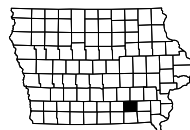


**Wapello COUNTY**

PCC - Pavement - Grade and Replace  
STP-149-1(88)--2C-90

LETTING DATE  
Oct 20 2026



PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**Wapello COUNTY**  
PCC - Pavement - Grade and Replace  
Des Moines River Bridge to W Woodland Ave in Ottumwa

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

20-90-149-010

PROJECT NUMBER

STP-149-1(88)--2C-90

R.O.W. PROJECT NUMBER

STPN-149-1(89)-2J-90

Project Event Dates

R1 - 08/02/2024

P9 - 10/16/2024

DM5 - 06/30/2026

D8 - 08/04/2026

DESIGN DATA URBAN			
2022	AADT	13,200	V.P.D.
2042	AADT	13,900	V.P.D.
20 --	DHV	-	V.P.H.
	TRUCKS	4	%
	Total		
	Design ESALs	-	

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

**PRELIMINARY PLANS**

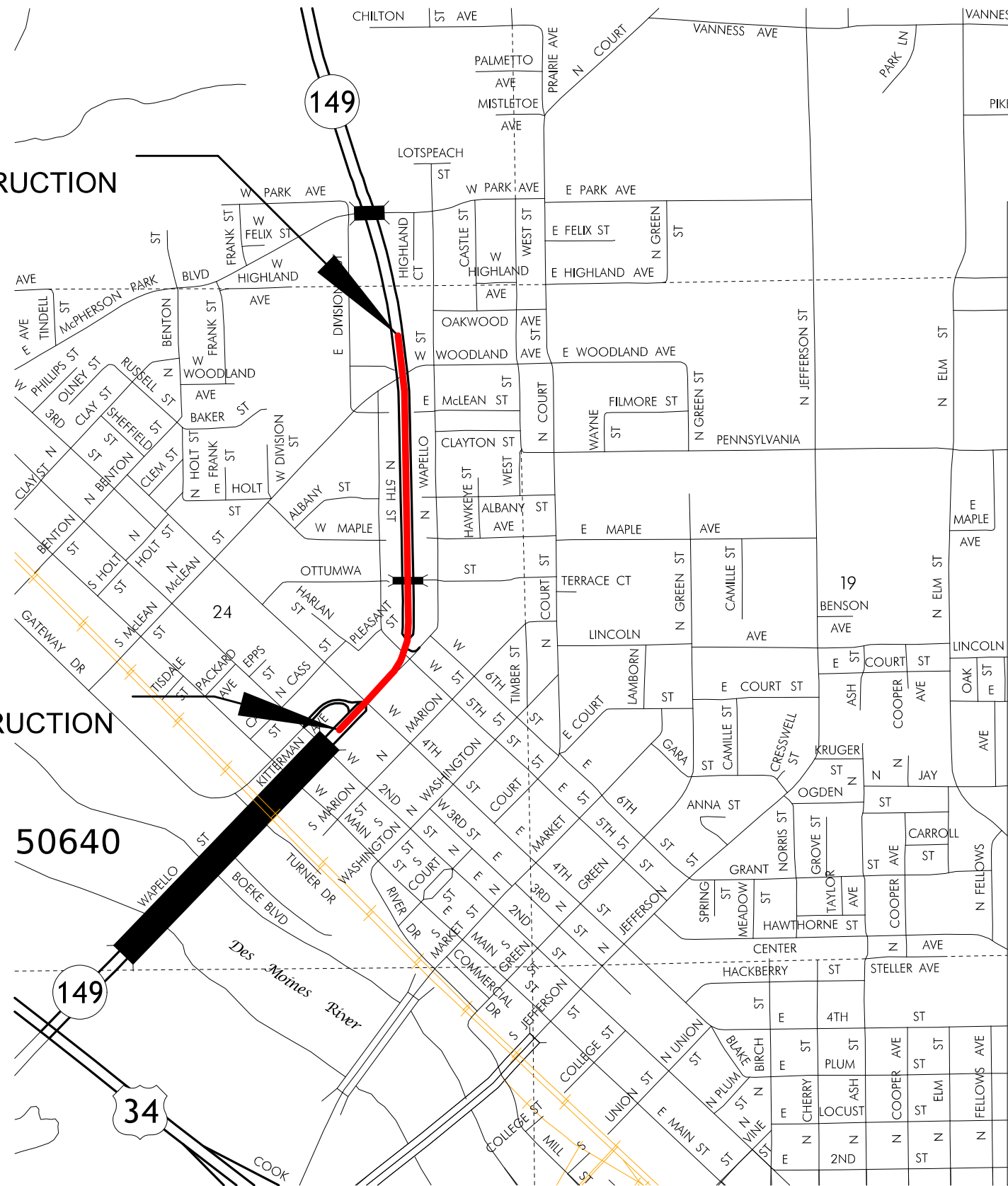
Subject to change by final design.

**D5 PLAN - 4/5/24**

END  
CONSTRUCTION

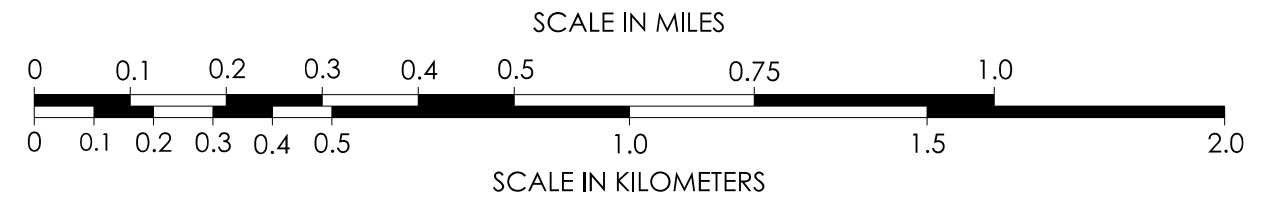
BEGIN  
CONSTRUCTION

FHWA: 50640

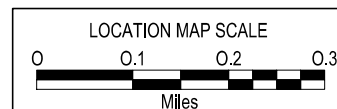
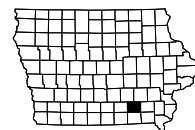


LEGEND

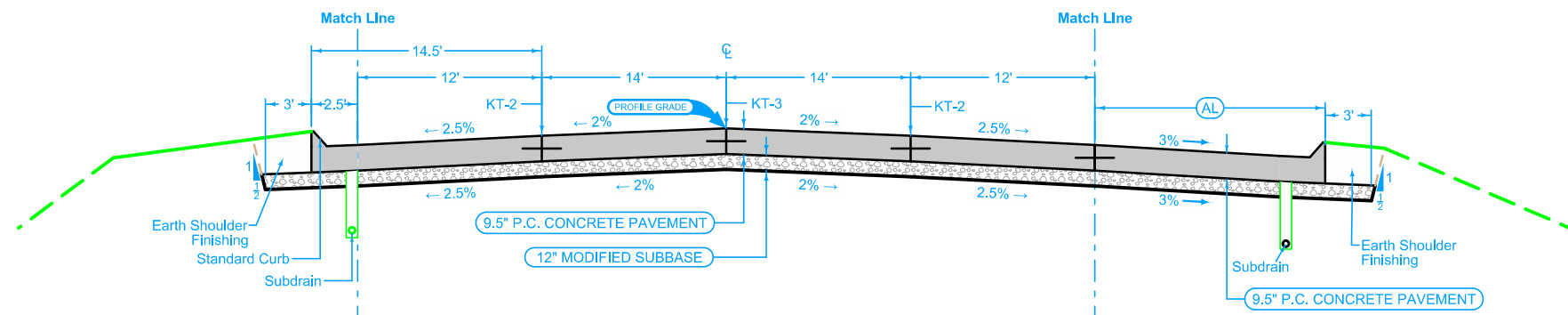
- INTERSTATE ROUTE
- FREEWAY OR EXPRESSWAY ROUTE
- U.S. NUMBERED ROUTE
- BUSINESS ROUTE
- STATE NUMBERED ROUTE
- UNSIGNED ROUTE
- COUNTY NUMBERED ROUTE
- SECONDARY ROAD OR ADJOINING CITY STREET
- CITY STREET
- PARK, INSTITUTION, OR FEDERAL ROAD
- RAILROAD
- CORPORATION LINE
- SECTION LINE
- CUL-DE-SAC
- SECTION, TOWNSHIP & RANGE NUMBERS



# HIGHWAY AND STREET MAP OF OTTUMWA IOWA





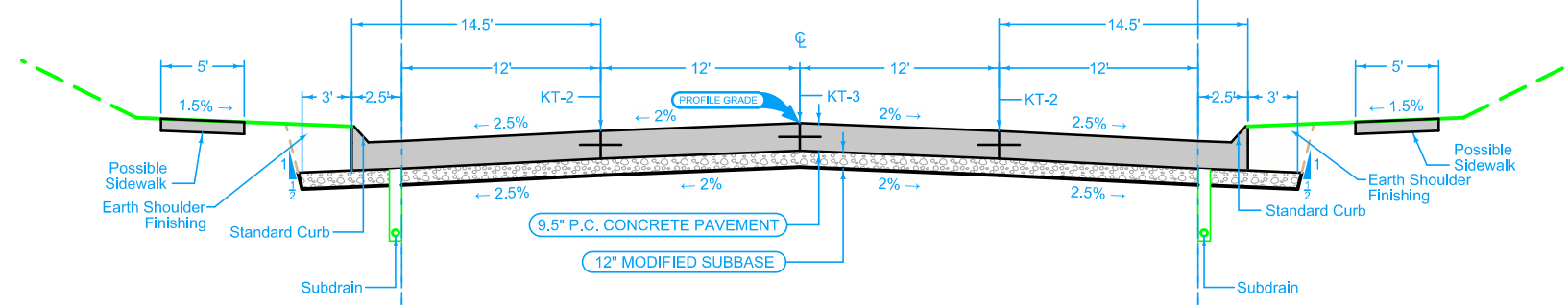


Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
-	-
-	-
-	-

**Auxiliary Lane**  
Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4UP_04-21-20			
STATION TO STATION	(AL) Feet	Curb Type See PV-102	
-	-	2.5-12.5	Standard
-	-	-	-
-	-	-	-



Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
-	-
-	-
-	-

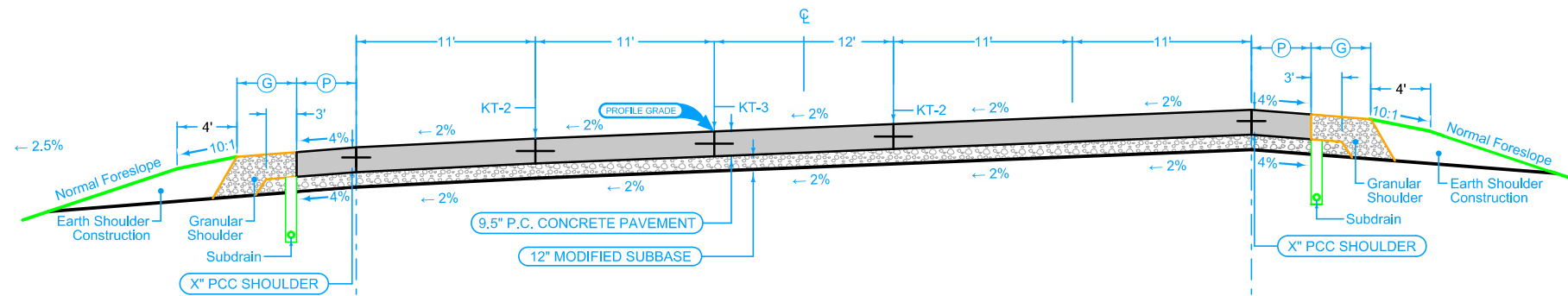
**Full Depth PCC Shoulder**  
Shoulder Jointing:  
Longitudinal joint: BT-2, L-2 or KT-2  
Transverse joints: C at 17' spacing

4_P_FullPCC_04-20-21			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
-	-	-	8
-	-	-	-
-	-	-	-

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

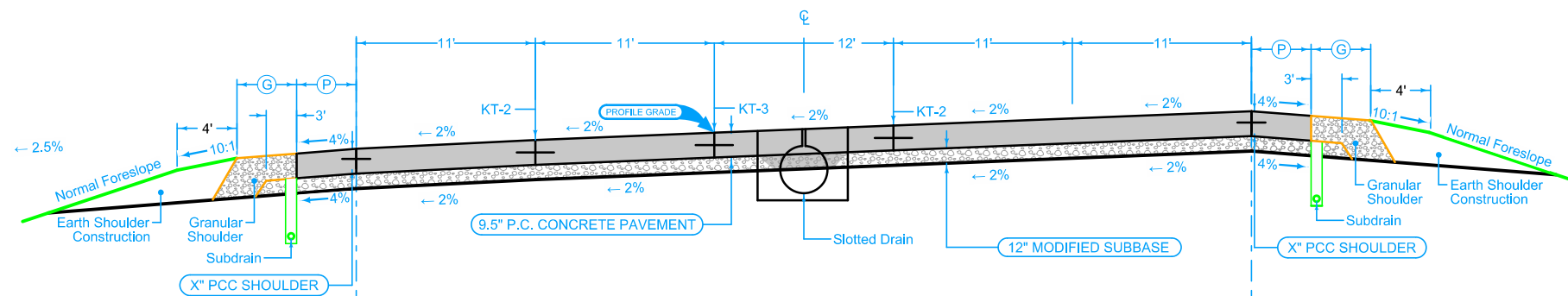
4_P_FullPCC_04-20-21			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
-	-	-	8
-	-	-	-
-	-	-	-

**IA 149 Mainline**



Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
-	--



Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
-	--

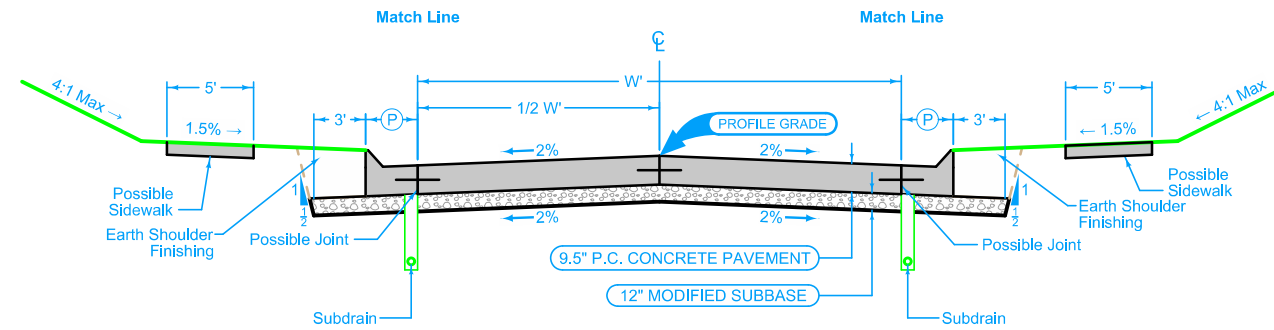
IA 149 Mainline w/ Left Turn Lane

### 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_ MODIFIED				
STREET IDENTIFICATION	STATION TO STATION		Curb Type See PV-102	Feet
	4th St (W)	1528+00.00		
5th (W)	0+00.00	0+00.00	2.5'	6" Std.
5th (E)	0+00.00	0+00.00	2.5'	6" Std.
N Wapello St	0+00.00	0+00.00	3.5'	6" Std.



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

2P_ MODIFIED			
STREET IDENTIFICATION	STATION TO STATION		Feet
	4th (W)		
5th (W)			23
5th (E)			23
N Wapello St			24

### Curbed Shoulder

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

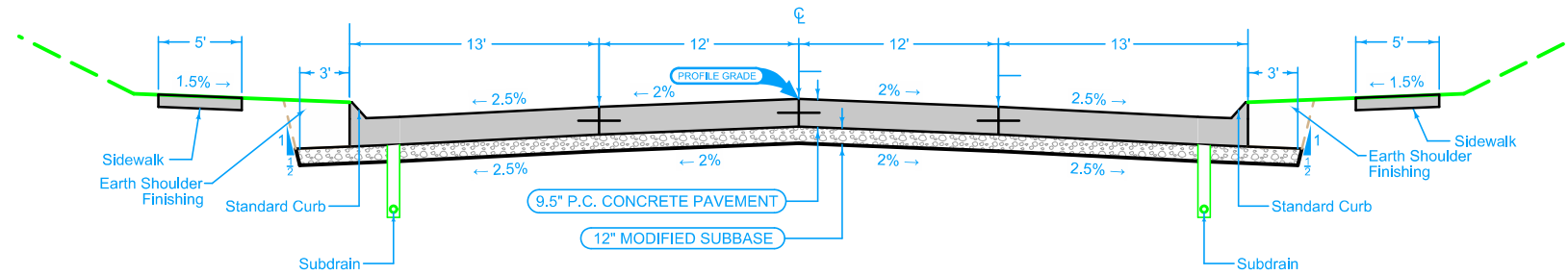
Single pour: L-2  
 Staged : KT-2  
 Transverse: C at 17' spacing

2_Curb_ MODIFIED				
STREET IDENTIFICATION	STATION TO STATION		Curb Type See PV-102	Feet
	4th (W)	1528+00.00		
5th (W)	0+00.00	0+00.00	2.5'	6" Std.
5th (E)	0+00.00	0+00.00	2.5'	6" Std.
N Wapello St	0+00.00	0+00.00	3.5'	6" Std.

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

## 2 Lane Side Street



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

4UP MODIFIED	
STREET IDENTIFICATION	STATION TO STATION
4th (E)	

See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

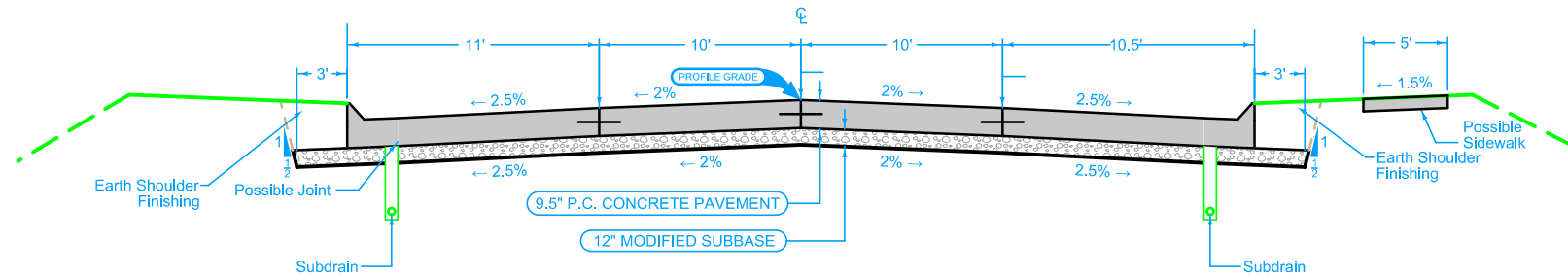
**4th Street (E)**

### 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_ MODIFIED		
STREET IDENTIFICATION	STATION TO STATION	Curb Type See PV-102
Woodland Ave (W)		6" Std.



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

4UP MODIFIED		
STREET IDENTIFICATION	STATION TO STATION	
Woodland Ave (W)		

### 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_ MODIFIED		
STREET IDENTIFICATION	STATION TO STATION	Curb Type See PV-102
Woodland Ave (W)		6" Std.

See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

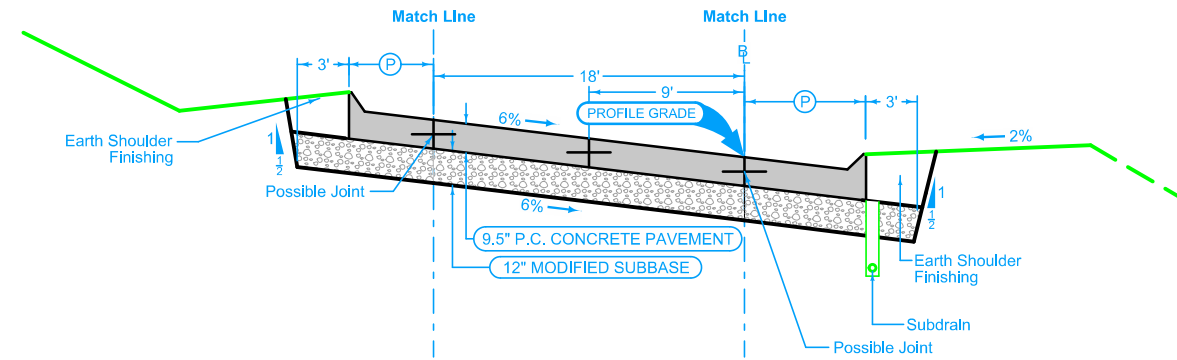
**Woodland Ave.**

### Curbed Shoulder

Shoulder jointing:  
 Longitudinal joint not required when distance from back of  
 curb to nearest joint is less than 16':

Transverse: C at 15' spacing  
 Single pour: L-2  
 Staged: KT-2

1R_Curb_ 10-18-22			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
		2.5	6" Std.



Section shown in the direction of traffic.

Loop Jointing:  
 Transverse joints: CD at 15' spacing  
 Longitudinal joint: L-2

1LP_ 04-20-21	
BEGIN STATION	END STATION

### Curbed Shoulder

Shoulder jointing:  
 Longitudinal joint not required when distance from back of  
 curb to nearest joint is less than 16':

Transverse: C at 15' spacing  
 Single pour: L-2  
 Staged: KT-2

1R_Curb_ 10-18-22			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
		2.5	6" Std.

IA 149 SB Loop



### ACCESS POINTS AND SAFETY RAMPS

Refer to Cross-Sections

Length of Unclassified Pipe calculated is based on using Corrugated Metal Pipe.

- (1) Refer to MI-210.
- (2) Refer to EW-501.
- (3) Refer to EW-501 or EW-502.

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

Station	Side	Access Type	Case	Curb Type	Curb Length (1) (LF)	Width (FT)	PR (1) (2) (FT)	SR (2) (FT)	Pipe Culvert (H) (3) (FT)	Pipe Culvert Size (3) (IN)	Culvert Length (3) (LF)	Pipe Culvert Lt. (3) (LF)	Pipe Culvert Rt. (3) (LF)	Culvert Aprons (3) (No.)	Driveway Surface Type	Driveway Surface Area (SY)	Driveway Surfacing Material (TON)	Remarks
																		IA 149
61+06.00	Right	B	1			37.8												Joint Entrance????
61+18.00	Left	C	1			16.0												Alley
																		Side Road
401+97.00	Left	C	2	1.5 inch Dropped	64.7	56.9												Fire Station Entrance
502+24.00	Right	C	2	1.5 inch Dropped	33.2	24.2												5th St Entrance

# SURVEY SYMBOLS

	<b>AST, Above Ground Storage Tank</b>		<b>PR, Electric Riser Pole</b>
	<b>BB, Billboard</b>		<b>PRO, Profile Shot</b>
	<b>BBB, Bottom of Bridge Beam</b>		<b>PT, Curve Point</b>
	<b>BCL, Bridge Centerline</b>		<b>REF, Reference Tie Point</b>
	<b>BD, Bridge Deck</b>		<b>RET, Retaining Walls</b>
	<b>BIN, Grain Bin</b>		<b>RIP, Rip-Rap</b>
	<b>BL, Topo Breakline</b>		<b>ROC, Rock Outcropping</b>
	<b>BLD, Building or Foundation</b>		<b>ROW, Right of Way Mark</b>
	<b>BLS, Bridge Low Steel</b>		<b>RR, Centerline of Railroad Tracks</b>
	<b>BM, Bench Mark</b>		<b>RRB, Railroad Signal Box</b>
	<b>BNK, Stream Bank</b>		<b>RRF, Railroad Frog</b>
	<b>BRG, Bridge</b>		<b>RRR, Railroad Rail</b>
	<b>C, Centerline BL of Road -ML or SR</b>		<b>RRS, Railroad Signal</b>
	<b>CAV, Cave</b>		<b>RRW, Railroad Switch</b>
	<b>CEL, Cell Phone Tower</b>		<b>RT, Radio Tower</b>
	<b>CIS, Cistern</b>		<b>S, Soil Sampling Site -Wetlands</b>
	<b>CON, Concrete or A/C Slab</b>		<b>SBR, Size of Bridge</b>
	<b>CP, Control Point</b>		<b>SC, Spiral Point</b>
	<b>CRP, Corporation Line</b>		<b>SCR, Section Corner</b>
	<b>CS, Curve Point</b>		<b>SEP, Septic Tank</b>
	<b>CU, Back of Curb</b>		<b>SF, Silt Fence -Wetlands</b>
	<b>CUL, Culvert</b>		<b>SG, Staff Gauge -Wetlands</b>
	<b>D, Centerline Draw or Stream -Down</b>		<b>SH, Paved Shoulder</b>
	<b>DAB, Drainage Area Boundary</b>		<b>SHR, Shrub</b>
	<b>DIK, Centerline of Dike or Dam</b>		<b>SI, Sign</b>
	<b>DTM, Photogrammetry Elv Control Check</b>		<b>SL, Speed Limit Sign</b>
	<b>DU, Centerline Draw or Stream -Up</b>		<b>SLN, Section Line</b>
	<b>EB, Electrical Box</b>		<b>SLO, Silo</b>
	<b>EG, Edge of Gravel Road</b>		<b>SNK, Sink Hole</b>
	<b>ENP, Edge Paved Entrance and Park Lot</b>		<b>SNP, Unpaved Shoulder</b>
	<b>ENT, Centerline BL of Entrance</b>		<b>SP, Stream Profile</b>
	<b>ENU, Edge Unpaved Entrance and Parking</b>		<b>STP, Stump</b>
	<b>EP, Edge of Paved Roads -ML or SR</b>		<b>SWK, Sidewalk</b>
	<b>EW, Edge of Water</b>		<b>SWP, Swamp or Marsh</b>
	<b>FCL, Chain Link and Security Fence</b>		<b>TA, Tower Anchor</b>
	<b>FENO, FENO Monument</b>		<b>TBO, Telephone Booth</b>
	<b>FHD, Fire Hydrants</b>		<b>TCB, Traffic Signal Box</b>
	<b>FLG, Flag Poles</b>		<b>TDC, Tree Deciduous</b>
	<b>FP, Filler Pipe</b>		<b>TD, Traffic Detection Loop</b>
	<b>FW, Wire Fence</b>		<b>TER, Terrace</b>
	<b>FWD, Wood Fence</b>		<b>TEV, Evergreen Tree</b>
	<b>GDC, Guard Rail Cable</b>		<b>TFR, Tree Fruit</b>
	<b>GDL, Guard Rail Steel</b>		<b>TGP, Telegraph Pole</b>
	<b>GP, Guard Post -Less Than 4 Posts</b>		<b>TIL, Tile Line</b>
	<b>GPR, Guard Post -4 or More Posts</b>		<b>TLNL, Tree Line Left</b>
	<b>GR, Ground Shot</b>		<b>TLNR, Tree Line Right</b>
	<b>GRV, Grave</b>		<b>TOP, Top of Bridge Pier</b>
	<b>GU, Gutter In Front of Curb</b>		<b>TPA, Telephone Pole Co. 1</b>
	<b>GV, Gas Valve</b>		<b>TPB, Telephone Pole Co. 2</b>
	<b>HDG, Hedge Row</b>		<b>TPC, Telephone Pole Co. 3</b>
	<b>HS, Hydric Soil -Wetlands</b>		<b>TR, Telephone Riser Pole</b>
	<b>HT, Electrical Highline Tower</b>		<b>TRL, Trail</b>
	<b>IN, Storm Sewer Intake</b>		<b>TS, Spiral Point</b>
	<b>INB, Storm Sewer Beehive Intake</b>		<b>TSB, Telephone Switch Box</b>
	<b>LC, Lot Corner</b>		<b>TSG, Traffic Signal</b>
	<b>LIN, Miscellaneous Line</b>		<b>TSL, Traffic Signal and Luminaire</b>
	<b>LP, L.P. Tank</b>		<b>TV, Satellite TV Dish</b>
	<b>LUM, Luminaire</b>		<b>TVP, TV Pedestal</b>
	<b>MH, Utility Access -Manhole</b>		<b>TW, Top of Water</b>
	<b>MIS, Miscellaneous</b>		<b>UB, Utility Box</b>
	<b>MM, Mile Marker Post</b>		<b>UE, Utility Elevation</b>
	<b>OUT, Tile Outlet</b>		<b>UPH, Utility Pot Hole - Quality A</b>
	<b>PC, Curve Point</b>		<b>UST, Underground Tank</b>
	<b>PCP, Photo Control Point</b>		<b>UV, Underground Utility Vault</b>
	<b>PCT, Photo Control Target</b>		<b>VS, Channel Cross Section</b>
	<b>PI, Tangent Point</b>		<b>WC, Wild Card -Misc. Field Shot</b>
	<b>PIP, Pipe Culvert</b>		<b>WEL, Well</b>
	<b>PL, Location of Photo -Wetlands</b>		<b>WHD, Water Hydrant</b>
	<b>PLG, Location of General Photo</b>		<b>WHU, RV Water Hook Up</b>
	<b>POC, Curve Point</b>		<b>WM, Wind Mill</b>
	<b>POST, Spiral Point</b>		<b>WND, Wind Turbine</b>
			<b>WV, Water Valve</b>

# UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level is in accordance with C/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations  
 QLA Quality Level A Highest guideline quality level  
 QLD Quality Level D Lowest guideline quality level

	<b>PPA, Alliant Energy</b>
	<b>FO1D, CenturyLink - Quality D</b>
	<b>FO2D, Windstream Communications - Quality D</b>
	<b>FO3D, ICN - Quality D</b>
	<b>FO4D, Ottumwa Fiber Optic - Quality D</b>
	<b>FO5D, LTDS Corp - Quality D</b>
	<b>GL1D, MidAmerican-Gas - Quality D</b>
	<b>TL1D, CenturyLink - Quality D</b>
	<b>SA1D, City of Ottumwa - Quality D</b>
	<b>WL1D, City of Ottumwa - Quality D</b>
	<b>WL2D, Ottumwa Water &amp; Hydro - Quality D</b>

# PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		Design Color No.
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed Granular Shading
Orange	(70)	Proposed Shoulder Granular Shading
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Orange, Light	(134)	Proposed Granular Entrance Shading
Yellow	(220)	Proposed Paved Entrance Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Green, Light	(225)	Existing Pavement Shading
Red	(3)	Proposed Structure Shading
Red	(3)	Delineates Restricted Areas

# PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

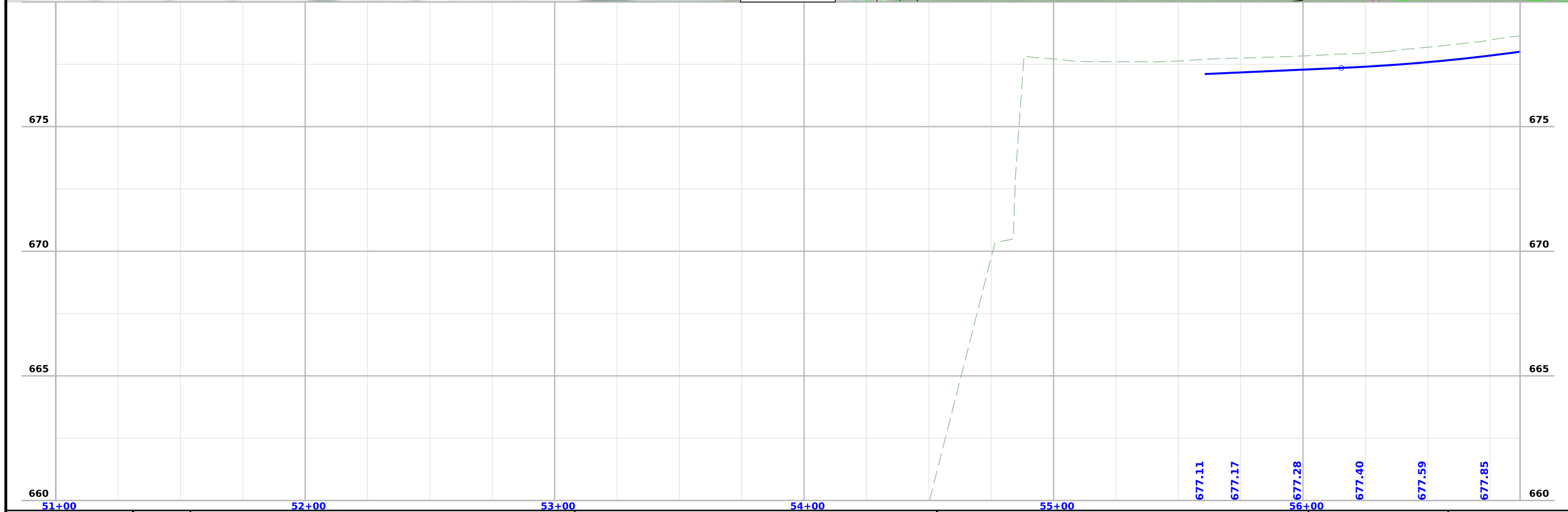
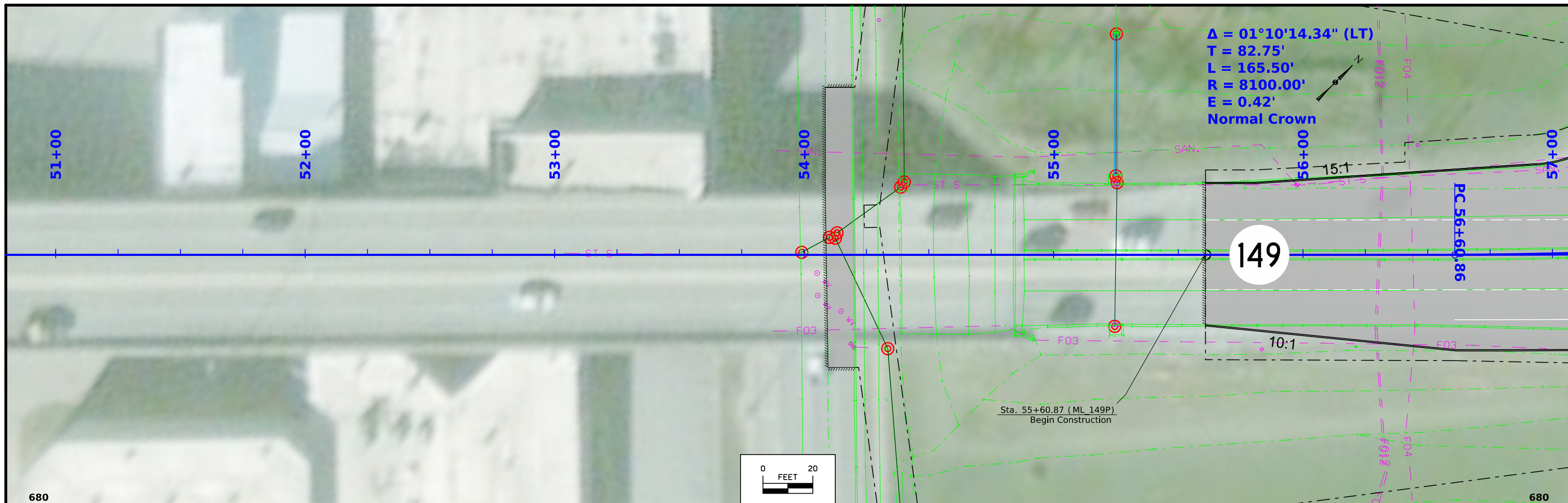
LINEWORK		Design Color No.
Green	(10)	Existing Ground Line Profile
Blue	(1)	Proposed Profile and Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Proposed Ditch Grades, Left
Black	(0)	Proposed Ditch Grades, Median
Rust	(14)	Proposed Ditch Grades, Right

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

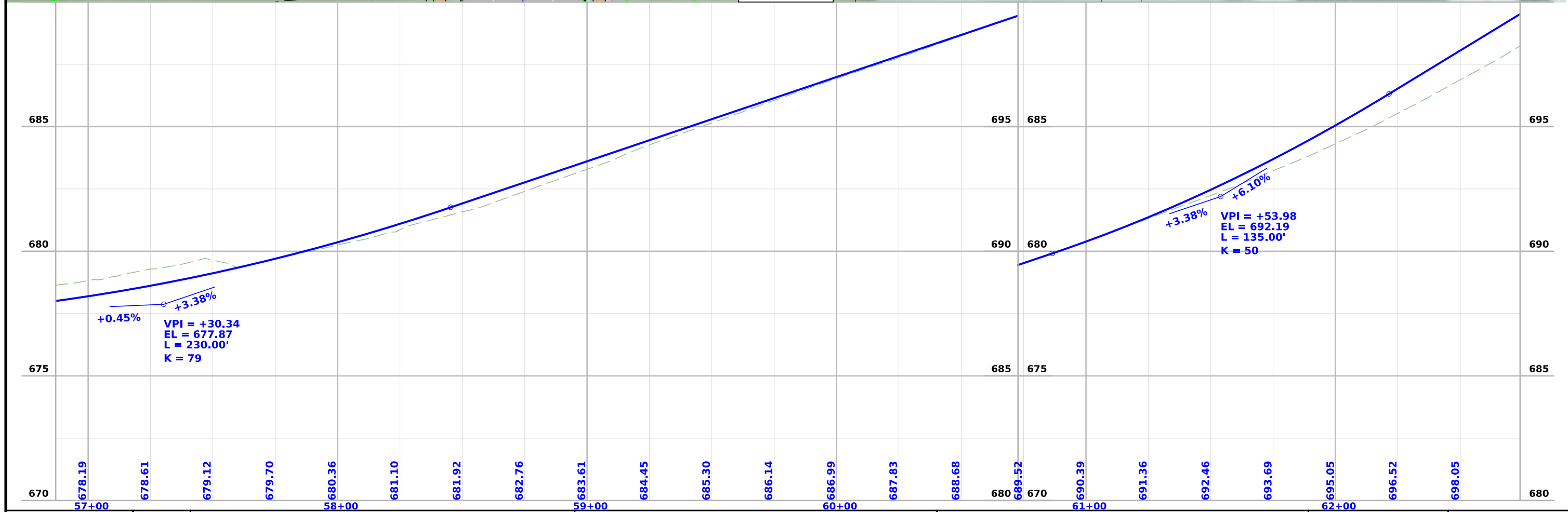
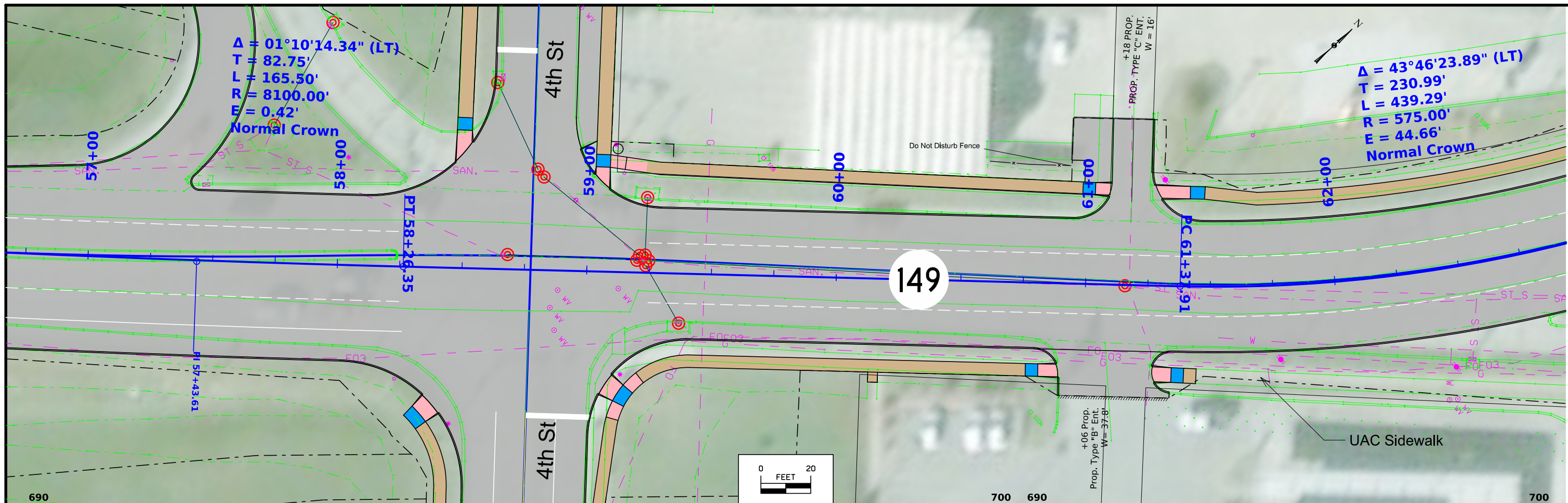
RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

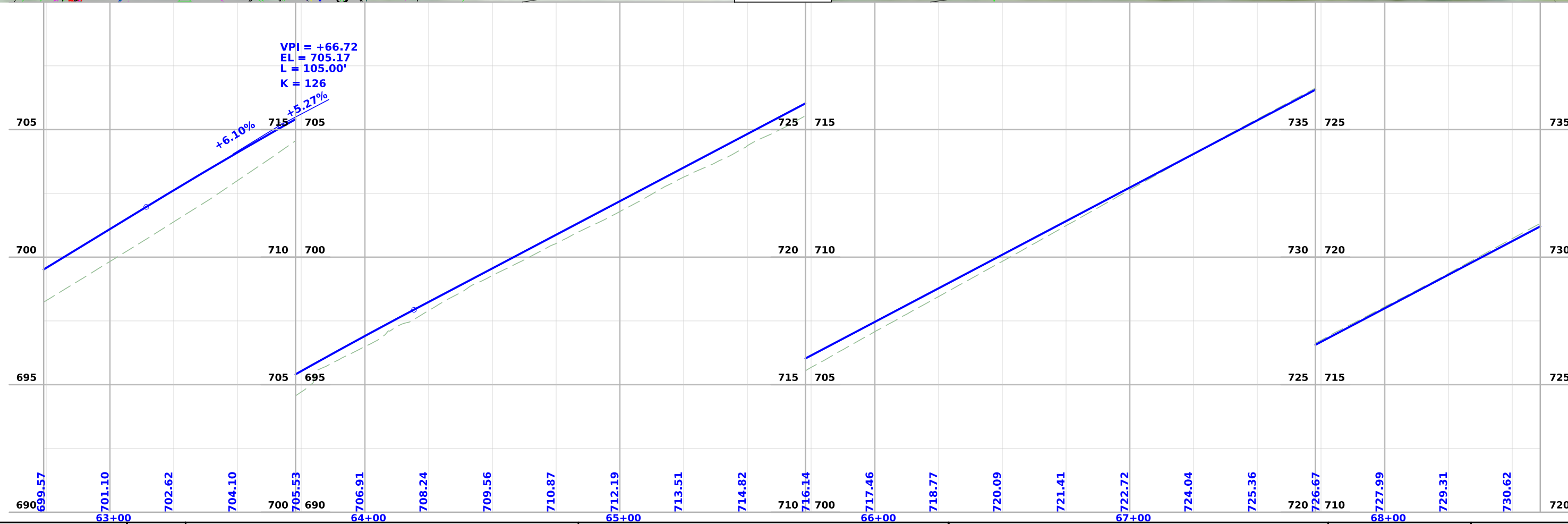
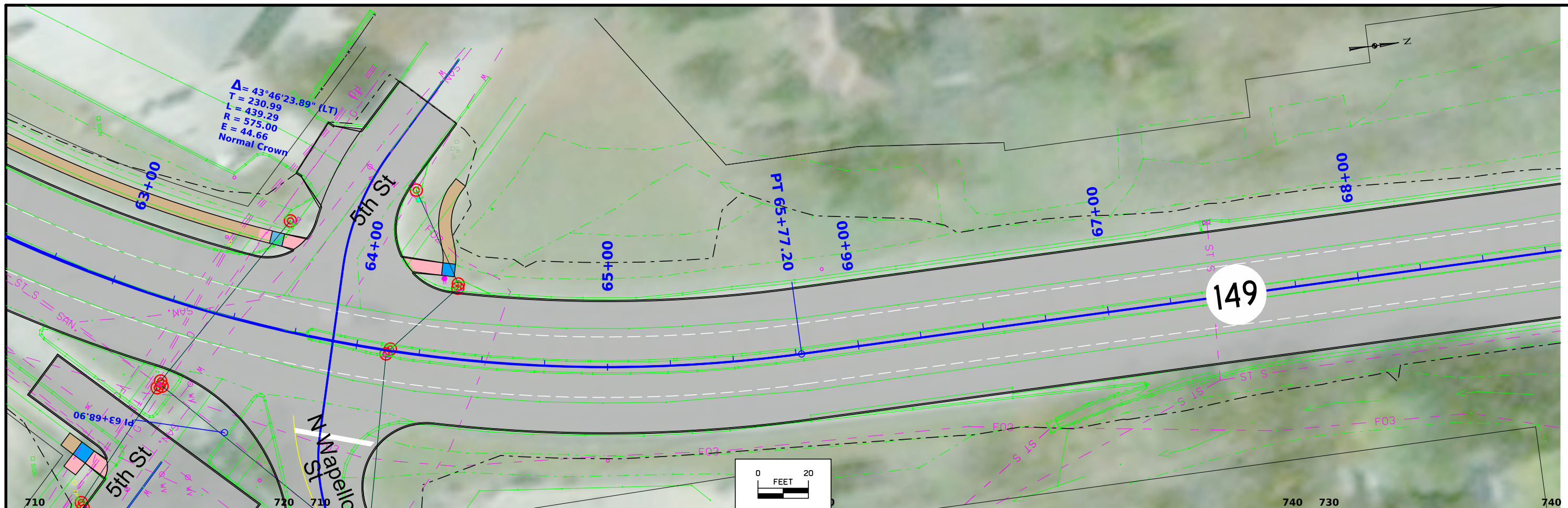




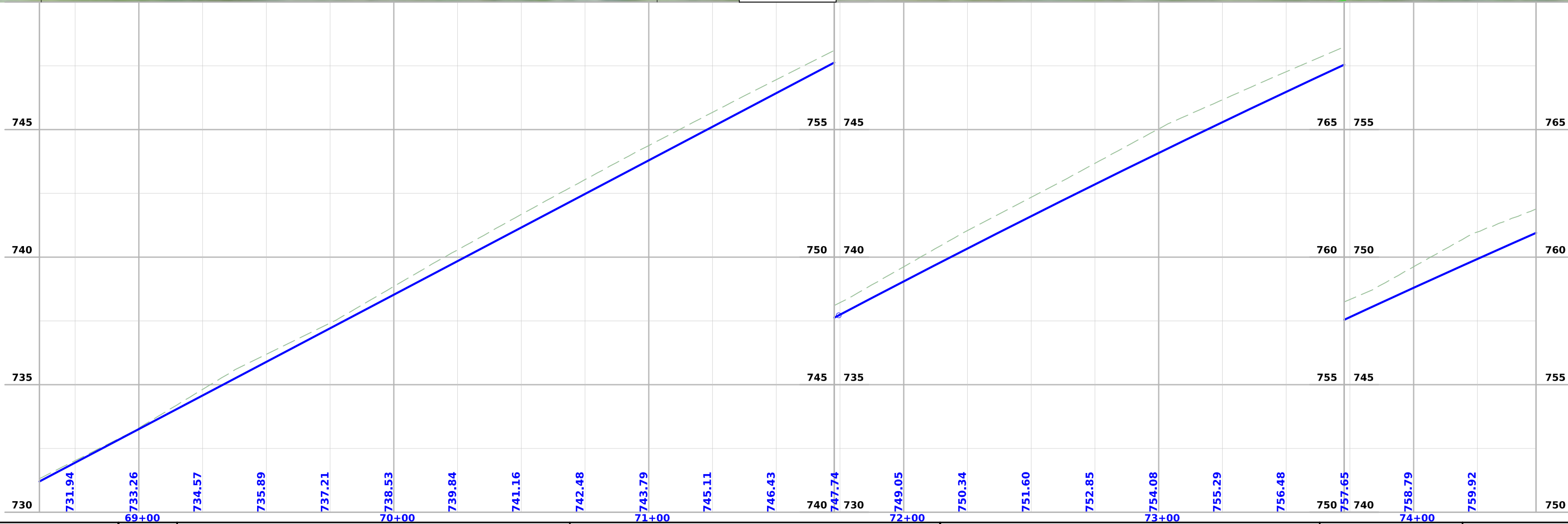
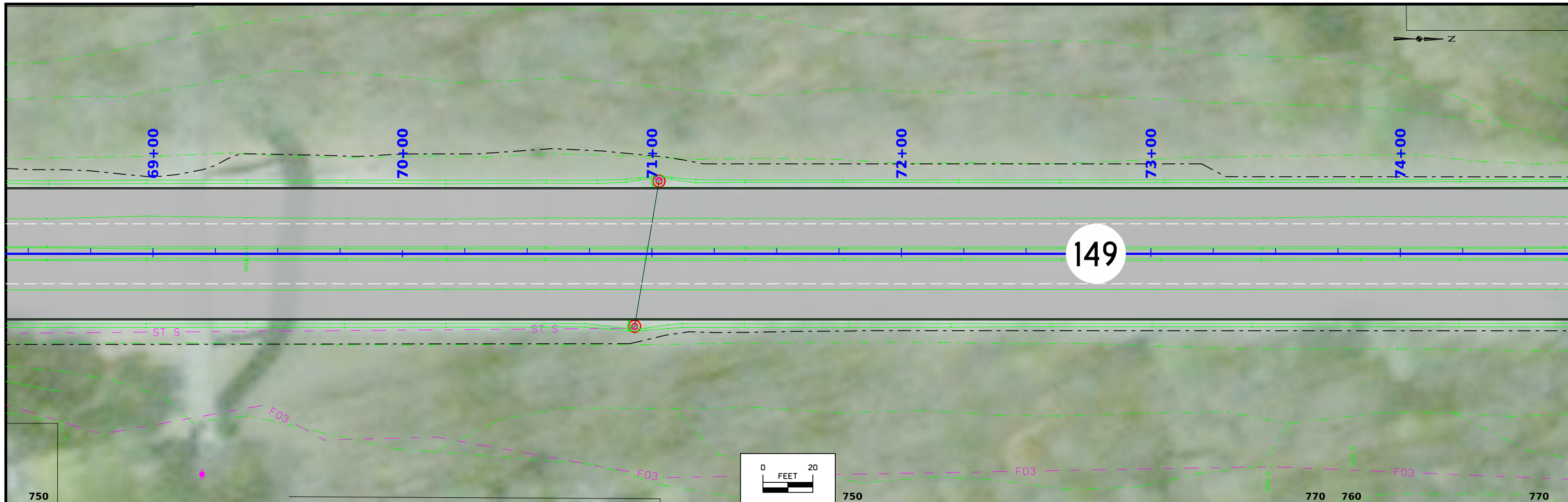


FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	D.3
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----

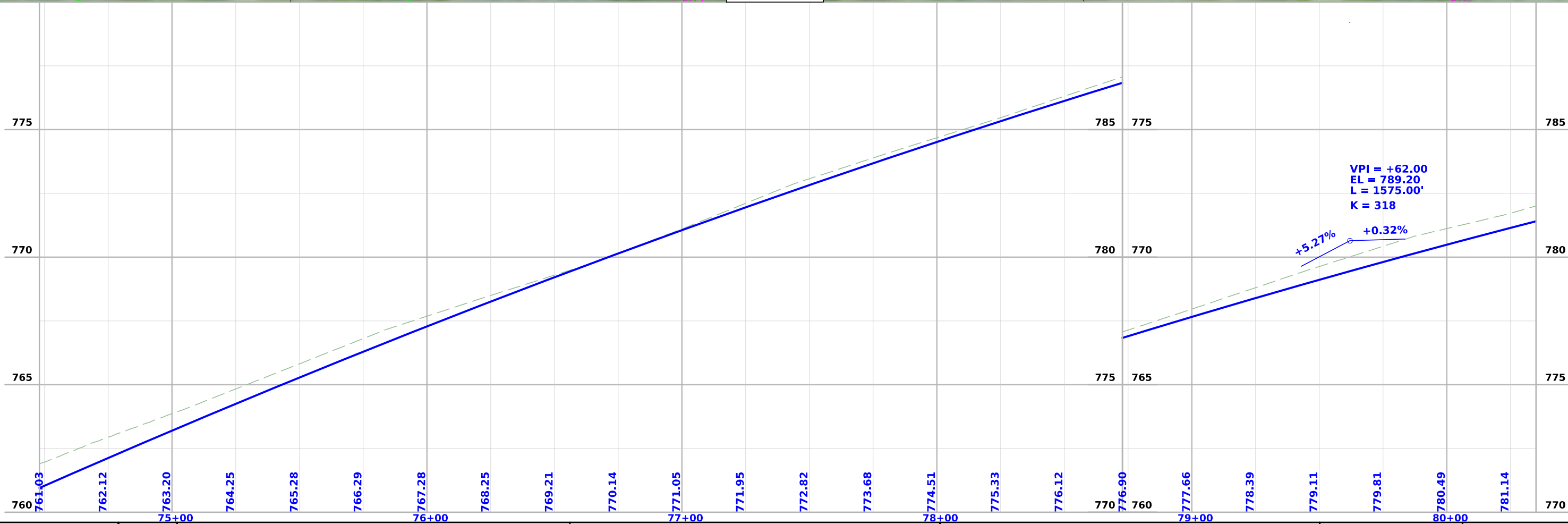
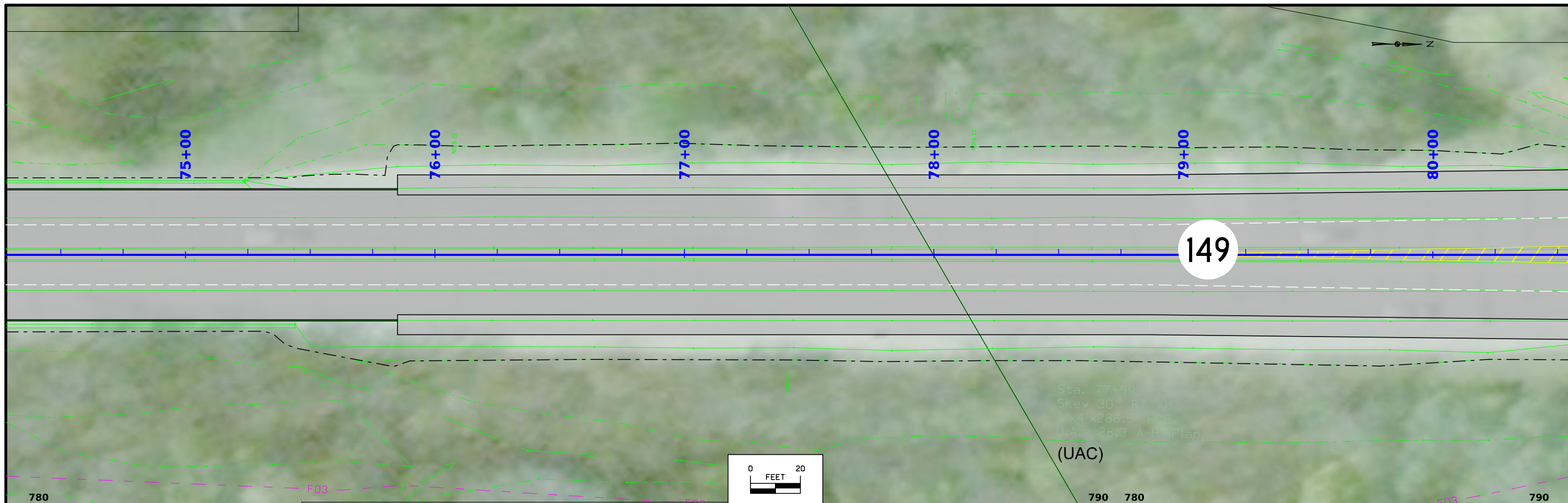


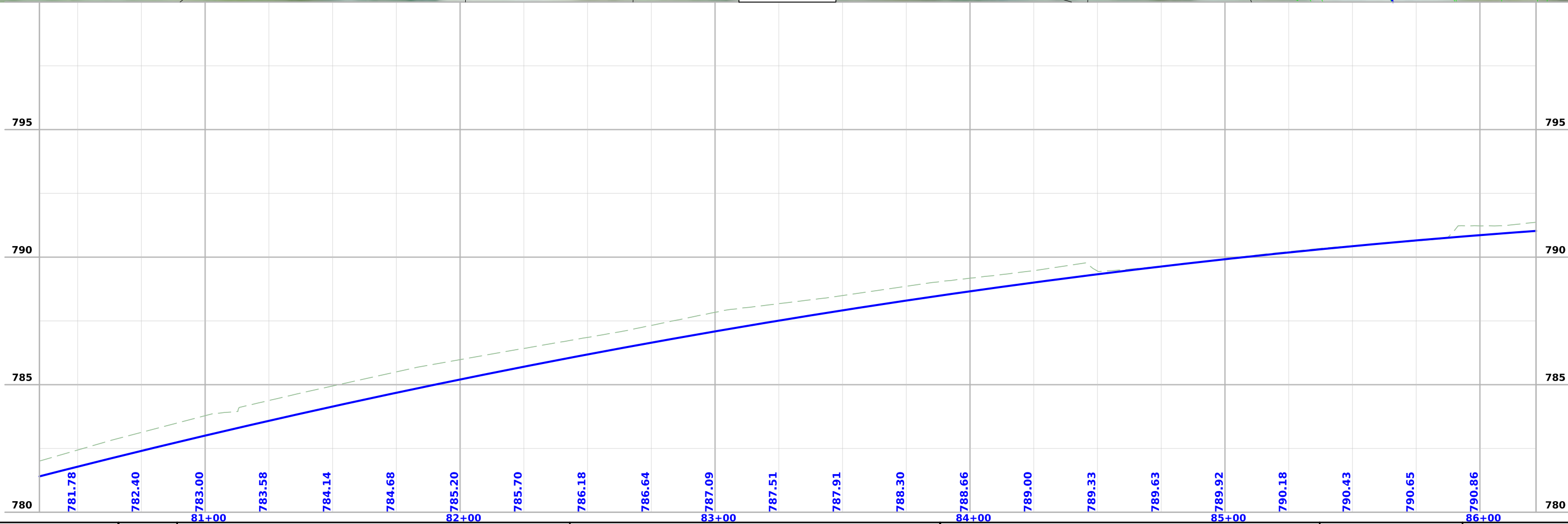
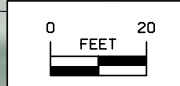
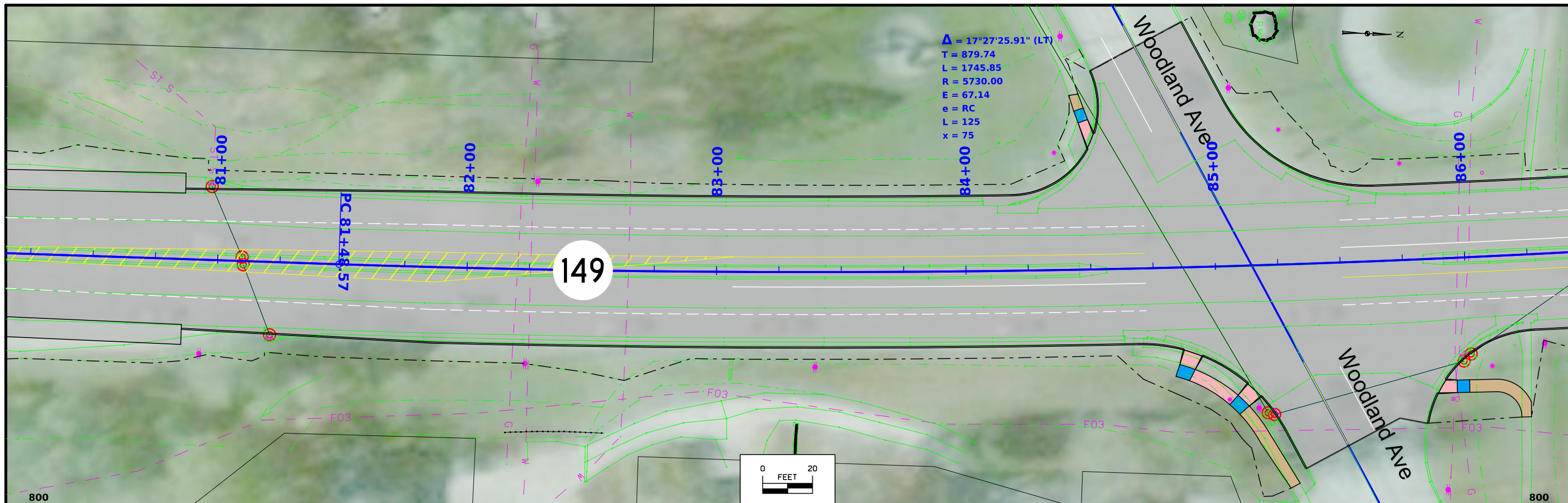


FILE NO.	ENGLISH	DESIGN TEAM <b>Miller\ Schoenrock</b>	Wapello COUNTY	PROJECT NUMBER <b>STP-149-1(88)--2C-90</b>	SHEET NUMBER <b>D.4</b>
----------	---------	---------------------------------------	----------------	--	-------------------------

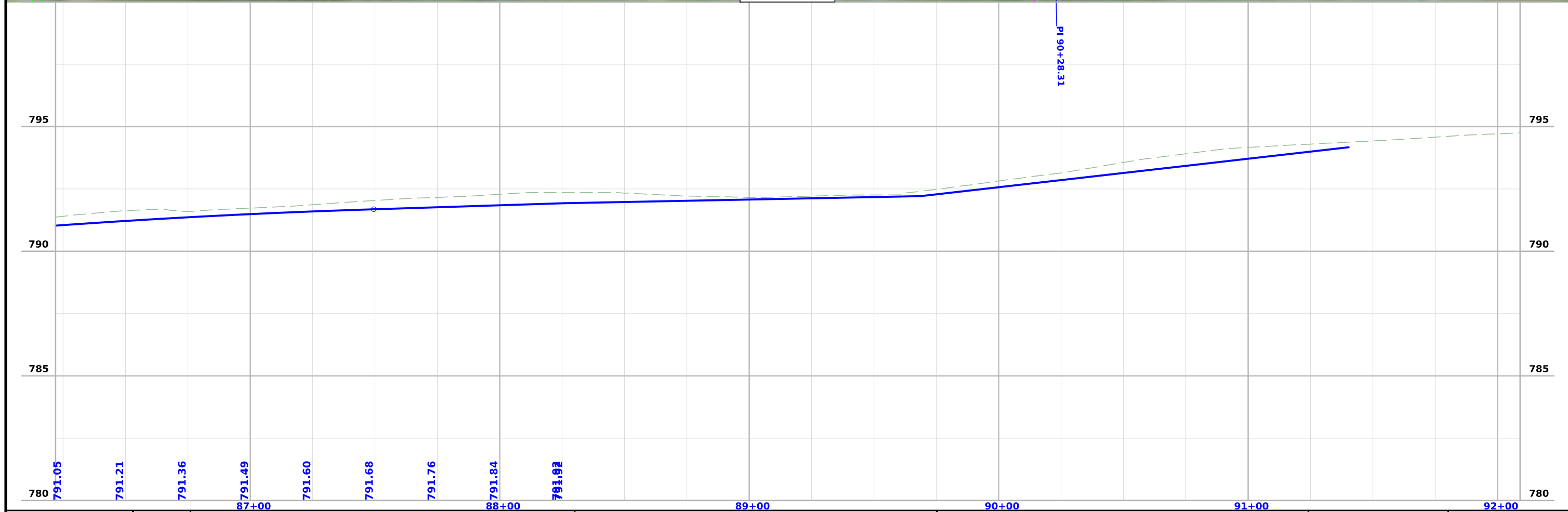
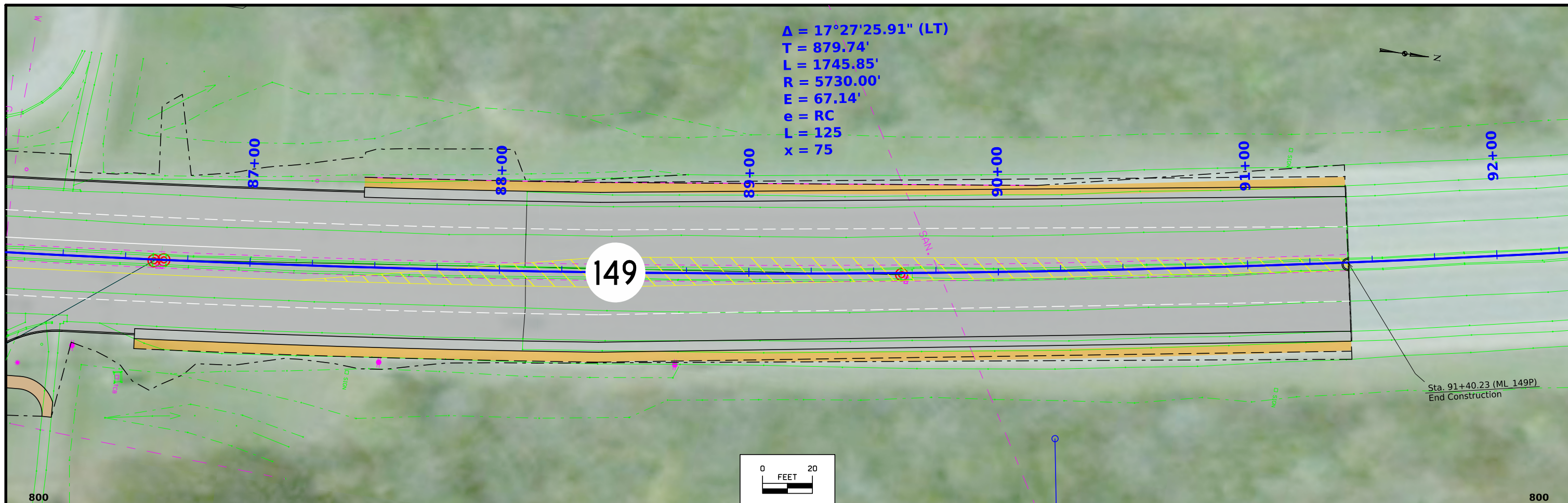




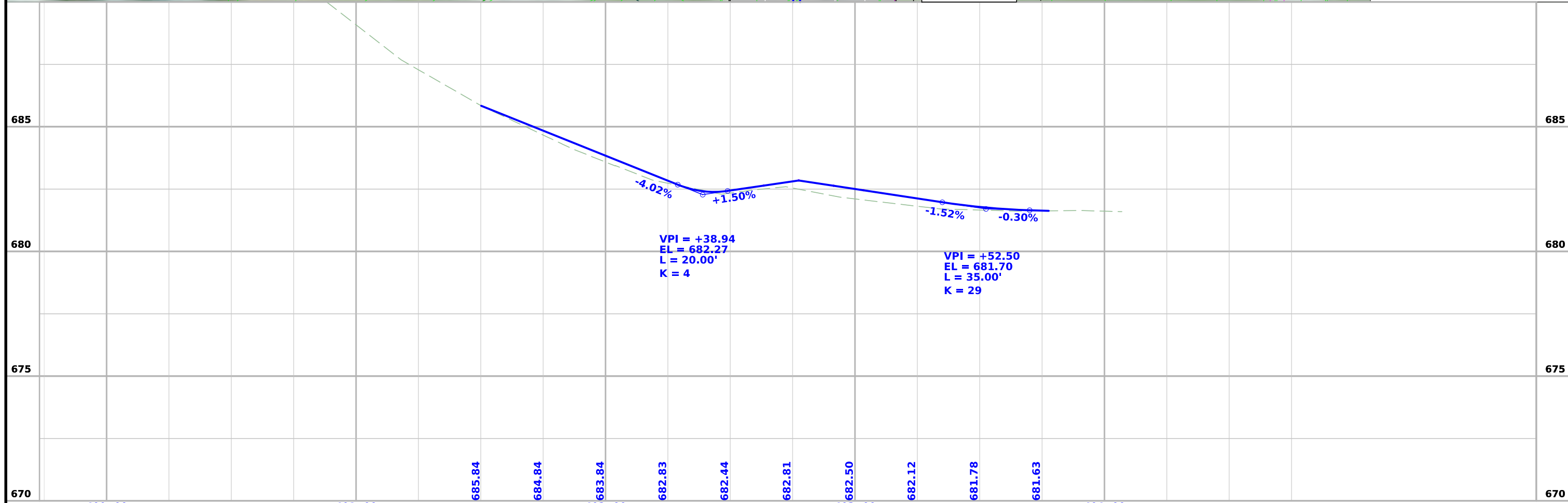
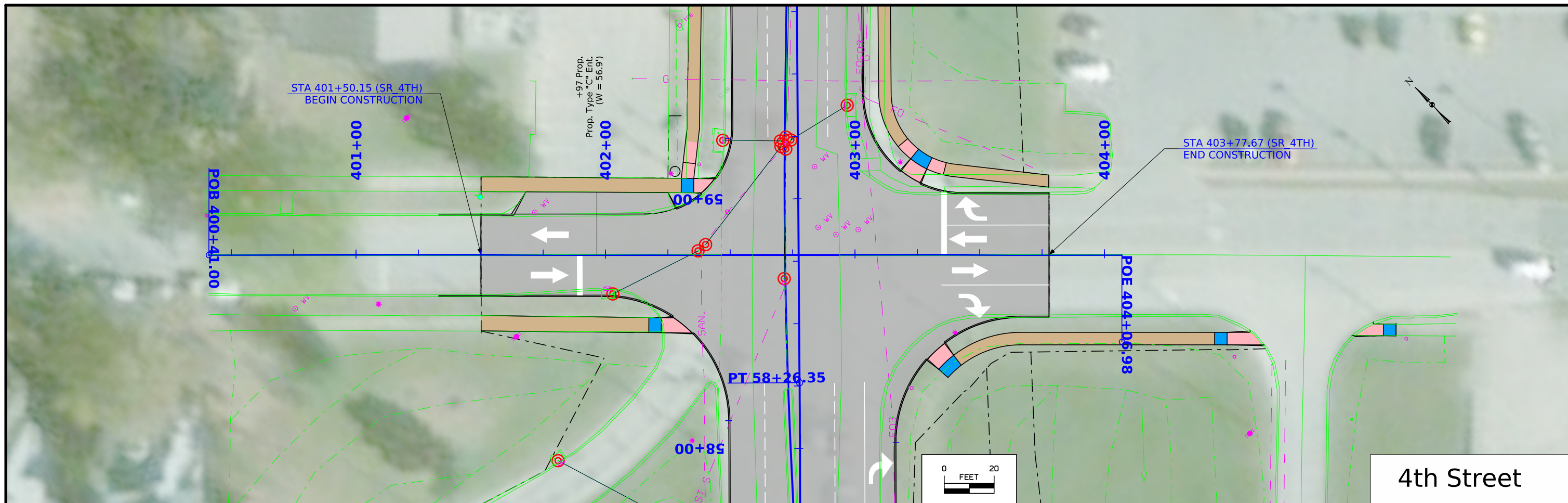




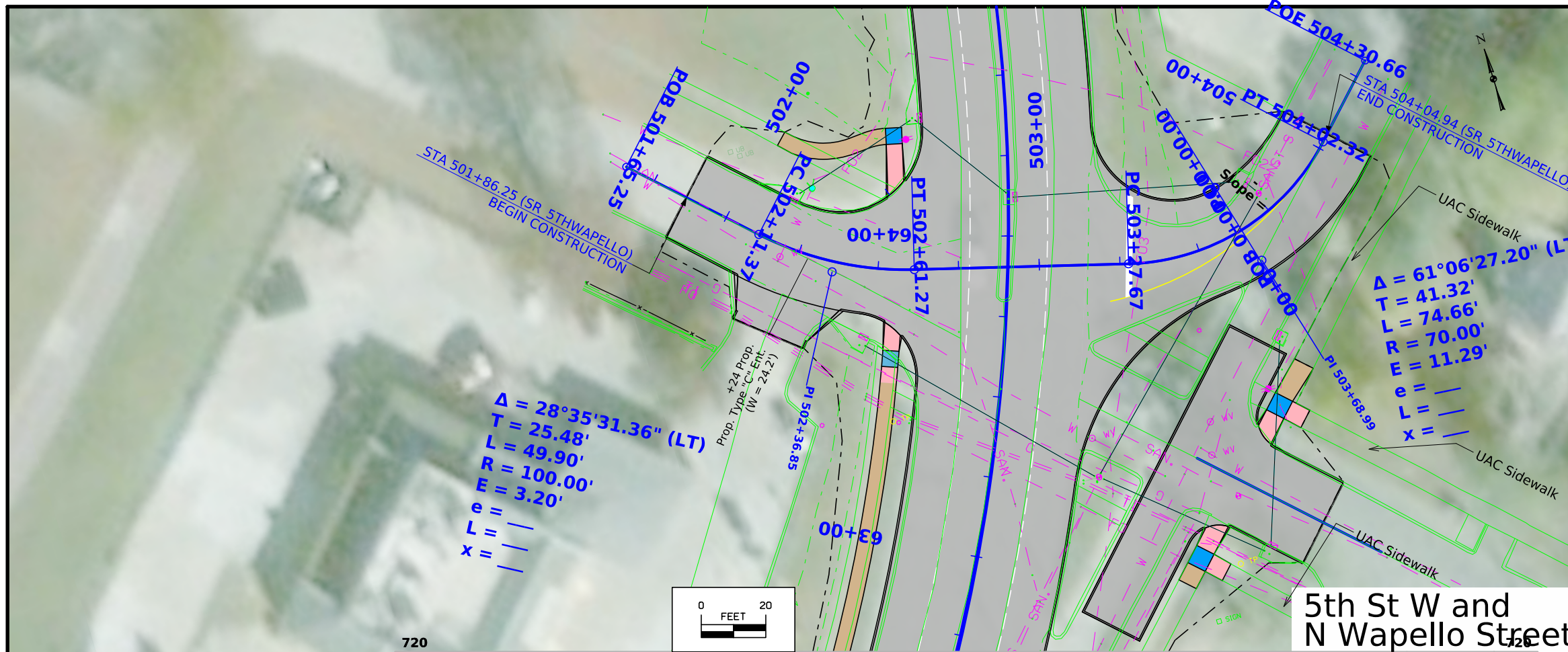




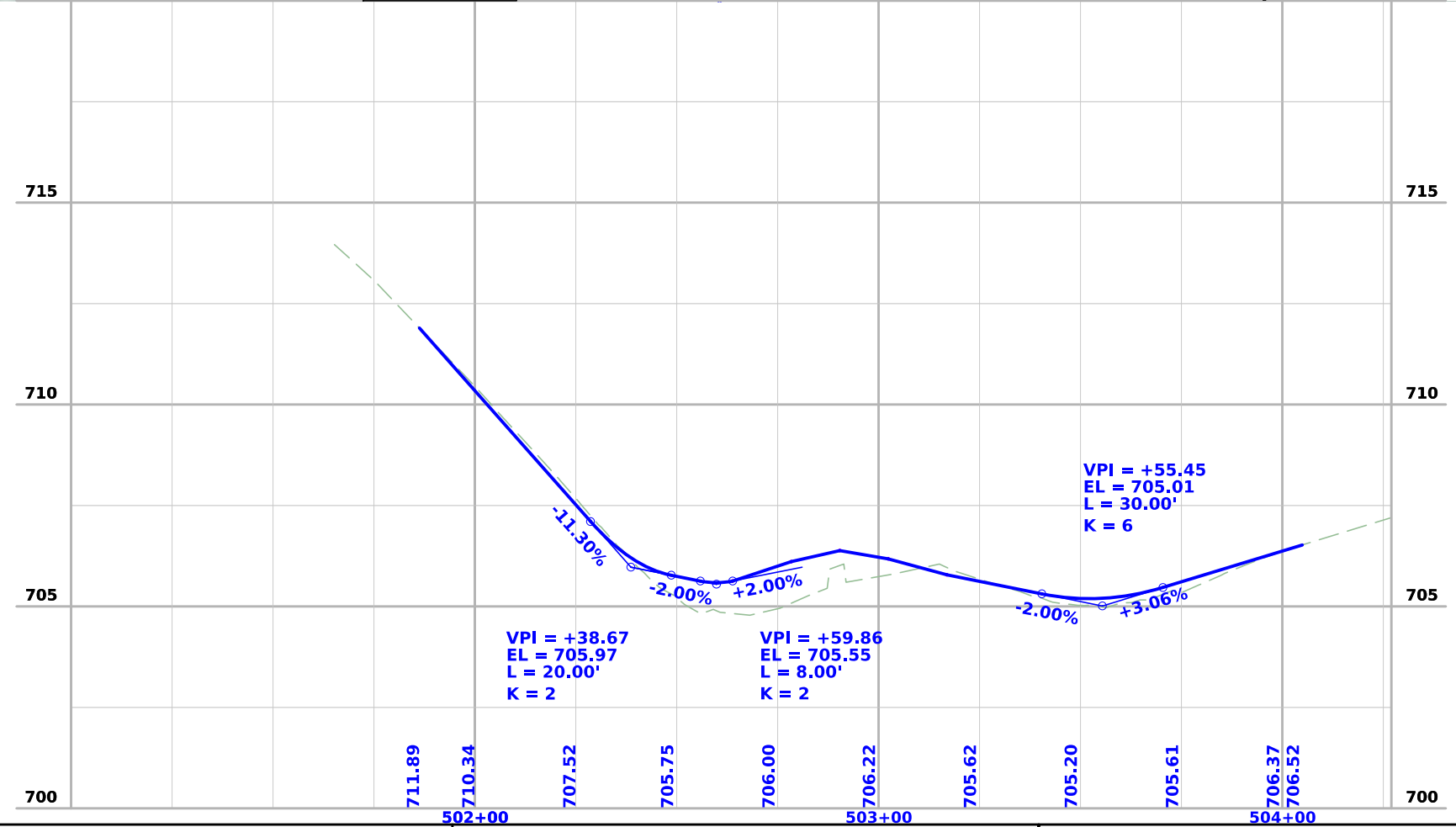
FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	D.8
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----



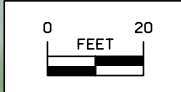
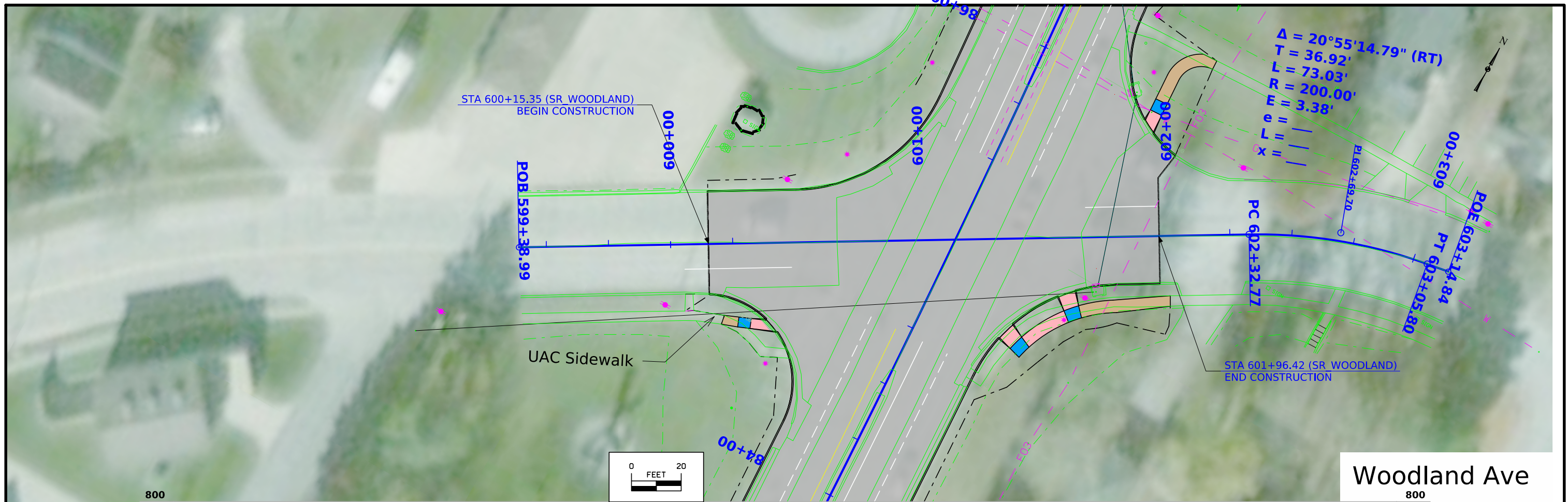




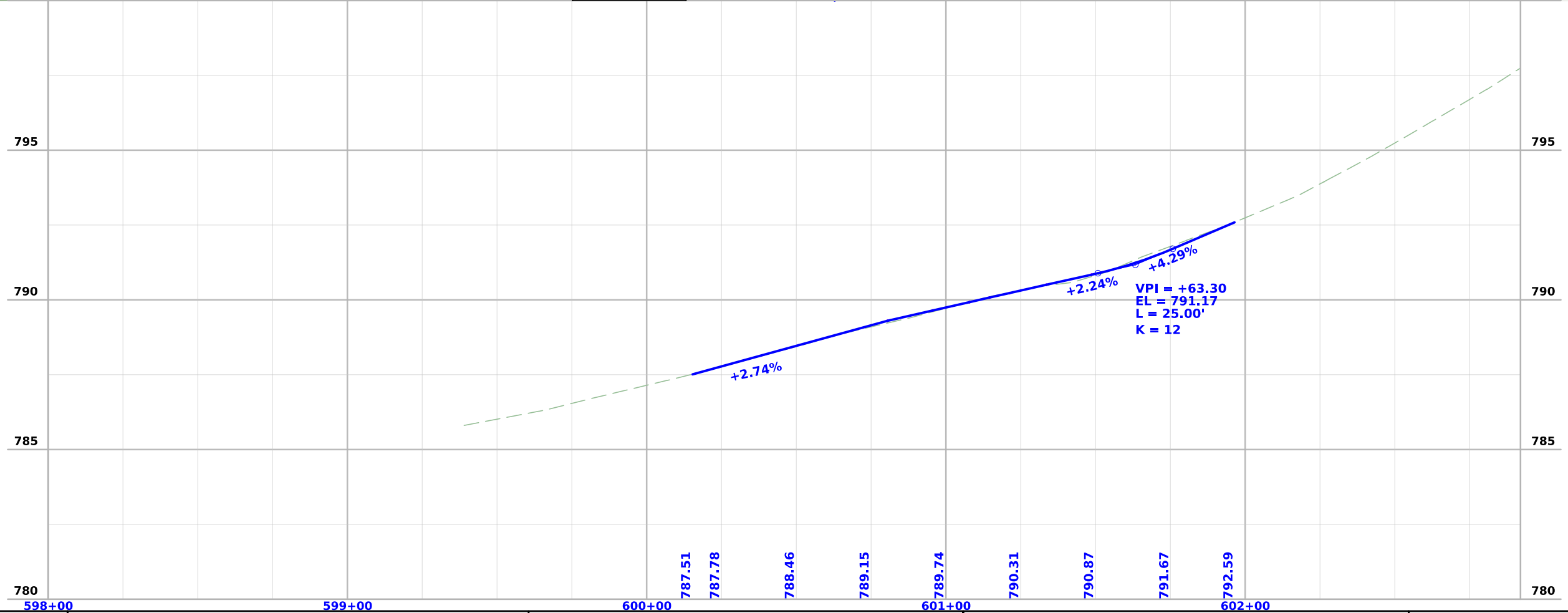
5th St W and N Wapello Street





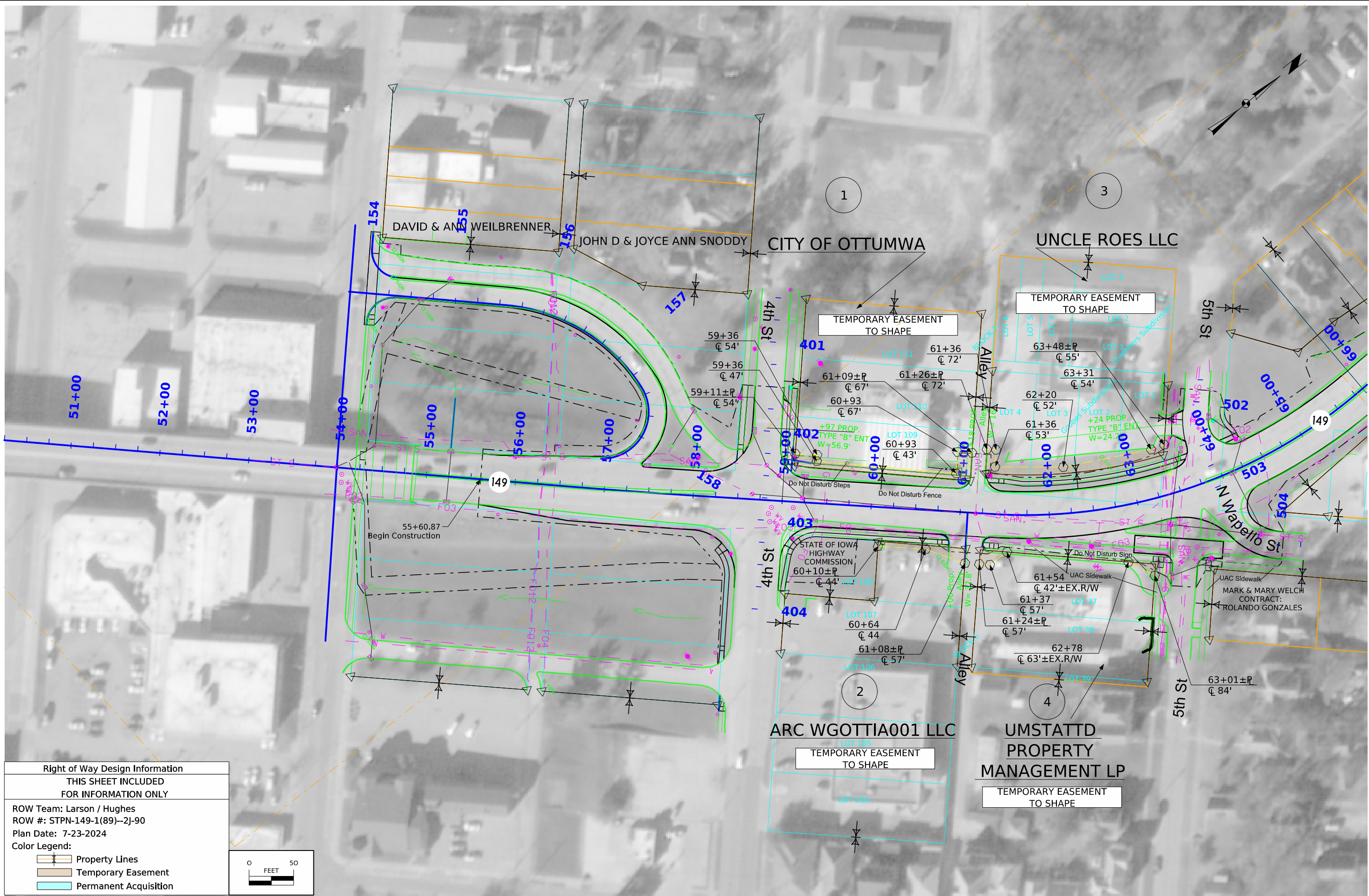


Woodland Ave  
800

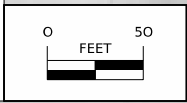


FILE NO.	ENGLISH	DESIGN TEAM Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER STP-149-1(88)--2C-90	SHEET NUMBER E.3
----------	---------	--------------------------------	----------------	-------------------------------------	------------------





Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Larson / Hughes	
ROW #: STPN-149-1(89)--2J-90	
Plan Date: 7-23-2024	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



**TRAFFIC CONTROL PLAN**

- IA 149
- Traffic will be maintained during construction at all times via staging.
  - Off ramp at 4th St. will remain open during Stages 1 and 2, then permanently removed in Stage 3a.
  - On loop at 4th St. will remain open during Stages 1, 2 and 3b. Traffic will be detoured during construction in Stage 3a.
- 4th Street (East)
- Traffic will be maintained during construction at all times except during construction in Stage 2b, when traffic will be detoured.
  - Only access to IA 149 NB will be allowed during Stage 2c.
- 4th Street (West)
- Traffic will be maintained during Stages 1, 2 and 3b.
  - Traffic will be detoured during construction in Stage 3a.
- 5th Street (East)
- Traffic will be maintained during Stage 1.
  - Permanently closed to through traffic in Stage 2.
- 5th Street (West)
- Traffic will be maintained during Stage 1a.
  - Only access to IA 149 SB will be allowed during Stages 1b, 2a, 2b, 2c and 3a.
  - Traffic will be detoured during construction in Stage 3b.
- Wapello Street
- Traffic will be maintained during Stage 1a.
  - Only access to IA 149 NB will be allowed during Stages 1b, 2c, 3a and 3b.
  - Traffic will be detoured during Stages 2a and 2b.
- Woodland Ave. (East)
- Traffic will be maintained during Stages 1, 2b, 2c 3a and 3b.
  - Traffic will be detoured during construction in Stage 2a.
- Woodland Ave. (West)
- Traffic will be maintained during Stages 1, 2 and 3a.
  - Traffic will be detoured during construction in Stage 3b.
- Intersections
- ~~4th Street (West) and 5th Street (West) shall not be closed at the same time.~~
  - 4th Street (West) and Woodland (West) shall not be closed at the same time.
  - 4th Street (East) and Woodland (East) shall not be closed at the same time.

**STAGING NOTES**

- STAGE 1a CONSTRUCTION
- Construct temporary pavement widening on SB IA 149
- STAGE 1b CONSTRUCTION
- Remove paved median from south of 4th St. to north of Woodland Ave.
  - Construct Slotted Drain north of Woodland Ave.
- STAGE 2a CONSTRUCTION
- Construct NB lanes of IA 149 from north of 4th St. to north of Woodland Ave.
  - Construct 5th St. (East)
  - Construct Wapello St.
  - Construct Woodland Ave. (East)
- STAGE 2b CONSTRUCTION
- Construct outside NB lane of IA 149 from Des Moines River Bridge to north of 4th St.
  - Construct 4th St. (East)
- STAGE 2c CONSTRUCTION
- Construct inside NB and SB lanes of IA 149 from Des Moines River Bridge to 4th St.
- STAGE 3a CONSTRUCTION
- Construct outside SB lane of IA 149 from Des Moines River Bridge to north of 4th St.
  - Construct IA 149 SB on-loop
  - Construct 4th St. (West)
- STAGE 3b CONSTRUCTION
- Construct SB lanes of IA 149 from north of 4th St. to north of Woodland Ave.
  - Construct 5th St. (West)
  - Construct Woodland Ave. (West)

**COORDINATED OPERATIONS**

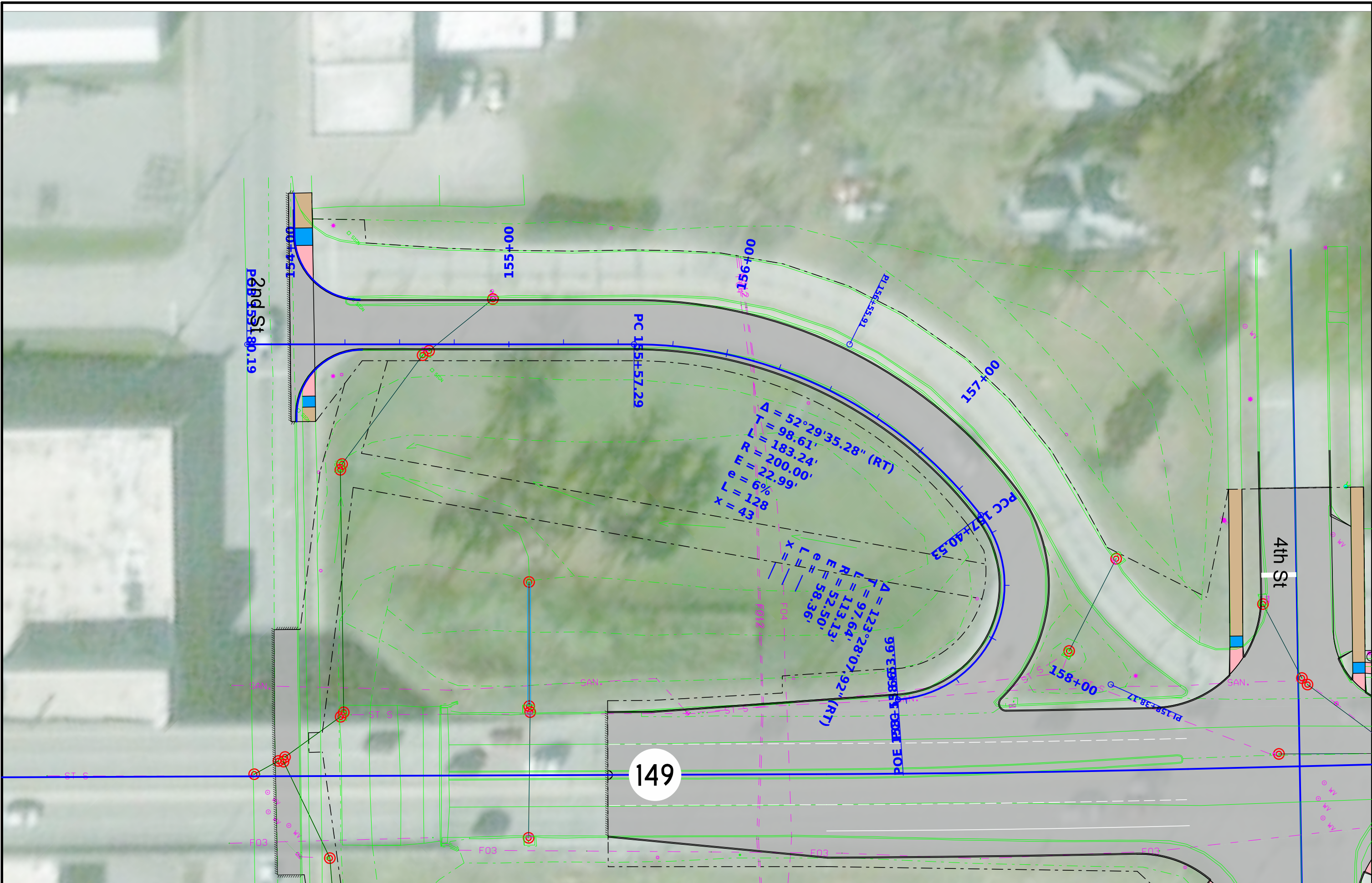
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work

**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



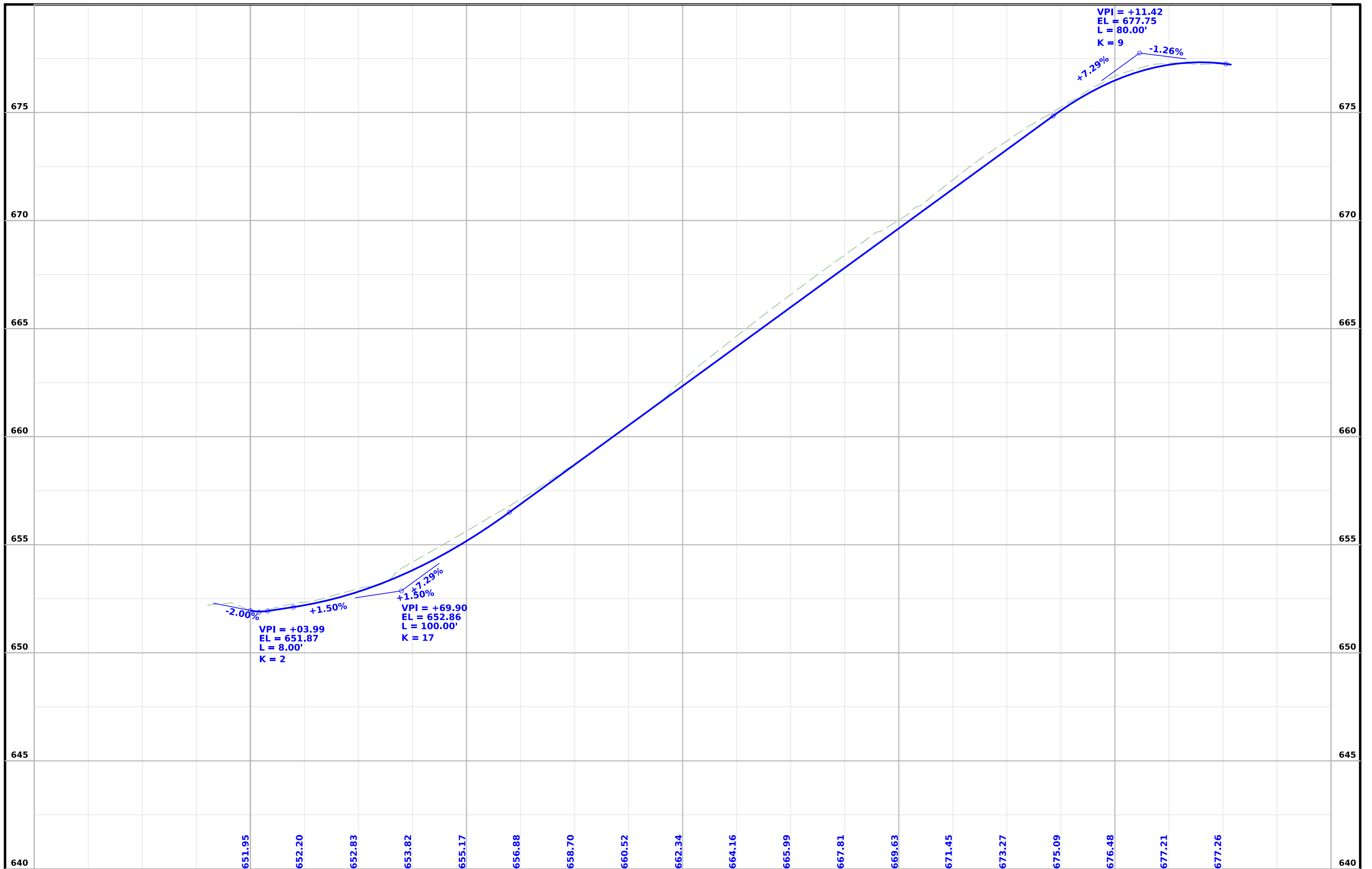


149

FILE NO.	ENGLISH	DESIGN TEAM <b>Miller\ Schoenrock</b>	Wapello COUNTY	PROJECT NUMBER <b>STP-149-1(88)--2C-90</b>	SHEET NUMBER <b>K.1</b>
----------	---------	---------------------------------------	----------------	--	-------------------------

12:09:40 PM 4/5/2024 tschoen pw:\NTP\wint1.dot.int.lan:PWMain\Documents\Projects\9014901020\Design\CADD\_Files\Sheet\_Files\SHT\_90149088\_K1.dgn





# SURVEY SYMBOLS

- AST, Above Ground Storage Tank
- BB, Billboard
- BBB, Bottom of Bridge Beam
- BCL, Bridge Centerline
- BD, Bridge Deck
- BIN, Grain Bin
- BL, Topo Breakline
- BLD, Building or Foundation
- BLS, Bridge Low Steel
- BM, Bench Mark
- BNK, Stream Bank
- BRG, Bridge
- C, Centerline BL of Road -ML or SR
- CAV, Cave
- CEL, Cell Phone Tower
- CIS, Cistern
- CON, Concrete or A/C Slab
- CP, Control Point
- CRP, Corporation Line
- CS, Curve Point
- CU, Back of Curb
- CUL, Culvert
- D, Centerline Draw or Stream -Down
- DAB, Drainage Area Boundary
- DIK, Centerline of Dike or Dam
- DTM, Photogrammetry Elv Control Check
- DU, Centerline Draw or Stream -Up
- EB, Electrical Box
- EG, Edge of Gravel Road
- ENP, Edge Paved Entrance and Park Lot
- ENT, Centerline BL of Entrance
- ENU, Edge Unpaved Entrance and Parking
- EP, Edge of Paved Roads -ML or SR
- EW, Edge of Water
- FCL, Chain Link and Security Fence
- FENO, FENO Monument
- FHD, Fire Hydrants
- FLG, Flag Poles
- FP, Filler Pipe
- FW, Wire Fence
- FWD, Wood Fence
- GDC, Guard Rail Cable
- GDL, Guard Rail Steel
- GP, Guard Post -Less Than 4 Posts
- GPR, Guard Post -4 or More Posts
- GR, Ground Shot
- GRV, Grave
- GU, Gutter In Front of Curb
- GV, Gas Valve
- HDG, Hedge Row
- HS, Hydric Soil -Wetlands
- HT, Electrical Highline Tower
- IN, Storm Sewer Intake
- INB, Storm Sewer Beehive Intake
- LC, Lot Corner
- LIN, Miscellaneous Line
- LP, L.P. Tank
- LUM, Luminaire
- MH, Utility Access -Manhole
- MIS, Miscellaneous
- MM, Mile Marker Post
- OUT, Tile Outlet
- PC, Curve Point
- PCP, Photo Control Point
- PCT, Photo Control Target
- PI, Tangent Point
- PIP, Pipe Culvert
- PL, Location of Photo -Wetlands
- PLG, Location of General Photo
- POC, Curve Point
- POST, Spiral Point

- Example Text and Line
- PR, Electric Riser Pole
  - PRO, Profile Shot
  - PT, Curve Point
  - REF, Reference Tie Point
  - RET, Retaining Walls
  - RIP, Rip-Rap
  - ROC, Rock Outcropping
  - ROW, Right of Way Mark
  - RR, Centerline of Railroad Tracks
  - RRB, Railroad Signal Box
  - RRF, Railroad Frog
  - RRR, Railroad Rail
  - RRS, Railroad Signal
  - RRW, Railroad Switch
  - RT, Radio Tower
  - S, Soil Sampling Site -Wetlands
  - SBR, Size of Bridge
  - SC, Spiral Point
  - SCR, Section Corner
  - SEP, Septic Tank
  - SF, Silt Fence -Wetlands
  - SG, Staff Gauge -Wetlands
  - SH, Paved Shoulder
  - SHR, Shrub
  - SI, Sign
  - SL, Speed Limit Sign
  - SLN, Section Line
  - SLO, Silo
  - SNK, Sink Hole
  - SNP, Unpaved Shoulder
  - SP, Stream Profile
  - STP, Stump
  - SWK, Sidewalk
  - SWP, Swamp or Marsh
  - TA, Tower Anchor
  - TBO, Telephone Booth
  - TCB, Traffic Signal Box
  - TDC, Tree Deciduous
  - TDL, Traffic Detection Loop
  - TER, Terrace
  - TEV, Evergreen Tree
  - TFR, Tree Fruit
  - TGP, Telegraph Pole
  - TIL, Tile Line
  - TLNL, Tree Line Left
  - TLNR, Tree Line Right
  - TOP, Top of Bridge Pier
  - TPA, Telephone Pole Co. 1
  - TPB, Telephone Pole Co. 2
  - TPC, Telephone Pole Co. 3
  - TR, Telephone Riser Pole
  - TRL, Trail
  - TS, Spiral Point
  - TSB, Telephone Switch Box
  - TSG, Traffic Signal
  - TSL, Traffic Signal and Luminaire
  - TV, Satellite TV Dish
  - TVP, TV Pedestal
  - TW, Top of Water
  - UB, Utility Box
  - UE, Utility Elevation
  - UPH, Utility Pot Hole - Quality A
  - UST, Underground Tank
  - UV, Underground Utility Vault
  - VS, Channel Cross Section
  - WC, Wild Card -Misc. Field Shot
  - WEL, Well
  - WHD, Water Hydrant
  - WHU, RV Water Hook Up
  - WM, Wind Mill
  - WND, Wind Turbine
  - WV, Water Valve

# UTILITY LEGEND

# PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINework	Design Color No.	Description
Gray, Dark	(112)	Existing Topographic Features, Utilities, and Labels
Black	(17)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	Design Color No.	Description
Gray, Light	(48)	Proposed Pavement Shading

# PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINework	Design Color No.	Description
Gray, Dark	(112)	Existing Ground Line Profile and Existing Utilities Information
Black	(17)	Proposed Pipes and Intakes

# PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

	Plug and Abandon Existing Pipe or Structure
	Removal of Existing Pipe or Structure
	Previously Constructed Pipe or Structure
	Direction of Pipe Flow

# PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

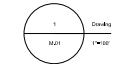
	Existing Ground
	Proposed Ground
	Previously Constructed Pipe or Structure
	Proposed Pipe or Structure

Reference Point

- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Clearing & Grubbing Area
- Pavement Removal

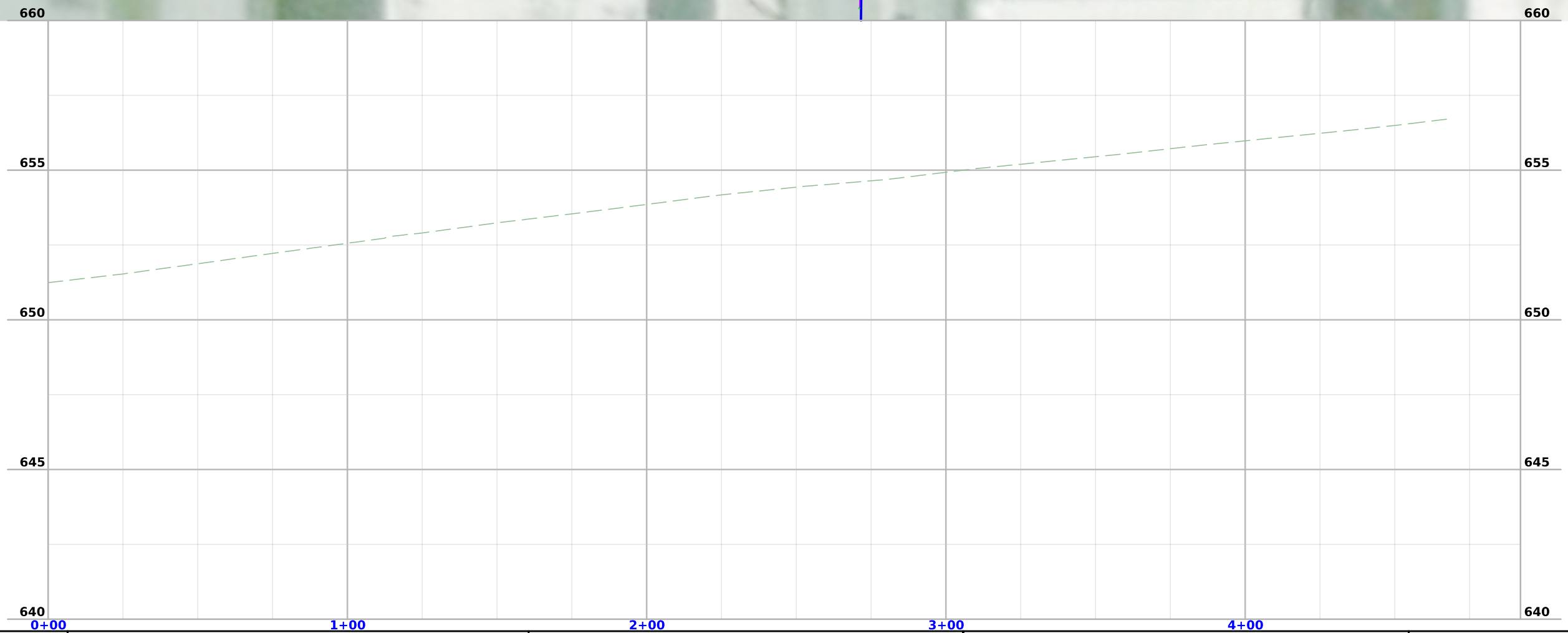
### RIGHT-OF-WAY LEGEND

- Proposed Right-of-Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Borrow
- Easement (Temporary)
- Easement
- Excess
- Access Control



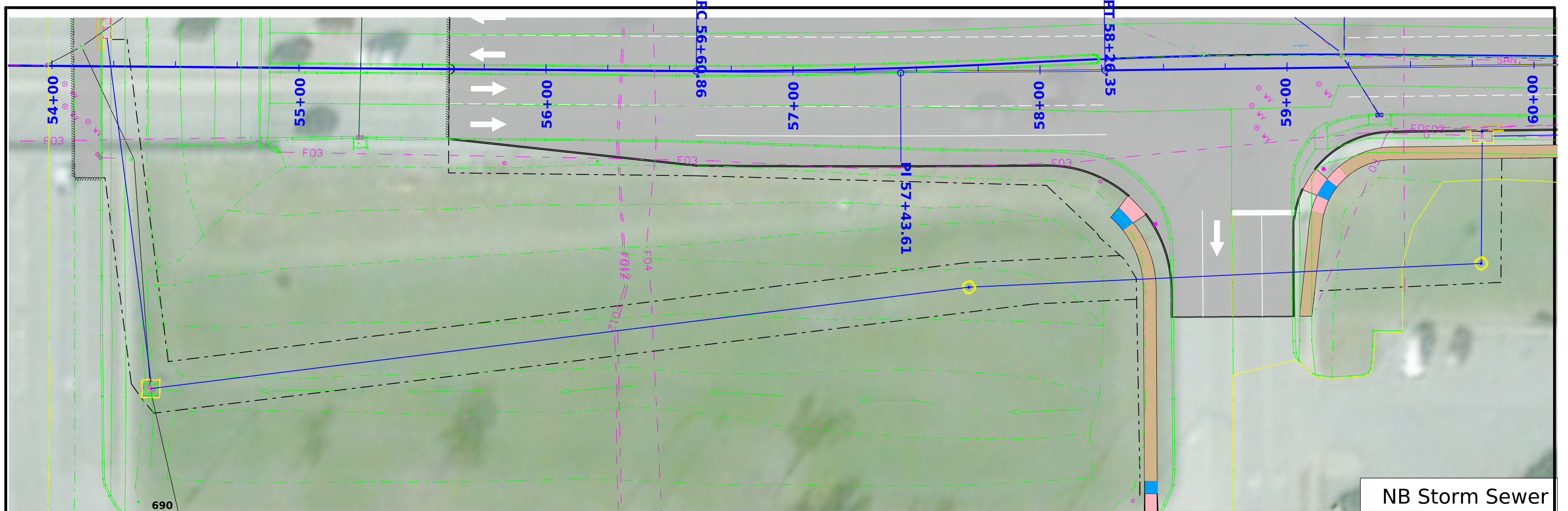
# STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)

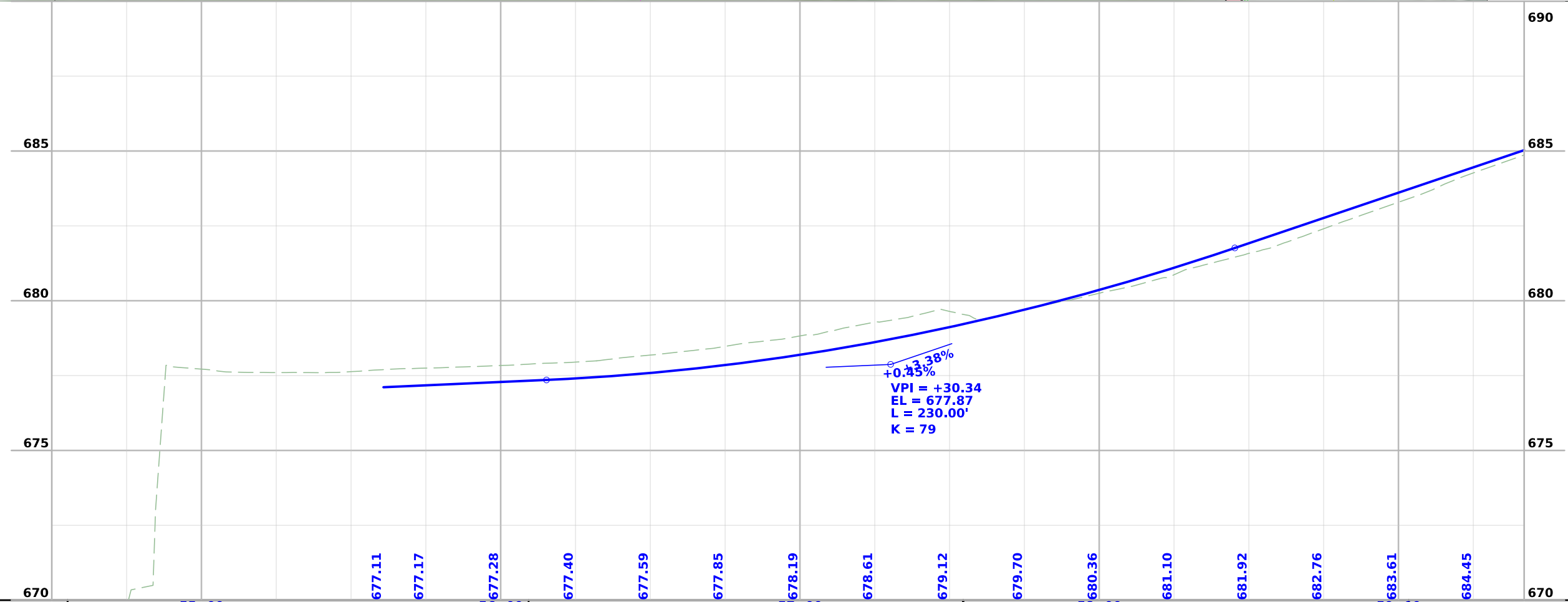


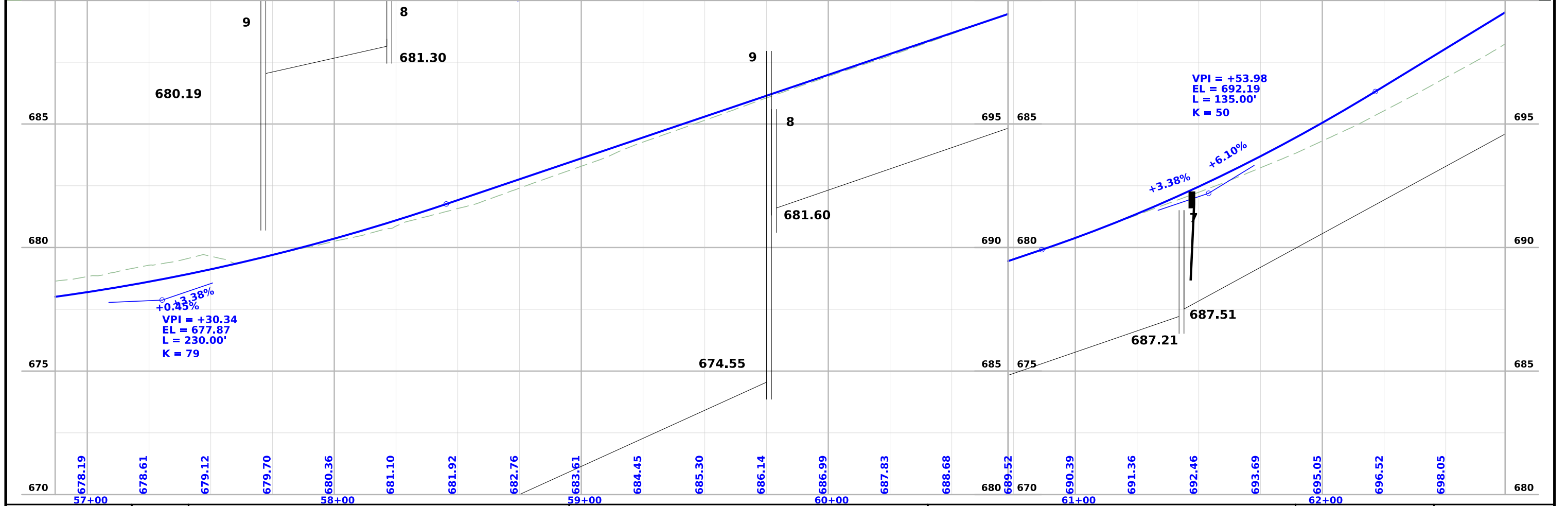
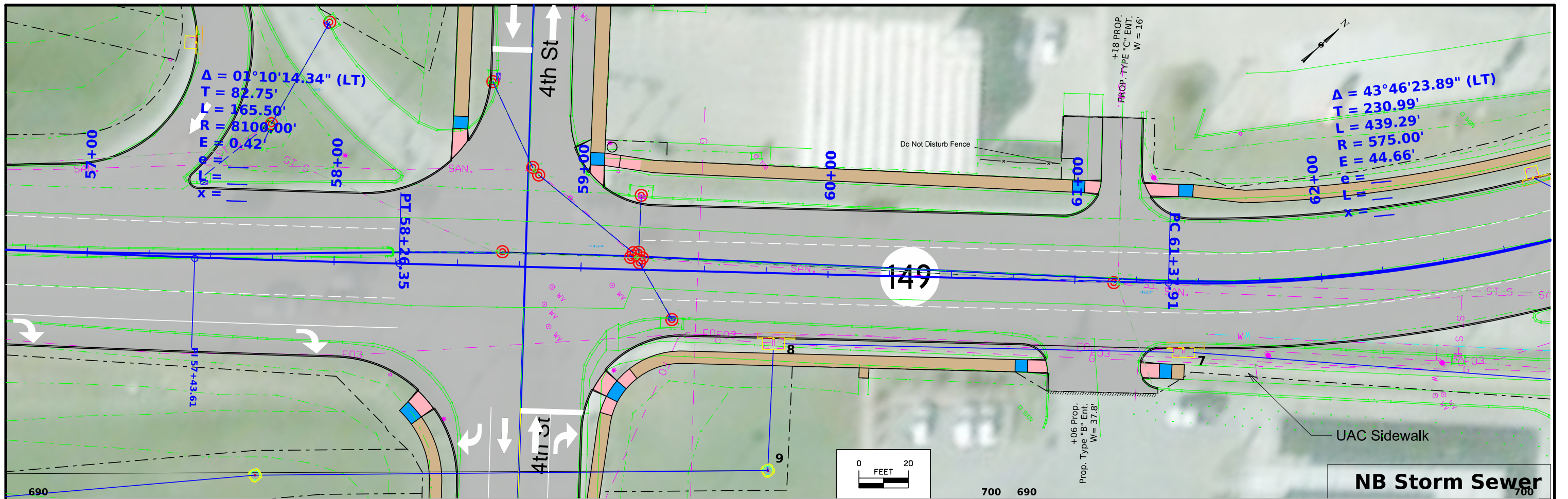
FILE NO.	ENGLISH	DESIGN TEAM <b>Miller\ Schoenrock</b>	<b>Wapello</b> COUNTY	PROJECT NUMBER <b>STP-149-1(88)--2C-90</b>	SHEET NUMBER <b>M.2</b>
----------	---------	---------------------------------------	-----------------------	--	-------------------------





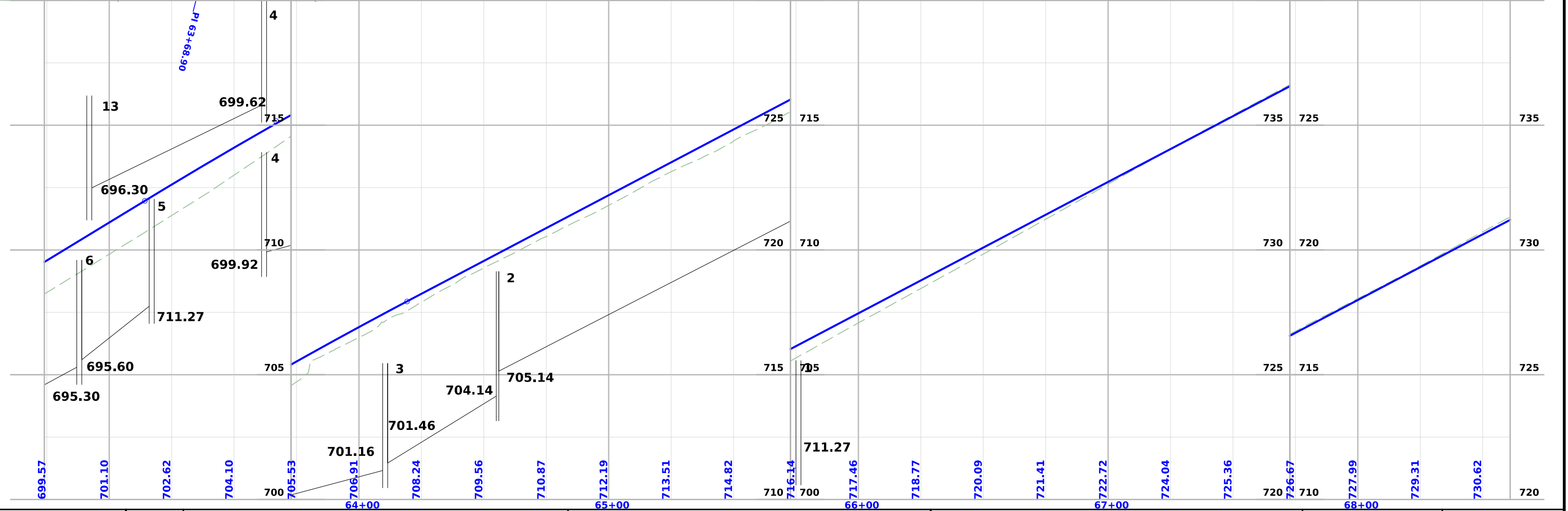
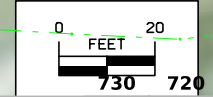
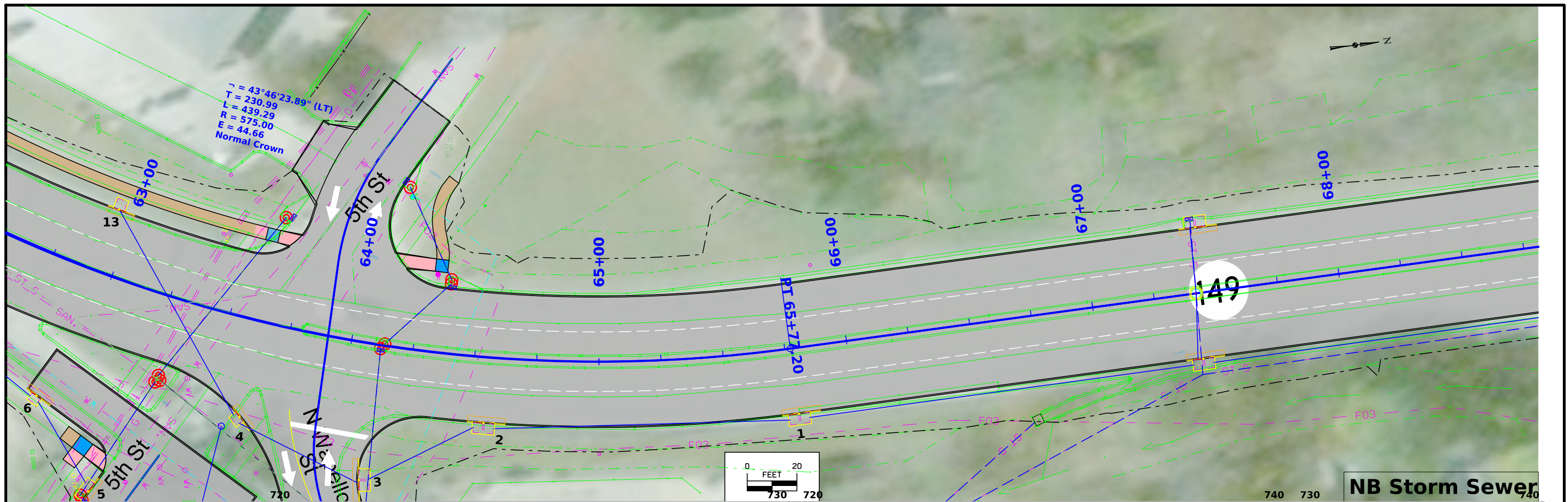
NB Storm Sewer



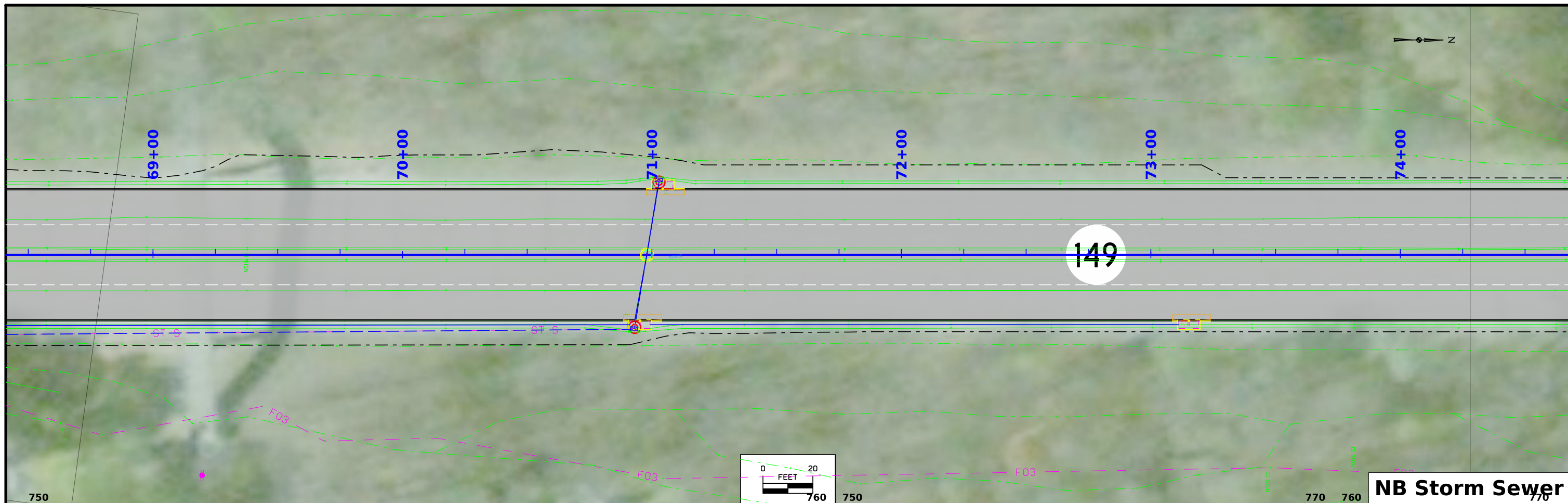


FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	M.4
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----

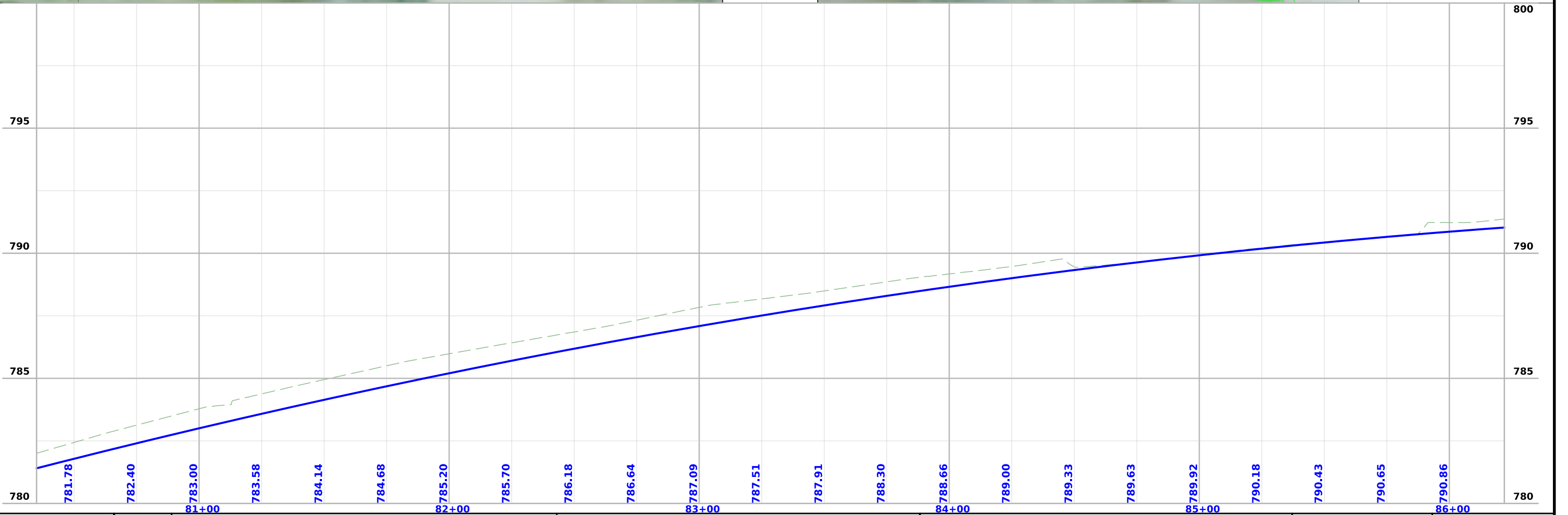
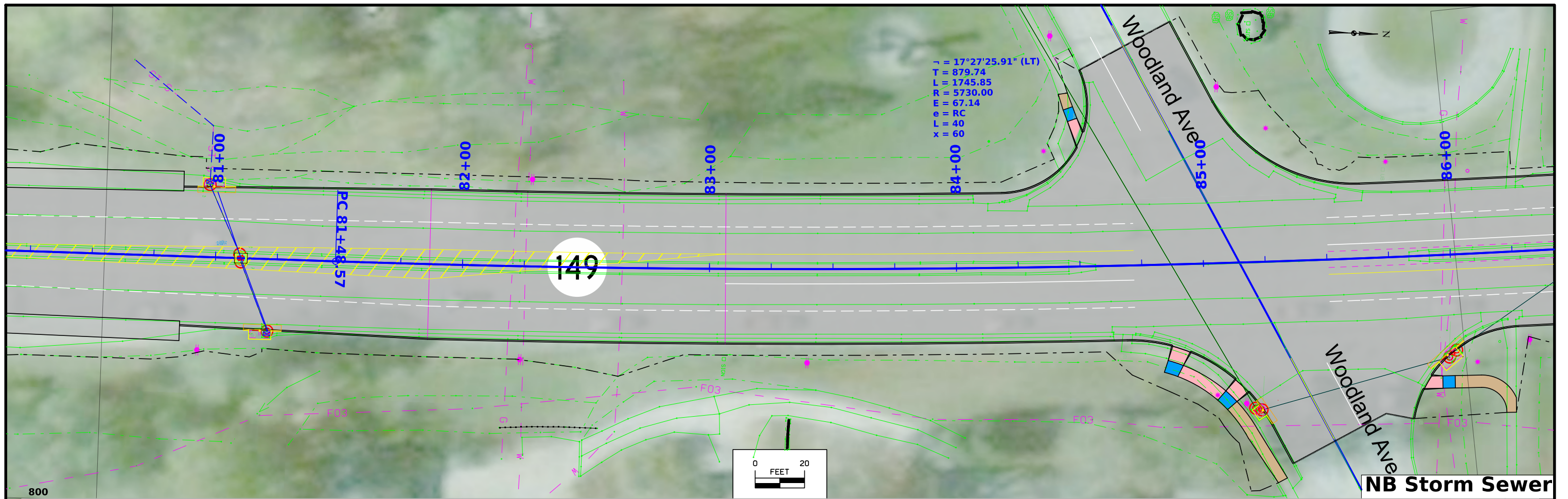


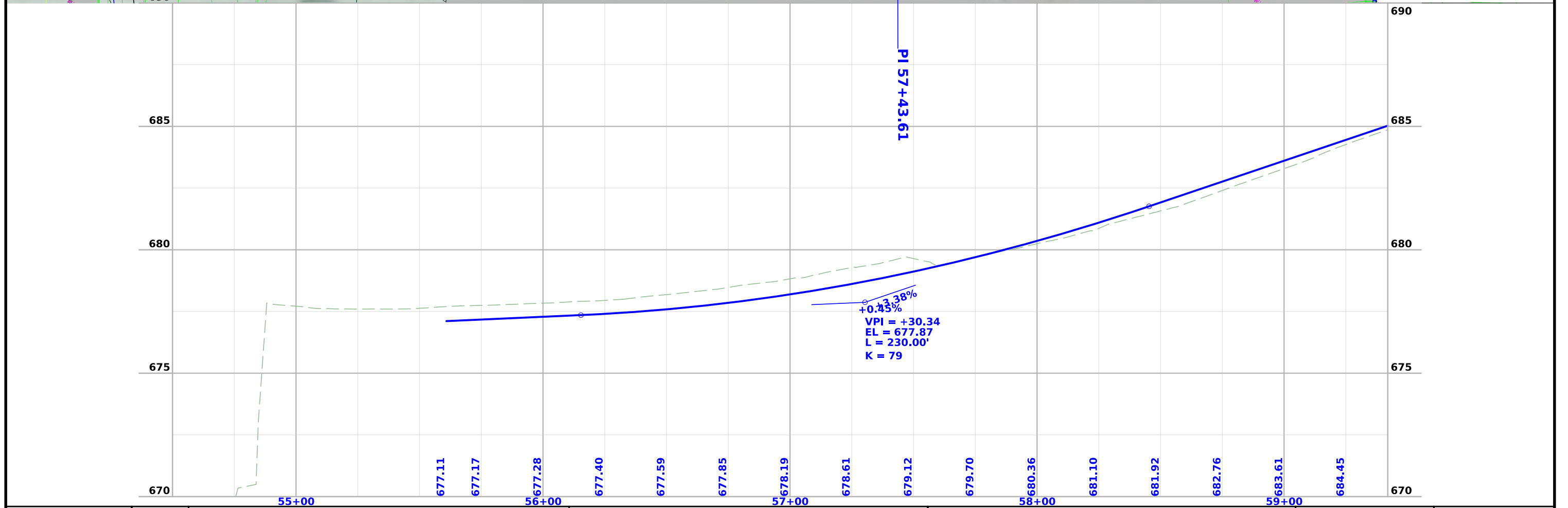
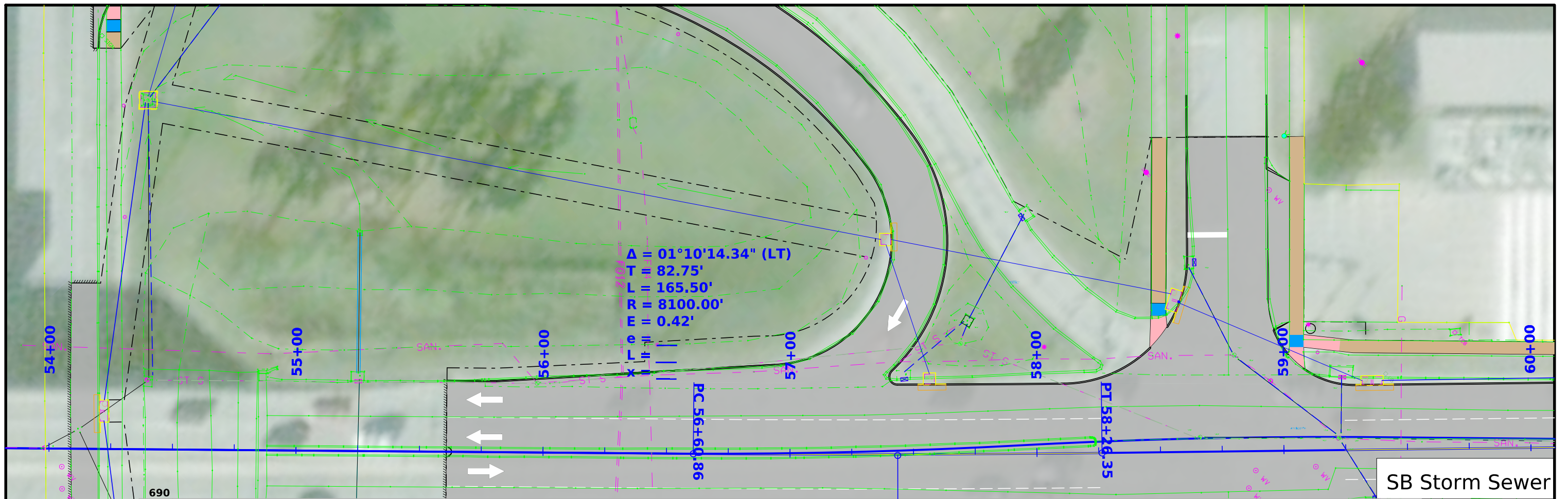


FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	M.5
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----

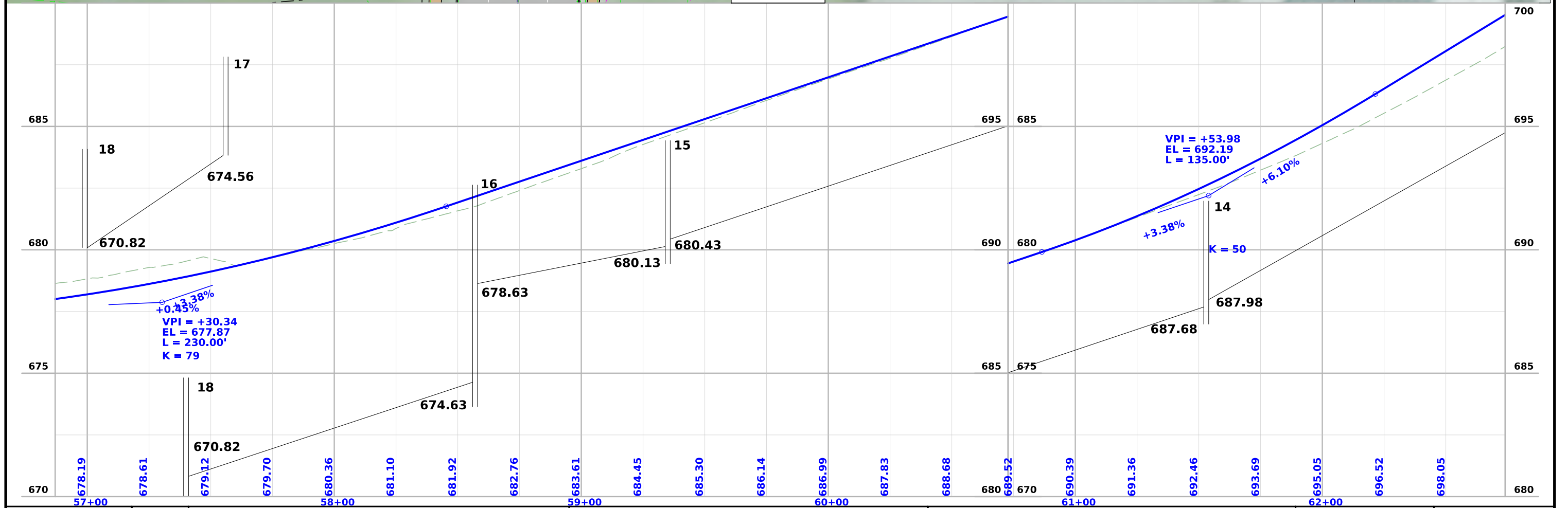
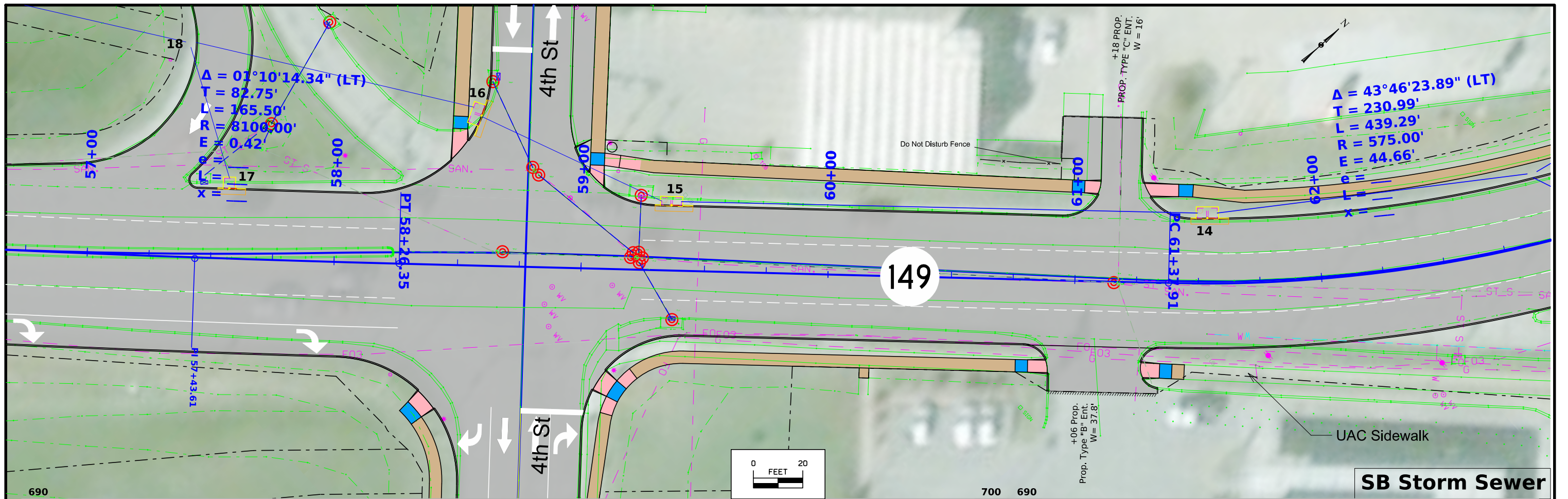






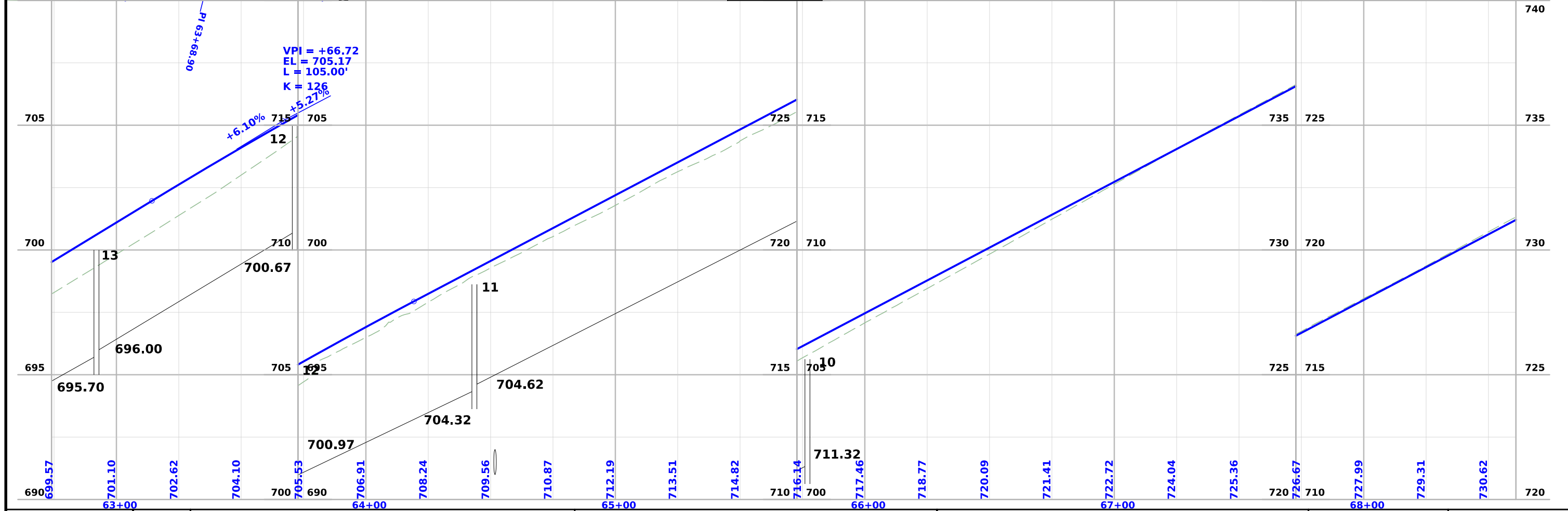
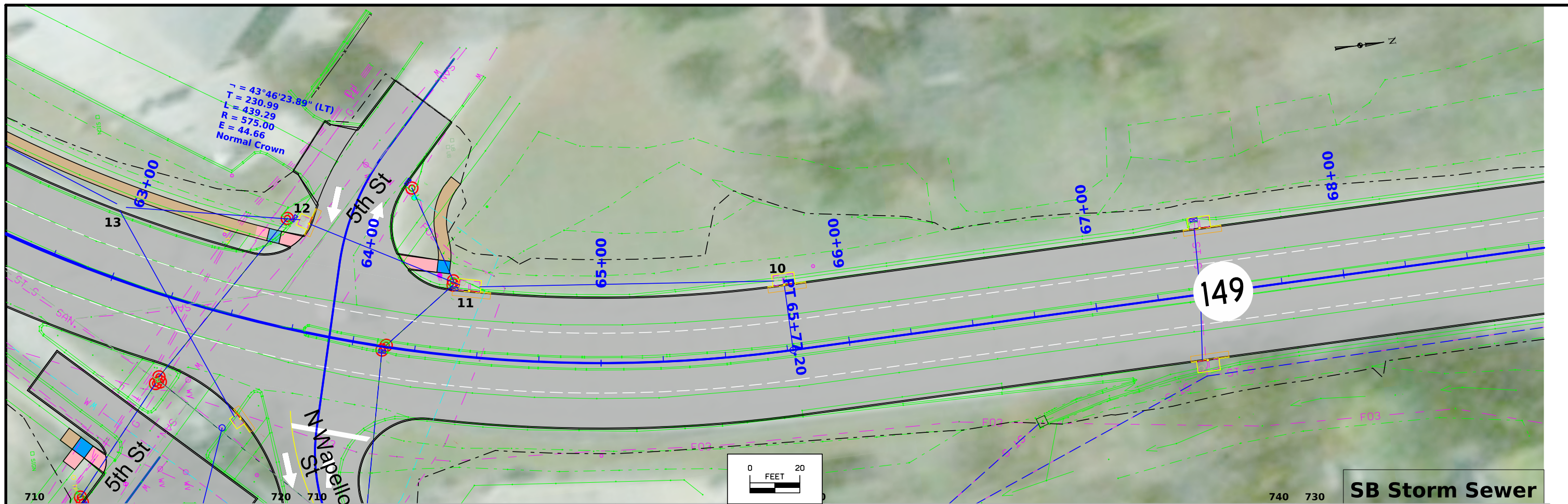






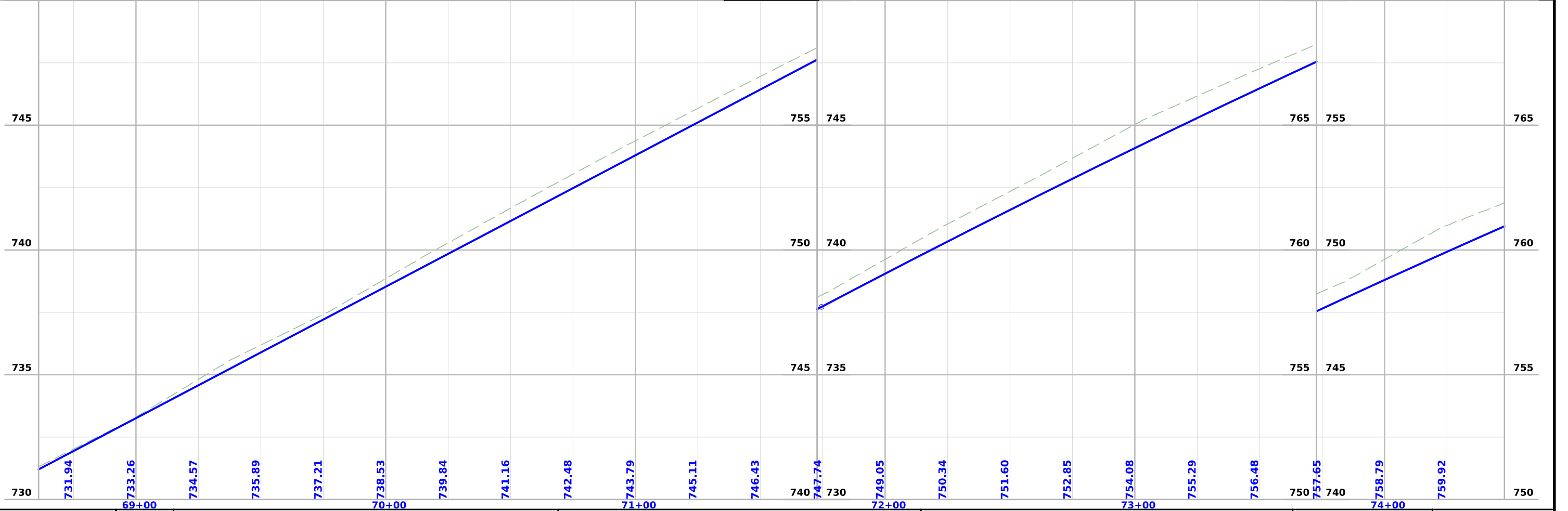
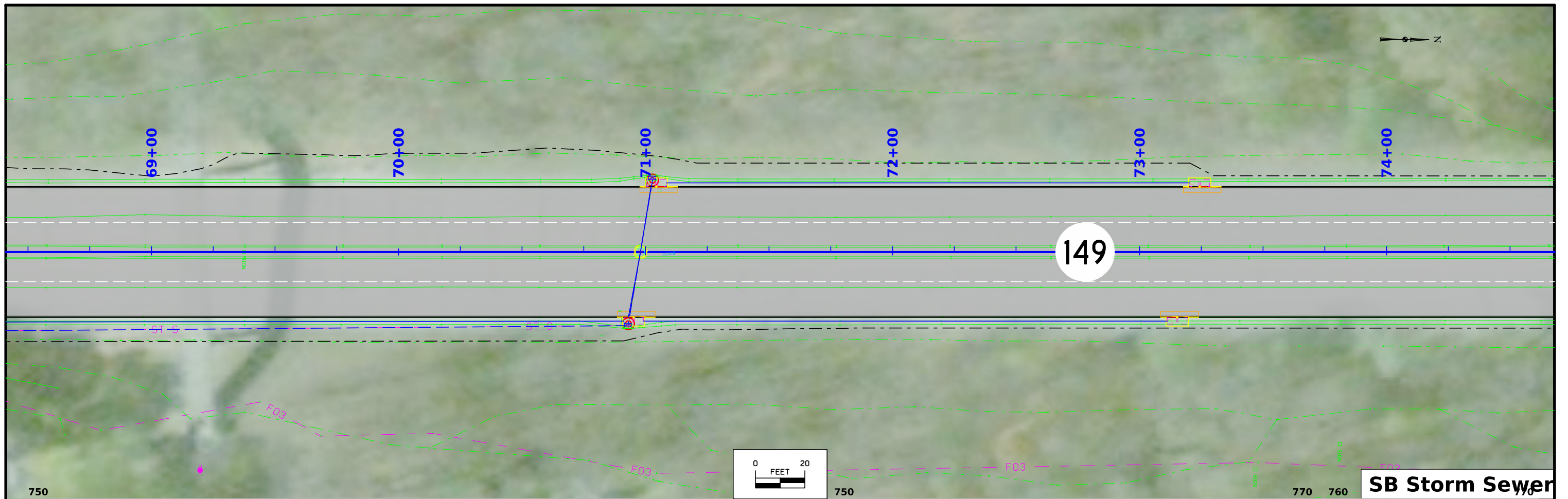
FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	000
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----



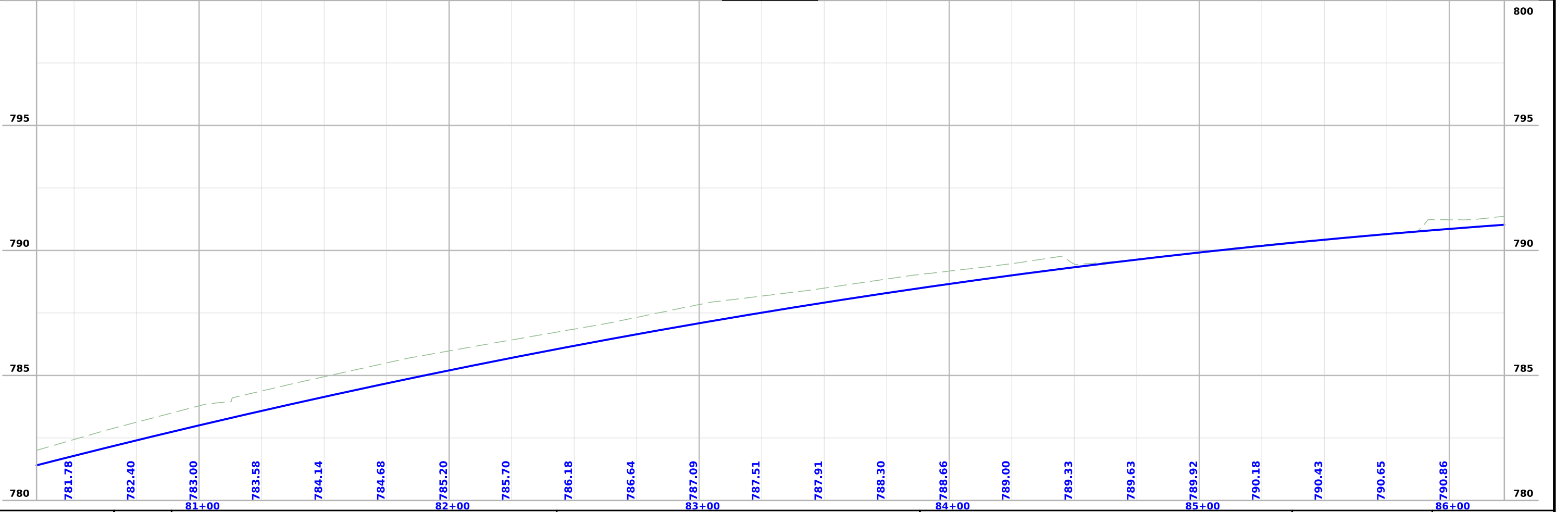
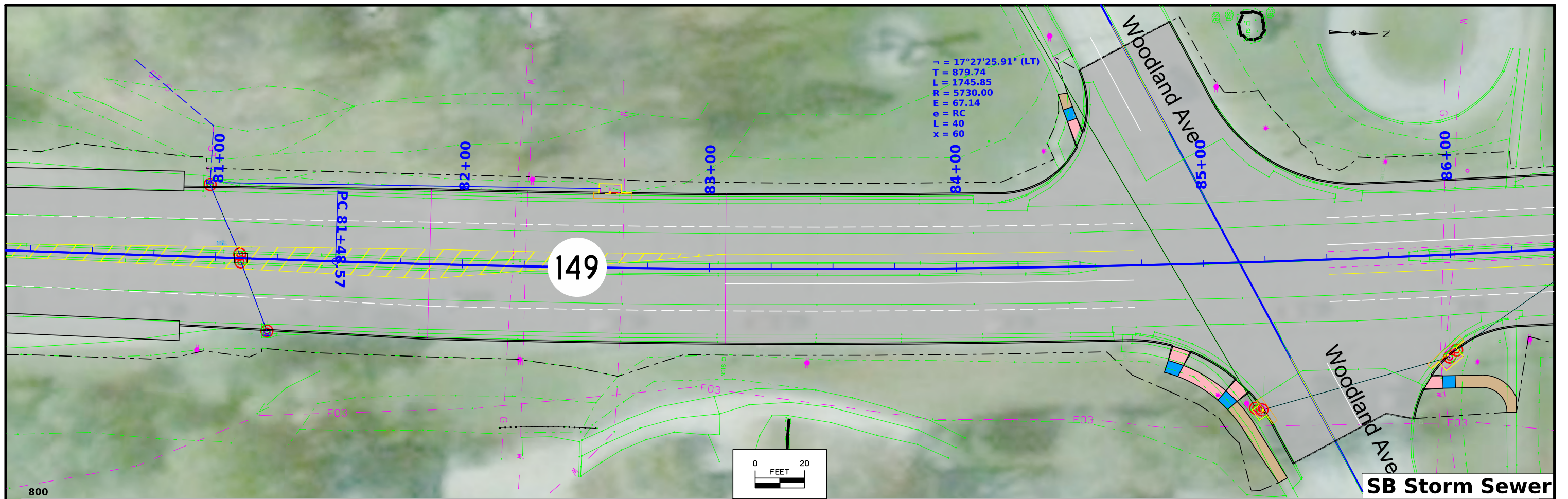


FILE NO.	ENGLISH	DESIGN TEAM	Miller\ Schoenrock	Wapello COUNTY	PROJECT NUMBER	STP-149-1(88)--2C-90	SHEET NUMBER	D.4
----------	---------	-------------	--------------------	----------------	----------------	----------------------	--------------	-----

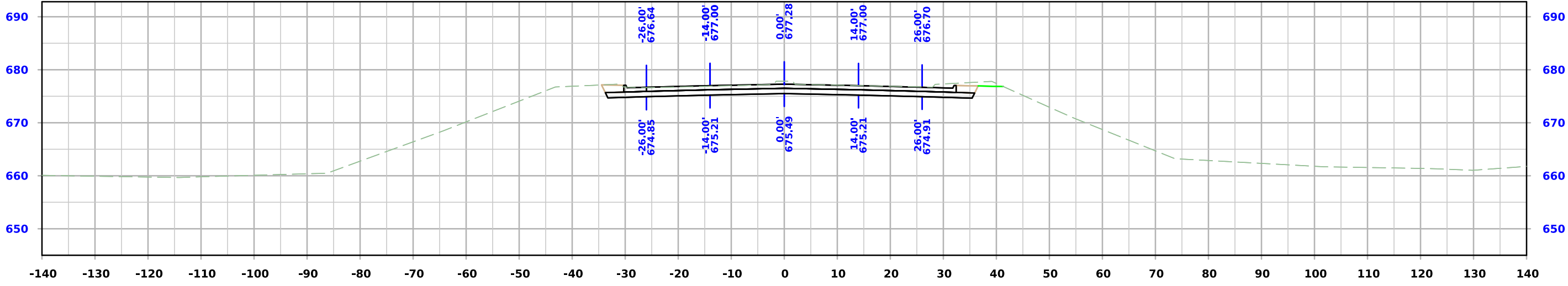




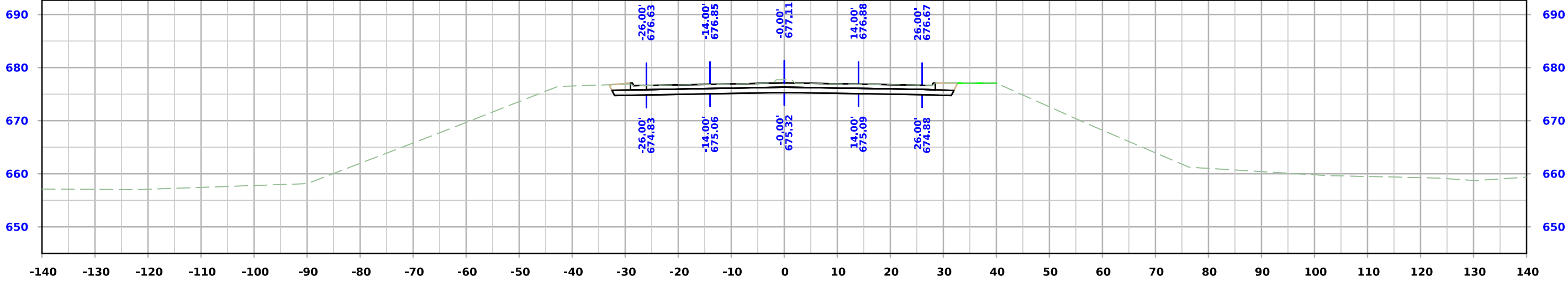
FILE NO.	ENGLISH	DESIGN TEAM <b>Miller\ Schoenrock</b>	<b>Wapello</b> COUNTY	PROJECT NUMBER <b>STP-149-1(88)--2C-90</b>	SHEET NUMBER <b>M.11</b>
----------	---------	---------------------------------------	-----------------------	--	--------------------------



# ML IA 149



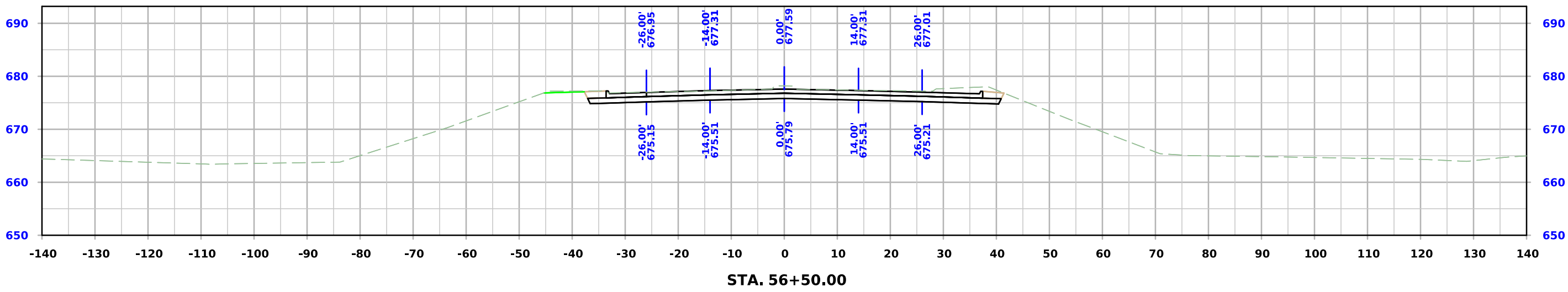
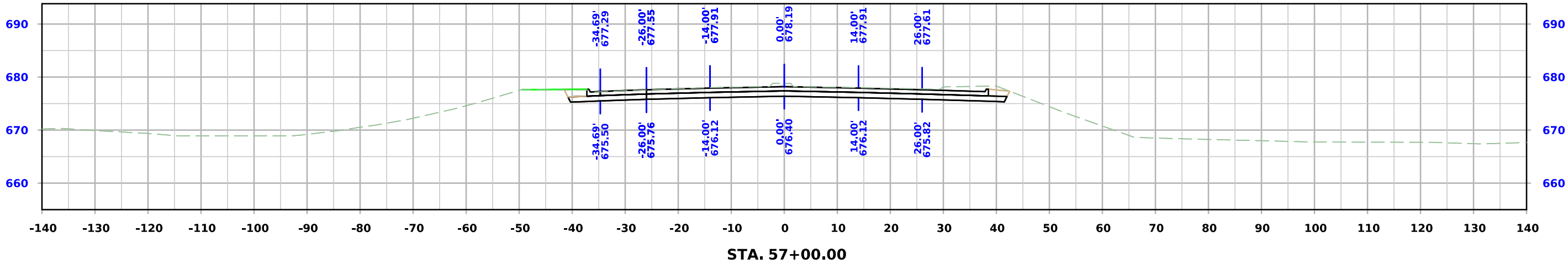
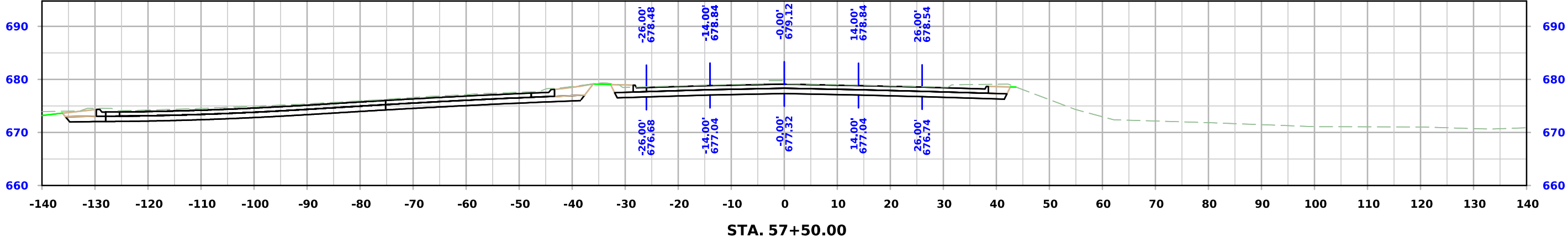
STA. 56+00.00



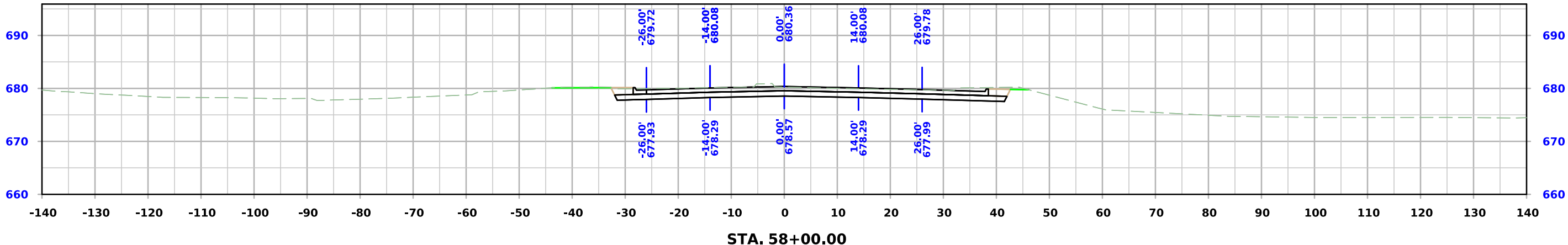
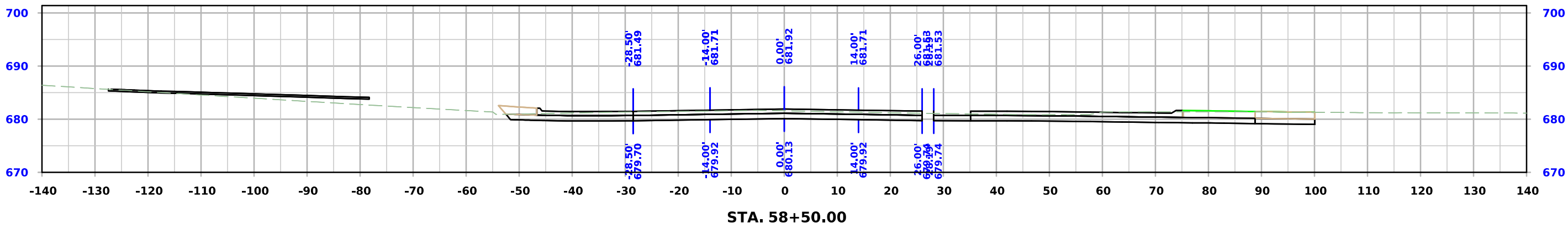
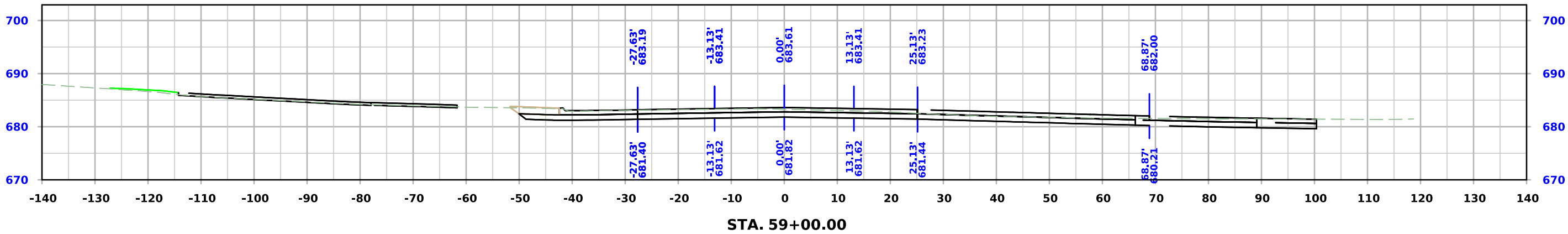
STA. 55+60.87



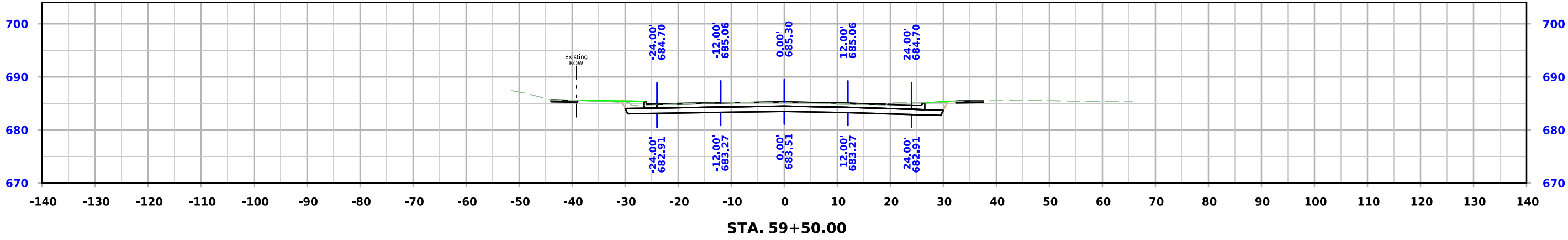
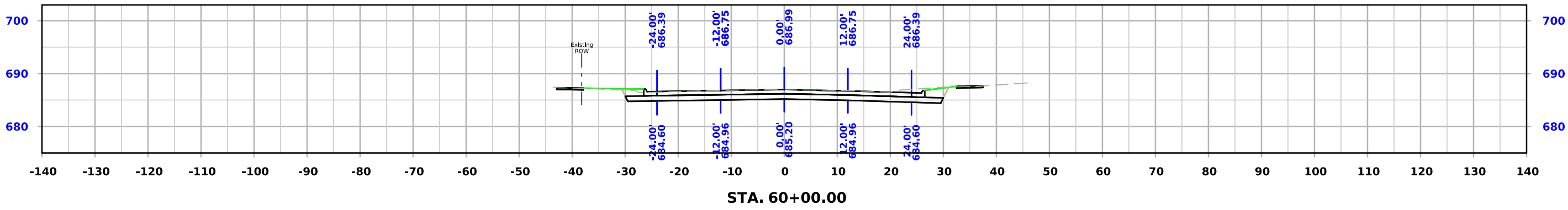
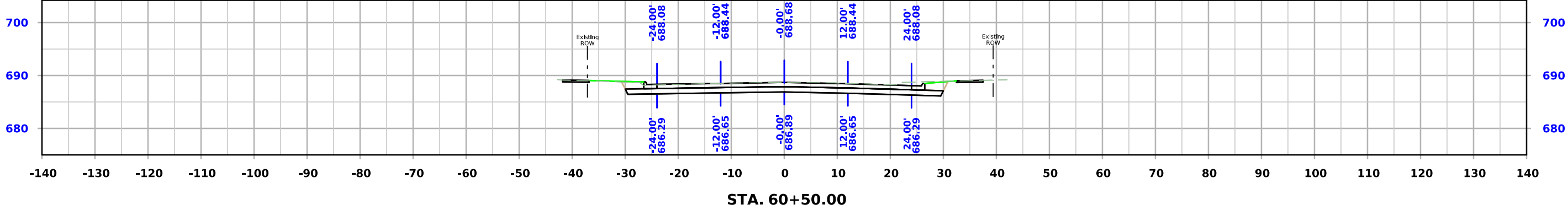
# ML IA 149



# ML IA 149

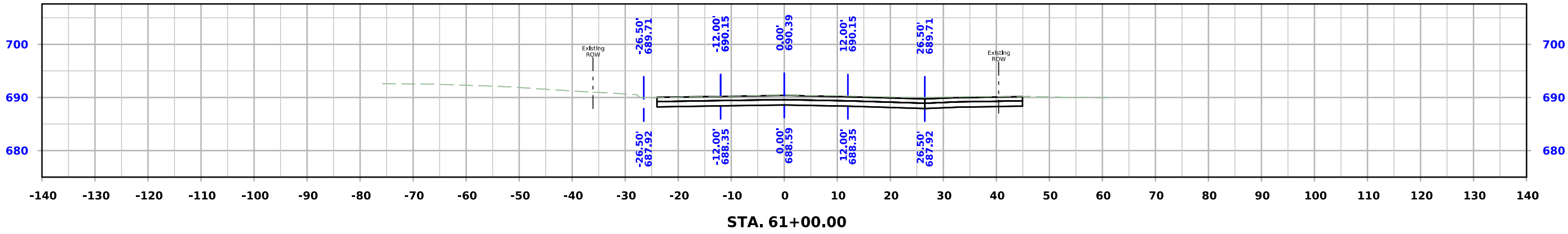
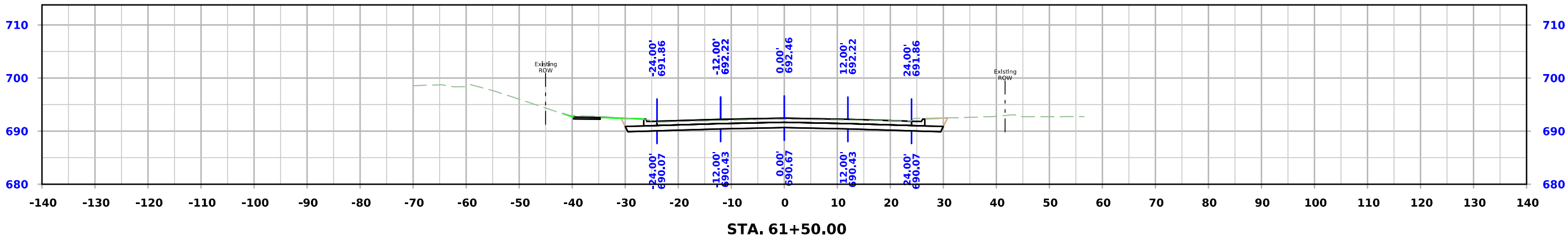
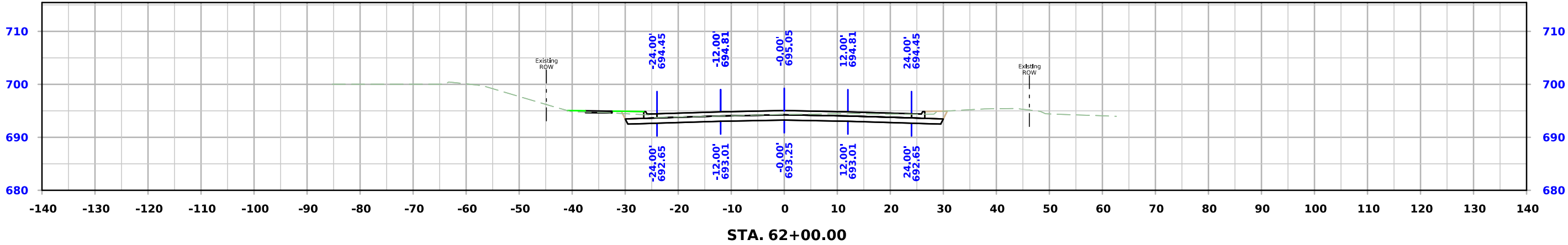


# ML IA 149

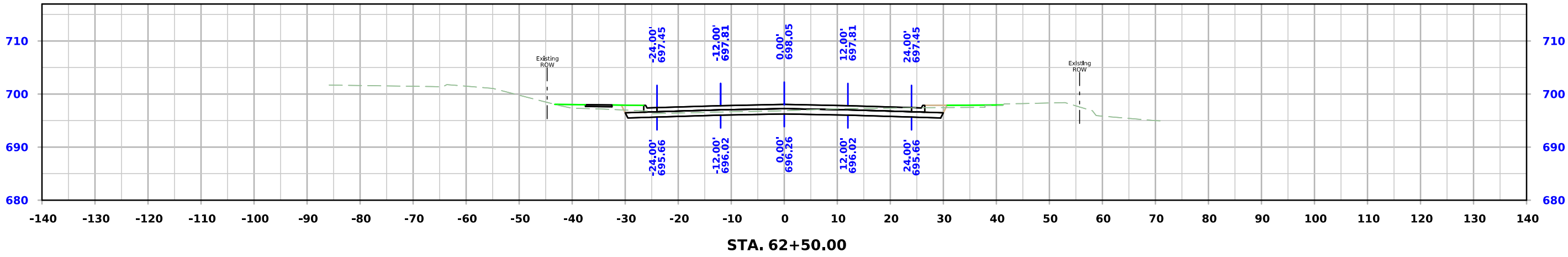
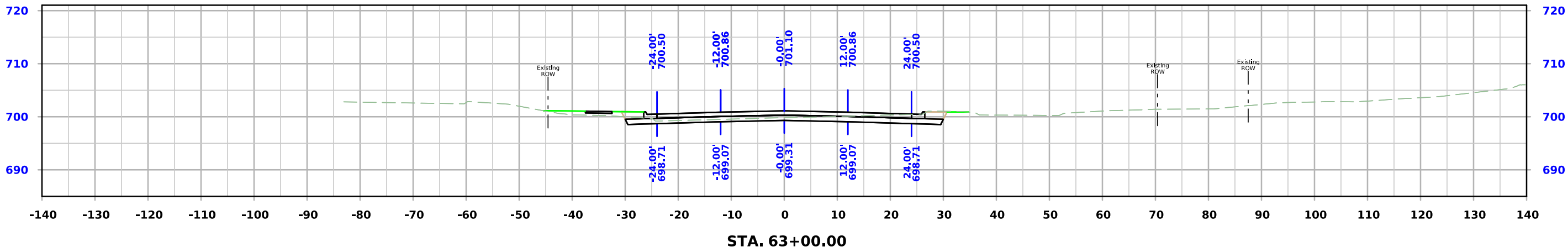
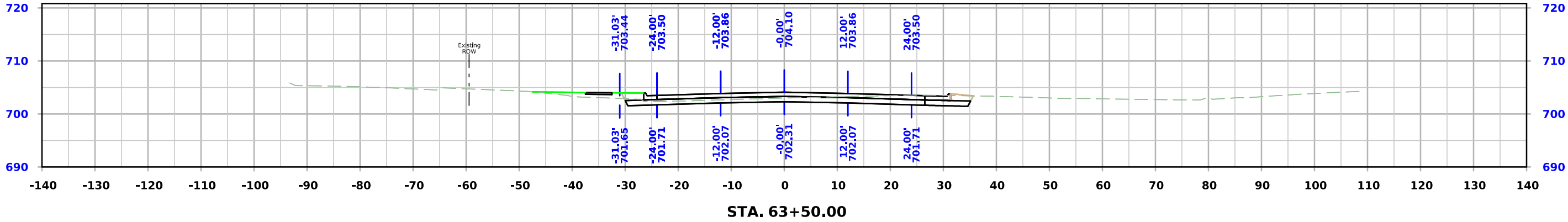




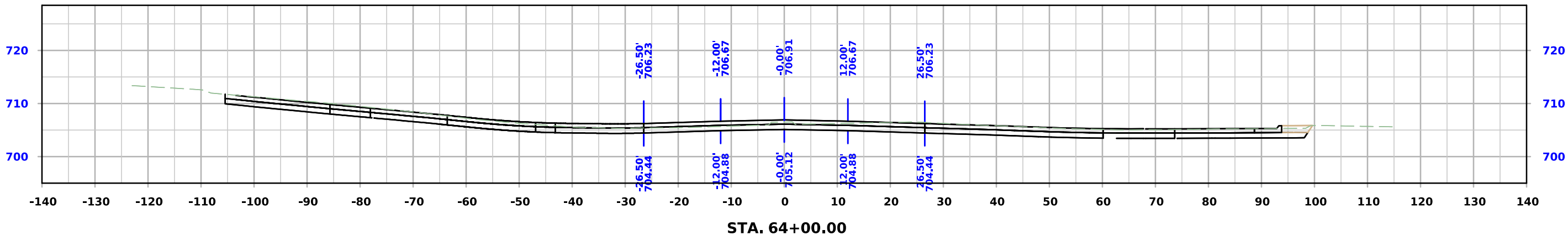
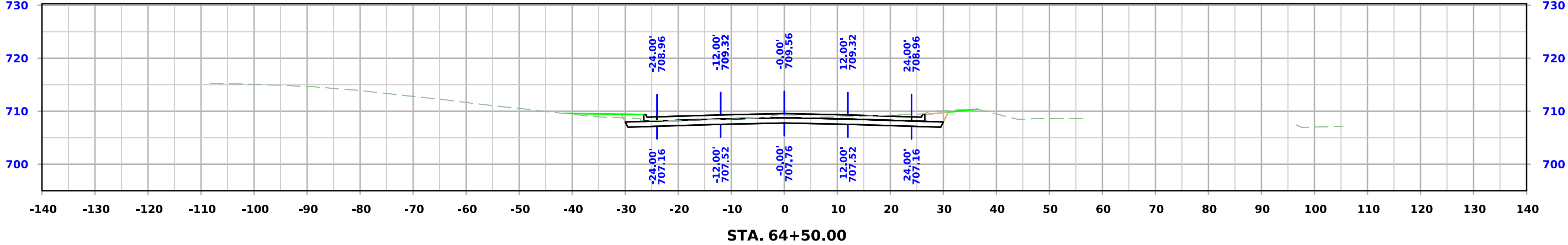
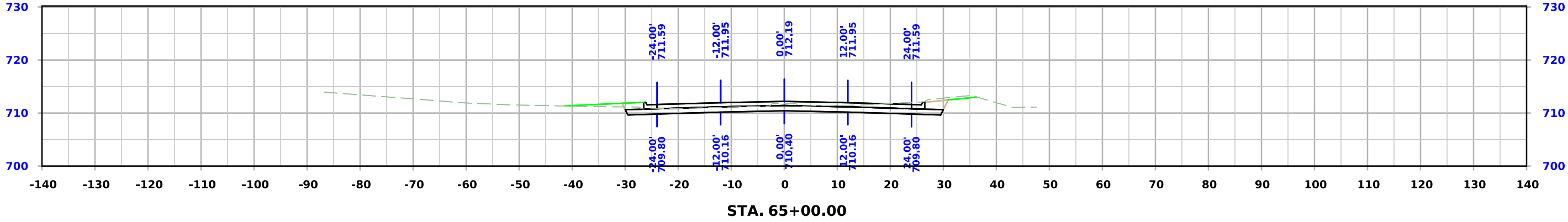
# ML IA 149



# ML IA 149

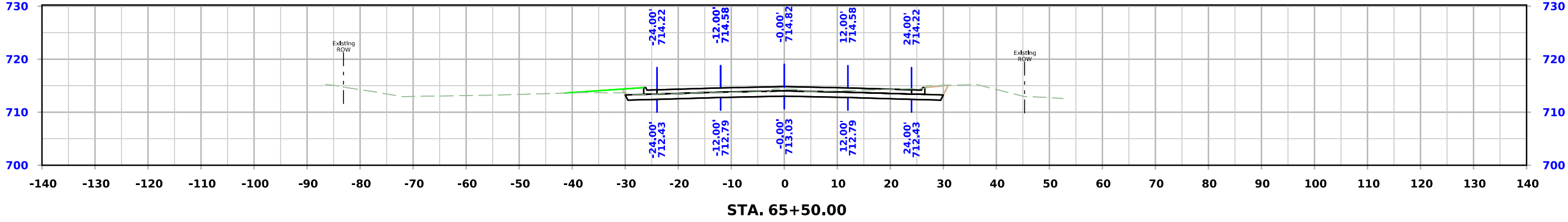
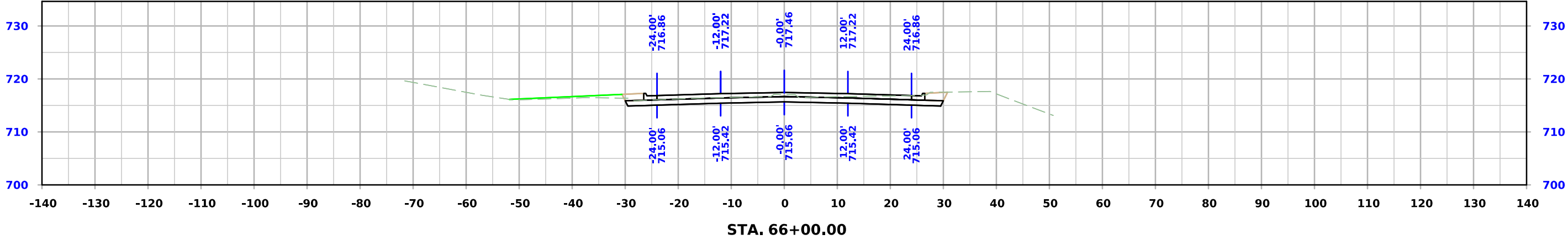
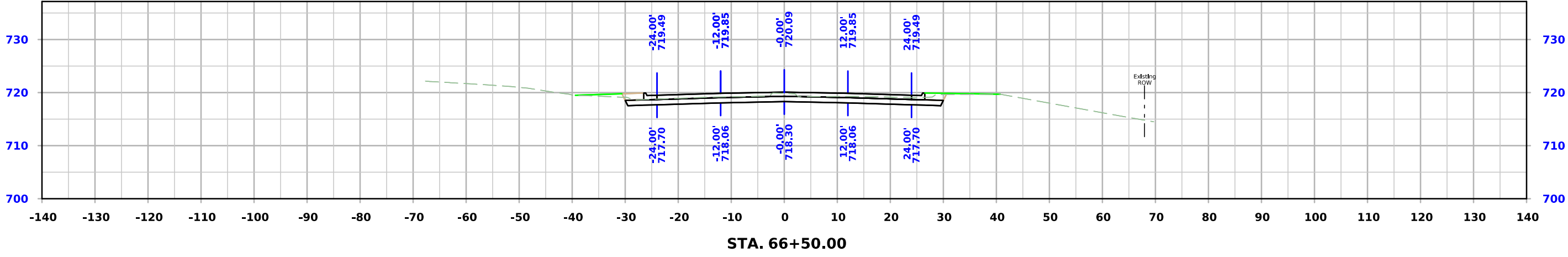


# ML IA 149

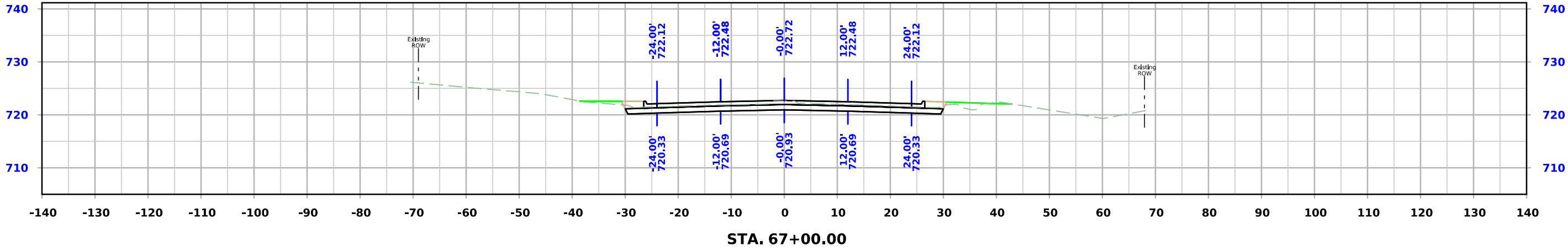
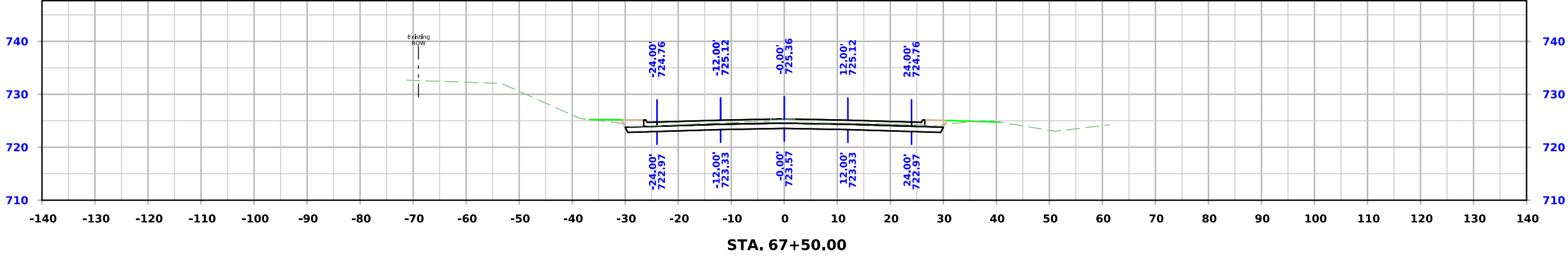
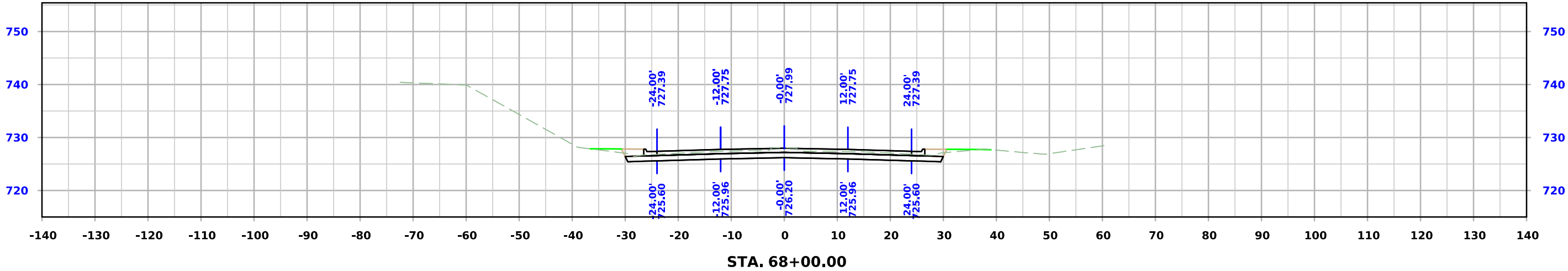




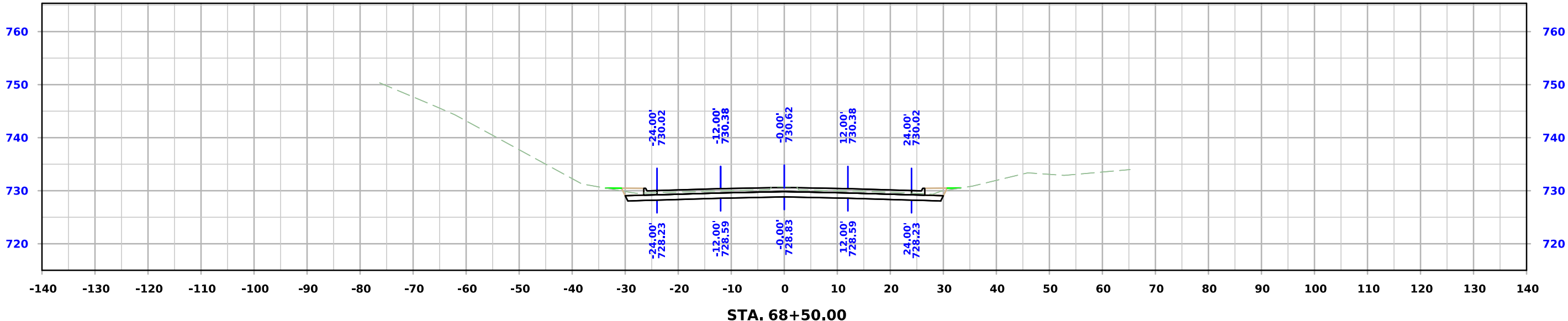
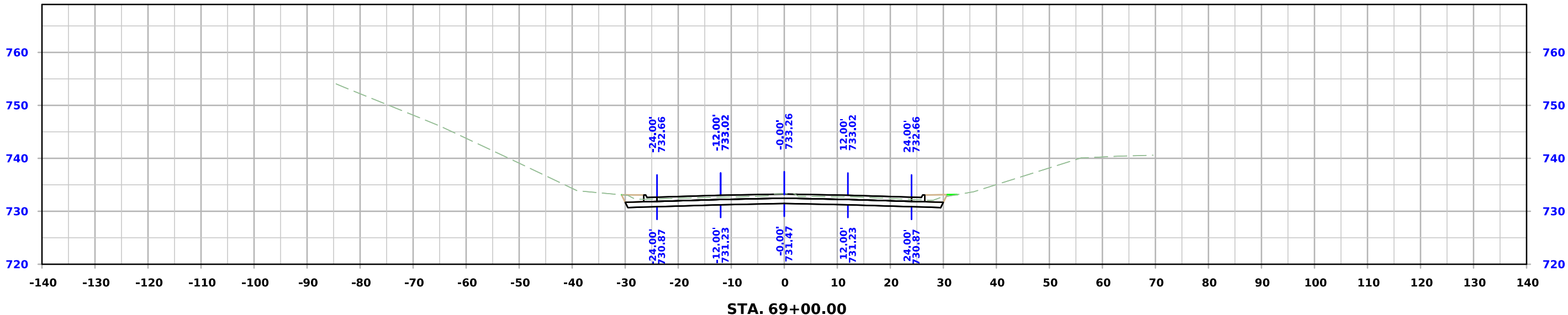
# ML IA 149



# ML IA 149

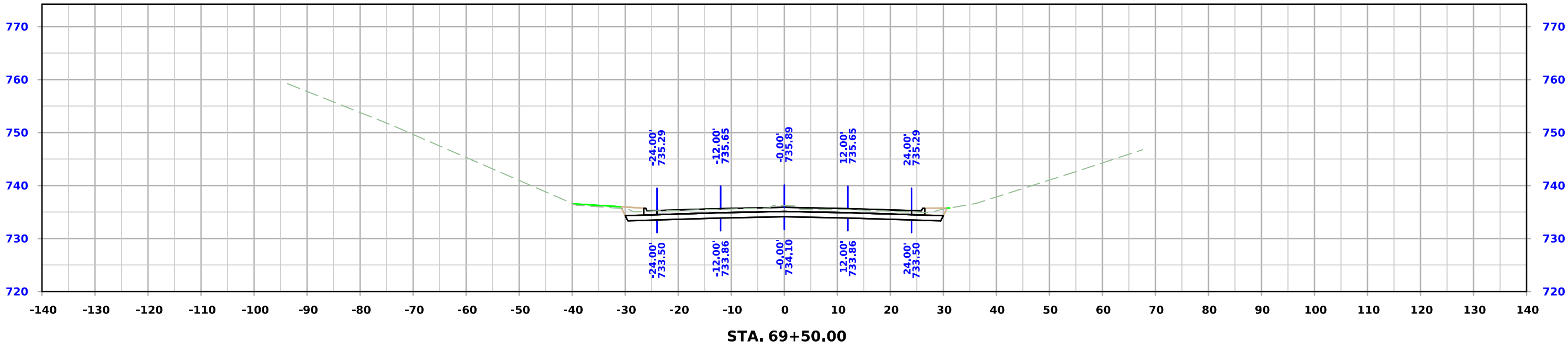
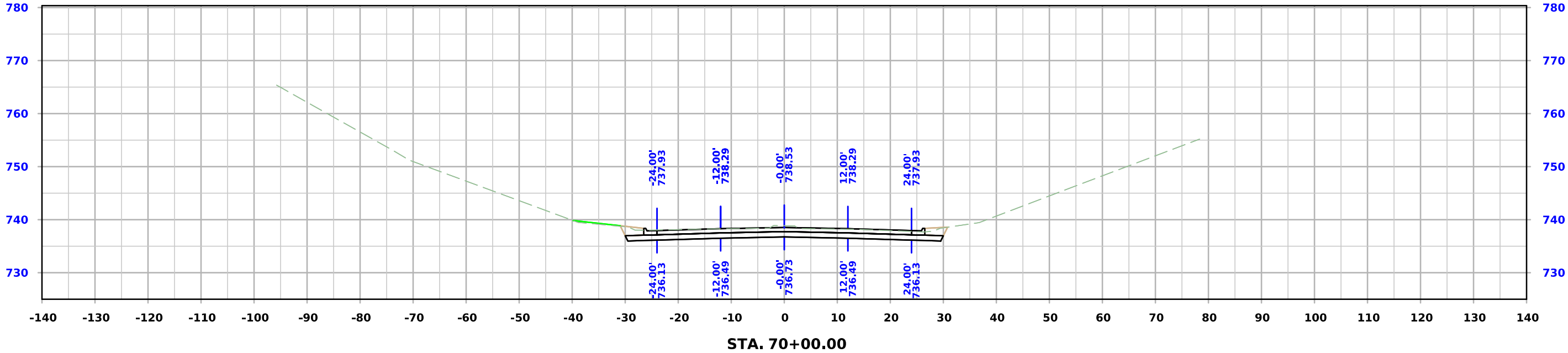


# ML IA 149

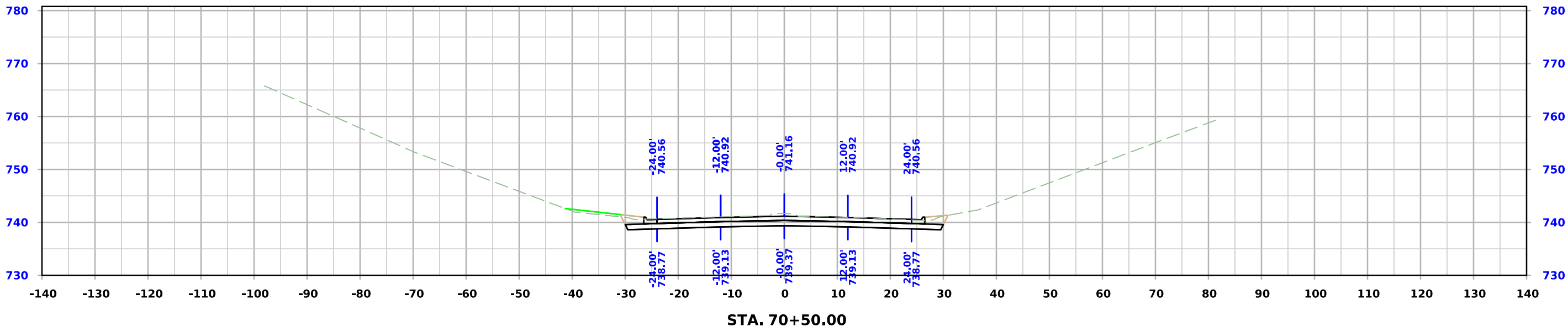
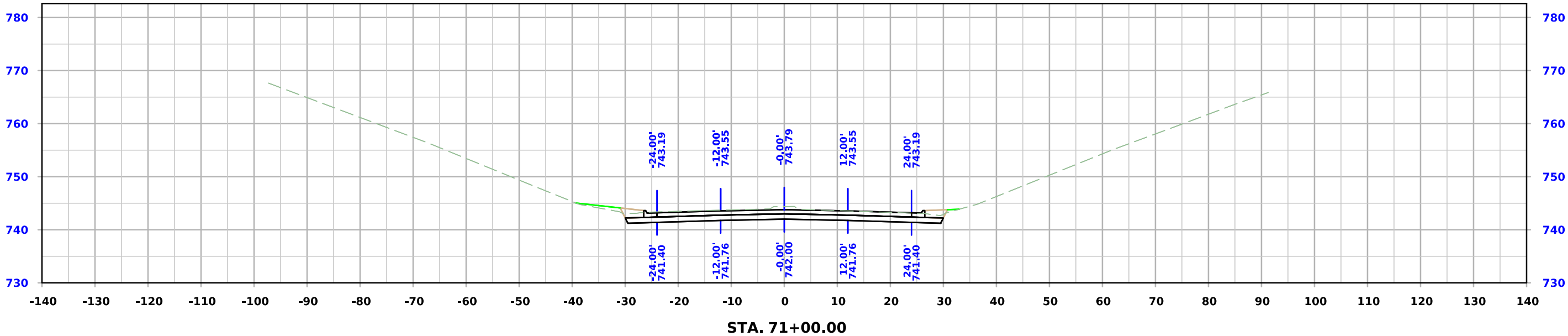




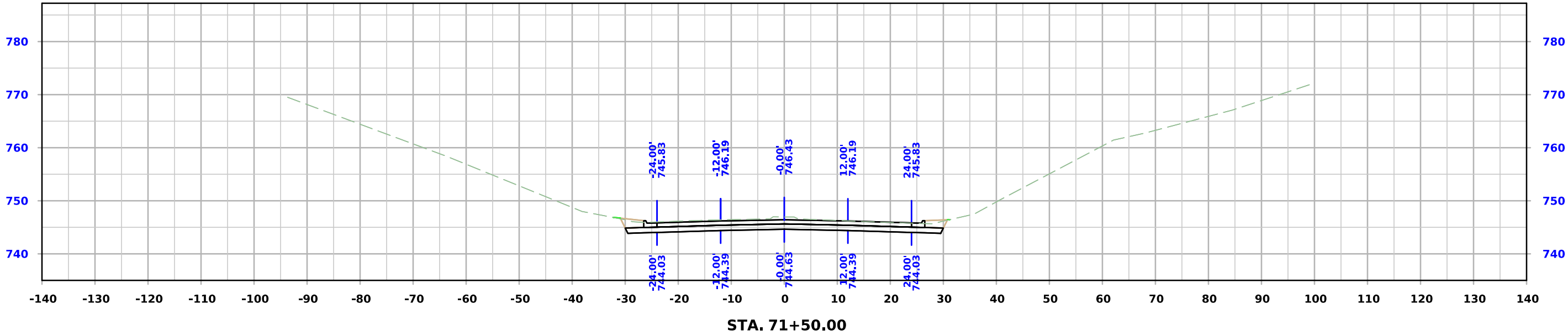
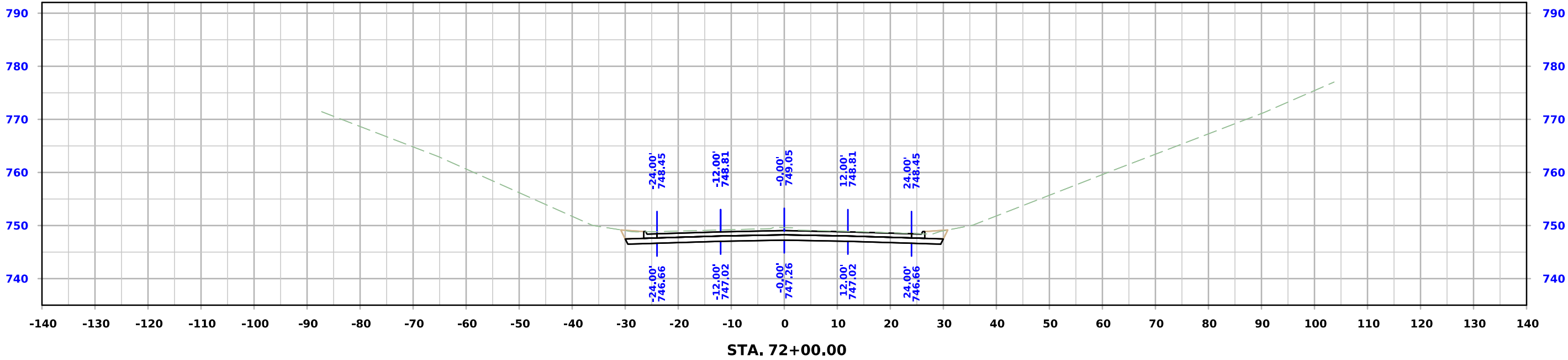
# ML IA 149



# ML IA 149

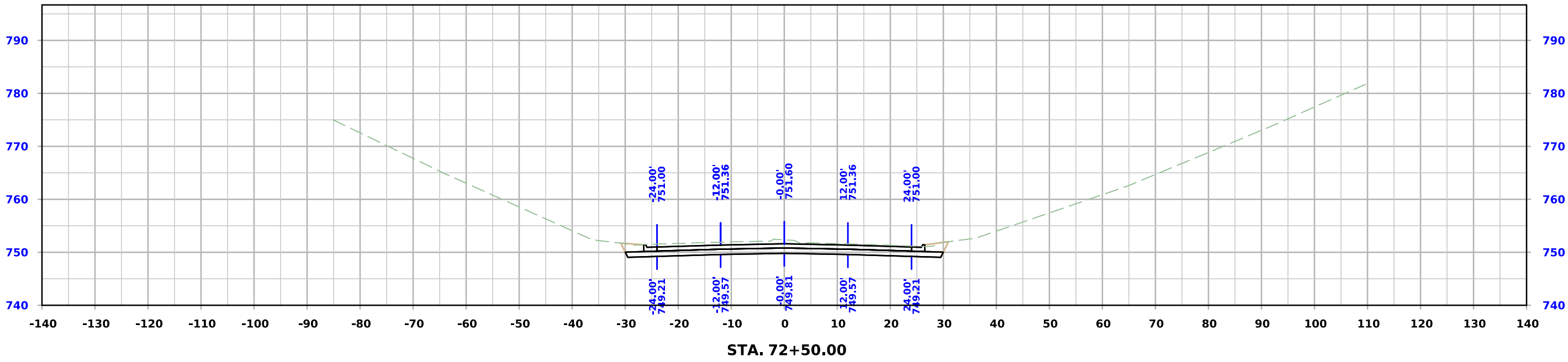
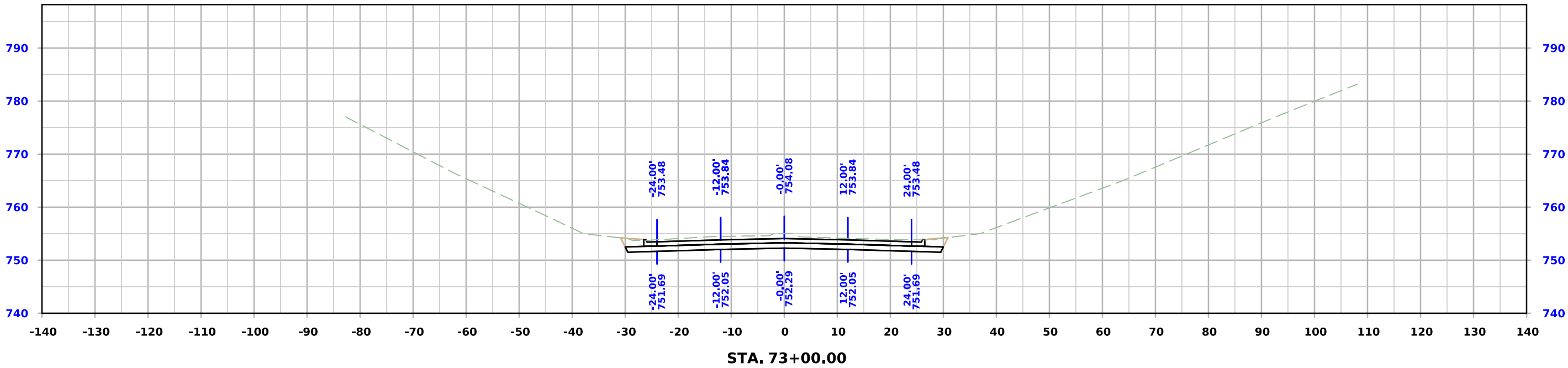


# ML IA 149

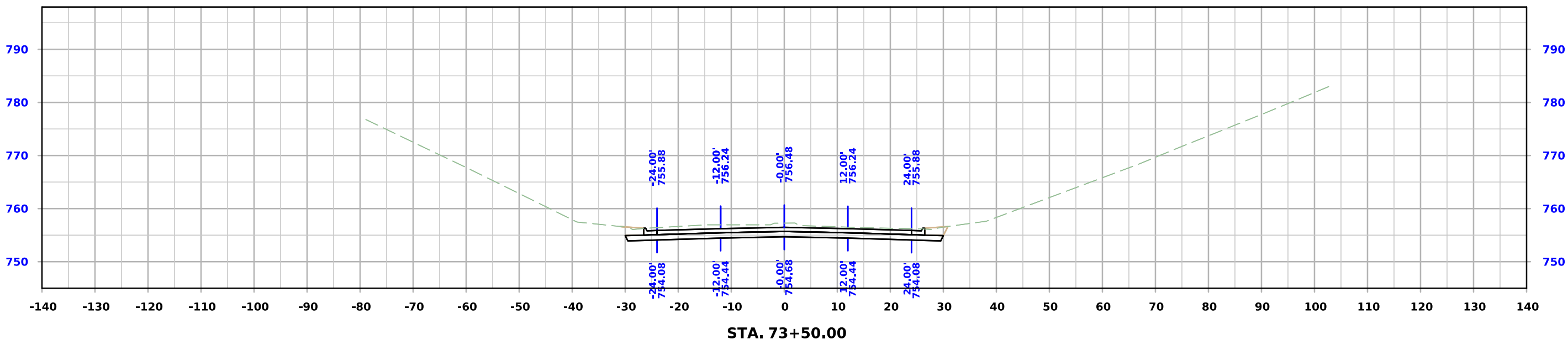
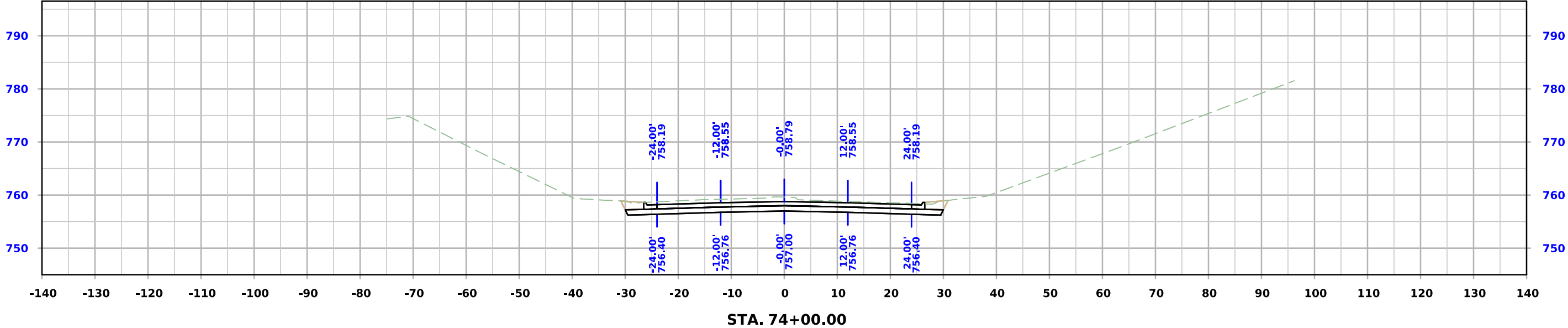




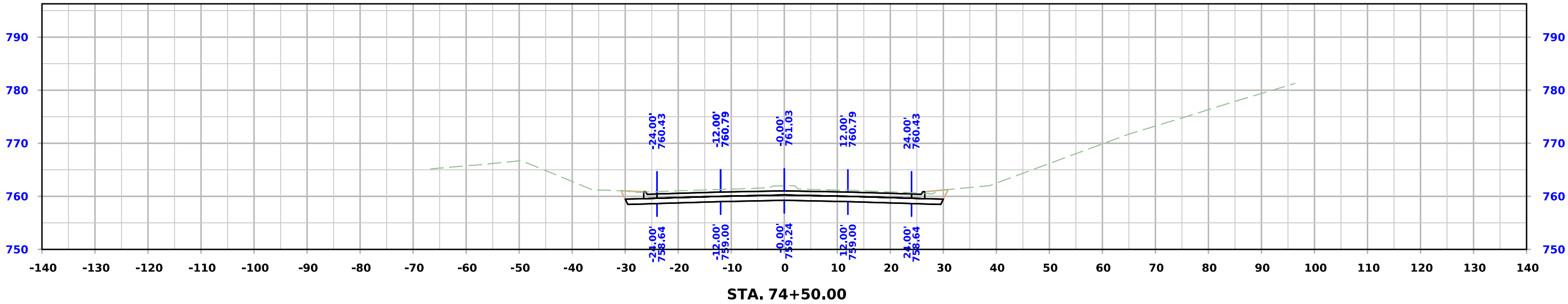
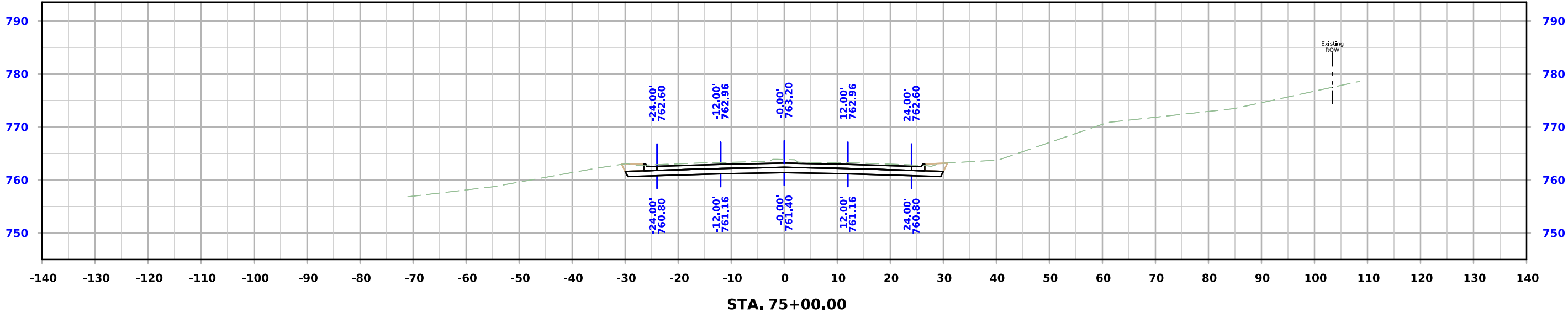
# ML IA 149



# ML IA 149

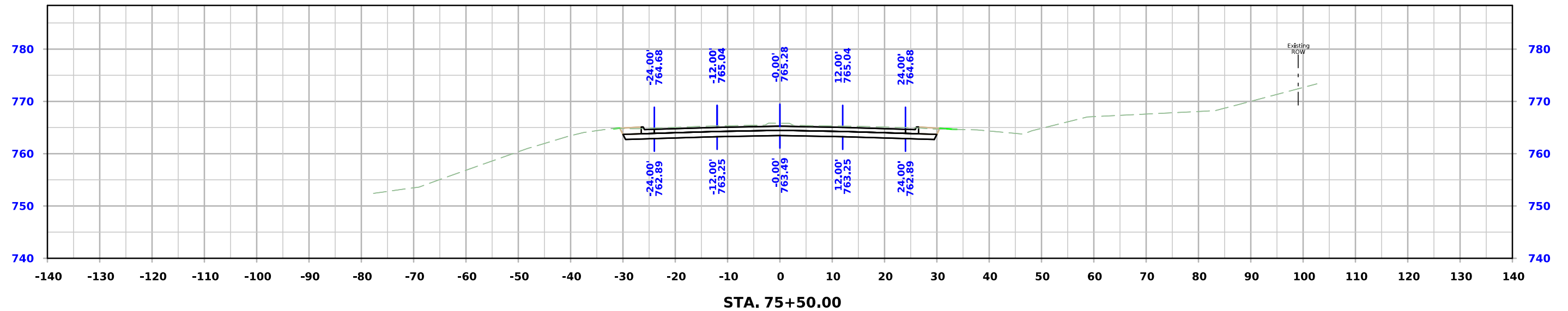
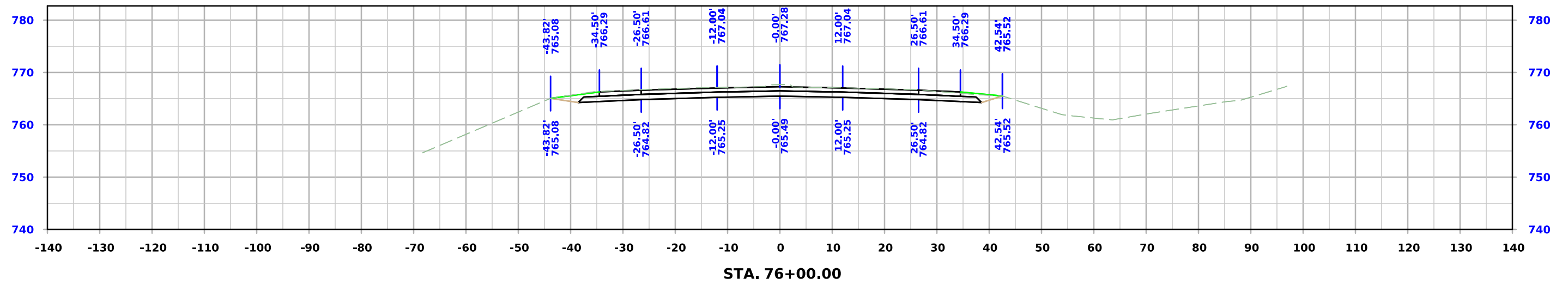
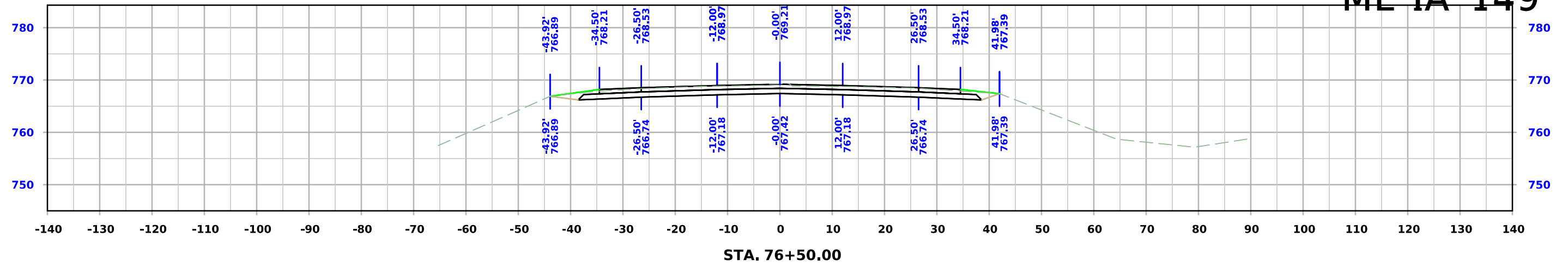


# ML IA 149

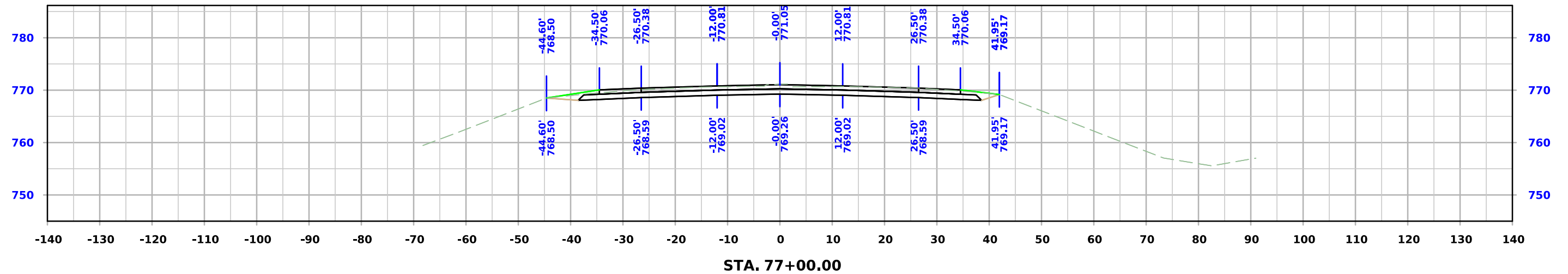
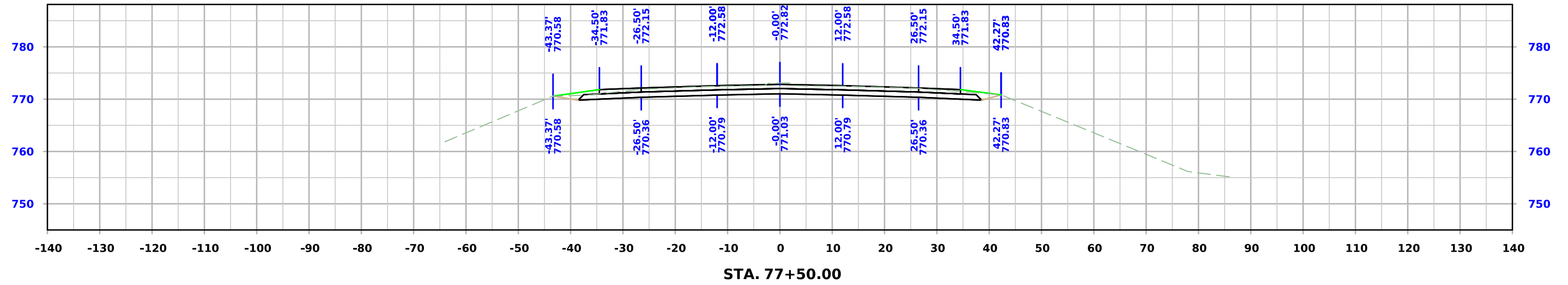
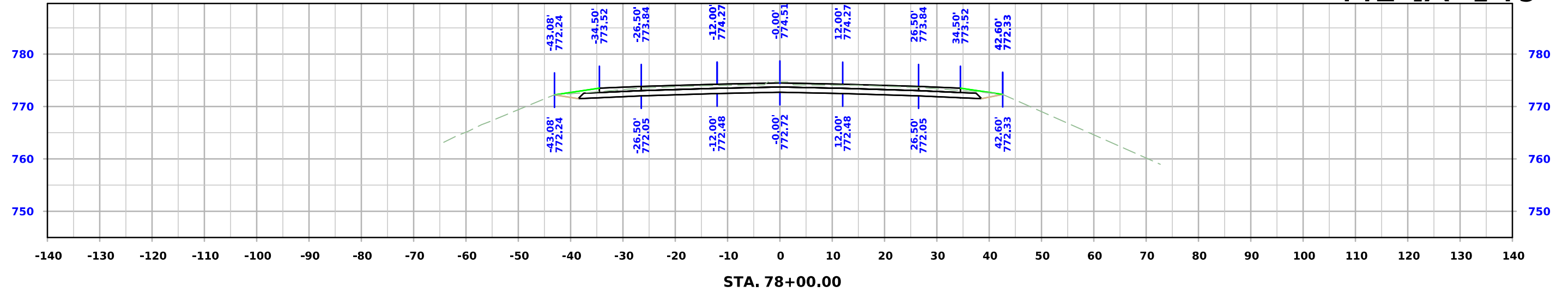




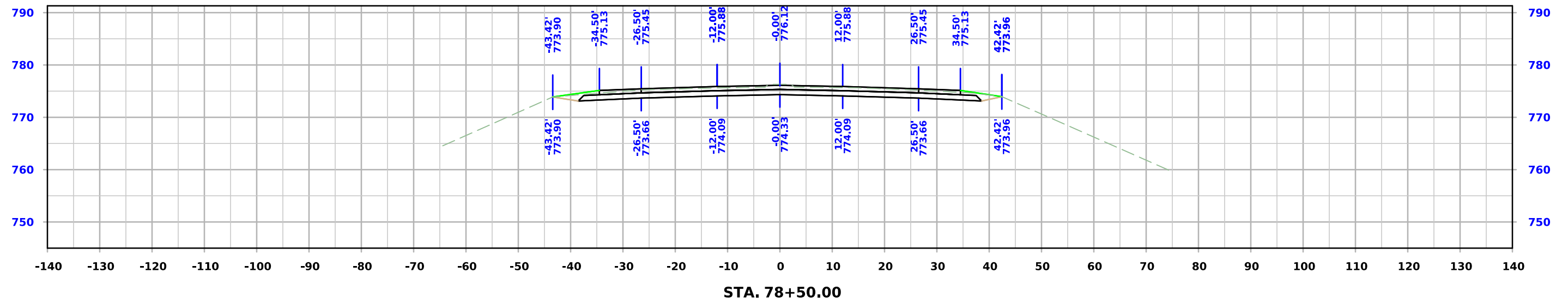
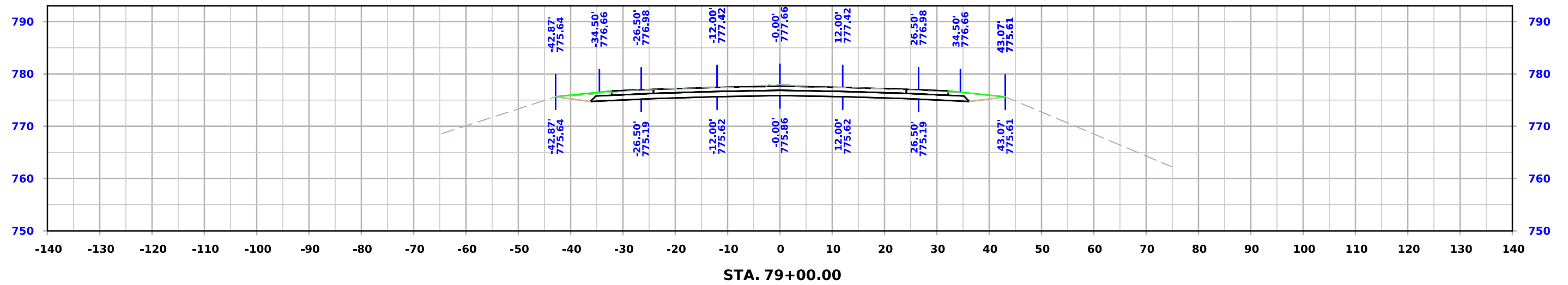
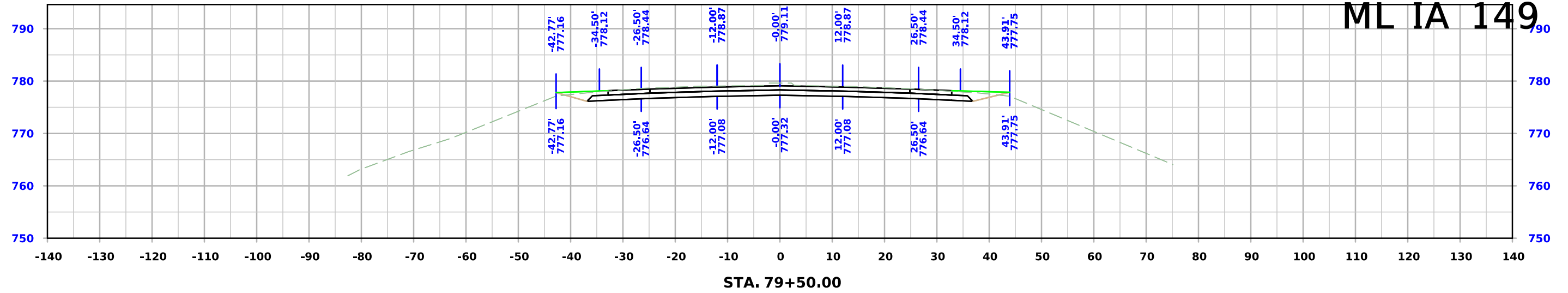
# ML IA 149



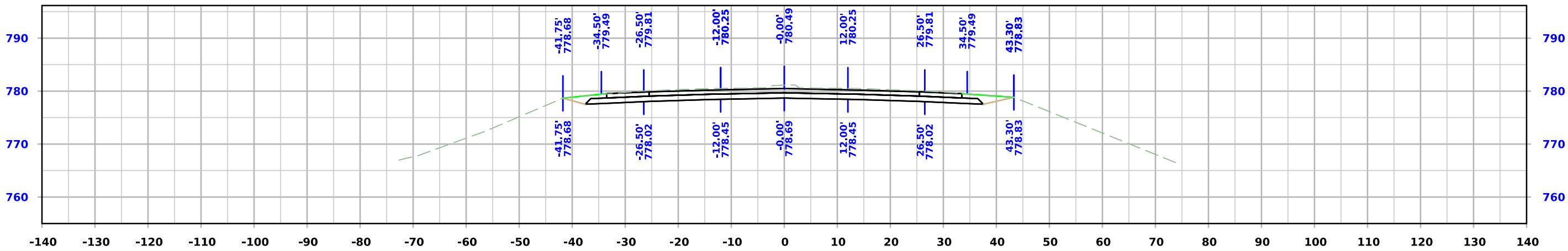
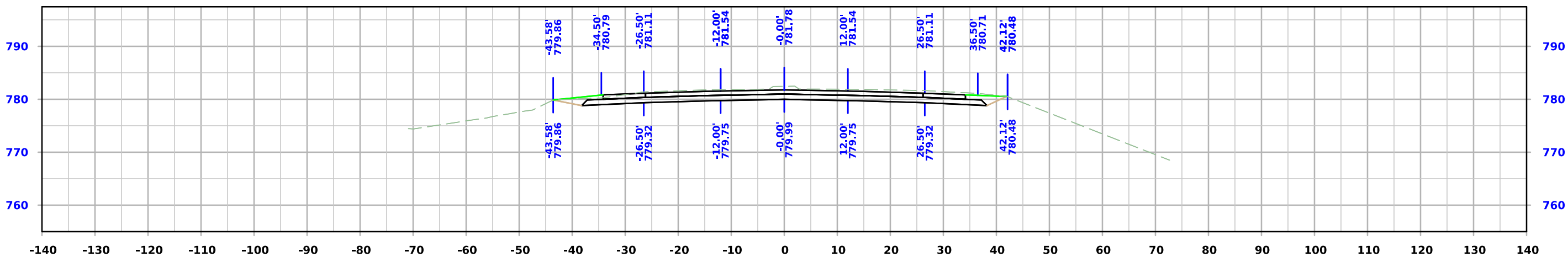
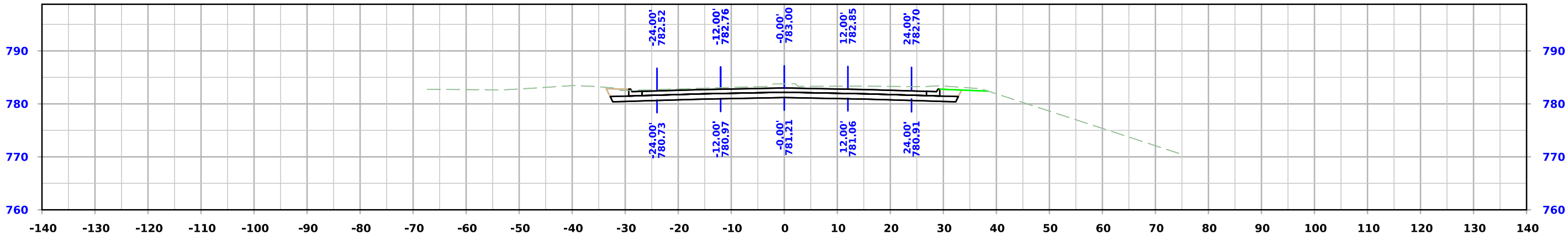
# ML IA 149



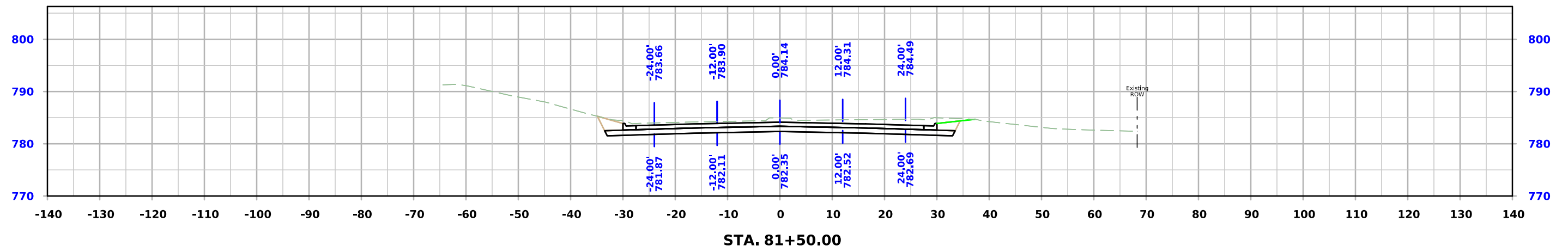
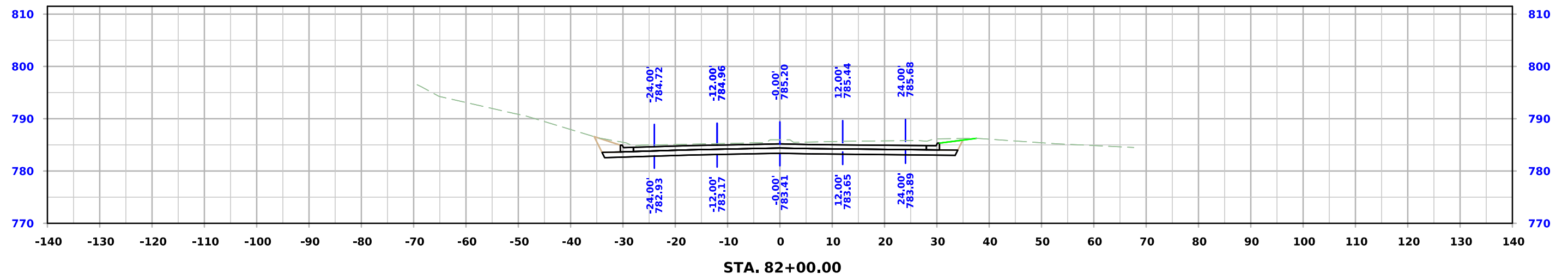
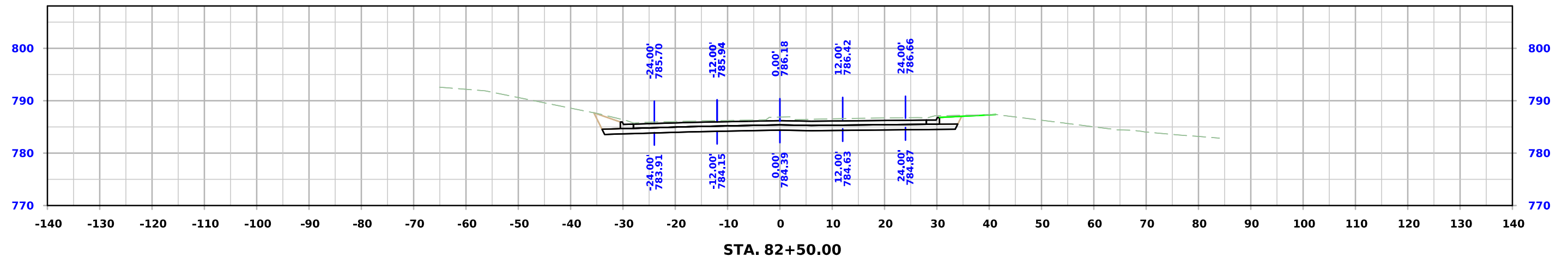
# ML IA 149

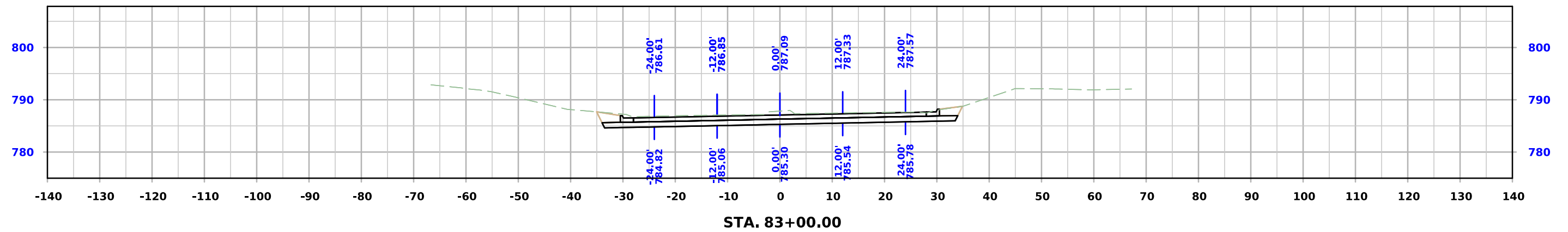
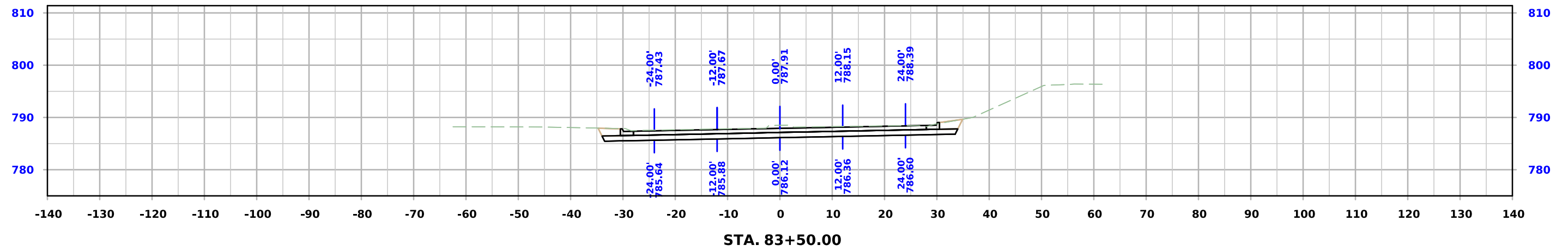
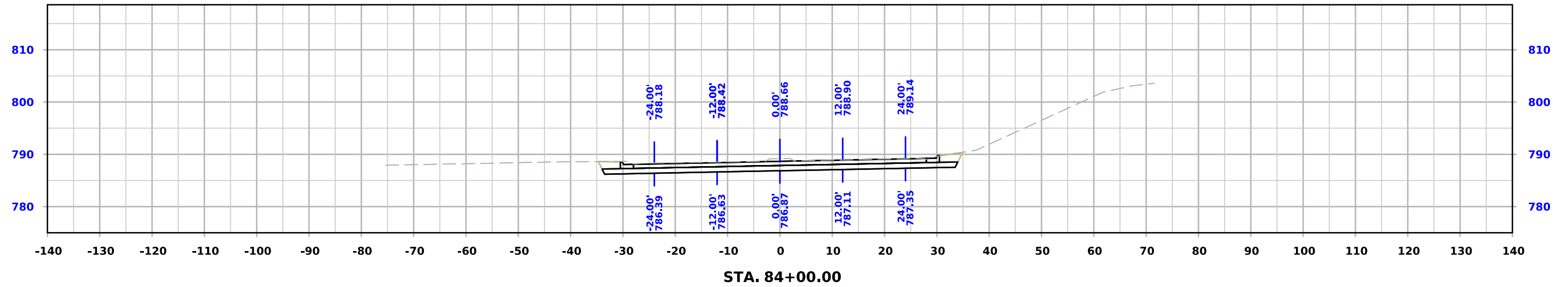


# ML IA 149

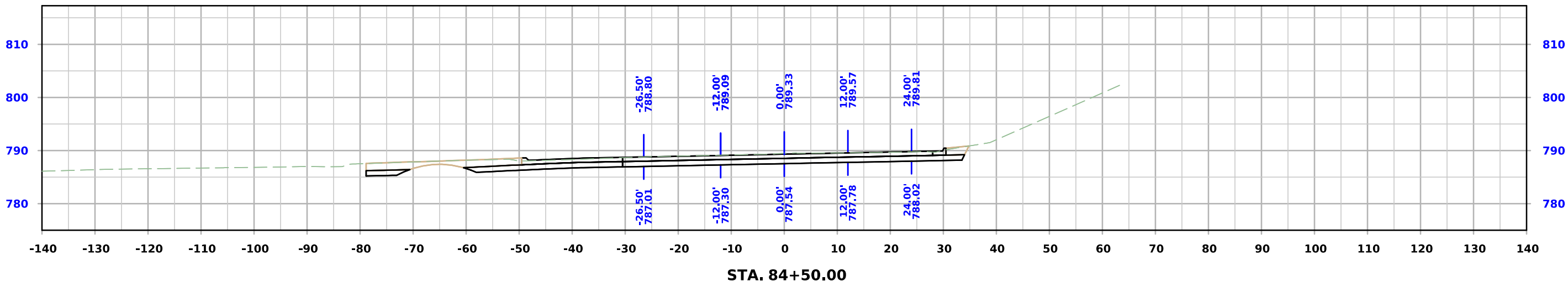
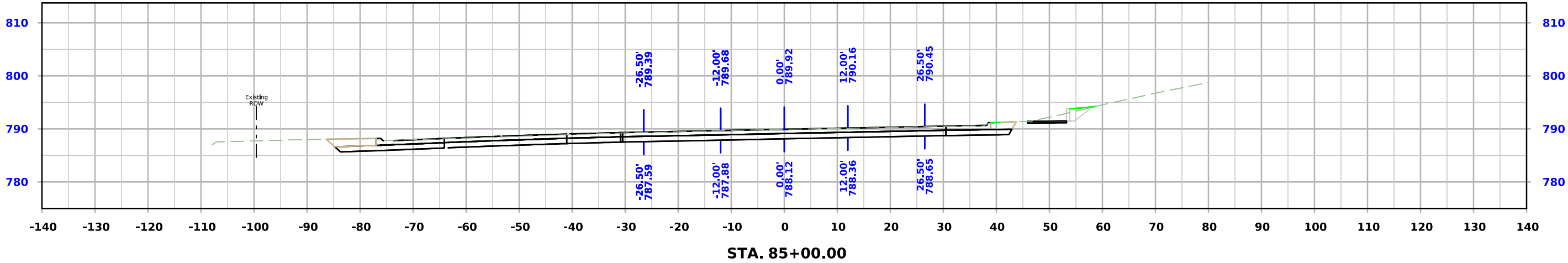
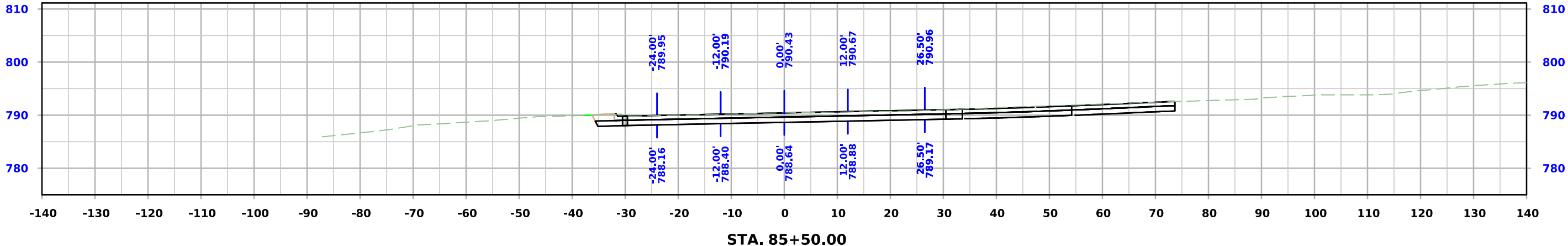




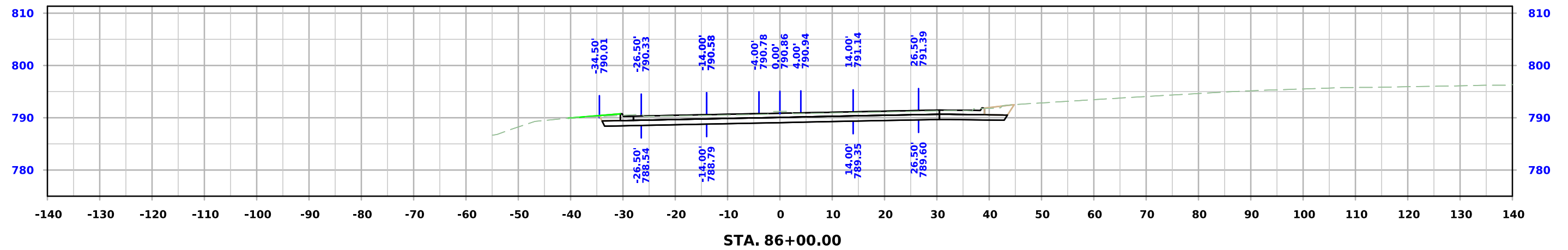
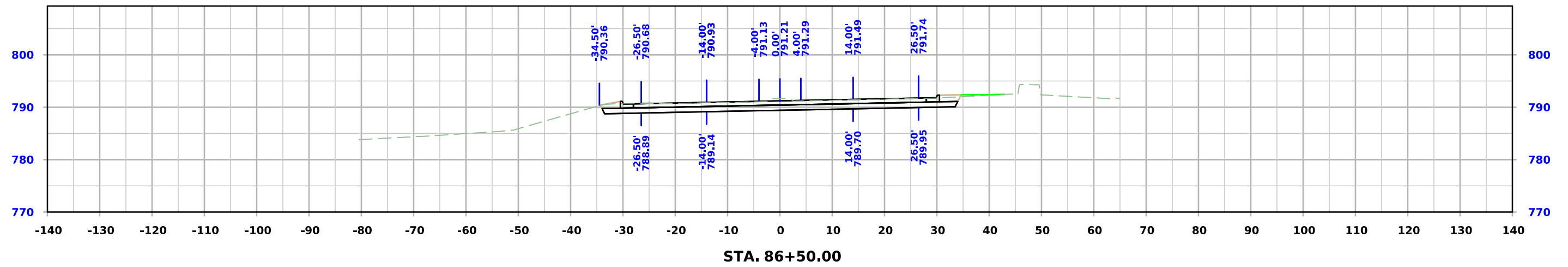
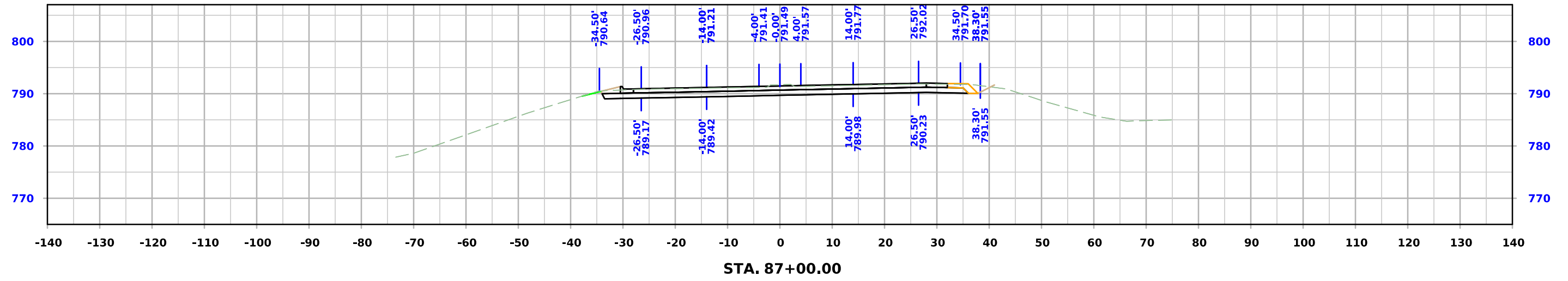




# ML IA 149







# ML IA 149

