PCC PAVEMENT - GRADE AND REPLACE
RP-007-2(038)--16-11
LETTING DATE Jul 20 2027

BUENA VISTA COUNTY

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	Title Sheets
* A.1	Title Sheet
* A.2	Location Map Sheet
A.3	Field Exam Checklist
A.4 - A.19	Concept Statement
A.20 - A.22	Design Criteria
B Sheets	Typical Cross Sections and Details
B.1 - B.5	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - D.7	IA 7 Plan and Profile Sheets
E Sheets	Sideroad Plan and Profile Sheets
* E.1	70th Avenue/Villa Road
* E.2	80th Avenue
G Sheets	Survey Sheets
* G.1 - G.4	Reference Ties and Bench Marks
G.5 - G.6	Horizontal Control Tab. and Super
J Sheets	Traffic Control and Staging Sheets
J.1 - J.3	Traffic Control Plan, Staging Notes and Tabulations
* J.4	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.5 - J.24	Staging and Traffic Control Sheets
* J.25 - J.26	Detour Sheets
U Sheets	Modified Standards and Detail Sheets
* U.1 - U.6	CN Railroad Crossing Details
W Sheets	Mainline Cross Sections
* W.1 - W.117	IA 7 Cross Sections
X Sheets	Sideroad Cross Sections
* X.1 - X.23	70th Avenue/Villa Road and 80th Avenue Cross Sections

* Color Plan Sheets

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

BUENA VISTA COUNTY

PCC PAVEMENT - GRADE AND REPLACE

IA 7 CORRIDOR AND INTERSECTION IMPROVEMENTS
W of 70th Ave. to E of 80th Ave.

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

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REVISIONS

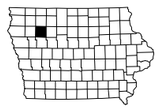
TOTAL
214
PROJECT IDENTIFICATION NUMBER
25-11-007-040
PROJECT NUMBER
RP-007-2(038)--16-11
R.O.W. PROJECT NUMBER
STPN-007-2(041)--2J-11

D2: Confirm PIN and Project No. - (040) as PIN and (038) as Project No. is currently reflected in Masterworks.

Preliminary Earthwork

Cut	32,600	CY
Fill	25,700	CY
Balance	6,900	CY

For Project Location Map
Refer to Sheet No. A.2



IA 7 DESIGN DATA RURAL		
2027	AADT	5600 V.P.D.
2047	AADT	5900 V.P.D.
2047	DHV	590 V.P.H.
TRUCKS		5 %
Total Design	ESALs	-

INDEX OF SEALS

SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1		Primary Signature Block	

PRELIMINARY PLANS

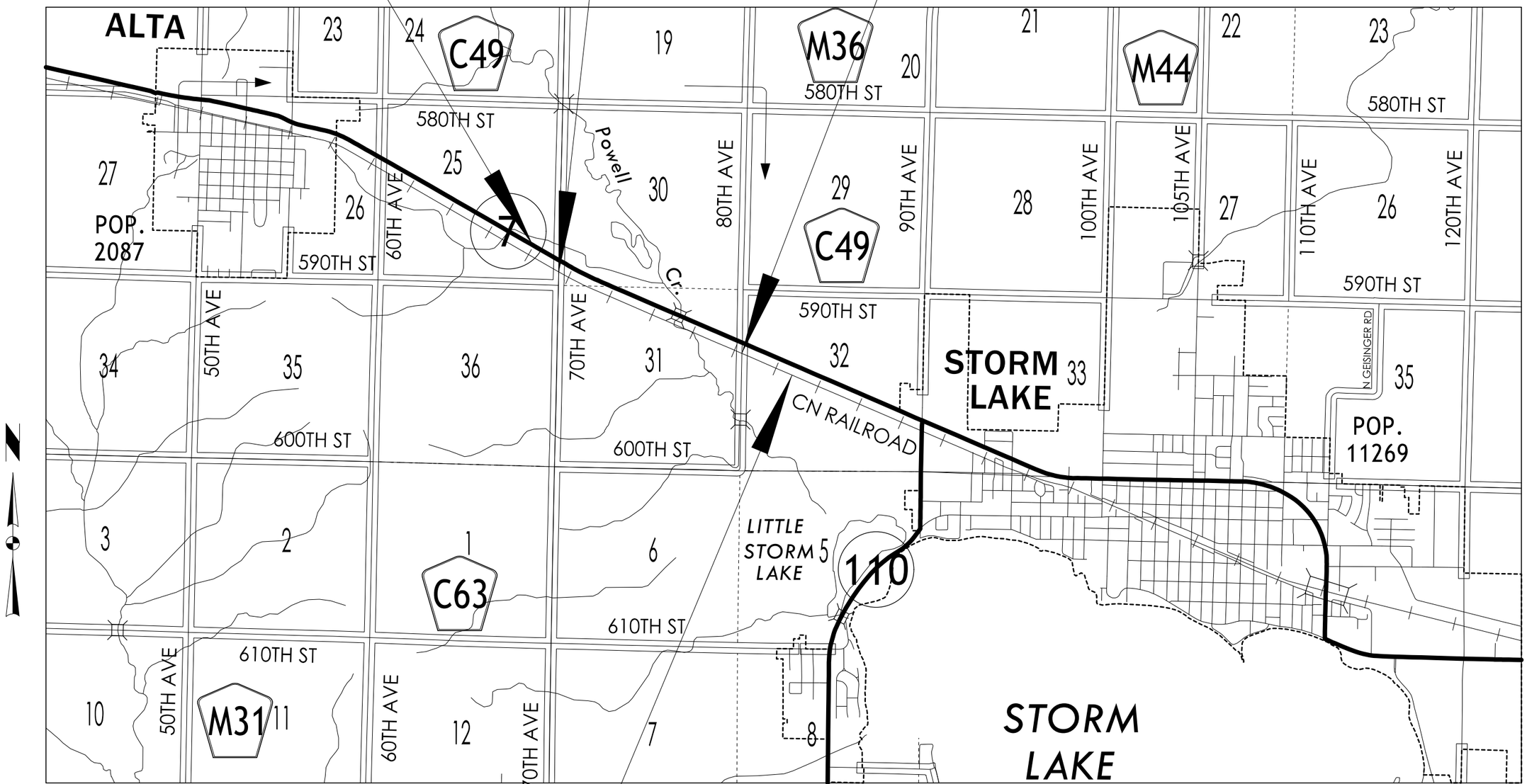
Subject to change by final design.

D2 PLAN - DATE: 9/19/2025

ML007 STA. 527+50.00
BEGIN CONSTRUCTION

CN RAILROAD AT-GRADE CROSSING
CHEROKEE SUBDIVISION
MP 432.21 ; DOT #307522A

CN RAILROAD AT-GRADE CROSSING
CHEROKEE SUBDIVISION
MP 431.10 ; DOT #307520L



ML007 STA. 613+60.89
END CONSTRUCTION

LOCATION MAP SCALE
0 0.5 1
Mile

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **A.2**

4:27:38 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_A_1107038Z04.dgn

FIELD EXAM CHECKLIST

1. General
   a. Schedule
   b. Confirm Primary Project Number: RP-007-2(038)--16-11
   c. Supplemental Survey

2. Roadway
   a. Typical Sections / Pavement Recommendation
   b. IA 7 Geometry
   c. Sideroad Geometry
   d. Driveway Locations

4. Drainage
   a. Existing Drainage Patterns
   b. Proposed Culverts
   c. Subdrains

5. Geotech
   a. Boring Program
   b. Property Owner Access
   c. Potential Remediation
   d. Schedule

6. CN Railroad
   a. RR Concept Submittal and Field Diagnostic
   b. Schedule

7. Construction Staging
   a. 80th Avenue (Stage 1)
   b. 70th Avenue (Stage 2)
   c. Detour Routes
   d. Construction Schedule
   e. Property Owner Access

8. Utility Coordination
   a. Mid-American
   b. Overhead Transmission
   c. Fiber Lines
   d. Lighting
   e. Other Utilities

9. ROW
   a. Anticipated Impacts
   b. Driveways

10. Other Items
    a. Natural Resource Conservation Service (NRCS) Wetland
    b. Permitting
    c. Public Information Meeting (PIM)

11. Cost Estimate
    a. Assumptions
    b. RISE Grant

Per County Board of Supervisors Meeting on 8/12/25, Alt. 1 at 70th St. was requested and is reflected in these D2 Field Exam Plans. Alt. 3 remains the preferred alternative at 80th St.

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es,
pavement will be replaced on IA 7 between 70th Avenue/Villa Road and 80th Avenue.

1. Construct intersection improvements by maintaining the existing 70th Avenue/Villa Road and 80th Avenue alignments (approximately 60 degree skew). The estimated cost for this alternative is $9,787,200.

2. Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to improve the skew to 75 degrees at the intersections with IA 7 and the crossings with Canadian National (CN) Railway. The estimated cost for this alternative is $9,915,600.

3. Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to create a 90 degree intersection with IA 7 and the crossings with Canadian National (CN) Railway. The estimated cost for this alternative is $10,221,800.

Right of way is anticipated to be required for all alternatives due to intersection widening and realignment of IA 7. Thru traffic for all alternatives will be detoured.

After reviewing all the alternatives, Alternative 3 was selected as the preferred alternative. Right of way will be required. The estimated cost for this alternative is $10,221,800.

For the 70th Avenue/Villa Road intersection improvements project (RP-007-2(038)--16-11), the estimated cost is $3,308,900. For the 80th Avenue intersection improvements project (STPN-007-2(039)--2J-11), the estimated cost is $5,179,000. For the IA 7 improvements between 70th and 80th Avenue project (STPN-007-2(040)--2J-11), the estimated cost is $1,733,900.

The Draft Project Concept Statement was sent out for review and comment with concerns to be resolved during the Concept Review Meeting on July 30, 2025. Comments received during the review period have been resolved.

This project is recommended for construction in FY2028.

cc: K. Nicholson, M. Nop, M. A. Swenson, W. Sorenson, C. Poole, D. Sprengeler, M. Dell, Y. Jia, M. Van Dyke, D. Breitbach, B. Worrel, D. Blue, J. Pottorff, M. Sadler, T. Quam, C. Schwienebart, T. Nicholson, C. Brakke, J. Ellis, D. Stokes, E. Wright, J. Laaser-Web, N. Cuva, R. Harris, B. Smith, D. Heeren, L. Narigon, A. Buss, T. Huju, M. Thayer, J. Becker, S. Sturtz, A. Yates, D. Phillips, J. S. Nelson, S. Majors, B. Hofer, K. Brink, S. Anderson, J. Bartholomew, N. Pohlen, J. Holst, G. Cagle, B. Hucker, S. Tymkowicz, D. Pryor, J. Klemme, C. Duncan, D. Newell, J. Felix

FINAL PROJECT CONCEPT STATEMENT

IA 7 (W of 70th Avenue/Villa Road to E of 80th Avenue)

Buena Vista County
RP-007-2(038)--16-11
STPN-007-2(039)--2J-11
STPN-007-2(040)--2J-11
PIN: 25-11-007-040

Highway Division
District 3

Stacey Lowe, P.E.
smlowe@HNTB.com

August 1, 2025

I. STUDY AREA

A. Project Description

This project involves the reconstruction of the 70th Avenue/Villa Road intersection, 80th Avenue intersection, and IA 7 from west of 70th Avenue to east of 80th Avenue. Improvements at the 70th and 80th intersections include safety enhancements at both crossings with Canadian National (CN) Railway, which parallels IA 7 on the south side through this segment. These improvements are related to a RISE Grant received by Buena Vista County, for the Platinum Crush development south of IA 7 and north of 600th Street between 70th Avenue/Villa Road and 80th Avenue.

The three alternatives considered were:

1. Construct intersection improvements by maintaining the existing 70th Avenue/ Villa Road and 80th Avenue alignments (approximately 60 degree skew). Realign IA 7 to the north at the 80th Avenue intersection to improve the spacing of the roadway intersection with the railroad crossing. The estimated cost for this alternative is $9,787,200.

2. Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to improve the skew to 75 degrees at the intersections with IA 7 and the railroad crossings. Realign IA 7 to the north at the 80th Avenue intersection to improve the spacing of the roadway intersection with the crossing with CN Railway. The estimated cost for this alternative is $9,915,600.

3. Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to create a 90 degree intersection with IA 7 and the crossings with CN Railway. Realign IA 7 to the north at the 80th Avenue intersection to improve the spacing of the roadway intersection with the railroad crossing. The estimated cost for this alternative is $10,221,800.

At the Concept Review Meeting held on July 30, 2025, Alternative 3 was selected due to the improved safety of the 70th Avenue/Villa Road and 80th Avenue intersections with IA 7 and the railroad crossings. Costs and concept updates to Alternative 1 and Alternative 2 were not updated from the initial draft concept submitted for review on July 18, 2025.

All three alternatives assume full closure of the 70th Avenue/Villa Road intersection during construction. The proposed 80th Avenue intersection will be shifted north of the existing intersection so construction can be staged to allow IA 7 thru traffic and 80th Avenue south of IA 7 to be maintained. IA 7 reconstruction will be staged to provide local access to St. Andrews Drive and residential driveways. A detour route will be utilized for the duration of each of the intersection closures and IA 7 closure. See the detour map later in this document.

The proposed alternatives include full reconstruction of IA 7 between the 70th Avenue/Villa Road and 80th Avenue intersections. The profile of IA 7 is raised approximately 1.5 feet at both intersections to flatten the sideroad profile grade between the railroad tracks and IA 7 pavement. This will help with safety by improving the intersection sight distance and providing trucks an easier path to maneuver across the tracks.

B. Need for Project

In 2023, Buena Vista County applied for and received a RISE Grant for development at Platinum Crush south of IA 7 and north of 600th Street, between 70th and 80th Avenues. The intersection at 80th Avenue received Section 130 Program funding. This economic development and increase in truck traffic requires improvements at the 70th and 80th Avenue intersections. Buena Vista County has improved 70th Avenue/Villa Road south of the crossing with CN as well as 600th Street. However, in January and April of this year (2025), train accidents with a semi and vehicle, respectively, occurred at the IA 7 and 70th Avenue/Villa Road intersection. As a result, Iowa DOT has taken over improvements at the 70th and 80th Avenue intersections due to safety, as well as the segment of IA 7 between 70th and 80th Avenue. In May 2025, Iowa DOT installed temporary active crossing features (gates and flashers) at the 70th Avenue/Villa Road CN crossing.

In the existing condition, IA 7 traffic turning south to cross the railroad at 70th and 80th must decelerate prior to turning and potentially come to a full stop when a train is actively crossing on the tracks. This results in an unsafe situation where thru IA 7 traffic must stop due to the inability for turning vehicles to get out of the lane. The proposed project will provide improved safety at the railroad intersections on 70th and 80th Avenue. Between 70th and 80th Avenue, the project proposes to replace pavement due to pavement condition and the proposed shift in alignment at both intersections.

70th Avenue/Villa Road Railroad Crossing (DOT# 307522A) on CN's Cherokee Subdivision from IA 7 looking South

80th Avenue Railroad Crossing (DOT# 307520L) on CN's Cherokee subdivision from IA 7 looking South

Existing Triple Cell RCB along IA 7 at Powell Creek to Remain in Place

C. Present Facility

IA 7 through the project area is 24' wide composite pavement with 6' wide composite shoulders and 3:1 foreslopes, constructed in 1937. HMA resurfacing was accomplished in 2016.

A triple cell RCB (12'x12'x78') is located where IA 7 crosses Powell Creek. This structure was constructed in 1991 and appears to be in good condition. The length of the culvert was designed to provide clear zone for IA 7. The existing RCB was designed to have traffic drive directly on the top slab. There are pavement approaches on either side of the culvert that will need to be replaced with this project. A further inspection of the culvert will be done during preliminary design to confirm the condition.

D. Traffic and Signal Warrant Analysis

The 2027 construction year and 2047 design year average daily traffic estimates along IA 7 are 5600 ADT with 5% trucks and 5900 ADT with 5% trucks, respectively. Traffic volumes and forecasts were developed by Iowa DOT Systems Planning Bureau. Based on the existing and forecasted future traffic volumes, a signal warrant analysis was completed for signal warrant 9 at the IA 7 intersections with 70th Avenue/Villa Road and 80th Avenue. A signal is not warranted in either location. Existing and future projected traffic operations within the study area is anticipated to be maintained at Level of Service (LOS) B or better.

E. Sufficiency Ratings

IA 7 is classified as an "Area Development" route and is a maintenance service level B roadway.

F. Access Control

There is an existing driveway with access off IA 7 (720' east of the 70th Avenue/Villa Road intersection on the north side) that could potentially be closed with this project. The driveway would be reconstructed to connect to an existing driveway with access off Villa Road. This driveway access change would provide a safer access point for this property and give better access control along IA 7 approaching the 70th Avenue/Villa Road intersection improvements.

G. Crash History

During the five-year study period from January 1, 2020, through December 31, 2024, there were 25 crashes including 0 fatal crashes, 11 minor and possible injury crashes, and 14 personal property crashes at the intersections and IA 7 between 70th Avenue/Villa Road and 80th Avenue.

PCR value for the segment of IA 7 is listed as 0.11 crash/mile/year for all crashes (negligible). PCR value for the intersection of IA 7 and 70th Avenue/Villa Road is listed as -0.06 crash/year for all crashes (negligible). PCR value for the intersection of IA 7 and 80th Avenue is listed as 1.32 crash/year for all crashes (high).

II. PROJECT CONCEPT

A. Design Criteria

It is desired for the proposed IA 7 corridor to be designed at 60 mph for a posted speed of 55 mph and to accommodate WB-67 turning movements. This matches the existing conditions and current design speed.

The typical cross section will match existing pavement section with two 12’ travel lanes with 6’ shoulders totaling 36’ of pavement. At the proposed intersections, there will be 11’ turn lanes, 2’ striped medians, and 4’ shoulders.

All the following alternatives meet the design criteria.

B. Feasible Alternatives

Alternative #1 – Construct intersection improvements maintaining the existing 70th Avenue/Villa Road and 80th Avenue alignments (60 degree skew).

The existing skew of 60 degrees at both intersections will be maintained, and the intersection pavement at 70th and 80th Avenue will be widened to accommodate WB-67 turning movements. Turning lanes will be added to IA 7 at 70th and 80th Avenue for turning movements in both directions. IA 7 will be realigned to the north at the 80th Avenue intersection to improve safety by increasing the distance between the roadway intersection and the railroad crossing.

The pavement along IA 7 will be removed and replaced with no grade raise. The proposed pavement section will be 9 inch PCC pavement over 12 inch modified subbase. The typical cross section of the IA 7 pavement will consist of a 24’ roadway with 6’ paved shoulders on both sides of the roadway. The intersections will tie in with the existing 70th and 80th Avenue.

The County has requested that lighting be added at the intersections to improve safety.

A total of eight RCP culverts have been identified for replacement as part of the roadway improvement project. The existing triple box culvert at Powell Creek will remain in place and meets the Iowa DOT’s acceptable clear zone requirements of 26’. The twin box culvert located approximately 0.09 miles north of the IA 7 and 70th Avenue/Villa Road intersection will remain in place because roadway improvements are not anticipated over the structure.

Right of way will be required for this project to widen the pavement at the intersections and to realign IA 7 to the north at the 80th Avenue intersection.

Thru IA 7 traffic will be maintained by an off-site detour. See the suggested detour route later in the concept statement. Local access to St. Andrew's Drive and residential driveways shall be maintained during construction.

The 70th Avenue/Villa Road and 80th Avenue at-grade railroad crossings are proposed to be protected by two-quadrant mast-mounted flashing lights and gates with sidelights pointed towards both directions of IA 7 on the NW quadrant masts. Due to the width of the north approach at the 70th Avenue/Villa Road railroad crossing, to accommodate WB-67 turning movements, a third railroad signal mast with gate will be required in a 10' raised median.

Roadway Items	Quantity	Unit	Unit Cost	Estimated Costs
Excavation, Class 10, Roadway and Borrow	20,150	CY	$6	$120,900
Excavation, Class 13, Waste	28,950	CY	$9	$260,600
Modified Subbase (12")	18,060	CY	$40	$722,400
PCC Pavement (9")	47,360	SY	$75	$3,552,000
Removal of Pavement	38,450	SY	$9	$346,000
Seeding and Fertilizing	17.80	ACRE	$1,000	$17,800
Right of Way	4.80	ACRE	$15,000	$72,000
Wetland Mitigation	0.03	ACRE	$65,000	$2,000
Railroad Crossings	1	LS	$1,400,000	$1,400,000
Culverts	1	LS	$56,000	$56,000
Erosion Control	1	LS	$80,000	$80,000
Lighting	1	LS	$120,000	$120,000
Traffic Control - 10%	1	LS	$675,000	$675,000
Mobilization - 5%	1	LS	$337,500	$337,500
M & C - 30%	1	LS	$2,025,000	$2,025,000
Roadway Total				**$9,787,200**
Project Total				**$9,787,200**

Alternative #2 – Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to reduce the skew to 75 degrees at the intersections with IA 7 and the railroad crossings.

70th and 80th Avenue will be realigned to 75-degree skews to provide safer left turning movements. Turning lanes will be added to IA 7 at 70th and 80th Avenue for turning movements in both directions. IA 7 will be realigned to the north at the 80th Avenue intersection to improve the spacing of the roadway intersection and the railroad crossing.

The pavement along IA 7 will be removed and replaced with 9 inch PCC pavement over 12 inch modified subbase. The typical cross section of the IA 7 pavement will consist of a 24' roadway with 6' paved shoulders on both sides of the roadway. The intersections will tie in with the existing 70th and 80th Avenue.

The County has requested that lighting be added at the intersections to improve safety.

A total of nine RCP culverts have been identified for replacement as part of the roadway improvement project. The existing triple box culvert at Powell Creek will remain in place and meets the Iowa DOT's acceptable clear zone requirements of 26'. The twin box culvert located approximately 0.09 miles north of the IA 7 and 70th Avenue/Villa Road intersection will remain in place because roadway improvements are not anticipated over the structure.

Right of way will be required for this project to realign the sideroads and shift IA 7 to the north at the 80th Avenue intersection.

Thru IA 7 traffic will be maintained by an off-site detour. See the suggested detour route later in the concept statement. Local access to St. Andrew's Drive and residential driveways shall be maintained during construction.

The 70th Avenue/Villa Road and 80th Avenue at-grade railroad crossings are proposed to be protected by two-quadrant mast-mounted flashing lights and gates with sidelights pointed towards both directions of IA 7 on the NW quadrant masts.

Roadway Items	Quantity	Unit	Unit Cost	Estimated Costs
Excavation, Class 10, Roadway and Borrow	20,150	CY	$6	$120,900
Excavation, Class 13, Waste	28,950	CY	$9	$260,600
Modified Subbase (12")	19,010	CY	$40	$760,400
PCC Pavement (9")	50,030	SY	$75	$3,752,300
Removal of Pavement	38,580	SY	$9	$347,300
Seeding and Fertilizing	18.10	ACRE	$1,000	$18,100
Right of Way	5.15	ACRE	$15,000	$77,300
Railroad Crossings	1	LS	$1,236,300	$1,236,300
Culverts	1	LS	$65,000	$65,000
Erosion Control	1	LS	$80,000	$80,000
Lighting	1	LS	$120,000	$120,000
Traffic Control - 10%	1	LS	$683,900	$683,900
Mobilization - 5%	1	LS	$342,000	$342,000
M & C - 30%	1	LS	$2,051,500	$2,051,500
Roadway Total				**$9,915,600**
Project Total				**$9,915,600**

Alternative #3 - Construct intersection improvements by realigning 70th Avenue/Villa Road and 80th Avenue to create 90 degree intersections with IA 7 and the railroad crossings.

70th and 80th Avenue will be realigned to create 90-degree intersections that will provide safer and better geometry for all turning movements. Turning lanes will be added at 70th and 80th Avenue for left and right movements in both directions on IA 7. IA 7 will be realigned to the north at the 80th Avenue intersection to improve the spacing of the roadway intersection and the railroad crossing.

Per County Board of Supervisors Meeting on 8/12/25, Alt. 1 at 70th St. was requested and is reflected in these D2 Field Exam Plans. Alt. 3 remains the preferred alternative at 80th St.

The pavement along IA 7 will be removed and replaced with 9 inch PCC pavement over 12 inch modified subbase. The typical cross section of the IA 7 pavement will consist of a 24' roadway with 6' paved shoulders on both sides of the roadway. The intersections will tie in with the existing 70th and 80th Avenue.

The County has requested that lighting be added at the intersections to improve safety.

A total of eleven RCP culverts have been identified for replacement as part of the roadway improvement project. The existing triple box culvert at Powell Creek will remain in place and meets the Iowa DOT's acceptable clear zone requirements of 26'. The twin box culvert located approximately 0.09 miles north of the IA 7 and 70th Avenue/Villa Road intersection will remain in place because roadway improvements are not anticipated over the structure.

Right of way will be required for this project to realign the sideroads and shift IA 7 north at the 80th Avenue intersection.

Thru IA 7 traffic will be maintained by an off-site detour. See the suggested detour route later in the concept statement. Local access to St. Andrew's Drive and residential driveways shall be maintained during construction.

The 70th Avenue/Villa Road and 80th Avenue at-grade railroad crossings are proposed to be protected by two-quadrant mast-mounted flashing lights and gates with sidelights pointed towards both directions of IA 7 on the NW quadrant masts.

Roadway Items	Quantity	Unit	Unit Cost	Estimated Costs
Excavation, Class 10, Roadway and Borrow	20,300	CY	$6	$121,800
Excavation, Class 13, Waste	28,900	CY	$9	$260,100
Modified Subbase (12")	19,730	CY	$40	$789,200
PCC Pavement (9")	51,970	SY	$75	$3,897,800
Removal of Pavement	39,300	SY	$9	$353,700
Seeding and Fertilizing	21	ACRE	$1,000	$21,000
Right of Way	6.29	ACRE	$15,000	$94,400
Railroad Crossings	1	LS	$1,236,400	$1,236,400
Culverts	1	LS	$75,000	$75,000
Erosion Control	1	LS	$80,000	$80,000
Lighting	1	LS	$120,000	$120,000
Traffic Control - 10%	1	LS	$705,000	$705,000
Mobilization - 5%	1	LS	$352,500	$352,500
M & C - 30%	1	LS	$2,114,900	$2,114,900
Roadway Total				**$10,221,800**
Project Total				**$10,221,800**

C. Staging and Detour Analysis

For all alternatives, IA 7 will be closed to thru traffic, and an offsite detour will be utilized. It is anticipated the detour will be in place for approximately 200 days. Refer to the exhibit later in this document for the preferred detour route.

The detour will start south on W Hwy to the intersection of 50th Avenue and 610th Street, then east on 610th Street to the intersection of 610th Street and 85th Avenue, then northeast on 85th Avenue to the intersection of 85th Avenue and IA 7. Out of distance travel is 3.54 miles. The total distance user cost is anticipated to be $817,740. The cost for county road maintenance will be $55,860 as calculated by the Gas Tax Method. Detour signing costs will be $10,000.

The construction of the 70th Avenue/Villa Road and 80th Avenue intersections shall not be constructed at the same time to allow local access to properties in the project area. The 70th Avenue intersection will require a full closure and require local traffic to detour north to 580th Street to access Villa Road or 80th Avenue.

The 80th Avenue intersection will be shifted north to maintain thru IA 7 traffic along with traffic using the south leg of 80th Avenue. Once the proposed intersection is constructed, there will be a full closure to construct the IA 7 connections back to existing lanes. During this time, traffic shall use the signed detour.

Access to St. Andrew's Drive and the driveways on the north side of IA 7 will be maintained for the duration of the project. Temporary pavement may be required.

D. Recommendations

It is recommended that 70th Avenue/Villa Road and 80th Avenue both be realigned to a 90-degree intersection with IA 7, as described in Alternative No. 3.

E. Construction Sequence

It is anticipated that all work on this project will be awarded to one prime contractor.

F. ADA Accommodations

There are no bike paths or sidewalks adjacent to IA 7; therefore, no ADA accommodations are planned in conjunction with this project.

G. Special Considerations

Coordination with Canadian National Railroad is expected to proceed with this concept. Special survey has been obtained for the existing CN top of rail at both the crossings at 70th and 80th Avenues. Survey was obtained 1,000 feet on each side of the sideroad crossing.

This will not be a traffic critical project.

No bike path or sidewalk will be required as part of this project.

Waterway is not on a state water trail or paddling route.

Right of way will be required for all alternatives.

Erosion control and rural seeding and fertilizing application to all disturbed areas will be required for all alternatives.

A Natural Resource Conservation Service (NRCS) wetland outdoor classroom is located at the northwest corner of IA 7 and 70th Avenue/Villa Road. Further consultation with NRCS is needed to determine the full extent of this wetland. If there are impacts, a Section 404 permit from the United States Army Corp of Engineers (USACE) and a Section 401 Water Quality Certification from the Iowa Department of Natural Resources (DNR) will be required. Additional coordination includes Section 7 consultation with U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act and with NRCS for a Farmland Conversion Impact Rating, as the entire study area is classified as prime farmland.

There are several surface waters and associated 100-year floodplains within and adjacent to the study area. Approximately 460 linear feet (0.28 acres) of Powell Creek runs across IA 7 approximately 0.8 miles west of 80th Avenue. Approximately 490 linear feet (0.22 acres) of an unnamed tributary of Powell Creek crosses the study area at 70th Avenue/Villa Road north of IA 7 and north of IA 7 west of 70th Avenue/Villa Road. If the project disturbs more than one acre of land, an NPDES permit from the Iowa DNR will be required. If floodplains are impacted a Floodplain Development Permit and State Sovereign Lands Permit from the Iowa DNR and coordination with the Buena Vista County Floodplain Administrator will be necessary.

One hazardous material site, Northern Natural Gas – Storm Lake Town Border Station, is located southeast of the IA 7 and 80th Avenue intersection and identified as a very small quantity hazardous material generator. This site should be avoided during construction.

One historic structure, the Powell Creek bridge, is located within the study area. While the bridge is not listed on the National Register of Historic Places (NRHP), coordination with the

Iowa State Historic Preservation Office (SHPO) will be necessary if it will be impacted. Investigations for cultural resources may be necessary after coordination with Iowa SHPO for any areas disturbed.

Refer to the project exhibit maps later in this document for the wetland and environmental locations.

There are several existing utilities within the project limits. Existing fiber, telecom, gas, and water lines run along the north and south side of the IA 7 corridor that may be impacted from this project. There are several underground utilities, utility boxes and an existing light pole at the 70th Avenue/Villa Road intersection that will likely be impacted and need to be relocated.

Overhead utility lines and power poles run along the north side of IA 7, and there is an overhead transmission line that crosses over IA 7 on the east side of the golf course. It is not anticipated that any of the overhead utilities will be impacted by construction west of Powell Creek. Between Powell Creek and 80th Avenue, IA 7 shifts to the north and will require the overhead lines and utility poles to be relocated.
An existing water line runs along the north side of IA 7 from the golf course to 80th Avenue that would be under the proposed shift in the roadway if it is not relocated. The fiber and telecom lines in this area are in a similar situation between Powell Creek and 80th Avenue.

There is a Mid-American lay down yard in the southeast quadrant of 80th Avenue intersection. There are no anticipated impacts to this property.

H. Program Status

This project is listed in the 2025-2029 Iowa Transportation Improvement Program with $100,000 programmed for right of way in FY 2028, and $6,400,000 for replacement in FY 2028. A schedule of events will be developed following the approval of the Project Concept.

Utility Contacts

Alliant Energy
Alliant Energy Field Engineer
(800) 255-4268
locate_IPL@alliantenergy.com

Cherokee Rural Water District
Paul Hyndman
(712) 225-6193
paul@cherokeeruralwater.com

Centurylink
Sadie Hull
(918) 547-0147
sadie.hull@lumen.com

Iowa Lakes Electric Co-Op
Kay Dahl
(712) 362-2694
ioc-dir@ilec.coop

Mid-American (Electric)
Steve Heckert
(712) 749-7126
steven.heckert@midamerican.com

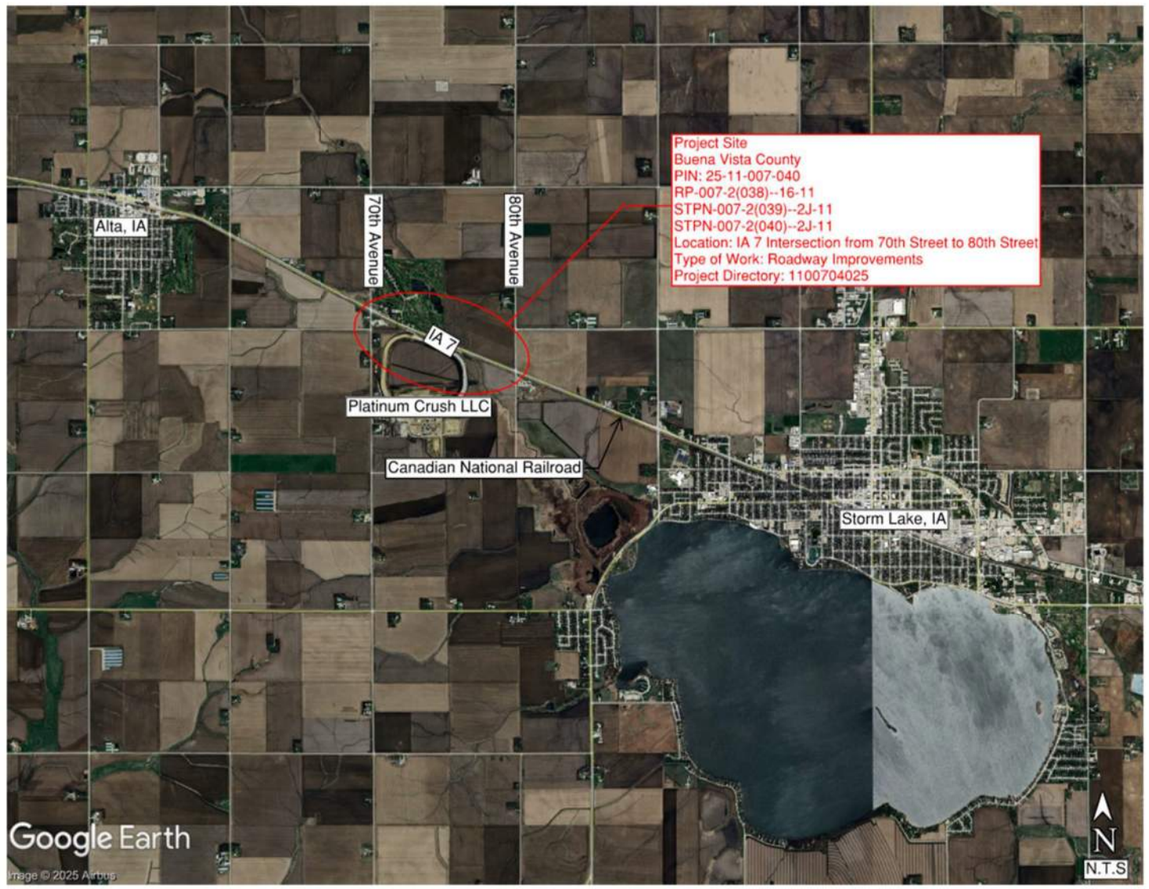
Mid-American (Fiber)
Telecom On Call
(515) 281-2313
telecomoncall@midamerican.com

Verizon
Investigations
(469) 886-4090
investigations@verizon.com

Northern Natural Gas Company
Miles Peterson
(402) 404-0609
Miles.peterson@nngco.com

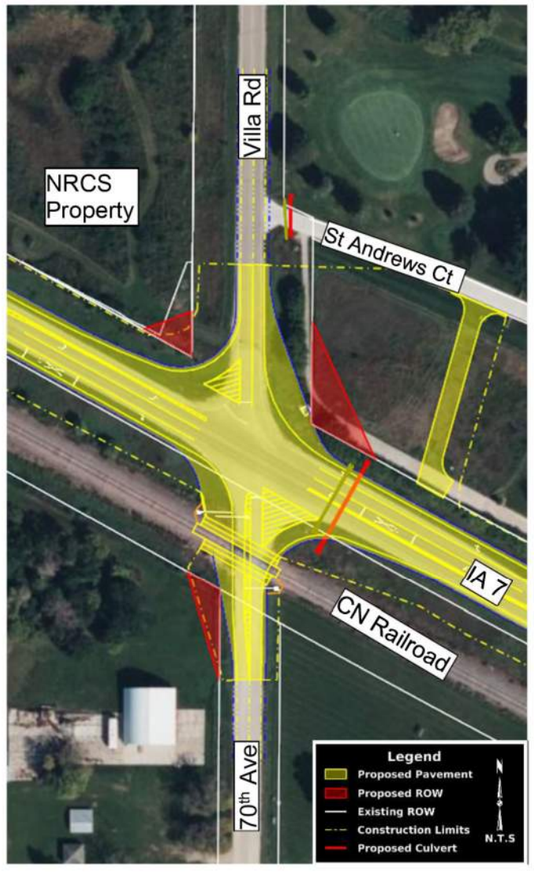
City of Storm Lake
Matthew Beckman
(712) 732-8000
beckman@stormlake.org

Mediacom
Mike Lawler
(515) 571-2183
mlawler@mediacomcc.com



IA 7 Project Site General Location Map

Alternative 1



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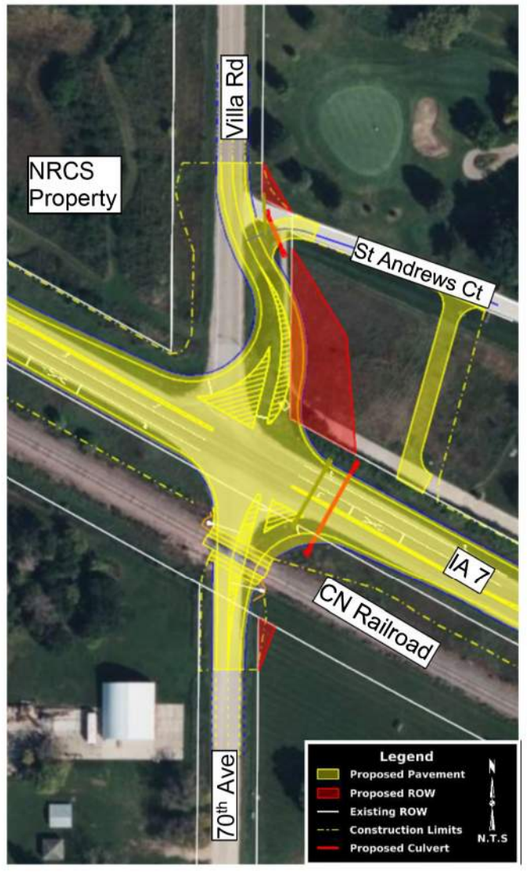

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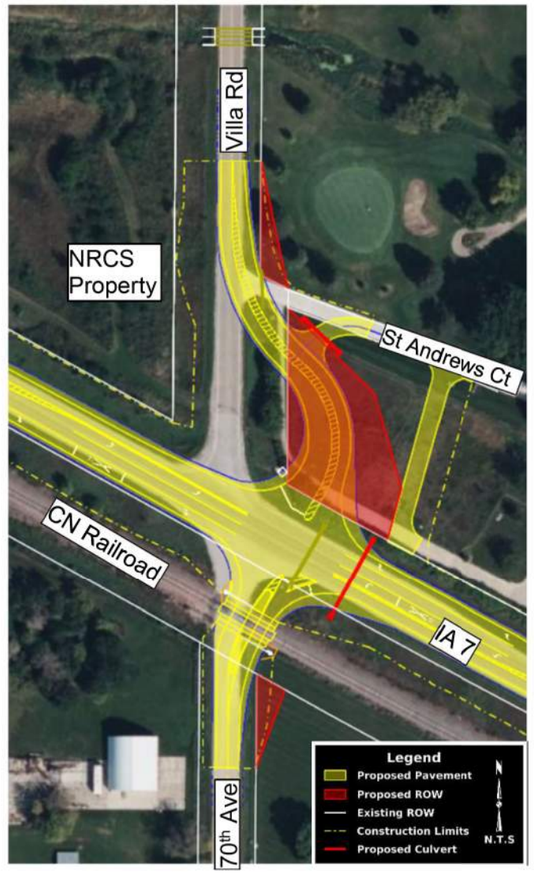
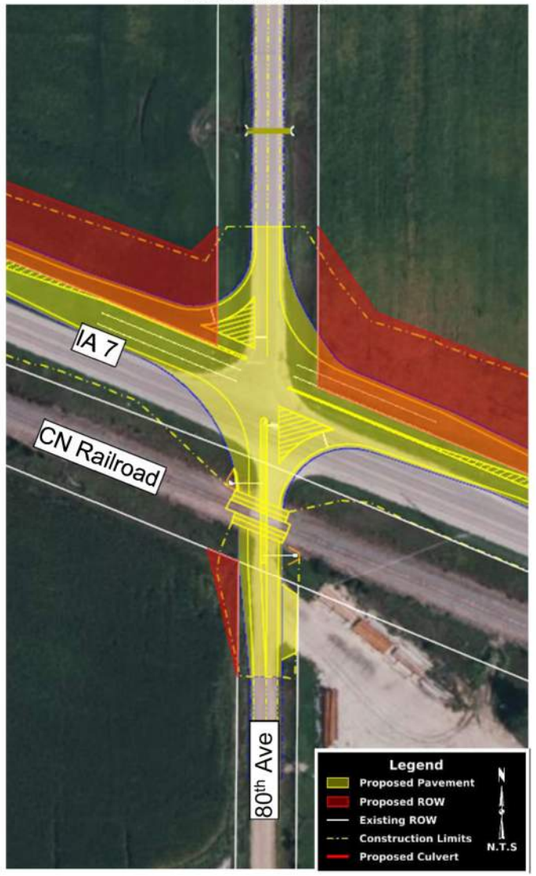


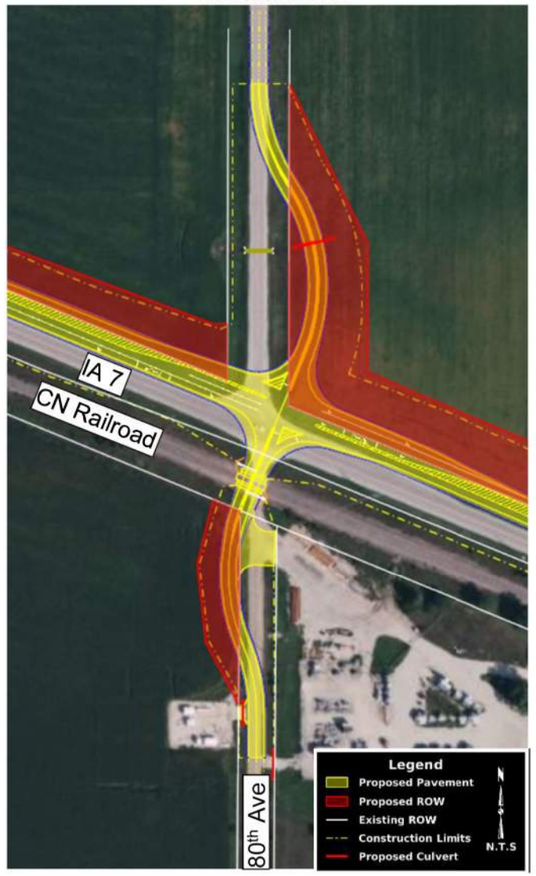
IA 7 and 70th Avenue Intersection Improvements

Alternative 1



Alternative 2

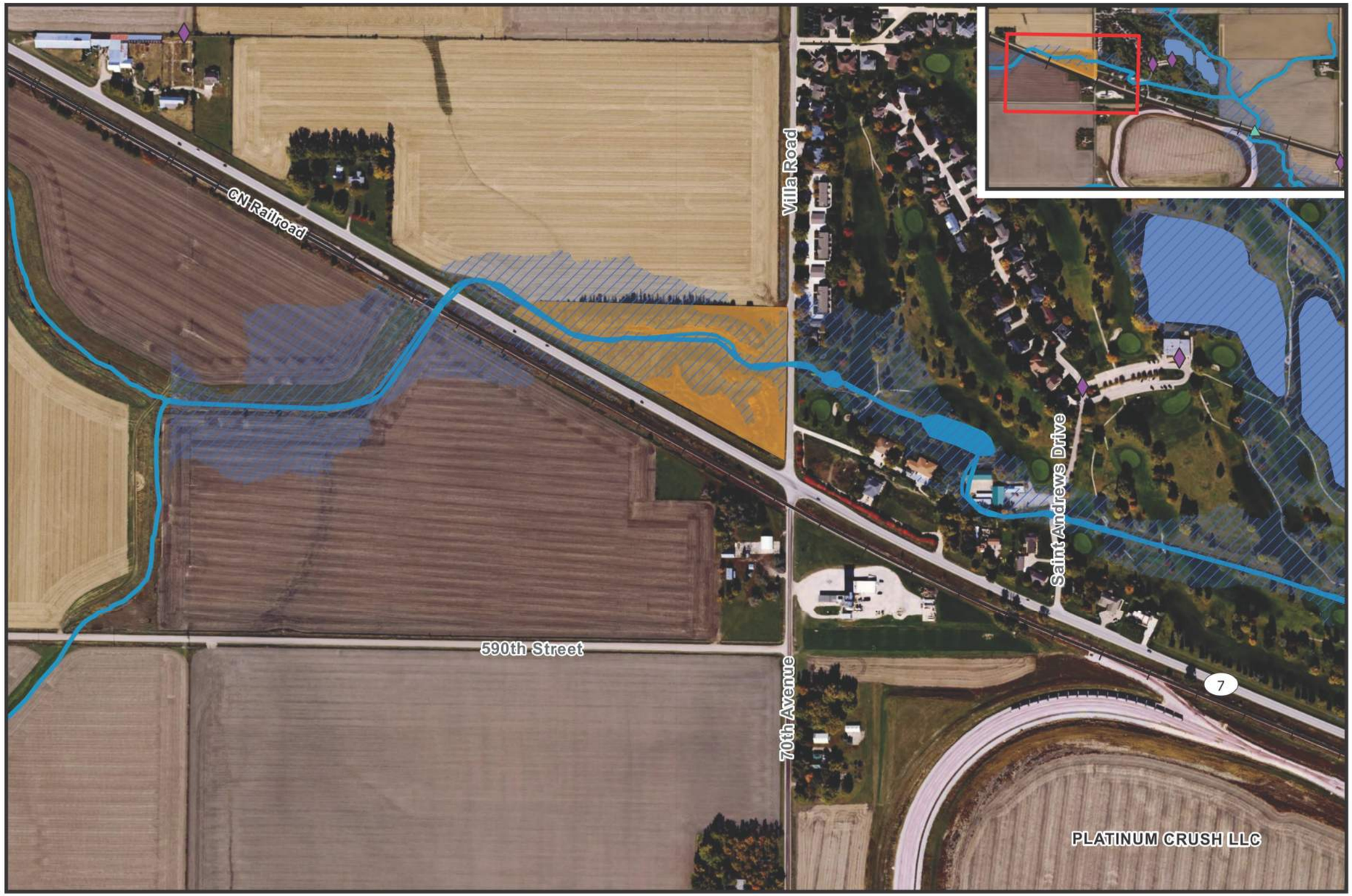
Alternative 3



IA 7 and 80th Avenue Intersection Improvements

Environmental Constraints

Figure A



Railroad
NRCS Property (Wetland Limits are Approximate)
Pond
Riverine
100-year Floodplain
Hazardous Material Site

0 0.05 0.1 Miles

N

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **A.15**

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Environmental Constraints

Figure B

Railroad
NRCS Property (Wetland Limits are Approximate)
Emergent Wetland
Pond
Riverine
100-year Floodplain
Historic Resource
Hazardous Material Site

0 0.05 0.1 Miles

N

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **A.16**

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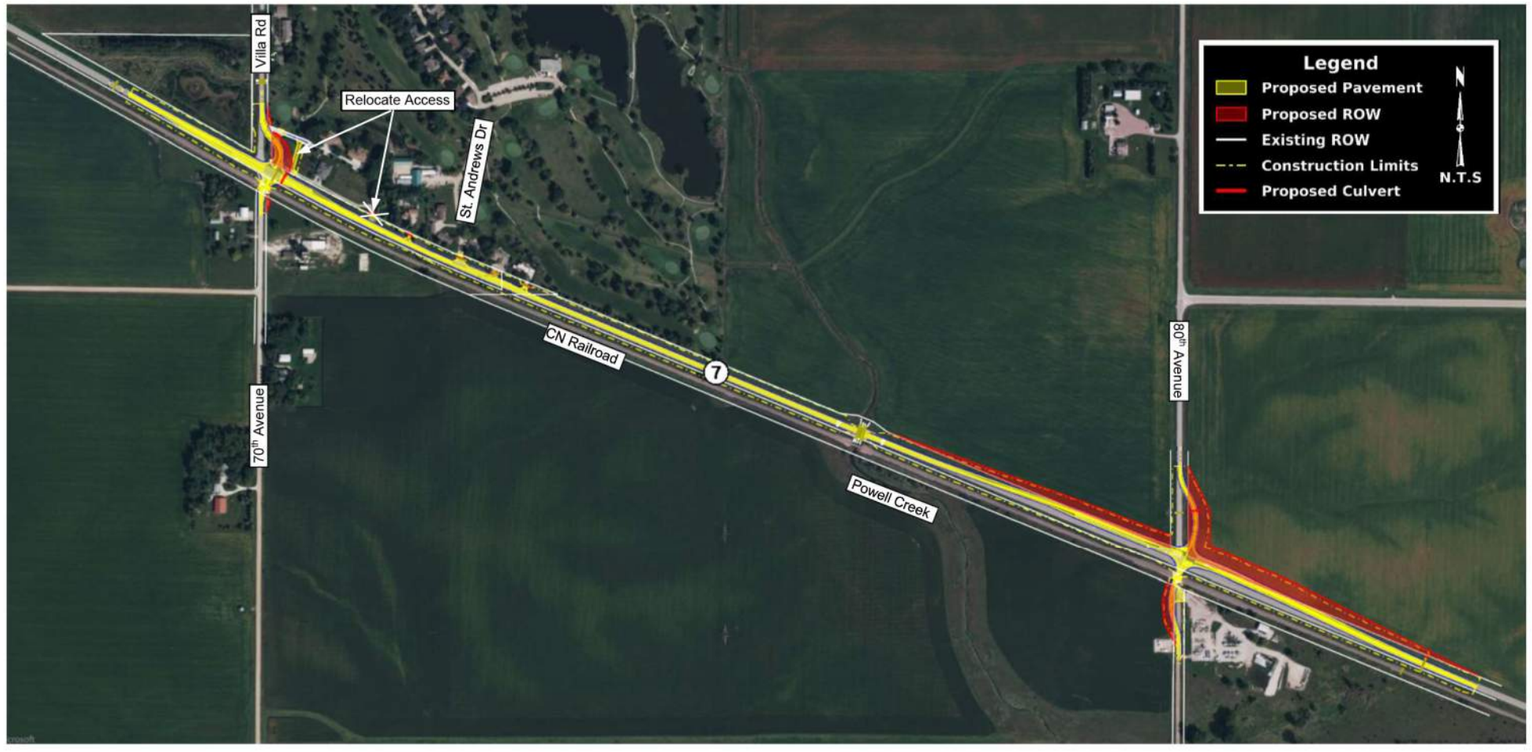
IA 7 from 70th Avenue to 80th Avenue Concept Alternatives Matrix			
	Alternative #1	Alternative #2	Alternative #3
Safety	- Turn lanes added at both intersections to provide space for SB traffic to stop during train crossings - Left turns from IA 7 to sideroads are challenging for larger trucks - Right turns from sideroads to IA 7 are more difficult to see oncome traffic - Removes existing driveway in NE quadrant of the 70th intersection	- Turn lanes added at both intersections to provide space for SB traffic to stop during train crossings - Improves sight distance for right-turning traffic onto IA 7 at both intersections - Removes existing driveway in NE quadrant of the 70th intersection	- Turn lanes added at both intersections to provide space for SB traffic to stop during train crossings - Safest intersection design for truck turning movements, intersection sight distance, and railroad crossings - Removes existing driveway in NE quadrant of the 70th intersection
Geometrics	- No change to existing sideroad alignments - Maintains 60 degree skewed intersections with IA 7 and railroad crossings - Accommodating turn radius for the design vehicle requires larger lane width for crossing at 70th Ave. - SB turning truck are not aligned in the lane prior to crossing RR tracks	- Proposed sideroad realignments create 75 degree skewed intersections with IA 7 - Allows SB turning trucks to be aligned in the SB lane prior to crossing RR tracks - Less intersection pavement than Alt. 1 - Requires reverse curves to tie back to existing	- Proposed sideroad realignments create 90 degree intersections with IA 7 - Allows SB turning trucks to be aligned in the SB lane prior to crossing RR tracks - Least amount of intersection pavement - Requires reverse curves to tie back to existing
Railroad	- Two quadrant flashing lights and gates for both 70th and 80th road-rail crossings - Installation of active warning devices will increase safety at crossings - 86' total crossing surface width to be installed	- Two quadrant flashing lights and gates for both 70th and 80th road-rail crossings - Installation of active warning devices will increase safety at crossings - 68' total crossing surface width to be installed	- Two quadrant flashing lights and gates for both 70th and 80th road-rail crossings - Installation of active warning devices will increase safety at crossings - 59' total crossing surface width to be installed
Right of Way (ROW)	- Minimal ROW impacts at 70th Ave. intersection - Property negotiations for driveway relocation - Smaller ROW impacts at 80th Ave. intersection compared to other alternatives - Total Acquisition = 4.8 acres	- Smaller ROW impacts compared to Alt. 3 due to smaller change in skew angle - Property negotiations for driveway relocation - Total Acquisition = 5.15 acres	- Greatest ROW impacts, especially in the northeast corner of each intersection - Greater impacts on private property owners at 70th Ave. intersection - Property negotiations for driveway relocation - Total Acquisition = 6.29 acres
Environmental/ Wetland Impacts	- Minimal impacts to NRCS property - Maintain existing RCB at Powell Creek	- No impacts to NCRS property - New intersection shifts 70th Ave. away from wetlands - Maintain existing RCB at Powell Creek	- No impacts to NCRS property - New intersection shifts 70th Ave. away from wetlands - Maintain existing RCB at Powell Creek
Cost	Total Project Cost = $9,787,200	Total Project Cost = $9,915,600	Total Project Cost = $10,221,800.

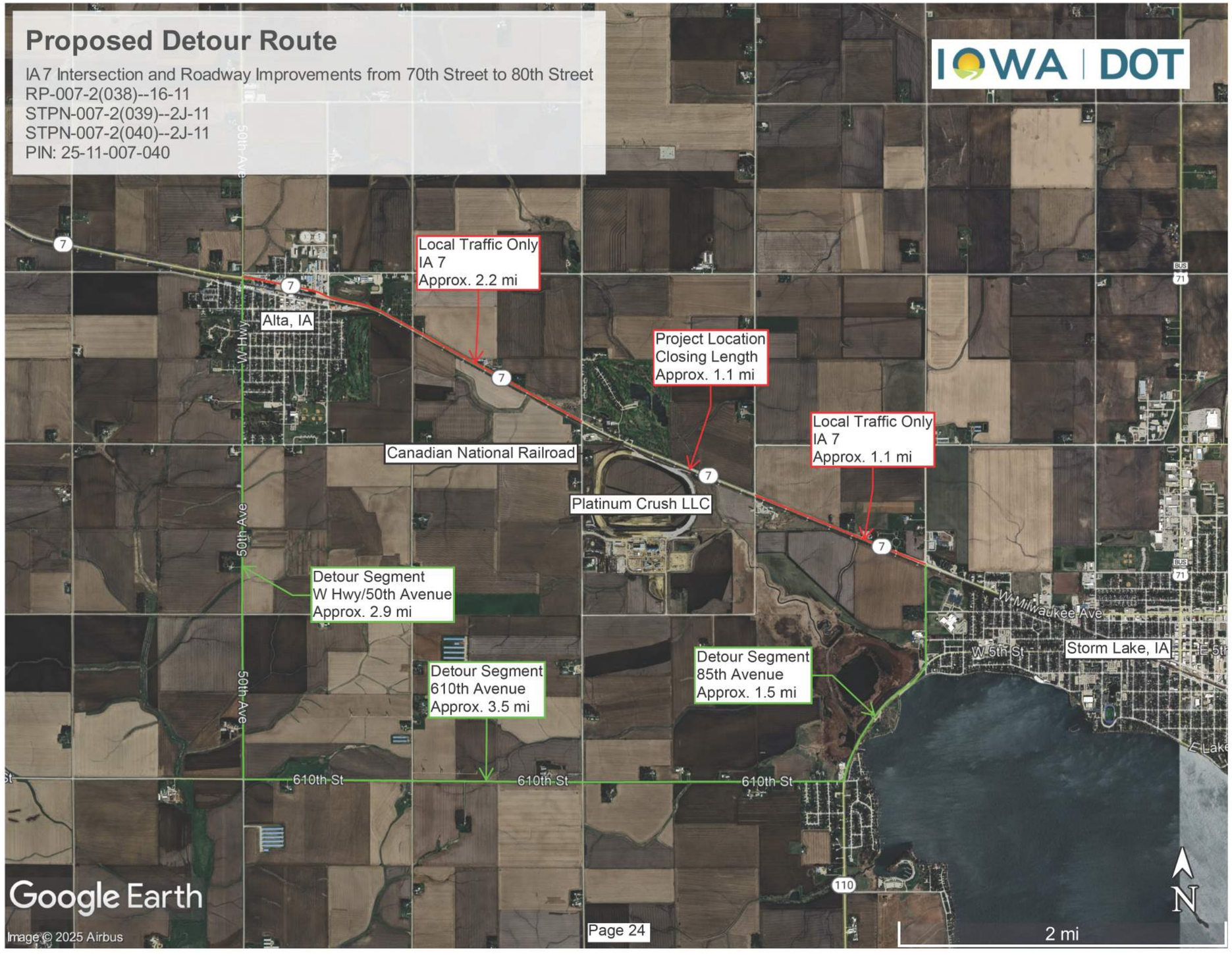


IA 7 Project Improvements – Alternative 3 (Preferred)

Proposed Detour Route

IA 7 Intersection and Roadway Improvements from 70th Street to 80th Street
RP-007-2(038)--16-11
STPN-007-2(039)--2J-11
STPN-007-2(040)--2J-11
PIN: 25-11-007-040

IOWA DOT



FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **A.19**

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Roadway	IA 7			
PIN Number	25-11-007-040		**Submittal Date**	09/19/25
Project Number	RP-007-2(038)--16-11, STPN-007-2(039)--2J-11, STPN-007-2(040)--2J-11			**Approval Date**
District	District 3	**Assistant District Engineer**	Shane Tymkowicz	
County	BUENA VISTA	**or**		
Route	IA 7	**Office Director**		
Location	W of 70th Ave. to E of 80th Ave.			
Work Type	PCC PAVEMENT - GRADE AND REPLACE			
Segment Manager				
Designer	HNTB			

Design Manual Section 1C-1
Last Updated: 04-29-19

Rural Two-Lane Highways (Rural Arterials)

Design Element		Preferred	Acceptable	Project Values
Design speed (mph)		60	50	60
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	6%
Design lane width (ft)		12	12	12
Full depth paved width (ft)		12	12	12
Right turn lane (ft)		12	10	11
Climbing Lane (ft)		12	12	N/A
Left turn lane (ft)		12	10	11
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum	2%
	Auxiliary and turn lanes	3%	3% maximum	3%
	Crown break at centerline	4%	4% maximum	4%
Shoulder cross-slope (on tangent sections)		4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	N/A
	Design speed ≥ 60 mph	4-inch sloped	6-inch sloped	N/A
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1	10:1 for 4' then 6:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3:5:1
	Curbed roadways	2%	not steeper than 3:1	N/A
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1
Transverse Slopes	w/ drainage structures	8:1	6:1	8:1
	w/o drainage structures	10:1	6:1	10:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	5 x 10
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	N/A
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	N/A
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft. offset left and right	N/A
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	N/A
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14	N/A
	Over railroad	23.3	23.3	N/A
	Sign trusses and pedestrian bridges	17.5	17	N/A
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	N/A
Level of Service		B	B	B

*FHWA notification via email is required if acceptable critera is not met on the NHS system (No formal design exeption is required)

Design year ADT = 5900

Design Manual Section 1C-1
Last Updated: 04-29-19

Effective Shoulder Width and Type for Two-Lane Highways

Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	6
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	N/A
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	N/A
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	0*	10/6
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	0*	
On all other NHS	10	6				
On non-NHS routes with design year ADT > 3000	10	6	Design year ADT < 400 vpd	4	0*	
On non-NHS routes with design year ADT < 3000	8	0*				

*Requires safety edge-Refer to Section 3C-6

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section 3C-2 for curb offsets in urban areas

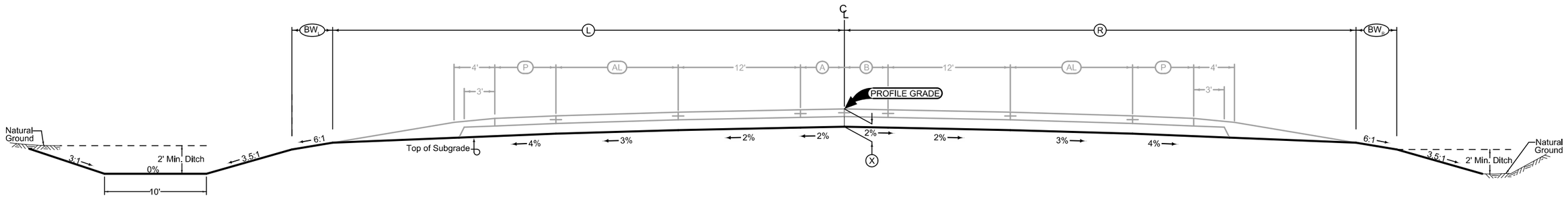
Notes:

Roadway Design Speed (mph) =	60												

Design Manual Section 1C-1
Last Updated: 04-29-19

Design Criteria for High Speed Roadways

Design Element			Preferred Criteria, Design Speed, mph						Acceptable Criteria, Design Speed, mph						Project Values
			50	55	60	65	70	75	50	55	60	65	70	75	
Stopping sight distance (ft) (Refer to Section 6D-1)			425	495	570	645	730	820	425	495	570	645	730	820	570
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e_{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	1330
		e_{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	N/A
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	180
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	151
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	136
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	136
Minimum gradient (%)	(Refer to Section 2B-1)		0.5						0.3% with a curb, 0.0% without a curb						0.5
Maximum gradient (%)	(Refer to Section 2B-1)	Urban roadways	4		3				7	6	6	--	--	--	N/A
		Rural roadways							5	5	4	4	4	4	3
		Interstates							5	5	4	4	4	4	N/A
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						Preferred 30; acceptable 26'



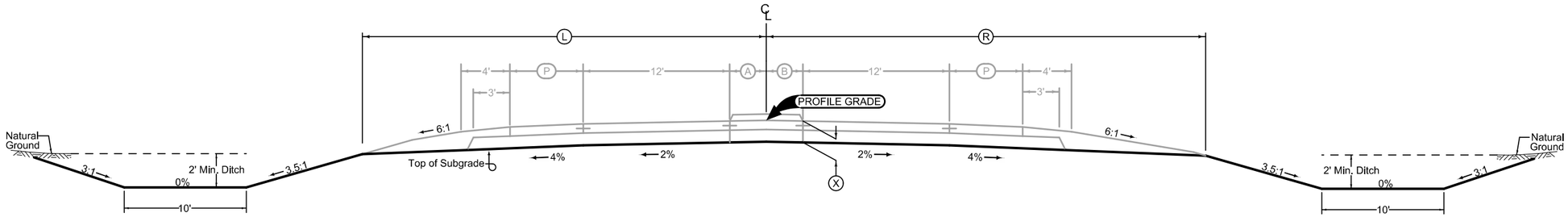
LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	BW$_L$ Feet	BW$_R$ Feet
IA 7 (ML007)	526+77.68	528+88.05	33.9-35.7	33.9	21	4.0	4.0
IA 7 (ML007)	528+88.05	530+23.05	35.7-38.9	33.9-42.9	21	4.0	4.0
IA 7 (ML007)	530+23.05	530+72.01	38.9-40.4	42.9	21	4.0	4.0
IA 7 (ML007)	530+72.01	534+31.90	40.4-46.8	42.9	21	4.0	4.0
IA 7 (ML007)	534+31.90	535+04.60	46.8-54.6	42.9	21	N/A	4.0
70th Ave Intersection							
IA 7 (ML007)	537+13.97	538+45.46	55.9	45.5-33.9	21	N/A	N/A
IA 7 (ML007)	538+45.46	539+32.31	55.9	33.9	21	N/A	N/A
IA 7 (ML007)	539+32.31	540+97.82	55.9-44.9	33.9	21	N/A	4.0
IA 7 (ML007)	540+97.82	548+84.42	44.9	33.9	21	N/A	4.0
IA 7 (ML007)	548+84.42	549+46.22	SR	33.9	21	0.0-4.0	4.0
IA 7 (ML007)	549+46.22	551+91.41	45.5	33.9	21	0.0-4.0	4.0
IA 7 (ML007)	551+91.41	553+92.07	45.5-33.9	33.9	21	0.0-4.0	4.0
IA 7 (ML007)	553+92.07	574+42.47	33.9	33.9	21	0.0-4.0	0.0-4.0
Existing RCB at Powell Creek							
IA 7 (ML007)	574+82.47	586+70.37	33.9	33.9	21	4.0	4.0
IA 7 (ML007)	586+70.37	588+12.74	33.9	33.9-51.7	21	4.0	4.0
IA 7 (ML007)	588+12.74	592+91.65	33.9	51.7-57.9	21	4.0	4.0
IA 7 (ML007)	592+91.65	594+21.93	33.9-42.5	57.9	21	4.0	0.0-4.0
80th Ave Intersection							
IA 7 (ML007)	595+78.63	596+76.72	42.9	54.7-48.9	21	4.0	0.0-4.0
IA 7 (ML007)	596+76.72	597+48.09	42.9	48.9	21	4.0	4.0
IA 7 (ML007)	597+48.09	599+25.11	42.9-33.9	48.9	21	4.0	4.0
IA 7 (ML007)	599+25.11	600+61.01	33.9	48.9-33.9	21	4.0	4.0

Section view is in direction of stationing.

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

MAINLINE IA 7 GRADING



ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches
SR70th	1534+08.66	1534+78.72	23.6-38.9	35.5	21
IA 7 Intersection					
SR70th	1537+54.65	1538+24.65	23.6	35.5-43.3	21
SR80th	2588+98.21	25921+52.97	28.1	31	21
SR80th	2592+52.97	2593+23.55	28.1-30.1	31-37	21
SR80th	2593+23.55	2593+81.28	30.1-34.1	37	21
IA 7 Intersection					
SR80th	2595+89.50	2600+54.17	30.1-28.1	33-31	21

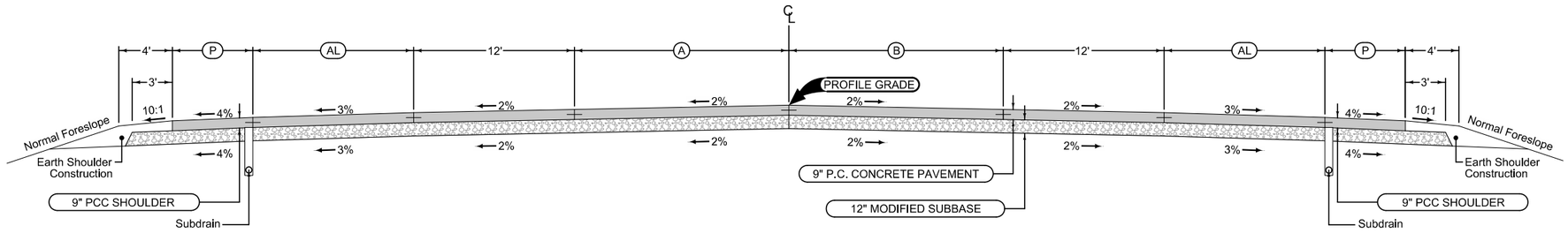
70th Avenue/ Villa Road
80th Avenue
St. Andrews Drive

Section view is in the direction of stationing.

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

SIDEROAD GRADING



Auxiliary Lane and Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: Match Mainline

STATION TO STATION		(AL) Feet	(P) Feet
526+77.68	533+71.32	0	6
533+71.32	534+31.90	0	6-4
70th Ave Intersection			
536+95.29	539+32.07	11	4
539+32.07	540+97.75	11-0	4
540+97.75	547+57.70	0	4
547+57.70	548+66.37	0	4-5.8
548+66.37	548+84.42	0	5.8-0
St. Andrew Drive Intersection			
549+46.22	549+65.91	13	0-4
549+65.91	551+91.32	13	4
551+91.32	553+92.07	13-2	4
553+92.07	554+26.67	2-0	4-6
554+26.67	574+42.47	0	6
Bridge			
574+82.47	592+62.61	0	6
592+62.61	592+91.62	0-1.9	6-4
592+91.62	964+22.20	1.9-10.6	4
80th Ave Intersection			
595+63.03	597+48.16	11	4
597+48.16	599+24.94	11-0	4-6
599+24.94	613+61.01	0	6

Section shown in the direction of traffic.

Mainline Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: CD at 15' spacing

STATION TO STATION		(A) Feet	(B) Feet
526+77.68	534+67.52	0-13	0
532+06.37	535+71.37	13	0
70th Ave Intersection			
536+95.55	540+96.24	13	0
540+96.24	548+77.57	13-0	0
548+77.57	583+15.19	0	0
583+15.19	592+55.14	0	0-15
594+69.28	594+69.28	0	15
80th Ave Intersection			
595+63.03	597+15.68	0	15
597+15.68	613+61.01	0	15-0

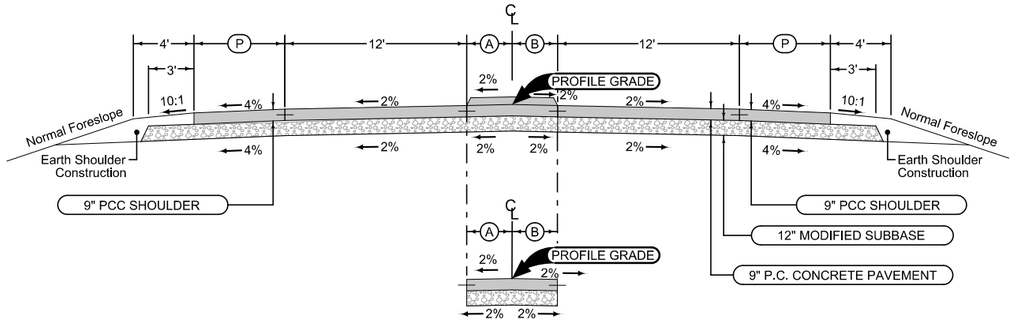
Auxiliary Lane and Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: Match Mainline

STATION TO STATION		(AL) Feet	(P) Feet
526+77.68	528+58.19	0	6
528+58.19	528+88.05	0-2	6-4
528+88.05	530+23.19	2-11	4
530+23.19	535+71.37	11	4
70th Ave Intersection			
537+48.10	538+45.46	13.7-2	4
538+45.46	539+05.88	2-0	4-6
539+05.88	574+42.47	0	6
Bridge			
574+82.47	586+42.18	0	6
586+42.18	586+70.37	0-2	6-4
586+70.37	588+12.93	2-11	4
588+12.93	594+69.28	11	4
80th Ave Intersection			
595+78.63	596+76.72	11.8-2	4
596+76.72	596+96.19	2-0	4-6
596+96.19	613+61.01	0	6

MAINLINE IA 7 PAVING

D2: Should Subdrains be added on 70th Avenue and 80th Avenue?



Sta. 1534+74.21 to Sta. 1535+11.06
Sta. 1535+52.09 to Sta. 1535+80.28

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

ROAD IDENTIFICATION	BEGIN STATION	END STATION	Ⓐ Feet	Ⓑ Feet
SR70th	1534+08.66	1534+78.72	0-4.5	0-4.5
SR70th	1534+78.72	1535+92.08	4.5	4.5
SR70th	1535+92.08	1536+04.37	4.5-0	4.5-0
IA 7 Intersection				
SR70th	1536+76.32	1536+80.82	0-4.5	0-4.5
SR70th	1536+80.82	1537+54.65	4.5	4.5
SR70th	1537+54.65	1538+24.65	4.5-0	4.5-0
SR80th	2588+98.14	2592+52.97	0	0
SR80th	2592+52.97	2593+23.55	0-2	0-2
SR80th	2593+23.55	2594+66.91	2	2
IA 7 Intersection				
SR80th	2595+21.94	2598+80.04	2	2
SR80th	2598+80.04	2600+54.17	2-0	2-0

70th Avenue/ Villa Road
80th Avenue
St. Andrews Drive

Full-Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: C at 15' spacing

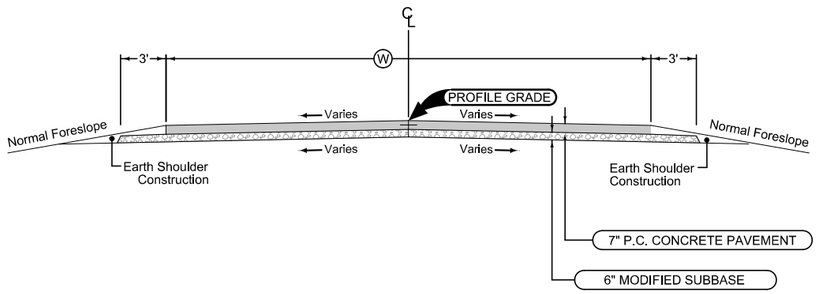
ROAD IDENTIFICATION	BEGIN STATION	END STATION	Ⓟ Feet
SR70th	1534+08.66	1534+47.63	4-5.4
IA 7 Intersection			
SR70th	1537+74.18	1538+24.65	4
SR80th	2588+98.14	2593+23.55	4
SR80th	2593+23.55	2593+47.29	4-8
IA 7 Intersection	2593+47.29	2593+80.00	8
SR80th	2593+80.00	2594+64.00	8-16.8*
IA 7 Intersection			
SR80th	2595+21.94	2600+54.70	4

Full-Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: C at 15' spacing

ROAD IDENTIFICATION	BEGIN STATION	END STATION	Ⓟ Feet
SR70th	1534+08.66	1534+99.95	4
IA 7 Intersection			
SR70th	1538+10.49	1538+24.65	4
SR80th	2588+98.14	2592+61.77	4
SR80th	2592+61.77	2593+47.29	4-8
SR80th	2593+47.29	2593+81.28	8
SR80th	2593+81.28	2594+66.91	8-11.6*
IA 7 Intersection			
SR80th	2595+25.00	2600+61.77	4

SIDEROAD PAVING
70th Avenue/ Villa Road
80th Avenue
St. Andrew's Drive



Jointing:
Transverse joints: C
Longitudinal joint: C

LOCATION			DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION		(W) Feet
ENTL543	1+00	2+00	24.0
ENTL546	1+00	2+00	10.0
ENTL551	1+00	2+00	20.0
ENTL553	1+00	2+00	22.0
ENTL566	1+00	2+00	14.0
ENTL2590	1+00	2+00	20.0
ENTR2592	1+00	2+00	56.6

DRIVEWAYS
ENTRANCES

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)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- 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

Alliant Energy
Alliant Energy Field Inspector
(800) 255-4268
locate_IPL@alliantenergy.com

- FO2 - -T1 - CENTURY LINK (Fiber/Telephone)
Sadie Hull
(918) 547-0147
sadie.hull@lumen.com

Cherokee Rural Water District
Paul Hyndman
(712) 225-6193
paul@cherokeeruralwater.com

-W- CITY OF STORM LAKE (Water)
Matthew Beckman
(712) 732-8000
beckman@stormlake.org

Iowa Lakes Electric Co-op
Kay Dahl
(712) 362-2694
ioc-dir@ilec.coop

- FO3- MEDIACOM (Fiber)
Mike Lawler
(515) 571-2183
mlawler@mediacomcc.com

- E1 - MID-AMERICAN (Electric)
Steve Heckert
(712) 749-7126
steven.heckert@midamerican.com

- FO - MID-AMERICAN (Fiber)
Telecom On Call
(515) 281-2313
telecomoncall@midamerican.com

- G - NORTHERN NATURAL GAS COMPANY
Miles Peterson
(402) 404-0609
Miles.peterson@nngco.com

- FO4 - SUMMIT
Contact Name
Contact Email

Verizon Investigations
(469) 886-4090
investigations@verizon.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES D, E, & U)

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **D.1**

4:28:26 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn

Relocate the NRCS existing field entrance?

525+00

530+00

535+00

540+00

Begin Construction
Begin RP-007-2(038)--16-11
Sta. 527+50.00

Exist. ROW

Exist. ROW

Exist. ROW

Exist. ROW

Exist. ROW

Villa Road (SR70th)

PC 537+39.80

IA 7 (ML007)

7

Exist. ROW

CN Railroad ROW

CN Railroad

CN Railroad ROW

Sta. 1536+30.00 (SR70TH) =
Sta. 536+30.00 (ML007)

70th Avenue (SR70th)

Sta. 526+49.02
2.0'x2.0'x50.1' RCB
D.A.=2.5 A-R

0 50 FEET

IA 7

Sta. 527+50.00
Elev. 1433.53
Begin Construction

+0.06%

+0.76%

VPI = +00.00
EL = 1433.69
L = 200.00'
K = 287
DS = 60 mph

+0.76%

-0.40%

VPI = +00.00
EL = 1439.77
L = 600.00'
K = 517
DS = 60 mph

1455 1450 1445 1440 1435 1430 1425 1420

Lt. No Ditch 70th Ave 10' Ditch

Rt. U.A.C. Ditch Grade 70th Ave U.A.C. Ditch Grade

1433.53 1433.55 1433.56 1433.58 1433.59 1433.61 1433.63 1433.65 1433.70 1433.77 1433.86 1433.98 1434.11 1434.27 1434.45 1434.64 1434.83 1435.02 1435.21 1435.40 1435.59 1435.78 1435.97 1436.16 1436.35 1436.54 1436.73 1436.92 1437.11 1437.30 1437.49 1437.67 1437.84 1438.00 1438.15 1438.29 1438.41 1438.52 1438.62 1438.71 1438.78 1438.85 1438.90 1438.94 1438.96 1438.98 1438.98 1438.97 1438.95 1438.92 1438.87

1410

526+00 527+00 528+00 529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER D.2

4:28:32 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn

Δ = 06°40'58.83" (LT)
T = 669.11'
L = 1336.70'
R = 11460.00'
E = 19.52'
e = Normal Crown

Sta. 541+00.00
End of RP-007-2(038)--16-11
Begin STPN-007-2(039)--2J-11

Washington TWP.
T-91N R-37W
SEC. 30

Sta. 543+08.11 49' LT
18"x44' C.M.P.

Sta. 548+86.53 40' LT
15"x52' RCP

St. Andrew Drive

U.A.C. Existing Driveway Culvert

18"x40'
Conc. Pipe

18"x40'
C.M.P.

Exist. ROW

PT 550+76.50

PI 544+08.91

CN Railroad ROW

CN Railroad

CN Railroad ROW

Exist. ROW

7 IA 7 (ML007)

0 50
FEET

Platinum Crush

IA 7

VPI = +00.00
EL = 1436.57
L = 200.00'
K = 200
DS = 60 mph

-0.40%

-1.40%

-1.40%

-0.88%

VPI = +00.00
EL = 1426.77
L = 200.00'
K = 385
DS = 60 mph

Lt. 10' Ditch ENTL543 10' Ditch ENTL546 10' Ditch St. Andrew Drive 10' Ditch ENTL551 10' Ditch ENTL553 10' Ditch Lt.

Rt. U.A.C. Ditch Grade Rt.

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER D.3

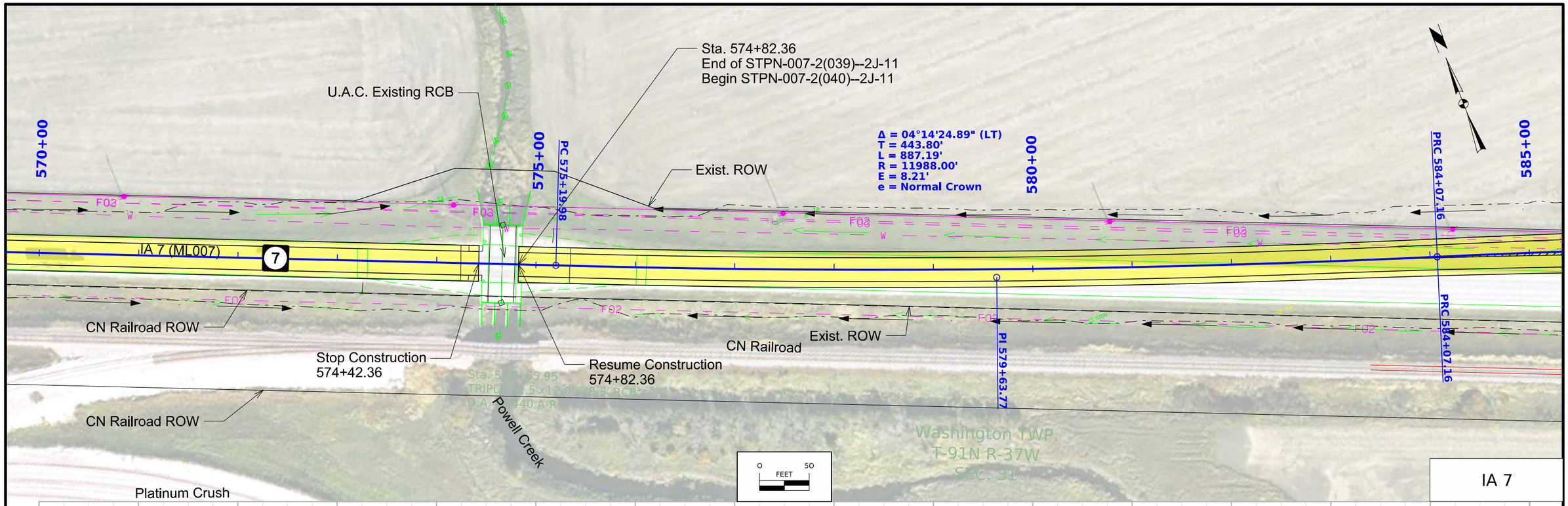
4:28:33 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn

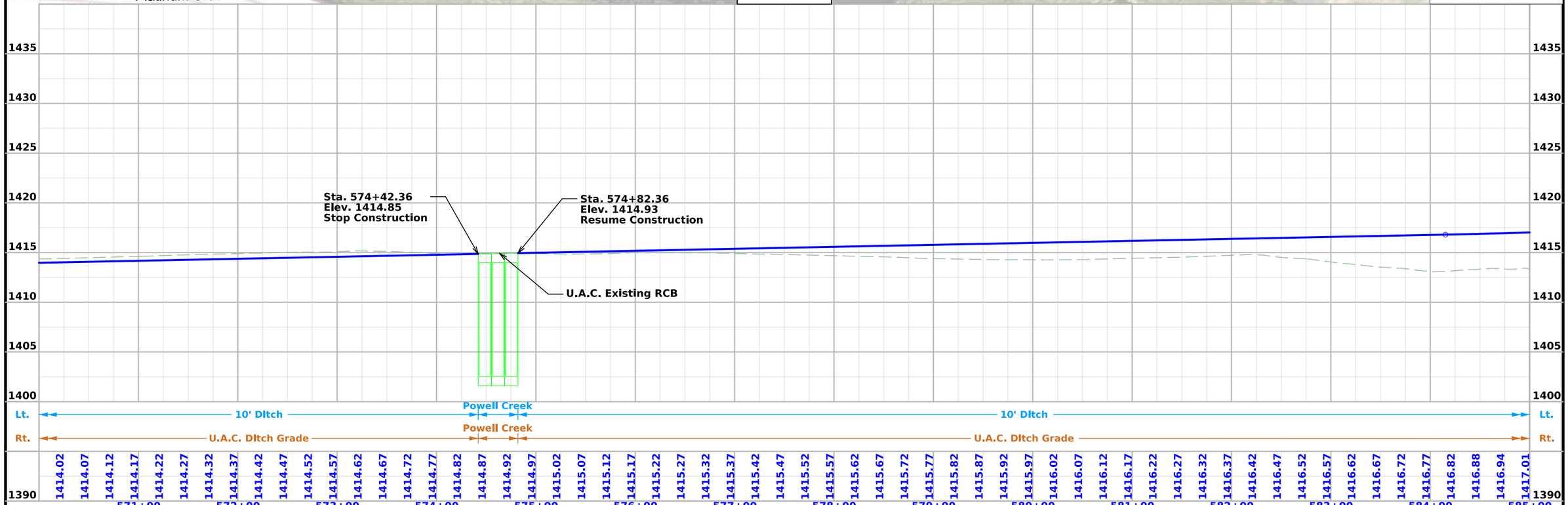
555+00
560+00
565+00
570+00
24"x28' Conc. Pipe
U.A.C. Existing Driveway Culvert
Exist. ROW
IA 7 (ML007)
7
CN Railroad ROW
CN Railroad
Exist. ROW
CN Railroad ROW
Platinum Crush
0 FEET 50
IA 7

1435
1430
1425
1420
1415
1410
1405
1400
-0.88%
+0.20%
VPI = +00.00
EL = 1413.57
L = 400.00'
K = 370
DS = 60 mph
Lt. 10' DItch ENTL566 10' DItch Lt.
Rt. U.A.C. DItch Grade Rt.
1424.79 1424.57 1424.35 1424.13 1423.91 1423.69 1423.47 1423.25 1423.03 1422.81 1422.59 1422.37 1422.15 1421.93 1421.71 1421.49 1421.27 1421.05 1420.83 1420.61 1420.39 1420.17 1419.95 1419.73 1419.51 1419.29 1419.07 1418.85 1418.63 1418.41 1418.19 1417.97 1417.75 1417.53 1417.31 1417.09 1416.87 1416.65 1416.43 1416.21 1415.99 1415.77 1415.55 1415.33 1415.12 1414.92 1414.74 1414.58 1414.44 1414.31 1414.20 1414.11 1414.03 1413.97 1413.93 1413.90 1413.89 1413.90 1413.93 1413.97
1390
556+00 557+00 558+00 559+00 560+00 561+00 562+00 563+00 564+00 565+00 566+00 567+00 568+00 569+00 570+00

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER D.4

4:28:35 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn





FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER D.5

4:28:37 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn

585+00

590+00

595+00

600+00

Exist. ROW

PI 588+31.27

Sta. 2595+01.48 (SR80TH) =
Sta. 595+01.48 (ML007)

80th Ave (SR80th)

IA 7 (ML007)

PT 592+55.02

PT 596+63.48

CN Railroad ROW

CN Railroad

Exist. ROW

CN Railroad ROW

Δ = 04°03'08.16" (RT)
T = 424.10'
L = 847.86'
R = 11988.00'
E = 7.50'
e = Normal Crown

0 50 FEET

IA 7

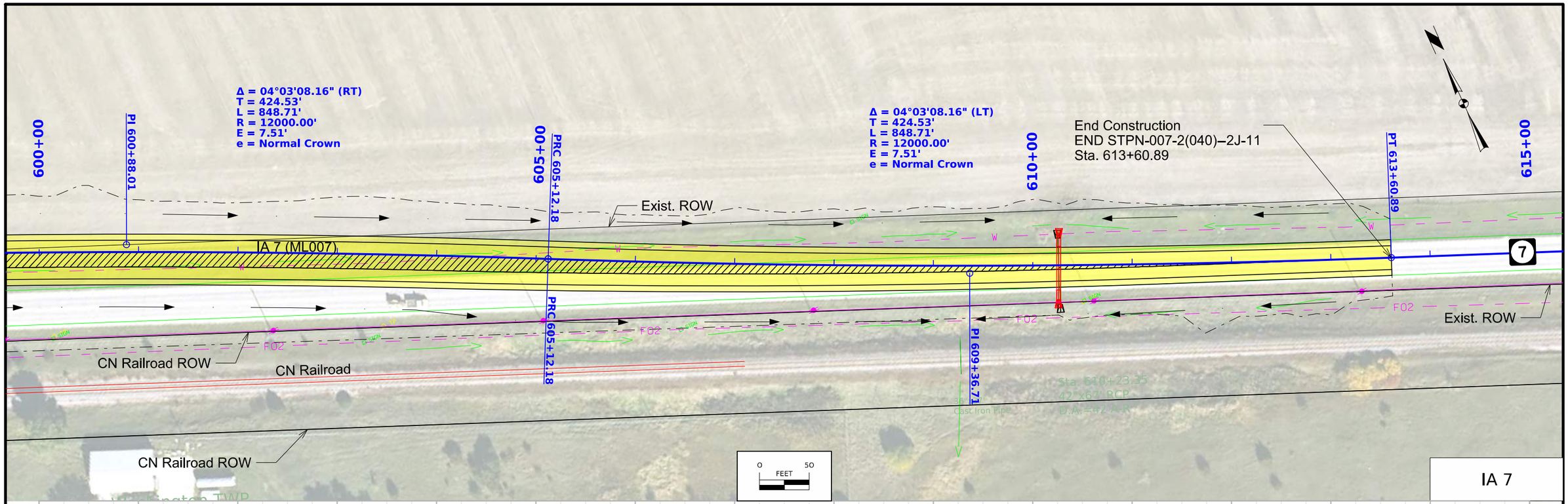
VPI = +50.00
EL = 1431.82
L = 400.00'
K = 195
DS = 60 mph

+1.50% -0.55%

+0.20% +1.50%

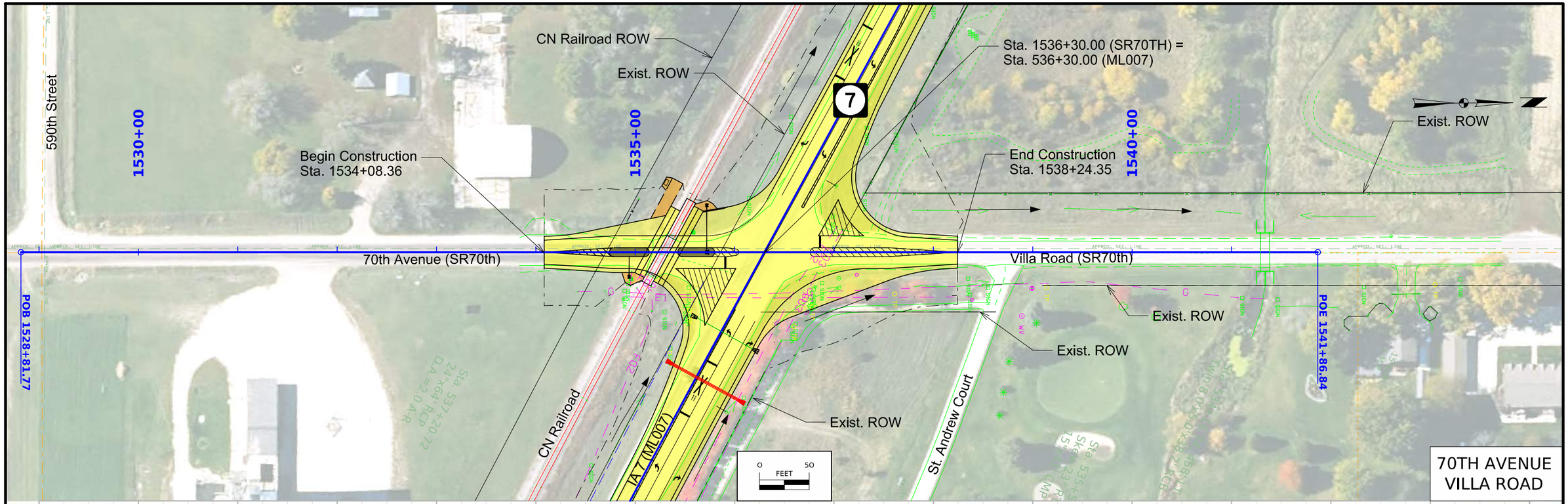
VPI = +15.38
EL = 1417.80
L = 1000.00'
K = 769
DS = 60 mph

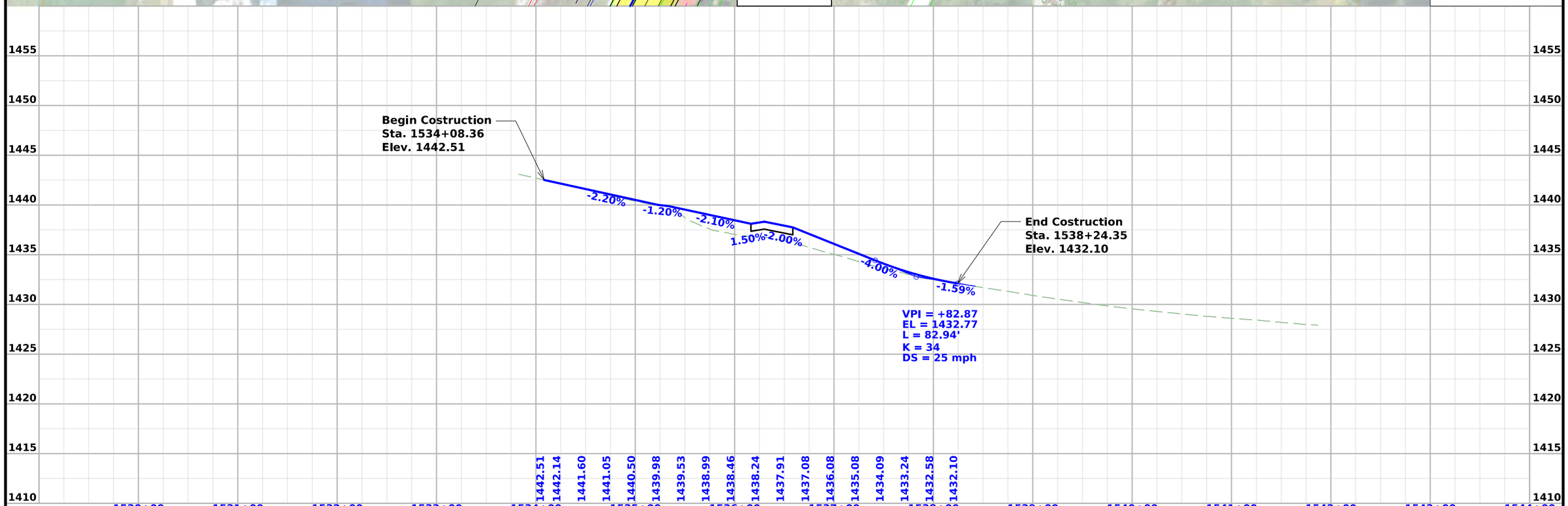
| | | |



FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER D.7

4:28:41 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_D_11007038Z04_.dgn





FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER E.1

4:28:52 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_E_11007038Z04.dgn

Δ = 22°49'26.00" (LT)
T = 60.56'
L = 119.51'
R = 300.00'
E = 6.05'
e = Normal Crown

CN Railroad ROW

Exist. ROW

PI 2592+11.55

PRC 2590+87.11

PC 2589+67.61

2590+00

Exist. ROW

80th Avenue (SR80th)

Begin Construction
Sta. 2588+97.57

Exist. ROW

PI 2590+28.16

Need to confirm driveway locations are acceptable at field exam or RR diagnostic

Δ = 45°03'26.00" (RT)
T = 124.44'
L = 235.92'
R = 300.00'
E = 24.78'
e = Normal Crown

CN Railroad

PT 2593+23.03

2595+00

IA 7 (ML007)

7

Exist. ROW

Δ = 55°29'20.41" (LT)
T = 157.80'
L = 290.54'
R = 300.00'
E = 38.97'
e = Normal Crown

Exist. ROW

PI 2599+69.11

2600+00

PRC 2598+79.52

PC 2595+88.98

End Construction
Sta. 2600+53.69

80th Avenue (SR80th)

PT 2600+53.65

Exist. ROW

Sta. 2595+01.48 (SR80)
Sta. 595+01.48 (ML007)

PI 2597+46.78

Δ = 33°15'18.63" (RT)
T = 89.59'
L = 174.12'
R = 300.00'
E = 13.09'
e = Normal Crown

0 50
FEET

80TH AVENUE

Begin Costruction
Sta. 2588+97.57
Elev. 1416.00

+1.80%

+2.74%

VPI = +00.00
EL = 1417.84
L = 100.00'
K = 106
DS = 50 mph

+2.74%

+0.00%

VPI = +50.00
EL = 1424.70
L = 200.00'
K = 73
DS = 45 mph

+0.00%

+2.00%

VPI = +06.72
EL = 1424.70
L = 50.00'
K = 25
DS = 25 mph

-2.00%

-0.44%

VPI = +81.84
EL = 1424.98
L = 100.00'
K = 64
DS = 40 mph

-0.44%

+1.06%

VPI = +41.59
EL = 1423.41
L = 100.00'
K = 67
DS = 40 mph

End Costruction
Sta. 2600+53.69
Elev. 1424.60

1445 1440 1435 1430 1425 1420 1415 1410 1405 1400

1416.00 1416.49 1416.94 1417.42 1417.96 1418.56 1419.21 1419.90 1420.58 1421.27 1421.95 1422.60 1423.15 1423.62 1424.01 1424.31 1424.52 1424.65 1424.70 1424.70 1424.76 1425.07 1425.56 1426.06 1426.56 1426.12 1425.65 1425.27 1424.98 1424.80 1424.68 1424.58 1424.47 1424.36 1424.25 1424.14 1424.03 1423.92 1423.81 1423.70 1423.59 1423.56 1423.63 1423.78 1424.03 1424.29 1424.56

2587+00 2588+00 2589+00 2590+00 2591+00 2592+00 2593+00 2594+00 2595+00 2596+00 2597+00 2598+00 2599+00 2600+00 2601+00

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER E.2

4:28:54 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_E_11007038Z04.dgn

SURVEY INDEX

County: Buena Vista
PIN: 25-11-007-040
Project Number: STPN-007-2(039)--2J-11
Location: Along IA-7 approx. 1.8 miles in Lenth, starting 0.25 miles West of 70th Ave. and ending 0.45 miles East of 80th Ave.
Type of Work: Full Field Survey
Project Directory: 1100704025

Survey Personnel

Jeremy Leemon	Survey Project Manager
Chris Ries	Assistant Survey Project Manager
Jacob Powers	Instrument
Matt Goedken	Instrument
Andrew Anderson	Instrument

Date(s) of Survey

Begin Date	07/23/2025
End Date	07/09/2025

General Information

This is for a full field topographic survey of IA 7 approximately 1.8 miles in length. Starting 0.25 miles west of 70th Ave and ending 0.45 miles east of 80th Ave.

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

(RTN Example)
Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. A site calibration was then performed on all control. 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 4 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for IA Hwy 7 this survey is a retrace of As-built Plans No. FN-37. Survey stationing was equated to the plan PC at Sta. 537+39.8 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 490+12 As-built Plans Project No. FN-37
Survey POT Sta. 490+12.00

PC Sta. 537+39.8 As-built Plans Project No. FN-37
Survey PC Sta. 537+39.80

PT Sta. 550+76.5 As-built Plans Project No. FN-37
Survey PT Sta. 550+76.50

POT Sta. 651+82.3 As-built Plans Project No. FN-37
Survey POT Sta. 651+82.30

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.

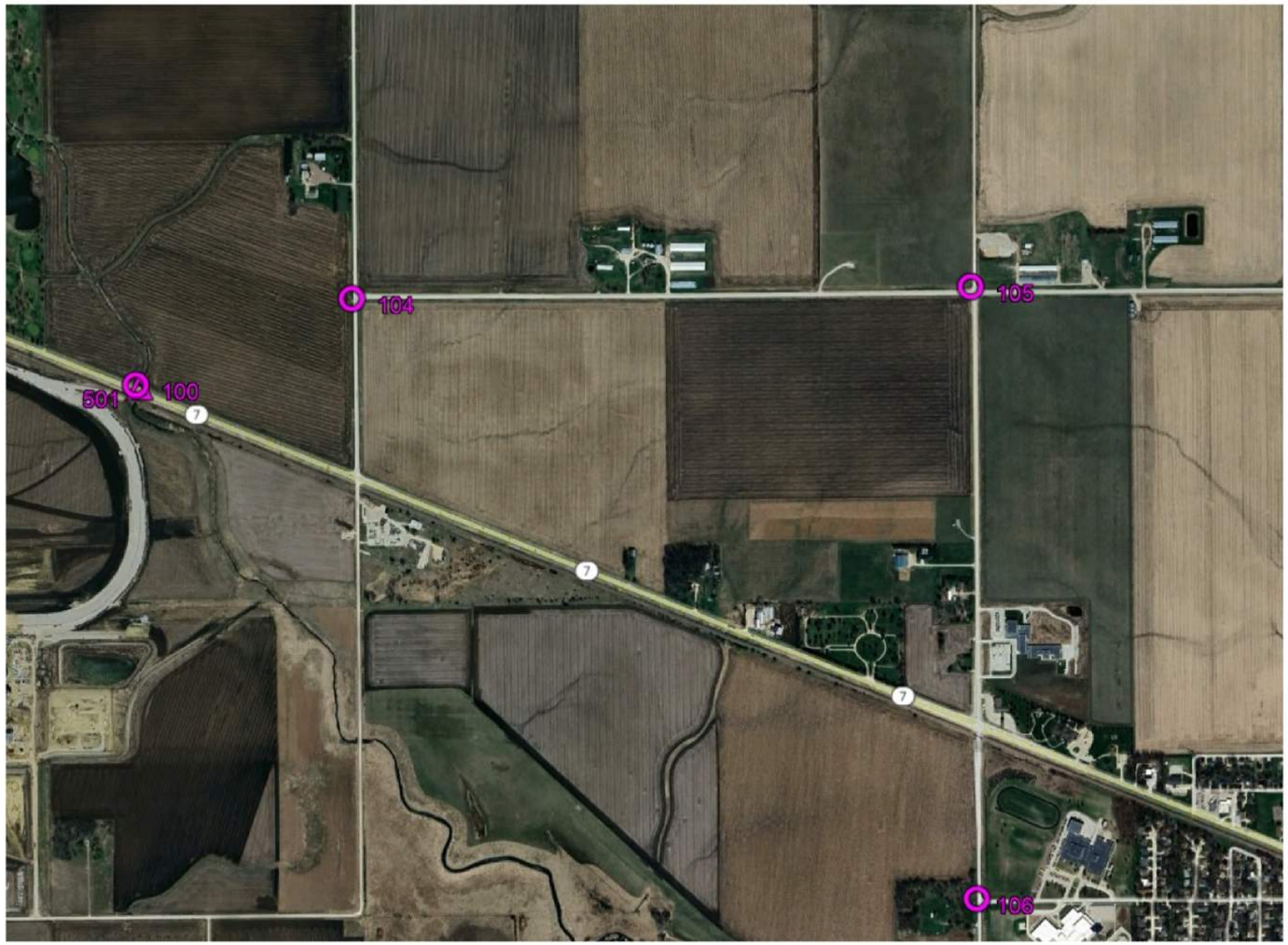
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 04 (U.S. Survey Foot)

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.

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 04 (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 04 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Feature Definition - Description
500	8648436.72	14381721.93	1429.29	BM FD DOT BRASS BUTTON IHC, 965' NORTHWEST OF VILLA RD CL, 28' NORTH OF IA 7 CL
501	8646424.79	14386087.77	1415.56	BM FD DOT BRASS BUTTON IHC, ON INLET HDWL OF TRIPLE 12.5'X12.0'X78.3' RCB
100	8646432.58	14386055.06	1414.27	CP SET 5/8" X 4' REBAR 6" DEEP WITH CAP, 13' WEST OF TRIPLE 12.5'X12.0'X78.3' RCB, 34' NORTH OF IA 7 CL
101	8647208.17	14377284.20	1478.89	SET 5/8" X 4' REBAR 6" DEEP, ALONG WEST SIDE OF 60TH AVE, APPROX. 84' SOUTH OF 590TH ST CL
102	8652594.28	14377322.24	1475.60	SET 5/8" X 4' REBAR 6" DEEP, 28' WEST OF 60TH AVE CL, 28' NORTH OF 580TH ST CL
103	8645379.23	14382524.11	1452.87	SET 5/8" X 4' REBAR 6" DEEP, 21' WEST OF 70TH AVE CL, 1830' SOUTH OF 590TH ST CL
104	8647138.18	14387912.54	1439.45	SET 5/8" X 4' REBAR 6" DEEP, 25' WEST OF 80TH AVE CL, 29' SOUTH OF 590TH ST CL
105	8647173.79	14393196.98	1443.60	SET 5/8" X 4' REBAR 6" DEEP, 24' WEST OF 90TH AVE CL, 36' NORTH OF 590TH ST CL
106	8641965.66	14393178.47	1420.95	SET 5/8" X 4' REBAR 6" DEEP, 18' WEST OF HWY 110 CL, 21' NORTH OF HYLAND DR CL
BV-3	8652409.63	14374696.57	1509.43	FD NGS MONU DISC, 33' WEST OF 55TH AVE CL, 164' SOUTH OF NE 1ST ST CL

ALIGNMENT COORDINATES

Line No.	Name	Location	Point on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI Y Northing	Simple Curve PI or Master PI X Easting	End Curve Station	End Curve Y Northing	End Curve X Easting	End Spiral Station	End Spiral Y Northing	End Spiral X Easting
1.0	ML007	Point ML007_1	490+12.00	8650182.57	14378530.85															
2.0	ML007	Curve ML007_2							537+39.80	8647881.30	14382660.78	544+08.91	8647555.61	14383245.27	550+76.50	8647300.16	14383863.69			
3.0	ML007	Curve ML007_3							575+19.98	8646367.60	14386122.21	579+63.77	8646196.94	14386531.88	584+07.16	8646057.04	14386953.05			
4.0	ML007	Curve ML007_4							584+07.16	8646057.04	14386953.05	588+31.27	8645923.28	14387355.51	592+55.02	8645761.42	14387747.51			
5.0	ML007	Curve ML007_5							596+63.48	8645605.53	14388125.06	600+88.01	8645443.51	14388517.45	605+12.19	8645254.16	14388897.42			
6.0	ML007	Curve ML007_6							605+12.19	8645254.16	14388897.42	609+36.71	8645064.82	14389277.38	613+60.89	8644902.80	14389669.78			
7.0	ML007	Point ML007_7	651+85.13	8643443.27	14393204.55															
8.0	SR70TH	Point SR70_1	1528+81.77	8647186.54	14382558.62															
9.0	SR70TH	Point SR70_2	1541+86.84	8648491.58	14382569.50															
10.0	SR80TH	Point_SR080_1	2586+28.75	8644817.22	14387929.47															
11.0	SR80TH	Curve_SR080_2							2589+67.61	8645156.08	14387930.66	2590+28.16	8645216.64	14387930.88	2590+87.11	8645272.53	14387907.59			
12.0	SR80TH	Curve_SR080_3							2590+87.11	8645272.53	14387907.59	2592+11.55	8645387.40	14387859.72	2593+23.03	8645502.42	14387907.21			
13.0	SR80TH	Curve_SR080_4							2595+88.98	8645748.24	14388008.72	2597+46.78	8645894.10	14388068.94	2598+79.52	8646026.36	14387982.87			
14.0	SR80TH	Curve_SR080_5							2598+79.52	8646026.36	14387982.87	2599+69.11	8646101.45	14387934.01	2600+53.65	8646191.04	14387934.32			
16.0	SR80TH	Point_SR080_6	2603+09.99	8646447.38	14387935.23															

SPIRAL OR CIRCULAR CURVE DATA

Line No.	Name	Location	SCS	S	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	C	T	L	R	E	Remarks
1.0	ML007	Curve ML007_2										6.683	669.109	1336.7	11460	19.517	
2.0	ML007	Curve ML007_3										4.24	443.796	887.187	11988	8.212	
3.0	ML007	Curve ML007_4										4.052	424.105	847.856	11988	7.5	
4.0	ML007	Curve ML007_5										4.052	424.529	848.705	12000	7.507	
5.0	ML007	Curve ML007_6										4.052	424.529	848.705	12000	7.507	
6.0	SR80TH	Curve_SR080_2										22.824	60.556	119.506	300	6.051	
7.0	SR80TH	Curve_SR080_3										45.057	124.44	235.919	300	24.785	
8.0	SR80TH	Curve_SR080_4										55.489	157.801	290.54	300	38.971	
9.0	SR80TH	Curve_SR080_5										33.255	89.591	174.124	300	13.092	

108_23A
8/15/22

TRAFFIC CONTROL PLAN

Traffic control on this project shall be in accordance with the Iowa DOT Standard Road Plans and the specific layouts shown in the plans. For additional information, refer to Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD), Iowa DOT Standard Road Plans TC Series and the current Standard Specifications.

Iowa 7: IA 7 closed to thru traffic with posted detour route during certain phases of the project. Local access will be maintained during all phases.

Sideroads: Portions of 70th Avenue / Villa Road, 80th Avenue, and St Andrews Drive will have closures at varying times. 70th Avenue / Villa Road and 80th Avenue shall not be closed at the same time. Access to St Andrews Drive shall be maintained at all times through staged construction.

Contractor to ensure positive drainage is maintained at all times.

Refer to Tab. 108-26A for Staging Notes.

Use Portable Dynamic Message Signs (PDMS) in conjunction with traffic control and detour signage. Contractor shall provide PDMS and messages. Locations and messages shall be coordinated with the Engineer.

PDMS shall be used for 14 days prior to closing IA 7.

511 TRAVEL RESTRICTIONS

Line No.	Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks

STAGING NOTES

GENERAL NOTES:

It is not the intent of the sequence of construction to confine the Contractor's activity to the areas of suggested stages alone. Various operations can occur concurrently provided that traffic is maintained and concurrent operations do not conflict with staging and maintenance of traffic operations and requirements indicated herein.

Stage 1A:
Traffic:
Maintain traffic on existing IA 7 at all times in accordance with J Sheets.
Maintain traffic on 70th Avenue/Villa Road and south leg of 80th Avenue intersection at all times in accordance with J Sheets.
Close north leg of 80th Avenue intersection. PDMS shall be placed 14 days prior to the closure. Detour route and signage shall be provided by Buena Vista County.
Maintain access to driveways, St Andrews Drive and field entrances.
Construction:
Remove the north leg of intersection 80th Avenue and existing IA 7.
Grade and pave proposed IA 7 and realign the north leg of intersection 80th Avenue and proposed IA 7 in accordance with J Sheets.

Stage 1B:
Traffic:
Close IA 7 at existing 80th Avenue intersection. PDMS shall be placed 14 days prior to the closure.
Detour IA 7 traffic. See Sheet J.25 for detour route.
IA 7 closures shall be installed in accordance with J Sheets. Maintain traffic on 70th Avenue/Villa Road at all times in accordance with J Sheets.
Close entire 80th Avenue intersection. PDMS shall be placed 14 days prior to the closure. Detour route and signage shall be provided by Buena Vista County.
Maintain access to driveways, St Andrews Drive and field entrances along IA 7 west of the Powell Creek RCB.
Construction:
Grade and pave IA 7 from Powell Creek RCB east to proposed 80th Avenue intersection constructed in Stage 1A.
Grade and pave IA 7 from proposed 80th Avenue intersection constructed in Stage 1A to east end of project.

Stage 1C:
Traffic:
Maintain thru and local traffic on proposed IA 7 at all times by shifting traffic on the newly constructed lanes to the north.
Maintain traffic on 70th Avenue/Villa Road and north leg of proposed 80th Avenue intersection at all times in accordance with J Sheets.
Close south leg of 80th Avenue intersection. Detour route and signing shall be provided by Buena Vista County.
Maintain access to driveways, St Andrews Drive and field entrances.
Construction:
Grade and pave southern leg of 80th Avenue intersection.

Stage 2A:
Traffic:
Close IA 7 and 70th Avenue at the proposed intersection. PDMS shall be placed 14 days prior to the closure.
Detour IA 7 traffic. See Sheet J.25 for detour route.
Detour route and signing shall be provided by Buena Vista County.
Open 80th Avenue intersection to traffic.
Access to local IA 7 driveways, field entrances and St. Andrews Drive shall be maintained via IA 7 east of 70th Avenue.
Construction:
Grade and pave IA 7 from start of project to east of 70th Avenue intersection

Stage 2B:
Traffic:
IA 7 closures shall be installed in accordance with J Sheets. PDMS shall be placed 14 days prior to the closure.
Detour IA 7 thru traffic. See Sheet J.25 for detour route.
Maintain IA 7 local access to driveways, field entrances and St. Andrews Drive at all times by constructing a temporary gravel driveway on the north side of IA 7. See Sheet J.26.
Both 70th Avenue and 80th Avenue intersections shall be open to traffic.
Construction:
Grade and pave IA 7 from east of 70th Avenue/Villa Road intersection to the existing Powell Creek RCB.

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
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

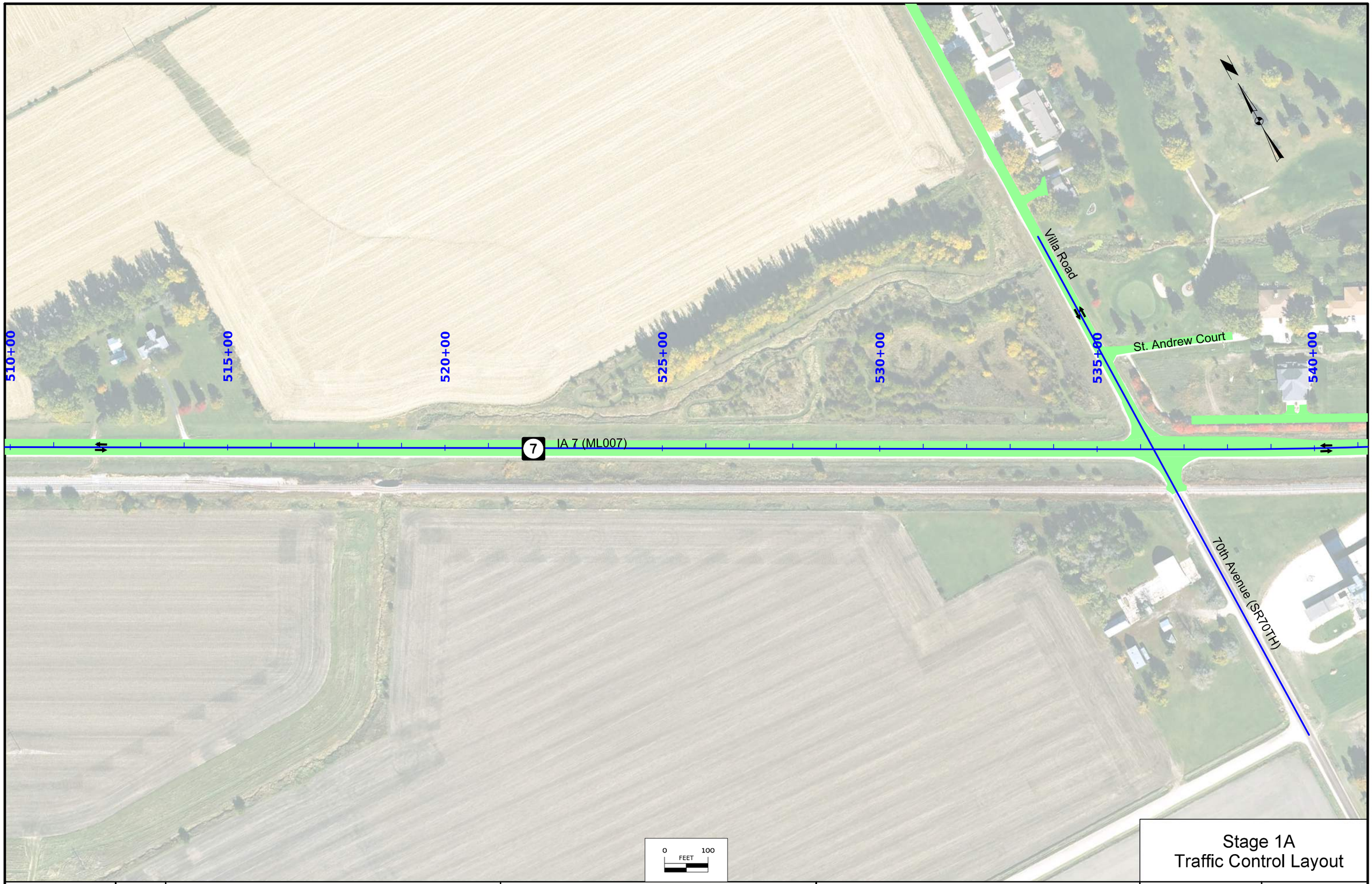
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

●	Channelizing Device		Crash Cushion (Temp or Perm)
✕	Drum		Traffic Signal
◘	Temporary Lane Separator		Flagger
◆	Tubular Marker		Temporary Floodlighting
♦	Channelizer Marker		Traffic Sign
△	Concrete Barrier Marker		Type III Barricade
⊰	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout	1	Lane Identification

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

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)



Stage 1A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.5**	

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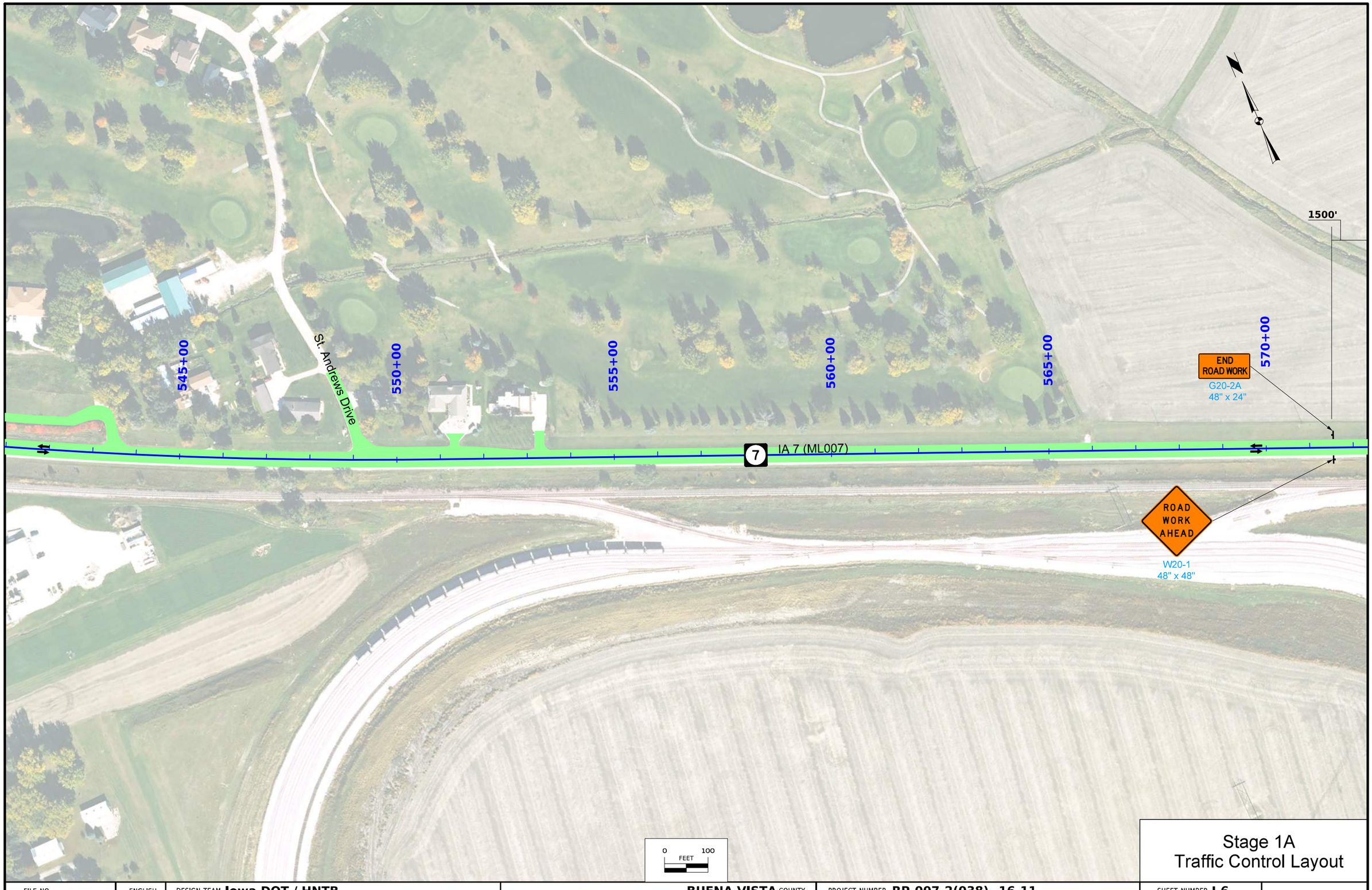

Stage 1A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.6**

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1500'

575+00

580+00

585+00

590+00

595+00

600+00

500'

80th Avenue (SR80TH)

Install 80th Avenue closure per TC-252 at the intersection of 80th Avenue and 590th Street

7 IA 7 (ML007)

R3-2
36" x 36"

ROAD CLOSED 500 FT

W20-3
48" x 48"

ROAD CLOSED AHEAD

W20-3
48" x 48"

500'

500'

0 100
FEET

Stage 1A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.7**	

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500'

1000'

605+00

610+00

615+00

620+00

625+00

630+00

R3-1
36" x 36"

ROAD
WORK
AHEAD

W20-1
48" x 48"

END
ROAD WORK

G20-2A
48" x 24"

7 IA 7 (ML007)

0 100
FEET

Stage 1A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.8**	

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510+00
515+00
520+00
525+00
530+00
535+00
540+00
500'
500'
ROAD CLOSED AHEAD
W20-3
48" x 48"
END ROAD WORK
G20-2A
48" x 24"
Villa Road (SR70TH)
St. Andrew Court
7 IA 7 (ML007)
ROAD CLOSED AHEAD
W20-3
48" x 48"
ROAD CLOSED 500 FT
W20-3
48" x 48"
R11-4
60" x 30"
ROAD CLOSED TO THRU TRAFFIC
See Sheet J.25 for IA 7 Detour
70th Avenue (SR70TH)
ROAD CLOSED AHEAD
W20-3
48" x 48"
0 100
FEET

Stage 1B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.9**	

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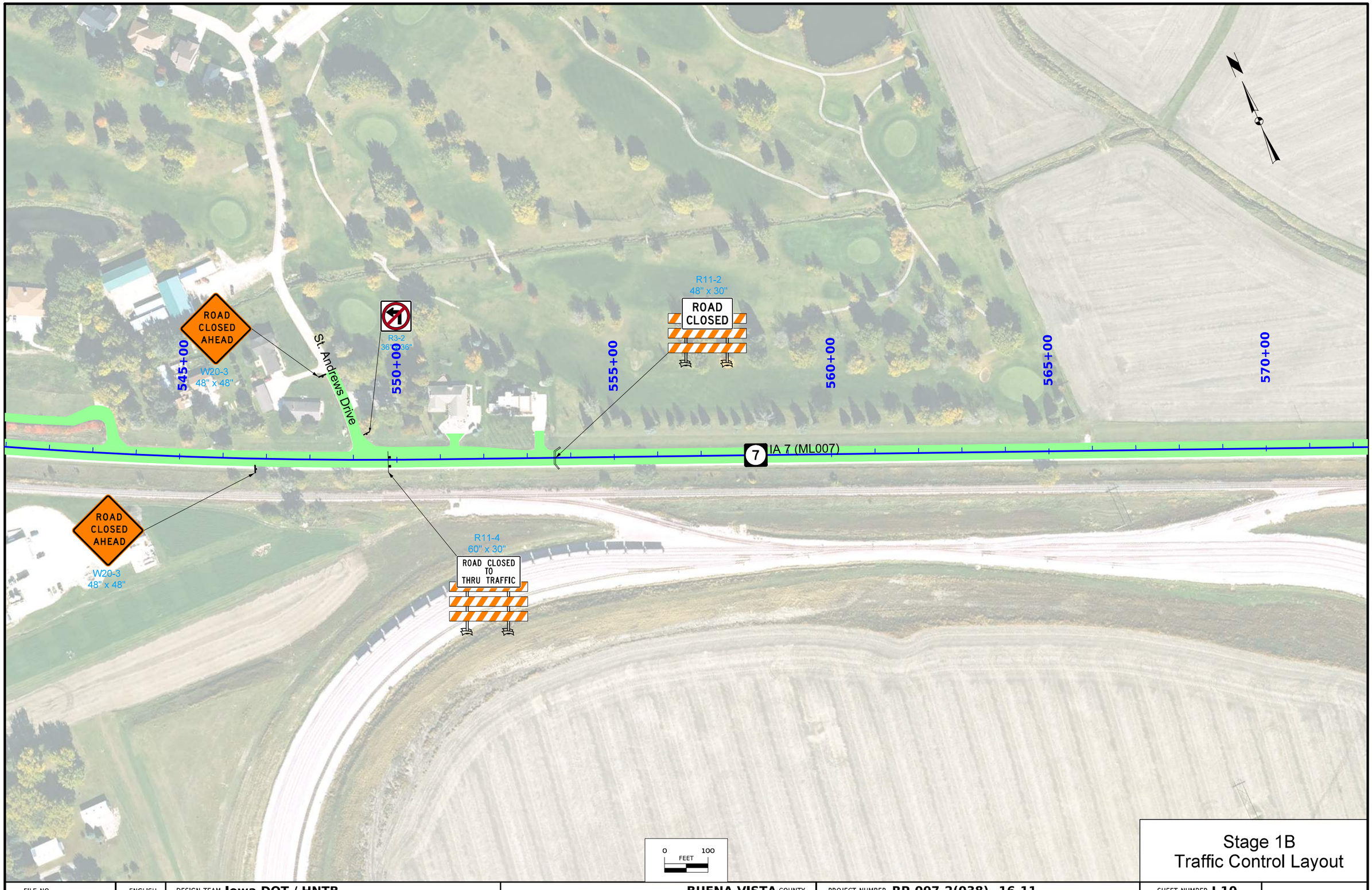

Stage 1B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.10**

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575+00
580+00
585+00
590+00
595+00
600+00
U.A.C. Existing RCB
7
IA 7 (ML007)
80th Avenue (SR80TH)
Install 80th Avenue closure per TC-252 at the intersection of 80th Avenue and 590th Street
R11-2
48" x 30"
ROAD CLOSED
500'
ROAD CLOSED 500 FT
W20-3
48" x 48"
Refer to TC-252 for advanced signing
0 100
FEET
Stage 1B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.11**	

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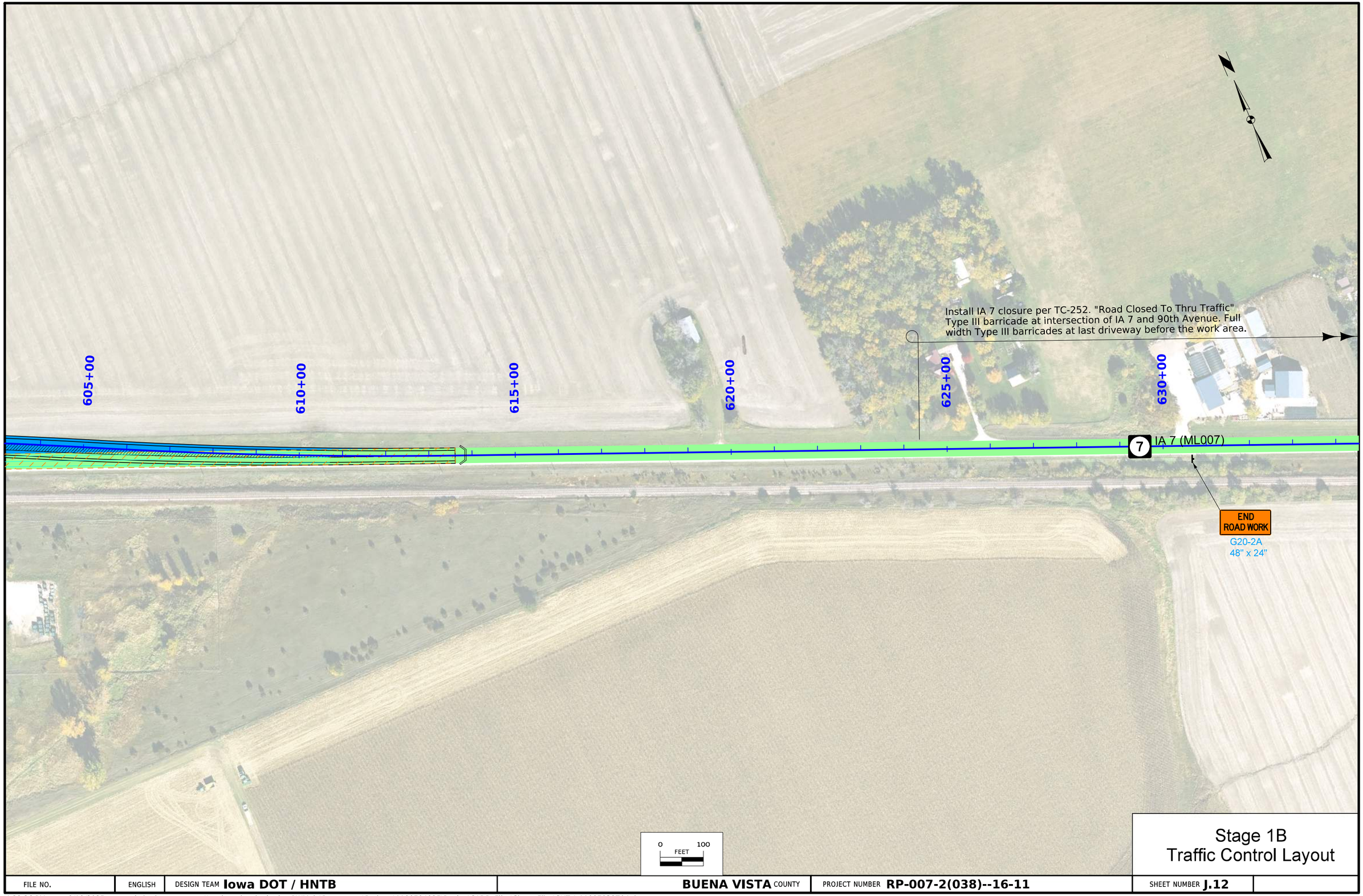

Stage 1B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.12**	

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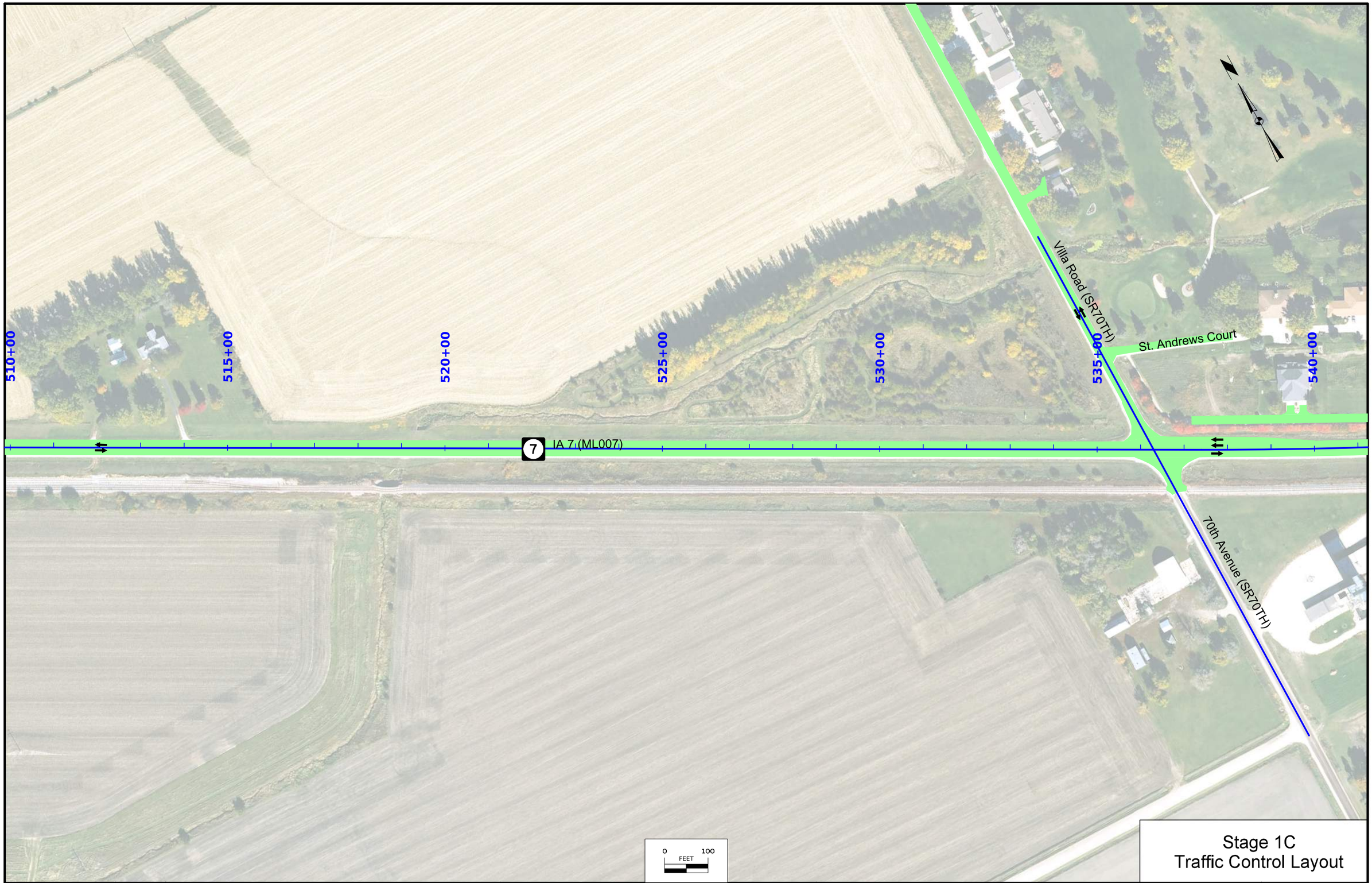

Stage 1C
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.13**	

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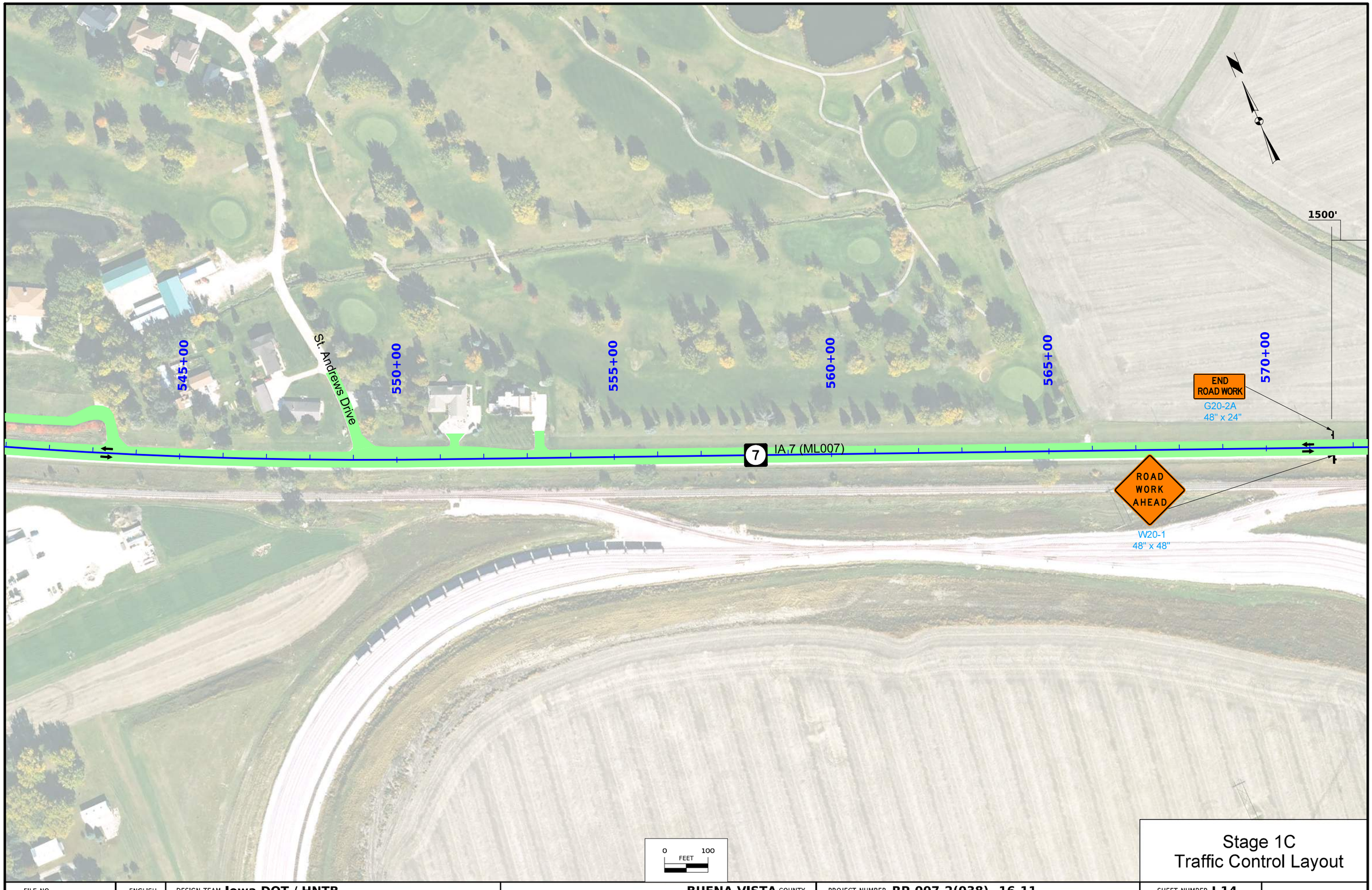

Stage 1C
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.14**

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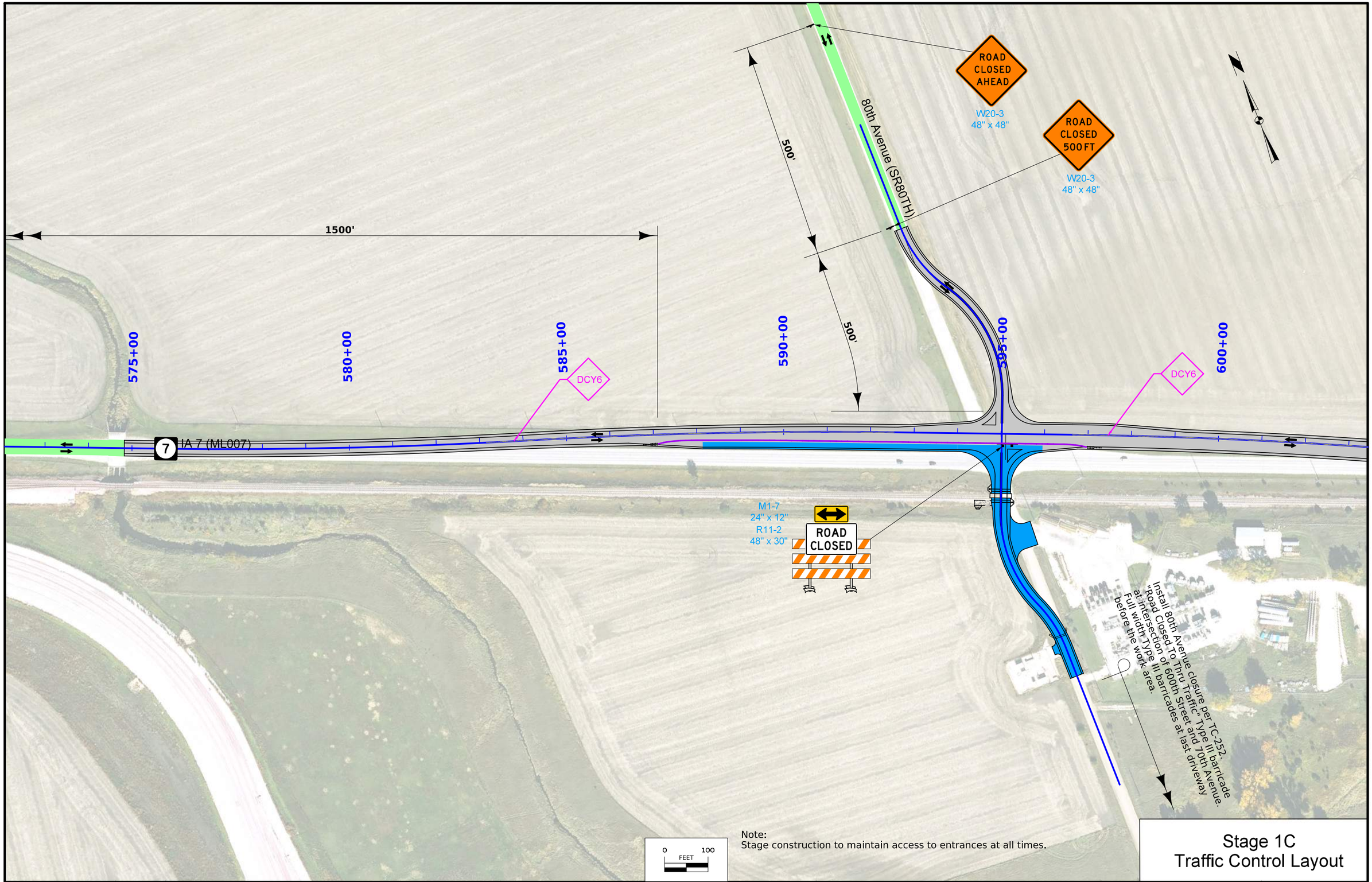

Note:
Stage construction to maintain access to entrances at all times.

Stage 1C
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.15**	

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605+00

610+00

615+00

620+00

625+00

630+00

DCY6

ROAD WORK AHEAD

W20-1
48" x 48"

END ROAD WORK

G20-2A
48" x 24"

7 IA 7 (ML007)

0 100
FEET

Stage 1C
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.16**	

4:29:33 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_J_11007038Z04.dgn

Install IA 7 closure per TC-252.
"Road Closed To Thru Traffic" Type III barricade
at intersection of IA 7 and 60th Avenue. Full width
Type III barricades at last driveway before the work area.

510+00
515+00
520+00
525+00
530+00
535+00
540+00

7 IA 7 (ML007)

ROAD CLOSED AHEAD
W20-3
48" x 48"

ROAD CLOSED 500 FT
W20-3
48" x 48"

500'
500'

Villa Road (SR70TH)

St. Andrews Court

R11-2
48" x 30"
ROAD CLOSED

70th Avenue (SR70TH)

R11-2
48" x 30"
ROAD CLOSED

R11-4
60" x 30"
ROAD CLOSED TO THRU TRAFFIC

Refer to TC-252 for closure signing at 600th Street and 610th Street

0 100
FEET

Stage 2A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.17**	

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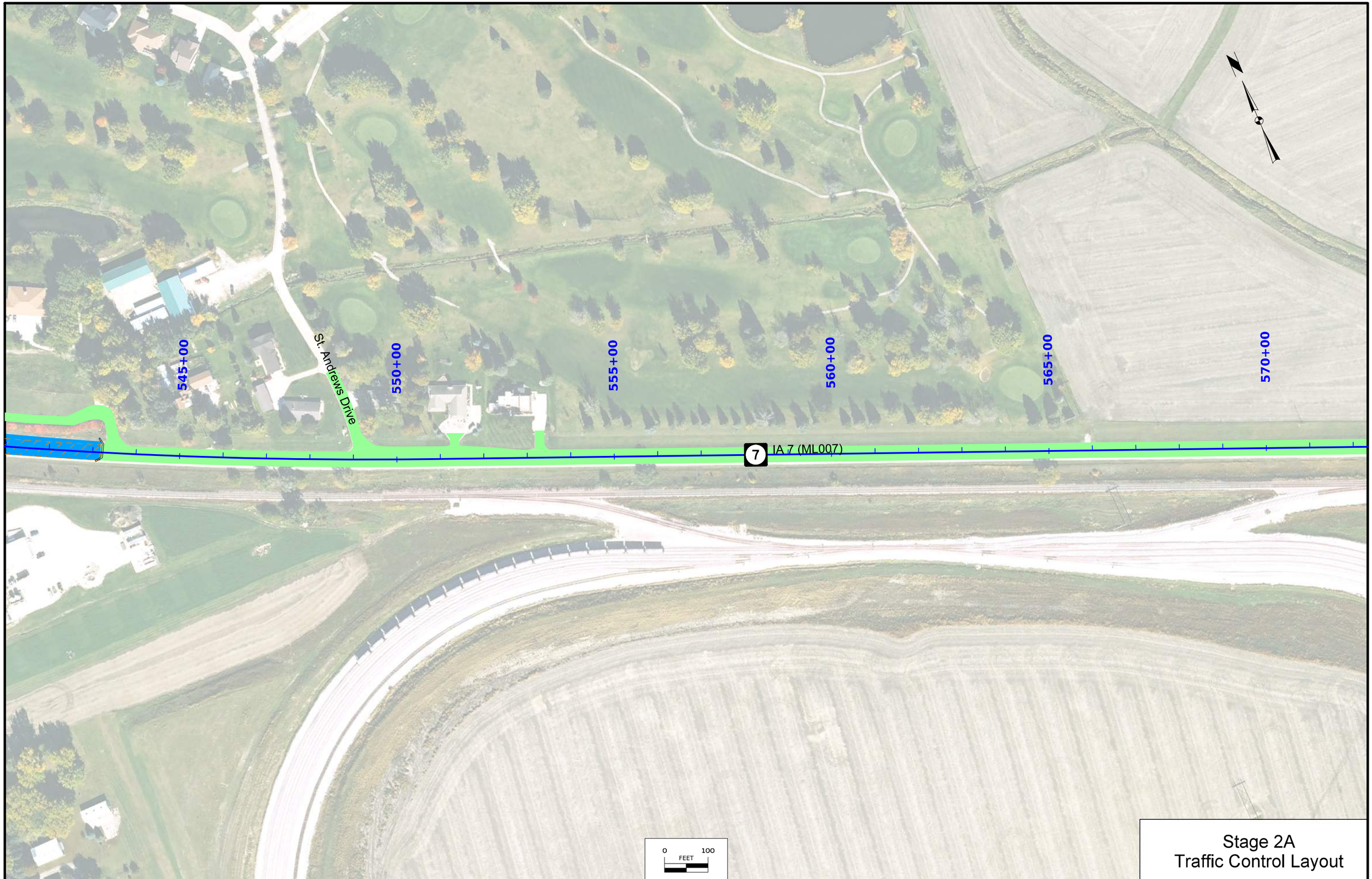

Stage 2A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.18**	

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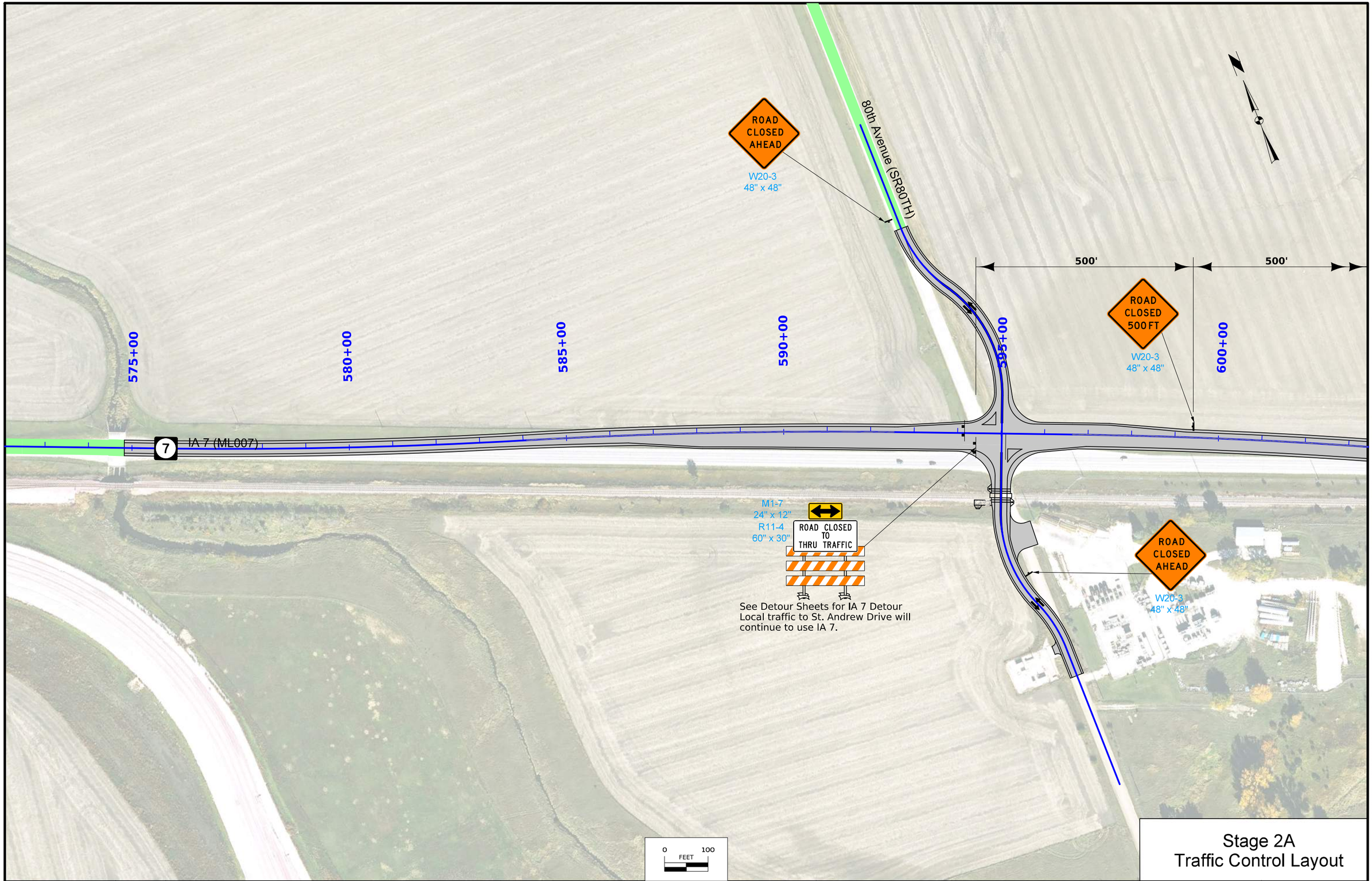

Stage 2A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.19**	

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500'

ROAD CLOSED AHEAD
W20-3
48" x 48"

605+00

610+00

ROAD WORK AHEAD
W20-1
48" x 48"

620+00

625+00

630+00

7 IA 7 (ML007)

END ROAD WORK
G20-2A
48" x 24"

0 100
FEET

Stage 2A
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.20**	

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ROAD CLOSED AHEAD
W20-3
48" x 48"

Villa Road

500'
500'
500'

510+00
515+00
520+00
525+00
530+00
535+00
540+00

St. Andrews Court

END ROAD WORK
G20-2A
48" x 24"

7 IA 7 (ML007)

ROAD WORK AHEAD
W20-1
48" x 48"

ROAD CLOSED AHEAD
W20-3
48" x 48"

ROAD CLOSED 500 FT
W20-3
48" x 48"

M1-7
24" x 12"
R11-2
48" x 30"
ROAD CLOSED

ROAD CLOSED AHEAD
W20-3
48" x 48"

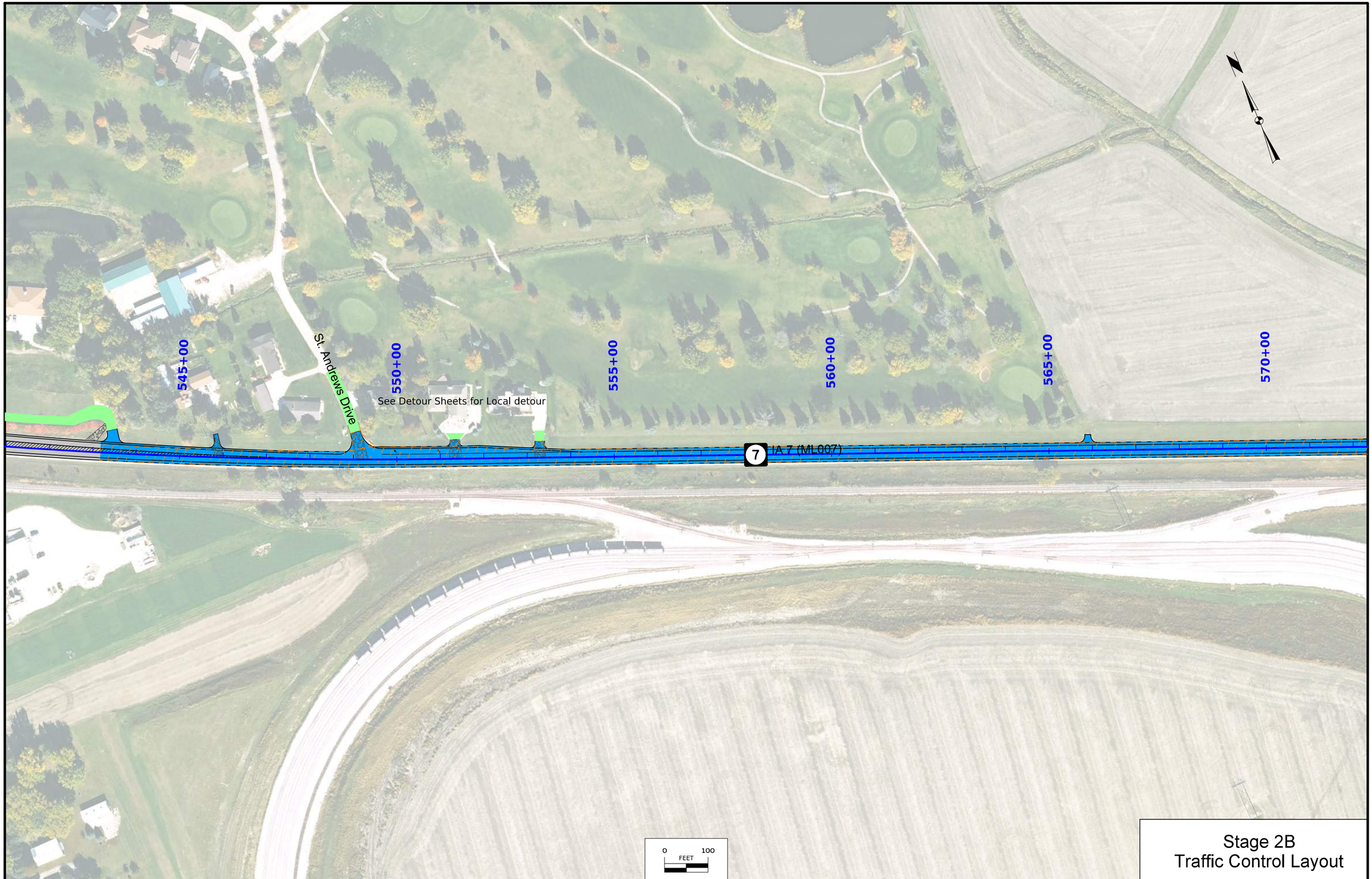
70th Avenue (SR 70TH)

0 100
FEET

Stage 2B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.21**

4:29:42 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_J_11007038Z04.dgn



Stage 2B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.22**	

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80th Avenue (SR80TH)

575+00

580+00

585+00

590+00

595+00

600+00

500'

500'

ROAD CLOSED 500 FT

W20-3
48" x 48"

U.A.C. Existing RCB

7 IA 7 (ML007)

M1-7
24" x 12"
R11-4
60" x 30"

ROAD CLOSED TO THRU TRAFFIC

See Detour Sheets for IA 7 Detour

0 100
FEET

Stage 2B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.23**	

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500'

605+00

ROAD CLOSED AHEAD

W20-3
48" x 48"

610+00

615+00

ROAD WORK AHEAD

W20-1
48" x 48"

620+00

625+00

630+00

7 IA 7 (ML007)

END ROAD WORK

G20-2A
48" x 24"

0 100
FEET

Stage 2B
Traffic Control Layout

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.24**	

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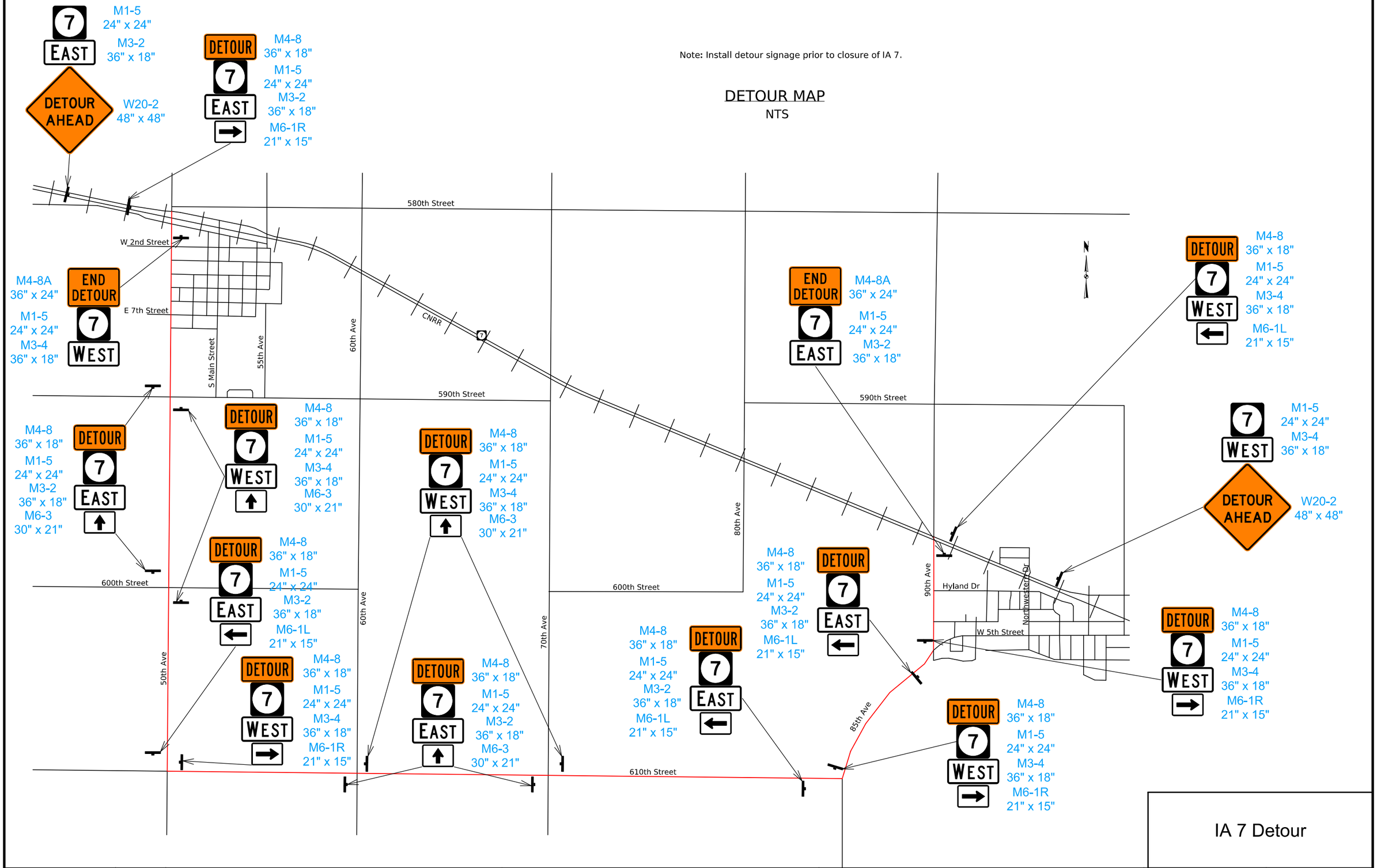
Note: Install detour signage prior to closure of IA 7.

DETOUR MAP

NTS



IA 7 Detour

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	BUENA VISTA COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.25**

4:29:50 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_J_11007038Z04.dgn

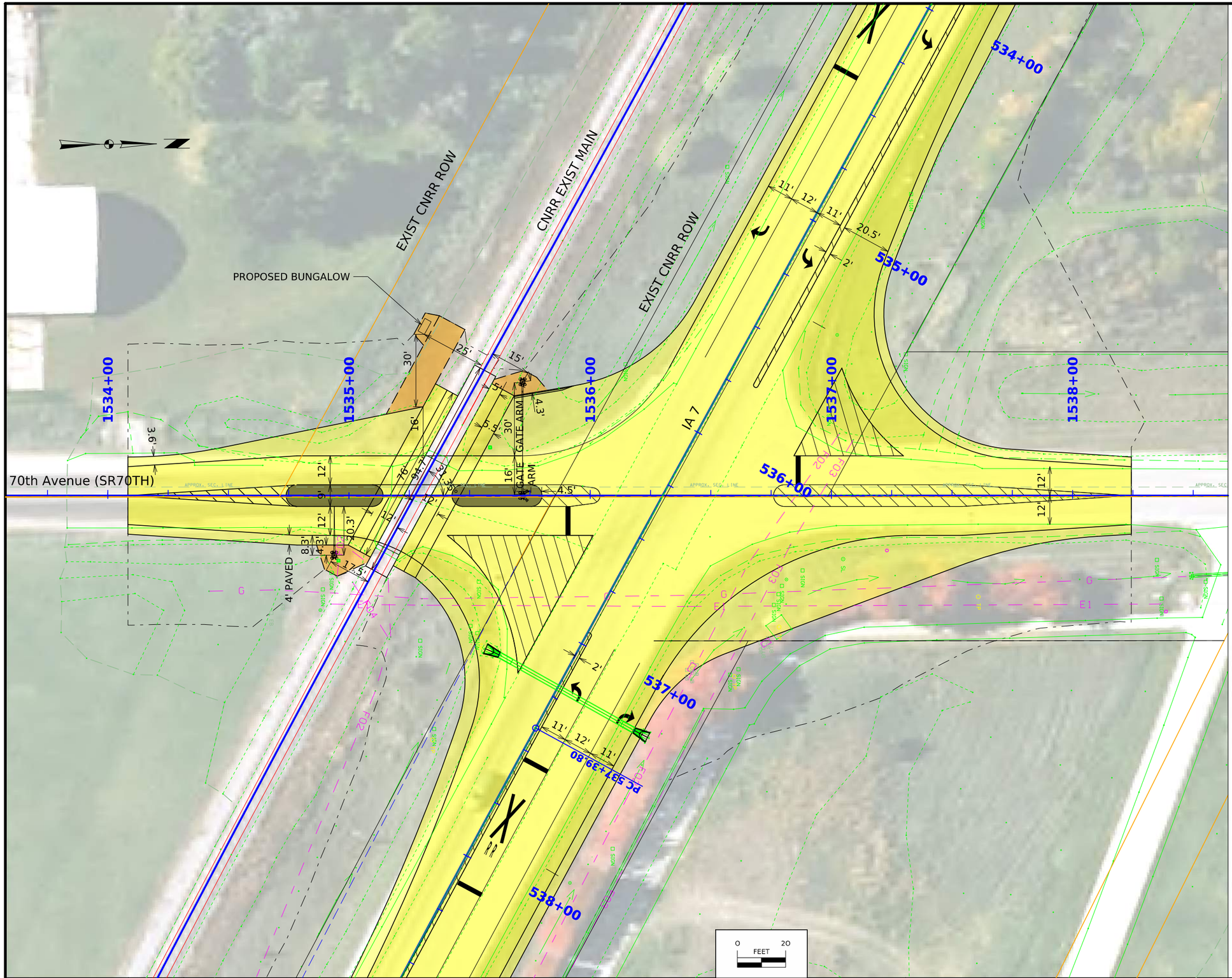
St. Andrews Drive

IA 7 (ML007)

7

Staging Note:
Construct eastbound IA 7 pavement first to allow for local traffic access on the existing westbound lane. Once the proposed eastbound IA 7 pavement is constructed, shift local traffic on the eastbound lane and maintain access to St Andrews Drive and private driveways via temporary gravel entrances. Construct WB IA 7 pavement from east to west maintaining one way traffic on the proposed eastbound lane.

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	BUENA VISTA COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **J.26**	



CONSTRUCTION NOTES

1. ALL SIGNING, PAVEMENT MARKINGS, AND WARNING DEVICES SHALL BE CONSTRUCTED / INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND STATE HIGHWAY STANDARDS.

2. FULL ROAD CLOSURE WITH DETOUR IS ANTICIPATED TO COMPLETE ROADWAY WORK.

CNRR

1. EXISTING AT-GRADE CROSSING TO REMAIN IN SERVICE DURING CONSTRUCTION.

2. CNRR TO PERFORM TRACK WORK AND INSTALL NEW RUBBER PANELS, ACTIVE WARNING DEVICES, AND BUNGALOW.

5. AFTER PROPOSED ROADWAY CONSTRUCTION, CNRR SHALL REMOVE EXISTING CROSSING PANELS, ROADWAY SURFACE AND PASSIVE WARNING DEVICES TO BE DISPOSED BY IOWA DOT CONTRACTOR.

CONTRACTOR

1. CONSTRUCT PROPOSED ROADWAY ADJACENT TO PROPOSED CNRR WORK LIMITS.

2. CONSTRUCT PROPOSED ACCESS ROAD AND BUNGALOW PAD.

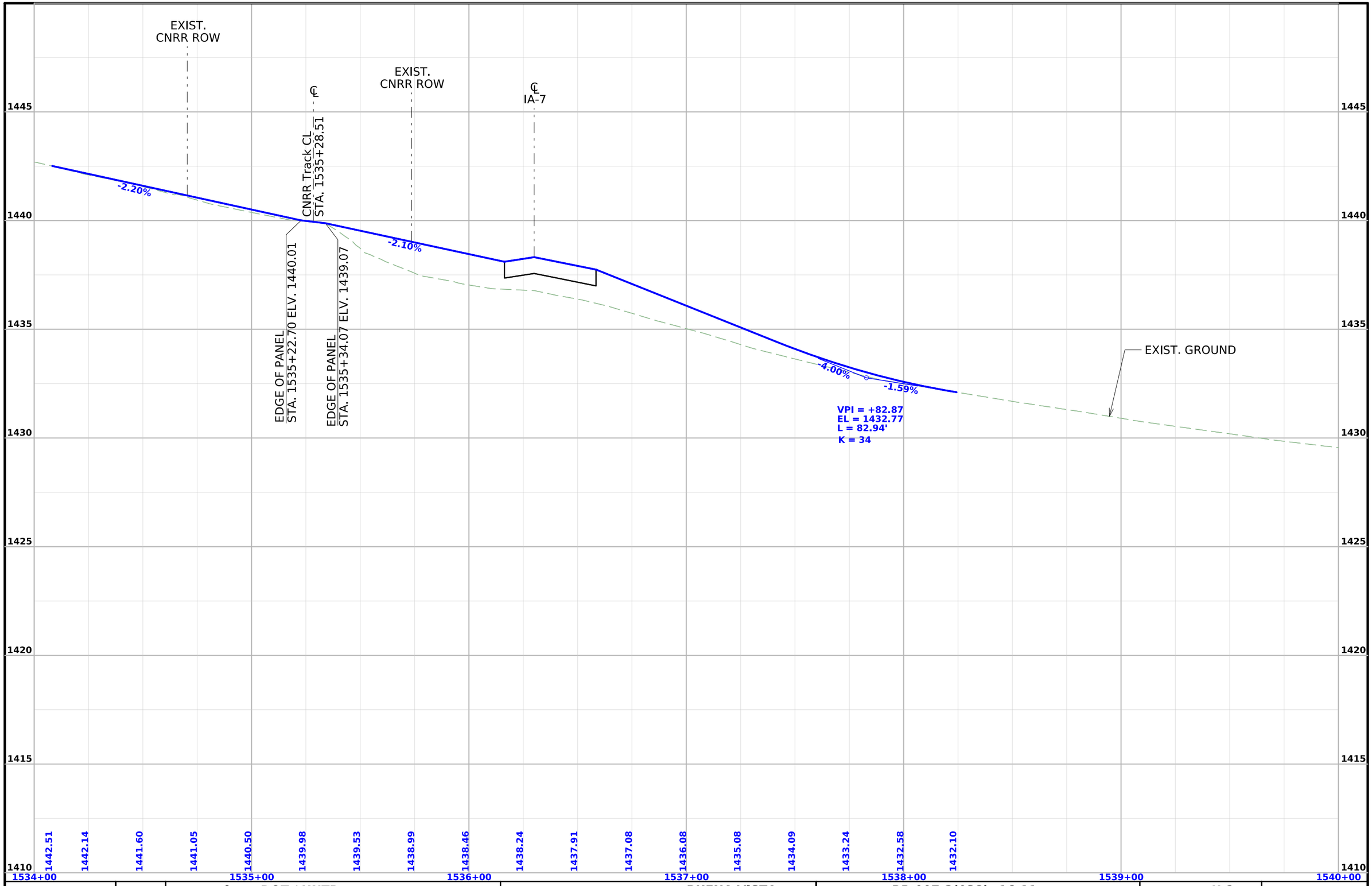
3. AFTER PROPOSED ROADWAY CONSTRUCTION, REMOVE EXISTING ROADWAY APPROACHES AND PERFORM NECESSARY GRADING ALONG CNRR ROW.

AAR/DOT#: 307522A, MP 432.21 CHEROKEE SUBDIVISION
STORM LAKE, IA (BUENA VISTA COUNTY)
IA 7 / 70TH AVE. INTERCHANGE

PROPOSED CNRR CROSSING DETAIL
70TH AVENUE PLAN

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **U.1**	

4:29:59 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Sheet_Files\SHT_U_RR_MS_11007038Z04.dgn



FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **U.2**	

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IA 7

EXIST. CNRR ROW

CNRR EXIST MAIN

PROPOSED BUNGALOW

EXIST. CNRR ROW

70th Avenue (SR70TH)

4' PAVED

FO2

13+00 14+00 15+00 16+00 17+00 18+00 19+00

0 20 FEET

℄
70TH AVENUE

EXIST. T/R MAIN TRACK

1445 1440 1435 1430

13+00 14+00 15+00 16+00 17+00 18+00

AAR/DOT#: 307522A, MP 432.21 CHEROKEE SUBDIVISION
STORM LAKE, IA (BUENA VISTA COUNTY)
IA 7 / 70TH AVE. INTERCHANGE

CNRR TRACK PLAN AND PROFILE

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **U.3**

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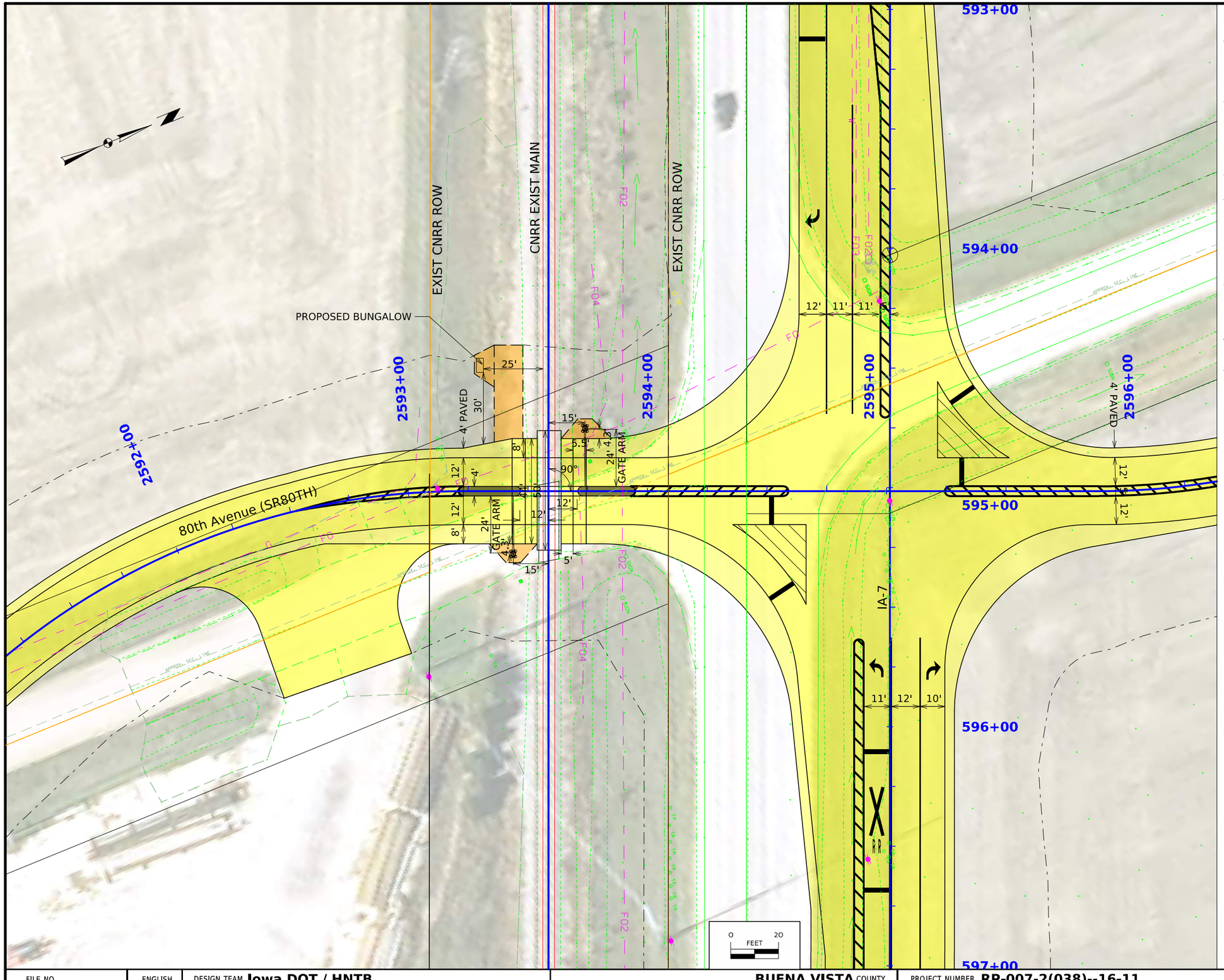

CONSTRUCTION NOTES

1. ALL SIGNING, PAVEMENT MARKINGS, AND WARNING DEVICES SHALL BE CONSTRUCTED / INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND STATE HIGHWAY STANDARDS.

2. FULL ROAD CLOSURE WITH DETOUR IS ANTICIPATED TO COMPLETE ROADWAY WORK.

CNRR

1. EXISTING AT-GRADE CROSSING TO REMAIN IN SERVICE DURING CONSTRUCTION.

2. CNRR TO PERFORM TRACK WORK AND INSTALL NEW RUBBER PANELS, ACTIVE WARNING DEVICES, AND BUNGALOW.

5. AFTER PROPOSED ROADWAY CONSTRUCTION, CNRR SHALL REMOVE EXISTING CROSSING PANELS, ROADWAY SURFACE AND PASSIVE WARNING DEVICES TO BE DISPOSED BY IOWA DOT CONTRACTOR.

CONTRACTOR

1. CONSTRUCT PROPOSED ROADWAY ADJACENT TO PROPOSED CNRR WORK LIMITS.

2. CONSTRUCT PROPOSED ACCESS ROAD AND BUNGALOW PAD.

3. AFTER PROPOSED ROADWAY CONSTRUCTION, REMOVE EXISTING ROADWAY APPROACHES AND PERFORM NECESSARY GRADING ALONG CNRR ROW.

AAR/DOT#: 307520L, MP 431.10 CHEROKEE SUBDIVISION
STORM LAKE, IA (BUENA VISTA COUNTY)
IA 7 / 80TH AVE. INTERCHANGE

PROPOSED CNRR CROSSING DETAIL
80TH AVENUE PLAN

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **U.4**

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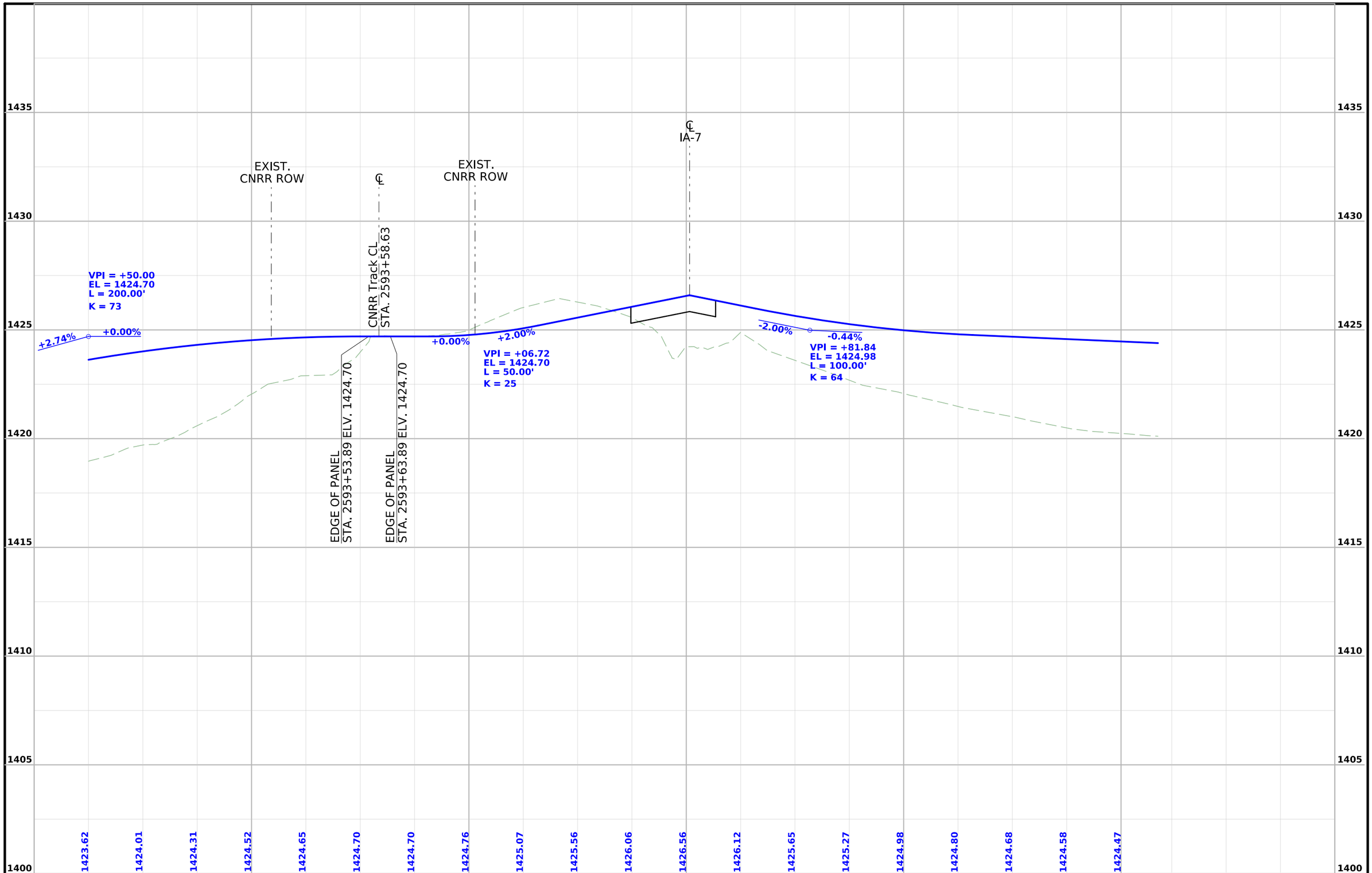

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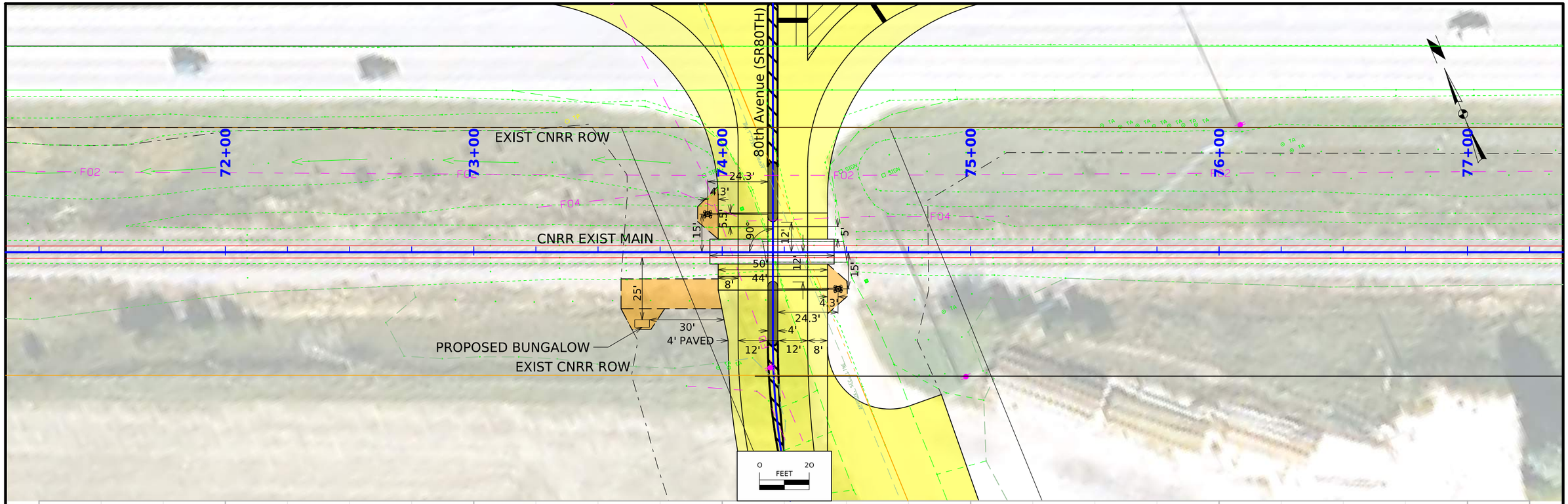

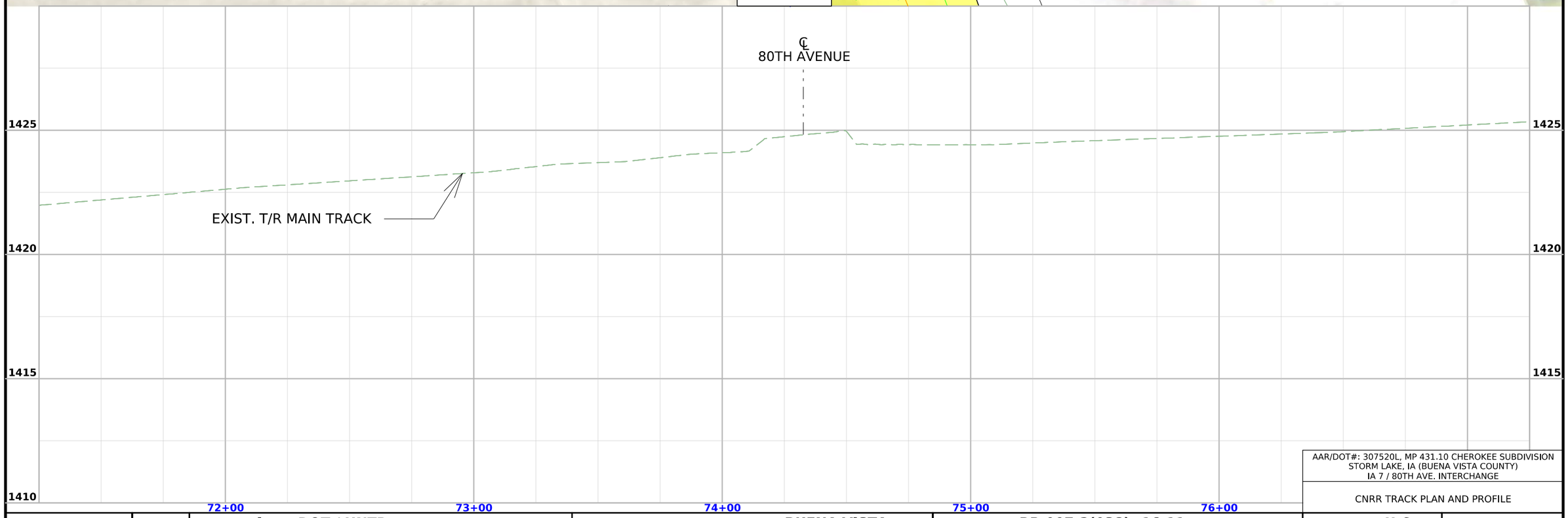

AAR/DOT#: 307520L, MP 431.10 CHEROKEE SUBDIVISION
STORM LAKE, IA (BUENA VISTA COUNTY)
IA 7 / 80TH AVE. INTERCHANGE

CNRR TRACK PLAN AND PROFILE

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **U.6**

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CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature
Aggregate	
(64)	Choke Stone
(42)	Engineering Fabric
(8)	Flooded Backfill
(92)	Macadam Stone
(20)	Modified
(12)	Plowing Shaping
(14)	Porous Backfill
(8)	Revetment Class A
(6)	Revetment Class B
(62)	Revetment Class C
(188)	Revetment Class D
(28)	Revetment Class E
(12)	Shoulder Special Backfill
(12)	Special Backfill
(20)	Subbase
(20)	Subbase Lower
(20)	Subbase Upper
(118)	Subgrade Treatment
Asphalt	
(207)	HMA Base Course
(207)	HMA Interim Course
(207)	HMA Surface Course
Concrete	
(0)	Barrier Concrete
(0)	Barrier Concrete Footing
(0)	Curb Gutter
(48)	Flowable Mortar
(0)	Median Concrete
(0)	PCC Pavement
(0)	Sidewalk
Shoulder	
(209)	Shoulder HMA
(0)	Shoulder PCC
(6)	Shoulder Granular
Existing	
(0)	Existing Pavement
Structural	
(112)	Noise Wall
(112)	Noise Wall Footing
(112)	Retaining Wall Back
(112)	Retaining Wall Back Excavate
(112)	Retaining Wall Face
(112)	Retaining Wall Front Excavate
(112)	Retaining Wall Front Footing
(112)	Retaining Wall MSE Gutter
(112)	Retaining Wall Reinforced Earth
Grading	
(8)	Behind Curb Cut
(6)	Granular
(13)	Granular Back Fill
(48)	Rock Undercut
(8)	Shoulder Earth Fill
(2)	Side Slopes
(226)	Side Slopes Dressing
Substrata	
(128)	Boulder Substrata
(48)	Broken Weathered Substrata
(3)	Core Out Substrata
(203)	Existing Pavement Substrata
(6)	Loam Substrata
(80)	Rock Substrata
(4)	Select Sand Substrata
(3)	Shale Substrata
(10)	Topsoil Substrata
Unsuitable / Waste	
(3)	Unsuitable Type A
(13)	Unsuitable Type B
(11)	Unsuitable Type C
(3)	Waste

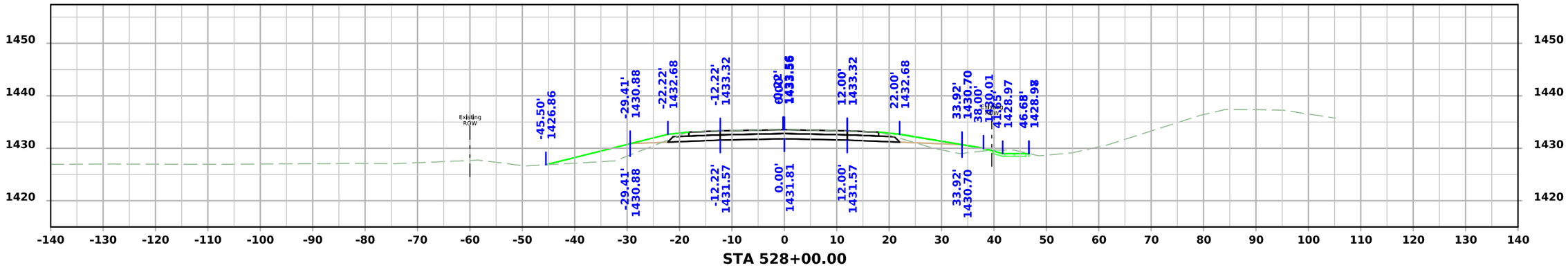
NOTES:

NOTES:

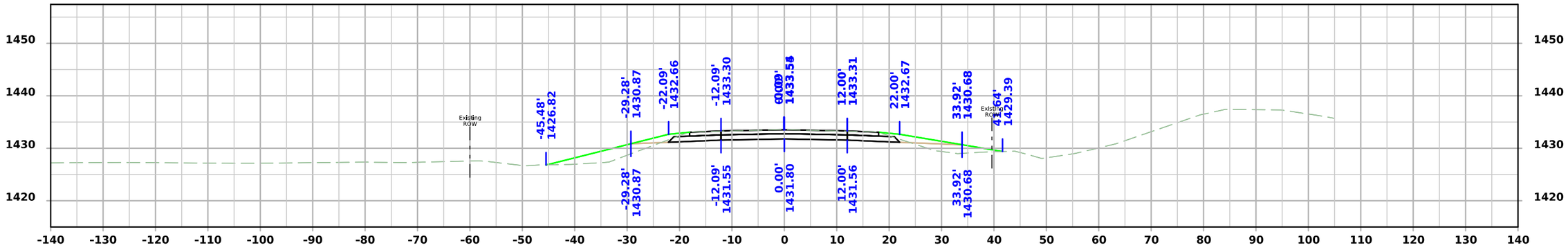
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W & X)

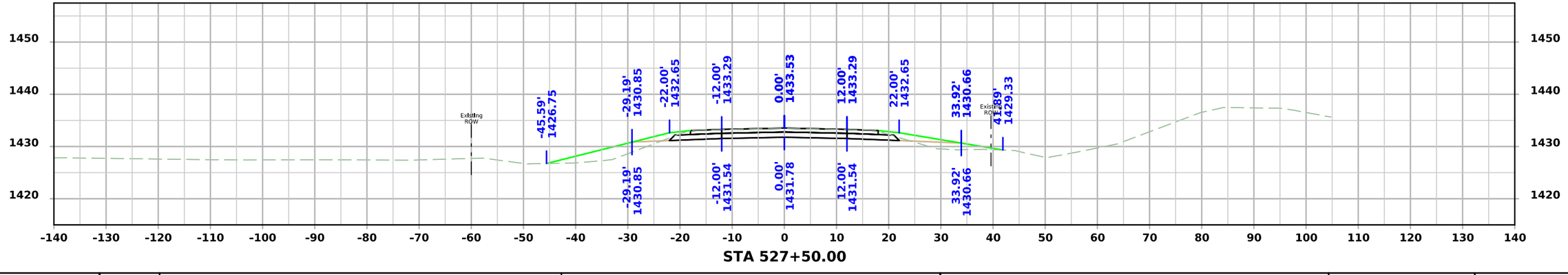
IA 7



STA 528+00.00



STA 527+75.00



STA 527+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.2**

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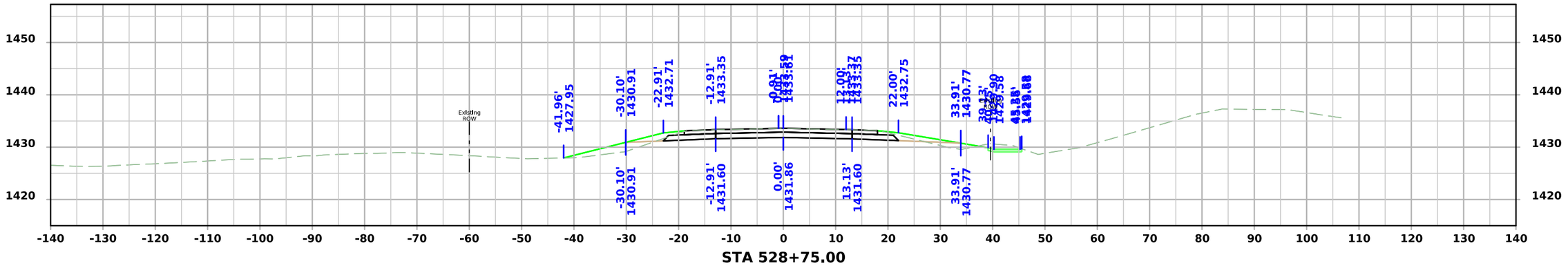
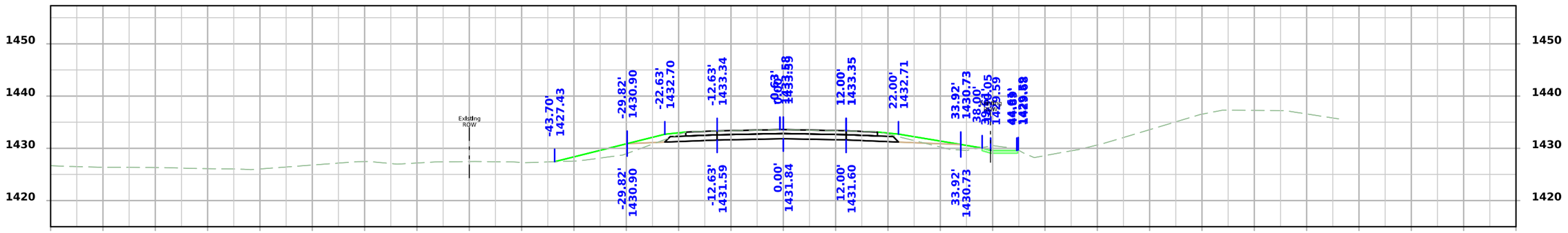
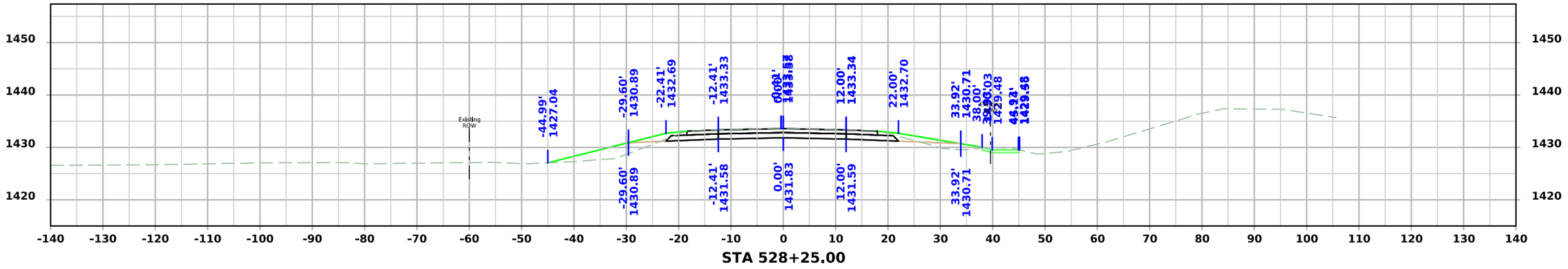
IA 7



STA 528+75.00



STA 528+50.00

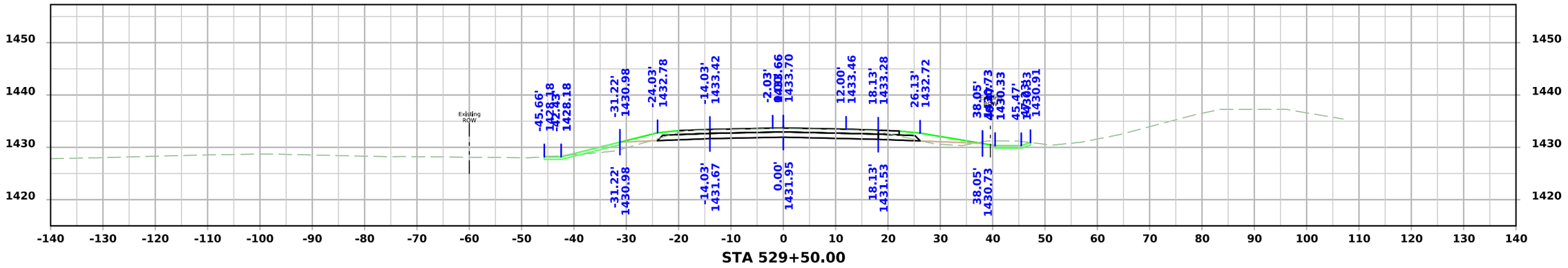


STA 528+25.00

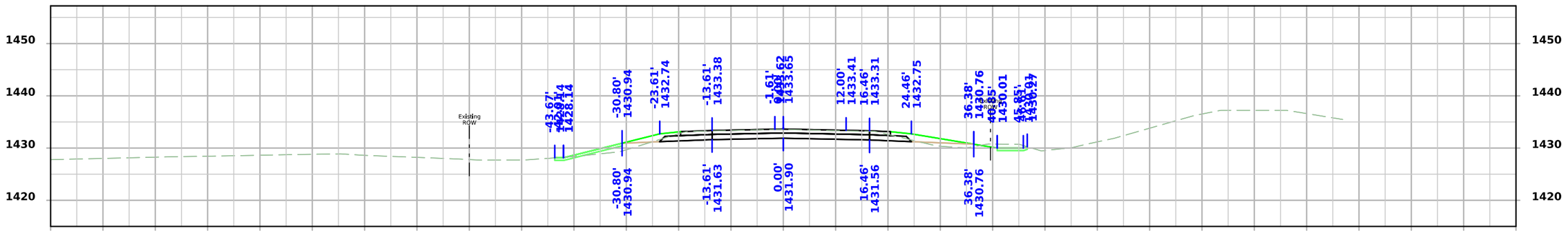
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.3**

4:31:08 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

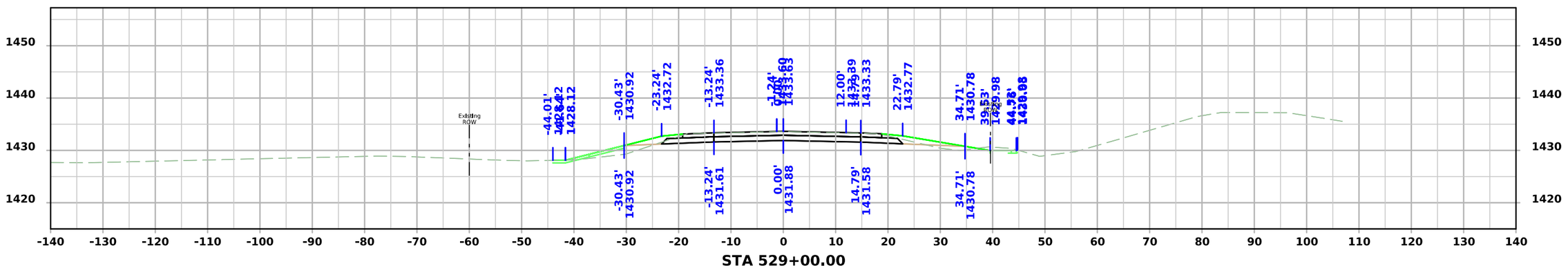
IA 7



STA 529+50.00



STA 529+25.00

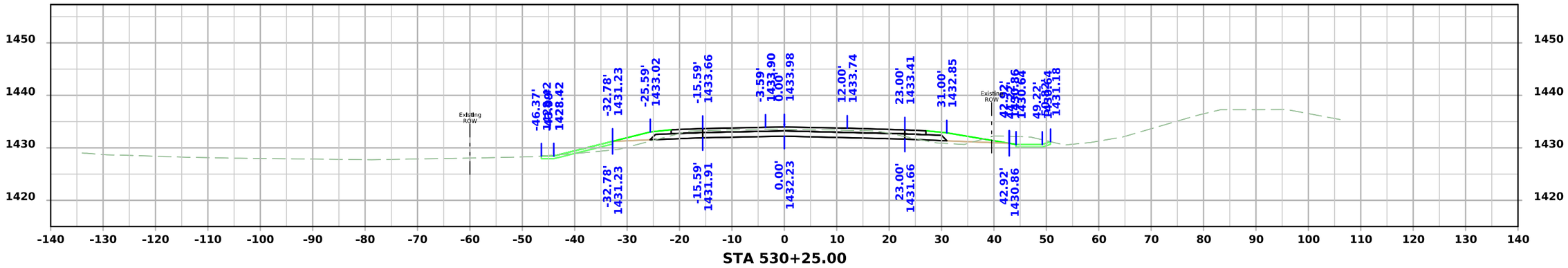


STA 529+00.00

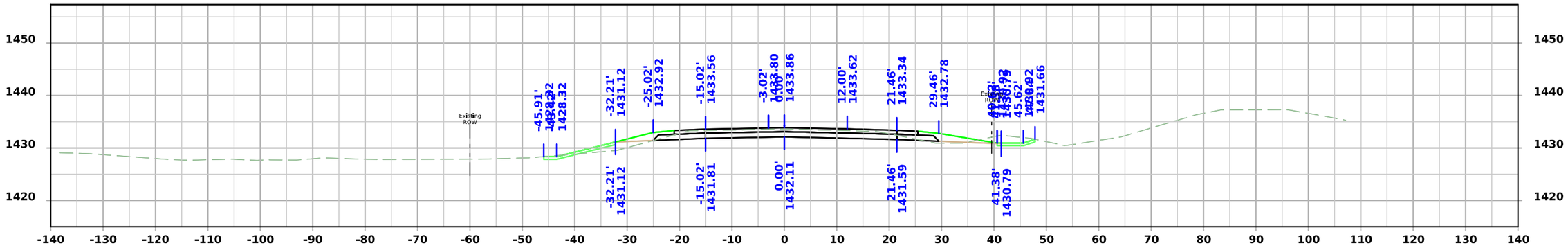
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.4**

4:31:10 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



STA 530+25.00



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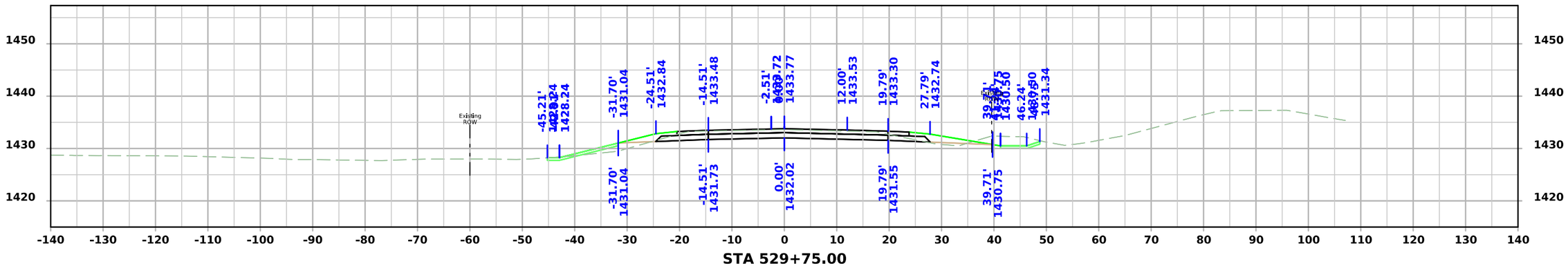
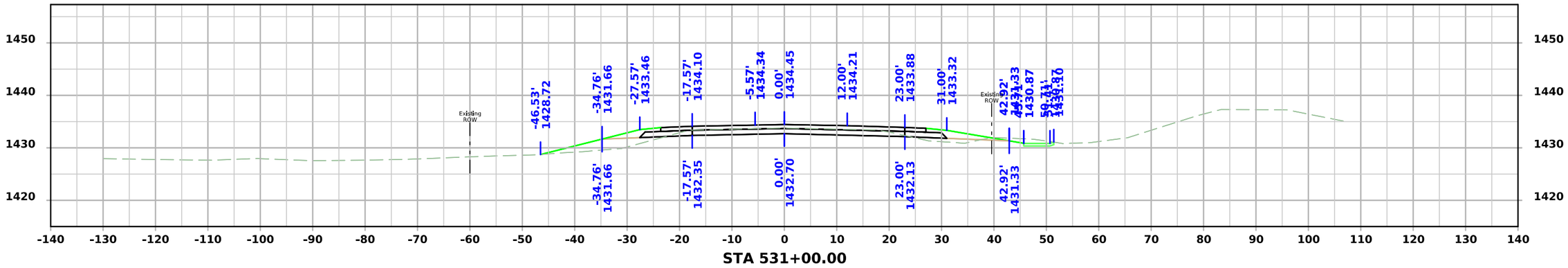


STA 529+75.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.5**

4:31:12 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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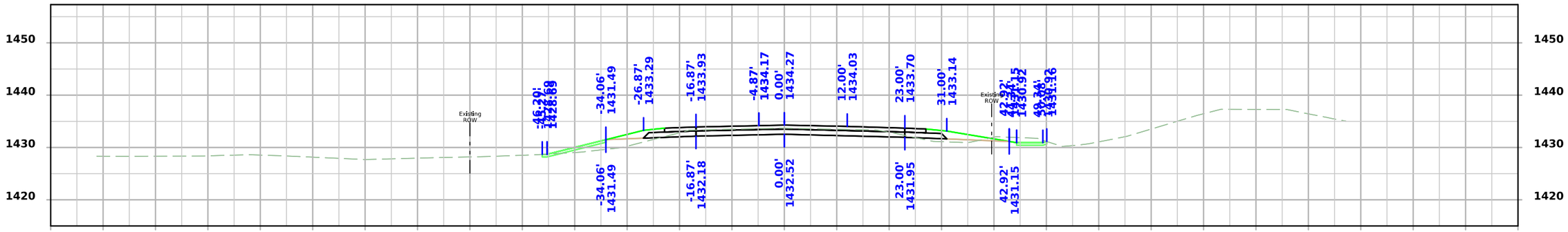

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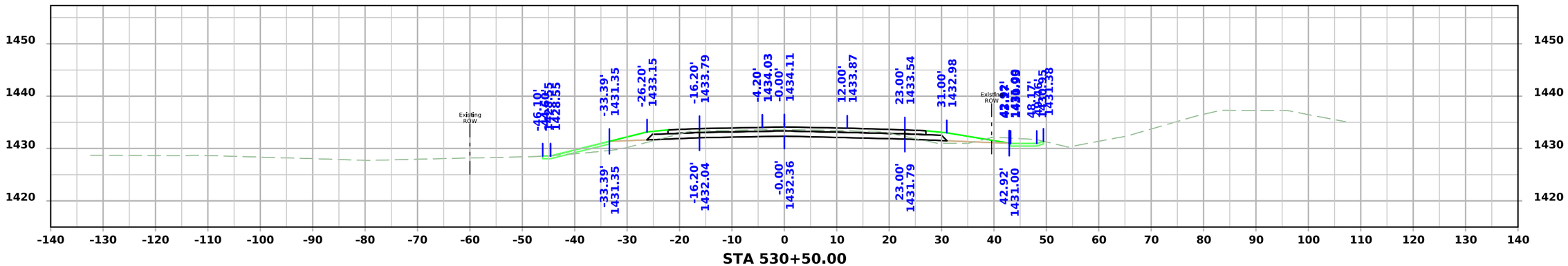

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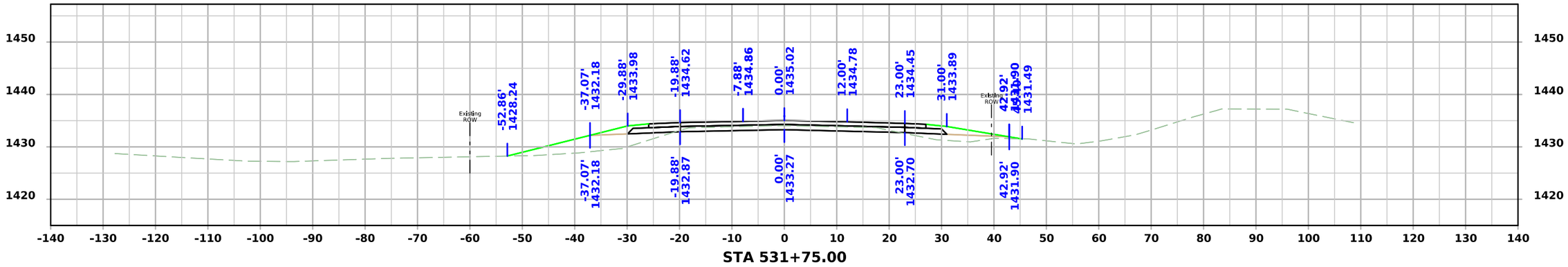
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.6**

4:31:15 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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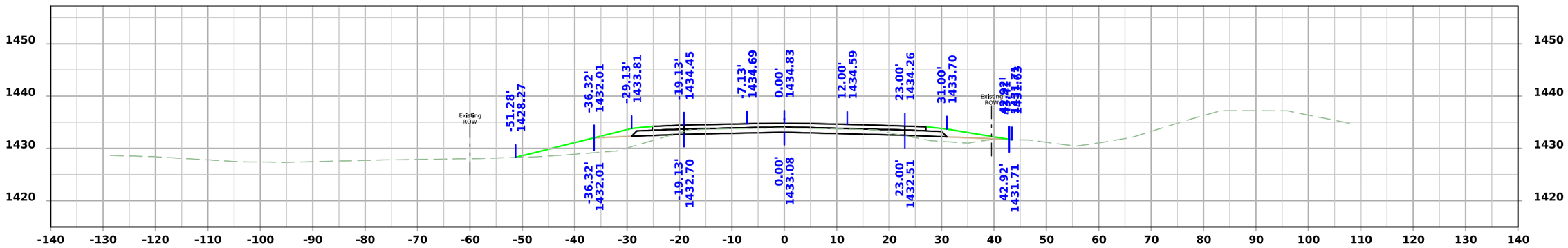

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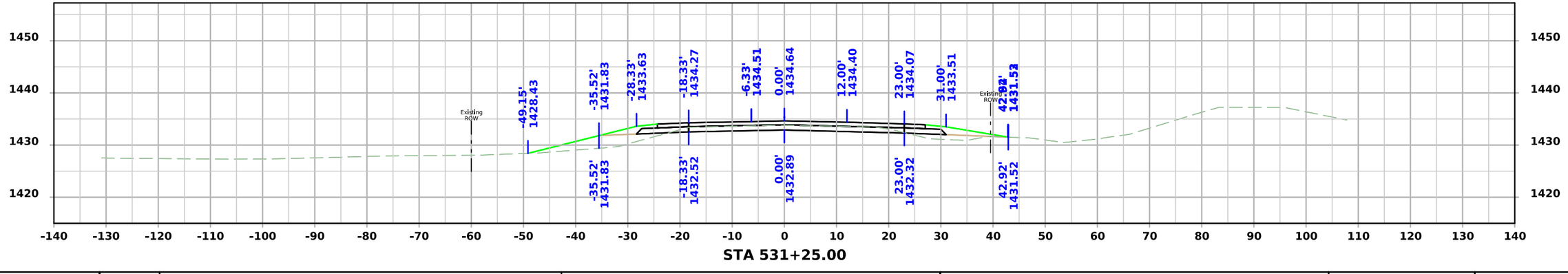

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.7**

4:31:17 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

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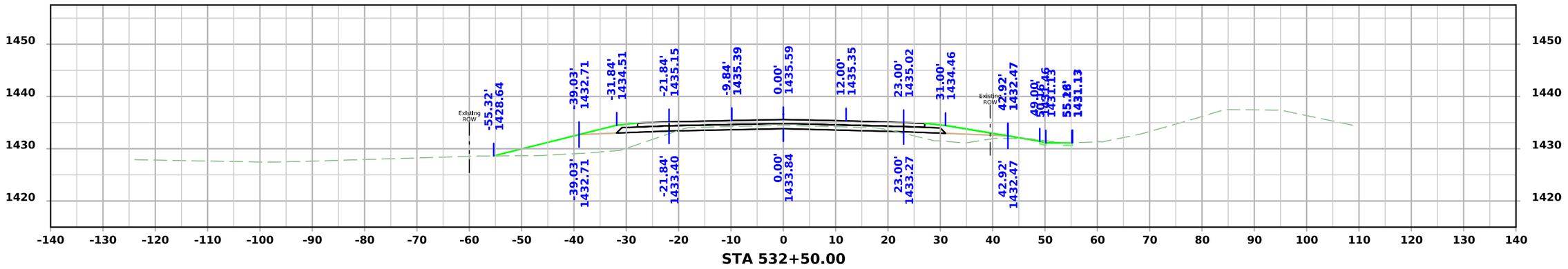

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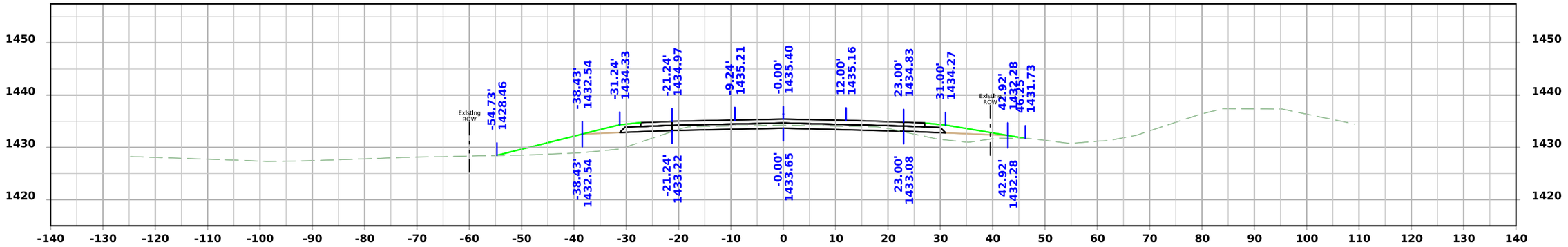

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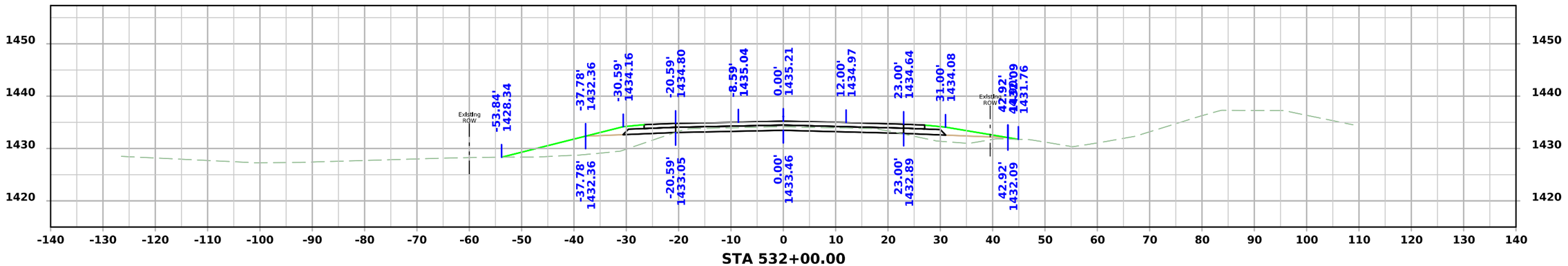

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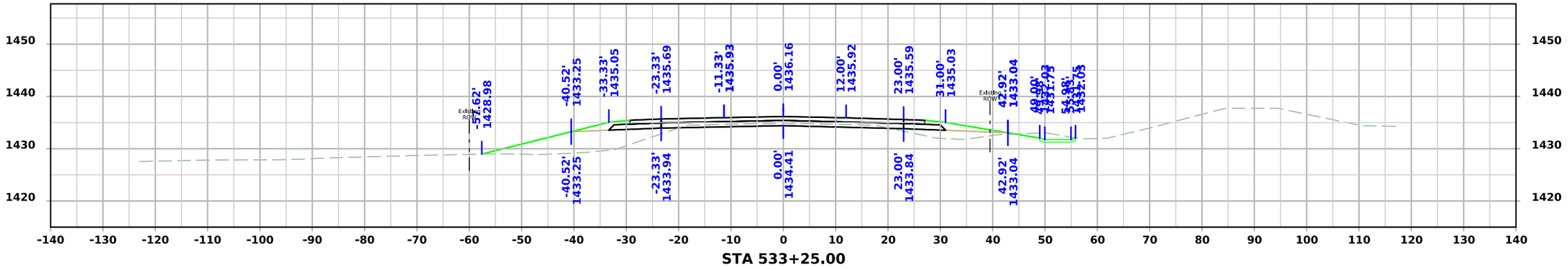
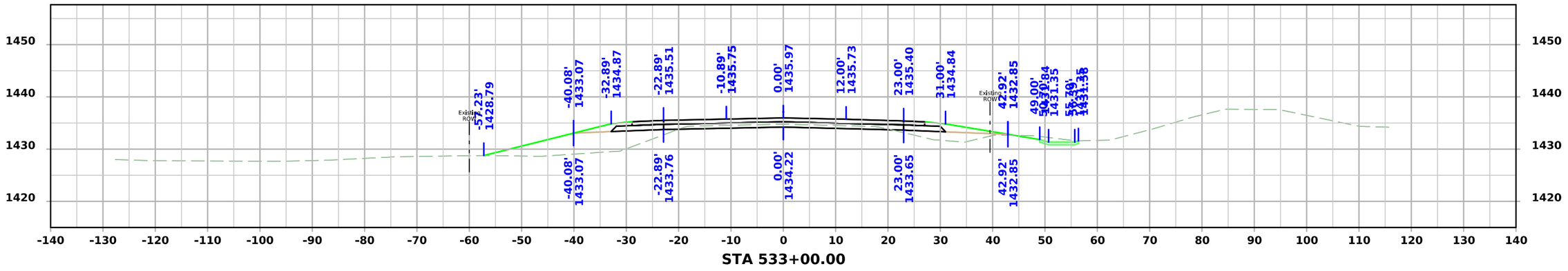
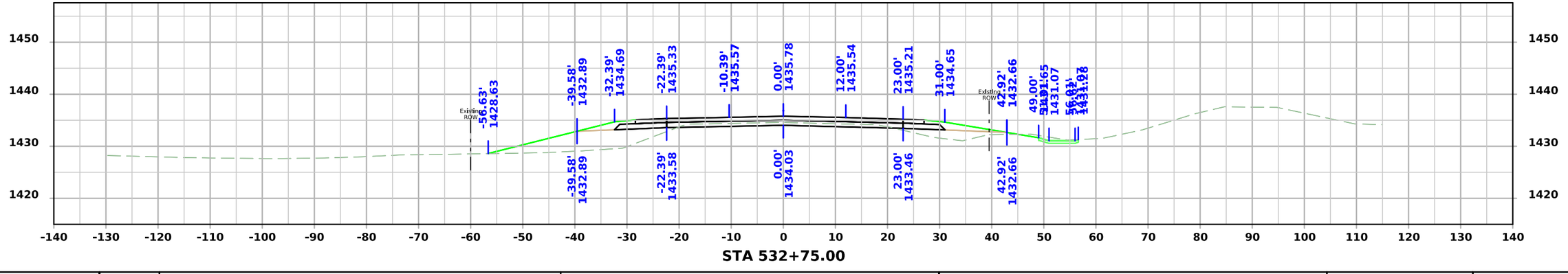
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.8**

4:31:19 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



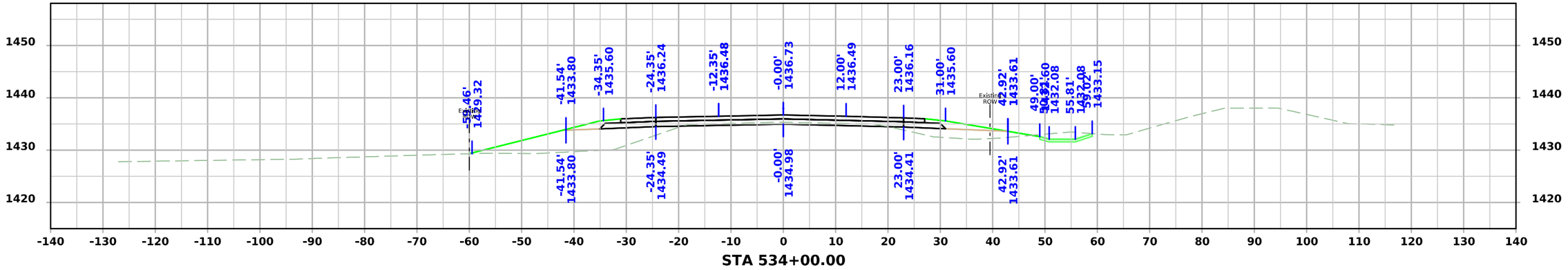




FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.9**

4:31:21 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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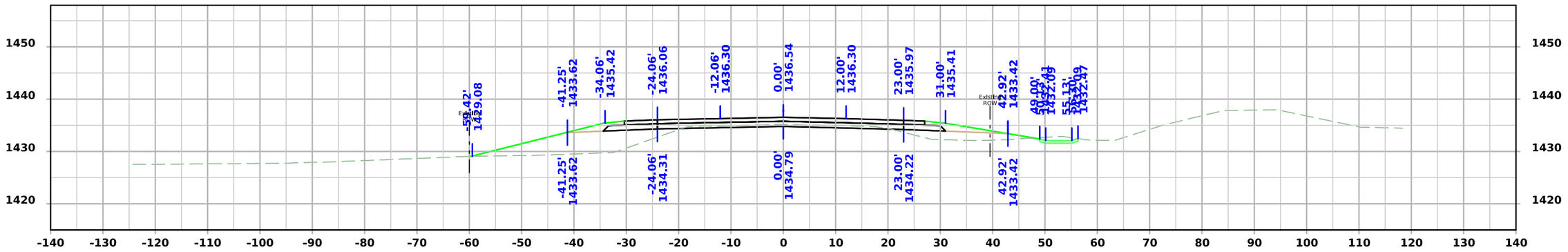
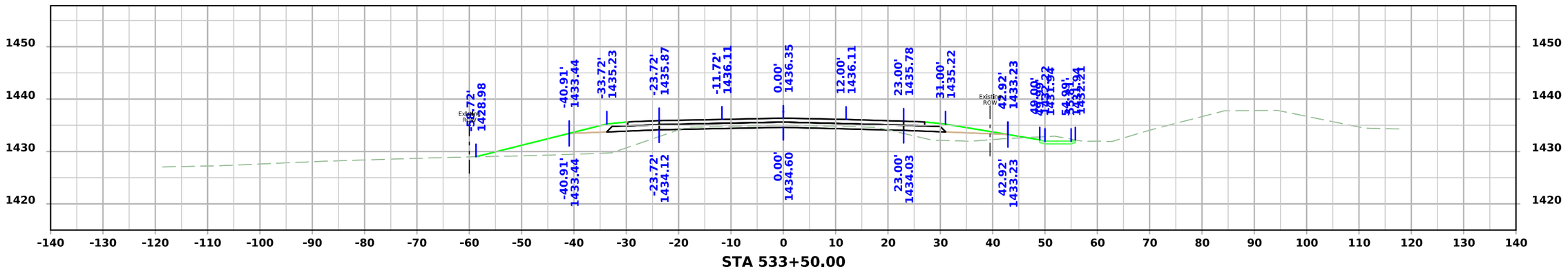


STA 533+75.00



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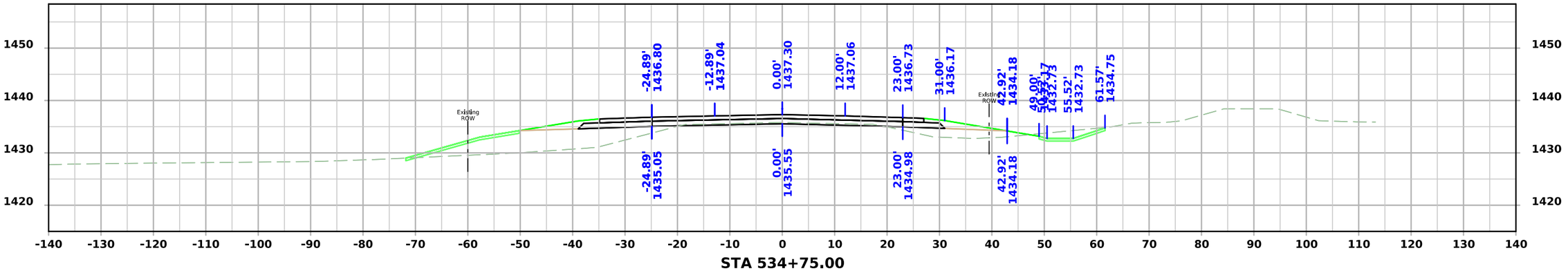
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.10**

4:31:23 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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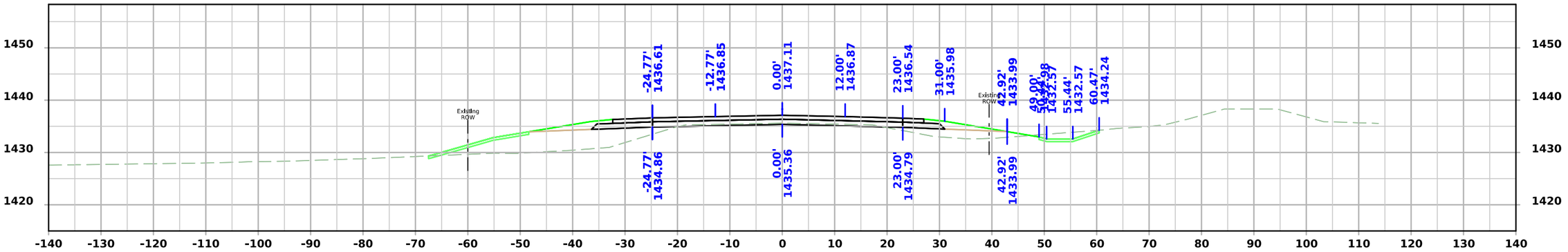

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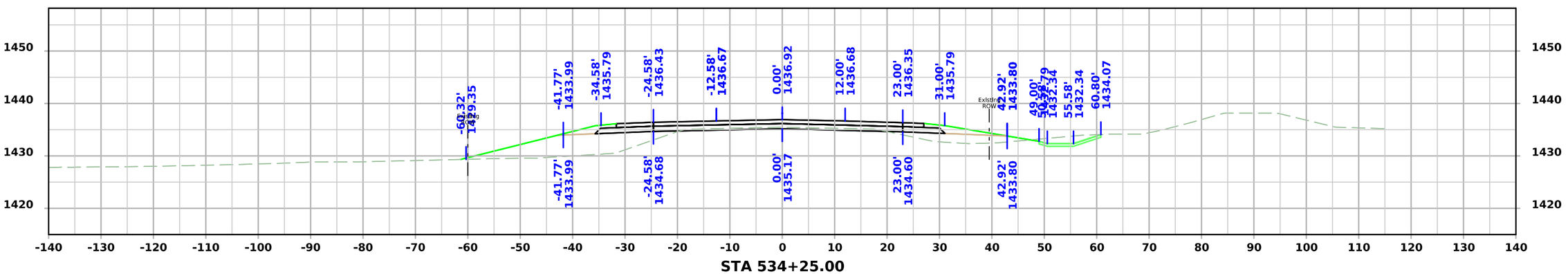

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.11**

4:31:25 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

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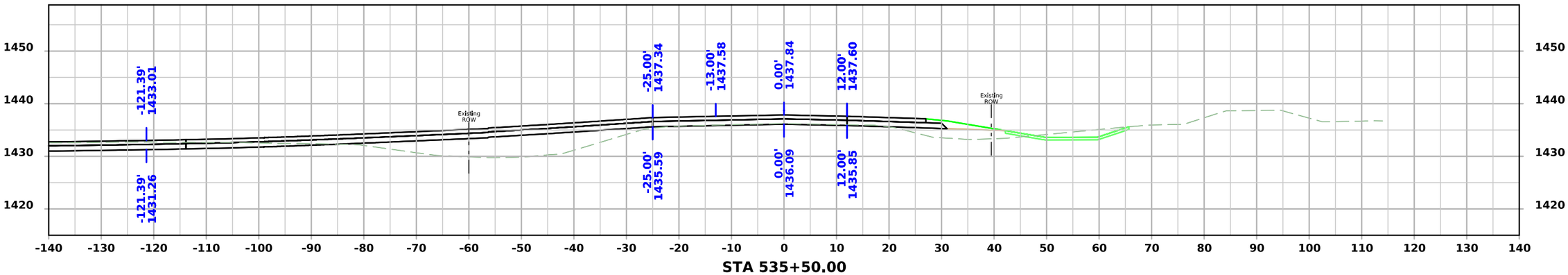

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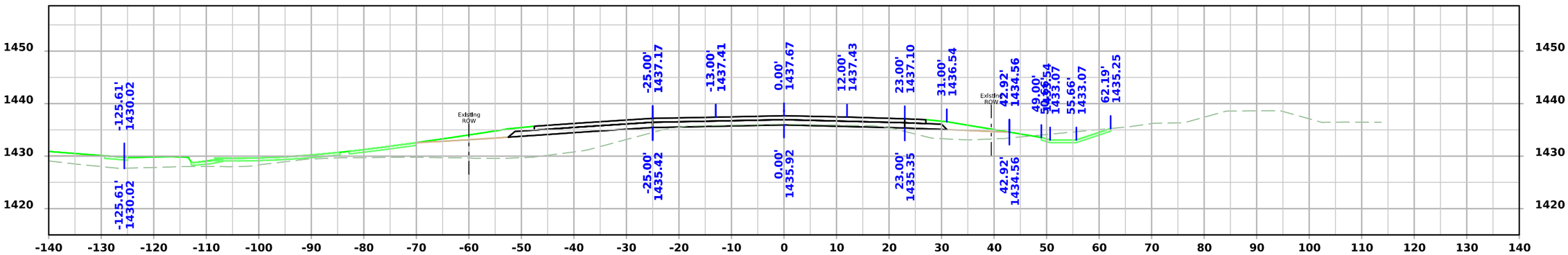

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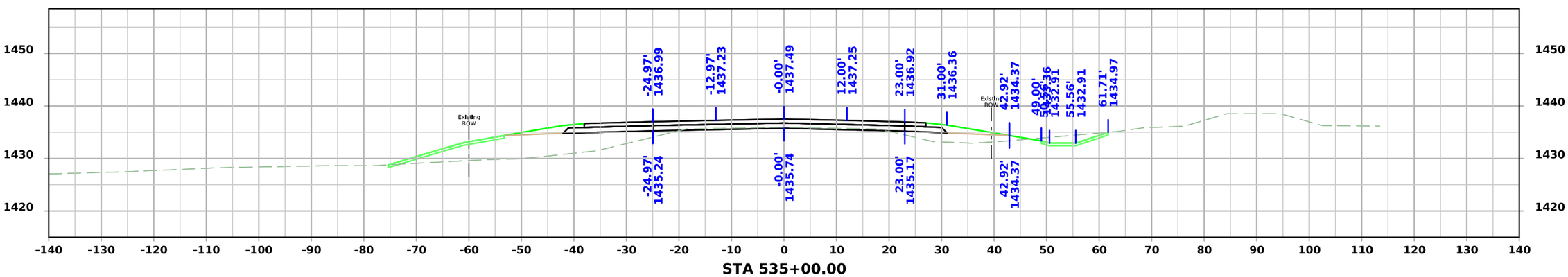

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.12**

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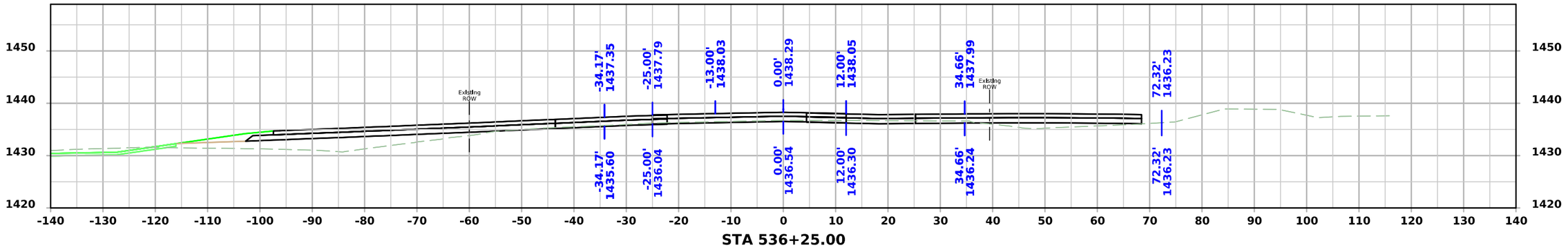
IA 7



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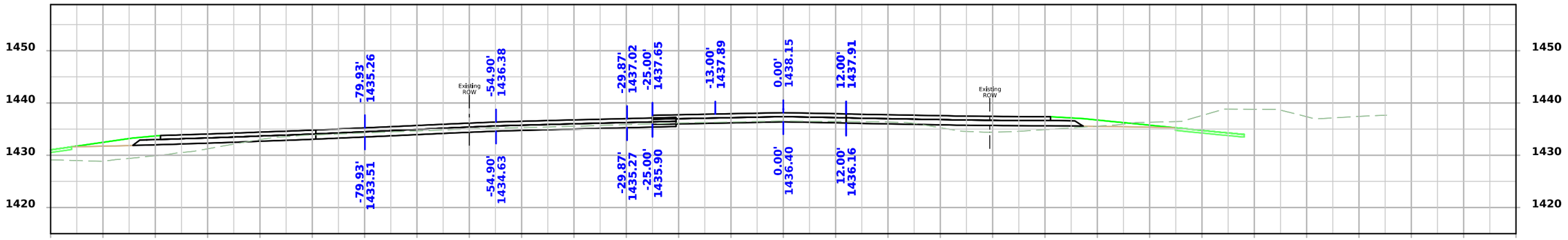

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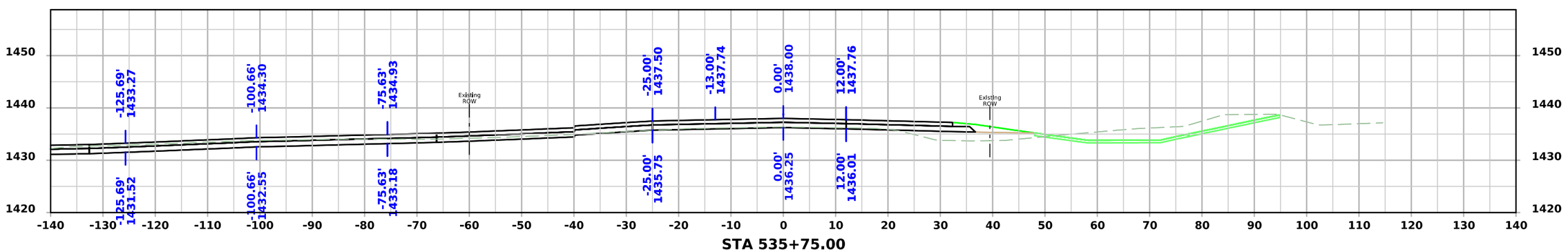

STA 535+75.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.13**

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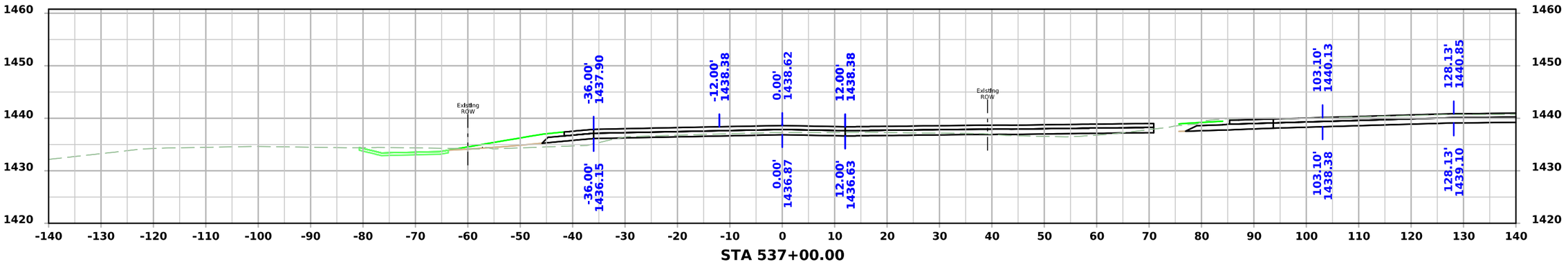

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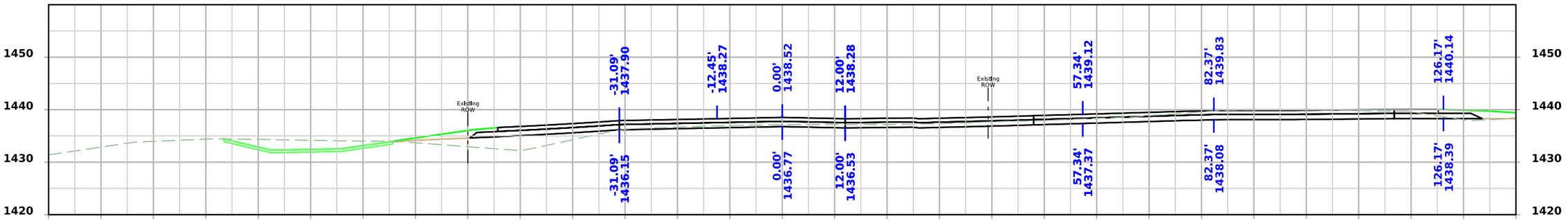

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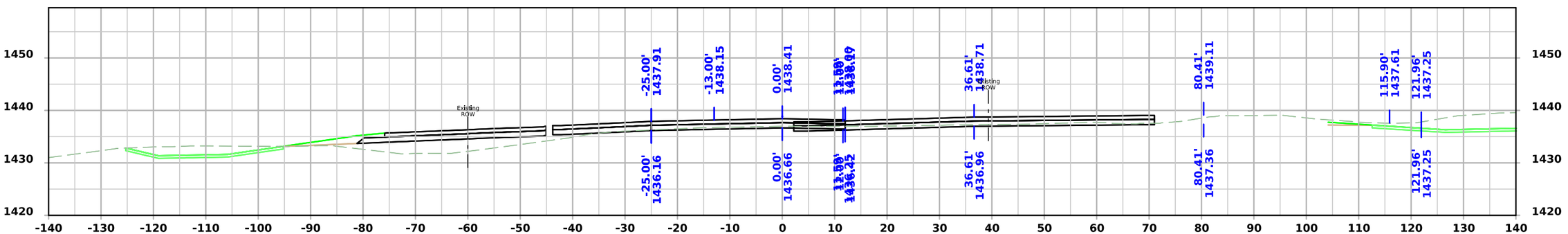

STA 536+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.14**

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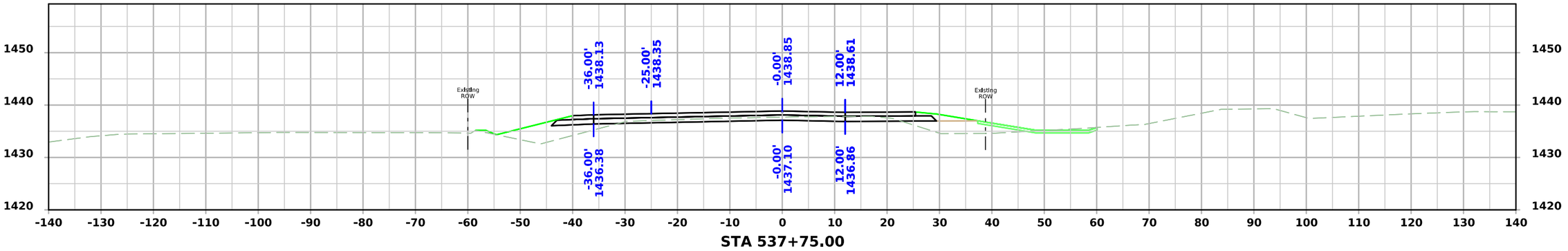
IA 7



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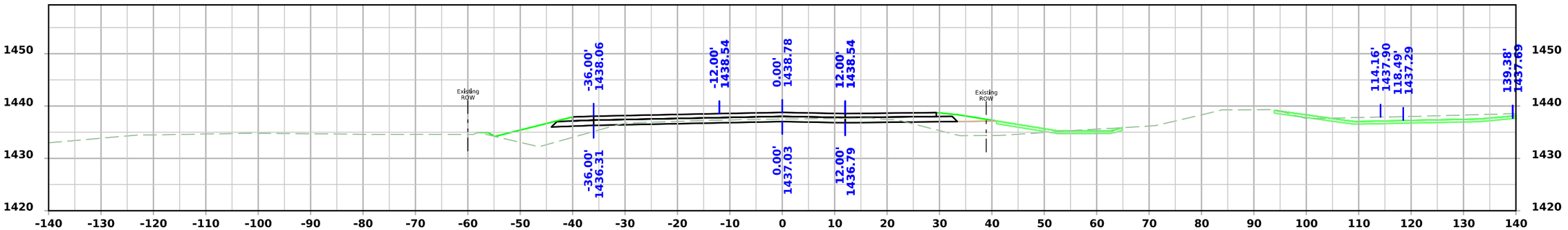

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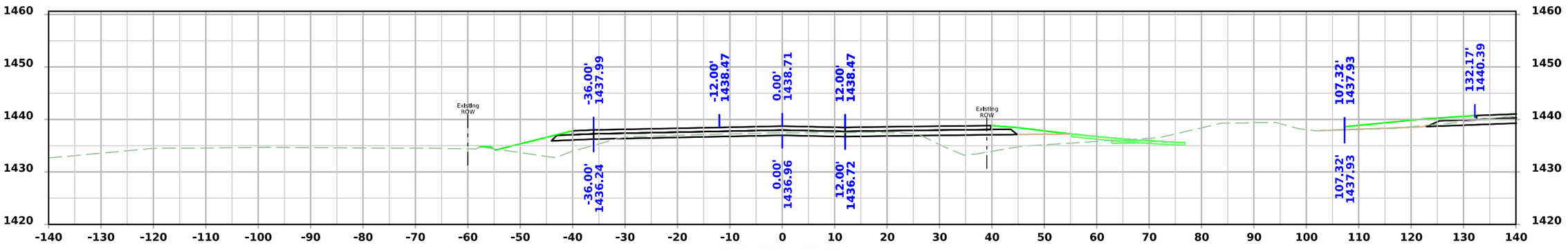

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.15**

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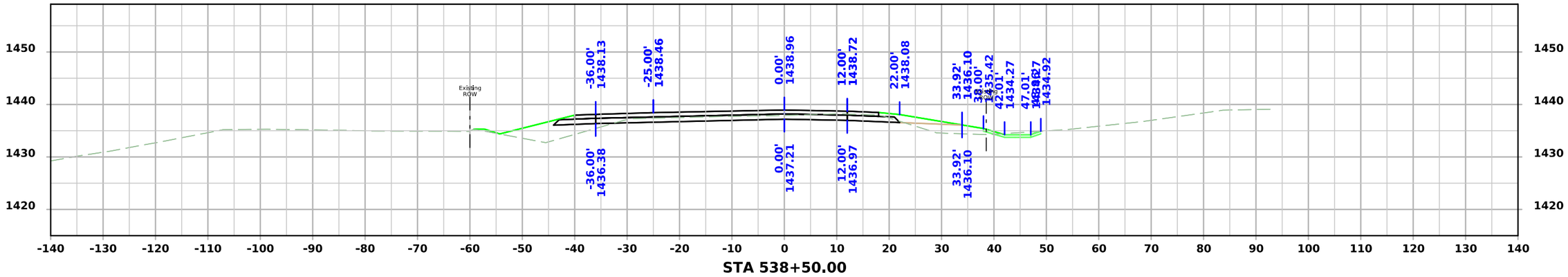
IA 7



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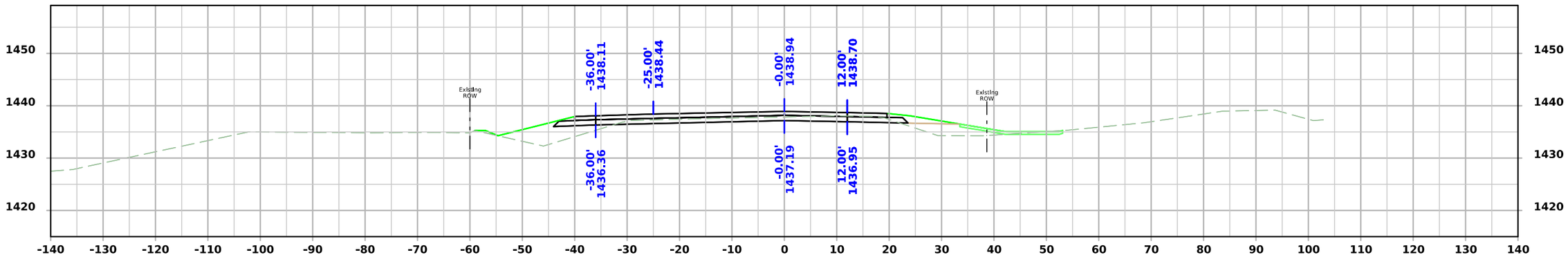

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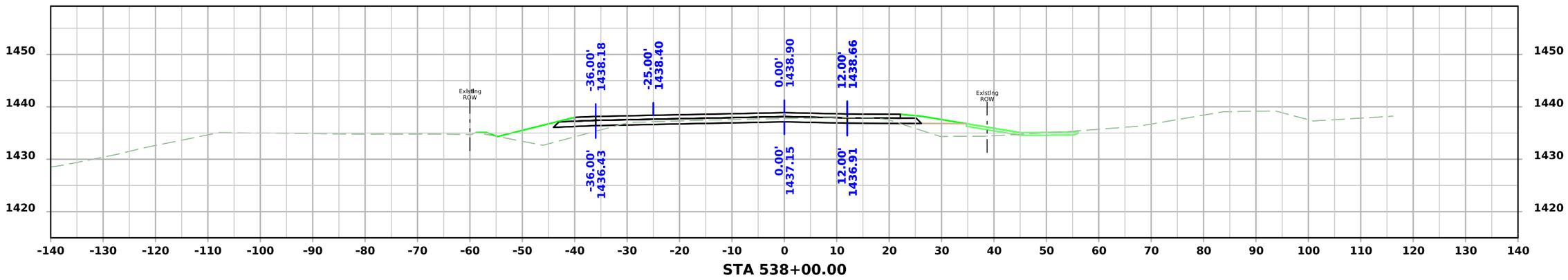

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.16**

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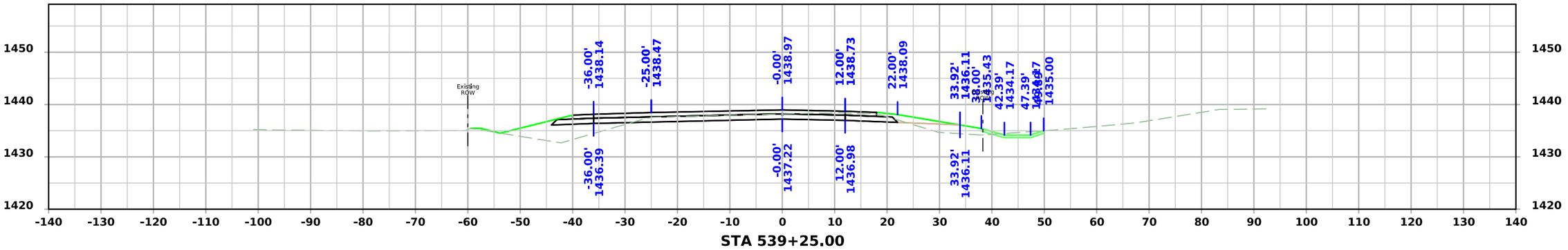
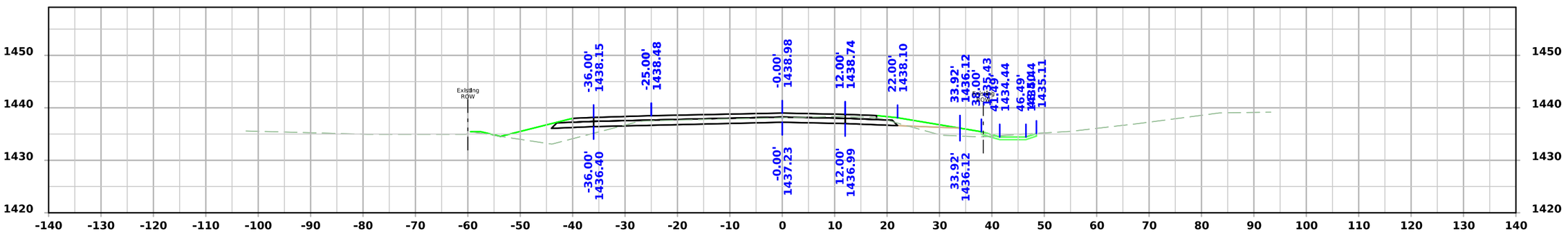
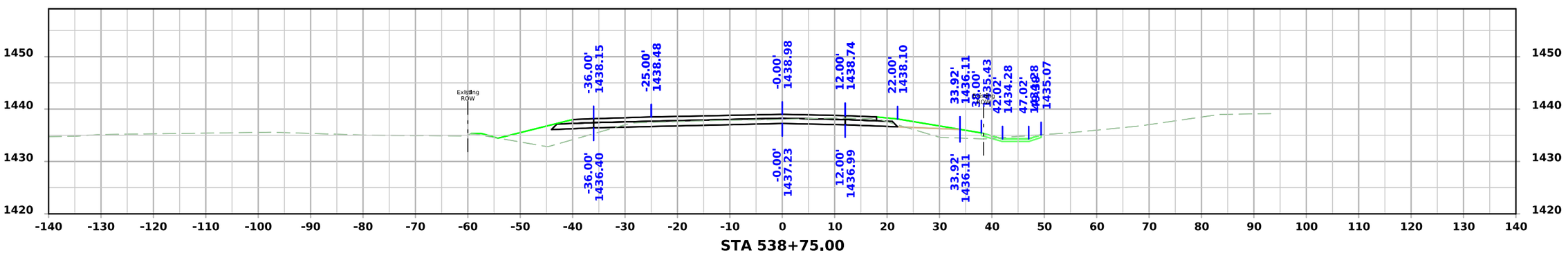
IA 7







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.17**

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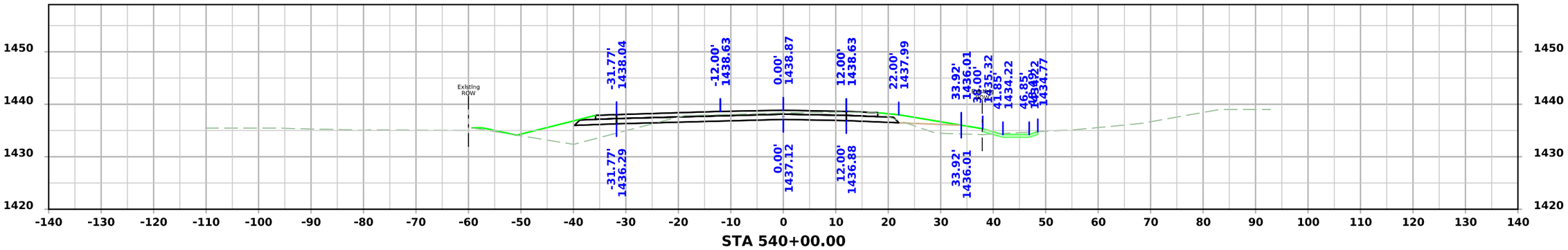
IA 7



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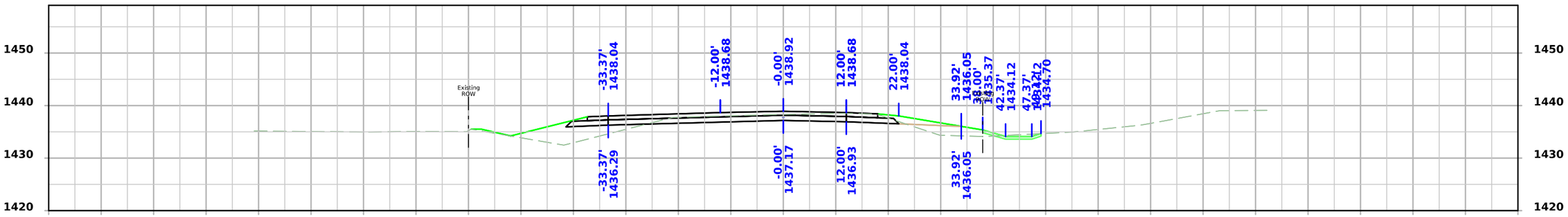

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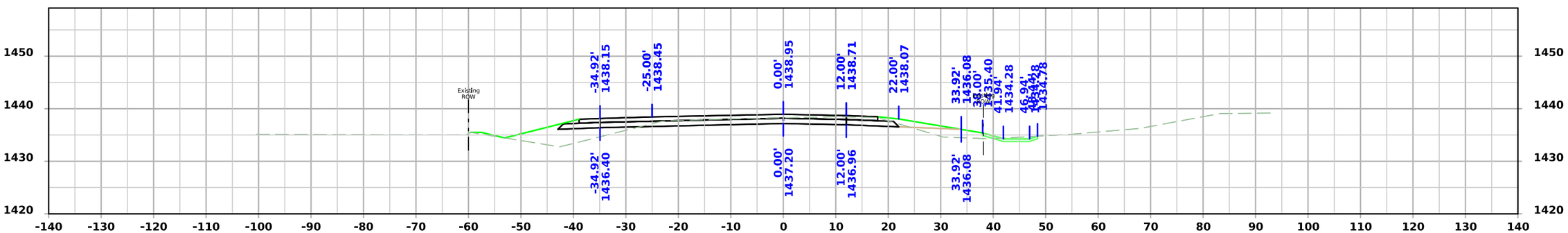

STA 539+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.18**

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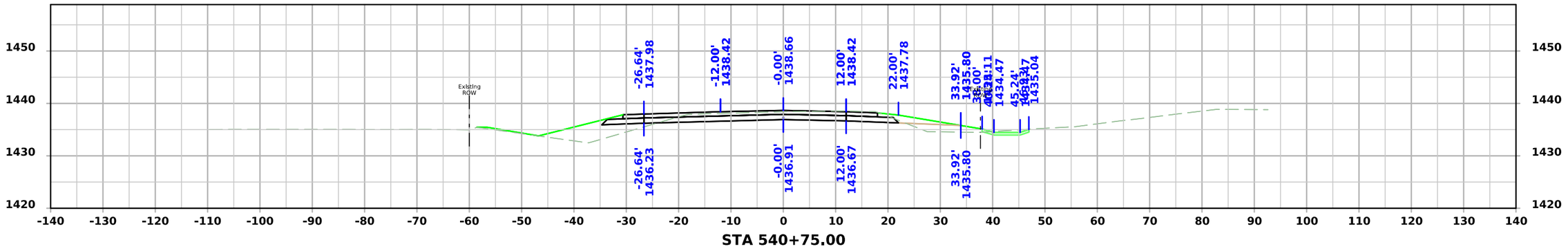
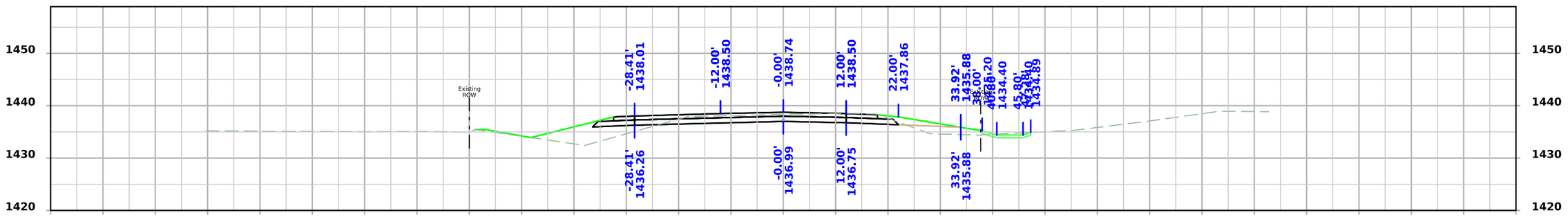
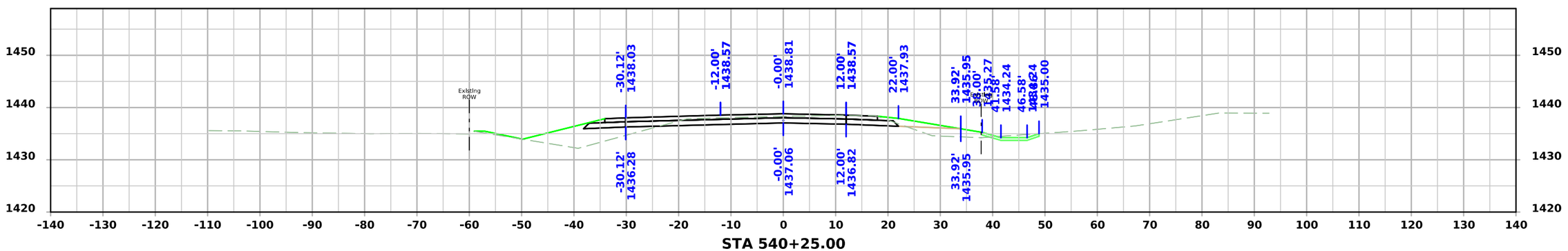
IA 7



STA 540+75.00



STA 540+50.00

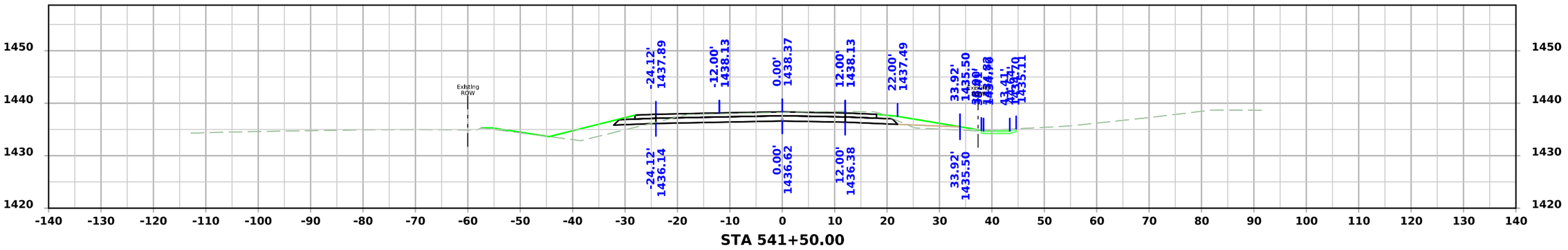


STA 540+25.00

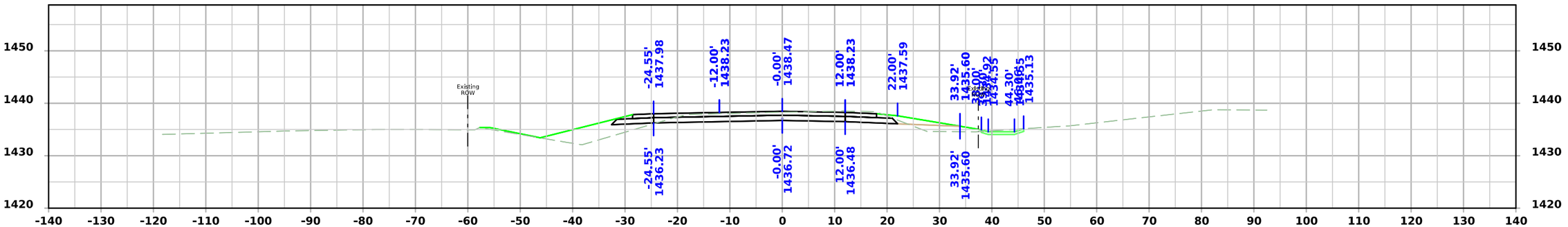
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.19**

4:31:44 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

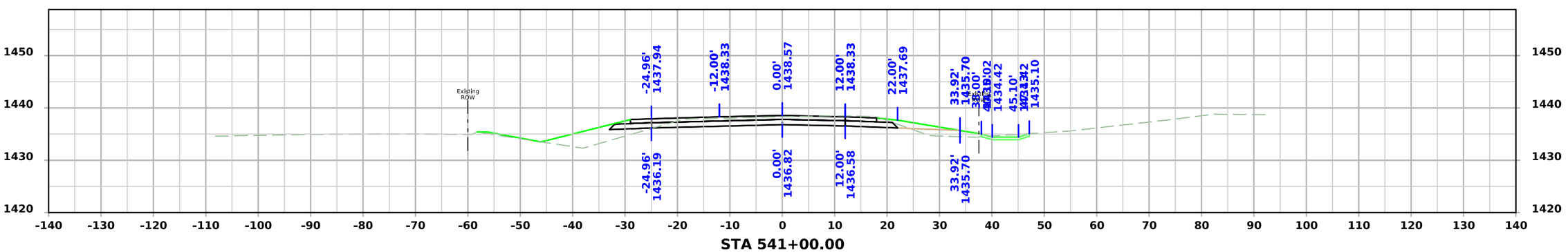
IA 7



STA 541+50.00



STA 541+25.00



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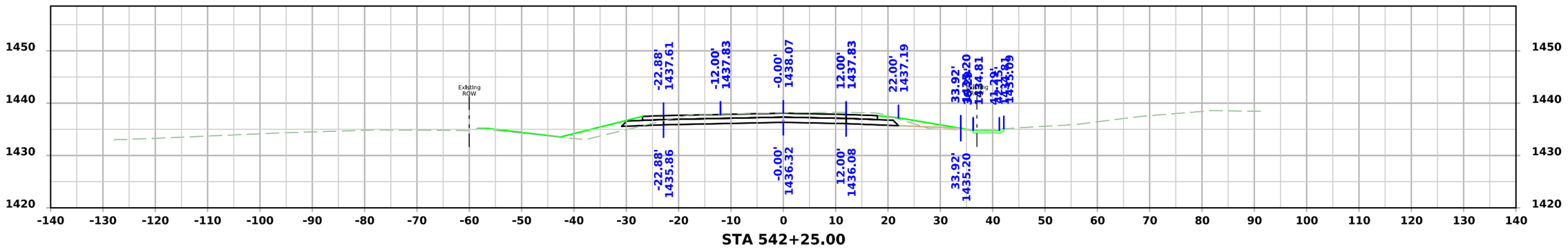
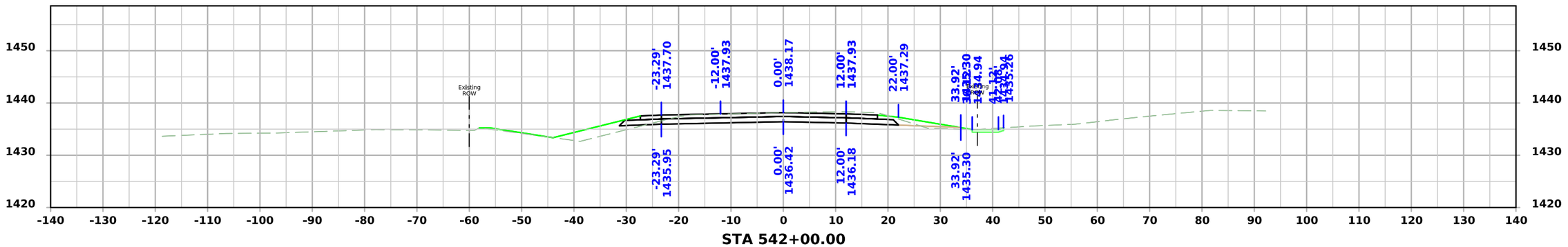
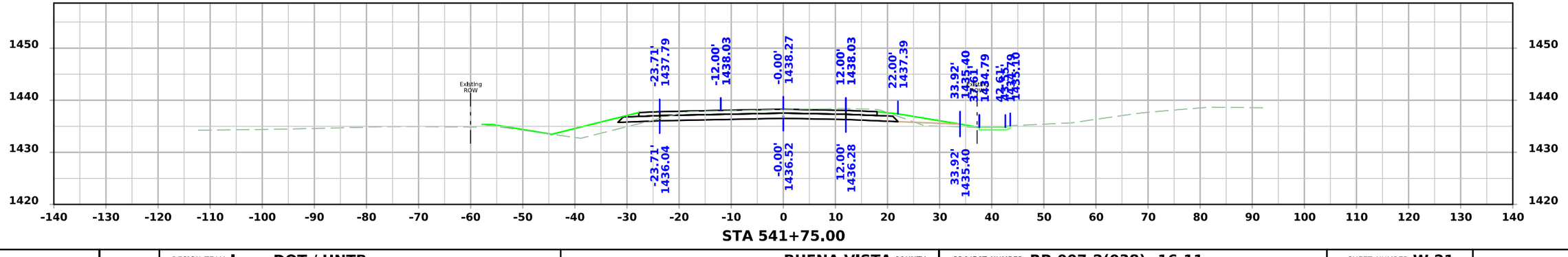
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.20**

4:31:46 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



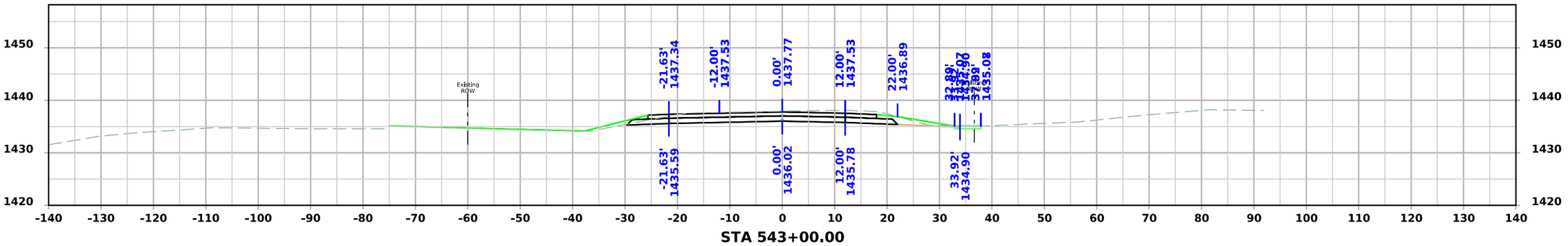




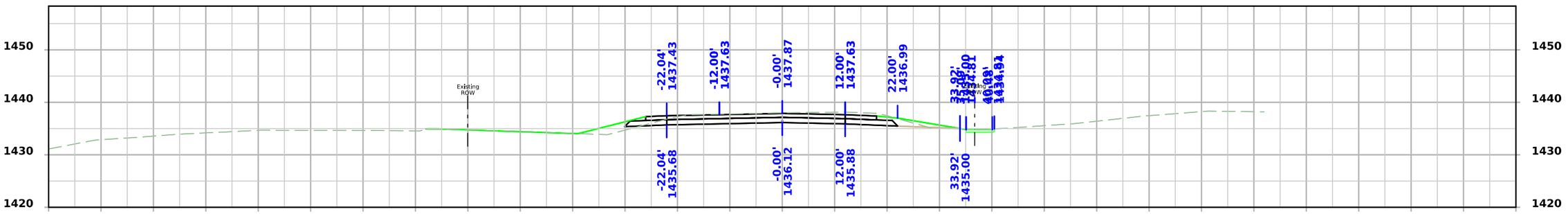
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.21**

4:31:48 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

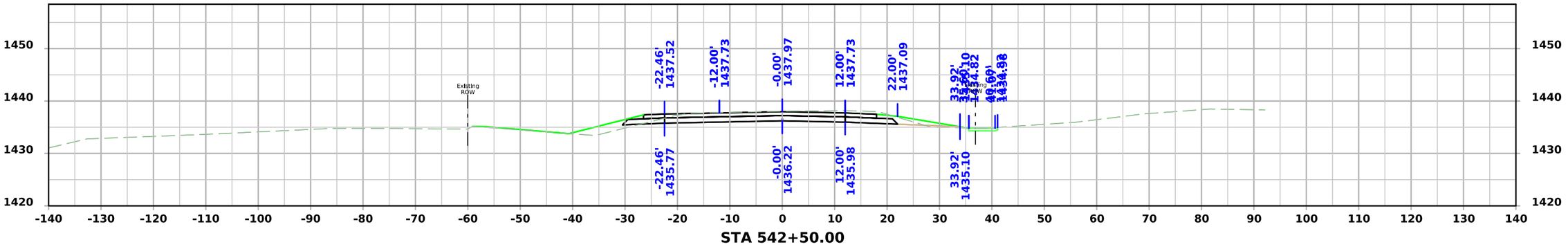
IA 7



STA 543+00.00



STA 542+75.00

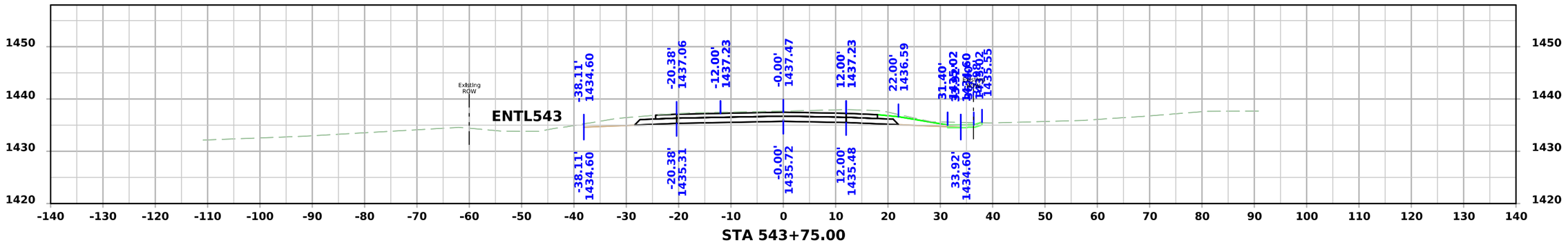


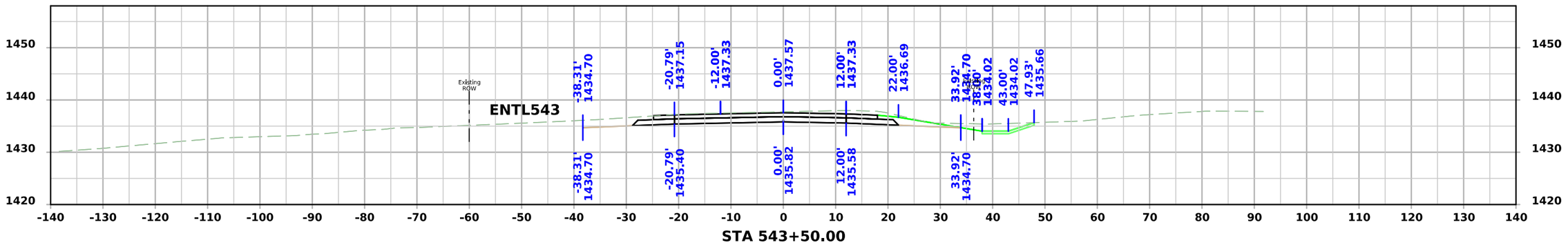
STA 542+50.00

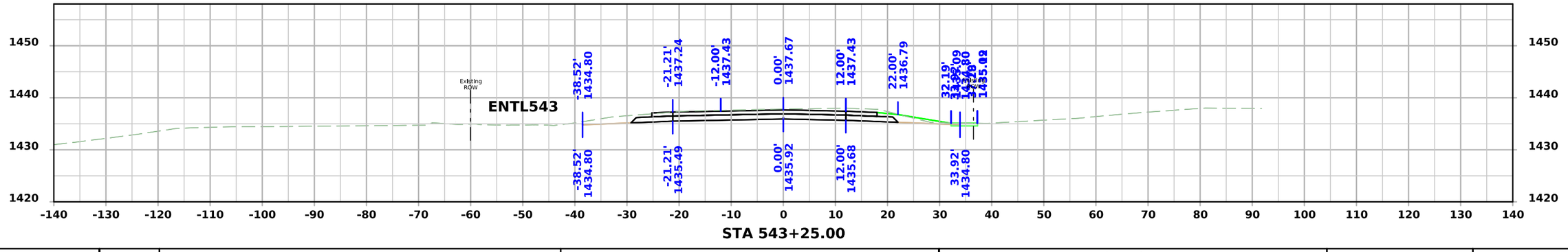
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.22**

4:31:51 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



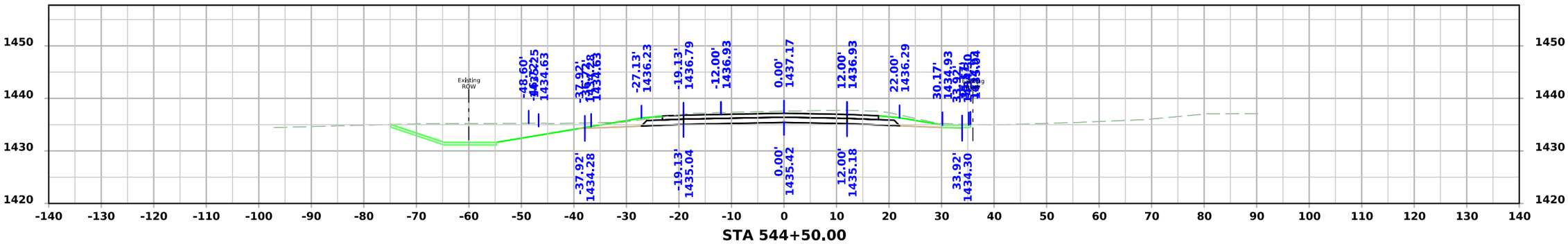


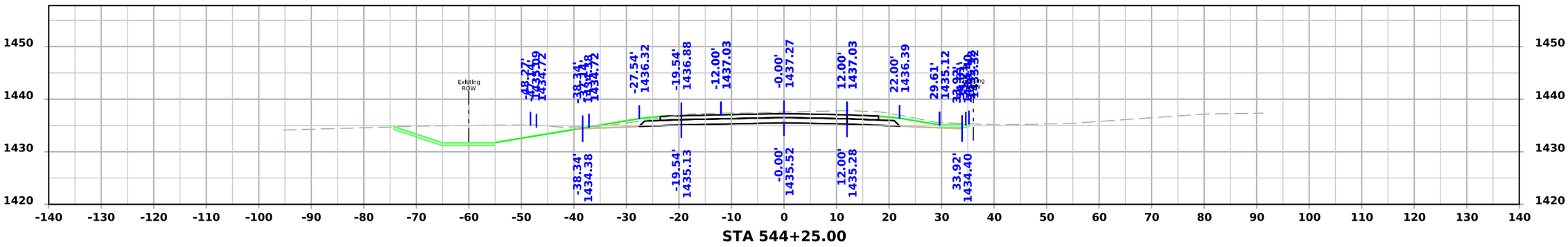


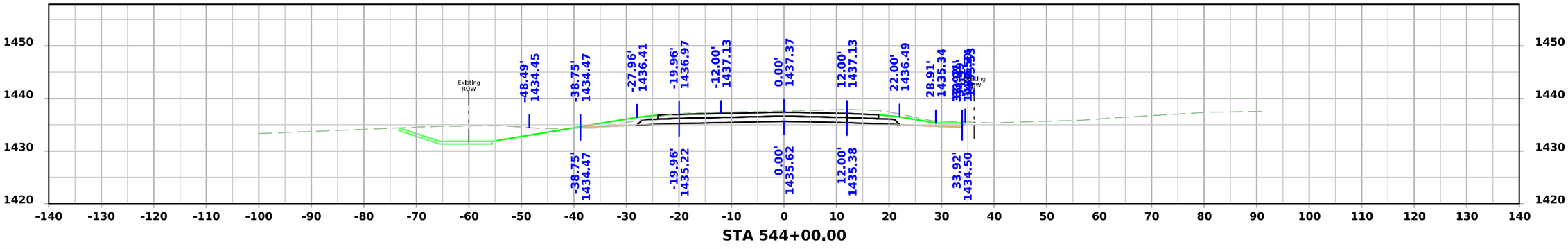
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.23**

4:31:53 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



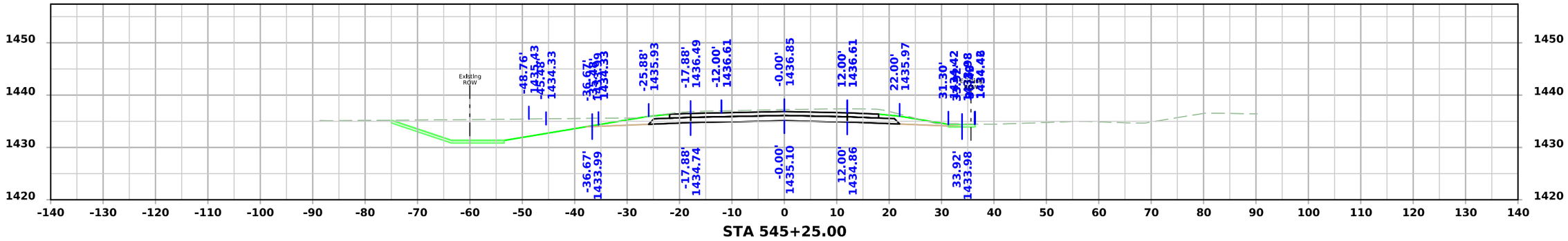




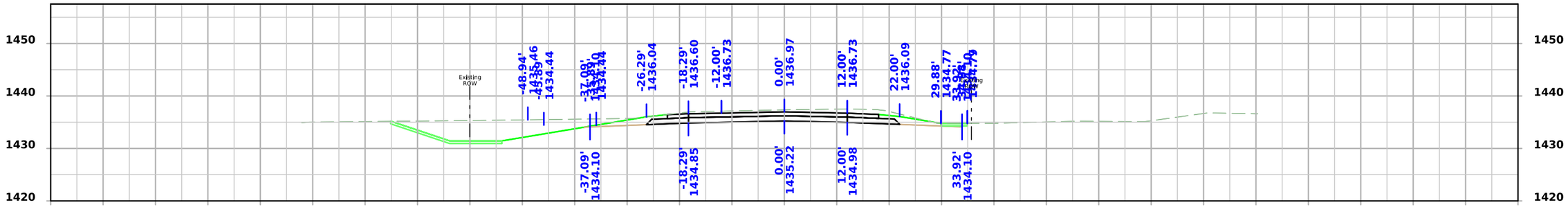
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.24**

4:31:55 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



STA 545+25.00



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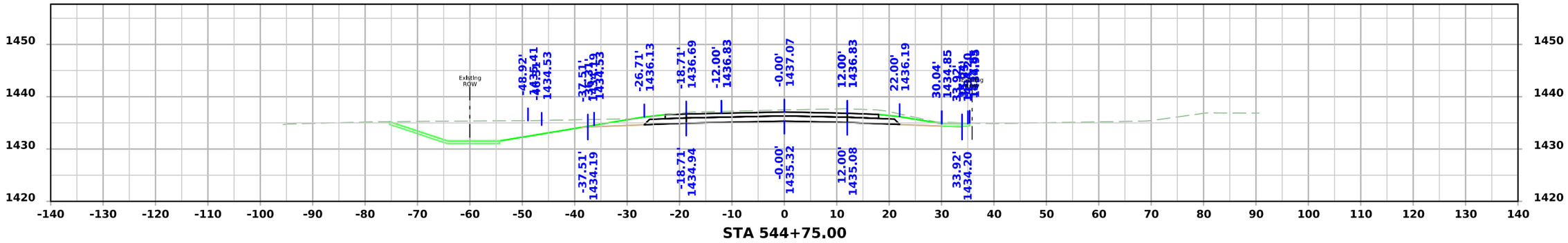
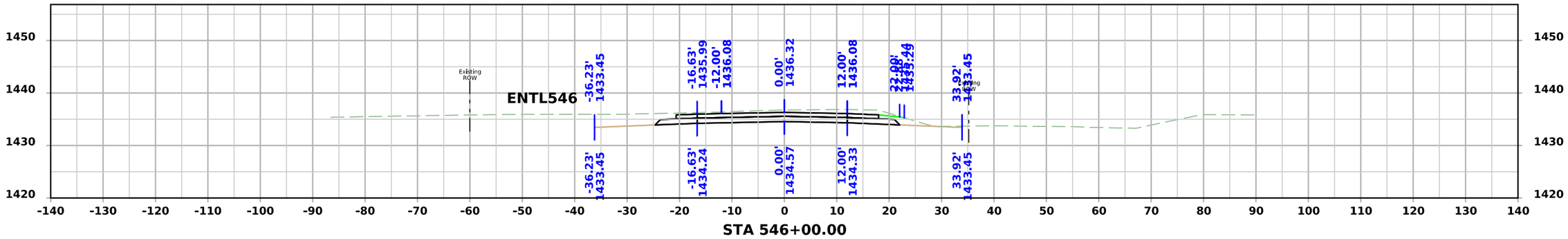


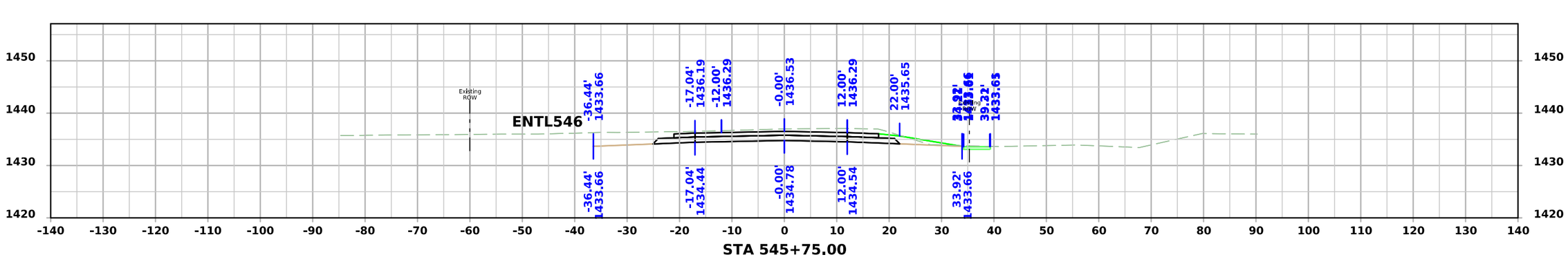
STA 544+75.00

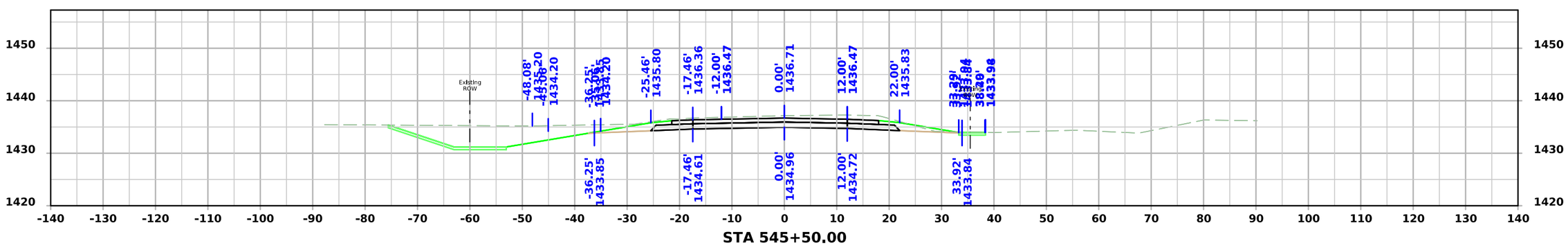
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.25**

4:31:58 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



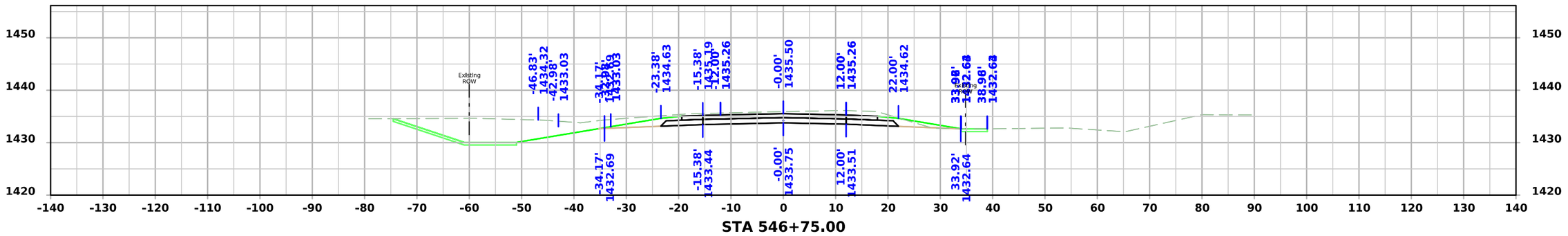




FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.26**

4:32:00 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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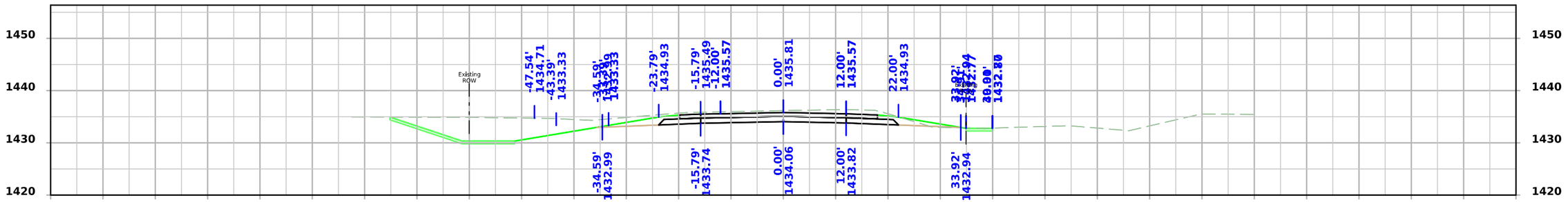

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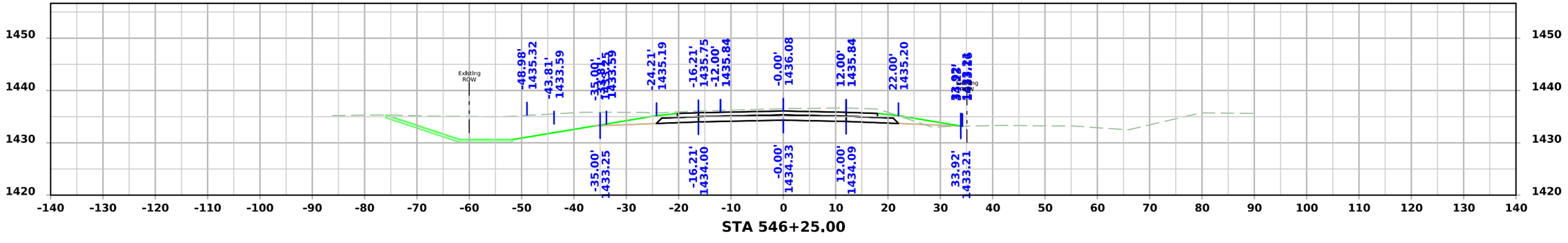
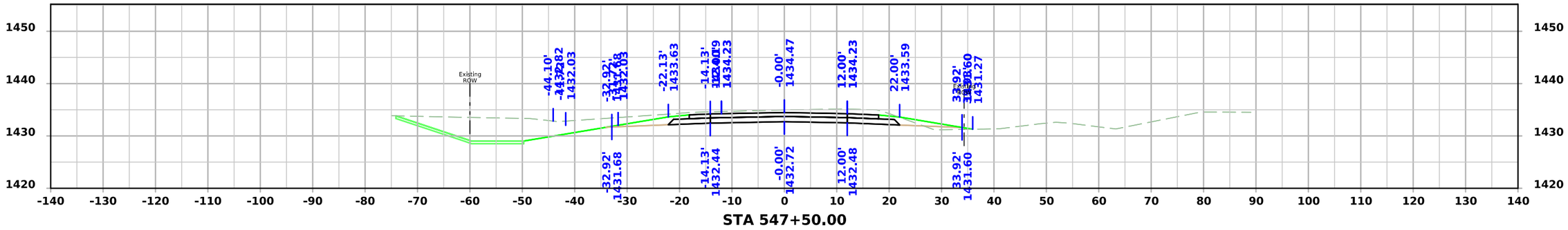


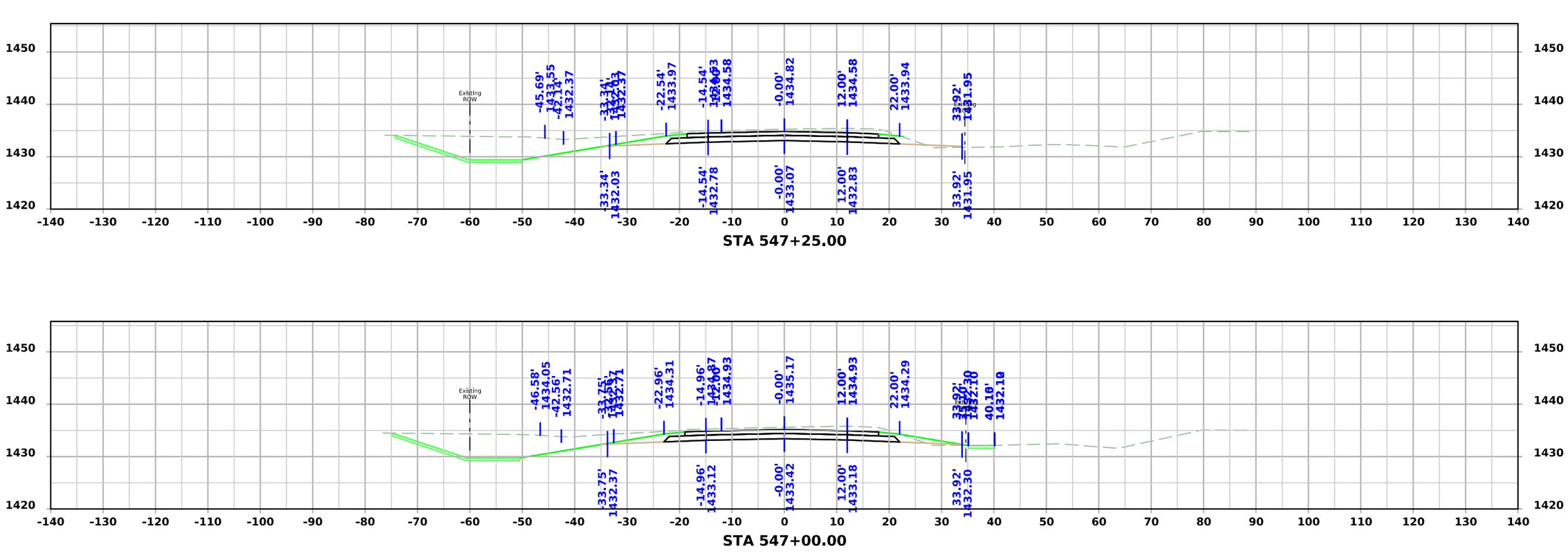
STA 546+25.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.27**

4:32:02 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7

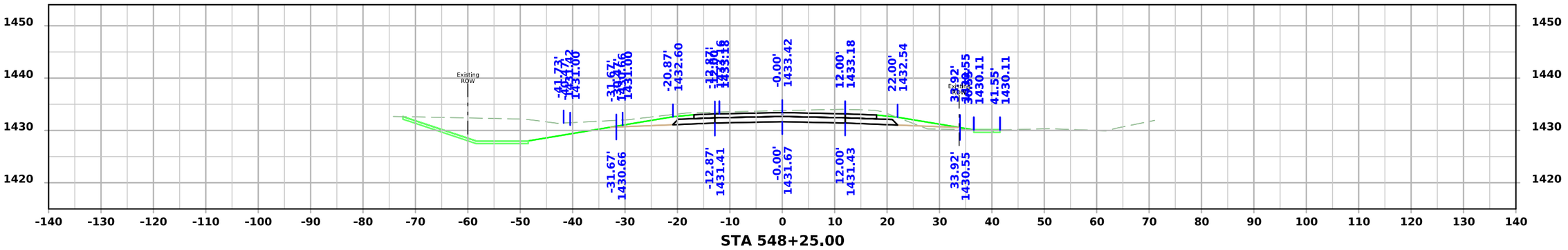




FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.28**

4:32:05 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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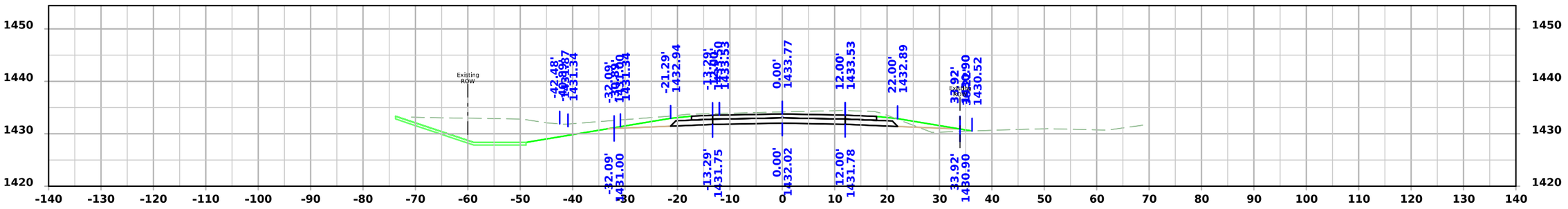
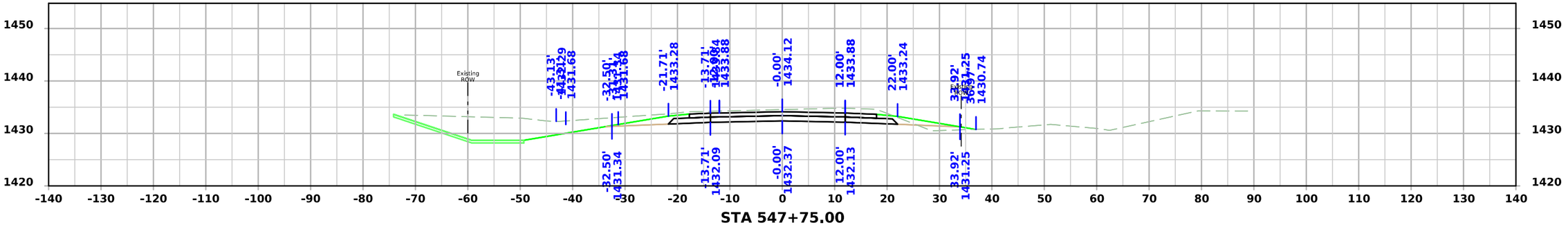


STA 548+00.00

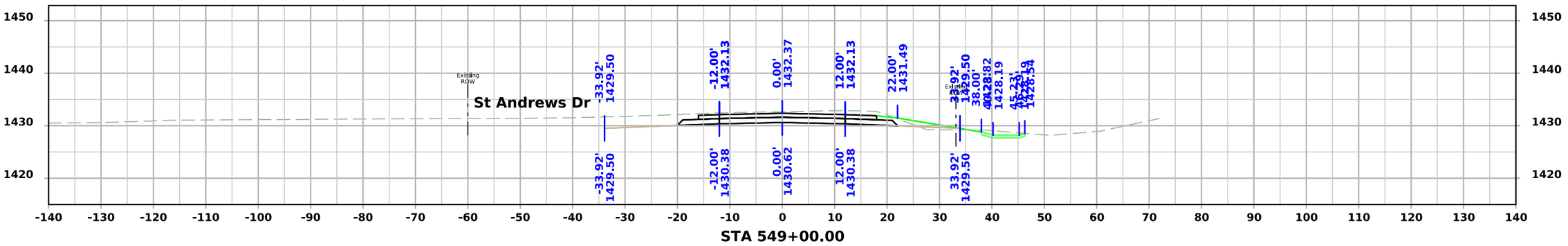


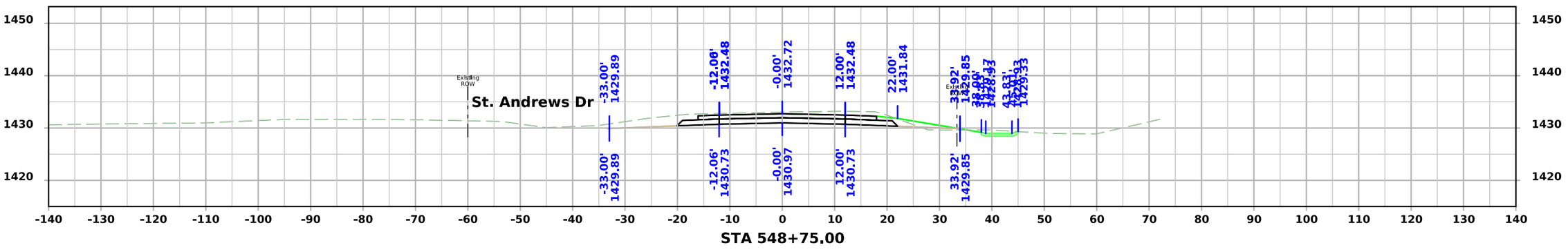
STA 547+75.00

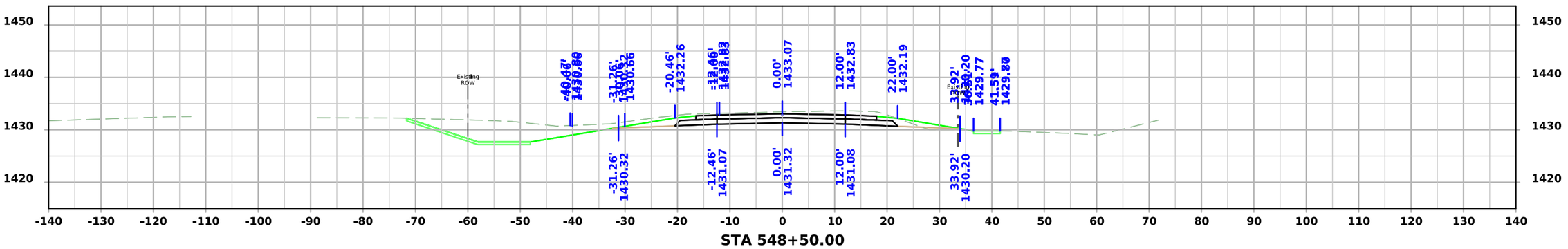
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.29**

4:32:07 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7







FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HNTB	BUENA VISTA COUNTY	PROJECT NUMBER RP-007-2(038)--16-11	SHEET NUMBER W.30

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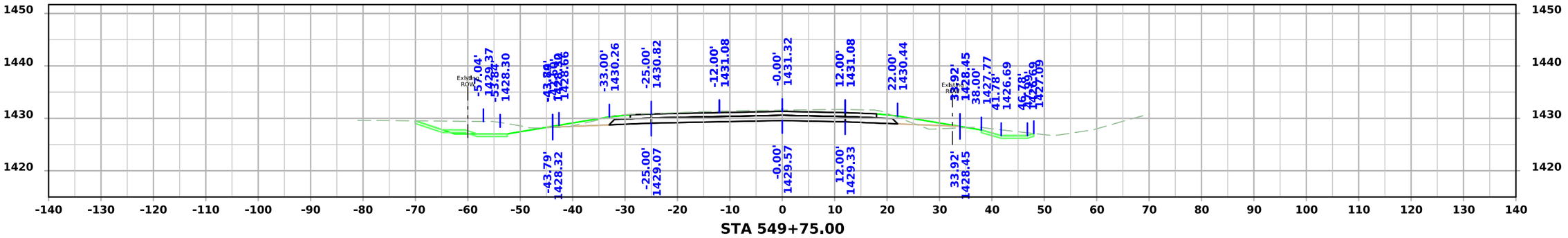
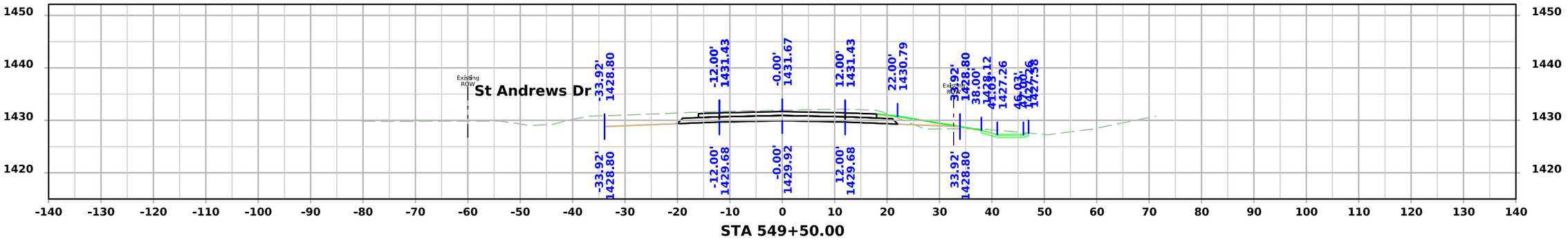
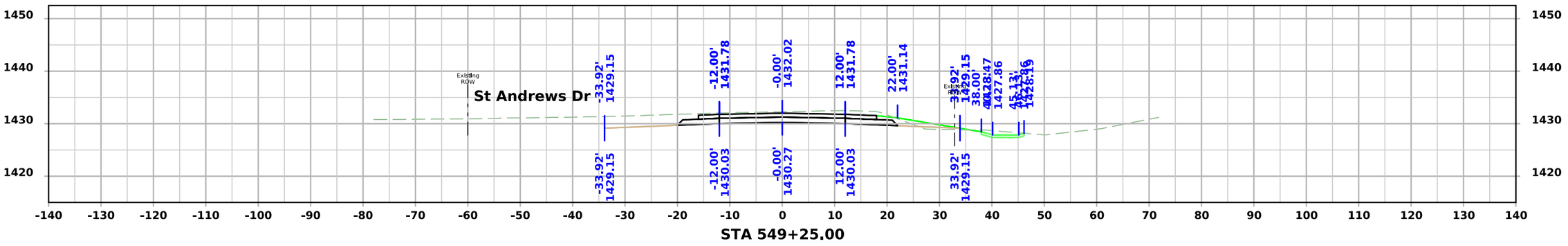
IA 7







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.31**

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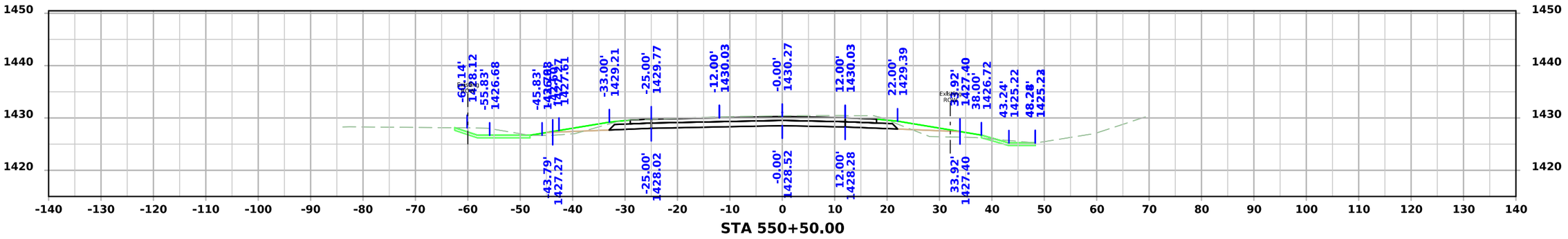
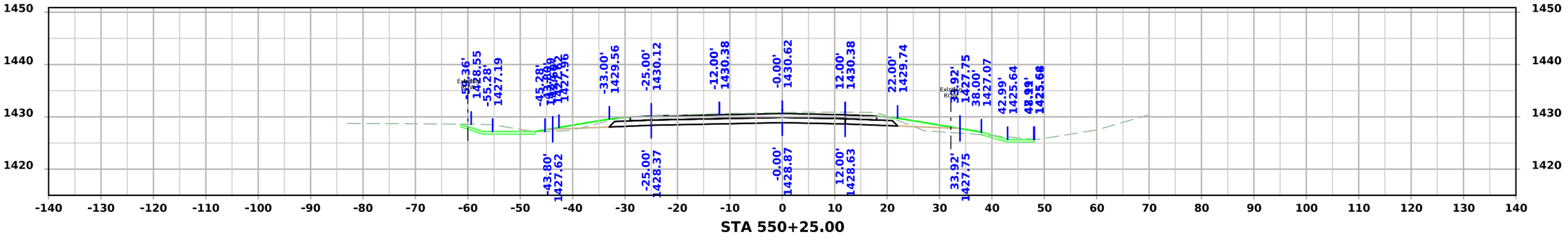
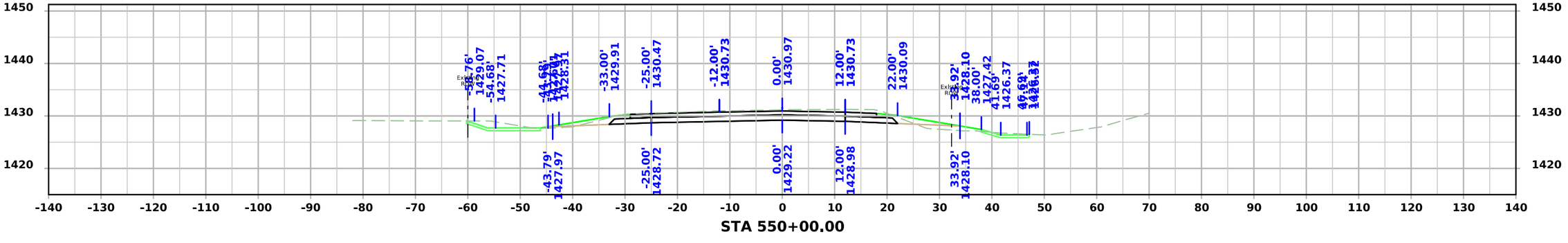
IA 7







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.32**

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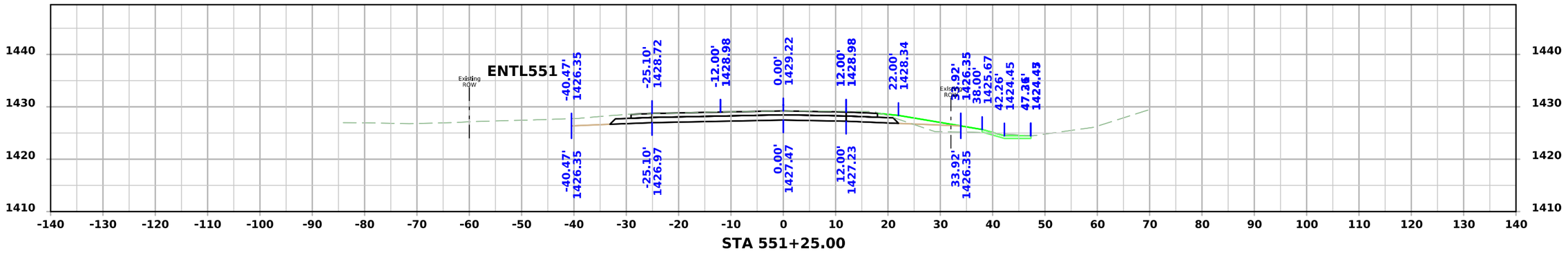
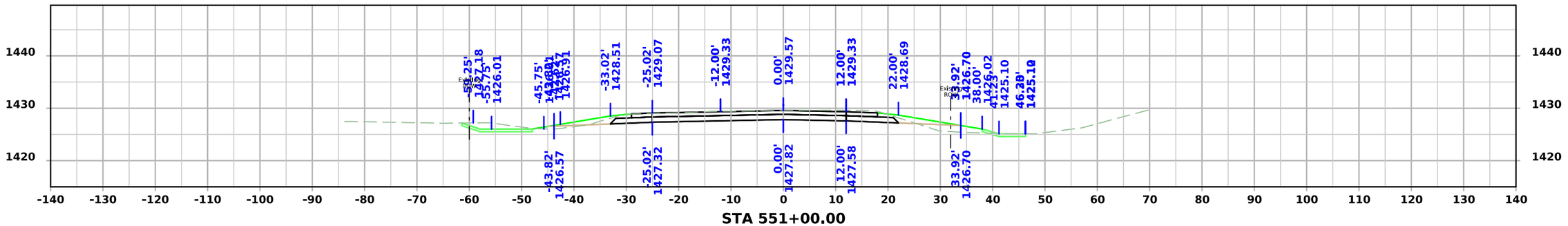
IA 7



STA 551+25.00



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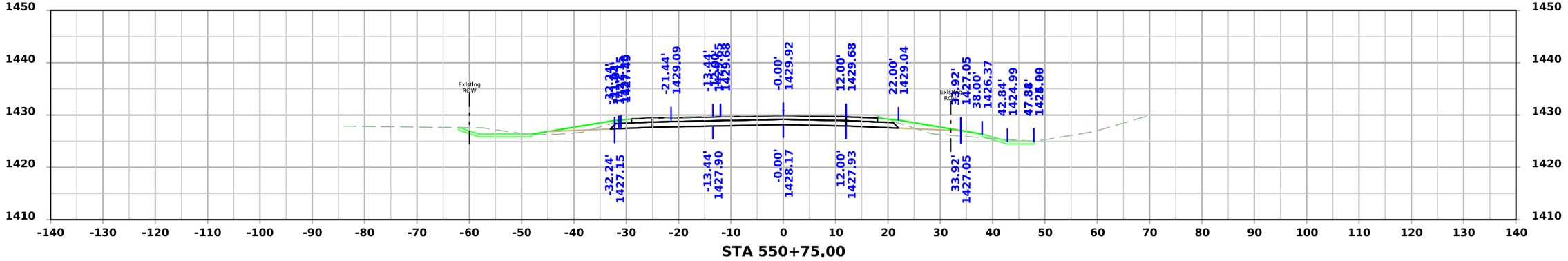
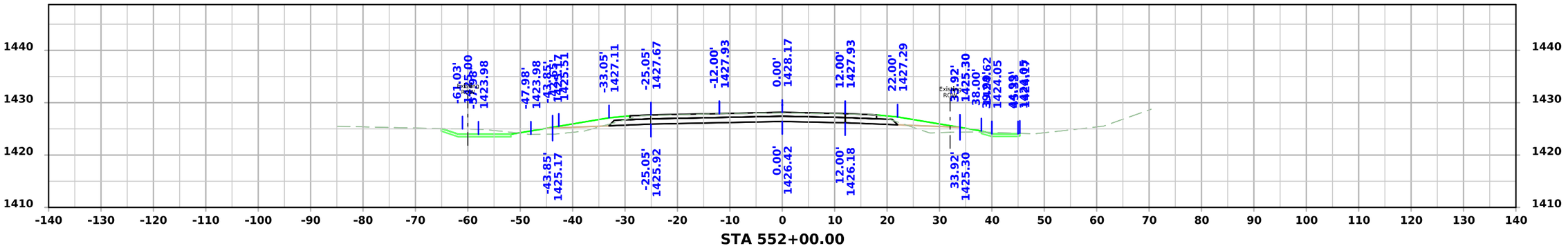


STA 550+75.00

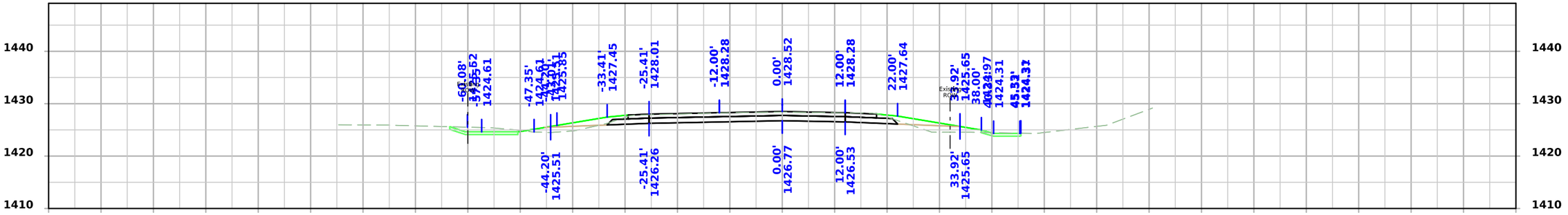
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.33**

4:32:16 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

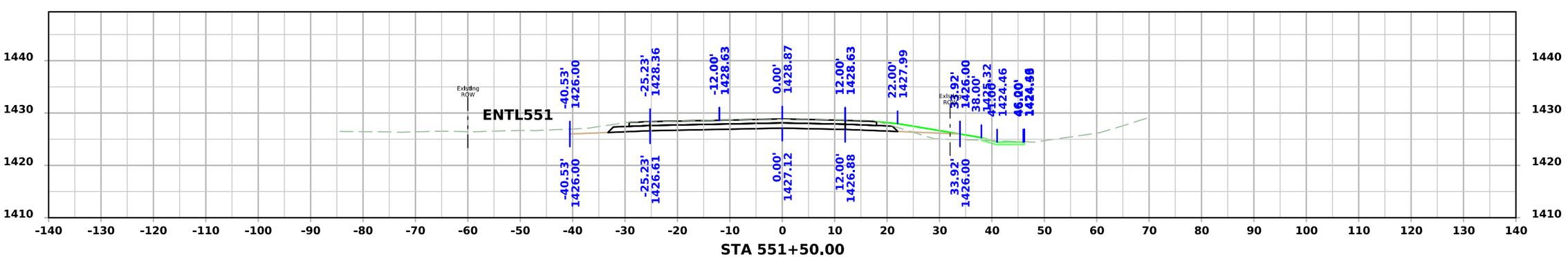
IA 7



STA 552+00.00



STA 551+75.00

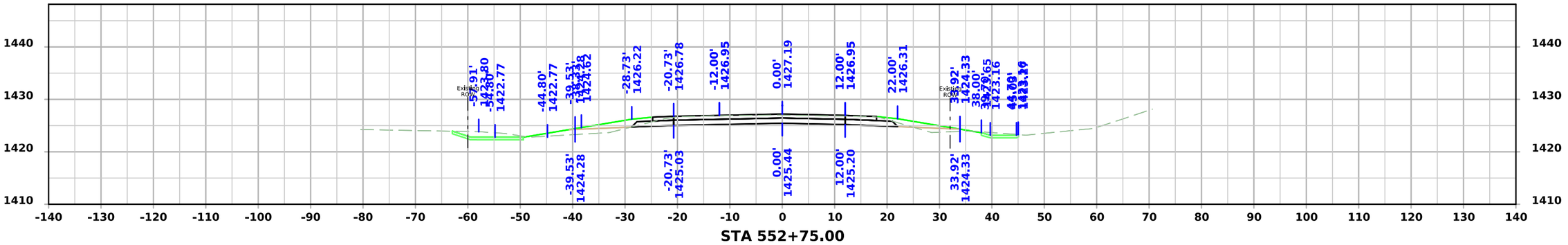


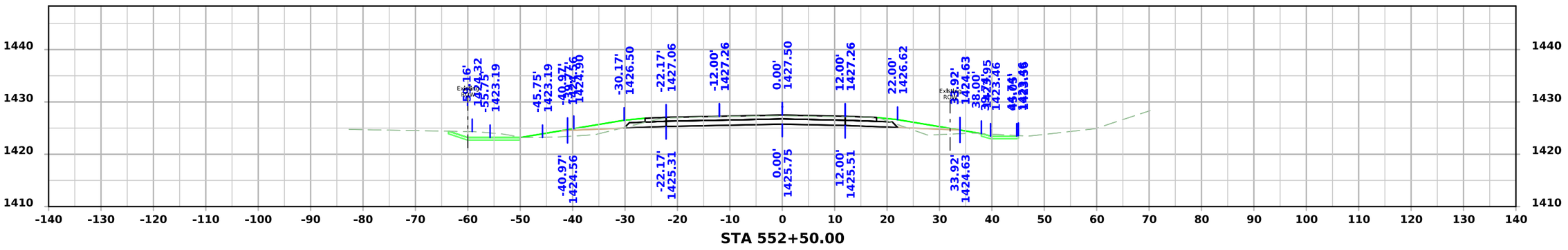
STA 551+50.00

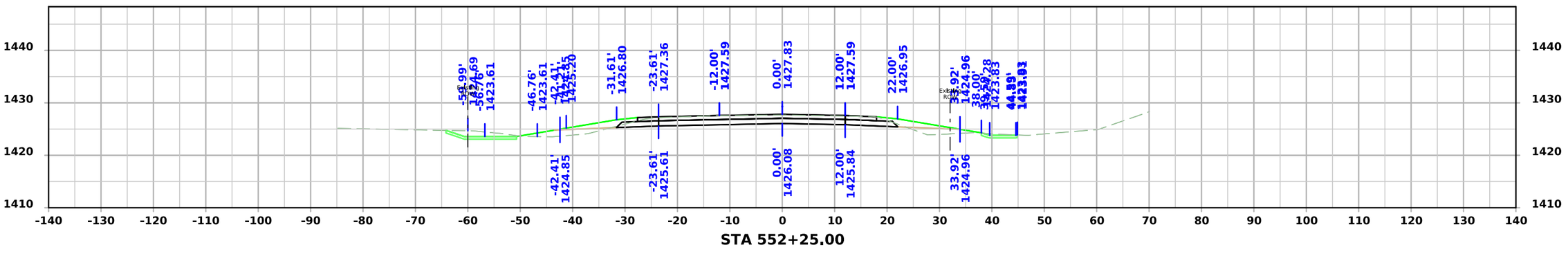
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.34**

4:32:18 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



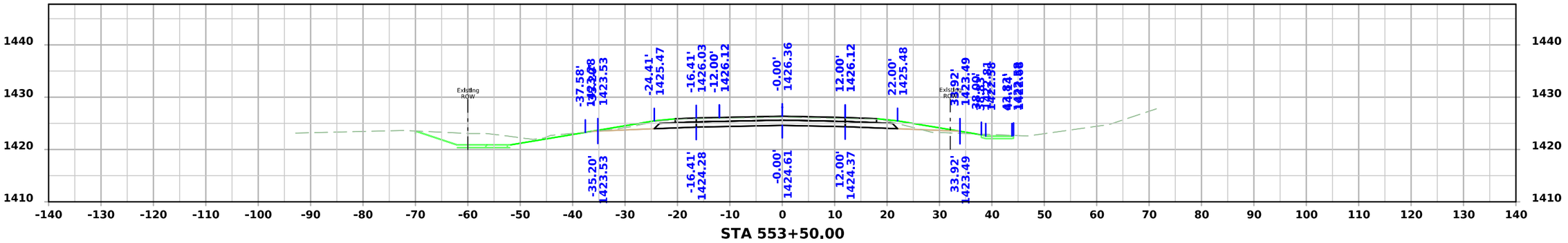




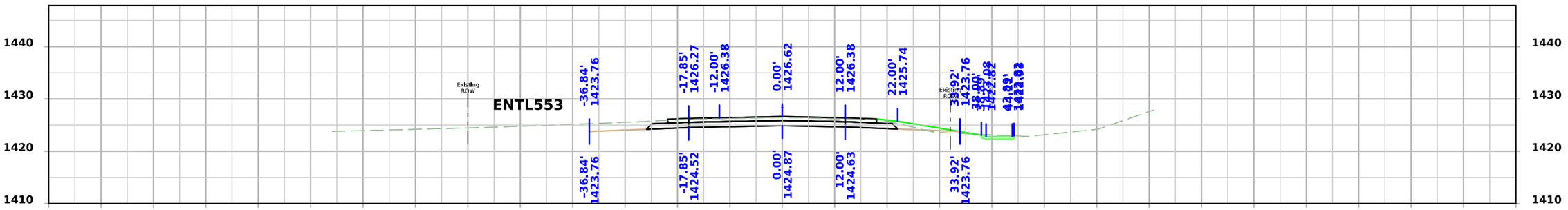
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.35**

4:32:20 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

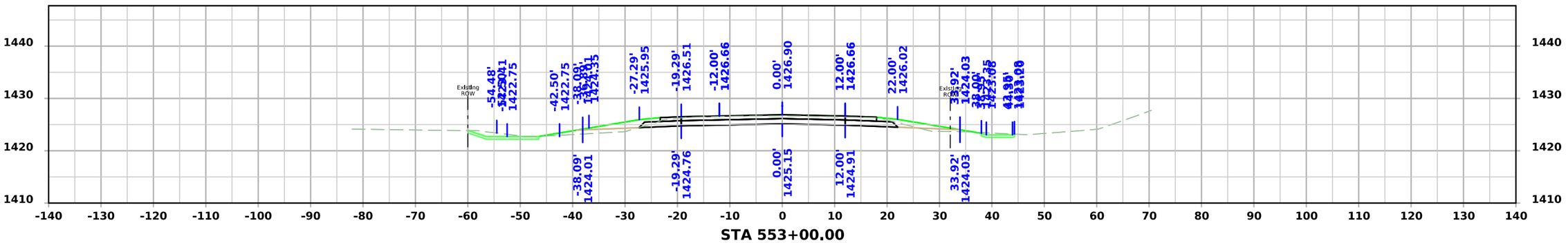
IA 7



STA 553+50.00



STA 553+25.00

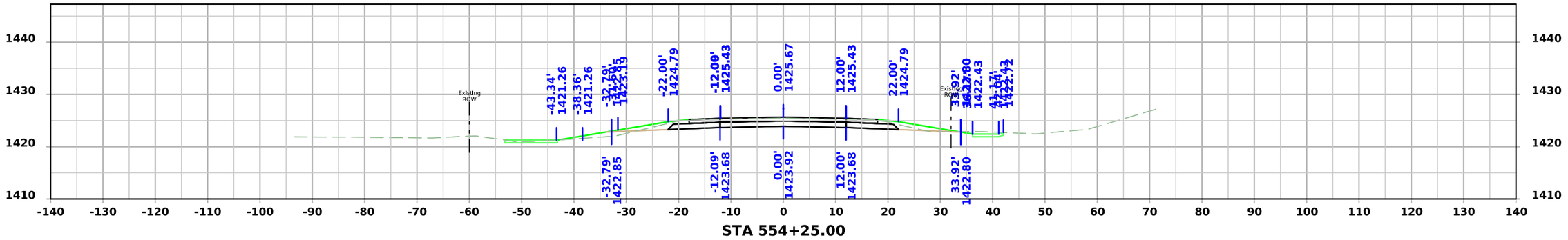


STA 553+00.00

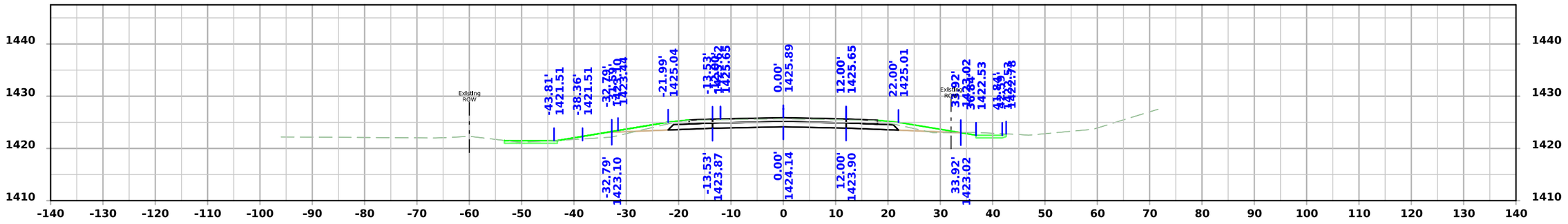
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.36**

4:32:22 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

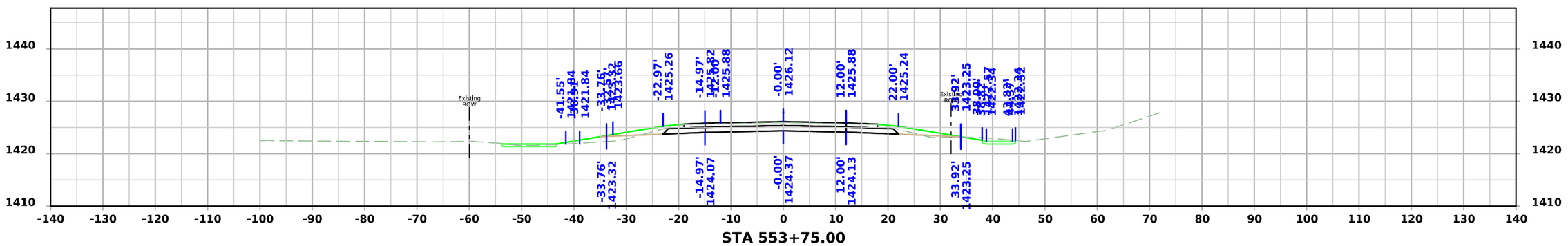
IA 7



STA 554+25.00



STA 554+00.00

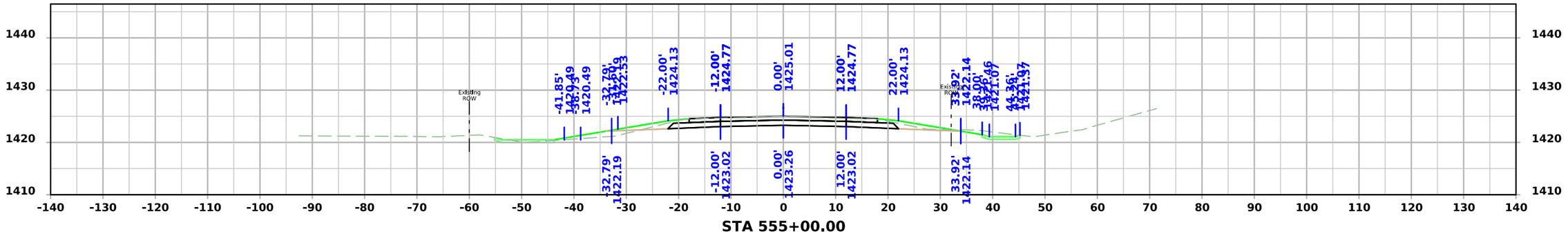


STA 553+75.00

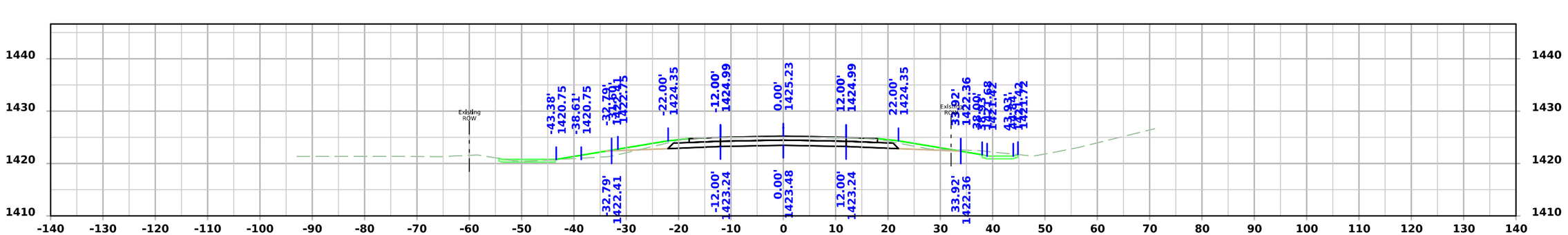
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.37**

4:32:25 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

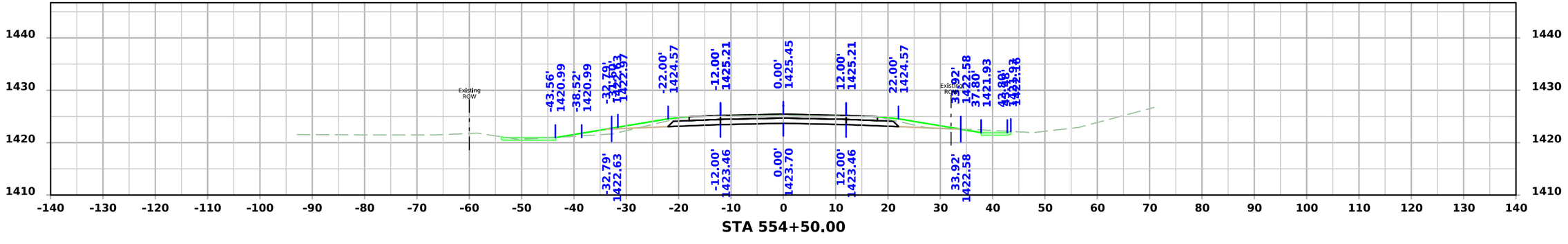
IA 7



STA 555+00.00



STA 554+75.00

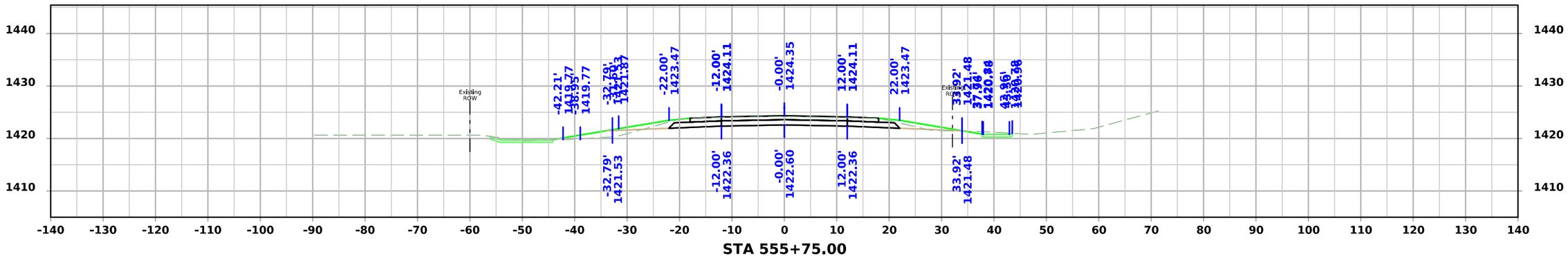


STA 554+50.00

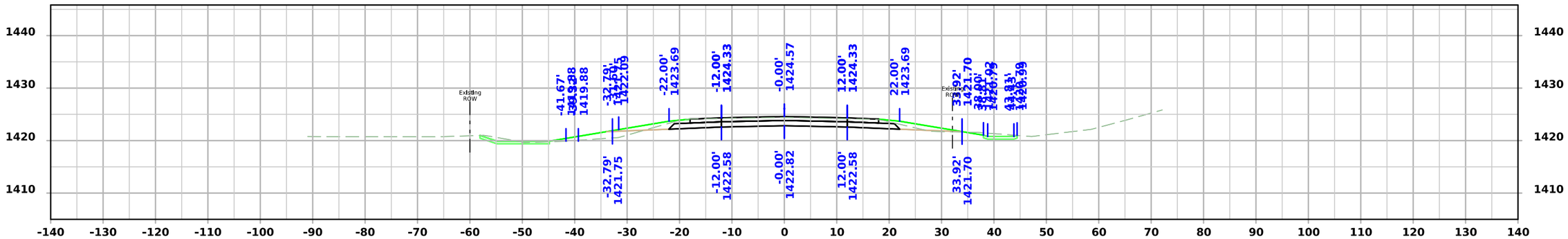
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.38**

4:32:27 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

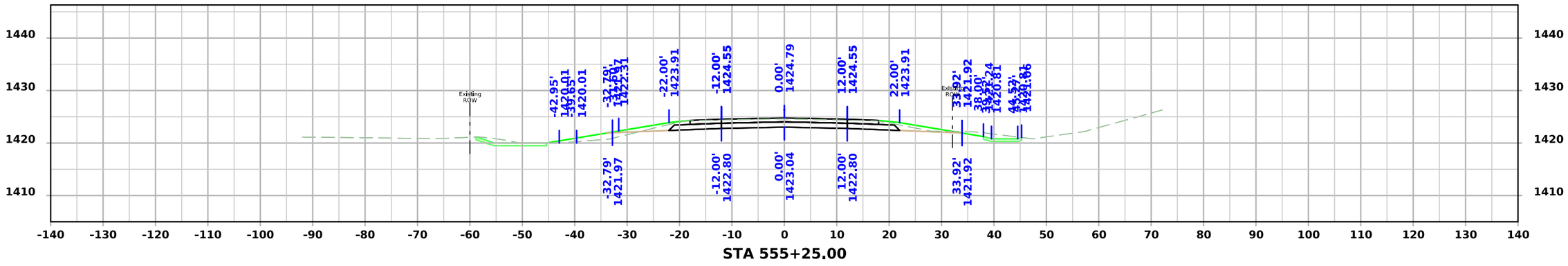
IA 7



STA 555+75.00



STA 555+50.00

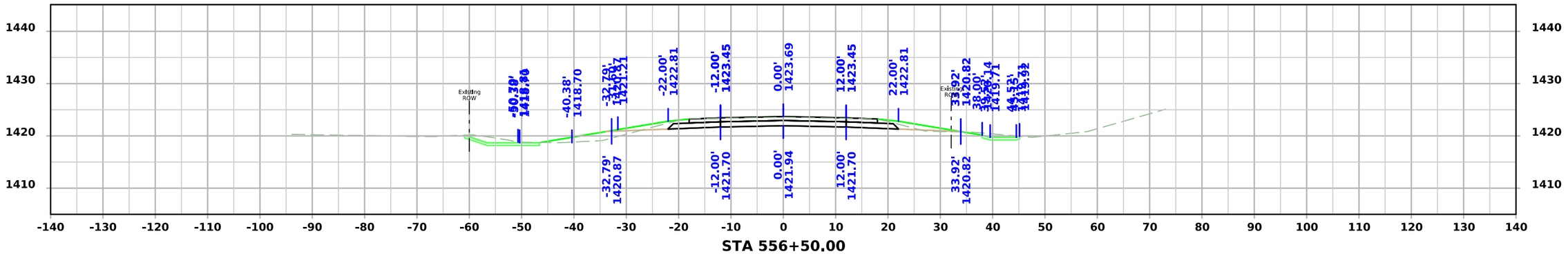


STA 555+25.00

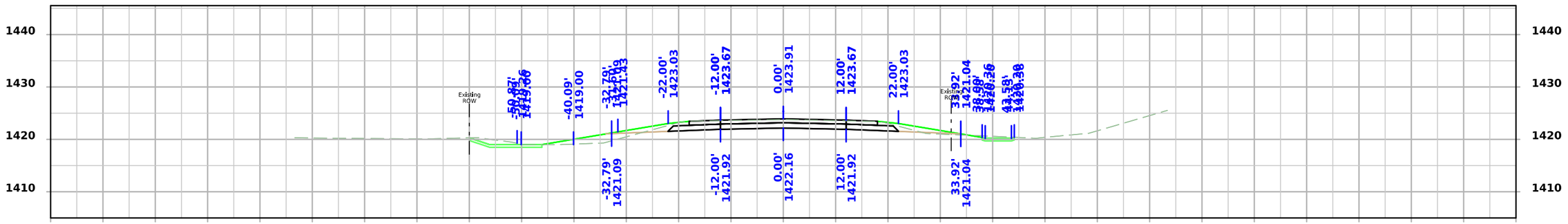
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.39**

4:32:28 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

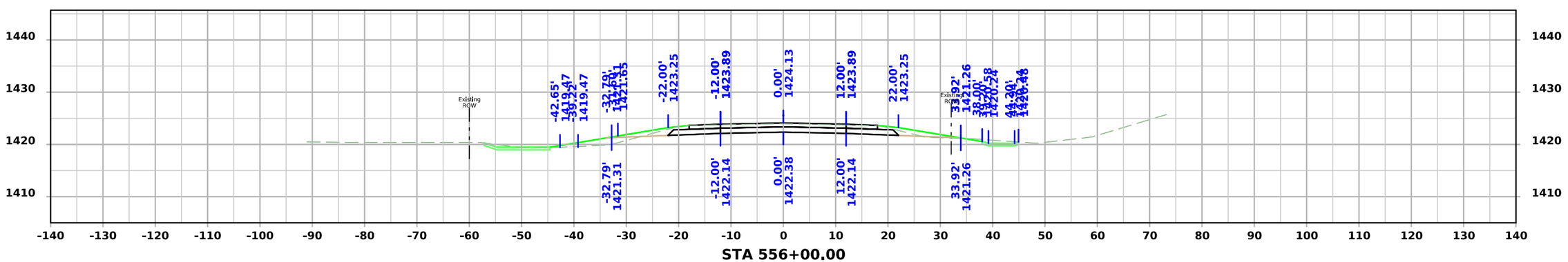
IA 7



STA 556+50.00



STA 556+25.00

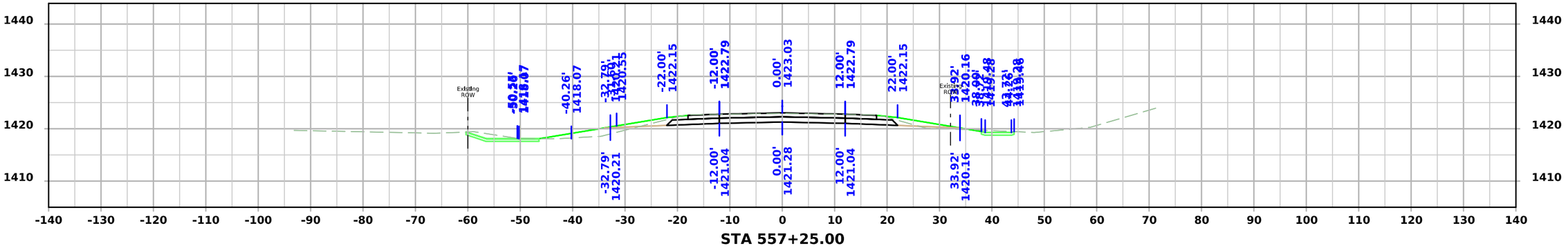


STA 556+00.00

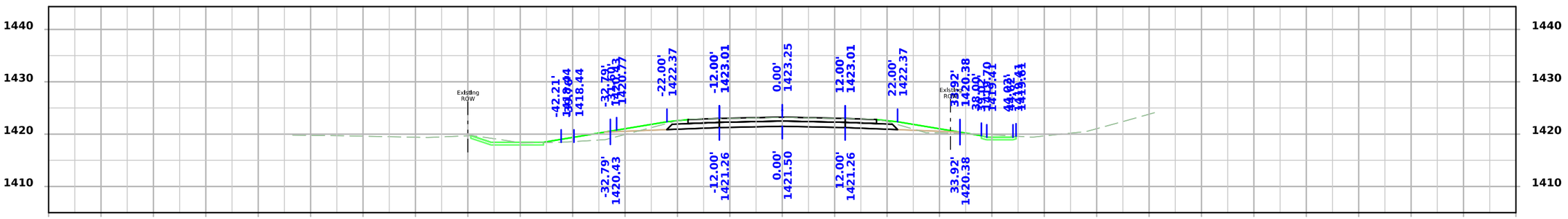
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.40**

4:32:30 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

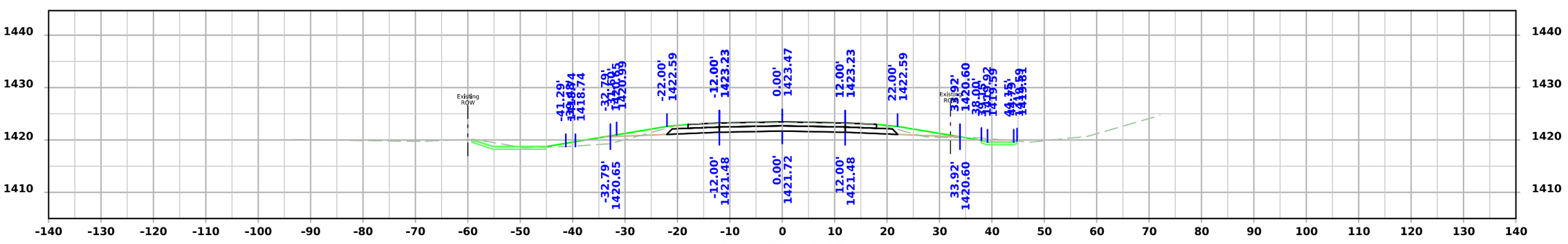
IA 7



STA 557+25.00



STA 557+00.00

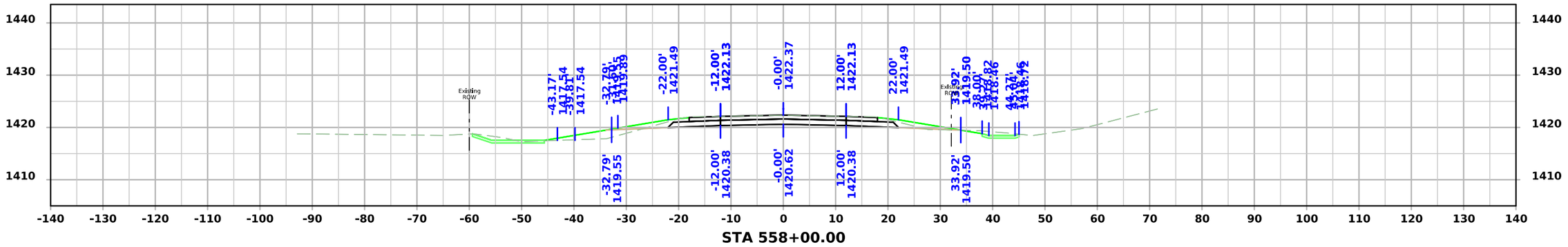


STA 556+75.00

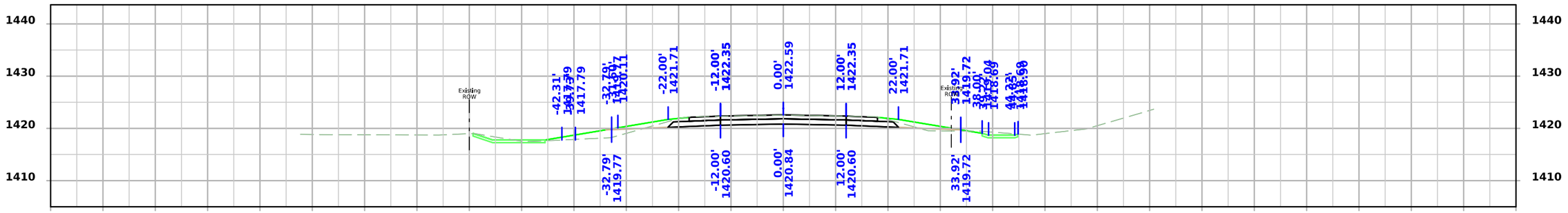
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.41**

4:32:32 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

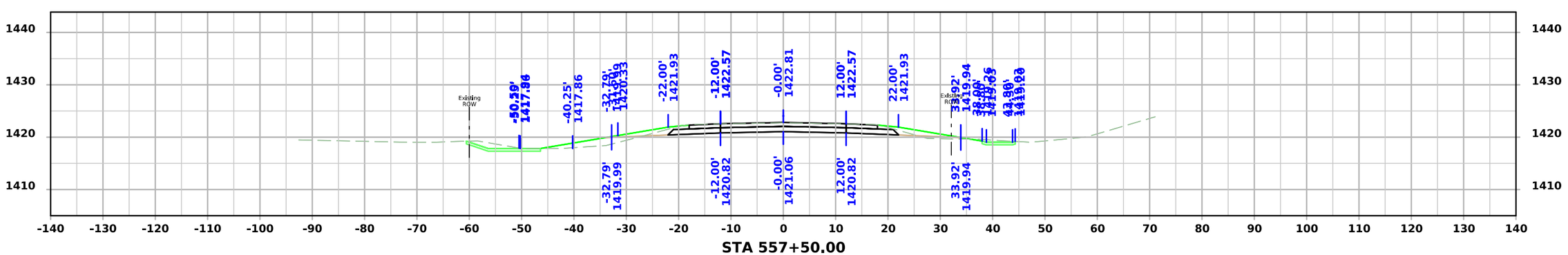
IA 7



STA 558+00.00



STA 557+75.00

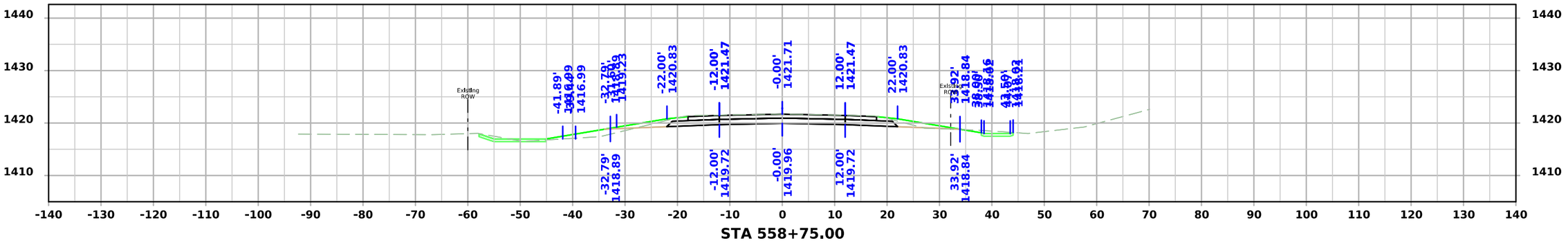


STA 557+50.00

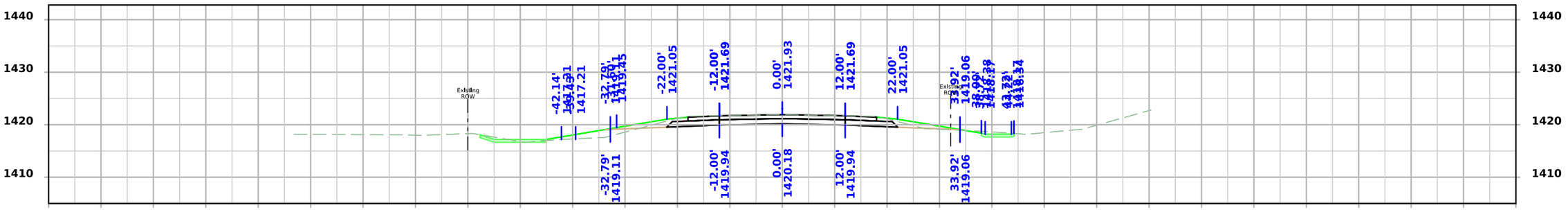
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.42**

4:32:34 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

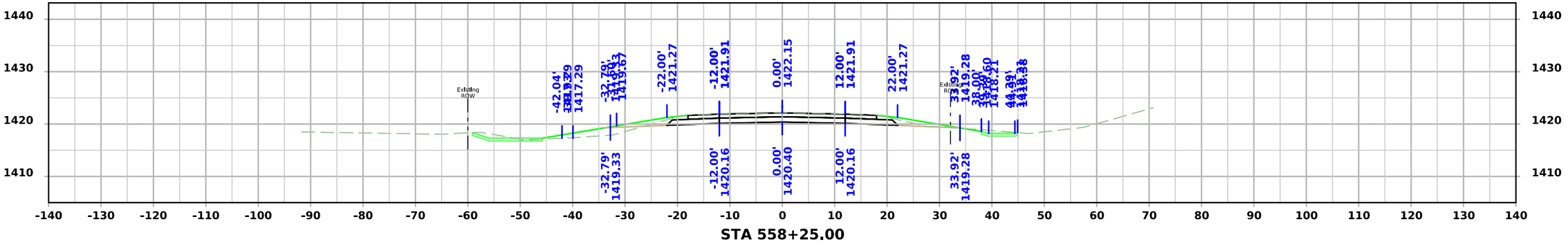
IA 7



STA 558+75.00



STA 558+50.00

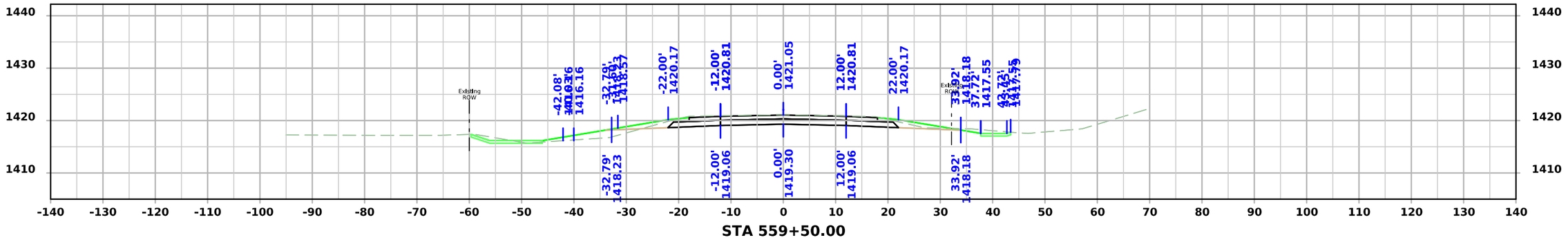


STA 558+25.00

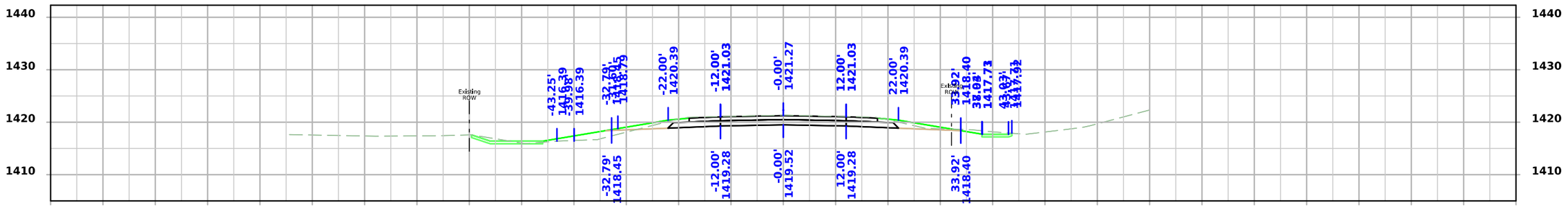
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.43**

4:32:36 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

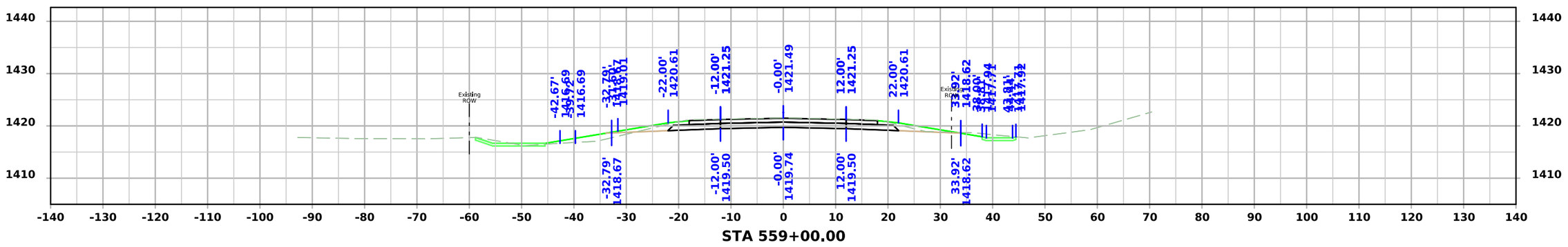
IA 7



STA 559+50.00



STA 559+25.00

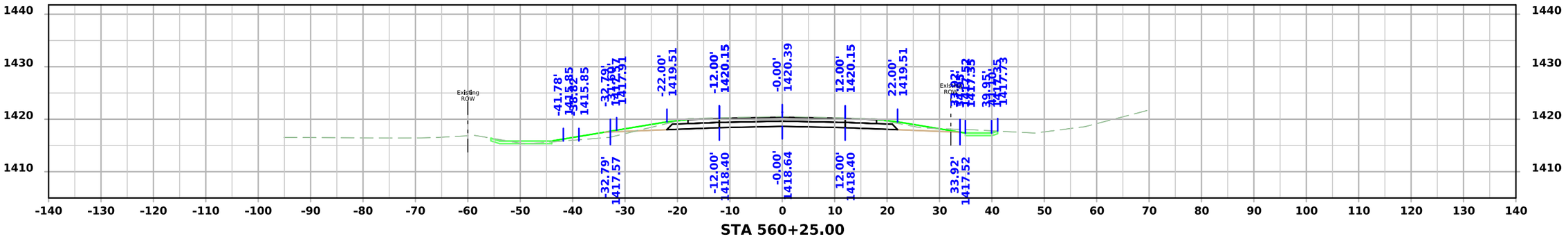


STA 559+00.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.44**

4:32:38 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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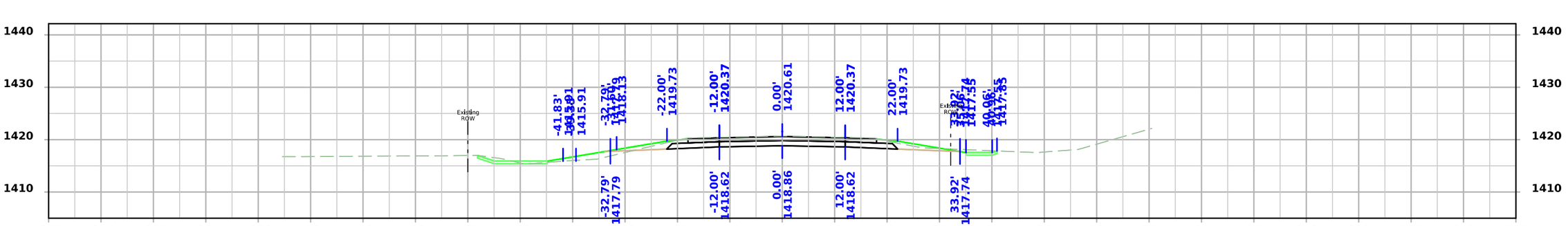

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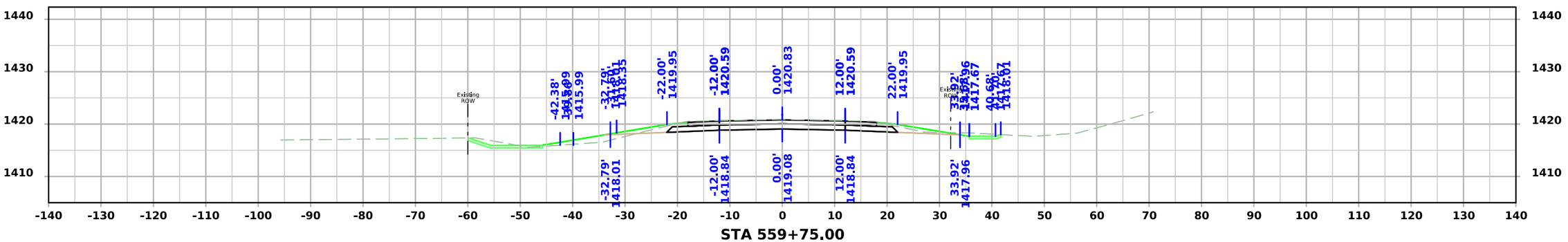
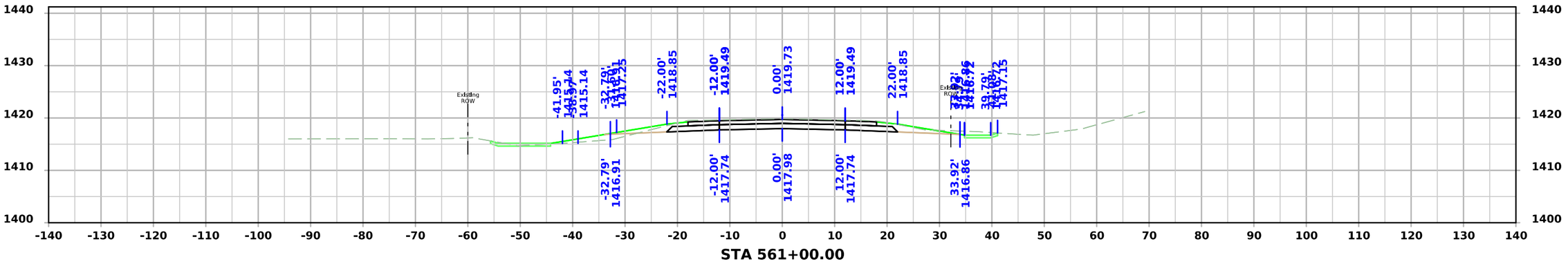


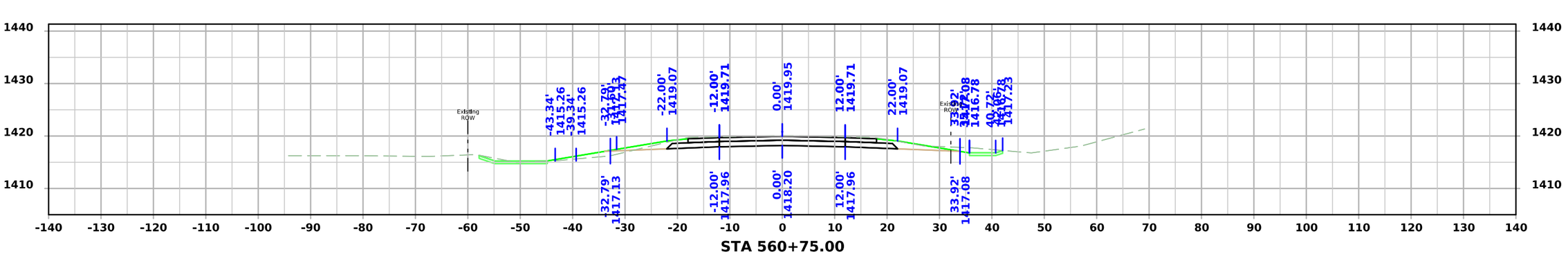
STA 559+75.00

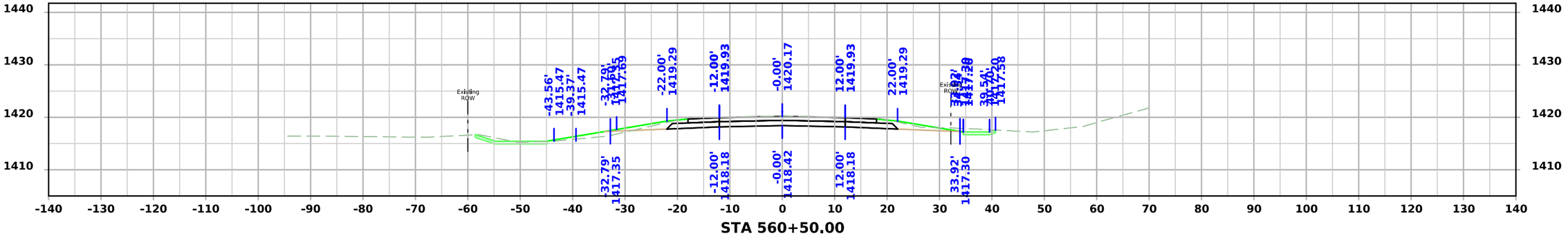
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.45**

4:32:40 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



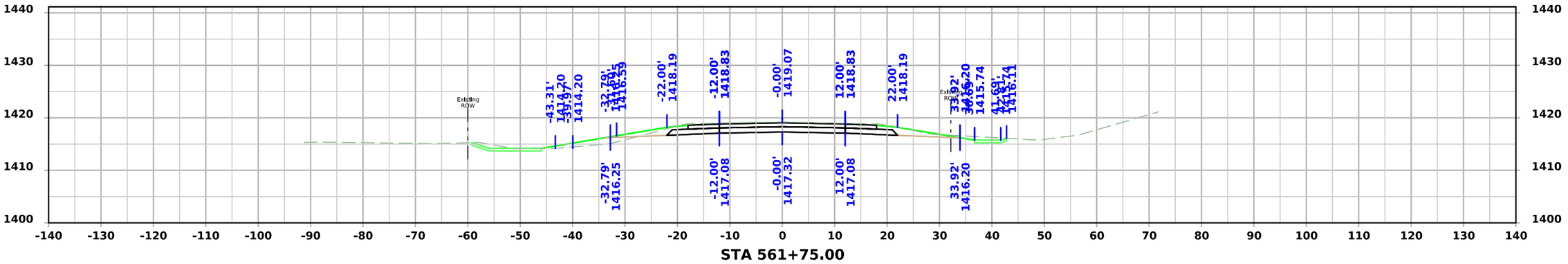


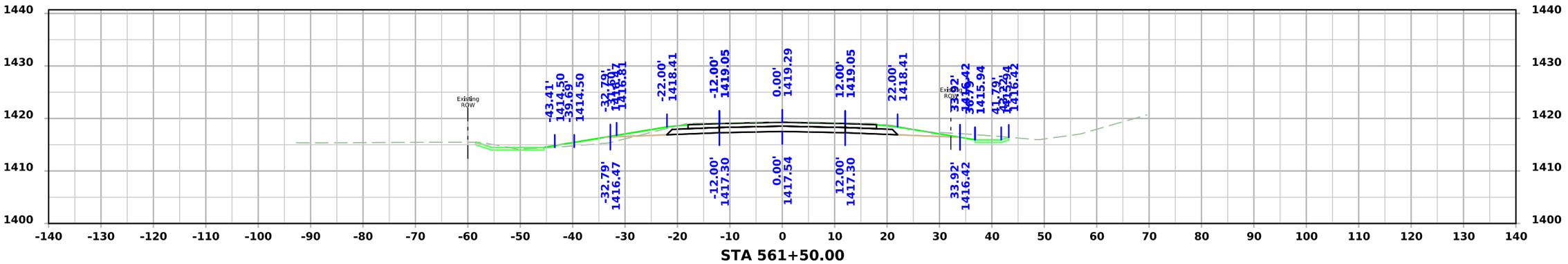


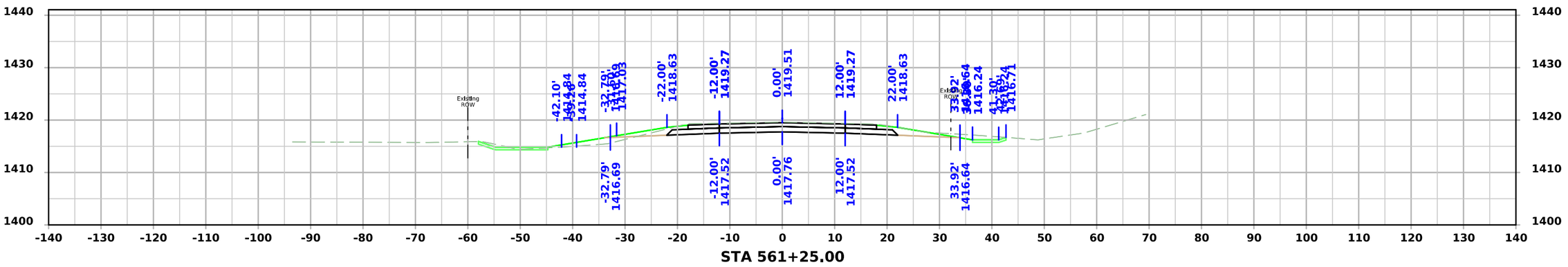
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.46**

4:32:42 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



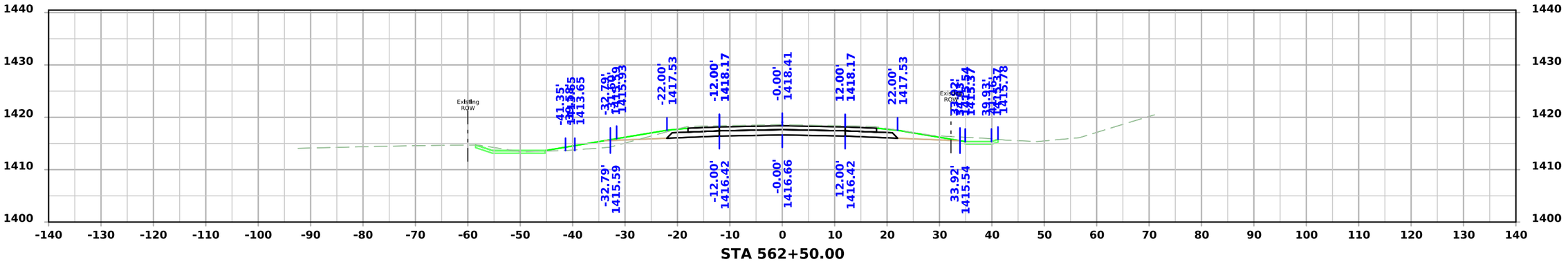




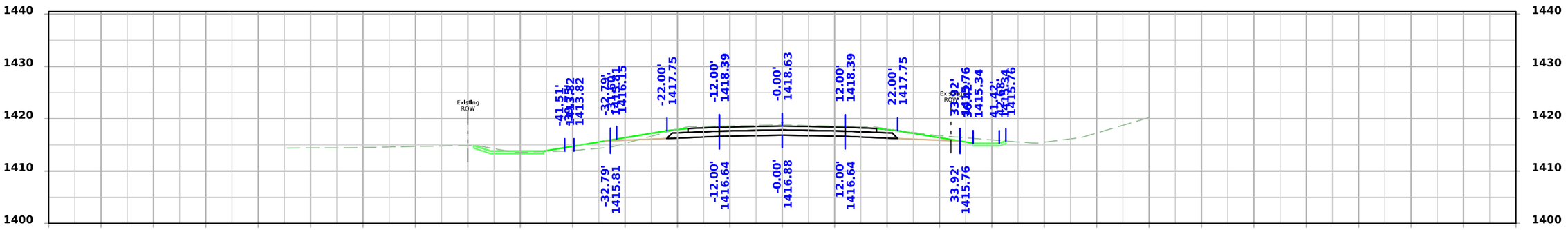
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.47**

4:32:44 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

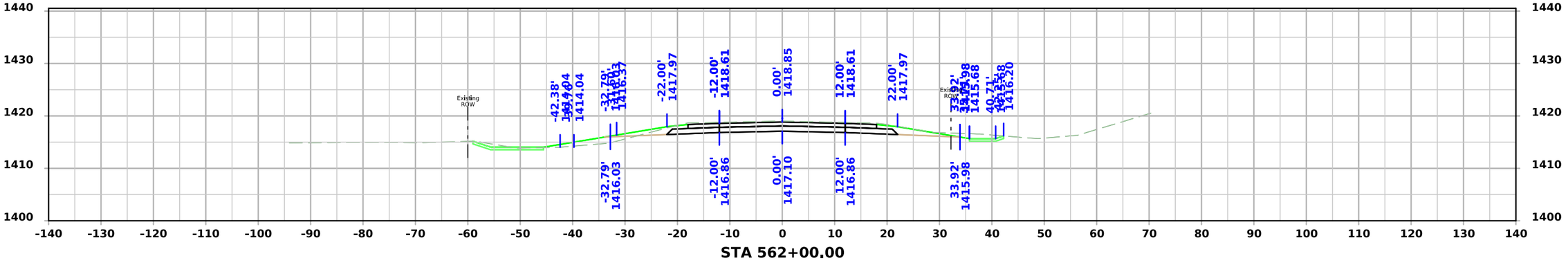
IA 7



STA 562+50.00



STA 562+25.00

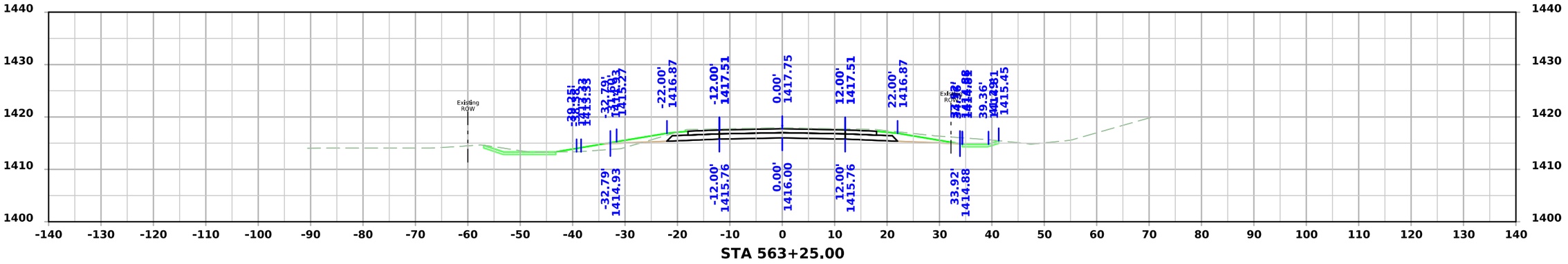


STA 562+00.00

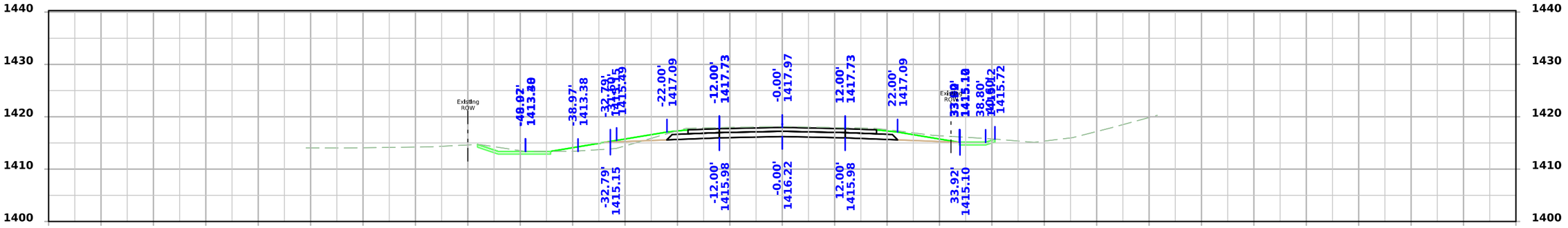
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.48**

4:32:45 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

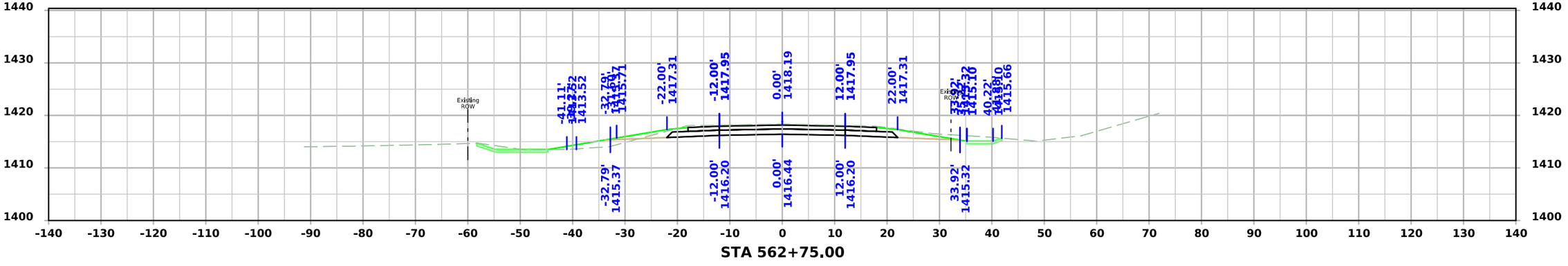
IA 7



STA 563+25.00



STA 563+00.00

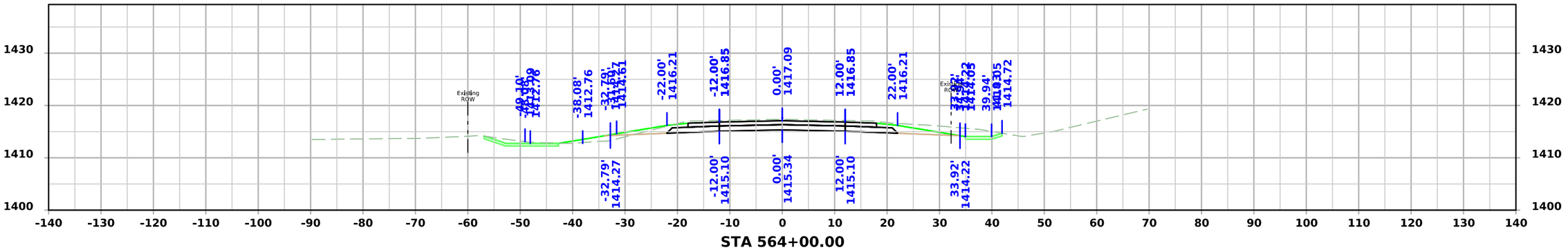


STA 562+75.00

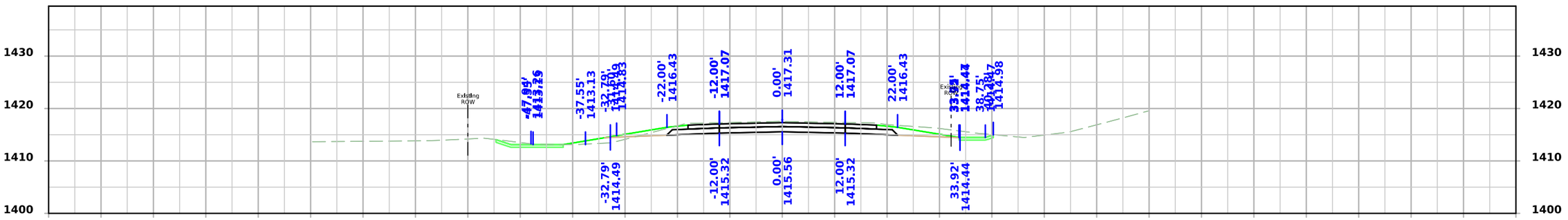
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.49**

4:32:47 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

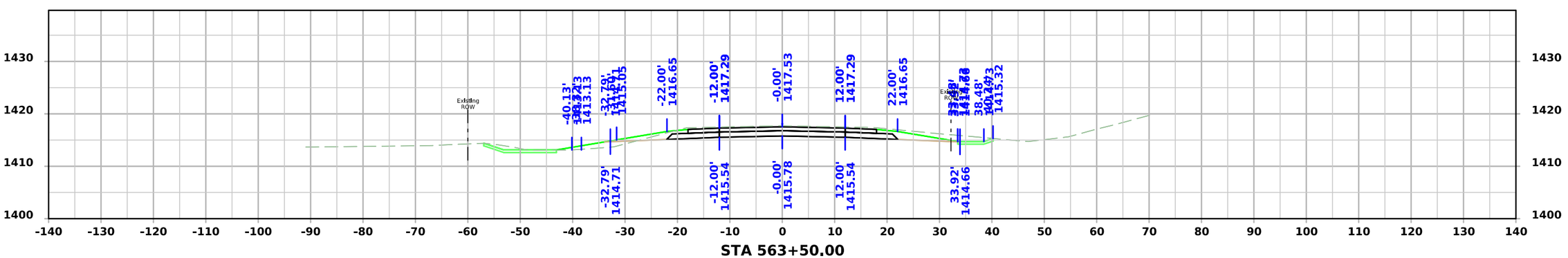
IA 7



STA 564+00.00



STA 563+75.00

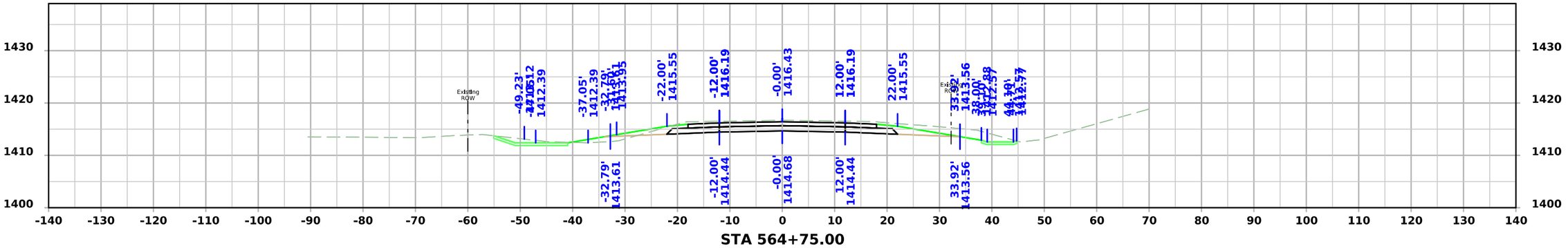


STA 563+50.00

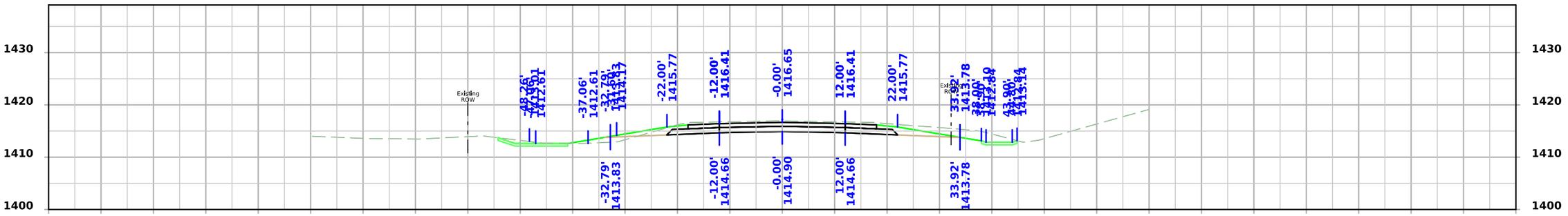
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.50**

4:32:49 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

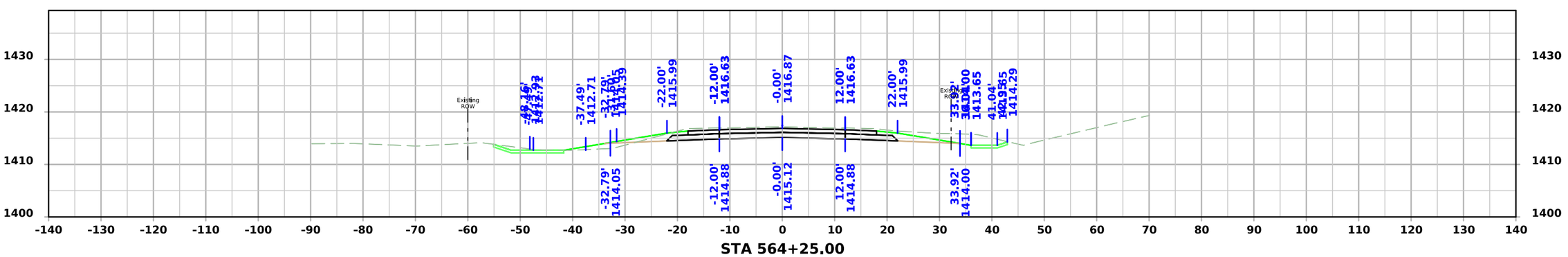
IA 7



STA 564+75.00



STA 564+50.00

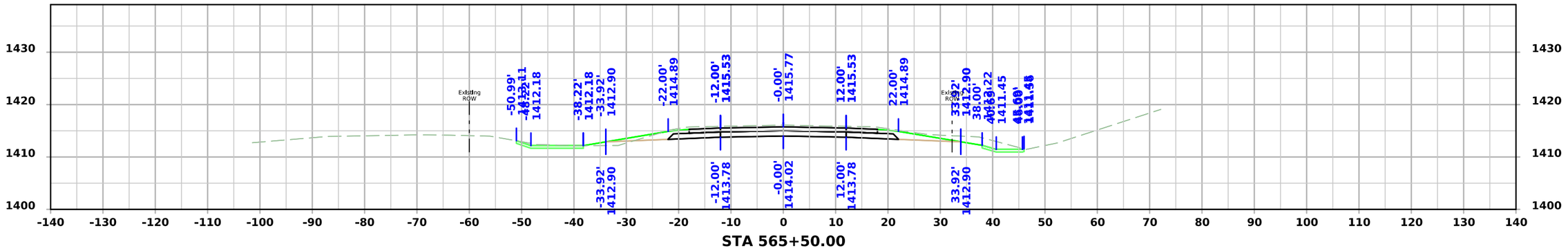


STA 564+25.00

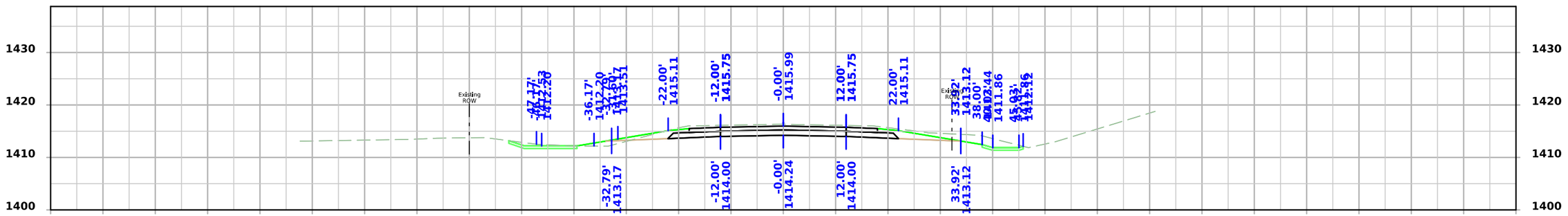
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.51**

4:32:51 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

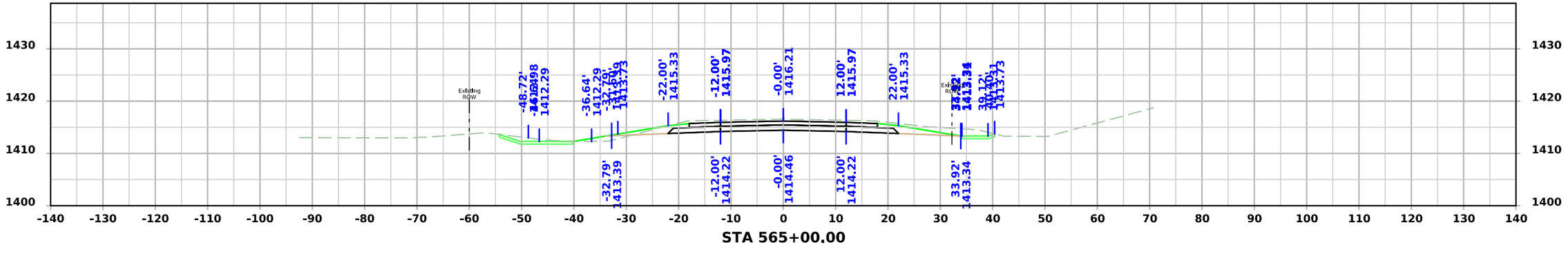
IA 7



STA 565+50.00



STA 565+25.00

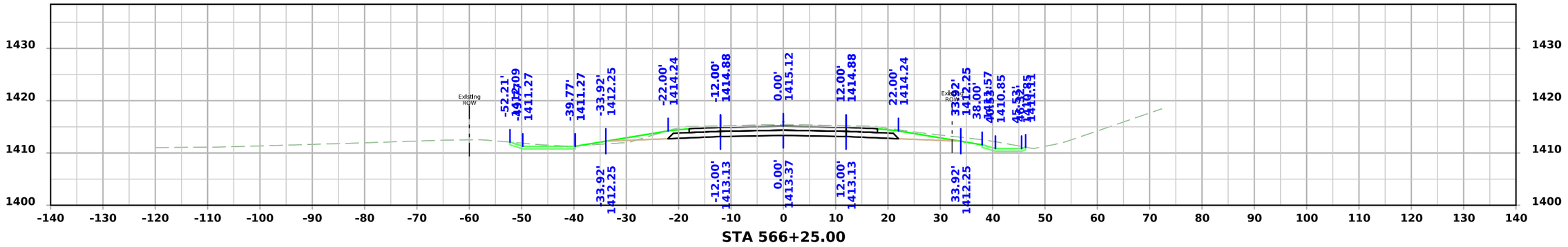


STA 565+00.00

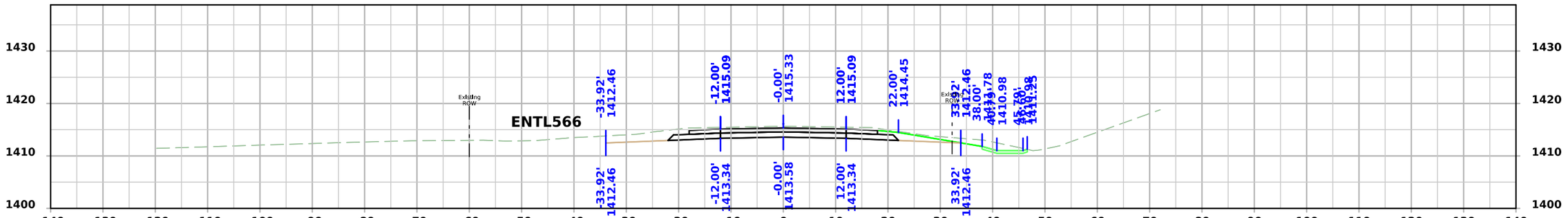
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.52**

4:32:53 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

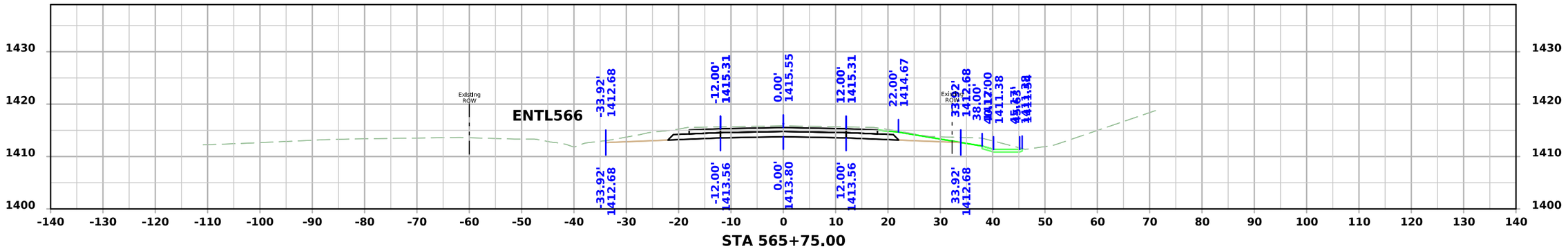
IA 7



STA 566+25.00



STA 566+00.00

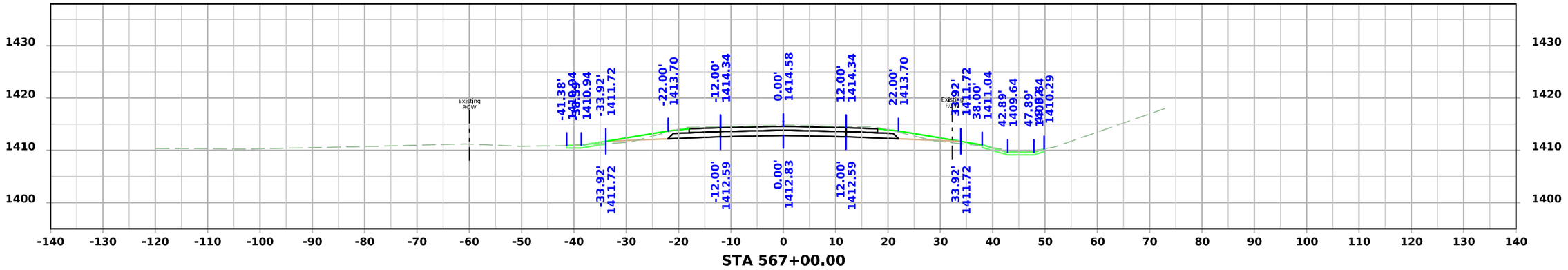


STA 565+75.00

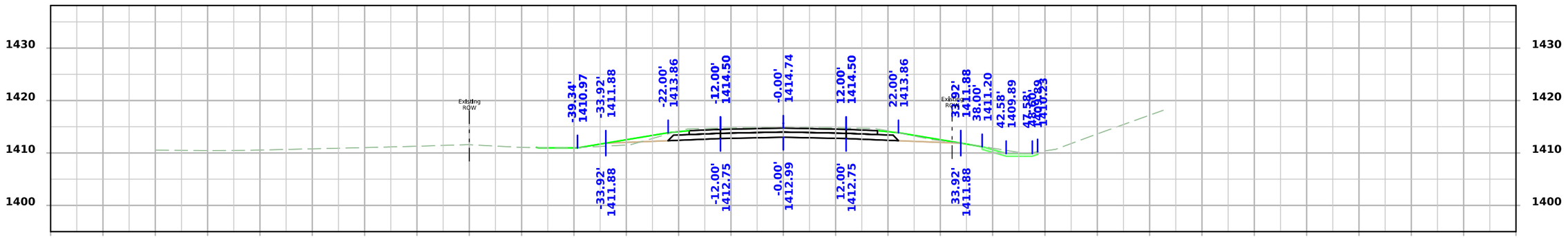
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.53**

4:32:55 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

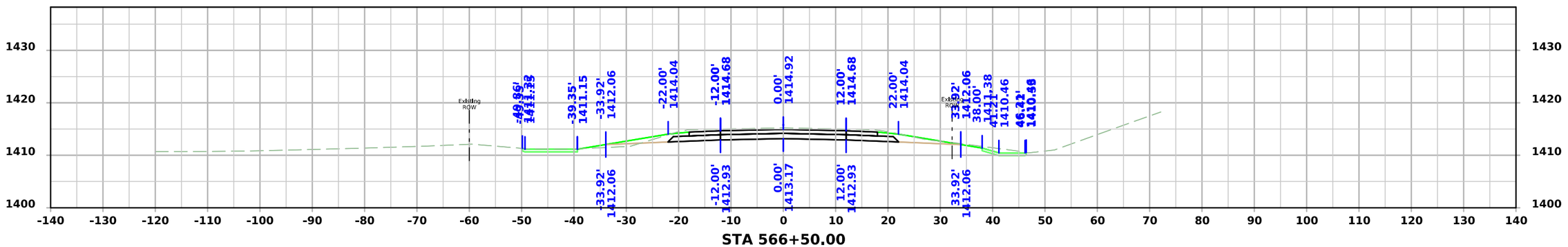
IA 7



STA 567+00.00



STA 566+75.00

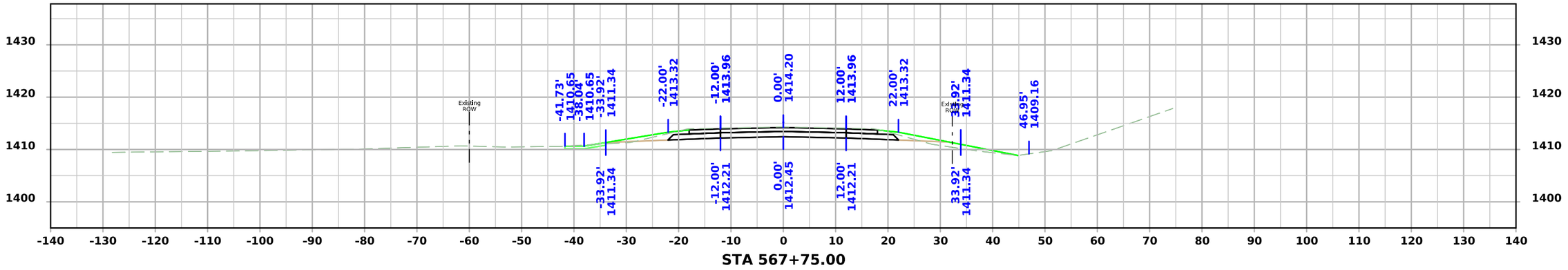


STA 566+50.00

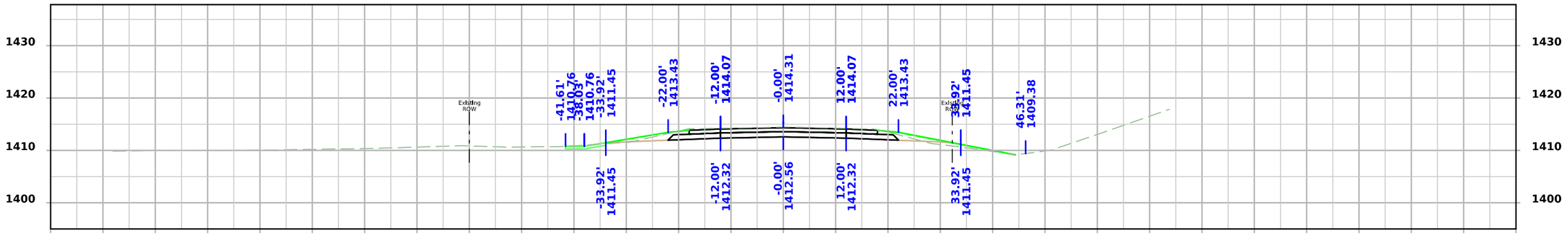
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.54**

4:32:57 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

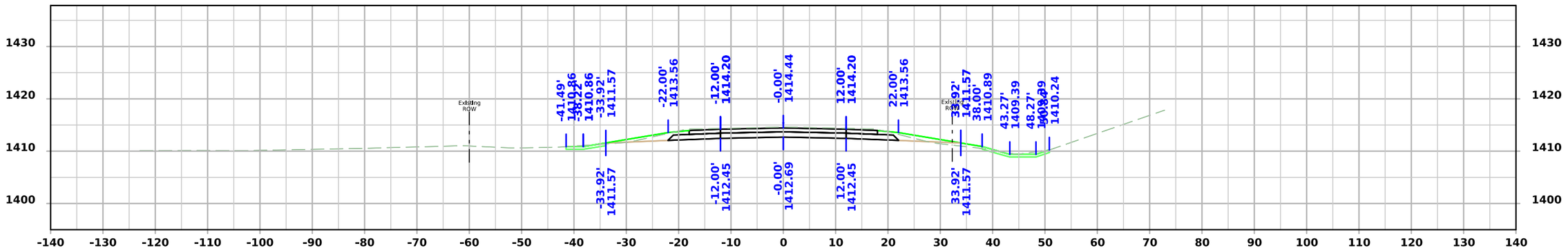
IA 7



STA 567+75.00



STA 567+50.00

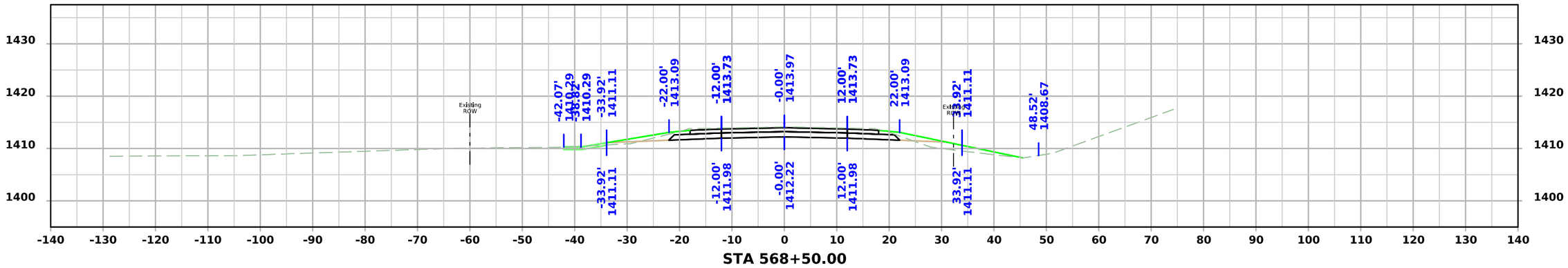


STA 567+25.00

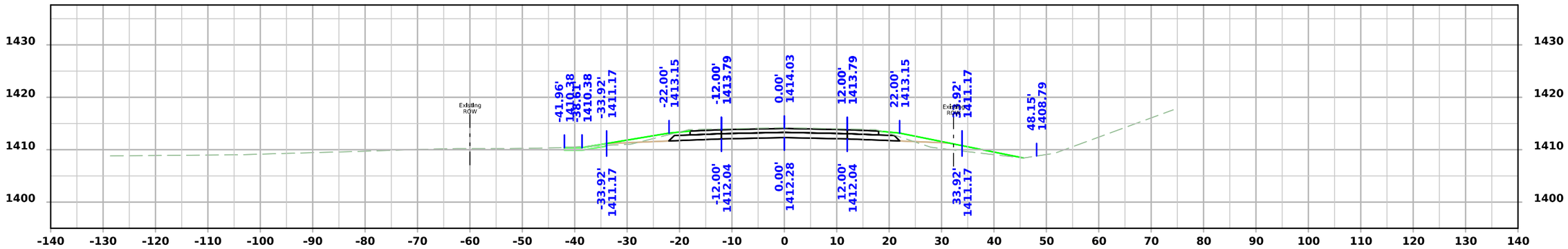
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.55**

4:32:59 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

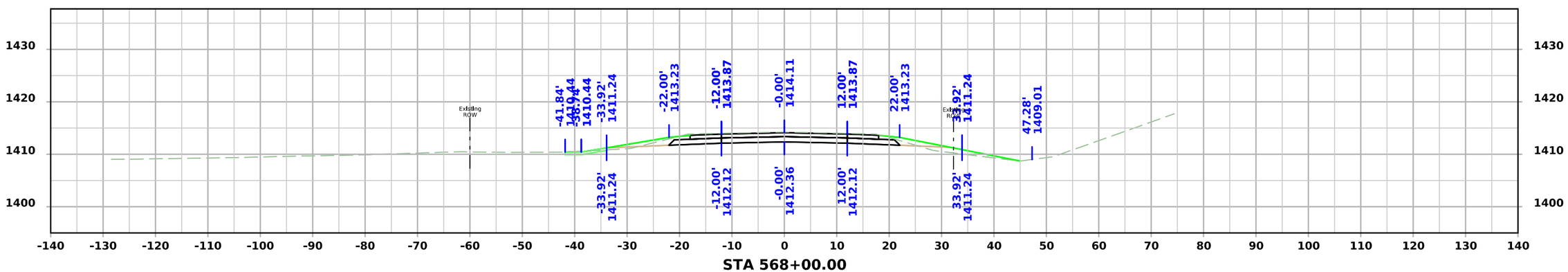
IA 7



STA 568+50.00



STA 568+25.00

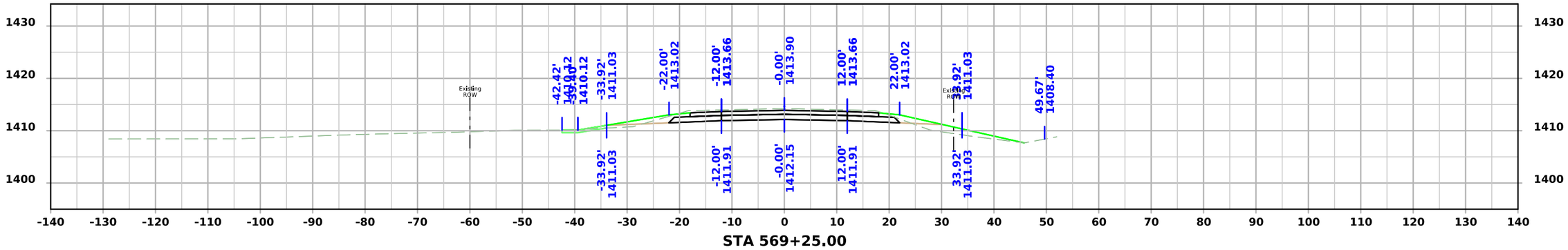


STA 568+00.00

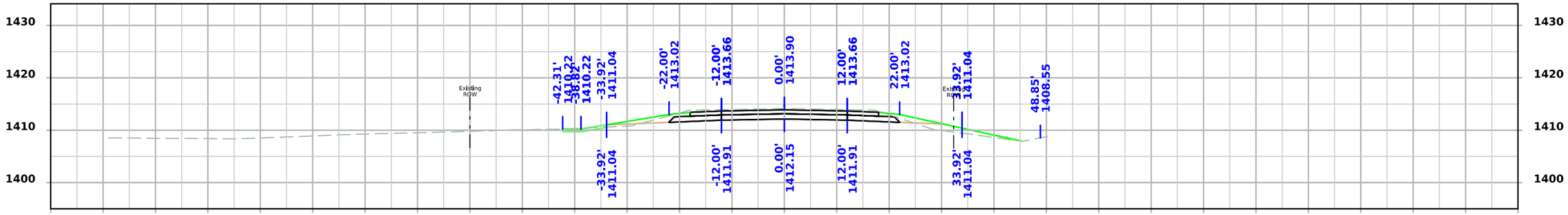
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.56**

4:33:01 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

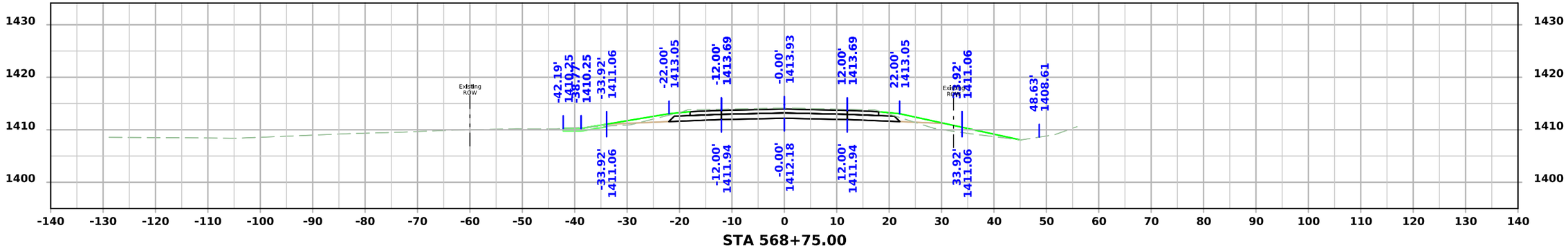
IA 7



STA 569+25.00



STA 569+00.00

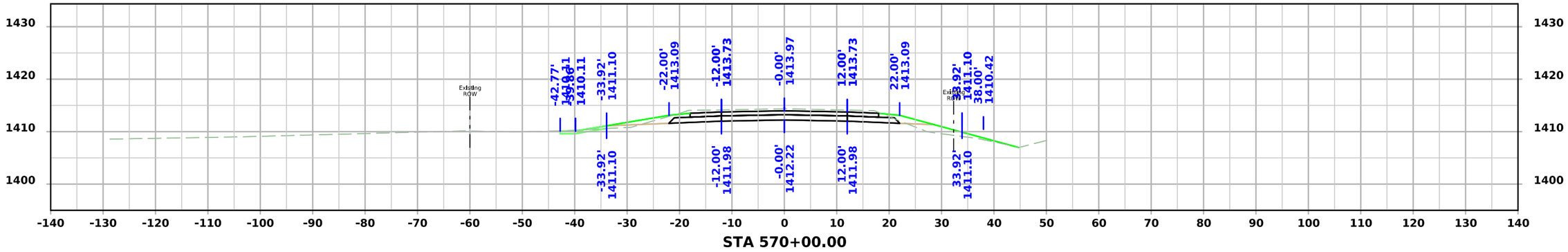


STA 568+75.00

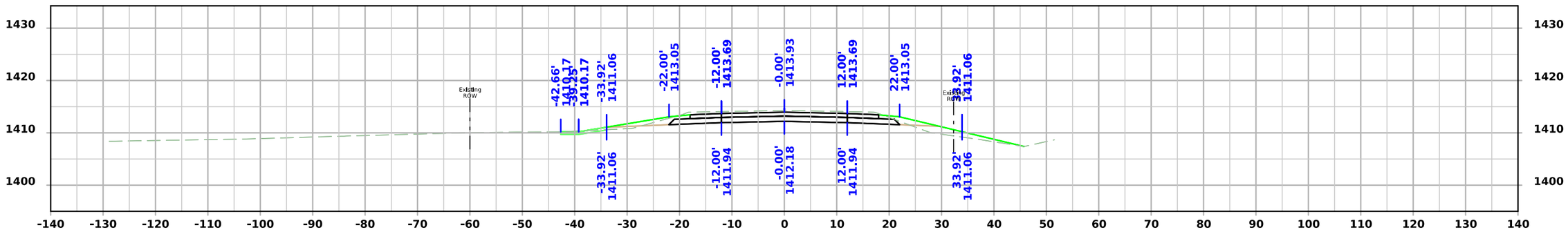
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.57**

4:33:03 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

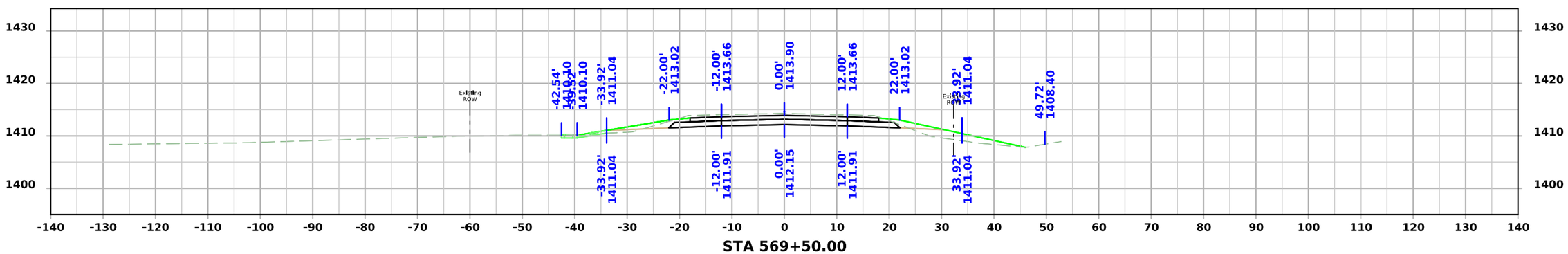
IA 7



STA 570+00.00



STA 569+75.00

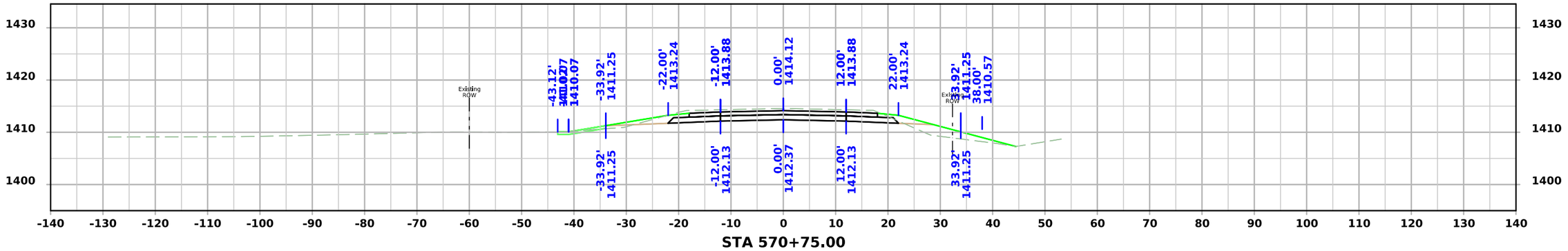


STA 569+50.00

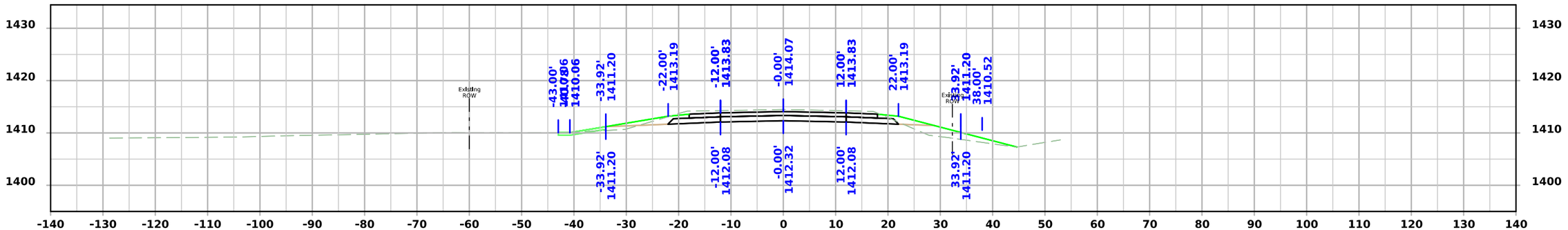
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.58**

4:33:05 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

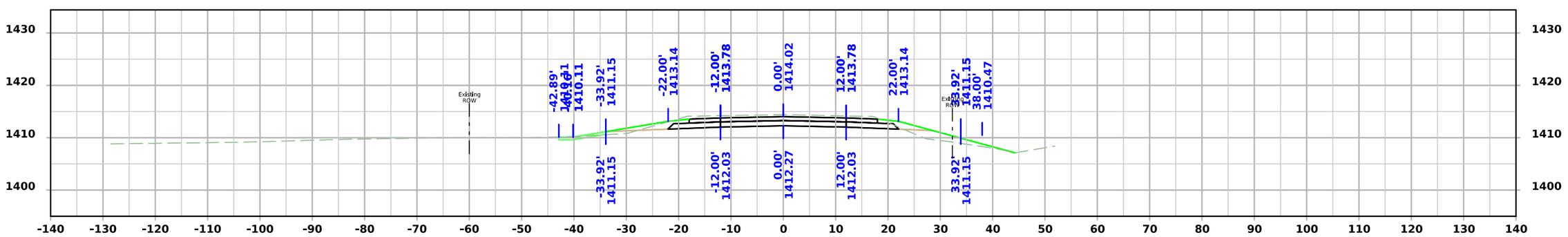
IA 7



STA 570+75.00



STA 570+50.00

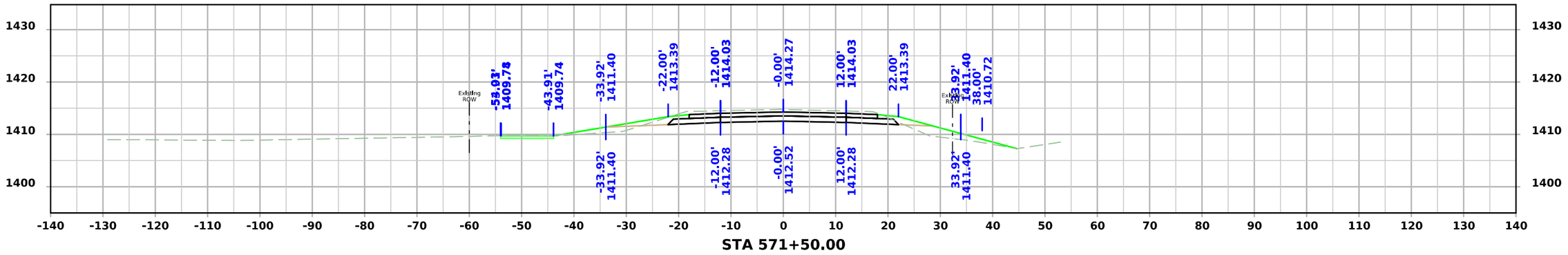


STA 570+25.00

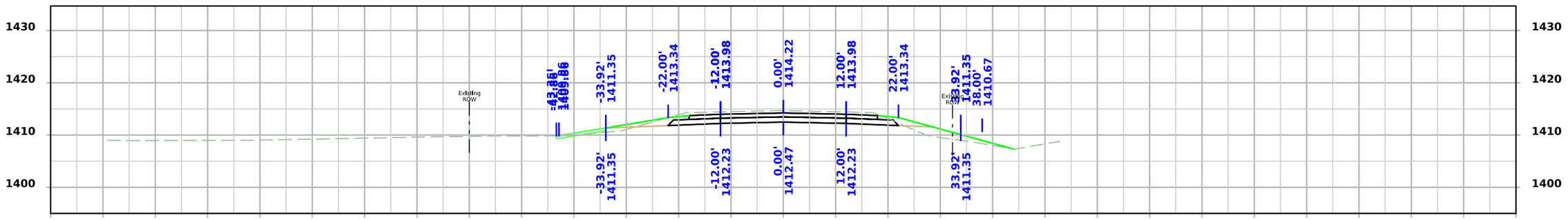
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.59**

4:33:08 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

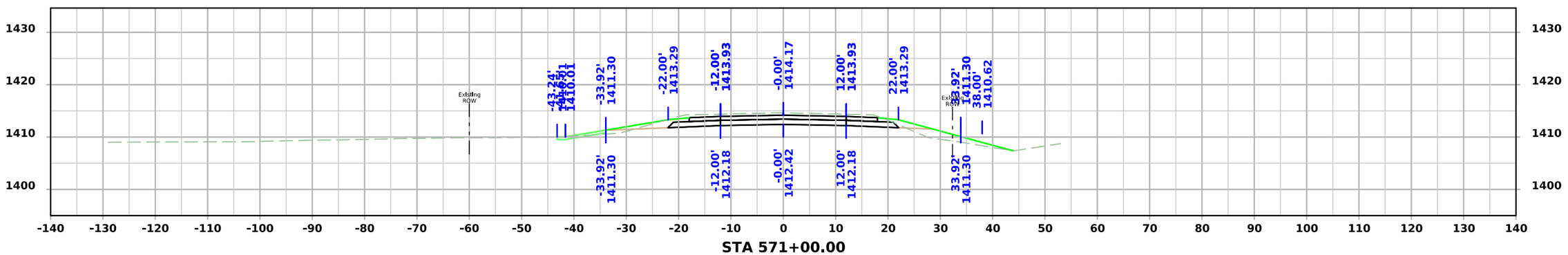
IA 7



STA 571+50.00



STA 571+25.00

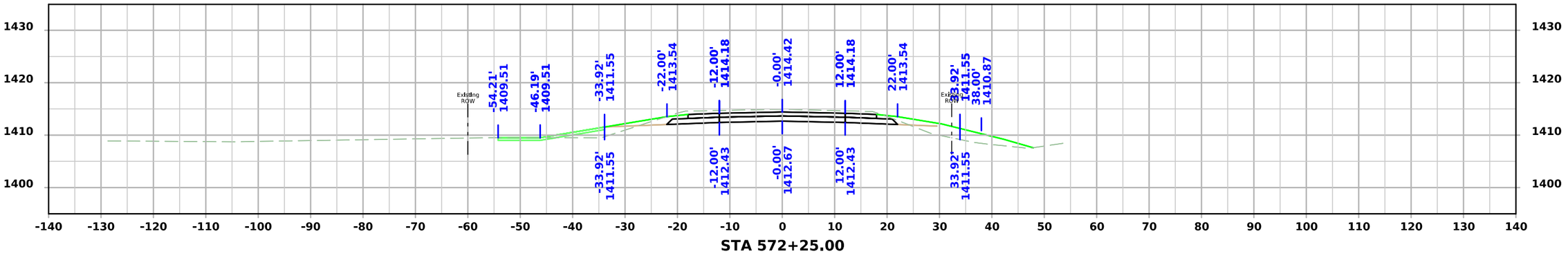


STA 571+00.00

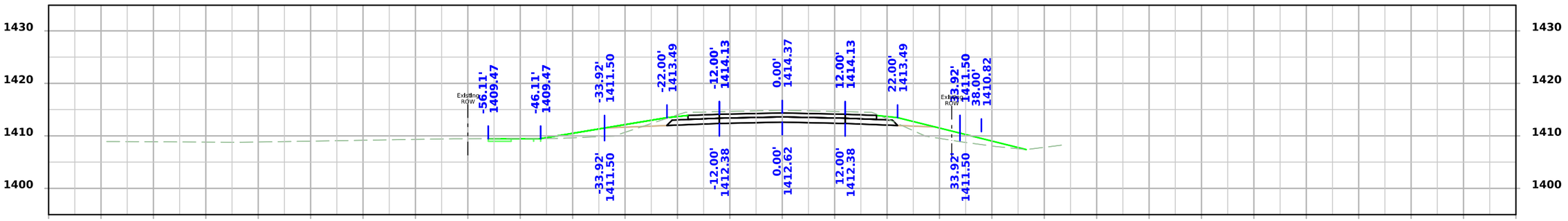
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.60**

4:33:10 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

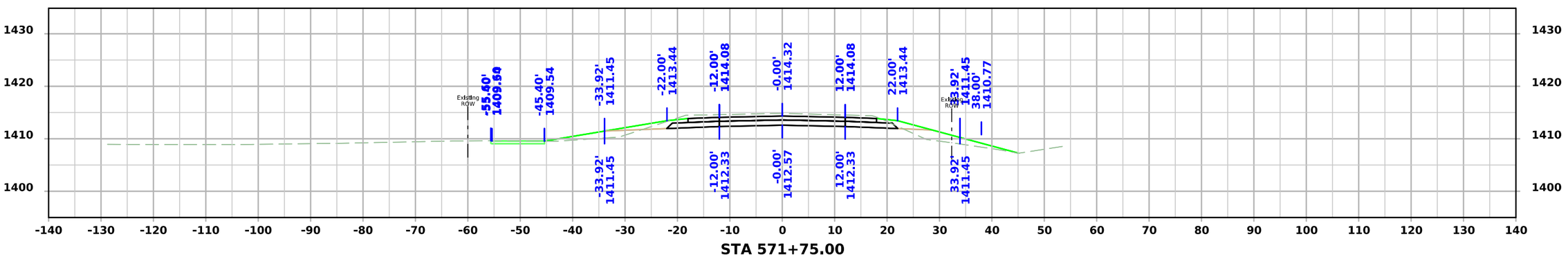
IA 7



STA 572+25.00



STA 572+00.00

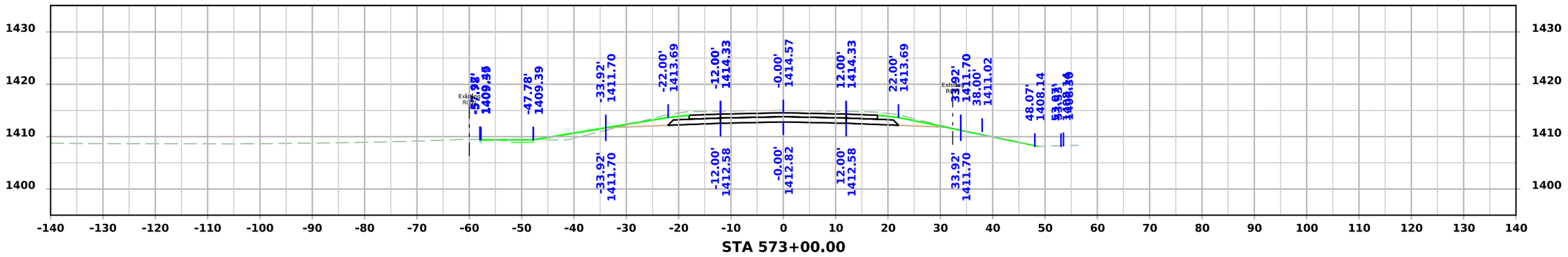


STA 571+75.00

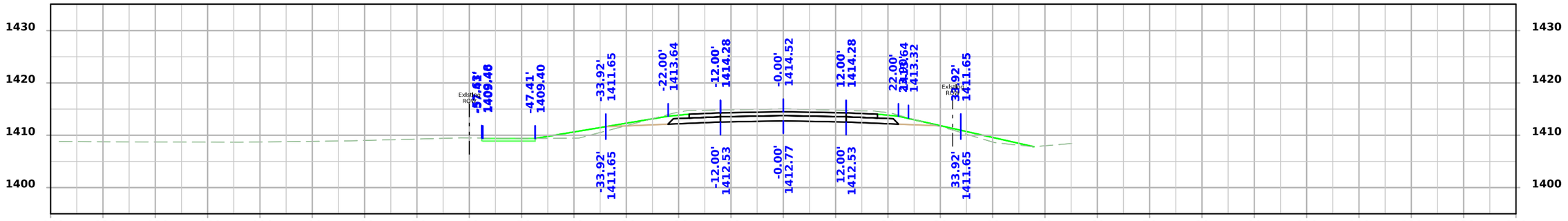
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.61**

4:33:12 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

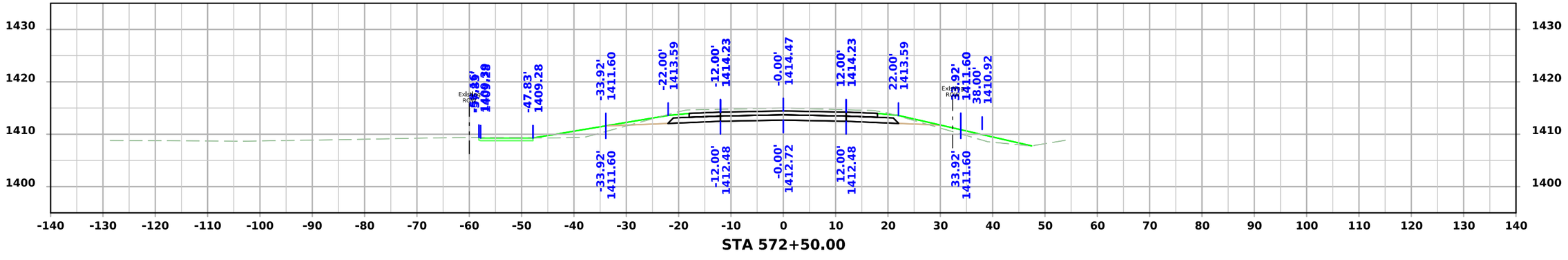
IA 7



STA 573+00.00



STA 572+75.00

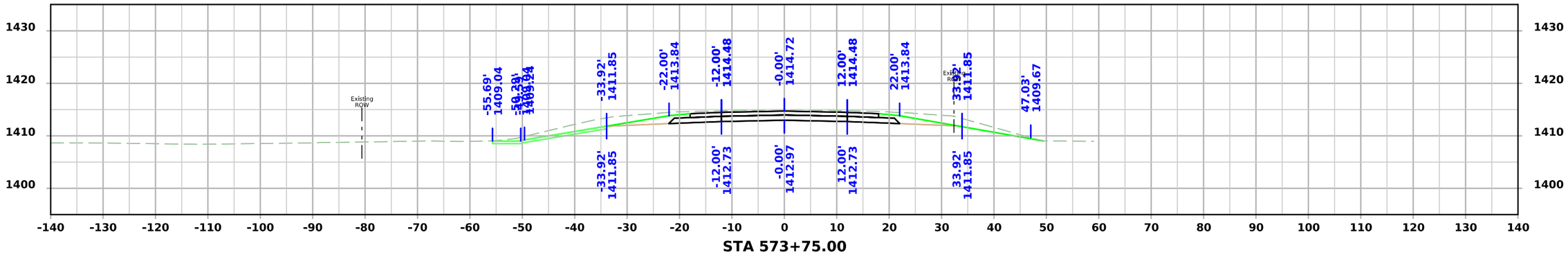


STA 572+50.00

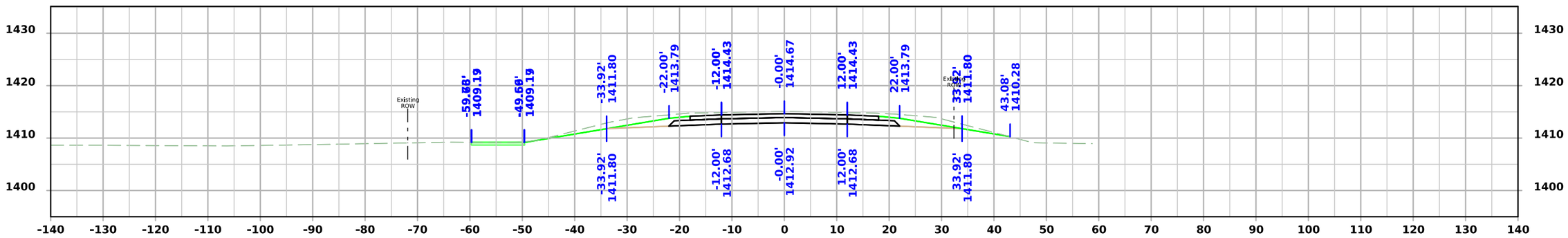
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.62**	

4:33:14 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

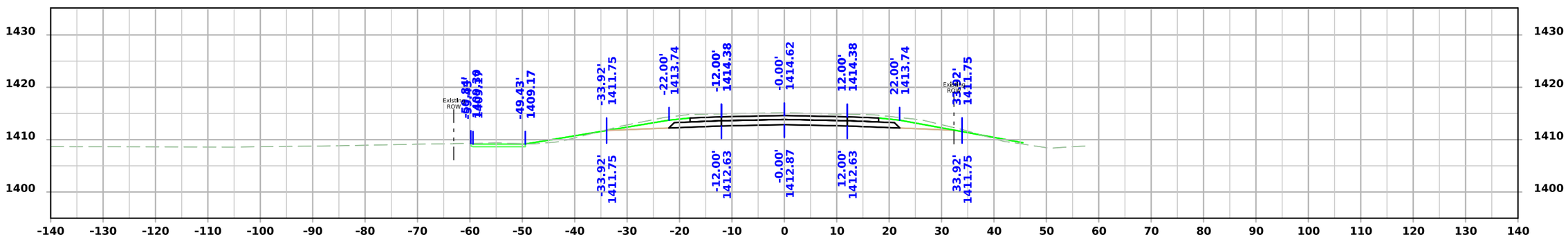
IA 7



STA 573+75.00



STA 573+50.00

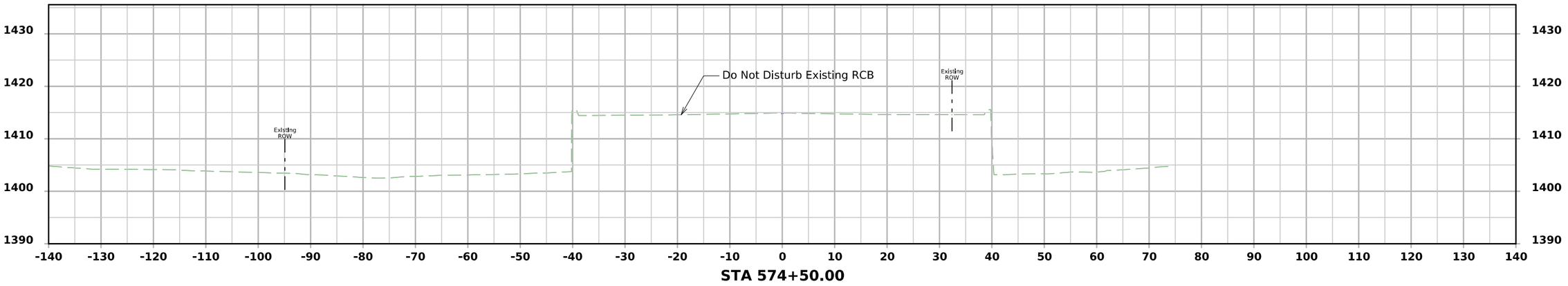


STA 573+25.00

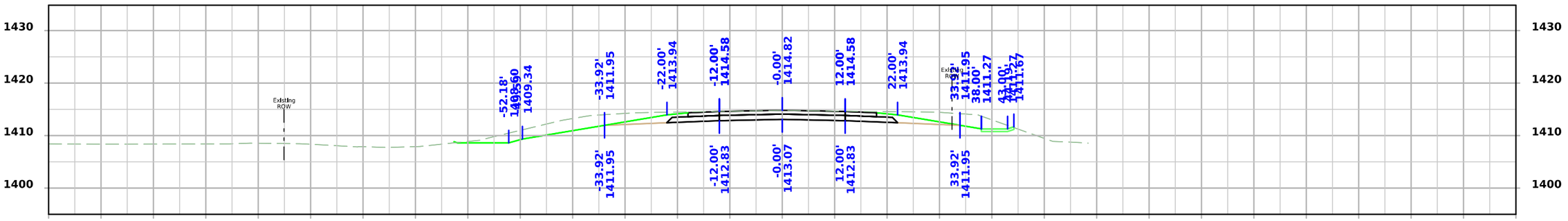
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.63**

4:33:16 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

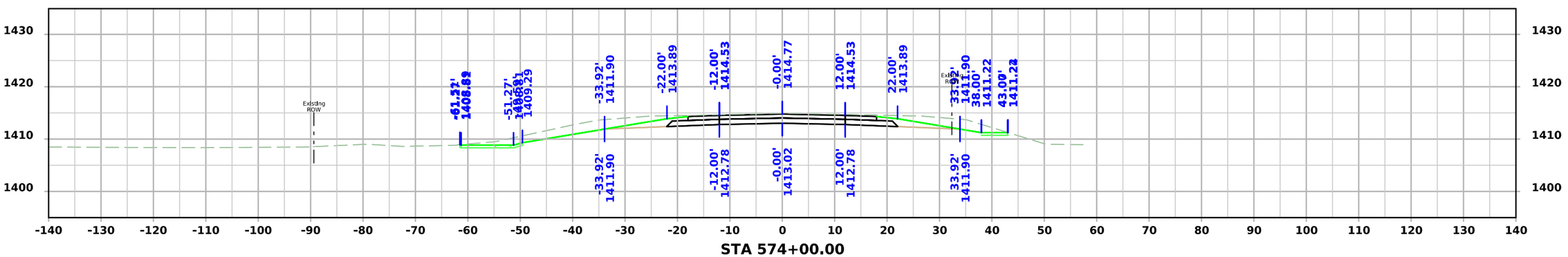
IA 7



STA 574+50.00



STA 574+25.00

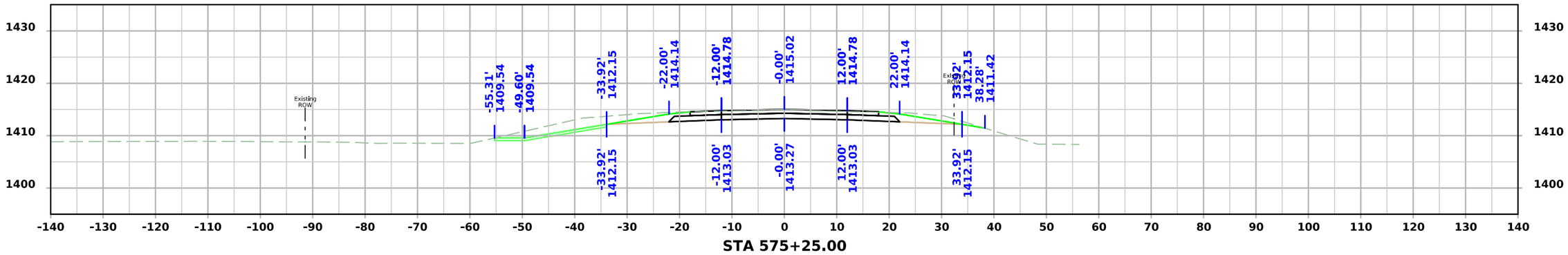


STA 574+00.00

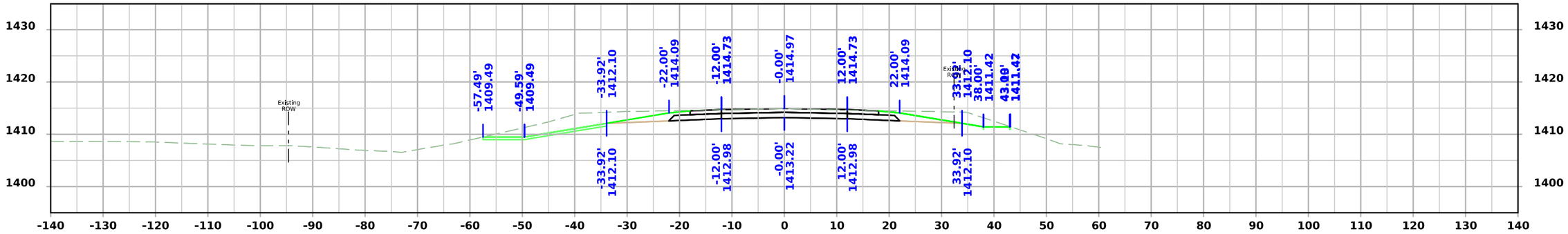
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.64**

4:33:18 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

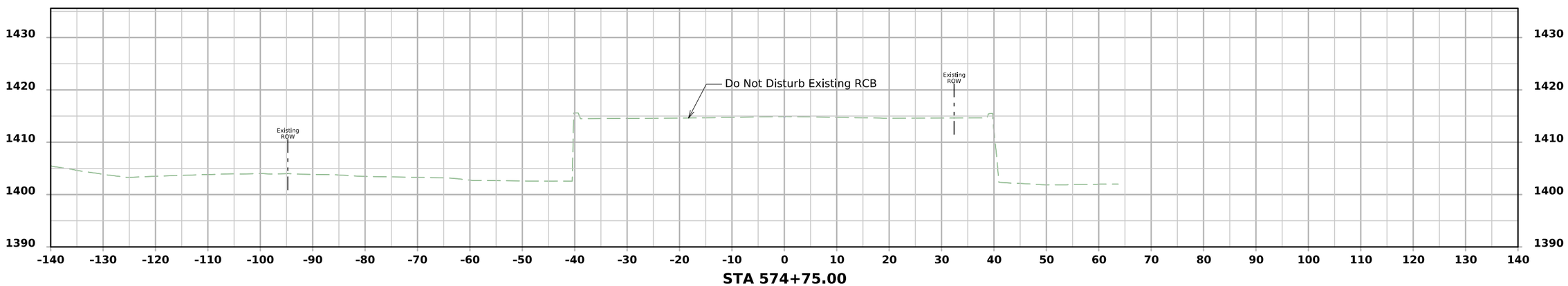
IA 7



STA 575+25.00



STA 575+00.00

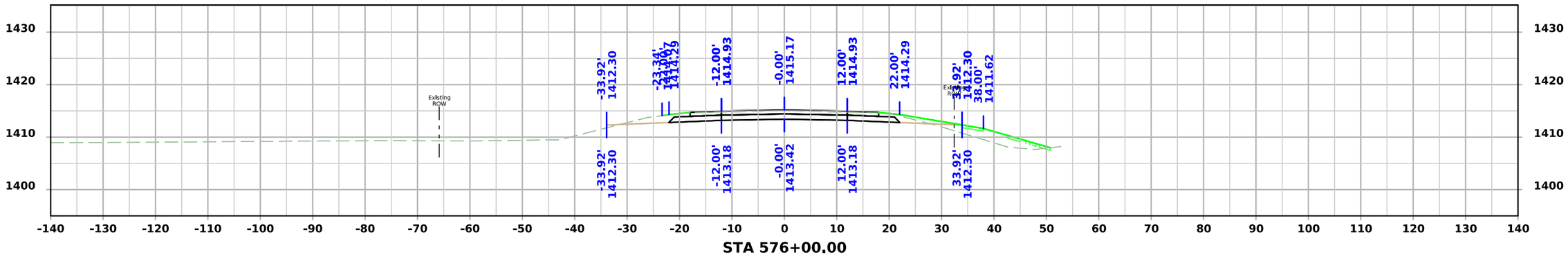


STA 574+75.00

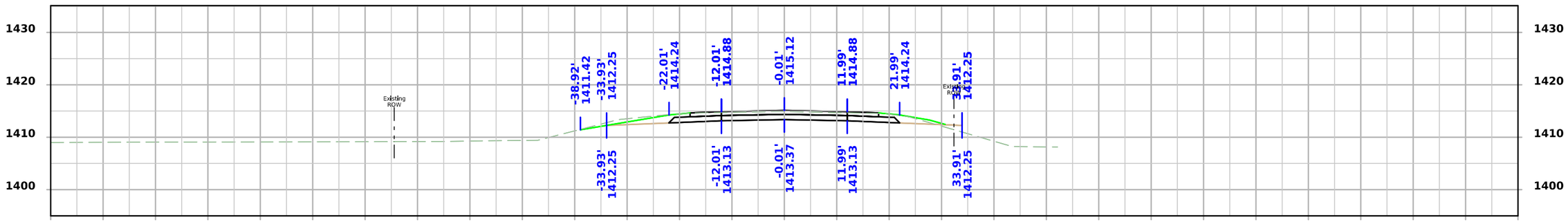
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.65**

4:33:20 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

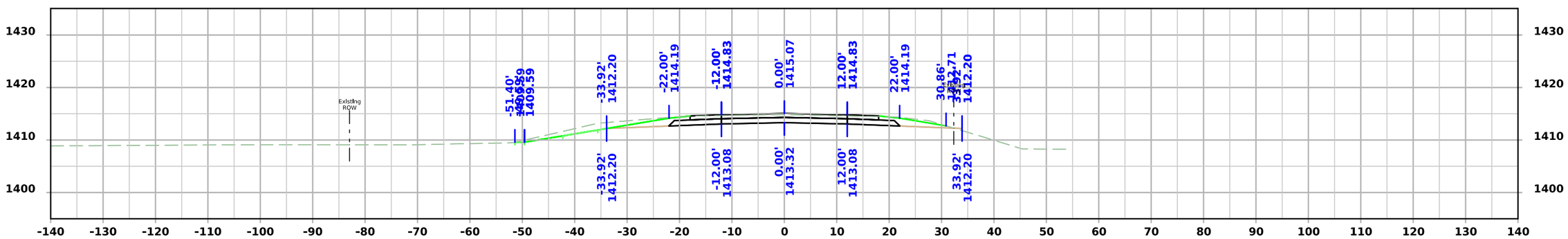
IA 7



STA 576+00.00



STA 575+75.00

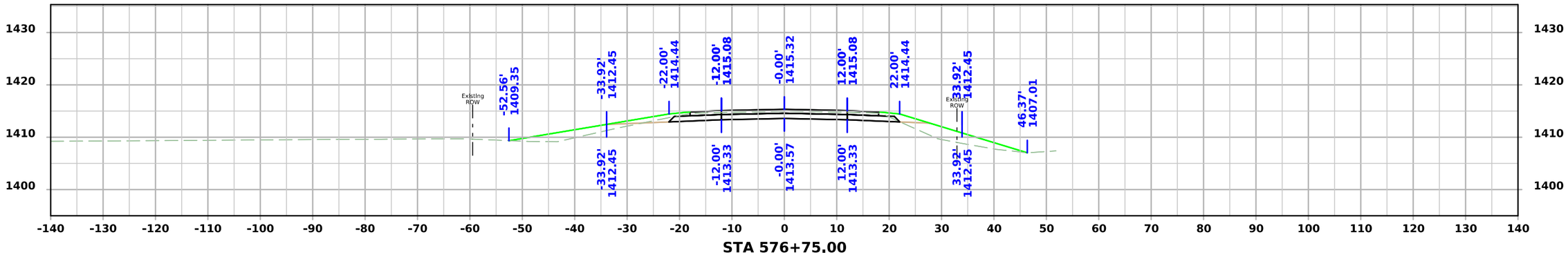


STA 575+50.00

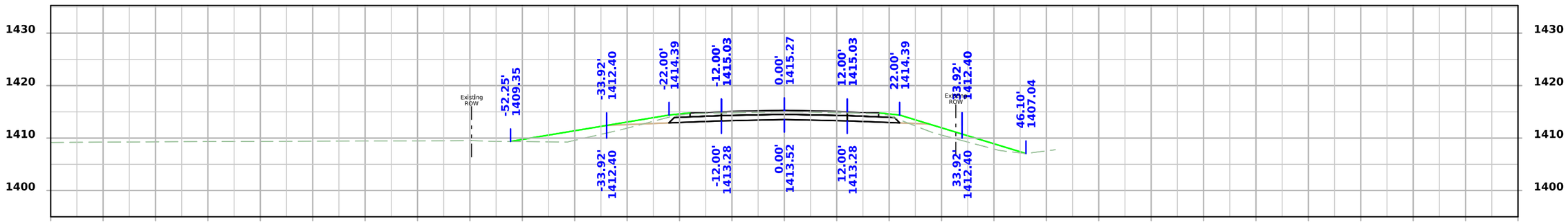
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.66**

4:33:22 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

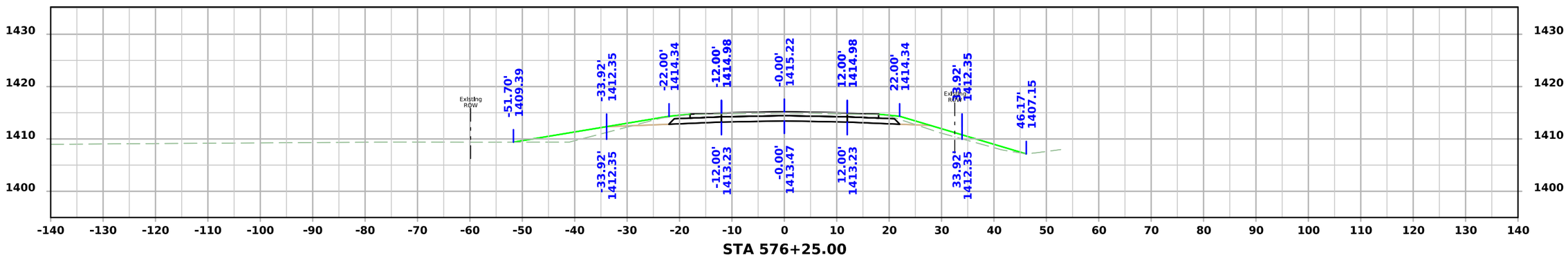
IA 7



STA 576+75.00



STA 576+50.00

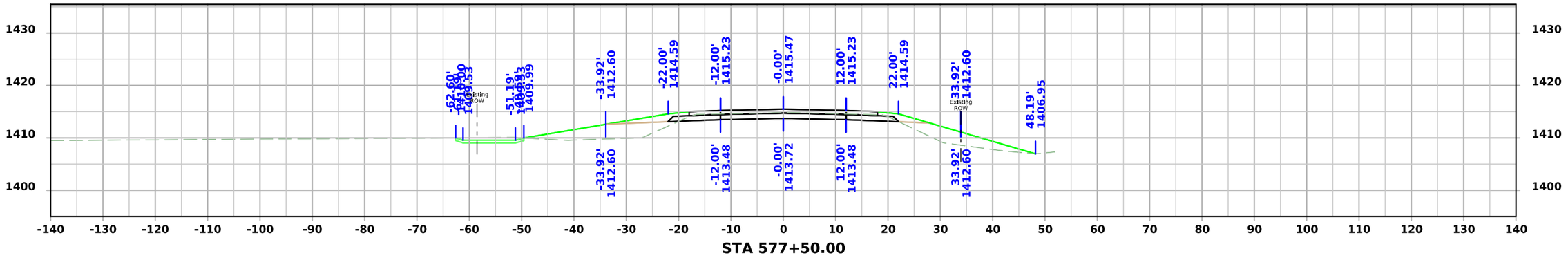


STA 576+25.00

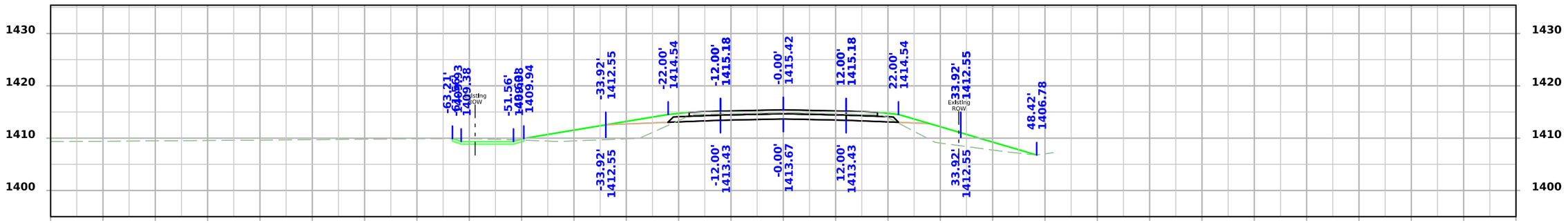
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.67**

4:33:25 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

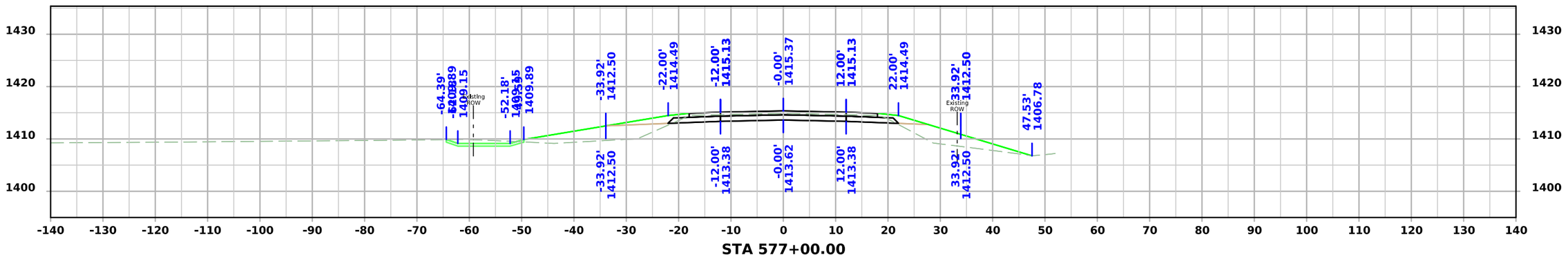
IA 7



STA 577+50.00



STA 577+25.00

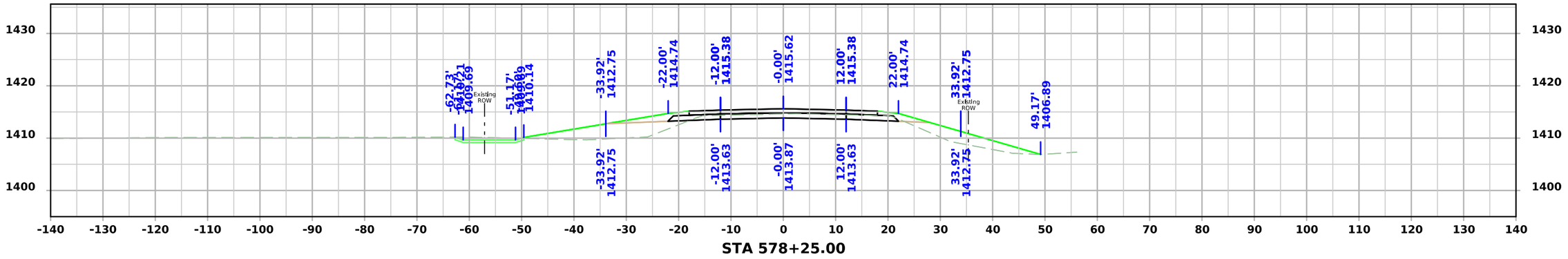


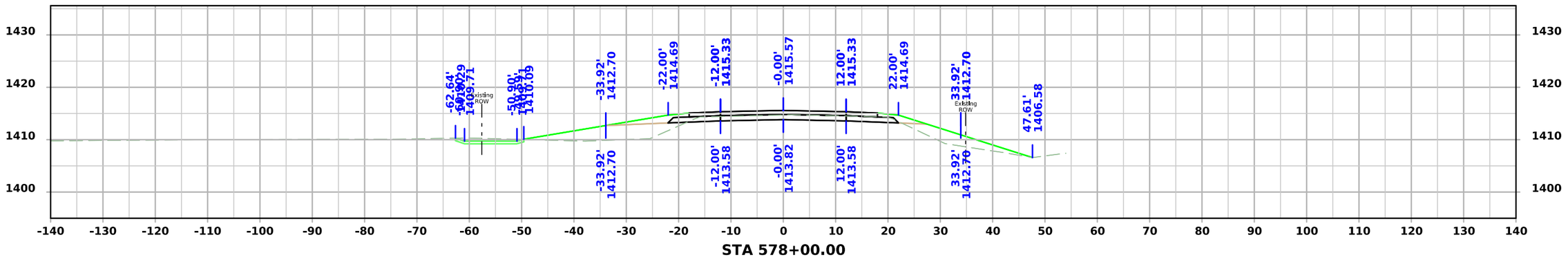
STA 577+00.00

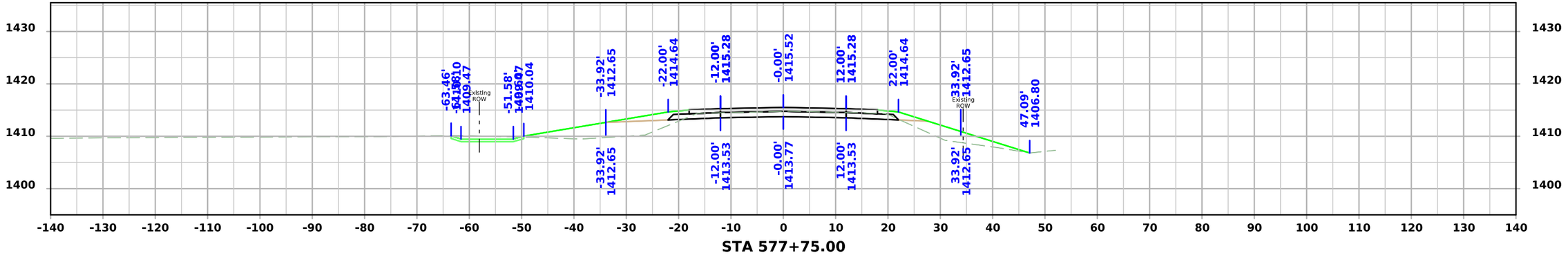
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.68**

4:33:27 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



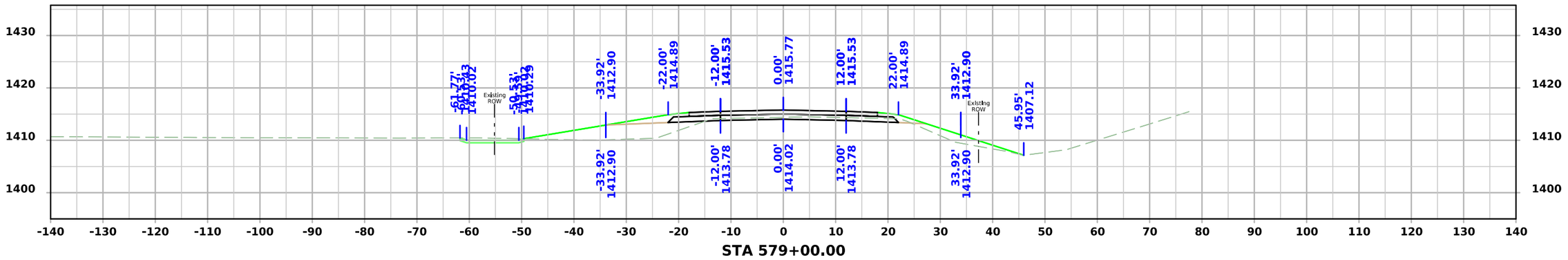




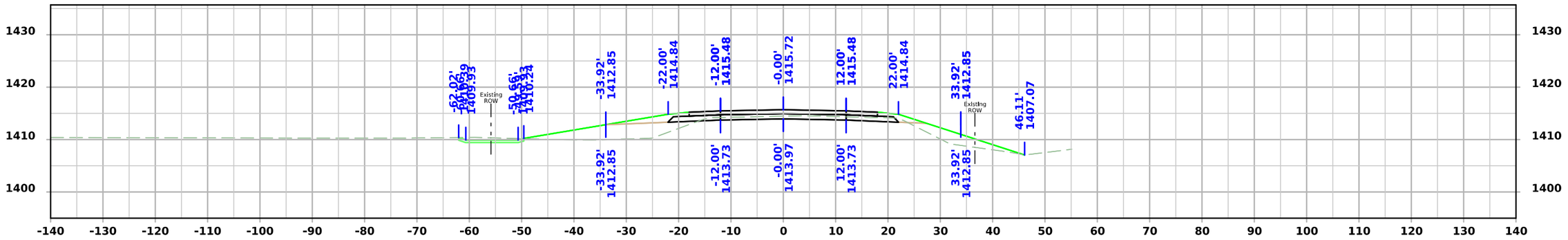
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.69**

4:33:29 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

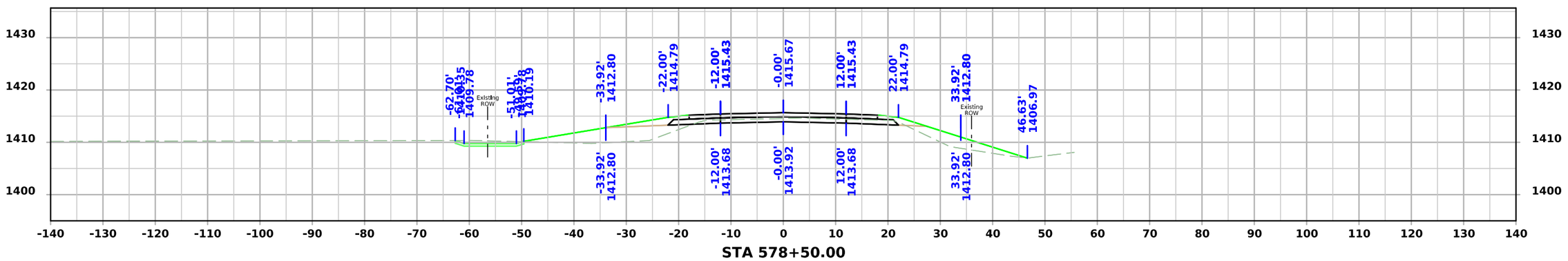
IA 7



STA 579+00.00



STA 578+75.00

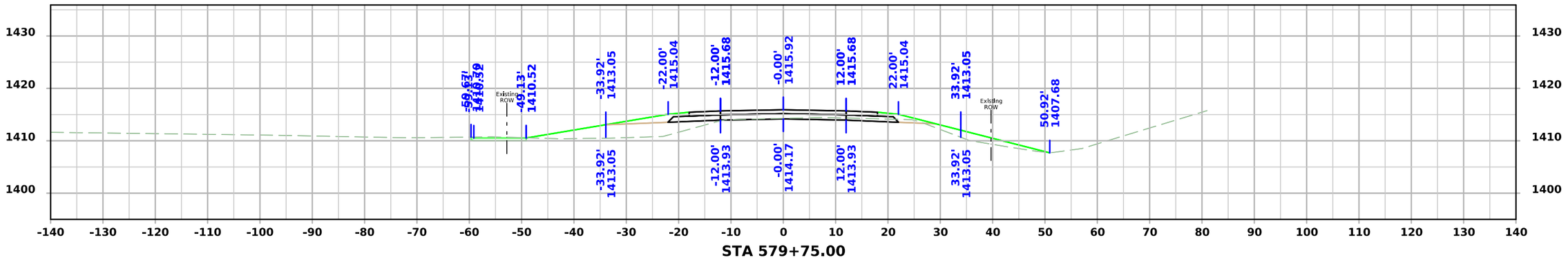


STA 578+50.00

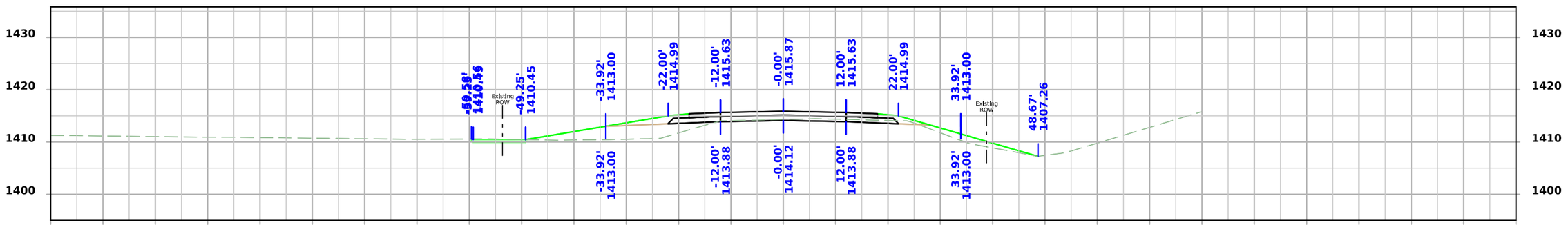
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.70**

4:33:32 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

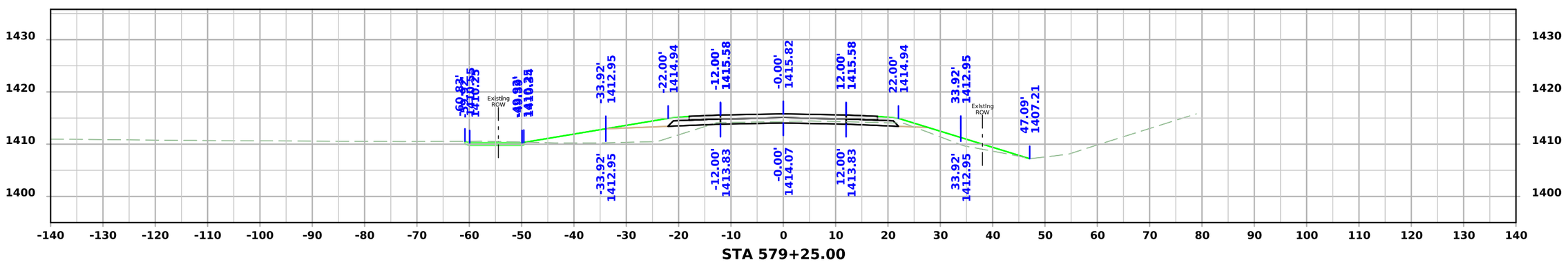
IA 7



STA 579+75.00



STA 579+50.00

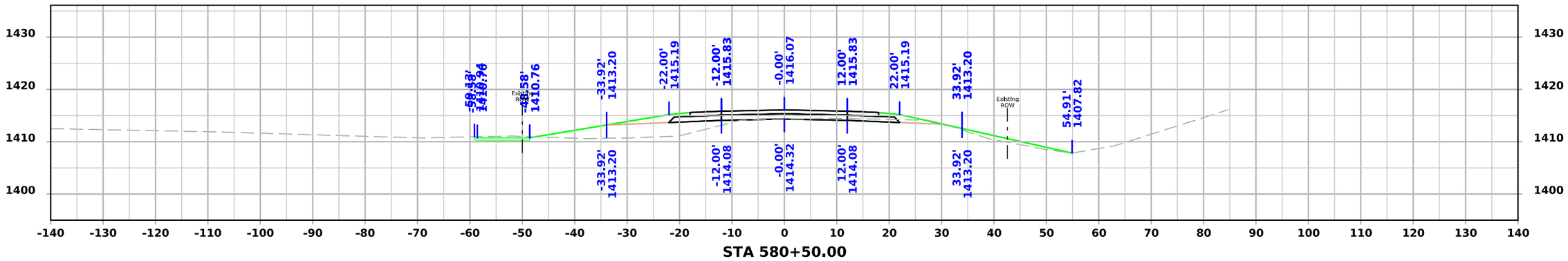


STA 579+25.00

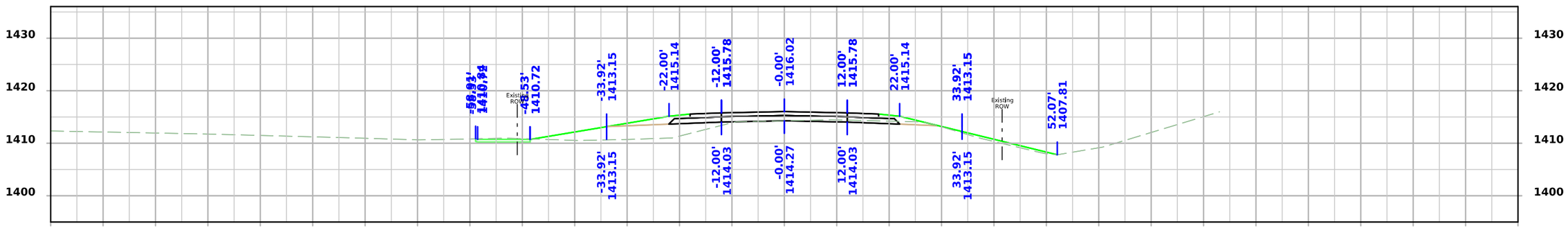
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.71**

4:33:34 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

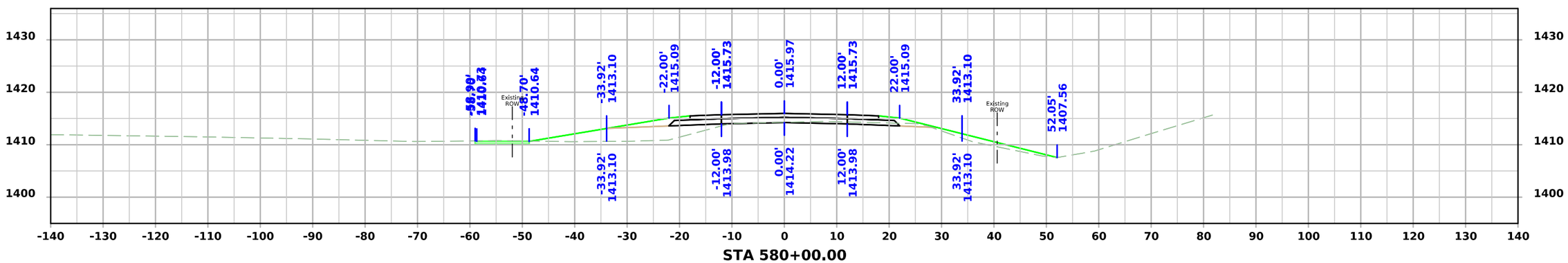
IA 7



STA 580+50.00



STA 580+25.00

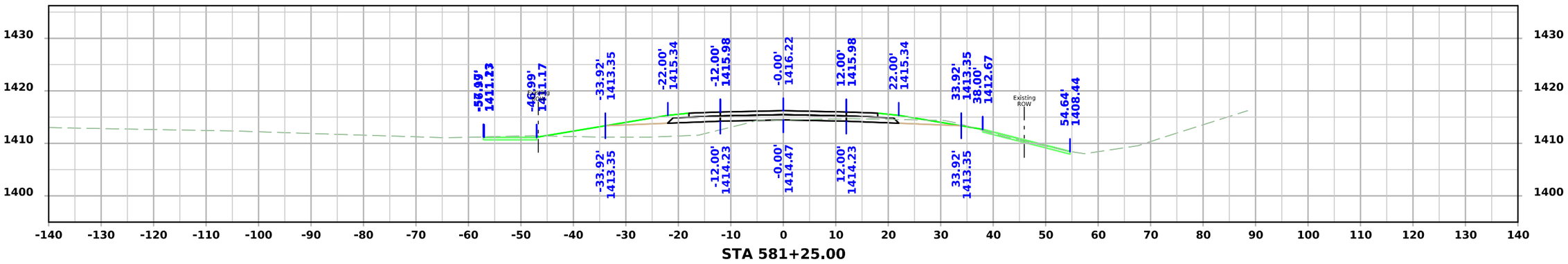


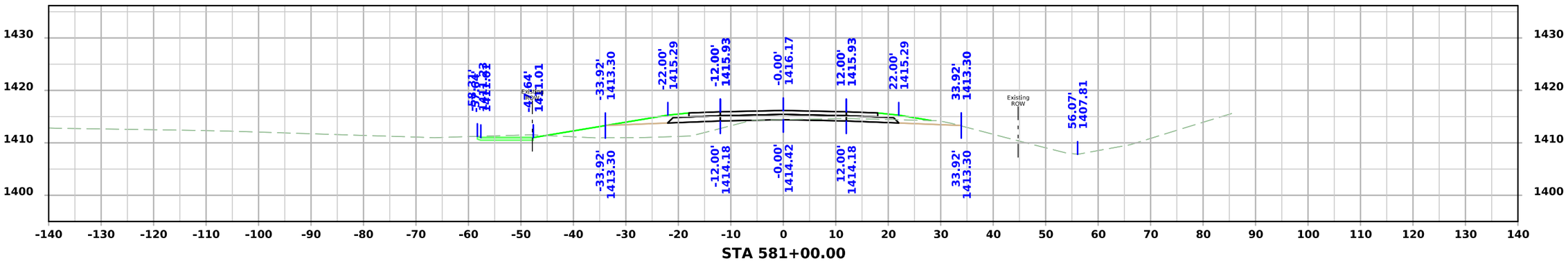
STA 580+00.00

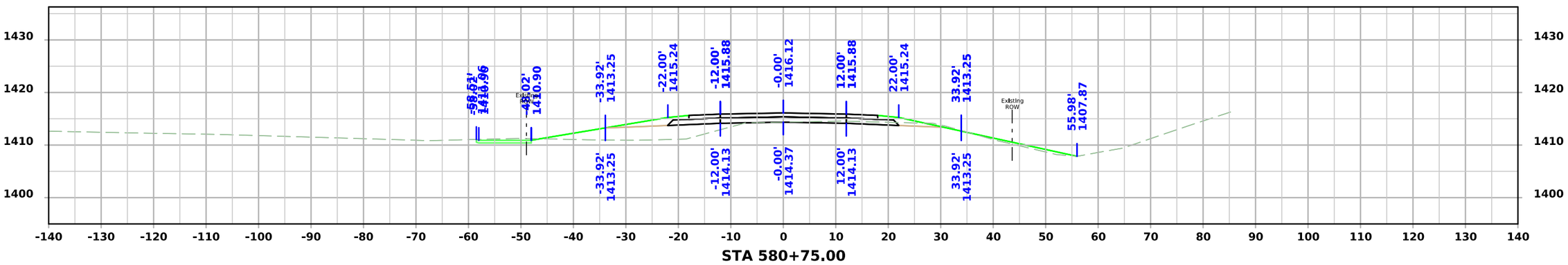
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.72**

4:33:36 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



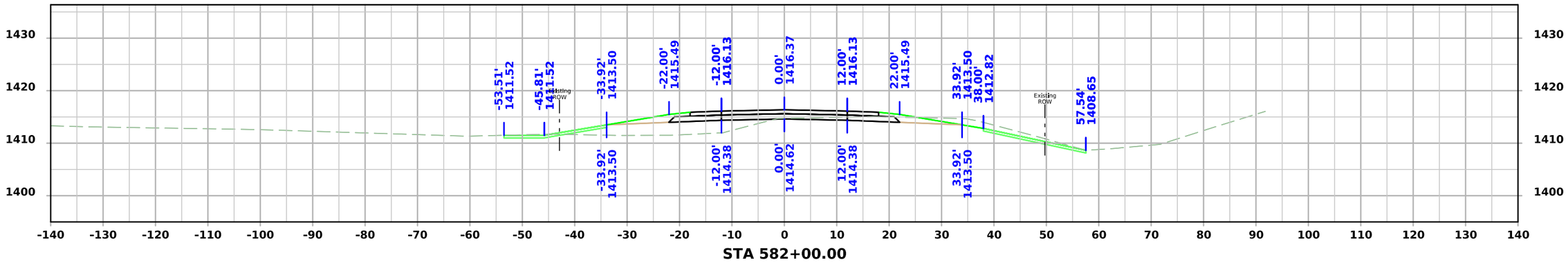




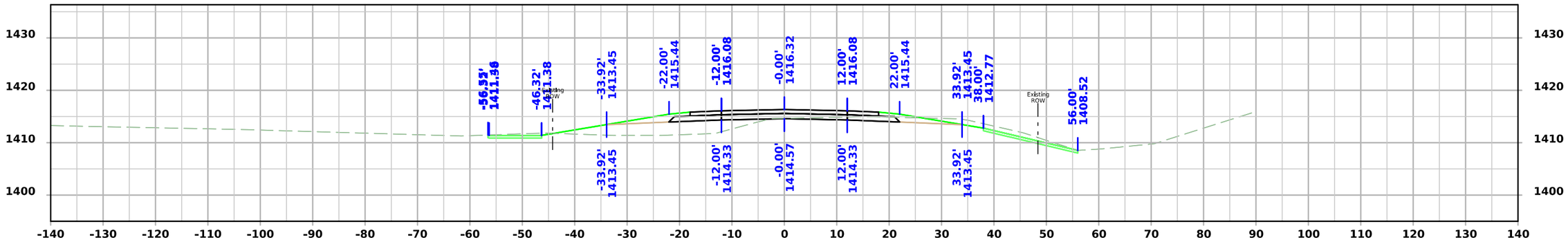
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.73**

4:33:39 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

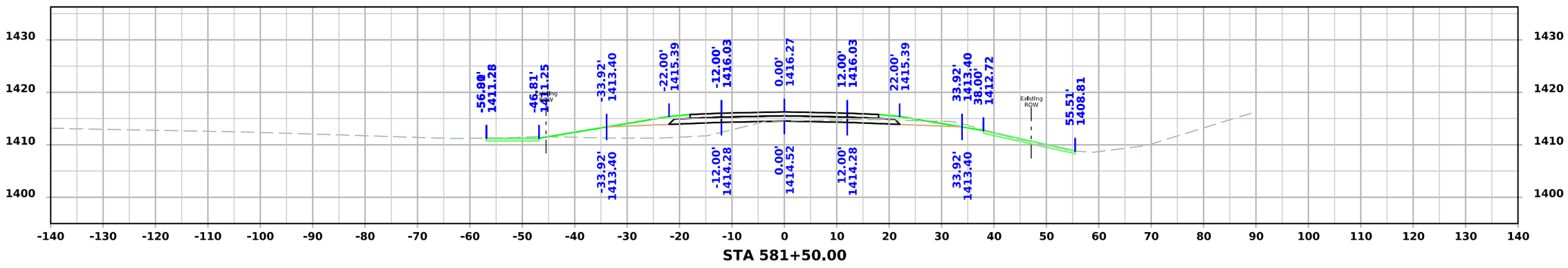
IA 7



STA 582+00.00



STA 581+75.00

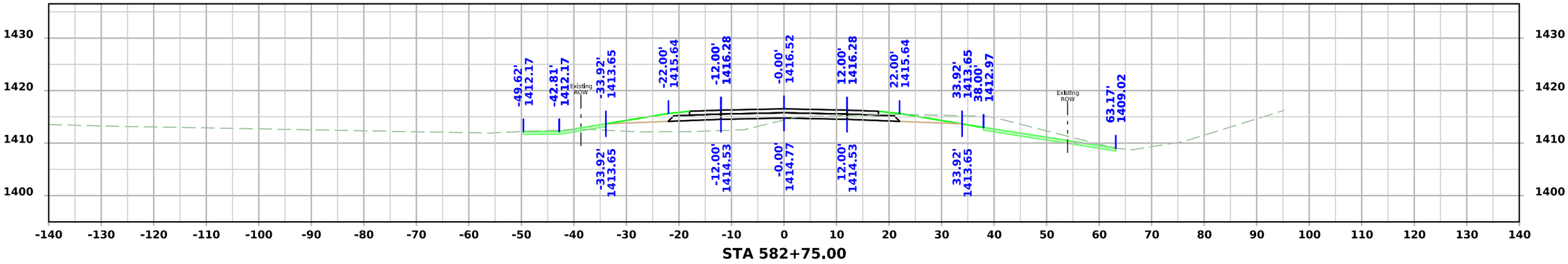


STA 581+50.00

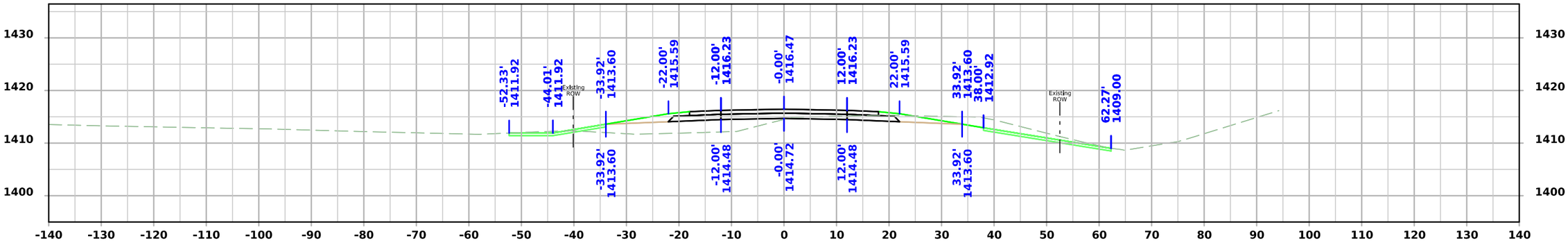
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.74**

4:33:41 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

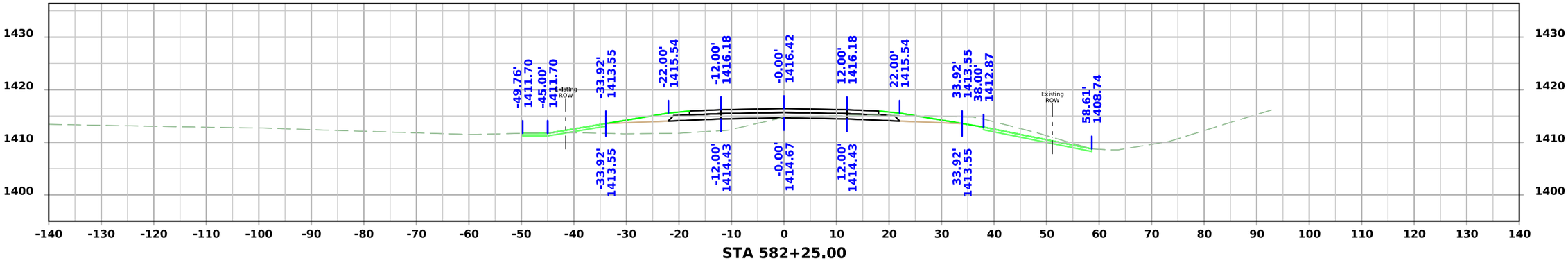
IA 7



STA 582+75.00



STA 582+50.00

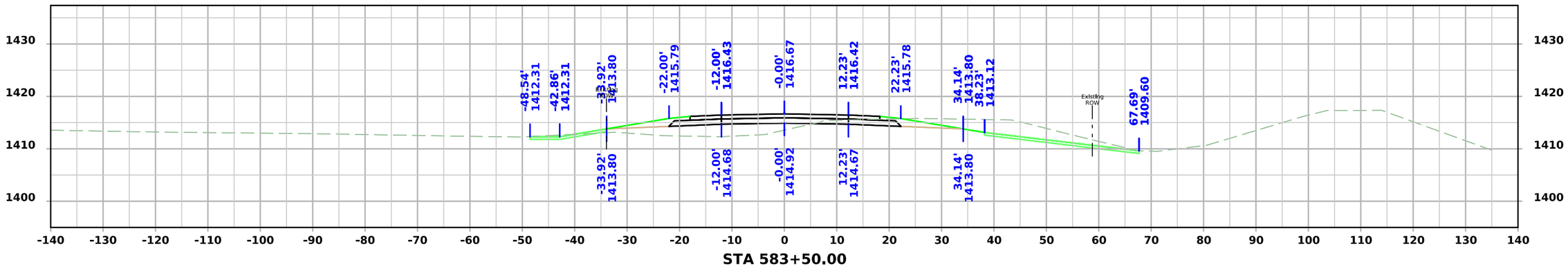


STA 582+25.00

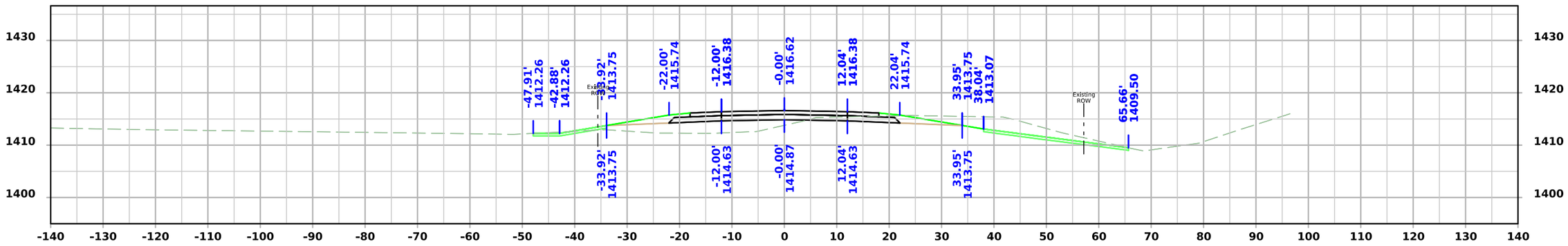
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.75**

4:33:43 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

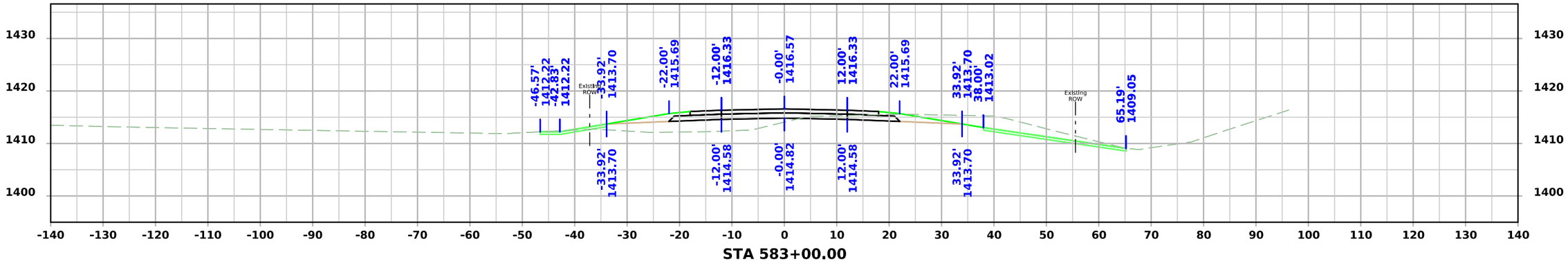
IA 7



STA 583+50.00



STA 583+25.00

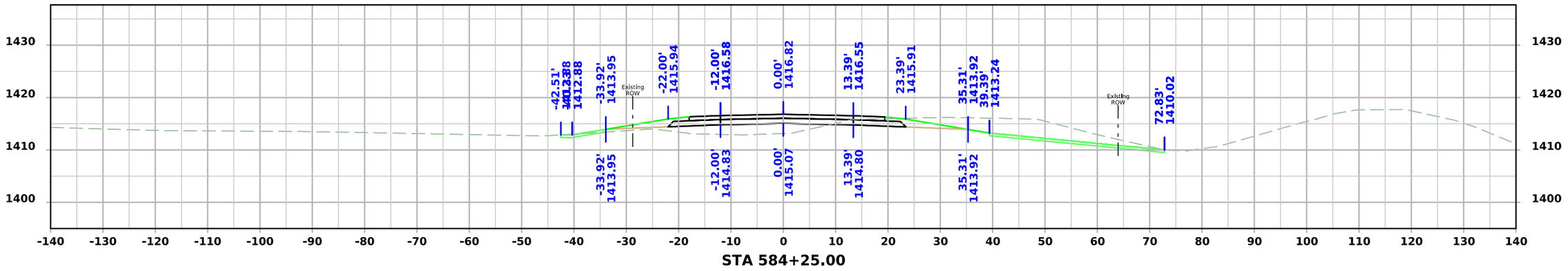


STA 583+00.00

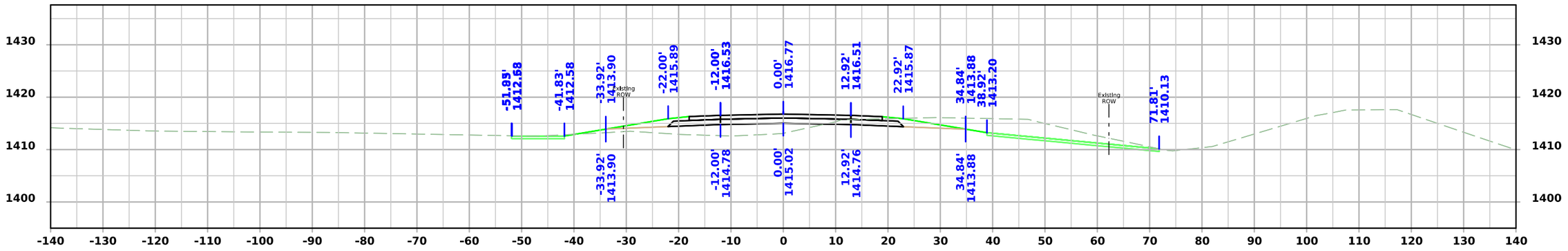
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.76**

4:33:45 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

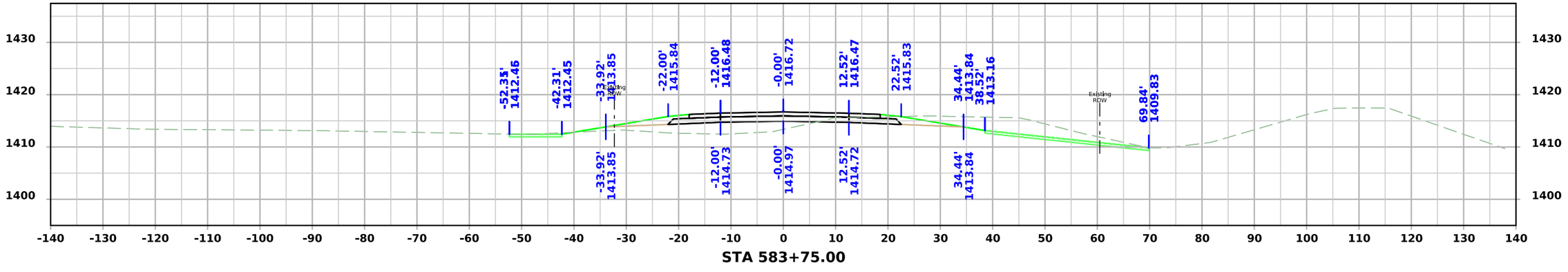
IA 7



STA 584+25.00



STA 584+00.00

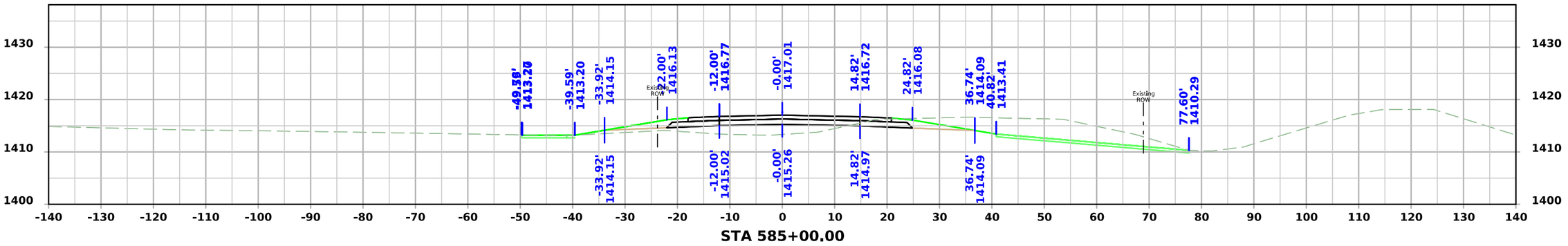


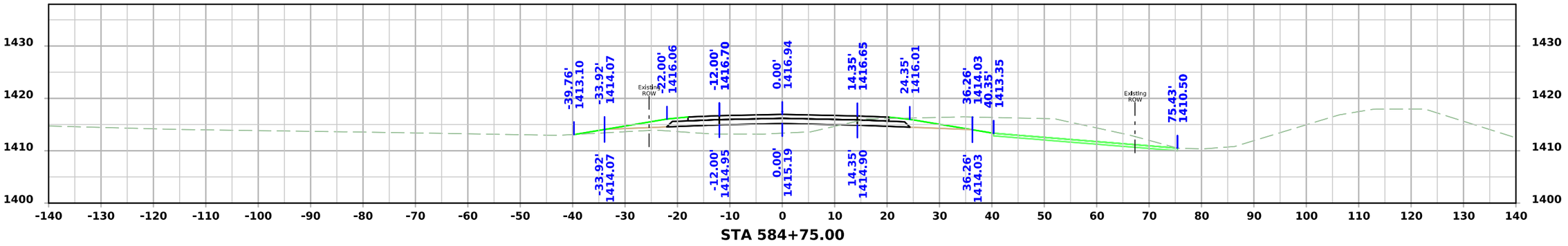
STA 583+75.00

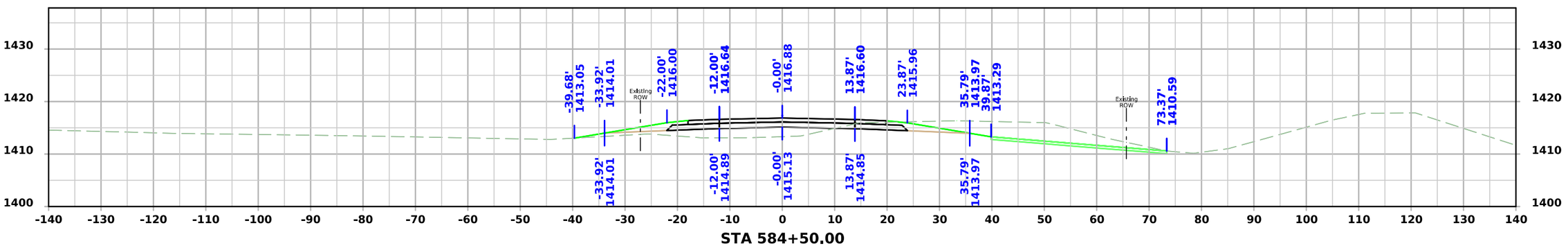
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.77**

4:33:48 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



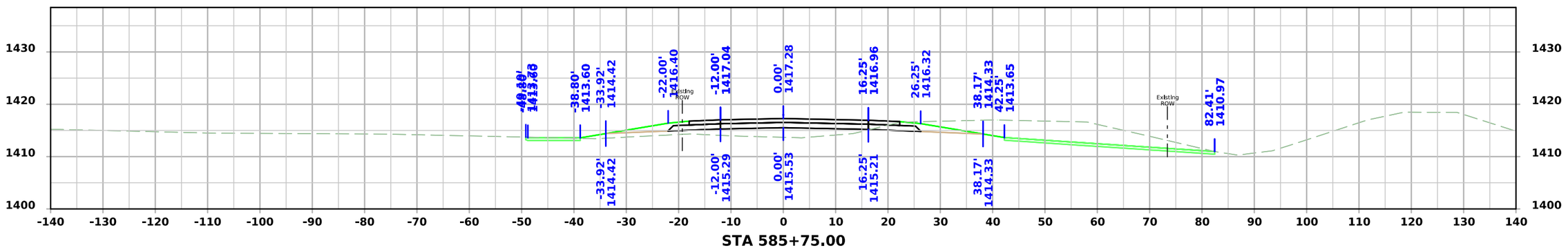


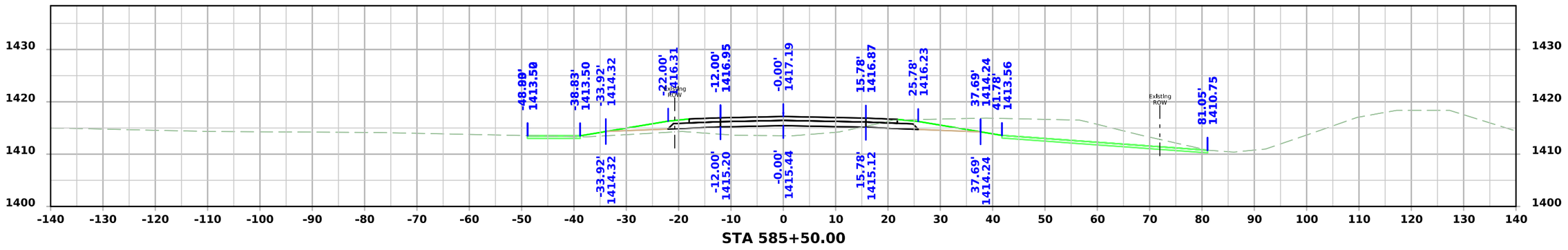


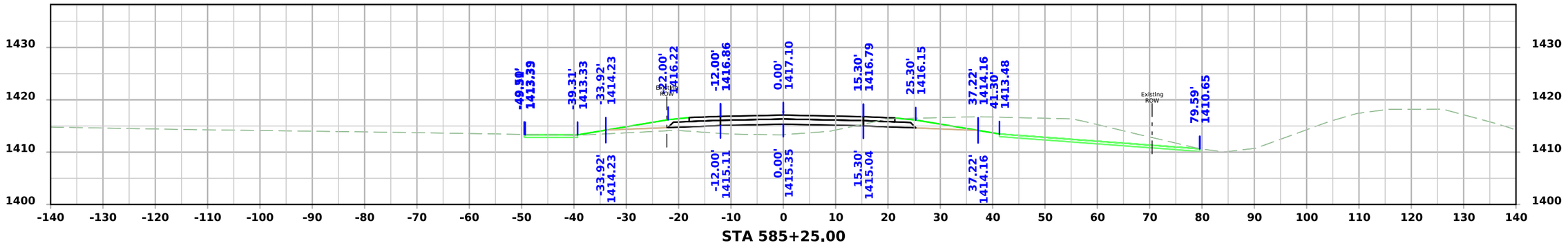
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.78**

4:33:50 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



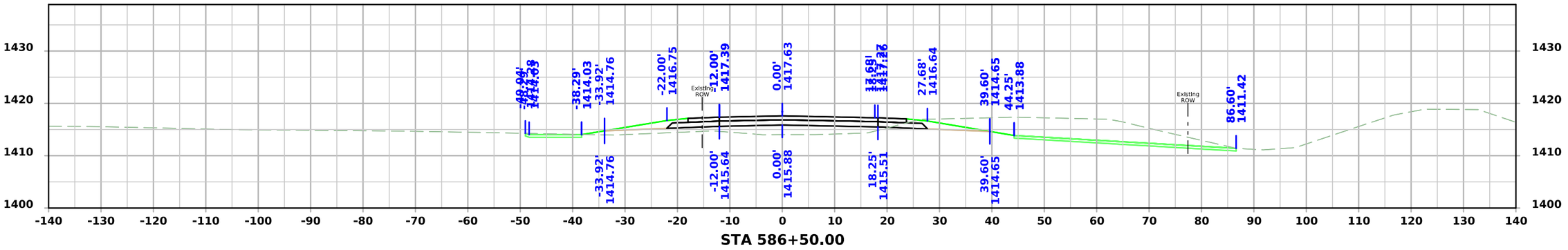




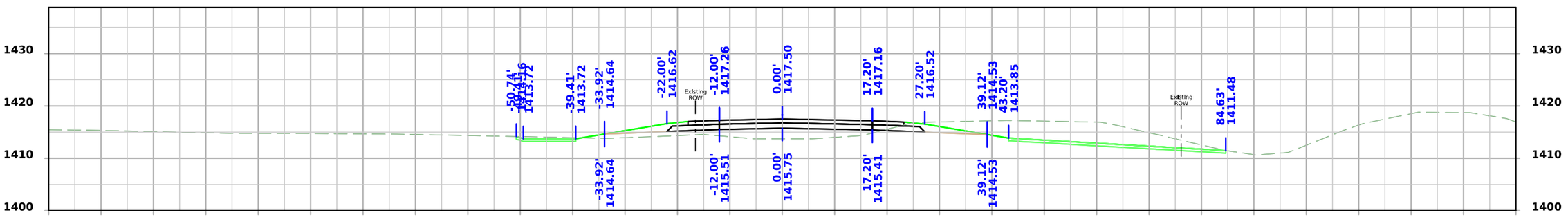
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.79**

4:33:52 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

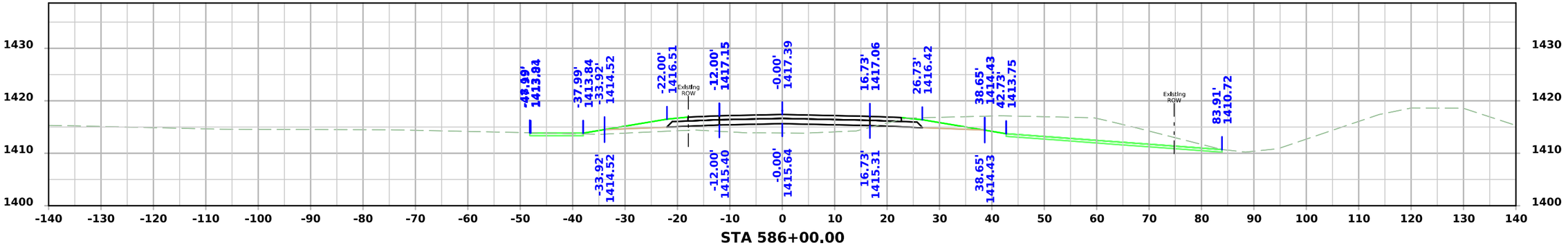
IA 7



STA 586+50.00



STA 586+25.00

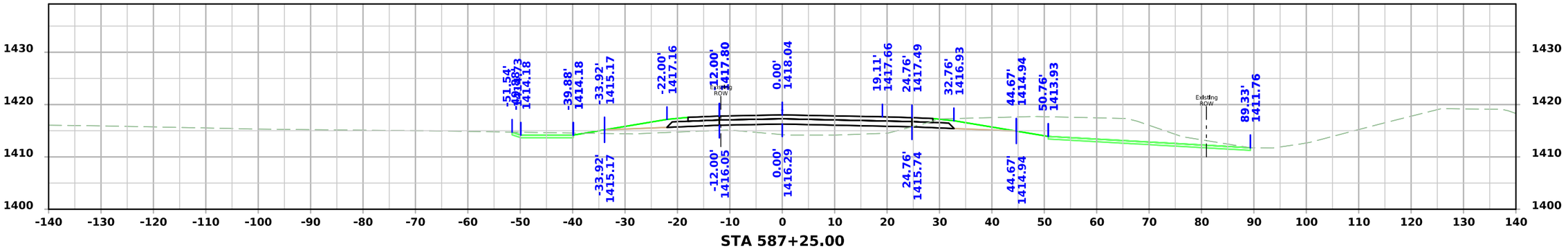


STA 586+00.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.80**

4:33:54 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



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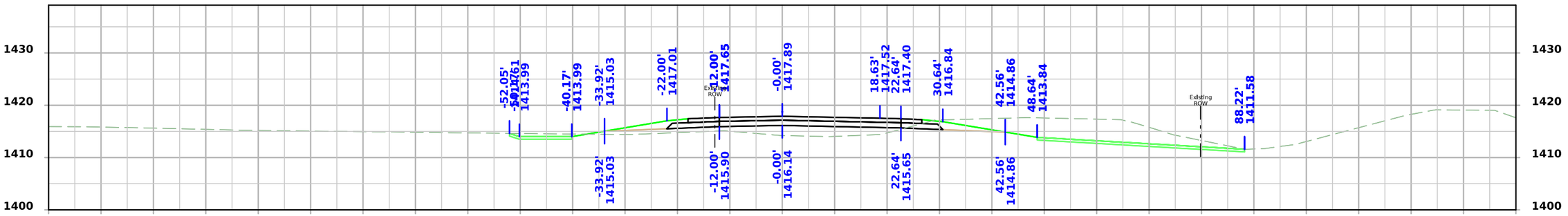
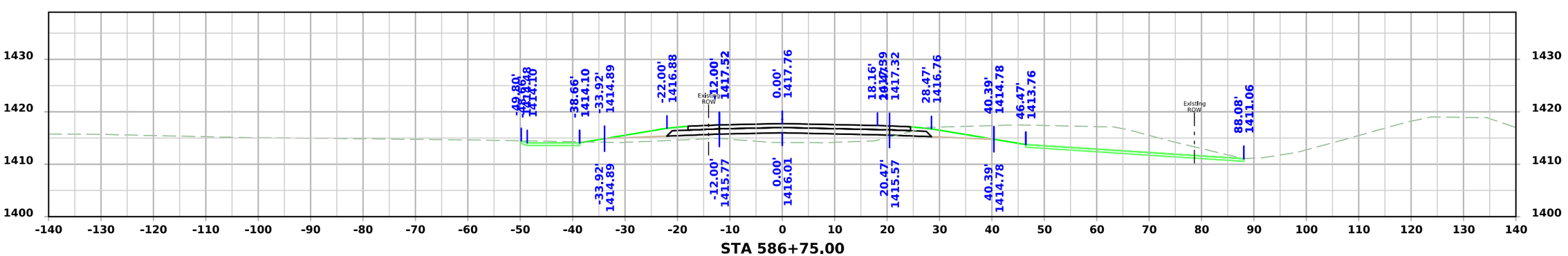


STA 587+00.00

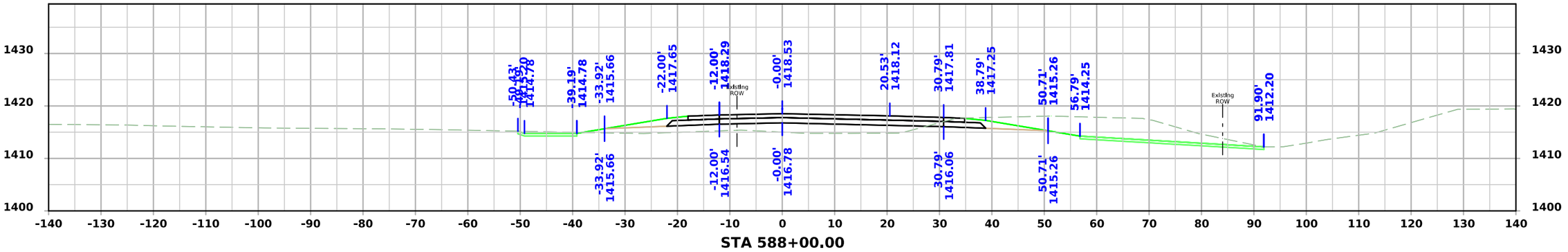


STA 586+75.00

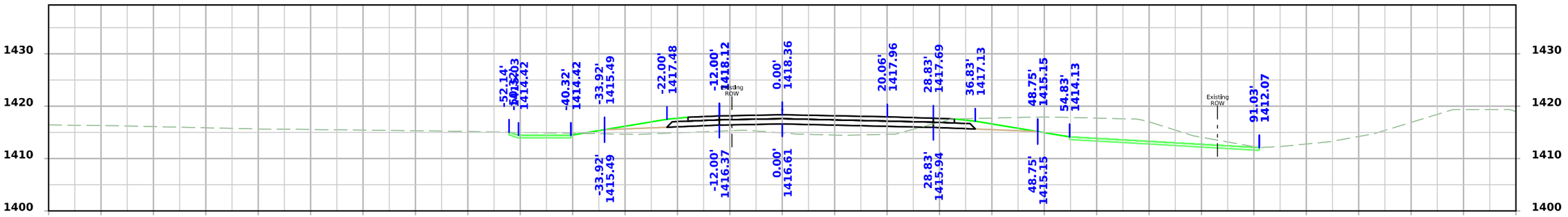
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.81**

4:33:56 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

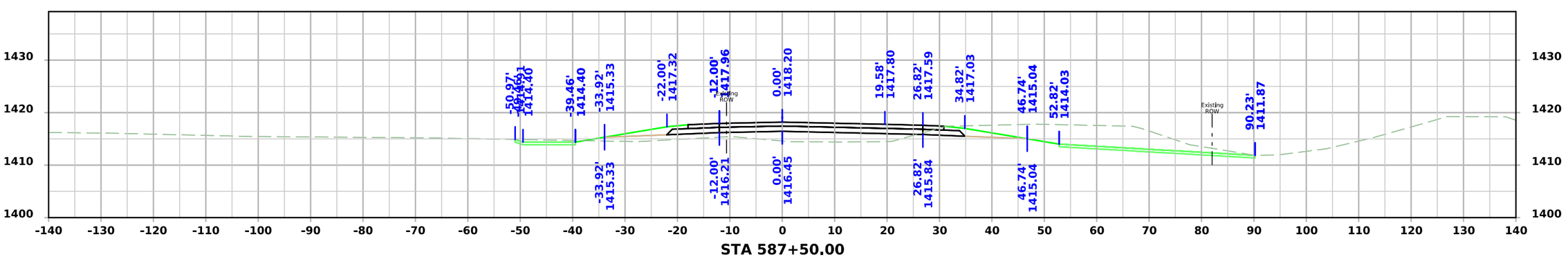
IA 7



STA 588+00.00



STA 587+75.00

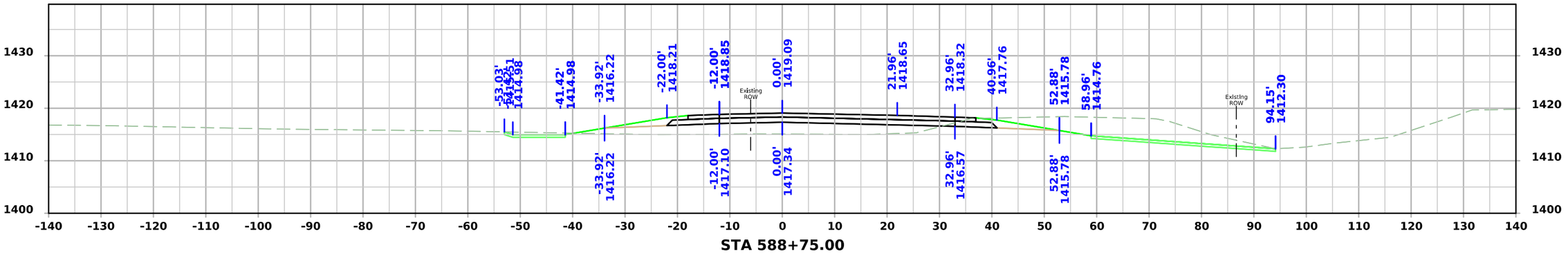


STA 587+50.00

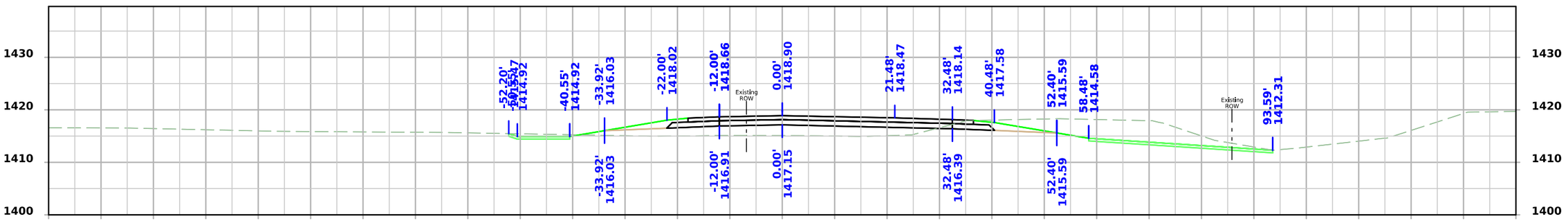
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.82**

4:33:58 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

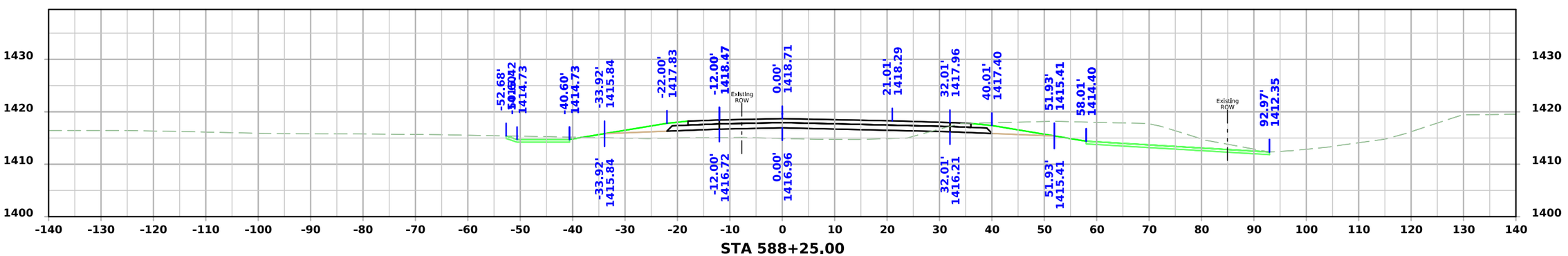
IA 7



STA 588+75.00



STA 588+50.00

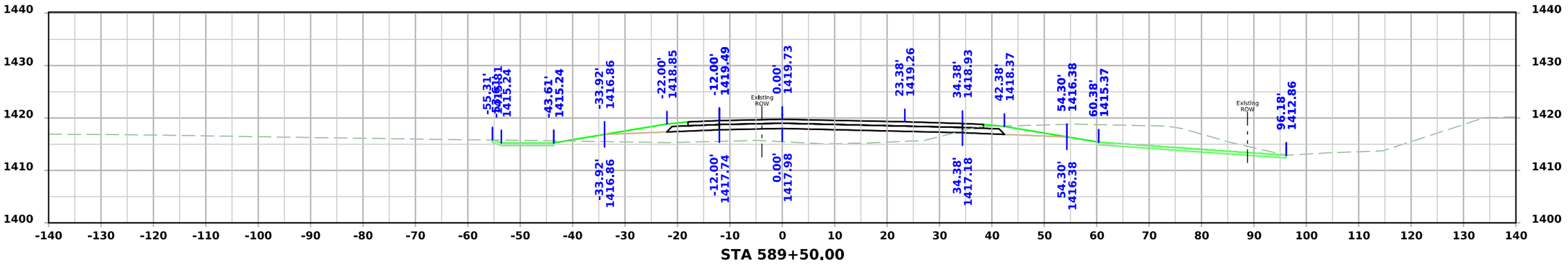


STA 588+25.00

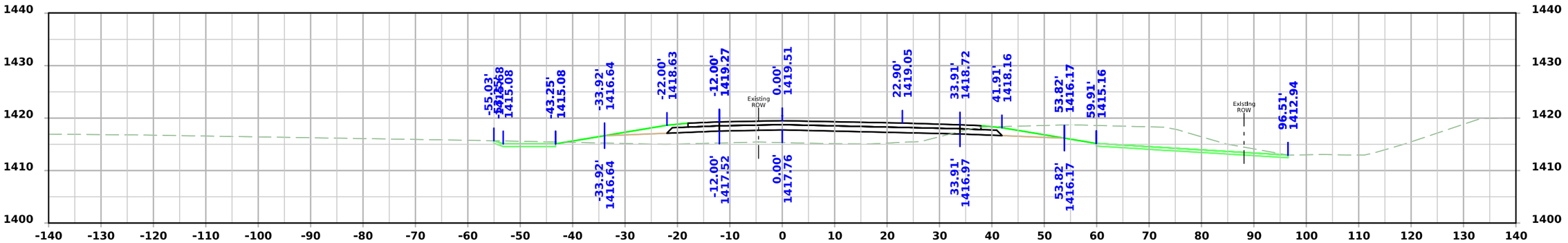
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.83**

4:34:00 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

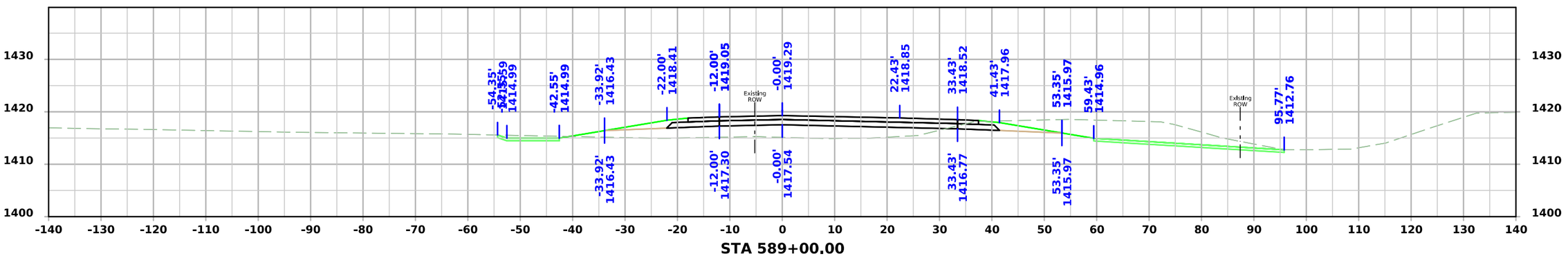
IA 7



STA 589+50.00



STA 589+25.00

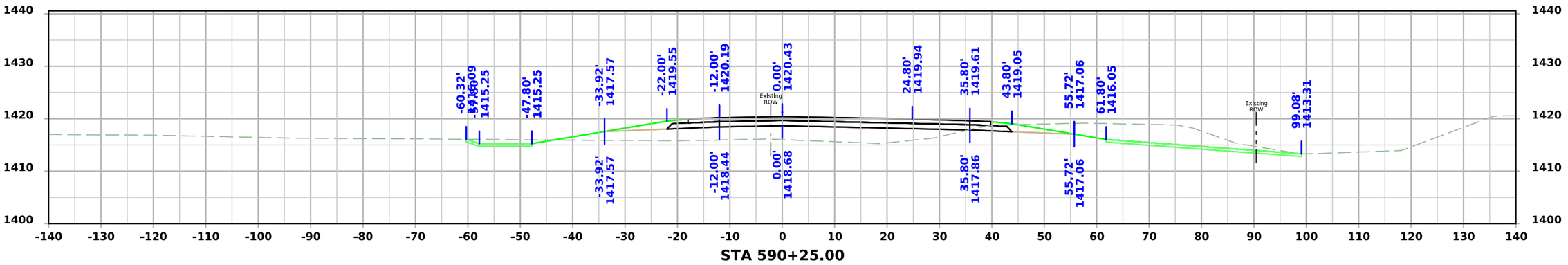


STA 589+00.00

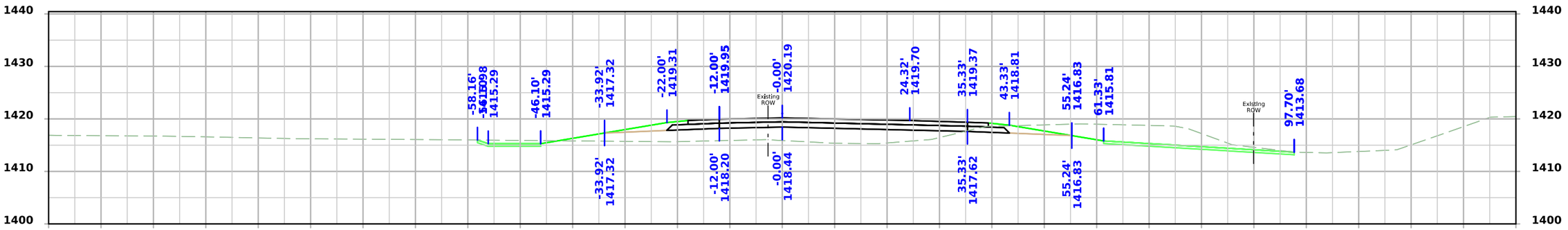
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.84**

4:34:02 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

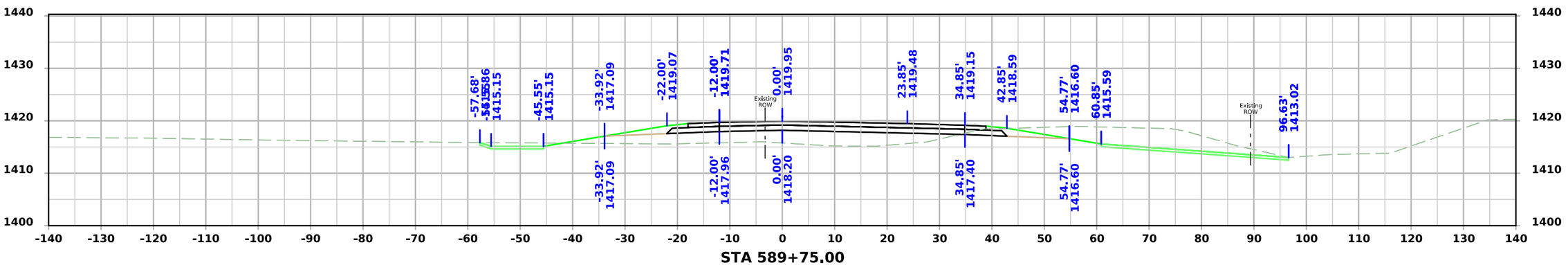
IA 7



STA 590+25.00



STA 590+00.00

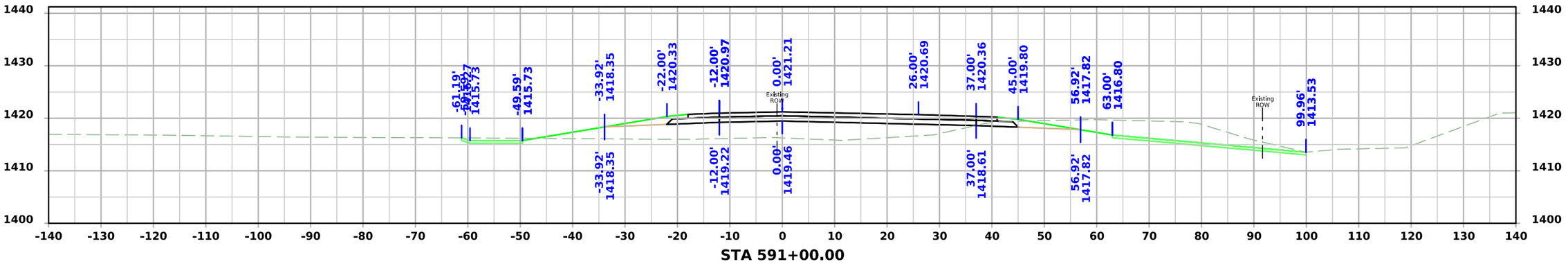


STA 589+75.00

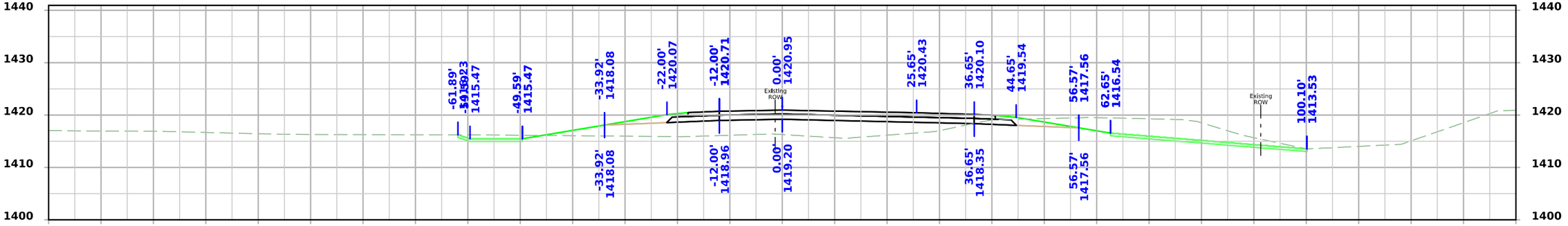
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.85**

4:34:04 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

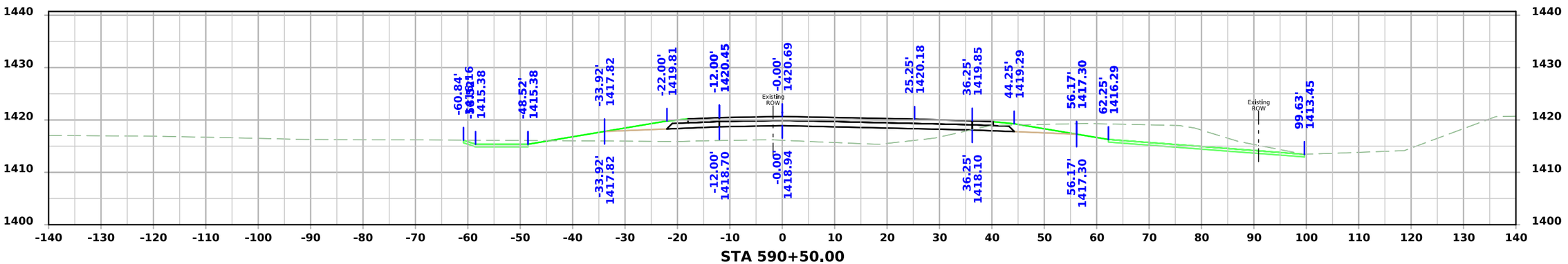
IA 7



STA 591+00.00



STA 590+75.00

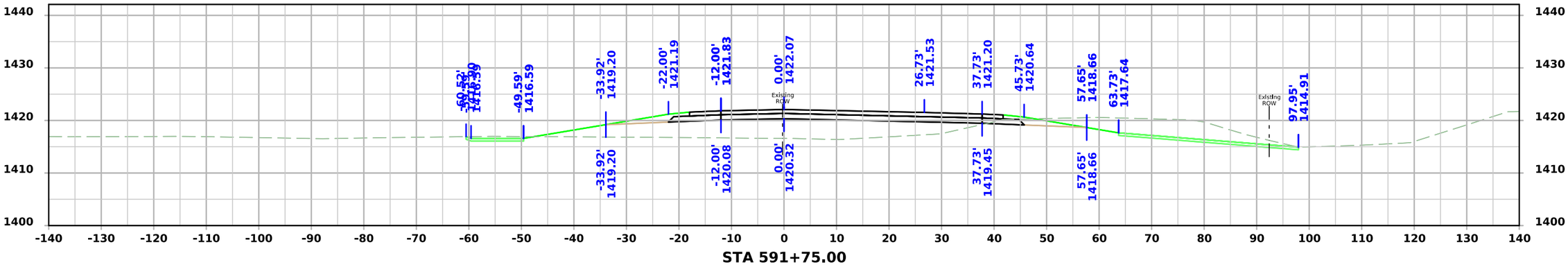


STA 590+50.00

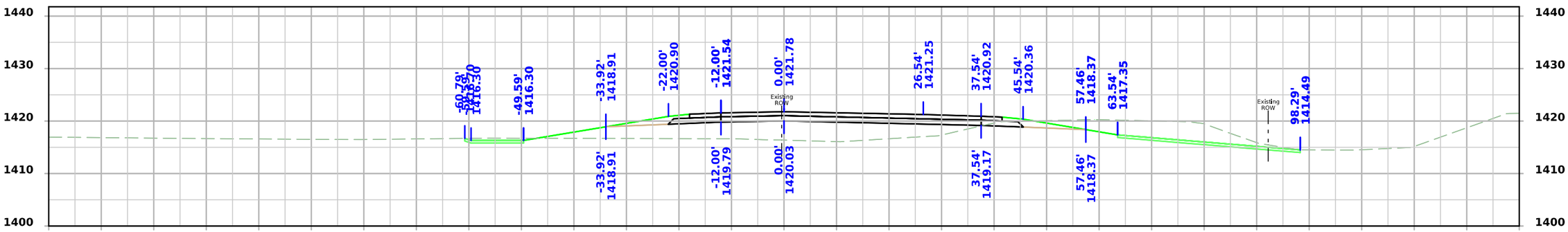
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.86**

4:34:06 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

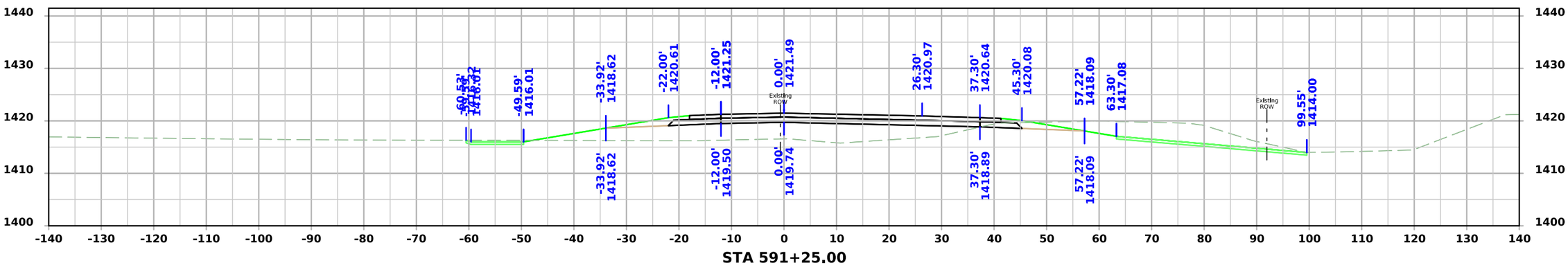
IA 7



STA 591+75.00



STA 591+50.00

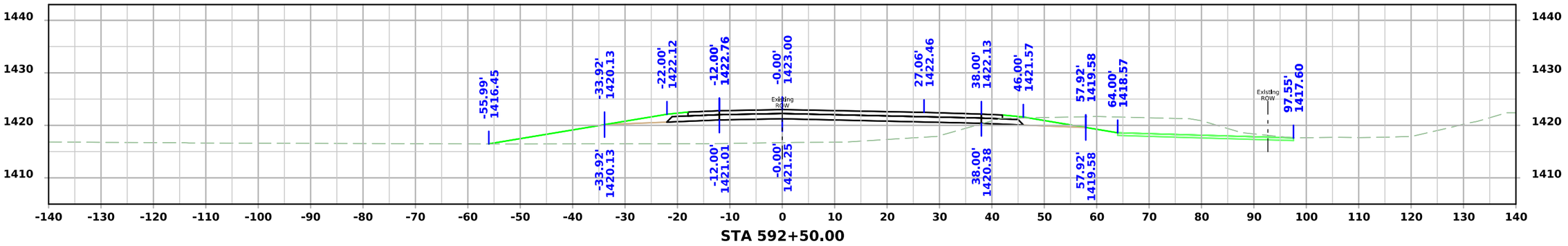


STA 591+25.00

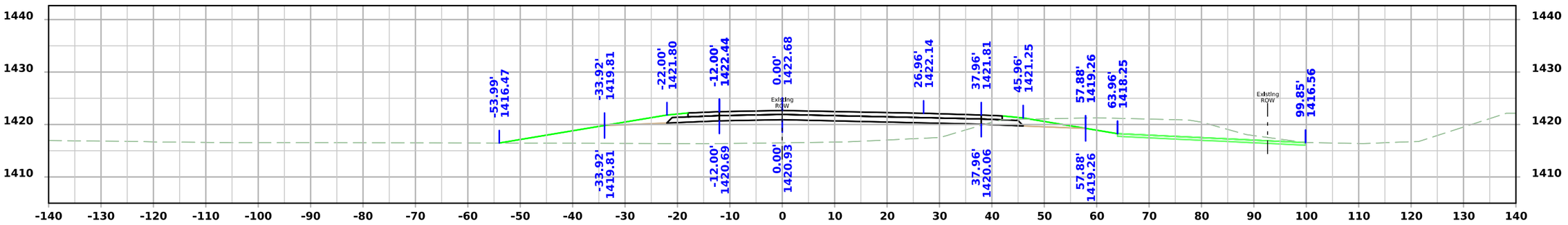
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.87**

4:34:08 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

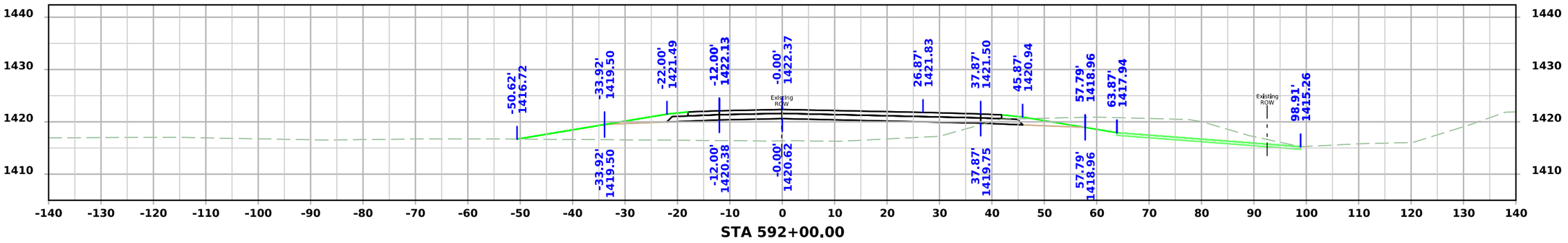
IA 7



STA 592+50.00



STA 592+25.00

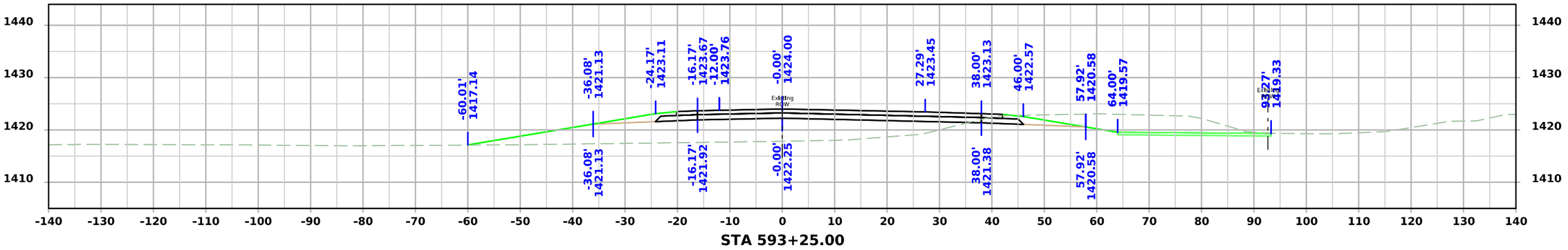


STA 592+00.00

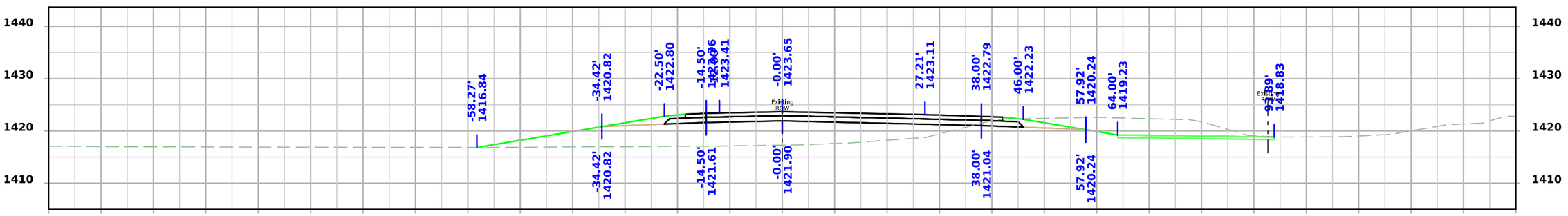
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.88**

4:34:10 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

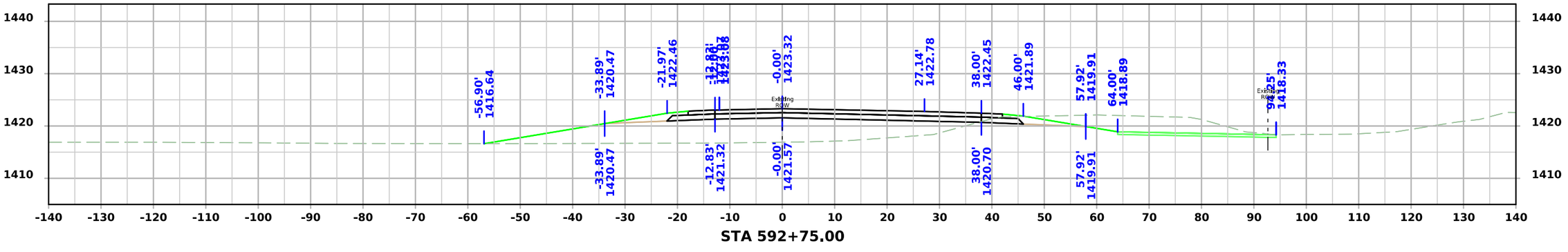
IA 7



STA 593+25.00



STA 593+00.00

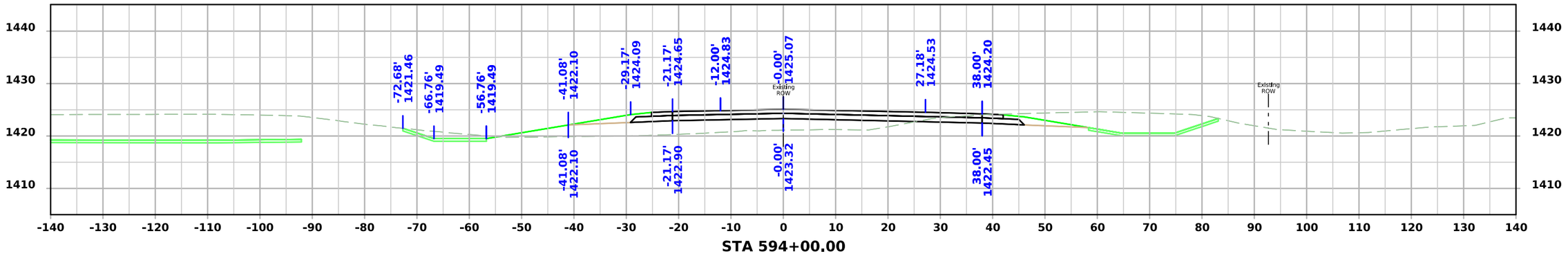


STA 592+75.00

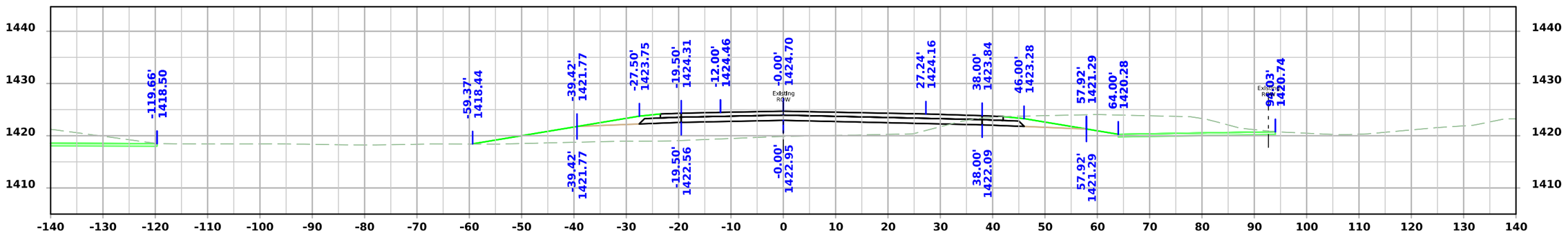
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.89**

4:34:13 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

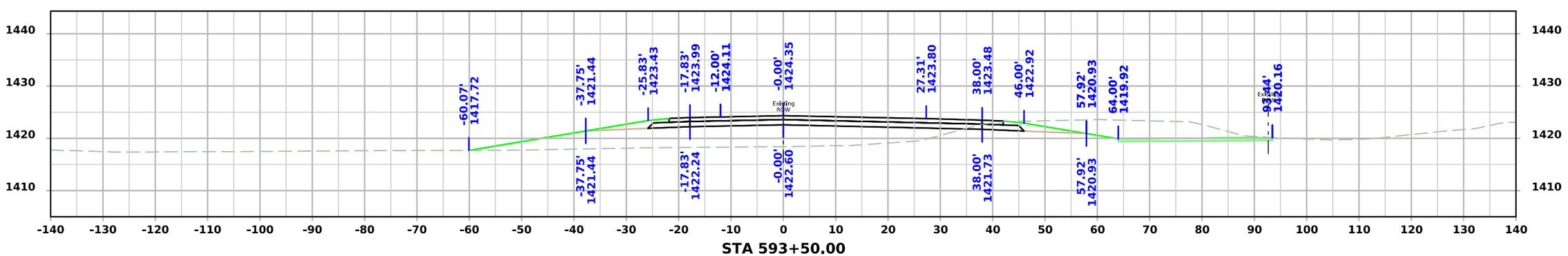
IA 7



STA 594+00.00



STA 593+75.00

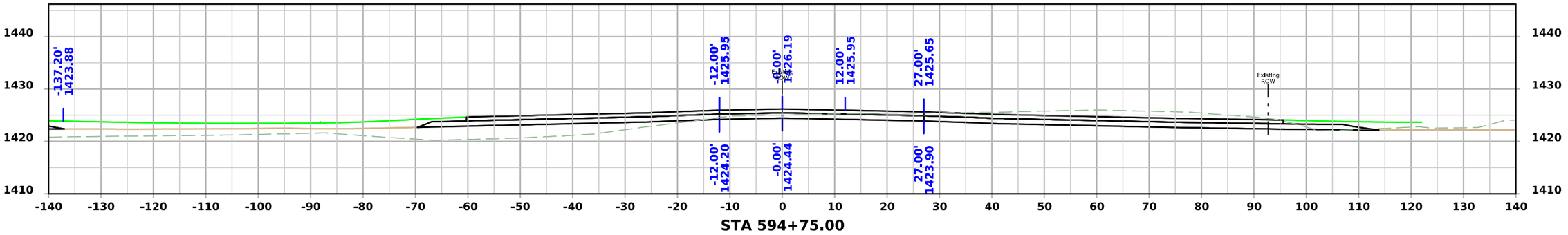


STA 593+50.00

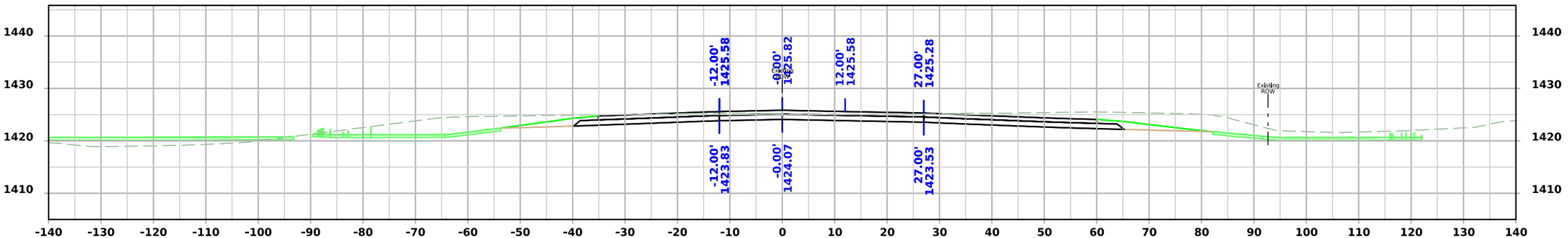
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.90**

4:34:15 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

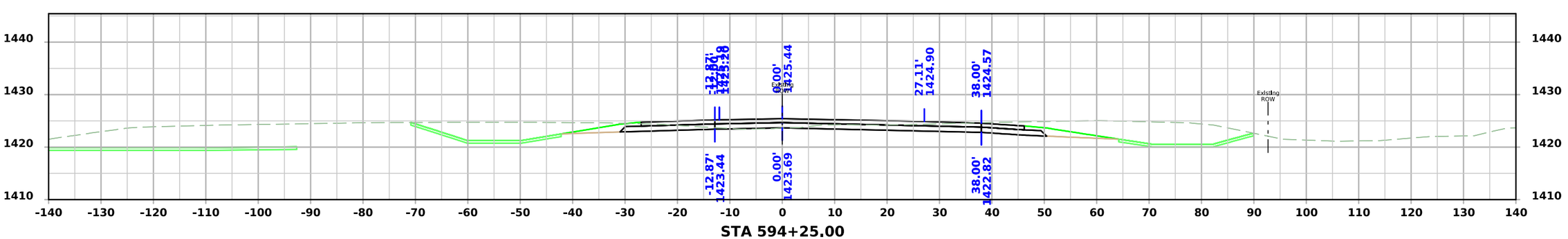
IA 7



STA 594+75.00



STA 594+50.00

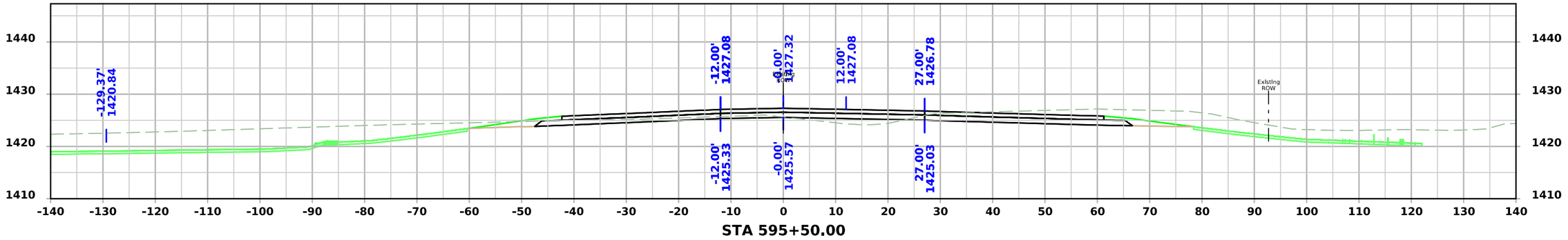


STA 594+25.00

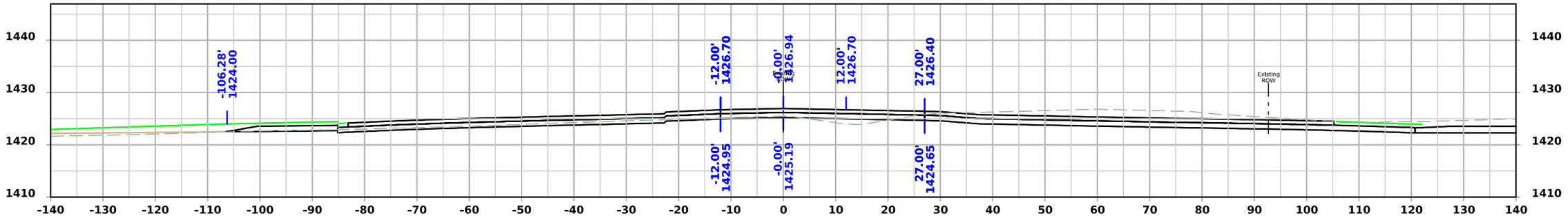
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.91**

4:34:18 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

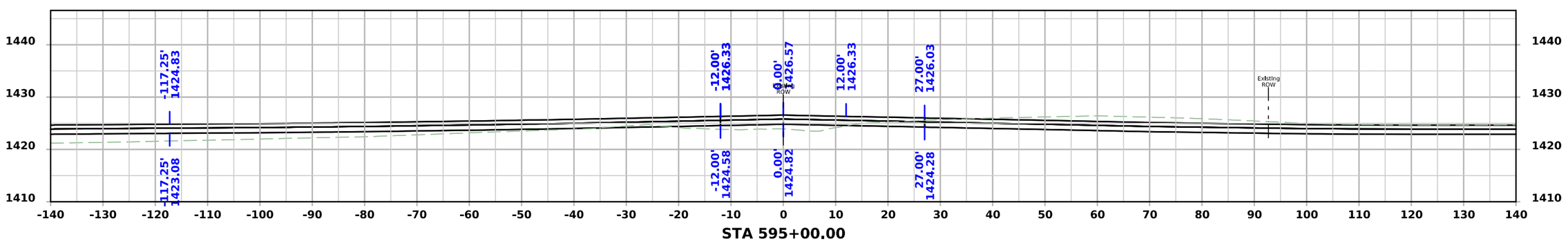
IA 7



STA 595+50.00



STA 595+25.00

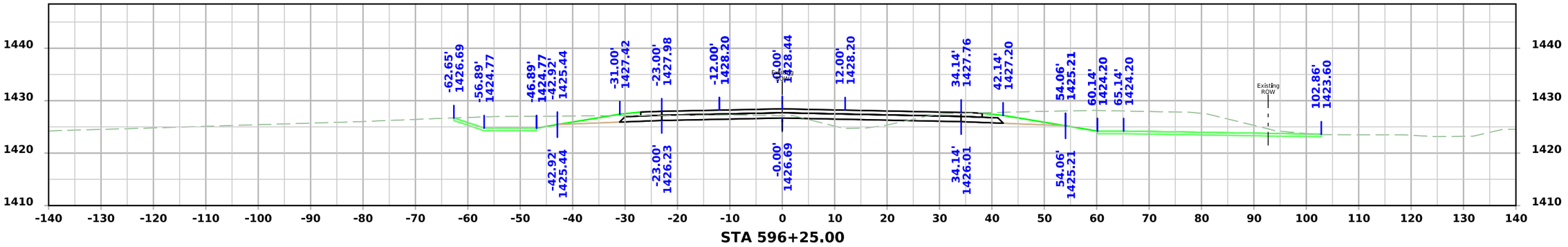


STA 595+00.00

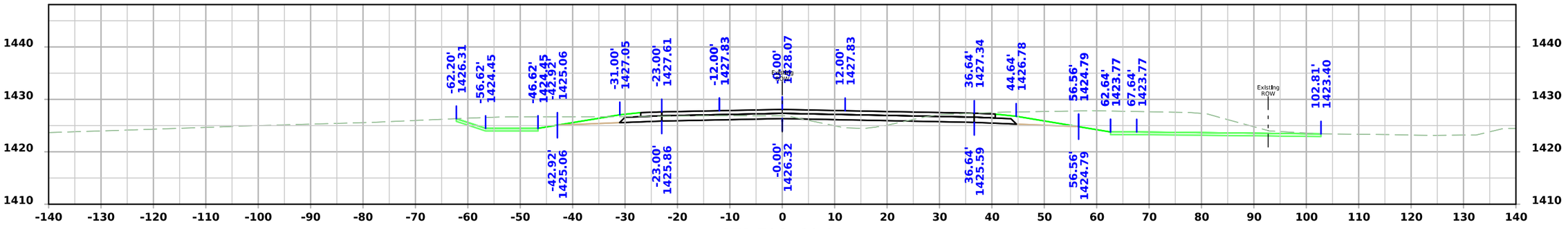
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.92**

4:34:21 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

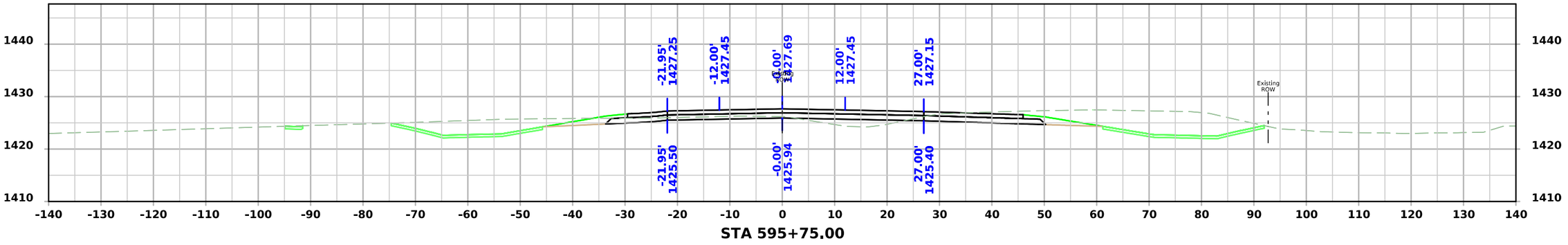
IA 7



STA 596+25.00



STA 596+00.00

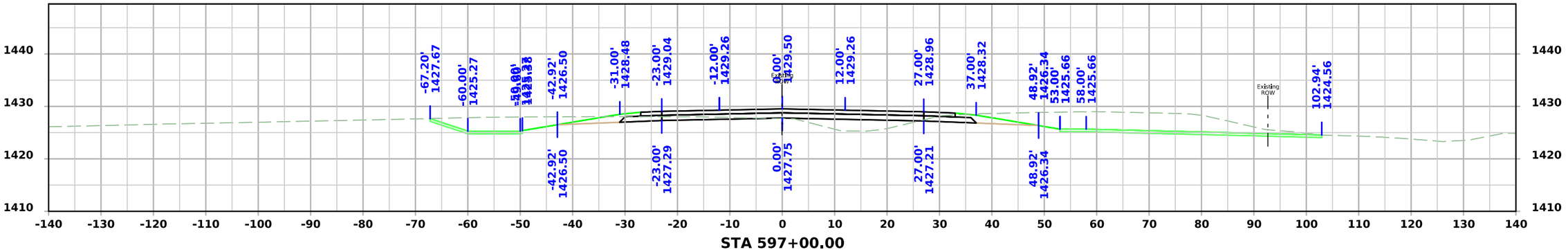


STA 595+75.00

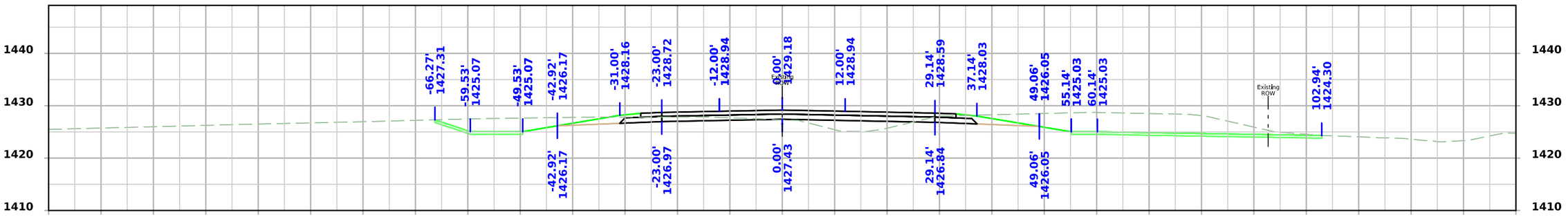
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.93**

4:34:24 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

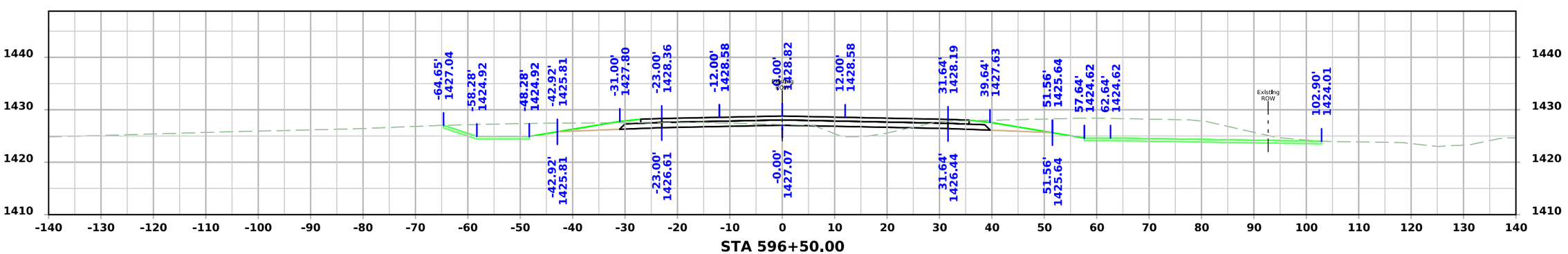
IA 7



STA 597+00.00



STA 596+75.00

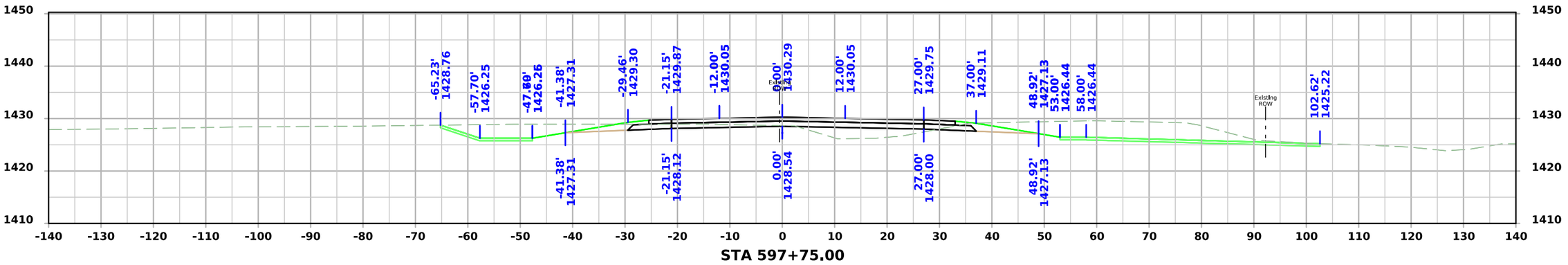


STA 596+50.00

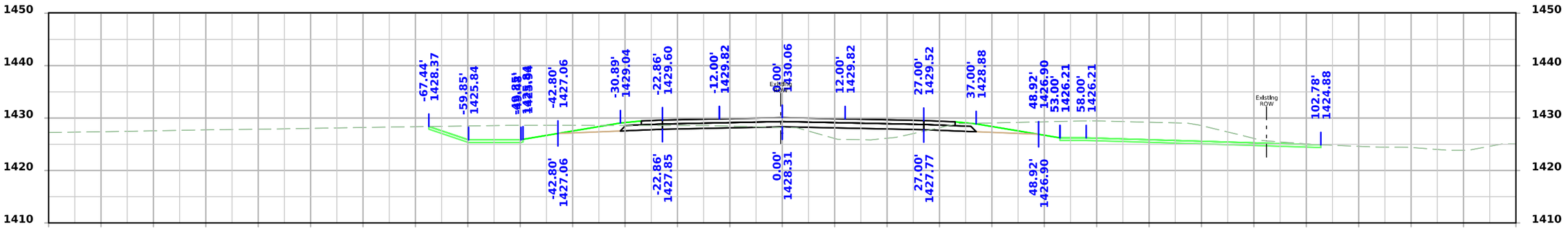
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.94**

4:34:27 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

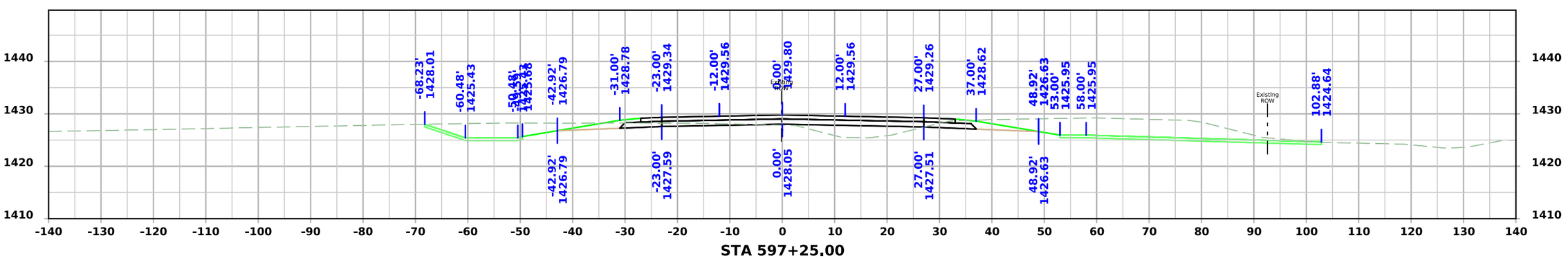
IA 7



STA 597+75.00



STA 597+50.00

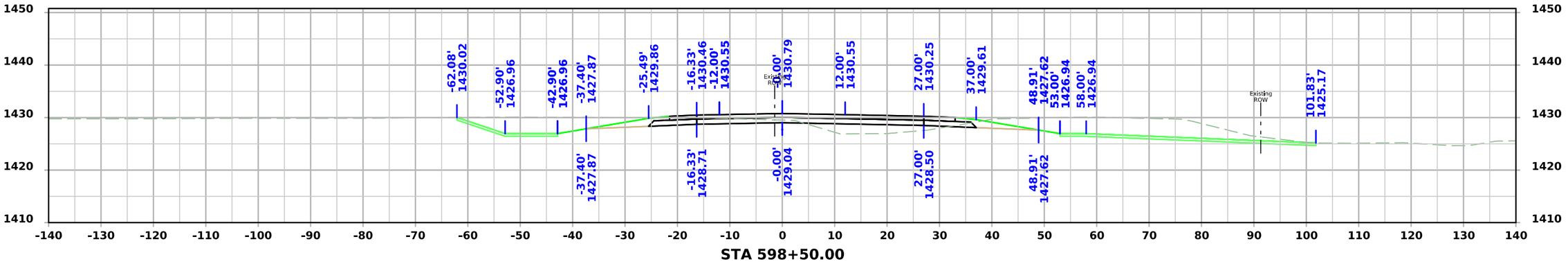


STA 597+25.00

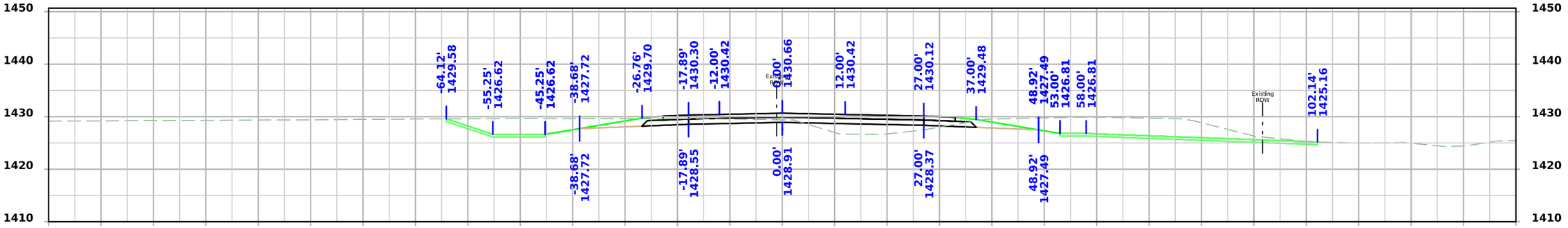
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.95**

4:34:29 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



STA 598+50.00



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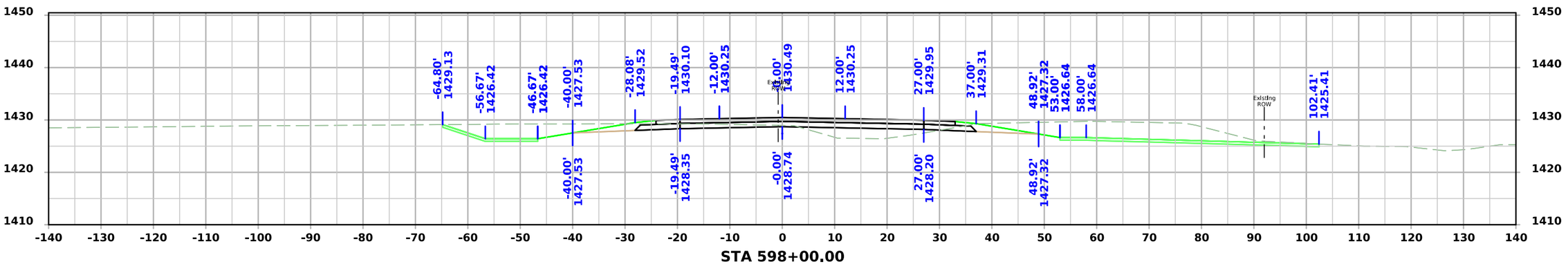
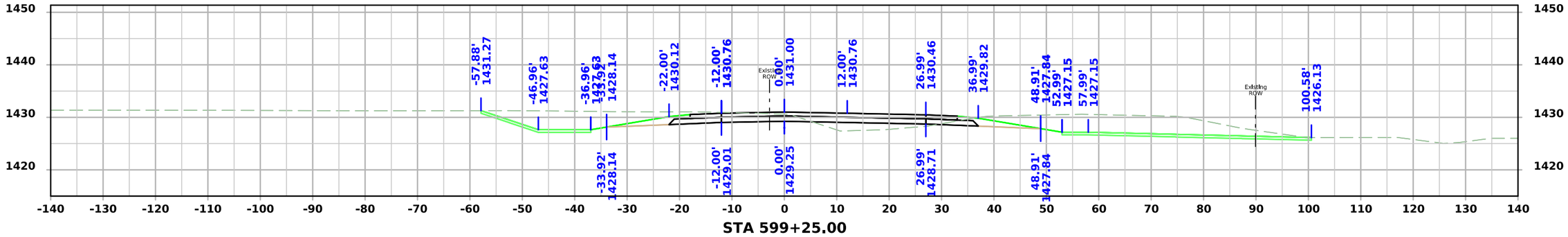


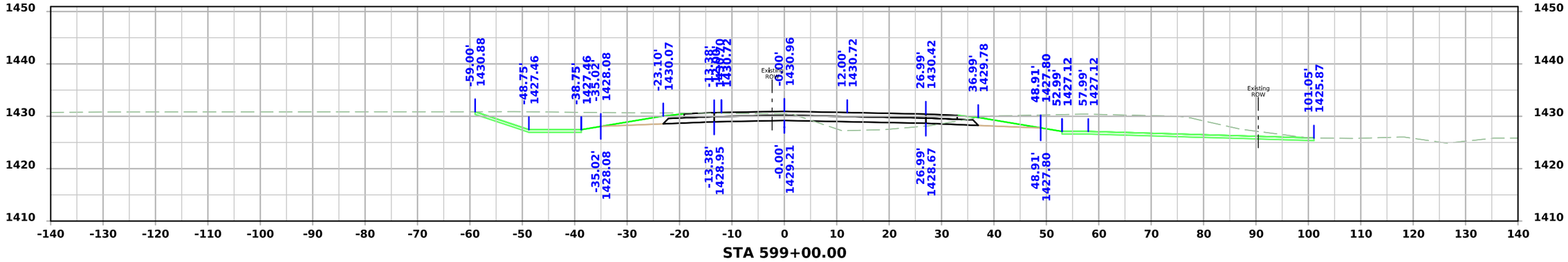
STA 598+00.00

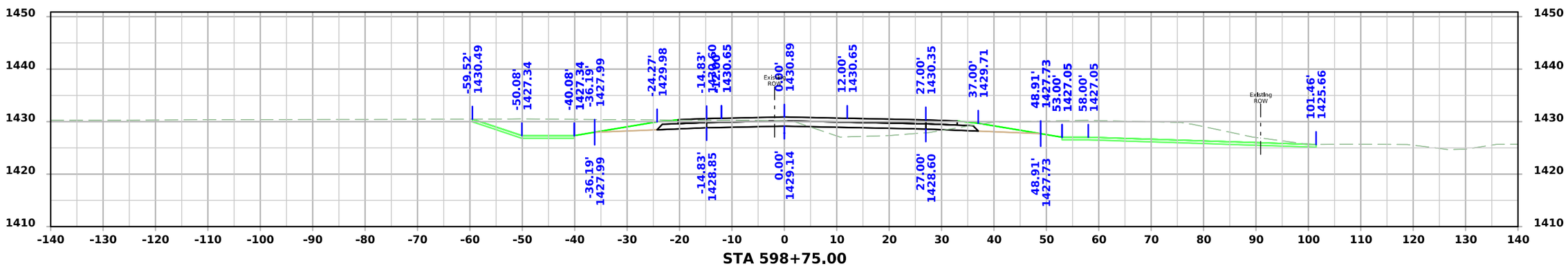
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.96**

4:34:31 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.97**

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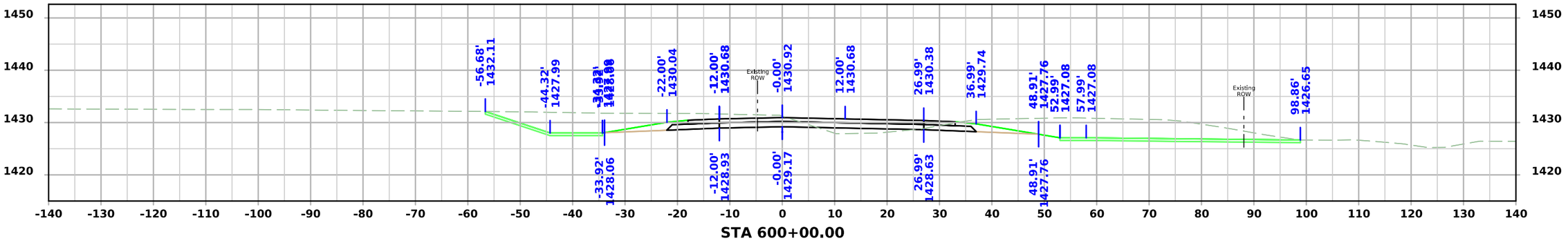
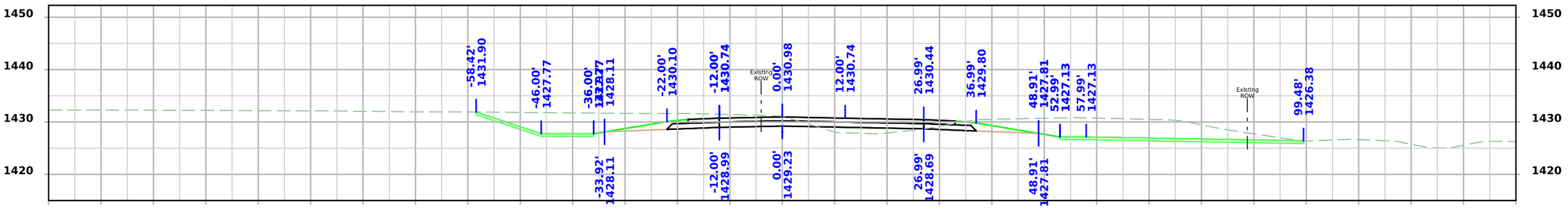
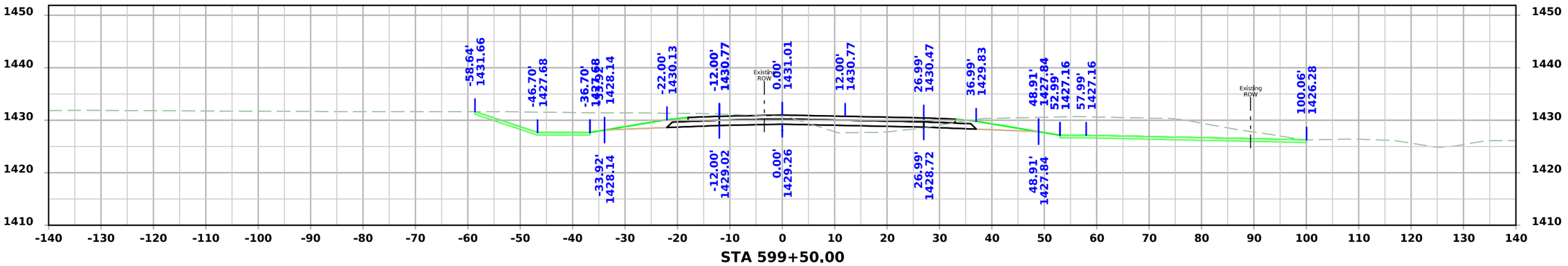
IA 7



STA 600+00.00



STA 599+75.00



STA 599+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.98**

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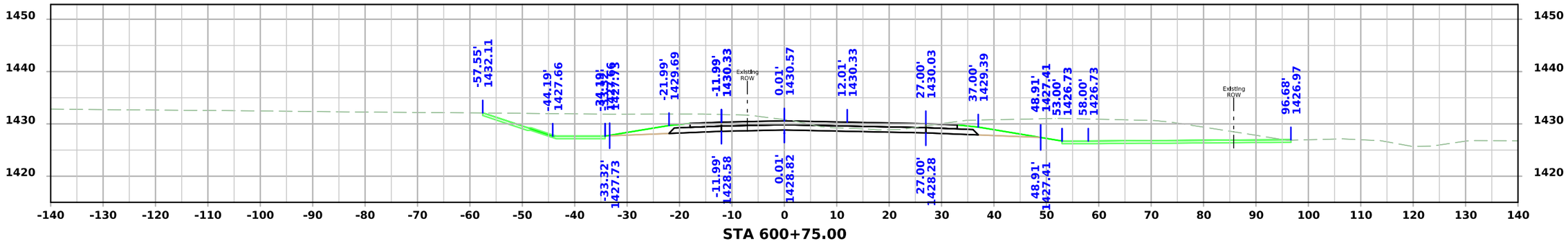
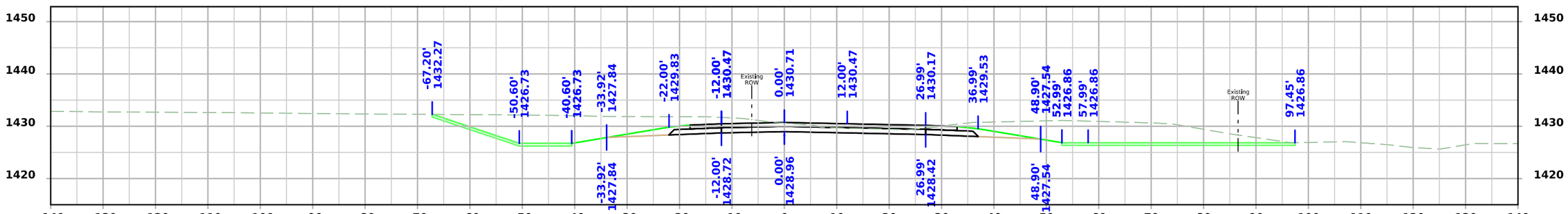
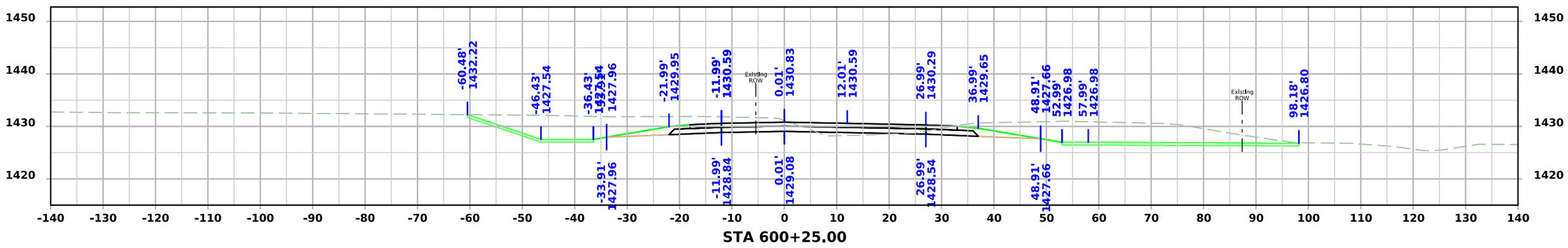
IA 7



STA 600+75.00



STA 600+50.00

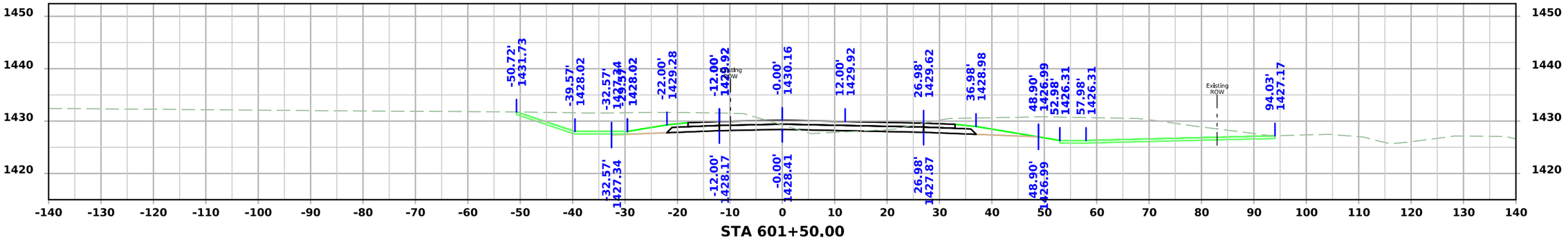


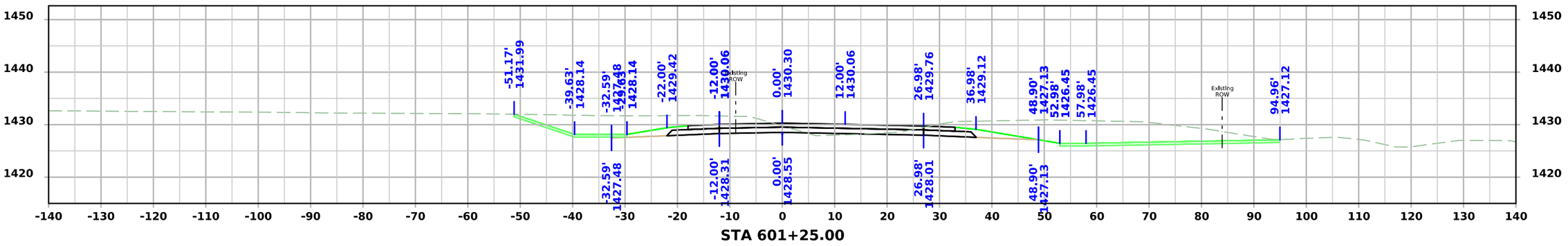
STA 600+25.00

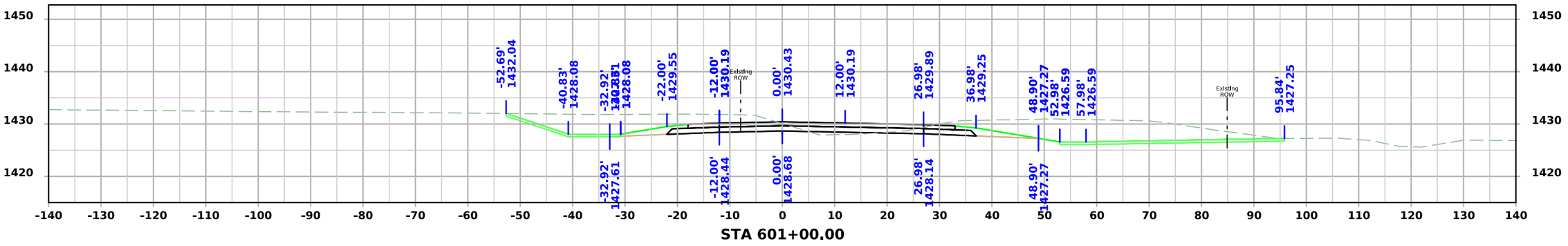
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.99**

4:34:38 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.100**

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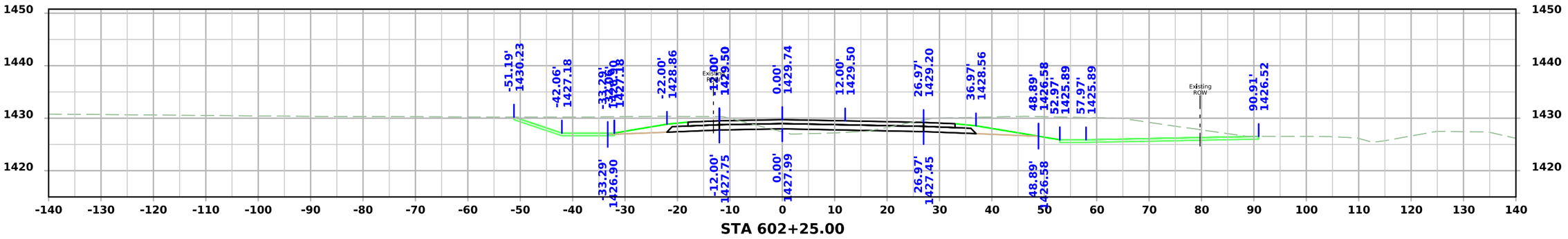
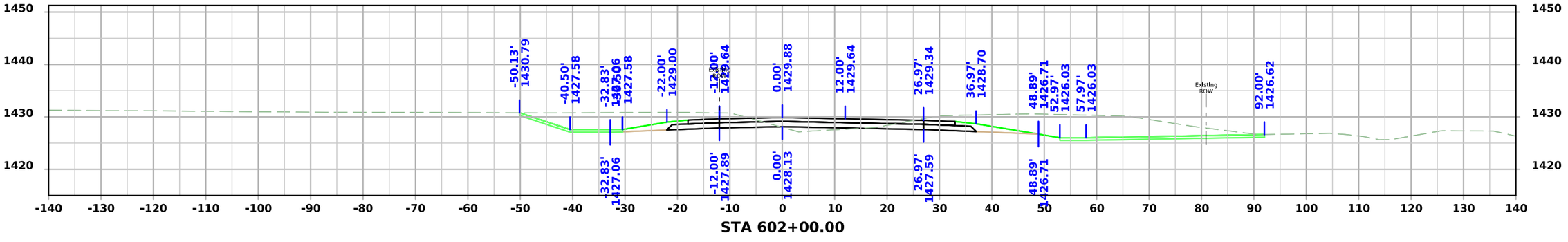
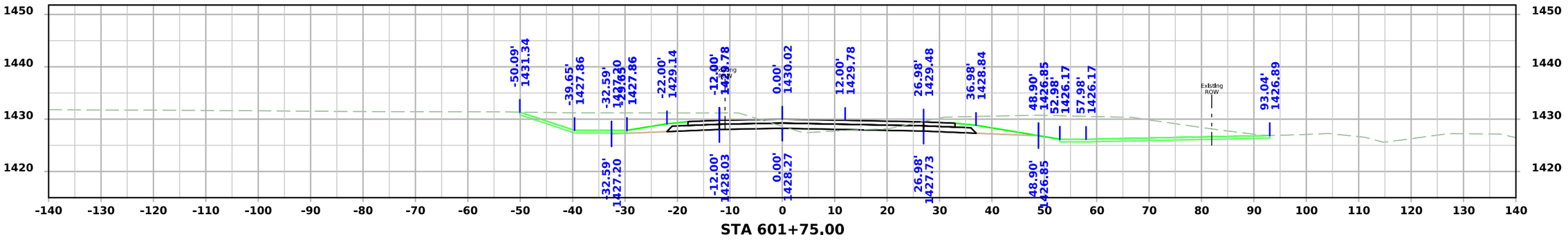
IA 7



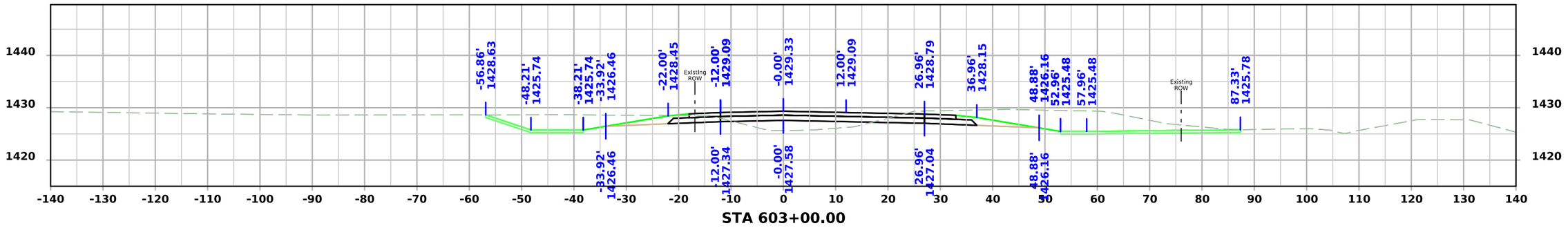




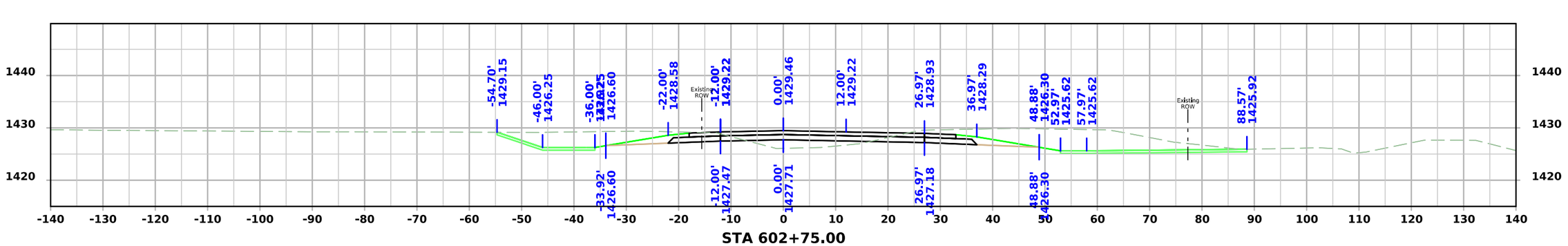
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.101**

4:34:42 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

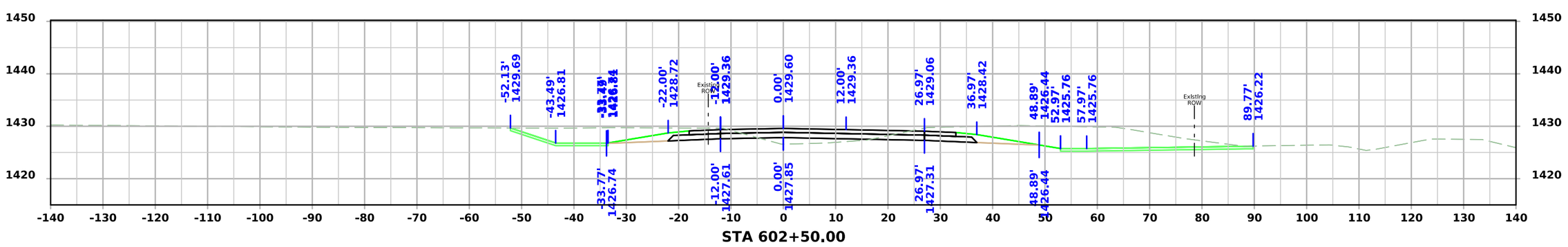
IA 7



STA 603+00.00



STA 602+75.00

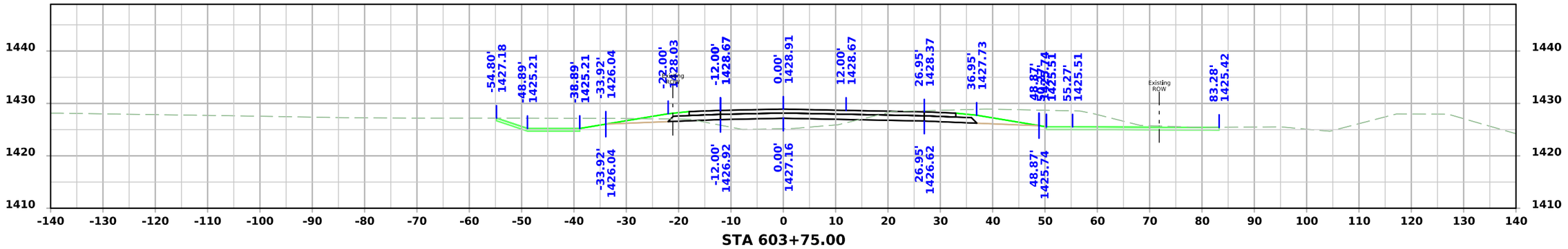


STA 602+50.00

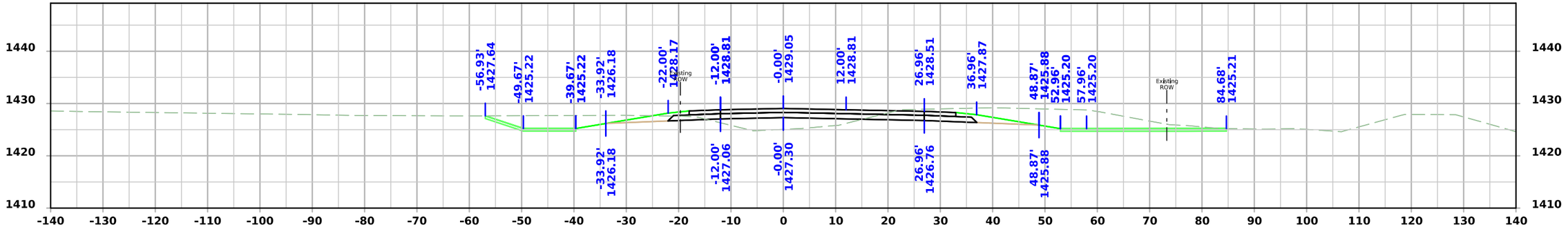
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.102**

4:34:45 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

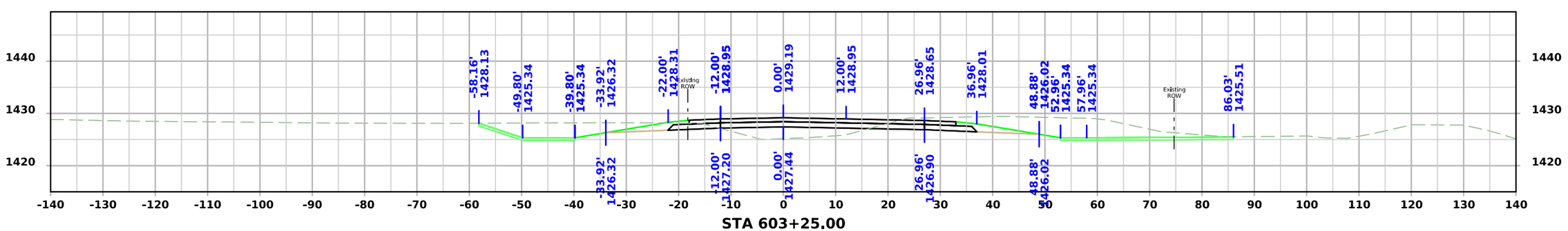
IA 7



STA 603+75.00



STA 603+50.00



STA 603+25.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.103**

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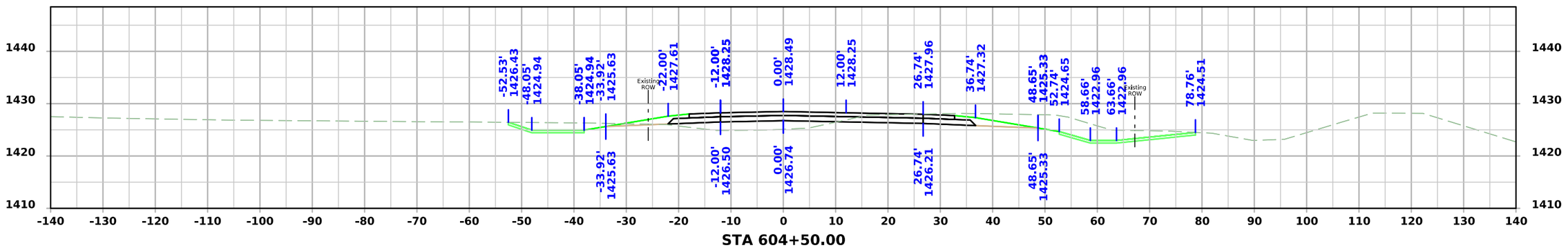
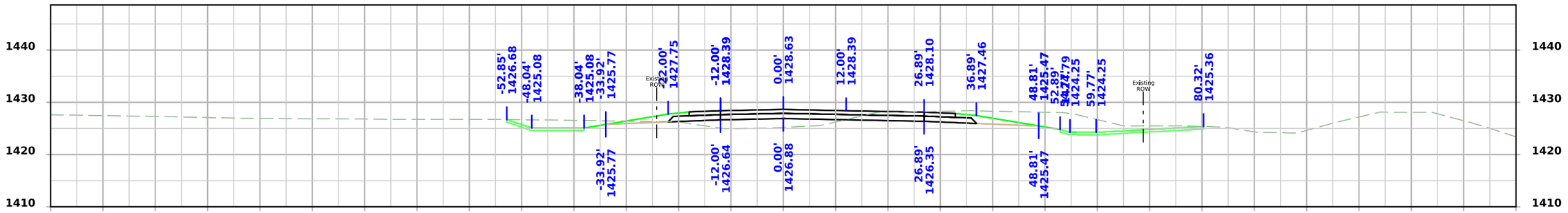
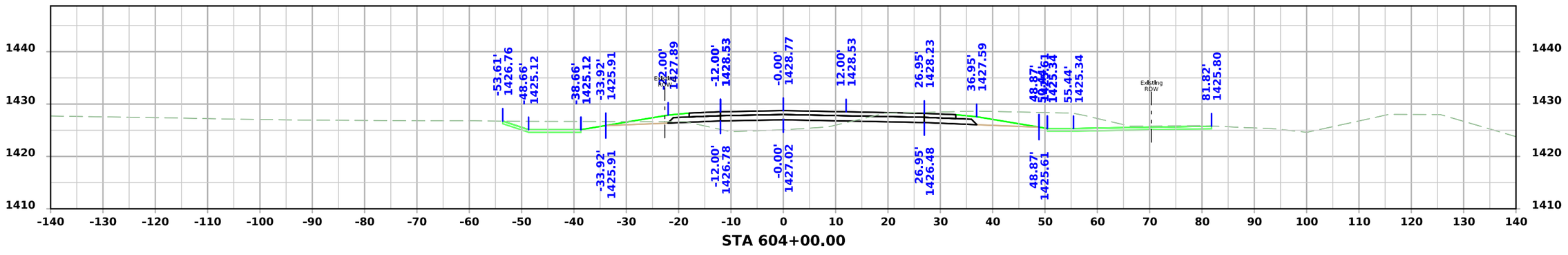
IA 7



STA 604+50.00



STA 604+25.00

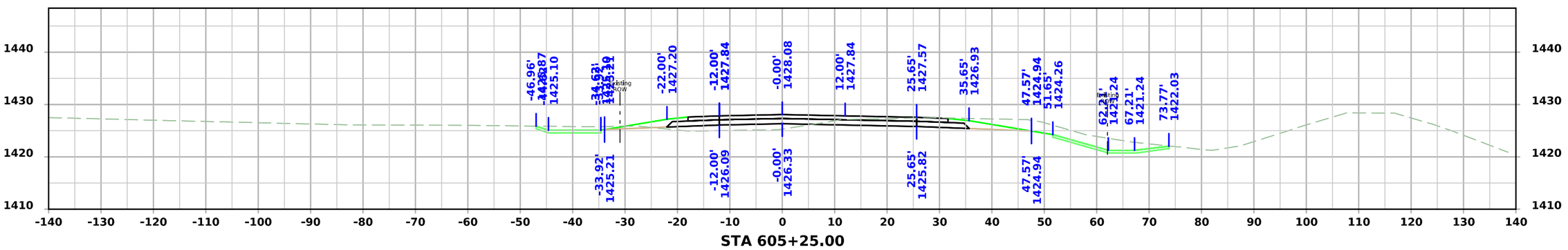


STA 604+00.00

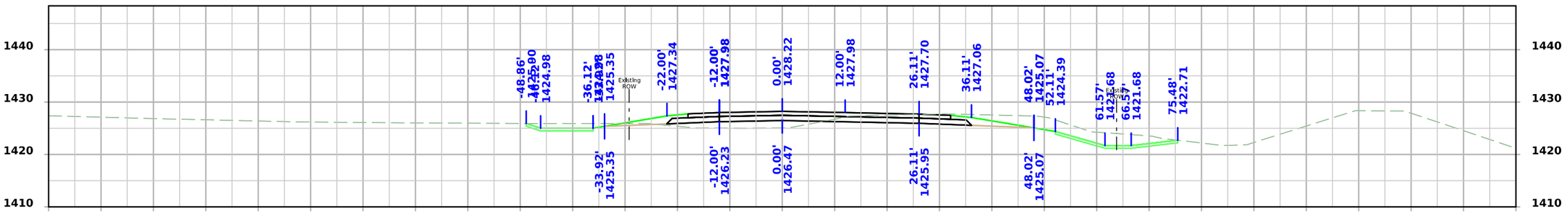
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.104**

4:34:49 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

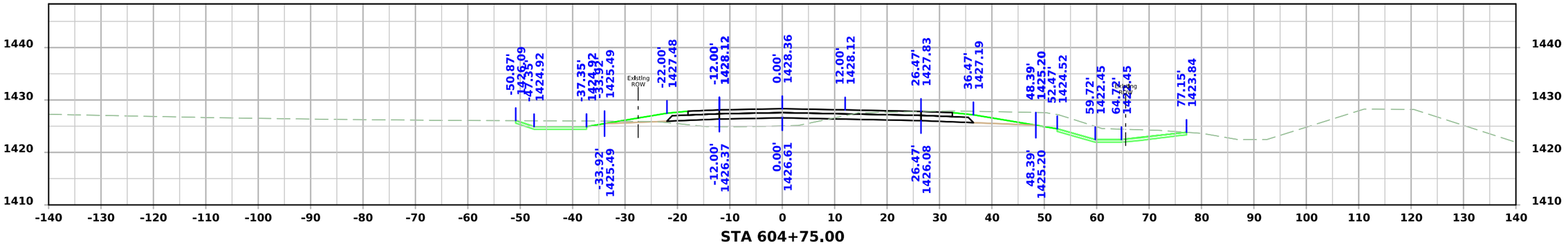
IA 7



STA 605+25.00



STA 605+00.00

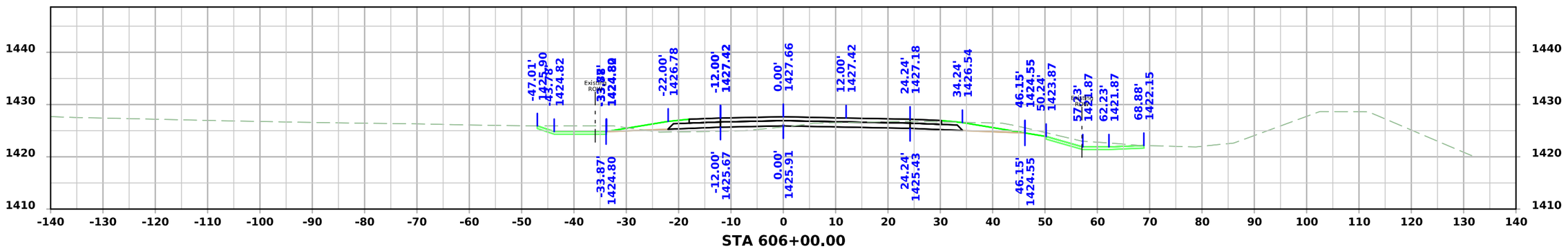


STA 604+75.00

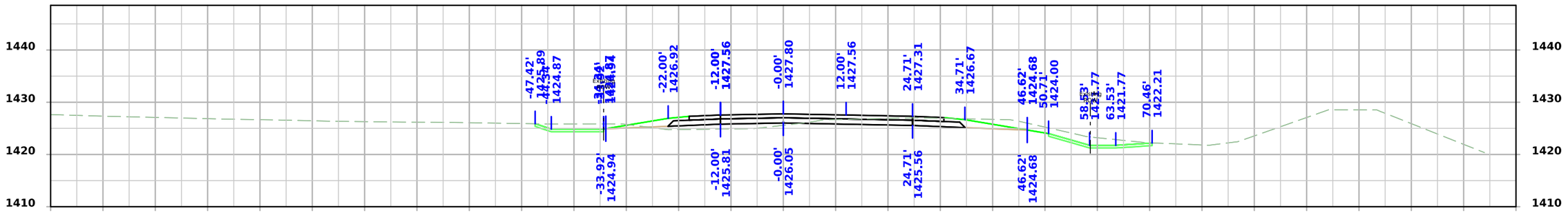
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.105**

4:34:51 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

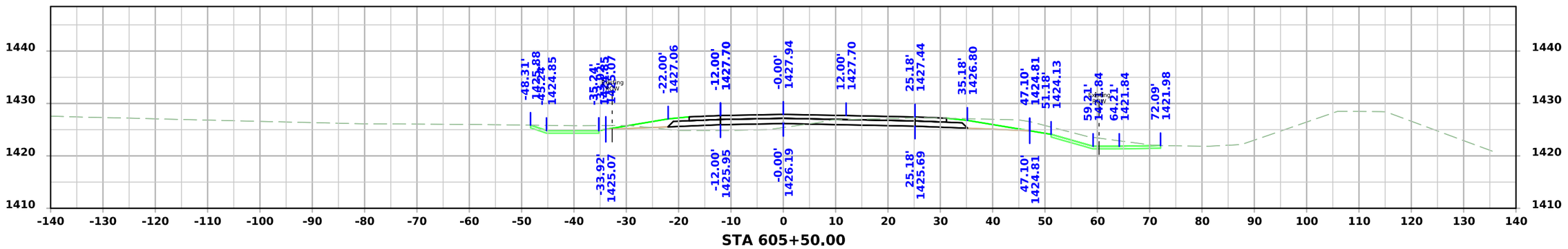
IA 7



STA 606+00.00



STA 605+75.00

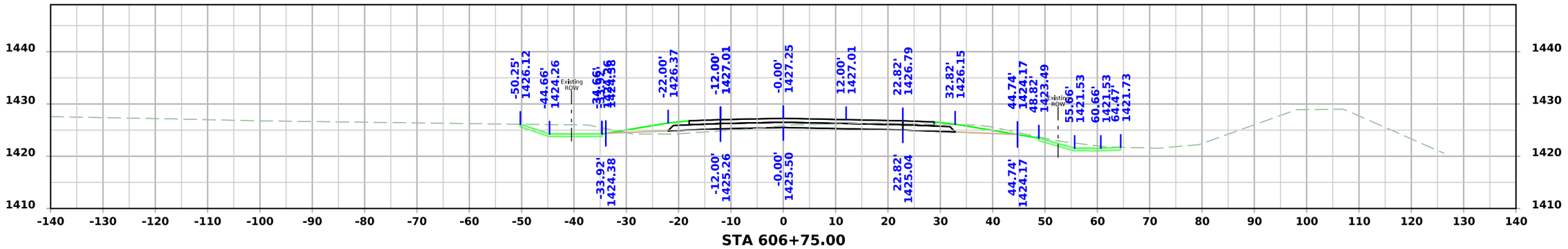


STA 605+50.00

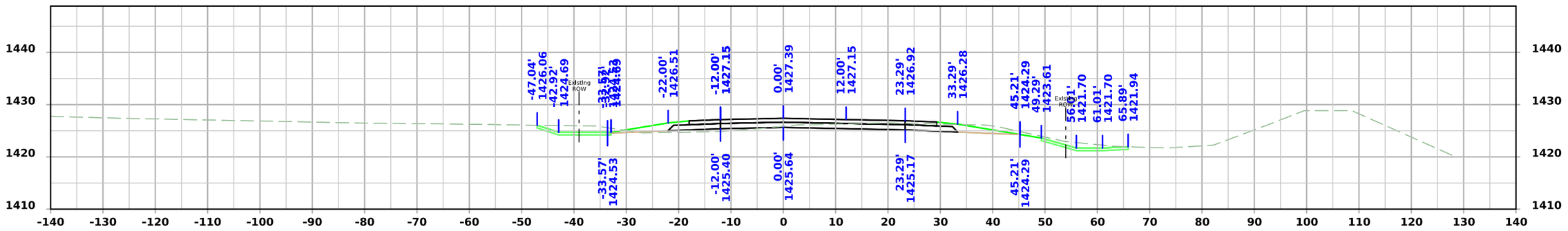
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.106**

4:34:54 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

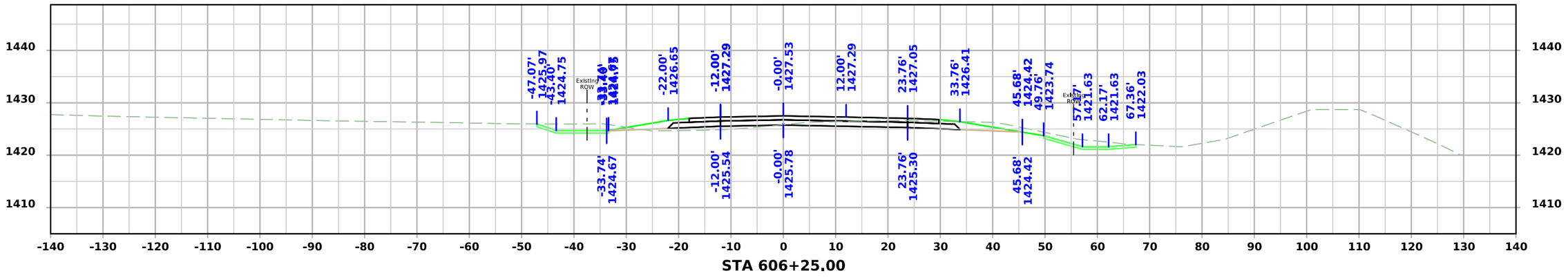
IA 7



STA 606+75.00



STA 606+50.00

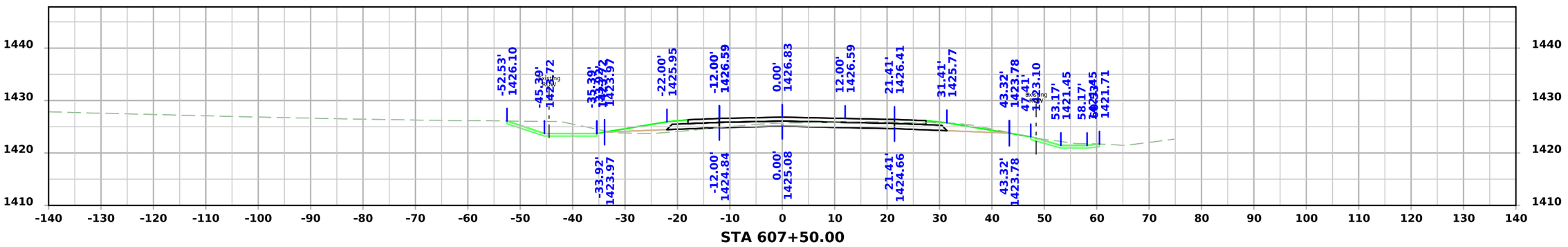


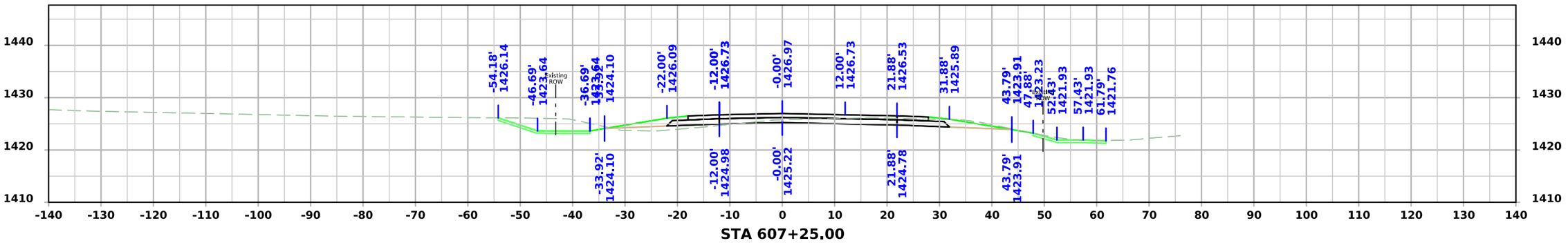
STA 606+25.00

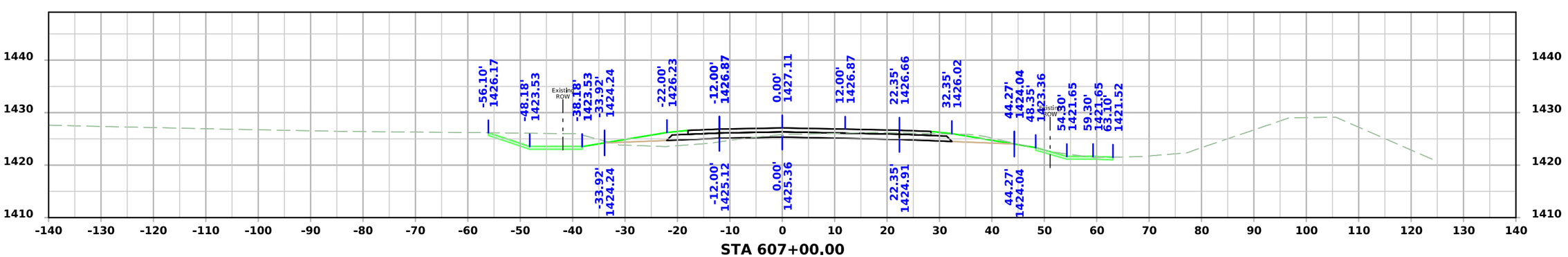
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.107**

4:34:56 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



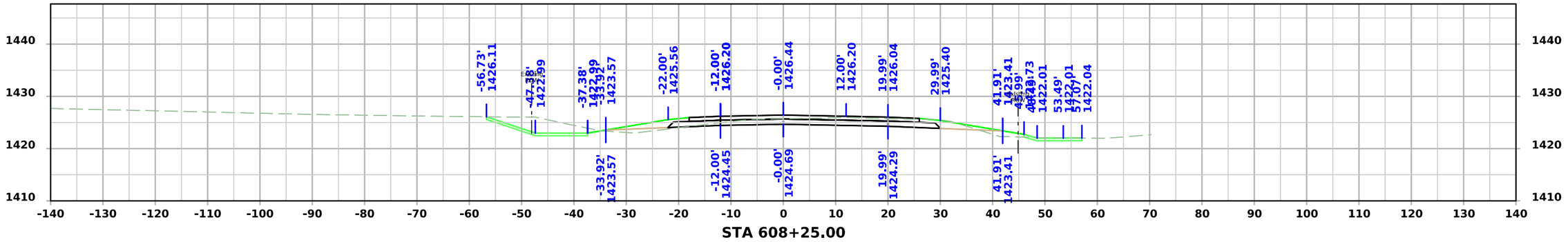




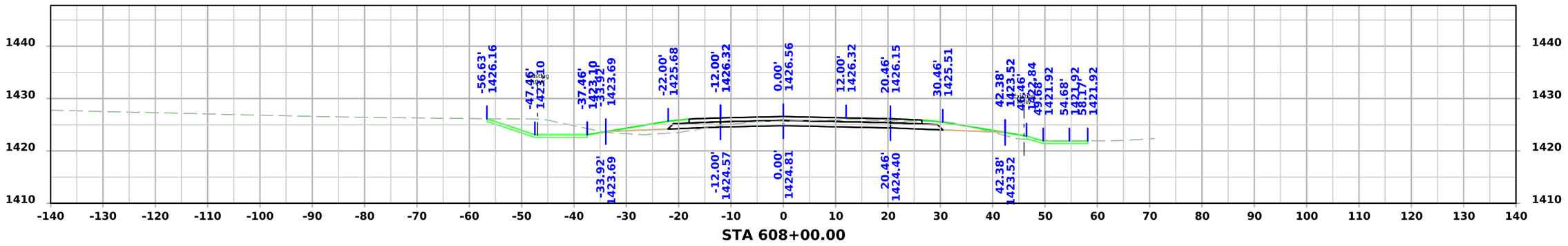
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.108**

4:34:58 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

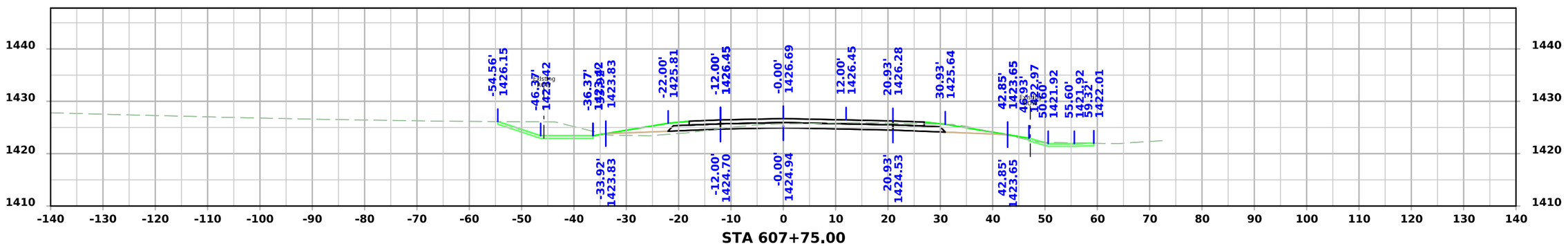
IA 7



STA 608+25.00



STA 608+00.00

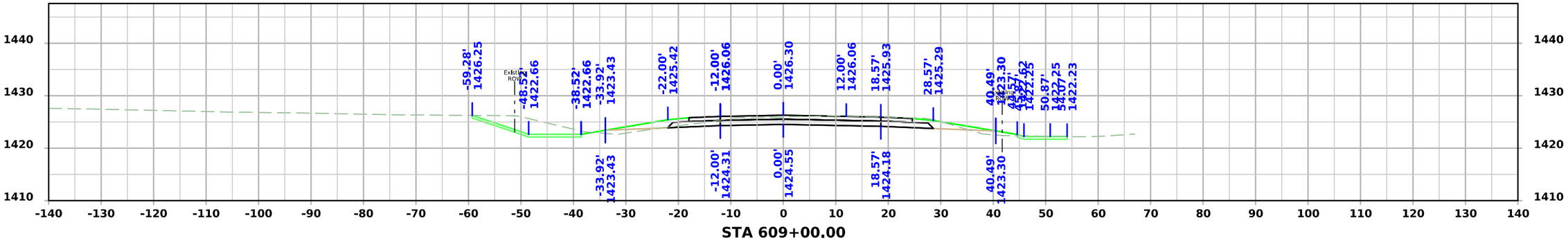


STA 607+75.00

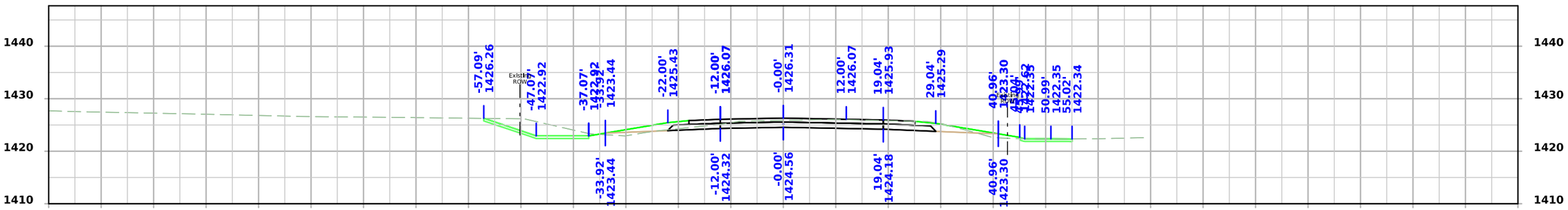
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.109**

4:35:00 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

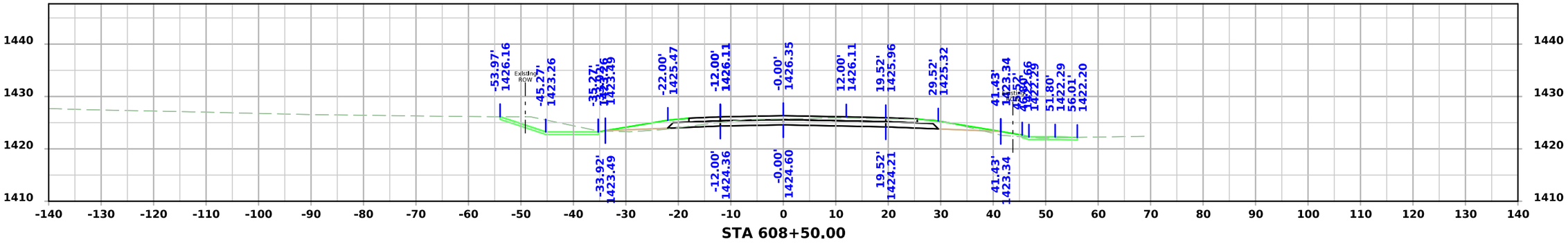
IA 7



STA 609+00.00



STA 608+75.00

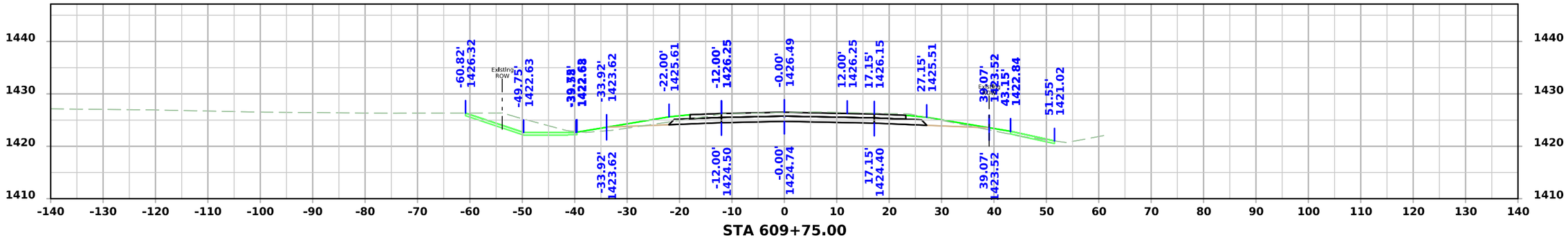


STA 608+50.00

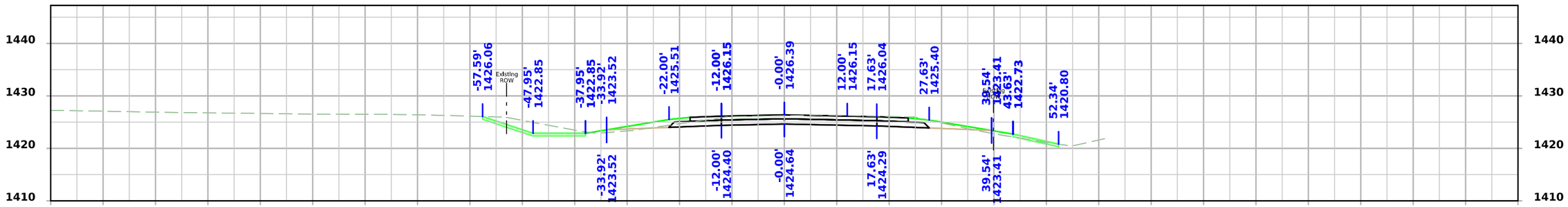
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.110**

4:35:03 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

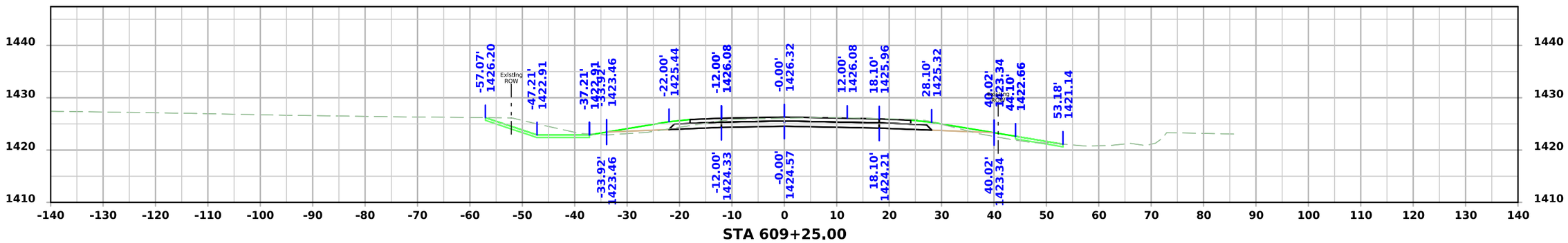
IA 7



STA 609+75.00



STA 609+50.00

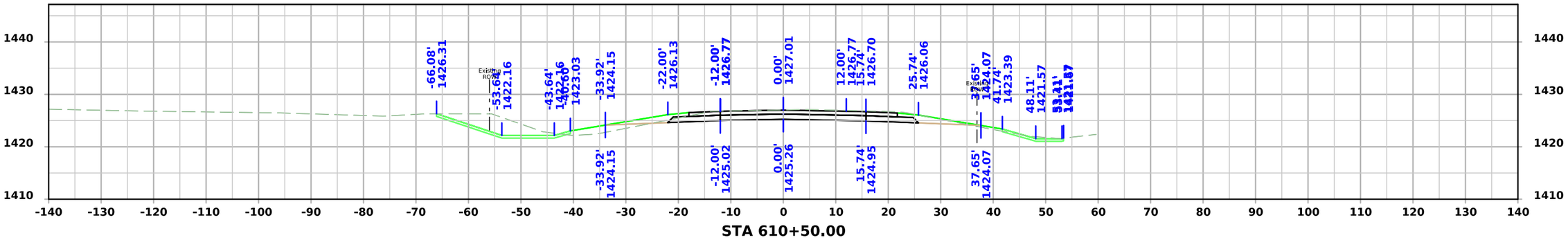


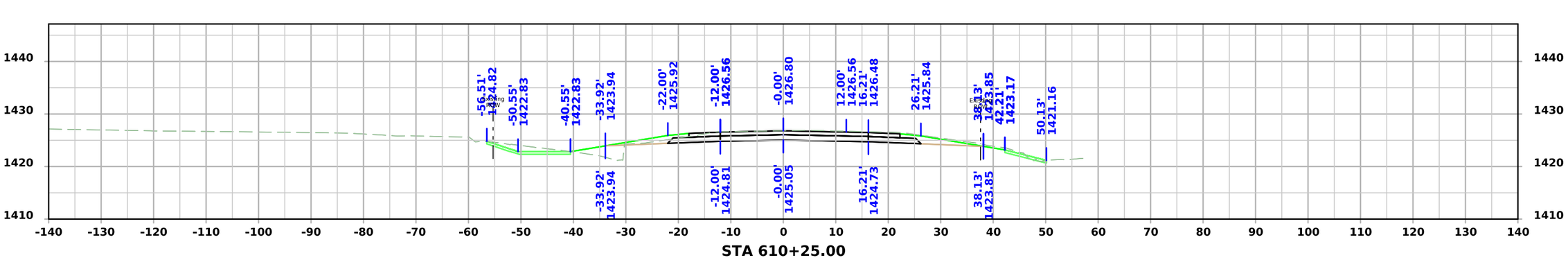
STA 609+25.00

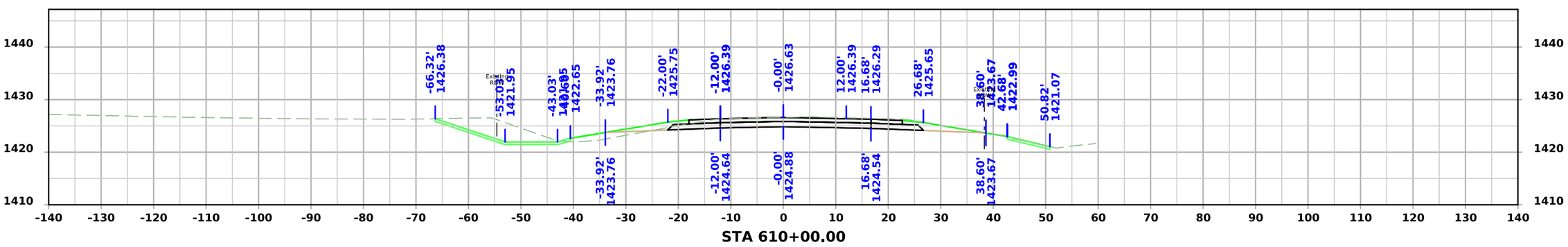
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.111**

4:35:05 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



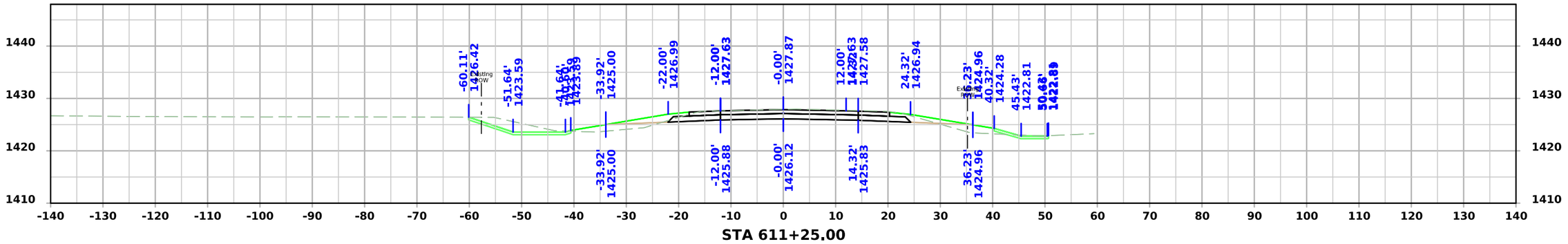


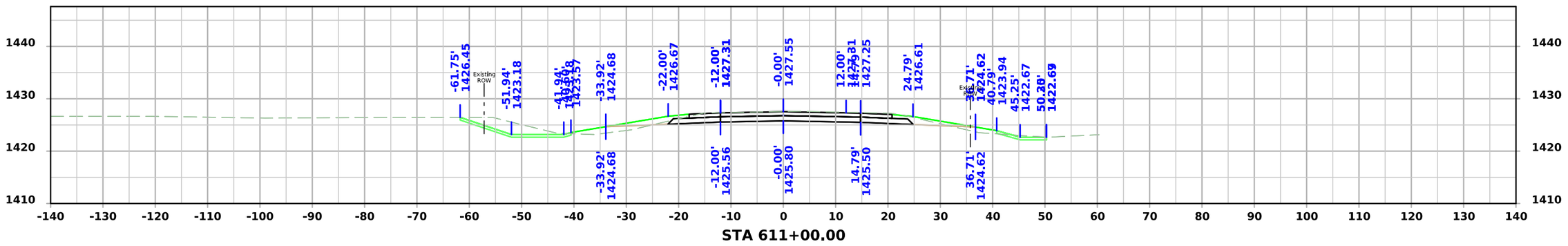


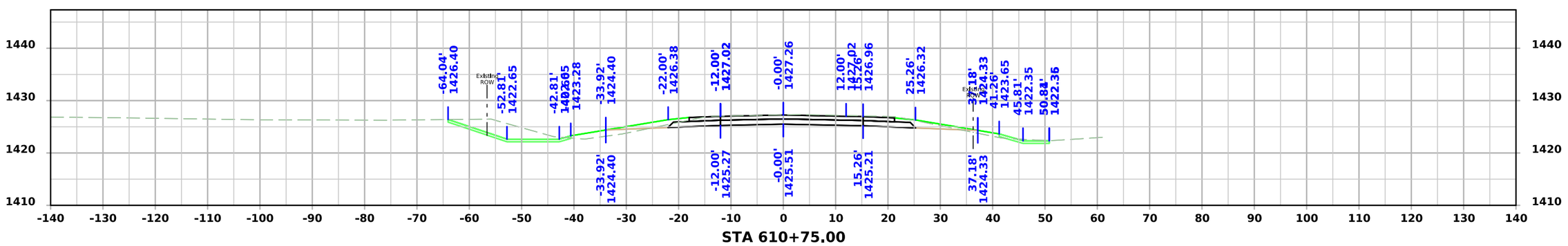
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.112**

4:35:07 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



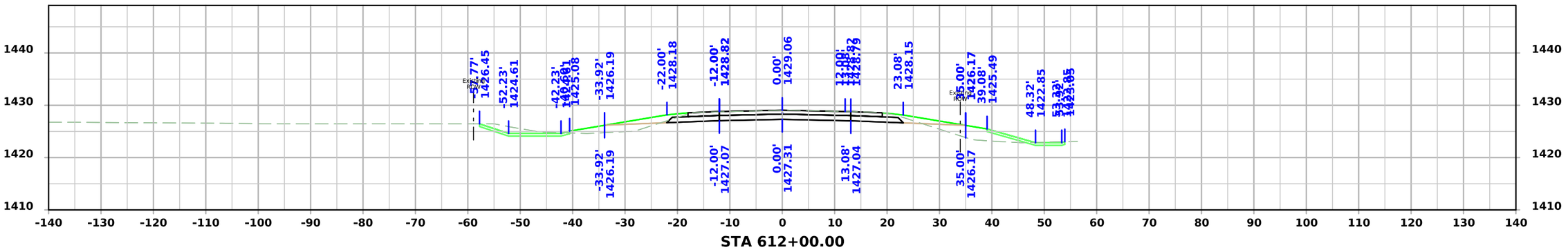


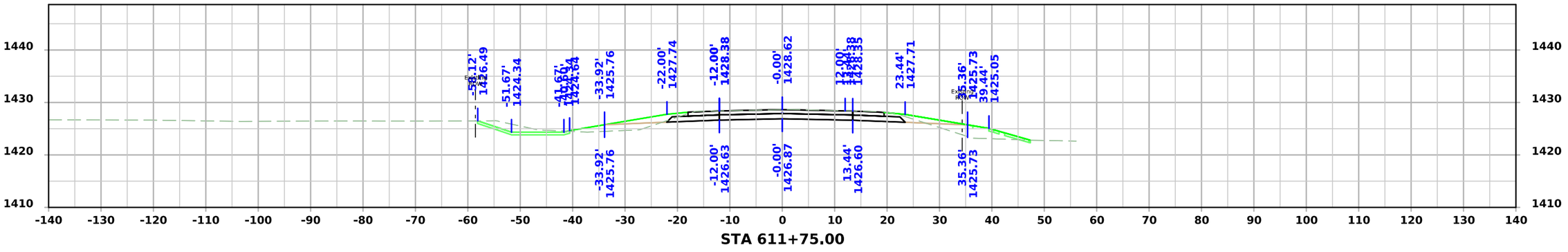


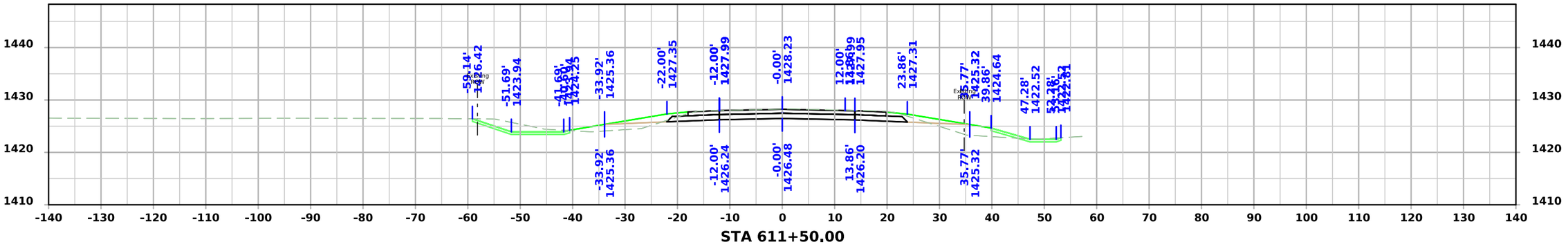
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.113**

4:35:10 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

IA 7



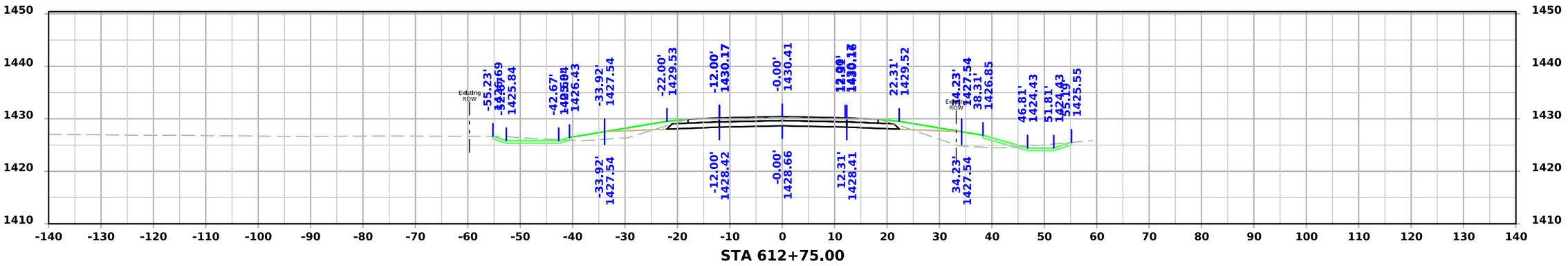




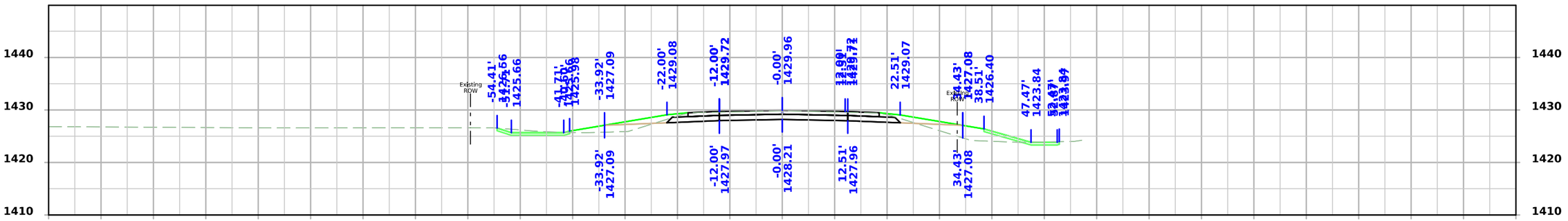
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.114**

4:35:12 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

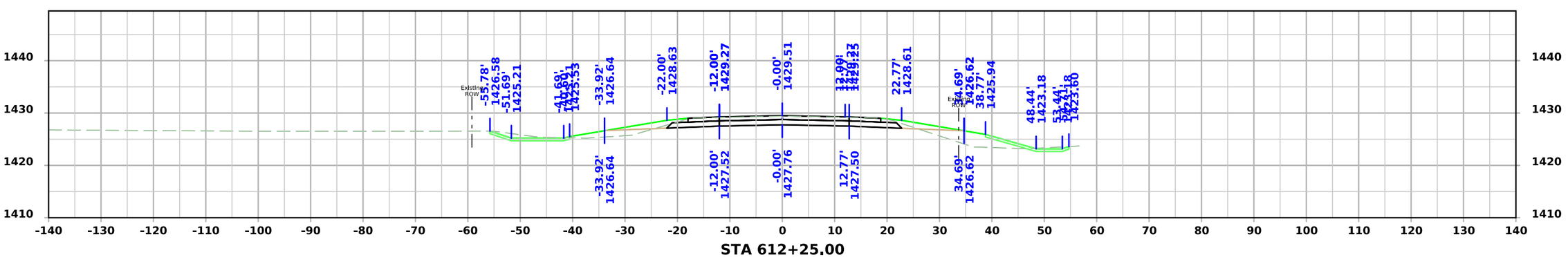
IA 7



STA 612+75.00



STA 612+50.00

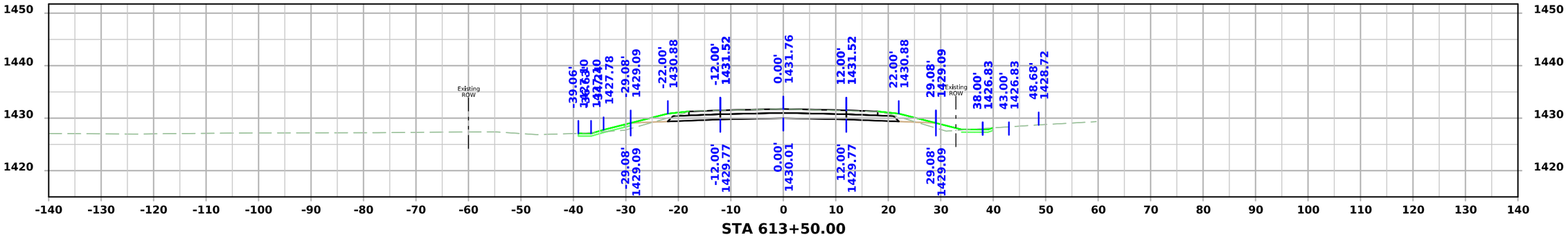


STA 612+25.00

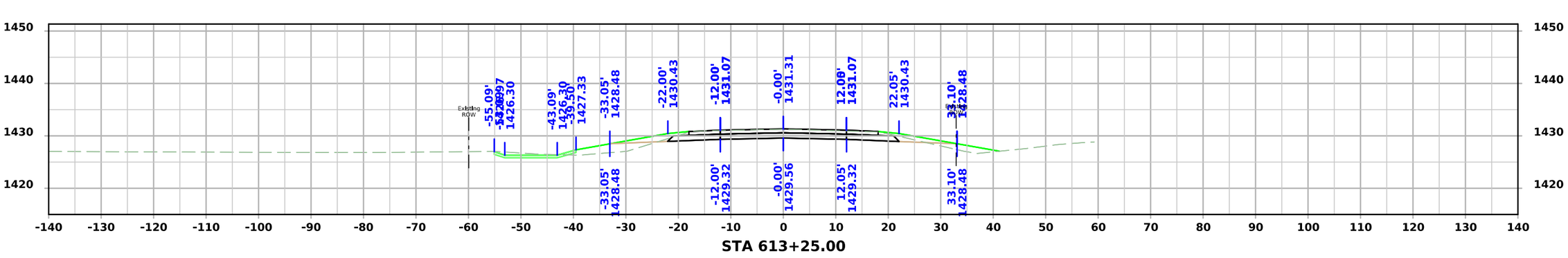
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.115**

4:35:14 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

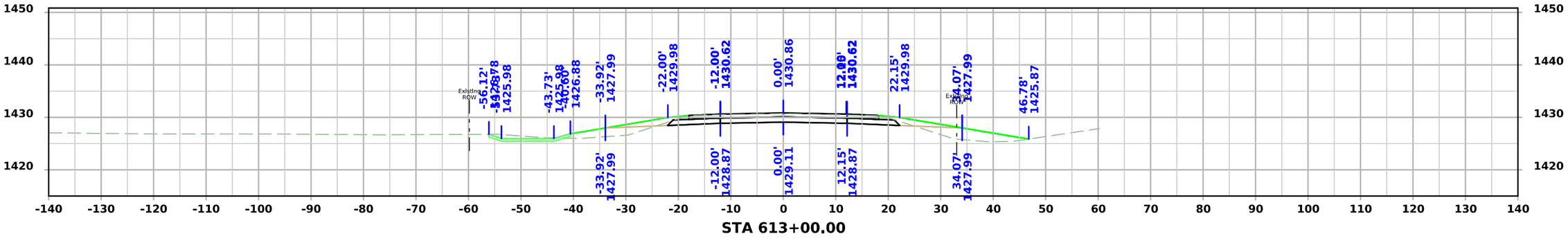
IA 7



STA 613+50.00



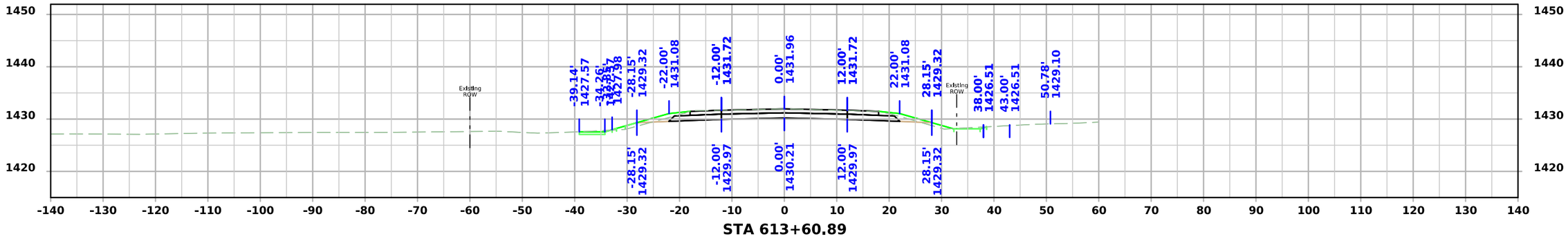
STA 613+25.00



STA 613+00.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.116**

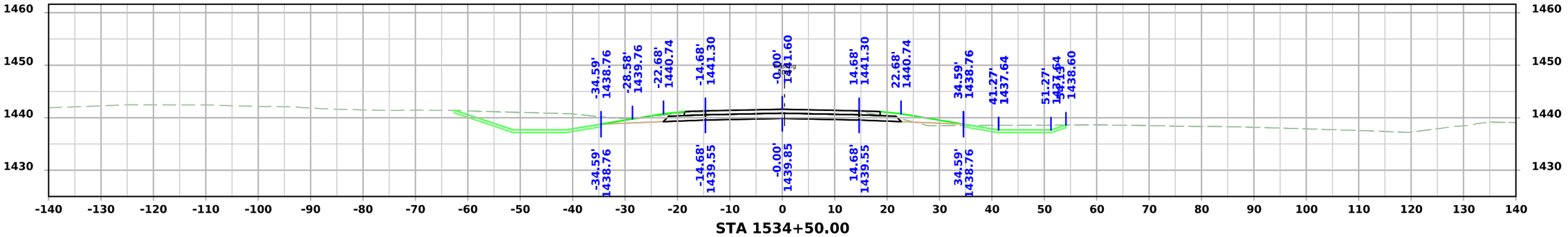
4:35:16 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn



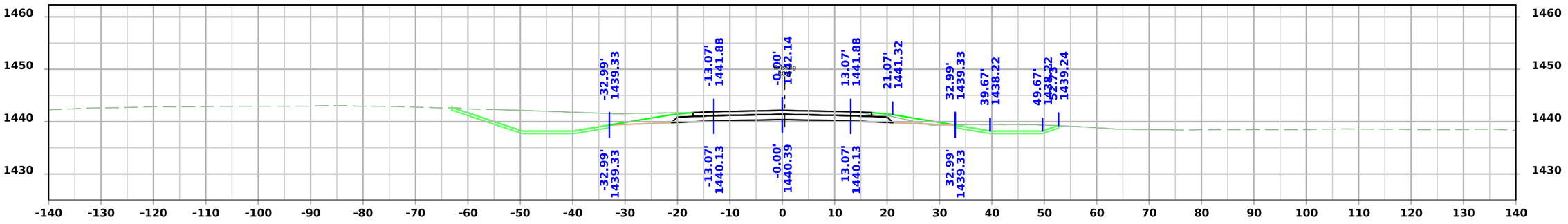
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **W.117**

4:35:18 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_ML007_11007038Z04.dgn

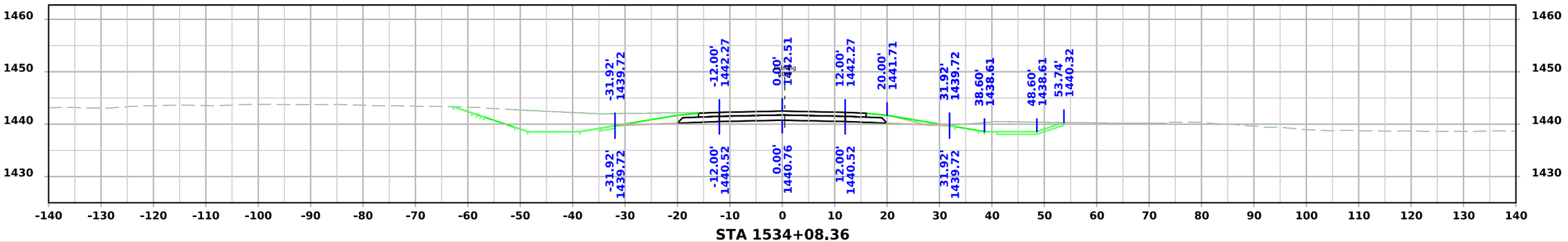
70th Ave/Villa Rd



STA 1534+50.00



STA 1534+25.00

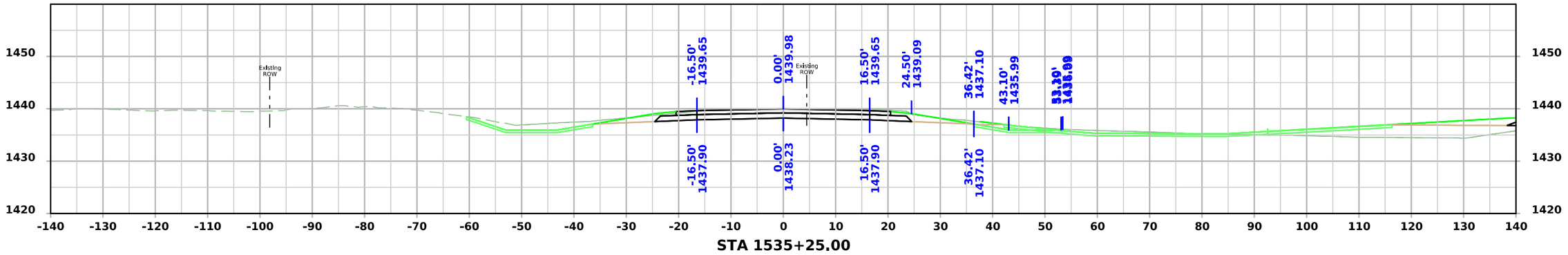


STA 1534+08.36

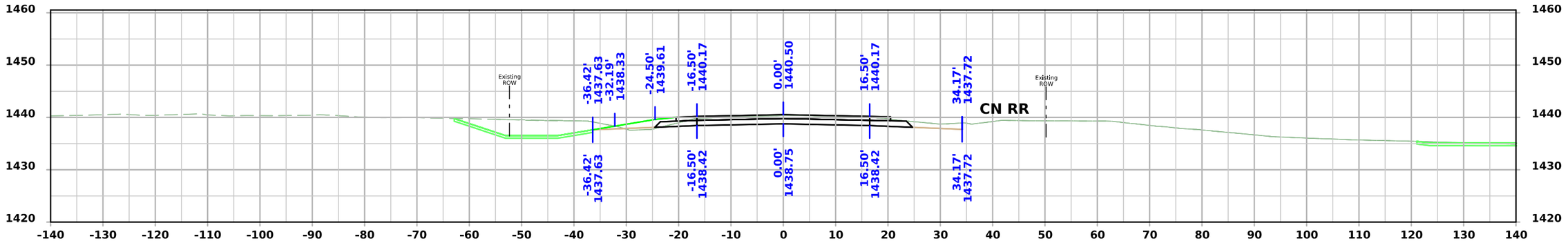
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.1**

4:35:25 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

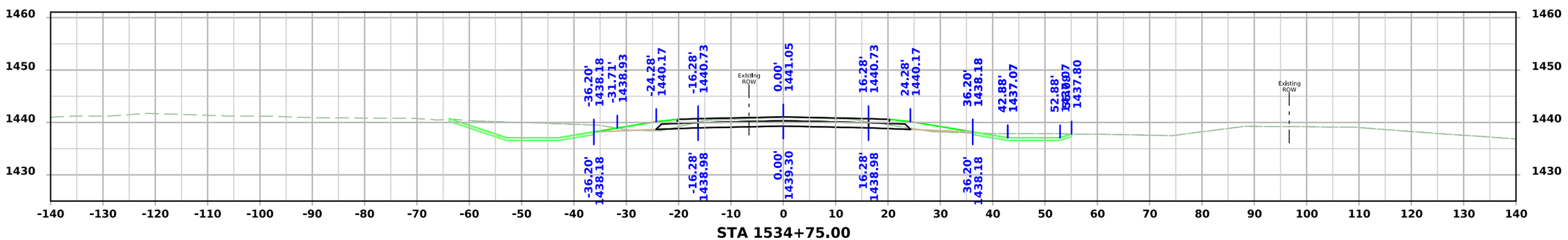
70th Ave/Villa Rd



STA 1535+25.00



STA 1535+00.00

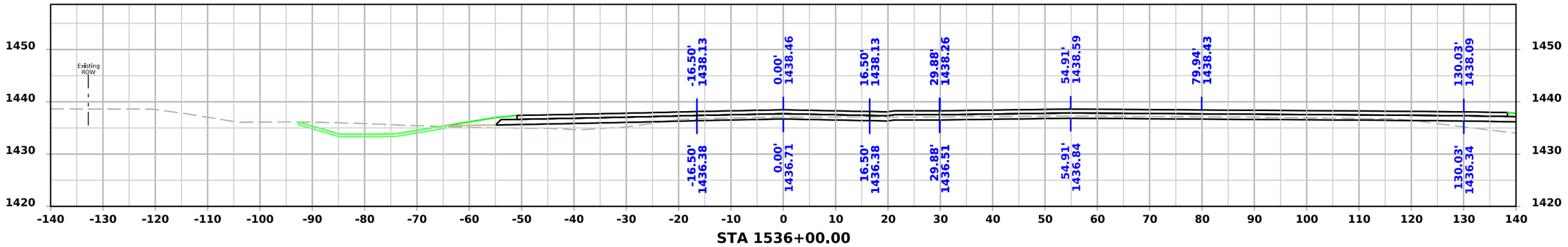


STA 1534+75.00

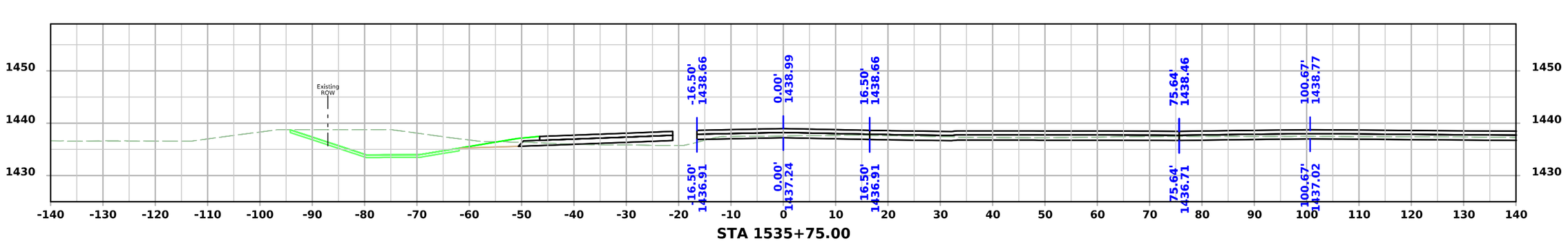
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.2**

4:35:27 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

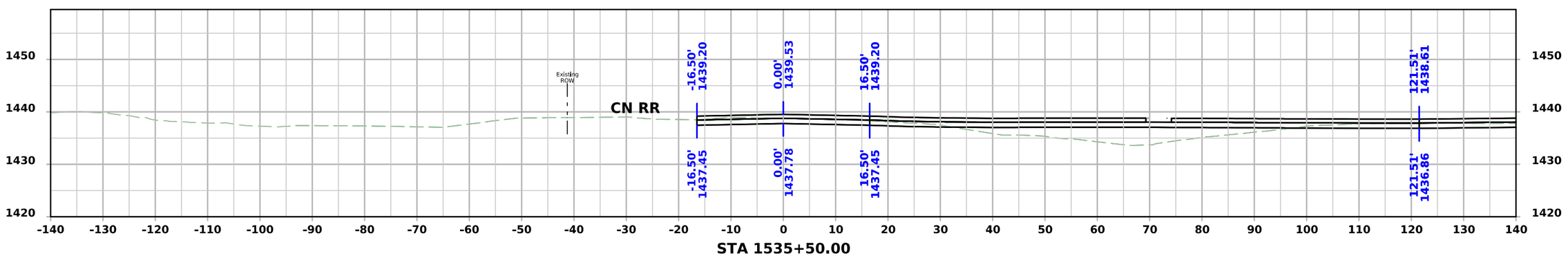
70th Ave/Villa Rd



STA 1536+00.00



STA 1535+75.00

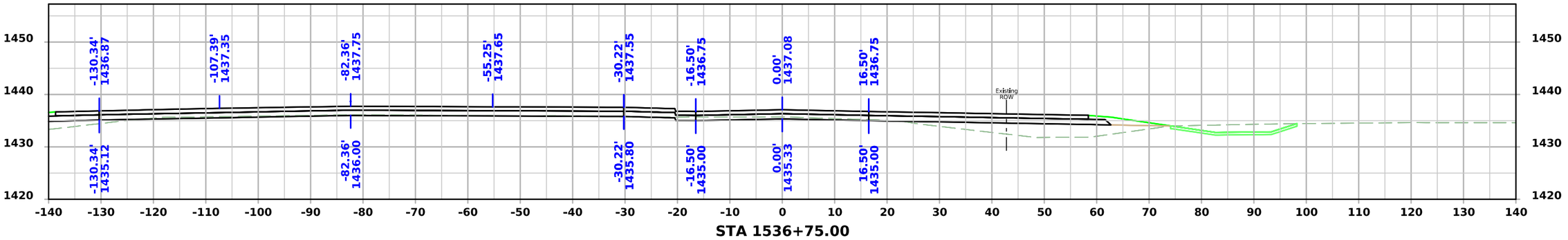


STA 1535+50.00

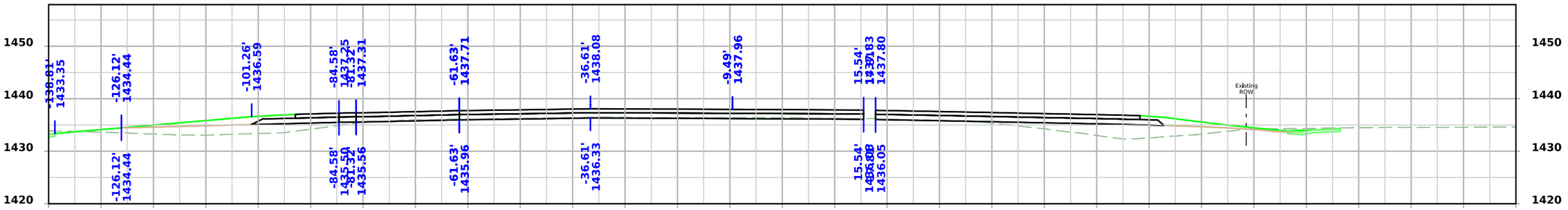
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.3**

4:35:30 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

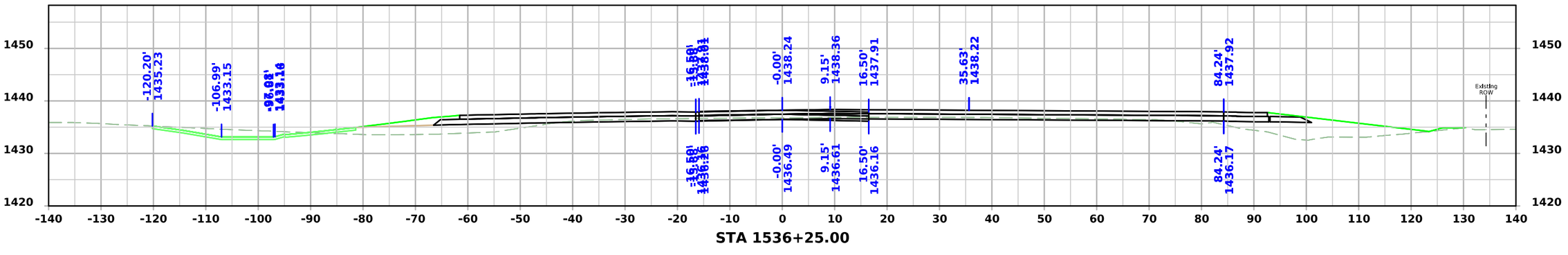
70th Ave/Villa Rd



STA 1536+75.00



STA 1536+50.00

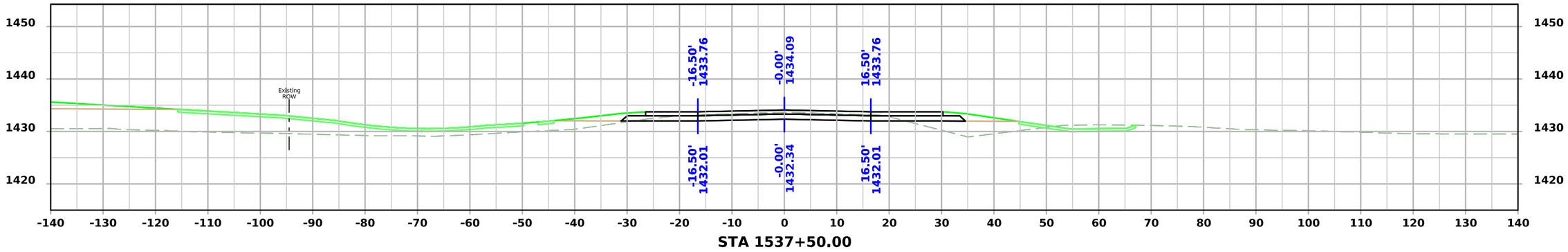


STA 1536+25.00

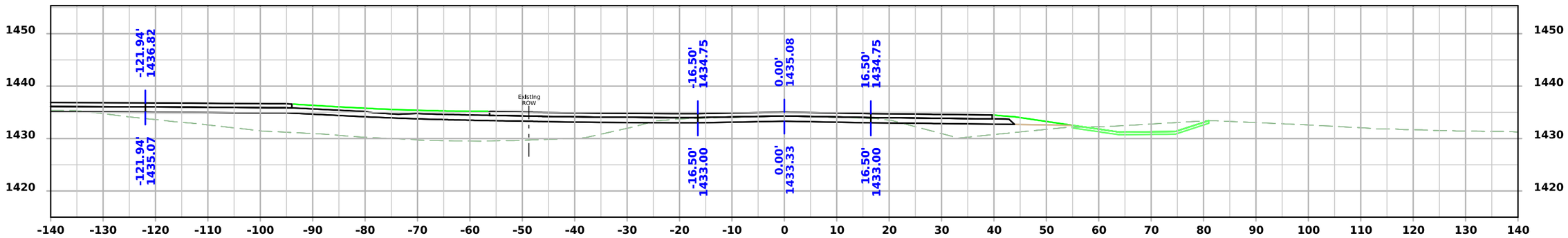
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.4**

4:35:32 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

70th Ave/Villa Rd



STA 1537+50.00



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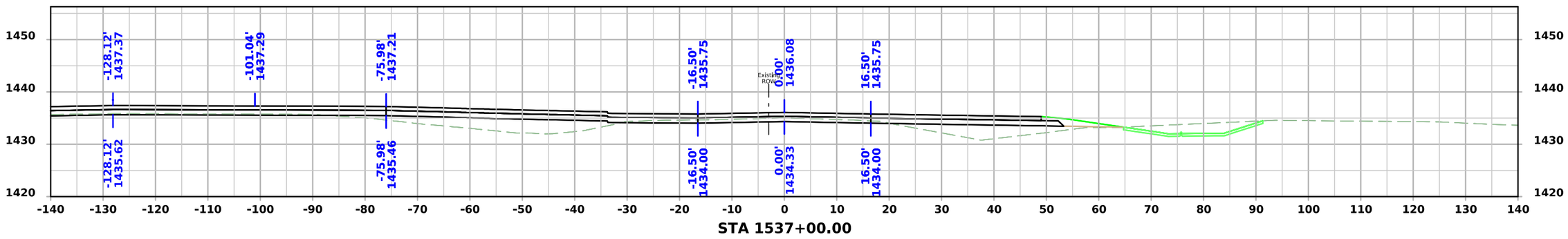
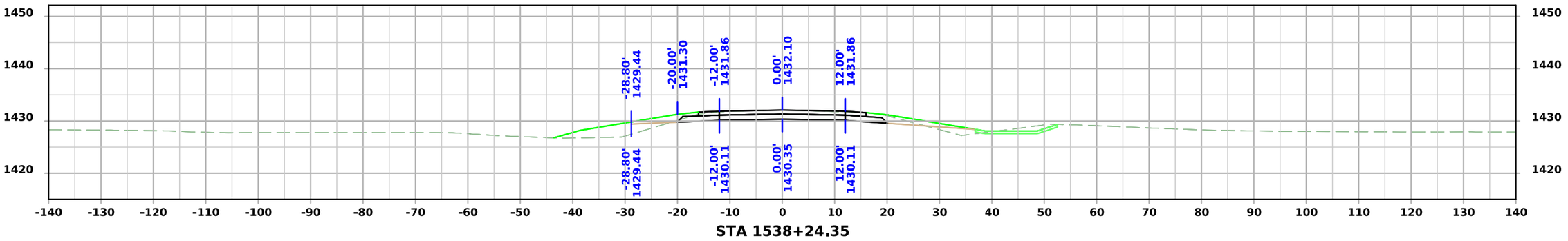


STA 1537+00.00

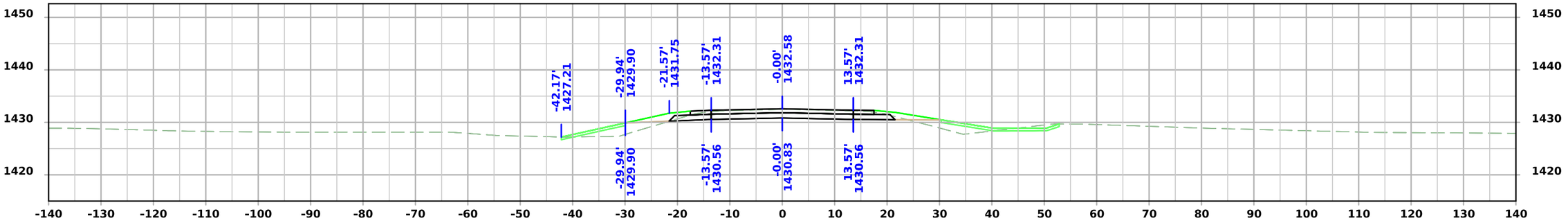
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.5**

4:35:34 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

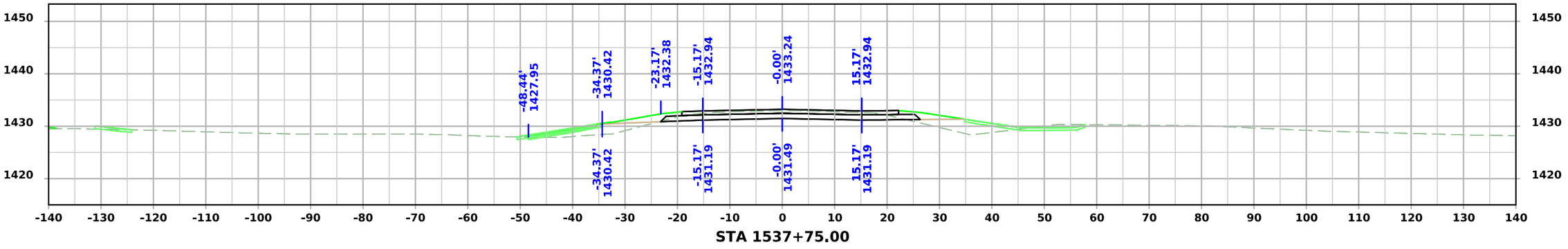
70th Ave/Villa Rd



STA 1538+24.35



STA 1538+00.00

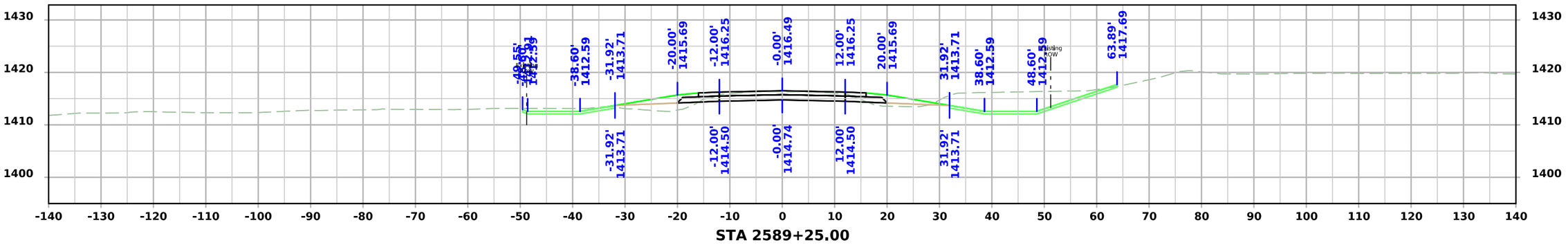


STA 1537+75.00

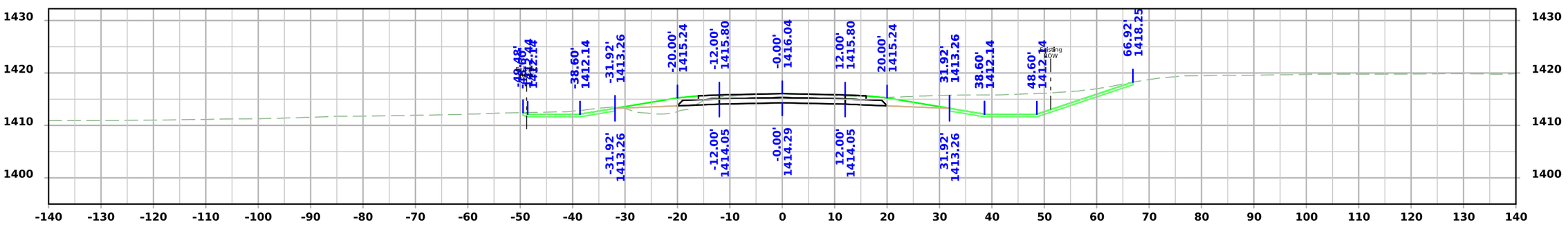
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.6**

4:35:36 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR70_11007038Z04.dgn

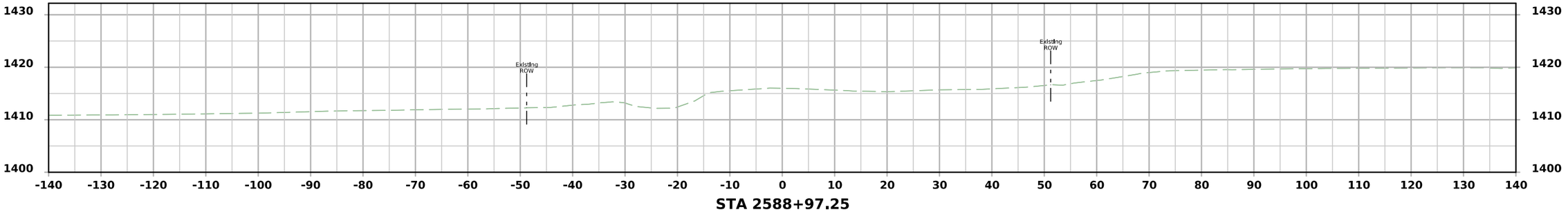
80th Ave



STA 2589+00.00



STA 2589+00.00

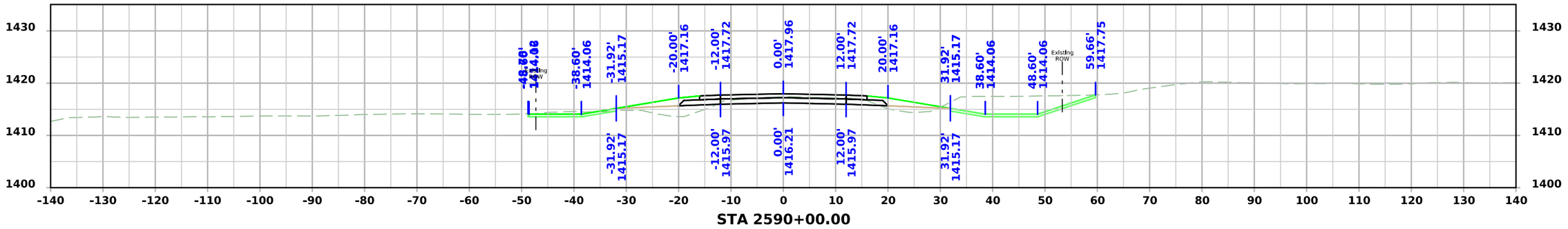


STA 2588+97.25

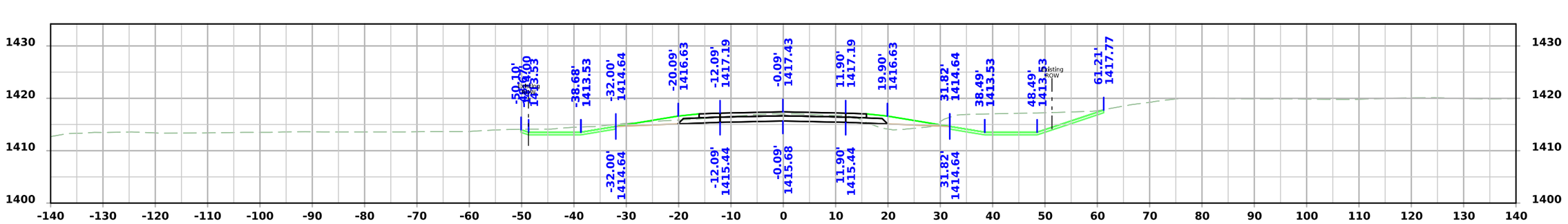
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.7**

4:35:43 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

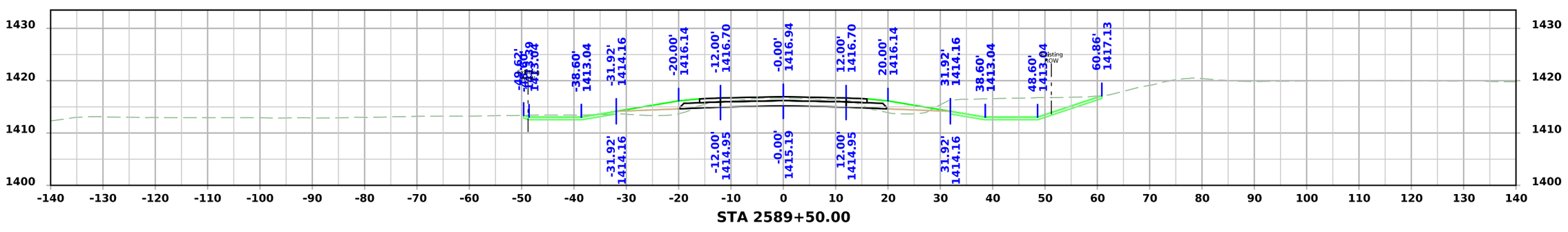
80th Ave



STA 2590+00.00



STA 2589+75.00

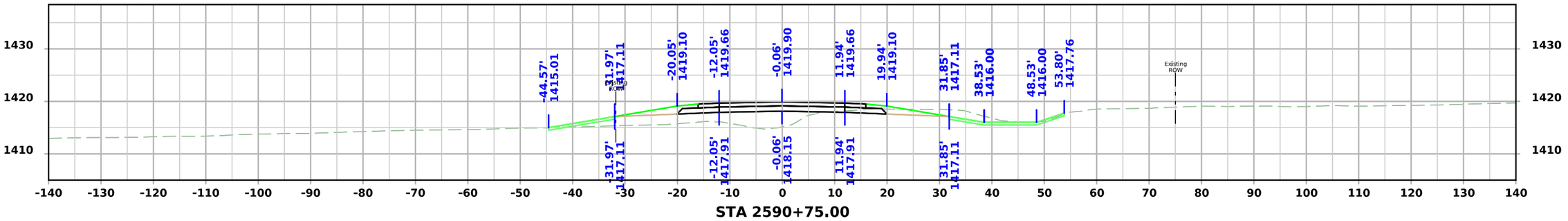


STA 2589+50.00

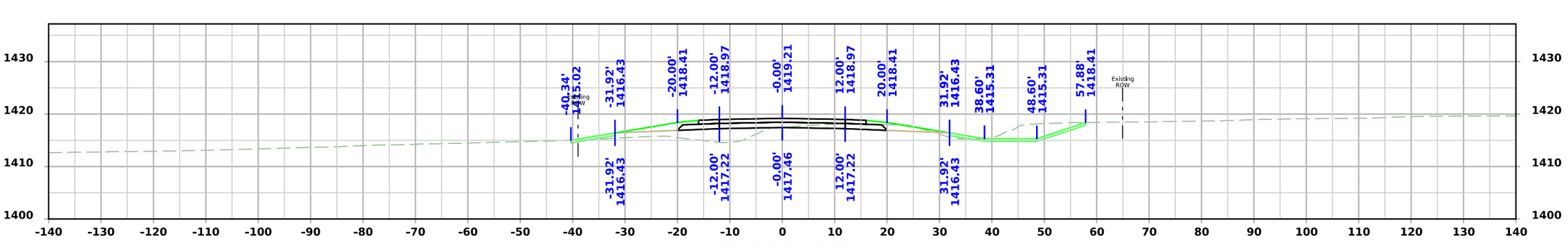
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.8**

4:35:45 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

80th Ave



STA 2590+75.00



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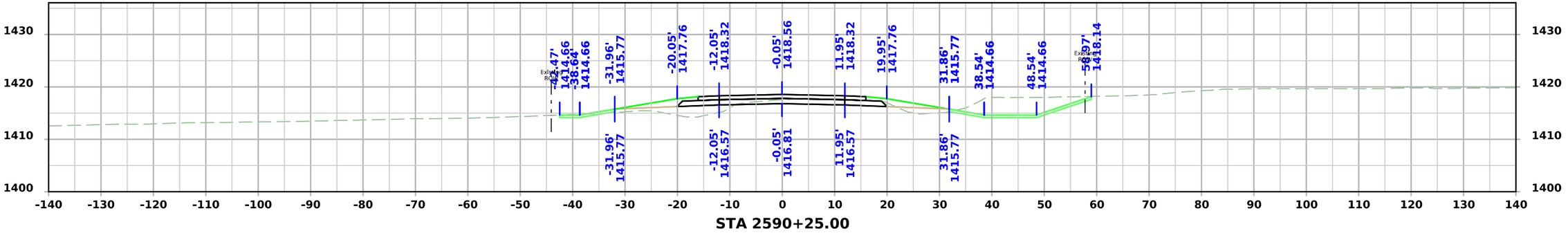
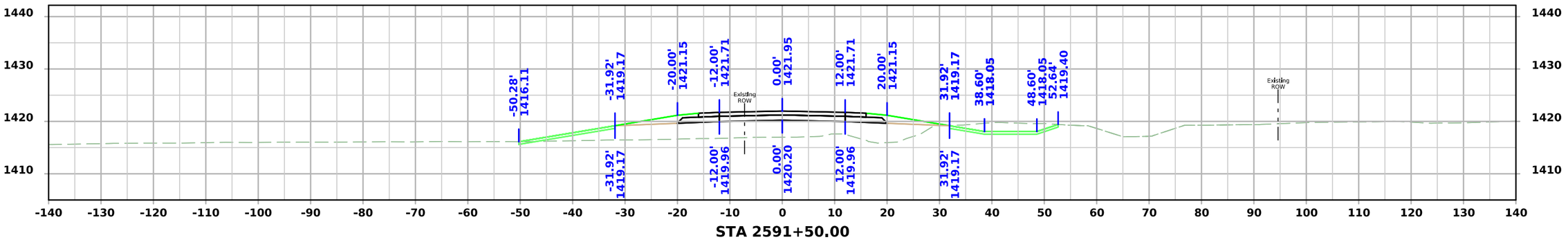


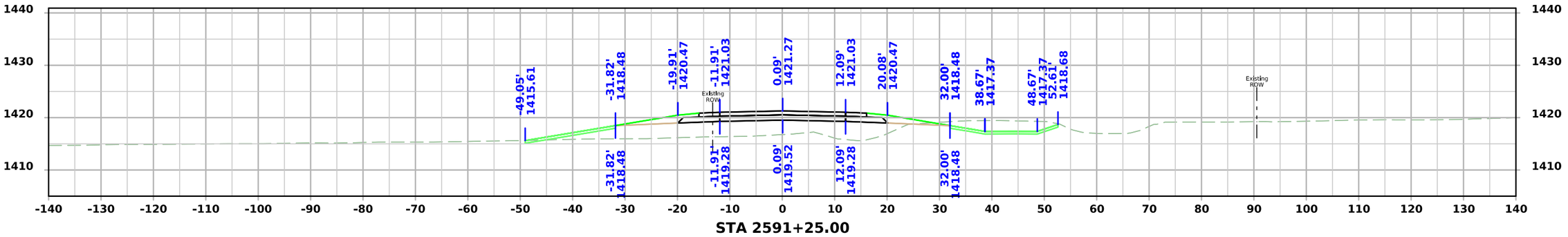
STA 2590+25.00

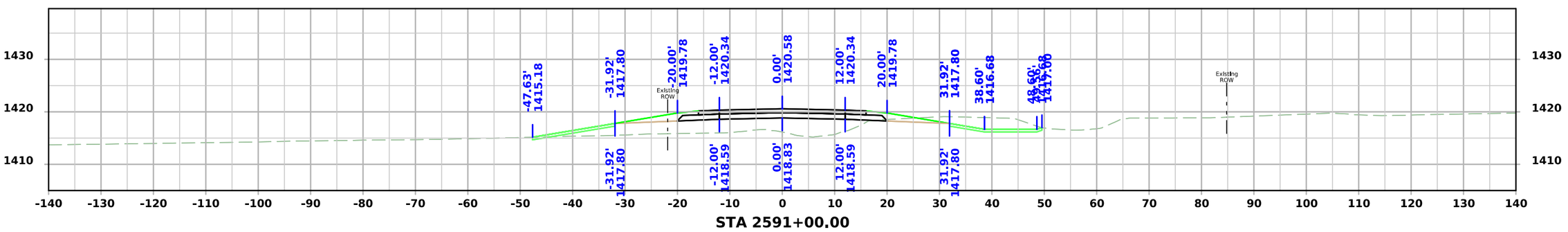
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.9**

4:35:48 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

80th Ave



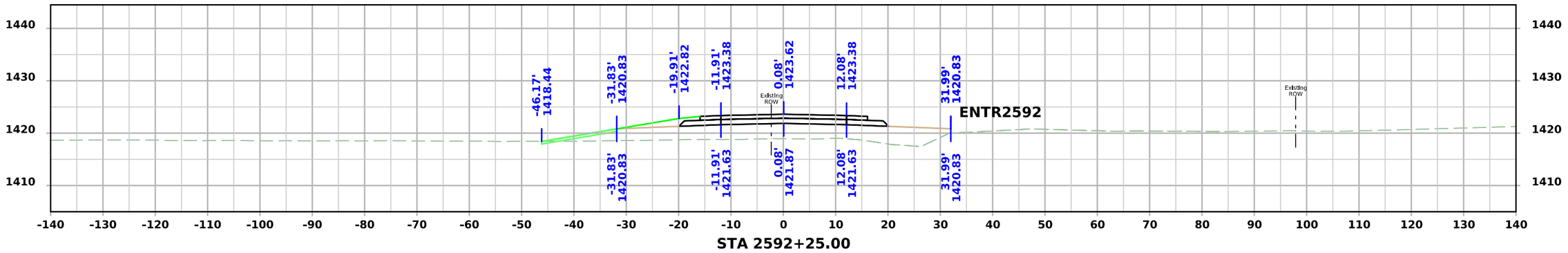


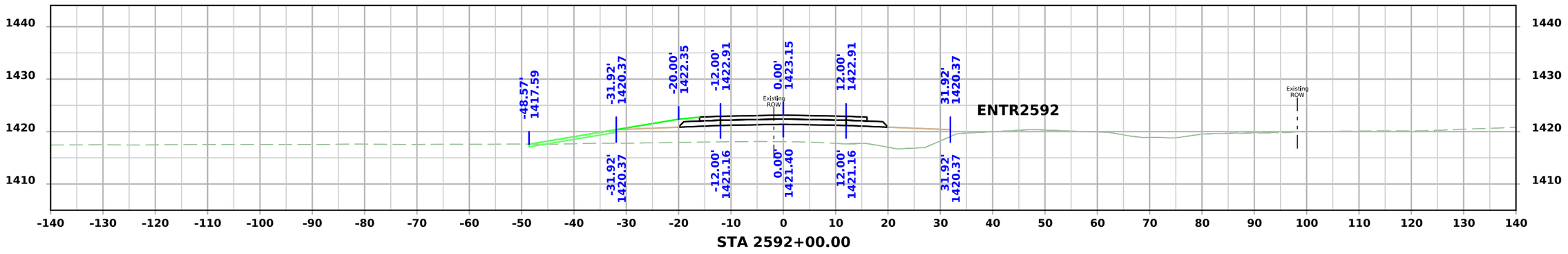


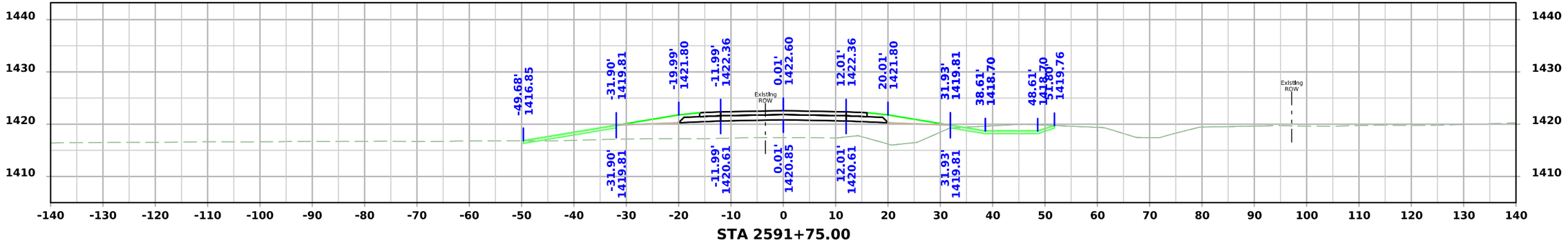
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.10**

4:35:50 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

80th Ave



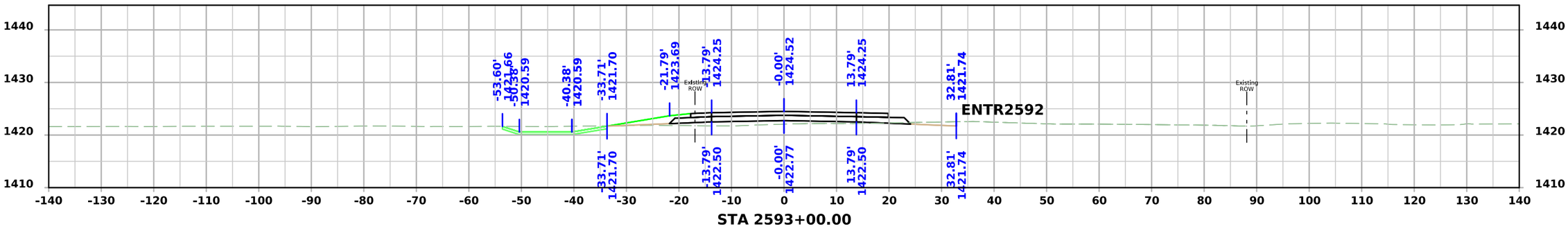




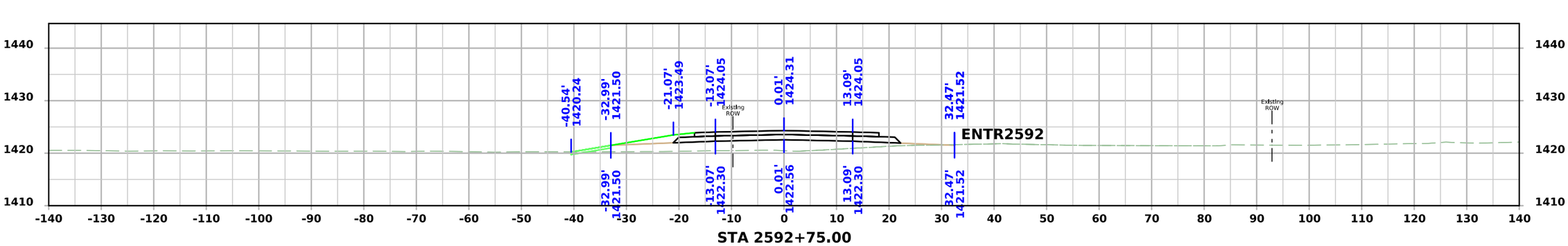
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.11**

4:35:52 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

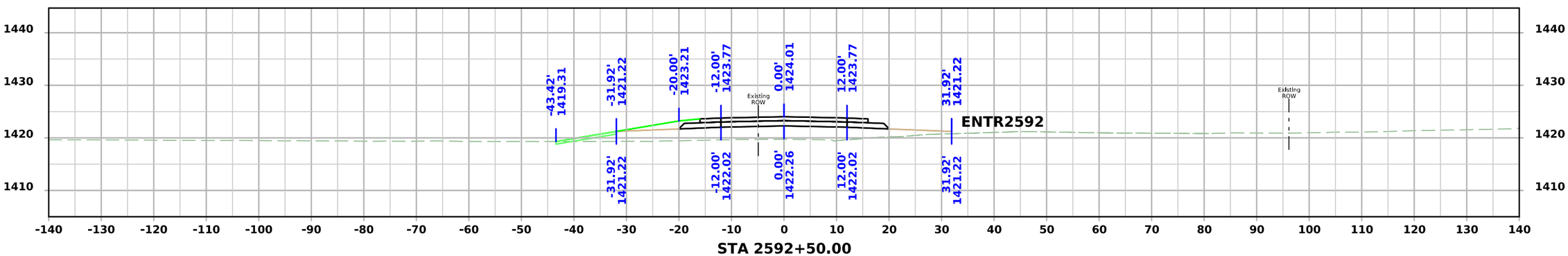
80th Ave



STA 2593+00.00



STA 2592+75.00

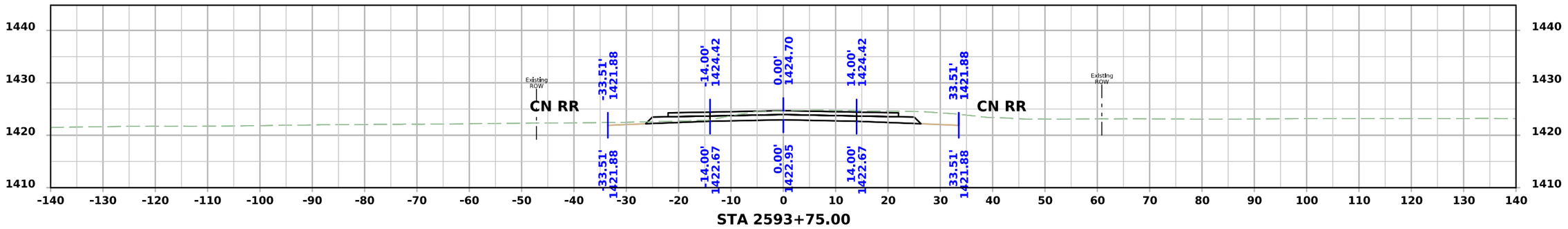


STA 2592+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.12**

4:35:55 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

80th Ave



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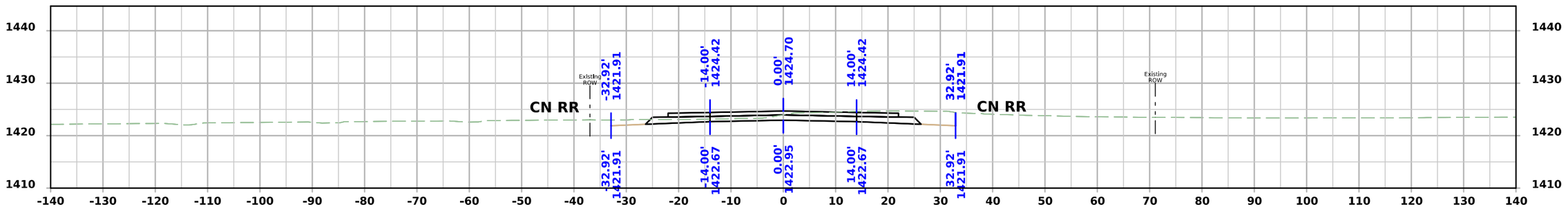

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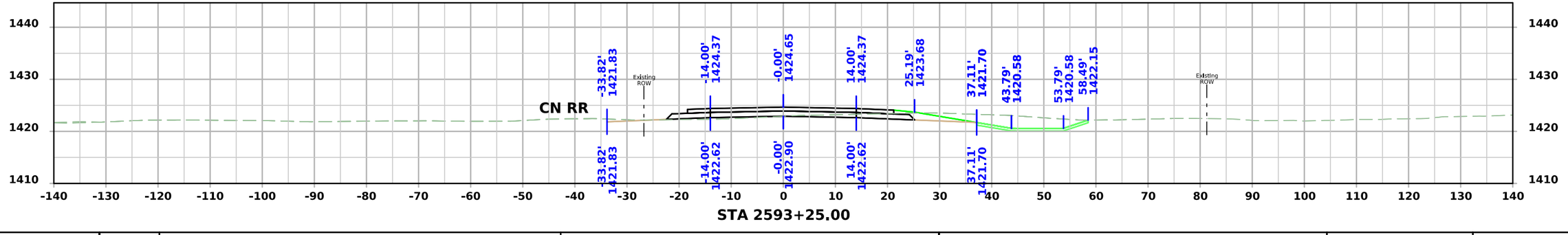
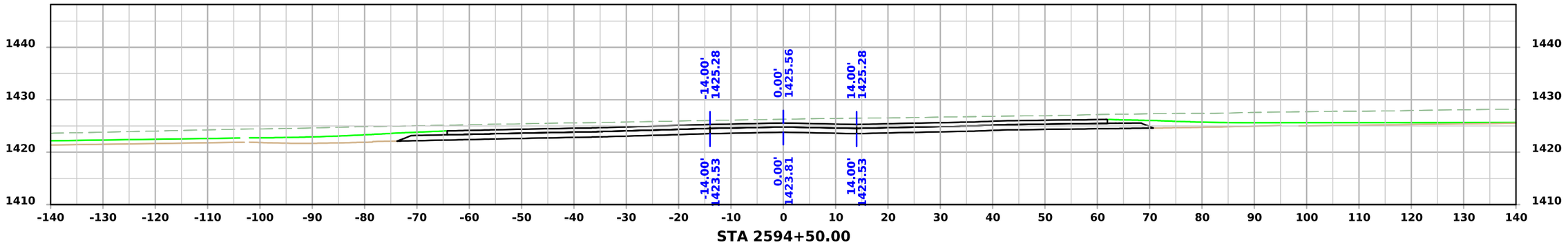


STA 2593+25.00

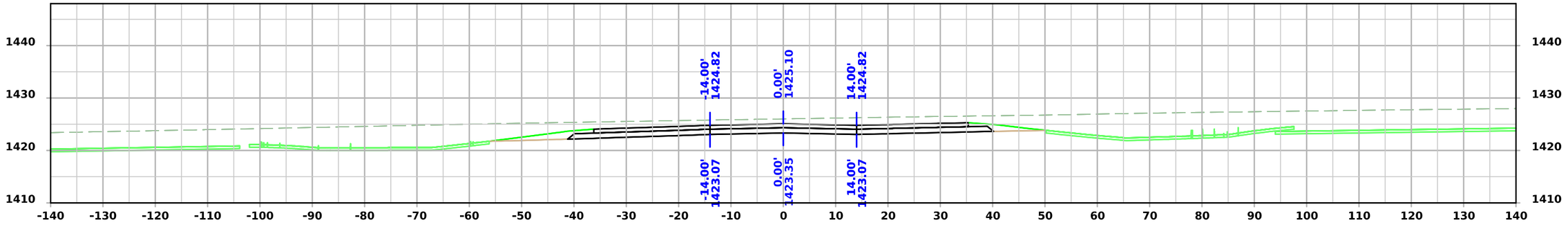
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.13**

4:35:57 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

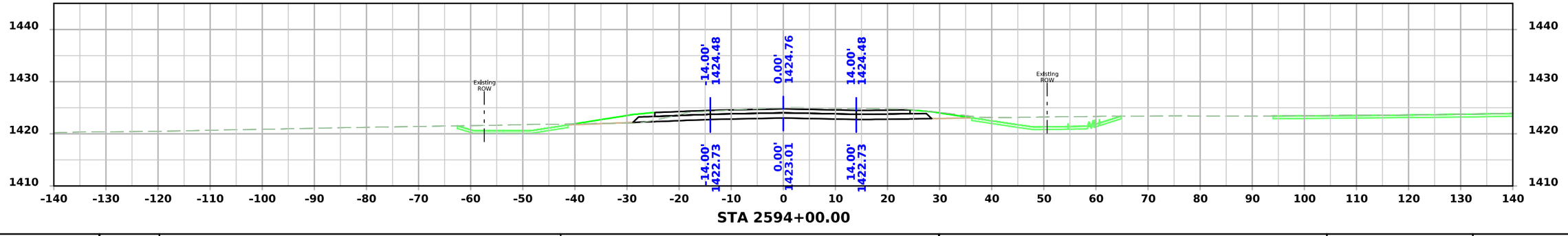
80th Ave



STA 2594+50.00



STA 2594+25.00

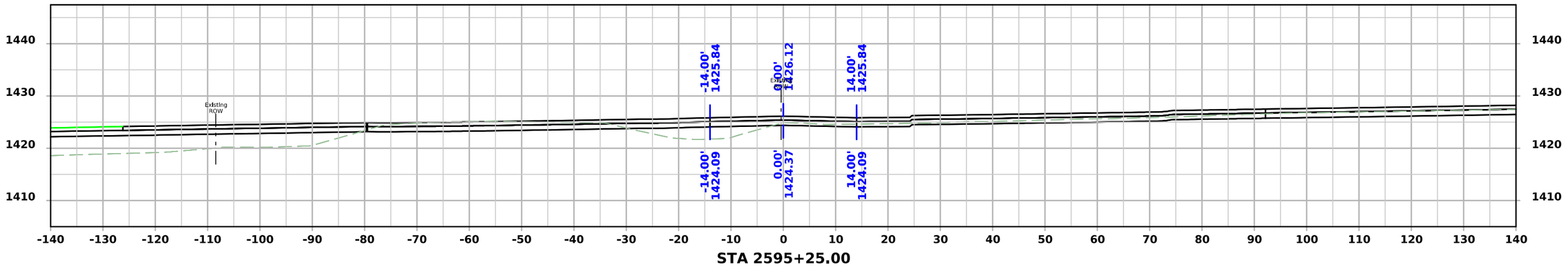


STA 2594+00.00

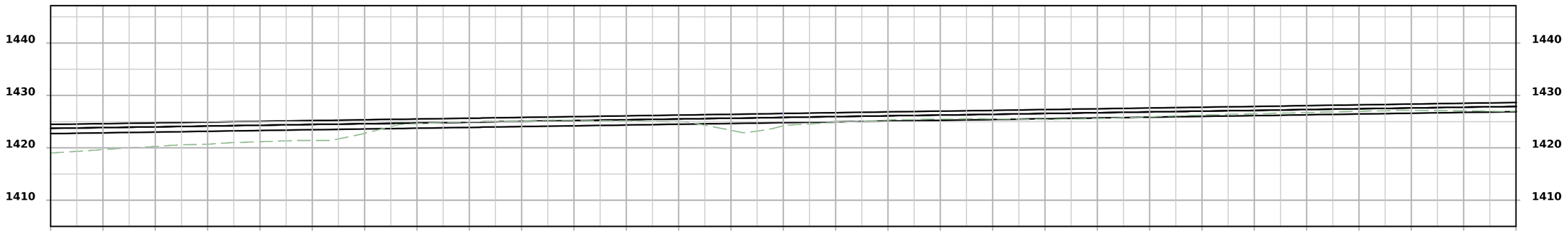
FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.14**

4:36:00 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

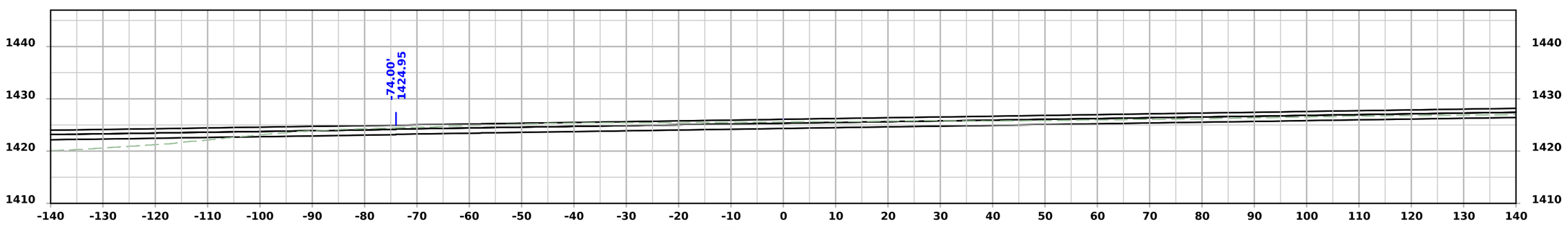
80th Ave



STA 2595+25.00



STA 2595+00.00

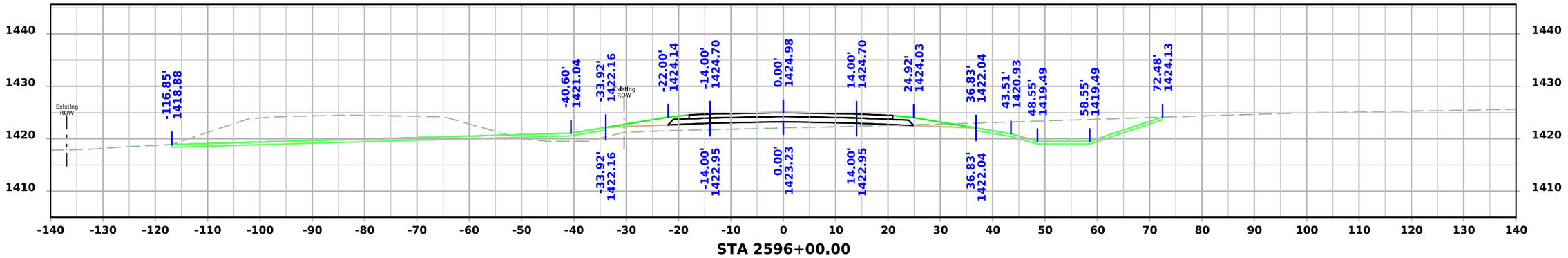


STA 2594+75.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.15**

4:36:02 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn

80th Ave



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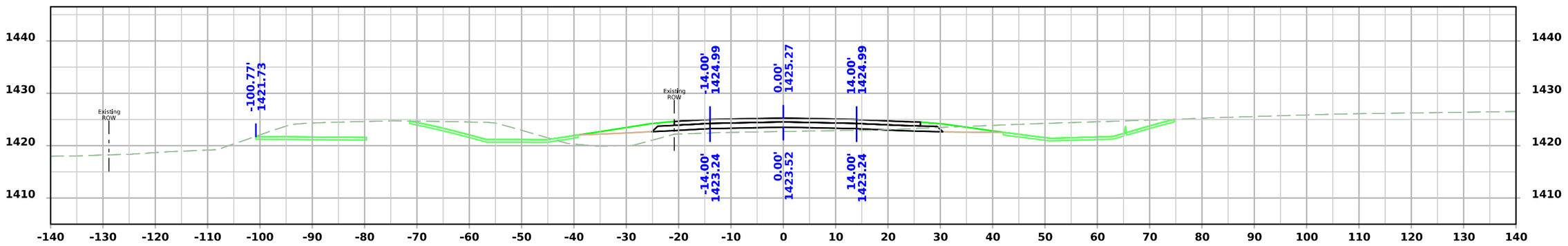

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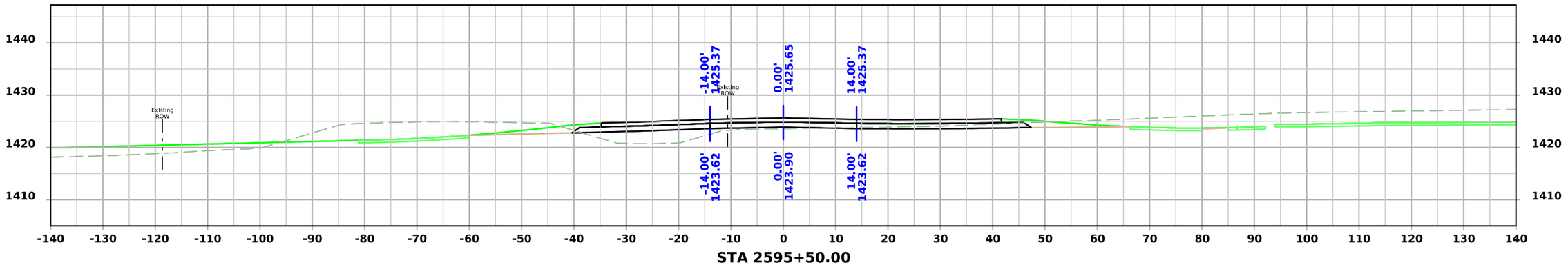

STA 2595+50.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.16**

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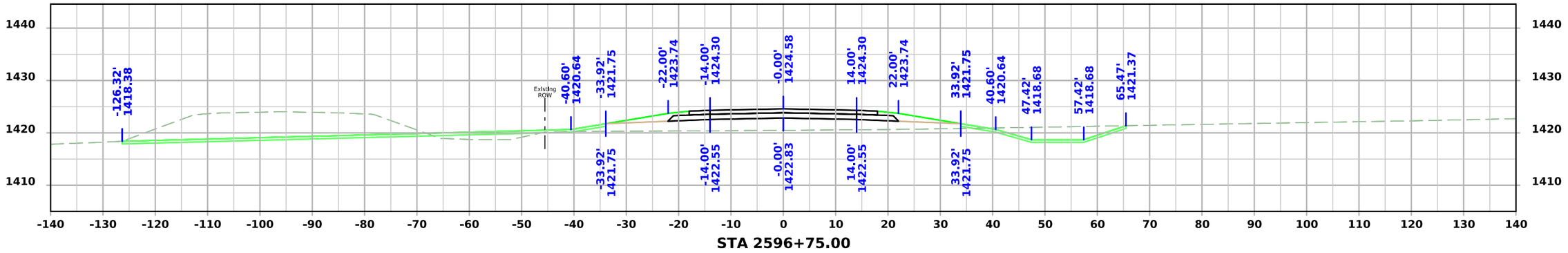
80th Ave



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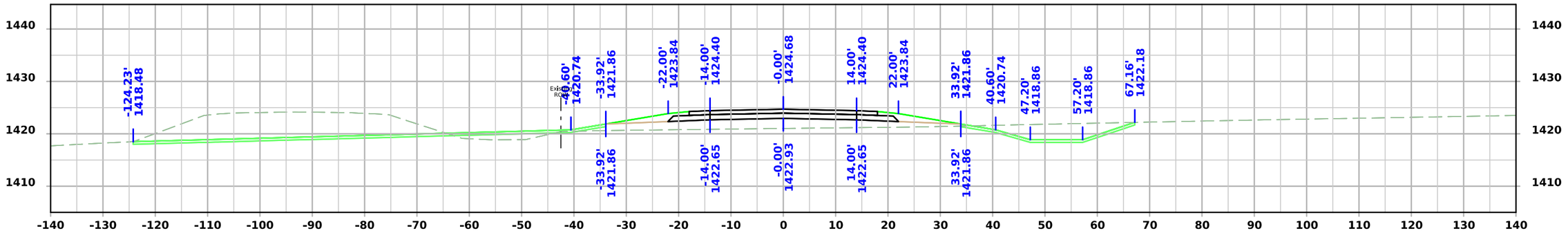

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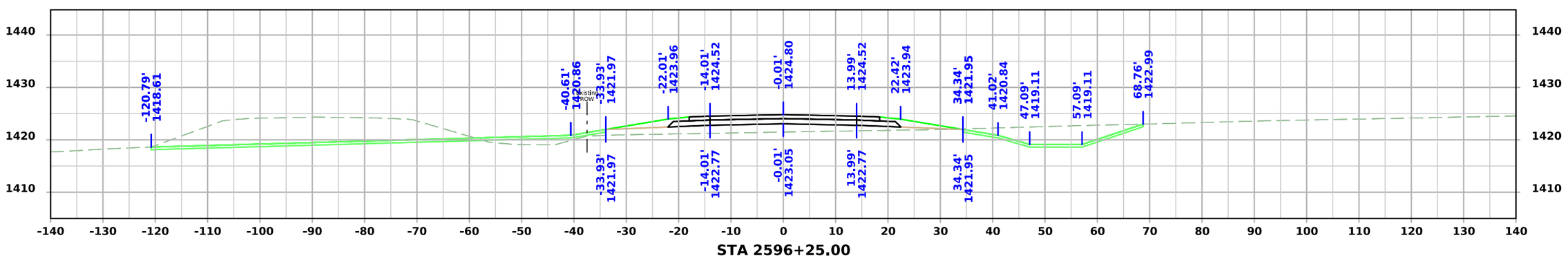

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.17**

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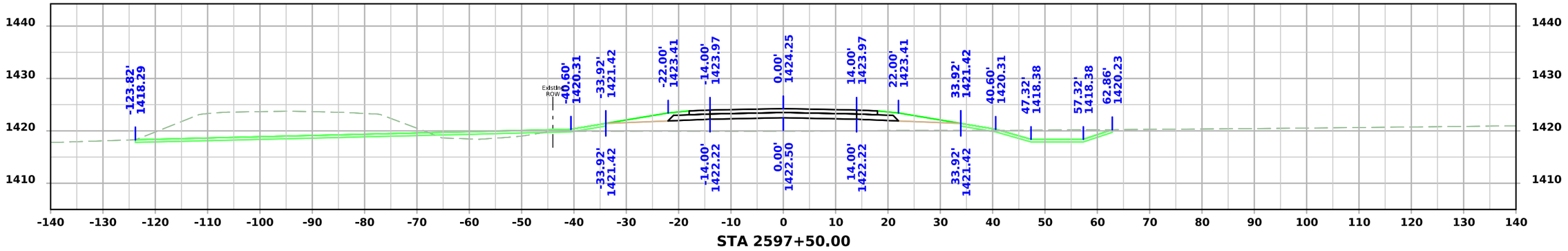
80th Ave



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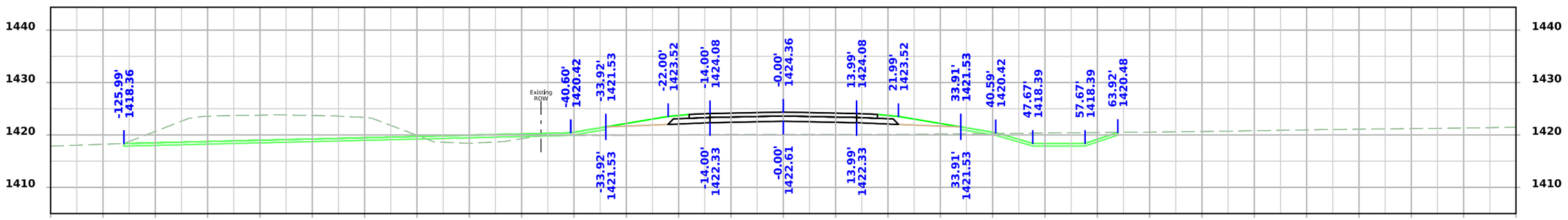

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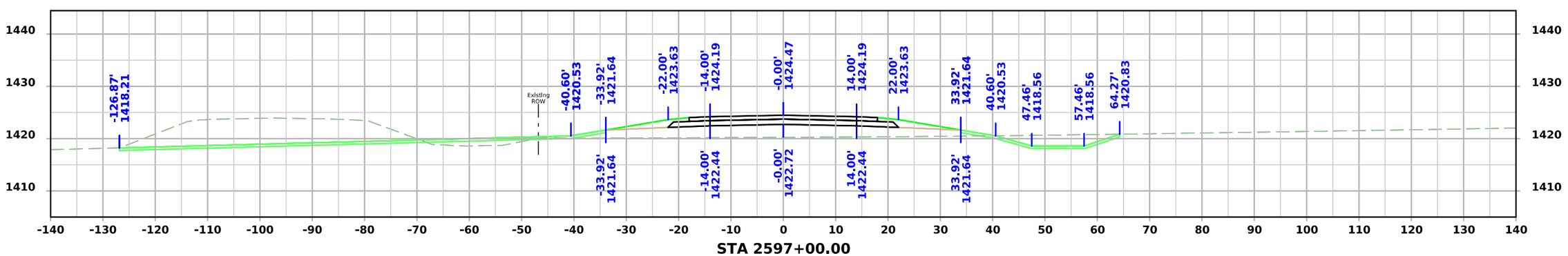

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.18**

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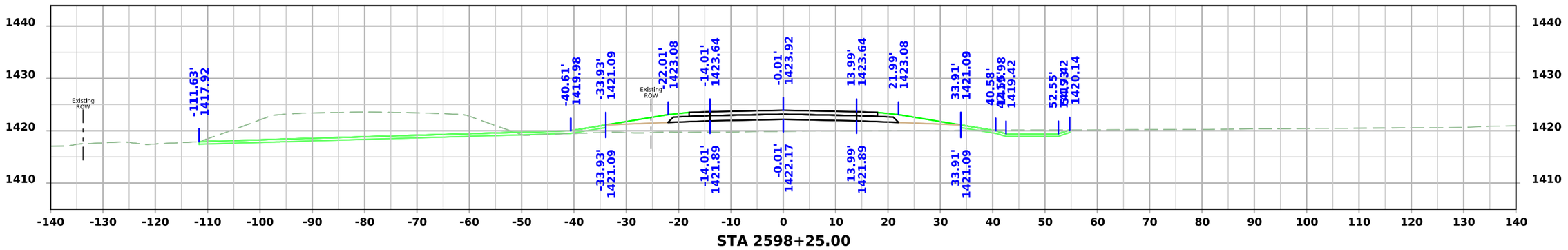
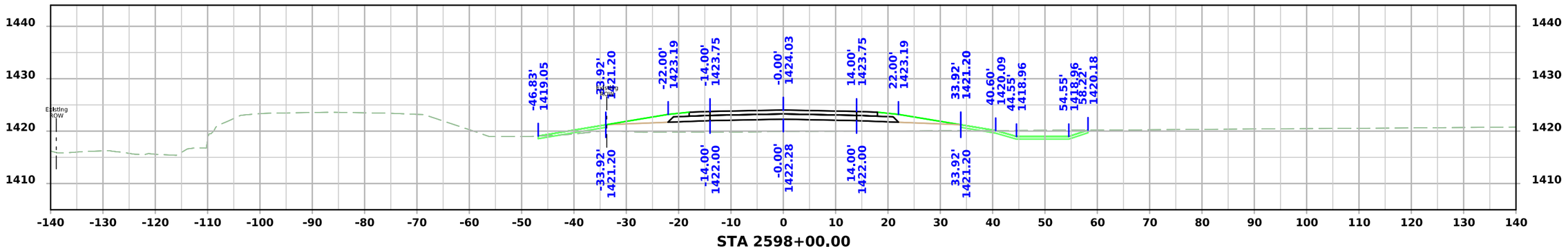
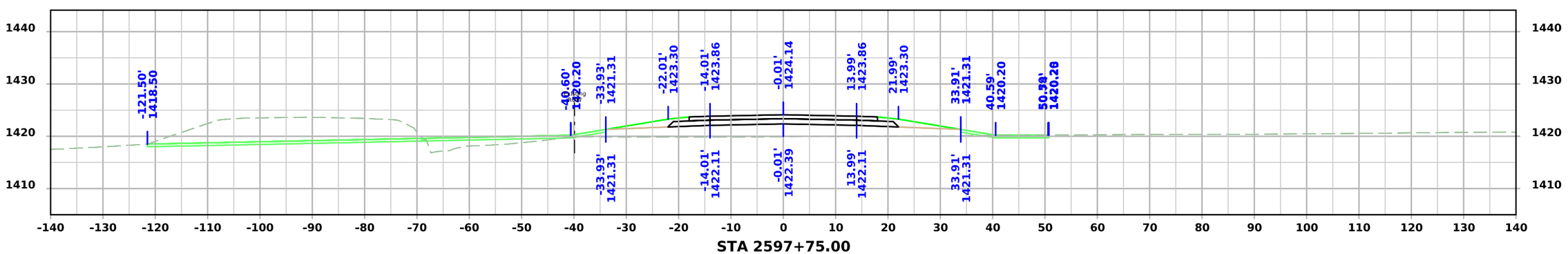
80th Ave







FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.19**	

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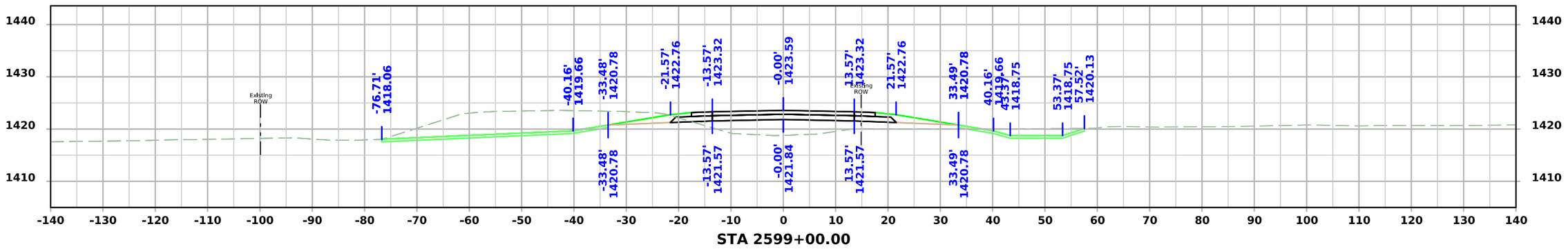
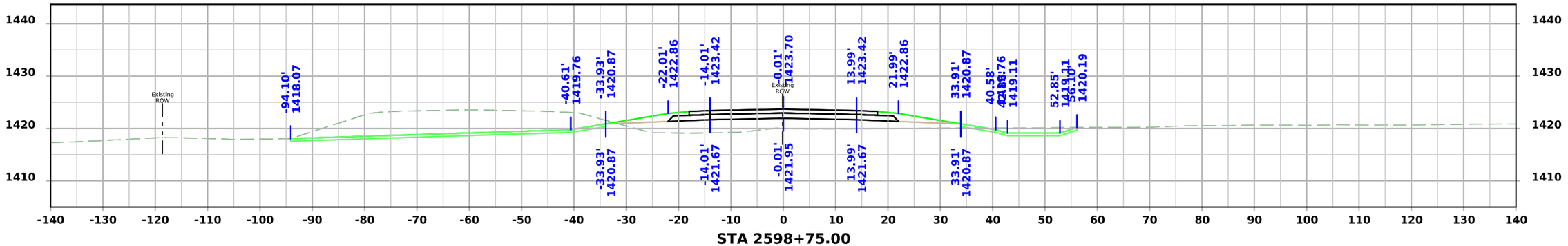
80th Ave



STA 2599+00.00



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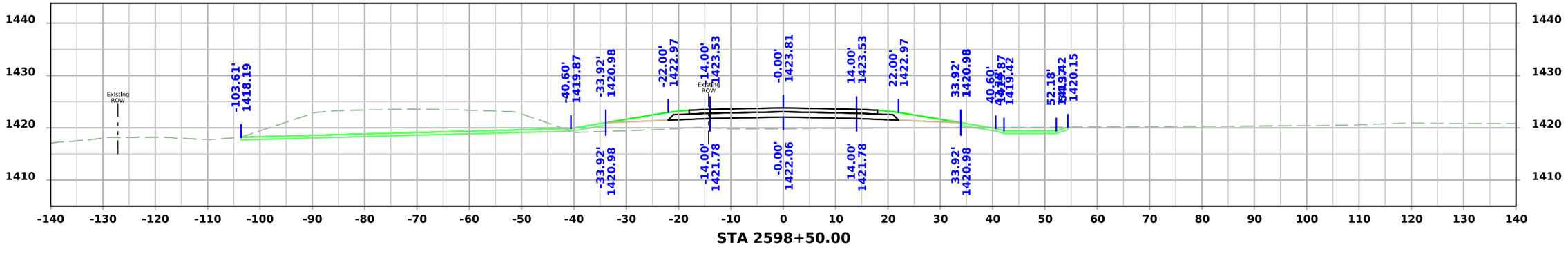

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.20**

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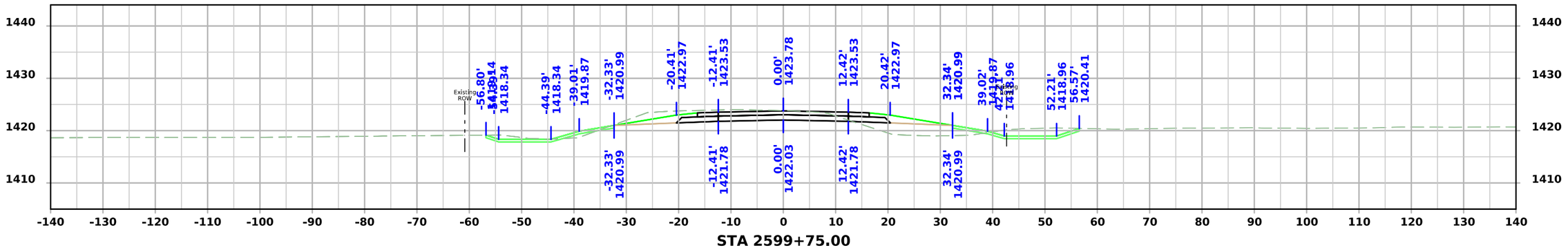
80th Ave



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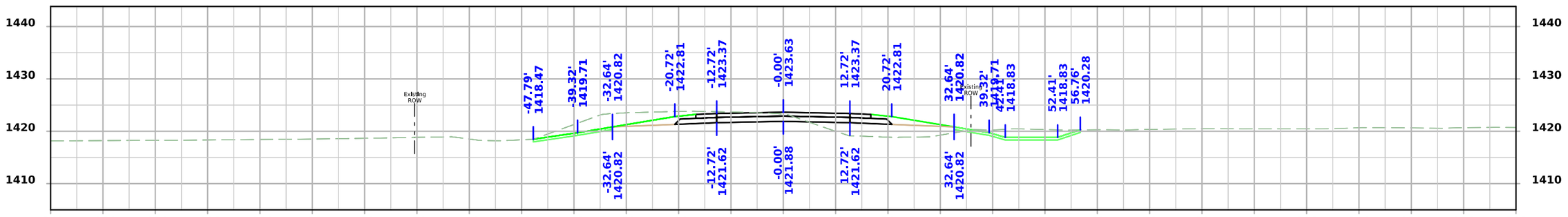

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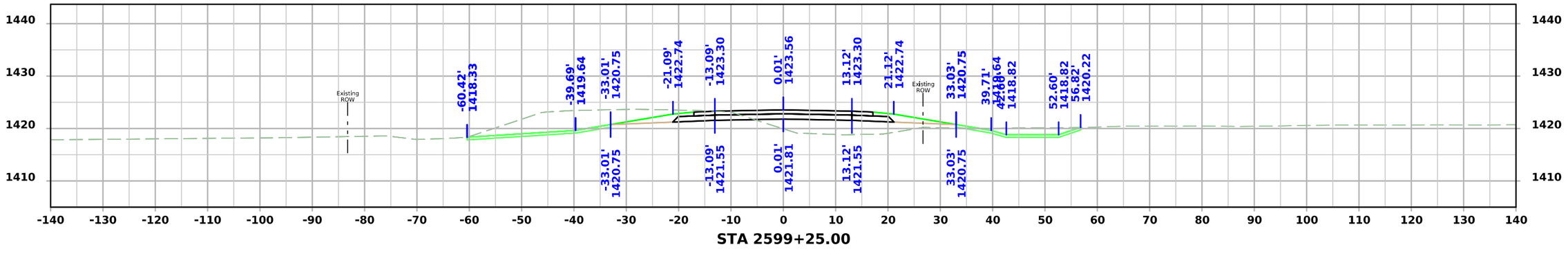

STA 2599+25.00

FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.21**

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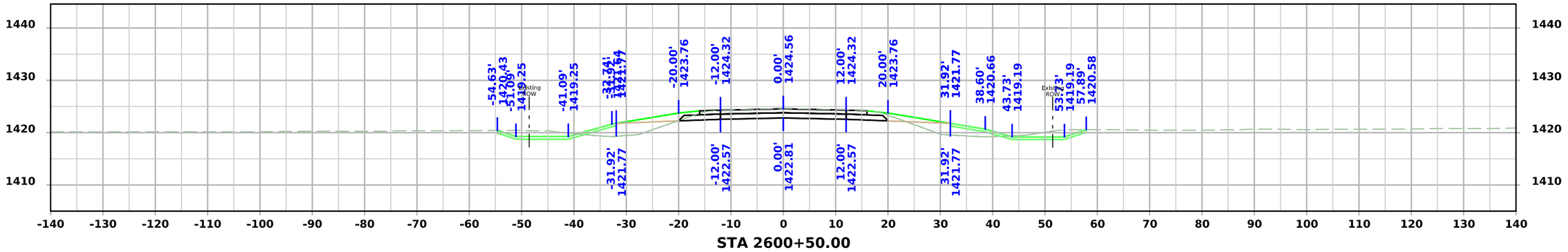
80th Ave



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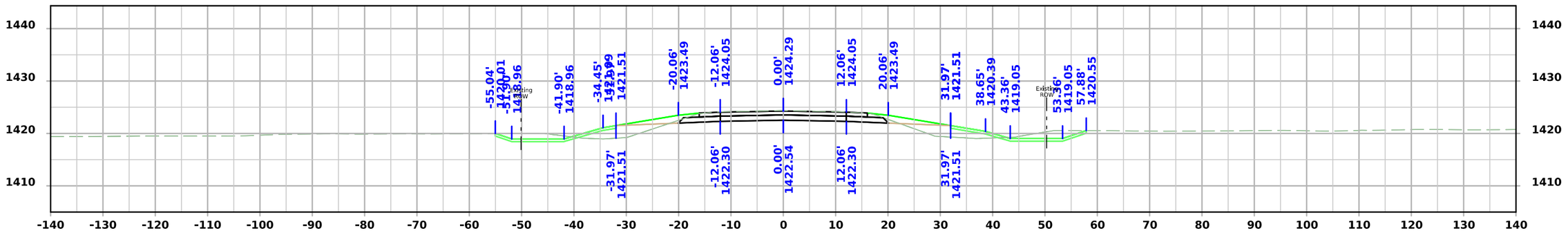

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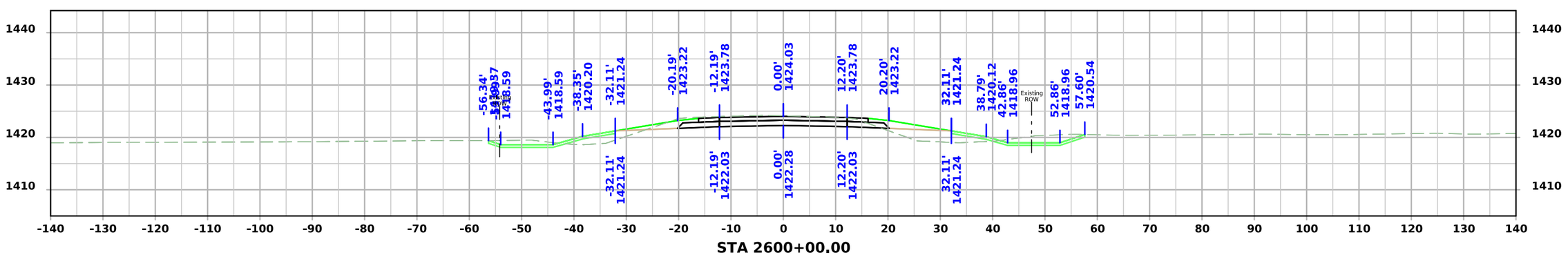

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FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.22**

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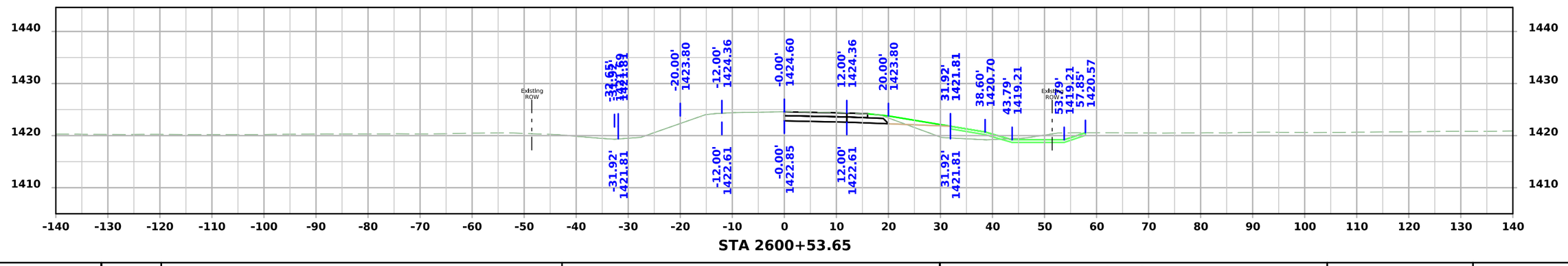
80th Ave



FILE NO.	ENGLISH	DESIGN TEAM **Iowa DOT / HNTB**	**BUENA VISTA** COUNTY	PROJECT NUMBER **RP-007-2(038)--16-11**	SHEET NUMBER **X.23**

4:36:19 PM 9/19/2025 bcharipar pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\1100704025\Design\CADD_Files\Cross_Sections\XS_SR80_11007038Z04.dgn