PCC Pavement - Grade and New
HSIPX-069-5(132)--3L-85

LETTING DATE 12-21-2027

STORY COUNTY

| INDEX OF SHEETS | |
|---|---|
| No. | DESCRIPTION |
| **A Sheets** | **Title Sheets** |
| A.1 | Title Sheet |
| A.2 | Location Map Sheet |
| **B Sheets** | **Typical Cross Sections and Details** |
| B.1 - 4 | Typical Cross Sections and Details |
| **D Sheets** | **Mainline Plan and Profile Sheets** |
| D.1 | Plan & Profile Legend & Symbol Information Sheet |
| D.2 | US 69 |
| D.3 - 4 | US 69 NB |
| D.5 - 6 | US 69 SB |
| **E Sheets** | **Side Road Plan and Profile Sheets** |
| E.1 | IA 210 |
| E.2 - 3 | IA 210 EB |
| E.4 - 5 | IA 210 WB |
| E.6 | Roundabout |
| **G Sheets** | **Survey Sheets** |
| G.1 | Survey Information |
| G.2 | Control Point Vicinity Map |
| G.3 | Horizontal & Vertical Control Coordinate Listing |
| **J Sheets** | **Traffic Control and Staging Sheets** |
| J.1 | Traffic Control Plan |
| J.2 | Traffic Control & Staging Legend & Symbol Info. Sheet |
| J.3 - 4 | Stage 1 - US Highway 69 |
| J.5 - 6 | Stage 1 - IA Highway 210 |
| J.7 - 8 | Stage 2 - US Highway 69 |
| J.9 - 10 | Stage 2 - IA Highway 210 |
| **W Sheets** | **Mainline Cross Sections** |
| W.1 - 22 | US 69 |
| **X Sheets** | **Side Road Cross Sections** |
| X.100 - 119 | IA 210 |
| X.200 - 204 | Roundabout |
| **Z Sheets** | **Entrance Cross Sections** |
| Z.1 - 3 | US 69 |
| Z.4 | IA 210 |

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

# PRIMARY ROAD SYSTEM
# STORY COUNTY
## PCC Pavement - Grade and New

IA 210 Intersection

<<<< H SHEETS

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Cases Refer to Article 105.15 of the Specifications.

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
811 Know what's below. Call before you dig.

REVISIONS

| | TOTAL |
|---|---|
| | 82 |
| PROJECT IDENTIFICATION NUMBER | |
| 25-85-069-010 | |
| PROJECT NUMBER | |
| HSIPX-069-5(132)--3L-85 | |
| R.O.W. PROJECT NUMBER | |
| STPN-069-5(133)--2J-85 | |

## Preliminary Earthwork:

Cut = 15,115 CY
Fill + 30% shrink = 10,240 CY



| US 69 DESIGN DATA RURAL | | | |
|---|---|---|---|
| 2028 | AADT | 5,440 | V.P.D. |
| 2048 | AADT | 6,887 | V.P.D. |
| 2048 | DHV | 711 | V.P.H. |
| TRUCKS | | 2 | % |
| Total Design ESALs | | – | |

| INDEX OF SEALS | | | |
|---|---|---|---|
| SHEET NO. | NAME | TYPE | BID QUANTITY SHEETS |
| A.1 | Angela K. Johnson | Primary Signature Block | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

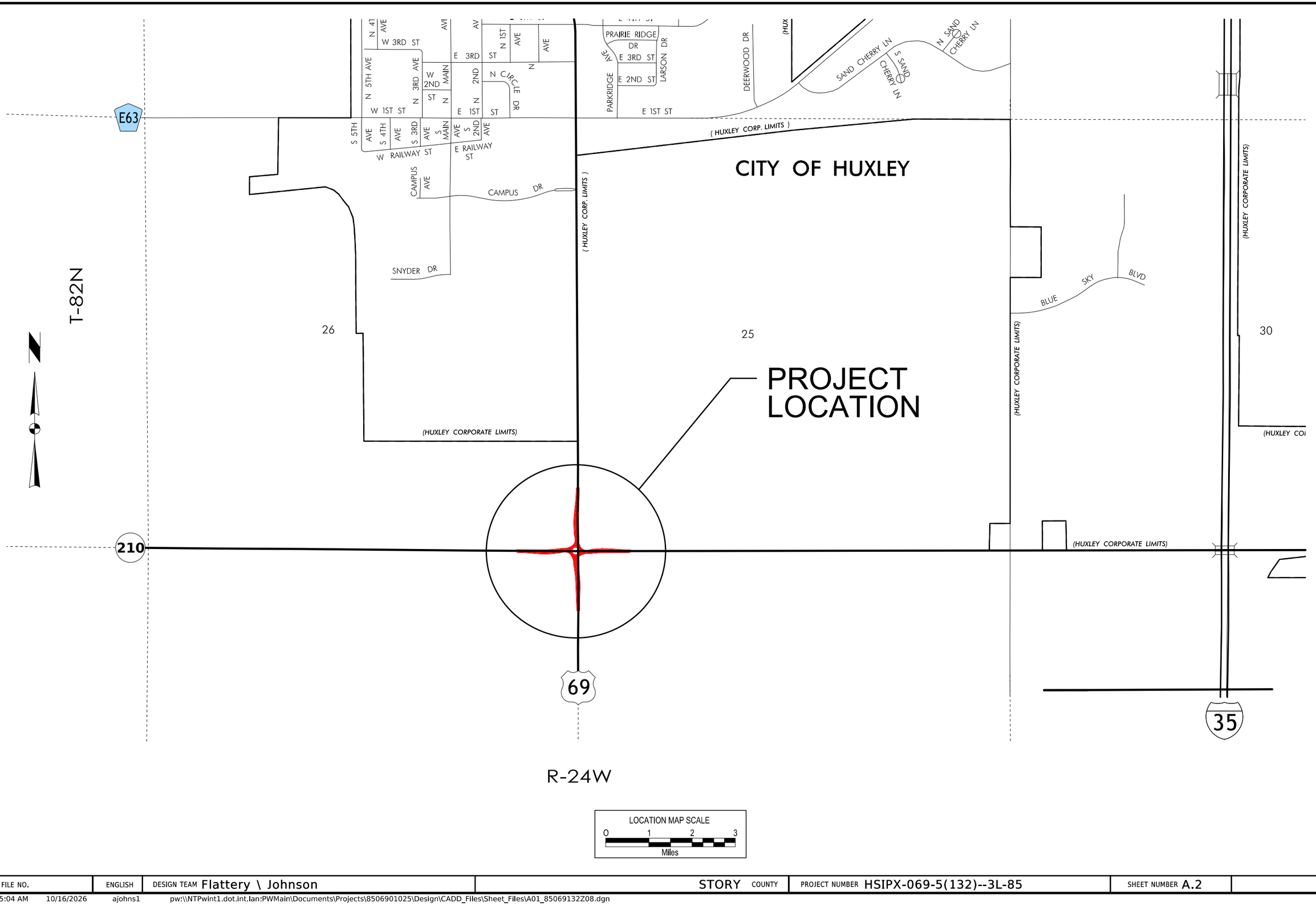
**PRELIMINARY PLANS**

Subject to change by final design.

D5 PLAN - Date: 10/16/2026
Revision

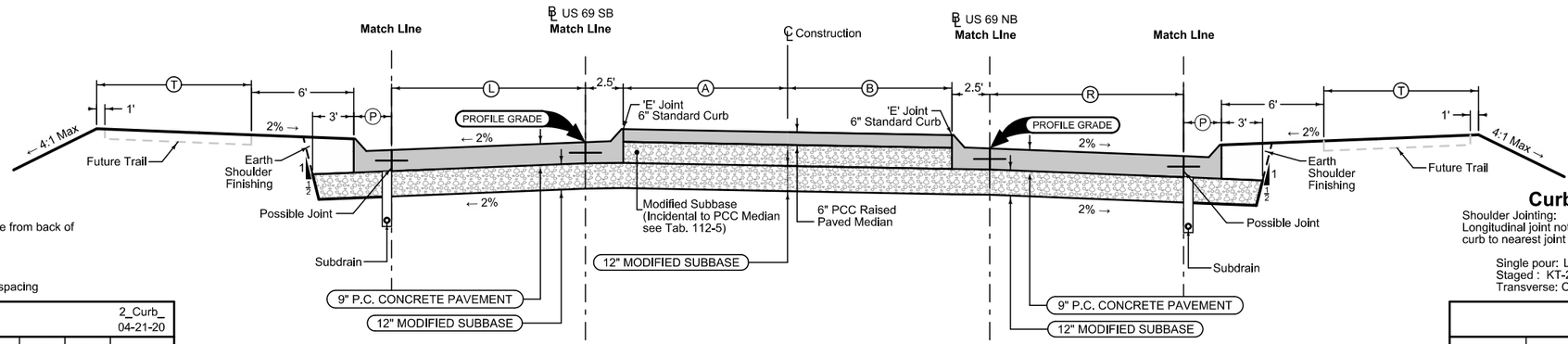
| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER A.1 |
|---|---|---|---|---|---|

11:55:02 AM 10/16/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\A01_85069132Z08.dgn




| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER A.2 |
|---|---|---|---|---|---|

11:55:04 AM 10/16/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\A01_85069132Z08.dgn




## 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: CD refer to L sheets for spacing

| 2_Curb_ 04-21-20 | | | | | |
|---|---|---|---|---|---|
| CHAIN NAME | STATION TO STATION | | (P) Feet | (T) Feet | Curb Type See PV-102 |
| ML069SB_S | 251+30.77 | 251+90.60 | 10-2.5 | 11 | 6" Standard |
| ML069SB_S | 251+90.60 | 252+34.88 | 2.5 | 11 | 6" Standard |
| | Roundabout Circle | | | | |
| ML069SB_N | 253+73.57 | 254+42.71 | 2.5 | 11 | 6" Standard |
| ML069SB_N | 254+42.71 | 255+08.73 | 2.5-10 | 11 | 6" Standard |
| | | | | | |

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

| CHAIN NAME | BEGIN STATION | END STATION | (L) Feet |
|---|---|---|---|
| ML069SB_S | 245+68.94 | 250+13.98 | 12 |
| ML069SB_S | 250+13.98 | 252+34.88 | 12-22.3 |
| | Roundabout Circle | | |
| ML069SB_N | 253+73.57 | 255+85.46 | 19.3-12 |
| ML069SB_N | 255+85.46 | 260+78.82 | 12 |
| | | | |

Median

| 4DP_Raised_Out_ 04-21-20 | | | | |
|---|---|---|---|---|
| CHAIN NAME | BEGIN STATION | END STATION | (A) Feet | (B) Feet |
| ML069 | 48+06.73 | 52+26.39 | Vari. | Vari. |
| | Roundabout Circle | | | |
| ML069 | 53+79.62 | 57+24.20 | Vari. | Vari. |
| | | | | |

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

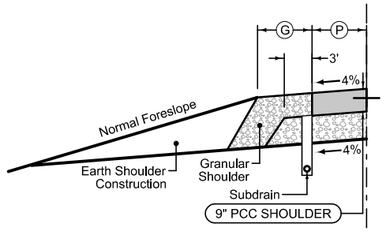
| CHAIN NAME | BEGIN STATION | END STATION | (R) Feet |
|---|---|---|---|
| ML069NB_S | 145+68.94 | 150+21.86 | 12 |
| ML069NB_S | 150+21.86 | 152+33.75 | 12-19.3 |
| | Roundabout Circle | | |
| ML069NB_N | 153+72.06 | 155+92.77 | 22.6-12 |
| ML069NB_N | 155+92.77 | 160+78.82 | 12 |
| | | | |

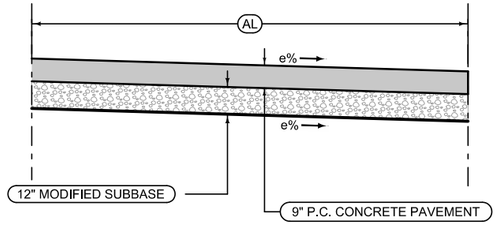
## Curbed Shoulder

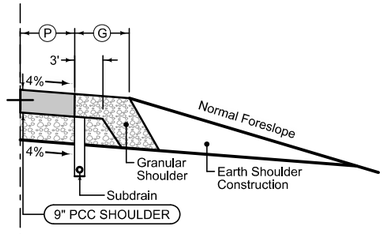
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

| 2_Curb_ 04-21-20 | | | | | |
|---|---|---|---|---|---|
| CHAIN NAME | STATION TO STATION | | (P) Feet | (T) Feet | Curb Type See PV-102 |
| ML069NB_S | 150+98.59 | 151+64.61 | 10-2.5 | 0 | 6" Standard |
| ML069NB_S | 151+64.61 | 152+33.75 | 2.5 | 0 | 6" Standard |
| | Roundabout Circle | | | | |
| ML069NB_N | 153+72.06 | 154+17.69 | 2.5 | 0 | 6" Standard |
| ML069NB_N | 154+17.69 | 154+77.52 | 2.5-10 | 0 | 6" Standard |
| | | | | | |




## Full Depth PCC Combination Shoulder

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

| 2_C_FullPCC_ 04-20-21 | | | | |
|---|---|---|---|---|
| CHAIN NAME | STATION TO STATION | | (P) Feet | (G) Feet |
| ML069SB_S | 245+68.94 | 251+05.75 | 6 | 4 |
| ML069SB_S | 251+05.75 | 251+20.72 | 6-10 | 4-0 |
| ML069SB_S | 251+20.72 | 251+30.77 | 10 | 0 |
| | | | | |
| ML069SB_N | 255+08.73 | 255+18.73 | 10 | 0 |
| ML069SB_N | 255+18.73 | 255+33.59 | 10-6 | 0-4 |
| ML069SB_N | 255+33.59 | 260+78.82 | 6 | 4 |
| | | | | |

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

| | | | |
|---|---|---|---|
| CHAIN NAME | STATION TO STATION | | (AL) Feet |
| ML069 | 45+68.94 | 48+06.73 | 0-10.7 |
| | | | |
| ML069 | 57+24.20 | 60+78.82 | 15.6-0 |
| | | | |

## Full Depth PCC Combination Shoulder

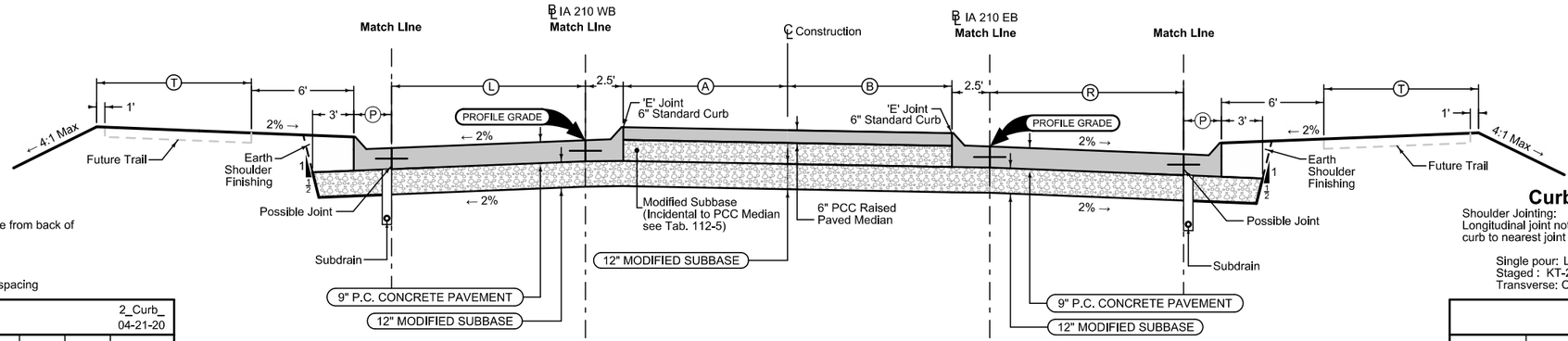
Shoulder Jointing:
Longitudinal joint: BT-2, L-2 or KT-2
Transverse joints: C at 17' spacing

| 2_C_FullPCC_ 04-20-21 | | | | |
|---|---|---|---|---|
| CHAIN NAME | STATION TO STATION | | (P) Feet | (G) Feet |
| ML069NB_S | 145+68.94 | 150+73.73 | 6 | 4 |
| ML069NB_S | 150+73.73 | 150+88.59 | 6-10 | 4-0 |
| ML069NB_S | 150+88.59 | 150+98.59 | 10 | 0 |
| | | | | |
| ML069NB_N | 154+77.52 | 154+87.57 | 10 | 0 |
| ML069NB_N | 154+87.57 | 155+02.54 | 10-6 | 0-4 |
| ML069NB_N | 155+02.54 | 160+78.82 | 6 | 4 |
| | | | | |

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

See Tab 112-9 for shoulder quantities.

**US 69**




## 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: CD refer to L sheets for spacing

2_Curb_ 04-21-20

| CHAIN NAME | STATION TO STATION | | (P) Feet | (T) Feet | Curb Type See PV-102 |
|---|---|---|---|---|---|
| SR210WB_W | 2310+60.52 | 2311+20.35 | 10-2.5 | 11 | 6" Standard |
| SR210WB_W | 2311+20.35 | 2311+62.76 | 2.5 | 11 | 6" Standard |
| | Roundabout Circle | | | | |
| SR210WB_E | 2313+02.84 | 2313+71.92 | 2.5 | 0 | 6" Standard |
| SR210WB_E | 2313+71.92 | 2314+37.94 | 2.5-10 | 0 | 6" Standard |
| | | | | | |

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

| CHAIN NAME | BEGIN STATION | END STATION | (L) Feet |
|---|---|---|---|
| SR210WB_W | 2305+26.74 | 2309+46.91 | 12 |
| SR210WB_W | 2309+46.91 | 2311+62.76 | 12-21.8 |
| | Roundabout Circle | | |
| SR210WB_E | 2313+02.84 | 2315+12.92 | 19.3-12 |
| SR210WB_E | 2315+12.92 | 2318+82.24 | 12 |
| | | | |

Median

4DP_Raised_Out_ 04-21-20

| CHAIN NAME | BEGIN STATION | END STATION | (A) Feet | (B) Feet |
|---|---|---|---|---|
| SR210 | 307+34.23 | 311+55.05 | Vari. | Vari. |
| | Roundabout Circle | | | |
| SR210 | 313+08.44 | 316+68.02 | Vari. | Vari. |
| | | | | |

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

| CHAIN NAME | BEGIN STATION | END STATION | (R) Feet |
|---|---|---|---|
| SR210EB_W | 1305+26.74 | 1309+49.45 | 12 |
| SR210EB_W | 1309+49.45 | 1311+61.34 | 12-19.3 |
| | Roundabout Circle | | |
| SR210EB_E | 1313+01.62 | 1315+79.09 | 24.0-12 |
| SR210EB_E | 1315+79.09 | 1318+82.24 | 12 |
| | | | |

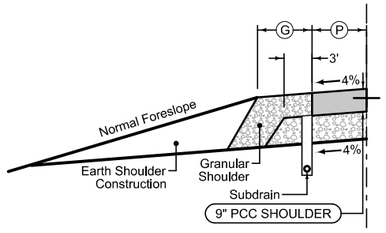
## Curbed Shoulder

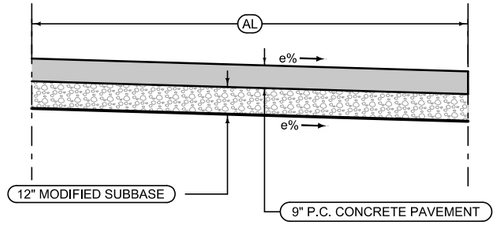
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

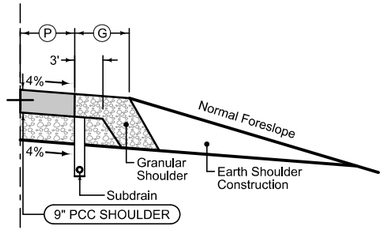
Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

2_Curb_ 04-21-20

| CHAIN NAME | STATION TO STATION | | (P) Feet | (T) Feet | Curb Type See PV-102 |
|---|---|---|---|---|---|
| SR210EB_W | 1310+26.18 | 1310+92.21 | 10-2.5 | 11 | 6" Standard |
| SR210EB_W | 1310+92.21 | 1311+61.34 | 2.5 | 11 | 6" Standard |
| | Roundabout Circle | | | | |
| SR210EB_E | 1313+01.62 | 1313+53.06 | 2.5 | 0 | 6" Standard |
| SR210EB_E | 1313+53.06 | 1314+12.88 | 2.5-10 | 0 | 6" Standard |
| | | | | | |




## Full Depth PCC Combination Shoulder

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

2_C_FullPCC_ 04-20-21

| CHAIN NAME | STATION TO STATION | | (P) Feet | (G) Feet |
|---|---|---|---|---|
| SR210 | 305+06.74 | 305+26.74 | 0 | 0-4 |
| SR210WB_W | 2305+26.74 | 2310+35.50 | 6 | 4 |
| SR210WB_W | 2310+35.50 | 2310+50.47 | 6-10 | 4-0 |
| SR210WB_W | 2310+50.47 | 2310+60.52 | 10 | 0 |
| | | | | |
| SR210WB_E | 2314+37.94 | 2314+47.93 | 10 | 0 |
| SR210WB_E | 2314+47.93 | 2314+62.80 | 10-6 | 0-4 |
| SR210WB_E | 2314+62.80 | 2318+82.24 | 6 | 4 |
| SR210 | 318+82.24 | 319+02.24 | 0 | 4-0 |
| | | | | |

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

| CHAIN NAME | STATION TO STATION | | (AL) Feet |
|---|---|---|---|
| SR210 | 305+26.74 | 307+34.23 | 0-10.7 |
| | | | |
| SR210 | 316+68.02 | 318+82.24 | 10.7-0 |
| | | | |

## Full Depth PCC Combination Shoulder

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

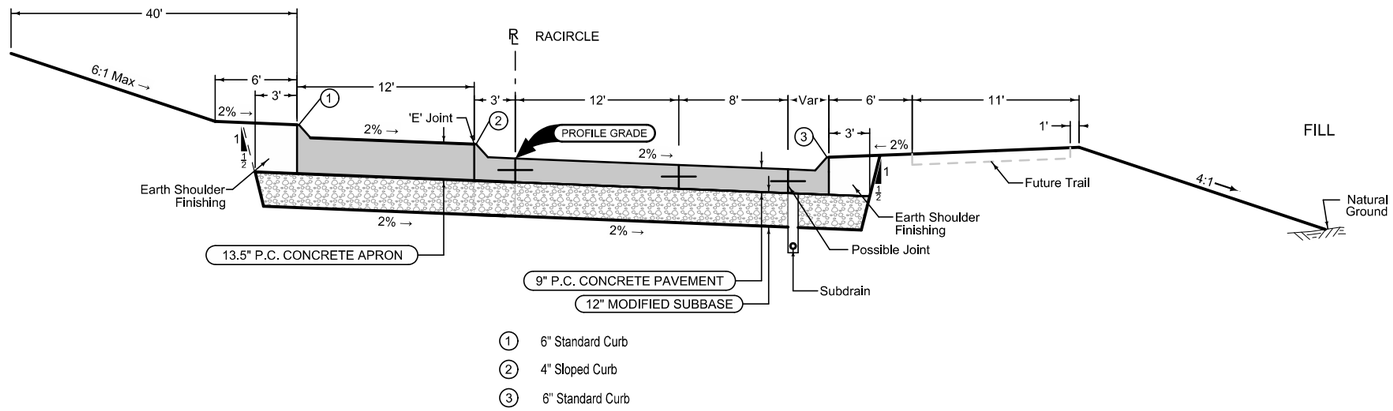
2_C_FullPCC_ 04-20-21

| CHAIN NAME | STATION TO STATION | | (P) Feet | (G) Feet |
|---|---|---|---|---|
| SR210 | 305+06.74 | 305+26.74 | 0 | 0-4 |
| SR210EB_W | 1305+26.74 | 1310+01.32 | 6 | 4 |
| SR210EB_W | 1310+01.32 | 1310+16.19 | 6-10 | 4-0 |
| SR210EB_W | 1310+16.19 | 1310+26.18 | 10 | 0 |
| | | | | |
| SR210EB_E | 1314+12.88 | 1314+22.93 | 10 | 0 |
| SR210EB_E | 1314+22.93 | 1314+37.91 | 10-6 | 0-4 |
| SR210EB_E | 1314+37.91 | 1318+82.24 | 6 | 4 |
| SR210 | 318+82.24 | 319+02.24 | 0 | 4-0 |
| | | | | |

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

See Tab 112-9 for shoulder quantities.

**IA 210**




| LOCATION | | |
|---|---|---|
| ROAD IDENTIFICATION | STATION TO STATION | |
| RACIRCLE | 0+00.00 | 3+45.58 |
| | | |
| | | |
| | | |
| | | |
| | | |

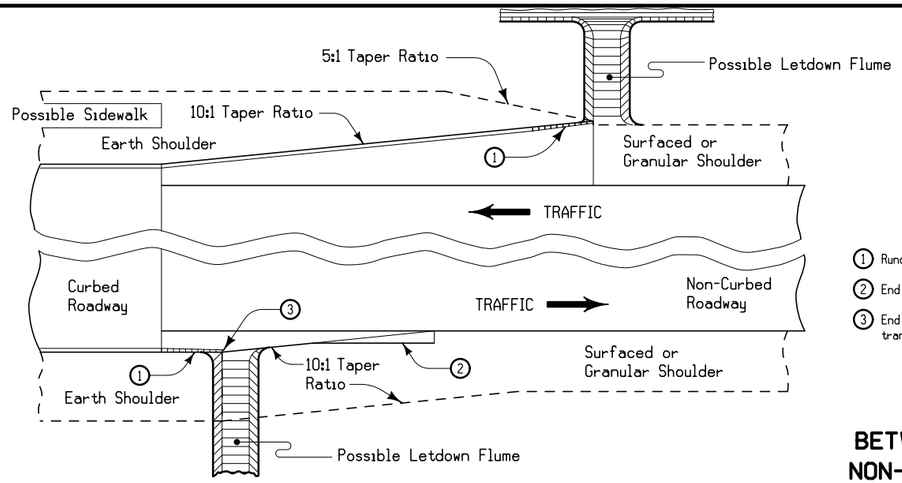
Note: See 'L' Sheets for Jointing Layout

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

See Tab 112-9 for shoulder quantities.

**Roundabout**

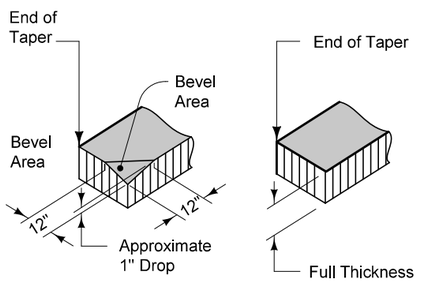
6147
10-20-15




1. Runout curb according to PV-102
2. End of Taper Details see Typical Detail 7101
3. End earth shoulder at the end of the curb transition when no flume is needed.

## TRANSITION BETWEEN CURBED AND NON-CURBED ROADWAYS

7101
10-19-10



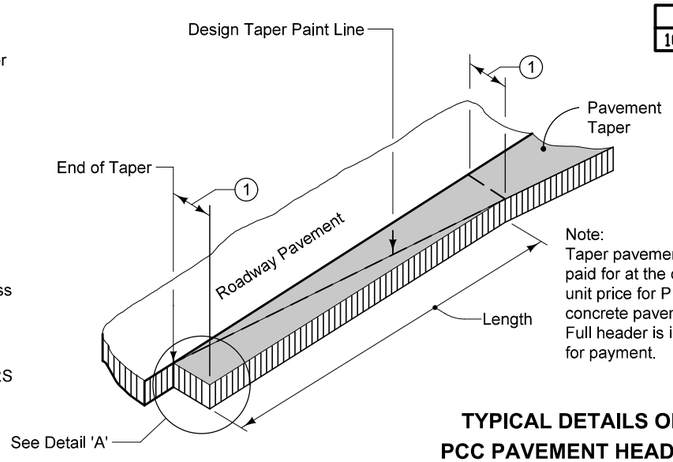

**DETAIL 'A'**

FOR
GRANULAR SHOULDERS




**DETAIL 'A'**

FOR
PAVED SHOULDERS




Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

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

## TYPICAL DETAILS OF PCC PAVEMENT HEADER

## SURVEY SYMBOLS

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

## UTILITY LEGEND

- W — WL1D, Xenia Rural Water - Quality D
- FO — FO1D, Huxley Communications - Quality D
- PPA, Alliant Energy
- E1 — EL1D, Iowa Department of Transportation - Quality D
- G — GL1D, Alliant Energy - Quality D
- E2 — EL2D, Alliant Energy - Quality D

## PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

| LINEWORK | Design Color No. | | |
|---|---|---|---|
| Green | (2) | Existing Topographic Features and Labels | |
| Blue | (1) | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation | |
| Magenta | (5) | Existing Utilities | |
| **SHADING** | **Design Color No.** | | **Transparency** |
| Pink, Dark | (13) | Temporary Pavement Shading | 50% |
| Yellow | (4) | Proposed Pavement Shading | 50% |
| Orange | (6) | Proposed Granular Shading | 50% |
| Orange | (70) | Proposed Shoulder Granular Shading | 50% |
| Yellow | (68) | Proposed Shoulder Paved Full Depth Shading | 50% |
| Yellow | (132) | Proposed Shoulder Paved Partial Depth Shading | 50% |
| Brown, Light | (236) | Grading Shading | 50% |
| Orange, Light | (134) | Proposed Granular Entrance Shading | 50% |
| Yellow | (220) | Proposed Paved Entrance Shading | 50% |
| Tan | (8) | Proposed Sidewalk Shading | 50% |
| Blue, Light | (230) | Proposed Sidewalk Landing Shading | 50% |
| Pink | (11) | Proposed Sidewalk Ramp Shading | 50% |
| Red | (3) | Proposed Structure Shading | 50% |
| Red | (3) | Delineates Restricted Areas | 0% |

## PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

## RIGHT-OF-WAY LEGEND

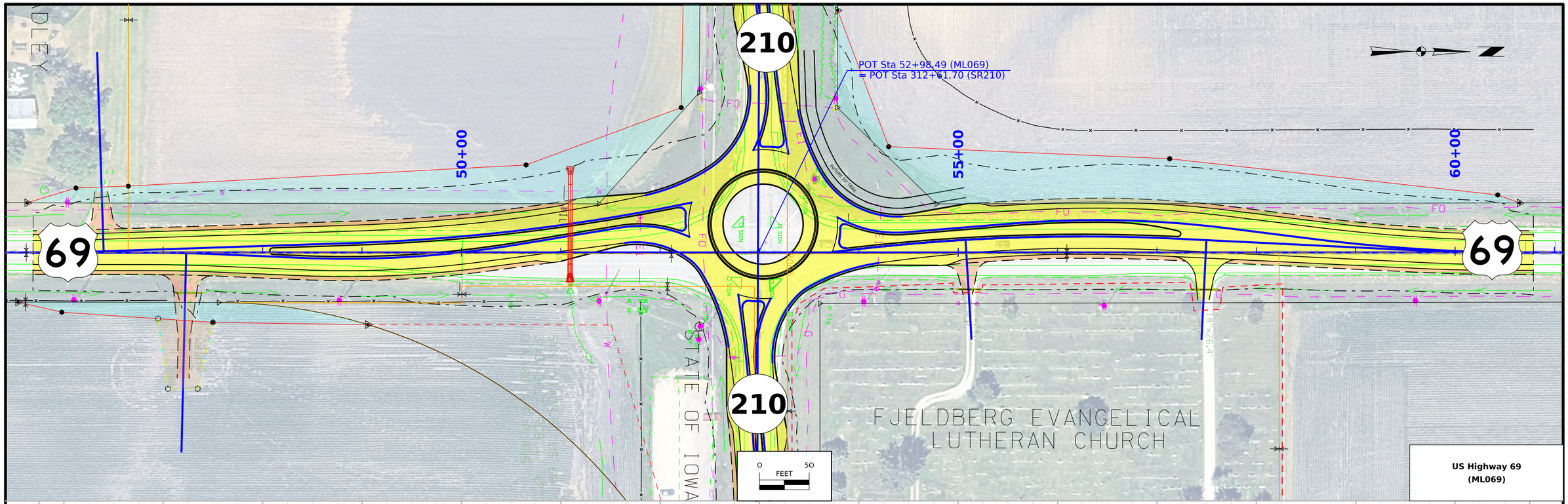
- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- C/A Access Control
- Property Line Symbol
- Property Line

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.1 |
|---|---|---|---|---|---|

7:21:15 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D01_Legend_85069132Z08.dgn






| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.2 |
|---|---|---|---|---|---|

7:22:09 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D02_ML069_85069132Z08.dgn

Imagery ©2026 Airbus, Maxar Technologies

**BEGIN CONSTRUCTION**
**STA 145+68.94 (ML069NB_S)**
**= STA 45+68.94 (ML069)**

PI 147+21.13
PC 148+38.14
PT 150+55.63
150+00
PC 146+84.78
PT 147+57.46
PI 149+47.28
PC 151+62.21
PCC 152+33.75
POE 152+33.75
ROB 145+68.94

Δ = 34°09'28.76" (RT)
T = 36.87'
L = 71.54'
R = 120.00'
E = 5.54'

Δ = 02°22'45.94" (RT)
T = 36.34'
L = 72.68'
R = 1750.00'
E = 0.38'

+23.00 Prop. Type "D" Ent. Rt. 24" Uncl. Pipe

**END CONSTRUCTION**
**STA 152+33.75 (ML069NB_S)**

69
210
STATE OF IOWA
FJELDBERG EVANGELICAL LUTHERAN CHURCH
Sect. No. 25

0 50 FEET

**US Highway 69 NB**
**(ML069NB_S)**

**TIE-IN**
**STA 145+68.94**
**EL 1027.26**

VPI = +75.00
EL = 1028.11
L = 200.00'
K = 143

+0.80%
-0.60%

VPI = +50.00
EL = 1025.85
L = 200.00'
K = 119

-0.60%
+1.07%

**TIE-IN**
**STA 152+33.75**
**EL 1027.82**

-1.75% RT Ditch Grade
+1.50% RDG

RT +25
1021.99

RT +00
1018.93

RT +65
1019.90

1045
1040
1035
1030
1025
1020
1015
1010
1005
1000

1027.31 1027.48 1027.62 1027.71 1027.75 1027.76 1027.72 1027.63 1027.50 1027.35 1027.20 1027.05 1026.90 1026.75 1026.60 1026.45 1026.32 1026.25 1026.23 1026.26 1026.35 1026.49 1026.68 1026.92 1027.19 1027.45 1027.72

146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.3 |
|---|---|---|---|---|---|

7:22:18 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D03_ML069NB_S_85069132Z08.dgn

Imagery ©2026 Airbus, Maxar Technologies

**BEGIN CONSTRUCTION**
**STA 153+72.06 (ML069NB_N)**

**END CONSTRUCTION**
**STA 160+78.82 (ML069NB_N)**
**= STA 60+78.82 (ML069)**

**Δ = 02°53'25.75" (LT)**
**T = 43.85'**
**L = 87.68'**
**R = 1738.00'**
**E = 0.55'**

PI 155+47.17

155+00

PC 159+64.25

160+01

PT 160+51.93

PC 153+72.06
POB 153+72.06

**Δ = 10°00'26.12" (RT)**
**T = 175.10'**
**L = 349.32'**
**R = 2000.00'**
**E = 7.65'**

+07.00 Prop. Type "C" Ent. Rt. 24" Uncl. Pipe

PT 157+21.38

+49.50 Prop. Type "C" Ent. Rt. 24" Uncl. Pipe

PI 160+08.10

POE 160+78.82

69

FJELDBERG EVANGELICAL LUTHERAN CHURCH

0 50 FEET

**US Highway 69 NB**
**(ML069NB_N)**

**TIE-IN**
**STA 153+72.06**
**EL 1028.77**

**TIE-IN**
**STA 160+78.82**
**EL 1036.49**

-0.40%

+1.59%

+0.44% RT Ditch Grade

RT +17
1024.98

RT +50
1025.56

**VPI = +50.00**
**EL = 1028.06**
**L = 200.00'**
**K = 100**

1028.76 1028.66 1028.56 1028.46 1028.39 1028.38 1028.44 1028.56 1028.74 1028.98 1029.29 1029.65 1030.05 1030.45 1030.85 1031.25 1031.65 1032.05 1032.44 1032.84 1033.24 1033.64 1034.04 1034.44 1034.83 1035.23 1035.63 1036.03 1036.43

154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.4 |
|---|---|---|---|---|---|

7:22:27 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D04_ML069NB_N_85069132Z08.dgn

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**BEGIN CONSTRUCTION**
**STA 245+68.94 (ML069SB_S)**
**= STA 45+68.94 (ML069)**

**END CONSTRUCTION**
**STA 252+34.88 (ML069SB_S)**

+40.00 Prop. Type "D" Ent. Lt. 24" Uncl. Pipe

Δ = 01°58'47.56" (LT)
T = 30.24'
L = 60.47'
R = 1750.00'
E = 0.26'

Δ = 09°53'04.79" (LT)
T = 172.95'
L = 345.04'
R = 2000.00'
E = 7.46'

PC 245+68.94
ROB 245+68.94
PI 245+99.18
PT 246+29.41
PC 248+89.84
250+00
PI 250+62.79
PCC 252+34.88
POE 252+34.88

210
69
69

0 50 FEET

US Highway 69 SB
(ML069SB_S)

**TIE-IN**
**STA 245+68.94**
**EL 1027.25**

VPI = +50.00
EL = 1027.98
L = 150.00'
K = 100

VPI = +25.00
EL = 1025.73
L = 250.00'
K = 169

**TIE-IN**
**STA 252+34.88**
**EL 1027.58**

+0.90% -0.60% -0.60% +0.88%

-0.25% LDG -0.75% LT Ditch Grade -0.40% LT Ditch Grade +0.40% LDG

LT +69 1023.66
LT +25 1023.52
LT +50 1021.83
LT +20 1020.75
LT +91 1021.03

1027.30 1027.50 1027.63 1027.70 1027.70 1027.65 1027.53 1027.38 1027.23 1027.08 1026.93 1026.78 1026.63 1026.48 1026.35 1026.25 1026.20 1026.17 1026.19 1026.24 1026.34 1026.46 1026.63 1026.83 1027.05 1027.27 1027.49

1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.5 |
|---|---|---|---|---|---|

7:22:34 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D05_ML069SB_S_85069132Z08.dgn

Imagery ©2026 Airbus, Maxar Technologies

**BEGIN CONSTRUCTION**
**STA 253+73.57 (ML069SB_N)**

**Δ = 34°09'28.76" (LT)**
**T = 36.87'**
**L = 71.54'**
**R = 120.00'**
**E = 5.54'**

**Δ = 07°14'59.25" (LT)**
**T = 110.86'**
**L = 221.43'**
**R = 1750.00'**
**E = 3.51'**

**END CONSTRUCTION**
**STA 260+78.82 (ML069SB_N)**
**= STA 60+78.82 (ML069)**

PC 253+73.57
PT 254+45.11
255+00
PI 256+60.82
PC 258+57.39
260+00
PCC 260+78.82
POE 260+78.82
PT 254+10.44
PC 255+51.69
PT 257+69.18
PI 259+68.25
69
FJELDBERG EVANGELICAL LUTHERAN CHURCH

**Δ = 11°52'03.86" (RT)**
**T = 109.13'**
**L = 217.49'**
**R = 1050.00'**
**E = 5.66'**

0 50 FEET

US Highway 69 SB
(ML069SB_N)

**TIE-IN**
**STA 253+73.57**
**EL 1028.55**

**TIE-IN**
**STA 260+78.82**
**EL 1036.49**

**VPI = +00.00**
**EL = 1027.64**
**L = 250.00'**
**K = 96**

**VPI = +00.00**
**EL = 1032.04**
**L = 150.00'**
**K = 248**

-0.40%
+2.20%
+2.20%
+1.59%
+0.50% LT Ditch Grade
+2.00% LT Ditch Grade

LT +43
1023.49
LT +50
1024.52
LT +79
1033.10

1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

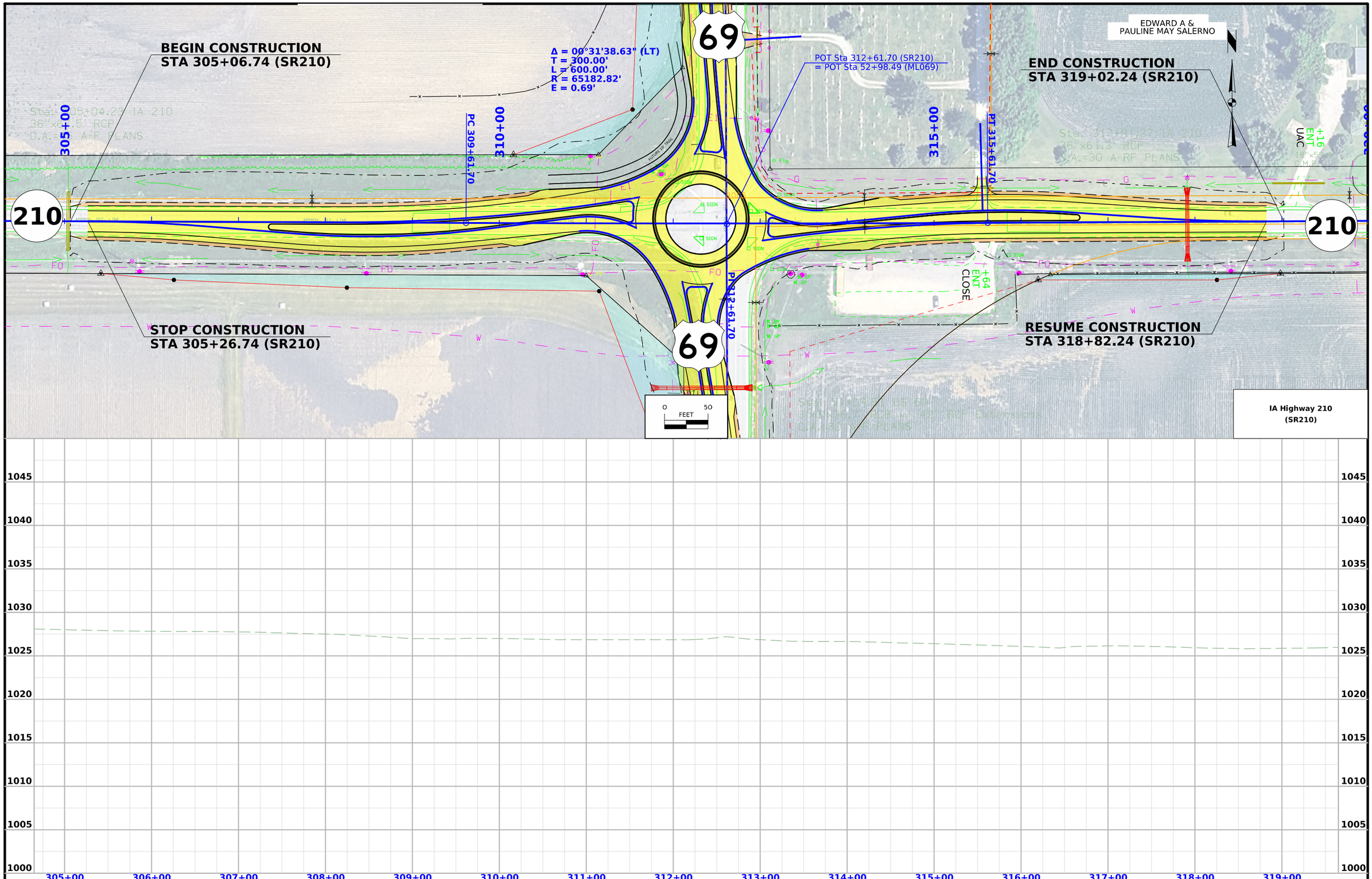
1028.54 1028.44 1028.34 1028.24 1028.14 1028.08 1028.07 1028.14 1028.26 1028.46 1028.71 1029.04 1029.42 1029.88 1030.39 1030.93 1031.44 1031.93 1032.39 1032.83 1033.24 1033.64 1034.04 1034.44 1034.83 1035.23 1035.63 1036.03 1036.43

254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER D.6 |
|---|---|---|---|---|---|

7:22:42 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\D06_ML069SB_N_85069132Z08.dgn

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| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.1 | |
|---|---|---|---|---|---|---|

7:22:50 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E01_SR210_85069132Z08.dgn

Imagery ©2026 Airbus, Maxar Technologies

**BEGIN CONSTRUCTION**
**STA 1305+26.74 (SR210EB_W)**
**= STA 305+26.74 (SR210)**

PI 1305+93.35
PC 1307+65.74
PT 1306+59.89
PC 1305+26.74
POB 1305+26.74

Δ = 04°21'33.50" (RT)
T = 66.61'
L = 133.15'
R = 1750.00'
E = 1.27'

Δ = 11°52'03.86" (LT)
T = 109.13'
L = 217.49'
R = 1050.00'
E = 5.66'

PI 1310+00.00
PT 1309+83.22
PI 1311+46.58
PC 1310+89.80
PCC 1311+61.34
POE 1311+61.34

PI 1308+74.87

Δ = 34°09'28.76" (RT)
T = 36.87'
L = 71.54'
R = 120.00'
E = 5.54'

**END CONSTRUCTION**
**STA 1311+61.34 (SR210EB_W)**

210
69

STATE OF IOWA
CLOSE

2
HELLAND-MORSE TRUST

4
DOLORES J HAUGE REVOCABLE TRUST
ORVILLE B HAUGE TRUST

0 50 FEET

**IA Highway 210 EB**
**(SR210EB_W)**

**TIE-IN**
**STA 1305+26.74**
**EL 1027.94**

**TIE-IN**
**STA 1311+61.34**
**EL 1027.64**

VPI = +25.00
EL = 1026.95
L = 200.00'
K = 282

-0.20%
+0.51%

1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

1027.90 1027.85 1027.80 1027.75 1027.70 1027.65 1027.60 1027.55 1027.50 1027.45 1027.40 1027.35 1027.30 1027.25 1027.20 1027.15 1027.11 1027.09 1027.10 1027.12 1027.17 1027.25 1027.34 1027.46 1027.58

1306+00 1307+00 1308+00 1309+00 1310+00 1311+00 1312+00 1313+00 1314+00 1315+00 1316+00 1317+00 1318+00 1319+00 1320+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.2 |
|---|---|---|---|---|---|

7:22:58 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E02_SR210EB_W_85069132Z08.dgn

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EDWARD A &
PAULINE MAY SALERNO

Sta. 317+91.27 IA 210
36"x61.3' RCP
C.A.=30 A-RF PLANS

18"x59.2'
C.M.P.

18"x30'
C.M.P.

PI 1314+40.44

1315+00

210

PT 1315+78.82

POE 1318+82.24

PC 1313+01.62
POE 1313+01.62

Δ = 07°56'28.04" (RT)
T = 138.82'
L = 277.20'
R = 2000.00'
E = 4.81'

**BEGIN CONSTRUCTION**
**STA 1313+01.62 (SR210EB_E)**

**END CONSTRUCTION**
**STA 1318+82.24 (SR210EB_E)**
**= STA 318+82.24 (SR210)**

Sta. 314+09.5 US 69
3-3'x3'6" RCB w/ 42" RCP Extensions
C.A.=80 A-F PLANS

0 50
FEET

**IA Highway 210 EB**
**(SR210EB_E)**

**TIE-IN**
**STA 1313+01.62**
**EL 1028.40**

VPI = +75.00
EL = 1026.66
L = 250.00'
K = 311

-1.00%

-0.20%

**TIE-IN**
**STA 1318+82.24**
**EL 1025.84**

1045
1040
1035
1030
1025
1020
1015
1010
1005
1000

1028.16 1027.91 1027.67 1027.45 1027.25 1027.07 1026.91 1026.77 1026.65 1026.55 1026.47 1026.41 1026.36 1026.31 1026.26 1026.21 1026.16 1026.11 1026.06 1026.01 1025.96 1025.91 1025.86

1314+00 1315+00 1316+00 1317+00 1318+00 1319+00 1320+00 1321+00 1322+00 1323+00 1324+00 1325+00 1326+00 1327+00 1328+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.3 |
|---|---|---|---|---|---|

7:23:06 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E03_SR210EB_E_85069132Z08.dgn

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**BEGIN CONSTRUCTION**
**STA 2305+26.74 (SR210WB_W)**
**= STA 305+26.74(SR210)**

**Δ = 10°00'21.42" (LT)**
**T = 175.08'**
**L = 349.27'**
**R = 2000.00'**
**E = 7.65'**

**END CONSTRUCTION**
**STA 2311+62.76 (SR210WB_W)**

69

210

210

POB 2305+26.74

PC 2308+13.49

PI 2309+88.57

2310+00

PCC 2311+62.76

POE 2311+62.76

FUTURE 10' TRAIL

O 50
FEET

**IA Highway 210 WB**
**(SR210WB_W)**

**TIE-IN**
**STA 2305+26.74**
**EL 1027.94**

**VPI = +50.00**
**EL = 1026.89**
**L = 200.00'**
**K = 182**

**TIE-IN**
**STA 2311+62.76**
**EL 1027.91**

-0.20%

+0.90%

+0.30% LT Ditch Grade

LT +27
1021.30

LT +20
1023.08

1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

1027.89 1027.84 1027.79 1027.74 1027.69 1027.64 1027.59 1027.54 1027.49 1027.44 1027.39 1027.34 1027.29 1027.24 1027.19 1027.14 1027.09 1027.06 1027.06 1027.10 1027.17 1027.27 1027.41 1027.59 1027.79

2306+00 2307+00 2308+00 2309+00 2310+00 2311+00 2312+00 2313+00 2314+00 2315+00 2316+00 2317+00 2318+00 2319+00 2320+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.4 |
|---|---|---|---|---|---|

7:23:15 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E04_SR210WB_W_85069132Z08.dgn

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EDWARD A &
PAULINE MAY SALERNO

Δ = 34°09'28.76" (LT)
T = 36.87'
L = 71.54'
R = 120.00'
E = 5.54'

PC 2313+02.84
PT 2313+74.38
PI 2315+72.91
+55.50 Prop. Type "C" Ent. Lt.
24" Uncl. Pipe
2315+00

Δ = 04°01'57.34" (LT)
T = 61.61'
L = 123.17'
R = 1750.00'
E = 1.08'

PC 2317+59.07
PCC 2318+82.24

Sta. 317+91.27 — 210
36"x61.3' RCP
S.A.=30 A-RF PLATES

18"x59.9' C.M.P.
18"x30' C.M.P.

210

POB 2313+02.84
PC 2313+02.84
RT 2313+39.71
PC 2314+92.29
PT 2316+53.22

Δ = 08°46'54.18" (RT)
T = 80.62'
L = 160.93'
R = 1050.00'
E = 3.09'

PI 2318+20.68
POE 2318+82.24

BEGIN CONSTRUCTION
STA 2313+02.84 (SR210WB_E)

END CONSTRUCTION
STA 2318+82.24 (SR210WB_E)
= STA 318+82.24 (SR210)

Sta. 51+09.5 — US 69
3'x8'x36.7' RCB w/ 42" RCP Extensions
3-Alum. 1-P AMS

0 50 FEET

IA Highway 210 WB
(SR210WB_E)

TIE-IN
STA 2313+02.84
EL 1028.64

TIE-IN
STA 2318+82.24
EL 1025.84

-1.15%
-0.20%

VPI = +75.00
EL = 1026.66
L = 250.00'
K = 263

1028.38 1028.10 1027.82 1027.57 1027.34 1027.13 1026.95 1026.80 1026.66 1026.55 1026.47 1026.41 1026.36 1026.31 1026.26 1026.21 1026.16 1026.11 1026.06 1026.01 1025.96 1025.91 1025.86

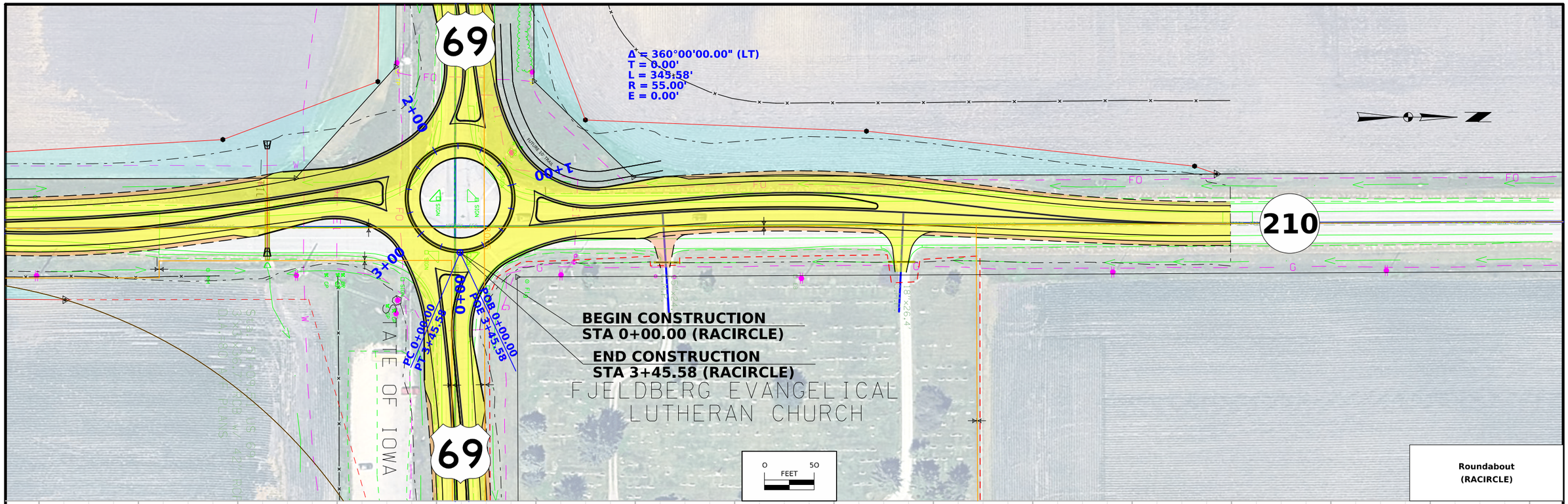
1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

2314+00 2315+00 2316+00 2317+00 2318+00 2319+00 2320+00 2321+00 2322+00 2323+00 2324+00 2325+00 2326+00 2327+00 2328+00

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.5 |
|---|---|---|---|---|---|

7:23:23 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E05_SR210WB_E_85069132Z08.dgn

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| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER E.6 |
|---|---|---|---|---|---|

7:23:31 PM 10/15/2026 ajohns1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8506901025\Design\CADD_Files\Sheet_Files\E06_RACIRCLE_85069132Z08.dgn

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## SURVEY INDEX

**County: Story**
**PIN: 25-85-069-010**
**Project Number: HSIPX-069-5(132)—2L-85**
**Location: US 69 / IA 210 Intersection**
**Type of Work: Intersection Improvement**
**Project Directory: 8506901025**

## Survey Personnel

Clayton Henningsen – Survey Party Chief
Kokou Allade – Assistant Survey Party Chief

## Date(s) of Survey

| | |
|---|---|
| Begin Date | 12/14/2024 |
| End Date | 02/23/2025 |

## General Information

This survey is for US Hwy 69 and IA 210 intersection just south of Huxley. This survey request was for the US Hwy 69 and IA 210 corridors only. This project is a Full Field DTM survey.

## Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

## Project Control

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

**PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)**
**COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 08 (U.S. SURVEY FOOT)**
**VERTICAL DATUM: NAVD88**
**GEOID MODEL: 2018u3**

## Alignment Information

Alignments provided by district 1 survey office.

**District 1 Notes IA 210**
This horizontal alignment is a retrace of Ia210 using information found in as-built plans for project F-947(3). Stationing was held at P.I. Sta. 312+61.70 (project F-947(3)) and ran back and ahead without equations.

Survey stationing relates to plan stationing at the following points…

P.I. Sta. 188+90.5 (Proj. F-947(3)) = P.I. Sta. 188+91.34 (This survey)
Found nail remains in asphalt pavement surface.

P.I. Sta. 253+35.3 (Proj. F-947(3)) = P.I. Sta. 253+35.70 (This survey)
Set hinge nail in asphalt pavement surface.

P.I. Sta. 312+61.7 (Proj. F-947(3)) = P.I. Sta. 312+61.70 (This survey)
Found hinge nail in asphalt pavement surface.

P.I. Sta. 428+82.4 (Proj. F-947(3)) = P.I. Sta. 428+80.10 (This survey)
Found hinge nail in asphalt pavement surface.

**District 1 Notes US 69**
This horizontal alignment is a retrace of U.S. 69 using information found in as-built plans for projects FI-311(1)(2) and FA-311. Stationing was held at P.I. Sta. 0+00 and ran ahead without equations.

Survey stationing relates to plan stationing at the following points.

P.I. Sta. 0+00 (Proj. FI-311(1)(2)) = P.I. Sta. 00+00.00 (This survey) = SE corner Section 35-82N-24W
Found MAG nail in “X” cut in the concrete pavement.

E¼ cor. Section 35-82N-24W is P.O.T. 26+65.92 (This survey)
Cut an “X” in the concrete pavement.

P.I. Sta. 53+28.3 (Proj. FI-311(1)(2)) = P.I. Sta. 53+27.89 (This survey) = NE corner Section 35-82N-24W
Found MAG nail in asphalt pavement.

P.I. Sta. 79+82.5 (Proj. FI-311(1)(2)) = P.I. Sta. 79+81.67 (This survey) = E¼ corner Section 26-82N-24W

## CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points. Primary control is for use with RTK base stations and for RTN validation. Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.




HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 08 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 08 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

| Point Name | Northing | Easting | Elevation | Feature Definition-Description |
|---|---|---|---|---|
| 403 | 7587849.58 | 18526347.33 | 1018.36 | CP STORY COUNTY GPS AS DESCRIBED IN GOOD CONDITION |
| 850691053 | 7594316.75 | 18531624.12 | 1037.18 | CP FENO IN WEST DITCH US 69 0.2 TENTHS OF A MILE NORTH OF INTERSECTION IA 210 |
| 85210018 | 7593168.52 | 18528441.20 | 1031.08 | CP FENO ON WEST EDGE FIELD ENT TO NORTH OF IA 210 0.6 TENTHS OF A MILE WEST OF INTERSECTION US 69 |

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

| FILE NO. | ENGLISH | DESIGN TEAM | IOWA DOT * OFFICE OF ROW | COUNTY | PROJECT NUMBER | SHEET NUMBER | |
|---|---|---|---|---|---|---|---|

**Story** STPN-069-5(133)--2J-85
IA 210 Intersection
8506901025

**Project Code** 25-85-069-010

**Route** US 69

| | | State | | | County | | | City | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parcel No | Owner Name | Fee | Hwy Ease | Other Ease | Fee | Hwy Ease | Other Ease | Fee | Hwy Ease | Other Ease | Excess | Temp Ease | Mitigation | Utility Ease | Relocation | TE Only | A/C Only | Total Acq |
| 1 | Kenneth L Nelson Trust | | 0.58 AC | | | | | | | | | | | | | | | |
| 2 | Helland-Morse Trust | | 0.32 AC | | | | | | | | | | | | | | | |
| 4 | Dolores J Hauge Revocable Trust | | | | | | | | | | | 0.10 AC | | | | Yes | | |
| 6 | Bradley W Knutson | | 0.02 AC | | | | | | | | | | | | | | | |

4 Parcels

Palestine TWP.
T-82N R-24W

Sect. No. 35

SEC. NE¼ NE¼ 35–T82N–R24W

6
BRADLEY W KNUTSON

2
HELLAND-MORSE TRUST

Sta. 51+09.51 US 69
3'x3'x36.7' RCB w/ 42" RCP Extensions
D.A.=80 A-F PLANS

210

1
KENNETH L NELSON TRUST
RICHARD L NELSON REVOCABLE TRUST

Sect. No. 26

SEC. SE¼ SE¼ 26–T82N–R24W

STA: 45+68.00
OFF: 50.00' LT

+40.00 Prop. Type "D" Ent. Lt. 24" Uncl. Pipe

**BEGIN CONSTRUCTION**
**STA 145+68.94 (ML069NB_S)**
**= STA 45+68.94 (ML069)**

STA: 46+64.75
OFF: 67.95' LT

STA: 49+84.00
OFF: 74.00' LT

STA: 51+95.00
OFF: 113.18' LT

STA: 57+13.00
OFF: 95.00' LT

STA: 60+65.00
OFF: 50.00' LT

STA: 60+43.00
OFF: 58.00' LT

46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00

69

STA: 46+89.00
OFF: 50.00' RT

STA: 49+53.00
OFF: 61.00' RT

STA: 47+55.89
OFF: 50.00' RT

STA: 47+05.00
OFF: 137.00' RT

STA: 47+35.00
OFF: 137.00' RT

+22.00 Prop. Type "D" Ent. Rt. 24" Uncl. Pipe

FUTURE LINE

STA: 51+73.00
OFF: 61.00' RT

FUTURE LINE

CLOSE ENT +64

4
DOLORES J HAUGE REVOCABLE TRUST
ORVILLE B HAUGE TRUST

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

+10.00 Prop. Type "C" Ent. Rt. 24" Uncl. Pipe

+47.00 Prop. Type "C" Ent. Rt. 24" Uncl. Pipe

FJELDBERG EVANGELICAL LUTHERAN CHURCH

**END CONSTRUCTION**
**STA 160+78.82 (ML069NB_N)**
**= STA 60+78.82 (ML069)**

Sect. No. 25

SEC. SW¼ SW¼ 25–T82N–R24W

+58.00 Prop. Type "C" Ent. Lt. 24" Uncl. Pipe

SEC. NW¼ NW¼ 36–T82N–R24W

Sect. No. 36

EDWARD A & PAULINE MAY SALERNO

MARJORIE SHELDAHL
RICK SHELDAHL

| Right of Way Design Information |
|---|
| THIS SHEET INCLUDED FOR INFORMATION ONLY |
| ROW Team: Hughes / Cuva |
| ROW #: STPN-069-5(133)--2J-85 |
| Plan Date: 10-20-2026 |
| Color Legend: |
| Property Lines |
| Temporary Easement |
| Permanent Acquisition |
| Permanent Acquisition County |
| Permanent Acquisition City |

0 FEET 50

| FILE NO. 98765 | ENGLISH | DESIGN TEAM Flattery / Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER H.1 | |
|---|---|---|---|---|---|---|

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Imagery ©2026 Airbus, Maxar Technologies

Sect. No. 26

SEC. 26–T82N–R24W SE¼ SE¼

1

KENNETH L NELSON TRUST
RICHARD L NELSON REVOCABLE TRUST

69

+47.00 Prop.
Type "C" Ent. Rt.
24" Uncl. Pipe

FJELDBERG EVANGELICAL
LUTHERAN CHURCH

+10.00 Prop.
Type "C" Ent. Rt.
24" Uncl. Pipe

STA: 311+53.00
OFF: 131.00' LT

STA: 310+16.00
OFF: 78.61' LT

**BEGIN CONSTRUCTION**
**STA 305+06.74 (SR210)**

305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00

+58.00 Prop.
Type "C" Ent. Lt.
24" Uncl. Pipe

**END CONSTRUCTION**
**STA 2318+74.07 (SR210WB_E)**
**= STA 318+74.07 (SR210)**

+16 ENT UAC

SEC. 25–T82N–R24W SW¼ SW¼

EDWARD A &
PAULINE MAY SALERNO

210

210

FUTURE LINE
STA: 313+59.00
OFF: 63.00' RT

+64 ENT CLOSE

STA: 316+33.28
OFF: 60.00' RT

Sta. 317+91.27 IA 210
36"x61.3" RCP
D.A.=30 A-RF PLANS

SEC. 35–T82N–R24W NE¼ NE¼

2

HELLAND-MORSE TRUST

Sta. 51+09.51 US 69
3'x3'x36.7' RCB w/ 42" RCP Extensions
D.A.=80 A-F PLANS

4

DOLORES J HAUGE REVOCABLE TRUST
ORVILLE B HAUGE TRUST

SEC. 36–T82N–R24W NW¼ NW¼

FUTURE LINE

Palestine TWP.
T-82N R-24W
SEC. 35

69

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Hughes / Cuva
STPN-069-5(133)--2J-85
Plan Date: 10-20-2026
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

0 50 FEET

| FILE NO. 98765 | ENGLISH | DESIGN TEAM Flattery / Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER HE.1 |
|---|---|---|---|---|---|

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108-23A
08-01-08

## TRAFFIC CONTROL PLAN

Traffic on US 69 will be maintained at all times.

Traffic on IA 210 will be detoured.

108-26A
08-01-08

## STAGING NOTES

**STAGE 1**
Traffic:
Detour IA 210
US 69 will be maintained 1 lane at a time with signals on the existing US 69 NB lanes.

Construction:
Build US69 SB lanes, west half of the roundabout and west side of IA210

**STAGE 2**
Traffic:
Detour IA 210
US 69 will be maintained 1 lane at a time with signals through the west side of the roundabout.

Construction:
Build US69 NB lanes, east half of the roundabout and east side of IA210

108-25
10-21-14

## 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No Restrictions expected. | | | | | | | | | |

111-01
04-17-12

## COORDINATED OPERATIONS

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

| Project | Type of Work |
|---|---|
| None provided. | |

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

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

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

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

## PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

| SHADING | Design Color No. | |
|---|---|---|
| Green, Light | (225) | Existing Pavement Shading |
| Gray, Light | (48) | Previously Constructed Pavement Shading |
| Orange | (6) | Proposed Granular Surface Shading |
| Gray, Med | (80) | Previously Constructed Granular Surface Shading |
| Blue, Light | (230) | Proposed Pavement Shading |
| Pink, Dark | (13) | Temporary Pavement Shading |
| Brown, Light | (236) | Proposed Grading Limits Shading |
| Cyan | (7) | Proposed MSE or CIP Wall Shading |
| Red | (3) | Proposed Bridge Shading and Sign Trusses |
| Black w/Gray, Light Fill | (0,48) | Previously Constructed Structure |

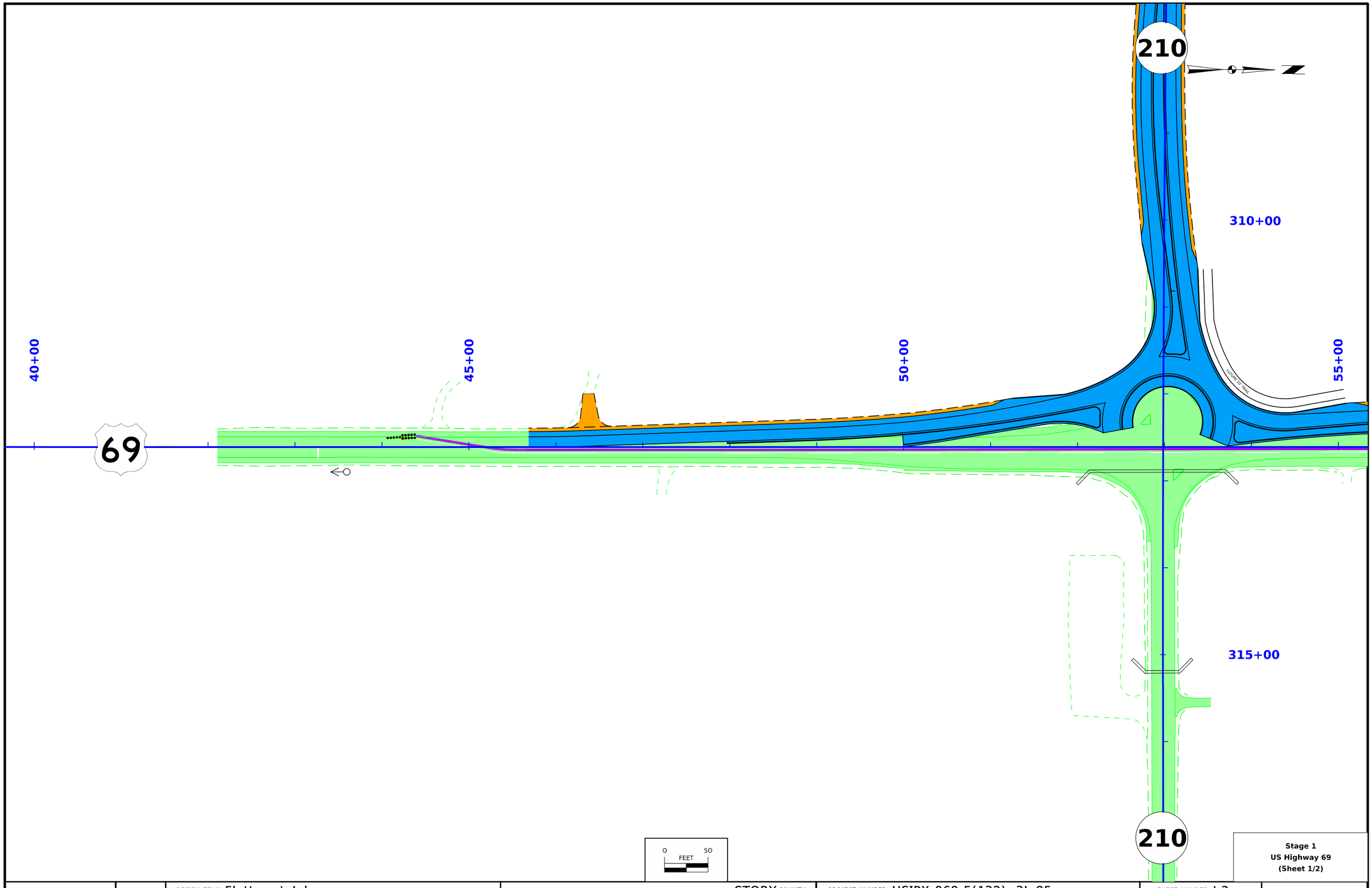
## PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

# TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

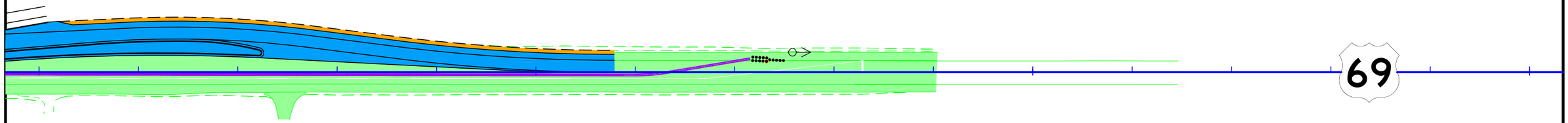
(COVERS SHEET SERIES J)




Stage 1
US Highway 69
(Sheet 1/2)

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.3 | |
|---|---|---|---|---|---|---|

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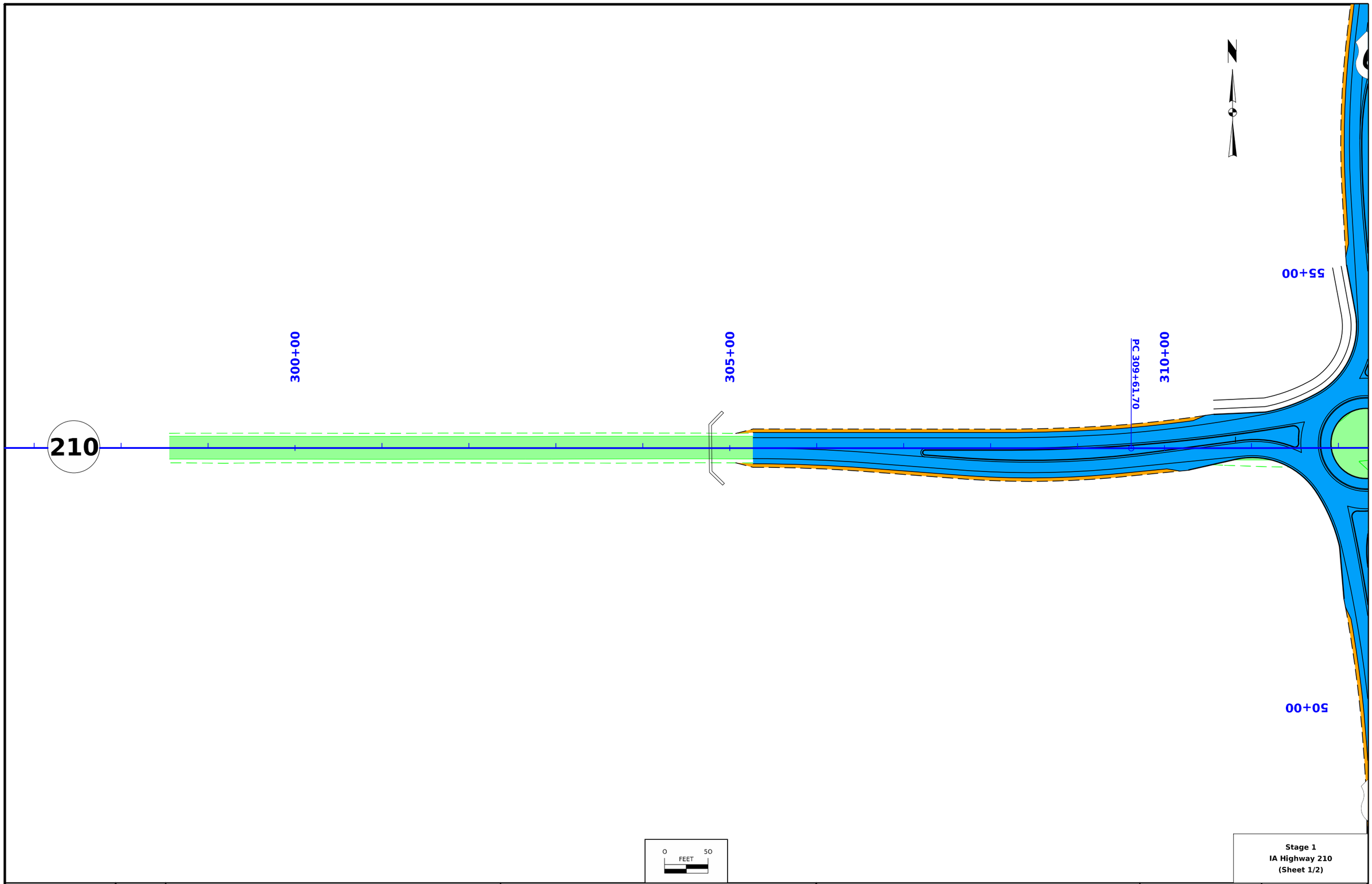



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**Stage 1**
**US Highway 69**
**(Sheet 2/2)**

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.4 | |
|---|---|---|---|---|---|---|

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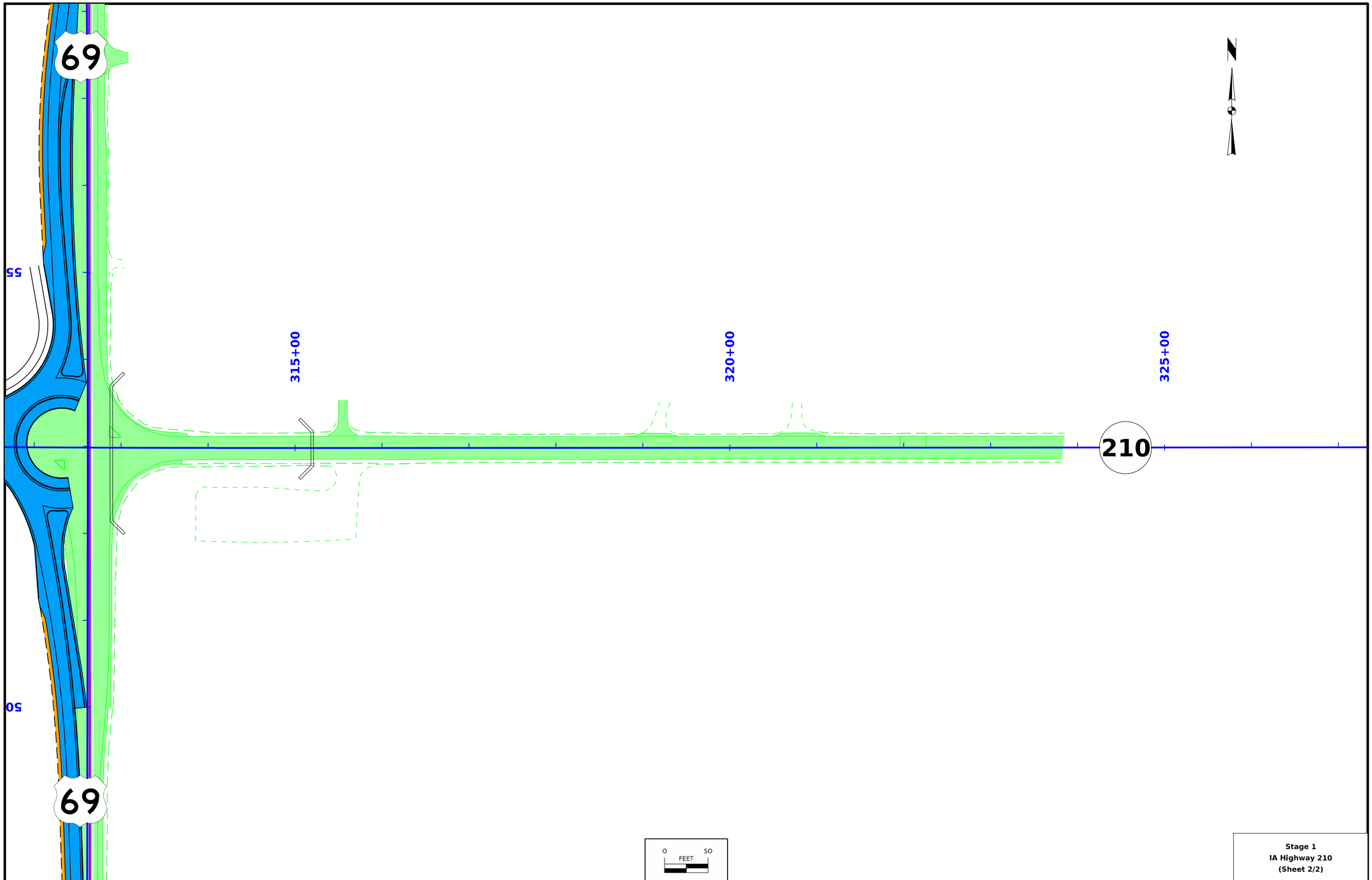



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**Stage 1**
**IA Highway 210**
**(Sheet 1/2)**

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.5 | |
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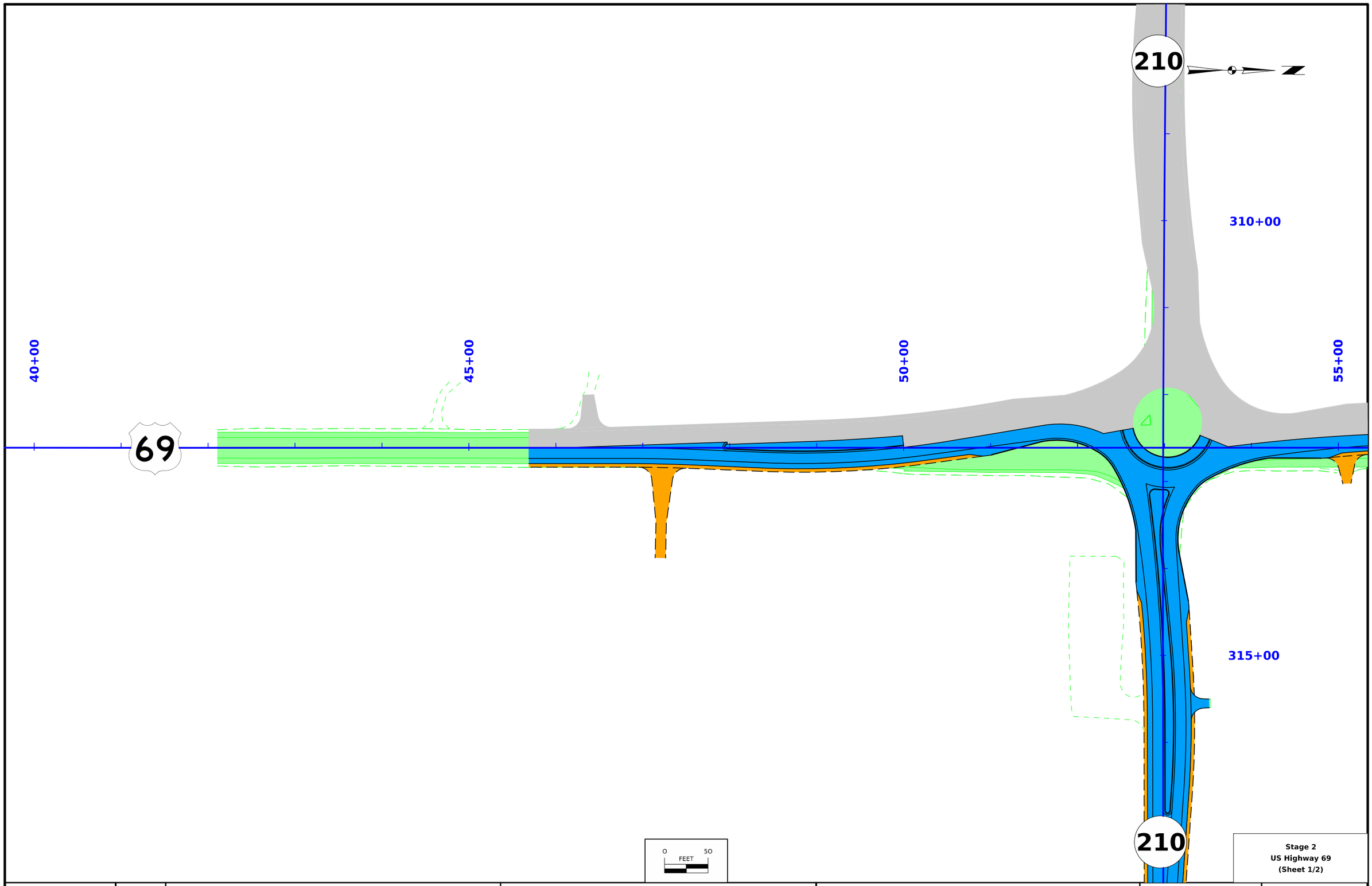



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**Stage 1**
**IA Highway 210**
**(Sheet 2/2)**

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.6 | |
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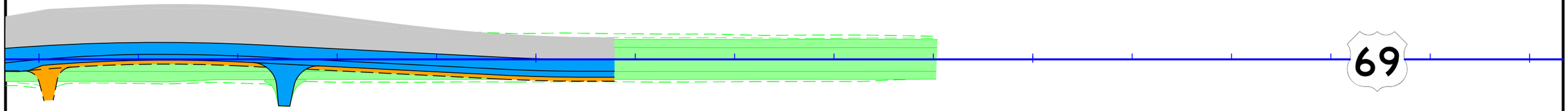
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Stage 2
US Highway 69
(Sheet 1/2)

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.7 | |
|---|---|---|---|---|---|---|

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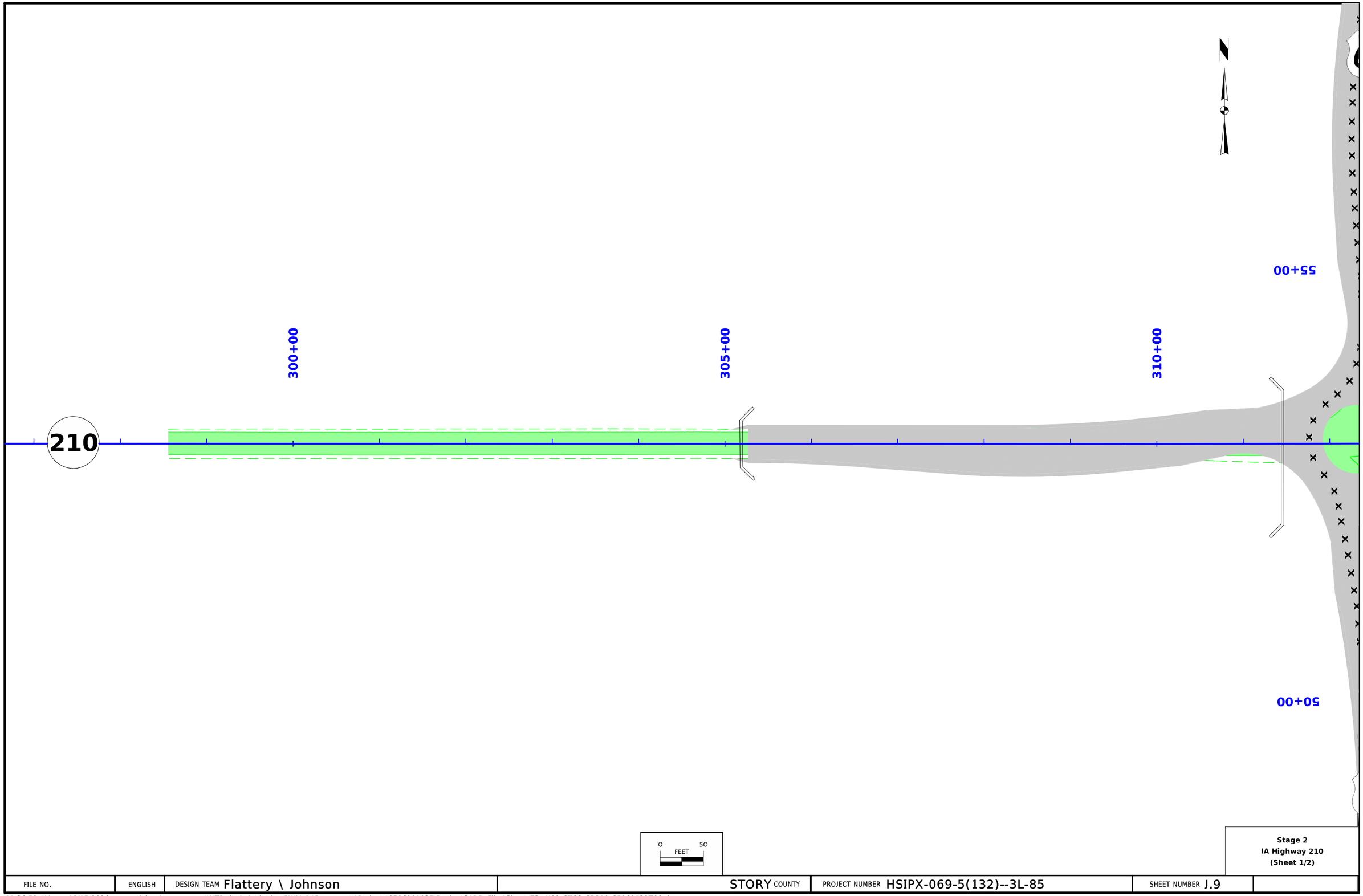



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**Stage 2**
**US Highway 69**
**(Sheet 2/2)**

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.8 | |
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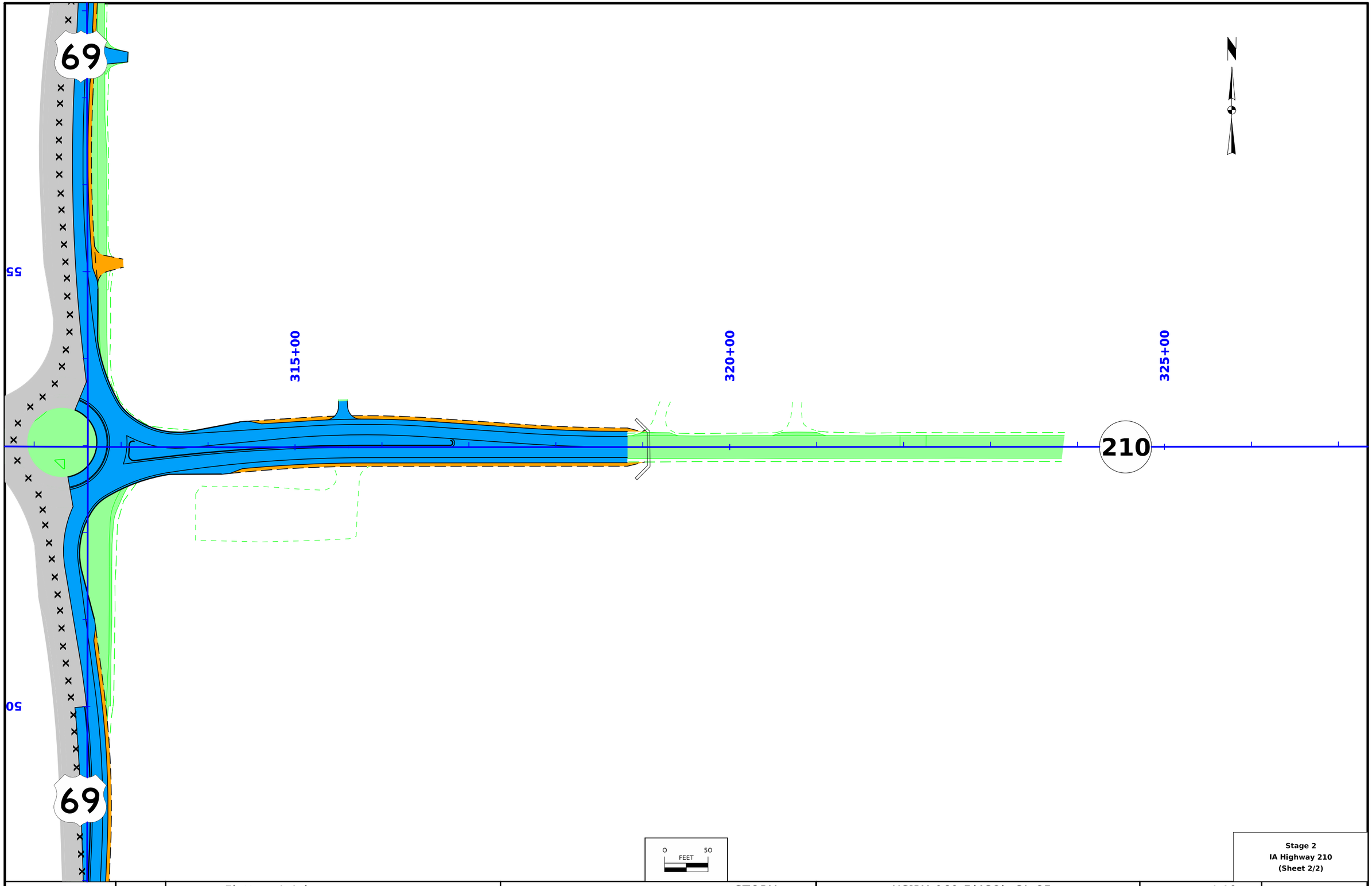



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FEET

**Stage 2**
**IA Highway 210**
**(Sheet 1/2)**

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.9 | |
|---|---|---|---|---|---|---|

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Stage 2
IA Highway 210
(Sheet 2/2)

| FILE NO. | ENGLISH | DESIGN TEAM Flattery \ Johnson | STORY COUNTY | PROJECT NUMBER HSIPX-069-5(132)--3L-85 | SHEET NUMBER J.10 | |
|---|---|---|---|---|---|---|

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