

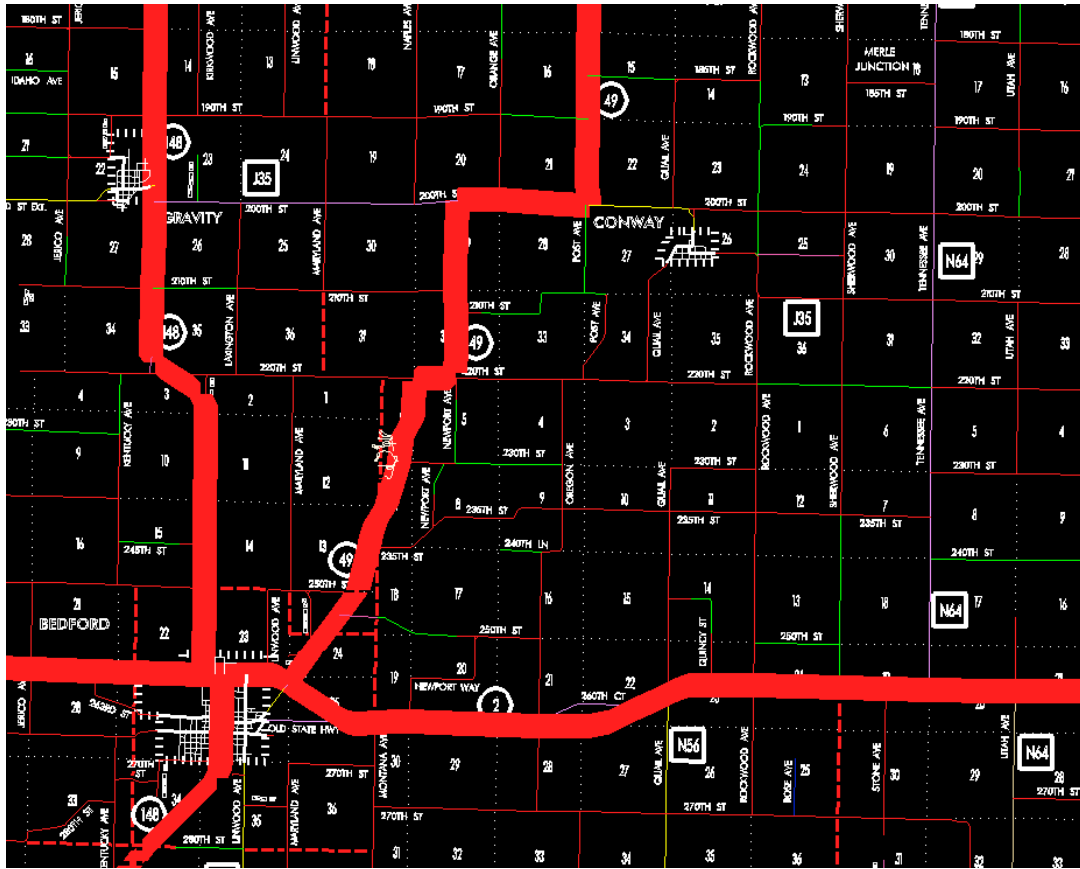
**OFFICIAL DESCRIPTION CHANGE****OFFICE:** Transportation Data**EFFECTIVE DATE:** 07-01-2003**ENTERED BY:** Stefani Wonders**ENTERED DATE:** 02-07-2005**DISCUSSION/BACKGROUND:**

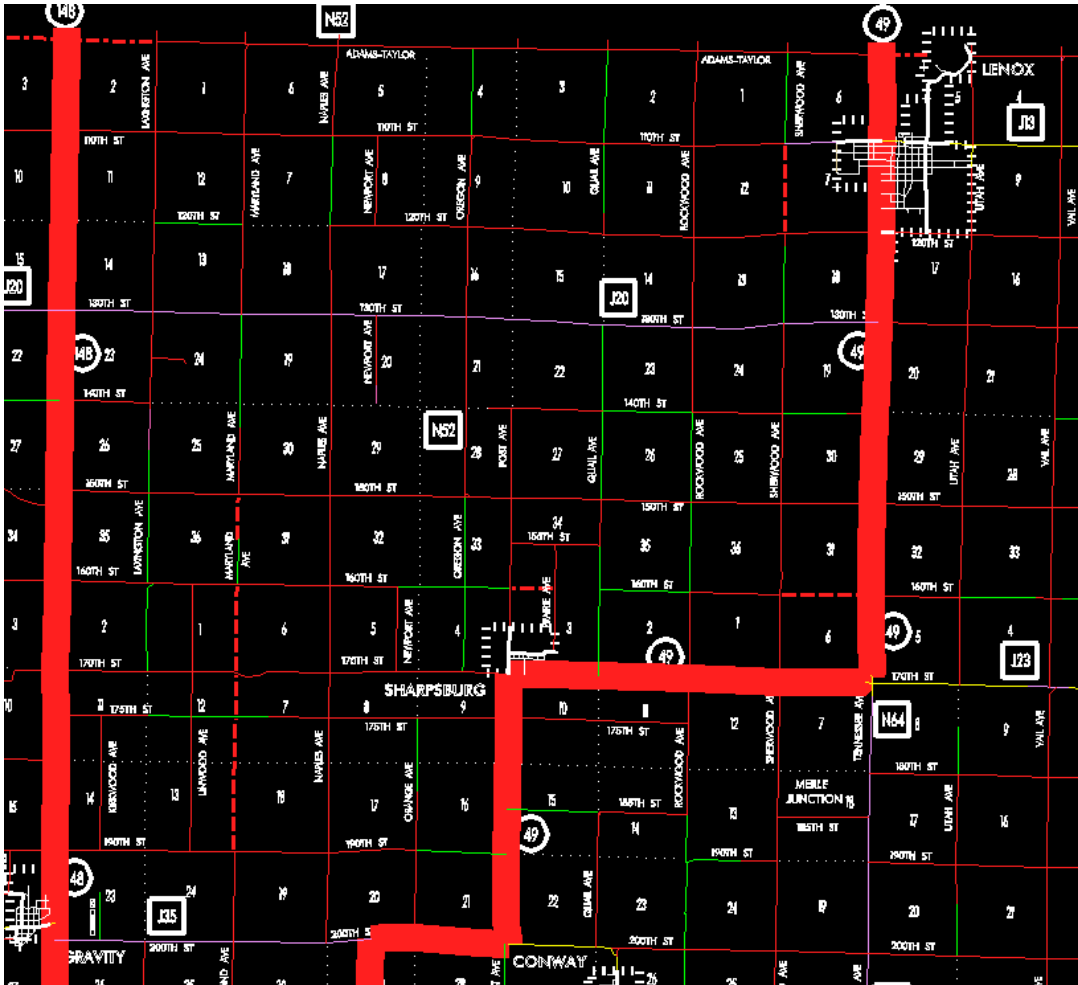
Transfer of jurisdiction agreement number 2003-TJ-036, between Taylor County and the Iowa Department of Transportation, transferred that portion of Iowa 49 from a point approximately 425 feet south and 50 feet west of the NE Corner Section 26-T68N-R34W (junction Iowa 2); then northeasterly through Sections 26, 25 24, and 13-T68N-R34W to a point approximately 760 feet south of the NE Corner of Section 13-T68N-R34W; then northeasterly through Sections 7 and 6-T68N-R33W to a point approximately 2690 feet north of the SE Corner Section 6-T68N-R33W; then north following substantially the section line of Section 5-T68N-R33W to a point approximately 300 feet south of the NW Corner Section 5-T68N-R33W; then curving northeasterly to a point approximately 250 feet east of the NW Corner Section 5-T68N-R33W; then east following substantially the section line said Section 5 to a point approximately 470 feet west of the N  $\frac{1}{4}$  Corner Section 5-T68N-R33W; then curving northeast through Section 32-T69N-R33W to a point approximately 400 feet north of the S  $\frac{1}{4}$  Corner said Section 32; then north following substantially the center section line of Sections 32 and 29-T69N-R33W to a point near the N  $\frac{1}{4}$  Corner Section 29-T69N-R33W; then east following substantially the north section line of Sections 29 and 28-T69N-R33W to a point near the NW Corner Section 27-T69N-R33W; then northerly following substantially the west section line of Sections 22, 15, 10-T69N-R33W to a point near the NW Corner Section 10-T69N-R33W; then east following substantially the section line of Sections 10, 11 and 12-T69N-R33W and Section 7-T69N-R32W to a point approximately 480 feet west of the SE Corner Section 6-T69N-R32W; then curving in a northeasterly direction to a point approximately 500 feet north of the SE Corner said Section 6; then north

following substantially the section line of Section 5-T69N-R32W and Sections 32, 29, 20, 17 and 8-T70N-R32W to the south corporation line of Lenox, connecting with Brooks Street (approximately 2640 feet north of the SW Corner of said Section 8) to county jurisdiction on July 1, 2003.

Transfer of jurisdiction agreement number 2003-TJ-037, between the City of Lenox and the Iowa Department of Transportation, transferred that portion of Iowa 49 from Brooks Street at the south corporation line; then north on Brooks Street to the north corporation line (near the SW Corner of Section 5-T70N-R32W) to city jurisdiction on July 1, 2003.

Transfer of jurisdiction agreement number 2003-TJ-036, between Taylor County and the Iowa Department of Transportation, transferred that portion of Iowa 49 from the north corporation line of Lenox connecting with Brooks Street; then north following substantially the section line of Section 5-T70N-R32W to the Taylor-Adams County line at a point near the NW Corner Section 5-T70N-R32W, Taylor County (SW Corner Section 32-T71N-R32W, Adams County) to county jurisdiction on July 1, 2003.





## OFFICIAL DESCRIPTION CHANGE

**COUNTY:** Taylor

**ROUTE:** Iowa 49

**STAFF ACTION NUMBER: S-87-1508**

**APPROVAL DATE: 5-13-87**

New Description – Iowa 49 and its extension in Taylor County described as follows:

Beginning at a point approximately 425 feet south and 50 feet west of the NE Corner Section 26-T68N-R34W (junction Iowa 2); then northeast

through Sections 26, 25 and 24-T68-R34W to a point approximately 1,300 feet west of the SE Corner of Section 13-T68N-R34W; then northeasterly through Section 13-T68N-R34W and Section 7-T68N-R33W to a point approximately 1,200 feet east of the NW Corner Section 7-T68N-R33W; then northeasterly through Section 6-T68N-R33W to a point near the E  $\frac{1}{4}$  Corner said Section 6; then north following substantially the section line of Section 5-T68N-R33W to a point approximately 600 feet south of the NW Corner Section 5-T68N-R33W; then curving northeasterly to a point approximately 600 feet east of the NW Corner Section 5-T68N-R33W; then east following substantially the section line said Section 5 to a point approximately 600 feet west of the N  $\frac{1}{4}$  Corner Section 5-T68N-R33W; then curving northeast through Section 32-T69N-R33W to a point approximately 600 feet north of the S  $\frac{1}{4}$  Corner said Section 32; then north following substantially the center section line of Sections 32 and 29-T69N-R33W to a point approximately 200 feet south of the N  $\frac{1}{4}$  Corner Section 29-T69N-R33W; then curving northeast through said Section 29 to a point approximately 2,400 feet west of the NE Corner said Section 29; then east following substantially the section line of Sections 29, 28 and 27-T69N-R33W; to a point approximately 250 feet east of the NW Corner Section 27-T69N-R33W; then northerly through Section 22-T69N-R33W to a point approximately 3,750 feet south of the NW Corner said Section 22; then north following substantially the section line of Sections 22, 15 and 10-T69N-R33W to a point near the NW Corner Section 10-T69N-R33W; then east following substantially the section line of Sections 10, 11 and 12-T69N-R33W and Section 7-T69N-R32W to a point approximately 750 feet west of the SE Corner Section 6-T69N-R32W; then curving in a northeasterly direction to a point approximately 750 feet north of the SE Corner said Section 6; then north following substantially the section line of Section 5-T69N-R32W and Sections 32, 29, 20, 17 and 8-T70N-R32W to the south corporation line of Lenox, connecting with Brooks Street.

Lenox:

Beginning on Brooks Street at the south corporation line; then north on Brooks Street to the north corporation line.

Beginning again on the north corporation line of Lenox connecting with Brooks Street; then north following substantially the section line of Section 5-T70N-R32W to the Taylor-Adams County line at a point near the NW Corner Section 5-T70N-R32W, Taylor County (SW Corner Section 32-T71N-R32W, Adams County).

**COMMISSION ORDER**

**DIVISION:** Planning & Research

**COMMISSION ORDER NUMBER:** PR-80-651

**SUBMITTED BY:** Leland D. Smithson

**MEETING DATE:** 5-27-80

**DISCUSSION/BACKGROUND:**

Iowa 49 begins at a junction with Iowa 2 near the east edge of the City of Bedford and travels northeasterly via Lenox to the Taylor-Adams County line approximately one mile north of Lenox.

Due to a relocation of Iowa 2 in the Bedford area the present description of Iowa 49 in Taylor County should be revised. The new description added should be officially included in the primary road system to reflect this relocation.

In accordance with an agreement between the Iowa State Highway Commission, the Taylor County Board of Supervisors, and the City of Bedford approved April 3, 1974, the following described sections of old Iowa 49 shall revert to the Taylor County secondary road system and the city street system of Bedford, respectively:

That portion of old Iowa 49 from the east corporation line of the City of Bedford northeasterly to a point approximately 425 feet south and 50 feet west of the NE Corner Section 26-T68N-R34W (junction of relocated Iowa 2) shall revert to the Taylor County secondary road system.

That portion of old Iowa 49 from the junction with old Iowa 2 at East Polk Street northeasterly to the east corporation line of Bedford shall revert to the city street system of Bedford.

Relocated Iowa 2 was opened to traffic on May 18, 1979.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended that the present description of Iowa 49 in Taylor County be deleted and the new description, as referred to in the attached detailed description, be included in the primary road system.

Locate on the primary road system Iowa 49 and its extension in Taylor County as follows:

Beginning at a point approximately 425 feet south and 50 feet west of the NE Corner Section 26-T68N-R34W (junction Iowa 2); thence northeasterly through Sections 26, 25, and 24-T68N-R34W to a point approximately 1,300 feet west of the SE Corner of Section 13-T68N-R34W; thence northeasterly through Section 13-T68N-R34W and Section 7-T68N-R33W to a point approximately 1,200 feet east of the NW Corner Section 7-T68N-R33W; thence northeasterly through Section 6-T68N-R33W to a point near the E  $\frac{1}{4}$  Corner said Section 6; thence northerly following substantially the section line of Section 5-T68N-R33W to a point approximately 600 feet south of the NW Corner Section 5-T68N-R33W; thence curving northeasterly to a point approximately 600 feet east of the NW Corner Section 5-T68N-R33W thence easterly following substantially the section line said Section 5 to a point approximately 600 feet west of the N  $\frac{1}{4}$  Corner Section 5-T68N-R33W; thence curving northeasterly through Section 32-T69N-R33W to a point approximately 600 feet north of the S  $\frac{1}{4}$  Corner said Section 32; thence northerly following substantially the center section line of Sections 32 and 29-T69N-R33W to a point approximately 200 feet south of the N  $\frac{1}{4}$  Corner Section 29-T69N-R33W; thence curving northeasterly through said Section 29 to a point approximately 2,400 feet west of the NE Corner said Section 29; thence easterly following substantially the section line of Sections 29, 28, and 27-T69N-R33W to a point approximately 250 feet east of the NW Corner Section 27-T69N-R33W; thence northerly through Section 22-T69N-R33W to a point approximately 3,750 feet south of the NW Corner said Section 22; thence northerly following substantially the section line of Sections 22, 15, and 10-T69N-R33W to a point near the



NW Corner Section 10-T69N-R33W; thence easterly following substantially the section line of Sections 10, 11, and 12-T69N-R33W and Section 7-T69N-R32W to a point approximately 750 feet west of the SE Corner Section 6-T69N-R32W; thence curving in a northeasterly direction to a point approximately 750 feet north of the SE Corner said Section 6; thence northerly following substantially the section line of Section 5-T69N-R32W and Sections 32, 29, 20, 17, and 8-T70N-R32W to the south corporation line of the City of Lenox connecting with an unnamed street.

Lenox:

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

Beginning again on the north corporation line of the City of Lenox connecting with an unnamed street; thence northerly following substantially the section line of Section 5-T70N-R32W to the Taylor-Adams County line at a point near the NW Corner Section 5-T70N-R32W, Taylor County (SW Corner Section 32-T71N-R32W, Adams County).

REVISED: 5-13-87

**COMMISSION ORDER**

**DIVISION:** Planning & Research

**COMMISSION ORDER NUMBER:** PR-79-272

**SUBMITTED BY:** C.I. MacGillivray

**MEETING DATE:** 11-2-78

**DISCUSSION/BACKGROUND:**

Iowa 49 begins at Iowa 2 in Bedford, and travels generally northeasterly via Bedford and Lenox to the Taylor-Adams County line approximately 1 mile north of Lenox, Iowa.

Due to a review of our Primary Road System Records Iowa 49 in Taylor County should be deleted and the new description added should be officially included into the Primary System.

**PROPOSAL/ACTION RECOMMENDATION:**

It is recommended that the old description of Iowa 49 in Taylor County be deleted and the new description, as referred in the attached detailed description, be included into Primary Road System effective upon the adoption of this resolution.

Locate on the Primary Road System Iowa 49 and its extensions in Taylor County as follows:

Bedford:

Beginning on an unnamed street at East Polk Street (junction Iowa 2); thence in a northeasterly direction to the east corporation line connecting with an unnamed street.

Beginning at a point on the east corporation line of the City of Bedford, connecting with an unnamed street at a point on the north side of the Burlington Northern Railroad; thence northeasterly along the north side

and substantially parallel to the Burlington Northern Railroad through Sections 26, 25, and 24-T68N-R34W to a point approximately 1300 feet west of the SE Corner of Section 13-T68N-R34W; thence northeasterly through Section 13-T68N-R34W and Section 7-T68N-R33W to a point approximately 1200 feet east of the NW Corner Section 7-T68N-R33W; thence northeasterly through Section 6-T68N-R33W to a point near the E  $\frac{1}{4}$  Corner said Section 6; thence northerly following substantially the section line of Section 5-T68N-R33W to a point approximately 600 feet south of the NW Corner Section 5-T68N-R33W; thence curving northeasterly to a point approximately 600 feet east of the NW Corner Section 5-T68N-R33W thence easterly following substantially the section line said Section 5 to a point approximately 600 feet west of the N  $\frac{1}{4}$  Corner Section 5-T68N-R33W; thence curving northeasterly through Section 32-T69N-R33W to a point approximately 600 feet north of the SE Corner said Section 32; thence northerly following substantially the center section line of Sections 32 and 29-T69N-R33W to a point approximately 200 feet south of the N  $\frac{1}{4}$  Corner Section 29-T69N-R33W; thence curving northeasterly through said Section 29 to a point approximately 2400 feet west of the NE Corner said Section 29; thence easterly following substantially the section line of Sections 29, 28, and 27-T69N-R33W to a point approximately 250 feet east of the NW Corner Section 27-T69N-R33W; thence northerly through Section 22-T69N-R33W to a point approximately 3750 feet south of the NW Corner said Section 22; thence northerly following substantially the section line of Sections 22, 15 and 10-T69N-R33W to a point near the NW Corner Section 10-T69N-R33W; thence easterly following substantially the section line of Sections 10, 11, and 12-T69N-R33W and Section 7-T69N-R32W to a point approximately 750 feet west of the SE Corner Section 6-T69N-R32W; thence curving in a northeasterly direction to a point approximately 750 feet north of the SE Corner said Section 6; thence northerly following substantially the section line of Section 5-T69N-R32W and Sections 32, 29, 20, 17, and 8-T70N-R32W to the south corporation line of the City of Lenox connecting with an unnamed street.

Lenox:

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

Beginning again on the north corporation line of the City of Lenox connecting with an unnamed street; thence northerly following substantially the section line of Section 5-T70N-R32W to the Taylor-Adams County line at a point near the NW Corner Section 5-T70N-R32W, Taylor County (SW Corner Section 32-T71N-R32W, Adams County).

REVISED 5-27-80

**OFFICIAL DESCRIPTION CHANGE**

**COUNTY:** Taylor

**ROUTE:** Iowa 49

**COMMISSION ORDER NUMBER:**

**APPROVAL DATE:** 4-12-61

Beginning at a point on the east corporation line of the City of Bedford, connecting with an unnamed street at a point on the north side of the Chicago, Burlington & Quincy Railroad near North Street; thence northeasterly along the north side and substantially parallel to the Chicago, Burlington & Quincy Railroad through Sections 26 and 24-T68N-R34W to a point near the SE Corner SW  $\frac{1}{4}$  SE  $\frac{1}{4}$  Section 13-T68N-R34W; thence northeasterly through Section 13-T68-R34W and Section 7-T68N-R33W to a point approximately 1,200 feet east of the NW Corner Section 7-T68N-R33W; thence northeasterly to a point near the E  $\frac{1}{4}$  Corner Section 6-T68N-R33W; thence north substantially following the section line to a point near the NW Corner Section

5-T68N-R33W; thence east substantially following the section line to a point near the N  $\frac{1}{4}$  Corner Section 5-T68N-R33W; thence northerly through Sections 32 and 29-T69N-R33W to a point near the N  $\frac{1}{4}$  Corner Section 29-T69N-R33W; thence easterly to the SW Corner Section 22-T69N-R33W; thence northerly approximately three miles substantially following the section line to a point at or near the NW Corner Section 10-T69N-R33W in the south corporation line of the Town of Sharpsburg; thence easterly to a point approximately  $\frac{1}{4}$  mile west of the SE Corner Section 6-T69N-R32W; thence curving in a northeasterly direction to a point approximately  $\frac{1}{4}$  mile north of the SE Corner Section 6-T69N-R32W; thence northerly following substantially the section line to the south corporation line of the Town of Lenox, connecting with Brook Street.

Beginning again on the north corporation line of the Town of Lenox, connecting with Brook Street; thence north following substantially the section line to the Taylor-Adams County Line at a point near the NW Corner Section 5-T70N-R32W, Taylor County (SW Corner Section 32-T71N-R32W, Adams County).

**OFFICIAL DESCRIPTION CHANGE**

**COUNTY:** Taylor

**CITY OF:** Lenox

**ROUTE:** Iowa 49

**COMMISSION ORDER NUMBER:**

**APPROVAL DATE:** 11-3-43

Beginning at the south corporation line connecting with Brook Street;  
thence north on Brook Street to the north corporation line.

**OFFICIAL DESCRIPTION CHANGE**

**COUNTY:** Taylor

**CITY OF:** Bedford

**ROUTE:** Iowa 49

**APPROVAL DATE:** 10-13-37

Commencing at the intersection of East Polk Street and Lewis Street; thence in a northeasterly direction on an unnamed street on the north side of the Chicago, Burlington, & Quincy Railroad to the east corporation line.

Note: Iowa 344 revised to Iowa 49 October 6, 1943.