

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

ROUTE: US 30

STAFF ACTION NUMBER: S-87-700

APPROVAL DATE: 12-18-86

New description – US 30 and its extensions in Cedar County described as follows:

Beginning on the Cedar-Linn County line at a point near the NW Corner Section 18-T82N-R4W, Cedar County (NE Corner Section 13-T82N-R5W, Linn County); thence east following substantially the section line of Sections 18, 17 and 16-T82N-R4W to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence southeast along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 16, 15, 14 and 13-T82N-R4W, to the west corporation line of Mechanicsville, connecting with an unnamed street.

Mechanicsville:

Beginning on an unnamed street at the west corporation line; thence southeast on unnamed street along the south side of the Chicago and Northwestern

Railroad and substantially parallel thereto to the south corporation line.

Beginning again on the south corporation line of Mechanicsville, connecting with an unnamed street on the south side of the Chicago and Northwestern Railway; thence southeast along the south side of said railway and substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence southeast to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line through Sections 28, 27, 26 (west junction Iowa 38) and 25-T82N-R3W (east junction Iowa 38) and Sections 30, 29, 28 and 27-T82N-R2W to the west corporation line of Clarence, connecting with Lombard Street.

Clarence:

Beginning on Lombard Street at the west corporation line; thence east and southeast on Lombard Street to the east corporation line.

Beginning again on the east corporation line of Clarence, connecting with Lombard Street; thence

southeast along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 26 and 25-T82N-R2W and Sections 30, 29, 28, 33 and 34-T82N-R1W to the west corporation line of Lowden connecting with an unnamed street.

Lowden:

Beginning on an unnamed street at the west corporation line; thence southeasterly on unnamed street to the south corporation line.

Beginning again at the south corporation line of Lowden connecting with an unnamed street; thence southeasterly through Section 2-T81N-R1W to the west corporation line of Lowden connecting with an unnamed street.

Lowden:

Beginning on an unnamed street at the west corporation line; thence southeast on unnamed street to the east corporation line.

Beginning again on the east corporation line of Lowden connecting with an unnamed street; thence southeast along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T82N-R1W, Cedar County (NW Corner Section 7-T82N-R1E, Clinton County).

COMMISSION ORDER

DIVISION: Planning & Research

COMMISSION ORDER NUMBER: PR-79-272

SUBMITTED BY: C. I. MacGillivray

MEETING DATE: 11-2-78

DISCUSSION/BACKGROUND:

Due to the review of our Primary Road System records, US 30 in Cedar County should be deleted from the Primary System and the new description added should be officially included into the Primary Road System.

US 30 begins at the Cedar-Linn County line approximately 5 ½ miles northwest of Mechanicsville, Iowa and travels in an easterly direction via Mechanicsville, Clarence and Lowden, Iowa to the Cedar-Clinton County line approximately 1 mile southeast of Lowden, Iowa.

PROPOSAL/ACTION RECOMMENDATION:

Locate US 30 and its extensions in Cedar County as follows:

Beginning on the Cedar-Linn County line at a point near the NW Corner Section 18-T82N-R4W, Cedar County (NE Corner Section 13-T82N-R5W, Linn County); thence east following substantially the section line of Sections 18, 17 and 16-T82N-R4W to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 16, 15, 14 and 13-T82N-R4W to the west corporation line of the City of Mechanicsville, connecting with an unnamed street.

Mechanicsville:

Beginning at the west corporation line; connecting with an unnamed street; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railroad and substantially parallel thereto, to the south corporation line connecting with an unnamed street.

Beginning again on the south corporation line of the City of Mechanicsville, connecting with an unnamed

street on the south side of the Chicago and North-western Railway; thence in a southeasterly direction along the south side of said railway and substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence in a southeasterly direction to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line through Sections 28, 27, 26 (west junction Iowa 38) and 25-T82N-R3W, (east junction Iowa 38) and sections 30, 29, 28 and 27--T82N-R2W to the west corporation line of the City of Clarence, connecting with an unnamed street.

Clarence:

Beginning on unnamed street at the west corporation line; thence easterly and southeasterly to the east corporation line connecting with an unnamed street.

Beginning again on the east corporation line of the City of Clarence, connecting with an unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 26 and 25-T82N-R2W and Sections 30, 29, 28, 33 and 34-T82N-R1W to the west corporation line of the City of Lowden connecting with an unnamed street.

Lowden:

Beginning at the west corporation line connecting with an unnamed street; thence southeasterly to the south corporation line.

Beginning again at the south corporation line of the City of Lowden connecting with an unnamed street; thence southeasterly through Section 2-T81N-R1W to the west corporation line of the City of Lowden connecting with an unnamed street.

Lowden:

Beginning at the west corporation line connecting with an unnamed street; thence southeasterly to the east corporation line connecting with an unnamed street.

Beginning again on the east corporation line of the City of Lowden connecting with an unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T81N-R1W, Cedar County (NW Corner Section 7-T82N-R1E, Clinton County).

NOW, THEREFORE: Be it resolved that the Iowa Department of Transportation approve the location of US 30, Cedar County, Iowa.

NOTE: To become effective upon adoption of this resolution.

REVISED: 12-18-86

COMMISSION ORDER

DIVISION: Planning & Research

SUBMITTED BY: Raymond L. Kassel

MEETING DATE: 9-7-76

DISCUSSION/BACKGROUND:

Due to the review of our Primary Road System records, US 30 in Cedar County should be deleted from the Primary System and the new description added should be officially included into the Primary Road System.

US 30 begins at the Cedar-Linn County line approximately 5 ½ miles northwest of Mechanicsville, Iowa and travels in an easterly direction via Mechanicsville, Clarence and Lowden, Iowa to the Cedar-Clinton County line approximately 1 mile southeast of Lowden, Iowa.

PROPOSAL/ACTION RECOMMENDATION:

Locate US 30 and its extension in Cedar County as follows:

Beginning on the Cedar-Linn County line at a point near the NW Corner Section 18-T82N-R4W, Cedar County (NE Corner Section 13-T82N-R5W, Linn County); thence east following substantially the section line of Sections 18, 17 and 16-T82N-R4W to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 16, 15, 14 and 13-T82N-R4W to the west corporation line of the City of Mechanicsville, connecting with an unnamed street.

Mechanicsville:

Beginning at the west corporation line; connecting with an unnamed street; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railroad and substantially parallel thereto, to the south corporation line connecting with an unnamed street.

Beginning again on the south corporation line of the City of Mechanicsville, connecting with an unnamed street on the south side of the Chicago and Northwestern Railway; thence in a southeasterly direction

along the south side of said railway and substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence in a southeasterly direction to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line through Sections 28, 27, 26 and 25-T82N-R3W; thence Sections 30, 29, 28 and 27-T82N-R2W to the west corporation line of the City of Clarence, connecting with an unnamed street.

Clarence:

Beginning on unnamed street at the west corporation line; thence easterly and southeasterly to the east corporation line connecting with an unnamed street.

Beginning again on the east corporation line of the City of Clarence, connecting with an unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 26 and 25-T82N-R2W and Sections 30, 29, 28, 33 and 34-T82N-R1W to the west corporation line of the City of Lowden connecting with an unnamed street.

Lowden:

Beginning at the west corporation line connecting with an unnamed street; thence southeasterly to the south corporation line.

Beginning again at the south corporation line of the City of Lowden connecting with an unnamed street; thence southeasterly through Section 2-T81N-R1W to the west corporation line of the City of Lowden connecting with an unnamed street.

Lowden:

Beginning at the west corporation line connecting with an unnamed street; thence southeasterly to the east corporation line connecting with an unnamed street.

Beginning again on the south corporation line of the City of Lowden connecting with an unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T81N-R1W, Cedar County (NW Corner Section 7-T82N-R1E, Clinton County).

NOW, THEREFORE: Be it resolved that the Iowa Department of Transportation approve the location of US 30, Cedar County, Iowa.

NOTE: To become effective upon adoption of this resolution.

COMMISSION RESOLUTION

DIVISION: Planning & Research

COMMISSION ORDER NUMBER: 73-945

SUBMITTED BY: Gene R. Mills

MEETING DATE: 7-25-73

Locate US 30 and Extensions in Cedar County as follows:

Beginning on the Cedar-Linn County line at a point near the SW Corner Section 7-T82N-R4W, Cedar County (SE Corner Section 12-T82N-R5W, Linn County); thence east following substantially the section line to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 16, 15, 14 and 23-T82N-R4W, to the west corporation line of the Town of Mechanicsville, connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Mechanicsville, connecting with an unnamed street on the south side of the Chicago and

Northwestern Railway; thence in a southeasterly direction along the south side of said railway and substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence in a southeasterly direction to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line to the west corporation line of the Town of Clarence, connecting with Lombard Street.

Beginning again on the east corporation line of the Town of Clarence at unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 26 and 25-T82N-R2W, and Sections 30, 29, 28, 33, 34 and 35-T82N-R1W to the west corporation line of the Town of Lowden connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Lowden connecting with an unnamed street; thence southeasterly to the west corporation line of the Town of Lowden connecting with an unnamed street.

Beginning again on the east corporation line of the Town of Lowden connecting with an unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway right of way and substantially parallel thereto, through Sections 2, 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T81N-R1W, Cedar County (NW Corner Section 12-T82N-R1E, Clinton County).

Lowden:

Commencing at the west corporation line of the Town of Lowden; thence southeasterly on unnamed street to the south corporation line. Commencing again at the west corporation line of the Town of Lowden; thence southeasterly on unnamed street to the east corporation line.

NOW, THEREFORE: Be it resolved that the Iowa State Highway Commission approve the location of US 30 and its Extensions in Cedar County, Iowa.

NOTE: To become effective upon adoption of this resolution.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

ROUTE: US 30

APPROVAL DATE: 7-25-73

Beginning on the Cedar-Linn County line at a point near the SW Corner Section 7-T82N-R4W, Cedar County (SE Corner Section 12-T82N-R5W, Linn County); thence east following substantially the section line to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 16, 15, 14 and 23-T82N-R4W, to the west corporation line of the Town of Mechanicsville, connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Mechanicsville, connecting with an unnamed street on the south side of the Chicago and Northwestern Railway; thence in a southeasterly direction along the south side of said railway and

substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence in a southeasterly direction to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line to the west corporation line of the Town of Clarence, connecting with Lombard Street.

Beginning again on the east corporation line of the Town of Clarence at unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Sections 26 and 25-T82N-R2W, and Sections 30, 29, 28, 33, 34 and 35-T82N-R1W to the north corporation line of the Town of Lowden connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Lowden connecting with unnamed street; thence southeasterly along the south side of the Chicago and Northwestern Railway and substantially parallel thereto through Sections 2, 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T81N-R1W.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF: Lowden

ROUTE: US 30

APPROVAL DATE: 7-25-73

Commencing at the west corporation line of the Town of Lowden; thence southeasterly on unnamed street to the south corporation line.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

ROUTE: Iowa 30

APPROVAL DATE: 10-31-56

Beginning on the Cedar-Linn County line, at a point near the SW Corner Section 7-T82N-R4W, Cedar County (SE Corner Section 12-T82N-R5W, Linn County); thence east following substantially the section

line to a point approximately 1,000 feet east of the N $\frac{1}{4}$ Corner Section 16-T82N-R4W; thence in a southeasterly direction along the south side of the Chicago and Northwestern Railway and substantially parallel thereto, through Section 16,15,14 and 23-T82N-R4W to the west corporation line of the Town of Mechanicsville, connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Mechanicsville, connecting with an unnamed street on the south side of the Chicago and Northwestern Railway; thence in a southeasterly direction along the south side of said railway and substantially parallel thereto, through Section 19 and 20-T82N-R3W to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W $\frac{1}{4}$ Corner Section 20-T82N-R3W; thence in a southeasterly direction to a point near the SE Corner Section 20-T82N-R3W; thence east following substantially the section line to the west corporation line of the Town of Clarence, connecting with Lombard Street.

Beginning again on the east corporation line of the Town of Clarence at unnamed street; thence southeasterly along the south side of the Chicago and

Northwestern Railway and substantially parallel thereto through Sections 26 and 25-T82N-R2W and Sections 30, 29, 28, 33, 34 and 35-T82N-R1W to the north corporation line of the Town of Lowden connecting with unnamed street.

Beginning again on the south corporation line of the Town of Lowden connecting with unnamed street; thence southeasterly along the south side of Chicago and Northwestern Railway and substantially parallel thereto through Sections 2, 1 and 12-T81N-R1W to the Cedar-Clinton County line at a point approximately 200 feet south of the NE Corner Section 12-T81N-R1W.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF: Clarence

ROUTE: US 30

APPROVAL DATE: 10-31-56

Beginning on Lombard Street at the west corporation line; thence easterly on Lombard Street to Fifth Street;

thence southeasterly on unnamed street to the east corporation line.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF: Lowden

ROUTE: US 30

APPROVAL DATE: 10-31-56

Beginning on the north corporation line connecting with an unnamed street; thence southeasterly on unnamed street to the south corporation line.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF: Mechanicsville

ROUTE: US 30

APPROVAL DATE: 3-30-38

Commencing on unnamed street at the west corporation line on the south side of the Chicago and North Western Railroad; thence southeasterly on

unnamed street along the south side of said railroad to the south corporation line.

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF:

ROUTE: US 30

APPROVAL DATE: 04-14-37

Beginning on the Cedar-Linn County line, at a point near the SW Cor. Sec. 7-T82-R4, Cedar County, (SE Cor. Sec. 12-T82-R5, Linn County), thence east following substantially the section line to a point approximately 1000 feet east of the N. $\frac{1}{4}$ Cor. Sec. 16-T82-R4, thence in a southeasterly direction along the south side of the Chicago & Northwestern Railway and substantially parallel thereto, through Sec. 16, 15, 14 and 24-T82-R4, to the west corporation line of the Town of Mechanicsville, connecting with an unnamed street.

Beginning again on the south corporation line of the Town of Mechanicsville, connecting with an unnamed street on the south side of the Chicago & Northwestern Railway, thence in a southeasterly direction along the south side of said railway and substantially parallel thereto, through Sec. 19 and 20-T82-R3, to a point approximately $\frac{1}{4}$ mile east and 300 feet south of the W. $\frac{1}{4}$ Cor. Sec. 20-T82-R3, thence in a southeasterly direction to a point near the SE Cor. Sec. 20-T82-R3, thence east following substantially the section line to the west corporation line of the Town of Clarence, connecting with Lombard Street.

Beginning again on the south corporation line of the Town of Clarence, connecting with Fourth Street, thence south to a point approximately 600 feet north of the SW Cor. Sec. 26-T82-R2, thence curving in a southeasterly direction to a point approximately 600 feet east of the SW Cor. Sec. 26-T82-R2, thence east following substantially the section line to a point

approximately 500 feet west of the NE Cor. Sec. 32-T82-R1, thence in a southeasterly direction to a point approximately 100 feet south of the NE Cor. 32-T82-R1, thence in an easterly and northeasterly direction to a point approximately 700 feet east of the NW Cor. Sec. 33-T82-R1, thence in a northeasterly and southeasterly direction through the south part of Sec. 28-T82-R1 to a point approximately 500 feet west of the S. $\frac{1}{4}$ Cor. Sec. 28-T82-R1, thence in a southeasterly direction to a point approximately 400 feet east and 900 feet south of the N. $\frac{1}{4}$ Cor. Sec. 33-T82-R1, thence in a southeasterly direction along the north side of the Chicago & Northwestern Railway and substantially parallel thereto through Sec. 33, 34 and 35-T82-R1, to the west corporation line of the Town of Lowden, connecting with no unnamed street.

Beginning again on the east corporation line of the Town of Lowden, connecting with Clinton Street, thence in a southeasterly direction to a point approximately $\frac{1}{4}$ mile south of the NW Cor.

Sec. 1-T81-R1, thence east to a point approximately $\frac{1}{4}$ mile north and $\frac{1}{4}$ mile west of the E. $\frac{1}{4}$ Cor. Sec. 1-T81-R1, thence in a southeasterly direction to the Cedar-Clinton County line, at a point near the E. $\frac{1}{4}$ Cor. Sec. 1-T81-R1, Cedar County (W. $\frac{1}{4}$ Cor. Sec. 6-T81-R1E, Clinton County).

OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF:

ROUTE: Iowa 30

APPROVAL DATE: 04-14-37

Connecting Curves. OFFICIAL DESCRIPTION CHANGE

COUNTY: Cedar

CITY OF:

ROUTE: Iowa 30

APPROVAL DATE: 04-14-37

Connecting Curves.

East Junction of Primary Road No. US 30 and Primary Road No. 38

Beginning at a point approximately 600 feet south of the NW Cor. Sec. 30-T82-R2, thence curving in a northeasterly direction to a point approximately 600 feet east of the NW Cor. Sec. 30-T82-R2.

East Junction of Primary Road No. US 30 and Primary Road No. 38

Beginning at a point approximately 600 feet south of the NW Cor. Sec. 30-T82-R2, thence curving in a northeasterly direction to a point approximately 600 feet east of the NW Cor. Sec. 30-T82-R2.

