

**BLACK HAWK CO. PCC PAVEMENT - GRADE AND NEW**  
**HSIPX-058-1(92)--3L-07**

LETTING DATE



**Highway Division**

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM  
**BLACK HAWK COUNTY**  
 PCC PAVEMENT - GRADE AND NEW

**IA 58/VIKING ROAD INTERCHANGE**

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



No.	DESCRIPTION
<b>INDEX OF SHEETS</b>	
<b>A Sheets</b>	<b>Title Sheets</b>
A.1	Title Sheet
A.2	Location Map Sheet
<b>B Sheets</b>	<b>Typical Cross Sections and Details</b>
* B.1 - 7	Typical Cross Sections and Details
<b>D Sheets</b>	<b>Mainline Plan and Profile Sheets</b>
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 6	IA HWY 58 Plan & Profile Sheets
<b>E Sheets</b>	<b>Side Road Plan and Profile Sheets</b>
* E.1 - 3	Viking Road Plan & Profile Sheets
* E.4	Nordic Drive Plan & Profile Sheets
* E.5	Andrea Drive Plan & Profile Sheets
<b>K Sheets</b>	<b>Interchange Sheets</b>
* K.1 - 2	Viking Road Interchange Layout Sheets
* K.3	Viking Road RAMP B & C Plan and Profile Sheets
* K.4	Viking Road RAMP B Plan & Profile Sheets
* K.5	Viking Road RAMP C Plan & Profile Sheets
* K.6	Viking Road RAMP A Plan & Profile Sheets
* K.7	Viking Road RAMP D Plan & Profile Sheets
* K.8	Viking Road RAMP A & D Plan & Profile Sheets
<b>V Sheets</b>	<b>Retaining Wall Plan &amp; Profile Sheets</b>
V.1 - 4	115'-0 x 228'-0 PPC Beam Bridge - Structure #317
V.101	6'x4' RCB Culvert Extension - Structure #717
V.201 - 203	2,125' Soldier Pile Retaining Wall - Structure #417
V.301 - 303	2,135' Soldier Pile Retaining Wall - Structure #517
V.401 - 402	1,150' Soldier Pile Retaining Wall - Structure #617
<b>W Sheets</b>	<b>Mainline Cross Sections</b>
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 59	IA 58 Cross Sections
<b>X Sheets</b>	<b>Side Road Cross Sections</b>
X.1 - 24	Viking Road Cross Sections
X.25 - 34	Nordic Drive Cross Sections
X.35 - 40	Andrea Drive Cross Sections
	* Color Plan Sheets

MILEAGE SUMMARY			
		105-1	
		09-27-94	
Div.	Location	Lin. Ft.	Miles
I	IA HWY 58 STA. 139+44.50 TO STA. 195+00.00	5555.50	1.052
II	VIKING ROAD STA. 11+15.00 TO STA. 40+00.00	2885.00	0.546
II	ANDREA DRIVE (SOUTH) STA. 129+59.00 TO STA. 132+88.50	329.50	0.062
II	ANDREA DRIVE (NORTH) STA. 233+90.80 TO STA. 235+80.67	189.87	0.036
II	NORDIC DRIVE (SOUTH) STA. 217+15.00 TO STA. 221+37.26	422.26	0.080
II	NORDIC DRIVE (NORTH) STA. 322+25.80 TO STA. 326+50	424.20	0.080
	TOTAL LENGTH OF PROJECT	9806.33	1.856

For Project Location Map  
Refer to Sheet A.2

IOWA 58			
DESIGN DATA URBAN			
2013	AADT	24,200	V.P.D.
2040	AADT	46,150	V.P.D.
2040	DHV	3,665	V.P.H.
	TRUCKS	5	%
Total			
Design	ESALs	--	

VIKING ROAD			
DESIGN DATA URBAN			
2013	AADT	12,950	V.P.D.
2040	AADT	22,950	V.P.D.
2040	DHV	2,620	V.P.H.
	TRUCKS	5	%
Total			
Design	ESALs	--	

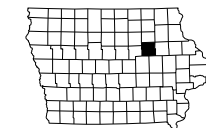
INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block
X	X	X

PRELIMINARY PLANS

Subject to change by final design.

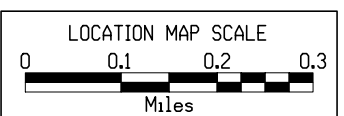
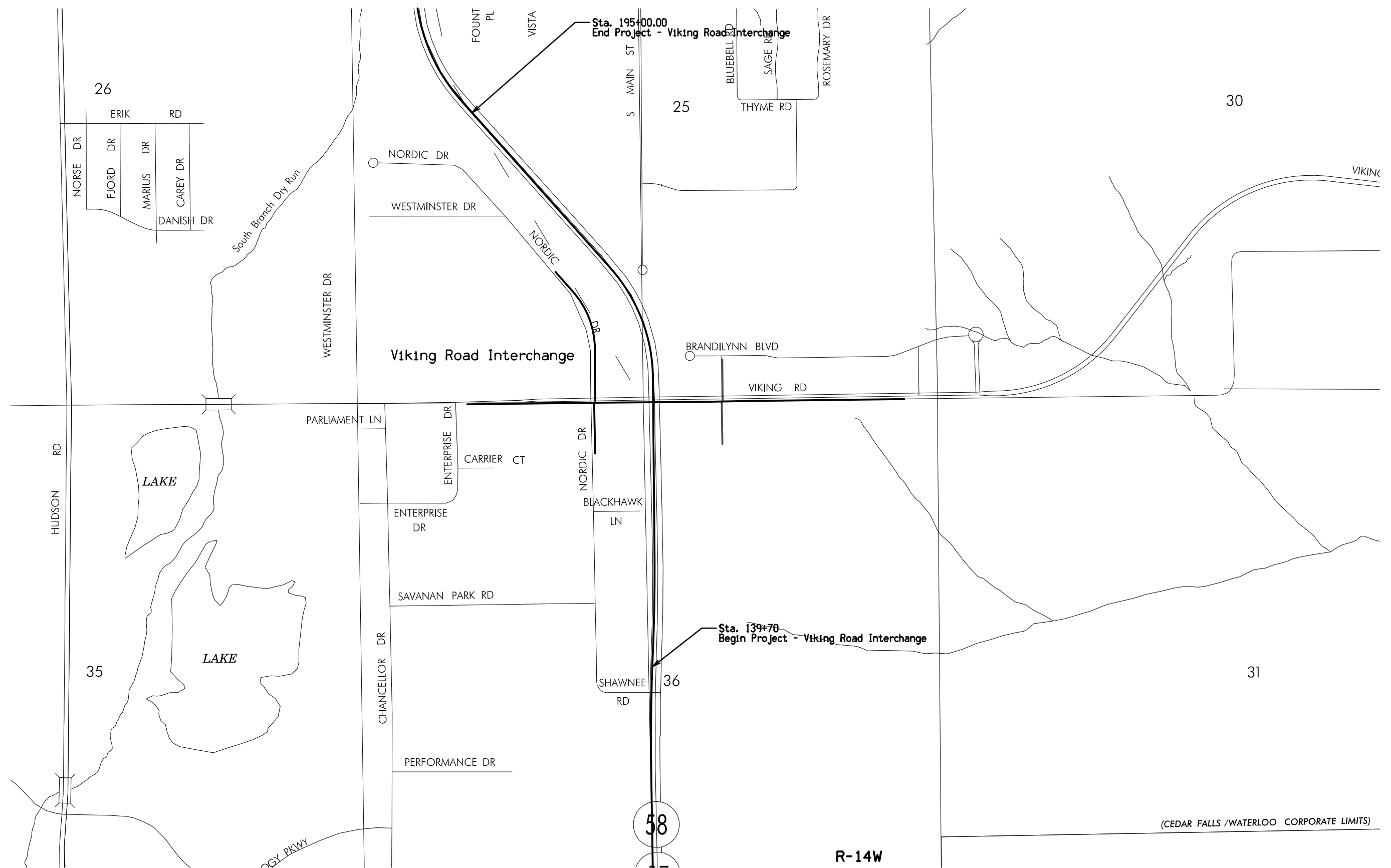
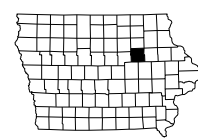
D5 PLAN - Date: December 6, 2016

REVISIONS	TOTAL
PROJECT IDENTIFICATION NUMBER	
12-07-058-010	
PROJECT NUMBER	
HSIPX-058-1(92)--3L-07	
R.O.W. PROJECT NUMBER	
93-07-058-010	



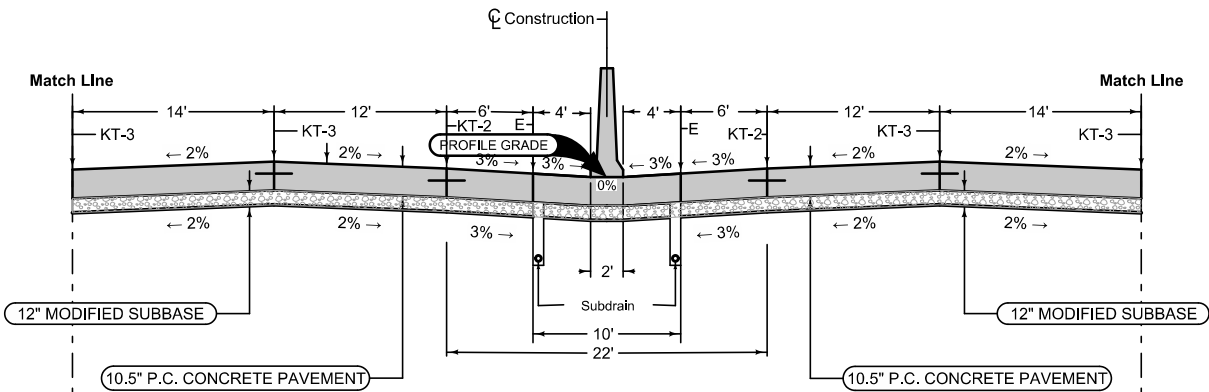


T-89N



Mainline Jointing:  
Transverse joints: CD at 20' spacing

4-Lane-Bar Modified	
BEGIN STATION	END STATION
139+45.00	151+87.70
178+09.20	185+60.00



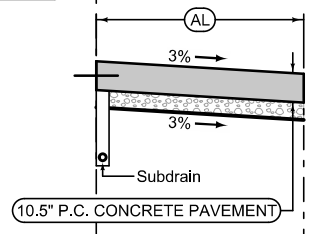
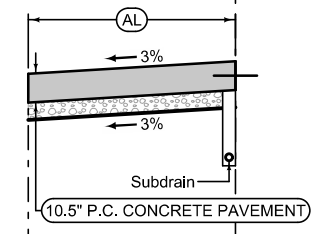
**IA 58  
4 LANE PAVING  
with MEDIAN BARRIER**

**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_L 10-19-10		
STATION TO STATION	(AL) Feet	
139+50.00	149+48.50	*
178+09.20	185+60.00	*

Ramp Taper - Width Varies



**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_R 10-19-10		
STATION TO STATION	(AL) Feet	
145+25.00	149+48.50	*
178+09.20	185+60.00	*

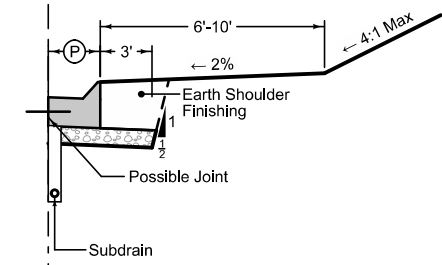
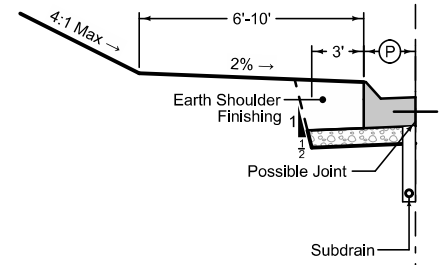
Ramp Taper - Width Varies

**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 20' spacing

2_Curb_L 04-19-11			
STATION TO STATION	(P) Feet	Curb Type	See PV-102
149+48.50	151+87.70	9	6" SL
178+09.20	185+60.00	9	6" SL



**Curbed Shoulder**

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

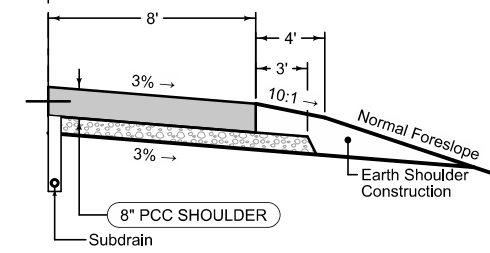
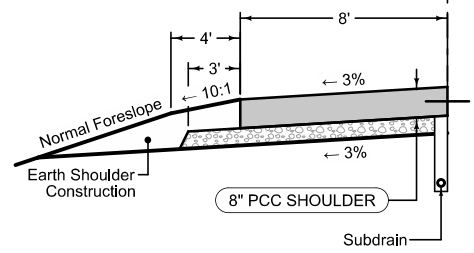
Single pour: L-2  
Staged: KT-2  
Transverse: C at 20' spacing

2_Curb_R 04-19-11			
STATION TO STATION	(P) Feet	Curb Type	See PV-102
149+48.50	151+87.70	9	6" SL
178+09.20	185+60.00	9	6" SL

**Full Depth PCC Shoulder**

Shoulder Jointing:  
Longitudinal joint: L-2 or KT-2  
Transverse joints: C at 20' spacing

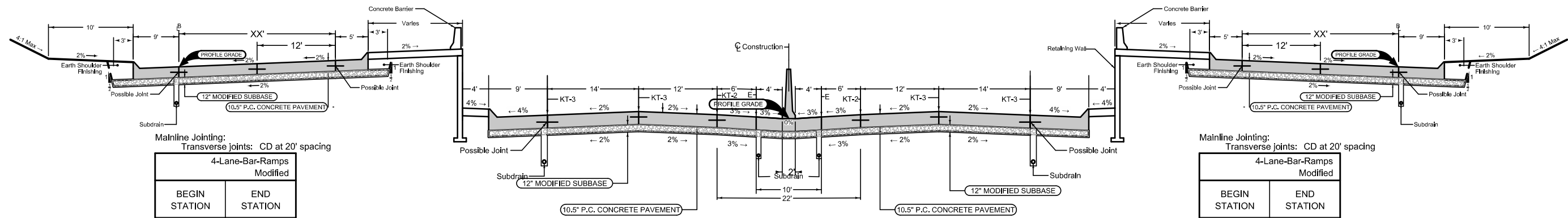
4D_Closed_P_FullPCC_L MODIFIED	
BEGIN STATION	END STATION
139+45.00	149+48.50
185+60.00	195+00.00



**Full Depth PCC Shoulder**

Shoulder Jointing:  
Longitudinal joint: L-2 or KT-2  
Transverse joints: C at 20' spacing

4D_Closed_P_FullPCC_R 04-19-11	
BEGIN STATION	END STATION
139+45.00	149+48.50
185+60.00	195+00.00



Mainline Jointing:  
Transverse joints: CD at 20' spacing

4-Lane-Bar-Ramps Modified	
BEGIN STATION	END STATION
154+65.00	161+94.23
164+22.23	176+25.00

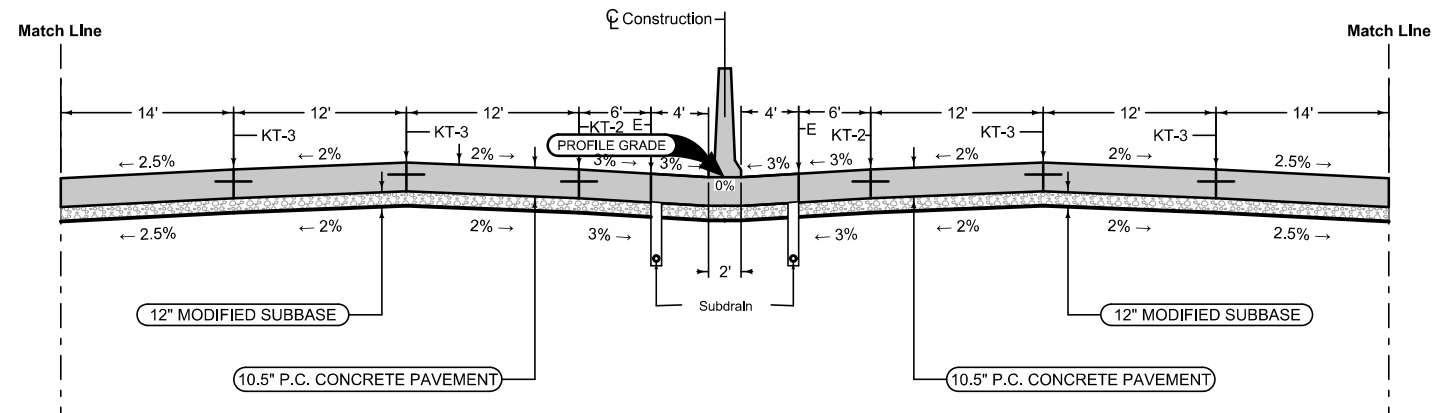
Mainline Jointing:  
Transverse joints: CD at 20' spacing

4-Lane-Bar-Ramps Modified	
BEGIN STATION	END STATION
153+80.00	161+94.23
164+22.23	175+00.00

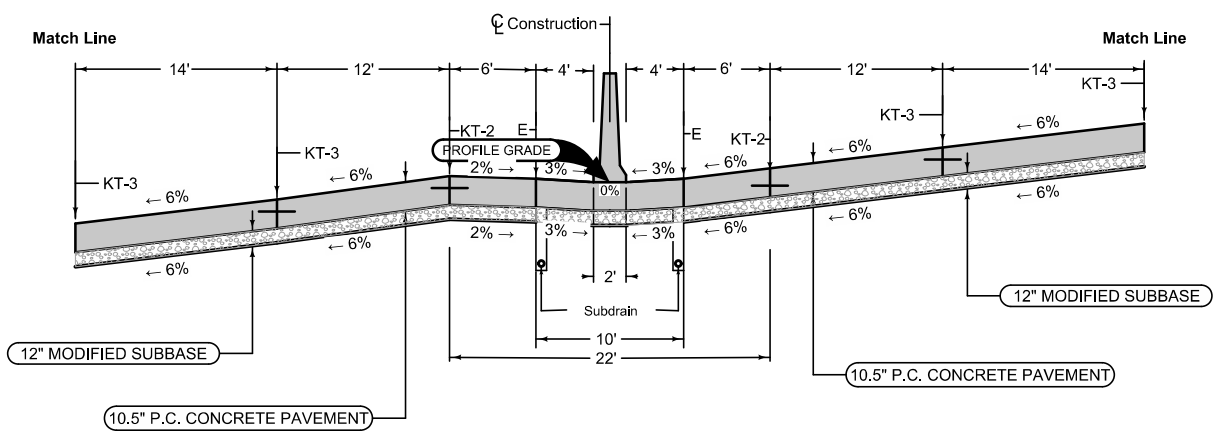
**IA 58**  
**4 LANE PAVING with MEDIAN BARRIER**  
**and**  
**Combination Retaining Wall/Barriers**  
**with Flanking Ramps**

Mainline Jointing:  
Transverse joints: CD at 20' spacing

6DP_Closed_04-17-12	
BEGIN STATION	END STATION
185+60.00	195+00.00



**IA 58**  
**6 LANE PAVING**  
**with MEDIAN BARRIER**



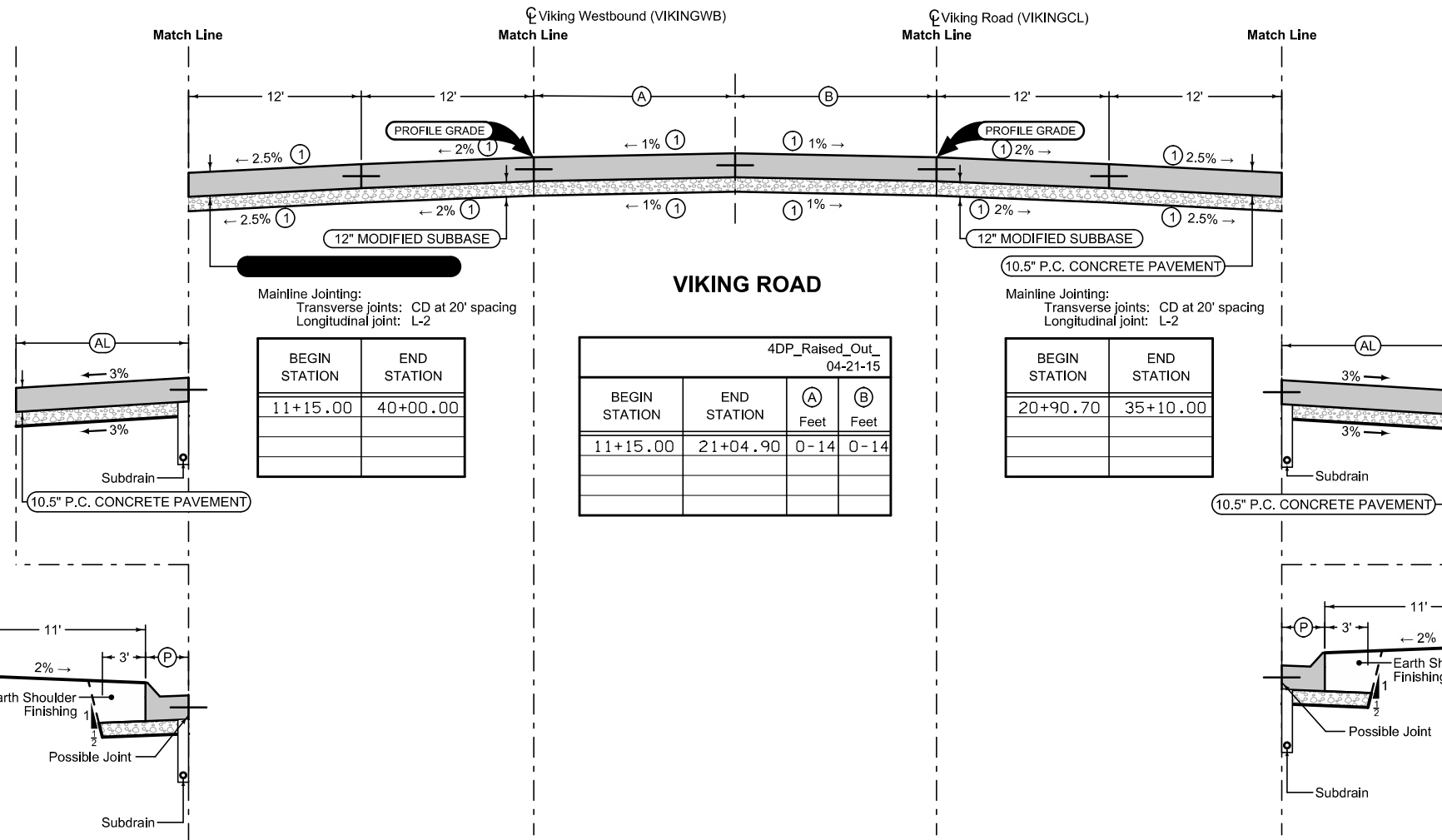
**IA 58**  
**4 LANE PAVING SUPERELEVATION**



### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10		
STATION TO STATION		(AL) Feet
29+12.00	29+83.00	12
29+83.00	30+43.00	0-12



### VIKING ROAD

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

BEGIN STATION	END STATION
11+15.00	40+00.00

4DP_Raised_Out_04-21-15			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
11+15.00	21+04.90	0-14	0-14

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

BEGIN STATION	END STATION
20+90.70	35+10.00

### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10		
STATION TO STATION		(AL) Feet
22+00.00	25+80.00	12
28+45.00	33+14.00	12

### 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 20' spacing

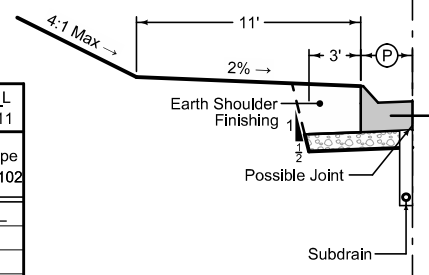
2_Curb_R_04-19-11			
STATION TO STATION		(P) Feet	Curb Type See PV-102
20+90.70	35+10.00	2.5	6-SL

### 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 20' spacing

2_Curb_L_04-19-11			
STATION TO STATION		(P) Feet	Curb Type See PV-102
11+15.00	40+00.00	2.5	6-SL



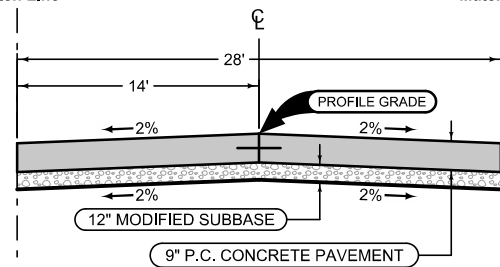
- ① Cross slopes may vary at intersections, bridge approaches, and to match existing pavement slopes. Refer to plans for slopes and locations.
- ② Viking Road transitions from a 4-lane, 53' wide B-B urban section at the west end of the project to an 81' wide B-B urban section with raised or painted medians. At the east end of the reconstruction, Viking Road transitions to 5-lane, 67' B-B urban section (4 lanes with a central left-turn lane).

### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10		
STATION TO STATION	(AL)	Feet
322+24.87	324+70.00	12
324+70.00	326+50.00	12-0

Match Line



### NORDIC DRIVE

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

2P_10-19-10	
STATION TO STATION	Feet
217+15.00	221+38.65
322+24.87	326+50.00

### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

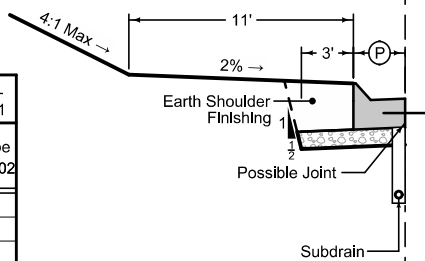
2_AuxLane_PCC_10-19-10		
STATION TO STATION	(AL)	Feet
217+15.00	218+95.00	0-12
218+95.00	221+38.65	12

### 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 20' spacing

2_Curb_L_04-19-11			
STATION TO STATION	(P)	Feet	Curb Type See PV-102
217+15.00	221+38.65	2.5	6-SL
322+24.87	326+50.00	2.5	6-SL

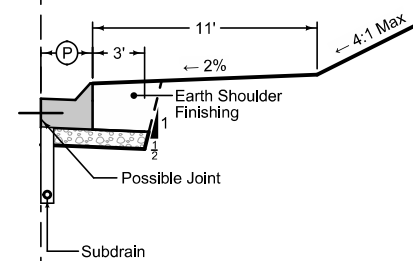


### Curbed Shoulder

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 20' spacing

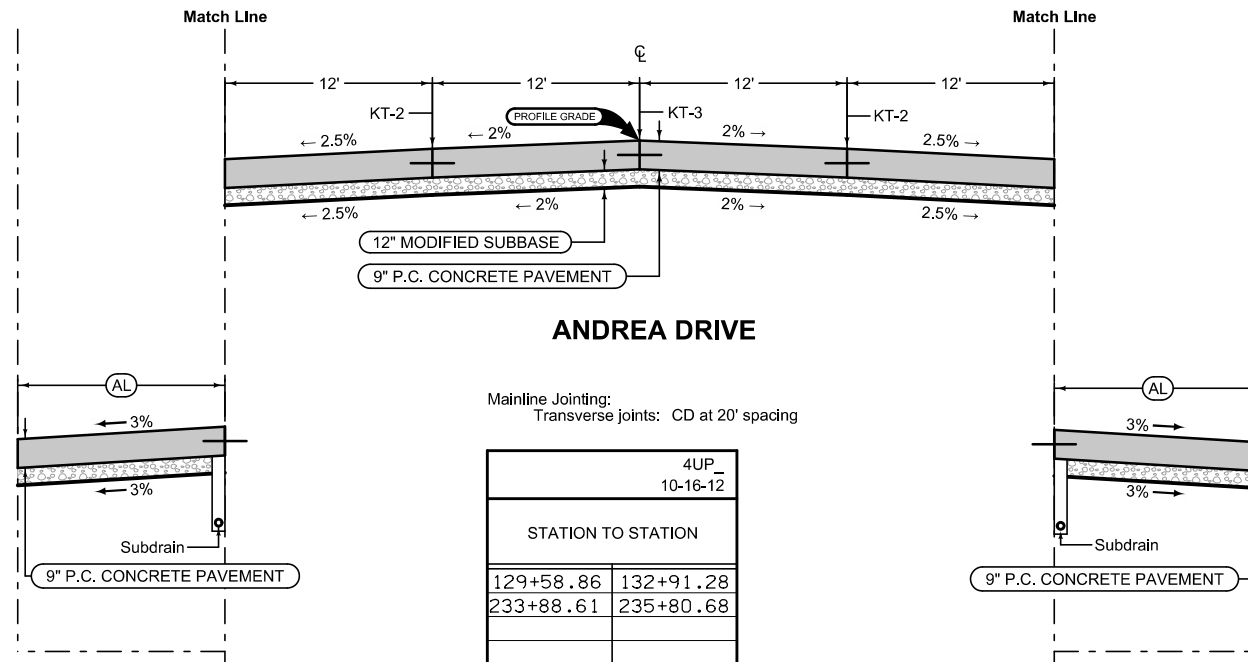
2_Curb_R_04-19-11			
STATION TO STATION	(P)	Feet	Curb Type See PV-102
217+15.00	221+14.55	2.5	6-SL
322+24.87	326+50.00	2.5	6-SL



### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10		
STATION TO STATION	(AL)	Feet
233+88.61	235+03.04	12
235+03.04	235+80.68	12-0



4UP_10-16-12	
STATION TO STATION	
129+58.86	132+91.28
233+88.61	235+80.68

### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

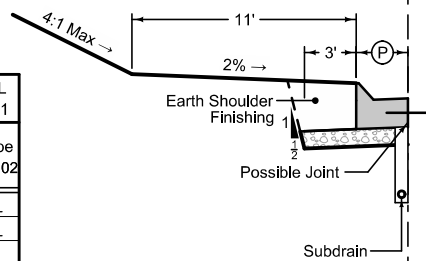
2_AuxLane_PCC_10-19-10		
STATION TO STATION	(AL)	Feet
129+58.86	132+91.28	12

### 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 20' spacing

2_Curb_L_04-19-11			
STATION TO STATION	(P)	Feet	Curb Type See PV-102
129+58.86	132+91.28	2.5	6-SL
233+88.61	235+80.68	2.5	6-SL

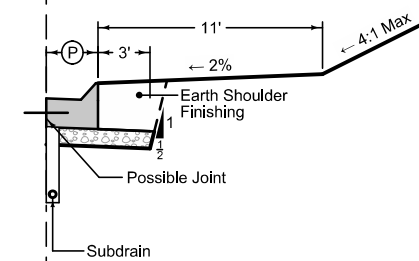


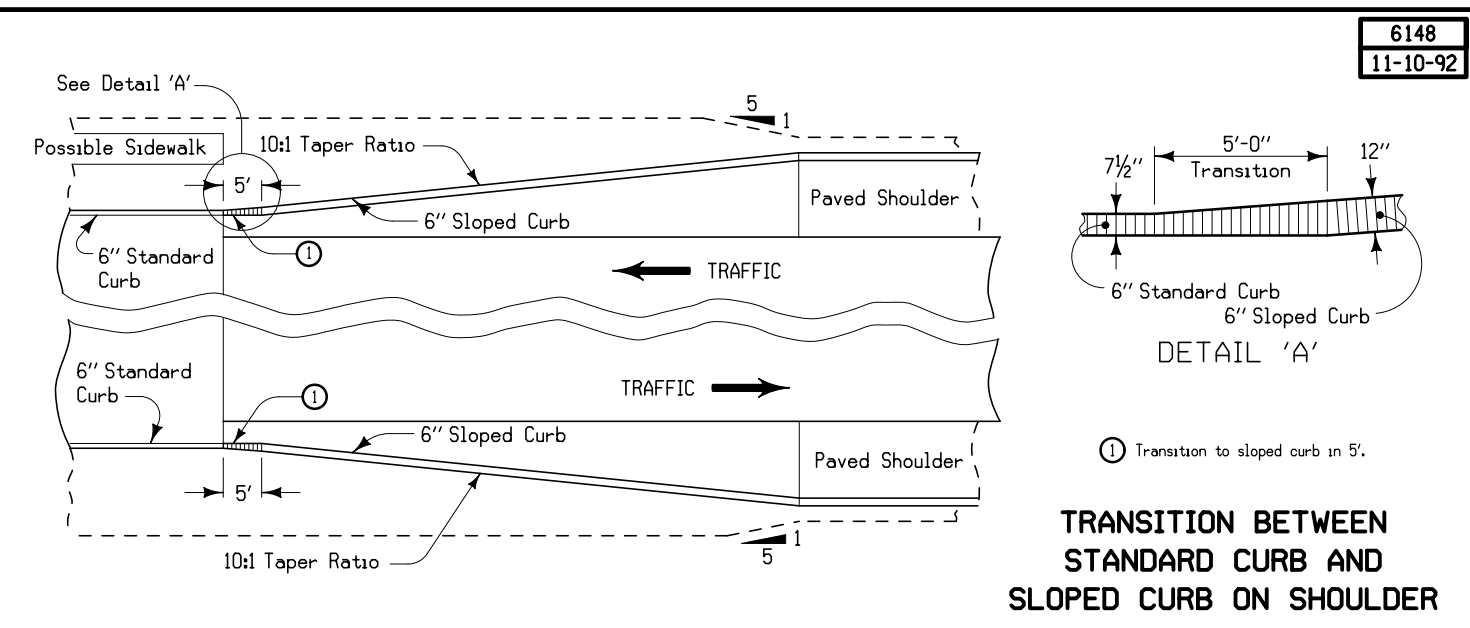
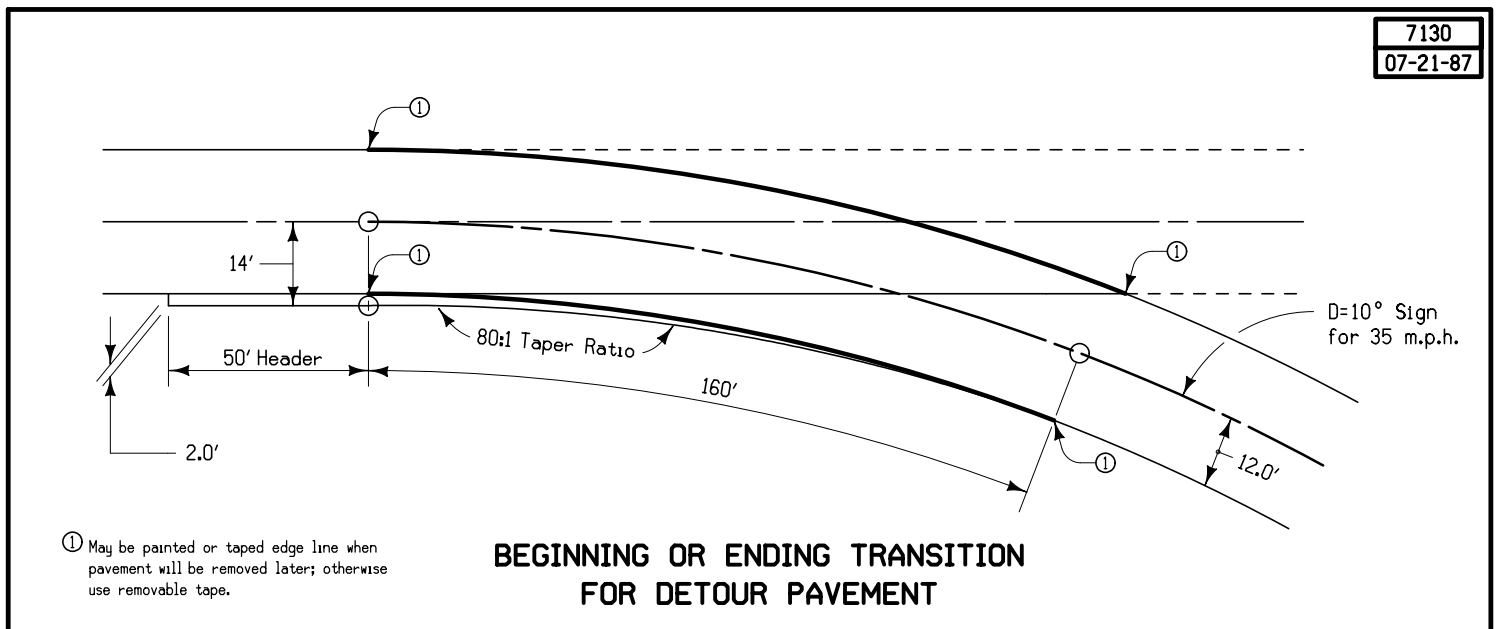
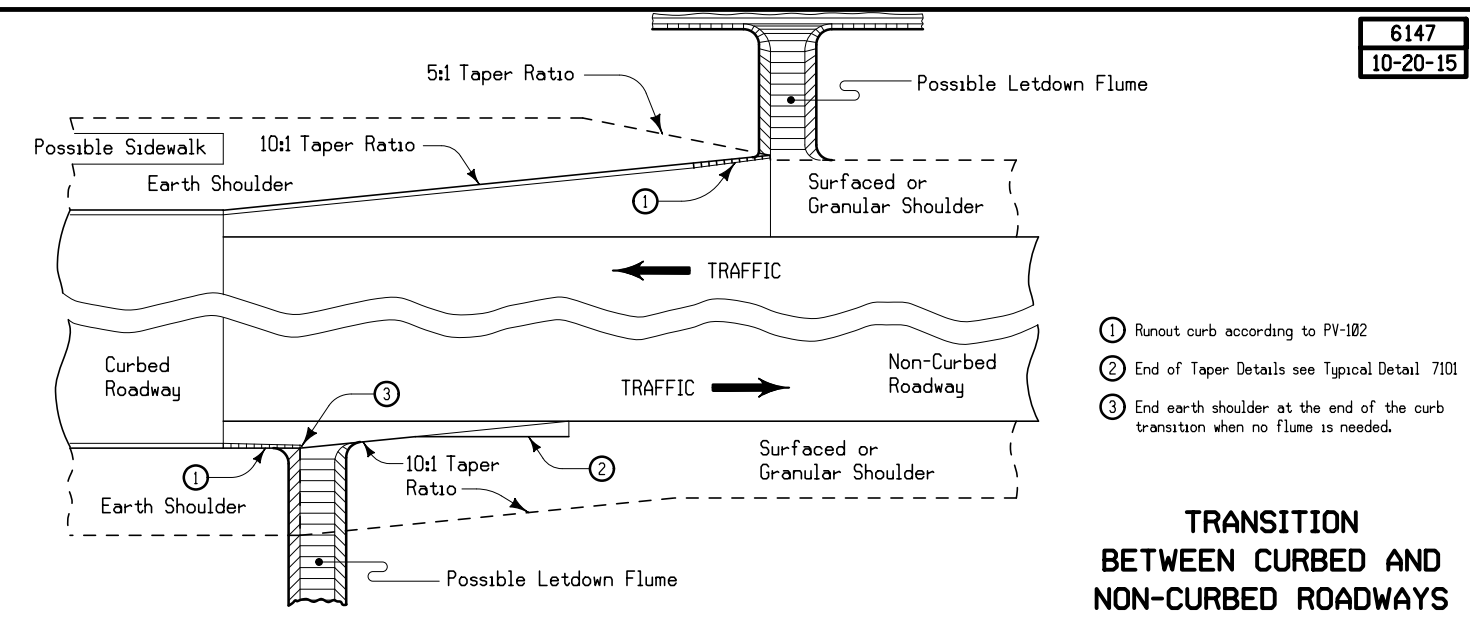
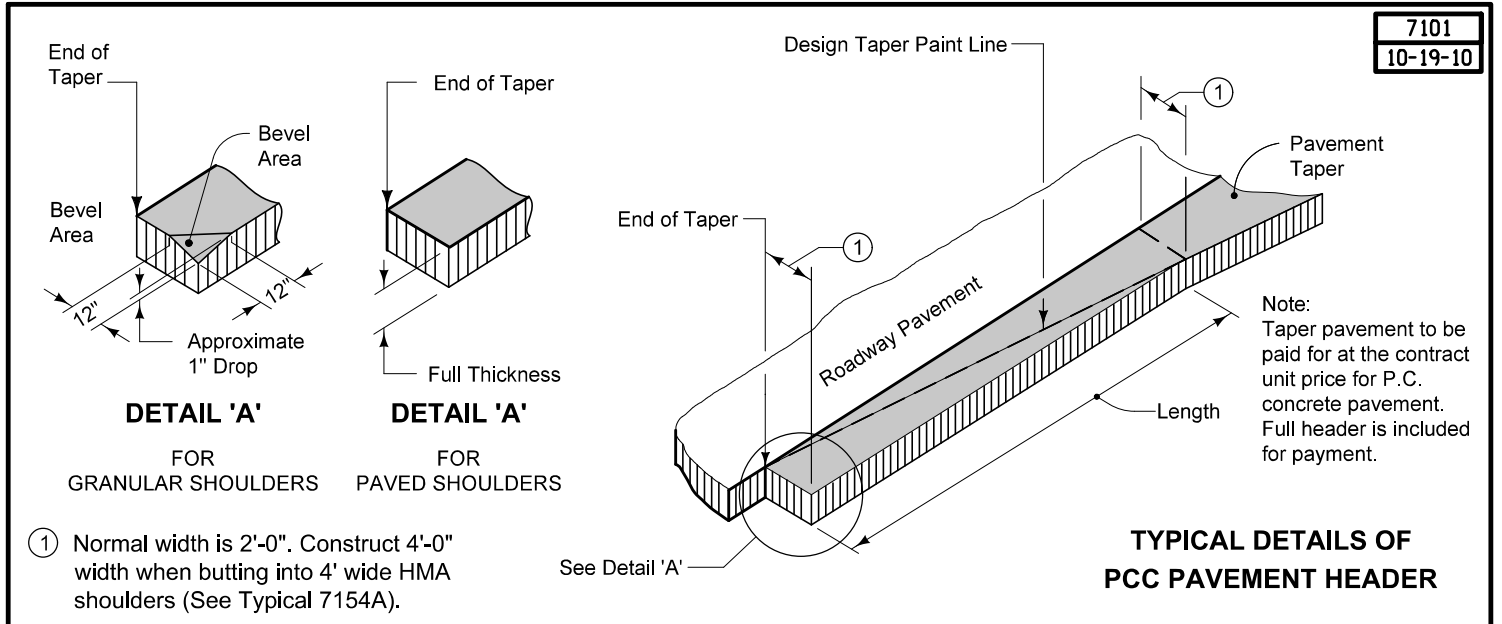
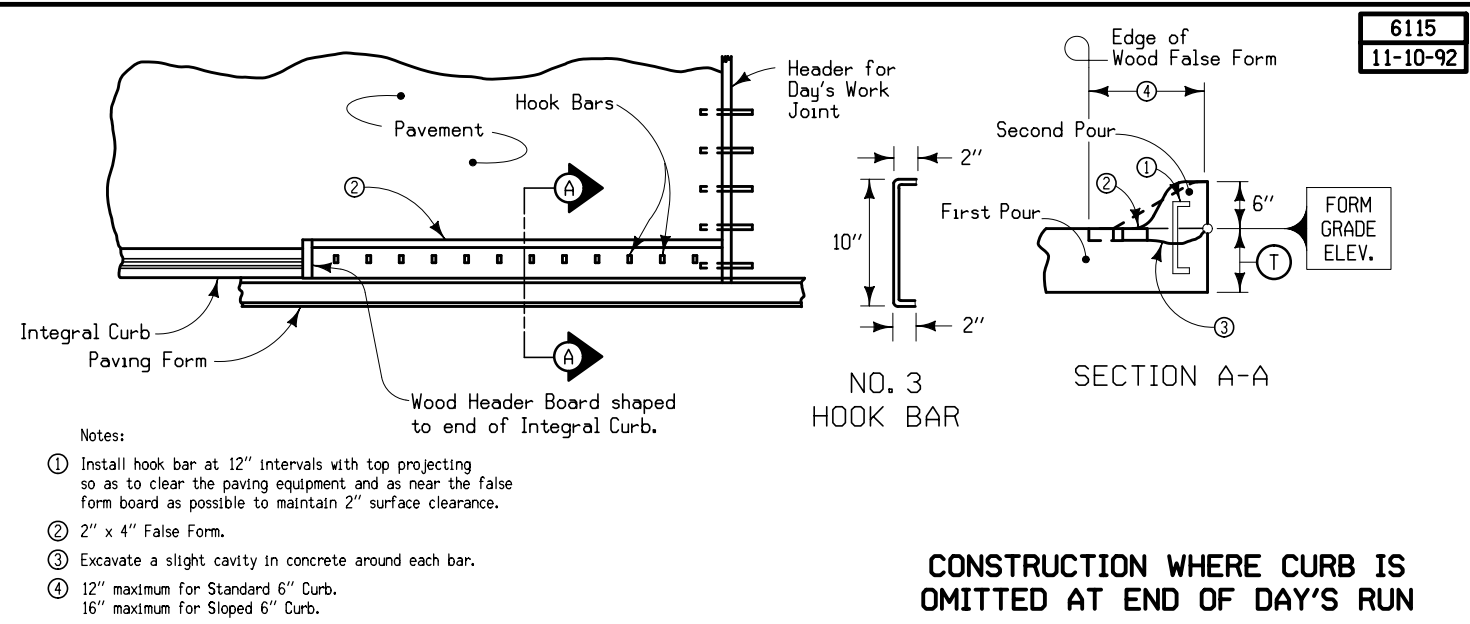
### Curbed Shoulder

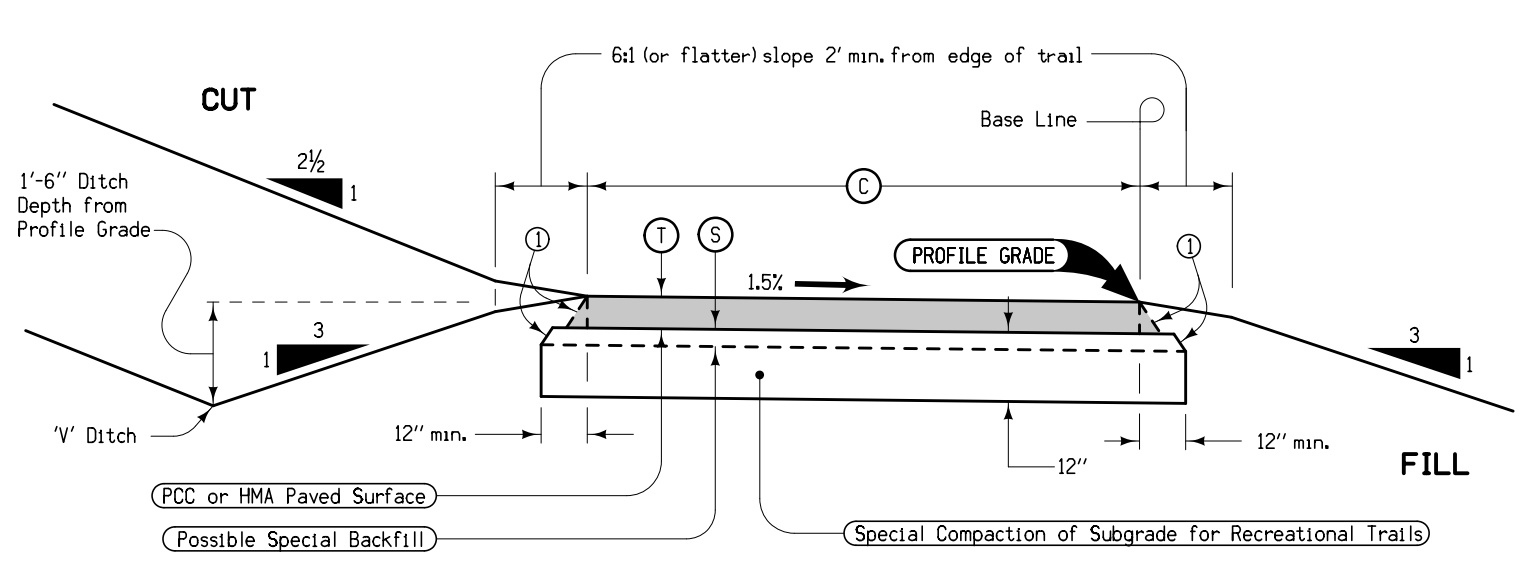
Shoulder Jointing:  
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
Staged: KT-2  
Transverse: C at 20' spacing

2_Curb_R_04-19-11			
STATION TO STATION	(P)	Feet	Curb Type See PV-102
129+58.86	132+91.28	2.5	6-SL
233+88.61	235+80.68	2.5	6-SL







PAVEMENT THICKNESS		
Pavement Type	Trail Width	
	(C)	(T)
PCC	8'	4"
	10' or greater	5"
HMA	8'	5"
	10' or greater	6"

Notes:  
Bid item is "Recreational Trail".  
① Nominal 1:1 slope (HMA only)

STATION TO STATION	PAVEMENT TYPE PCC, HMA, or option	(C) Feet	(S) Inches	'V' DITCH	
				Left	Right

**TYPICAL CROSS SECTION  
RECREATIONAL TRAIL  
PAVED SURFACE**

### SURVEY SYMBOLS

- FHD Fire Hydrants
- TVP TV Pedestal
- FLg Flag Poles
- BB Billboard
- SIGN SI Sign
- MM Mile Marker Post
- INB Storm Sewer Beehive Intake
- TEV Evergreen Tree
- TDC Tree Deciduous
- TFR Tree Fruit
- SHR Shrub
- PPA Power Pole Co. 1
- IN Storm Sewer Intake
- MH Utility Access (Manhole)
- TSG Traffic Signal
- OUT Tile Outlet
- TSL Traffic Signal and Luminaire
- SIGN SL Speed Limit Sign
- GP Guard Post (Less Than 4 Posts)
- MIS Miscellaneous
- TPD Telephone Pedestal
- GV Gas Valve
- EB Electrical Box
- UB Utility Box
- WV Water Valve
- PR Electric Riser Pole
- LUM Luminaire
- CUL Culvert
- LIN Miscellaneous Line
- Til Tile Line
- GDL Guard Rail Steel
- ROC Rock Outcropping
- BLD Building or Foundation
- CON Concrete or A/C Slab
- CU Back of Curb
- GU Gutter In Front of Curb
- ENP Edge Paved Entrance & Park Lot
- SWK Sidewalk
- EP Edge of Paved Roads (ML or SR)
- ENT Centerline BL of Entrance
- SH Paved Shoulder
- SNP Unpaved Shoulder
- DU Centerline Draw or Stream (Up)
- BNK Stream Bank
- EG Edge of Gravel Road
- RIP Rip-Rap
- DIK Centerline of Dike or Dam
- TLNL Tree Line Left
- TLNR Tree Line Right
- FW Wire Fence
- FWD Wood Fence
- TDL Traffic Detection Loop
- HDG Hedge Row
- D Centerline Draw or Stream (Down)
- RET Retaining Walls

### UTILITY LEGEND

- St.S. - STA Storm Sewer Line Co. 1
- St.S.2 - STB Storm Sewer Line Co. 2
- San. - SAA Sanitary Sewer Line Co. 1
- T1 - TLA Underground Telephone Line Co. 1
- F0 - FOA Underground Fiber Optic Co. 1
- E1 - ELA Underground Electric Line Co. 1
- G-HP - GHA Underground High Pres Gas Co 1
- E2 - ELB Underground Electric Line Co. 2
- F03 - FOC Underground Fiber Optic Co. 3
- F02 - FOB Underground Fiber Optic Co. 2
- W - WLA Underground Water Line Co. 1
- W2 - WLB Underground Water Line Co. 2

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

LINEWORK	Design Color No.	Description
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.	Description	
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 "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

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

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

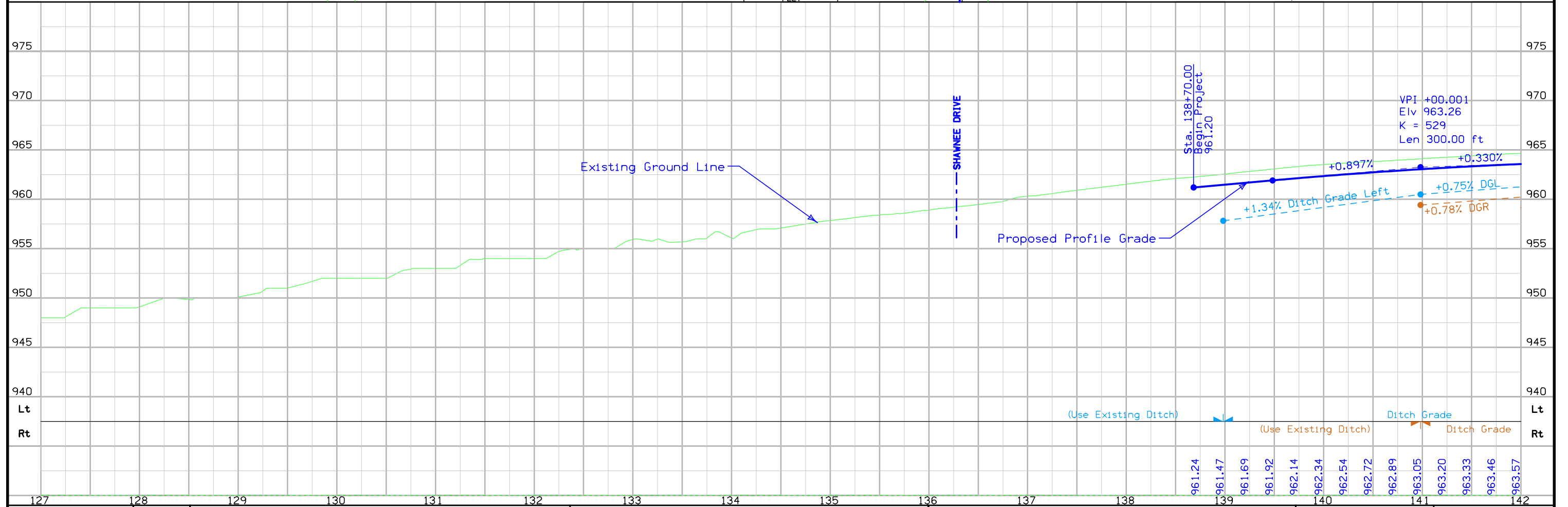
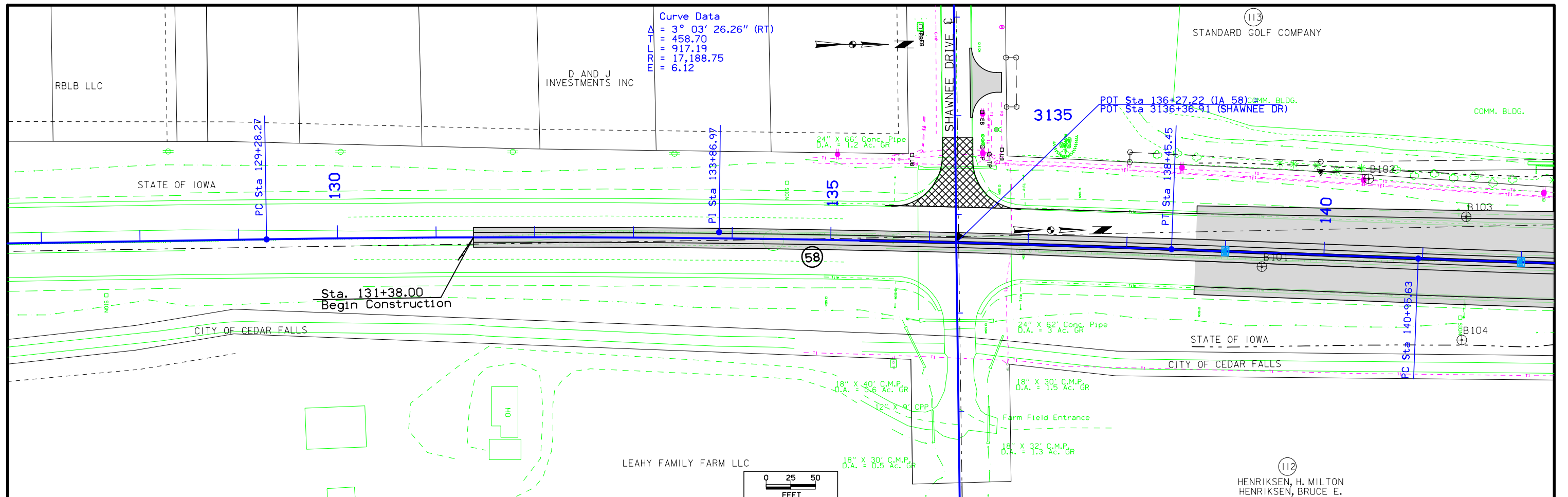
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

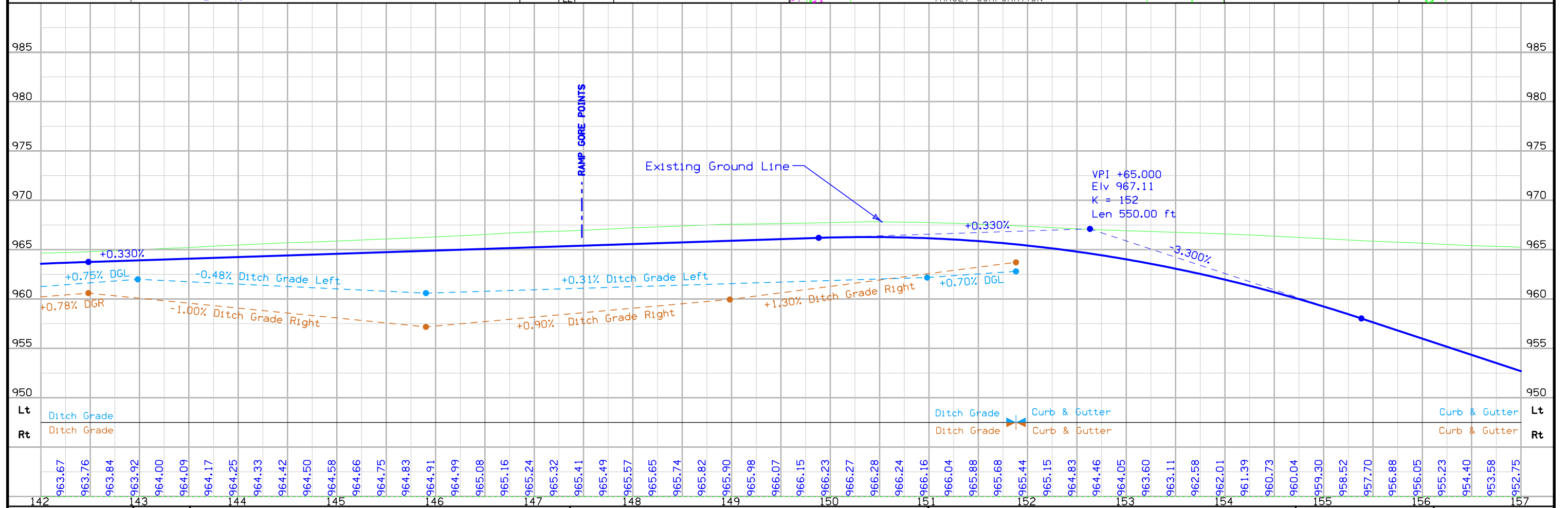
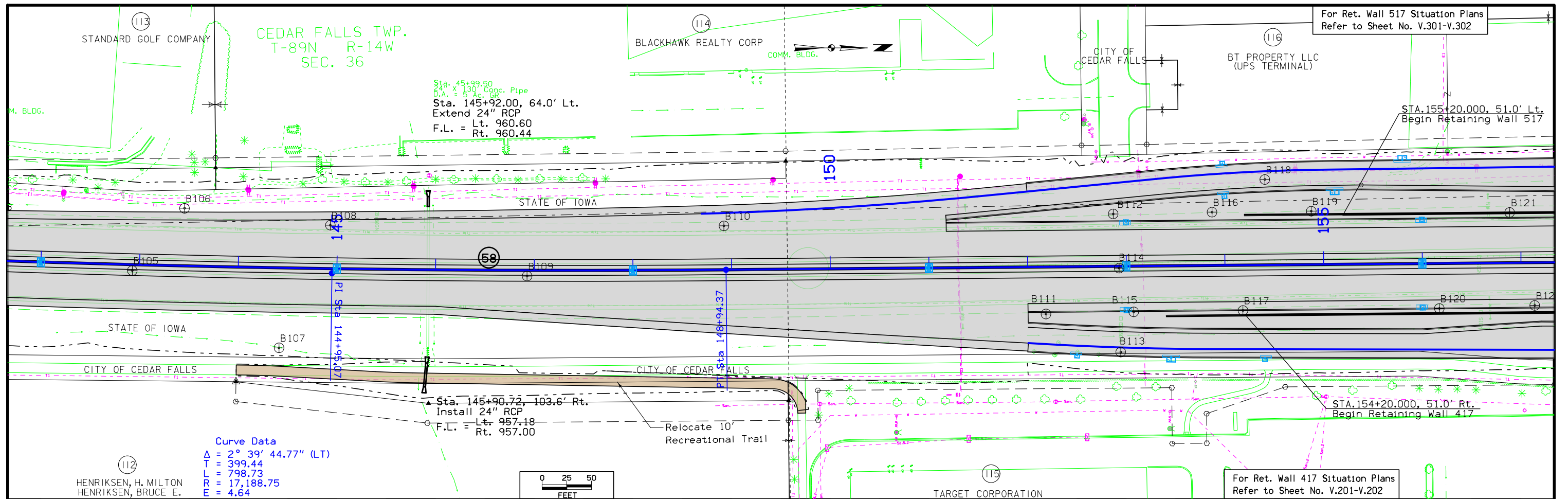
### RIGHT-OF-WAY LEGEND

- 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

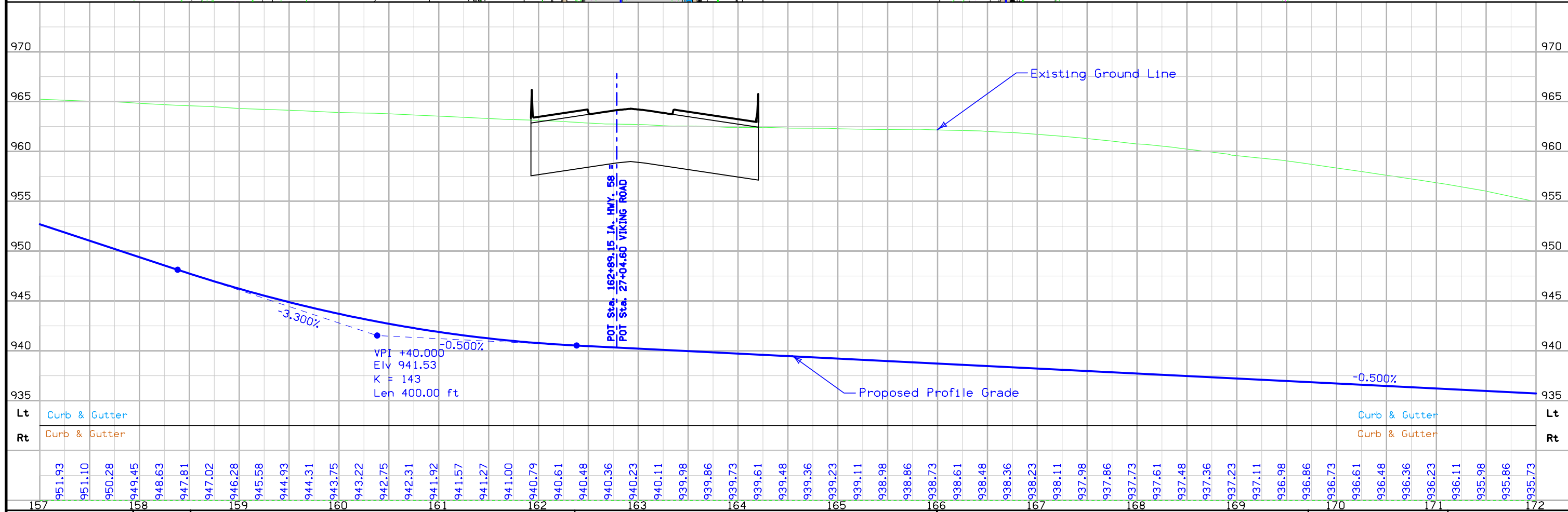
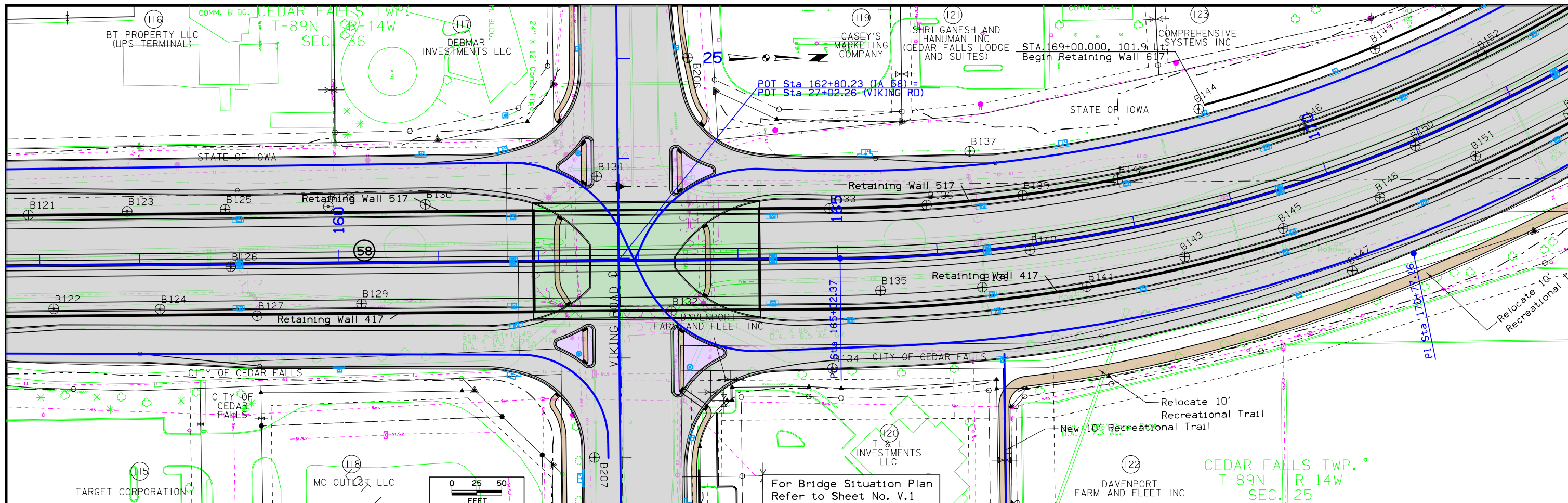
# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

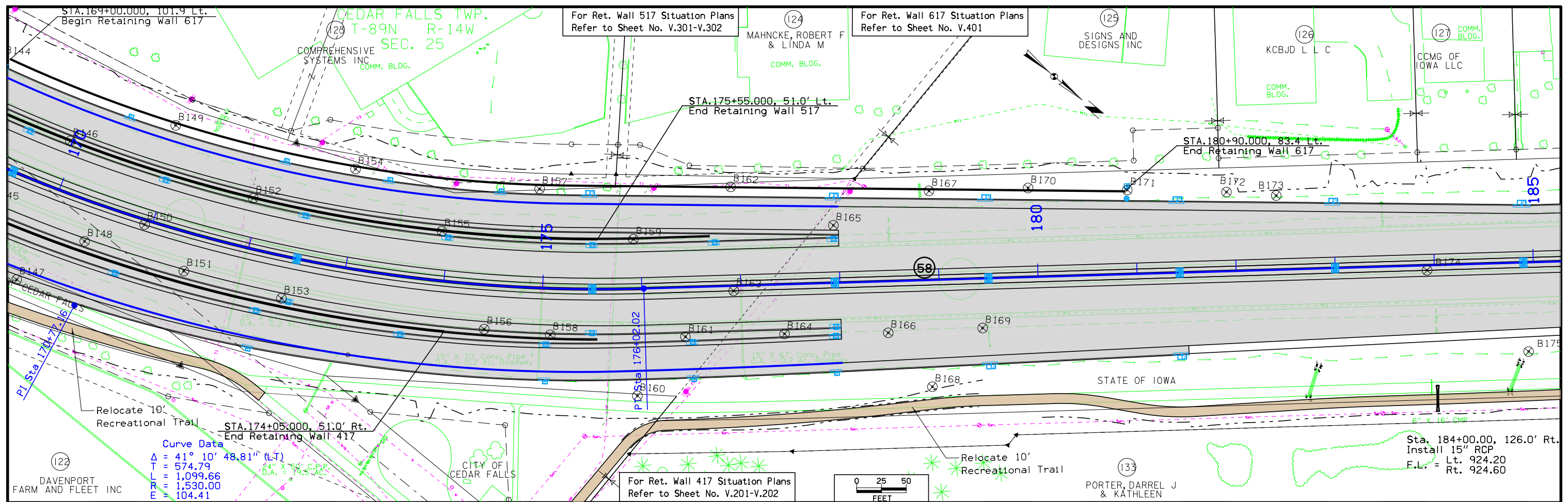
(COVERS SHEET SERIES D, E, F, & K)



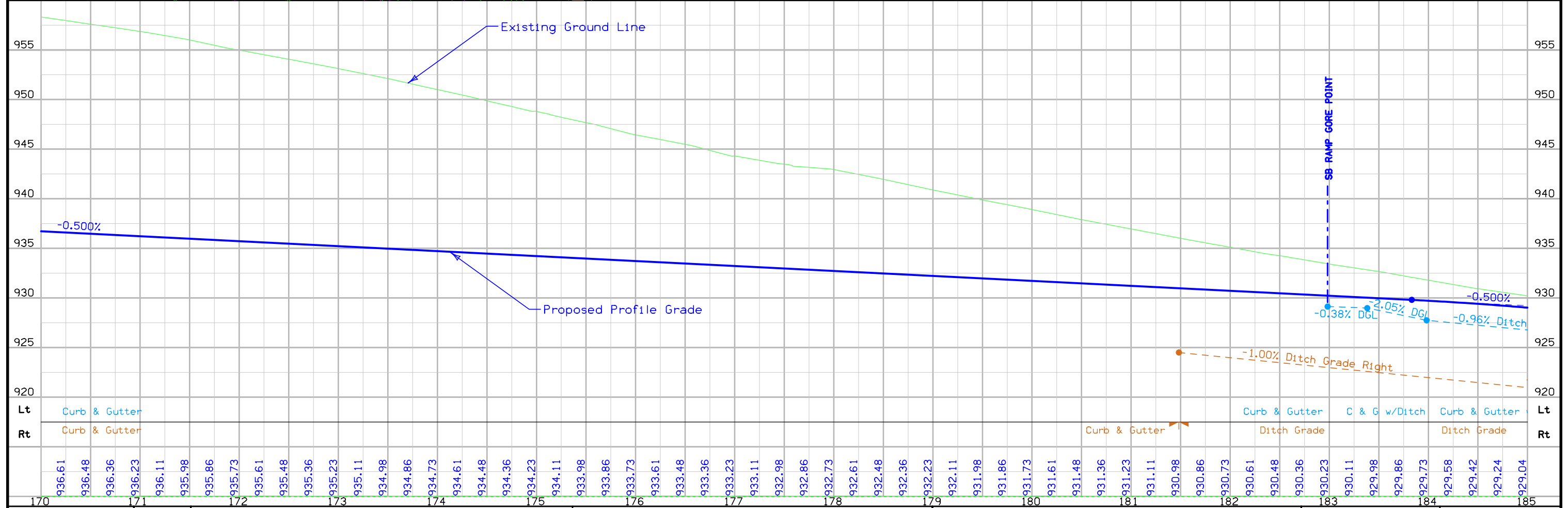


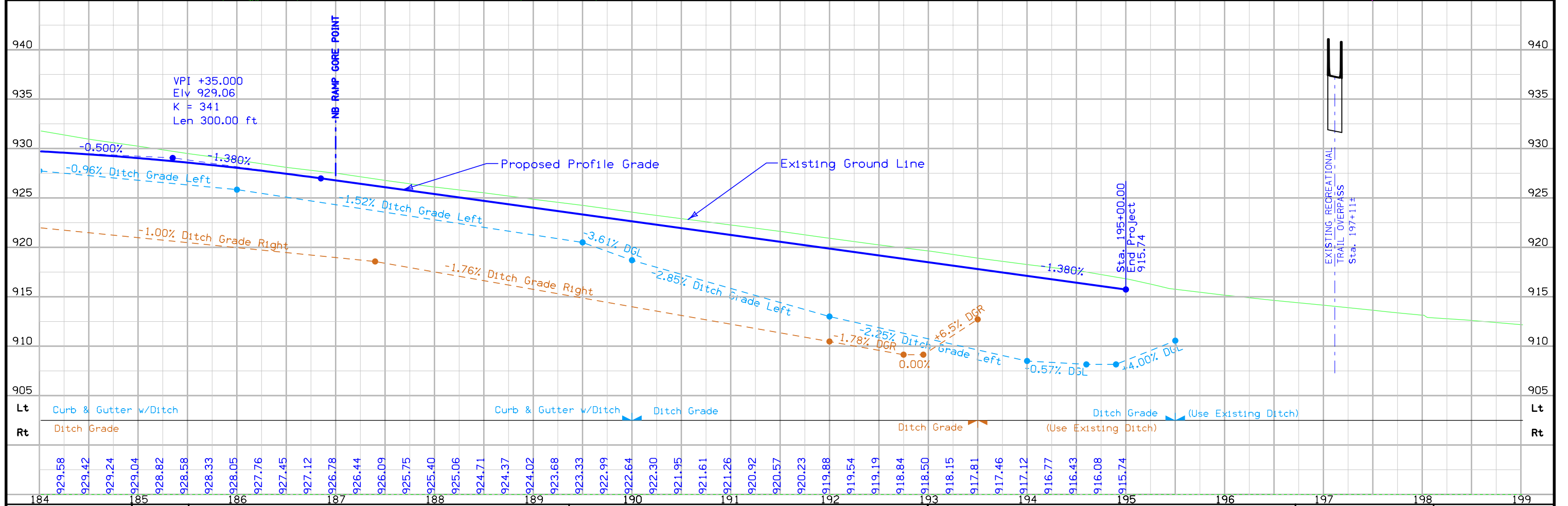
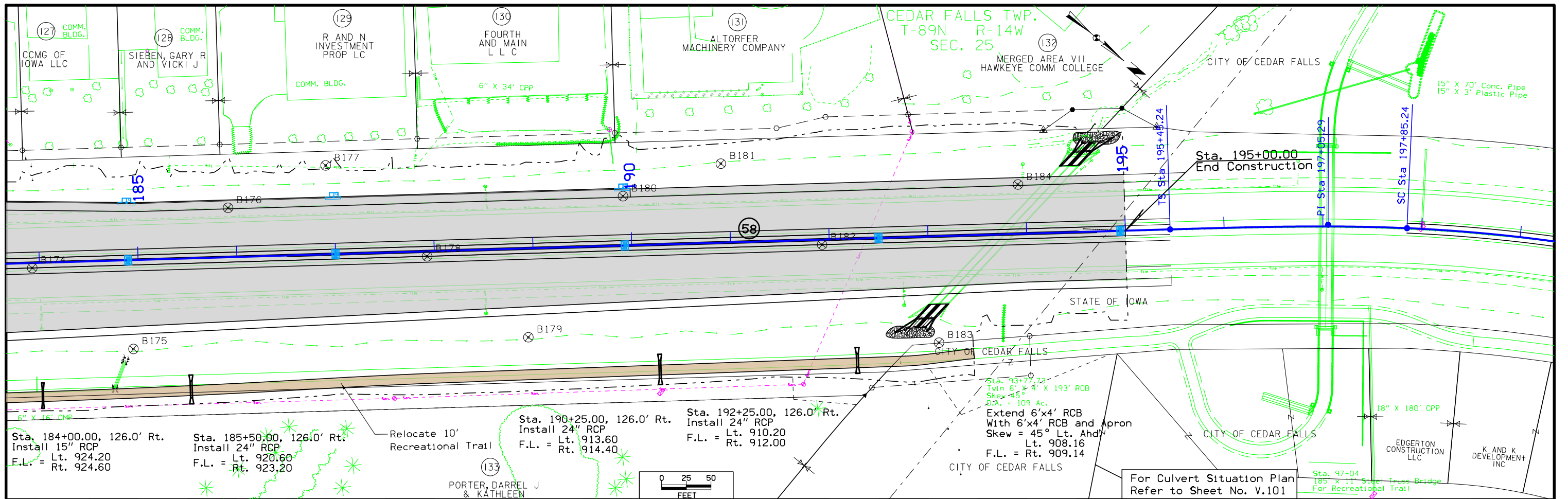




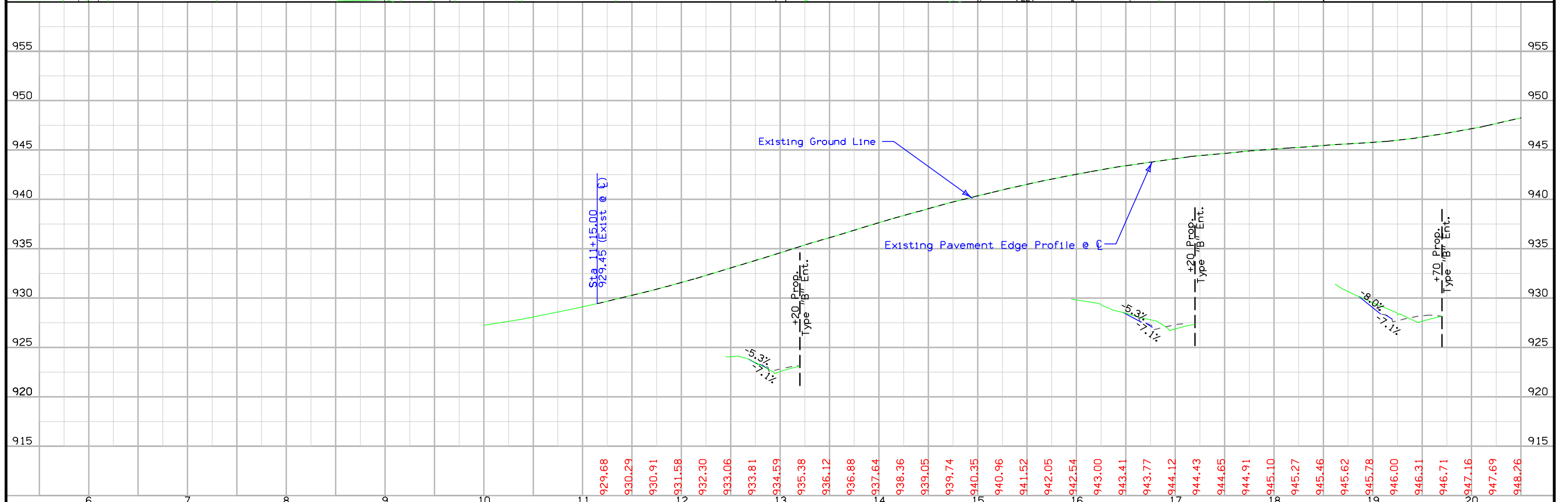
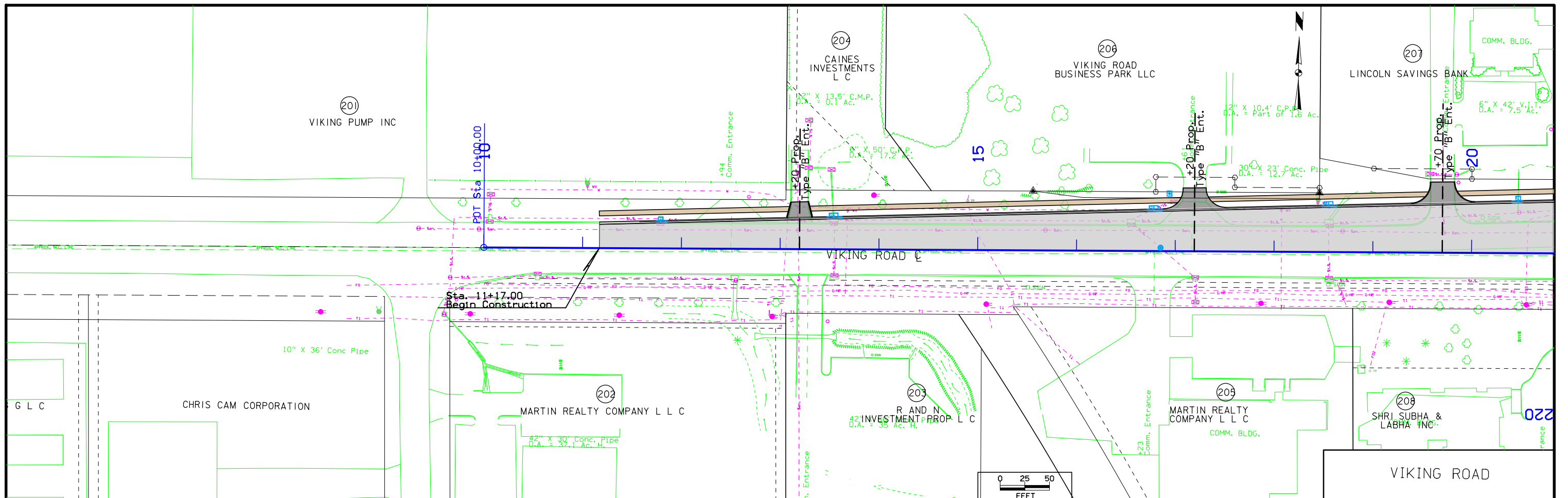


**Curve Data**  
 $\Delta = 41^\circ 10' 48.81''$  (L.T.)  
 $T = 574.79$   
 $L = 1,099.66$   
 $R = 1,530.00$   
 $E = 104.41$

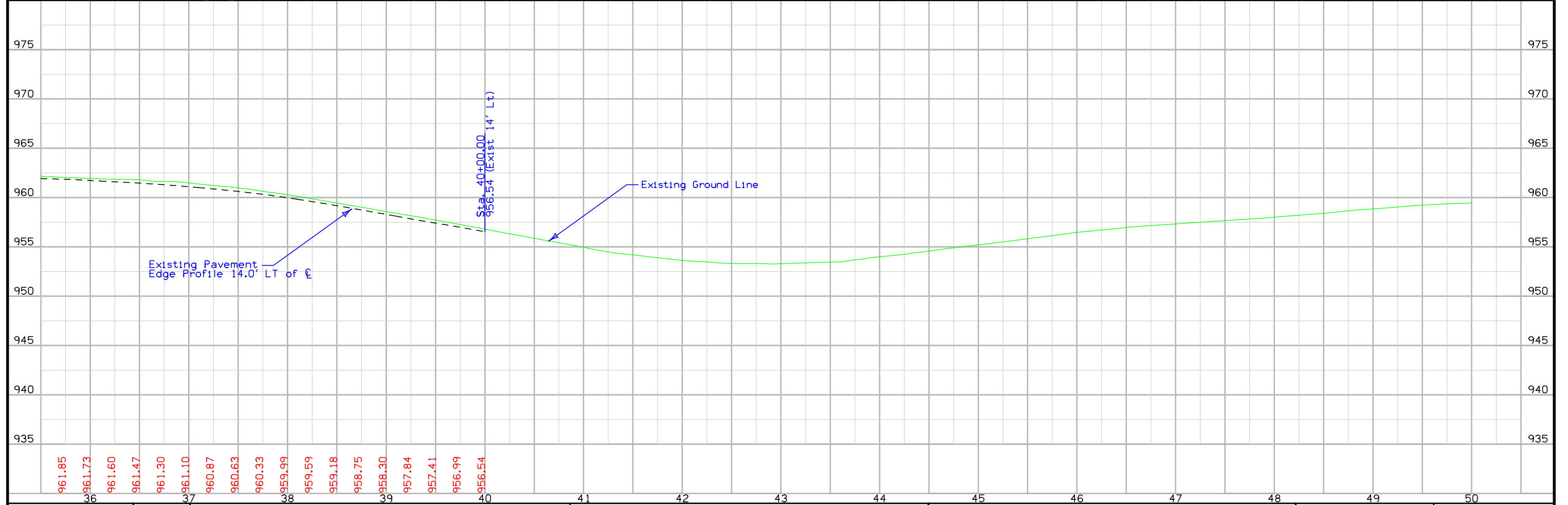
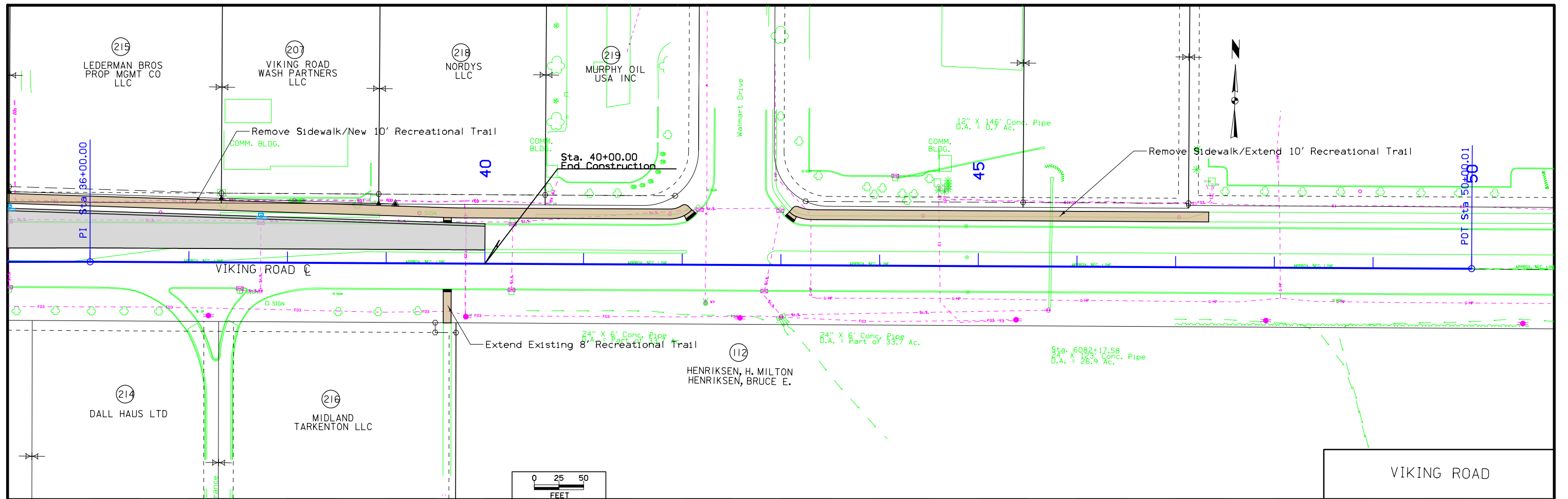




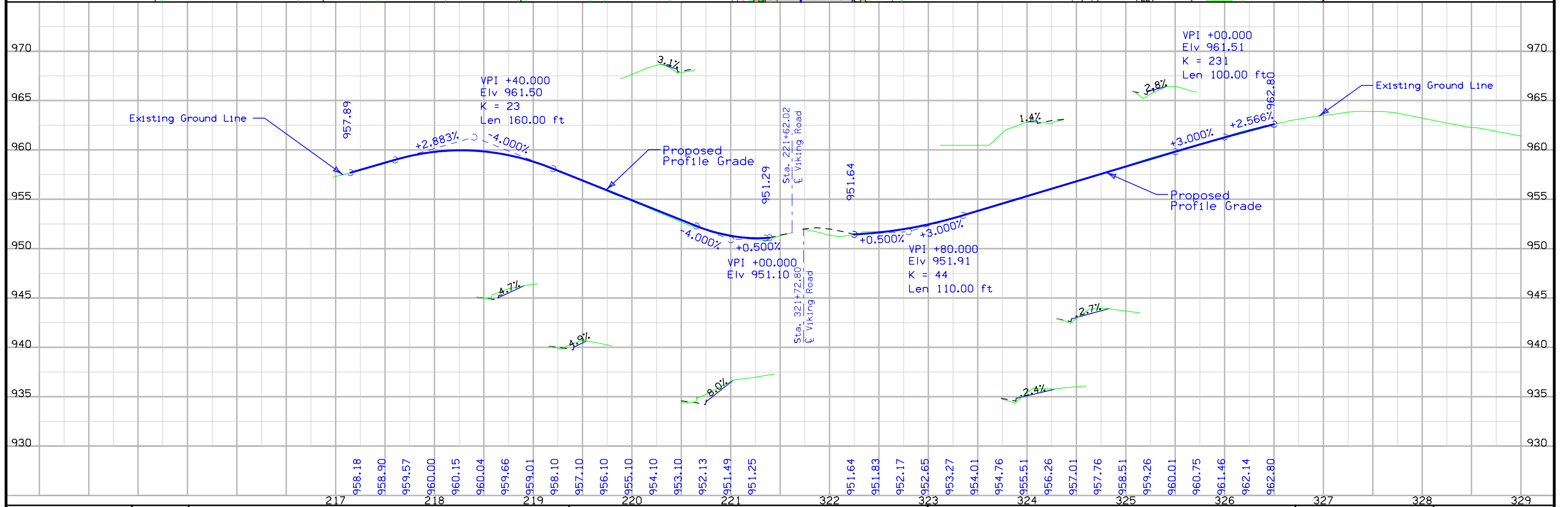
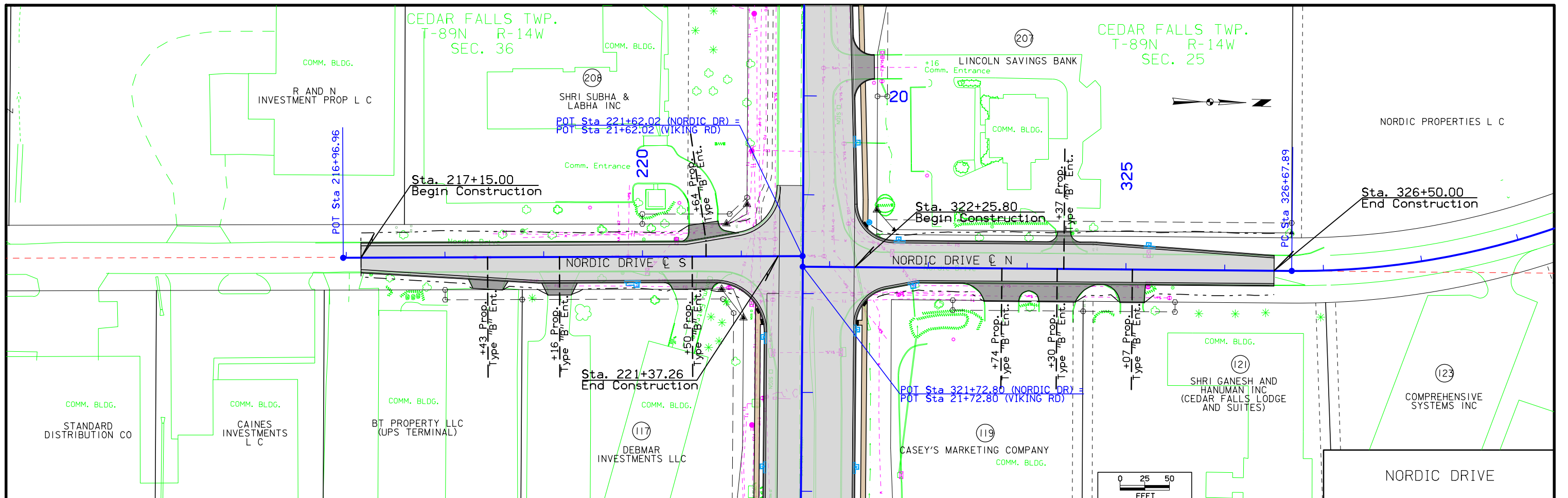




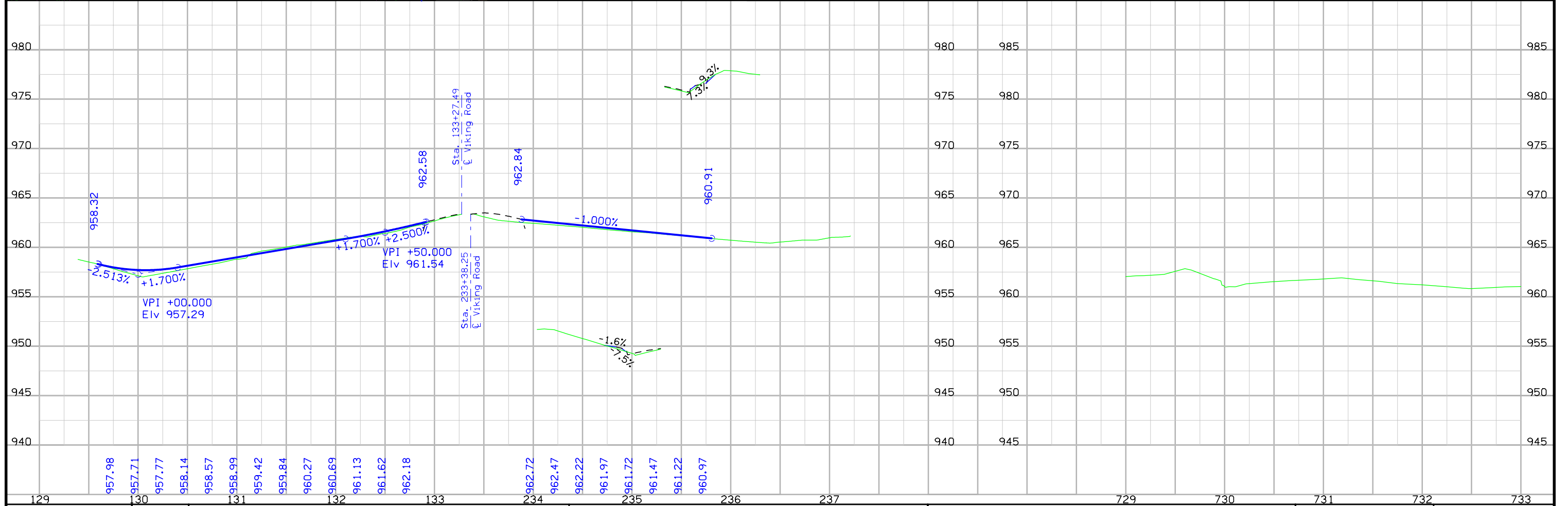
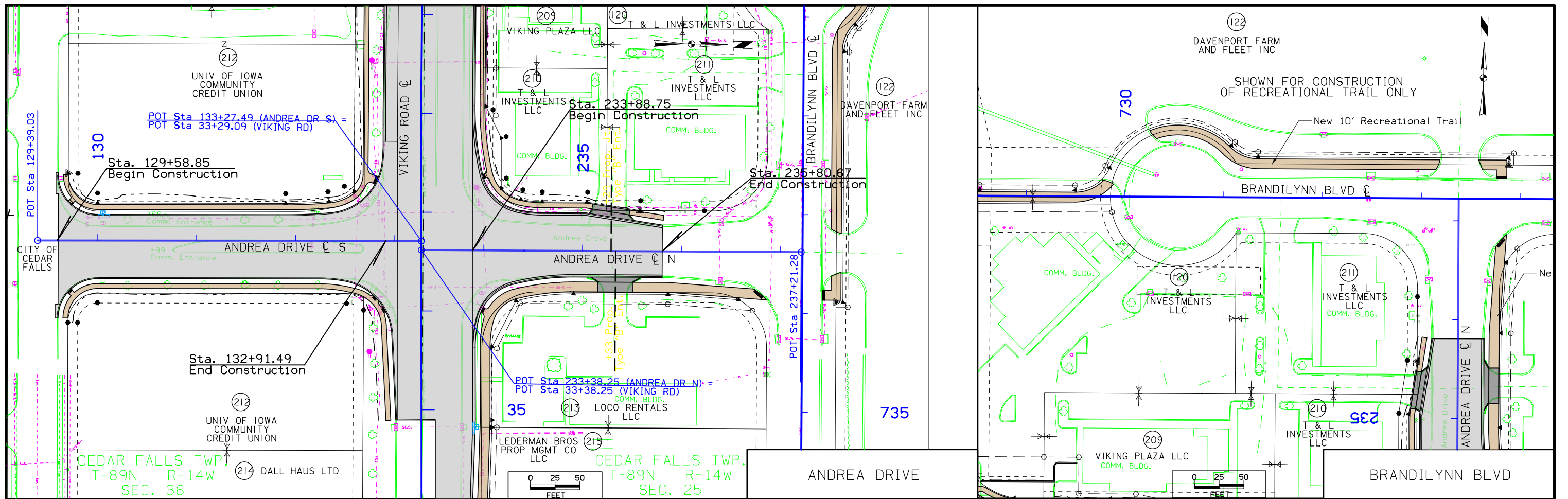




ENGLISH	IOWA DOT	DESIGN TEAM	<b>AECOM \ WIELE \ PAAR</b>	BLACK HAWK COUNTY	PROJECT NUMBER	<b>HSIPX-058-1(92)--3L-07</b>	SHEET NUMBER	<b>E.3</b>
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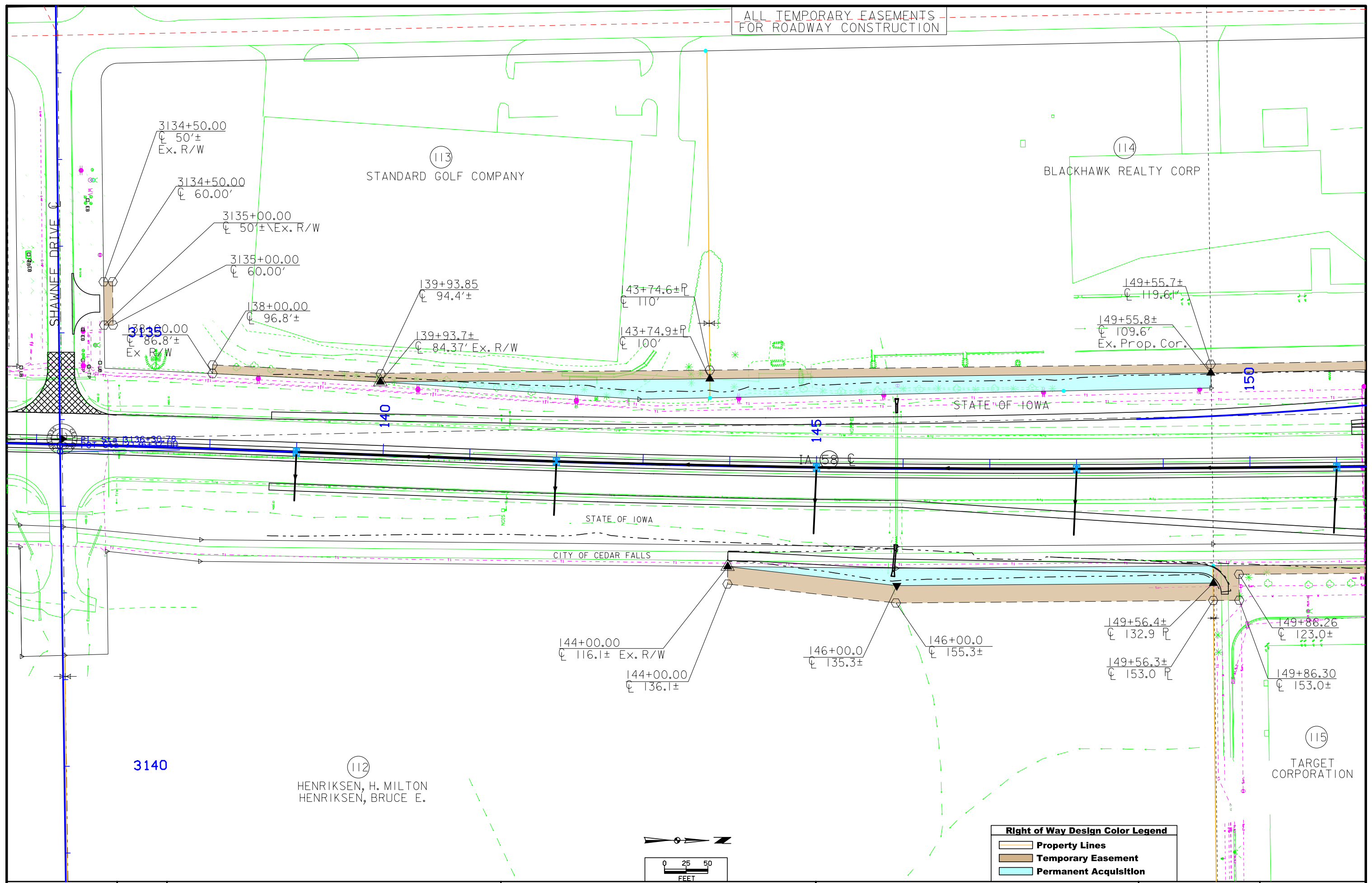








ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION



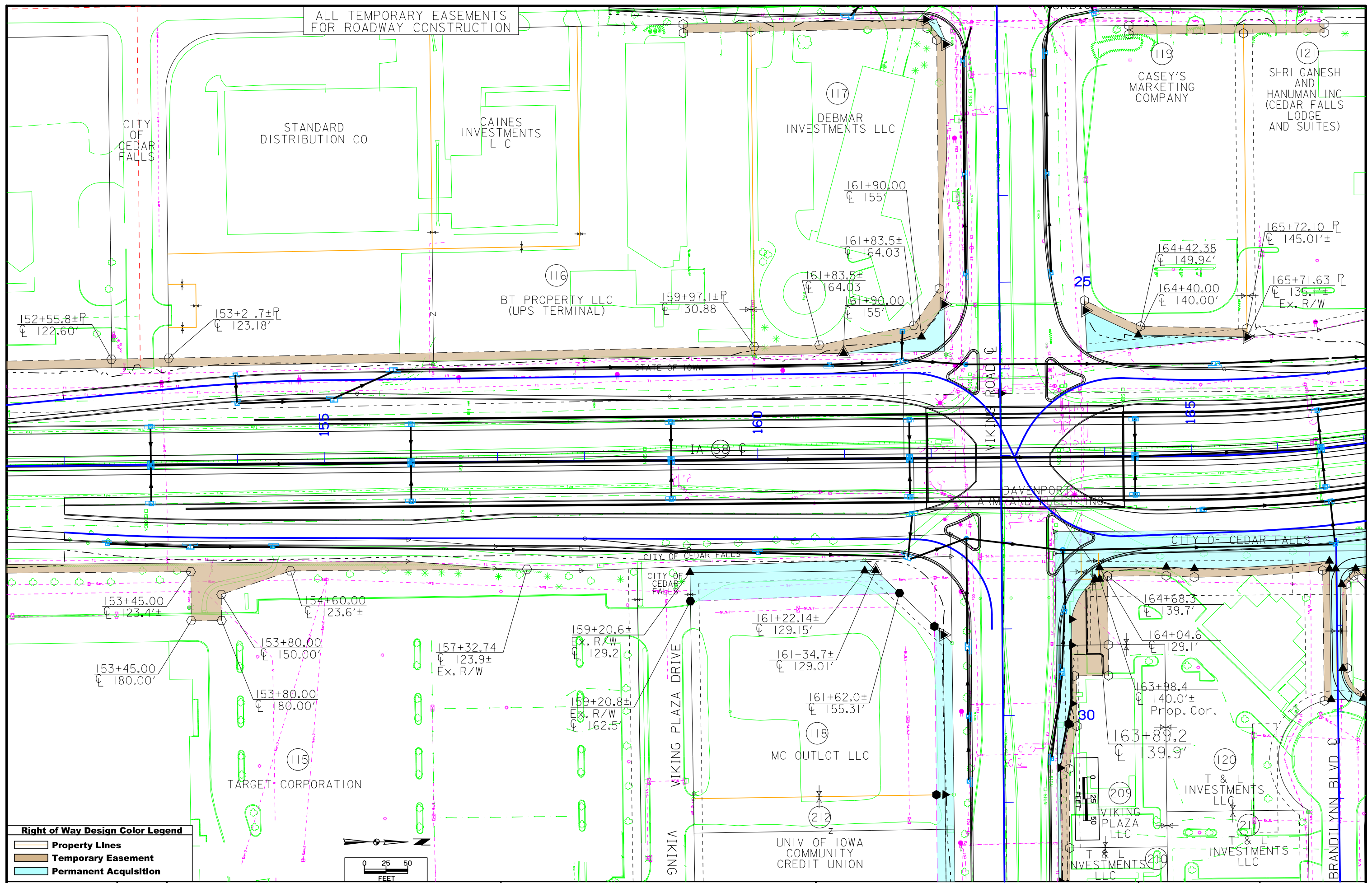
3140

(112)  
HENRIKSEN, H. MILTON  
HENRIKSEN, BRUCE E.

**Right of Way Design Color Legend**

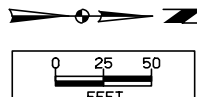
<span style="color: orange;">—</span>	Property Lines
<span style="color: brown;">—</span>	Temporary Easement
<span style="color: blue;">—</span>	Permanent Acquisition

ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION

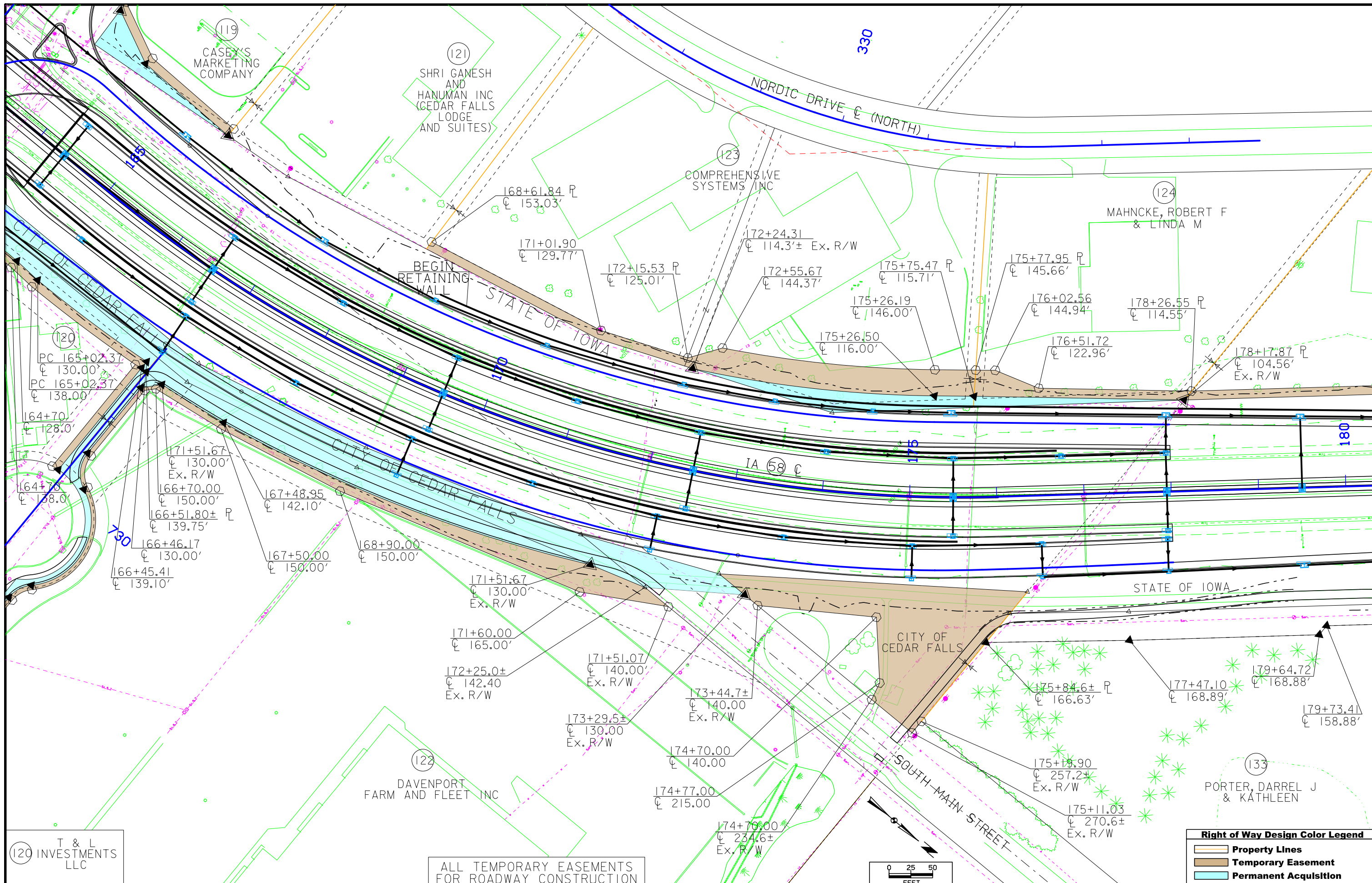


**Right of Way Design Color Legend**

	Property Lines
	Temporary Easement
	Permanent Acquisition





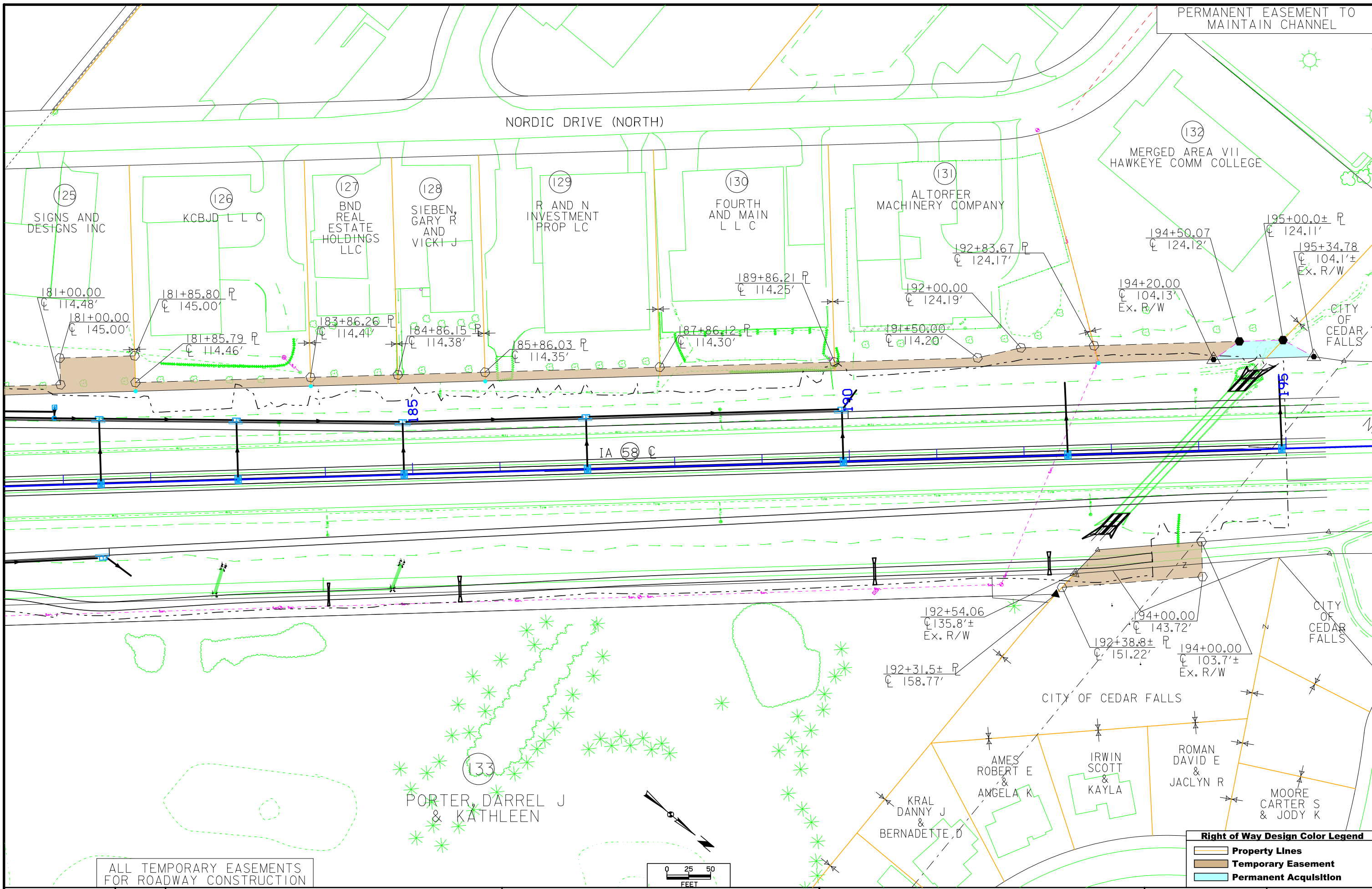


120 T & L INVESTMENTS LLC

ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION

**Right of Way Design Color Legend**

<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Property Lines
<span style="border: 1px dashed black; display: inline-block; width: 10px; height: 10px;"></span>	Temporary Easement
<span style="background-color: cyan; display: inline-block; width: 10px; height: 10px;"></span>	Permanent Acquisition



PERMANENT EASEMENT TO MAINTAIN CHANNEL

NORDIC DRIVE (NORTH)

(132)  
MERGED AREA VII  
HAWKEYE COMM COLLEGE

(125)  
SIGNS AND  
DESIGNS INC

(126)  
KCBJD L L C

(127)  
BND  
REAL  
ESTATE  
HOLDINGS  
LLC

(128)  
SIEBEN,  
GARY R  
AND  
VICKI J

(129)  
R AND N  
INVESTMENT  
PROP LC

(130)  
FOURTH  
AND MAIN  
L L C

(131)  
ALTORFER  
MACHINERY COMPANY

181+00.00  
C 114.48'  
181+00.00  
C 145.00'

181+85.80 R  
C 145.00'  
181+85.79 R  
C 114.46'

183+86.26 R  
C 114.44'

184+86.15 R  
C 114.38'

185+86.03 R  
C 114.35'

187+86.12 R  
C 114.30'

189+86.21 R  
C 114.25'

192+83.67 R  
C 124.17'

192+00.00  
C 124.19'

191+50.00  
C 114.20'

194+50.07  
C 124.12'

194+20.00  
C 104.13'  
Ex. R/W

195+00.0± R  
C 124.11'

195+34.78  
C 104.1'±  
Ex. R/W

IA (58) C

192+54.06  
C 135.8'±  
Ex. R/W

192+31.5± R  
C 158.77'

194+00.00  
C 143.72'

192+38.8± R  
C 151.22'

194+00.00  
C 103.7'±  
Ex. R/W

(133)  
PORTER, DARREL J  
& KATHLEEN

KRAL  
DANNY J  
& BERNADETTE D

AMES  
ROBERT E  
& ANGELA K

IRWIN  
SCOTT  
& KAYLA

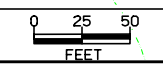
ROMAN  
DAVID E  
& JACLYN R

MOORE  
CARTER S  
& JODY K

**Right of Way Design Color Legend**

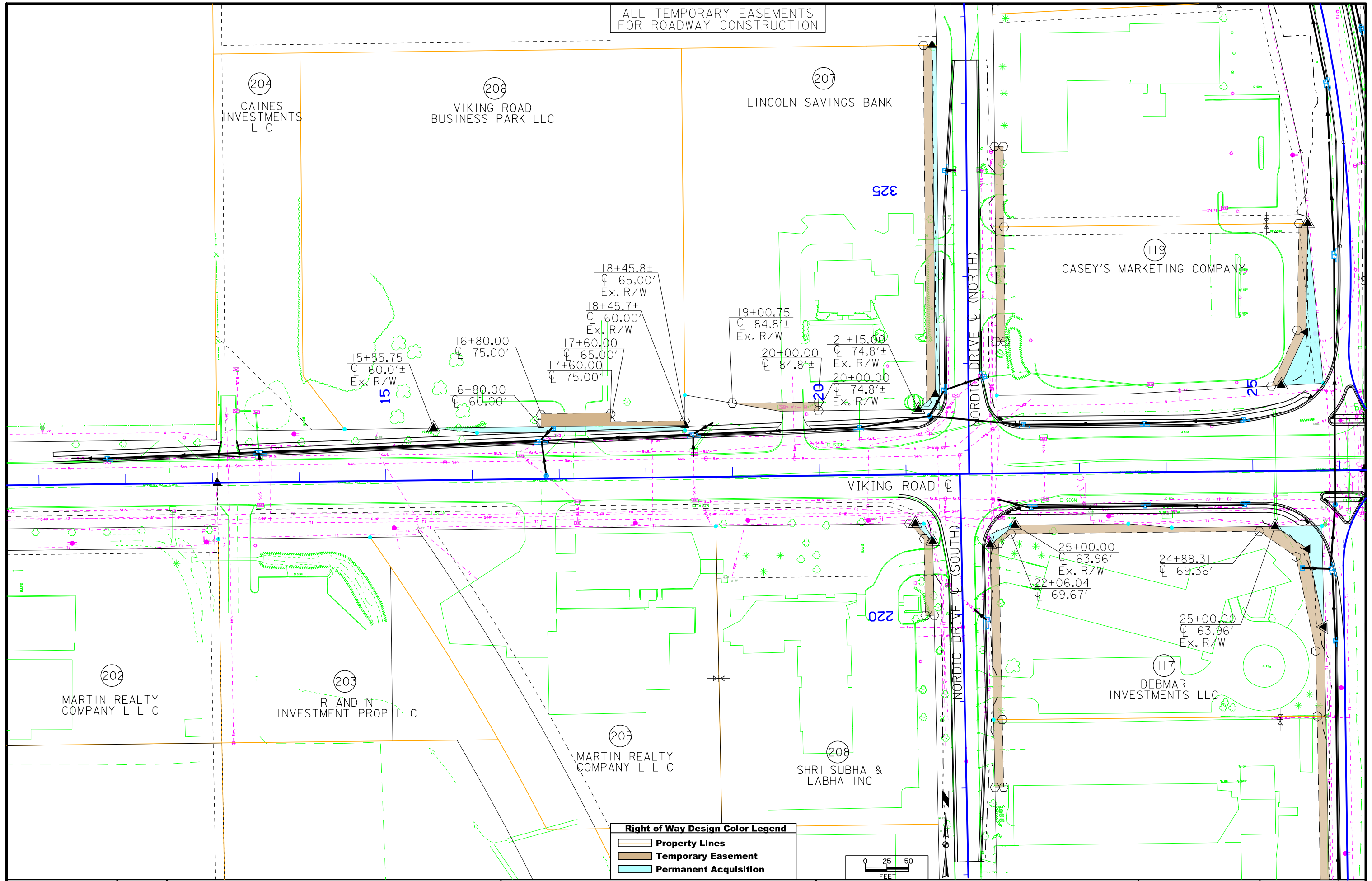
<span style="color: orange;">—</span>	Property Lines
<span style="color: brown;">—</span>	Temporary Easement
<span style="color: blue;">—</span>	Permanent Acquisition

ALL TEMPORARY EASEMENTS  
FOR ROADWAY CONSTRUCTION



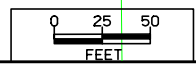


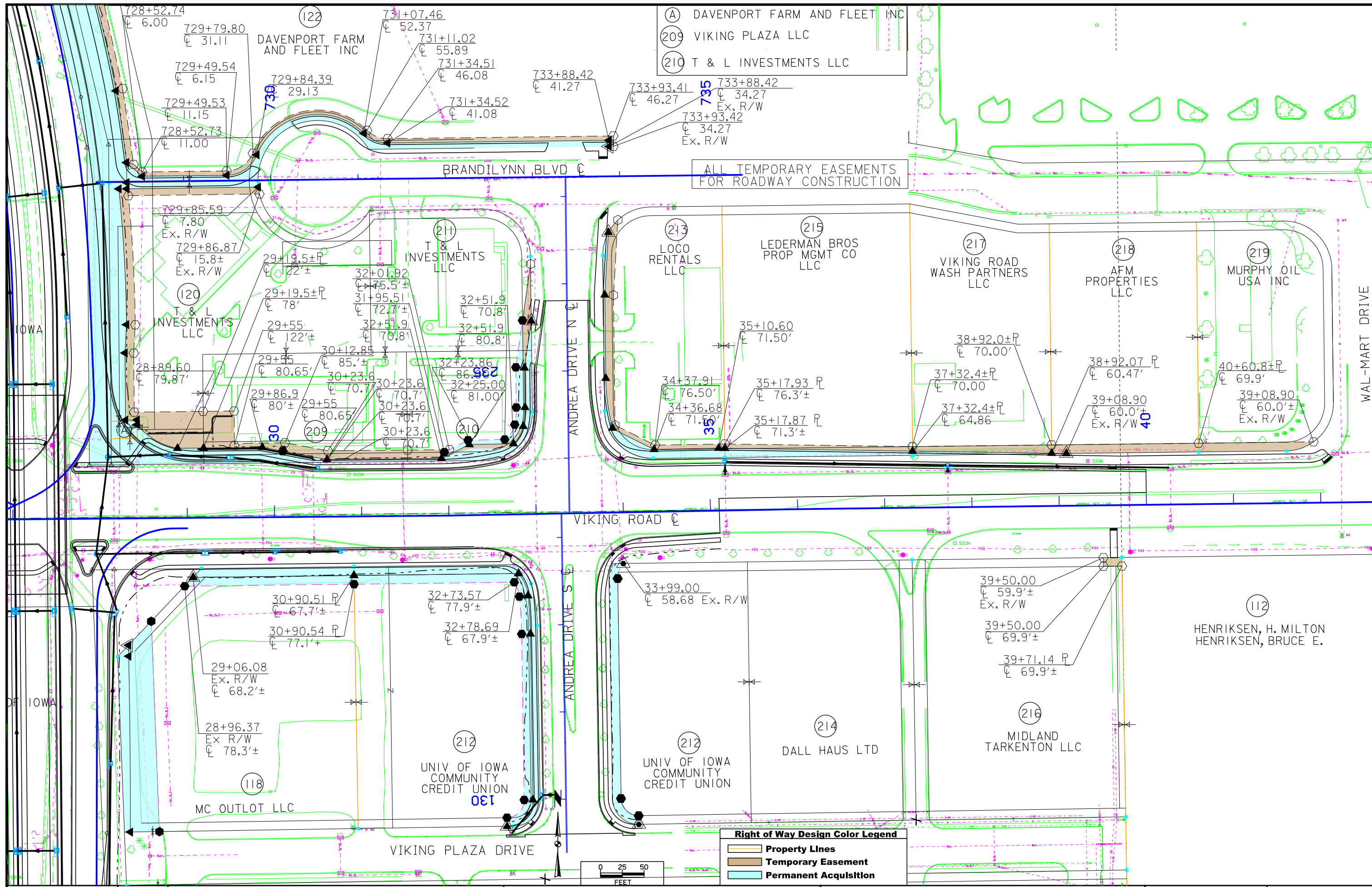
ALL TEMPORARY EASEMENTS  
FOR ROADWAY CONSTRUCTION



**Right of Way Design Color Legend**

<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Property Lines
<span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px;"></span>	Temporary Easement
<span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span>	Permanent Acquisition



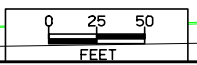


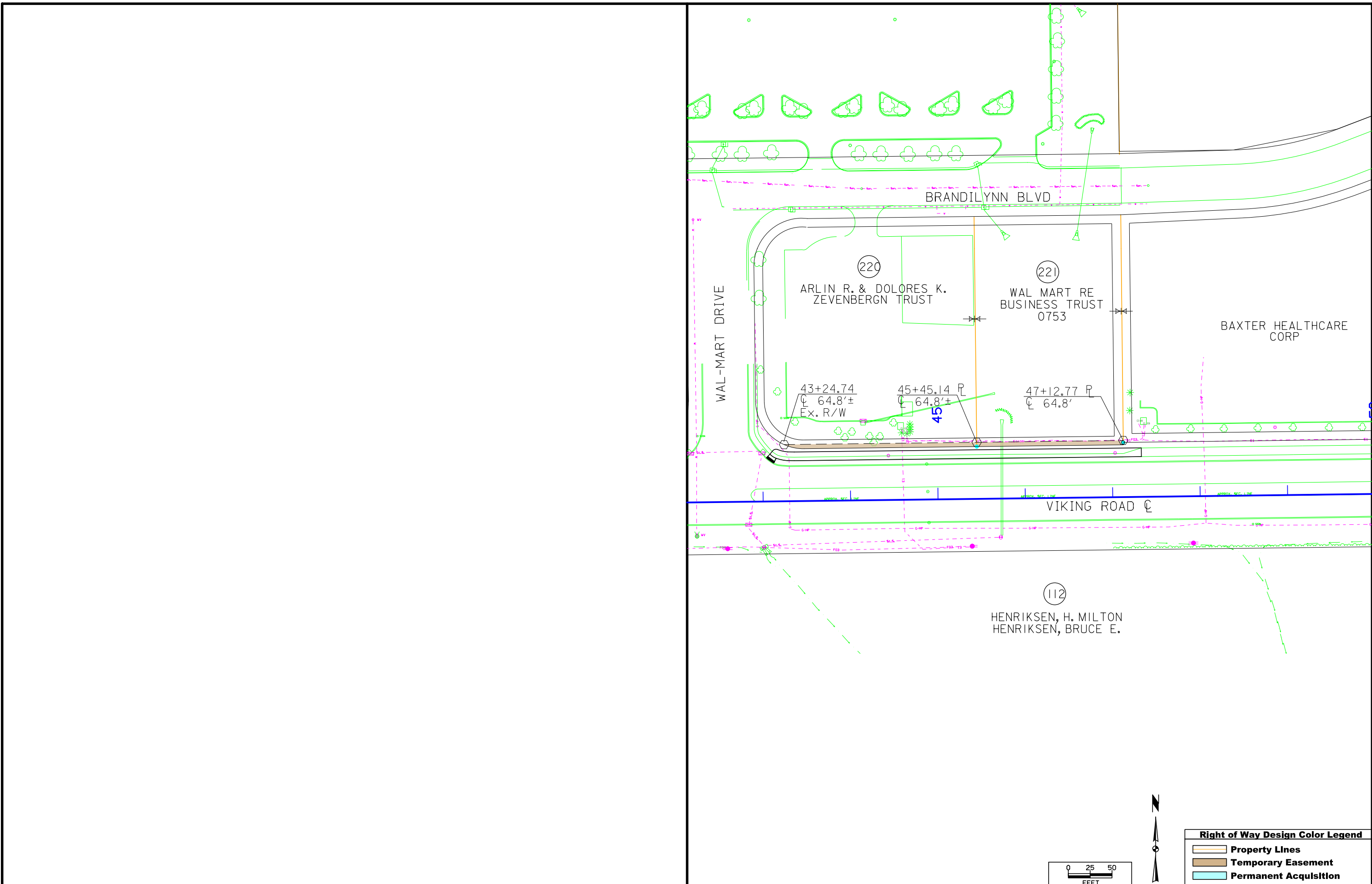
- (A) DAVENPORT FARM AND FLEET INC
- (209) VIKING PLAZA LLC
- (210) T & L INVESTMENTS LLC

ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION

**Right of Way Design Color Legend**

<span style="color: red;">—</span>	Property Lines
<span style="color: orange;">—</span>	Temporary Easement
<span style="color: cyan;">—</span>	Permanent Acquisition

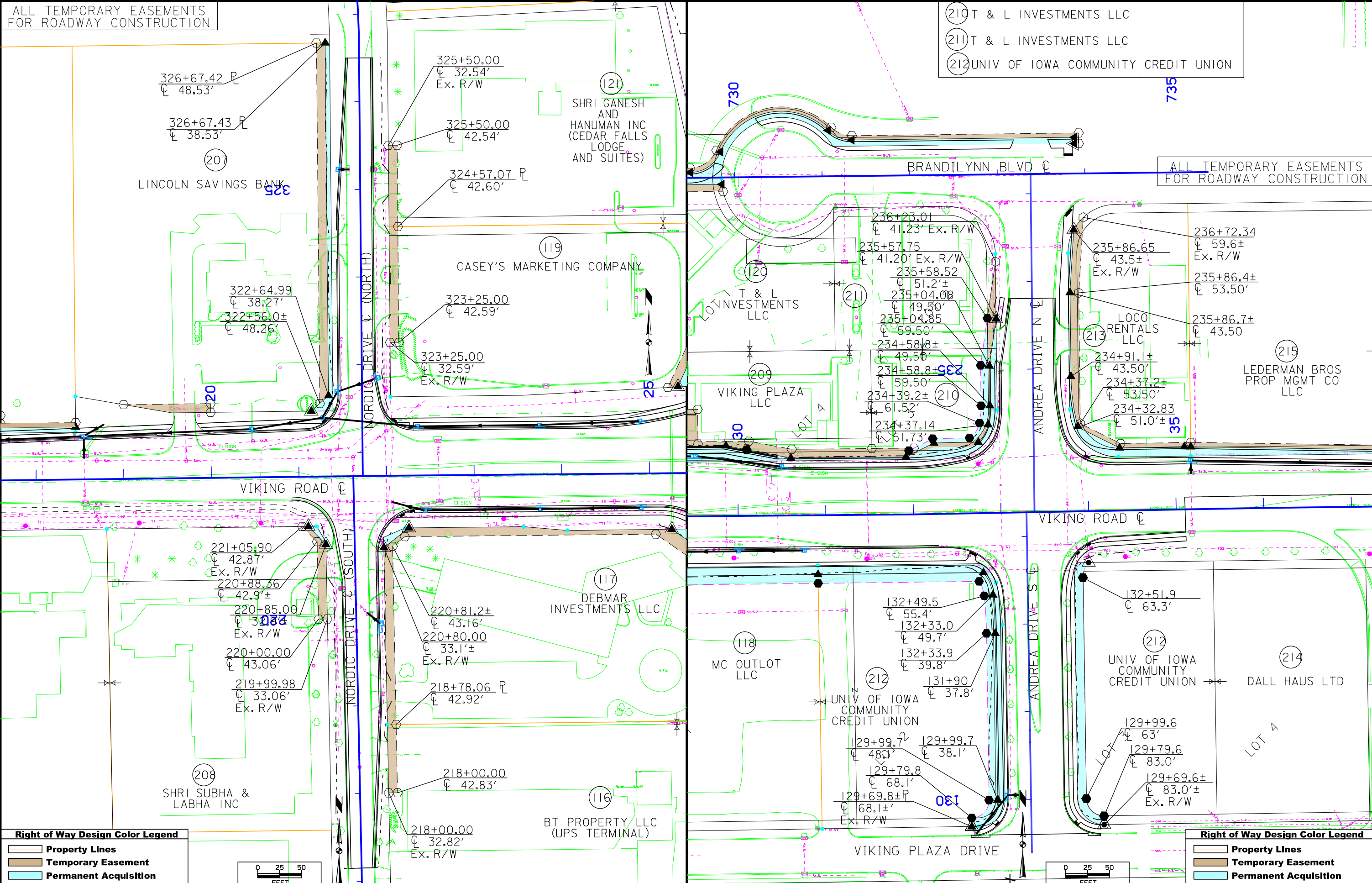






ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION

- (210) T & L INVESTMENTS LLC
- (211) T & L INVESTMENTS LLC
- (212) UNIV OF IOWA COMMUNITY CREDIT UNION



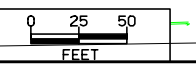
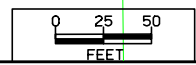
ALL TEMPORARY EASEMENTS FOR ROADWAY CONSTRUCTION

**Right of Way Design Color Legend**

- Property Lines
- Temporary Easement
- Permanent Acquisition

**Right of Way Design Color Legend**

- Property Lines
- Temporary Easement
- Permanent Acquisition





CEDAR FALLS TWP.  
T-89N R-14W  
SEC. 36

RAMP C CURVE DATA		
Curve RMP-VIK-C-1 Data	Curve RMP-VIK-C-2 Data	Curve RMP-VIK-C-3 Data
$\Delta = 4^{\circ} 00' 38.54''$ (LT)	$\Delta = 65^{\circ} 14' 35.09''$ (RT)	$\Delta = 4^{\circ} 50' 08.61''$ (RT)
T = 140.06	T = 79.37	T = 84.45
L = 280.00	L = 141.20	L = 168.80
R = 4,000.00	R = 124.00	R = 2,000.00
E = 2.45	E = 23.22	E = 1.78

RAMP C

PC Sta. 3148+70.00 (RMP-VIK-C) =  
POT Sta. 148+70.00, 57' LT (IA58)  
See Detail Sheets K.3 & K.5

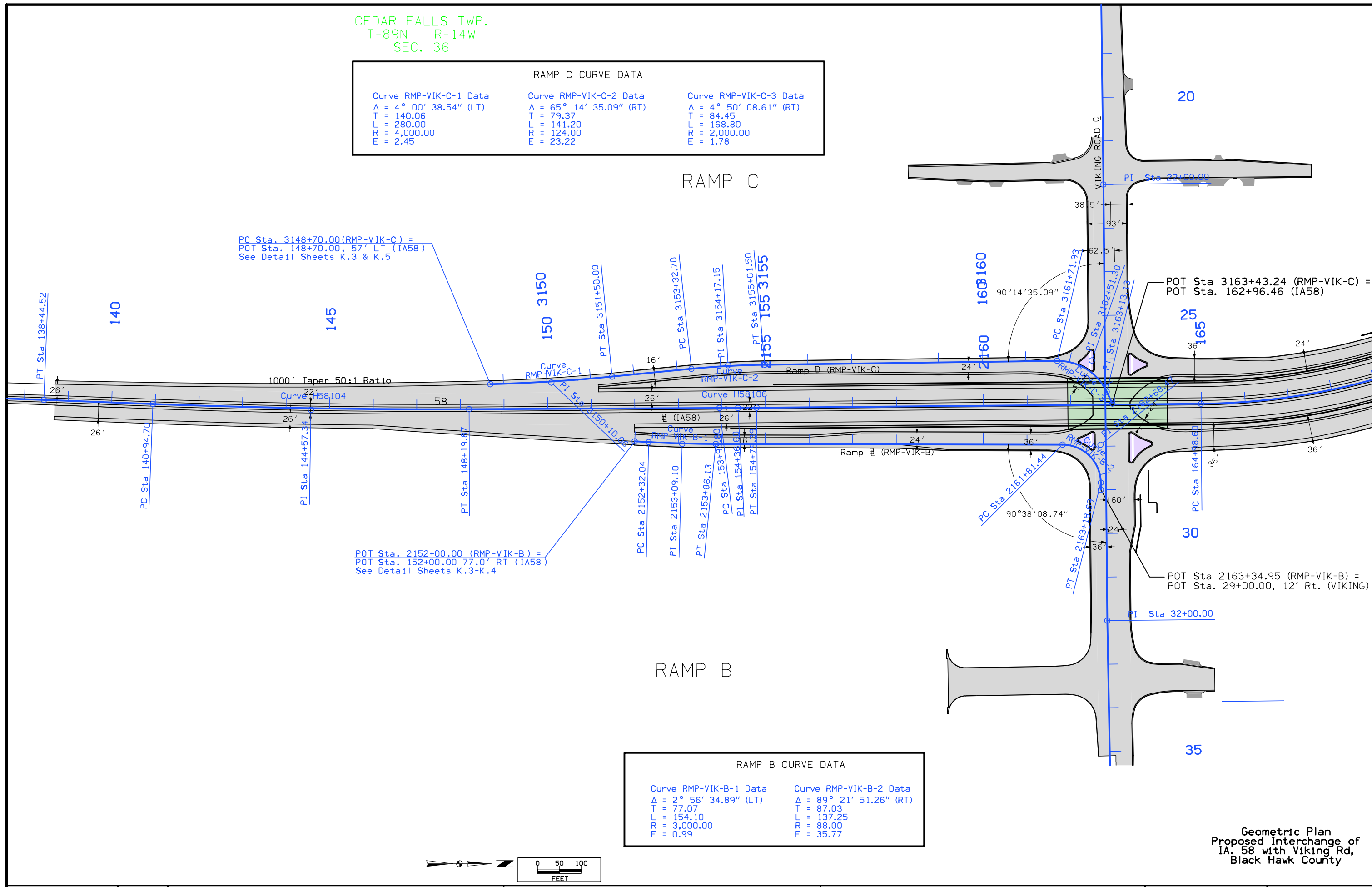
POT Sta. 2152+00.00 (RMP-VIK-B) =  
POT Sta. 152+00.00, 77.0' RT (IA58)  
See Detail Sheets K.3-K.4

RAMP B CURVE DATA	
Curve RMP-VIK-B-1 Data	Curve RMP-VIK-B-2 Data
$\Delta = 2^{\circ} 56' 34.89''$ (LT)	$\Delta = 89^{\circ} 21' 51.26''$ (RT)
T = 77.07	T = 87.03
L = 154.10	L = 137.25
R = 3,000.00	R = 88.00
E = 0.99	E = 35.77

RAMP B



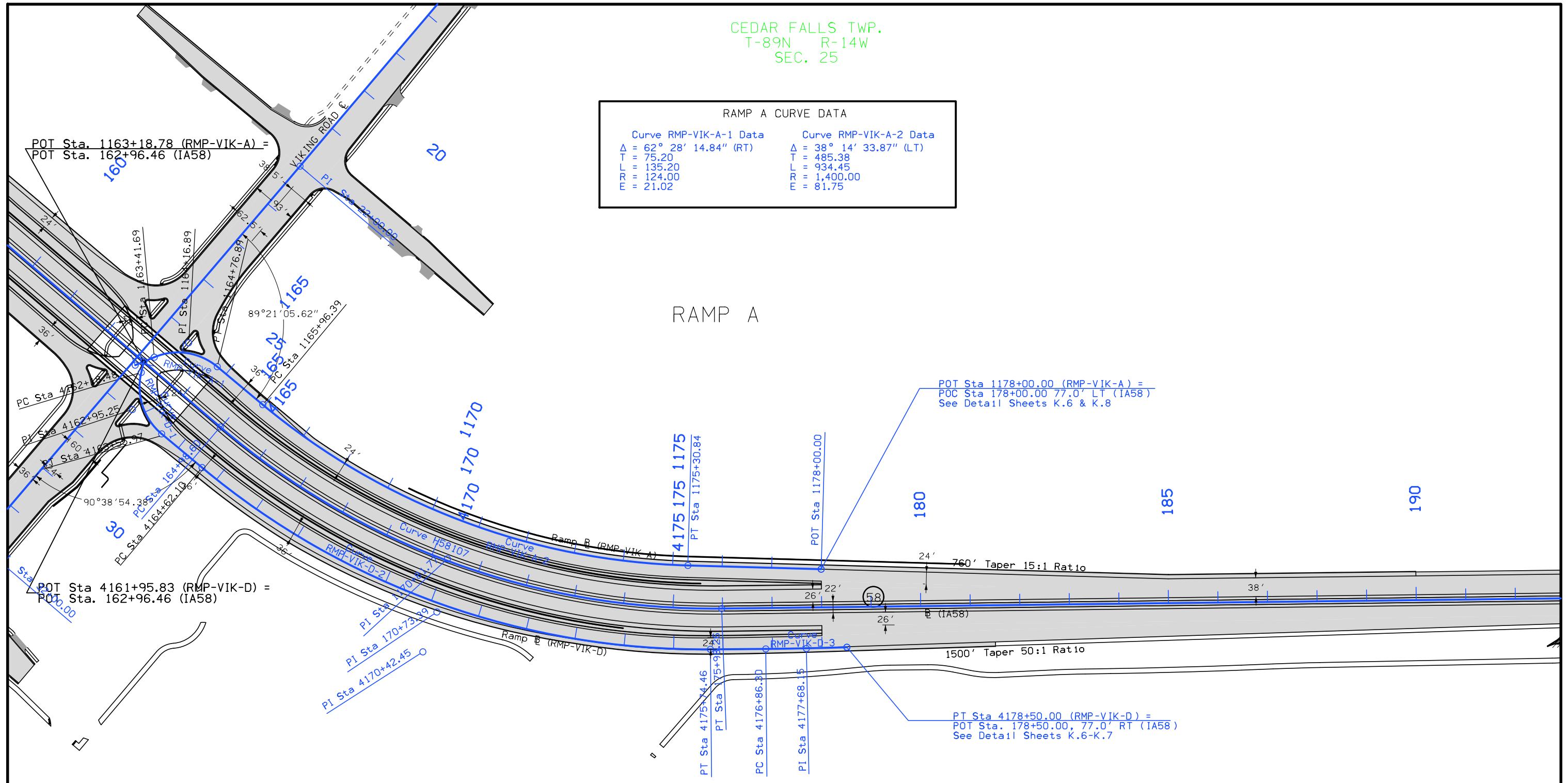
Geometric Plan  
Proposed Interchange of  
IA. 58 with Viking Rd,  
Black Hawk County



CEDAR FALLS TWP.  
T-89N R-14W  
SEC. 25

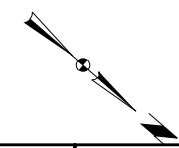
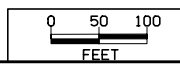
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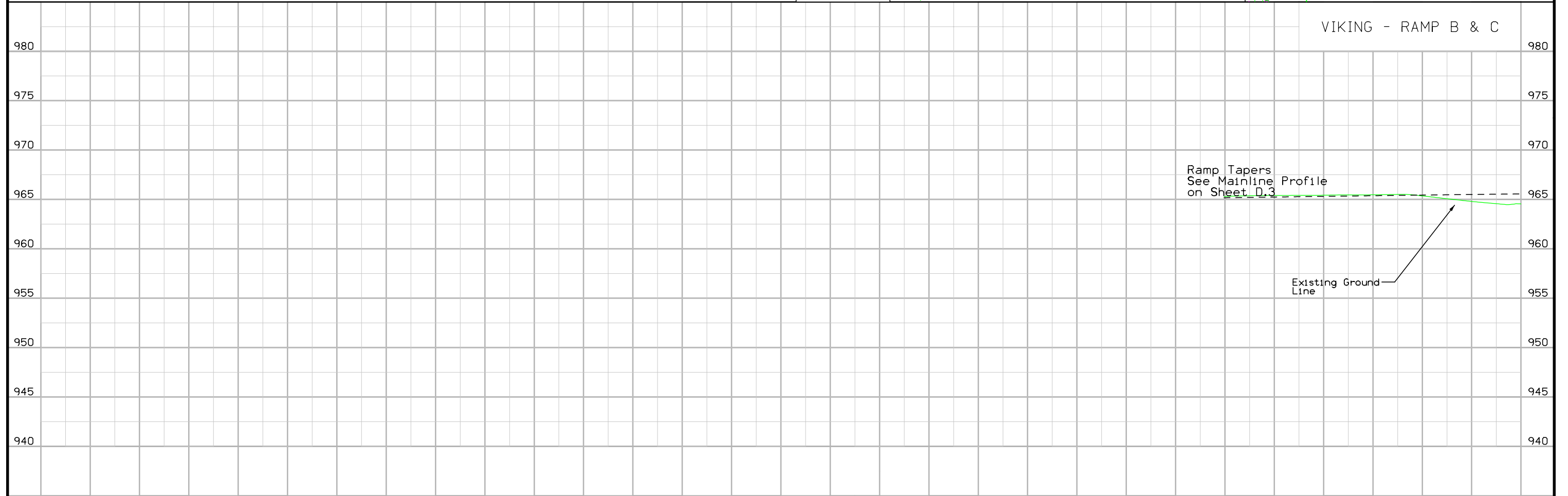
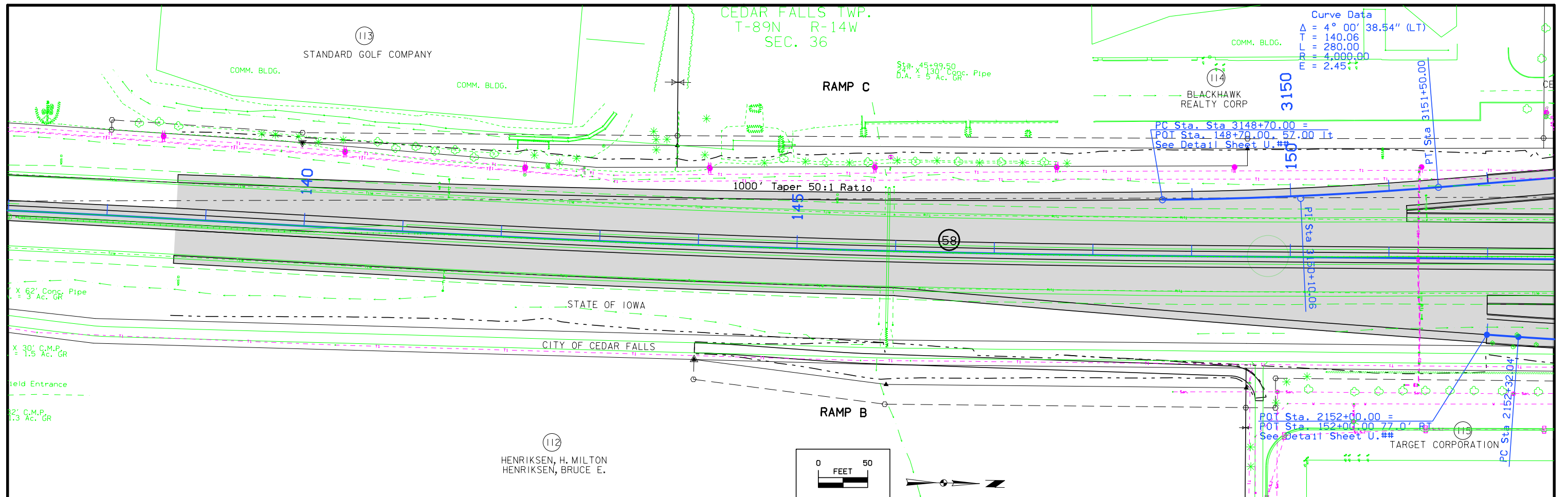
Curve RMP-VIK-A-1 Data		Curve RMP-VIK-A-2 Data	
$\Delta$ = 62° 28' 14.84" (RT)	T = 75.20	$\Delta$ = 38° 14' 33.87" (LT)	T = 485.38
L = 135.20	R = 124.00	L = 934.45	R = 1,400.00
E = 21.02		E = 81.75	

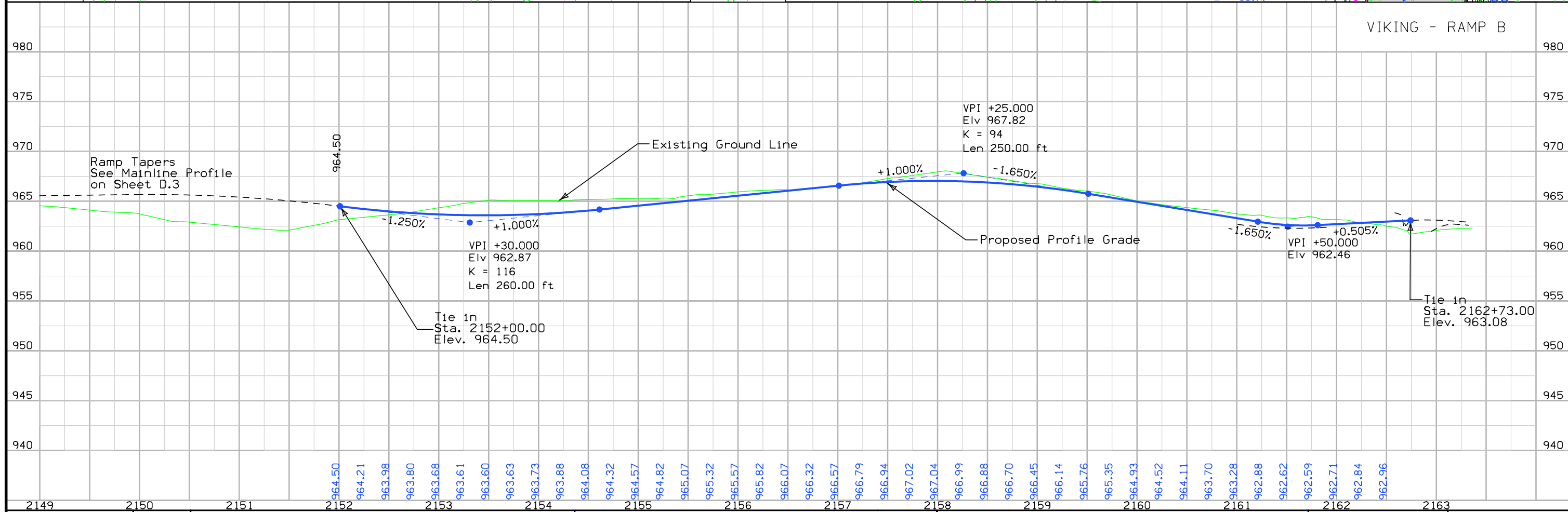
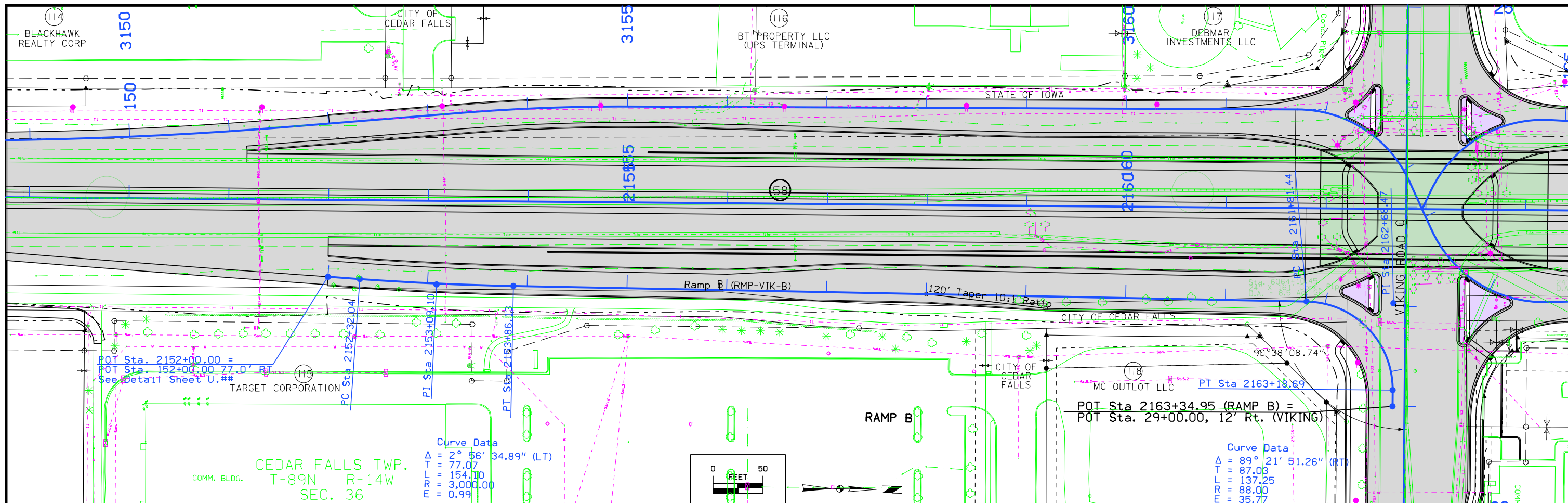


RAMP D CURVE DATA

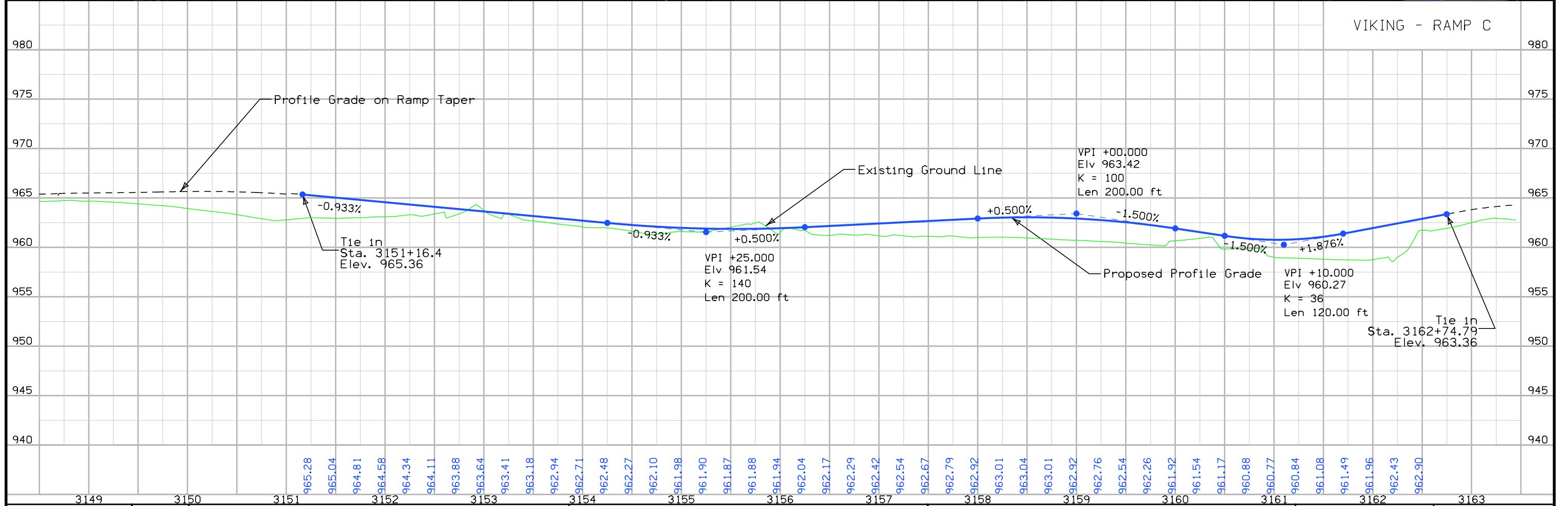
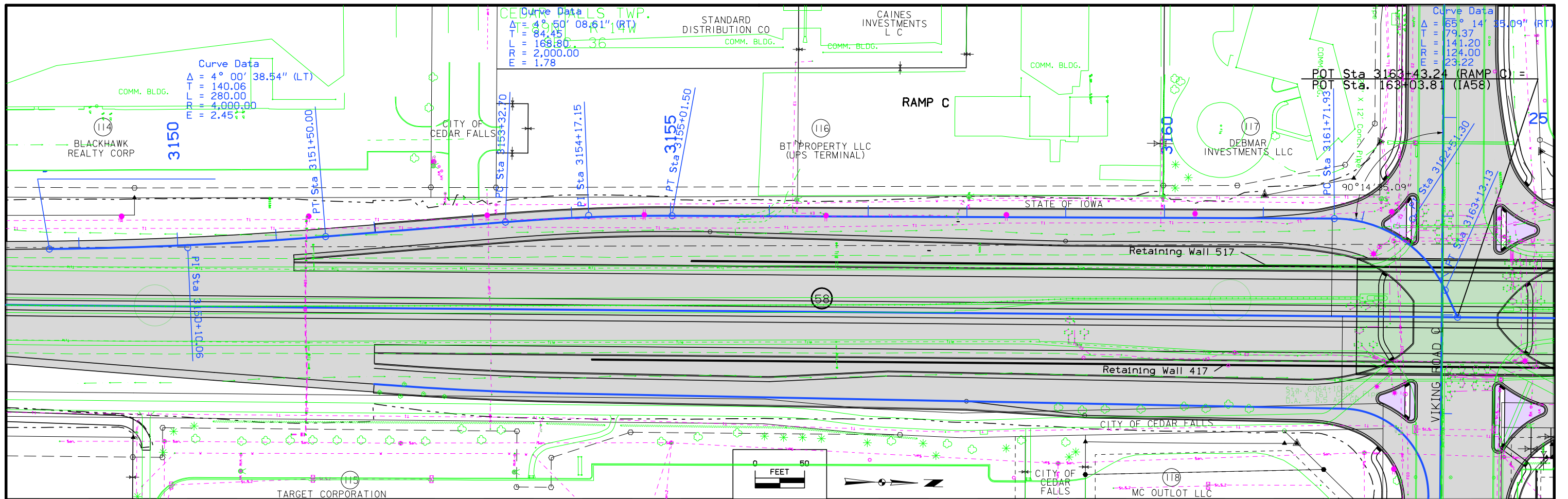
Curve RMP-VIK-D-1 Data	Curve RMP-VIK-D-2 Data	Curve RMP-VIK-D-3 Data
$\Delta$ = 63° 31' 45.16" (LT)	$\Delta$ = 40° 20' 15.58" (LT)	$\Delta$ = 1° 20' 23.59" (LT)
T = 76.78	T = 580.35	T = 81.85
L = 137.49	L = 1,112.36	L = 163.70
R = 124.00	R = 1,580.00	R = 7,000.00
E = 21.84	E = 103.21	E = 0.48

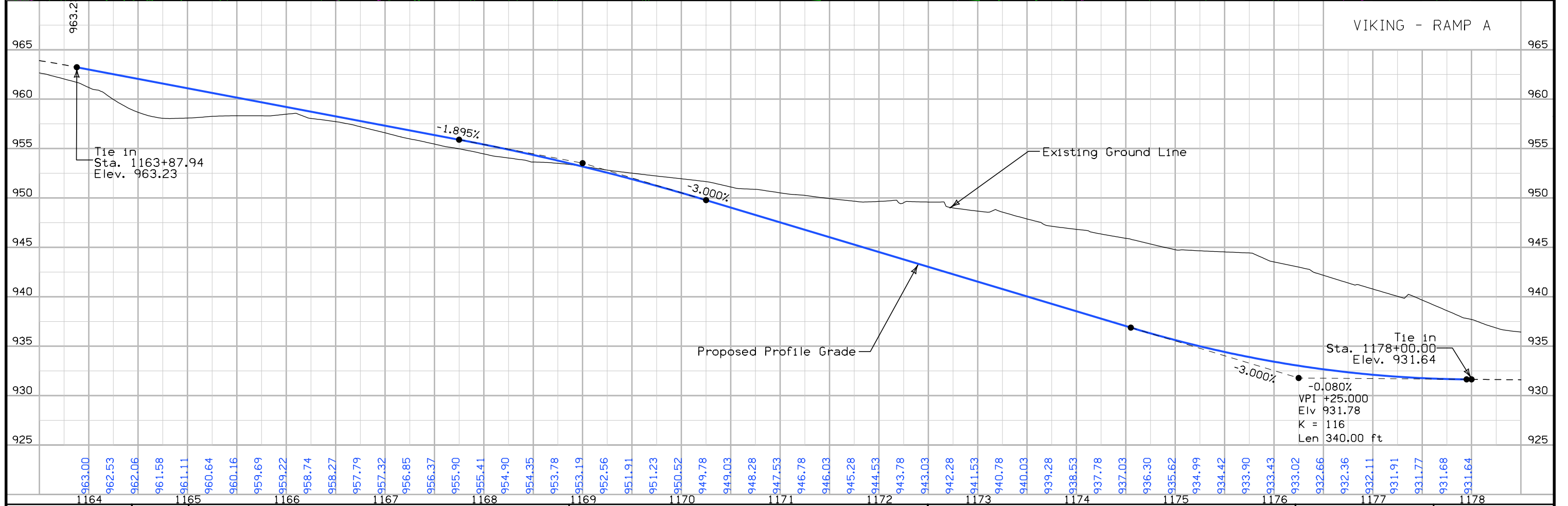
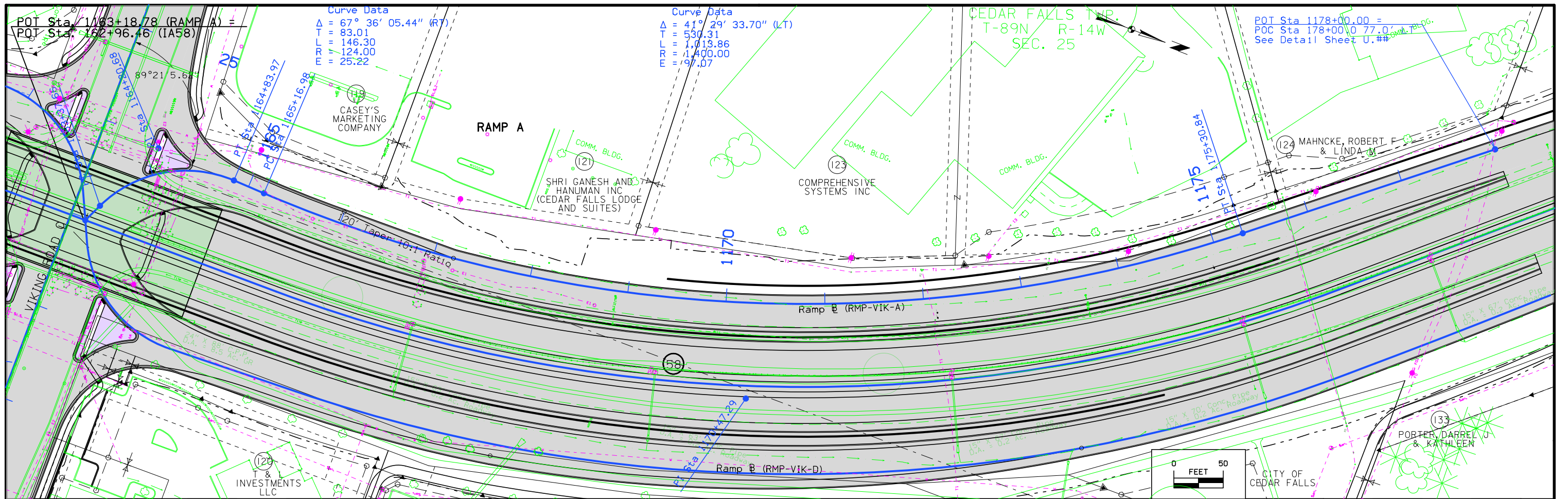






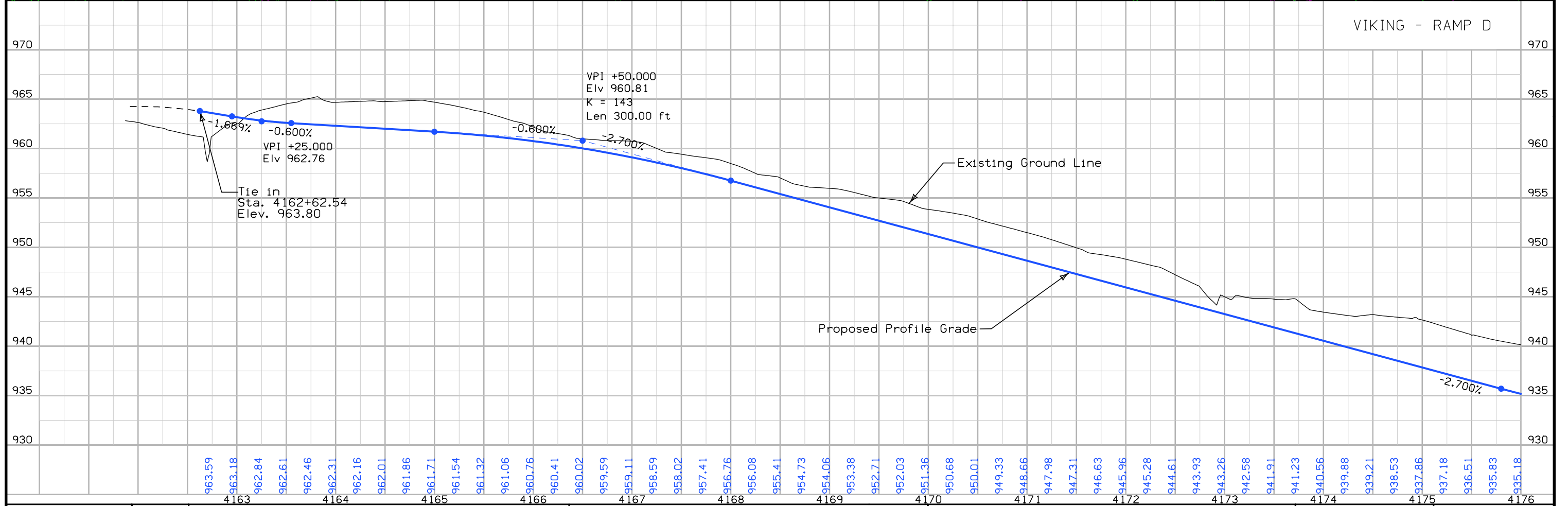
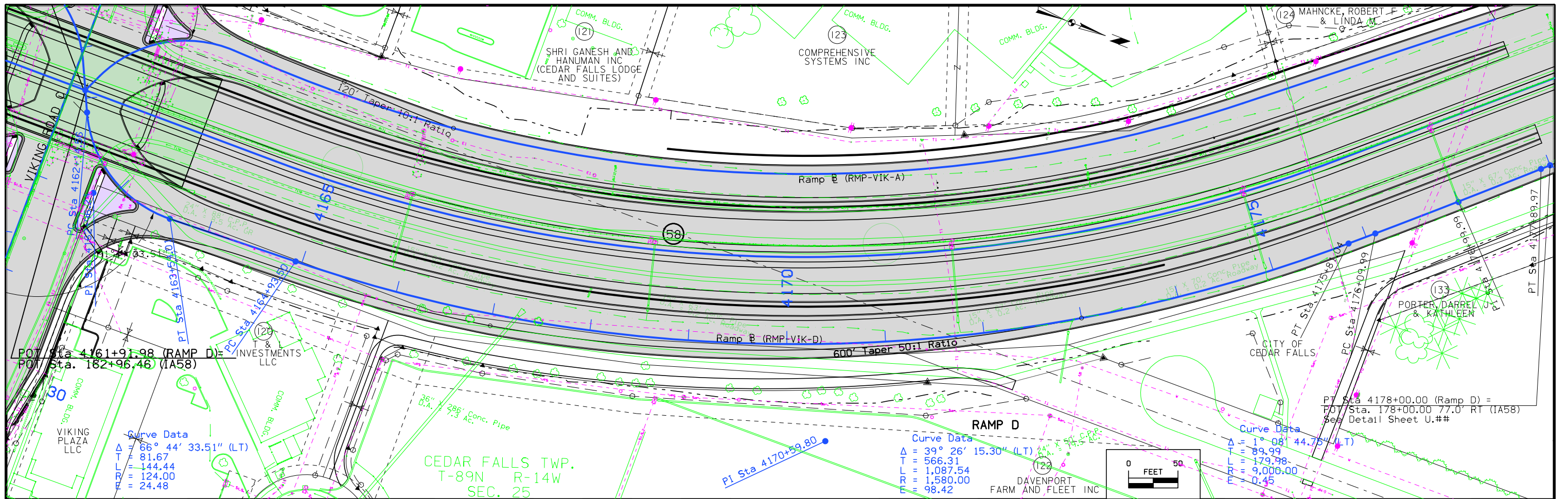


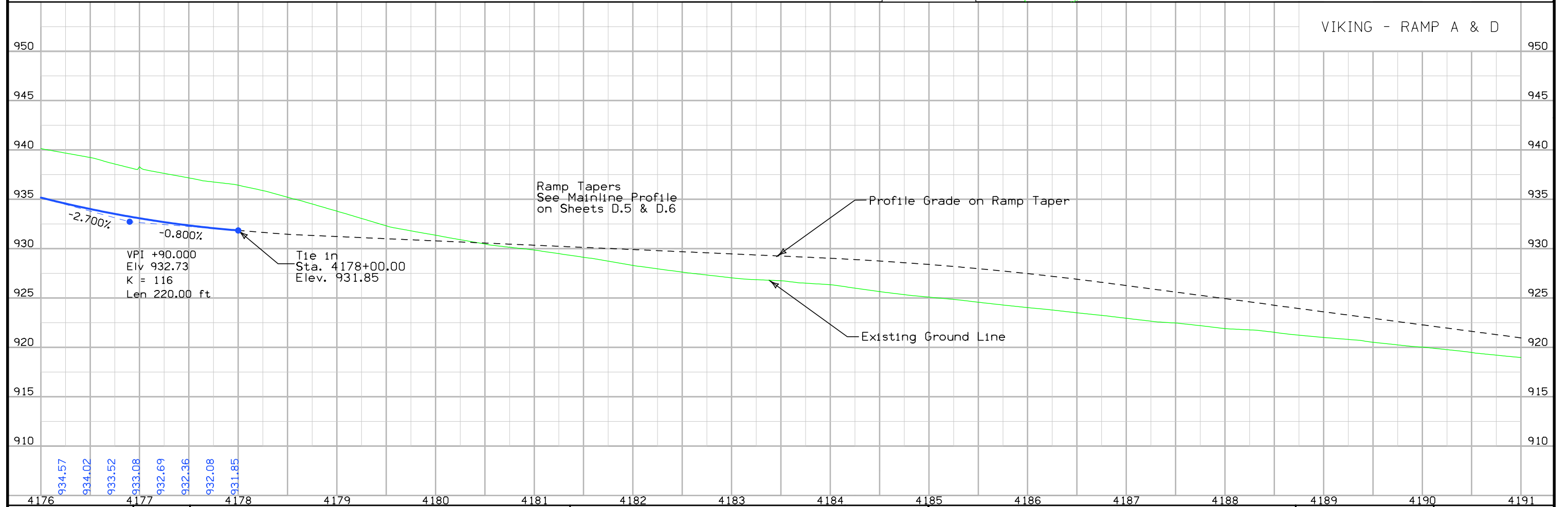
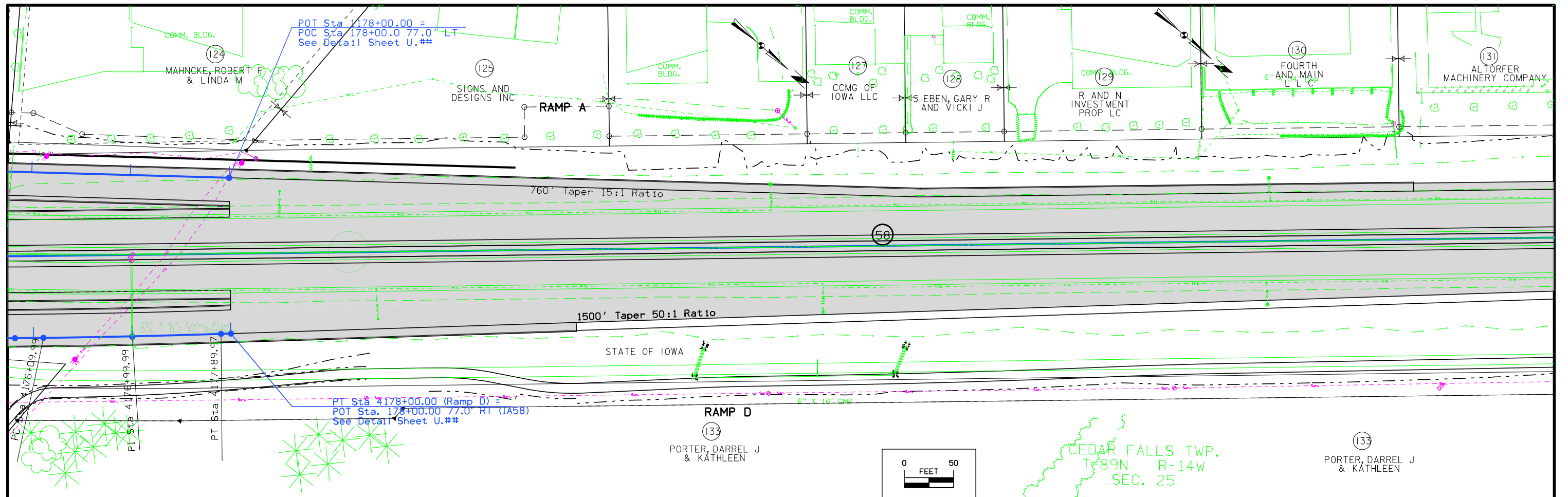




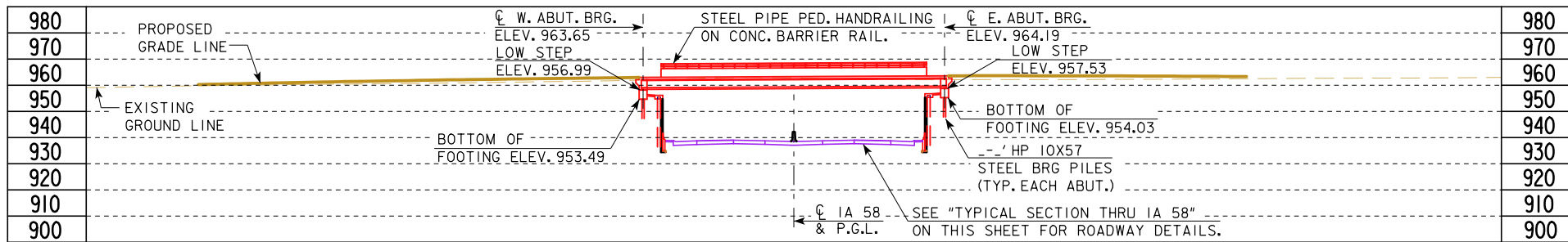
ENGLISH	IOWA DOT	DESIGN TEAM	<b>AECOM \ WIELE \ PAAR</b>	BLACK HAWK COUNTY	PROJECT NUMBER	<b>HSIPX-058-1(92)--3L-07</b>	SHEET NUMBER	<b>K.6</b>
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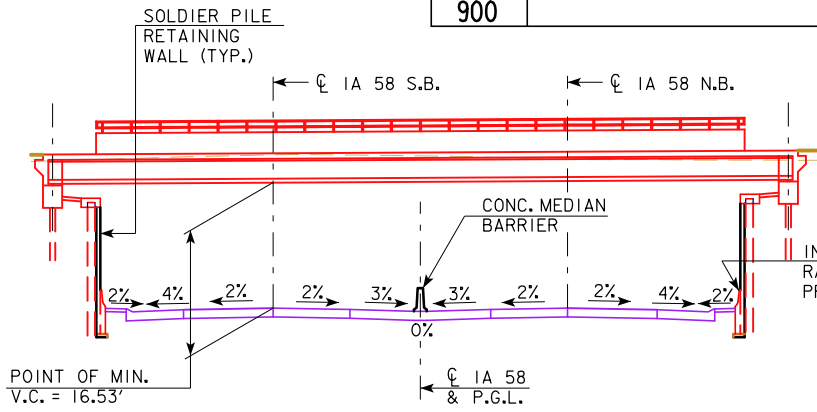




BENCH MARK: NO. 520 - STA. 25+82.9 VIKING RD., 62.2' RT., FOUND "X" ON NORTHERLY BOLT OF FIRE HYDRANT IS SW QUADRANT OF VIKING ROAD & IA 58, ELEV. 962.270 (= AS-BUILT PLAN BM #203 ELEV. 962.37)

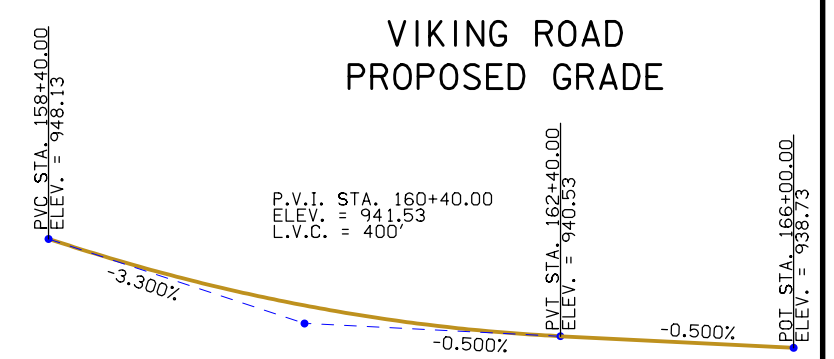
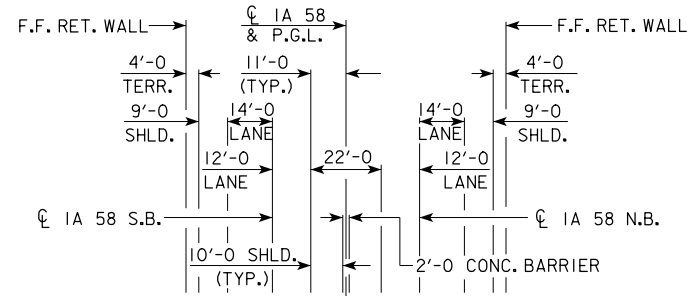
P.V.I. STA. 26+95.00  
ELEV. = 964.86  
L.V.C. = 210'

P.V.I. STA. 160+40.00  
ELEV. = 941.53  
L.V.C. = 400'



TYPICAL SECTION THRU IA 58  
(LOOKING UPSTATION UNDER STRUCTURE)

LONGITUDINAL SECTION ALONG CENTERLINE CONSTRUCTION VIKING ROAD



VIKING ROAD PROPOSED GRADE

IA 58 PROPOSED GRADE

MINIMUM VERTICAL CLEARANCE

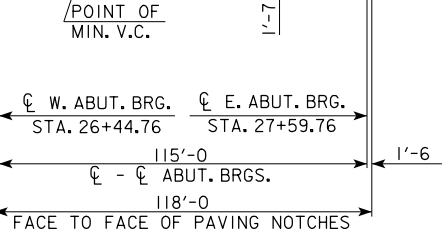
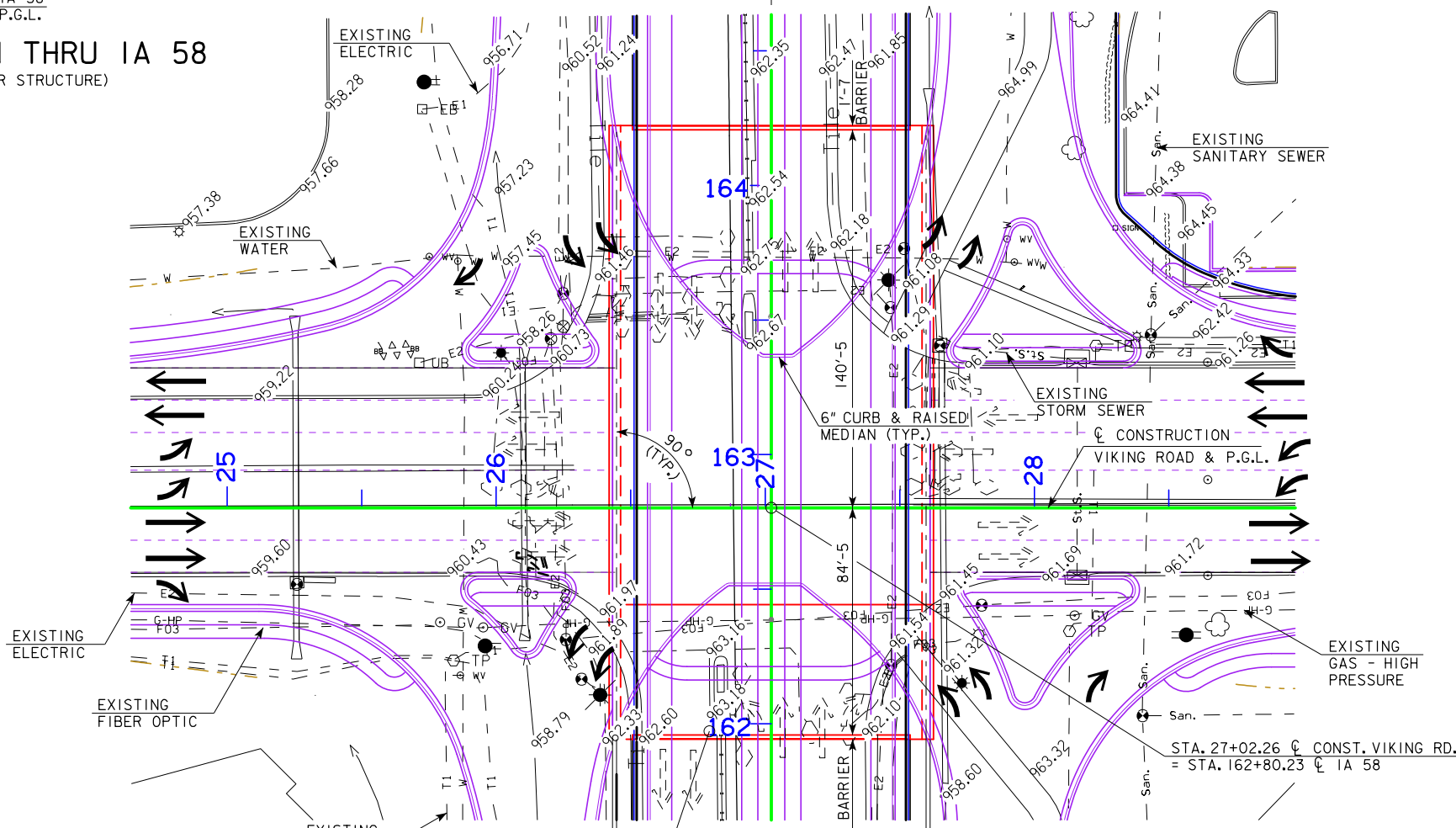
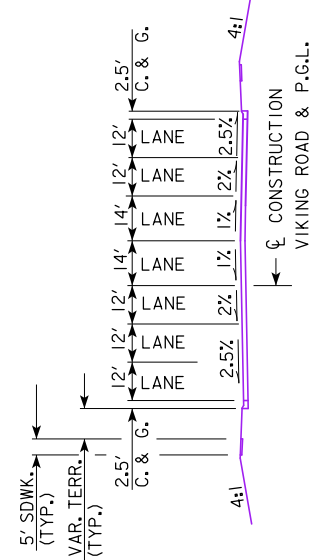
OVERHEAD STATION = 26+79.26, 84.25' RT.  
OVERHEAD ELEVATION = 962.76  
DEPTH OF SUPERSTRUCTURE = 4.87'  
UNDERPASS STATION = 161+95.98, 23.0' LT.  
UNDERPASS ELEVATION = 941.36  
REQUIRED MIN. VERT. CLEARANCE = 16.50'  
PROVIDED MIN. VERT. CLEARANCE = 16.53'

NOTES:  
TL-4 BRIDGE RAILING PROPOSED.  
BEAM TYPE - BTC.  
BRIDGE AESTHETICS TO BE INCORPORATED DURING FINAL DESIGN.

TRAFFIC ESTIMATE

IA 58			VIKING ROAD		
2013 AADT	24,200	V.P.D.	2013 AADT	12,950	V.P.D.
2040 AADT	46,150	V.P.D.	2040 AADT	22,950	V.P.D.
2040 DHV	3,665	V.P.H.	2040 DHV	2,620	V.P.H.
TRUCKS	5 %		TRUCKS	5 %	
TOTAL DESIGN ESALS			TOTAL DESIGN ESALS		

TYPICAL APPROACH SECTION



SITUATION PLAN

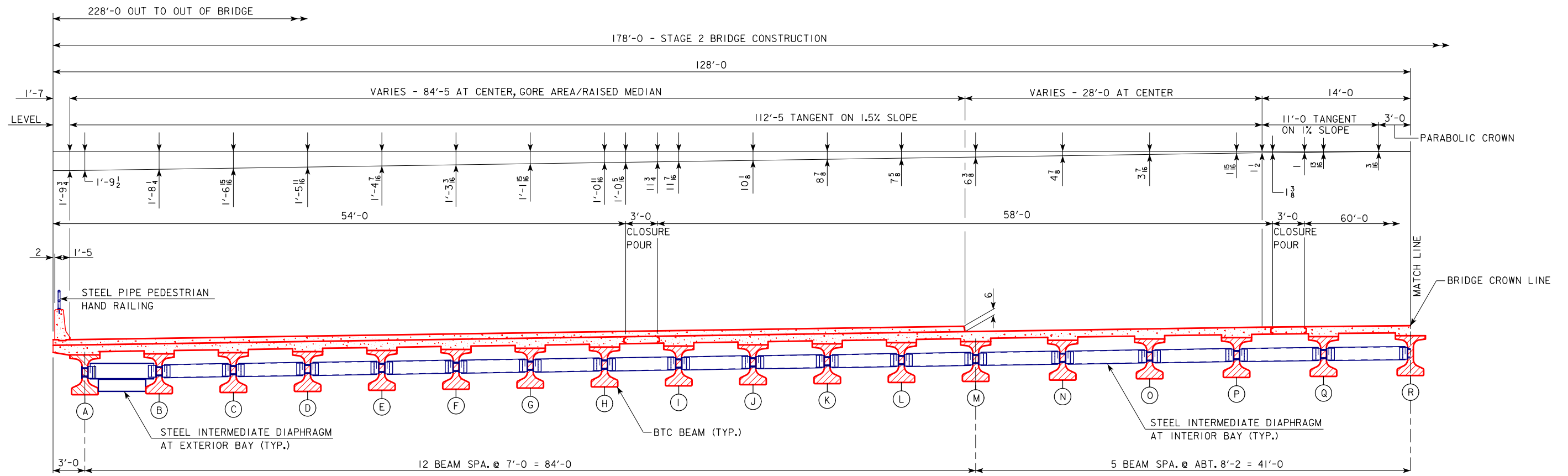
- UTILITIES LEGEND:
- E1 - ELECTRICAL - CEDAR FALLS UTILITIES
  - E2 - ELECTRICAL - CEDAR FALLS UTILITIES
  - F01 - FIBER OPTICS - CENTURY LINK
  - F02 - FIBER OPTICS - MEDIACOM
  - F03 - FIBER OPTICS - CEDAR FALLS UTILITIES
  - G-HP - GAS HIGH PRESSURE - CEDAR FALLS UTILITIES
  - SAN - SANITARY - CEDAR FALLS UTILITIES
  - ST.S. - STORM SEWER - CEDAR FALLS UTILITIES
  - ST.S.2 - STORM SEWER - PRIVATE
  - TI - TELEPHONE - CENTURYLINK
  - W - WATER - CEDAR FALLS UTILITIES

LOCATION

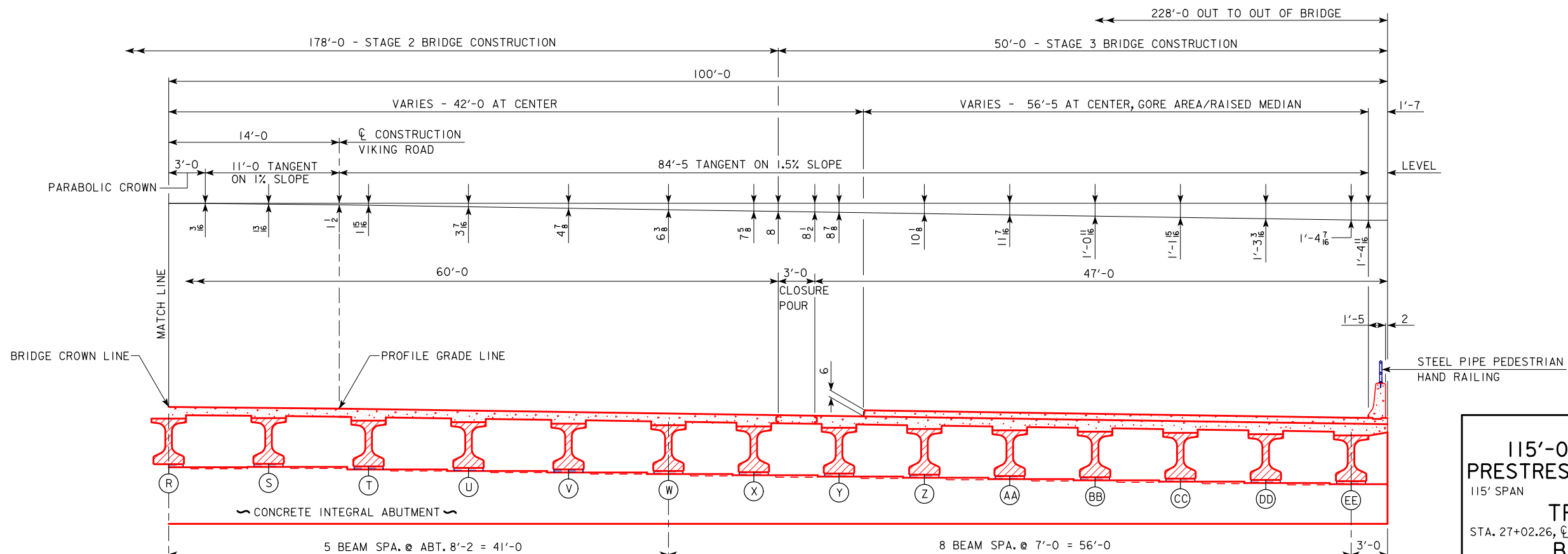
VIKING ROAD OVER IA 58  
T-89N R-14W  
SECTIONS 25 & 36  
CEDAR FALLS TOWNSHIP  
BLACK HAWK COUNTY  
FHWA NO. XXXXX  
BRIDGE MAINT. NO. XXXXX  
LATITUDE 42.4840255°  
LONGITUDE -92.4456564°



PRELIMINARY  
DESIGN FOR 0° SKEW  
**115'-0 X 228'-0 PRETENSIONED  
PRESTRESSED CONCRETE BEAM BRIDGE**  
115' SPAN  
SITUATION PLAN  
STA. 27+02.26, CENTERLINE CONSTRUCTION VIKING ROAD  
BLACK HAWK COUNTY  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 1 OF 4 FILE NO. 31298 DESIGN NO. 317



**PART SECTION SHOWING INTERMEDIATE DIAPHRAGM - NORTH PORTION**  
(LOOKING EAST)

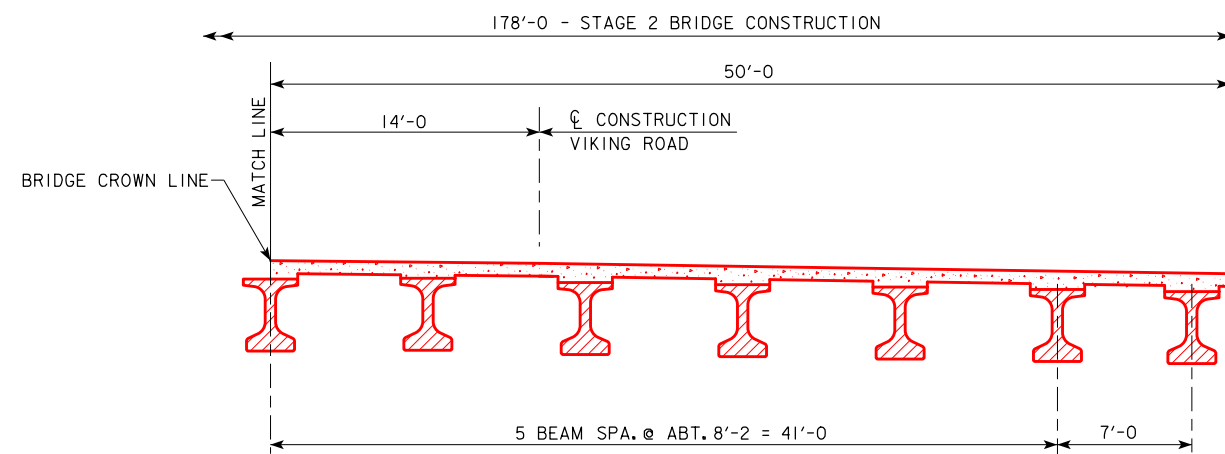
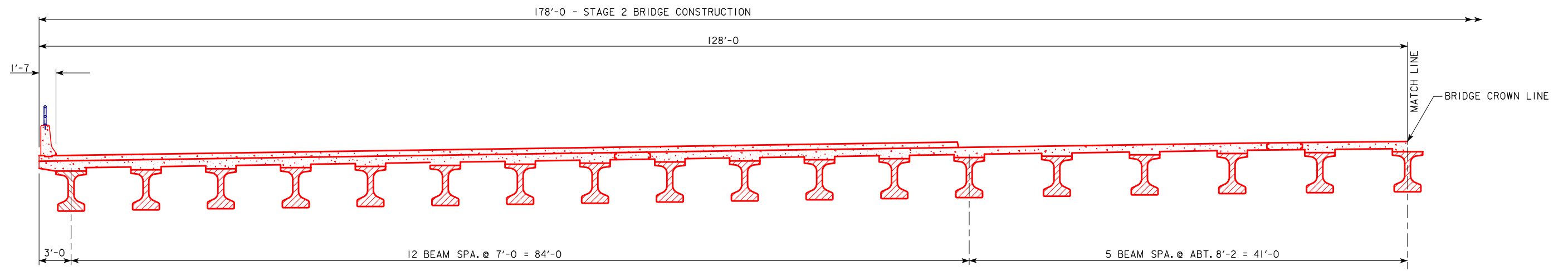


**PART SECTION NEAR ABUTMENT - SOUTH PORTION**  
(LOOKING EAST)

PRELIMINARY  
DESIGN FOR 0° SKEW

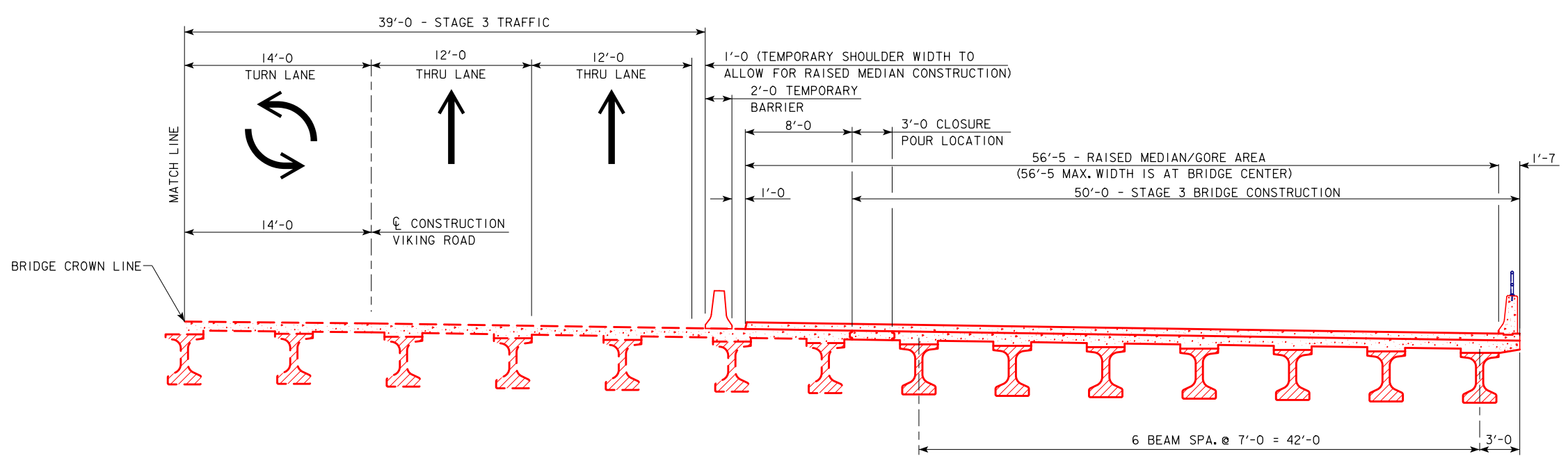
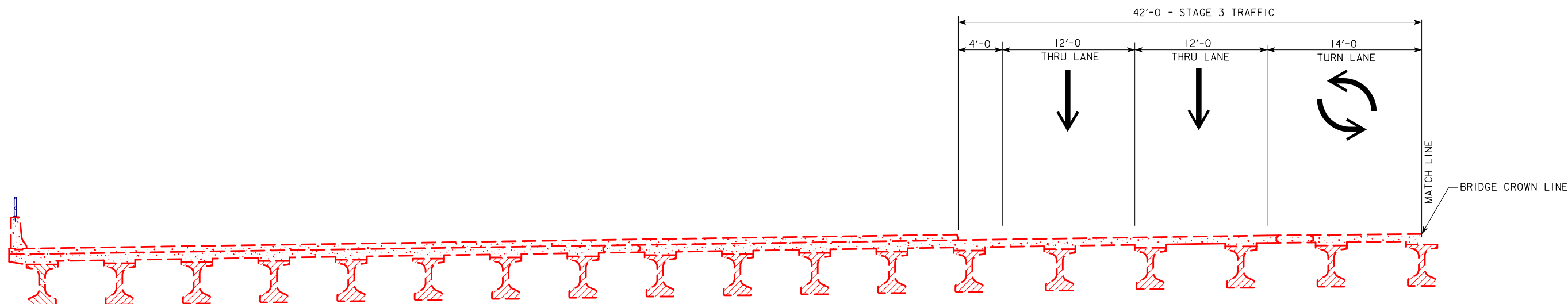
**115'-0" X 228'-0" PRETENSIONED  
PRESTRESSED CONCRETE BEAM BRIDGE**  
115' SPAN

**TRANSVERSE SECTION**  
STA. 27+02.26, C. CONST. VIKING ROAD AUGUST, 2016  
**BLACK HAWK COUNTY**  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 2 OF 4 FILE NO. 31298 DESIGN NO. 317



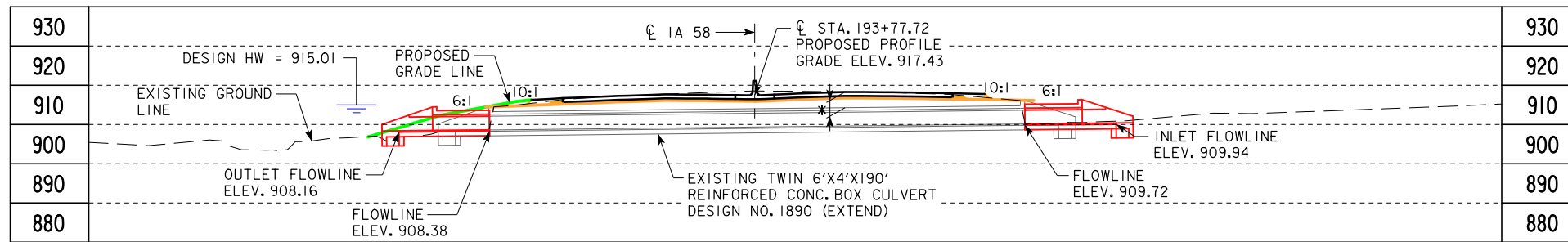
CONSTRUCTION STAGING CROSS-SECTIONS - STAGE 2 BRIDGE CONSTRUCTION  
(LOOKING EAST)

PRELIMINARY  
DESIGN FOR 0° SKEW  
115'-0 X 228'-0 PRETENSIONED  
PRESTRESSED CONCRETE BEAM BRIDGE  
115' SPAN  
STAGING DETAILS  
STA. 27+02.26, CL CONST. VIKING ROAD AUGUST, 2016  
BLACK HAWK COUNTY  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 3 OF 4 FILE NO. 31298 DESIGN NO. 317



CONSTRUCTION STAGING CROSS-SECTIONS - STAGE 3 BRIDGE CONSTRUCTION  
(LOOKING EAST)

PRELIMINARY  
DESIGN FOR 0° SKEW  
115'-0 X 228'-0 PRETENSIONED  
PRESTRESSED CONCRETE BEAM BRIDGE  
115' SPAN  
STAGING DETAILS  
STA. 27+02.26, CL CONST. VIKING ROAD AUGUST, 2016  
BLACK HAWK COUNTY  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 4 OF 4 FILE NO. 31298 DESIGN NO. 317

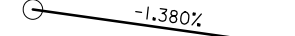


LONGITUDINAL SECTION ALONG CULVERT

\* DESIGN FILL = 4'

BENCH MARK NO. 522 FOUND DOT BRASS BUTTON ON WEST HDWL OF 6 X 4 RCB =AS-BUILT PLAN BM #1999 EL 914.500 @ STA 92+45  
 STA. 194+45.10, 67.23' LT.  
 ELEV.=914.454

P.V.T. STA. 186+85.00  
 P.V.T. ELEV. = 926.99



TIE-IN STA. 195+00.00  
 TIE-IN ELEV. = 915.74

IA 58 PROPOSED GRADE

ESTIMATED REVETMENT QUANTITIES			
LOCATION	REVETMENT CL. "E" (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
INLET	55	55	35
OUTLET	55	55	35
TOTALS	110	110	70

HYDRAULIC DATA

DRAINAGE AREA = 109 ACRES  
 $Q_{50} = 322$  CFS  
 HW ELEV. = 915.01

UTILITIES LEGEND:

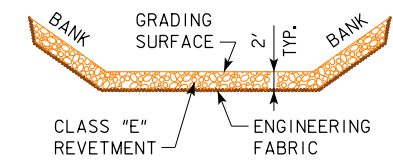
San. - SANITARY SEWER - CEDAR FALLS UTILITIES

LOCATION TRAFFIC ESTIMATE

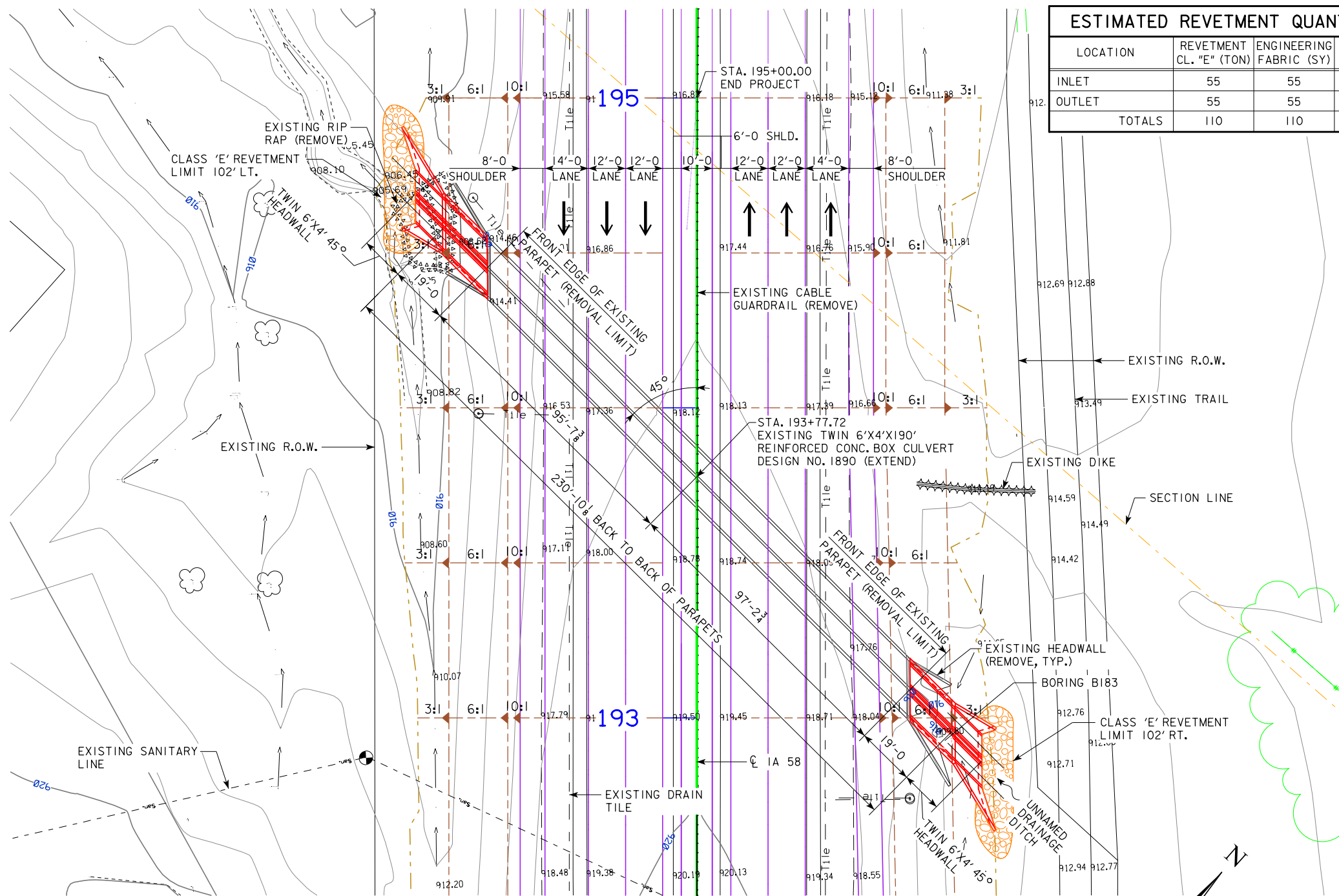
IA 58 OVER UNNAMED DRAINAGE DITCH	2013 AADT	24,200	V.P.D.
T-89N R-14W SECTION 25	2040 AADT	46,150	V.P.D.
CEDAR FALLS TOWNSHIP BLACK HAWK COUNTY BRIDGE MAINT. NO. XXXX	2040 DHV	3,665	V.P.H.
LATITUDE 42.491081° LONGITUDE -92.451361°	TRUCKS	5	%
	TOTAL DESIGN ESALS		

PLAN NOTES

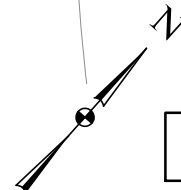
- DRAINAGE THROUGH EXISTING CULVERT CHANNEL MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
- ALL UNITS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.
- SEE CROSS SECTIONS FOR ADDITIONAL APPROACH SECTION INFORMATION.



TYPICAL CHANNEL PROTECTION

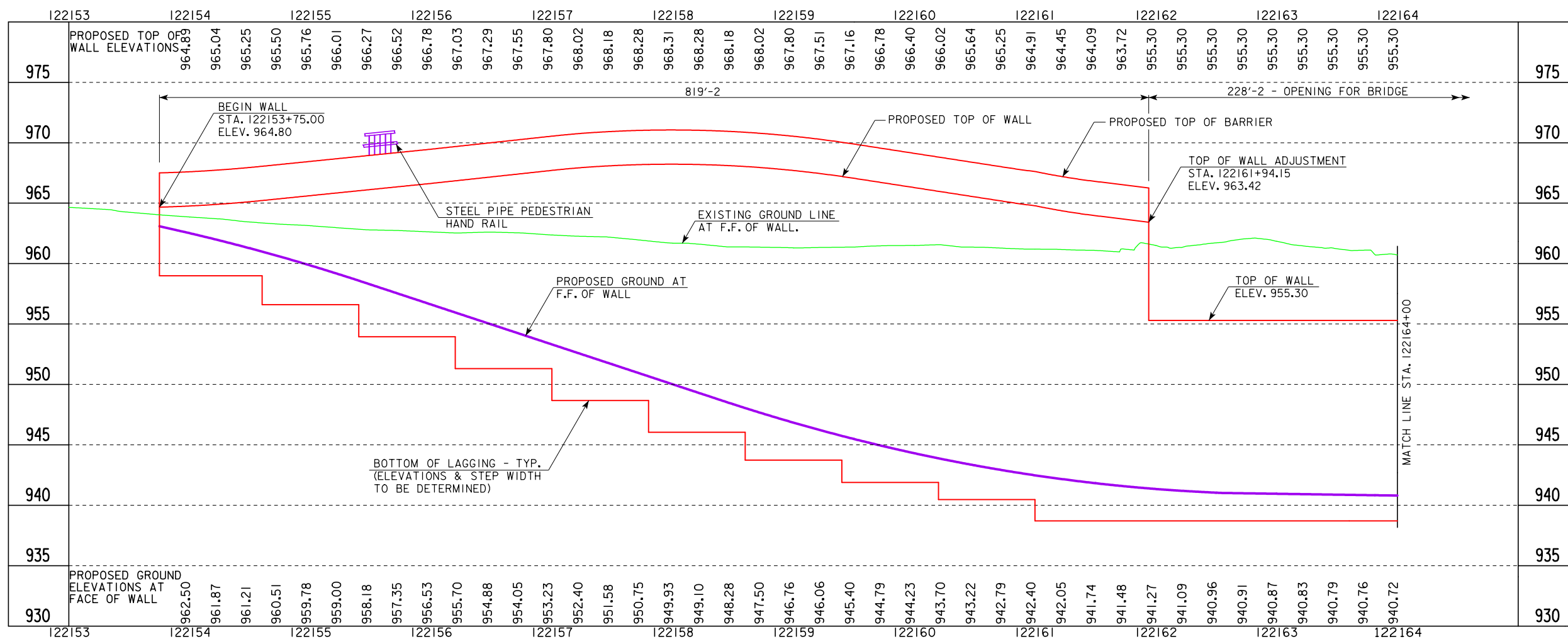


SITUATION PLAN



PRELIMINARY  
 DESIGN FOR 45° SKEW (L.A.)  
**TWIN 6'x4' REINFORCED CONCRETE BOX CULVERT EXTENSION**  
 SITUATION PLAN  
 STATION 193+77.72 AUGUST, 2016  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 1 OF 1 FILE NO. 31298 DESIGN NO. 717

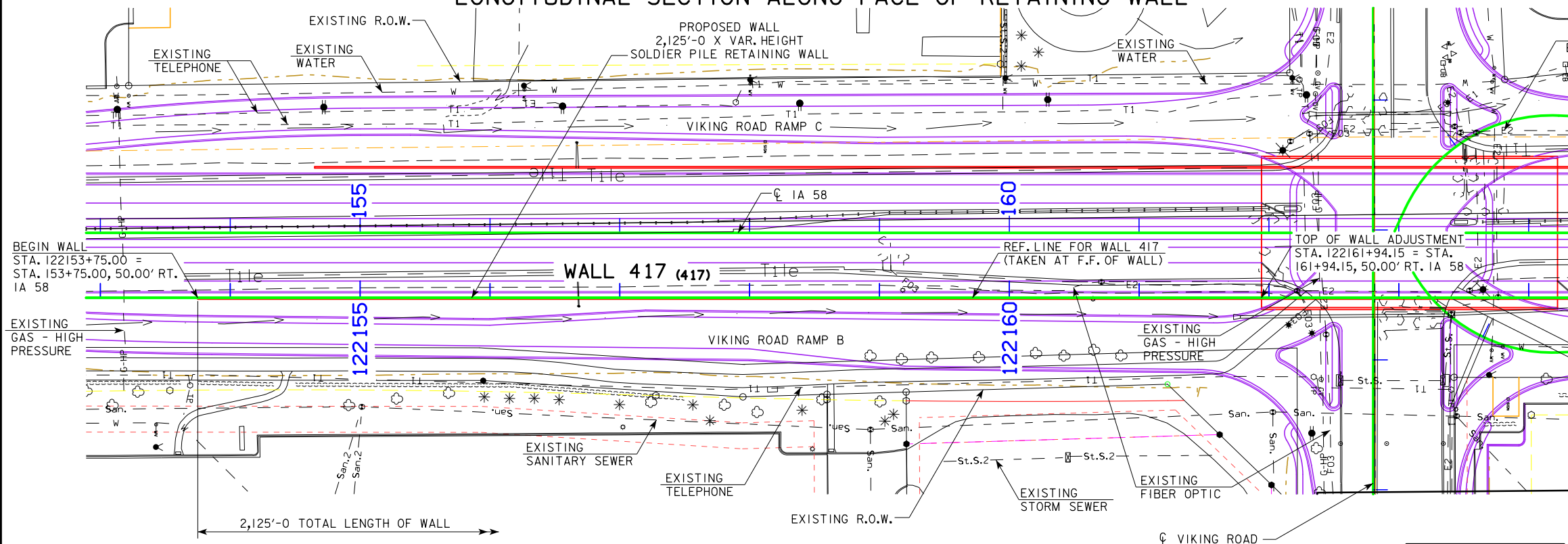




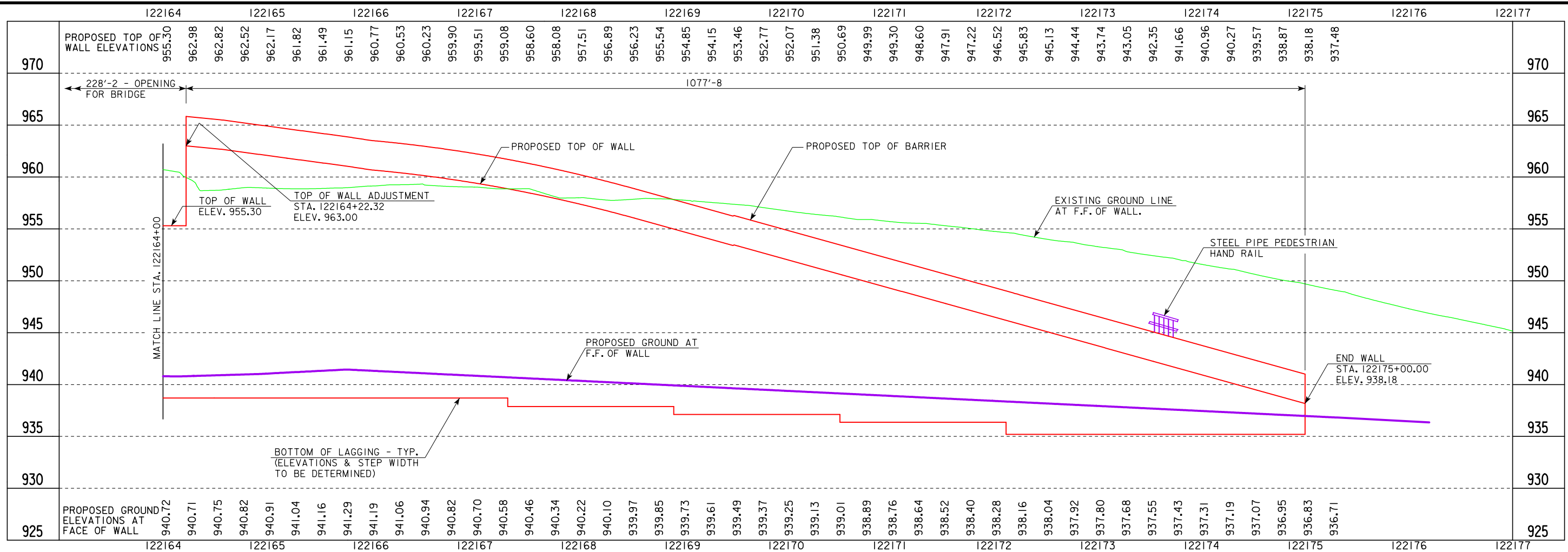
LONGITUDINAL SECTION ALONG FACE OF RETAINING WALL

**LOCATION**  
 RETAINING WALL ALONG IA 58  
 T-89N R-14W  
 SECTIONS 25 & 36  
 CEDAR FALLS TOWNSHIP  
 BLACK HAWK COUNTY  
 LATITUDE 42.4844567°  
 LONGITUDE -92.4454690

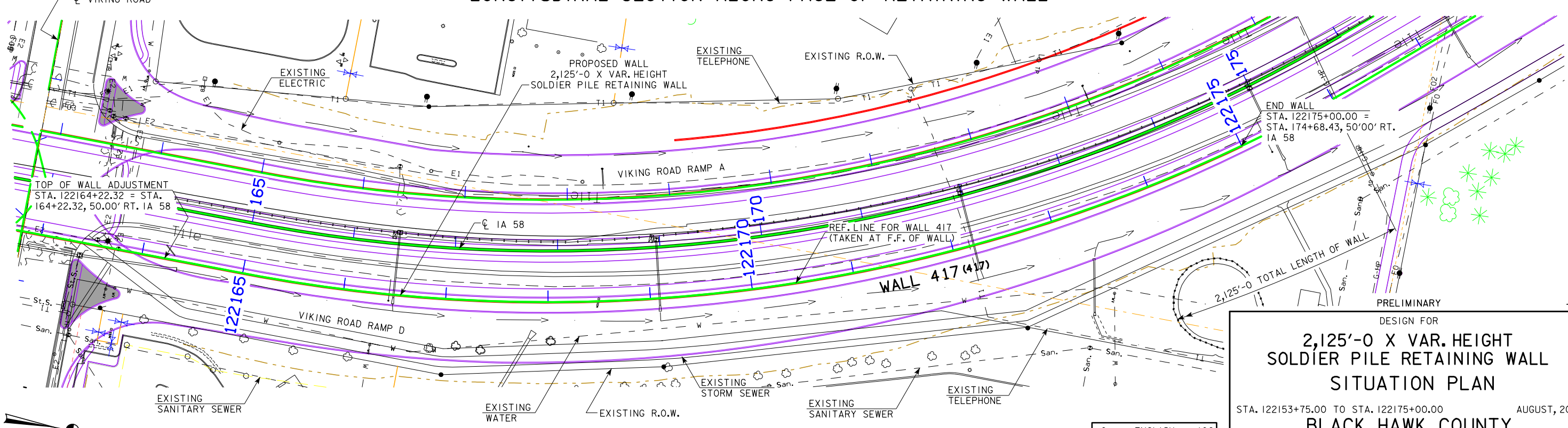
- UTILITIES LEGEND:**
- E1 - ELECTRICAL - CEDAR FALLS UTILITIES
  - E2 - ELECTRICAL - CEDAR FALLS UTILITIES
  - F01 - FIBER OPTICS - CENTURY LINK
  - F02 - FIBER OPTICS - MEDIACOM
  - F03 - FIBER OPTICS - CEDAR FALLS UTILITIES
  - G-HP - GAS HIGH PRESSURE - CEDAR FALLS UTILITIES
  - SAN - SANITARY - CEDAR FALLS UTILITIES
  - ST.S. - STORM SEWER - CEDAR FALLS UTILITIES
  - ST.S.2 - STORM SEWER - PRIVATE
  - T1 - TELEPHONE - CENTURYLINK
  - W - WATER - CEDAR FALLS UTILITIES



PRELIMINARY  
 DESIGN FOR  
**2,125'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL**  
**SITUATION PLAN**  
 STA. 122153+75.00 TO STA. 122175+00.00  
 BLACK HAWK COUNTY  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 1 OF 3 FILE NO. 31298 DESIGN NO. 417  
 AUGUST, 2016



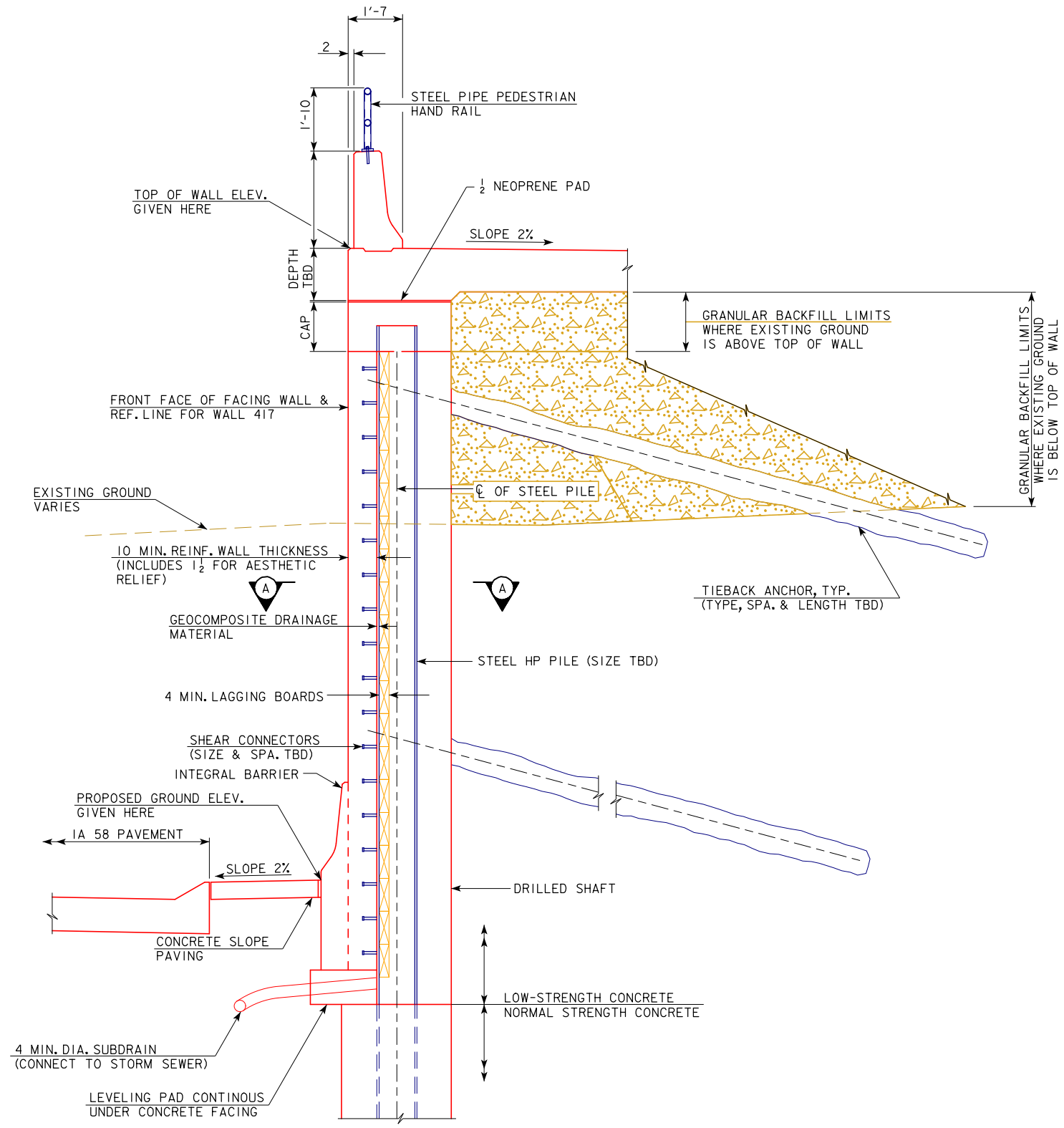
LONGITUDINAL SECTION ALONG FACE OF RETAINING WALL



SITUATION PLAN

DESIGN FOR  
**2,125'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL**  
 SITUATION PLAN  
 STA. 122153+75.00 TO STA. 122175+00.00  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 2 OF 3 FILE NO. 31298 DESIGN NO. 417  
 AUGUST, 2016

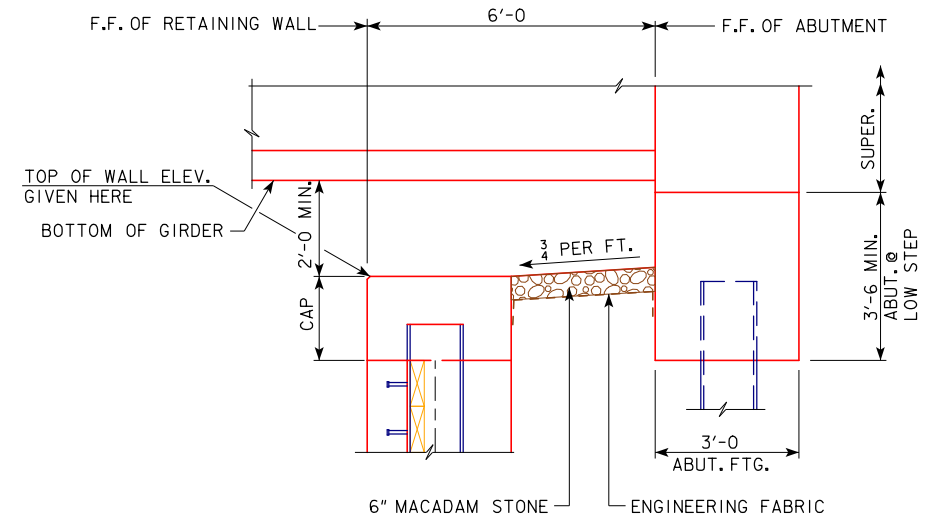




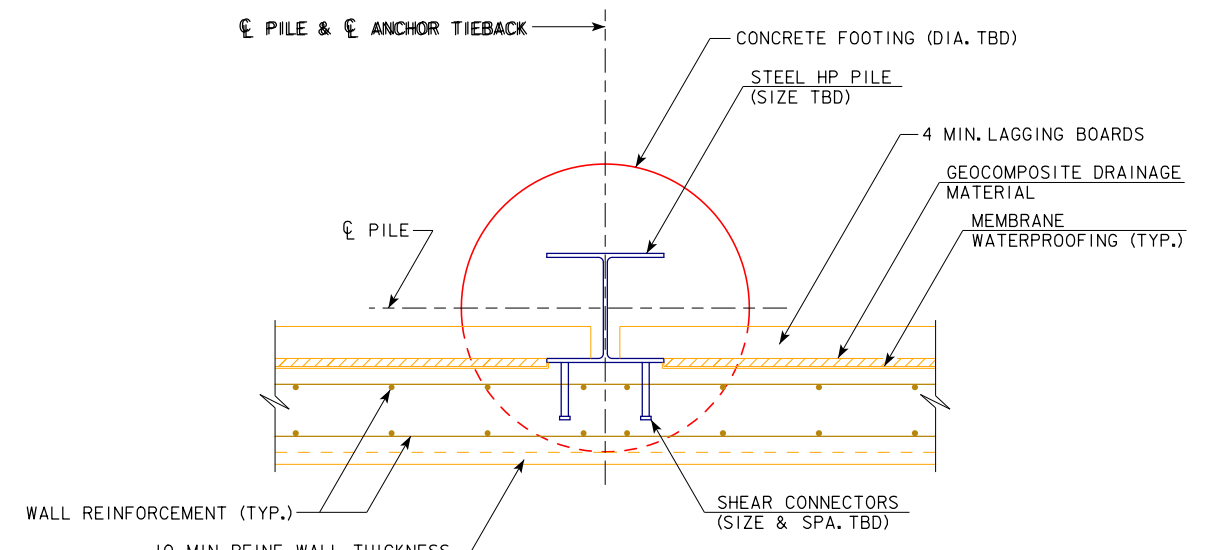
**WALL TYPICAL SECTION**  
(TYPICAL AT RAMPS)

**GENERAL NOTES**

PILE SPACING TO BE DETERMINED IN FINAL DESIGN.  
TYPICAL CROSS SECTION DETAILS WILL BE DETERMINED IN FINAL DESIGN.  
AESTHETICS WILL BE DETERMINED IN FINAL DESIGN.



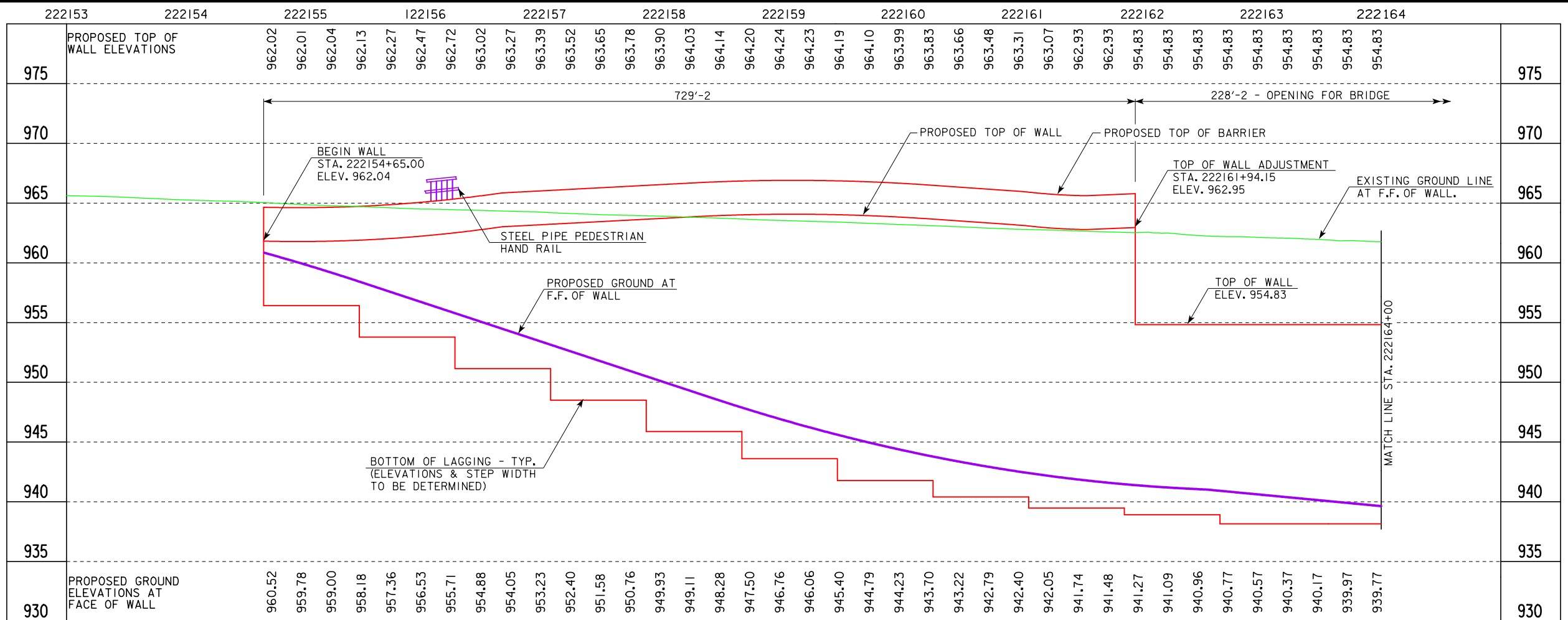
**PART WALL TYPICAL SECTION**  
(TYPICAL AT ABUTMENTS)



**SECTION A-A**

PRELIMINARY  
DESIGN FOR  
**2,125'-0 X VAR. HEIGHT  
SOLDIER PILE RETAINING WALL  
DETAILS**  
STA. 122153+75.00 TO STA. 122175+00.00 AUGUST, 2016  
**BLACK HAWK COUNTY**  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 3 OF 3 FILE NO. 31298 DESIGN NO. 417

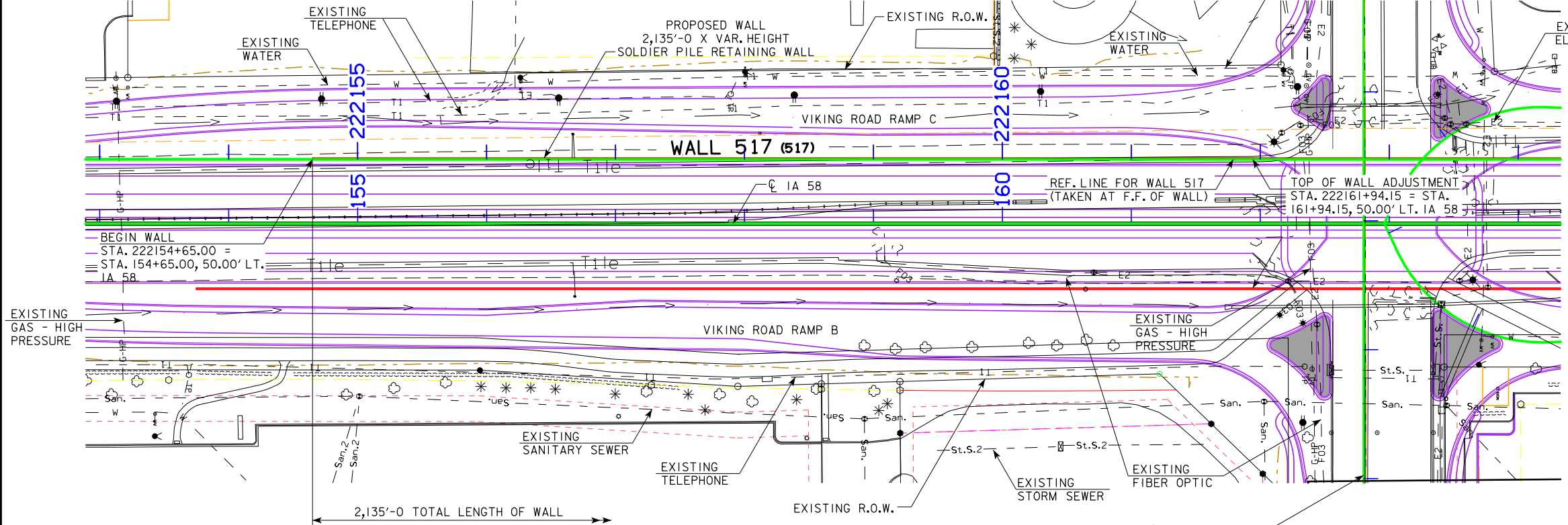




LONGITUDINAL SECTION ALONG FACE OF RETAINING WALL

LOCATION

RETAINING WALL ALONG IA 58  
 T-89N R-14W  
 SECTIONS 25 & 36  
 CEDAR FALLS TOWNSHIP  
 BLACK HAWK COUNTY  
 LATITUDE 42.4847183°  
 LONGITUDE -92.4458396°



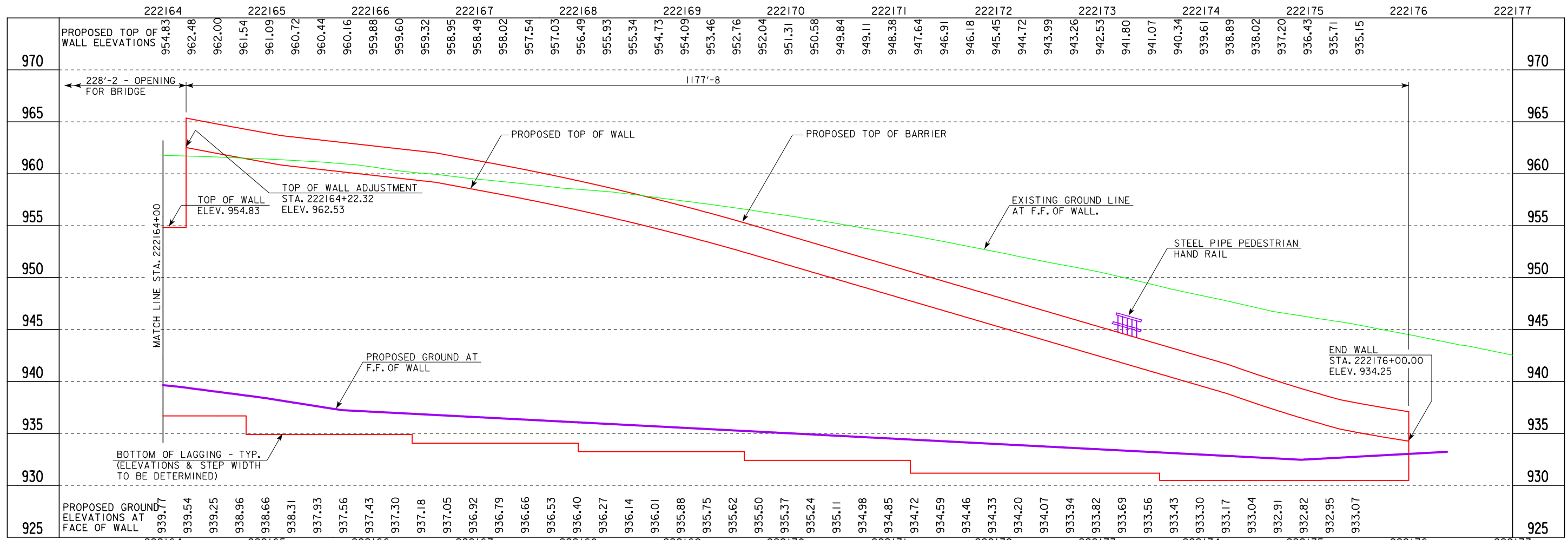
UTILITIES LEGEND:

- E1 - ELECTRICAL - CEDAR FALLS UTILITIES
- E2 - ELECTRICAL - CEDAR FALLS UTILITIES
- F01 - FIBER OPTICS - CENTURY LINK
- F02 - FIBER OPTICS - MEDIACOM
- F03 - FIBER OPTICS - CEDAR FALLS UTILITIES
- G-HP - GAS HIGH PRESSURE - CEDAR FALLS UTILITIES
- SAN - SANITARY - CEDAR FALLS UTILITIES
- ST.S. - STORM SEWER - CEDAR FALLS UTILITIES
- ST.S.2 - STORM SEWER - PRIVATE
- TI - TELEPHONE - CENTURYLINK
- W - WATER - CEDAR FALLS UTILITIES

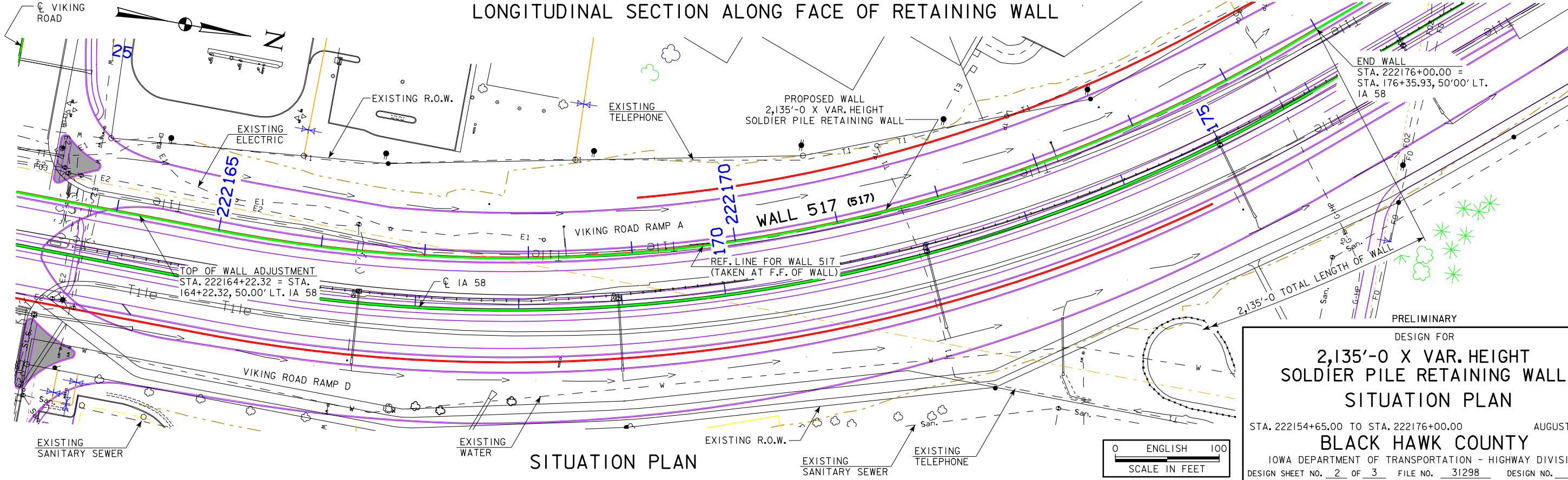
PRELIMINARY  
 DESIGN FOR  
**2,135'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL  
 SITUATION PLAN**  
 STA. 222154+65.00 TO STA. 222176+00.00 AUGUST, 2016  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 1 OF 3 FILE NO. 31298 DESIGN NO. 517

SITUATION PLAN



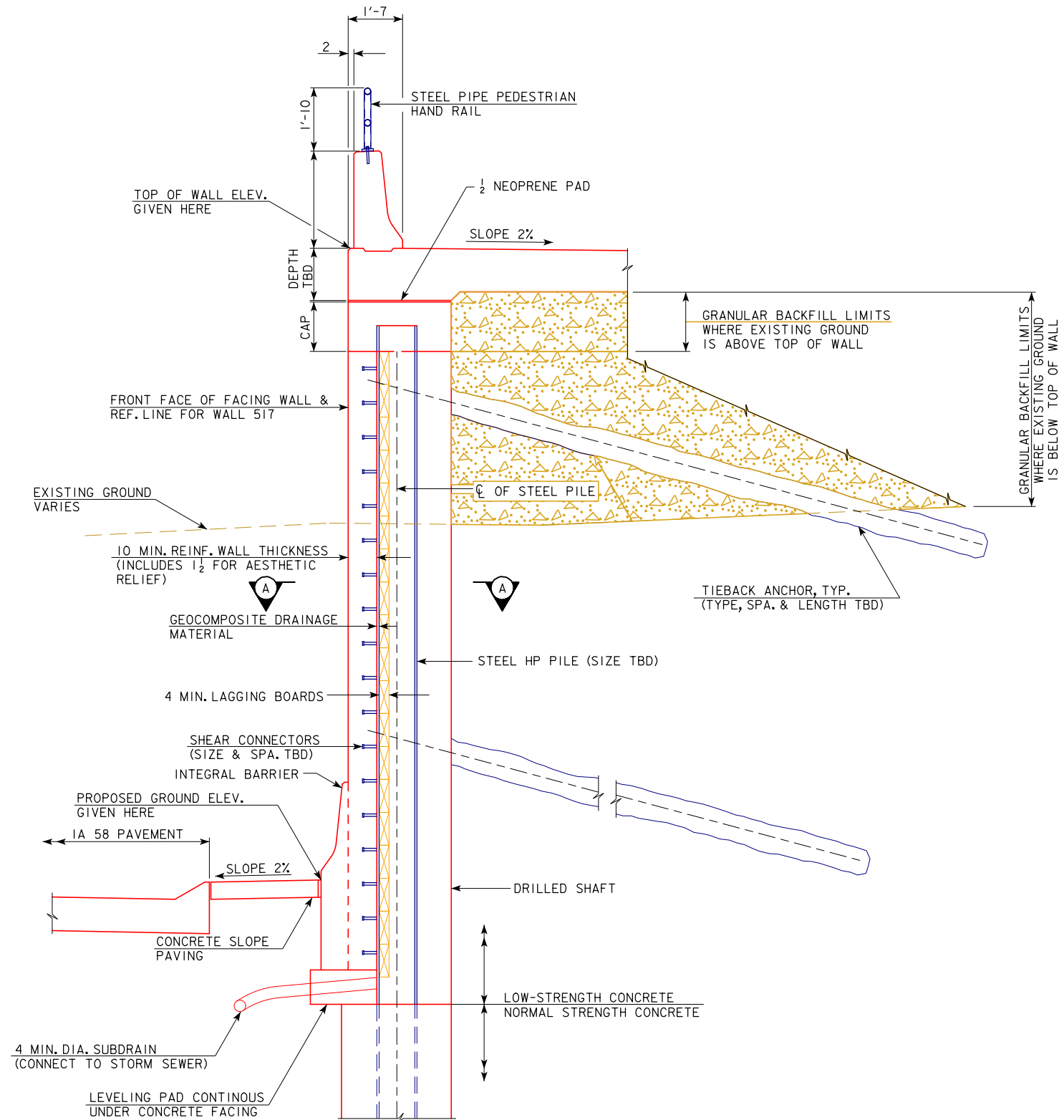


LONGITUDINAL SECTION ALONG FACE OF RETAINING WALL

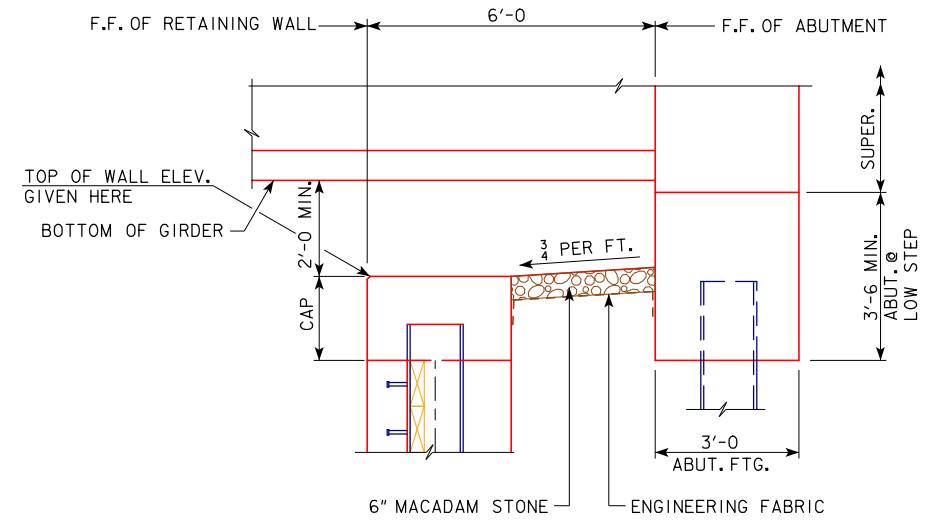


SITUATION PLAN

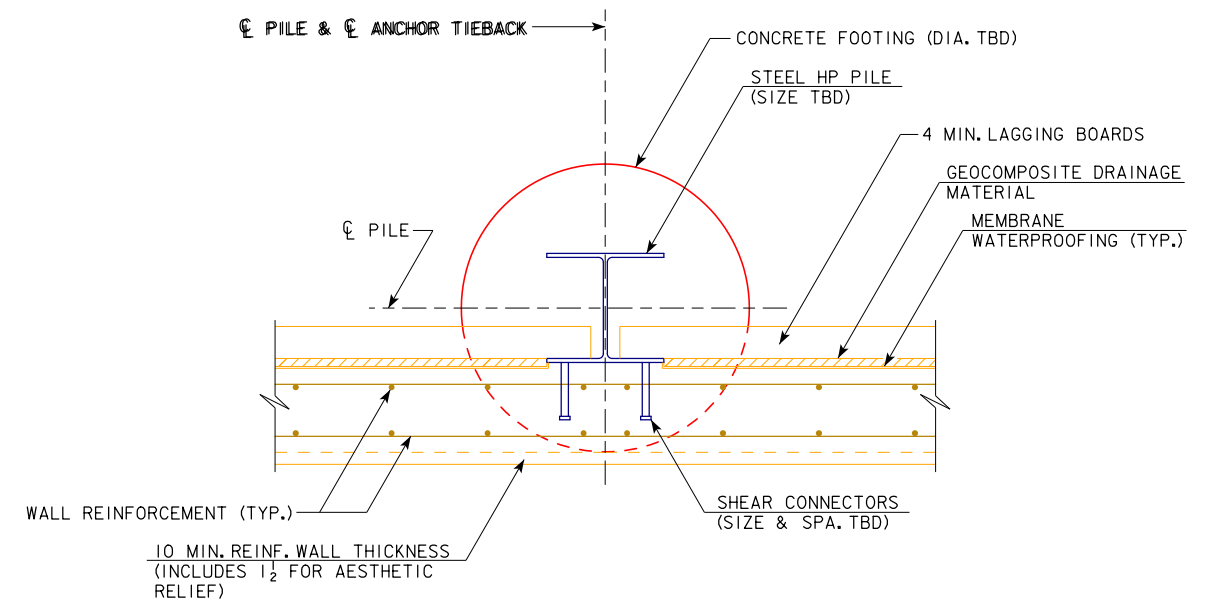
PRELIMINARY  
 DESIGN FOR  
**2,135'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL**  
**SITUATION PLAN**  
 STA. 222154+65.00 TO STA. 222176+00.00  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 2 OF 3 FILE NO. 31298 DESIGN NO. 517  
 AUGUST, 2016



**WALL TYPICAL SECTION**  
(TYPICAL AT RAMPS)



**PART WALL TYPICAL SECTION**  
(TYPICAL AT ABUTMENTS)



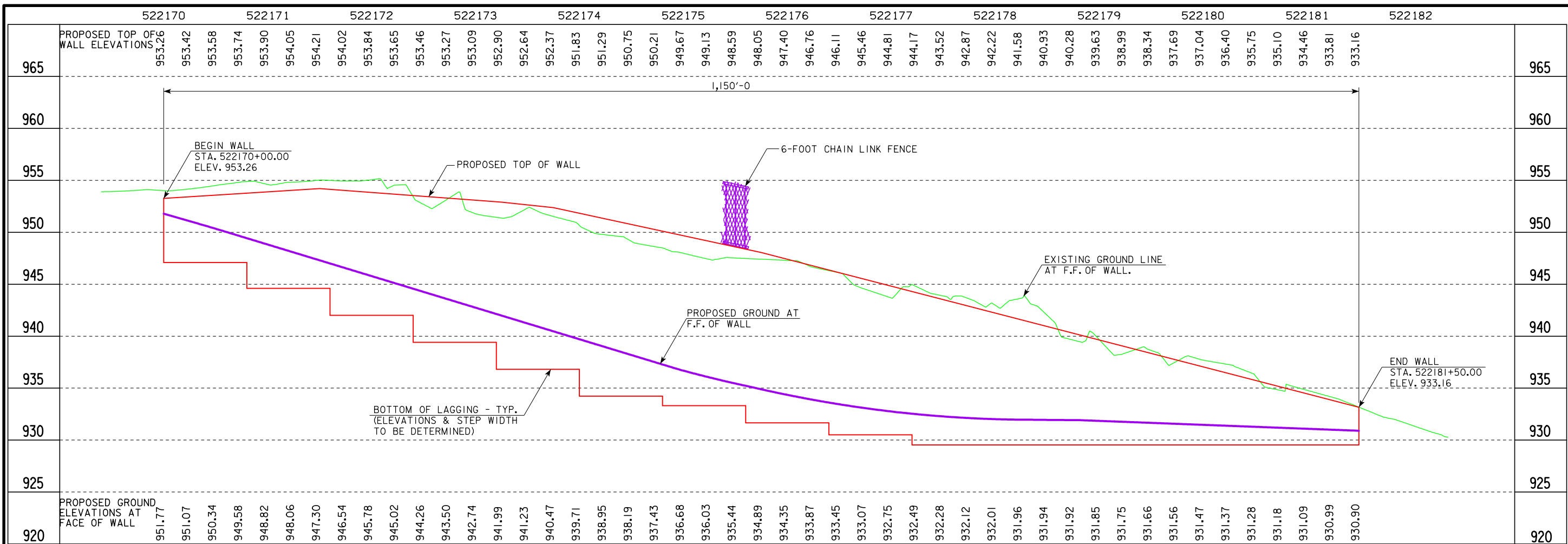
**SECTION A-A**

**GENERAL NOTES**

PILE SPACING TO BE DETERMINED IN FINAL DESIGN.  
TYPICAL CROSS SECTION DETAILS WILL BE DETERMINED IN FINAL DESIGN.  
AESTHETICS WILL BE DETERMINED IN FINAL DESIGN.

PRELIMINARY  
DESIGN FOR  
**2,135'-0 X VAR. HEIGHT  
SOLDIER PILE RETAINING WALL  
DETAILS**  
STA. 222154+65.00 TO STA. 222176+00.00 AUGUST, 2016  
**BLACK HAWK COUNTY**  
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
DESIGN SHEET NO. 3 OF 3 FILE NO. 31298 DESIGN NO. 517





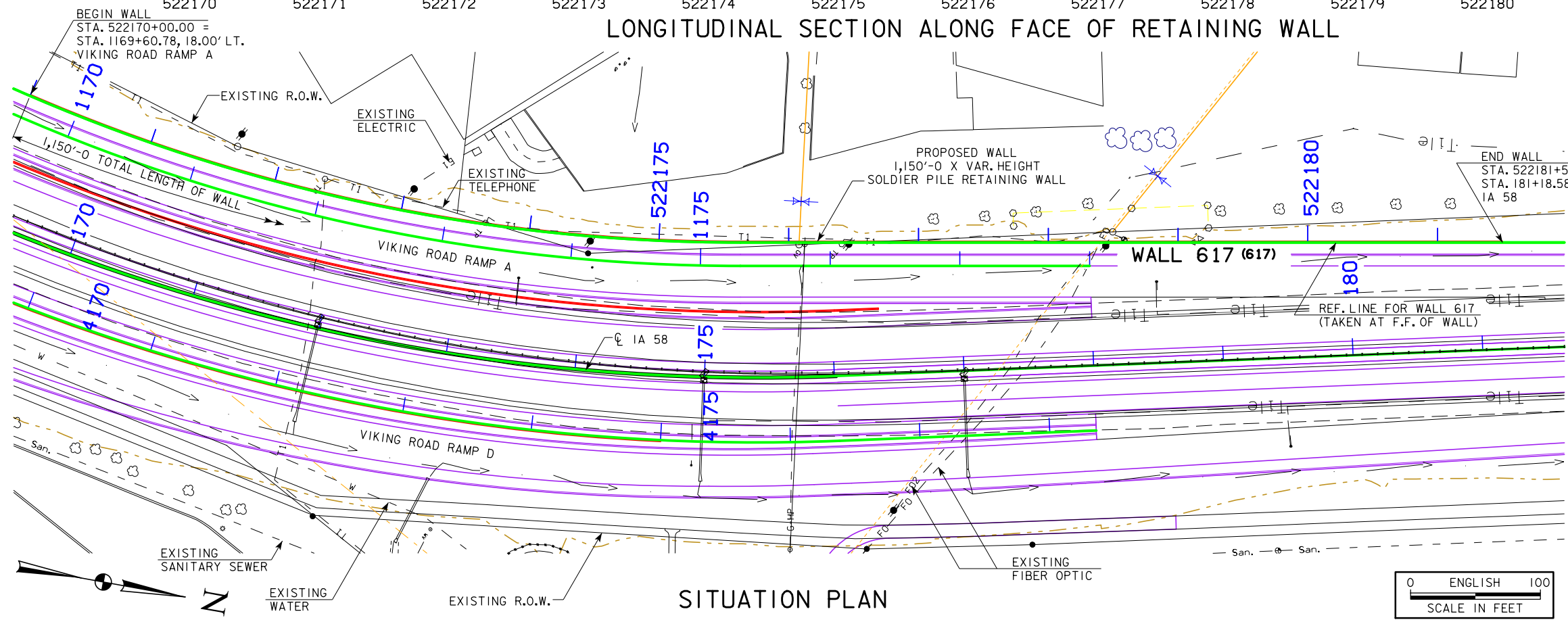
**LONGITUDINAL SECTION ALONG FACE OF RETAINING WALL**

**LOCATION**

RETAINING WALL ALONG VIKING ROAD RAMP A  
 T-89N R-14W  
 SECTIONS 25 & 36  
 CEDAR FALLS TOWNSHIP  
 BLACK HAWK COUNTY  
 LATITUDE 42.4870935°  
 LONGITUDE -92.4471971°

**UTILITIES LEGEND:**

- E1 - ELECTRICAL - CEDAR FALLS UTILITIES
- E2 - ELECTRICAL - CEDAR FALLS UTILITIES
- F01 - FIBER OPTICS - CENTURY LINK
- F02 - FIBER OPTICS - MEDIACOM
- F03 - FIBER OPTICS - CEDAR FALLS UTILITIES
- G-HP - GAS HIGH PRESSURE - CEDAR FALLS UTILITIES
- SAN - SANITARY - CEDAR FALLS UTILITIES
- ST.S. - STORM SEWER - CEDAR FALLS UTILITIES
- ST.S.2 - STORM SEWER - PRIVATE
- TI - TELEPHONE - CENTURYLINK
- W - WATER - CEDAR FALLS UTILITIES

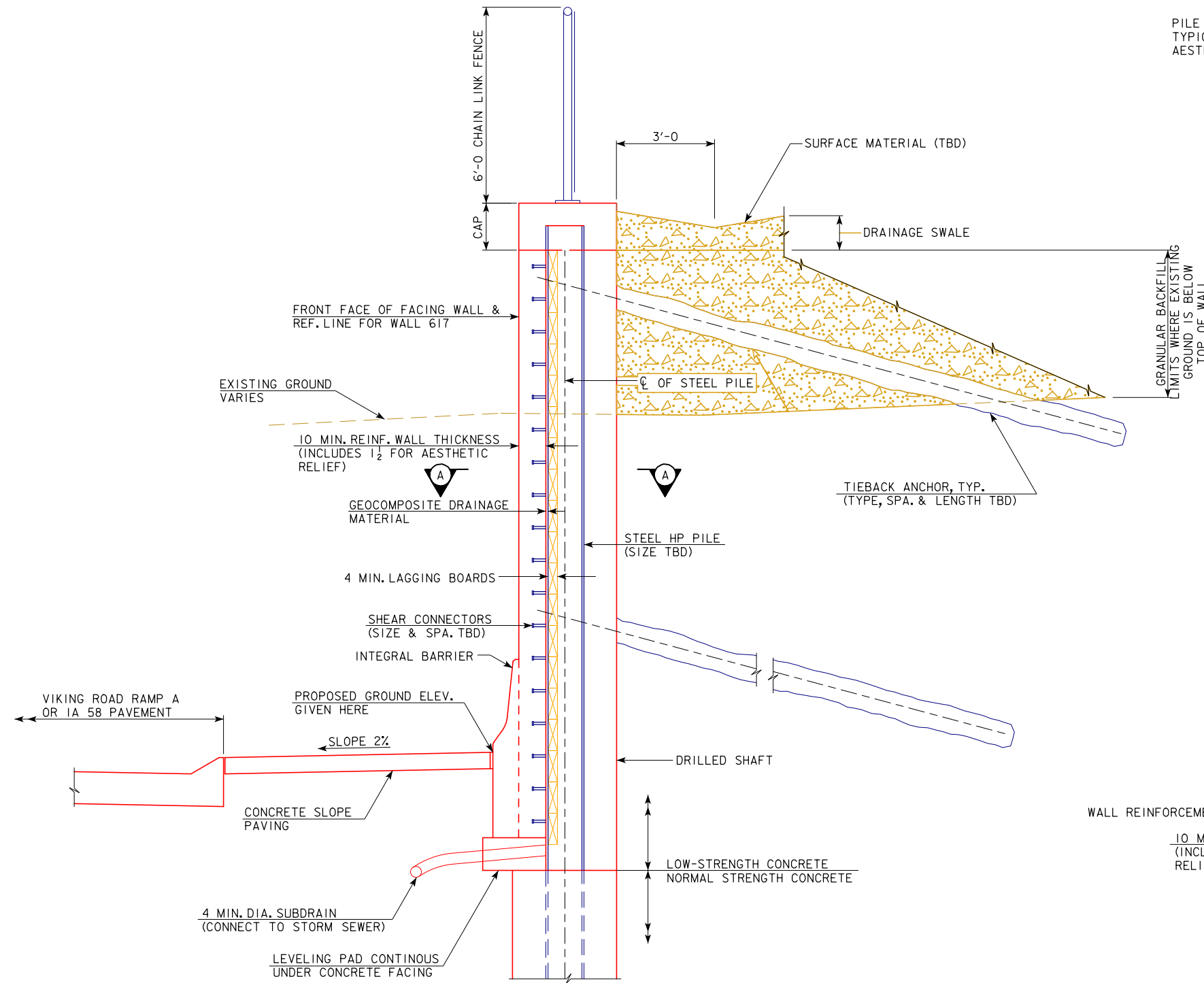


**SITUATION PLAN**

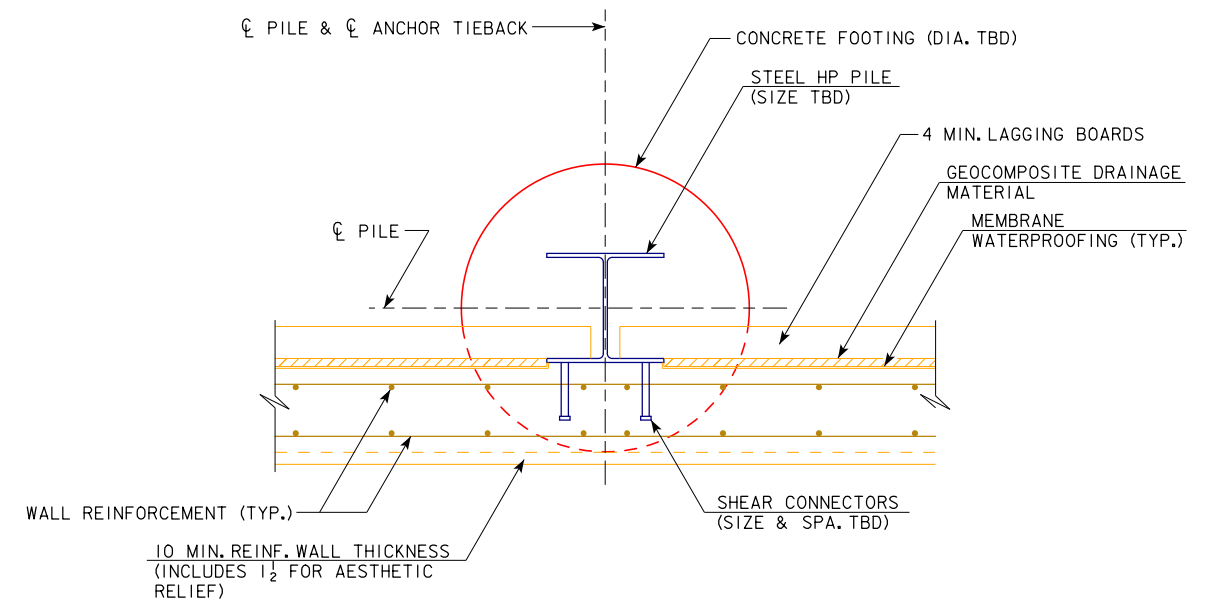
PRELIMINARY  
 DESIGN FOR  
**1,150'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL  
 SITUATION PLAN**  
 STA. 522170+00.00 TO STA. 522181+50.00  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 1 OF 2 FILE NO. 31298 DESIGN NO. 617  
 AUGUST, 2016

**GENERAL NOTES**

PILE SPACING TO BE DETERMINED IN FINAL DESIGN.  
 TYPICAL CROSS SECTION DETAILS WILL BE DETERMINED IN FINAL DESIGN.  
 AESTHETICS WILL BE DETERMINED IN FINAL DESIGN.



**WALL TYPICAL SECTION**  
 (TYPICAL AT RAMPS)



**SECTION A-A**

PRELIMINARY  
 DESIGN FOR  
**1,150'-0" X VAR. HEIGHT  
 SOLDIER PILE RETAINING WALL  
 DETAILS**  
 STA. 522170+00.00 TO STA. 522181+50.00 AUGUST, 2016  
**BLACK HAWK COUNTY**  
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION  
 DESIGN SHEET NO. 2 OF 2 FILE NO. 31298 DESIGN NO. 617



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

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

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

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

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

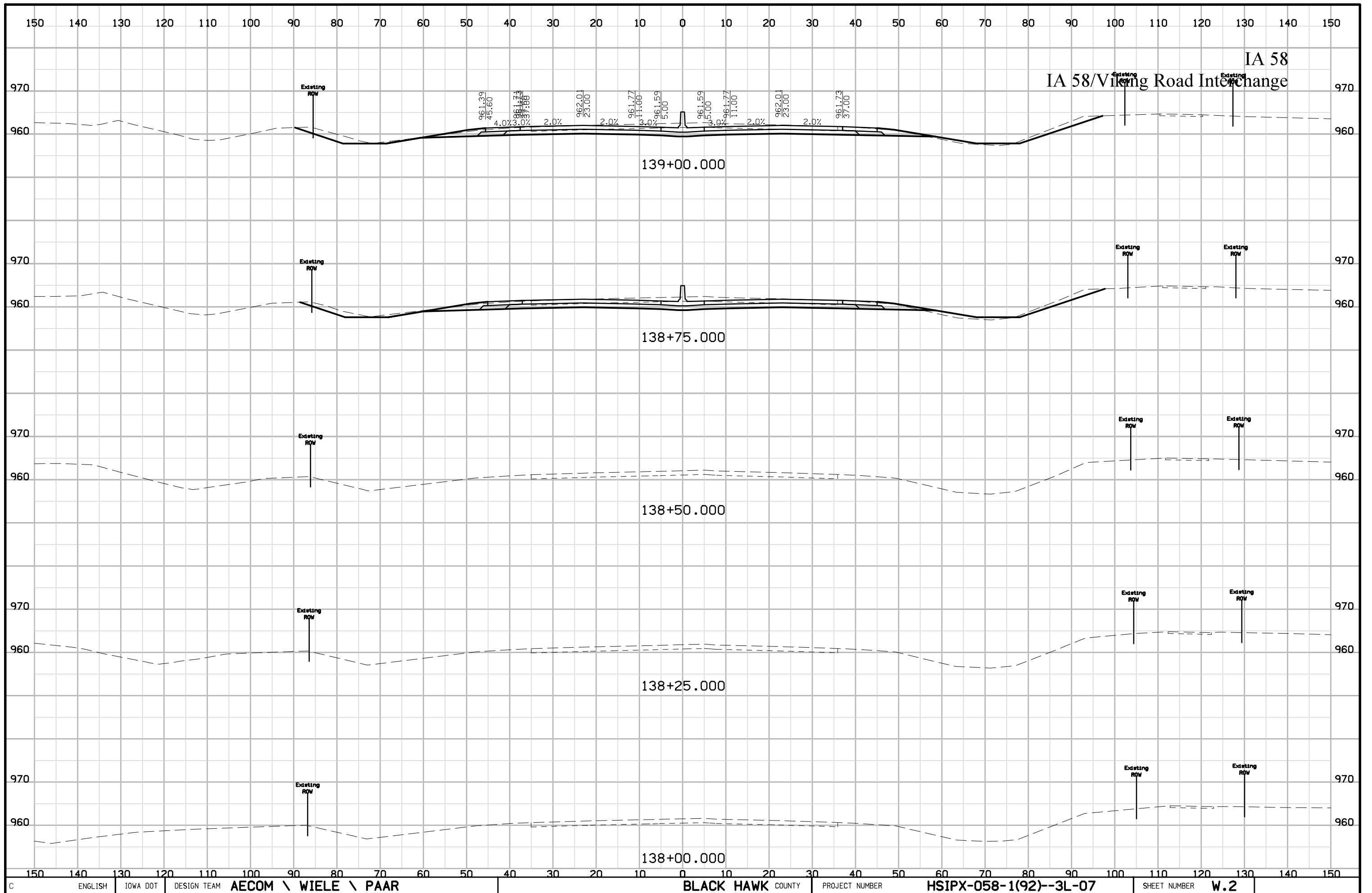
Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

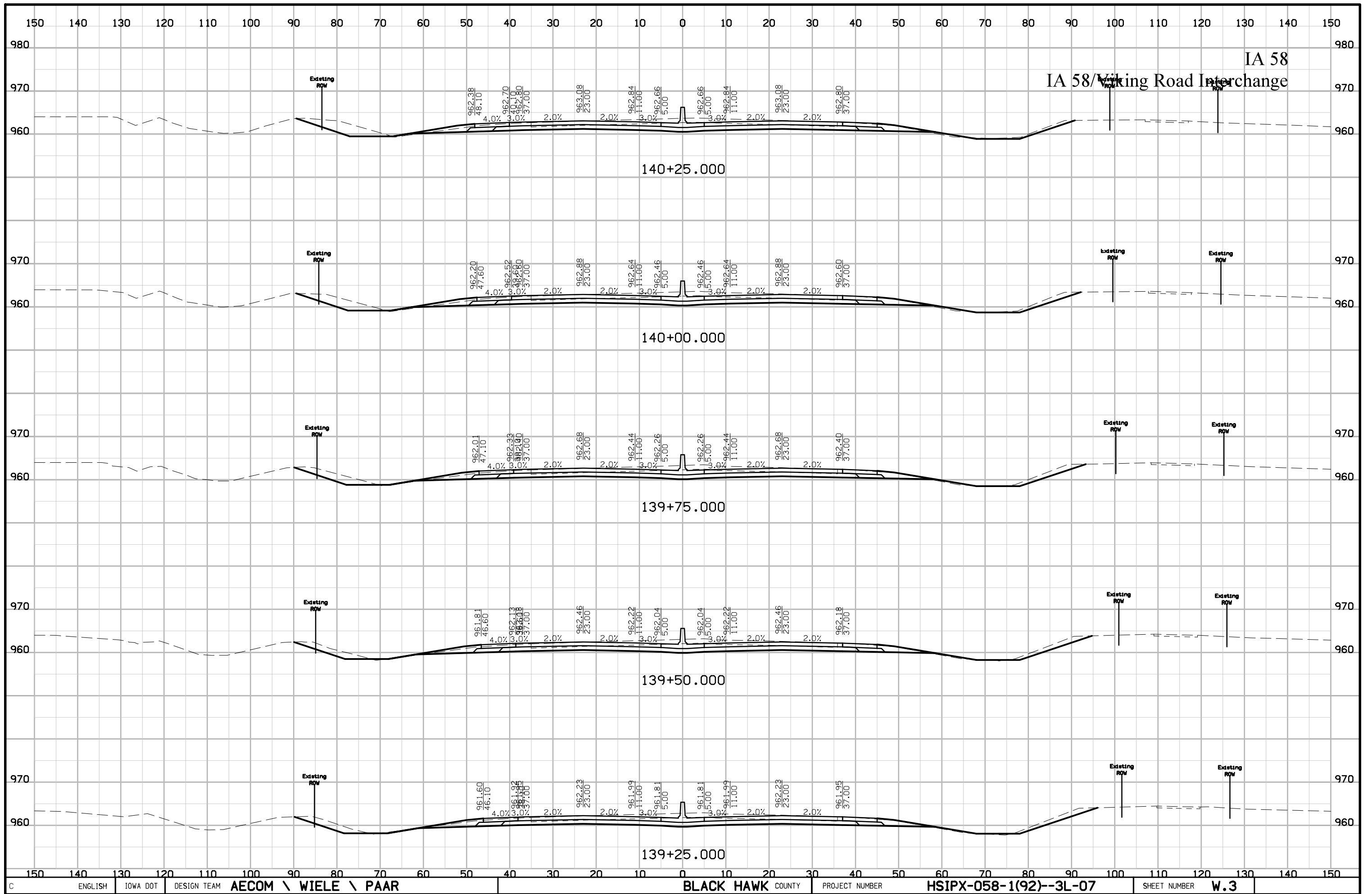
**SYMBOL LEGEND OF CROSS SECTION SHEETS**

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

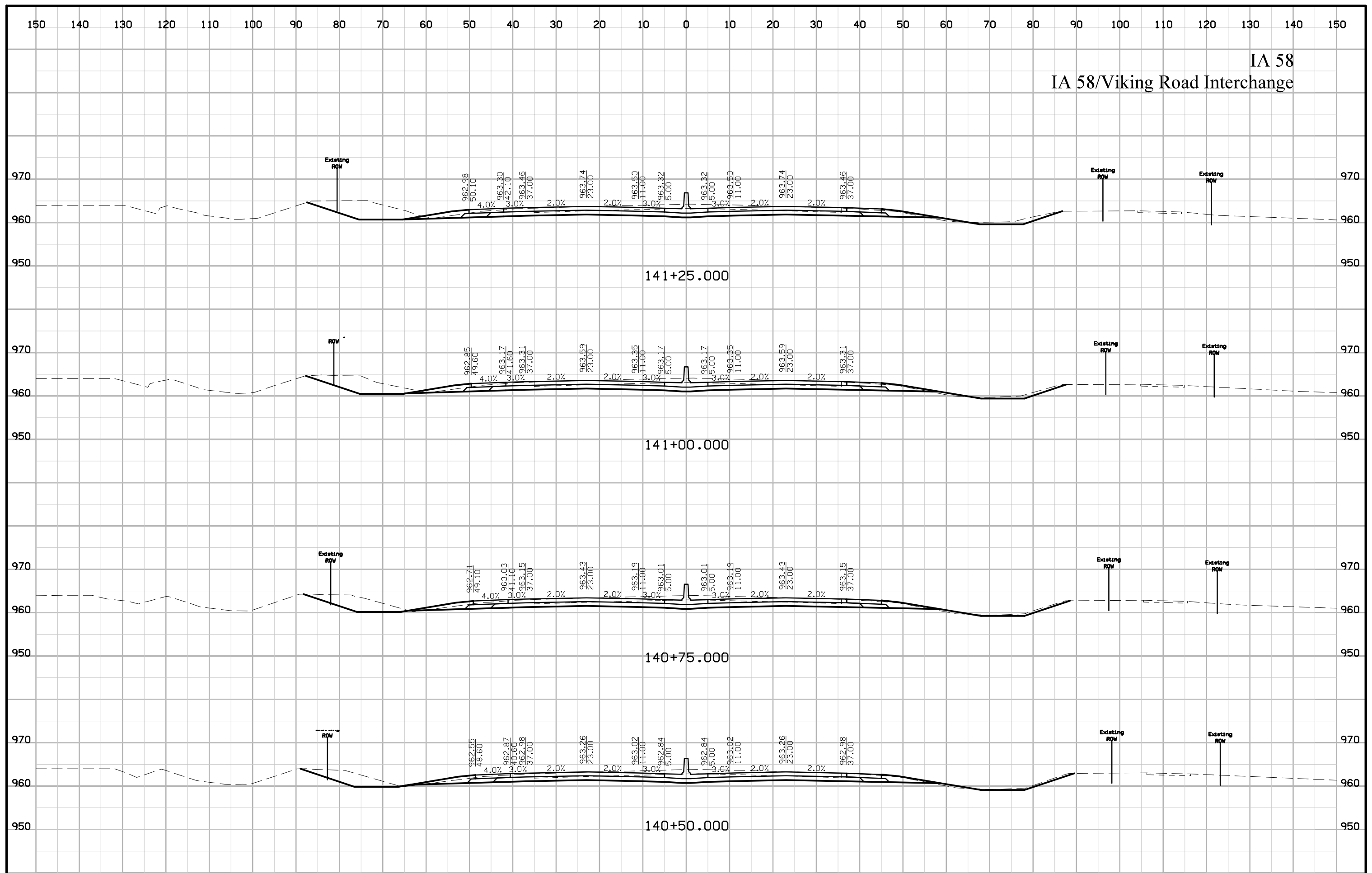
**CROSS SECTION  
LEGEND AND SYMBOL  
INFORMATION SHEET**

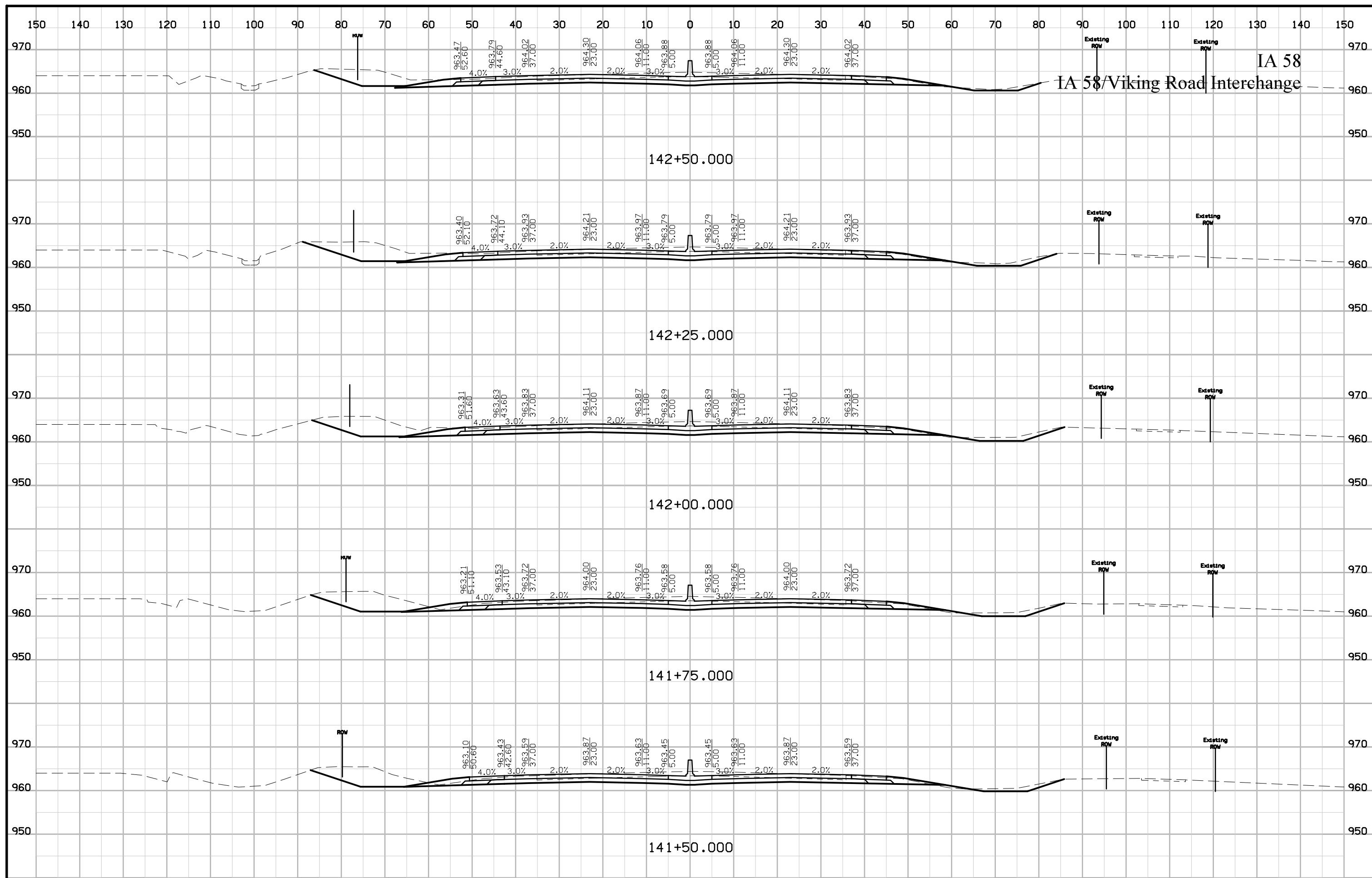
(COVERS SHEET SERIES W, X, Y, & Z)



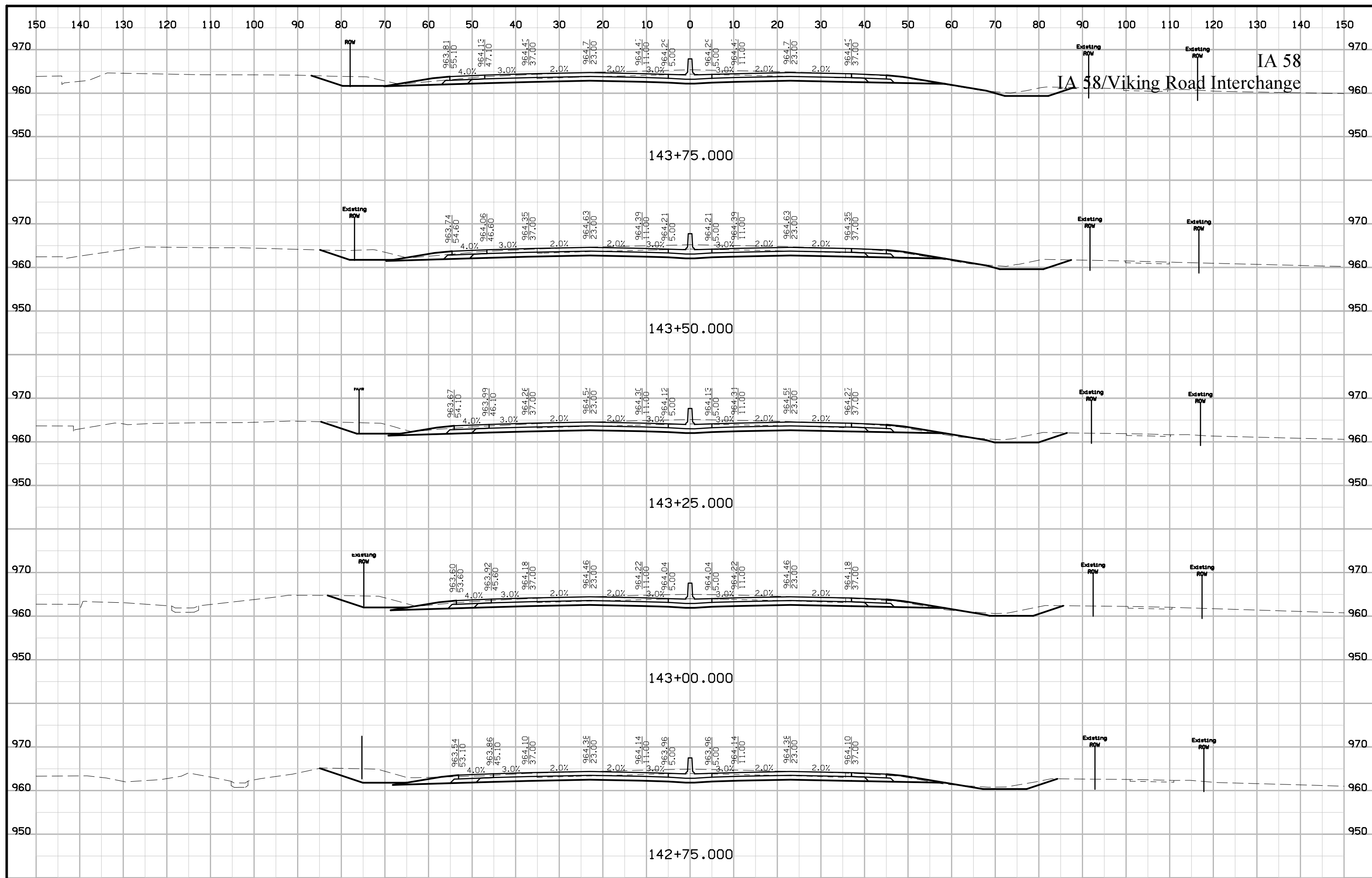


IA 58  
IA 58/Viking Road Interchange

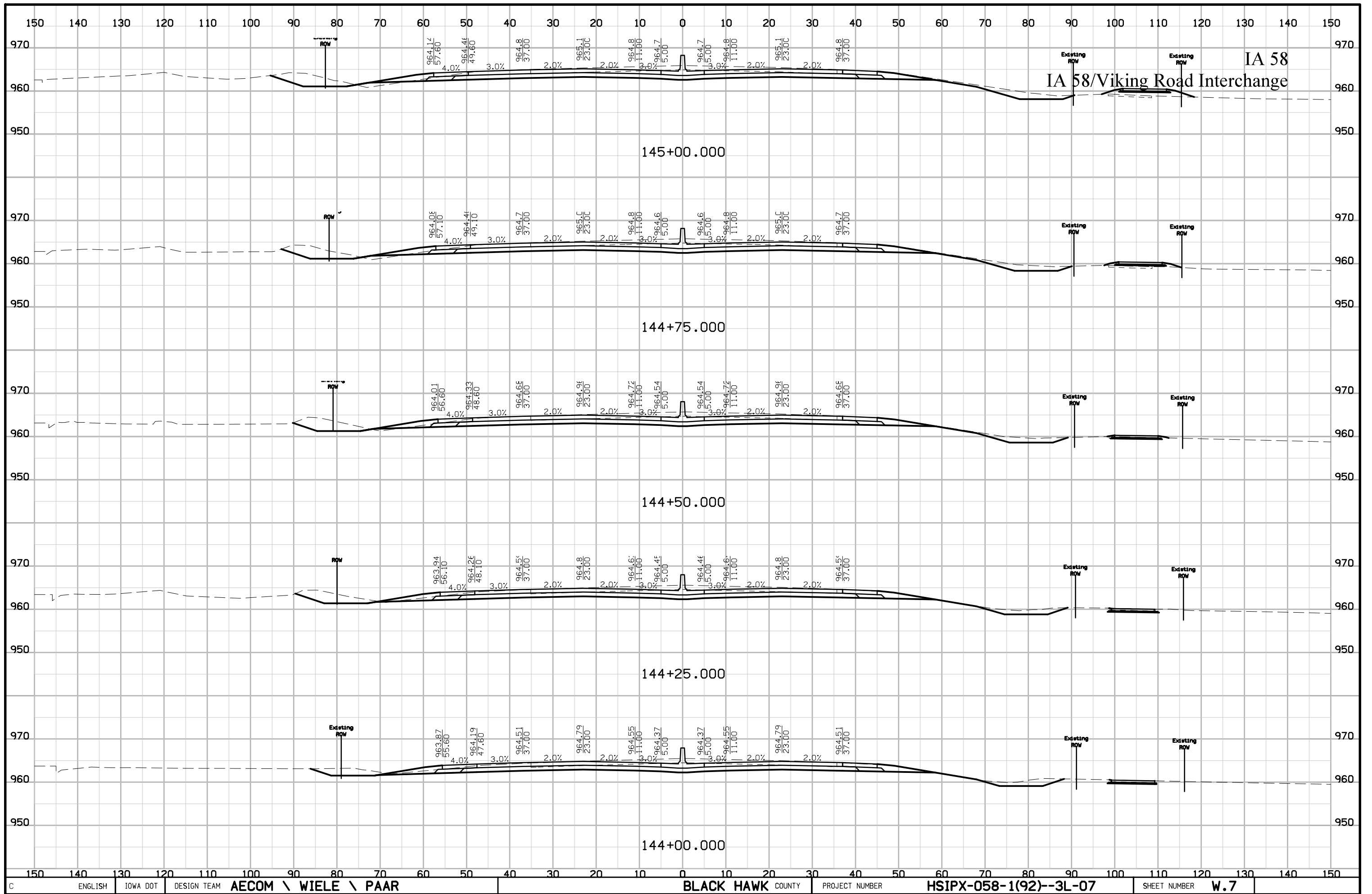


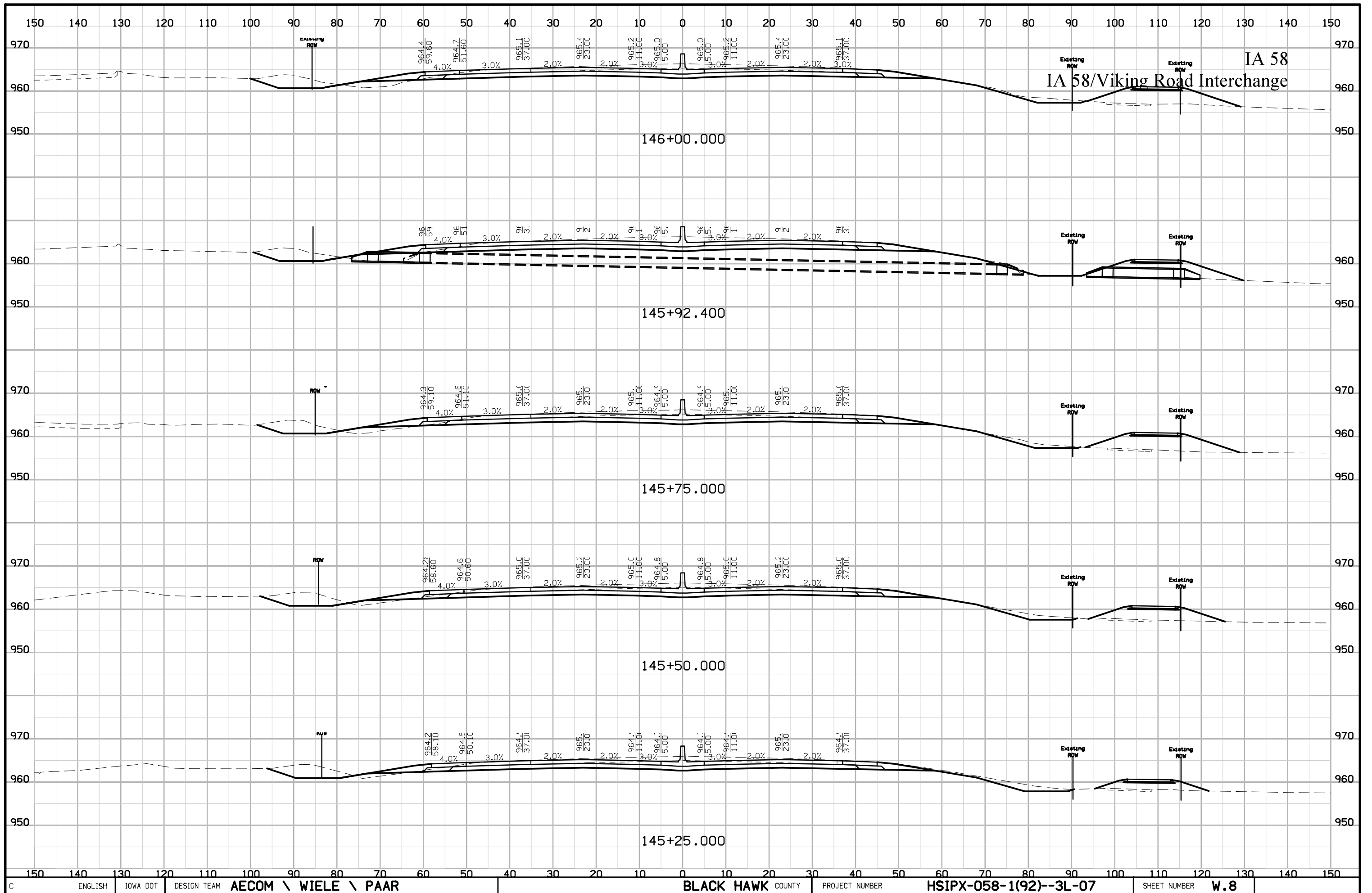


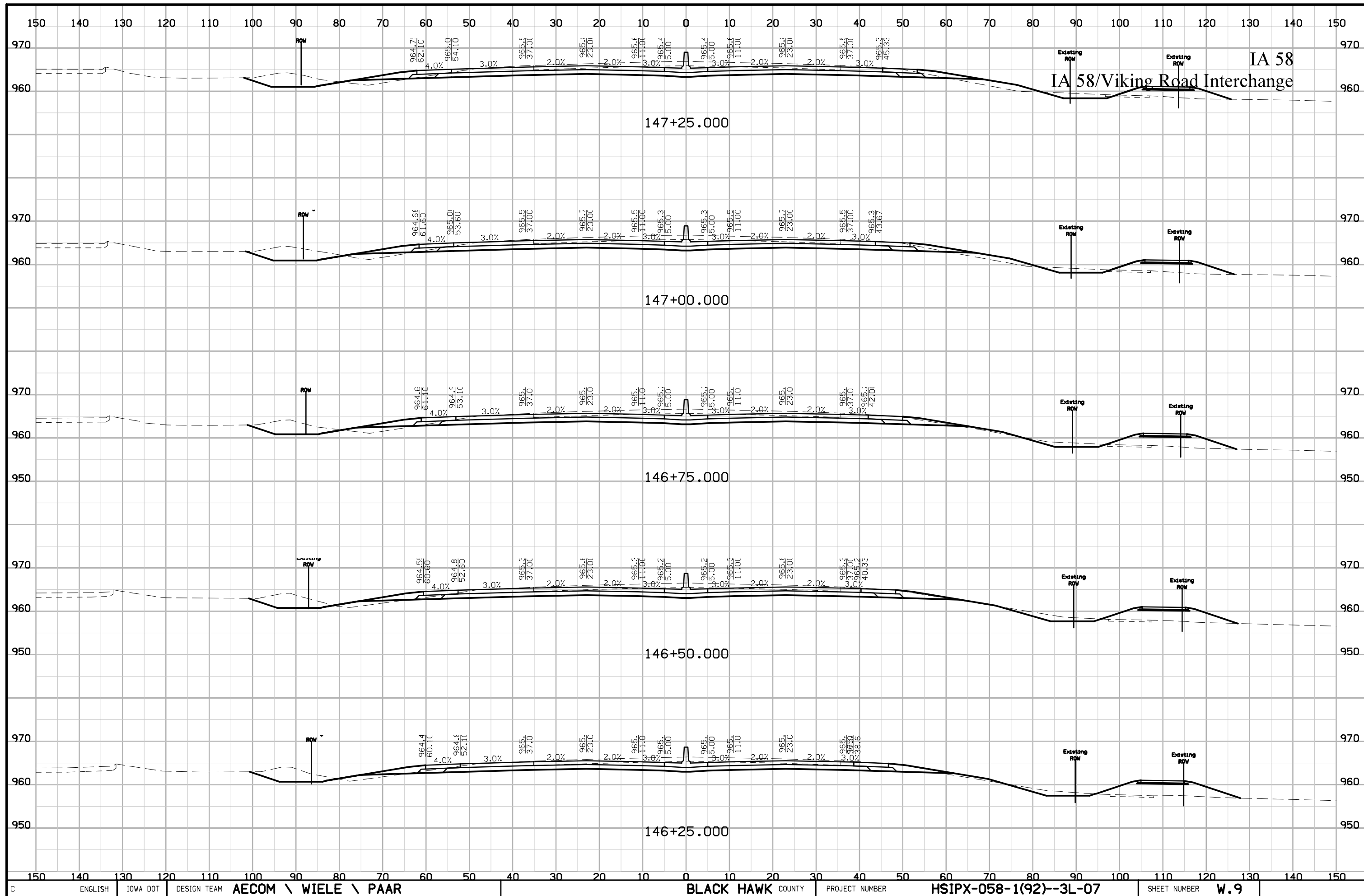




IA 58  
IA 58/Viking Road Interchange

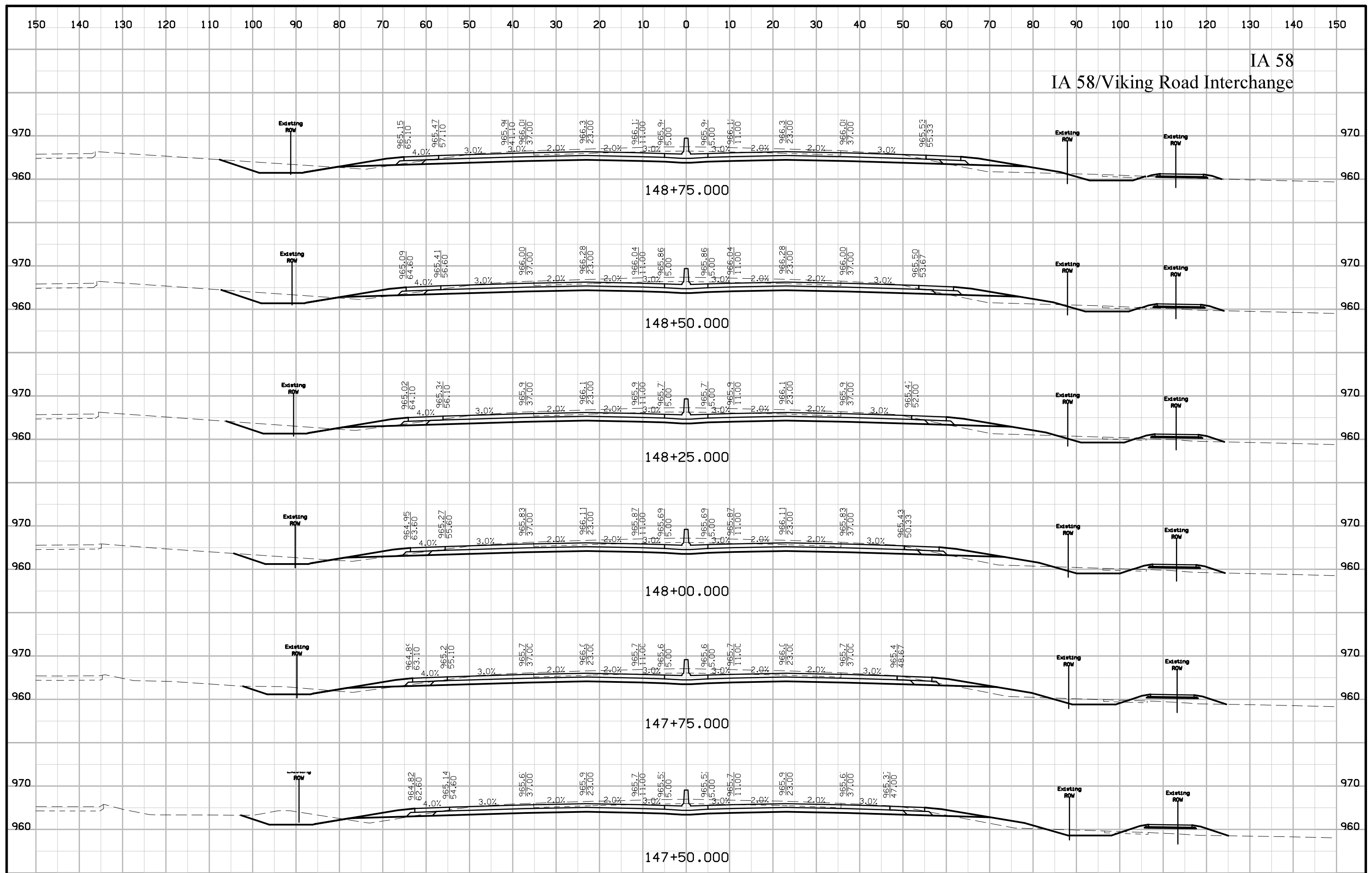




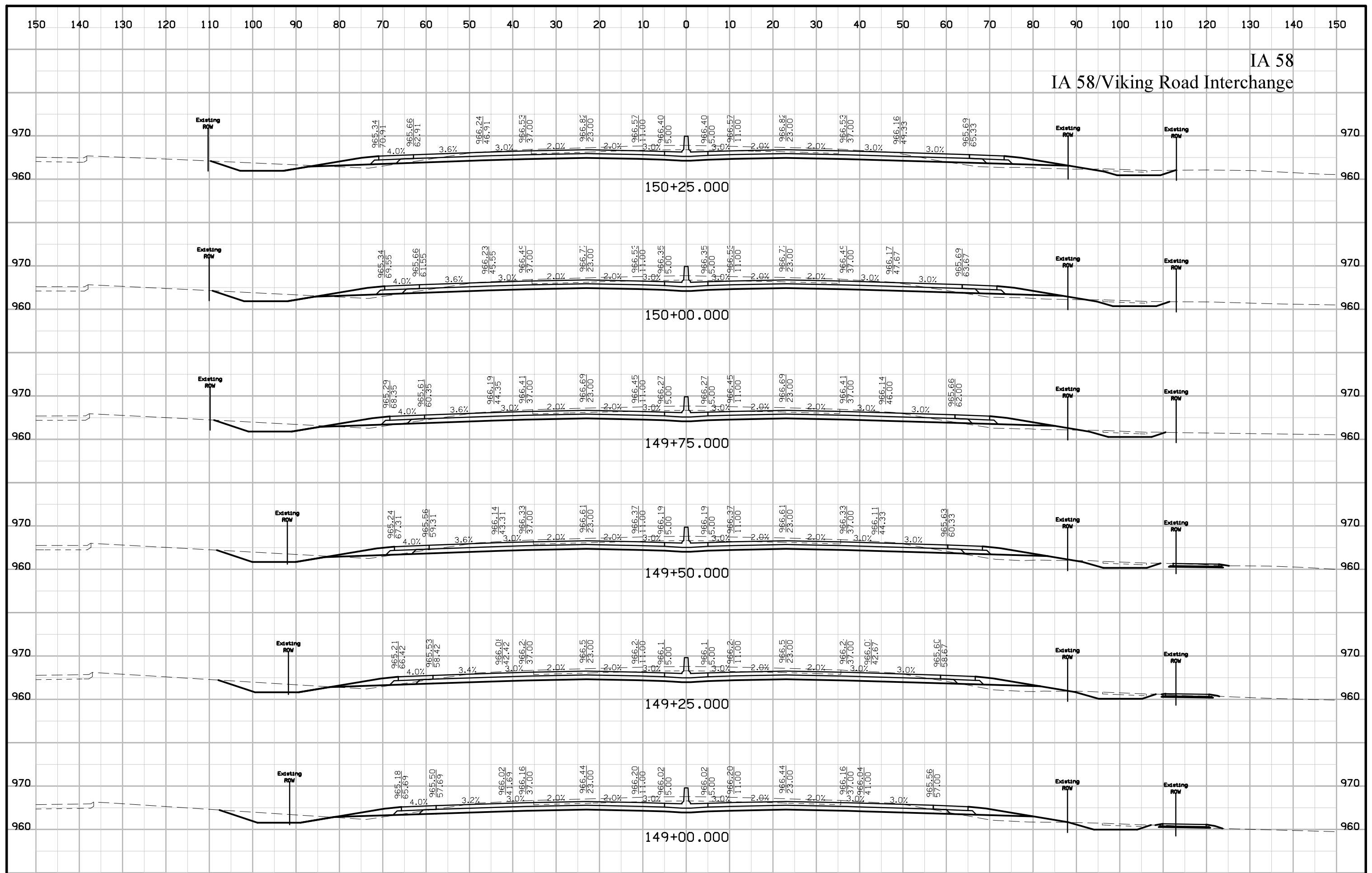




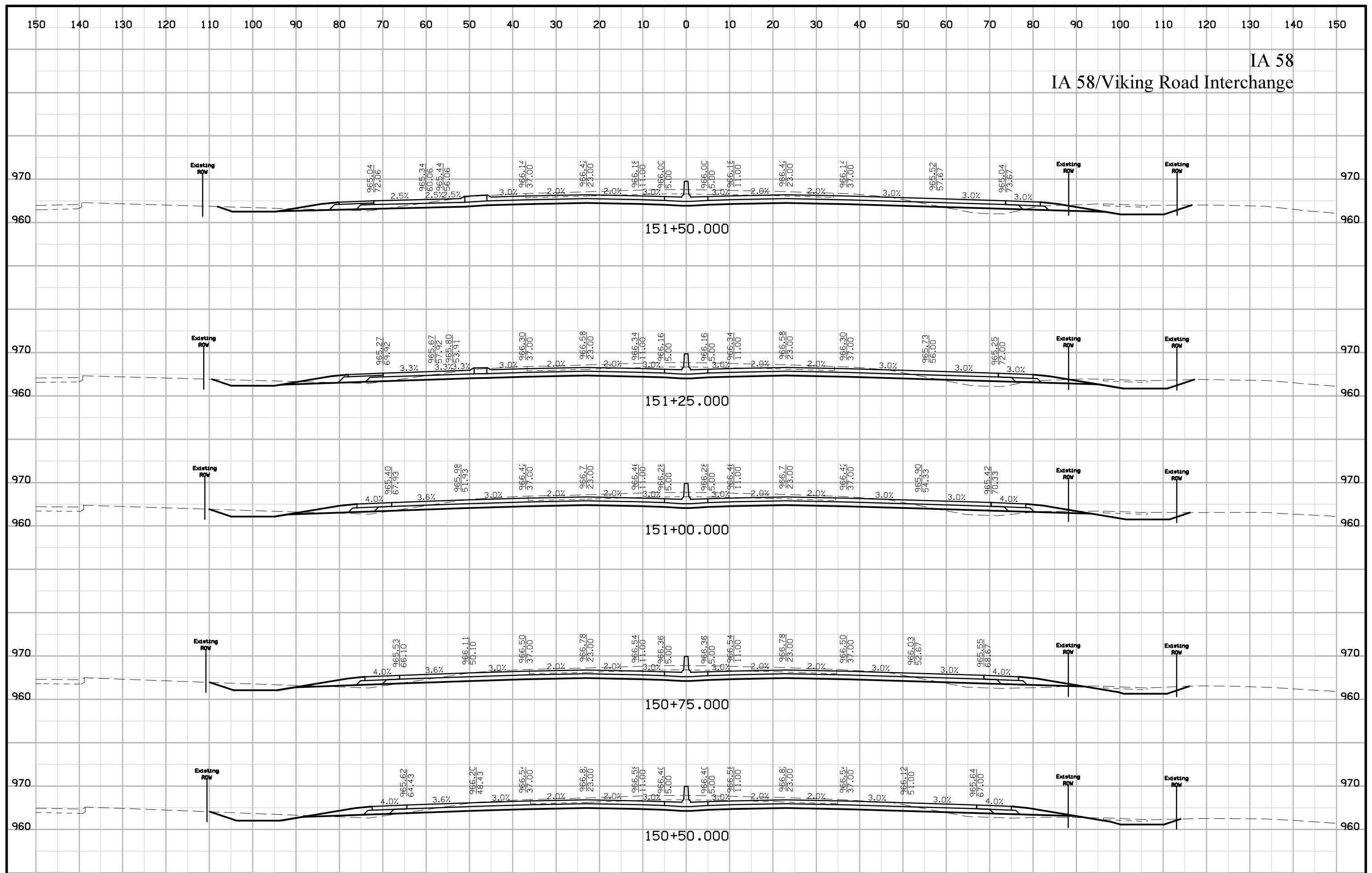
IA 58  
IA 58/Viking Road Interchange



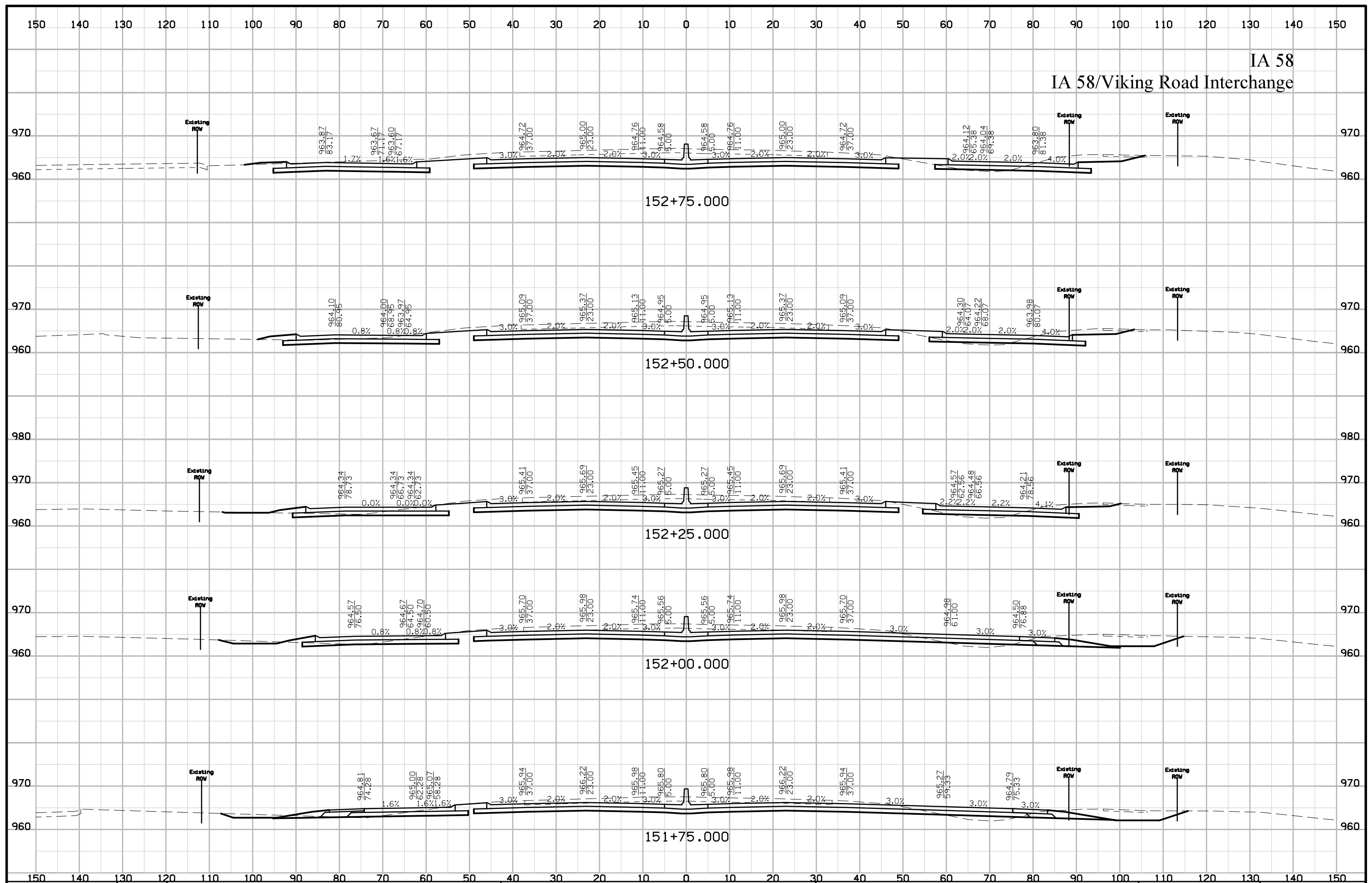
IA 58  
IA 58/Viking Road Interchange

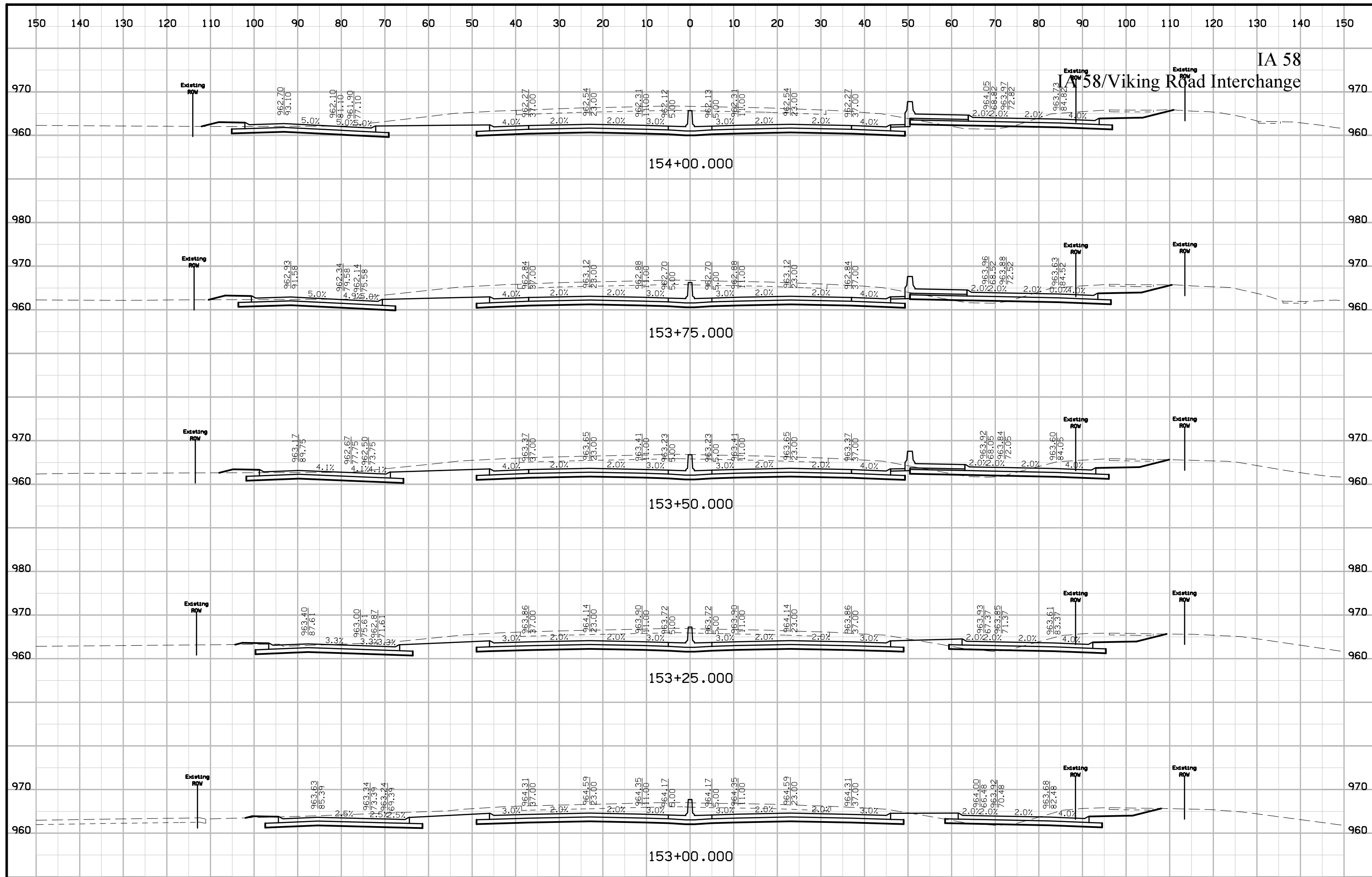


IA 58  
IA 58/Viking Road Interchange

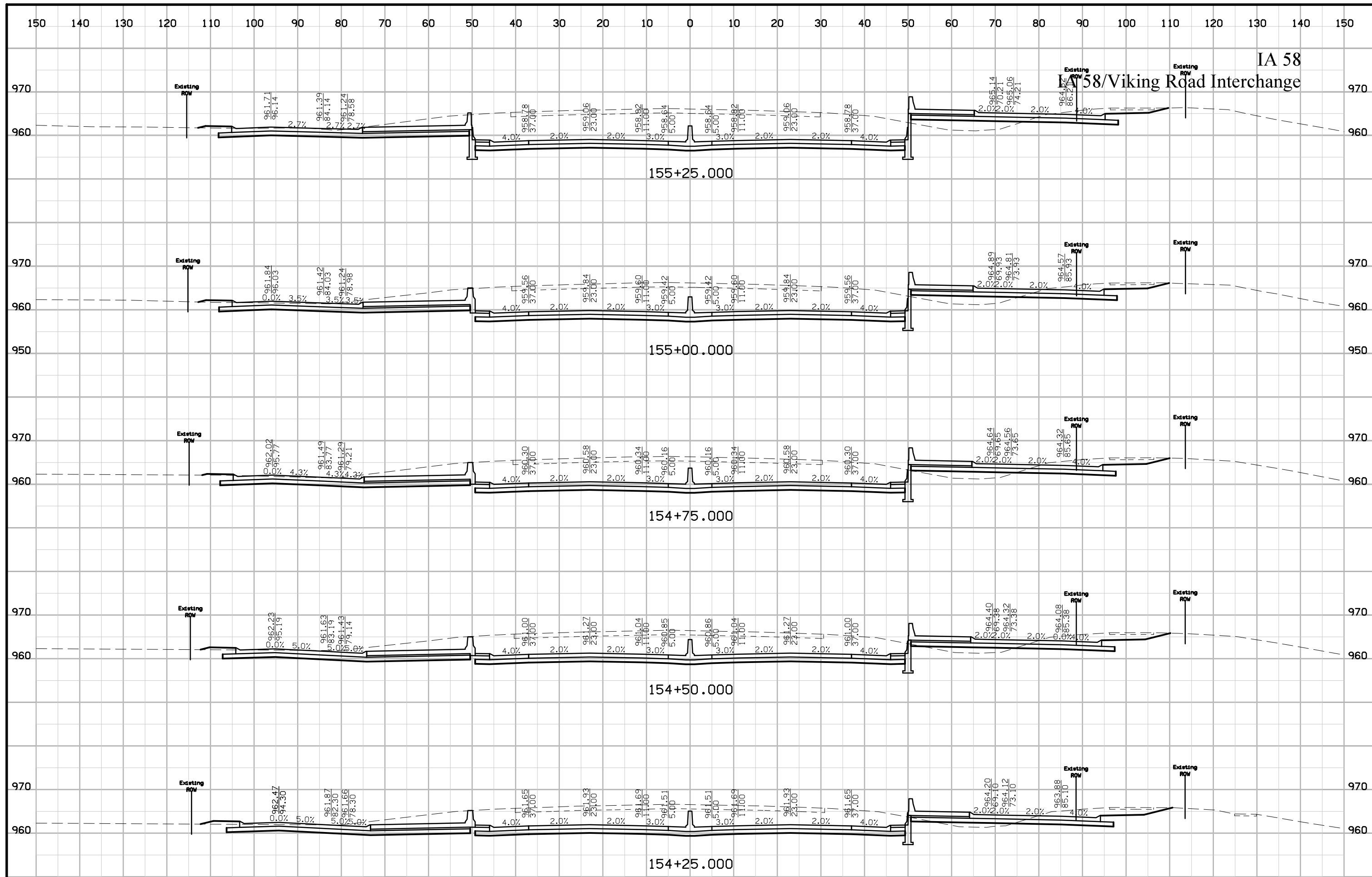


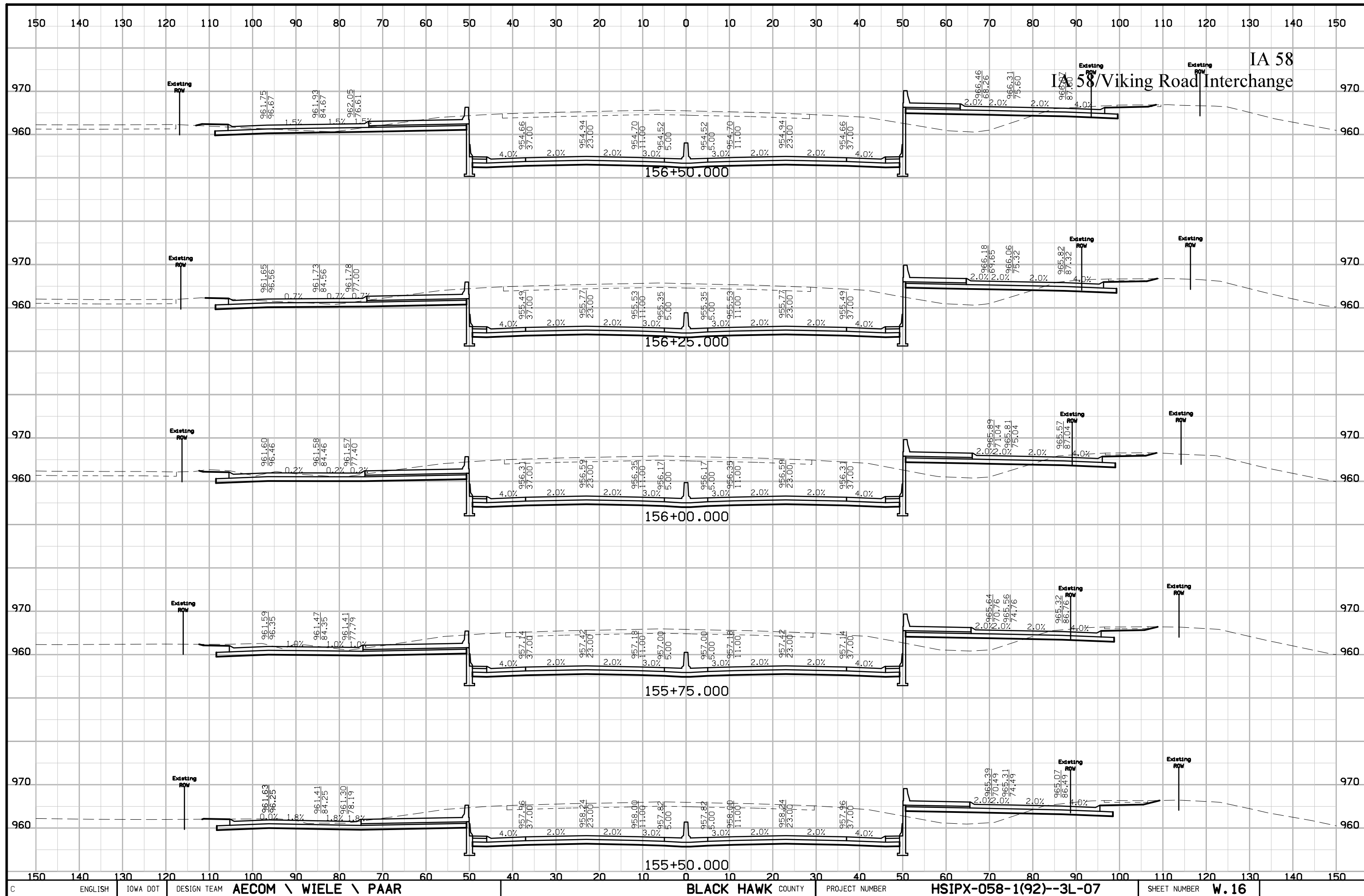
IA 58  
IA 58/Viking Road Interchange



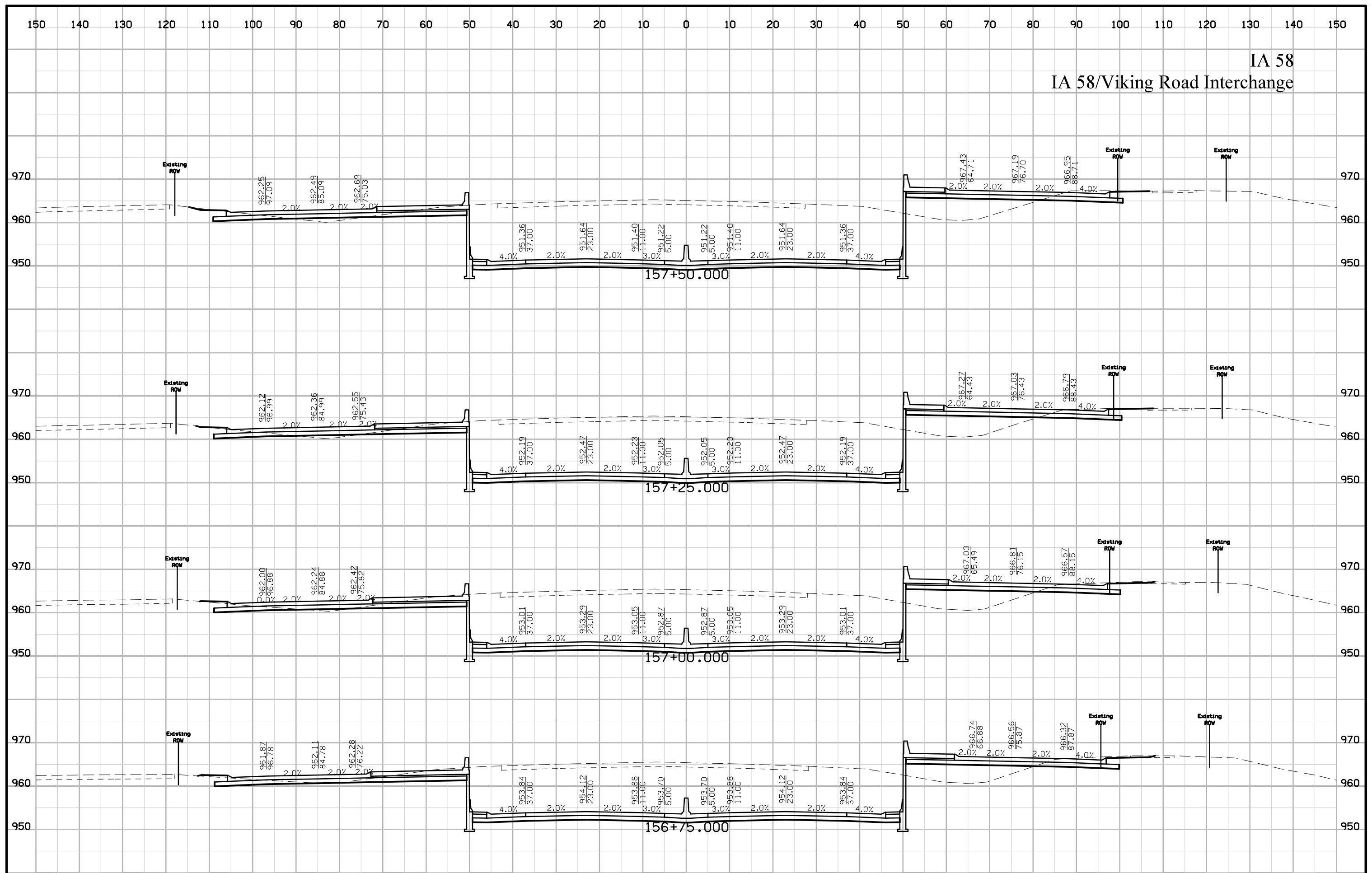


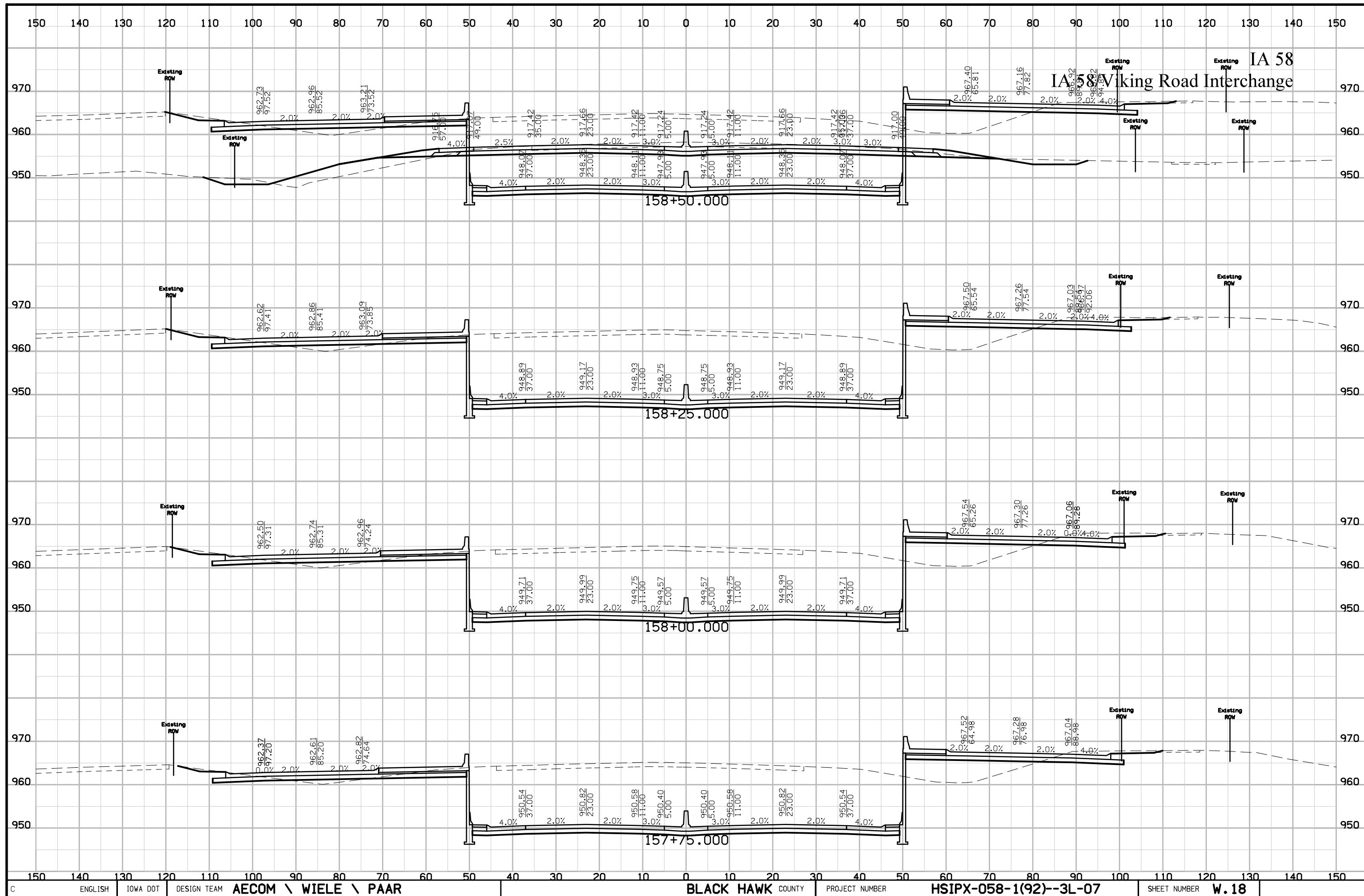




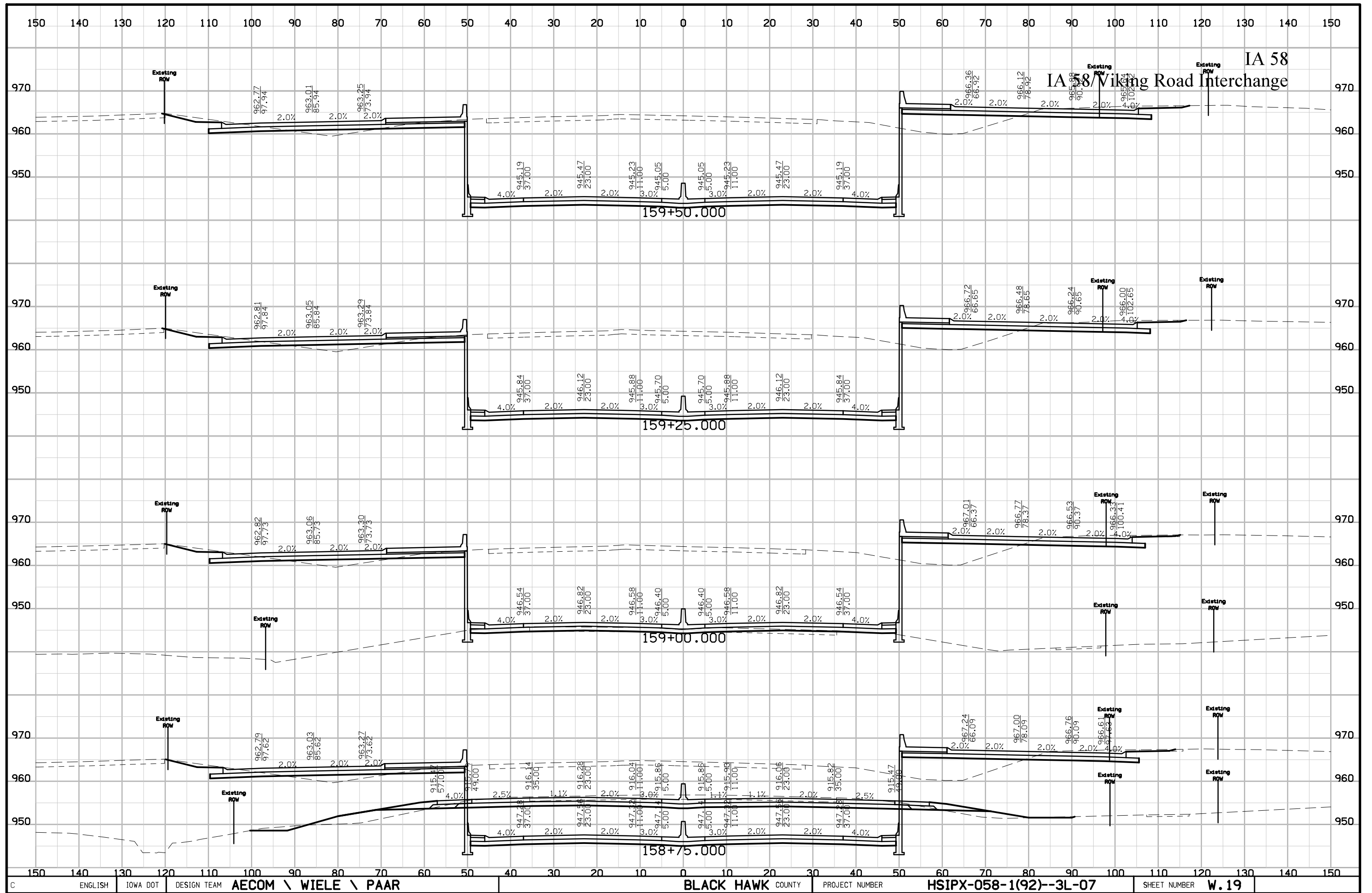


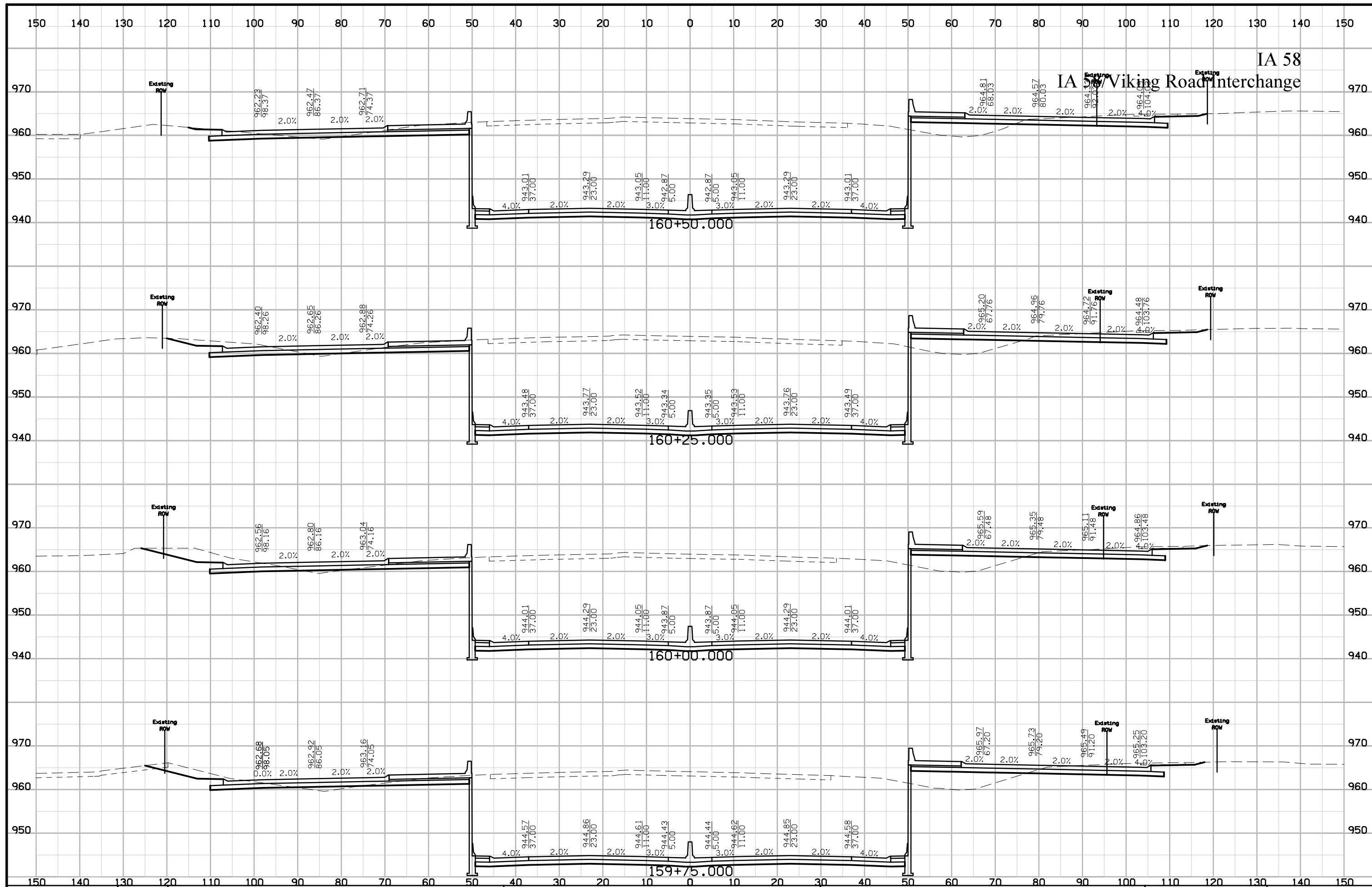
IA 58  
IA 58/Viking Road Interchange

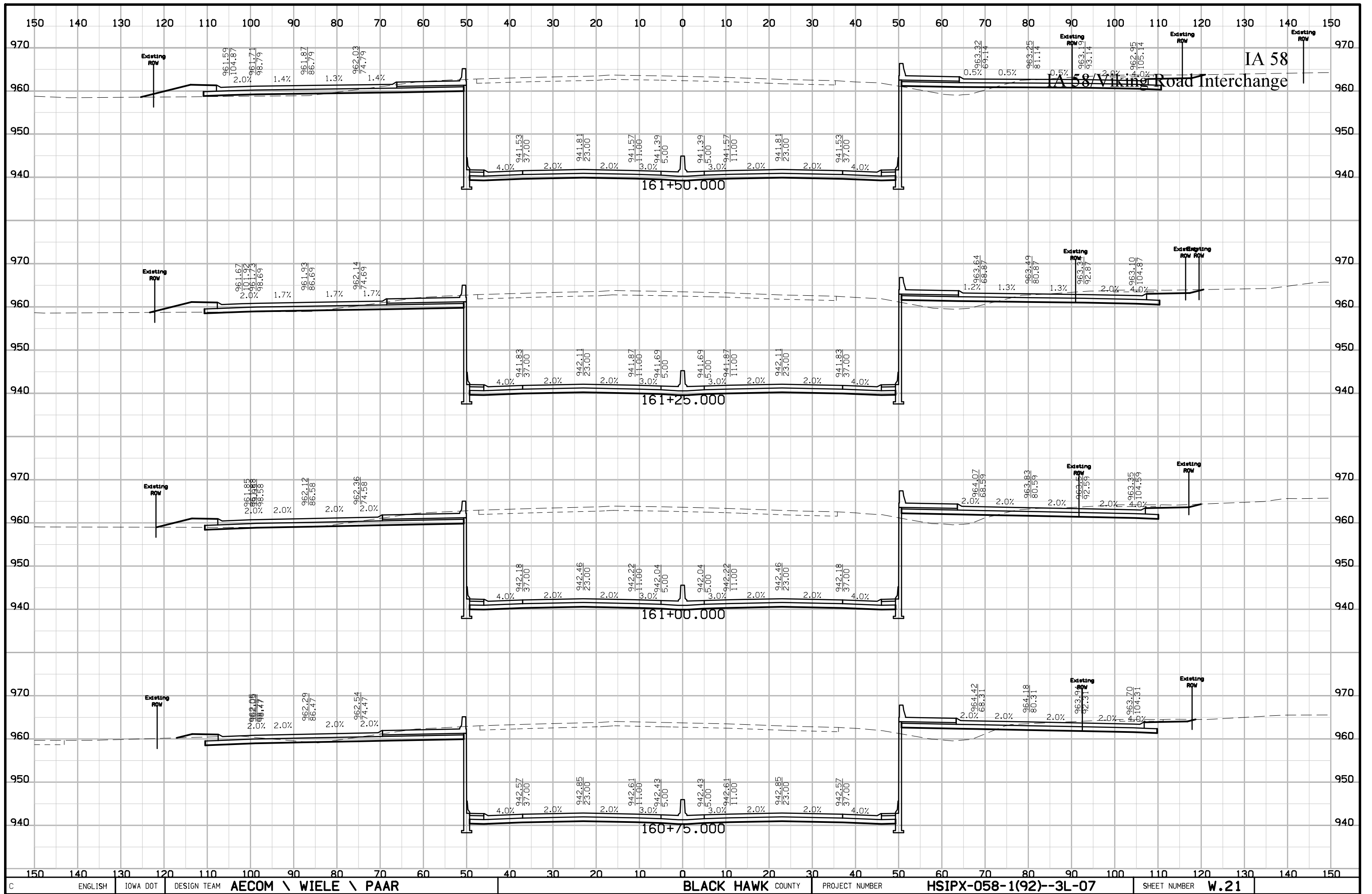






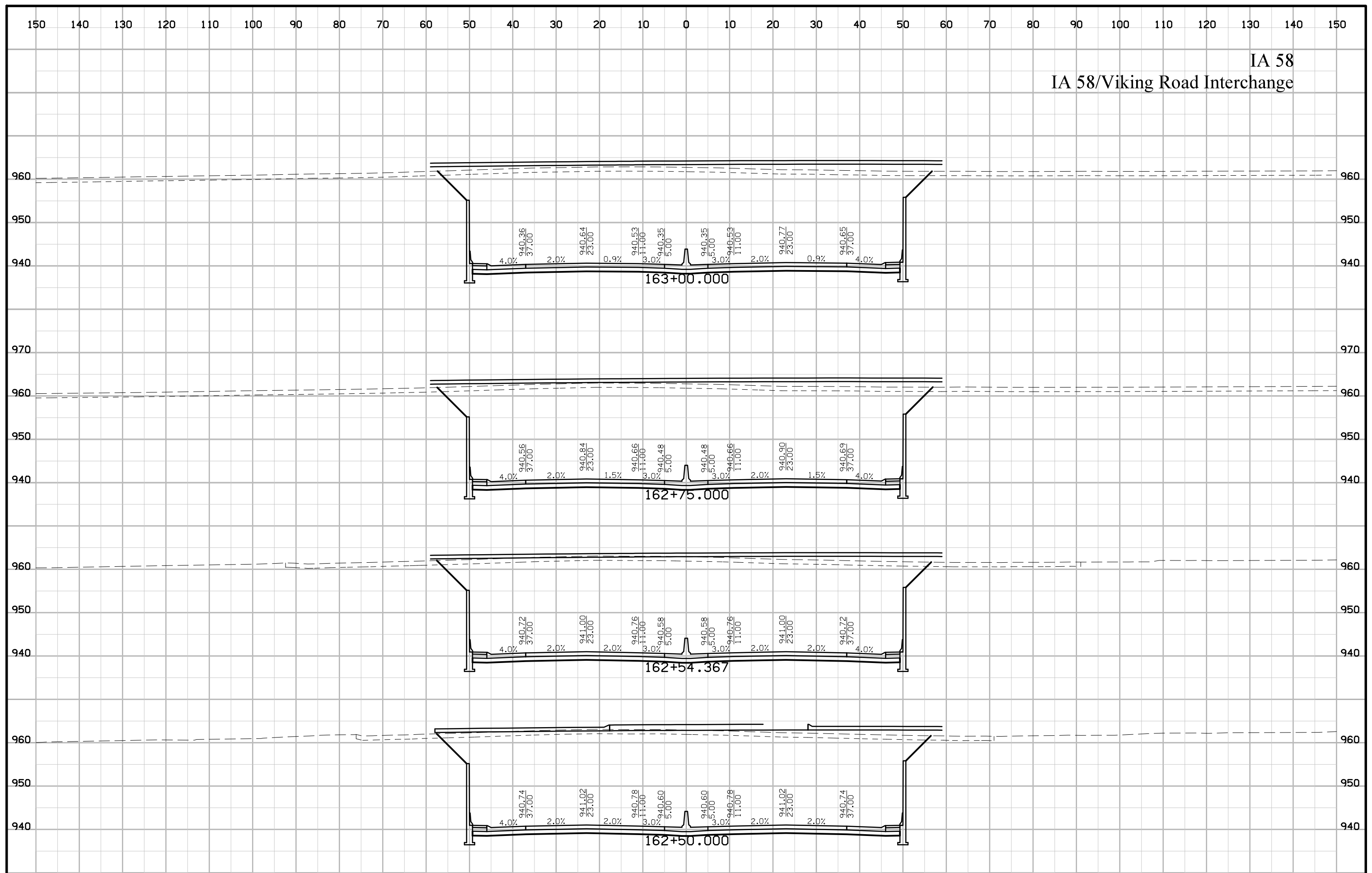




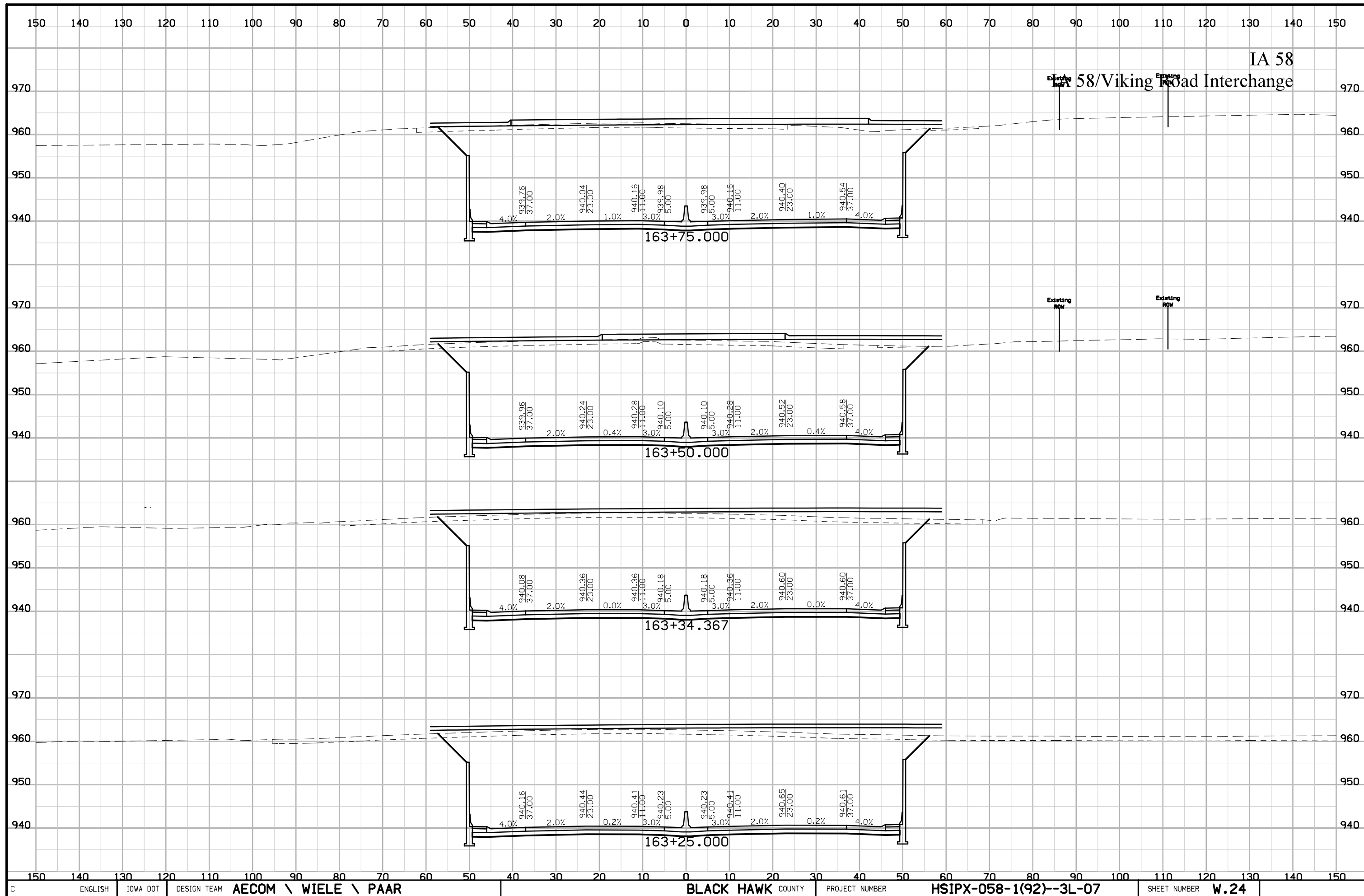




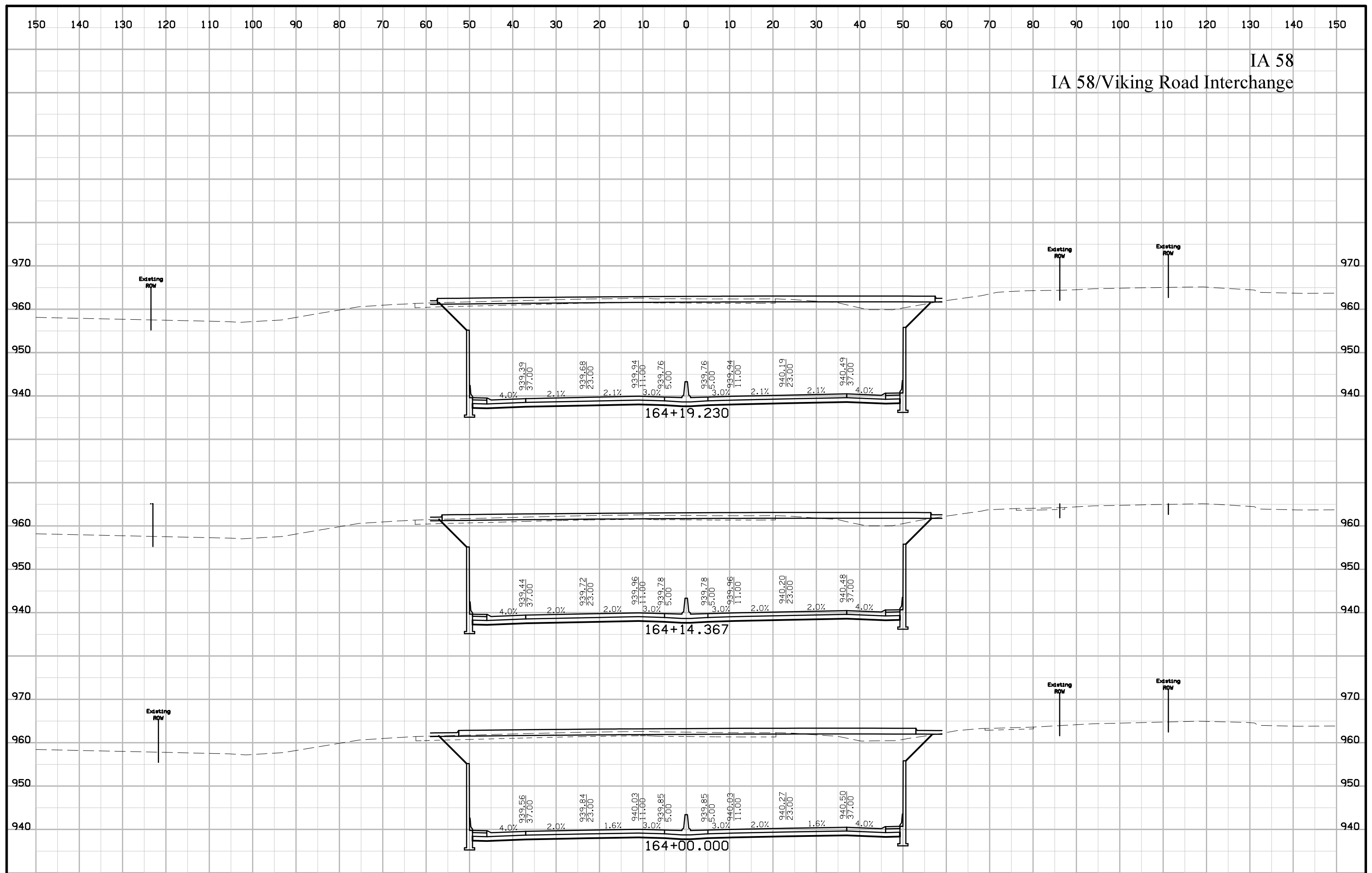
IA 58  
IA 58/Viking Road Interchange



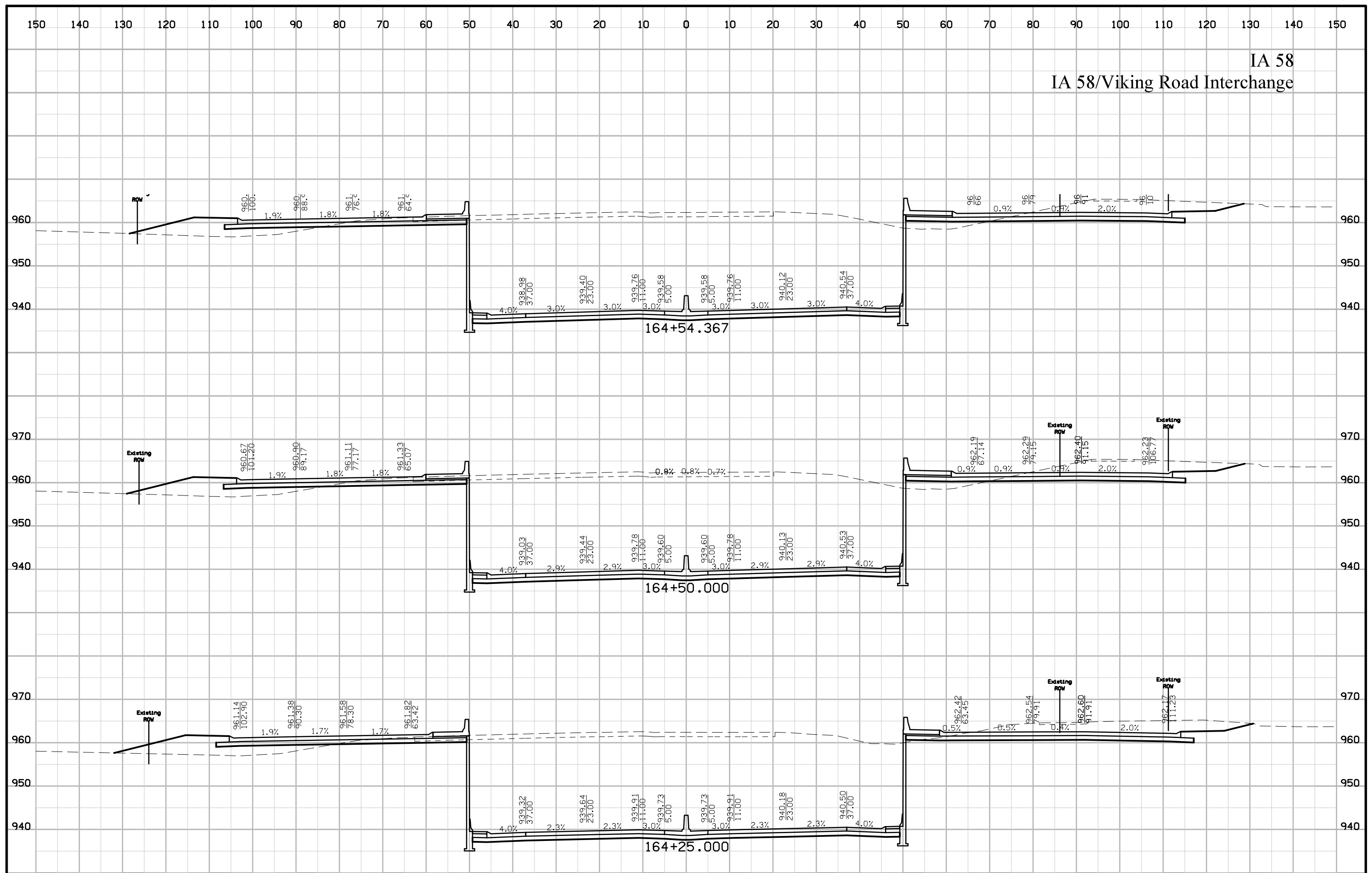




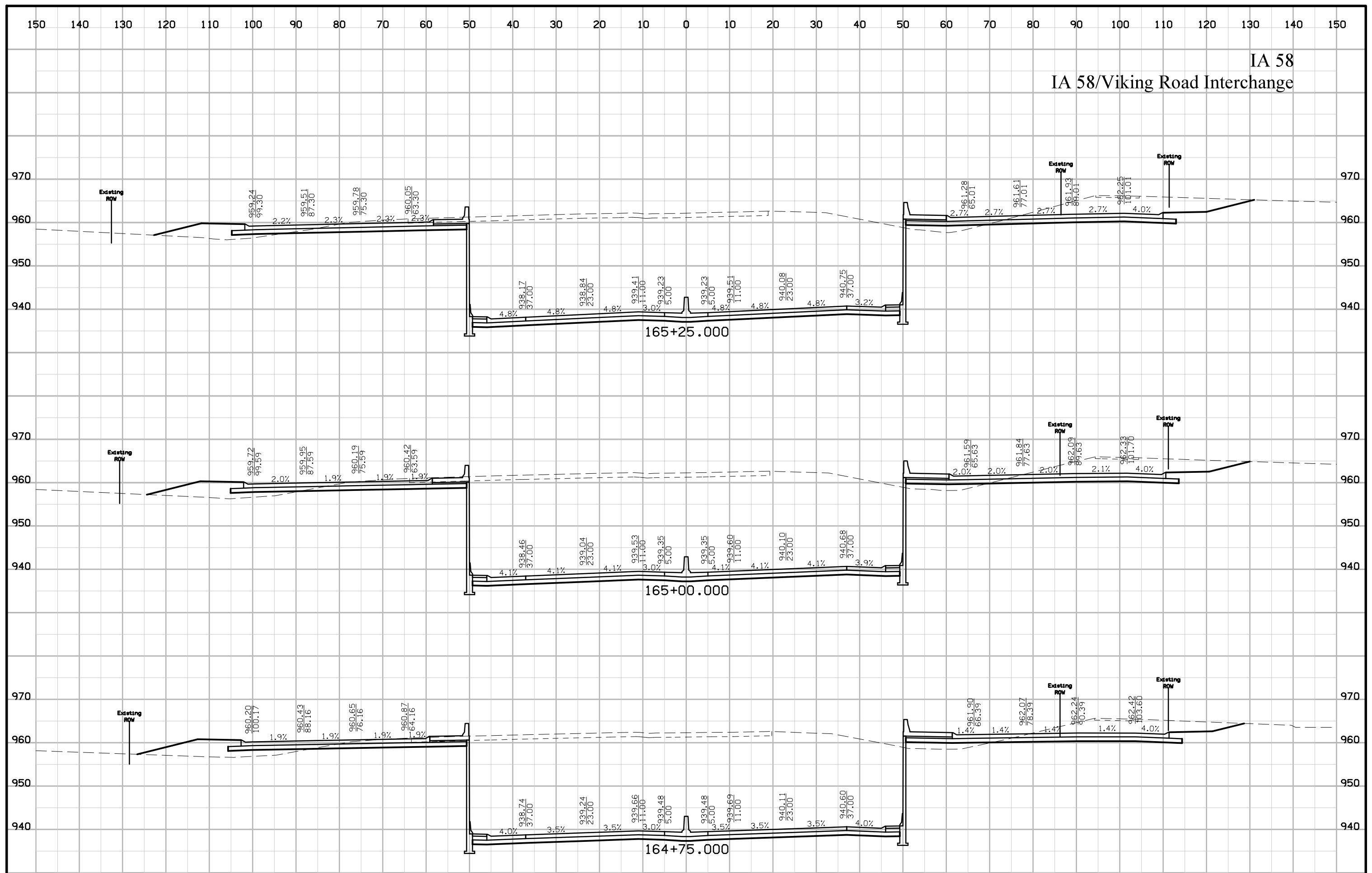
IA 58  
IA 58/Viking Road Interchange



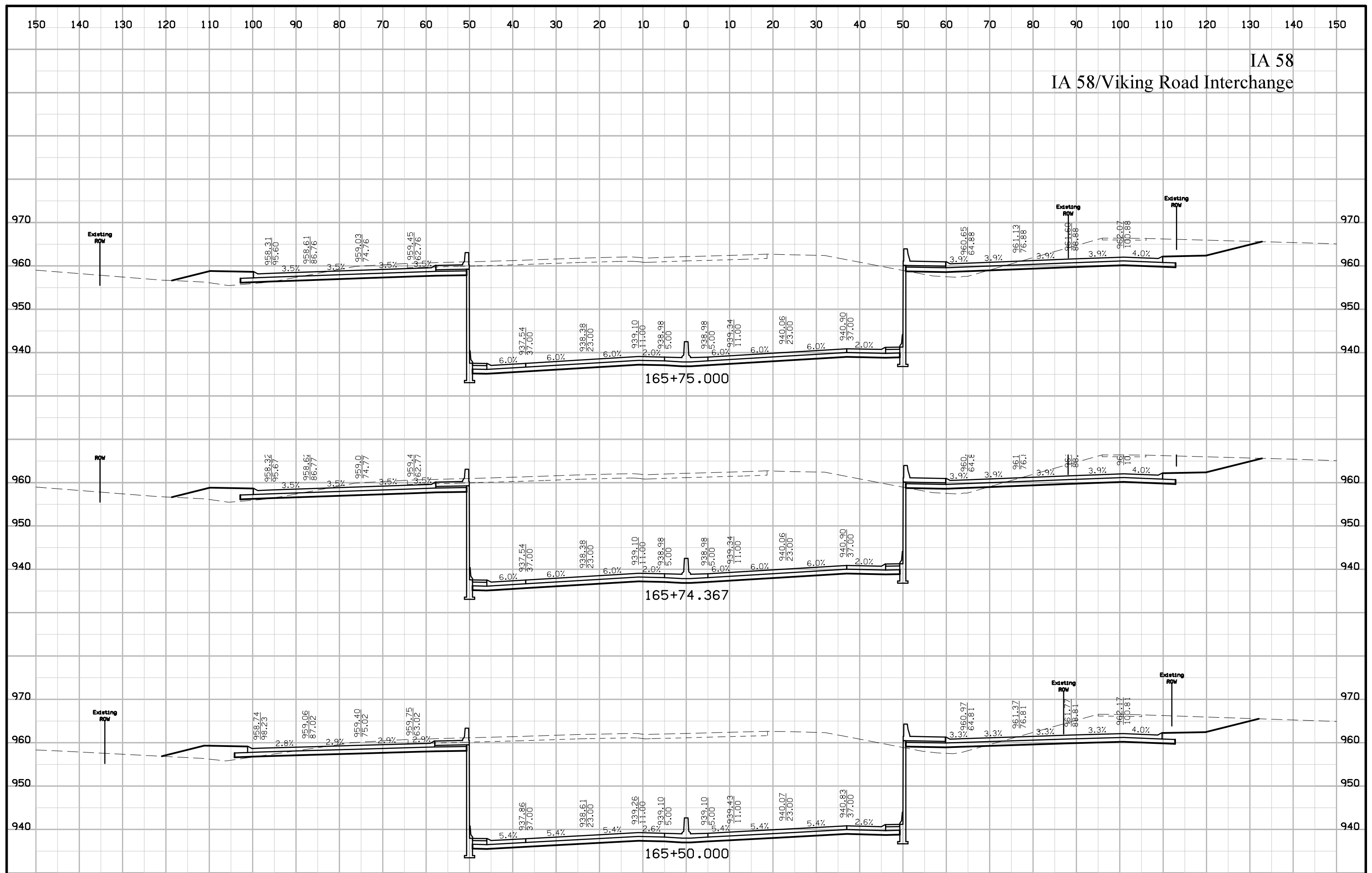
IA 58  
IA 58/Viking Road Interchange



IA 58  
IA 58/Viking Road Interchange

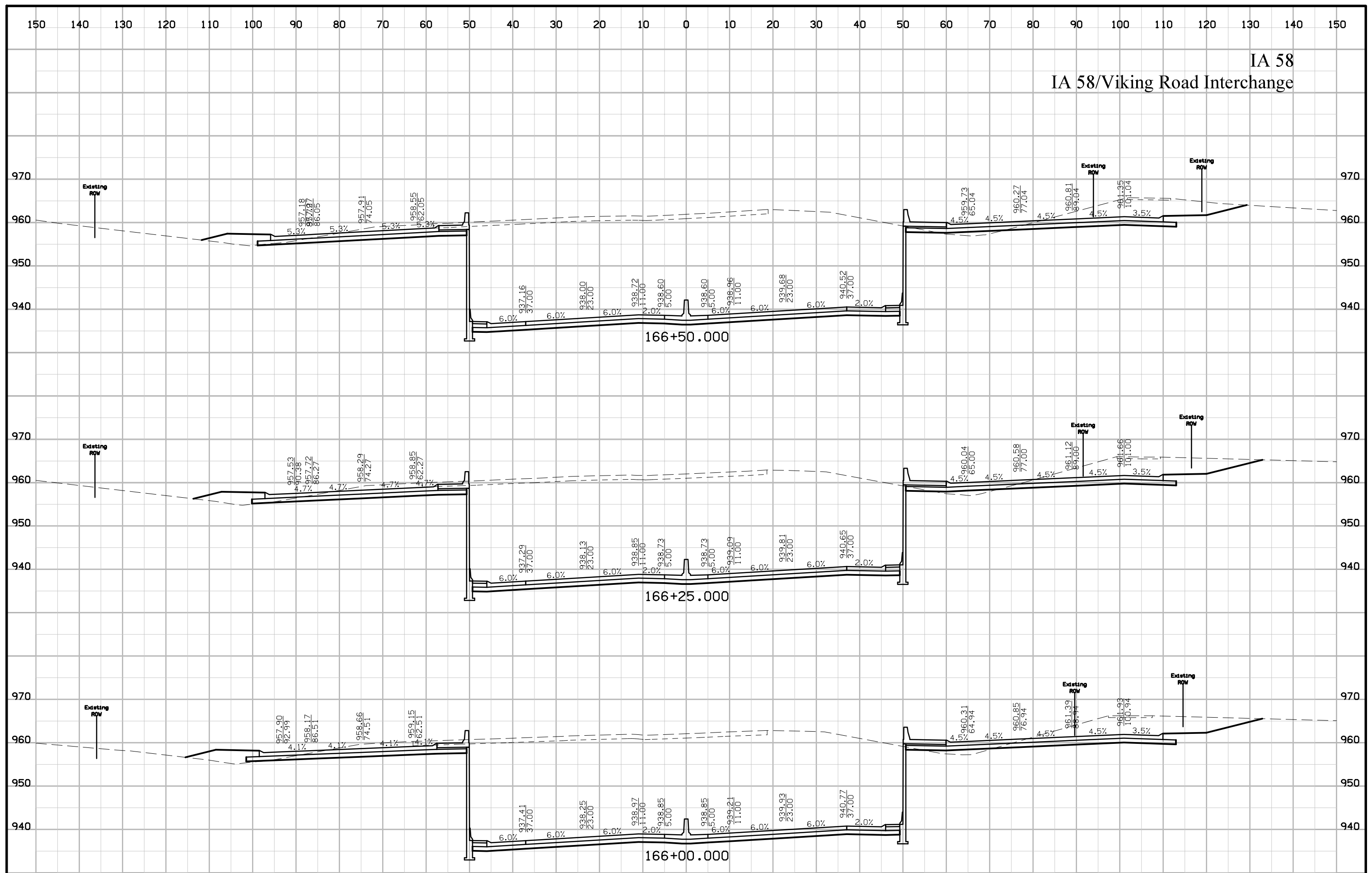


IA 58  
IA 58/Viking Road Interchange

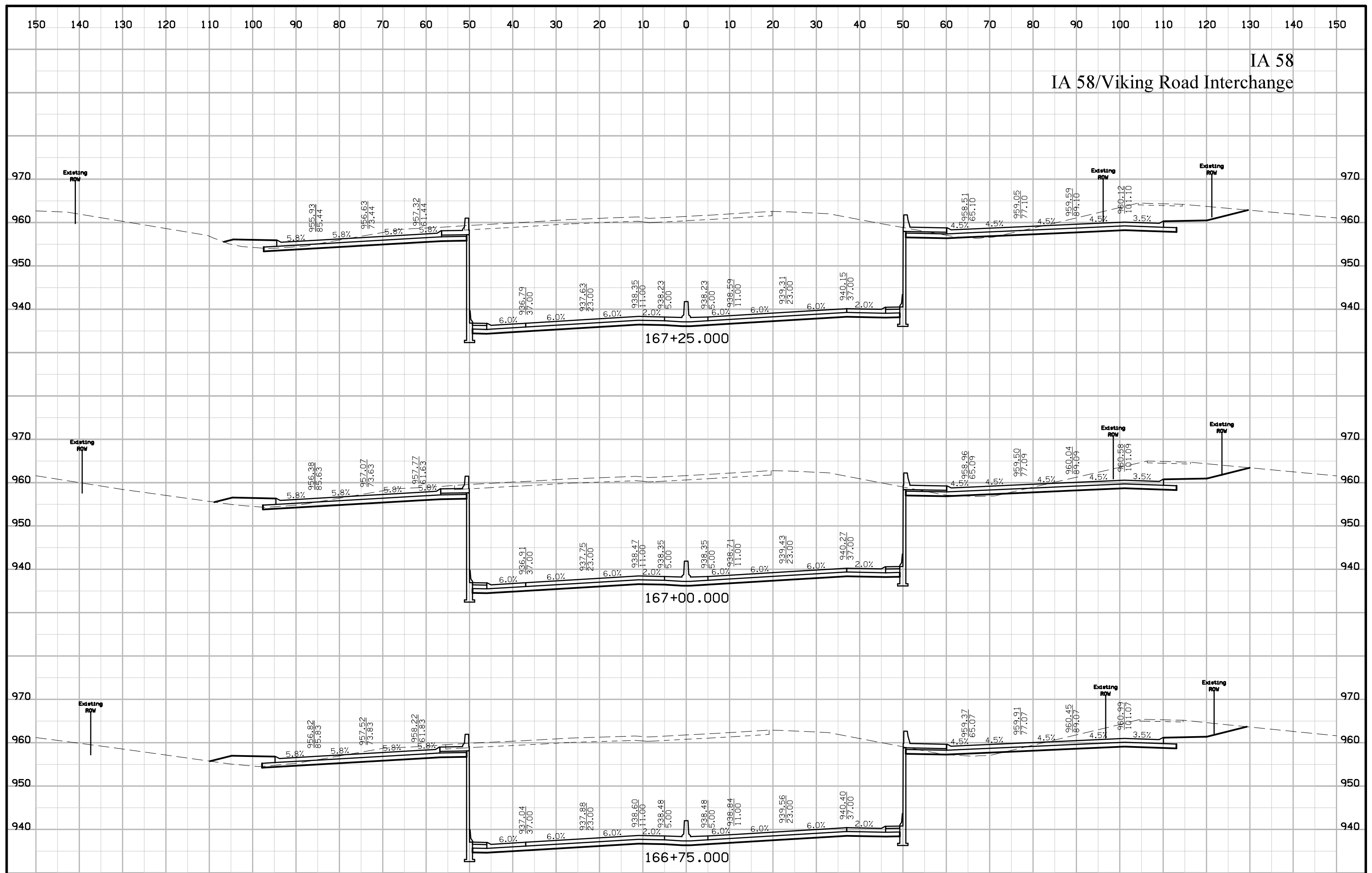




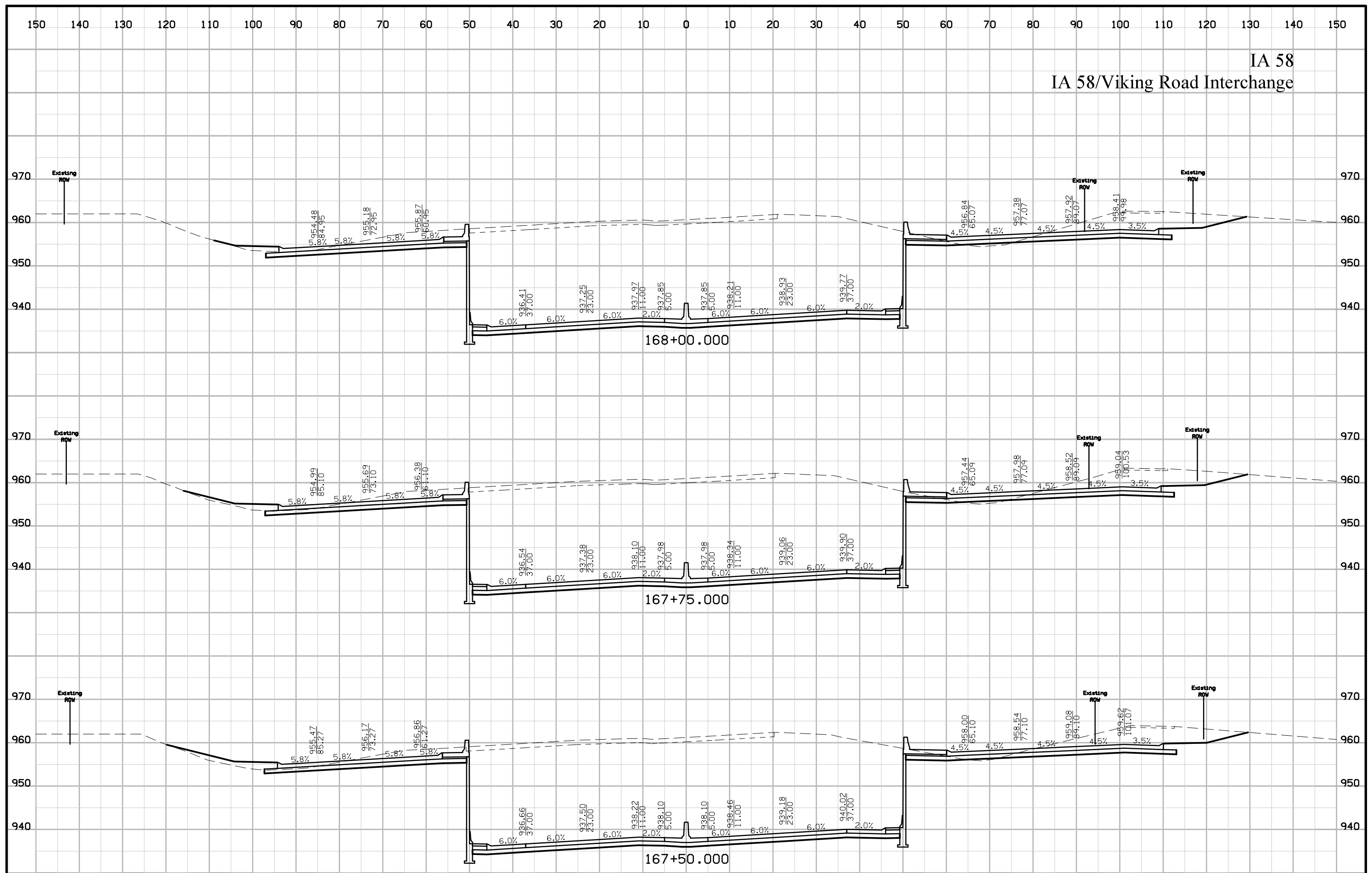
IA 58  
IA 58/Viking Road Interchange



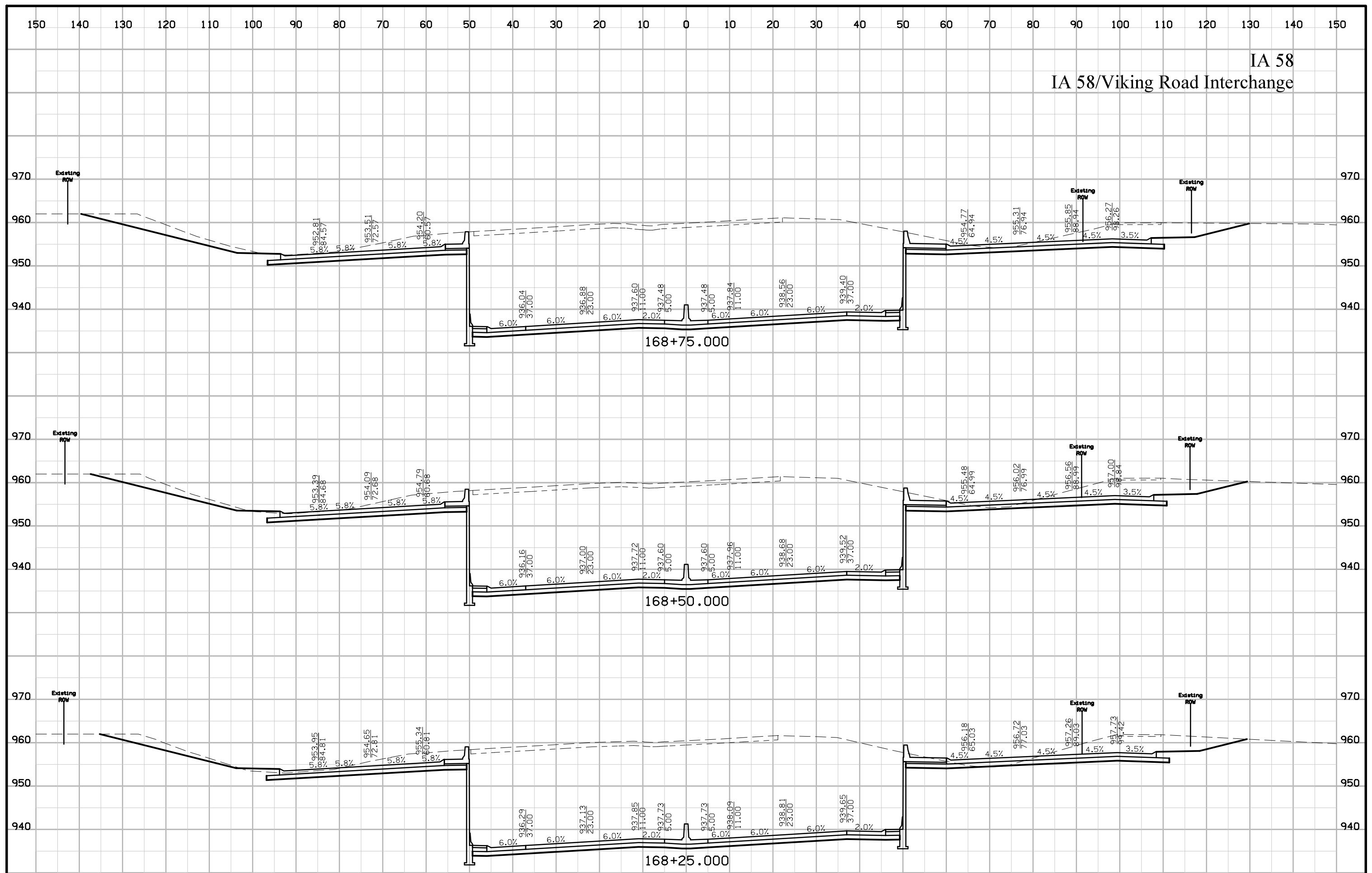
IA 58  
IA 58/Viking Road Interchange



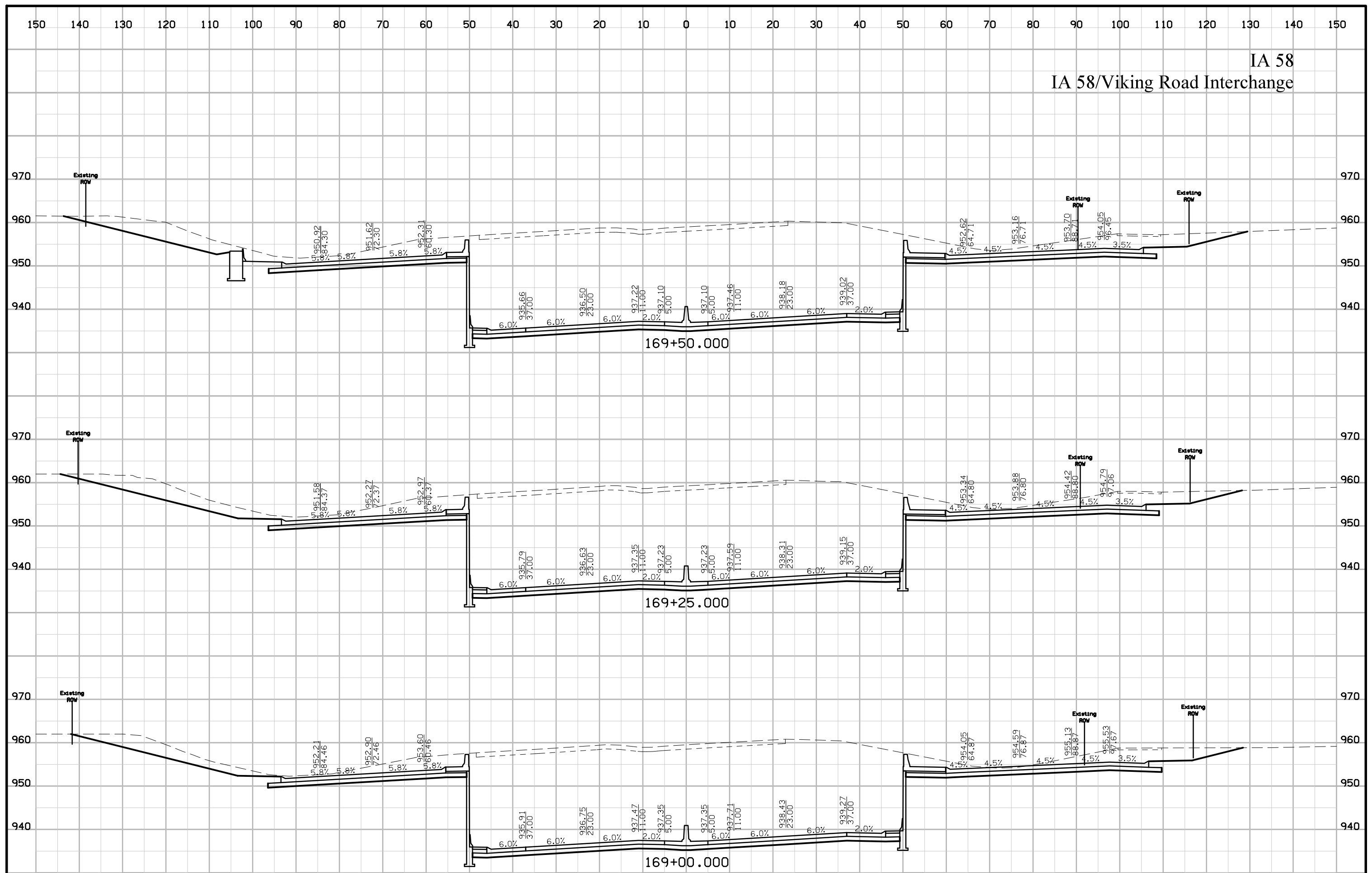
IA 58  
IA 58/Viking Road Interchange



IA 58  
IA 58/Viking Road Interchange

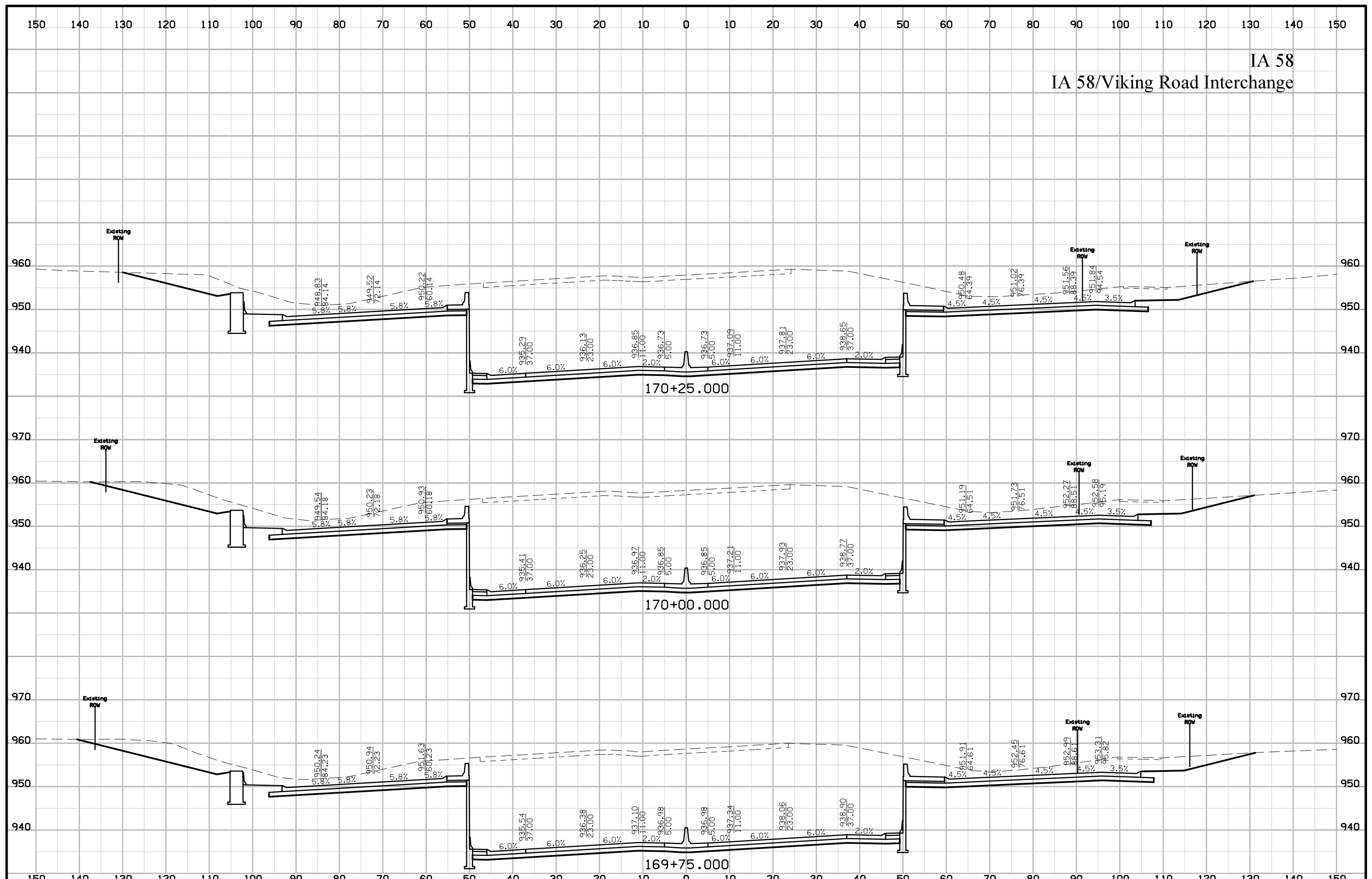


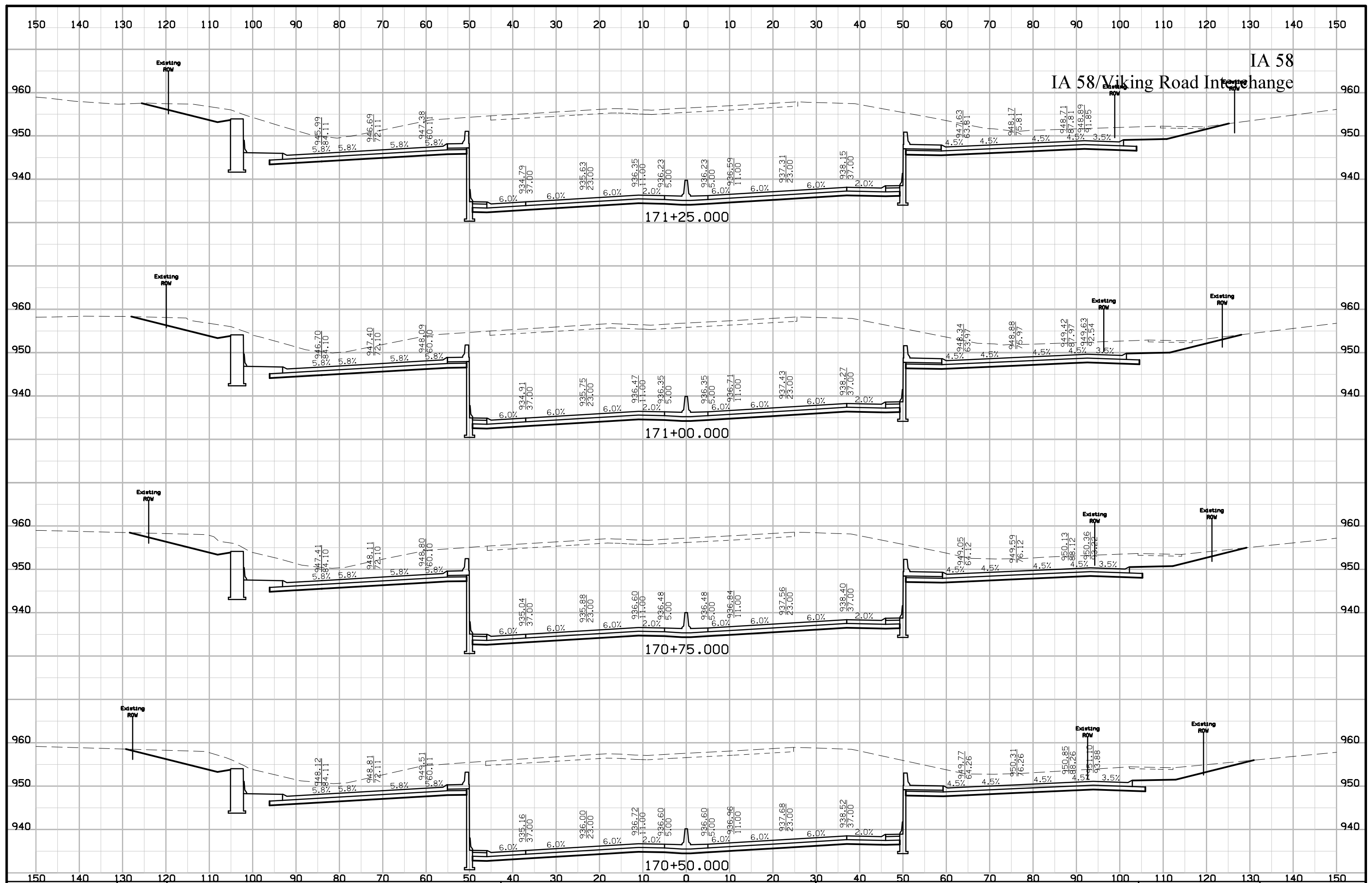
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IA 58/Viking Road Interchange



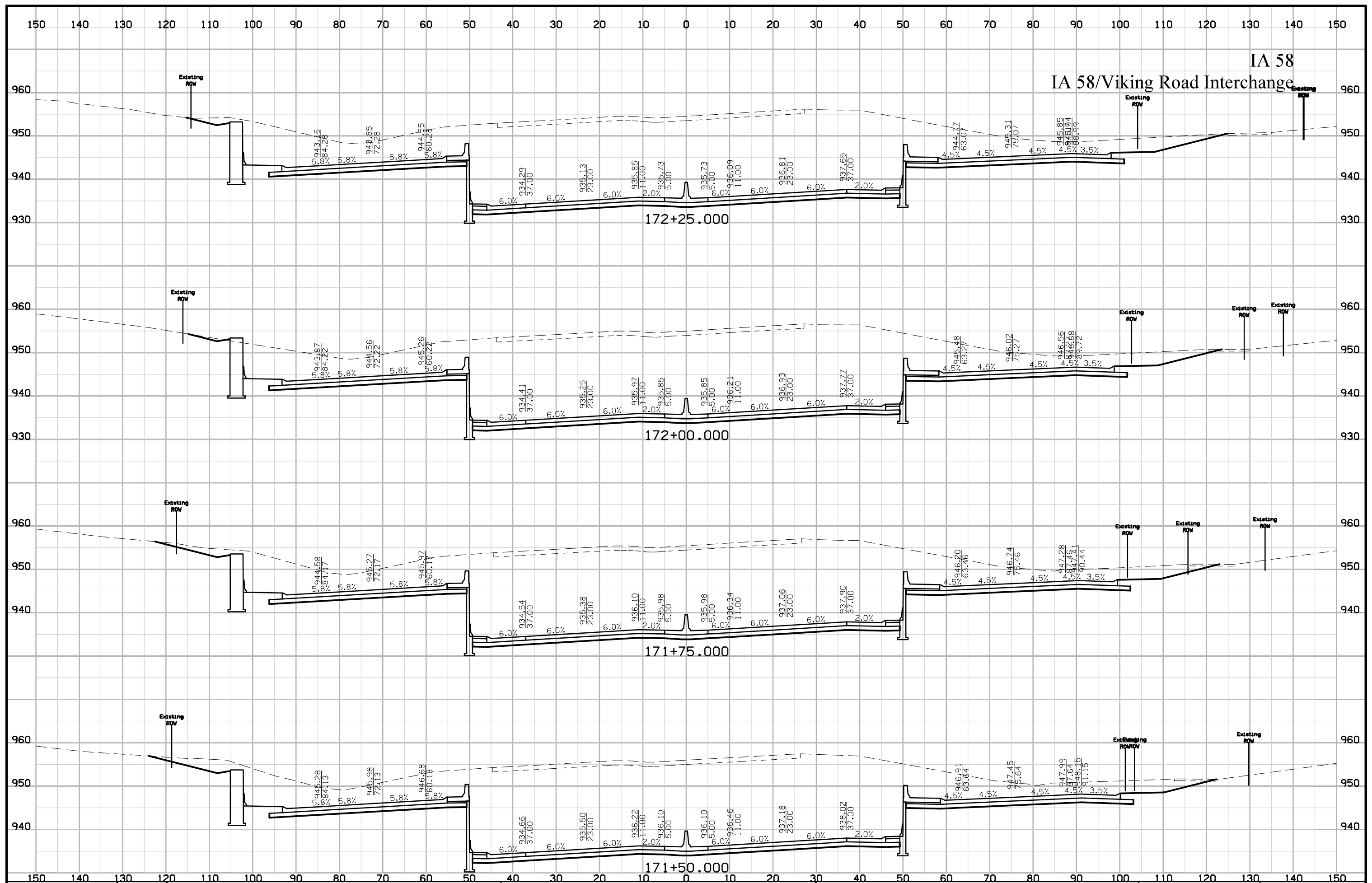


IA 58  
IA 58/Viking Road Interchange

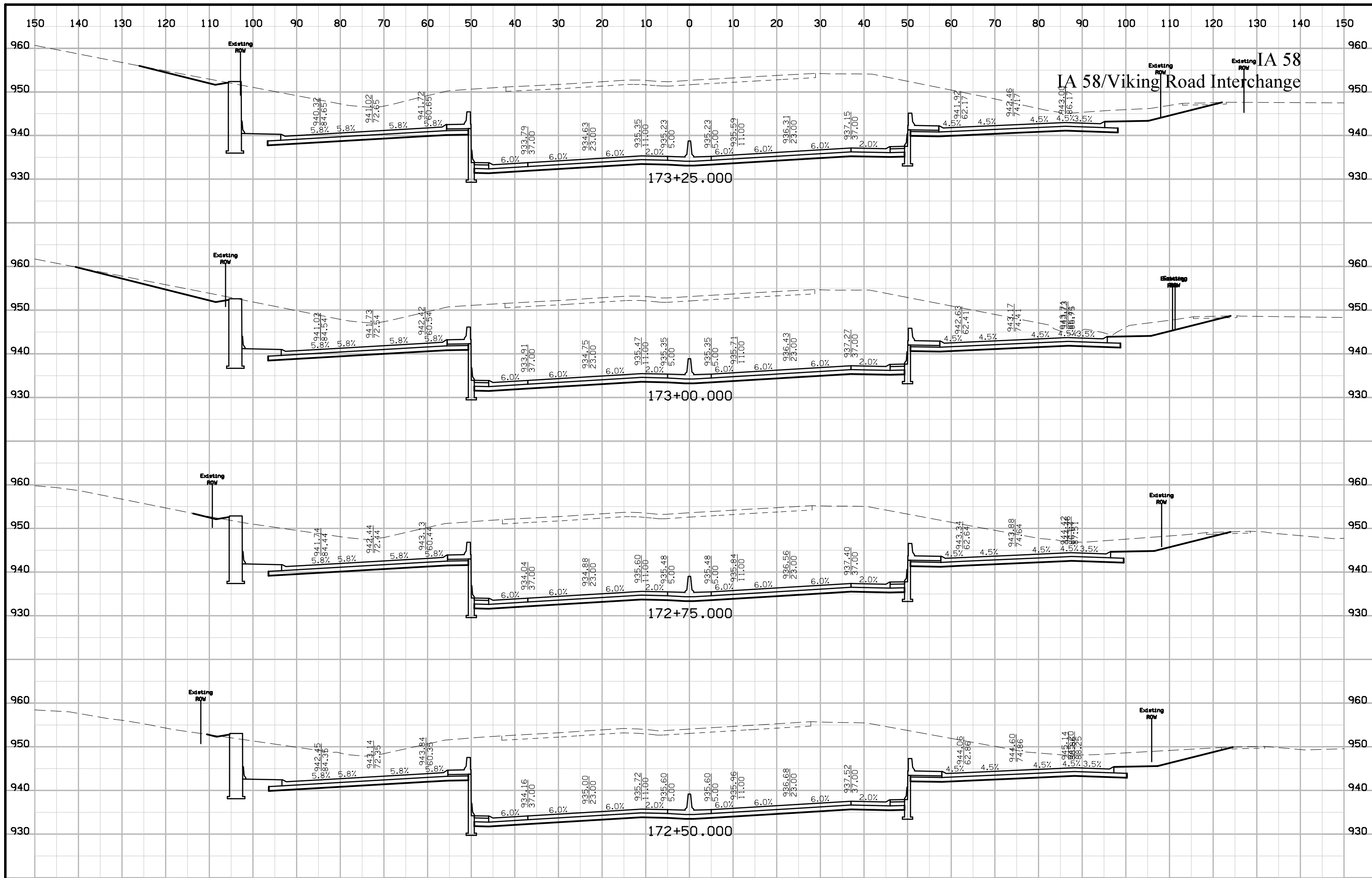


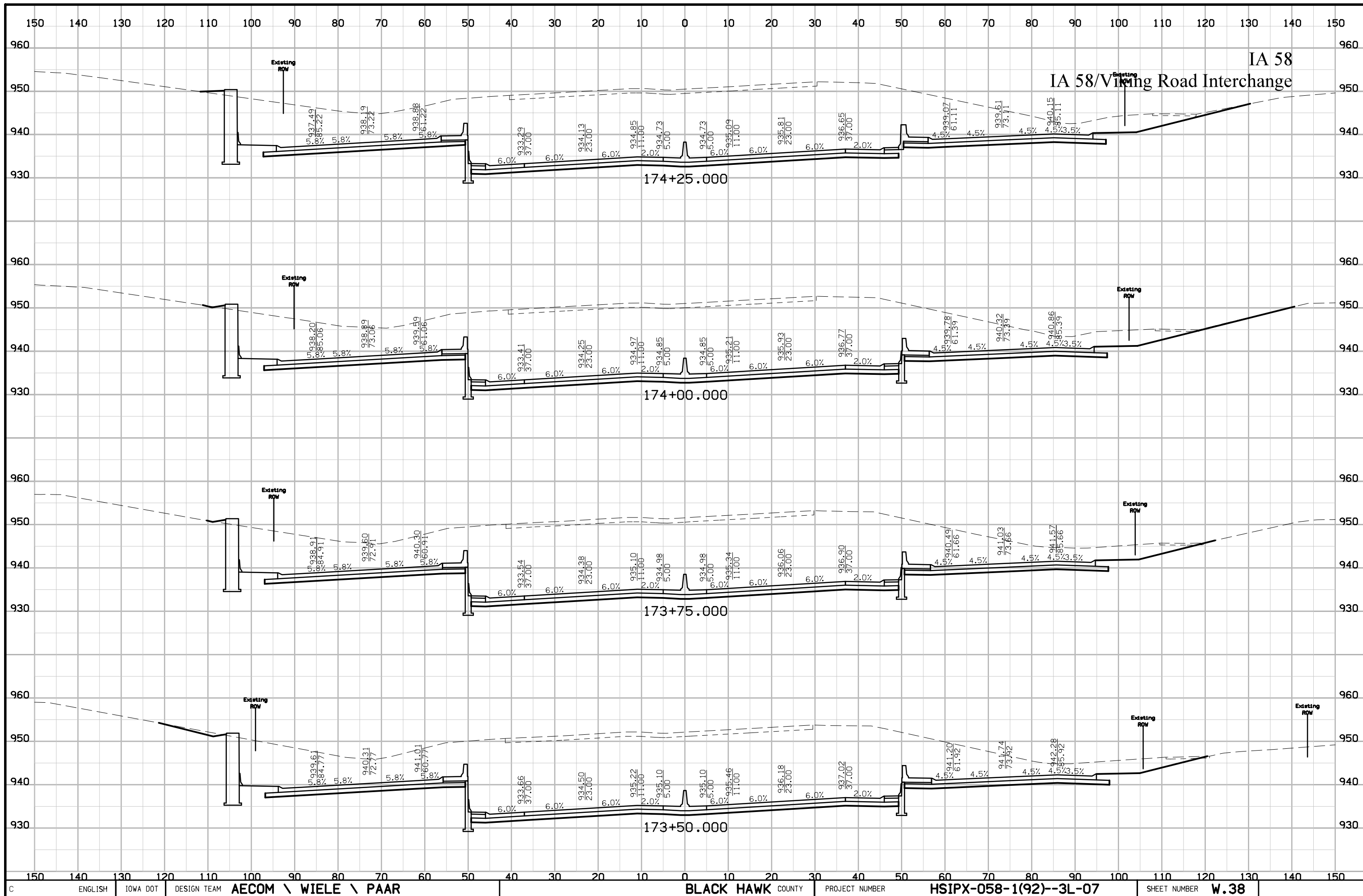


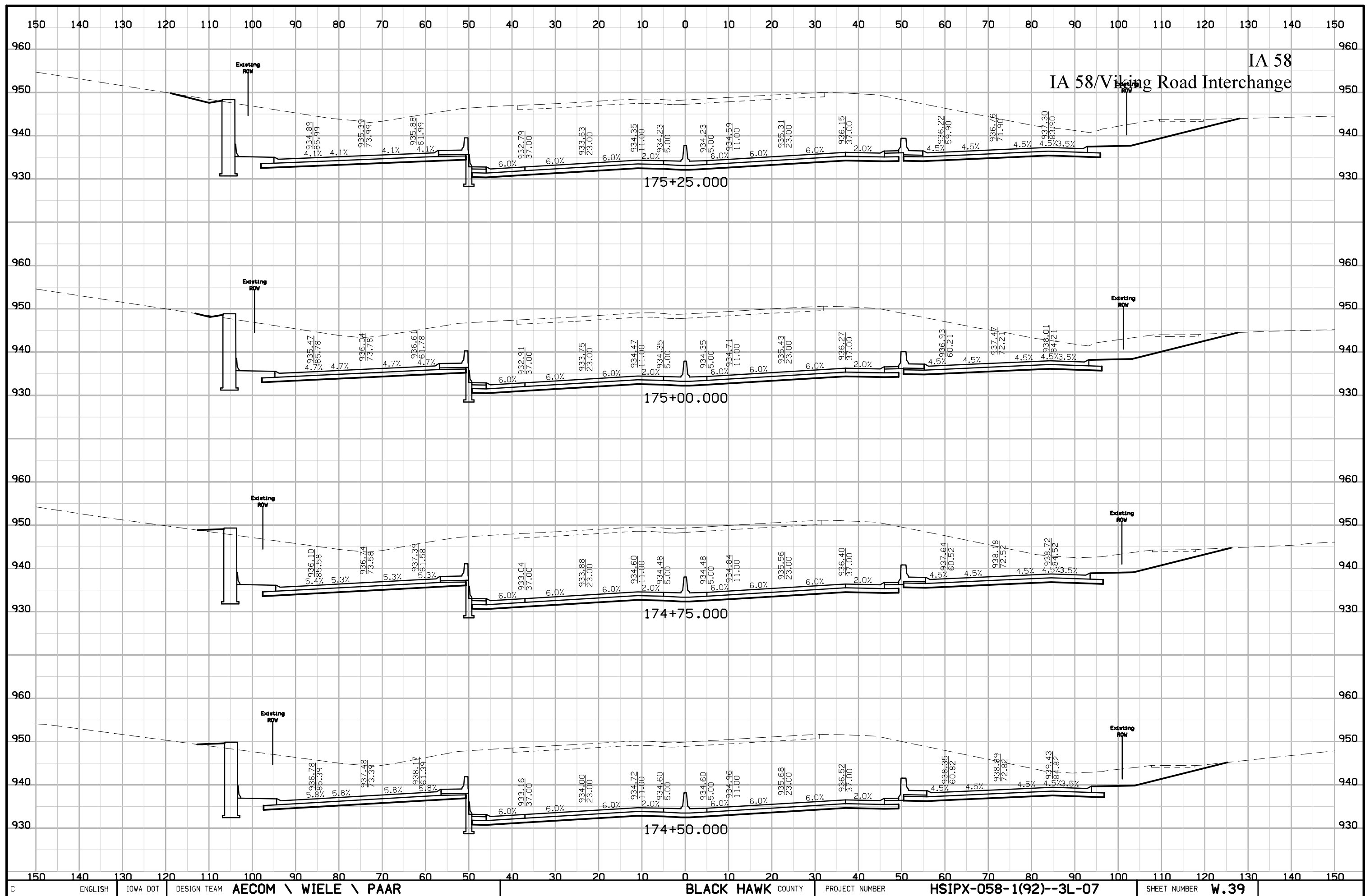
IA 58  
IA 58/Viking Road Interchange



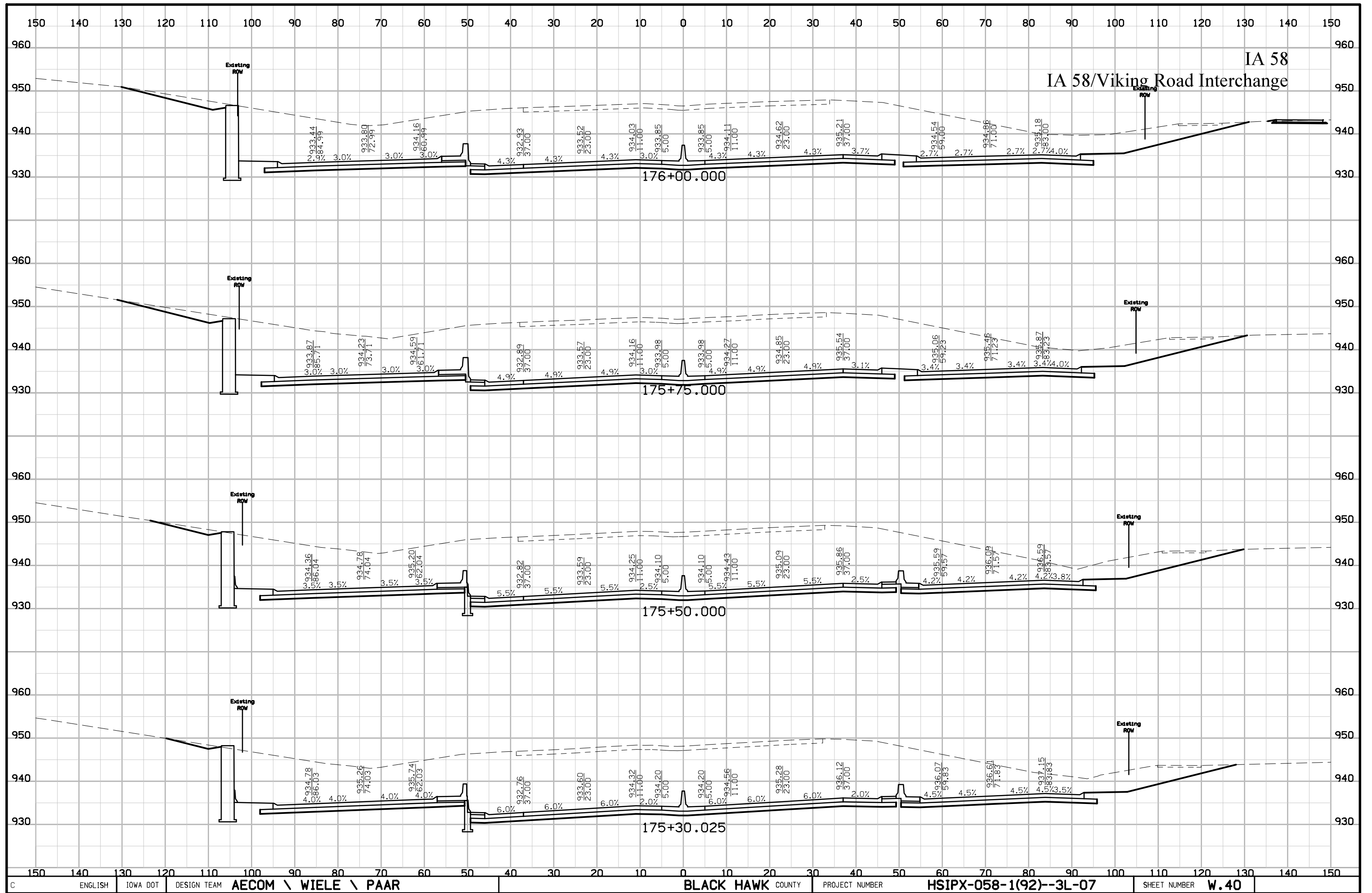
IA 58  
IA 58/Viking Road Interchange

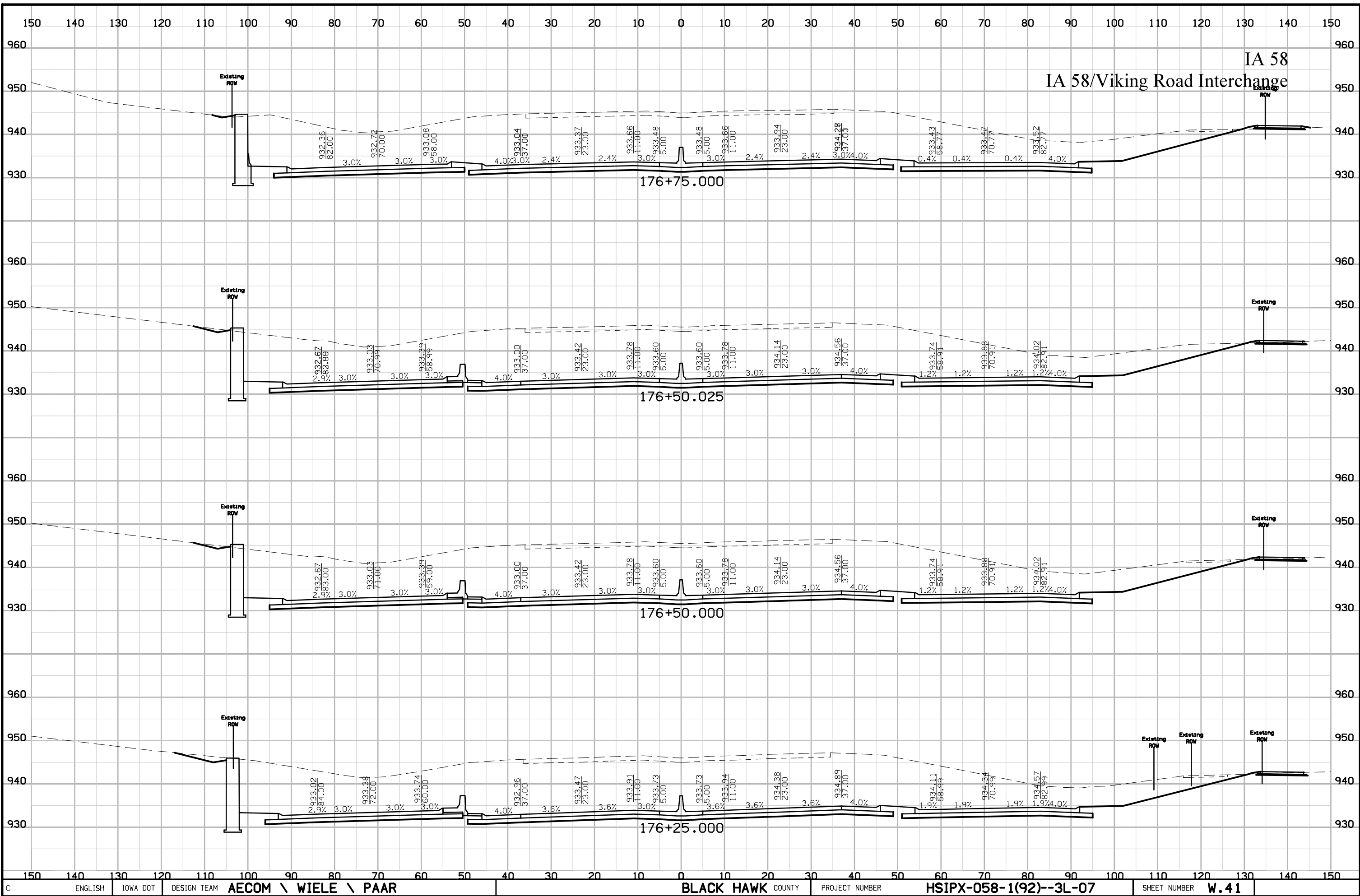


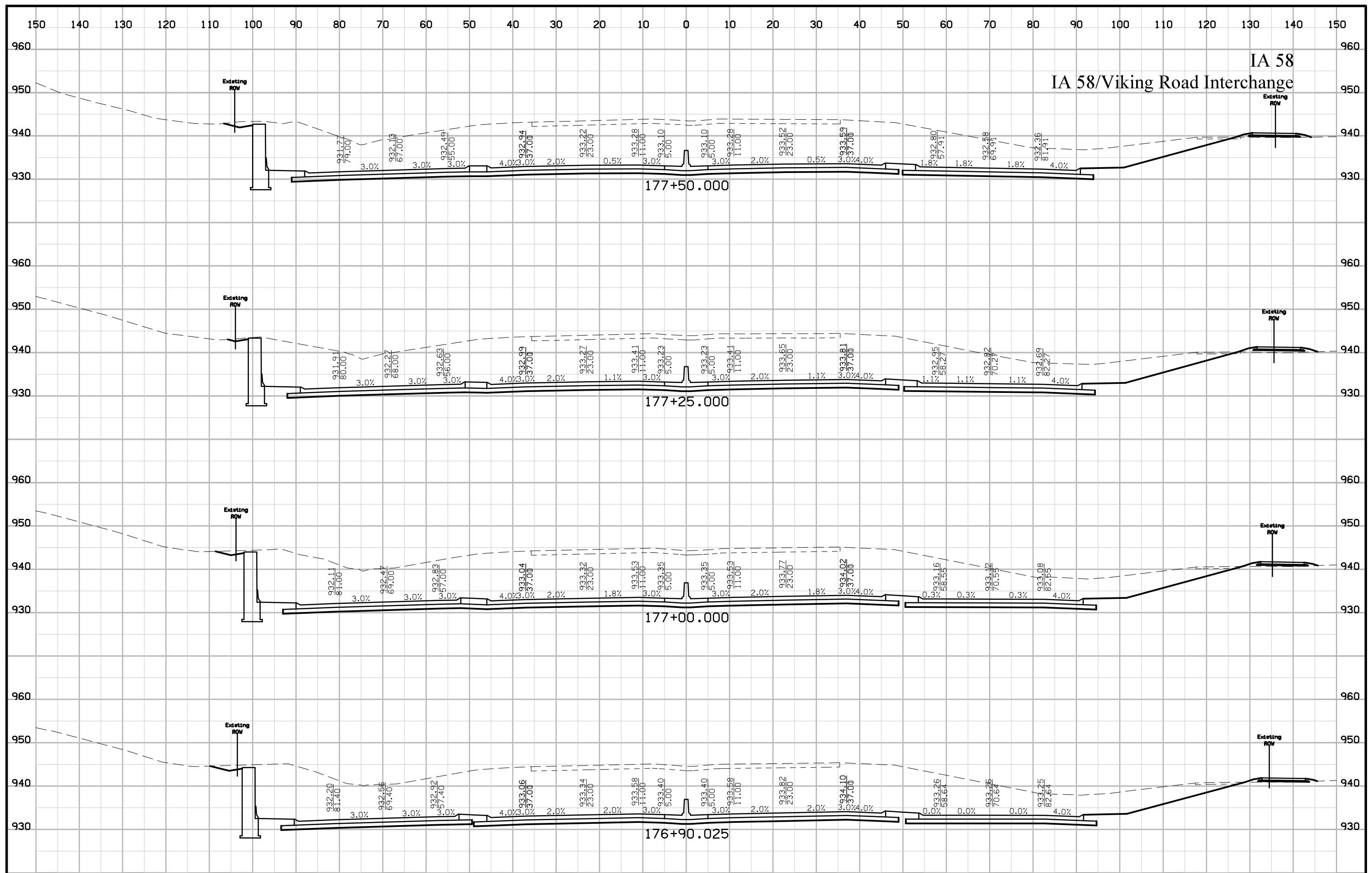












IA 58  
IA 58/Viking Road Interchange

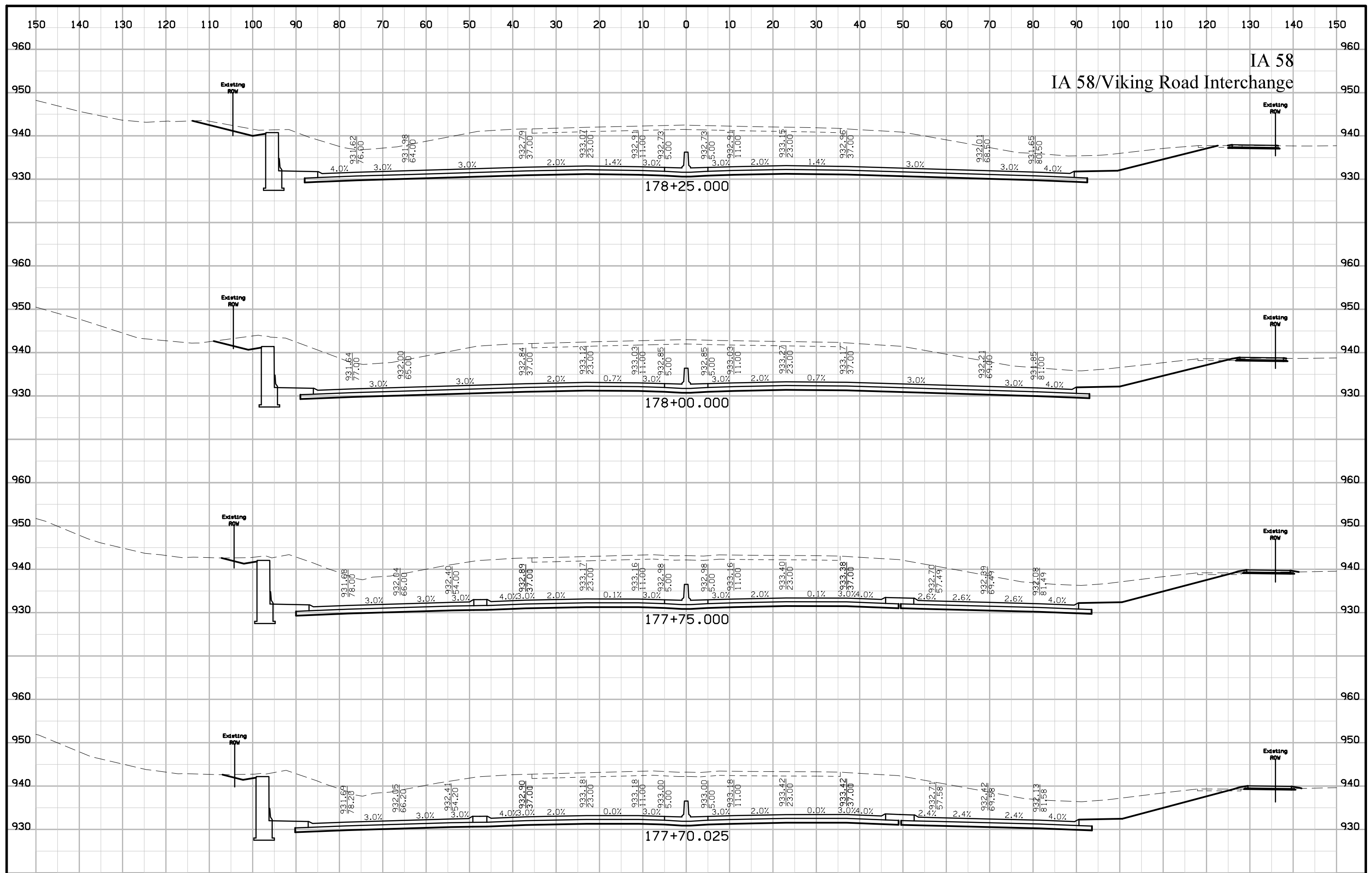
177+50.000

177+25.000

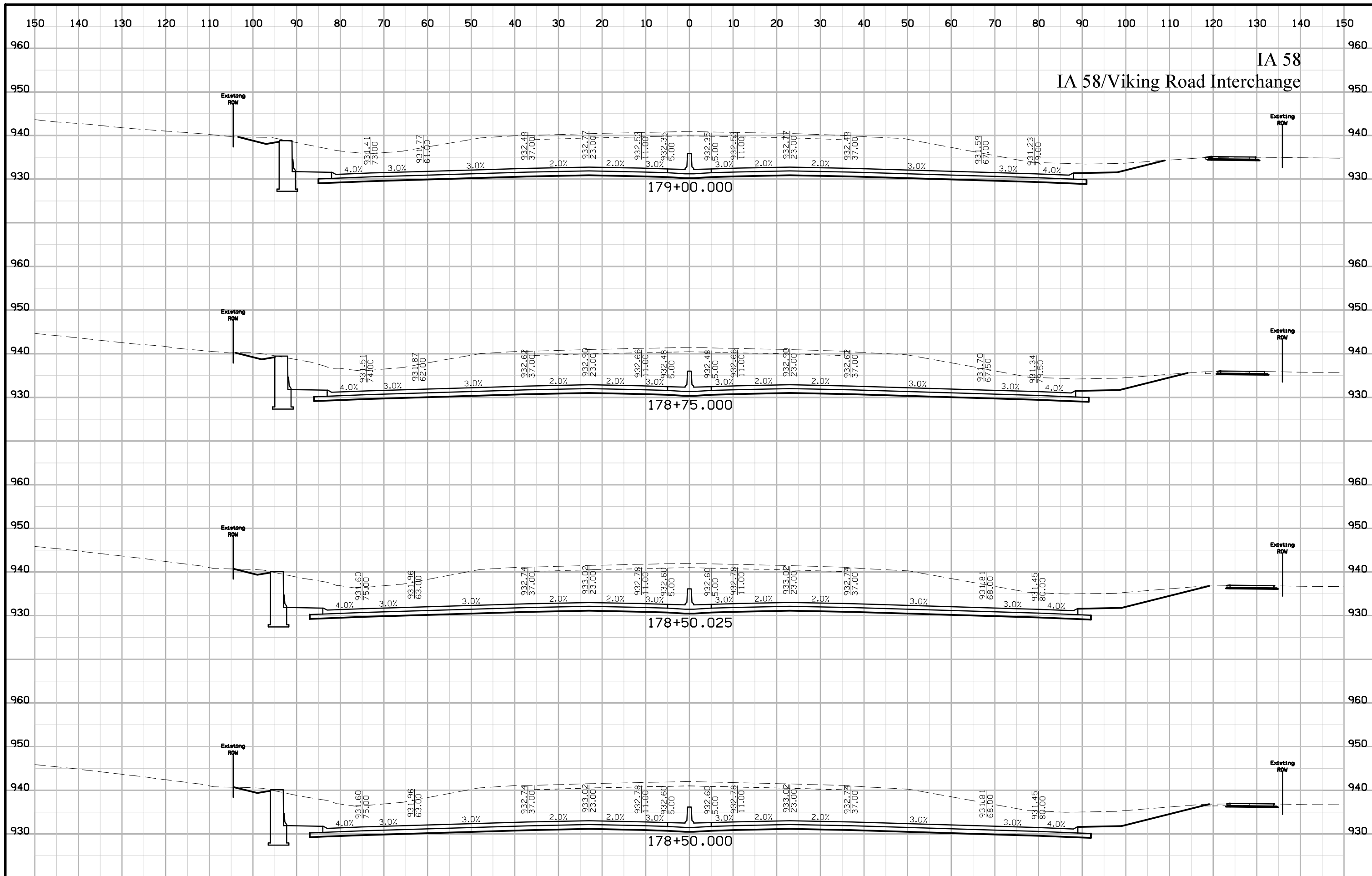
177+00.000

176+90.025

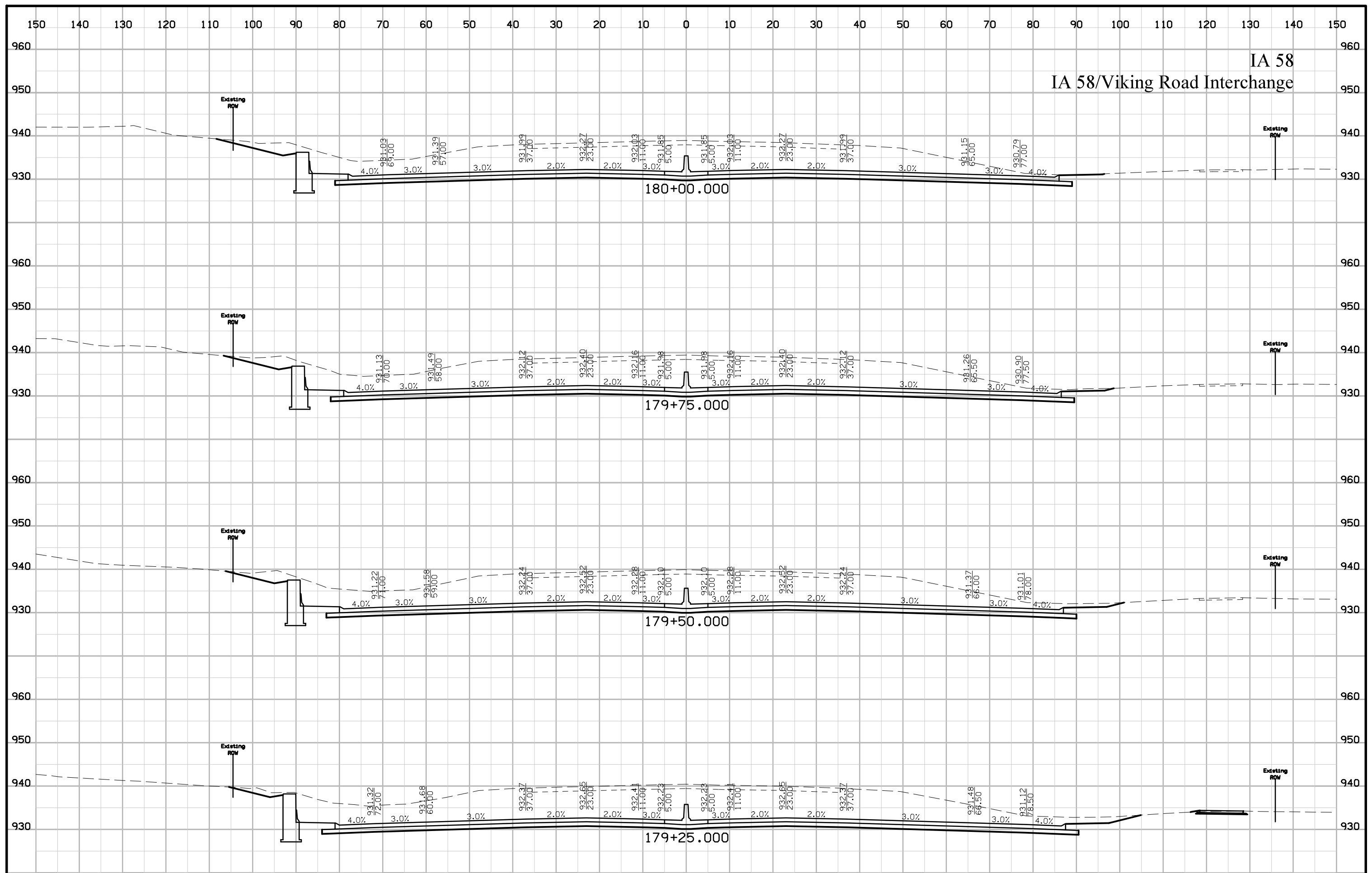
IA 58  
IA 58/Viking Road Interchange



IA 58  
IA 58/Viking Road Interchange

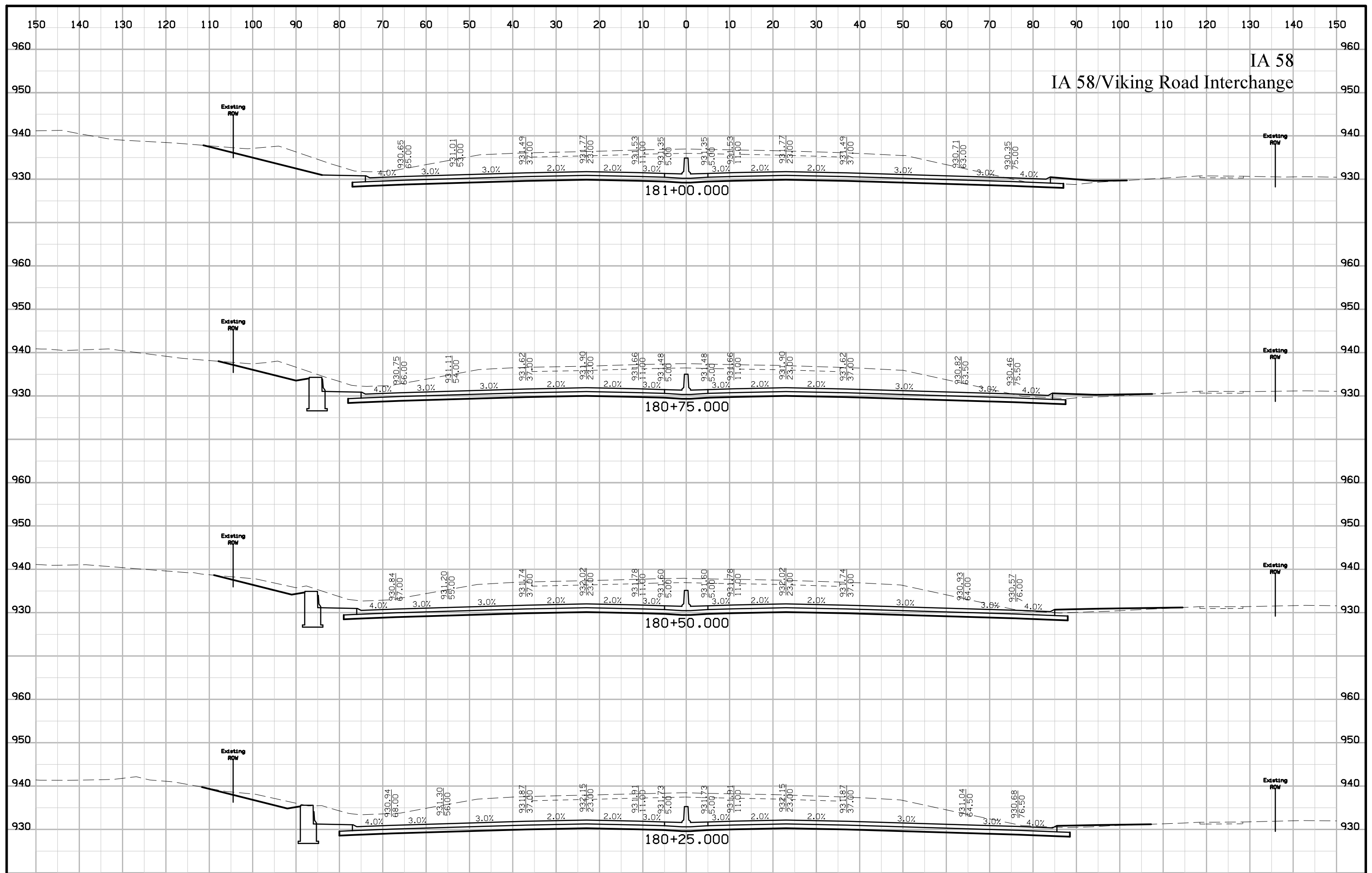


IA 58  
IA 58/Viking Road Interchange

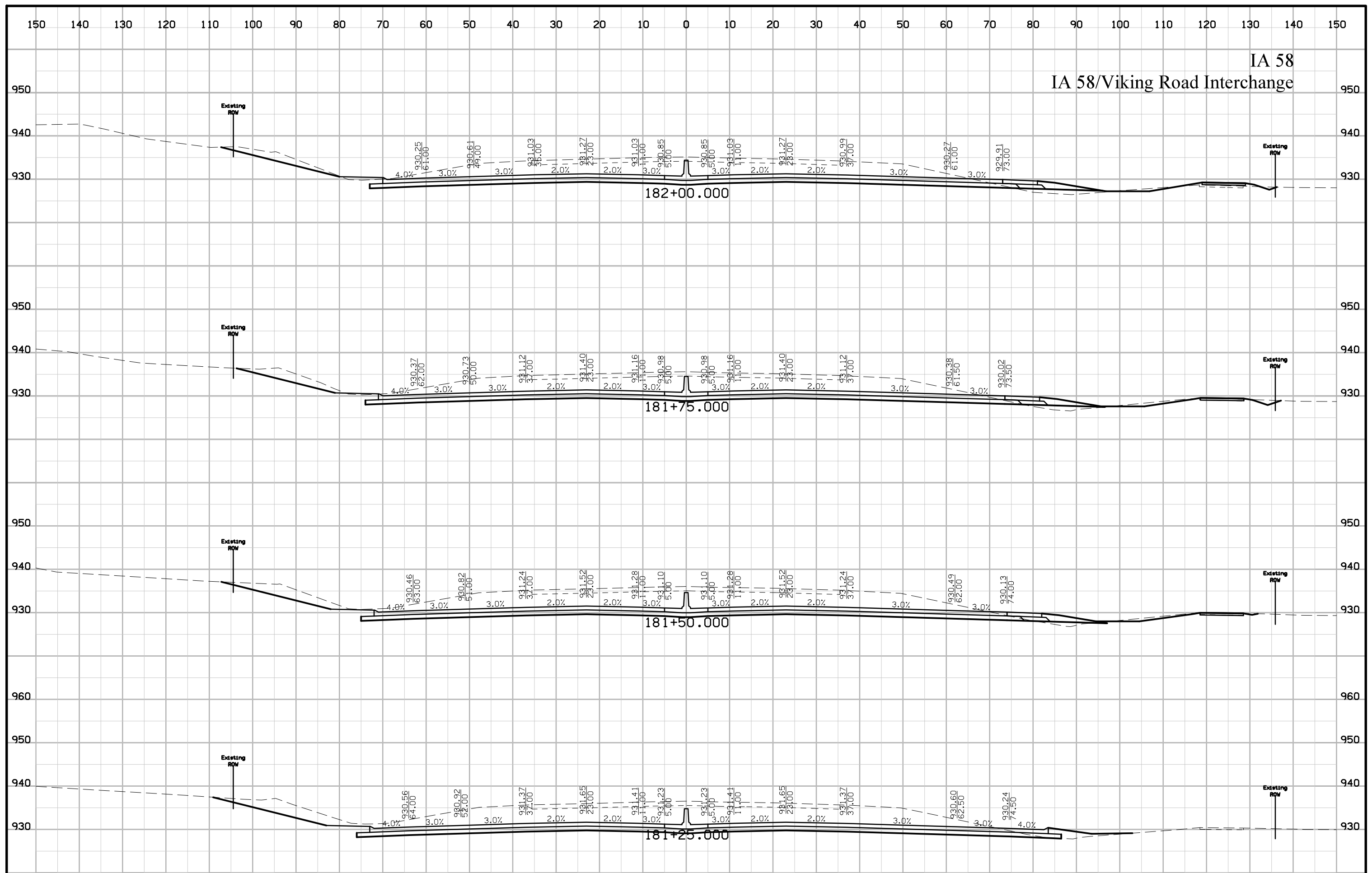




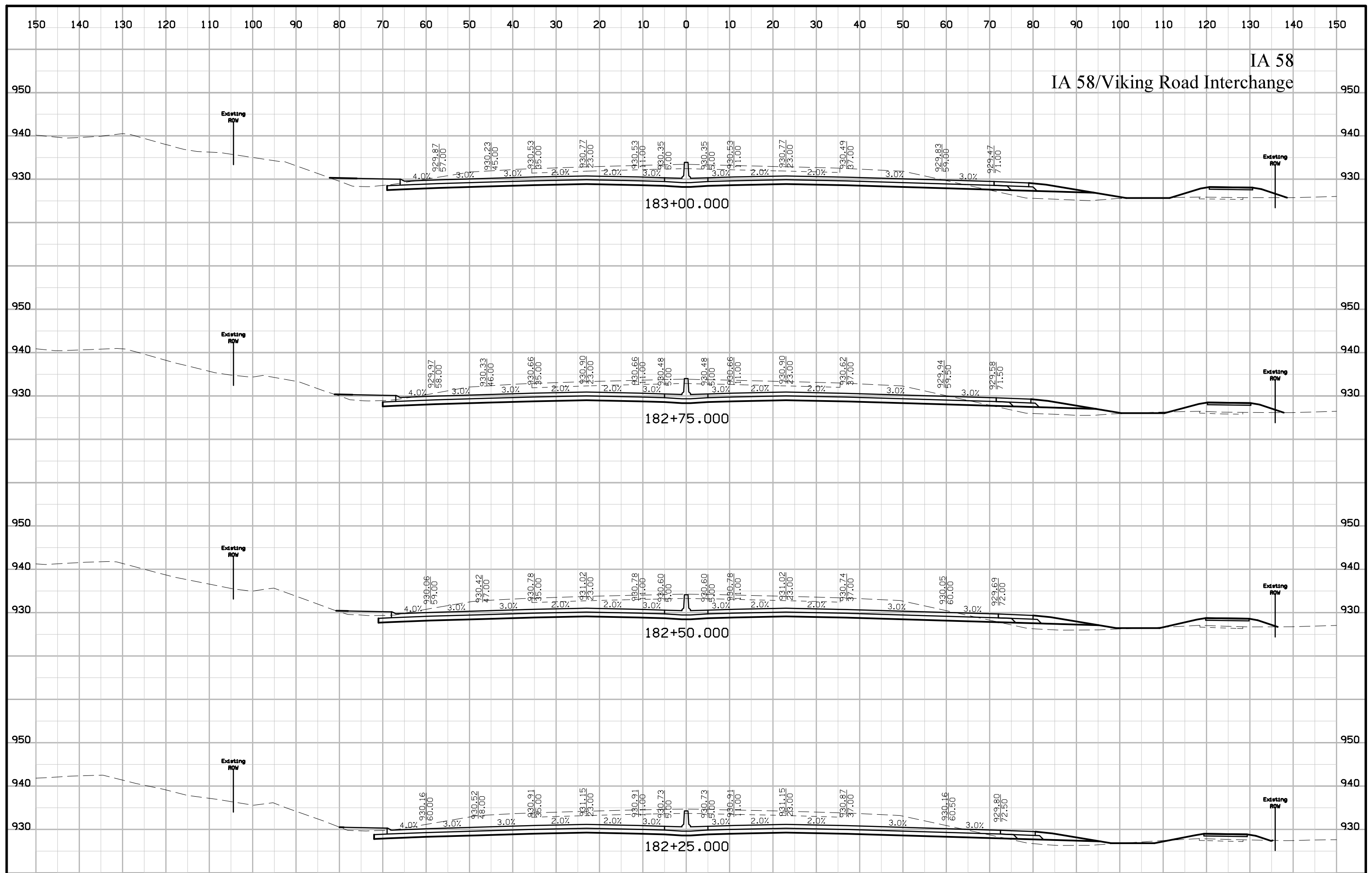
IA 58  
IA 58/Viking Road Interchange



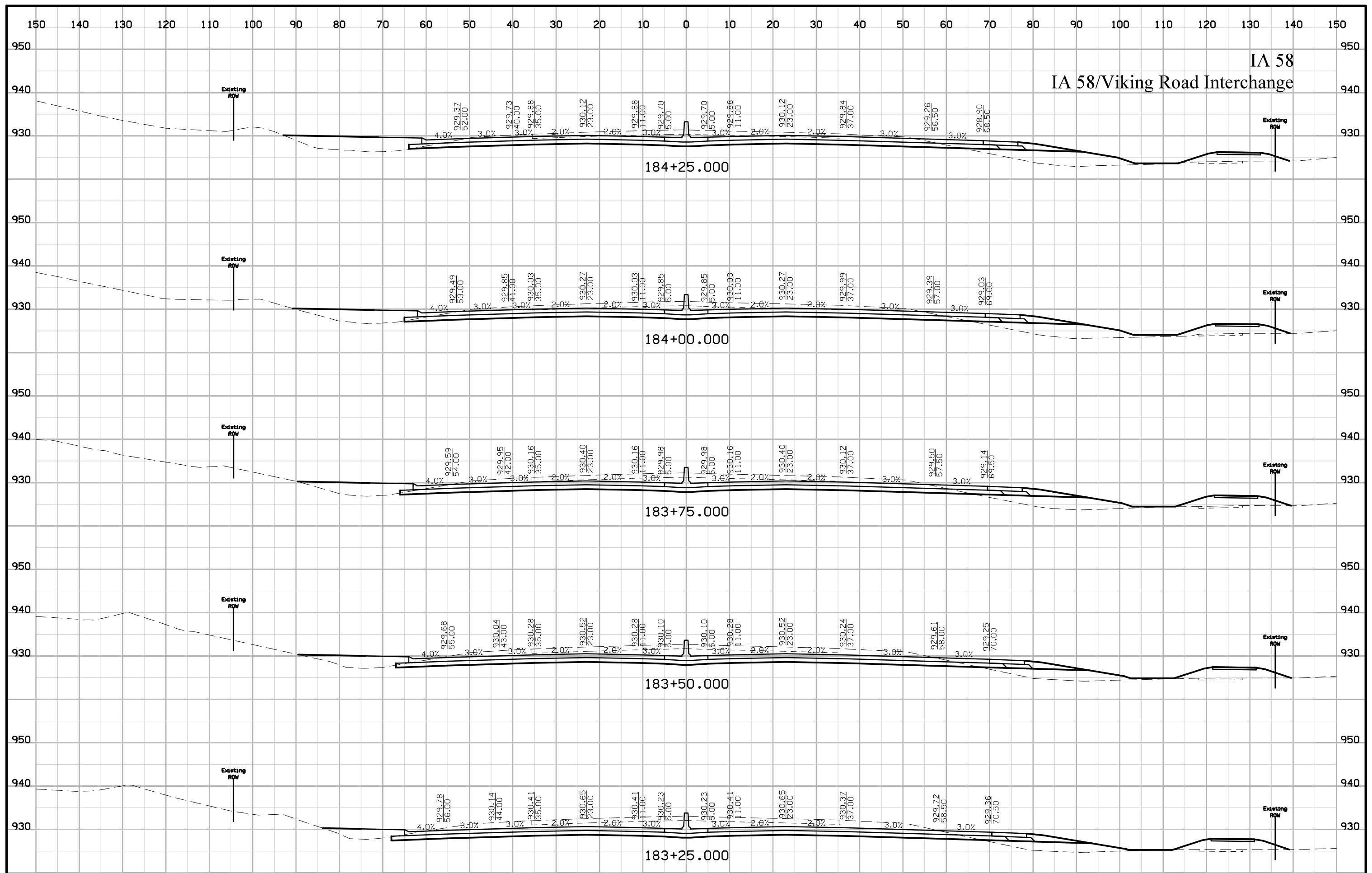
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IA 58/Viking Road Interchange



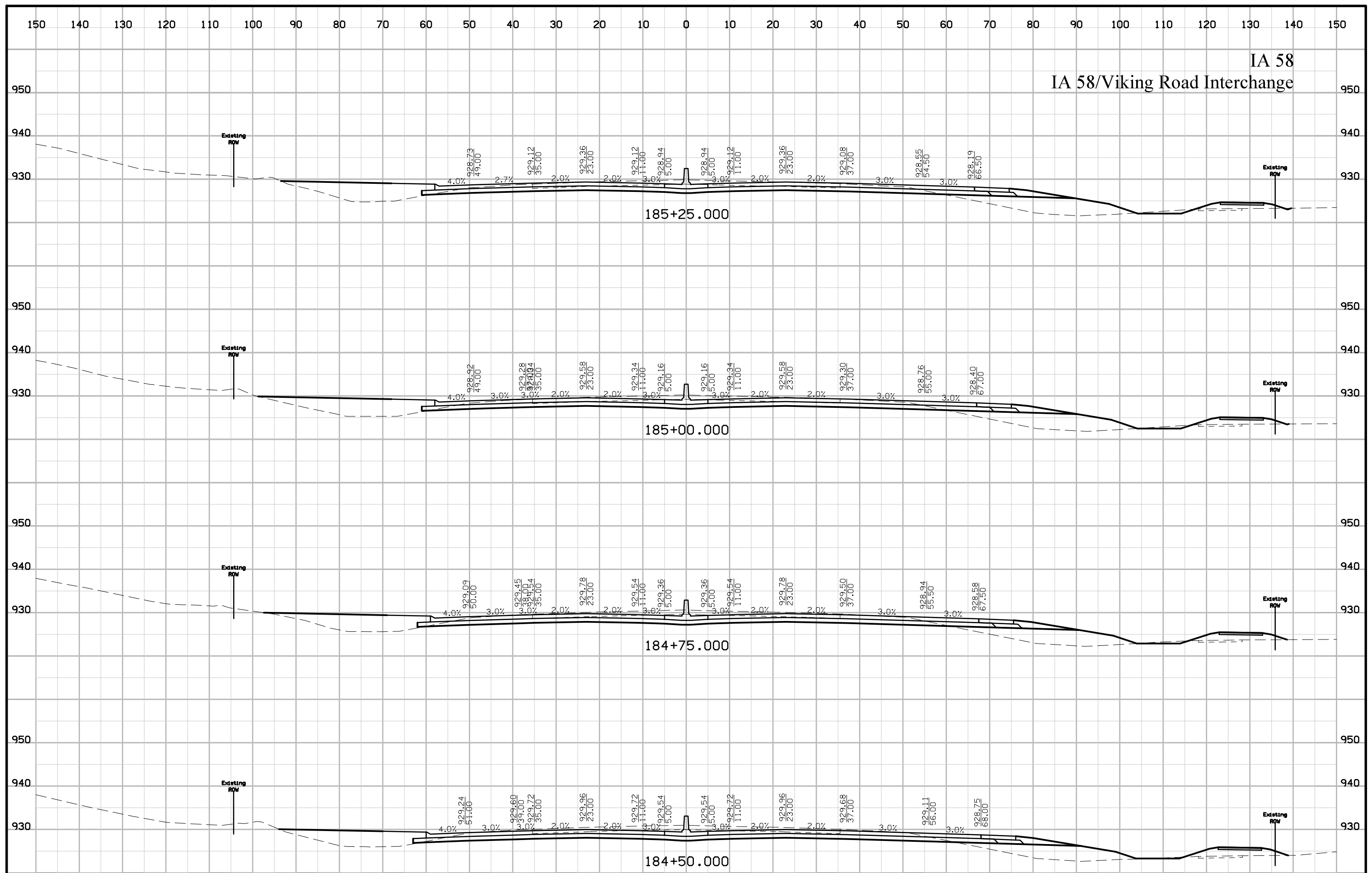
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IA 58/Viking Road Interchange



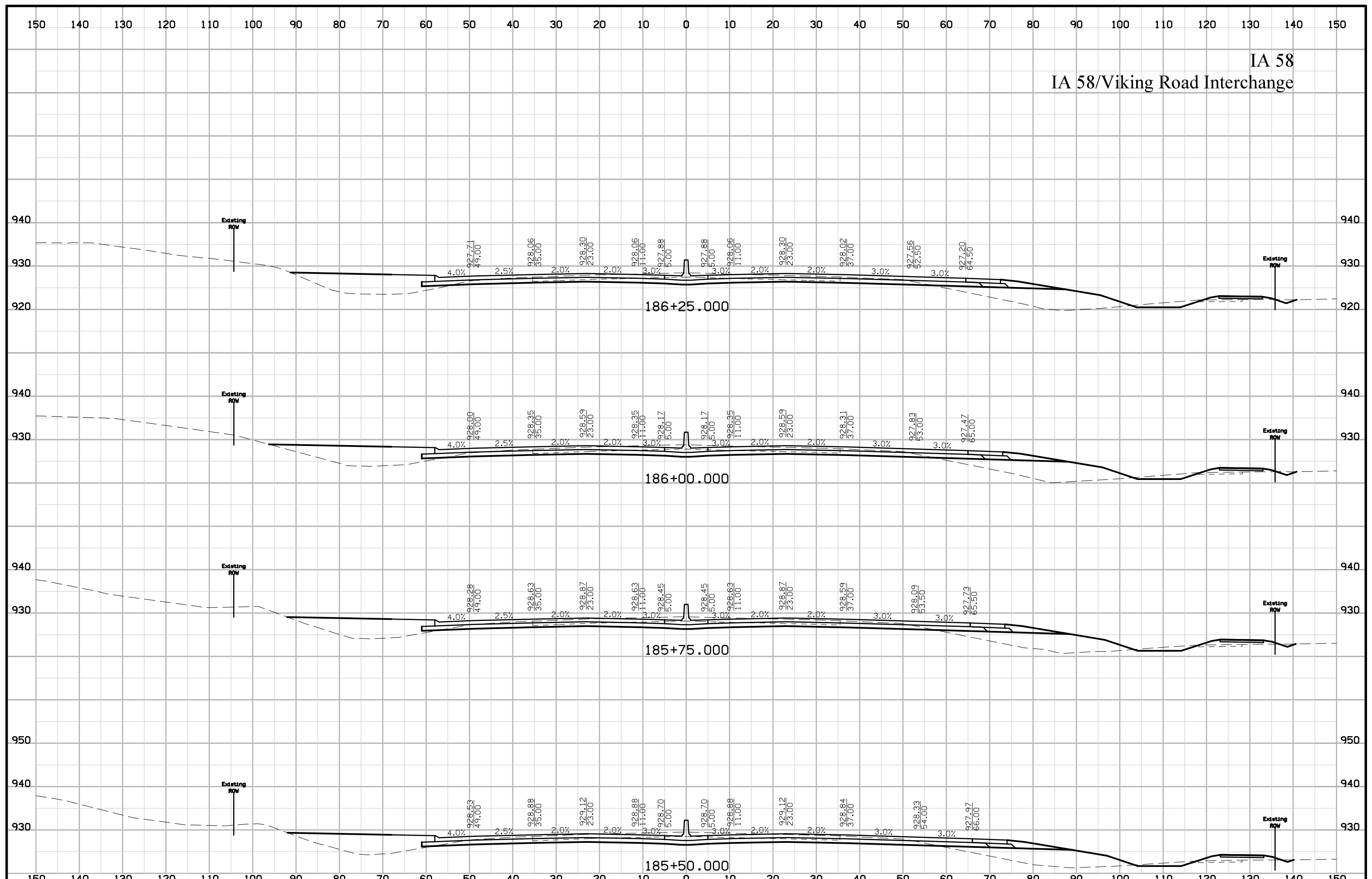
IA 58  
IA 58/Viking Road Interchange

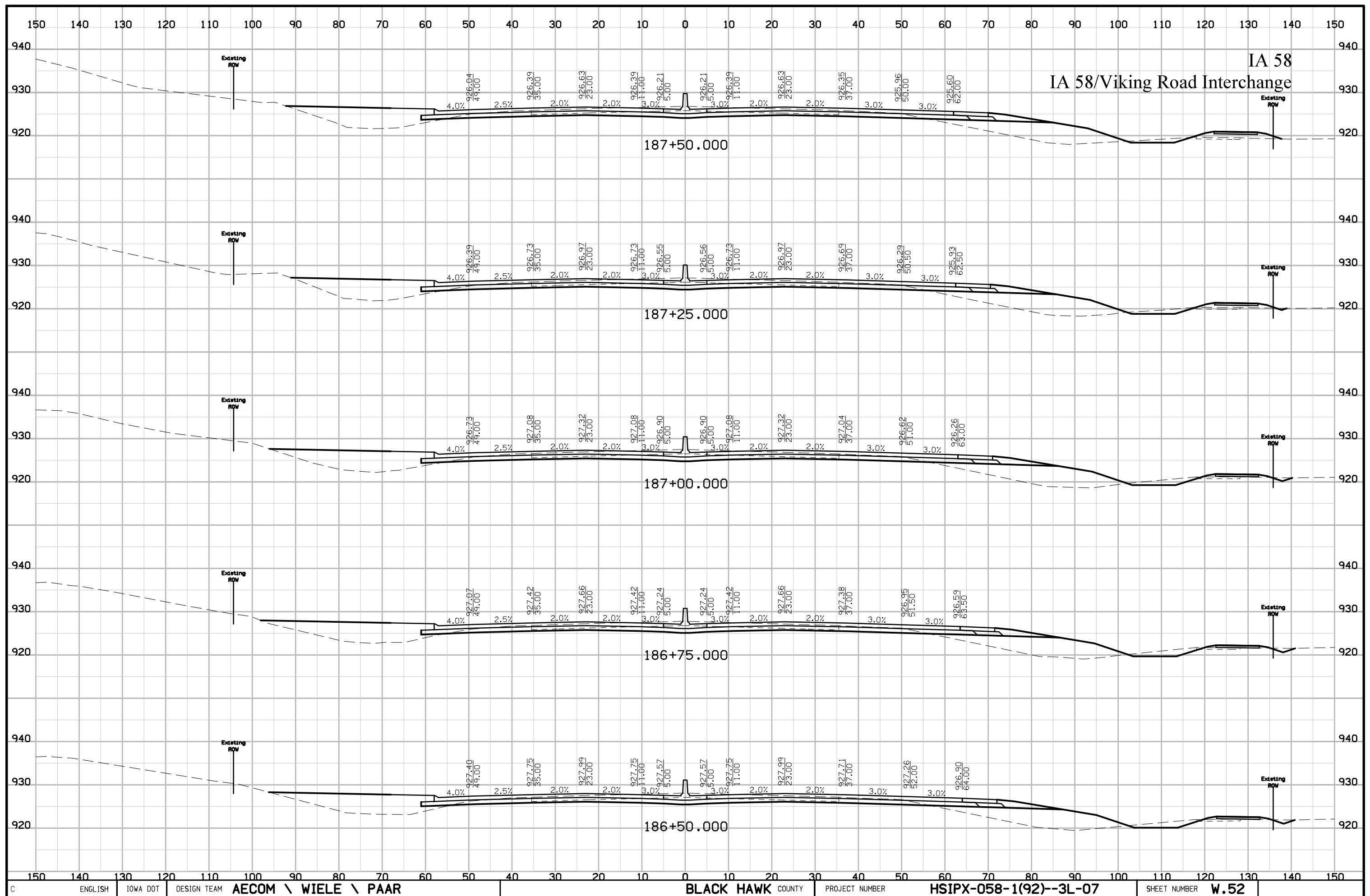


IA 58  
IA 58/Viking Road Interchange

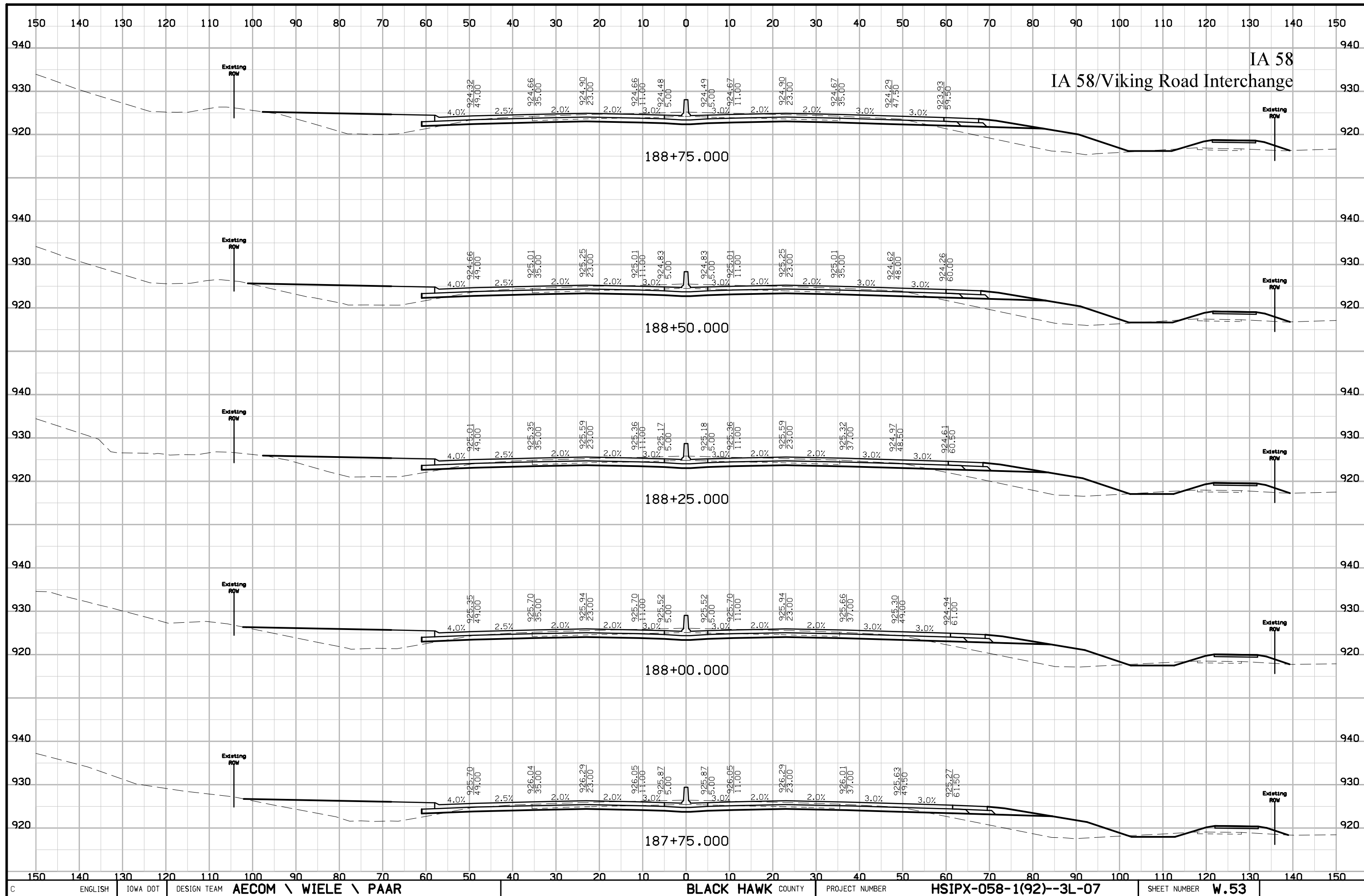


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IA 58/Viking Road Interchange

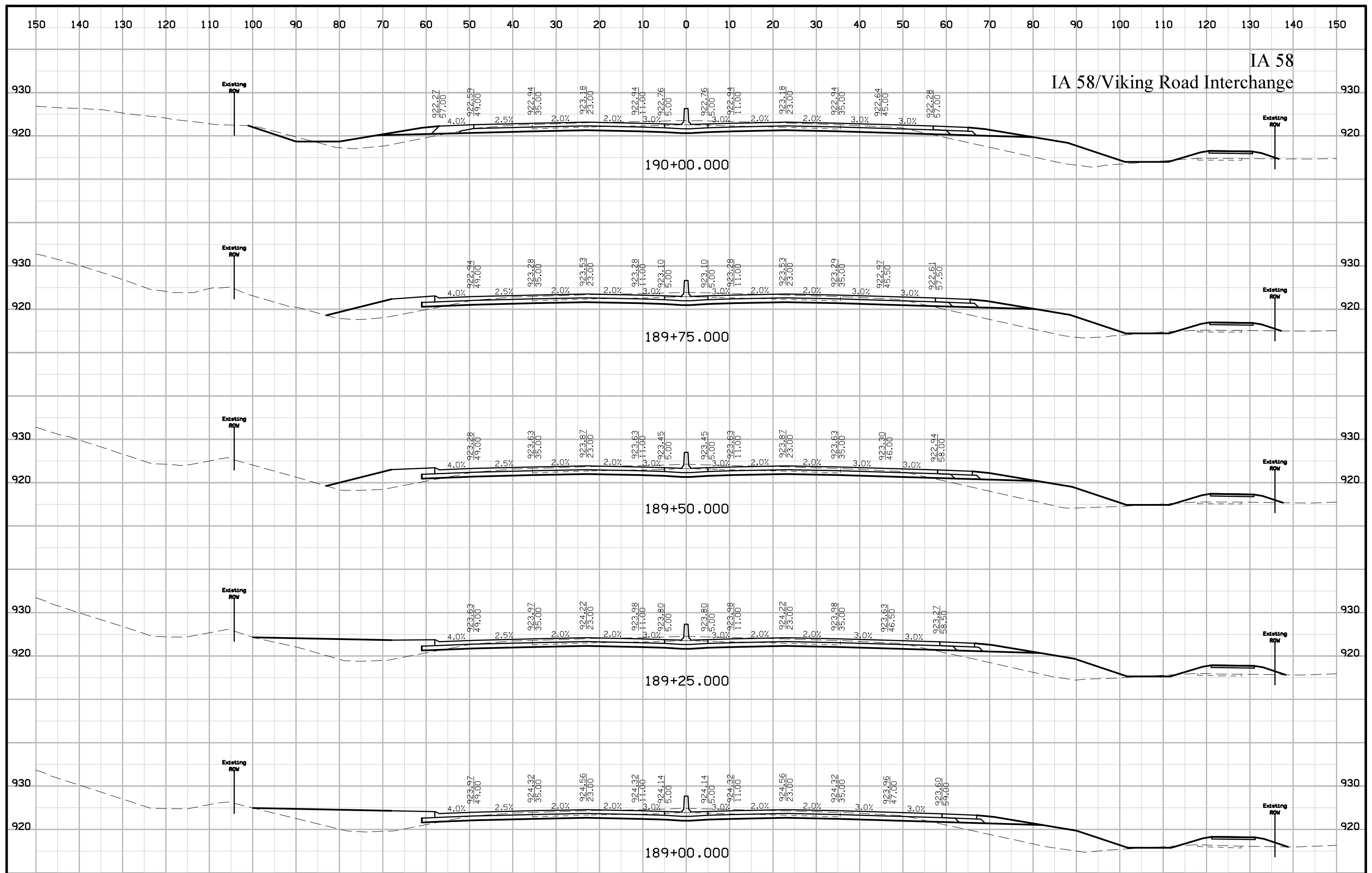




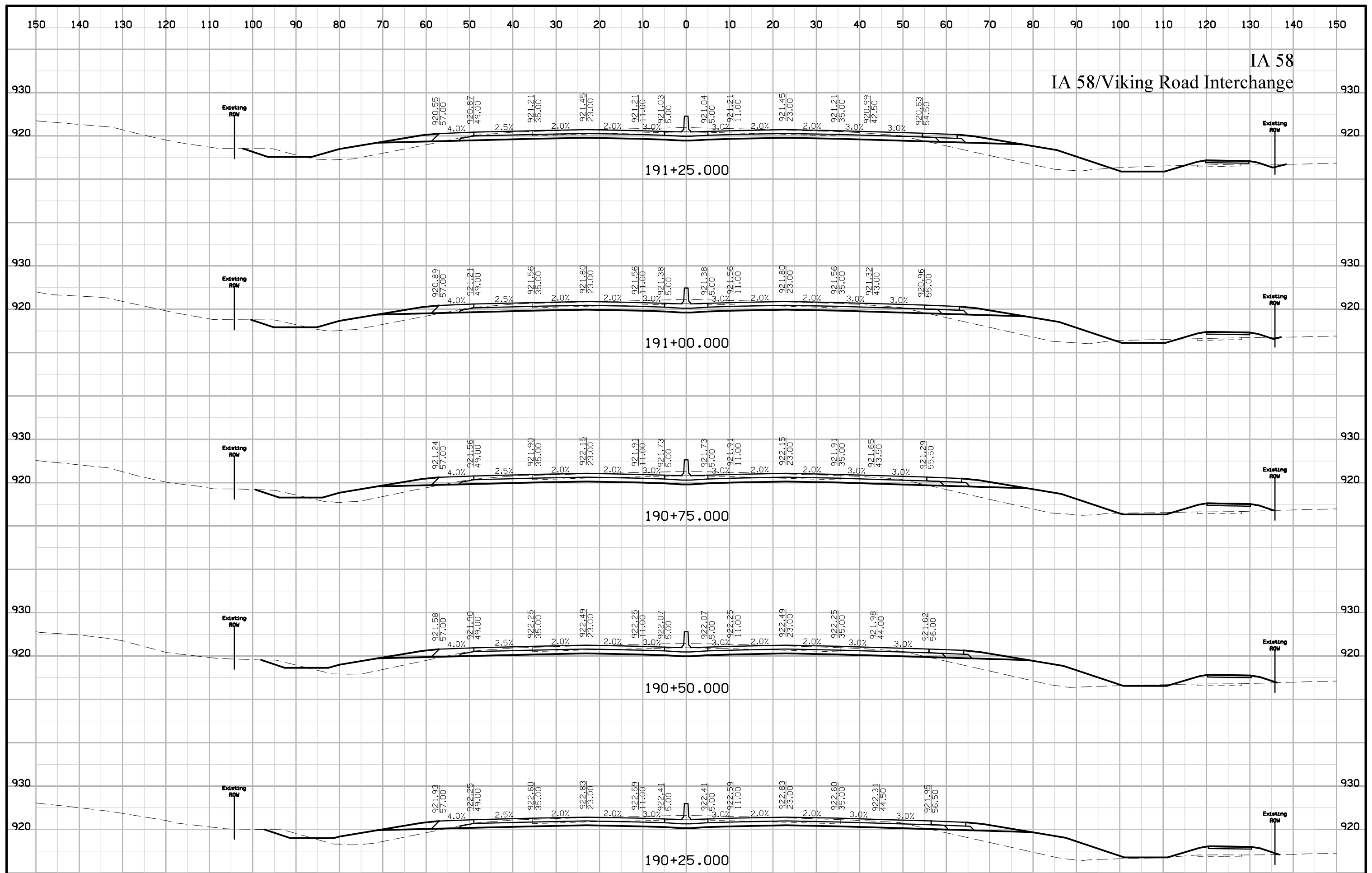




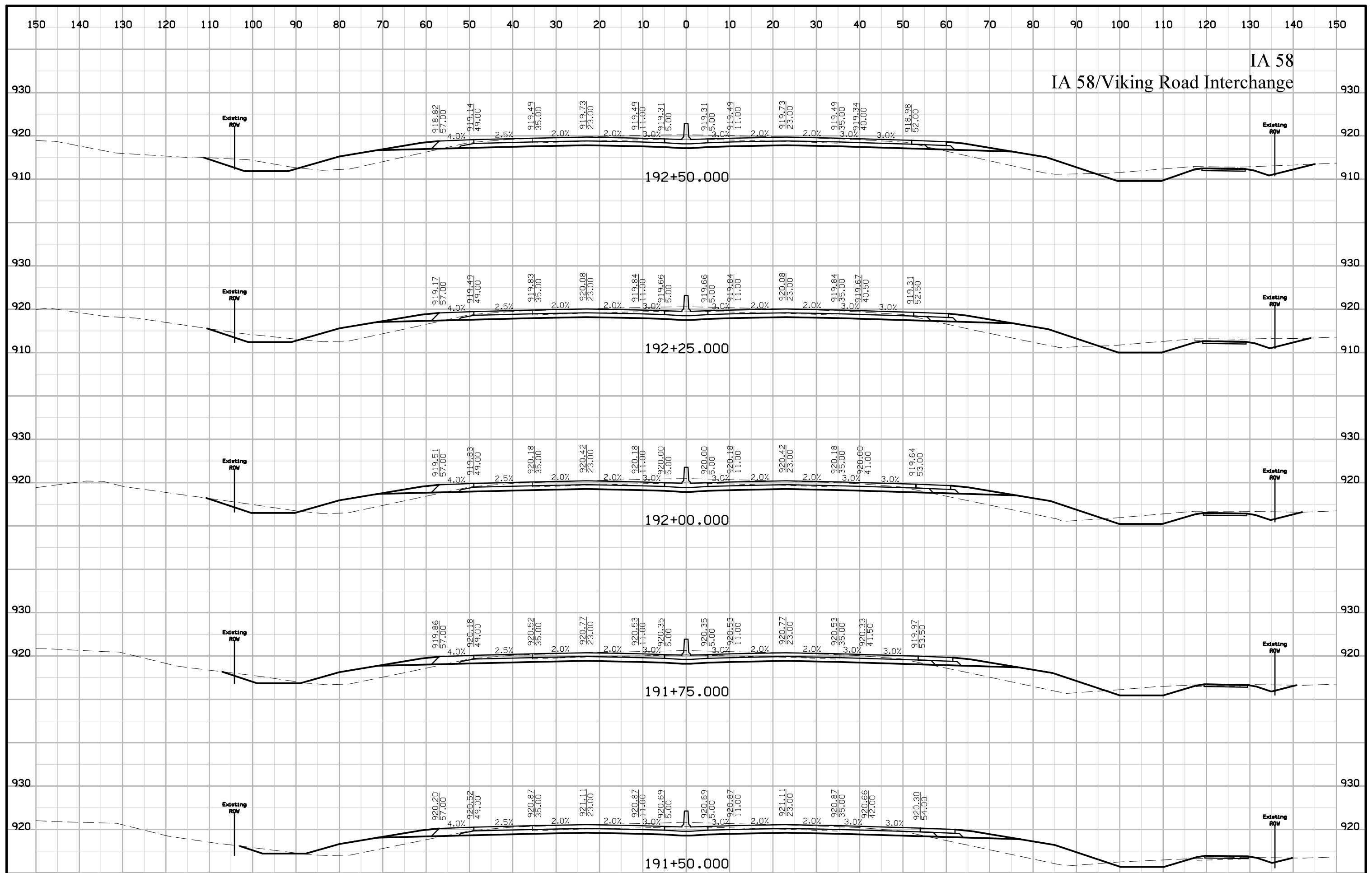
IA 58  
IA 58/Viking Road Interchange

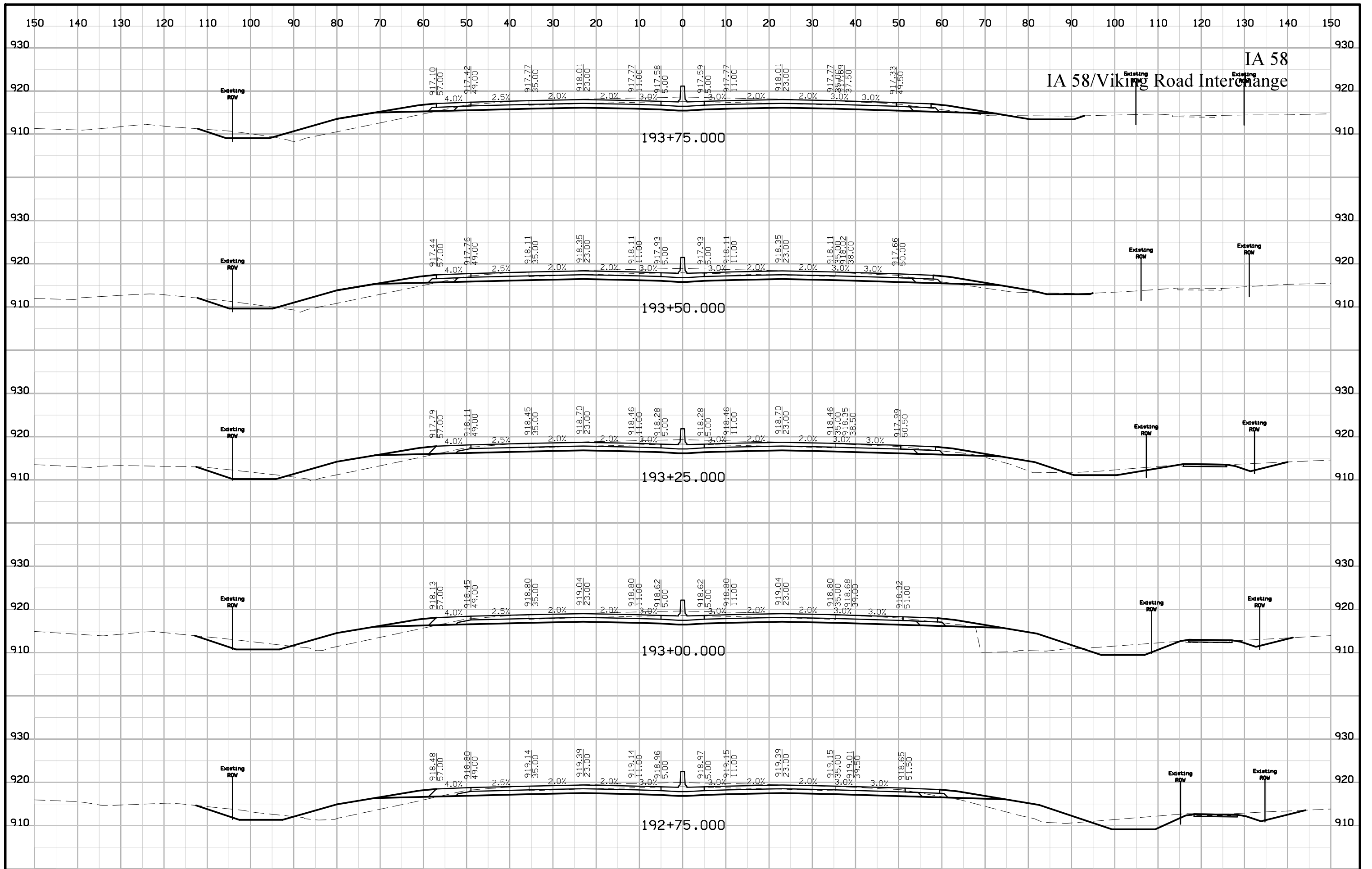


IA 58  
IA 58/Viking Road Interchange

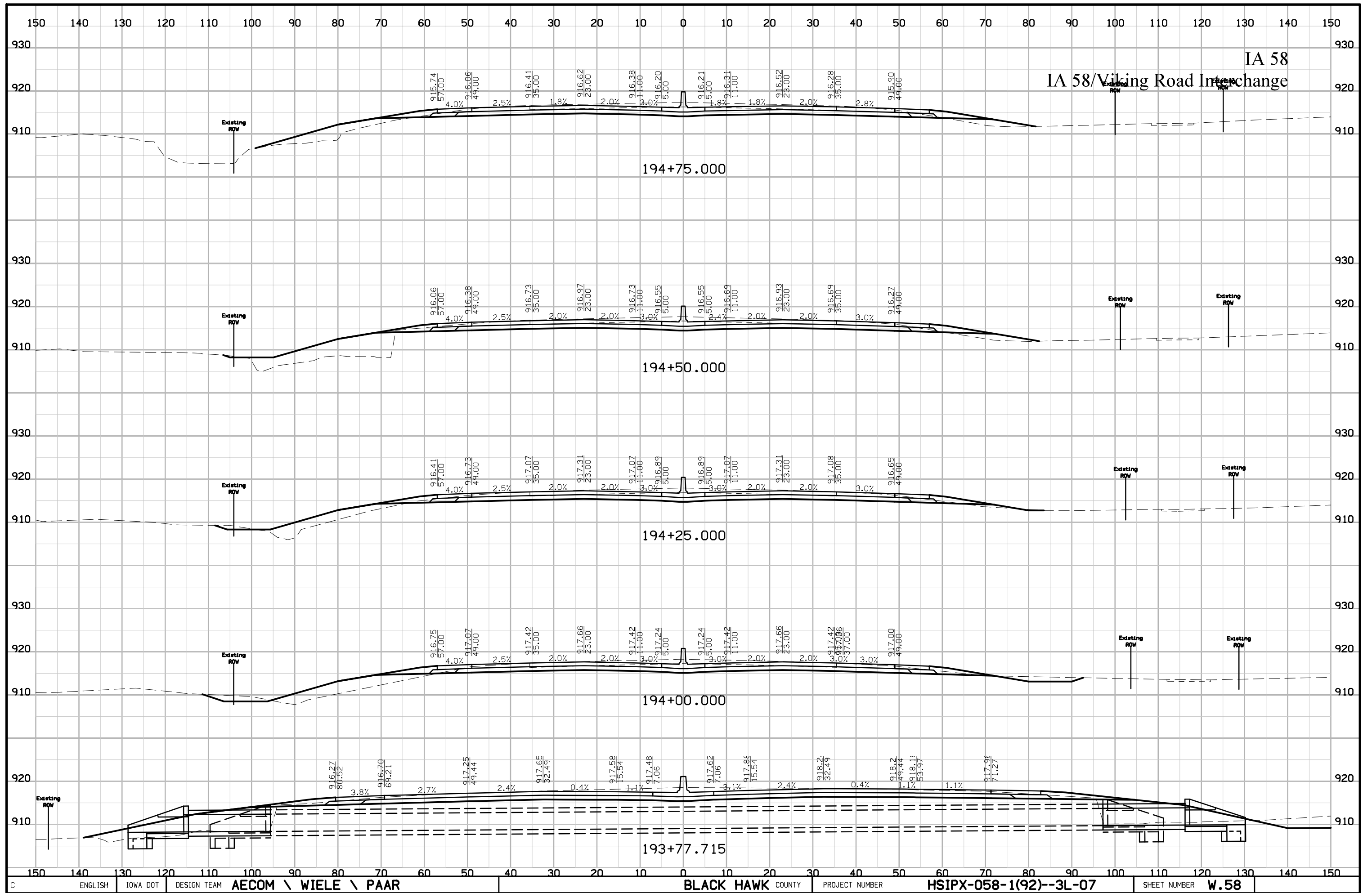


IA 58  
IA 58/Viking Road Interchange

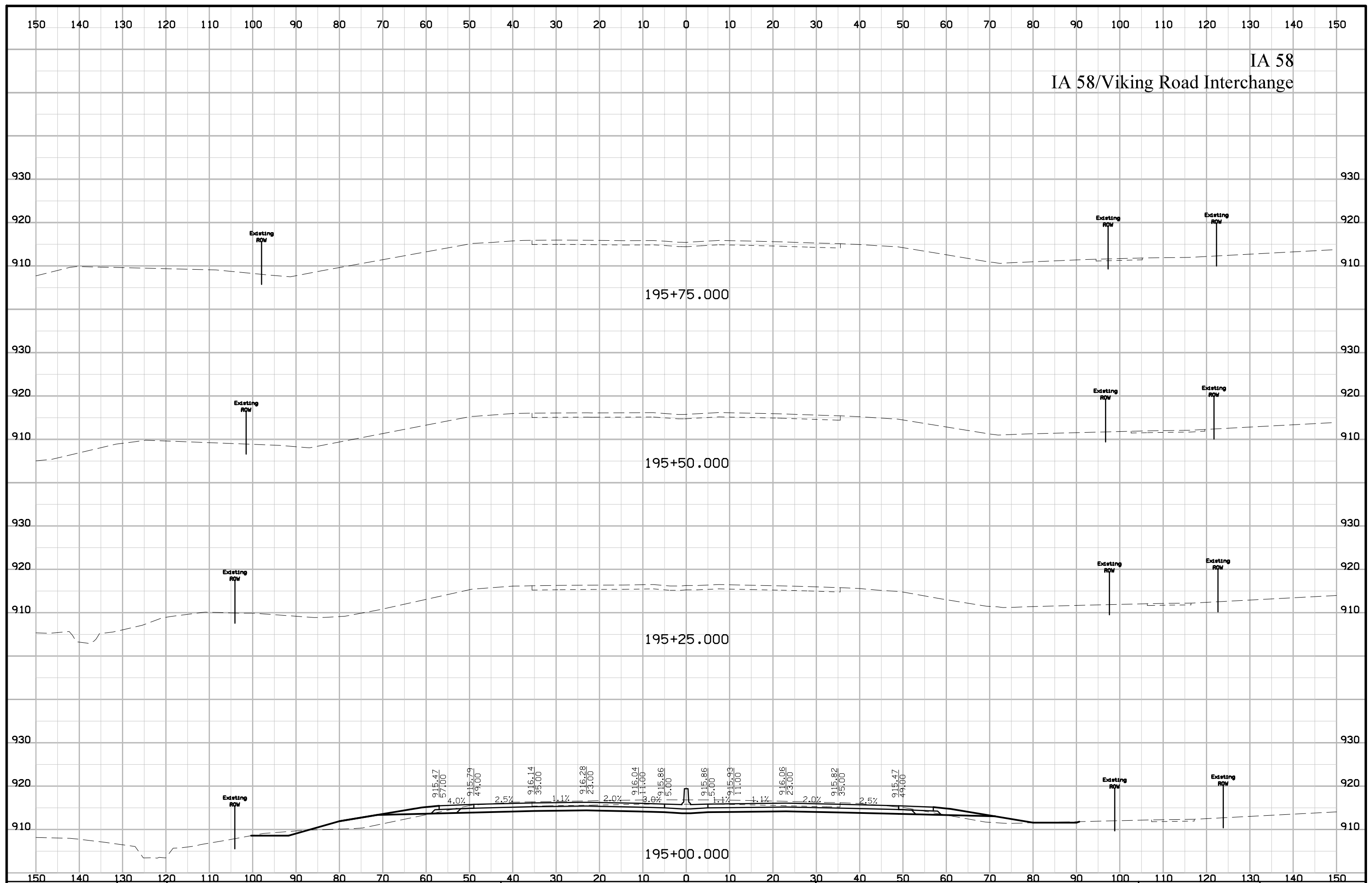




IA 58  
IA 58/Viking Road Interchange

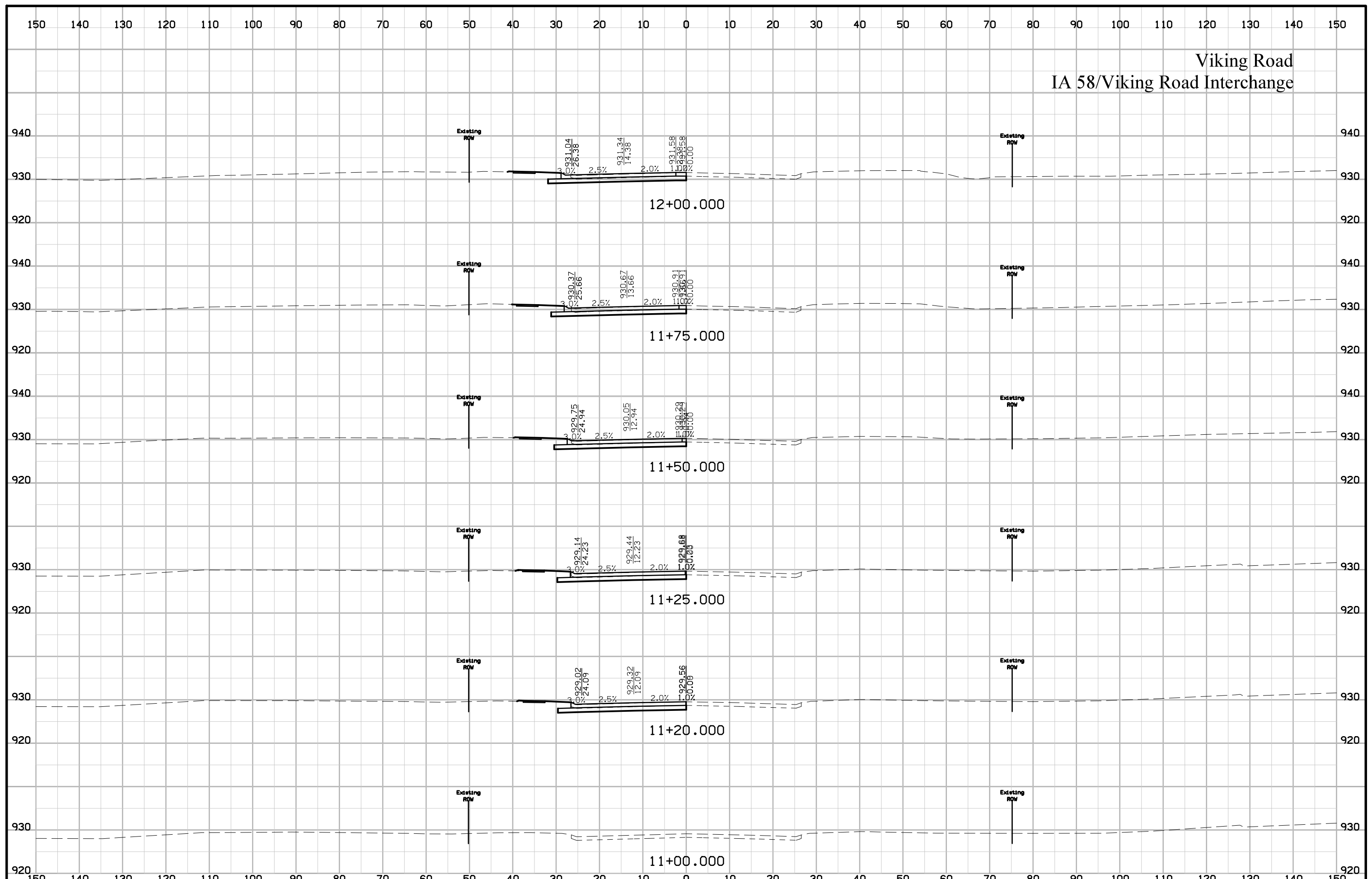


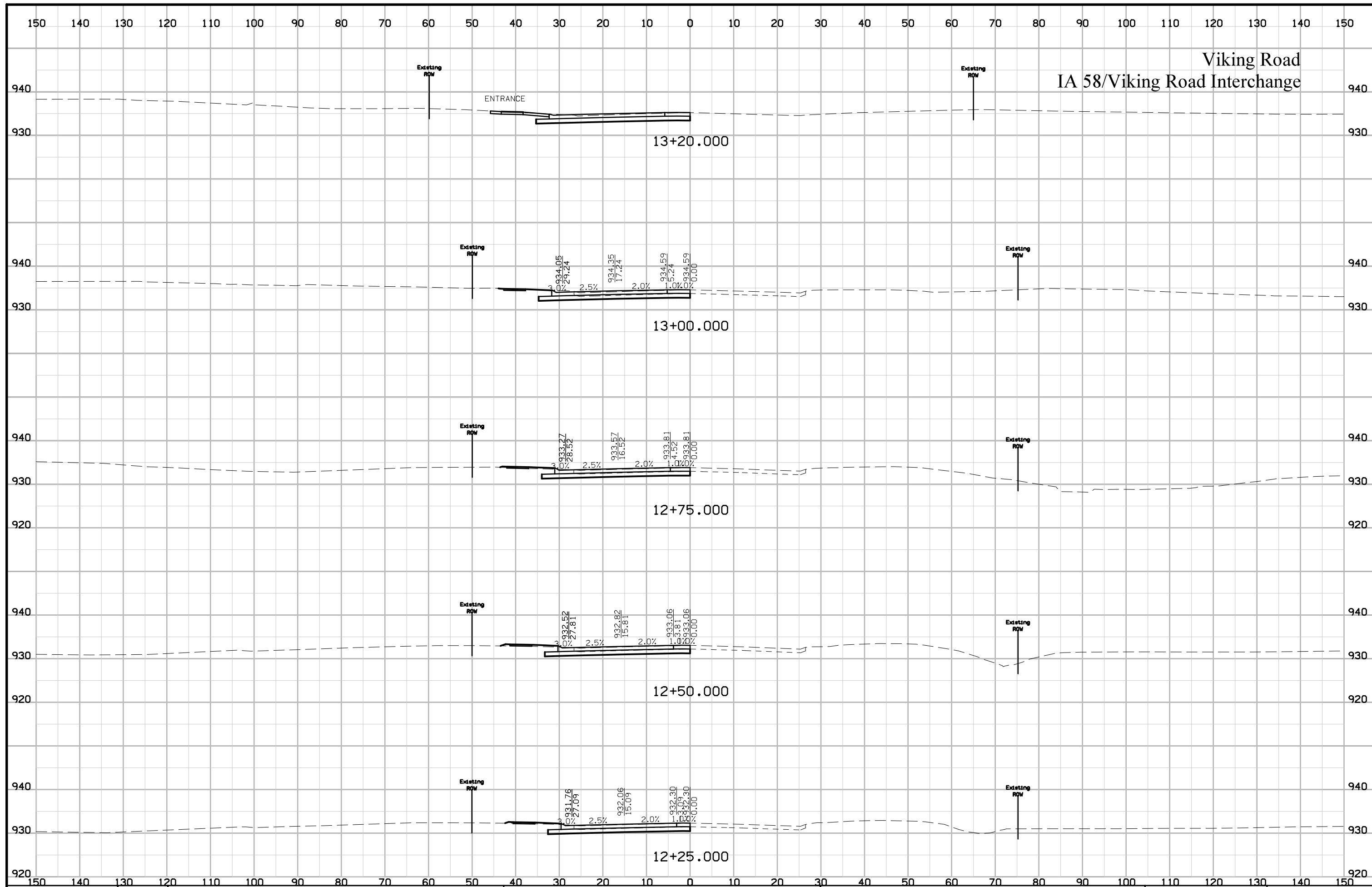
IA 58  
IA 58/Viking Road Interchange



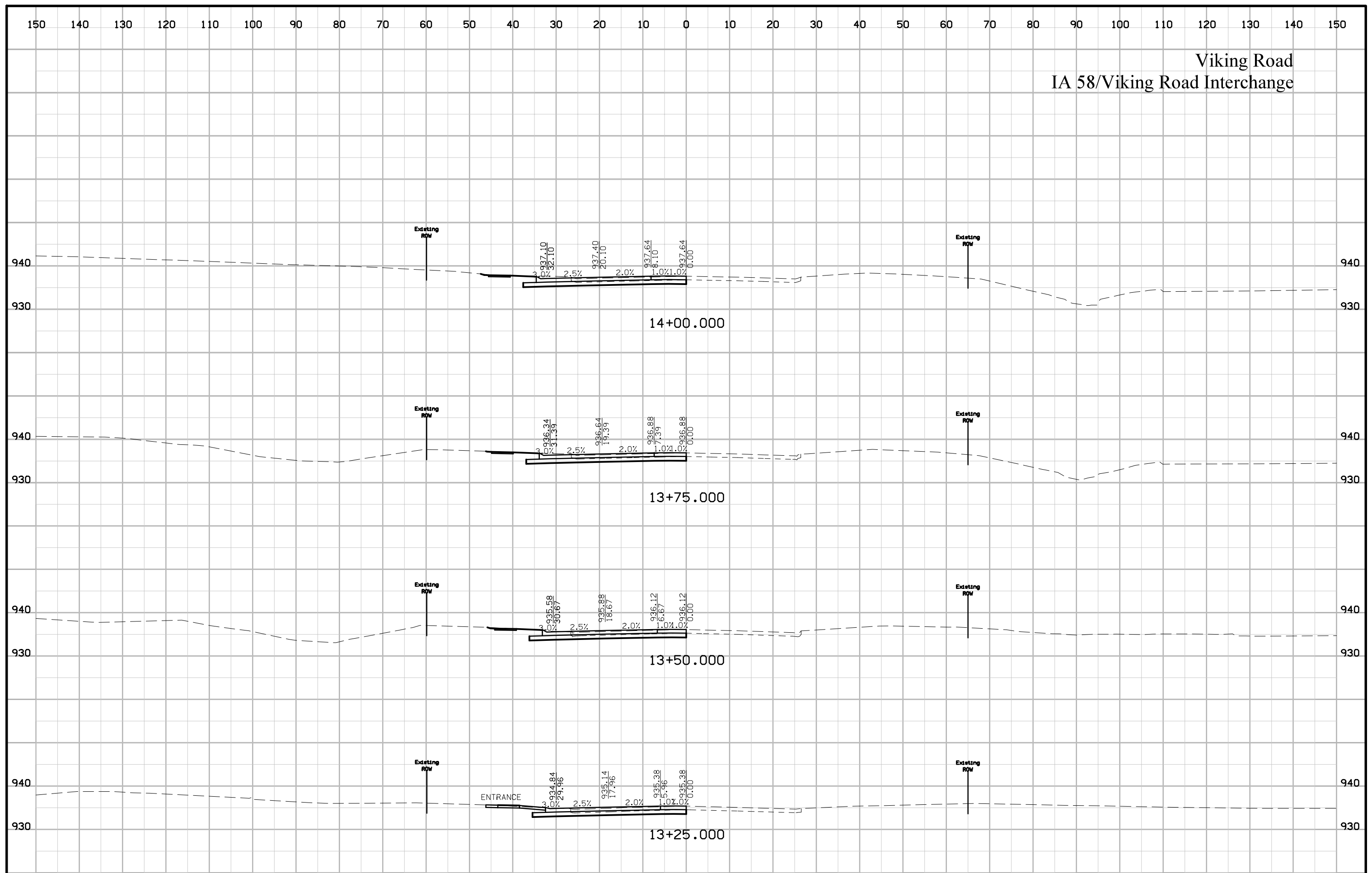


# Viking Road IA 58/Viking Road Interchange

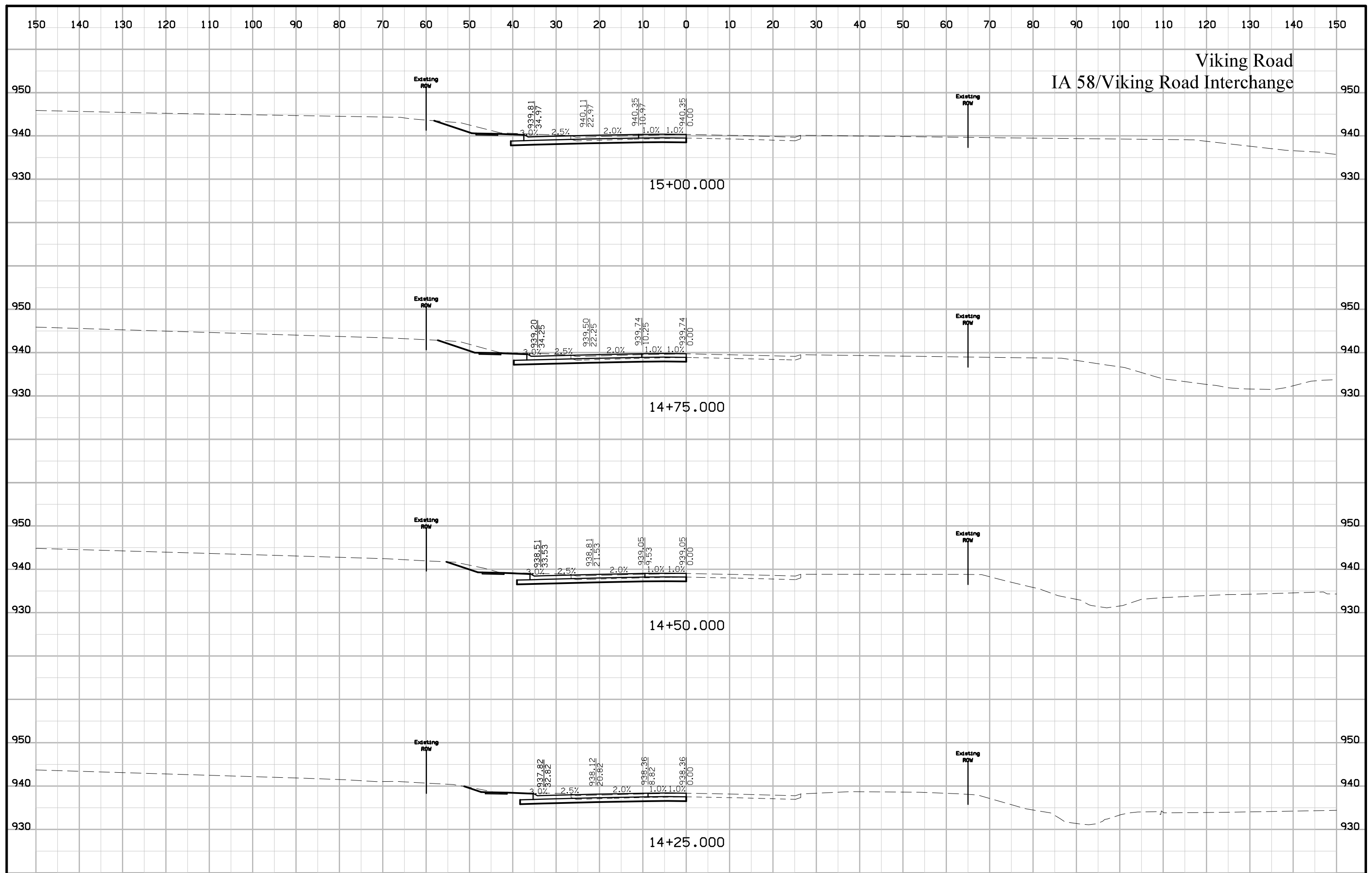


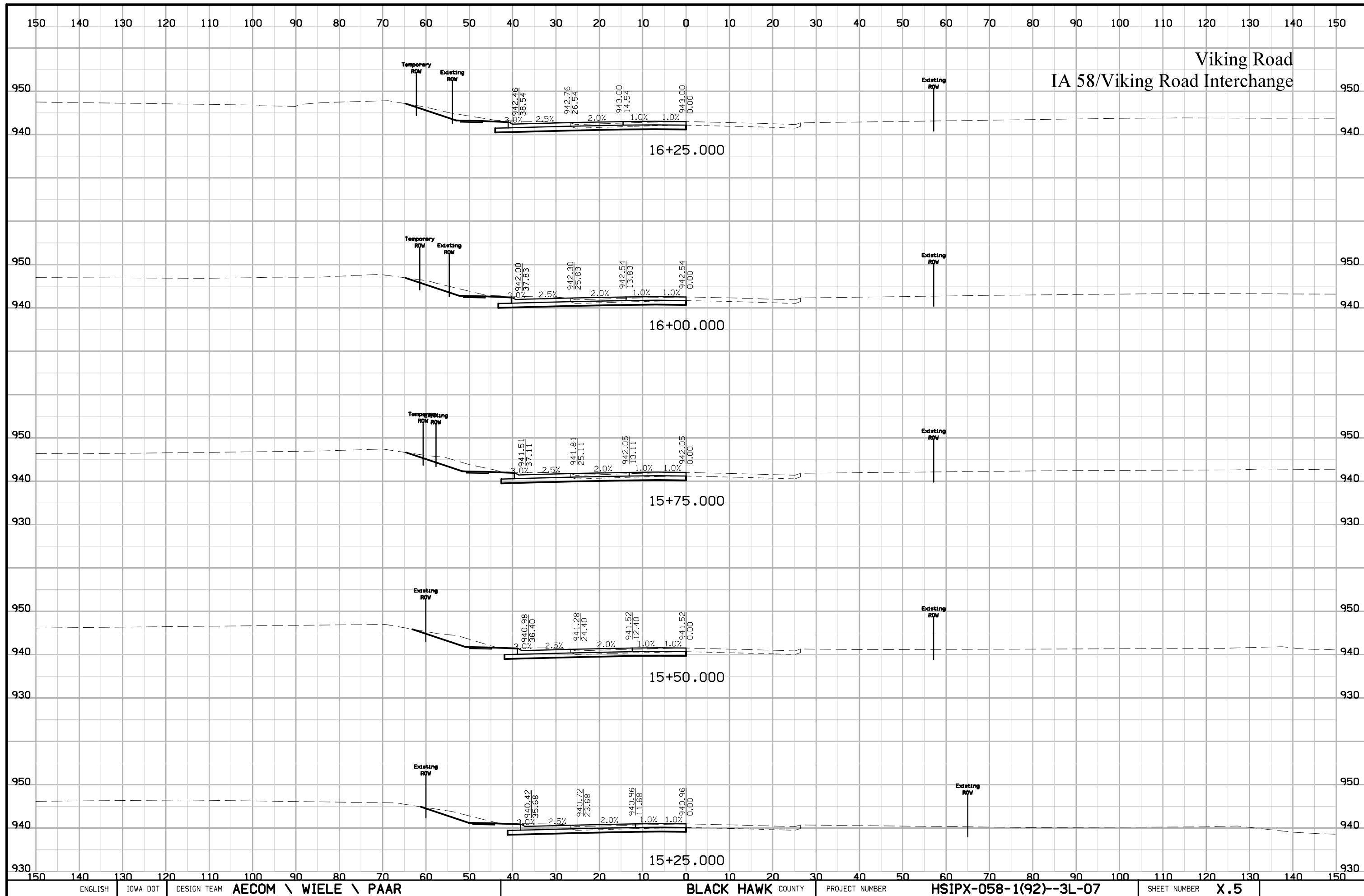


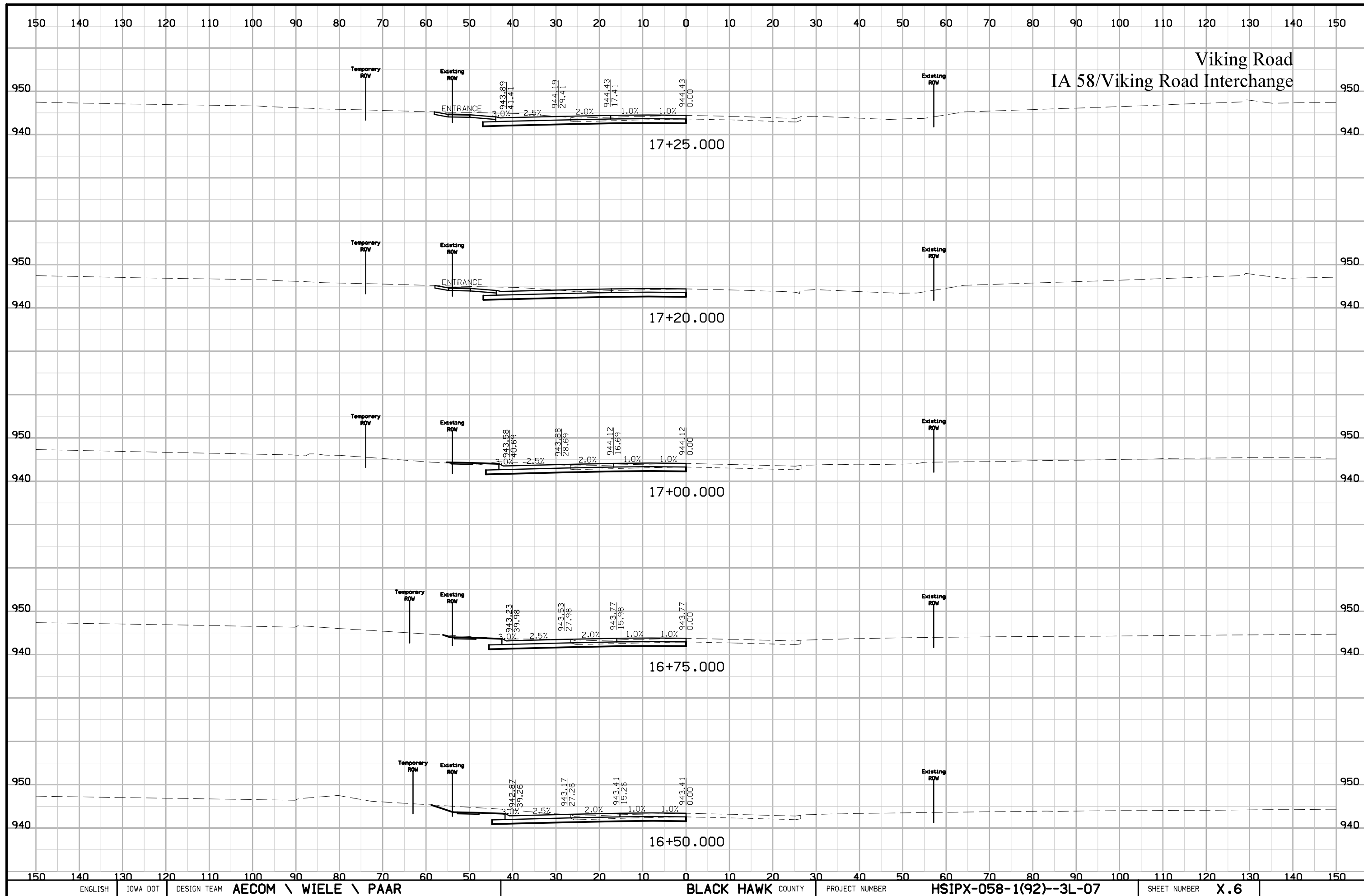
Viking Road  
IA 58/Viking Road Interchange

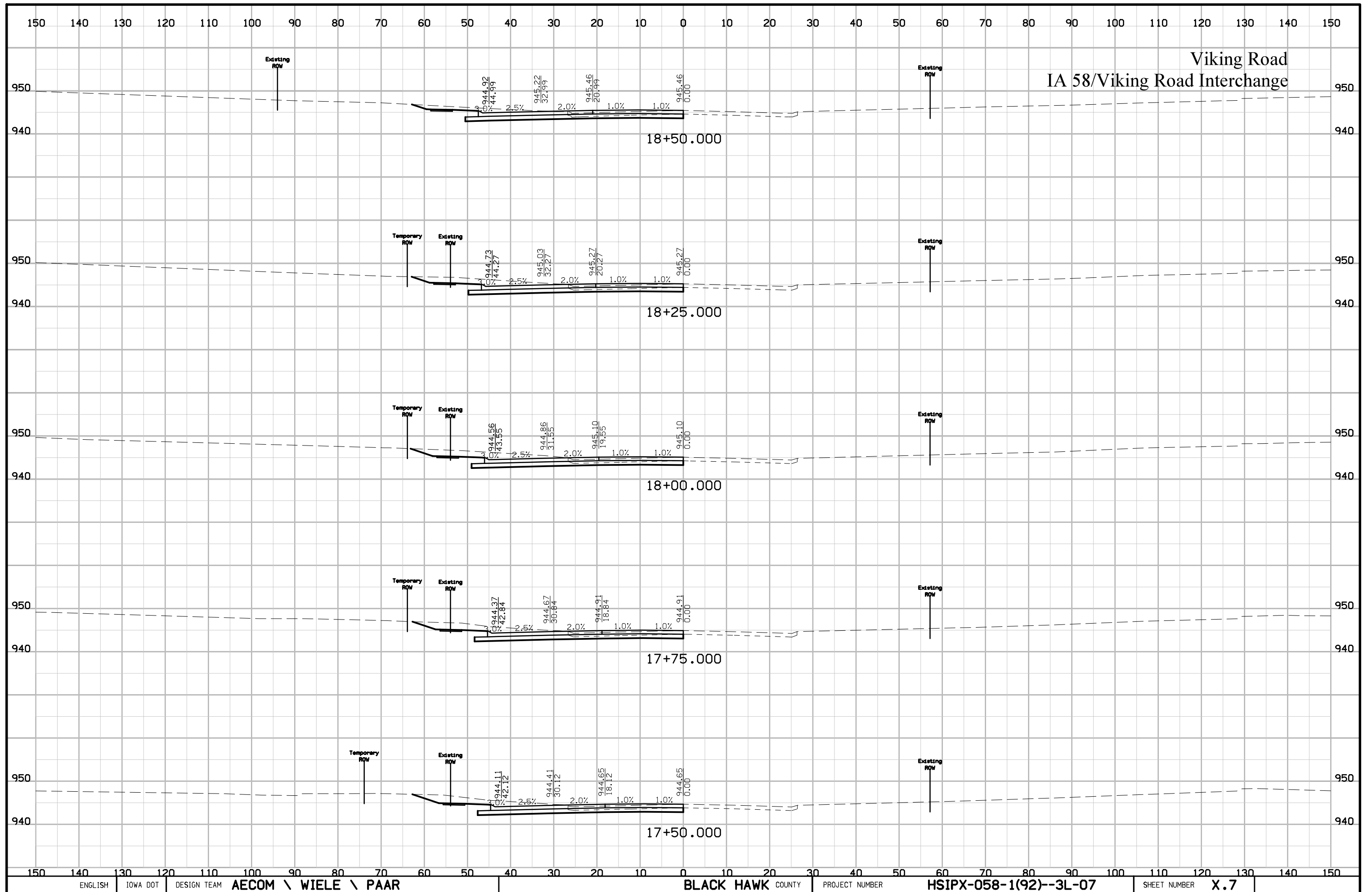


# Viking Road IA 58/Viking Road Interchange

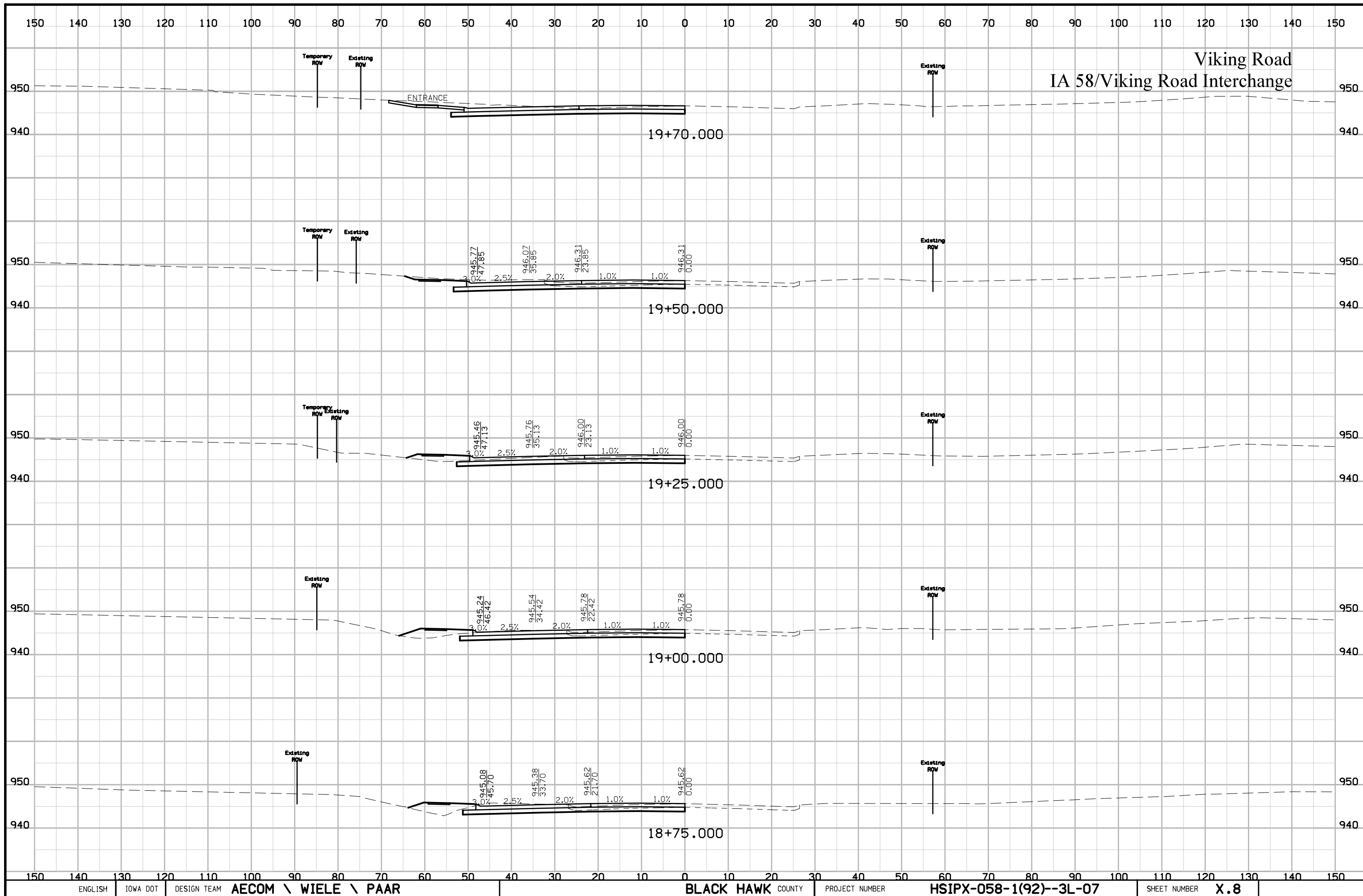




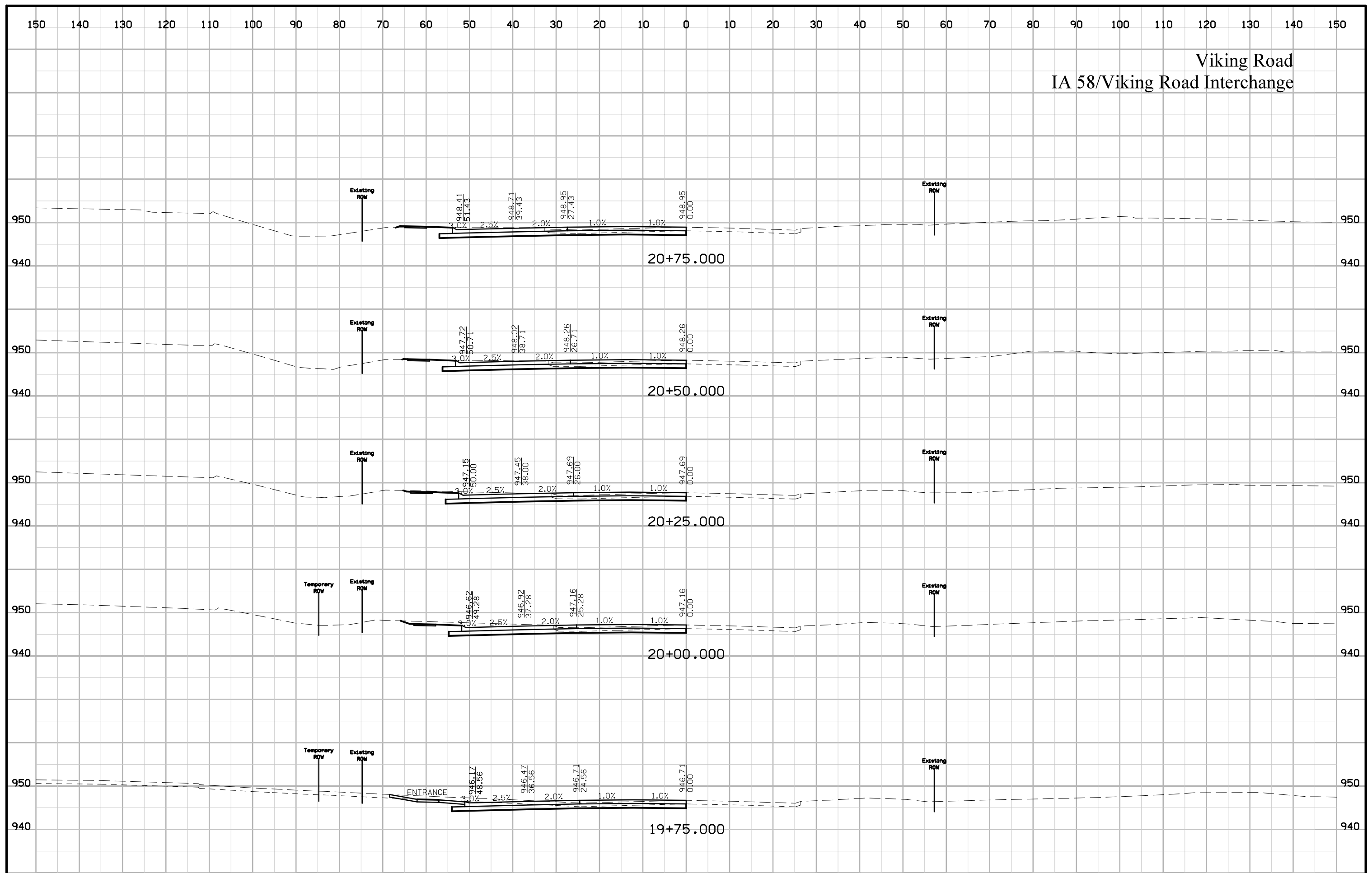


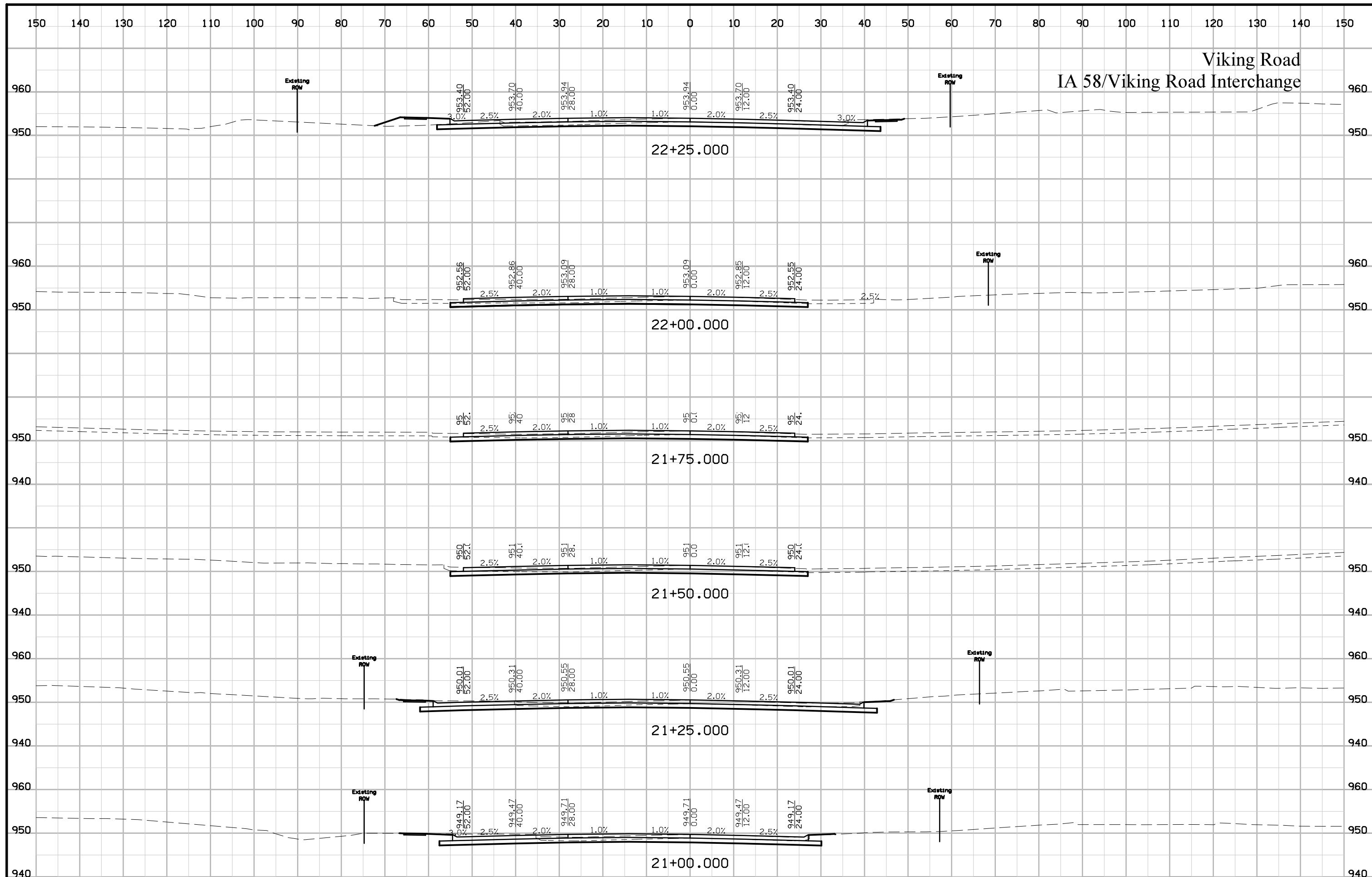




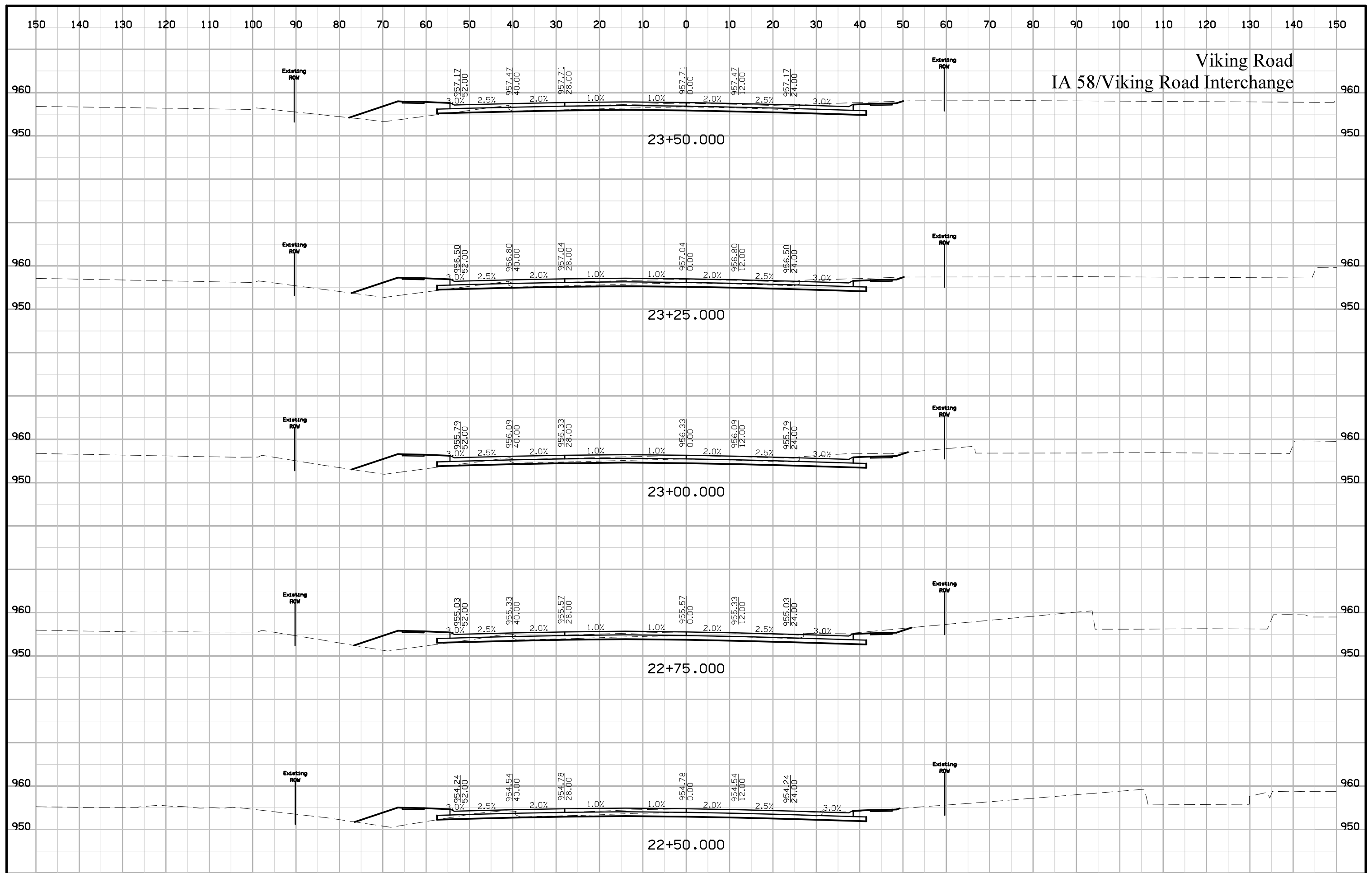


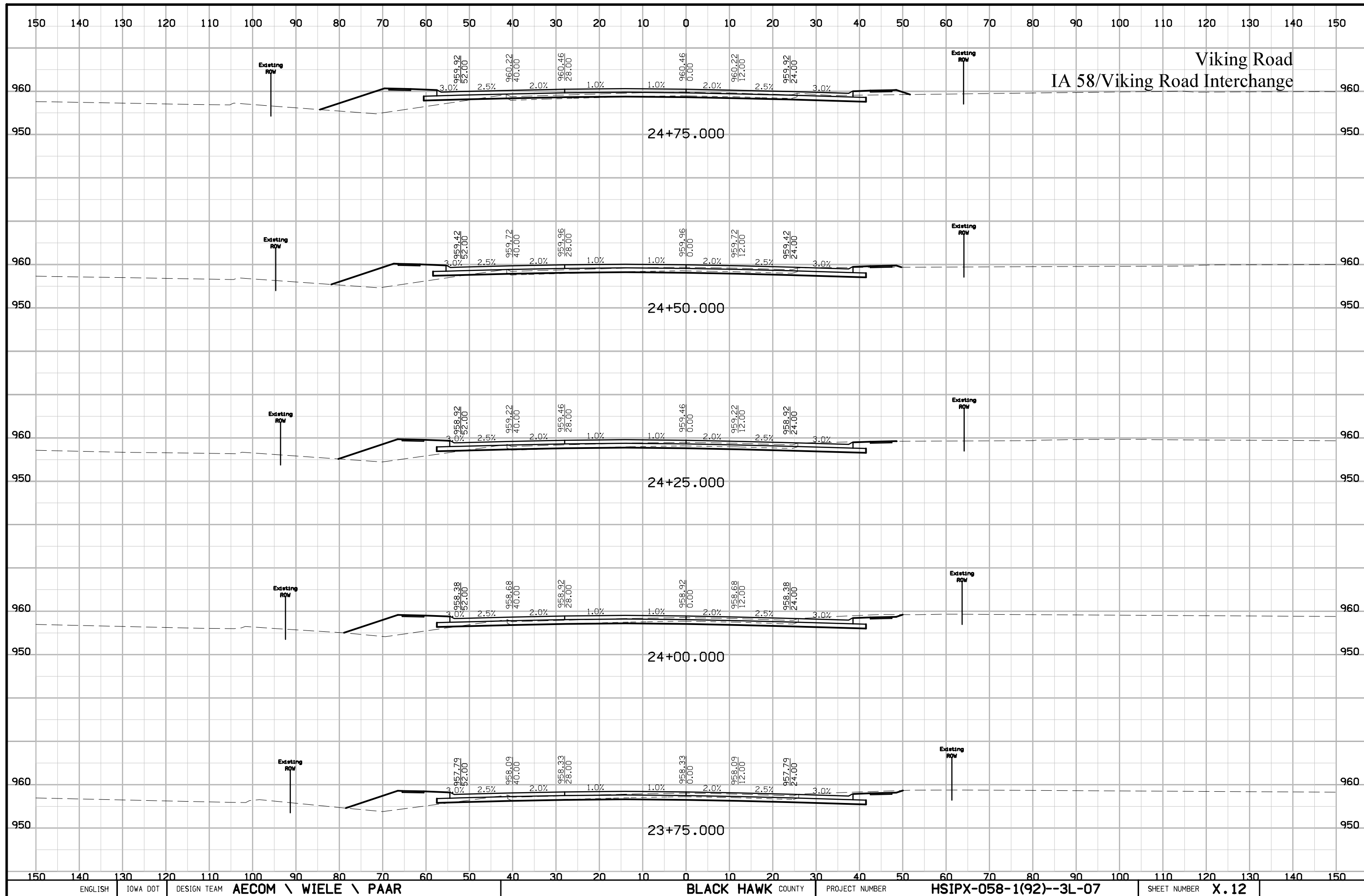
# Viking Road IA 58/Viking Road Interchange



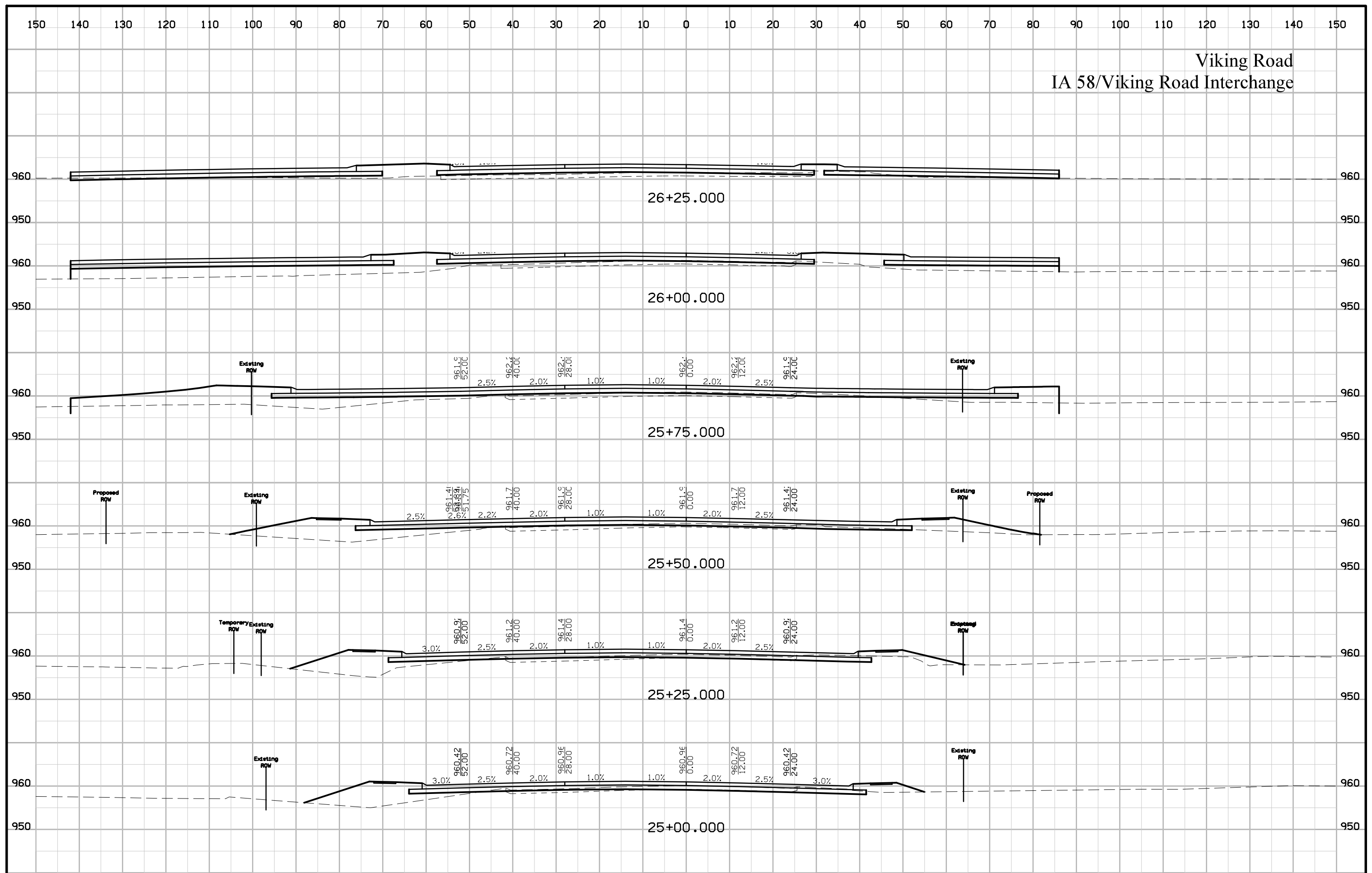


# Viking Road IA 58/Viking Road Interchange

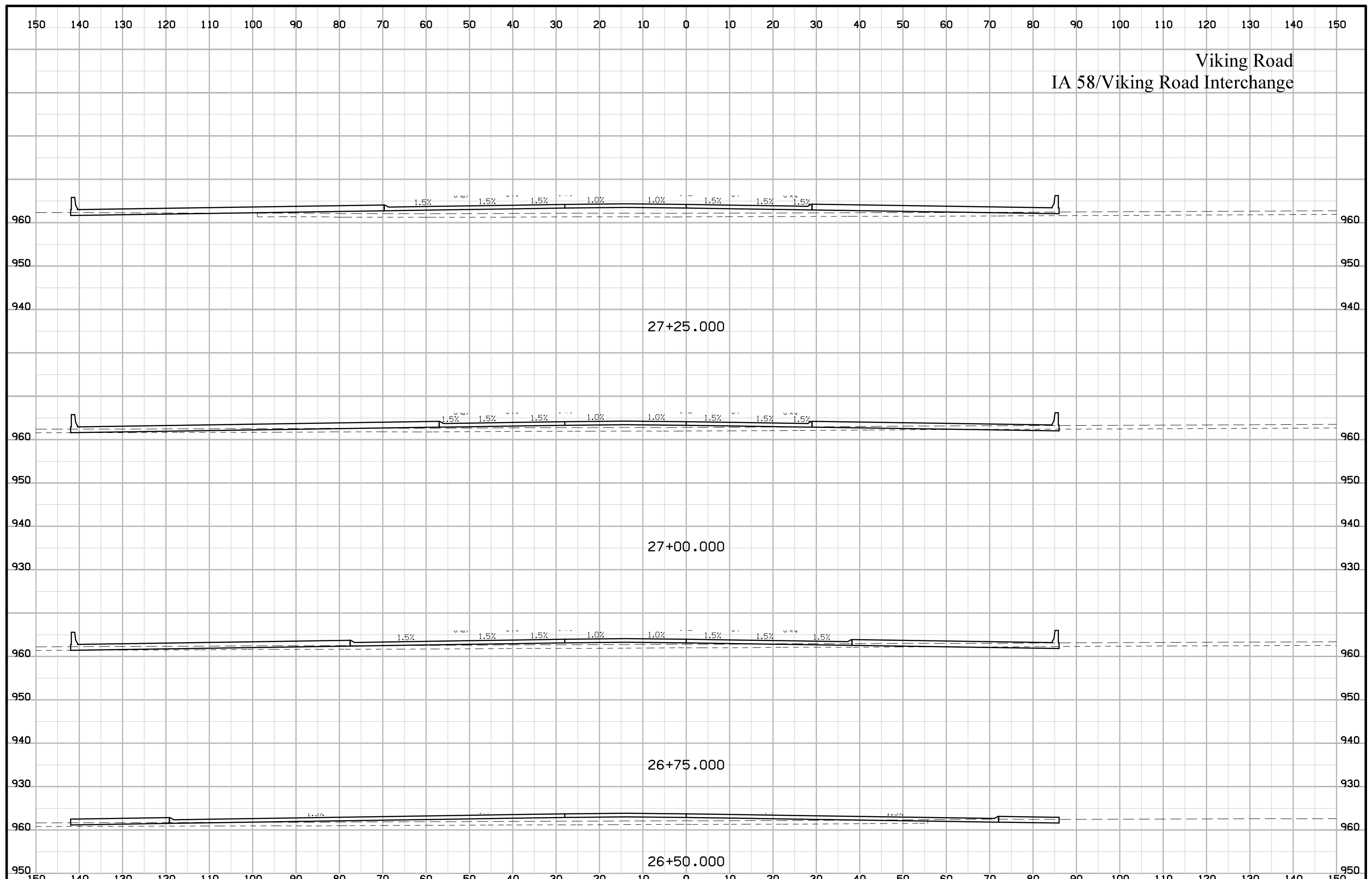




Viking Road  
IA 58/Viking Road Interchange

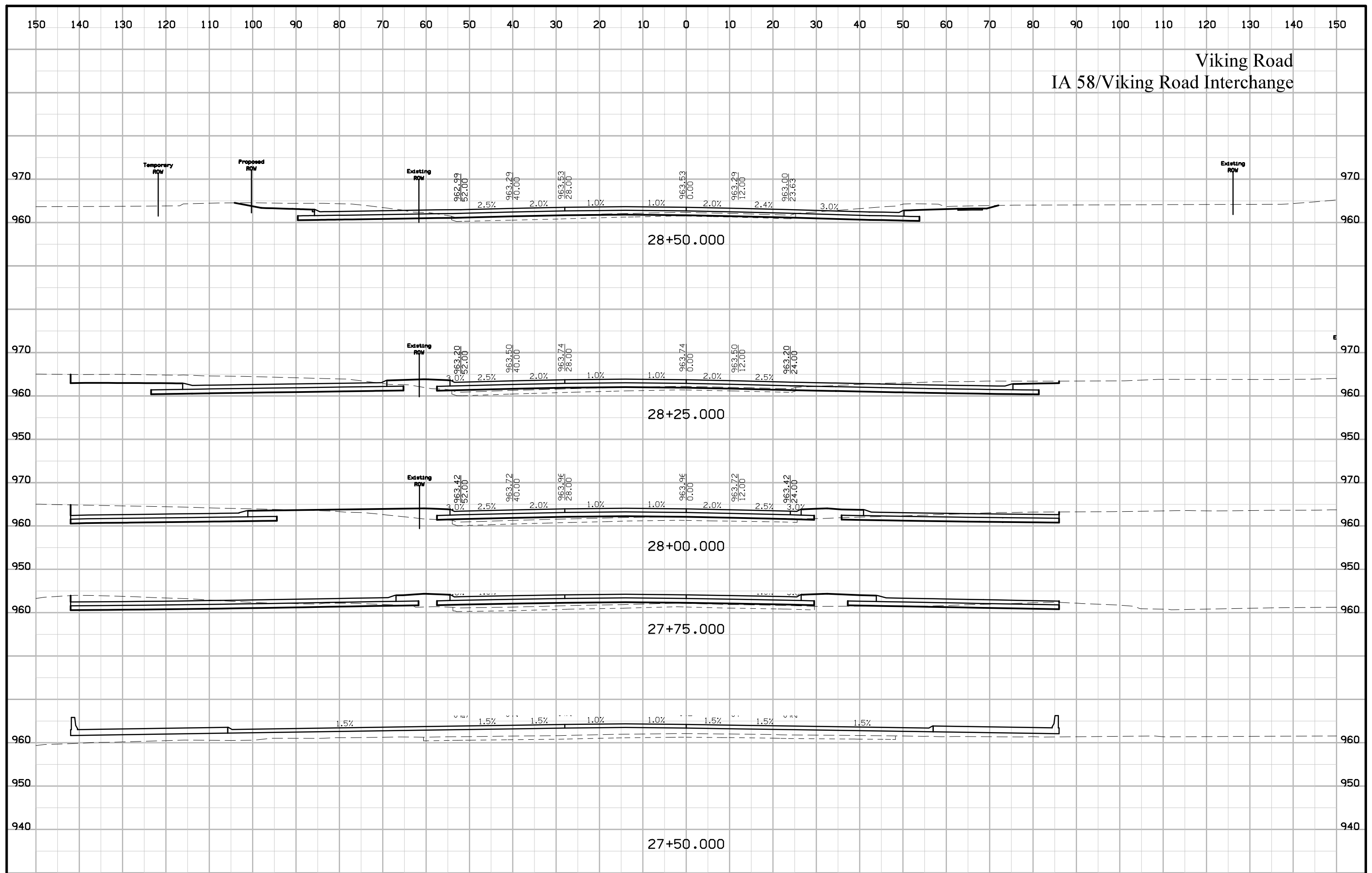


Viking Road  
IA 58/Viking Road Interchange

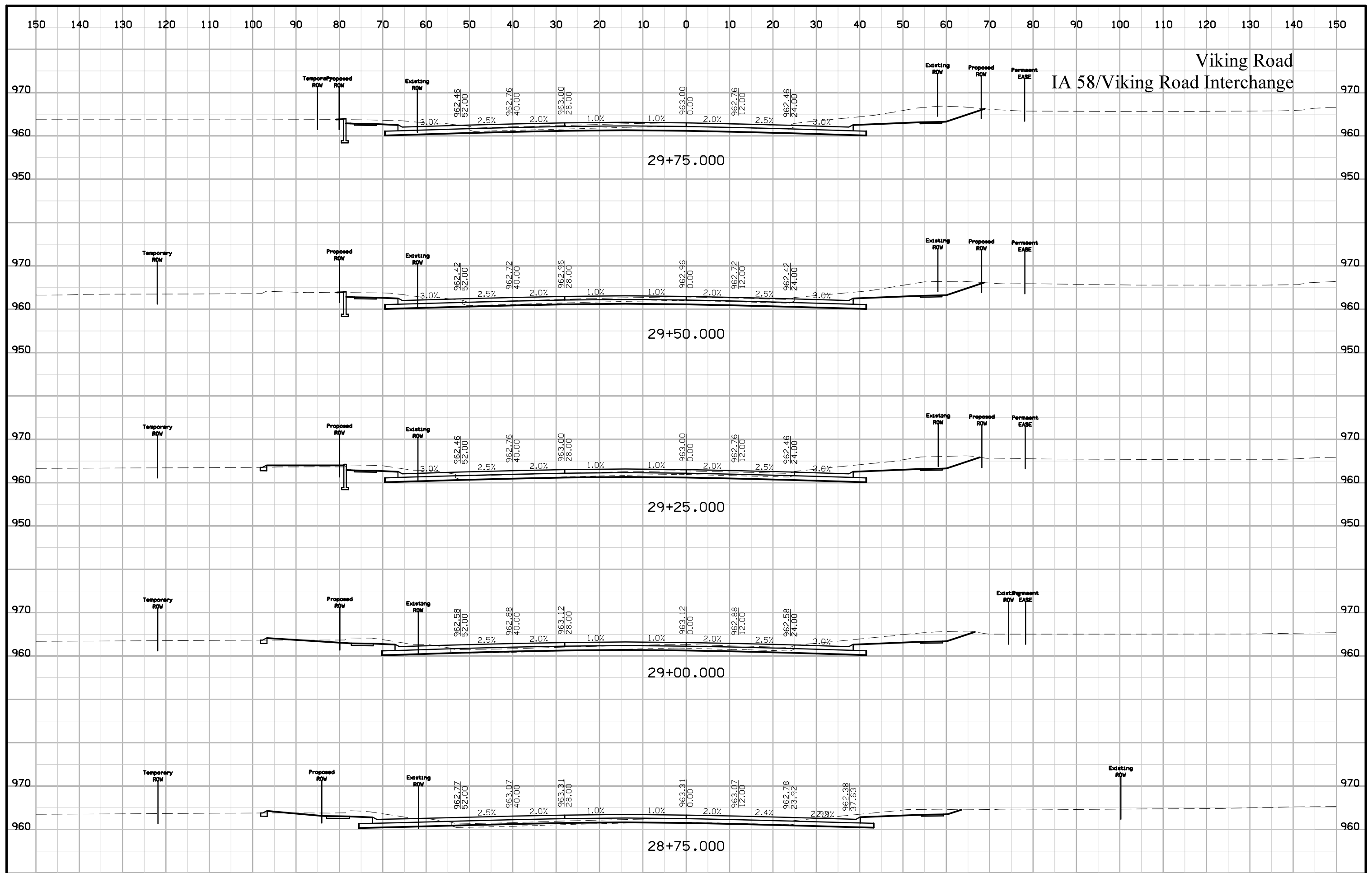




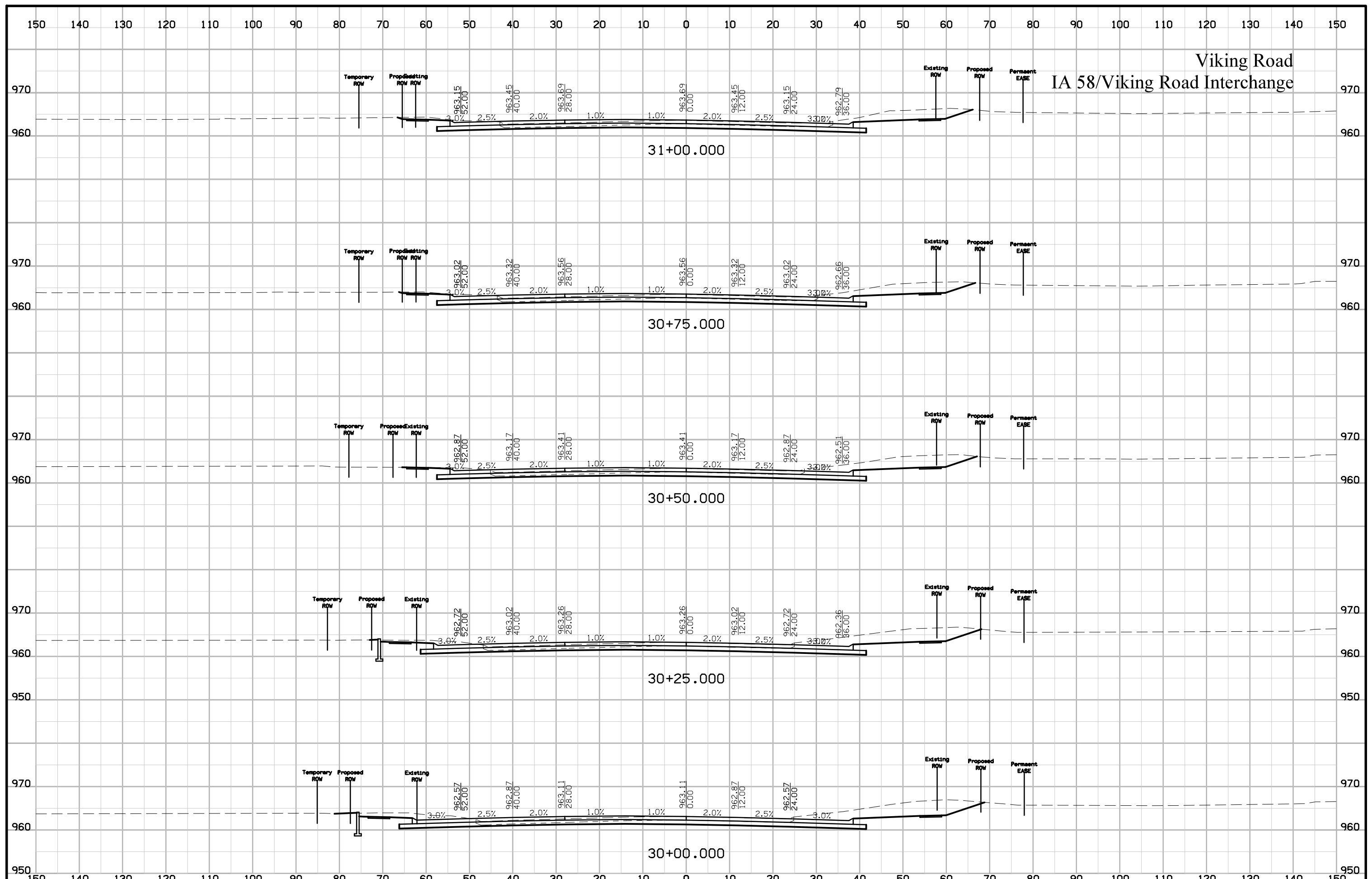
Viking Road  
IA 58/Viking Road Interchange



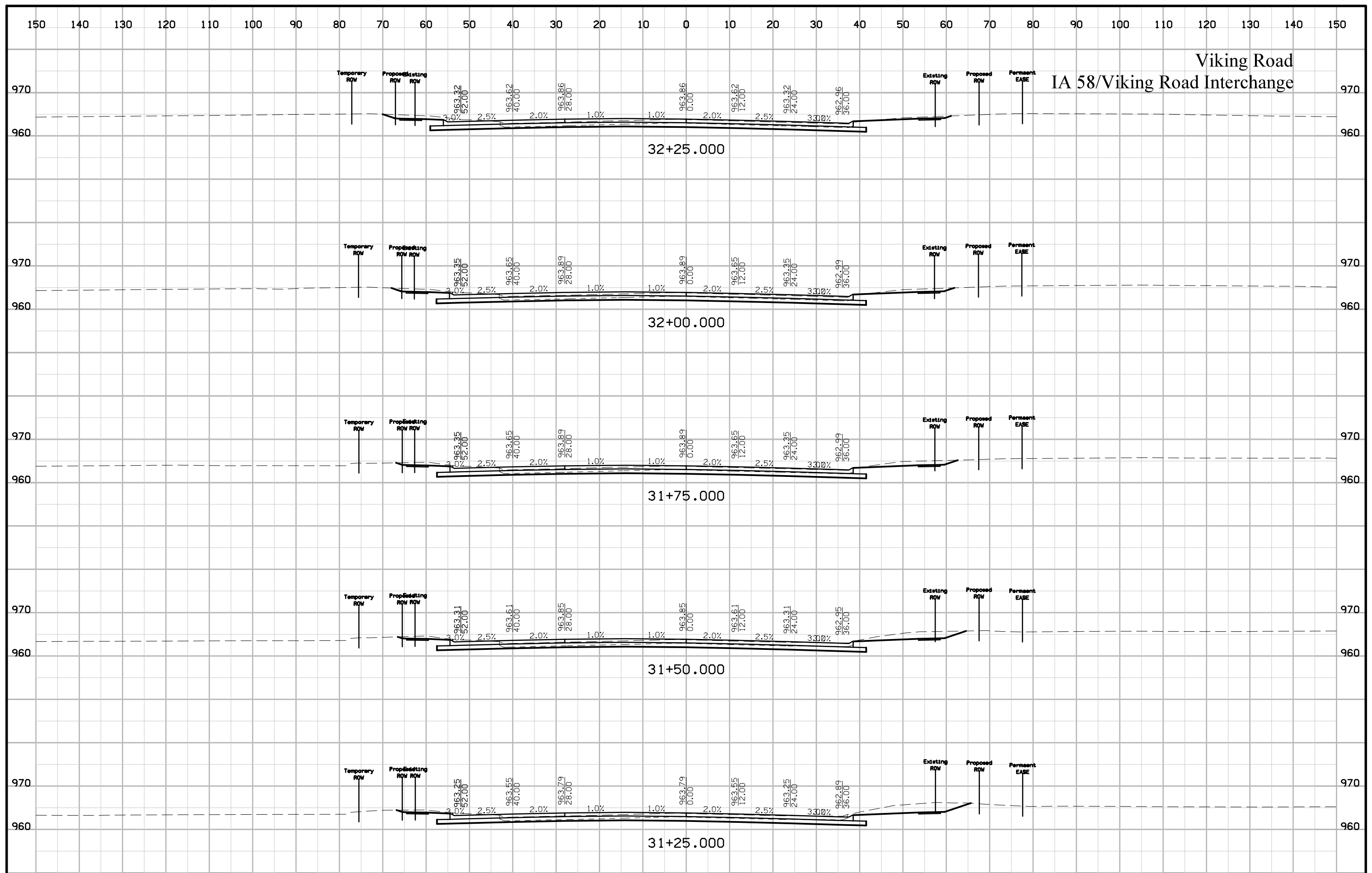
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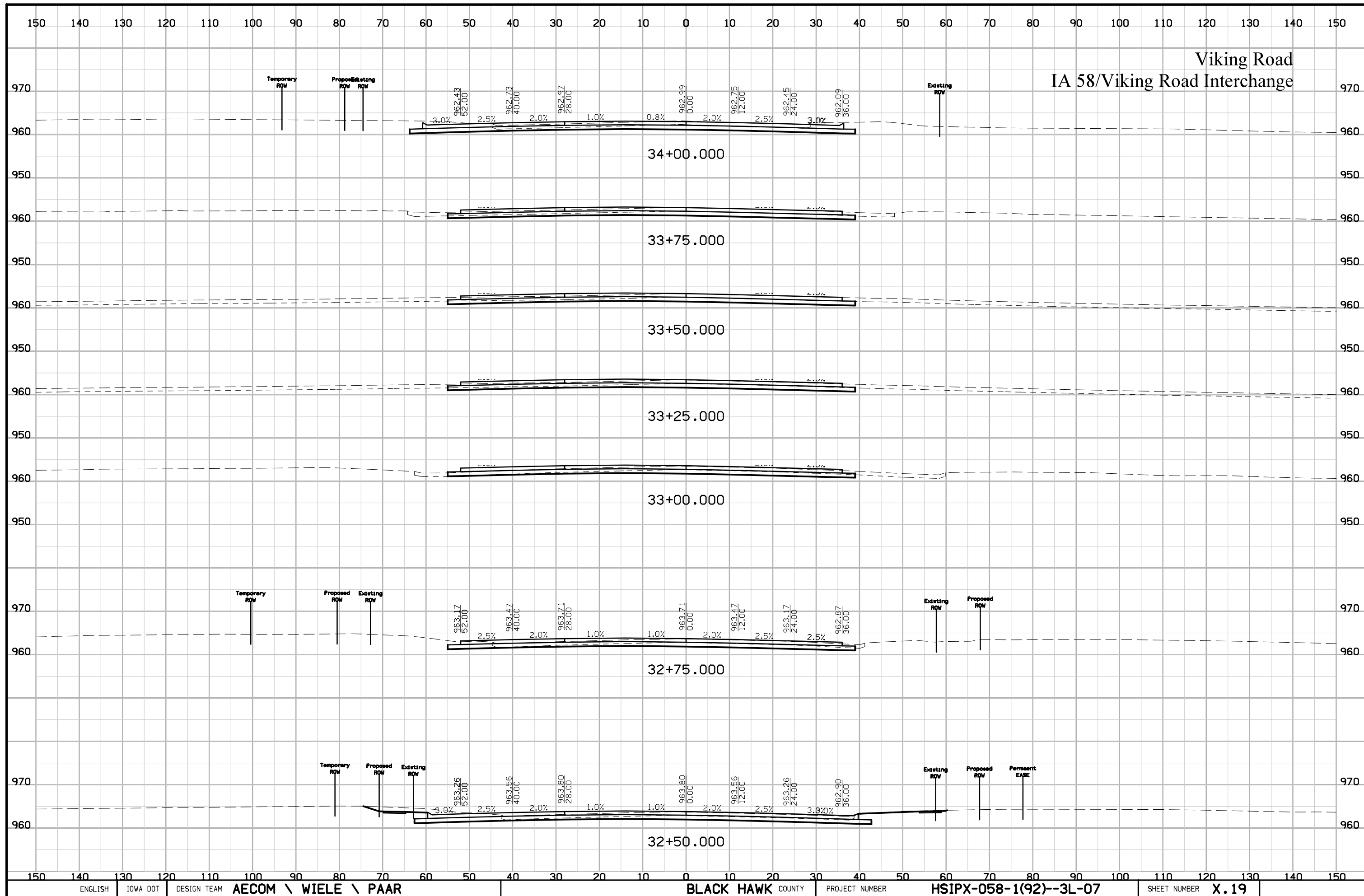


# Viking Road IA 58/Viking Road Interchange

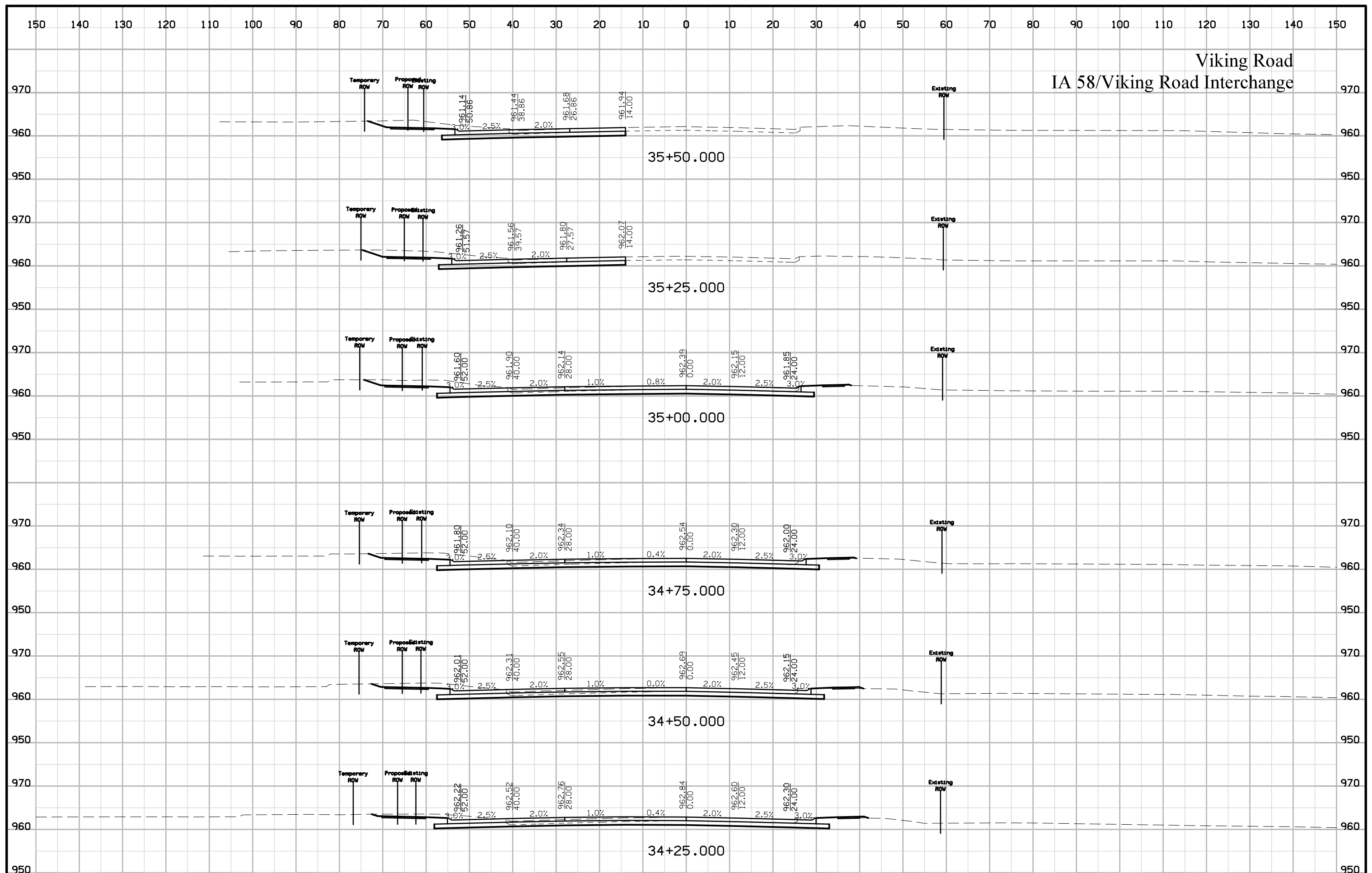


Viking Road  
IA 58/Viking Road Interchange

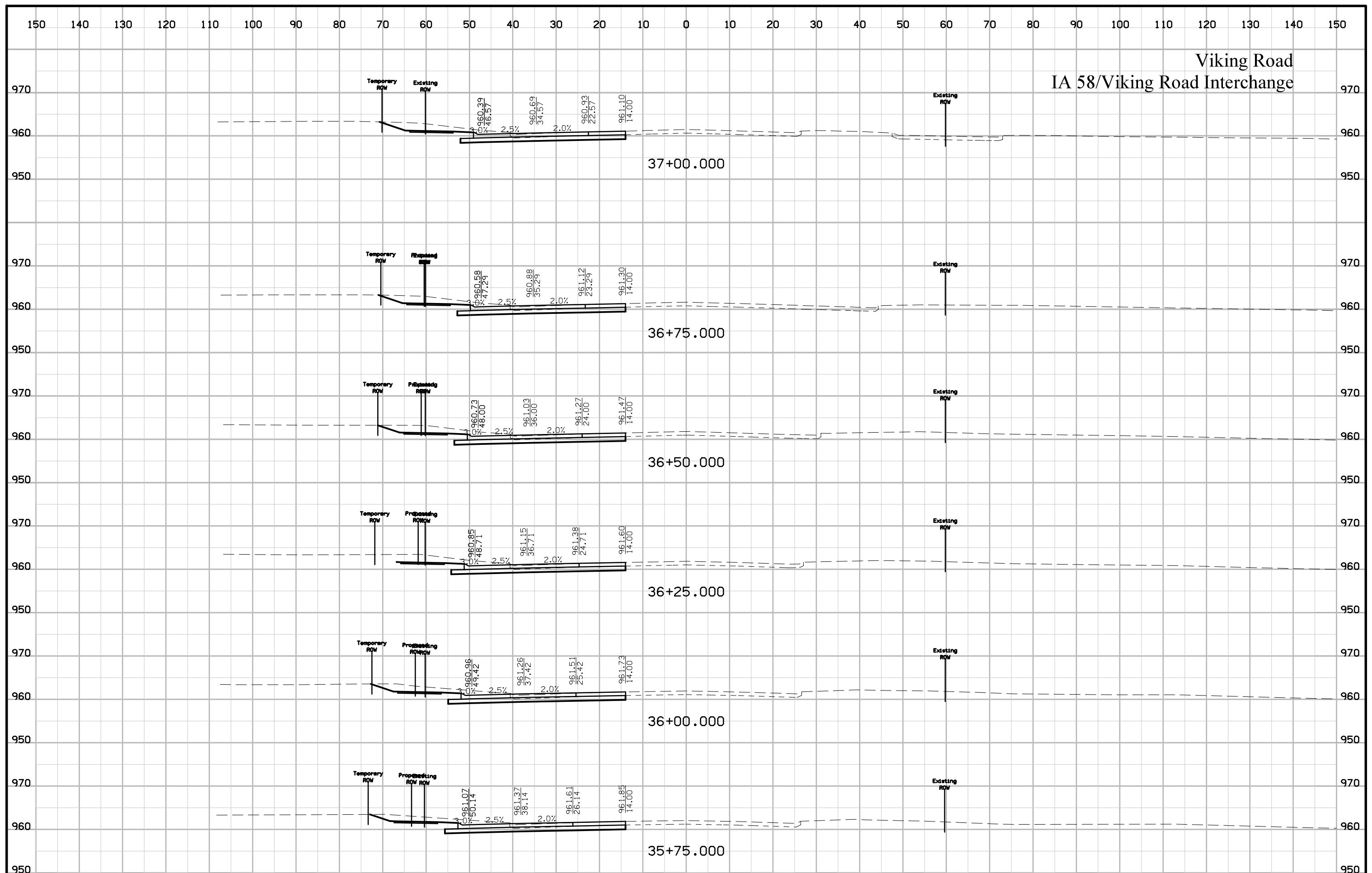




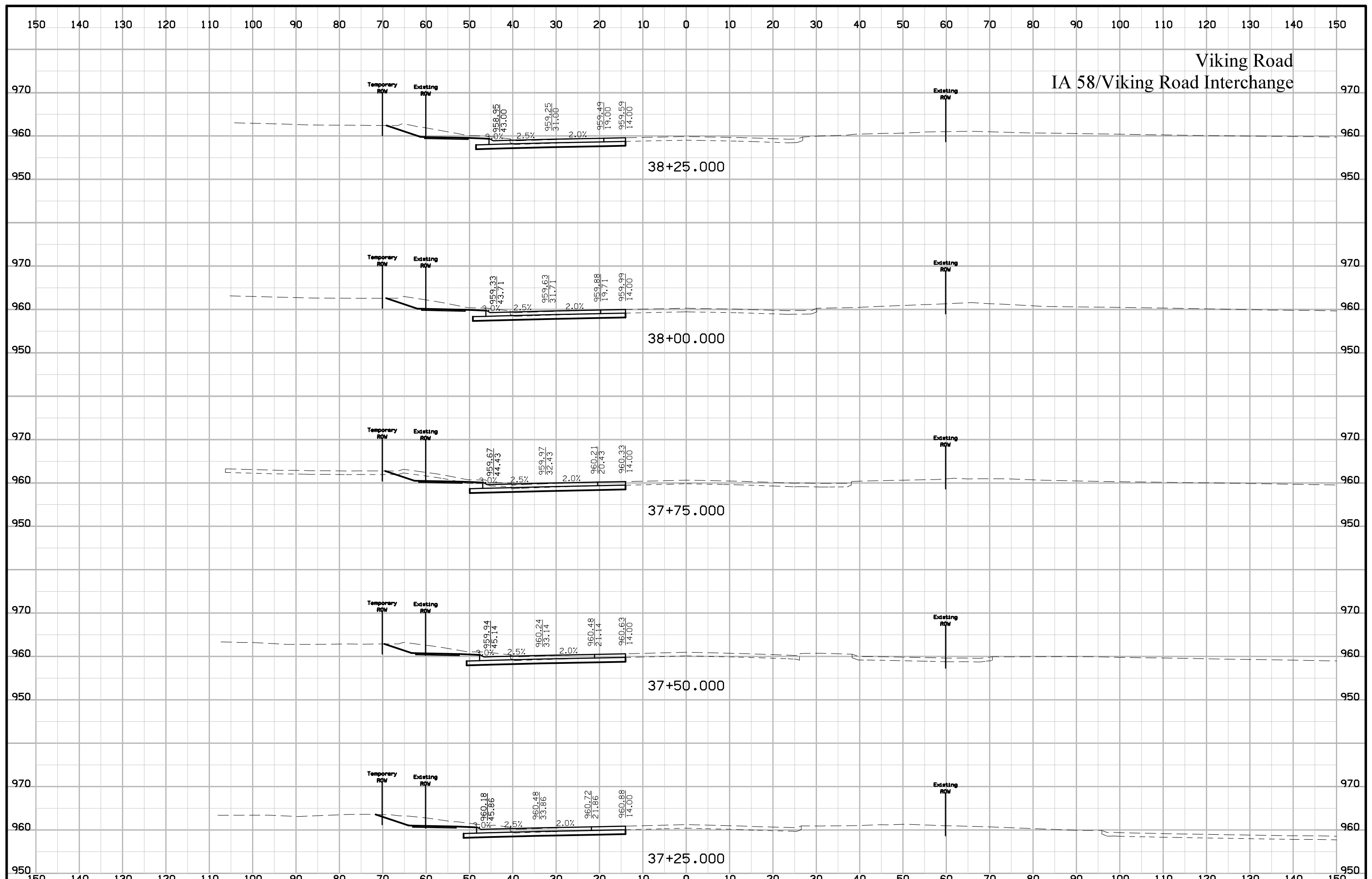
# Viking Road IA 58/Viking Road Interchange



# Viking Road IA 58/Viking Road Interchange

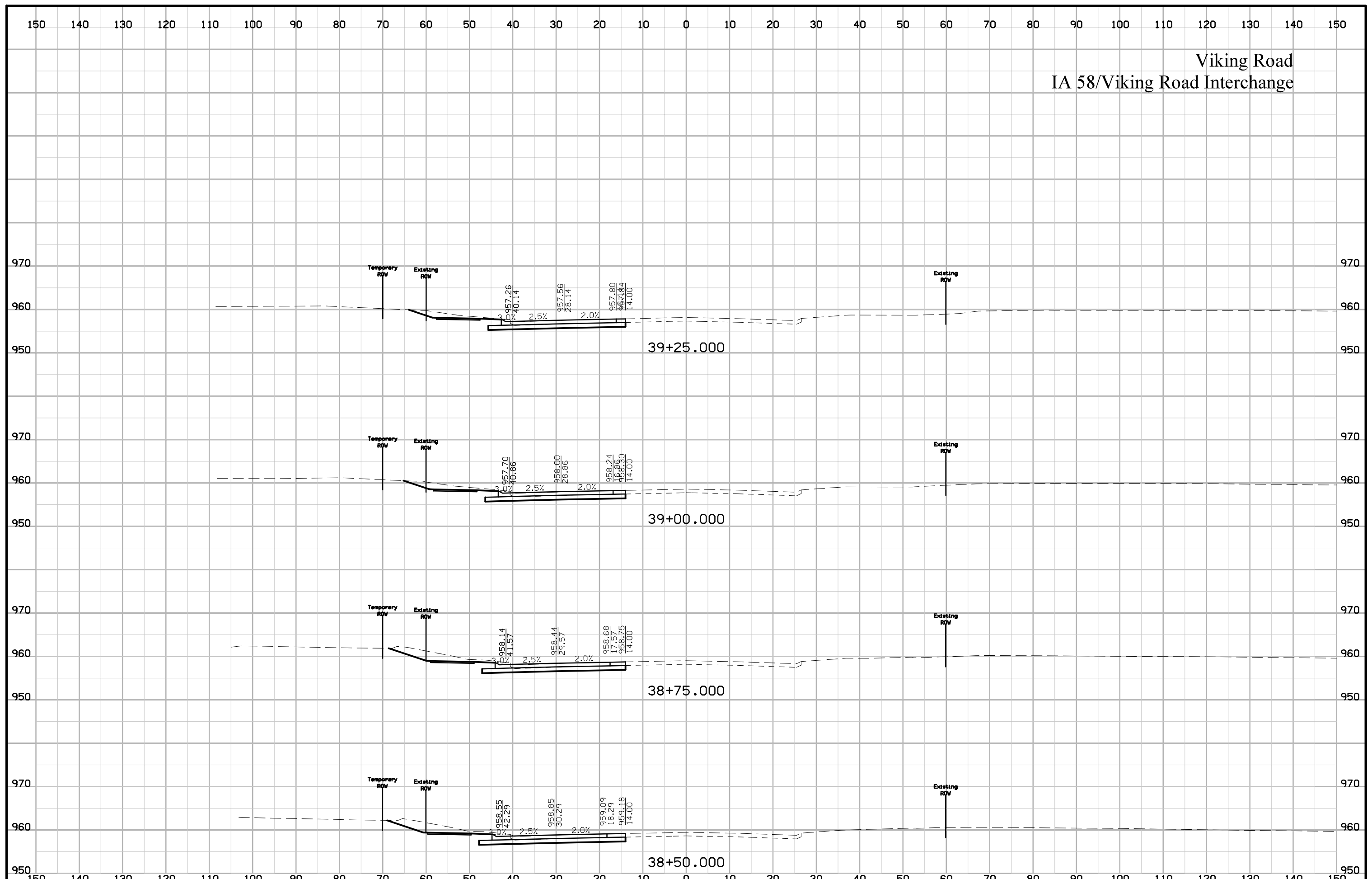


# Viking Road IA 58/Viking Road Interchange

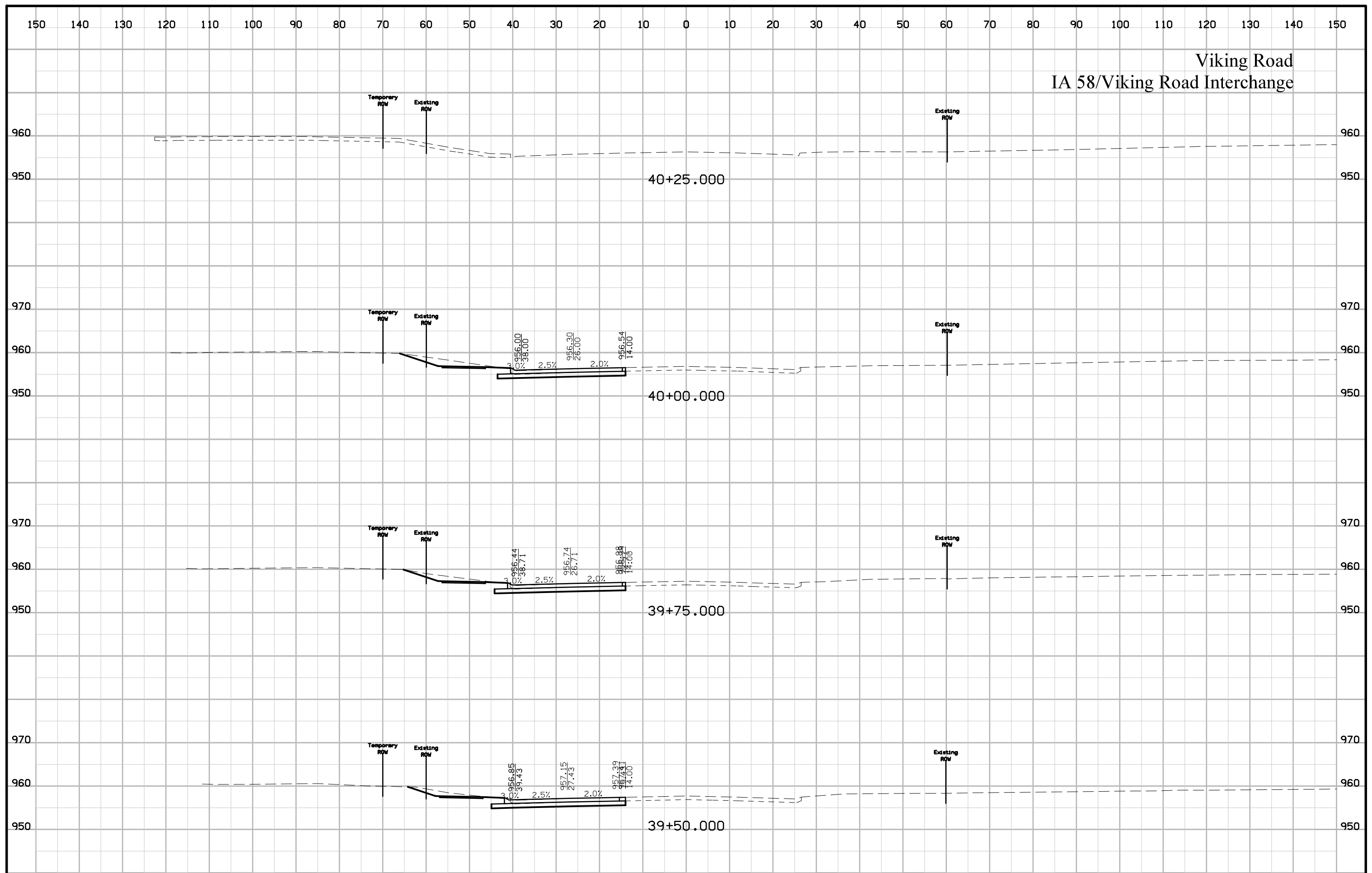




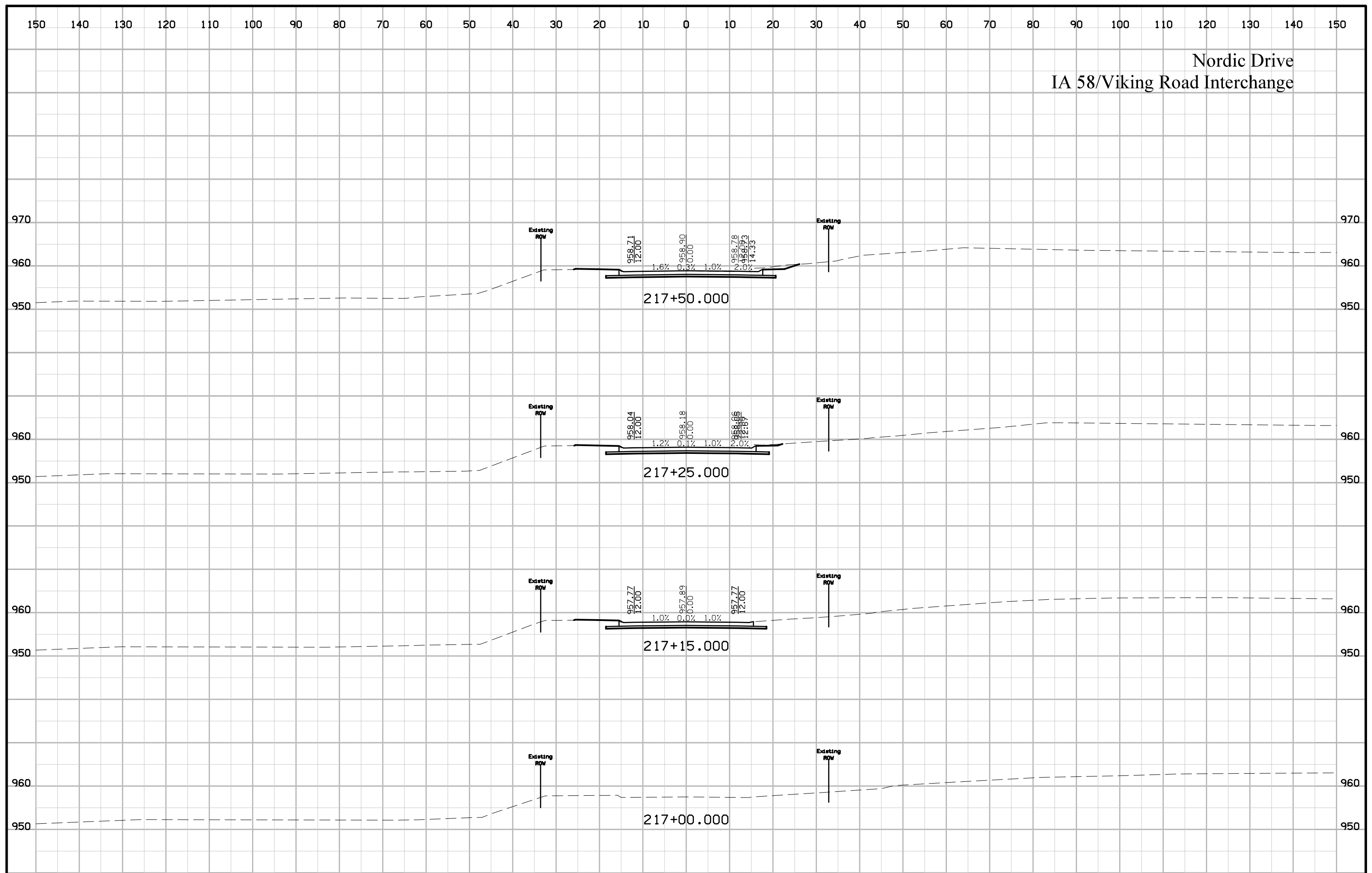
Viking Road  
IA 58/Viking Road Interchange



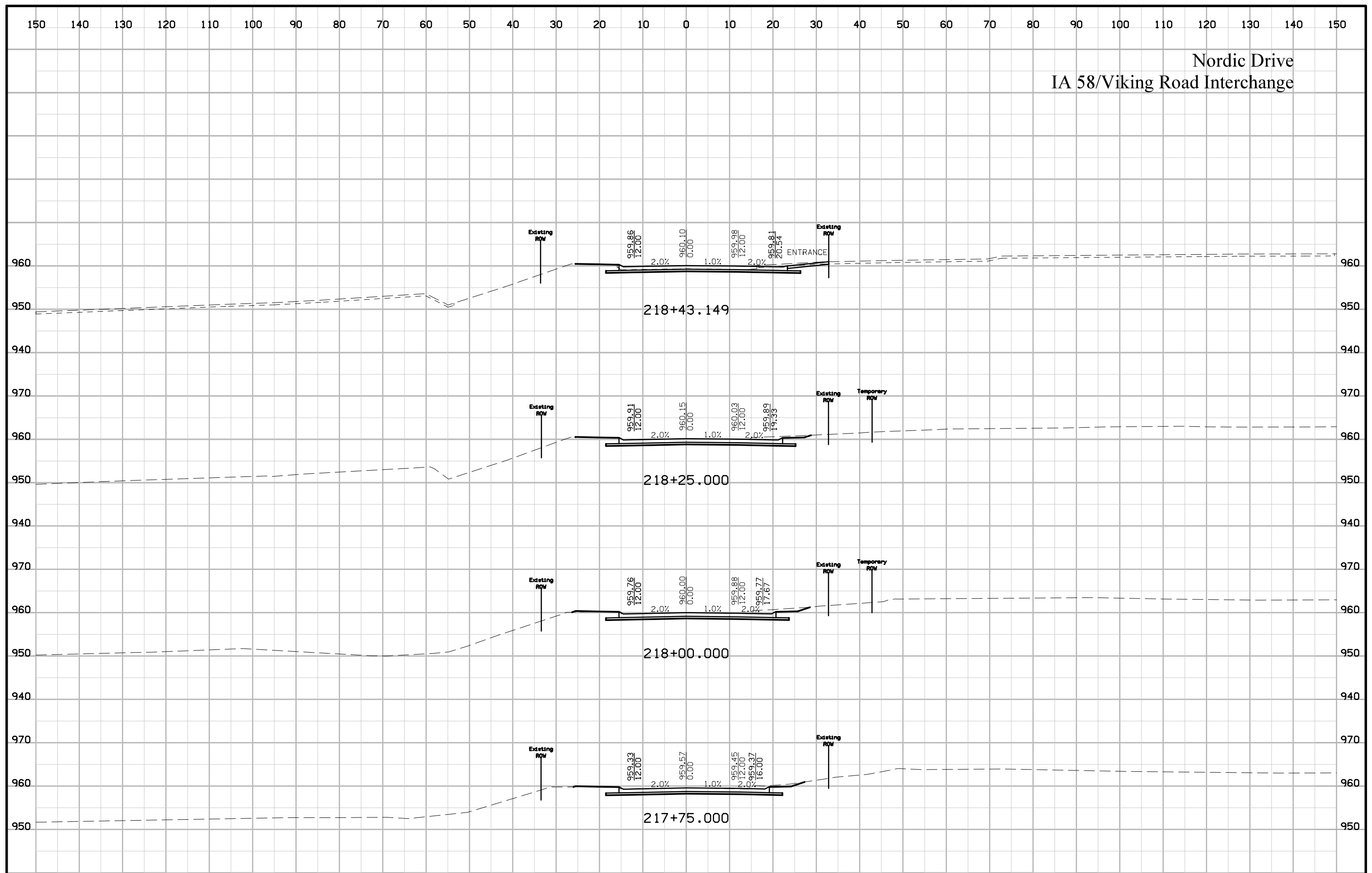
# Viking Road IA 58/Viking Road Interchange

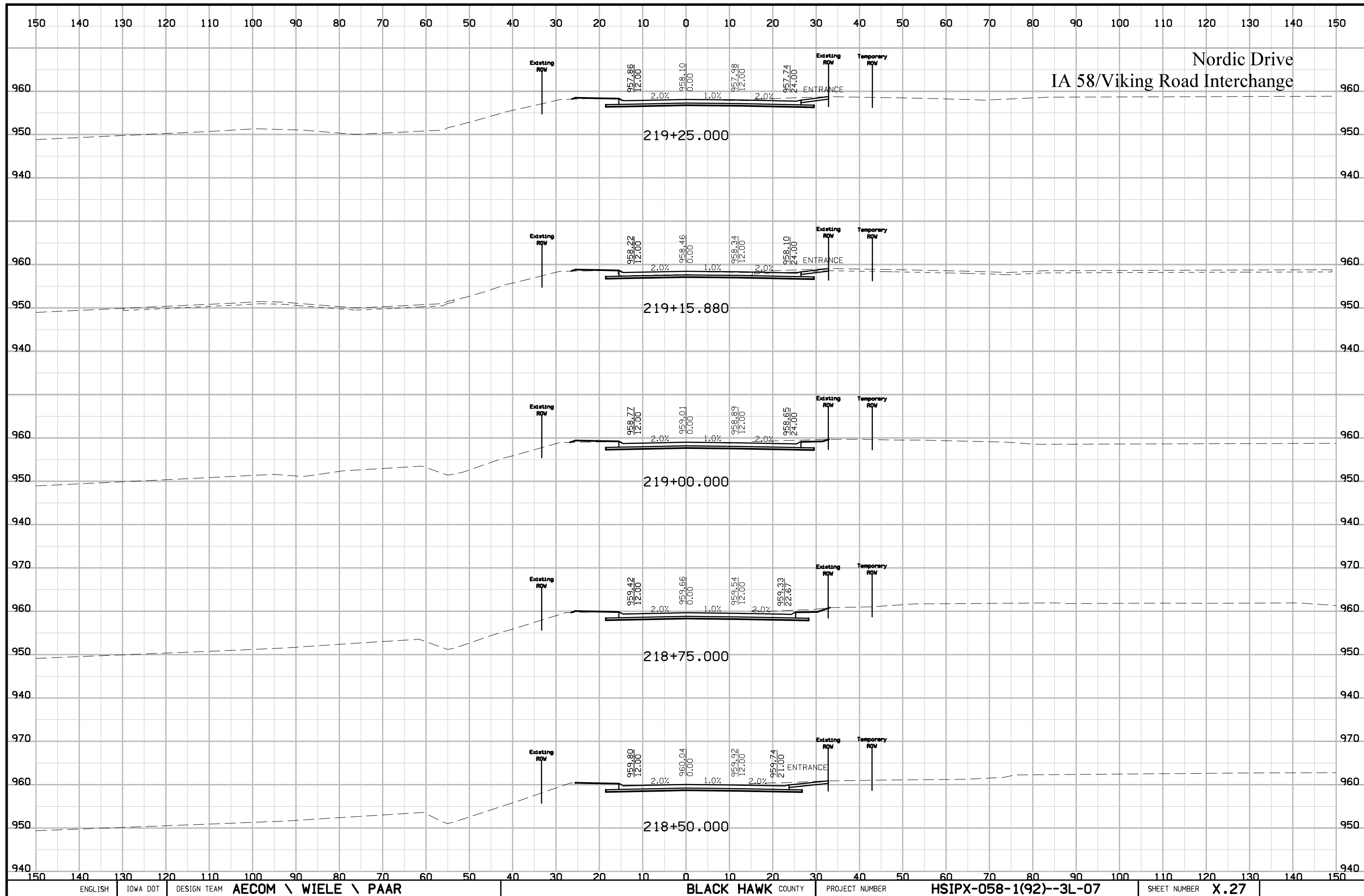


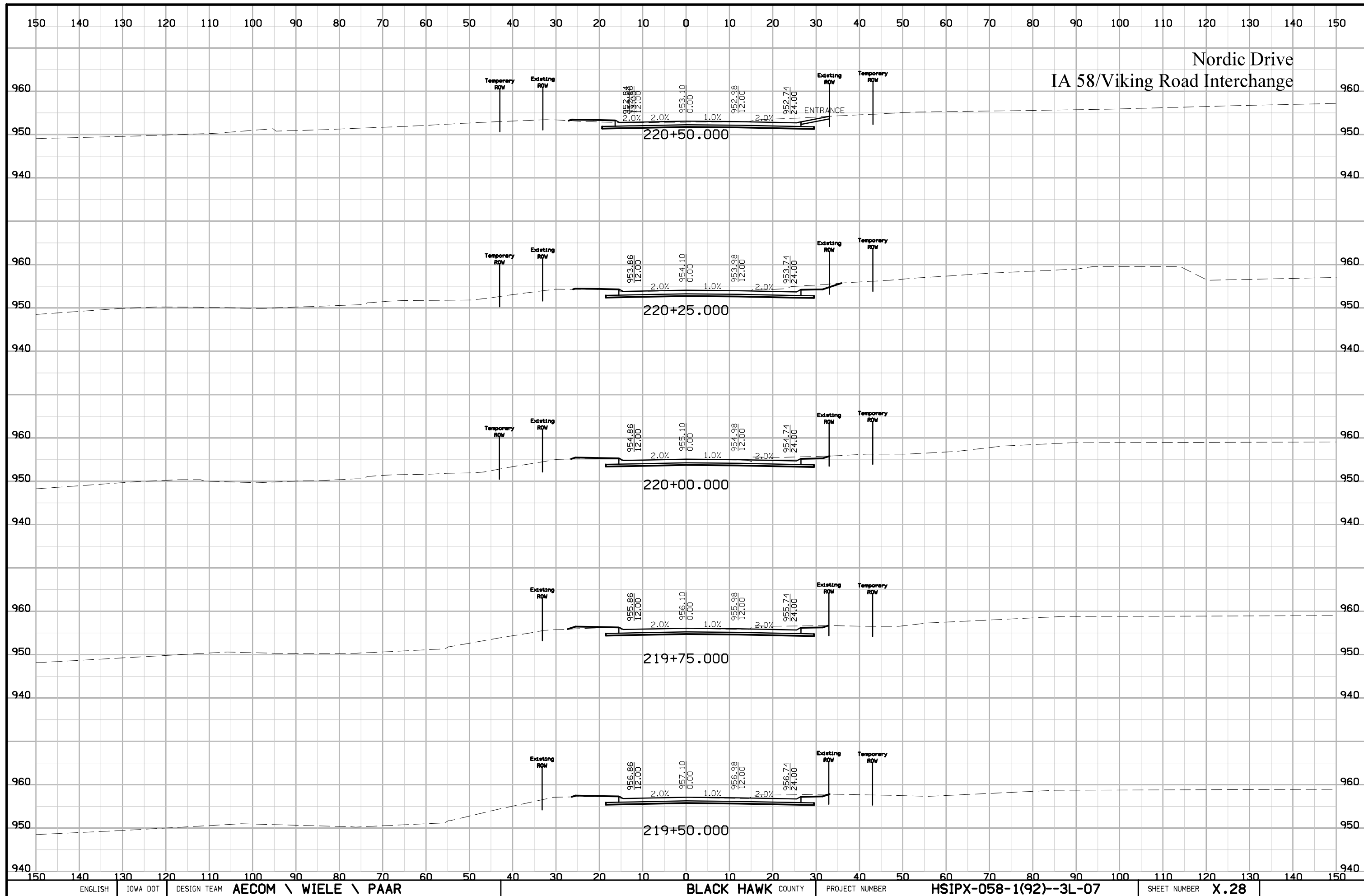
Nordic Drive  
IA 58/Viking Road Interchange



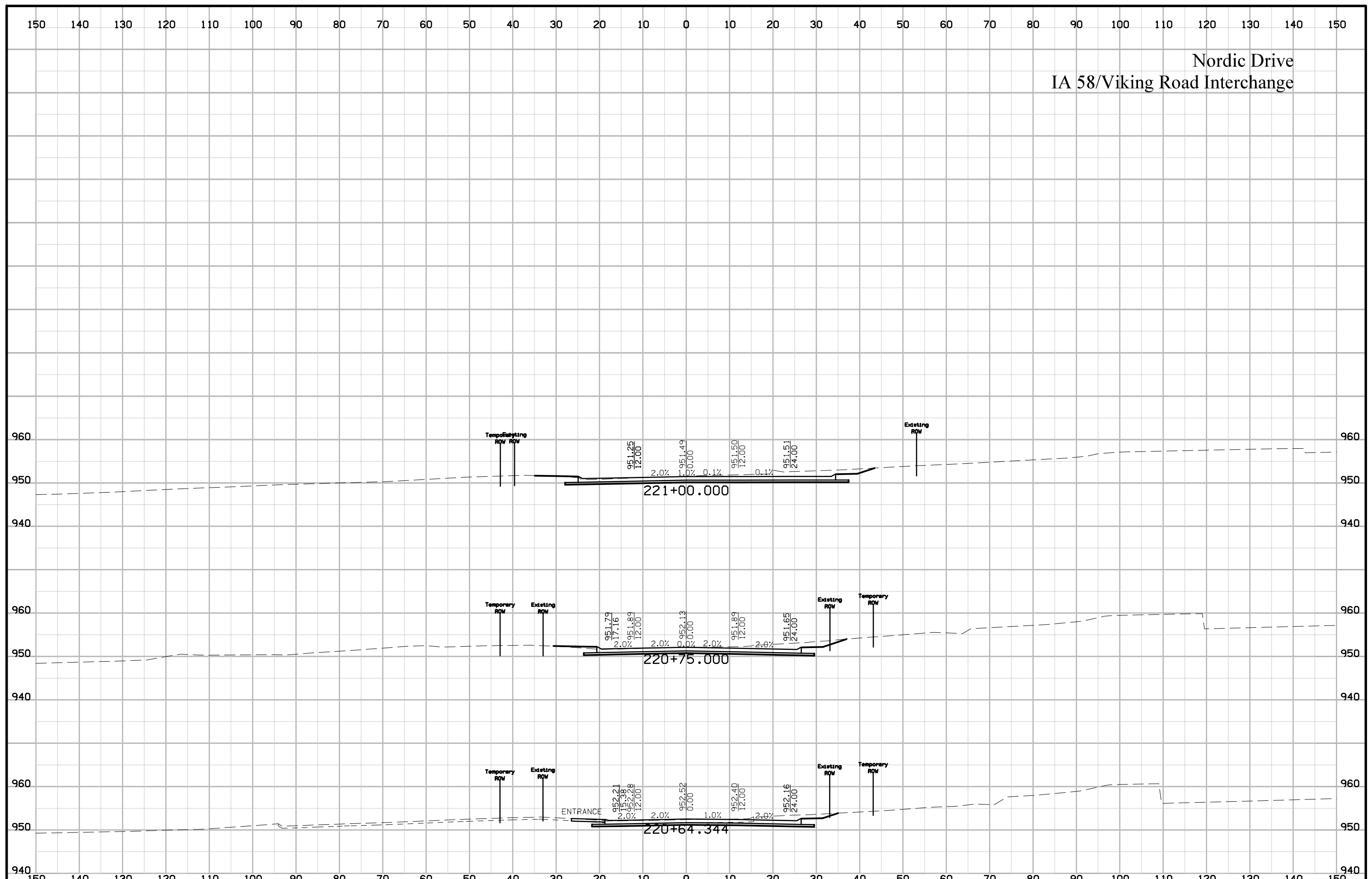
Nordic Drive  
IA 58/Viking Road Interchange



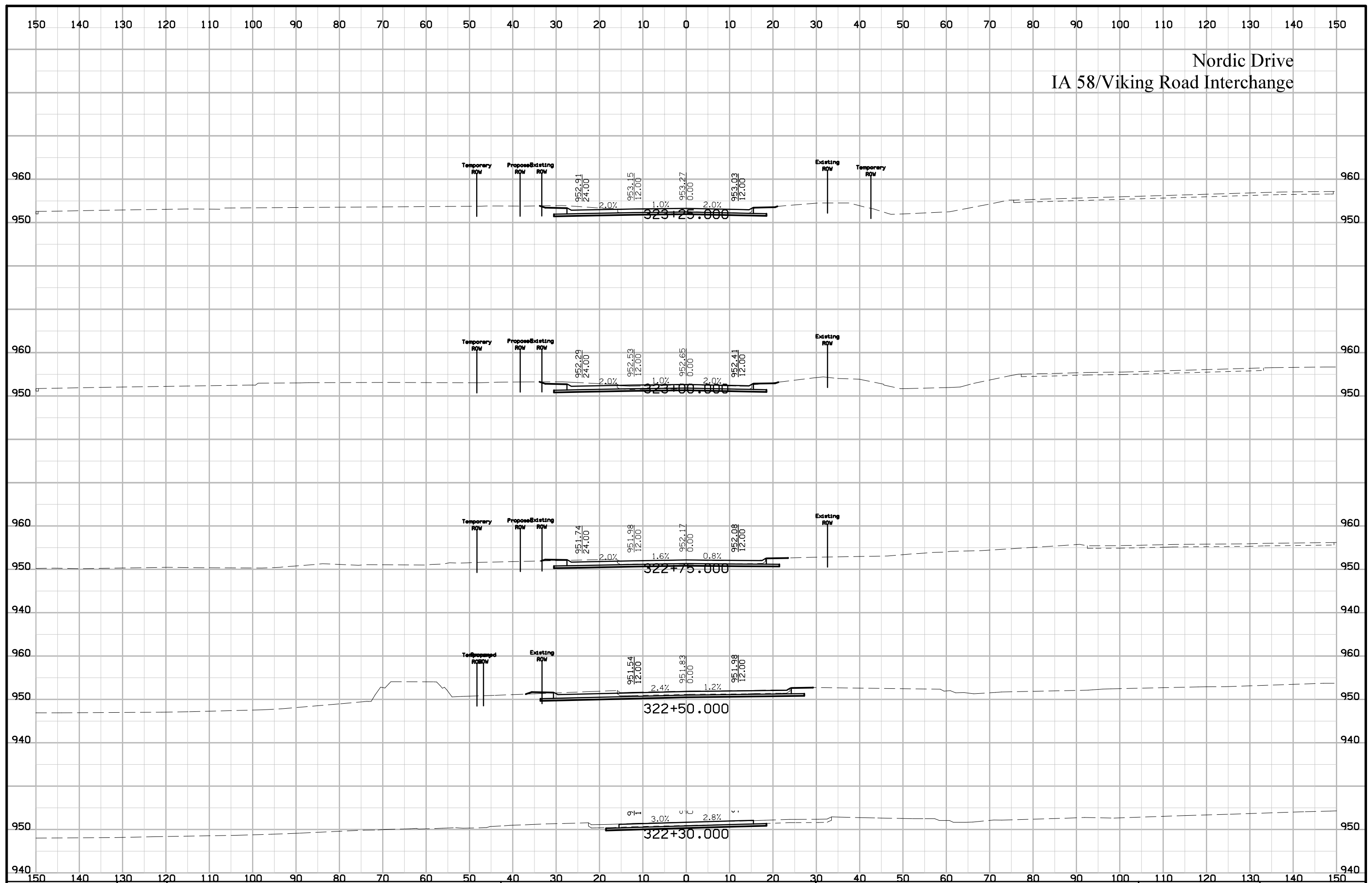




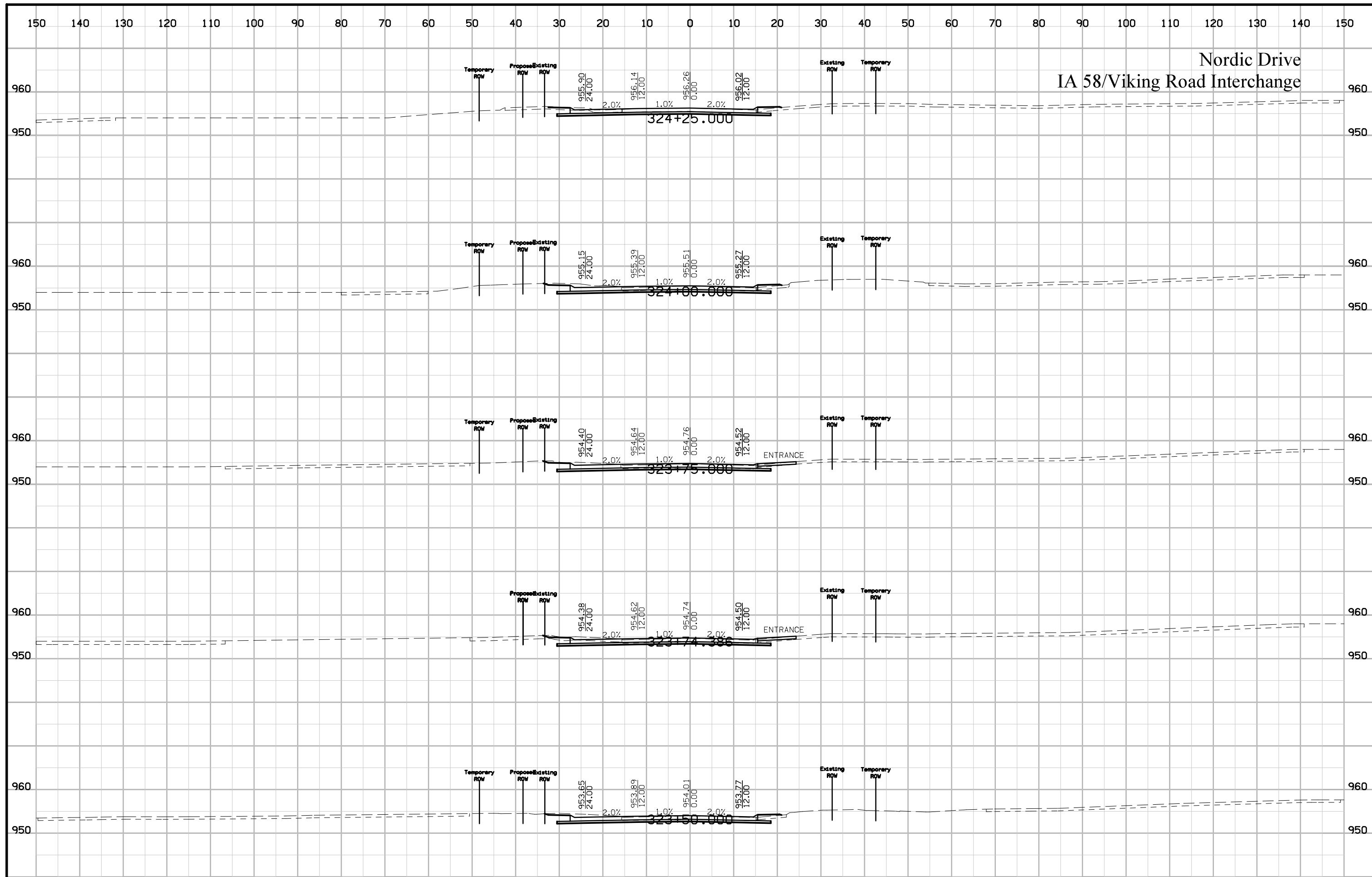
Nordic Drive  
IA 58/Viking Road Interchange



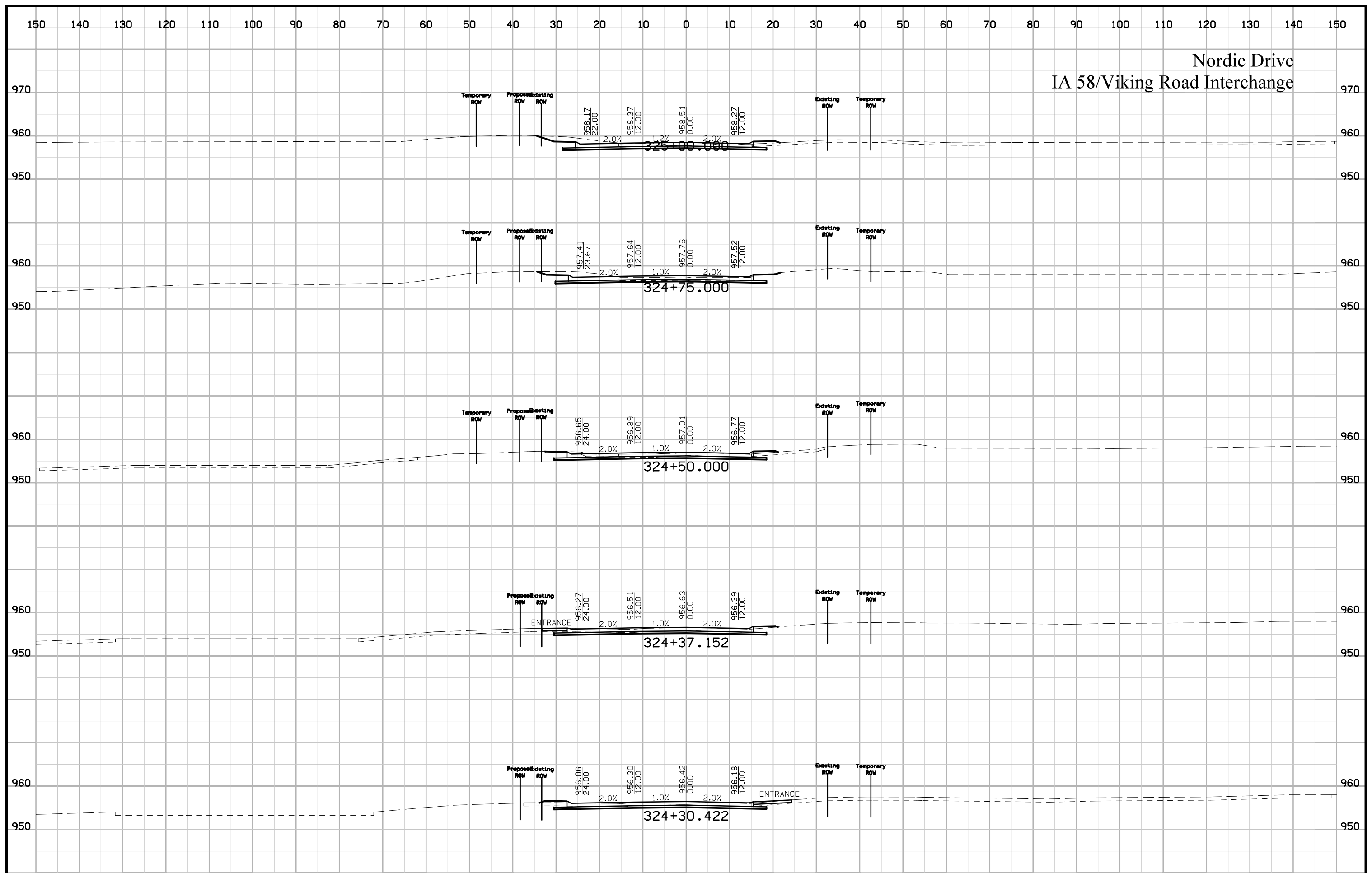
Nordic Drive  
IA 58/Viking Road Interchange



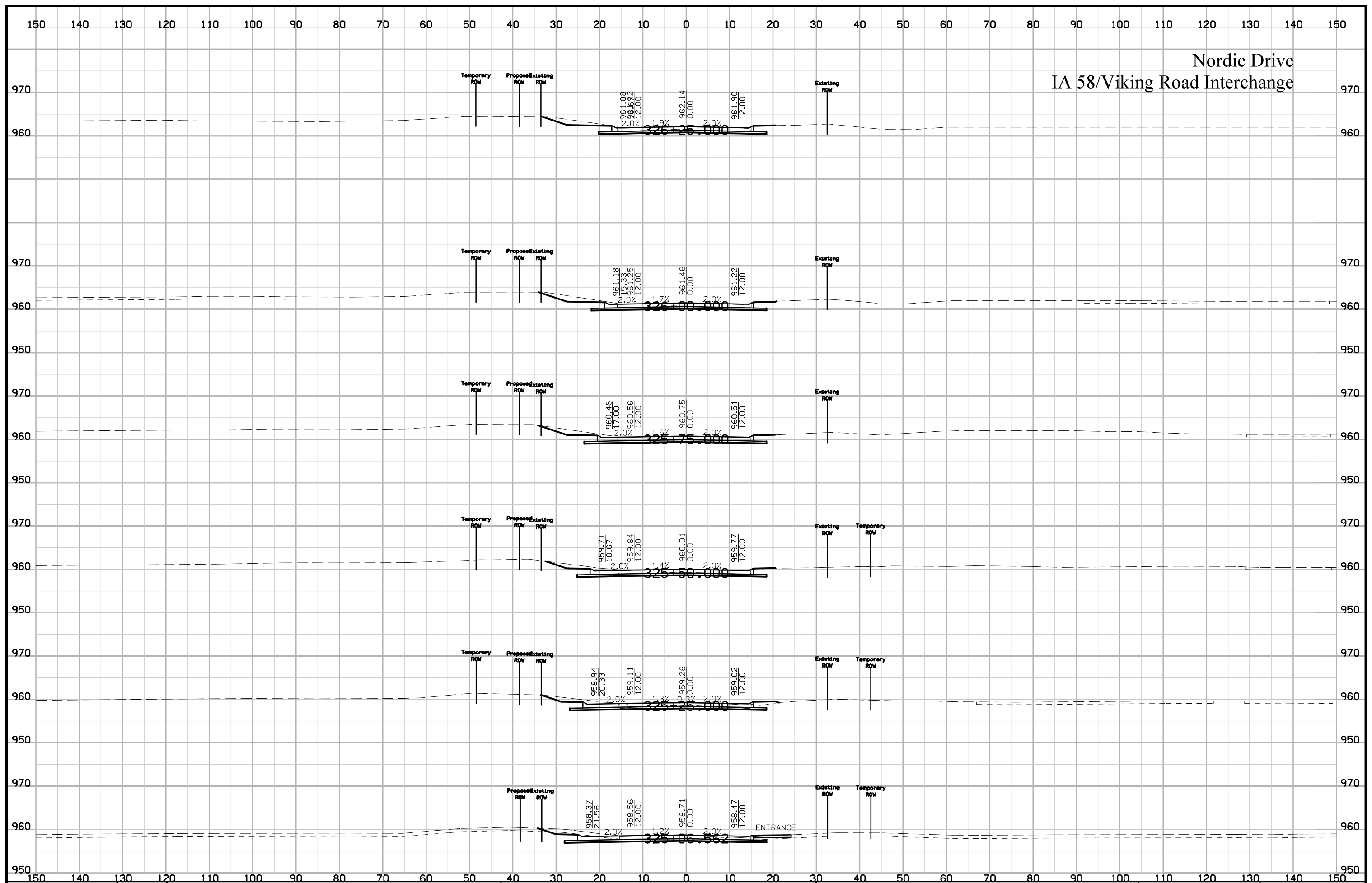




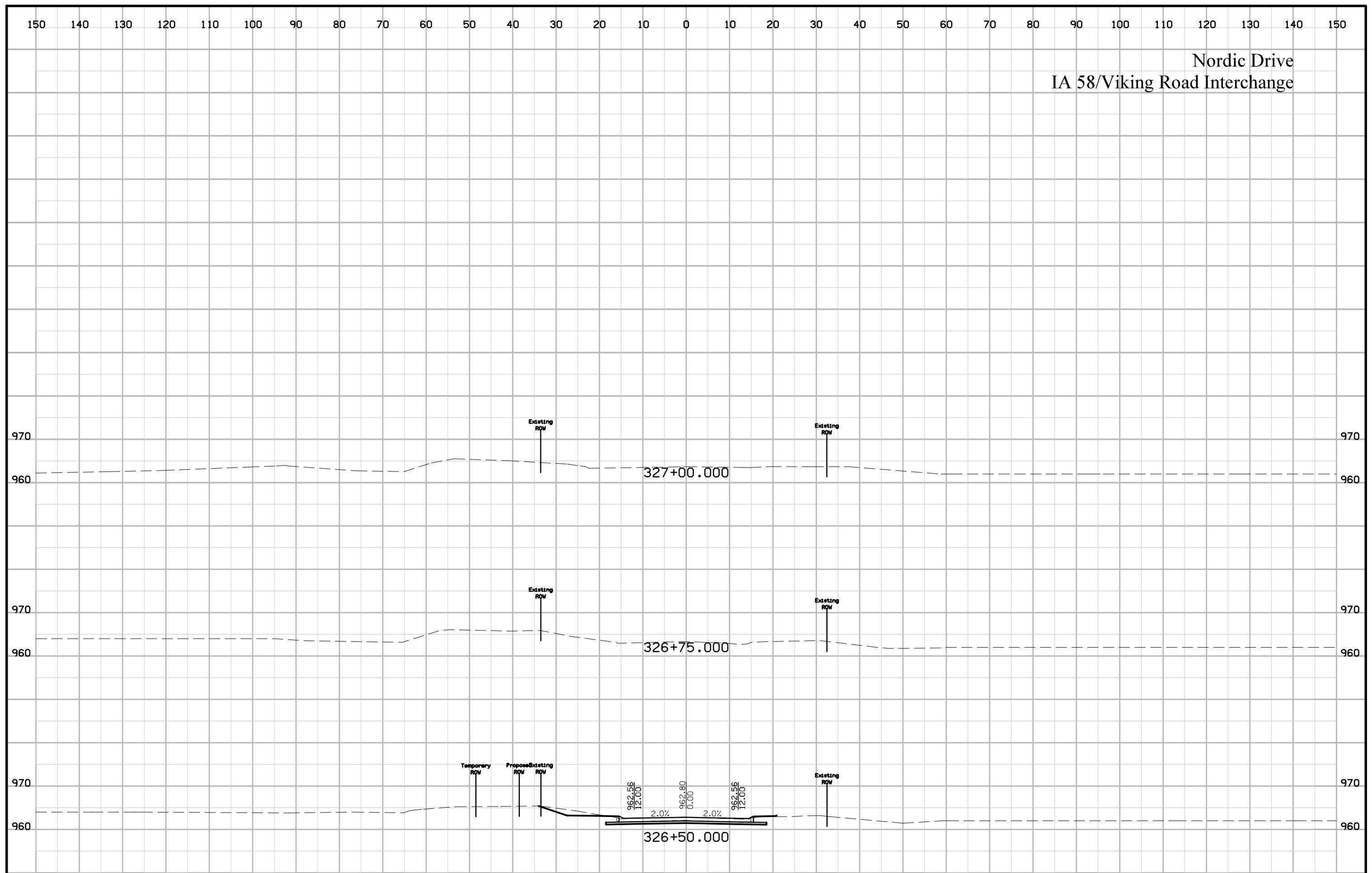
Nordic Drive  
IA 58/Viking Road Interchange



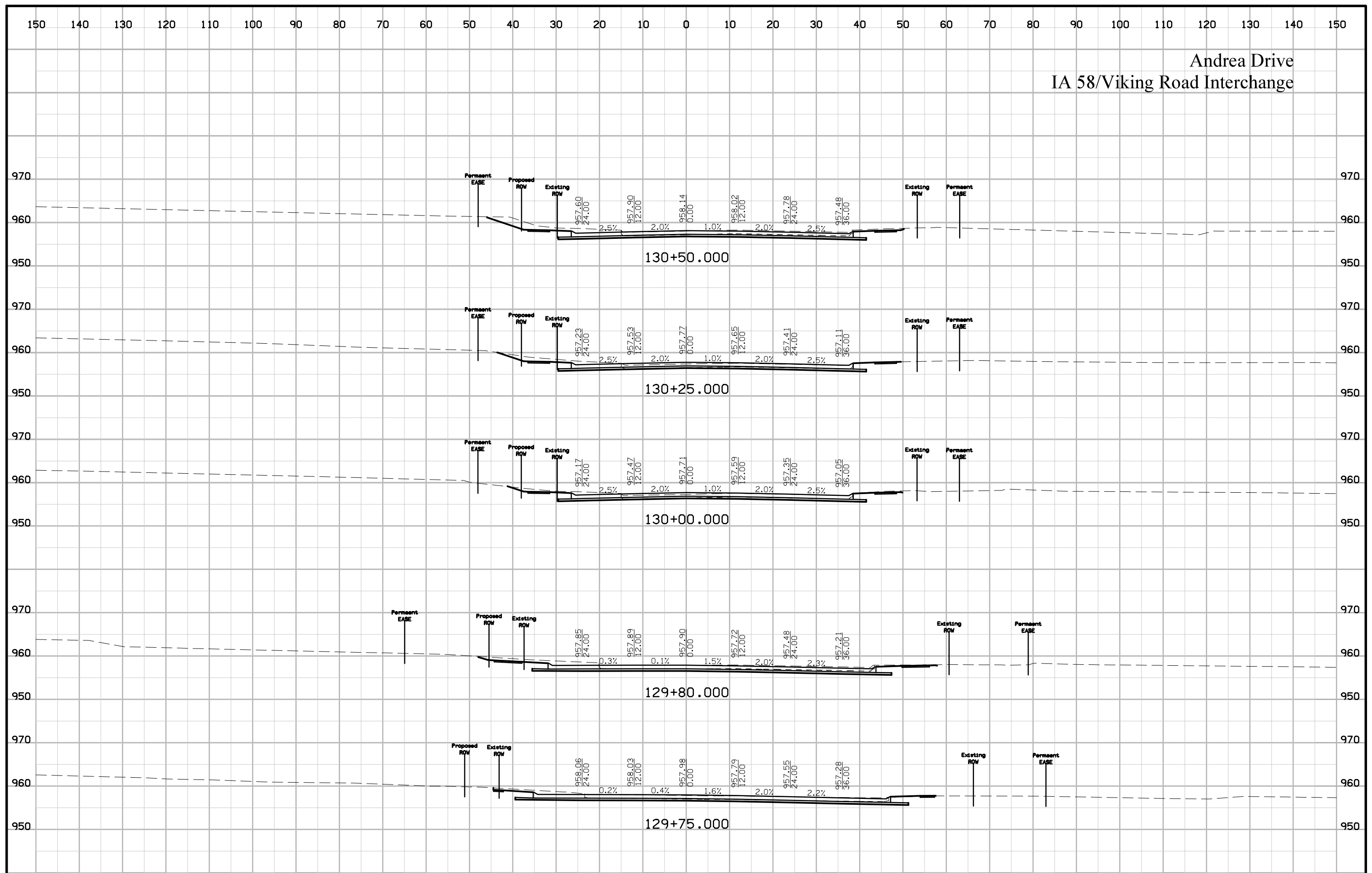
# Nordic Drive IA 58/Viking Road Interchange



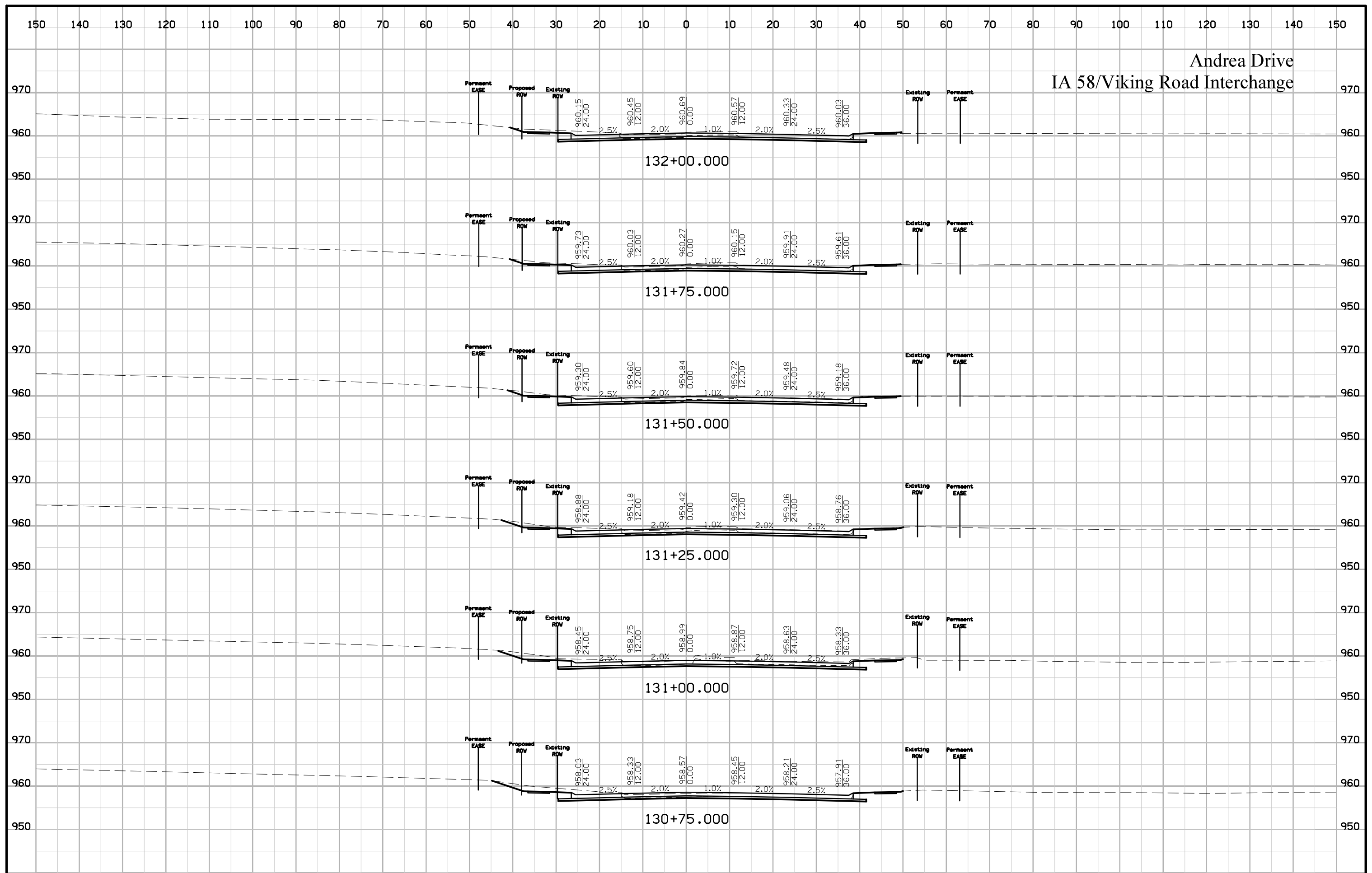
Nordic Drive  
IA 58/Viking Road Interchange



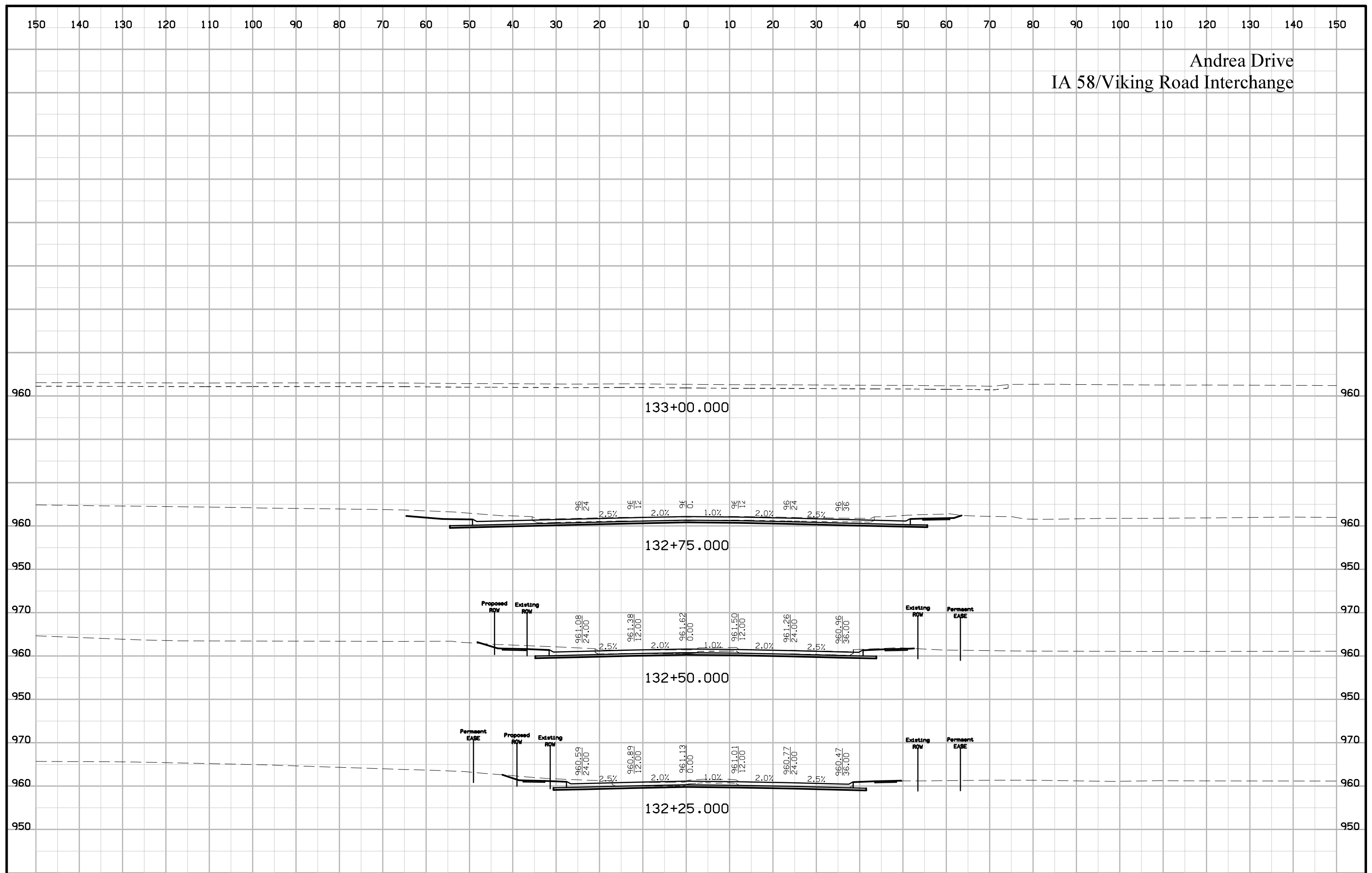
# Andrea Drive IA 58/Viking Road Interchange



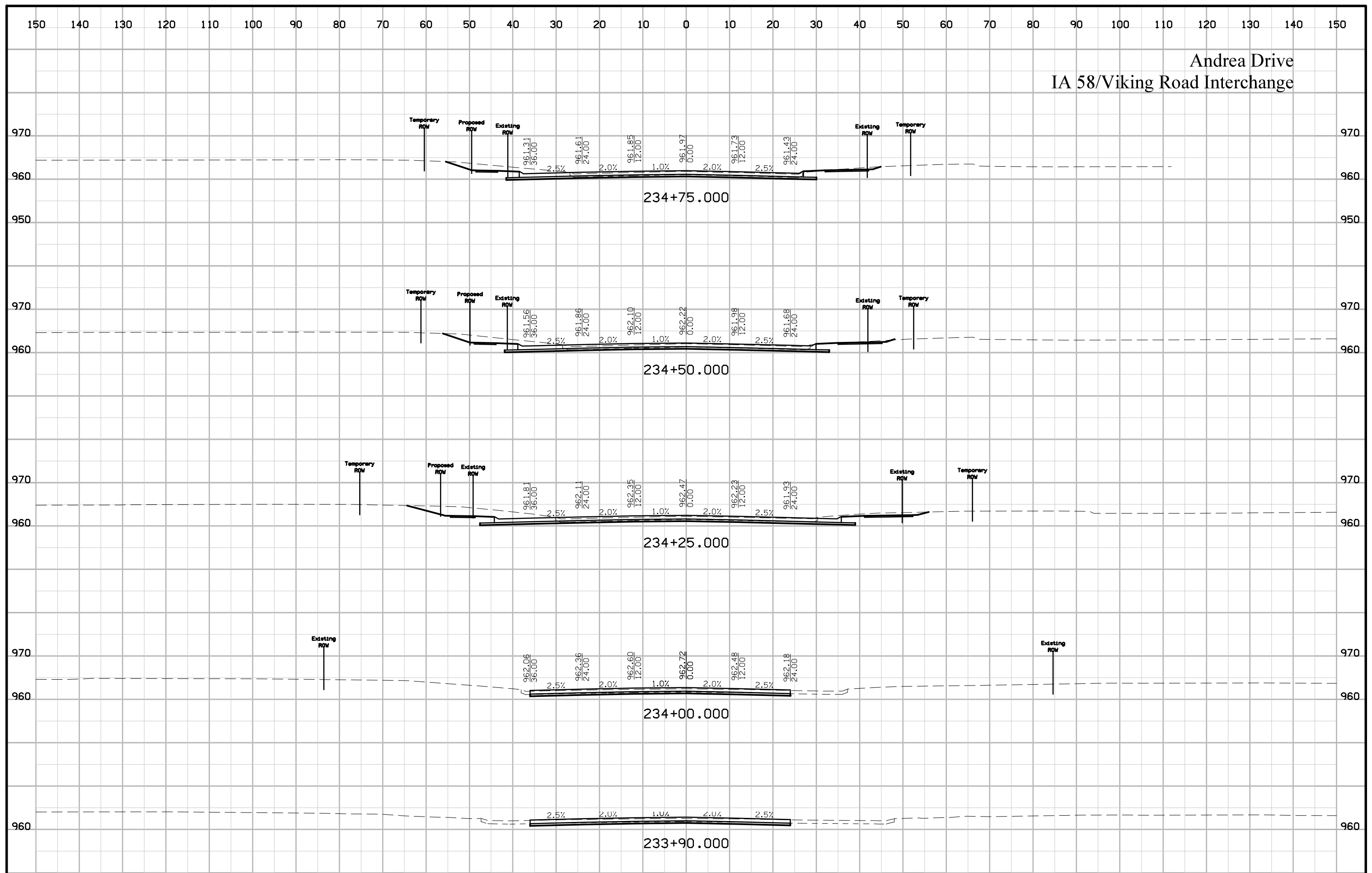
# Andrea Drive IA 58/Viking Road Interchange



Andrea Drive  
IA 58/Viking Road Interchange

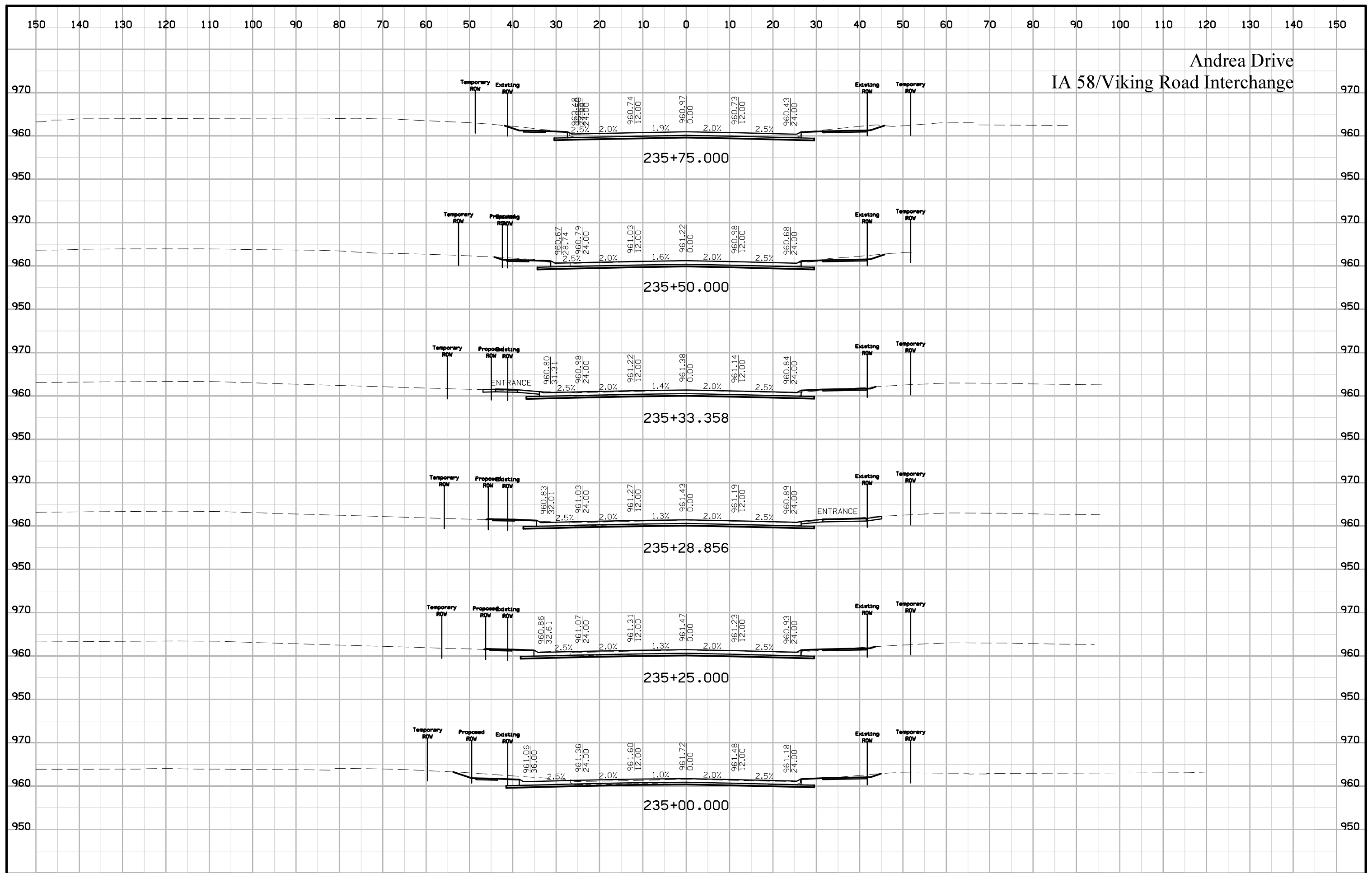


Andrea Drive  
IA 58/Viking Road Interchange





Andrea Drive  
IA 58/Viking Road Interchange



Andrea Drive  
IA 58/Viking Road Interchange

