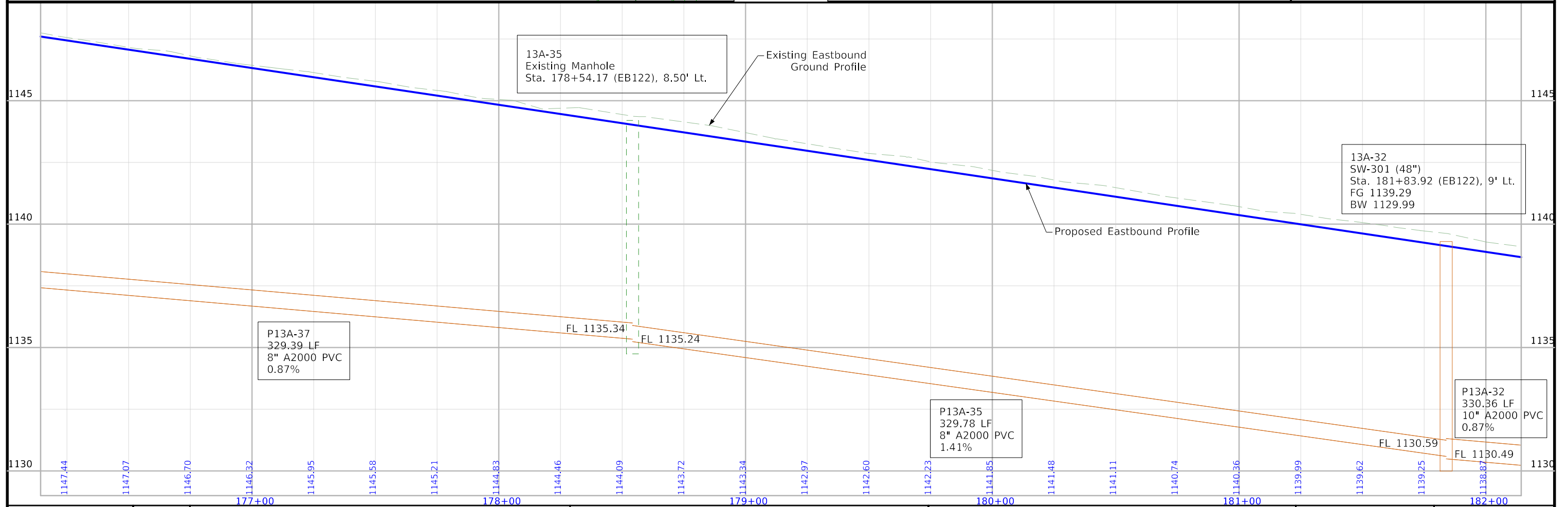
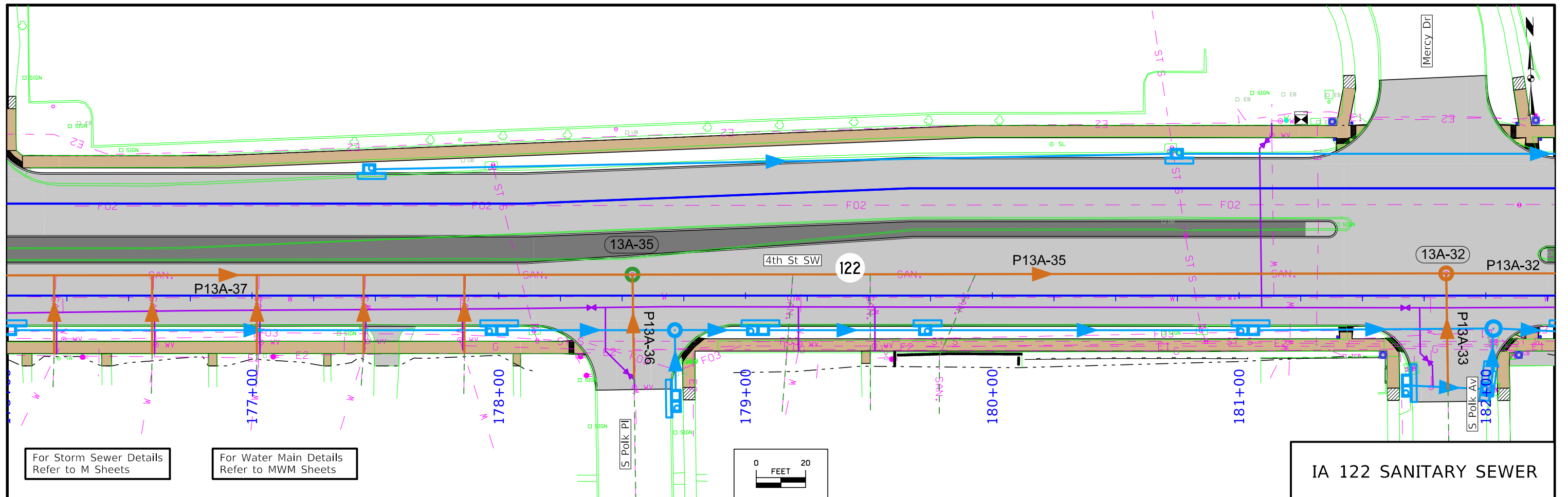
Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 2 ft length is added to each side of the Design Length to account for estimated length to center of structures.

| No. | Location Station and Offset | *Type or Standard Road Plan | Form Grade | Bottom Well | Extension Length** | Notes | Line Number | Intake/Utility Access No. | | Pipe Material | ① Pipe | Bid* Length | Design Length | Slope % | Connected Pipe Joint (DR-121) Type | Flow Lines | | | Pipe Profile Sheet No. | Notes | |
|--|-----------------------------|-----------------------------|------------|-------------|--------------------|-------|-------------|---------------------------|--------|---------------|--------|-------------|---------------|---------|------------------------------------|-----------------|------------------|-----------------|------------------------|-------|--|
| | | | Elev. | Elev. | FT | | | From | To | | | | | | | Inlet Elevation | Outlet Elevation | Other Elevation | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 13A-38 | | | --- | --- | | | P13A-38 | 13A-38 | 13A-37 | PVC | 8 | 333.39 | 329.4 | 0.48 | | 1139.89 | 1138.30 | | MSA.3 | | |
| 13A-37 | | | --- | --- | | | P13A-37 | 13A-37 | 13A-35 | PVC | 8 | 333.39 | 329.4 | 0.87 | | 1138.20 | 1135.34 | | MSA.3-4 | | |
| 13A-35 | | | --- | --- | | | P13A-35 | 13A-35 | 13A-32 | PVC | 8 | 333.78 | 329.8 | 1.41 | | 1135.24 | 1130.59 | | MSA.4 | | |
| 13A-32 | | | 1139.3 | 1129.99 | | | P13A-32 | 13A-32 | 13A-29 | PVC | 10 | 334.36 | 330.4 | 0.87 | | 1130.49 | 1127.62 | | MSA.4-5 | | |
| 13A-29 | 185+14.27, 9.14' Lt | SW-301 (48") | 1134.9 | 1126.92 | | | P13A-29 | 13A-29 | 13A-28 | PVC | 10 | 267.86 | 263.9 | 0.57 | | 1127.42 | 1125.91 | | MSA.5 | | |
| 13A-28 | 187+78.13, 17.81' Lt | UAC Existing SW-401 | --- | --- | | | P13A-28 | 13A-28 | 13A-23 | PVC | 10 | 266.67 | 262.7 | 0.59 | | 1125.71 | 1124.16 | | MSA.6 | | |
| 13A-23 | 190+40.80, 66.07' Lt | SW-301 (48") | 1132 | 1123.56 | | | | | | | | | | | | | | | | | |
| General Notes | | | | | | | Notes: | | | | | | | | | | | | | | |
| 1. All station and offsets are based on the IA 122 Eastbound Alignment | | | | | | | | | | | | | | | | | | | | | |

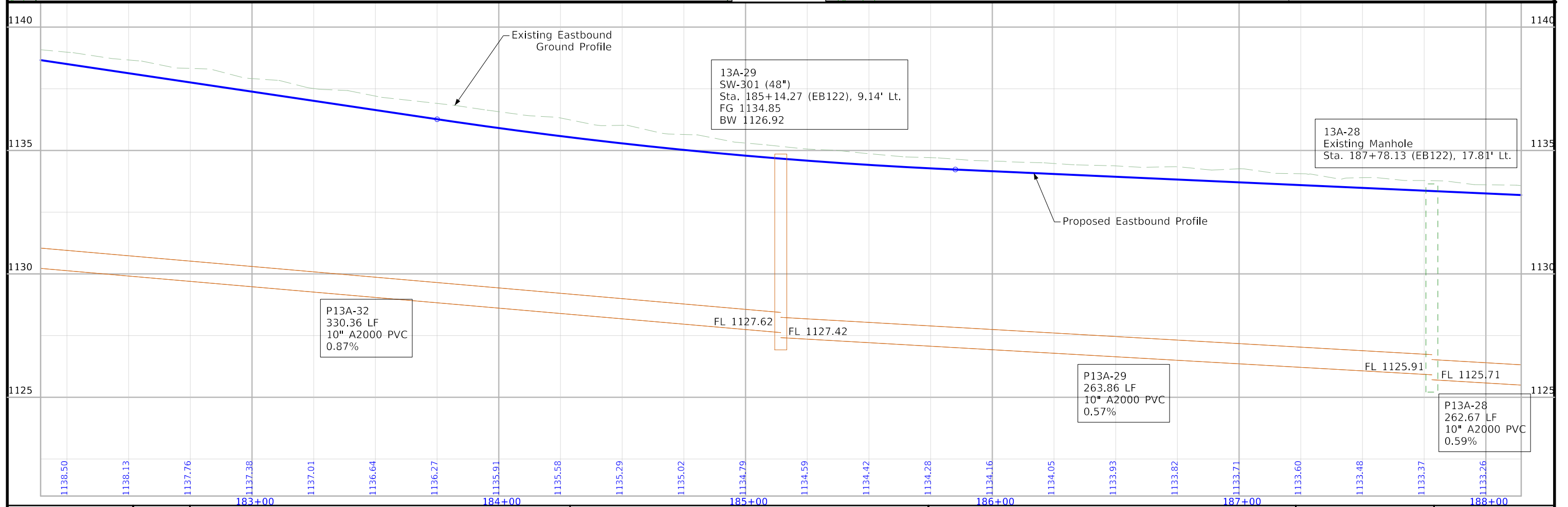
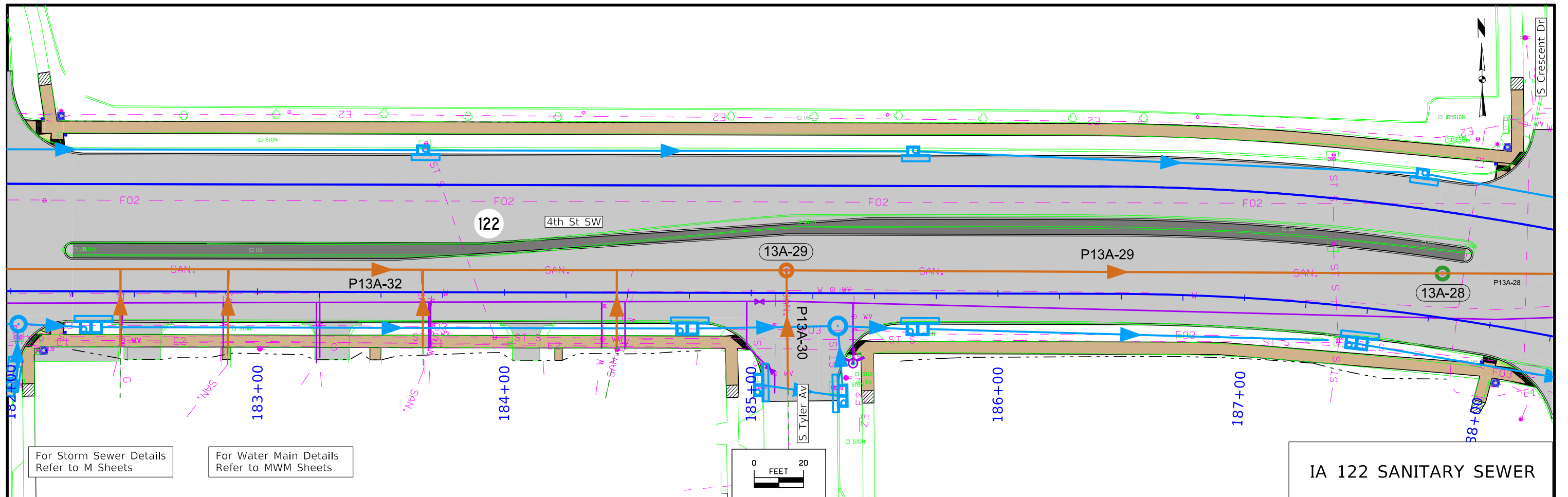


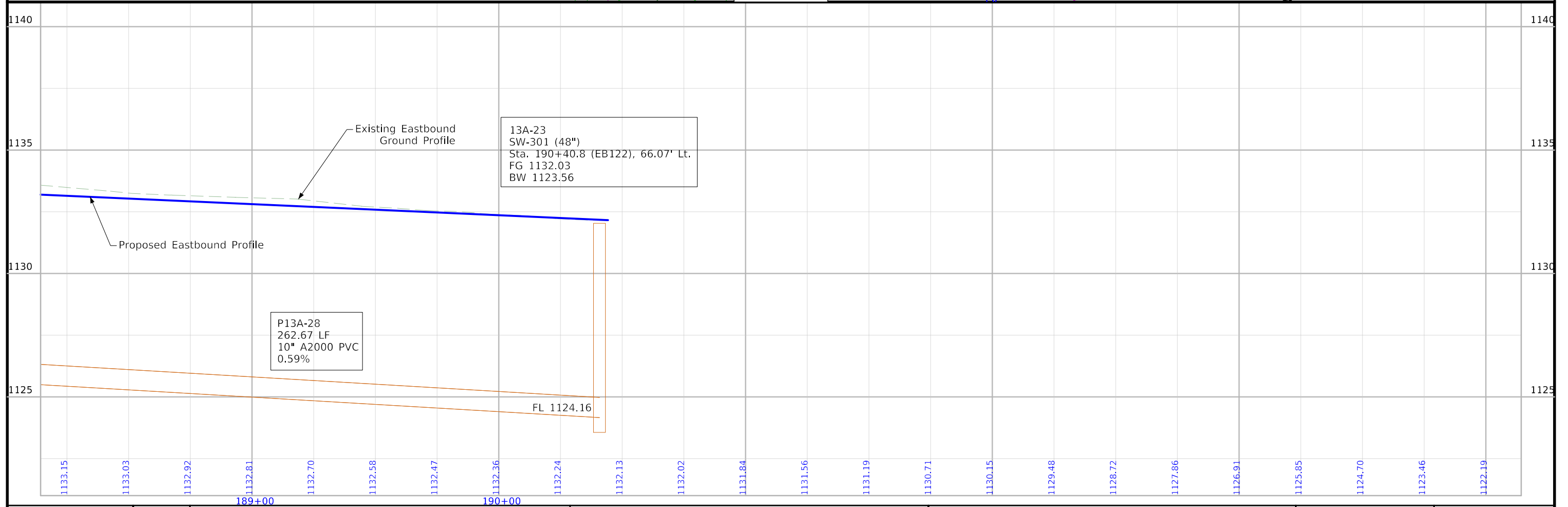
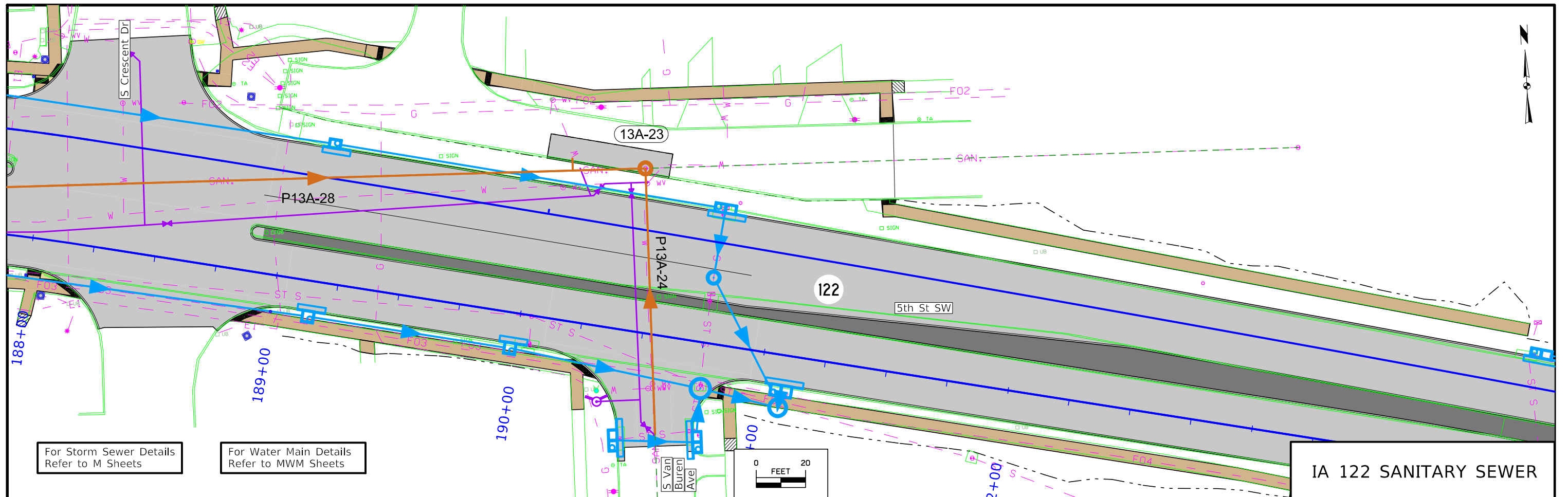
SANITARY SEWER OVERVIEW



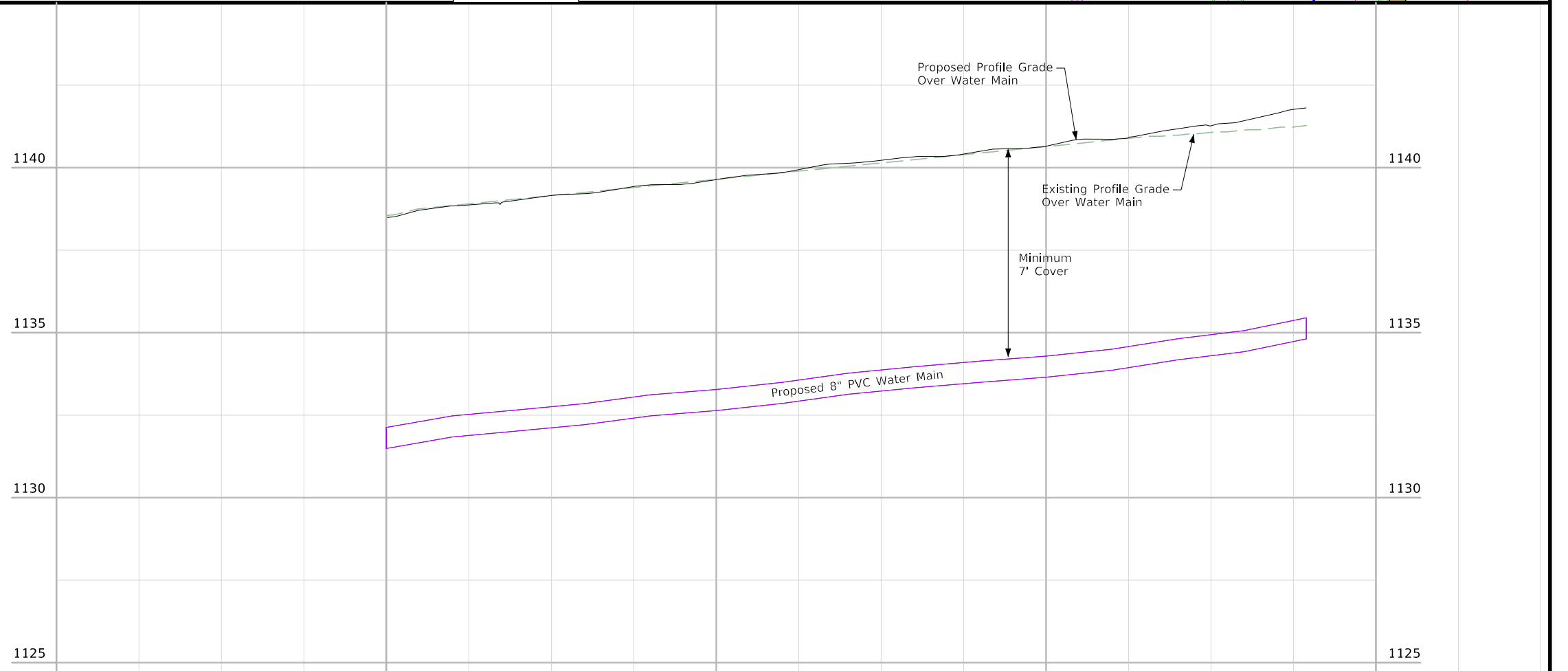
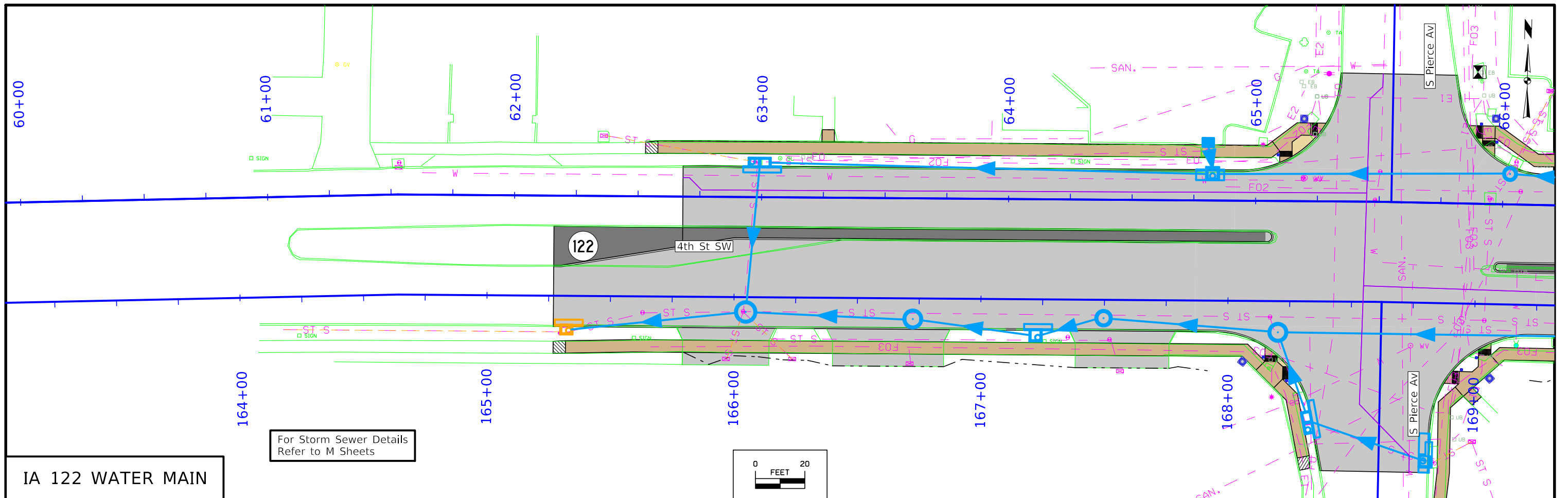


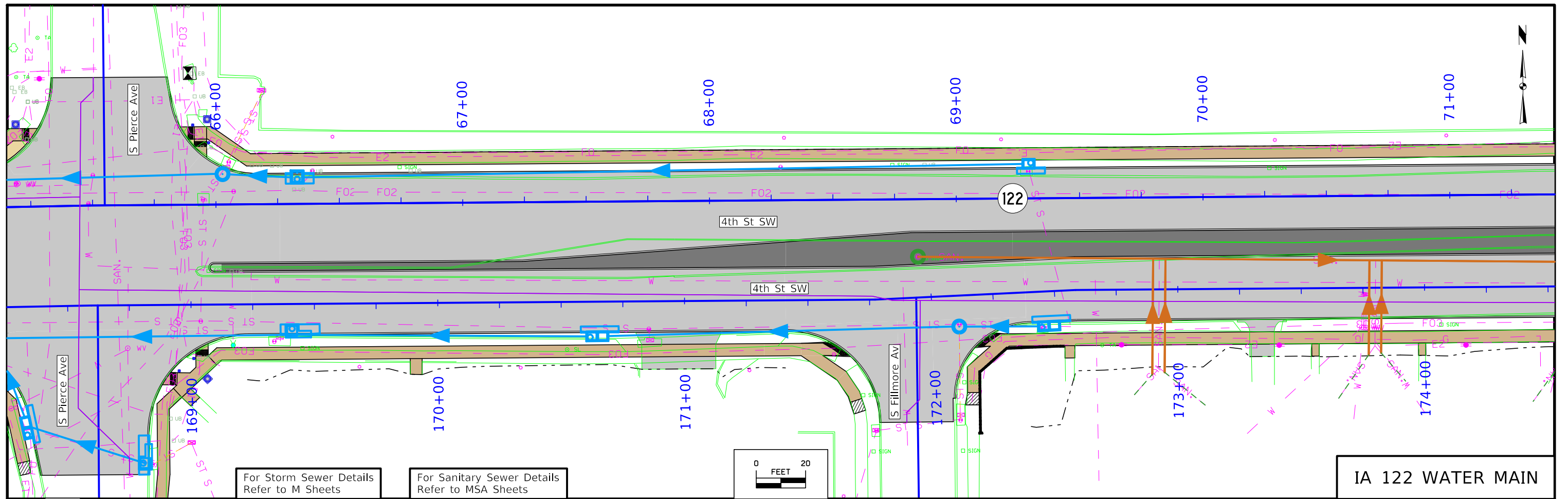
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| FILE NO. | ENGLISH | DESIGN TEAM | WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER | STP-122-1(027)--2C-17 | SHEET NUMBER | MSA.4 |
|----------|---------|-------------|------------|--------------------|----------------|-----------------------|--------------|-------|





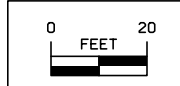
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|----------|---------|------------------------|--------------------|--------------------------------------|--------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER MSA.6 |
|----------|---------|------------------------|--------------------|--------------------------------------|--------------------|



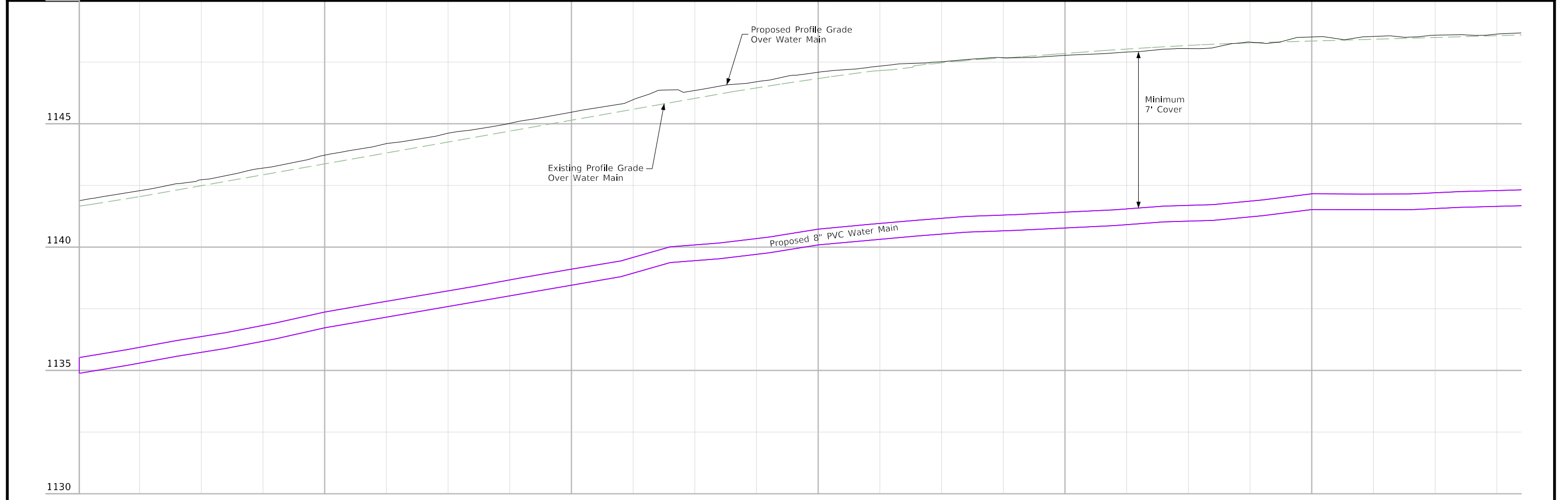


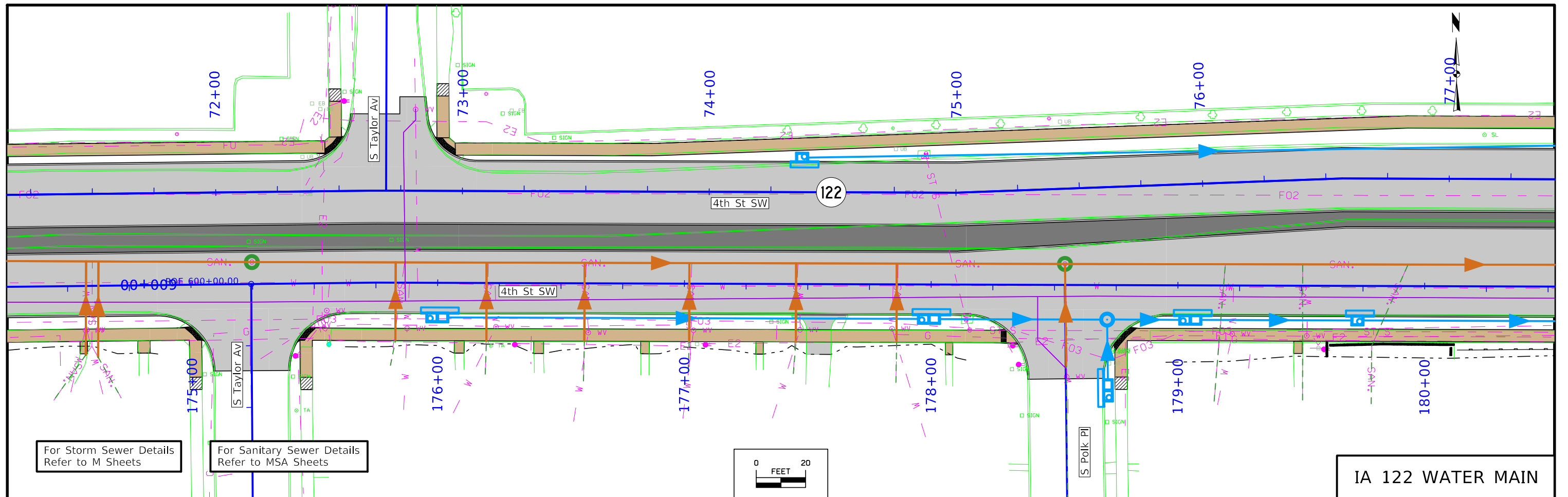
For Storm Sewer Details
Refer to M Sheets

For Sanitary Sewer Details
Refer to MSA Sheets



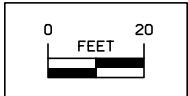
IA 122 WATER MAIN



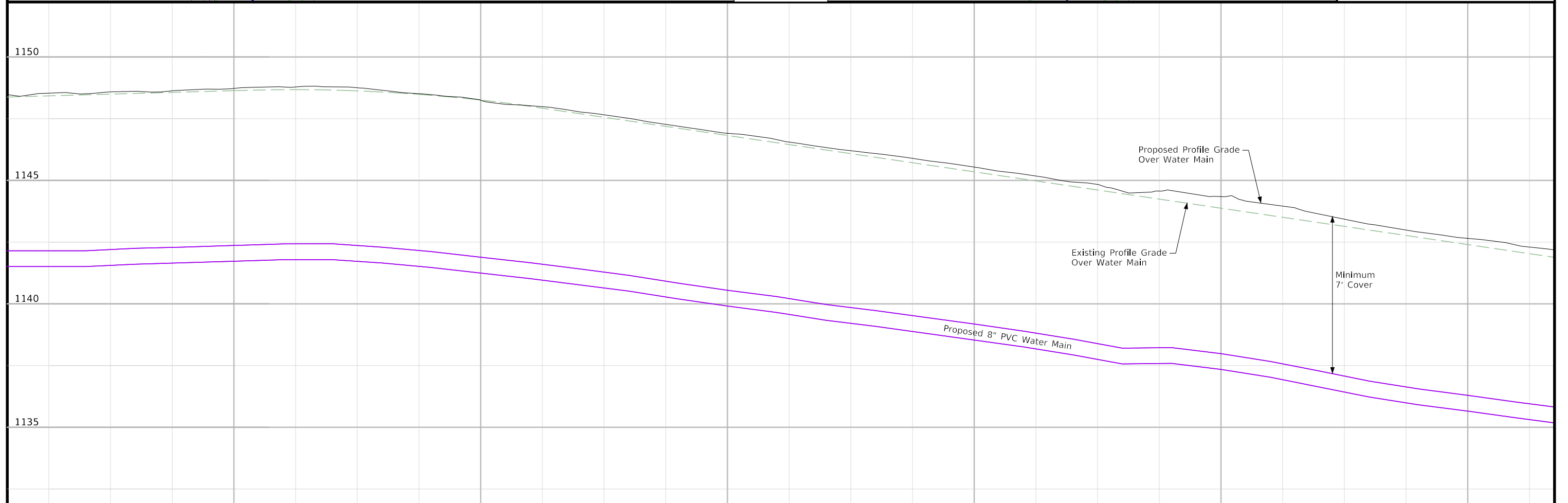


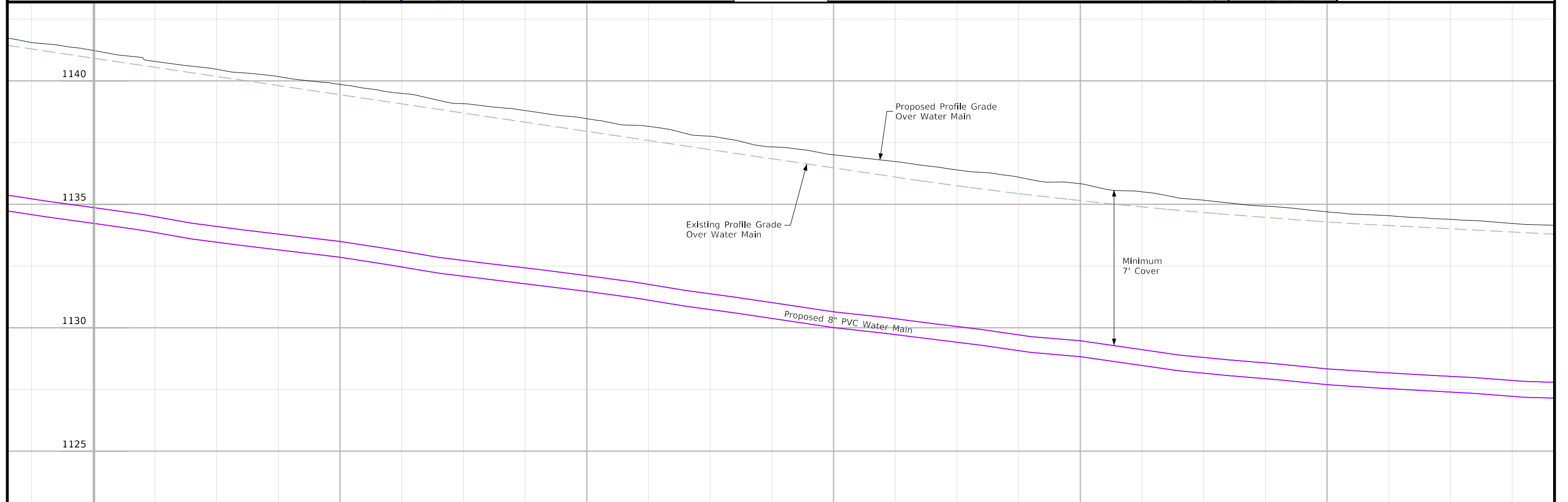
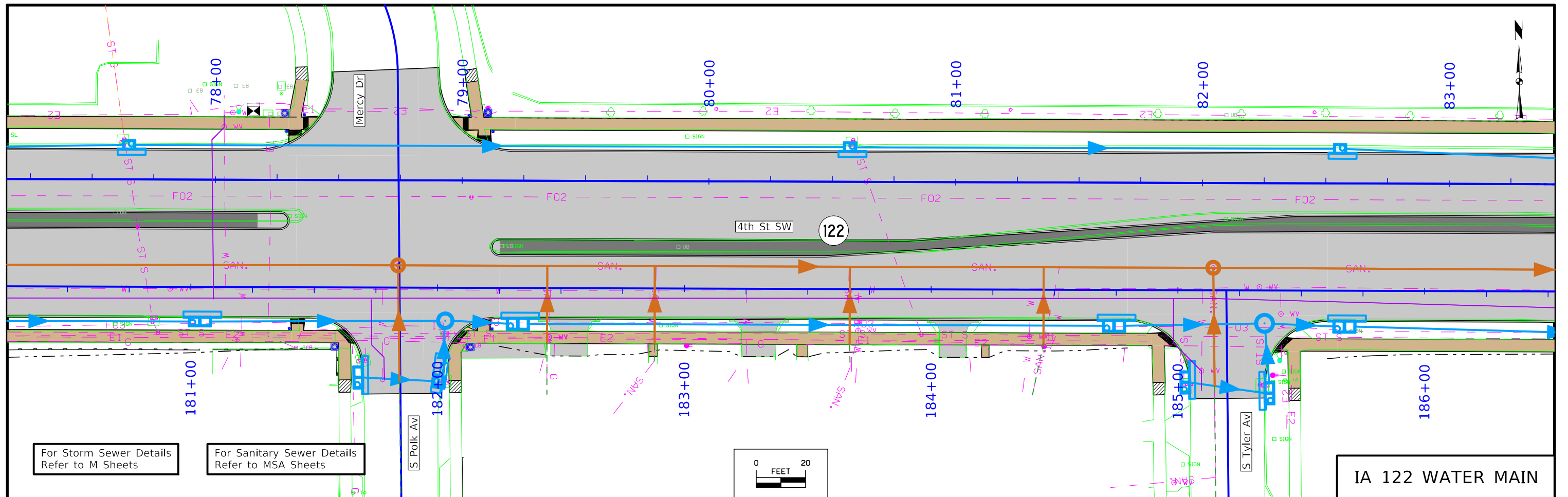
For Storm Sewer Details
Refer to M Sheets

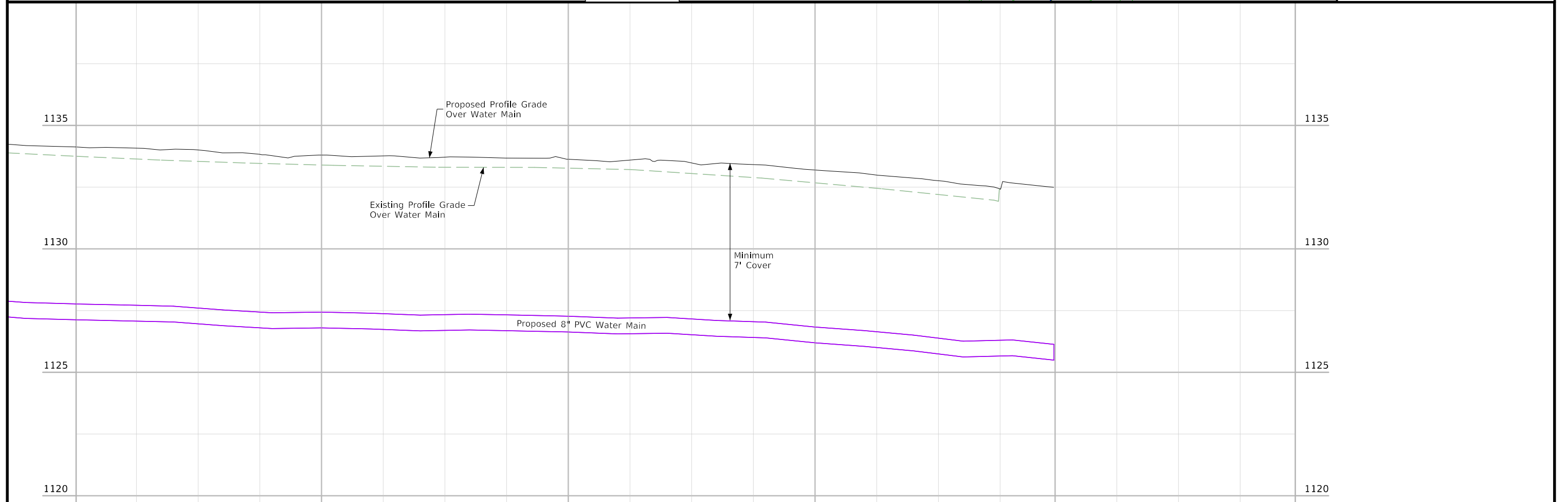
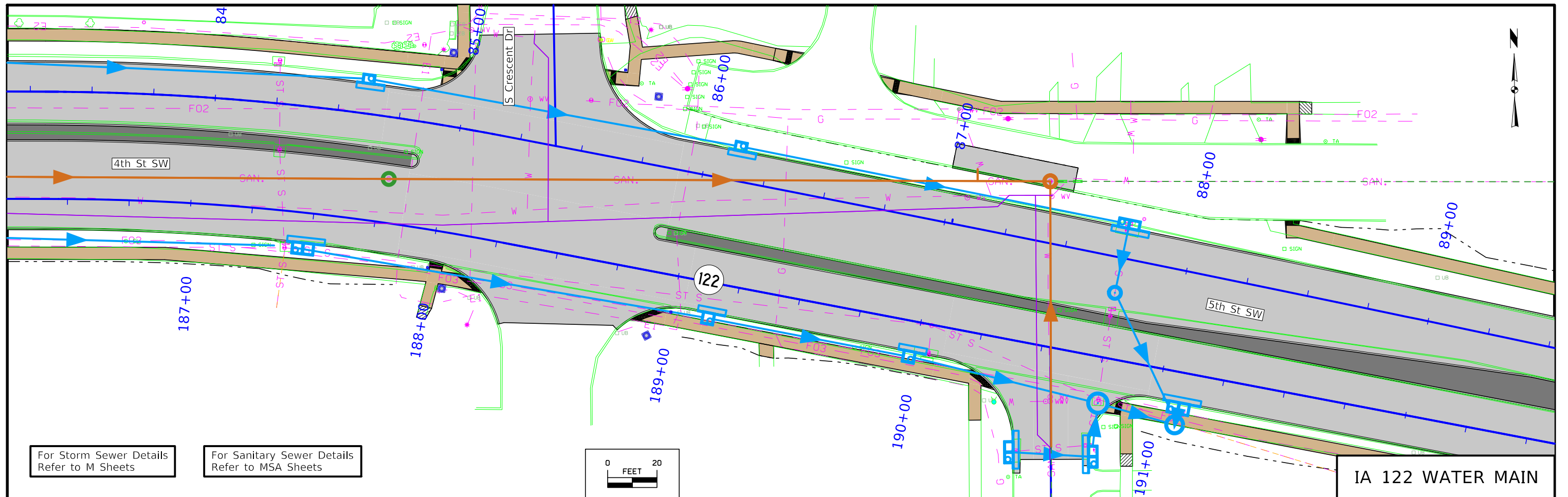
For Sanitary Sewer Details
Refer to MSA Sheets

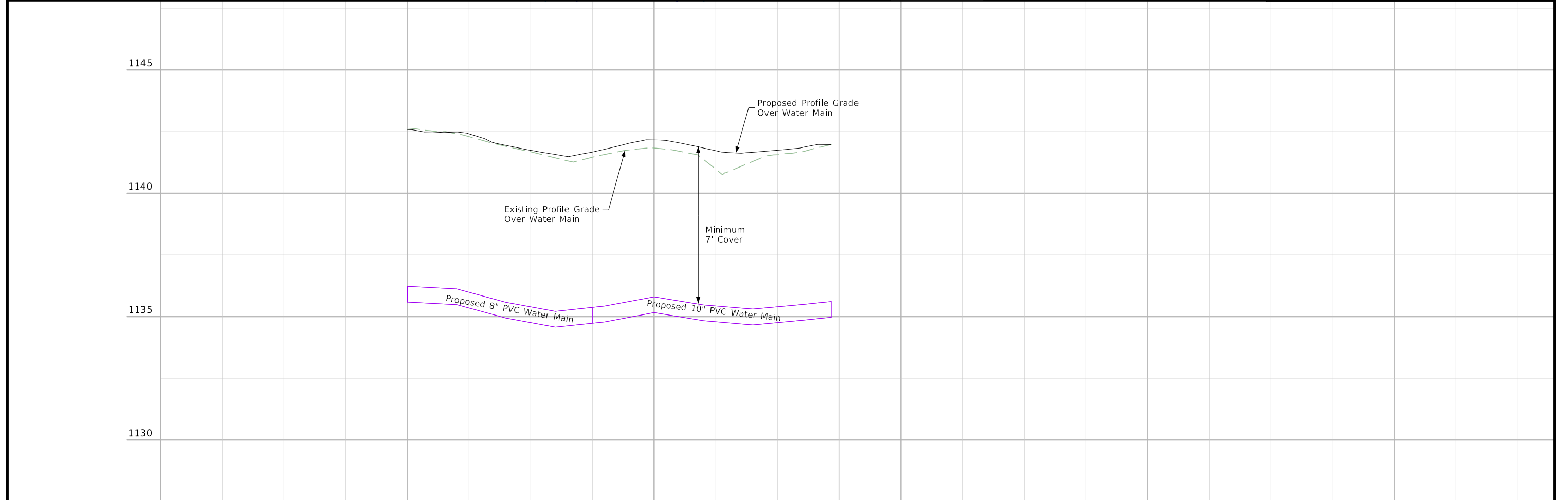
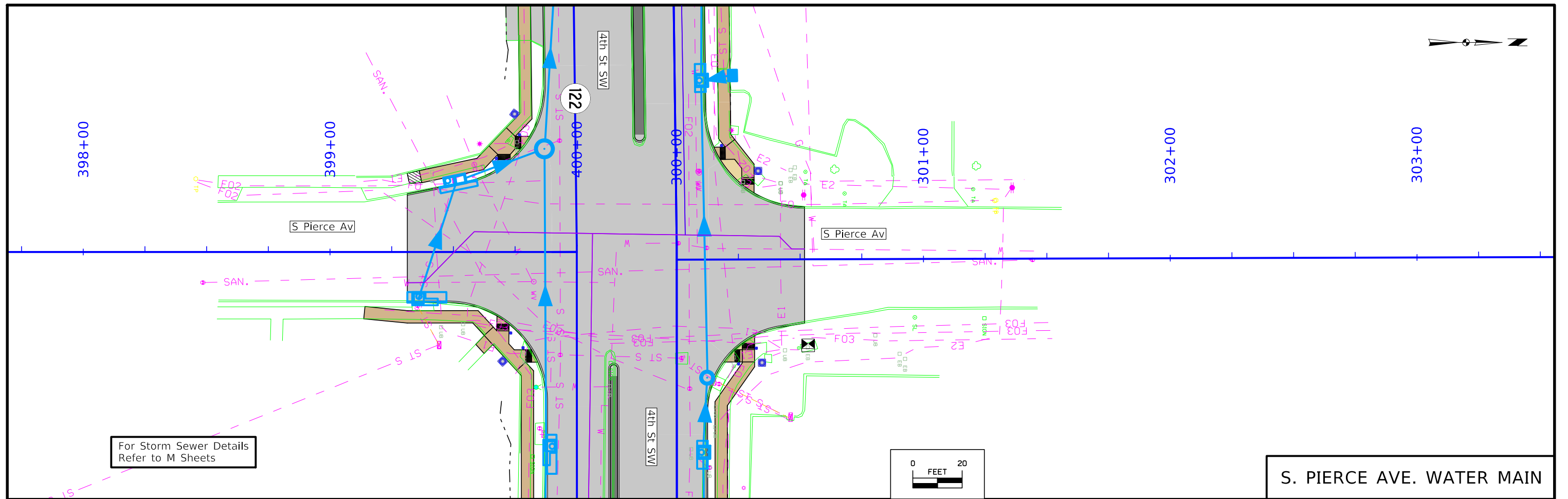


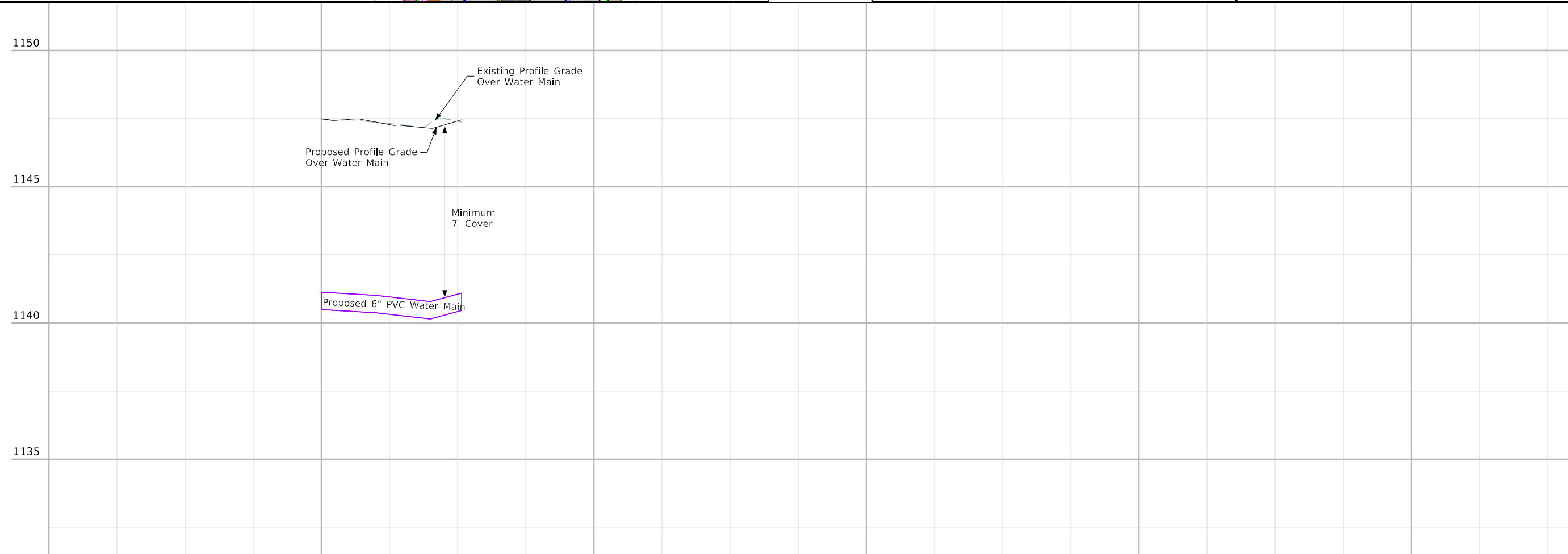
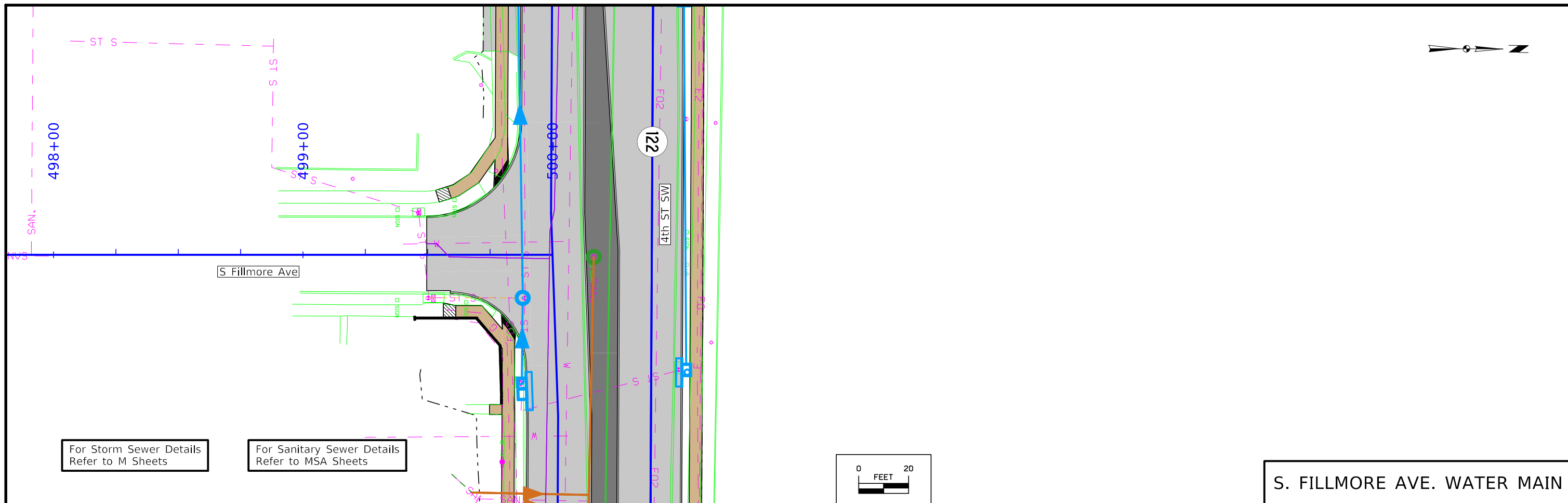
IA 122 WATER MAIN

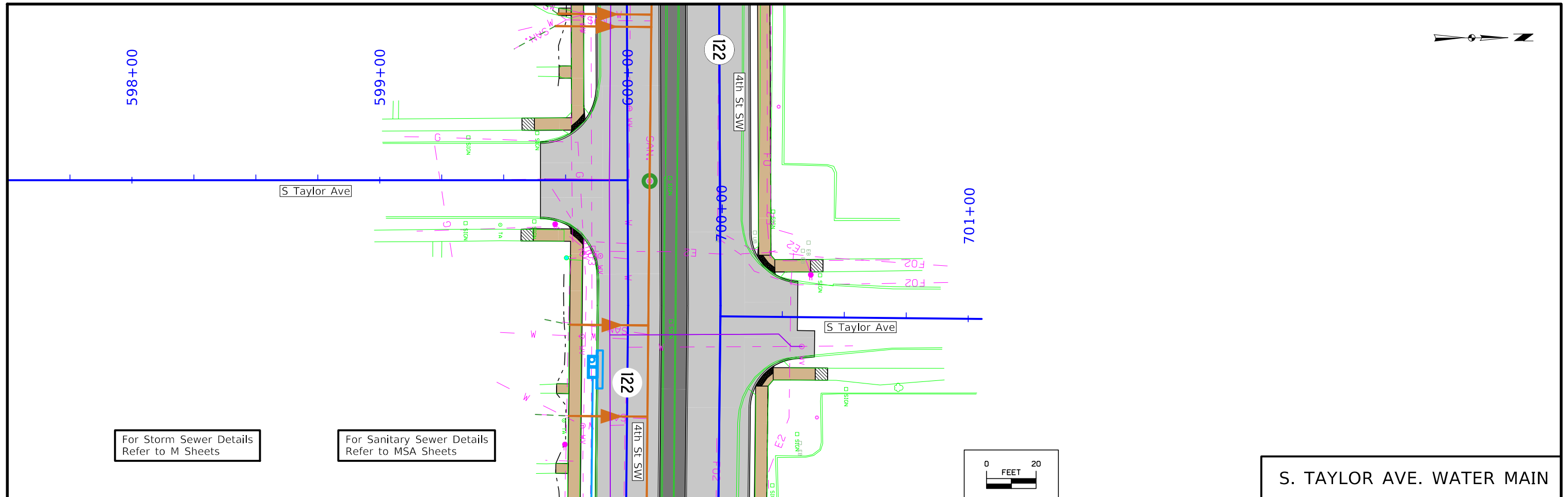




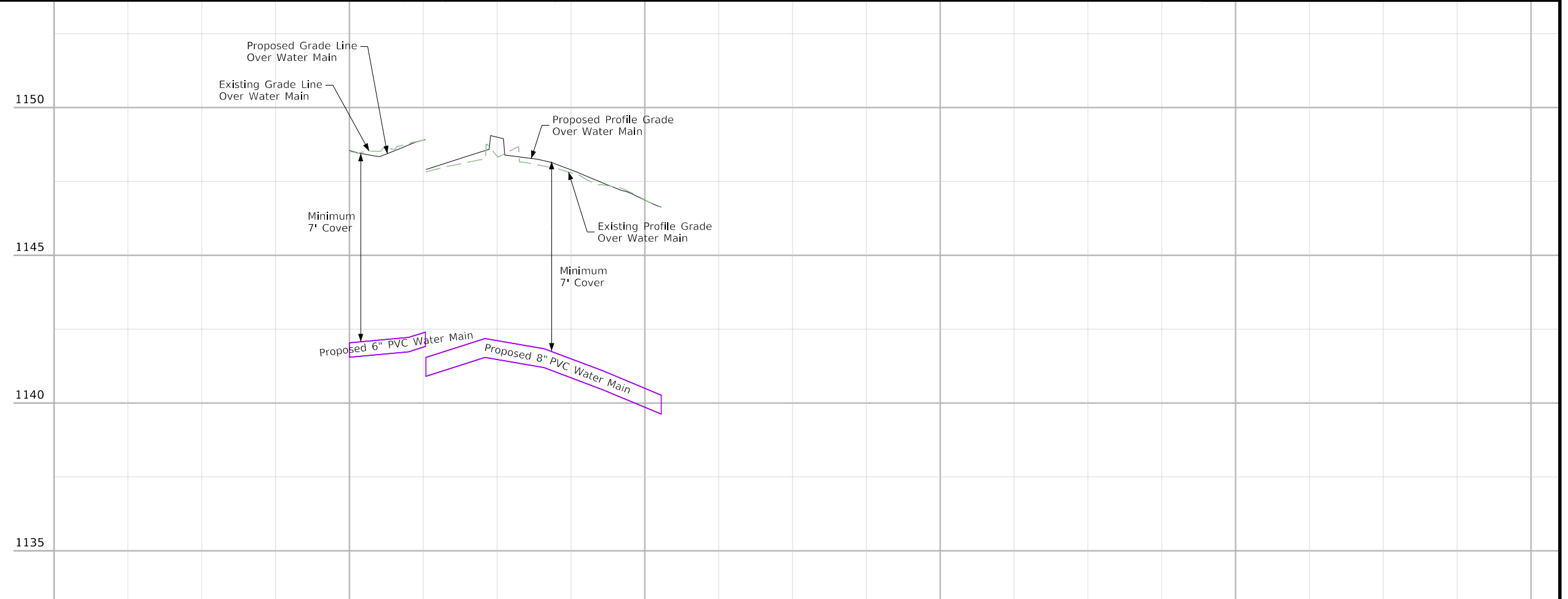


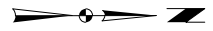






S. TAYLOR AVE. WATER MAIN





122

798+00

799+00

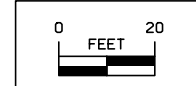
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S Polk Pl

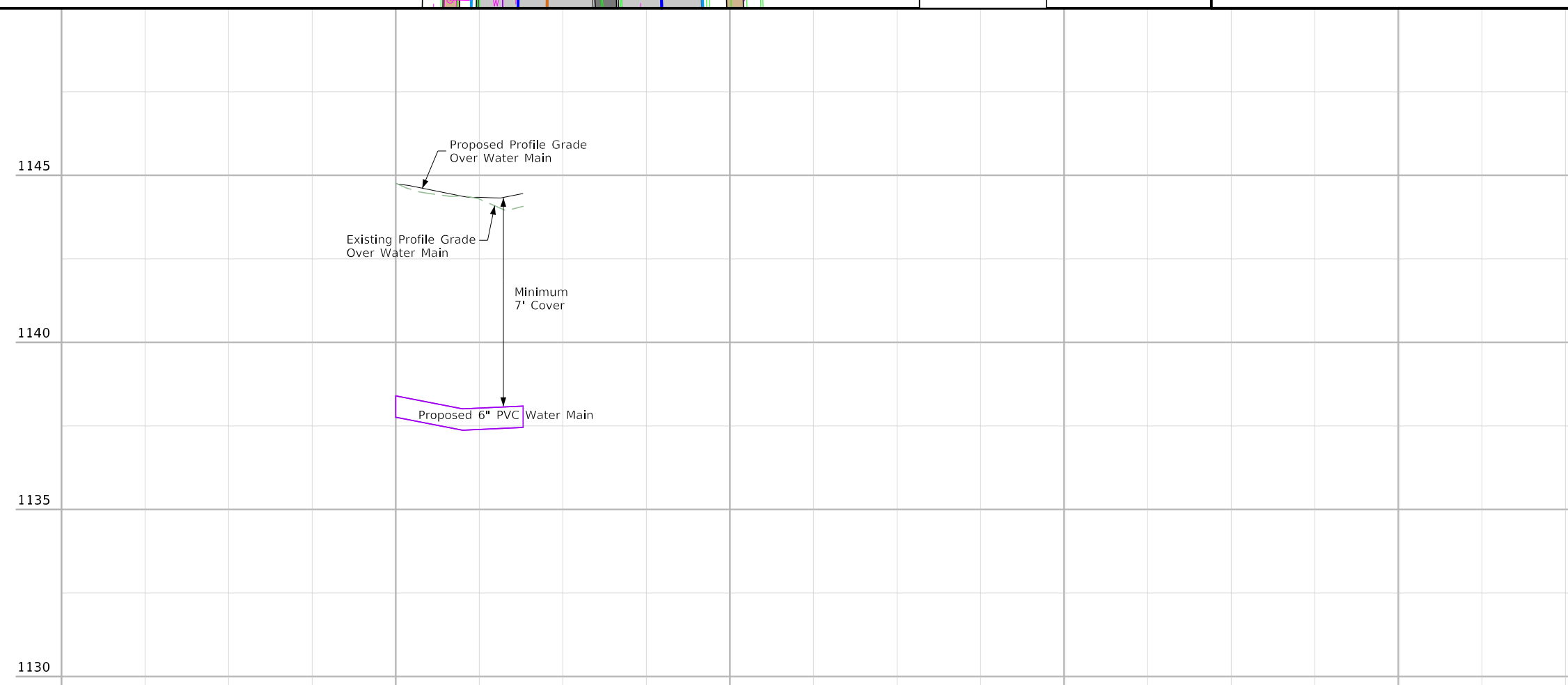
4th St SW

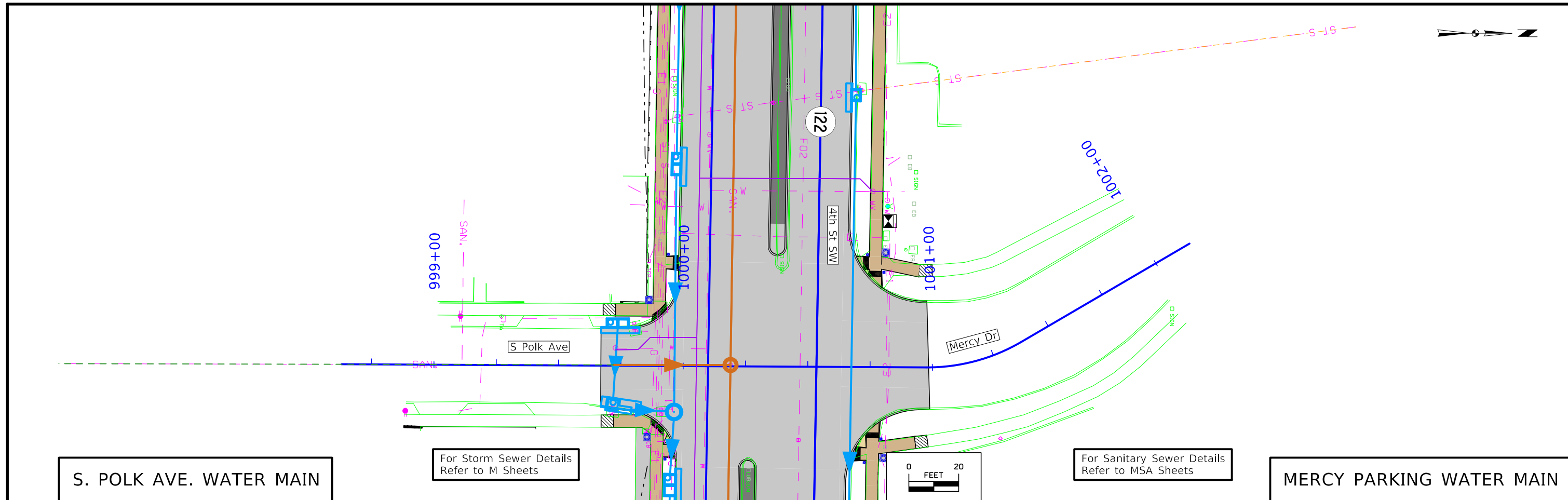
For Storm Sewer Details
Refer to M Sheets

For Sanitary Sewer Details
Refer to MSA Sheets



S. POLK PL. WATER MAIN



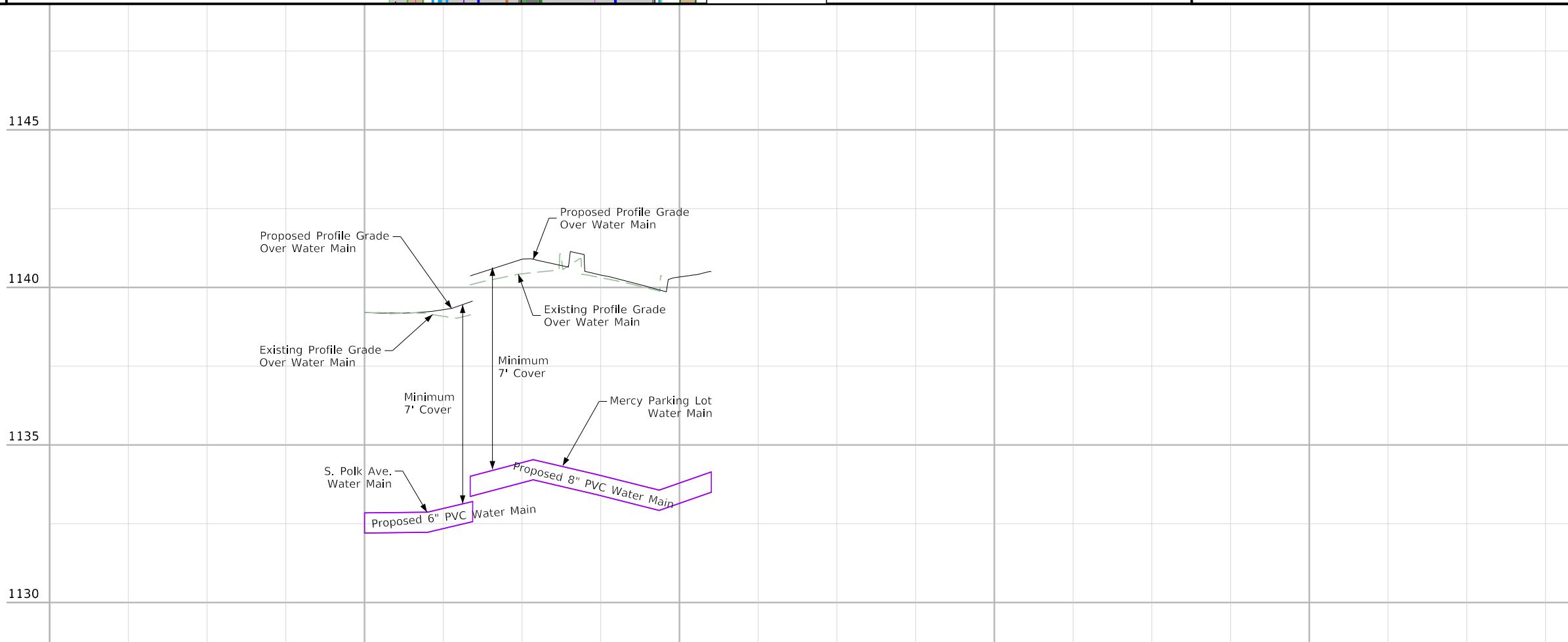


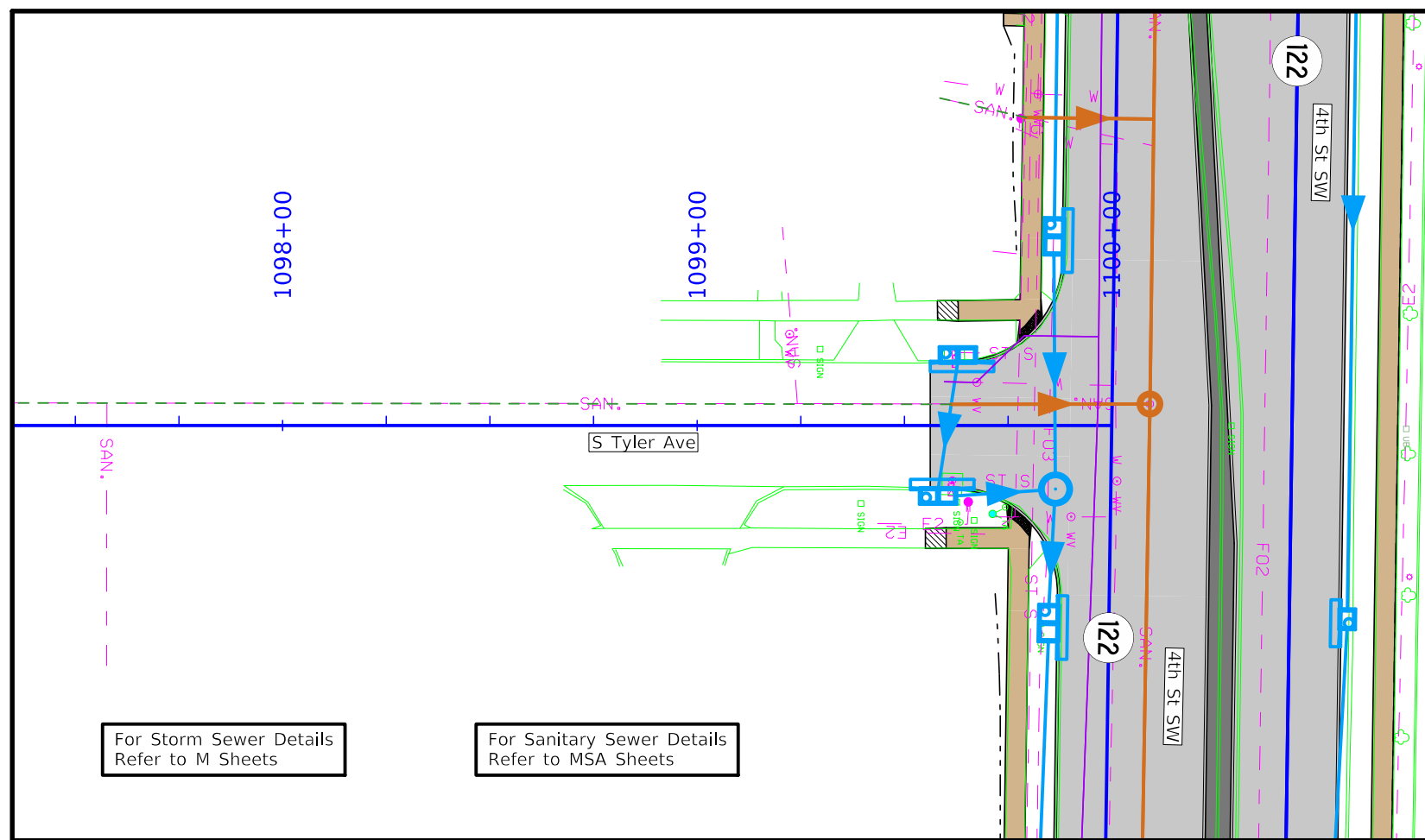
S. POLK AVE. WATER MAIN

For Storm Sewer Details Refer to M Sheets

For Sanitary Sewer Details Refer to MSA Sheets

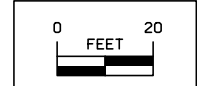
MERCY PARKING WATER MAIN



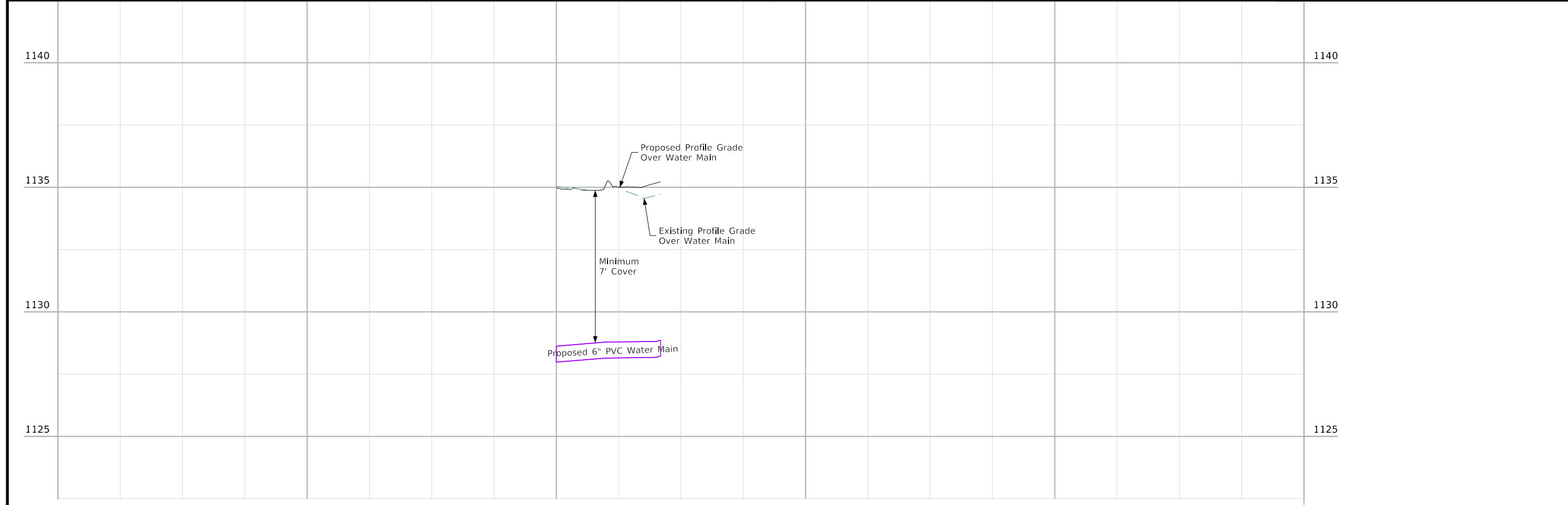


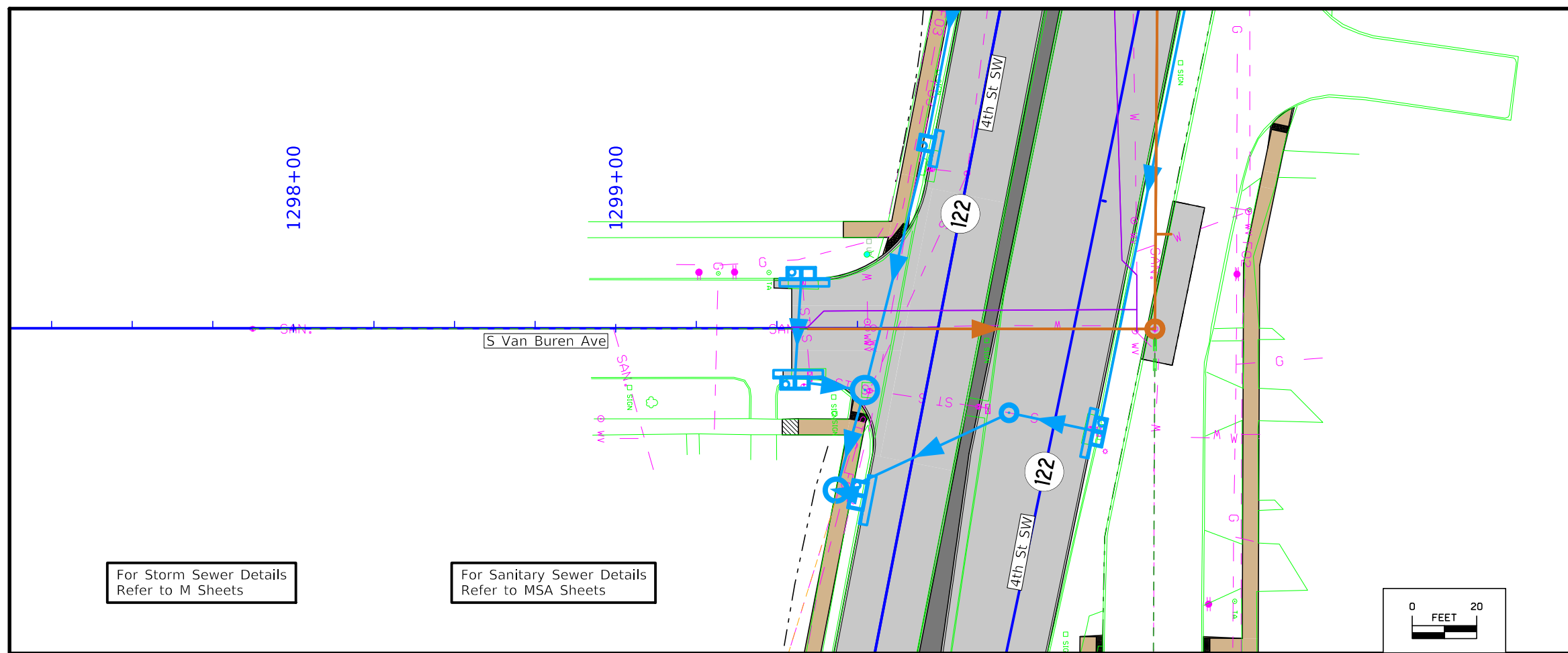
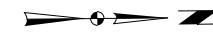
For Storm Sewer Details
Refer to M Sheets

For Sanitary Sewer Details
Refer to MSA Sheets



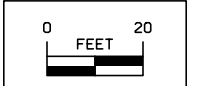
S. TYLER AVE. WATER MAIN



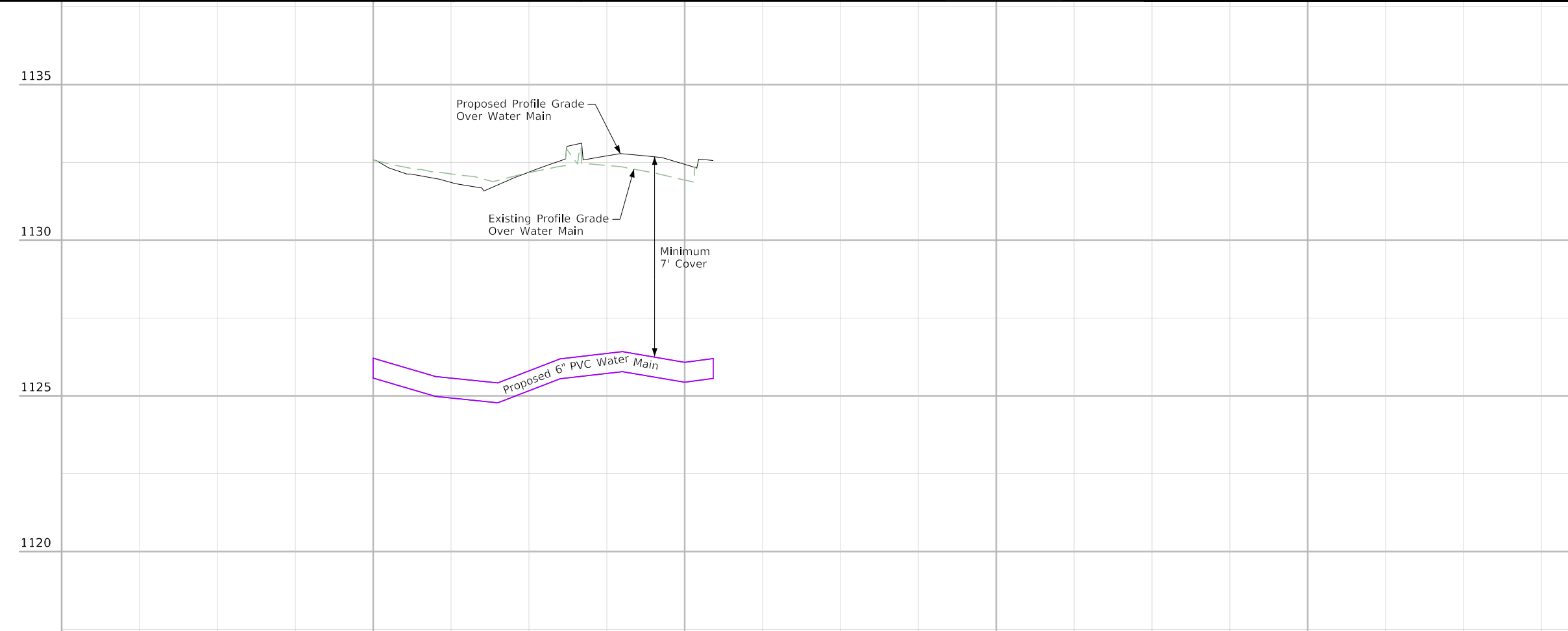


For Storm Sewer Details
Refer to M Sheets

For Sanitary Sewer Details
Refer to MSA Sheets

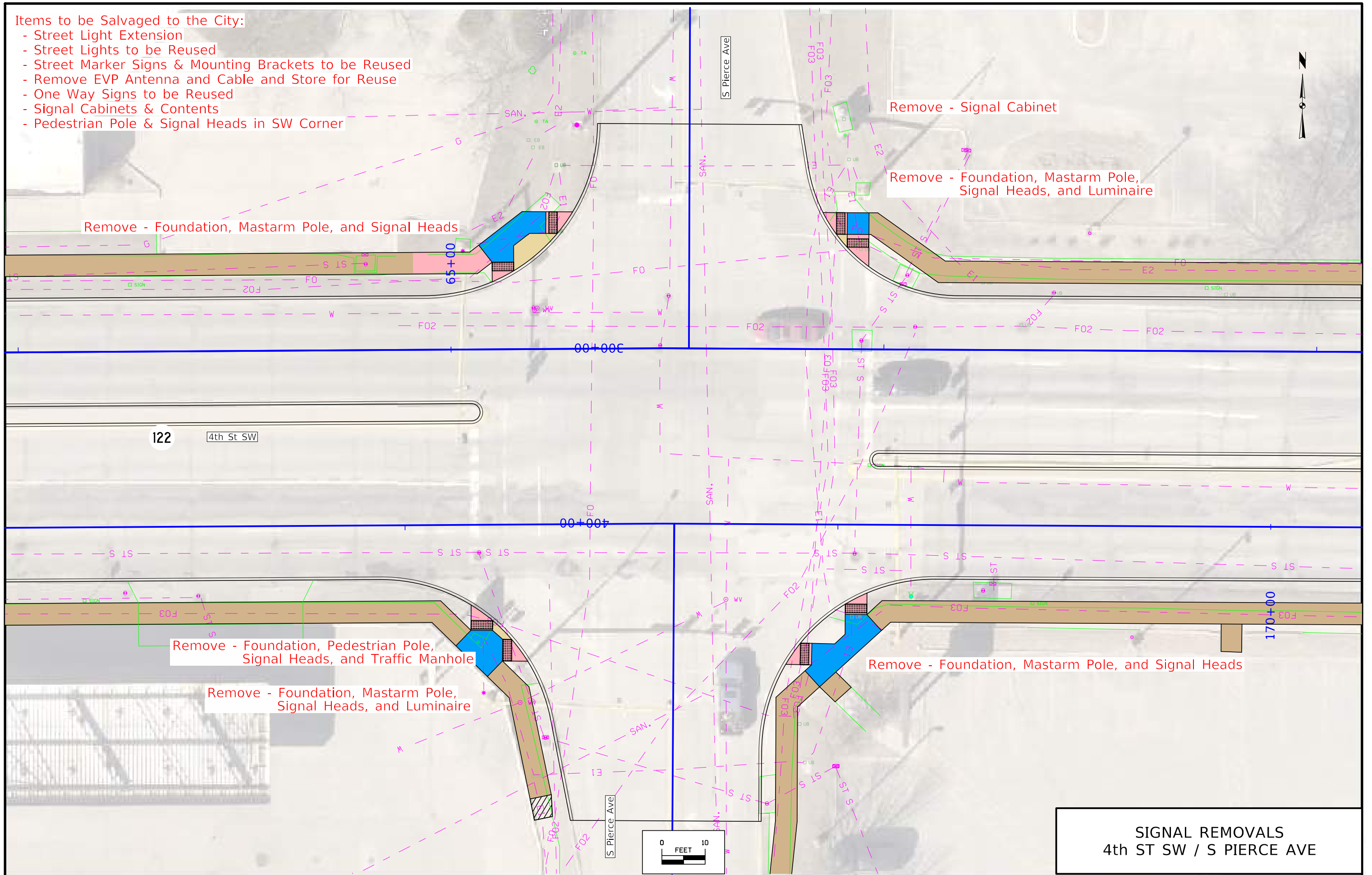


S. VAN BUREN AVE. WATER MAIN



Items to be Salvaged to the City:

- Street Light Extension
- Street Lights to be Reused
- Street Marker Signs & Mounting Brackets to be Reused
- Remove EVP Antenna and Cable and Store for Reuse
- One Way Signs to be Reused
- Signal Cabinets & Contents
- Pedestrian Pole & Signal Heads in SW Corner



SIGNAL REMOVALS
4th ST SW / S PIERCE AVE

Items to be Salvaged to the City:

- Street Light Extension
- Street Lights to be Reused
- Street Marker Signs & Mounting Brackets to be Reused
- Remove EVP Antenna and Cable and Store for Reuse
- One Way Signs to be Reused
- Signal Cabinets & Contents
- Pedestrian Poles & Signal Heads in NE & SW Corners

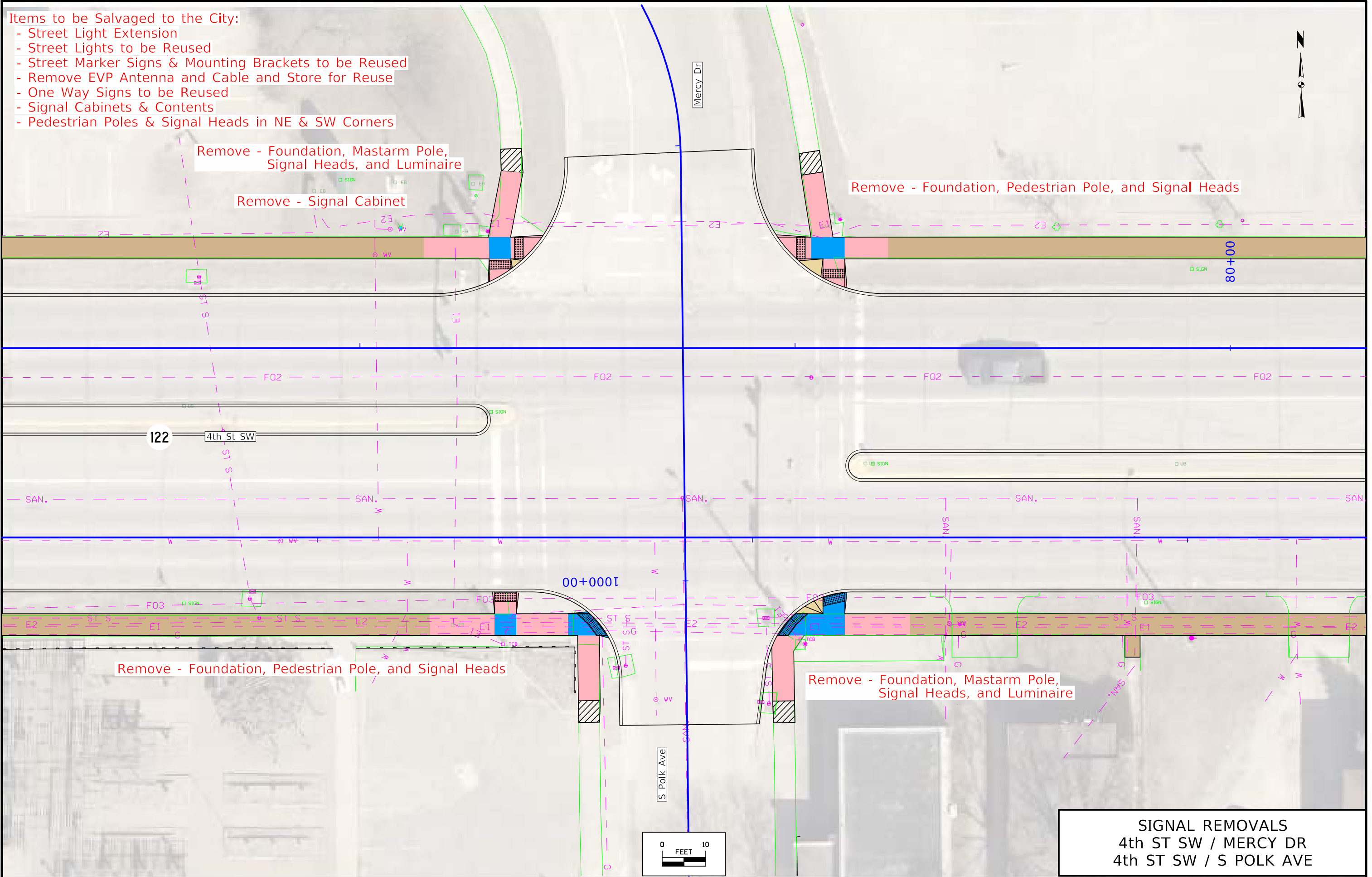
Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

Remove - Signal Cabinet

Remove - Foundation, Pedestrian Pole, and Signal Heads

Remove - Foundation, Pedestrian Pole, and Signal Heads

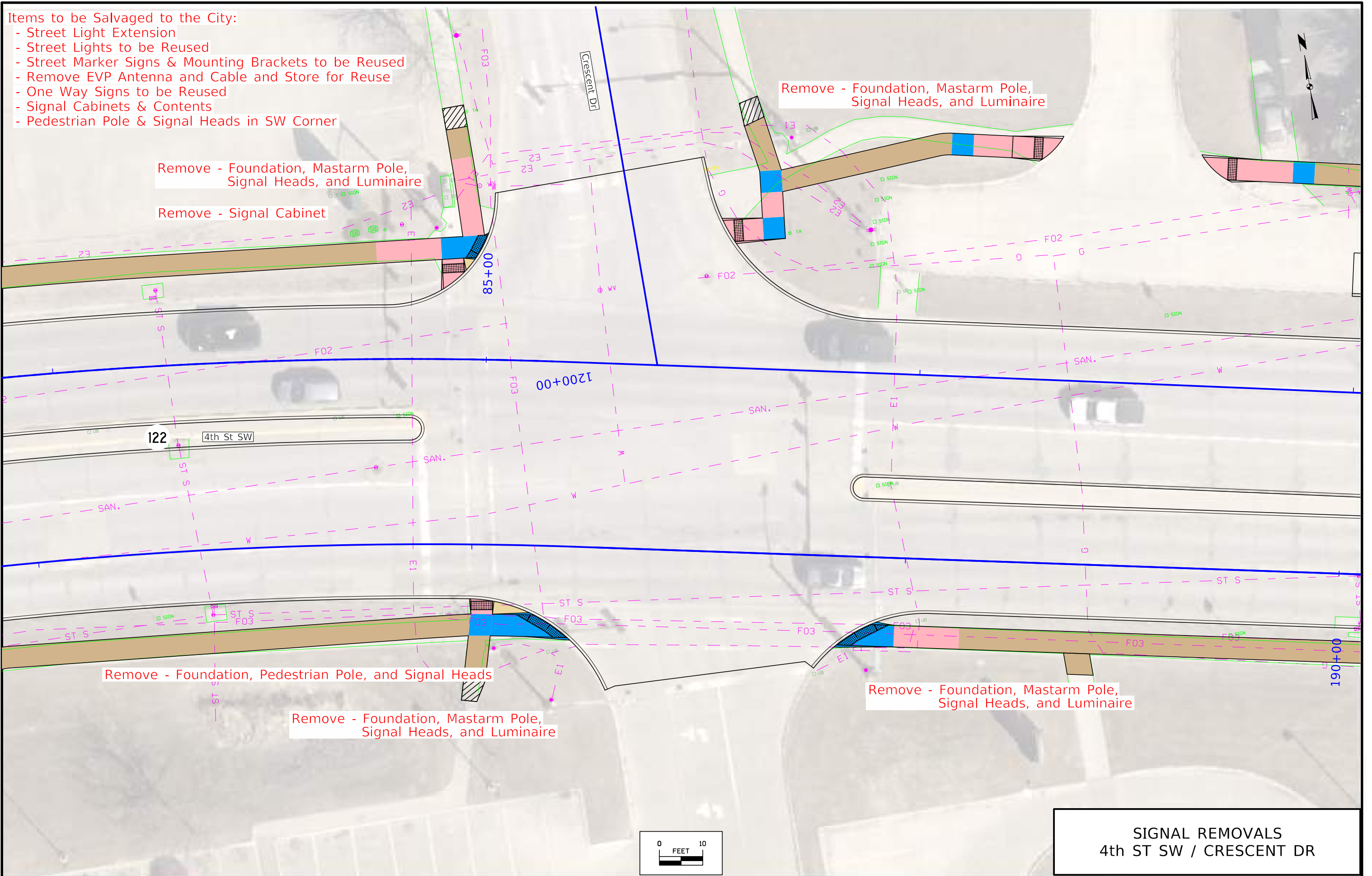
Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire



SIGNAL REMOVALS
 4th ST SW / MERCY DR
 4th ST SW / S POLK AVE

Items to be Salvaged to the City:

- Street Light Extension
- Street Lights to be Reused
- Street Marker Signs & Mounting Brackets to be Reused
- Remove EVP Antenna and Cable and Store for Reuse
- One Way Signs to be Reused
- Signal Cabinets & Contents
- Pedestrian Pole & Signal Heads in SW Corner



Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

Remove - Signal Cabinet

Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

Remove - Foundation, Pedestrian Pole, and Signal Heads

Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

SIGNAL REMOVALS
4th ST SW / CRESCENT DR

Items to be Salvaged to the City:

- Street Light Extension
- Street Lights to be Reused
- Street Marker Signs & Mounting Brackets to be Reused
- Remove EVP Antenna and Cable and Store for Reuse
- One Way Signs to be Reused
- Signal Cabinets & Contents
- Pedestrian Pole & Signal Heads in NW Corner

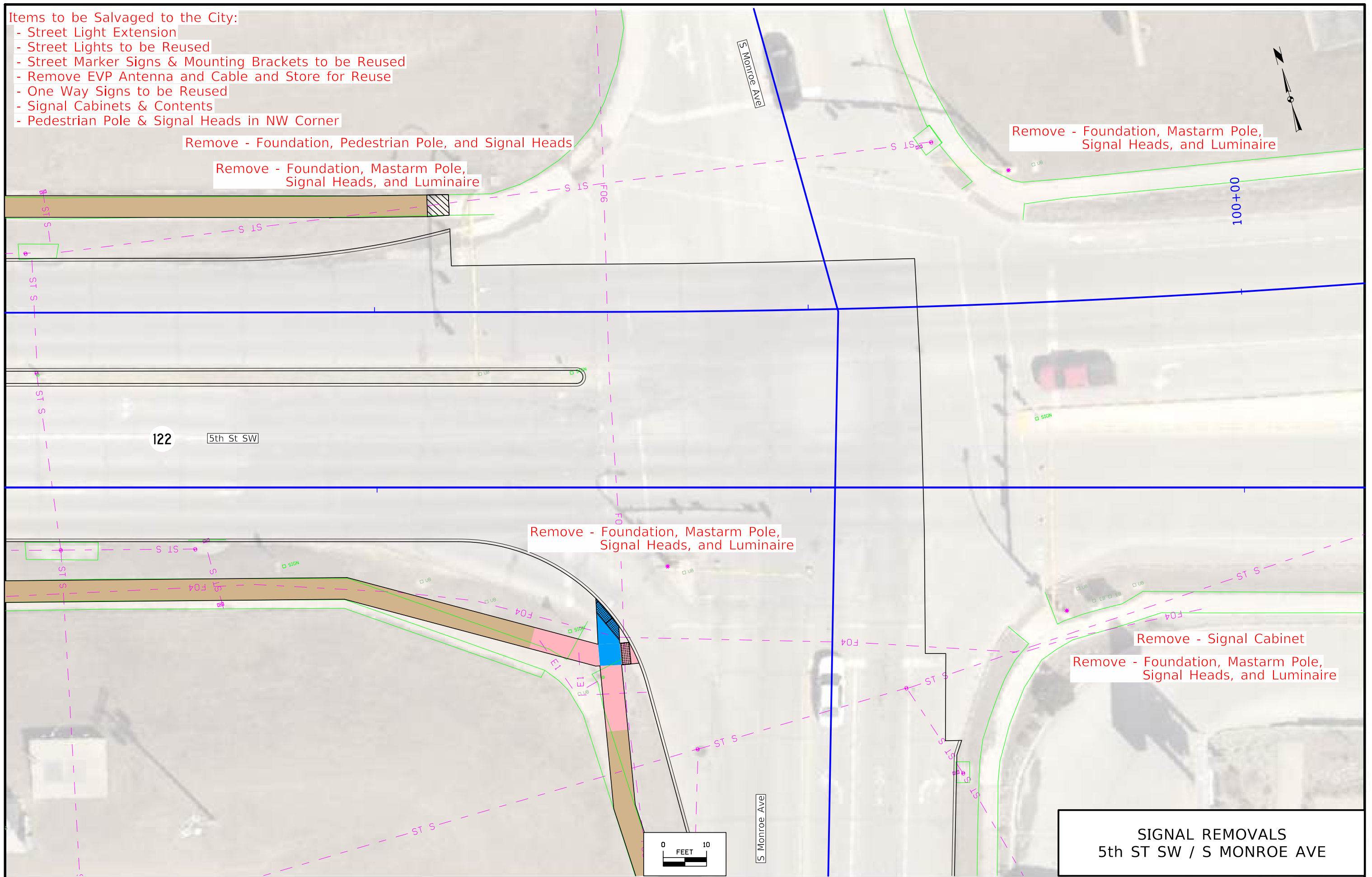
Remove - Foundation, Pedestrian Pole, and Signal Heads

Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

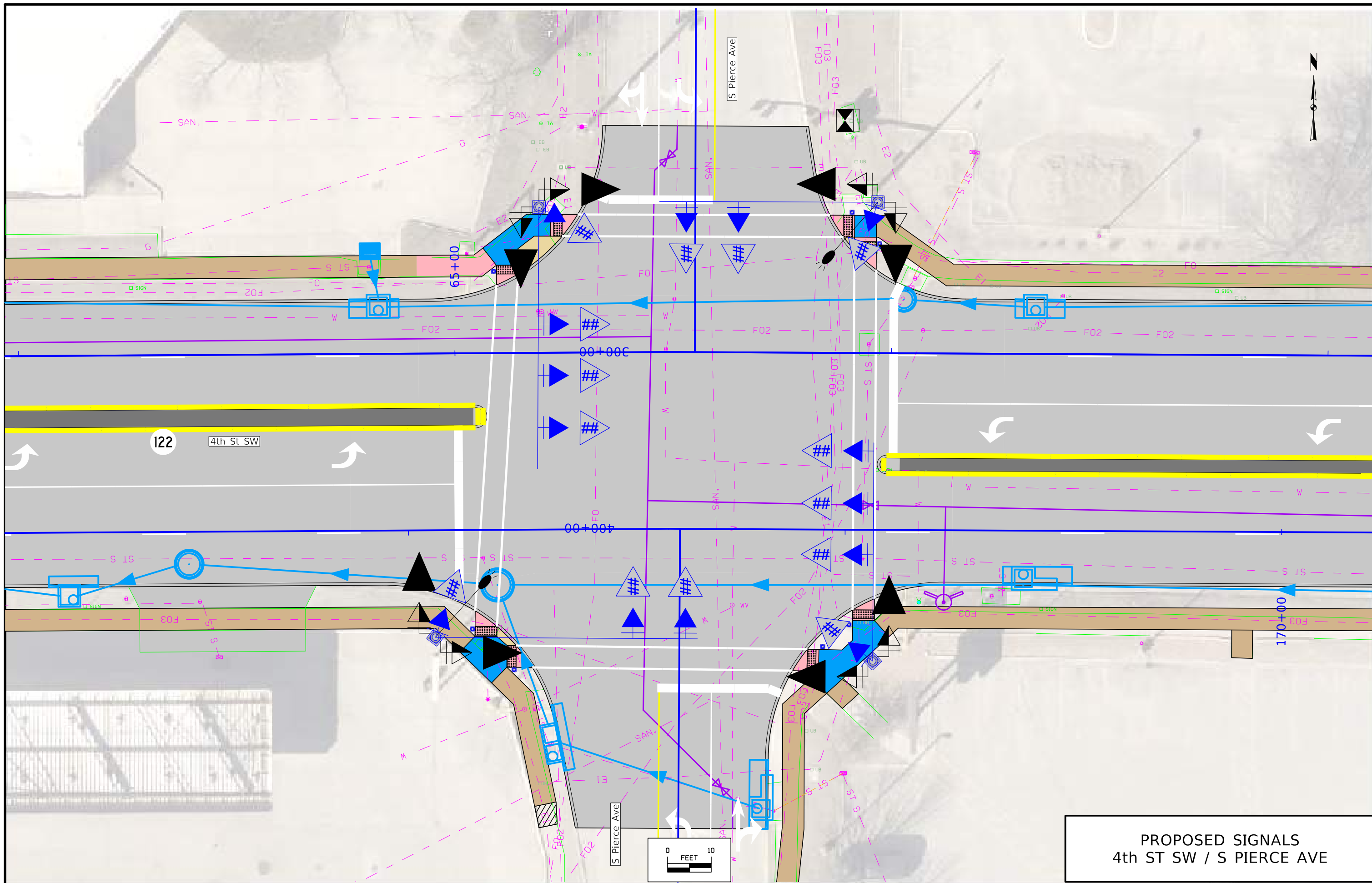
Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

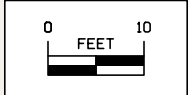
Remove - Signal Cabinet
Remove - Foundation, Mastarm Pole, Signal Heads, and Luminaire

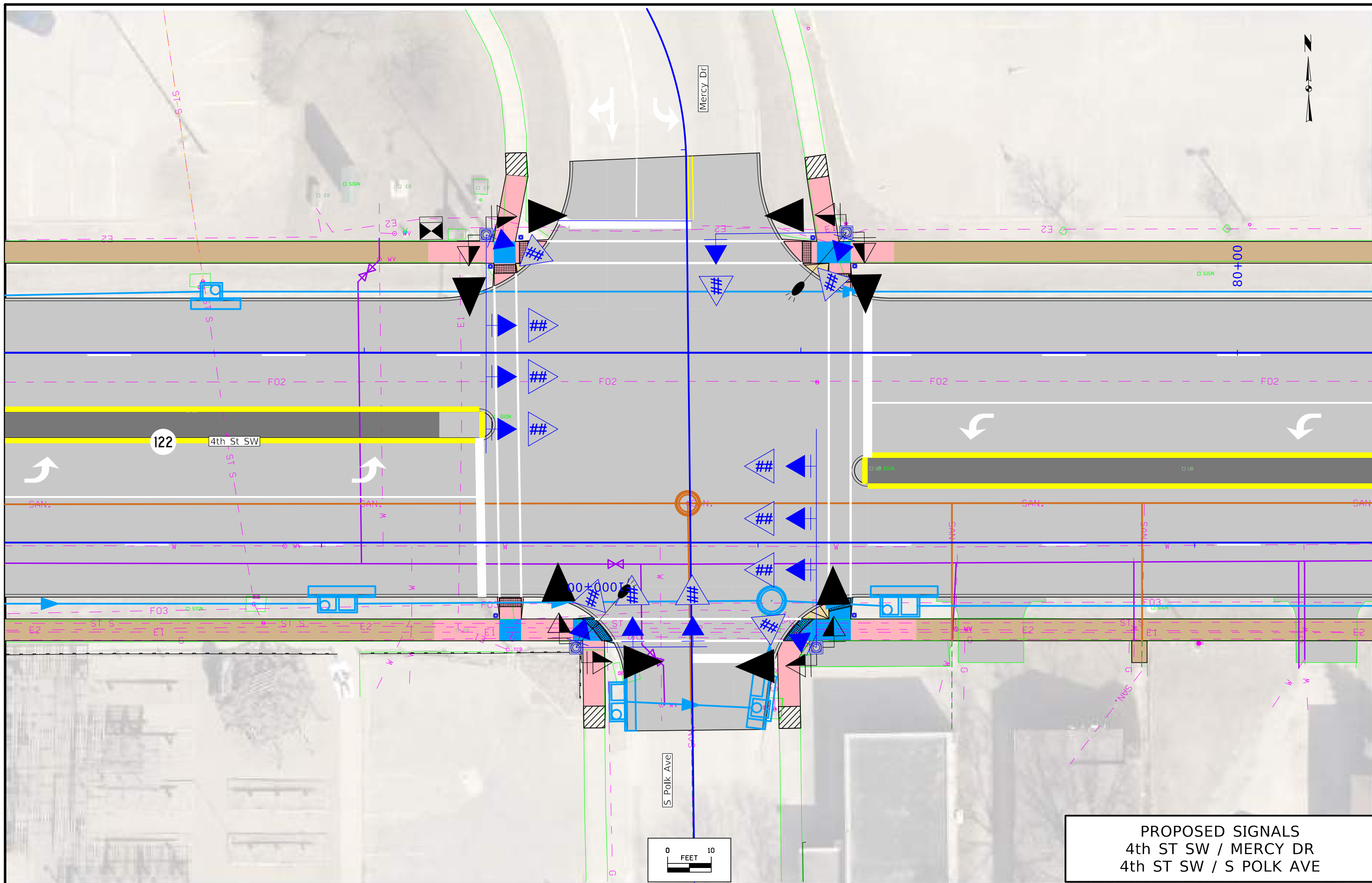


SIGNAL REMOVALS
5th ST SW / S MONROE AVE

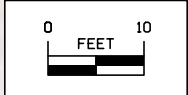


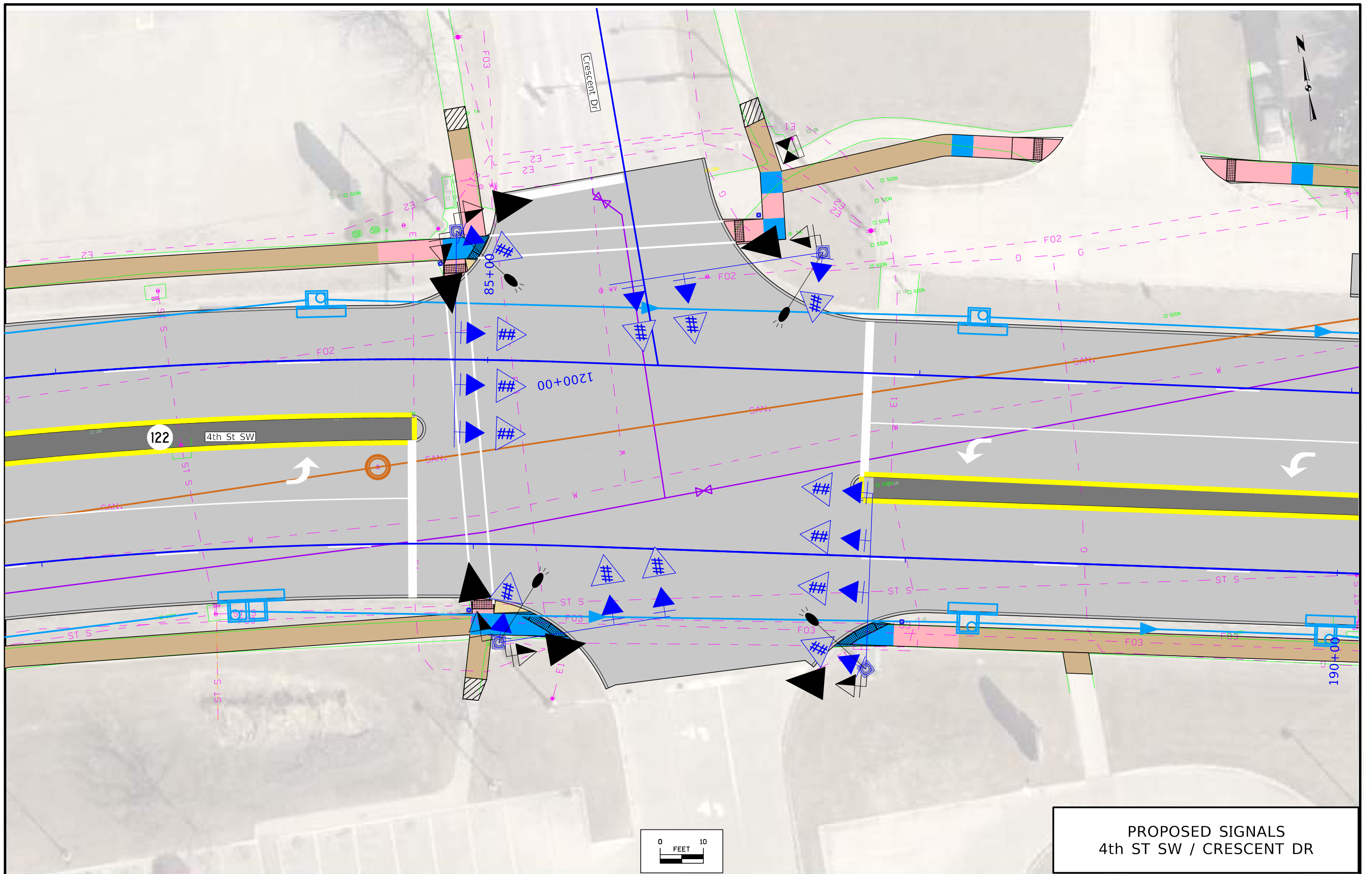
PROPOSED SIGNALS
4th ST SW / S PIERCE AVE



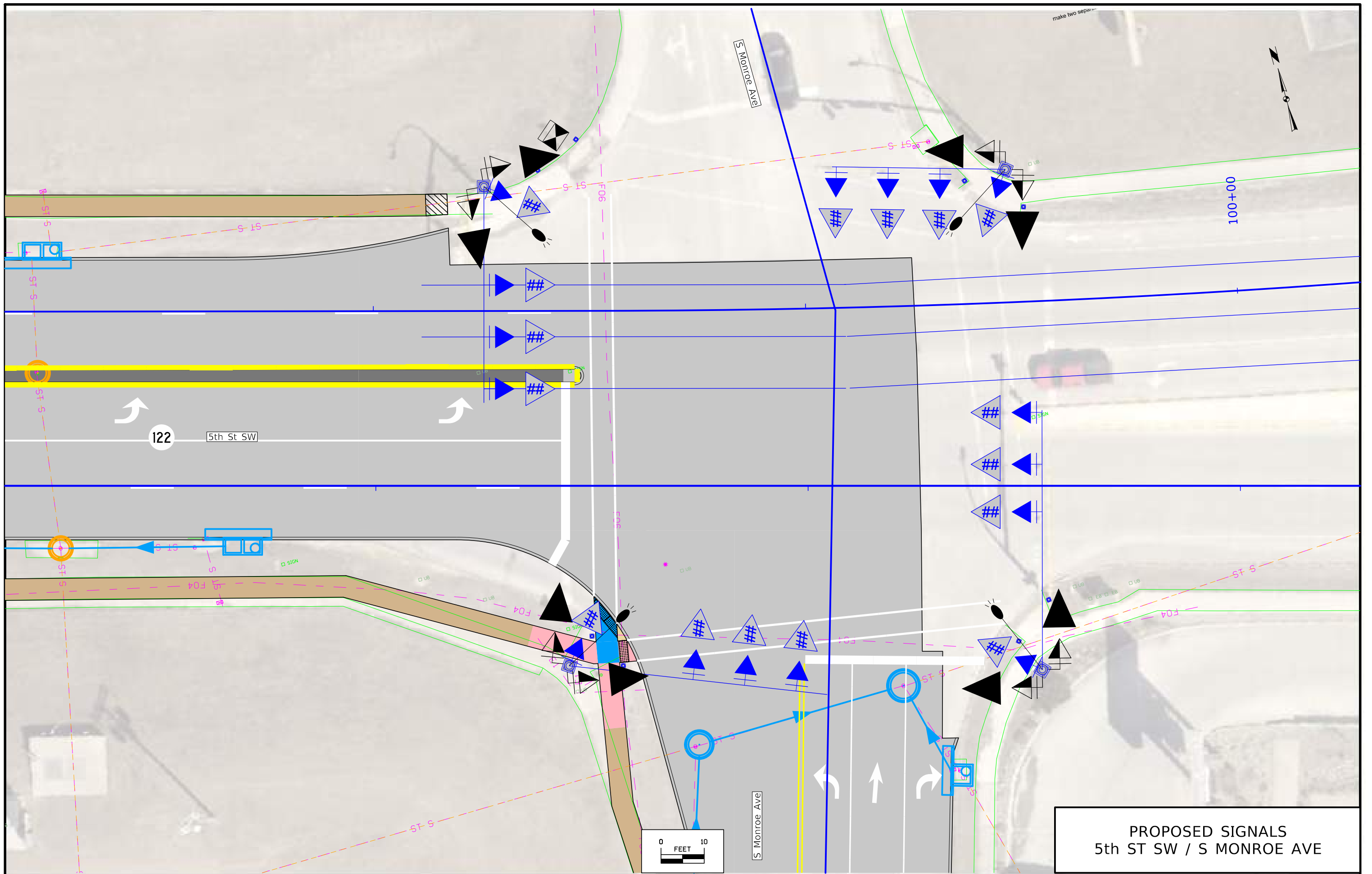


PROPOSED SIGNALS
 4th ST SW / MERCY DR
 4th ST SW / S POLK AVE





PROPOSED SIGNALS
4th ST SW / CRESCENT DR



PROPOSED SIGNALS
5th ST SW / S MONROE AVE

LINE STYLE LEGEND OF LANDSCAPE SHEETS

| LINETYPE | Design Element |
|----------|------------------------------|
| ----- | Living Snow Fence Single Row |
| ----- | Living Snow Fence Double Row |
| ————— | Mechanical Edge |

CELL LEGEND OF LANDSCAPE SHEETS

| CELL | Design Element | Plant Diameter |
|------|--------------------------|----------------|
| ⊕ | Clearing | |
| ⊙ | Proposed Shrub | 6 FT |
| ⊙ | Proposed Understory Tree | 12 FT |
| ⊙ | Proposed Conifer Tree | 18 FT |
| ⊙ | Proposed Overstory Tree | 30 FT |

PATTERN LEGEND OF LANDSCAPE SHEETS

| | | | |
|--|---------------------|--|------------|
| | Brush Clearing | | Spray Area |
| | Clearing & Grubbing | | |

LINE STYLE LEGEND OF EROSION CONTROL SHEETS

| LINETYPE | Design Element |
|----------|---|
| | Silt Fence |
| | Perimeter and Slope Sediment Control Device (9") |
| | Perimeter and Slope Sediment Control Device (12") |
| | Perimeter and Slope Sediment Control Device (20") |
| | Open-Throat Curb Intake Sediment Filter |
| | Concentrated Flow |
| | Rock Check and Rock Check Dam |
| | Sheet Flow |

CELL LEGEND OF EROSION CONTROL SHEETS

| CELL | Design Element |
|------|--|
| | Temporary Sediment Control basin |
| | Erosion Control for Circular Intake or Manhole Well |
| | Erosion Control for Rectangular Intake or Manhole Well |
| | Grate Intake Sediment Filter Bag |
| | Silt Basin |
| | Silt Fence Tail |
| | Stormwater Drainage Basin Discharge Point |

PLAN VIEW COLOR LEGEND OF EROSION CONTROL SHEETS

| LINework | Design Color No. | Design Element |
|--------------|------------------|---|
| Green | (2) | Existing Topographic Features and Labels |
| Blue | (1) | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation |
| Magenta | (5) | Existing Utilities |
| Black | (0) | Permanent Erosion Control Features |
| Blaze Orange | (222) | Temporary Erosion Control Features |

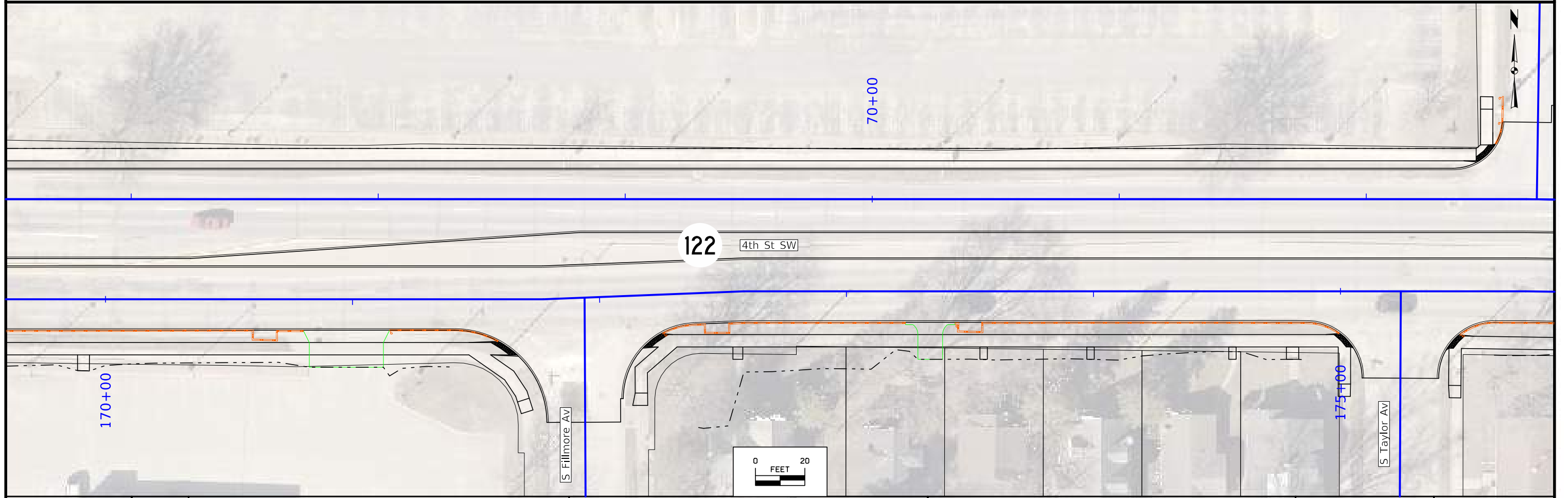
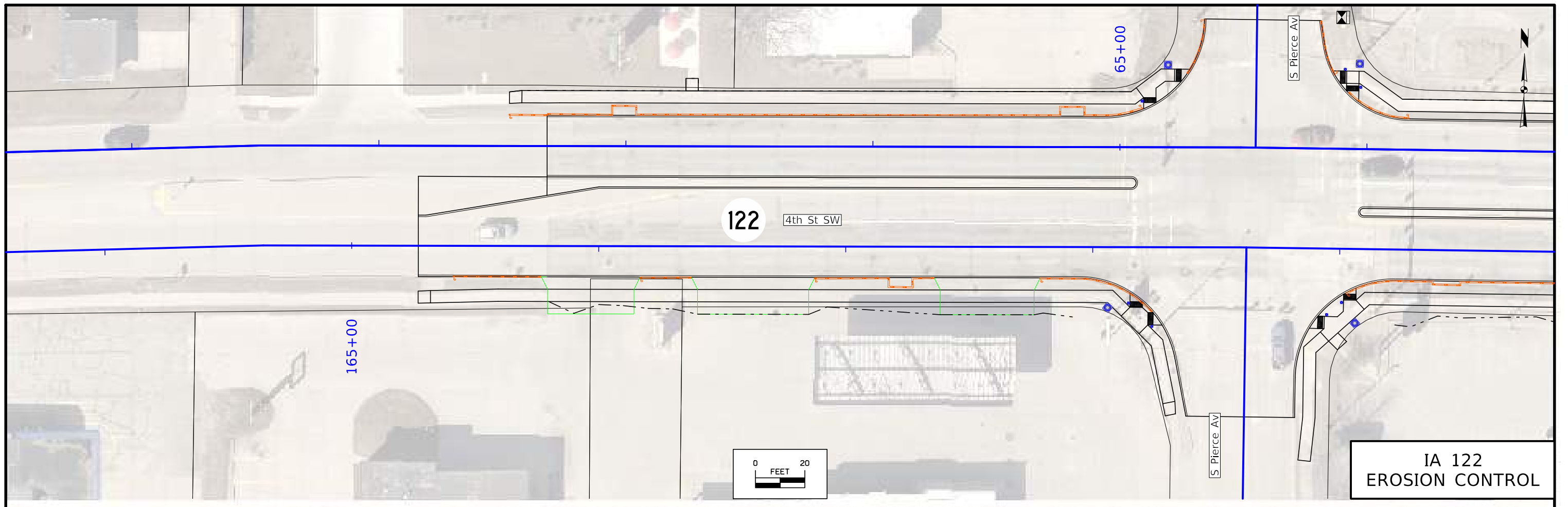
| SHADING | Design Color No. | Design Element | Transparency |
|-------------|------------------|---|--------------|
| Citron | (234) | Mulching, All Types | 50% |
| Light Brown | (238) | Special Ditch Control, Wood Excelsior Mat | 0% |
| Grass Green | (233) | 8FT Mow Strip | 50% |

PATTERN LEGEND OF EROSION CONTROL SHEETS

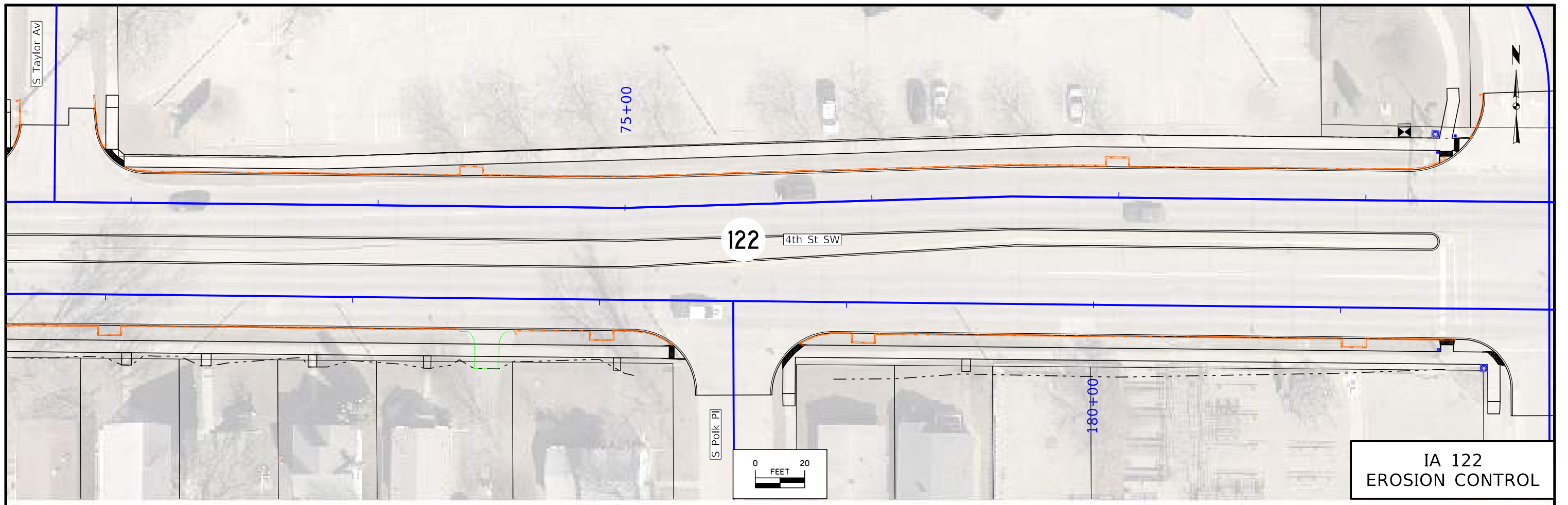
| | | | |
|--|---------------------------------|--|--------------------------------------|
| | Seeding and Fertilizing | | Turf Reinforcement Mat Type 1 |
| | Seeding and Fertilizing (Rural) | | Turf Reinforcement Mat Type 2 |
| | Seeding and Fertilizing (Urban) | | Turf Reinforcement Mat Type 3 |
| | Native Grass Seeding | | Turf Reinforcement Mat Type 4 |
| | Salt Tolerant Seeding | | Slope Protection, Wood Excelsior Mat |
| | Wetland Grass Seeding | | Transition Mat |
| | Wildflower Seeding | | Rock Features, Permanent |
| | Sodding | | Rock Features, Temporary |

EROSION CONTROL LEGEND AND SYMBOL INFORMATION SHEET

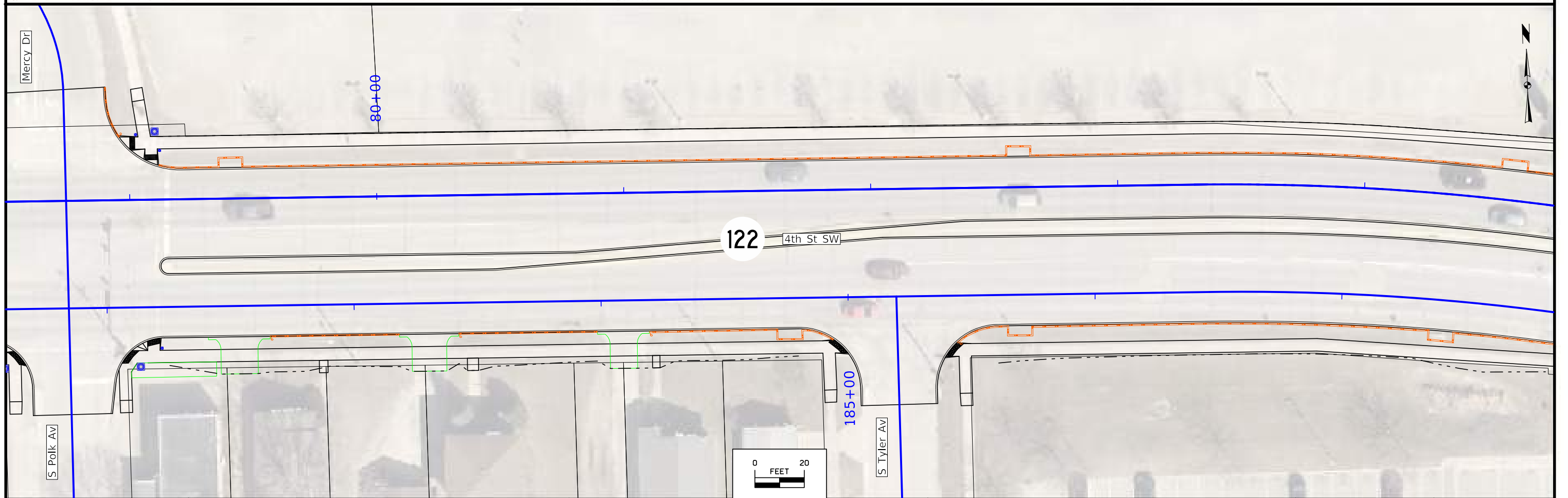
(COVERS SHEET SERIES R)

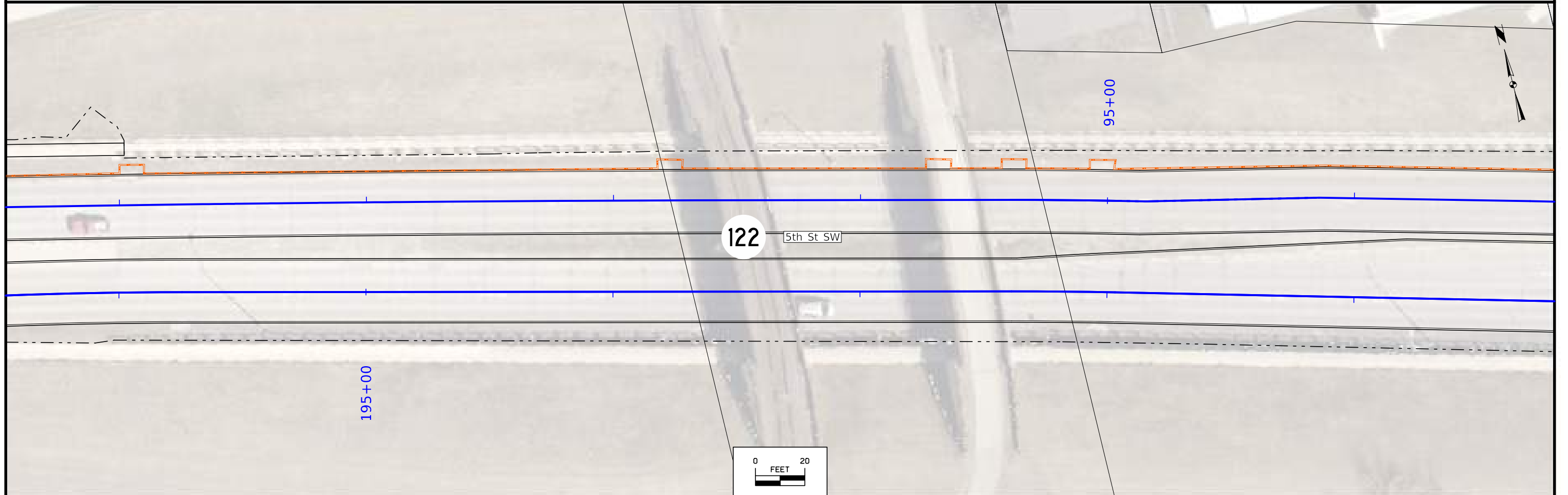
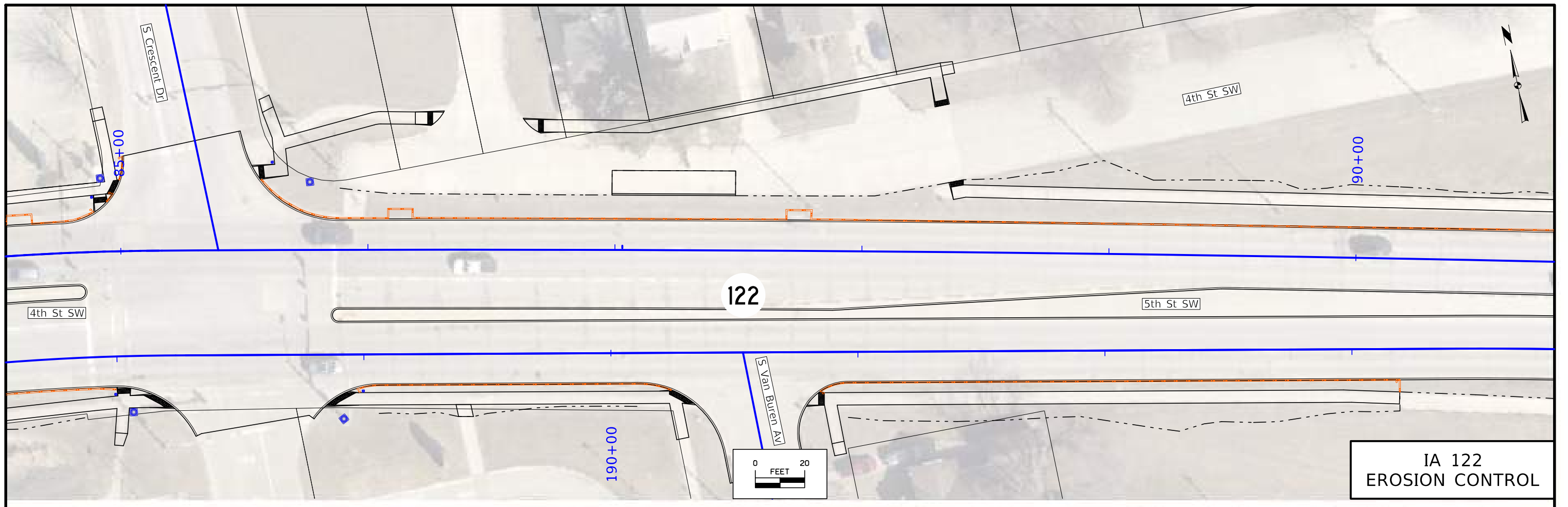


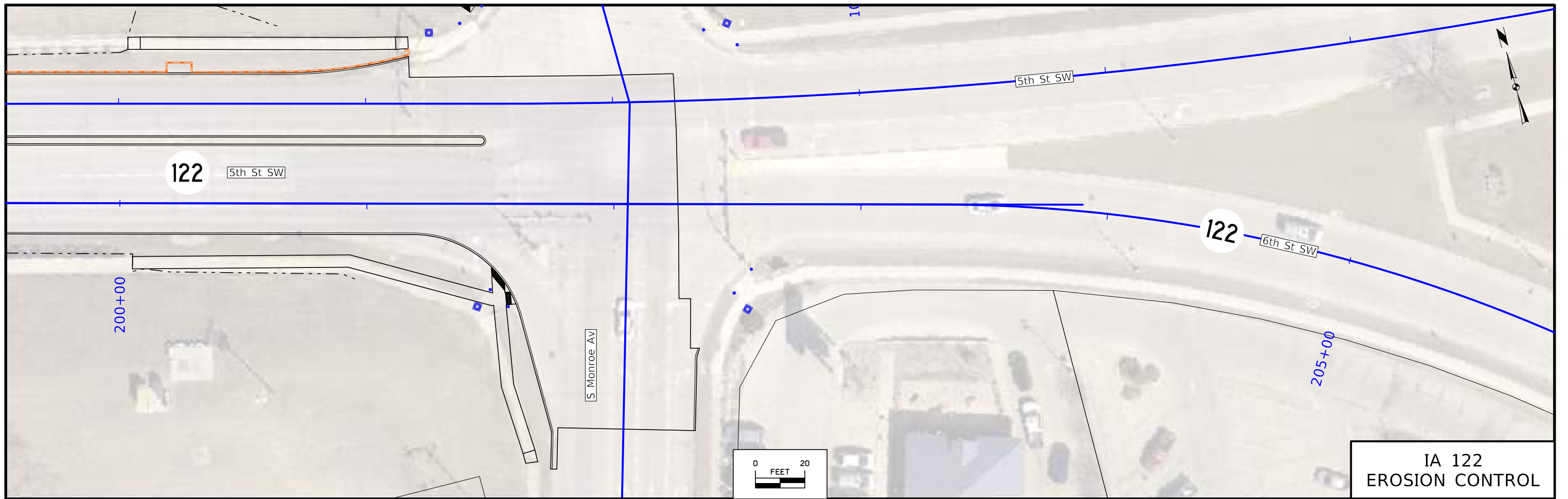
| | | | | | |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER RR.2 |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|



IA 122
EROSION CONTROL







IA 122
EROSION CONTROL

SURVEY SYMBOLS

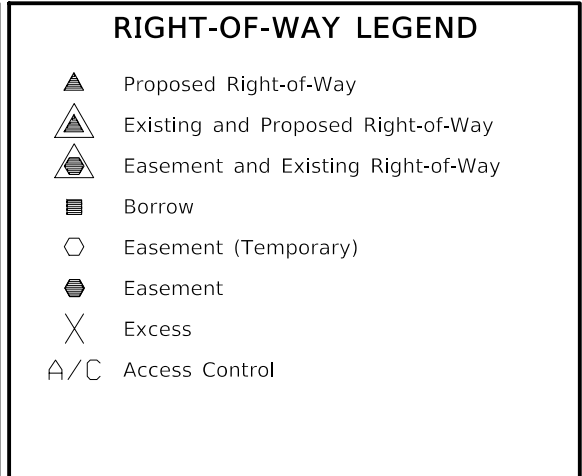
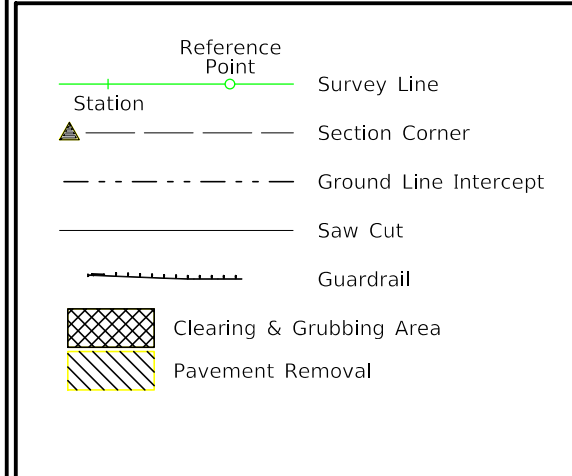
- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Existing Utility Access (Manhole)
- Fire Hydrant
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- Sign
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box

UTILITY LEGEND

- MASON CITY
Steven Olney
641-421-3605
solney@masoncity.net
- ALLIANT ENERGY
Alliant Energy Field Engineer
800-255-4268
locate_IPL@alliantenergy.com
- MERCY MEDICAL CENTER NORTH IA
Todd Cash / Tony Bauman
641-494-9198 / 563-542-1045
cash@mercyhealth.com / baumana@mercyhealth.com
- CENTURYLINK
Sadie Hull
918-547-0147
sadie.hull@lumen.com
- MNA/BLUEBIRD
Jamie Scott
314-270-8738
james.scott@bluebirdnetwork.com
- IOWA HOSPITAL ASSOCIATION
Shannon Marlow
800-572-3940
icnoutsideplantiowaonecall@iowa.gov
- LUMEN
Mindi Burgett
515-263-7230
mindy.burgett@lumen.com
- CLEAR LAKE INDEPENDENT TEL
Brad Emerson
641-355-2113
brademerson@cltel.com
- ALLIANT ENERGY
Alliant Energy Field Engineer
800-255-4268
locate_IPL@alliantenergy.com
- MASON CITY SANITARY SEWER
Scott Bratrud
641-421-3691
sbratrud@masoncity.net
- MASON CITY STORM SEWER
Mark Rahm
641-421-3605
mrahm@masoncity.net
- MASON CITY WATER DEPARTMENT
Don Thorson
641-4213683
onecall@masoncity.net

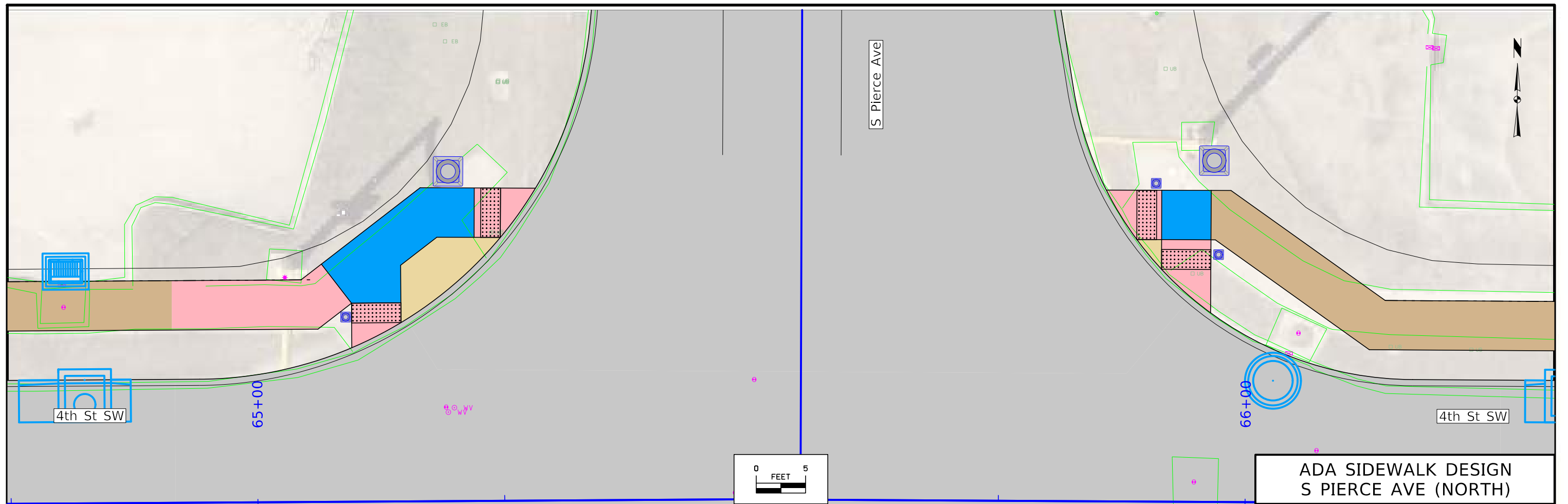
PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

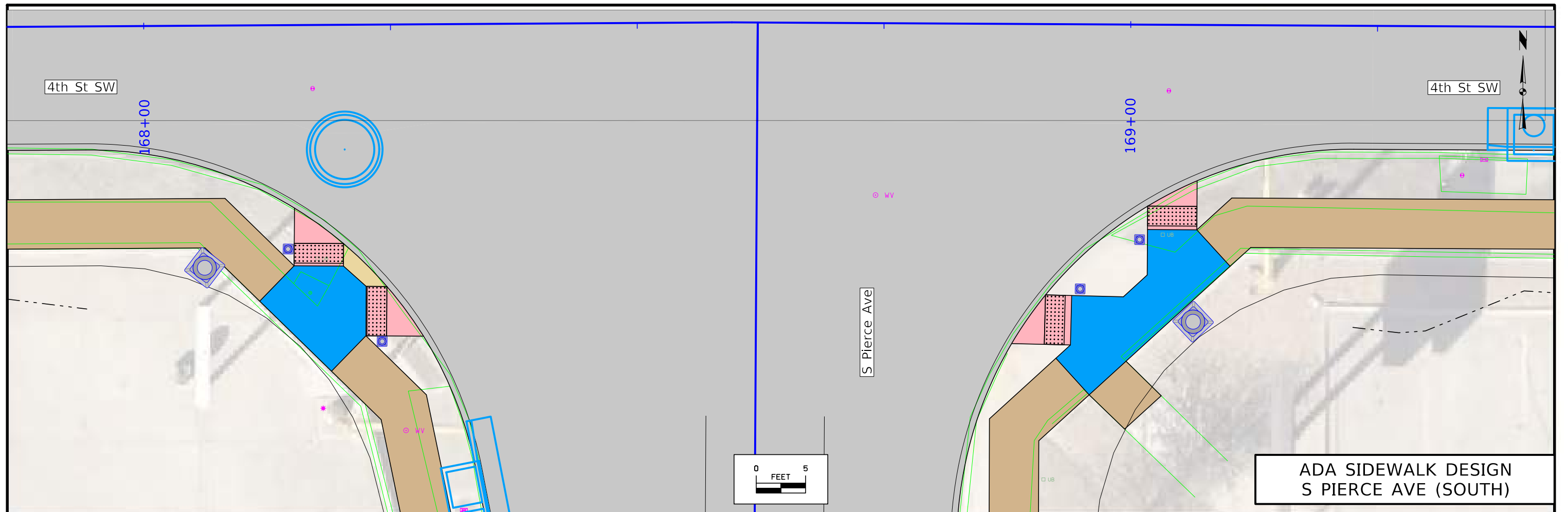


SIDEWALK LEGEND AND SYMBOL INFORMATION SHEET

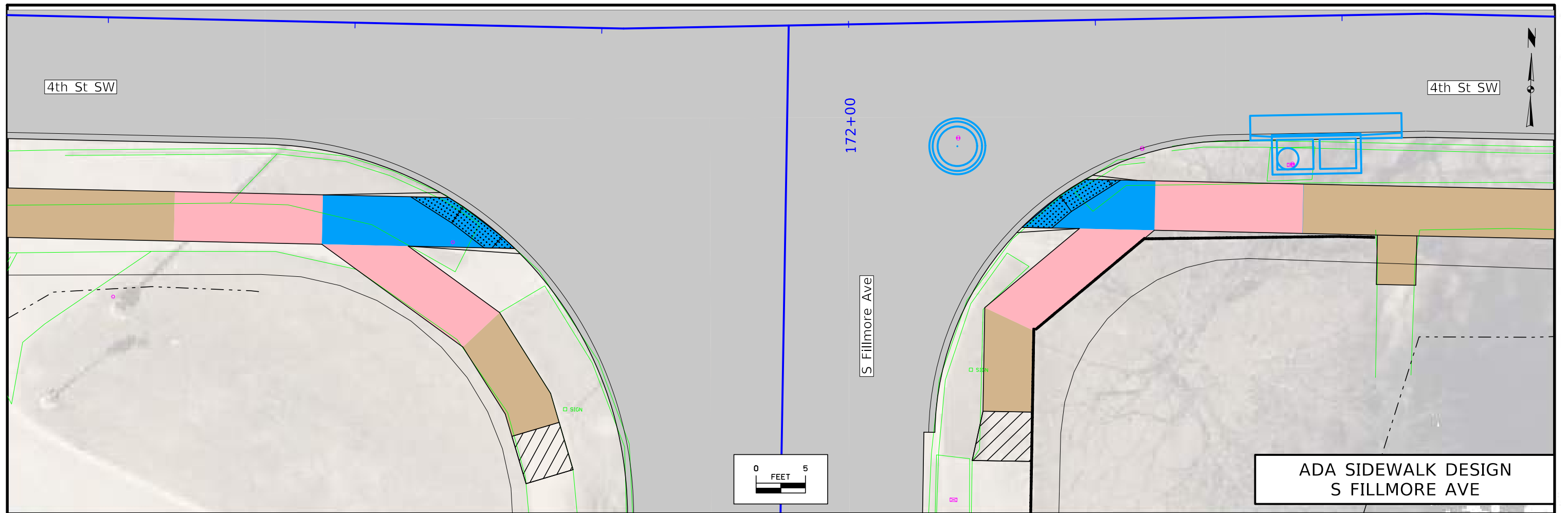
(COVERS SHEET SERIES S)



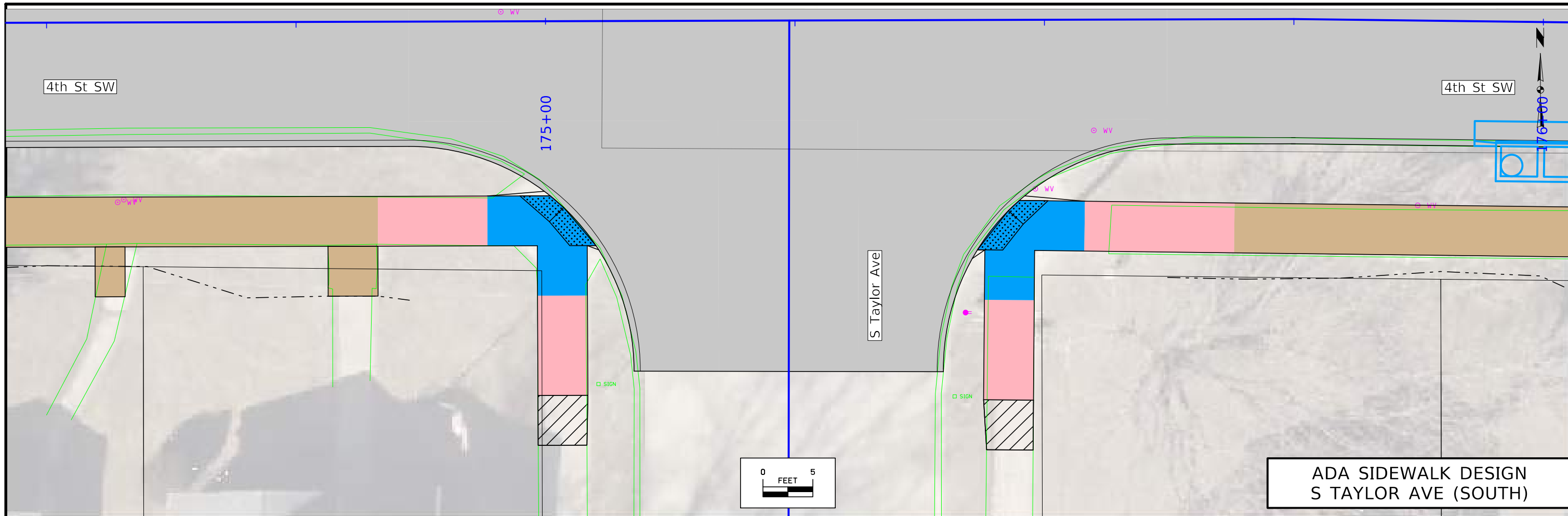
ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN

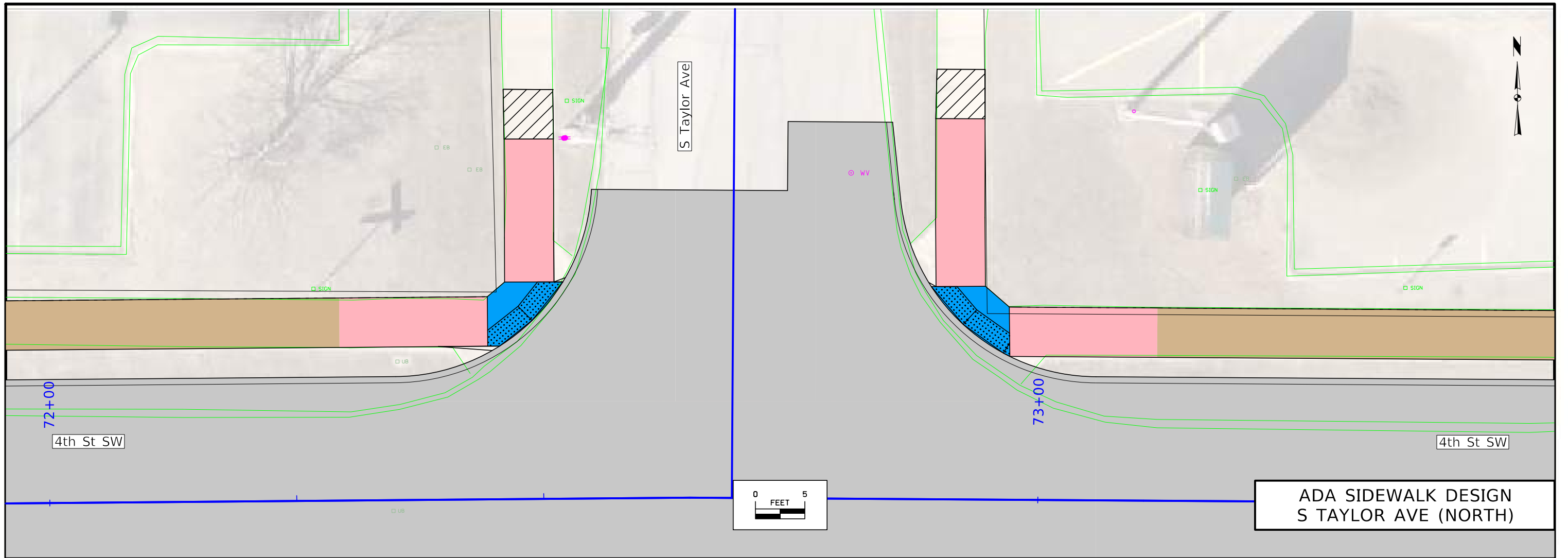


ADA SPREADSHEETS WITH LENGTHS AND SLOPES TO BE ADDED IN FINAL DESIGN

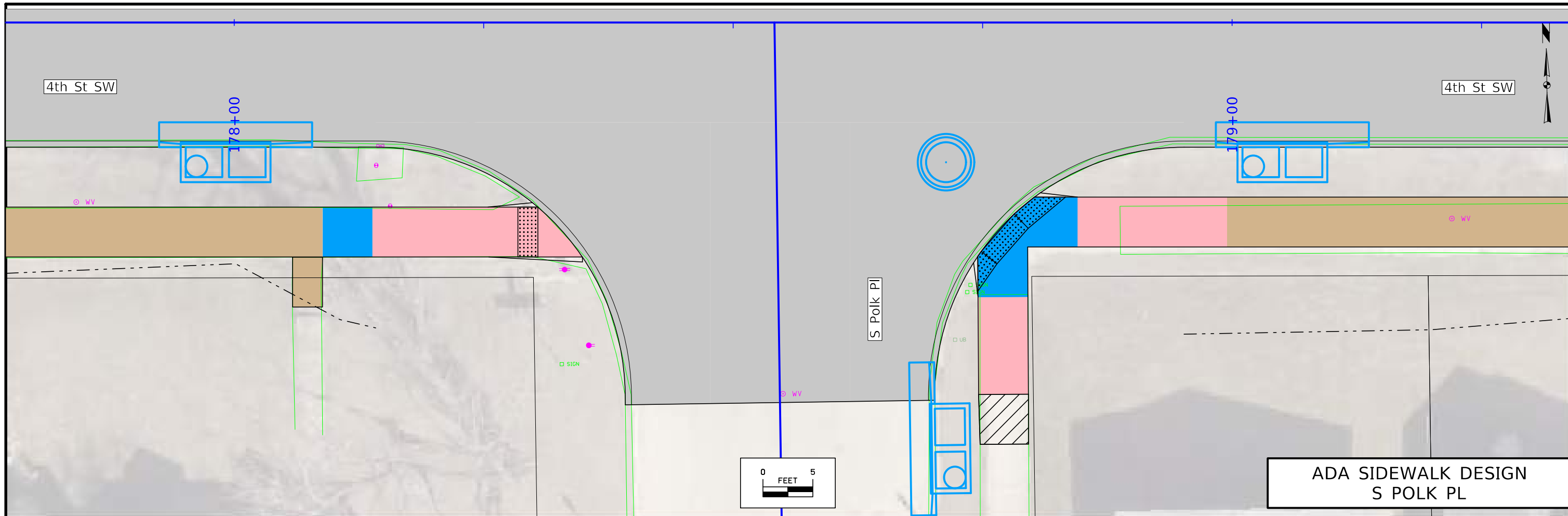


ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN

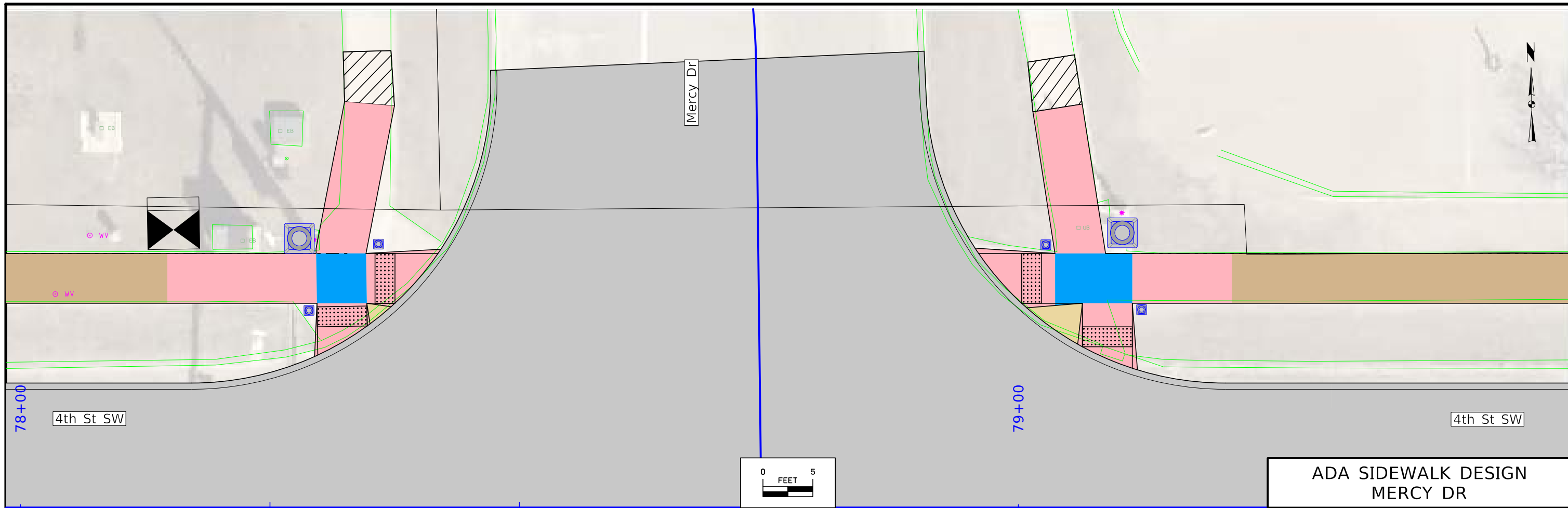




ADA SPREADSHEETS WITH LENGTHS AND SLOPES TO BE ADDED IN FINAL DESIGN

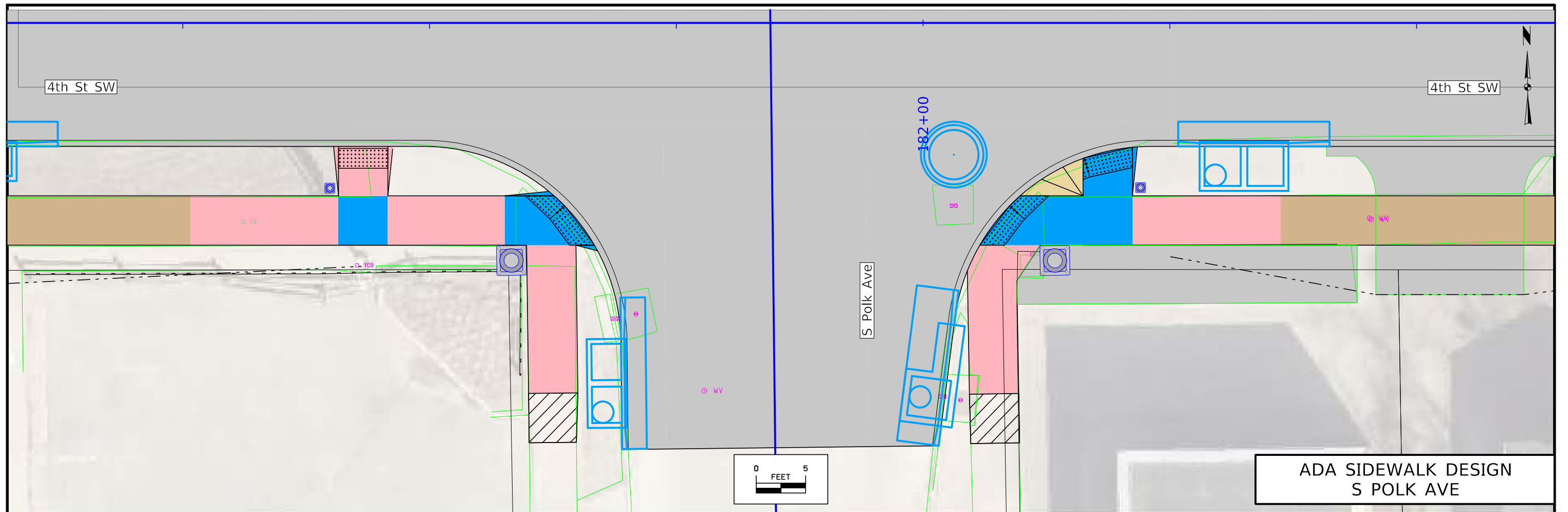


ADA SPREADSHEETS WITH LENGTHS AND SLOPES TO BE ADDED IN FINAL DESIGN



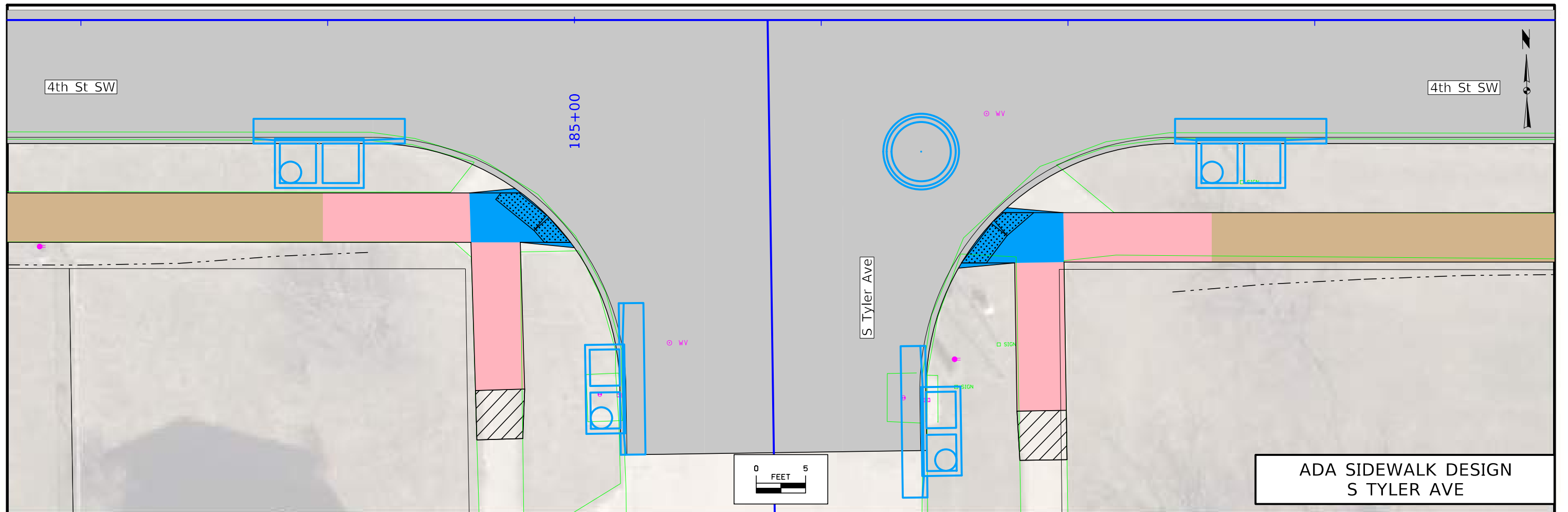
ADA SIDEWALK DESIGN
MERCY DR

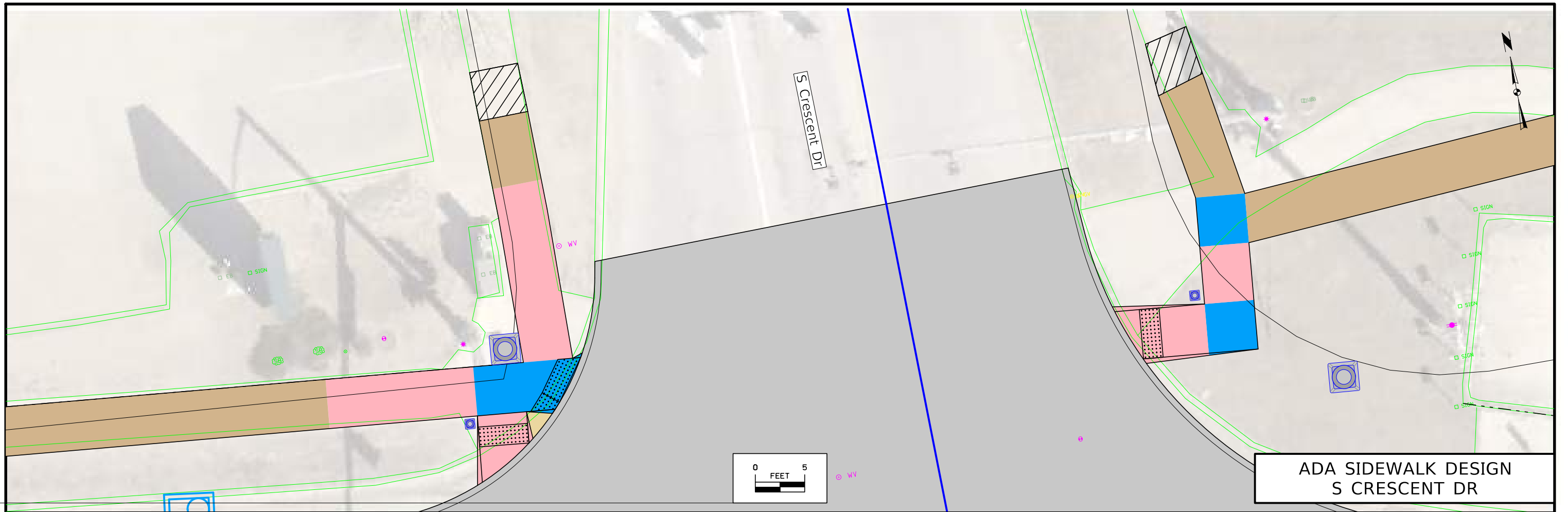
ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN



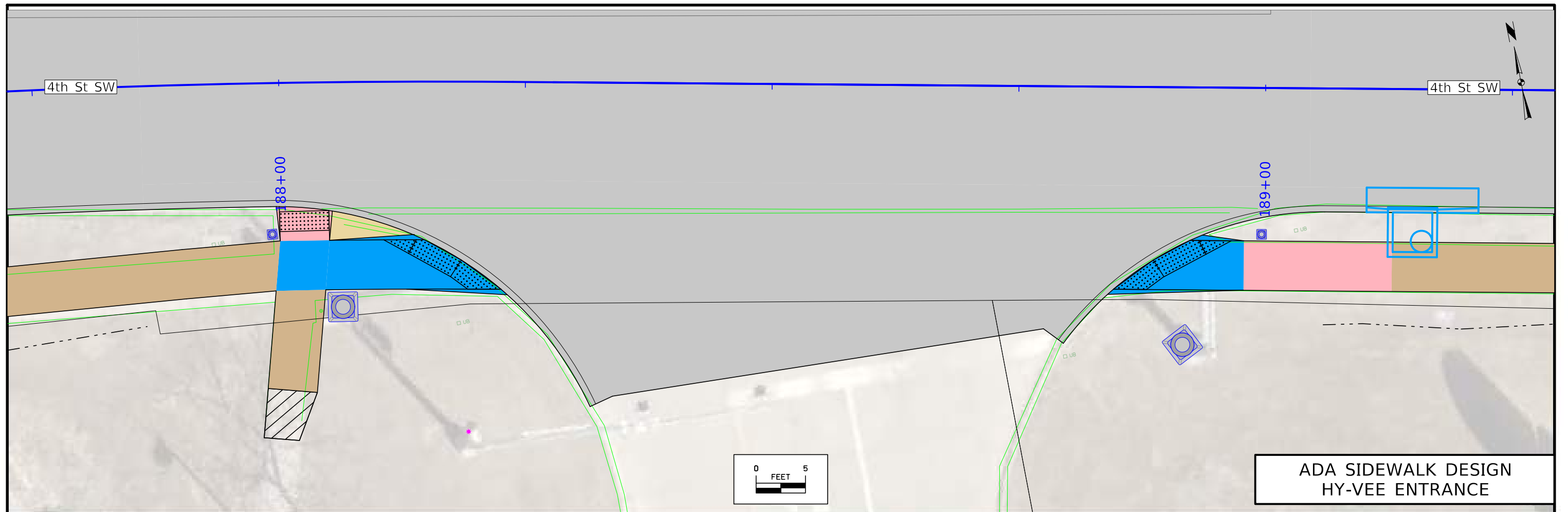
ADA SIDEWALK DESIGN
S POLK AVE

ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN

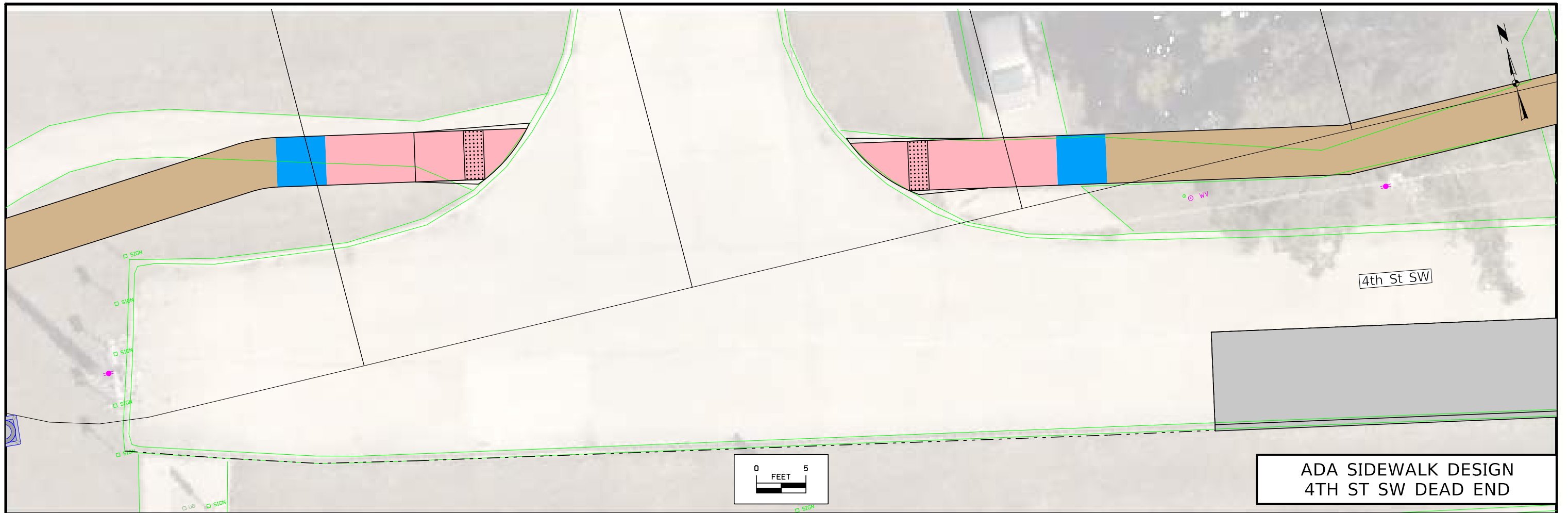




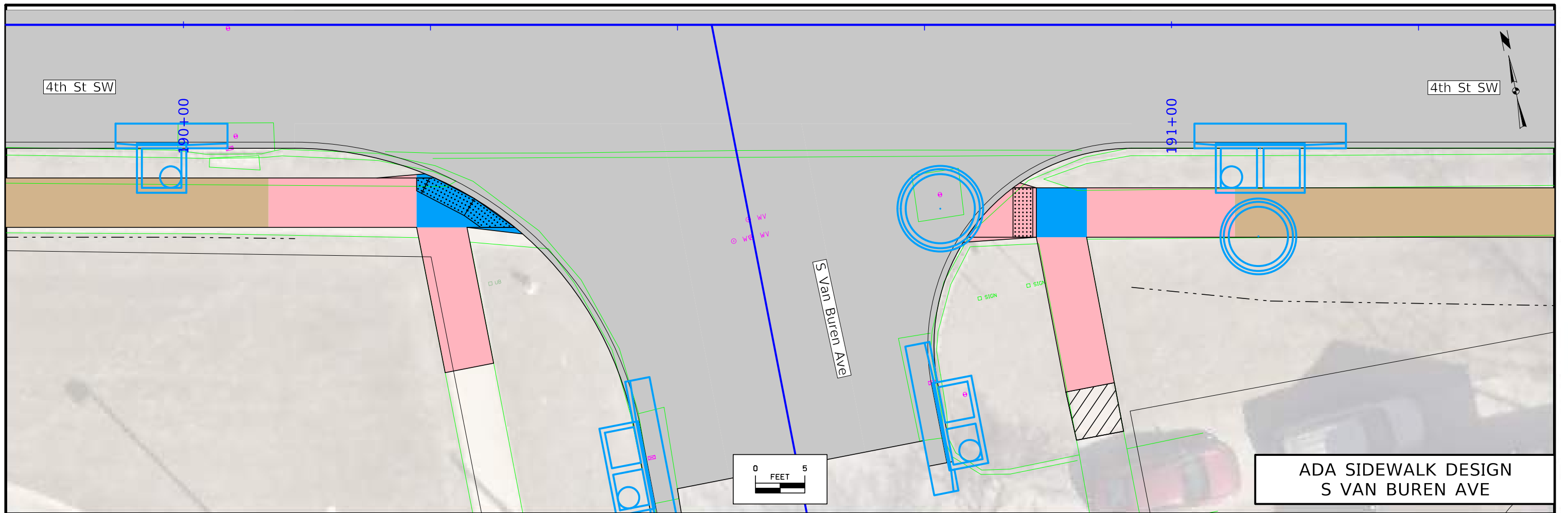
ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN



ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN

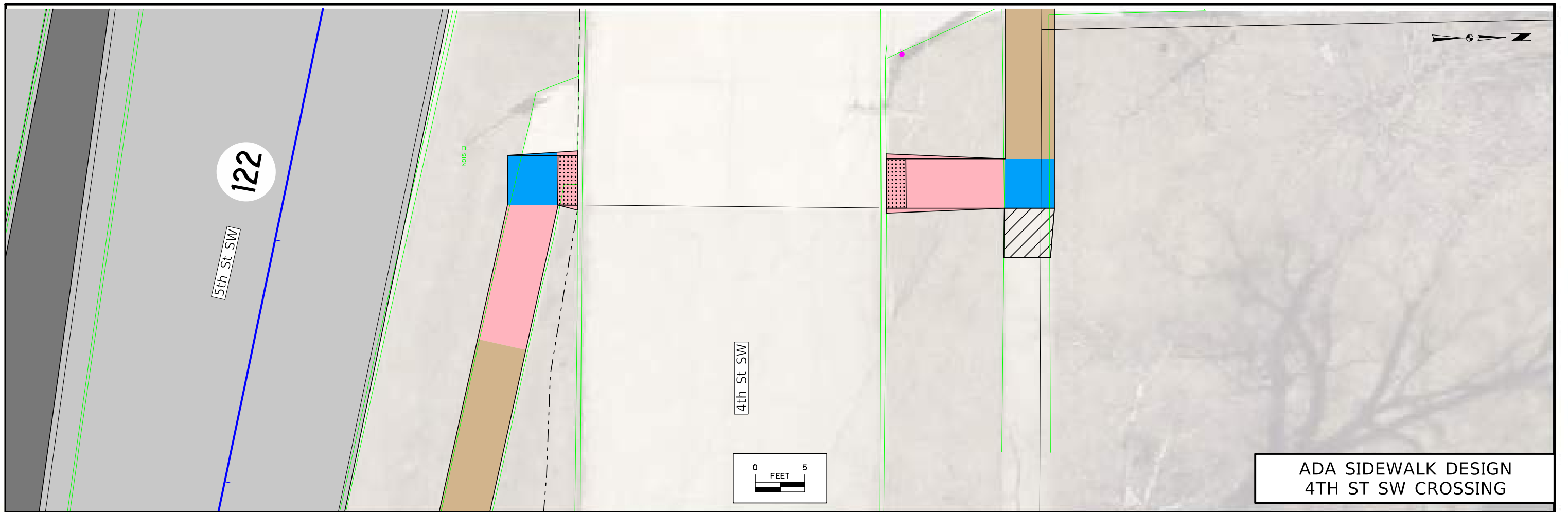


ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN



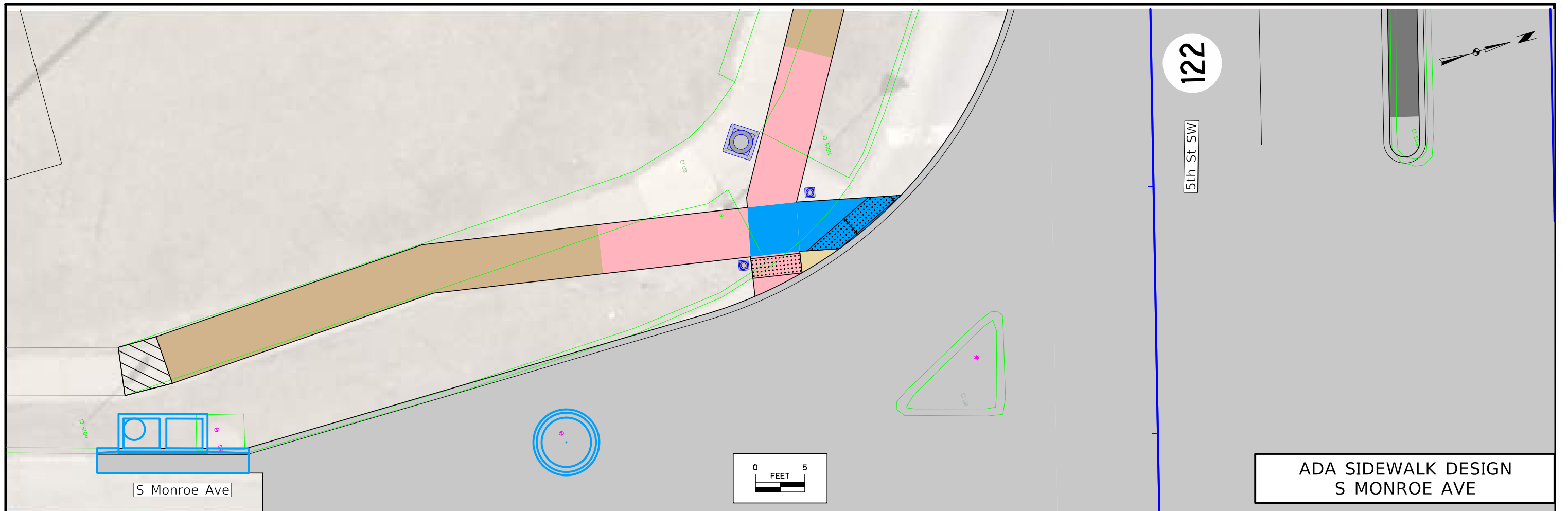
ADA SIDEWALK DESIGN
S VAN BUREN AVE

ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN



ADA SIDEWALK DESIGN
4TH ST SW CROSSING

ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN






ADA SIDEWALK DESIGN
S MONROE AVE

ADA SPREADSHEETS WITH
LENGTHS AND SLOPES
TO BE ADDED IN FINAL DESIGN

STAGING LEGEND

- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
- STAGE 6B (YEAR 1)
- STAGE 7 (YEAR 2)
- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

REMOVALS LEGEND

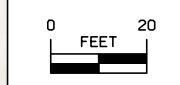
-  Pavement Removal
-  Sidewalk/Entrance Removal
-  Sawcut

MSN001
Kwik Trip, Inc.

MSN004
Broek, Curtis A

MC002
Azzurro Holdings LLC

MC003
BW Gas & Convenience
Real Estate, LLC



IA 122 REMOVALS

60+00

65+00

165+00

4th St SW

122

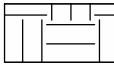

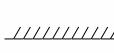
S Pierce Ave

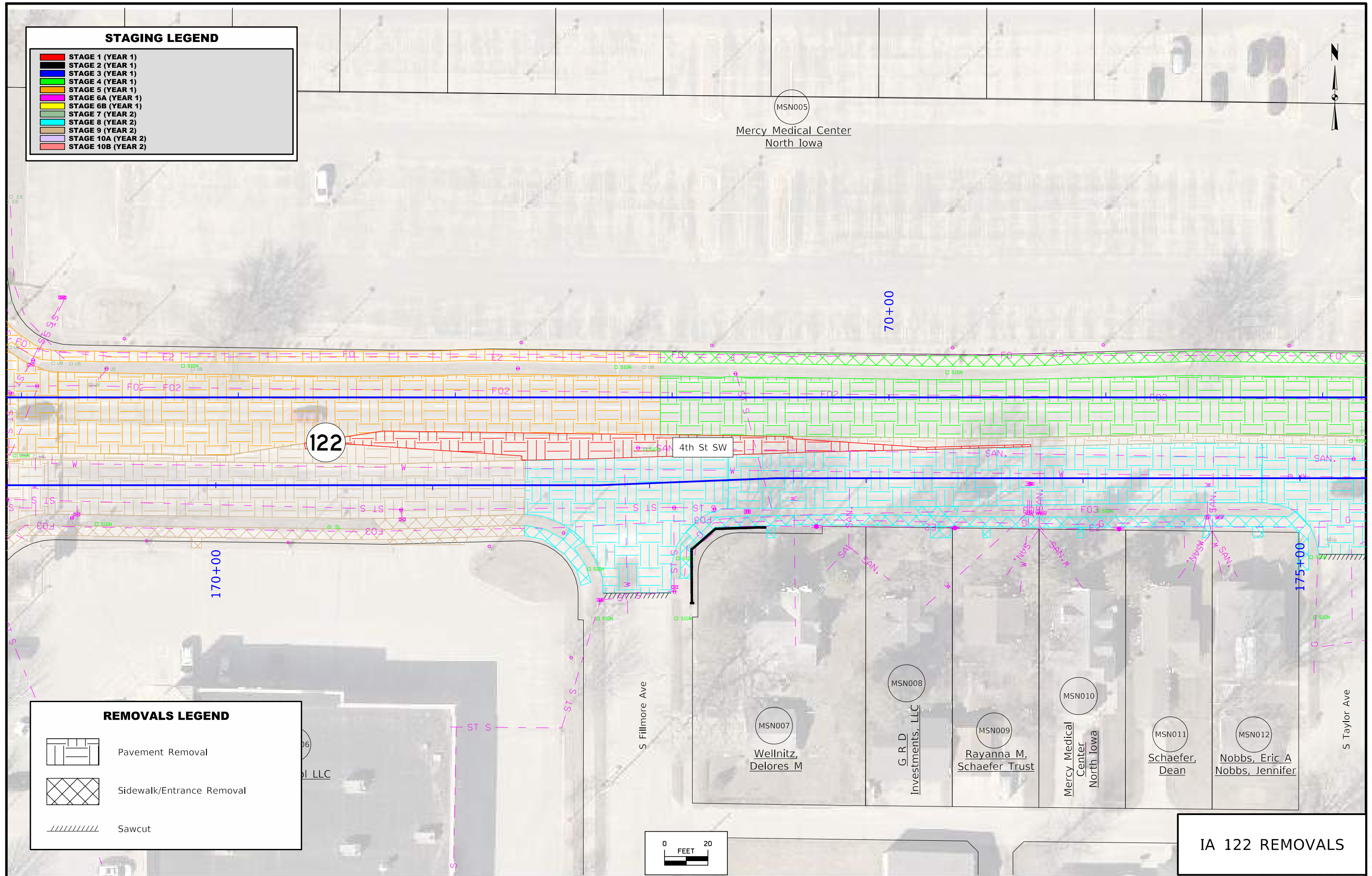
S Pierce Ave

STAGING LEGEND

- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
- STAGE 6B (YEAR 1)
- STAGE 7 (YEAR 2)
- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

REMOVALS LEGEND

-  Pavement Removal
-  Sidewalk/Entrance Removal
-  Sawcut



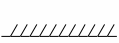


IA 122 REMOVALS

STAGING LEGEND

- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
- STAGE 6B (YEAR 1)
- STAGE 7 (YEAR 2)
- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

REMOVALS LEGEND

-  Pavement Removal
-  Sidewalk/Entrance Removal
-  Sawcut

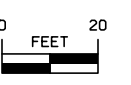
MSN016
Huntley
Rentals LLC

MSN017
Hardy,
Russell J

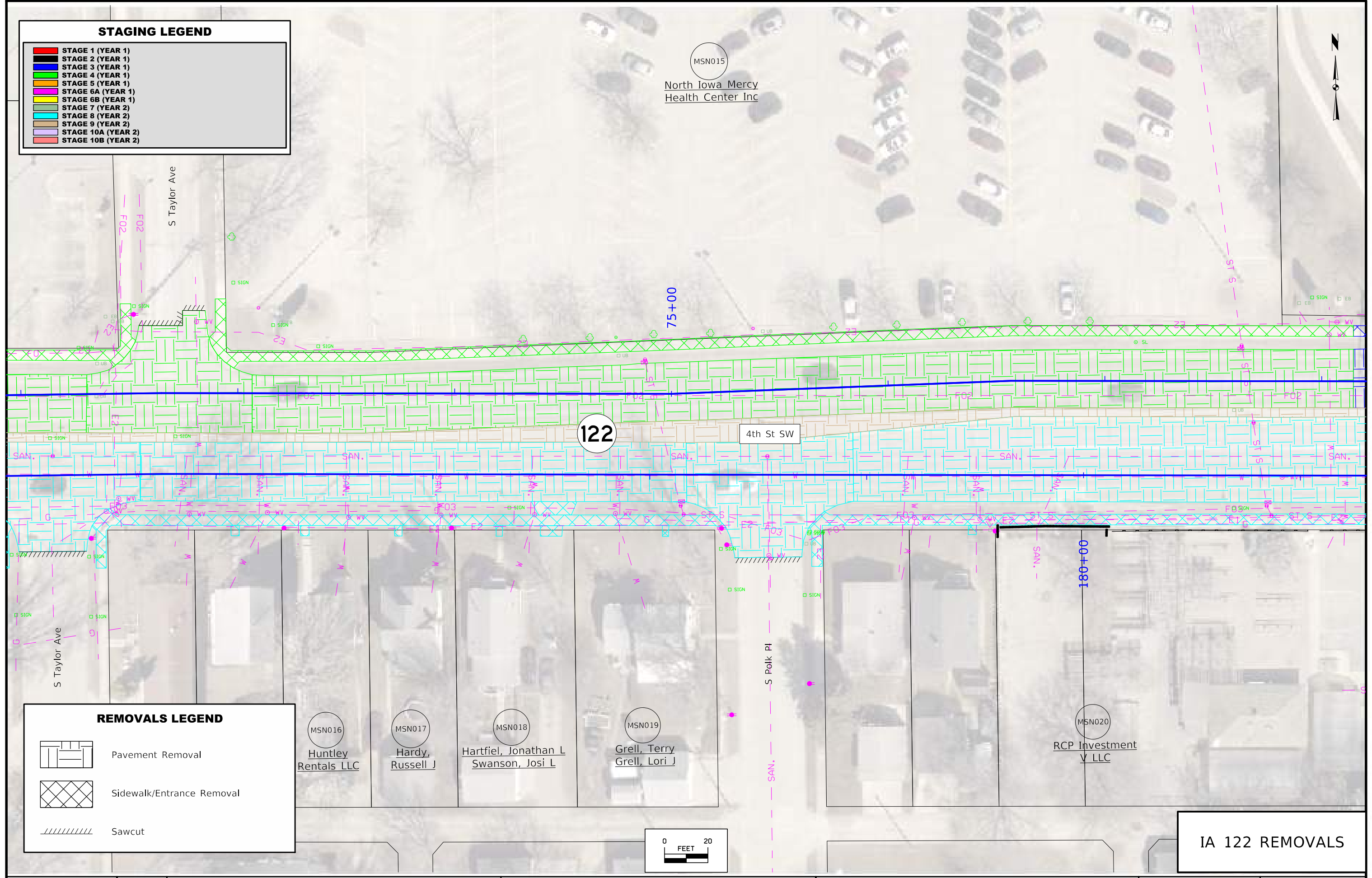
MSN018
Hartfiel, Jonathan L
Swanson, Josi L

MSN019
Grell, Terry
Grell, Lori J

MSN020
RCP Investment
V LLC



IA 122 REMOVALS



MSN015
North Iowa Mercy
Health Center Inc

122

4th St SW

S Taylor Ave

S Taylor Ave

S Polk Pl

75+00

180+00



STAGING LEGEND

- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
- STAGE 6B (YEAR 1)
- STAGE 7 (YEAR 2)
- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

MSN021

North Iowa Mercy Health Center Inc

Mercy Dr

122

4th St SW

S Polk Ave

MSN022

Umphress, Dennis R

MSN023

Wright Rentals, LLC

MSN024

Mercy Medical Center- North Iowa

MSN025

Virgin, Kristin M

MSN026

Crooks, Marvin L
Crooks, Lois I

185+00

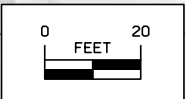
S Tyler Ave

MSN027

Hy-Vee Inc

REMOVALS LEGEND

- Pavement Removal
- Sidewalk/Entrance Removal
- Sawcut



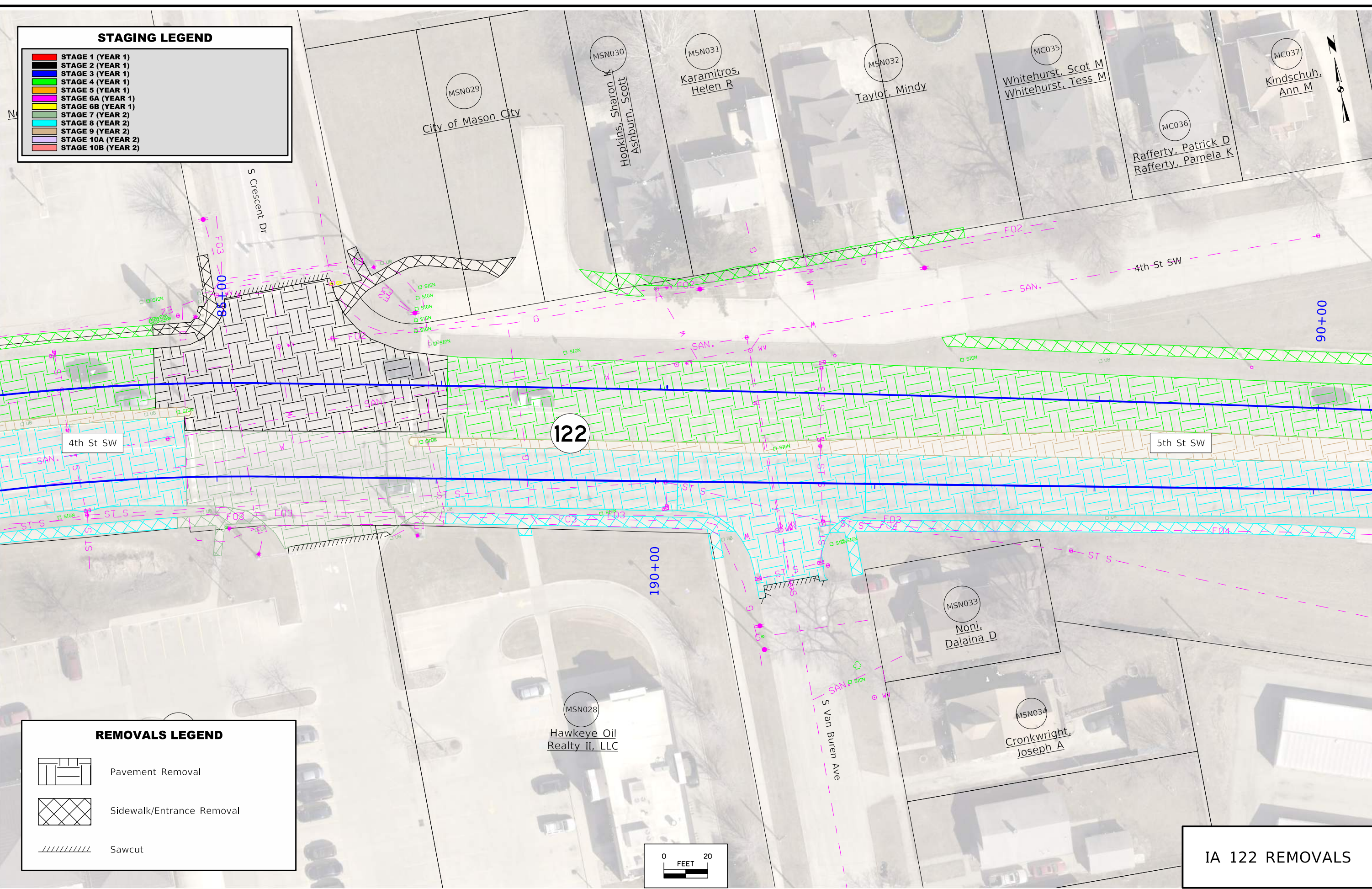
IA 122 REMOVALS

STAGING LEGEND

- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
- STAGE 6B (YEAR 1)
- STAGE 7 (YEAR 2)
- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

REMOVALS LEGEND

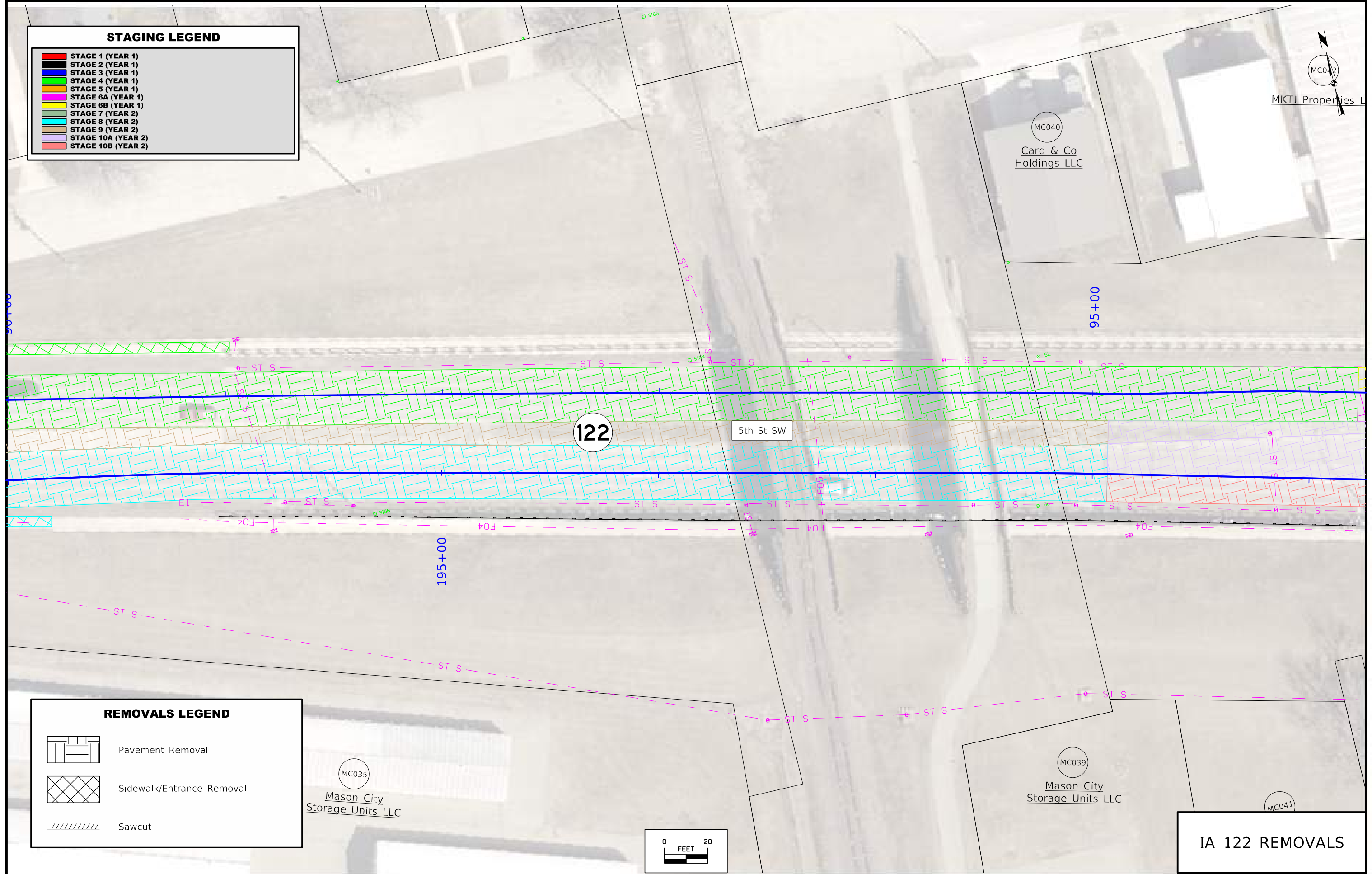
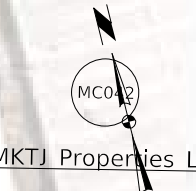
- Pavement Removal
- Sidewalk/Entrance Removal
- Sawcut



IA 122 REMOVALS

STAGING LEGEND

| | |
|--|--------------------|
| | STAGE 1 (YEAR 1) |
| | STAGE 2 (YEAR 1) |
| | STAGE 3 (YEAR 1) |
| | STAGE 4 (YEAR 1) |
| | STAGE 5 (YEAR 1) |
| | STAGE 6A (YEAR 1) |
| | STAGE 6B (YEAR 1) |
| | STAGE 7 (YEAR 2) |
| | STAGE 8 (YEAR 2) |
| | STAGE 9 (YEAR 2) |
| | STAGE 10A (YEAR 2) |
| | STAGE 10B (YEAR 2) |



REMOVALS LEGEND



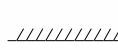
| | |
|--|---------------------------|
| | Pavement Removal |
| | Sidewalk/Entrance Removal |
| | Sawcut |

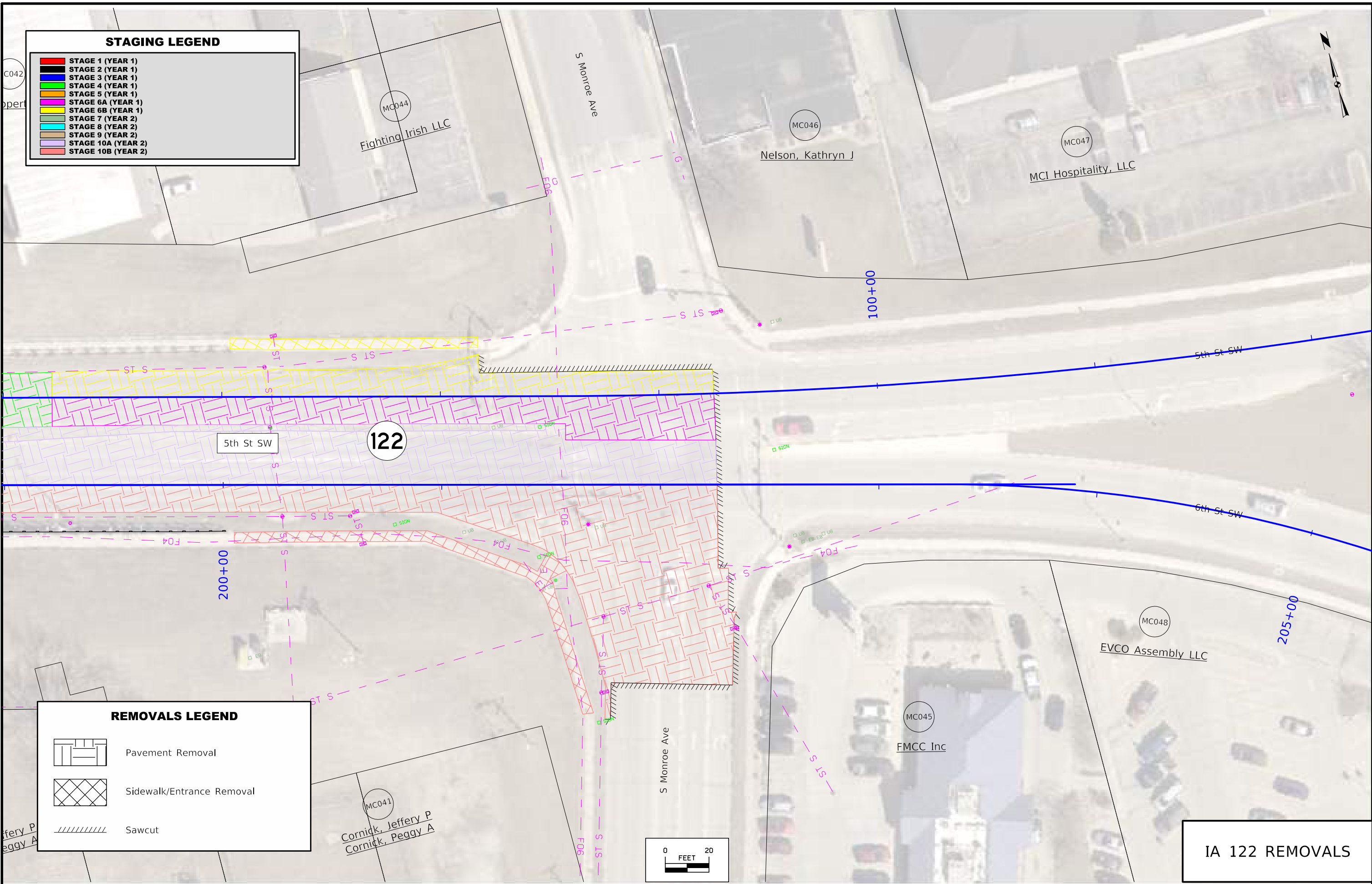
IA 122 REMOVALS

STAGING LEGEND

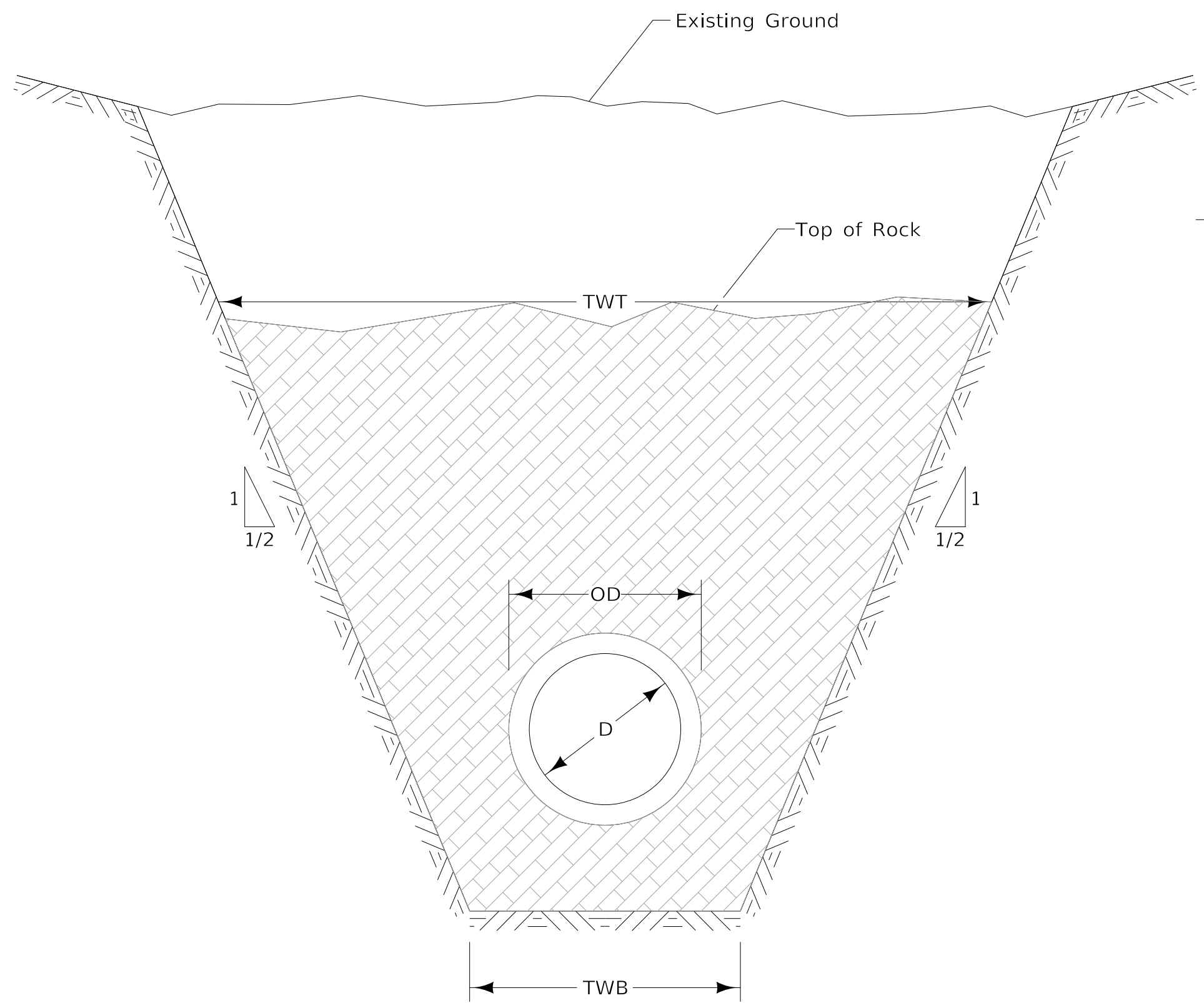
- STAGE 1 (YEAR 1)
- STAGE 2 (YEAR 1)
- STAGE 3 (YEAR 1)
- STAGE 4 (YEAR 1)
- STAGE 5 (YEAR 1)
- STAGE 6A (YEAR 1)
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- STAGE 8 (YEAR 2)
- STAGE 9 (YEAR 2)
- STAGE 10A (YEAR 2)
- STAGE 10B (YEAR 2)

REMOVALS LEGEND

-  Pavement Removal
-  Sidewalk/Entrance Removal
-  Sawcut



IA 122 REMOVALS



Legend

 Maximum Allowable Payment Area for Rock Excavation

OD = Outside Diameter of Pipe

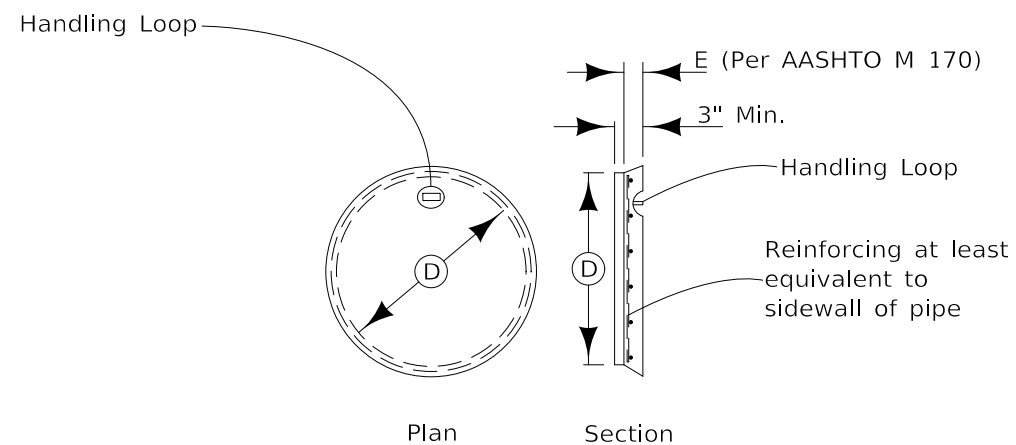
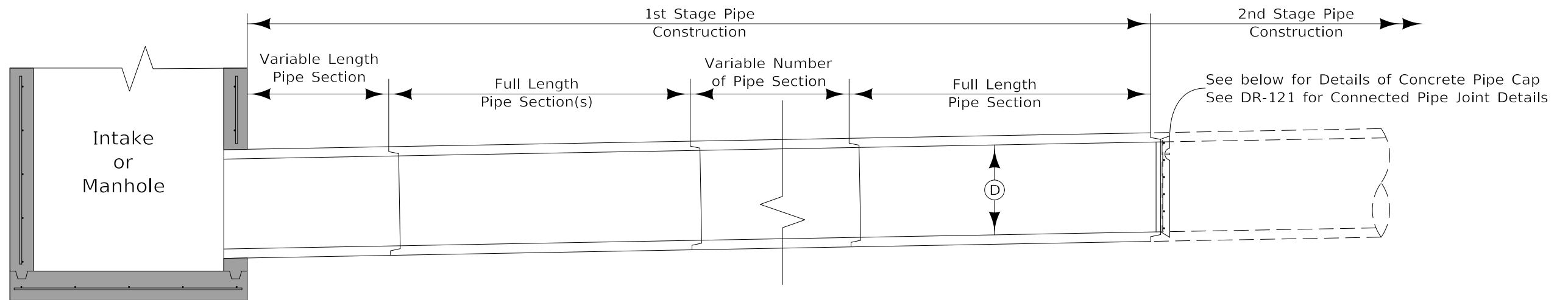
D = Inside Diameter of Pipe

TWT = Trench Width at Top of Rock

TWB = Trench Width at Bottom
(Max=1.25 x OD + 12 inches OR
54 inches, whichever is greater)

TWA = Average Trench Width

Rock Excavation
Trench
For Sewers



DETAILS OF CONCRETE PIPE CAP

Concrete Pipe Cap:

The use of an approved pipe cap is required when the entire length of a pipe will not be constructed together, or in instances where staging does not allow the entire length of a pipe to be built. The dimensions of the pipe cap shall be such as to neatly fit the groove end of the appropriate size of pipe.

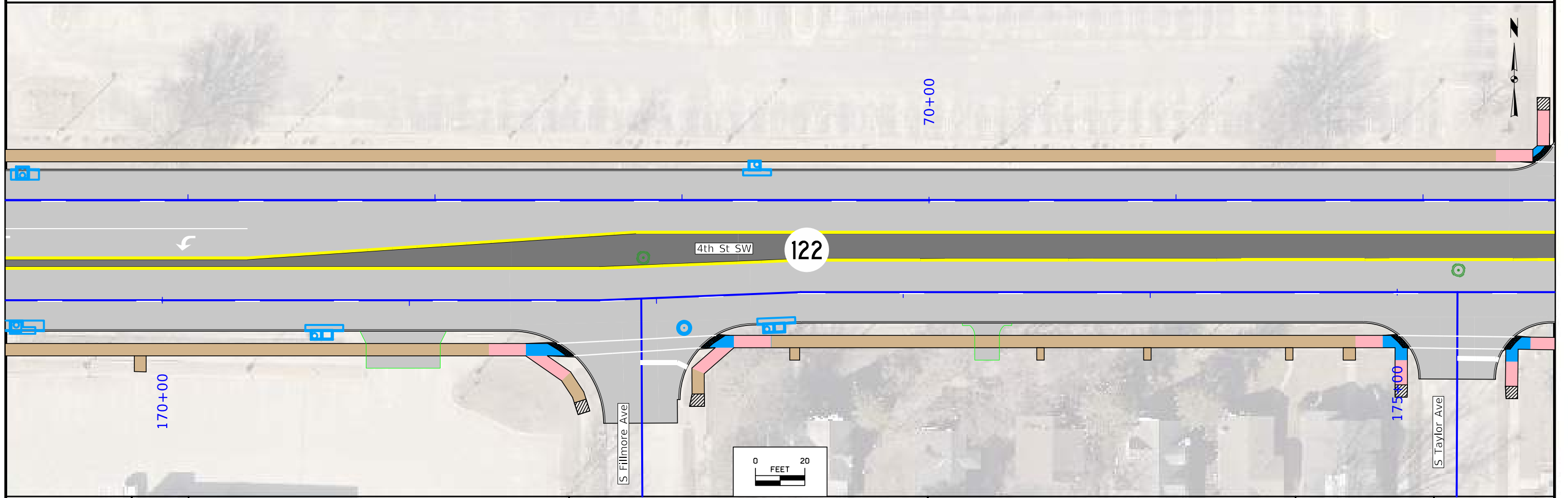
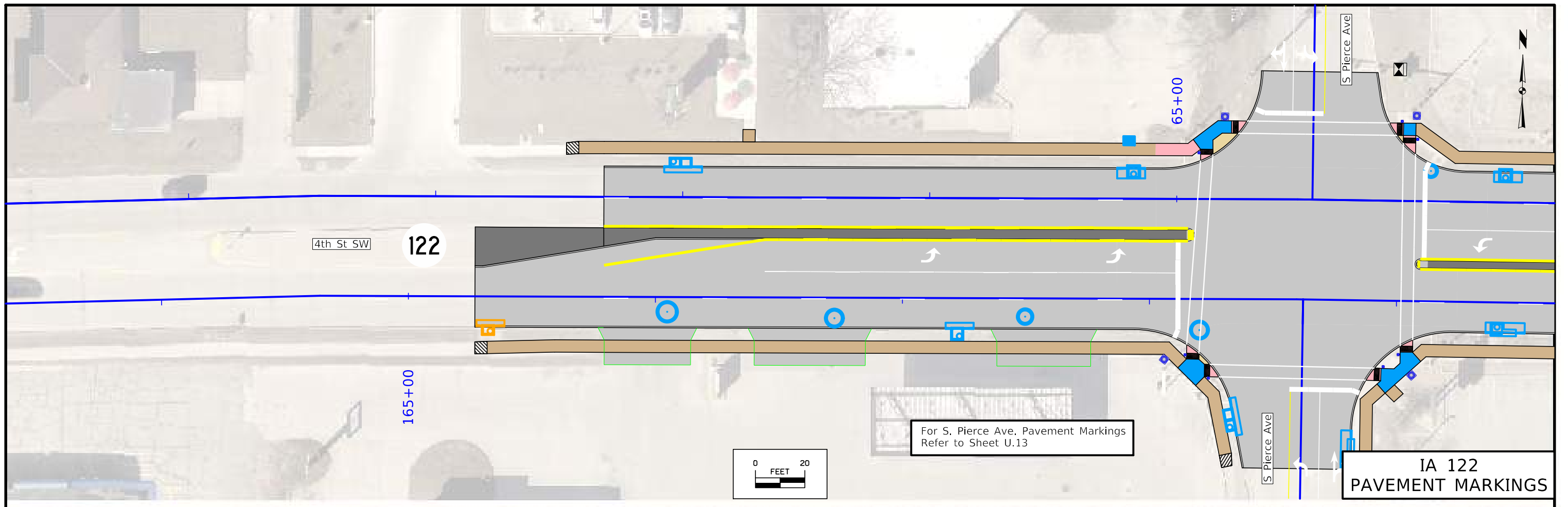
The cap must be precast and an approved bituminous joint material shall be placed between the cap and the pipe.

The Pipe Cap placement or removal shall not be paid for directly, but when specified, shall be considered to be incidental to other pipe work on the project.

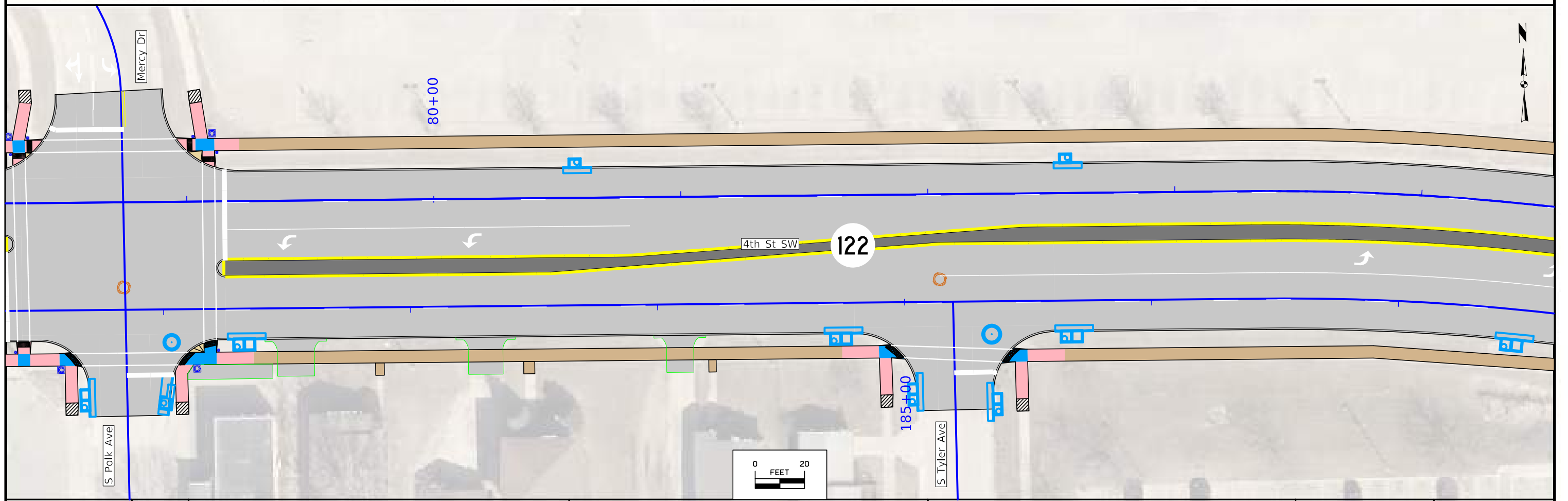
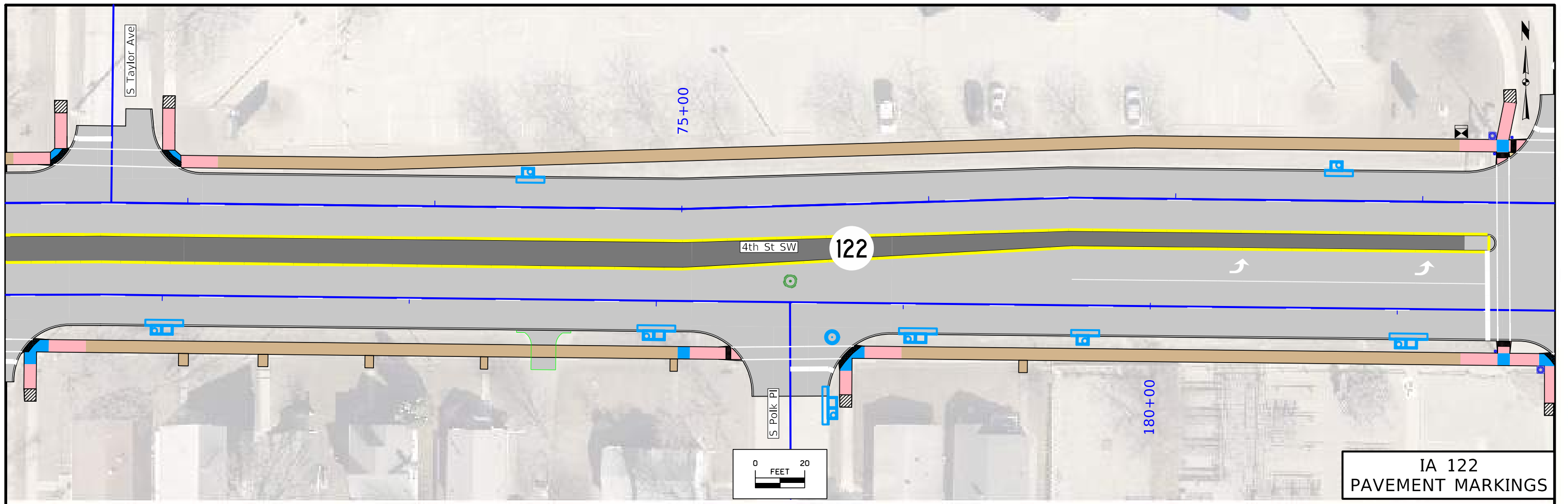
1st Stage: Install Concrete Pipe Cap.

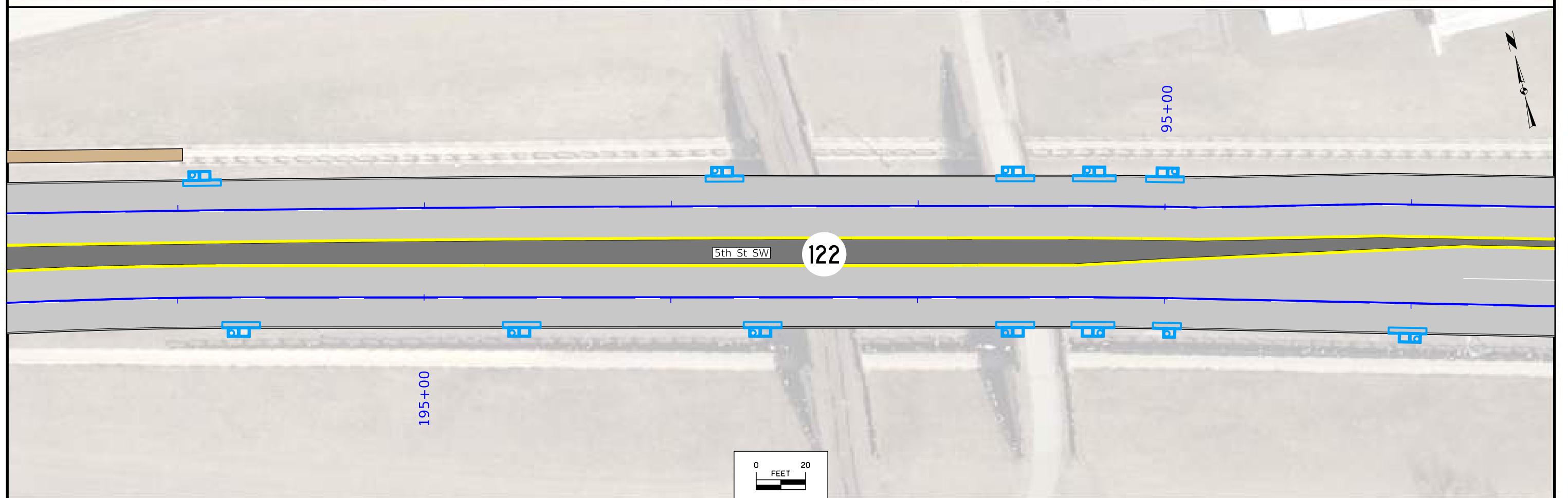
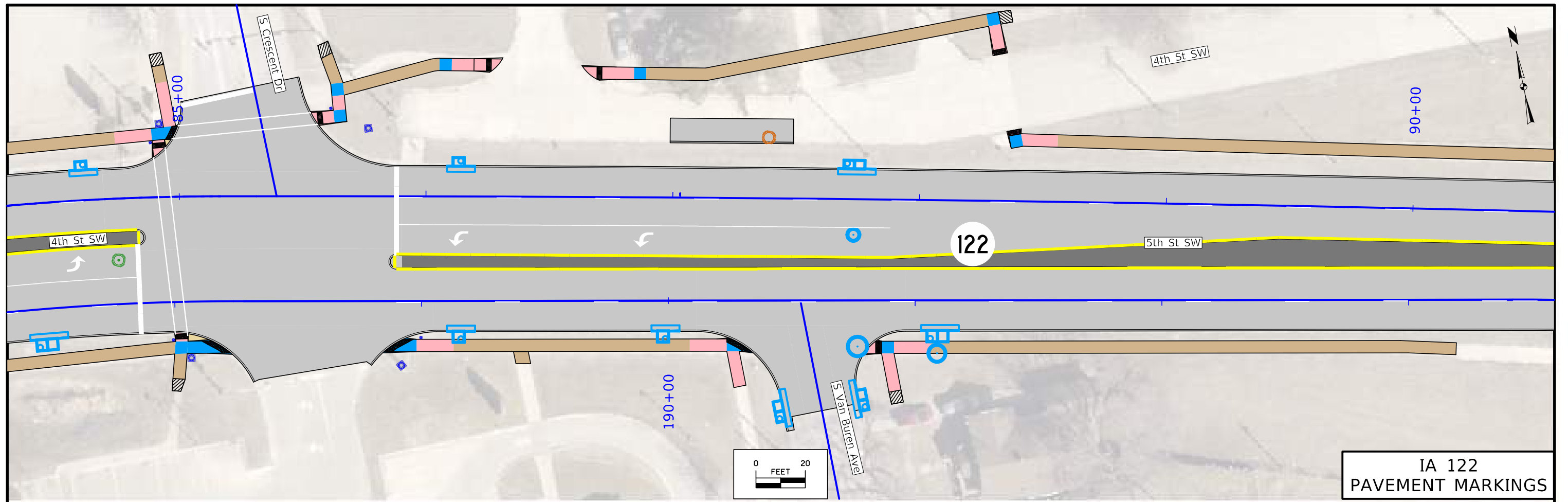
2nd Stage: Remove Concrete Pipe Cap prior to connecting to pipe.

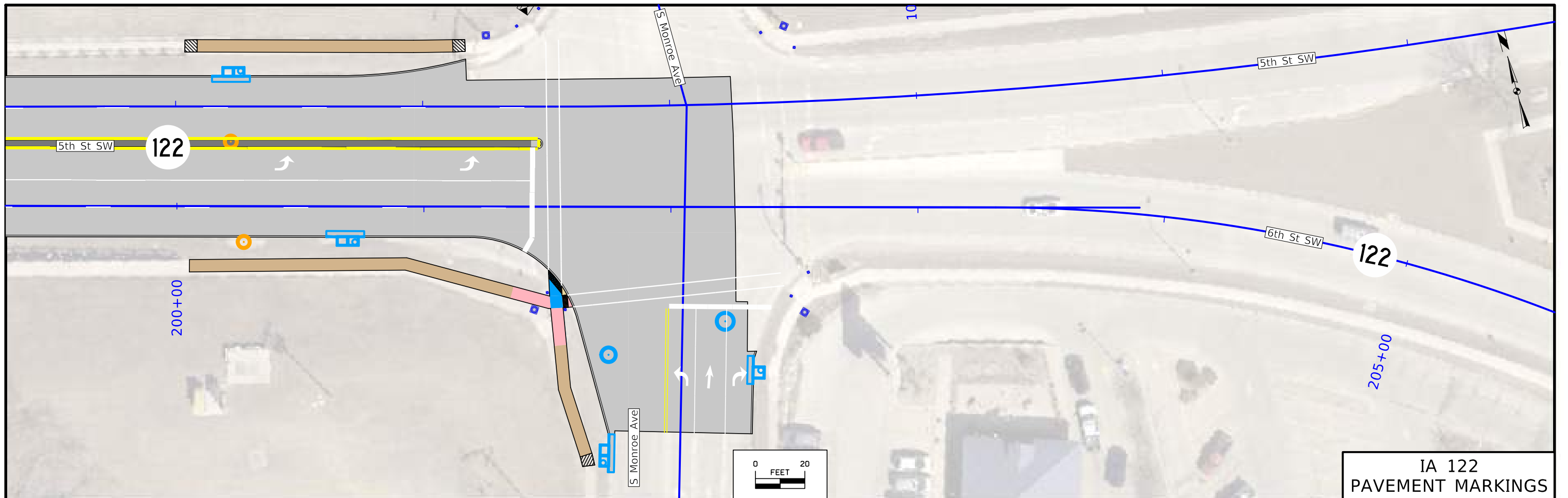
Staged Storm Sewer Pipe Construction and Concrete Pipe Cap Details



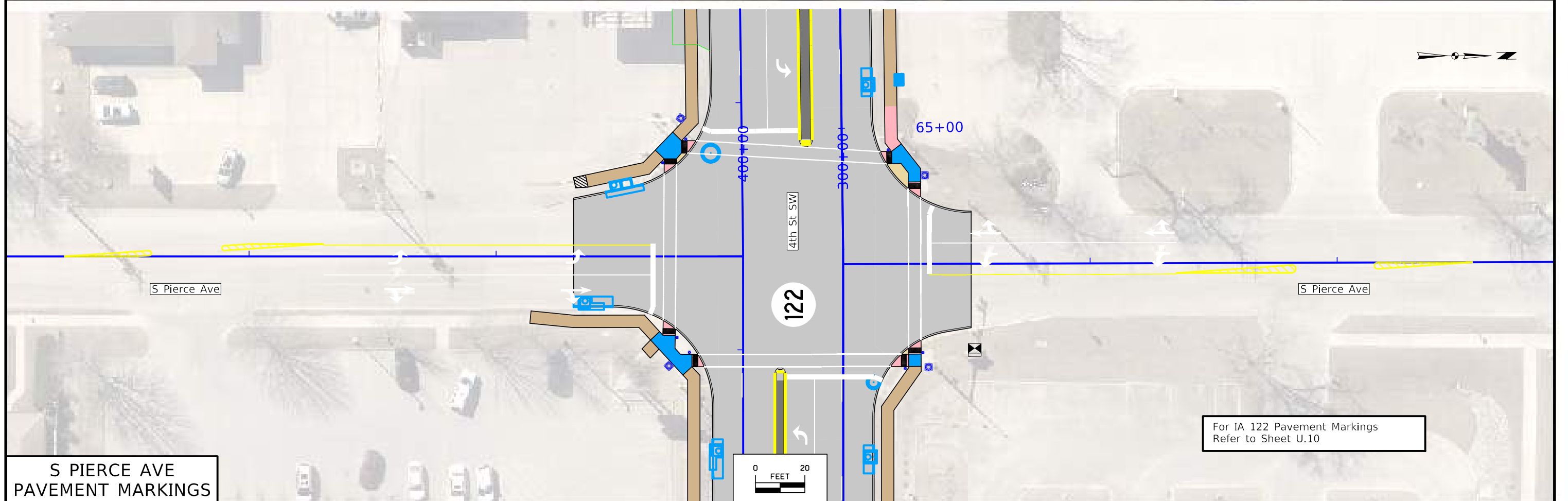
| | | | | | |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|
| FILE NO. | ENGLISH | DESIGN TEAM WHKS & CO. | CERRO GORDO COUNTY | PROJECT NUMBER STP-122-1(027)--2C-17 | SHEET NUMBER U.10 |
|----------|---------|------------------------|--------------------|--------------------------------------|-------------------|







IA 122
PAVEMENT MARKINGS



S PIERCE AVE
PAVEMENT MARKINGS

For IA 122 Pavement Markings
Refer to Sheet U.10