

**BLACK HAWK COUNTY**  
 PCC PAVEMENT - REPLACE  
 NHSX-027-7(3)--3H-07

LETTING DATE  
 10/05/2021



**Highway Division**

PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**BLACK HAWK COUNTY**  
**PCC PAVEMENT - REPLACE**

IA 27/58 FROM US 20 EB RAMPS THROUGH RIDGEWAY AVENUE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

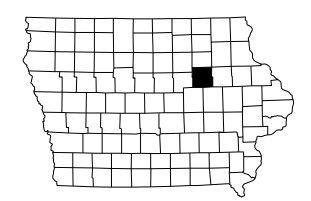
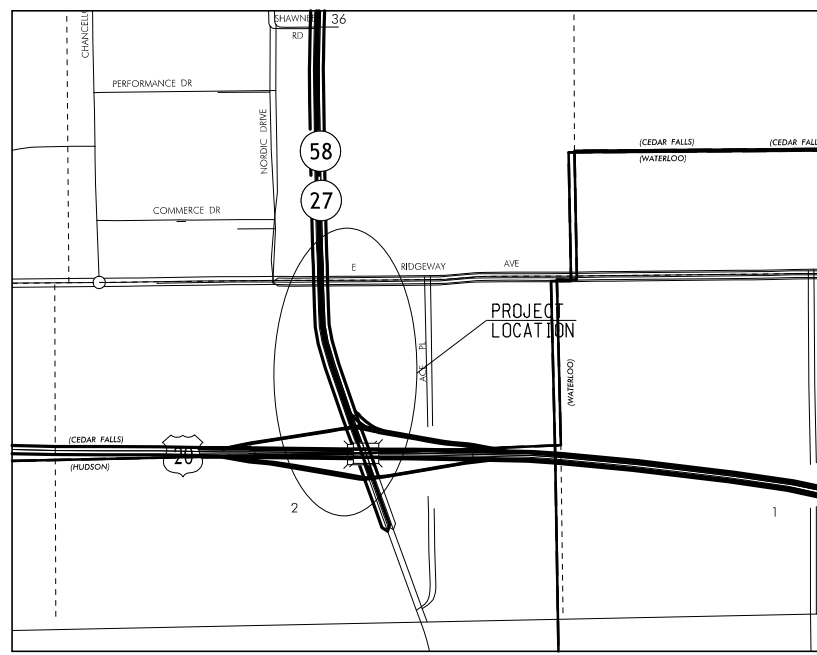
No.	DESCRIPTION
<b>A Sheets</b>	<b>Title Sheets</b>
A.1	Title Sheet
<b>B Sheets</b>	<b>Typical Cross Sections and Details</b>
B.1 - 7	Typical Cross Sections and Details
<b>D Sheets</b>	<b>Mainline Plan and Profile Sheets</b>
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 4	IA 58 Plan and Profile
<b>E Sheets</b>	<b>Side Road Plan and Profile Sheets</b>
* E.1	RidgeWAY Ave Plan and Profile
<b>J Sheets</b>	<b>Traffic Control and Staging Sheets</b>
* J.1 - 2	Staging Plan and Notes
<b>K Sheets</b>	<b>Ramp Sheets</b>
* K.1	Ramp A Plan and Profile Sheet
* K.2	Ramp A1 Plan and Profile Sheet
* K.3	Ramp B Plan and Profile Sheet
* K.4	Ramp C Plan and Profile Sheet
* K.5	Ramp D Plan and Profile Sheet
<b>W Sheets</b>	<b>Mainline Cross Sections</b>
W.1 - 50	Cross Sections
<b>X Sheets</b>	<b>Side Road Cross Sections</b>
X.1 - 22	Side Road Cross Sections
<b>Y Sheets</b>	<b>Ramp Cross Sections</b>
Y.1 - 43	Ramp Cross Sections

H Sheets

MILEAGE SUMMARY			
		105-1	
		09-27-94	
Div.	Location	Lin. Ft.	Miles
I	IA 58 STA. 83+80.77 TO STA. 119+48.07	3467.30	0.68
II	RIDGEWAY AVENUE STA. 520+73.84 TO 532+31.60	1157.76	0.22
TOTAL LENGTH OF PROJECT		4725.06	0.90

REVISIONS	TOTAL
16-07-027-010	
PROJECT NUMBER	
NHSX-027-7(3)--3H-07	
R.O.W. PROJECT NUMBER	

(D05) -



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

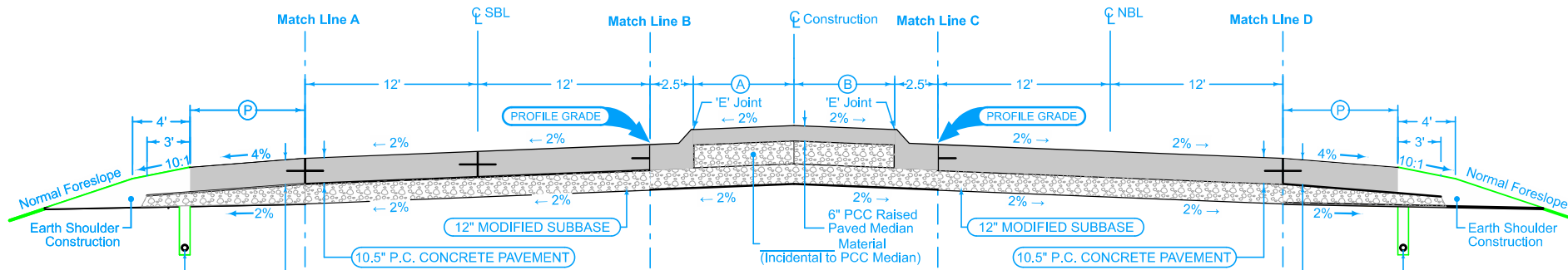
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Mark Durbahn  
 Typed Name

My license renewal date is December 31, 2020

Page \_\_\_\_\_ of \_\_\_\_\_ sheets covered by this seal: \_\_\_\_\_

PRELIMINARY PLANS



**Full Depth PCC Shoulder**

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

4_P_FullPCC_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	95+33.09	108+85.68	10
SB	114+02.36	115+59.83	10

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

BEGIN STATION	END STATION
95+33.09	109+30.82
110+74.05	115+59.83

**4DP\_Raised\_Crowned\_04-21-20**

BEGIN STATION	END STATION	(A) Feet	(B) Feet
94+43.13	105+60.99	7	7
105+60.99	107+84.80	7-5	7-0
112+24.86	114+45.44	0	5-14
114+54.44	115+02.29	0-7	14-7
115+02.29	115+59.83	7-10.9	7-3.1

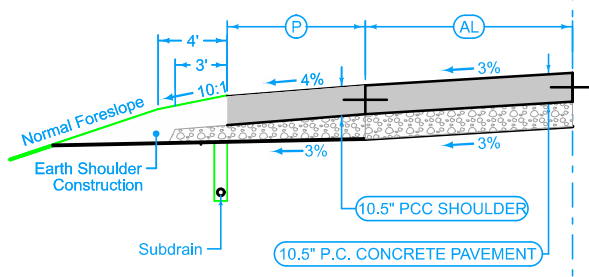
Mainline Jointing:  
 Transverse joints: CD at 17' spacing  
 Longitudinal joint: L-2

BEGIN STATION	END STATION
96+77.32	109+26.89
110+74.05	117+13.21

**Full Depth PCC Shoulder**

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

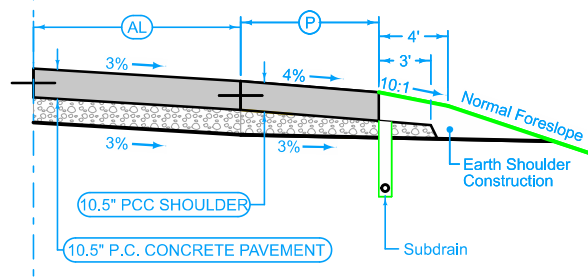
4_P_FullPCC_04-21-20			
(P) Feet	END STATION	BEGIN STATION	Direction of Travel
10	96+77.32	105+45.98	NB
10	111+14.14	117+13.18	NB



**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
SB	110+73.93	112+25.11	12
SB	112+25.11	114+00.00	12-0



**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
(AL) Feet	END STATION	BEGIN STATION	Direction of Travel
0-12	105+45.98	107+87.00	NB
12	107+87.00	108+91.50	NB

**Full Depth PCC Shoulder**

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

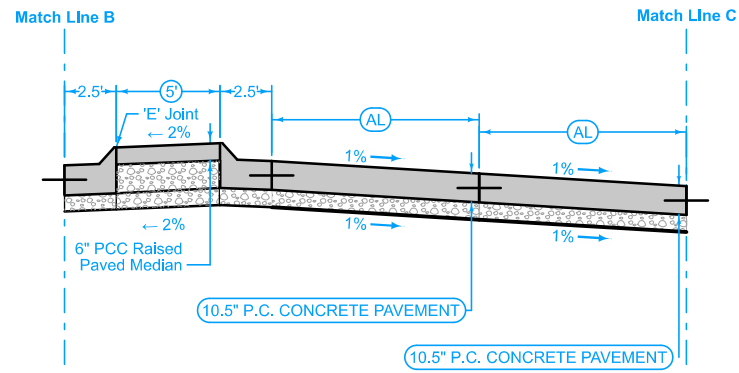
4_P_FullPCC_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	110+73.93	112+25.11	6
SB	112+25.11	114+00.00	6

**Full Depth PCC Shoulder**

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

4_P_FullPCC_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	105+45.98	107+87.00	6
NB	107+87.00	108+91.50	6

**IA 58  
 TYPICAL CROSS SECTION  
 4-LANE DIVIDED**



**Auxiliary Lane**

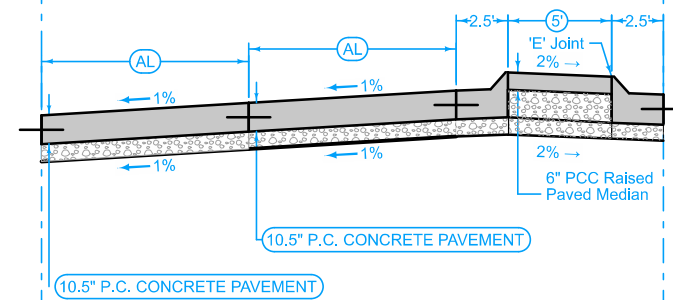
Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
(AL) Feet	END STATION	BEGIN STATION	Direction of Travel
0-12	91+37.88	92+49.82	NB
12	92+49.82	93+48.19	NB
0-12	106+04.92	107+20.07	NB
12	107+20.07	109+26.88	NB

**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
(AL) Feet	END STATION	BEGIN STATION	Direction of Travel
0-12	104+88.83	106+04.92	NB
12	106+04.92	109+26.88	NB



**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

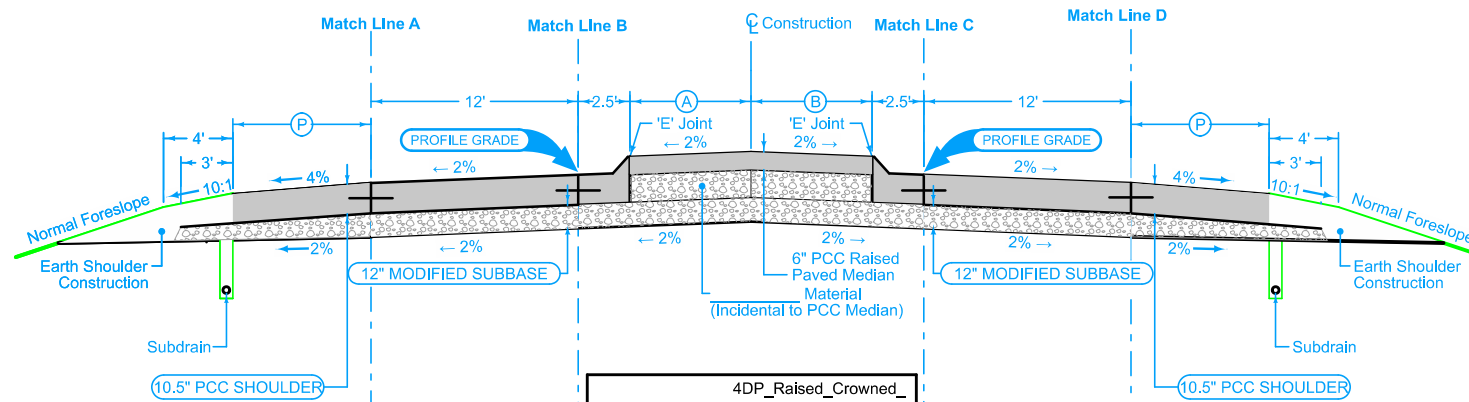
4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
SB	89+66.05	93+48.19	12
SB	110+74.01	114+24.22	12
SB	114+24.22	115+33.86	12-0

**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
SB	89+66.05	91+37.45	12
SB	91+37.45	92+49.40	12-0
SB	110+74.01	112+24.74	12
SB	112+24.74	114+23.00	12-0

**IA 58  
TYPICAL CROSS SECTION  
LT TURN LANES**



**Full Depth PCC Shoulder**

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

4_P_FullPCC_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	85+61.50	88+09.47	10
SB	89+22.23	93+64.57	10

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

BEGIN STATION	END STATION
85+61.50	88+30.06
89+66.05	93+64.57

4DP_Raised_Crowned_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
85+61.80	85+94.18	14	0
85+94.18	87+90.24	14-20	0-7
87+90.24	88+30.25	20	7
89+72.55	89+91.06	0	2
89+91.06	91+74.90	0	2-3
91+74.90	92+03.05	0-3	3-0
92+03.05	93+48.19	3	0

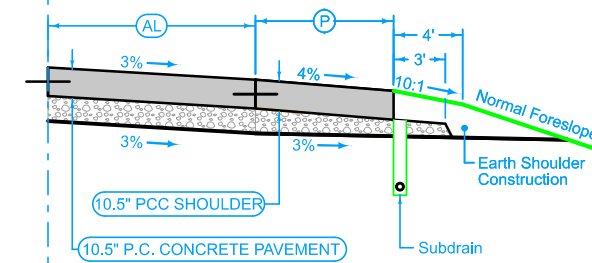
Mainline Jointing:  
 Transverse joints: CD at 17' spacing  
 Longitudinal joint: L-2

BEGIN STATION	END STATION
85+00.00	88+31.25
89+58.29	93+88.01
94+43.13	96+77.32

**Full Depth PCC Shoulder**

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

4_P_FullPCC_04-21-20			
(P) Feet	END STATION	BEGIN STATION	Direction of Travel
10	89+58.29	93+88.01	NB
10	94+21.83	95+60.16	NB



**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

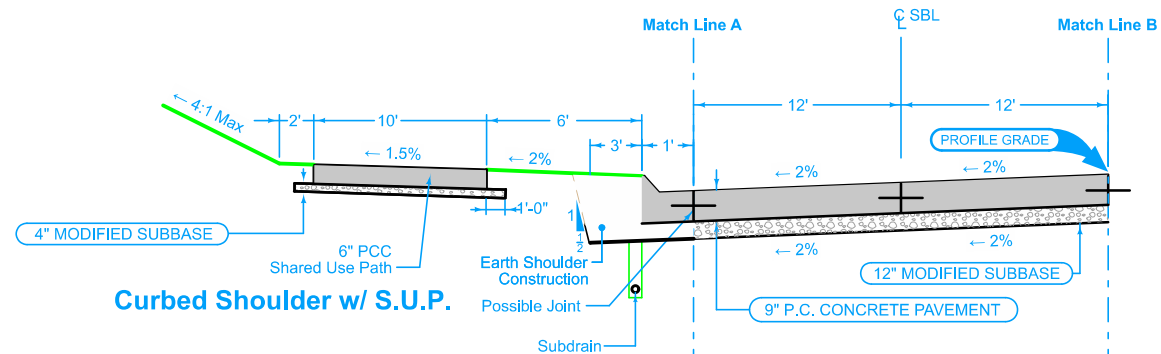
4_AuxLane_PCC_10-18-16			
(AL) Feet	END STATION	BEGIN STATION	Direction of Travel
12	85+02.33	88+05.11	NB

**Full Depth PCC Shoulder**

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

4_P_FullPCC_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	85+02.33	88+05.11	6

**IA 58  
 TYPICAL CROSS SECTION  
 2-LANE DIVIDED**



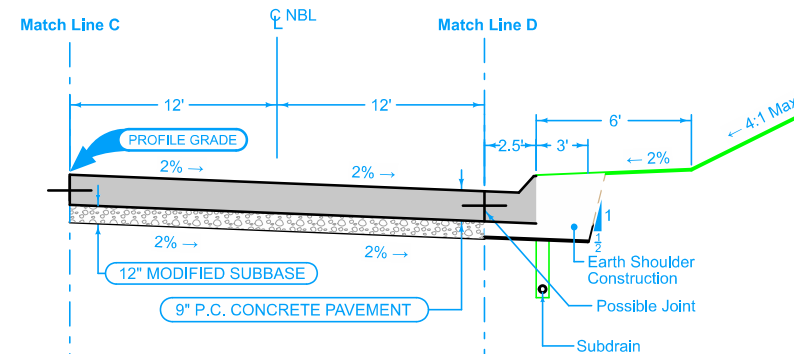
**Curbed Shoulder w/ S.U.P.**

Shoulder Jointing:  
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':  
 Single pour: L-2  
 Staged: KT-2  
 Transverse: C at 17' spacing

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

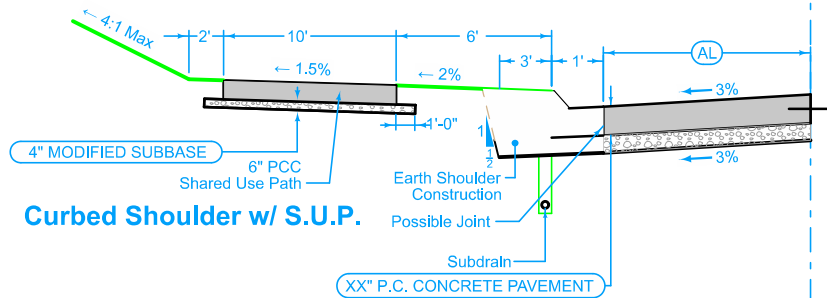
BEGIN STATION	END STATION
21+85.18	25+77.89

See Sheet B.6



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

BEGIN STATION	END STATION
21+85.18	25+77.89

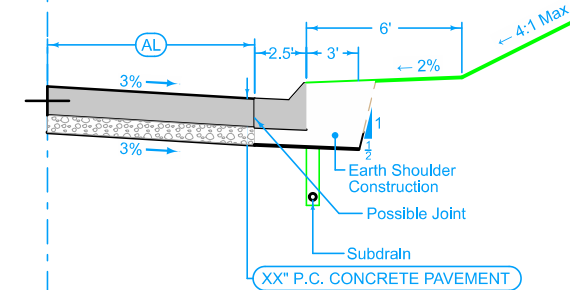


**Curbed Shoulder w/ S.U.P.**

**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	AL Feet
WB	21+73.41	23+48.28	12
WB	23+48.28	24+68.60	0-12

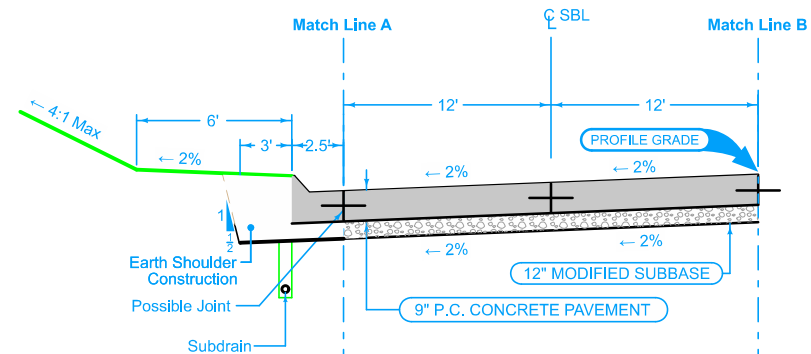


**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
AL Feet	END STATION	BEGIN STATION	Direction of Travel
EB	22+52.00	24+38.99	0-12
EB	24+38.99	25+77.89	12

**RIDGEWAY AVENUE  
 TYPICAL CROSS SECTION  
 4-LANE DIVIDED**

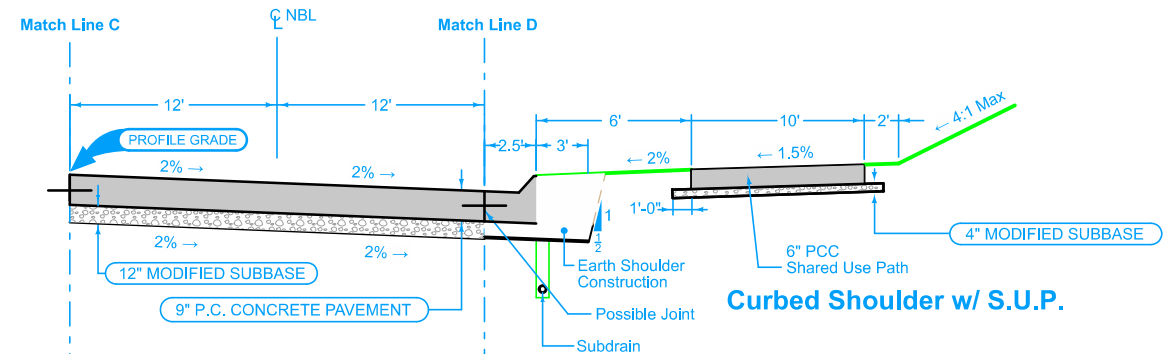


Mainline Jointing:  
 Transverse joints: CD at 17' spacing  
 Longitudinal joint: L-2

BEGIN STATION	END STATION
30+84.82	32+31.32

BEGIN STATION	END STATION
27+34.25	32+31.32

See Sheet B.6



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

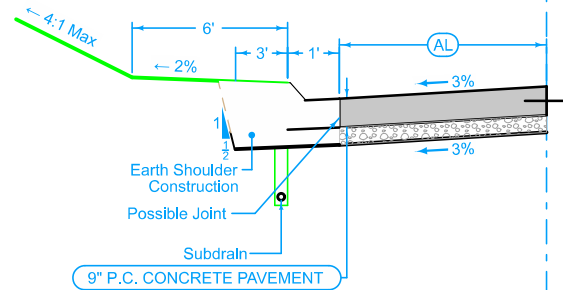
BEGIN STATION	END STATION
27+34.25	32+31.32

**Curbed Shoulder w/ S.U.P.**

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

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

BEGIN STATION	END STATION
27+34.25	32+31.32

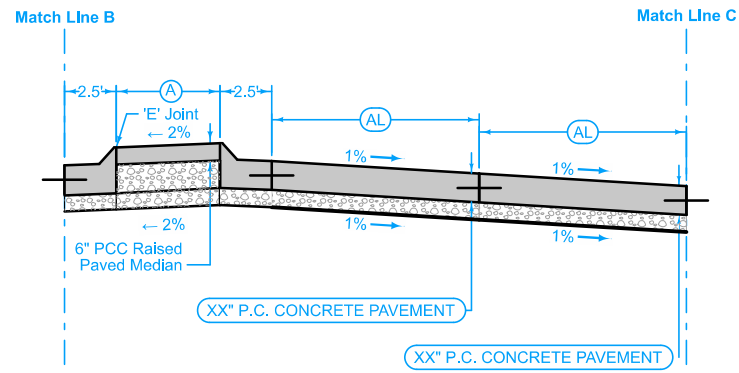


**Auxiliary Lane**

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	AL Feet
WB	27+34.25	28+84.23	12
WB	28+84.23	30+84.82	12-0

**RIDGEWAY AVENUE  
 TYPICAL CROSS SECTION  
 4-LANE DIVIDED**



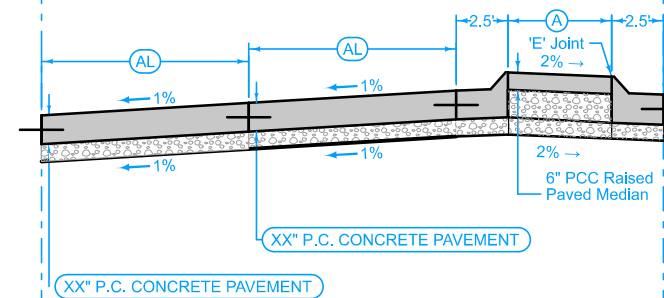
4DP_Raised_Crowned_ Modified		
BEGIN STATION	END STATION	(A) Feet
23+23.42	25+77.89	3

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

4_AuxLane_PCC_ 10-18-16			
(AL) Feet	BEGIN STATION	END STATION	Direction of Travel
0-12	23+90.55	24+53.01	EB
12	24+53.01	25+77.89	EB

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

4_AuxLane_PCC_ 10-18-16			
(AL) Feet	BEGIN STATION	END STATION	Direction of Travel
0-12	23+23.42	23+90.55	EB
12	23+90.55	25+77.89	EB



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

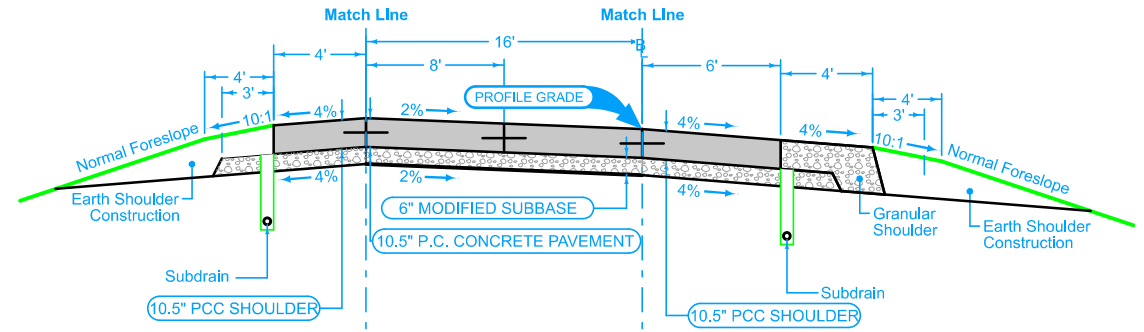
4_AuxLane_PCC_ 10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
12	27+34.25	31+11.05	WB
12-0	31+11.05	32+31.34	WB

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

4_AuxLane_PCC_ 10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
12	27+34.25	31+11.05	WB
12-0	31+11.05	31+94.44	WB

4DP_Raised_Crowned_ Modified		
BEGIN STATION	END STATION	(A) Feet
27+34.25	31+11.05	3
31+11.05	32+31.34	3-14.8

**RIDGEWAY AVENUE  
TYPICAL CROSS SECTION  
LT TURN LANES**



**Full Depth PCC Shoulder**

Shoulder Jointing:  
Longitudinal joint: B

2_P_FullPCC_ Revised		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
U.S. 20 RAMP A	101+12.88	103+25.70
U.S. 20 RAMP B	210+48.83	212+07.91
U.S. 20 RAMP C	312+67.14	313+63.91
	401+09.31	408+07.21

Section shown in the direction of traffic.

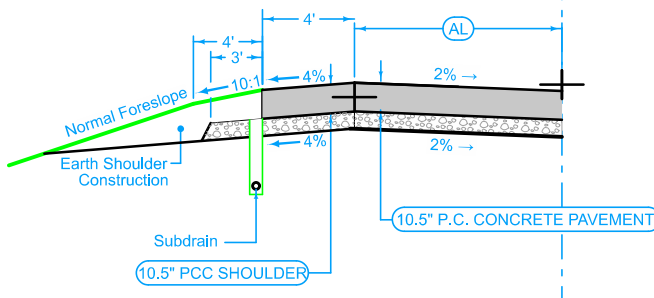
Ramp Jointing:  
Transverse joints: CD at 15' spacing.  
Longitudinal joints: L-2

1RP_ 10-17-17	
BEGIN STATION	END STATION
101+12.88	103+25.70
210+48.83	212+07.91
312+67.14	313+63.91
401+09.31	408+07.21

**Full Depth PCC Shoulder**

Shoulder Jointing:  
Longitudinal joint: B

2_P_FullPCC_ Revised		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
U.S. 20 RAMP B	210+48.83	212+07.91
U.S. 20 RAMP C	312+67.14	313+63.91
U.S. 20 RAMP D	401+09.31	408+07.21



**Auxiliary Lane Full Depth Shoulder**

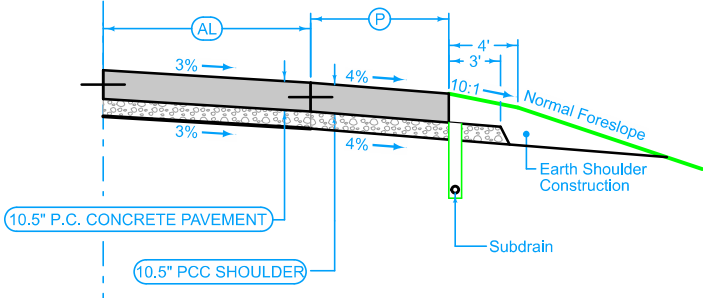
Shoulder Jointing:  
Longitudinal joint: L-2 or KT-2  
Transverse joints: C at 17' spacing

2_AL_Shldr_FullPCC_ 04-21-20	
(P) Feet	(AL) Feet
4	
4	

**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_ 10-18-16		
STATION TO STATION	(AL) Feet	
401+09.31	404+47.21	8
404+47.21	408+07.21	8-0



**Auxiliary Lane**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

2_AuxLane_PCC_ 10-18-16		
STATION TO STATION	(AL) Feet	
101+88.21	103+25.70	0-16
101+88.21	95+61.48	16

**Auxiliary Lane Full Depth Shoulder**

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

2_AL_Shldr_FullPCC_ 04-21-20	
(P) Feet	(AL) Feet
6	
6	

**HWY 20 INTERCHANGE  
TYPICAL CROSS SECTION  
RAMPS**



### SURVEY SYMBOLS

- FHD Fire Hydrants
- TVP TV Pedestal
- FLG Flag Poles
- BB Billboard
- 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
- 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

- E1 - ELC Underground Electric Conductor - IDOT
- E2 - ELC Underground Electric Conductor - CFU
- E3 - ELC Underground Electric Conductor - MidAmerican
- F02 - FOC Underground Fiber Optic - Aureon
- F03 - FOC Underground Fiber Optic - Centurylink
- SAN.1 - SANC Sanitary Sewer - City of Cedar Falls
- SAN.2 - SANC Sanitary Sewer - City of Hudson
- ST.S - ST.SC Storm Sewer - City of Cedar Falls
- TV - CTVC Cable Tv - Centurylink
- TV2 - CTVC Cable Tv - Mediacom
- W - WLC Underground Water Line - CFU

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

### RIGHT-OF-WAY LEGEND

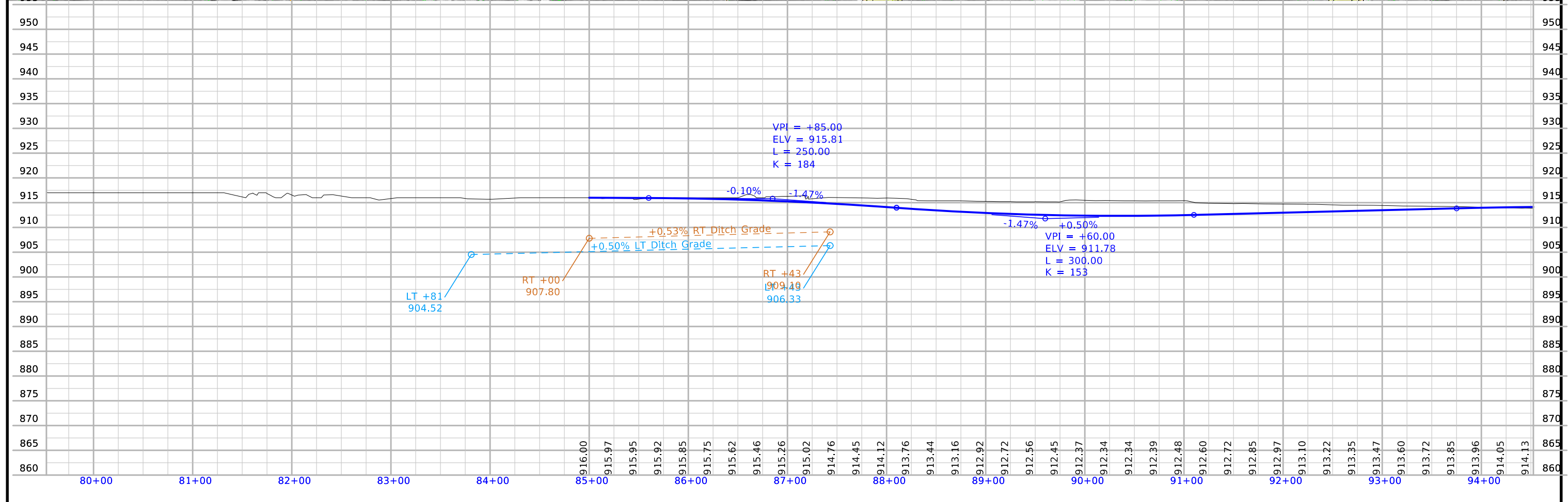
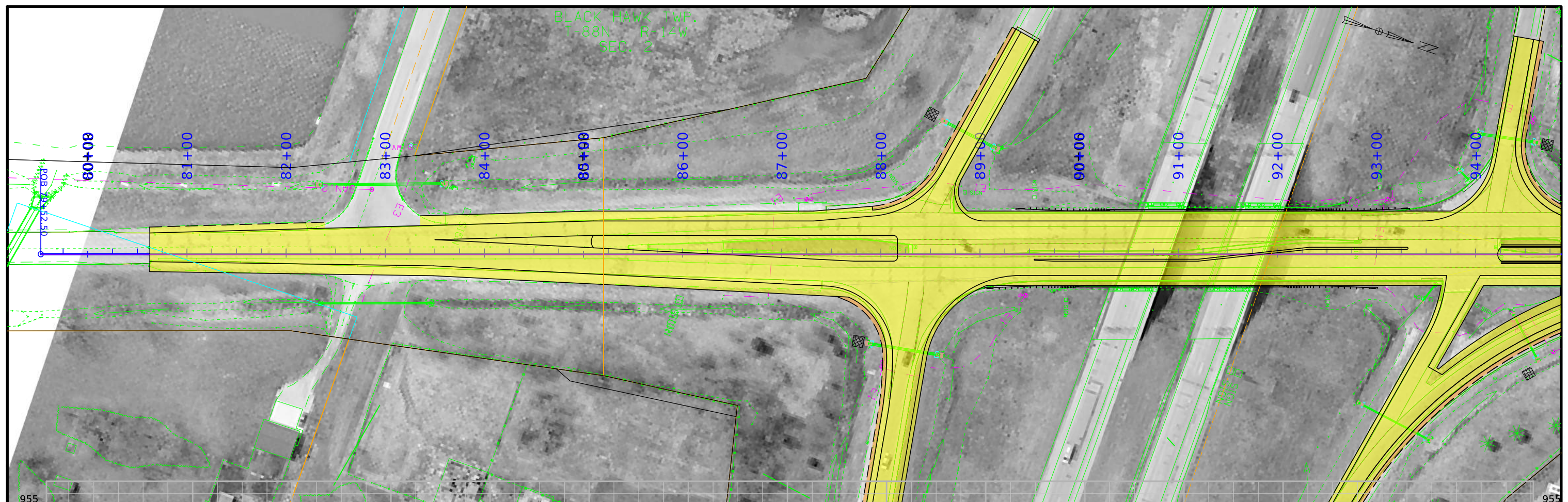
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- C/A Access Control
- Property Line

### UTILITY CONTACTS

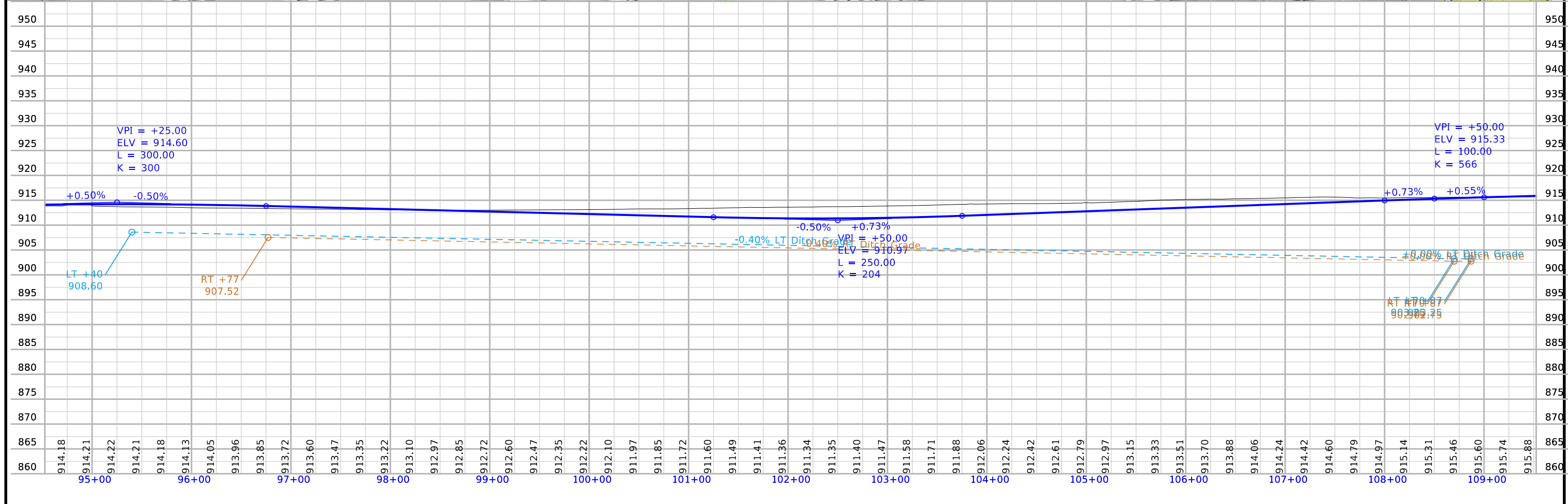
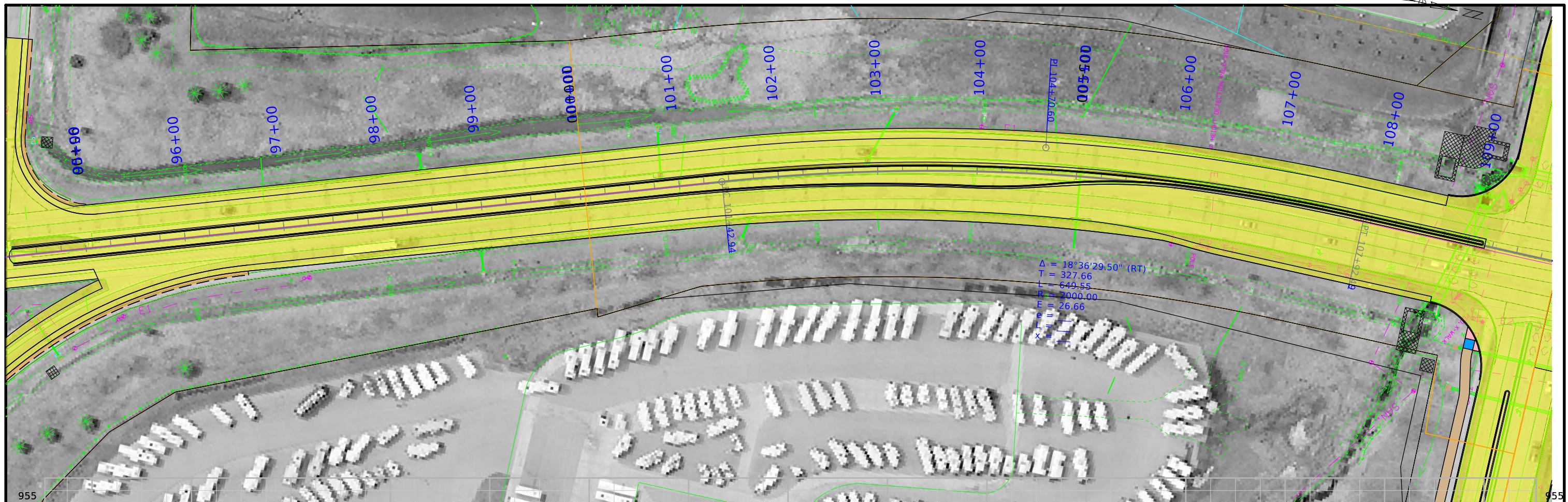
NAME	TYPE	LINE CODE	CONTACT	EMAIL	ADDRESS	PO BOX	CITY	STATE	ZIP	PHONE #
Aureon Network Services	Local Fiber Optic	F02	Jeff Klocko	<a href="mailto:jeff.klocko@aureon.com">jeff.klocko@aureon.com</a>	7760 Office Plaza Drive South		West Des Moines	IA	50266	515-830-0445
CenturyLink	Communications	F03 & TV	Tom Sturmer	<a href="mailto:Thomas.sturmer@centurylink.com">Thomas.sturmer@centurylink.com</a>			Des Moines	IA		720-578-8090
MediaCom	Cable TV	TV2	Brian Kadner	<a href="mailto:bkadner@mediacomcc.com">bkadner@mediacomcc.com</a>				IA		845-867-0932
Cedar Falls Utilities	Electric Distribution	E2	Jerald Lukensmeyer	<a href="mailto:jlukensmeyer@cfunet.net">jlukensmeyer@cfunet.net</a>	1 Utility Parkway		Cedar Falls	IA	50613	319-268-5330
Cedar Falls Utilities	Underground Water Main	W	Jerald Lukensmeyer	<a href="mailto:jlukensmeyer@cfunet.net">jlukensmeyer@cfunet.net</a>	1 Utility Parkway		Cedar Falls	IA	50613	319-268-5330
MidAmerican Energy Company	Underground Electric	E3	Adam Streeter	<a href="mailto:astreeter@midamerican.com">astreeter@midamerican.com</a>	260 Fairview Avenue	600	Waterloo	IA	50704	319-291-4742
City of Cedar Falls	Sanitary and Storm Sewer	San. & St. S	Jon Resler	<a href="mailto:jon.resler@cedarfalls.com">jon.resler@cedarfalls.com</a>	220 Clay Street		Cedar Falls	IA	50613	319-268-5176
City of Hudson	Sanitary Sewer	San. 2	Rick Andorf	<a href="mailto:ra14479@gmail.com">ra14479@gmail.com</a>	525 Jefferson Street	536	Hudson	IA	50643	319-988-3600
Iowa Department of Transportation	Underground Traffic	E1	Kip Siems	<a href="mailto:kip.siems@dot.iowa.gov">kip.siems@dot.iowa.gov</a>	800 Lincoln Way		Ames	IA	50010	319-233-3055

## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET (COVERS SHEET SERIES D, E, & K)

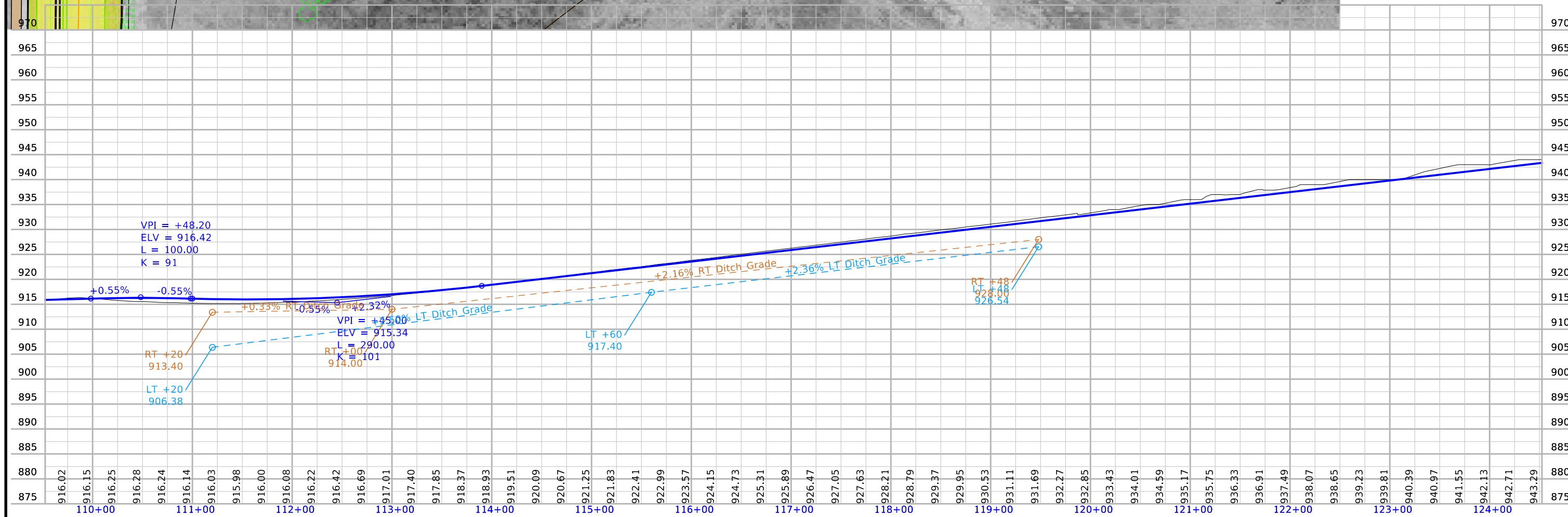
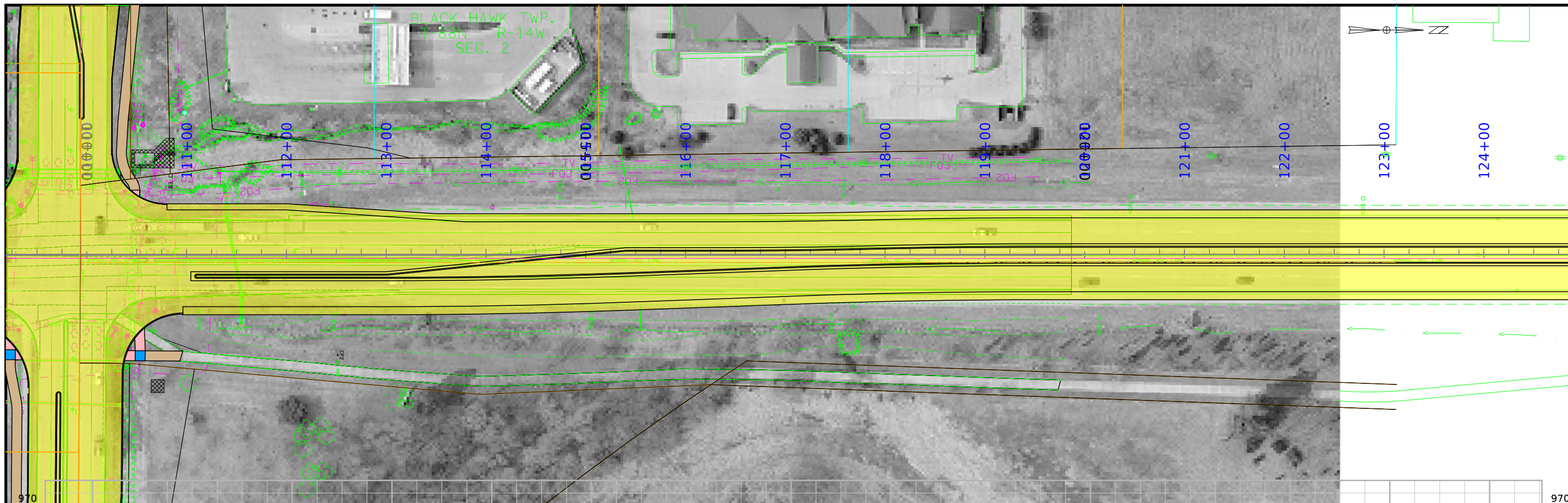
BLACK HAWK TWP.  
T-88N R-14W  
SEC. 2



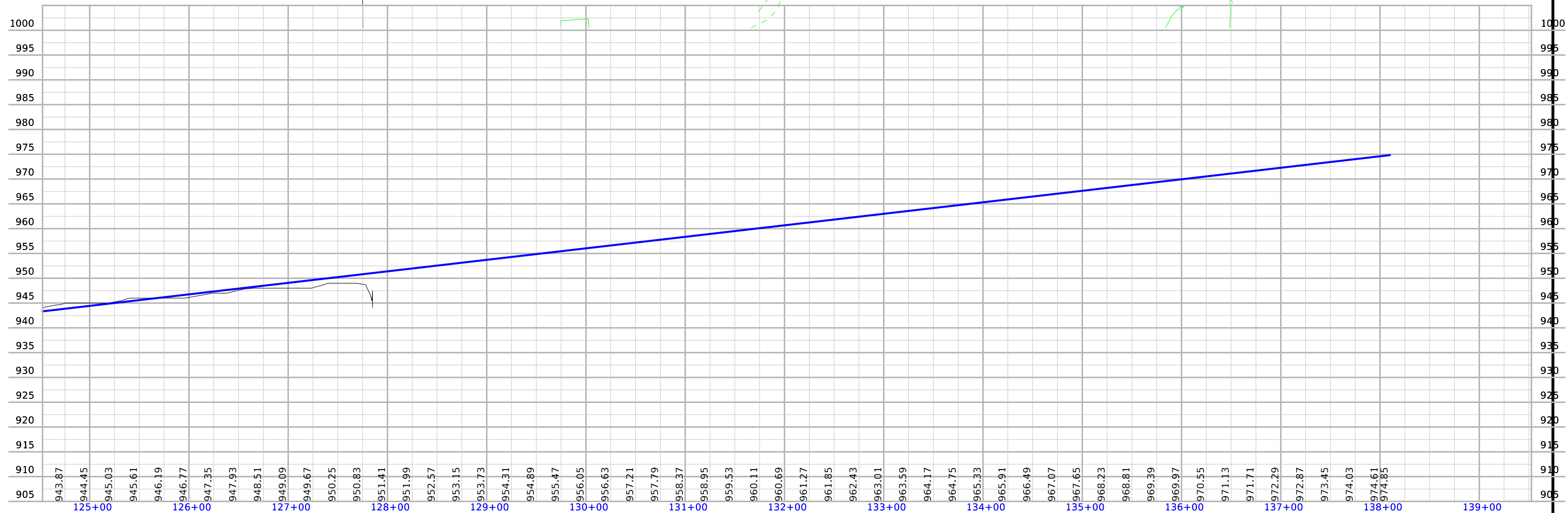
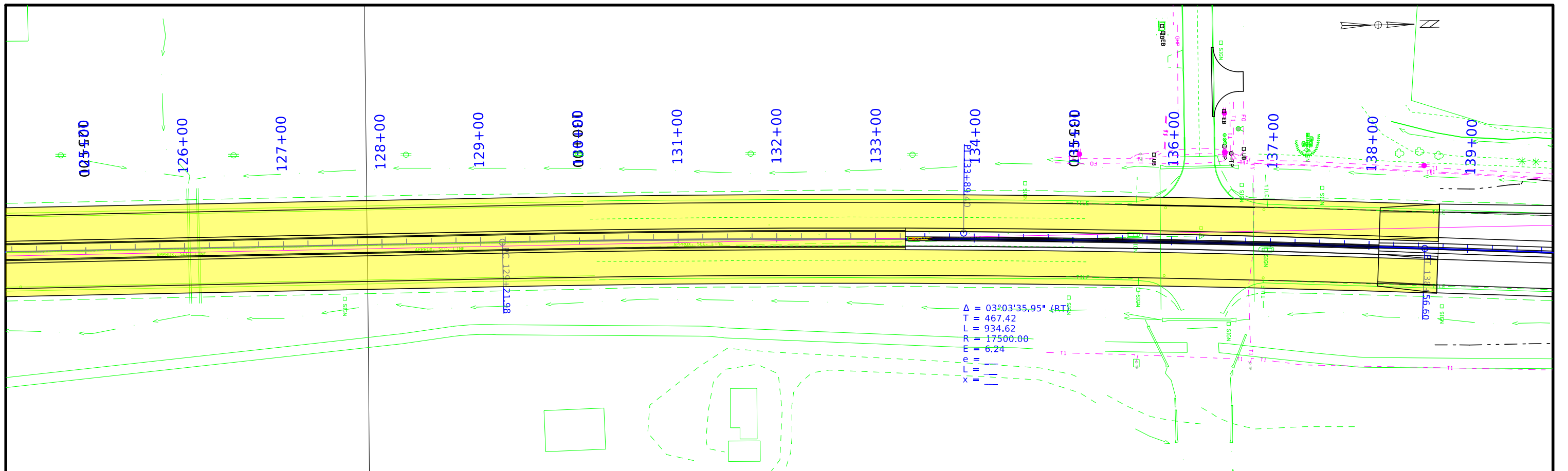
FILE NO. -	ENGLISH	DESIGN TEAM AECOM	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-027-7(3)--3H-07	SHEET NUMBER DR.1
------------	---------	-------------------	-------------------	-------------------------------------	-------------------



FILE NO. -	ENGLISH	DESIGN TEAM AECOM	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-027-7(3)--3H-07	SHEET NUMBER DR.2
------------	---------	-------------------	-------------------	-------------------------------------	-------------------

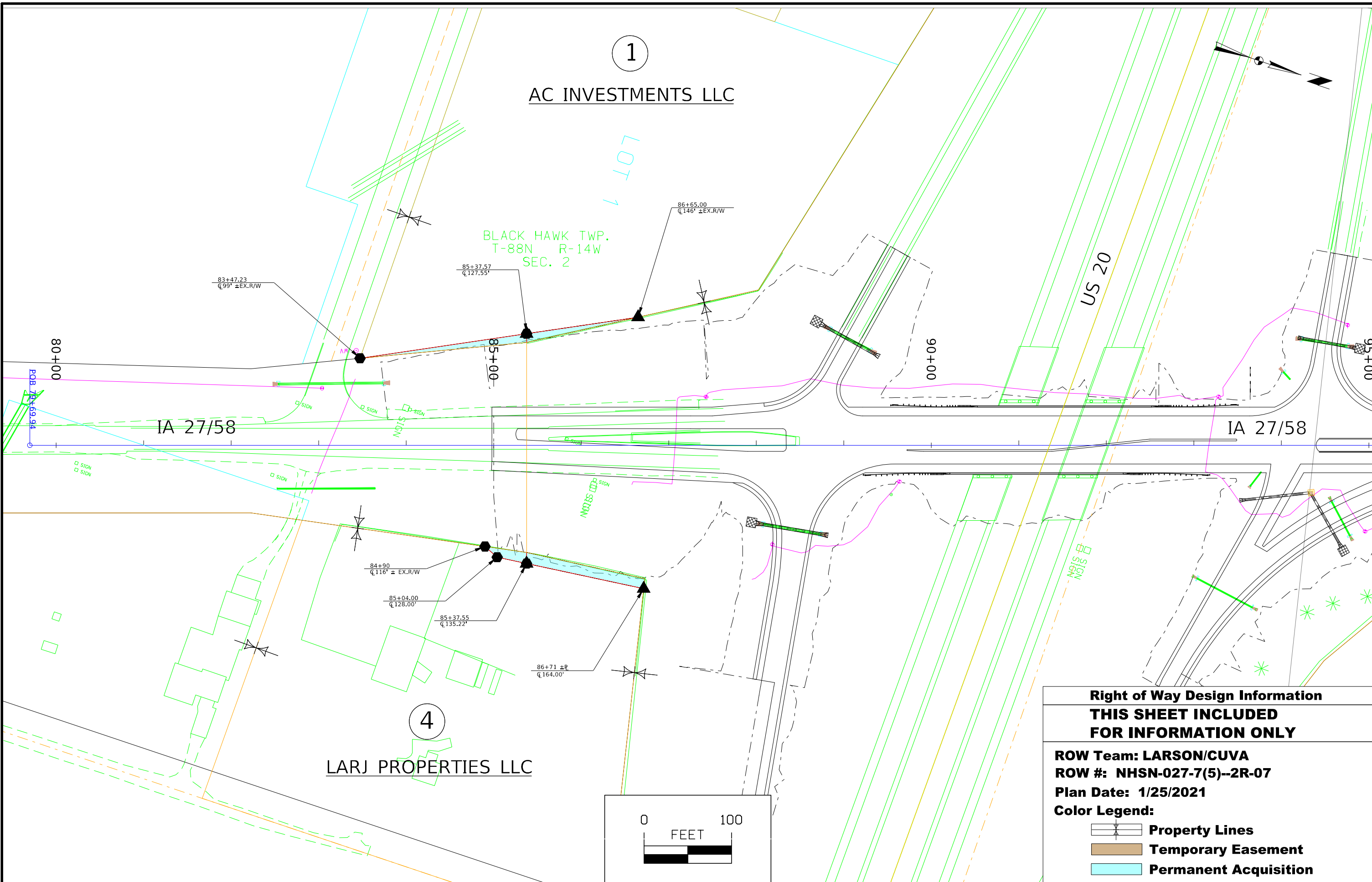


FILE NO. -	ENGLISH	DESIGN TEAM AECOM	BLACK HAWK COUNTY	PROJECT NUMBER NHSX-027-7(3)--3H-07	SHEET NUMBER DR.3
------------	---------	-------------------	-------------------	-------------------------------------	-------------------



NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

ACCESS CONTROL PREVIOUSLY ACQUIRED.



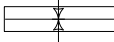
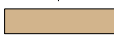
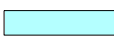
①  
AC INVESTMENTS LLC

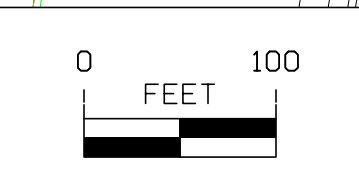
BLACK HAWK TWP.  
T-88N R-14W  
SEC. 2

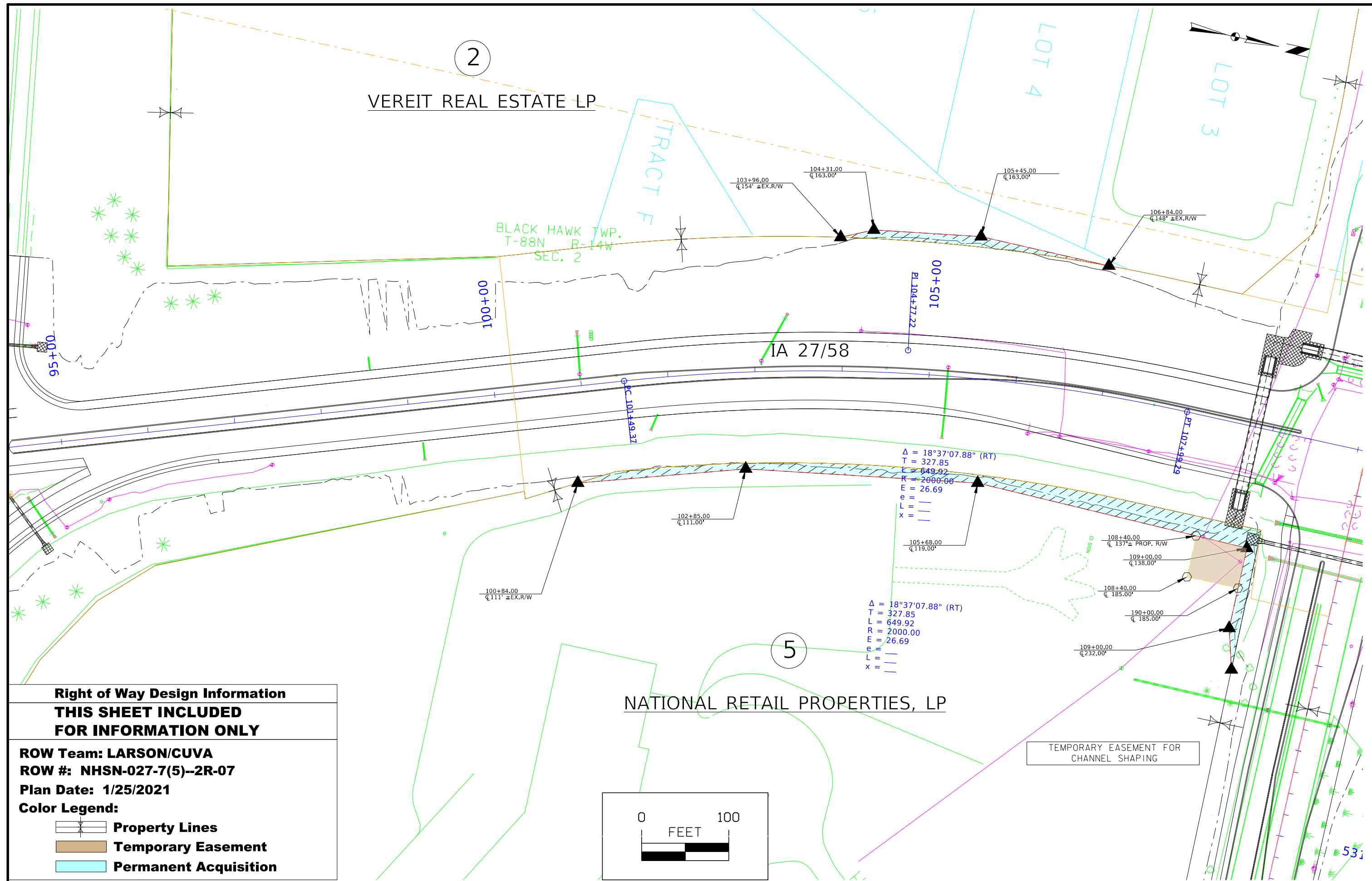
④  
LARJ PROPERTIES LLC

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

**ROW Team: LARSON/CUVA**  
**ROW #: NHSN-027-7(5)--2R-07**  
**Plan Date: 1/25/2021**  
**Color Legend:**

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



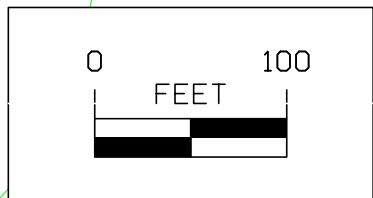


**Right of Way Design Information**  
**THIS SHEET INCLUDED**  
**FOR INFORMATION ONLY**

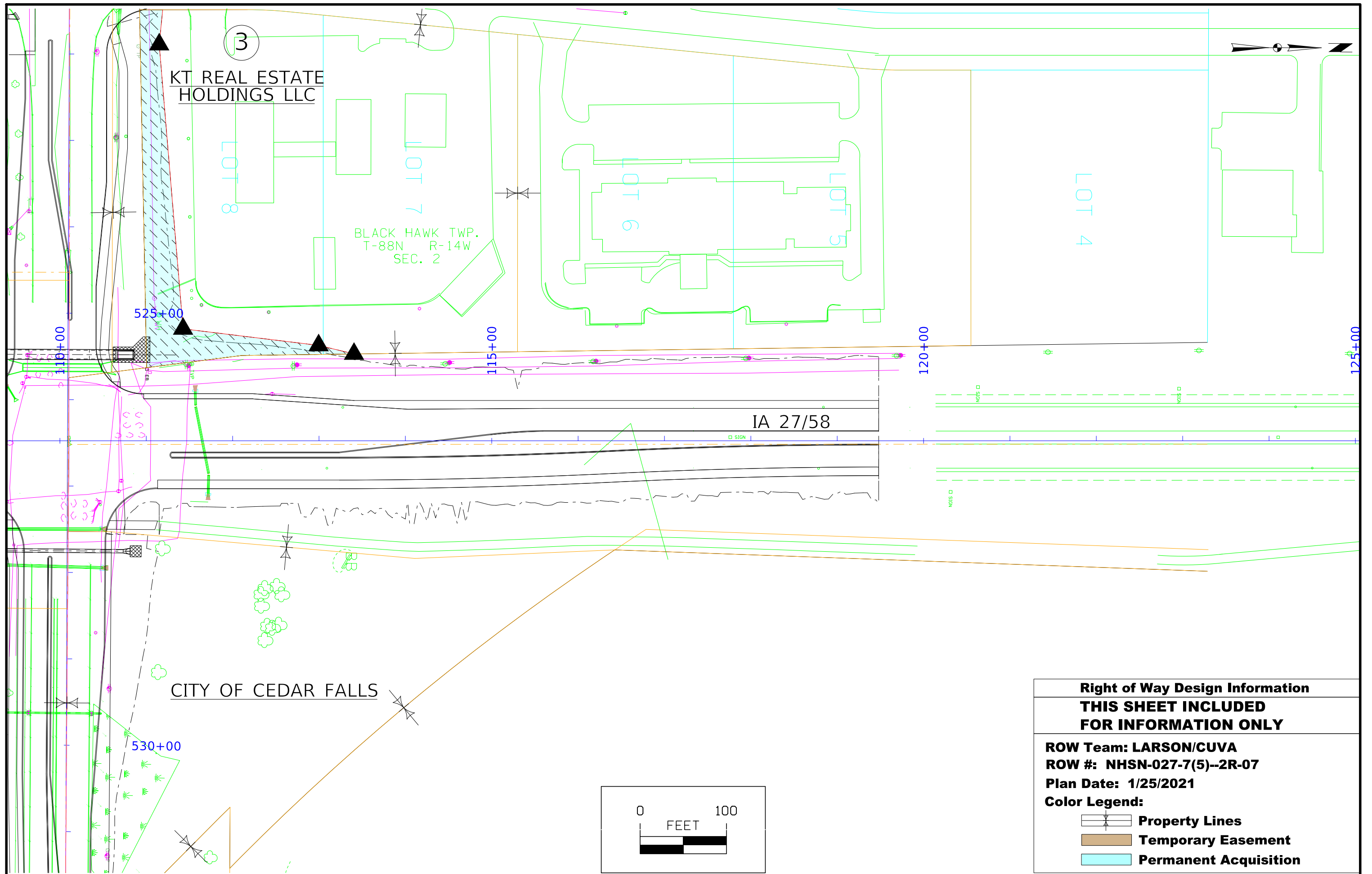
**ROW Team: LARSON/CUVA**  
**ROW #: NHSN-027-7(5)--2R-07**  
**Plan Date: 1/25/2021**

**Color Legend:**

-  **Property Lines**
-  **Temporary Easement**
-  **Permanent Acquisition**







KT REAL ESTATE HOLDINGS LLC

BLACK HAWK TWP.  
T-88N R-14W  
SEC. 2

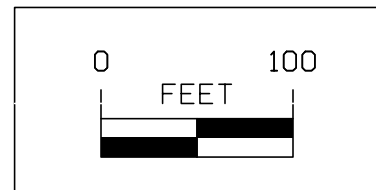
IA 27/58

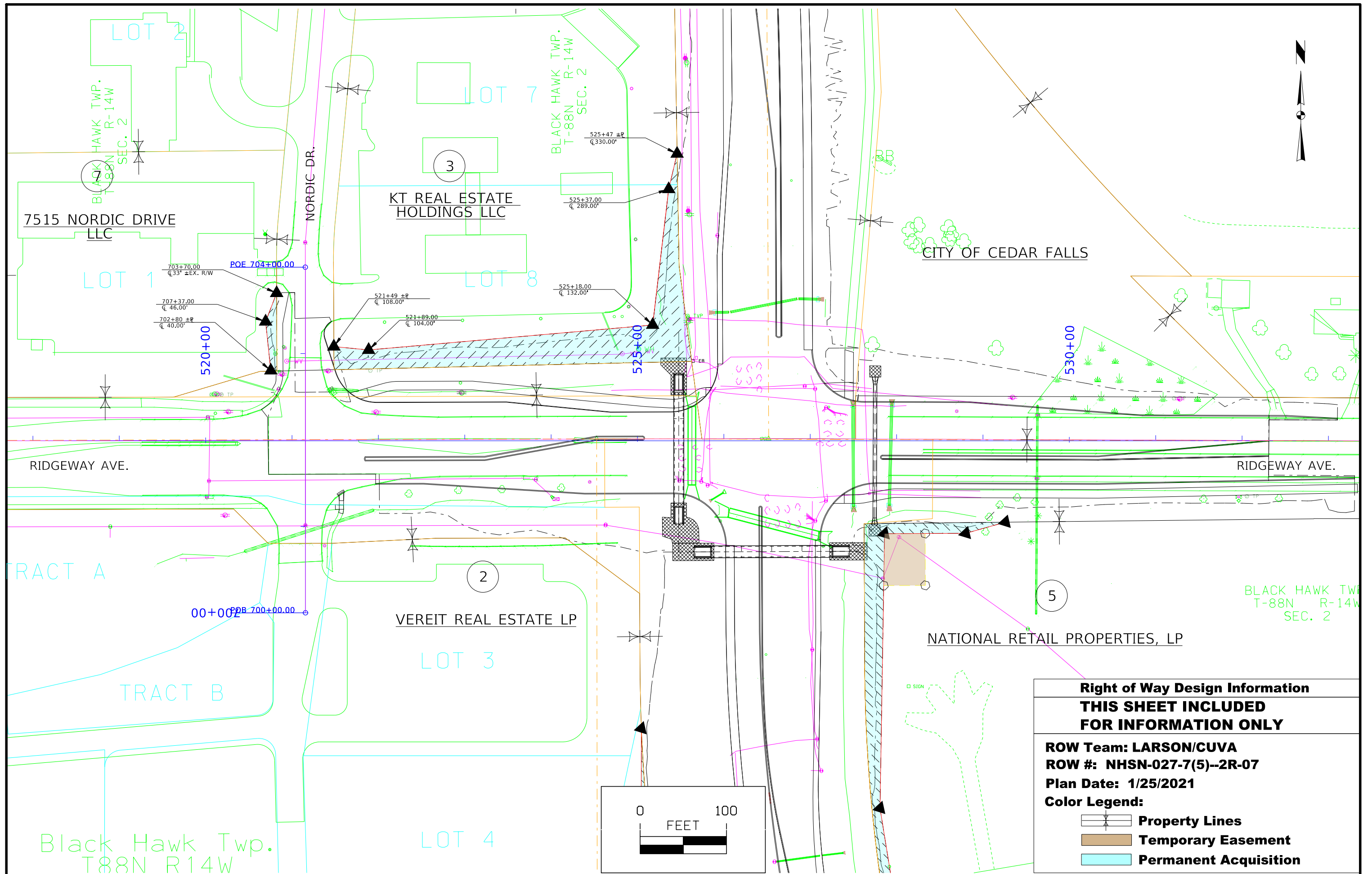
CITY OF CEDAR FALLS

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

**ROW Team: LARSON/CUVA**  
**ROW #: NHSN-027-7(5)--2R-07**  
**Plan Date: 1/25/2021**

**Color Legend:**  
 **Property Lines**  
 **Temporary Easement**  
 **Permanent Acquisition**

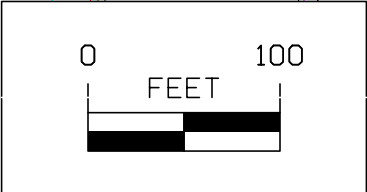











**Right of Way Design Information**  
**THIS SHEET INCLUDED FOR INFORMATION ONLY**

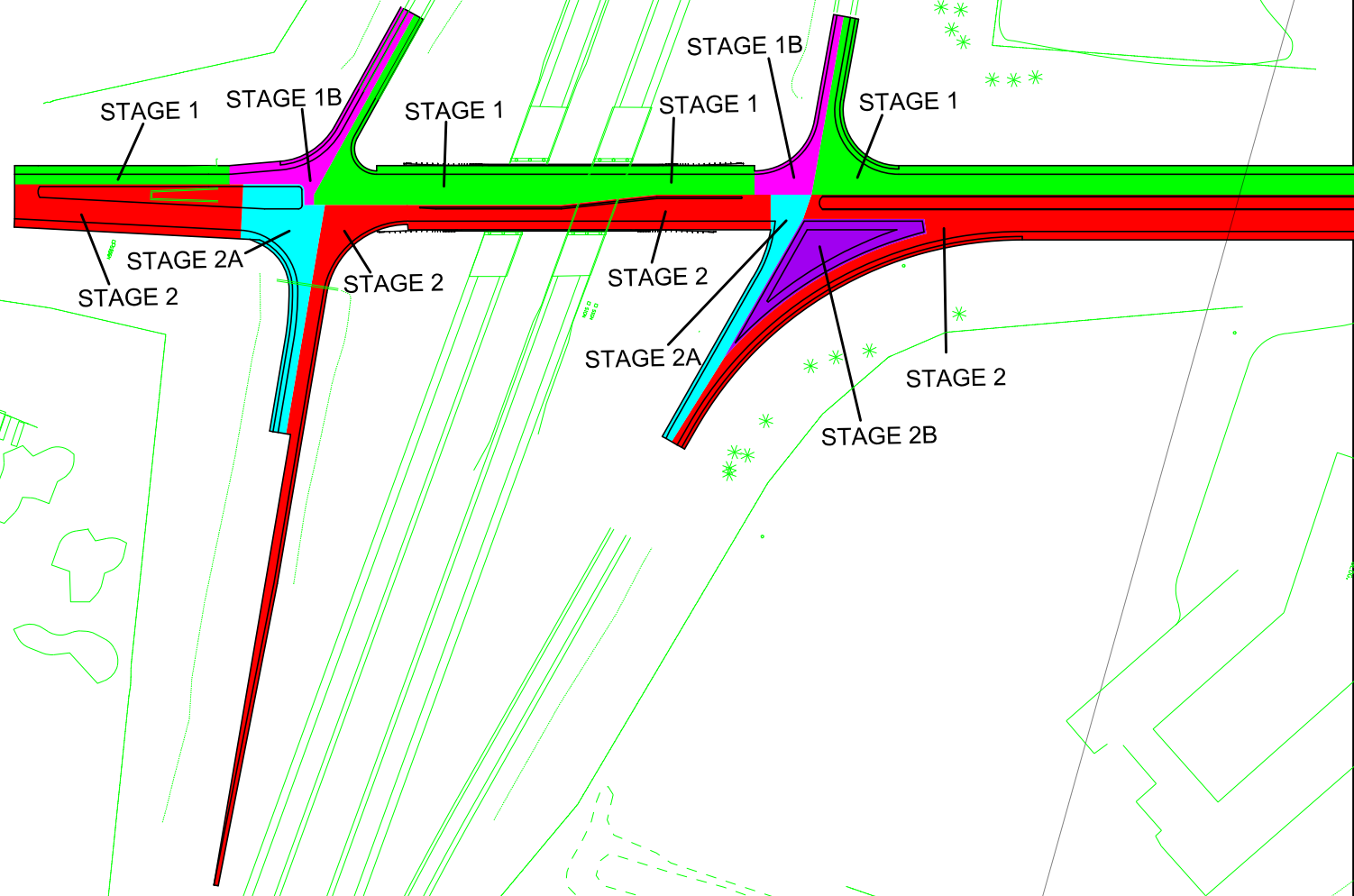
**ROW Team: LARSON/CUVA**  
**ROW #: NHSN-027-7(5)--2R-07**  
**Plan Date: 1/25/2021**  
**Color Legend:**

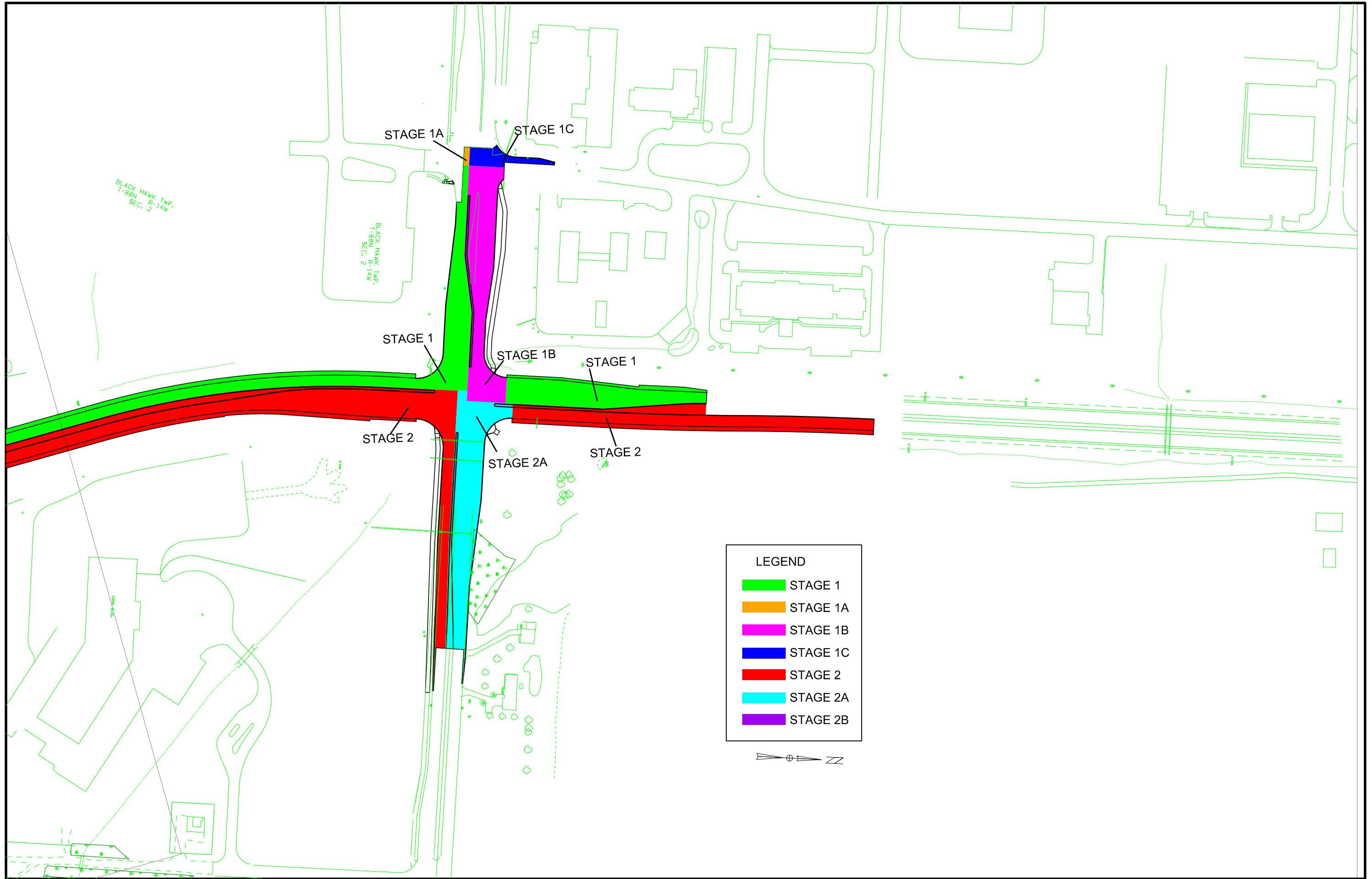
- Property Lines
- Temporary Easement
- Permanent Acquisition





LEGEND	
	STAGE 1
	STAGE 1A
	STAGE 1B
	STAGE 1C
	STAGE 2
	STAGE 2A
	STAGE 2B





BLACK HAWK TWP.  
T-88N R-14W  
SEC. 2

STAGE 1A

STAGE 1C

STAGE 1

STAGE 1B

STAGE 1

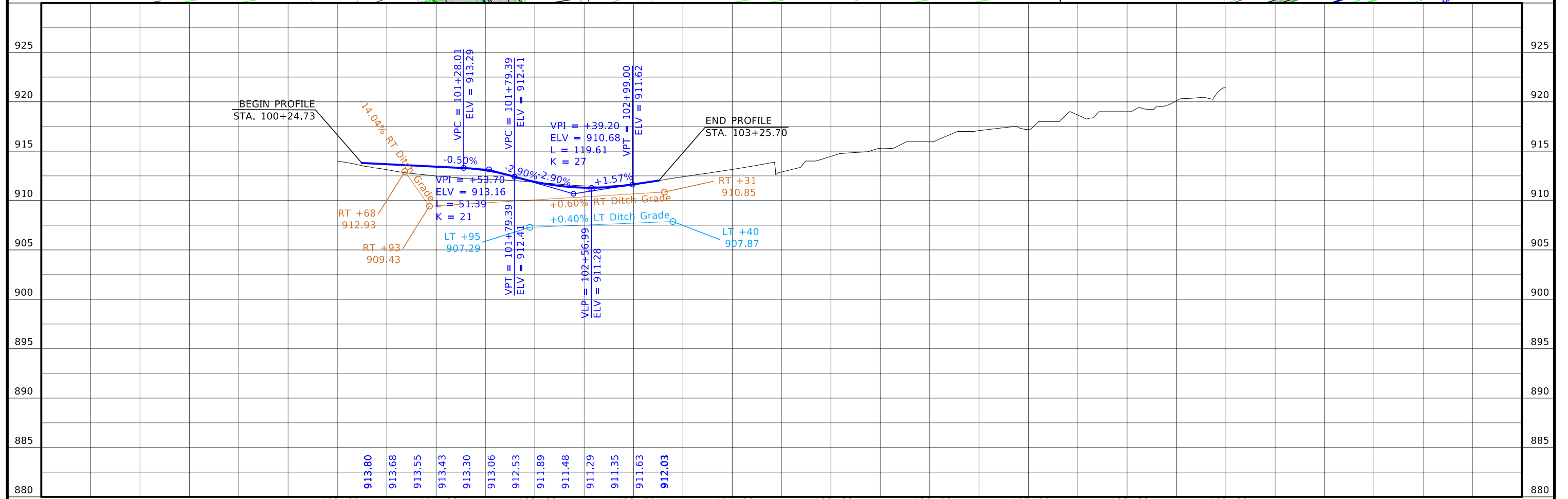
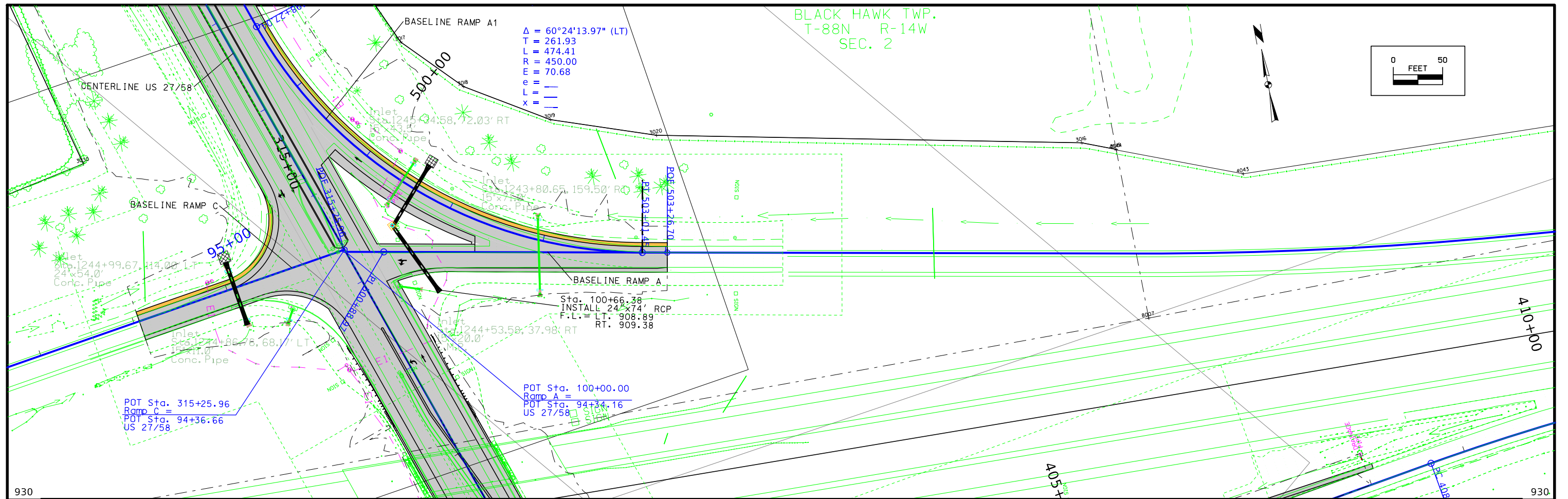
STAGE 2

STAGE 2A

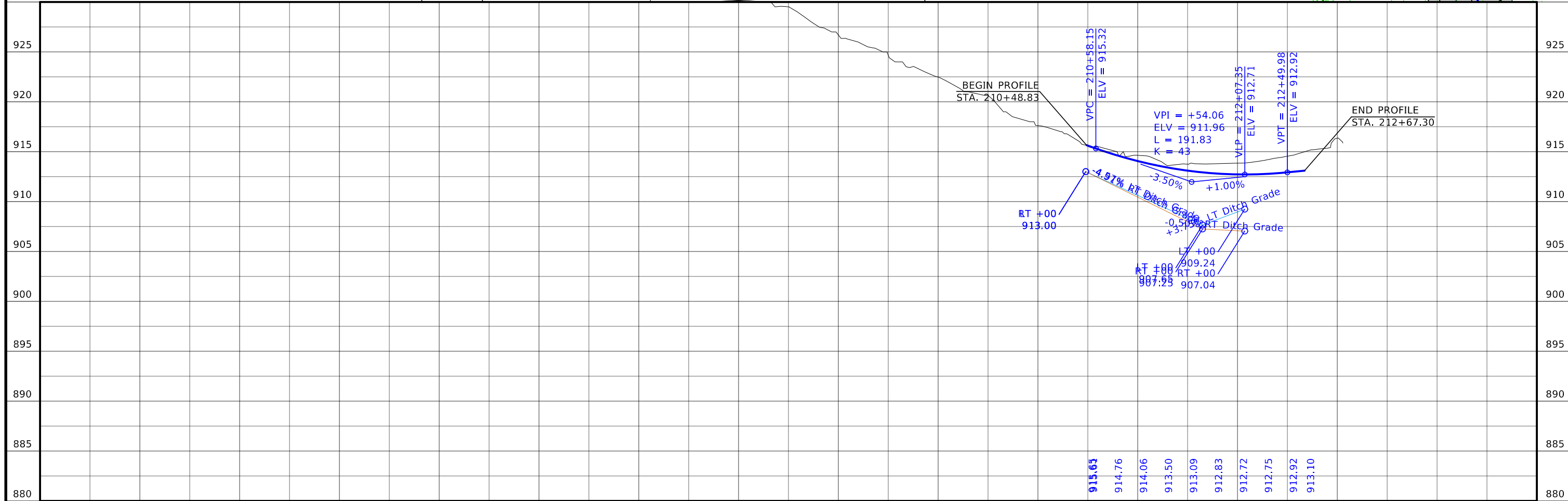
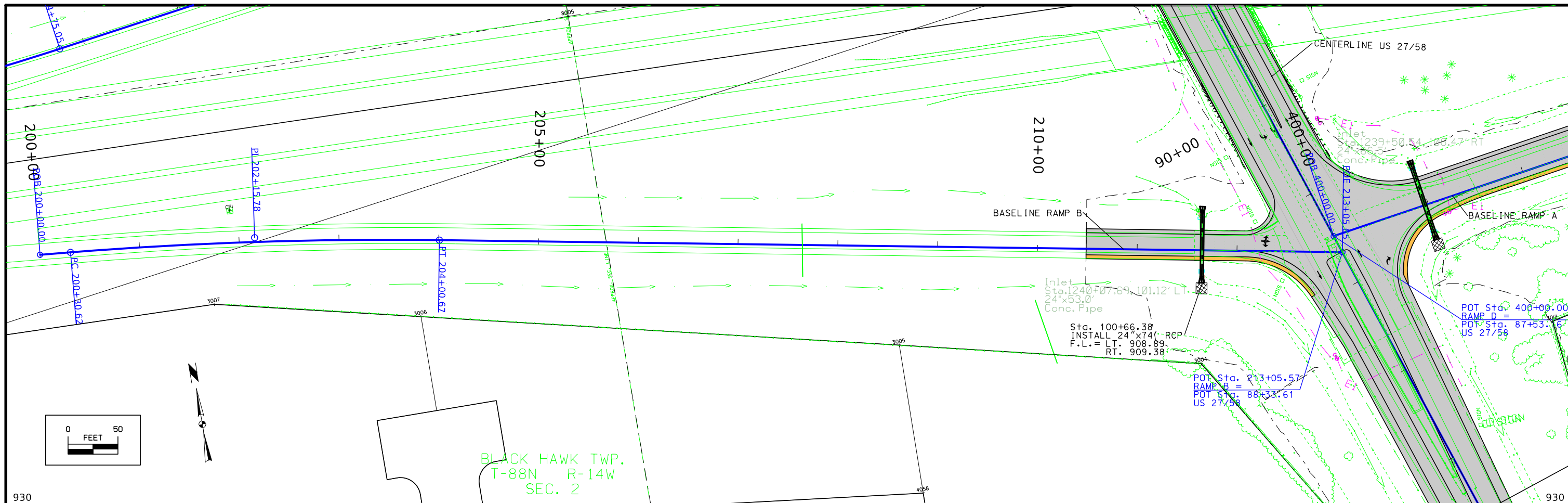
STAGE 2

LEGEND	
<span style="color: green;">■</span>	STAGE 1
<span style="color: orange;">■</span>	STAGE 1A
<span style="color: magenta;">■</span>	STAGE 1B
<span style="color: blue;">■</span>	STAGE 1C
<span style="color: red;">■</span>	STAGE 2
<span style="color: cyan;">■</span>	STAGE 2A
<span style="color: purple;">■</span>	STAGE 2B

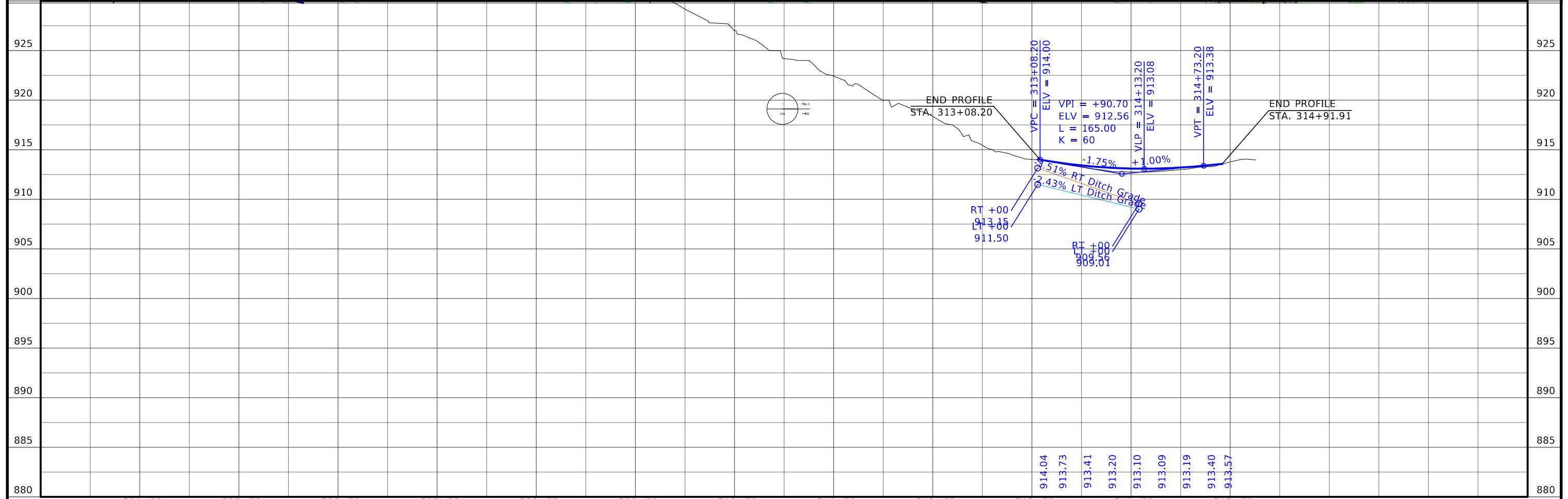
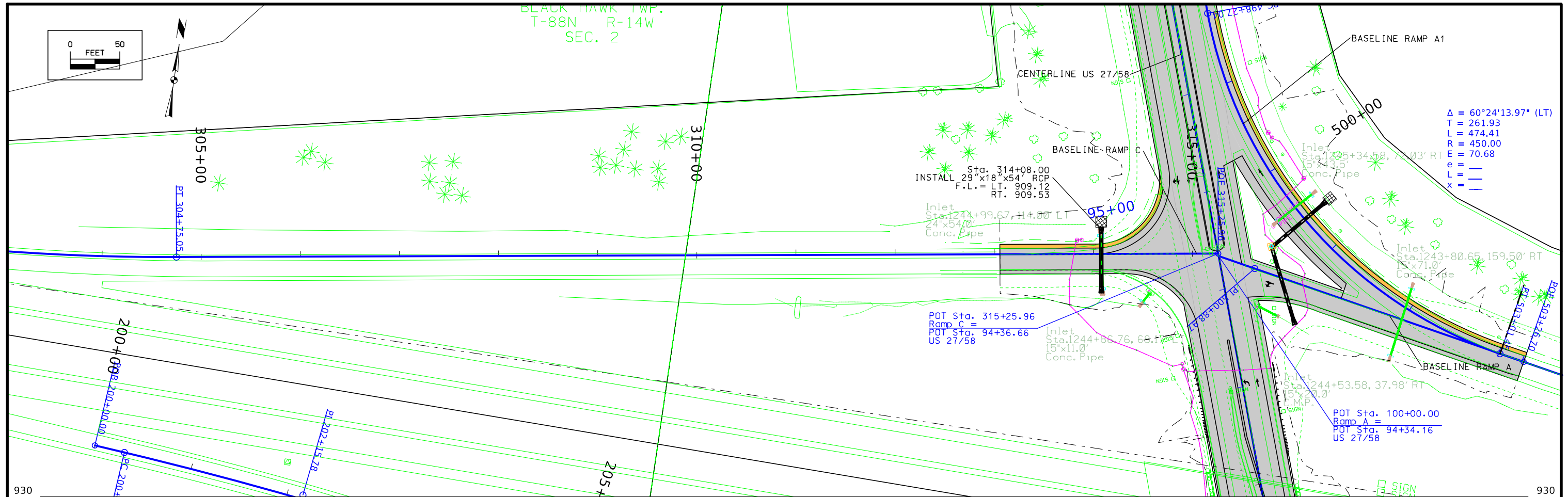
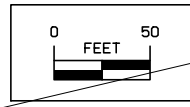








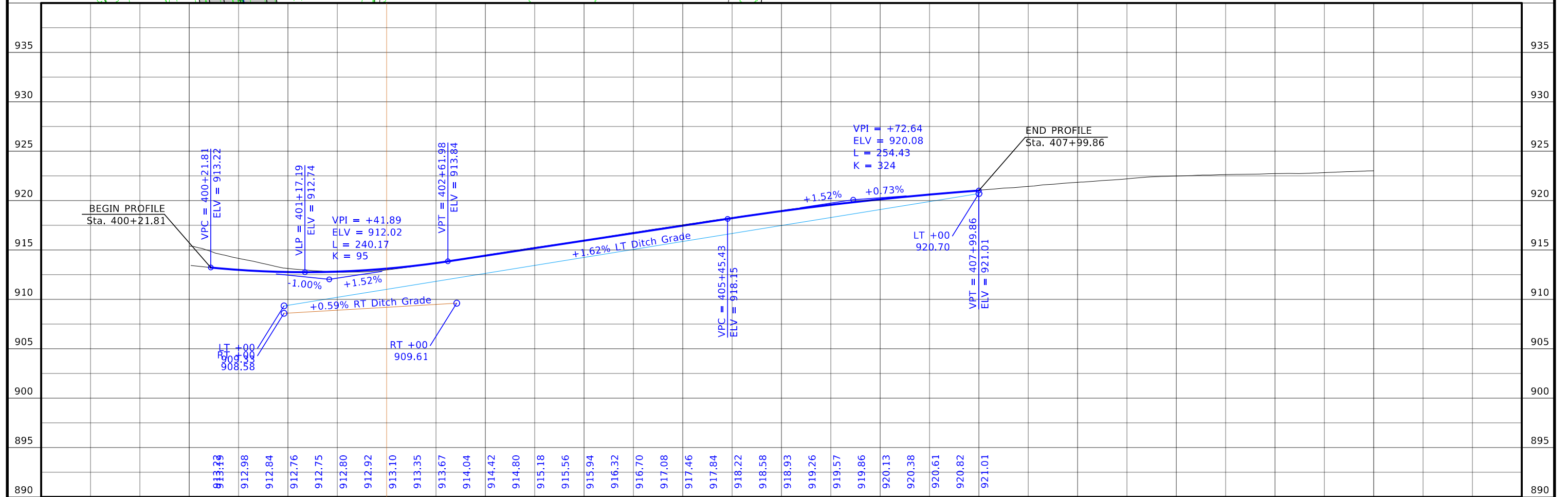
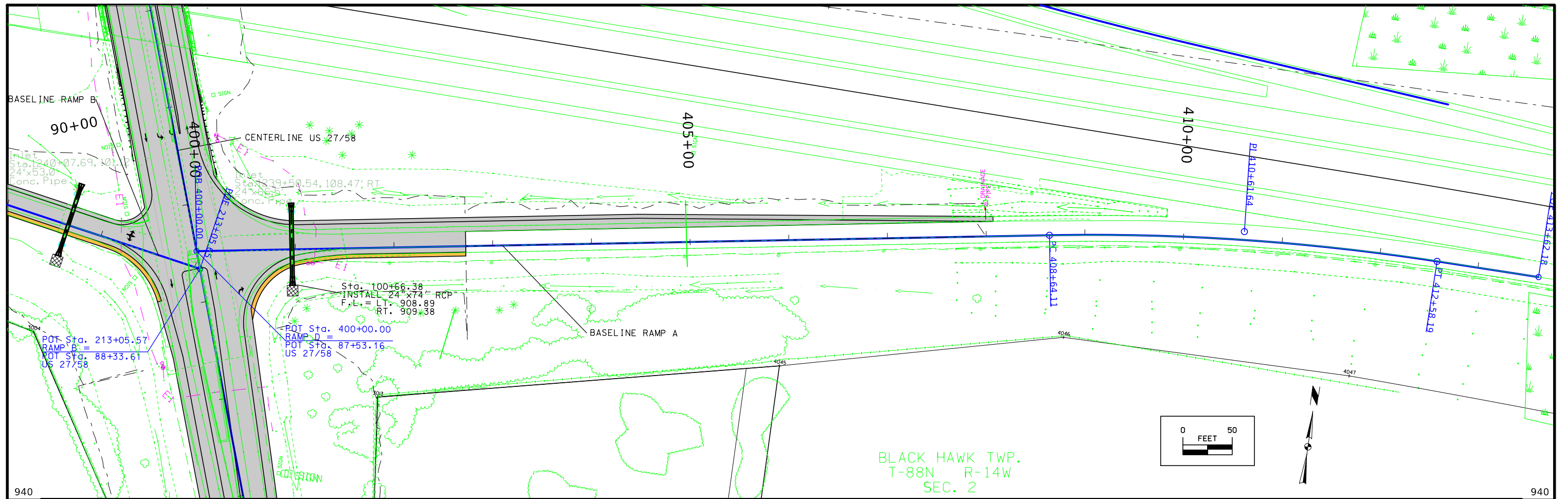
BLACK HAWK TWP.  
T-88N R-14W  
SEC. 2

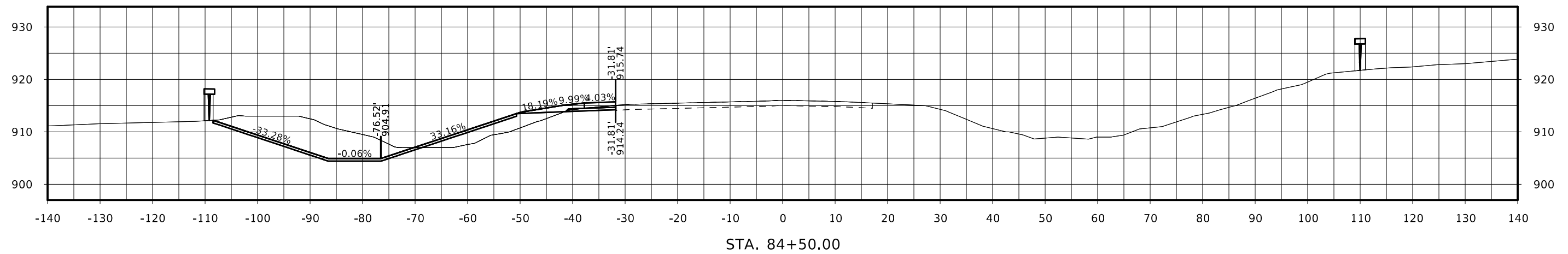
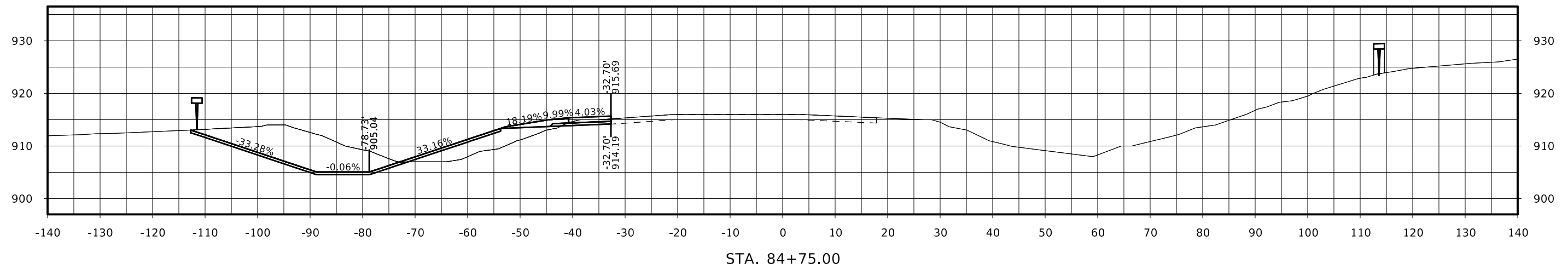
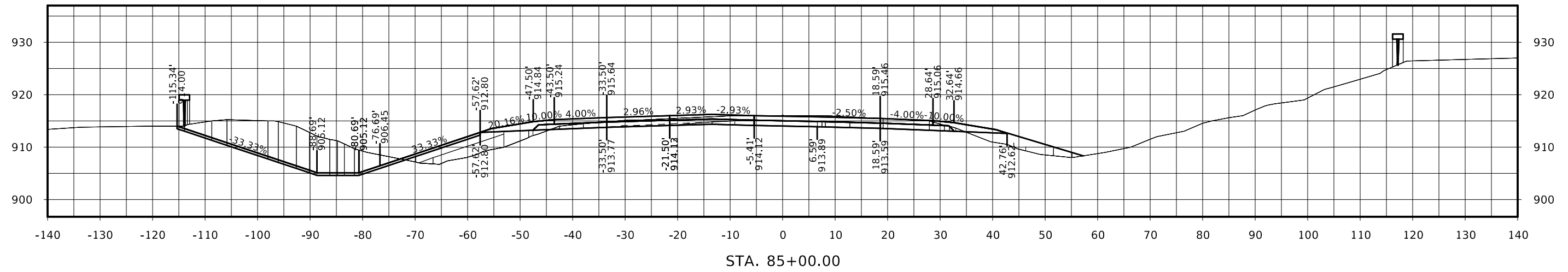


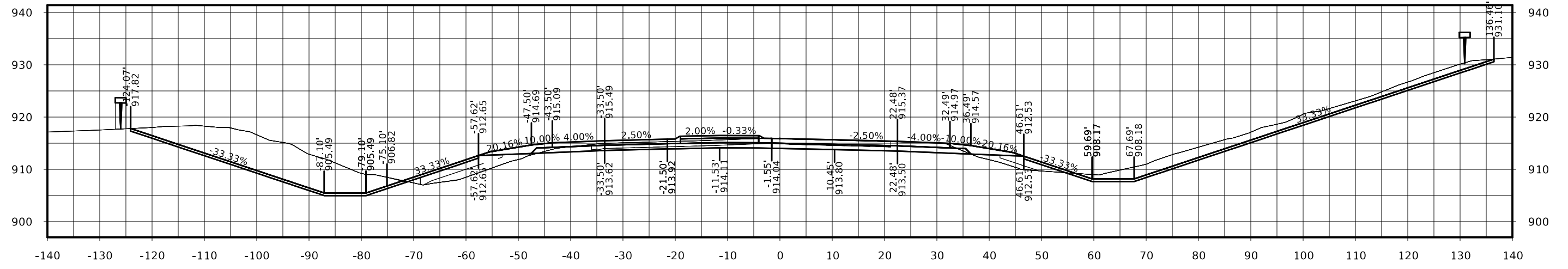
FILE NO.	ENGLISH	DESIGN TEAM	<b>AECOM</b>	<b>BLACK HAWK</b>	COUNTY	PROJECT NUMBER	<b>NHSX-027-7(3)--3H-07</b>	SHEET NUMBER	<b>K.4</b>
----------	---------	-------------	--------------	-------------------	--------	----------------	-----------------------------	--------------	------------



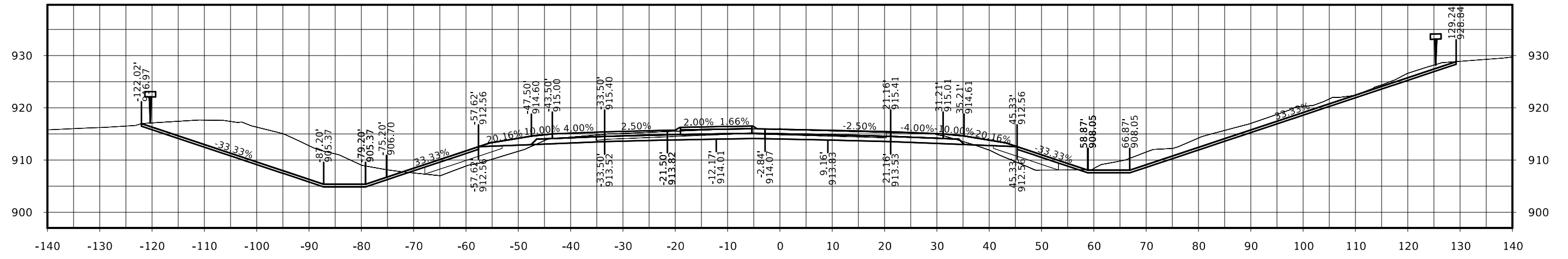




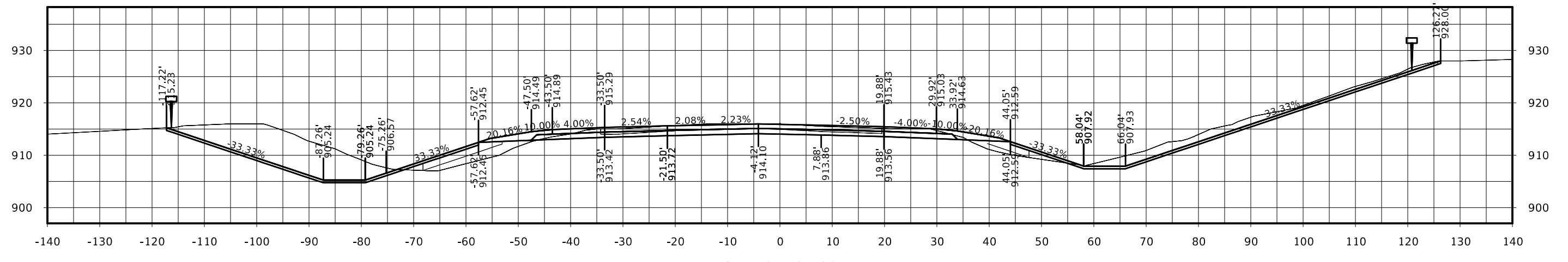




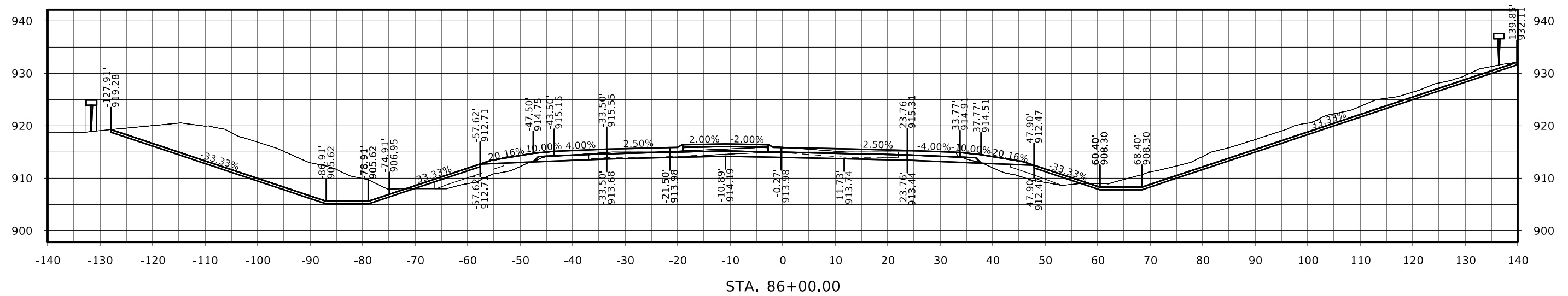
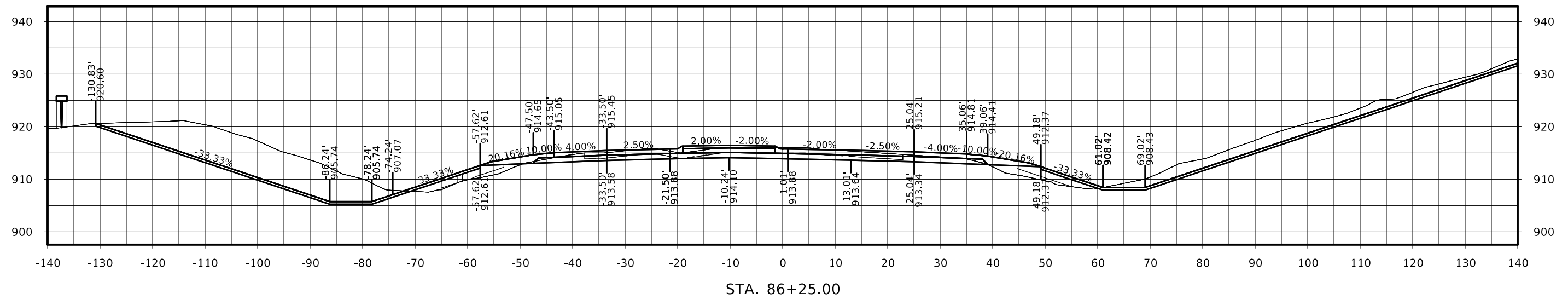
STA. 85+75.00

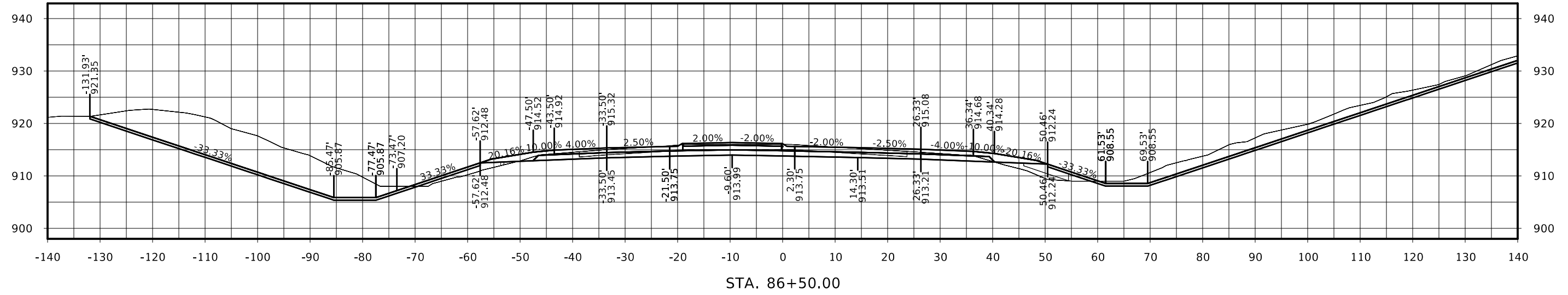
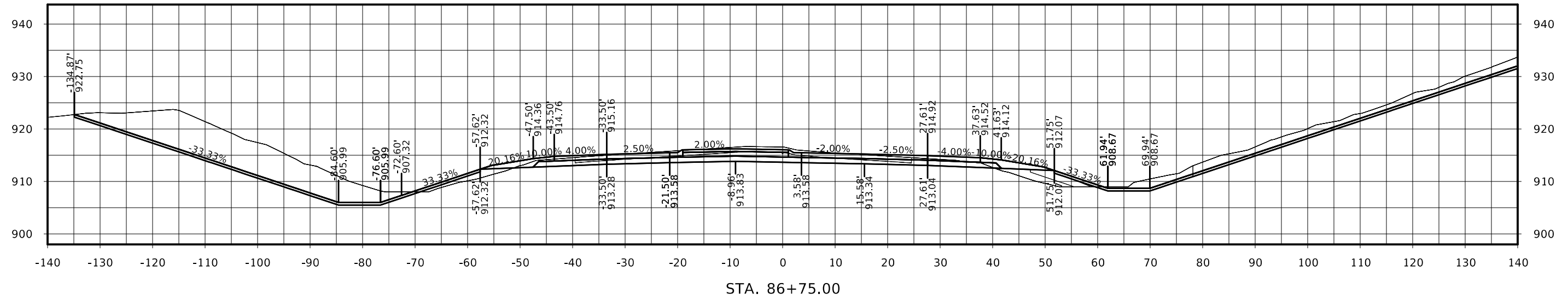
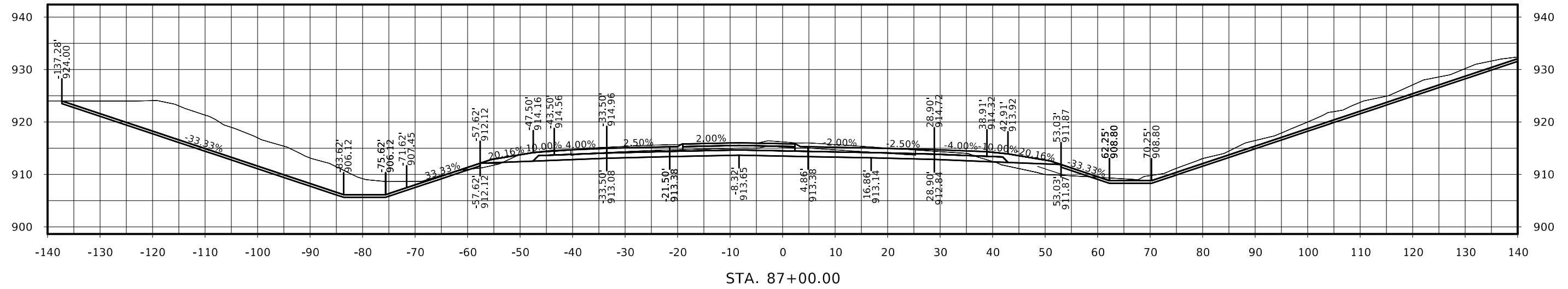


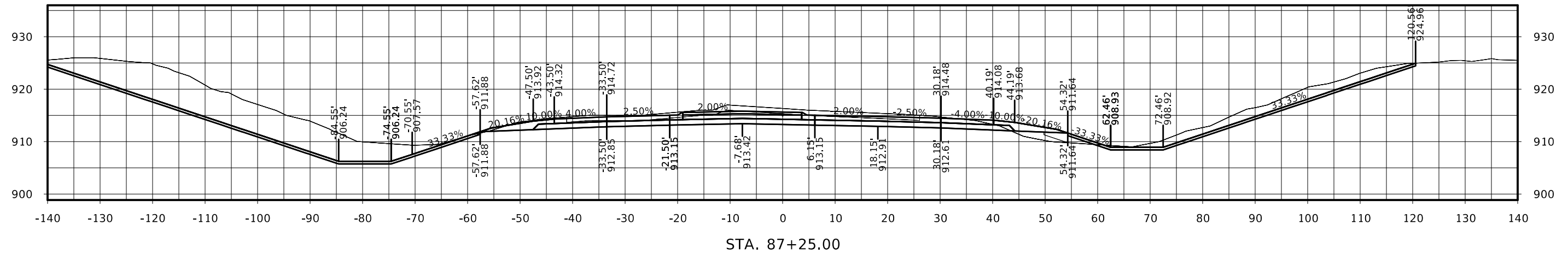
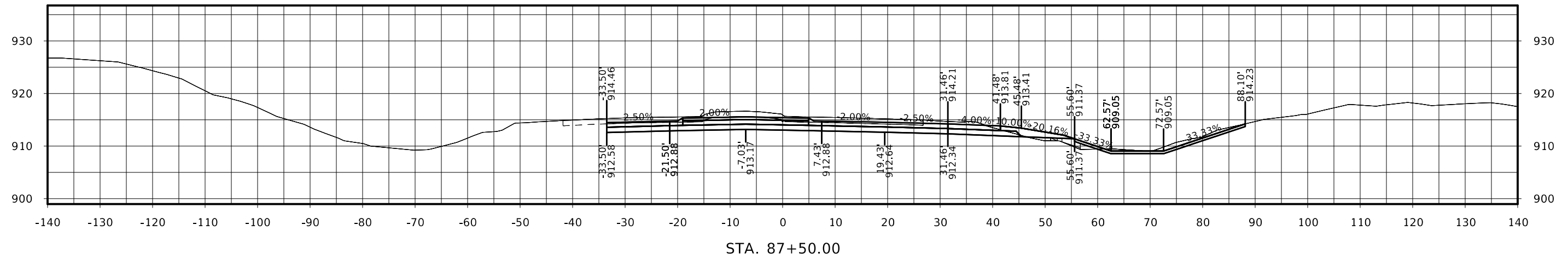
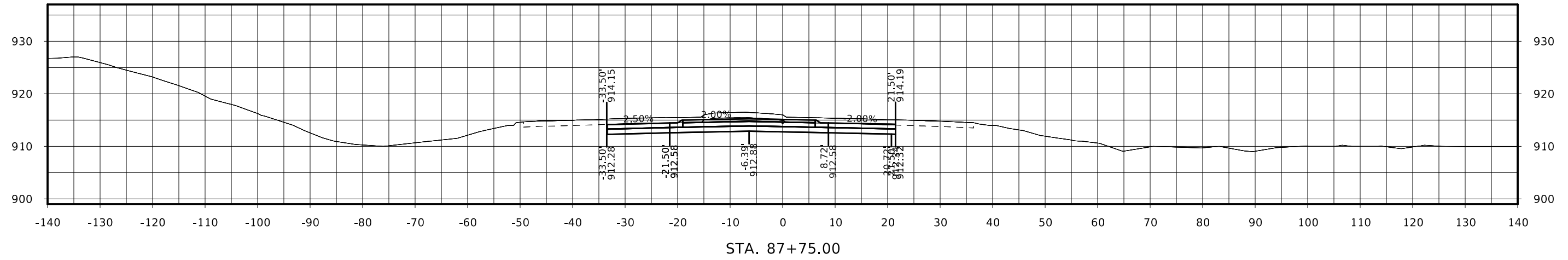
STA. 85+50.00

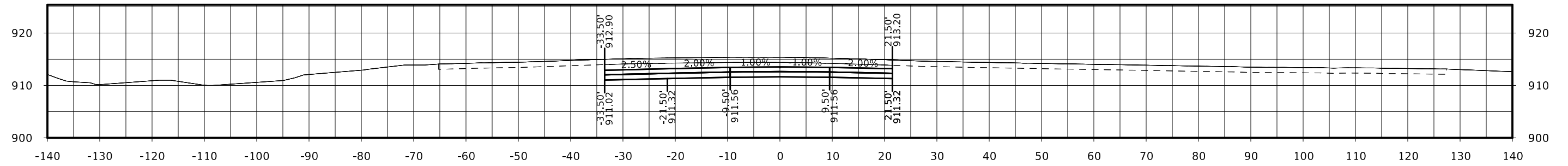


STA. 85+25.00

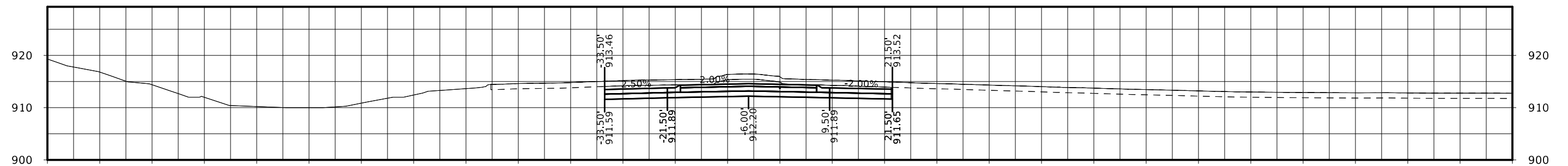




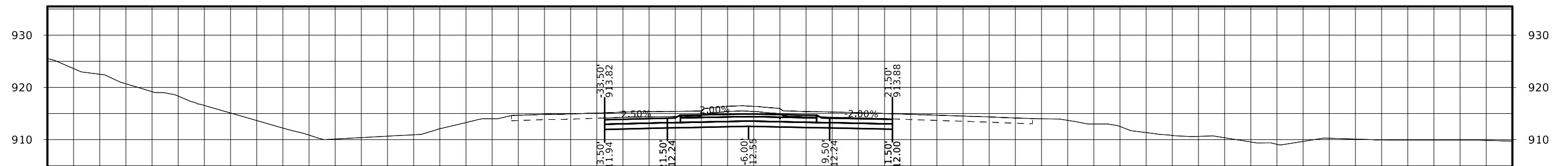




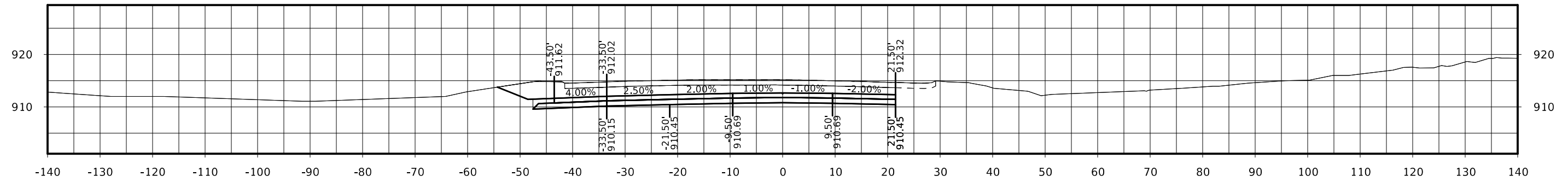
STA. 88+50.00



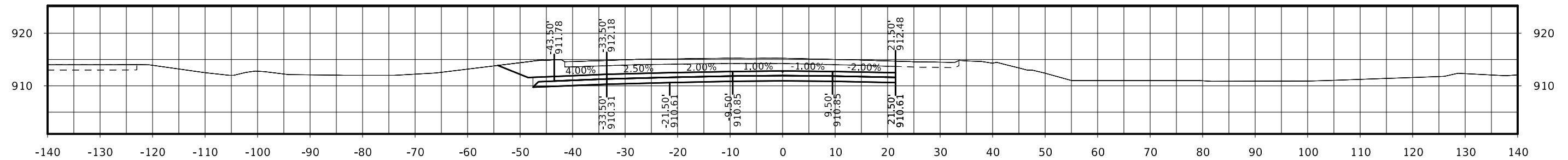
STA. 88+25.00



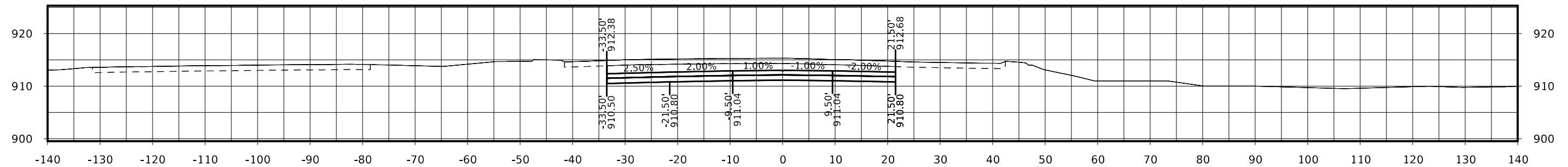
STA. 88+00.00



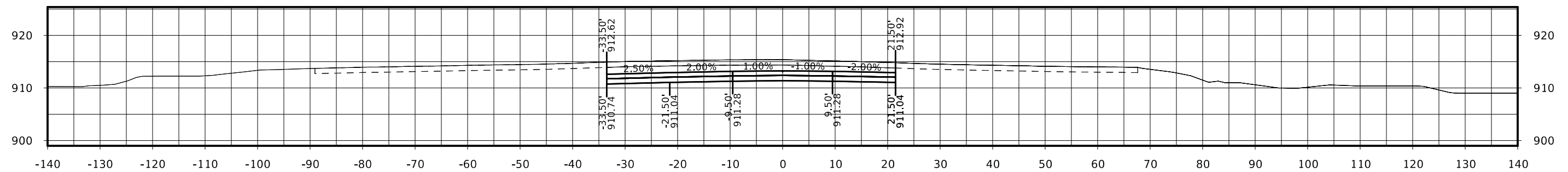
STA. 89+50.00



STA. 89+25.00

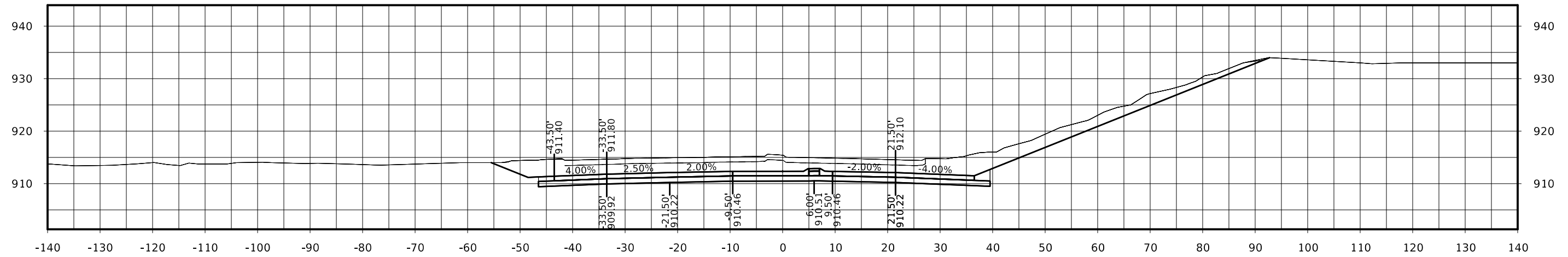


STA. 89+00.00

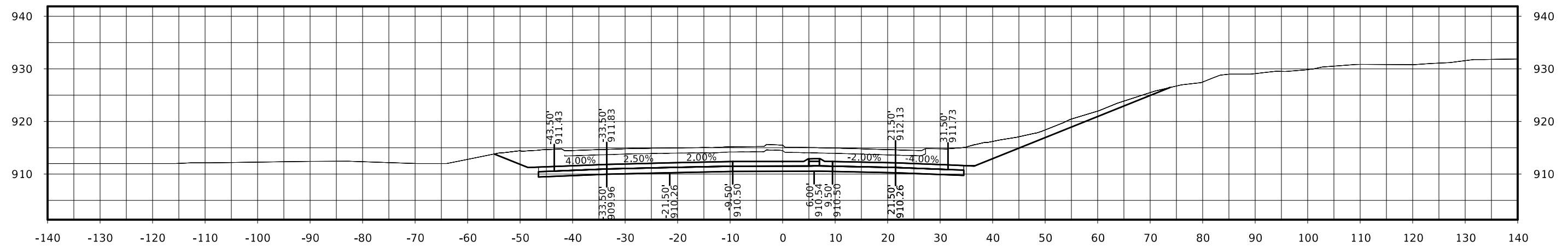


STA. 88+75.00

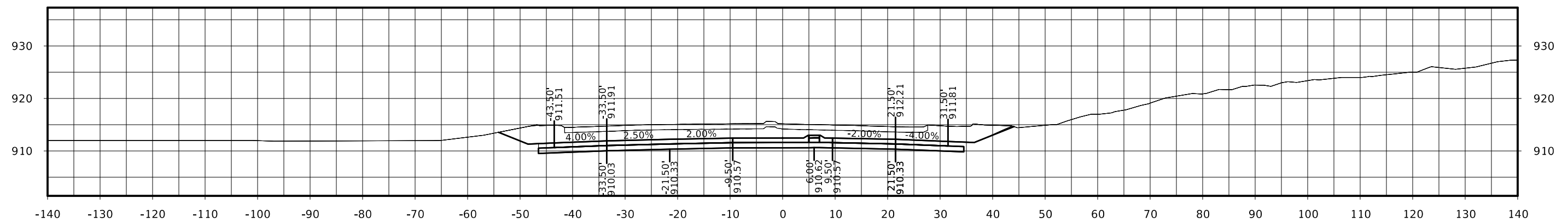




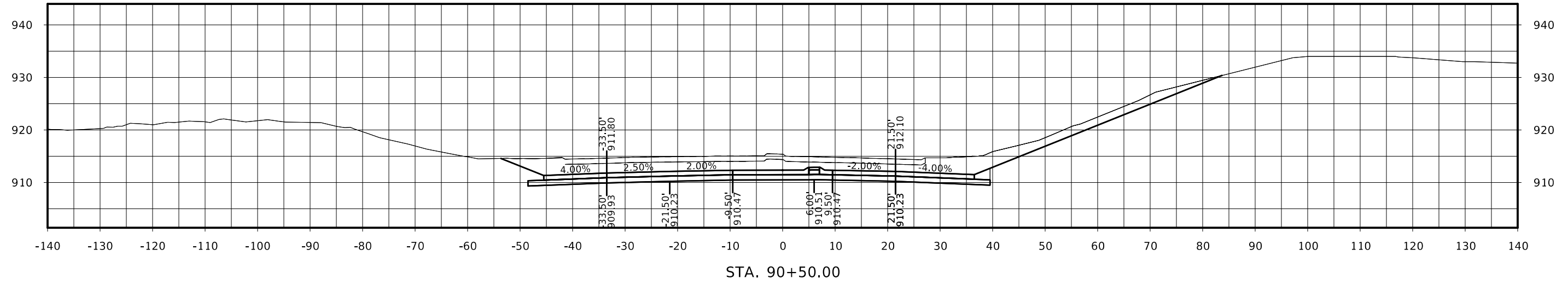
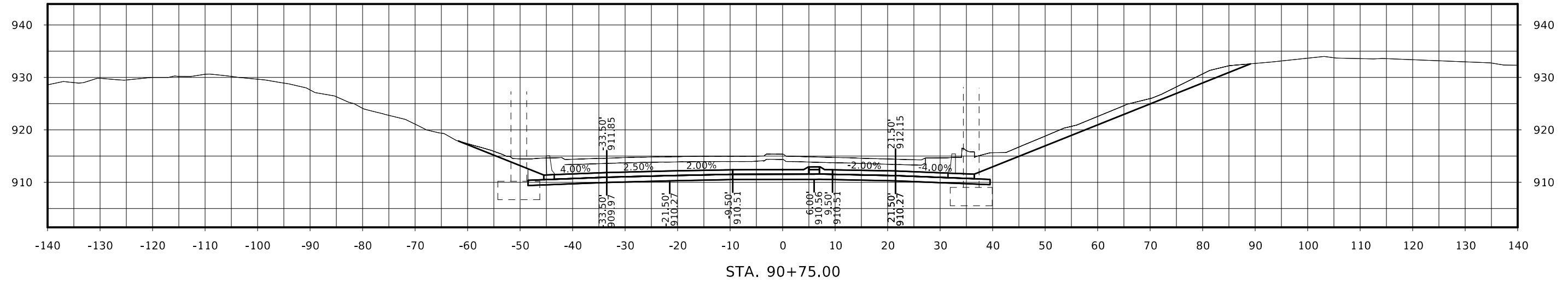
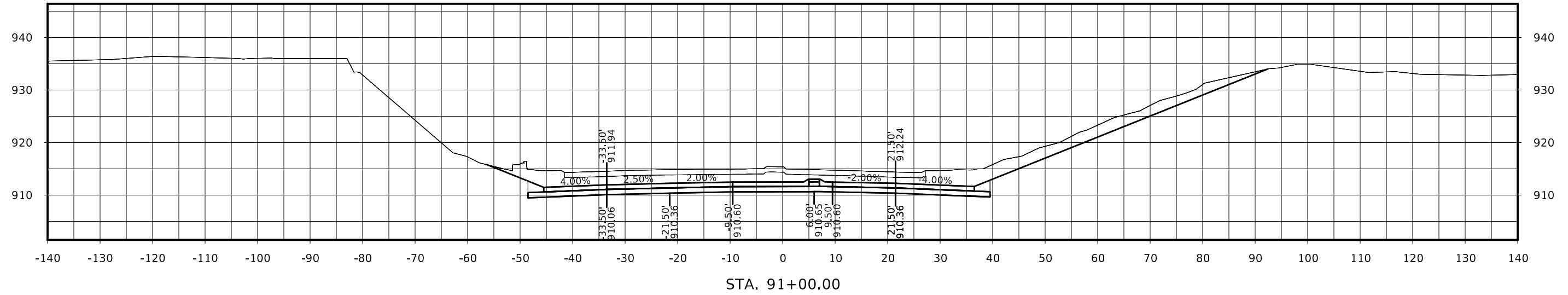
STA. 90+25.00

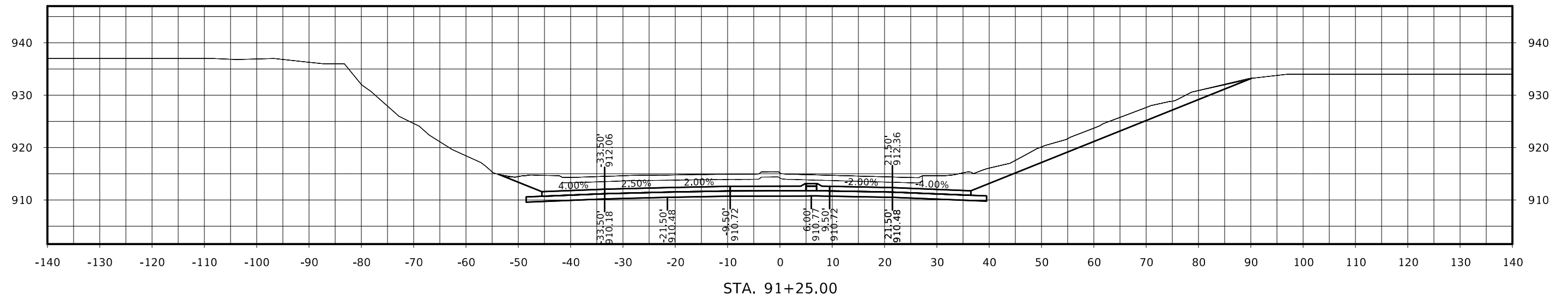
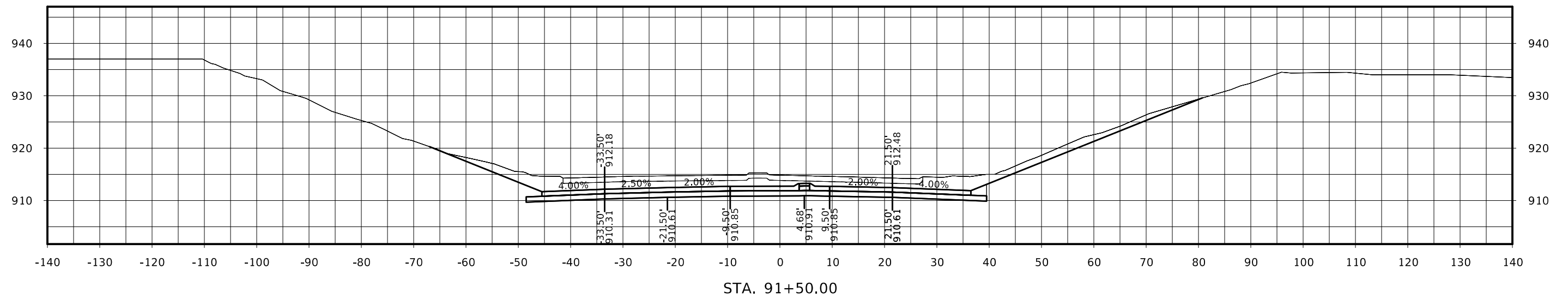


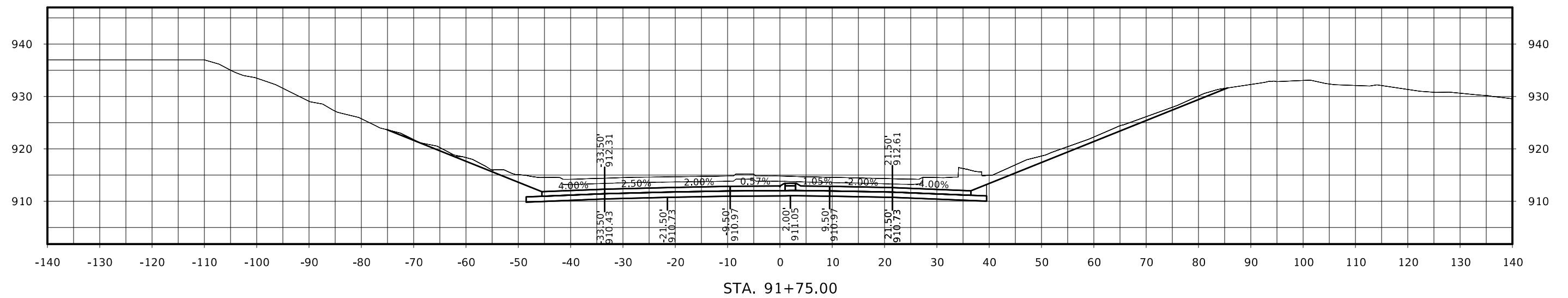
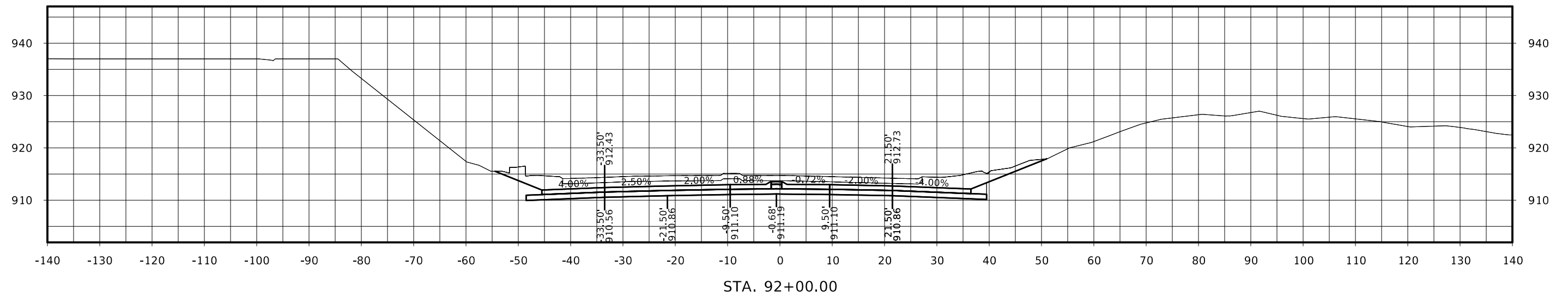
STA. 90+00.00

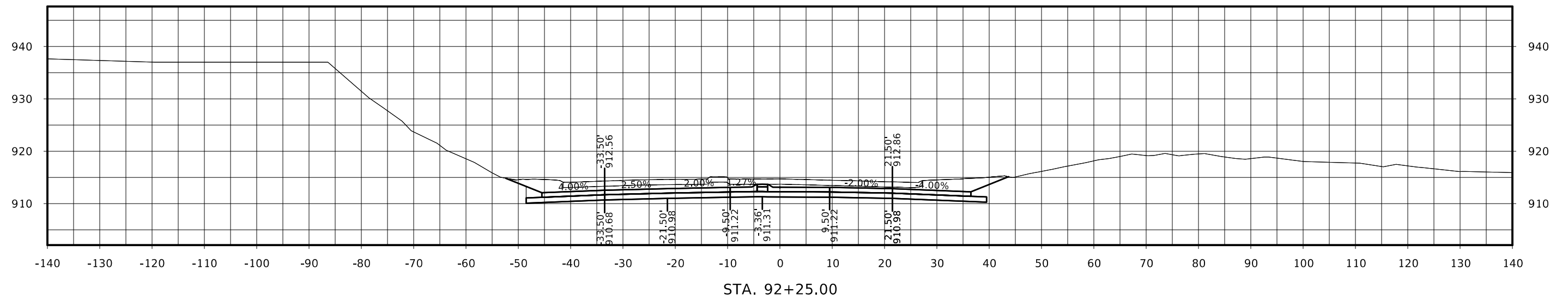
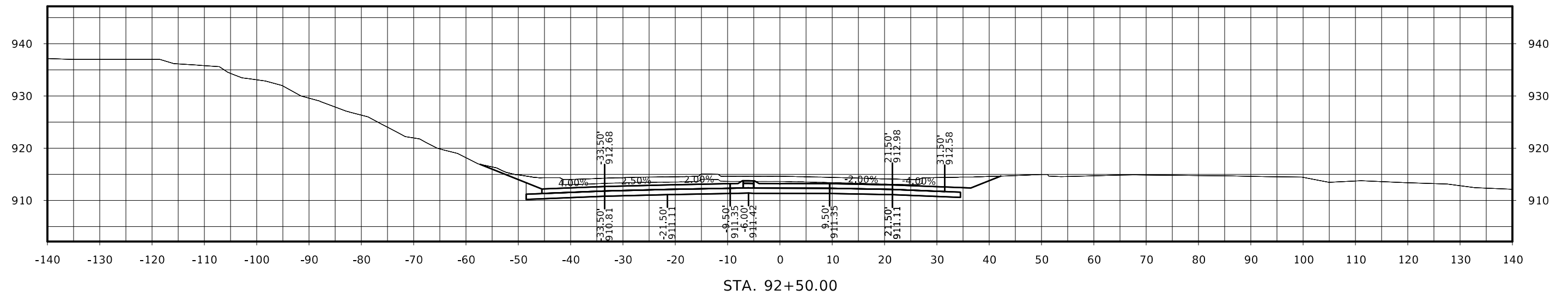


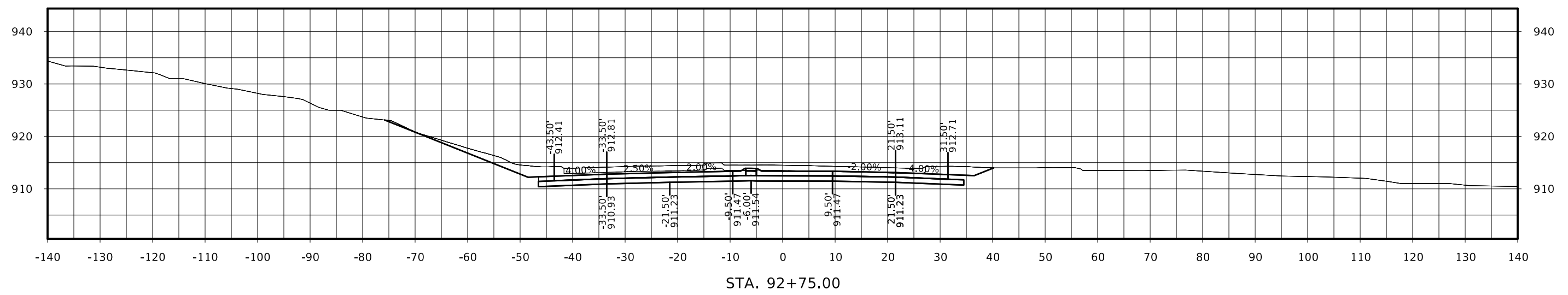
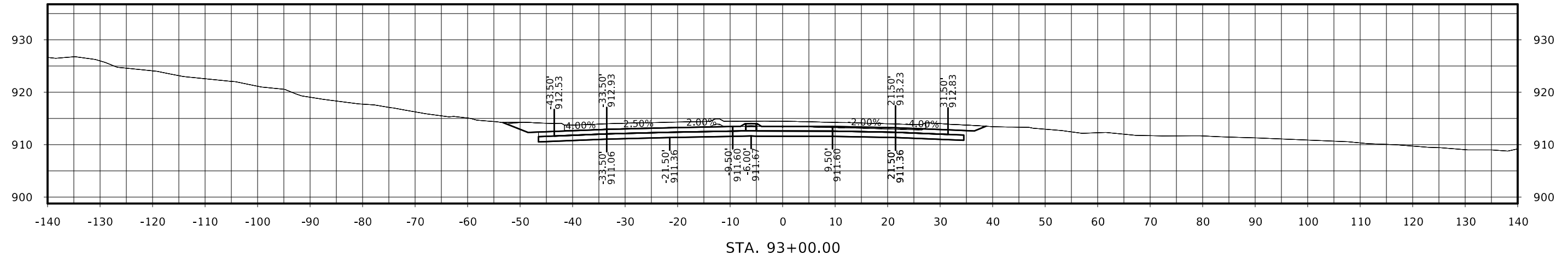
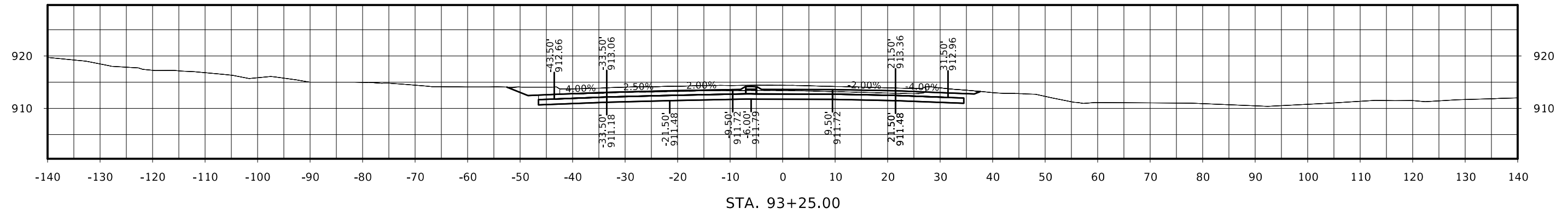
STA. 89+75.00

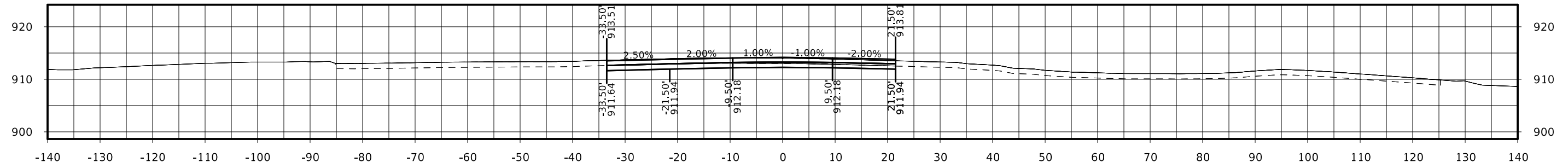




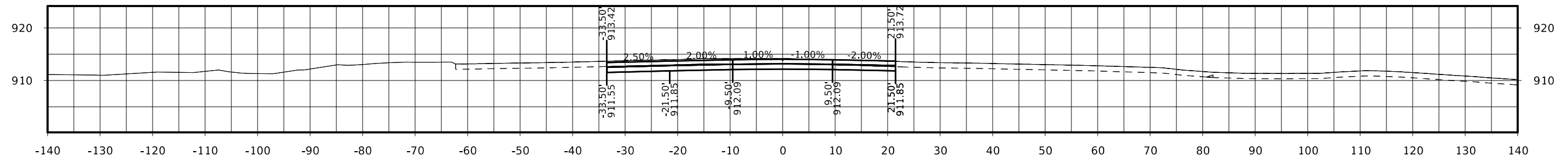




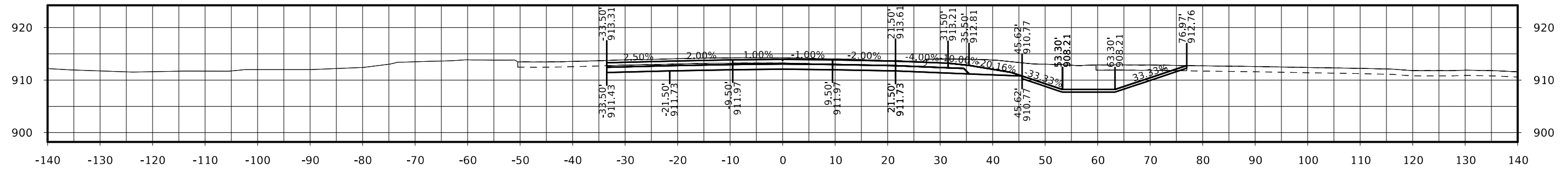




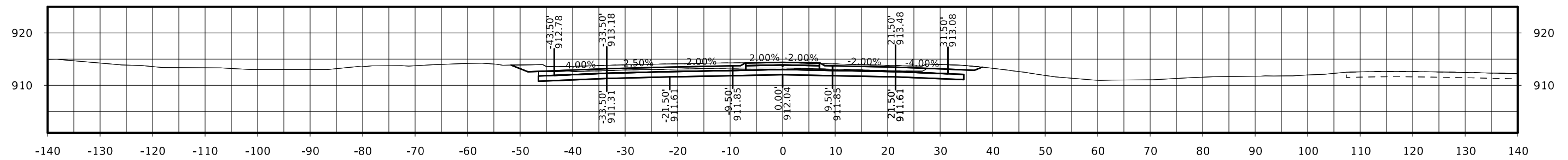
STA. 94+25.00



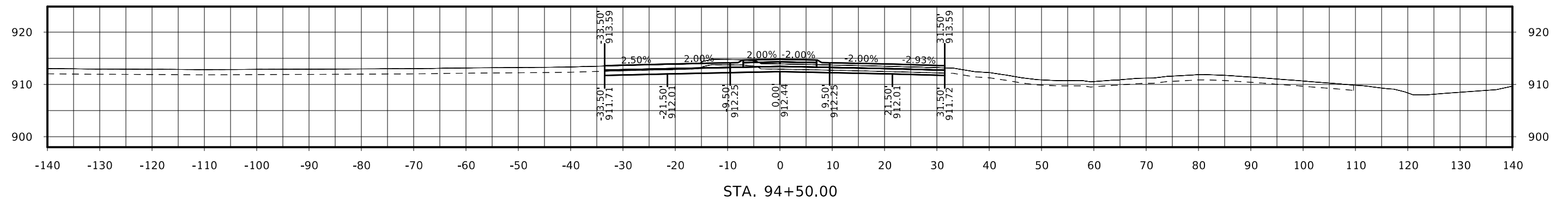
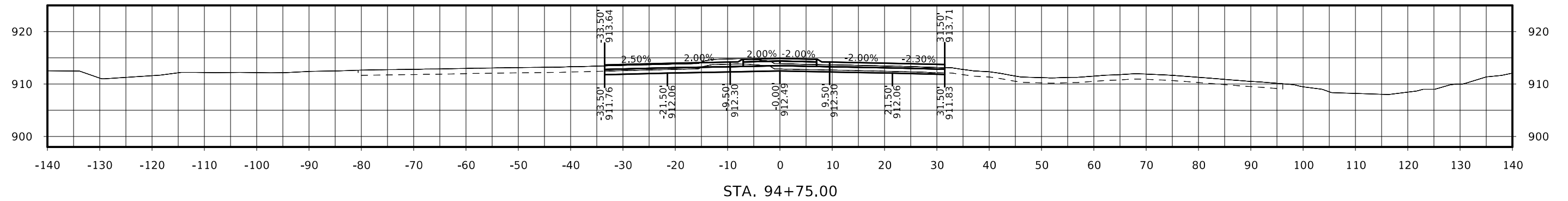
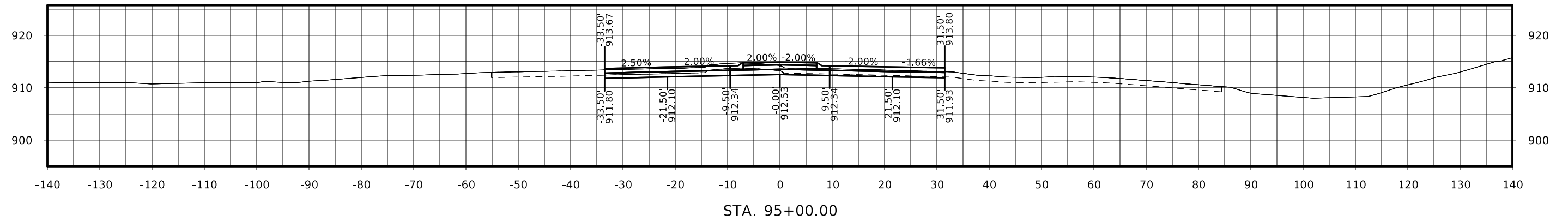
STA. 94+00.00



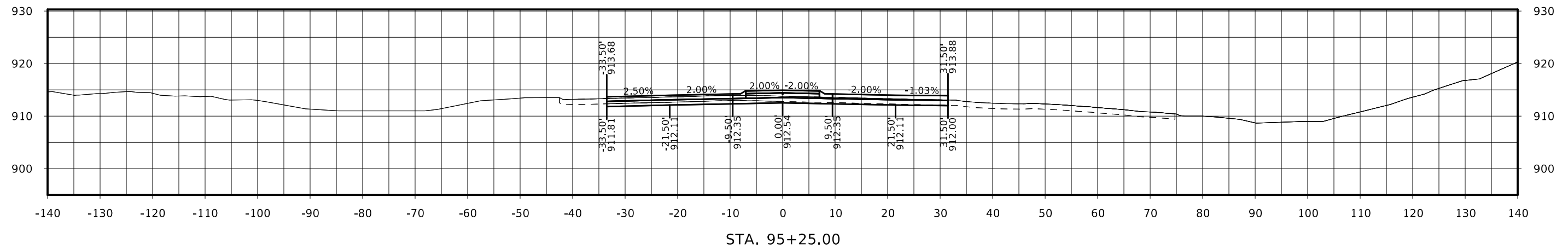
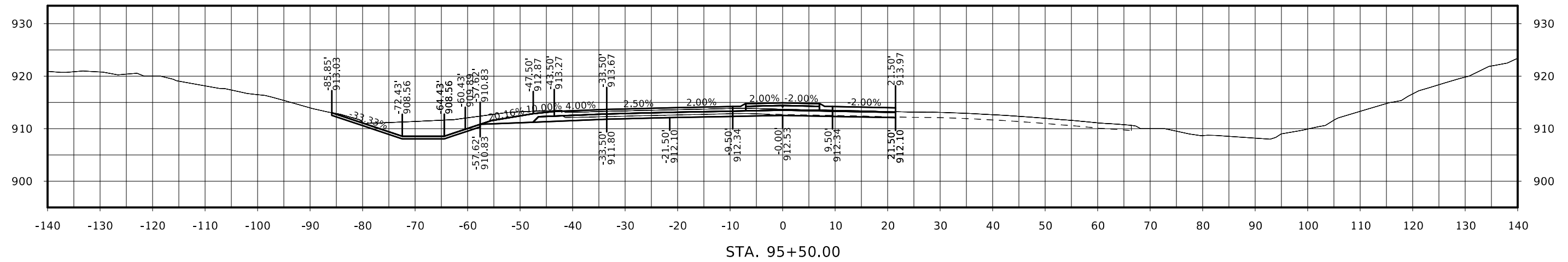
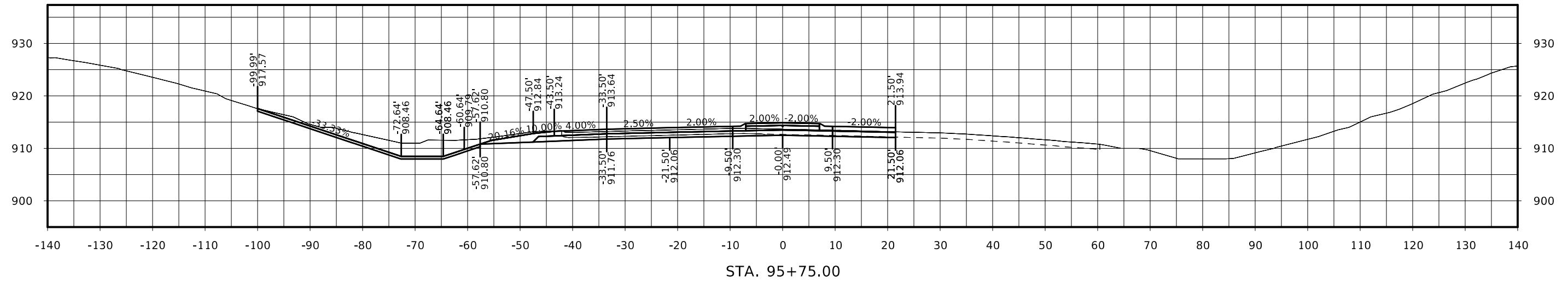
STA. 93+75.00

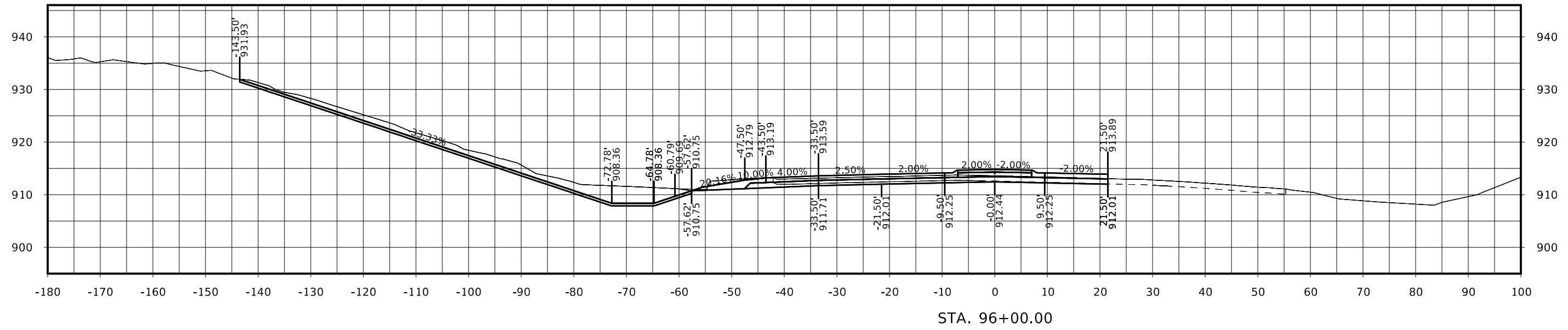
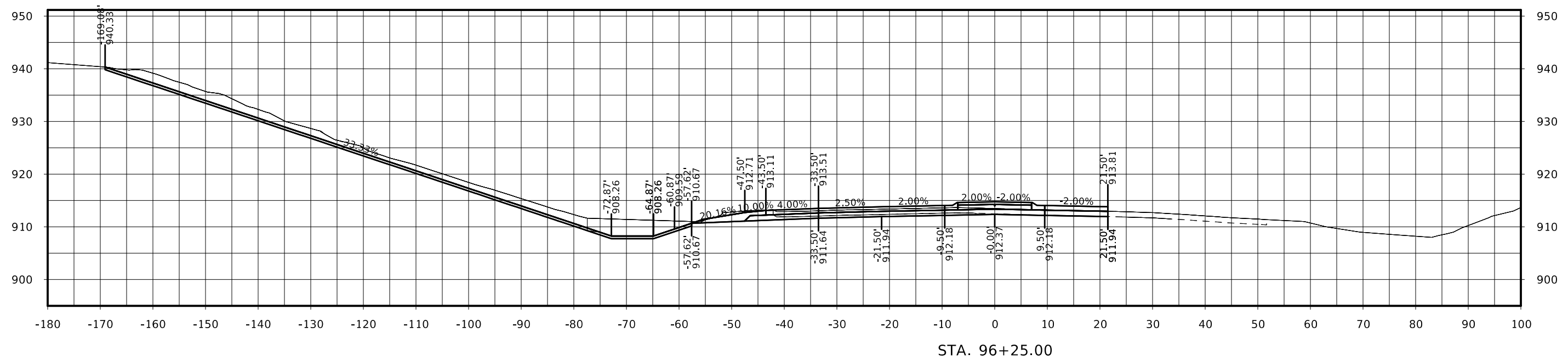


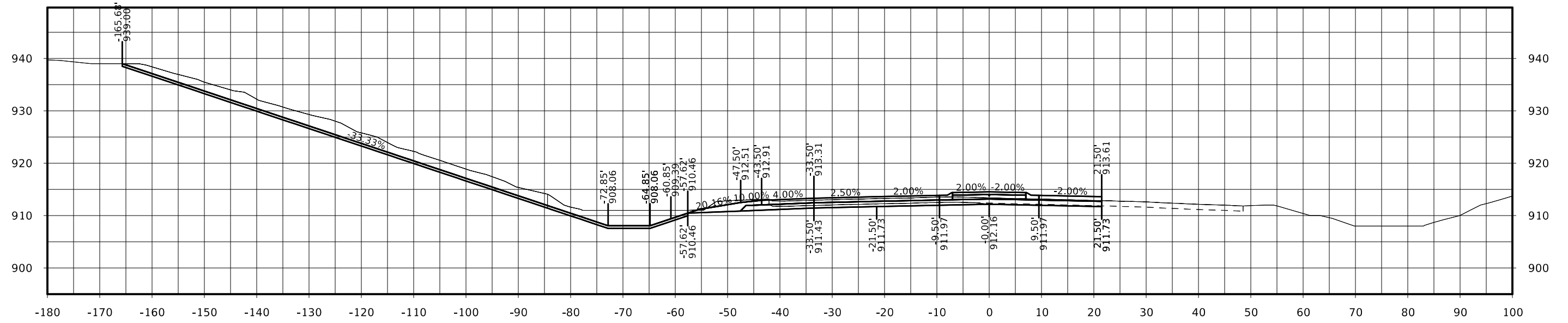
STA. 93+50.00



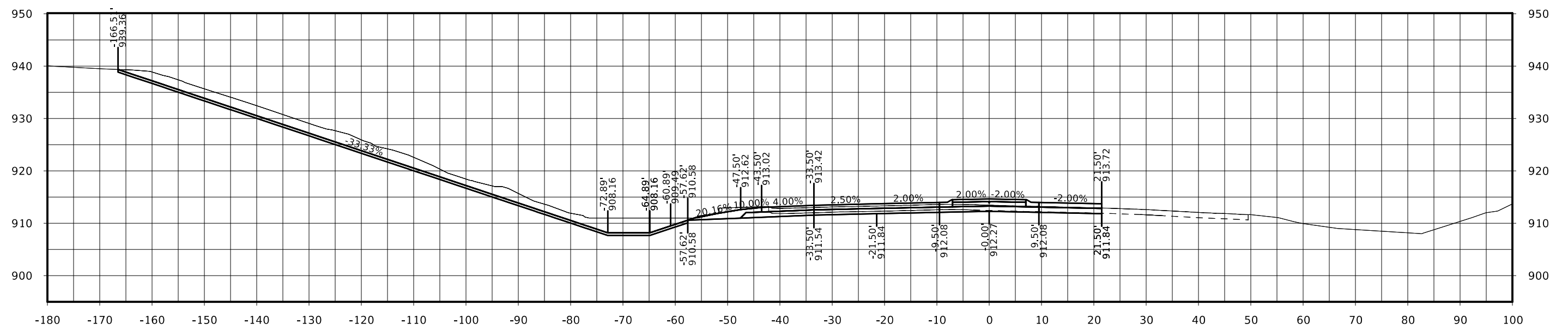




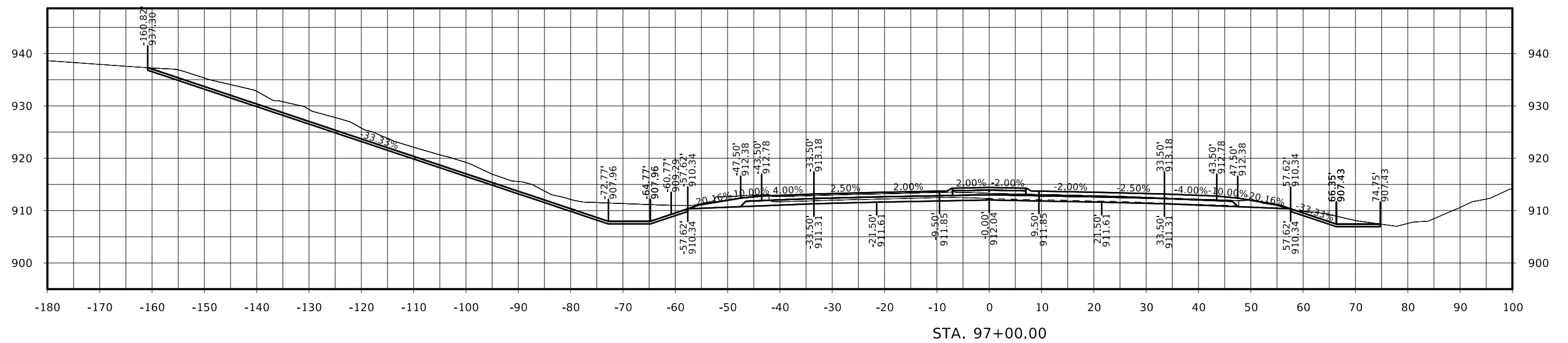
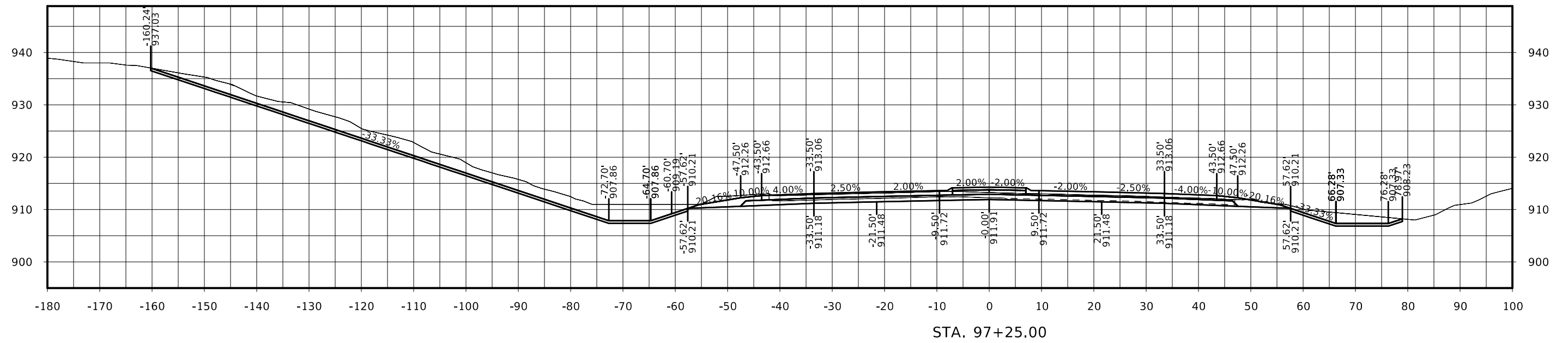


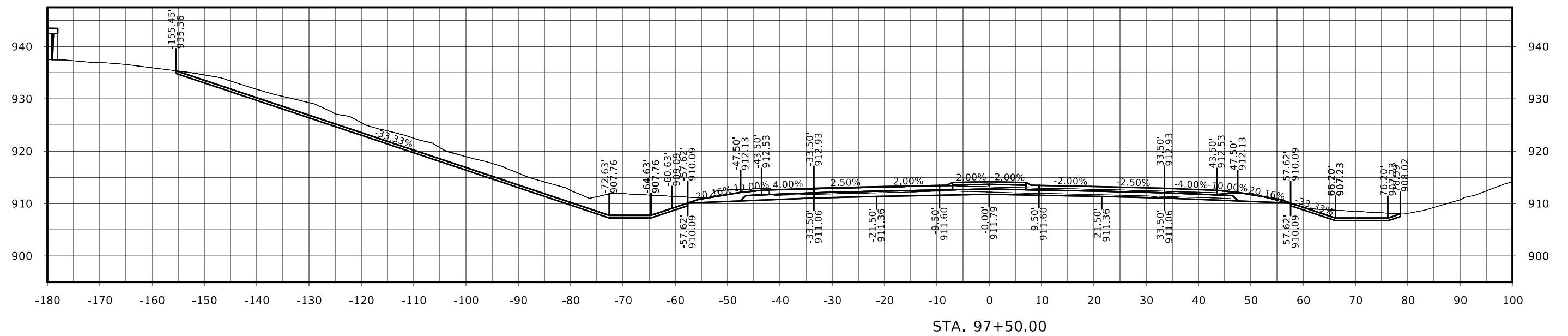
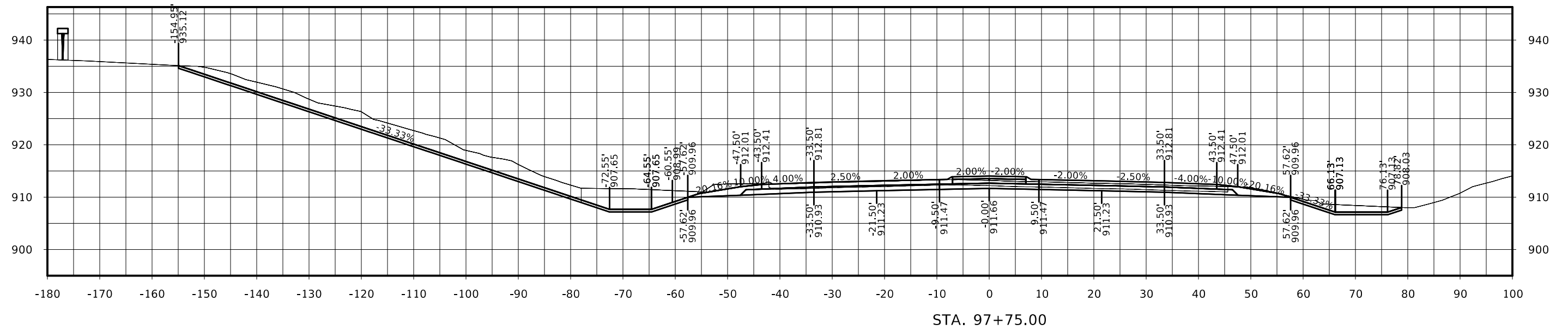


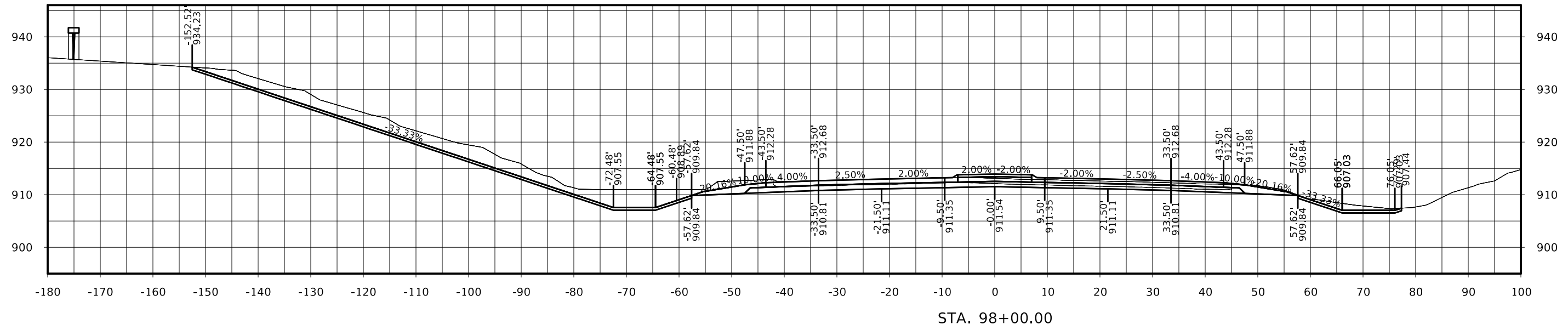
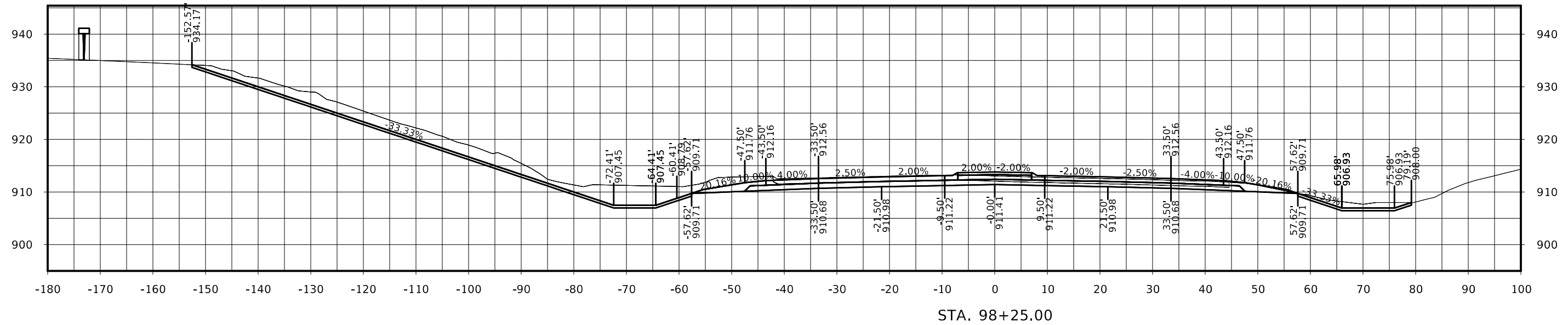
STA. 96+75.00

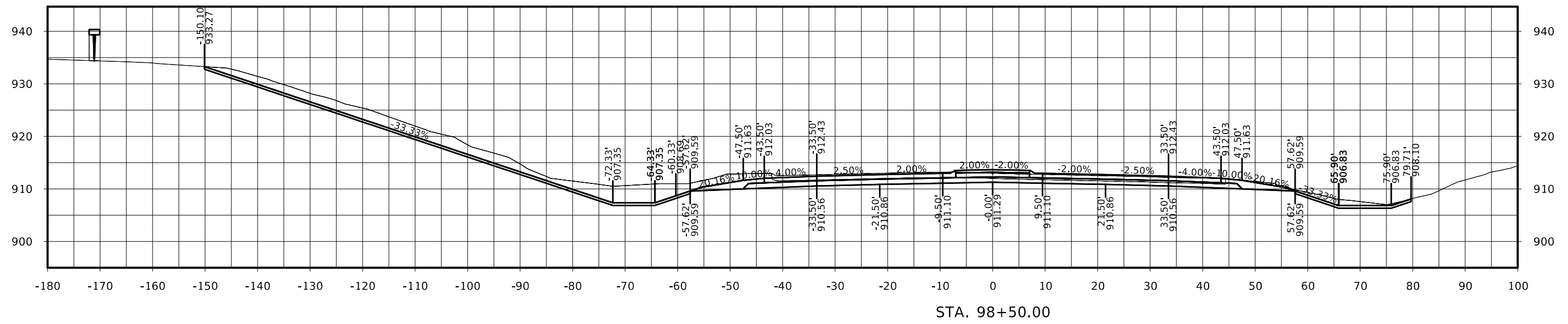
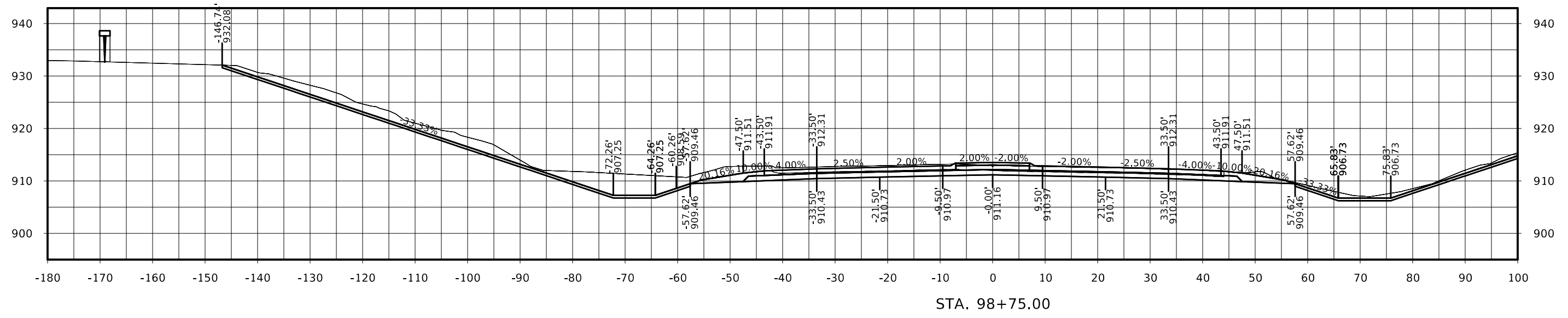


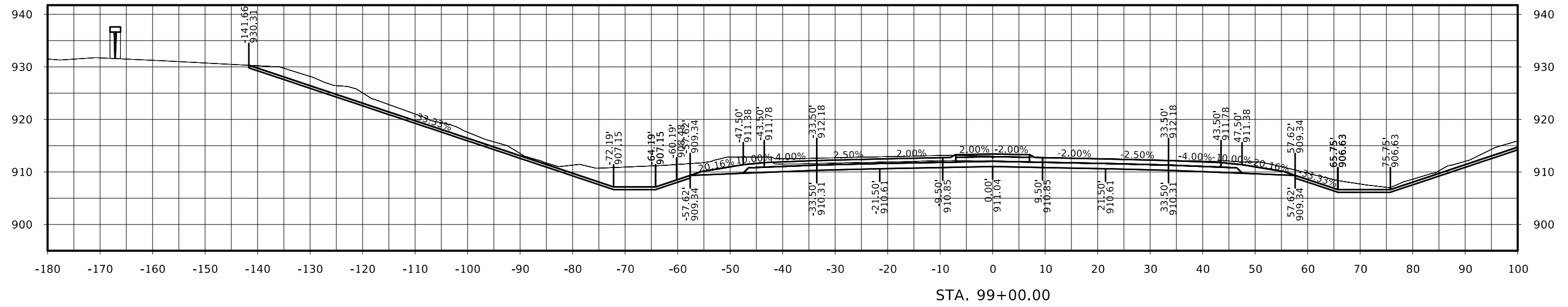
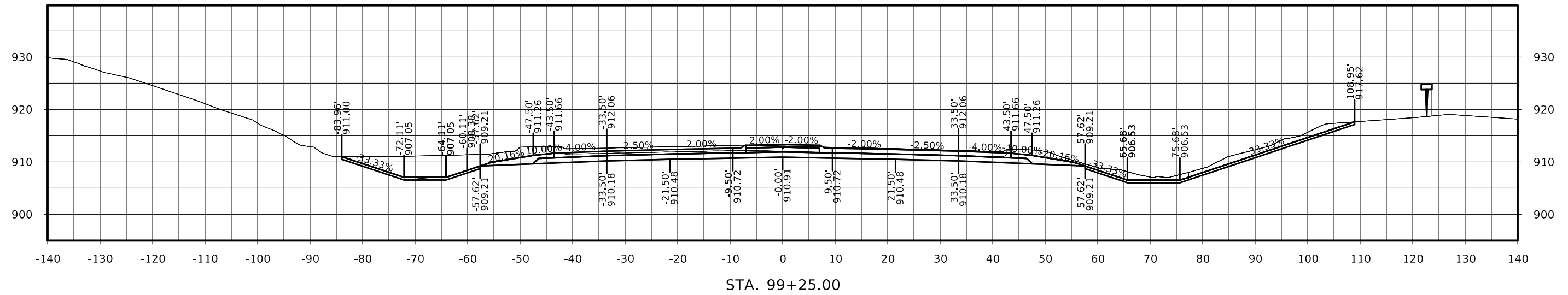
STA. 96+50.00



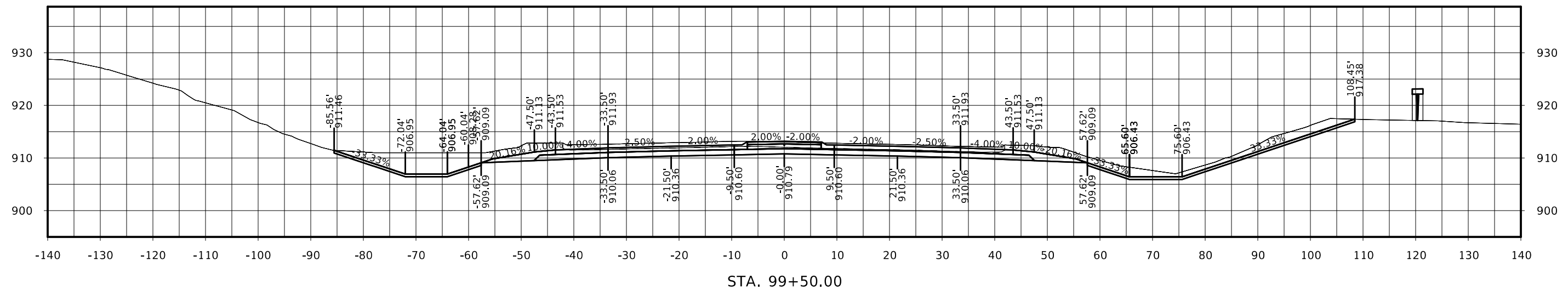
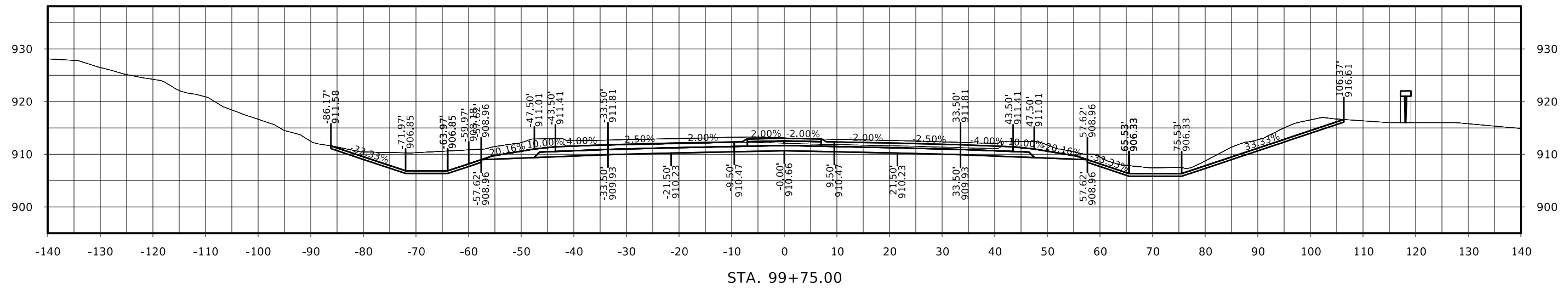
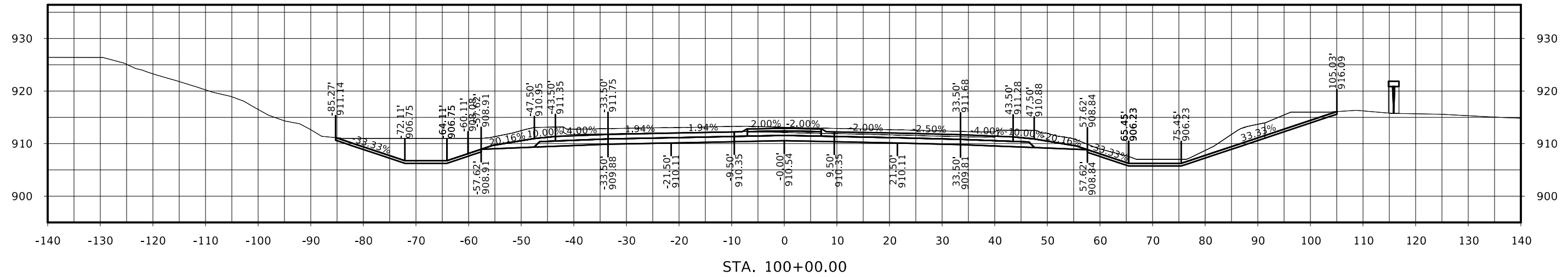


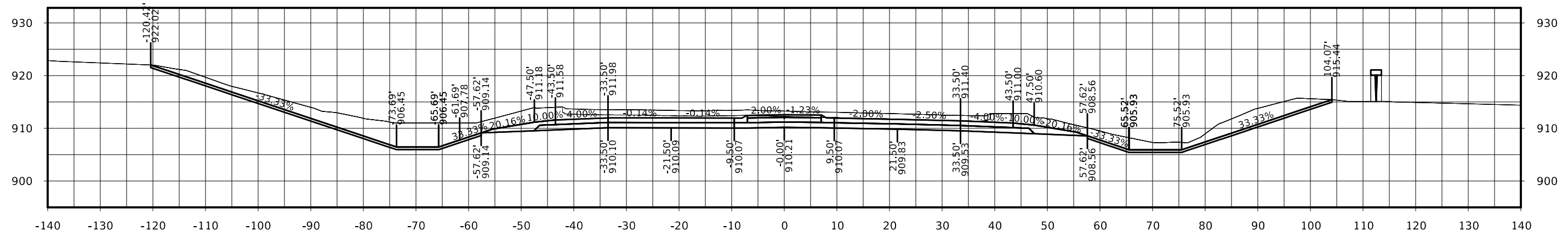




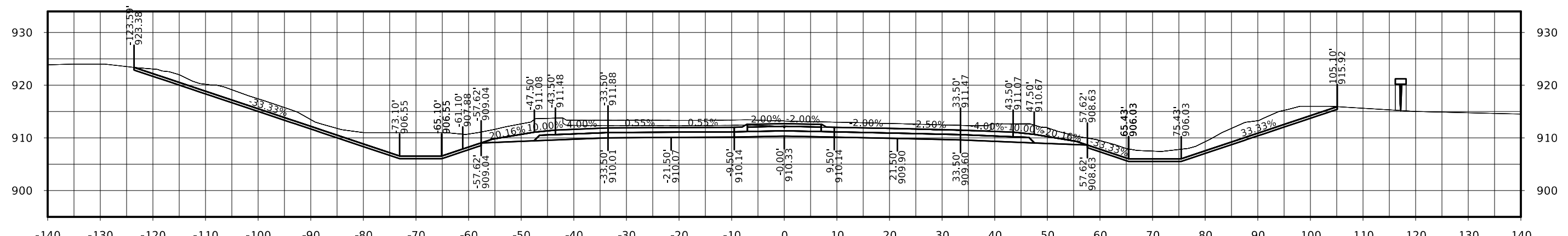




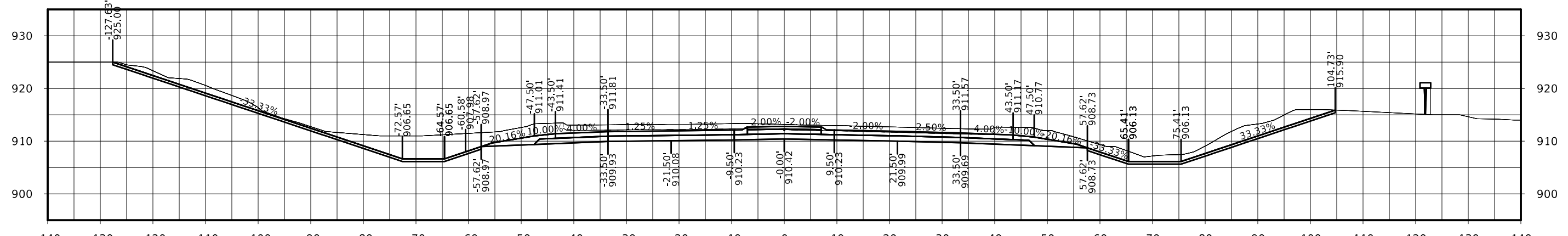




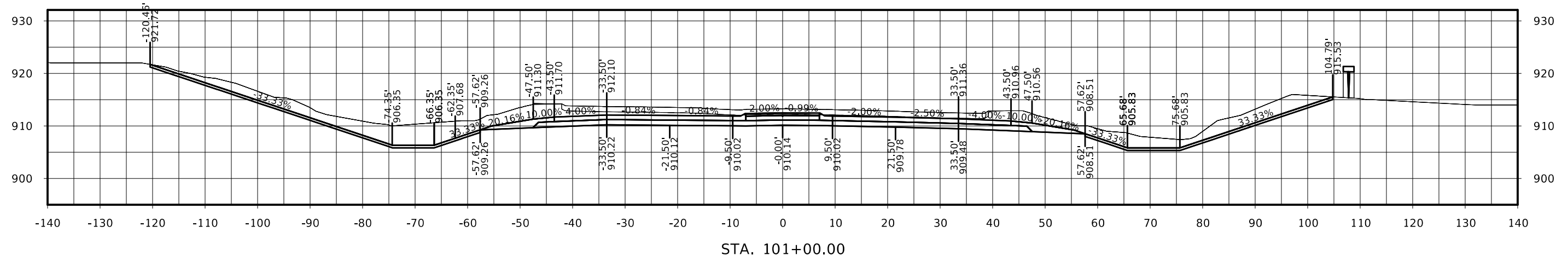
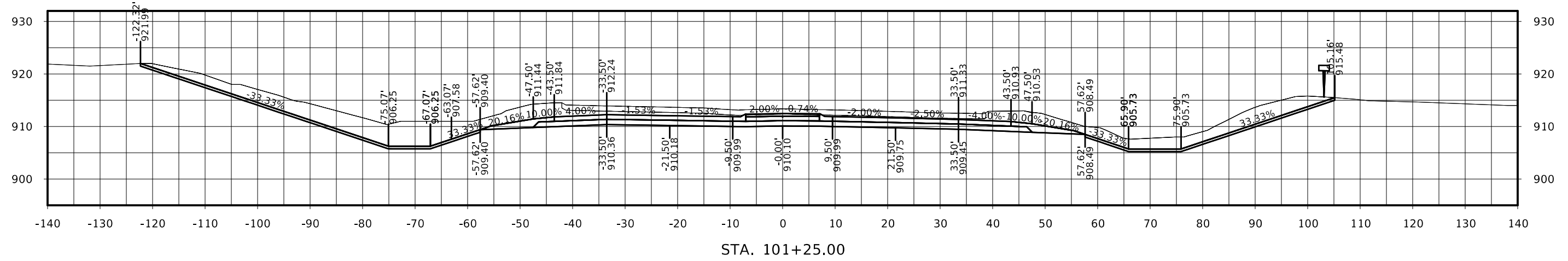
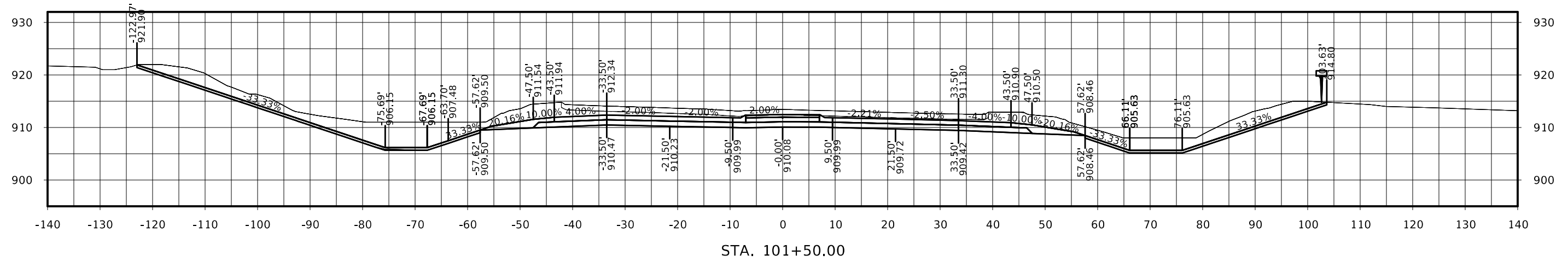
STA. 100+75.00

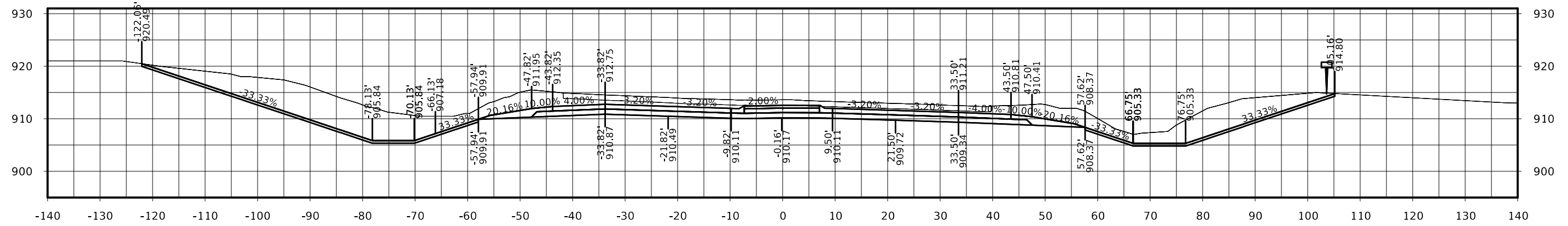


STA. 100+50.00

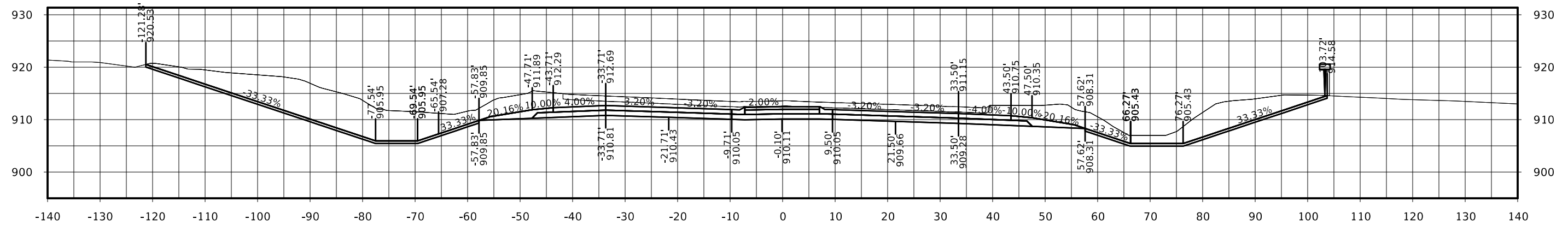


STA. 100+25.00

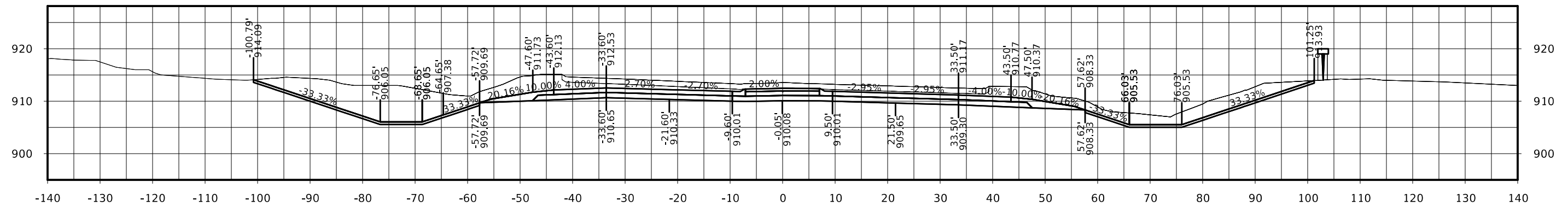




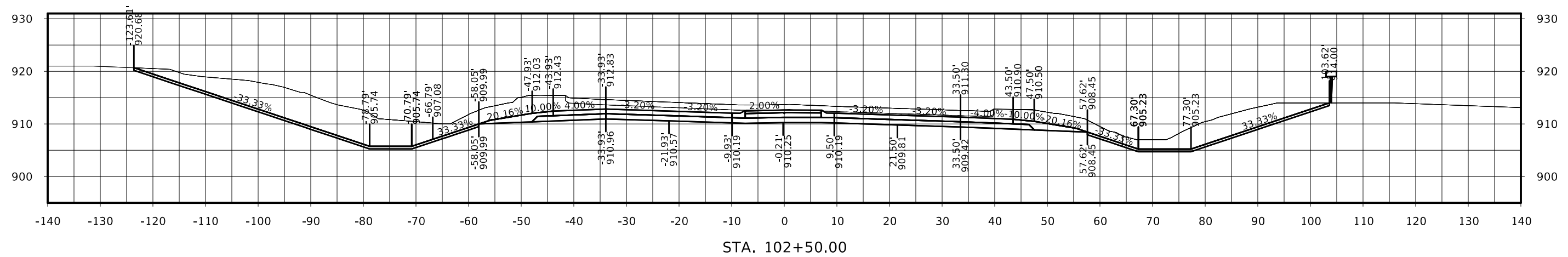
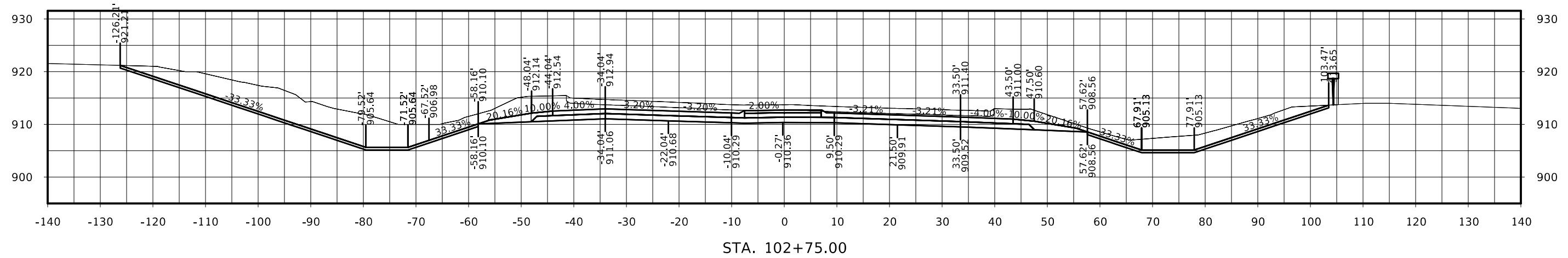
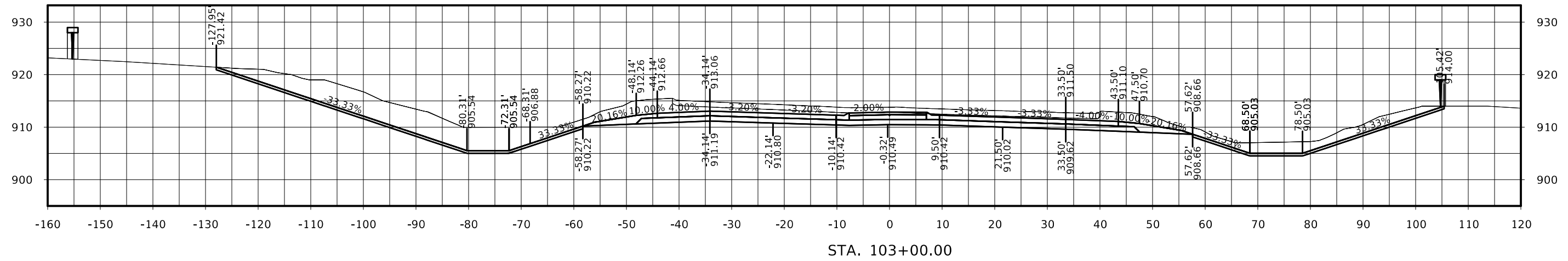
STA. 102+25.00

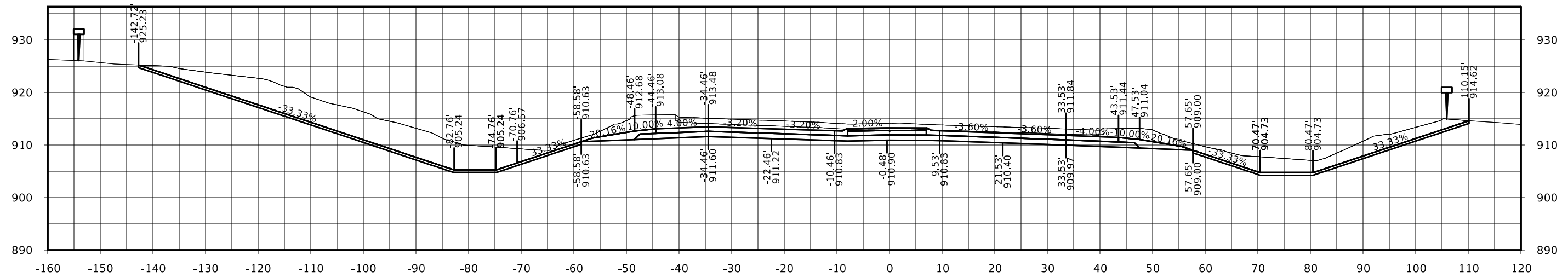


STA. 102+00.00

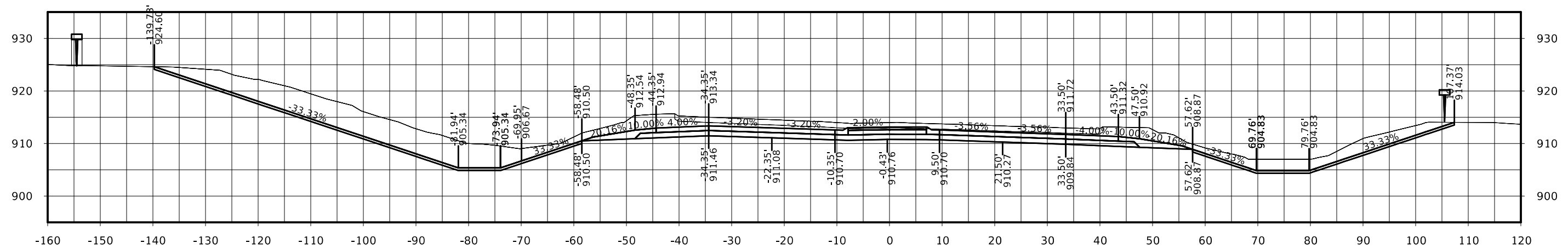


STA. 101+75.00

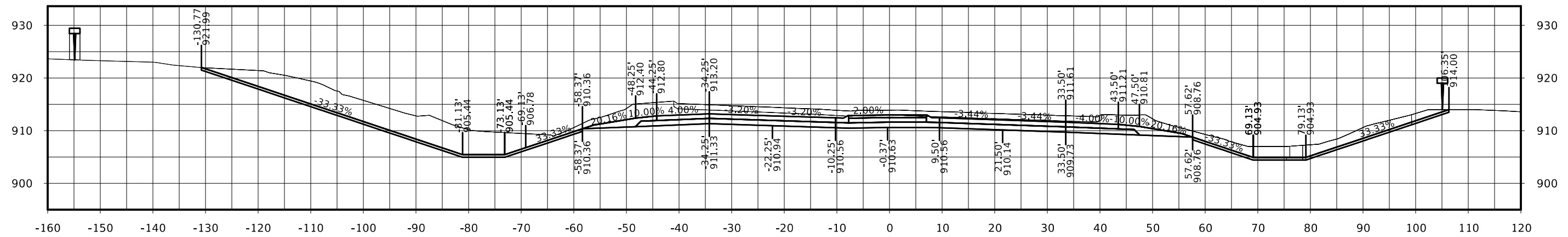




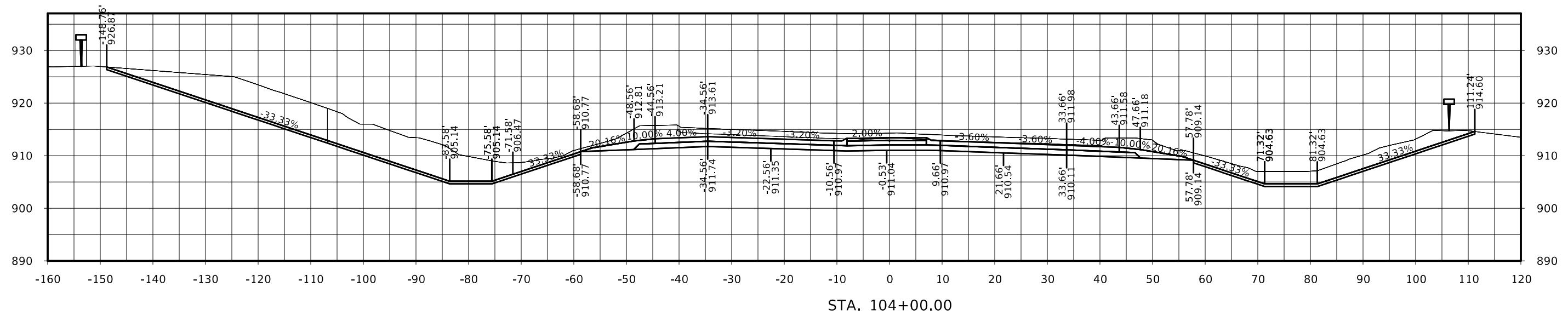
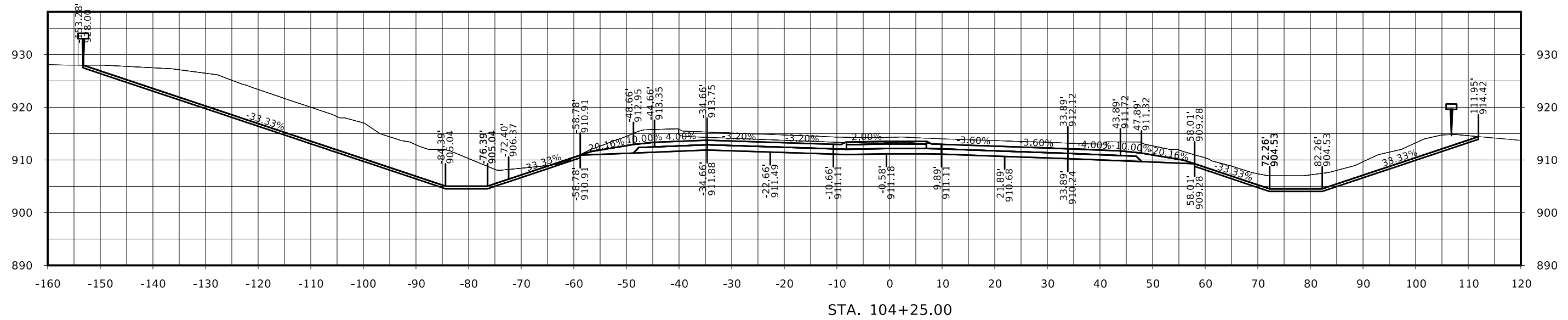
STA. 103+75.00

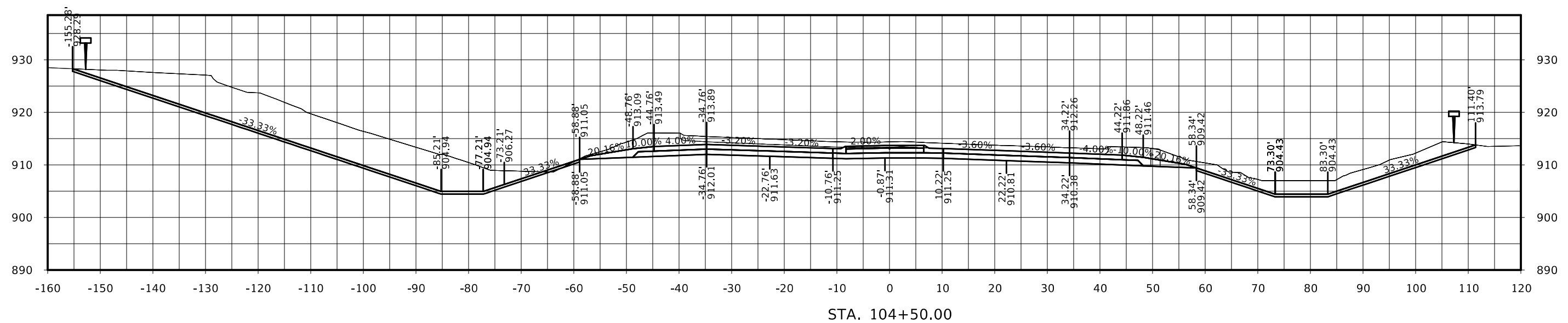
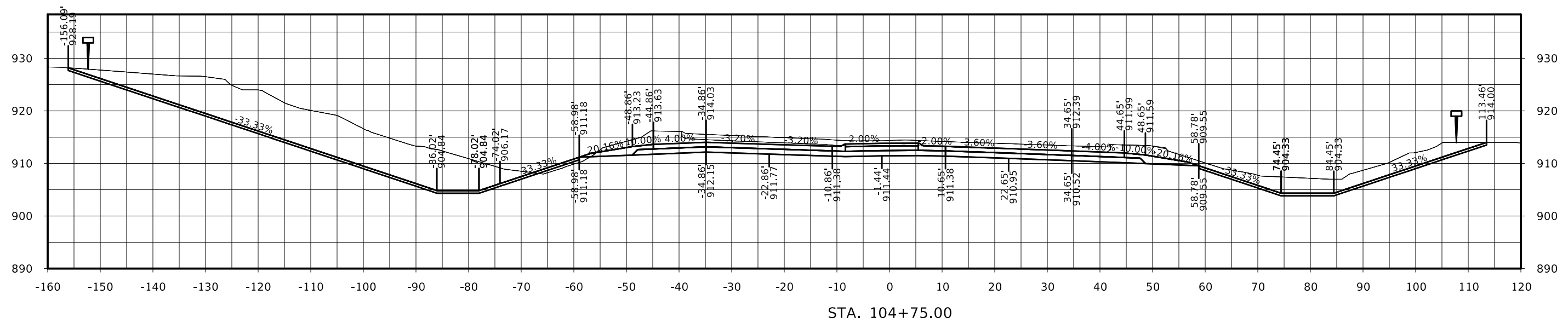


STA. 103+50.00

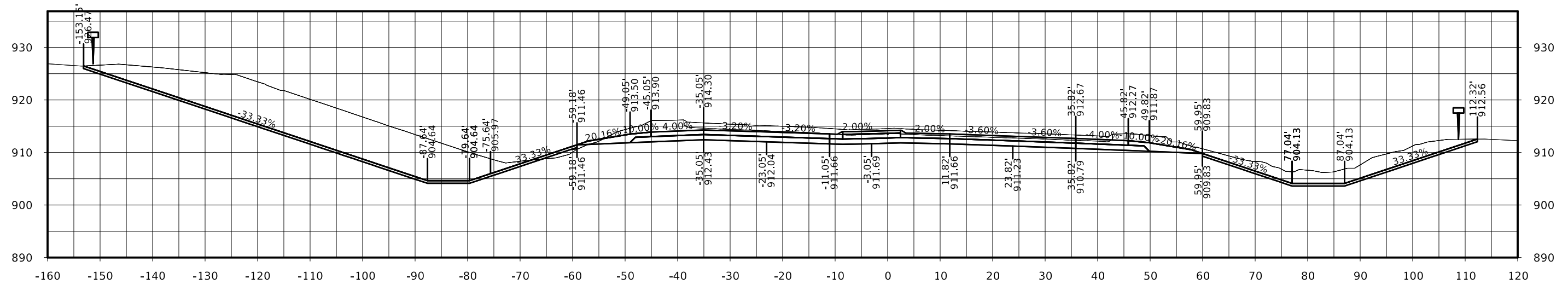


STA. 103+25.00

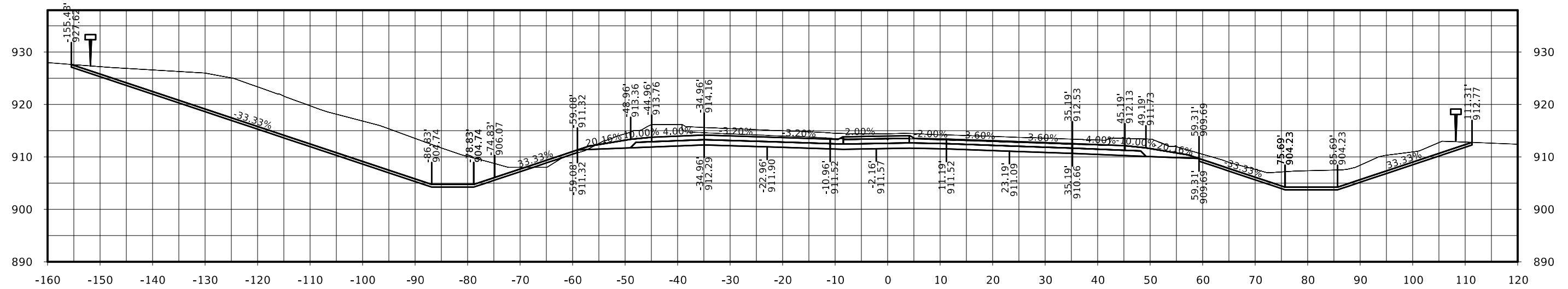




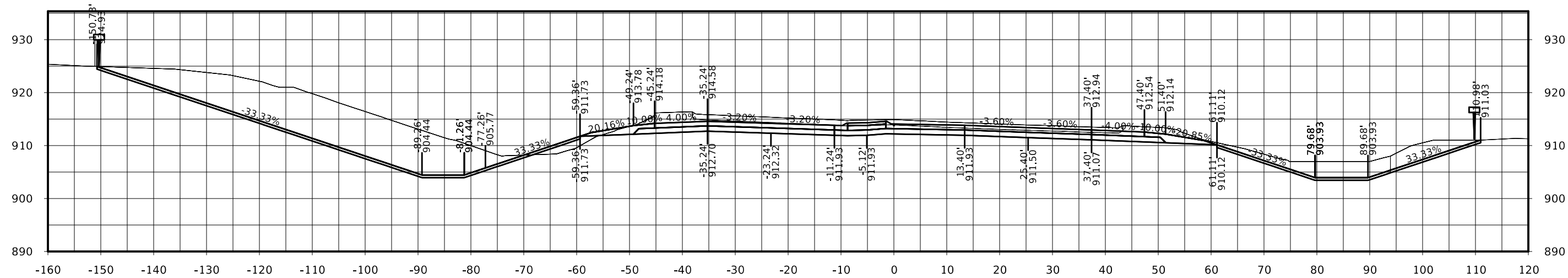




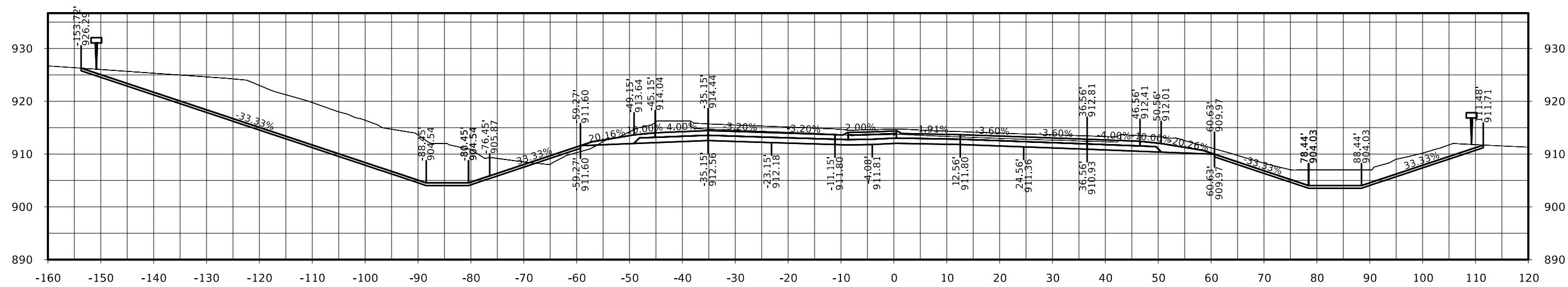
STA. 105+25.00



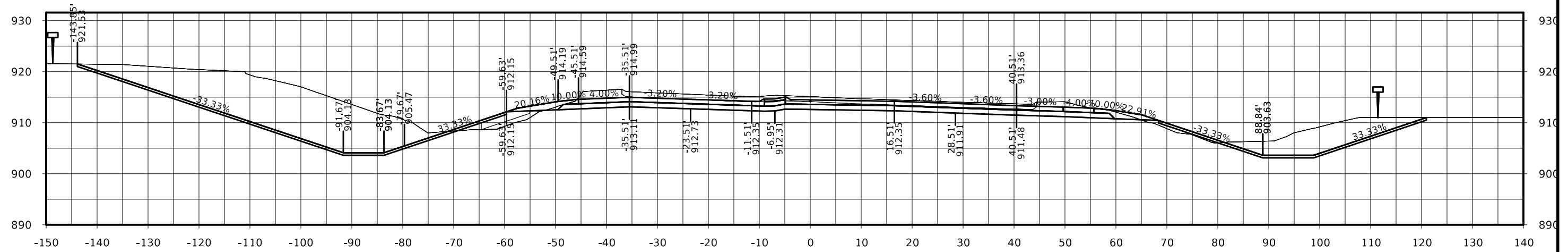
STA. 105+00.00



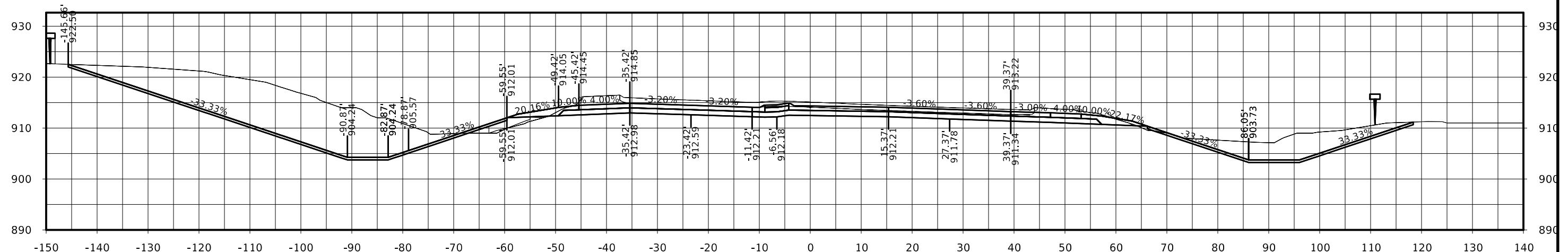
STA. 105+75.00



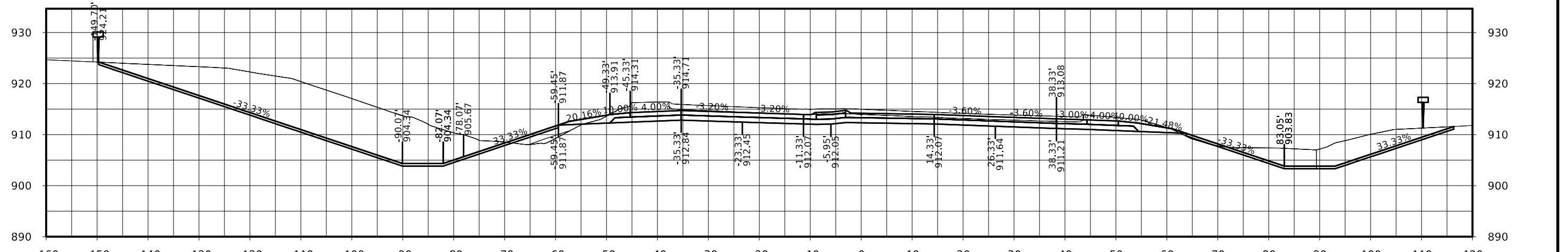
STA. 105+50.00



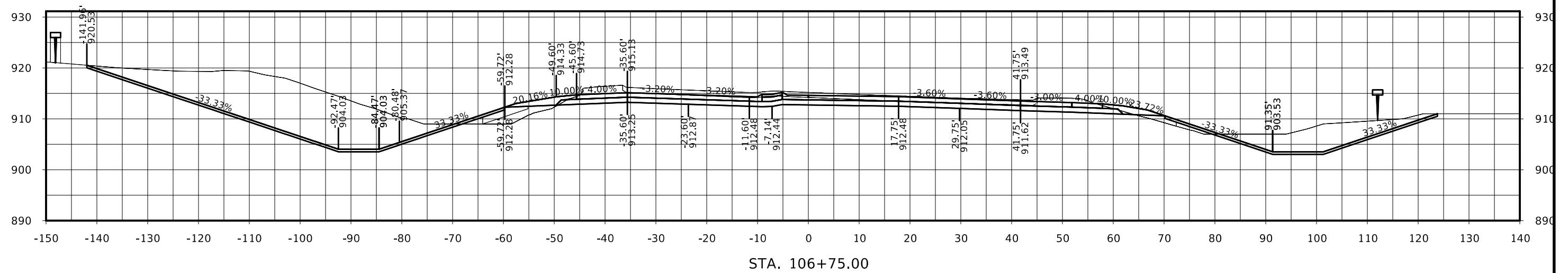
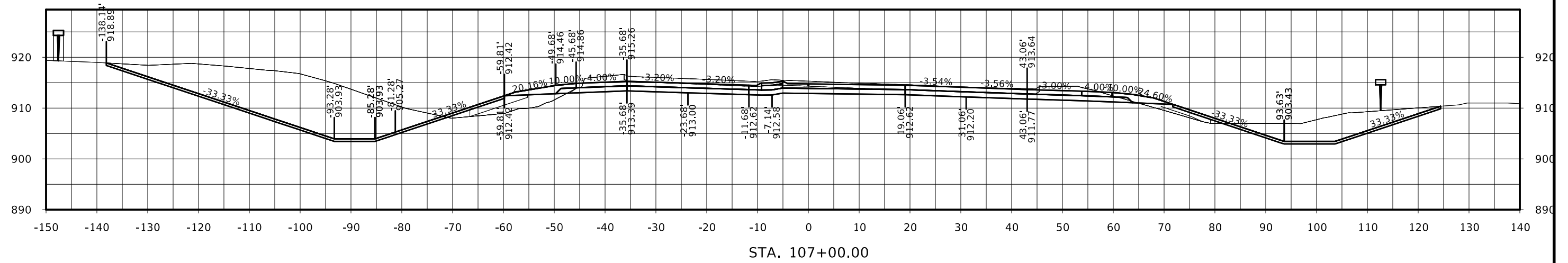
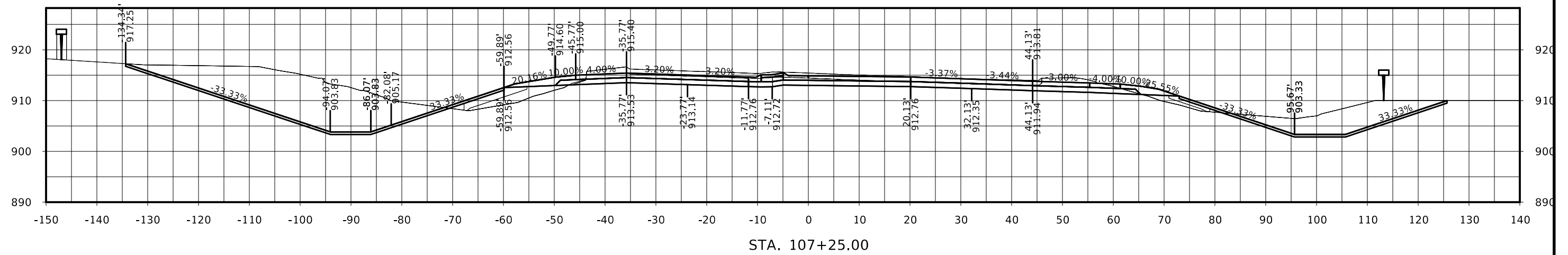
STA. 106+50.00

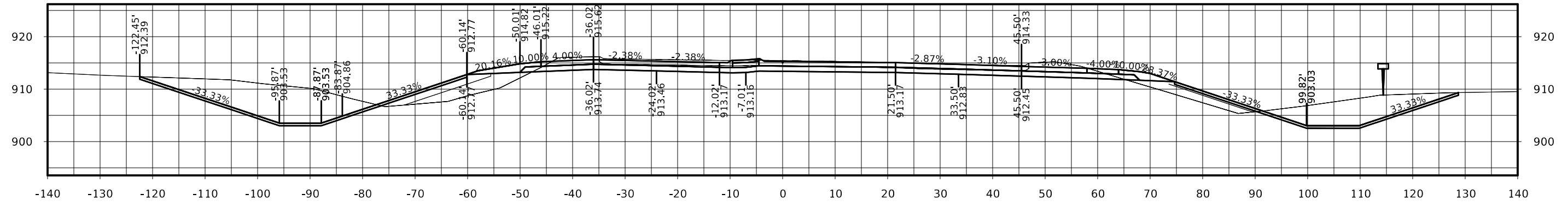


STA. 106+25.00

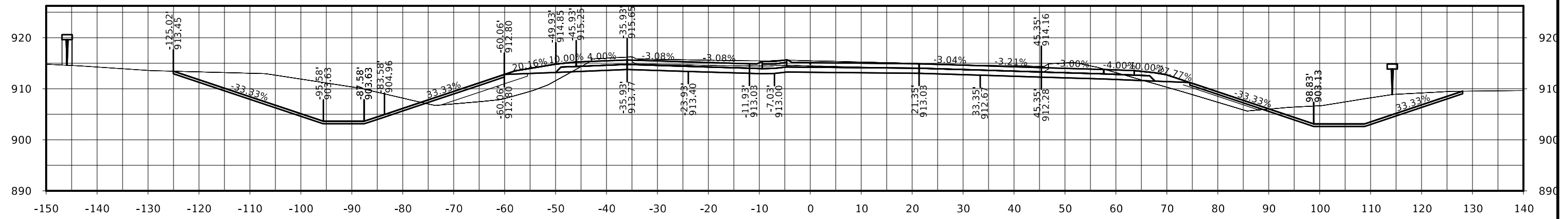


STA. 106+00.00

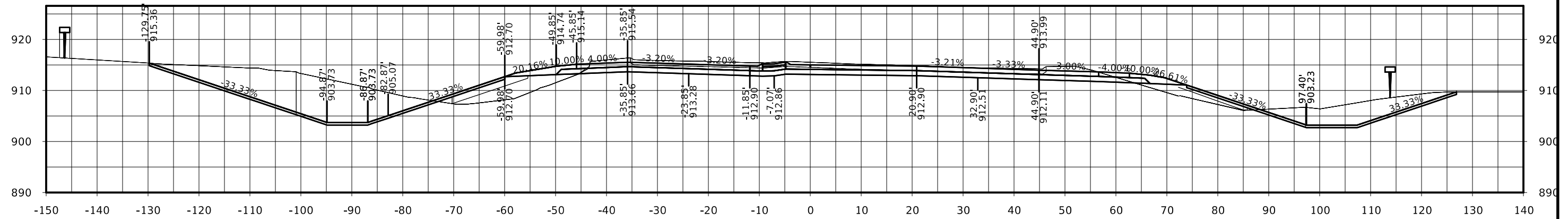




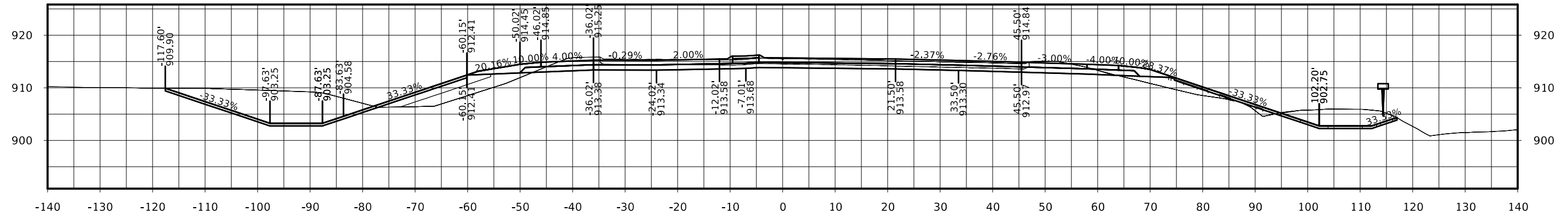
STA. 108+00.00



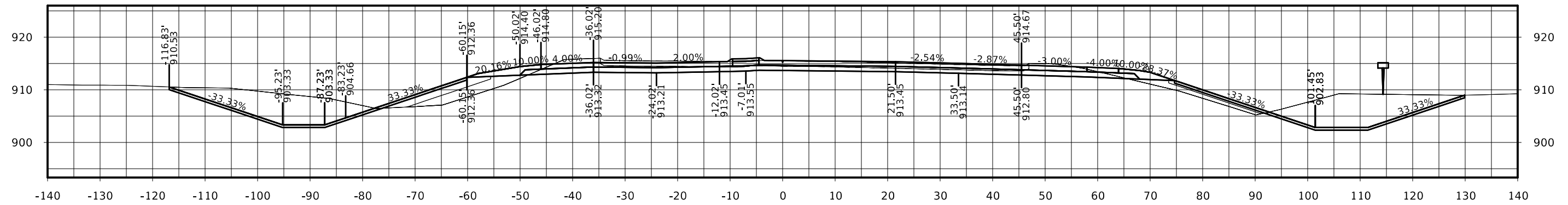
STA. 107+75.00



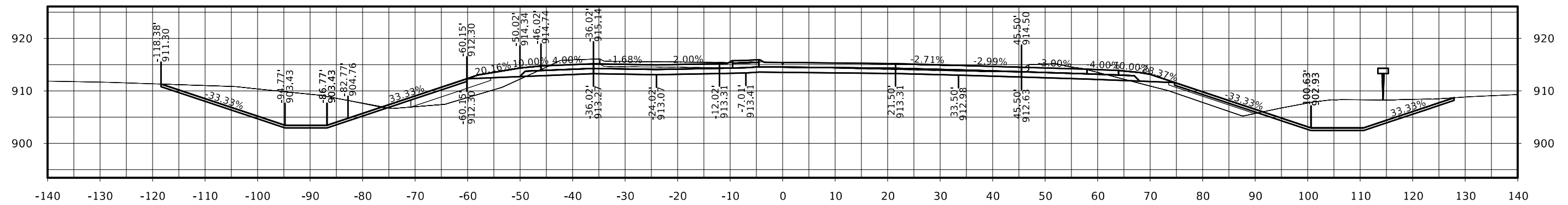
STA. 107+50.00



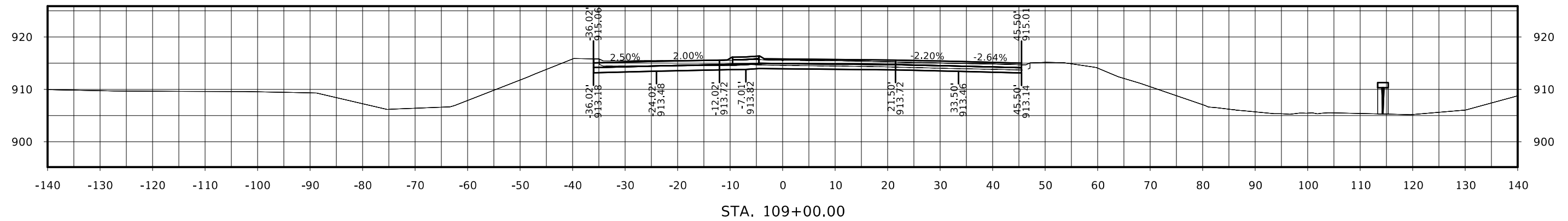
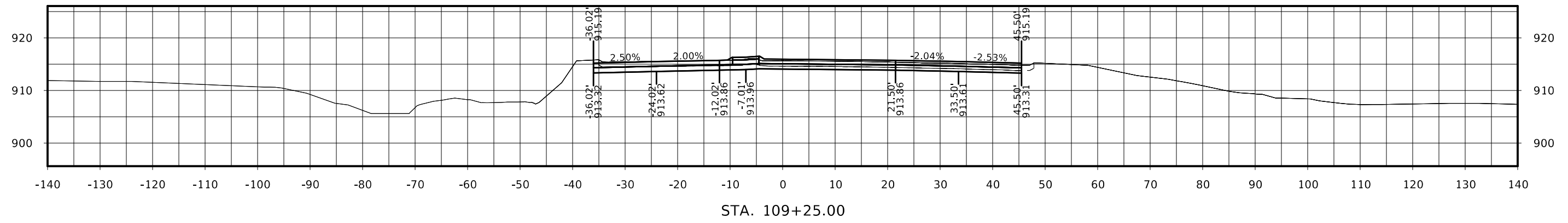
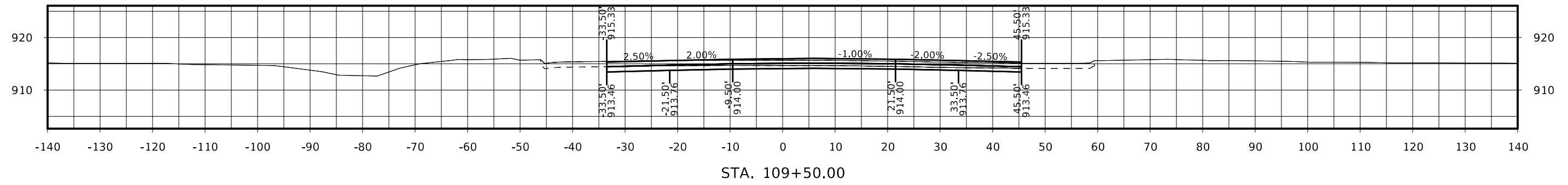
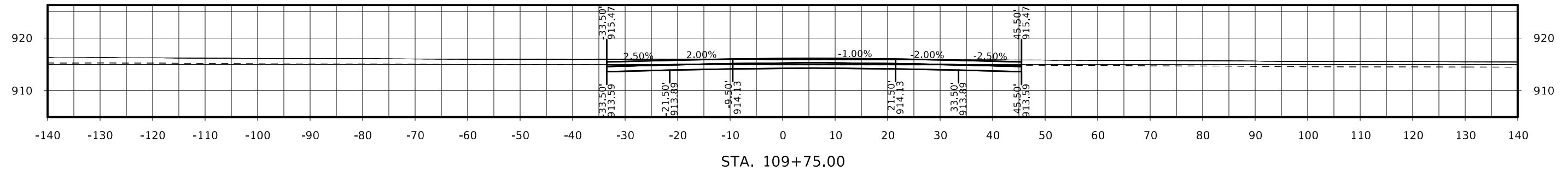
STA. 108+75.00

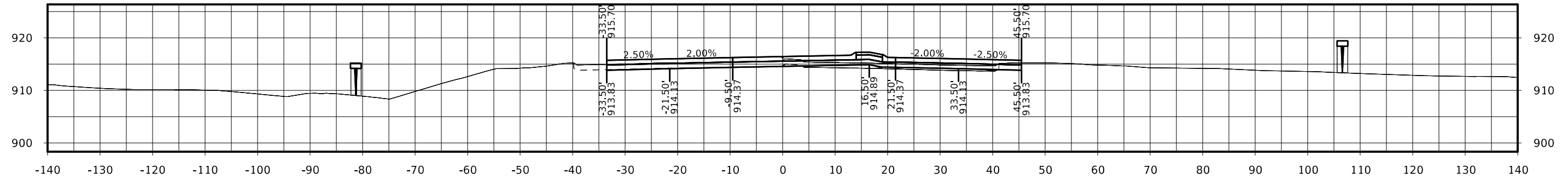


STA. 108+50.00

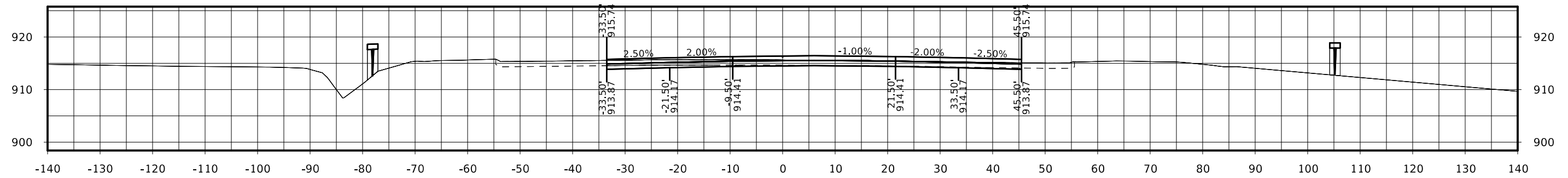


STA. 108+25.00

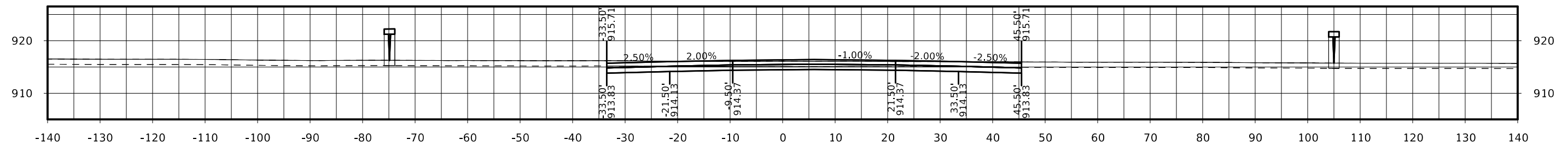




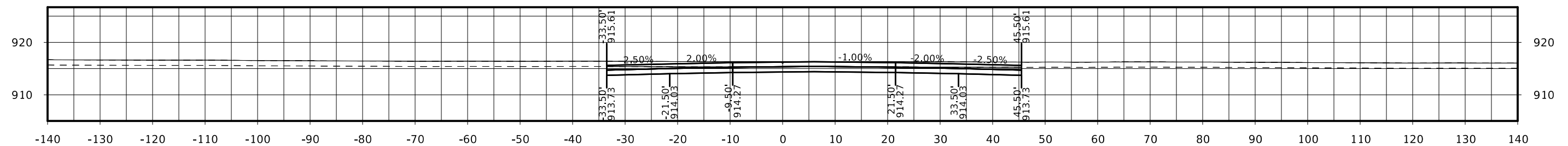
STA. 110+75.00



STA. 110+50.00

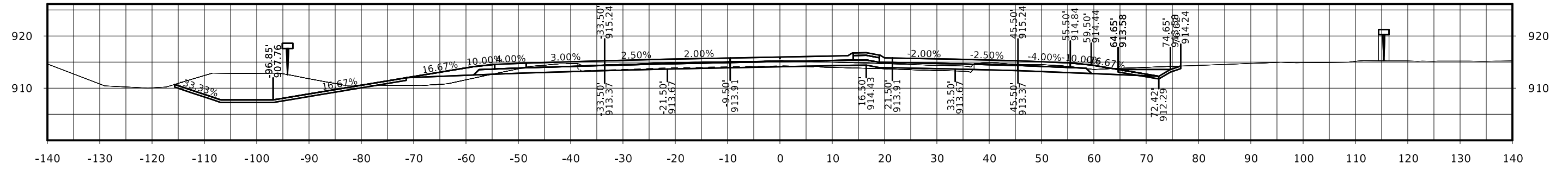


STA. 110+25.00

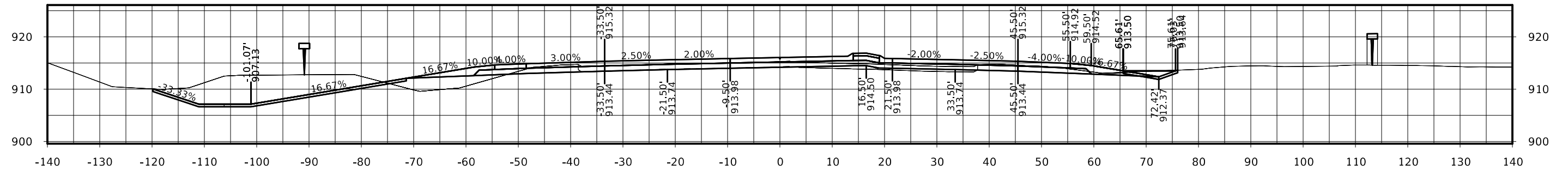


STA. 110+00.00

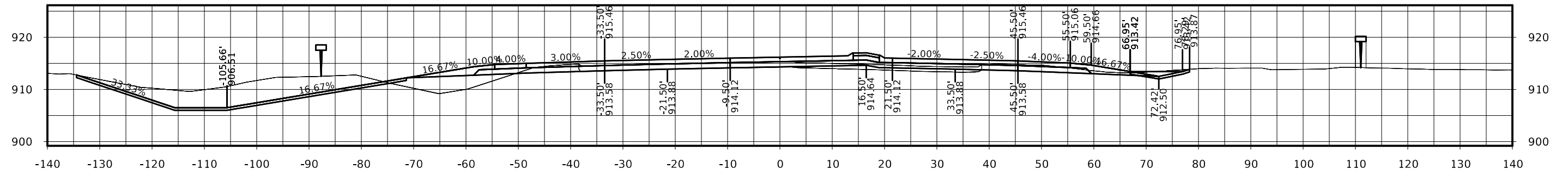




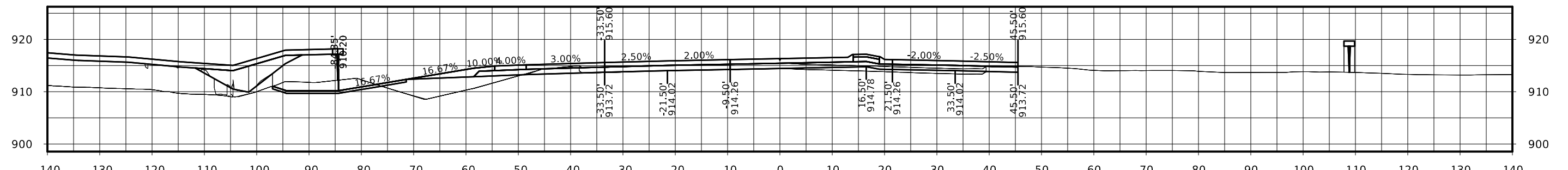
STA. 111+75.00



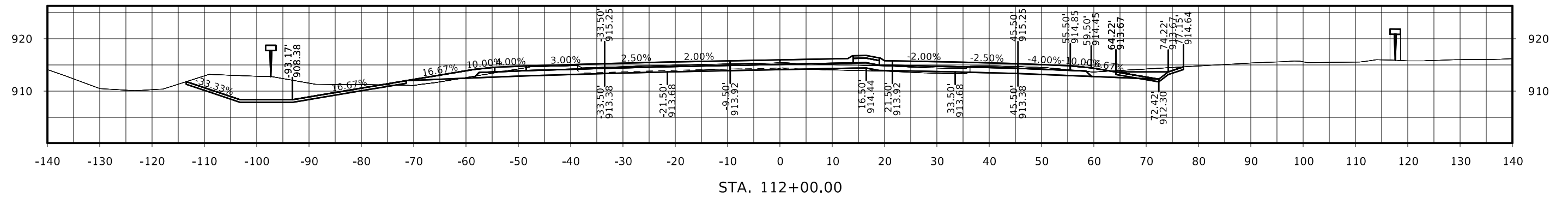
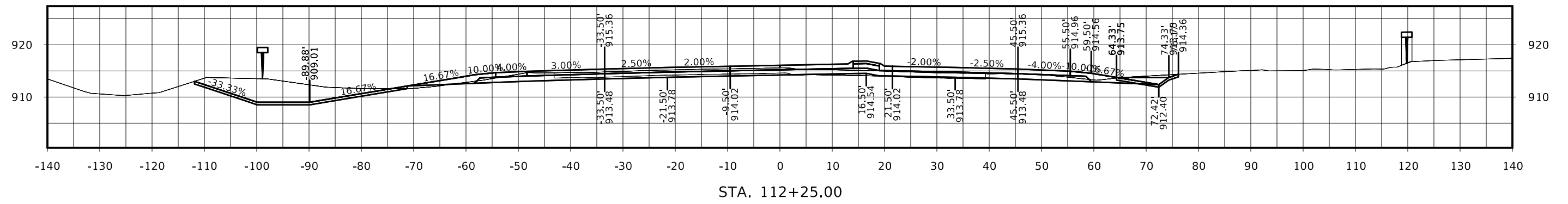
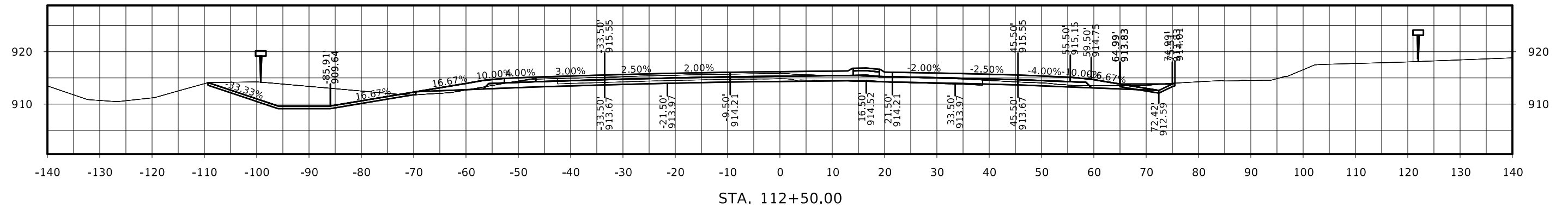
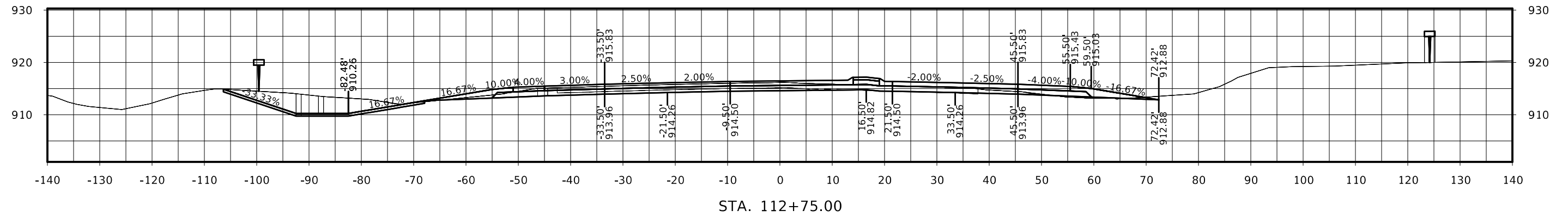
STA. 111+50.00

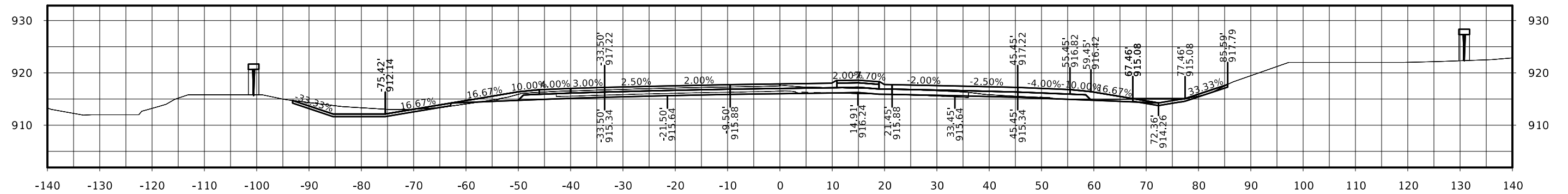


STA. 111+25.00

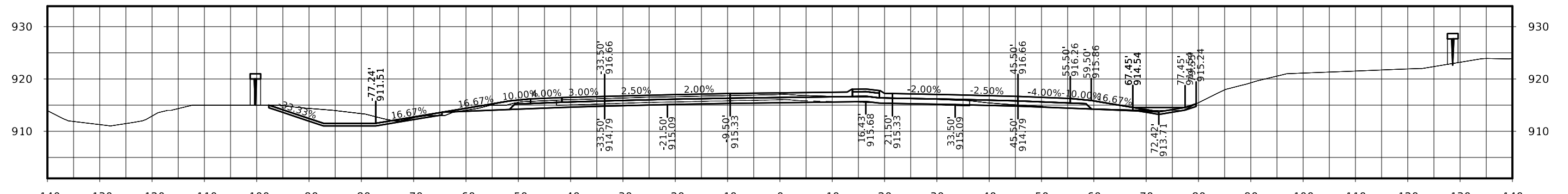


STA. 111+00.00

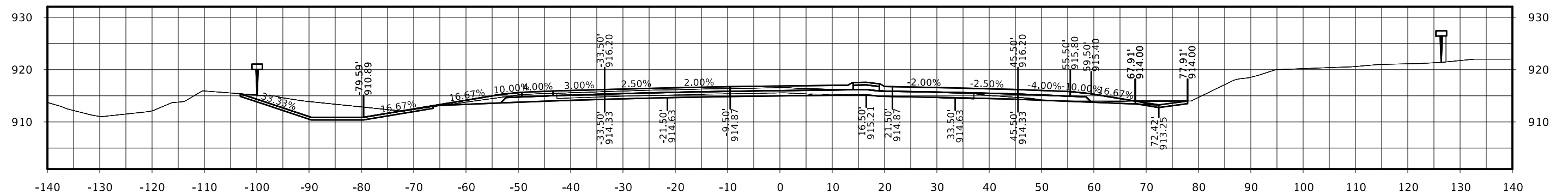




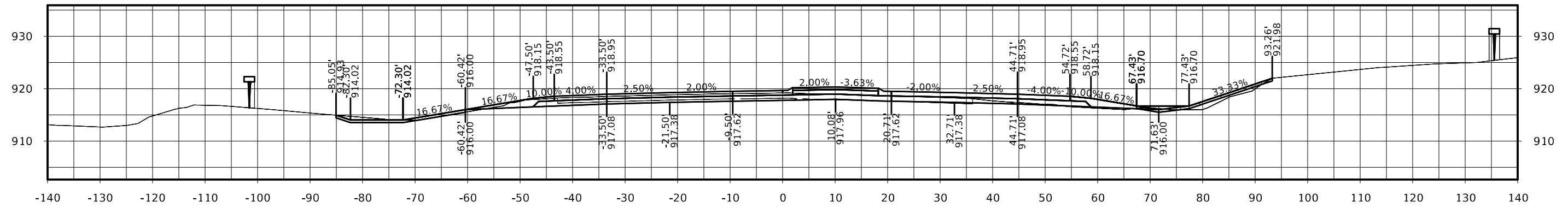
STA. 113+50.00



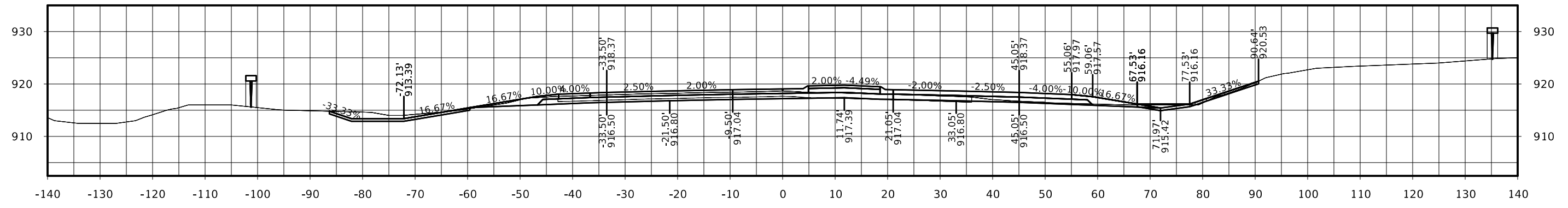
STA. 113+25.00



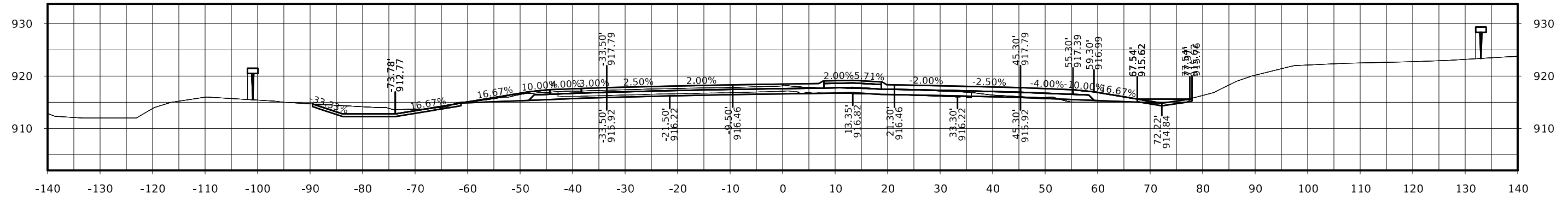
STA. 113+00.00



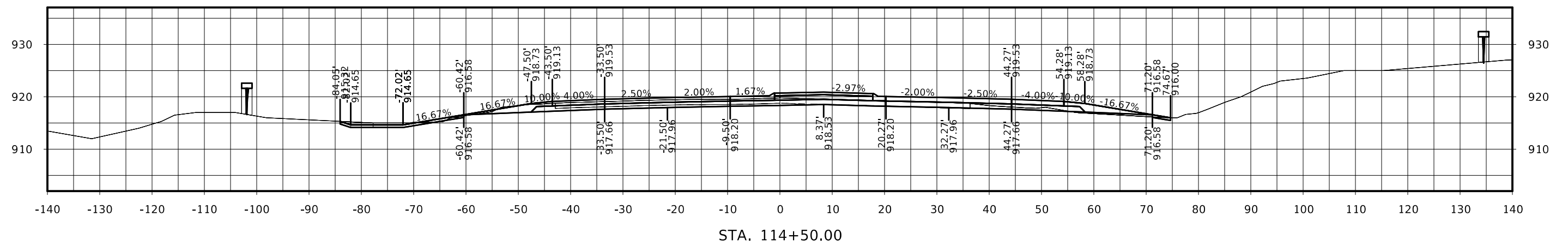
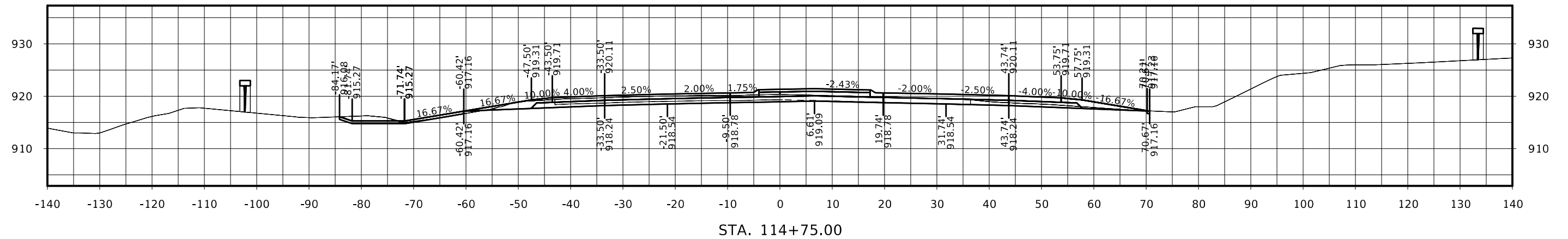
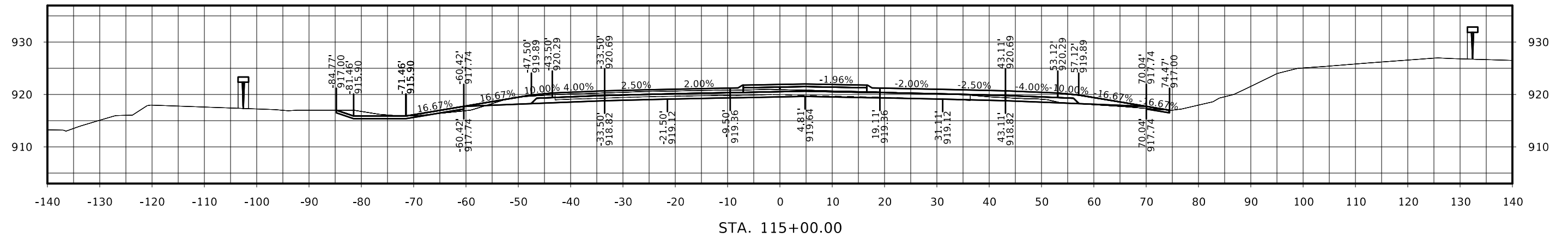
STA. 114+25.00

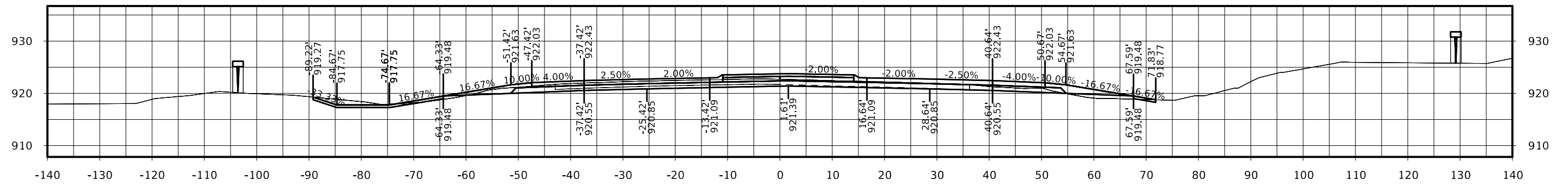


STA. 114+00.00

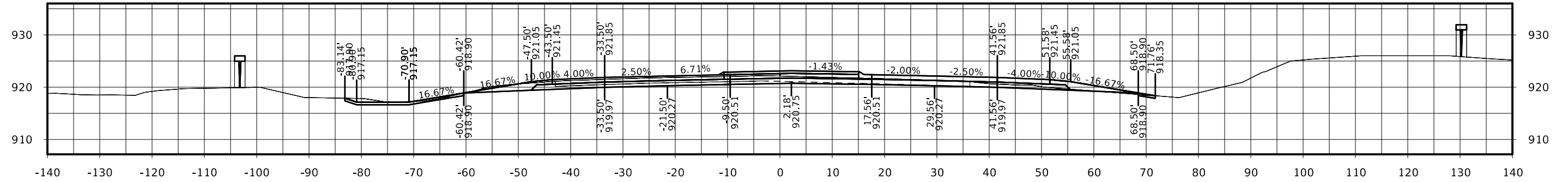


STA. 113+75.00

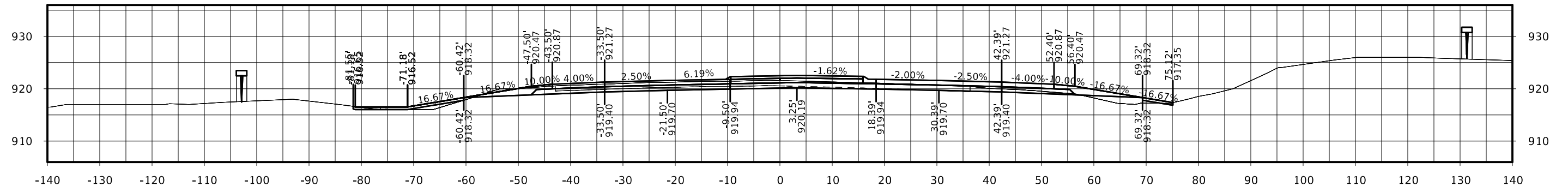




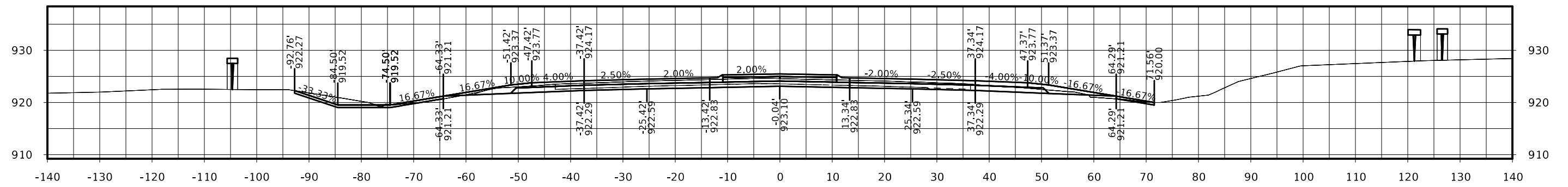
STA. 115+75.00



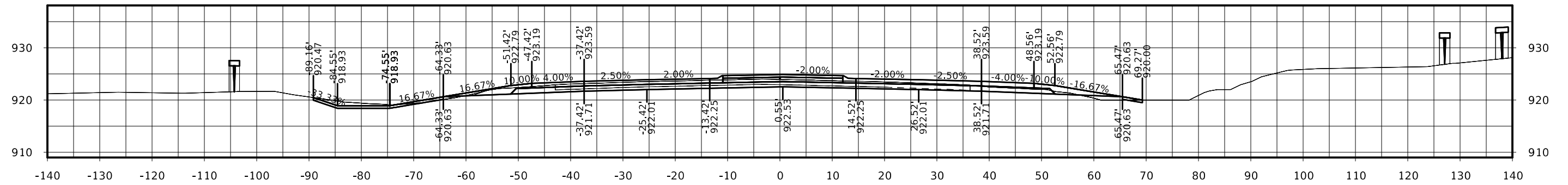
STA. 115+50.00



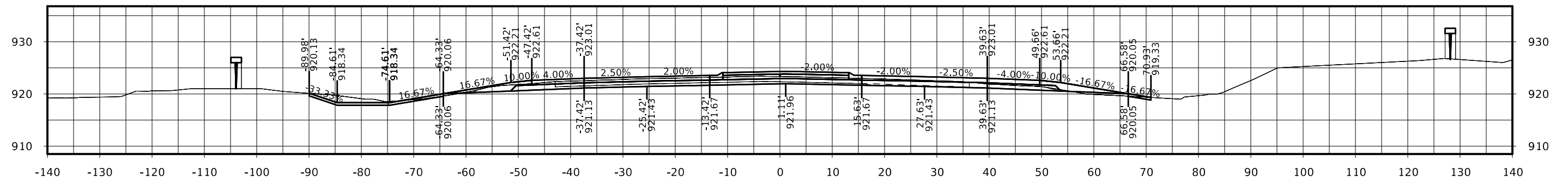
STA. 115+25.00



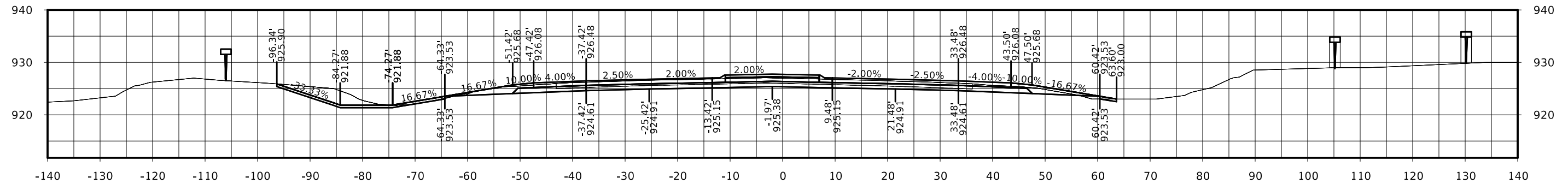
STA. 116+50.00



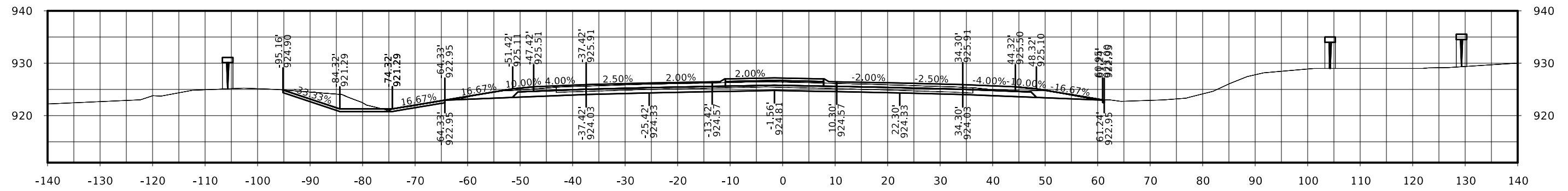
STA. 116+25.00



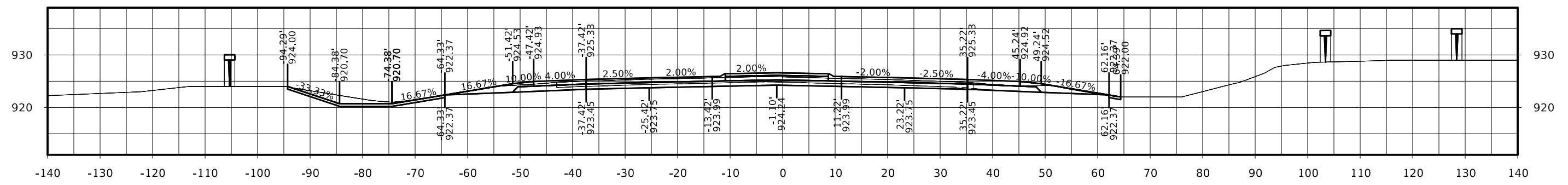
STA. 116+00.00



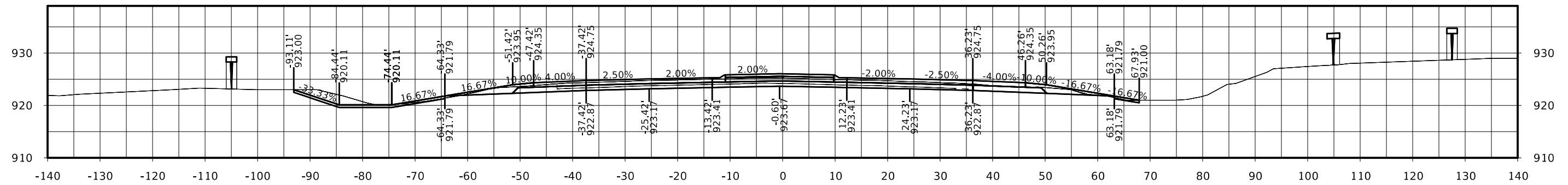
STA. 117+50.00



STA. 117+25.00

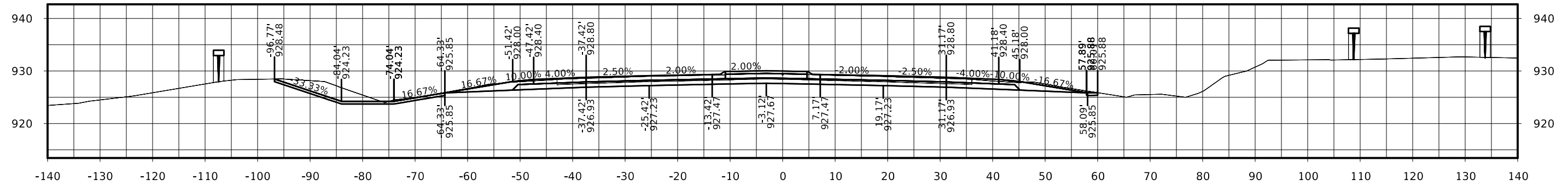


STA. 117+00.00

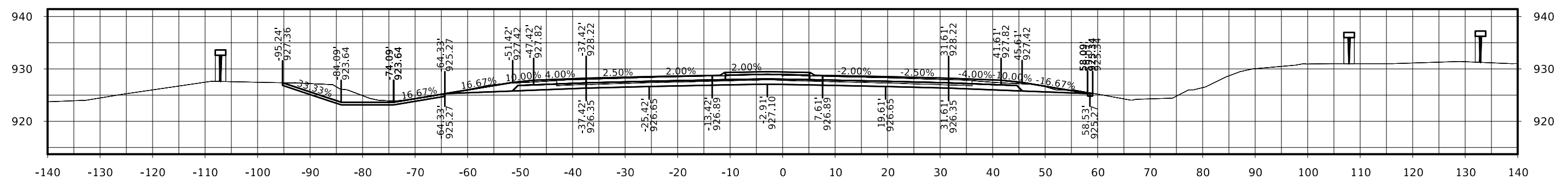


STA. 116+75.00

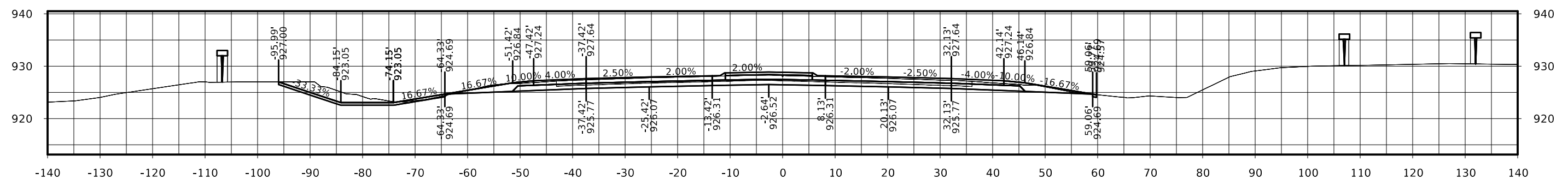




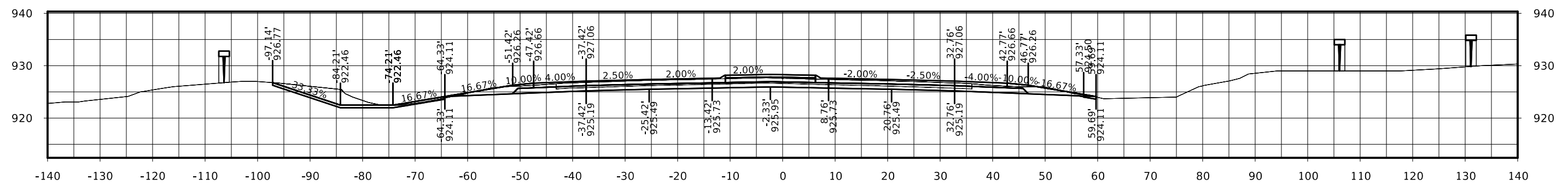
STA. 118+50.00



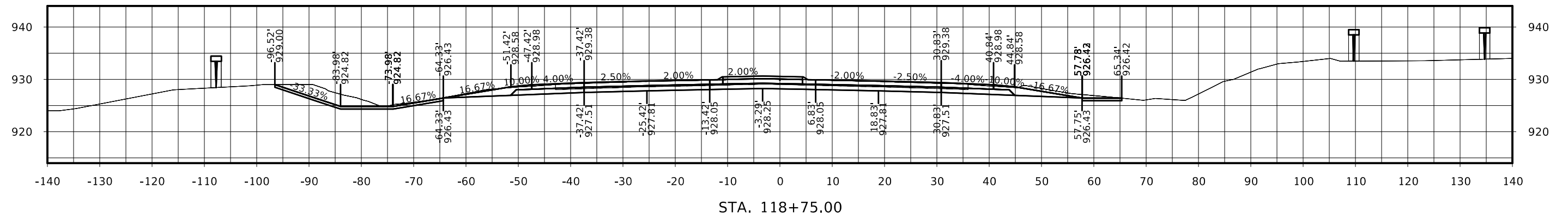
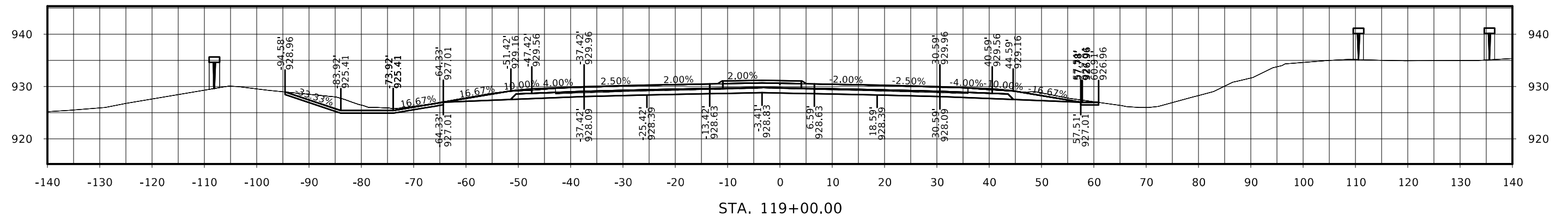
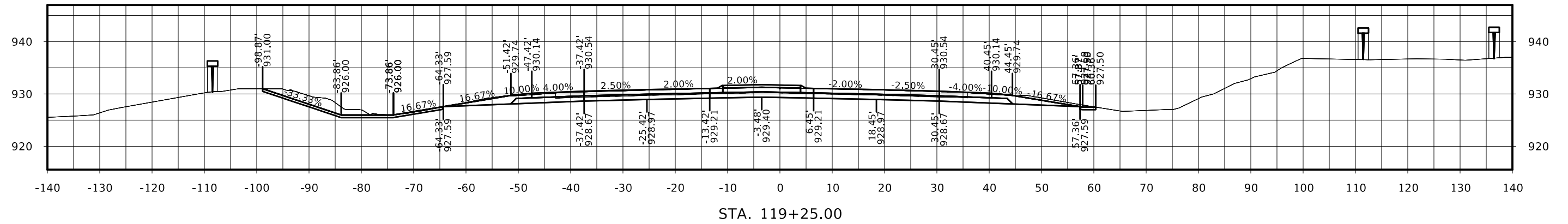
STA. 118+25.00

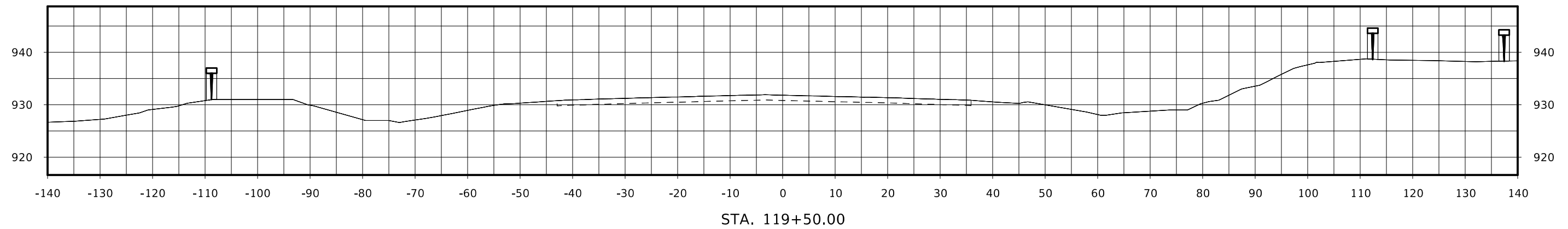
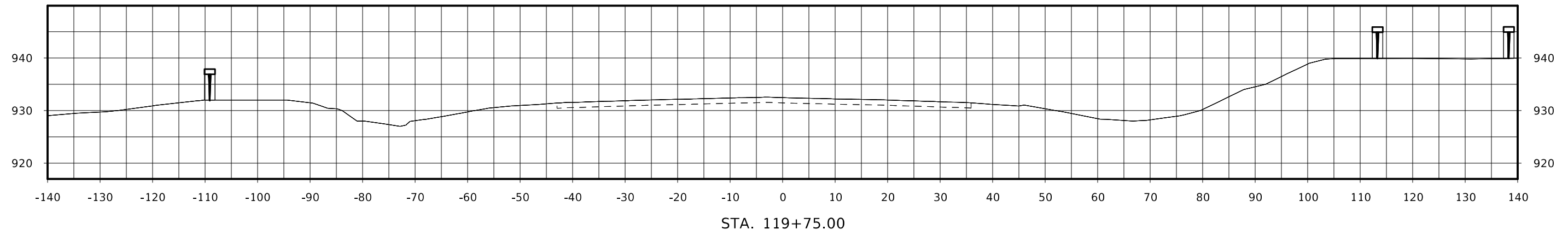
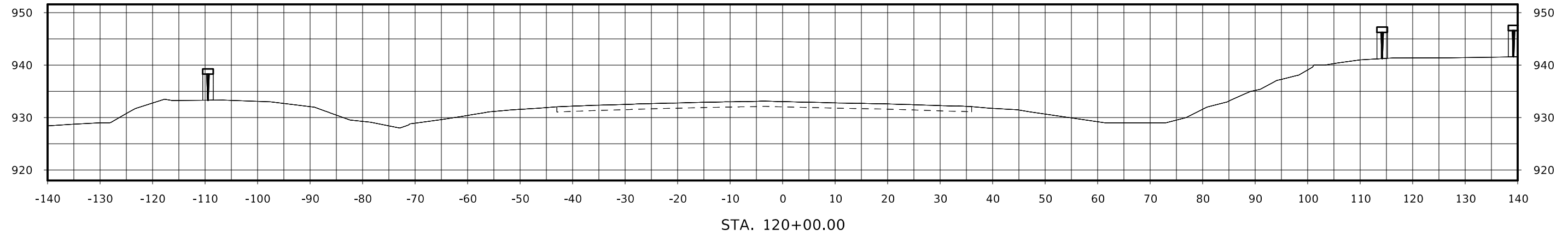


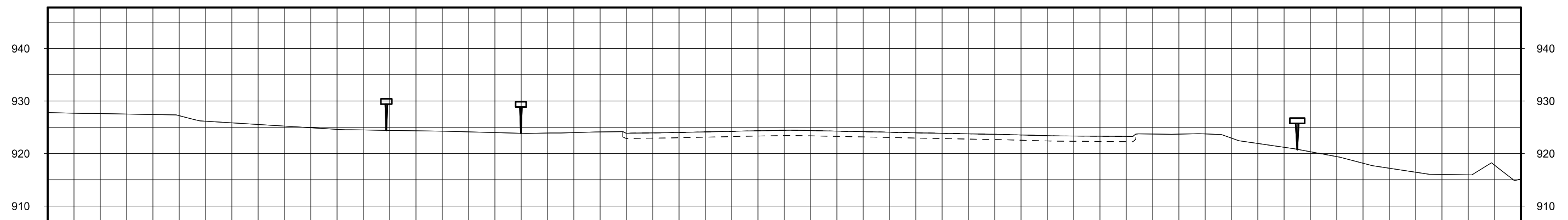
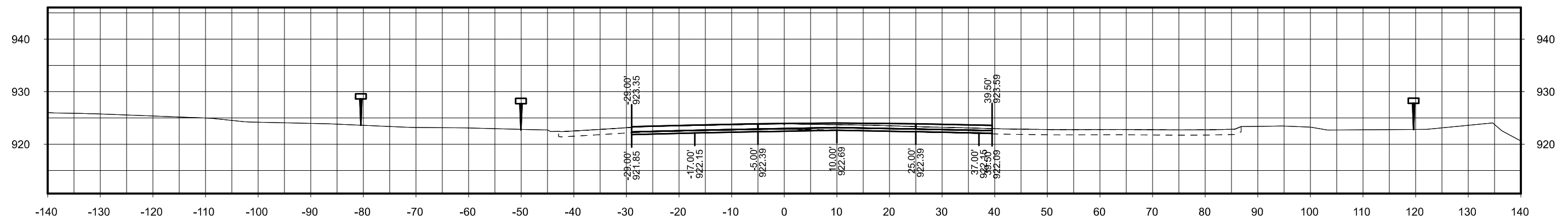
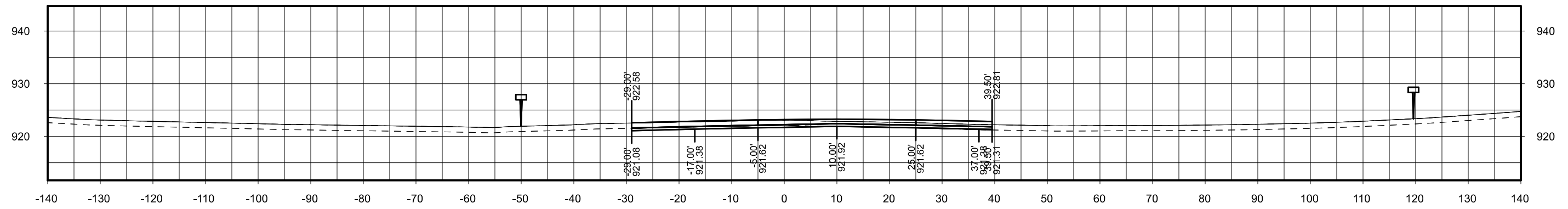
STA. 118+00.00

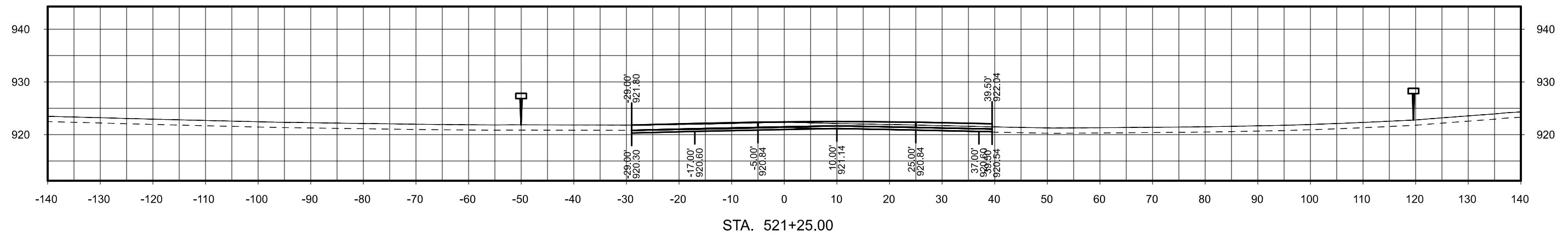
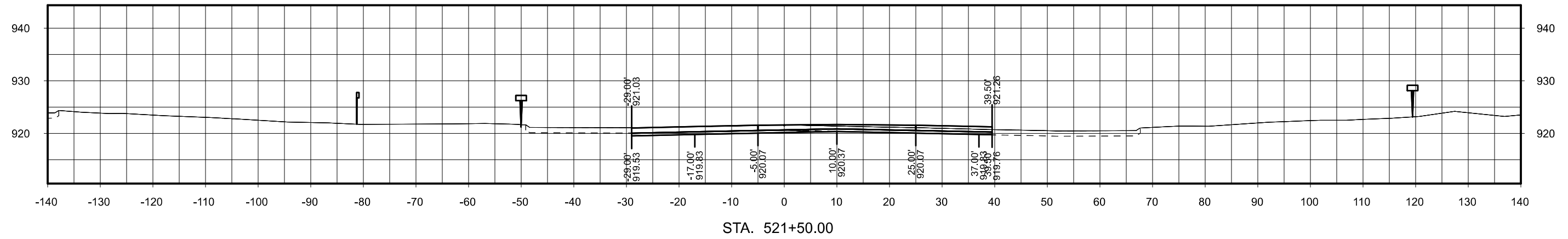
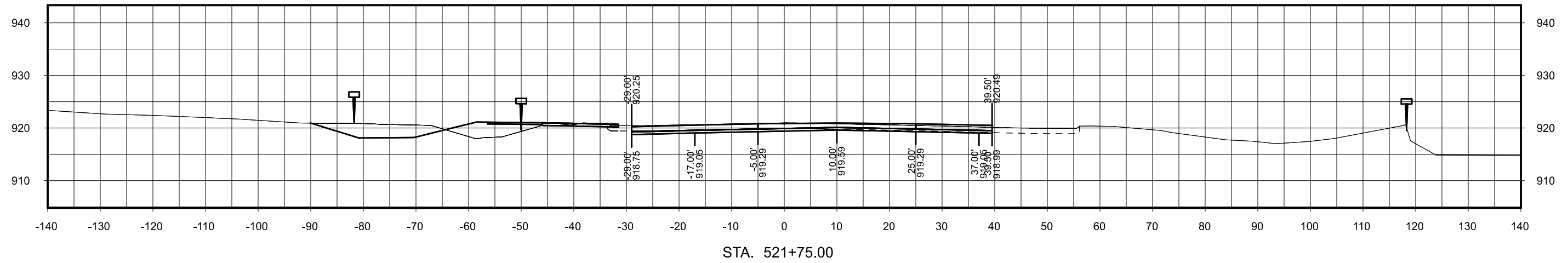


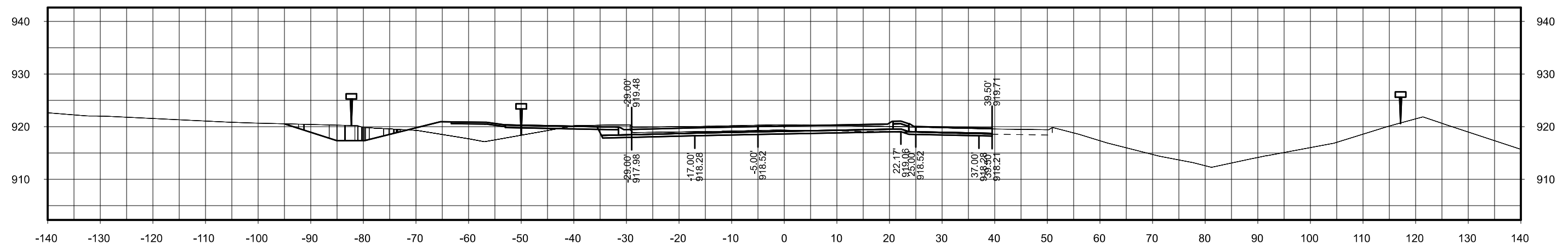
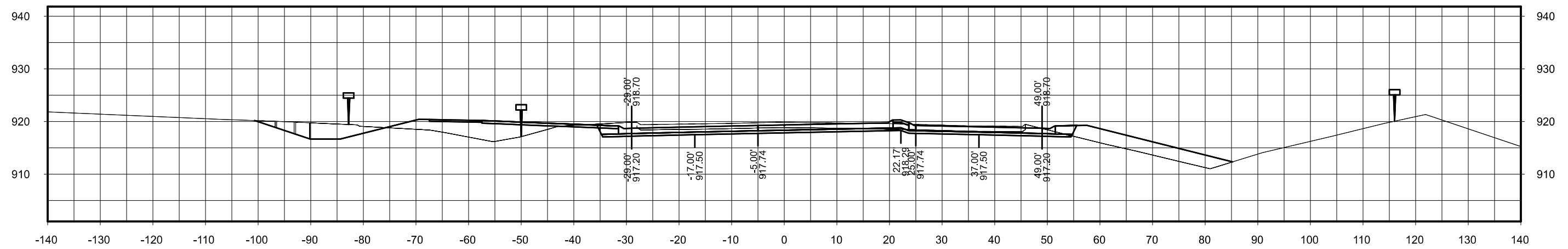
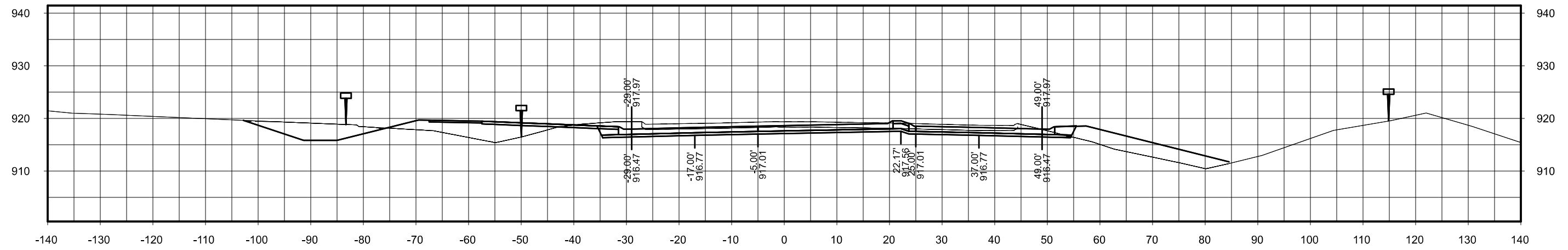
STA. 117+75.00

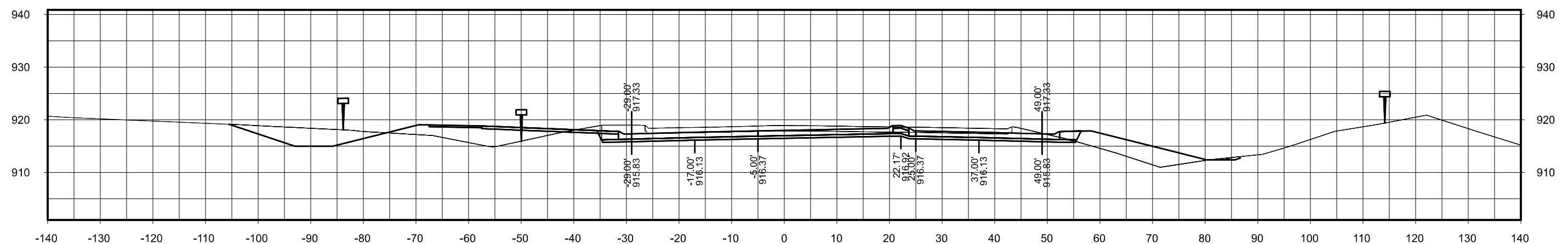
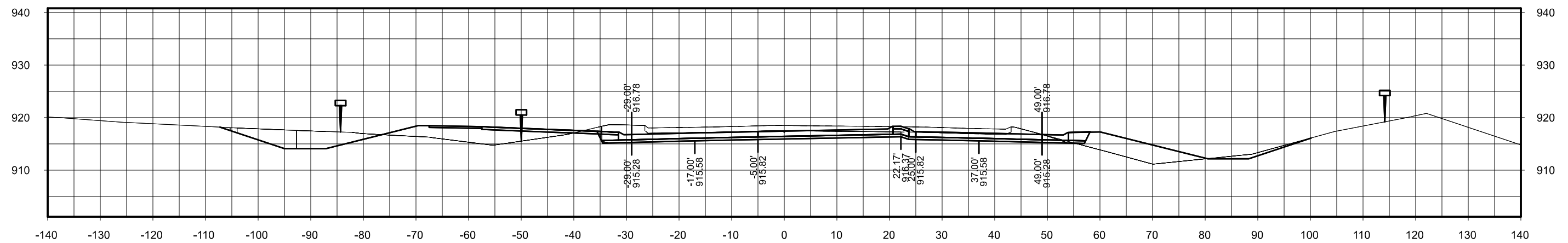
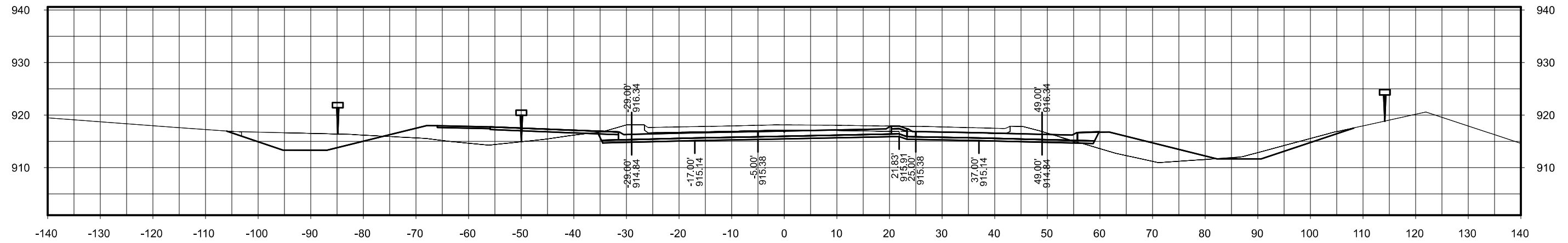


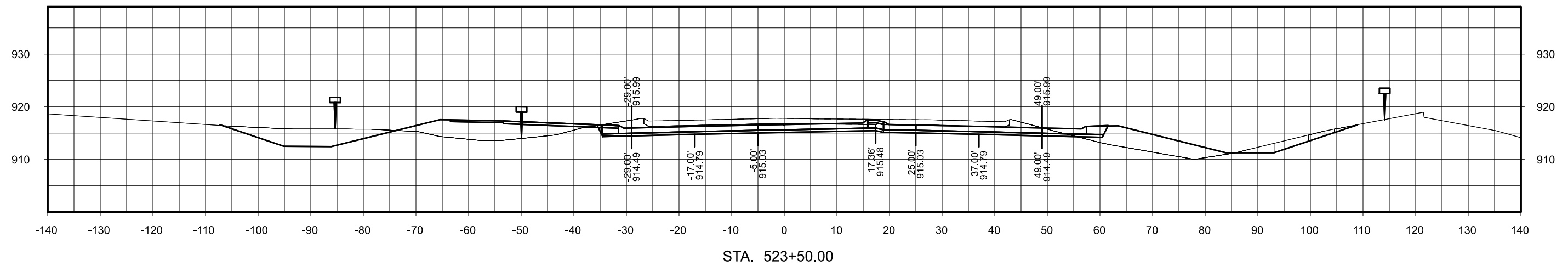
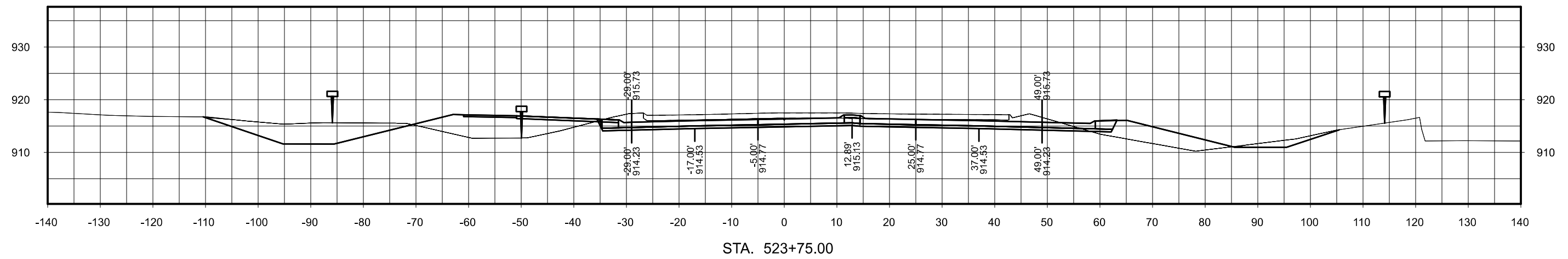
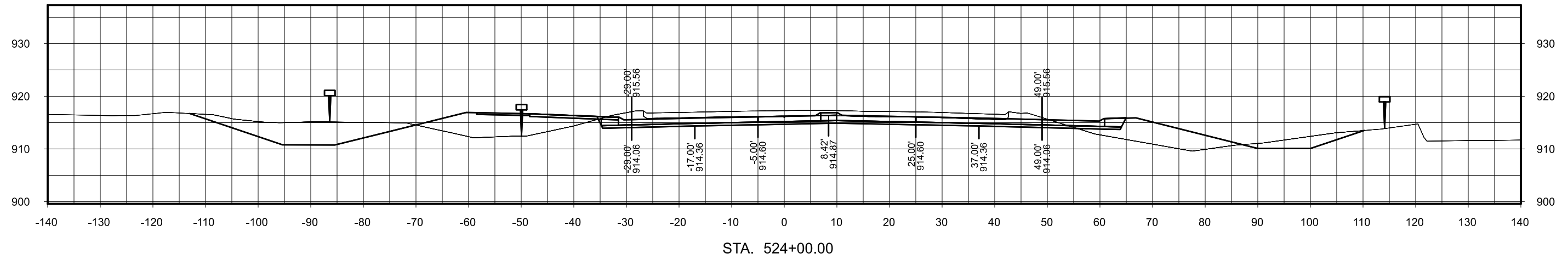




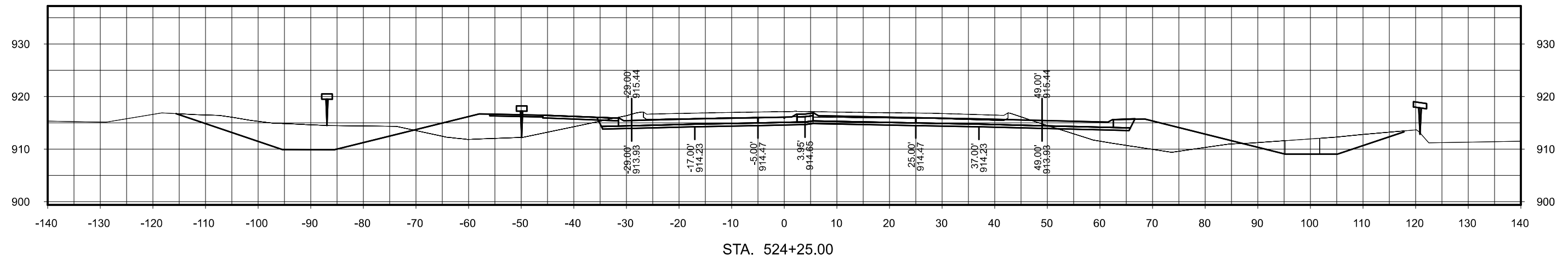
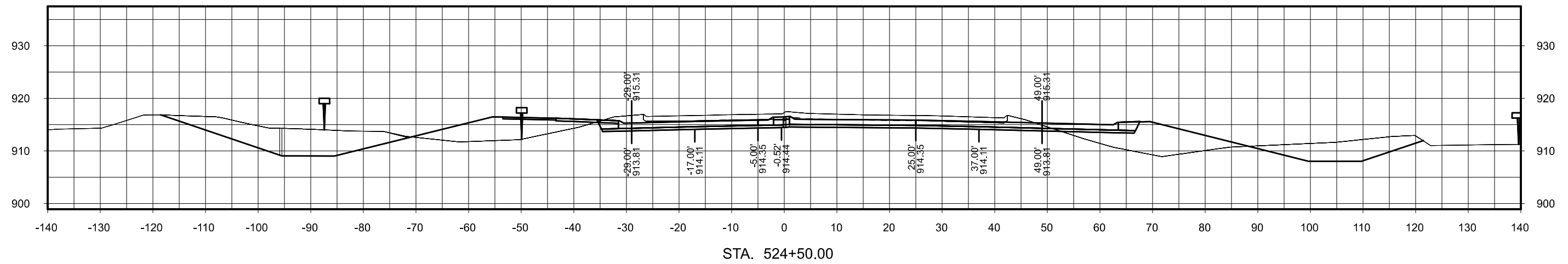
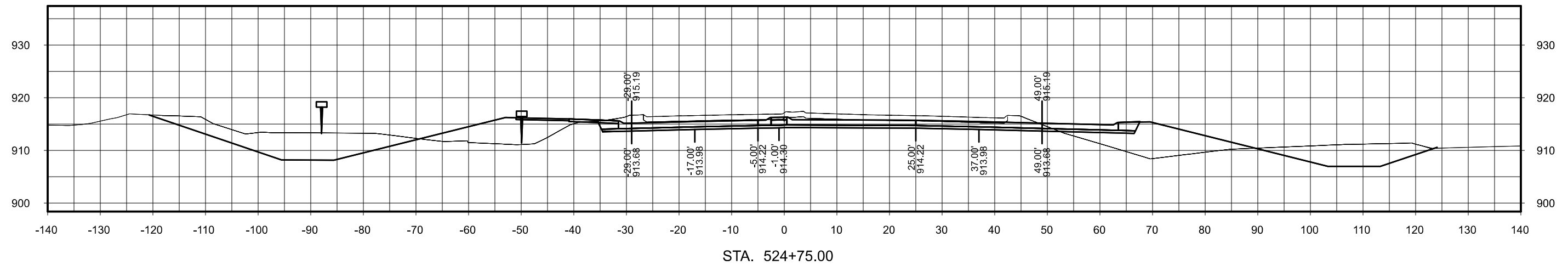


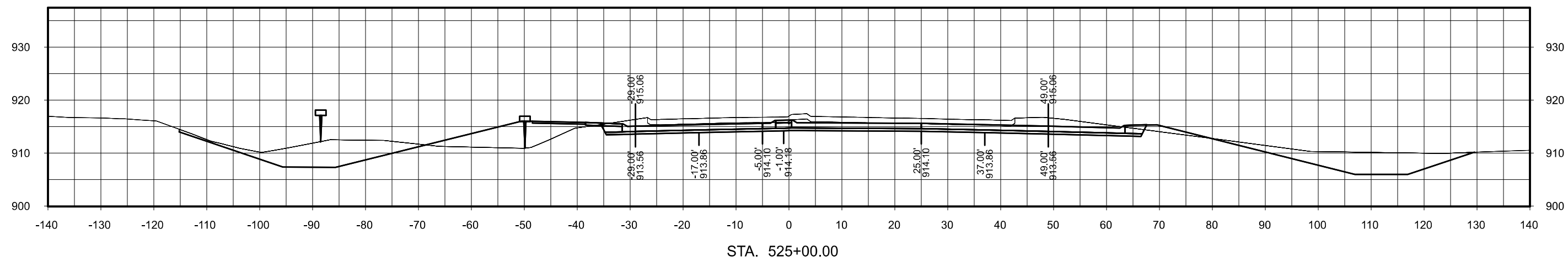
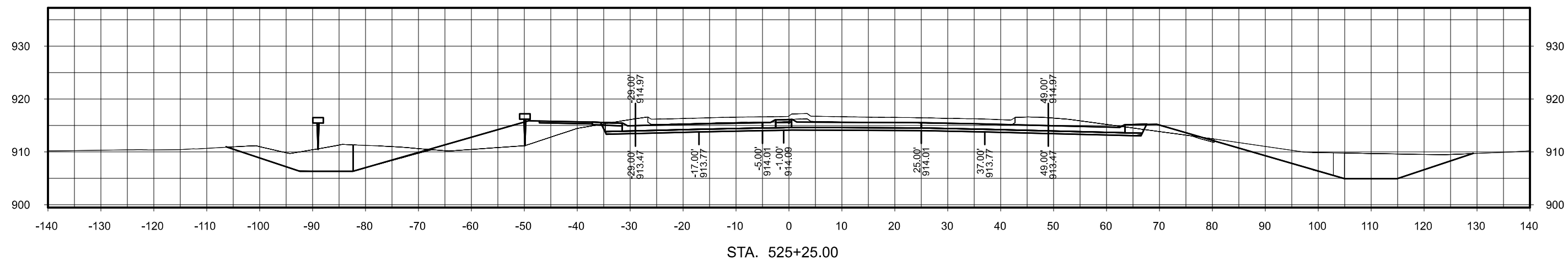
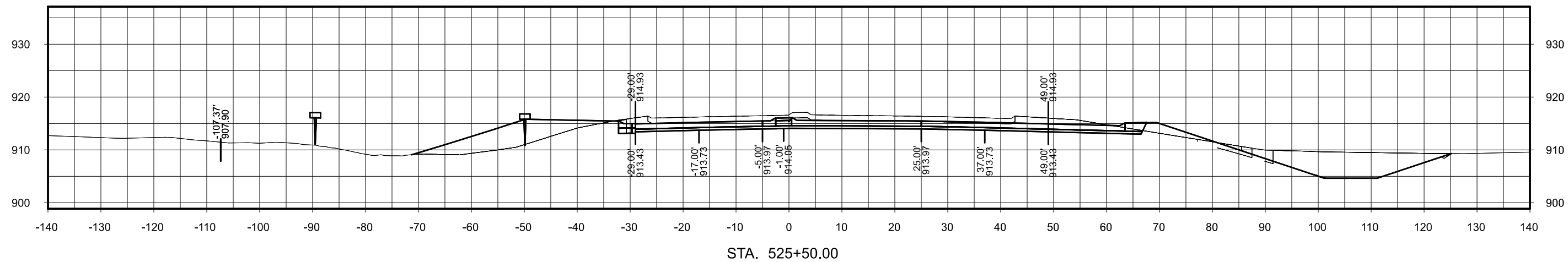


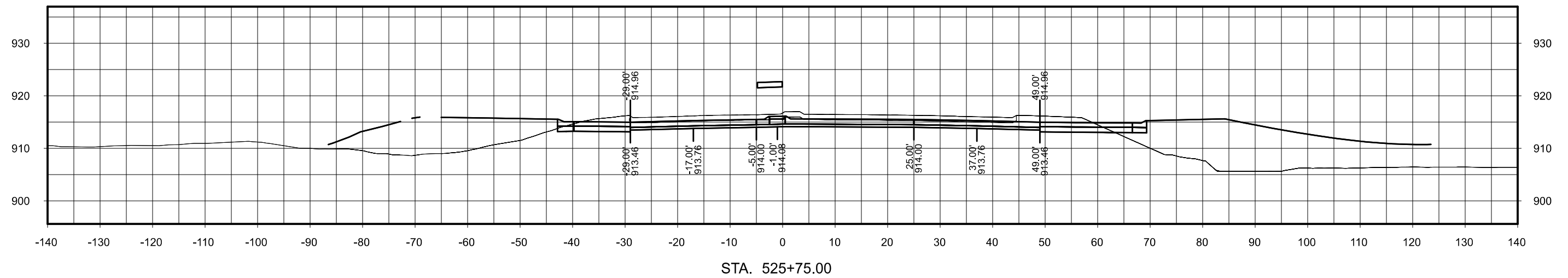
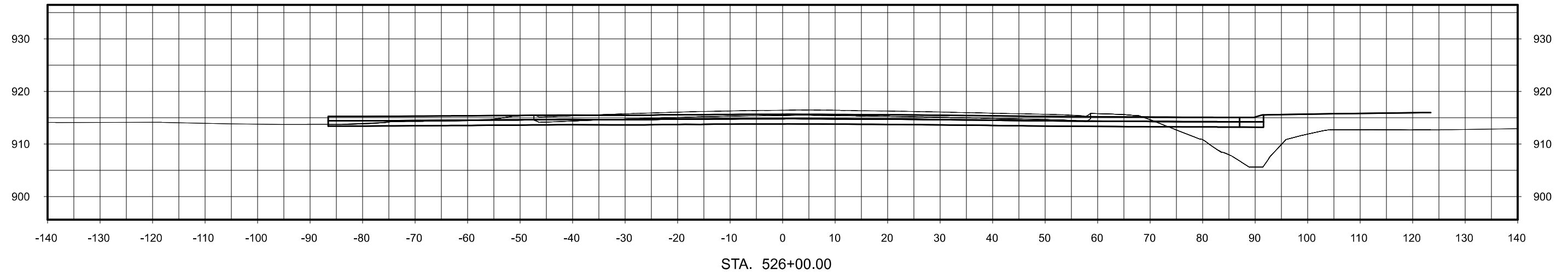
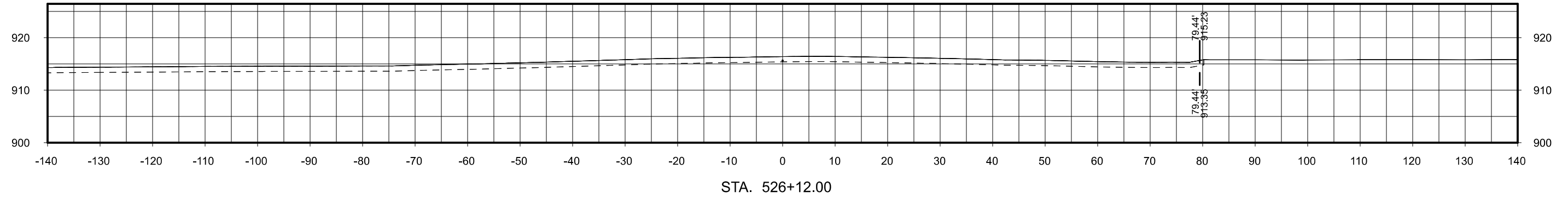


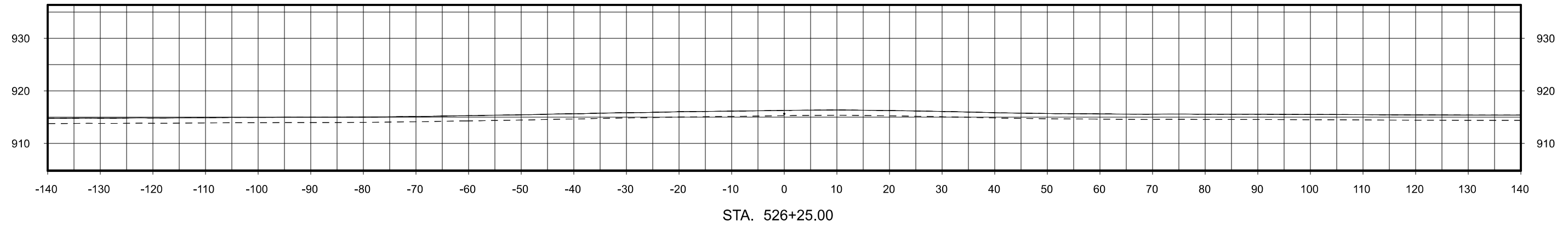
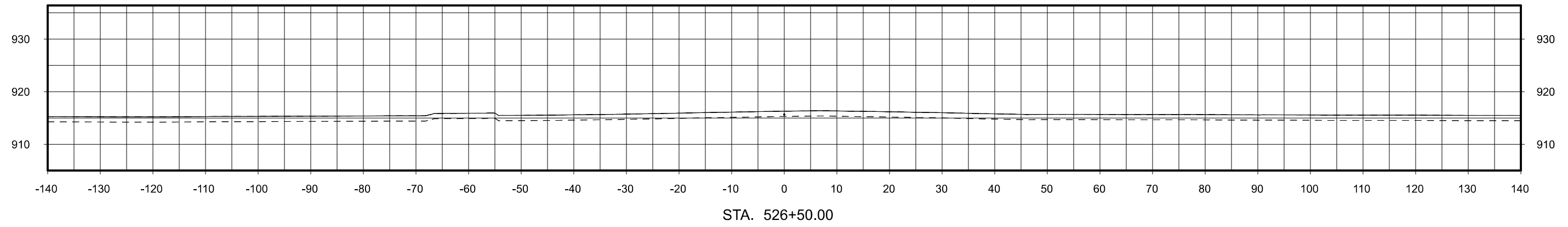
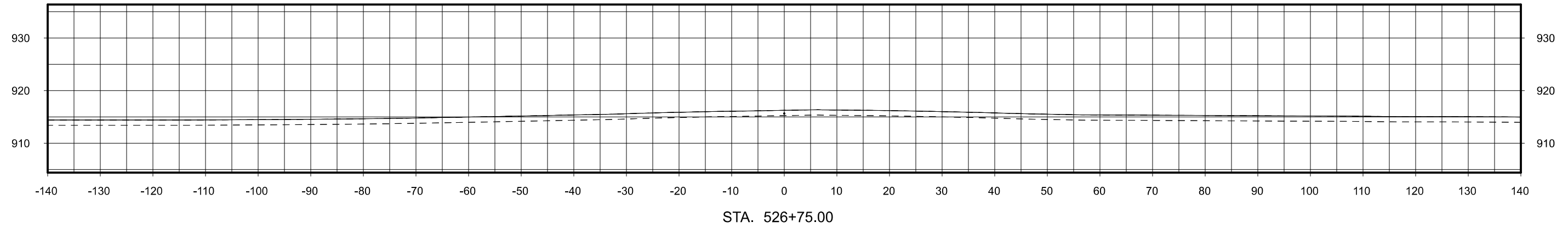


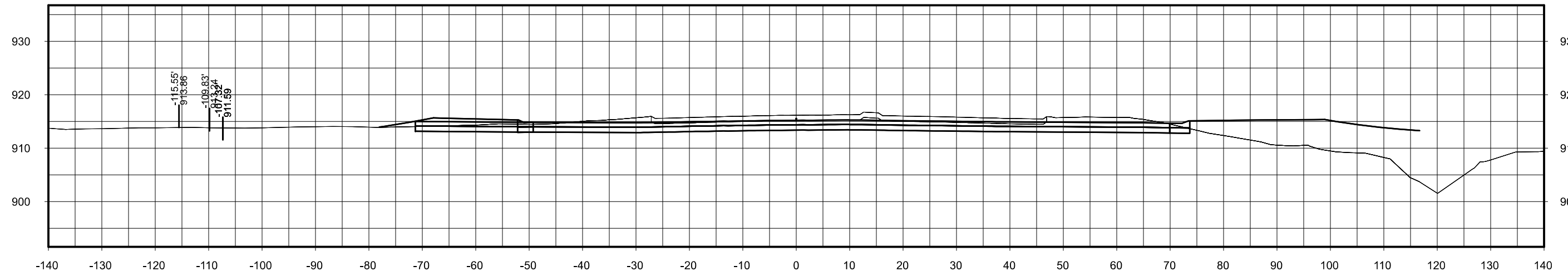




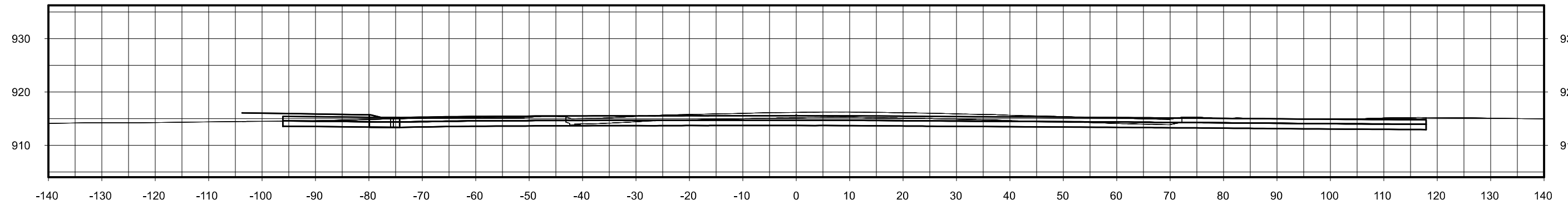




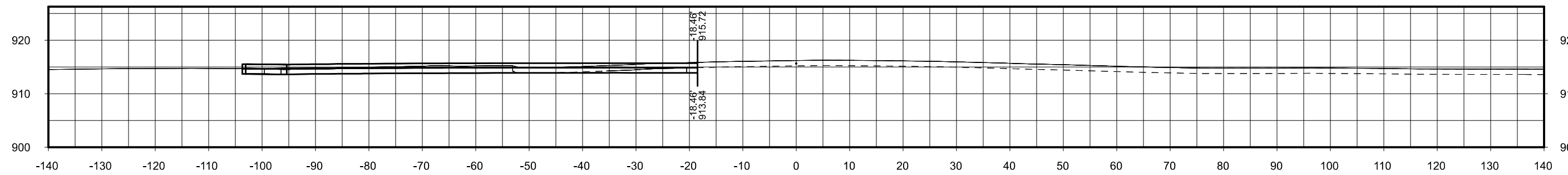




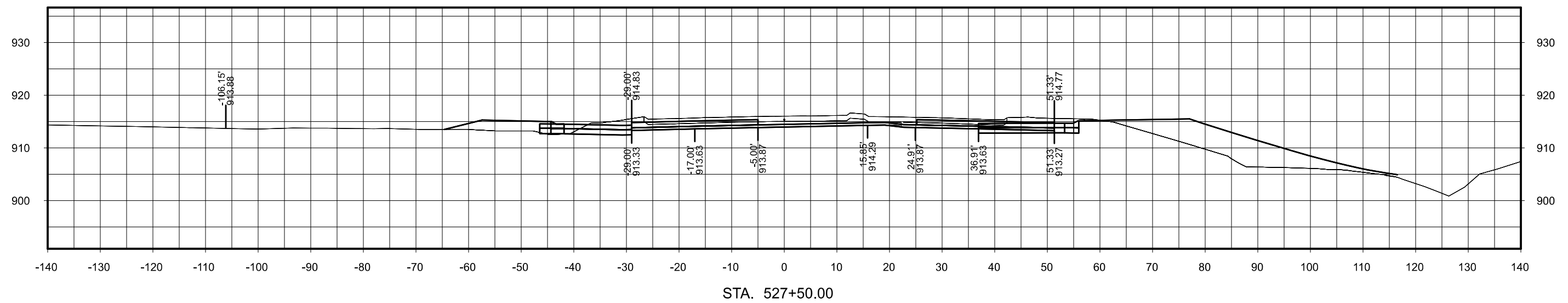
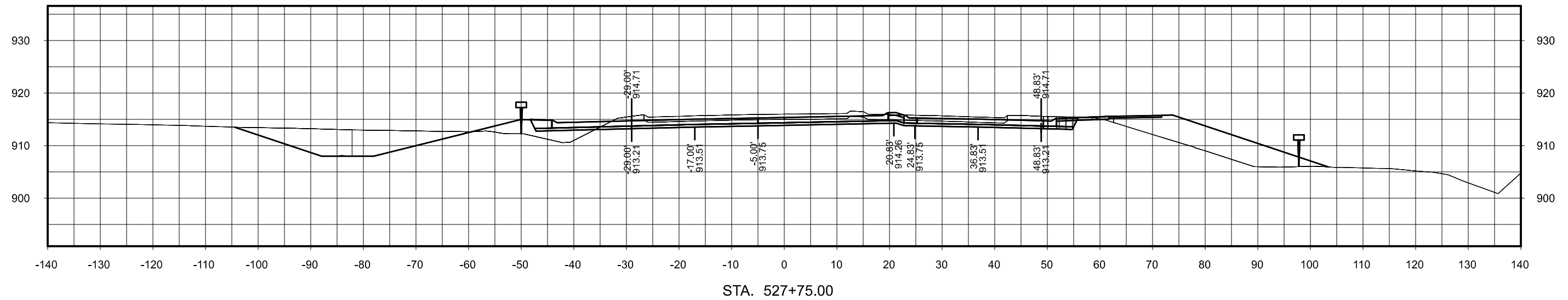
STA. 527+25.00

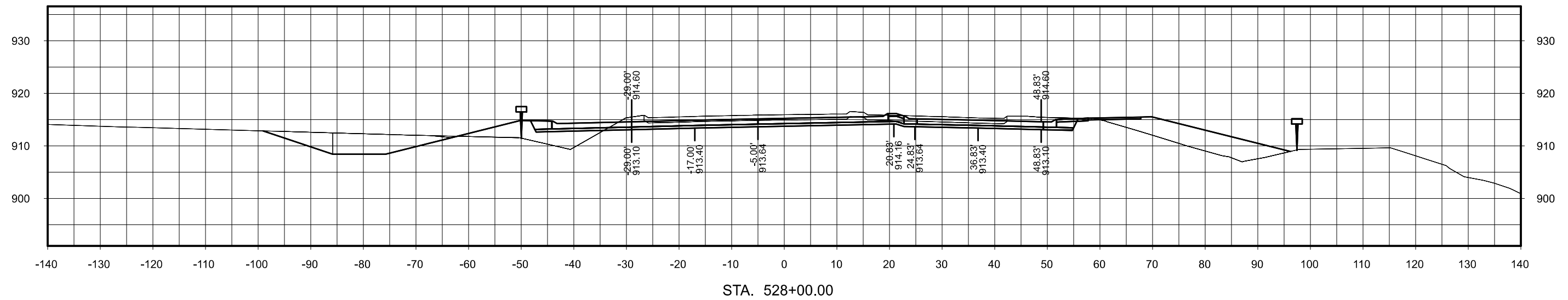
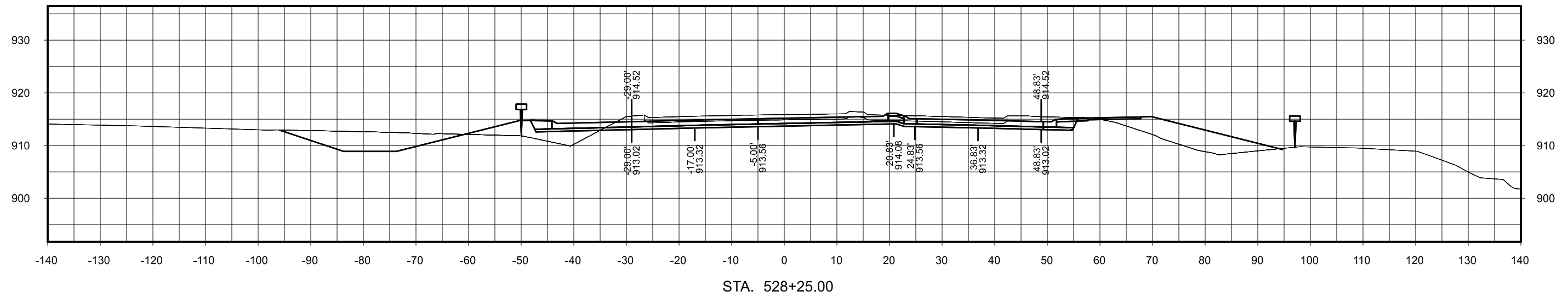
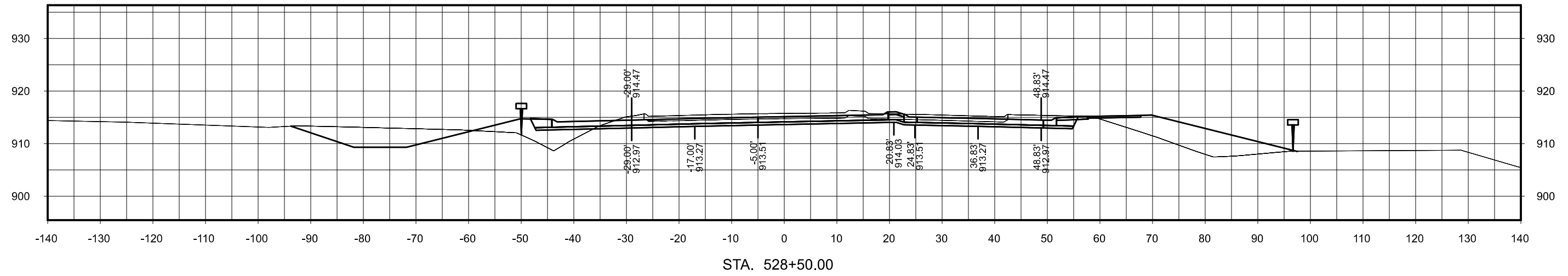


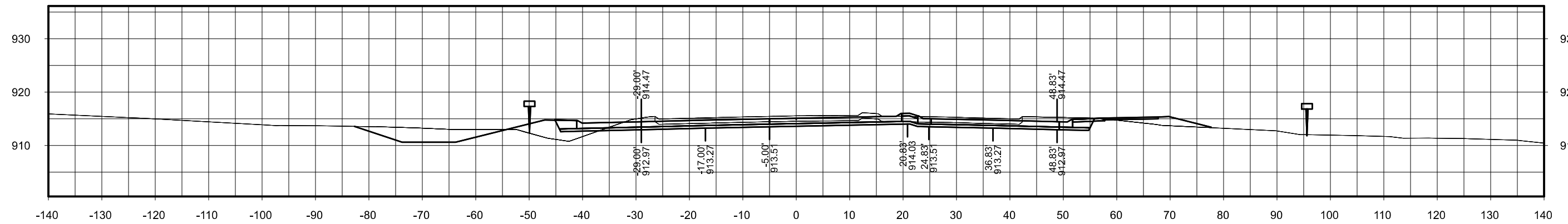
STA. 527+00.00



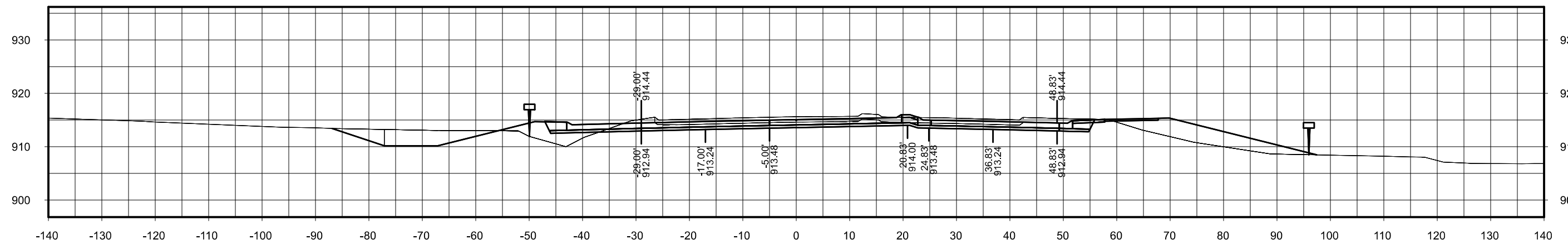
STA. 526+93.00



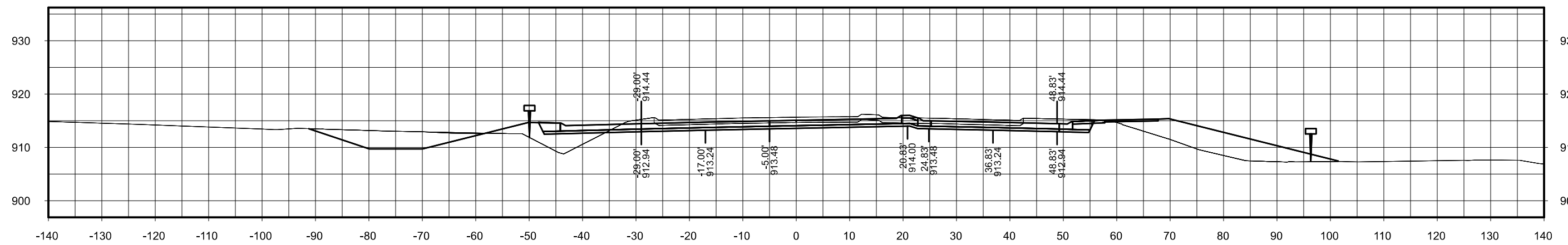




STA. 529+25.00

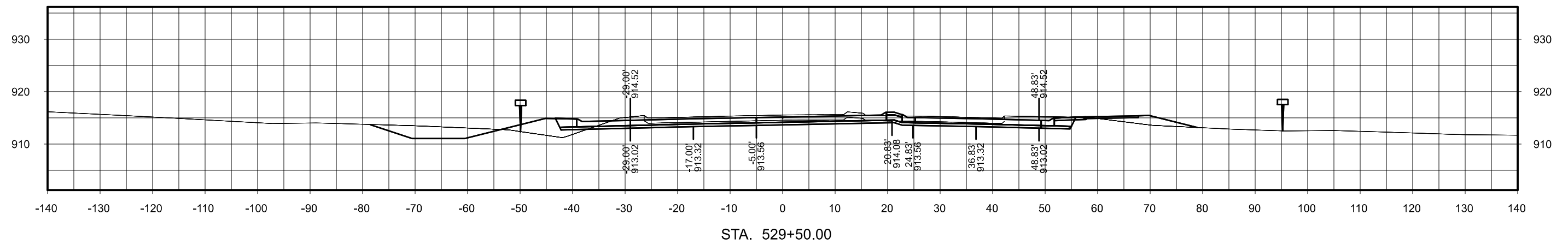
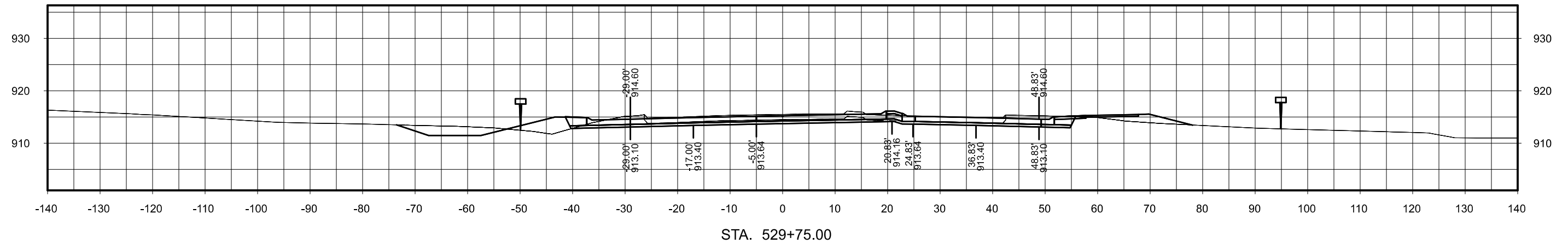
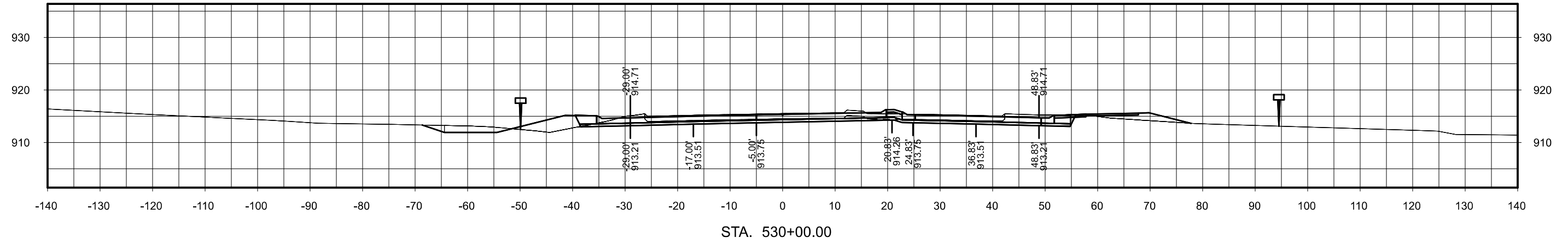


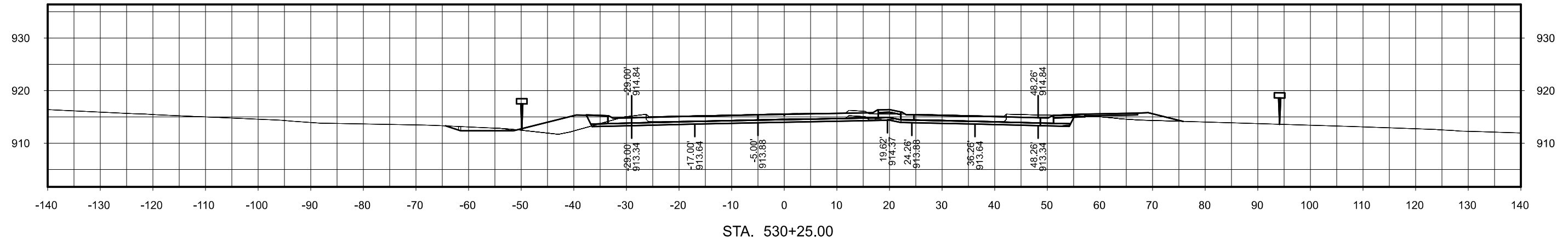
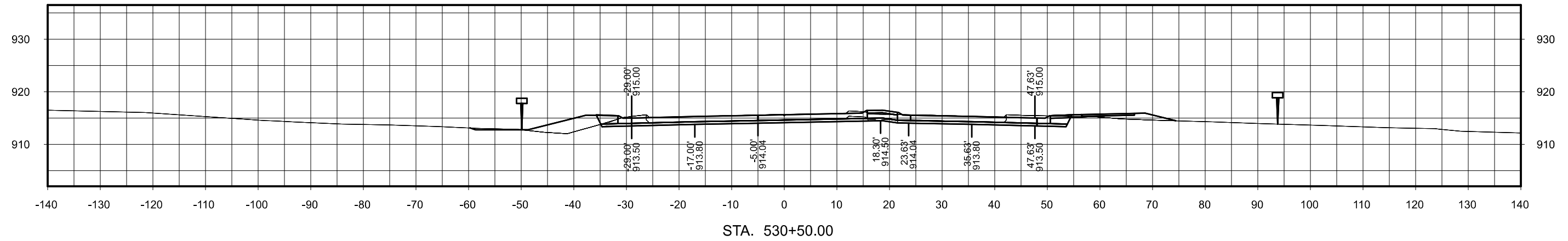
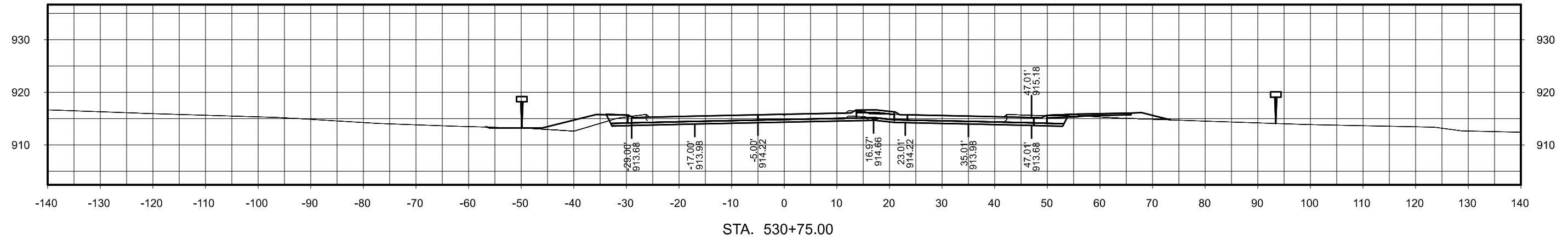
STA. 529+00.00

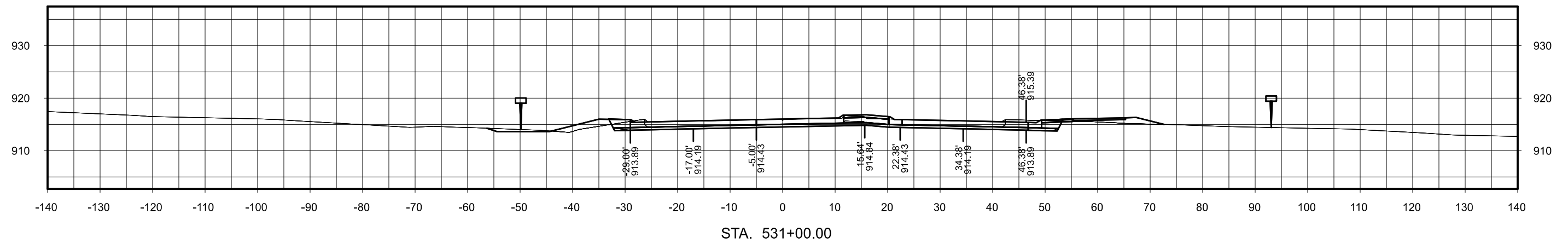
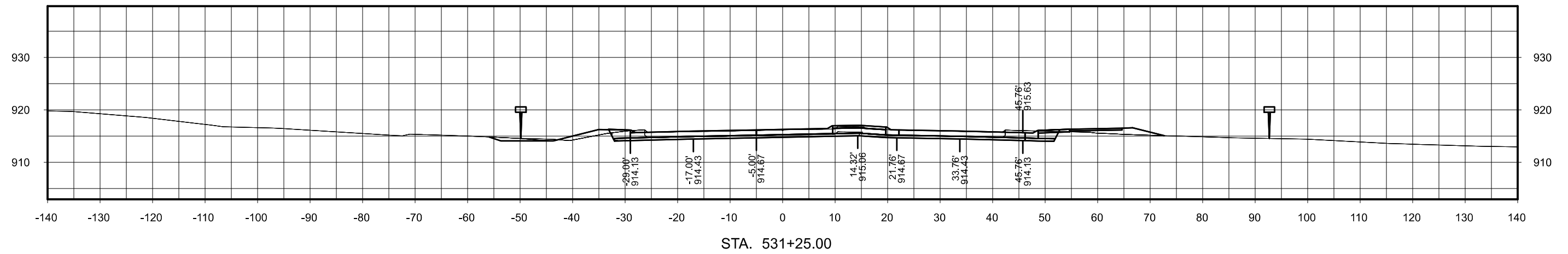
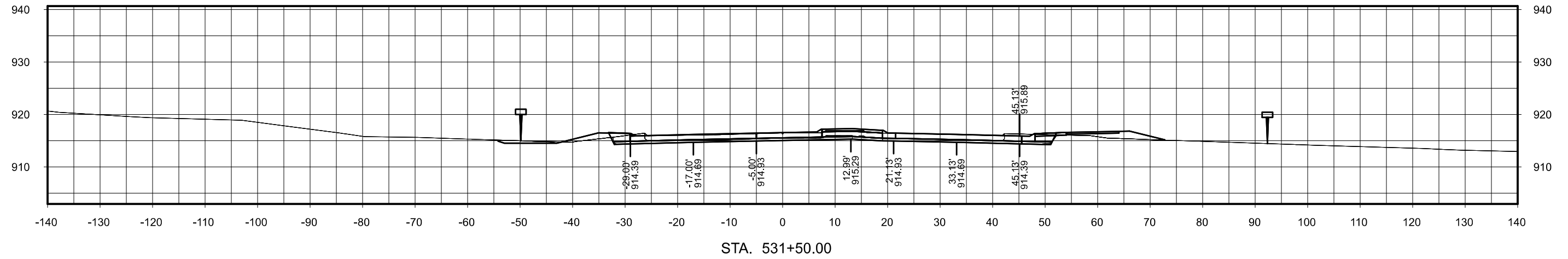


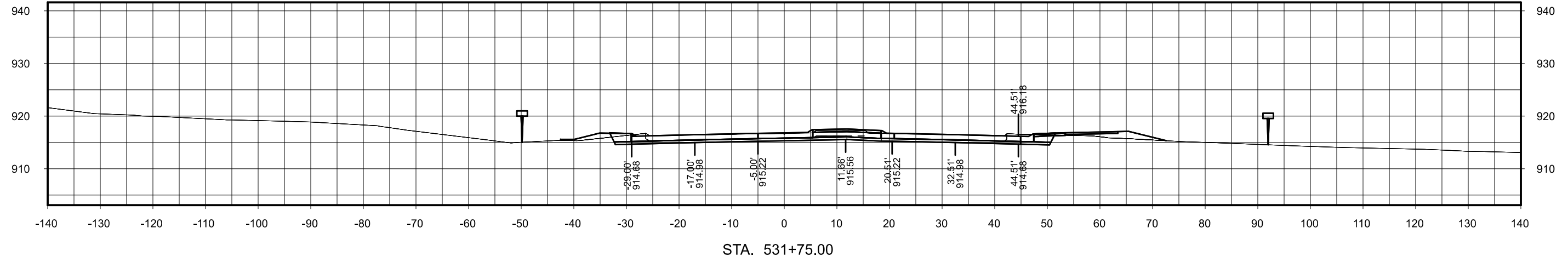
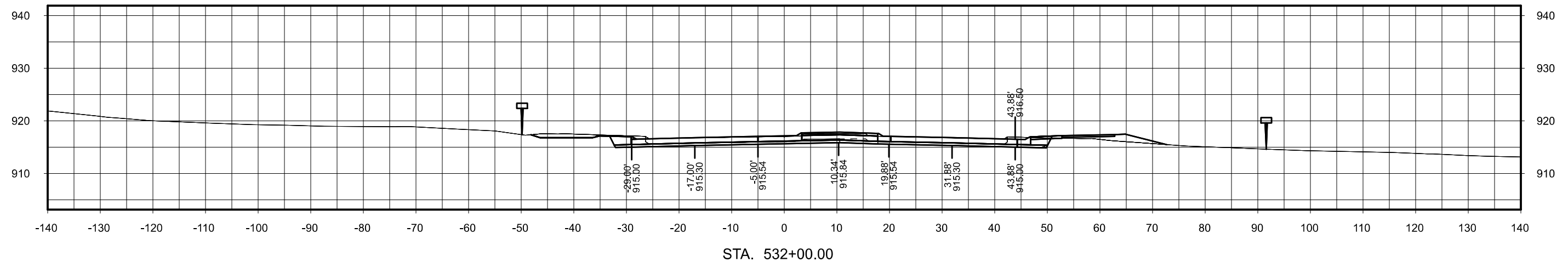
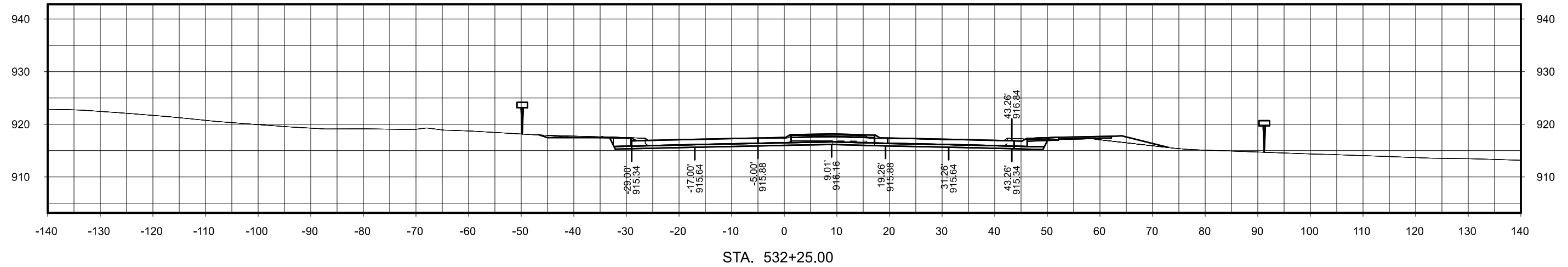
STA. 528+75.00

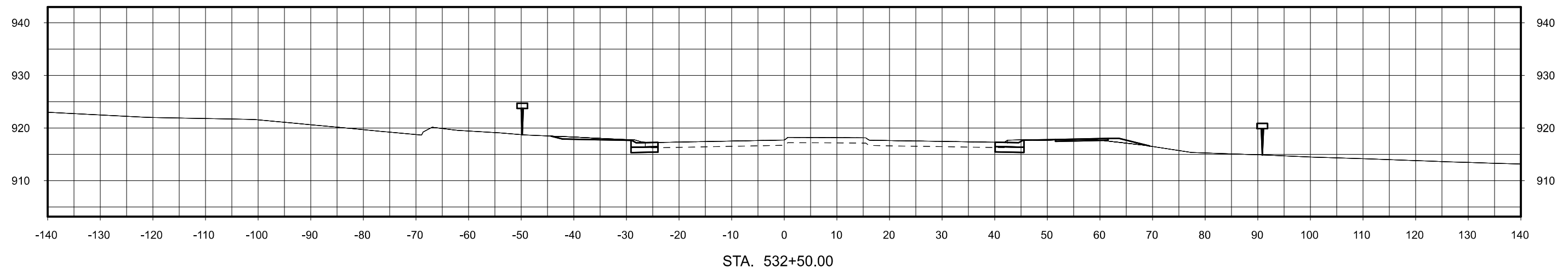
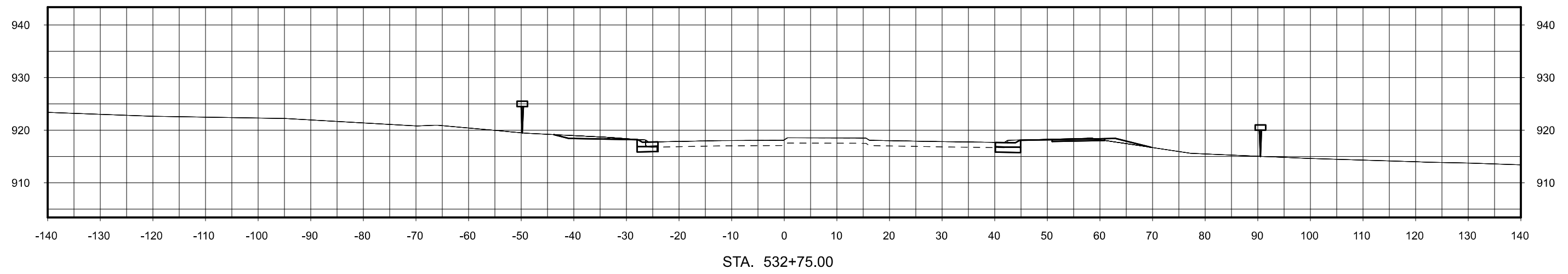
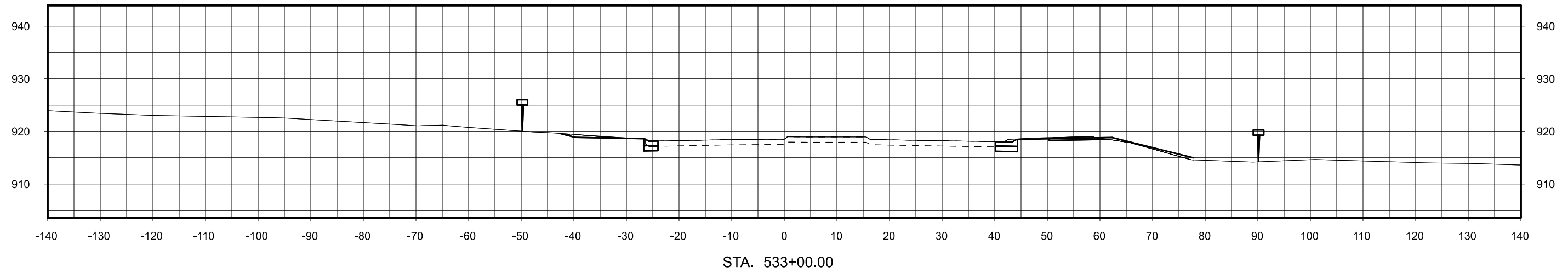


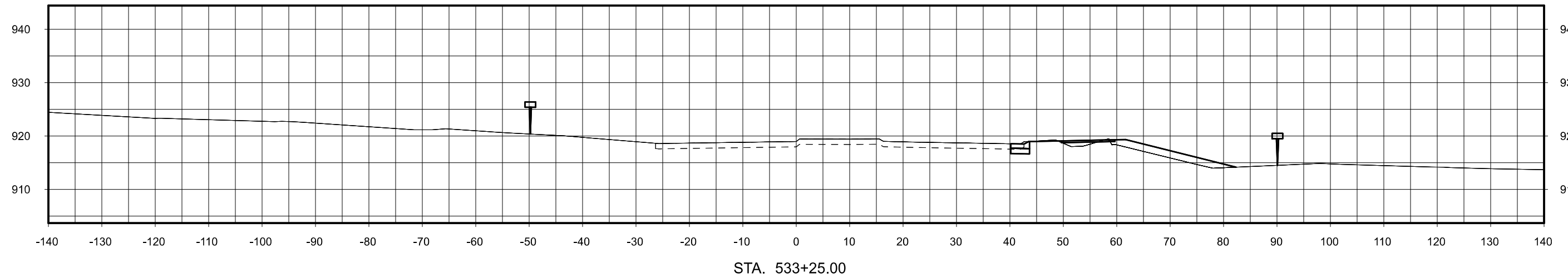
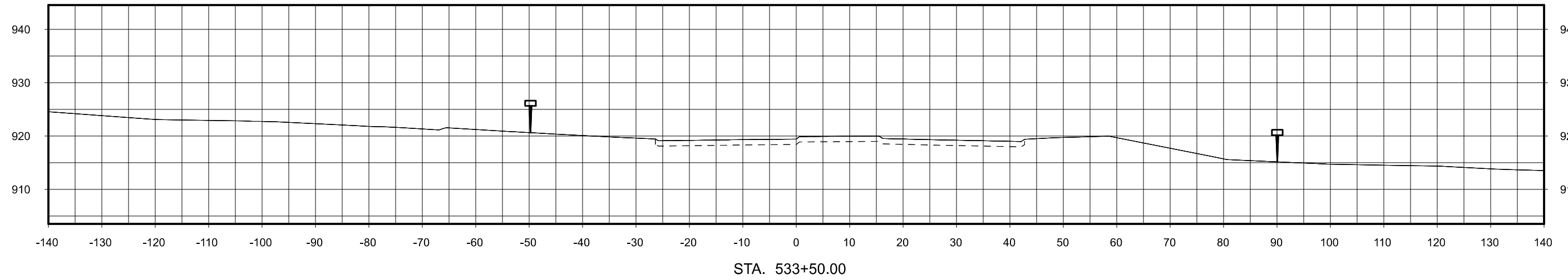
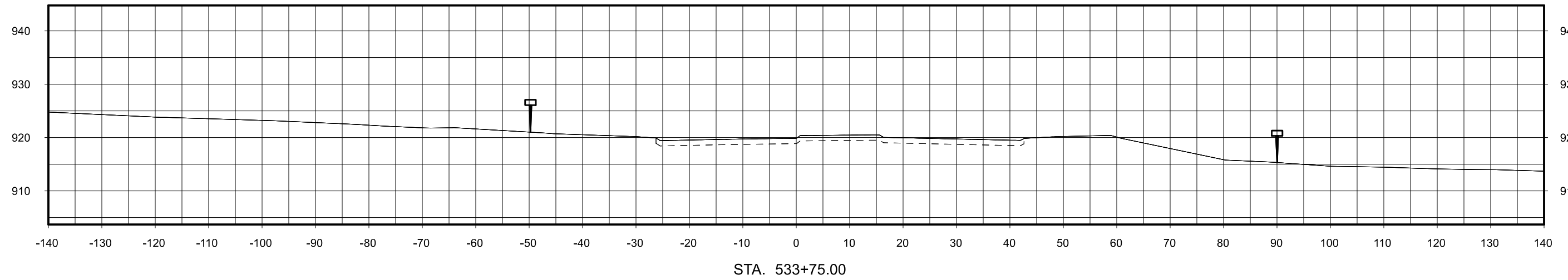


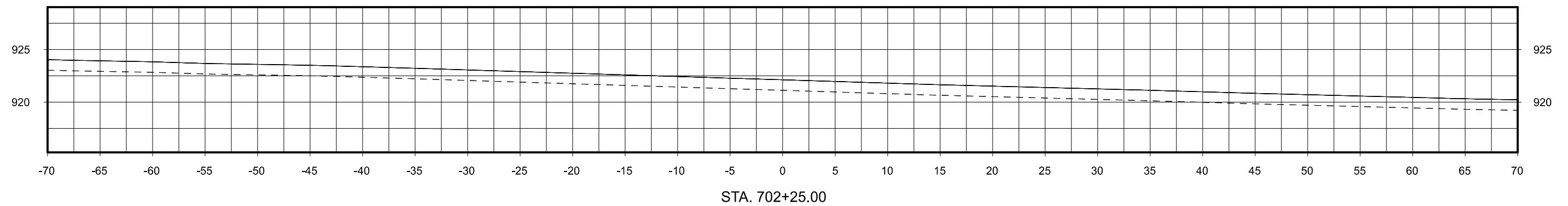
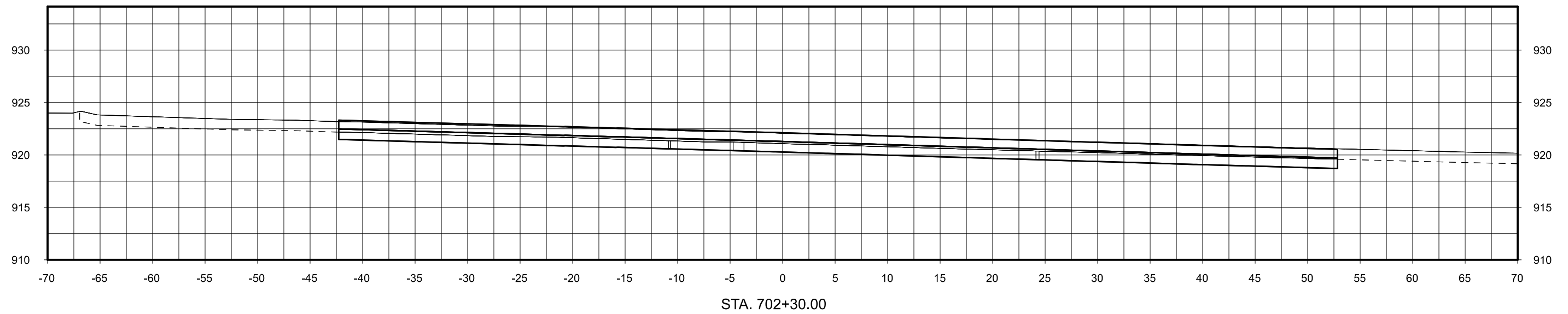
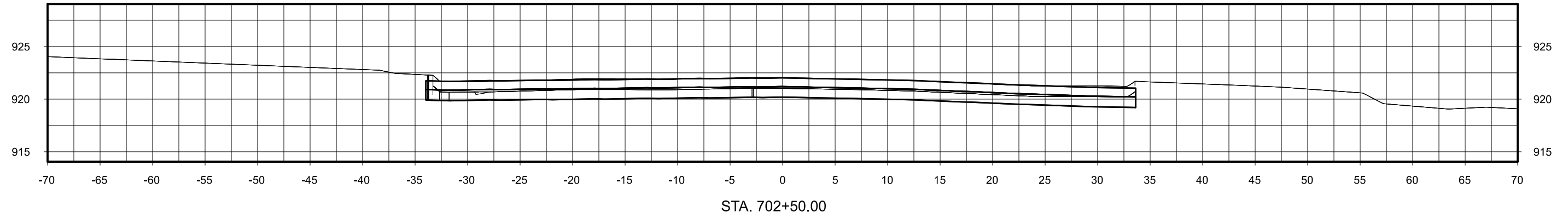


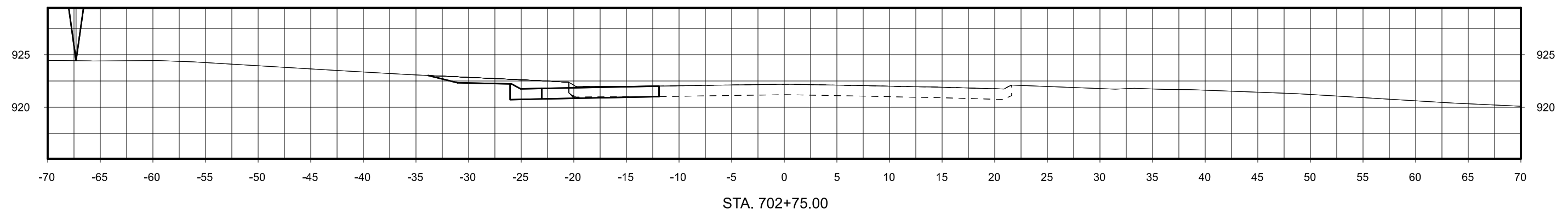
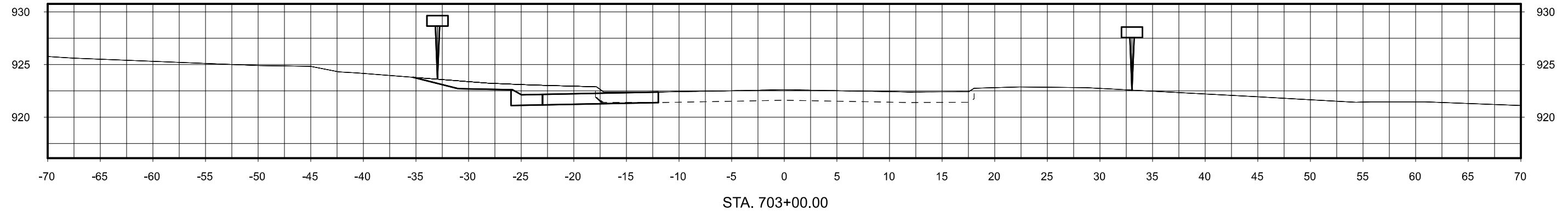
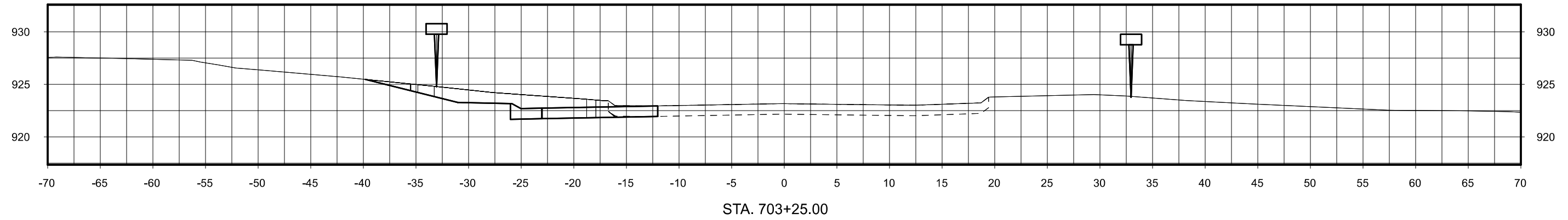
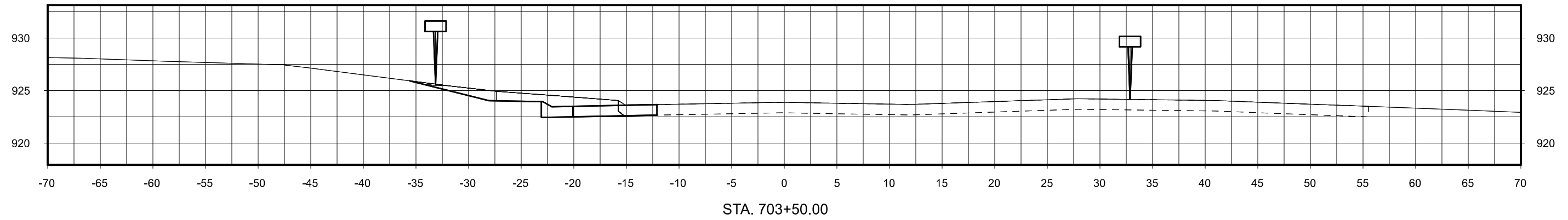




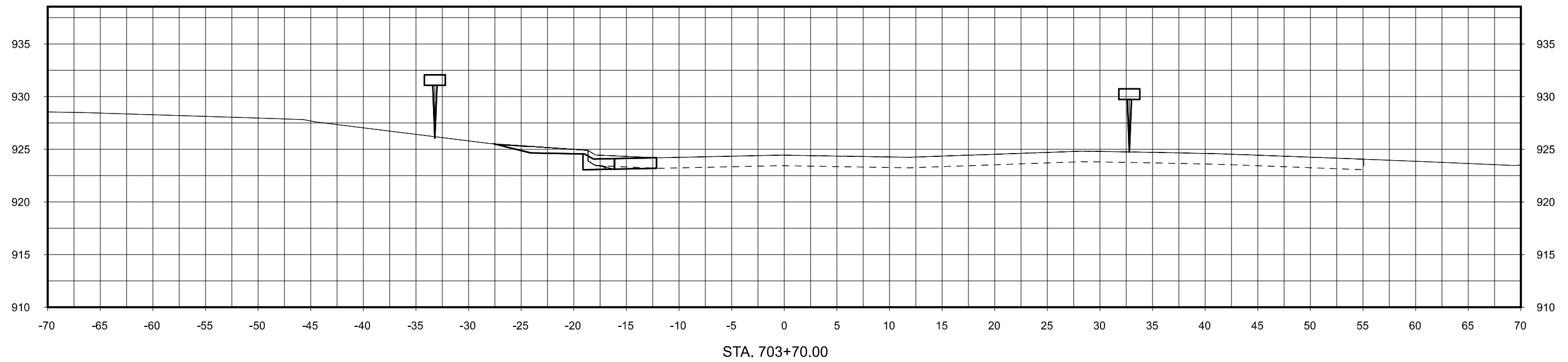
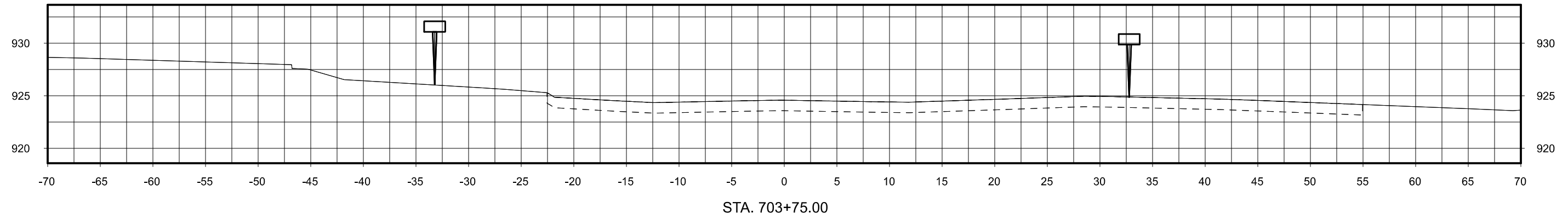


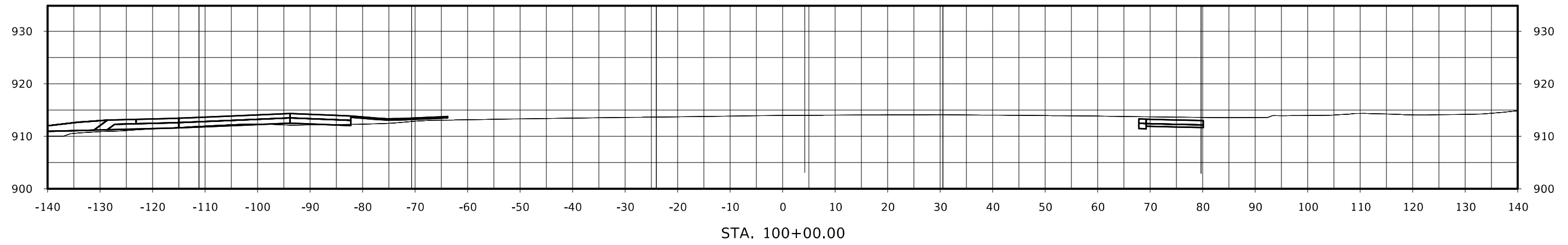
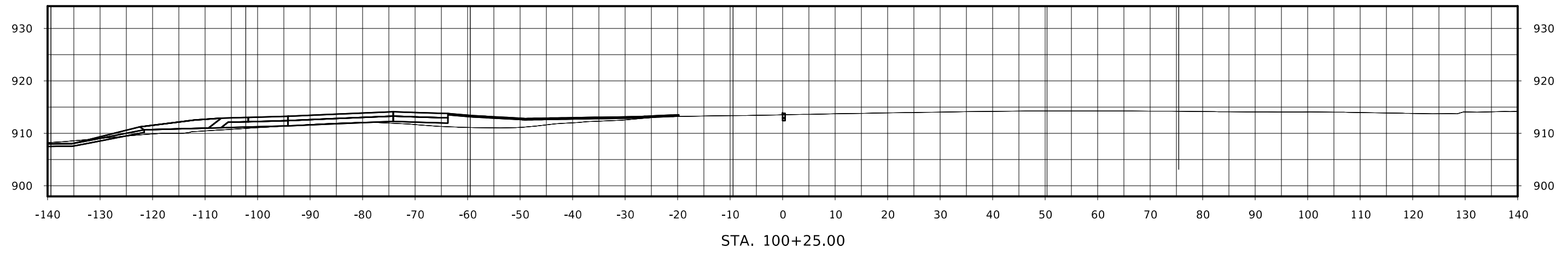
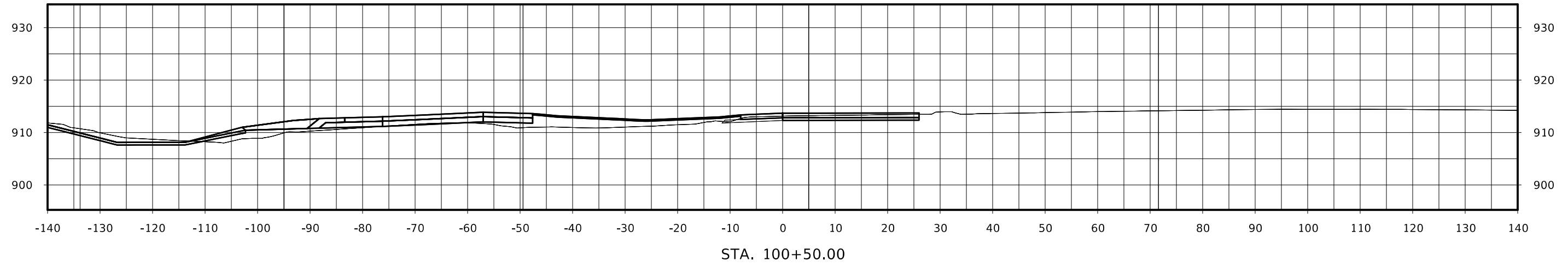


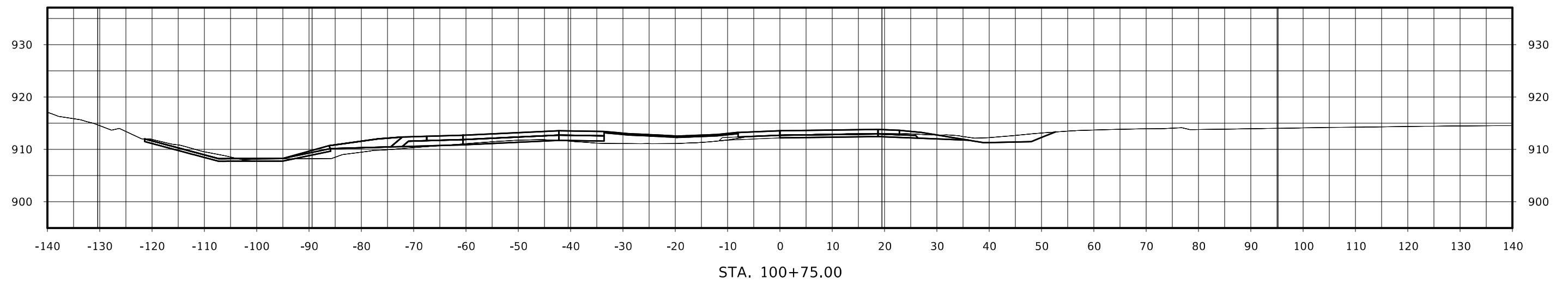
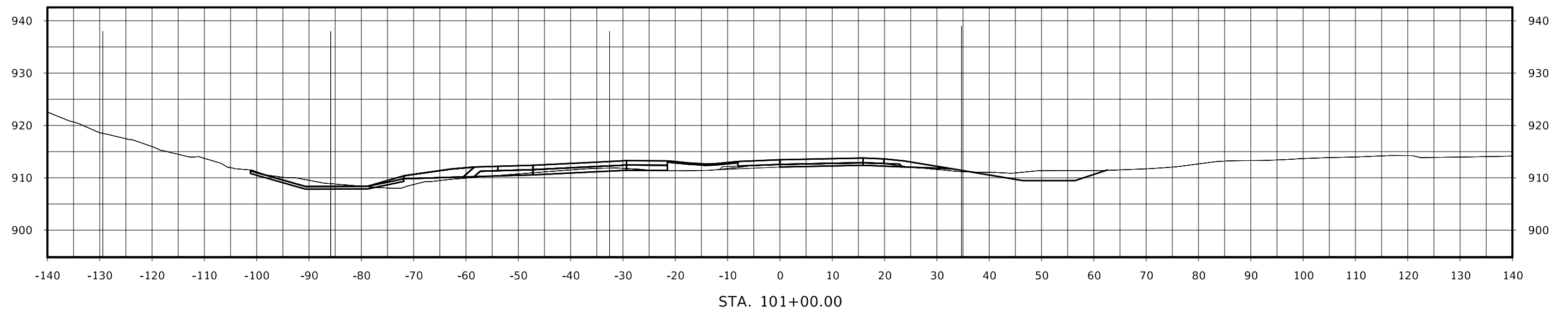


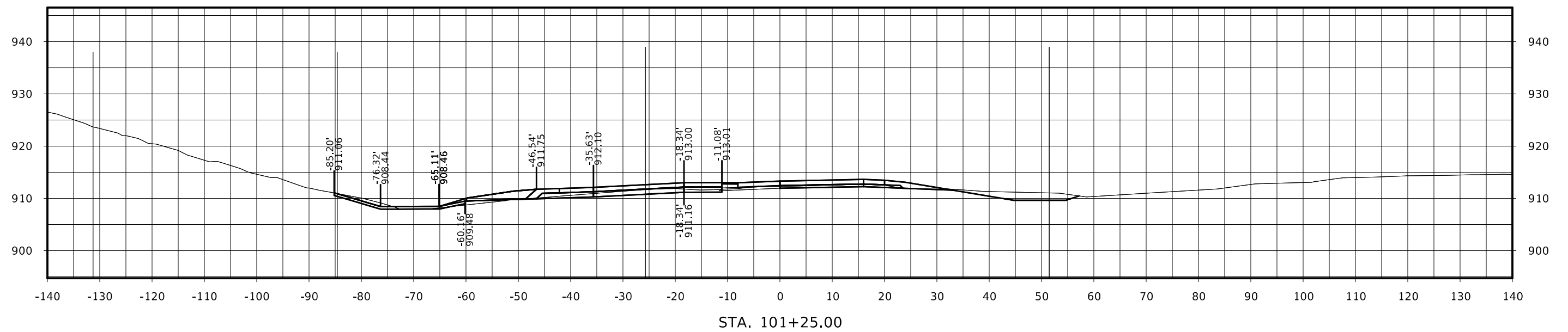
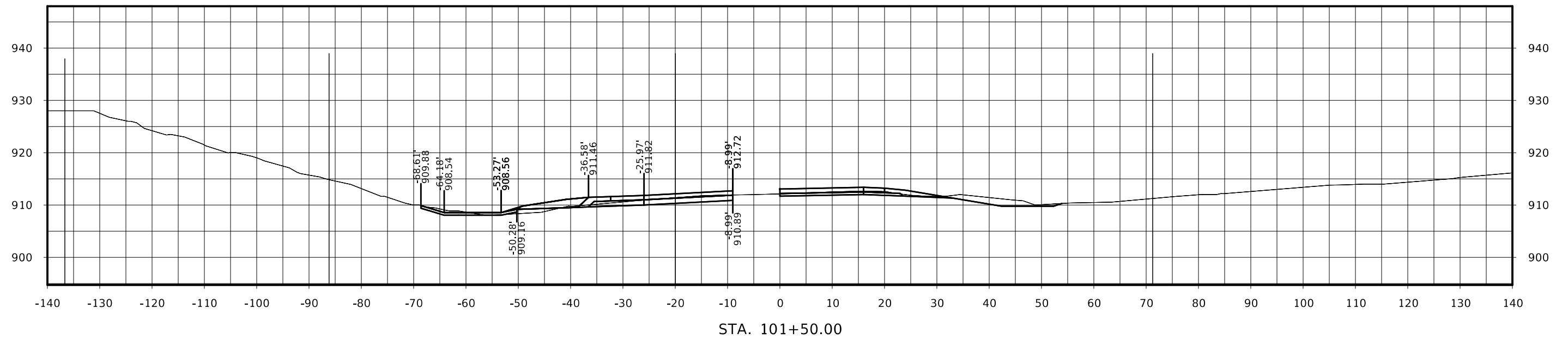


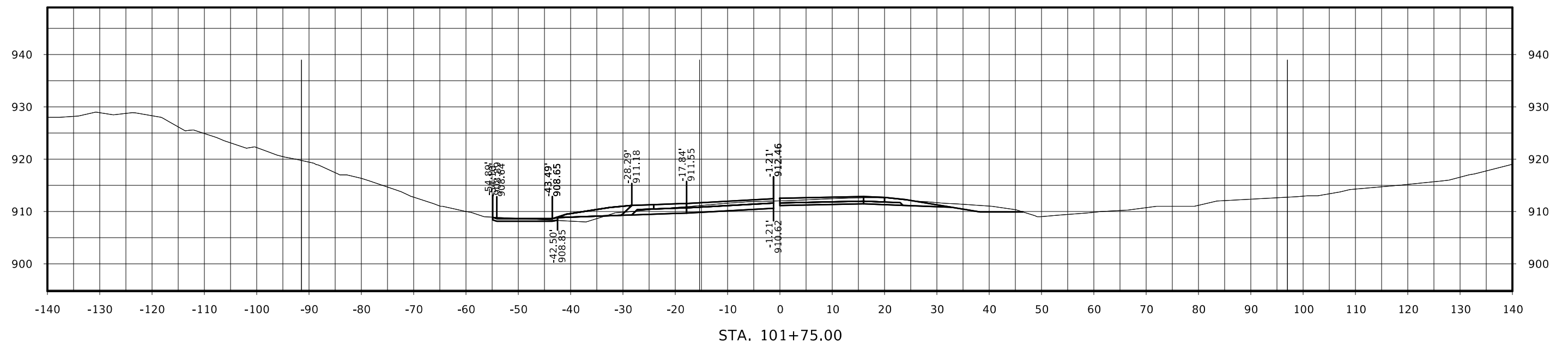
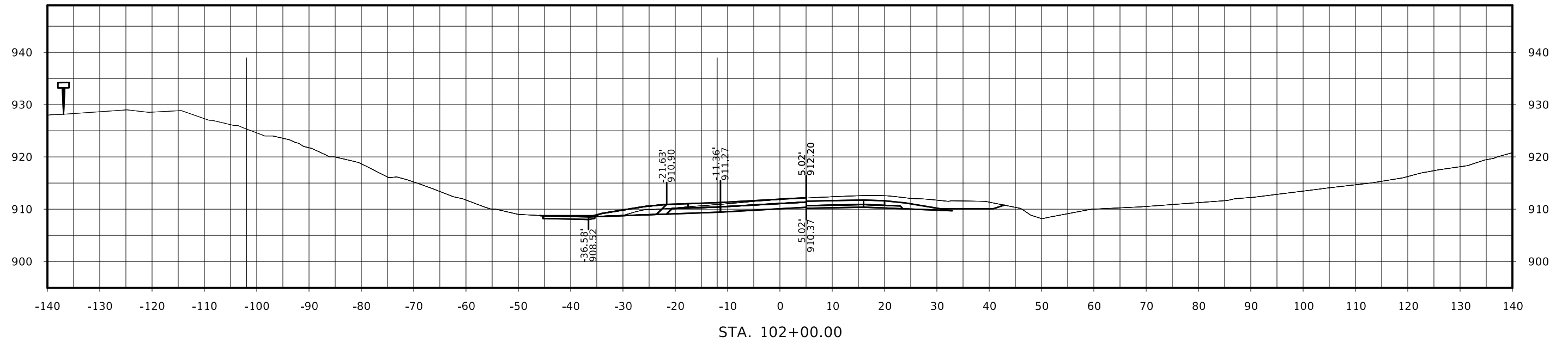


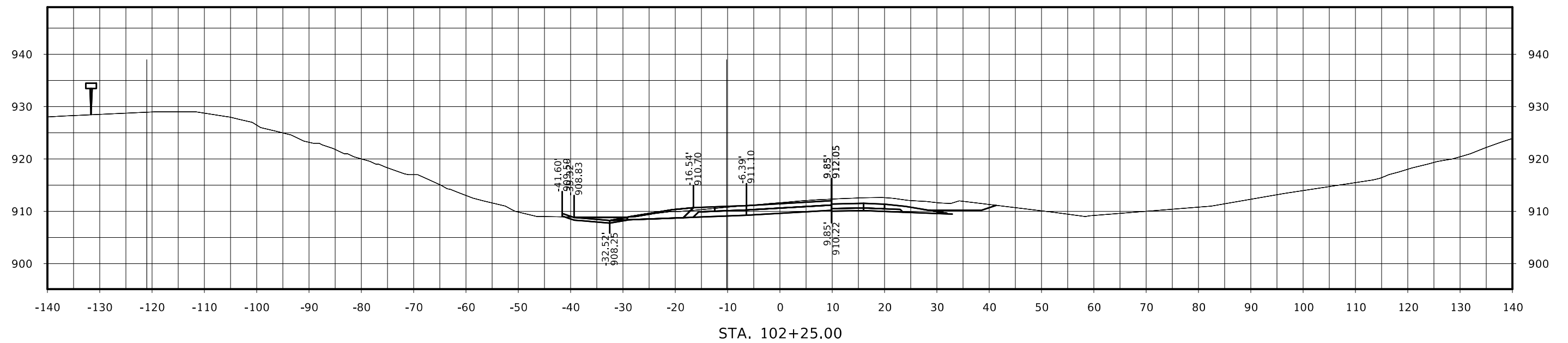
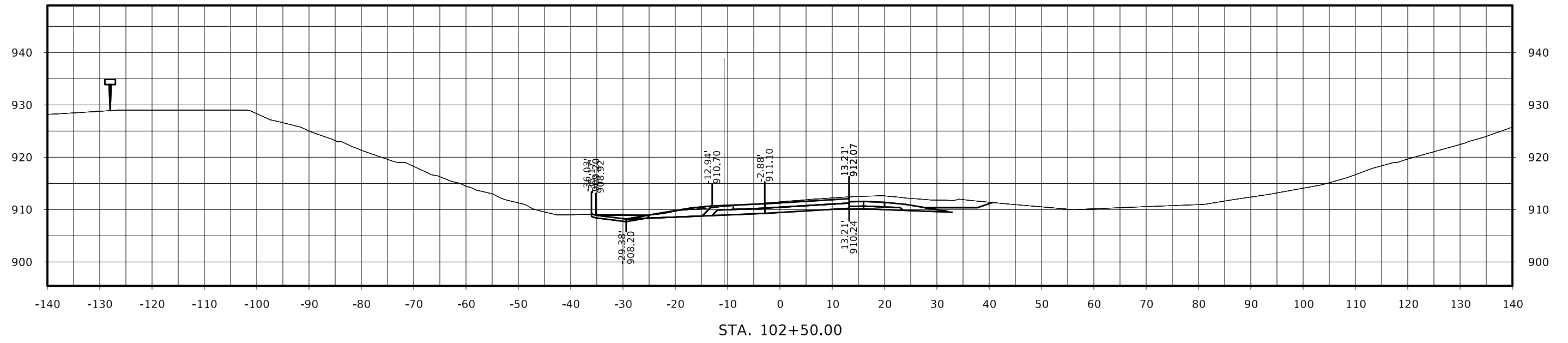


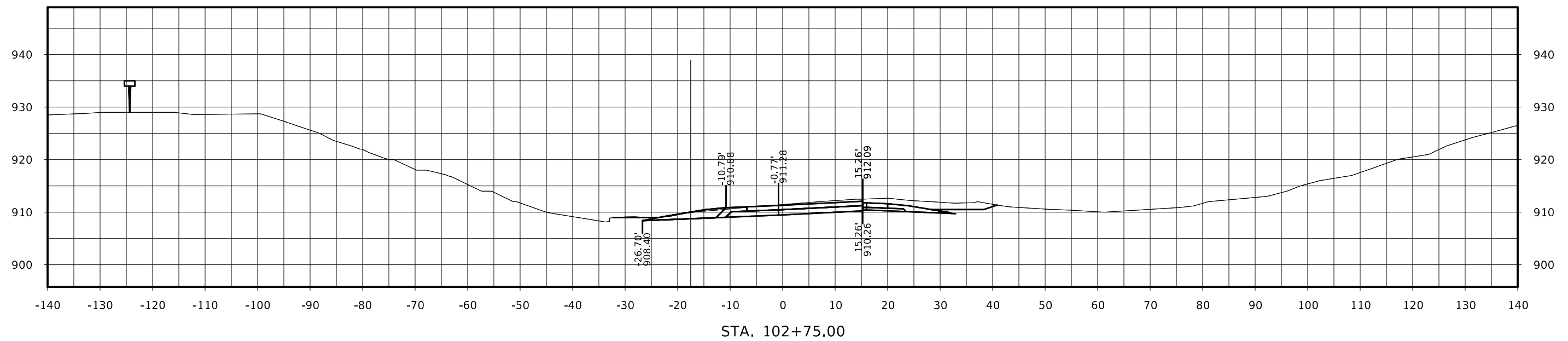
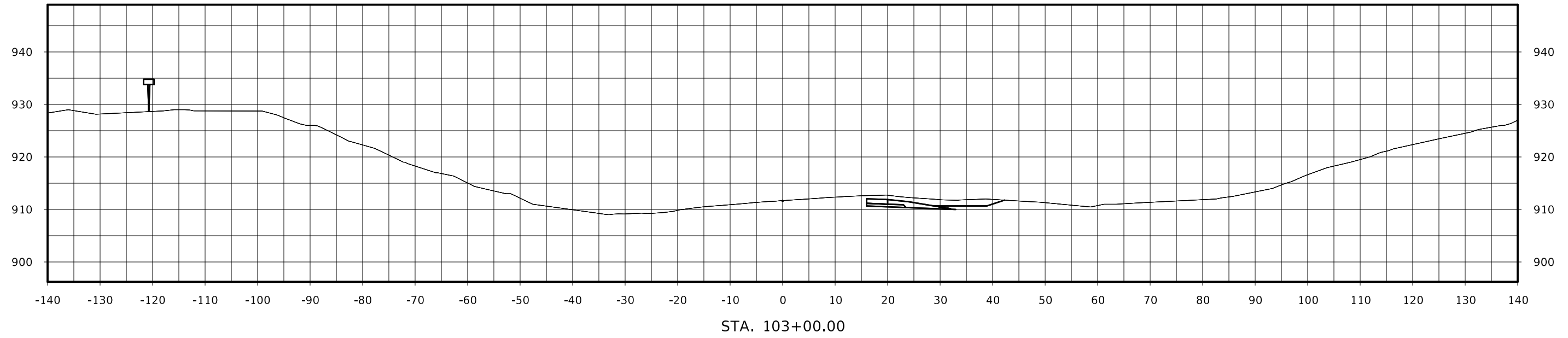


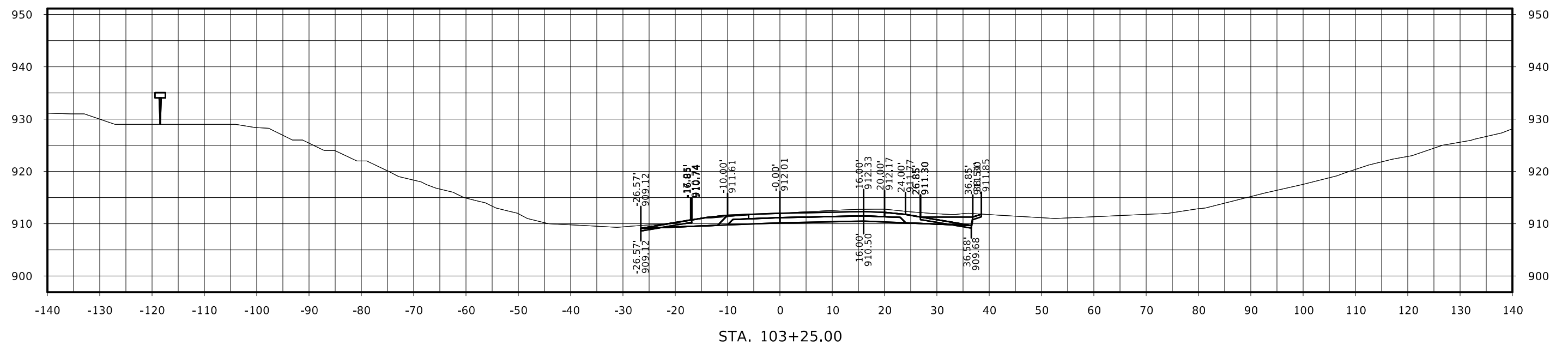
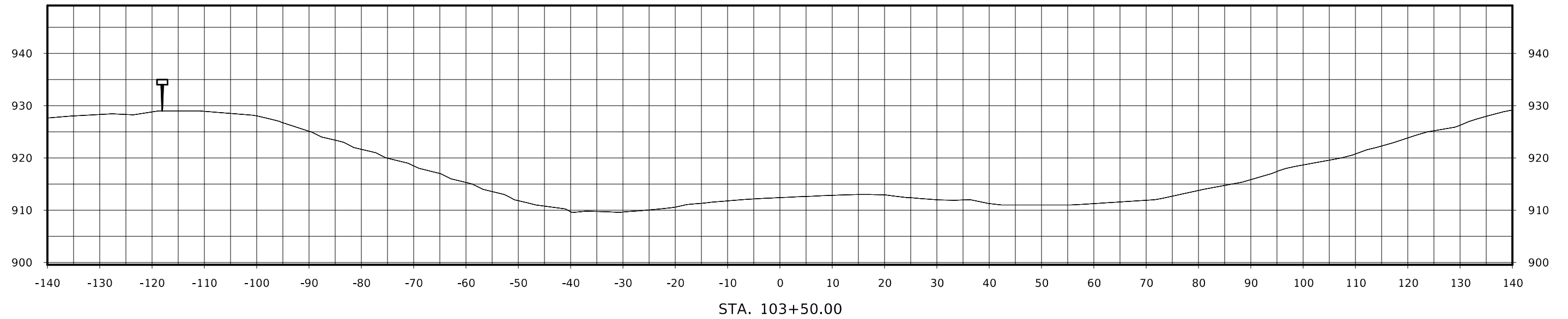




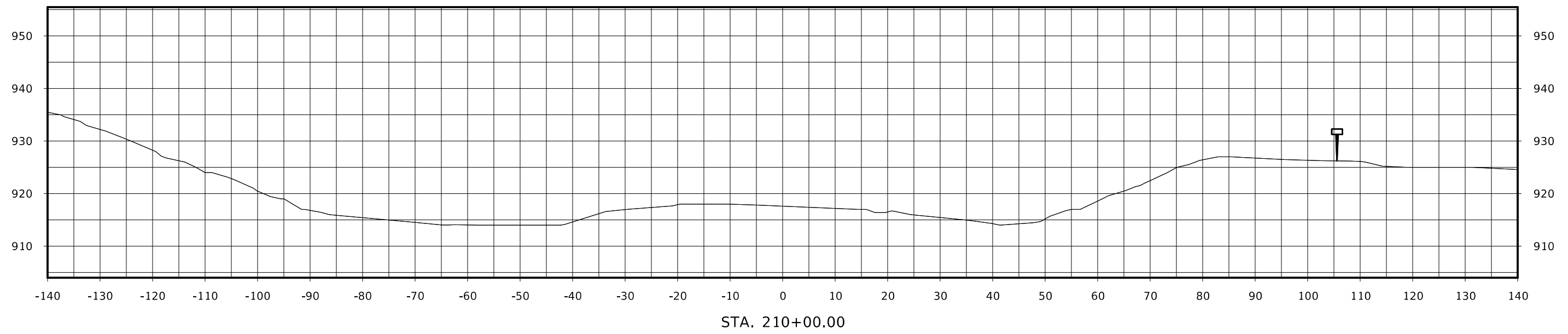
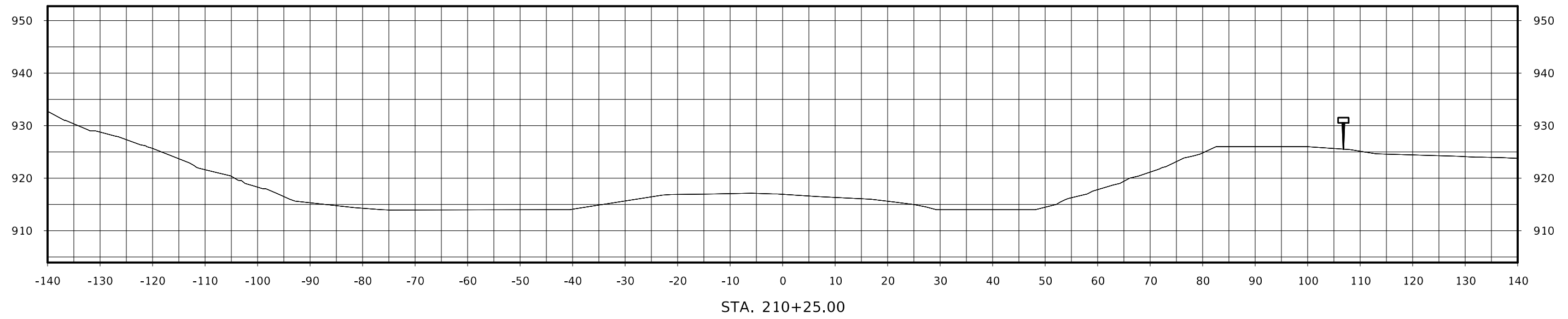




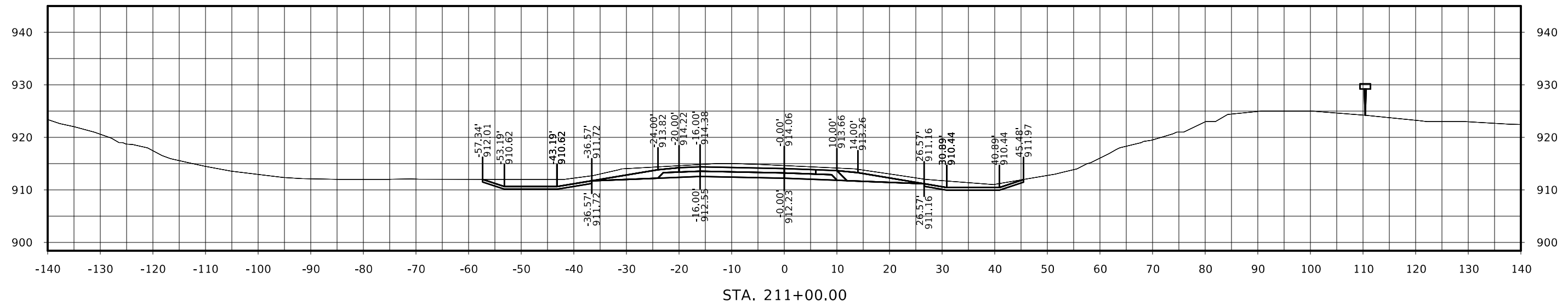
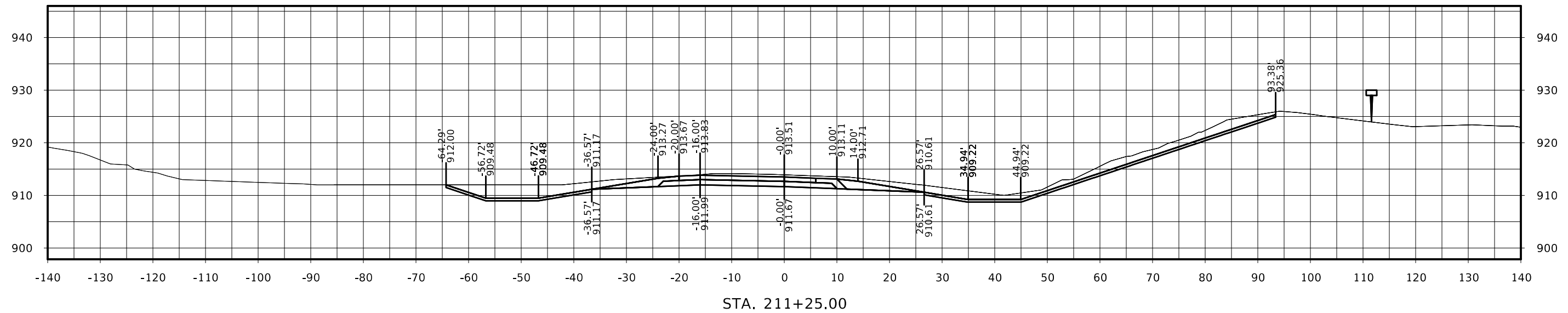


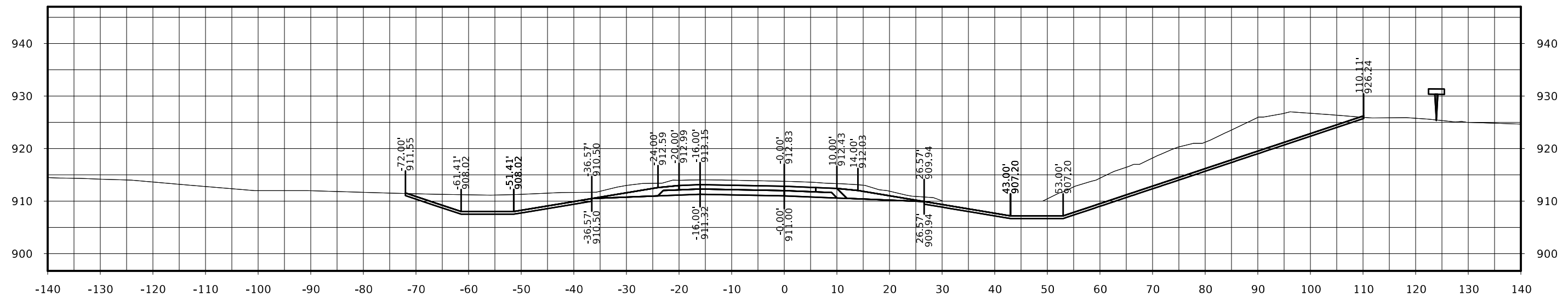




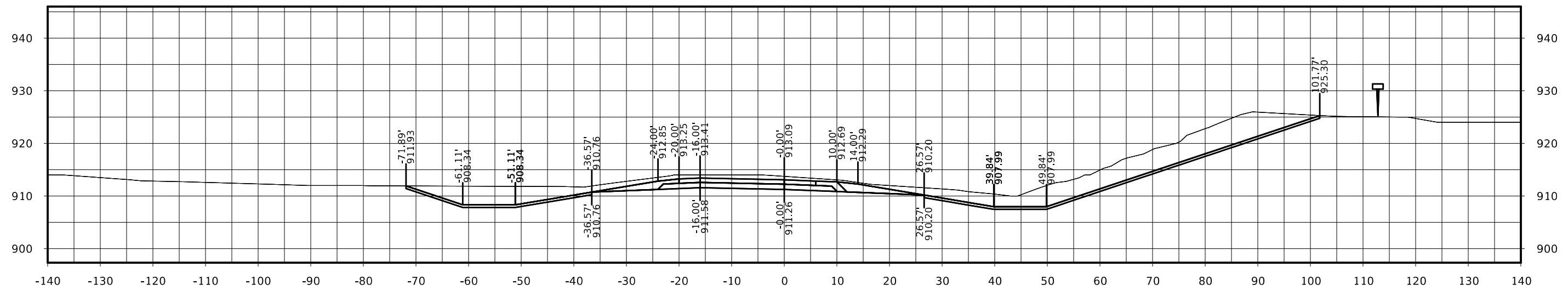




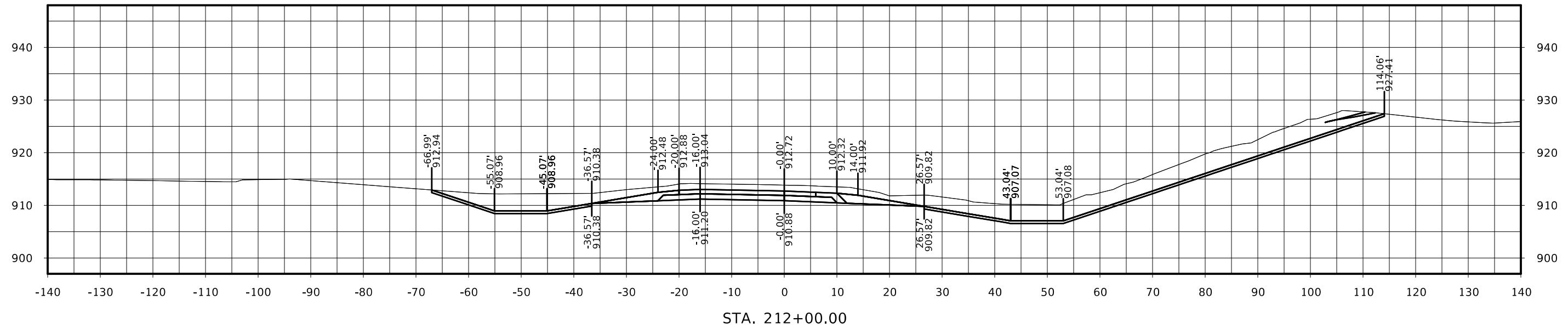
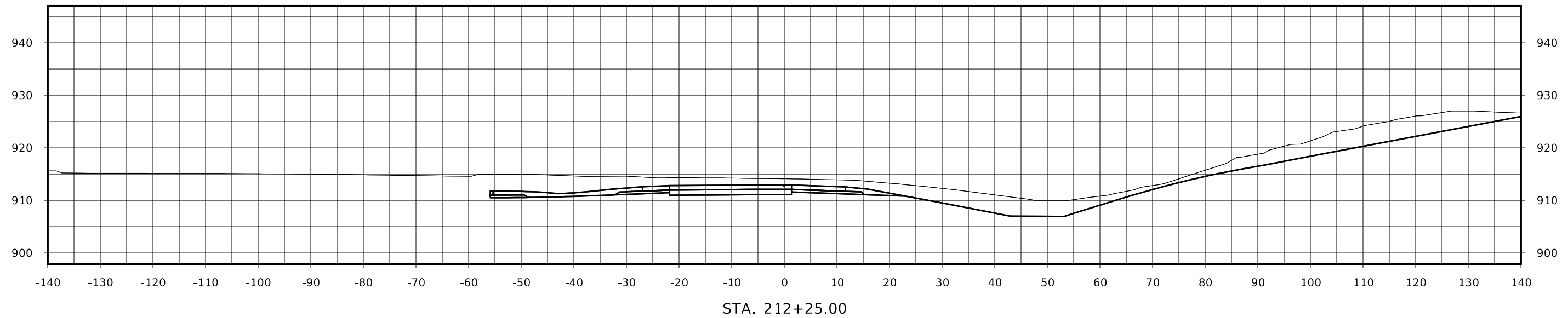


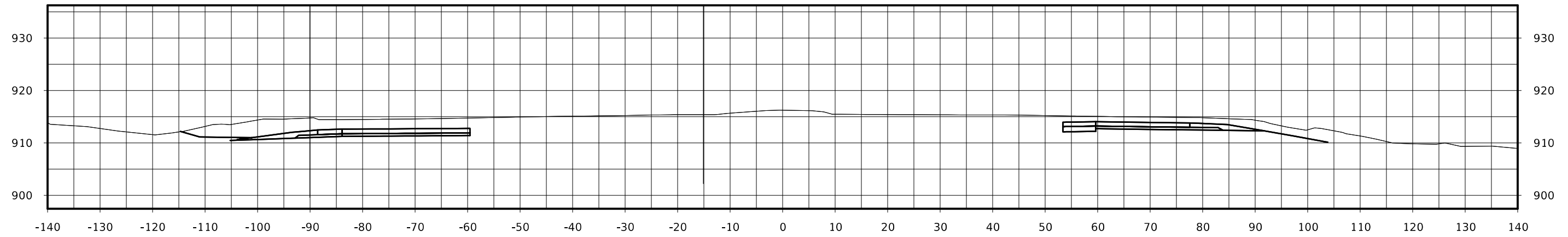


STA. 211+75.00

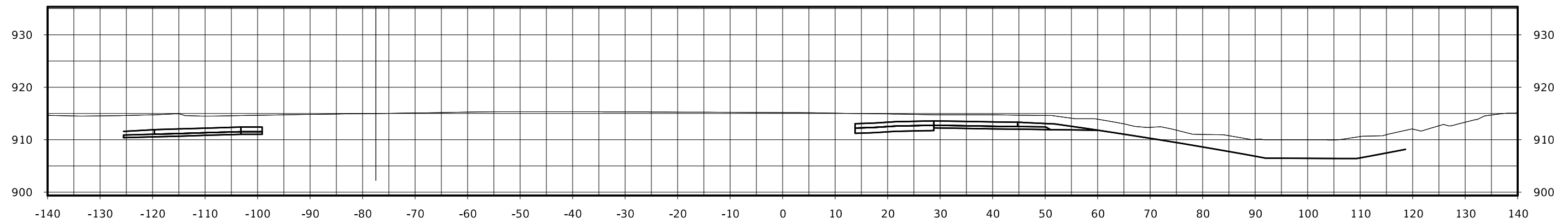


STA. 211+50.00

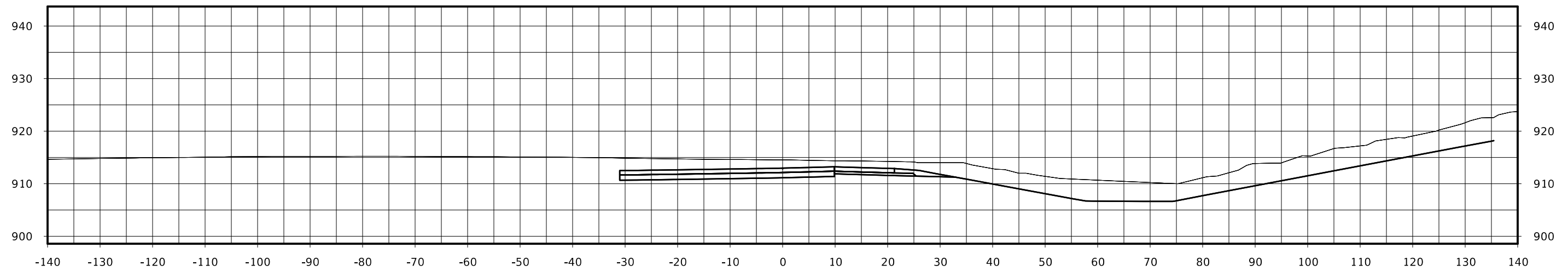




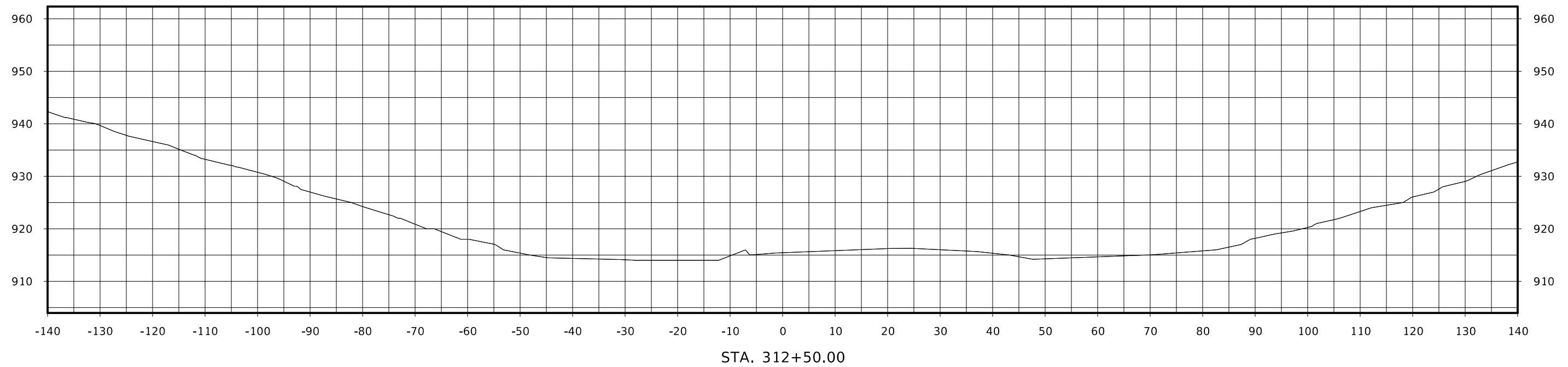
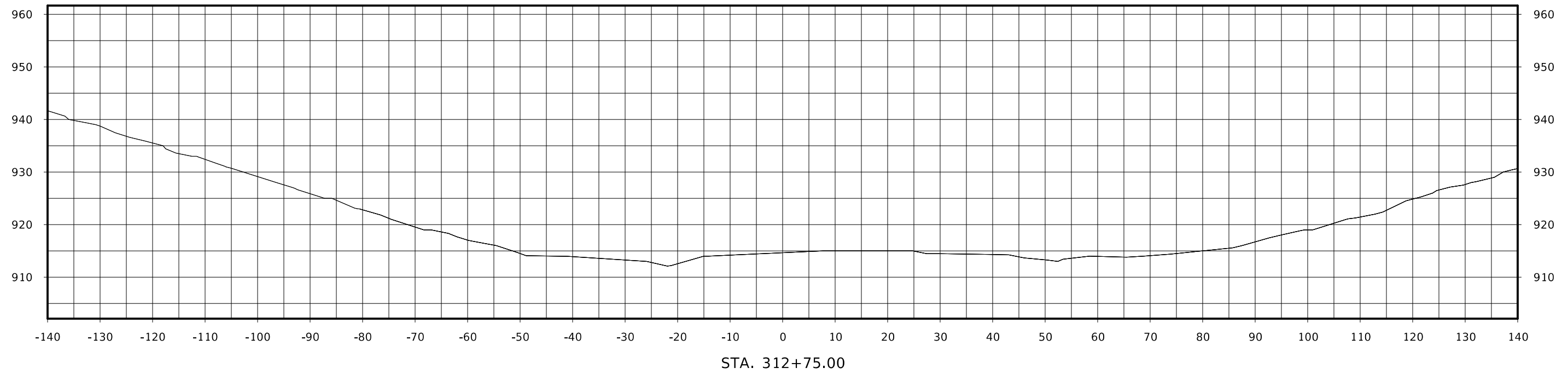
STA. 212+97.07

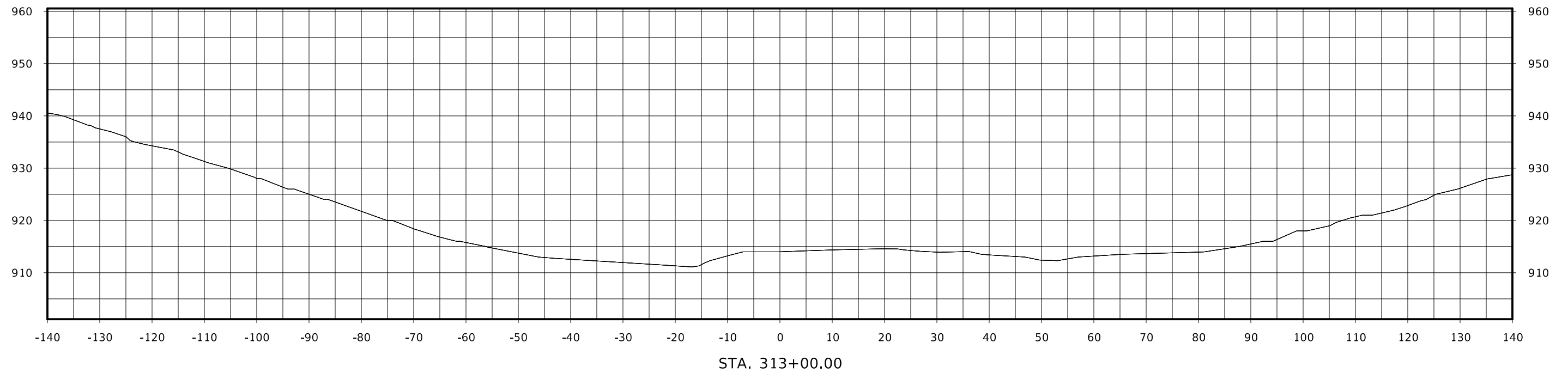
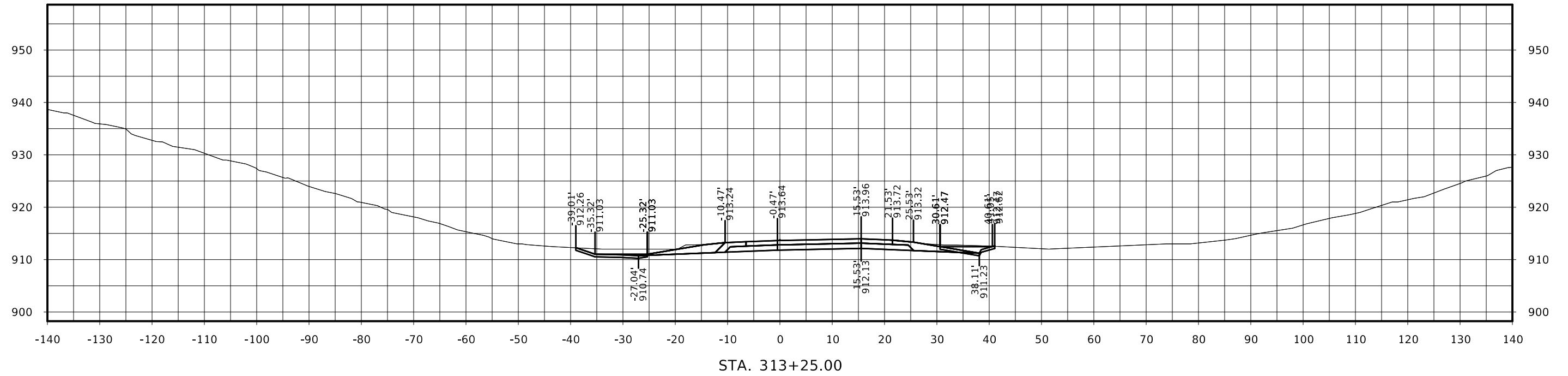


STA. 212+75.00

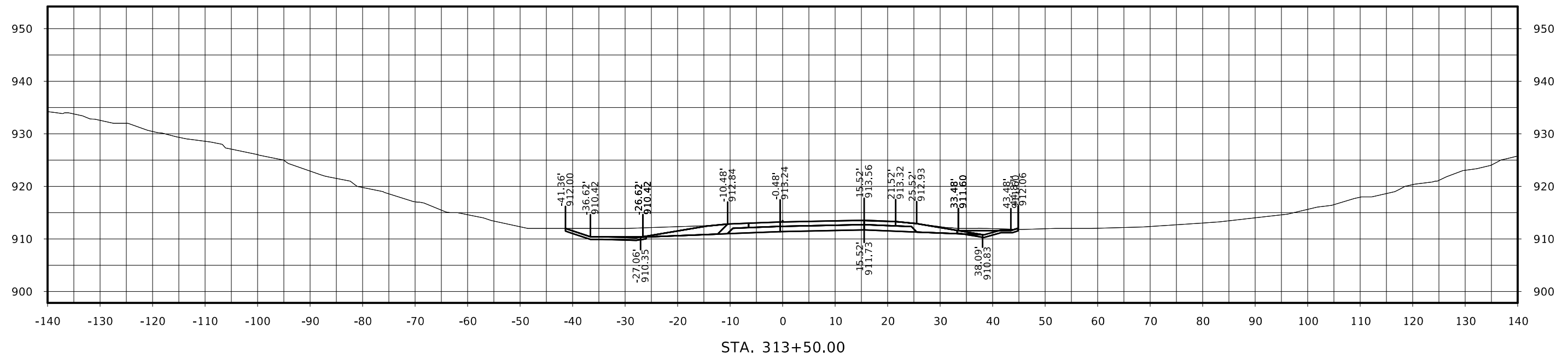
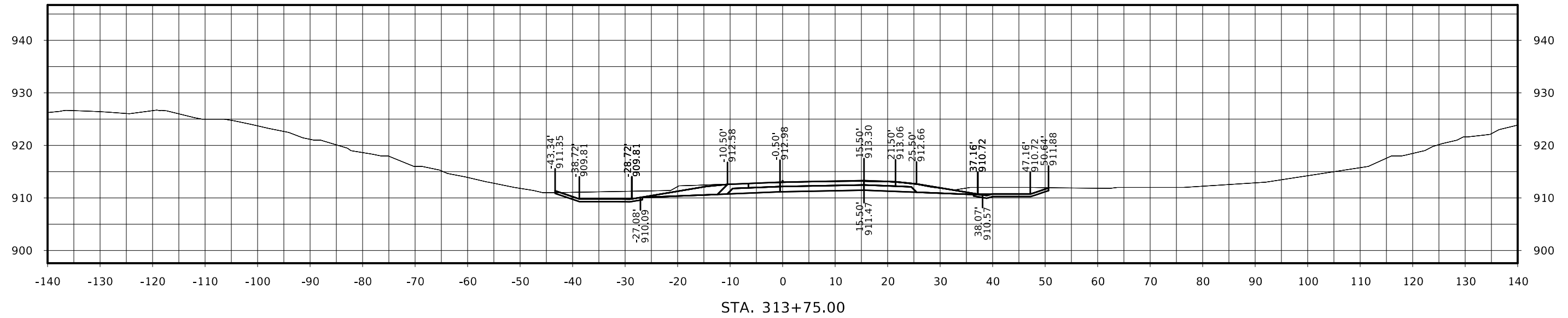


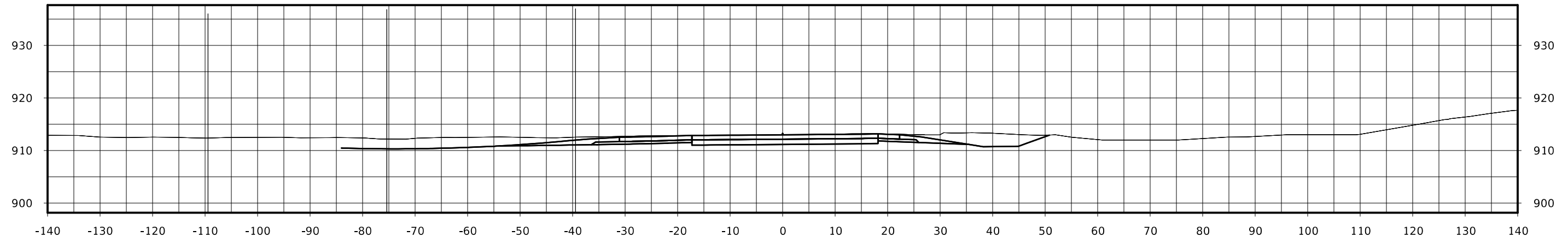
STA. 212+50.00



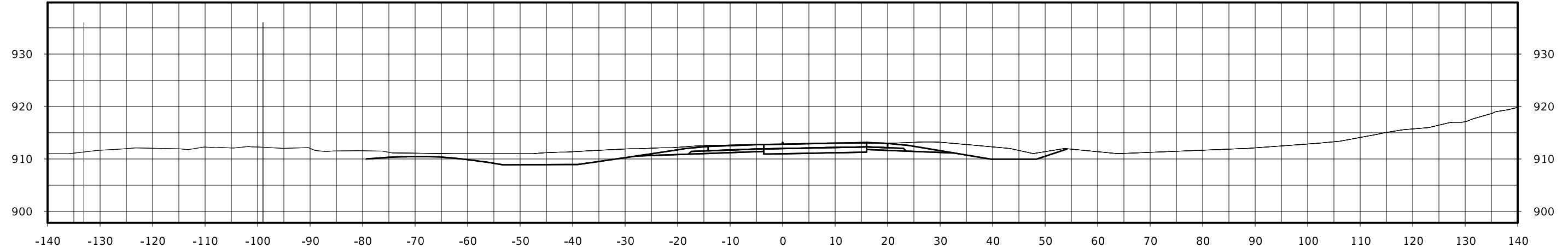




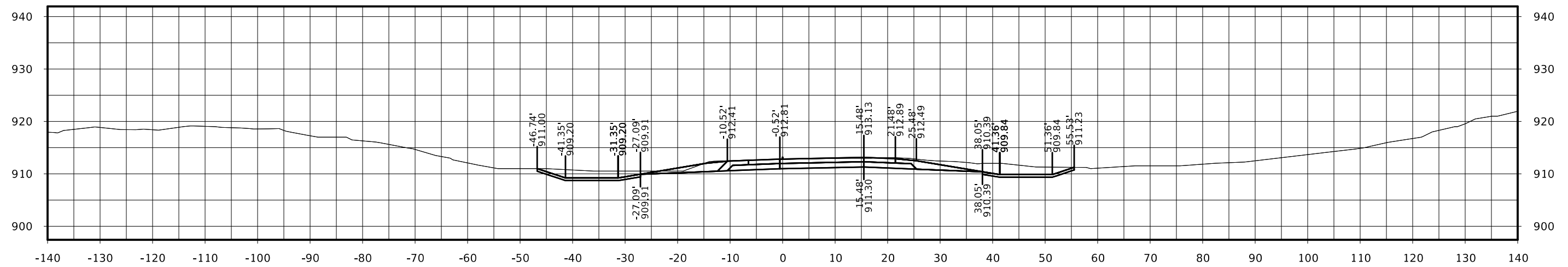




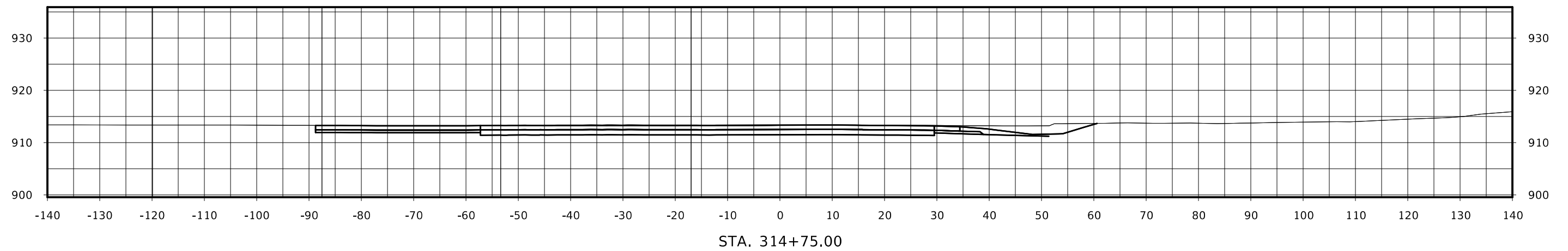
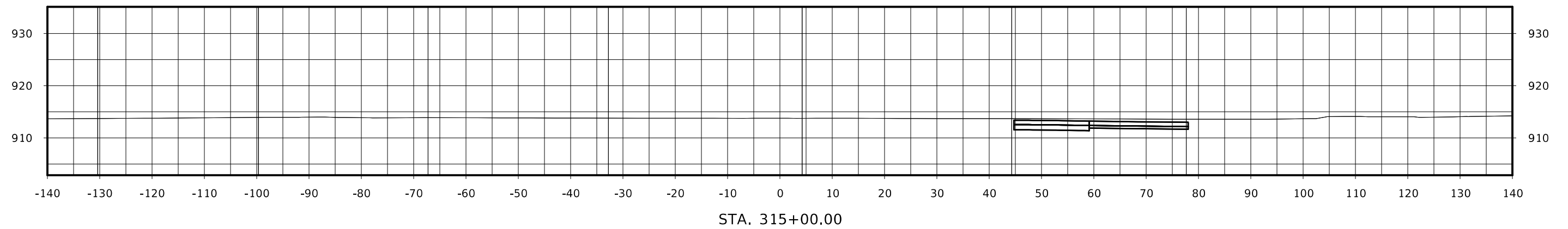
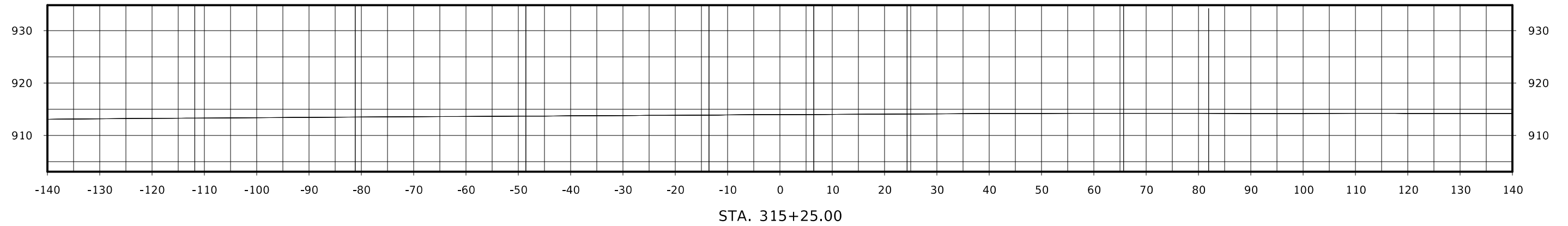
STA. 314+50.00

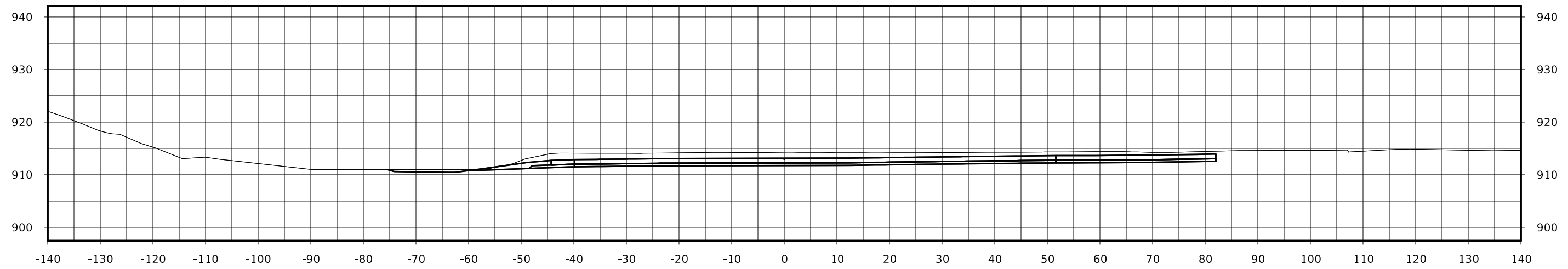


STA. 314+25.00

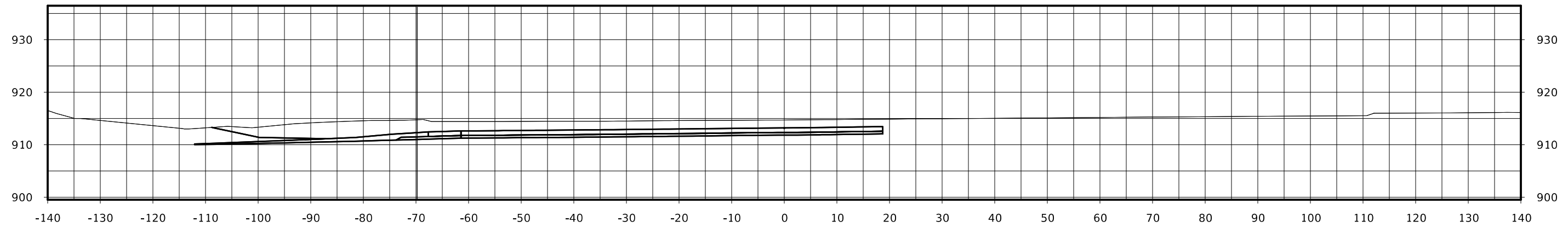


STA. 314+00.00

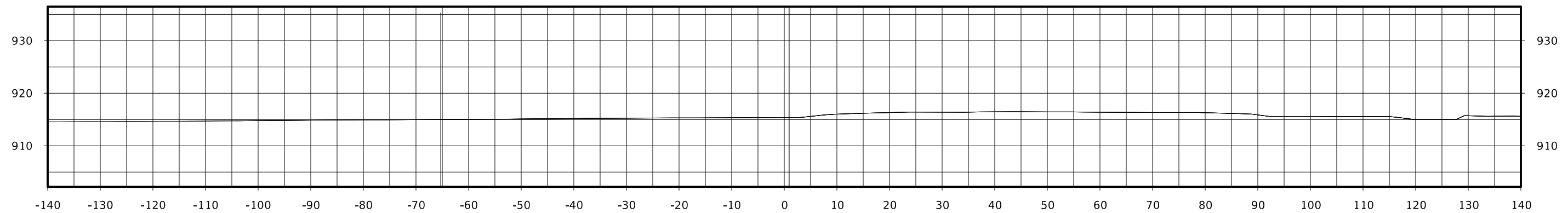




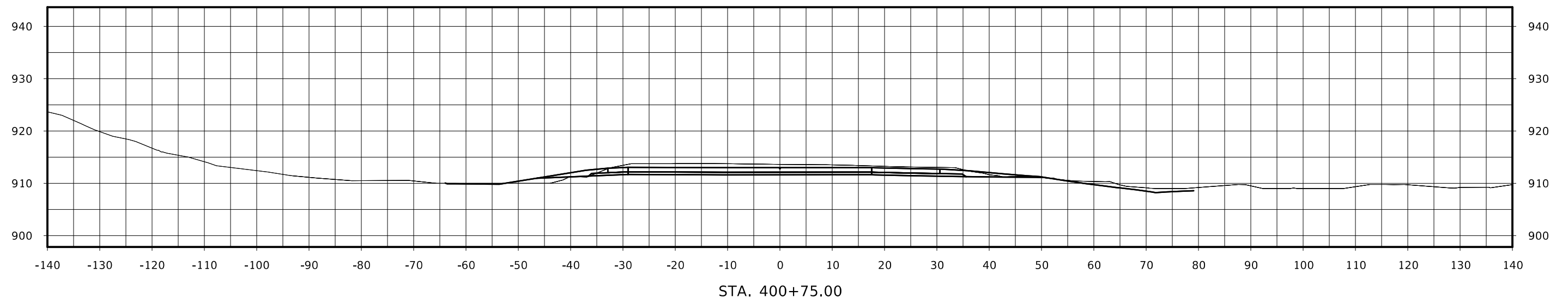
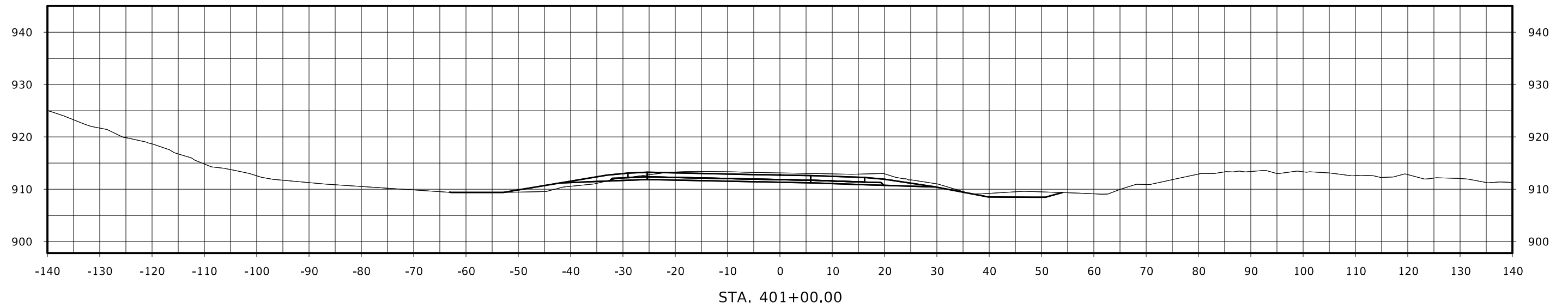
STA. 400+50.00

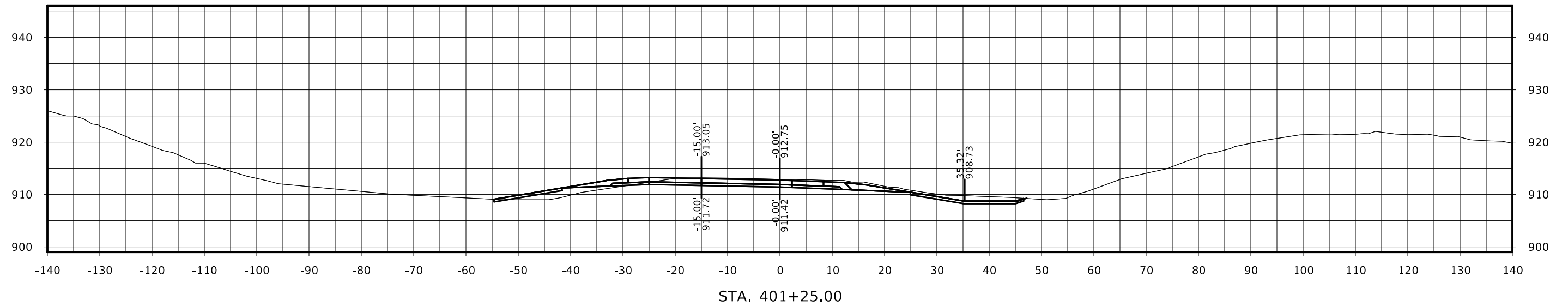
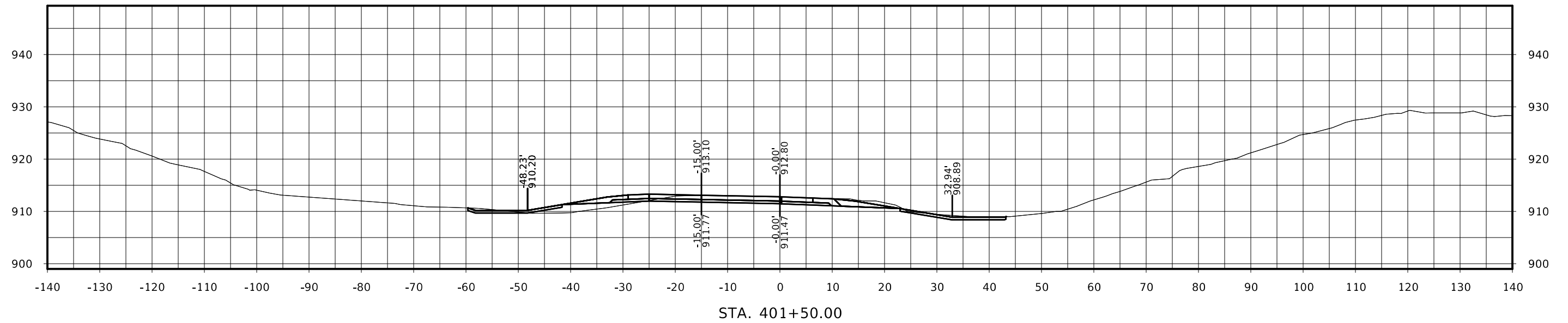


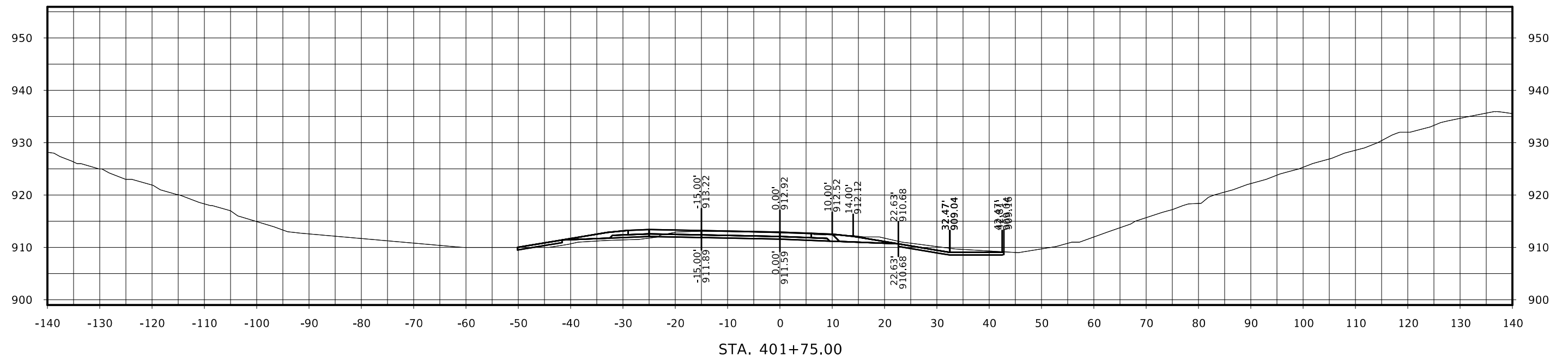
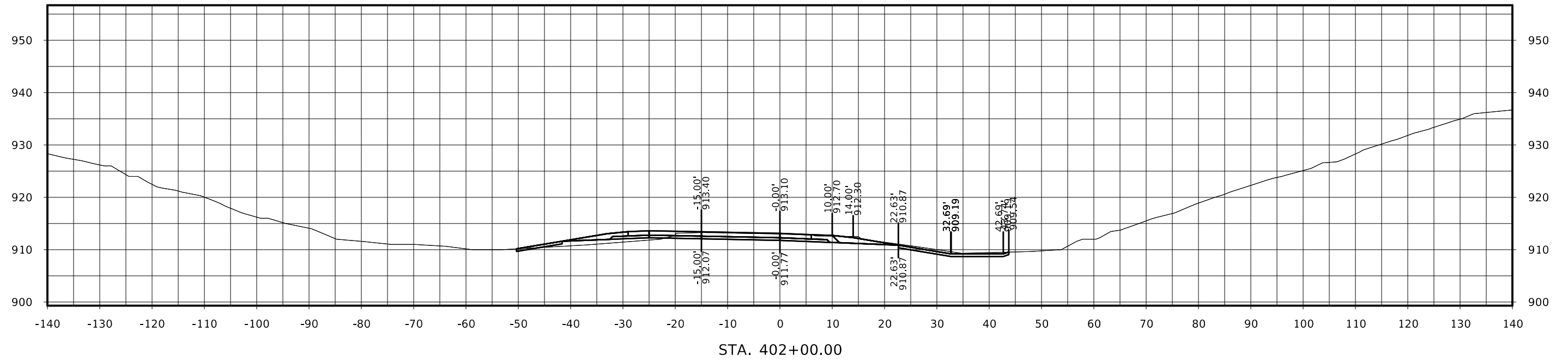
STA. 400+25.00

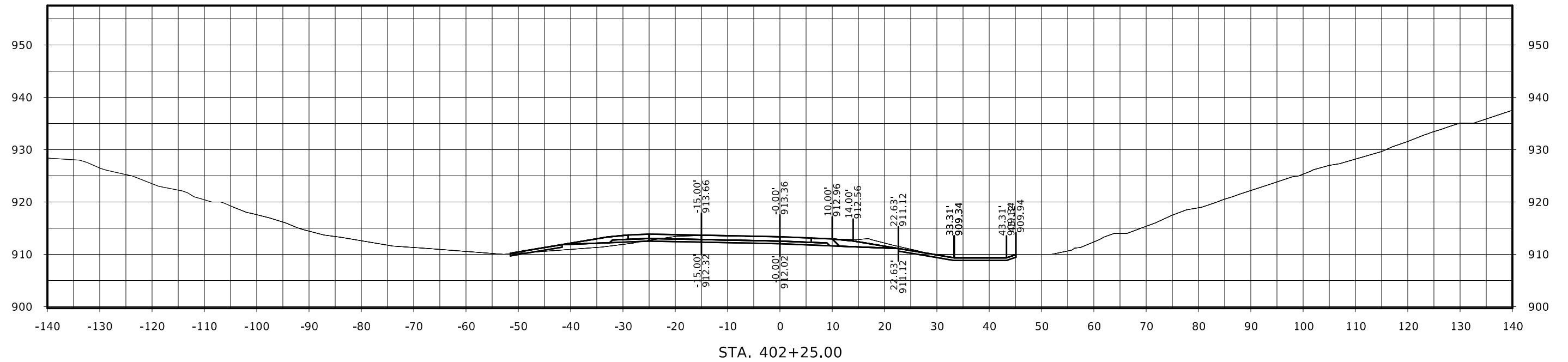
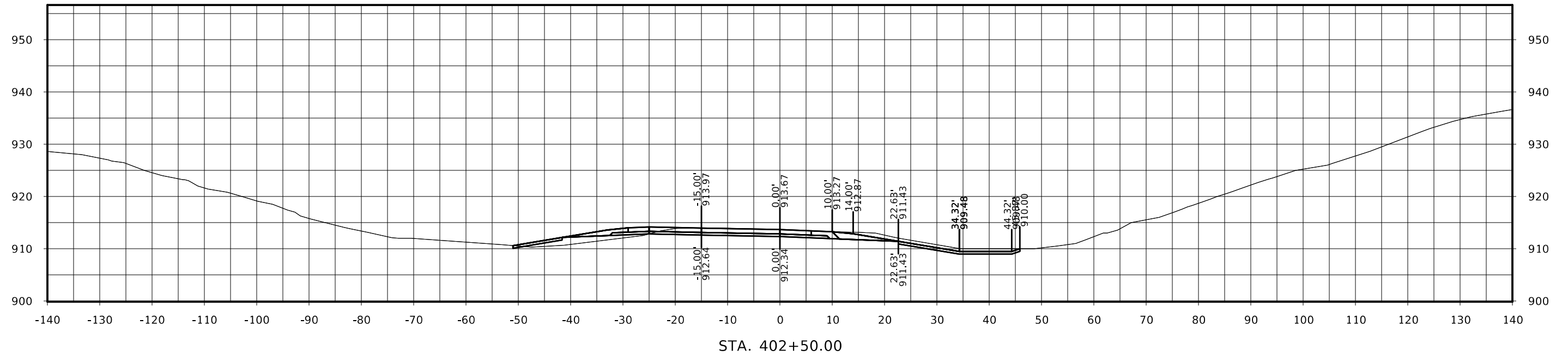


STA. 400+00.00

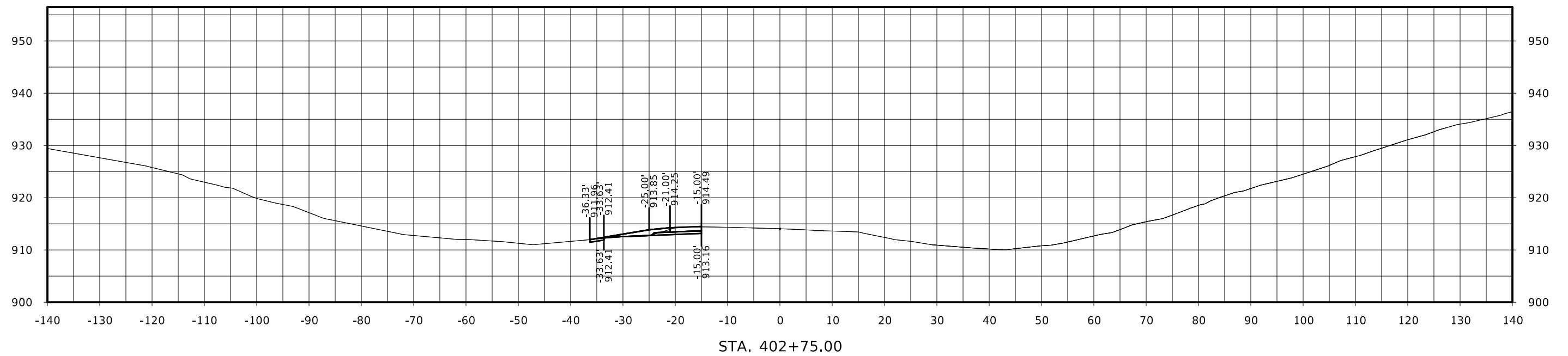
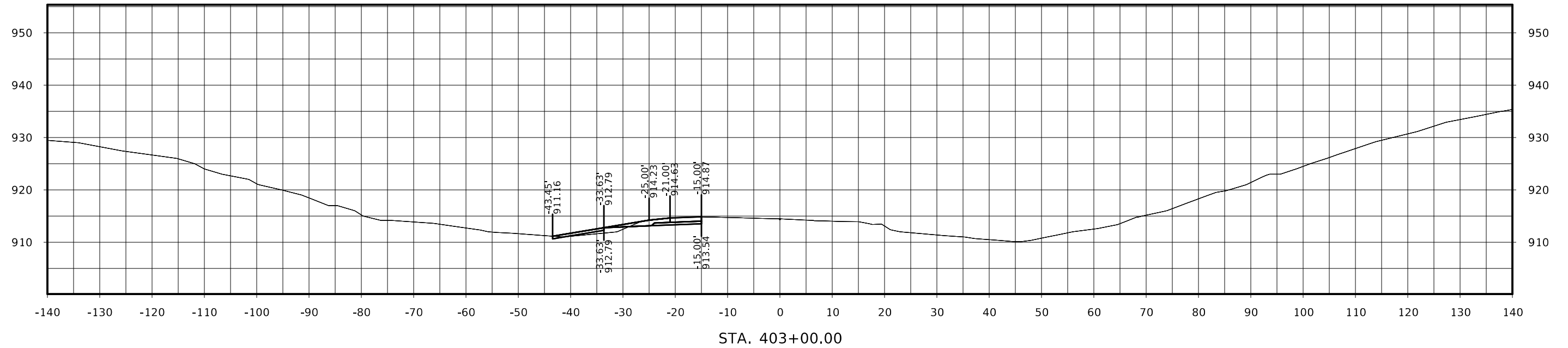


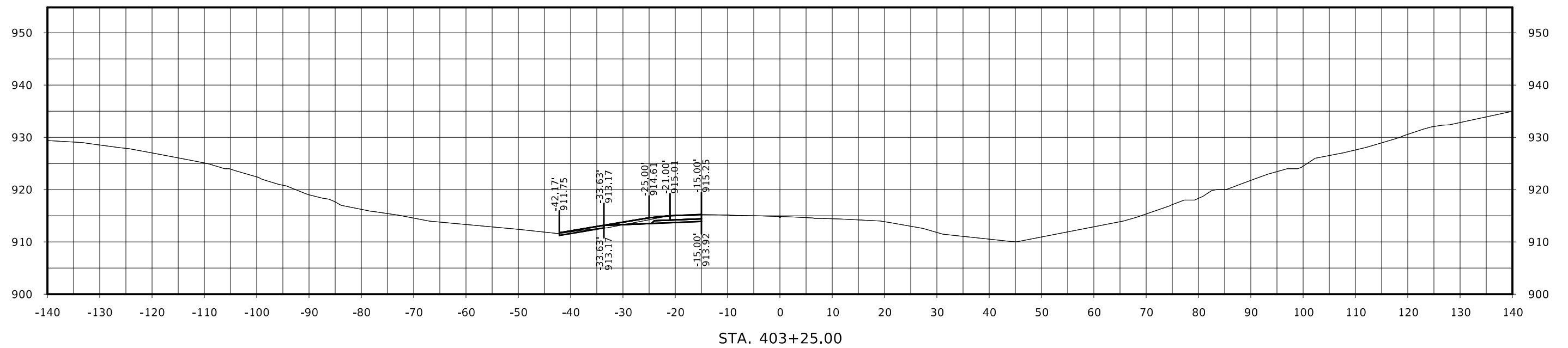
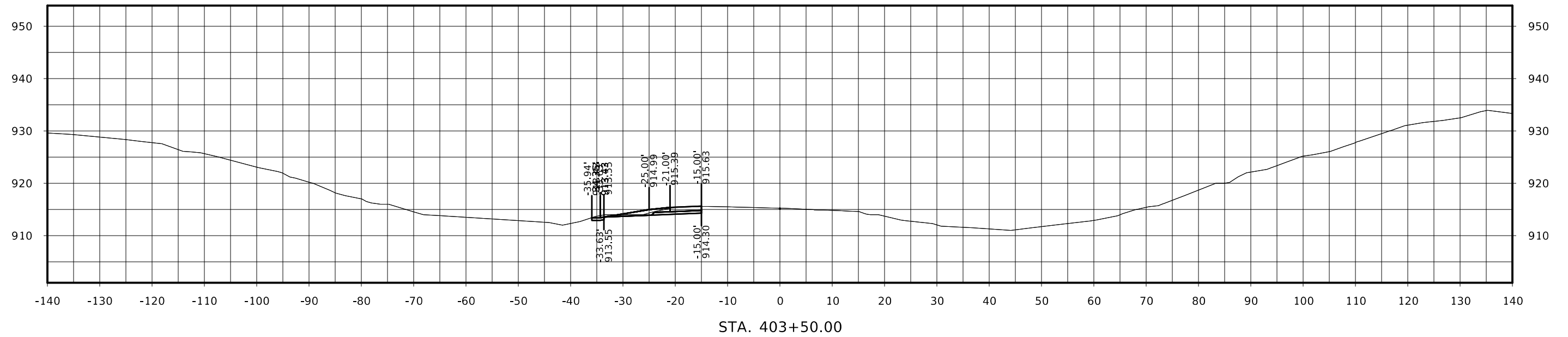


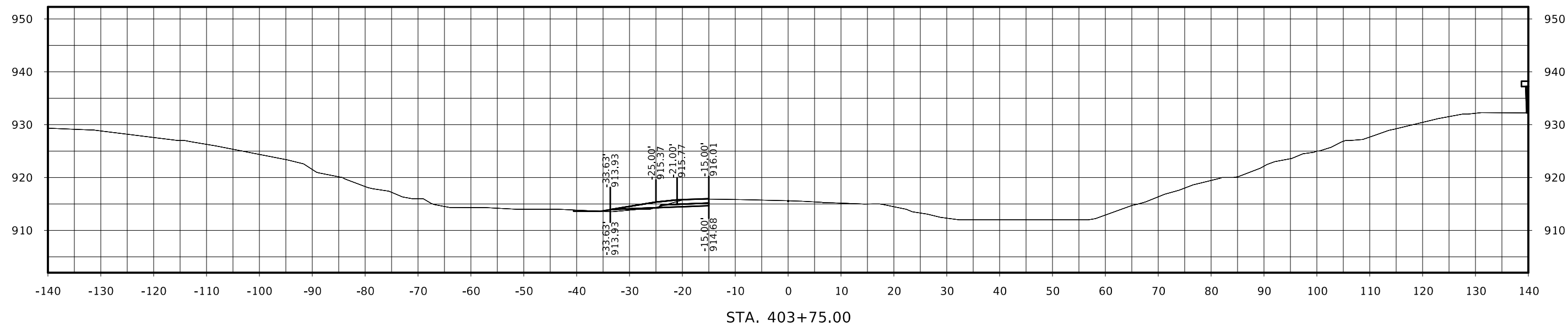
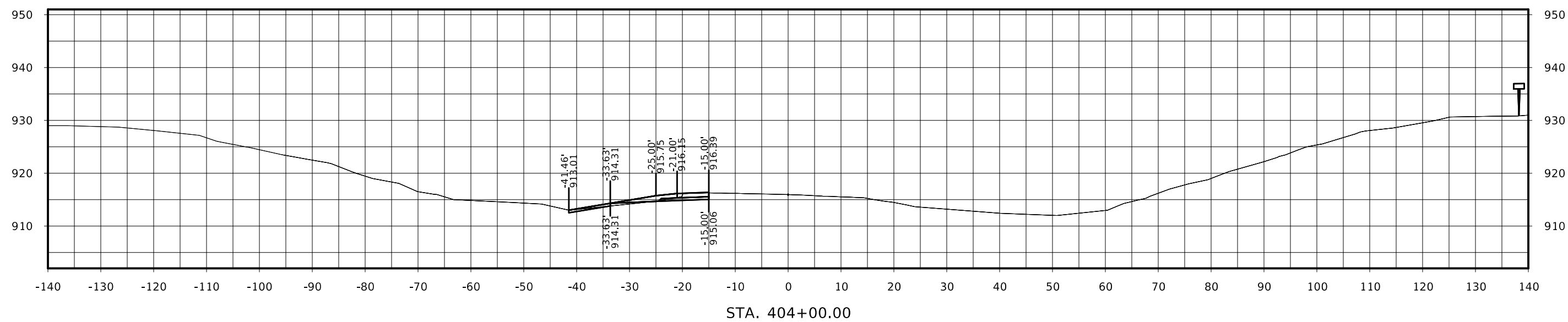


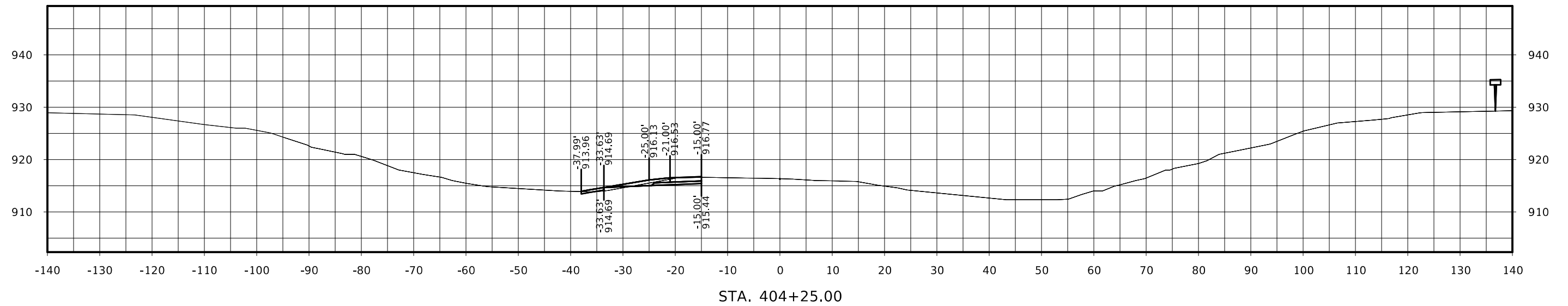
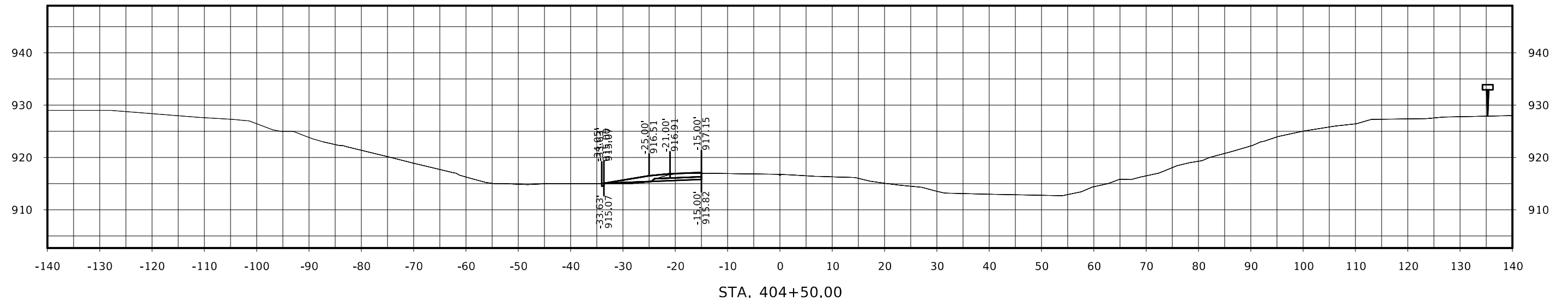


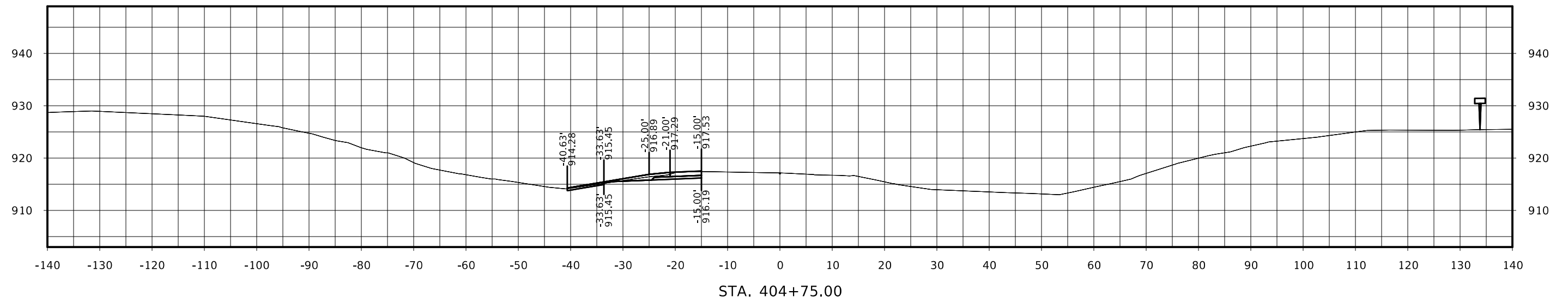
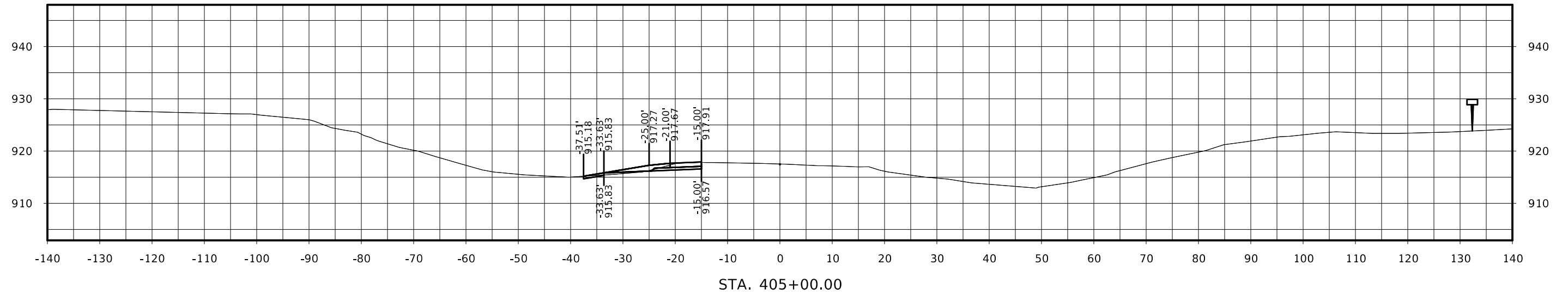


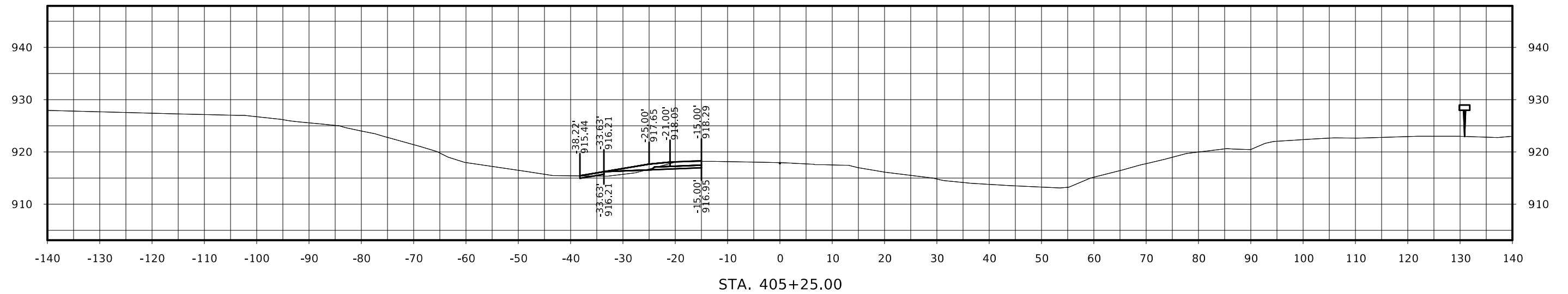
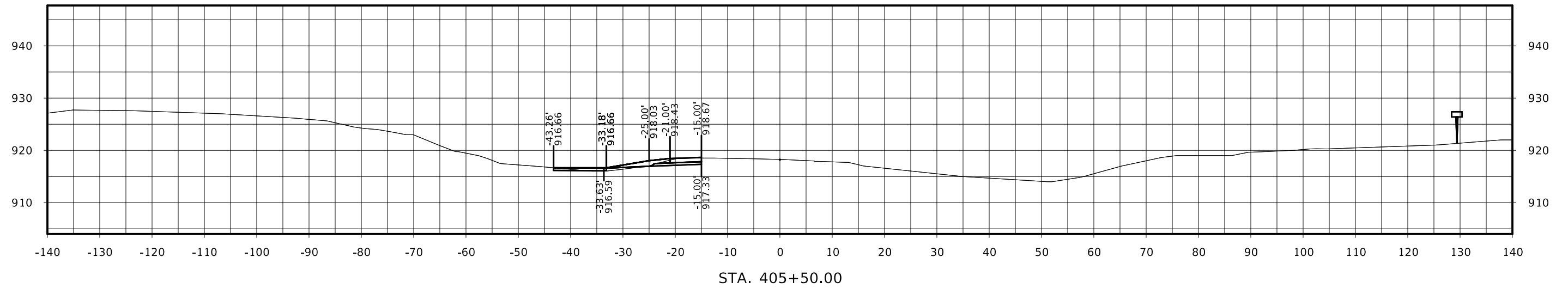
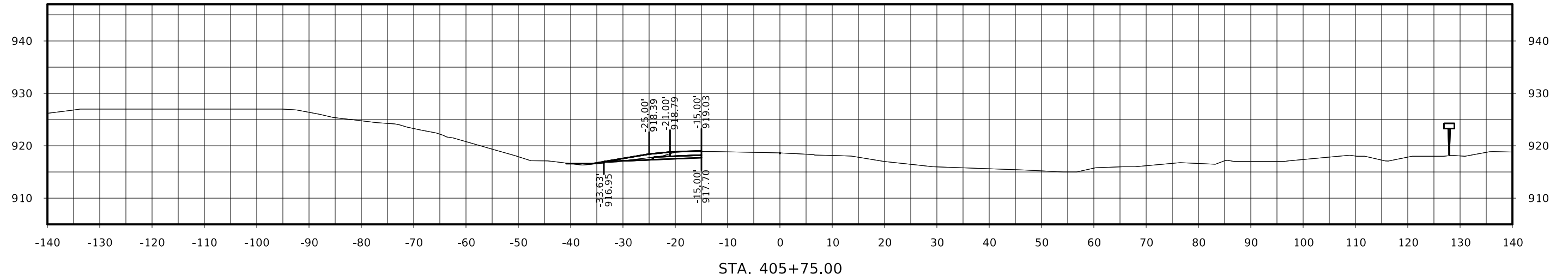


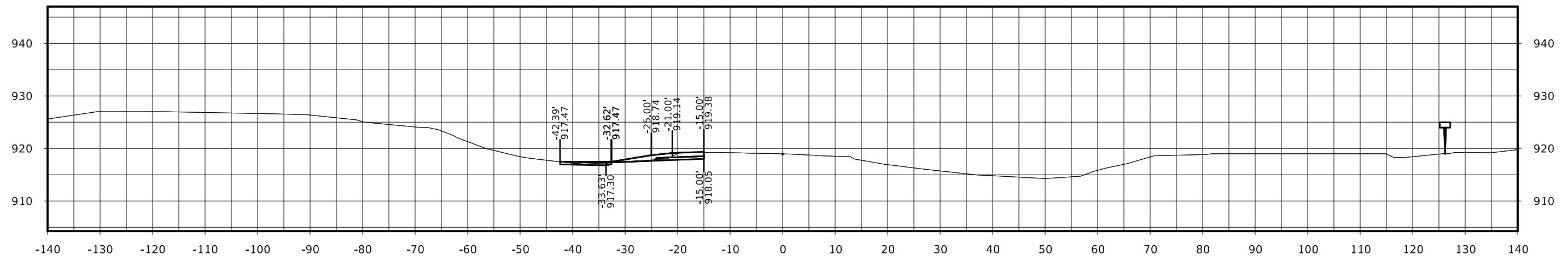
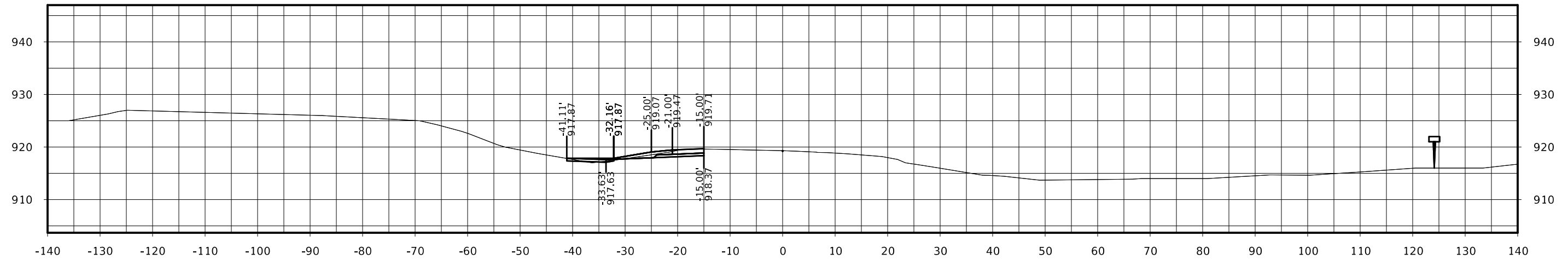
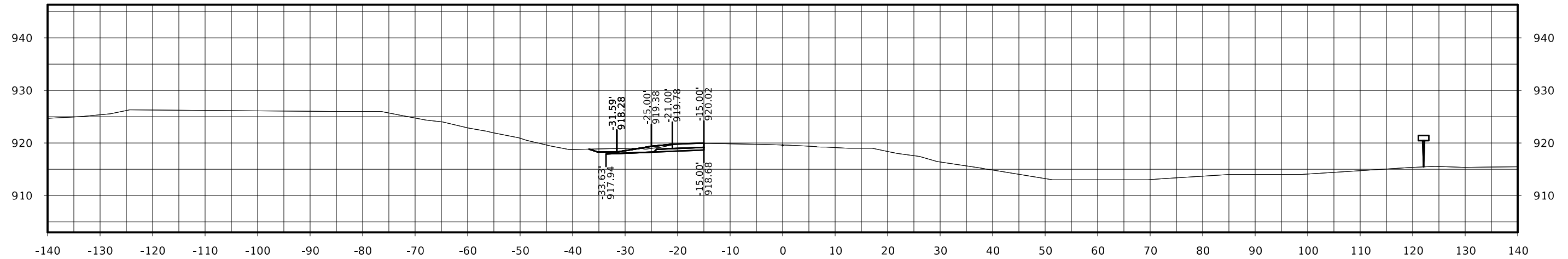


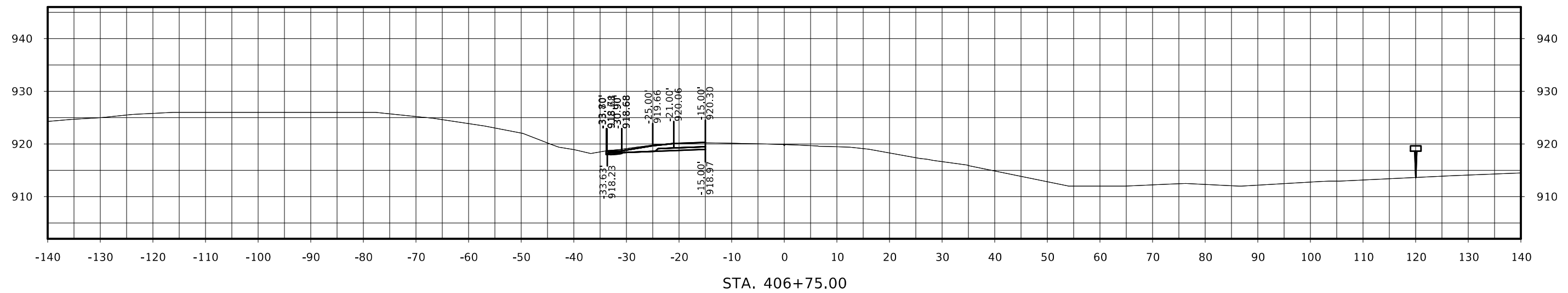
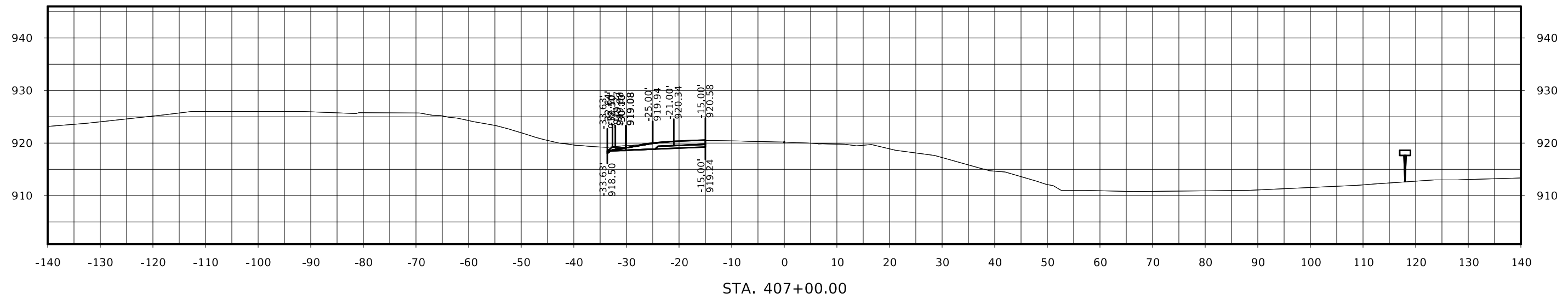




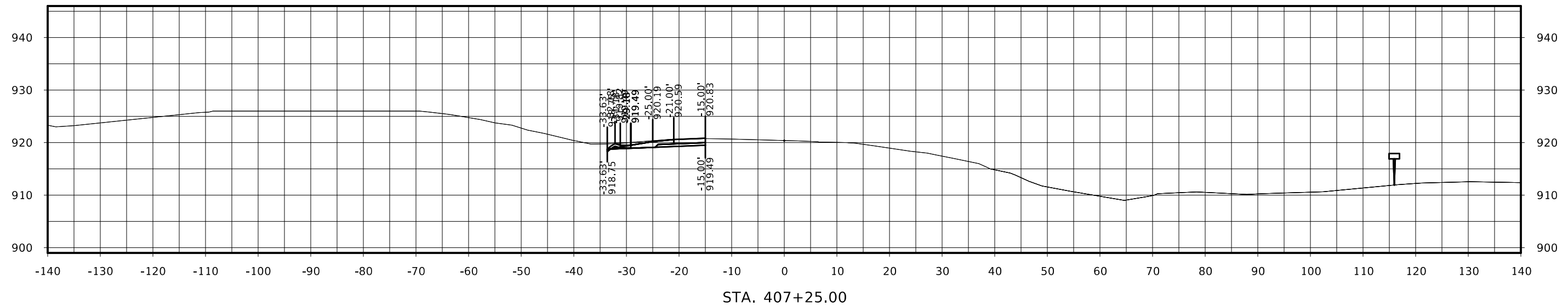
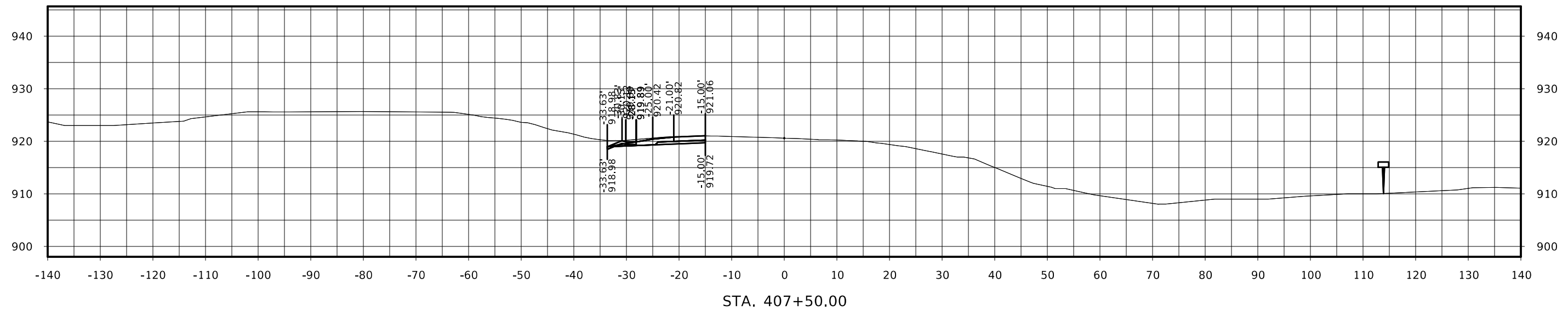


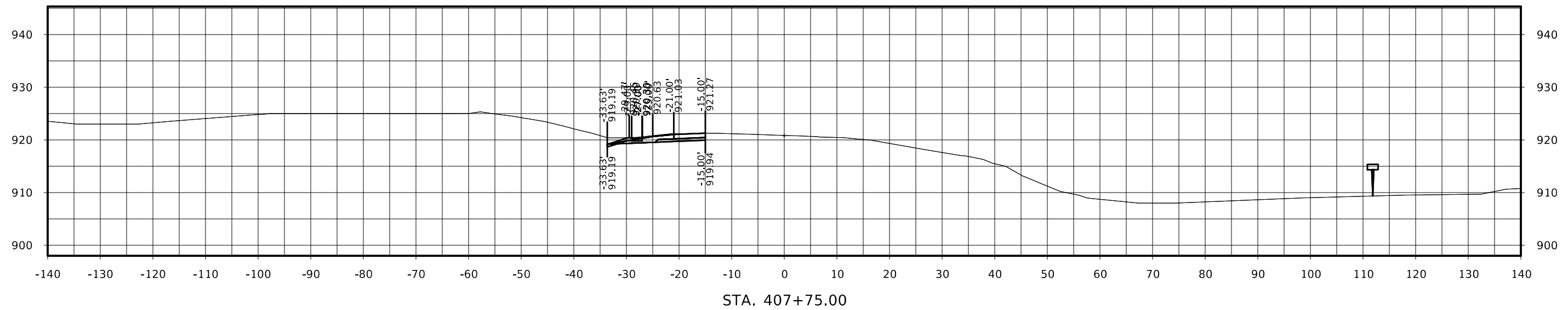
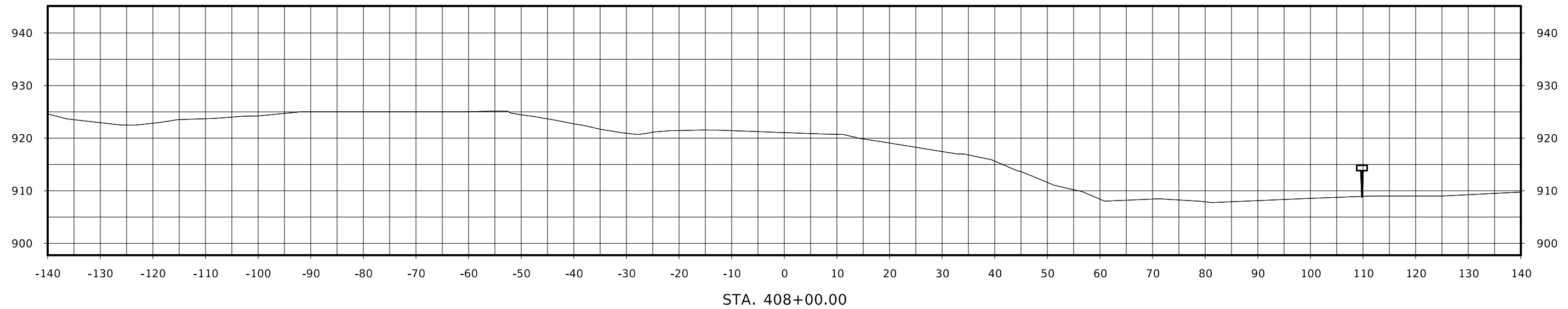


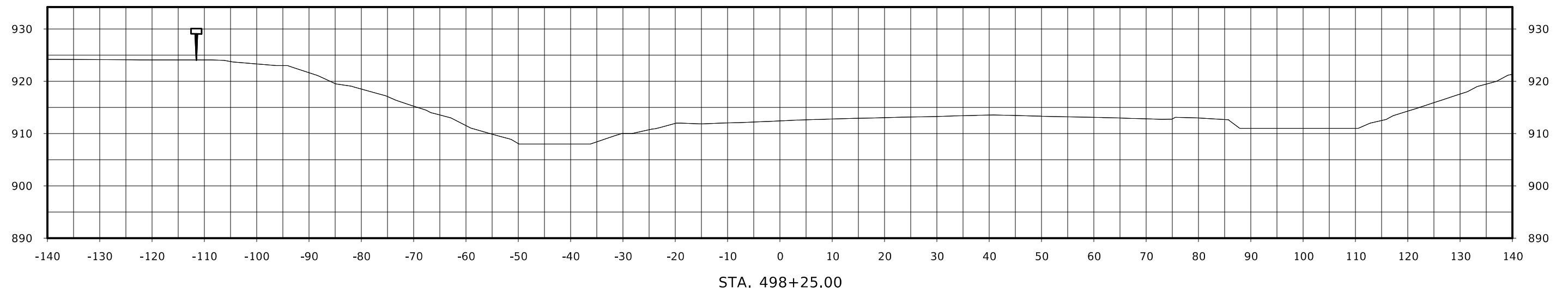
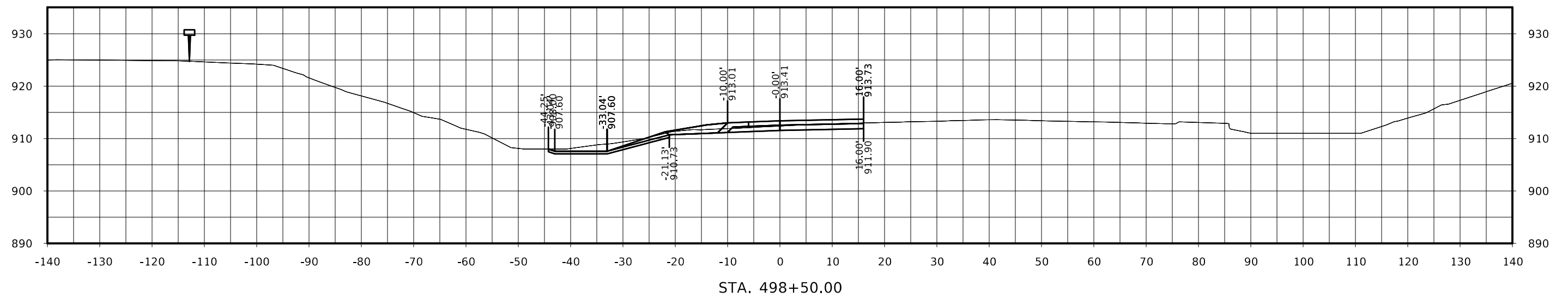


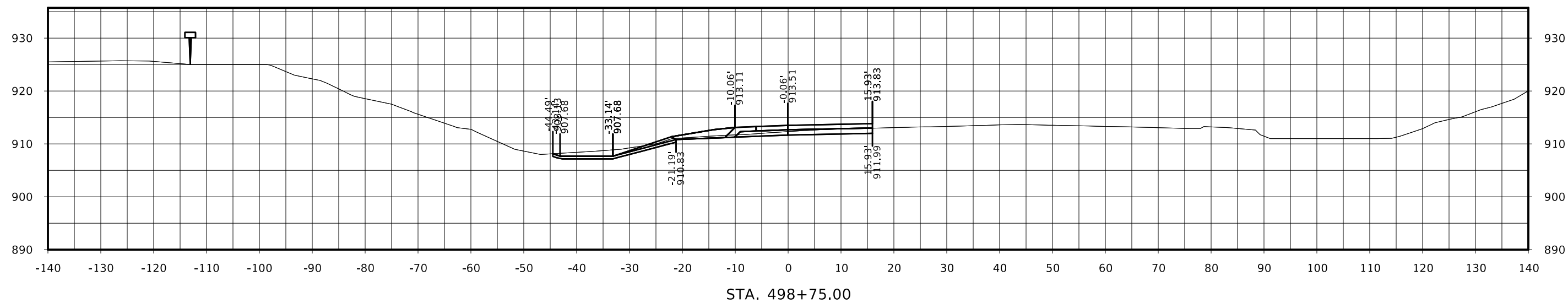
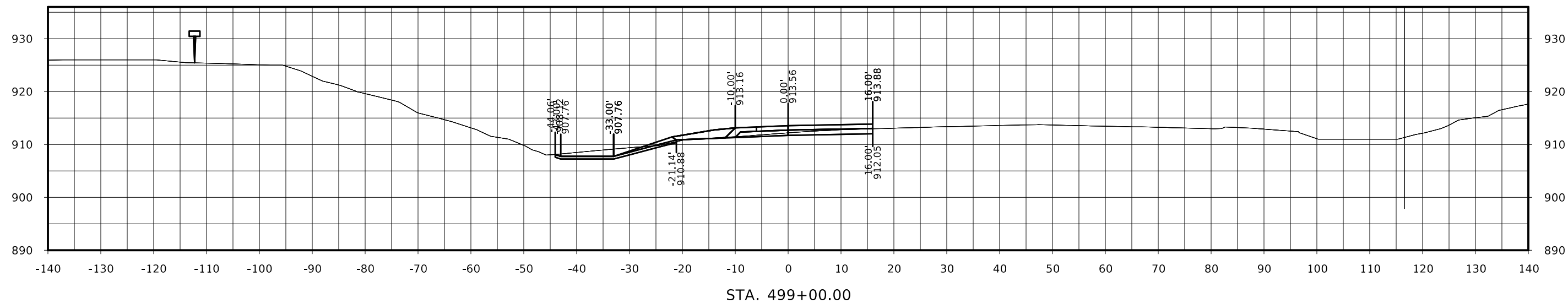


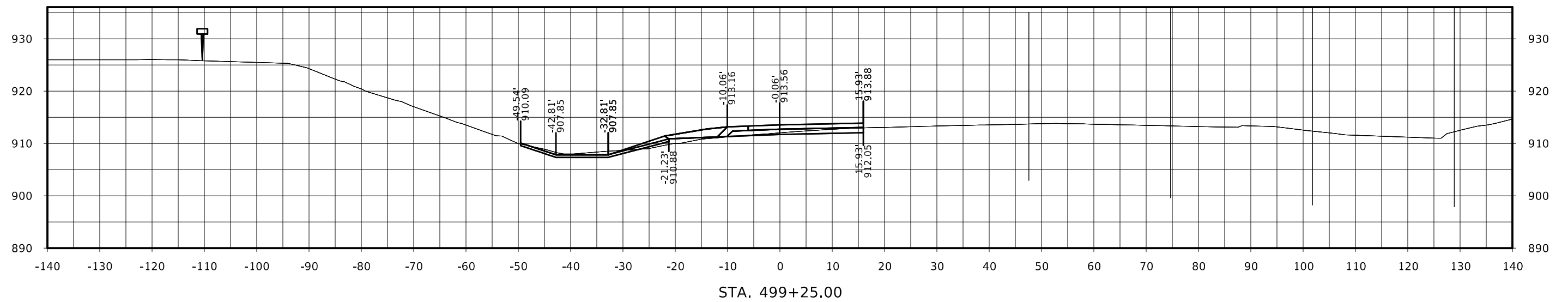
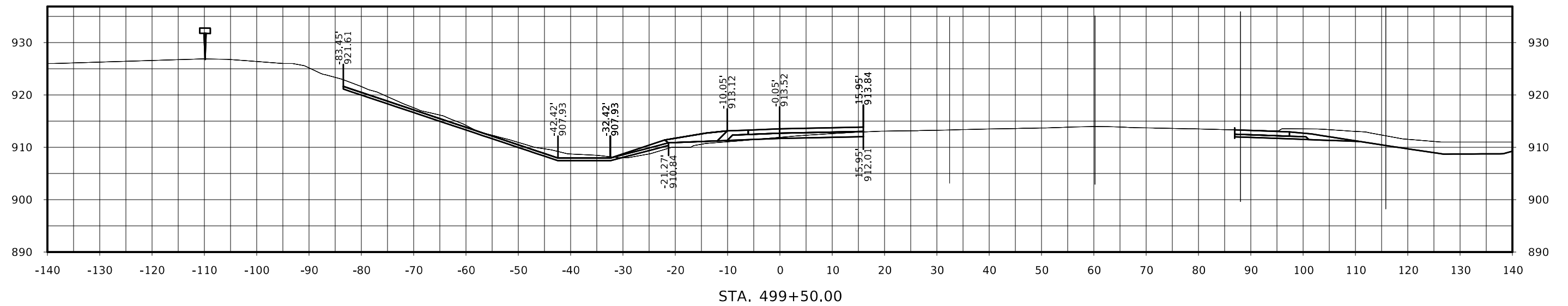


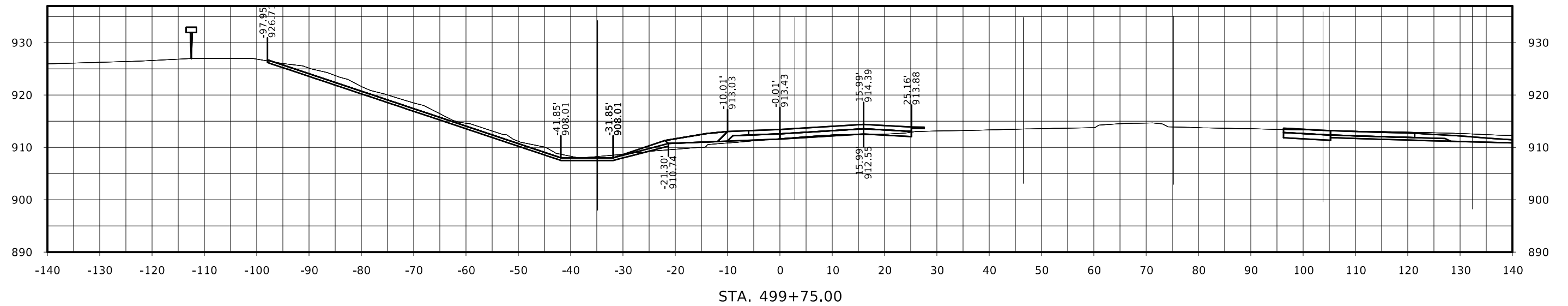
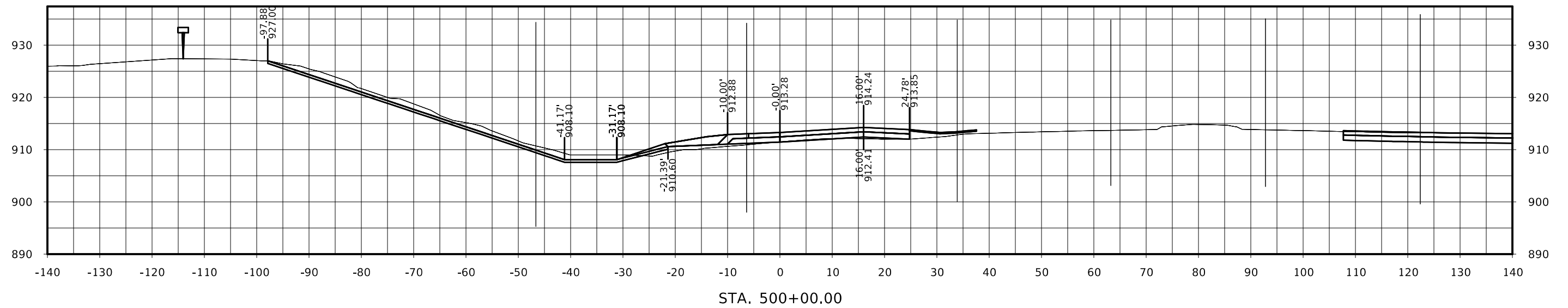


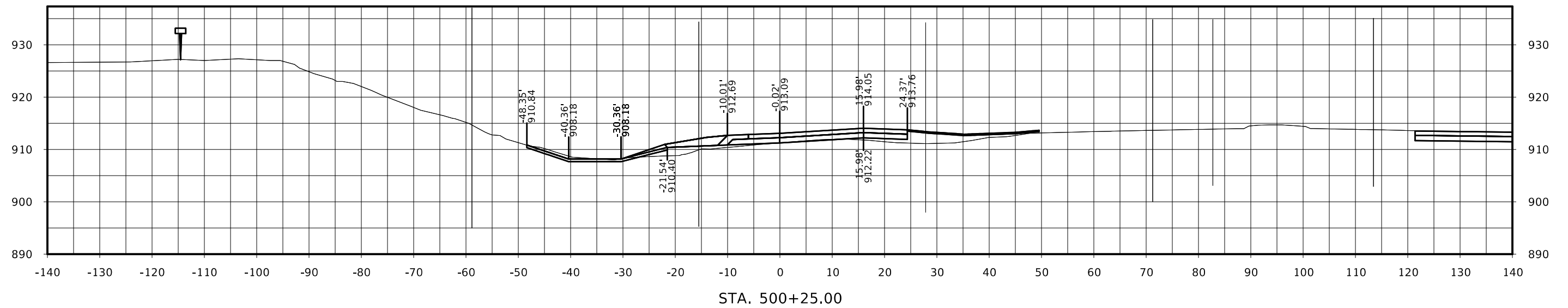
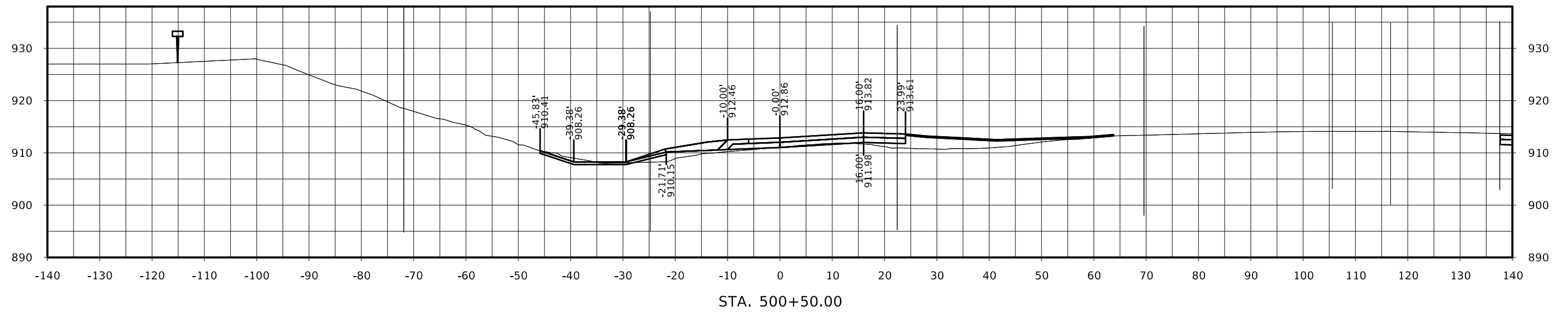


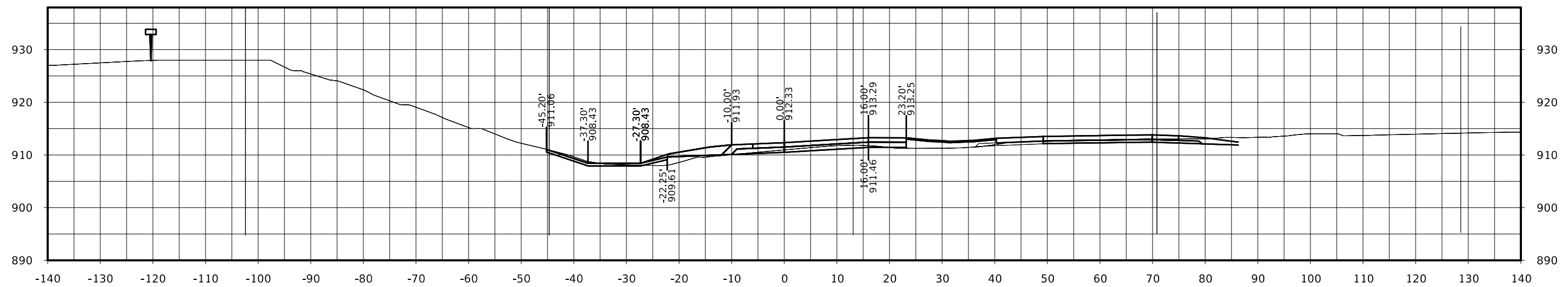




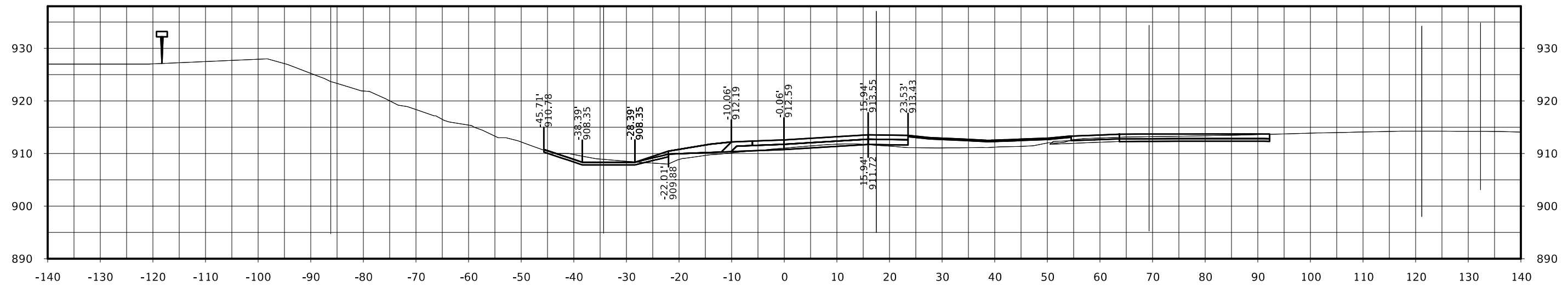








STA. 501+00.00



STA. 500+75.00



