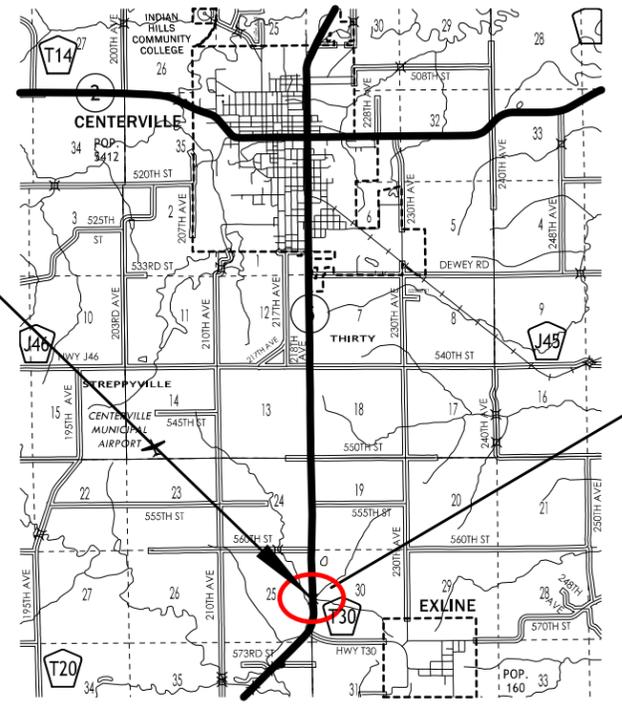


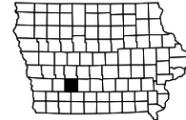
BRIDGE
 IA 5 over drainage ditch
 STA. 594+61.25
 FHWA# 13190 (EXST)
 FHWA# 13911(NEW)

PROJECT LOCATION

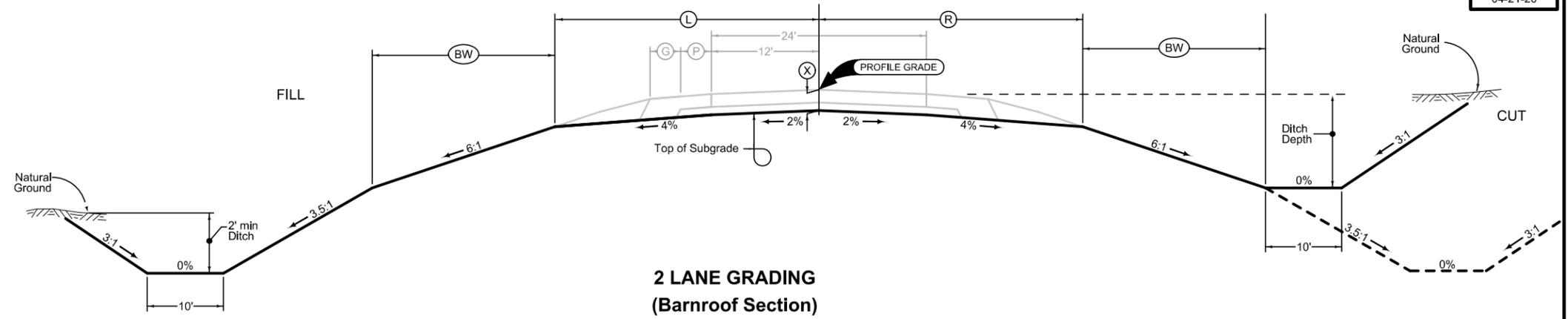


R-18W

R-17W



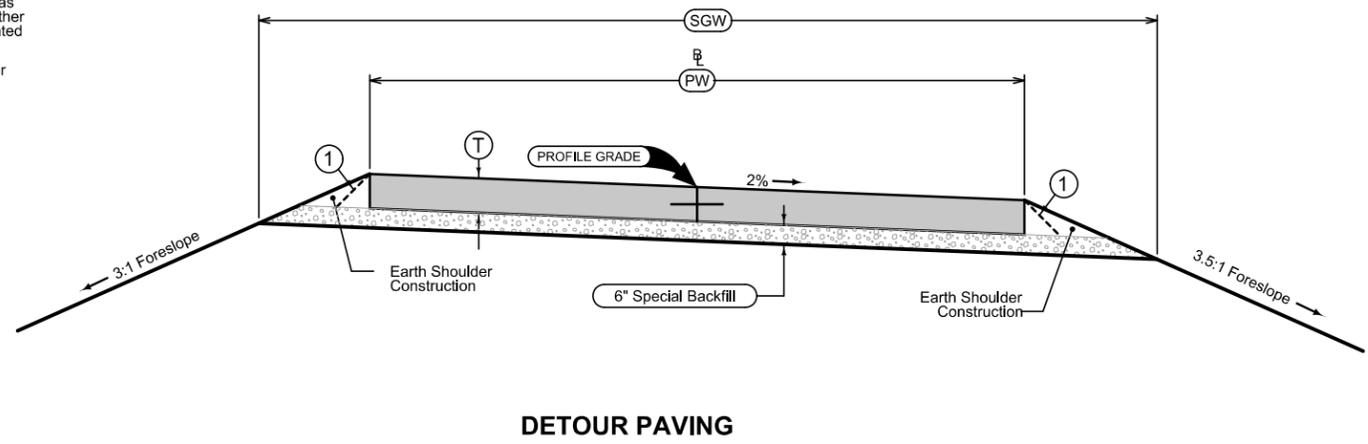
LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L)	(R)	(X)	(BW)
			Feet	Feet	Inches	Feet
IA 5	589+90.00	592+95.42	--	24.0	6	0
IA 5	592+95.42	594+61.60	--	24.0-71.6	21	0-46
IA 5	594+61.60	595+50.85	--	70.3	21	46
IA 5	595+50.85	597+26.16	--	71.6-24.0	21	46-0
IA 5	597+26.16	599+75.00	--	24.0	6	0
IA 5	592+00.00	592+98.51	24.0	--	6	0
IA 5	592+98.51	593+82.35	24.0-35.8	--	21	0-8.2
IA 5	593+82.35	594+71.60	35.8	--	21	8.2
IA 5	594+71.60	594+45.59	35.8-24.0	--	21	8.2-0
IA 5	594+45.59	596+00.00	24.0	--	6	0



G_2_Grade_BR
04-21-20

LOCATION		DIMENSIONS						6" Special Backfill	Earth Shoulder Construction	
ROAD IDENTIFICATION	STATION TO STATION		HMA			PCC				
			(PW) Feet	(T) Inches	(SGW) Feet	(PW) Feet	(T) Inches	(SGW) Feet	Tons/Station	Station
DET1	1592+72.81	1597+01.01	30	9	38.2	30	8	37.7	130	14.5

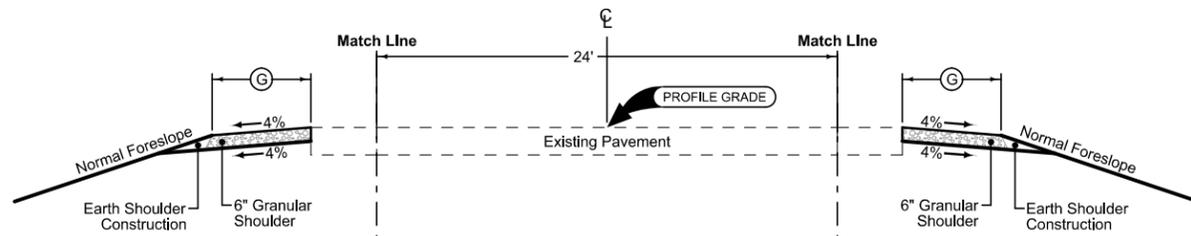
Quantity calculations based on vertical pavement edges.
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
See U sheets for detour taper details.
① Possible HMA 1:1 slope



D_Detour
10-21-14

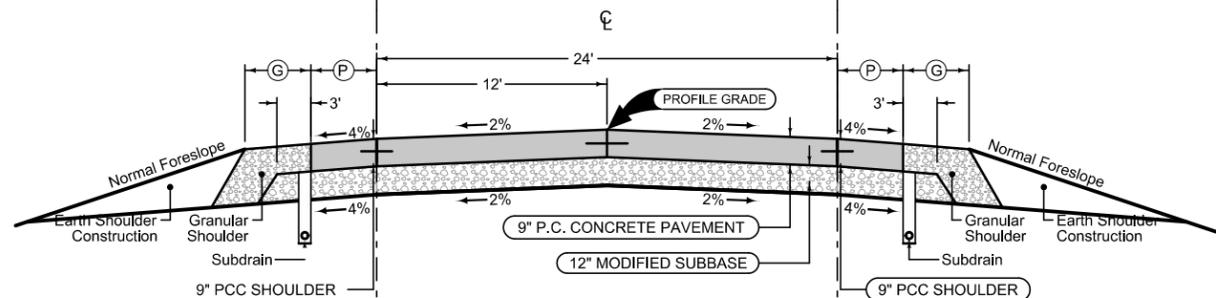
**Auxiliary Lane
Granular Shoulder**

2_AL_Shldr_G_ 04-21-20		
STATION TO STATION		Ⓞ Feet
592+00.00	593+75.00	6
595+30.00	596+00.00	6



2E_ 10-19-10		
STATION TO STATION		
589+90.00	593+75.00	
595+30.00	599+75.00	

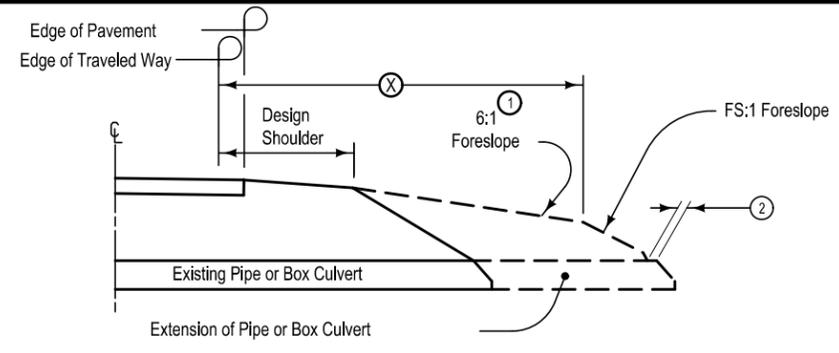
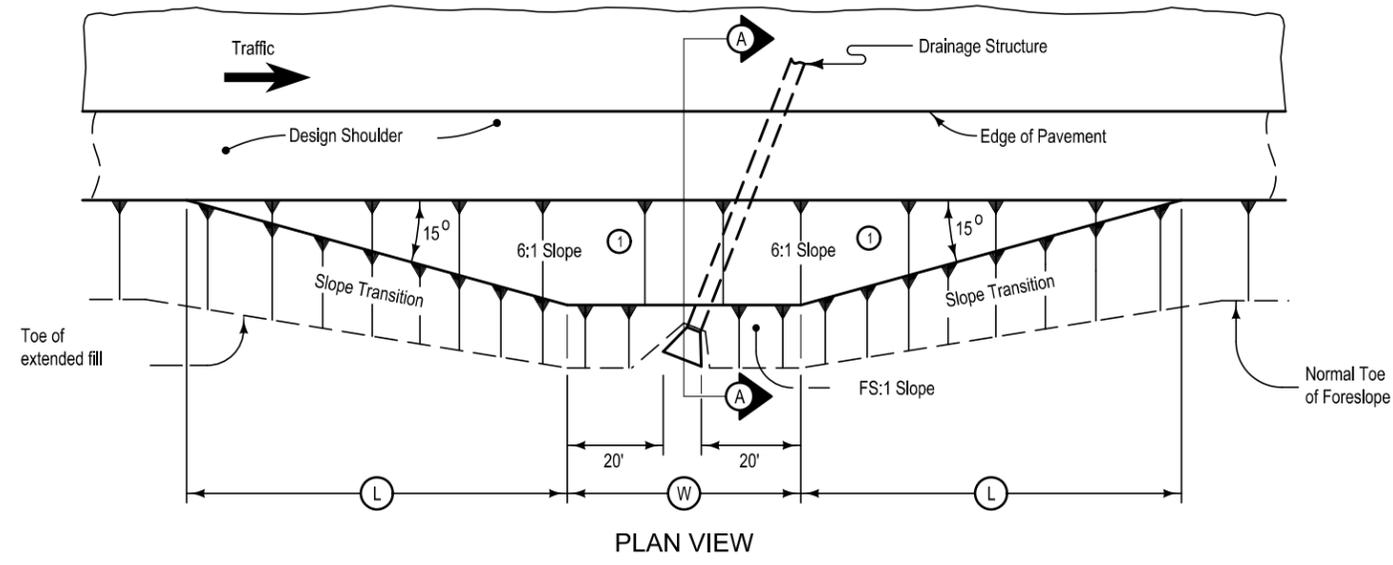
2_AL_Shldr_G_ 04-21-20		
STATION TO STATION		Ⓞ Feet
589+90.00	593+75.00	6
595+30.00	599+75.00	6



2P_ 04-21-20		
STATION TO STATION		
593+75.00	595+30.00	

2_C_FullPCC_ 04-15-25				
STATION TO STATION		Ⓟ Feet	Ⓞ Feet	
593+75.00	595+30.00	4	6	

2_C_FullPCC_ 04-15-25				
STATION TO STATION		Ⓟ Feet	Ⓞ Feet	
593+75.00	595+30.00	4	6	



SECTION A-A

STRUCTURE LOCATION		W	L	X	FS
STATION ③	SIDE	Feet	Feet	Feet	
594+55.52	RIGHT	71	170	56	3.5
594+55.52	LEFT	71	84	32	3.5

At locations where an extended or newly constructed drainage structure extends beyond the normal foreslope cover, flatten as indicated so as to cover the structure. Minimum earth cover is 6 inches.

- ① Slope may be flatter than 6:1.
- ② 6 inch minimum for pipe installations or to top of headwall on RCB.
- ③ At center of roadway.
- W = Pipe or RCB opening width plus 20 feet each side.

BARNROOF FORESLOPE AT SKEWED DRAINAGE STRUCTURE

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Existing Utility Access (Manhole)
- Fire Hydrant
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations
 QLA Quality Level A Highest guideline quality level
 QLD Quality Level D Lowest guideline quality level

- FO1D, Farmers Mutual Communication - Quality D**
- FO2D, Windstream - Quality D**
- PPA, Chariton Valley Cooperative**
- WL1D, Rathbun Rural Water - Quality D**

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	Transparency
Pink, Dark	(13)		Temporary Pavement Shading 50%
Yellow	(4)		Proposed Pavement Shading 50%
Orange	(6)		Proposed Granular Shading 50%
Orange	(70)		Proposed Shoulder Granular Shading 50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading 50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading 50%
Brown, Light	(236)		Grading Shading 50%
Orange, Light	(134)		Proposed Granular Entrance Shading 50%
Yellow	(220)		Proposed Paved Entrance Shading 50%
Tan	(8)		Proposed Sidewalk Shading 50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading 50%
Pink	(11)		Proposed Sidewalk Ramp Shading 50%
Red	(3)		Proposed Structure Shading 50%
Red	(3)		Delineates Restricted Areas 0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

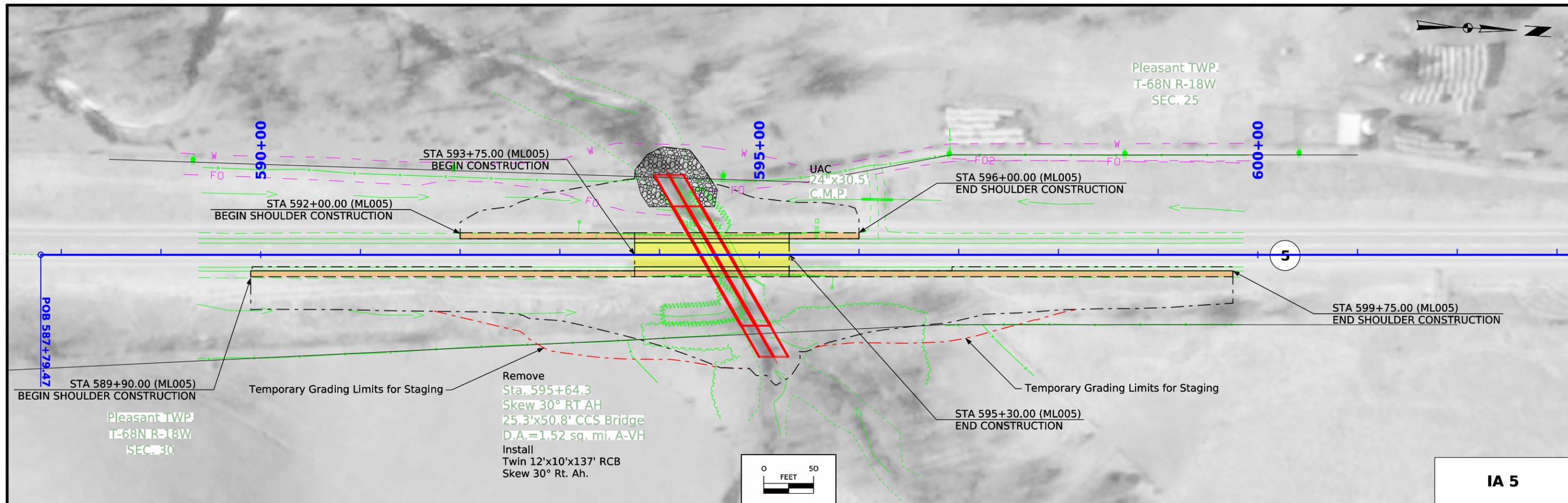
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

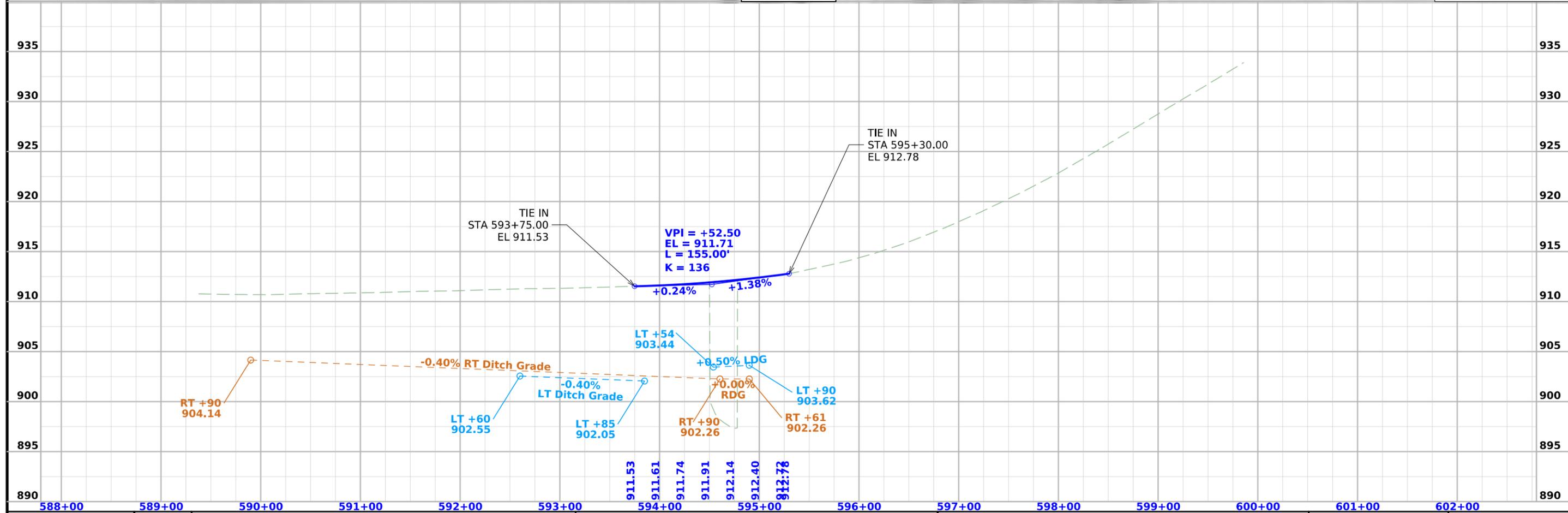
- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- C/A Access Control
- Property Line Symbol
- Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

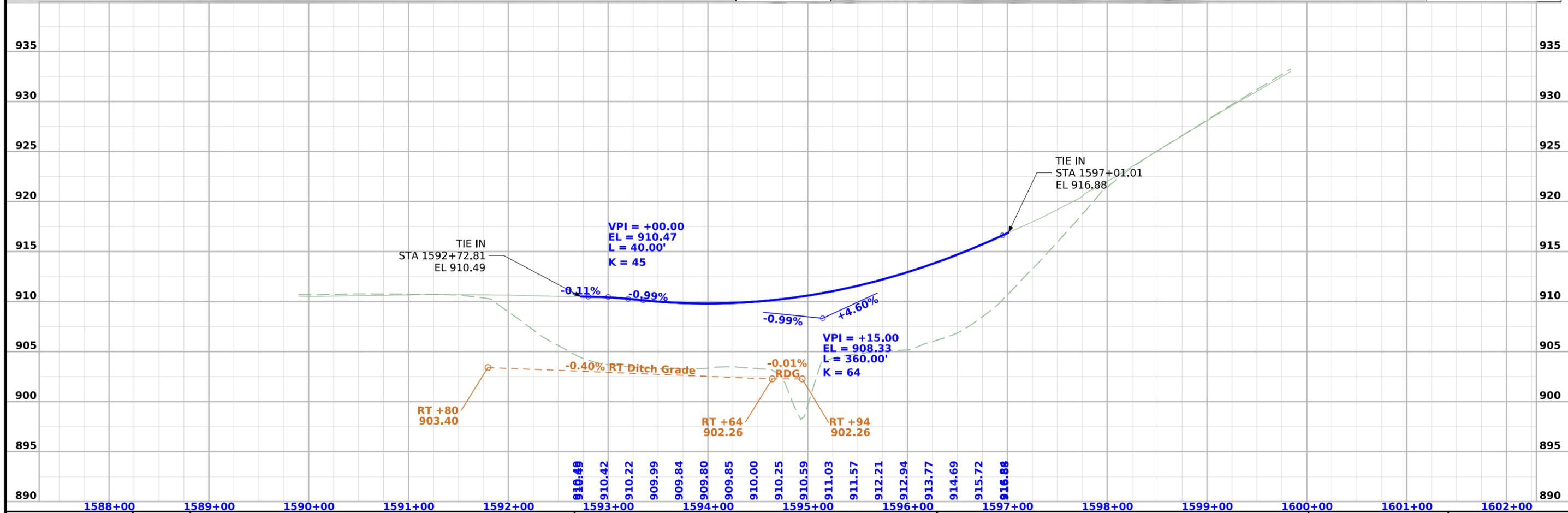
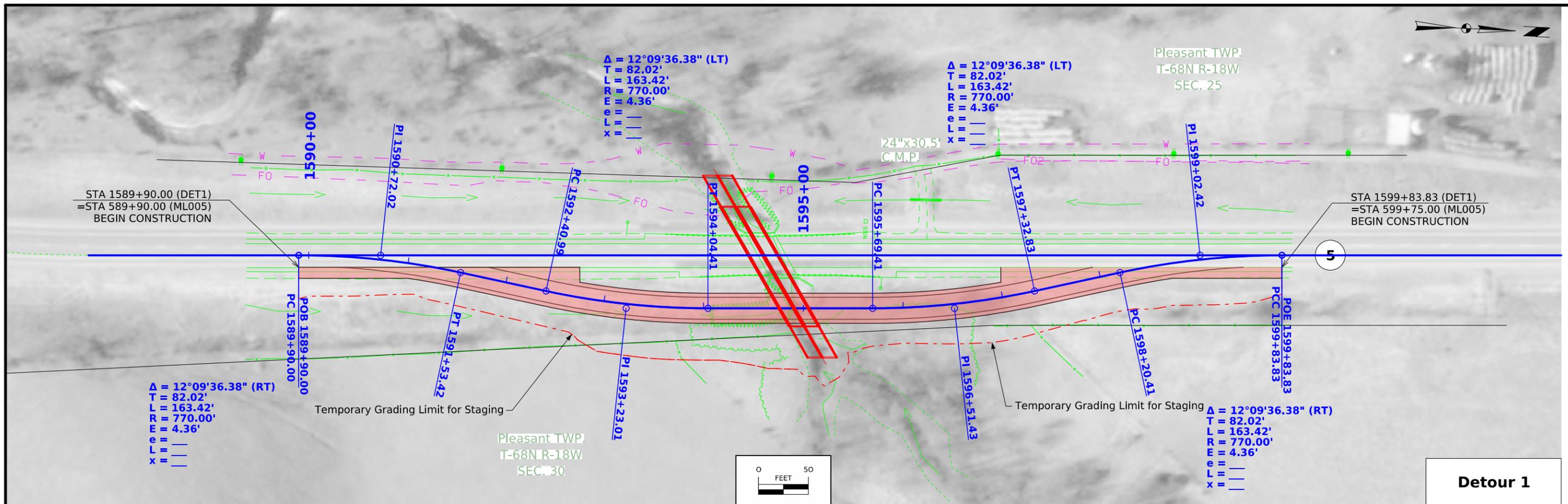
(COVERS SHEET SERIES D, E, F, & K)



IA 5



FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	APPANOOSE COUNTY	PROJECT NUMBER	BRF-005-1(082)--38-04	SHEET NUMBER	D.2
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FILE NO.	ENGLISH	DESIGN TEAM	FLATTERY\Bell\Kiebel	APPANOOSE COUNTY	PROJECT NUMBER	BRF-005-1(082)--38-04	SHEET NUMBER	F.1
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Survey Information

SURVEY INDEX

County: Appanoose
Project Code: 23-04-005-010
Phase Number: BRF-005-1(082)--38-04
Location: Drainage Ditch 0.4 mi N of Co Rd T30
Type of Work: Bridge Replacement
Project Directory: 0400501023

Survey Personnel

Sam Schilb – Survey Party Chief

Date(s) of Survey

Begin Date 02/25/2025
End Date 03/11/2025

General Information

This survey is for the replacement of the IA 5 bridge (Maint. No 0408.6S005) over Drainage Ditch, 0.4 mi N of Co Rd T30. This survey request was for the IA 5 corridor only. 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

Ellipsoidal Height was computed at project Pt. CP001 by doing 6-hour static observations. The project control is relative to nearby Iowa RTN and Missouri RTN Base Stations. Additional control was set using three five-minute observations taken with a minimum two-hour time span using Base Rover and used in a weighted average to obtain final coordinate values.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 12
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The alignment for this project was created using information provided by the District 5 Land Survey office. Survey stationing was equated to the plan, F-781(3), PI at Sta. 617+19.6 and carried back without equation throughout the survey.

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 12 (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 12 (U.S. Survey Foot)
 VERT. DATUM: NAVD88
 Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code Description
CP001	6105670.00	22744730.91	917.43	CP set FENO monument 4" below surface
8035	6115903.25	22744644.05	1008.56	CP FND Appanoose Co. GPS Survey Marker as described
301	6109838.29	22744707.29	991.757	CP 5/8"x42" rebar 6" below surface

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML005	587+79.468 R1	6106806.39	22744902.20															
1	ML005	617+19.600 R1	6109742.92	22744756.63															
1	DET1						589+90.000 R1	6107016.66	22744891.78	590+72.018 R1	6107098.58	22744887.71	591+53.420 R1	6107179.52	22744901.00				
3	DET1						592+40.993 R1	6107265.93	22744915.19	593+23.011 R1	6107346.87	22744928.47	594+04.413 R1	6107428.78	22744924.41				
5	DET1						595+69.413 R1	6107593.58	22744916.24	596+51.431 R1	6107675.50	22744912.18	597+32.833 R1	6107754.72	22744890.95				
7	DET1						598+20.406 R1	6107839.31	22744868.29	599+02.424 R1	6107918.54	22744847.07	599+83.826 R1	6108000.46	22744843.01				

SPIRAL OR CIRCULAR CURVE DATA

Name	Chain	ΔSCS	Horizontal Alignment Data												Remarks				
			Spiral Data						Curve Data										
			BS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R		E			
C1	DET1																		
C2	DET1											T1900xt	82.018	163.420	770	4.356			
C3	DET1											T1900xt	82.018	163.420	770	4.356			
C4	DET1											T1900xt	82.018	163.420	770	4.356			

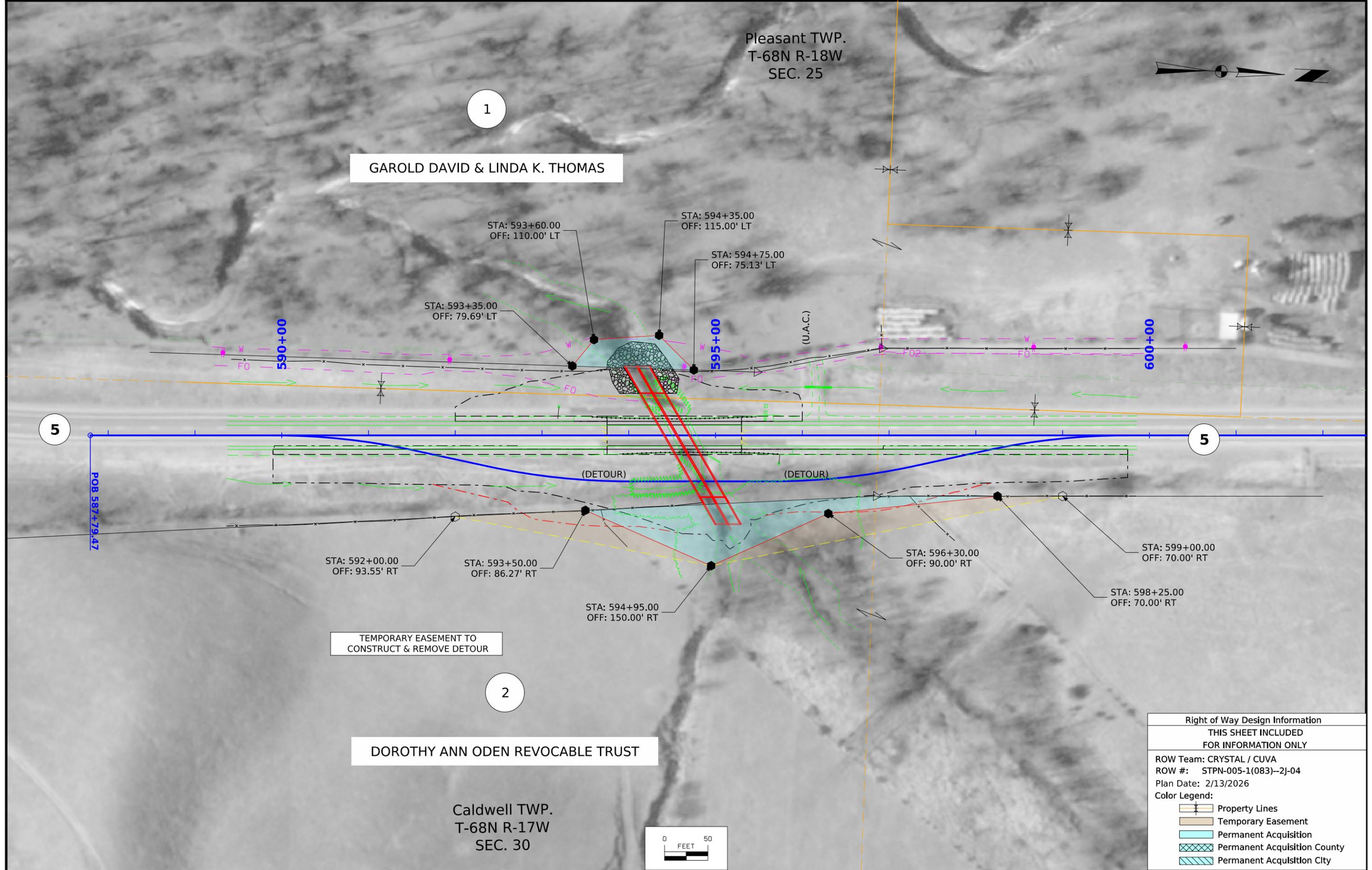
NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

Pleasant TWP.
T-68N R-18W
SEC. 25



1

GAROLD DAVID & LINDA K. THOMAS



5

5

STA: 592+00.00
OFF: 93.55' RT

STA: 593+50.00
OFF: 86.27' RT

STA: 594+95.00
OFF: 150.00' RT

STA: 596+30.00
OFF: 90.00' RT

STA: 599+00.00
OFF: 70.00' RT

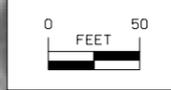
STA: 598+25.00
OFF: 70.00' RT

TEMPORARY EASEMENT TO
CONSTRUCT & REMOVE DETOUR

2

DOROTHY ANN ODEN REVOCABLE TRUST

Caldwell TWP.
T-68N R-17W
SEC. 30



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: CRYSTAL / CUVA	
ROW #: STPN-005-1(083)--2J-04	
Plan Date: 2/13/2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

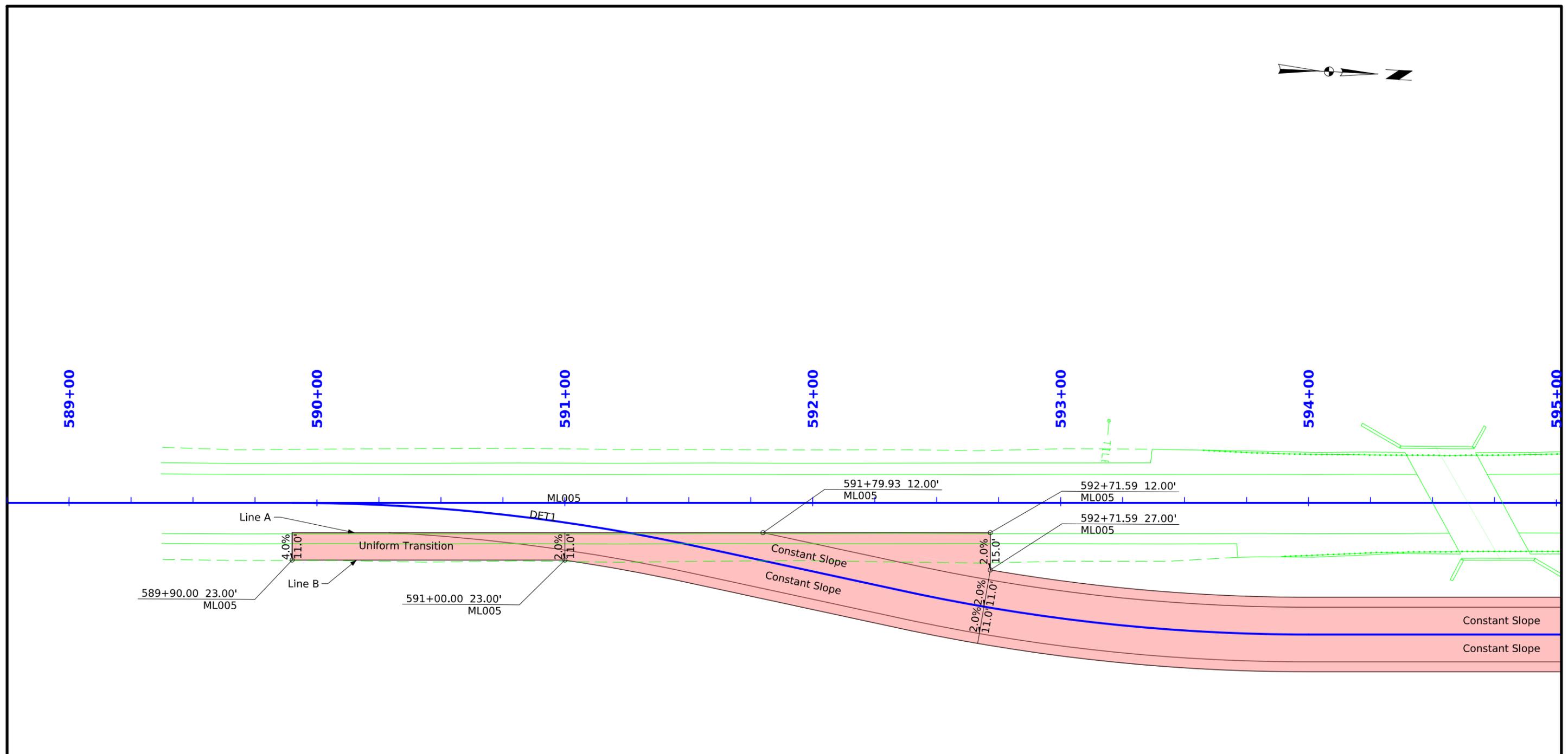
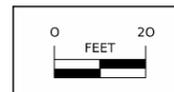


TABLE OF OFFSETS AND DROPS - SOUTH TAPER

		589+90.00	590+00.00	590+50.00	591+00.00	591+50.00	592+00.00	592+50.00	592+71.59
Line 'A' to Line 'B'	Offset	11.0'	11.0'	11.0'	11.0'	20.2'	30.9'	40.9'	45.0'
	Slope	4.00%			2.00%	Constant Slope			2.00%
	Drop	0.44'	0.42'	0.32'	0.22'	0.40'	0.62'	0.82'	0.90'



IA 5
Geometric and Staking
On-Site Detour Detail
(Sheet 1 of 2)

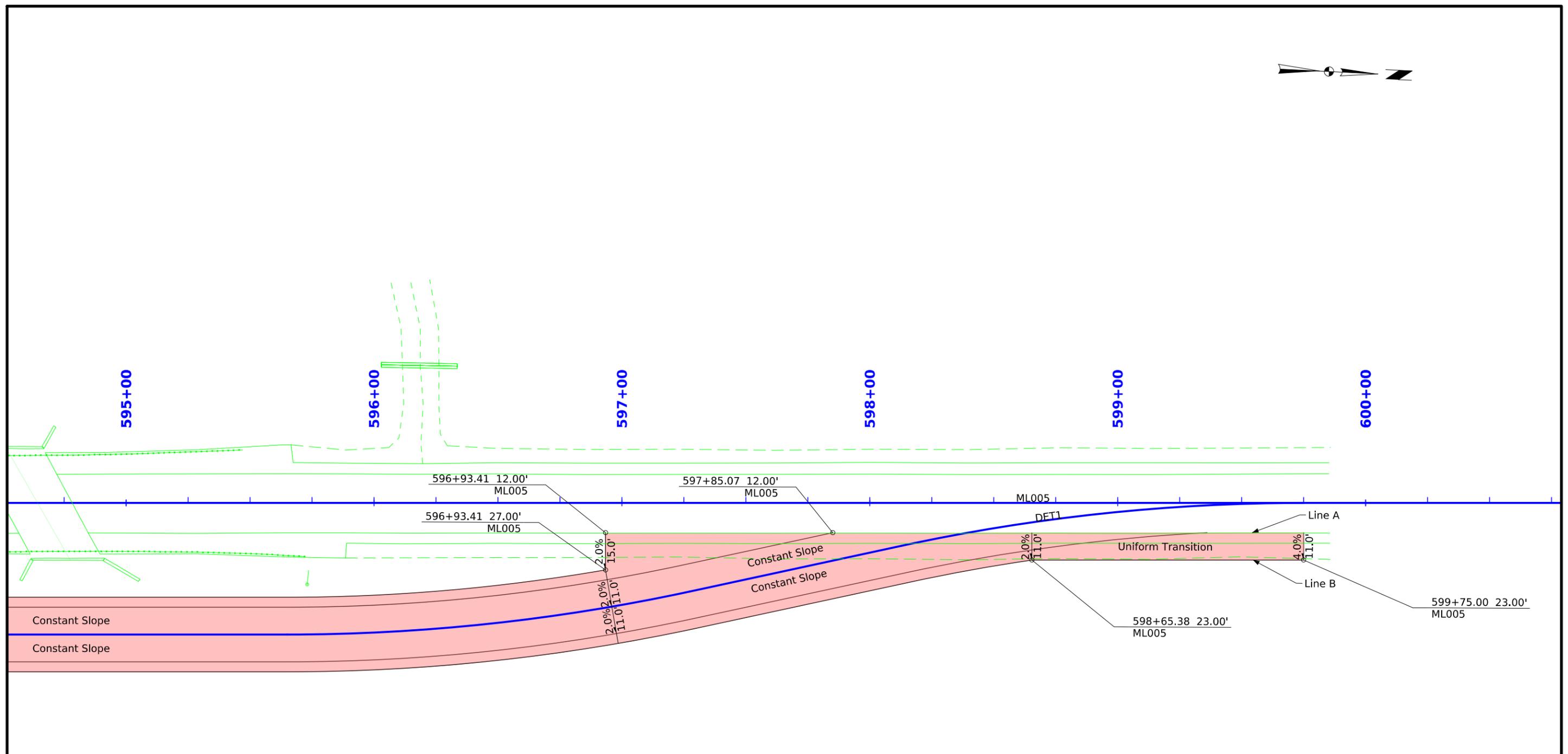
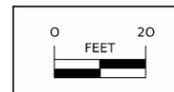


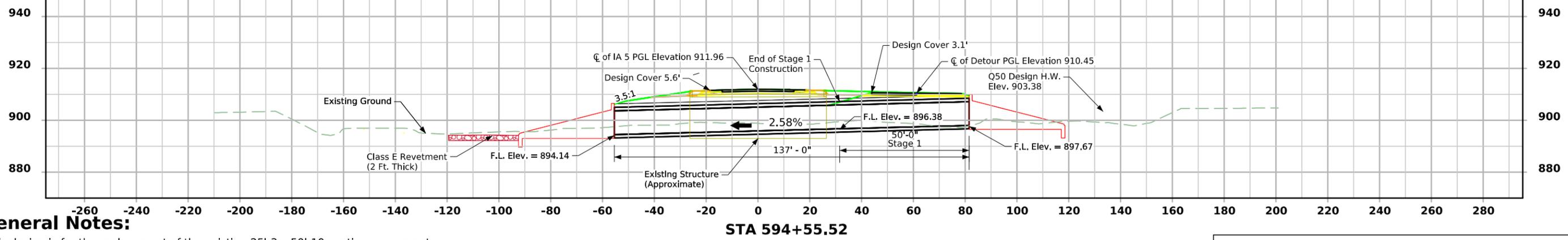
TABLE OF OFFSETS AND DROPS - NORTH TAPER

		596+93.41	597+00.00	597+50.00	598+00.00	598+50.00	598+65.38	599+00.00	599+50.00	599+75.00
Line 'A' to Line 'B'	Offset	45.0'	43.8'	33.5'	23.0'	13.4'	11.0'	11.0'	11.0'	11.0'
	Slope	2.00%	Constant Slope				2.00%			4.00%
	Drop	0.90'	0.88'	0.67'	0.46'	0.27'	0.22'	0.29'	0.39'	0.44'



IA 5
Geometric and Staking
On-Site Detour Detail
(Sheet 2 of 2)

Control Point: CP001,6105669.998,22744730.910,917.430,CP set FENO monument 4" below surface



General Notes:

-This design is for the replacement of the existing 25'-3 x 50'-10 continuous concrete slab bridge, Design No. 347, FHWA No. 013910, Maint. No. 0408.6S005

Design Notes:

- Pre-Cast option dismissed due to anticipated poor soil conditions and settlement.
- Staging of existing bridge not possible due to anticipated soil conditions and lack of detour route.
- Existing wingwall (SE corner) will need to be partially removed for Stage 1 construction. Details to be determined in final design.
- Flowline of box culvert buried one foot per LEB's request to simulate a natural stream bottom.
- Energy dissipators dismissed at outlet due to average exit velocities.
- Revetment proposed at RCB culvert outlet due to velocities greater than 6 ft/s and potential bank erosion.
- Temporary shoring between construction stages will need to be evaluated during final design
- Existing ABM mats will need to be removed

Utilities Note:

Utilities shown on this sheet are for information only. See Road Design sheets for utility information.

General Utility Symbols:

- W - Water Line
- FO - Fiber Optic Line
- Power Poles

Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 1024 Acres; 1.6 Sq. Mi
 Stream Slope = 80.3 Ft./Mi.
 Q₅₀ = 887 cfs
 HW Elev. = 903.38
 Exit Velocity = 6.8 fps

Q₁₀₀ = 1081 cfs
 HW Elev. = 904.19
 Exit Velocity = 7.7 fps

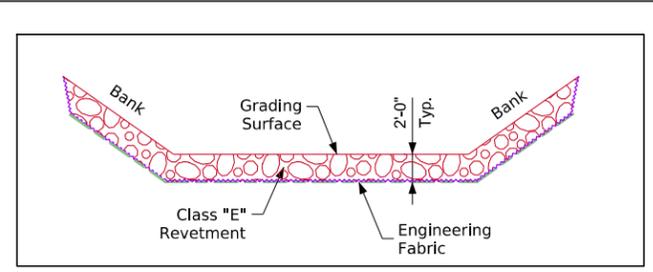
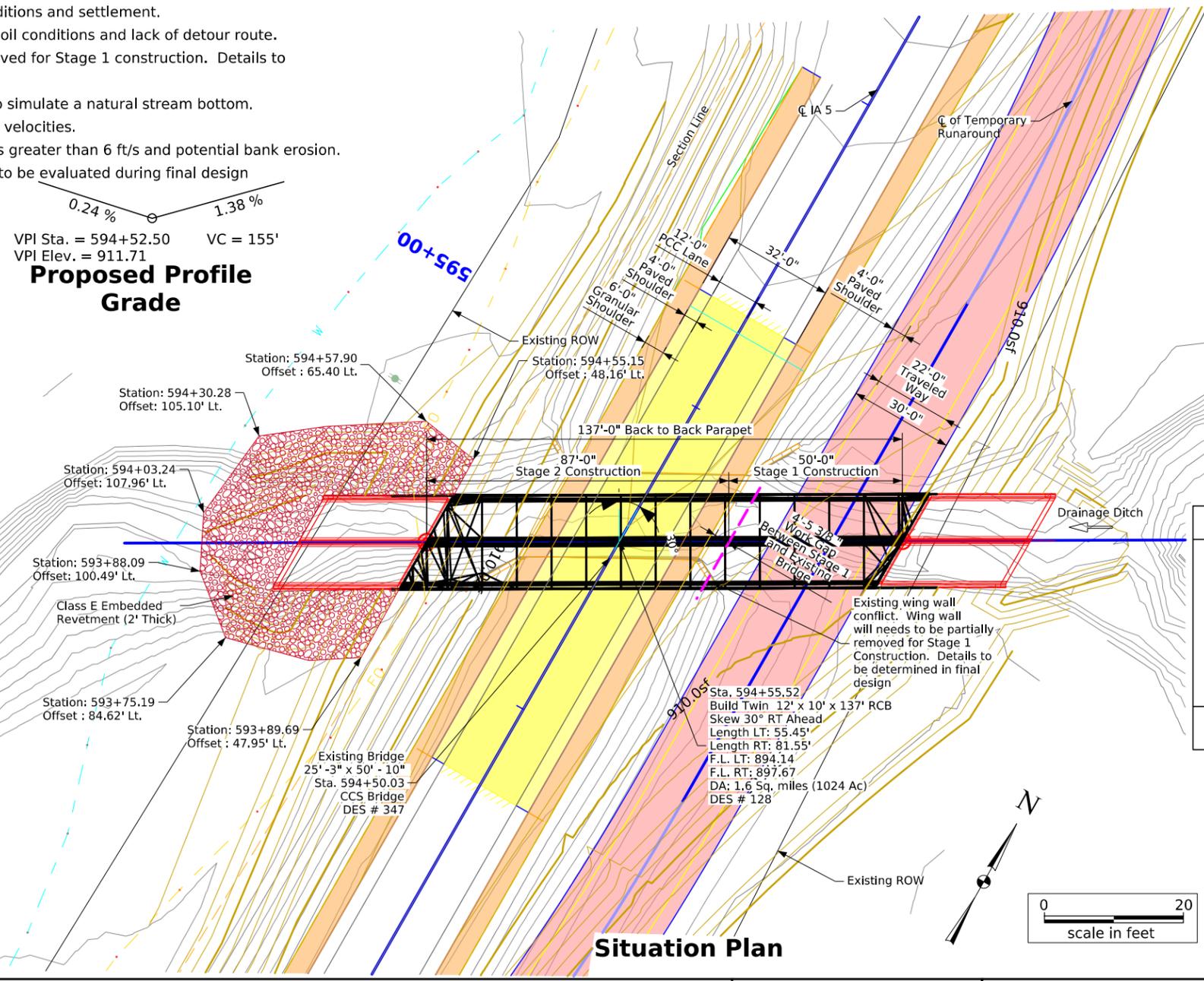
Location

IA 5 over Drainage Ditch
 T-68N, R-17W
 Section 30
 Caldwell Township
 Appanoose County
 FHWA No. 013910 (Existing)
 FHWA No. 013911 (Proposed)
 Maint. No. 0408.6S005
 Latitude 40.659369°
 Longitude -92.867417°

IA 5 Traffic Est.

2028 AADT 3100 V.P.D.
 2048 AADT 3400 V.P.D.
 Trucks 8 %
 Total
 Design ESALS

Longitudinal Section Along Centerline of Culvert



Typical Channel Protection

Estimated Revetment Quantities Included With Road Plans

Location	Revetment Class "E" (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Inlet	--	--	--
Outlet	314	345	209
Totals	314	345	209

Excavation quantity calculated from grading surface. Excavation quantity is for embedded revetment core out only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Density used for Class E Revetment quantity is 1.5 T/CY. Quantities shown for information only. See Road Sheets.

Hydraulic Design

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

Tom Lovan 01-29-2026
 Signature Date

Tom Lovan
 Printed or Typed Name

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: This Sheet



TWIN 12'X10'X137' REINFORCED CONCRETE BOX

Situation Plan - CIP
 STA. 594+55.52 (IA 5) Turn-In Date: November 2025
 Appanoose County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. 128 Design Sheet No. 1 of 1 FHWA/Asset 013911

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature	Design Color No.	Feature
Aggregate			
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
Grading			
(8)	Revetment Class A	(128)	Boulder
(6)	Revetment Class B	(209)	Boulder Removed
(62)	Revetment Class C	(48)	Broken Weathered
(188)	Revetment Class D	(210)	Broken Weathered Removed
(28)	Revetment Class E	(3)	Core Out
(12)	Shoulder Special Backfill	(115)	Core Out Remove Only
(12)	Special Backfill	(195)	Core Out Remove and Replace
(20)	Subbase	(203)	Existing Pavement
(20)	Subbase Lower	(184)	Existing Pavement Remove Only
(20)	Subbase Upper	(200)	Existing Pavement Remove and Replace
(118)	Subgrade Treatment	(6)	Loam
Substrata			
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Asphalt			
(0)	Bridge	(4)	Select Sand
(0)	Barrier Concrete	(214)	Select Sand Removed
(0)	Barrier Concrete Footing	(3)	Shale
(0)	Curb Gutter	(215)	Shale Removed
(48)	Flowable Mortar	(10)	Topsoil
(0)	Median Concrete	(2)	Topsoil Remove Only
(0)	PCC Pavement	(4)	Topsoil Remove and Replace
(0)	Sidewalk	Unsuitable / Waste	
Concrete			
(0)	Existing Pavement	(3)	Unsuitable Type A
(209)	Shoulder HMA	(216)	Unsuitable Type A Removed
(0)	Shoulder PCC	(13)	Unsuitable Type B
(6)	Shoulder Granular	(217)	Unsuitable Type B Removed
Shoulder			
(112)	Noise Wall	(11)	Unsuitable Type C
(112)	Noise Wall Footing	(218)	Unsuitable Type C Removed
(112)	Retaining Wall Back	(3)	Waste
(112)	Retaining Wall Back Excavate	(219)	Waste Removed
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		
Structural			

NOTES:

Text

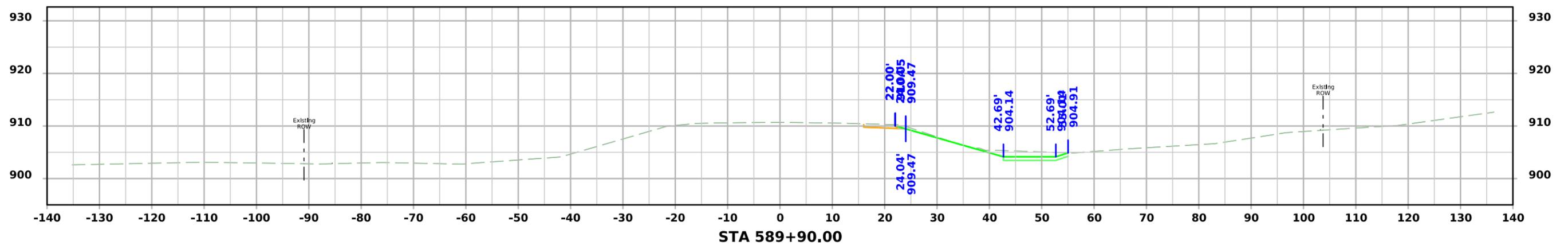
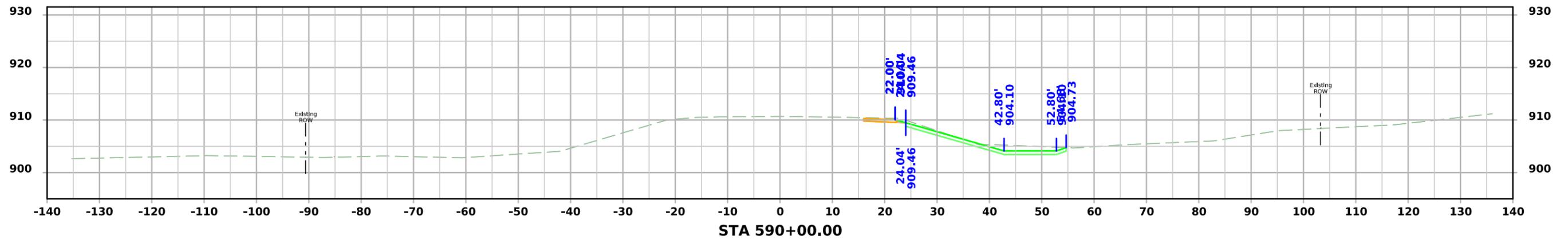
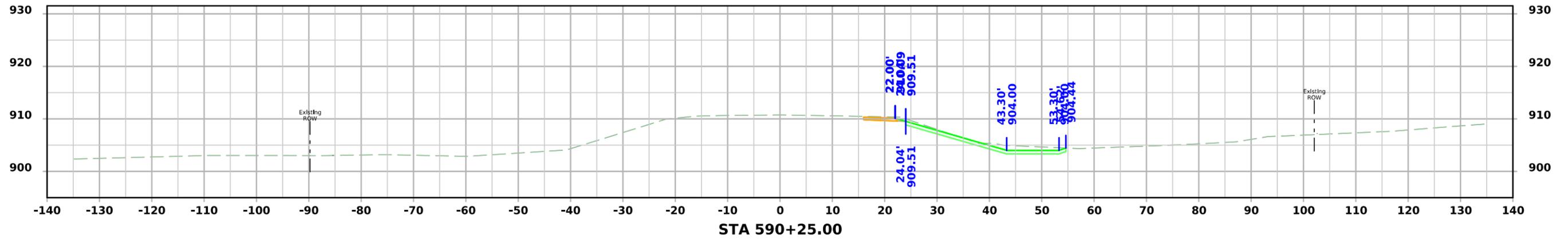
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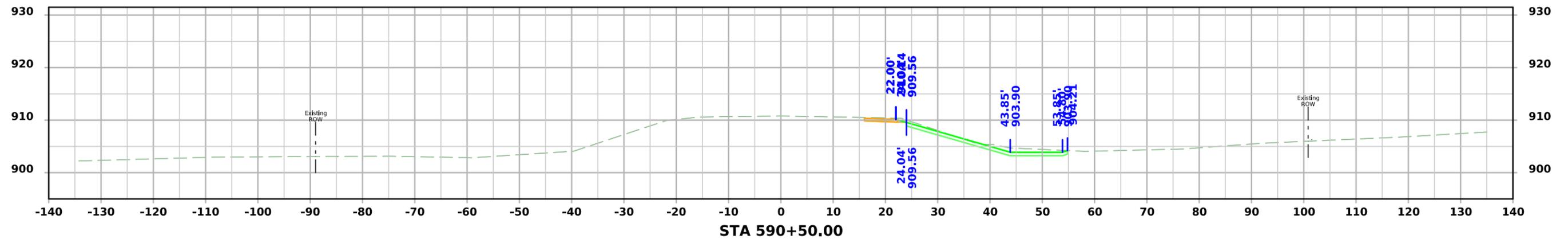
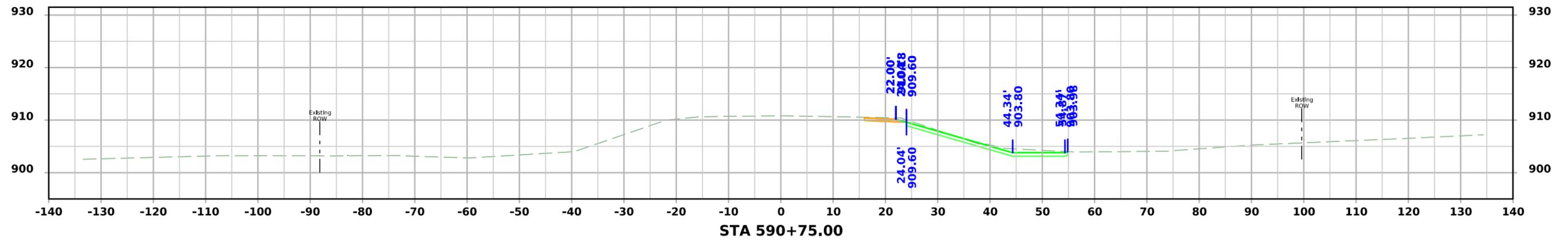
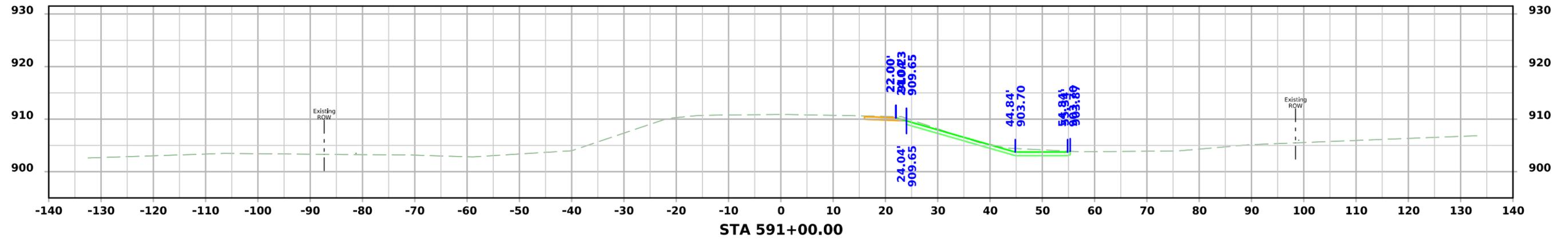
CROSS SECTIONS LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W, X, Y, & Z)

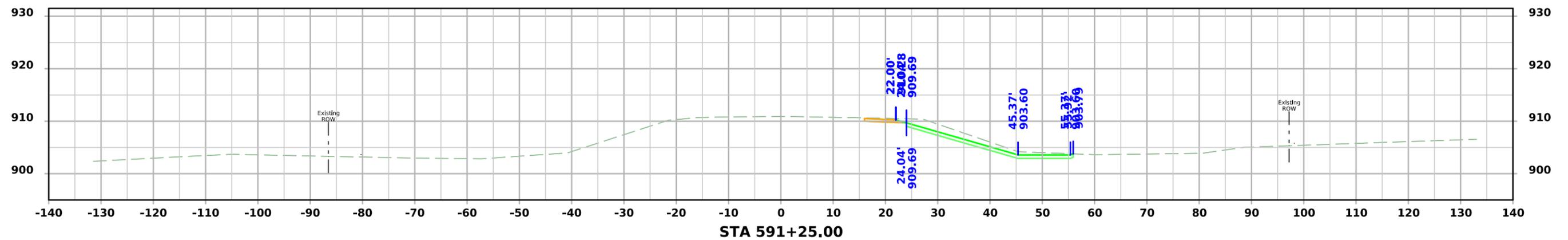
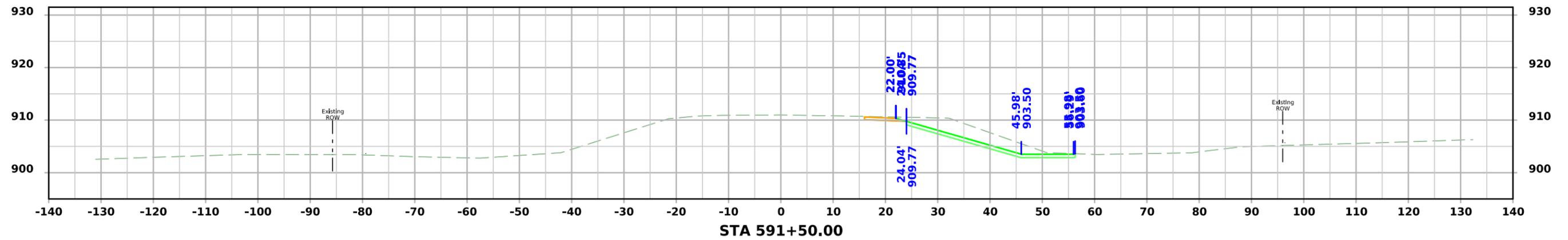
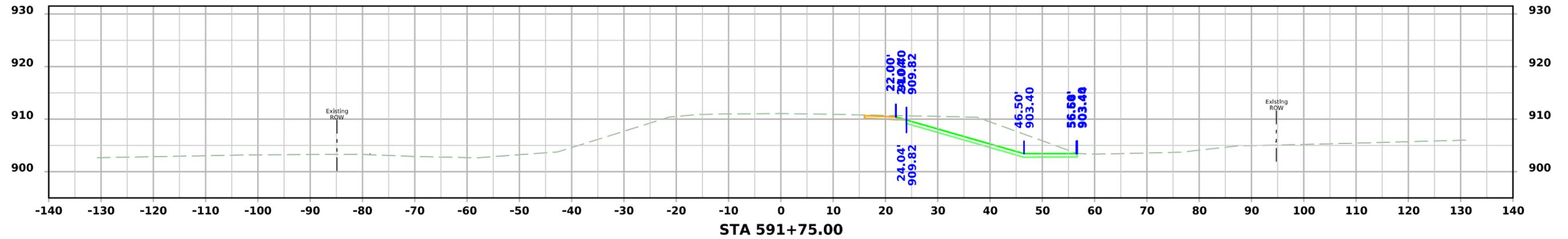
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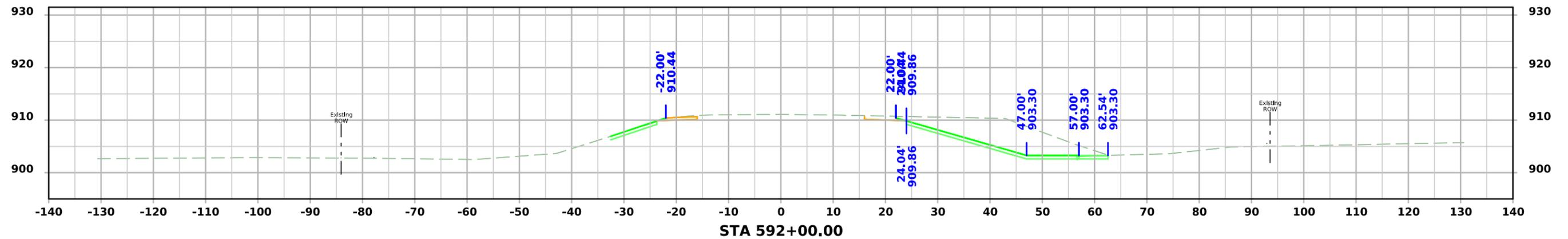
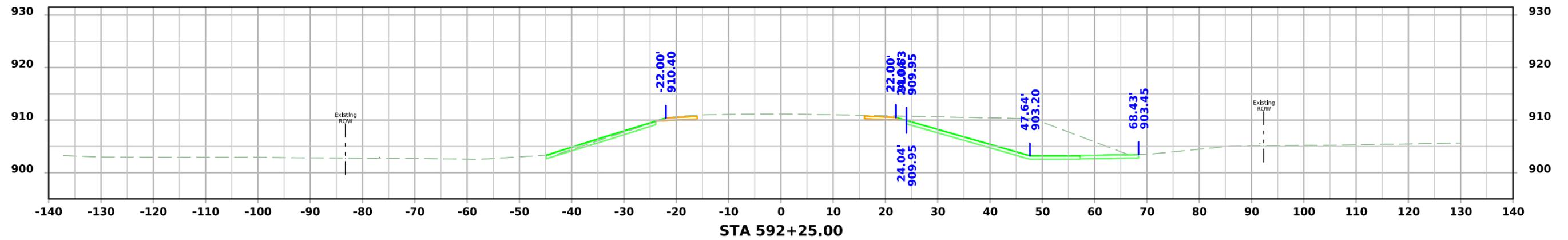
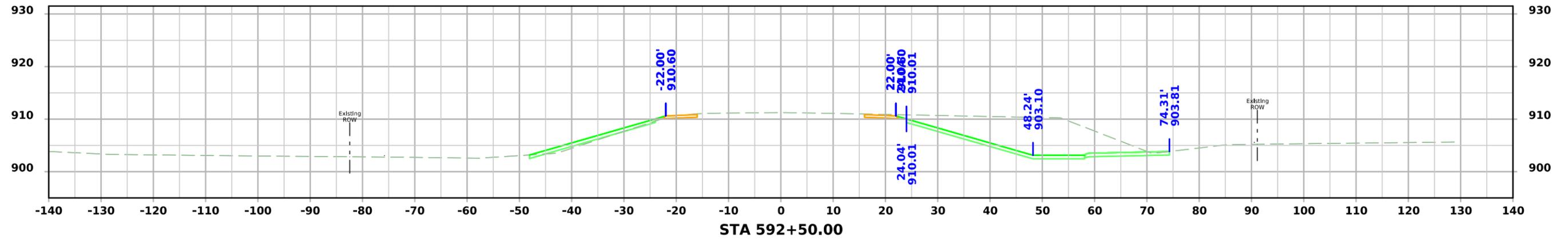
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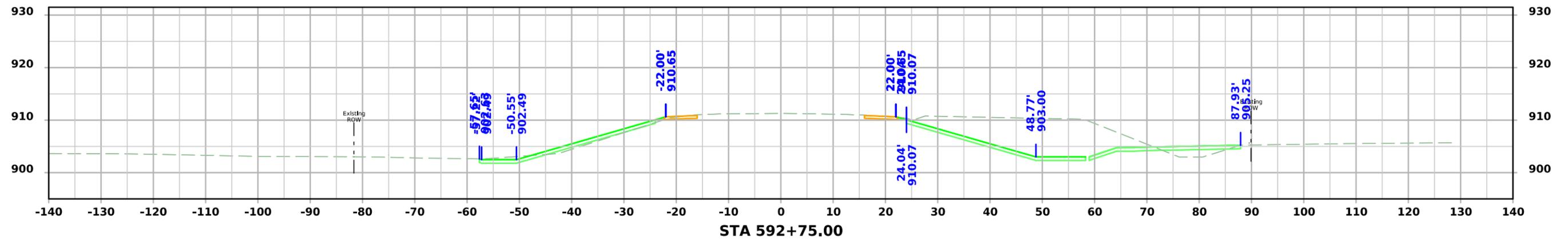
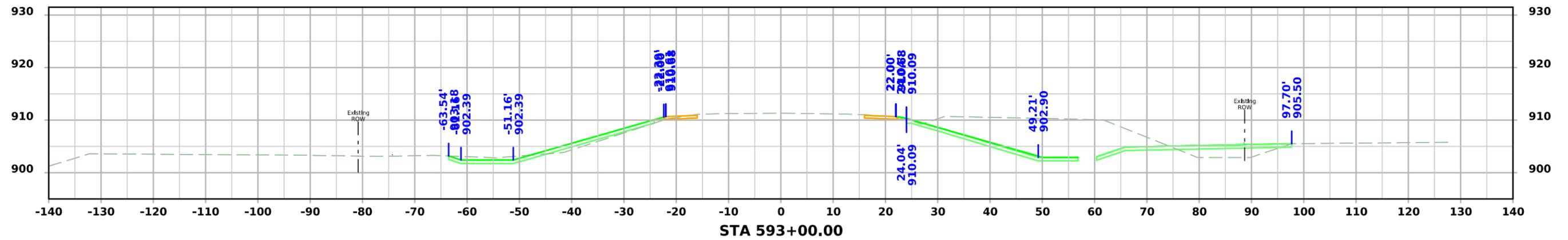
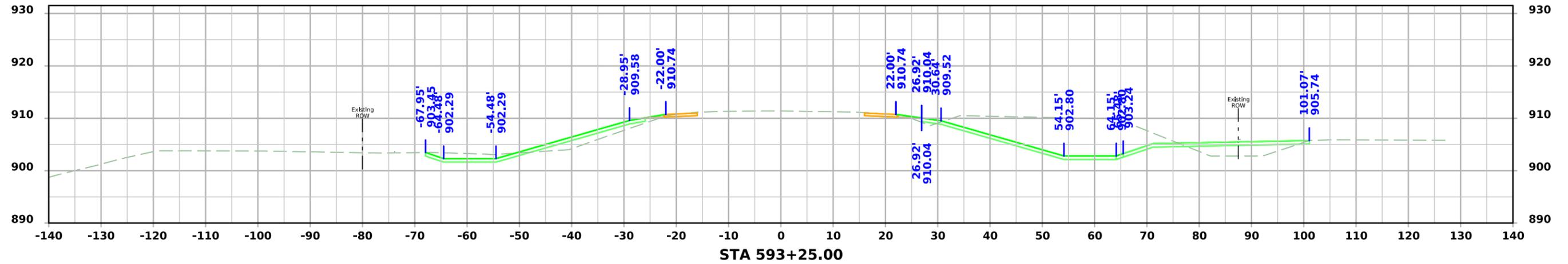
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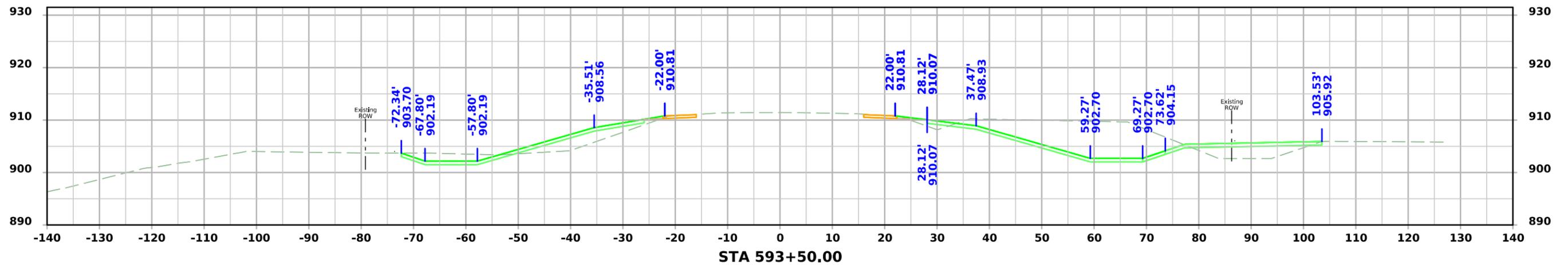
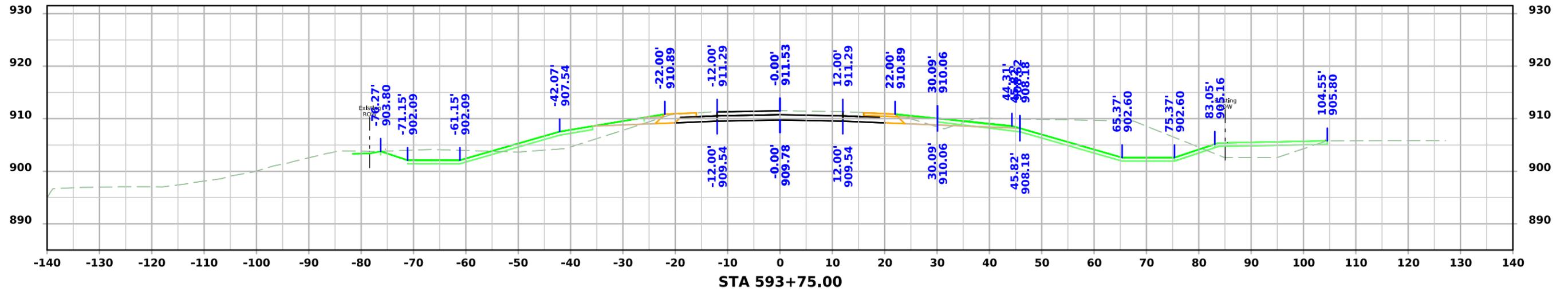
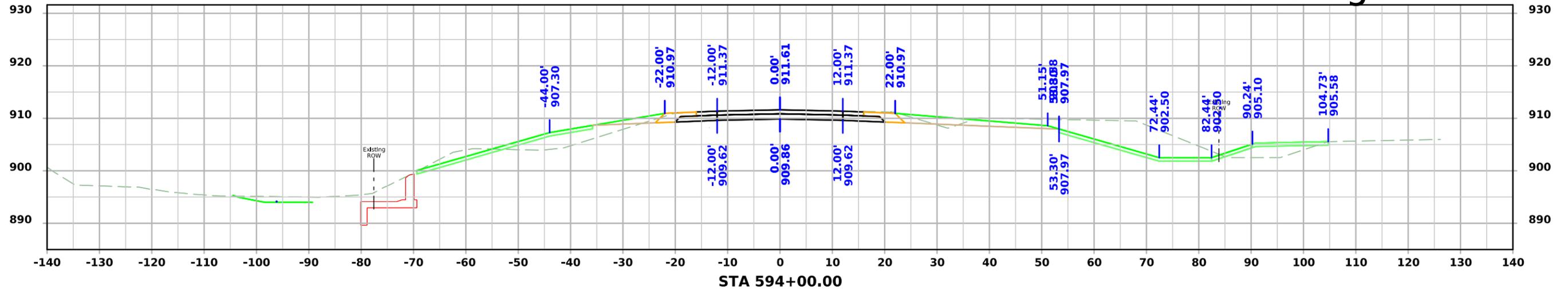
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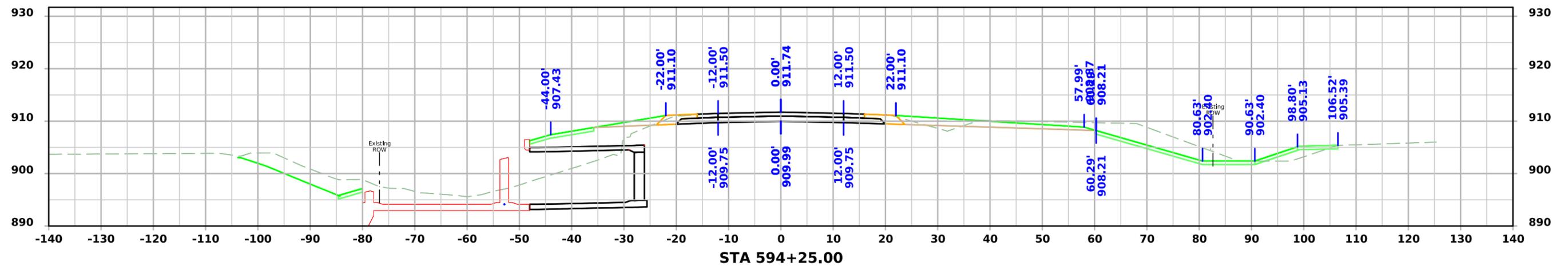
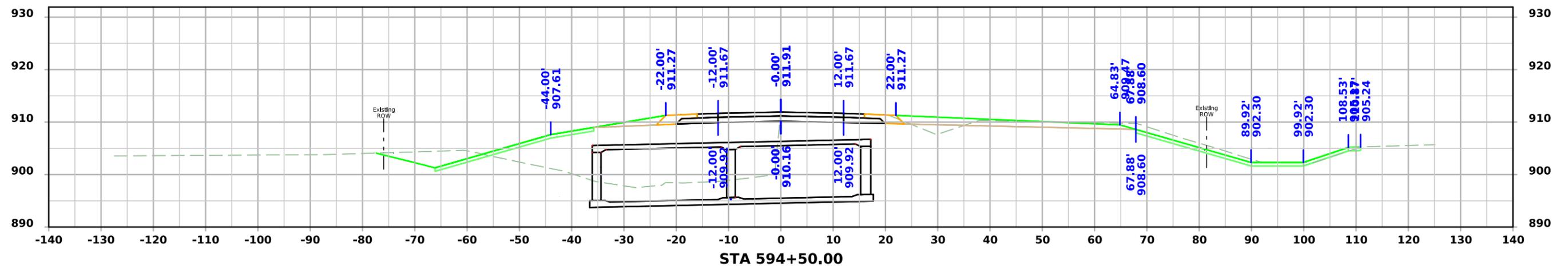
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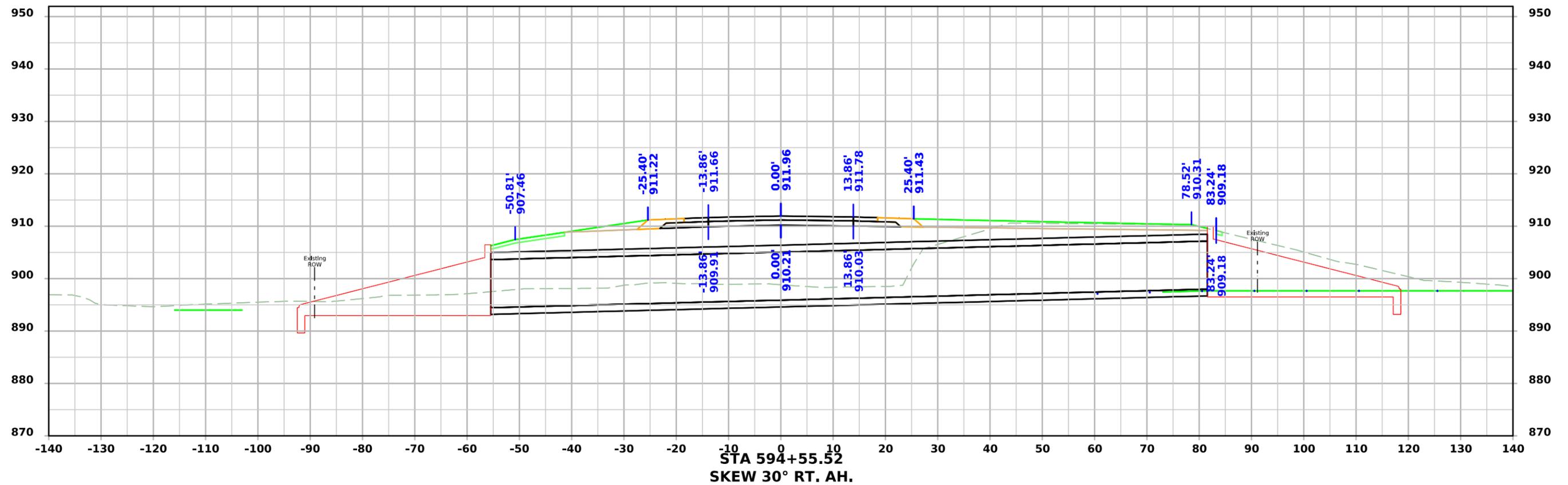
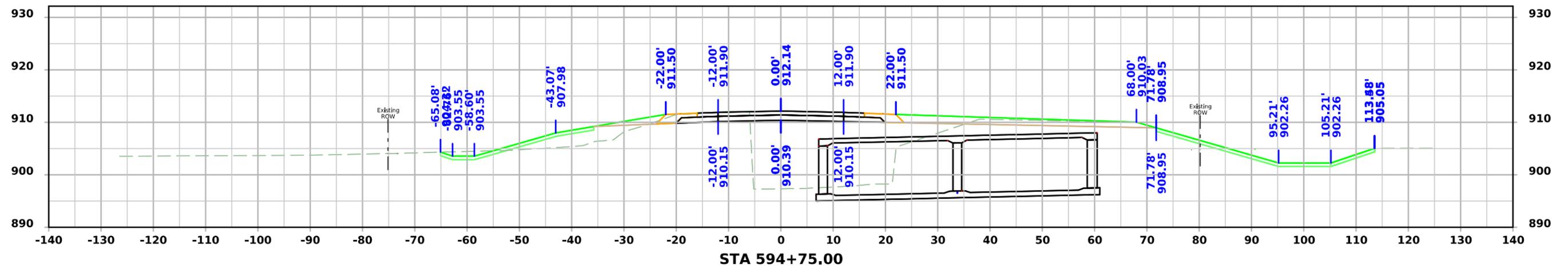
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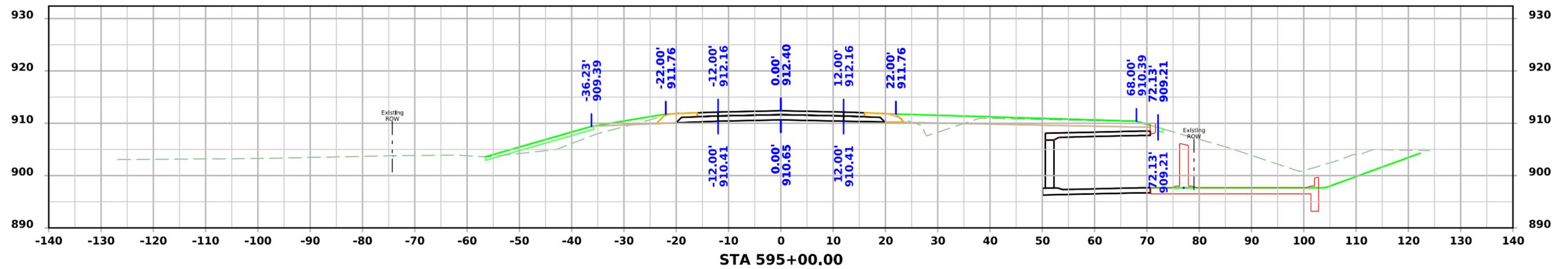
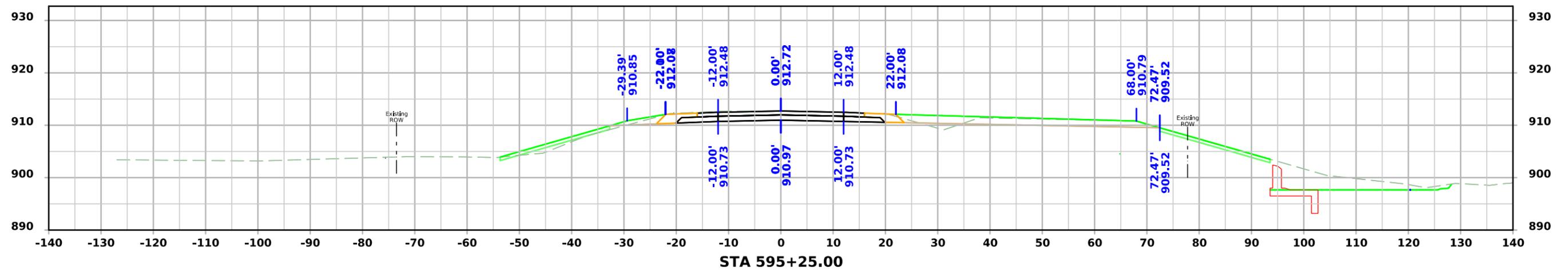
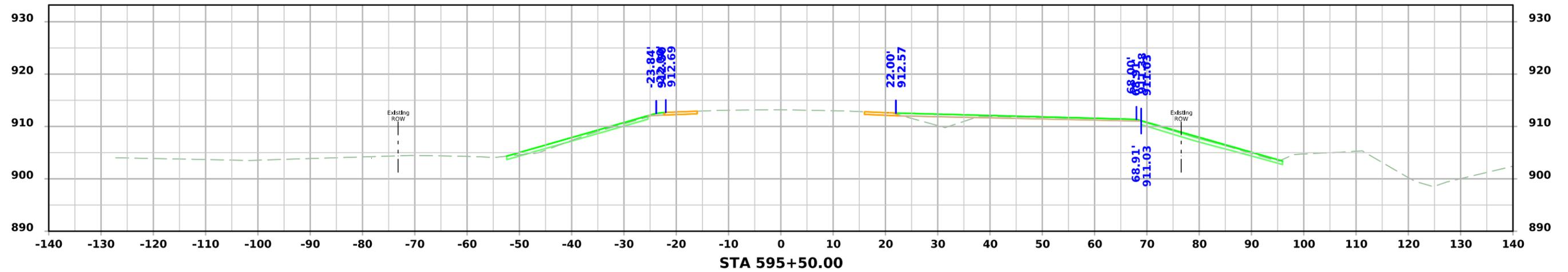
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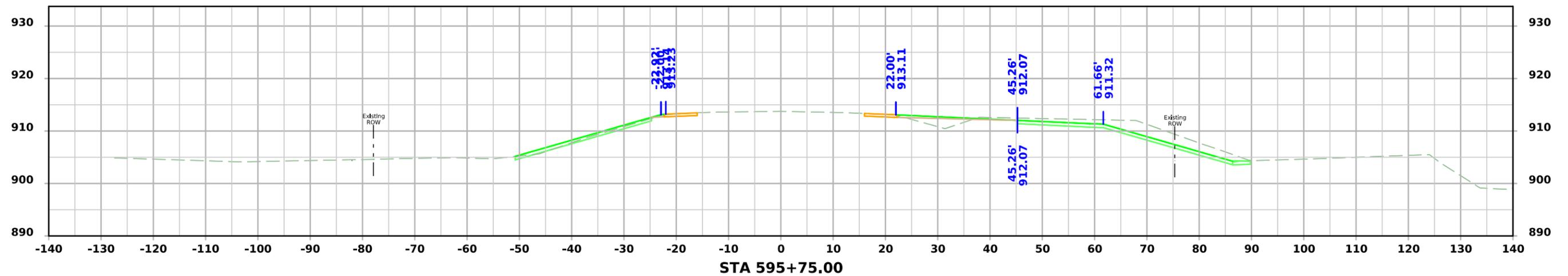
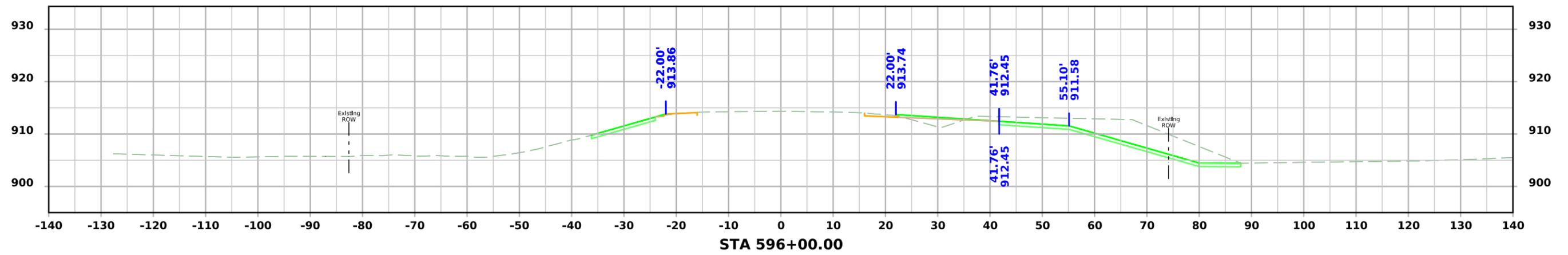
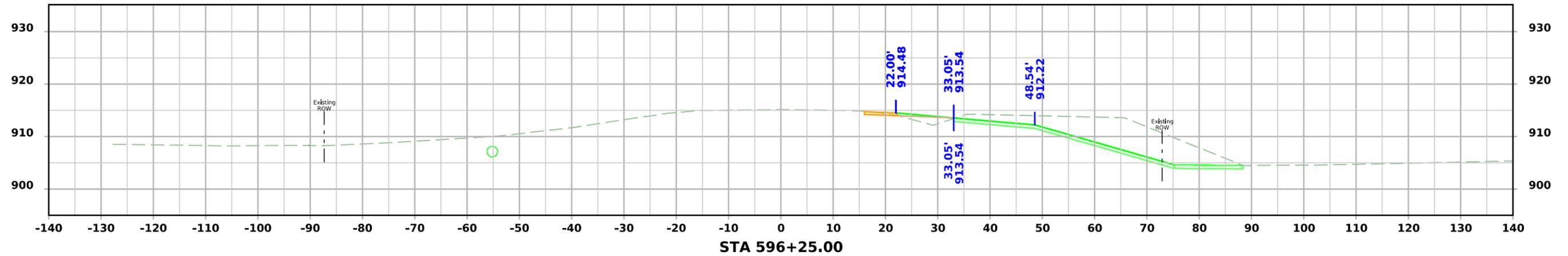
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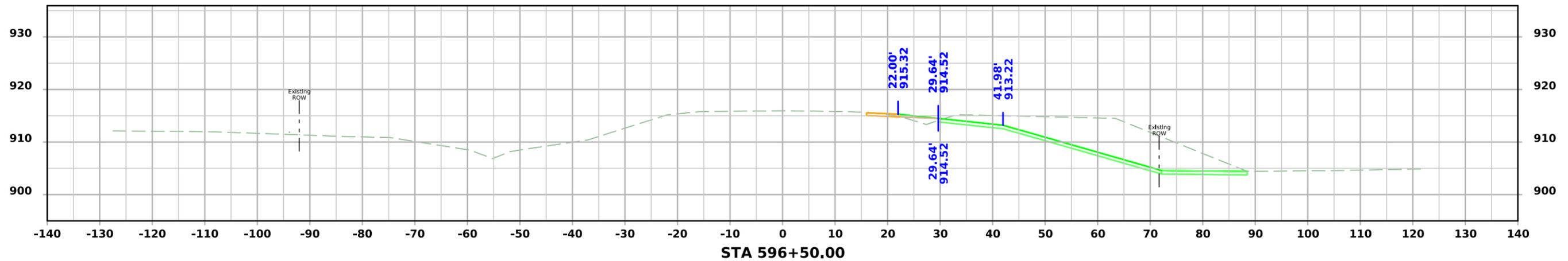
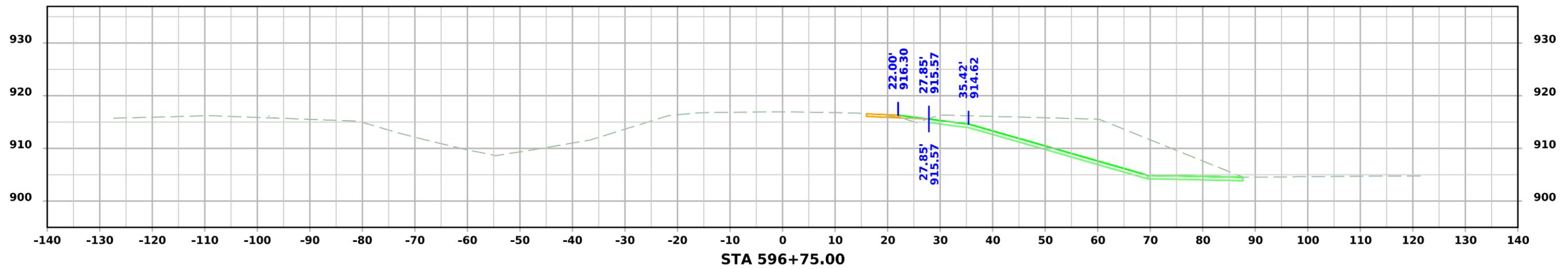
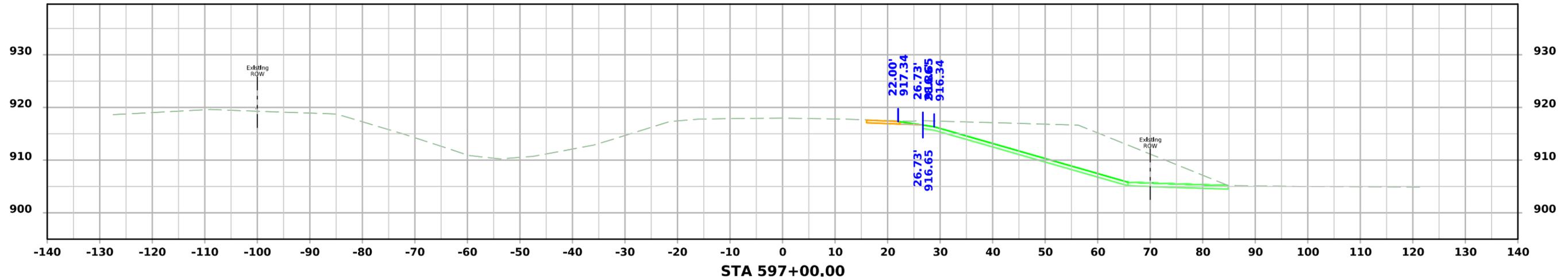
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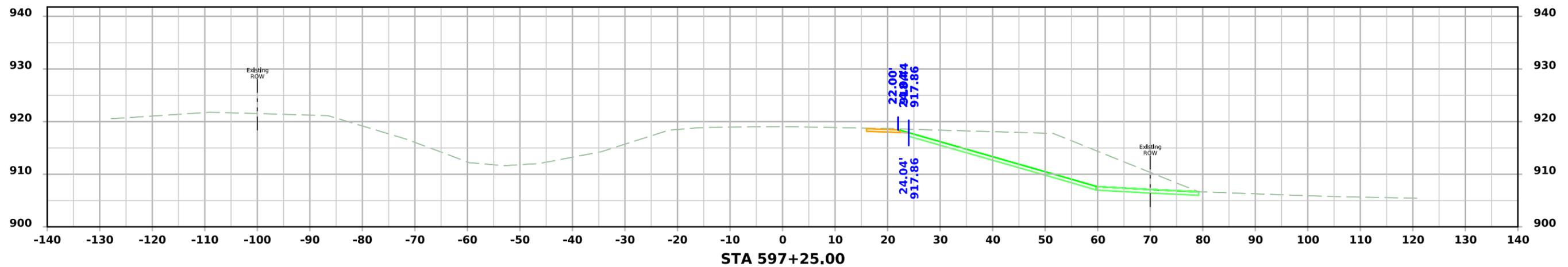
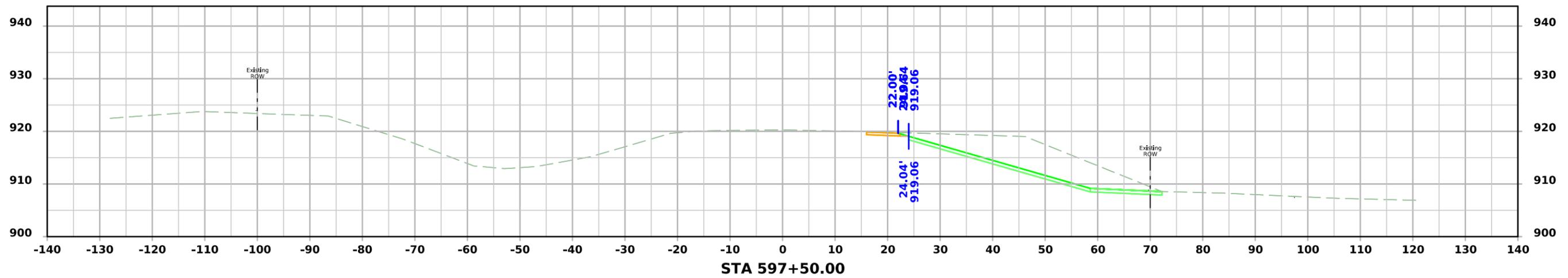
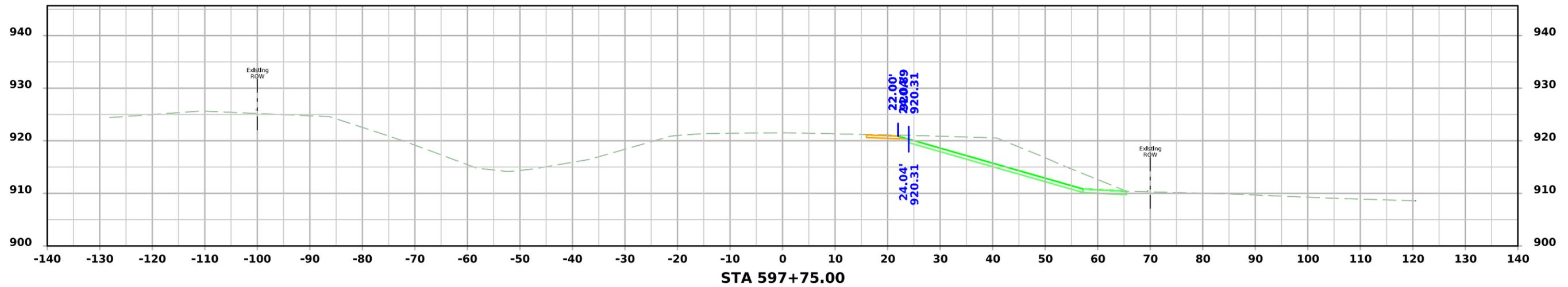
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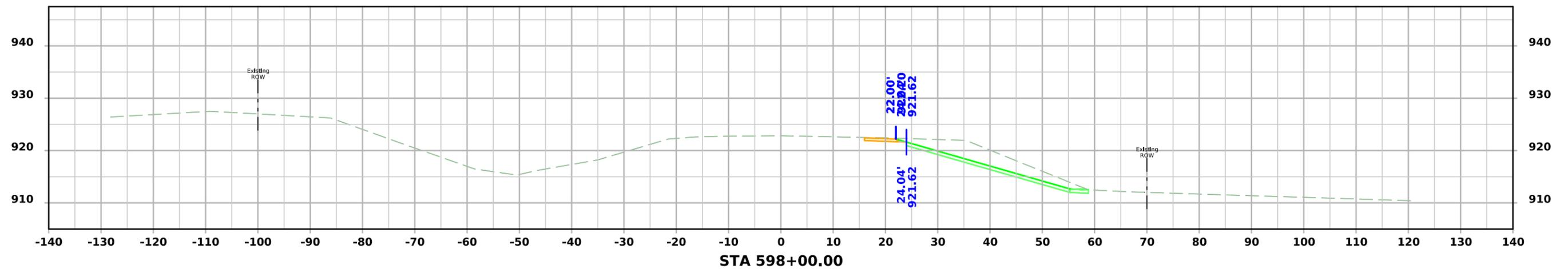
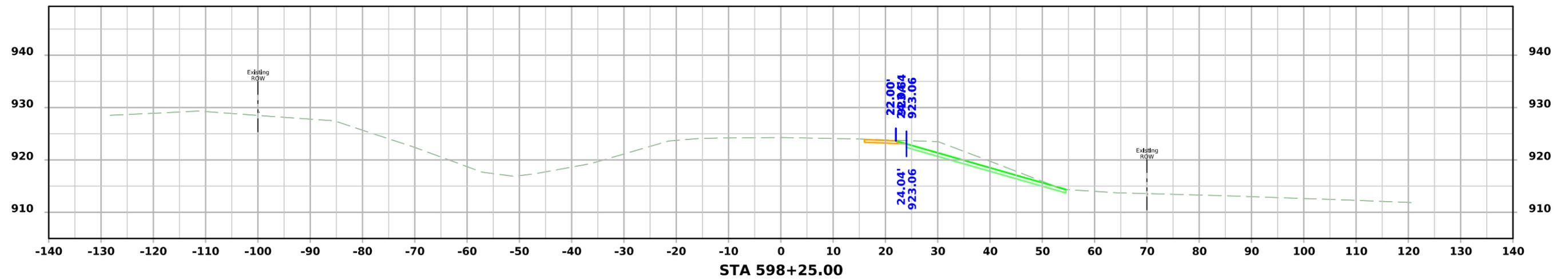
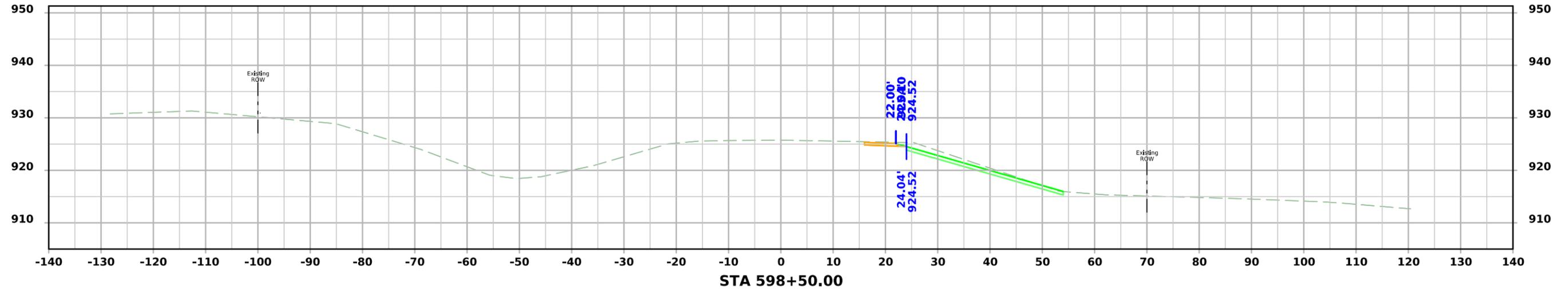
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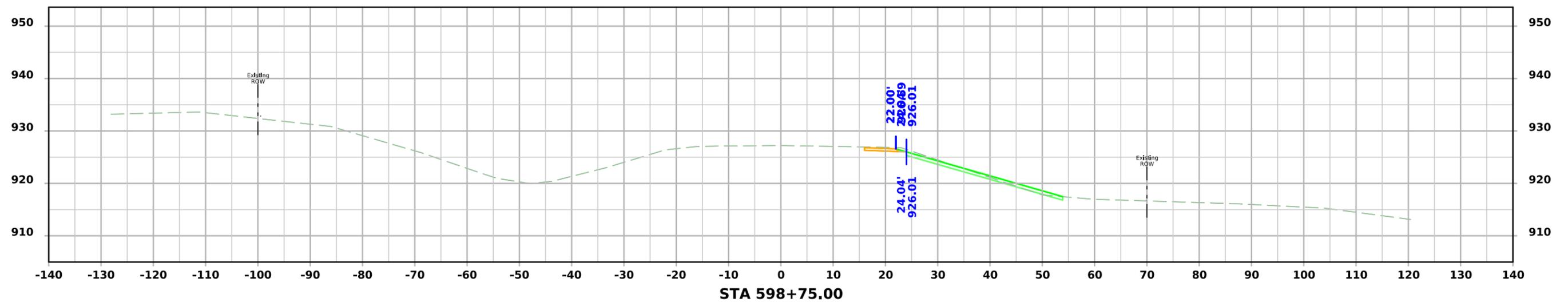
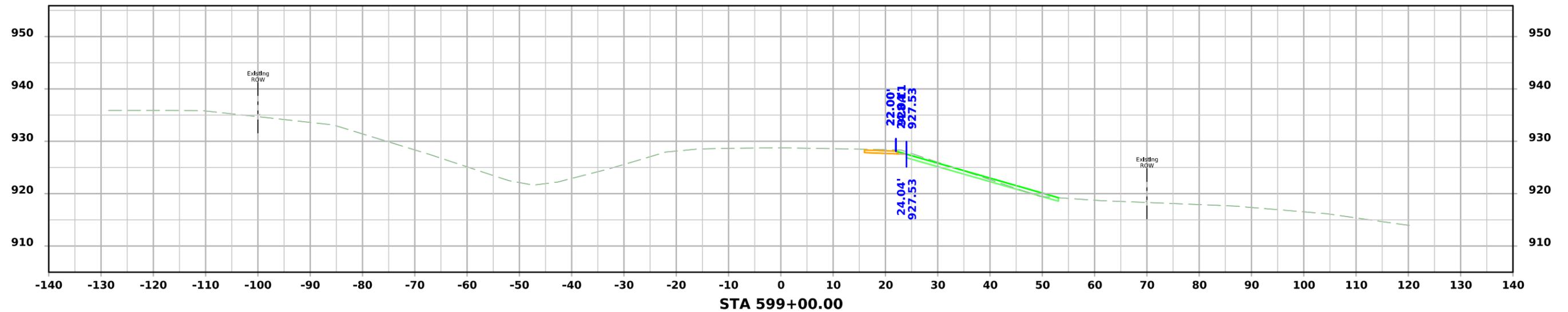
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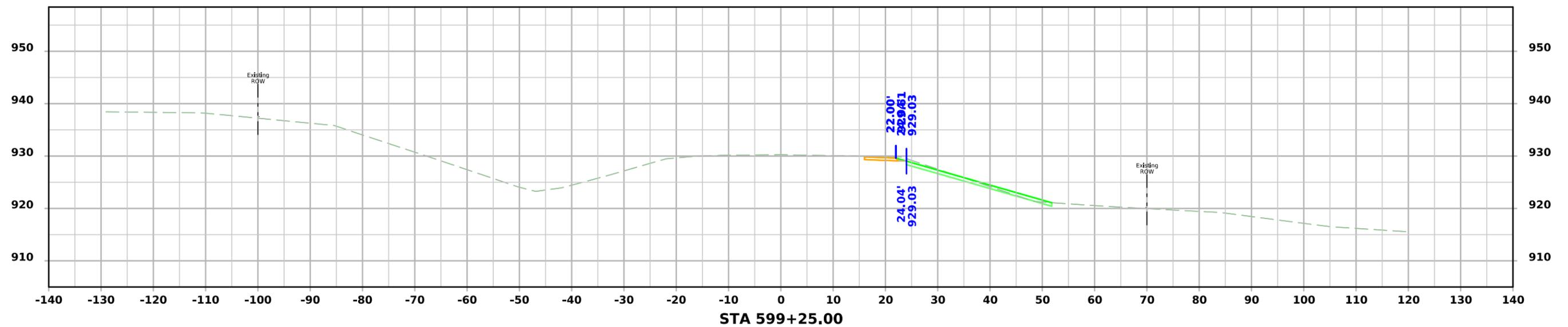
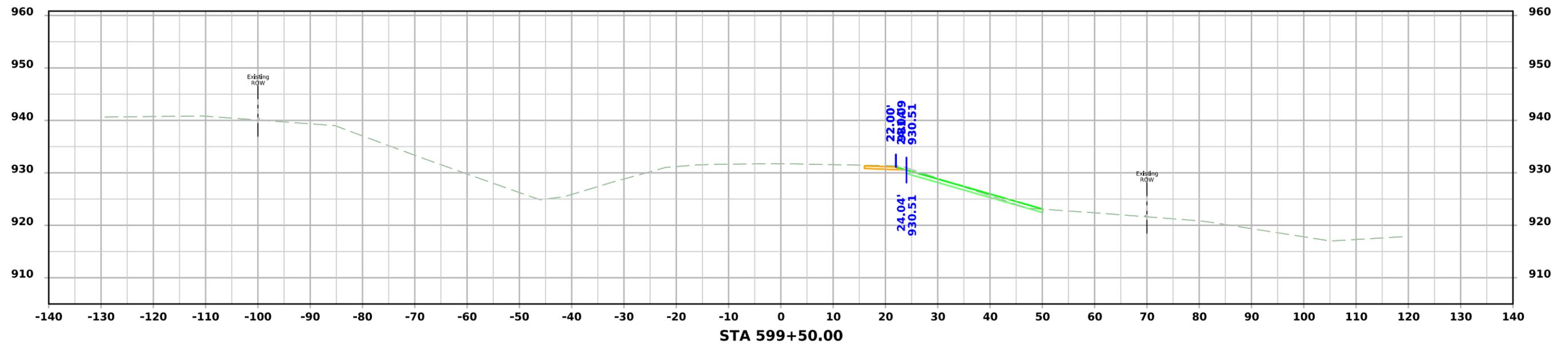
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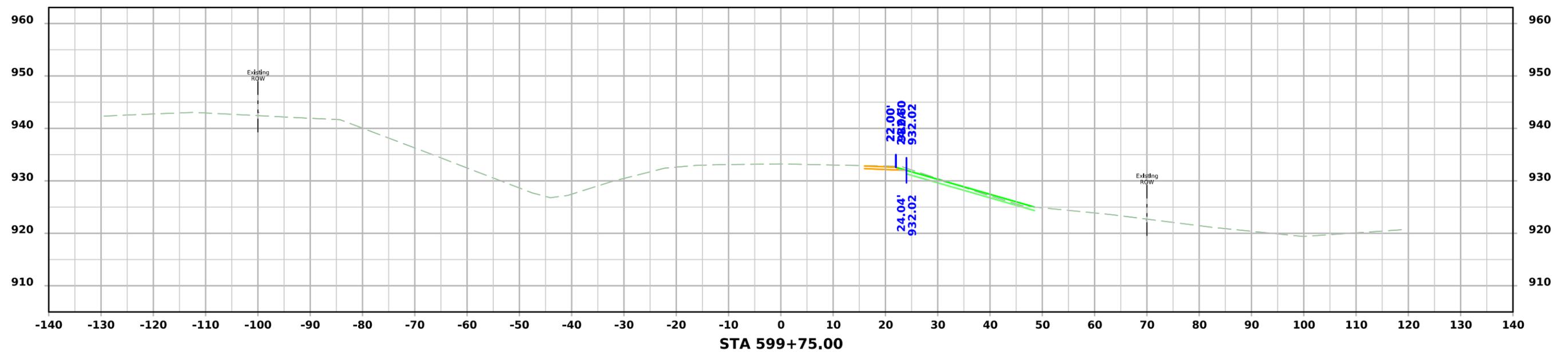
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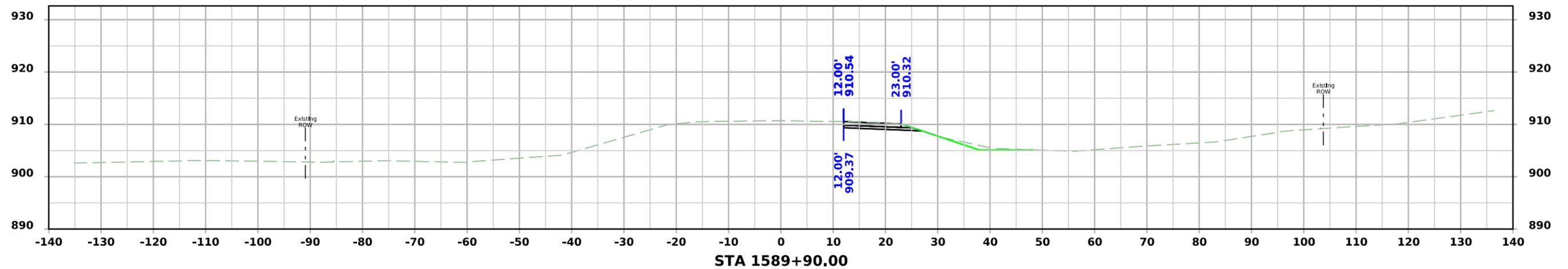
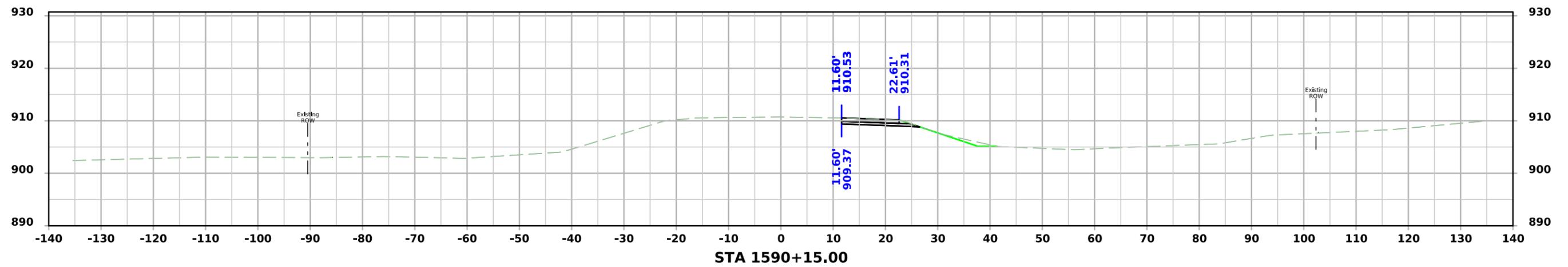
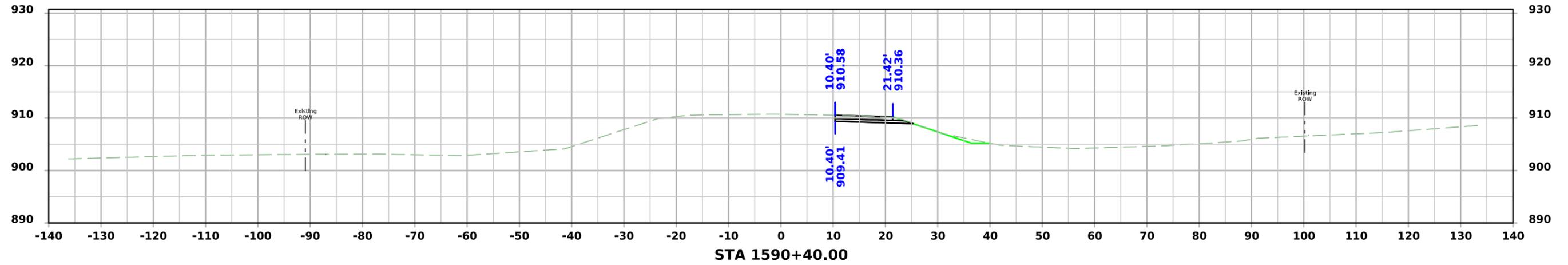
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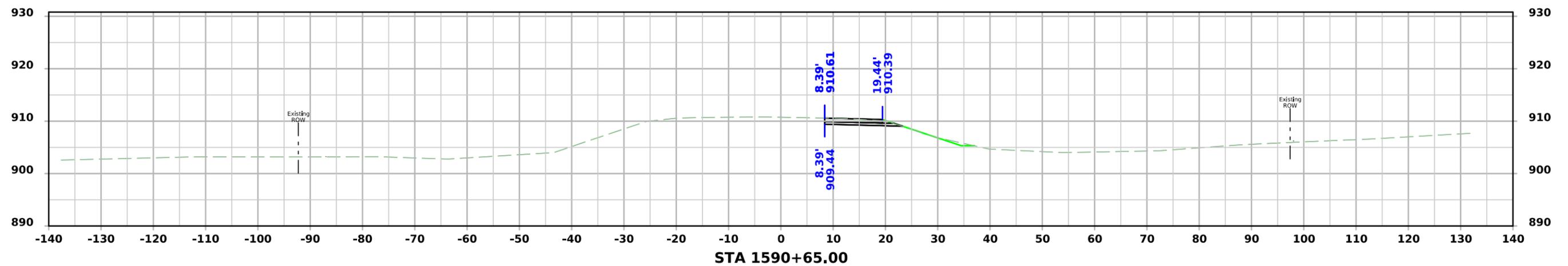
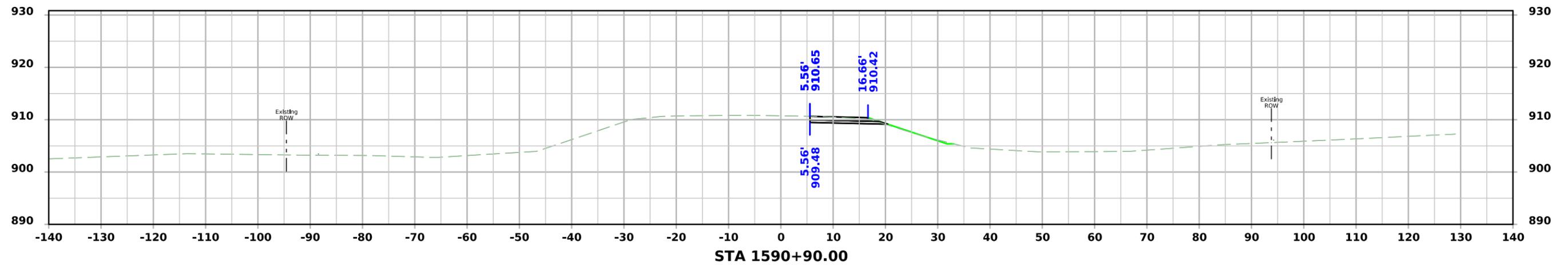
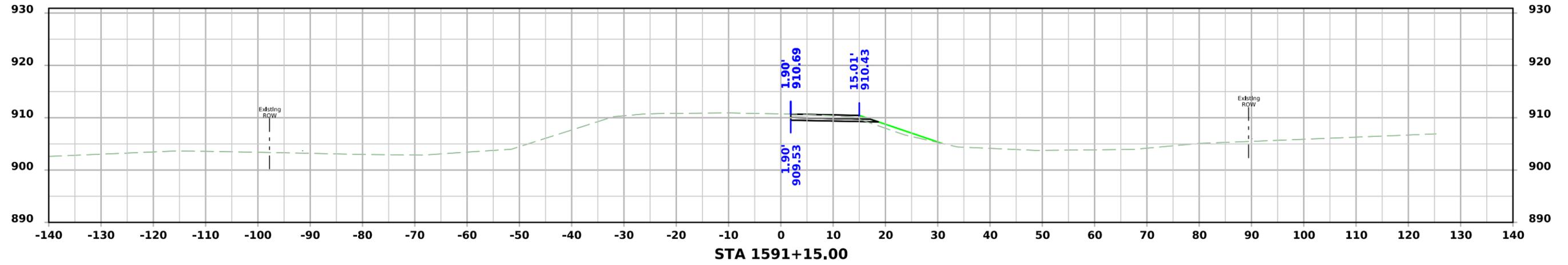
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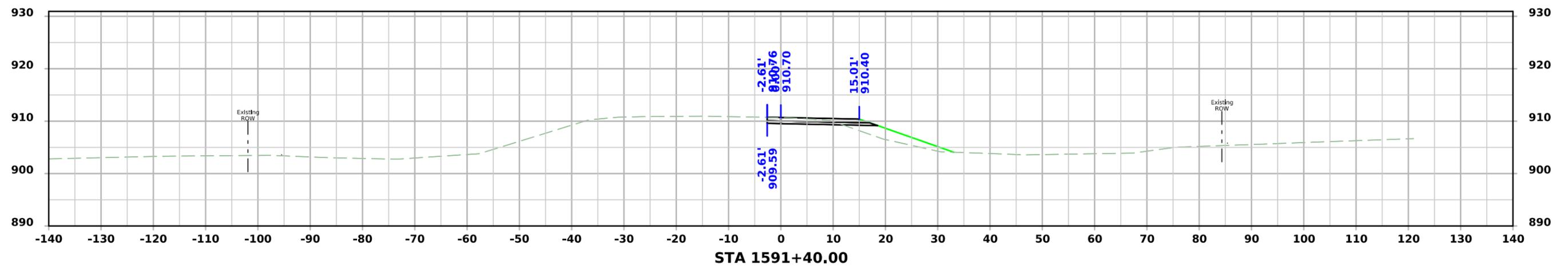
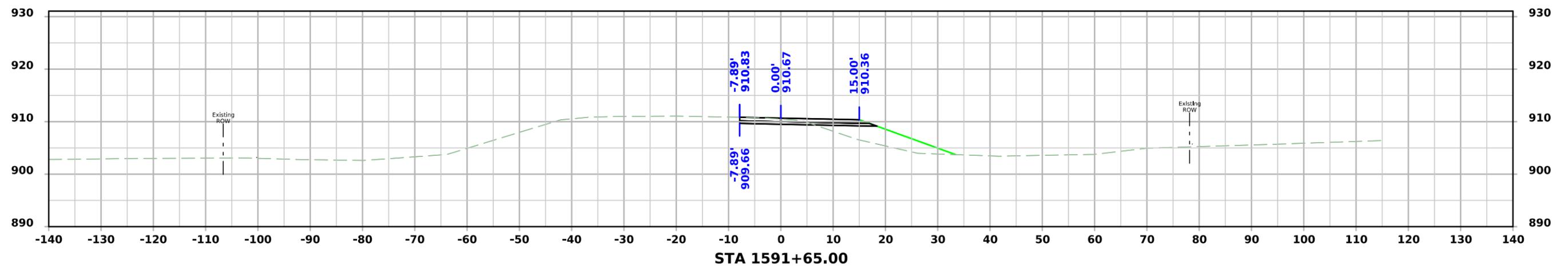
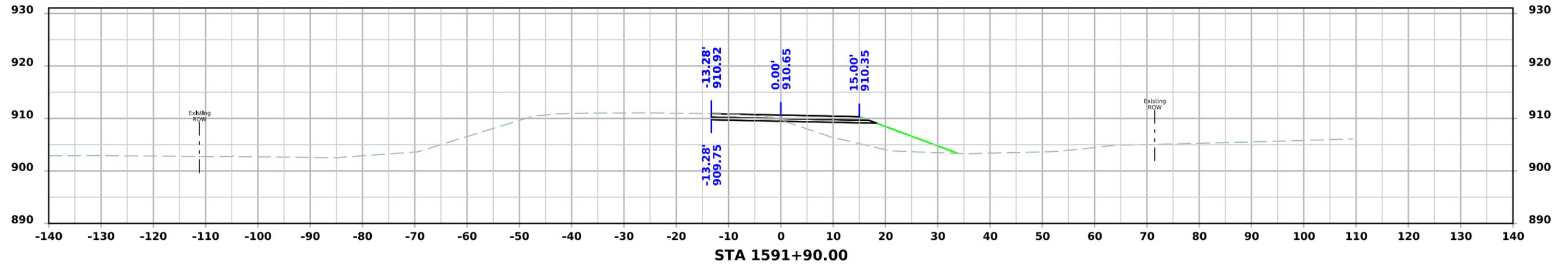
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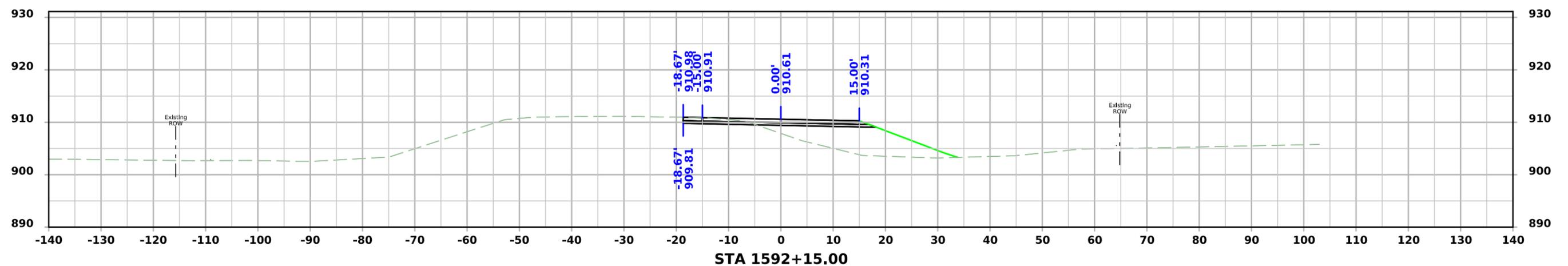
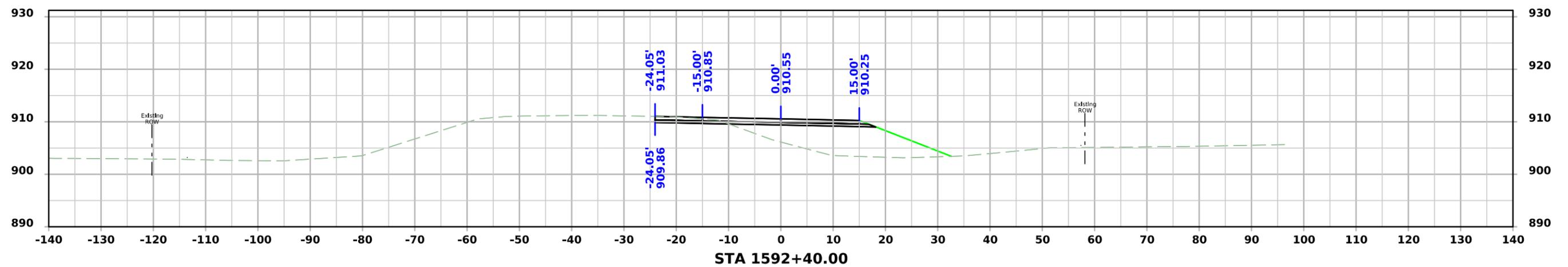
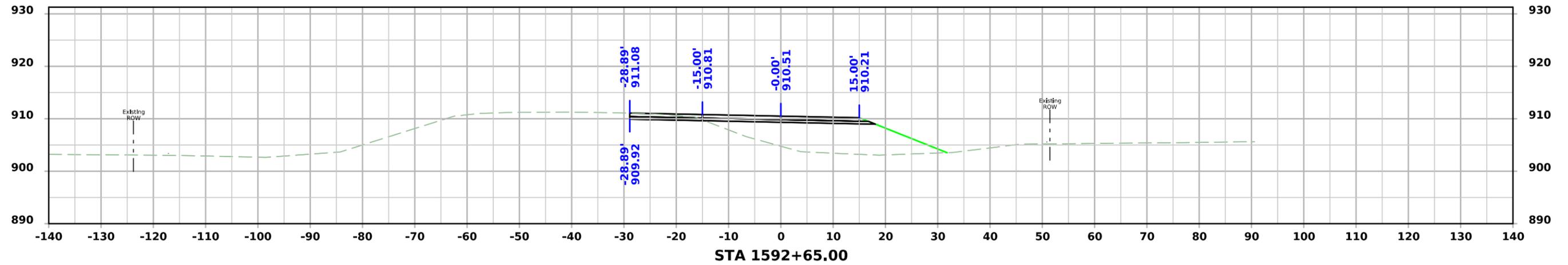
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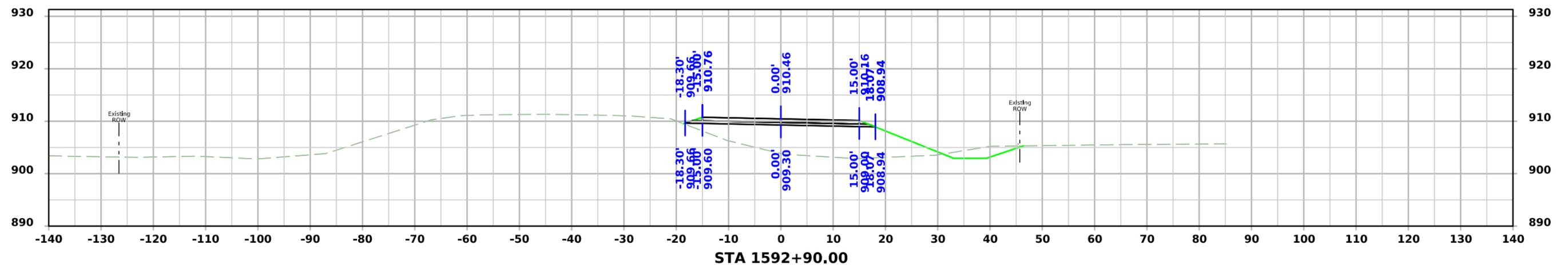
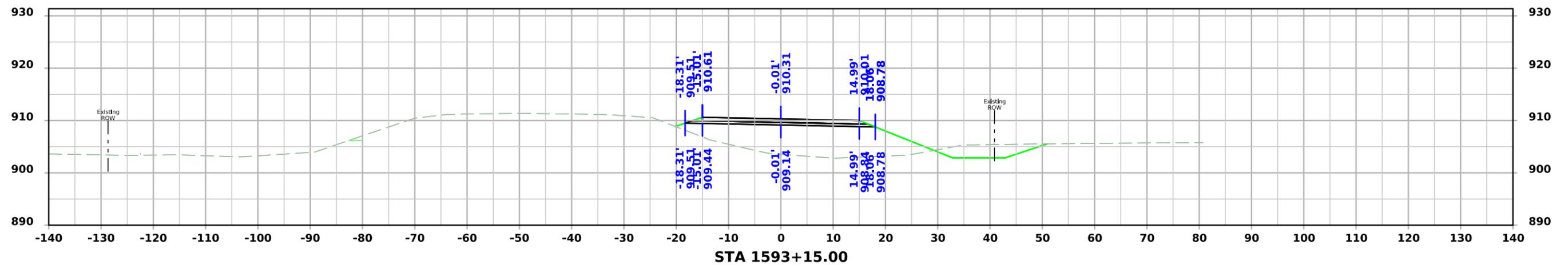
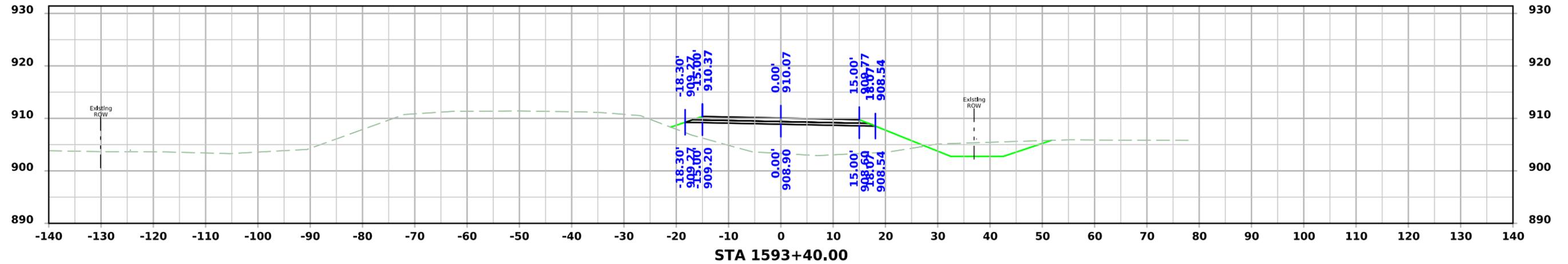
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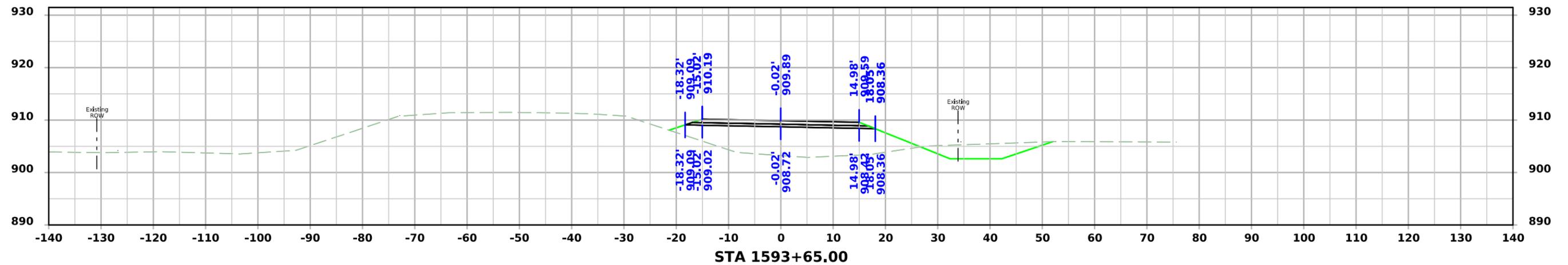
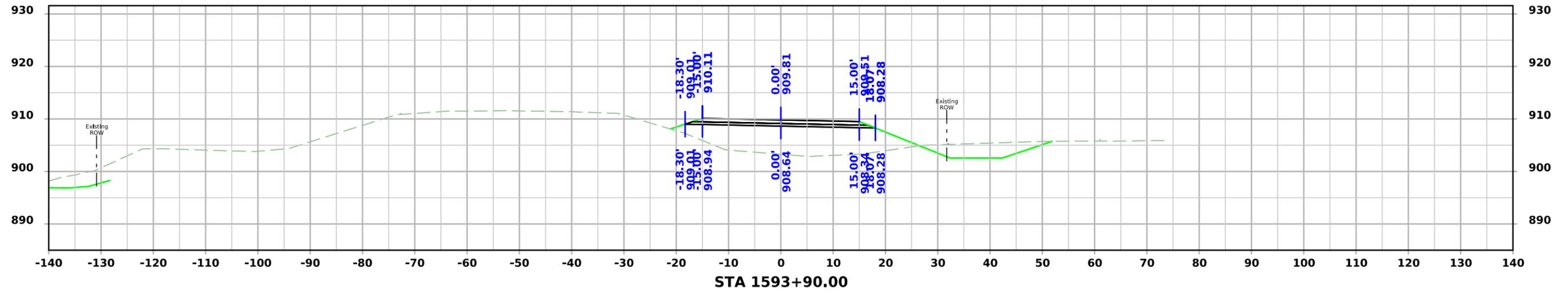
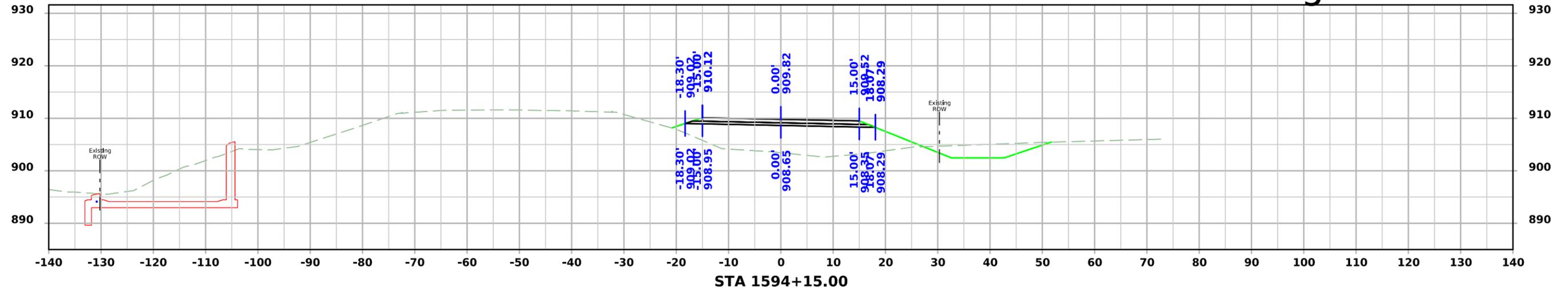
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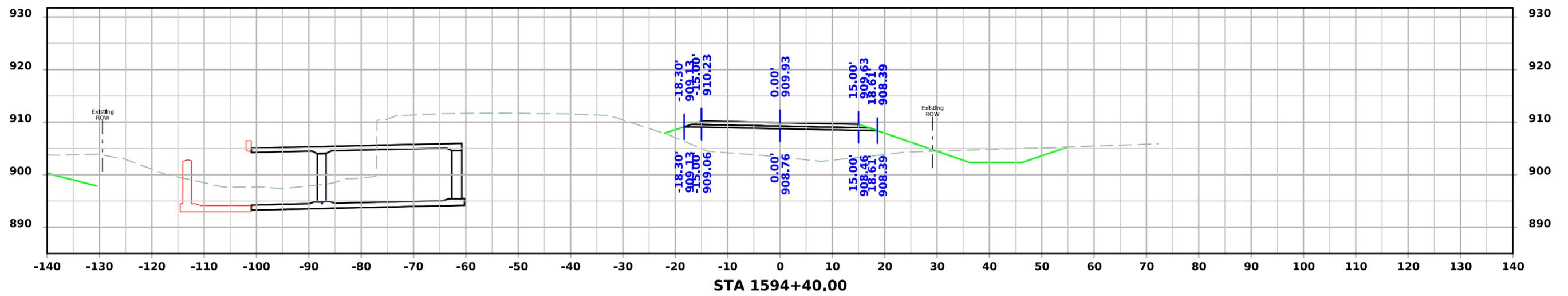
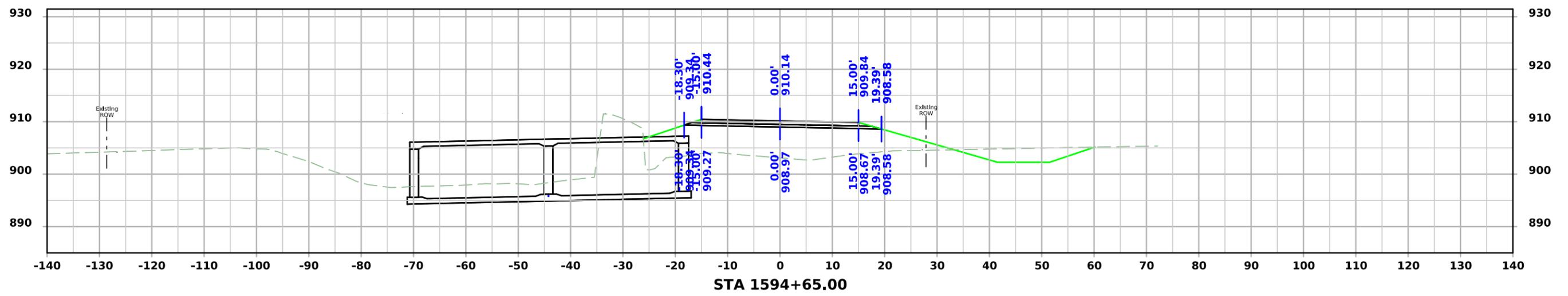
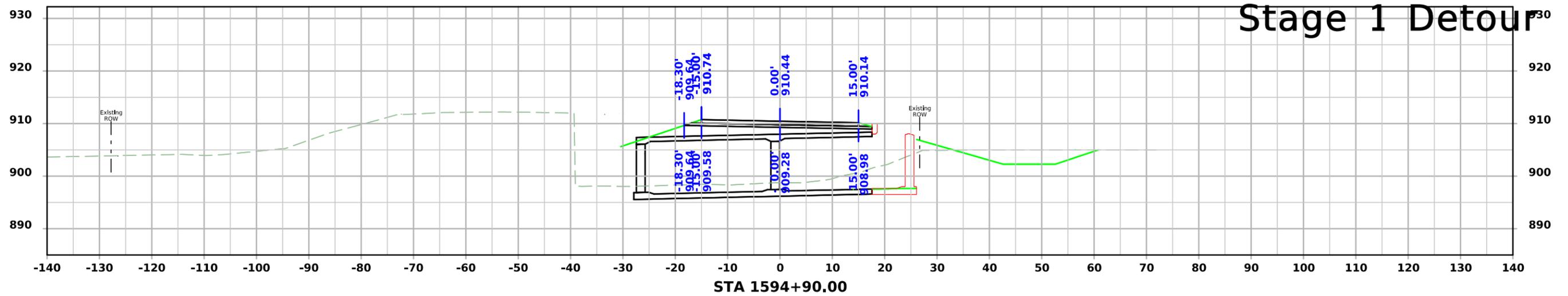
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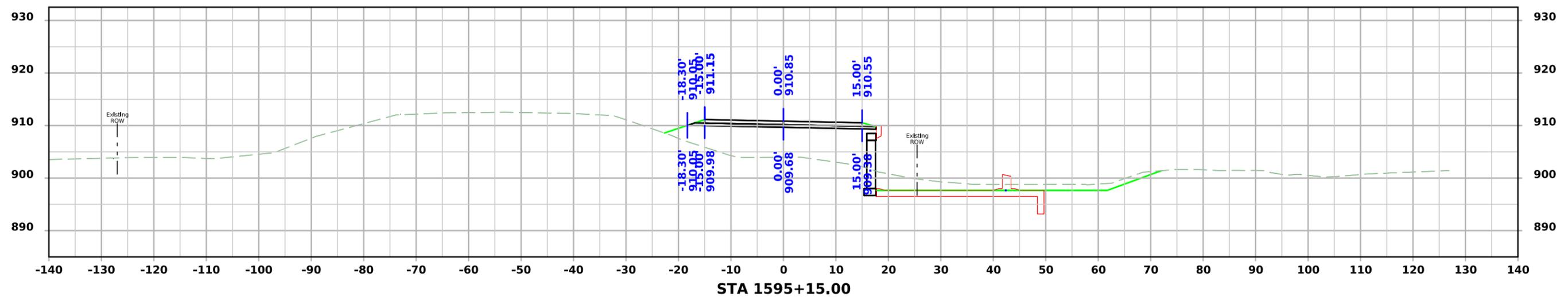
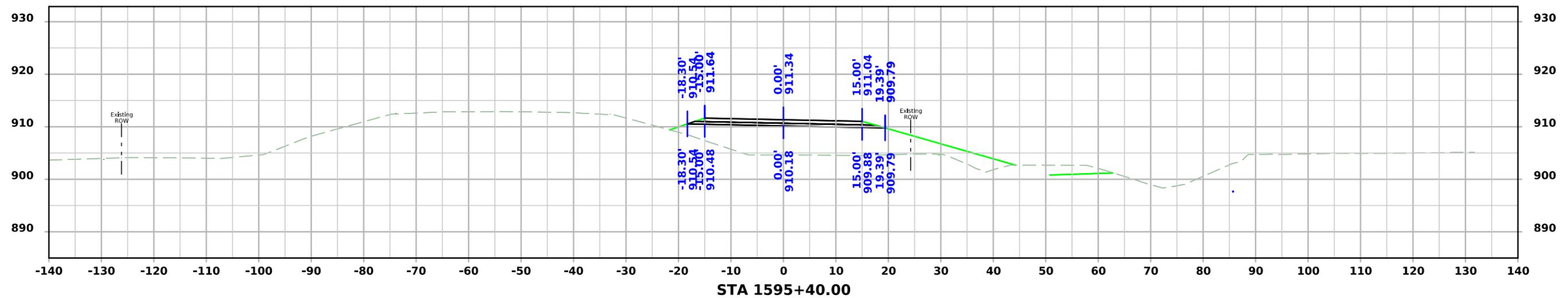
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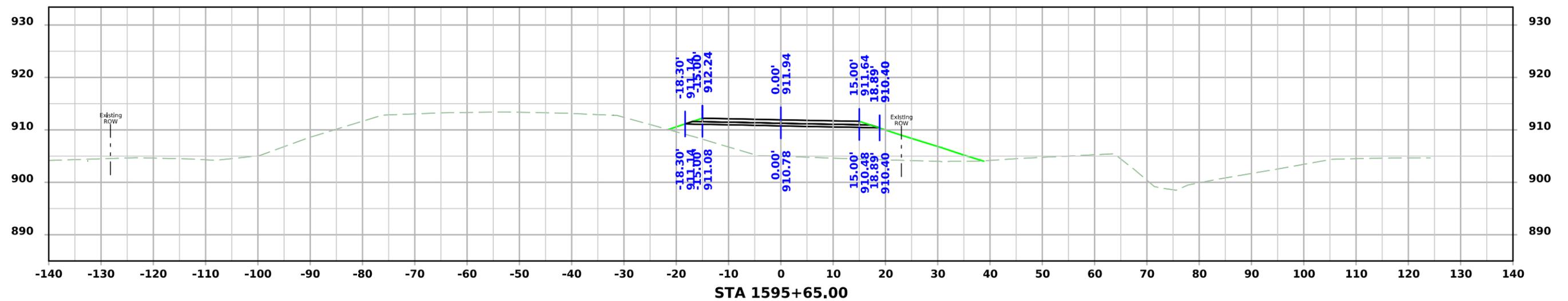
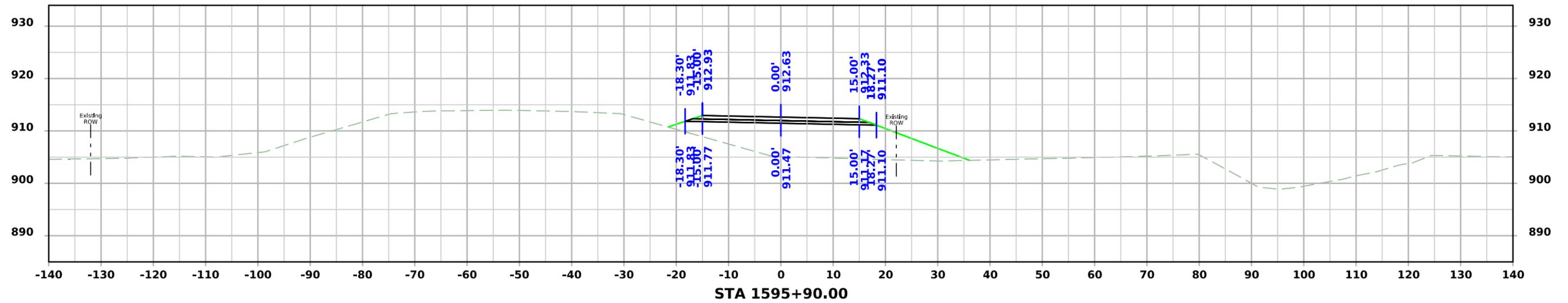
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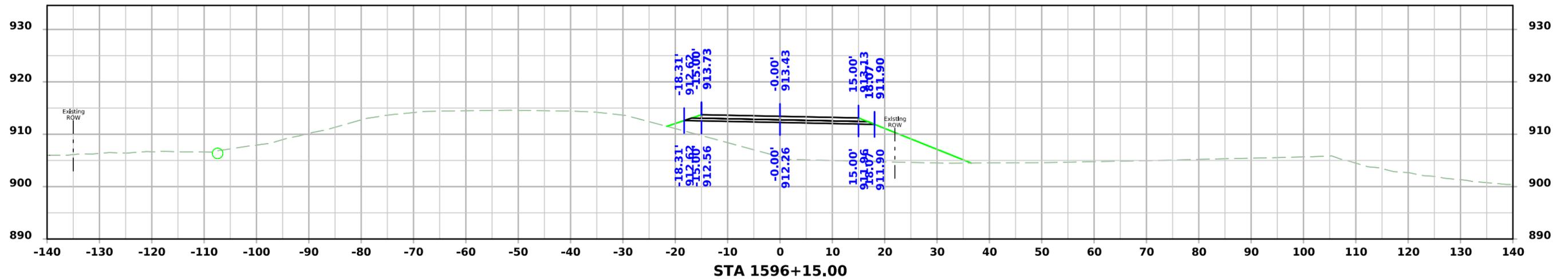
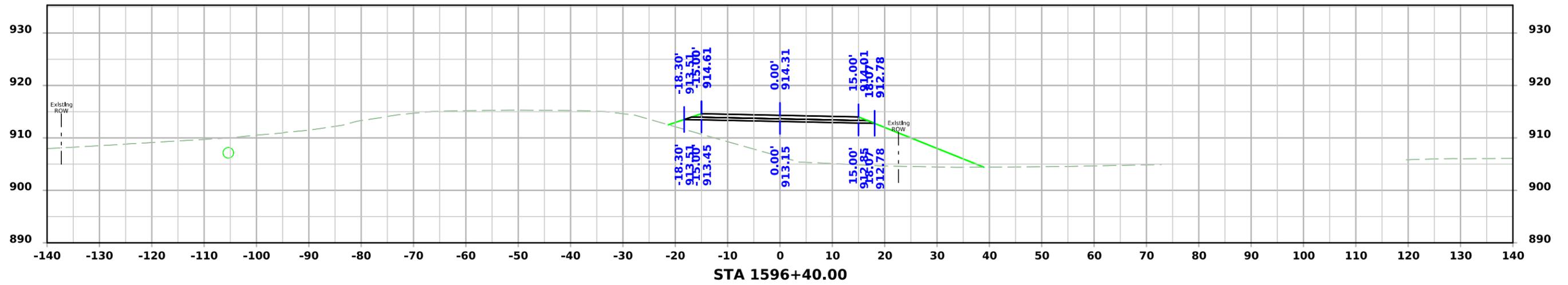
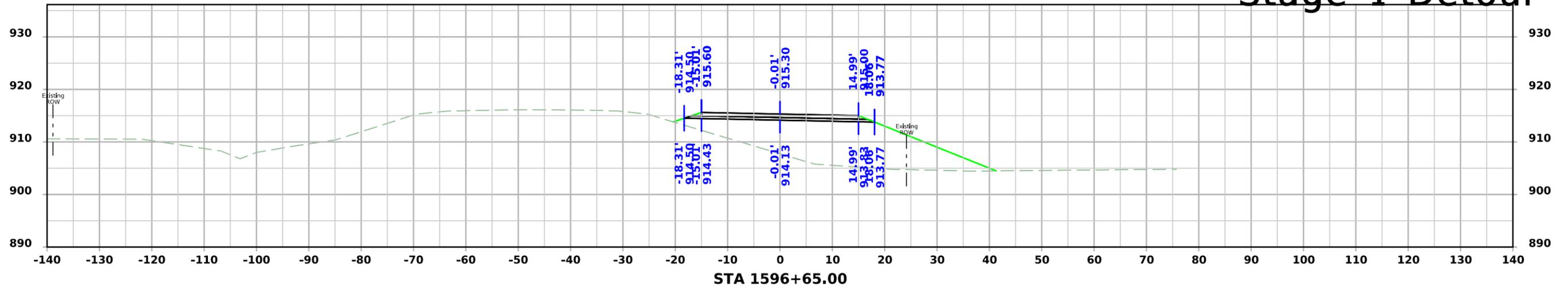
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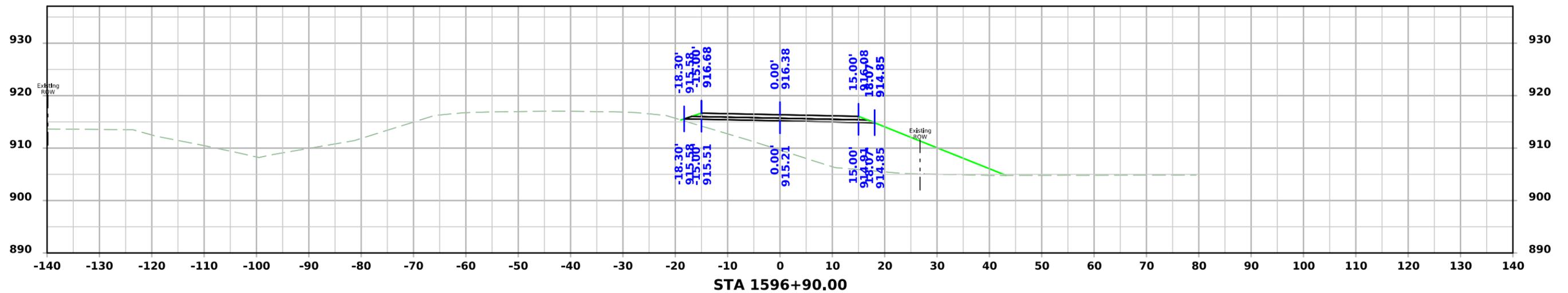
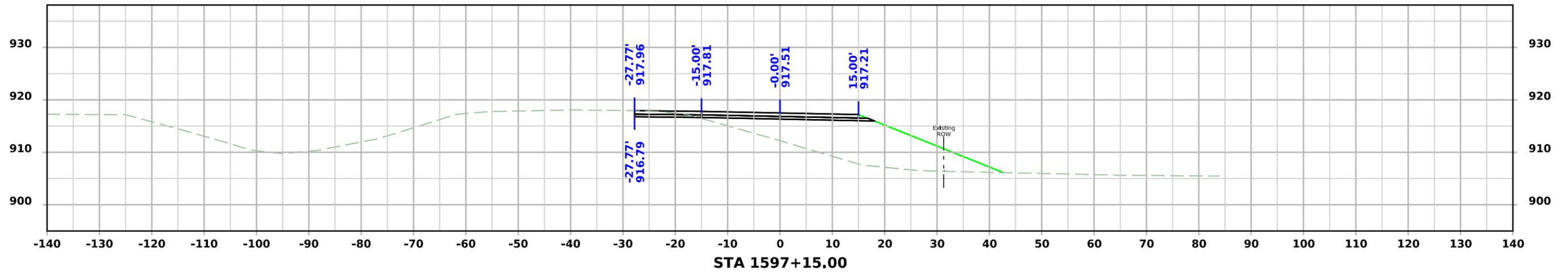
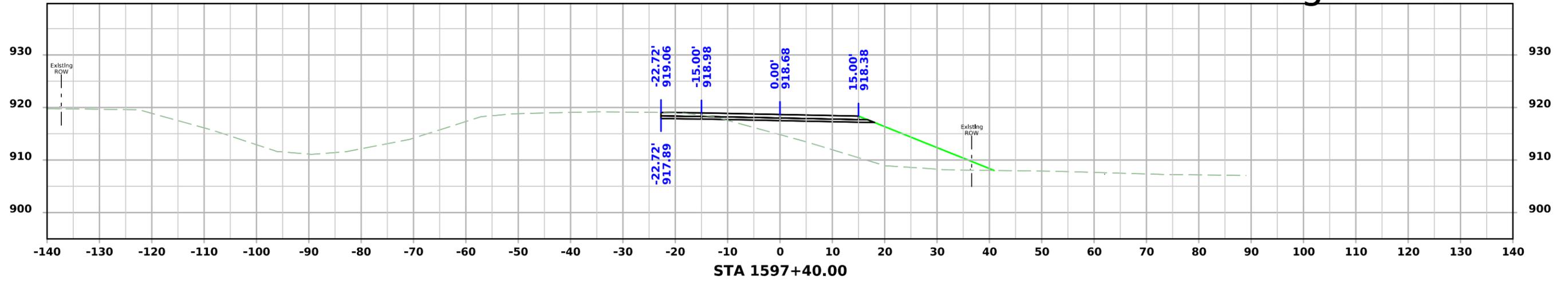
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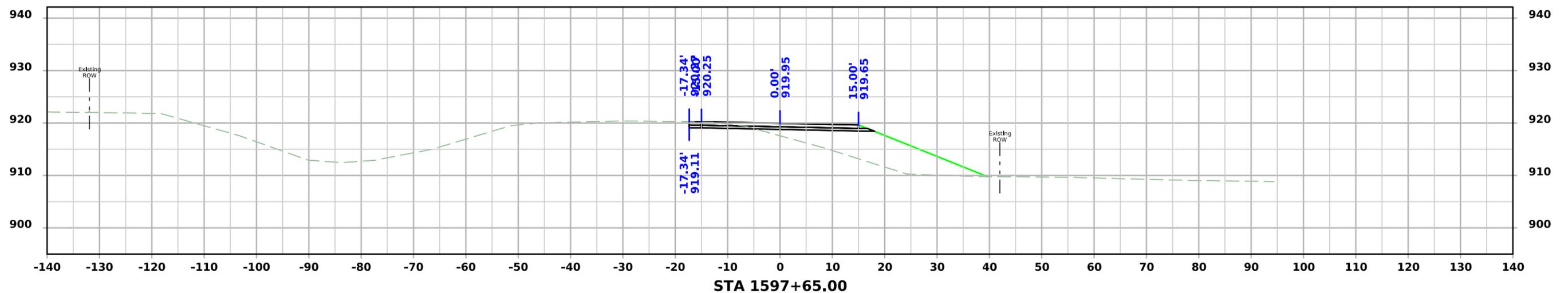
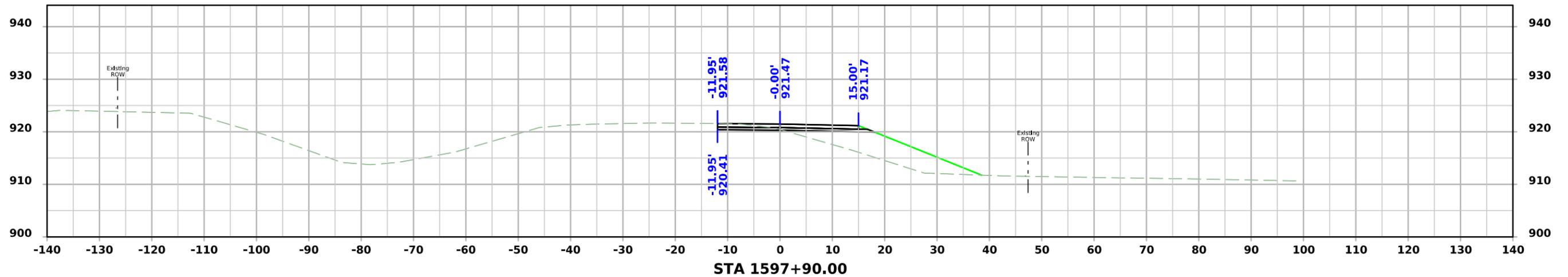
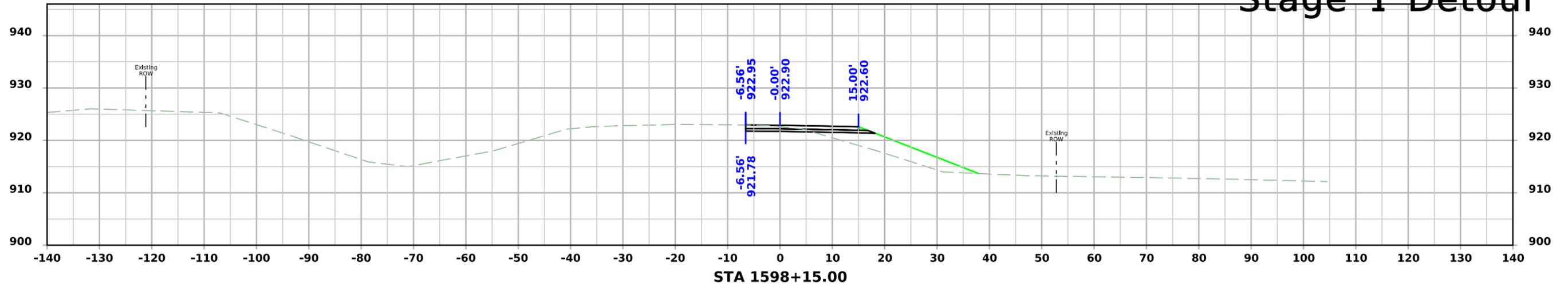
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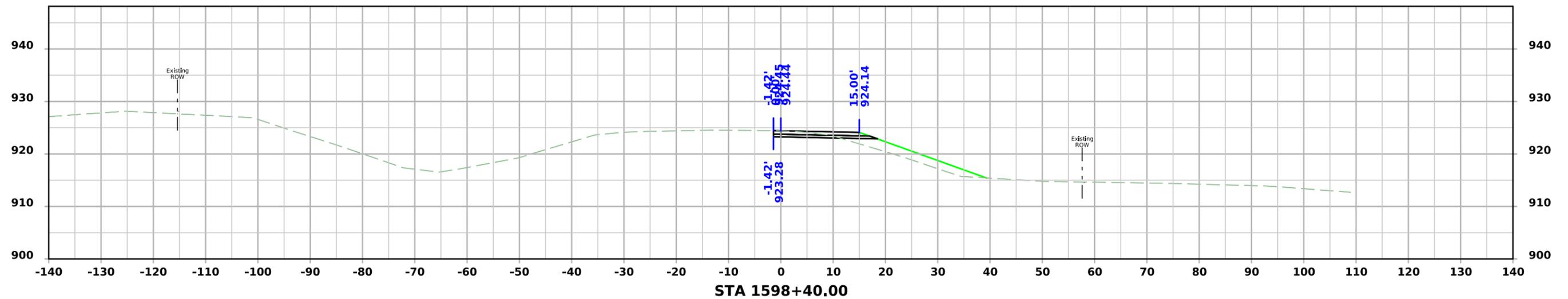
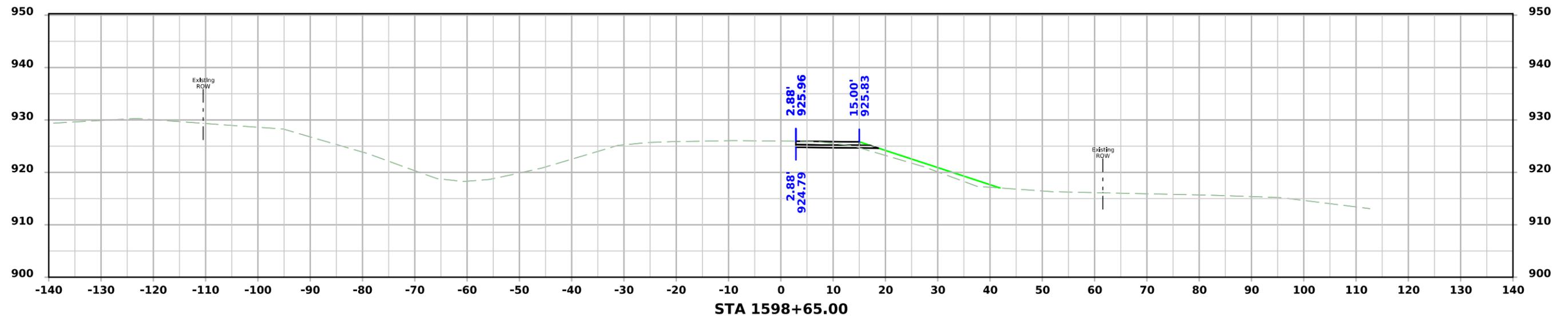
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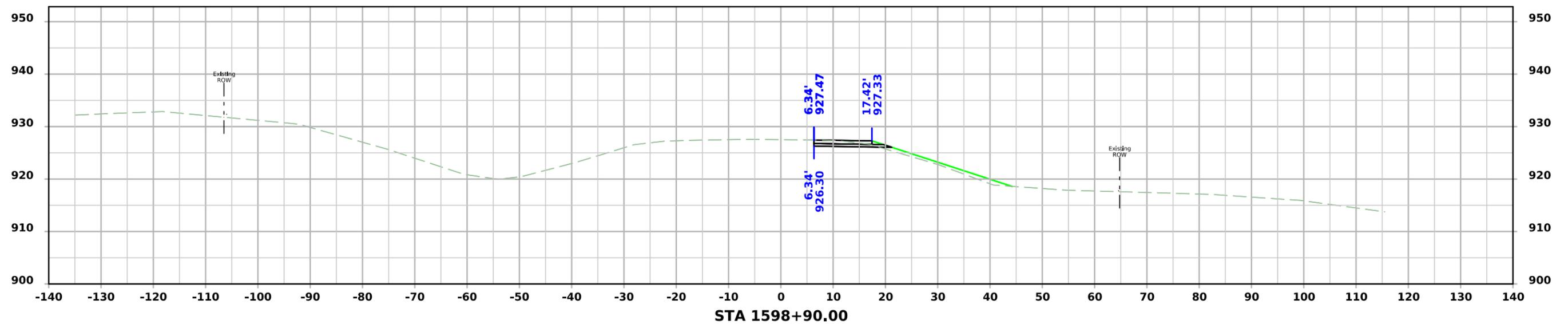
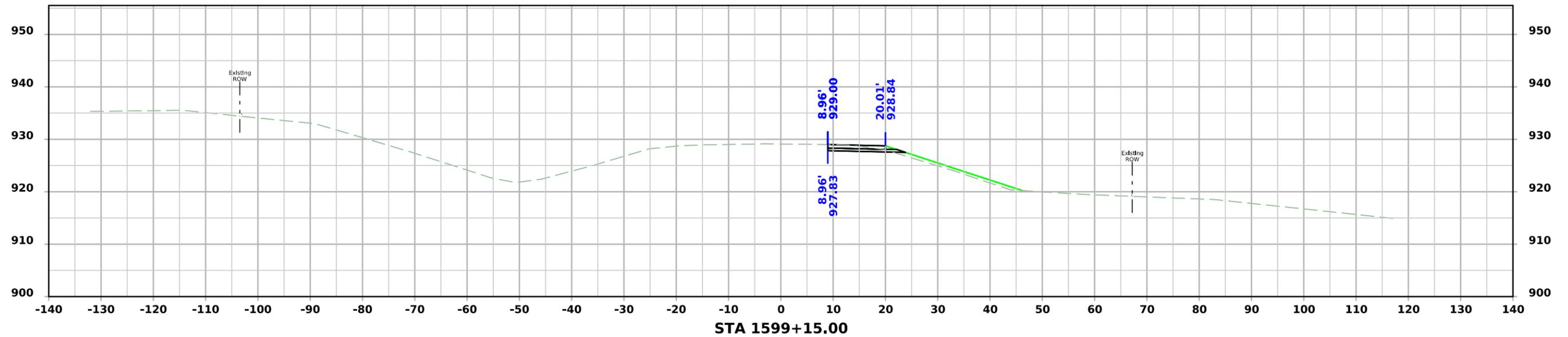
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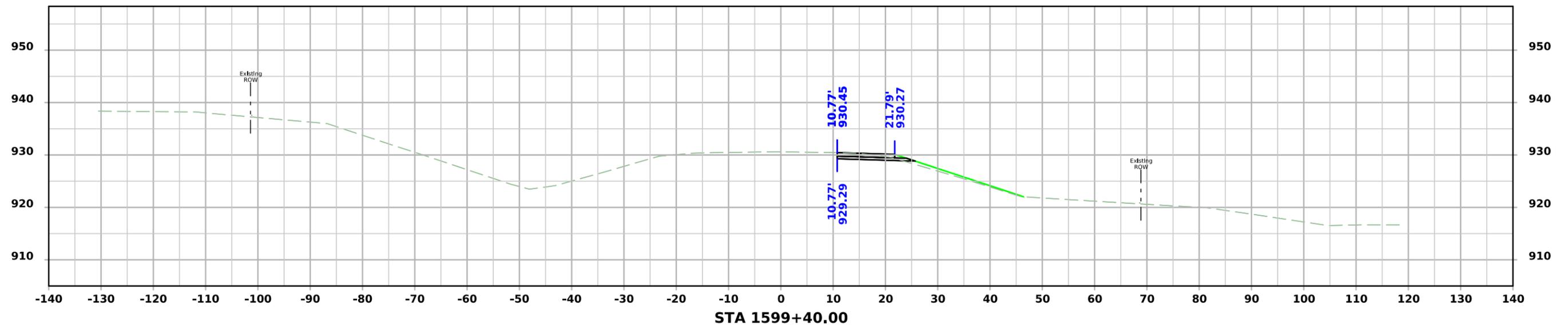
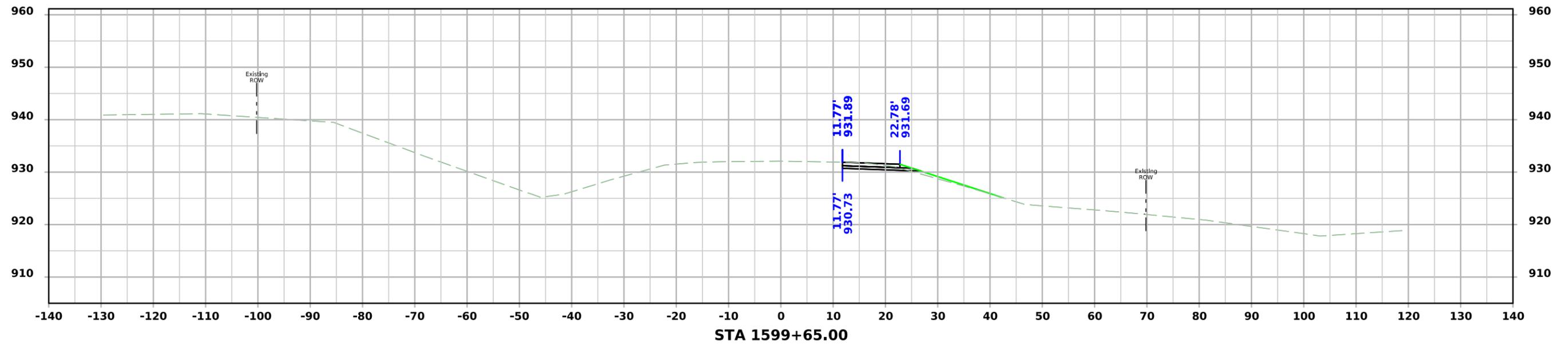
Stage 1 Detour



Stage 1 Detour



Stage 1 Detour



Stage 1 Detour

