

PCC Pavement - Grade and New  
HSIPX-018-2(142)--3L-21

CLAY COUNTY

LETTING DATE  
11/17/2026

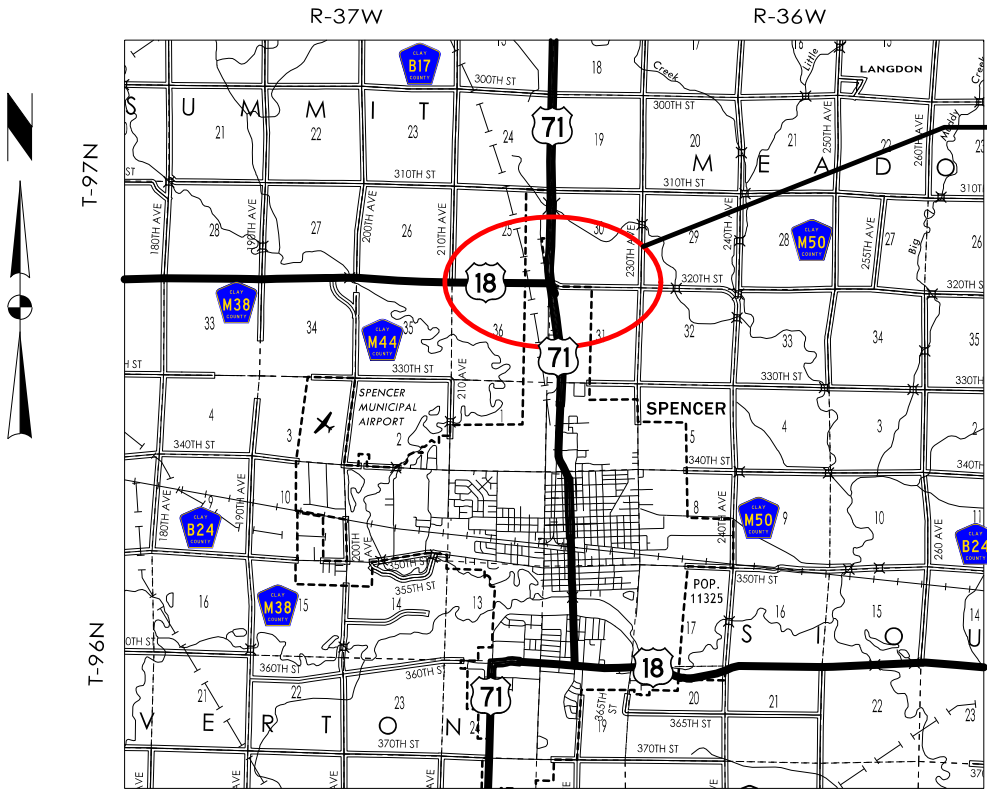


PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**CLAY COUNTY**  
PCC Pavement - Grade and New  
N US 71 Intersection in Spencer

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



PROJECT LOCATION  
STA. 634+26 (US18)  
STA. 56+92 (US71)  
REF. LOC. 77.67

| US 18             |       |       |        |  |
|-------------------|-------|-------|--------|--|
| DESIGN DATA RURAL |       |       |        |  |
| 2027              | AADT  | 2,800 | V.P.D. |  |
| 2047              | AADT  | 3,200 | V.P.D. |  |
| 20                | - DHV | -     | V.P.H. |  |
| TRUCKS            |       | 28    | %      |  |
| Total             |       |       |        |  |
| Design ESALs      |       | -     |        |  |

| US 71             |       |        |        |  |
|-------------------|-------|--------|--------|--|
| DESIGN DATA RURAL |       |        |        |  |
| 2027              | AADT  | 12,000 | V.P.D. |  |
| 2047              | AADT  | 13,250 | V.P.D. |  |
| 20                | - DHV | -      | V.P.H. |  |
| TRUCKS            |       | 6      | %      |  |
| Total             |       |        |        |  |
| Design ESALs      |       | -      |        |  |

| 320th Ave         |       |       |        |  |
|-------------------|-------|-------|--------|--|
| DESIGN DATA RURAL |       |       |        |  |
| 2027              | AADT  | 960   | V.P.D. |  |
| 2047              | AADT  | 1,100 | V.P.D. |  |
| 20                | - DHV | -     | V.P.H. |  |
| TRUCKS            |       | 27    | %      |  |
| Total             |       |       |        |  |
| Design ESALs      |       | -     |        |  |

**PRELIMINARY PLANS**

Subject to change by final design.

**D5 PLAN - Date: 09-12-2024**

REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

23-21-018-020

PROJECT NUMBER

HSIPX-018-2(142)--3L-21

R.O.W. PROJECT NUMBER

NHSN-018-2(145)--2R-21

**INDEX OF SHEETS**

| No.                 | DESCRIPTION                                        |
|---------------------|----------------------------------------------------|
| <b>A Sheets</b>     | <b>Title Sheets</b>                                |
| * A.1               | Title Sheet                                        |
| * A.2 - 22          | Concept                                            |
| <b>B Sheets</b>     | <b>Typical Cross Sections and Details</b>          |
| B.1 - 8             | Typical Cross Sections and Details                 |
| <b>D Sheets</b>     | <b>Mainline Plan and Profile Sheets</b>            |
| * D.1               | Plan & Profile Legend & Symbol Information Sheet   |
| * D.2 - 4           | US18                                               |
| * D.5 - 8           | US71                                               |
| <b>E Sheets</b>     | <b>Side Road Plan and Profile Sheets</b>           |
| * E.1               | 320th St                                           |
| * E.2               | 4th Ave W                                          |
| <b>F Sheets</b>     | <b>Detour or Temporary Pavement Sheets</b>         |
| * F.1               | Detour Plan and Profile Sheets                     |
| <b>G Sheets</b>     | <b>Survey Sheets</b>                               |
| G.1                 | Reference Ties and Bench Marks                     |
| G.2                 | Horizontal Control Tab. & Super for all Alignments |
| <b>J Sheets</b>     | <b>Traffic Control and Staging Sheets</b>          |
| * J.1 - 8           | Staging and Traffic Control Sheets Stage ??        |
| <b>L Sheets</b>     | <b>Geometric, Staking and Jointing Sheets</b>      |
| * L.1               | Geometric & Staking                                |
| * L.2               | Jointing                                           |
| <b>W Sheets</b>     | <b>Mainline Cross Sections</b>                     |
| * W.1 - 12          | US18                                               |
| * W.13 - 30         | US71 NB                                            |
| * W.31 - 61         | US71 SB                                            |
| * W.62 - 76         | DET NB300                                          |
| <b>X Sheets</b>     | <b>Side Road Cross Sections</b>                    |
| * X.1 - 12          | 320th St                                           |
| * X.13 - 32         | 4th Ave W                                          |
| * Color Plan Sheets |                                                    |

FILE NO.

ENGLISH

DESIGN TEAM Strum/Janus/Gunderson

CLAY COUNTY

PROJECT NUMBER HSIPX-018-2(142)--3L-21

SHEET NUMBER A.1

2:21:22 PM

9/12/2024

ajanus2

pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2101802023\Design\CADD\_Files\Sheet\_Files\SHT\_21018142\_A01.dgn

Curbed Shoulder

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

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

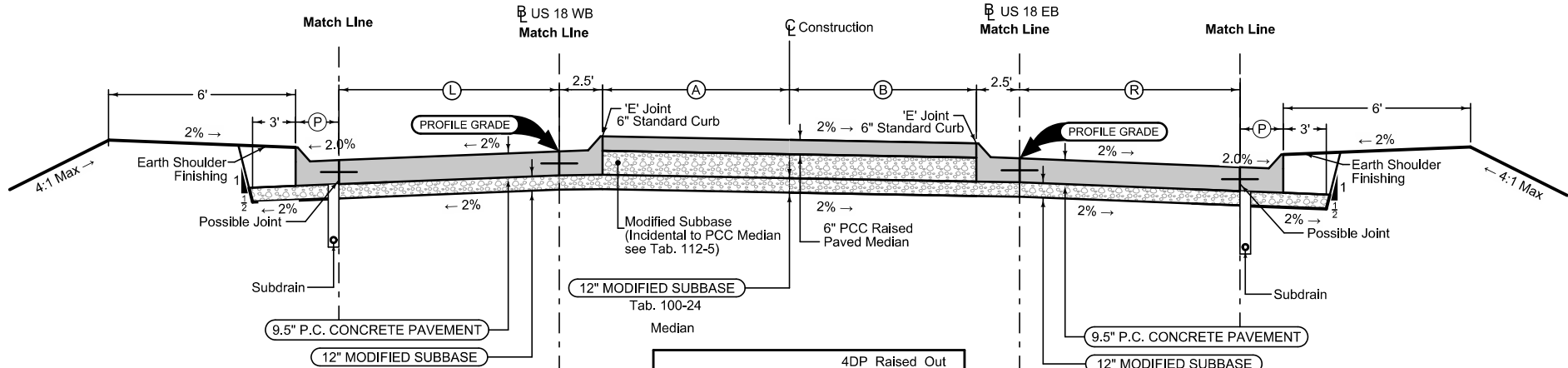
| 2_Curb_04-21-20    |  |             |                         |
|--------------------|--|-------------|-------------------------|
| STATION TO STATION |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                    |  | 2.5         | 6" Standard             |
|                    |  | 2.5         | 6" Standard             |
|                    |  |             |                         |
|                    |  |             |                         |

Curbed Shoulder

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

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

| 2_Curb_04-21-20    |  |             |                         |
|--------------------|--|-------------|-------------------------|
| STATION TO STATION |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                    |  | 2.5         | 6" Standard             |
|                    |  | 2.5         | 6" Standard             |
|                    |  |             |                         |
|                    |  |             |                         |



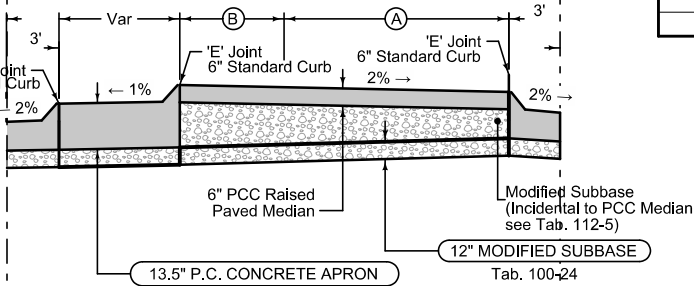
Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (L)<br>Feet   |
|---------------|-------------|---------------|
|               |             | 12            |
|               |             | Vari. (12-20) |
|               |             | Vari. (20)    |

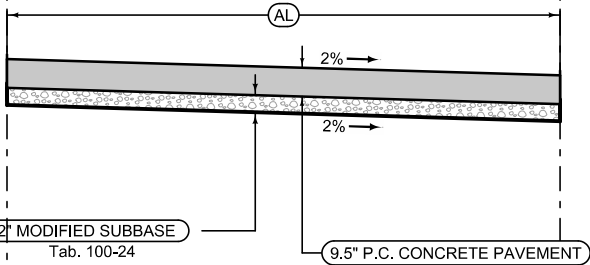
| 4DP_Raised_Out_04-21-20 |             |             |             |
|-------------------------|-------------|-------------|-------------|
| BEGIN STATION           | END STATION | (A)<br>Feet | (B)<br>Feet |
|                         |             | Vari.       | Vari.       |
|                         |             | Vari.       | Vari.       |

Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (R)<br>Feet     |
|---------------|-------------|-----------------|
|               |             | 12              |
|               |             | Vari. (12-16)   |
|               |             | Vari. (16-22.6) |



| 4DP_Raised_Out_04-21-20 |             |             |             |
|-------------------------|-------------|-------------|-------------|
| BEGIN STATION           | END STATION | (A)<br>Feet | (B)<br>Feet |
|                         |             | Vari.       | Vari.       |
|                         |             |             |             |



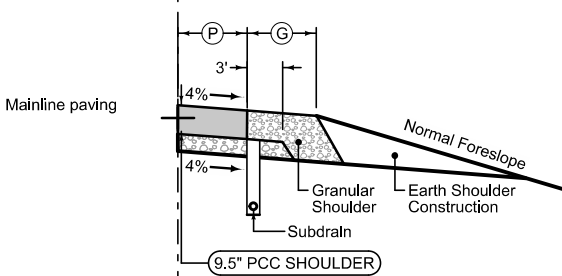
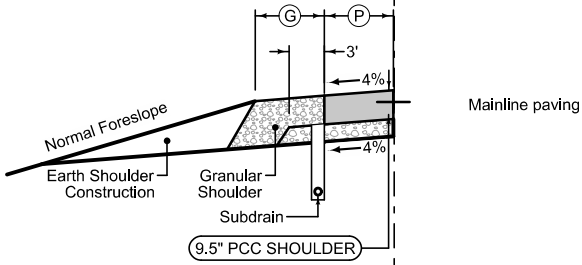
Median Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| STATION TO STATION |  | (AL)<br>Feet |
|--------------------|--|--------------|
|                    |  | Vari         |
|                    |  | Vari         |

Full Depth PCC Combination Shoulder

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

| 2_C_FullPCC_04-20-21 |  |             |             |
|----------------------|--|-------------|-------------|
| STATION TO STATION   |  | (P)<br>Feet | (G)<br>Feet |
|                      |  | 5           | 5           |
|                      |  |             |             |
|                      |  |             |             |



Full Depth PCC Combination Shoulder

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

| 2_C_FullPCC_04-20-21 |  |             |             |
|----------------------|--|-------------|-------------|
| STATION TO STATION   |  | (P)<br>Feet | (G)<br>Feet |
|                      |  | 5           | 5           |
|                      |  |             |             |
|                      |  |             |             |

See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

US18

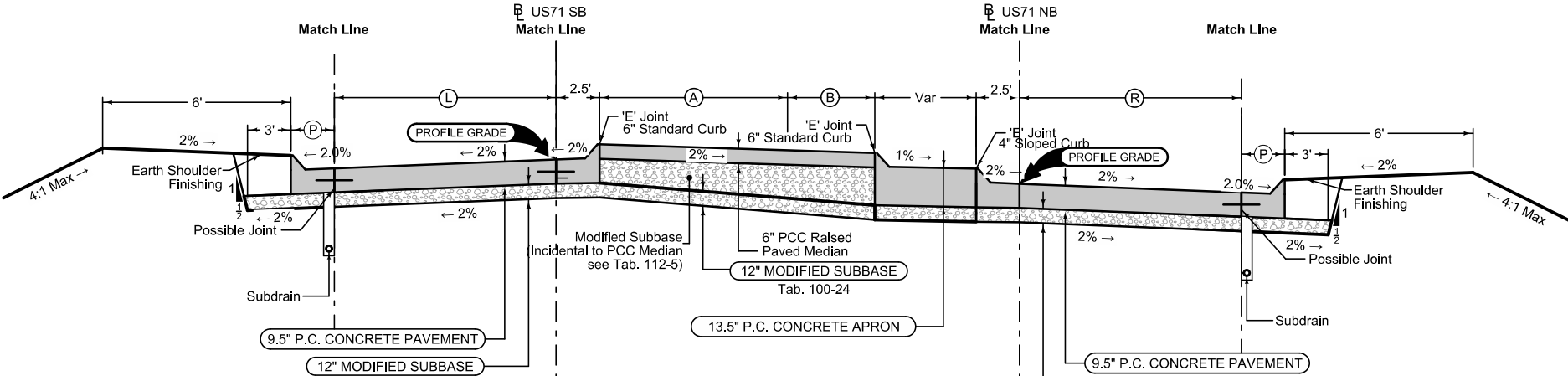


Curbed Shoulder

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

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

| 2_Curb_04-21-20    |  |             |                         |
|--------------------|--|-------------|-------------------------|
| STATION TO STATION |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                    |  | 3           | 6" Standard             |
|                    |  |             |                         |
|                    |  |             |                         |
|                    |  |             |                         |

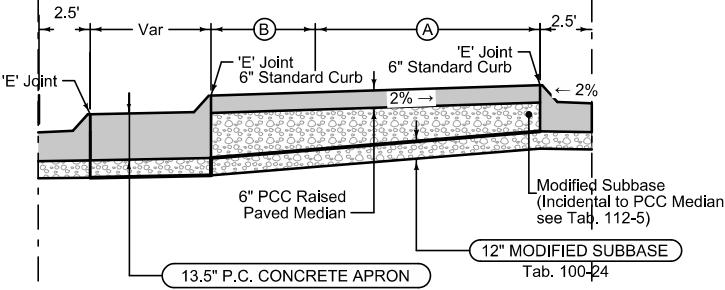


Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (L)<br>Feet |
|---------------|-------------|-------------|
|               |             | 24          |
|               |             |             |
|               |             |             |
|               |             |             |

Median

| 4DP_Raised_Out_04-21-20 |             |             |             |
|-------------------------|-------------|-------------|-------------|
| BEGIN STATION           | END STATION | (A)<br>Feet | (B)<br>Feet |
|                         |             | Var.        | Var.        |
|                         |             | Var.        | Var.        |
|                         |             |             |             |
|                         |             |             |             |



Median

| 4DP_Raised_Out_04-21-20 |             |             |             |
|-------------------------|-------------|-------------|-------------|
| BEGIN STATION           | END STATION | (A)<br>Feet | (B)<br>Feet |
|                         |             | Var.        | Var.        |
|                         |             | Var.        | Var.        |
|                         |             |             |             |
|                         |             |             |             |

Curbed Shoulder

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

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

| 2_Curb_04-21-20    |  |             |                         |
|--------------------|--|-------------|-------------------------|
| STATION TO STATION |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                    |  | 3           | 6" Standard             |
|                    |  |             |                         |
|                    |  |             |                         |
|                    |  |             |                         |

Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (L)<br>Feet |
|---------------|-------------|-------------|
|               |             | 24          |
|               |             |             |
|               |             |             |
|               |             |             |

See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

US 71

Full Depth PCC Combination Shoulder

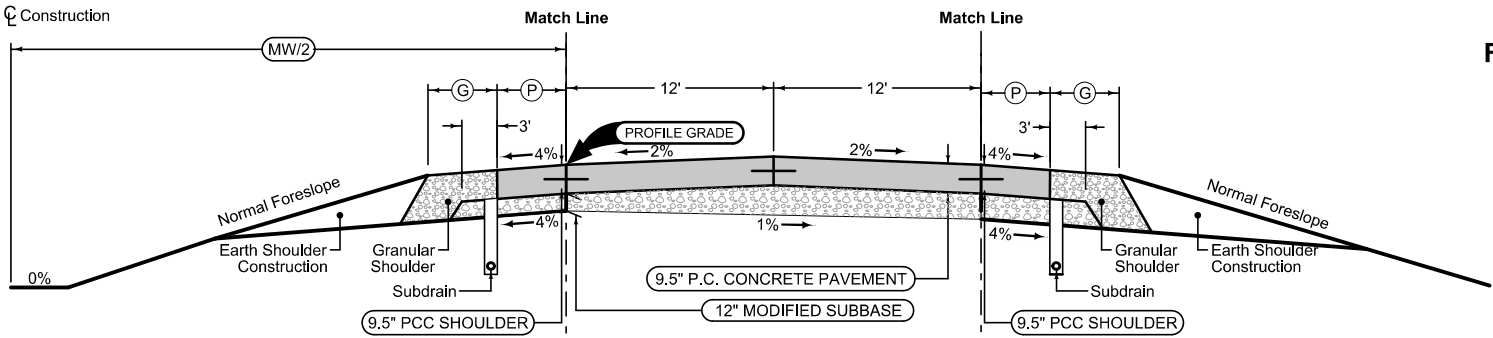
Shoulder Jointing:  
Longitudinal joint: BT-2, L-2 or KT-2  
Transverse joints: C at 17' spacing

| 4_C_FullPCC_MODIFIED |  |             |             |
|----------------------|--|-------------|-------------|
| STATION TO STATION   |  | (P)<br>Feet | (G)<br>Feet |
|                      |  | 4           | 2           |
|                      |  |             |             |
|                      |  |             |             |
|                      |  |             |             |

Full Depth PCC Combination Shoulder

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

| 4_C_FullPCC_MODIFIED |  |             |             |
|----------------------|--|-------------|-------------|
| STATION TO STATION   |  | (P)<br>Feet | (G)<br>Feet |
|                      |  | 6           | 4           |
|                      |  |             |             |
|                      |  |             |             |
|                      |  |             |             |



Section shown in the direction of traffic.

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

| 4DP_04-21-20        |               |             |              |
|---------------------|---------------|-------------|--------------|
| Direction of Travel | BEGIN STATION | END STATION | (MW)<br>Feet |
|                     |               |             |              |
|                     |               |             |              |
|                     |               |             |              |
|                     |               |             |              |

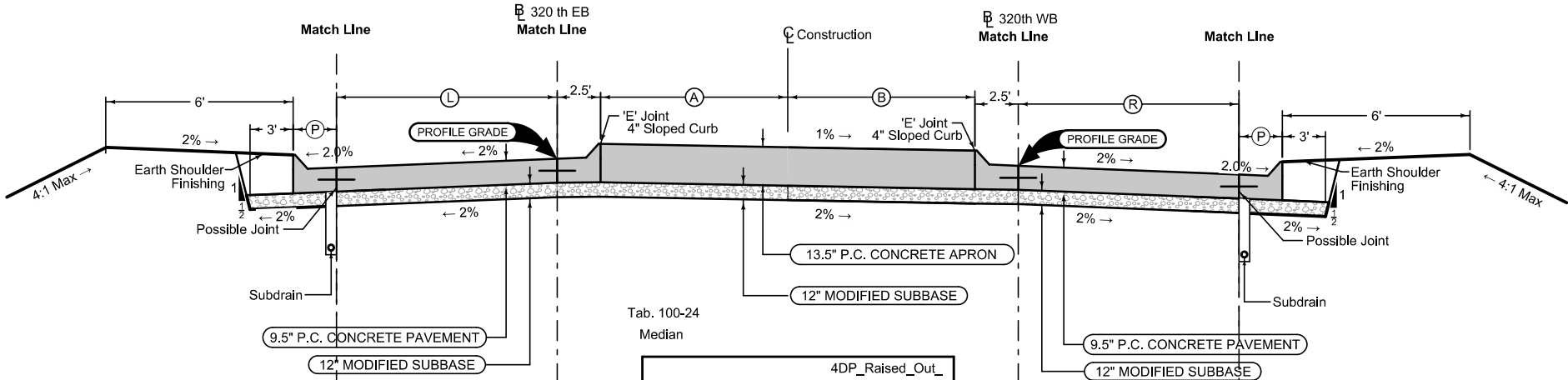
See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

US 71

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

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

| 2_Curb_<br>04-21-20 |  |             |                         |
|---------------------|--|-------------|-------------------------|
| STATION TO STATION  |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                     |  | 2.5         | 6" Standard             |
|                     |  |             |                         |
|                     |  |             |                         |
|                     |  |             |                         |

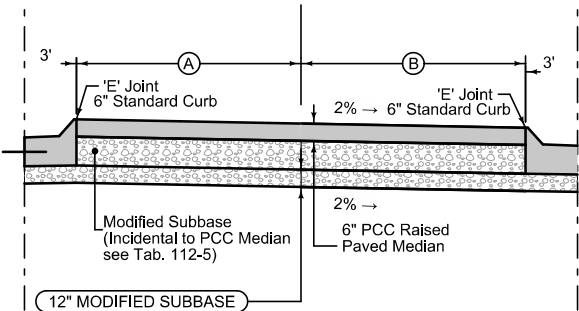


Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (L)<br>Feet   |
|---------------|-------------|---------------|
|               |             | 12            |
|               |             | Vari. (12-20) |
|               |             | Vari. (20)    |

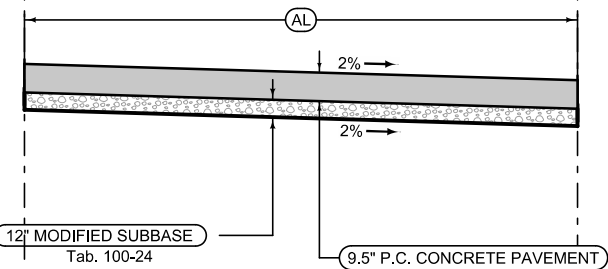
Tab. 100-24  
Median

| 4DP_Raised_Out_<br>04-21-20 |             |             |             |
|-----------------------------|-------------|-------------|-------------|
| BEGIN STATION               | END STATION | (A)<br>Feet | (B)<br>Feet |
|                             |             | Vari.       | Vari.       |
|                             |             | Vari.       | Vari.       |



Tab. 100-24  
Median

| 4DP_Raised_Out_<br>04-21-20 |             |             |             |
|-----------------------------|-------------|-------------|-------------|
| BEGIN STATION               | END STATION | (A)<br>Feet | (B)<br>Feet |
|                             |             | Vari.       | Vari.       |
|                             |             | Vari.       | Vari.       |



Median Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| STATION TO STATION |  | (AL)<br>Feet |
|--------------------|--|--------------|
|                    |  | Vari         |
|                    |  | Vari         |

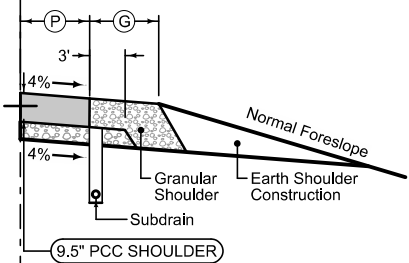
**Curbed Shoulder**  
Shoulder Jointing:  
Longitudinal joint not required when distance from back of  
curb to nearest joint is less than 15':

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

| 2_Curb_<br>04-21-20 |  |             |                         |
|---------------------|--|-------------|-------------------------|
| STATION TO STATION  |  | (P)<br>Feet | Curb Type<br>See PV-102 |
|                     |  | 2.5         | 6" Standard             |
|                     |  |             |                         |
|                     |  |             |                         |
|                     |  |             |                         |

Mainline Jointing:  
Transverse joints: CD refer to L sheets for spacing  
Longitudinal joint: L-2

| BEGIN STATION | END STATION | (R)<br>Feet     |
|---------------|-------------|-----------------|
|               |             | 12              |
|               |             | Vari. (12-16)   |
|               |             | Vari. (16-22.6) |



**Full Depth PCC Combination Shoulder**

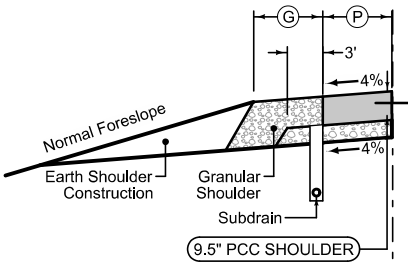
Shoulder Jointing:  
Longitudinal joint: BT-2, L-2 or KT-2  
Transverse joints: C at 17' spacing

| 2_C_FullPCC_<br>04-20-21 |  |             |             |
|--------------------------|--|-------------|-------------|
| STATION TO STATION       |  | (P)<br>Feet | (G)<br>Feet |
|                          |  | 5           | 5           |
|                          |  |             |             |
|                          |  |             |             |
|                          |  |             |             |

**Full Depth PCC Combination Shoulder**

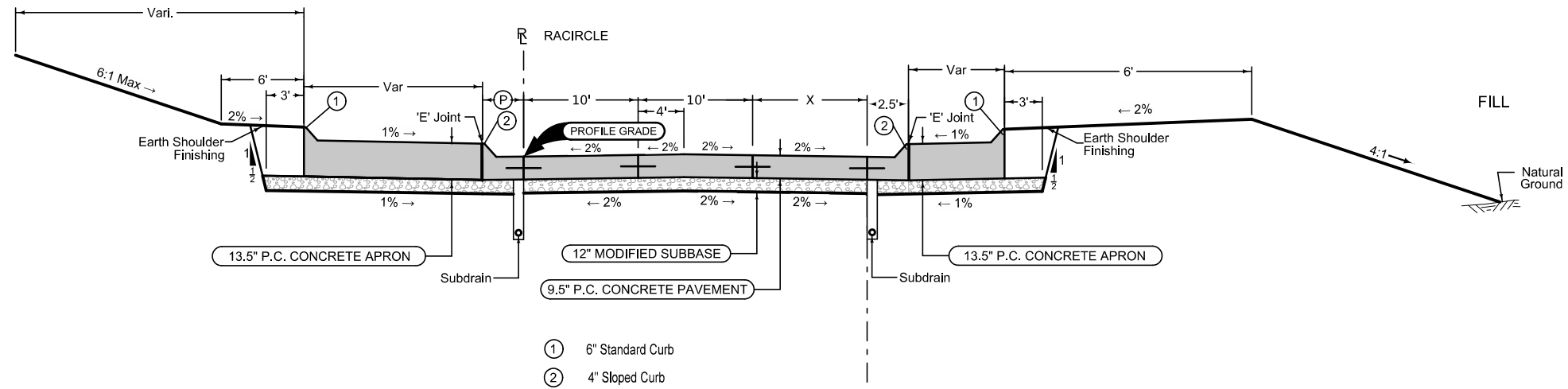
Shoulder Jointing:  
Longitudinal joint: BT-2, L-2 or KT-2  
Transverse joints: C at 17' spacing

| 2_C_FullPCC_<br>04-20-21 |  |             |             |
|--------------------------|--|-------------|-------------|
| STATION TO STATION       |  | (P)<br>Feet | (G)<br>Feet |
|                          |  | 5           | 5           |
|                          |  |             |             |
|                          |  |             |             |
|                          |  |             |             |



See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

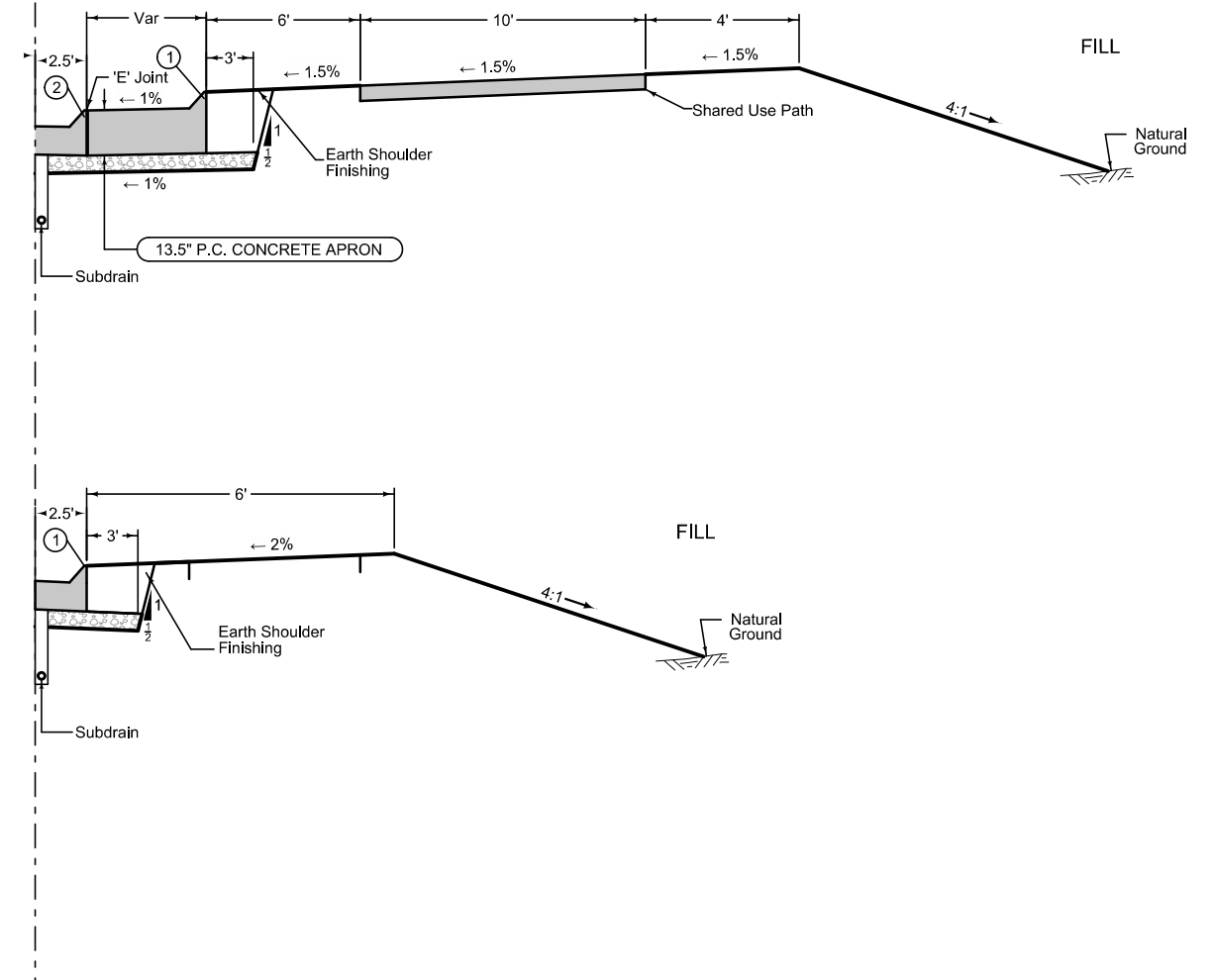
320 th St



- ① 6" Standard Curb
- ② 4" Sloped Curb

| LOCATION            |                    |            |             |             |
|---------------------|--------------------|------------|-------------|-------------|
| ROAD IDENTIFICATION | STATION TO STATION |            | (P)<br>Feet | (X)<br>Feet |
| RACIRCLE            | 1000+00.00         | 1000+08.89 | 3           | Vari        |
|                     | 1000+08.89         | 1000+95.41 | 3           | 10          |
|                     | 1000+95.41         | 1001+35.51 | 3           | Vari        |
|                     | 1001+35.51         | 1001+81.16 | 3           | 0           |
|                     | 1001+81.16         | 1002+08.58 | 3           | Vari        |
|                     | 1002+08.58         | 1003+30.81 | 3           | 10          |
|                     | 1003+30.81         | 1003+53.76 | 3           | Vari        |
|                     | 1003+53.76         | 1003+98.97 | 3           | 0           |
|                     | 1003+98.97         | 1004+27.26 | 3           | Vari        |

Note: See 'L' Sheets for Jointing Layout



See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

## Roundabout

Combination Shoulder

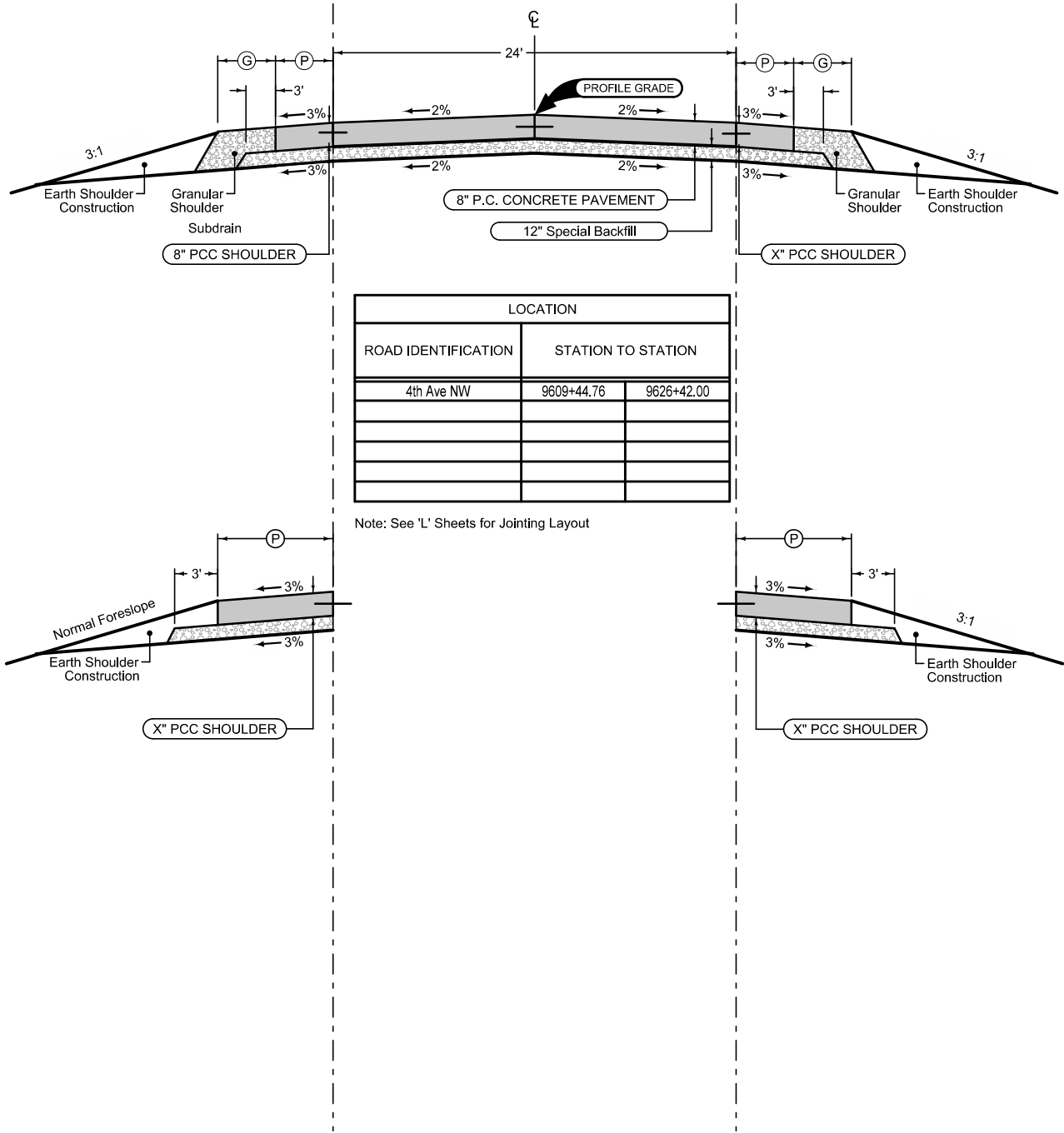
Shoulder Jointing:  
Longitudinal joint: B

| 2_C_04-21-20       |            |             |             |
|--------------------|------------|-------------|-------------|
| STATION TO STATION |            | (P)<br>Feet | (G)<br>Feet |
| 9609+44.76         | 9614+81.27 | 2           | 2           |
| 9617+83.95         | 9626+42.00 | 2           | 2           |
|                    |            |             |             |
|                    |            |             |             |

Full Depth PCC Shoulder

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

| 2_P_FullPCC_04-15-25 |            |             |
|----------------------|------------|-------------|
| STATION TO STATION   |            | (P)<br>Feet |
| 9614+81.27           | 9617+83.95 | 4           |
|                      |            |             |
|                      |            |             |
|                      |            |             |



| LOCATION            |                    |            |
|---------------------|--------------------|------------|
| ROAD IDENTIFICATION | STATION TO STATION |            |
| 4th Ave NW          | 9609+44.76         | 9626+42.00 |
|                     |                    |            |
|                     |                    |            |
|                     |                    |            |
|                     |                    |            |

Note: See 'L' Sheets for Jointing Layout

Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

| 2_C_04-21-20       |            |             |             |
|--------------------|------------|-------------|-------------|
| STATION TO STATION |            | (P)<br>Feet | (G)<br>Feet |
| 9609+44.76         | 9614+81.27 | 2           | 2           |
| 9617+83.95         | 9626+42.00 | 2           | 2           |
|                    |            |             |             |
|                    |            |             |             |

Full Depth PCC Shoulder

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

| 2_P_FullPCC_04-15-25 |            |             |
|----------------------|------------|-------------|
| STATION TO STATION   |            | (P)<br>Feet |
| 9614+81.27           | 9617+83.95 | 4           |
|                      |            |             |
|                      |            |             |
|                      |            |             |

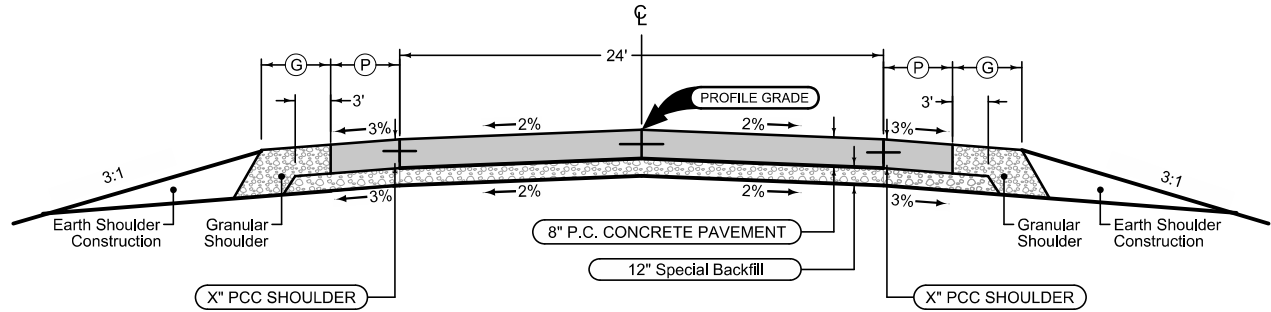
See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

4th Ave NW

Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

| 2_C_04-21-20       |             |                             |                             |
|--------------------|-------------|-----------------------------|-----------------------------|
| STATION TO STATION |             | <div><div>P</div>Feet</div> | <div><div>G</div>Feet</div> |
| 19591+61.69        | 19610+10.16 | 2                           | 2                           |
|                    |             |                             |                             |
|                    |             |                             |                             |



| LOCATION            |                    |             |
|---------------------|--------------------|-------------|
| ROAD IDENTIFICATION | STATION TO STATION |             |
| 4th Ave W           | 19591+61.69        | 19610+10.16 |
|                     |                    |             |
|                     |                    |             |
|                     |                    |             |
|                     |                    |             |

Note: See 'L' Sheets for Jointing Layout

Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

| 2_C_04-21-20       |             |                             |                             |
|--------------------|-------------|-----------------------------|-----------------------------|
| STATION TO STATION |             | <div><div>P</div>Feet</div> | <div><div>G</div>Feet</div> |
| 19591+61.69        | 19610+10.16 | 2                           | 2                           |
|                    |             |                             |                             |
|                    |             |                             |                             |

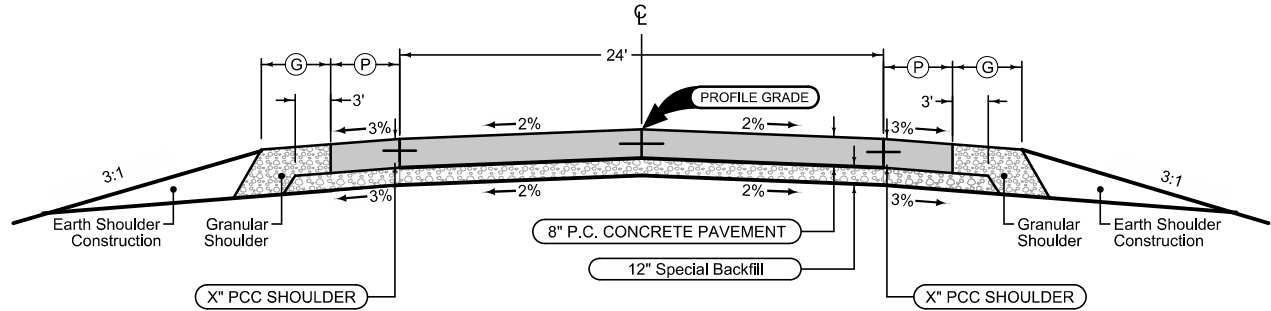
See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

4th Ave W

Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

| 2_C_04-21-20       |             |                             |                             |
|--------------------|-------------|-----------------------------|-----------------------------|
| STATION TO STATION |             | <div><div>P</div>Feet</div> | <div><div>G</div>Feet</div> |
| 20000+11.93        | 20005+00.72 | 2                           | 2                           |
|                    |             |                             |                             |
|                    |             |                             |                             |



| LOCATION            |                    |             |
|---------------------|--------------------|-------------|
| ROAD IDENTIFICATION | STATION TO STATION |             |
| W 37 th Ave         | 20000+11.93        | 20005+00.72 |
|                     |                    |             |
|                     |                    |             |
|                     |                    |             |
|                     |                    |             |

Note: See 'L' Sheets for Jointing Layout

Combination Shoulder

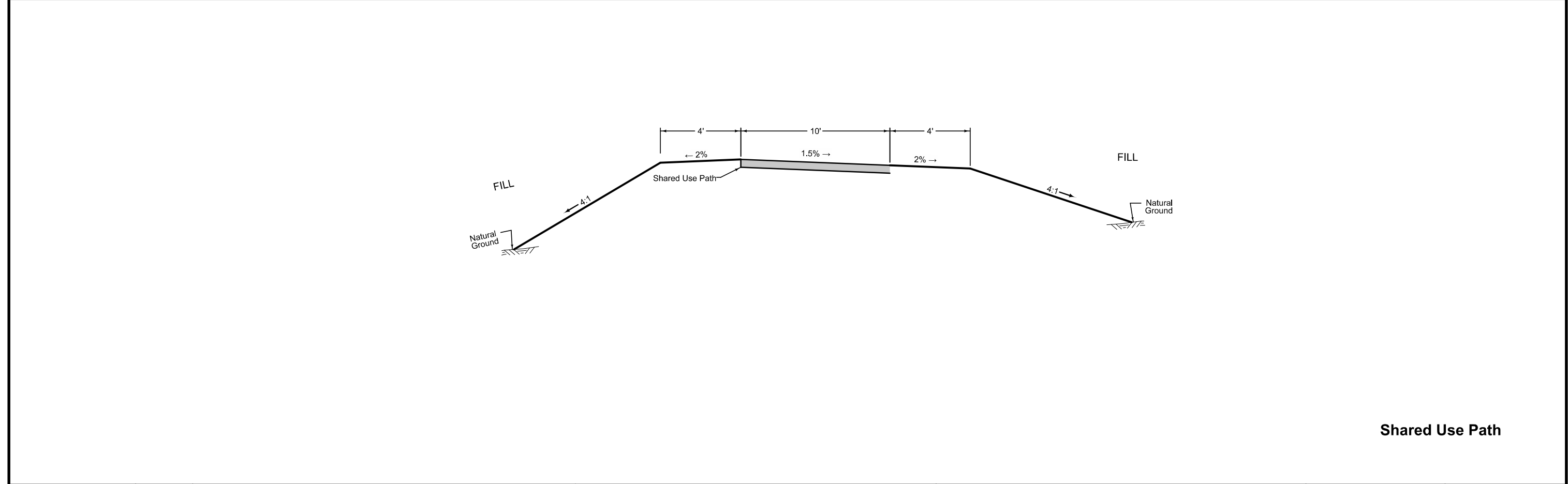
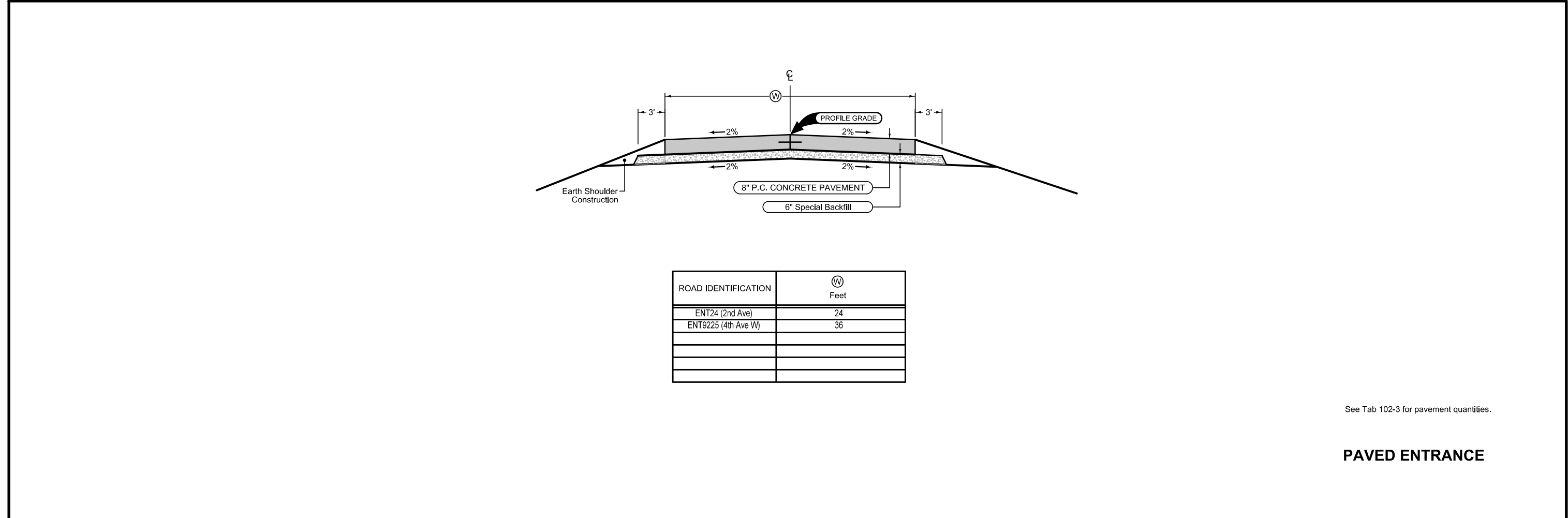
Shoulder Jointing:  
Longitudinal joint: B

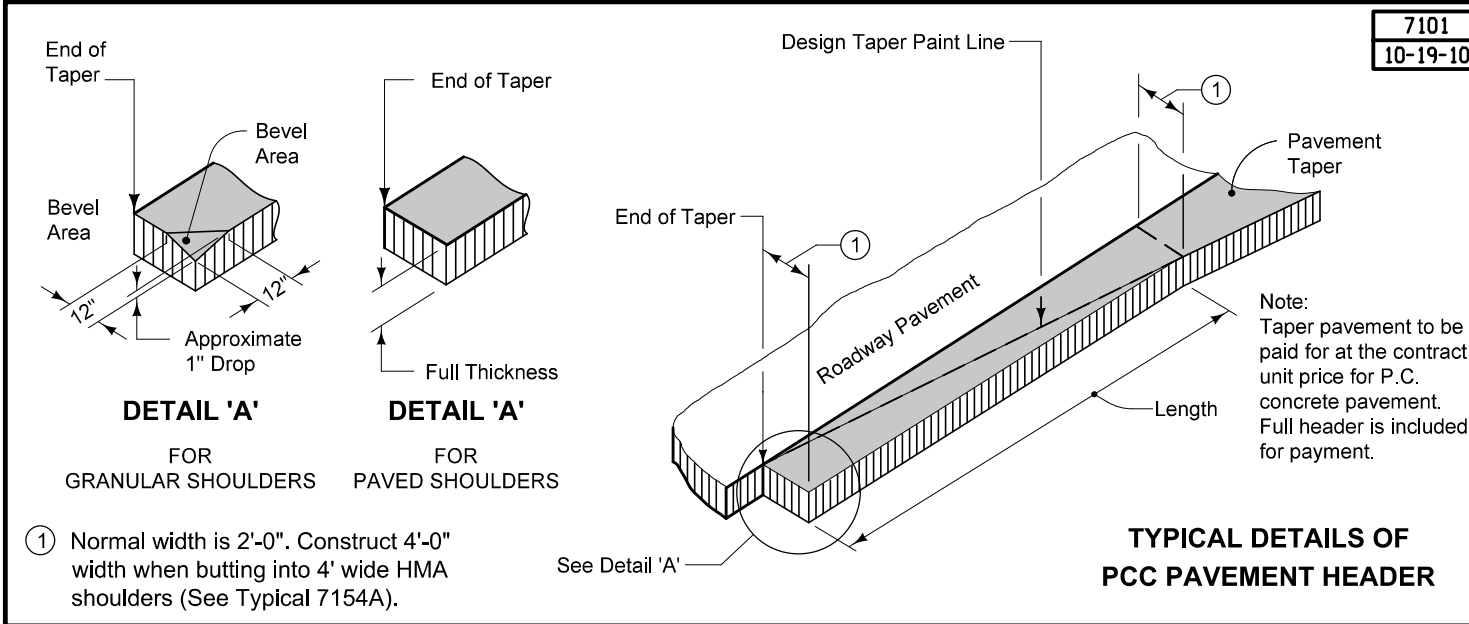
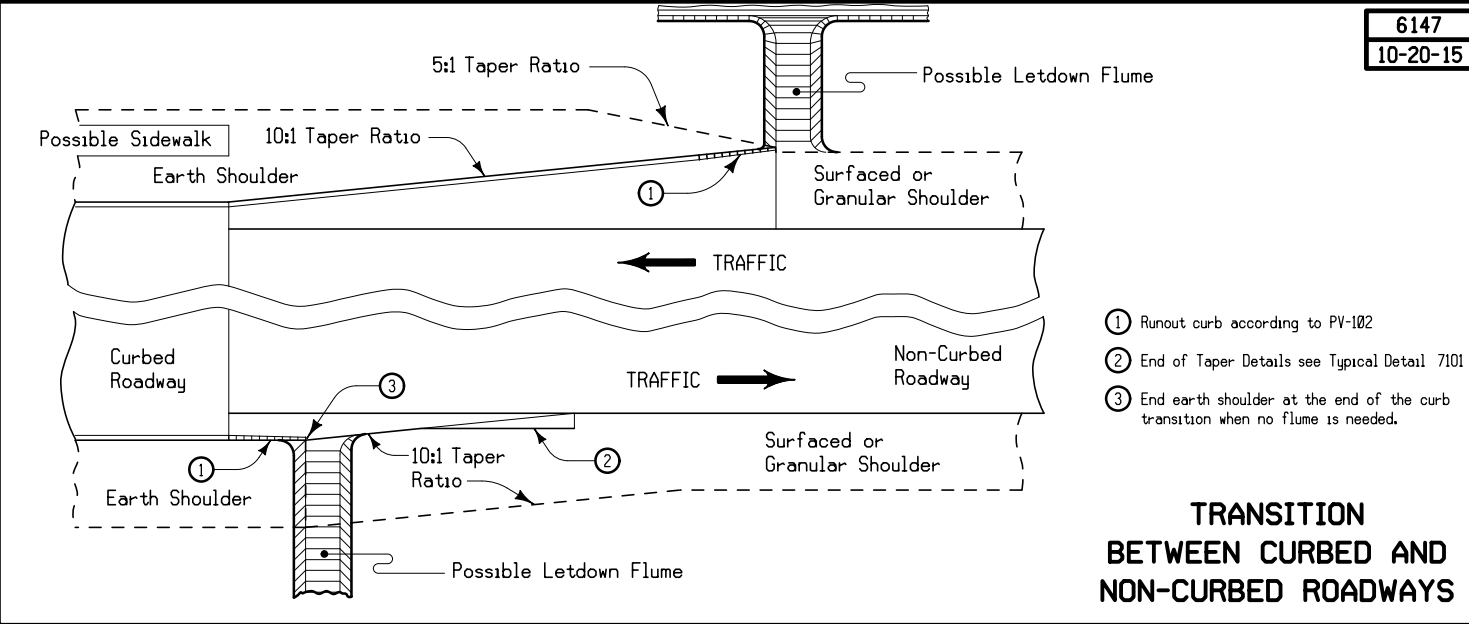
| 2_C_04-21-20       |             |                             |                             |
|--------------------|-------------|-----------------------------|-----------------------------|
| STATION TO STATION |             | <div><div>P</div>Feet</div> | <div><div>G</div>Feet</div> |
| 20000+11.93        | 20005+00.72 | 2                           | 2                           |
|                    |             |                             |                             |
|                    |             |                             |                             |

See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

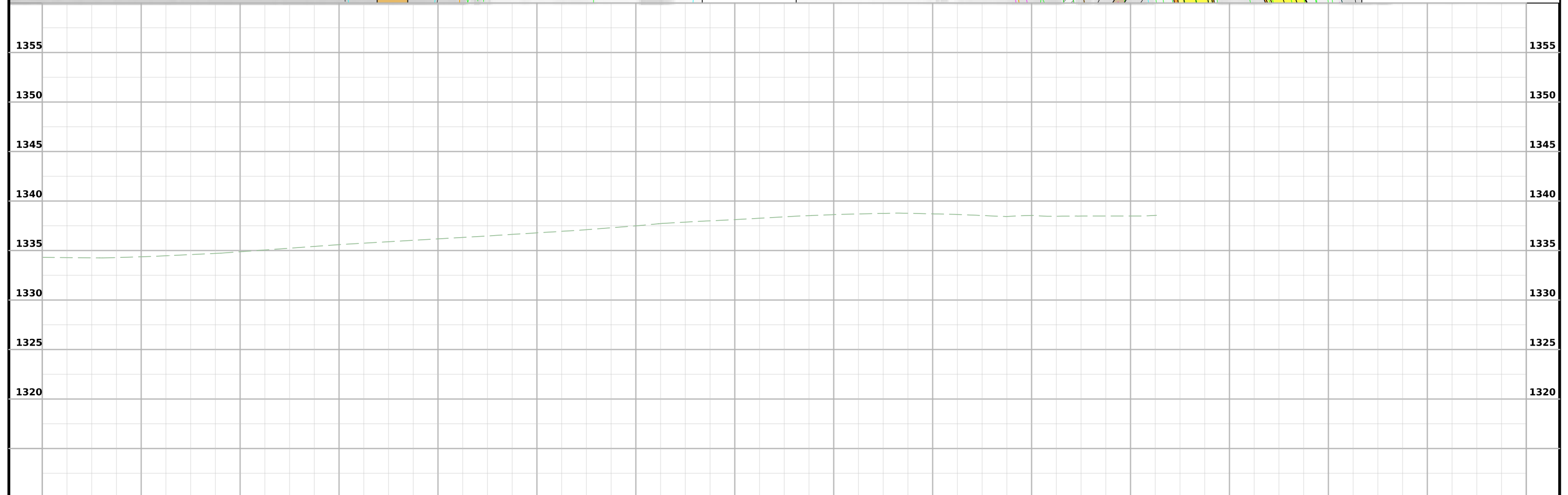
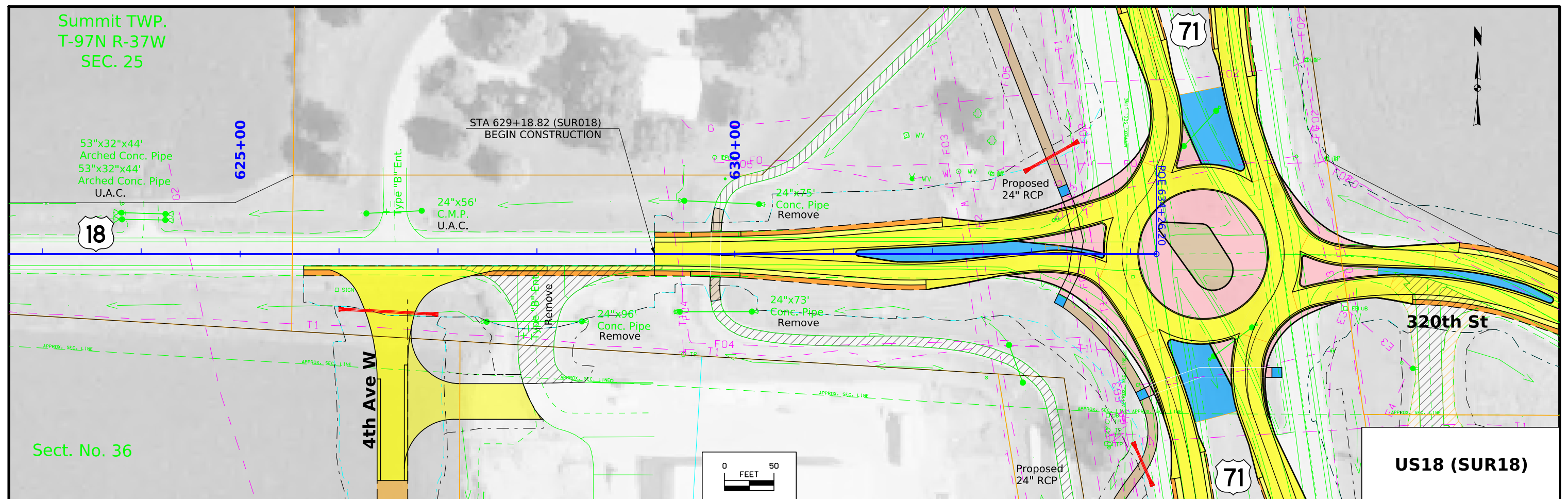
W 37TH AVE

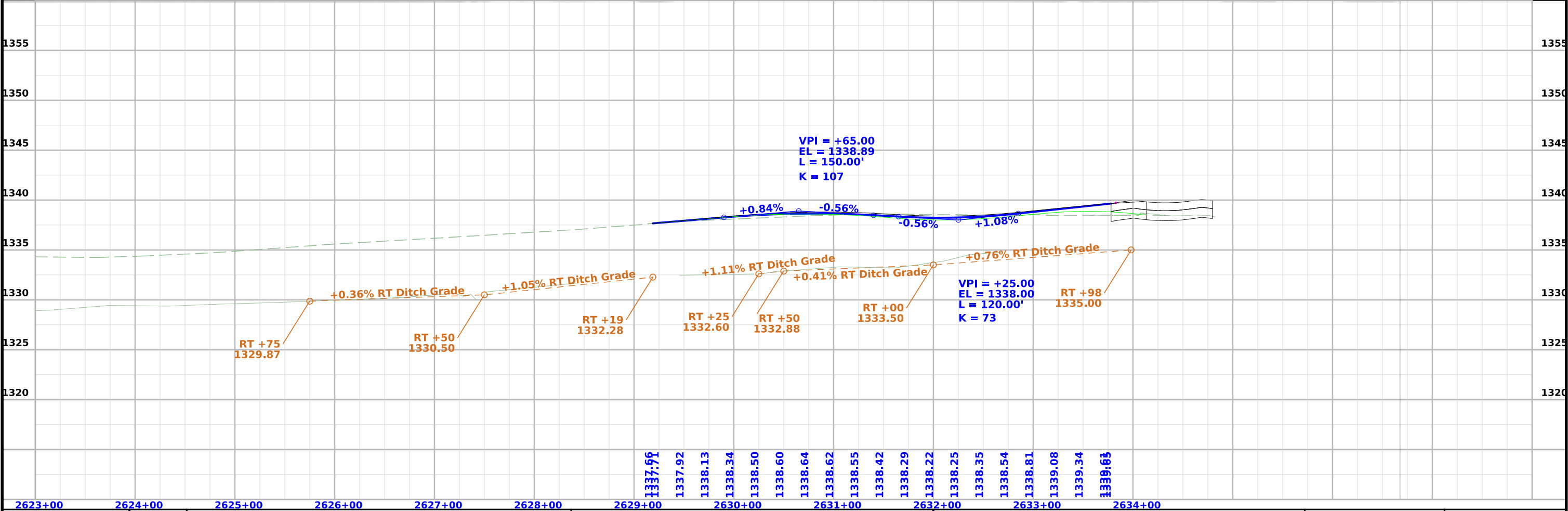
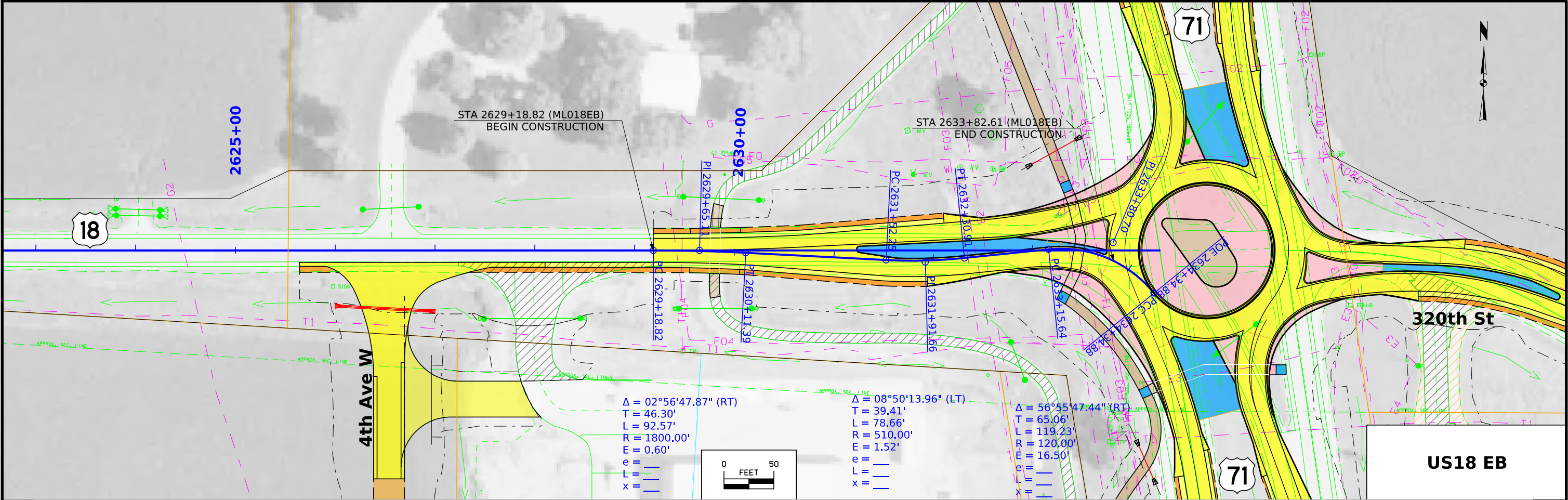




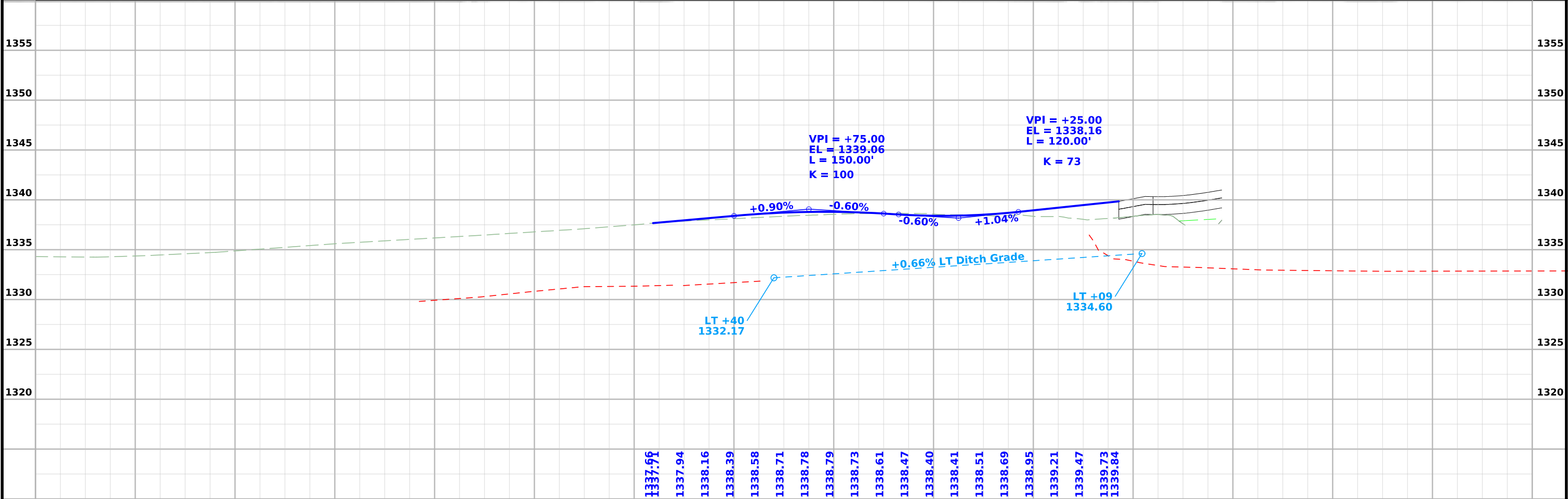
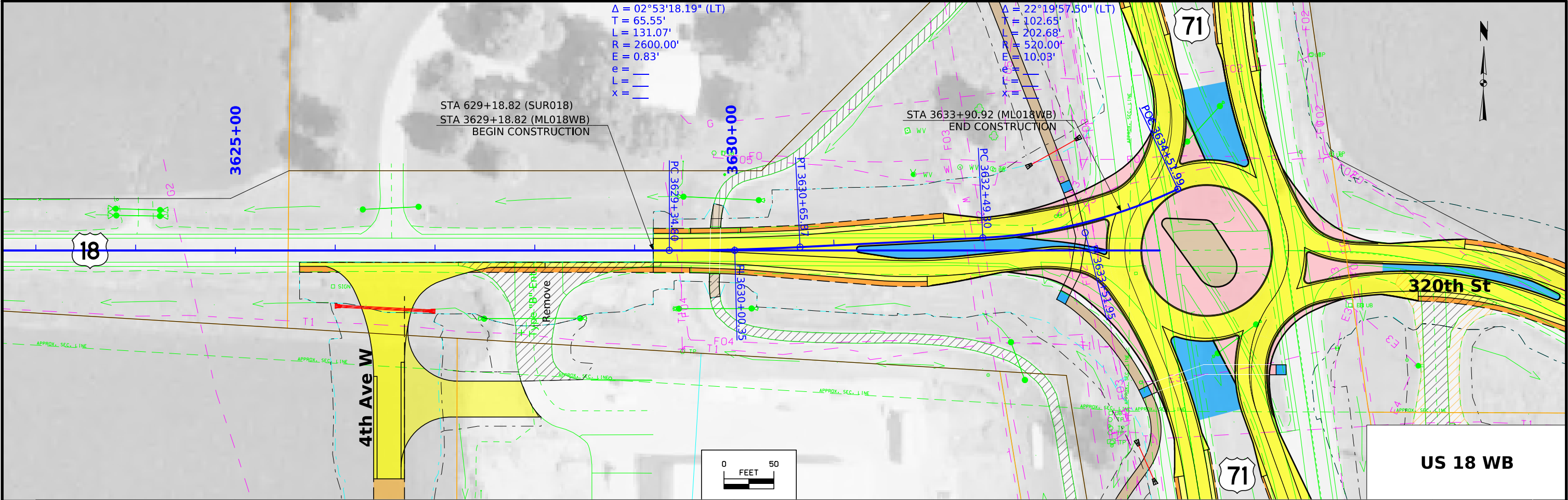


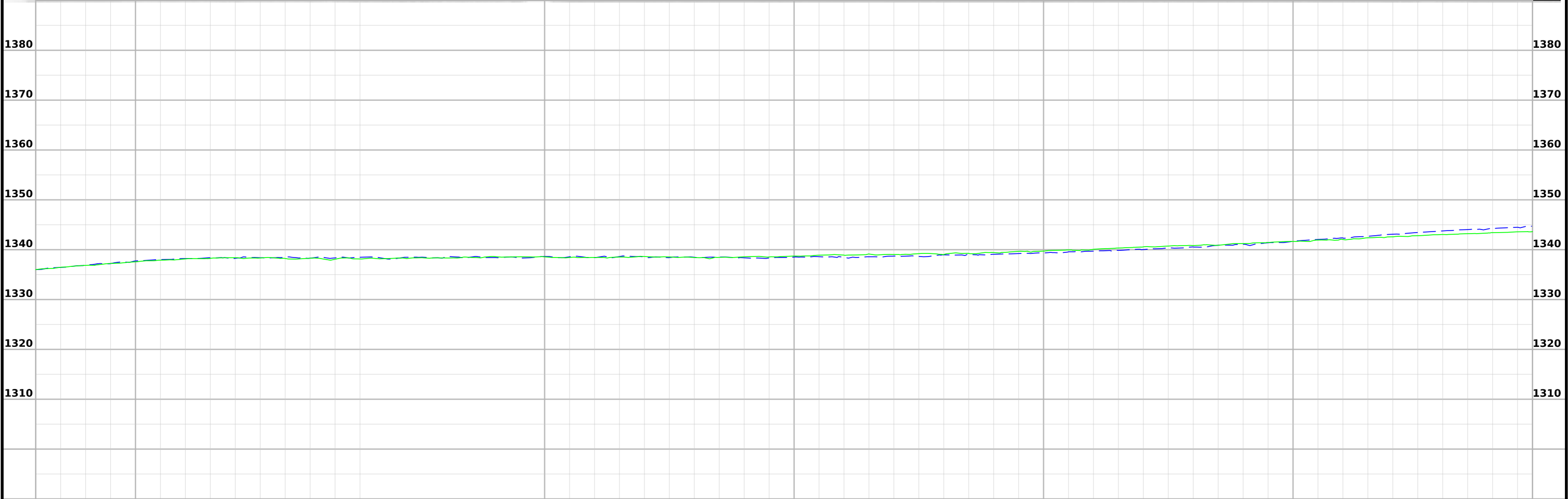
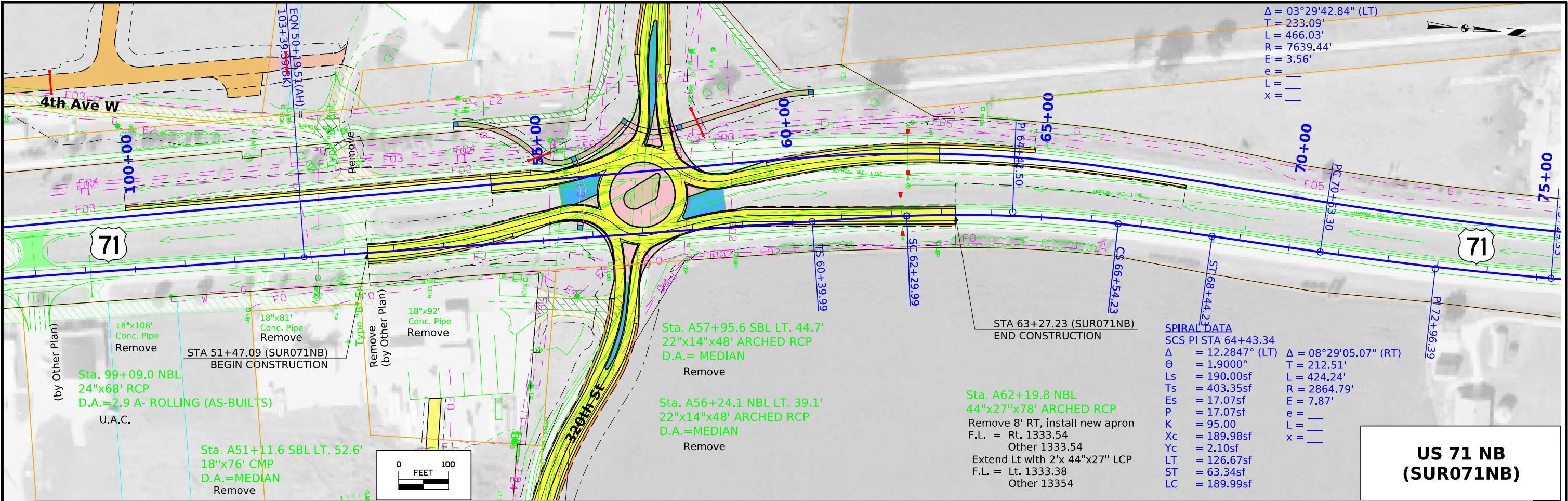
| SURVEY SYMBOLS |                                   |  | UTILITY LEGEND |                              |  | PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS                                                                                                                                                                                                                                                         |       |                                                                        |
|----------------|-----------------------------------|--|----------------|------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------------------------------------------------------------|
|                | Interstate Highway Symbol         |  |                | Septic Tank                  |  | LINEWORK      Design Color No.                                                                                                                                                                                                                                                                            |       |                                                                        |
|                | U.S. Highway Symbol               |  |                | Cistern                      |  | Green                                                                                                                                                                                                                                                                                                     | (2)   | Existing Topographic Features and Labels                               |
|                | Iowa Highway Symbol               |  |                | L.P. Gas Tank (No Footing)   |  | Blue                                                                                                                                                                                                                                                                                                      | (1)   | Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation    |
|                | County Road Highway Symbol        |  |                | Underground Storage Tank     |  | Magenta                                                                                                                                                                                                                                                                                                   | (5)   | Existing Utilities                                                     |
|                | Evergreen Tree                    |  |                | Latrine                      |  | SHADING      Design Color No.                                                                                                                                                                                                                                                                             |       |                                                                        |
|                | Deciduous Tree                    |  |                | Satellite TV Dish            |  | Lavender                                                                                                                                                                                                                                                                                                  | (9)   | Temporary Pavement Shading                                             |
|                | Fruit Tree                        |  |                | Water Hook Up                |  | Yellow                                                                                                                                                                                                                                                                                                    | (4)   | Proposed Pavement Shading                                              |
|                | Shrub (Bushes)                    |  |                | Radio Tower                  |  | Orange                                                                                                                                                                                                                                                                                                    | (6)   | Proposed Granular Shading                                              |
|                | Timber                            |  |                | Tower Anchor                 |  | Orange                                                                                                                                                                                                                                                                                                    | (70)  | Proposed Shoulder Granular Shading                                     |
|                | Hedge                             |  |                | Guardrail (Beam or Cable)    |  | Yellow                                                                                                                                                                                                                                                                                                    | (68)  | Proposed Shoulder Paved Full Depth Shading                             |
|                | Stump                             |  |                | Guard Post (one or two)      |  | Yellow                                                                                                                                                                                                                                                                                                    | (132) | Proposed Shoulder Paved Partial Depth Shading                          |
|                | Swamp                             |  |                | Guard Post (over two)        |  | Gray, Dark                                                                                                                                                                                                                                                                                                | (112) | Proposed Grade and Pave Shading "In conjunction with a paving project" |
|                | Rock Outcrop                      |  |                | Filler Pipe                  |  | Brown, Light                                                                                                                                                                                                                                                                                              | (236) | Grading Shading                                                        |
|                | Broken Concrete                   |  |                | Gas Valve                    |  | Orange, Light                                                                                                                                                                                                                                                                                             | (134) | Proposed Granular Entrance Shading                                     |
|                | Revetment (Rip Rap)               |  |                | Water Valve                  |  | Yellow                                                                                                                                                                                                                                                                                                    | (220) | Proposed Paved Entrance Shading                                        |
|                | Cemetery                          |  |                | Speed Limit Sign             |  | Tan                                                                                                                                                                                                                                                                                                       | (8)   | Proposed Sidewalk Shading                                              |
|                | Grave                             |  |                | Mile Marker Post             |  | Blue, Light                                                                                                                                                                                                                                                                                               | (230) | Proposed Sidewalk Landing Shading                                      |
|                | Cave                              |  |                | Sign                         |  | Pink                                                                                                                                                                                                                                                                                                      | (11)  | Proposed Sidewalk Ramp Shading                                         |
|                | Sink Hole                         |  |                | Traffic Signal Control Box   |  | Green, Light                                                                                                                                                                                                                                                                                              | (225) | Existing Pavement Shading                                              |
|                | Board Fence                       |  |                | Rail Road Signal Control Box |  | Red                                                                                                                                                                                                                                                                                                       | (3)   | Proposed Structure Shading                                             |
|                | Chain Link or Security Fence      |  |                | Telephone Switch Box         |  | Red                                                                                                                                                                                                                                                                                                       | (3)   | Delineates Restricted Areas                                            |
|                | Wire Fence                        |  |                | Electric Box                 |  | PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS                                                                                                                                                                                                                                                      |       |                                                                        |
|                | Terrace                           |  |                |                              |  | LINEWORK      Design Color No.                                                                                                                                                                                                                                                                            |       |                                                                        |
|                | Earth Dam or Dike (Existing)      |  |                |                              |  | Green                                                                                                                                                                                                                                                                                                     | (10)  | Existing Ground Line Profile                                           |
|                | Tile Outlet                       |  |                |                              |  | Blue                                                                                                                                                                                                                                                                                                      | (1)   | Proposed Profile and Annotation                                        |
|                | Edge of Water                     |  |                |                              |  | Magenta                                                                                                                                                                                                                                                                                                   | (5)   | Existing Utilities                                                     |
|                | Existing Drainage                 |  |                |                              |  | Blue, Light                                                                                                                                                                                                                                                                                               | (230) | Proposed Ditch Grades, Left                                            |
|                | Right of Way Rail or Lot Corner   |  |                |                              |  | Black                                                                                                                                                                                                                                                                                                     | (0)   | Proposed Ditch Grades, Median                                          |
|                | Concrete Monument                 |  |                |                              |  | Rust                                                                                                                                                                                                                                                                                                      | (14)  | Proposed Ditch Grades, Right                                           |
|                | Well                              |  |                |                              |  | <div>Reference Point</div> <div>Station</div> <div>Section Corner</div> <div>Ground Line Intercept</div> <div>Saw Cut</div> <div>Guardrail</div> <div>Trench Drain</div> <div>HighTension Cable Guardrail</div> <div>Sheet Pile</div> <div>Pavement Removal</div> <div>Clearing &amp; Grubbing Area</div> |       |                                                                        |
|                | Windmill                          |  |                |                              |  |                                                                                                                                                                                                                                                                                                           |       |                                                                        |
|                | Beehive Intake                    |  |                |                              |  | <div>RIGHT-OF-WAY LEGEND</div> <div>Proposed Right-of-Way</div> <div>Existing Right of Way</div> <div>Existing and Proposed Right-of-Way</div> <div>Easement and Existing Right-of-Way</div> <div>Easement (Temporary)</div> <div>Easement</div> <div>Access Control</div> <div>Property Line</div>       |       |                                                                        |
|                | Existing Intake                   |  |                |                              |  |                                                                                                                                                                                                                                                                                                           |       |                                                                        |
|                | Existing Utility Access (Manhole) |  |                |                              |  | <div>PLAN AND PROFILE</div> <div>LEGEND AND SYMBOL</div> <div>INFORMATION SHEET</div>                                                                                                                                                                                                                     |       |                                                                        |
|                | Fire Hydrant                      |  |                |                              |  |                                                                                                                                                                                                                                                                                                           |       |                                                                        |
|                | Water Hydrant (Rural)             |  |                |                              |  | (COVERS SHEET SERIES D, E, F, & K)                                                                                                                                                                                                                                                                        |       |                                                                        |
| FILE NO.       |                                   |  | ENGLISH        |                              |  | DESIGN TEAM <b>Strum/Janus/Gunderson</b>                                                                                                                                                                                                                                                                  |       |                                                                        |
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|                |                                   |  |                |                              |  | CLAY COUNTY                                                                                                                                                                                                                                                                                               |       |                                                                        |
|                |                                   |  |                |                              |  | PROJECT NUMBER <b>HSIPX-018-2(142)--3L-21</b>                                                                                                                                                                                                                                                             |       |                                                                        |
|                |                                   |  |                |                              |  | SHEET NUMBER <b>D.1</b>                                                                                                                                                                                                                                                                                   |       |                                                                        |



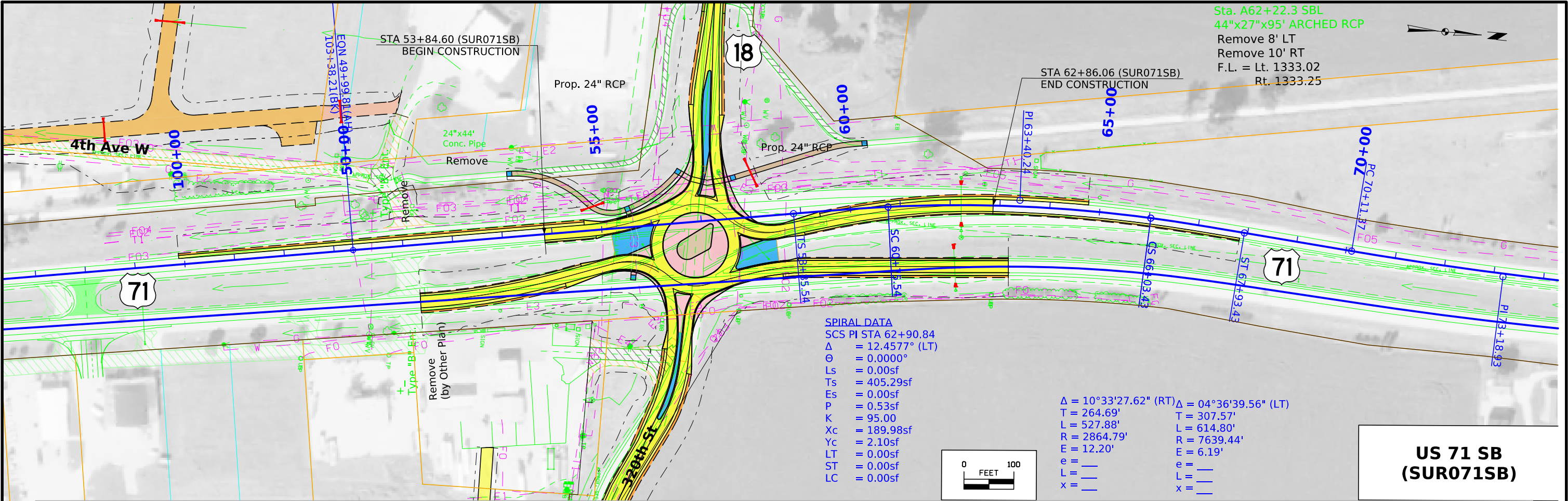




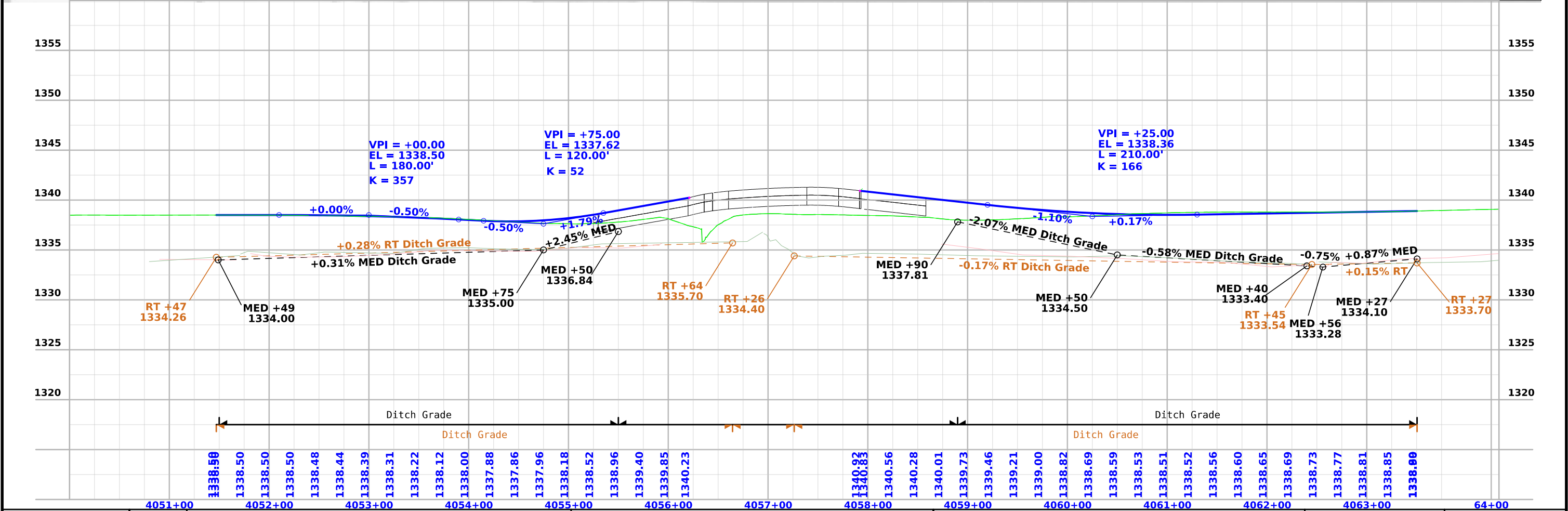
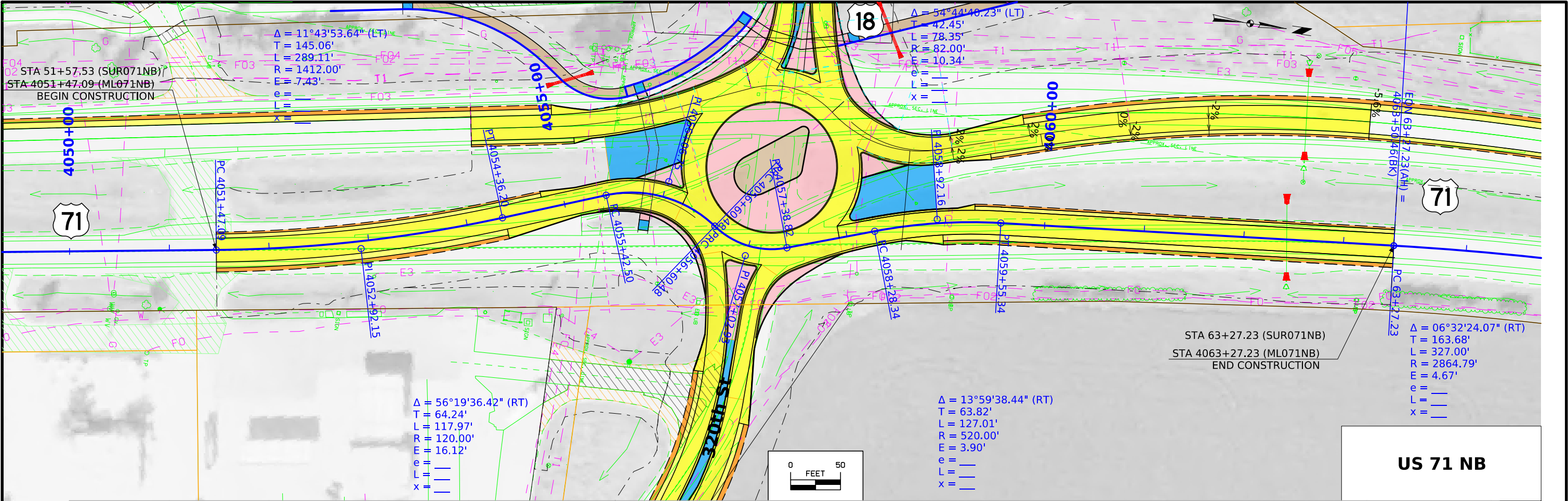


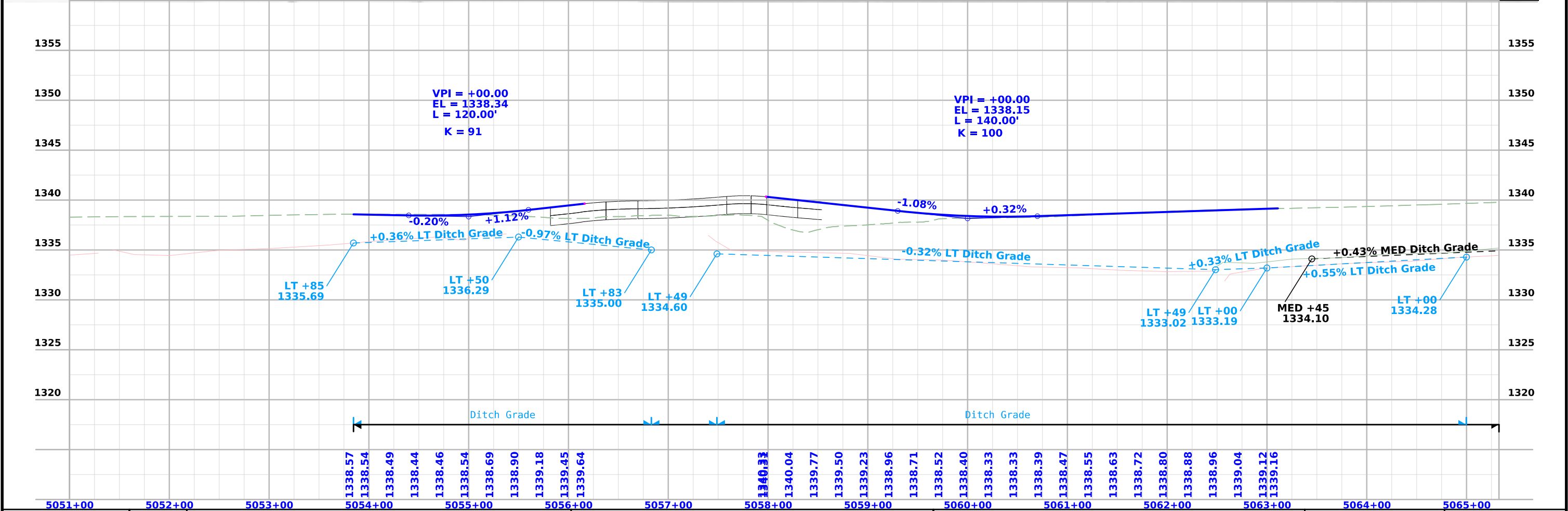
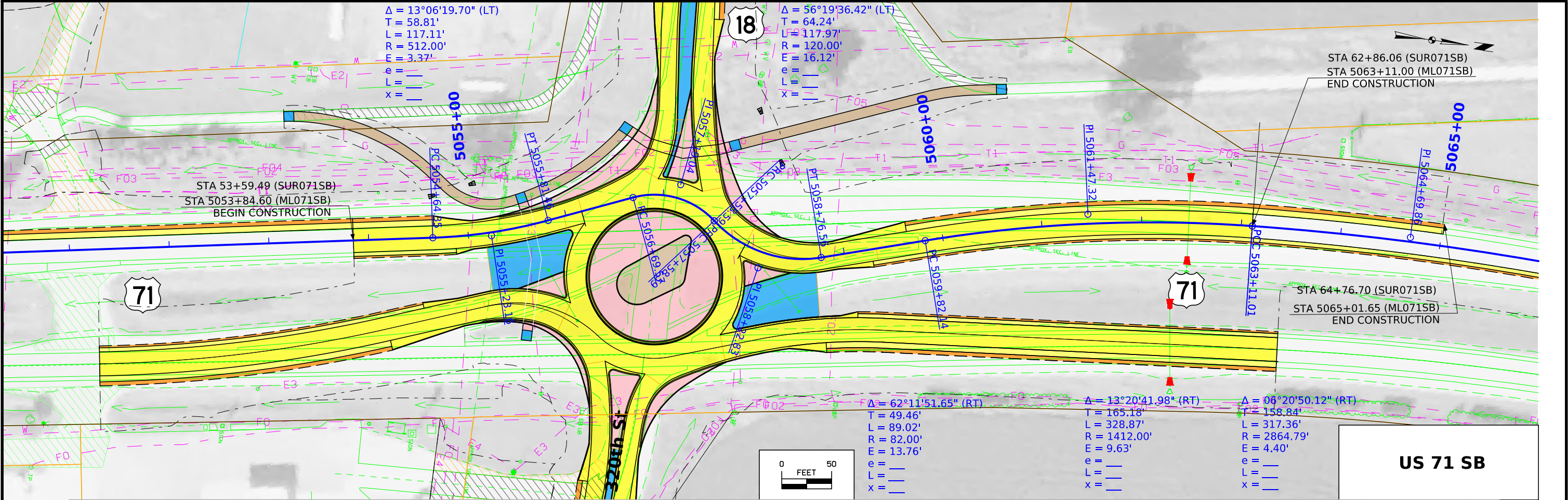




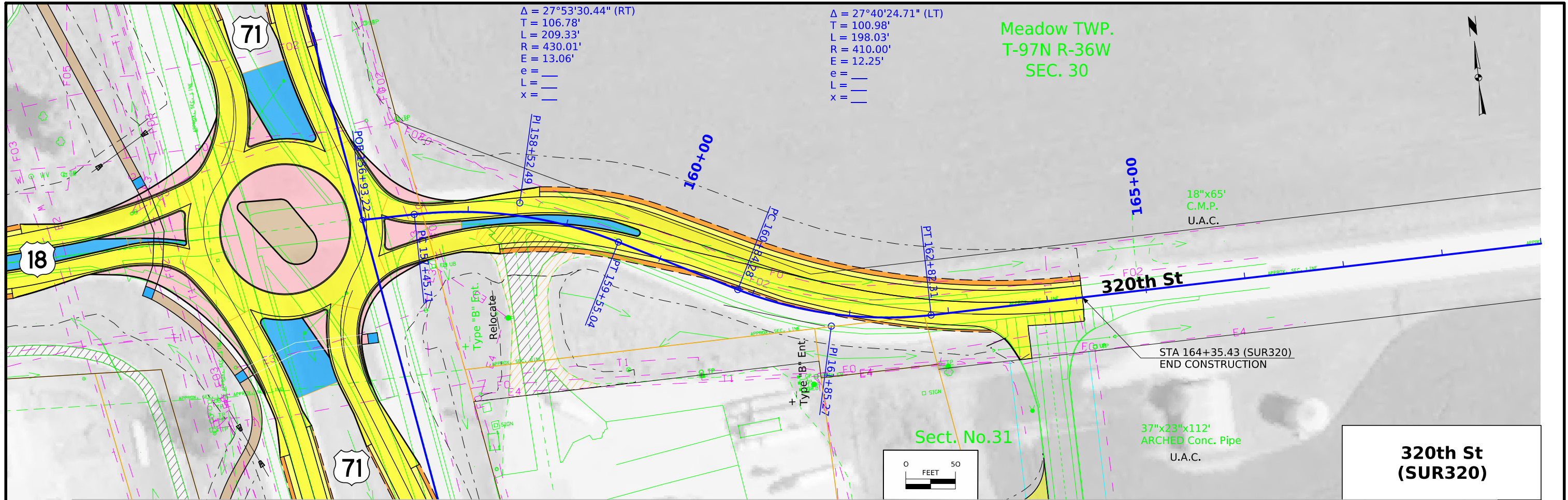


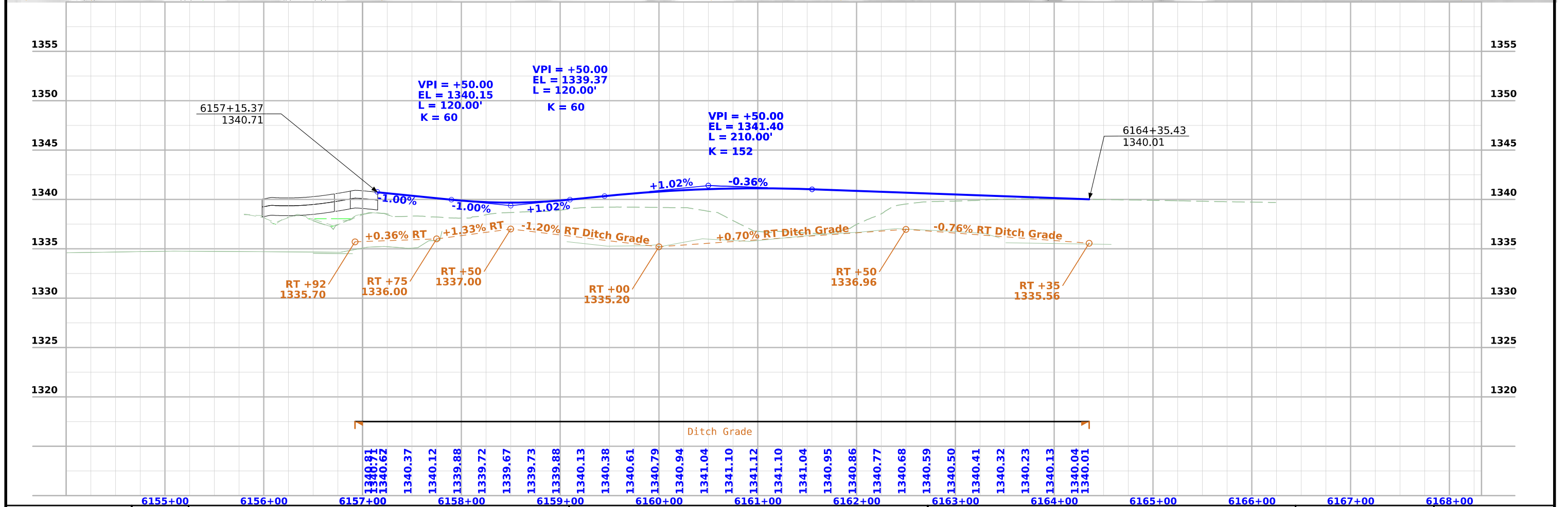
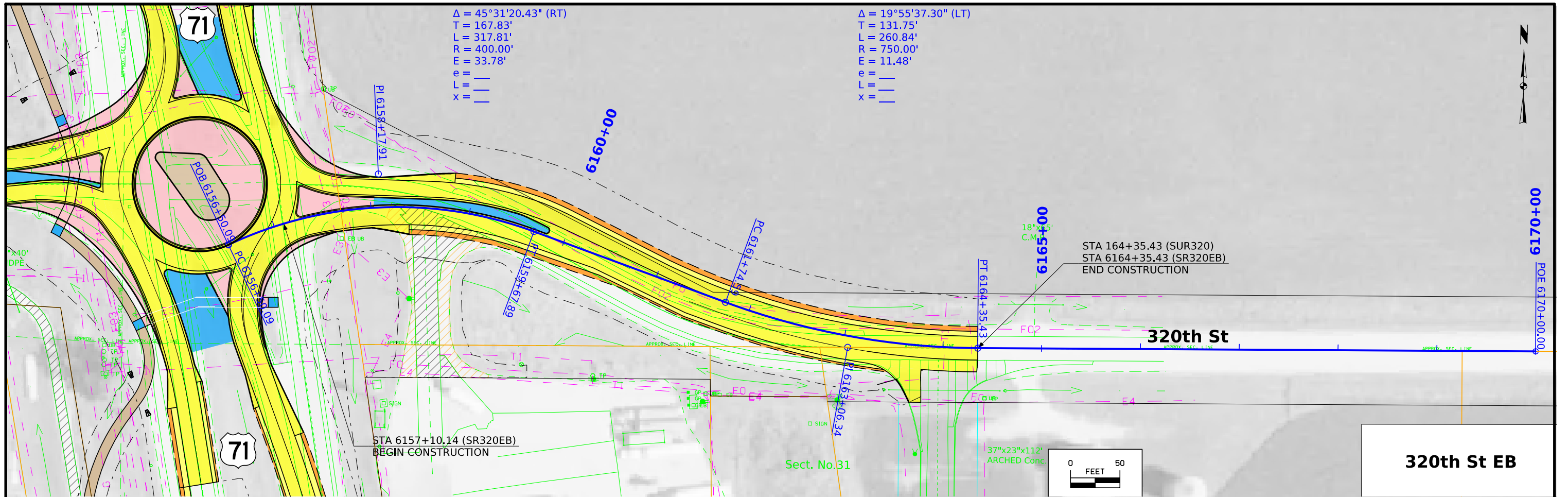




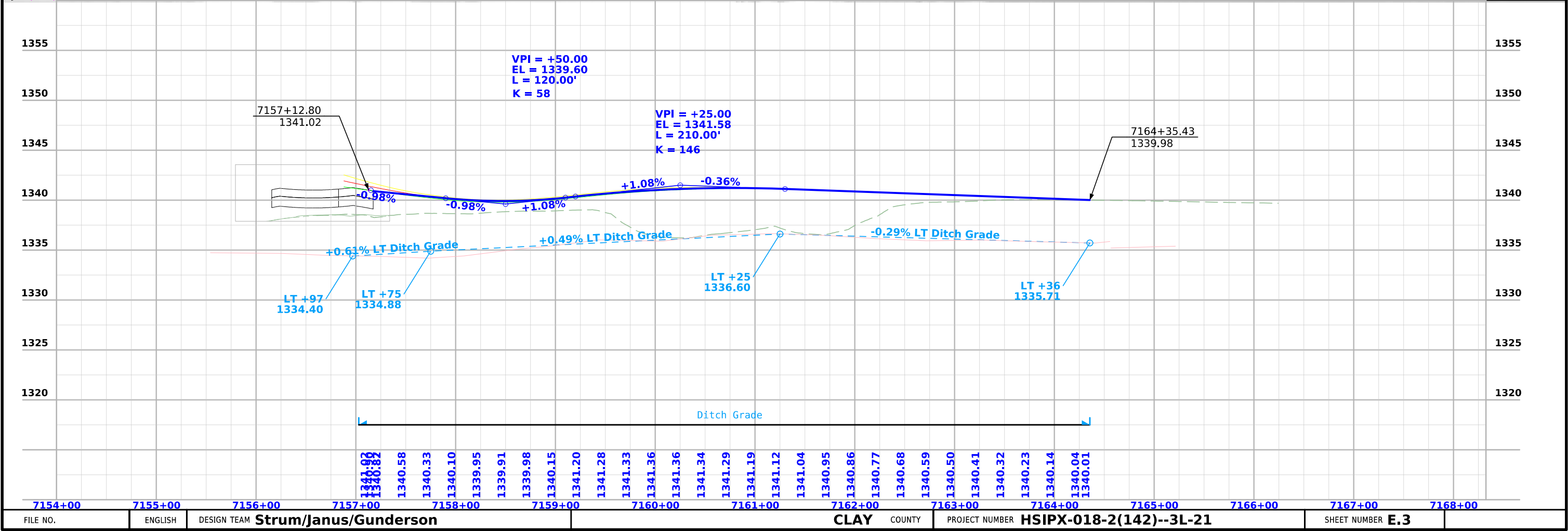
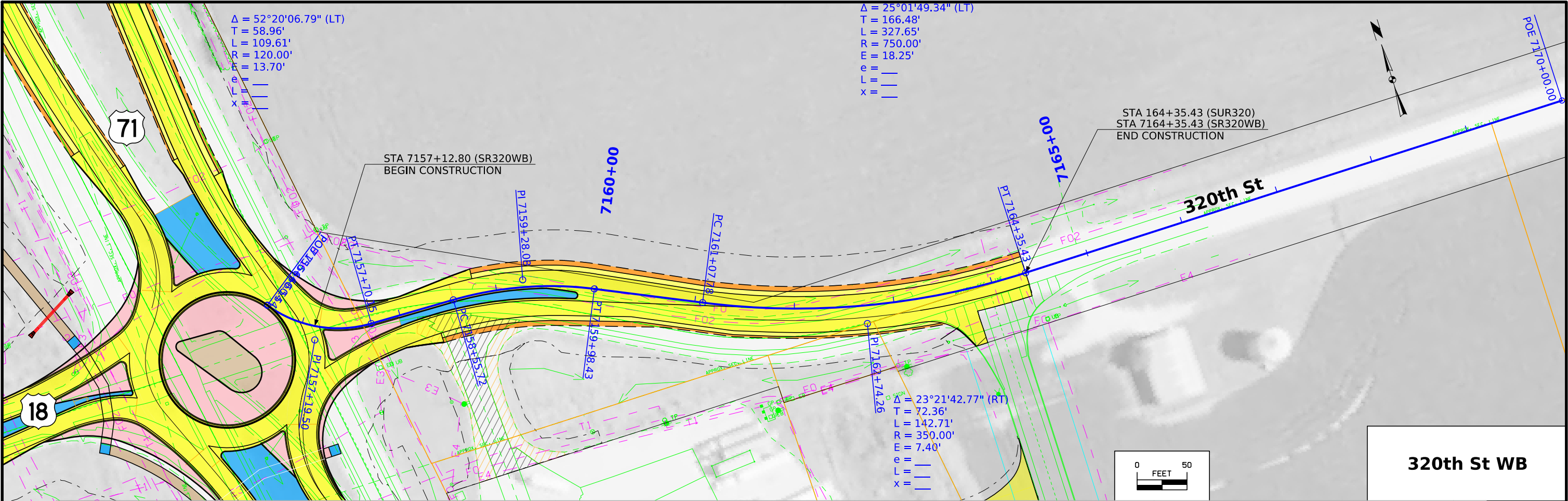


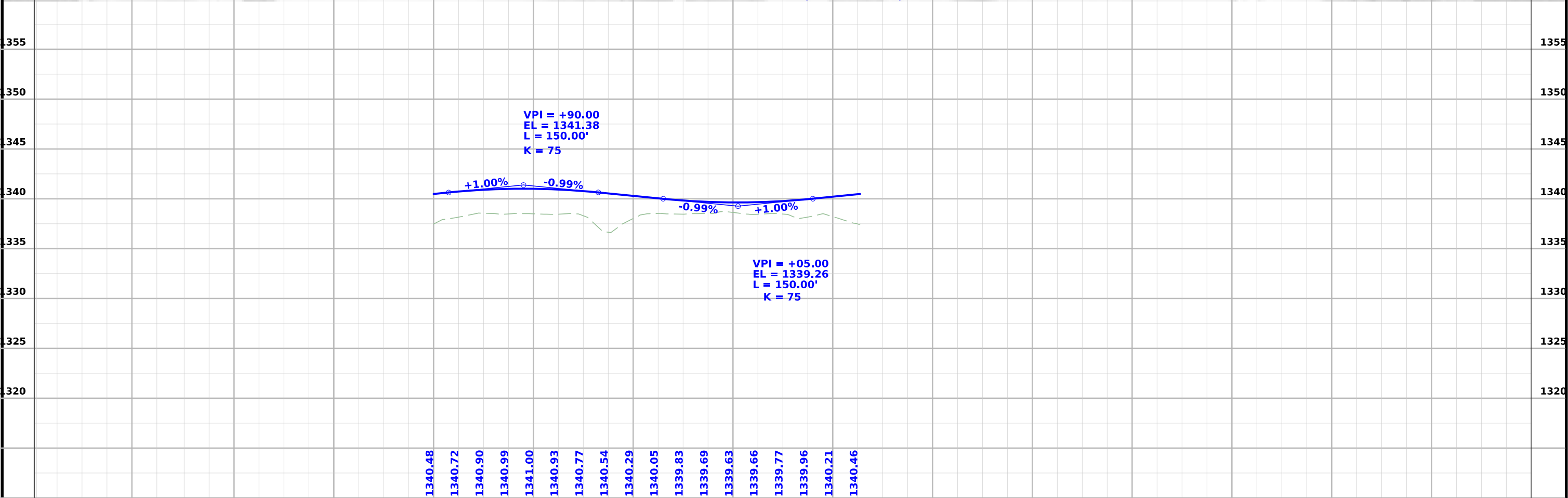
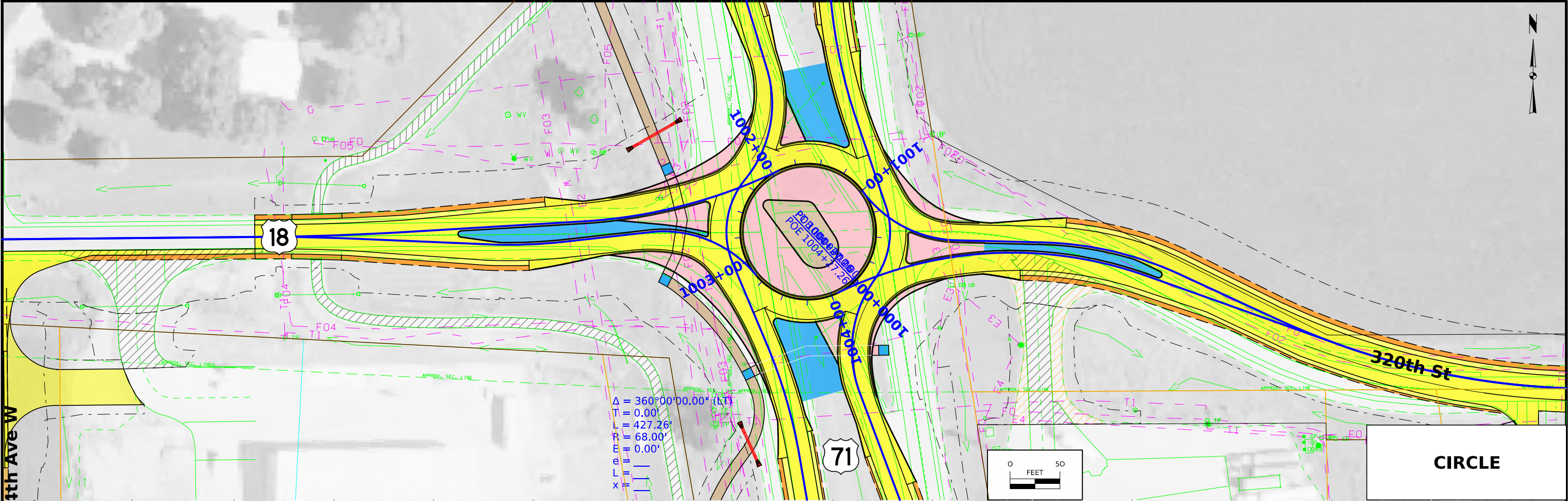




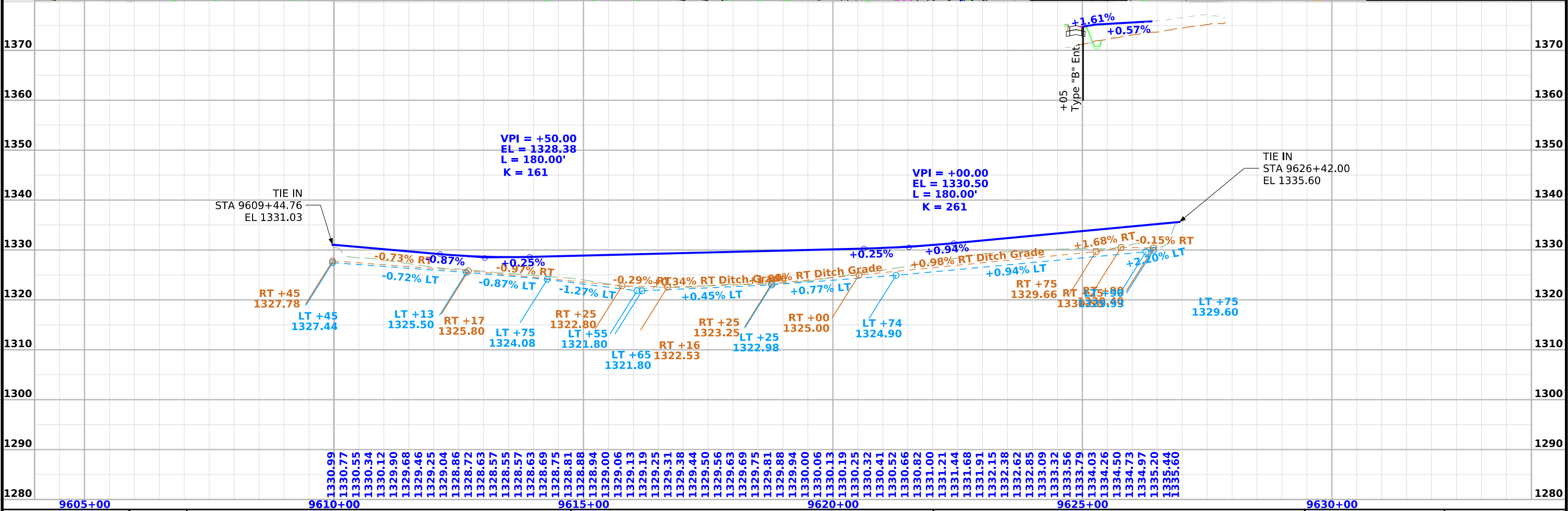
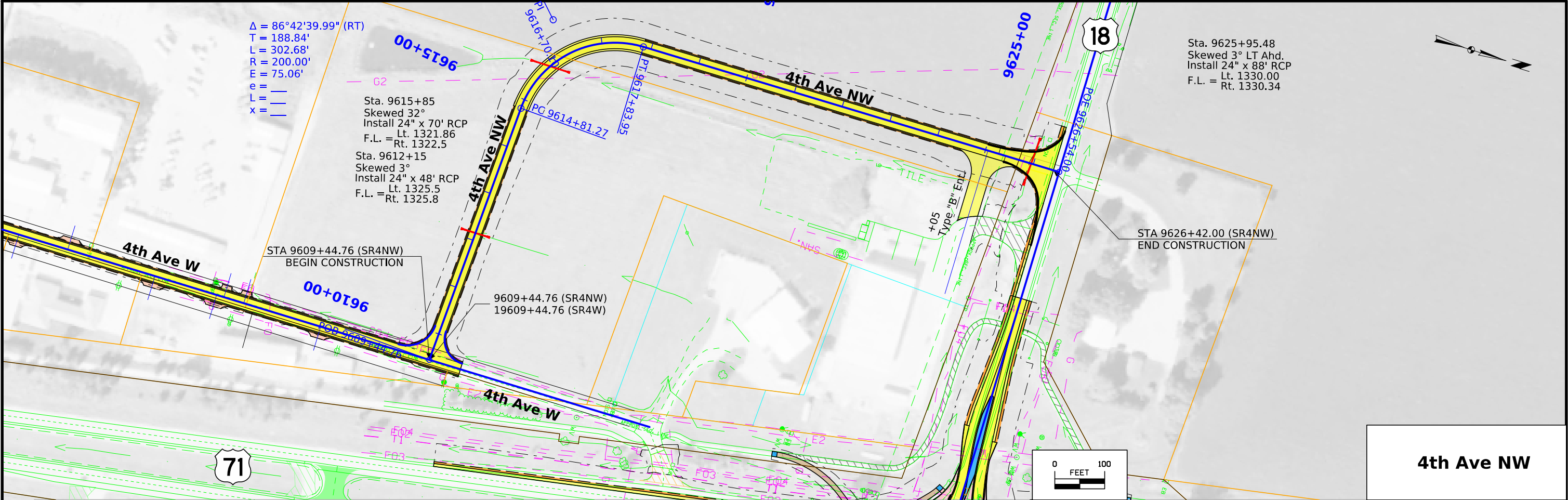


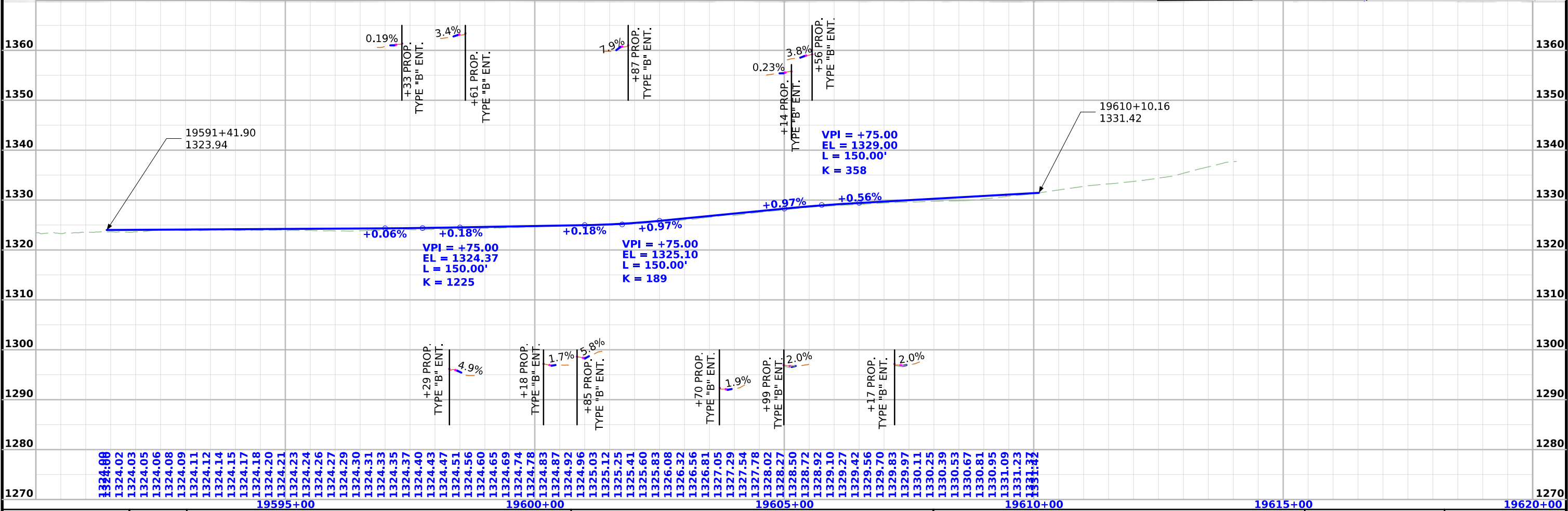
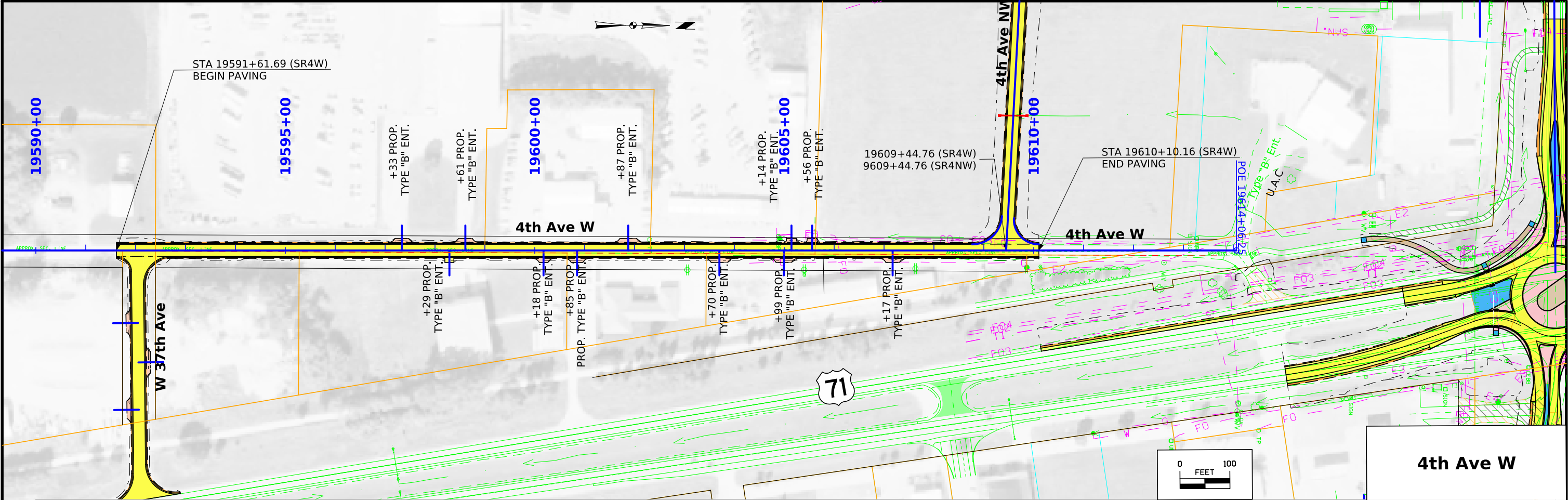


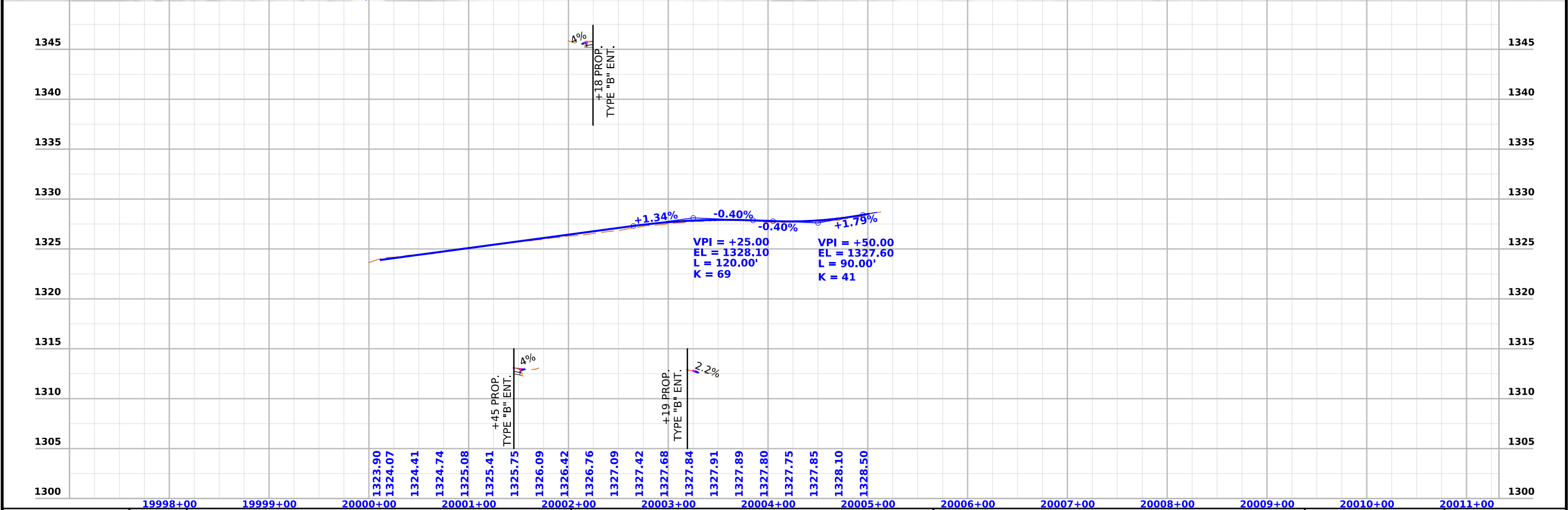
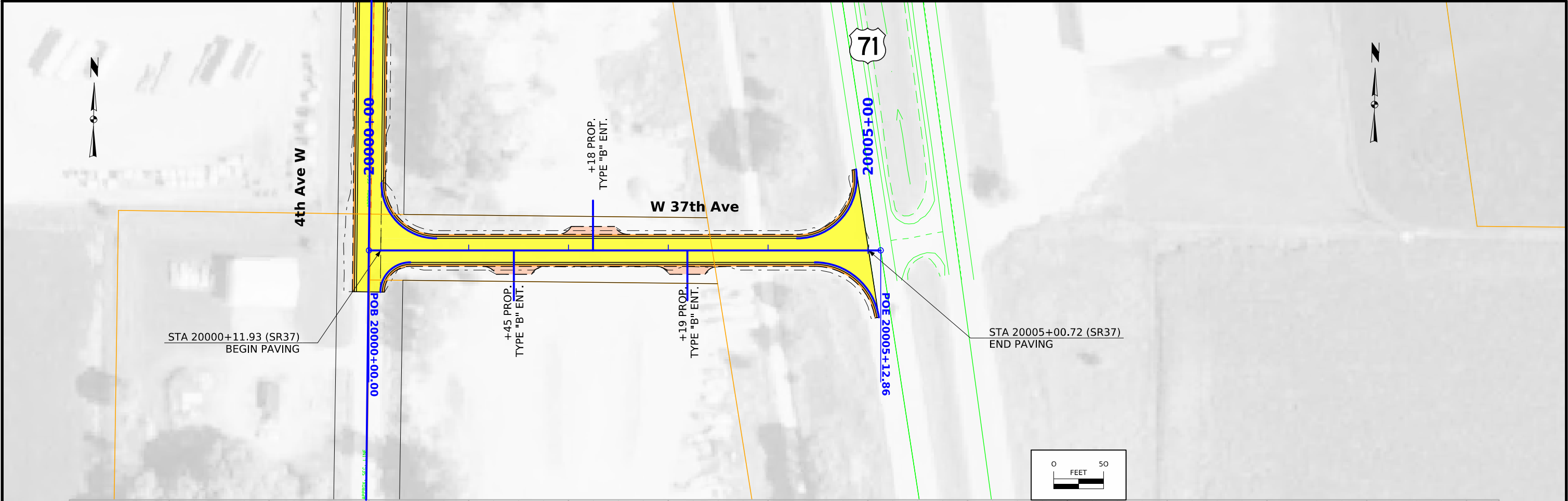




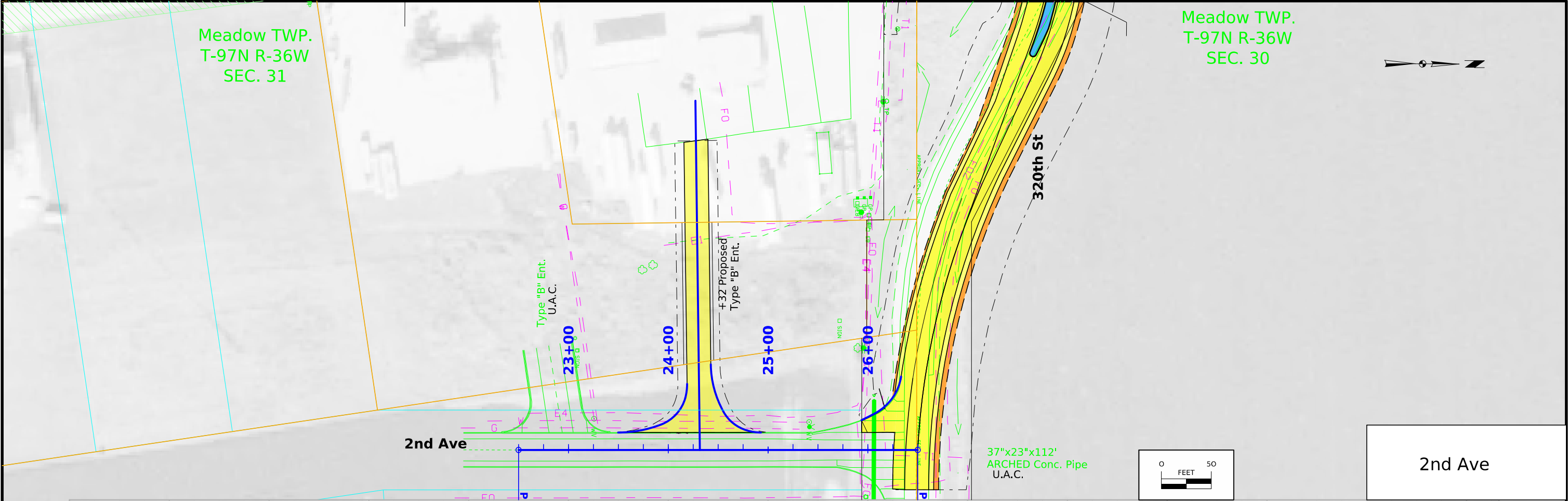






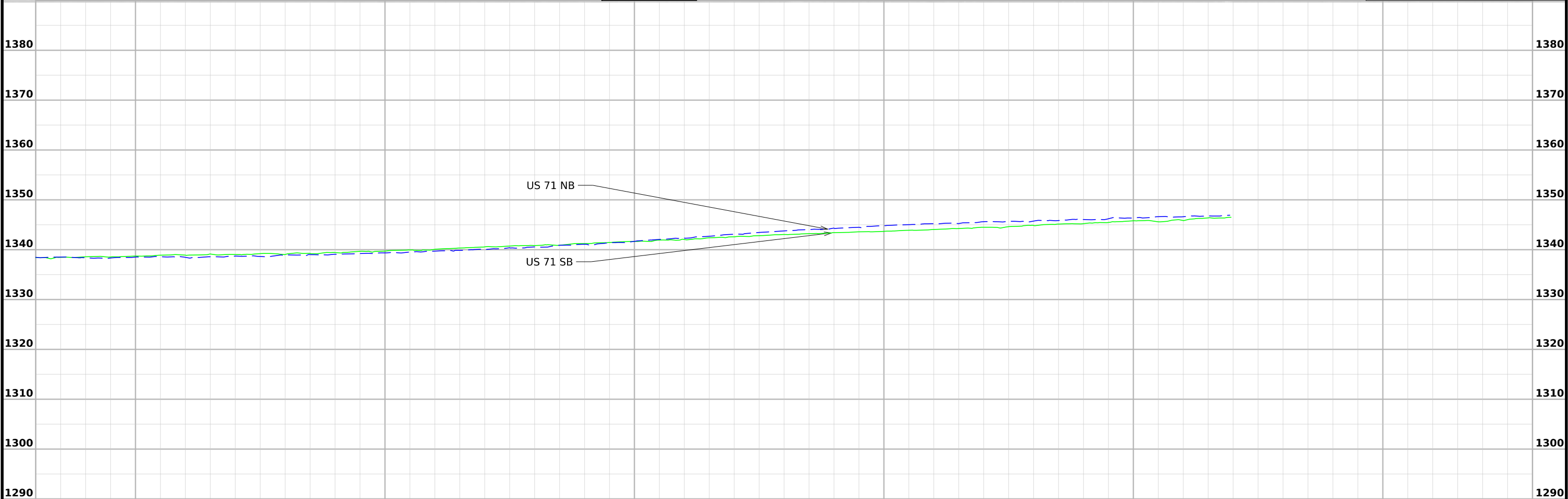
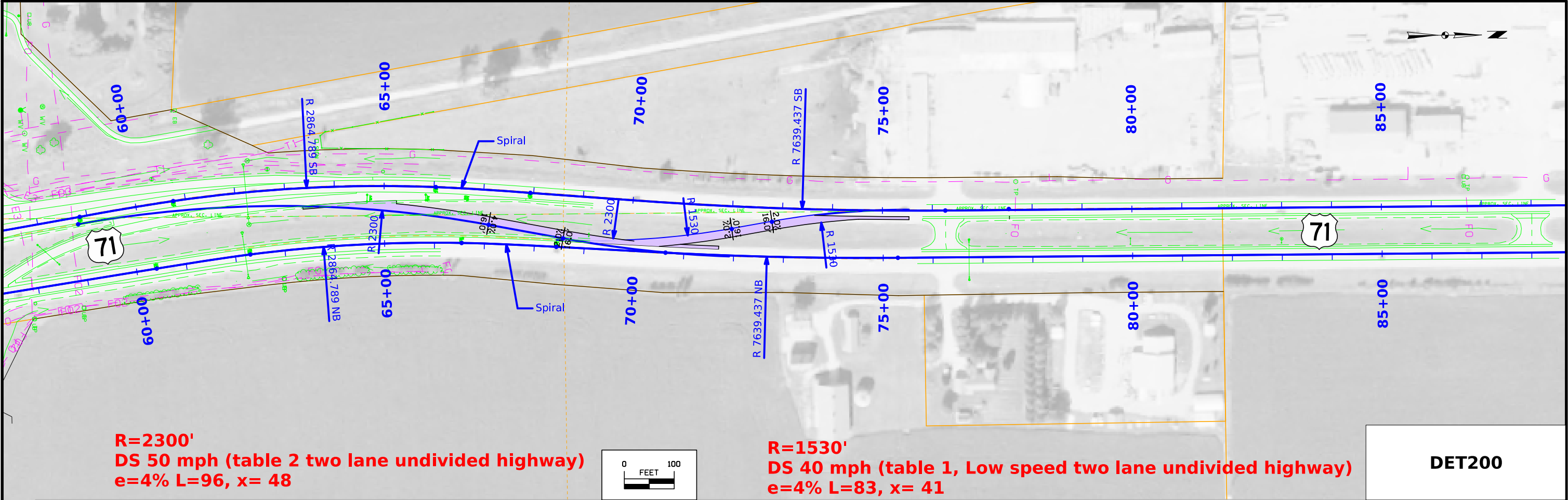


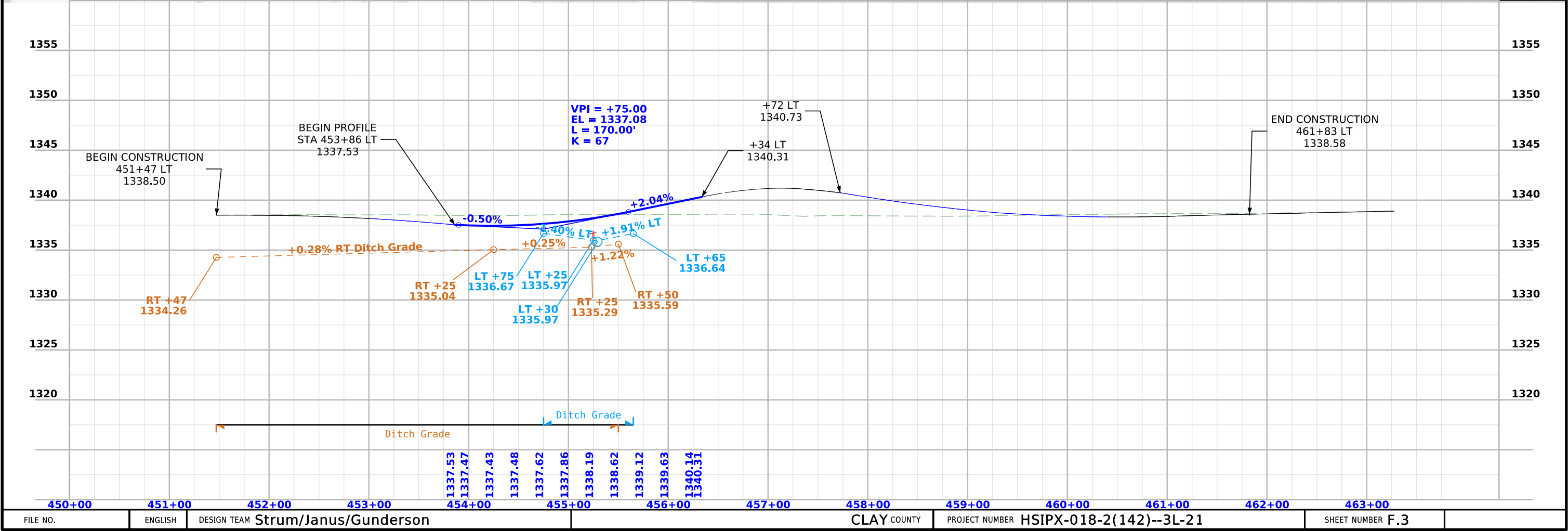
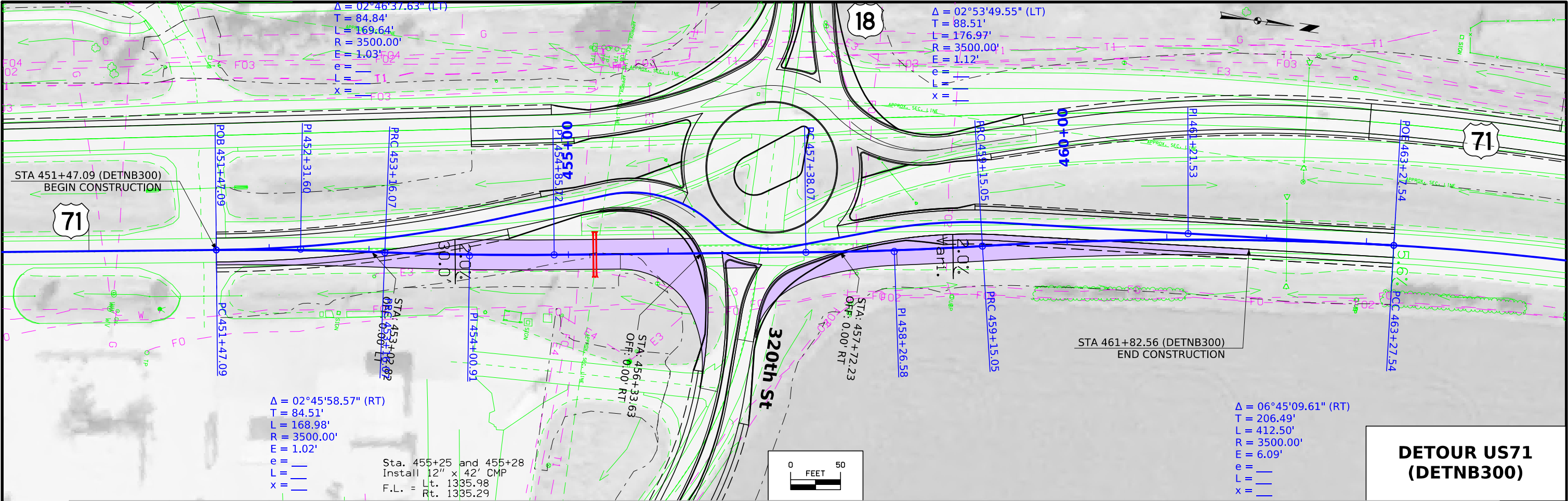
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| FILE NO. | ENGLISH | DESIGN TEAM | Strum/Janus/Gunderson | CLAY COUNTY | PROJECT NUMBER | HSIPX-018-2(142)--3L-21 | SHEET NUMBER | E.7 |
|----------|---------|-------------|-----------------------|-------------|----------------|-------------------------|--------------|-----|











Survey Information

SURVEY INDEX

County: Clay  
PIN: 23-21-018-020  
Project Number: HSIPX-018-2(142)-3L-21  
Location: North US 71 US18 Intersection in Spencer  
Type of Work: Round A-Bout  
Project Directory: 2101802023

Survey Personnel

Daniel Duncan – Survey Party Chief  
Paul Harry – Survey Party Chief  
Robert Fredrickson – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 02/29/2024  
End Date 04/02/2024

General Information

This survey is for US 18 US 71 North Intersection in Spencer Iowa. This survey request was for a Round A-Bout at this intersection. This project is a Full Field DTM survey.

Utility Information

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

Project Control

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

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)  
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 01  
(U.S. SURVEY FOOT)  
VERTICAL DATUM: NAVD88  
GEOID MODEL: 2018u3

Alignment Information

Horizontal alignments for this project were provided by the District 3 Land Survey Office



## 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.



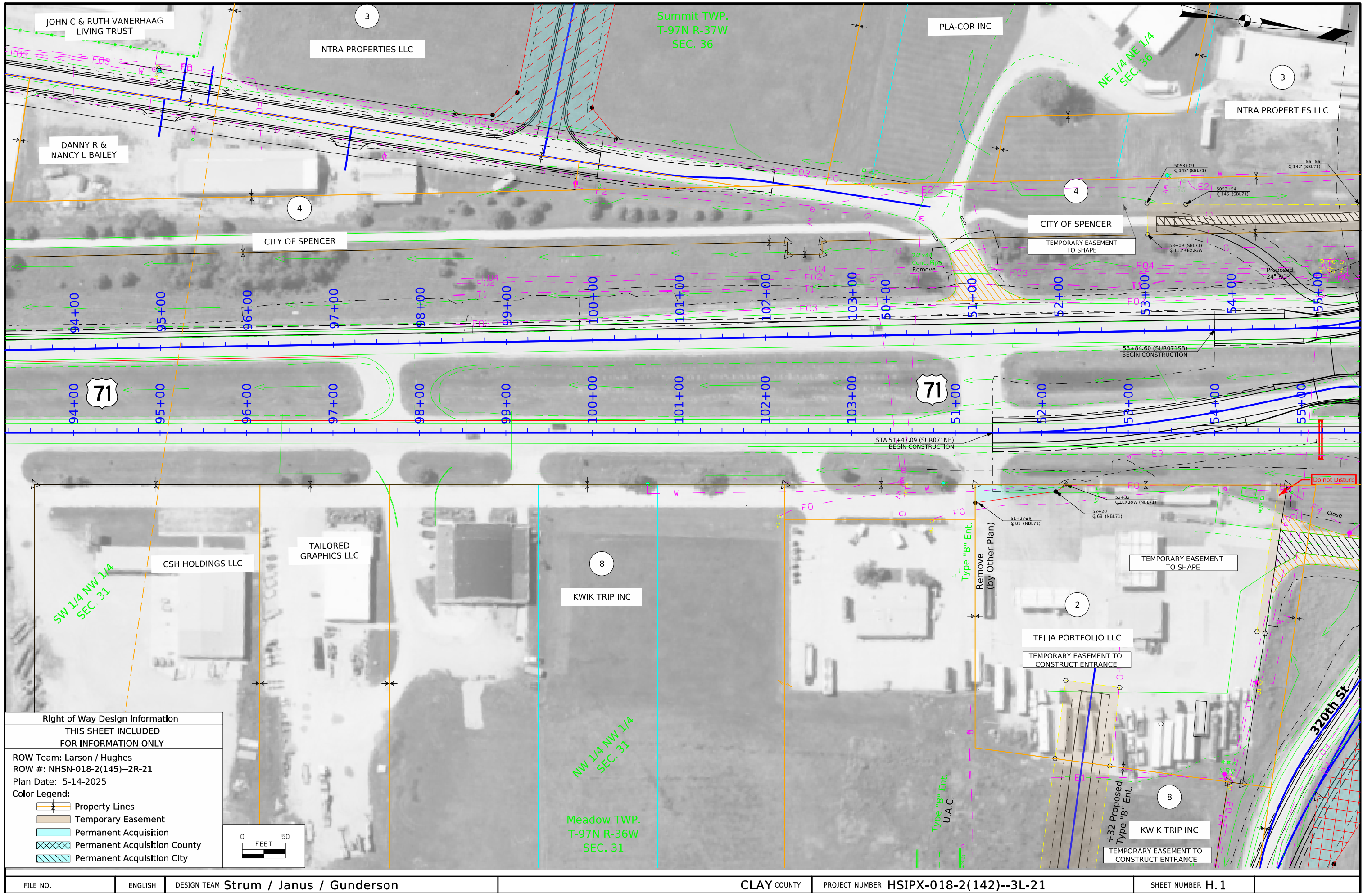
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 01 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

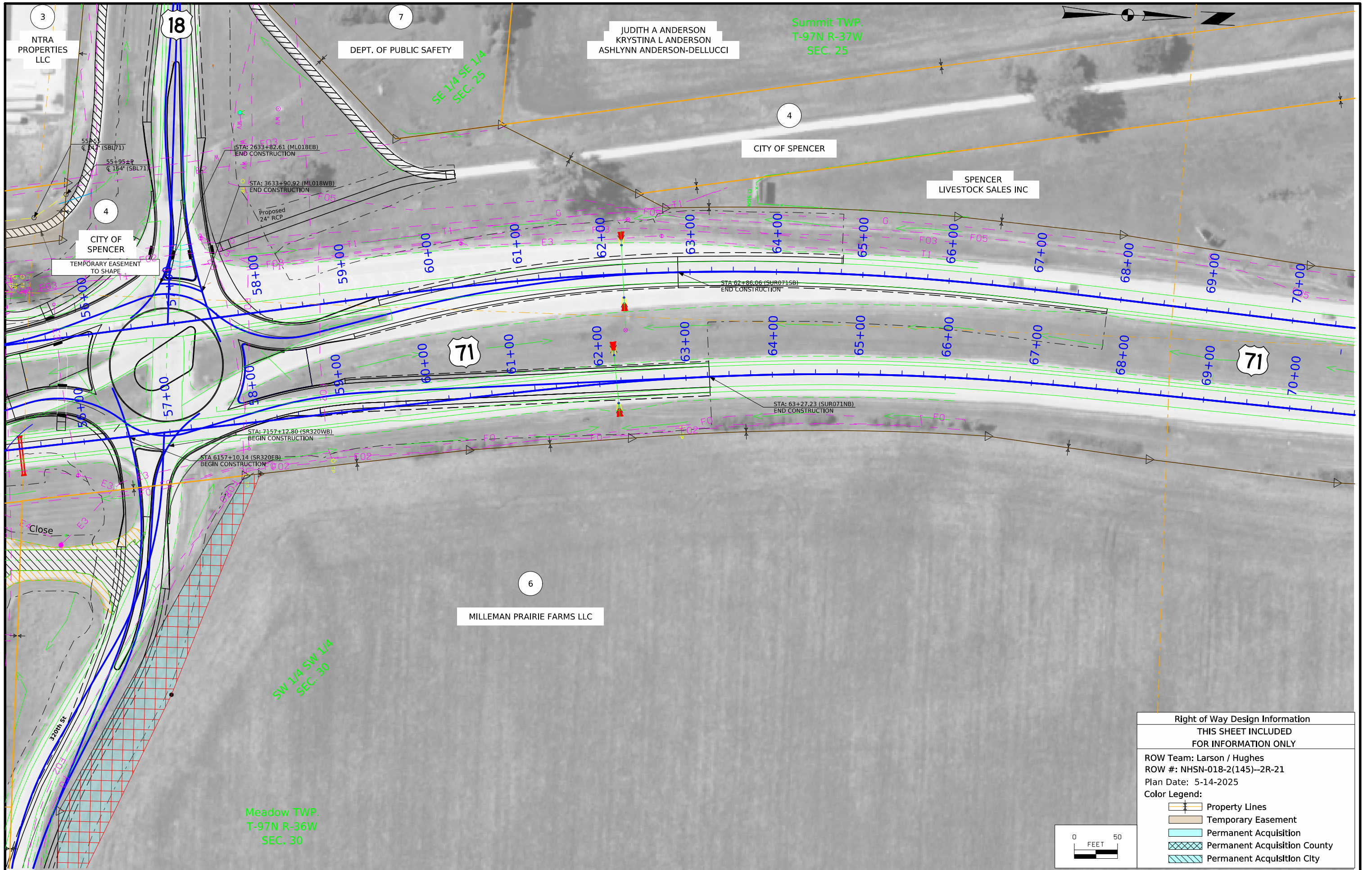
Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING  
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)  
Ia. Regional Coordinate System Zone 01 (U.S. Survey Foot)  
VERT. DATUM: NAVD88  
Geoid Model: 2018u3

| Point Name | Northing   | Easting     | Elevation | Code-Description                                                                        |
|------------|------------|-------------|-----------|-----------------------------------------------------------------------------------------|
| 7034       | 9588735.20 | 11513395.58 | 1332.44   | CP FND CLAY CO GPS CONTROL POINT AS DESCRIBED IN GOOD CONDITION                         |
| 7038       | 9604529.12 | 11526413.10 | 1374.75   | CP FND CLAY CO GPS CONTROL POINT AS DESCRIBED IN GOOD CONDITION                         |
| 7052       | 9588741.07 | 11542038.91 | 1316.46   | CP FND CLAY CO GPS CONTROL POINT AS DESCRIBED IN GOOD CONDITION                         |
| 7089       | 9584230.48 | 11512621.90 | 1335.57   | CP FND CLAY CO GPS CONTROL POINT AS DESCRIBED IN GOOD CONDITION                         |
| 210180774  | 9594248.27 | 11525527.43 | 1333.08   | CP SET FENO MONUMENT 270ft west of the Iowa State Patrol Driveway on North Side of US18 |
| 210180787  | 9588445.56 | 11527218.79 | 1327.65   | CP SET FENO MONUMENT 330ft South of E 30th St along West side of the Bike Path          |
| E18        | 9580940.21 | 11515583.45 | 1331.23   | CP FND NGS SECOND ORDER CLASS 0 VERTICAL MARK AS DESCRIBED IN GOOD CONDITION            |



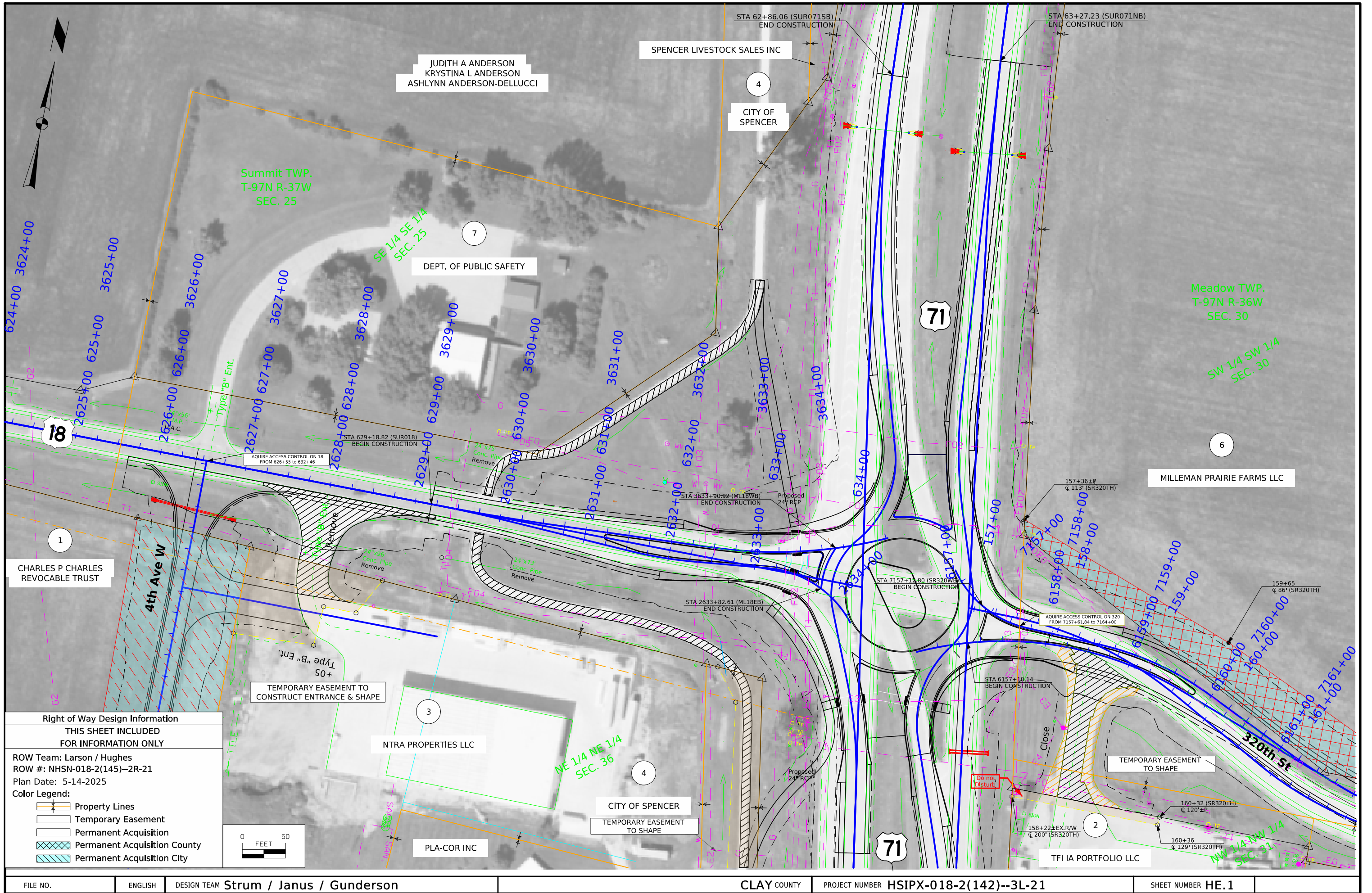




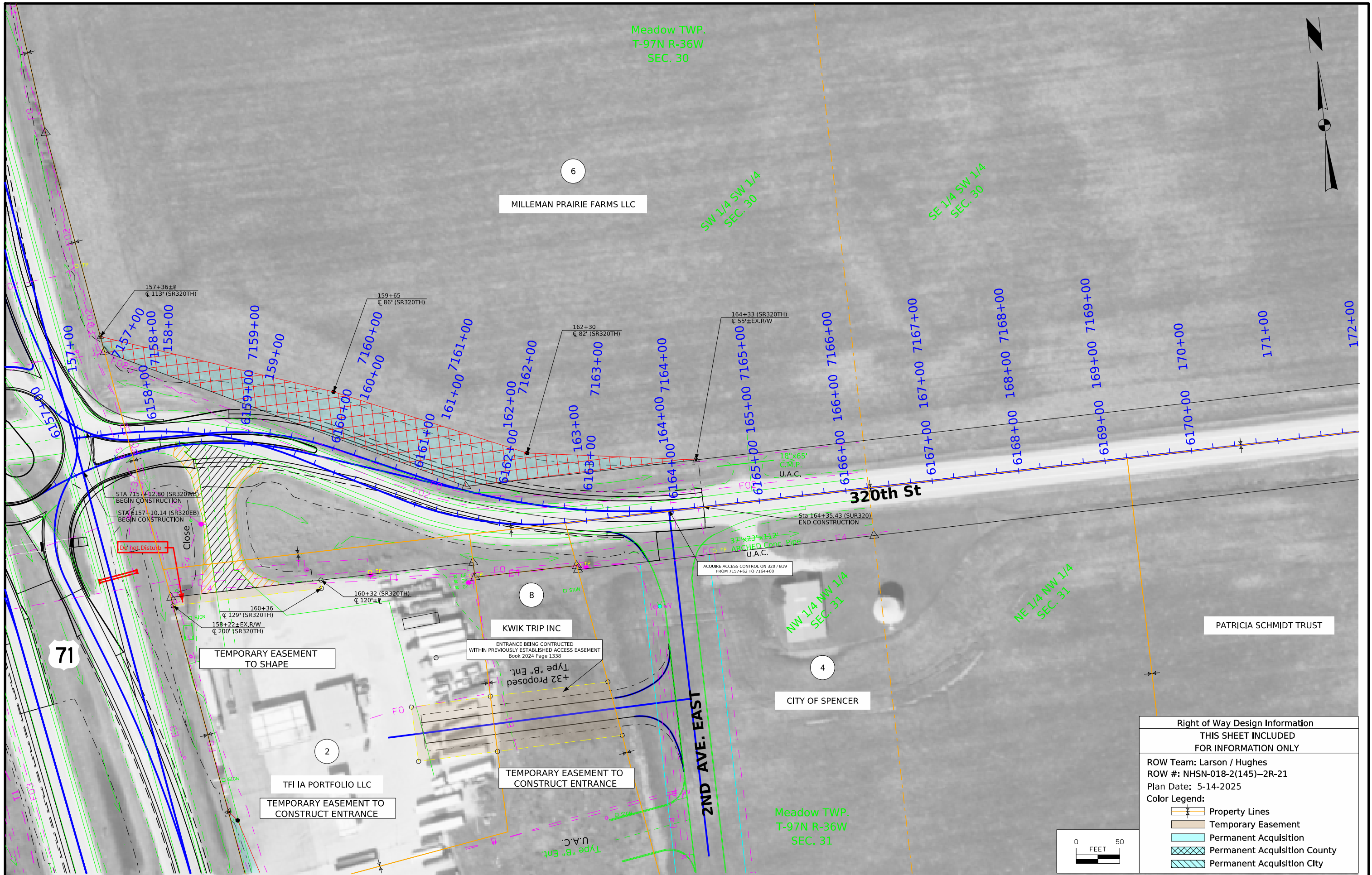
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| FILE NO. | ENGLISH | DESIGN TEAM | Strum / Janus / Gunderson | CLAY COUNTY | PROJECT NUMBER | HSIPX-018-2(142)--3L-21 | SHEET NUMBER | H.2 |
|----------|---------|-------------|---------------------------|-------------|----------------|-------------------------|--------------|-----|

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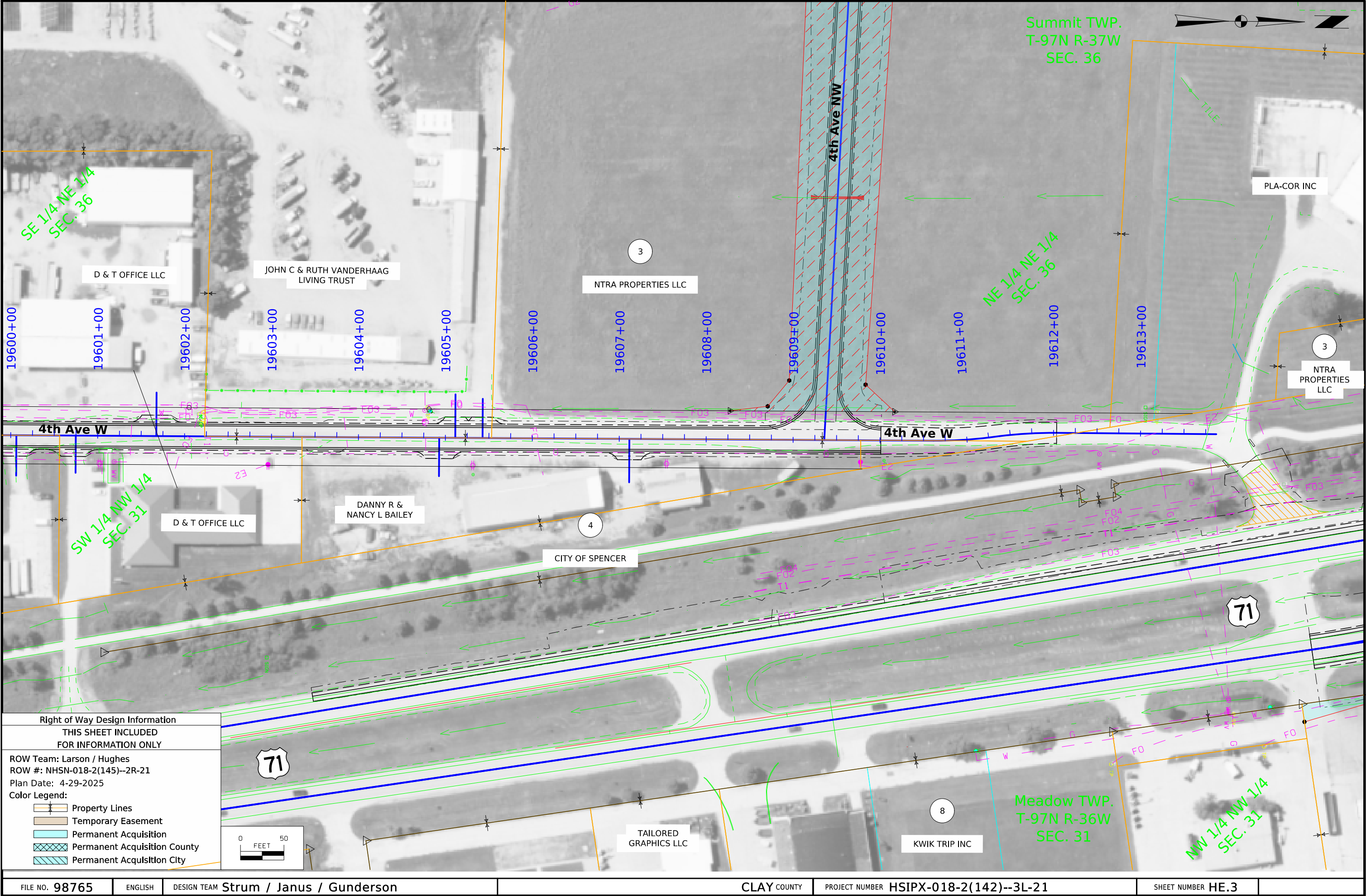




|             |           |             |                                                                                     |             |                |                         |              |      |
|-------------|-----------|-------------|-------------------------------------------------------------------------------------|-------------|----------------|-------------------------|--------------|------|
| FILE NO.    | ENGLISH   | DESIGN TEAM | Strum / Janus / Gunderson                                                           | CLAY COUNTY | PROJECT NUMBER | HSIPX-018-2(142)--3L-21 | SHEET NUMBER | HE.2 |
| 11:10:11 AM | 5/14/2025 | CHUGHES     | pw:\NTP\wint1.dot.int.lan:PWMain\Documents\Projects\2101802023\ROW\ROW_21018145.dgn |             |                |                         |              |      |

| Right of Way Design Information          |                              |
|------------------------------------------|------------------------------|
| THIS SHEET INCLUDED FOR INFORMATION ONLY |                              |
| ROW Team: Larson / Hughes                |                              |
| ROW #: NHSN-018-2(145)--2R-21            |                              |
| Plan Date: 5-14-2025                     |                              |
| Color Legend:                            |                              |
|                                          | Property Lines               |
|                                          | Temporary Easement           |
|                                          | Permanent Acquisition        |
|                                          | Permanent Acquisition County |
|                                          | Permanent Acquisition City   |





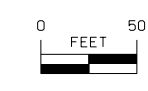








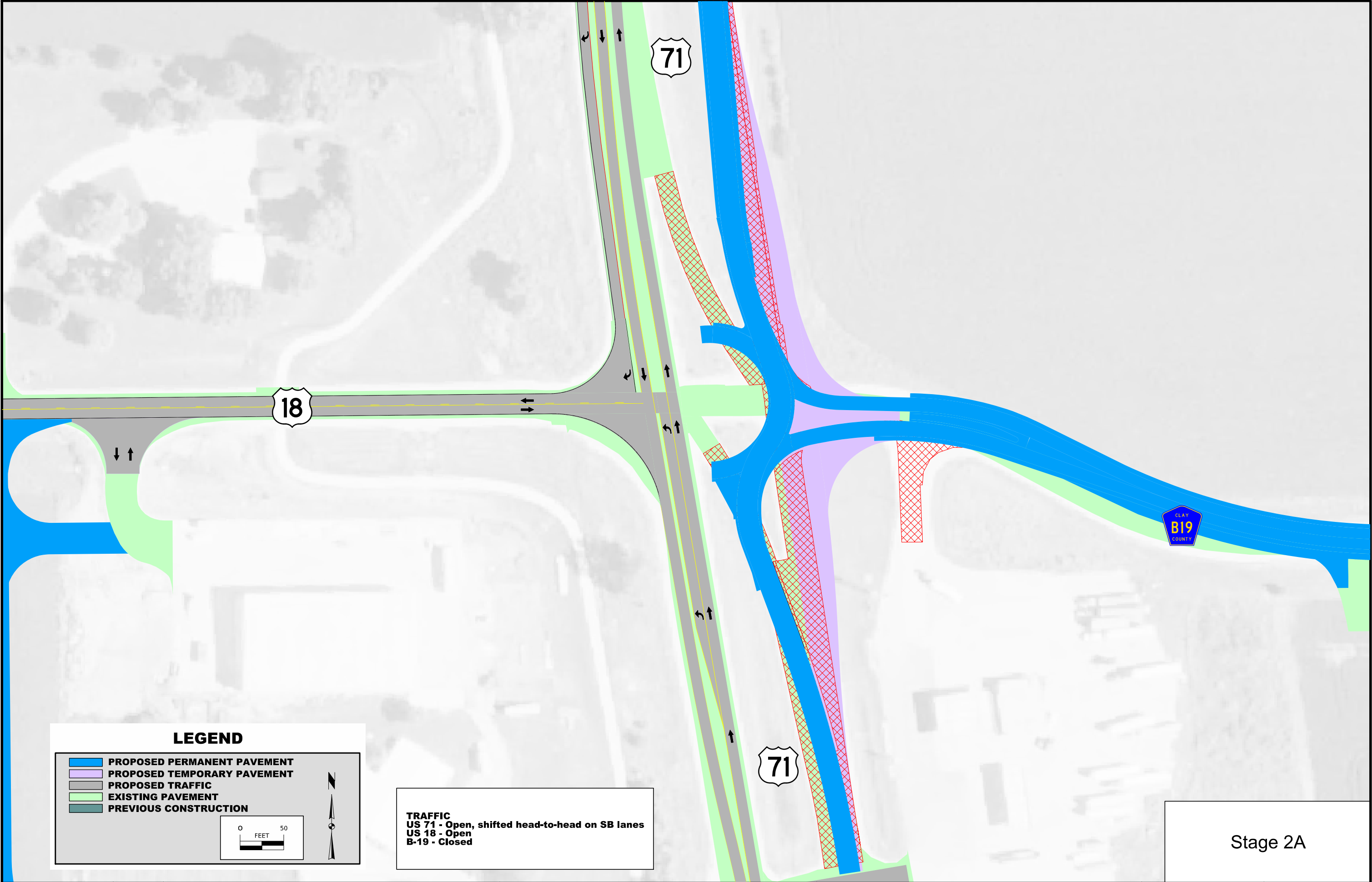
| Right of Way Design Information                                                    |                              |
|------------------------------------------------------------------------------------|------------------------------|
| THIS SHEET INCLUDED<br>FOR INFORMATION ONLY                                        |                              |
| ROW Team: Larson / Hughes<br>ROW #: NHSN-018-2(145)--2R-21<br>Plan Date: 5-14-2025 |                              |
| Color Legend:                                                                      |                              |
|                                                                                    | Property Lines               |
|                                                                                    | Temporary Easement           |
|                                                                                    | Permanent Acquisition        |
|                                                                                    | Permanent Acquisition County |
|                                                                                    | Permanent Acquisition City   |











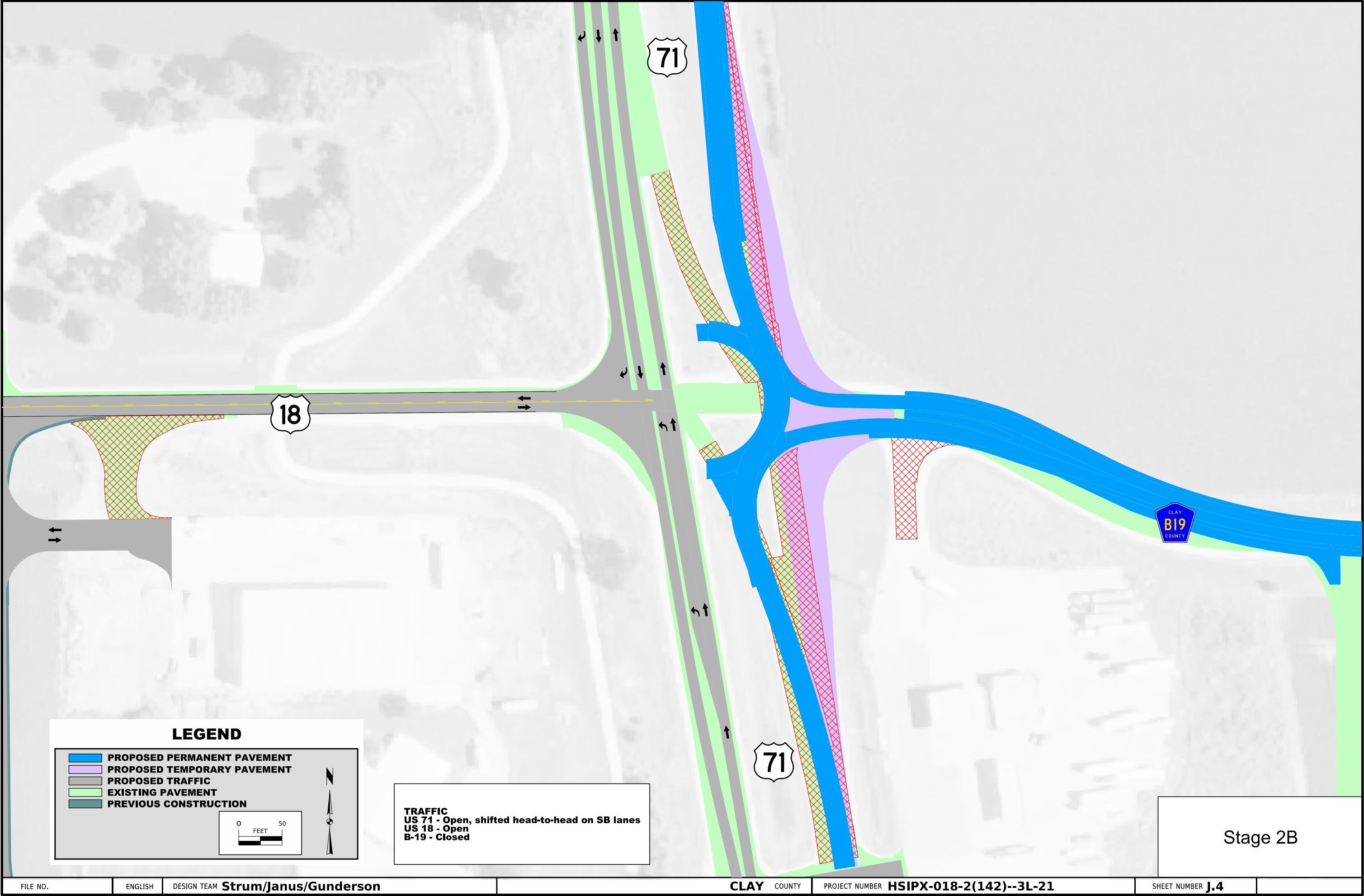
**LEGEND**

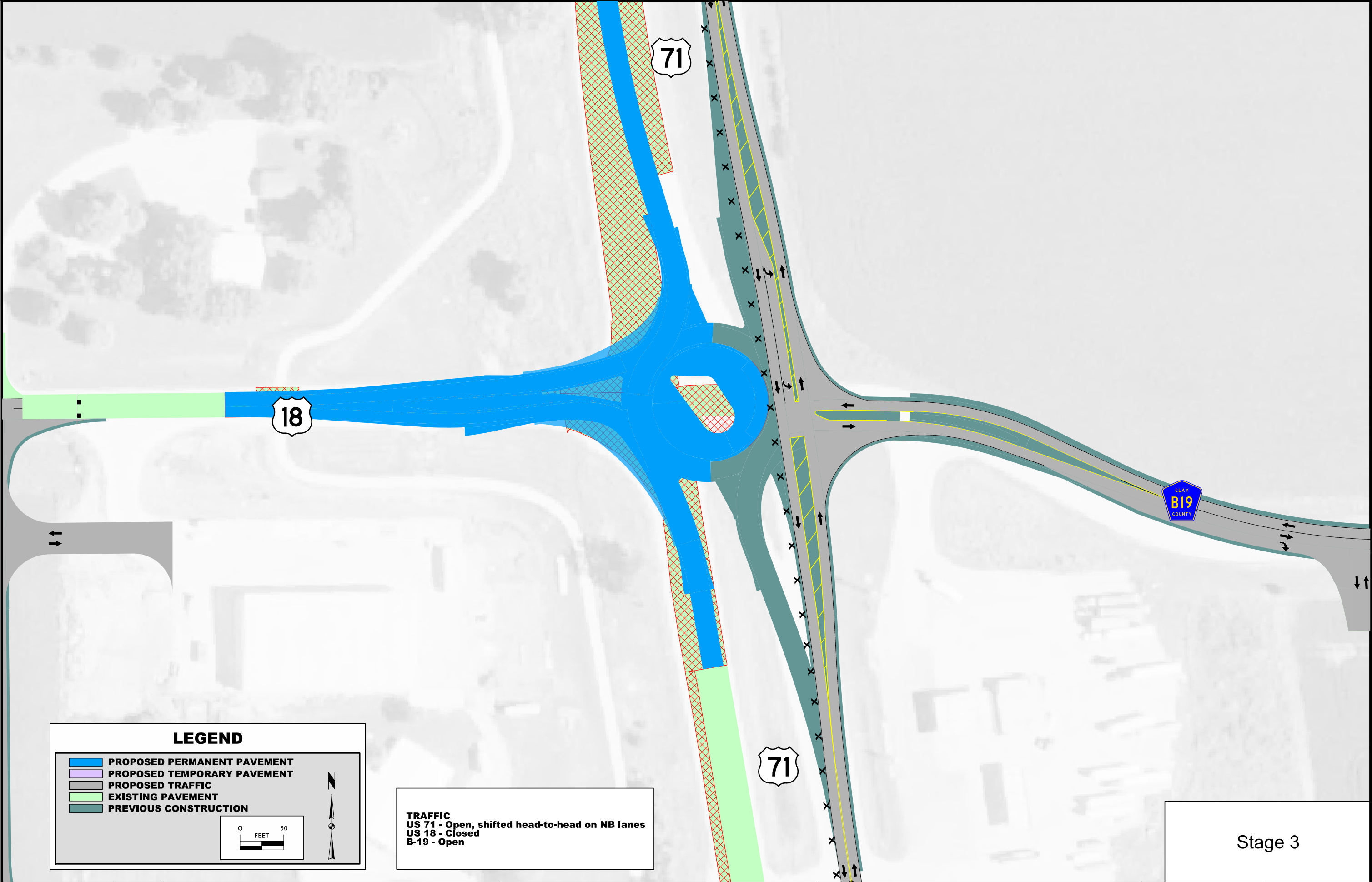
|                                                                                     |                                    |
|-------------------------------------------------------------------------------------|------------------------------------|
|  | <b>PROPOSED PERMANENT PAVEMENT</b> |
|  | <b>PROPOSED TEMPORARY PAVEMENT</b> |
|  | <b>PROPOSED TRAFFIC</b>            |
|  | <b>EXISTING PAVEMENT</b>           |
|  | <b>PREVIOUS CONSTRUCTION</b>       |



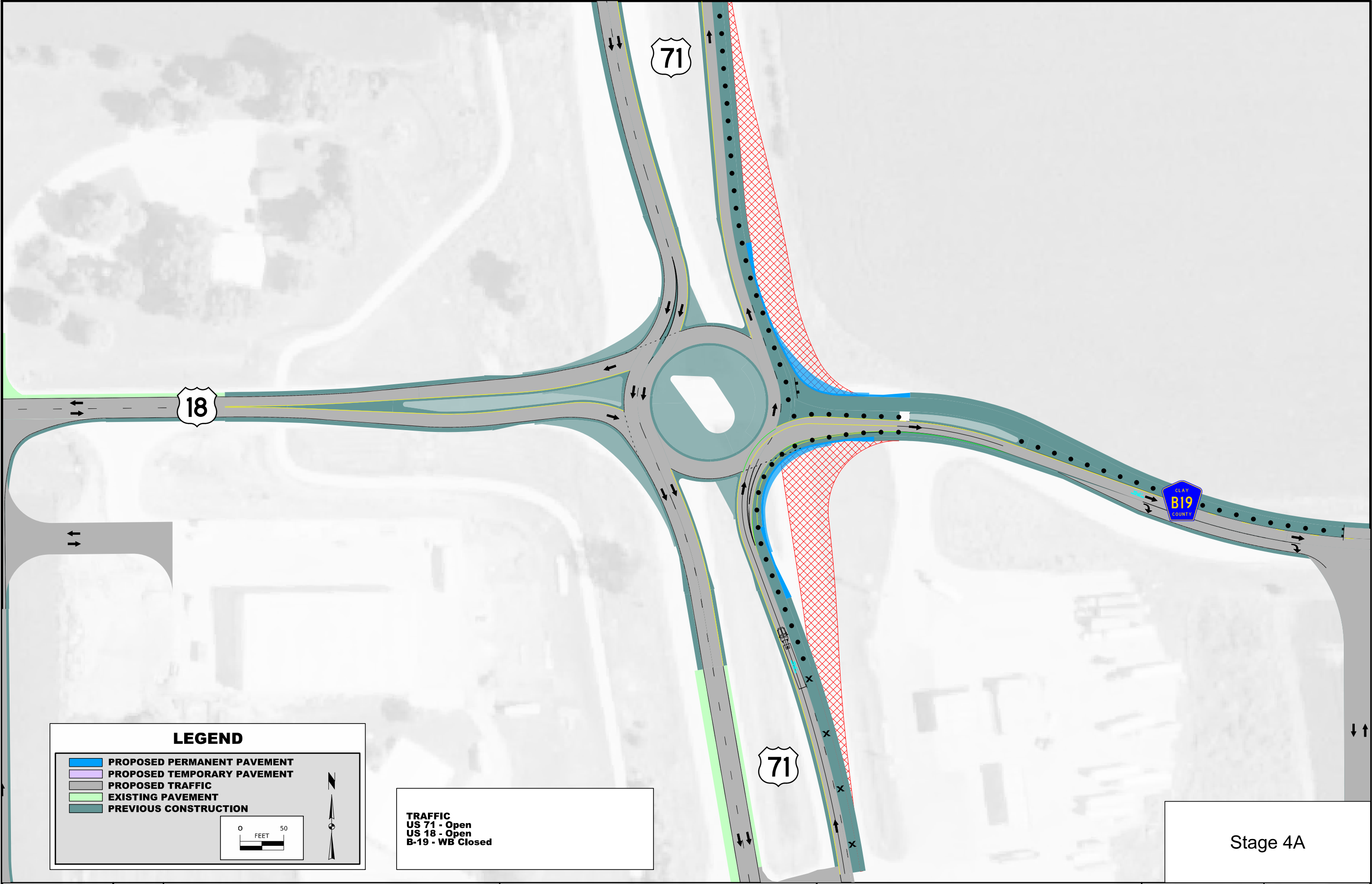
**TRAFFIC**  
US 71 - Open, shifted head-to-head on SB lanes  
US 18 - Open  
B-19 - Closed

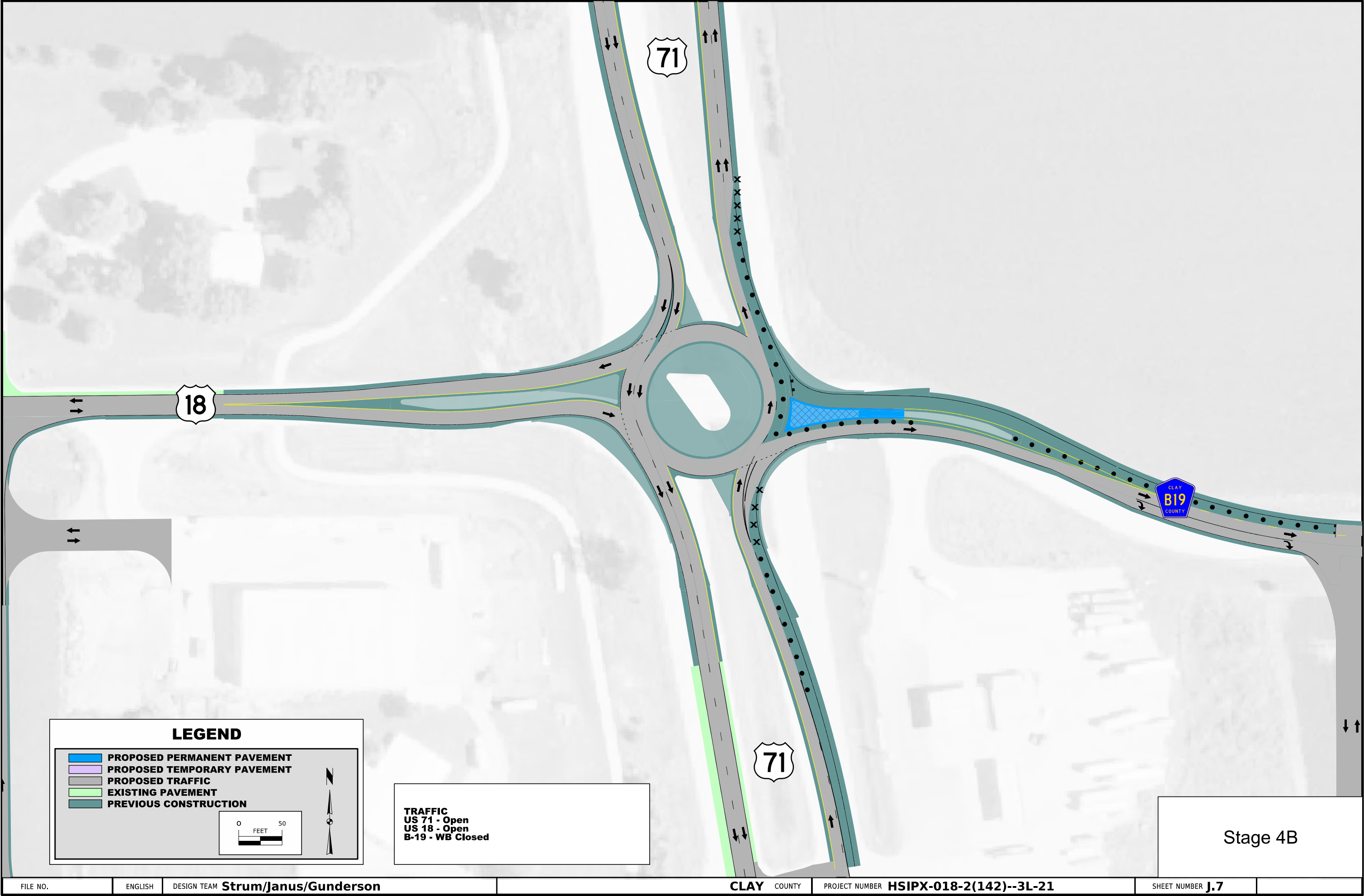
Stage 2A

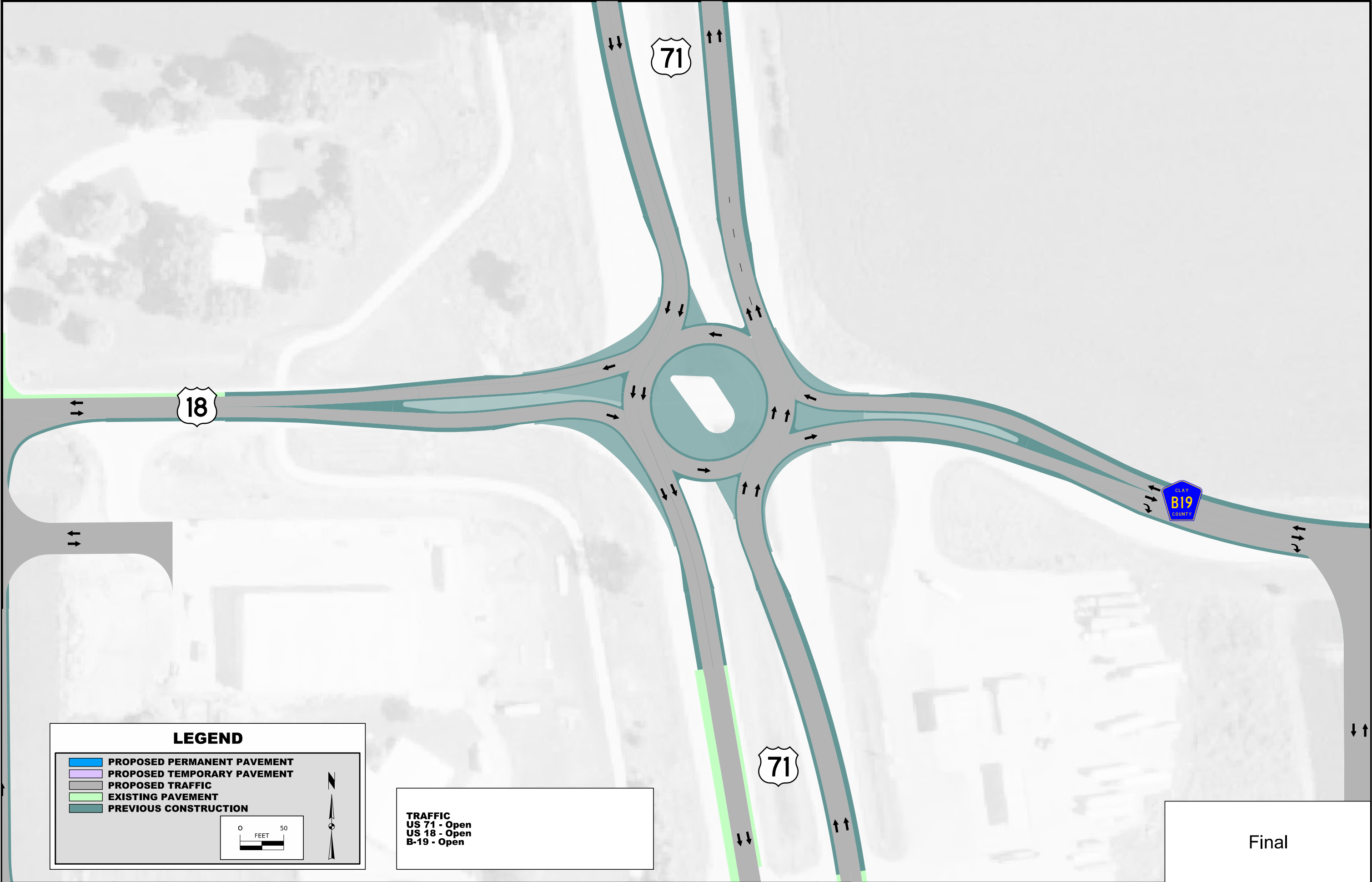


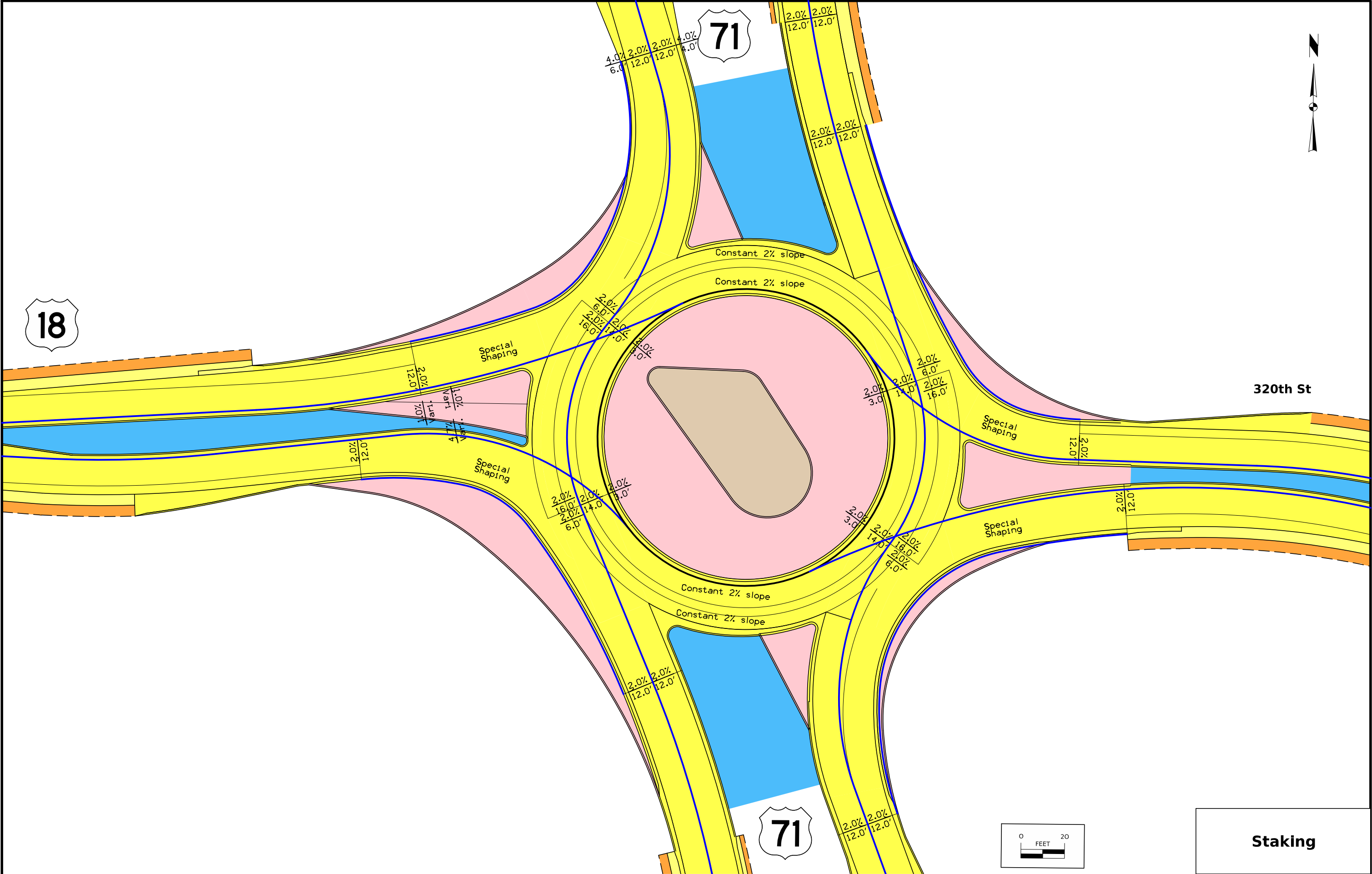




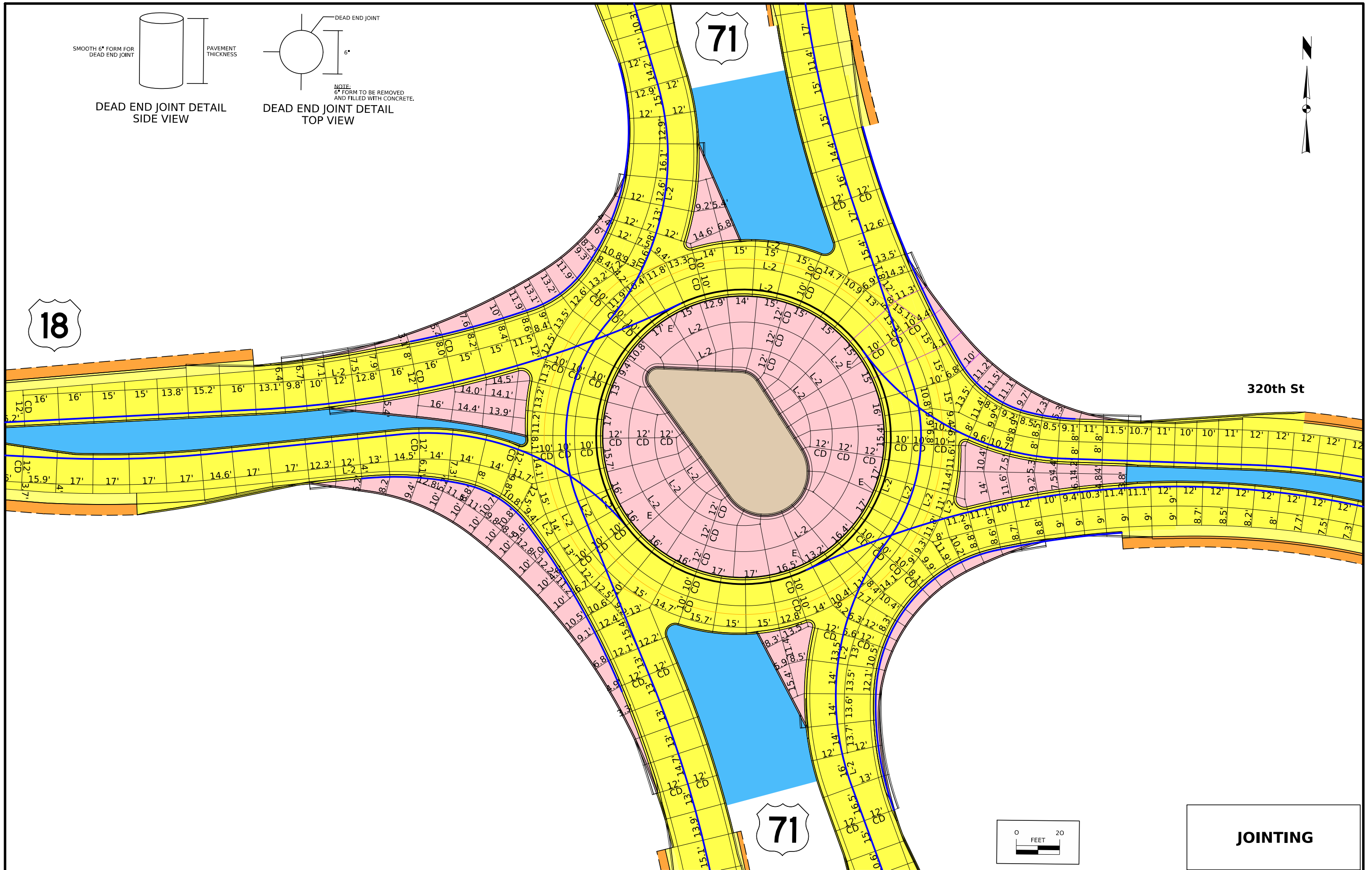
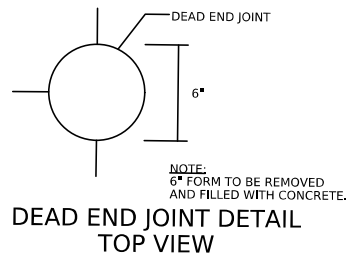
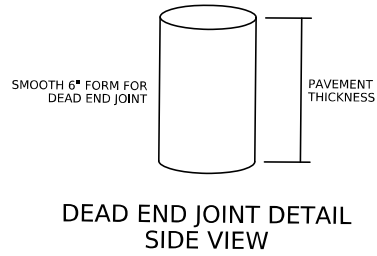








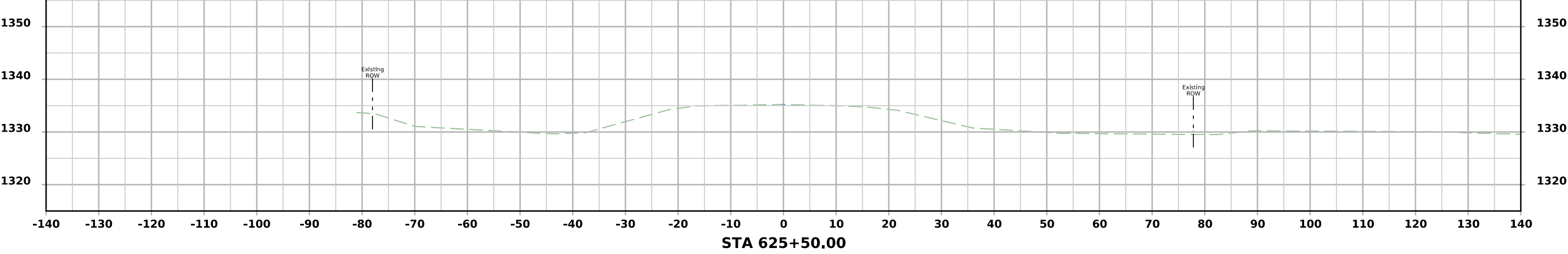
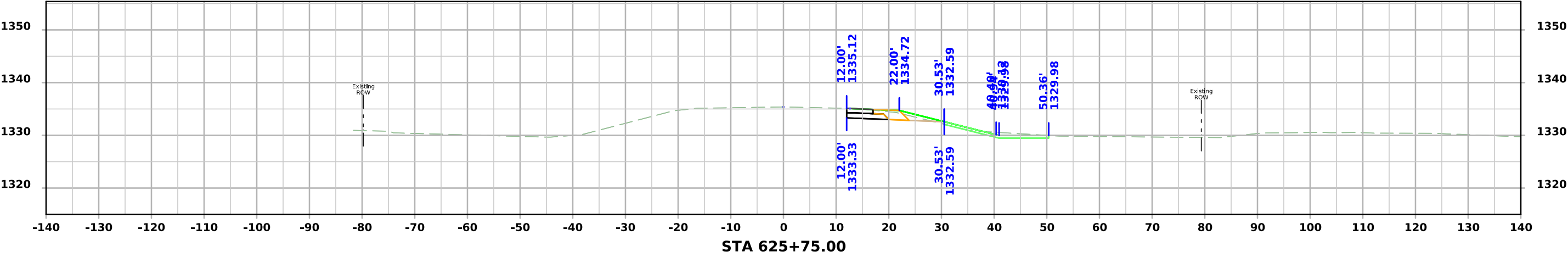
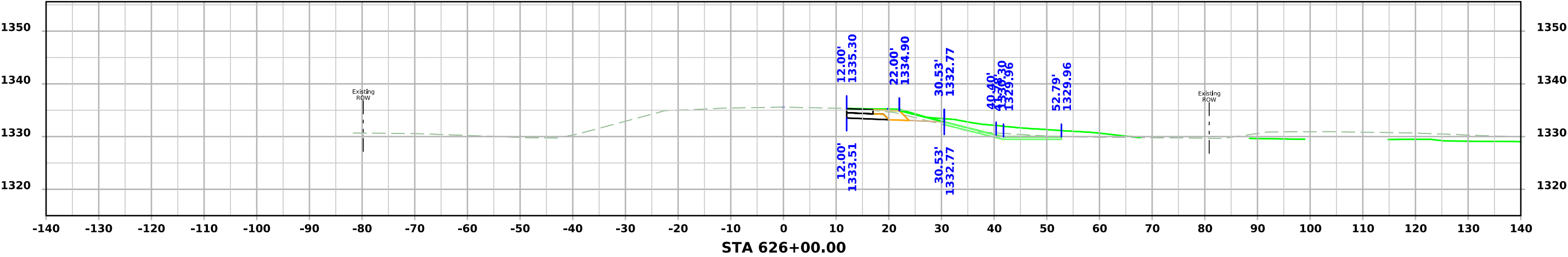




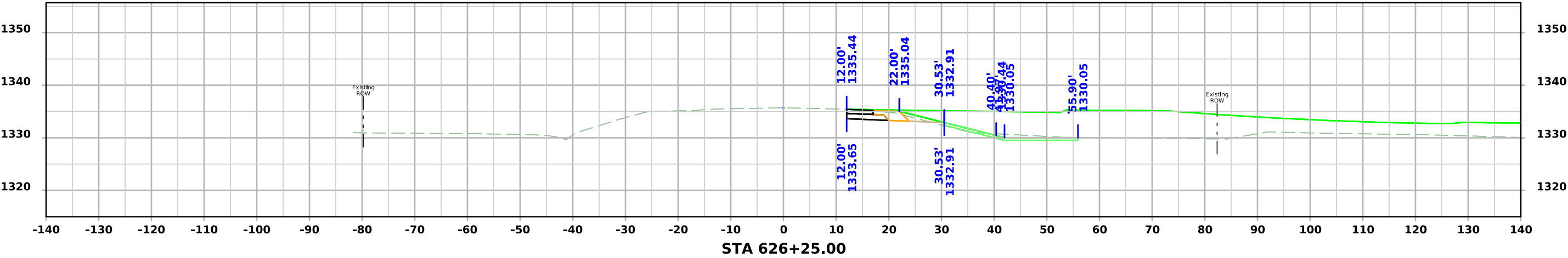
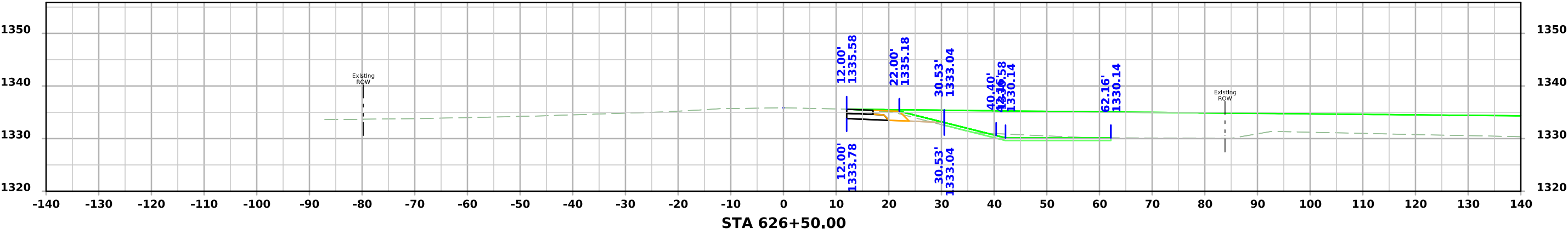
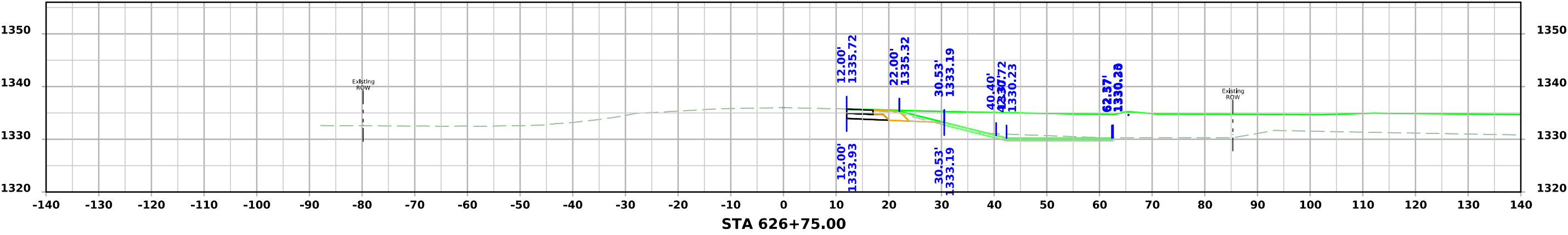
320th St



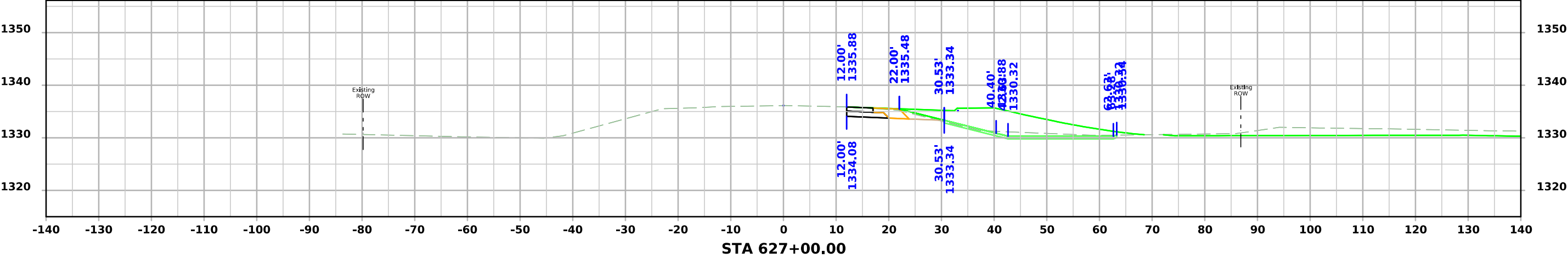
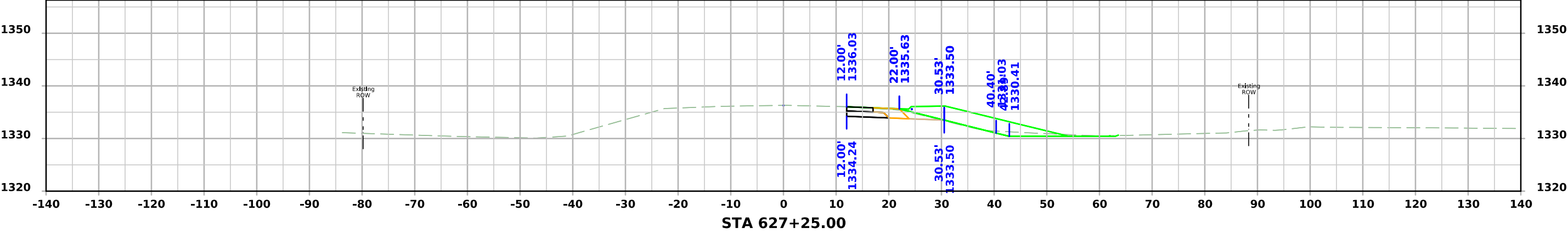
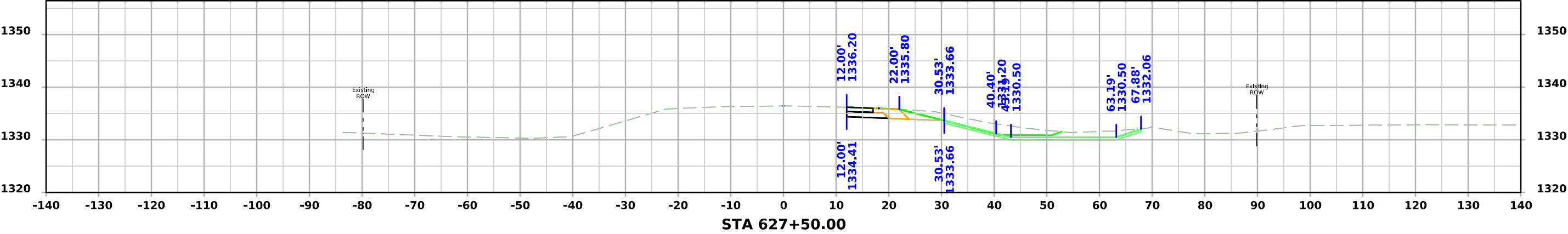
JOINTING



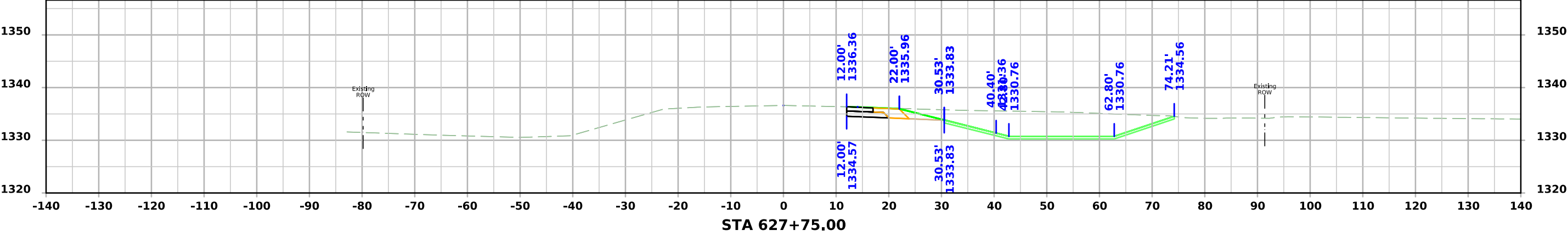
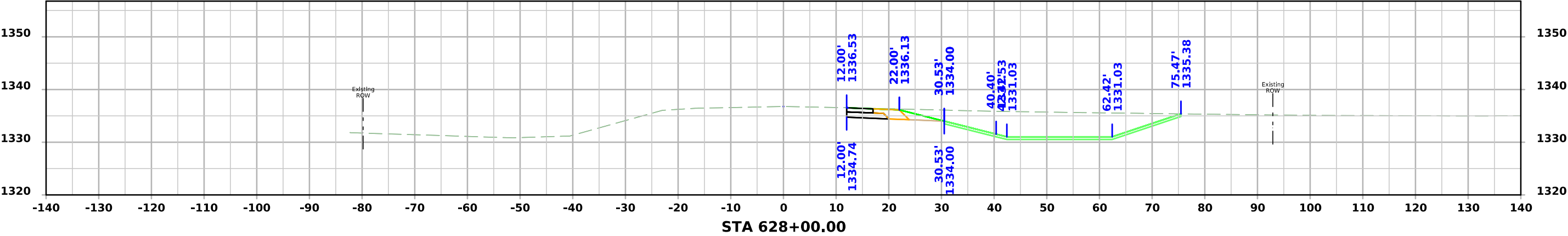
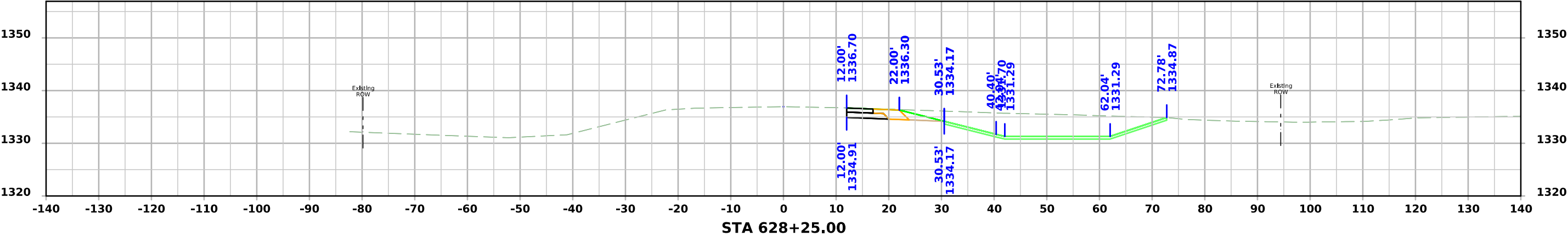
US 18



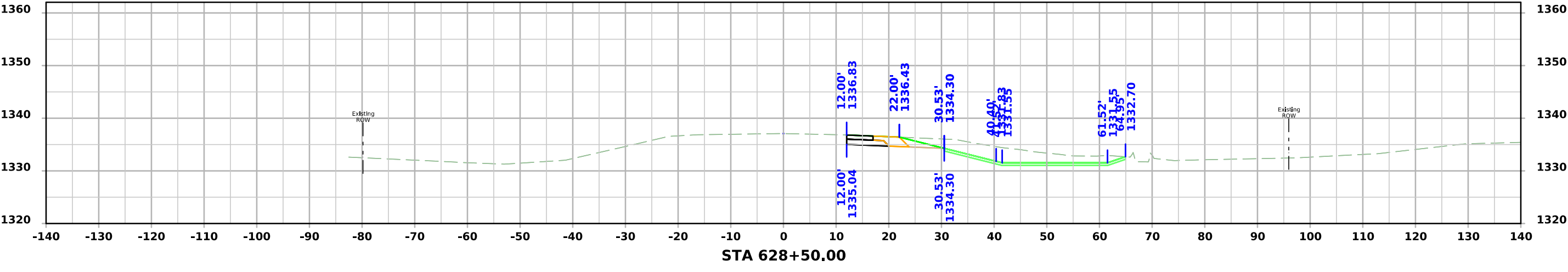
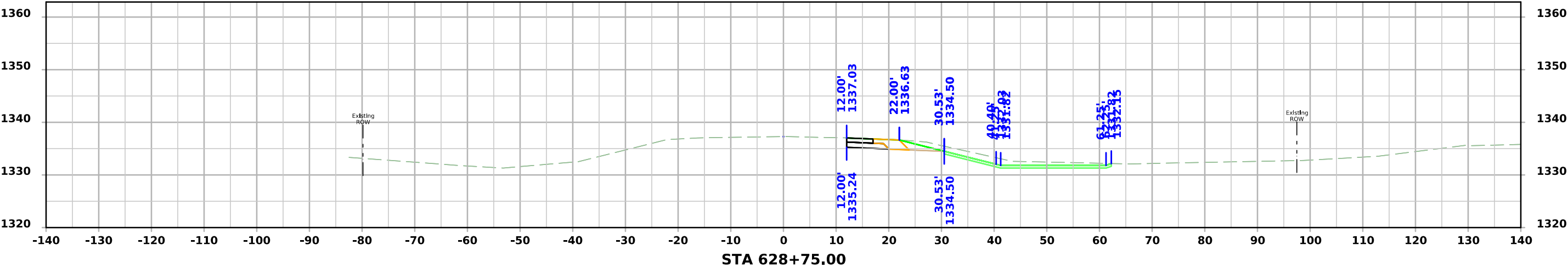
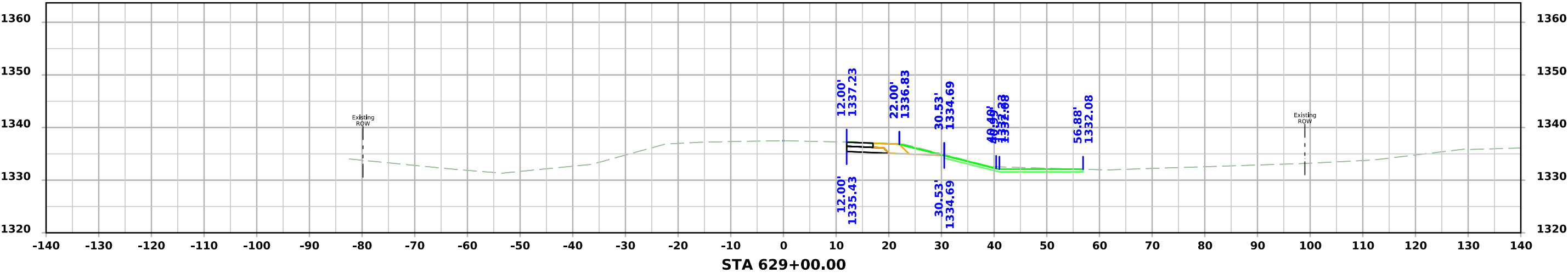
US 18



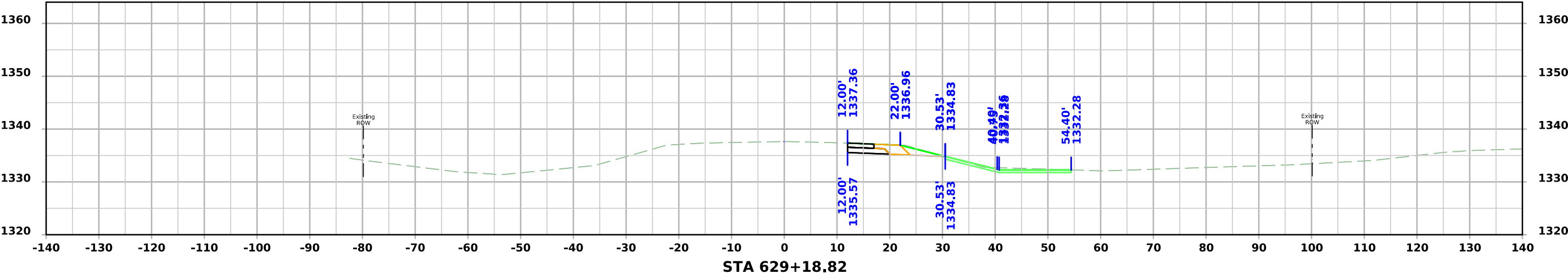
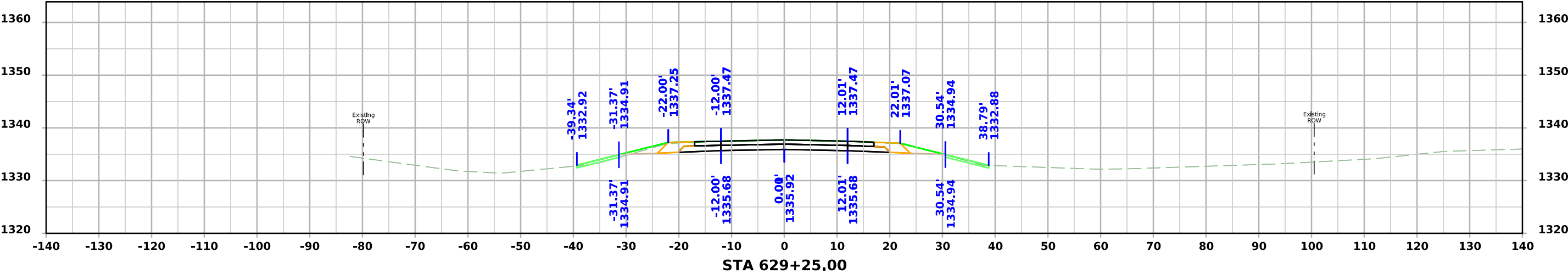
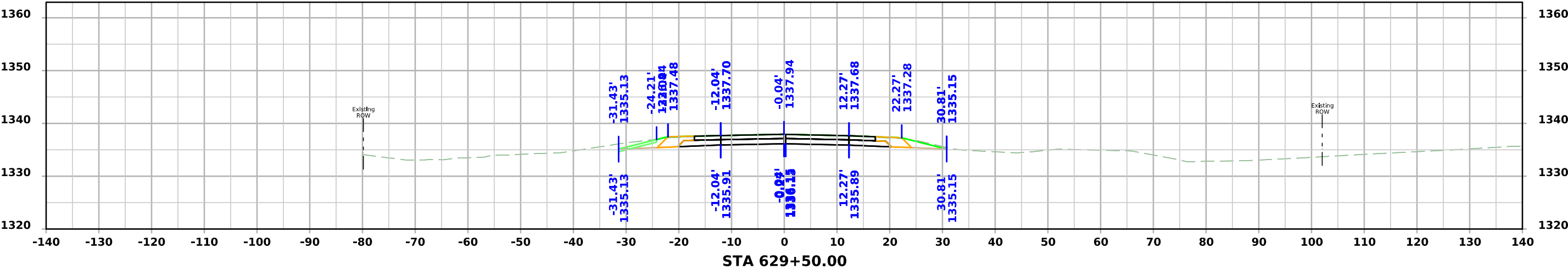


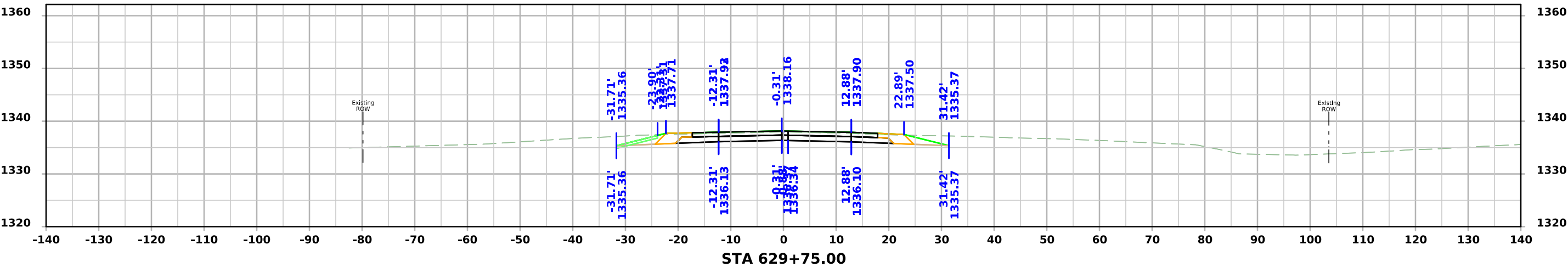
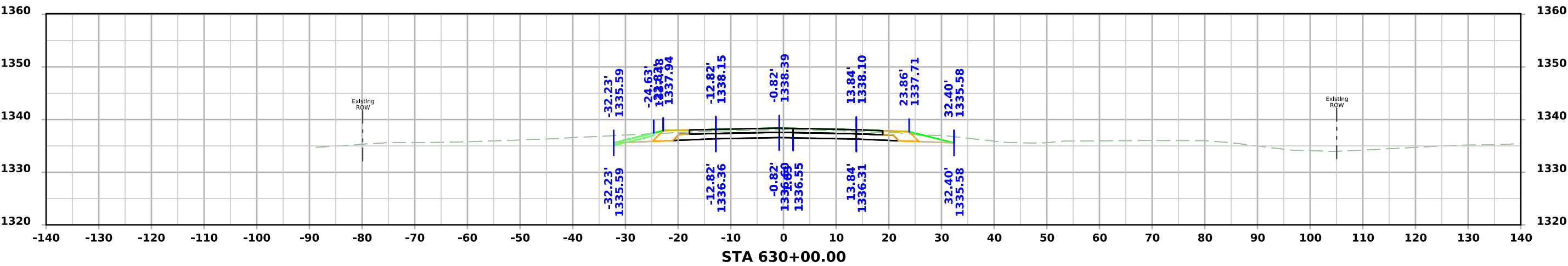
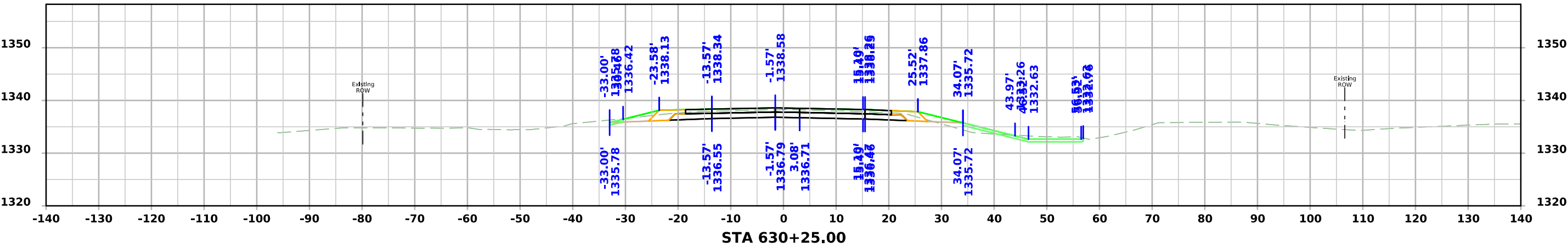


US 18



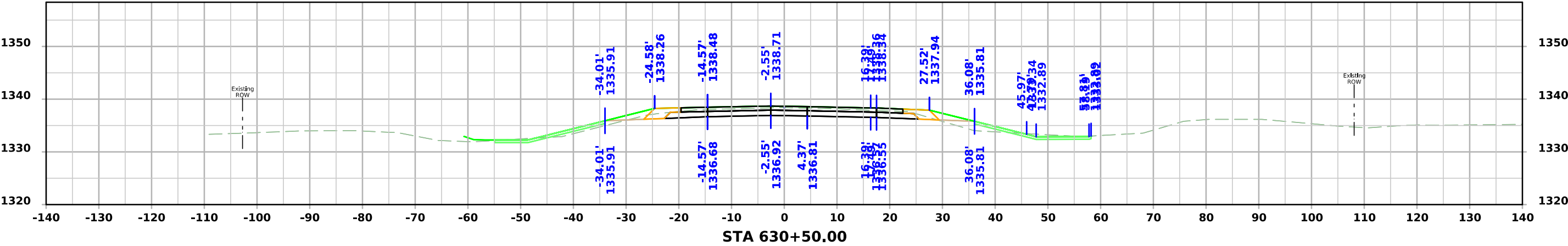
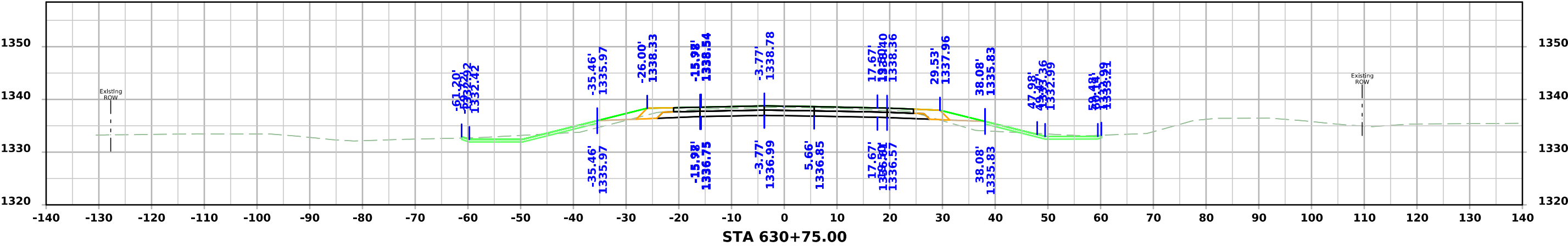
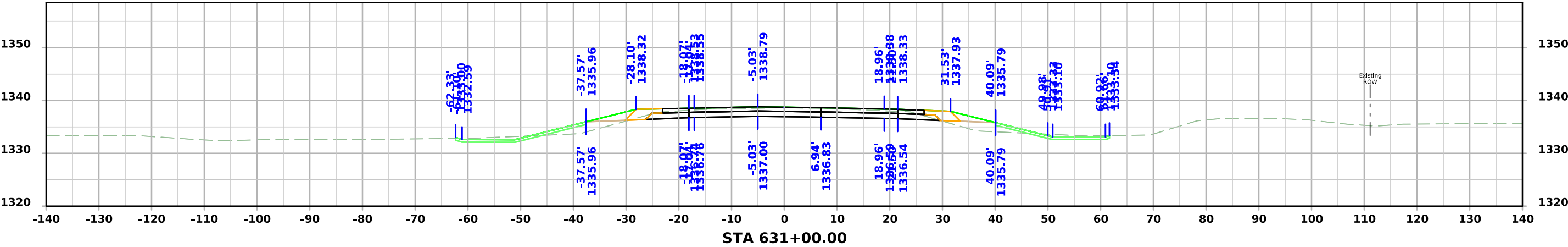
US 18



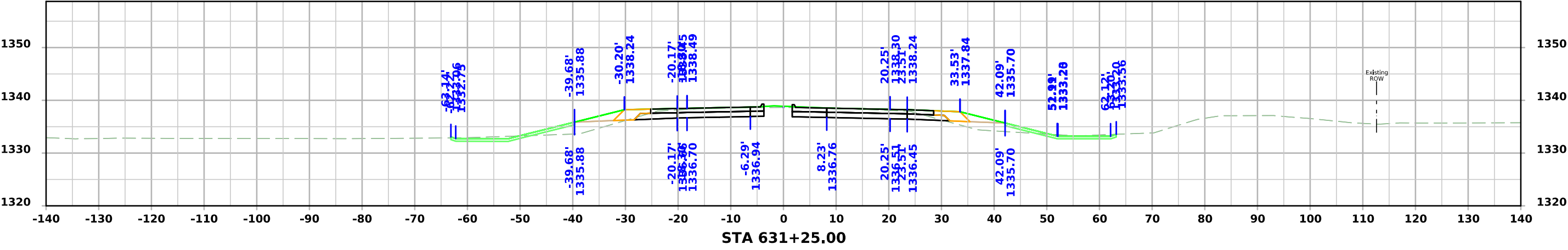
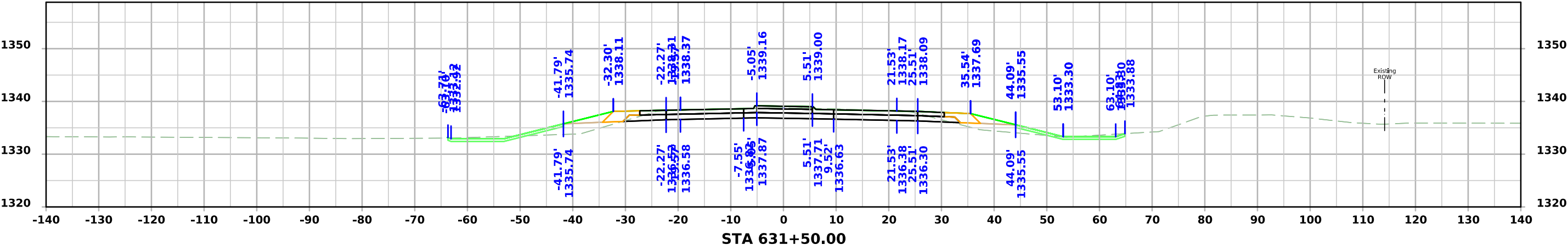
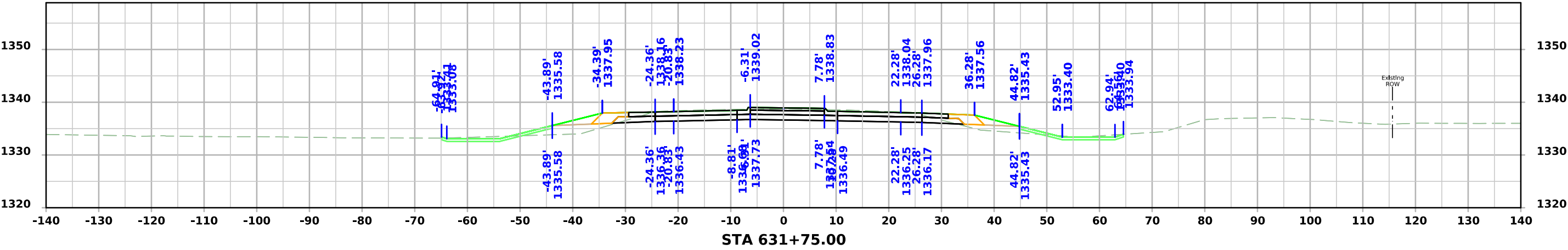




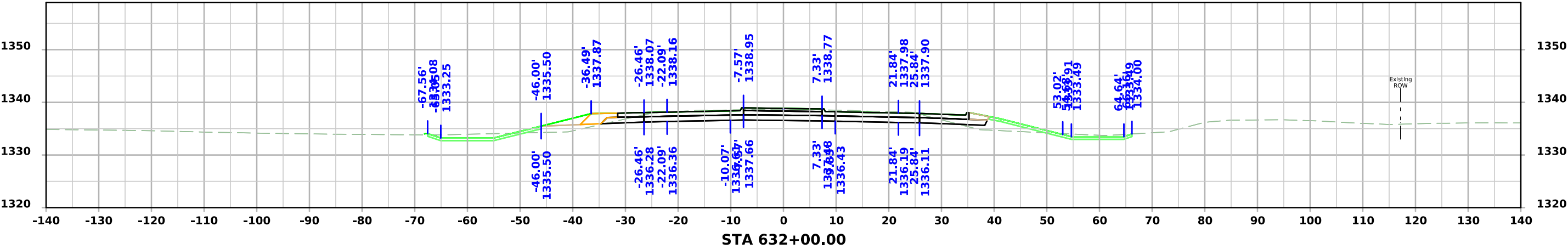
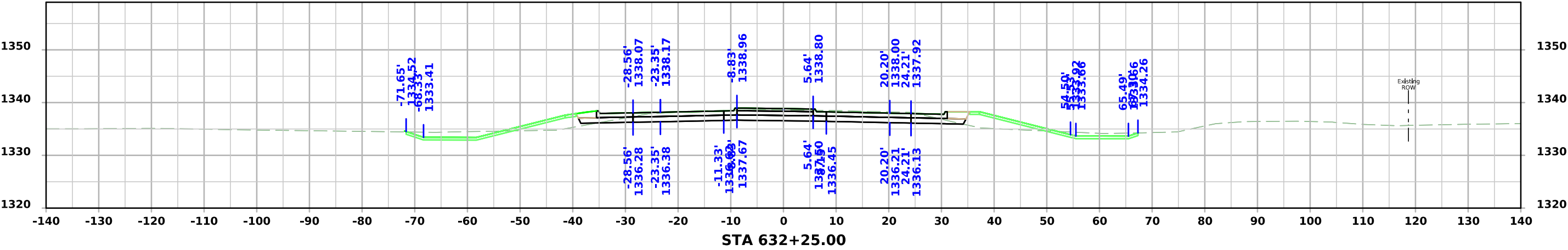
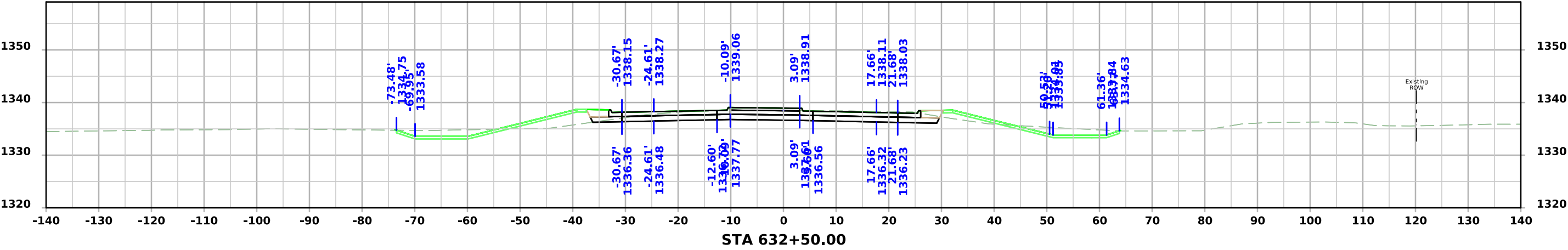
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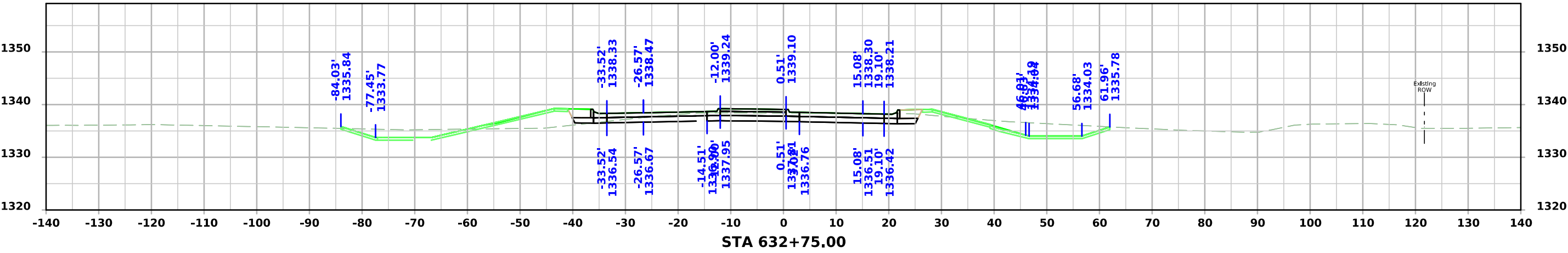
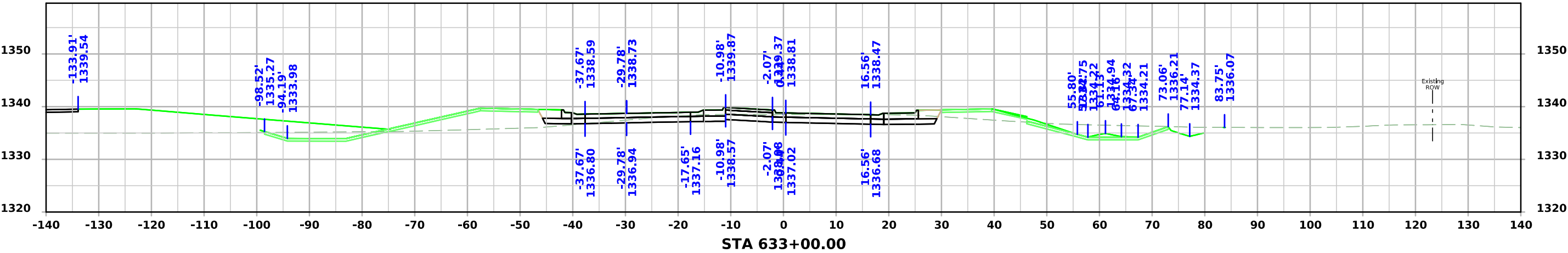
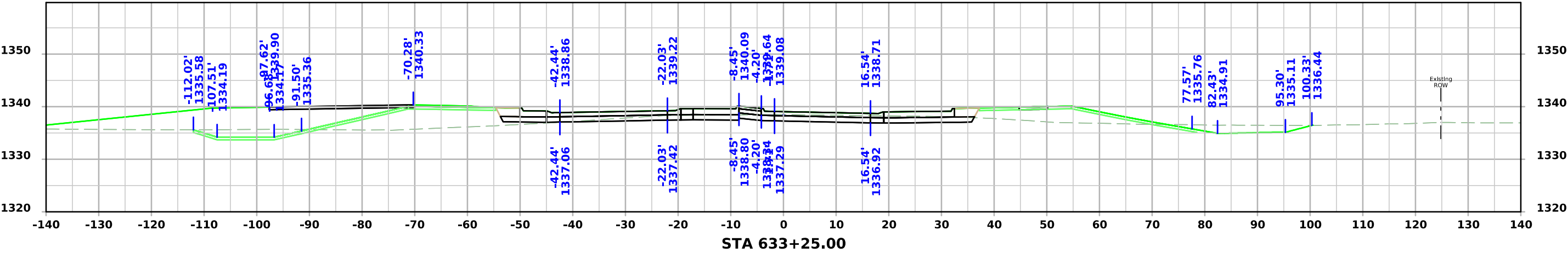
US 18



US 18

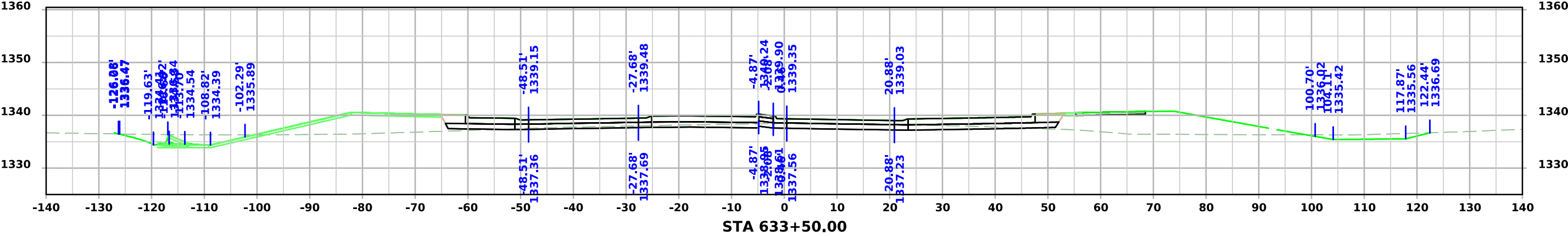
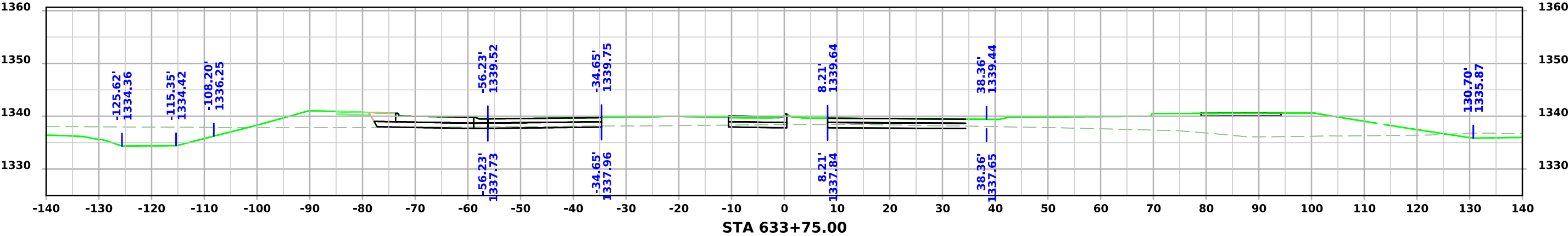
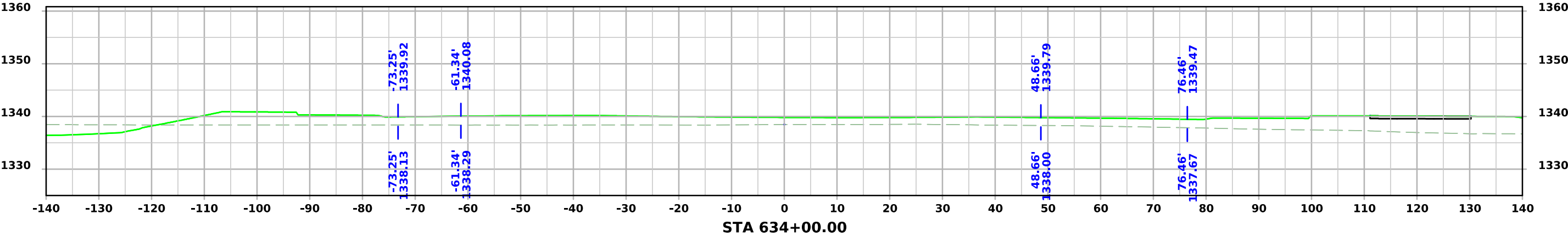


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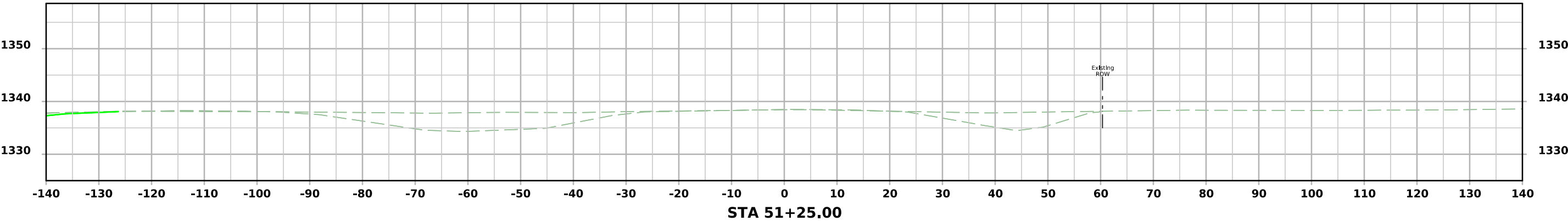
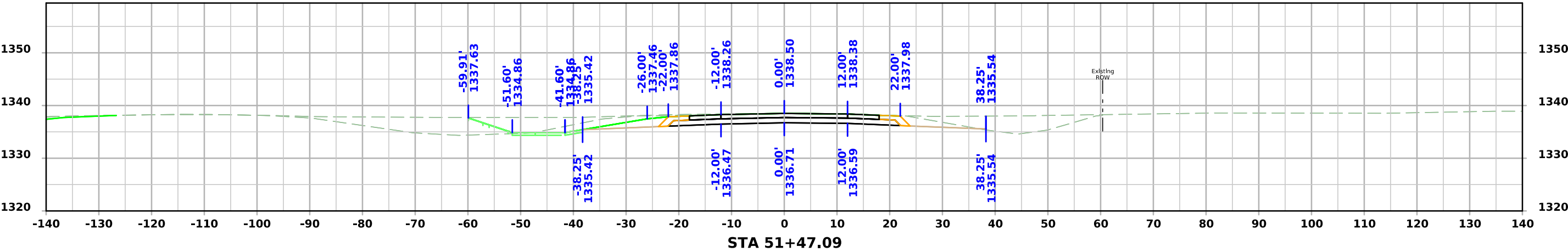
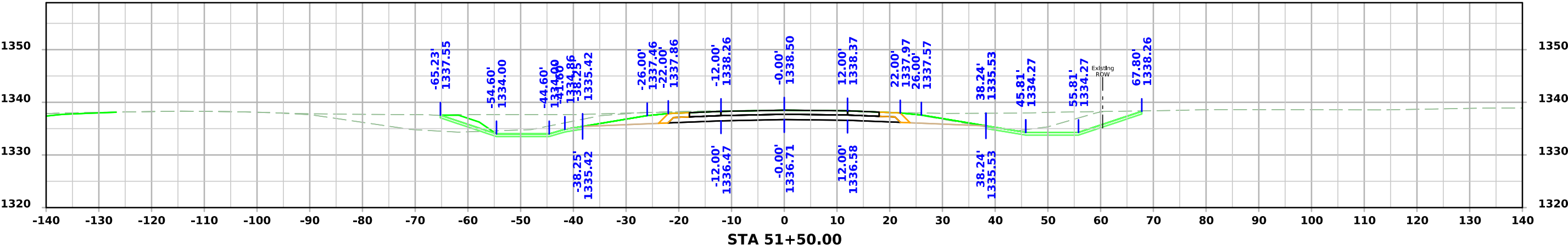




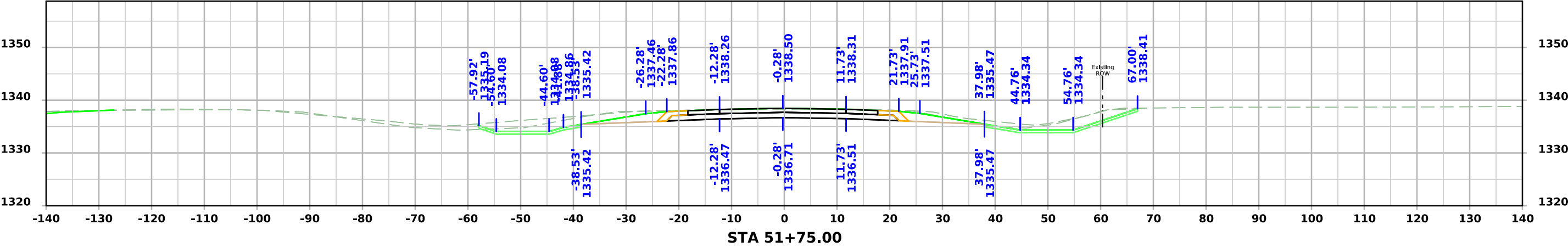
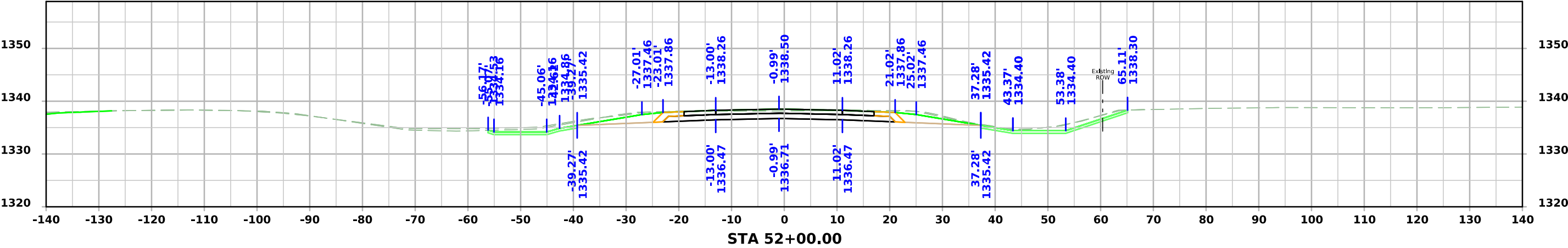
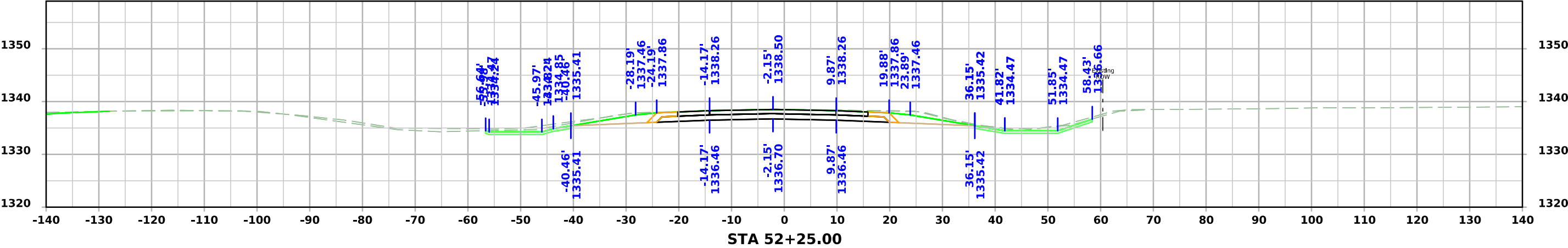
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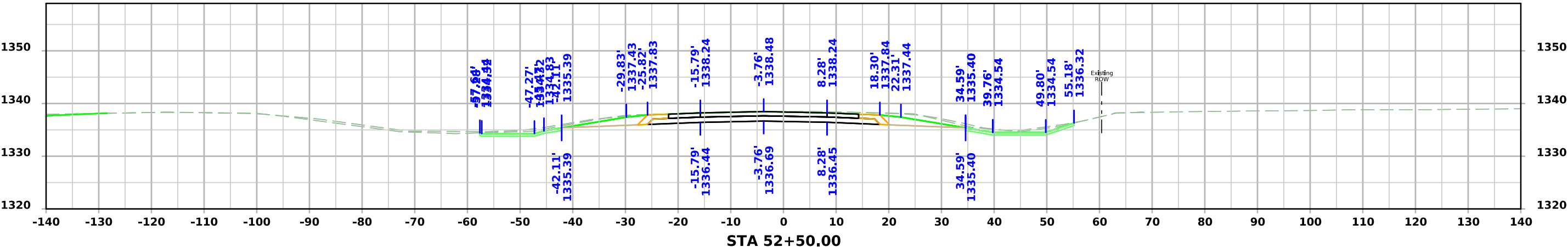
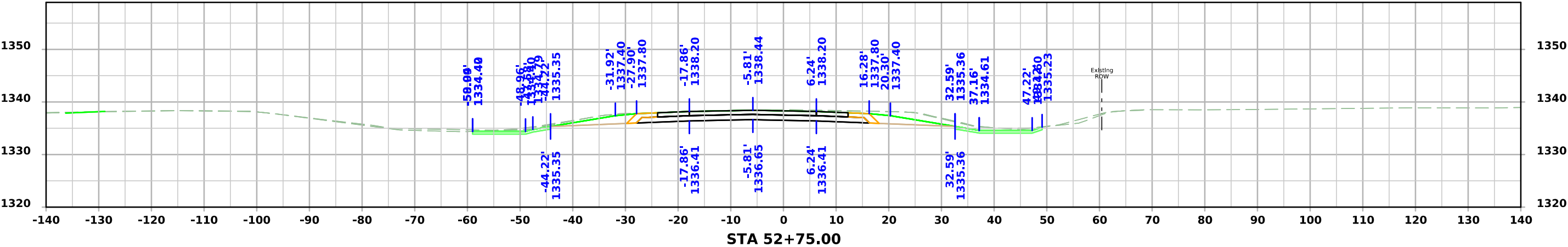
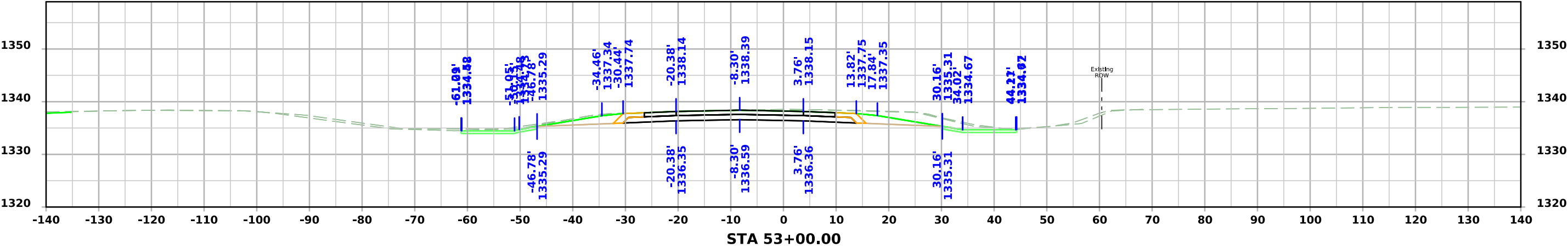
US 71 NB



US 71 NB

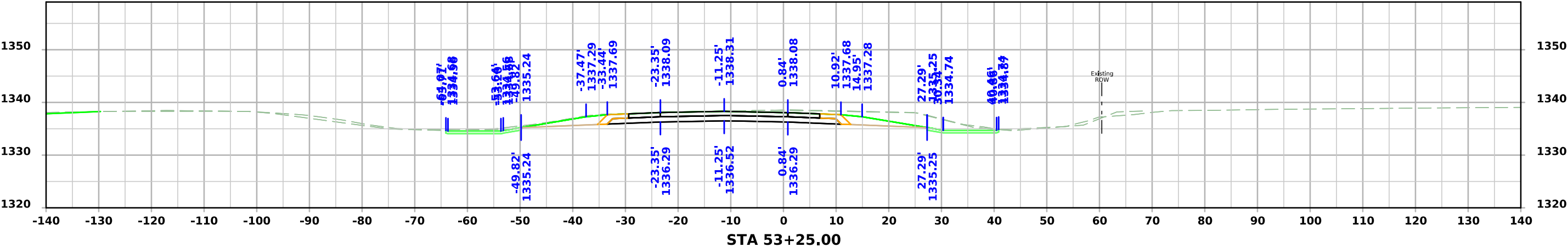
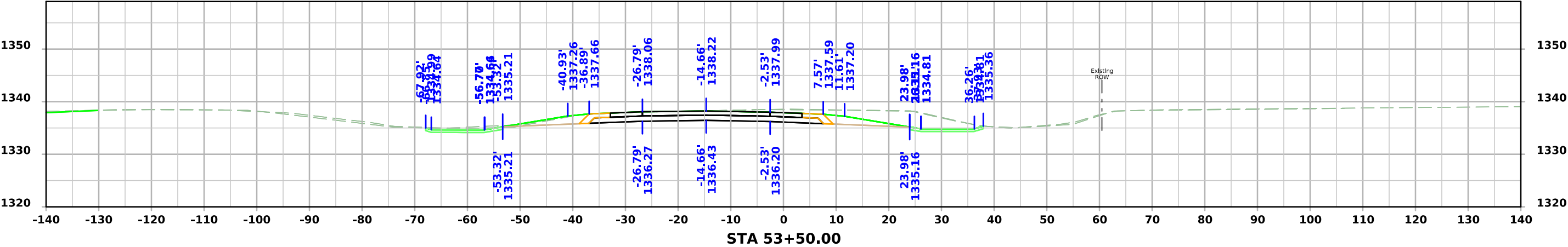
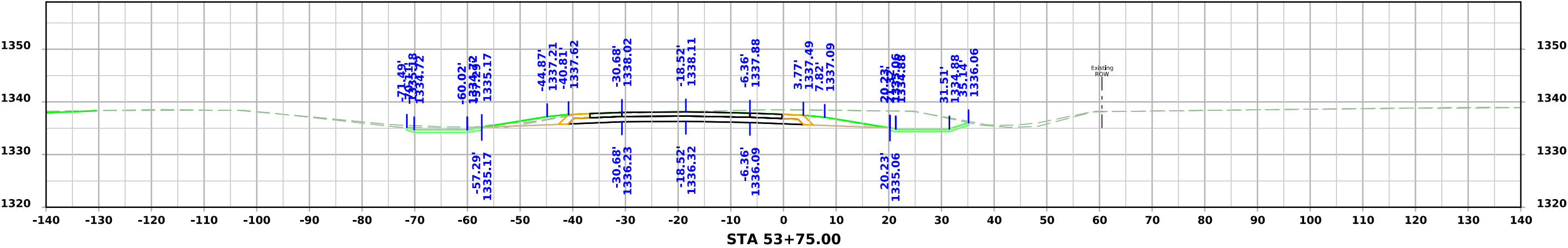


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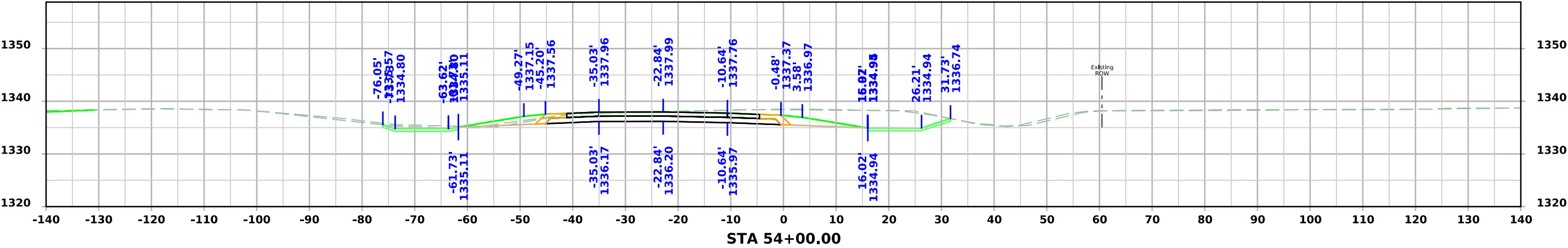
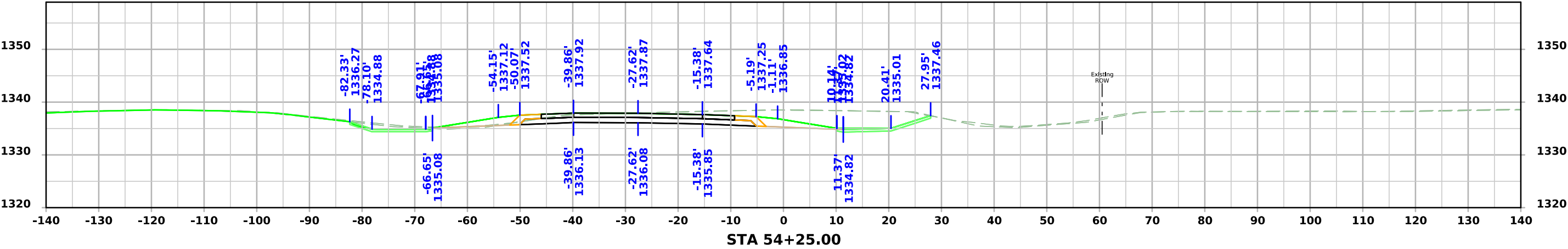
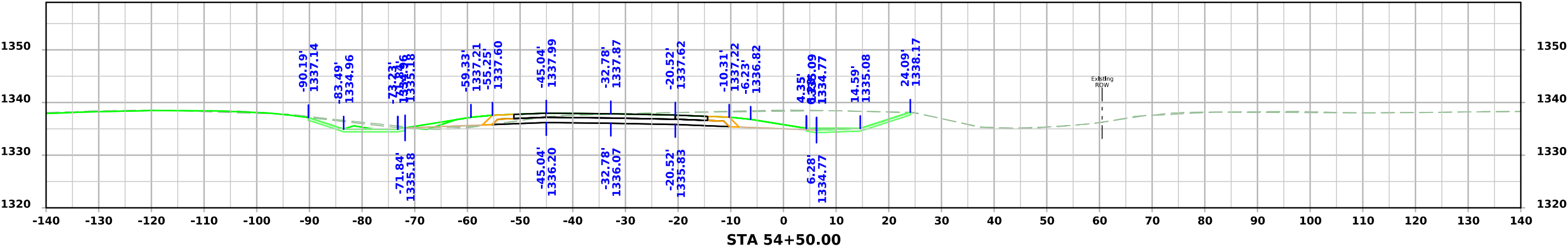




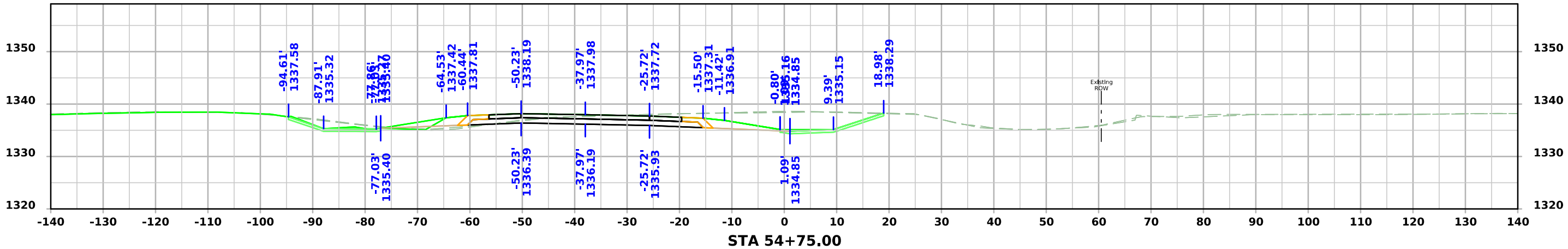
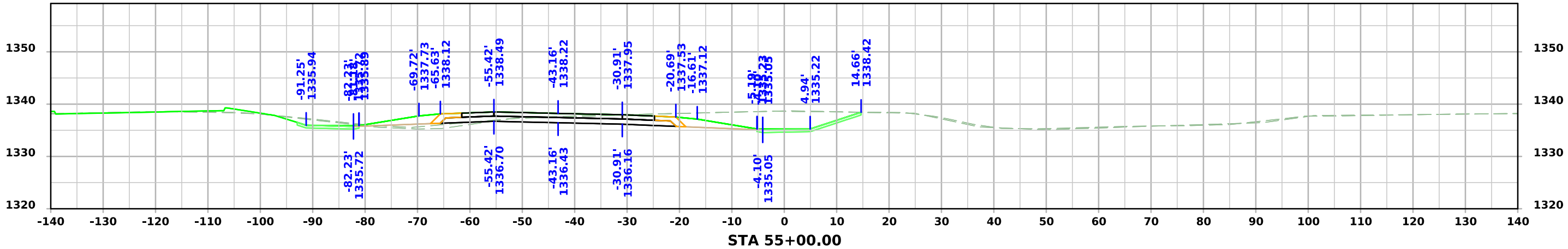
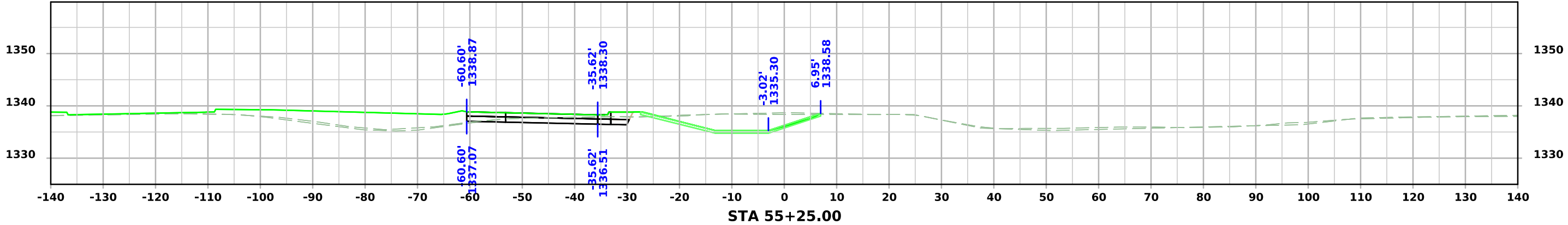
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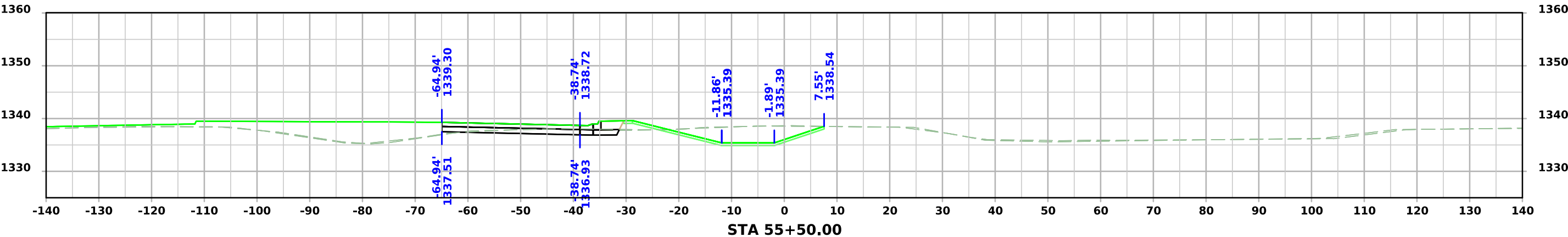
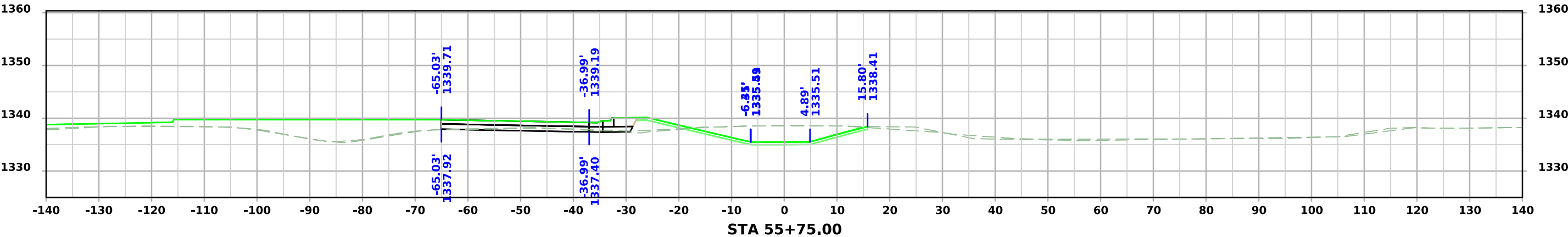
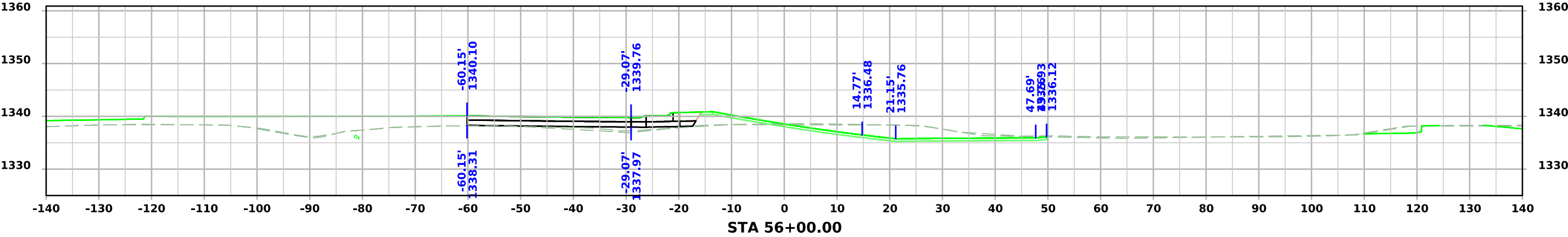
US 71 NB



US 71 NB

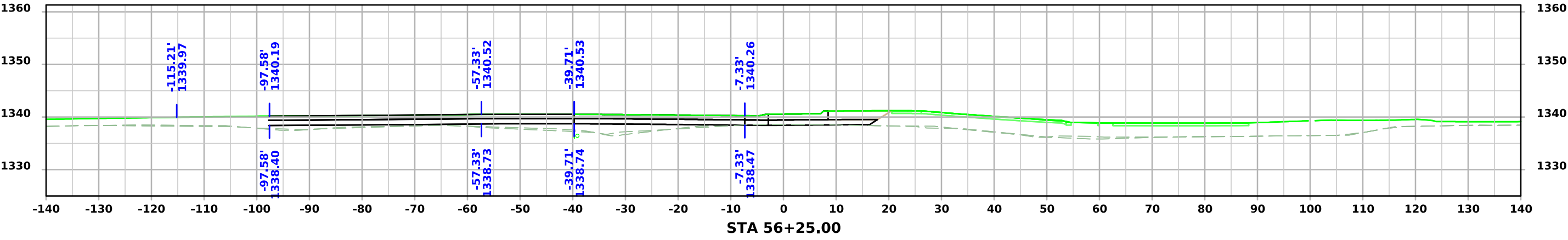
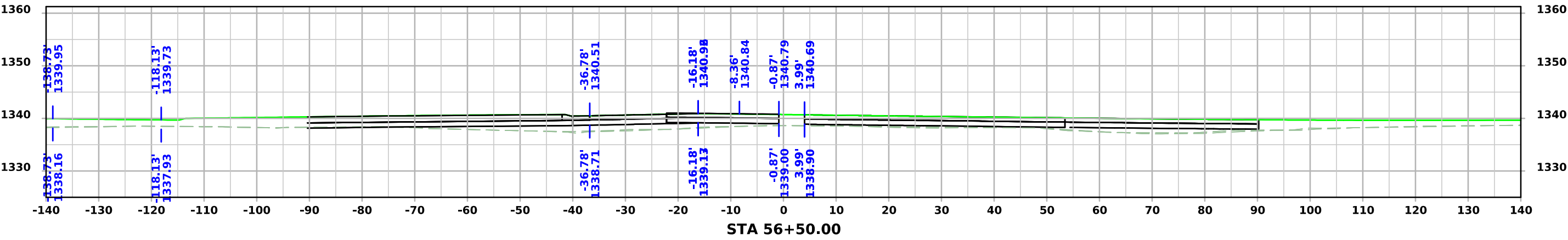
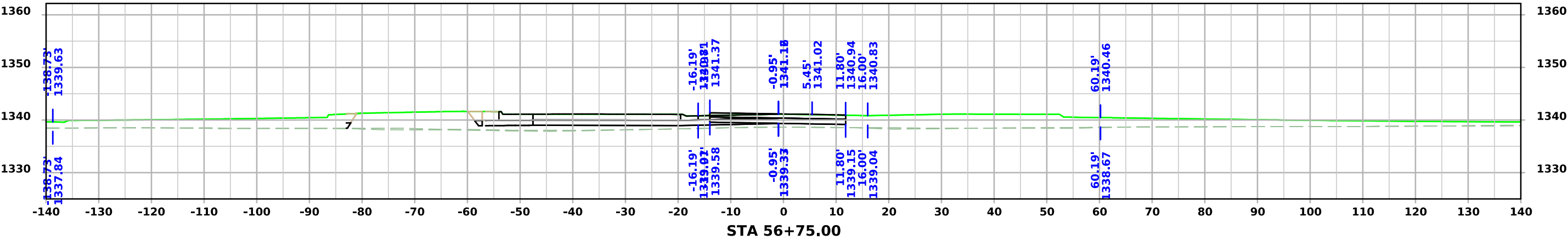


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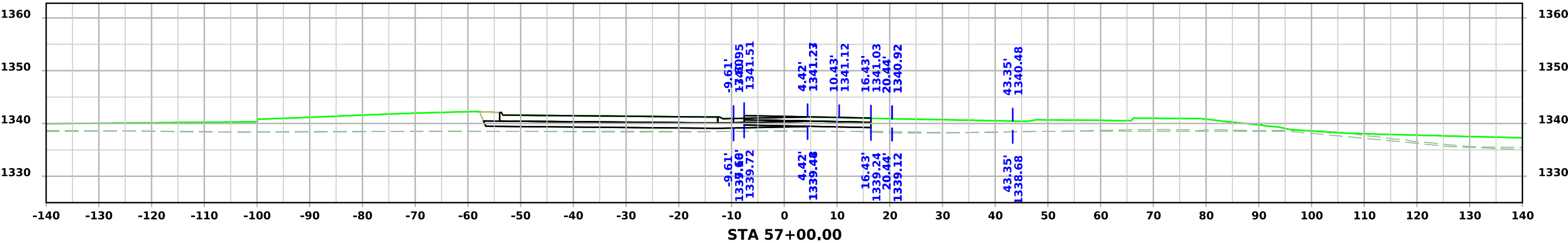
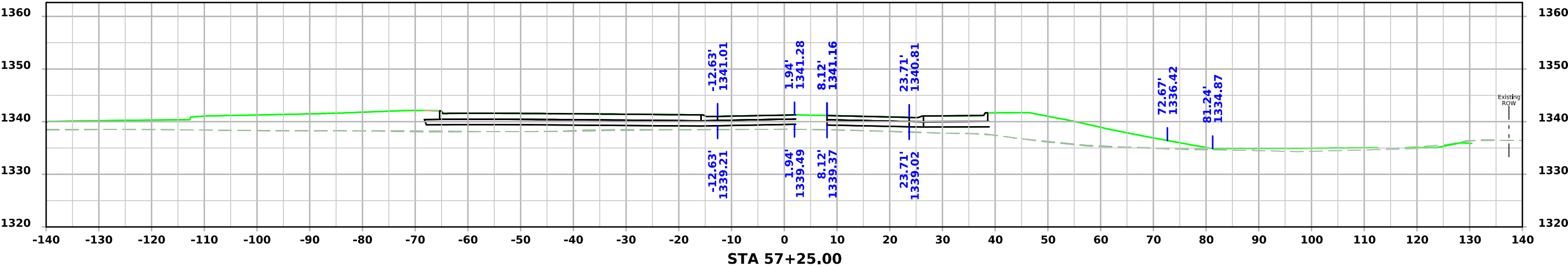
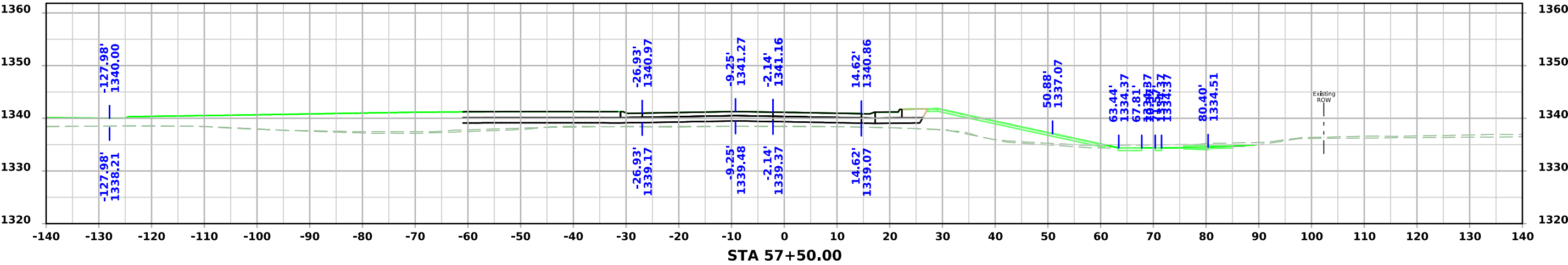




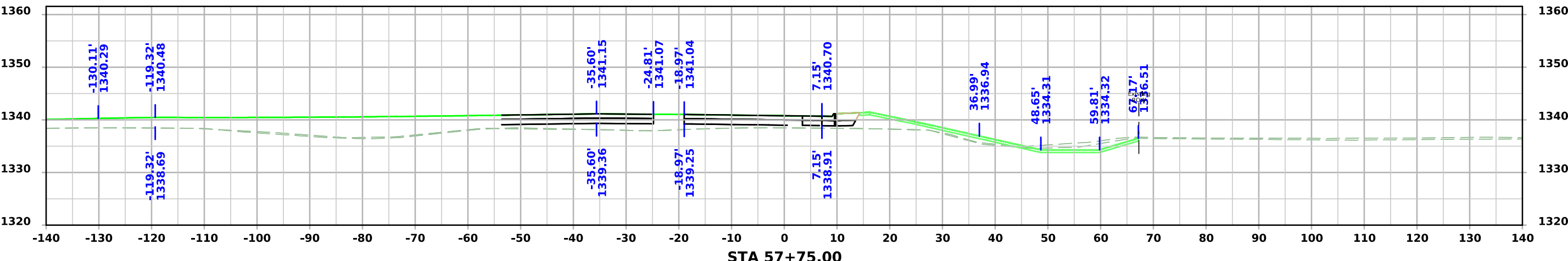
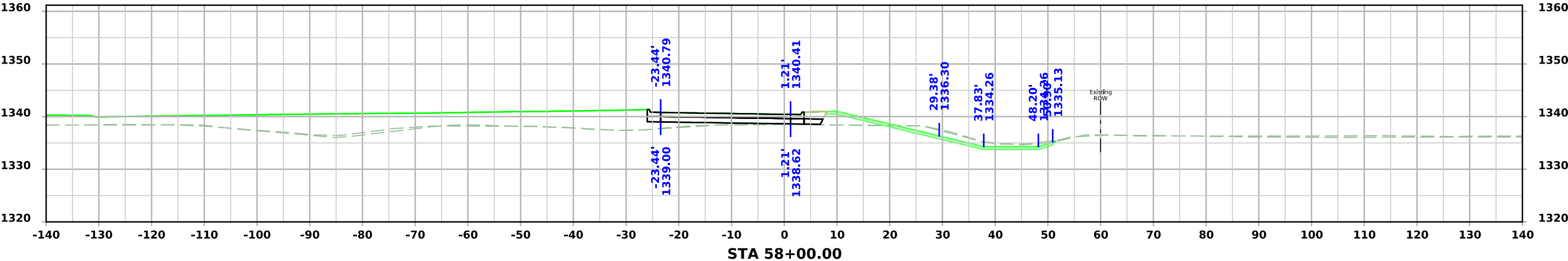
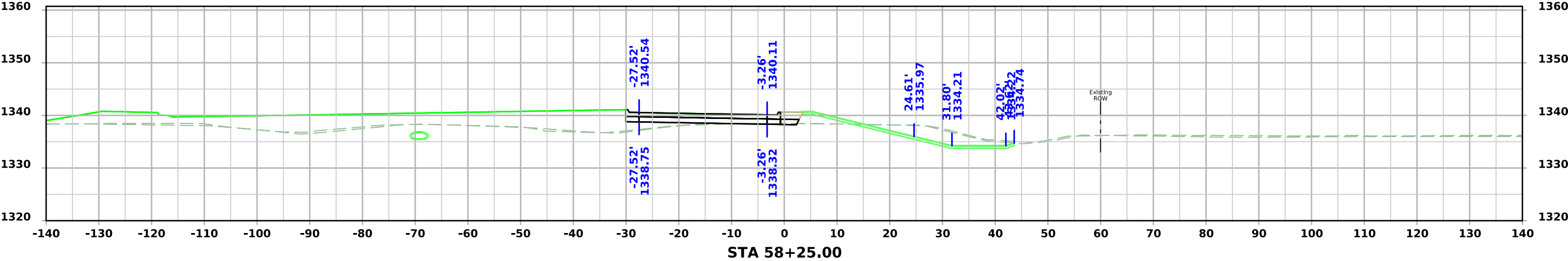
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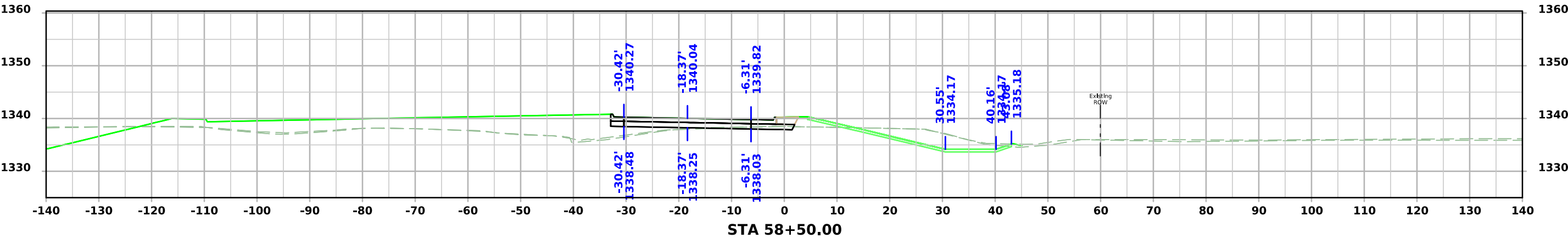
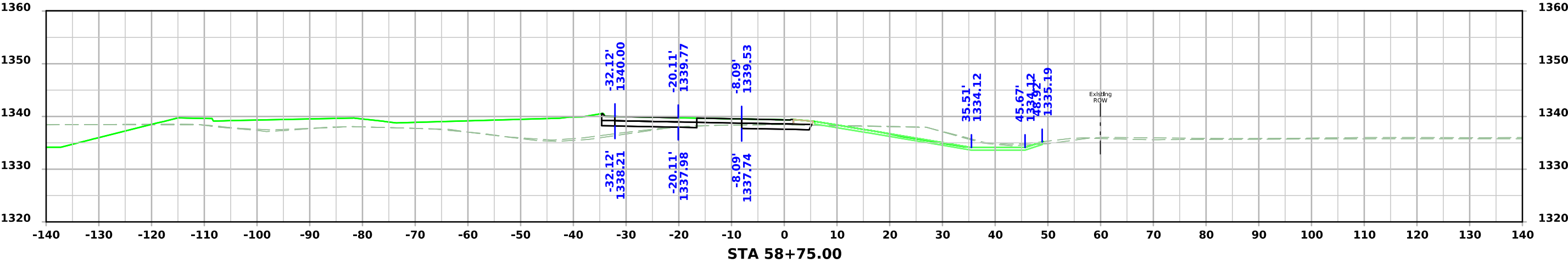
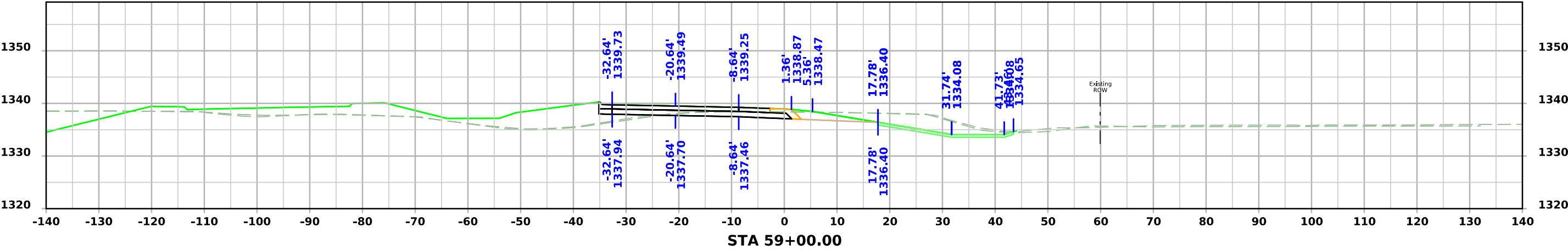
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US 71 NB

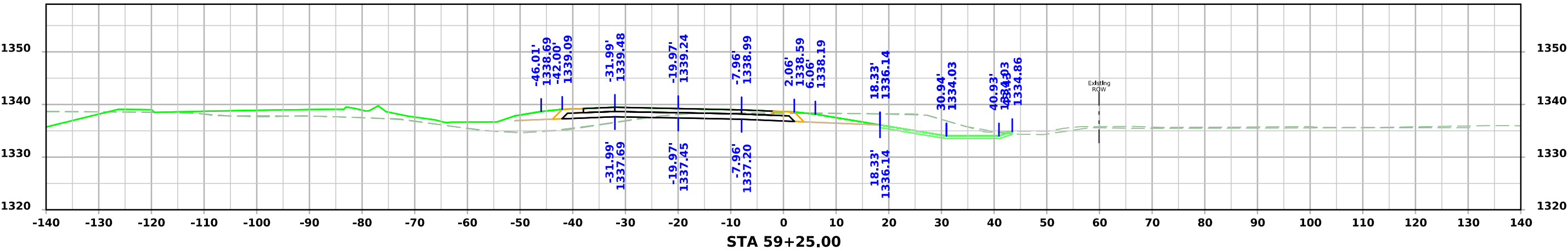
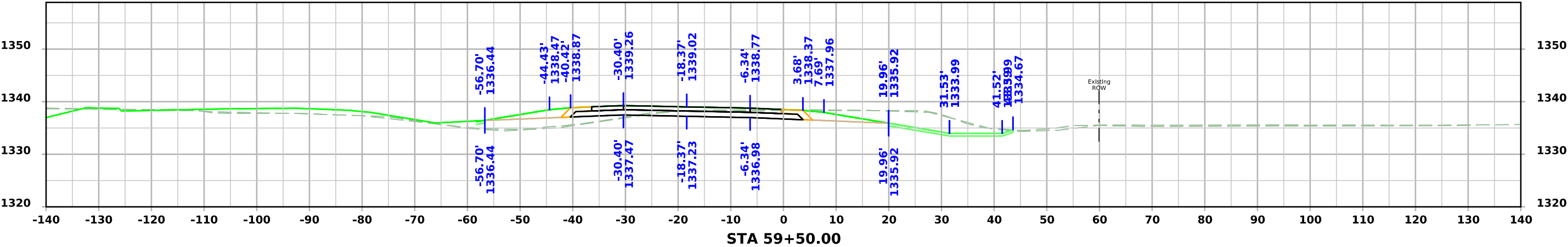
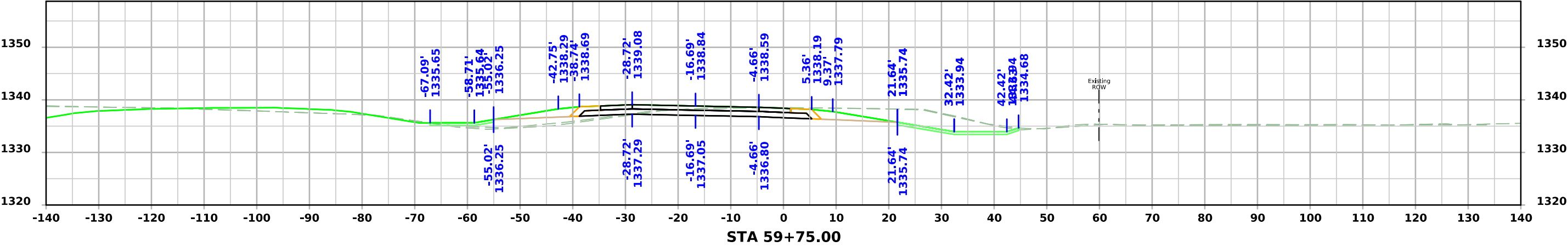


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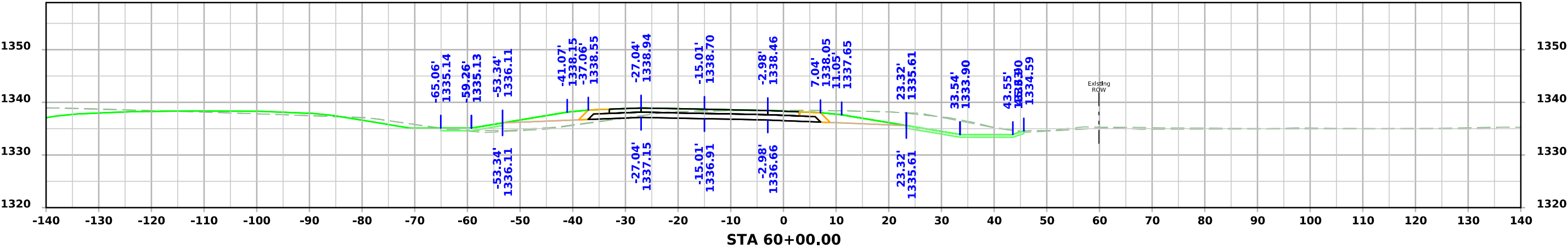
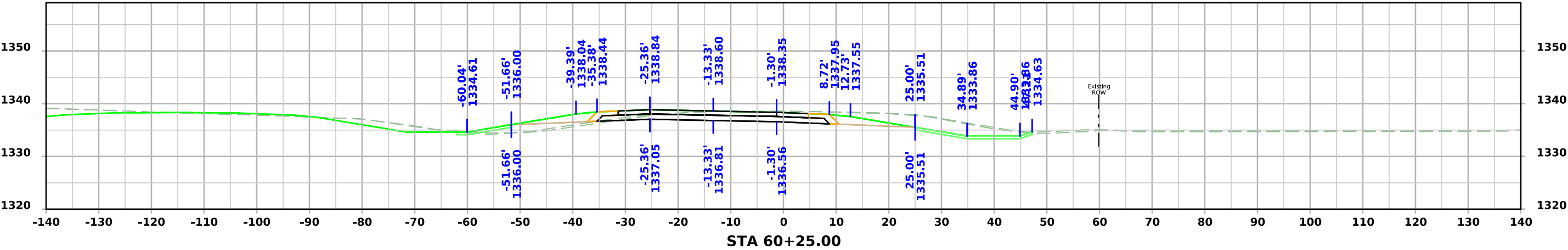
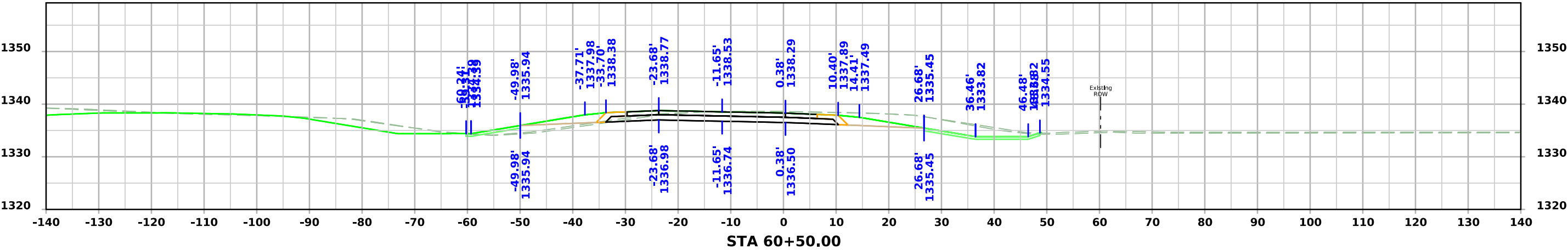




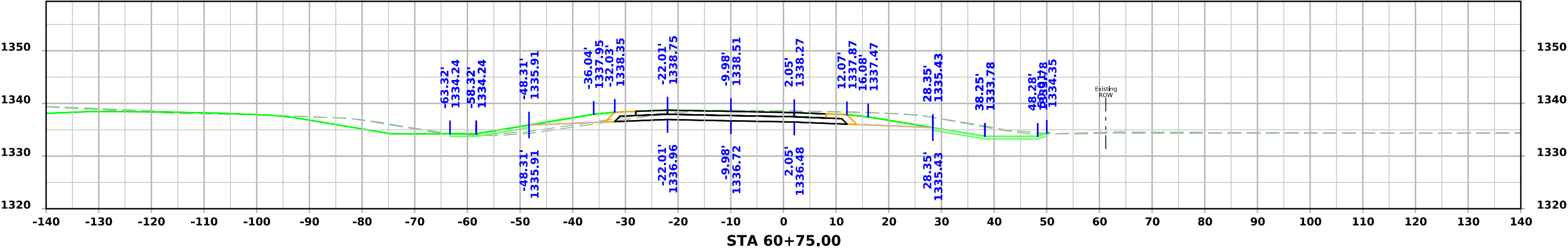
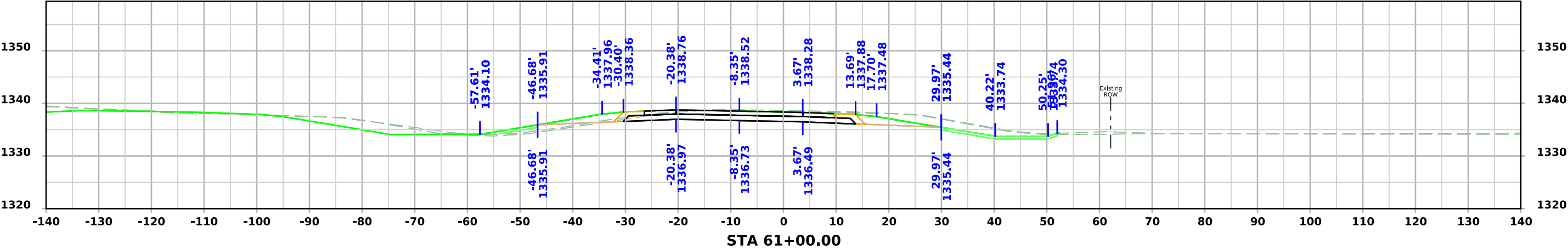
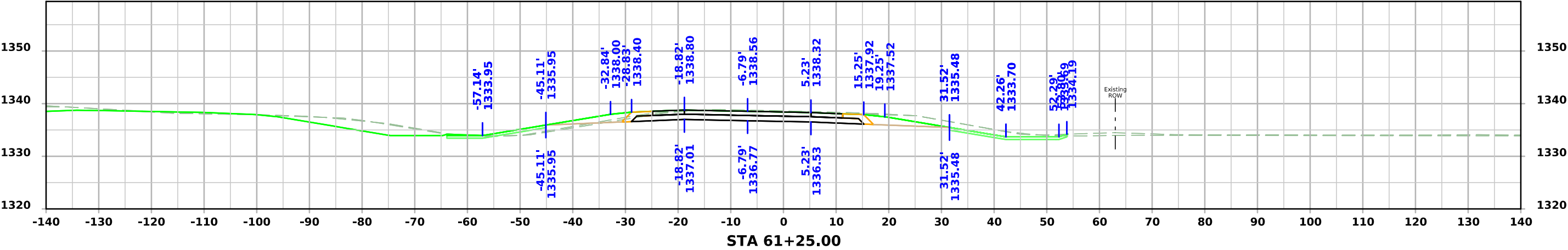
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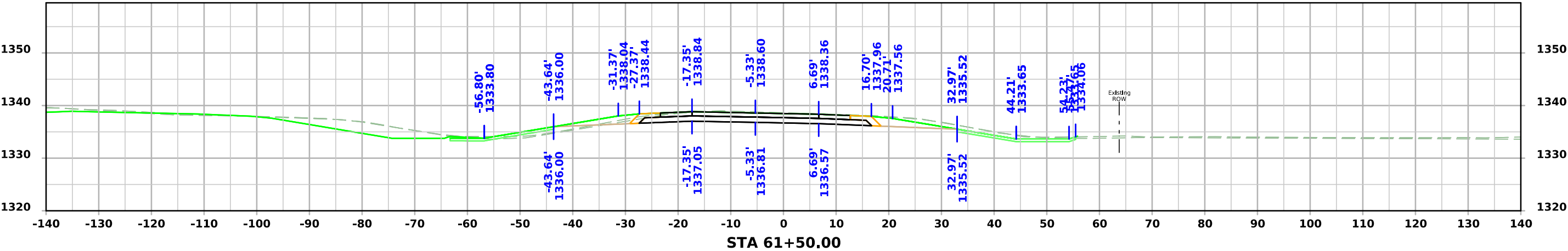
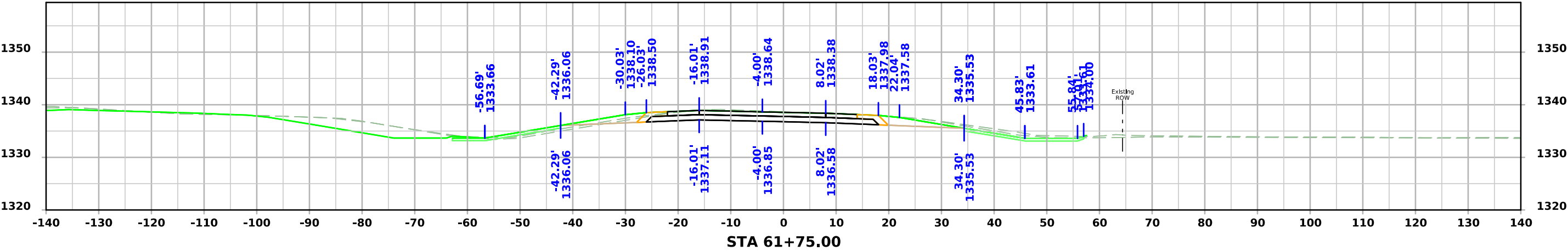
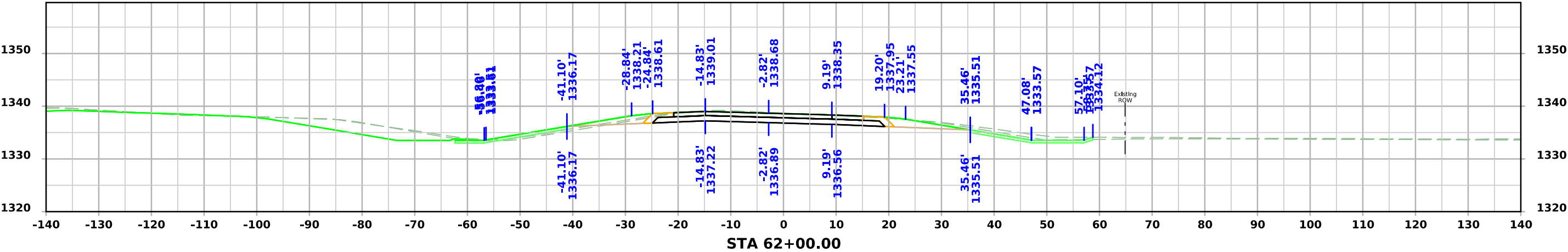
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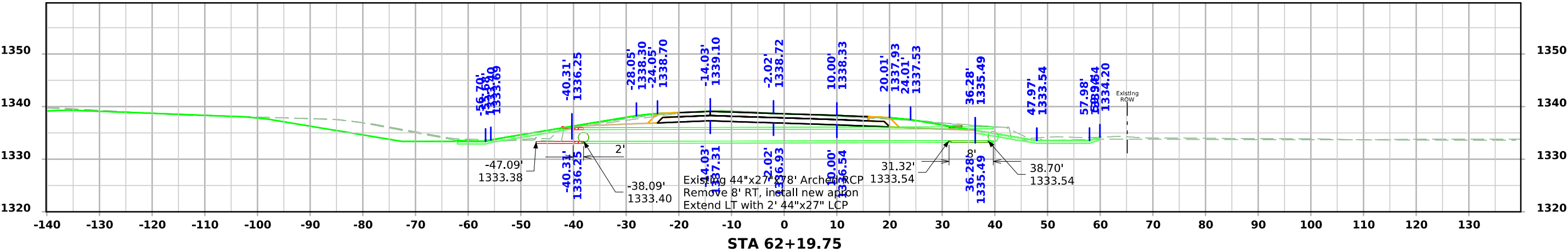
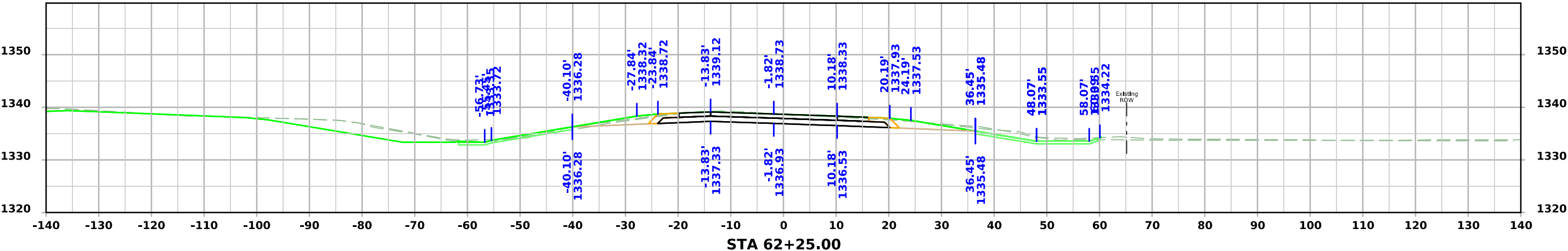
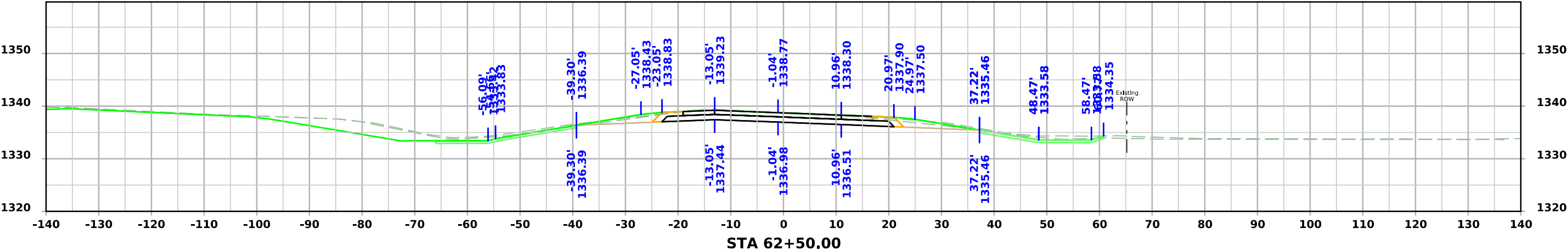
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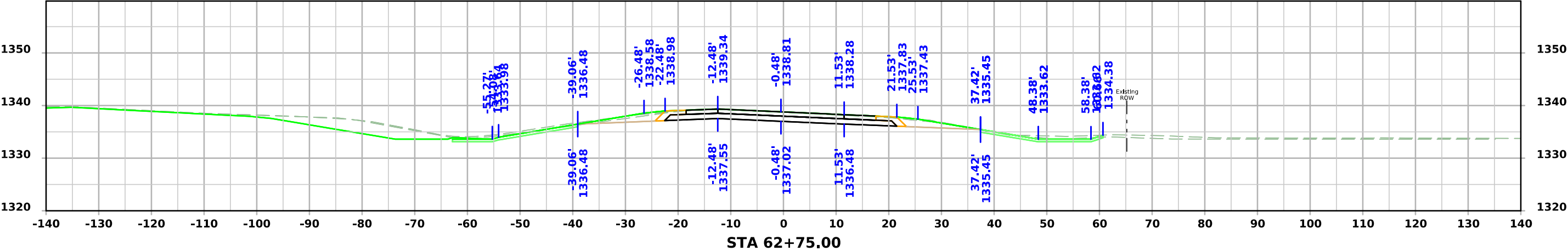
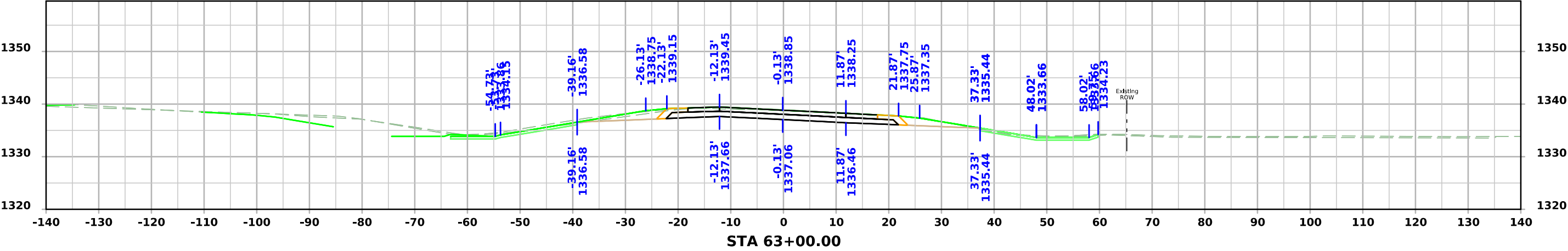
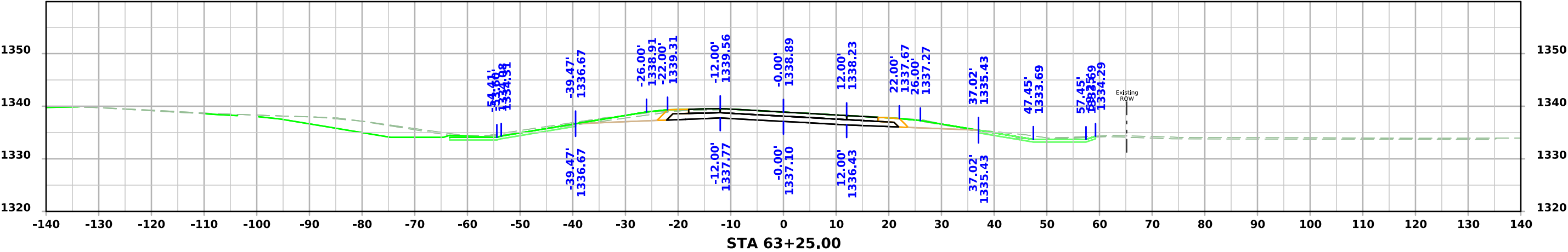


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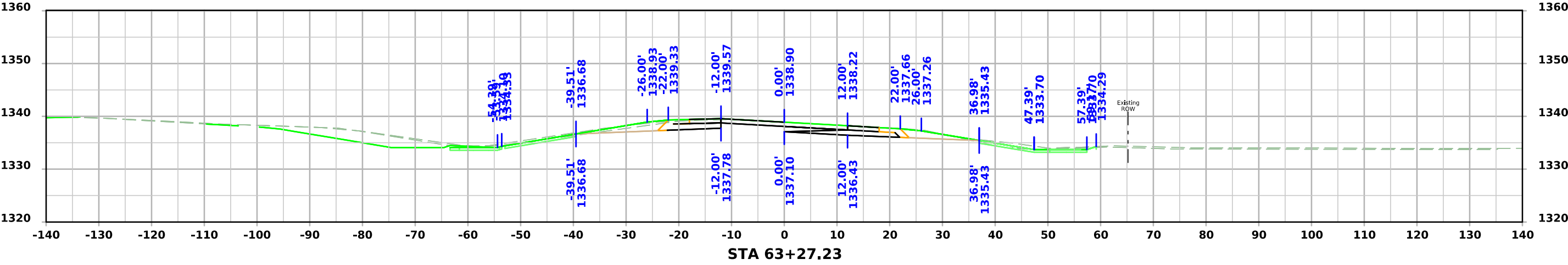
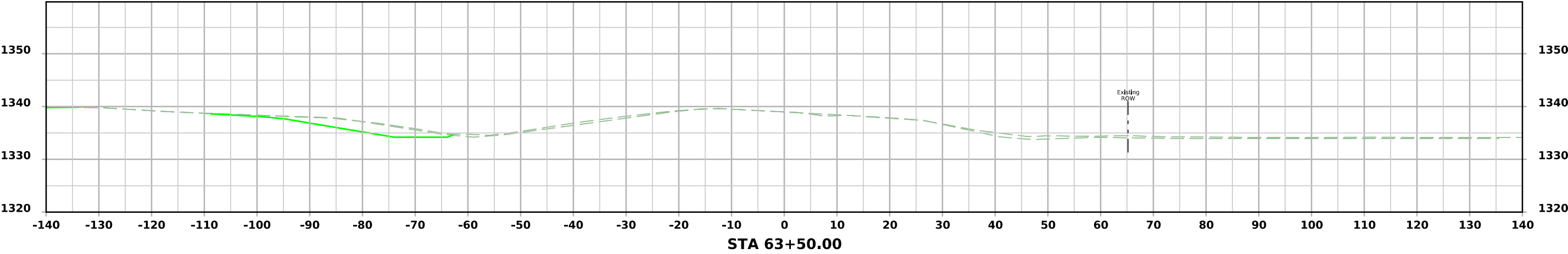
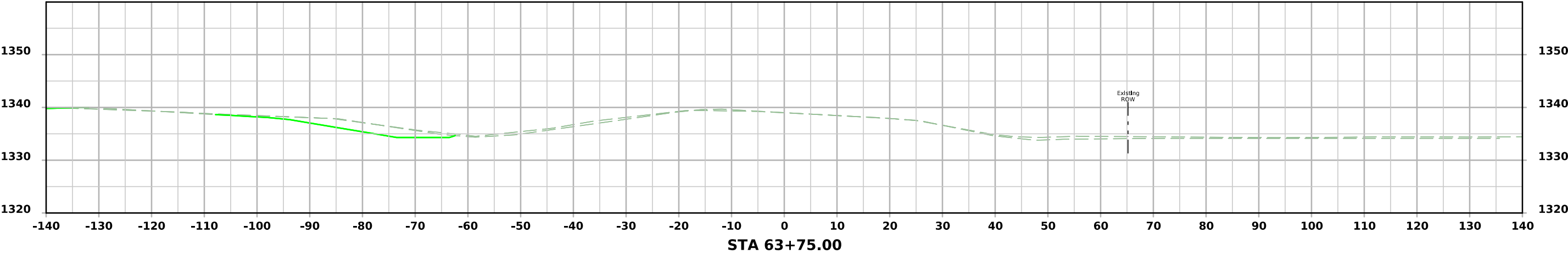




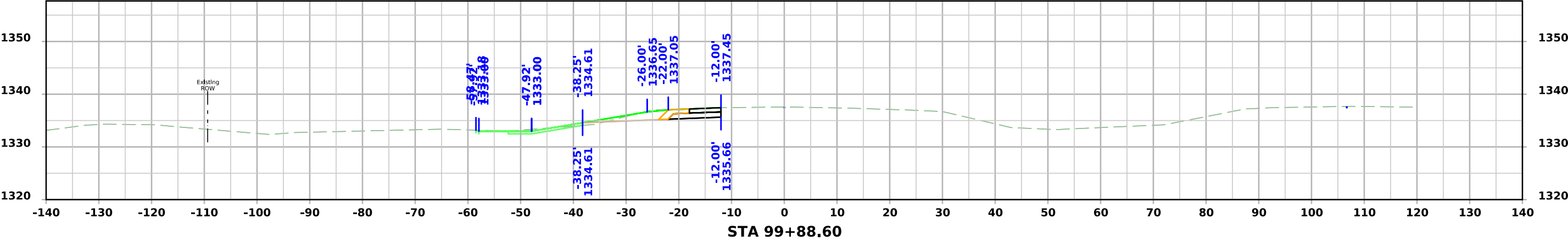
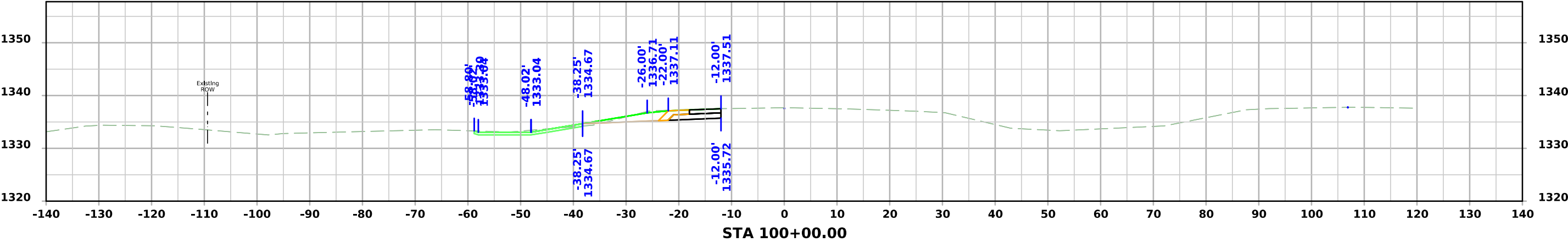
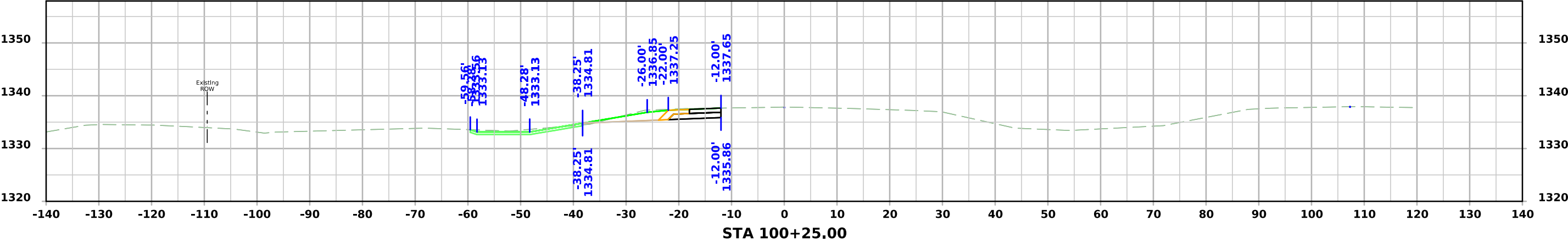
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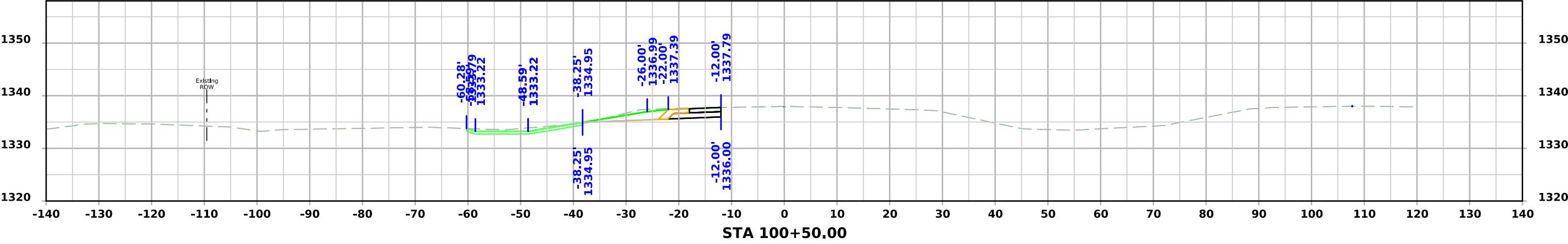
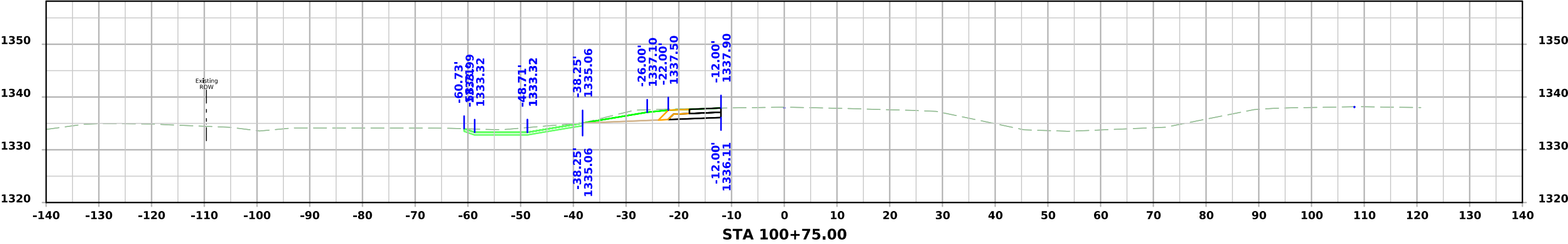
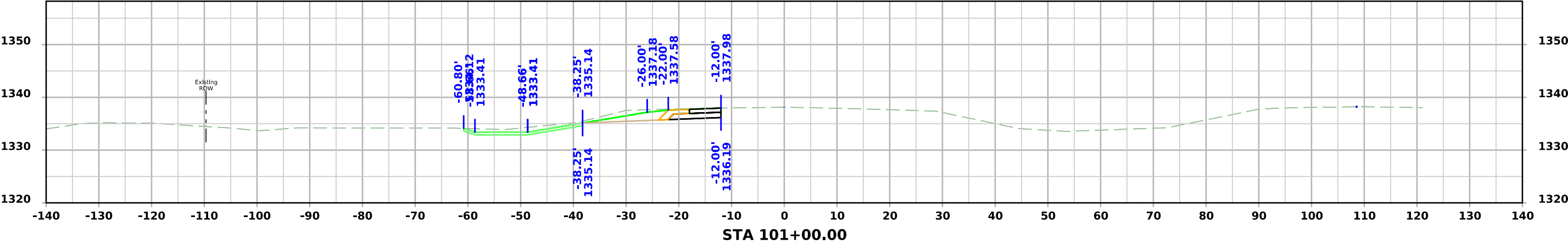
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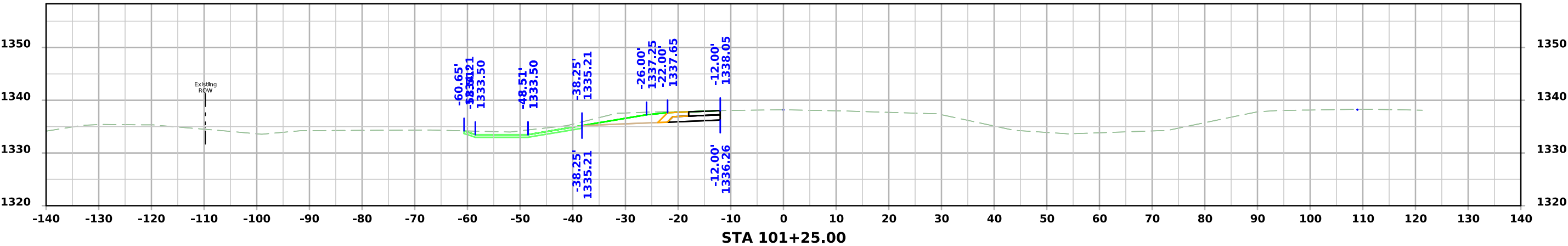
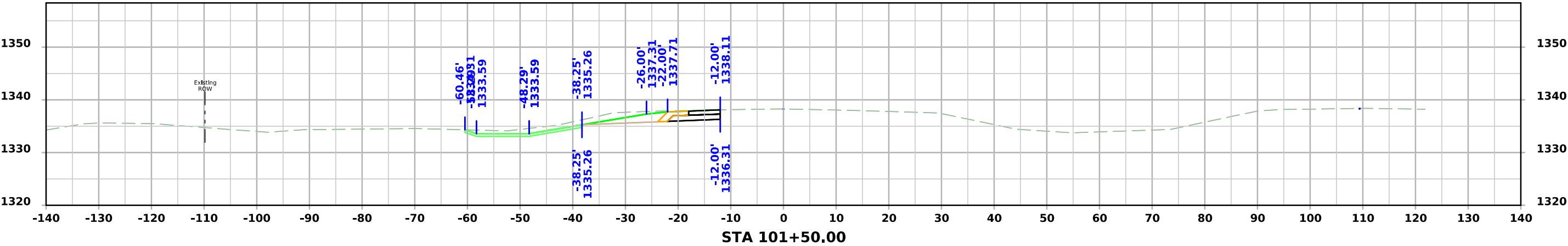
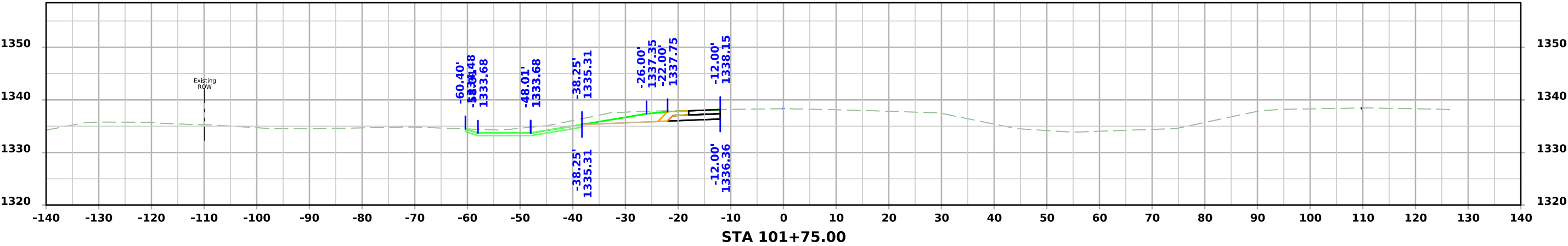
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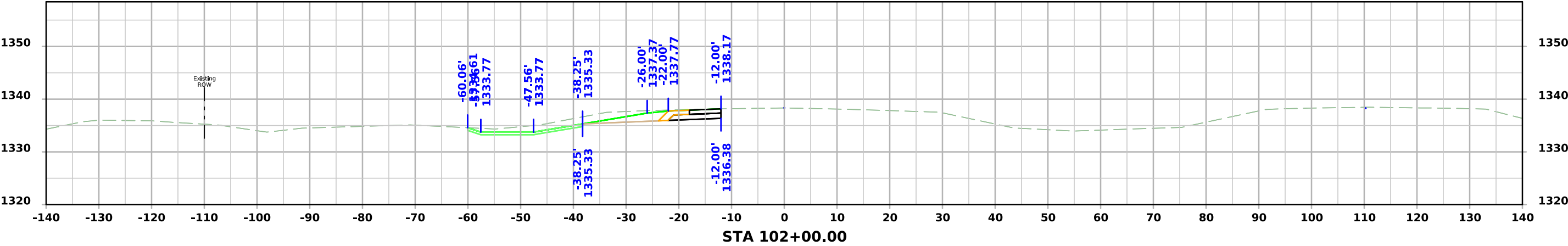
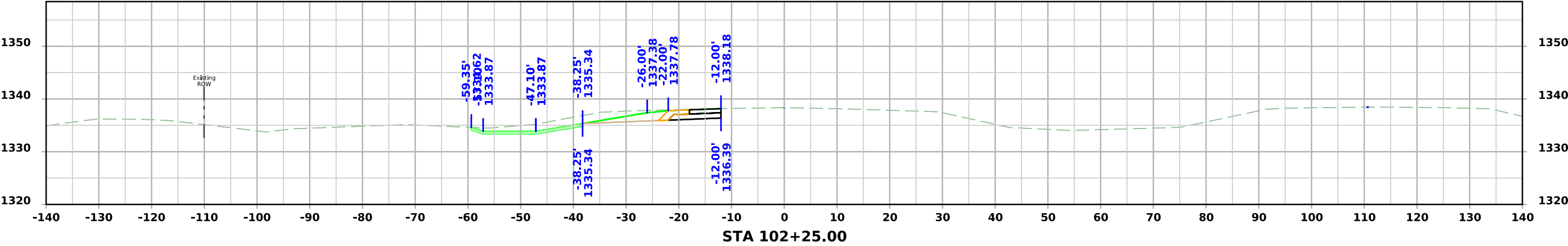
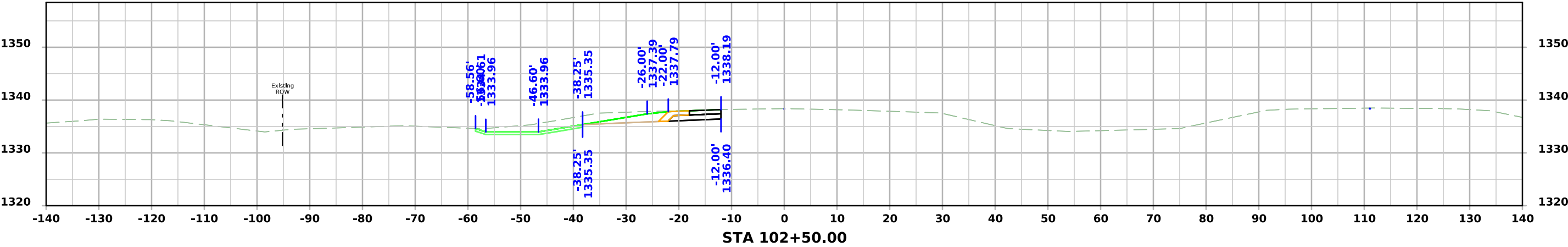


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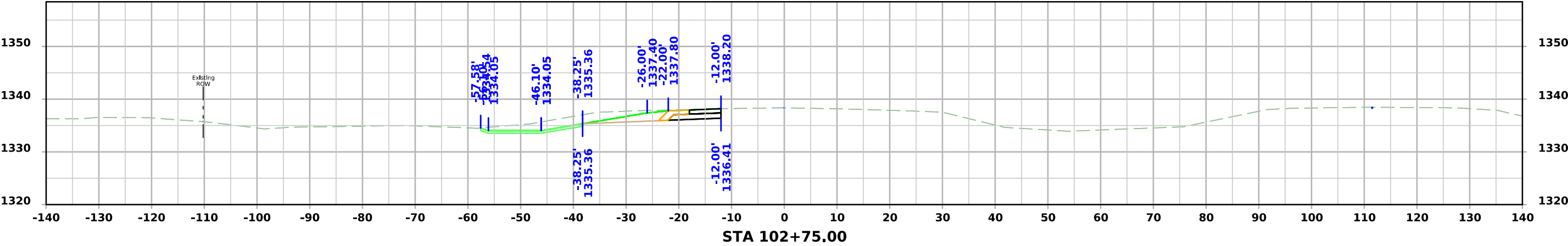
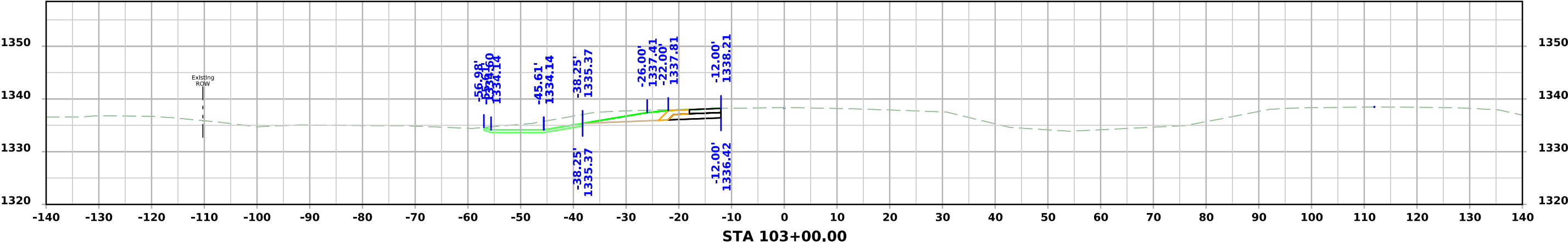
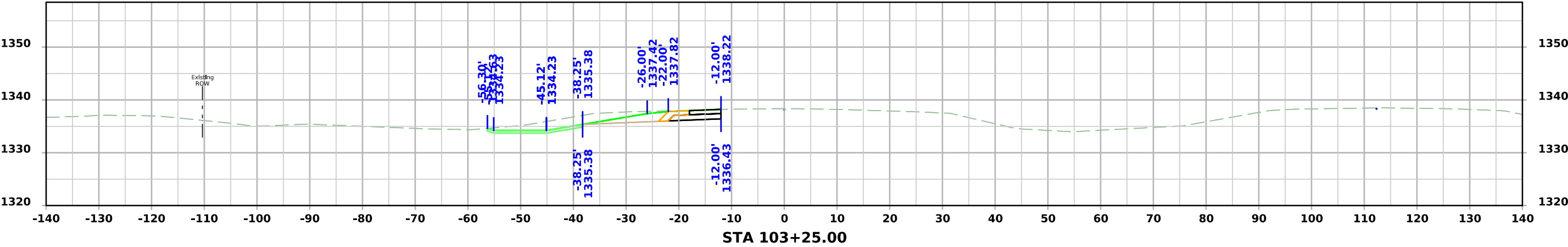




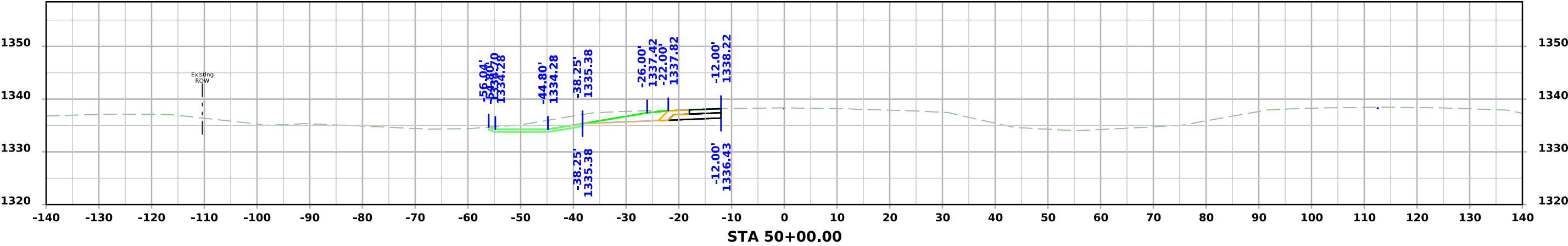
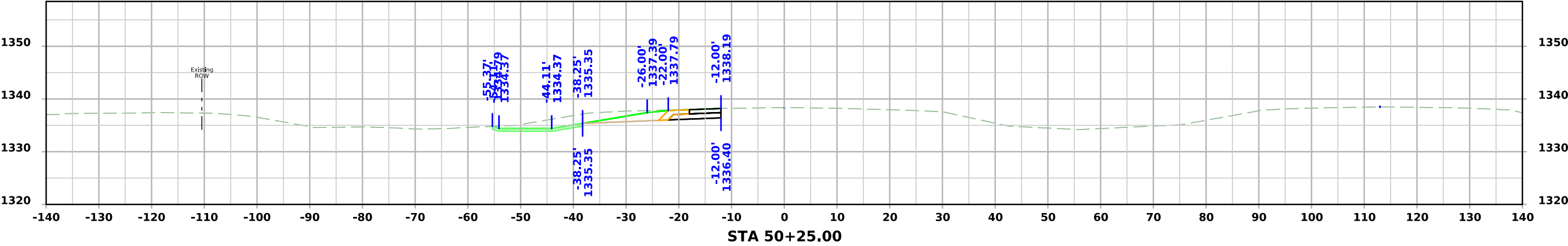
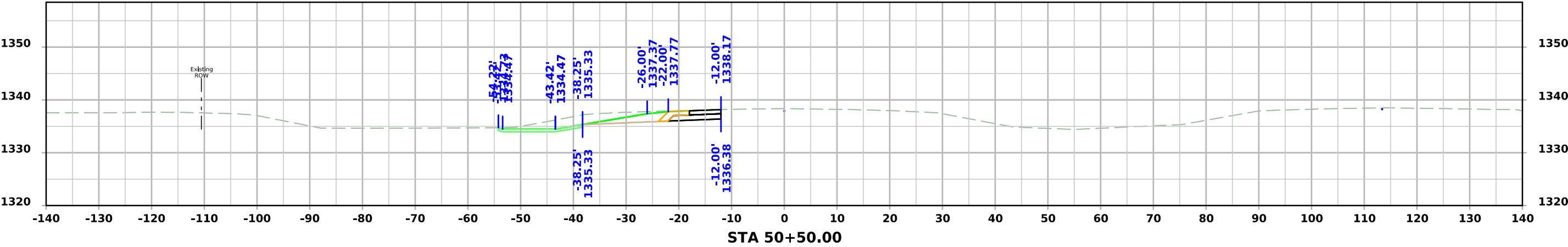
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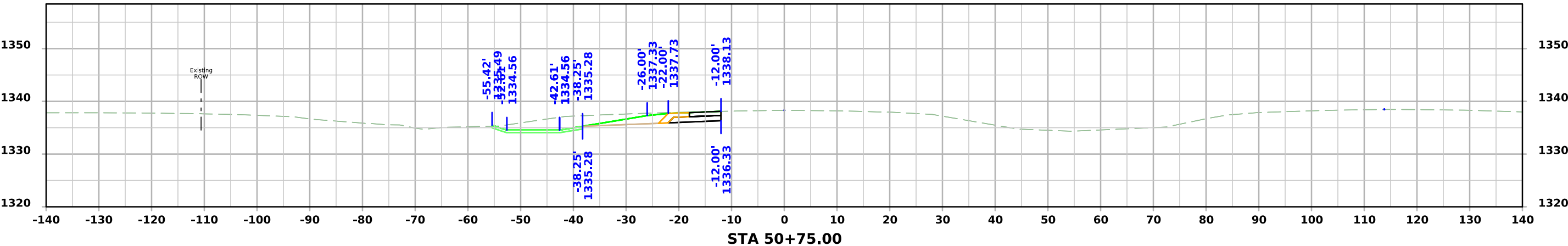
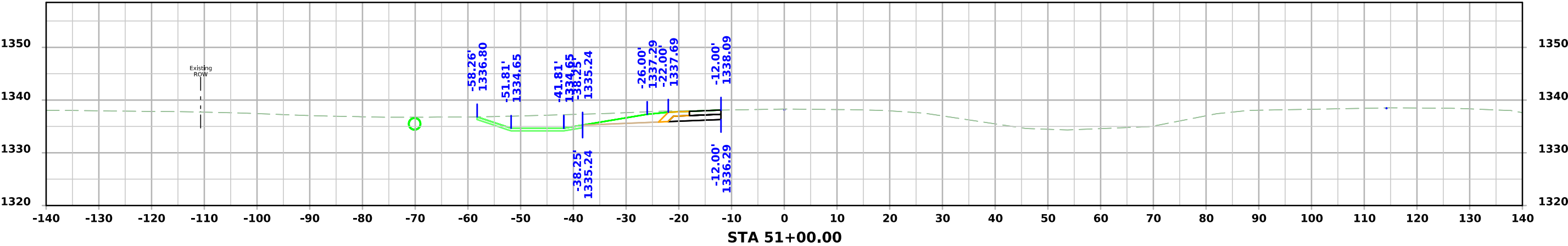
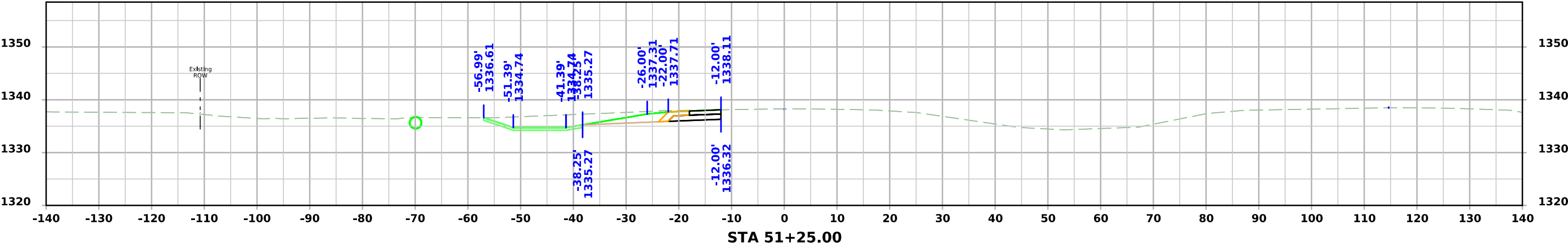
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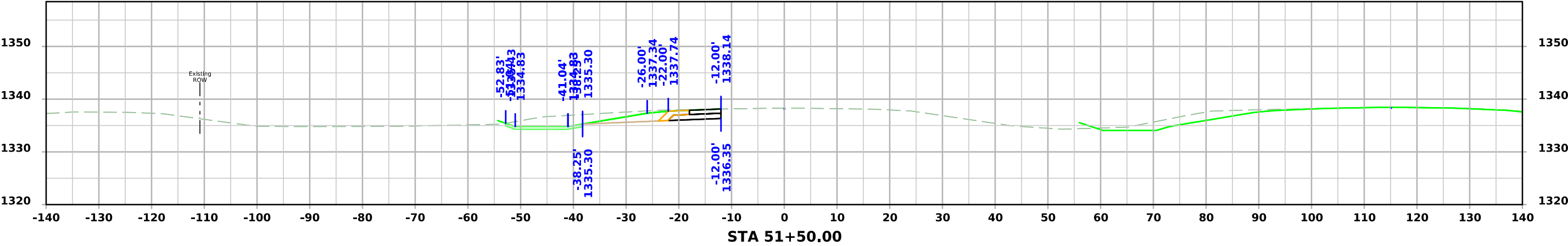
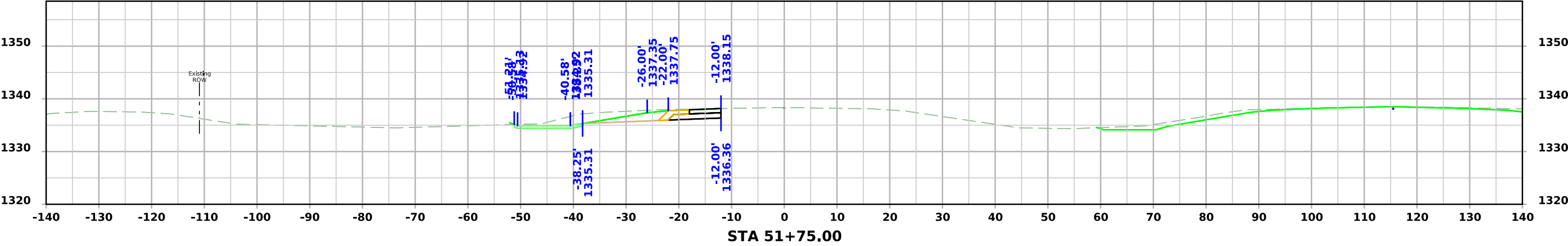
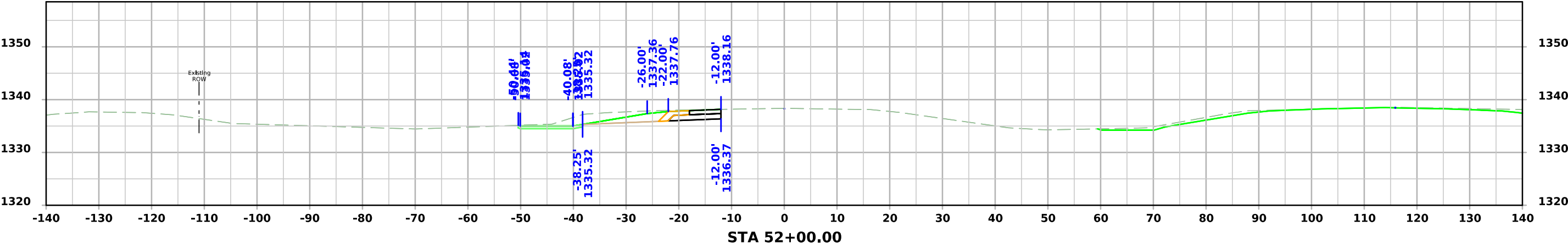
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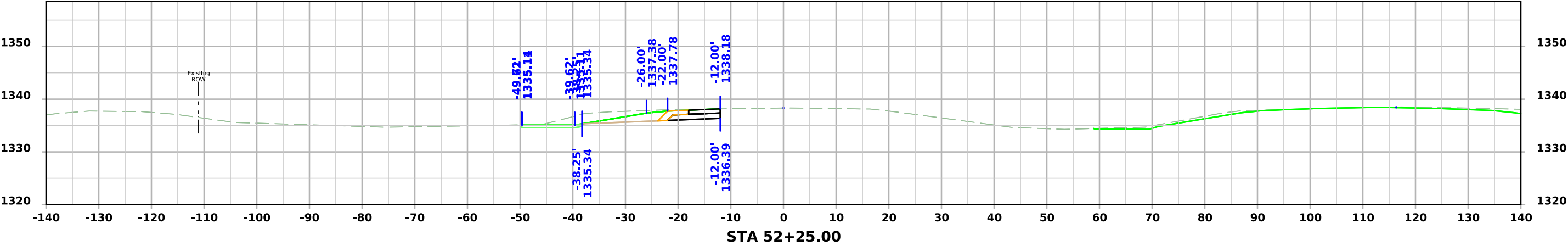
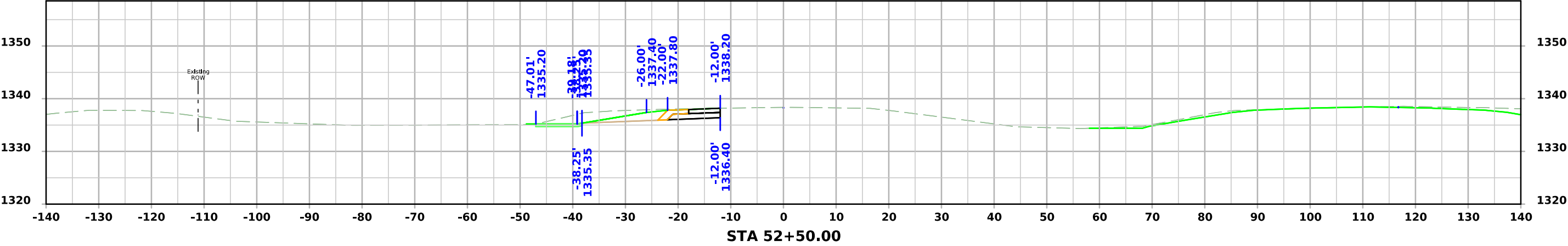
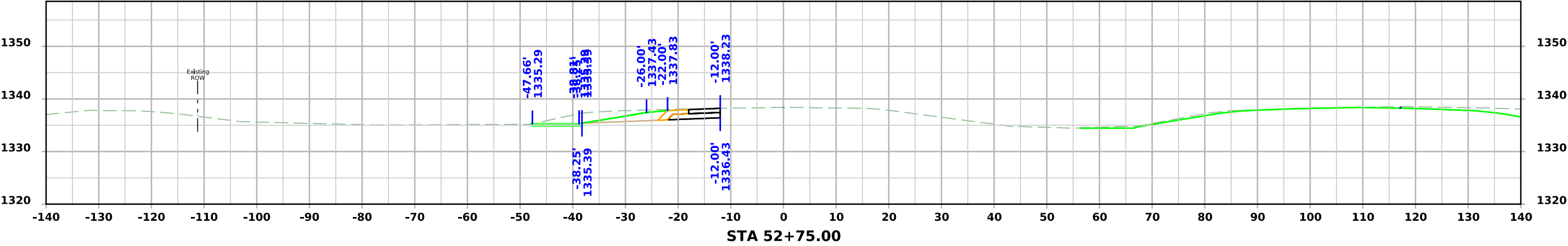


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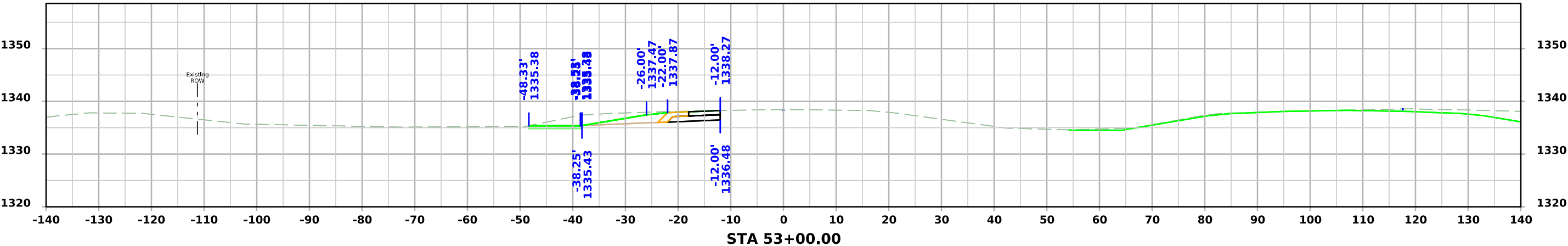
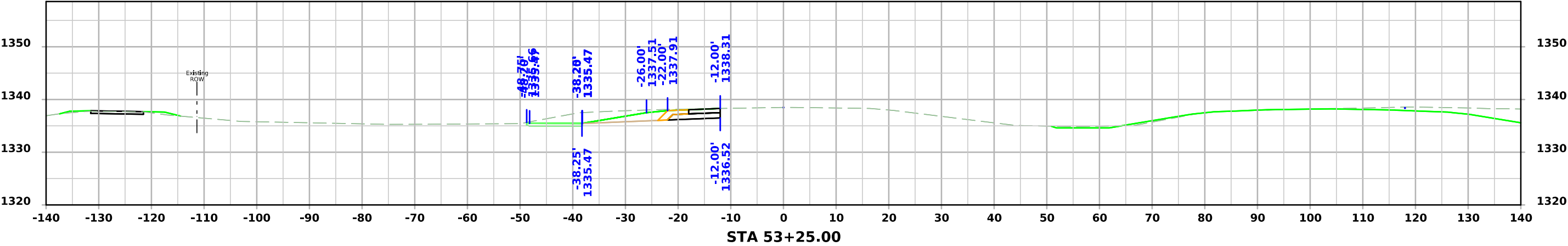
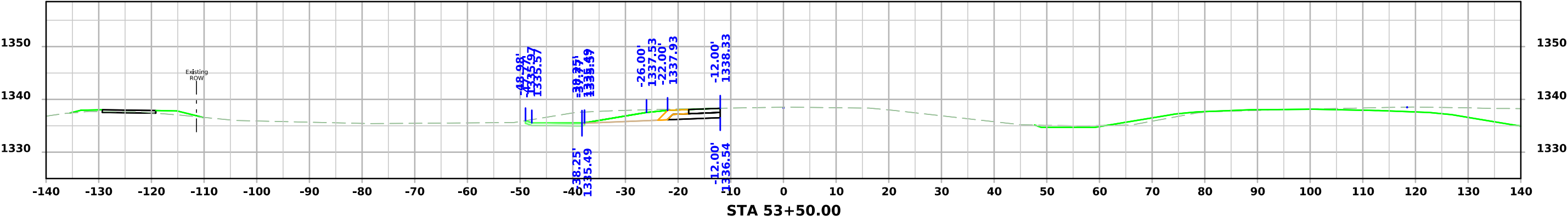




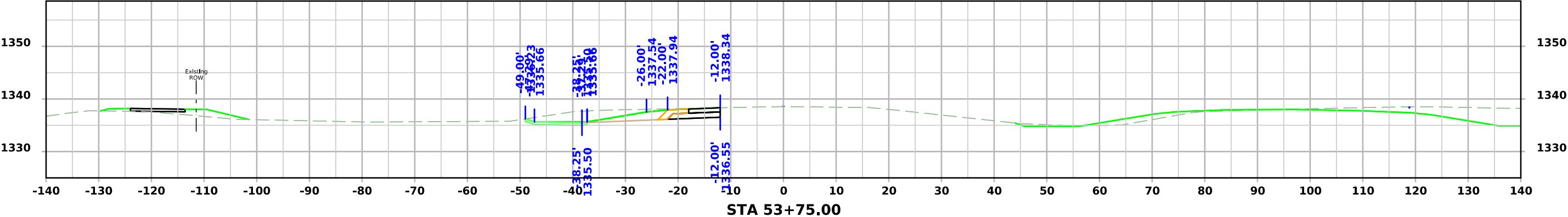
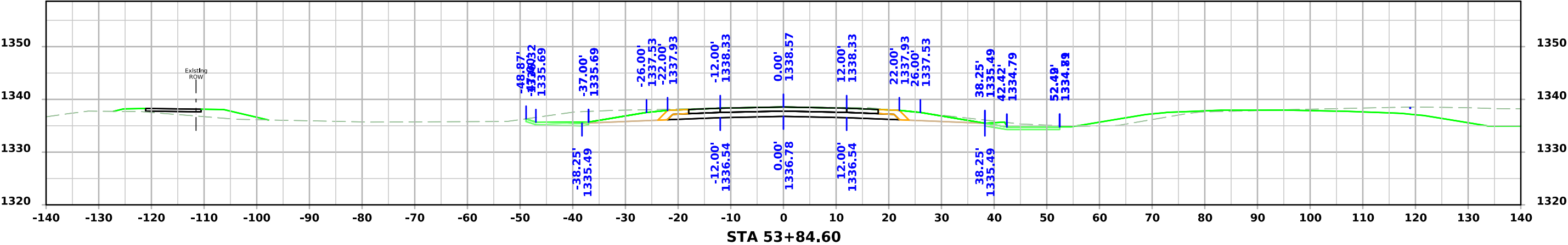
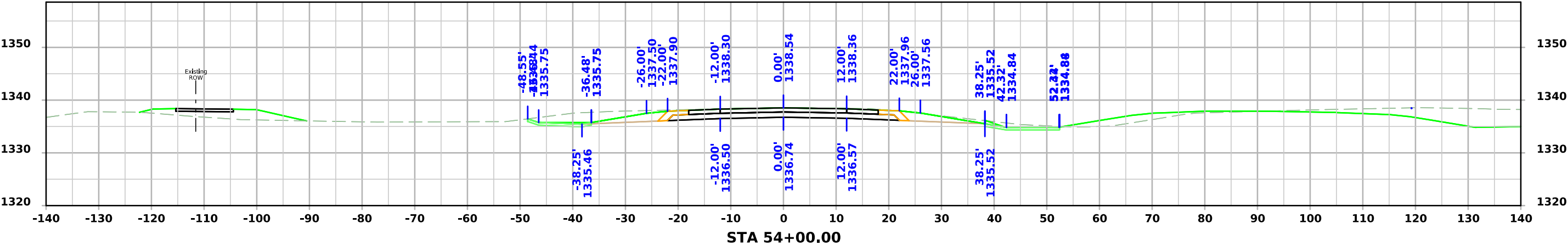
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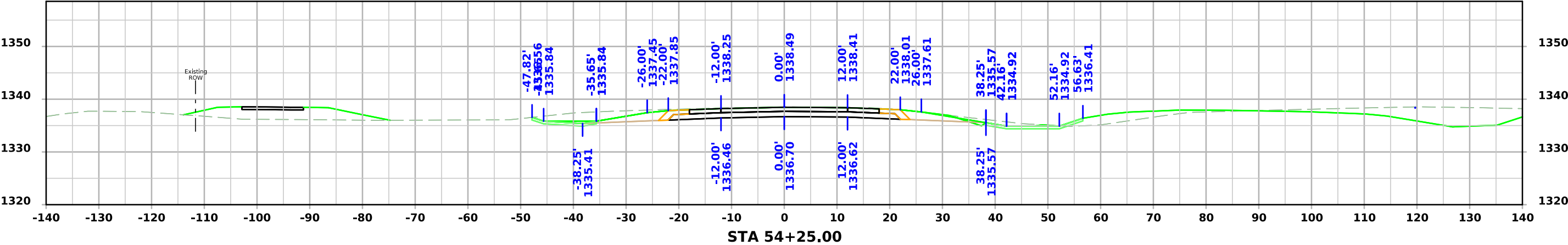
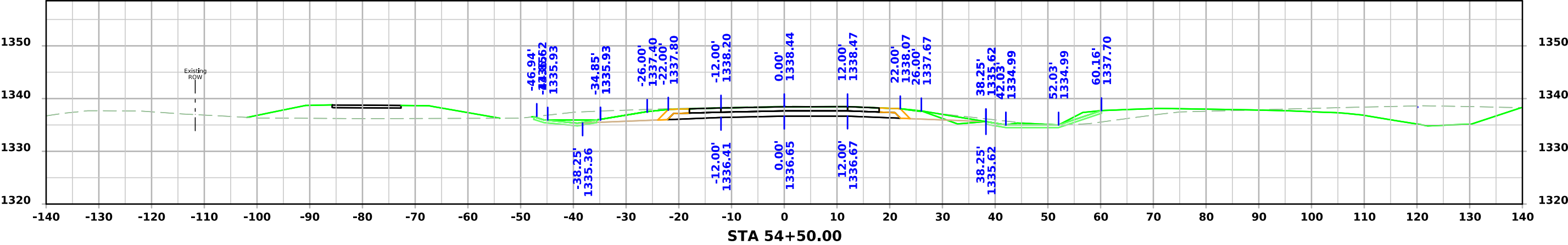
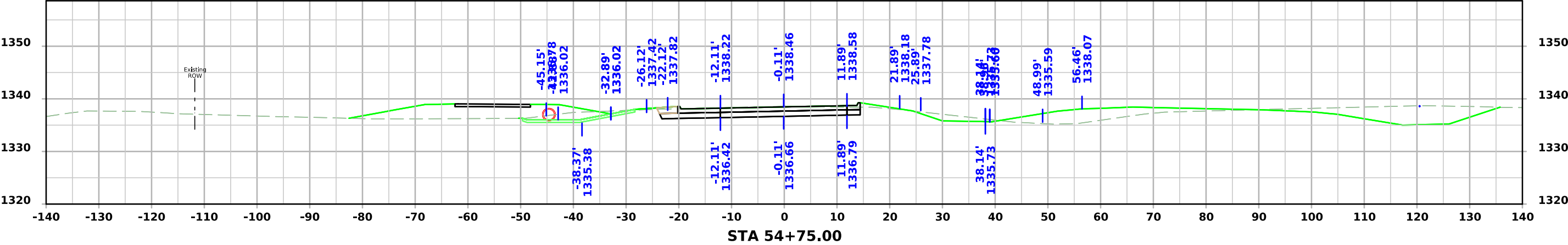
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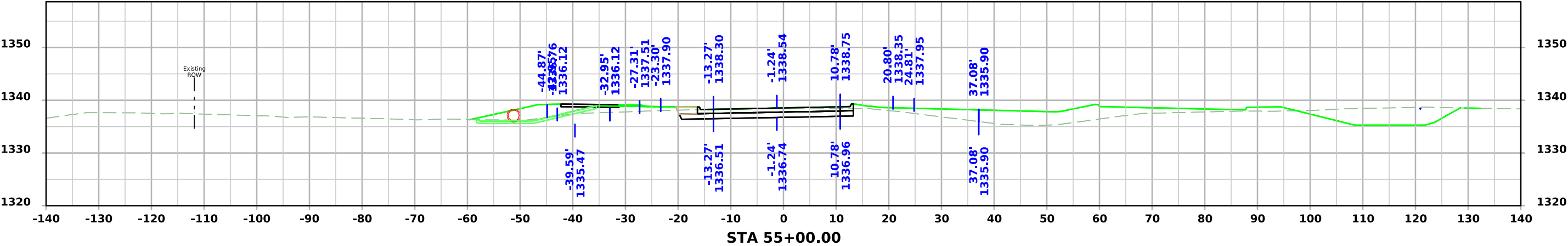
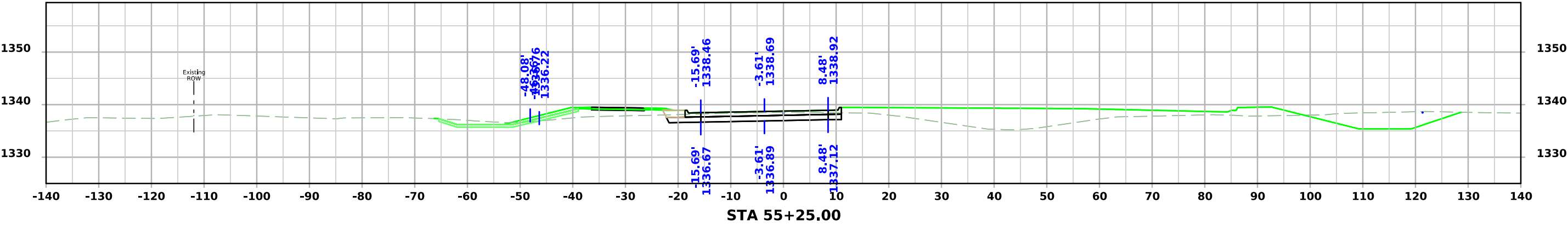
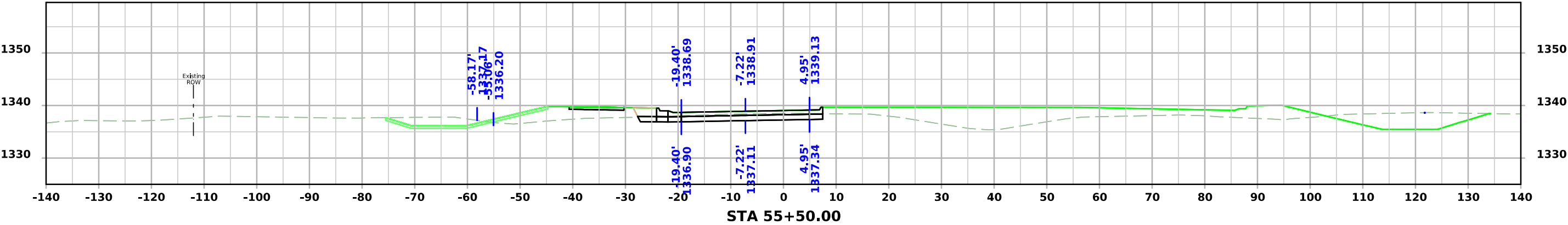
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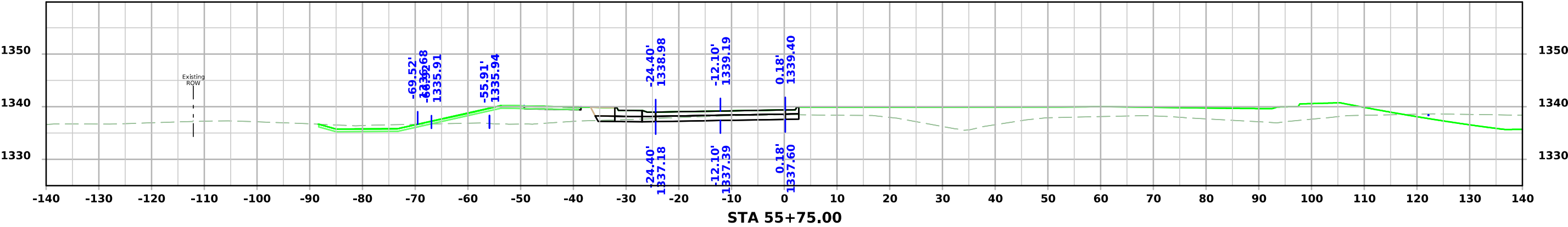
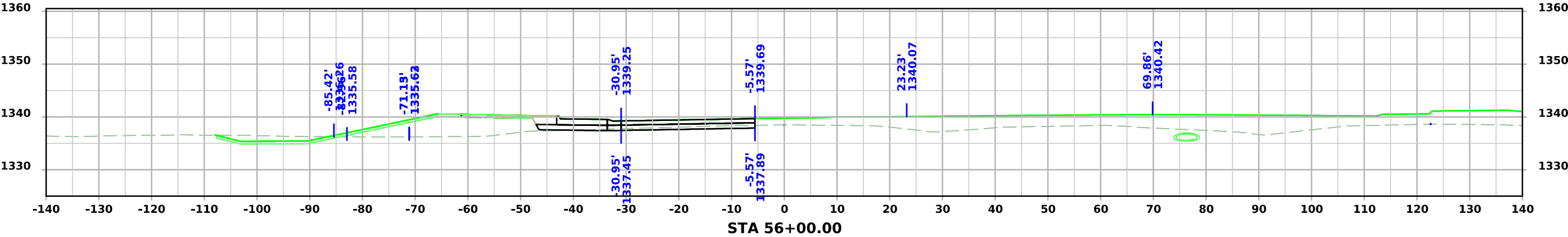
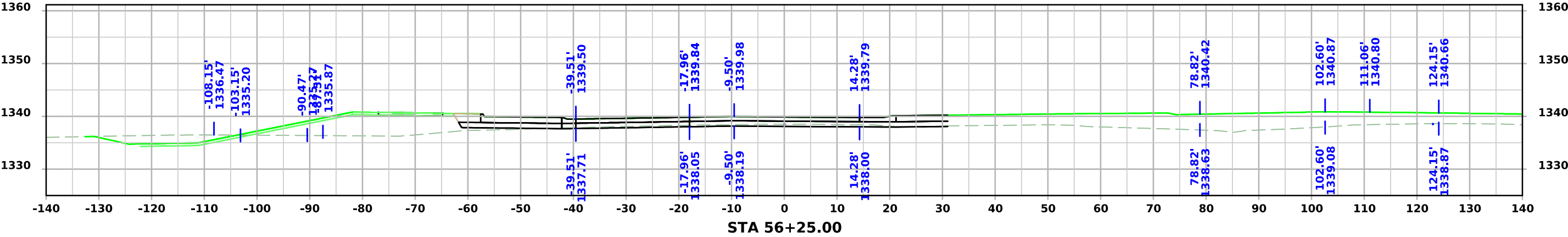


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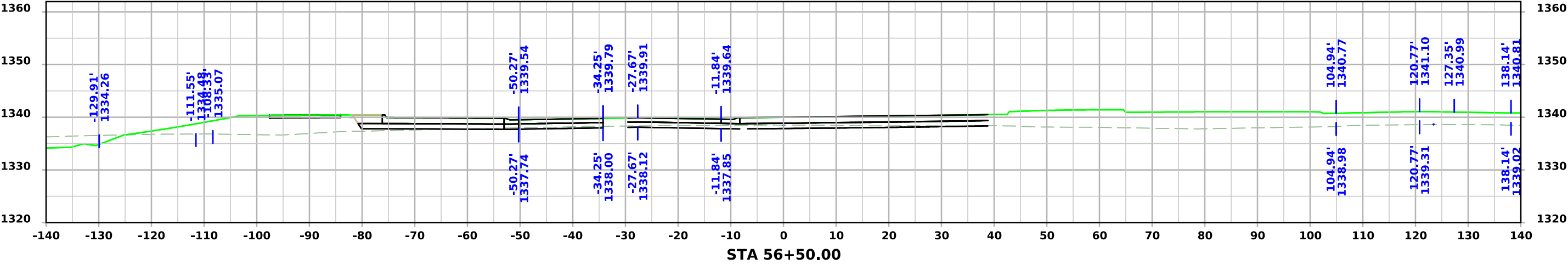
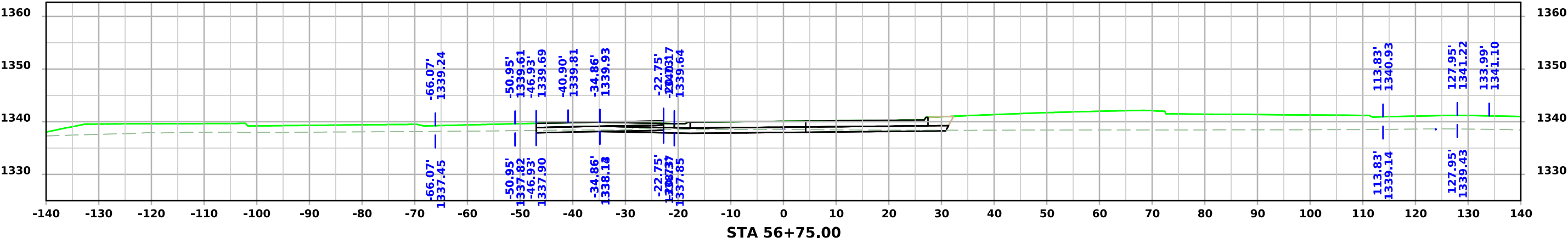
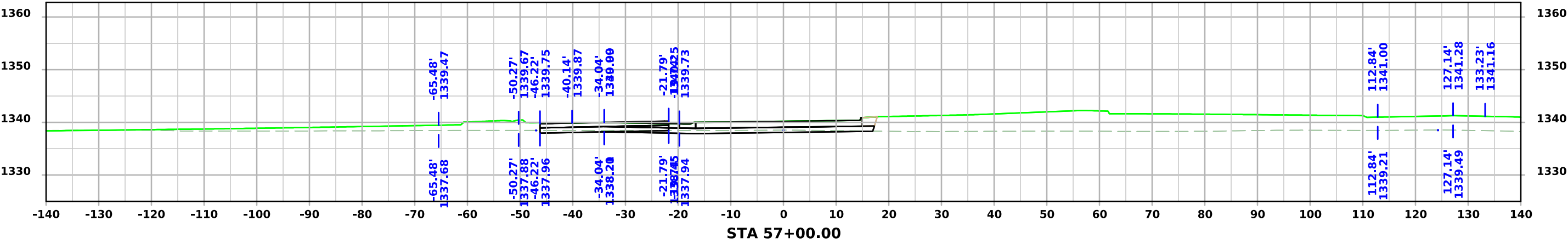




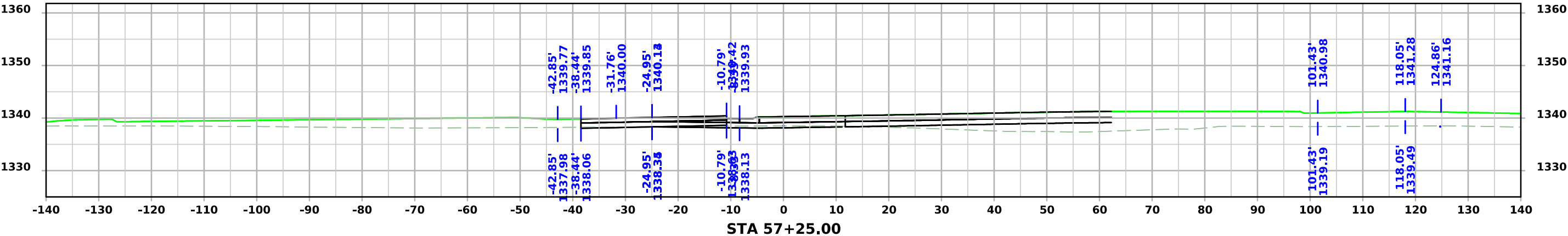
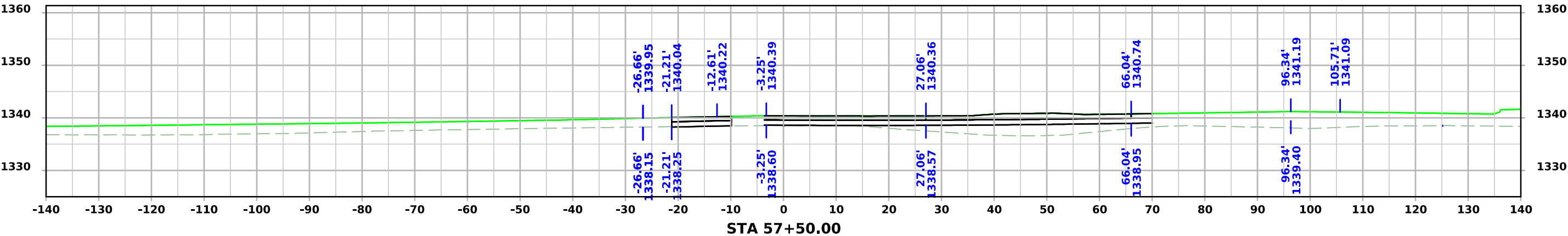
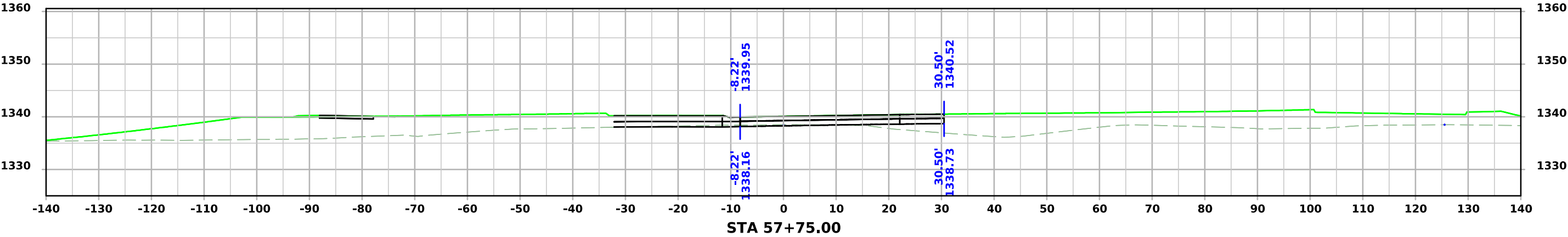
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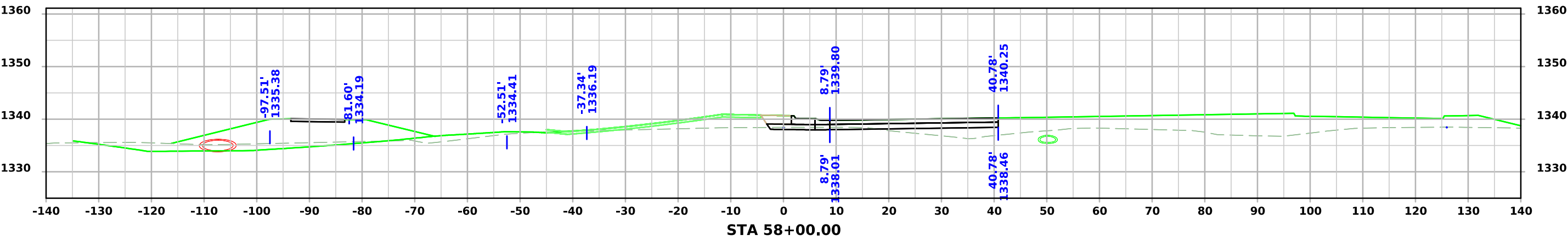
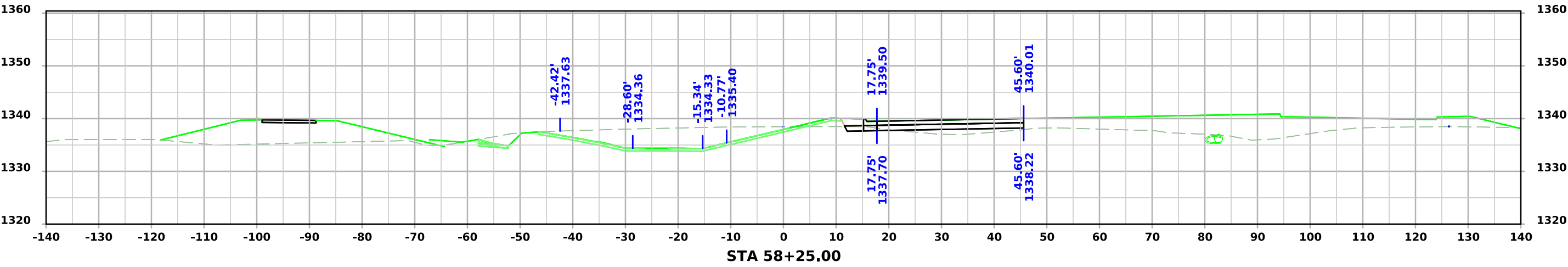
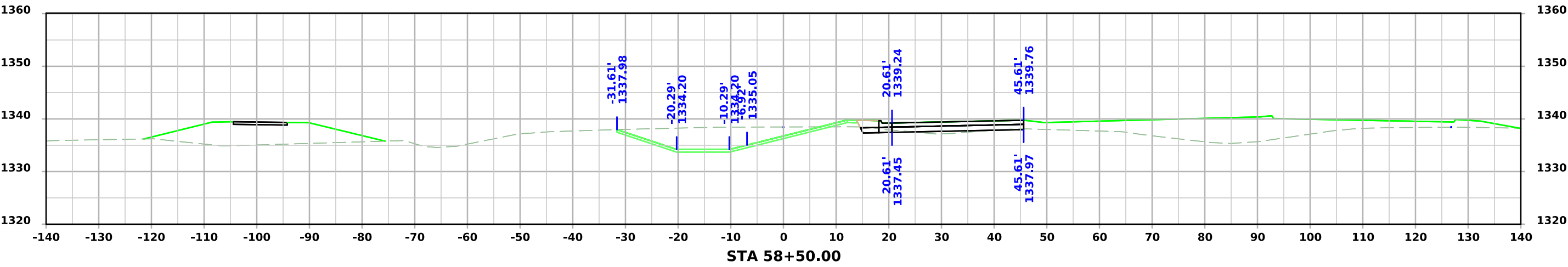
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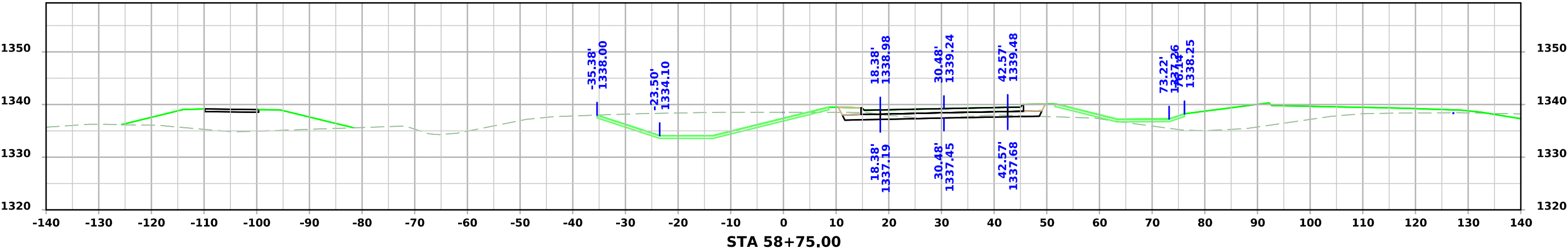
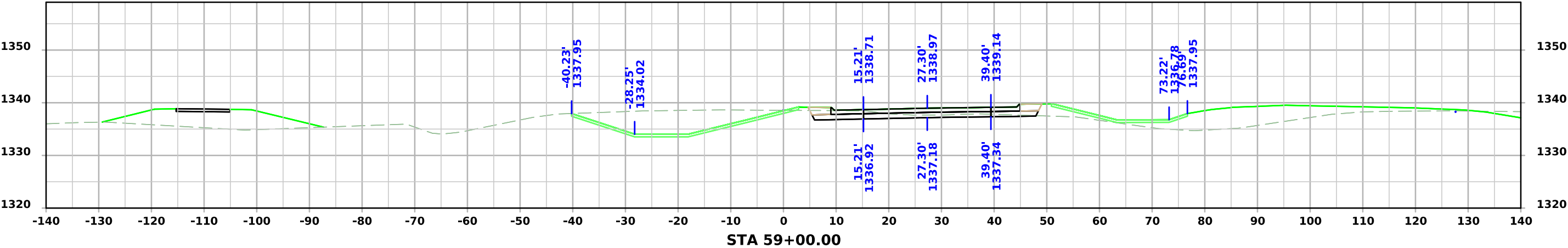
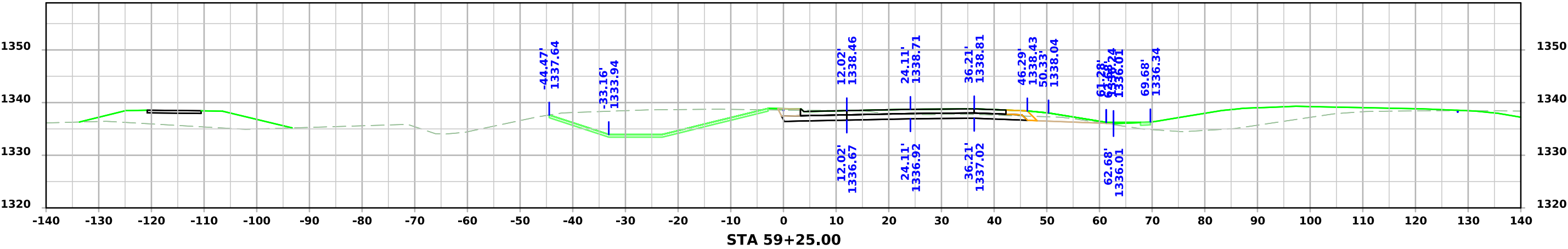
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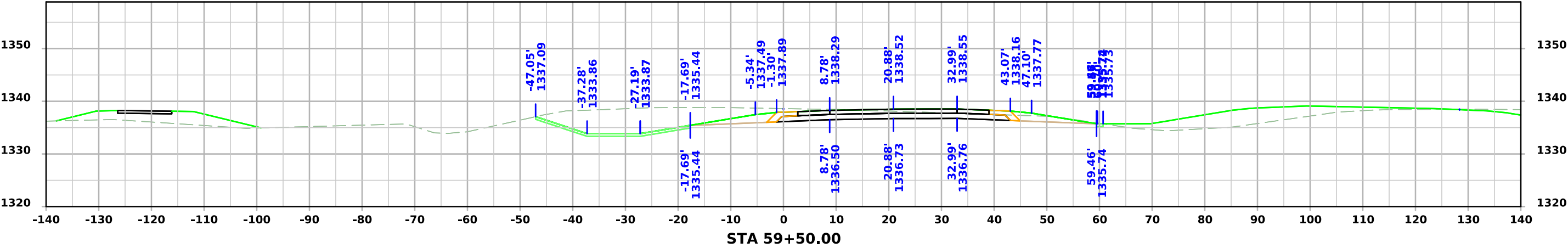
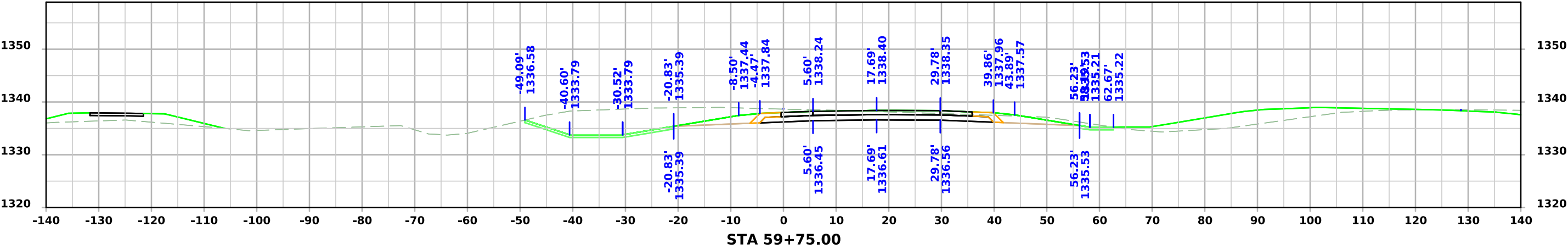
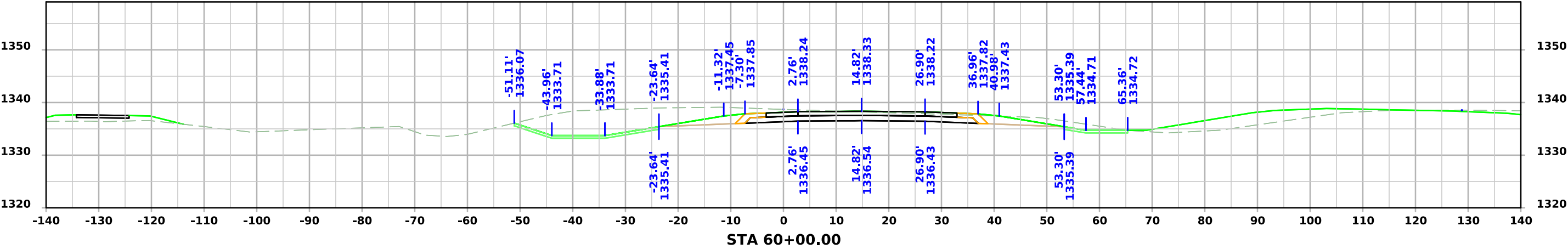


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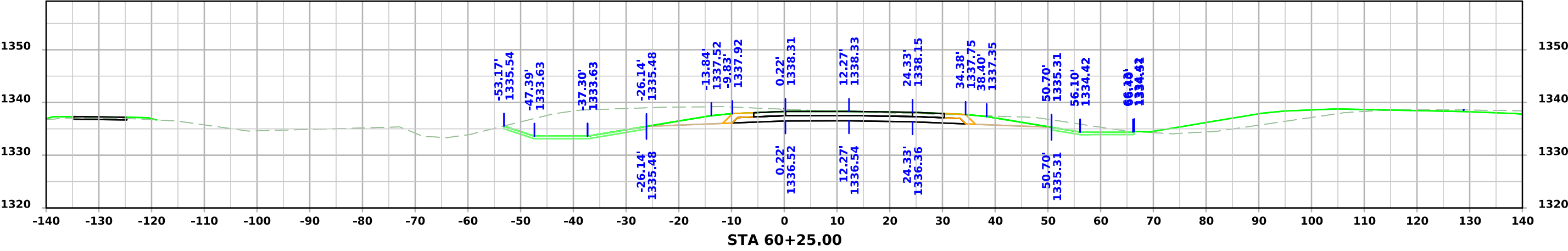
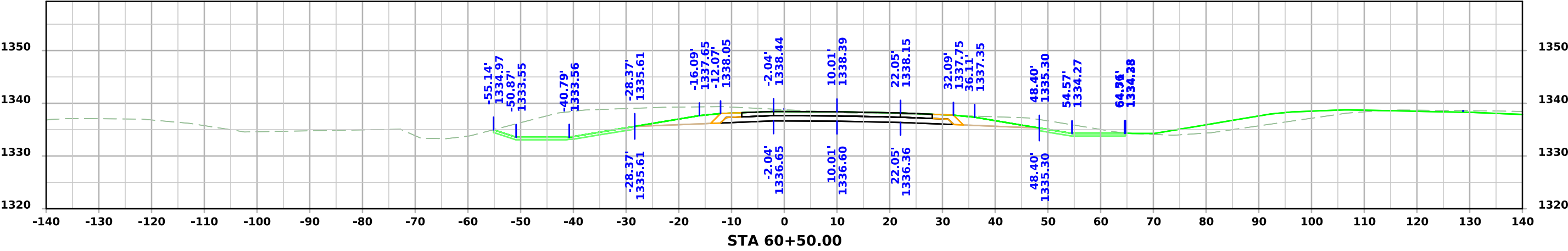
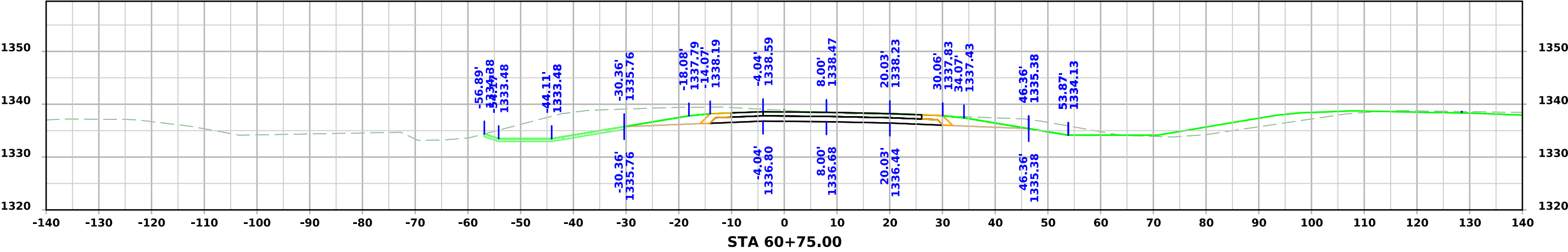




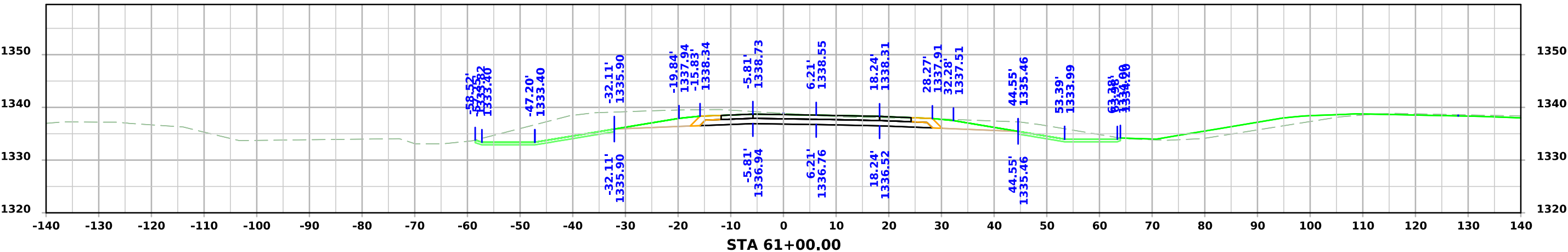
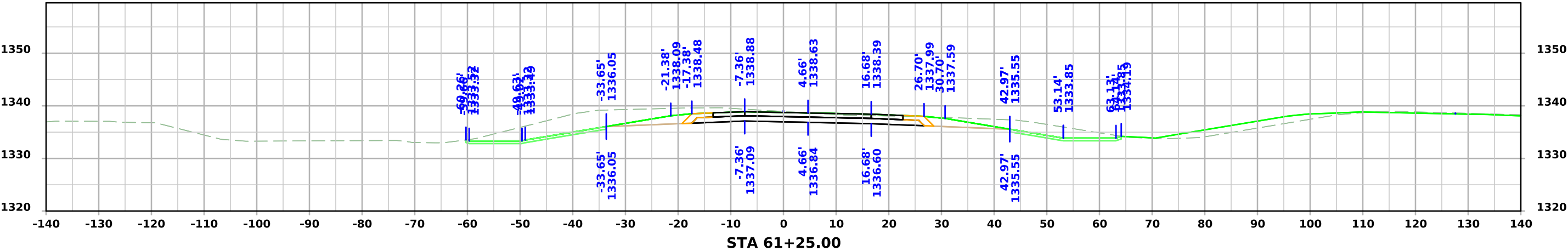
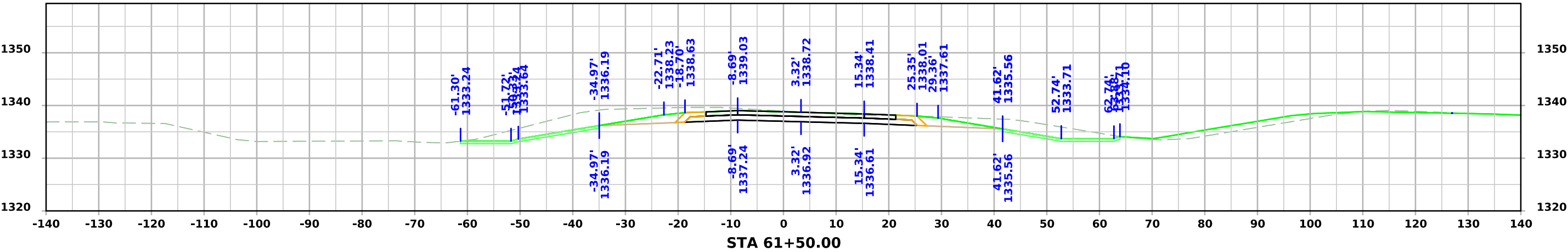
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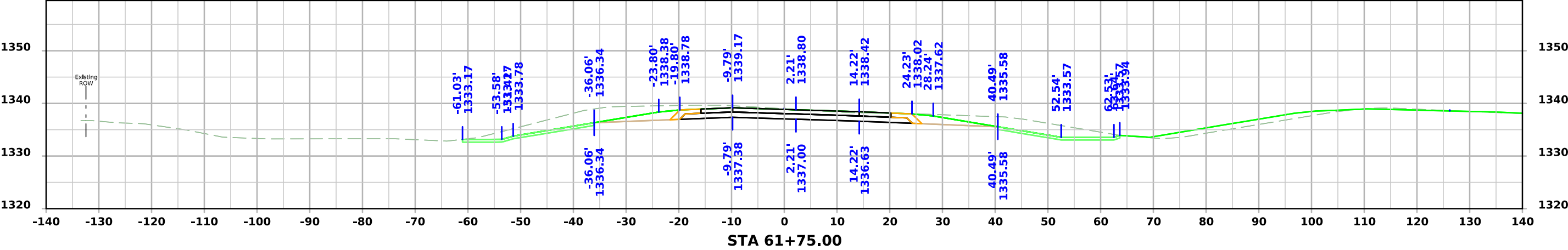
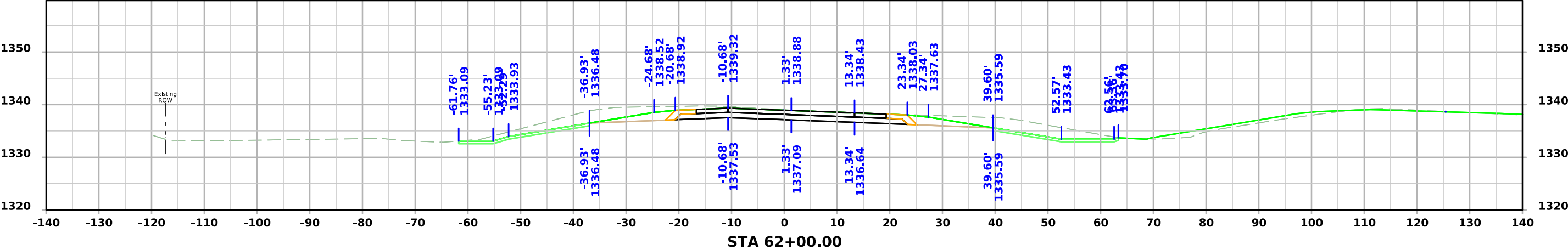
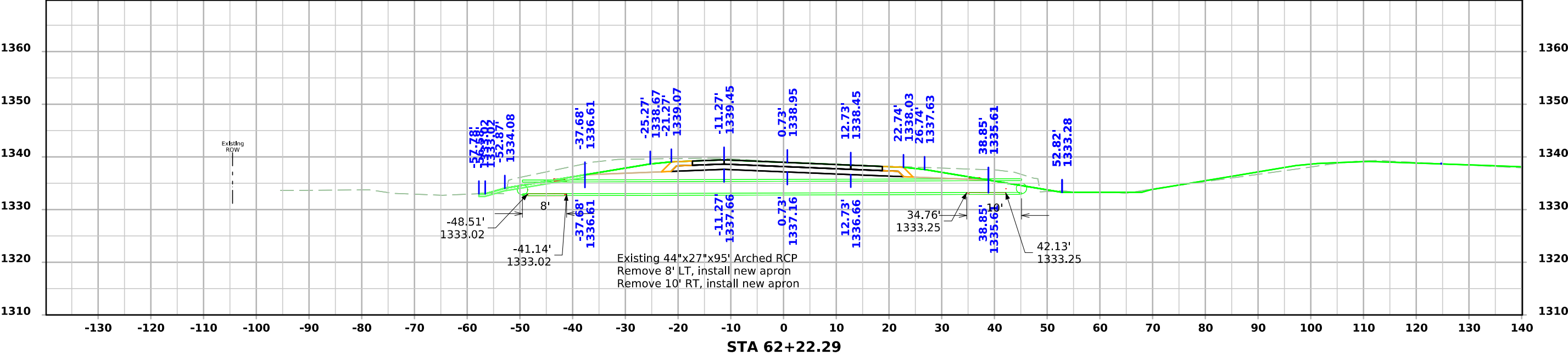
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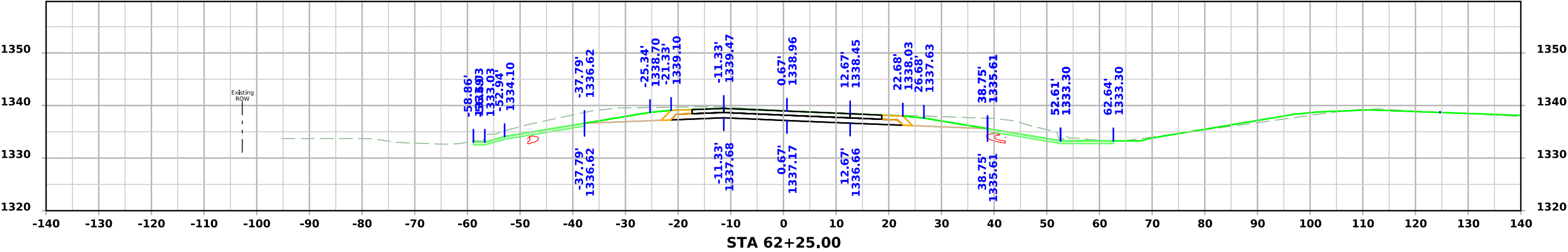
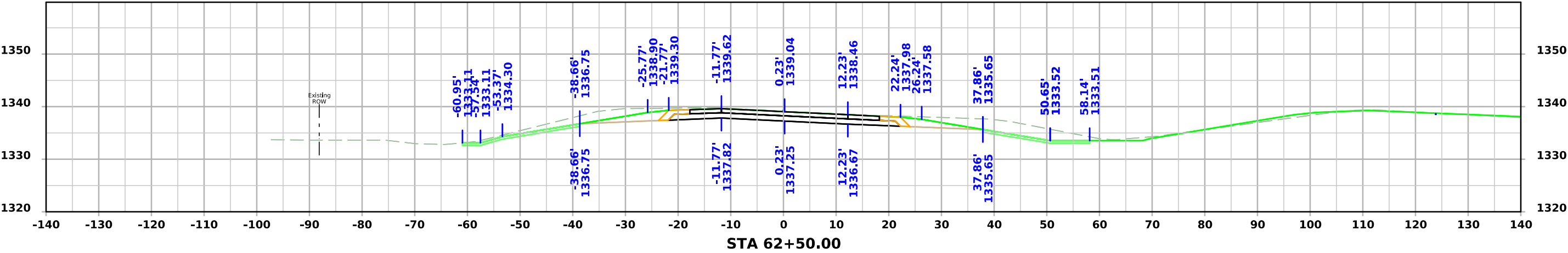
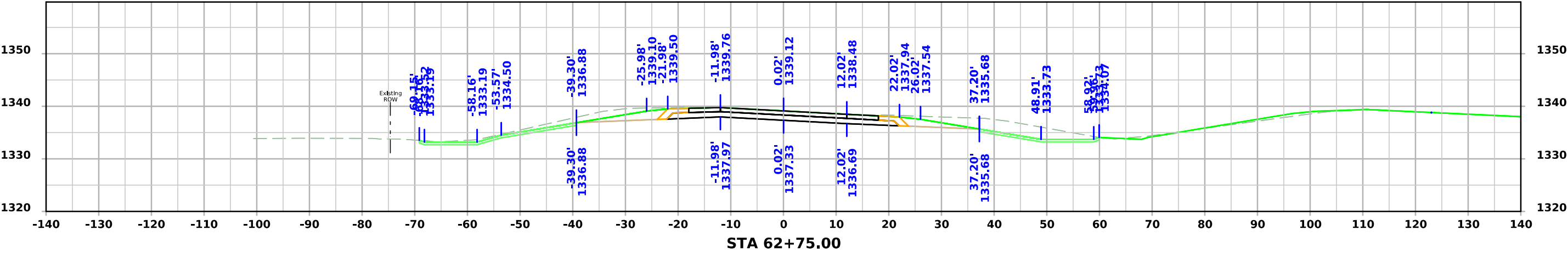
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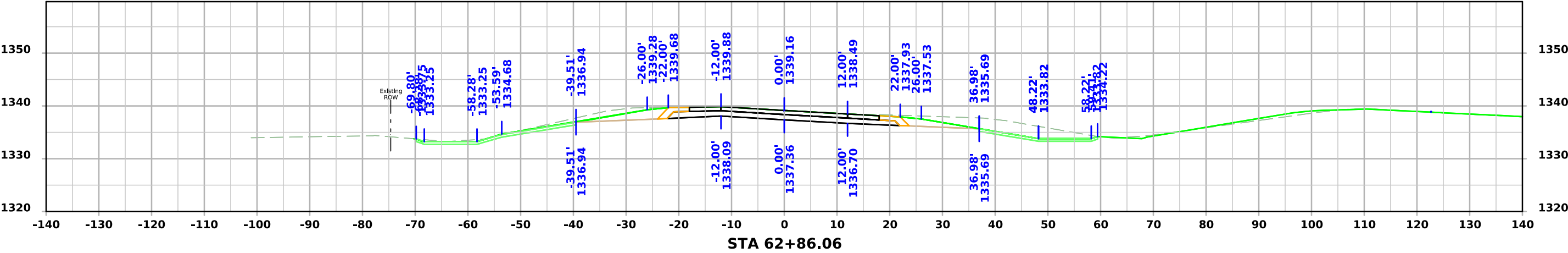
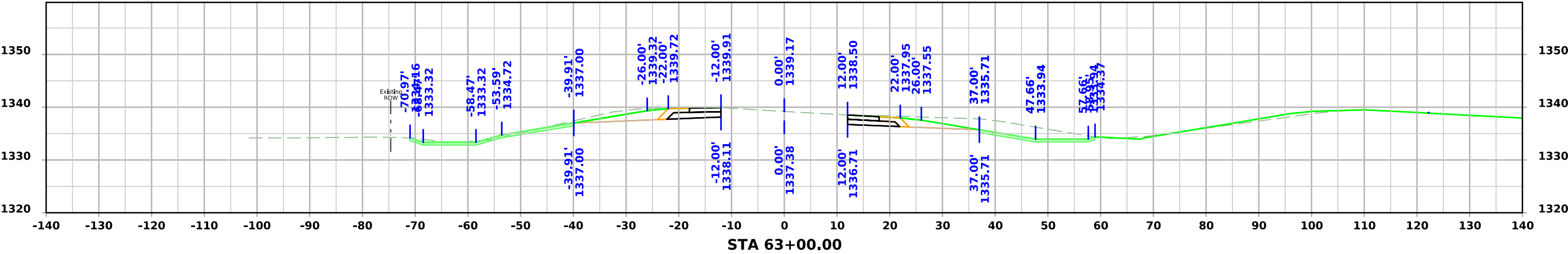
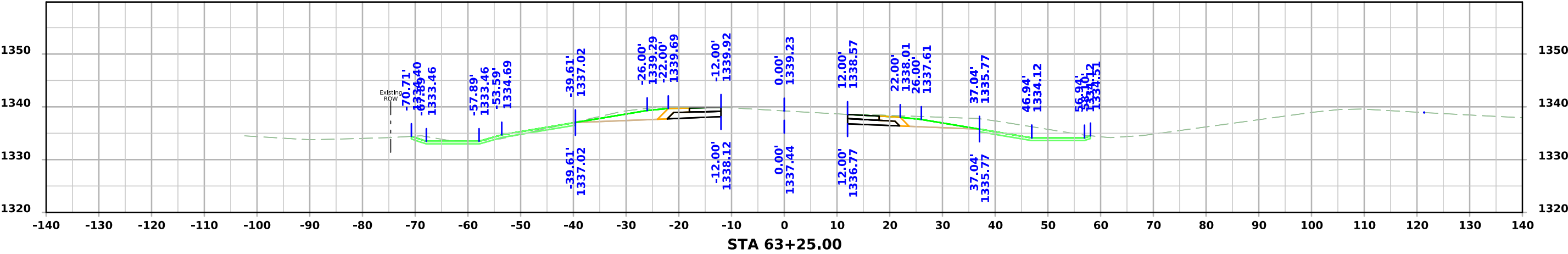


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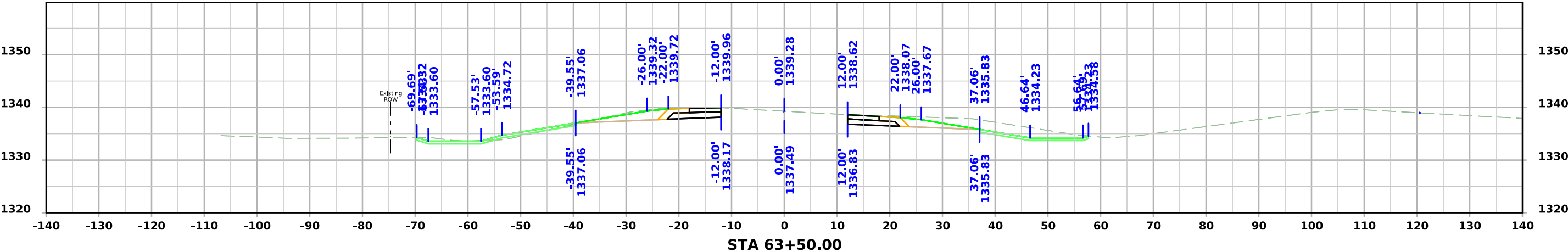
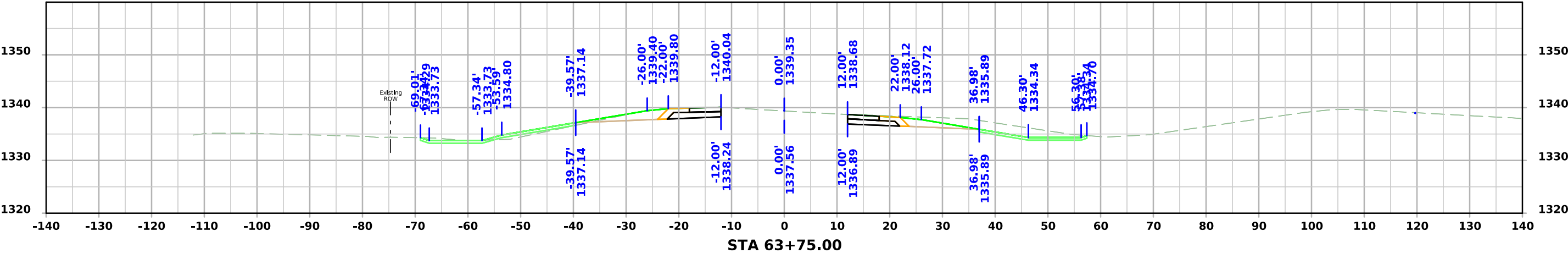
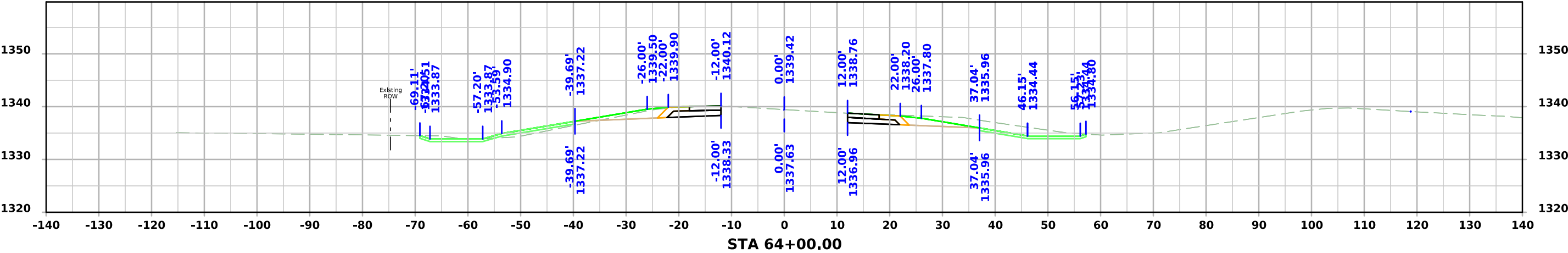




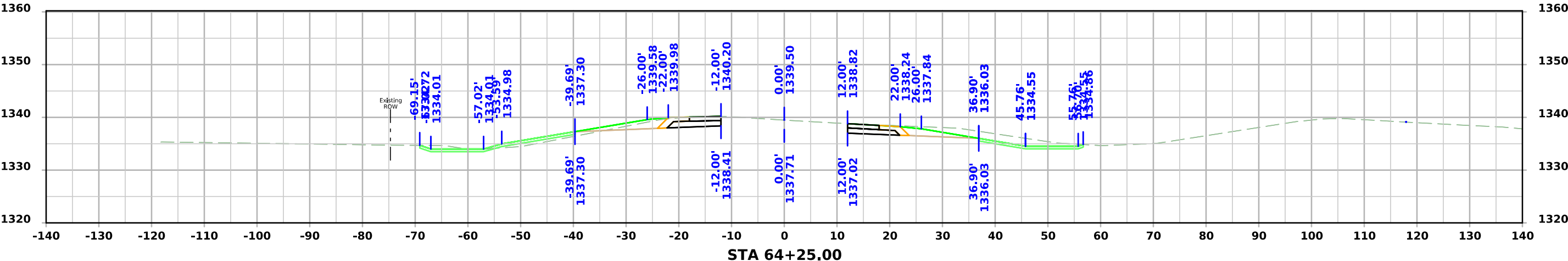
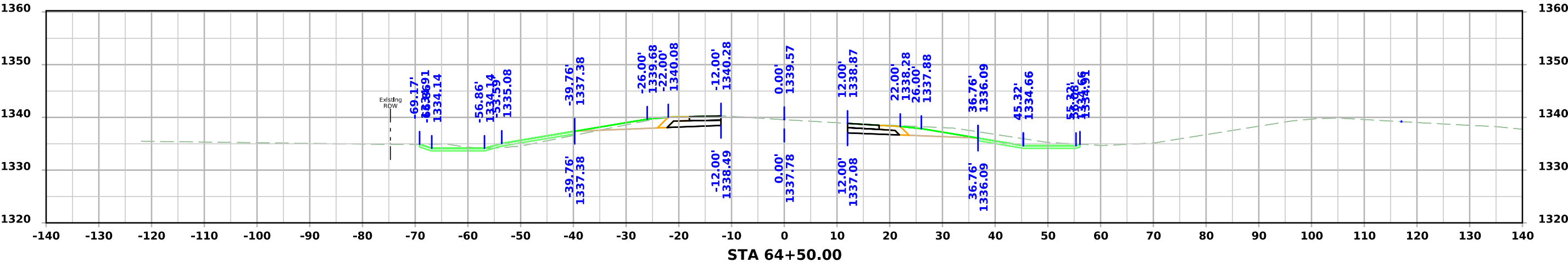
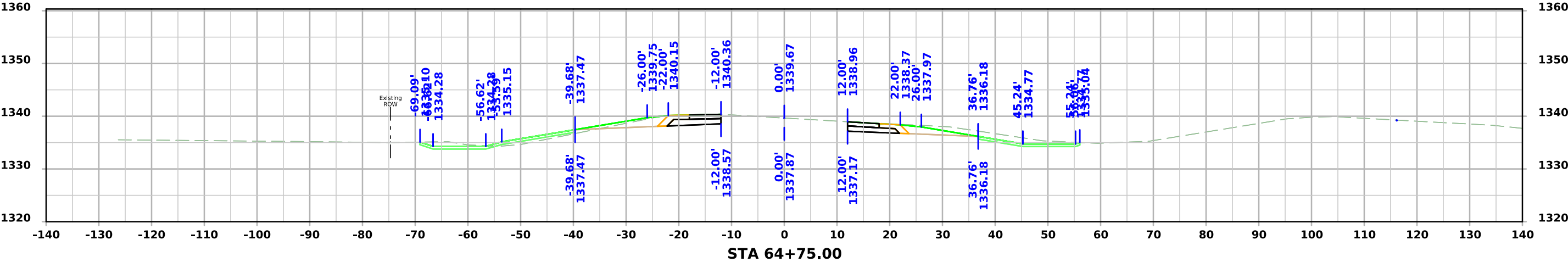
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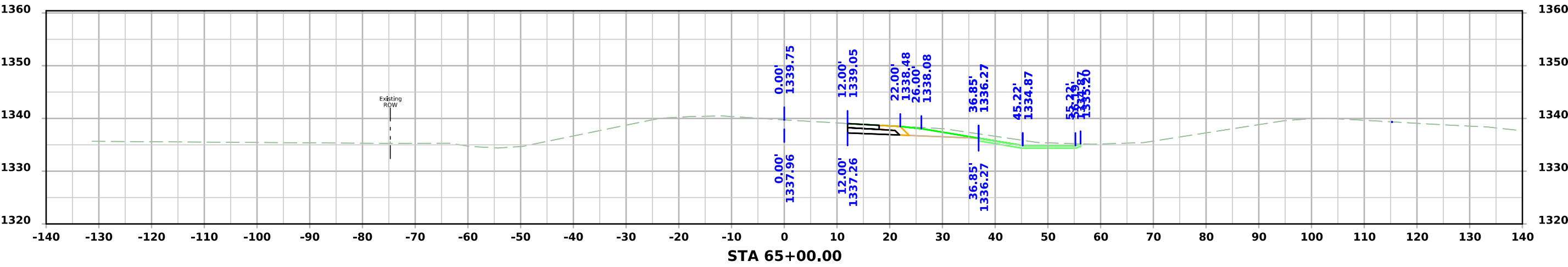
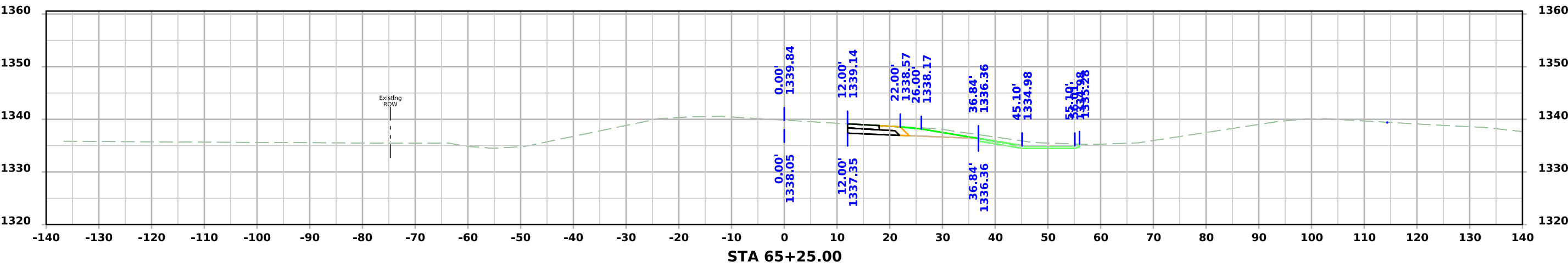
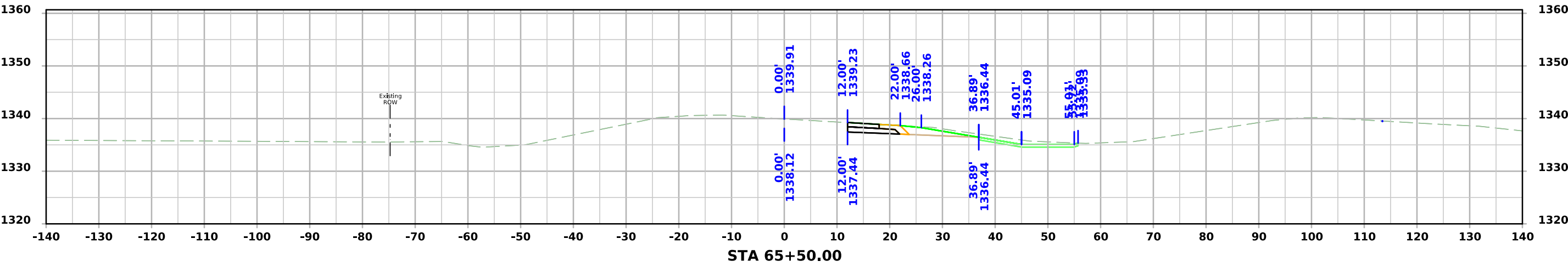
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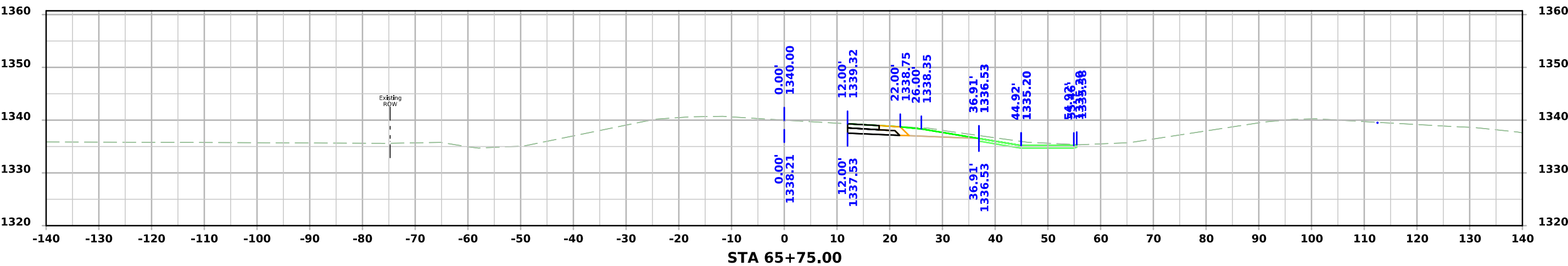
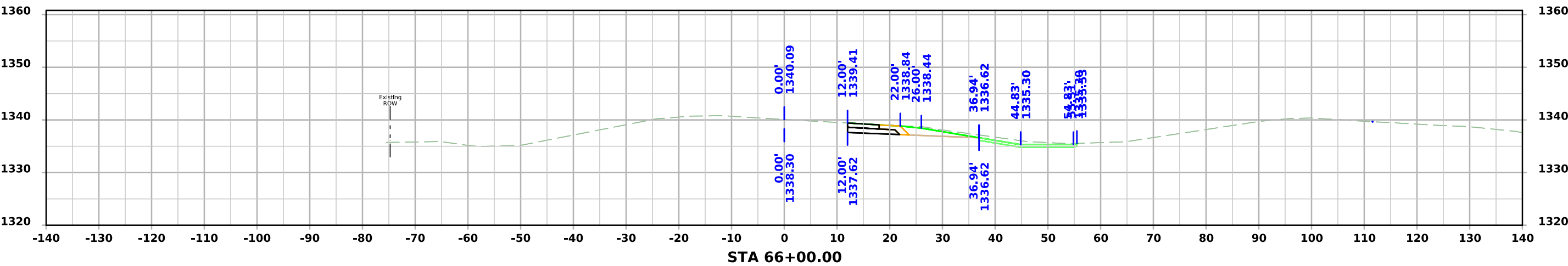
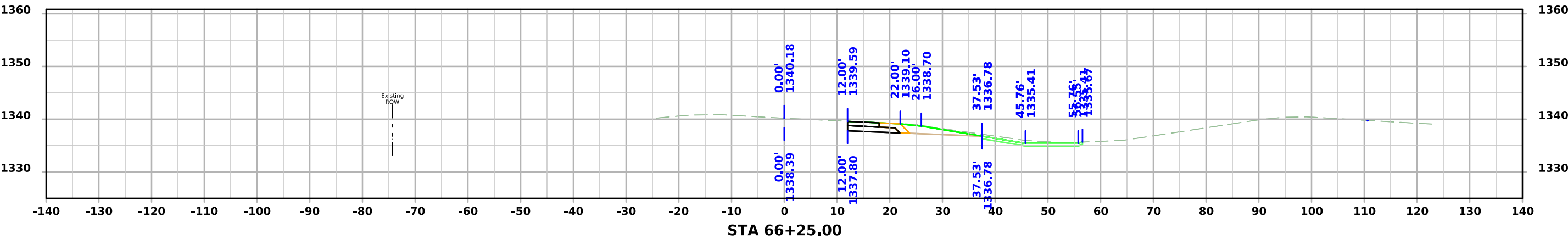
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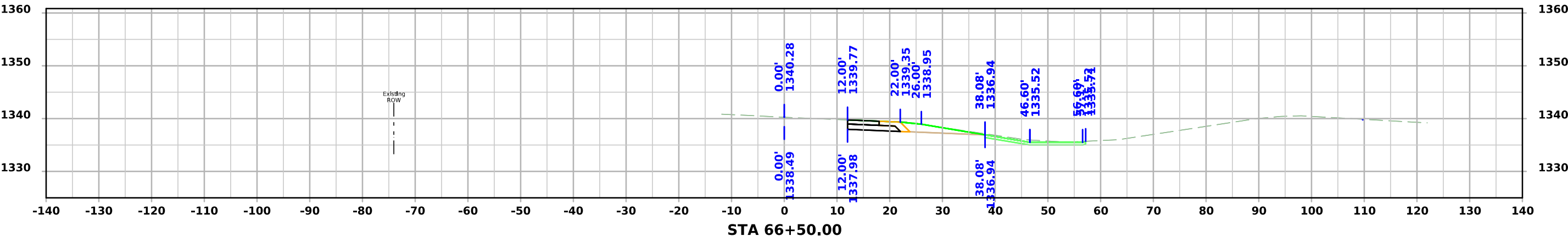
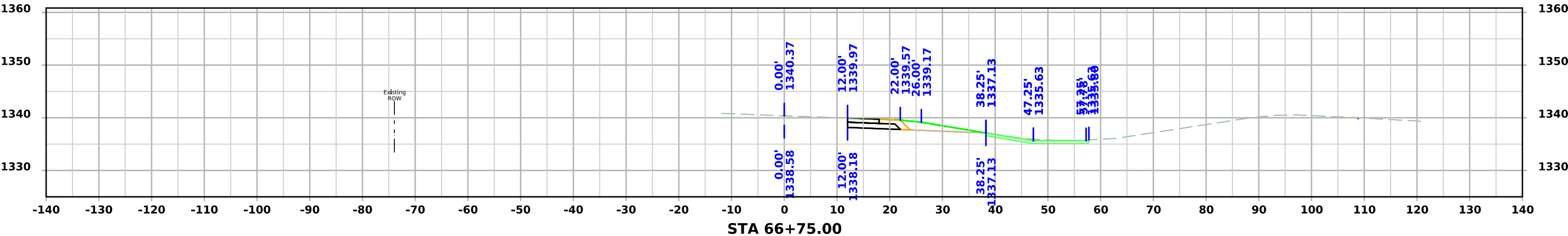
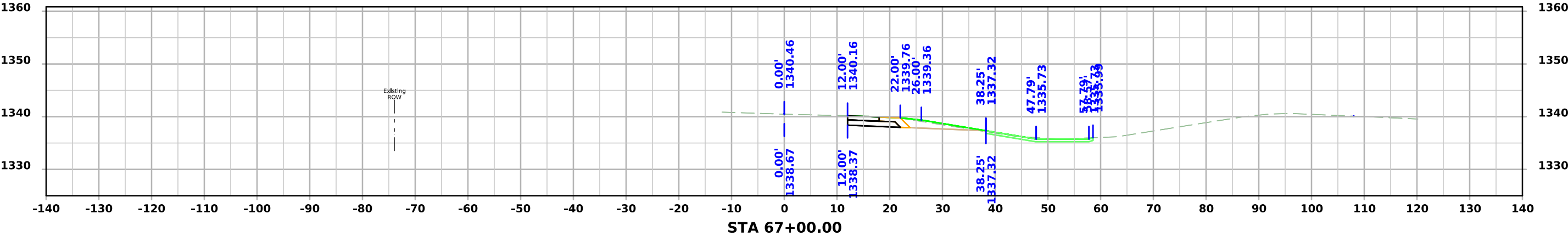
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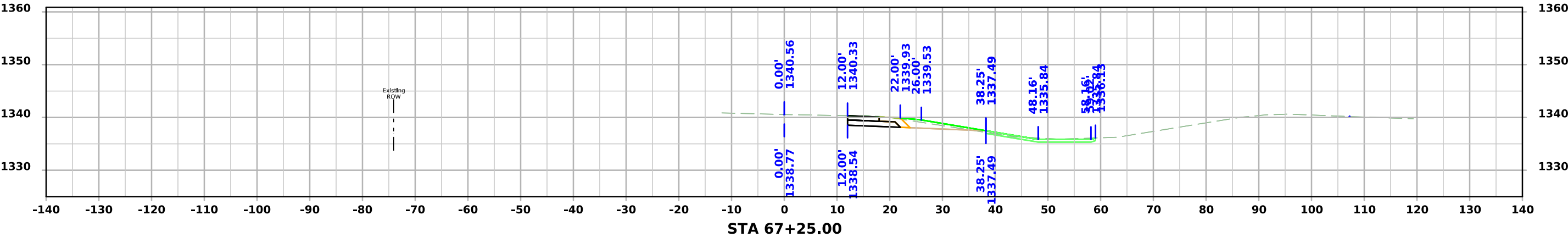
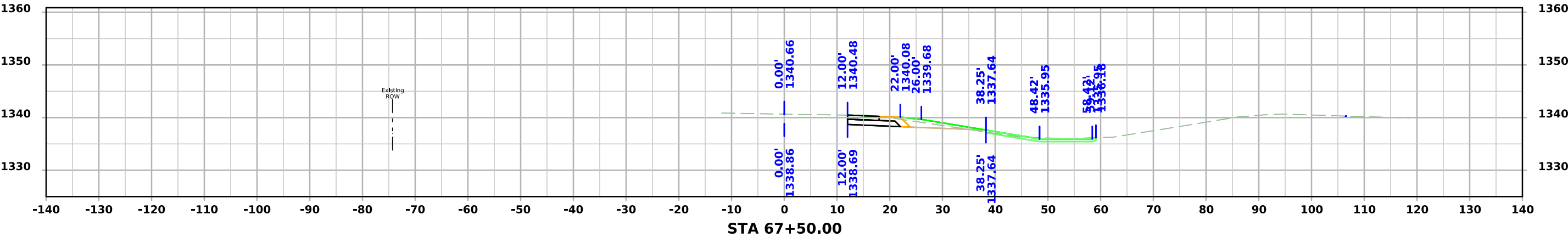
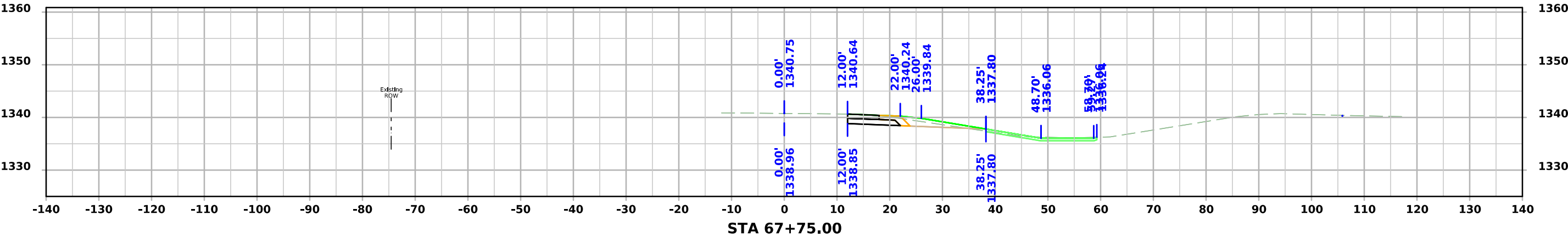


US 71 SB

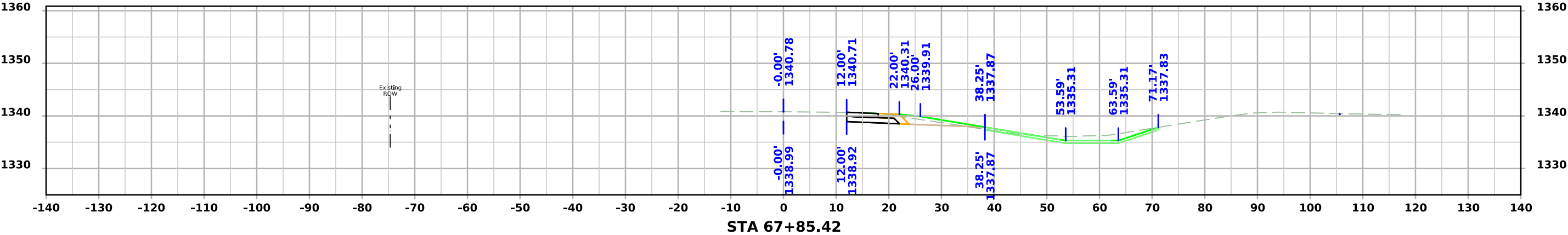




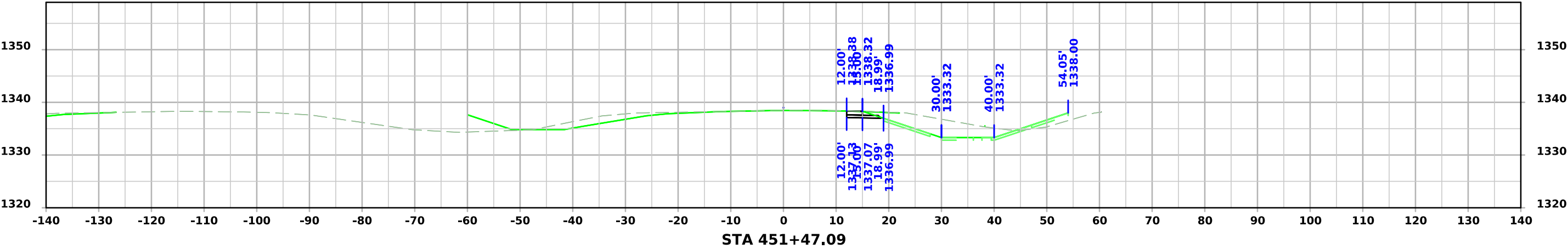
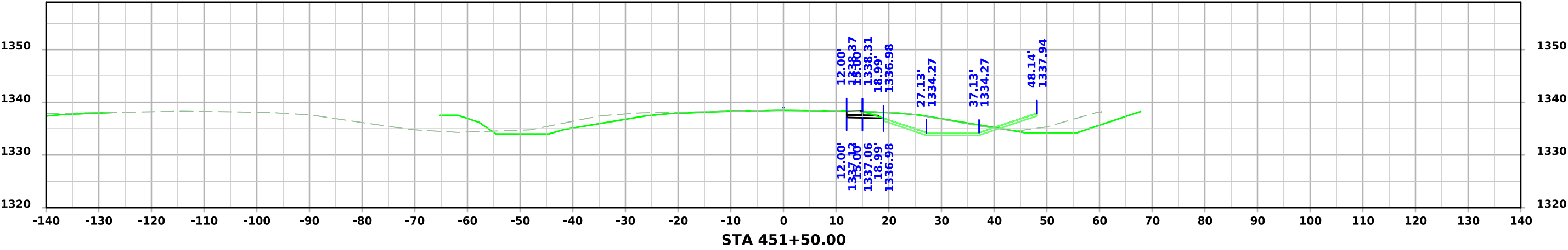
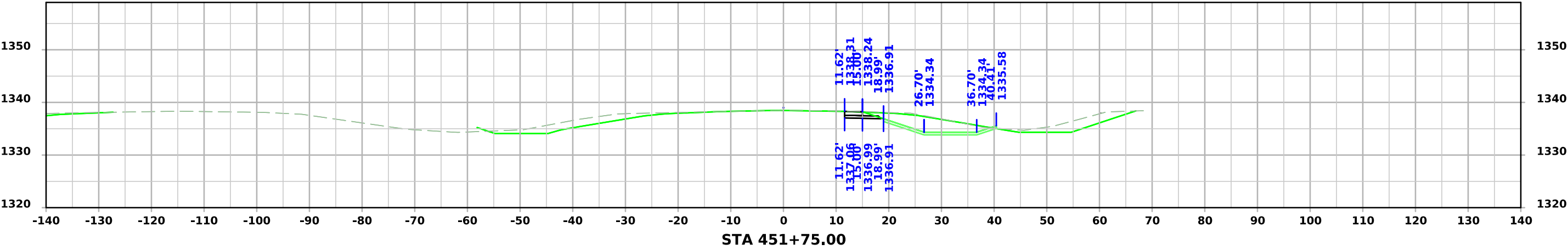
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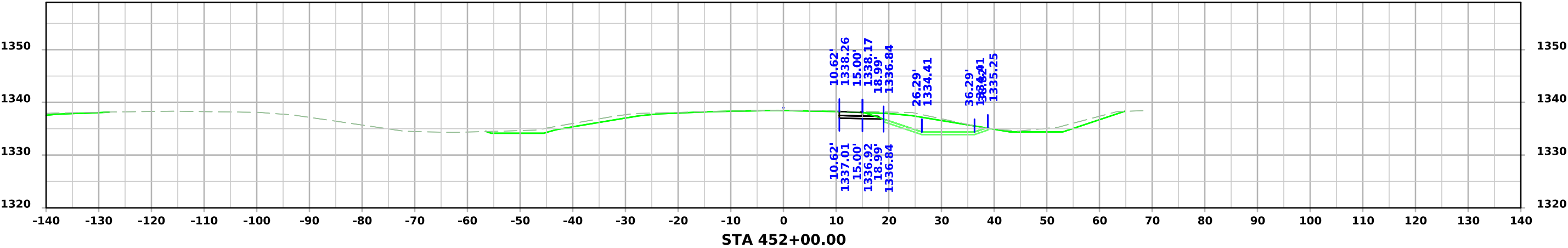
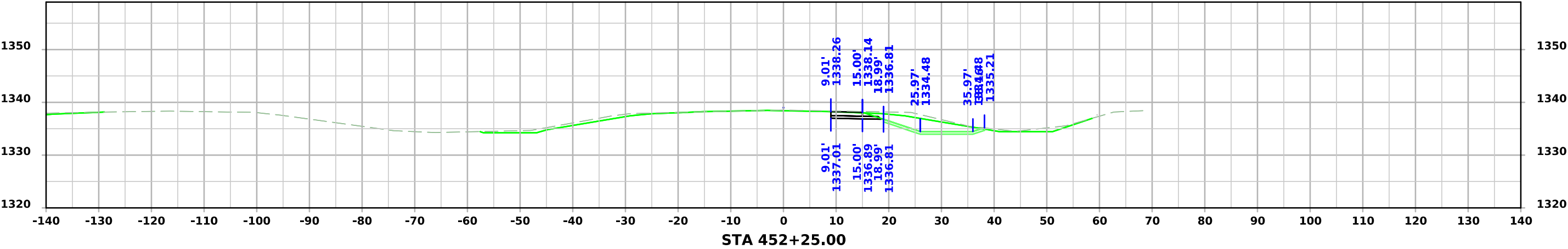
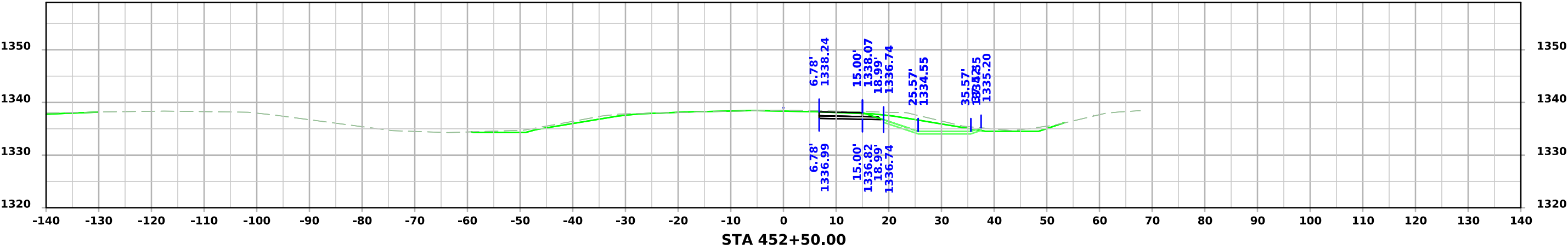
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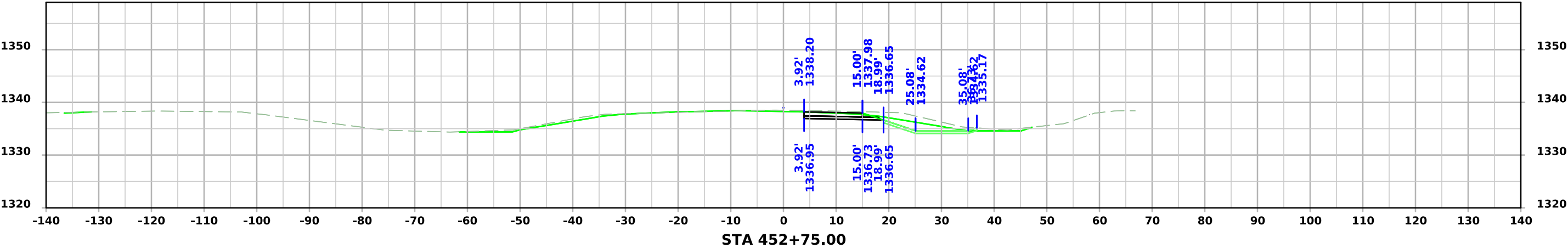
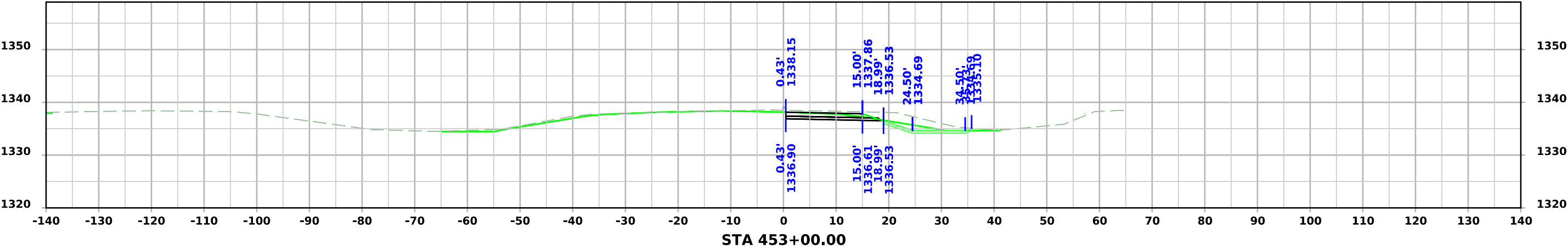
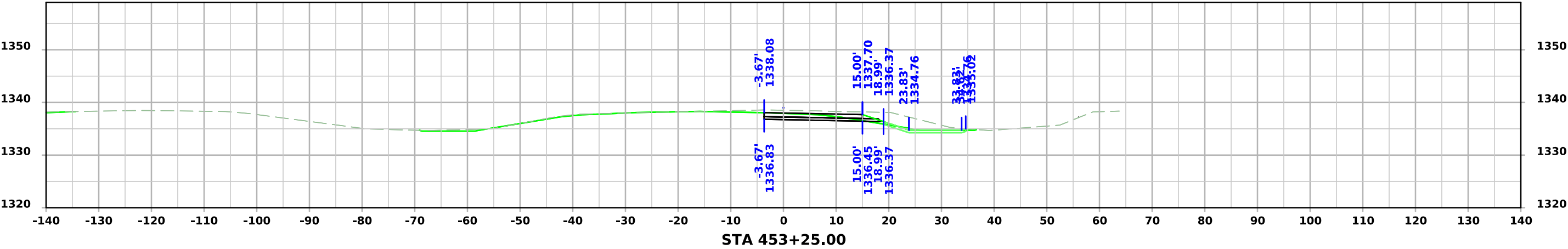
DETOUR US71NB



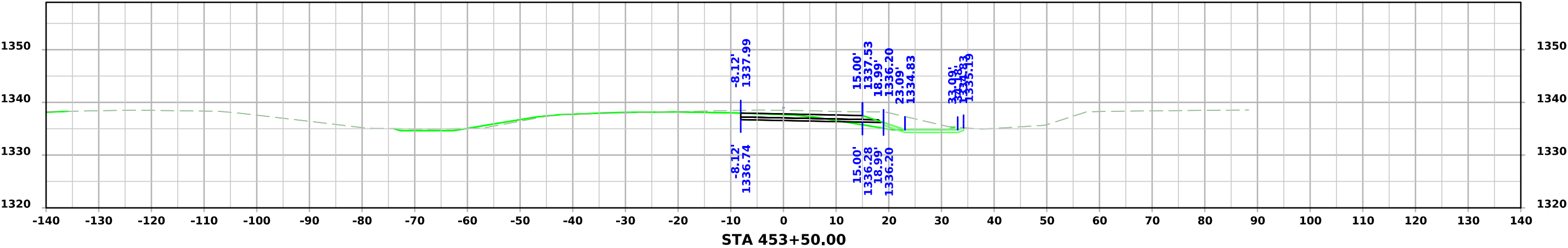
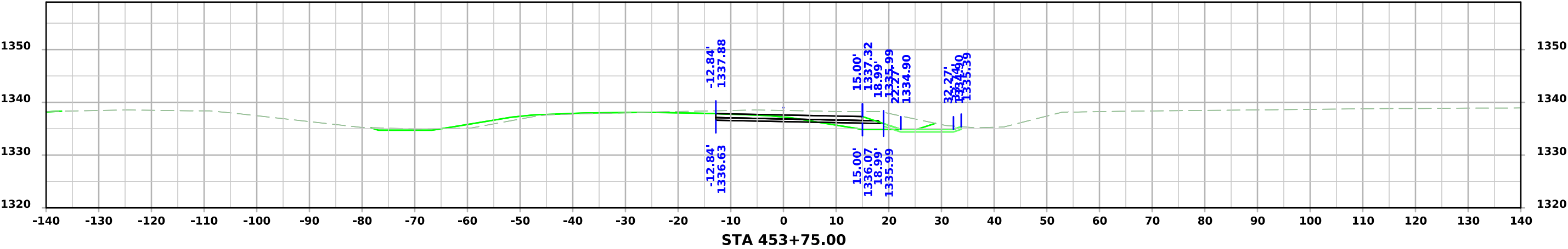
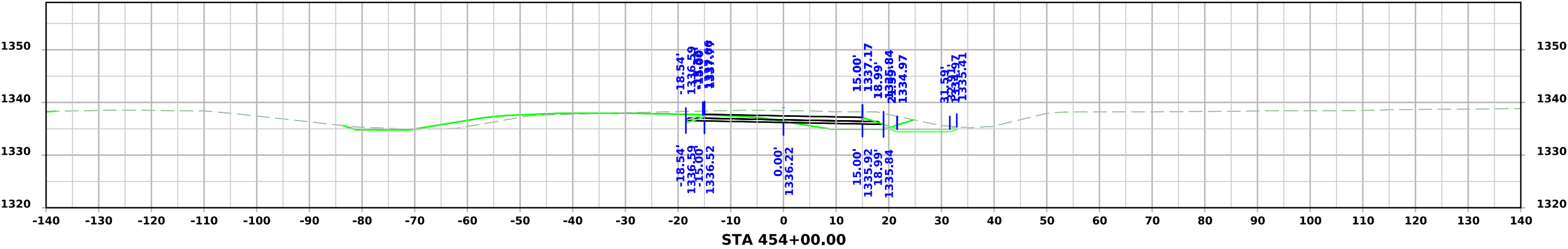
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DETOUR US71NB

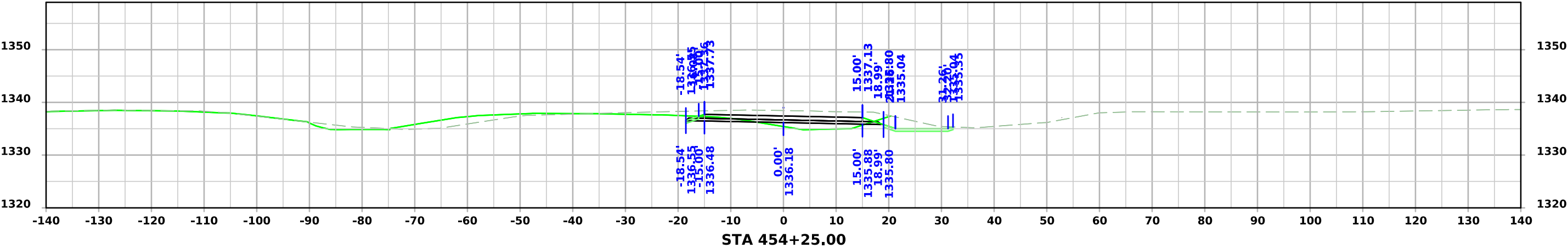
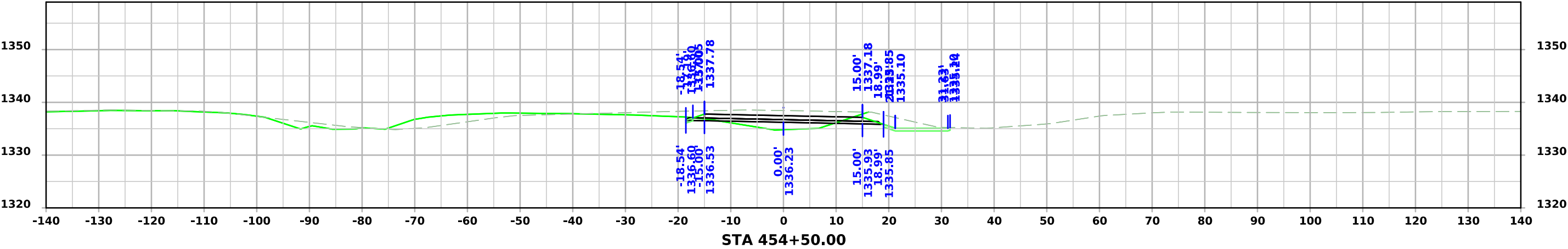
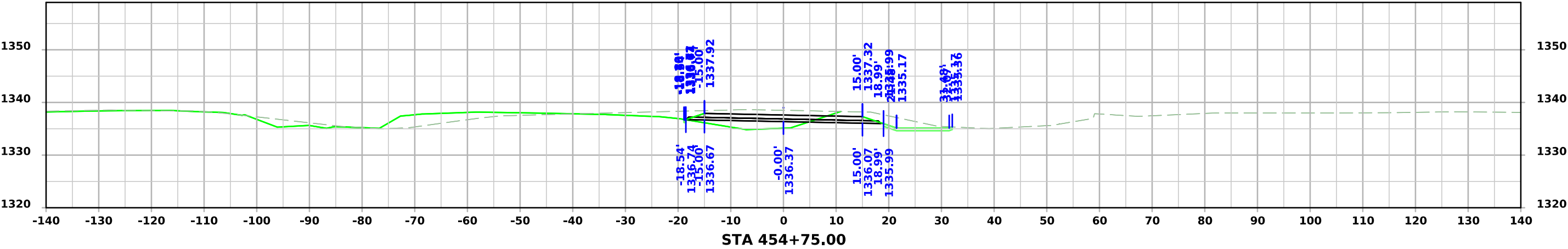


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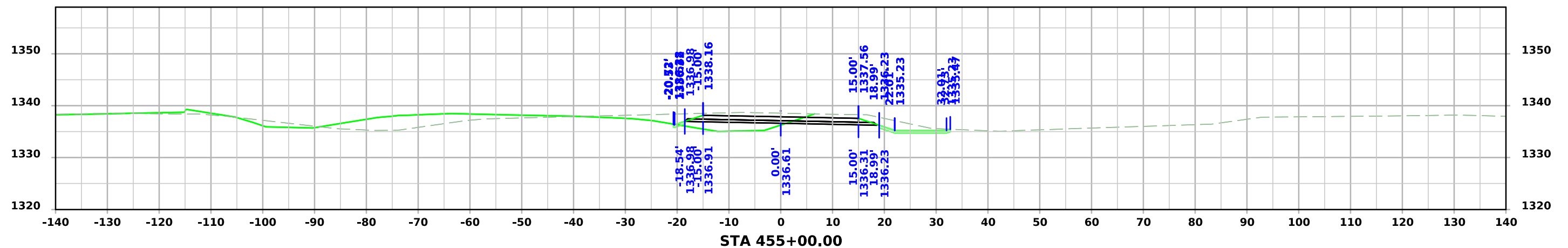
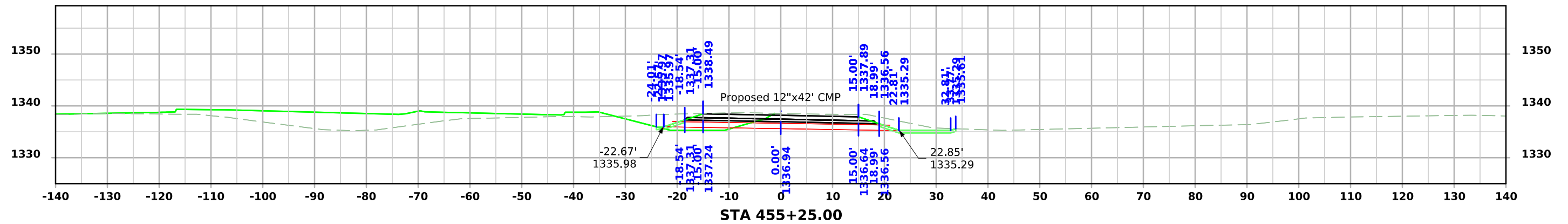
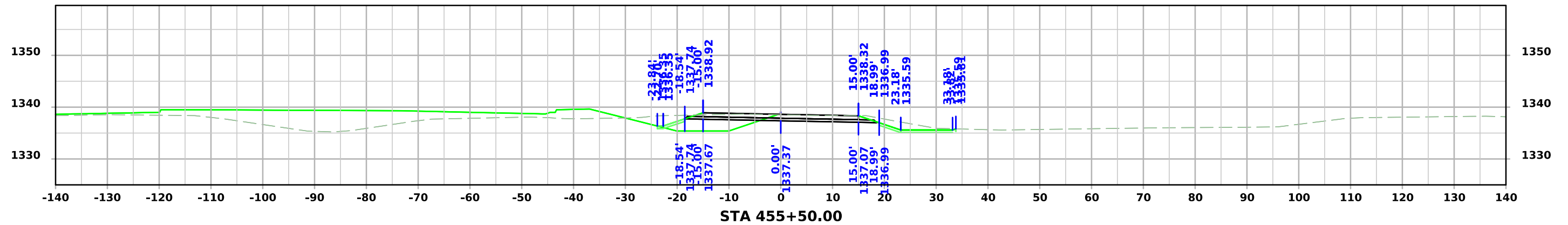




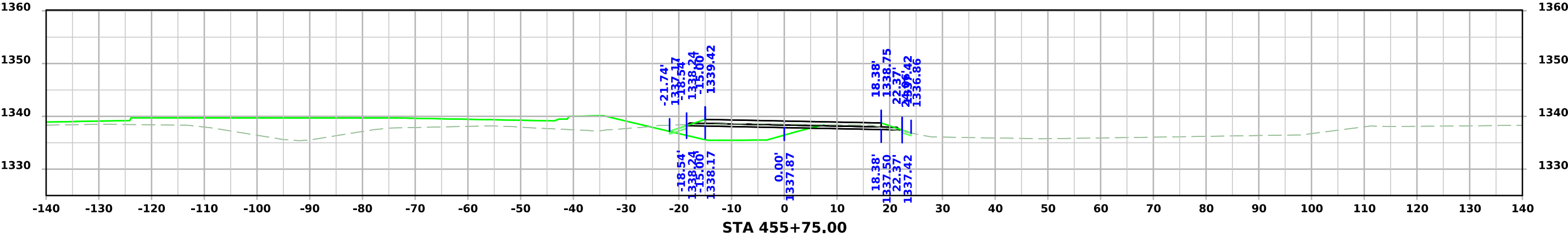
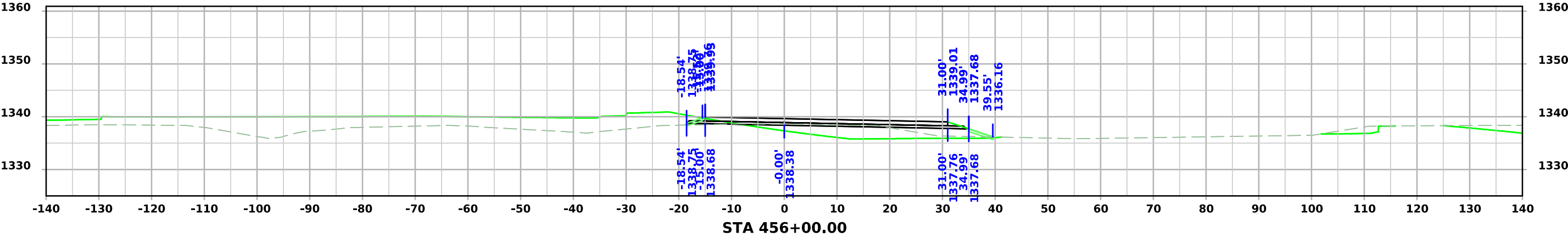
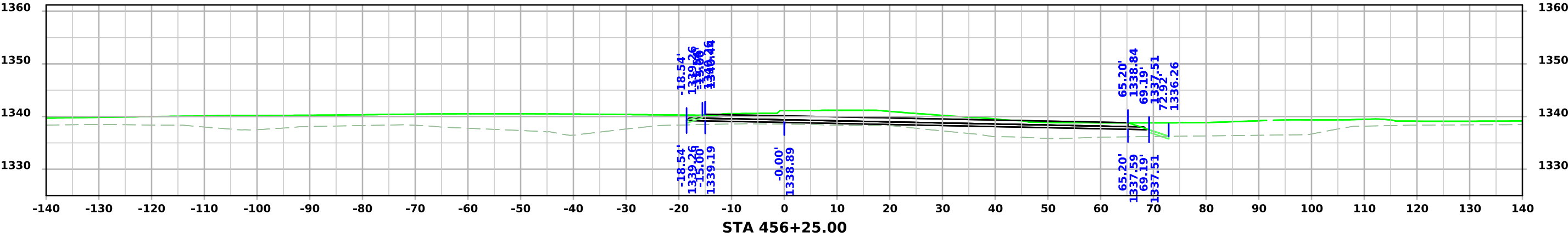
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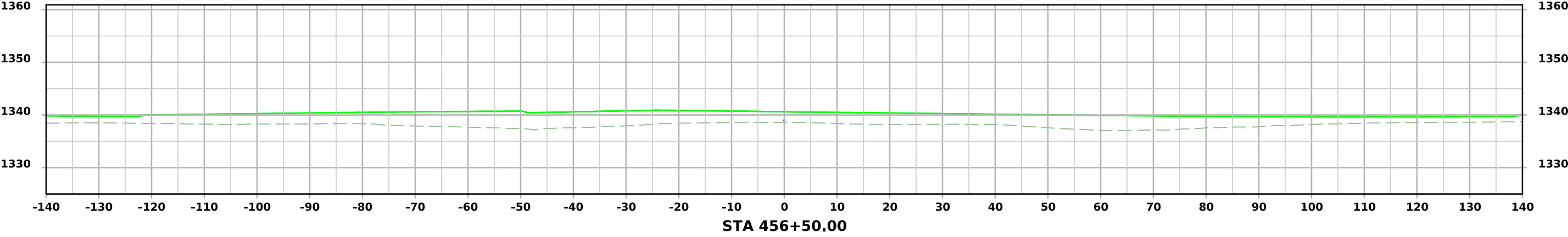
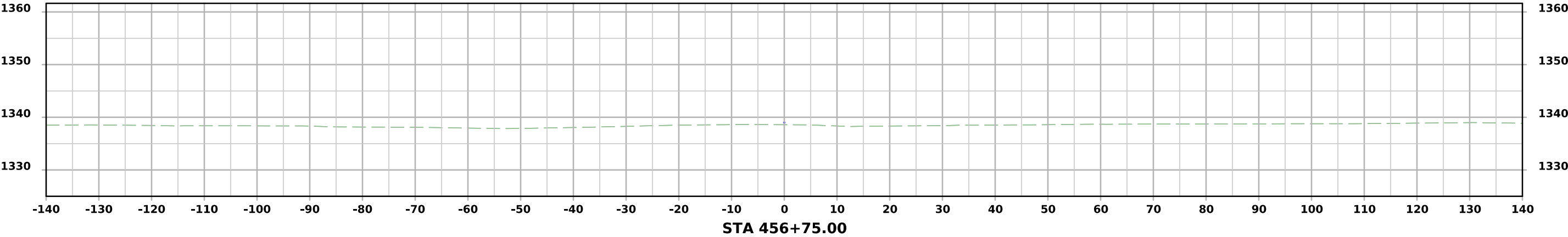
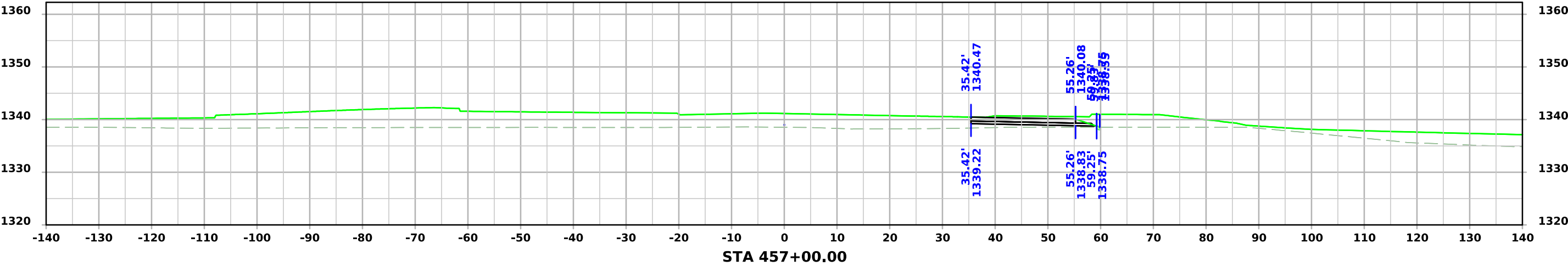
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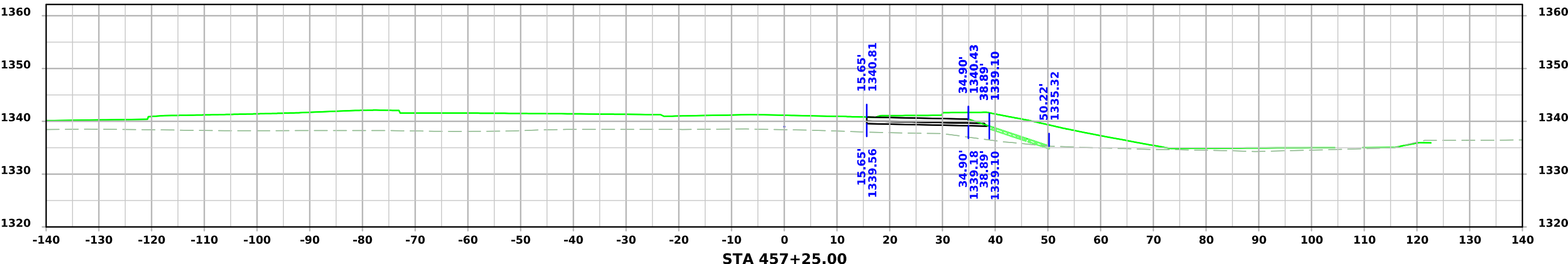
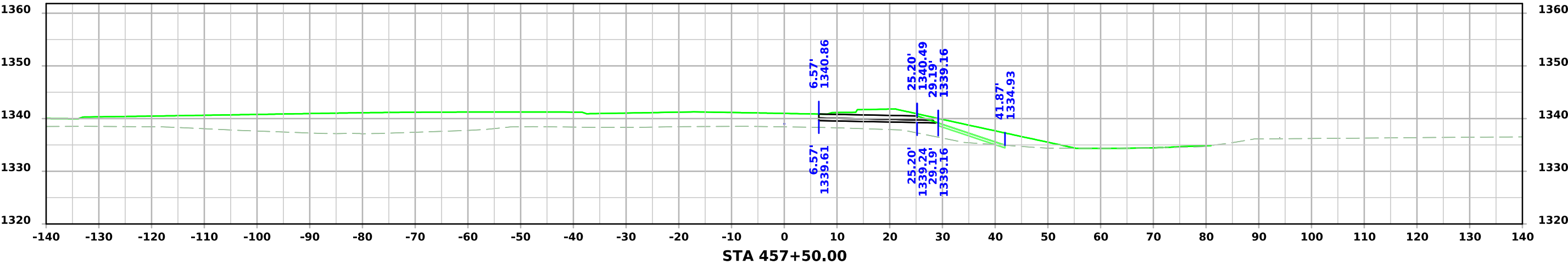
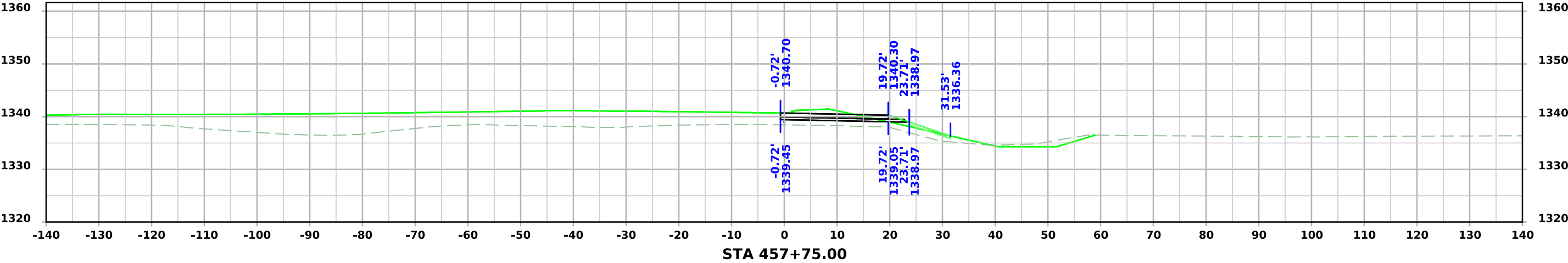
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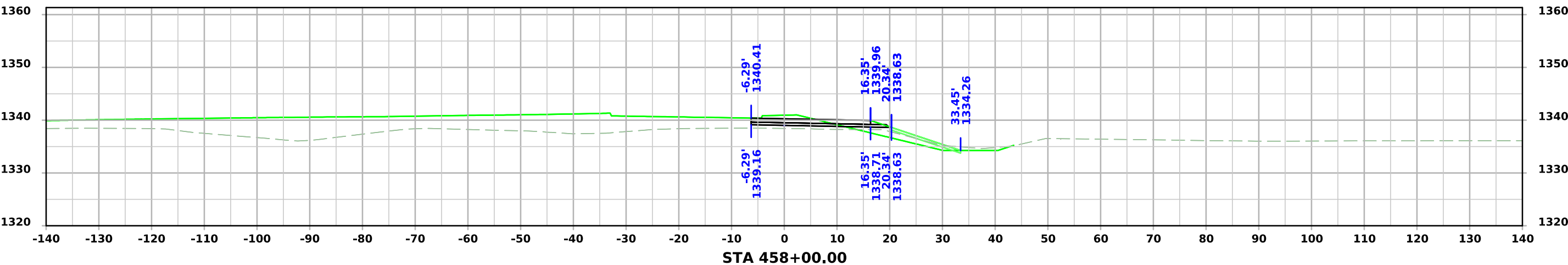
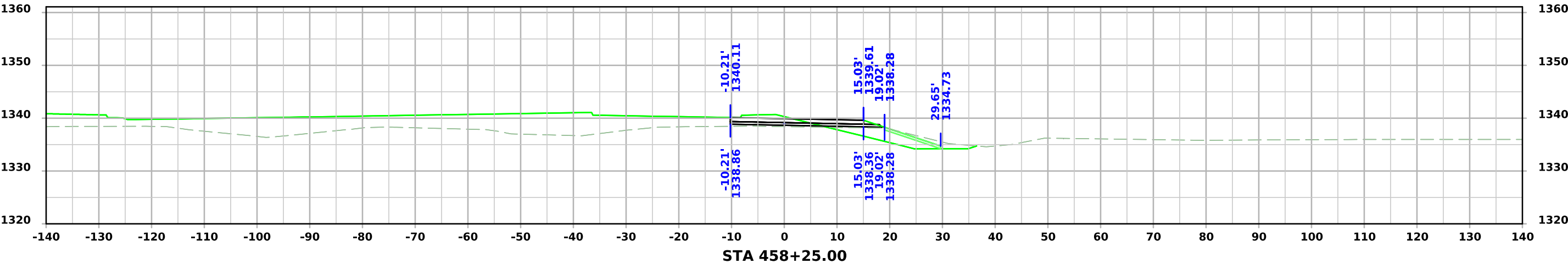
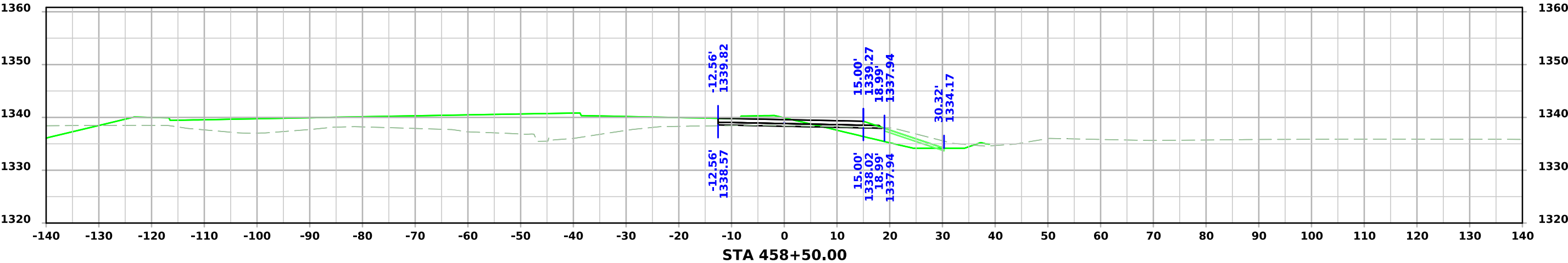
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DETOUR US71NB

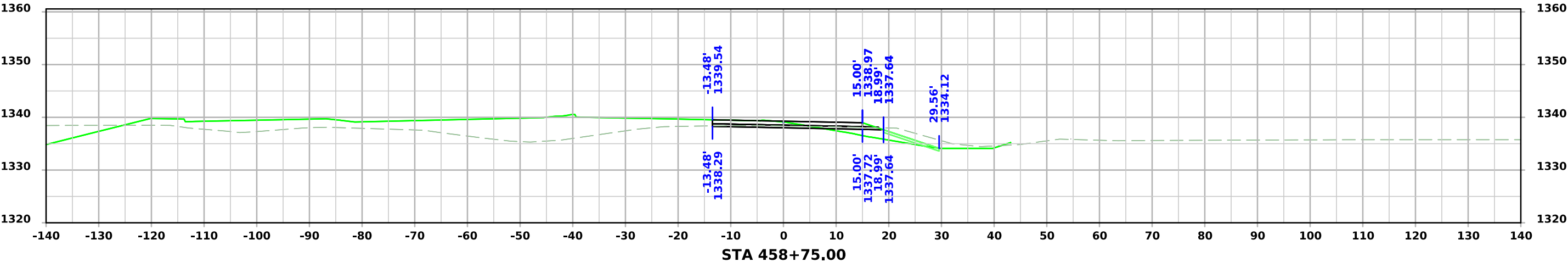
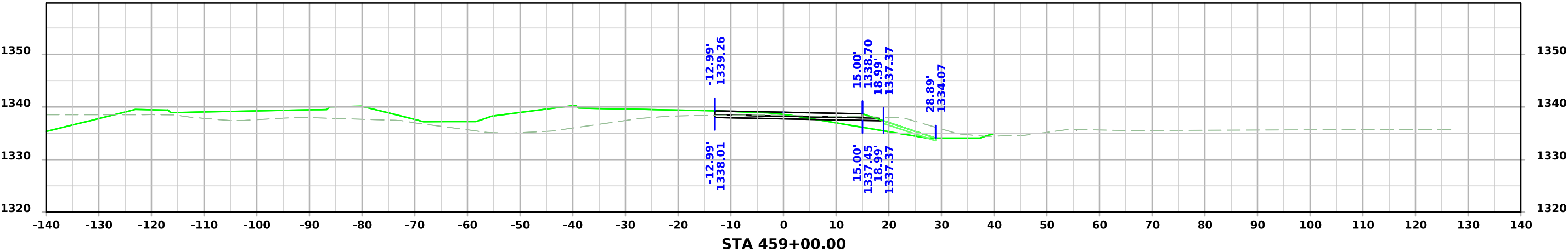
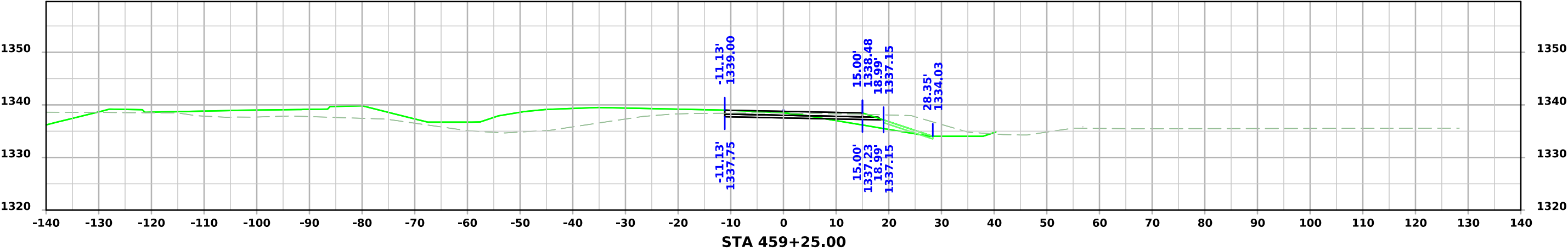


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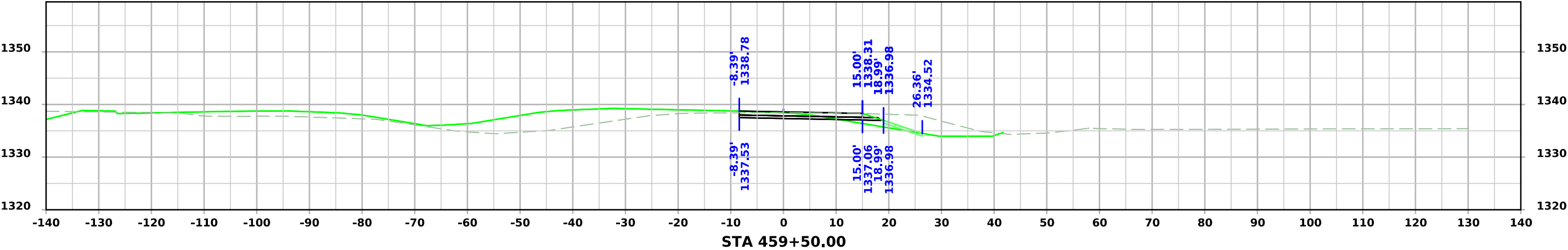
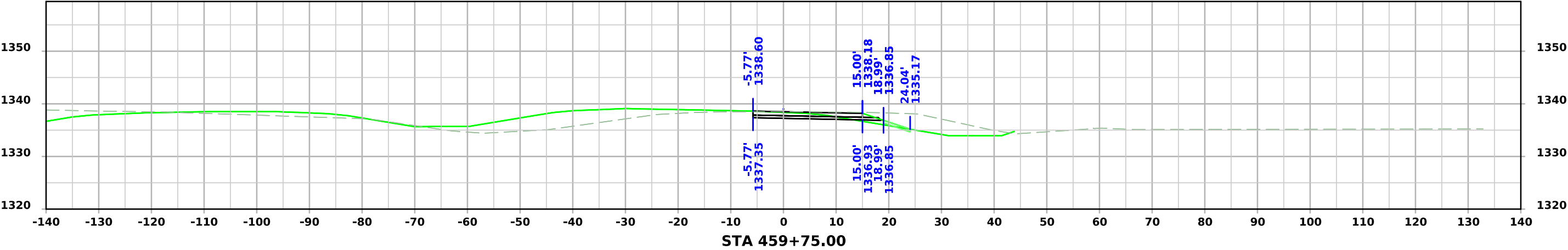
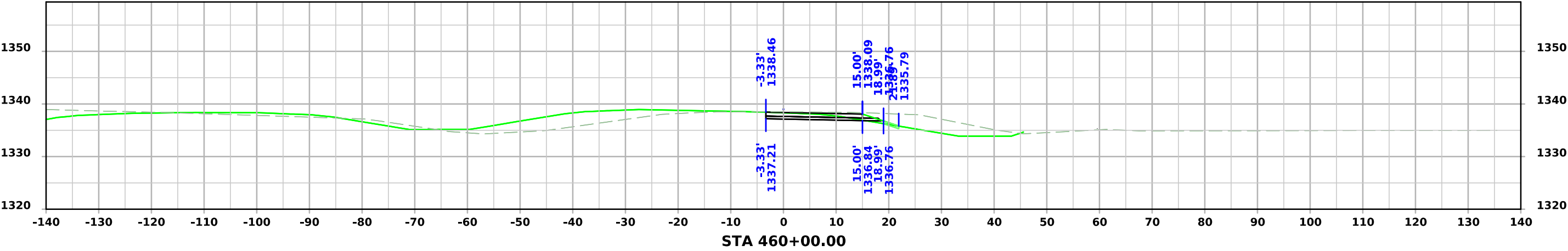




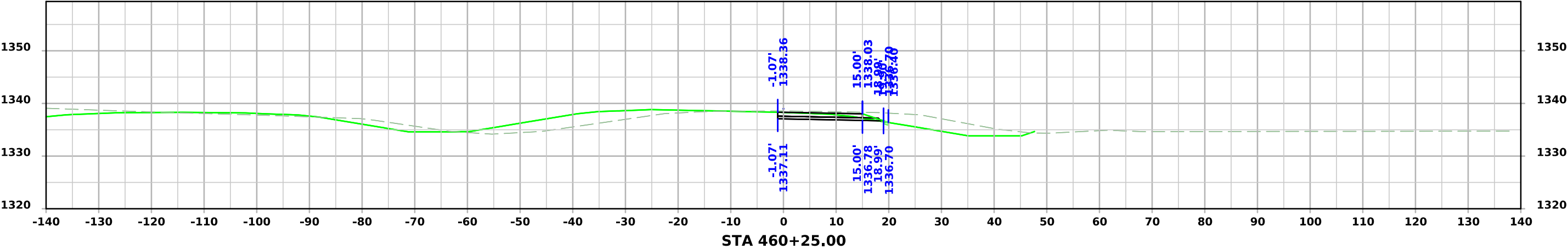
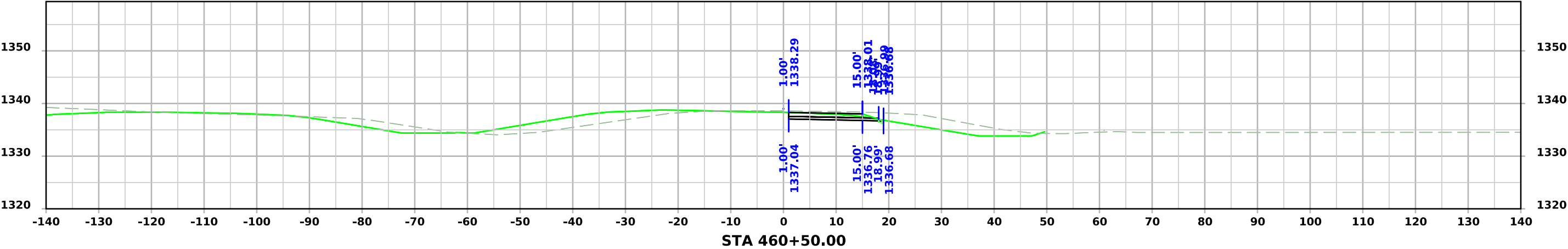
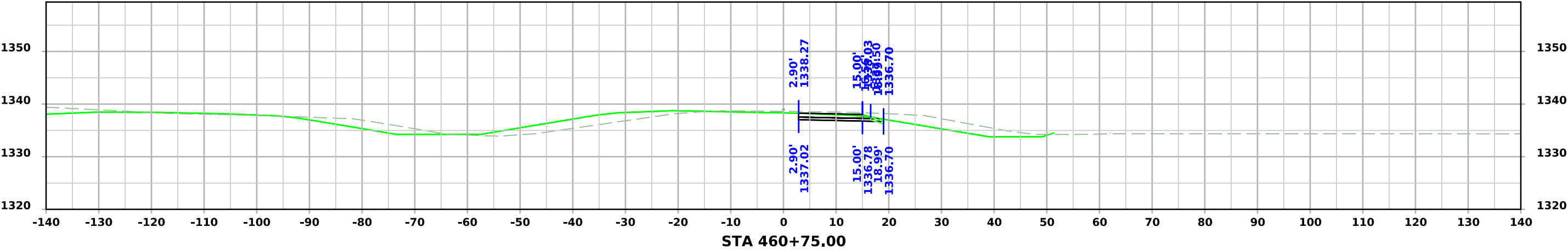
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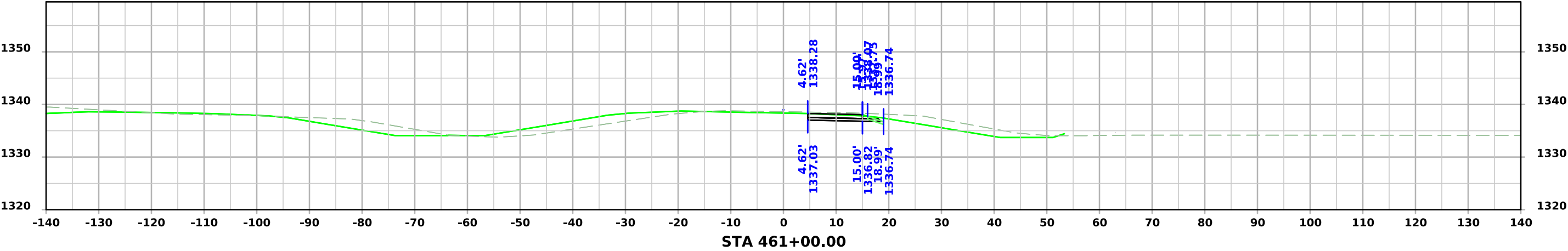
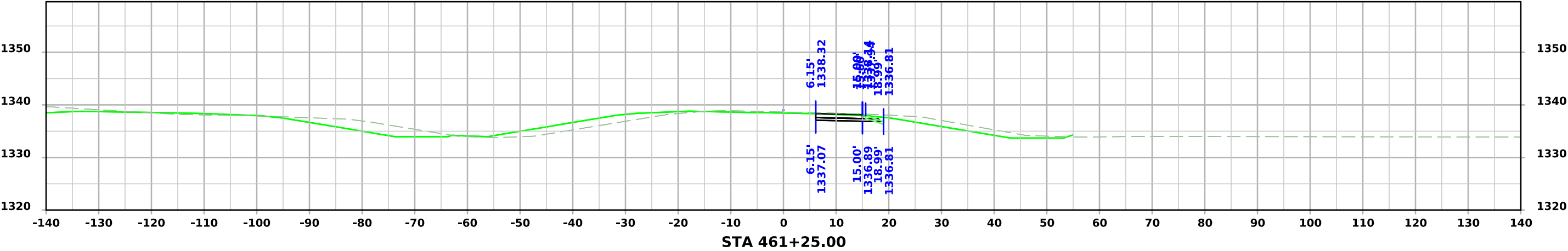
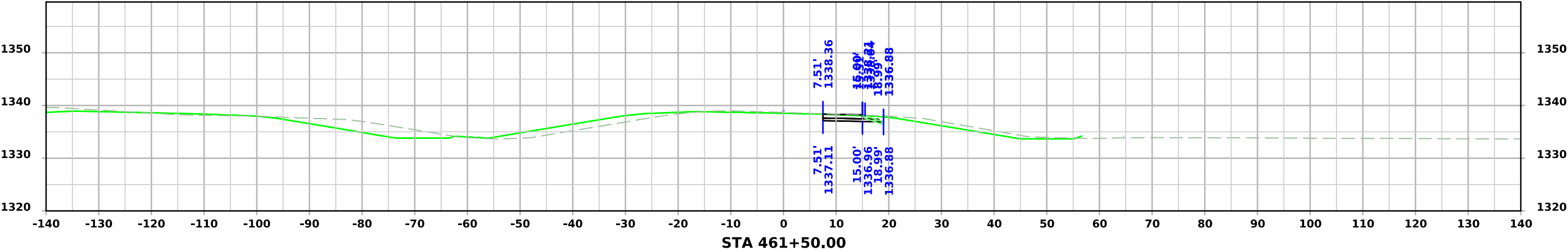
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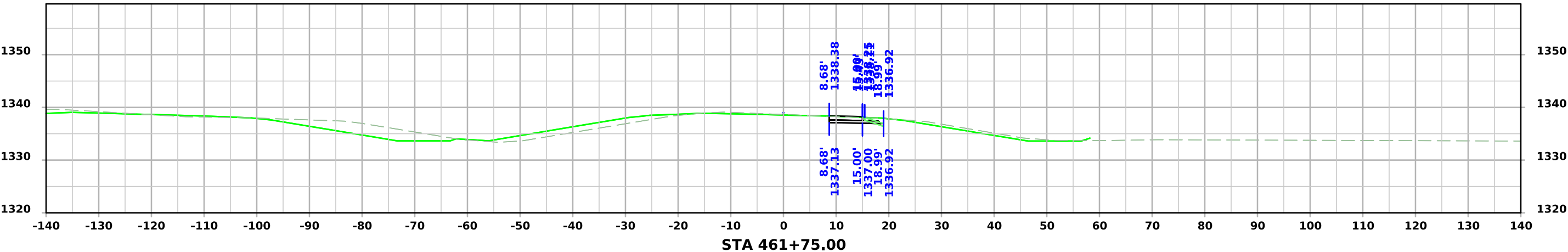
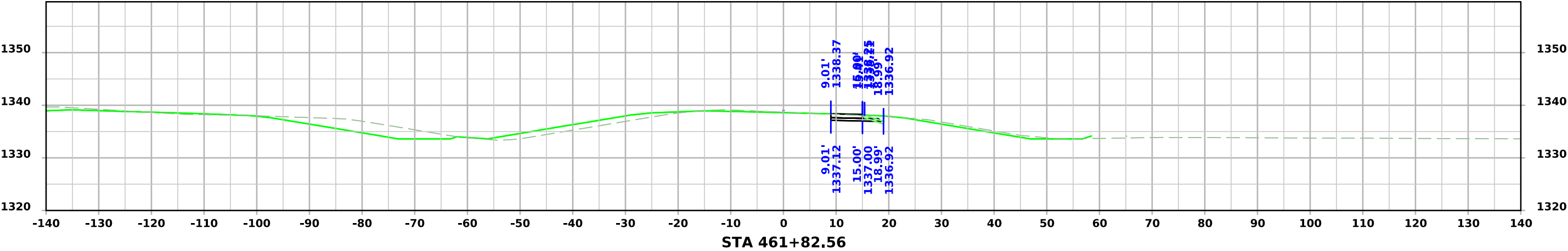
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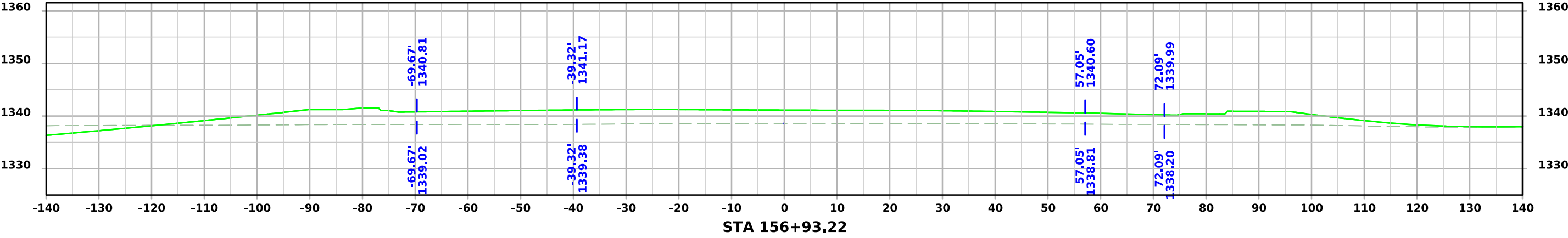
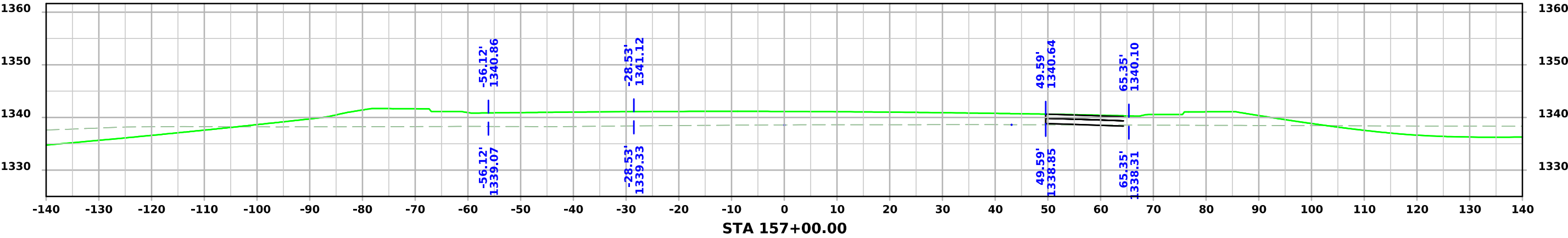
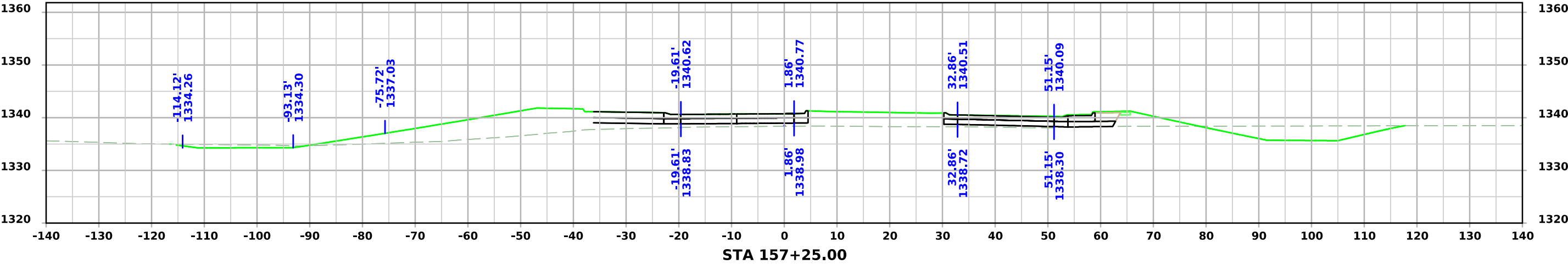
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DETOUR US71NB

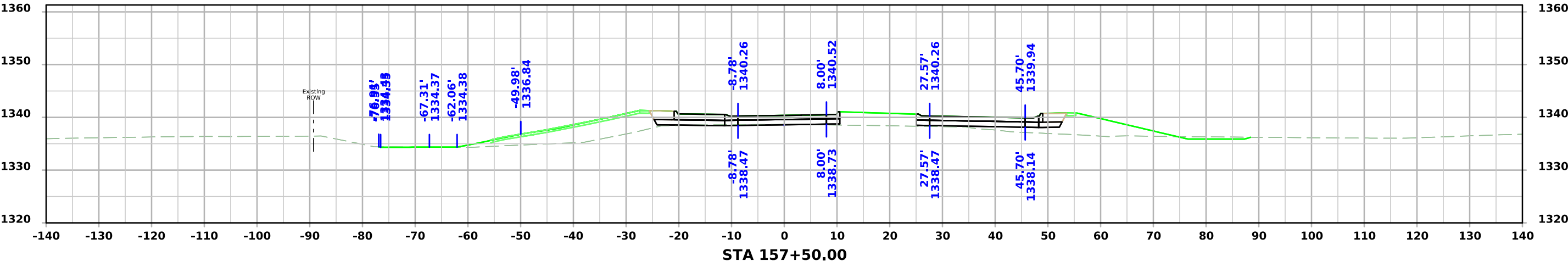
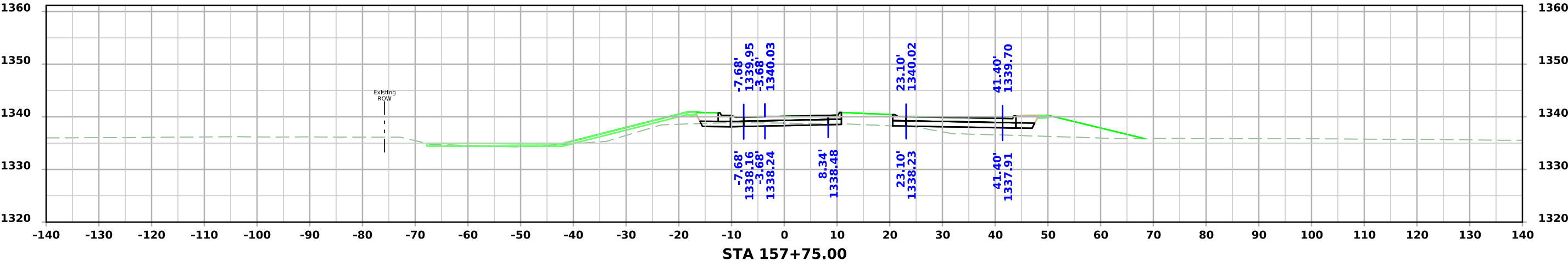
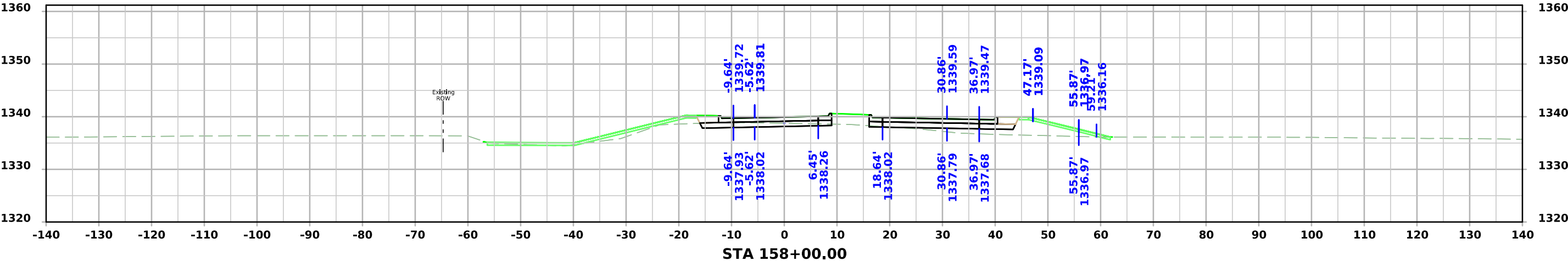


320th St

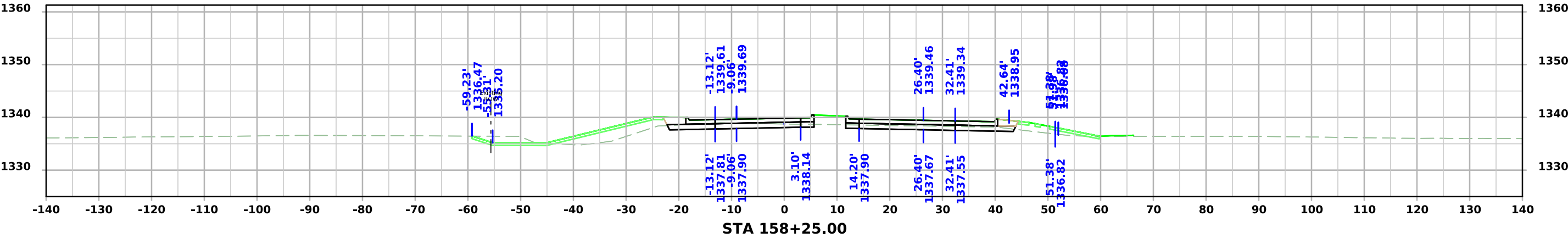
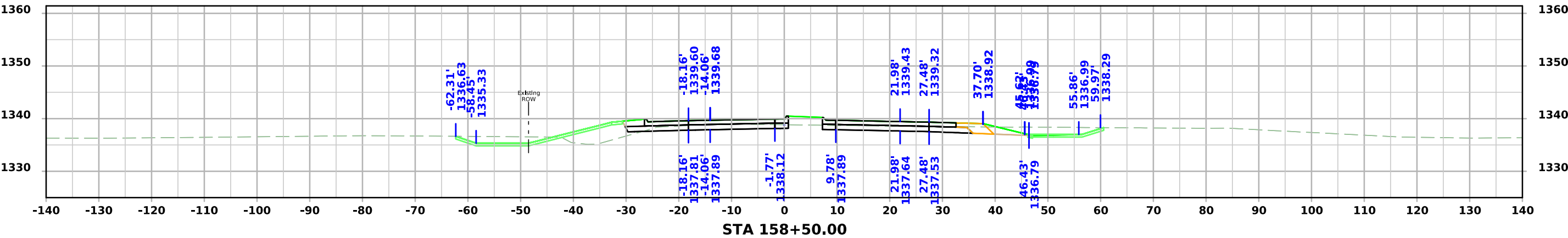
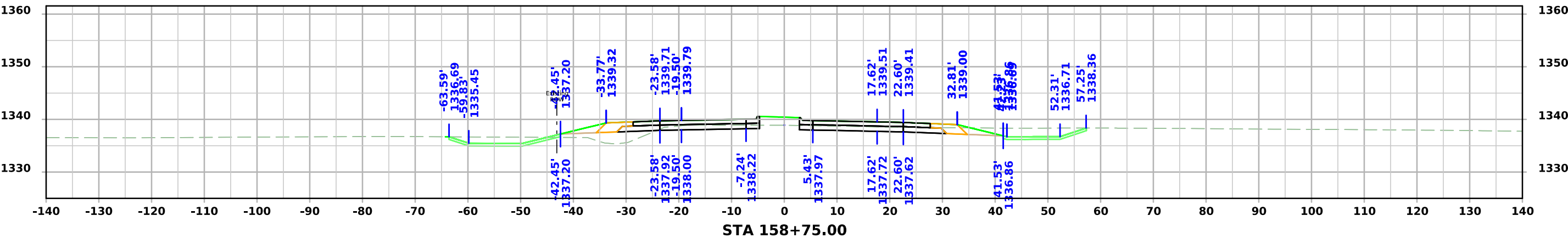




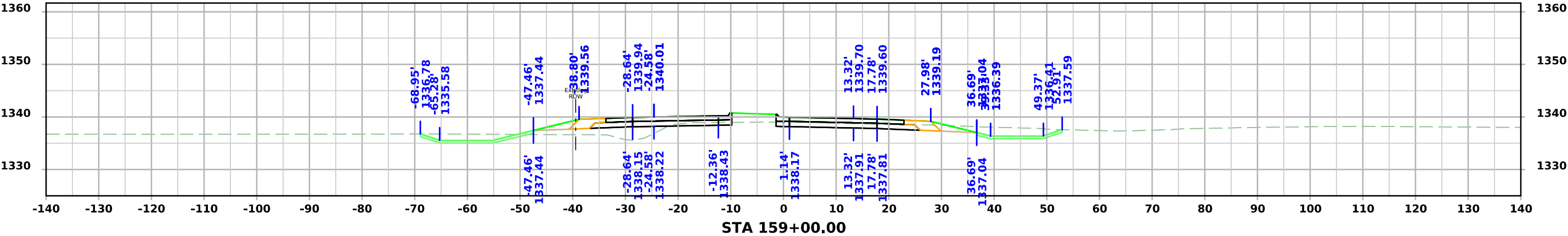
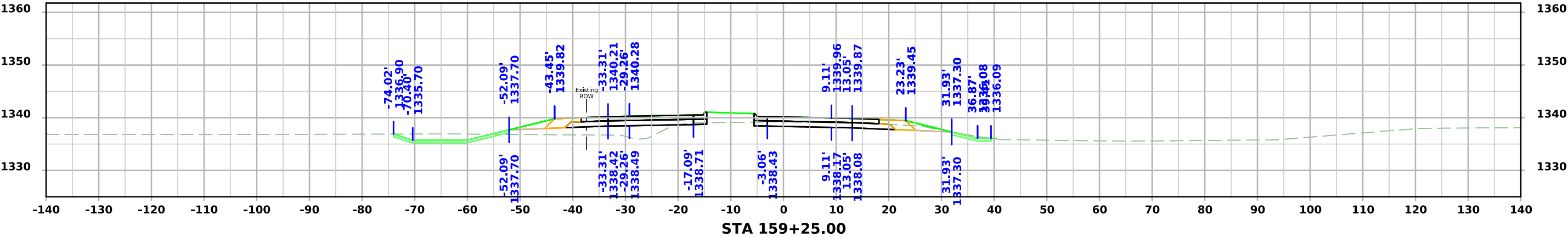
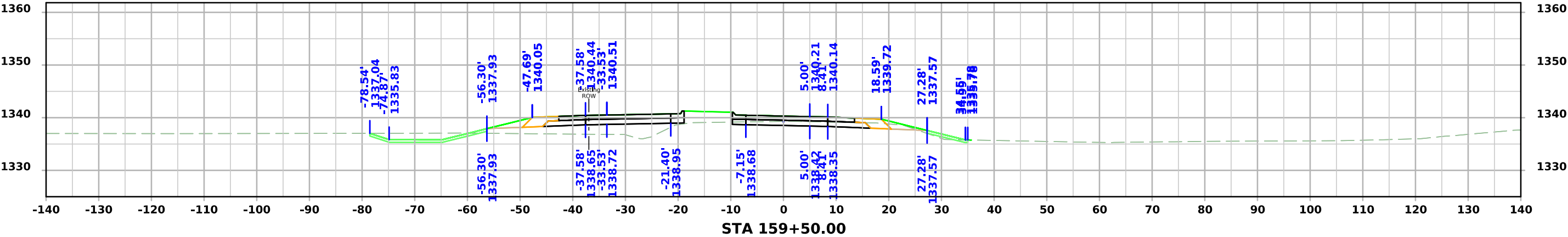
320th St



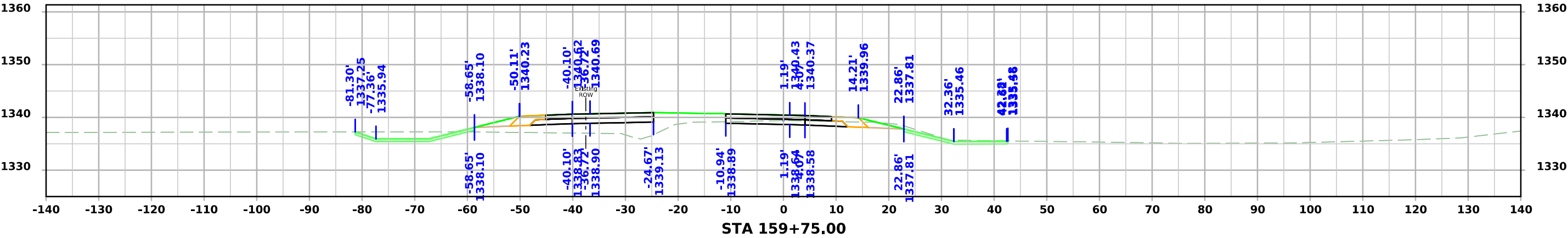
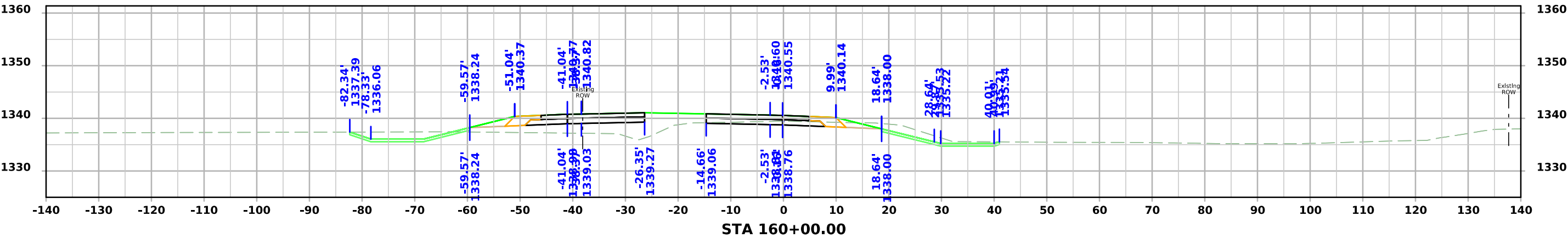
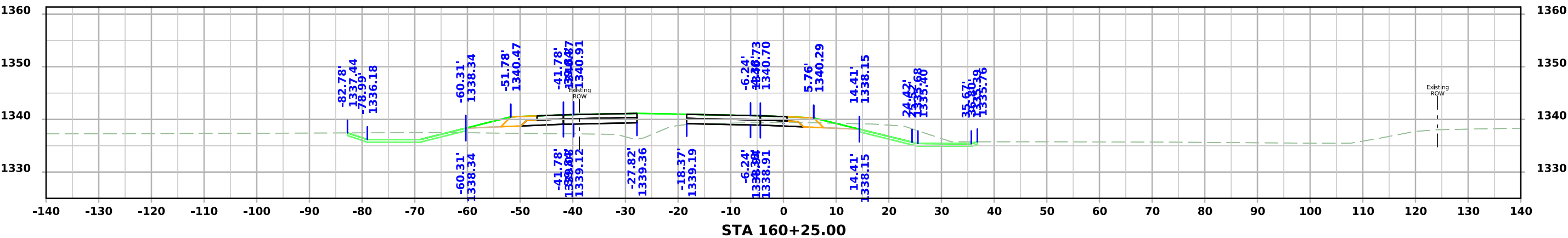
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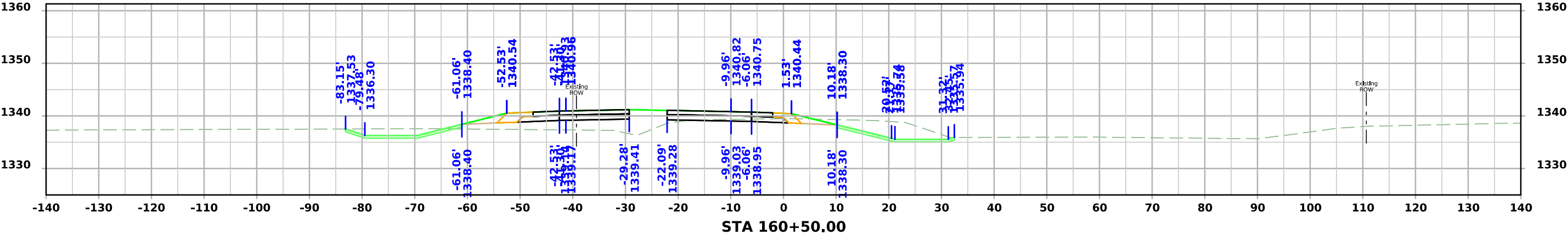
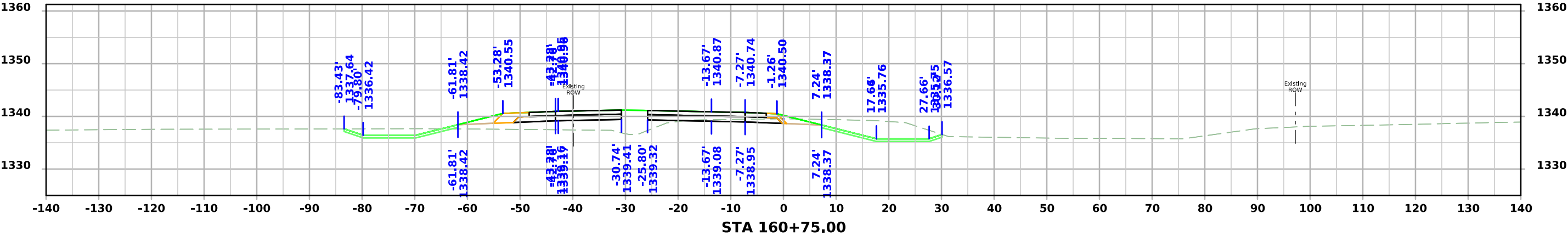
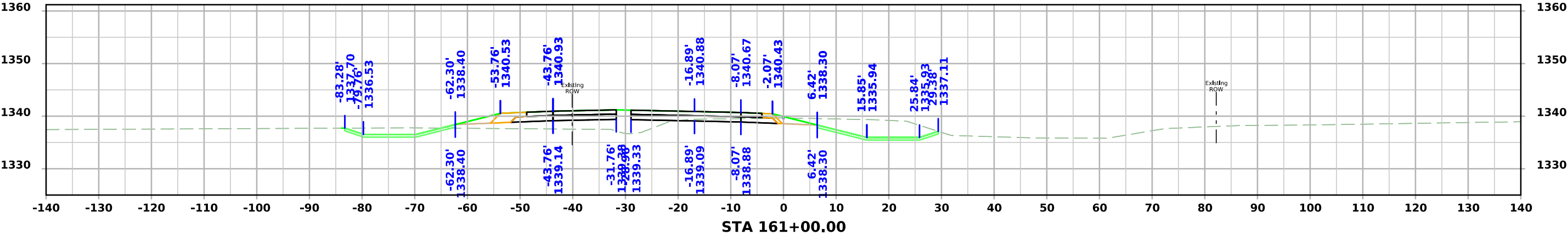
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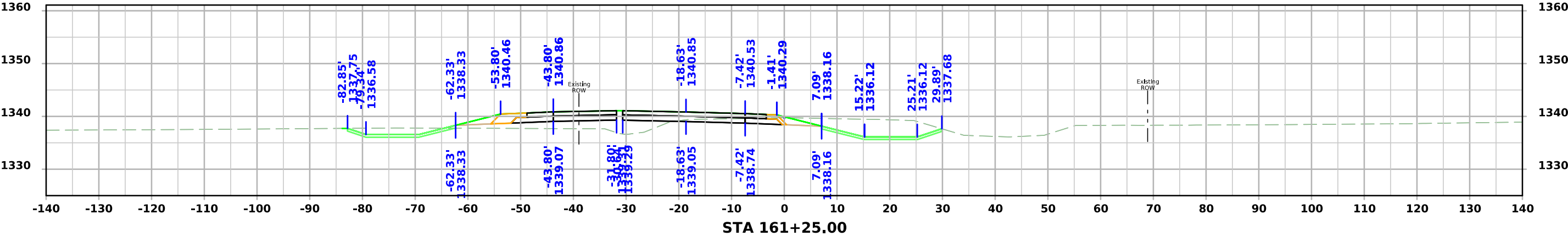
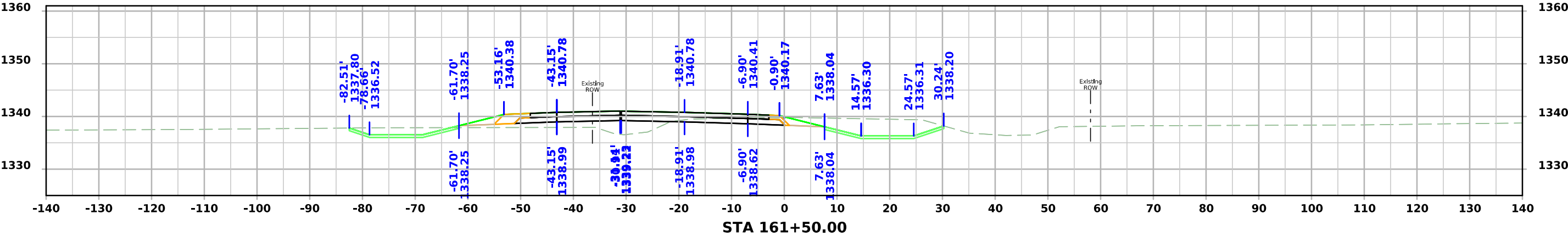
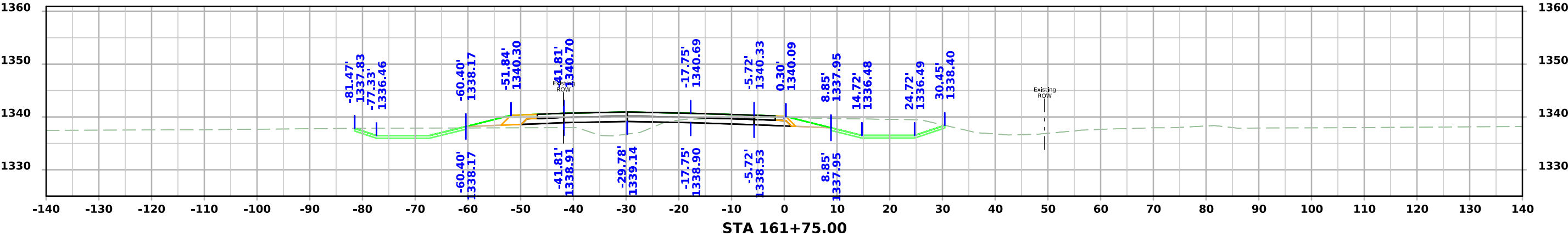
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320th St

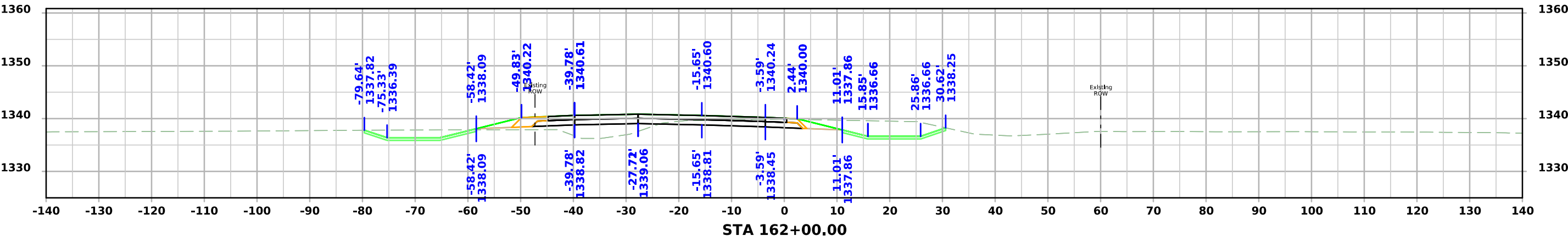
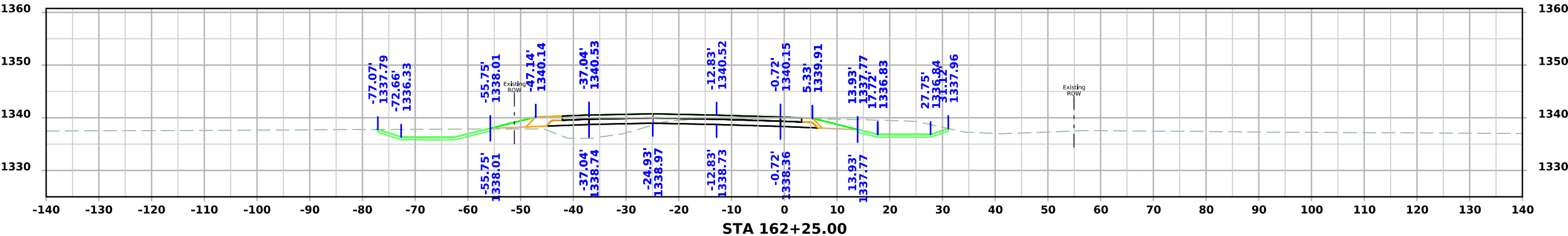
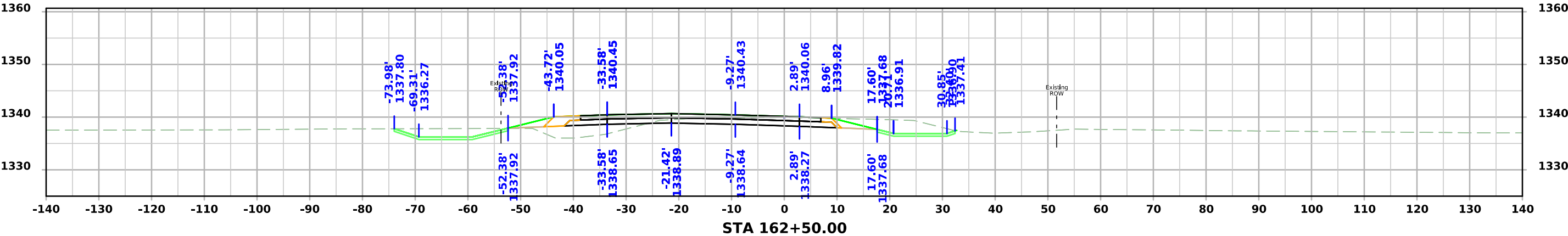


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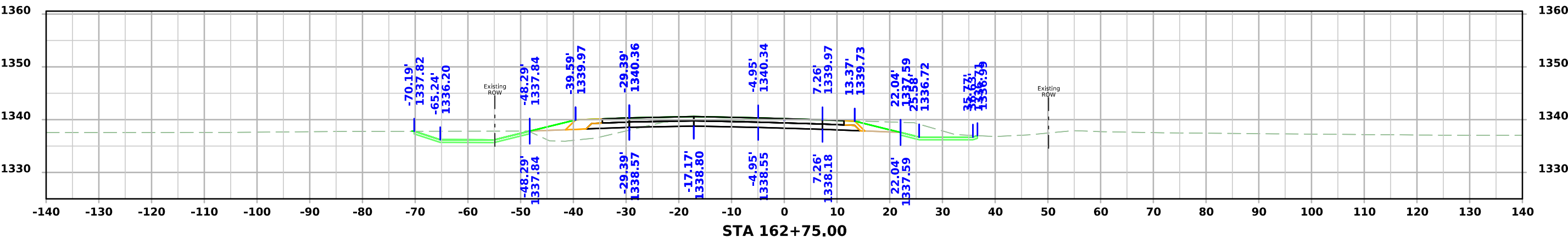
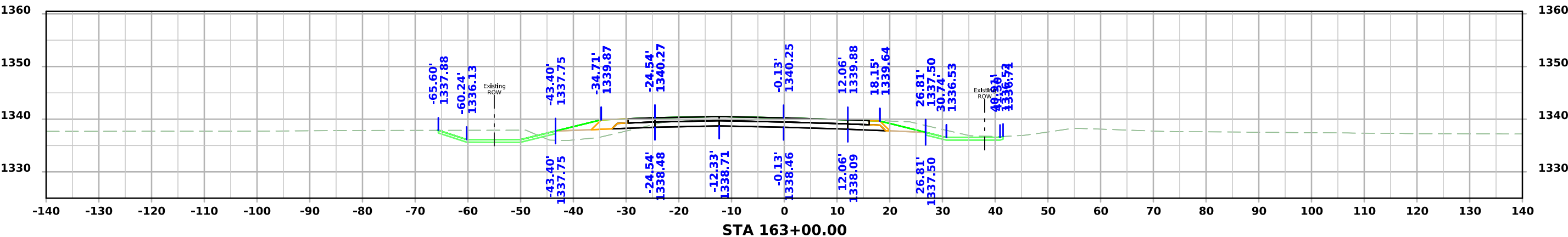
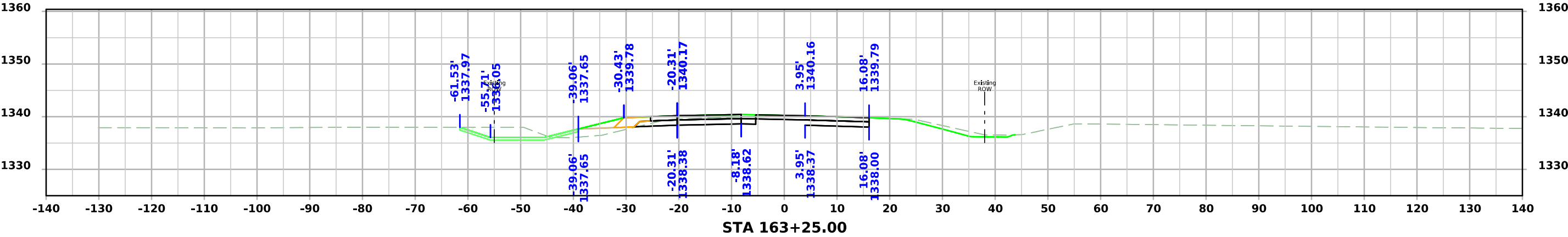




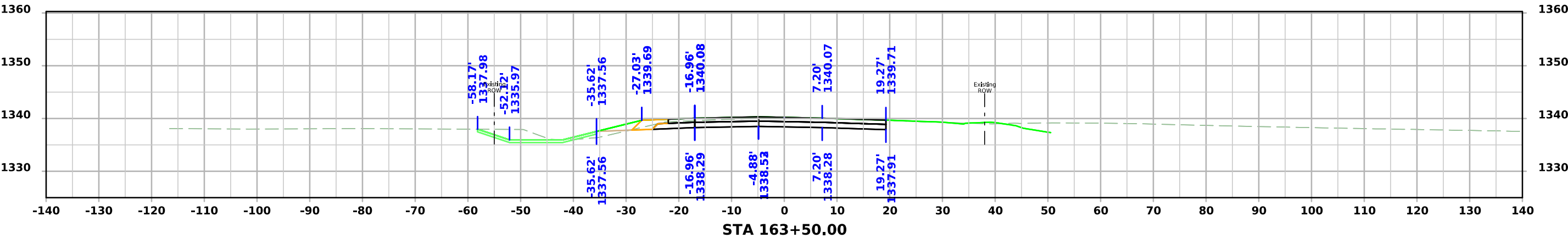
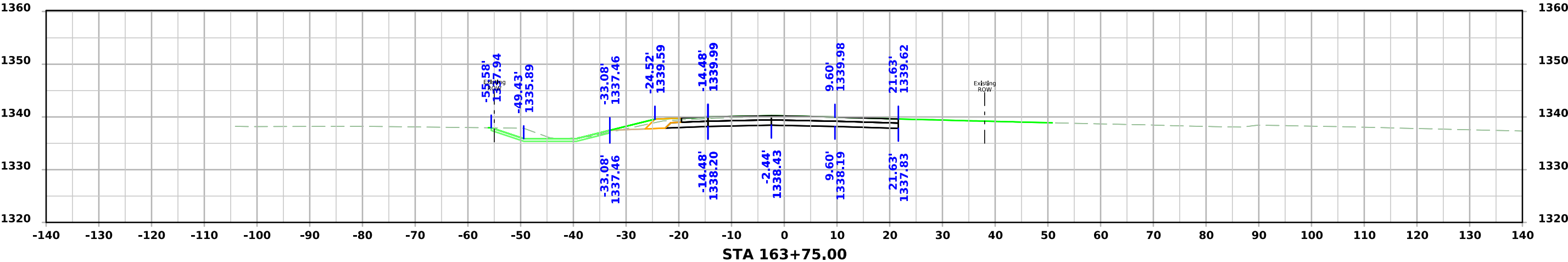
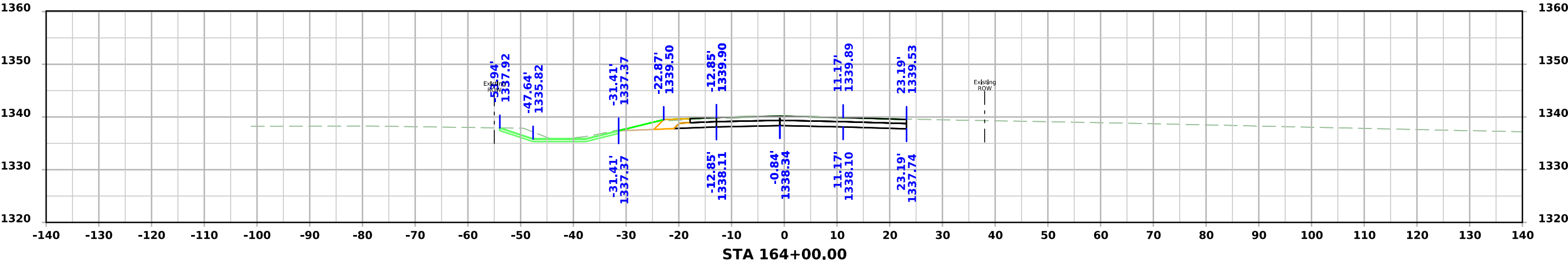
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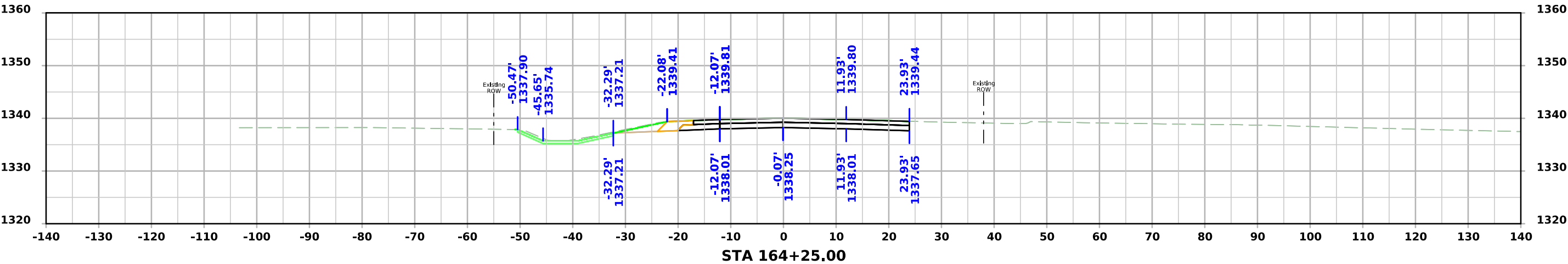
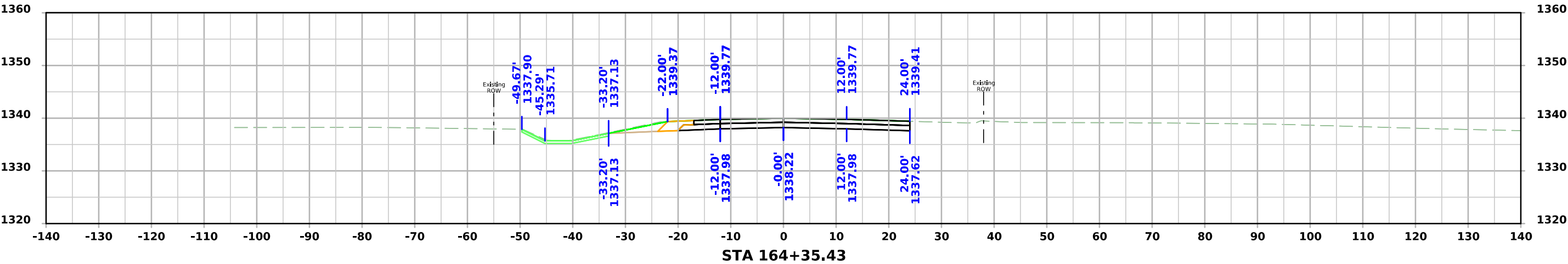
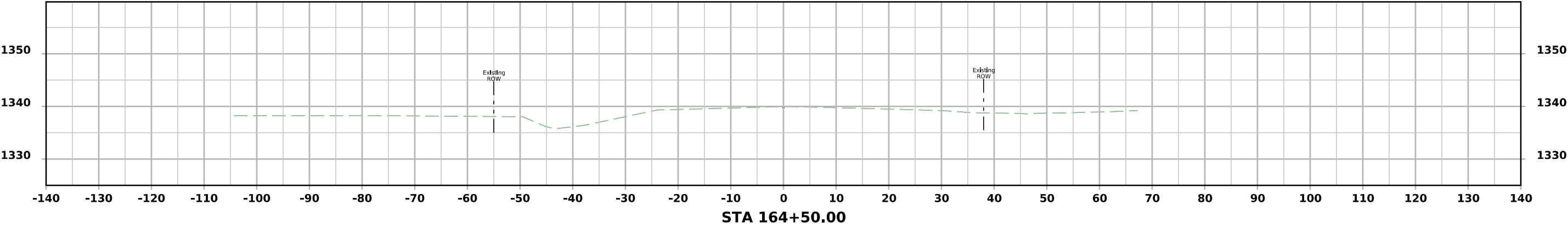
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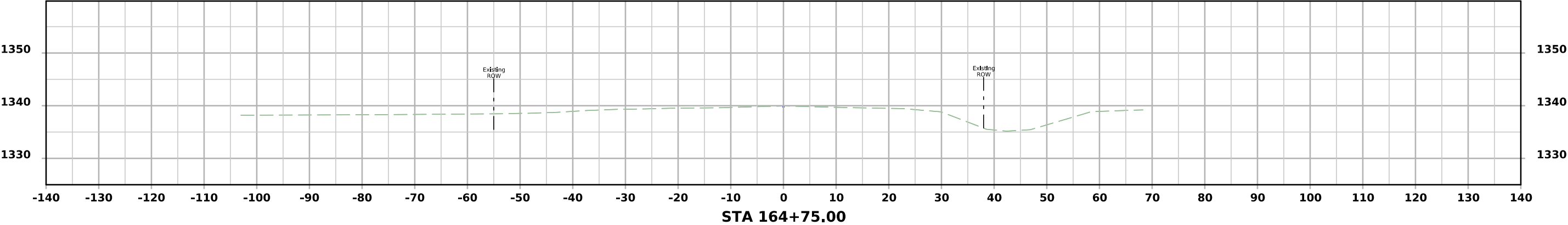
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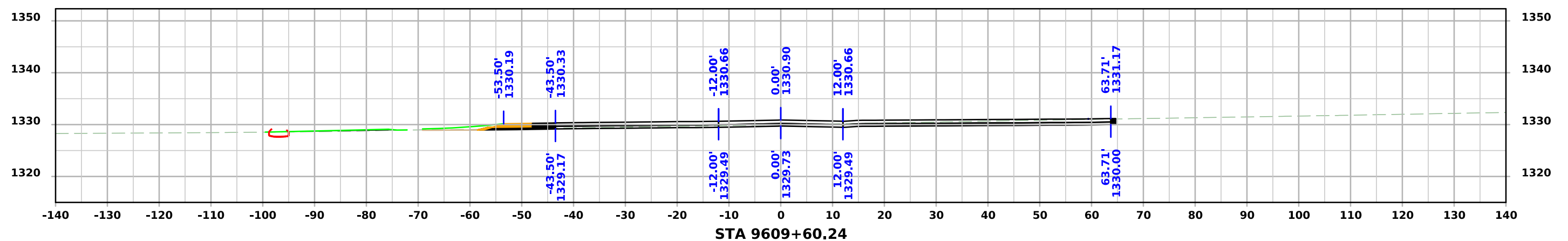
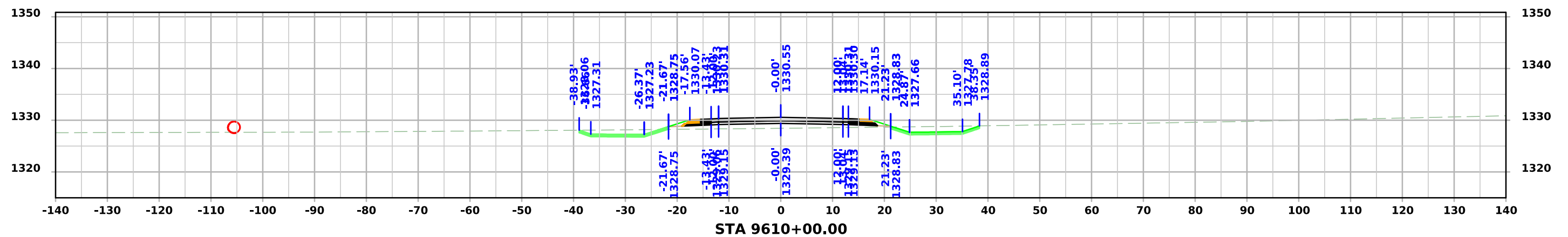
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320th St



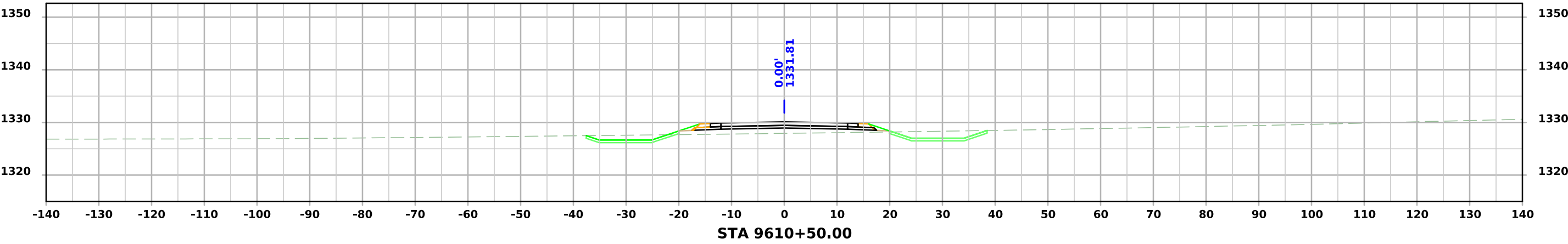
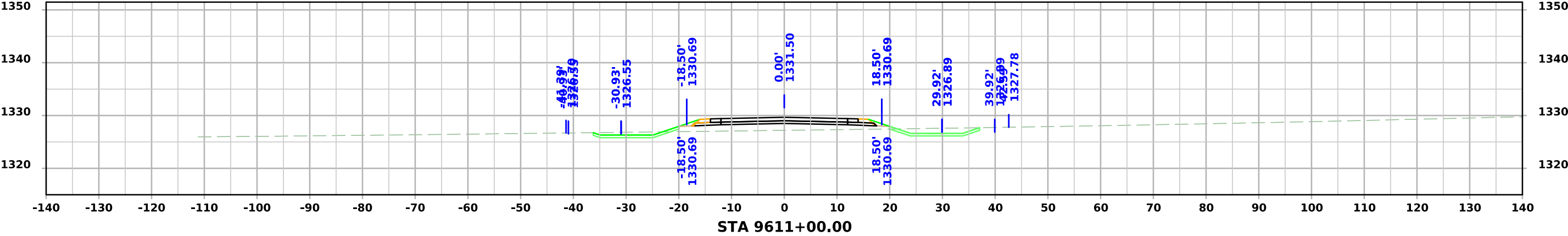
4th Ave NW



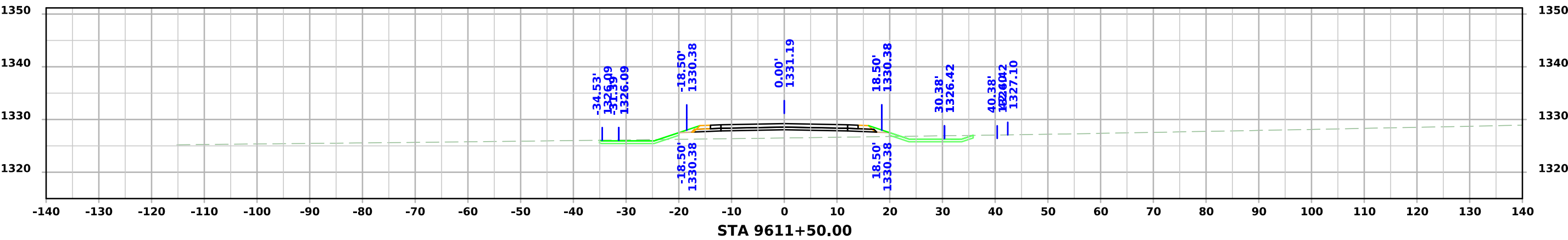
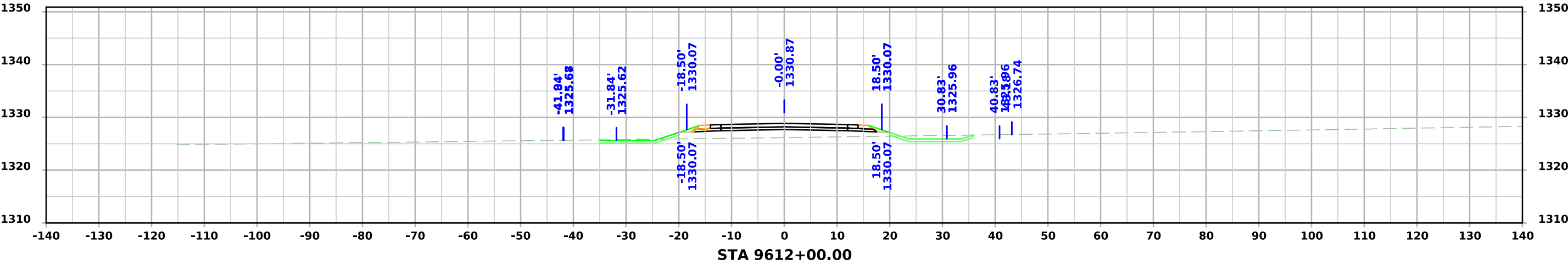
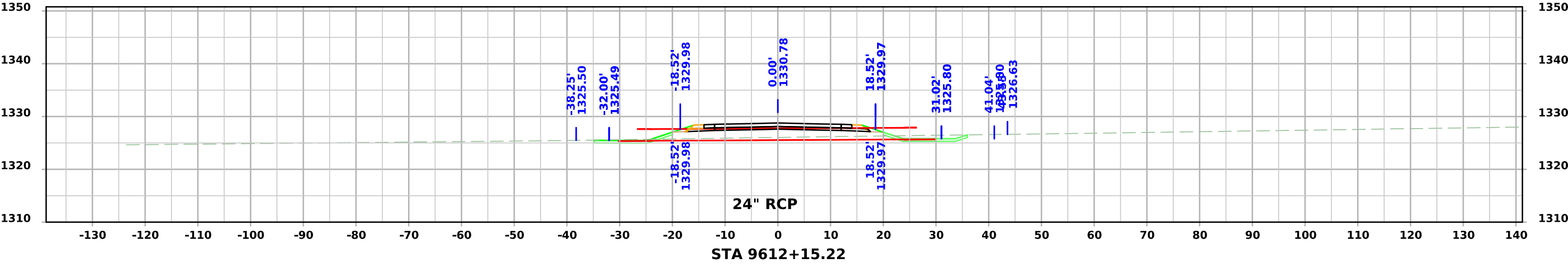
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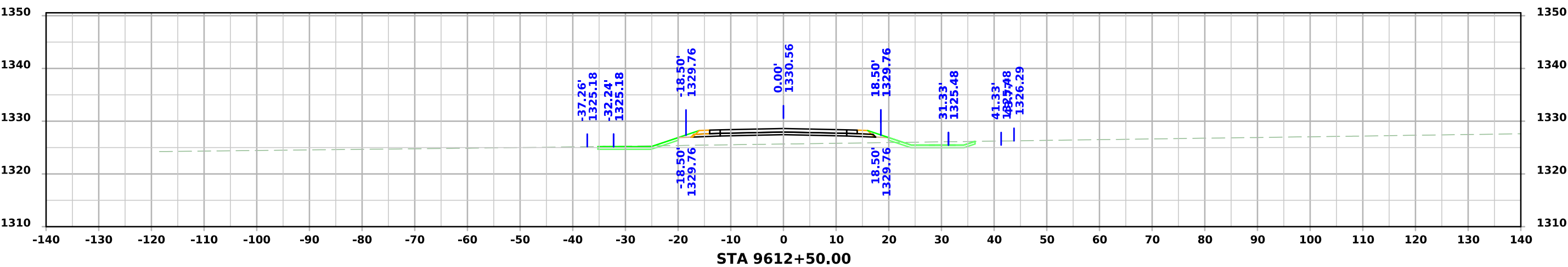
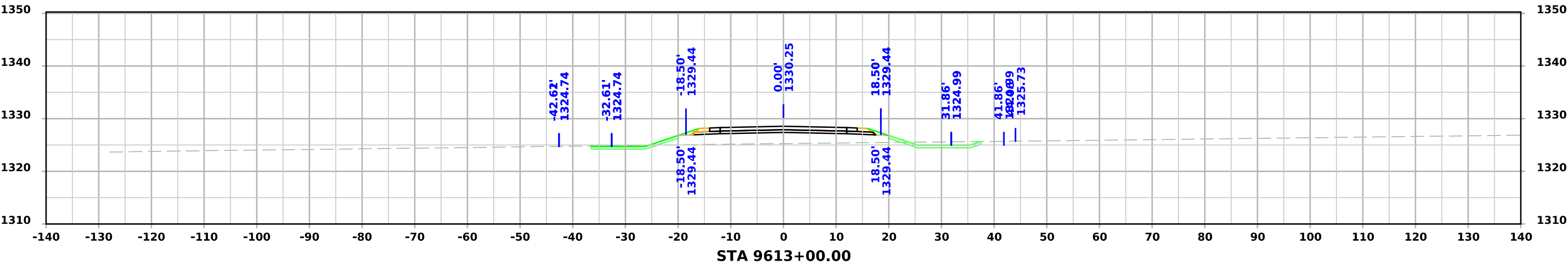
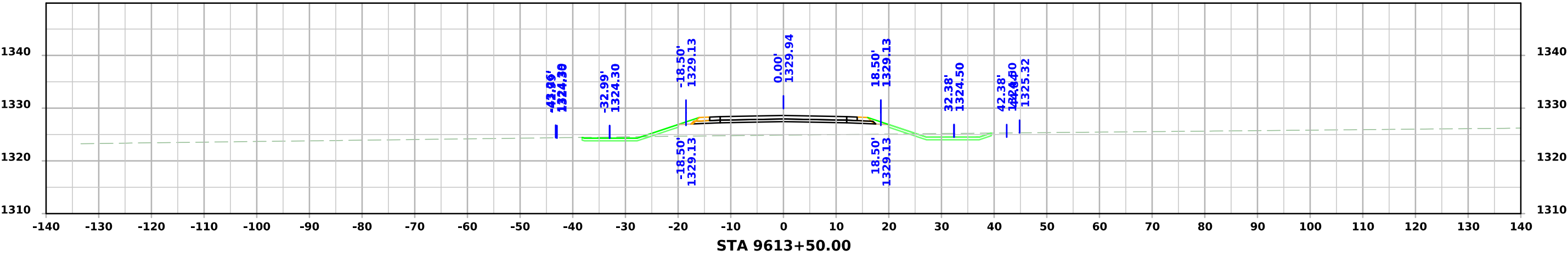
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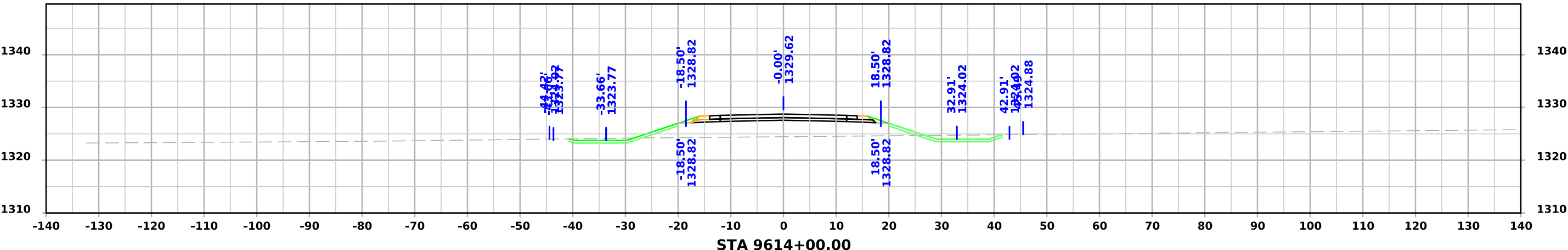
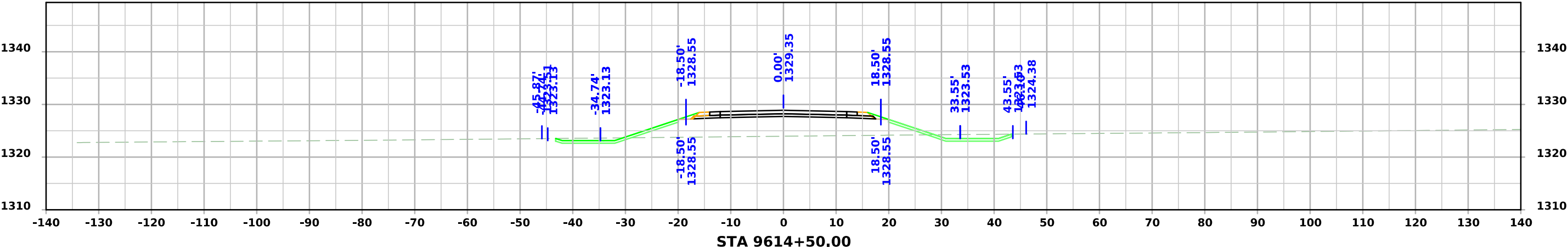
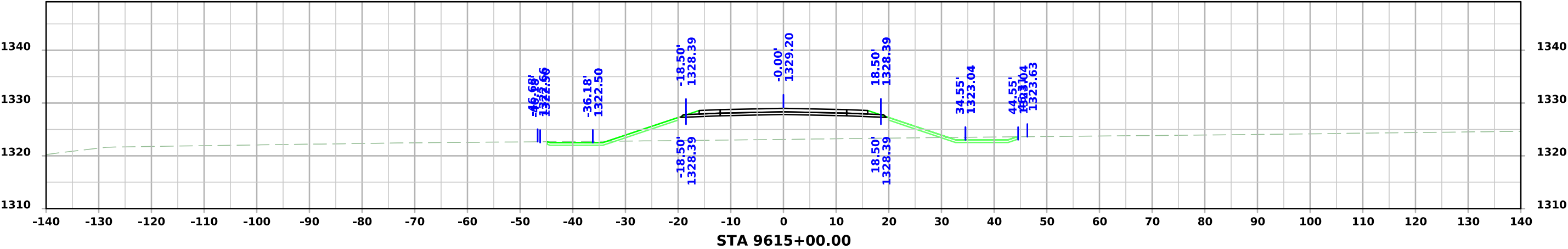
4th Ave NW



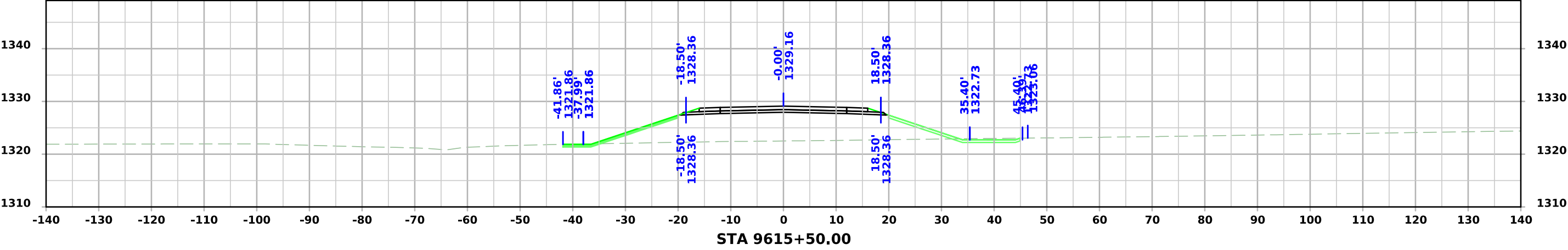
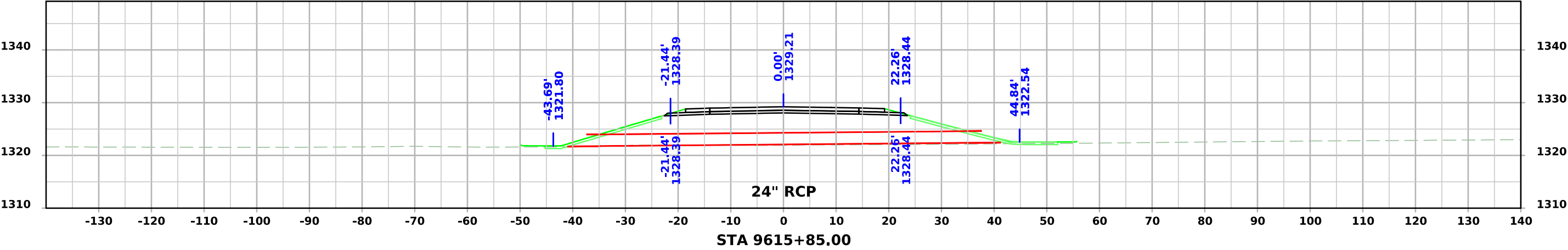
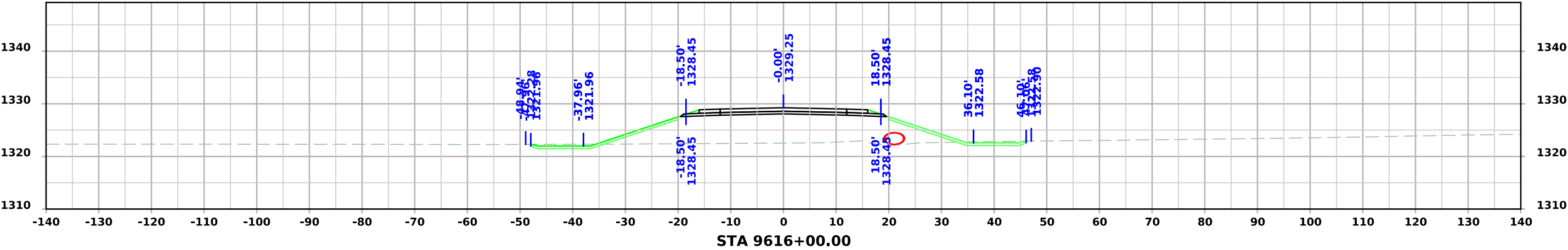
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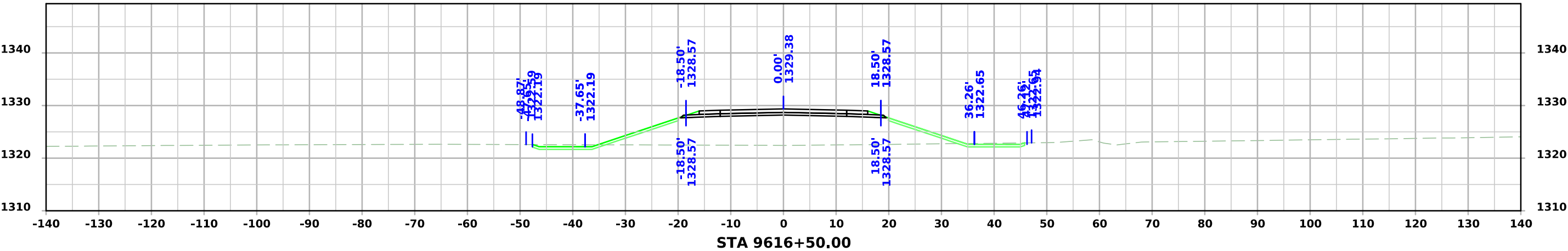
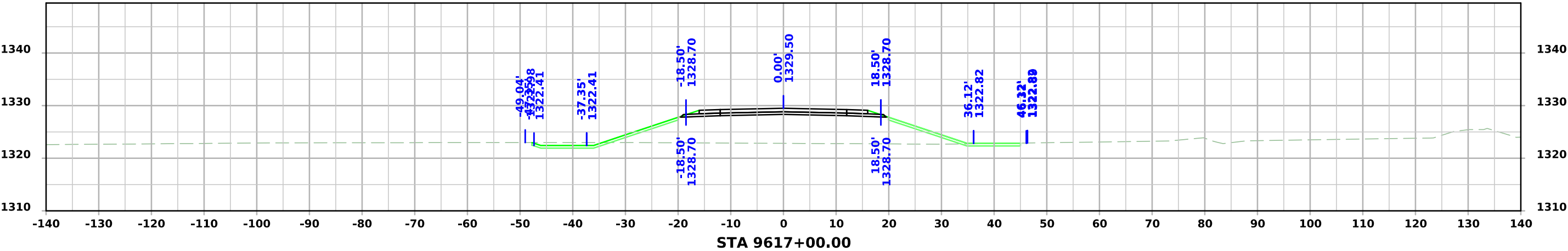
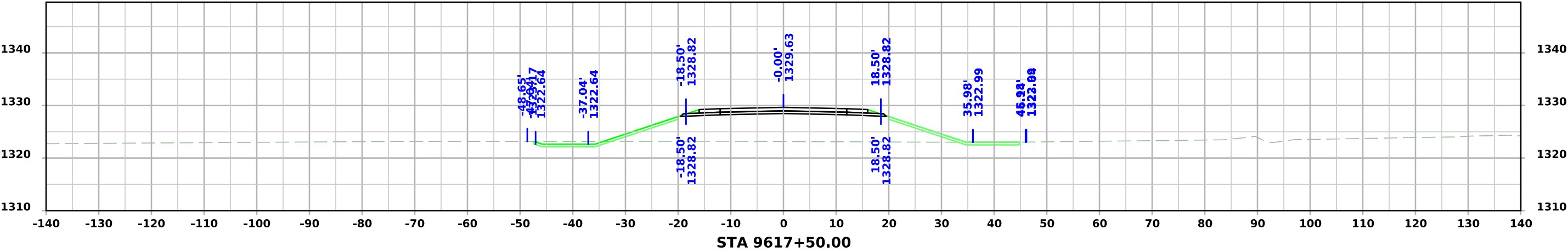
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4th Ave NW

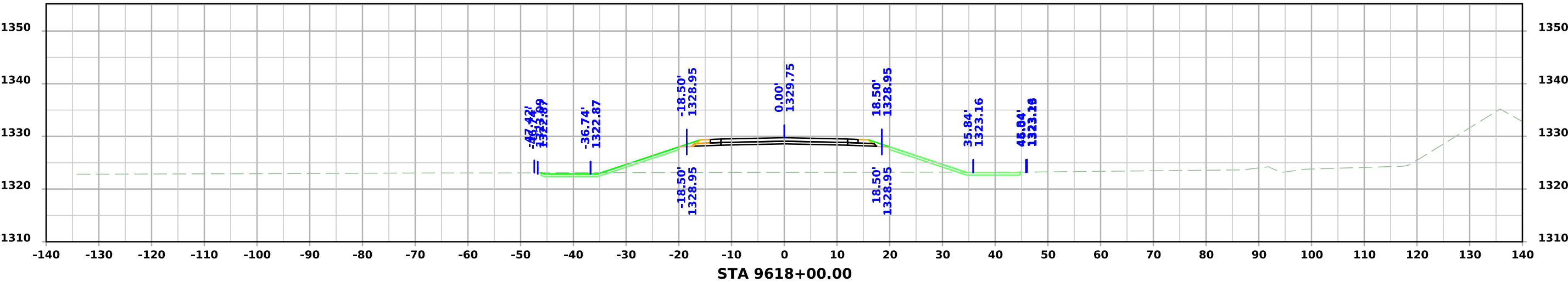
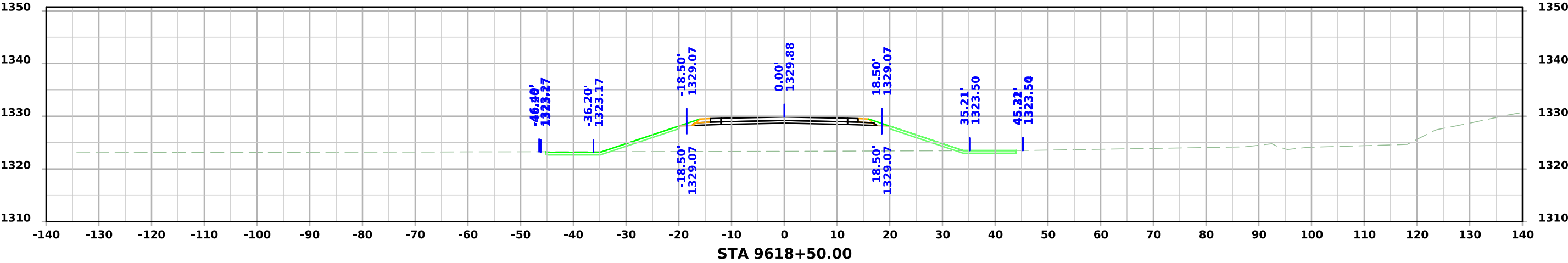
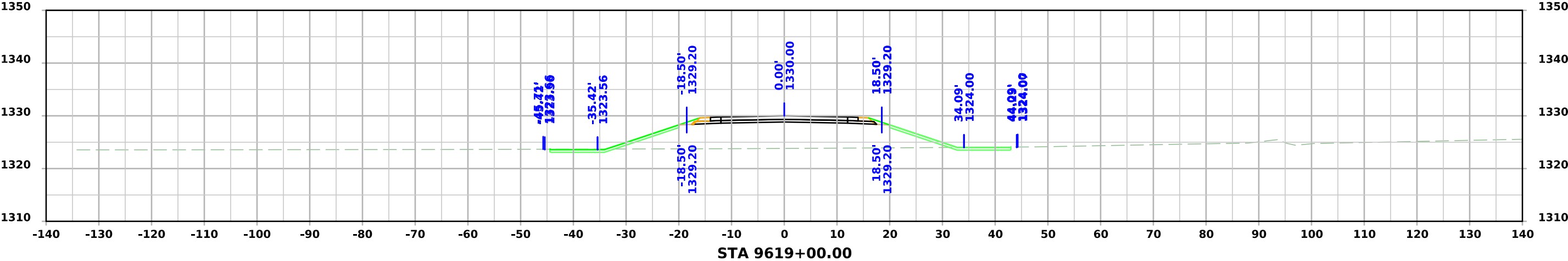


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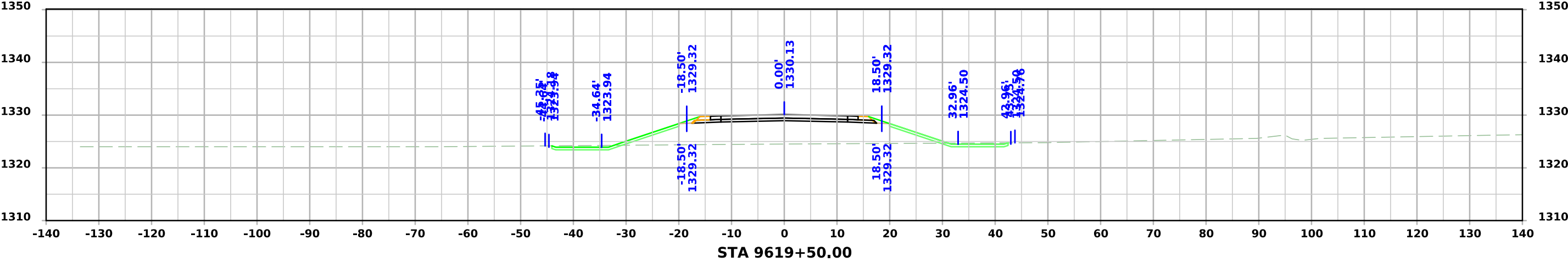
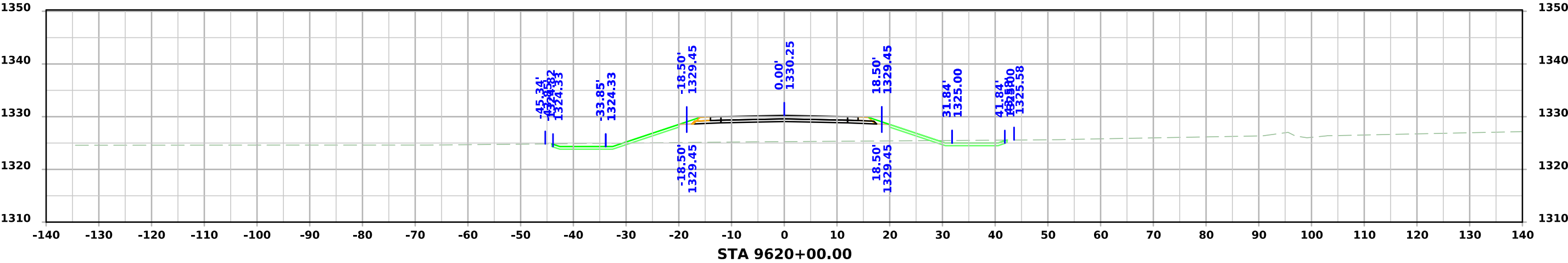
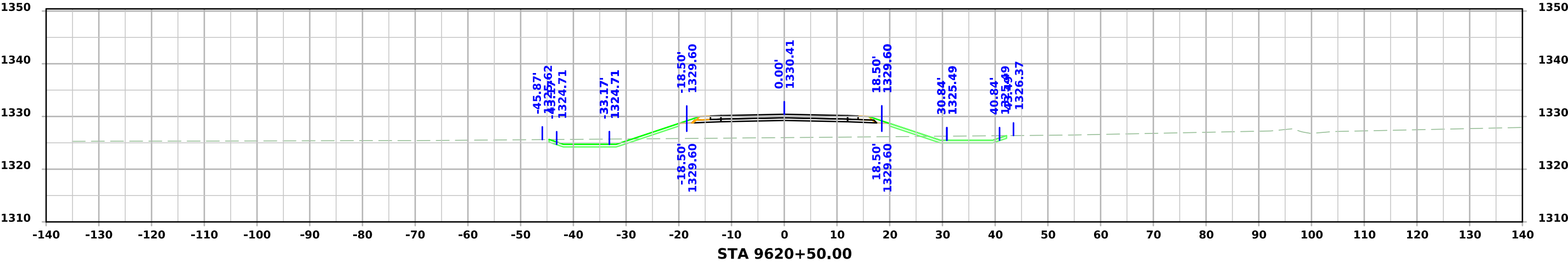


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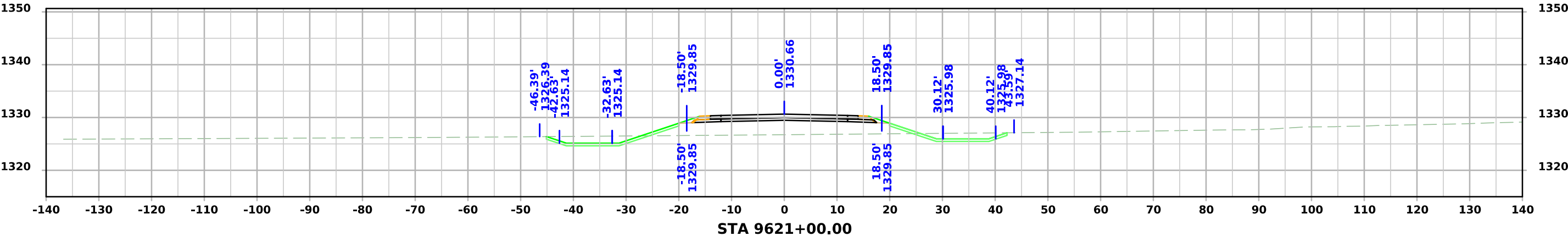
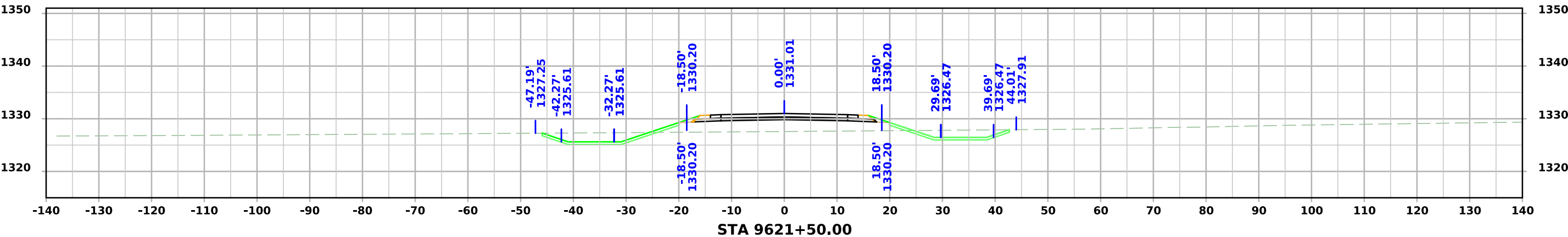
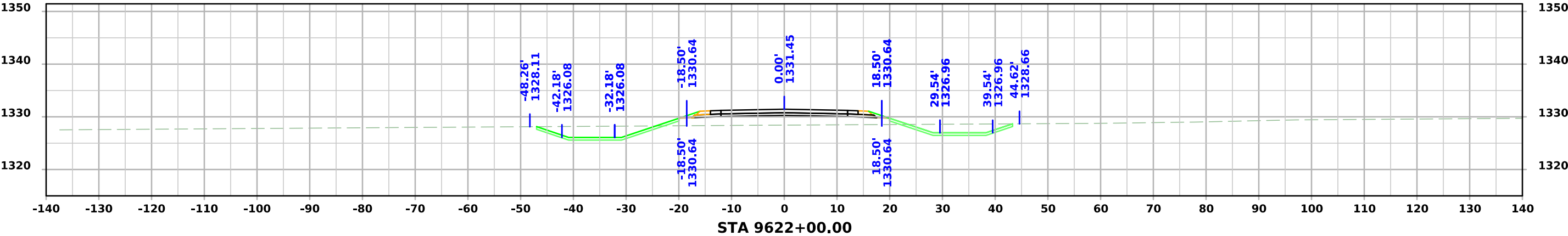




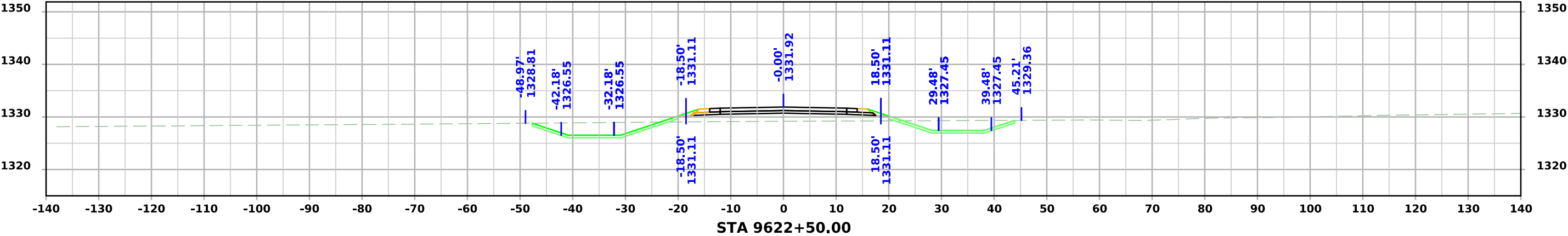
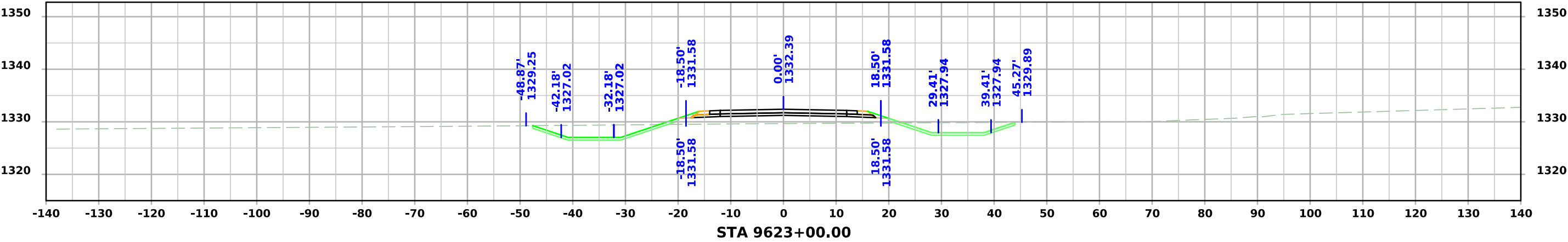
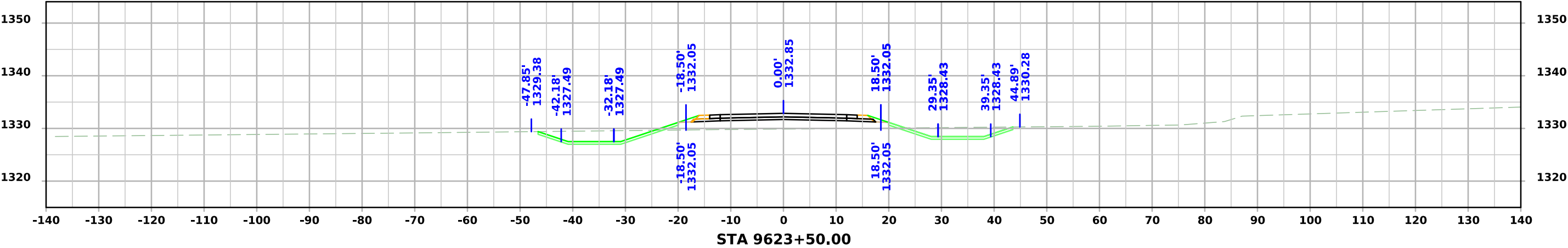
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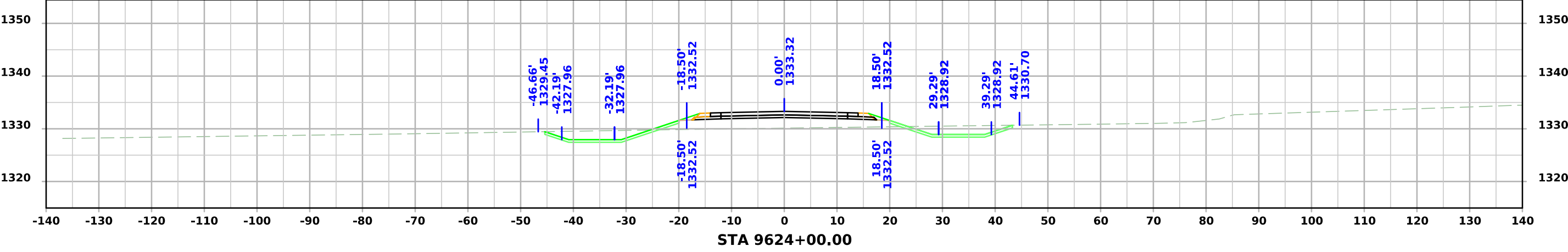
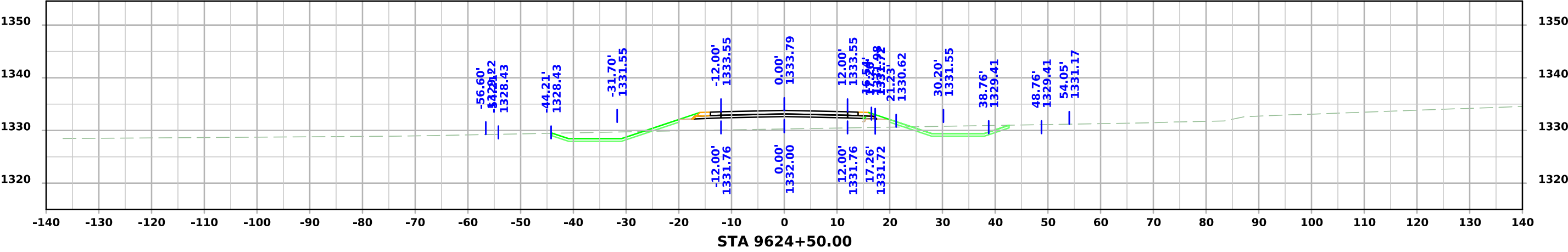
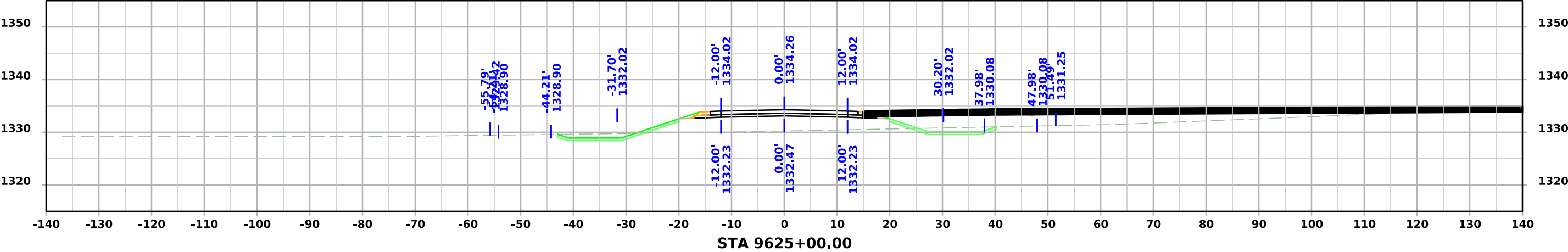
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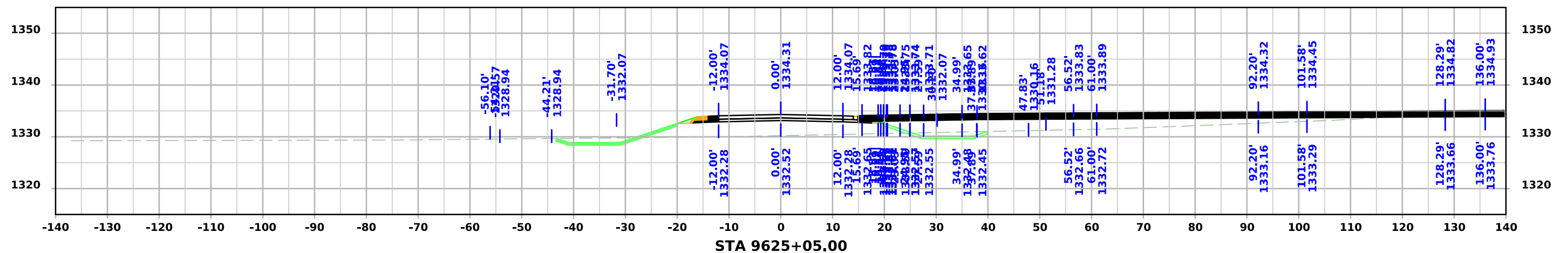
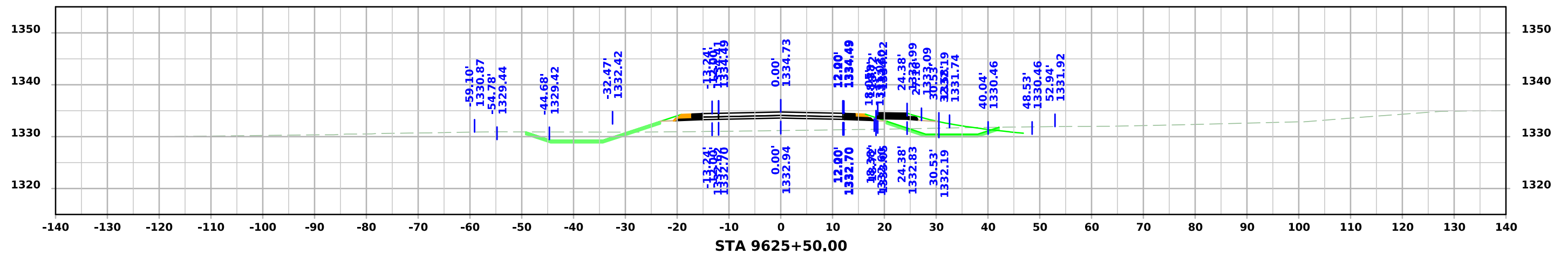
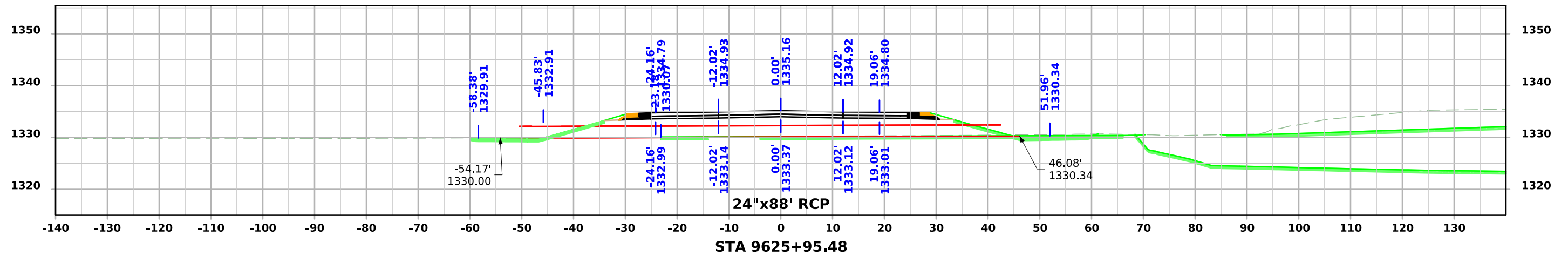
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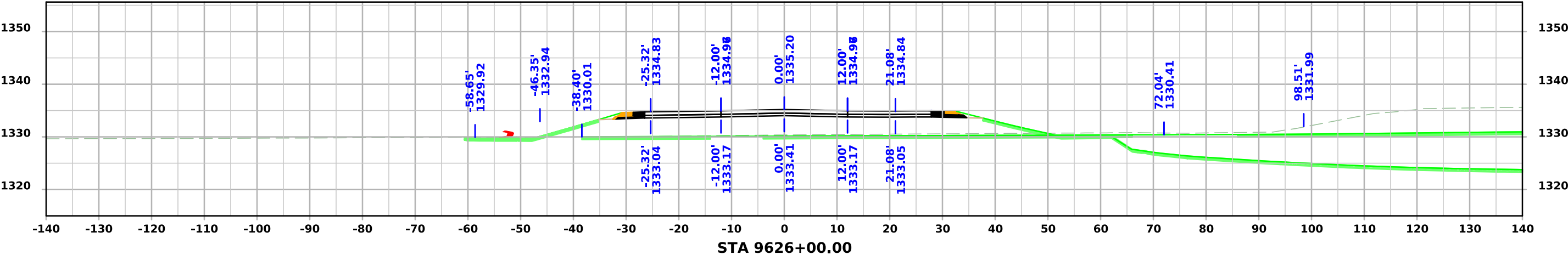
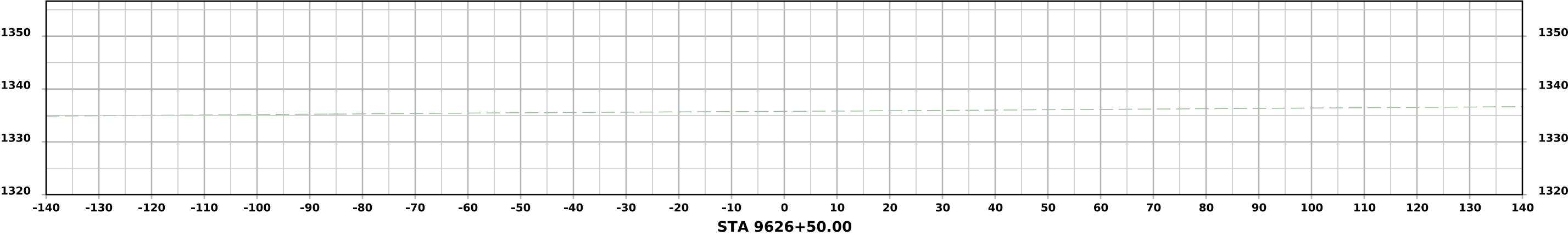
4th Ave NW



4th Ave NW

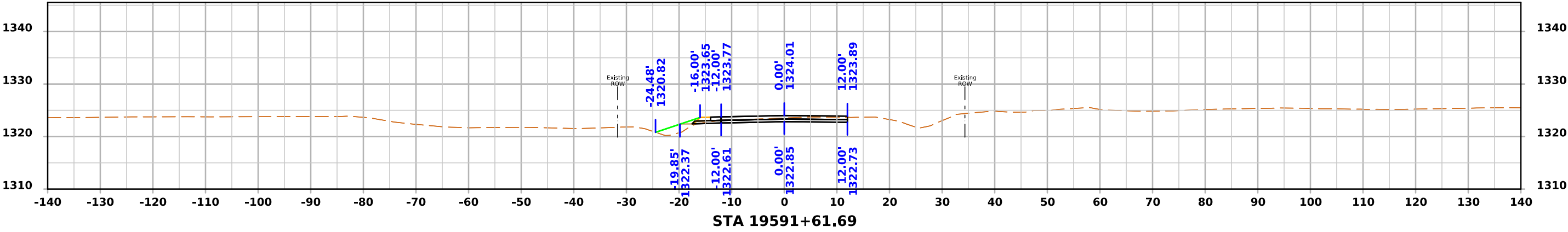
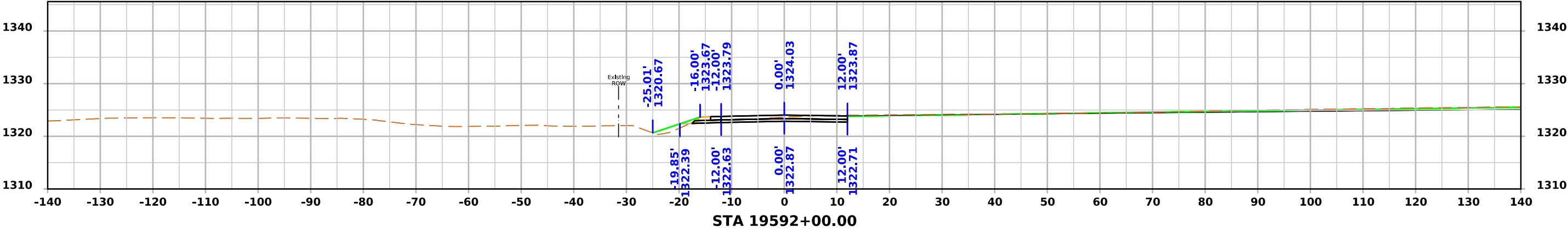
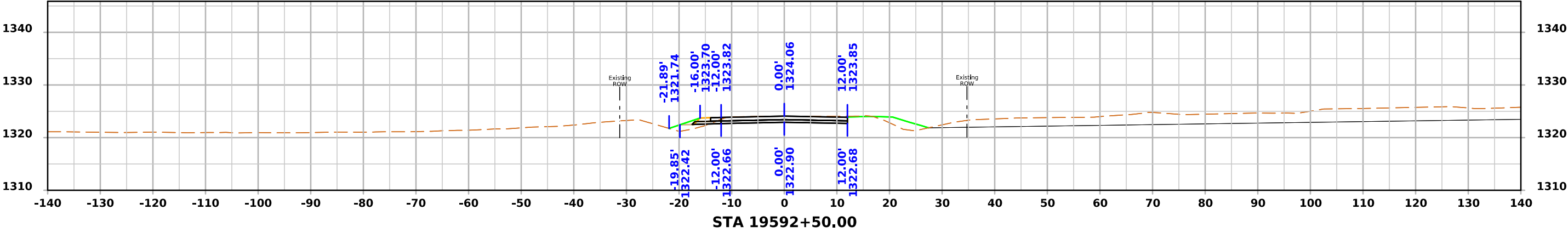


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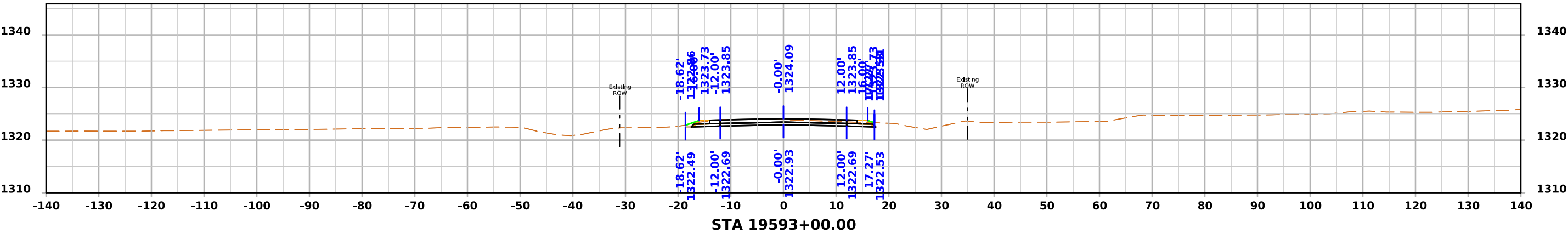
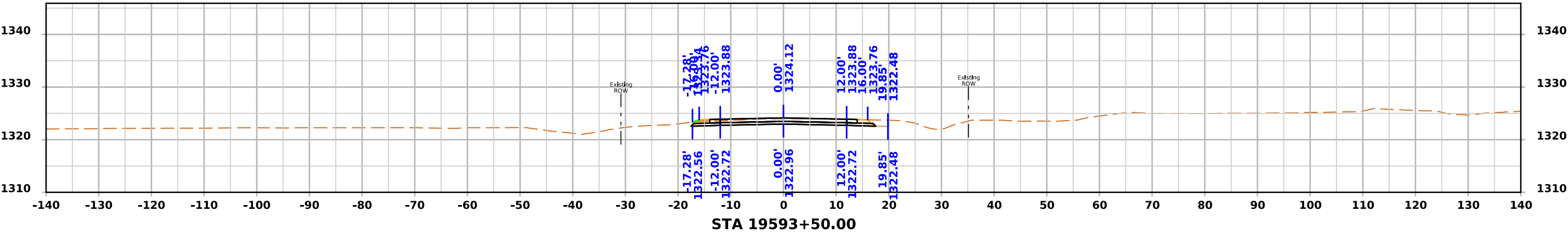
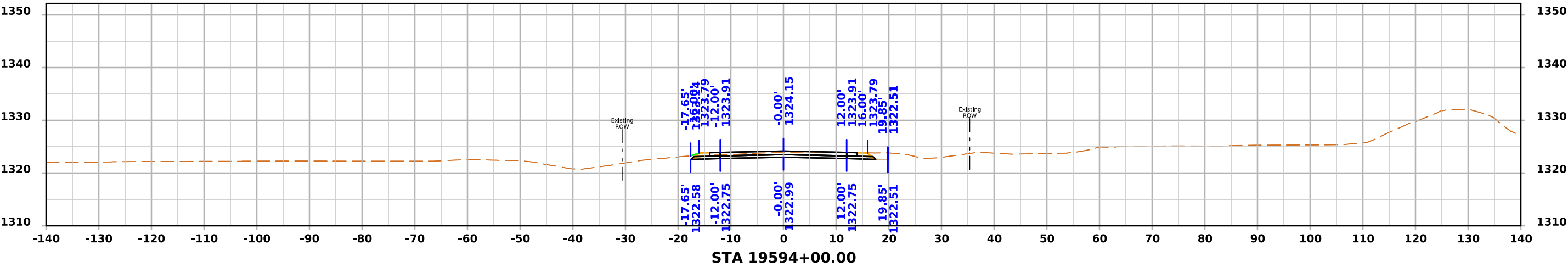


# 4th Ave W

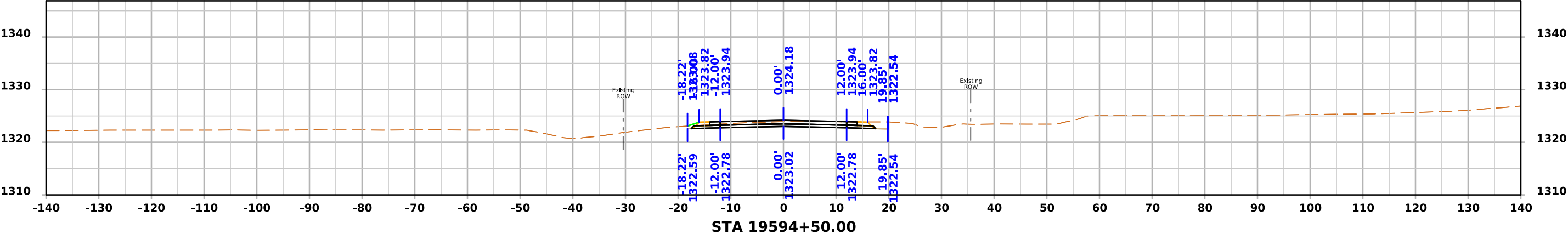
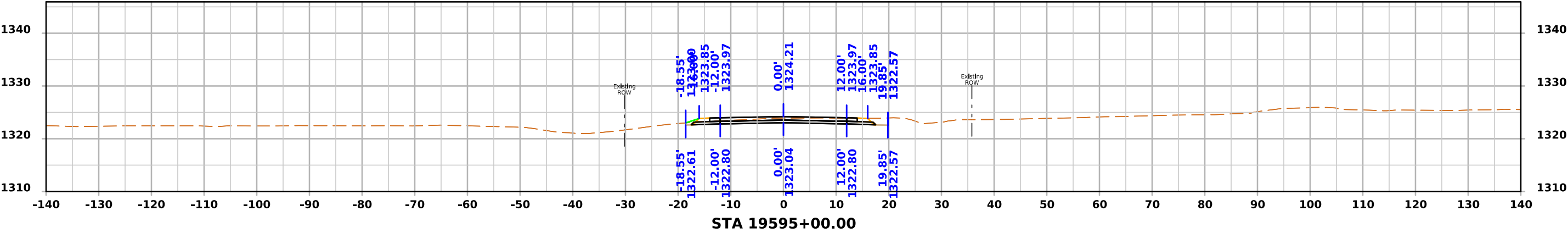
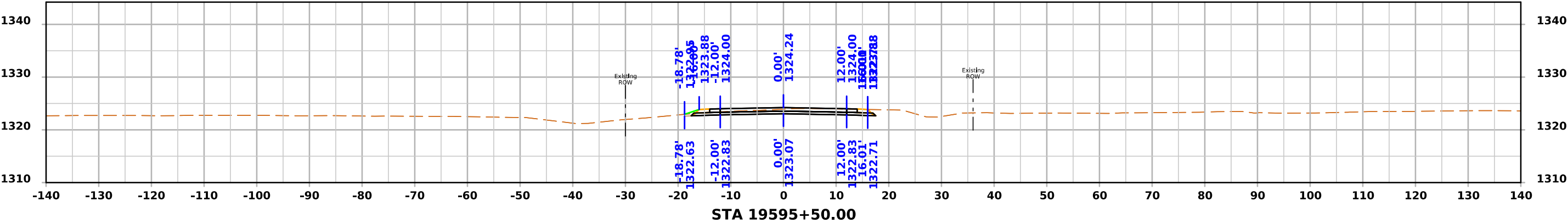




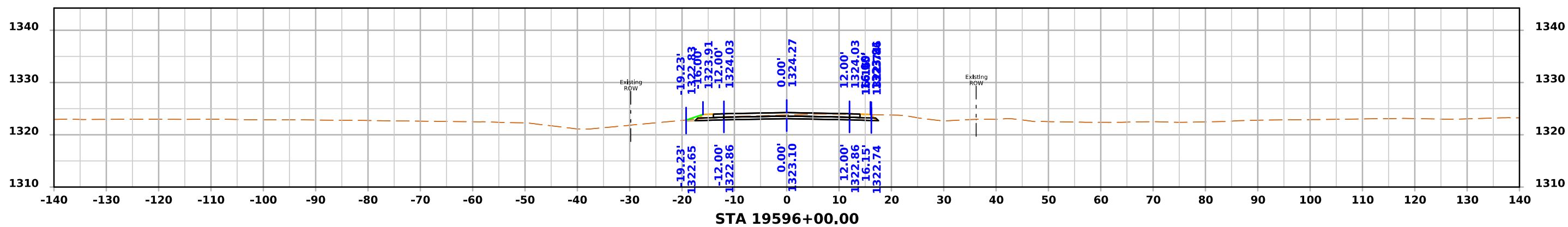
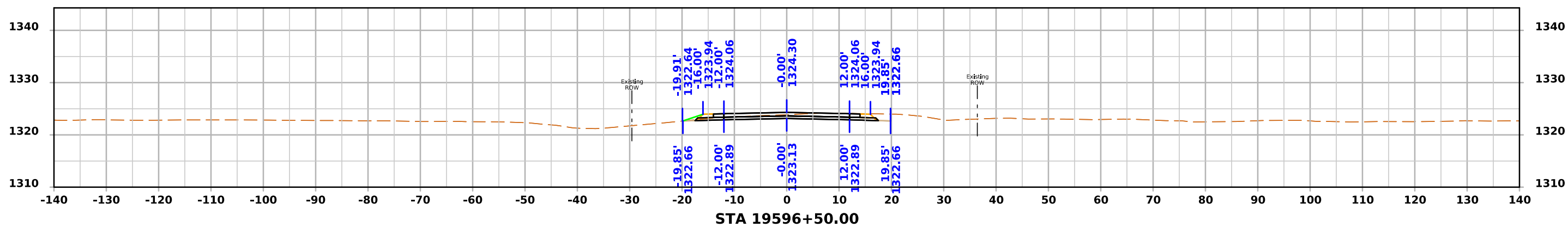
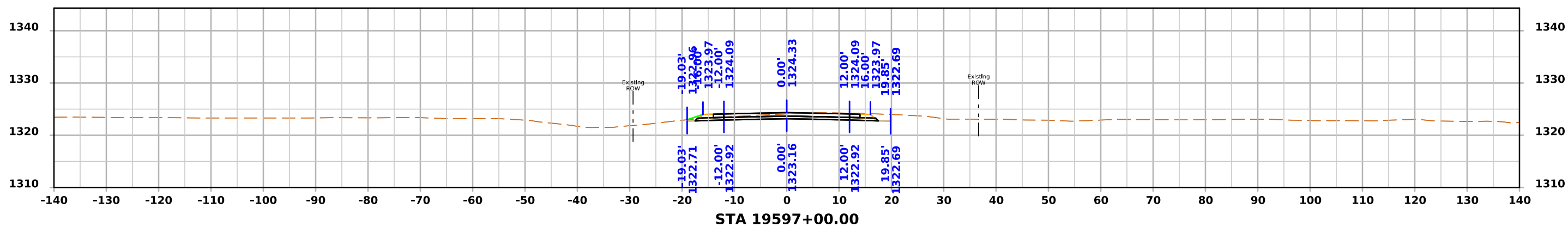
4th Ave W



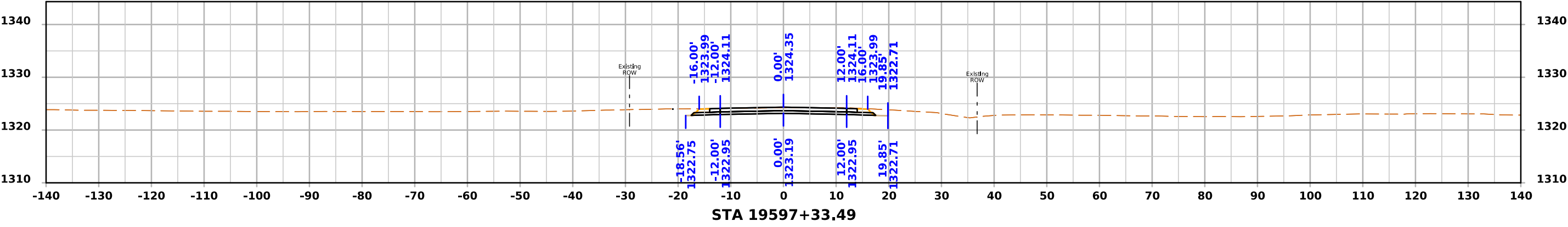
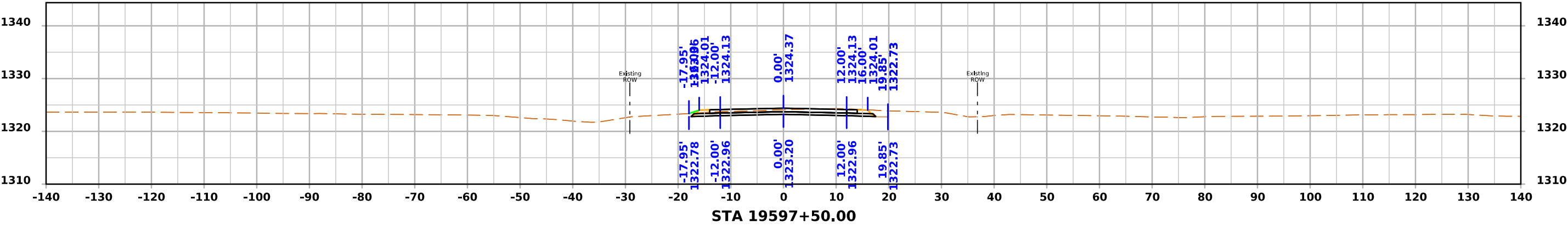
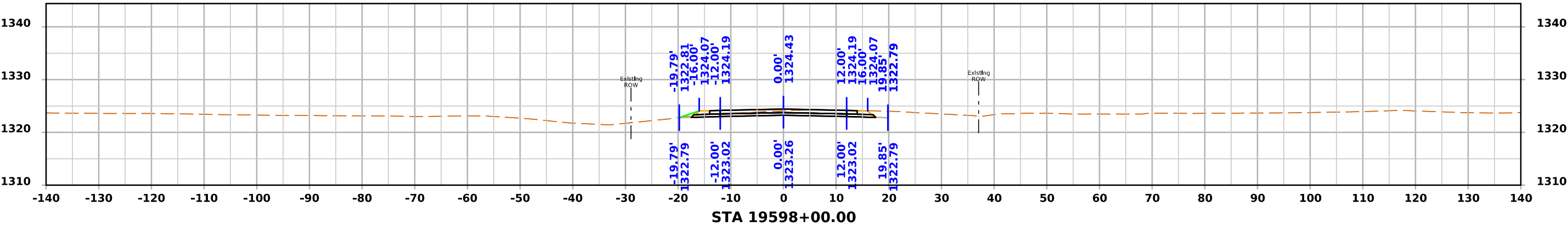
4th Ave W



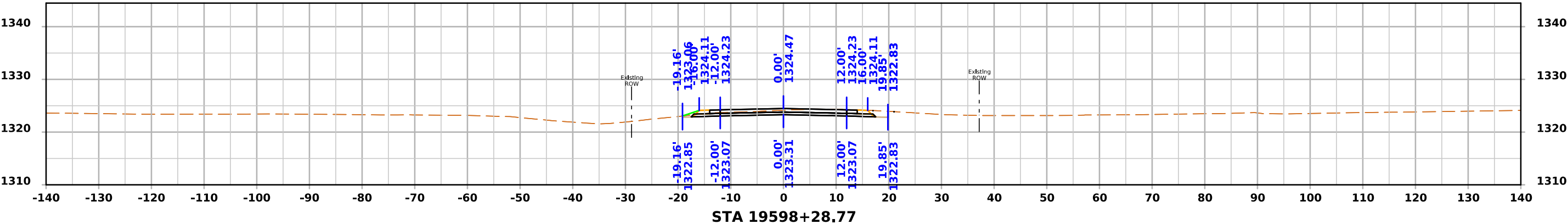
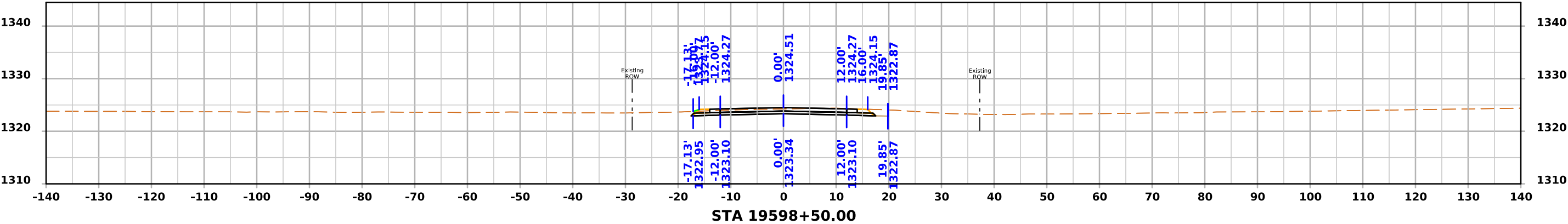
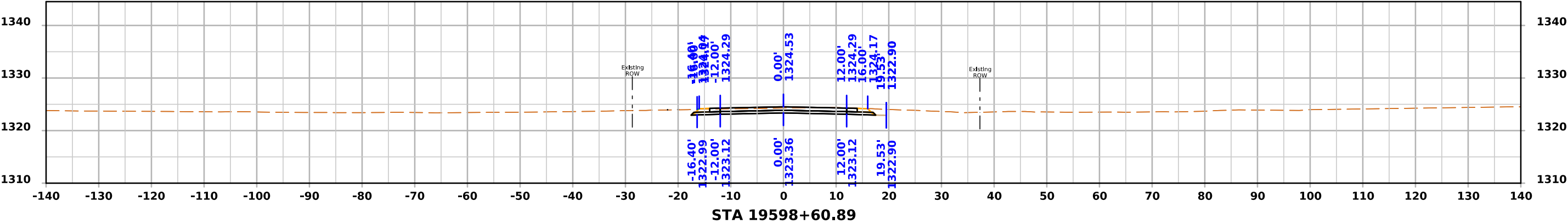
# 4th Ave W



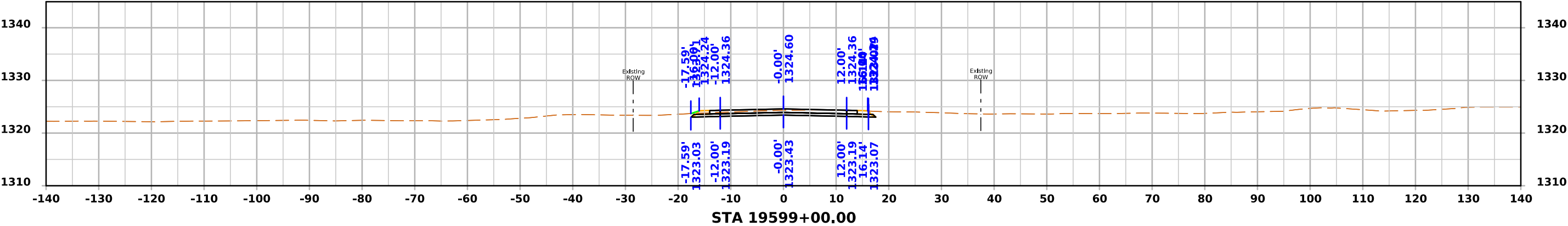
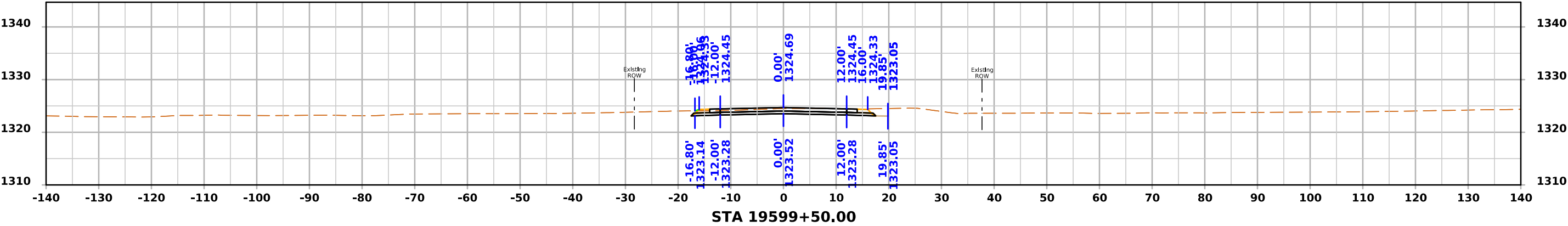
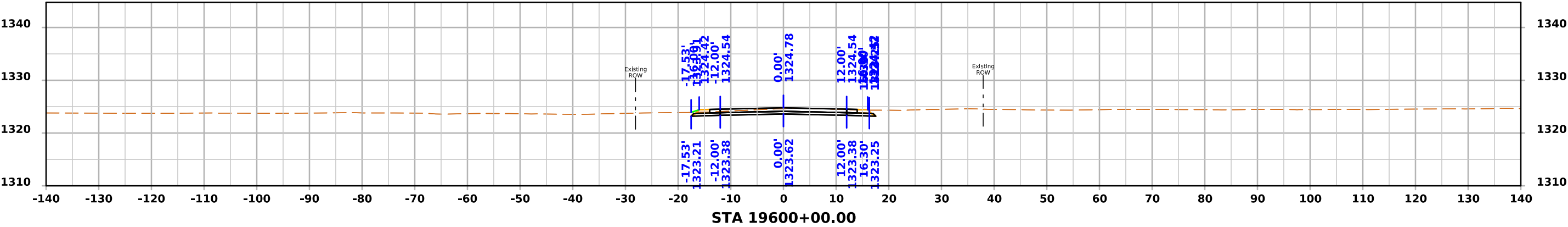
4th Ave W



4th Ave W

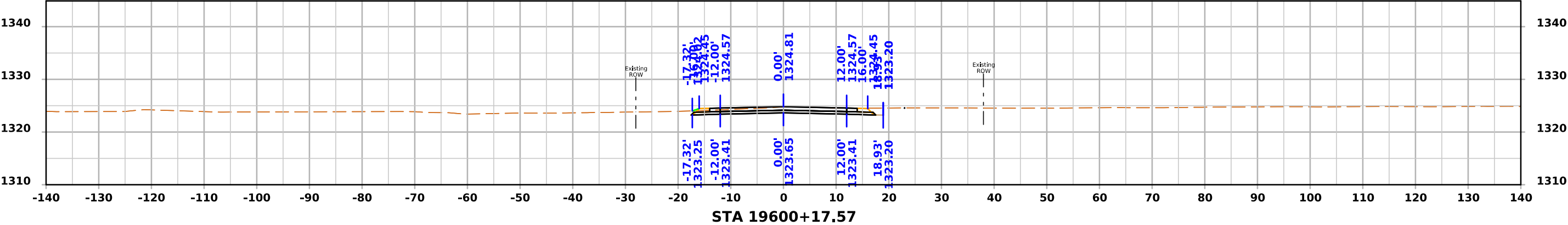
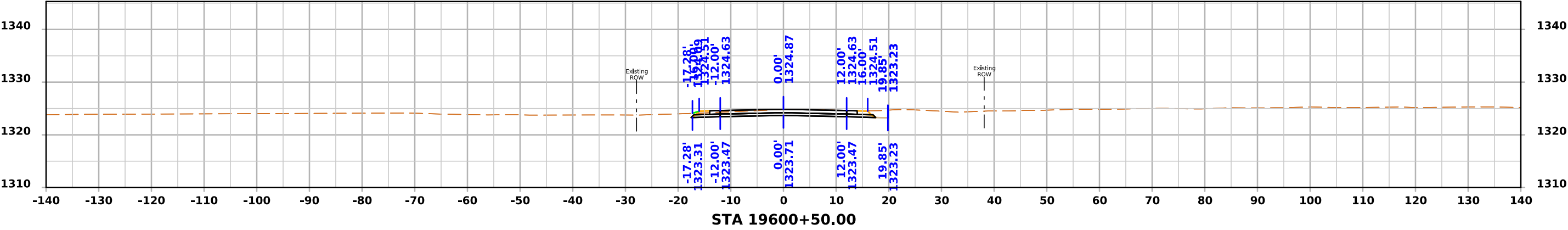
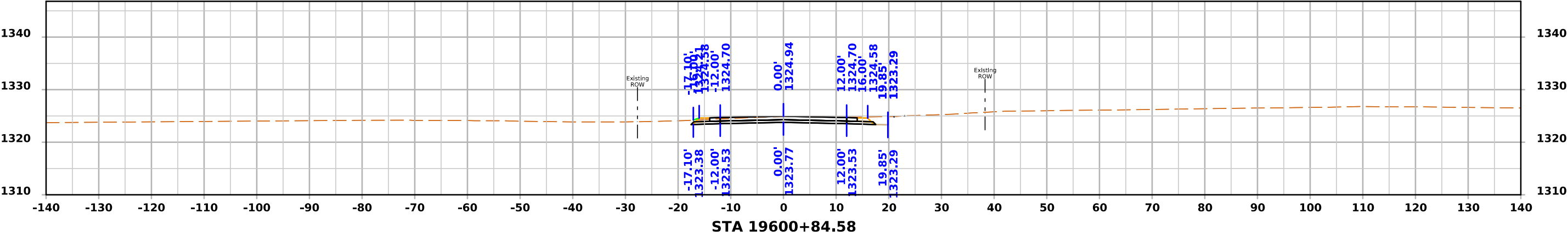


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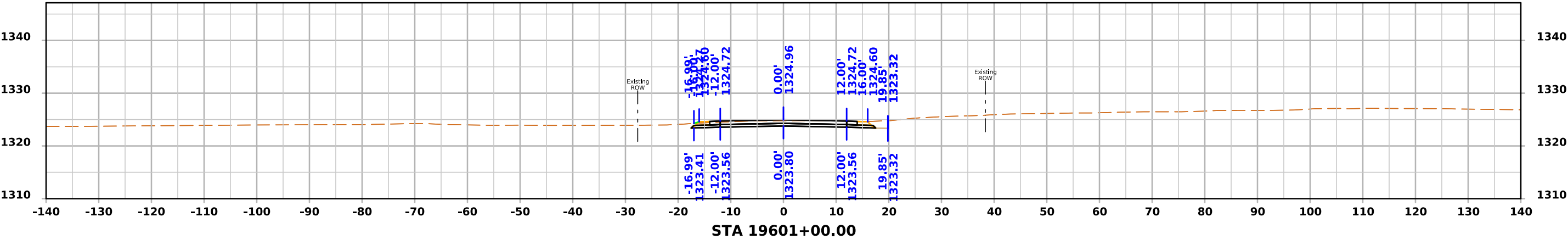
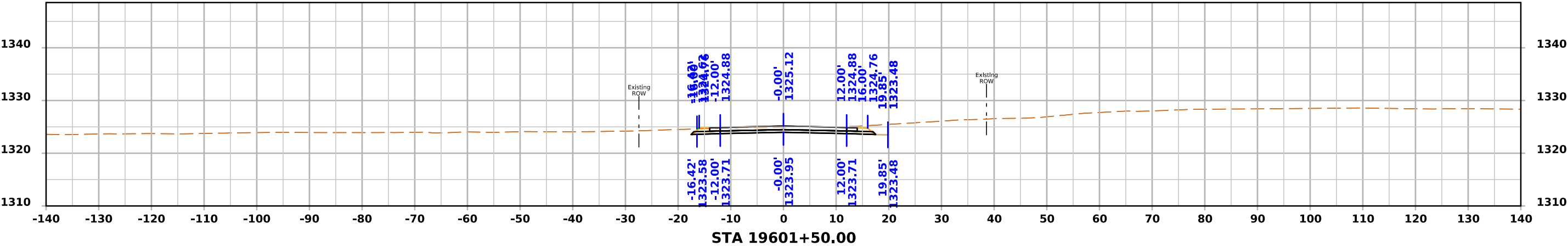
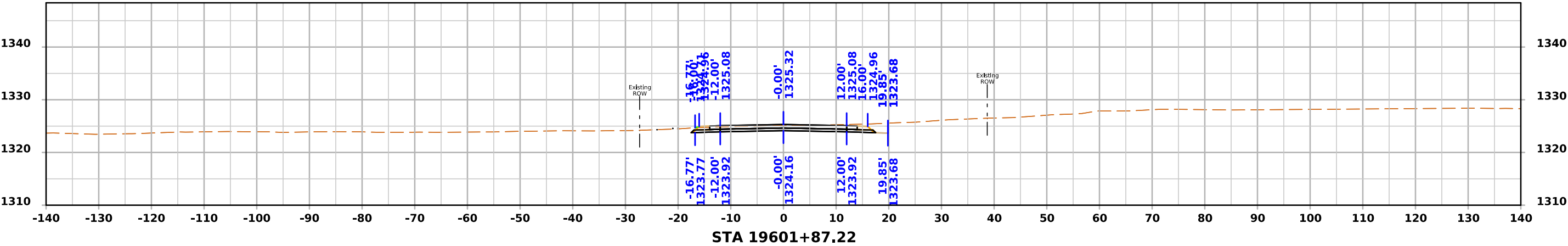


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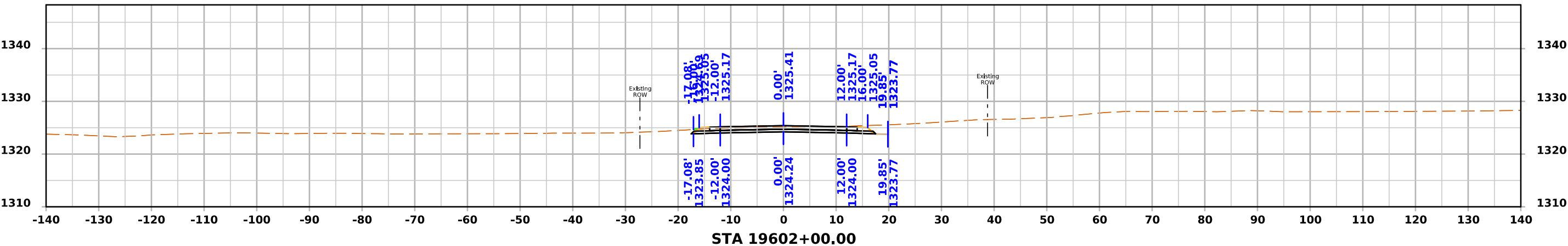
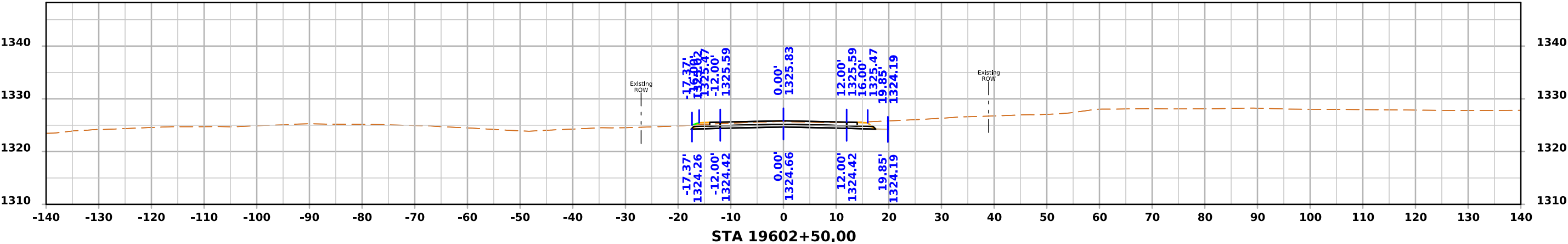
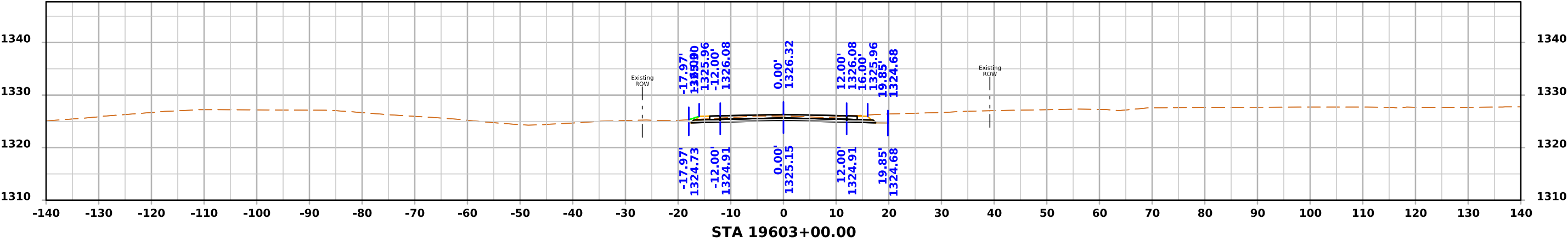




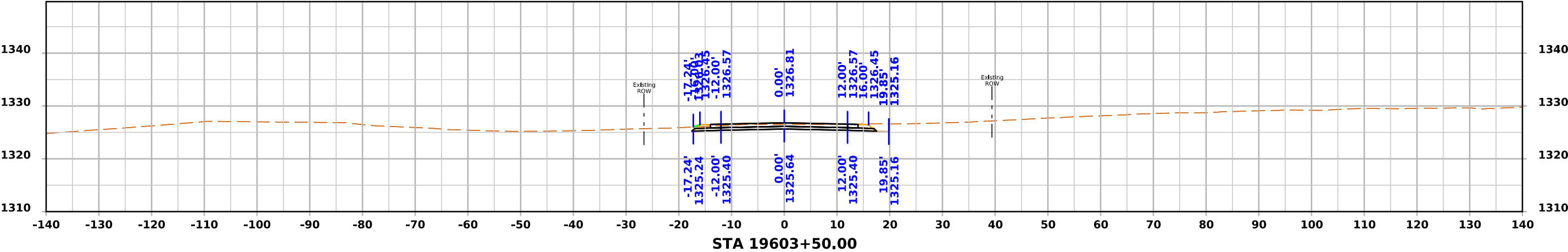
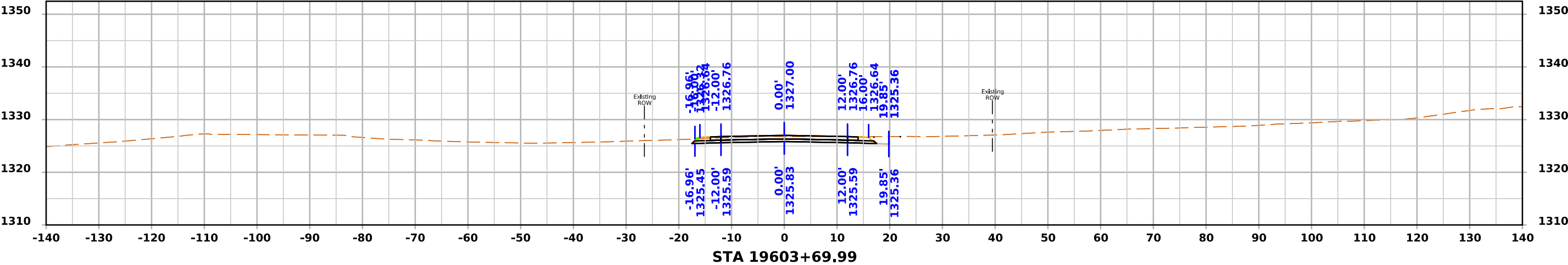
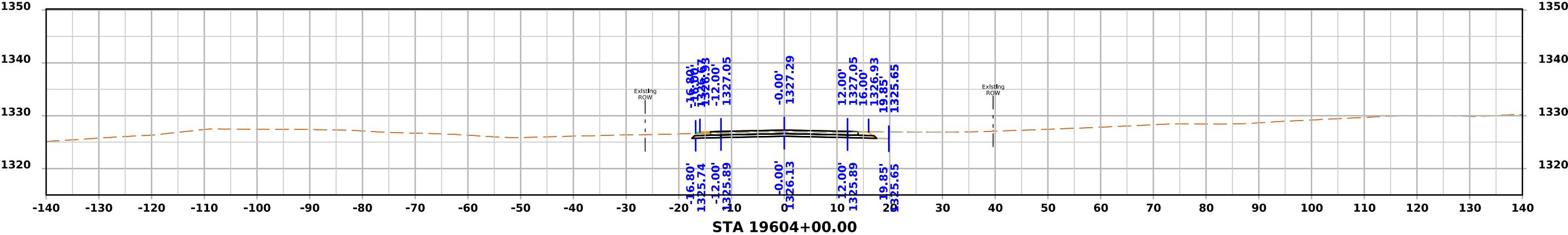
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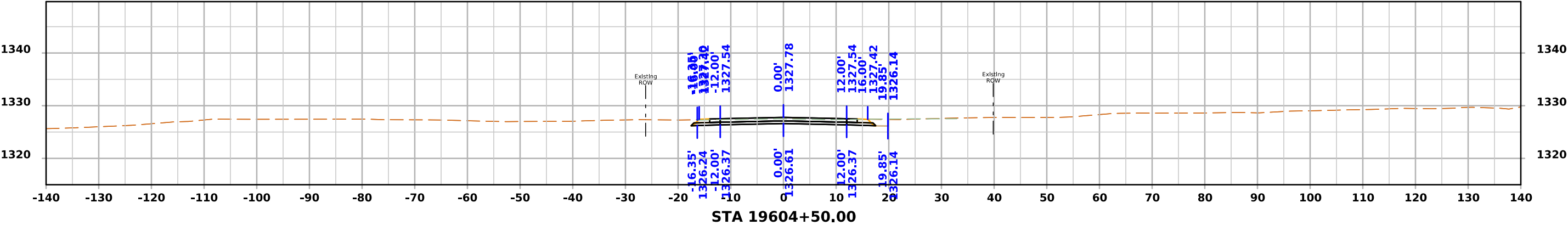
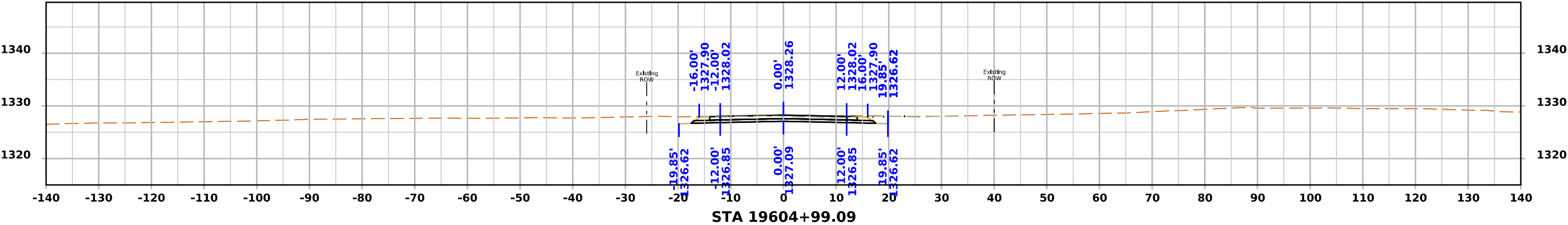
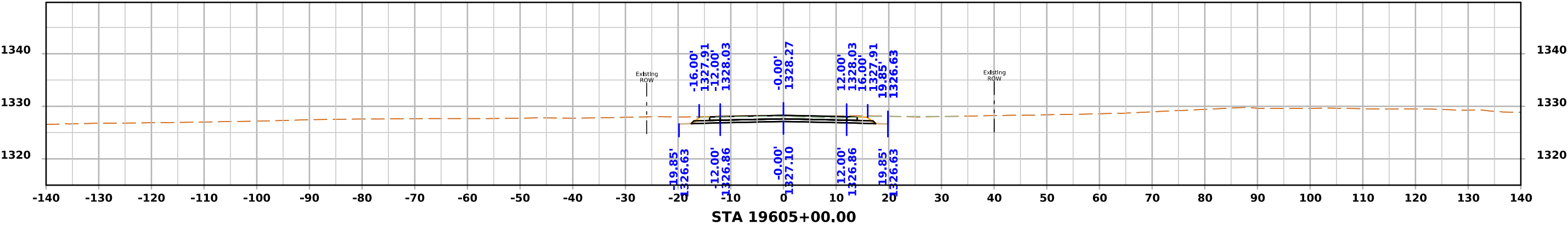
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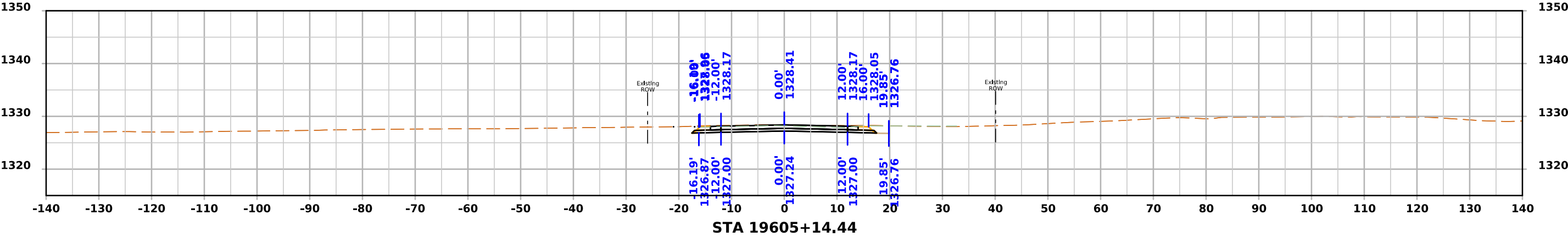
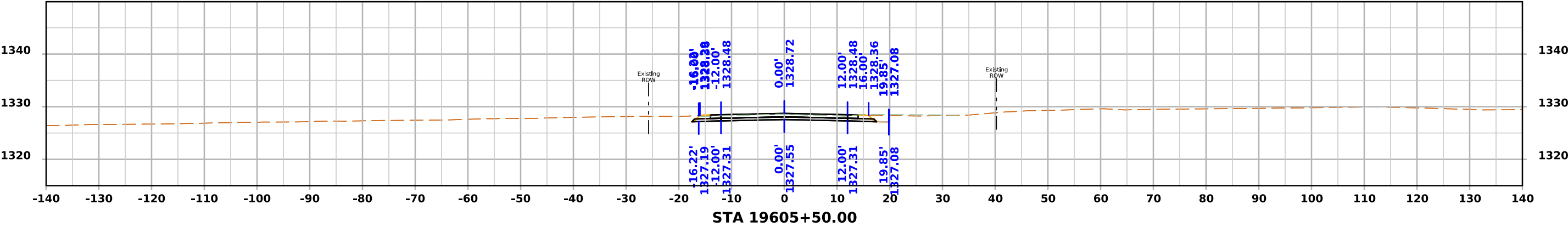
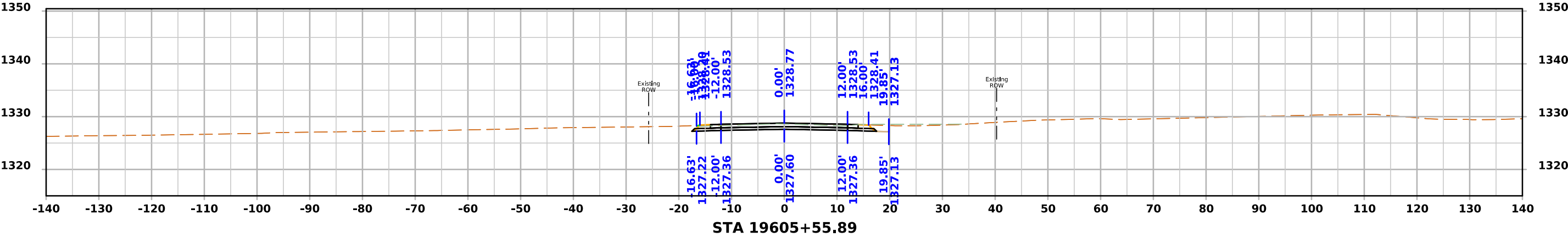
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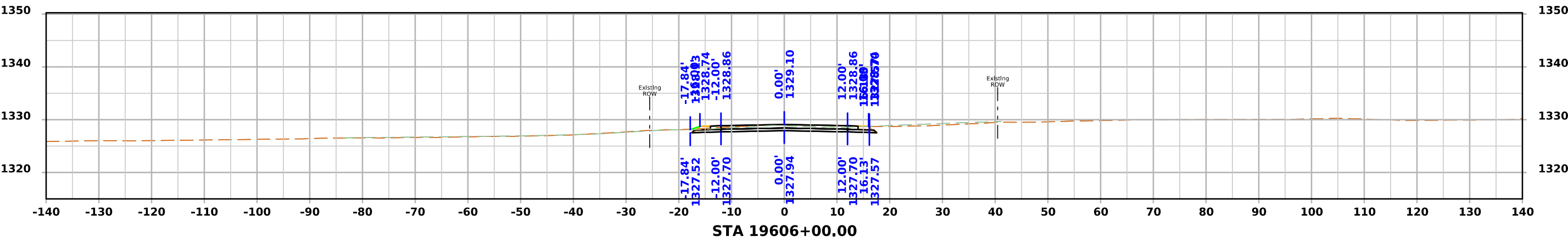
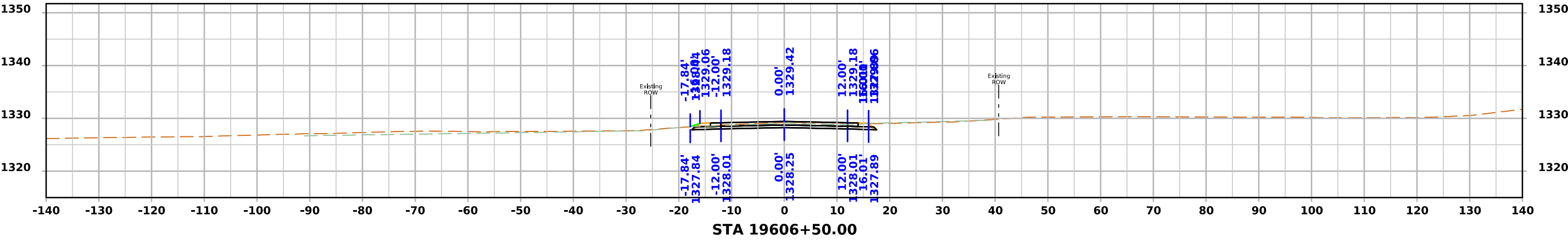
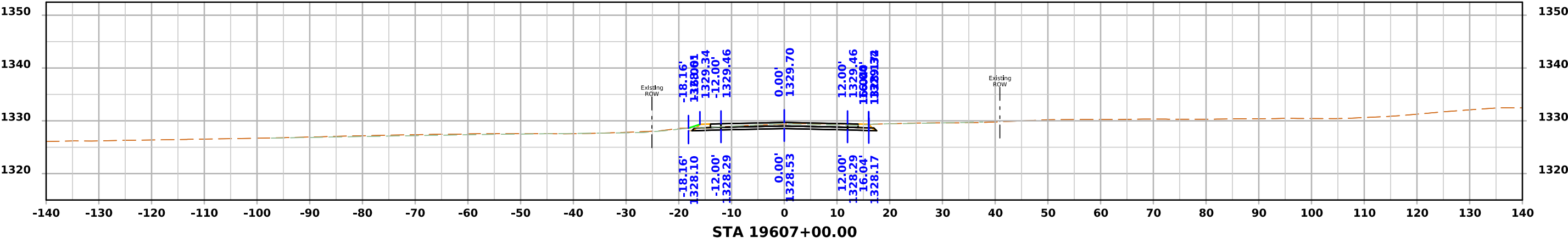
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4th Ave W

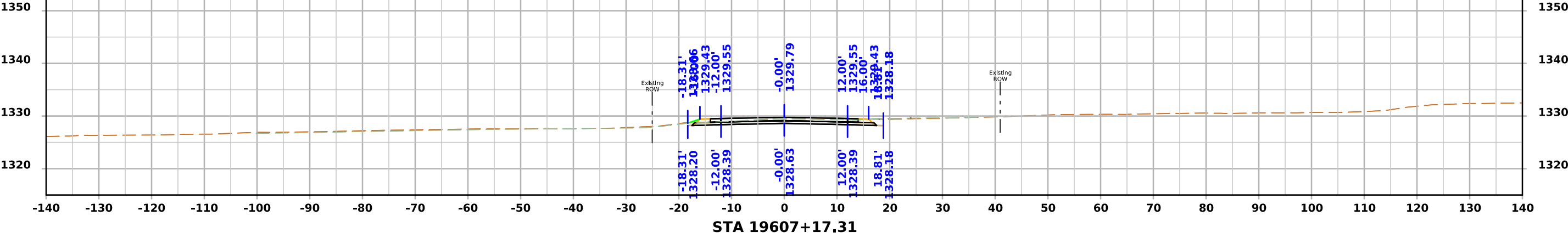
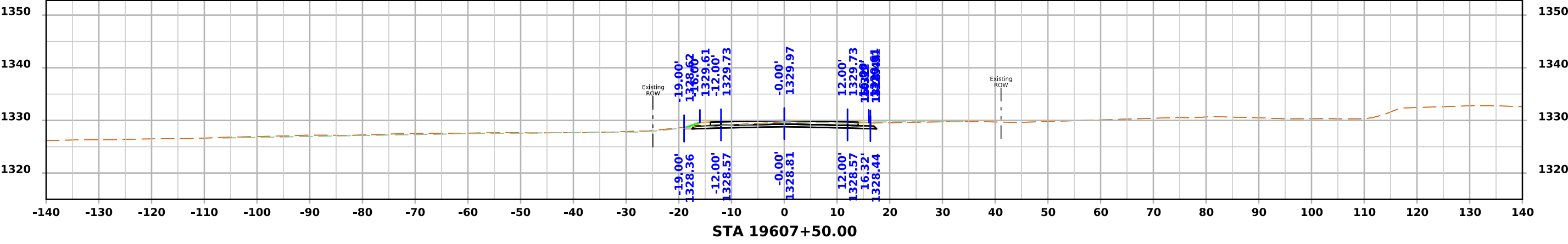
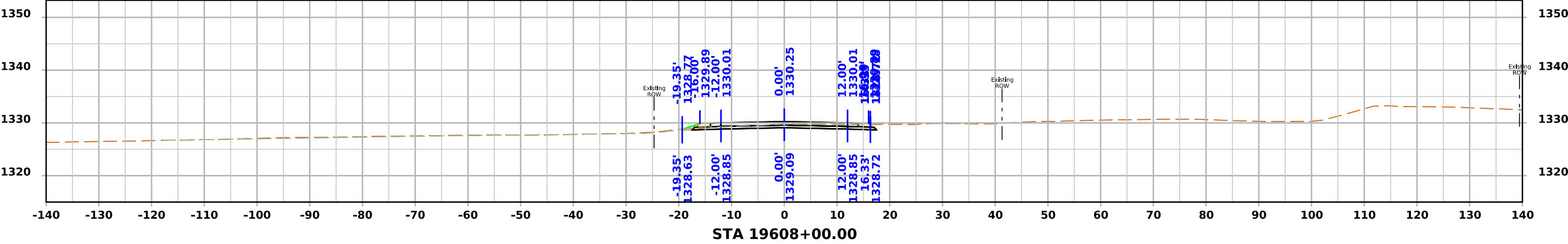


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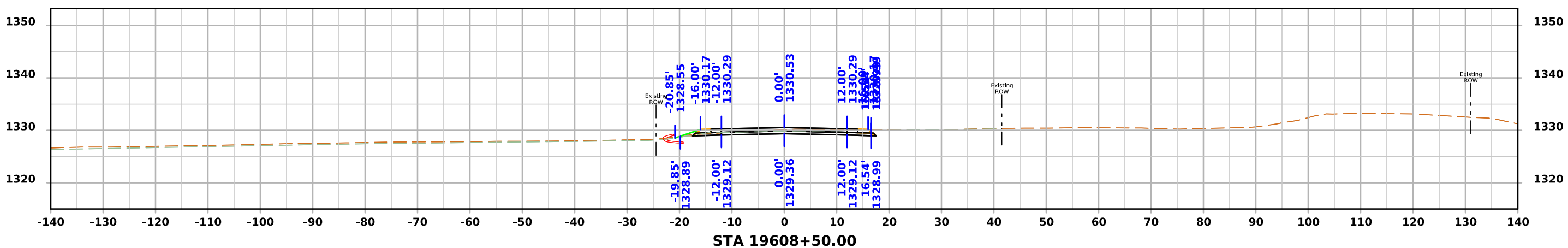
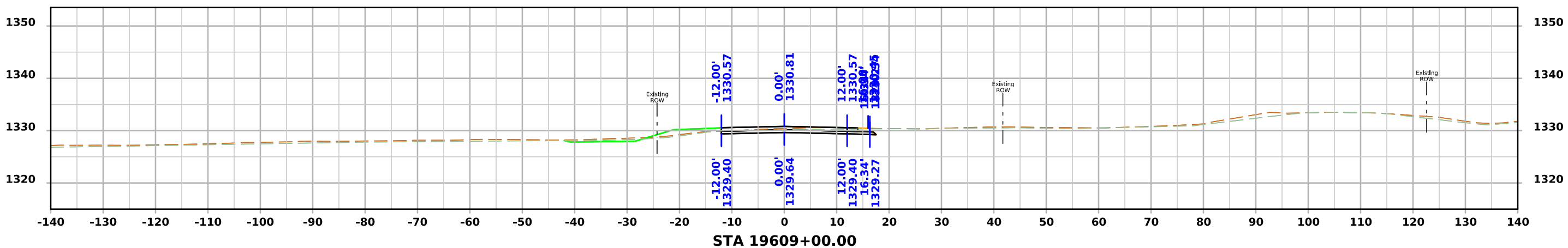
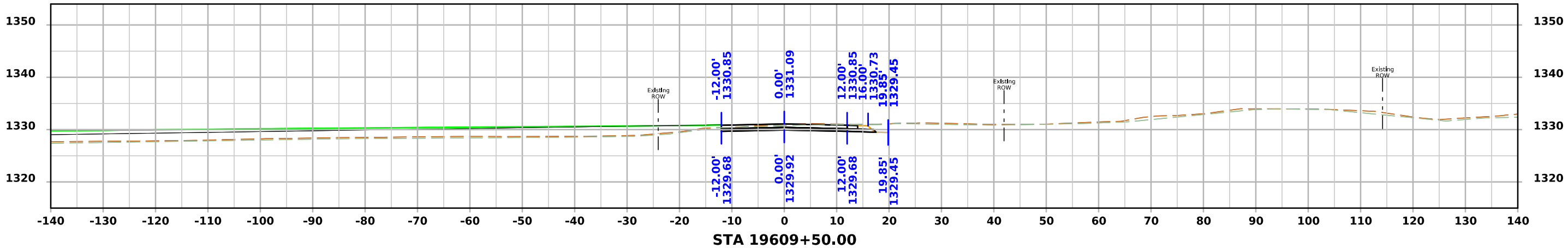


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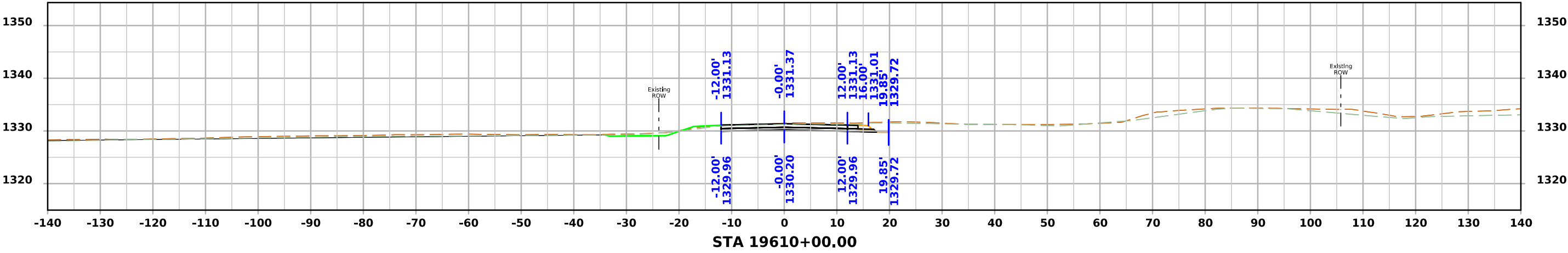
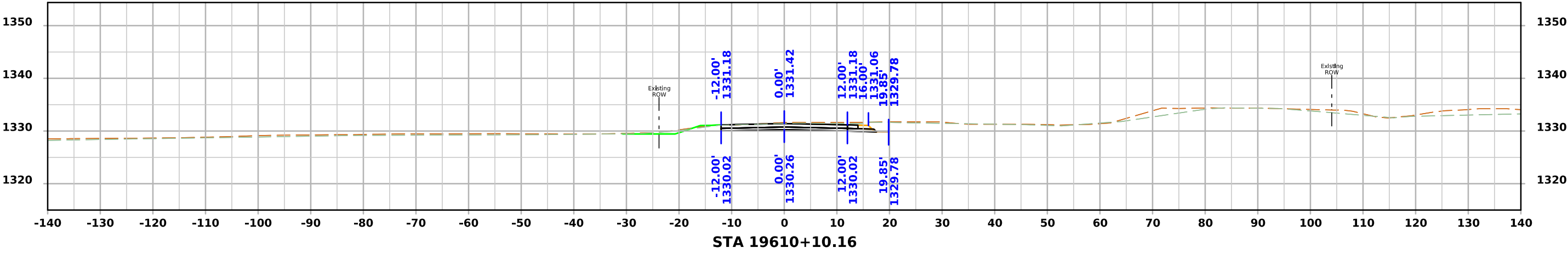




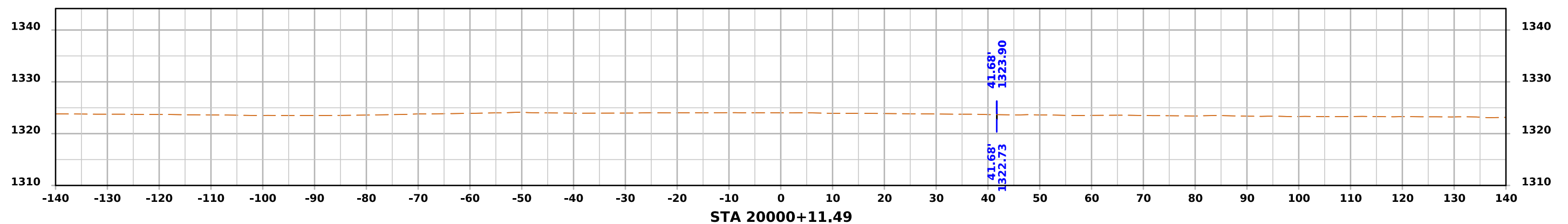
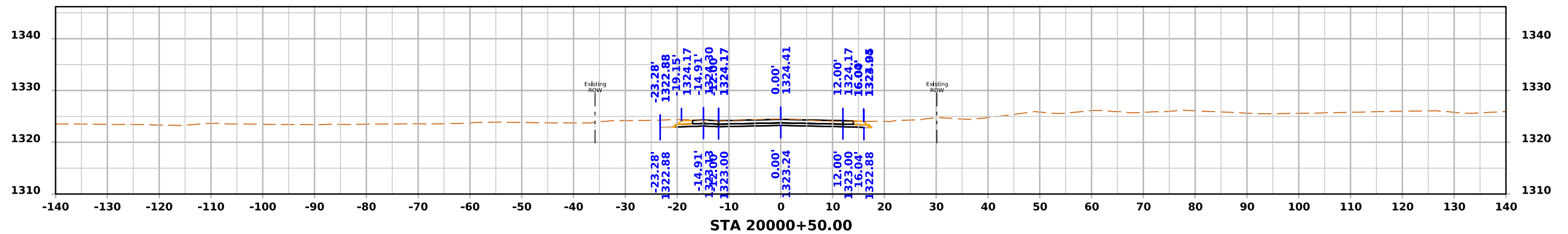
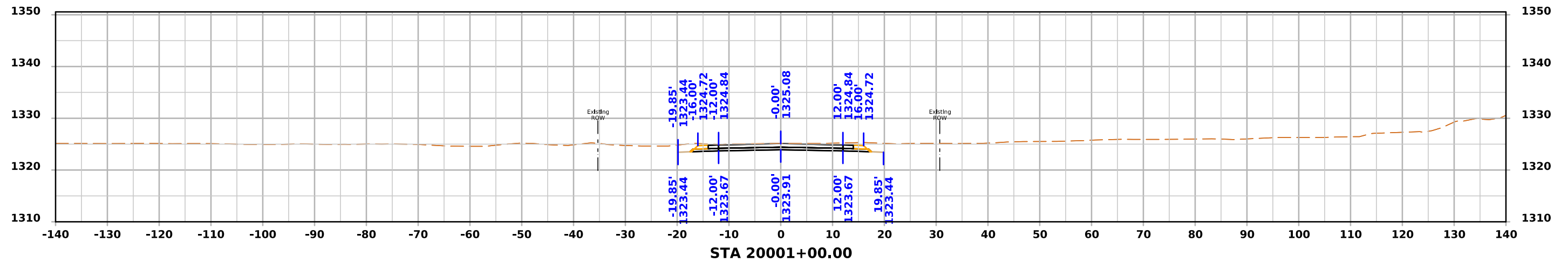
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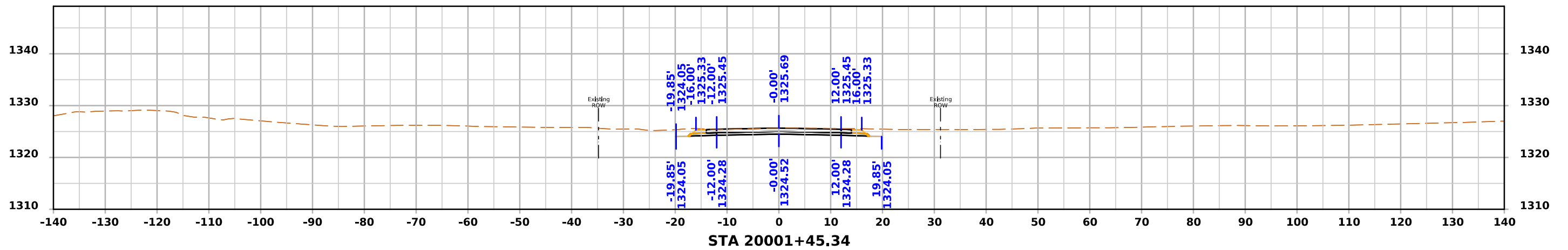
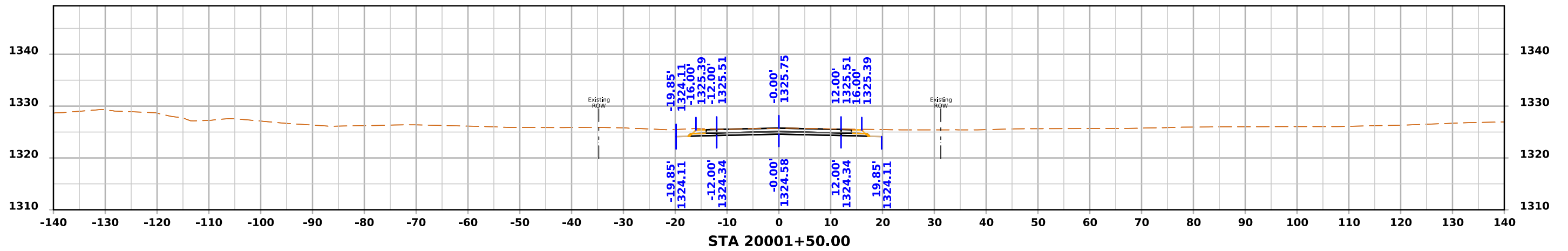
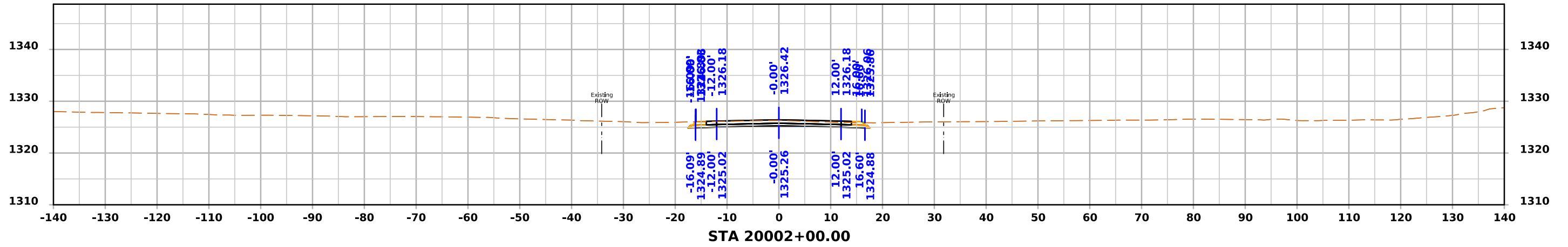
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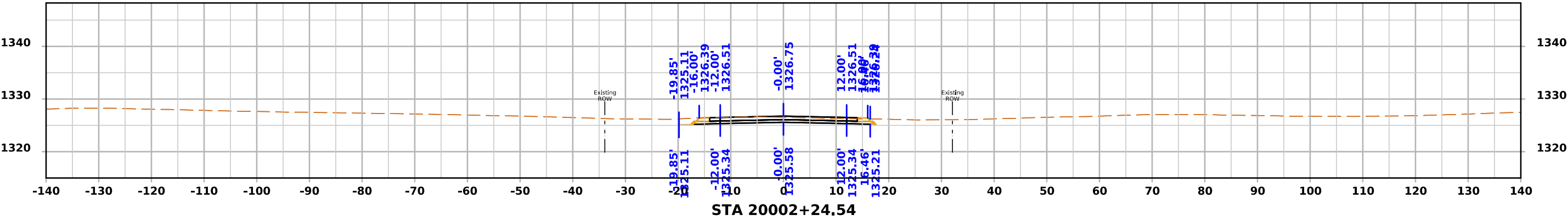
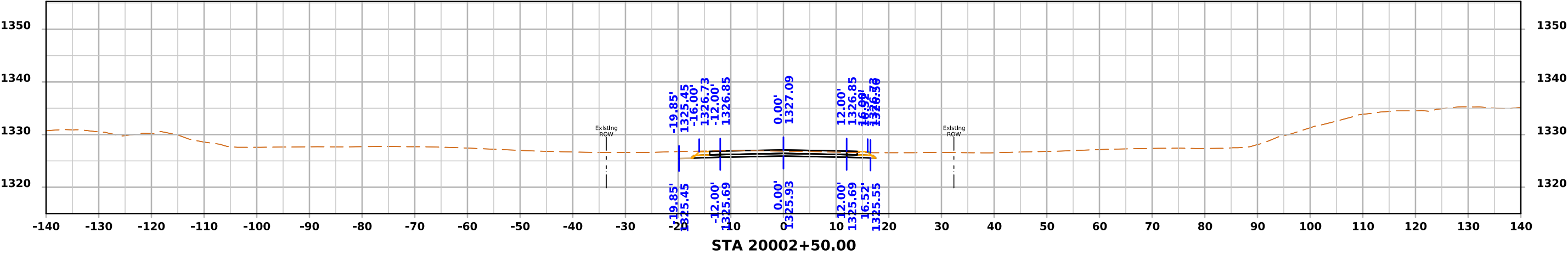
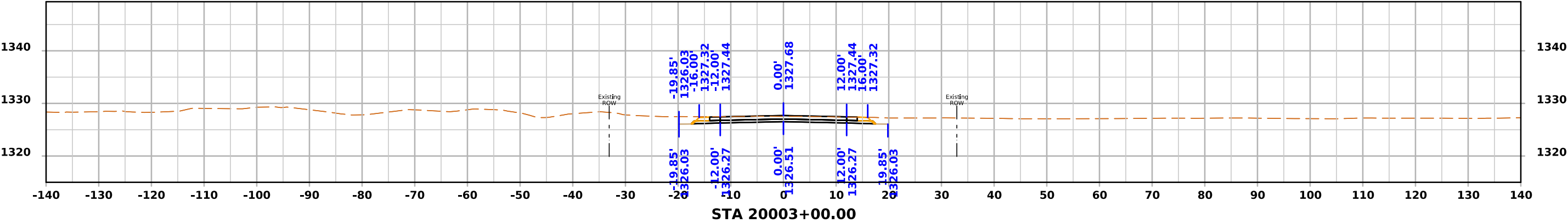
W 37th Ave



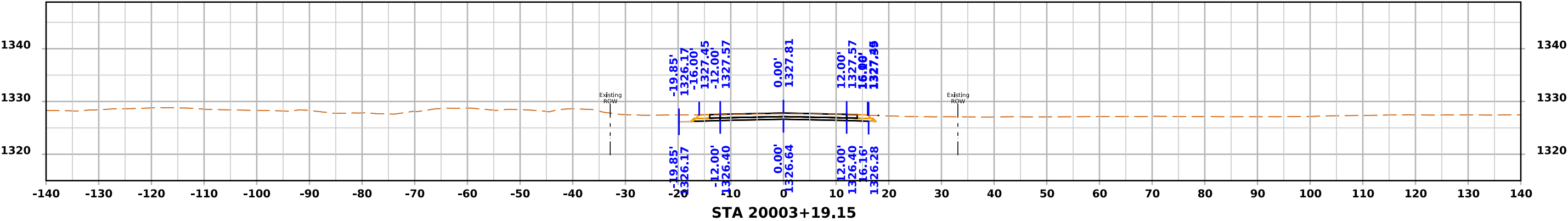
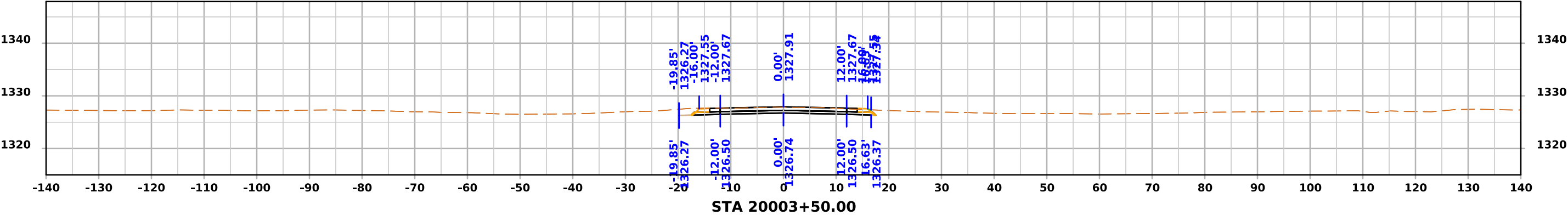
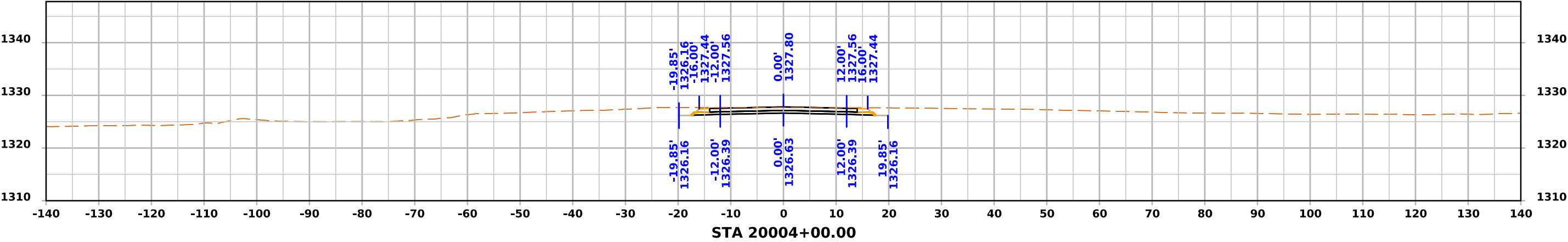
W 37th Ave



W 37th Ave



W 37th Ave





W 37th Ave

