



PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
CERRO GORDO COUNTY
Bridge Replacement - PPCB

West Fork Cedar River 2.6 mi N of Co Rd C13

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

20-17-065-010

PROJECT NUMBER

BRF-065-8(79)--38-17

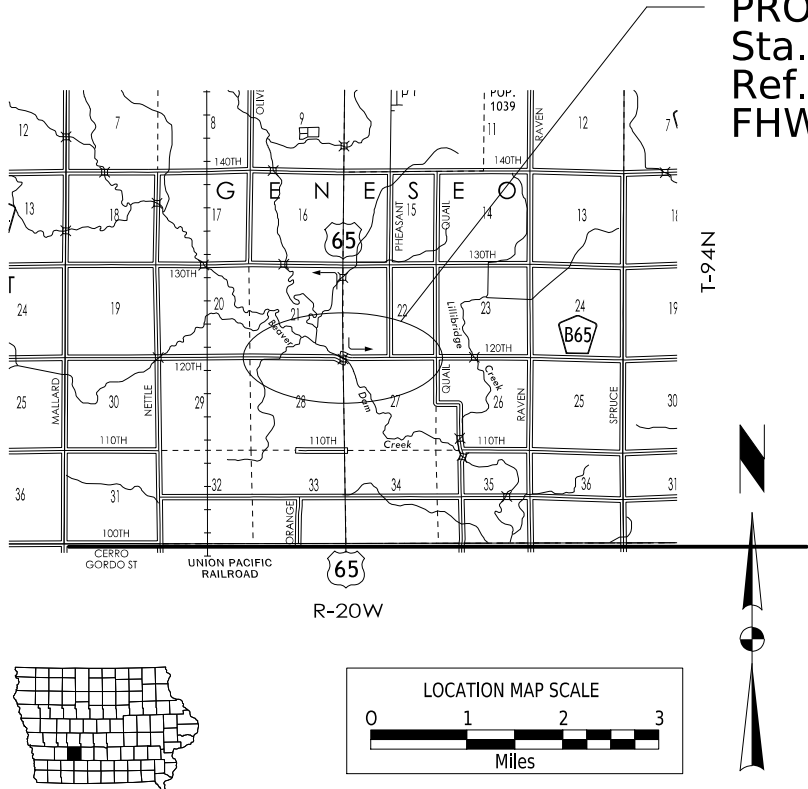
R.O.W. PROJECT NUMBER

NHSN-065-8(80)--2R-17

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.1	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 3	Typical Cross Sections and Details
B.4 - 5	Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2	US 65
E Sheets	Side Road Plan and Profile Sheets
* E.1	E120th Street
G Sheets	Survey Sheets
G.1	Survey Information
G.2	Control Point Vicinity Map
G.3	Horizontal and Vertical Project Control
J Sheets	Traffic Control and Staging Sheets
* J.1	Detour Map
W Sheets	Mainline Cross Sections
W.1 - 19	ML US65 Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 14	SR E120th Street Cross Sections
	* Color Plan Sheets

PROJECT LOCATION
Sta. 1383+35.00
Ref. Loc. 181.60
FHWA # 18860



DESIGN DATA RURAL

2025	AADT	3200	V.P.D.
2045	AADT	3500	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		11	%
Total			
Design	ESALs	--	

INDEX OF SEALS

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

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN – Date: 9/6/2024

Paved Shoulder at Guardrail

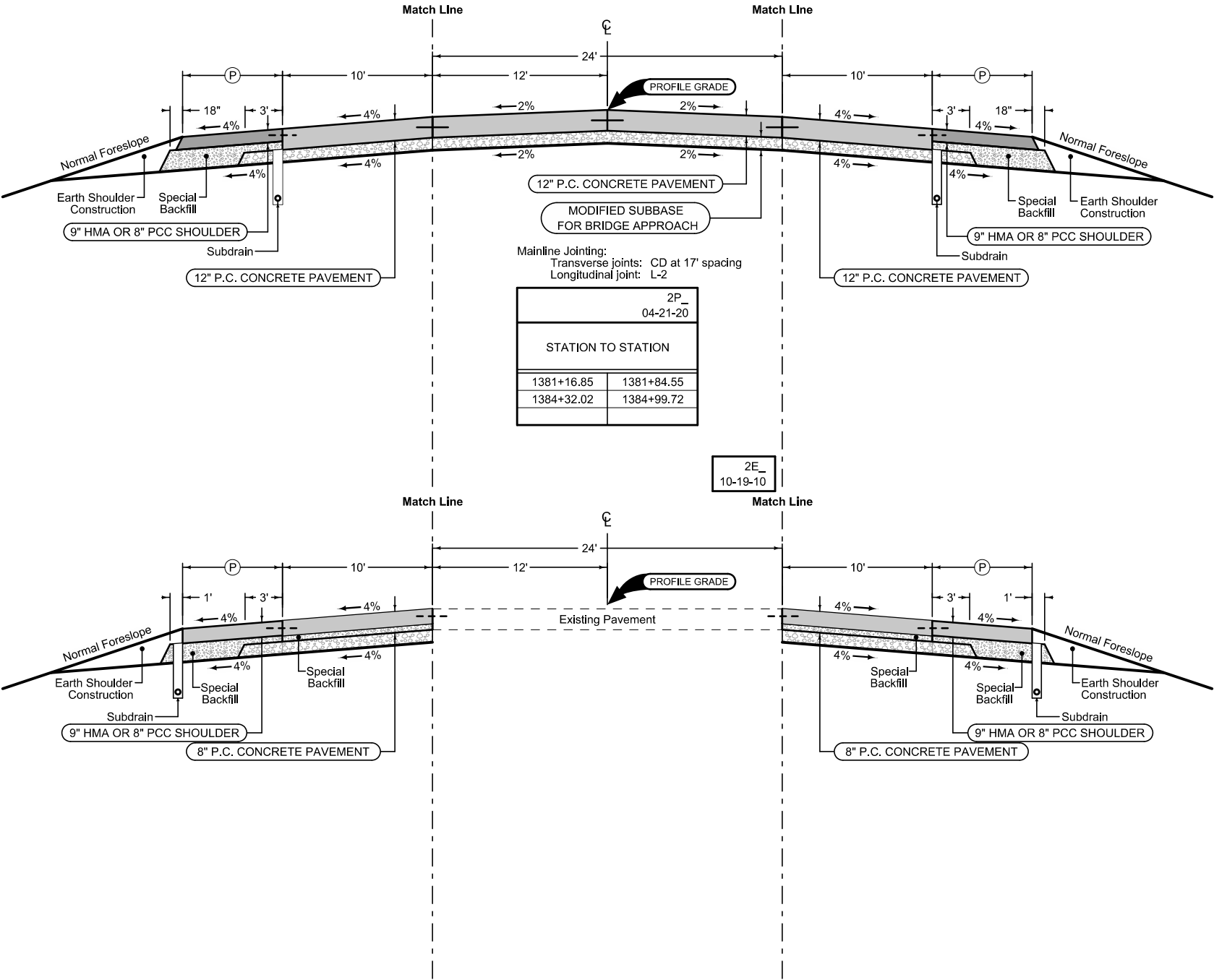
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

2_P_Guard_04-21-20		
STATION TO STATION		(P) Feet
1381+16.85	1381+84.55	1.6 - 1.6
1384+32.02	1384+99.72	1.6 - 1.6

Paved Shoulder at Guardrail

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

2_P_Guard_04-21-20		
STATION TO STATION		(P) Feet
1381+50.26	1381+90.27	3.7 - 3.7
1381+90.27	1381+97.25	1.6 - 1.6
1384+44.72	1385+54.27	1.6 - 1.6
1385+54.27	1386+01.99	1.6 - 3.3
1386+01.99	1386+21.99	3.3 - 3.3



Paved Shoulder at Guardrail

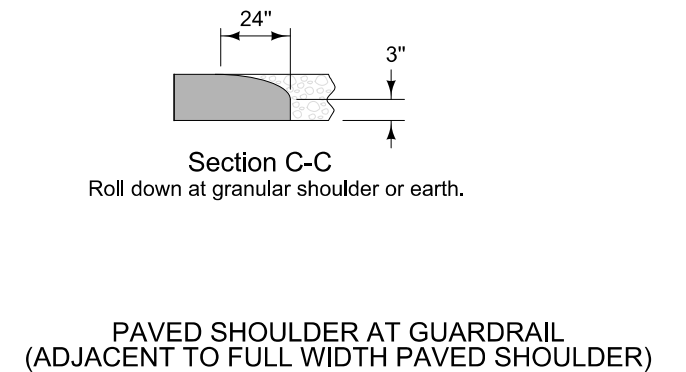
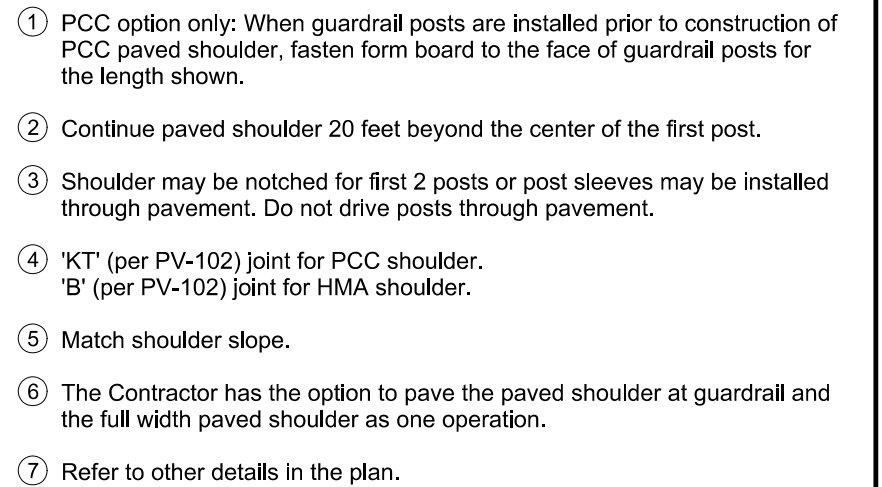
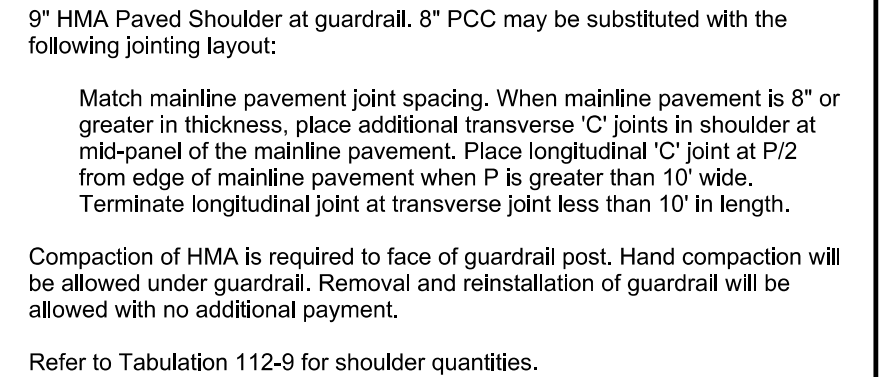
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Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

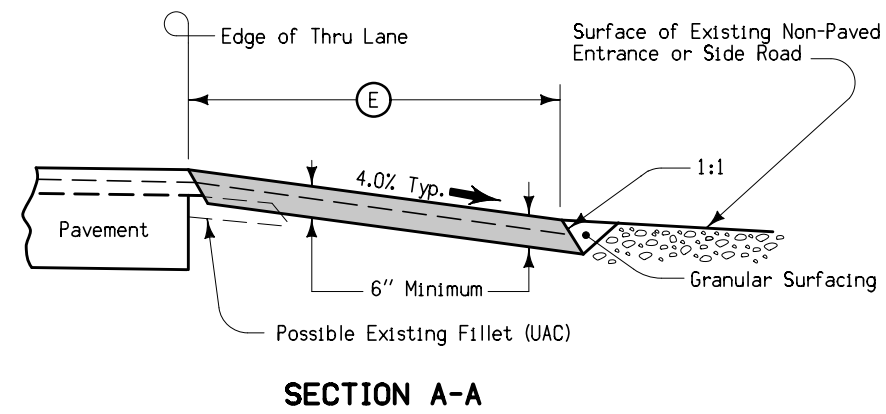
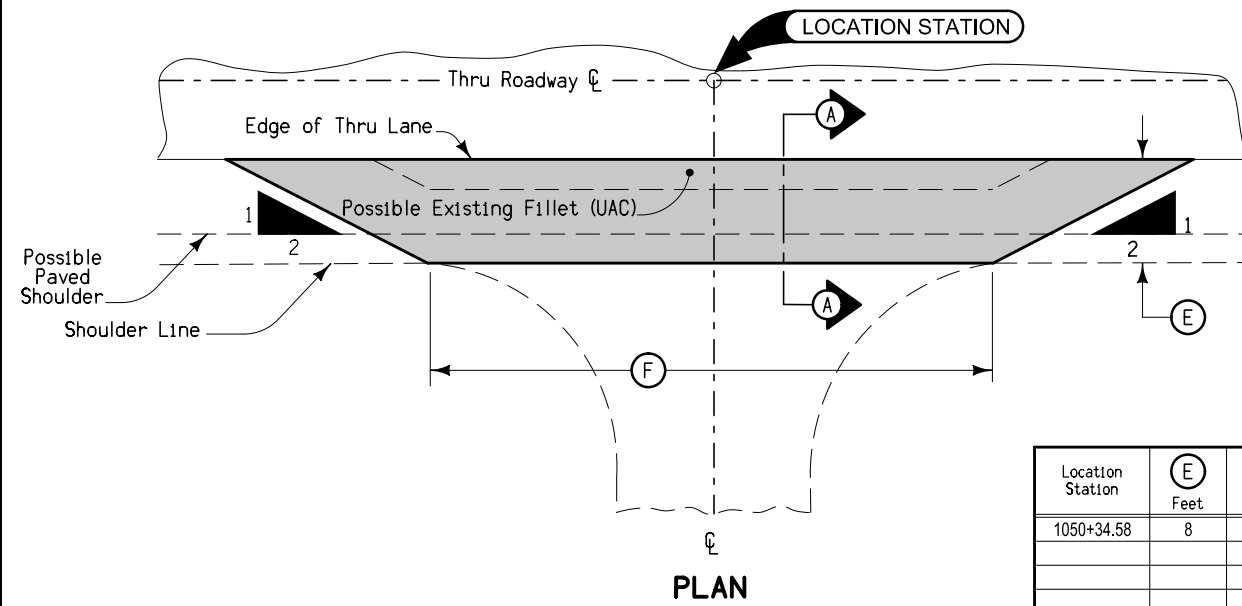
2_P_Guard_04-21-20		
STATION TO STATION		(P) Feet
1381+16.65	1381+84.55	1.6 - 1.6
1384+32.02	1384+99.72	1.6 - 1.6

Paved Shoulder at Guardrail

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at mainline spacing
HMA Shoulder Jointing:
Longitudinal joint: B

2_P_Guard_04-21-20		
STATION TO STATION		(P) Feet
1379+94.57	1380+14.57	3.3 - 3.3
1380+14.57	1380+62.30	3.3 - 1.6
1380+62.30	1381+71.85	1.6 - 1.6
1384+19.31	1384+26.31	1.6 - 1.6
1384+26.31	1384+66.32	3.7 - 3.7





Special shaping of existing surface prior to placement of fillet may be required by the Engineer and is incidental to other work on the project.

Quantities included with mainline quantities.

FILLET FOR NON-PAVED ENTRANCES OR SIDE ROADS

	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
	Traffic Signal Control Box
	Rail Road Signal Control Box
	Telephone Switch Box
	Electric Box

FO — —

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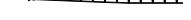
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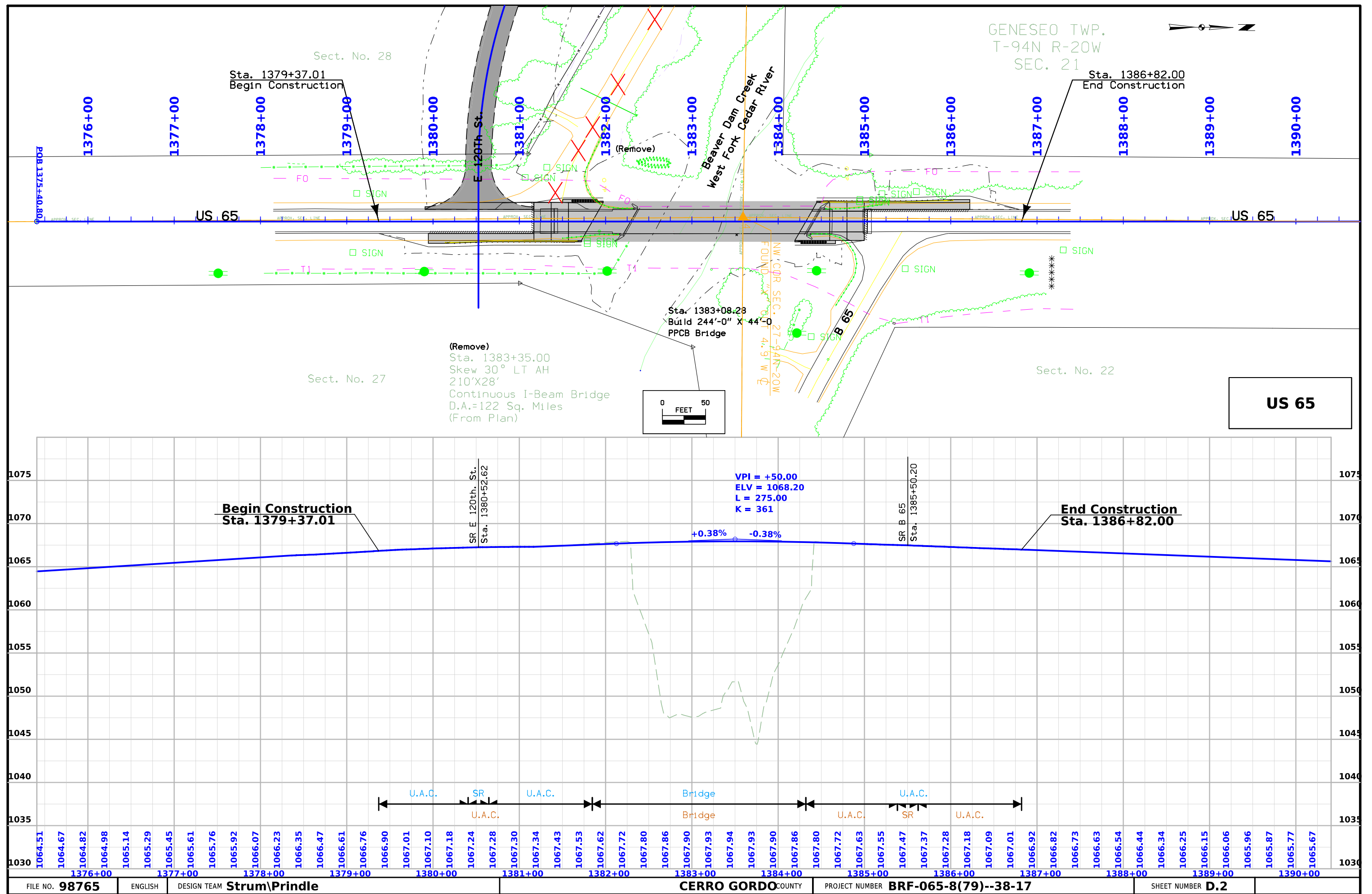
LINEWORK		Design Color No.
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		Design Color No.
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed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

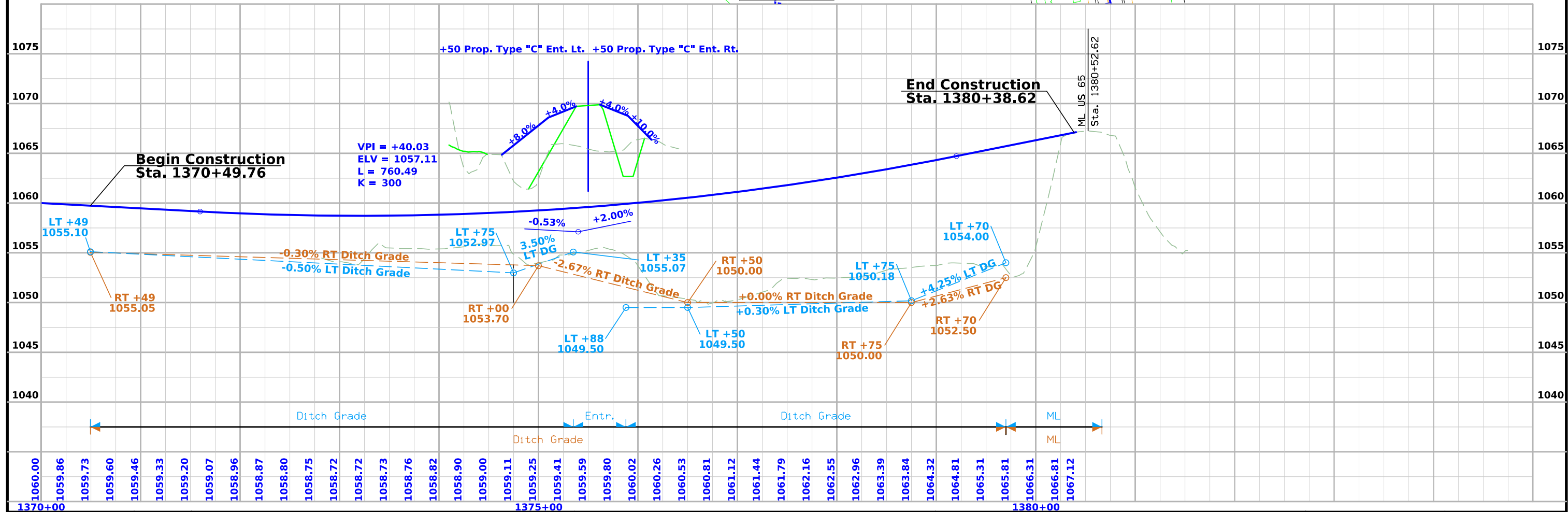
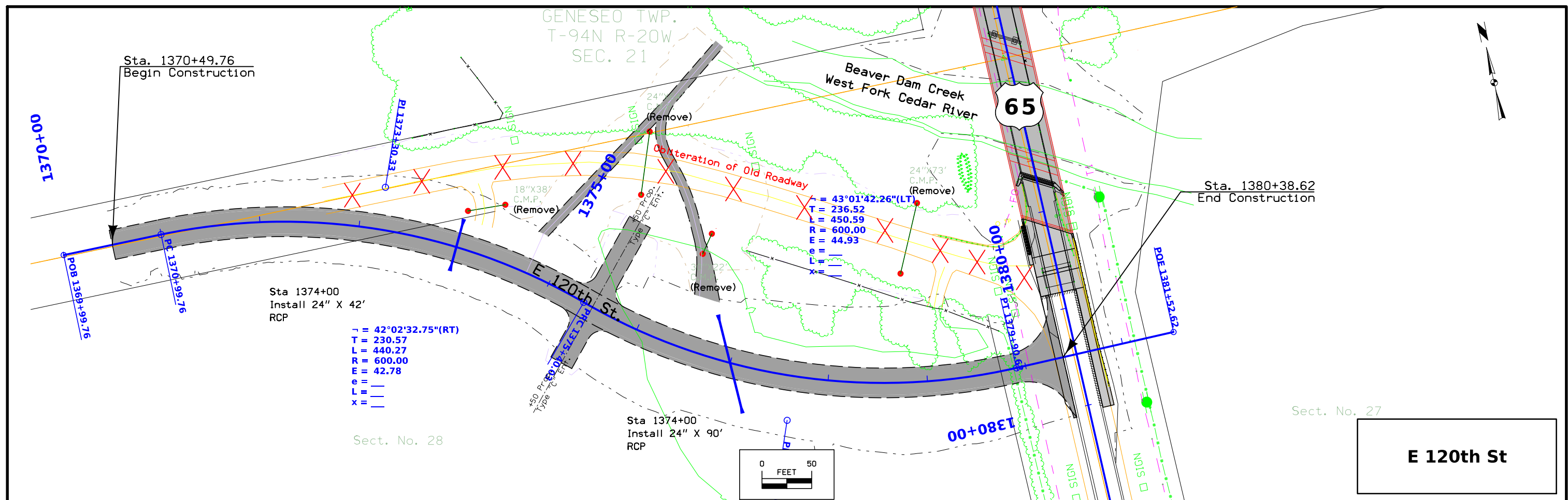
LINEWORK	Design Color	No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

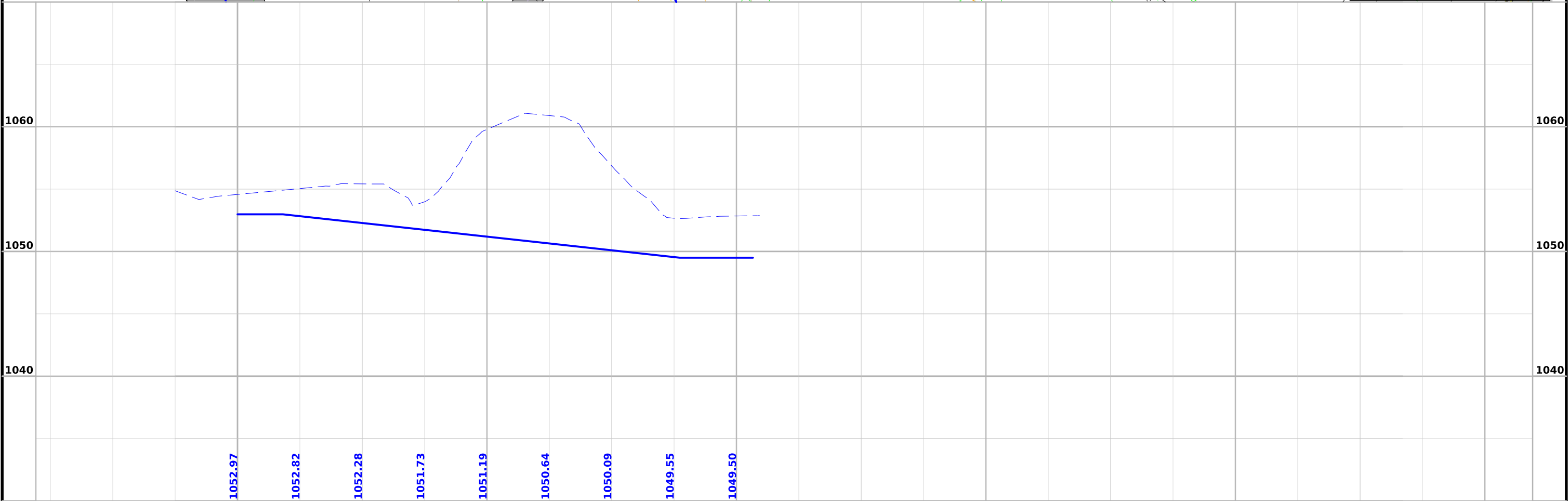
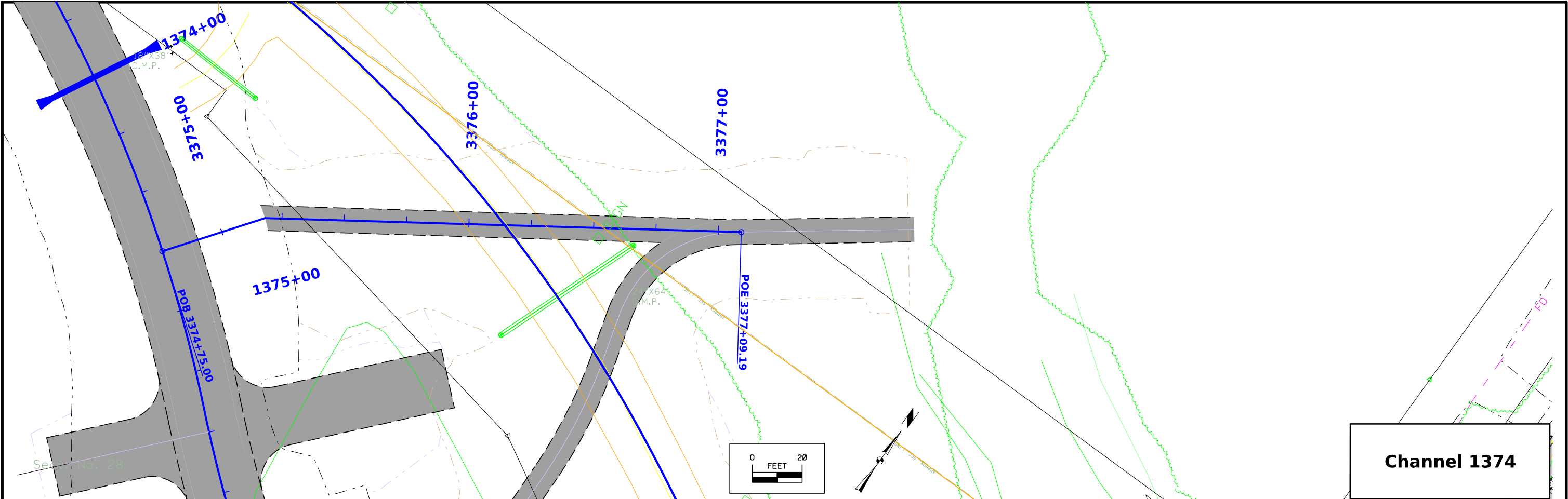
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

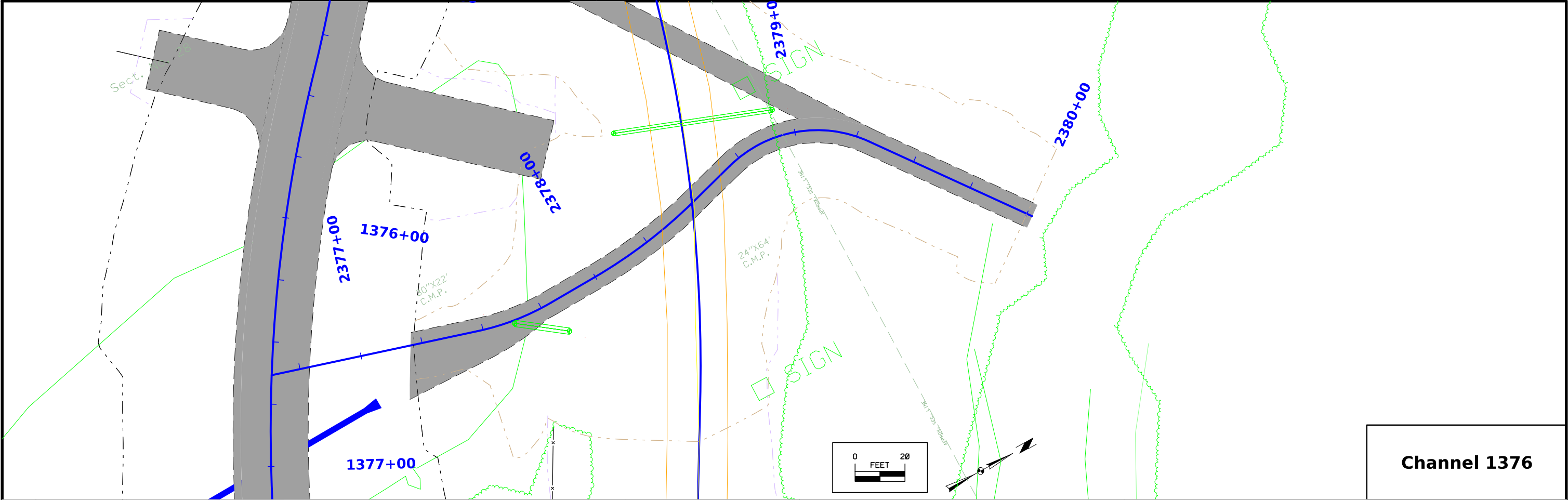
	Reference Point	Survey Line
	Station	
	Section Corner	
	Ground Line Intercept	
	Saw Cut	
	Guardrail	
	Trench Drain	
	HighTension Cable Guardrail	
	Sheet Pile	
	Pavement Removal	
		Clearing & Grubbing Area

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

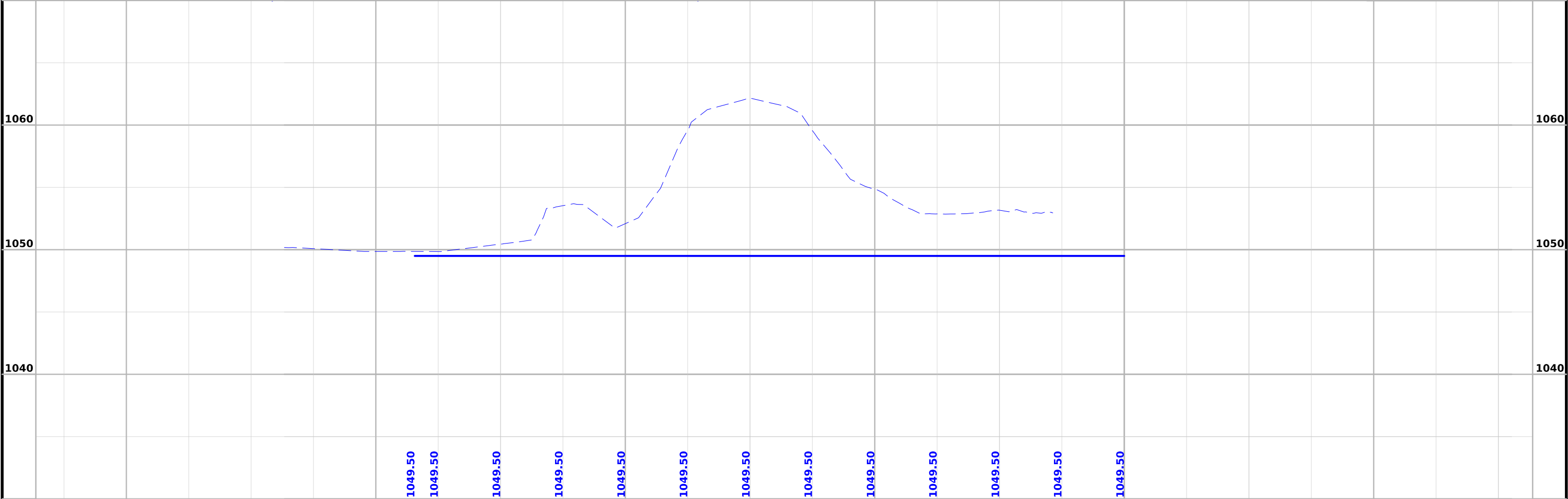








Channel 1376



Survey Information

SURVEY INDEX

County: Cerro Gordo
PIN: 20-17-065-010
Project Number: BRF-065-8(79)--38-17
Location: West Fork Cedar River 2.6 mi N of Co Rd C13
Type of Work: Bridge Replacement
Project Directory: 1706501020

Survey Personnel

John Hahn – Survey Party Chief
Robert Fredrickson – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 11/8//2021
End Date 3/8/2022

General Information

Measurement units for this survey are US survey feet. This survey is for a US Hwy 65 Bridge Replacement over the West Fork of the Cedar River 2.6 mi N of Co Rd C13.

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Two five-minute observations were taken with appropriate time spans between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) EPOCH 2010.00
VERTICAL DATUM: NAVD88
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 2

Alignments Information

The horizontal alignment for U.S. Hwy. 65 this survey is a retrace of As-built Plans No. FN-115. Survey stationing was equated to Bridge Sta. 1383+35 and run back and ahead without equation throughout the survey.

Survey stationing relates to As-built plan stationing as follows:

PI Sta. 1375+40.8 As-built Plans No. FN-115
=Survey PI Sta. 1375+40.8

PI Sta. 1391+77.5 As-built Plans No. FN-115
= Survey PI Sta. 1391+77.5

The horizontal alignment for Cerro Gordo County route B-65 this survey is a retrace of As-built Plans No. FN-115. Survey stationing was equated to the plan PI at Sta. 2383+17.4 and run ahead without equation throughout the survey.

Survey stationing relates to As-built plan stationing as follows:

PI Sta. 1385+50.2 As-built Plans No. FN-115
=PI Sta. 2383+17.4 side road survey As-built plans No. FN-115

PC Sta. 2385+02.2 As-built Plans No. FN-115
=Survey PC Sta. 2385+02.0

PI Sta. 2386+97.4 As-built Plans No. FN-115
= Survey PI Sta. 2387+03.7

PT Sta. 2388+97.0 As-built Plans No. FN-115
= Survey PT Sta. 2388+96.4

Utility Information

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

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) EPOCH 2010.00 - Ia. RCS Zone 02
VERT. DATUM: NAVD88 - Geoid Model g2012bu3

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

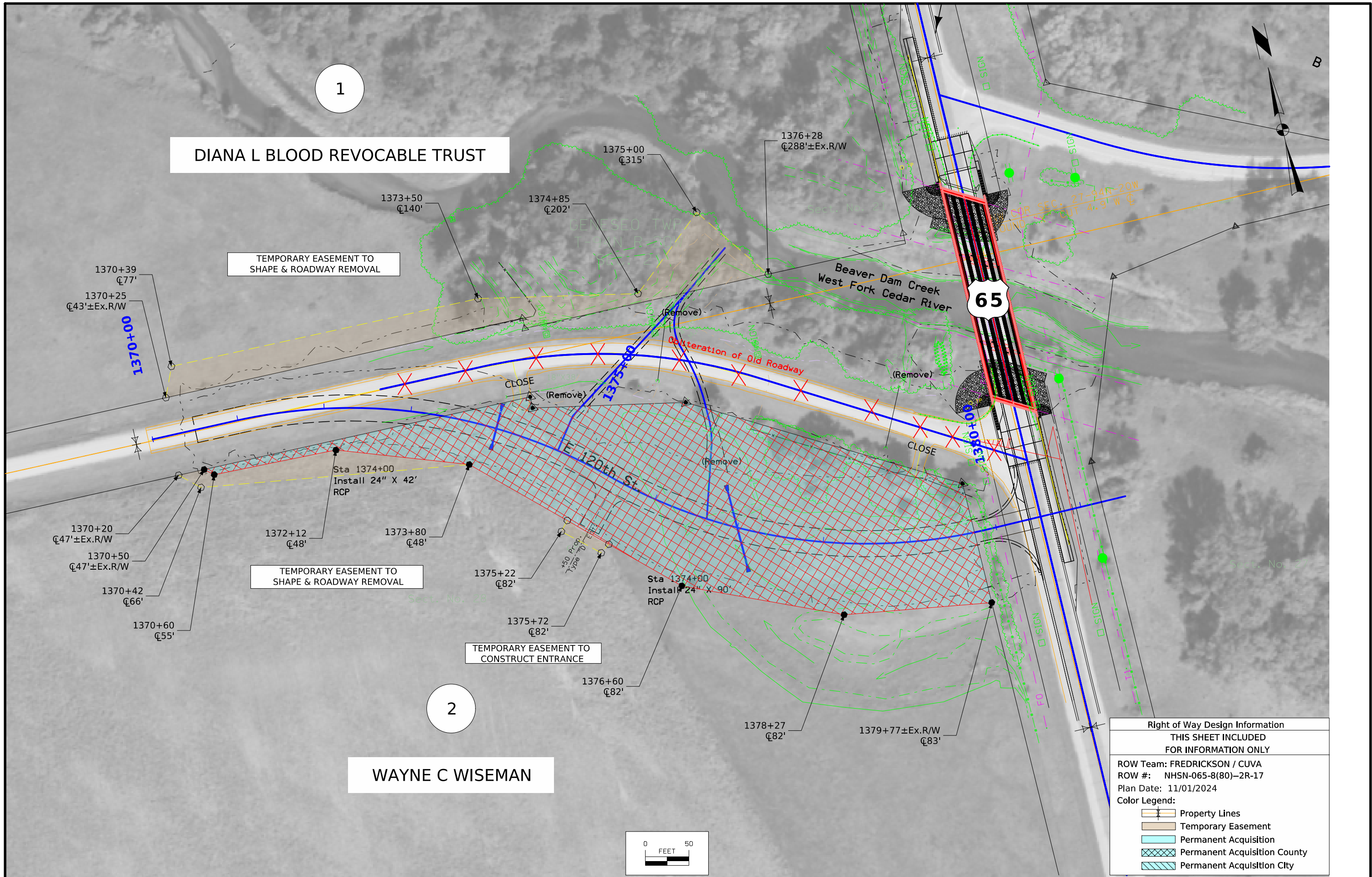
HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
1a. Regional Coordinate System Zone 02

VERT. DATUM: NAVD88
Geoid Model g2012bu3
Project Control Marks are Bench Marks

Point Name	Northing	Easting	Elevation	Code/Description
G113	9721800.216	12378559.458	1075.230	CP Fd Cerro Gordo Co GPS Control Mon w/Cap Stamped G113 Inside NGS Style Access Cover 275' W Of Intersection US Hwy 65 & 130th St & 48' N Of Center 130th St W Of Old RR Bed
170651806	9711199.519	12378894.772	1088.726	CP FND ROW Rail With Dimple in Ball 17' North of Field Entrance on East Side of Intersection of US Hwy 65 and 110th Street-63' East of Center of Intersection of US Hwy 65 and 110th Street-206' South of Nearest Power Pole to the North
G104	9707347.337	12378911.105	1090.269	CP Fd Cerro Gordo Co GPS Contol Mon w/Cap Stamped G104 Inside NGS Style Access Cover 40' S of CL of Field Entrance On East Side of US Hwy65- 60' East of CL of US Hwy 65-1211' South of Center of Intersection of US Hwy 65 and 105th Street
500	9716513.943	12375183.241	1070.316	CP Fd County BM Headwall Box Culvert 333' East of CL of Private Drive at Intersection with North Side of 120th Street-970' West of Field Entrance at Intersection with South Side of 120th Street-703' East of Residential Driveway at Intersection of South Side of 120th Street
11 CDL RESET 1979	9716548.823	12378798.486	1068.487	CP on NE Bridge Wing Wall- 18' East of CL of US Hwy 65-117' South of Center of Intersection of US Hwy 65 and County Road B65-310' North of Center of Intersection of US Hwy 65 and 120th Street W

NOTE:
The first two digits in the control point name refer to the county number.
The next 3 digits refer to the highway number.
The next 3 digits refer to the highway milepost.
The last digit refers to the distance from the referenced milepost to the nearest tenth of a mile.

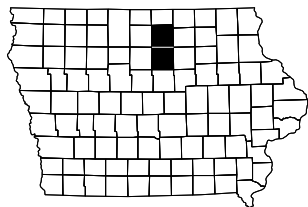
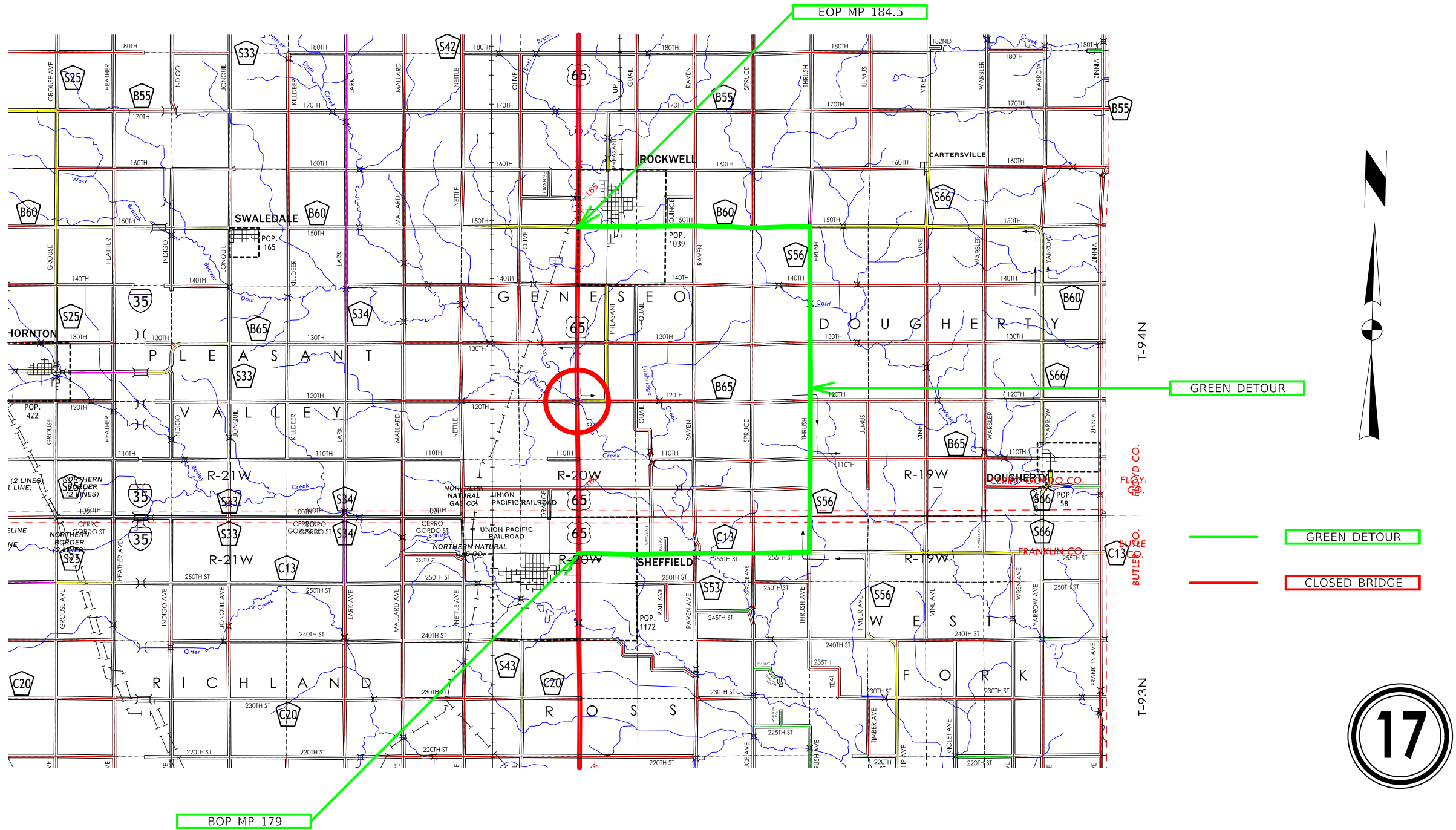
NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.



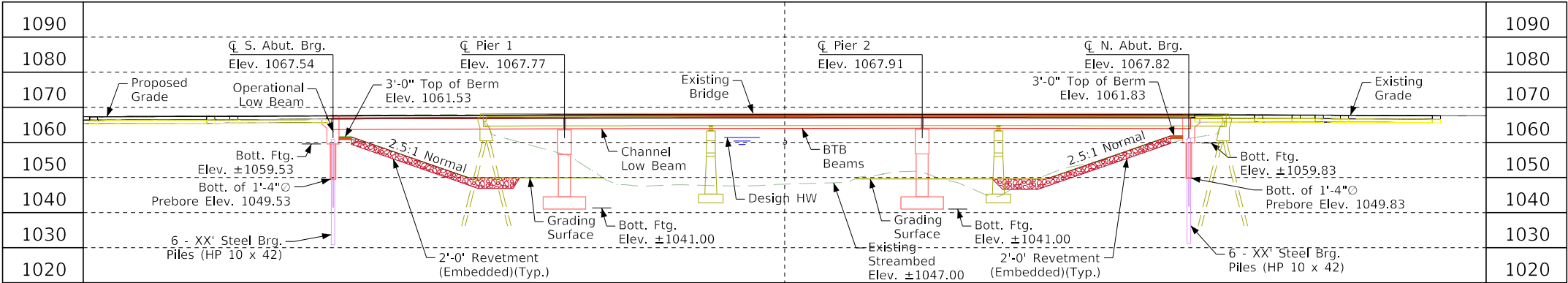
CERRO GORDO COUNTY

FRANKLIN COUNTY

Proposed Detour Route



Control Point: CP on NE Bridge Wing Wall - 18' East of CL of US Hwy 65-117' South of Center of Intersection of US Hwy 65 and County Road B65-310'
North of Center of Intersection of US Hwy 65 and 120th Street W, Northing 9716548.823, Easting 12378798.486, Elevation 1068.487



Hydraulic Design

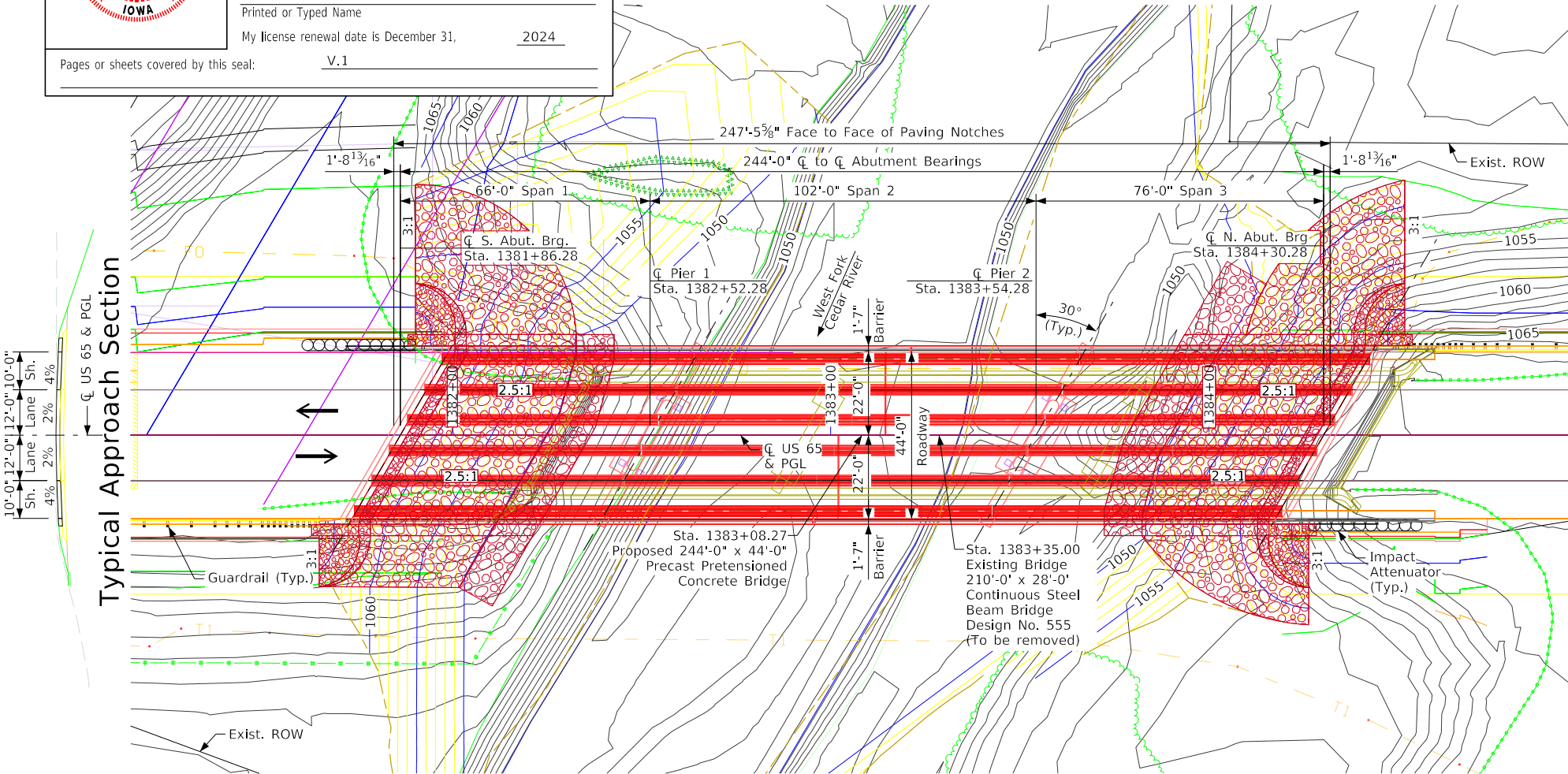


I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature: *Eric J. Dean*
Printed or Typed Name: Eric J. Dean
Date: 7-11-2024
My license renewal date is December 31, 2024

Pages or sheets covered by this seal: V.1

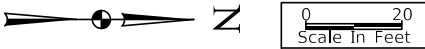
Longitudinal Section Along CL Roadway



- Plan Notes:
- Top of bridge deck at centerline roadway is .03' below the profile grade to account for parabolic crown.
 - Class E revetment stone is embedded.
 - Provide Vent holes in the beams.

- General Notes:
- This design is for the replacement of the existing 210'-0" x 28'-0" Continuous I-Beam Bridge, Cerro Gordo Design No. 555, FHWA No. 18860, Maint. No. 1781.65065.

Situation Plan



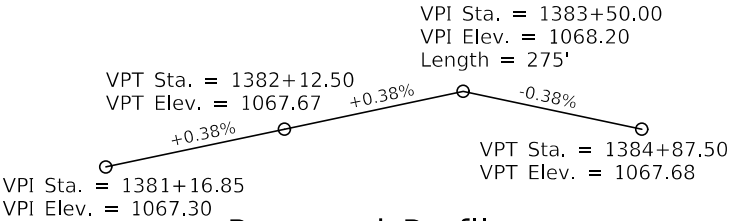
- Design Notes:
- TSS TL-4 Bridge Railing Proposed
 - T-Pier - 3'-2" cap, 2'-6" stem on spread footing or 4'-0" dia. drilled shaft. Foundations to be determined during final design.
 - An Iowa DNR Flood Plain Permit is required. Preliminary Design will submit the application and place the permit in the PW Regulatory_Permits subdirectory folder upon receipt.

General Utility Symbols:

FO - Fiber Optic Line
T1 - Telephone Line

Utilities Note:

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



Proposed Profile Grade US 65

Hydraulic Data

RIDB: "CedarR_WF 67.31"
Drainage Area = 126 Sq. Mi.
Stream Slope (HGL) = 4.0 Ft./Mi.
Avg. Low Water Stage = 1049.1

Operational Low Beam 1063.37
Channel Low Beam = 1063.52

Q₂₅ = 8,660.0 cfs
Stage = 1059.9

Q₅₀ = 10,500.0 cfs
Stage = 1059.6
Operational Freeboard = 3.8 ft
Avg. Bridge Velocity = 5.3 fps

Q₁₀₀ = 12,300.0 cfs
Stage = 1060.1
Operational Freeboard = 3.3 ft
Backwater = 0.4 Ft.
Avg. Bridge Velocity = 5.8 fps

Q₂₀₀ = 15,600.0 cfs
Stage = 1061.0
Calculated Design Scour = 1029.8

Q₅₀₀ = 17,100 cfs
Stage = 1061.4
Channel Freeboard = 1.97 ft.
Avg. Bridge Velocity = 7.1 fps
Calculated Check Scour = 1028.9

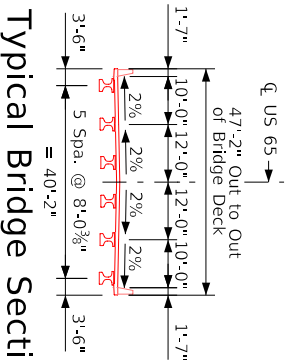
The design and check scour may be limited to the elevation to competent rock.

Location

US 65 over West Fork Cedar River
T-94N R-20W
Sections 21-22, 27-28
Geneseo Township
Cerro Gordo County
Bridge Maint. No. 1781.65065
FHWA No. 18861
Latitude 42.936467°
Longitude -93.202624°

Traffic Estimate

2022 AADT	3200 V.P.D.
2045	3500 V.P.D.
TRUCKS	11 %
Total Design ESALS	--



Traffic Estimate

Design For 30 Degree LA
244'-0' x 44'-0' Prestressed Concrete Beam Bridge
66'-0", 76'-0" End Spans, 102'-0" Interior Span

Situation Plan

STA. 1383+08.28 (US 65) Current TS&L Date: July 2024
Cerro Gordo County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 126 Design Sheet No. 1 of 2 FHWA No. 18861

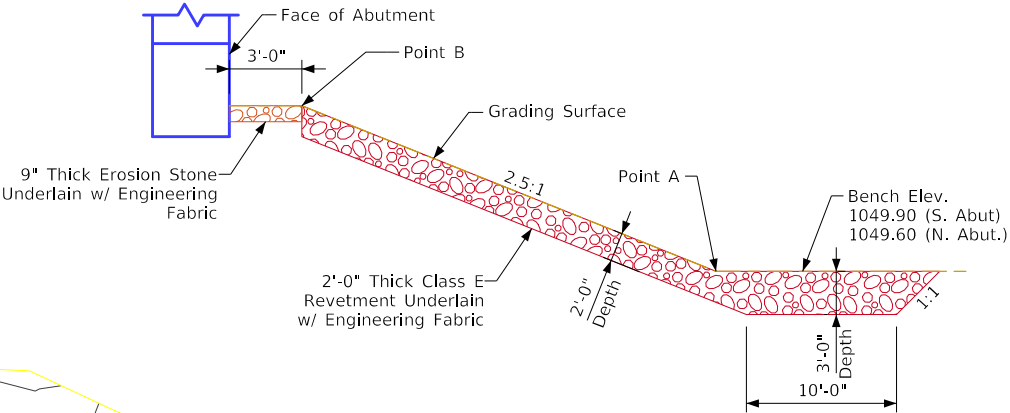
Control Point: CP on NE Bridge Wing Wall - 18' East of CL of US Hwy 65-117' South of Center of Intersection of US Hwy 65 and County Road B65-310' North of Center of Intersection of US Hwy 65 and 120th Street W, Northing 9716548.823, Easting 12378798.486, Elevation 1068.487

Berm Slope Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1382+32.79	26.58' Lt.	1049.90	1384+05.13	26.58' Lt.	1049.60
A2	1382+09.70	26.58' Rt.	1049.90	1383+82.27	26.58' Rt.	1049.60
B1	1382+03.71	26.58' Lt.	1061.53	1384+38.25	26.58' Lt.	1061.83
B2	1381+78.31	26.58' Rt.	1061.53	1384+12.85	26.58' Rt.	1061.83
W1	1381+90.25	26.58' Lt.	1067.18	1384+51.71	26.58' Lt.	1067.38
W2	1381+64.85	26.58' Rt.	1067.08	1384+26.31	26.58' Rt.	1067.44

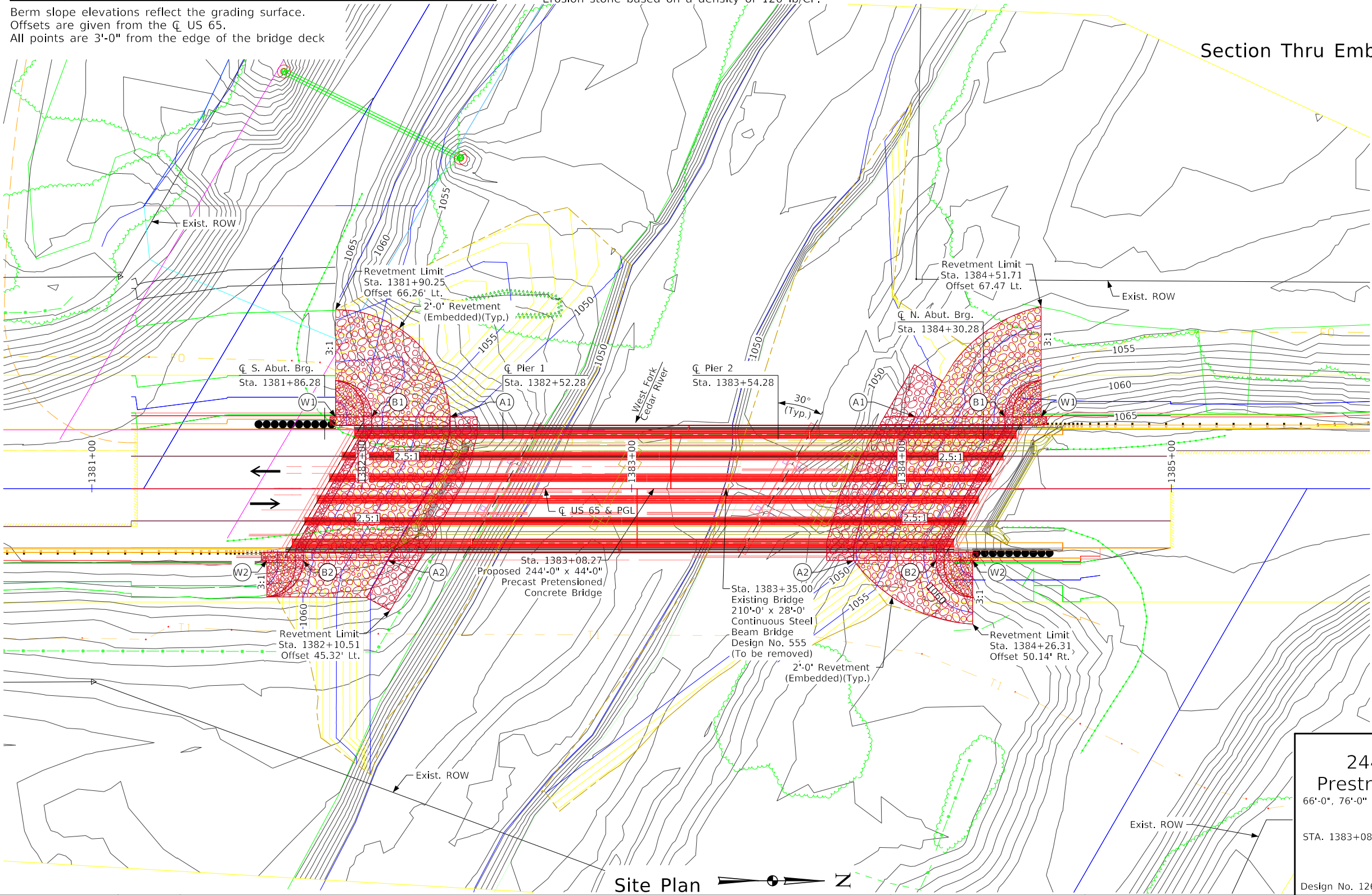
Berm slope elevations reflect the grading surface.
Offsets are given from the CL of US 65.
All points are 3'-0" from the edge of the bridge deck

Estimated Berm Armoring Quantities				
Location	Revetment CL. E (Ton)	Erosion Stone (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Berm Lining - South	597	26	561	389
Berm Lining North	613	27	577	400
Totals	1210	53	1138	789

Excavation quantity calculated from grading surface and includes only the excavation required to embed the slope protection.
Revetment based on density of 1.6 ton/CY.
Erosion stone based on a density of 120 lb/CF.



Section Thru Embedded Revetment Berm



Site Plan

Design For 30 Degree LA

244'-0' x 44'-0' Prestressed Concrete Beam Bridge

66'-0", 76'-0" End Spans 102'-0" Interior Span

Situation Plan - Site

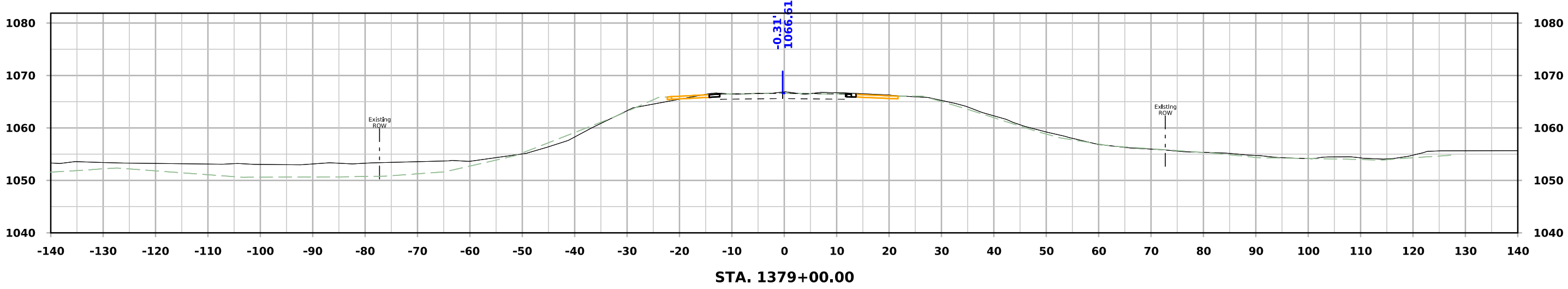
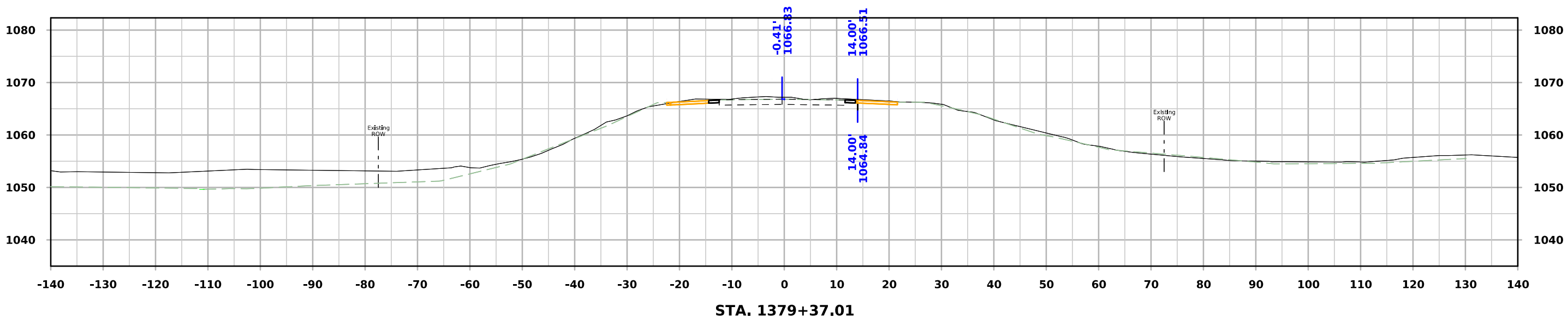
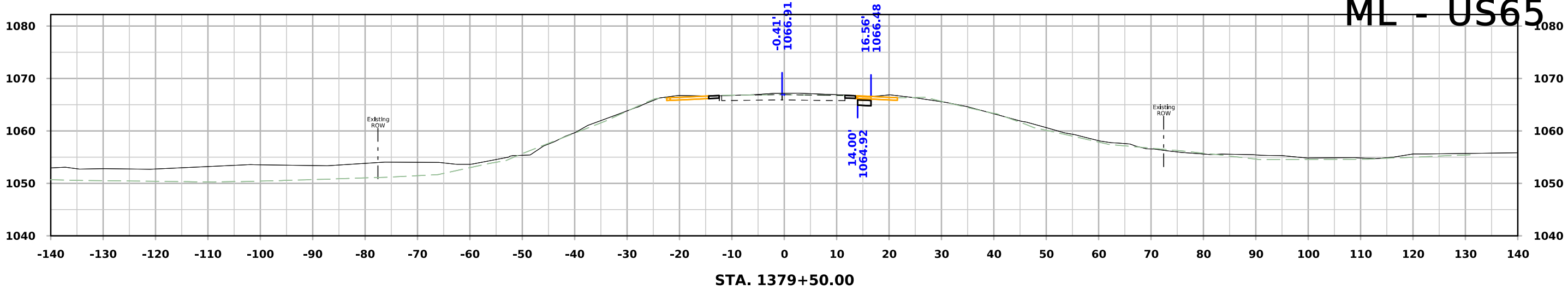
STA. 1383+08.28 (US 65) Current TS&L Date: July 2024

Cerro Gordo County

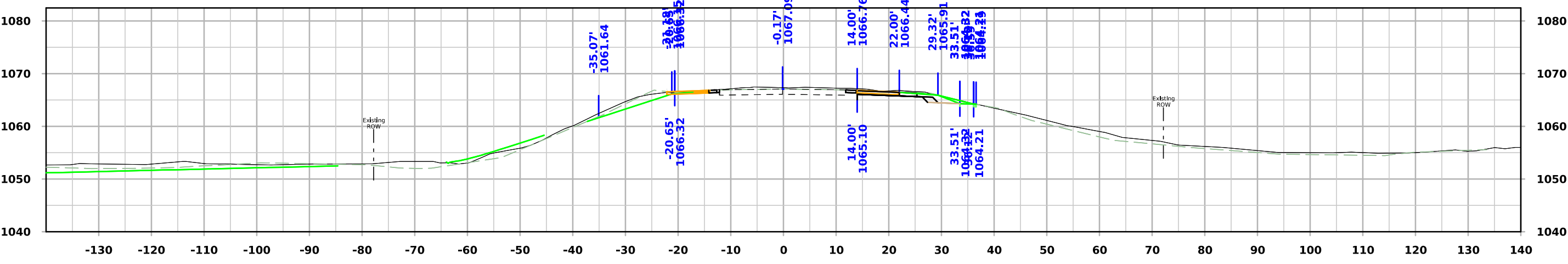
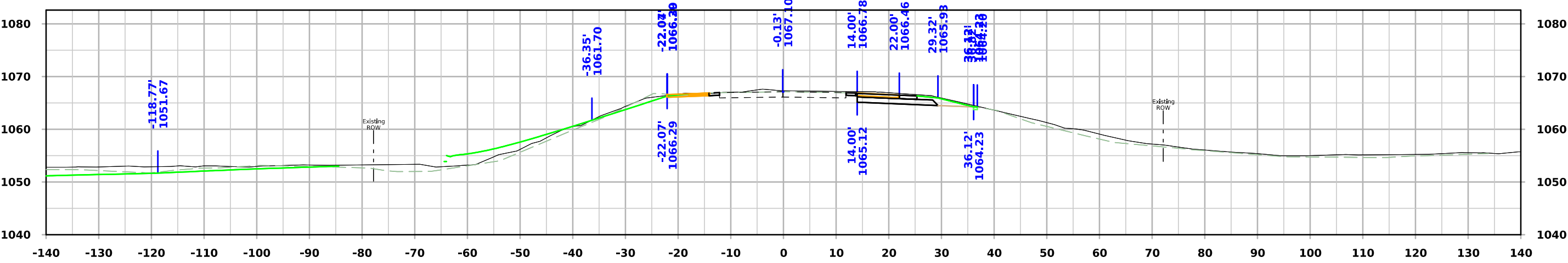
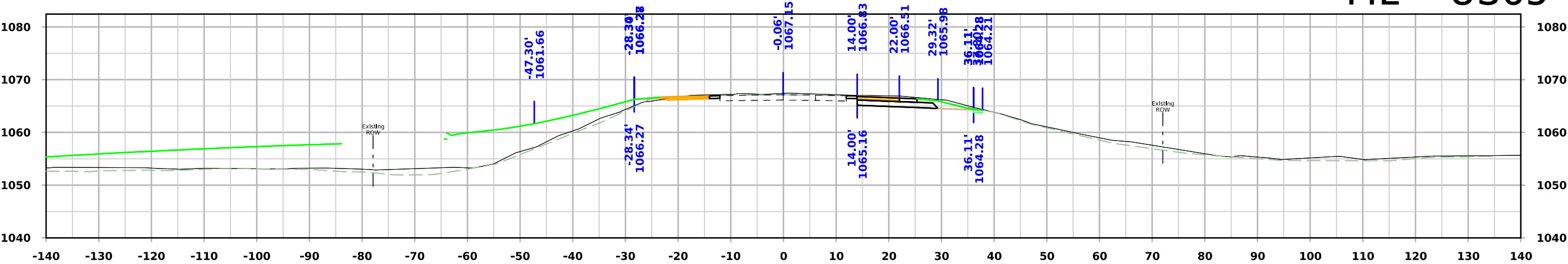
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 126 Design Sheet No. 2 of 2 FHWA No. 18861

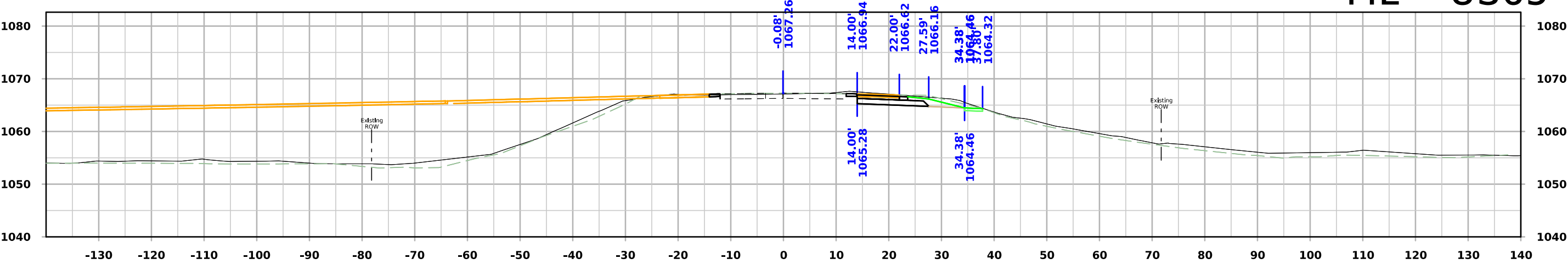
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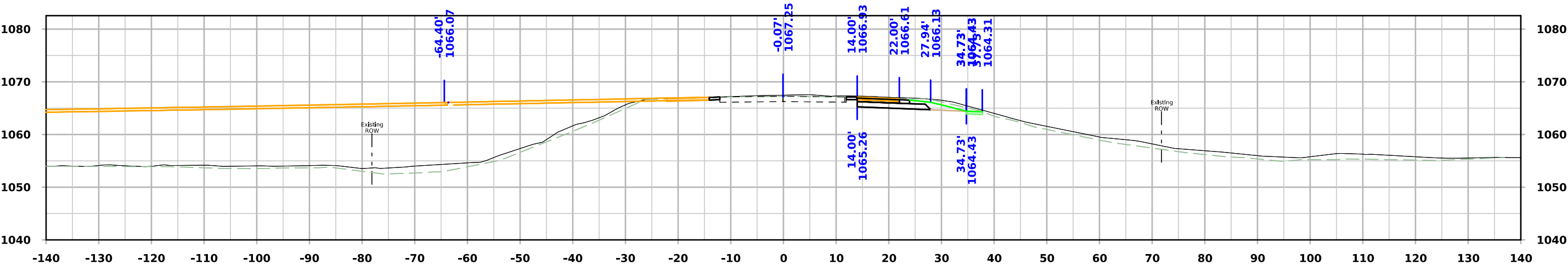
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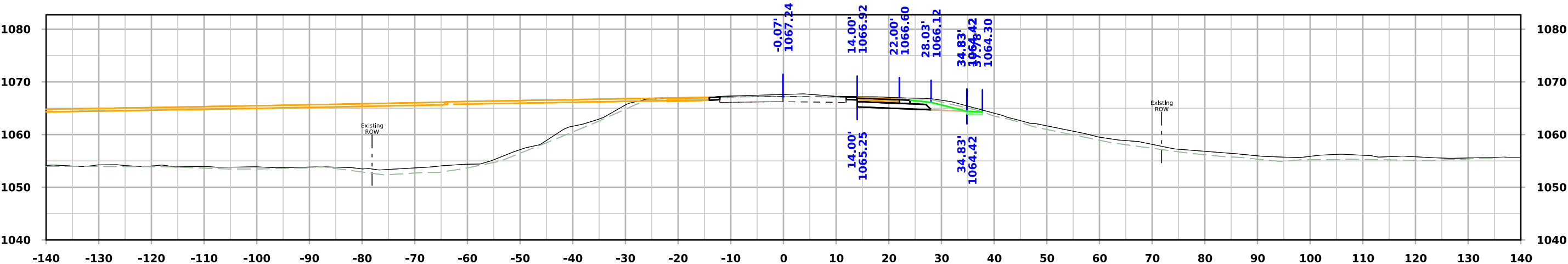
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STA. 1380+62.30

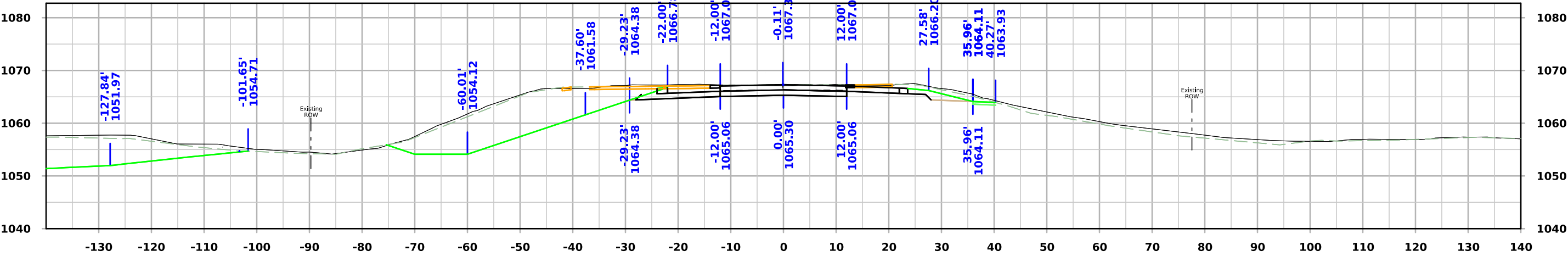


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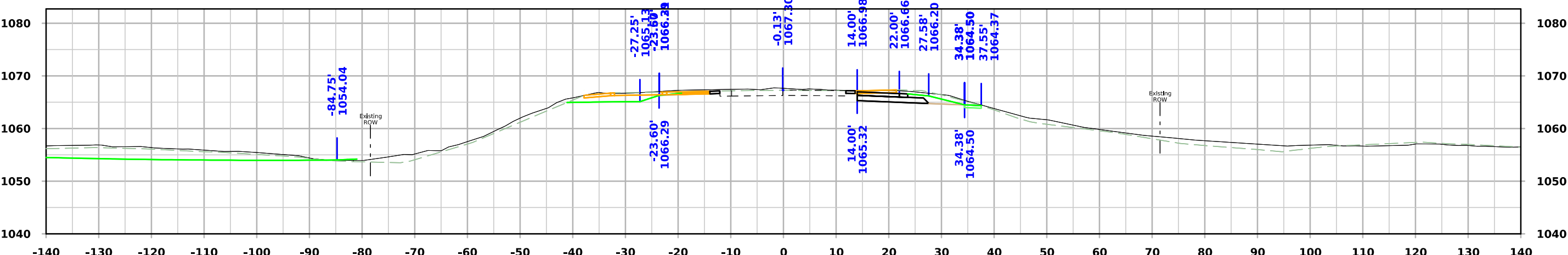


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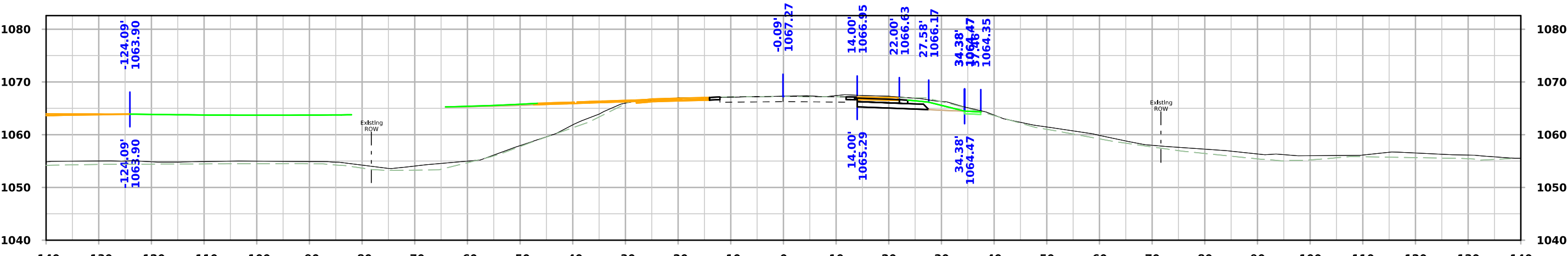
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STA. 1381+16.85

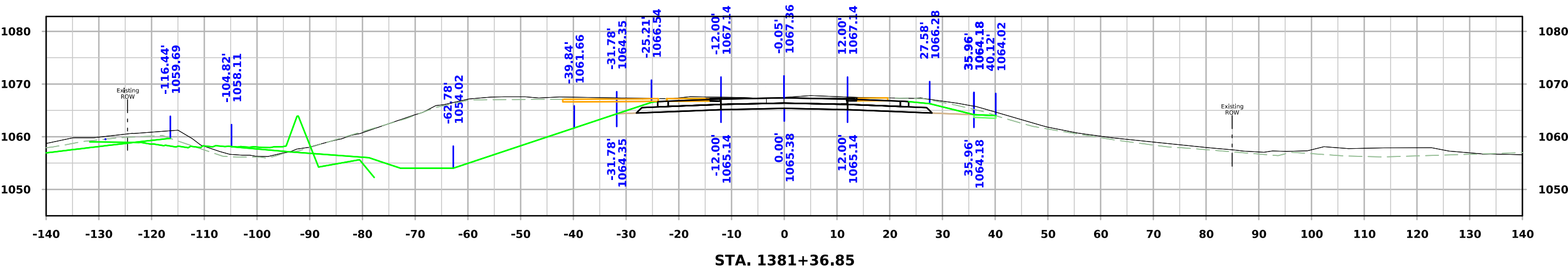
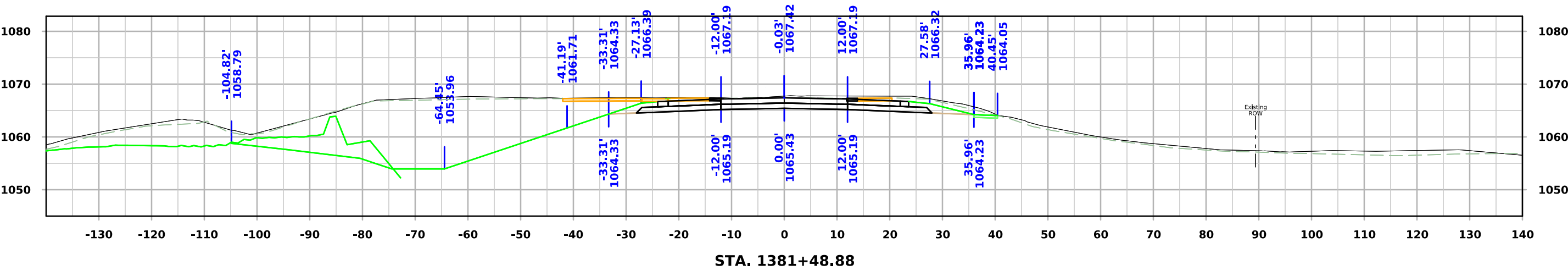
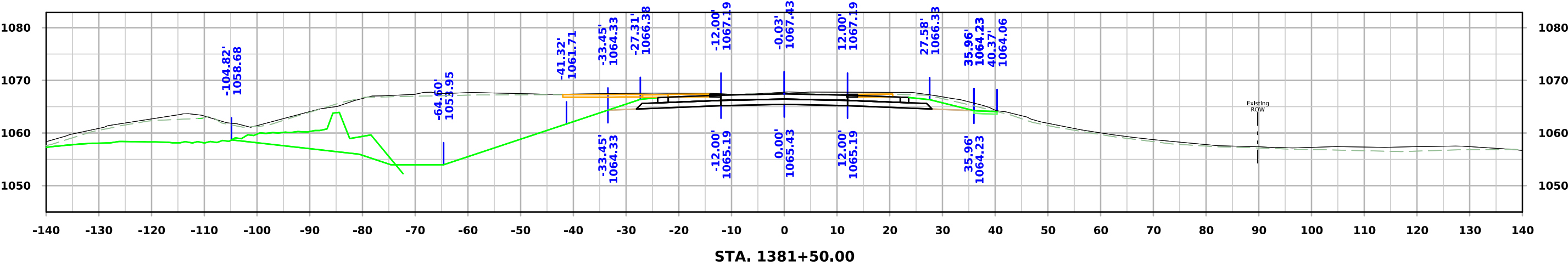


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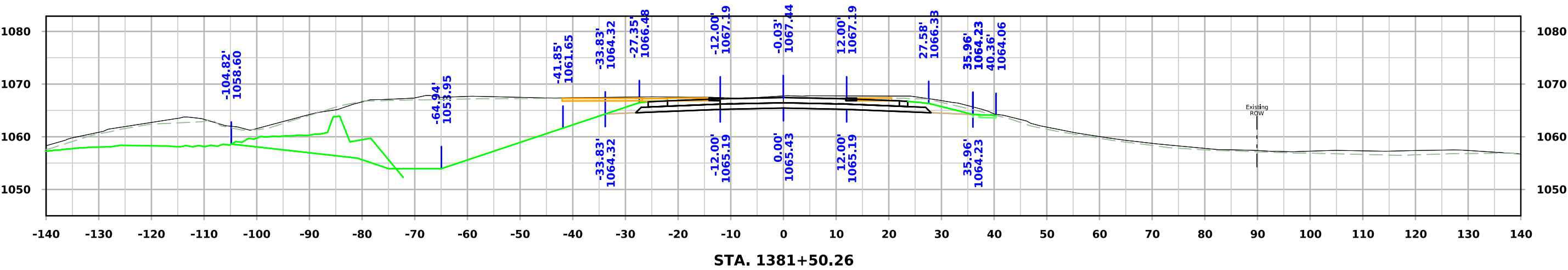
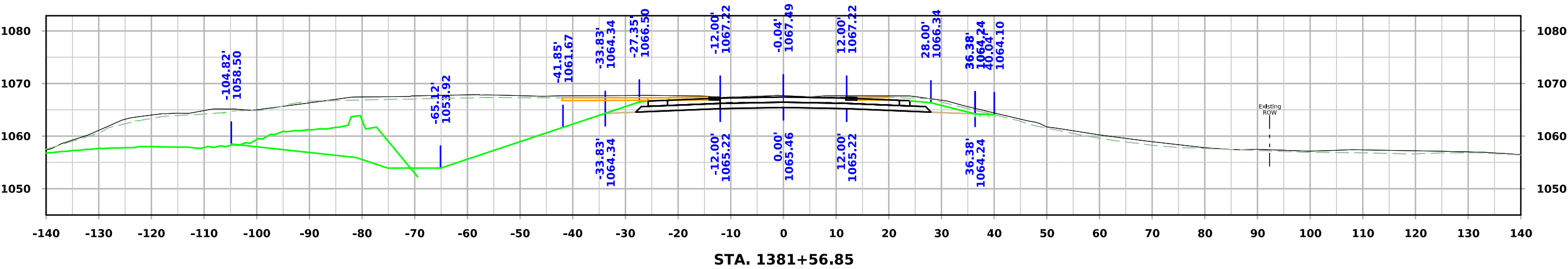
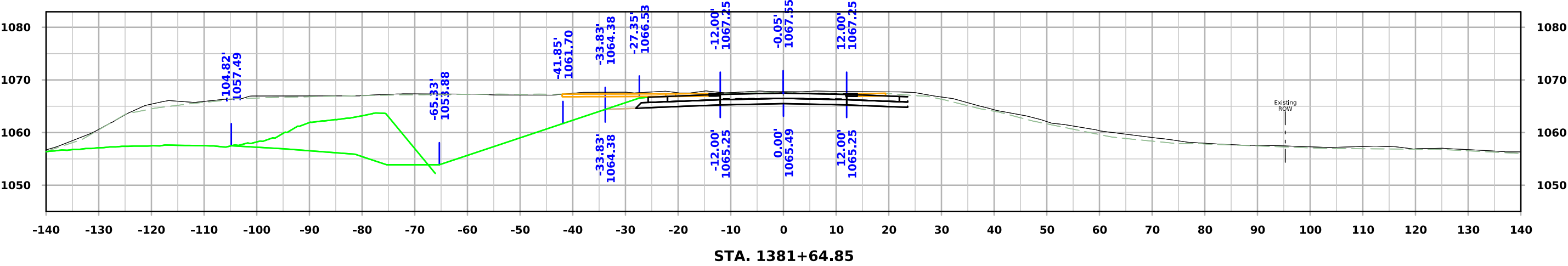


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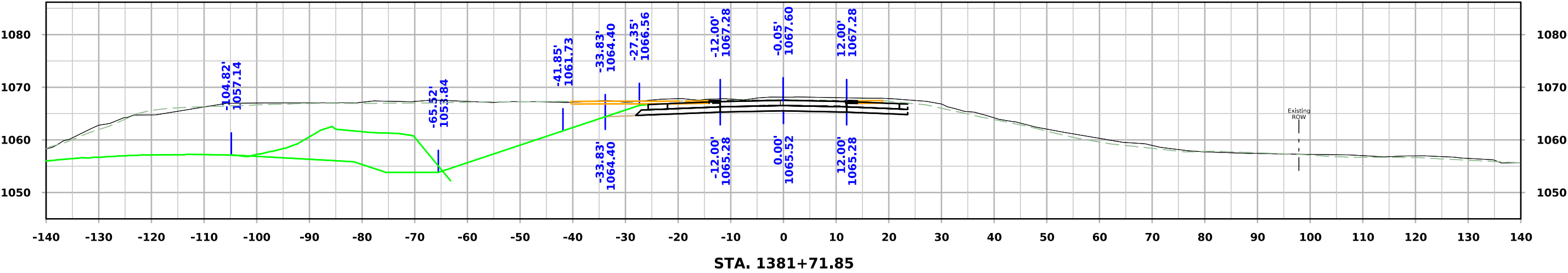
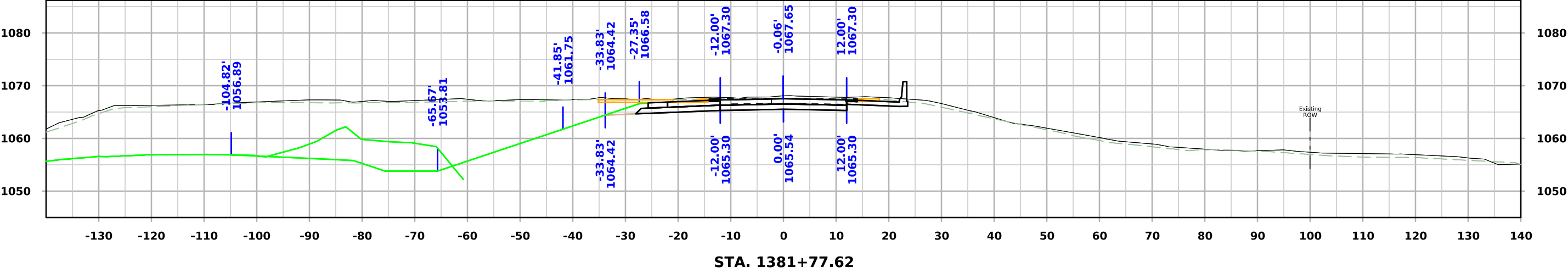
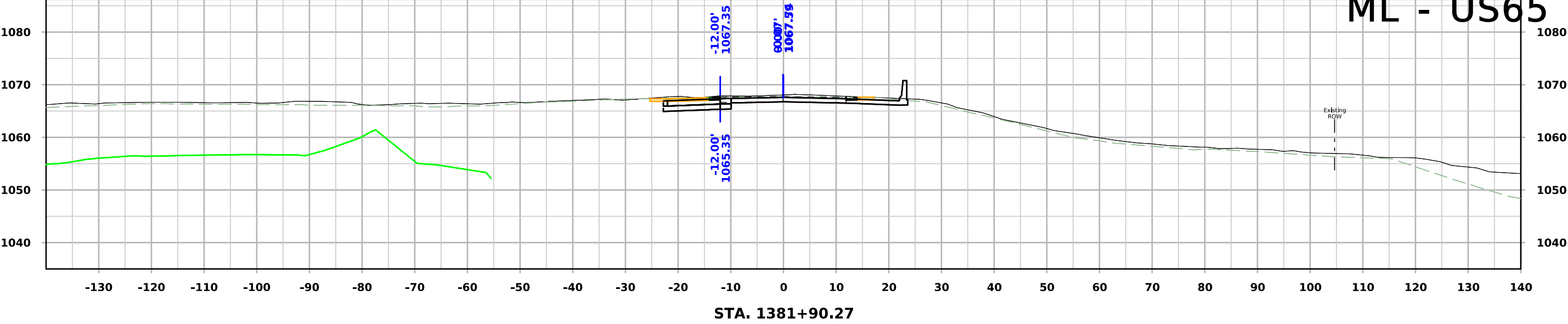
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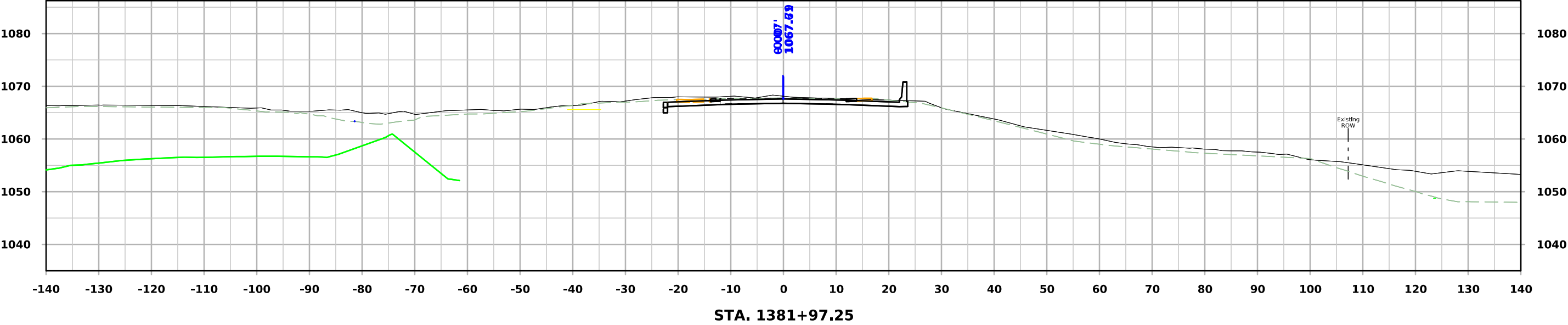
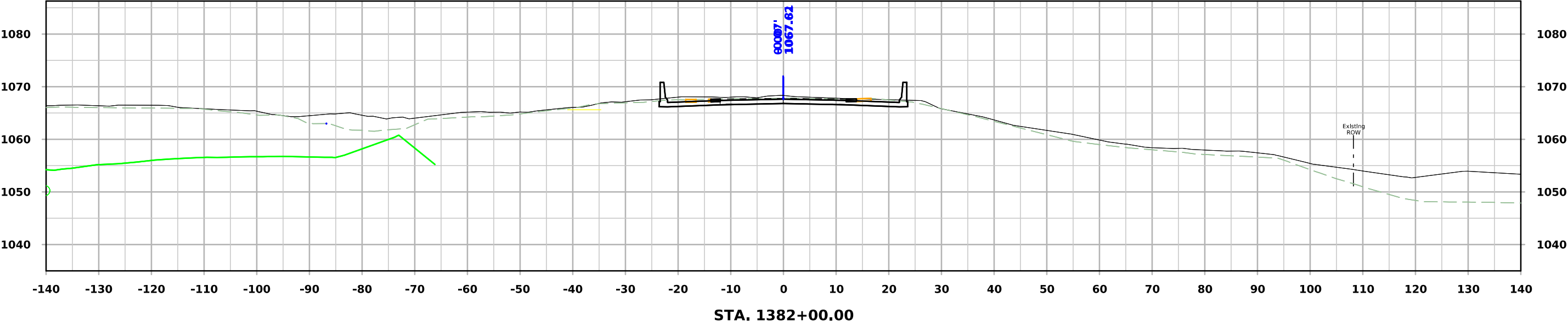
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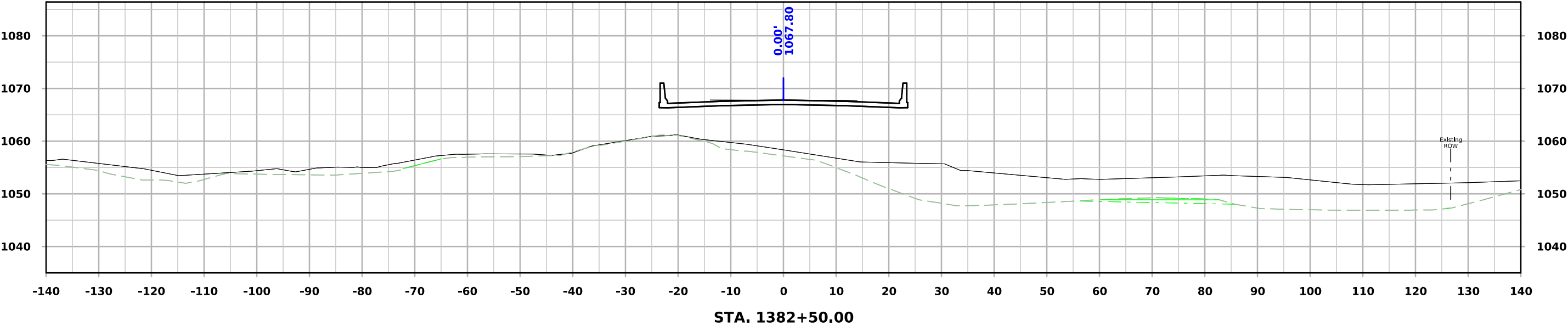
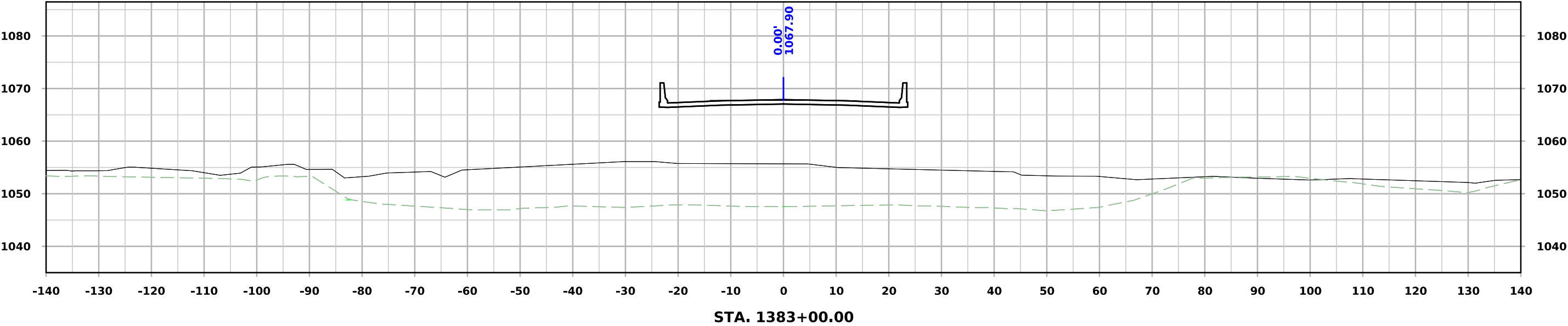
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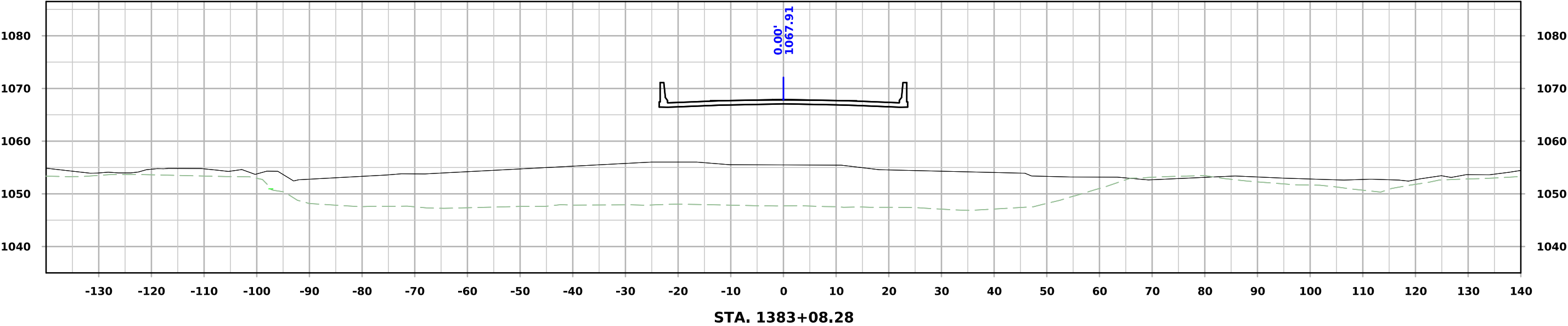
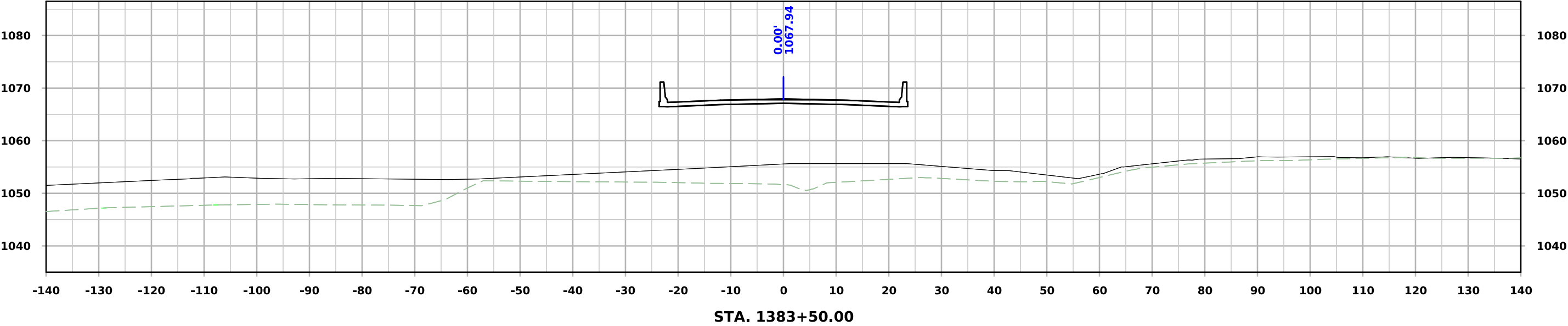
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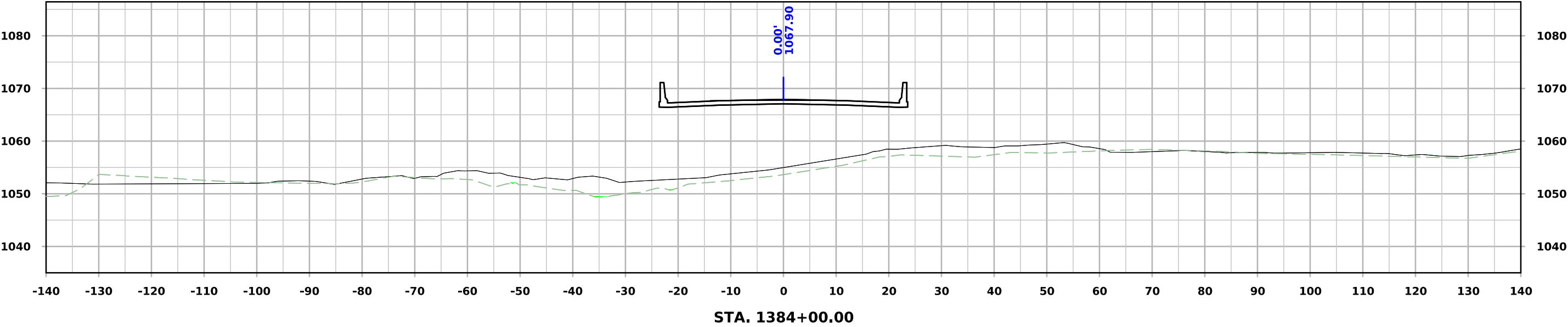
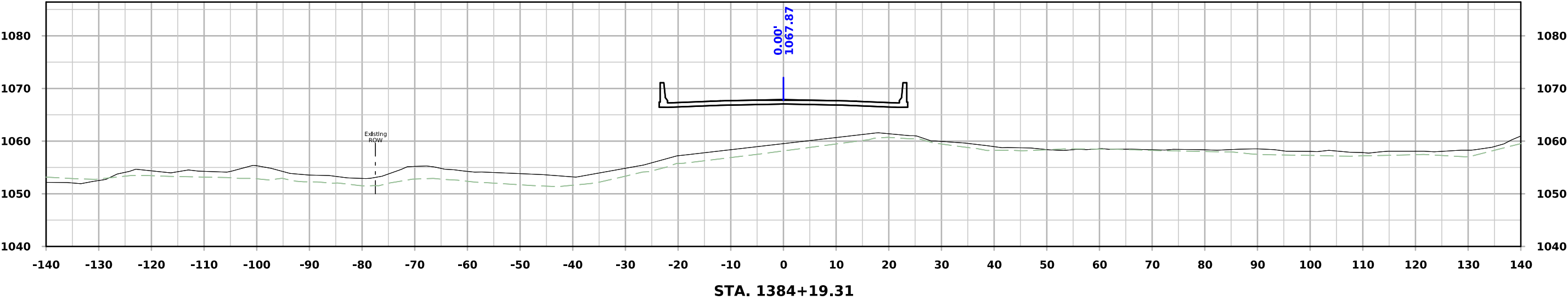
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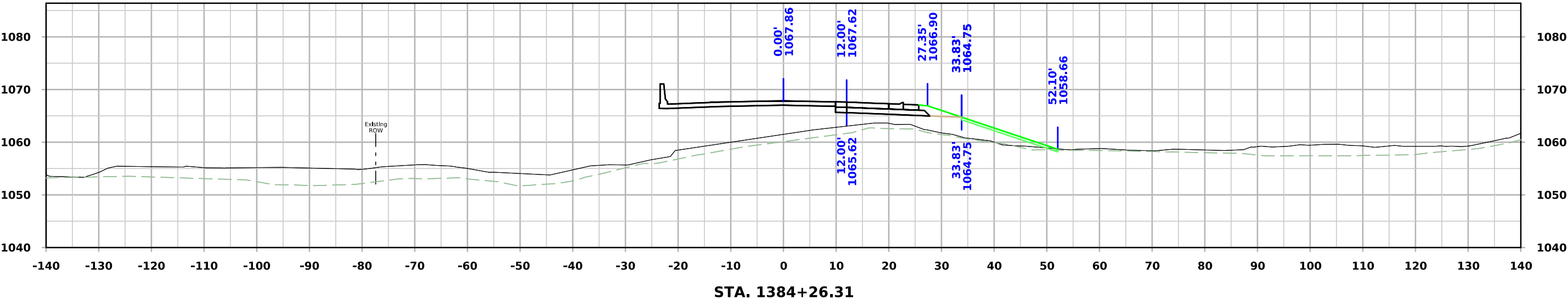
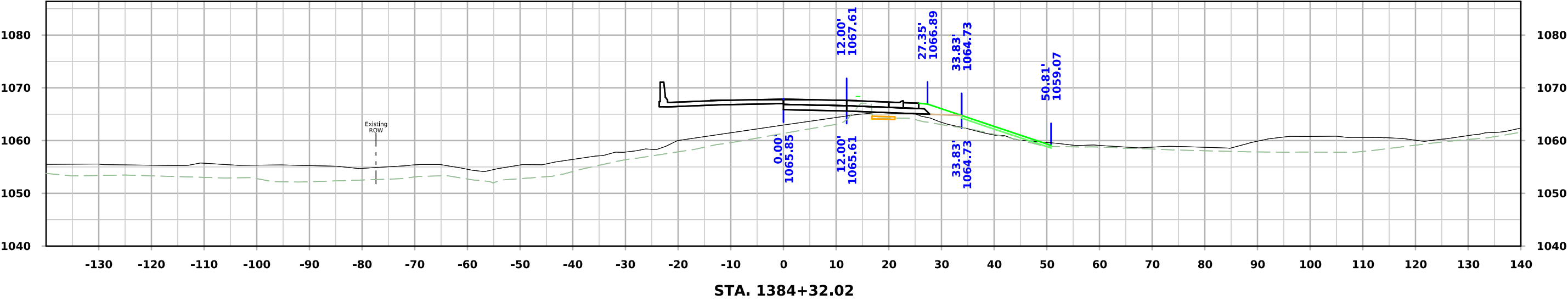
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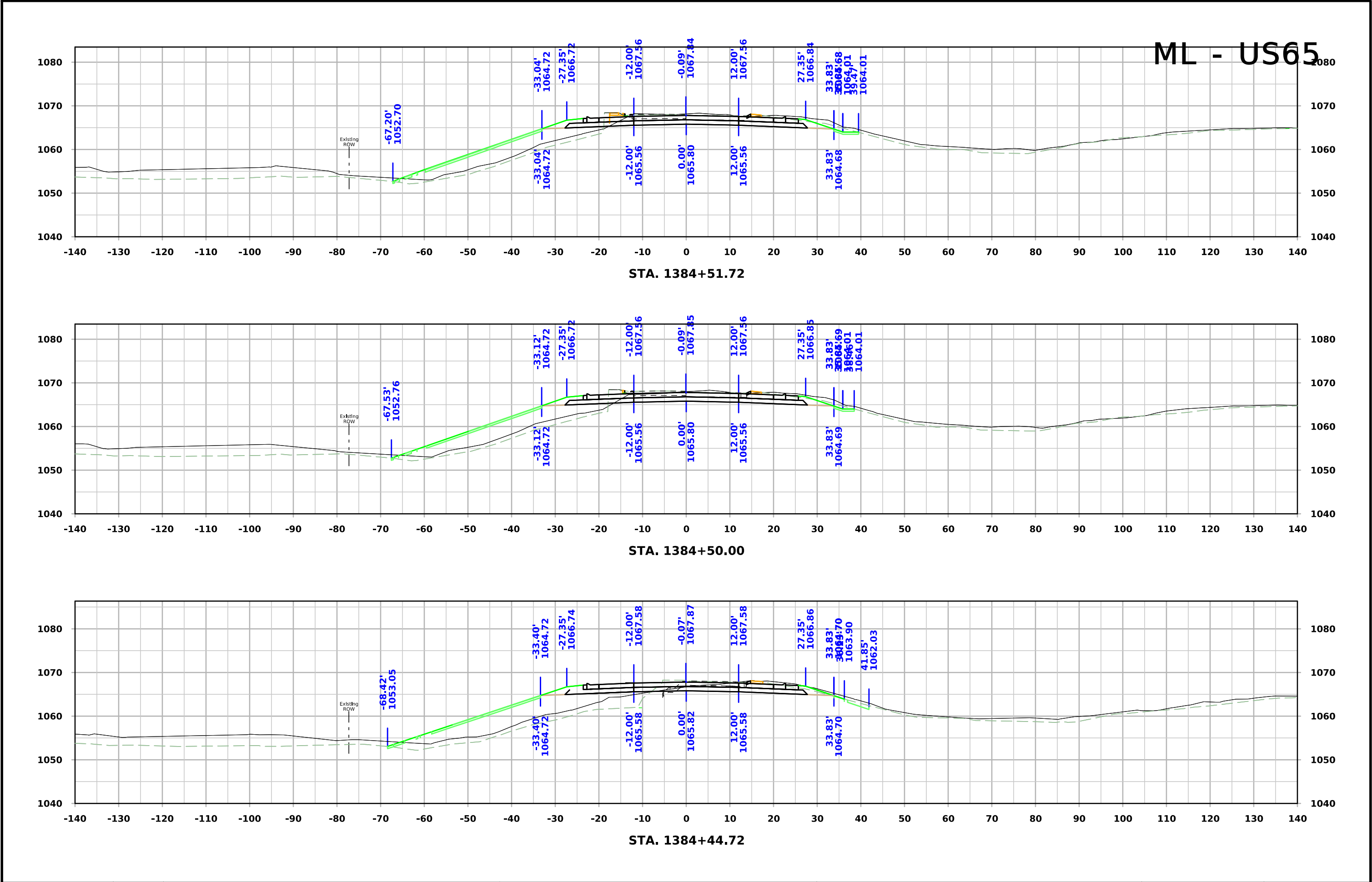


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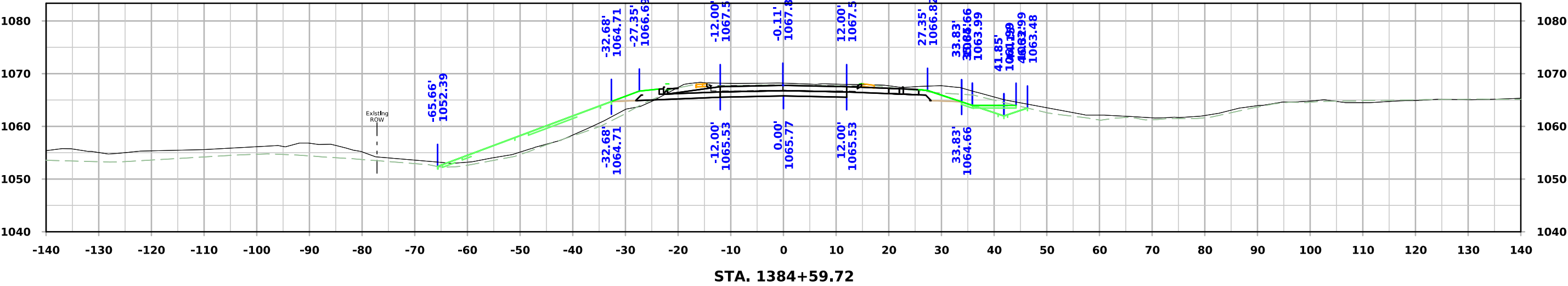
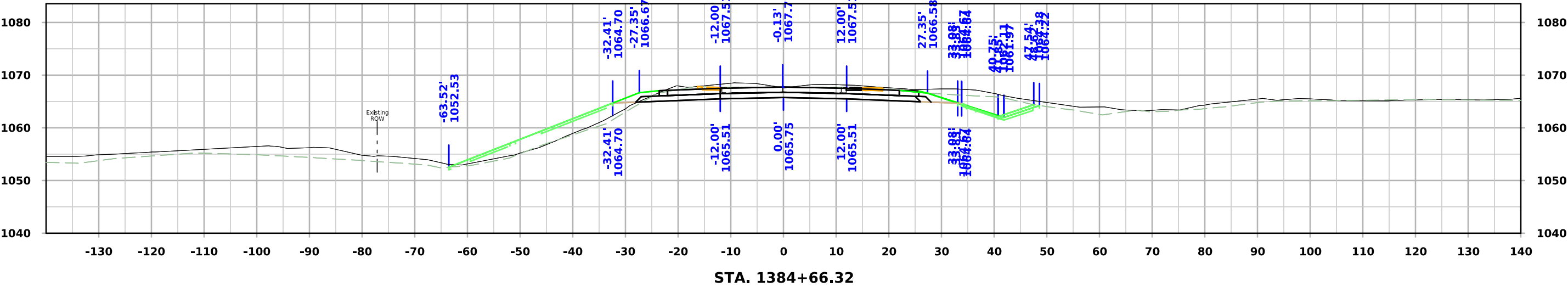
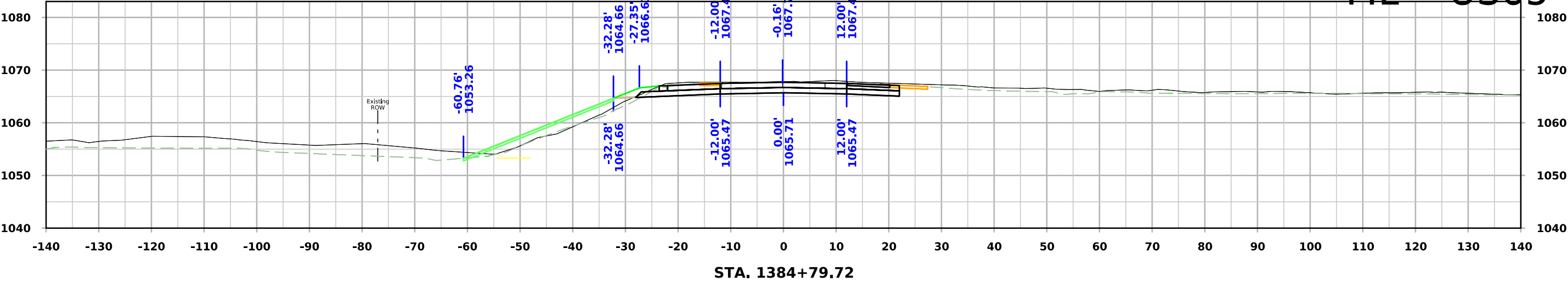


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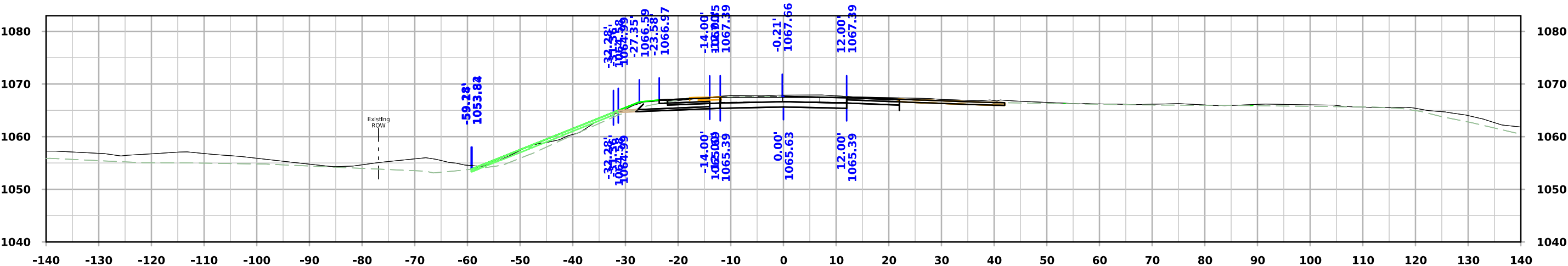
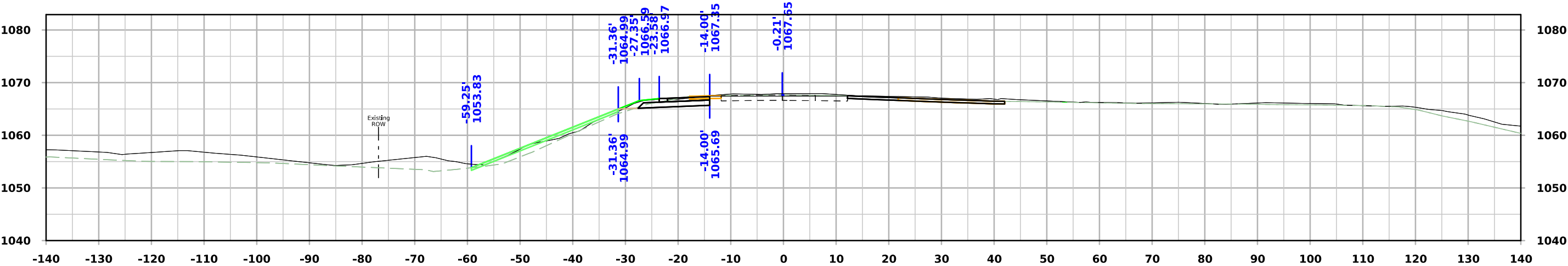
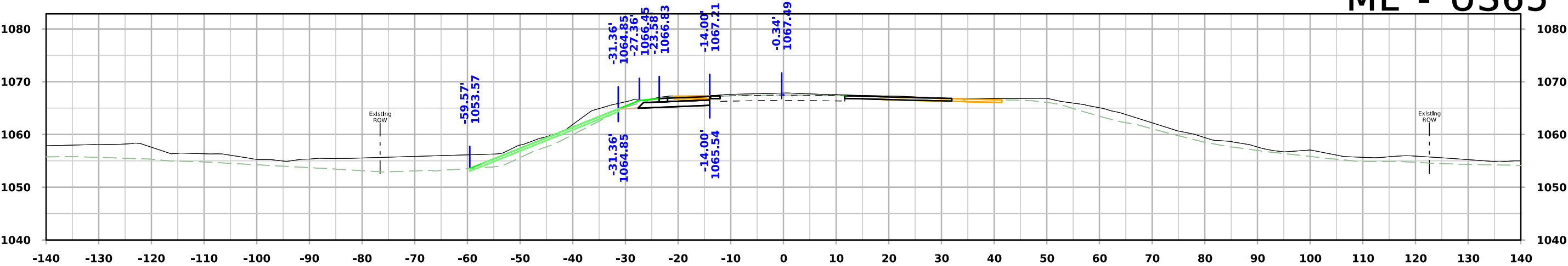




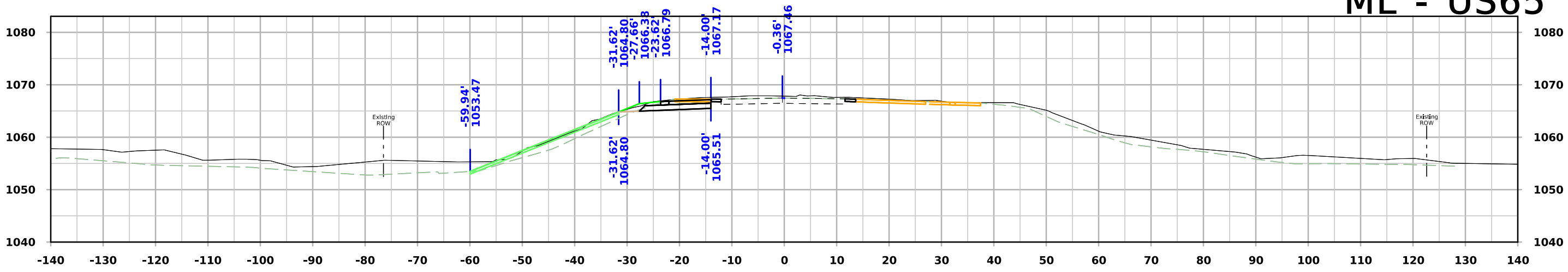
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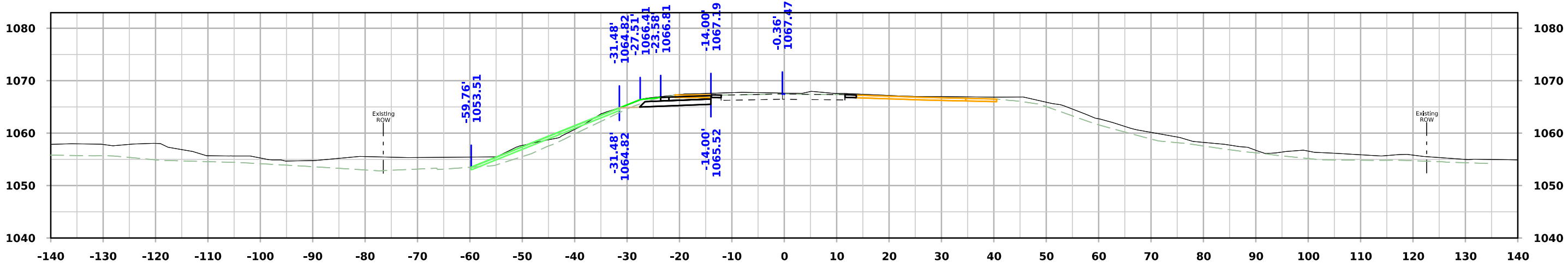
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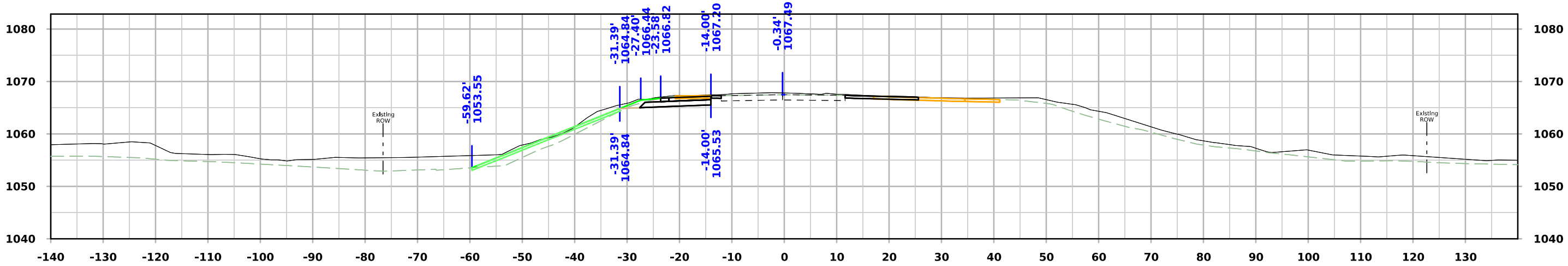
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STA. 1385+54.27

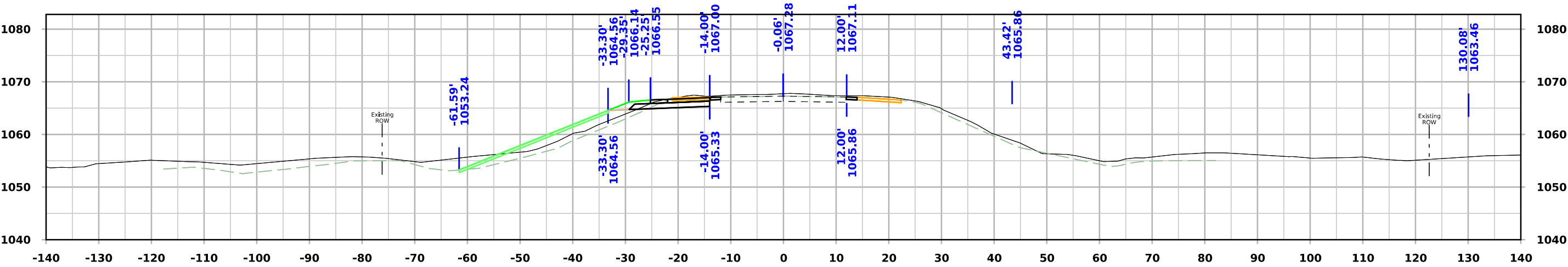
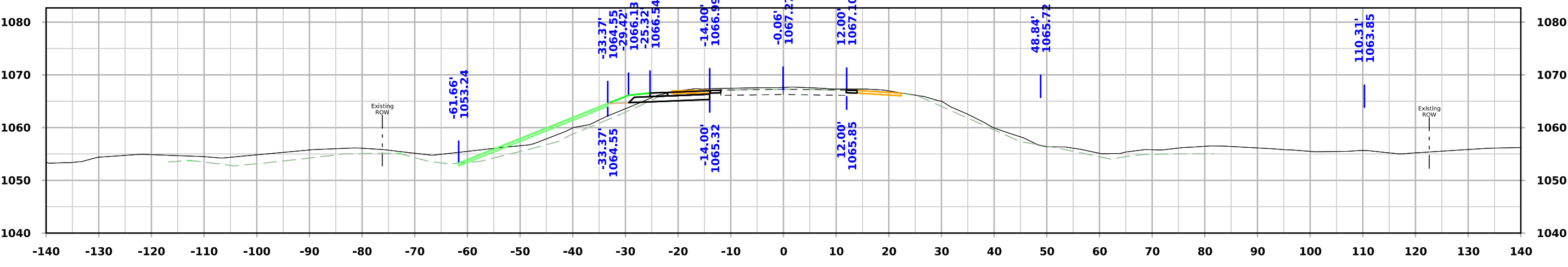
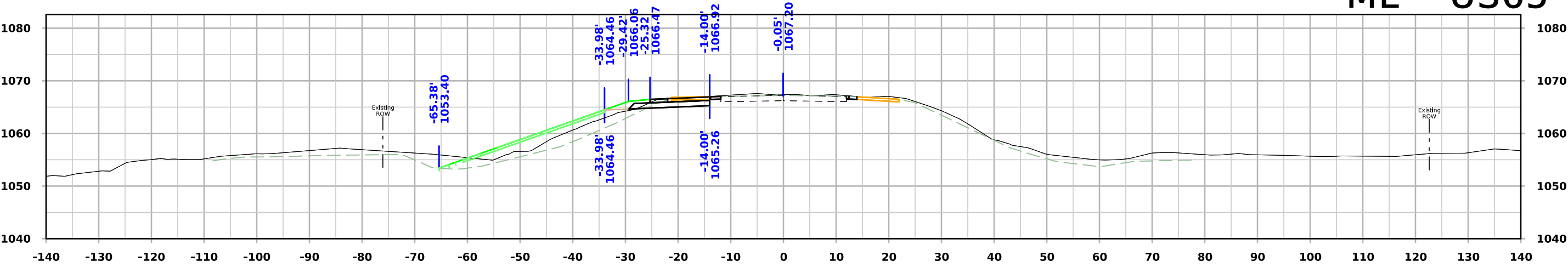


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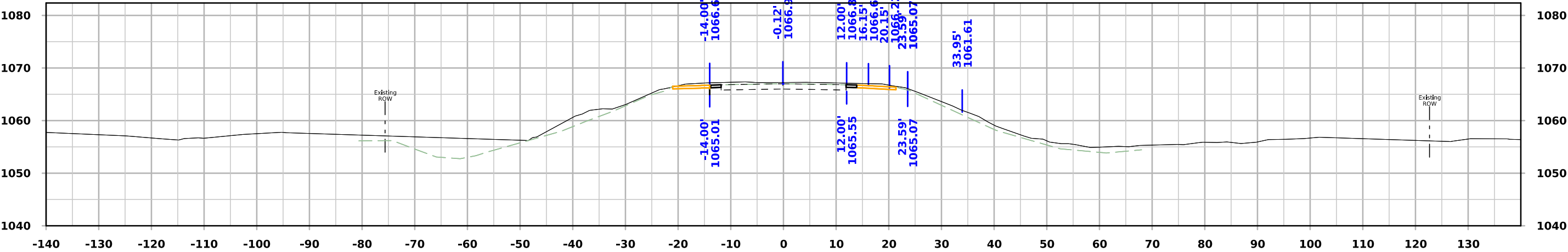


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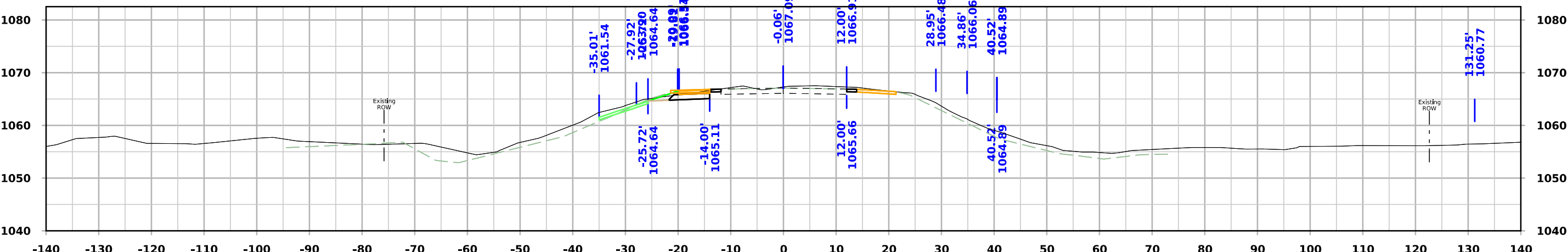
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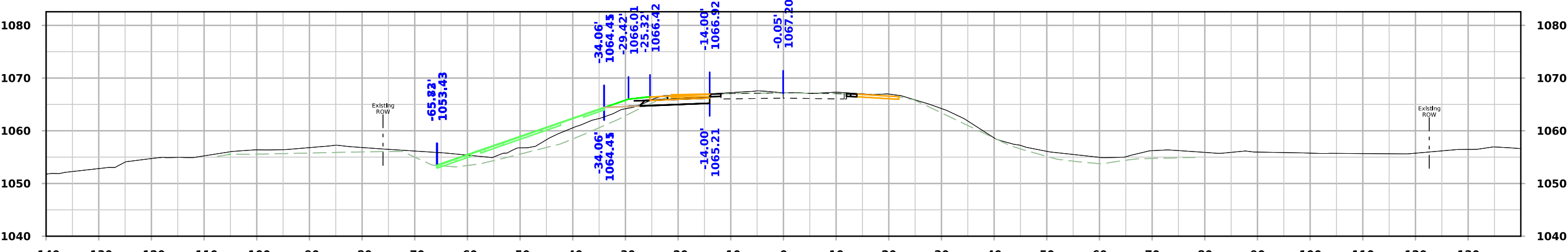
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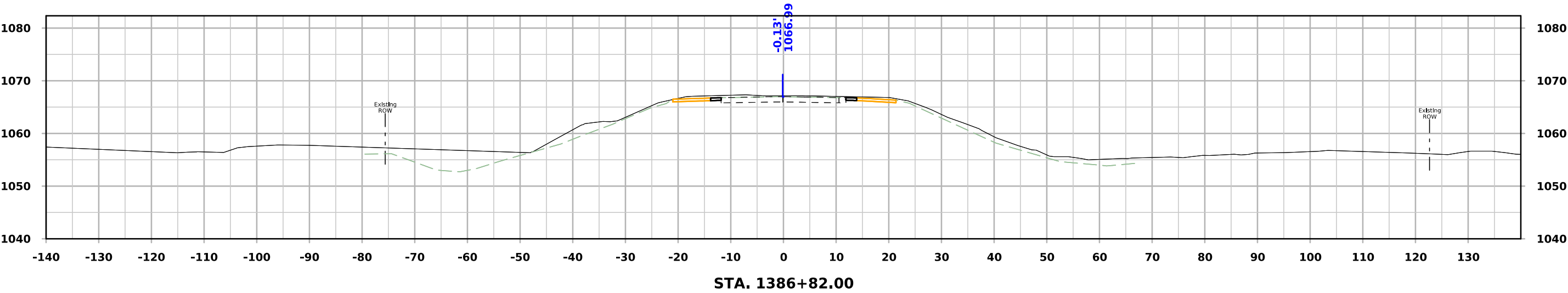
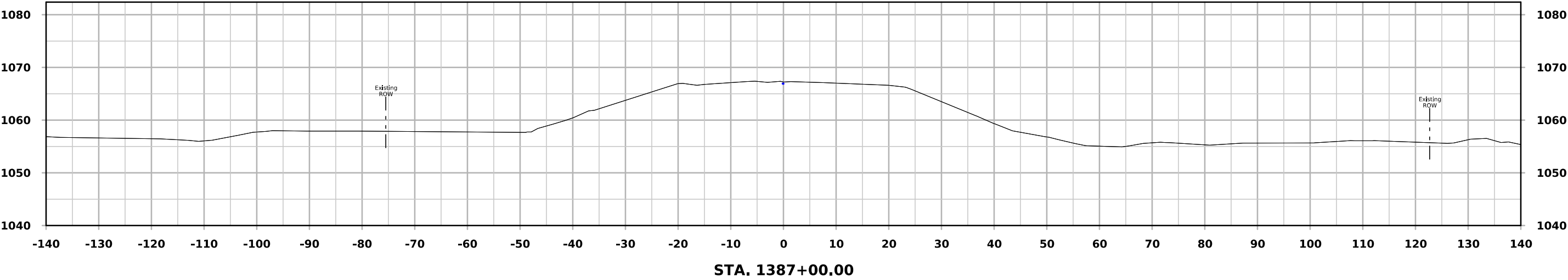


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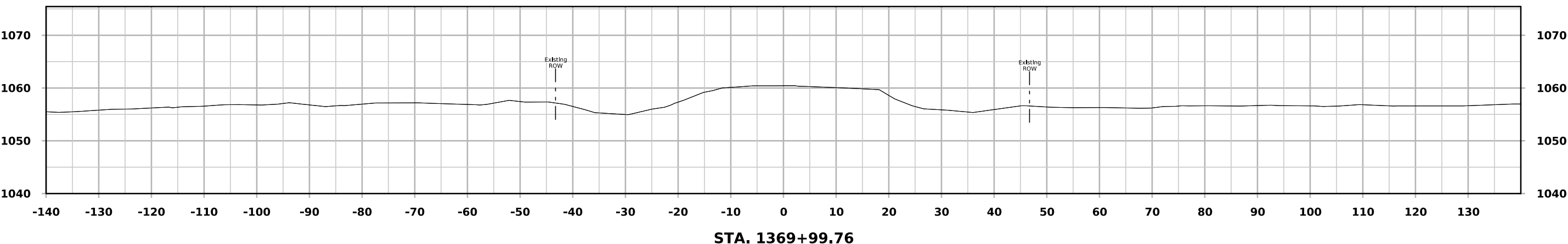
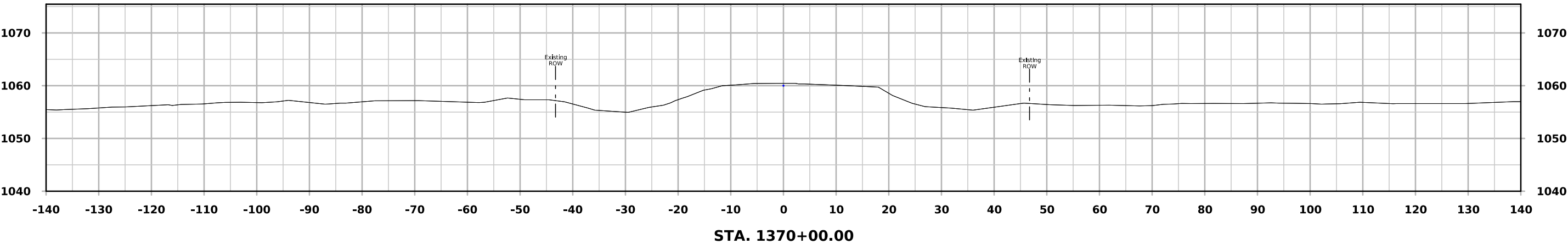
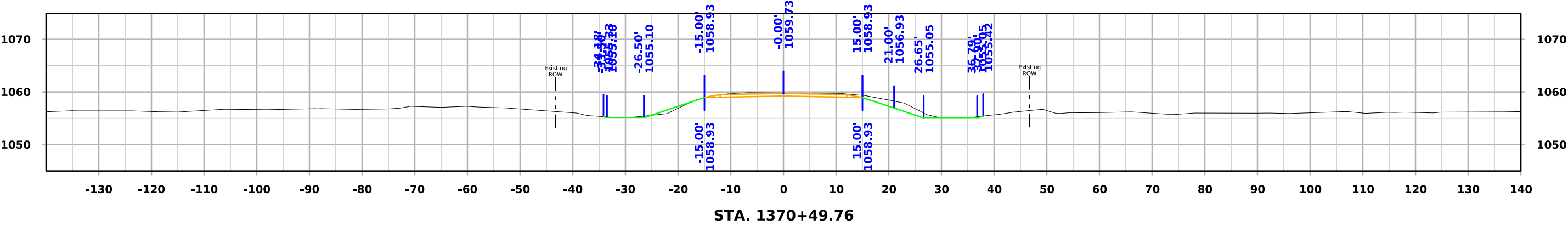


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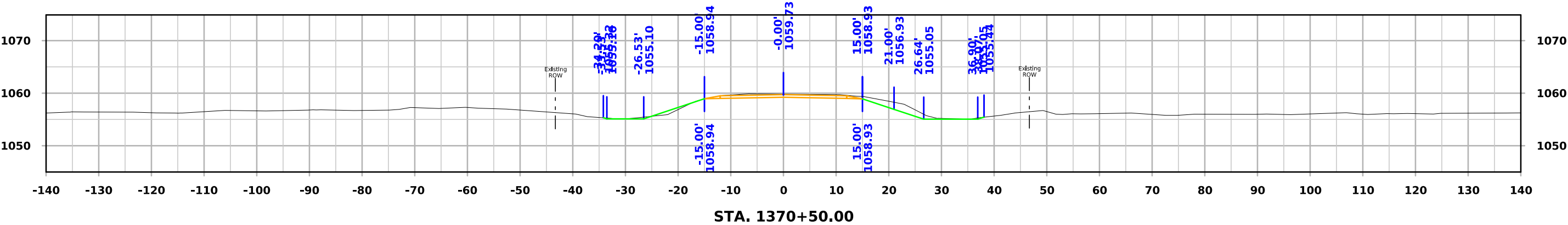
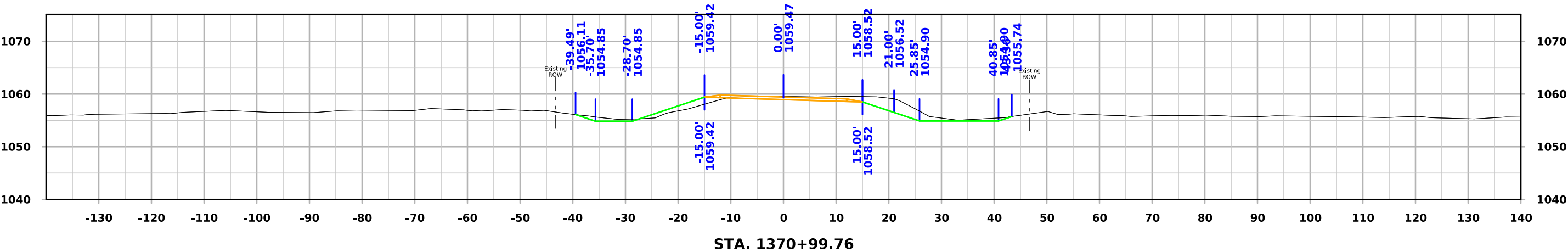
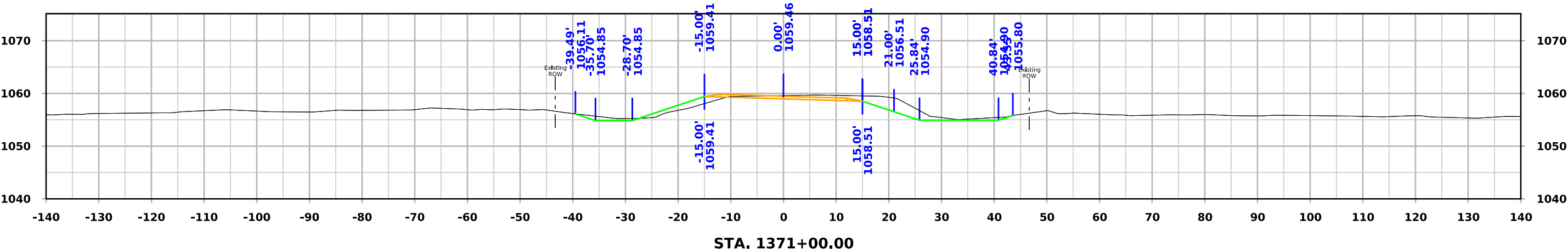
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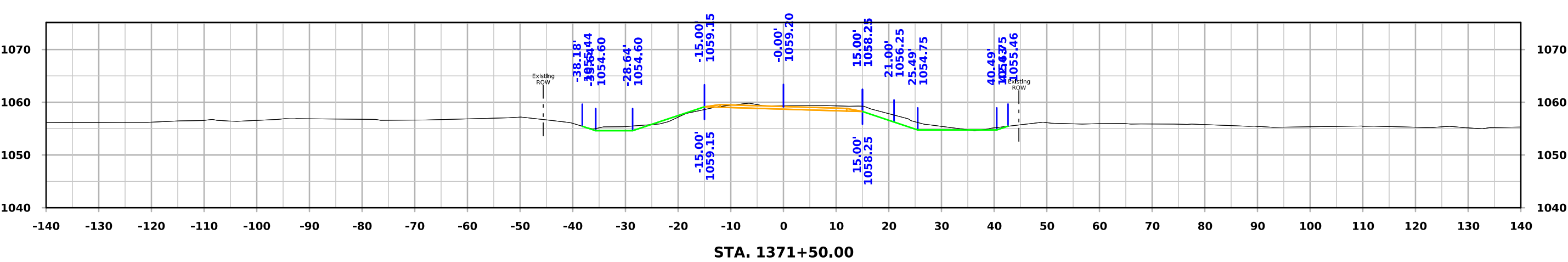
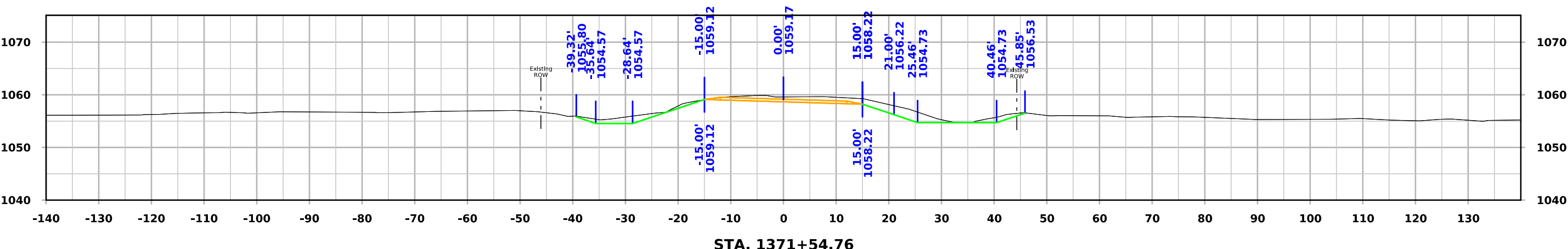
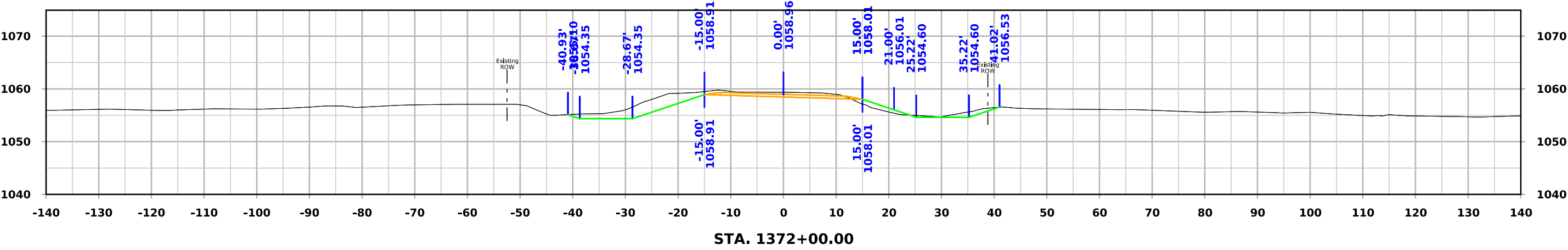
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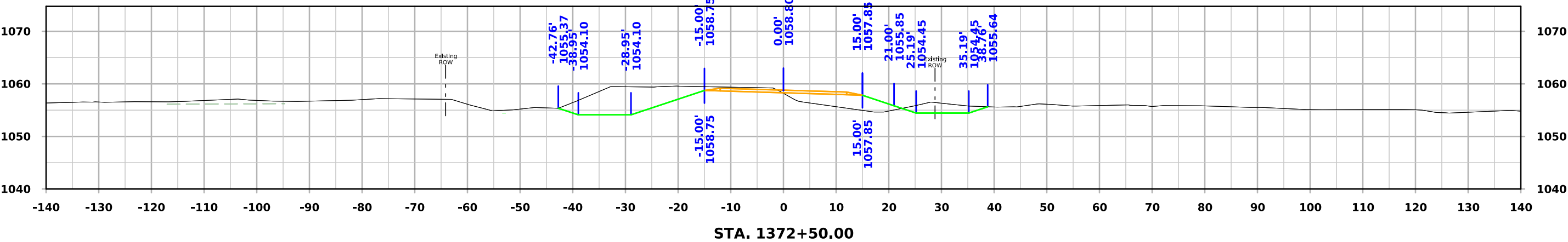
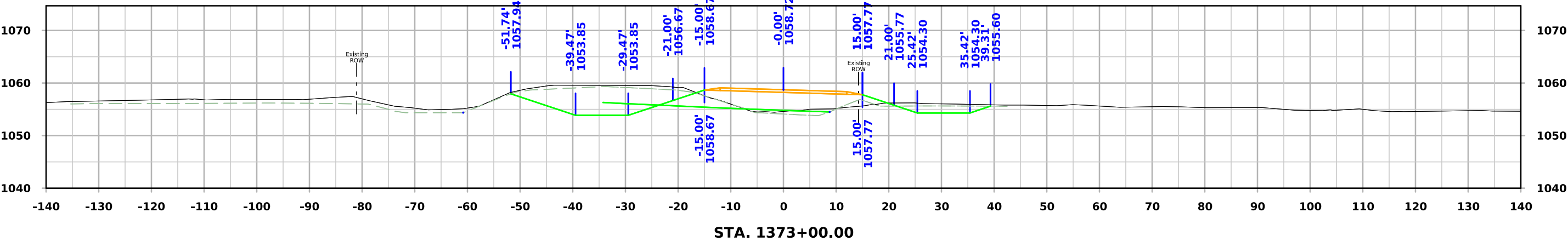
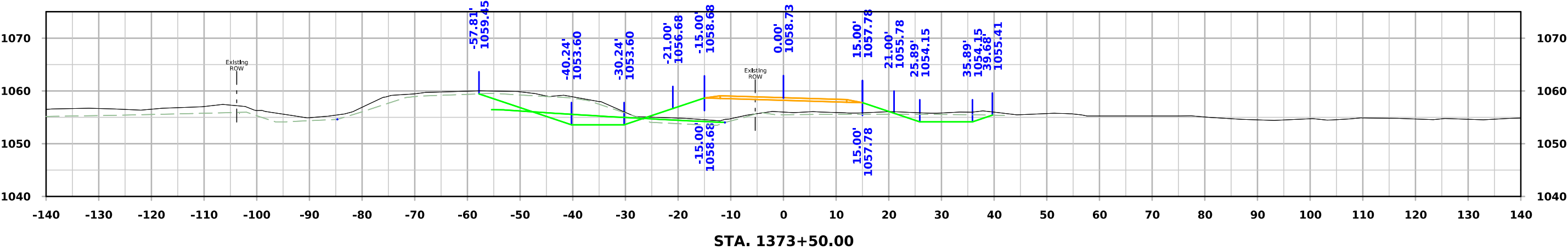
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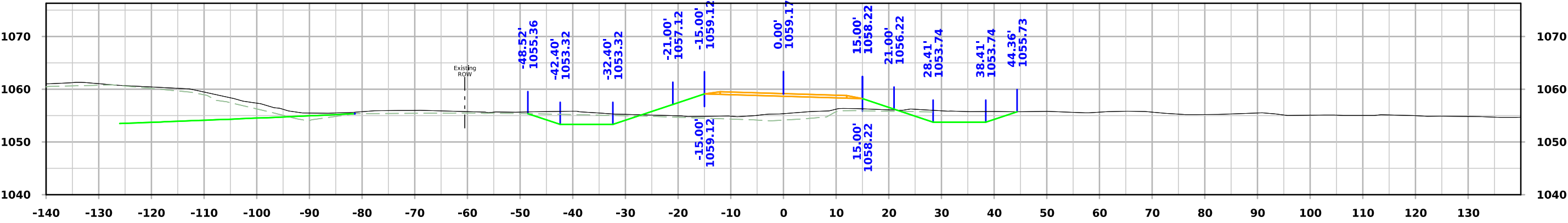
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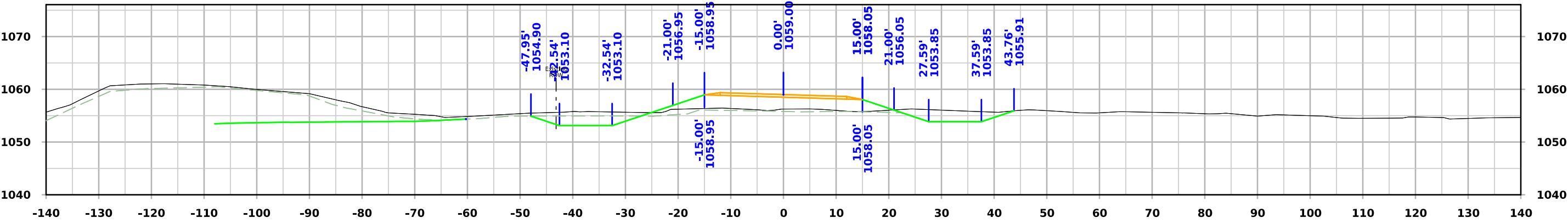
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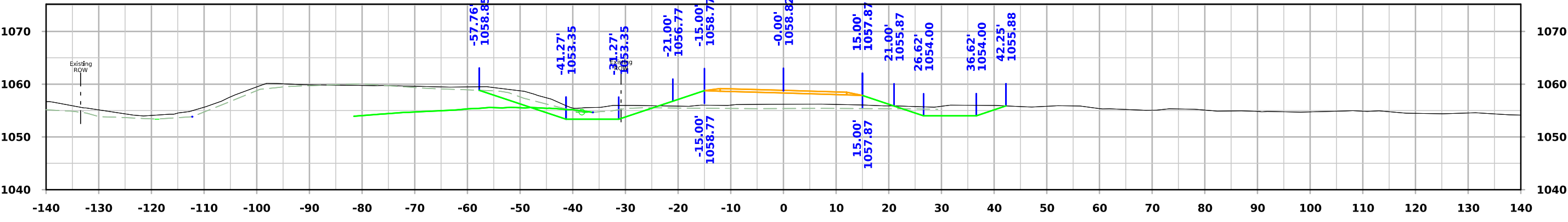
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STA. 1374+84.76

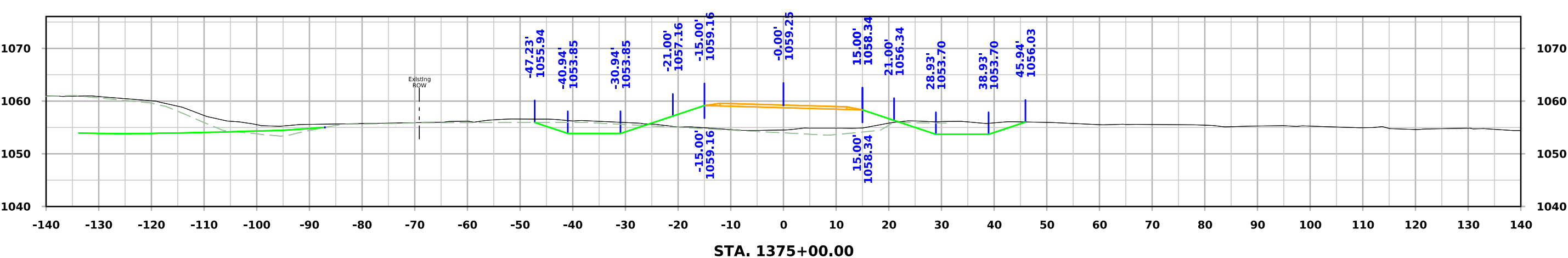
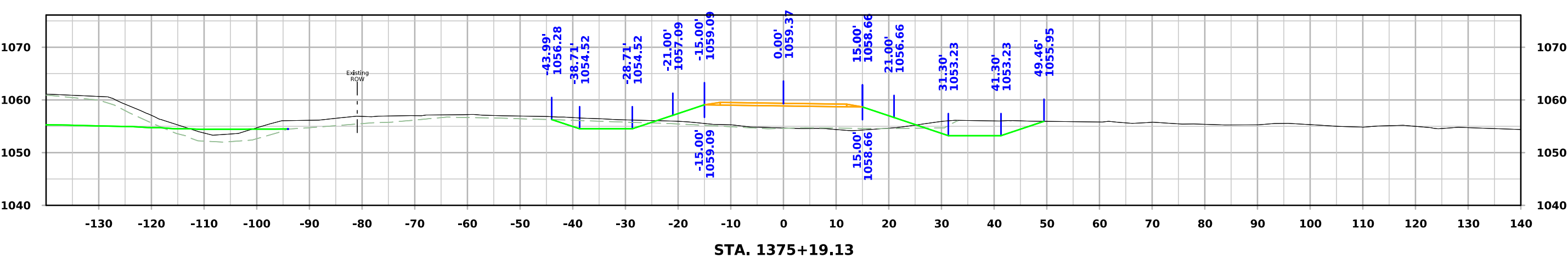
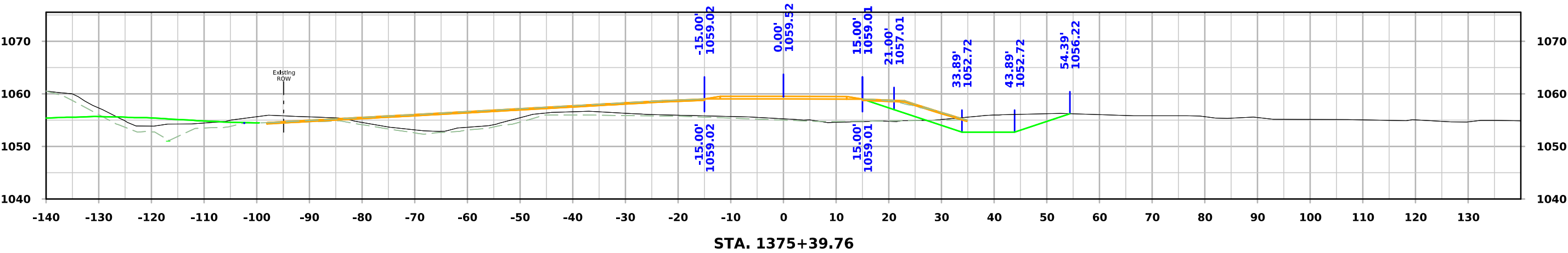


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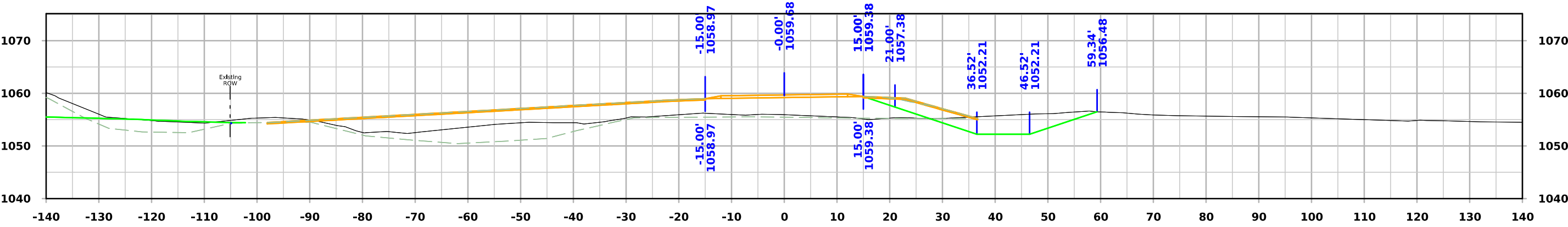


STA. 1374+00.00

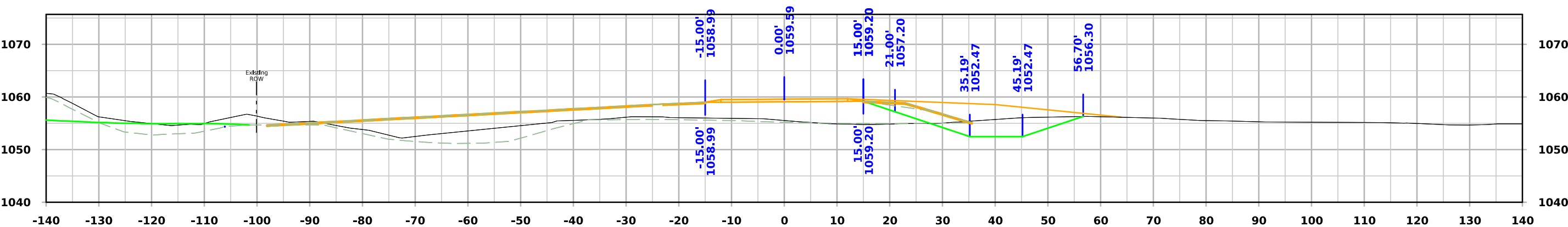
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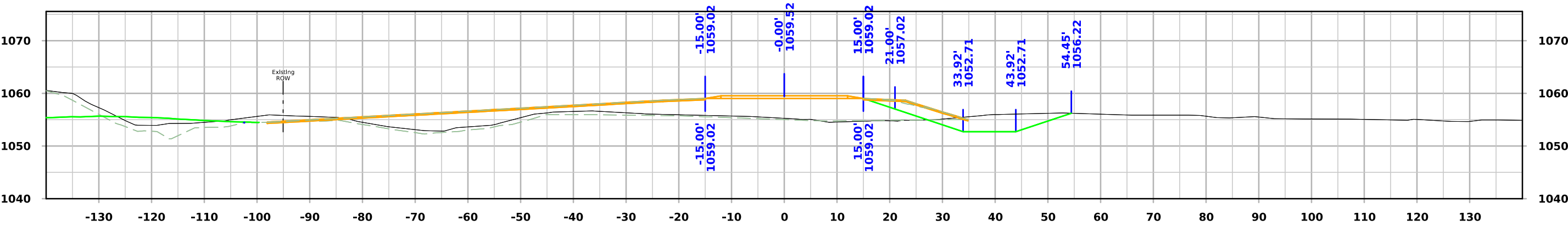
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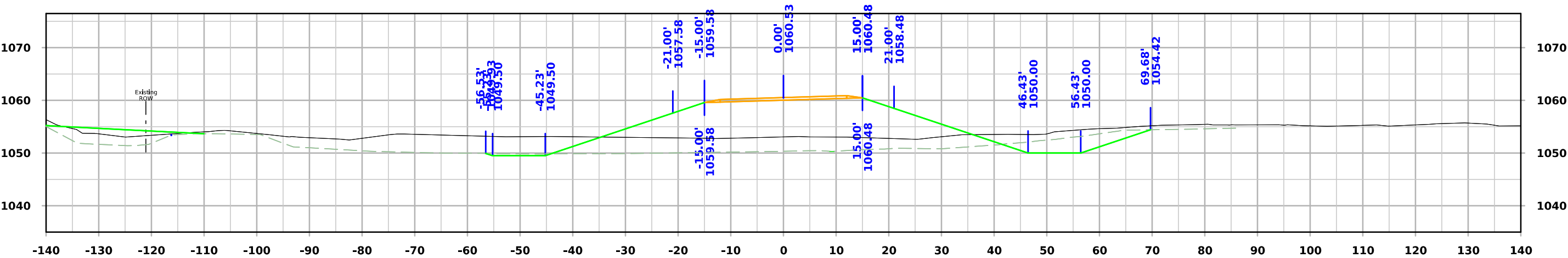


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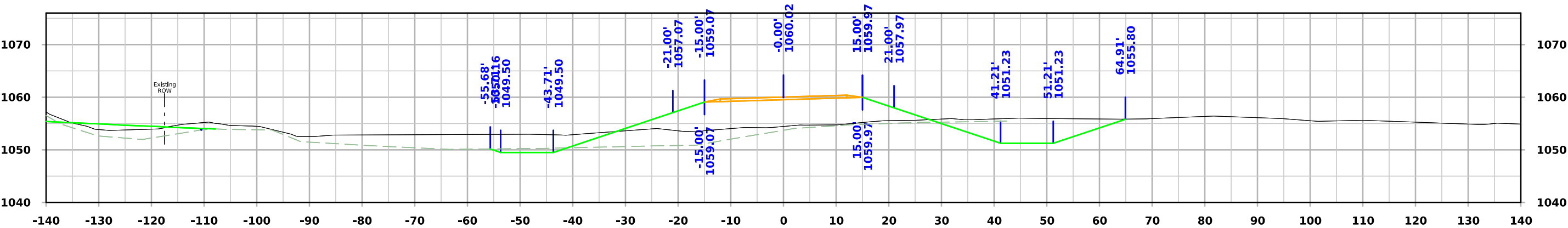


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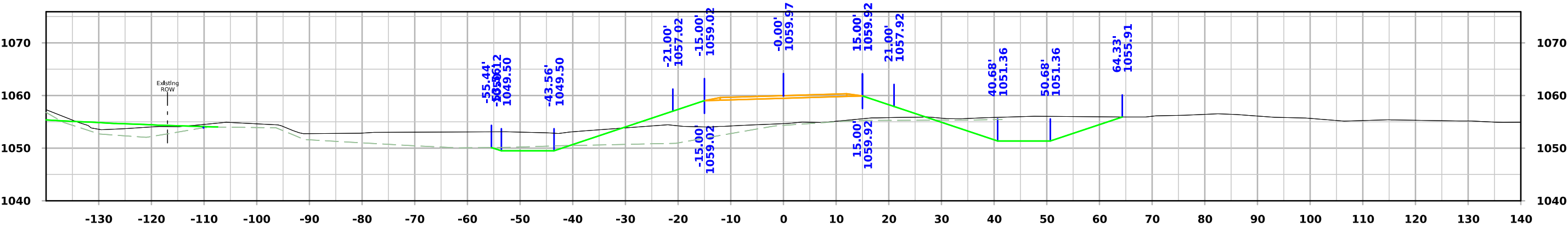
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STA. 1376+50.00

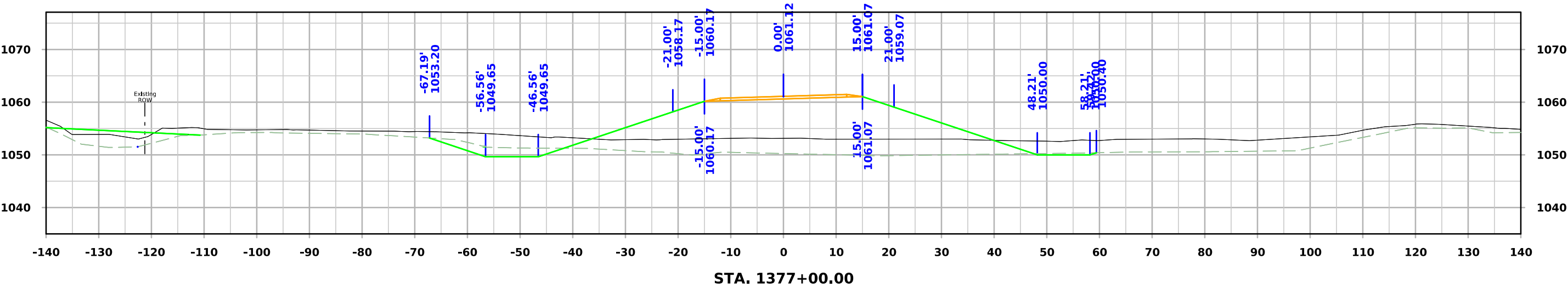
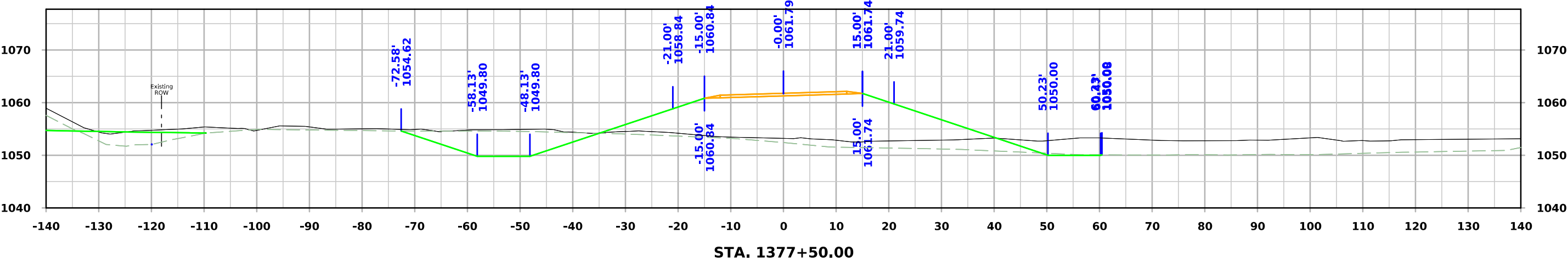
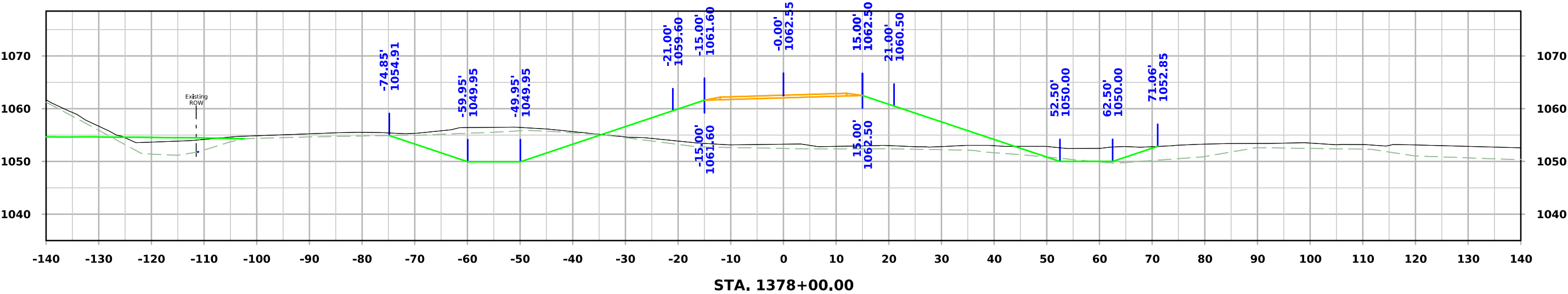


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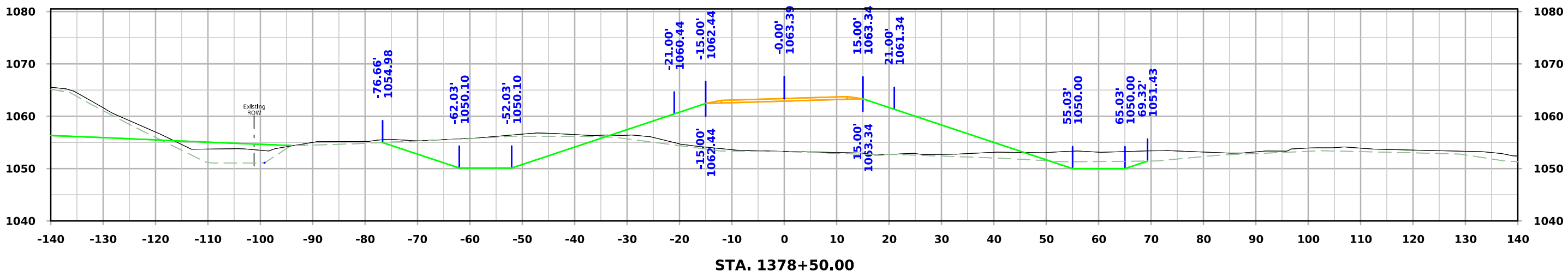
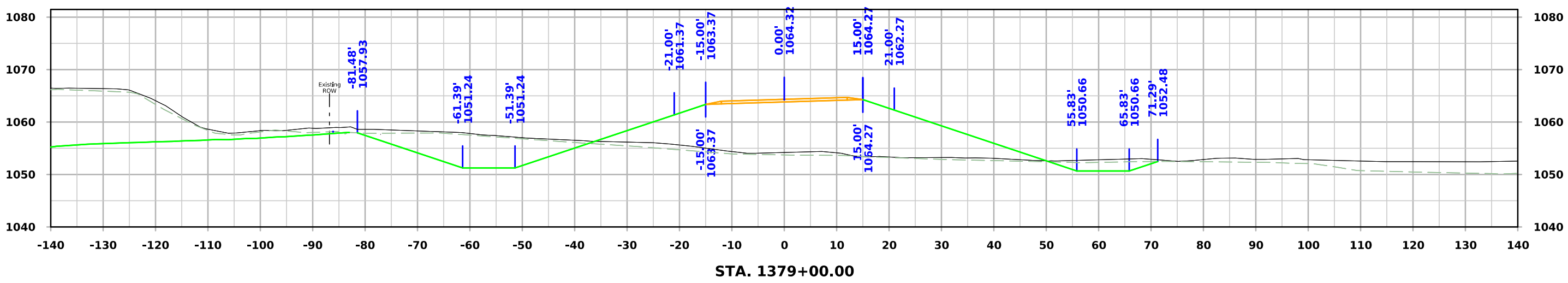
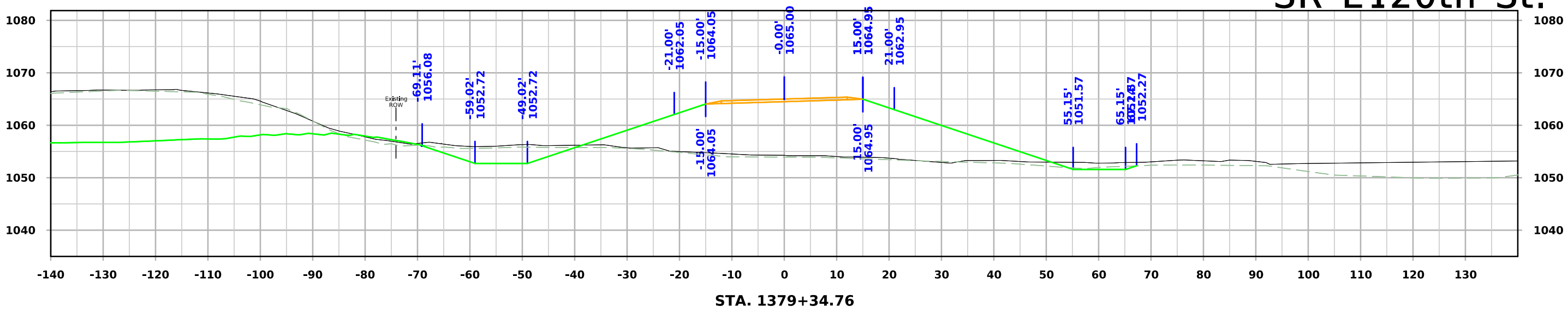


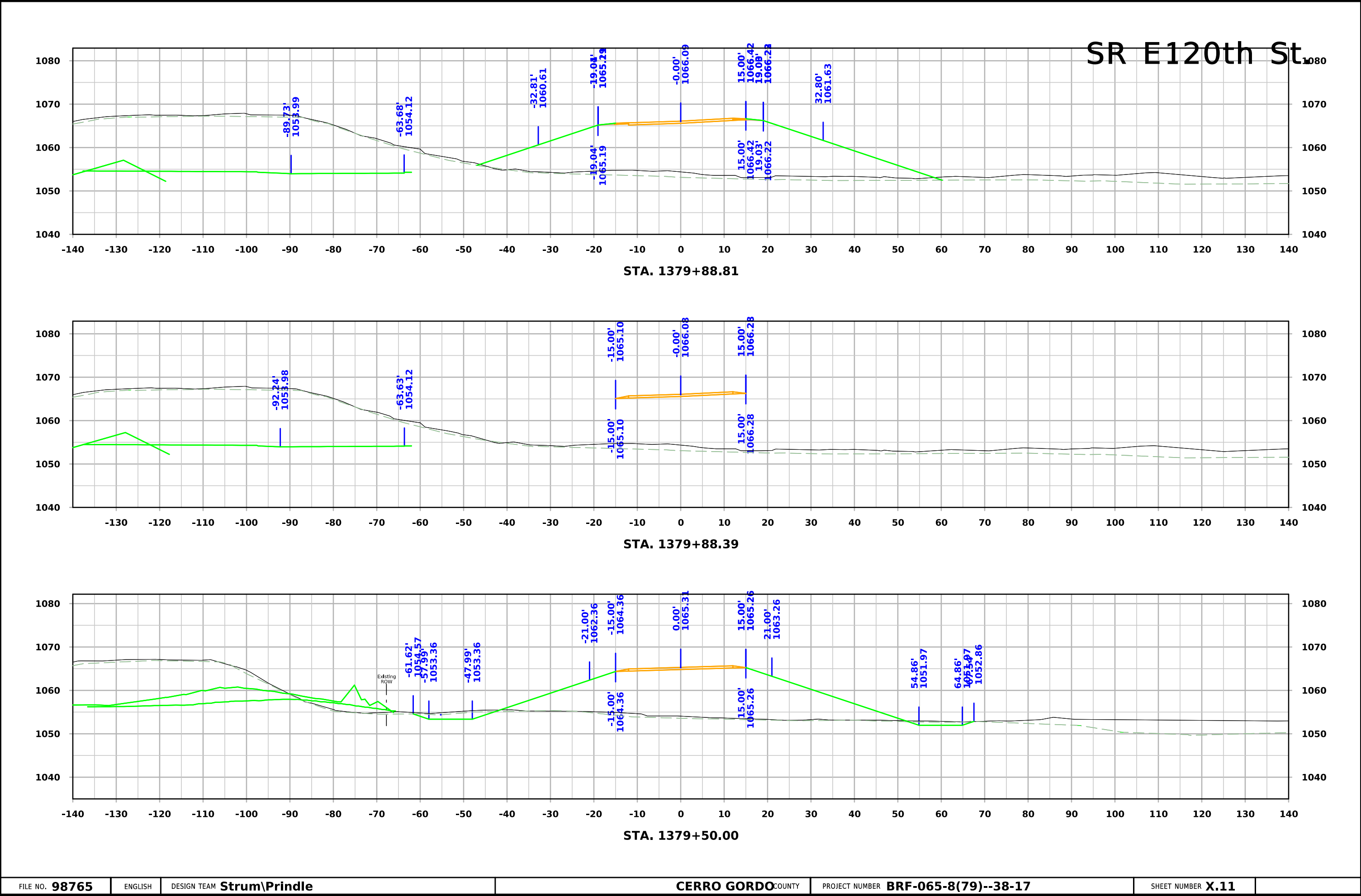
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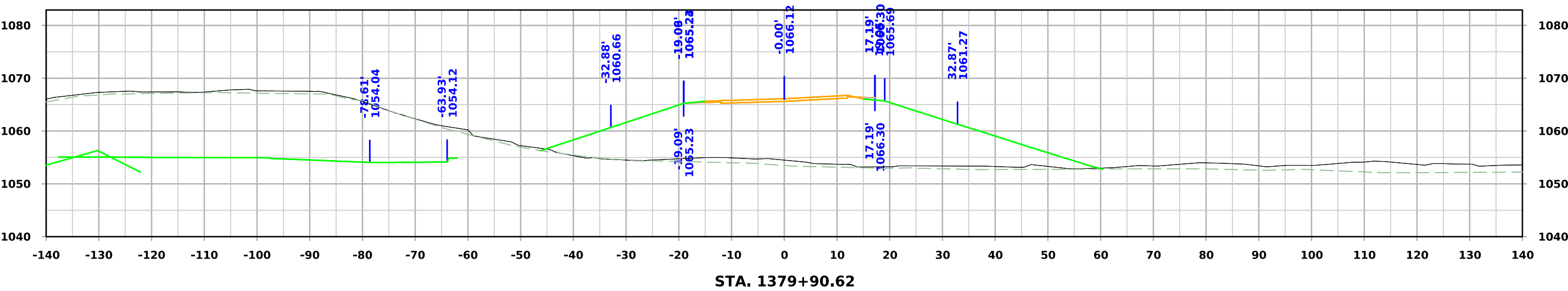
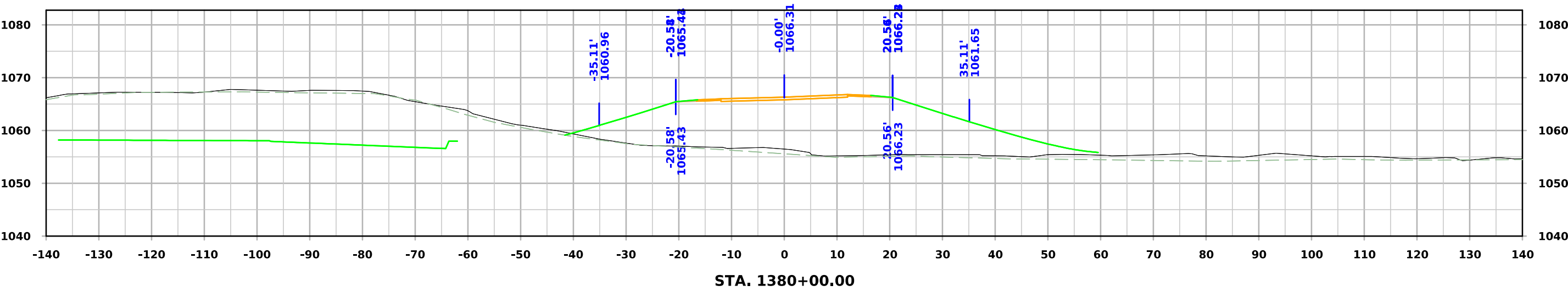
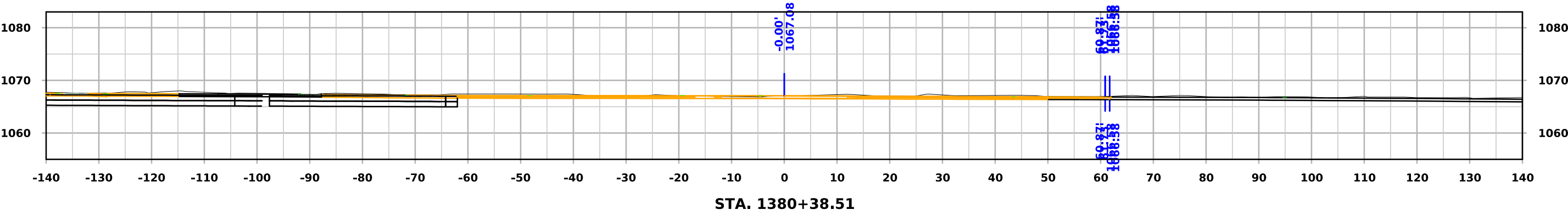


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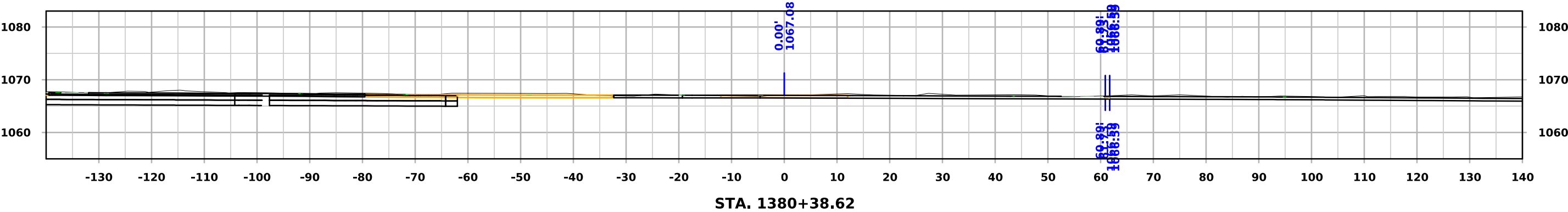
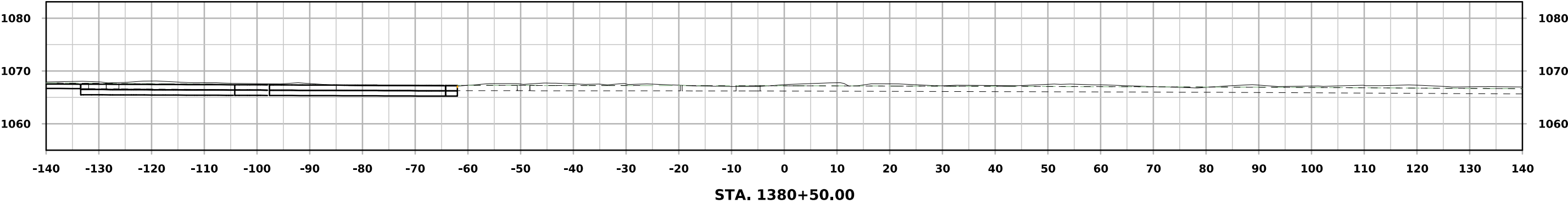
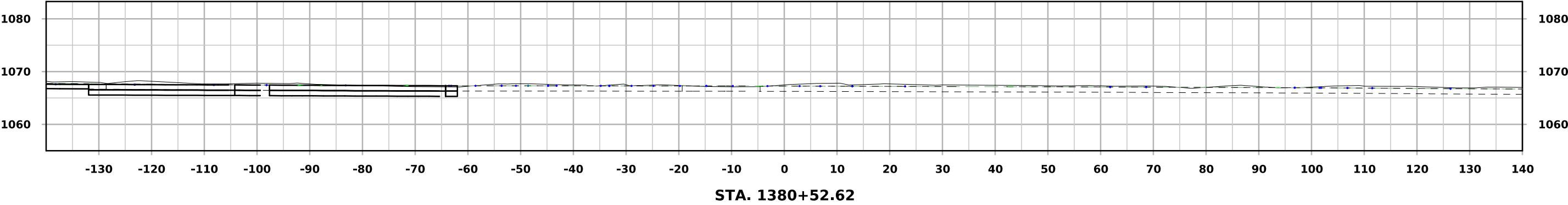




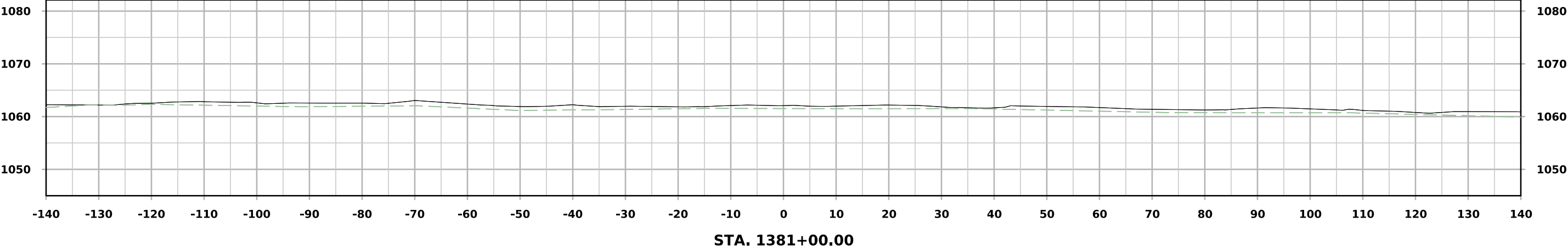
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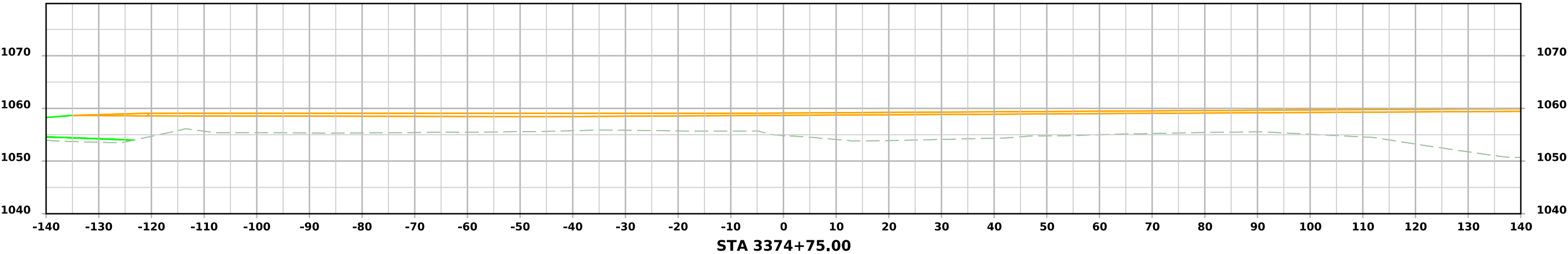
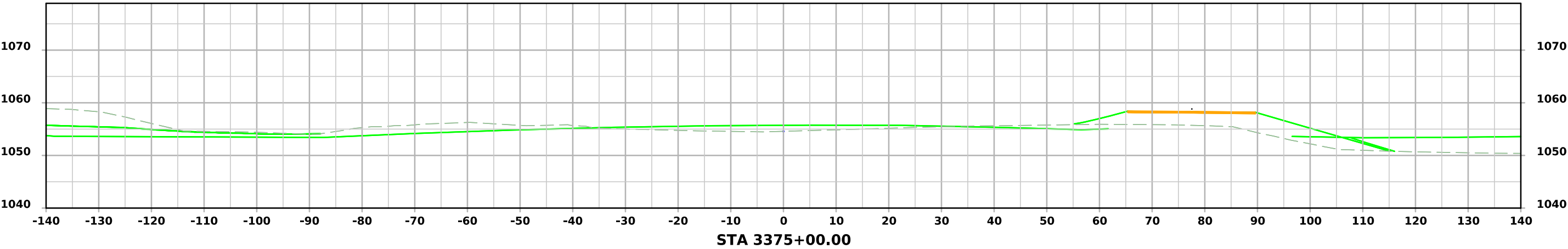
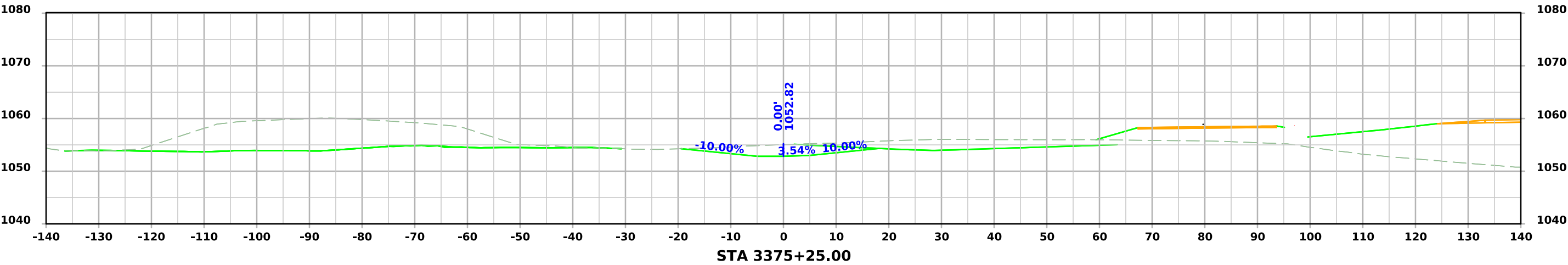
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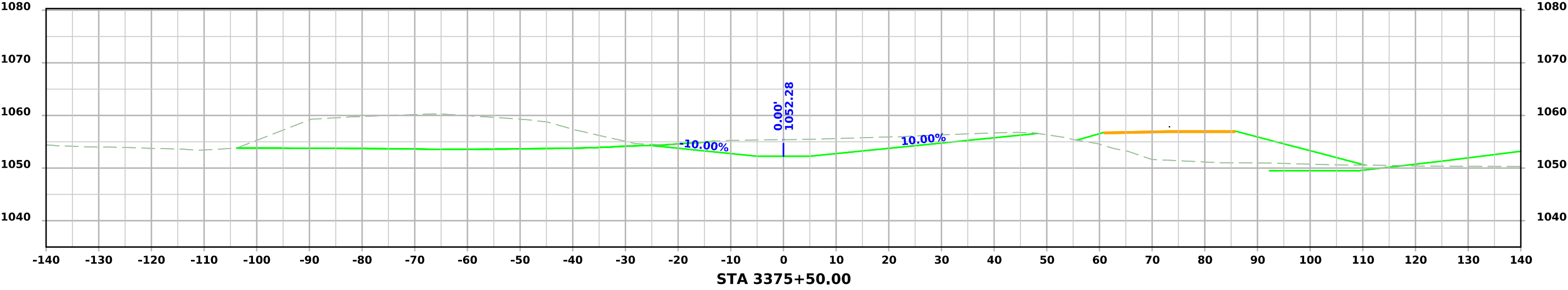
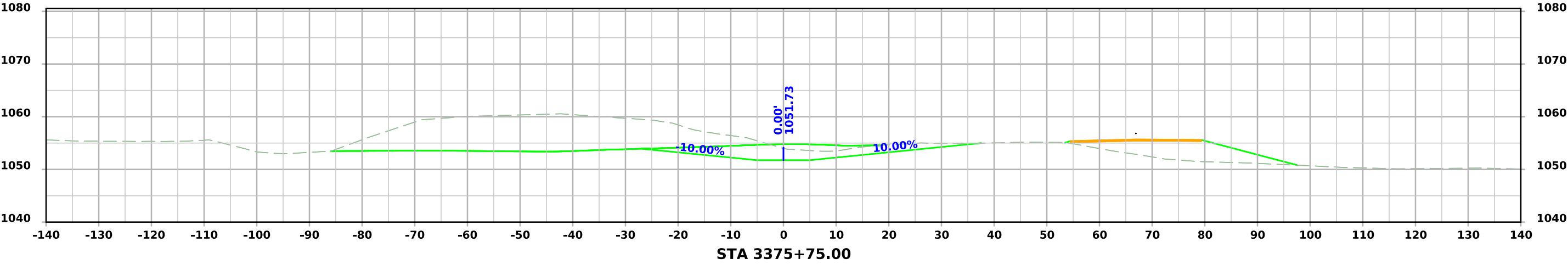
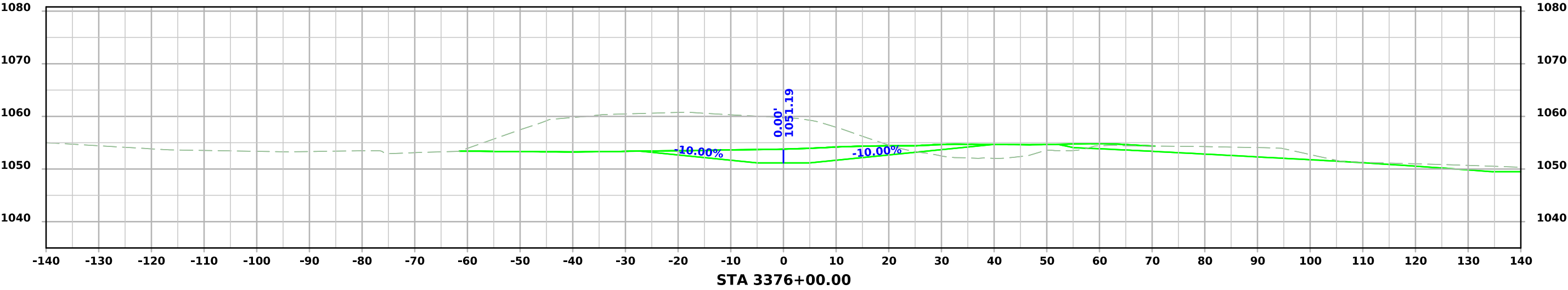


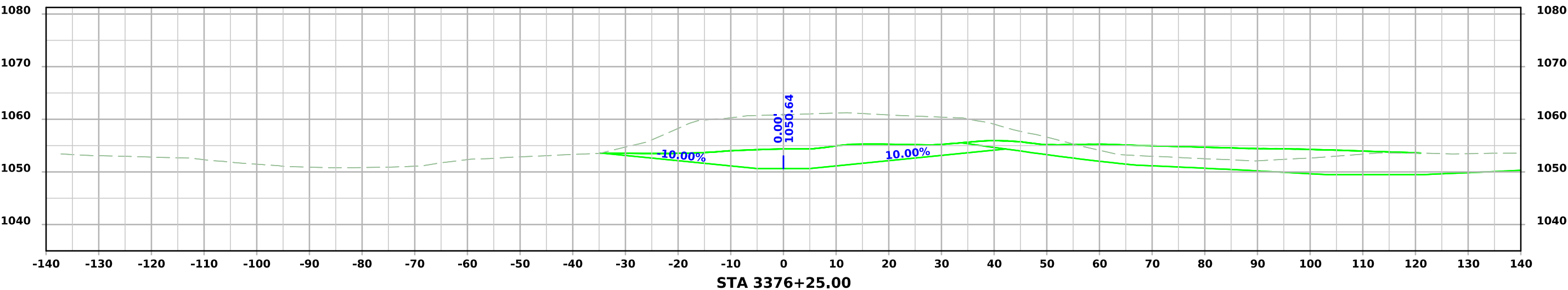
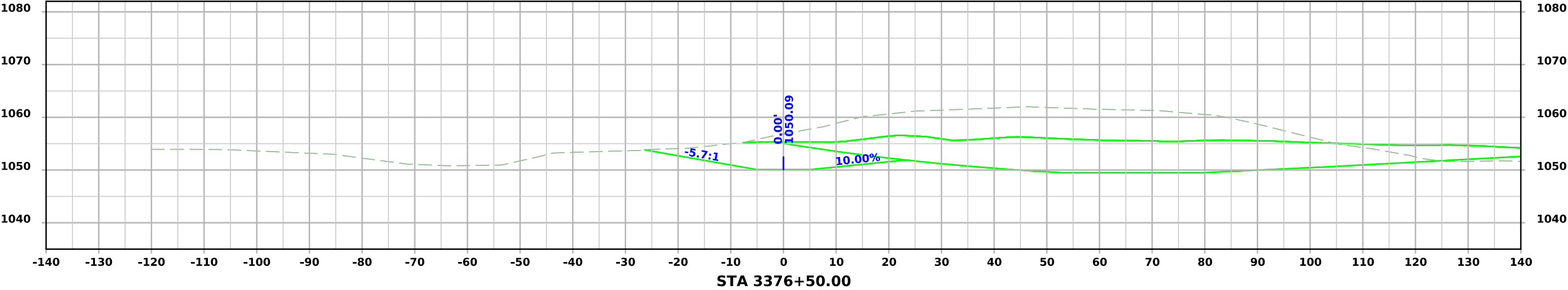
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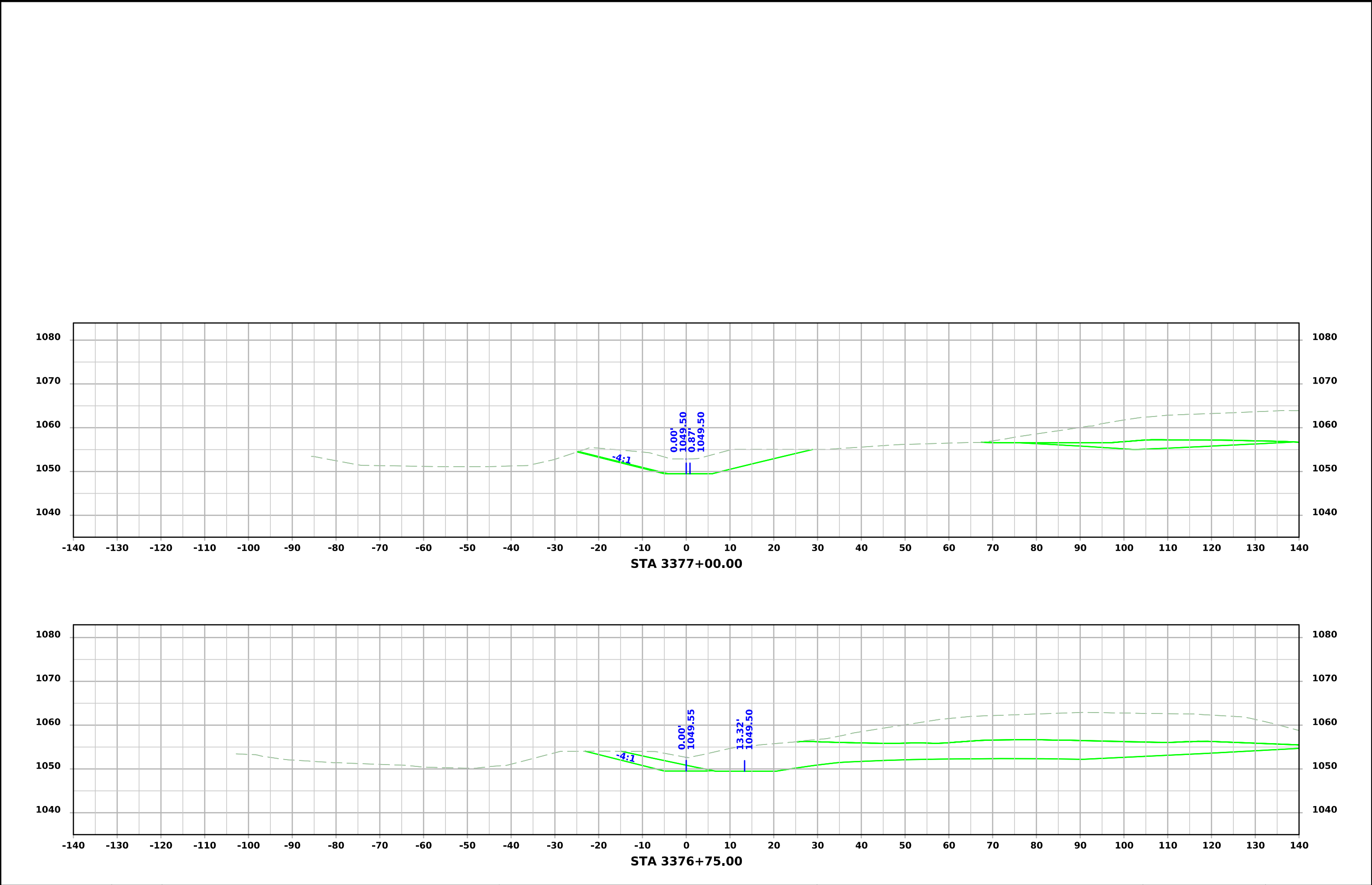


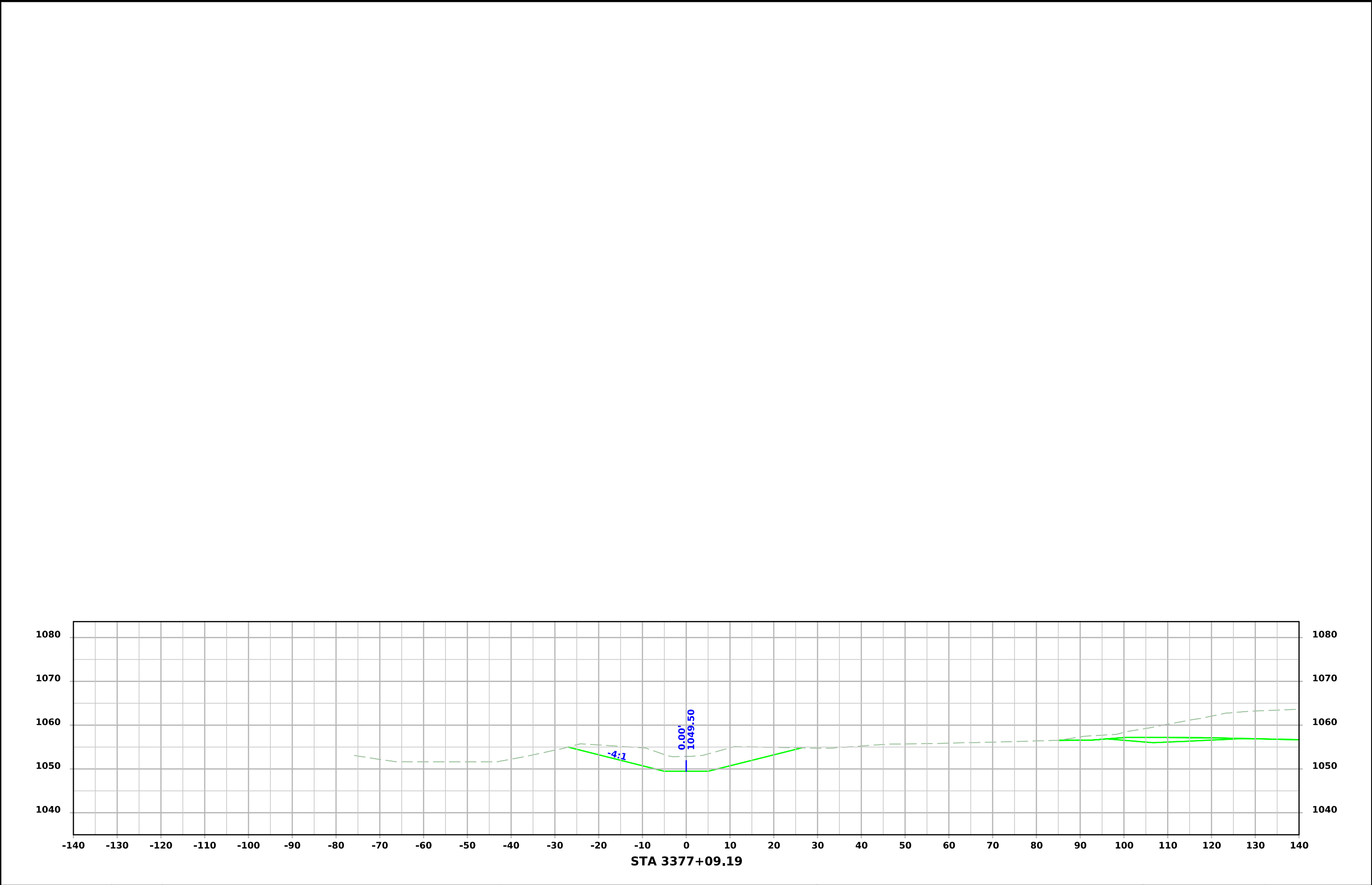
Channel 1374











Channel 1376

