

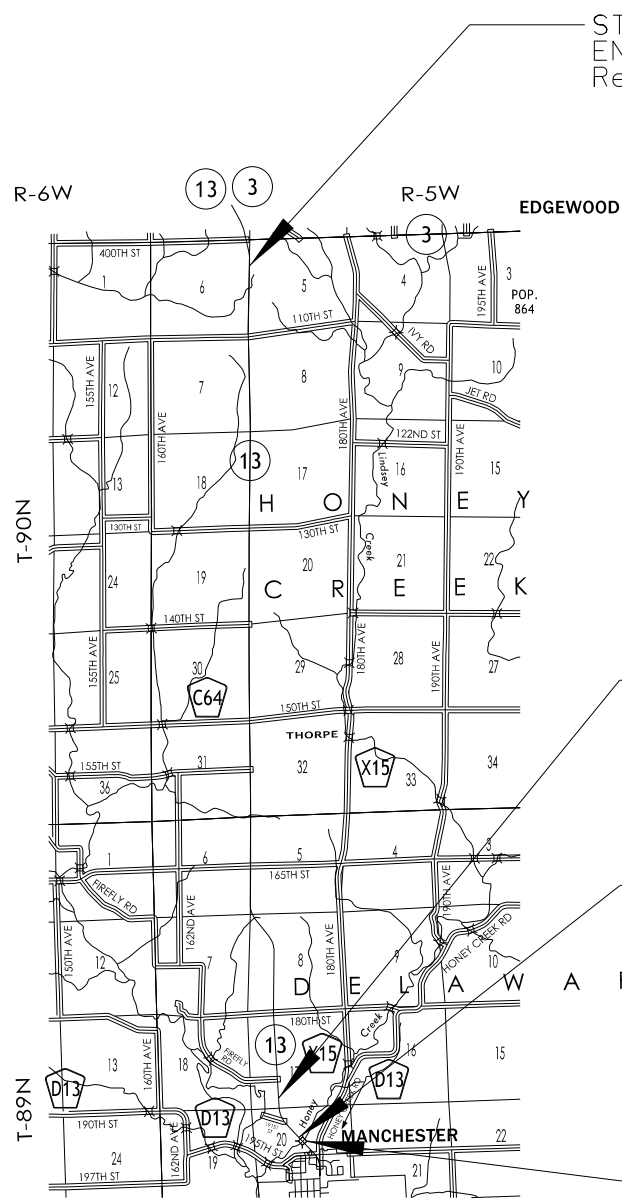
DELAWARE COUNTY
 UNKNOWN PAVEMENT - GRADE AND REPLACE
 NHSX-013-2(42)--3H-28
 LETTING DATE
 Oct 17 2023



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE PRIMARY ROAD SYSTEM DELAWARE COUNTY UNKNOWN PAVEMENT - GRADE AND REPLACE Honey Creek 0.2 mi N of Co Rd D13 to S Jct IA 3

PLANS OF PROPOSED IMPROVEMENT ON THE



STA. 1513+75.00
END CONSTRUCTION
Ref. Loc. 53.7

STA. 1051+00.00
END RESURFACING
BEGIN PAVING

STA. 1025+61.75
BEGIN CONSTRUCTION
BEGIN RESURFACING
Ref. Loc. 44.0

FHWA # 23721

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	
18-28-013-010	
PROJECT NUMBER	
NHSX-013-2(42)--3H-28	
R.O.W. PROJECT NUMBER	
NHSN-013-2(42)--2R-28	

INDEX OF SHEETS	
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A.7 - 9	Project Design Criteria
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G Sheets	Survey Sheets
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G.2 - 6	Control Point Map & Horizontal & Vertical Control
W Sheets	Mainline Cross Sections
W.1	Mainline Cross Sections
	* Color Plan Sheets

Project Event Dates:

- D3 02-19-2021
- D5 07-02-2021
- DM5 06-27-2023
- D8 08-01-2023

DESIGN DATA RURAL			
2023	AADT	3000	V.P.D.
2043	AADT	3500	V.P.D.
20	--	DHV	-- V.P.H.
		TRUCKS	8 %
		Total	
		Design ESALs	--

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block
X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 02/08/2021

IOWA DEPARTMENT OF TRANSPORTATION

Delaware County
NHSX-013-2(42)--3H-28
PIN: 18-28-013-010
Page 2

TO OFFICE: District 6
ATTENTION: Jim Schnoebelen
FROM: Tom Storey
OFFICE: District Field Office – Cedar Rapids
SUBJECT: 2024 - Project Concept - **FINAL (D00)**

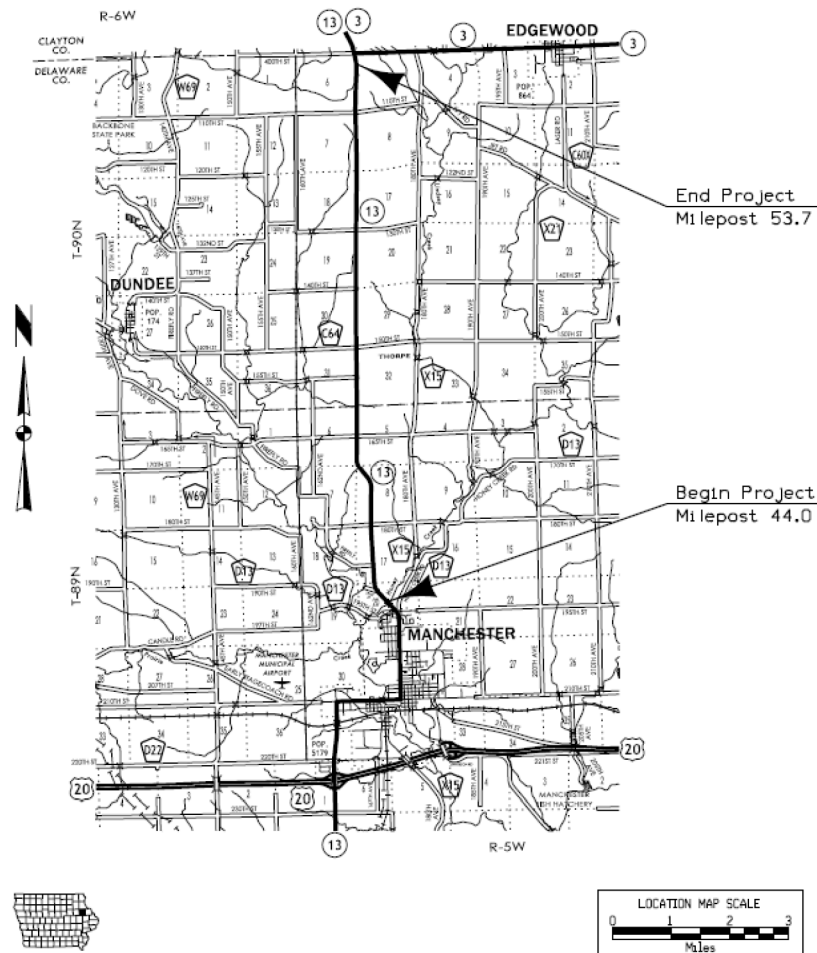
DATE: July 26, 2019
PROJECT: Delaware County
NHSX-013-2(42)--3H-28
PIN: 18-28-013-010

DATE OF REVIEW: September 21, 2018

PARTICIPANTS: Ken Yanna, Roger Boulet, Russ Helle, Renee Holub, and Tom Storey

This is the final concept for the referenced project.

LOCATION MAP:



PROJECT DATA:

Route: Iowa 13
Location: From Honey Creek (north of Manchester) to the south/east junction with Iowa 3
Mileposts: 44.0 to 53.7
Length: 9.7 miles
Planning Classification: 3
Maintenance Service Level: C
Traffic: 2023 AADT --- 3,000 vpd with 8% trucks
2043 AADT --- 3,500 vpd with 8% trucks
Present Pavement Surface: PCC
Present Pavement Width: 28 ft. (24 ft. lanes with 2 ft. paved shoulders)
Present Shoulder Type: PCC / Granular
Present Shoulder Width: 2 ft. PCC / 4 ft. Granular

PAVEMENT HISTORY:

Segment A:
2008: 2" HMA Resurfacing with 2" Milling plus 6" x 6' HMA paved shoulders
1982: 3" HMA Resurfacing
1964: 2" HMA Resurfacing with 8" x 3' HMA base widening
1931: 10"-7"-10" x 18' PCC Pavement

Segments B - G:
2002: 3.5" or 4.5" PCC Overlay with 8" x 2' integral PCC shoulders
1982: 3" HMA Resurfacing
1964: 2" HMA Resurfacing with 8" x 3' HMA base widening
1931: 10"-7"-10" x 18' PCC Pavement



Figure 1: Iowa 13 Looking North, Showing Pavement Joints and Trees in Clear Zone

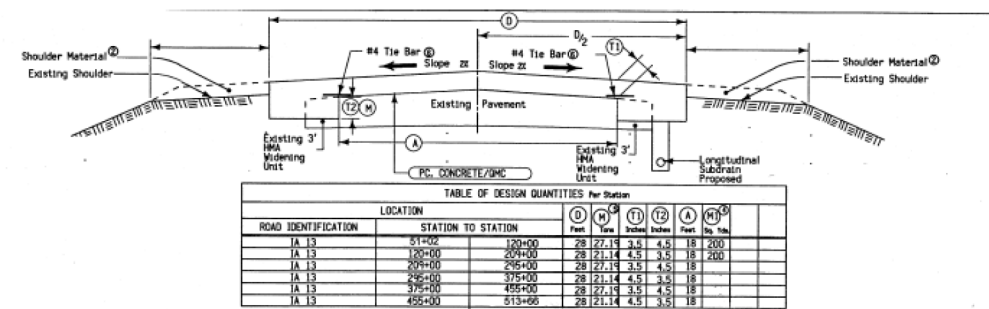


Figure 2: Iowa 13, Existing Cross Section, PCC Overlay, Segments B - G

EXISTING CONDITIONS:

The PCC overlay exhibits cracking, faulting, and spalling.
 The integral paved shoulders have been pushed up by frost action at various locations causing cracking and spalling in the driving lanes.
 Full-depth patching is needed on an annual basis. Spall patching is needed on a seasonal basis.
 This route has appeared on the restricted pavement list.
 There are existing HMA extended paved fillets at granular side roads.
 Snow drifting creates challenges for winter maintenance.
 There is a roadside park and a cemetery within the project limits.
 This route is on the NHS.

There are no bridges within the project limits. There are 33 culverts. They are:

- Sta. 93+74, 2' x 2' x 41' RCB
- Sta. 98+72, 2' x 2' x 39' RCB
- Sta. 119+12.4, 3' x 2' RCB
- Sta. 126+50, 2' x 2' x 41' RCB
- Sta. 136+00, 2' x 2' x 45' RCB
- Sta. 155+42, 4' x 3' x 47' RCB
- Sta. 175+55.7, 2' x 2' x 49' RCB
- Sta. 204+54.4, 4' x 3' x 48' RCB
- Sta. 240+21, 2' x 2' x 40' RCB
- Sta. 244+78, 3' x 2' x 40' RCB
- Sta. Equation
- Sta. 353+82, 24" Dia. Conc. Pipe
- Sta. 360+00, 30" Dia. Conc. Pipe
- Sta. 365+50 (Bk) = Sta. 265+67.52 (Ah)
- Sta. 278+37.5, 2' x 2' x 53' RCB
- Sta. 291+68.7, 2' x 2' x 43' RCB
- Sta. 299+65.2, 3' x 2' x 46' RCB
- Sta. 304+33.3, 3' x 3' x 33' RCB

- Sta. 320+58.9, 3' x 2' x 45' RCB
- Sta. 331+27, 3' x 2' x 56' RCB
- Sta. 342+19, 2' x 2' x 42' RCB
- Sta. 348+83.9, 2' x 2' x ?? RCB
- Sta. 363+46, 2' x 2' x 49' RCB
- Sta. 374+25.6, 2' x 2' x ?? RCB
- Sta. 380+97.4, 2' x 2' x 44' RCB
- Sta. 390+70.4, 3' x 3' x ?? RCB
- Sta. 400+04, 2' x 2' x 51' RCB
- Sta. 409+62, 5' x 5' x 46' RCB
- Sta. 432+31.7, 3' x 3' x 61' RCB
- Sta. 438+28, 2' x 2' x ?? RCB
- Sta. 444+11, 2' x 2' x ?? RCB
- Sta. 450+95.1, 3' x 3' x ?? RCB
- Sta. 456+30, 4' x 3' x 40' RCB
- Sta. 489+00, 2' x 2' x 37' RCB
- Sta. 502+09.3, 3' x 3' x 39' RCB

Culvert condition is unknown.

	Milepost to Milepost	Dir.	Type	Avg. Str. No.	80% Str. No.		PCI	IRI	Avg. K Value
A	44.00 to 44.32	B	COM	6.03	5.06		68	77	170
B	44.32 to 45.62	B	COM	4.44	2.29		52	158	144
C	45.62 to 47.54	B	COM	4.54	2.56		50	172	163
D	47.54 to 49.17	B	COM	3.65	2.70		46	169	154
E	49.17 to 50.69	B	COM	3.36	2.50		36	181	141
F	50.69 to 52.21	B	COM	3.36	2.25		21	220	97

G	52.21 to 53.69	B	COM	4.26	2.79		51	159	141

SAFETY CONSIDERATIONS:

The posted speed limit is 55 mph.

There are no vertical curves below 35 mph stopping site distance criteria.

There is one crest vertical curve below 50 mph stopping sight distance criteria (K = 84). It is at Sta. 107+36, K = 64. There is no known accident history at this location.

There are no horizontal curves with a degree of curvature greater than 6°.

Foreslopes are 3:1 for fill heights of 6' or less, and 1.5:1 for fill heights greater than 6'.

Backslopes are 1.5:1.

Driveway side slopes are steeper than 6:1.

There are no large culverts with headwalls that are marked with Type 3 object markers.

There are approximately 21 small culverts that are marked with Type 2 object markers.

There is one side road intersection that will require a safety ramp.

There are trees within the clear zone at three locations. Some are within the clear zone, but outside of the ROW.

Turn lane warrants were reviewed. No new turn lanes are proposed.

There were 42 crashes recorded during the 5-year study period. There were no fatal crashes. The crash rate is 85 / HMVM which is slightly lower than the statewide average of 86 / HMVM.

FEASIBLE ALTERNATES:

Structural analysis indicated the following thicknesses of HMA resurfacing would provide a 20-year design life:

FWD

MP	MP	Dir.	TESTED	80% SR	AVG K (psi/in)	20 Year Overlay (in.)	PAVEMENT (TEST SECTION BOOK)
44.00	44.32	B	10/14/2014	5.06	170	0	1931 PC7 7.0, 1964 AAC 2.0, 1982 AAC 1.5 TBB 1.5, 2008 W HMA 2.0 HMA 2.0 HMA 3.0, 2008 HMA 2.0
44.32	45.62	B	10/14/2014	2.29	144	5.5	1931 PC7 7.0, 1964 AAC 2.0, 1982 AAC 1.5 TBB 1.5, 2002 PCC 3.5
45.62	47.54	B	10/14/2014	2.56	163	4.5	1931 PC7 7.0, 1964 AAC 2.0, 1982 AAC 1.5 TBB 1.5, 2002 PCC 4.5
47.54	49.17	B	10/14/2014	2.70	154	4.3	1931 PC7 7.0, 1964 AAC 2.0, 1982 AAC 1.5 TBB 1.5, 2002 PCC 3.5
49.17	50.69	B	06/05/2017	2.50	141	5.0	1931 PC7 7.0, 1964 AAC 2.0, 1984 AAC 1.5 TBB 1.5, 2002 PCC 4.5
50.69	52.21	B	06/05/2017	2.25	97	6.3 Use 6.0	1931 PC7 7.0, 1964 AAC 2.0, 1984 AAC 1.5 TBB 1.5, 2002 PCC 3.5
52.21	53.69	B	10/14/2014	2.79	141	4.2	1931 PC7 7.0, 1964 AAC 2.0, 1984 AAC 1.5 TBB 1.5, 2002 PCC 4.5

The following pavement thicknesses were recommended for pavement replacement:

- 9" thick PCC Class C Class 3 with 6" thick granular subbase at inside pavement edge, 1' thick special backfill or 2' thick select material, and 100% subdrain coverage; or
- 10.5" thick HMA with 12" thick modified subbase and 100% subdrain coverage

Pavement thicknesses are based on a 40-year design life.

For a 40-year life-cycle cost comparison, the cost of the HMA pavement would include 1" of milling with 2" of resurfacing in year 20.

Alternate 1 (Reconstruct):

On Segment A:

- Mill 1" and place a 2" thick HMA overlay.

On Segments B - G:

- Remove all the existing pavement.
- Replace or extend culverts.
- Regrade one crest vertical curve to current standards.
- Widen shoulders, flatten foreslopes, widen ditches, and flatten backslopes to current standards.
- Install longitudinal subdrains to provide 100% coverage on both sides.
- Replace the pavement with either PCC or HMA as described above.
- Construct 6' wide paved shoulders.
- Construct 4' wide granular shoulders.

This alternate will require acquisition of right-of-way.

Closure of Iowa 13 will be required for construction.

The cost estimate is based on a reconstruction cost of \$1.70 million per mile.

Estimated Cost of Alternate 1 (excluding ROW) = \$16,000,000.

Alternate 2 (HMA Resurface):

On Segment A:

- Mill 1" and place a 2" HMA overlay.

On Segments B - G:

- Install longitudinal subdrains on one side of the pavement to provide 100% coverage on both sides.
- Remove the existing PCC overlay and integral PCC widening.
- Construct 3.5" or 4.5" thick x 3' wide HMA base widening.
- Place a 5" thick x 24' wide HMA overlay.
- Construct 6" thick by 4' wide HMA paved shoulders.
- Construct 2' wide granular shoulders.
- Construct curbed shoulders in cut sections where no ditch exists.
- Extend small culverts with concrete pipe where it can be done within the existing ROW.

- Flatten driveway side slopes.
- Remove trees that are within the clear zone and within the ROW.

This alternate will not require acquisition of ROW.

Closure of Iowa 13 will be required until the HMA base widening has been placed.

The cost estimate is based on an asphalt binder price of \$600/ton.

Estimated Cost of Alternate 2 = \$7,000,000.

RECOMMENDATIONS:

Alternate 1, Reconstruction, is recommended.

Alternate 2, HMA Resurface, is not recommended because:

- It requires a road closure, the same as the reconstruction alternate.
- It requires removal of most of the existing pavement while leaving the original 18' wide pavement in place. The condition and performance of the 18' wide original pavement is likely to be poor.
- It would require design exceptions for shoulder width, foreslopes, backslopes, and stopping sight distance.
- It would leave obstructions in the clear zone.

An HMA overlay of the existing pavement (without removal of the PCC overlay) is not recommended because of the relatively narrow shoulders and the movement of the existing widening.

Cold-in-place recycling is not recommended because the existing HMA pavement will be only 18' wide after removal of the PCC widening.

Bridge work will not be required.

Right-of-way will be required.

Survey will be required.

Wetland mitigation may be required.

A preconstruction agreement with Delaware County will be needed.

There are no pedestrian facilities within the project limits.

There are no railroad crossings within the project limits.

Traffic will be detoured to Iowa 38 via US 20 and Iowa 3 during construction. Local access will be maintained.

Consideration could be given to separating the project into two shorter projects of approximately 5 miles each, with the separation occurring at County Road C64.

The use of Performance-Based Practical Design should be considered in the interest of maximizing value and minimizing right-of-way impacts.

The project should be developed by the Design Bureau.

ESTIMATED COST:

Estimated Cost (Alternate 1) = **\$16,000,000**

FUNDS PROGRAMMED:

This project appears in the 2020 – 2024 Highway Program. The program year is Fiscal Year 2024. The program cost is \$10,000,000.

cc:

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Roadway			
PIN Number	12-28-013-010	Submittal Date	
Project Number	NHSX-013-2(42)--3H-28	Approval Date	
District	District 6	Assistant District Engineer	
County	Delaware	or	
Route	IA 13	Office Director Kennerly	
Location	From Honey Creek (North of Manchester) to south/east junction with IA 3		
Work Type	Unknown Pavement - Grade and Replace		
Segment Manager	Jesse Tibodeau		
Designer	Strum/Prindle/McNamara		

Design Manual Section 1C-1
Last Updated: 04-29-19

Rural Two-Lane Highways (Rural Arterials)

Design Element	Preferred	Acceptable	Project Values
Design speed (mph)	60	50	60
Maximum superelevation rate (Refer to Section 2A-2)	6%	8%	6%
Design lane width (ft)	12	12	12
Full depth paved width (ft)	12	12	12
Right turn lane (ft)	12	10	n/a
Climbing Lane (ft)	12	12	n/a
Left turn lane (ft)	12	10	n/a
Pavement cross-slope (on tangent sections)	Through lanes	1.5% minimum, 2% maximum	2%
	Auxiliary and turn lanes	3% maximum	n/a
	Crown break at centerline	4% maximum	4%
Shoulder cross-slope (on tangent sections)	4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	n/a
	Design speed ≥ 60 mph	4-inch sloped	4-inch sloped
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	10:1 for 4' then 6:1
	Beyond standard ditch depth and design clear zone	3.5:1	3.5:1
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)	Curbed roadways	2%	2%
		3:1	2.5:1
Transverse Slopes	w/ drainage structures	8:1	8:1
	w/o drainage structures	10:1	10:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	5 x 10
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft. offset left and right
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14
	Over railroad	23.3	23.3
	Sign trusses and pedestrian bridges	17.5	17
Structural Capacity	Contact Office of Bridges and Structures		Contact Office of Bridges and Structures
Level of Service	B		B

*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception is required)

Design year ADT =		3500				
Design Manual Section 1C-1 Last Updated: 04-29-19		Effective Shoulder Width and Type for Two-Lane Highways				
Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	n/a
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	n/a
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	n/a
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	0*	10
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	0*	
On all other NHS	10	6	Design year ADT < 400 vpd	4	0*	
On non-NHS routes with design year ADT > 3000	10	6				
On non-NHS routes with design year ADT < 3000	8	0*				

*Requires safety edge-Refer to Section 3C-6

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section 3C-2 for curb offsets in urban areas

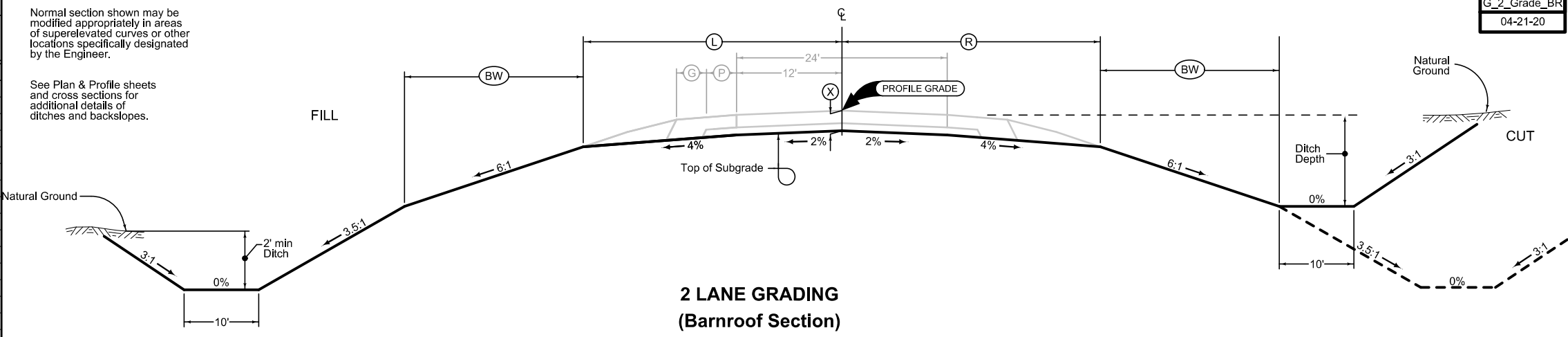
Notes:

Roadway Design Speed (mph) =		60														
Design Manual Section 1C-1 Last Updated: 04-29-19		Design Criteria for High Speed Roadways														
Design Element		Preferred Criteria						Acceptable Criteria						Project Values		
		Design Speed, mph						Design Speed, mph								
		50	55	60	65	70	75	50	55	60	65	70	75			
Stopping sight distance (ft) (Refer to Section 6D-1)		425	495	570	645	730	820	425	495	570	645	730	820	570		
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e _{max} = 6%		833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	1432.5
		e _{max} = 8%		--	--	--	--	--	--	--	--	758	960	1200	1480	1810
Minimum vertical curve length (ft) (Refer to Section 2B-1)		150	165	180	195	210	225	150	165	180	195	210	225	200		
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	91	
	sag vertical curves		roadways without fixed source lighting		96	115	136	157	181	206	96	115	136	157	181	206
		roadways with fixed-source lighting		96	115	136	157	181	206	54	66	78	91	106	121	n/a
Minimum gradient (%) (Refer to Section 2B-1)		0.5						0.3% with a curb, 0.0% without a curb						0%		
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		4		3		7	6	6	--	--	--	--	n/a		
	Rural roadways		4		3		5	5	4	4	4	4	4	4		
	Interstates		4		3		5	5	4	4	4	4	4	n/a		
Clear zone		See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						30'		

LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	(BW) Feet
IA 13	1051+00.00 1513+75.00			15	

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets for additional details of ditches and backslopes.



IOWA 13 GRADING

Full Depth PCC Combination Shoulder

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

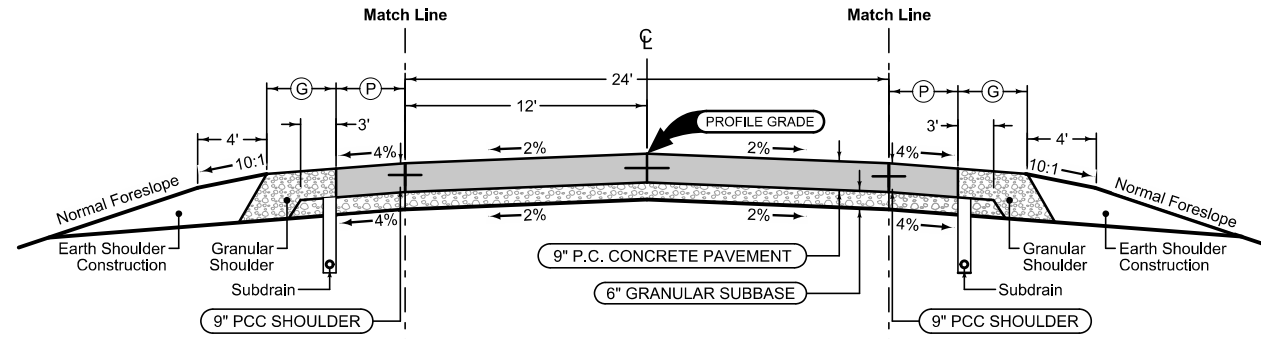
2_C_FullPCC_04-21-20			
STATION TO STATION		(P) Feet	(G) Feet
1051+00.00	1085+50.00	6	4
1089+00.00	1105+00.00	6	4
1112+50.00	1216+00.00	6	4
1218+00.00	1234+25.00	6	4
1236+75.00	1281+75.00	6	4
1284+75.00	1311+25.00	6	4
1313+50.00	1326+00.00	6	4
1329+25.00	1354+25.00	6	4
1356+50.00	1377+75.00	6	4
1378+75.00	1440+00.00	6	4
1443+00.00	1446+00.00	6	4
1448+00.00	1511+25.00	6	4
1513+50.00	1513+75.00	6	4

Curbed Shoulder

Shoulder jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 16'

Transverse: C at 17' spacing
 Single pour: L-2
 Staged: KT-2

1R_Curb_04-21-20			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
1085+50.00	1089+00.00	11	4" Sloped
1105+00.00	1112+50.00	11	4" Sloped
1216+00.00	1218+00.00	11	4" Sloped
1234+25.00	1236+75.00	11	4" Sloped
1281+75.00	1284+75.00	11	4" Sloped
1311+25.00	1313+50.00	11	4" Sloped
1326+00.00	1329+25.00	11	4" Sloped
1354+25.00	1356+50.00	11	4" Sloped
1377+50.00	1378+75.00	11	4" Sloped
1440+00.00	1443+00.00	11	4" Sloped
1446+00.00	1448+00.00	11	4" Sloped
1511+25.00	1513+50.00	11	4" Sloped



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

2P_04-21-20	
STATION TO STATION	
1051+00	1513+75



Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-21-20			
STATION TO STATION		(P) Feet	(G) Feet
1051+00.00	1167+50.00	6	4
1171+00.00	1292+50.00	6	4
1297+00.00	1377+00.00	6	4
1380+00.00	1402+62.96	6	4
1404+80.00	1423+00.00	6	4
1429+00.00	1445+50.00	6	4
1448+50.00	1513+75.00	6	4

Curbed Shoulder

Shoulder jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 16'

Transverse: C at 17' spacing
 Single pour: L-2
 Staged: KT-2

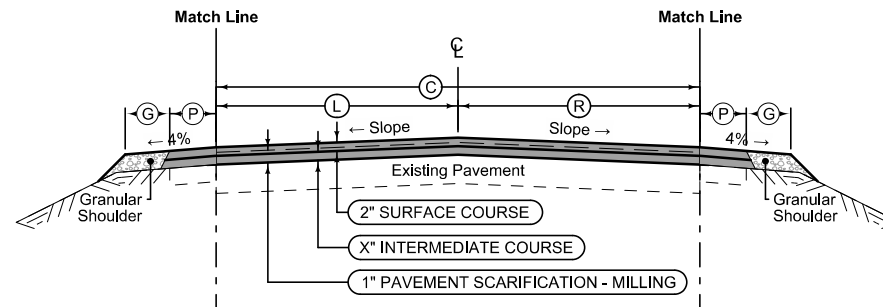
1R_Curb_04-21-20			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
1167+50.00	1171+00.00	11	4" Sloped
1292+50.00	1297+00.00	11	4" Sloped
1377+00.00	1380+00.00	11	4" Sloped
1402+62.96	1404+80.00	11	4" Sloped
1423+00.00	1429+00.00	11	4" Sloped
1445+50.00	1448+50.00	11	4" Sloped

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

IOWA 13 PCC PAVING

Combination Shoulder

3R_Shldr_C_Overlay_04-19-11			
STATION TO STATION		(P) Feet	(G) Feet
1025+61.75	1051+00.00	6	0



Combination Shoulder

3R_Shldr_C_Overlay_04-19-11			
STATION TO STATION		(P) Feet	(G) Feet
1025+61.75	1051+00.00	6	0

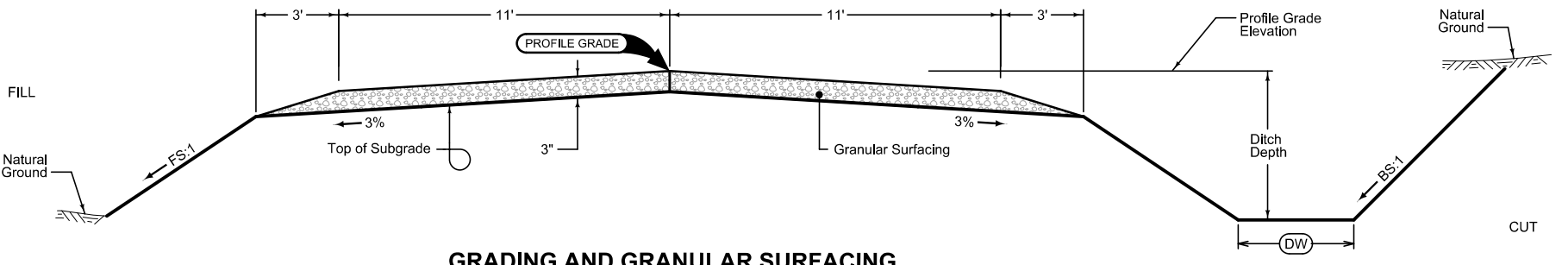
3R_MillingOverlay_04-19-11					
STATION TO STATION		(C) Feet	(L) Feet	(R) Feet	Pavement Scarification SY
1025+61.75	1051+00.00	24	12	12	6,768.67

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

IOWA 13 MILLING / RESURFACING

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet	
X	X	X	X	X	X	X

G_2_GradeGran
MODIFIED

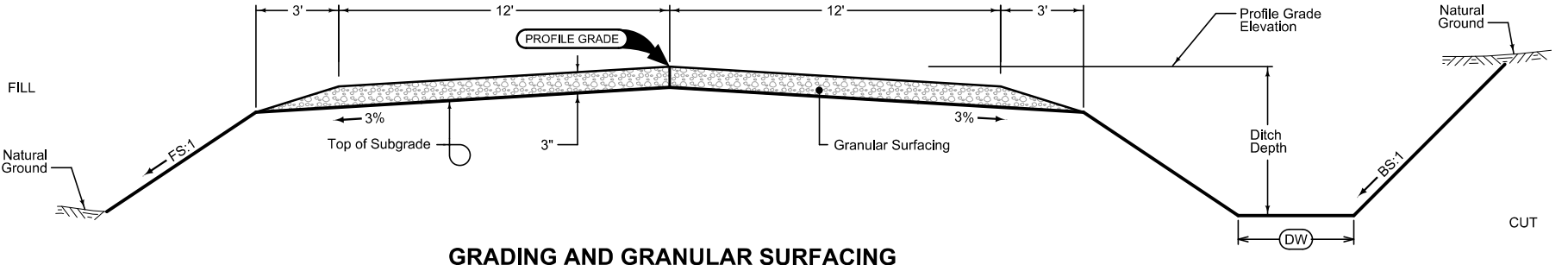


GRADING AND GRANULAR SURFACING
22" Width

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
See plan & profile sheets and cross sections for additional details of ditches and backslopes.

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet	
X	X	X	X	X	X	X

G_2_GradeGran
10-17-17

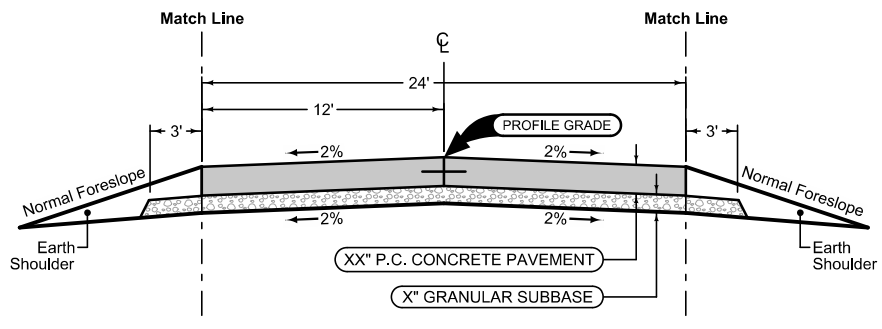


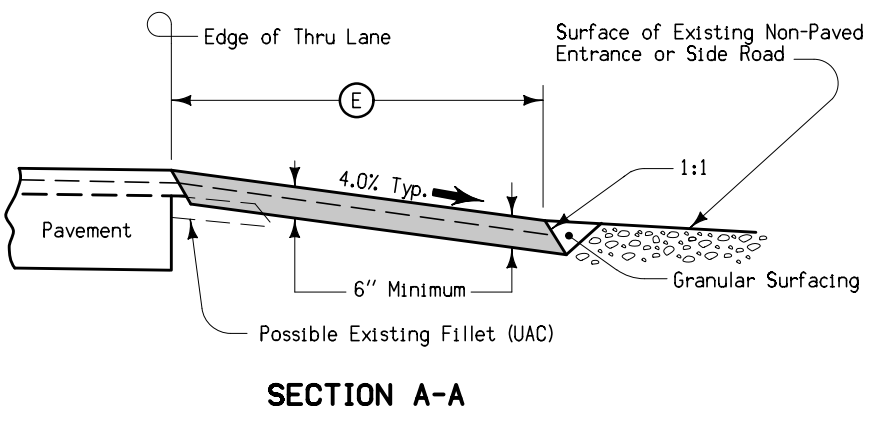
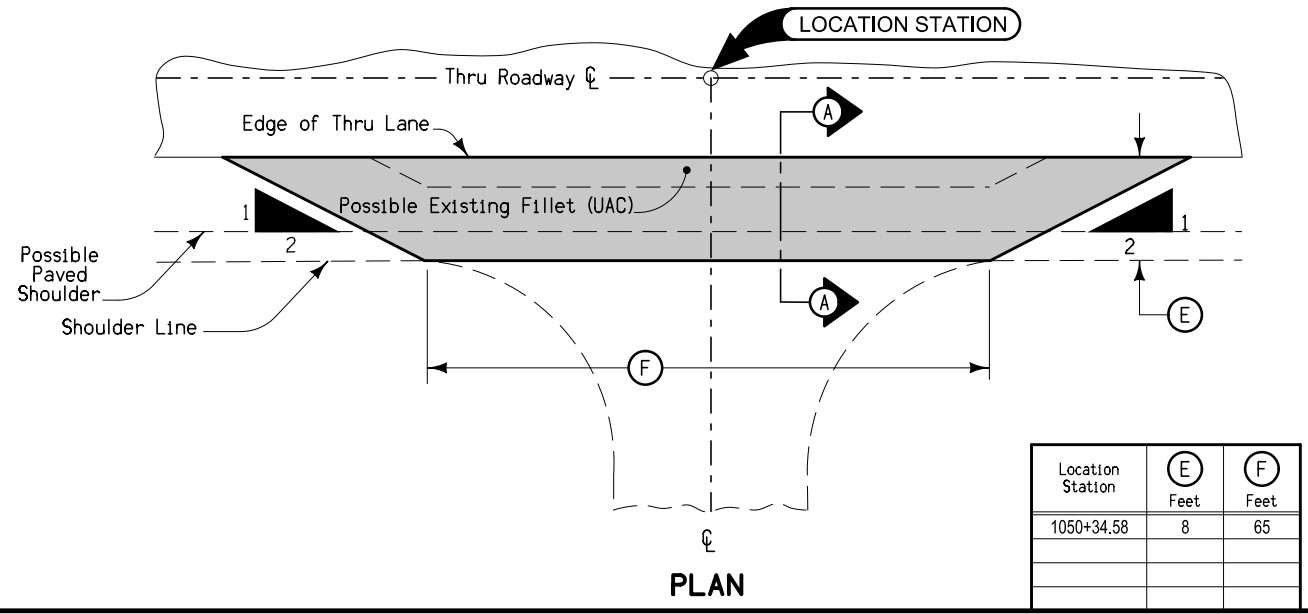
GRADING AND GRANULAR SURFACING
24" Width

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
See plan & profile sheets and cross sections for additional details of ditches and backslopes.

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet	
Firefly Road	X	X	X	X	X	X
185th Street	X	X	X	X	X	X
180th Street	X	X	X	X	X	X
165th Street	X	X	X	X	X	X
165th Street	X	X	X	X	X	X
155th Street	X	X	X	X	X	X
150th Street / C64	X	X	X	X	X	X
150th Street / C64	X	X	X	X	X	X
140th Street	X	X	X	X	X	X
130th Street	X	X	X	X	X	X
130th Street	X	X	X	X	X	X
110th Street	X	X	X	X	X	X
110th Street	X	X	X	X	X	X

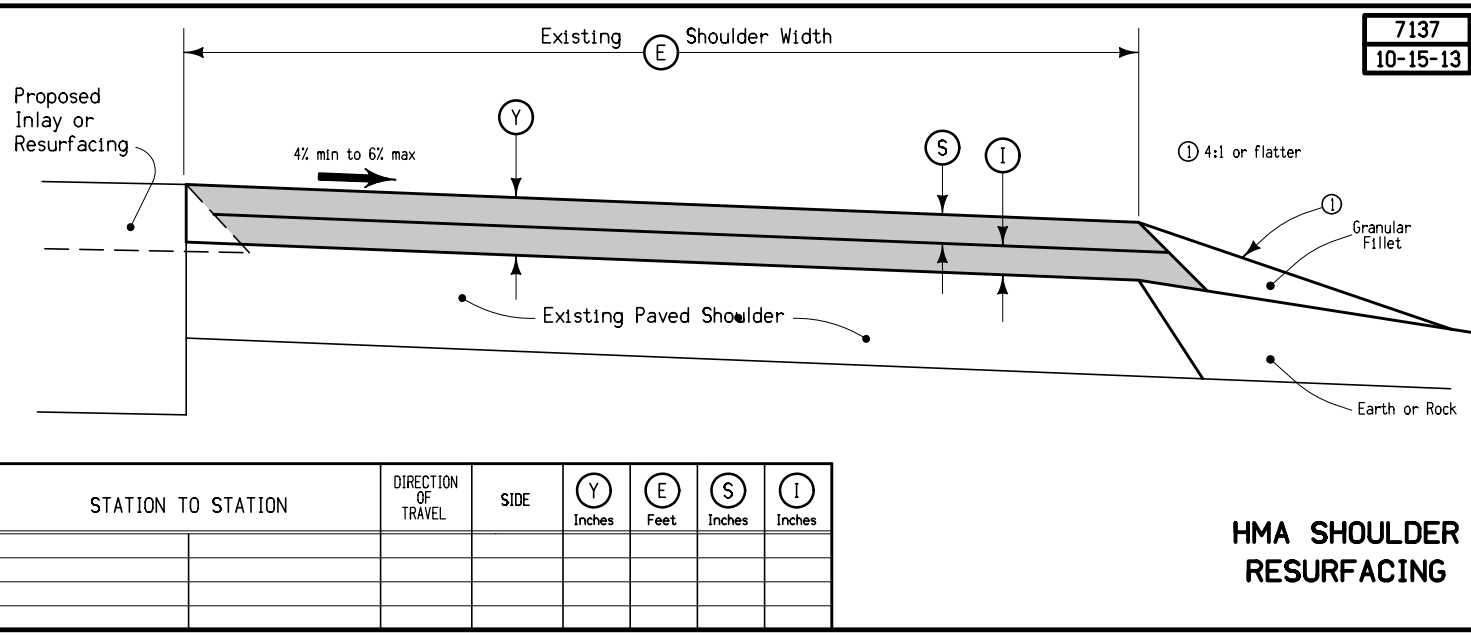
SR_PAVE
NEW





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



HMA SHOULDER RESURFACING

SURVEY SYMBOLS

UTILITY LEGEND

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.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		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

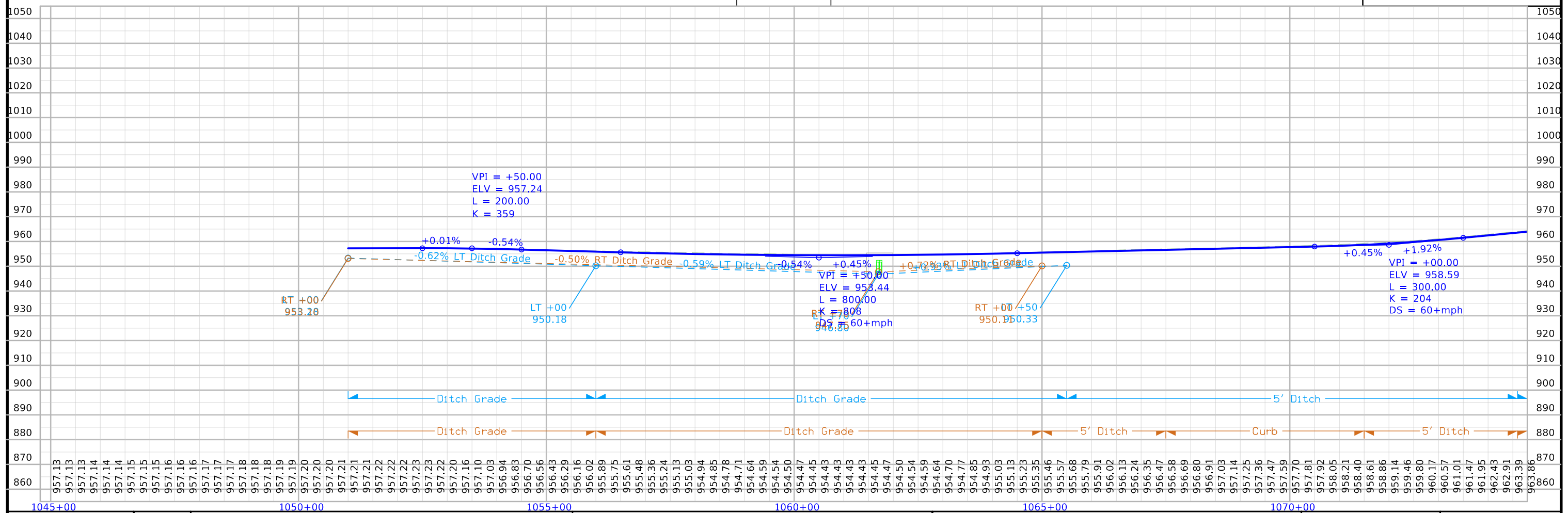
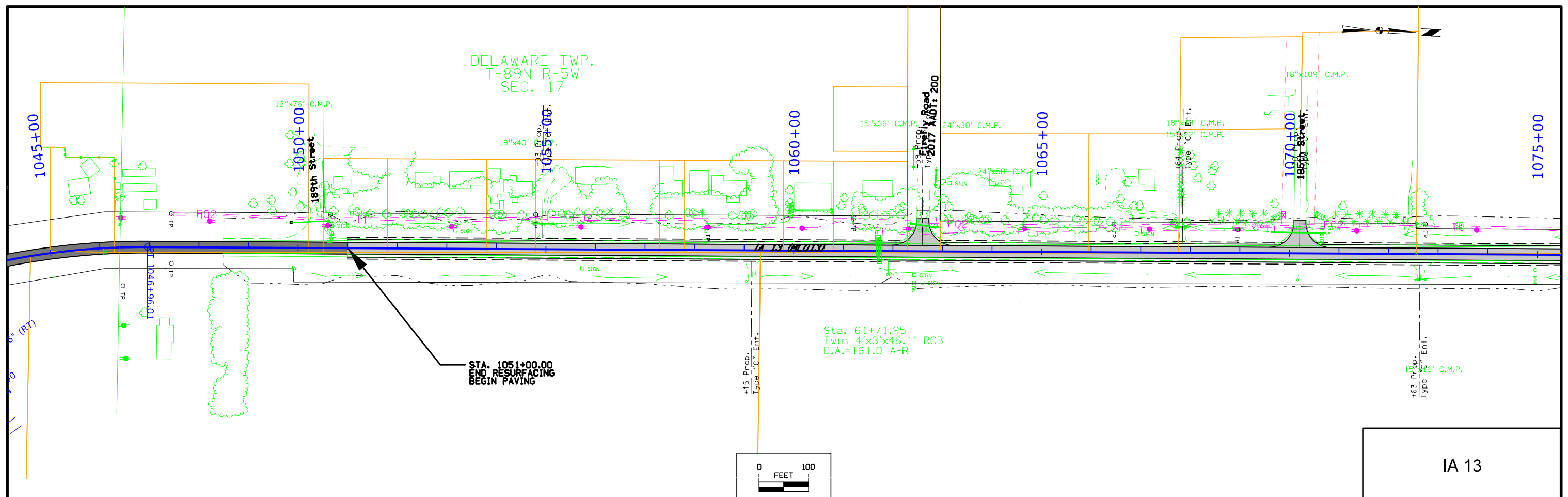
	Reference Point
	Station
	Survey Line
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Trench Drain
	HighTension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

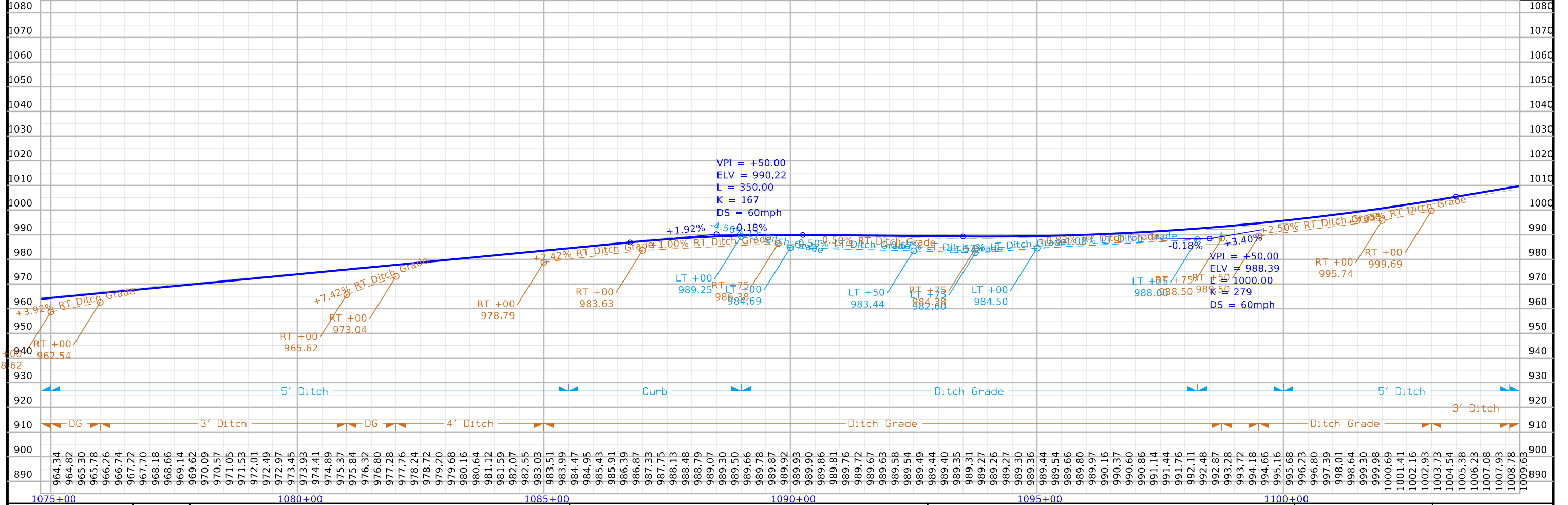
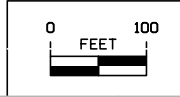
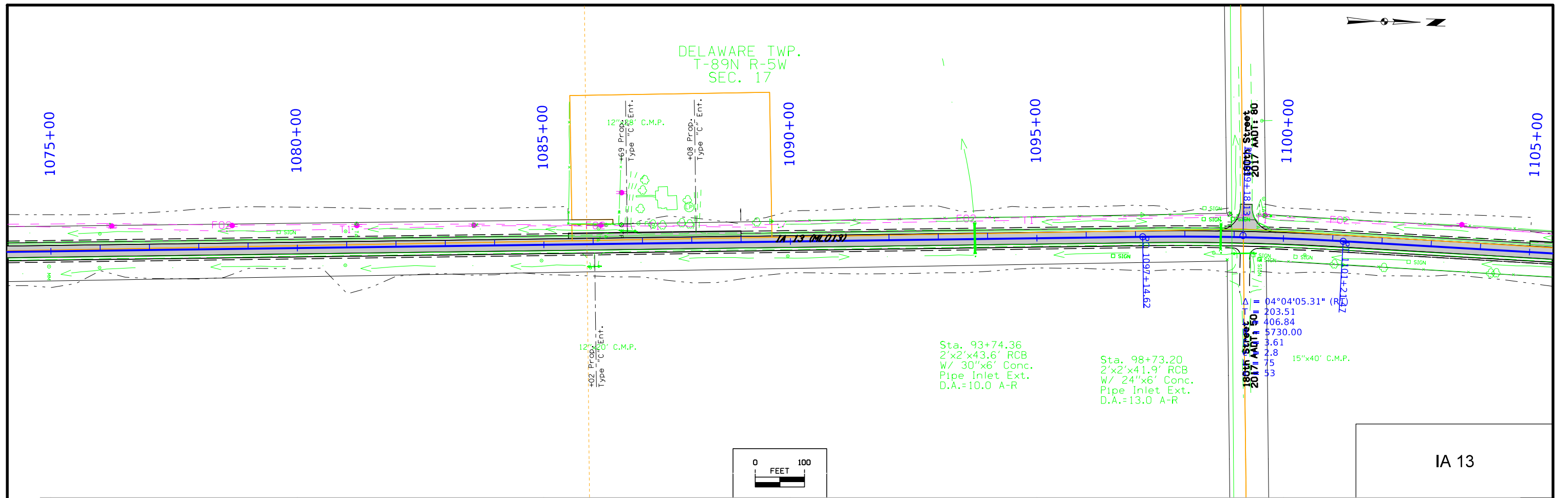
**PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET**

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

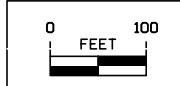
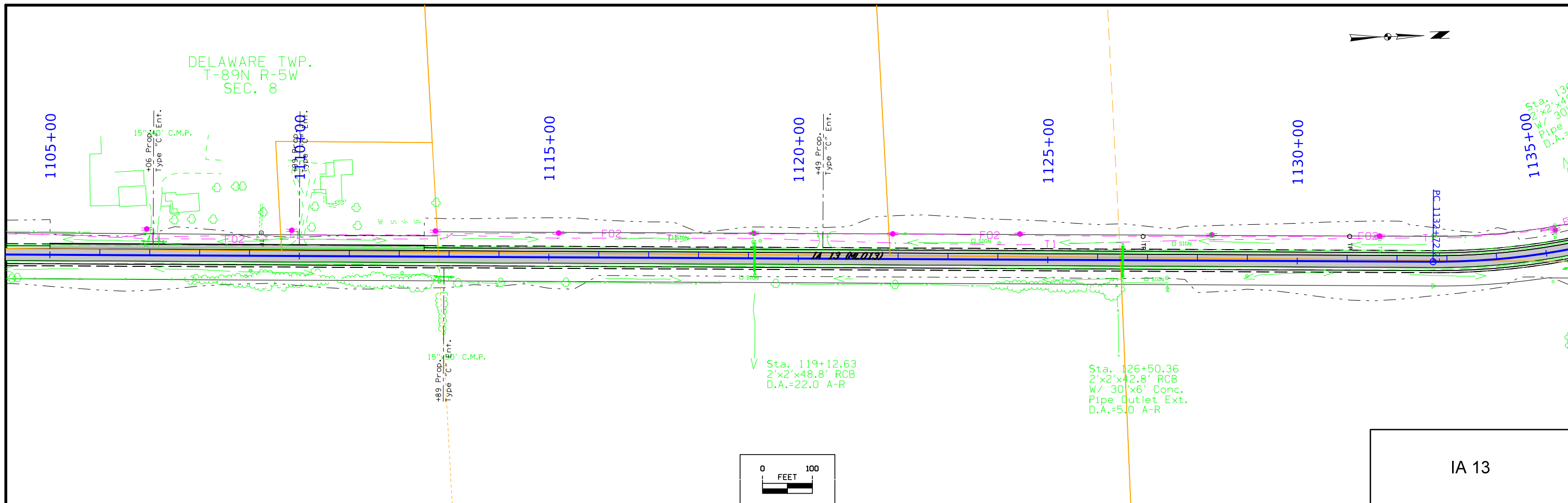
DELAWARE TWP.
T-89N R-5W
SEC. 17



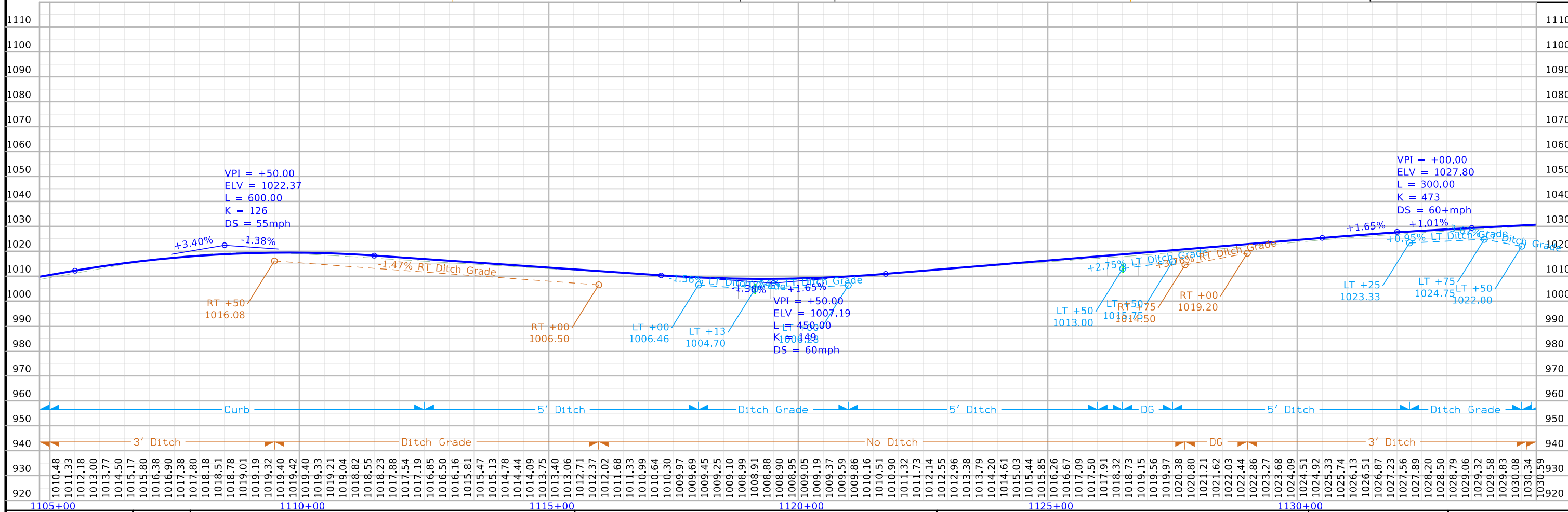
1045+00	1050+00	1055+00	1060+00	1065+00	1070+00
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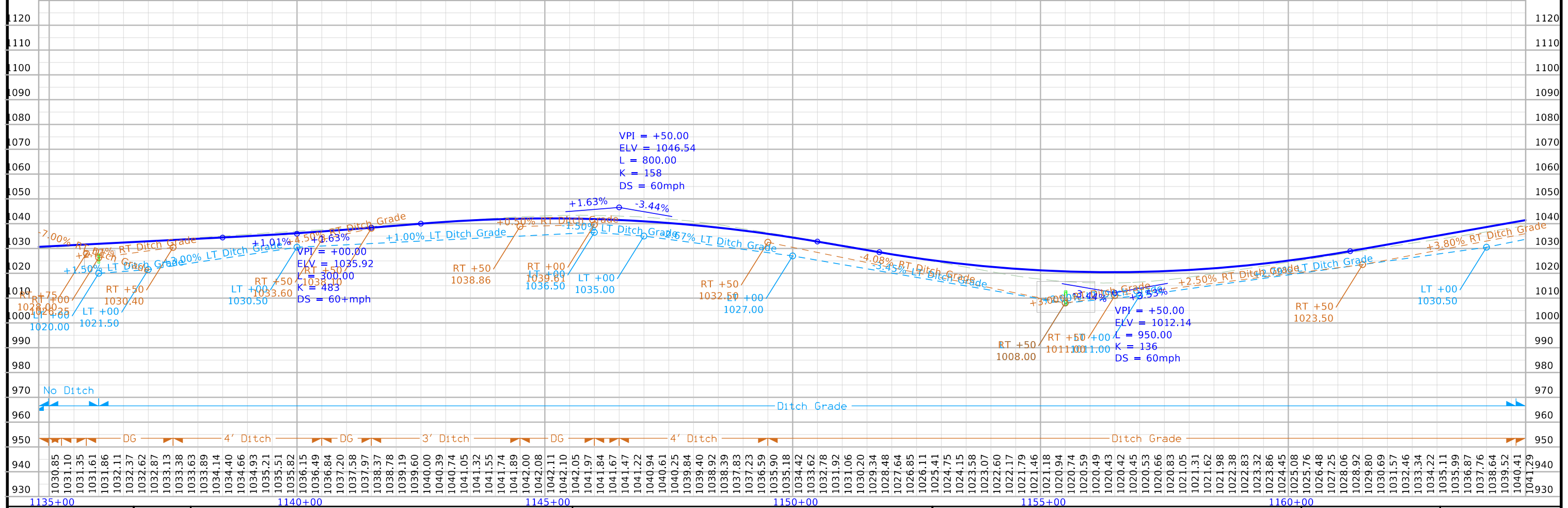
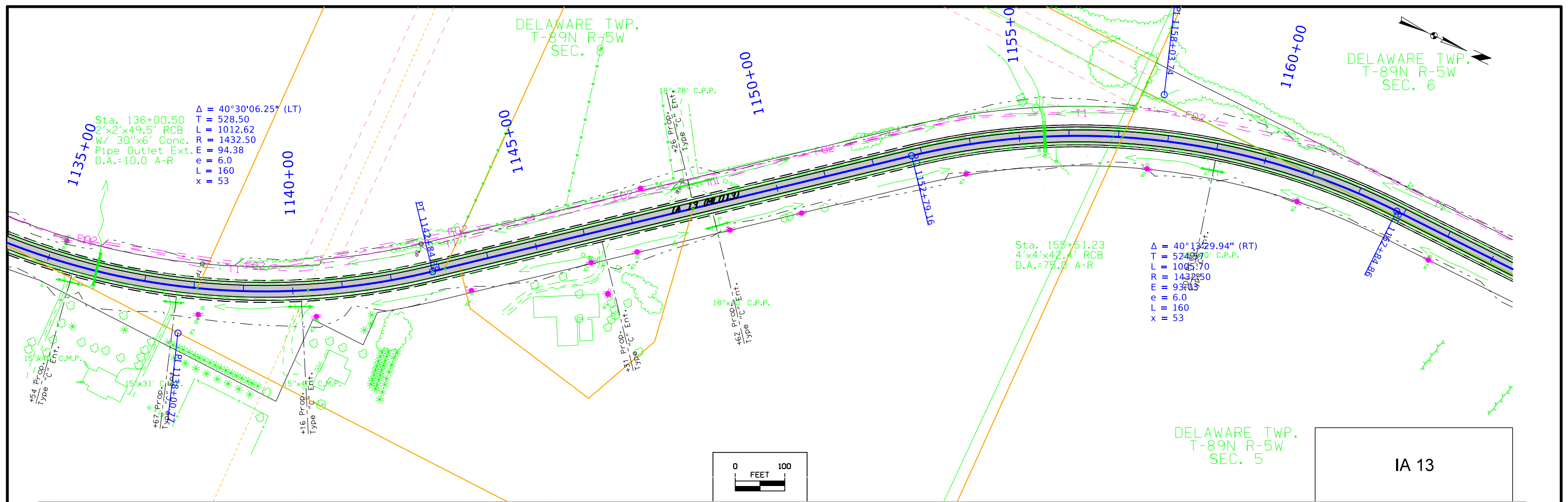
1075+00	1080+00	1085+00	1090+00	1095+00	1100+00			
FILE NO.	ENGLISH	DESIGN TEAM	Strum \ Prindle \ McNamara	DELAWARE COUNTY	PROJECT NUMBER	NH5X-013-2(42)--3H-28	SHEET NUMBER	D,4



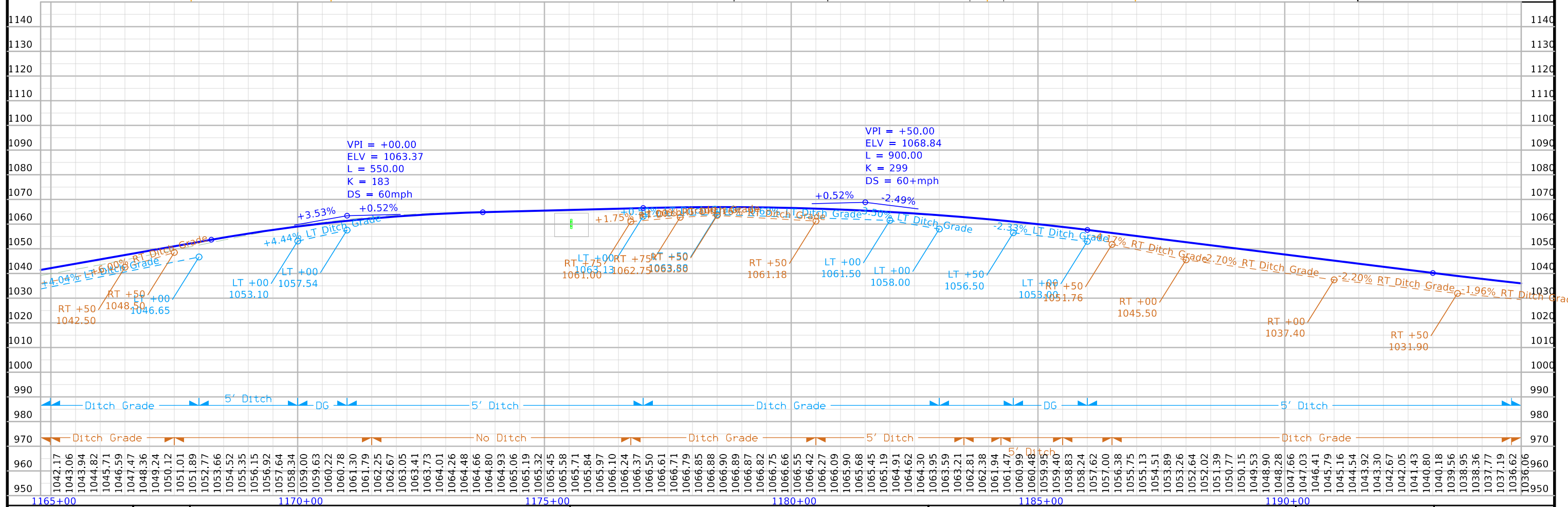
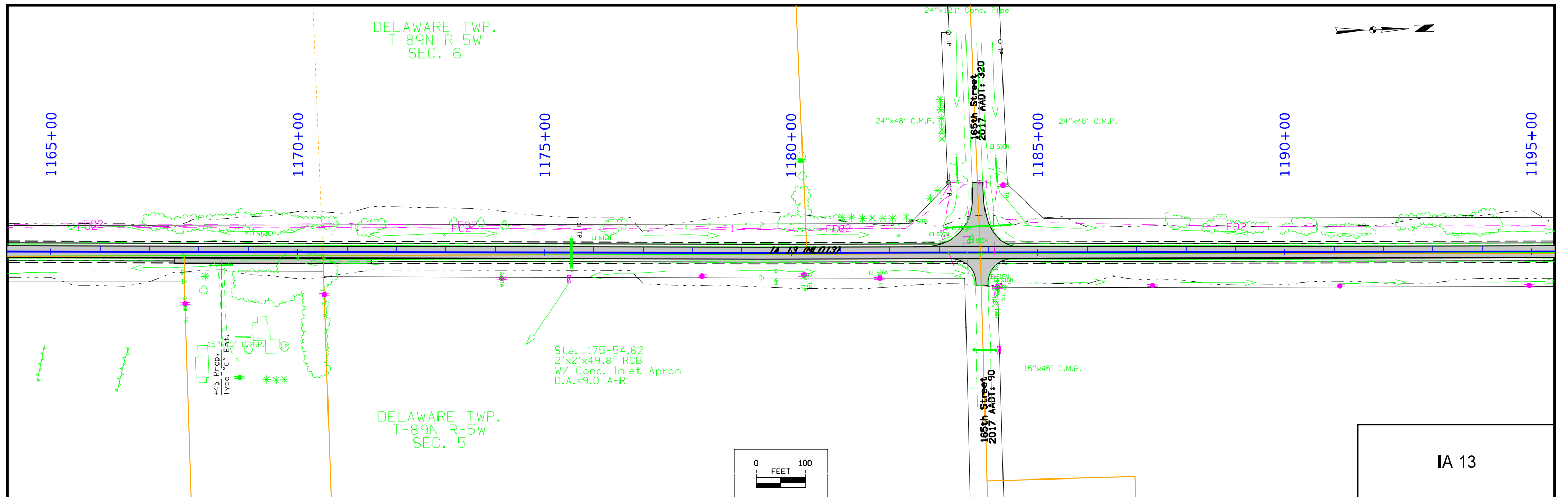
IA 13



1105+00	1110+00	1115+00	1120+00	1125+00	1130+00
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1135+00	1140+00	1145+00	1150+00	1155+00	1160+00
FILE NO.	ENGLISH	DESIGN TEAM	DELAWARE COUNTY	PROJECT NUMBER	SHEET NUMBER
		Strum Prindle McNamara		NH5X-013-2(42)--3H-28	D,6



FILE NO.	ENGLISH	DESIGN TEAM	Strum Prindle McNamara	DELAWARE COUNTY	PROJECT NUMBER	NH5X-013-2(42)--3H-28	SHEET NUMBER	D,7
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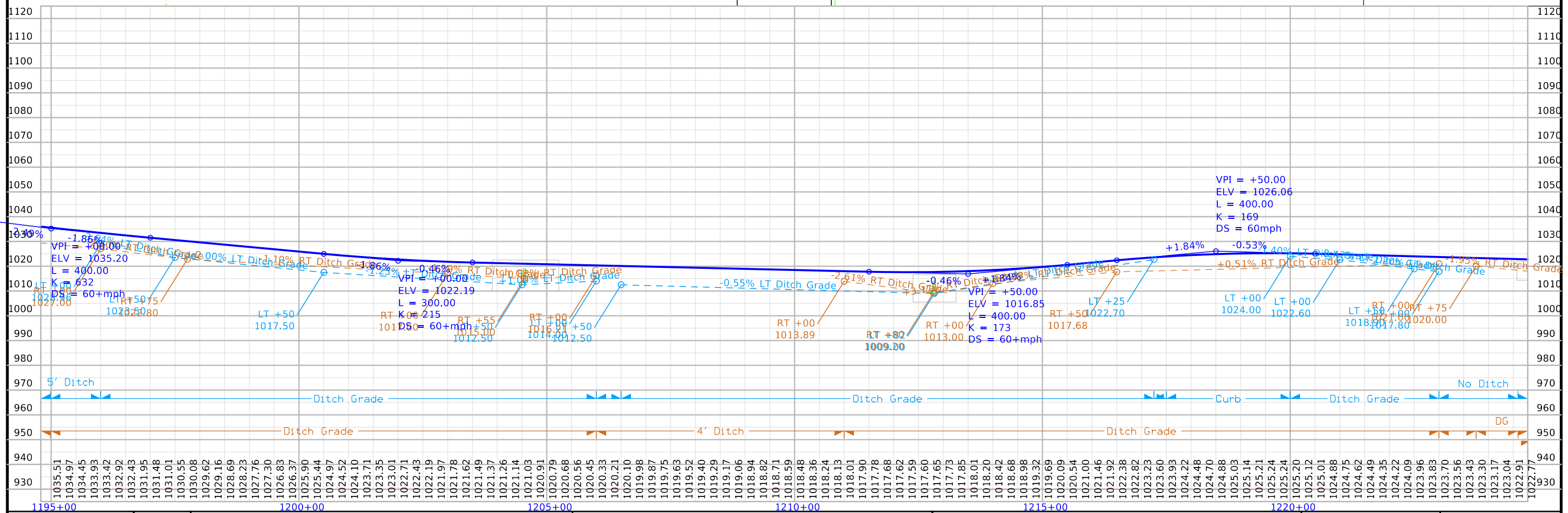
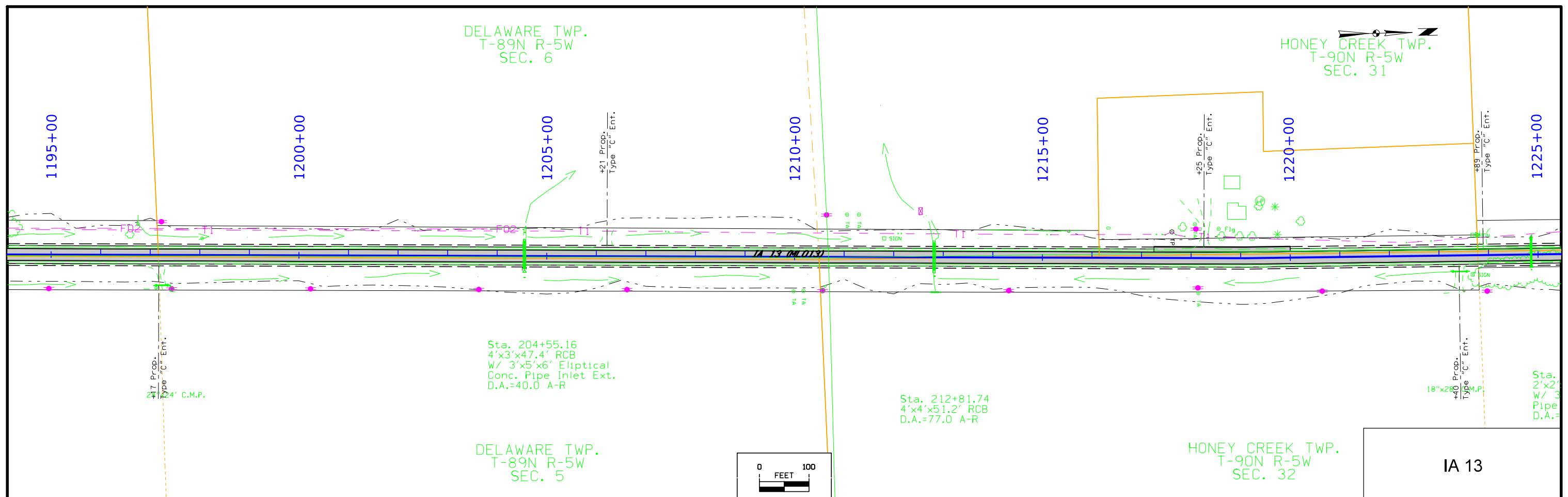
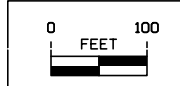
DELAWARE TWP.
T-89N R-5W
SEC. 6

HONEY CREEK TWP.
T-90N R-5W
SEC. 31

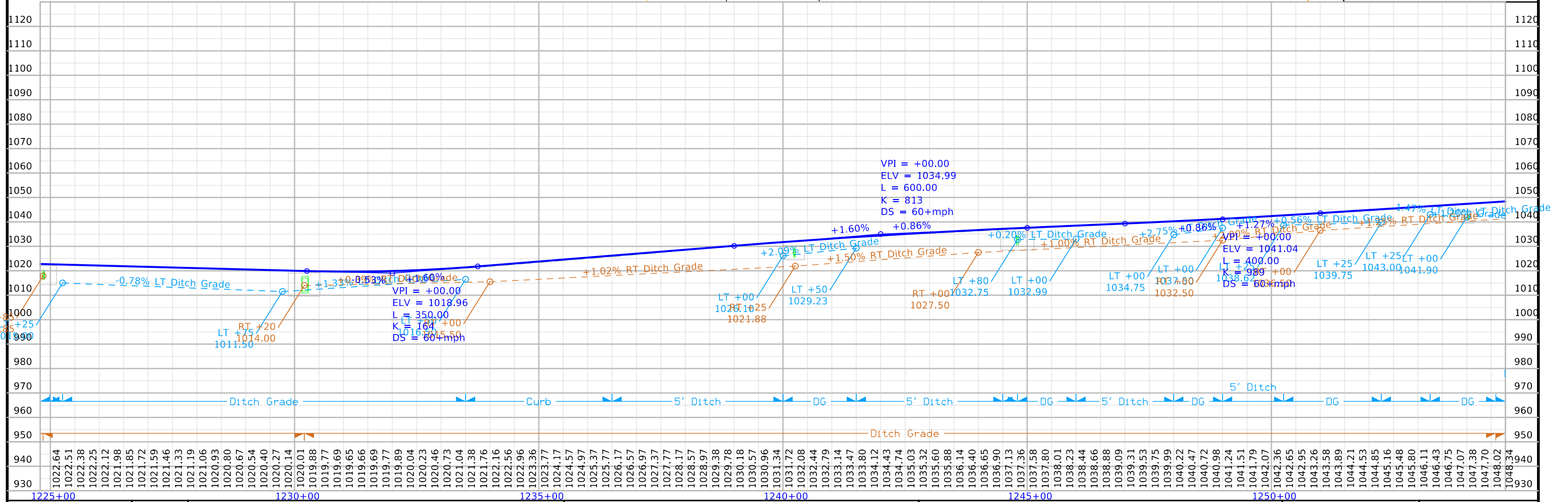
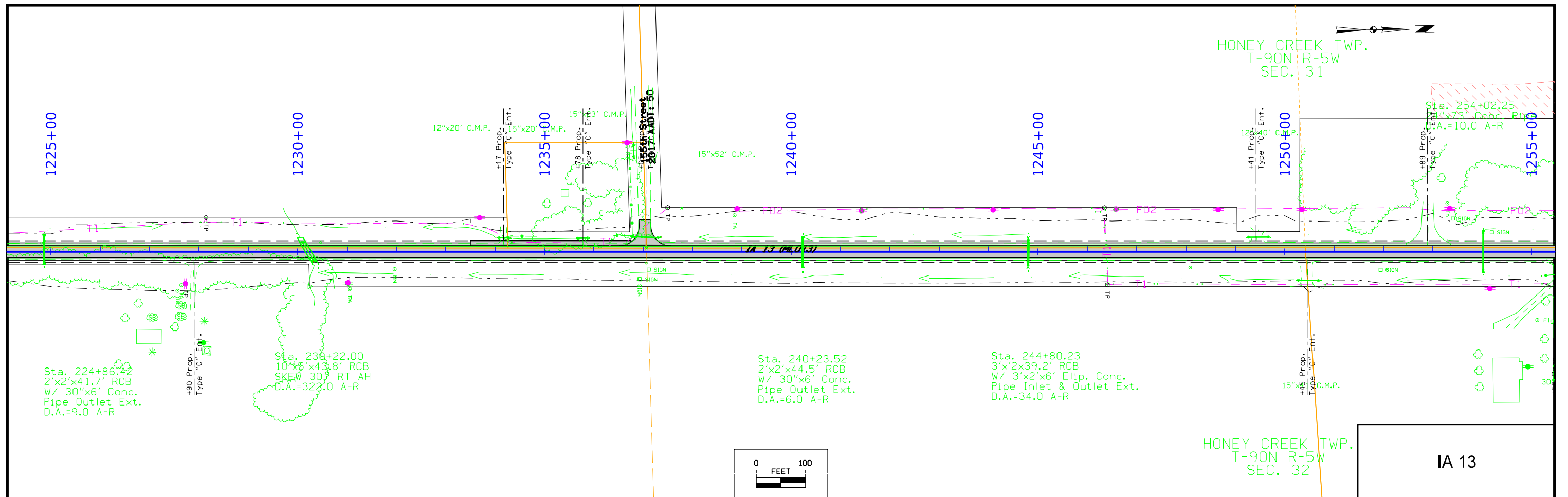
DELAWARE TWP.
T-89N R-5W
SEC. 5

HONEY CREEK TWP.
T-90N R-5W
SEC. 32

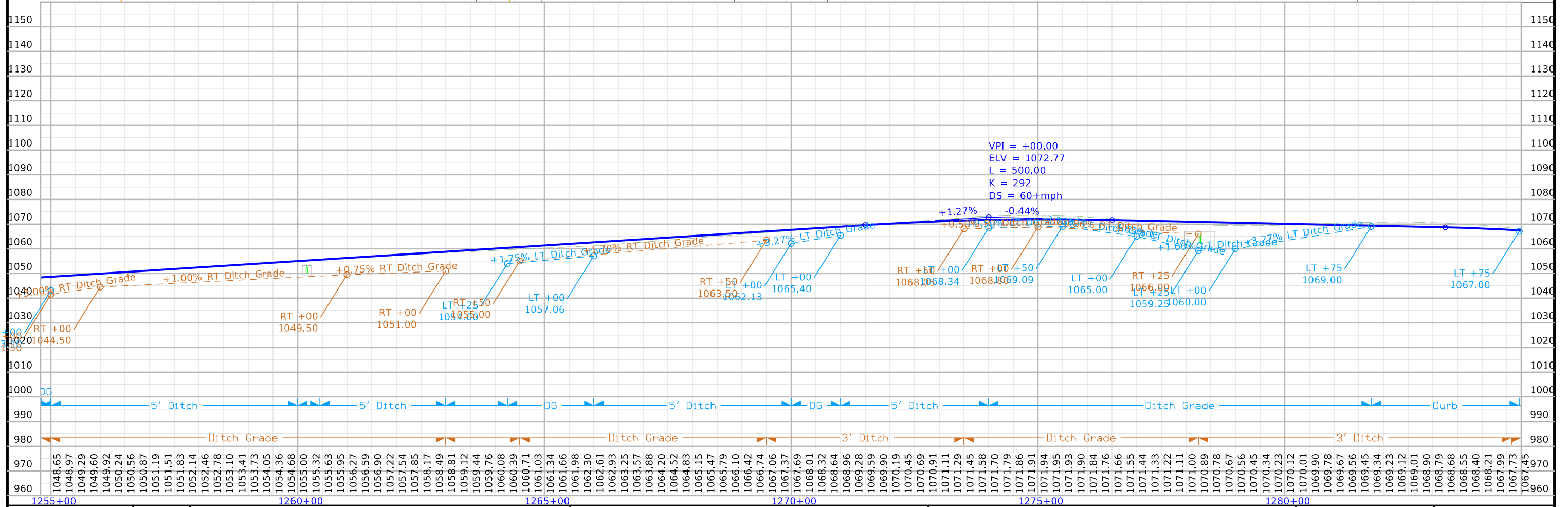
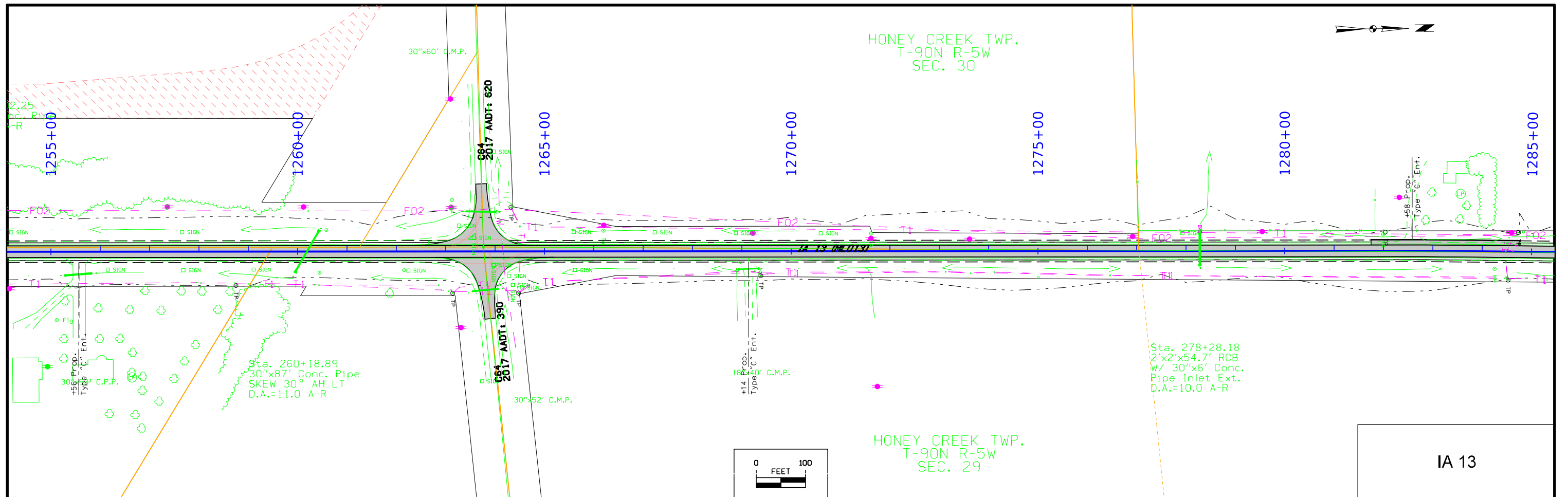
IA 13



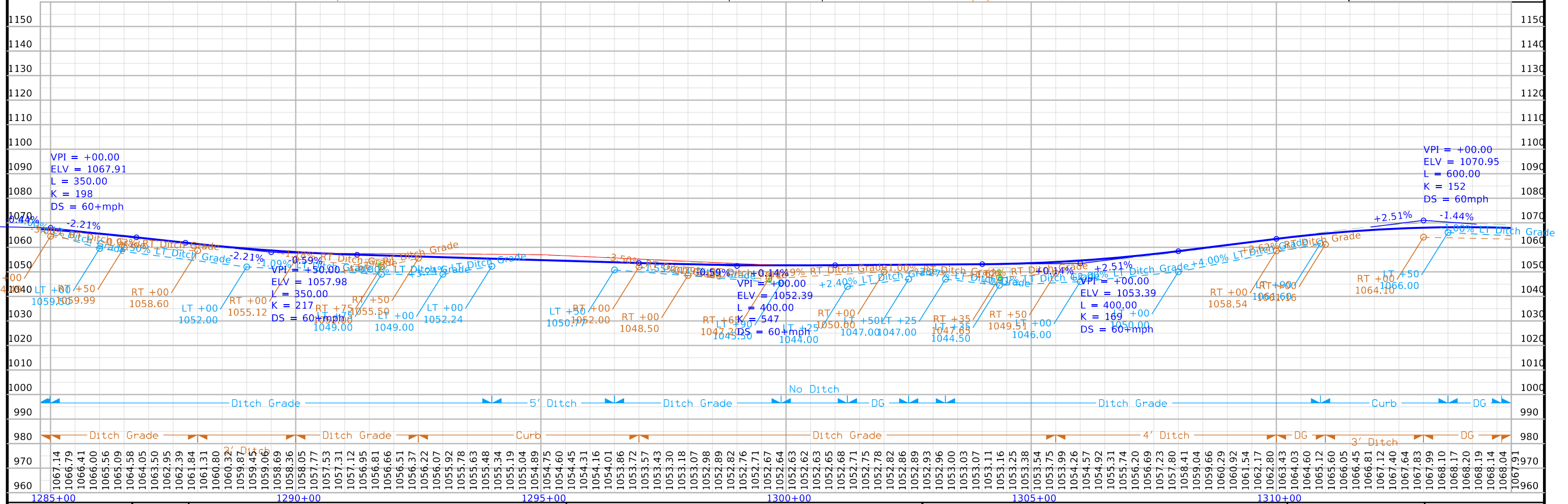
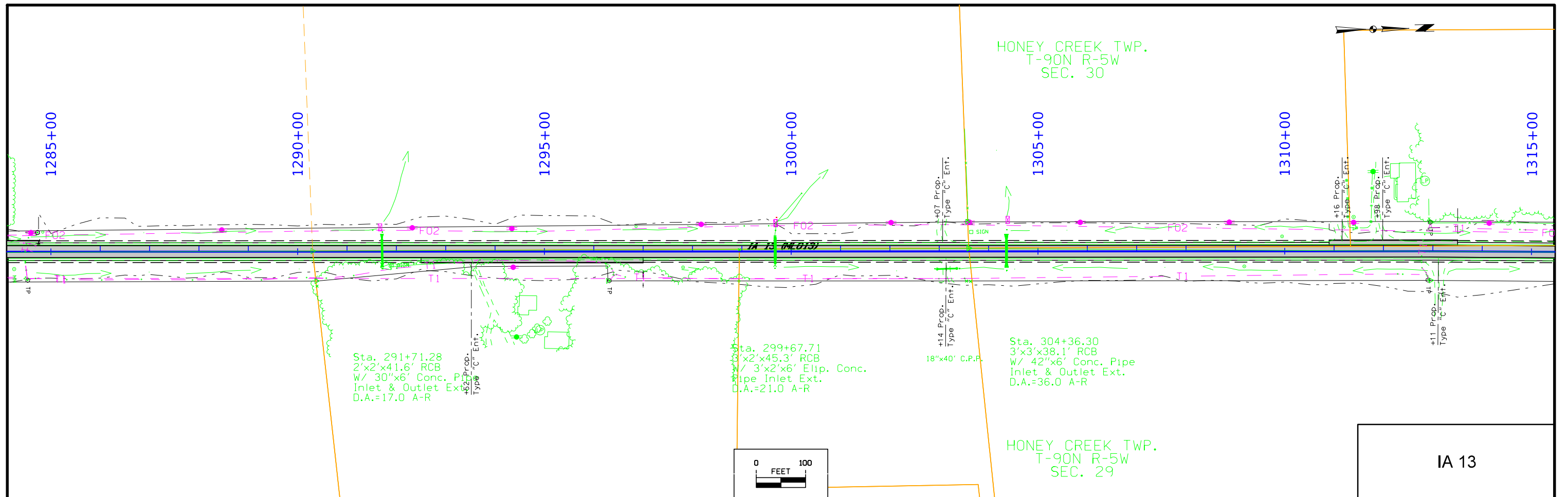
FILE NO.	ENGLISH	DESIGN TEAM	DELAWARE COUNTY	PROJECT NUMBER	SHEET NUMBER
2/4/2021	wmcnama	Strum Prindle McNamara	NH5X-013-2(42)--3H-28	D,8	



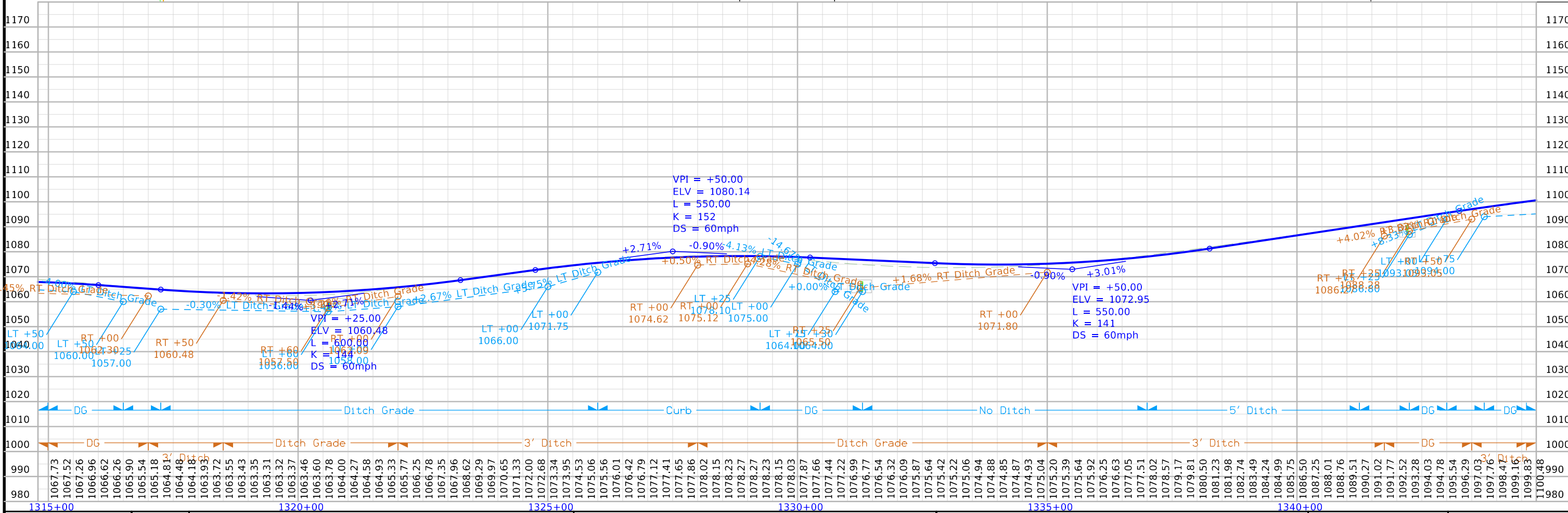
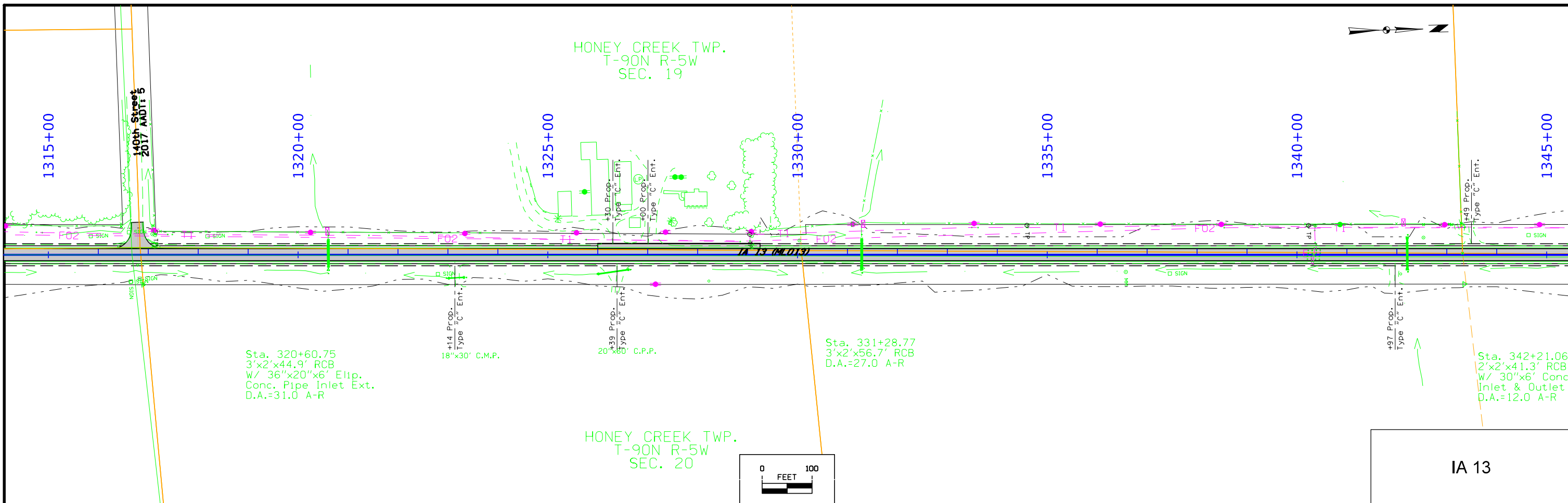
FILE NO.	ENGLISH	DESIGN TEAM	Strum \ Prindle \ McNamara	DELAWARE COUNTY	PROJECT NUMBER	NH5X-013-2(42)--3H-28	SHEET NUMBER	D,9
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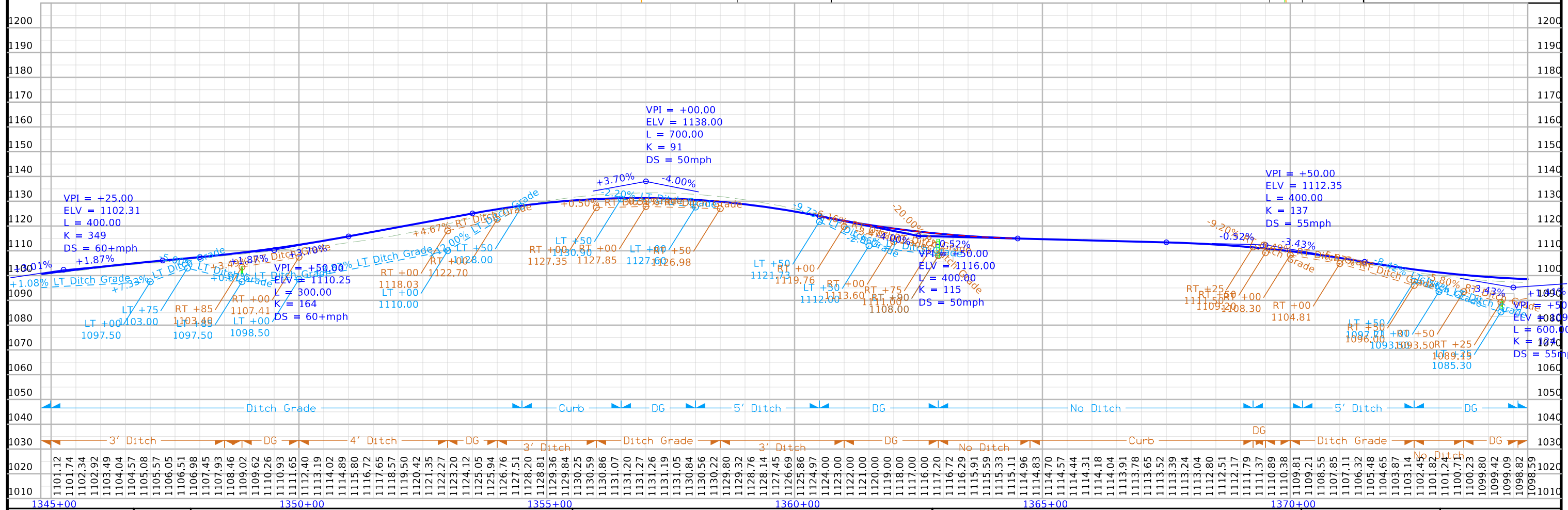
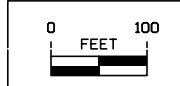
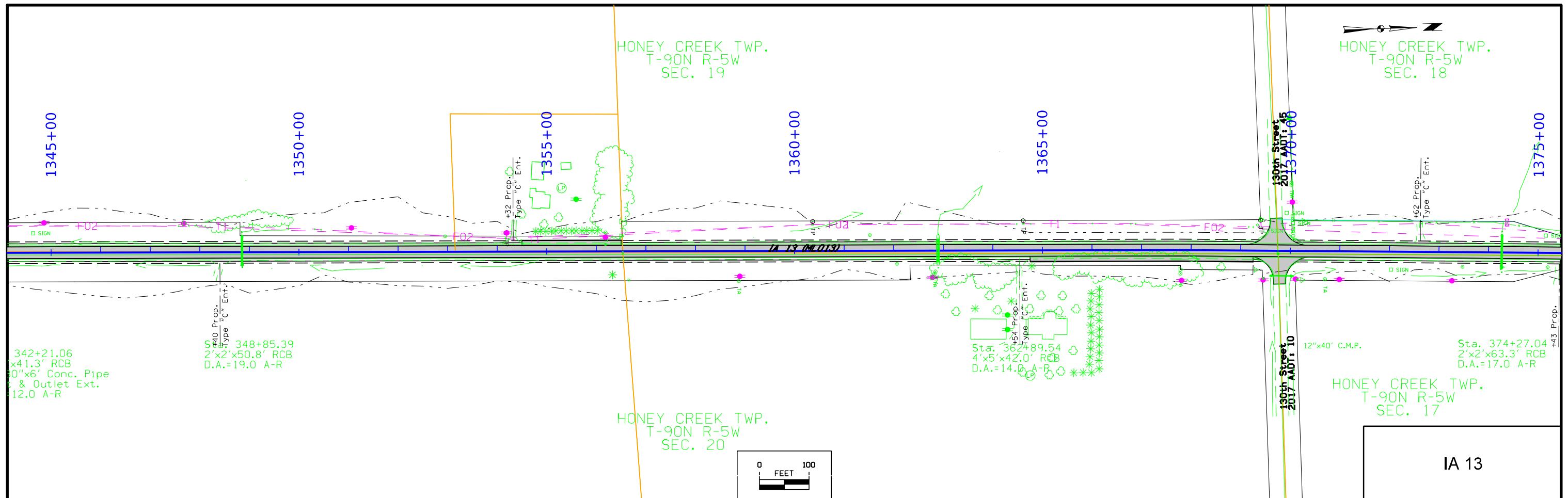
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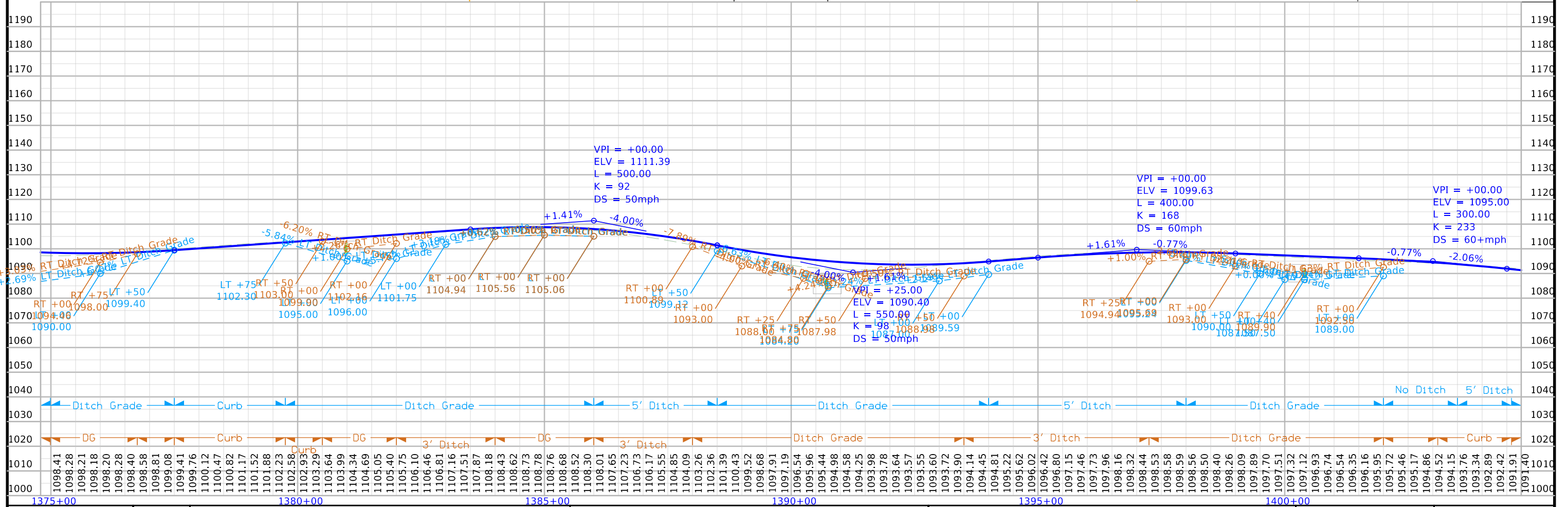
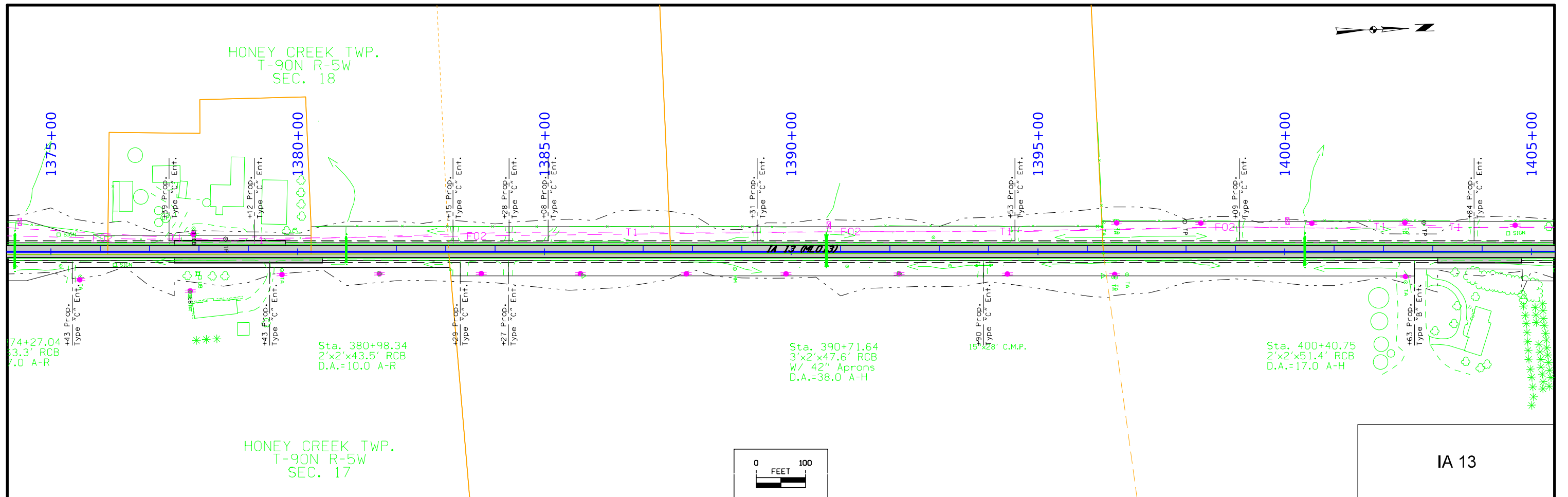
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2801301018	Strum Prindle McNamara	NH5X-013-2(42)--3H-28	D,11		



FILE NO.	ENGLISH	DESIGN TEAM	Strum Prindle McNamara	DELAWARE COUNTY	PROJECT NUMBER	NHSX-013-2(42)--3H-28	SHEET NUMBER	D.12
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FILE NO.	ENGLISH	DESIGN TEAM Strum Prindle McNamara	DELAWARE COUNTY	PROJECT NUMBER NH5X-013-2(42)--3H-28	SHEET NUMBER D.13
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FILE NO.	ENGLISH	DESIGN TEAM	Strum Prindle McNamara	DELAWARE COUNTY	PROJECT NUMBER	NH5X-013-2(42)--3H-28	SHEET NUMBER	D,14
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HONEY CREEK TWP.
T-90N R-5W
SEC. 18

HONEY CREEK TWP.
T-90N R-5W
SEC. 7

1405+00

1410+00

1415+00

1420+00

1425+00

1430+00

1435+00

$\Delta = 02^{\circ}00'30.03"$ (LT)
T = 262.92
R = 525.78
PC = 15000.00
e = 2.30
e = NC

18"x41' C.M.P.

+63 Prop.
Type "C" Ent.

BC 1423+24.40

PI 1425+87.49

+41 Prop.
Type "C" Ent.

PI 1428+50.85

+74 Prop.
Type "C" Ent.
18"x60' C.M.P.

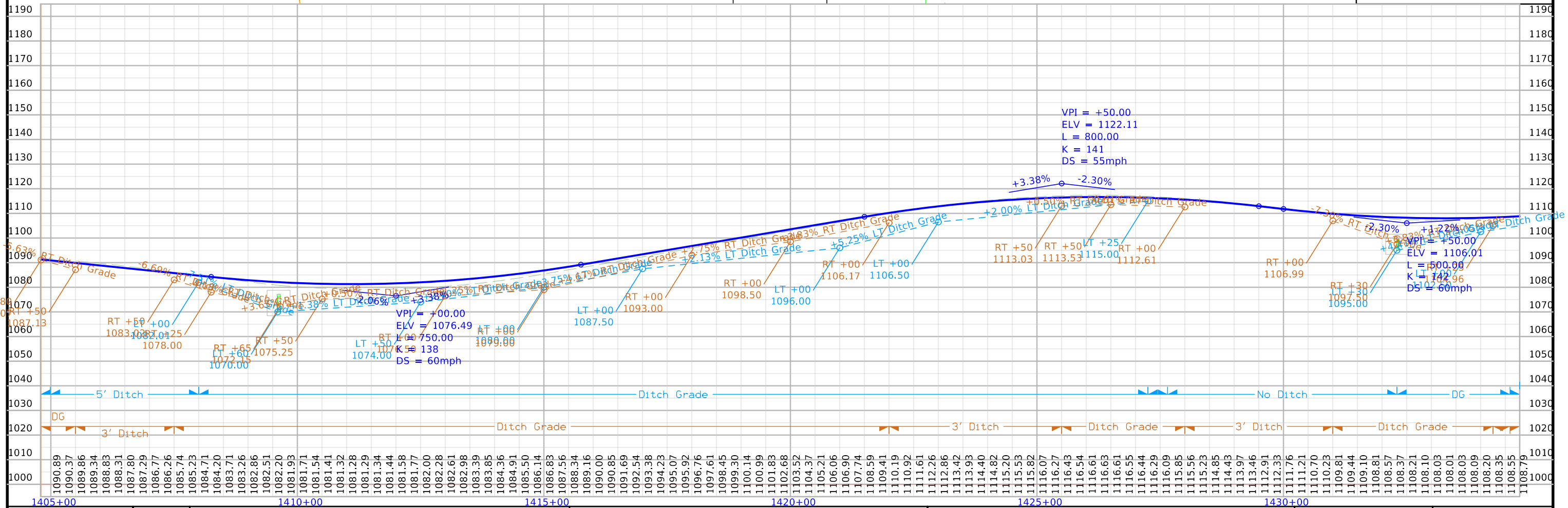
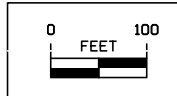
Sta. 409+62.55
5'x5'x46.0' RCB
W/ 66"x8' Conc
Pipe Inlet Ext.
D.A.=160.0 A-H

Sta. 432+31.85
3'x3'x61.8' RCB
D.A.=25.0 A-R

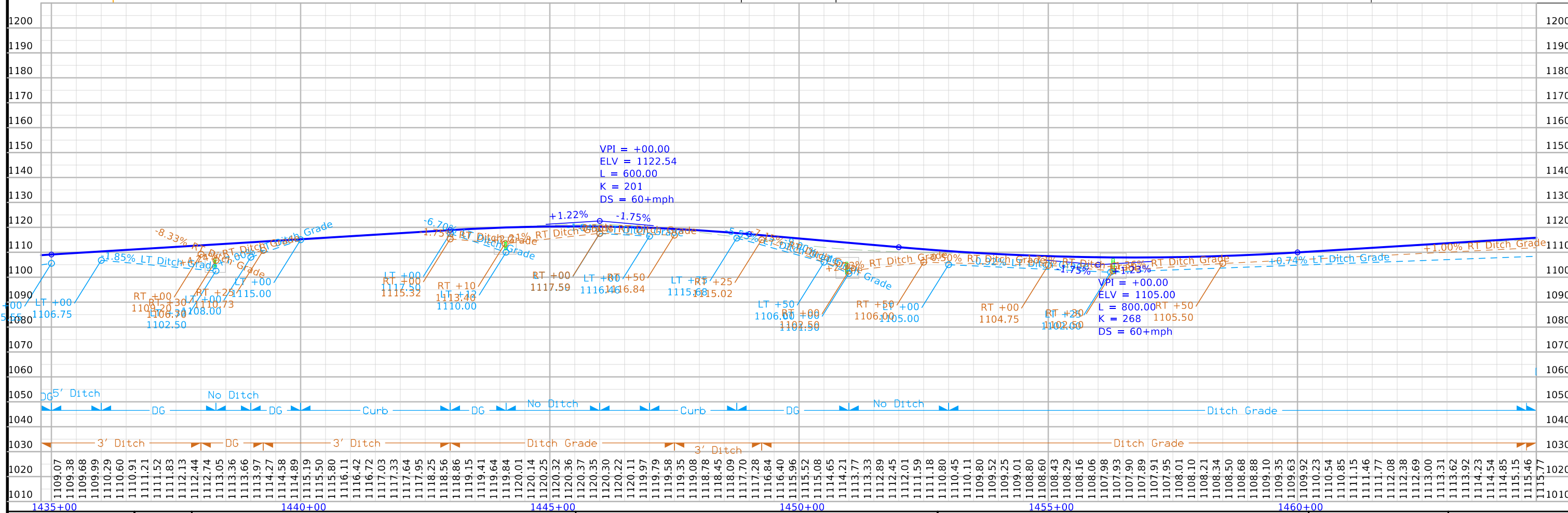
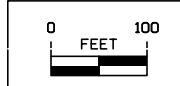
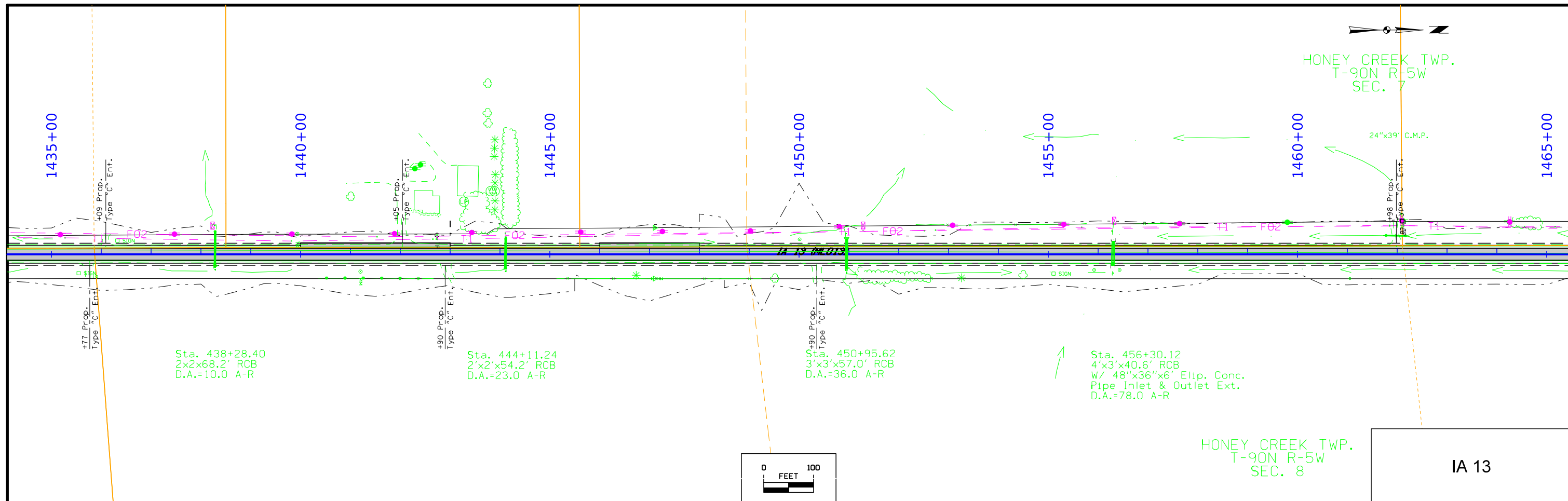
HONEY CREEK TWP.
T-90N R-5W
SEC. 17

HONEY CREEK TWP.
T-90N R-5W
SEC. 8

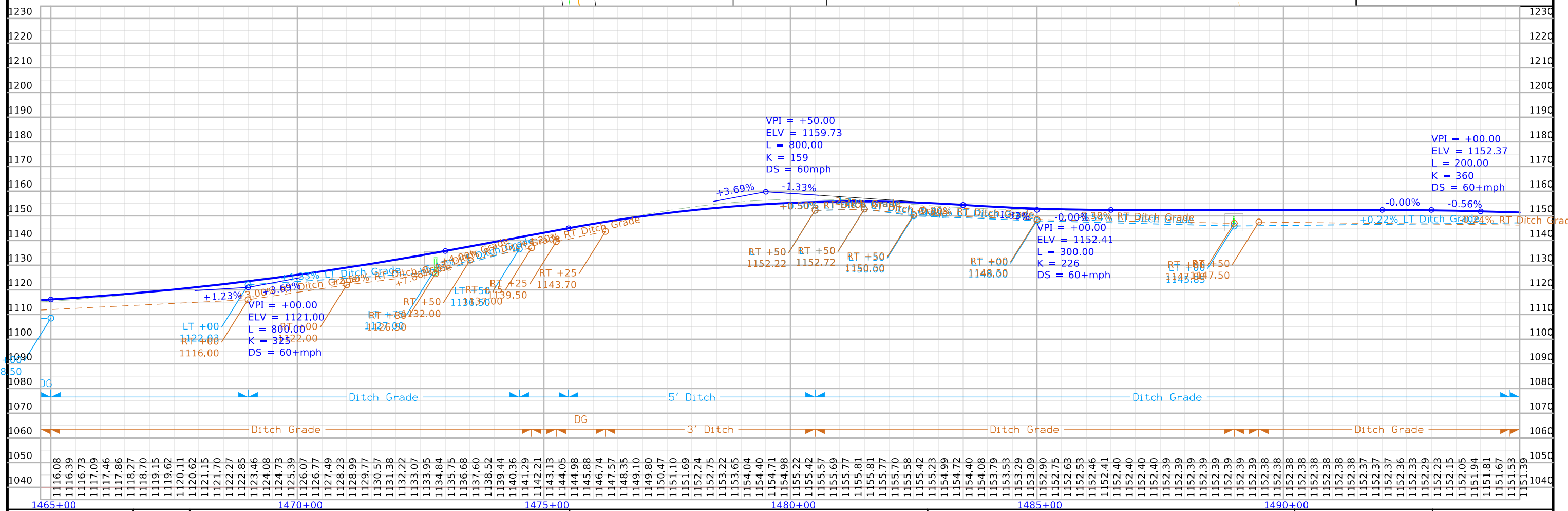
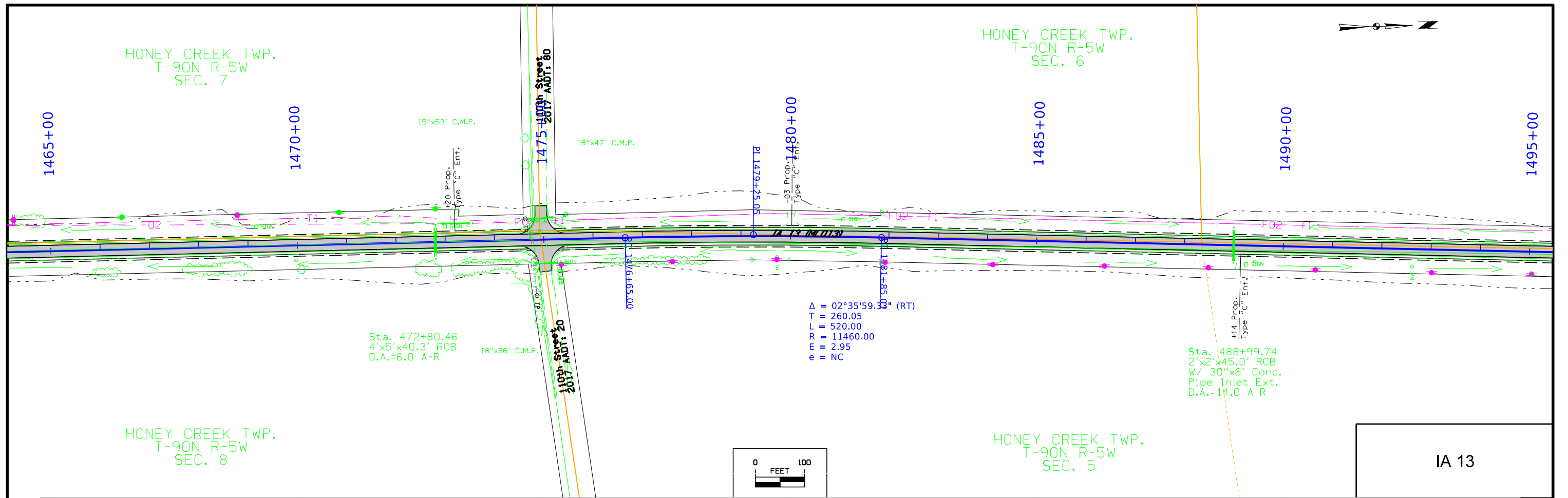
IA 13



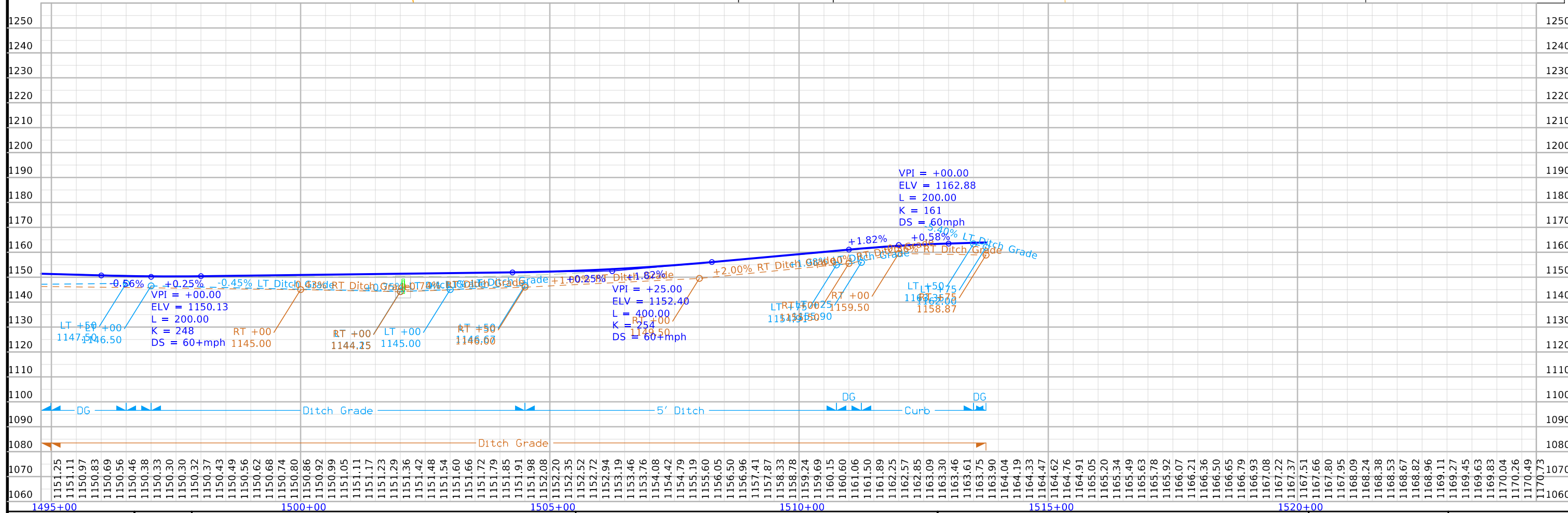
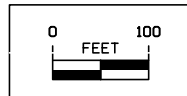
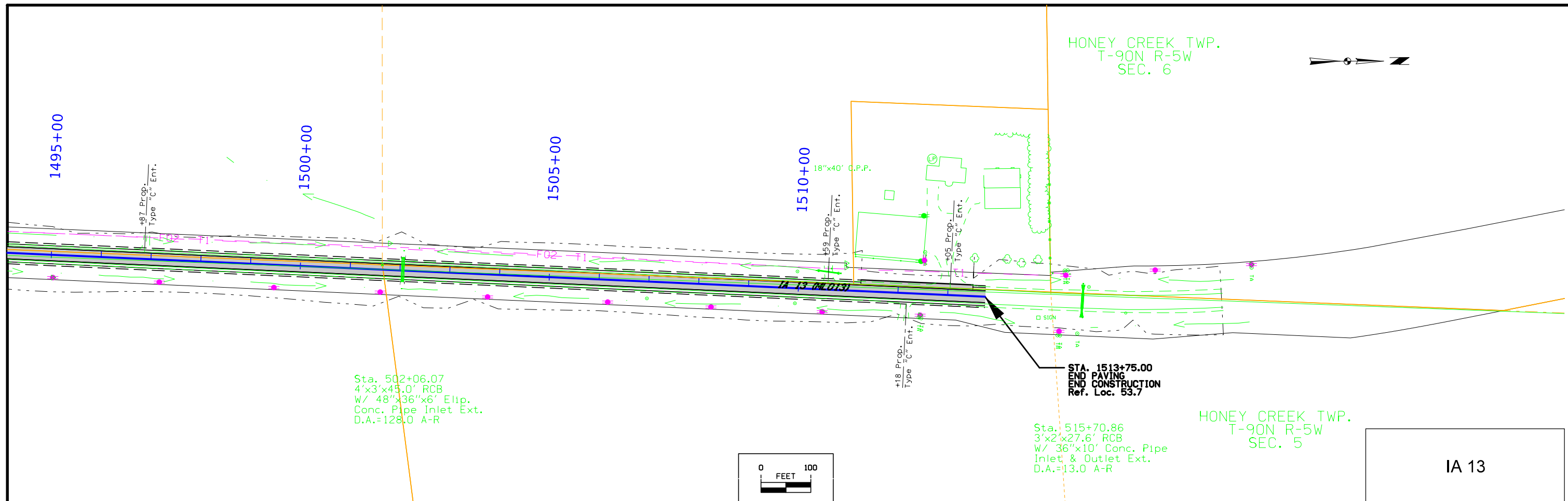
FILE NO.	ENGLISH	DESIGN TEAM	DELAWARE COUNTY	PROJECT NUMBER	SHEET NUMBER
		Strum Prindle McNamara		NH5X-013-2(42)--3H-28	D,15



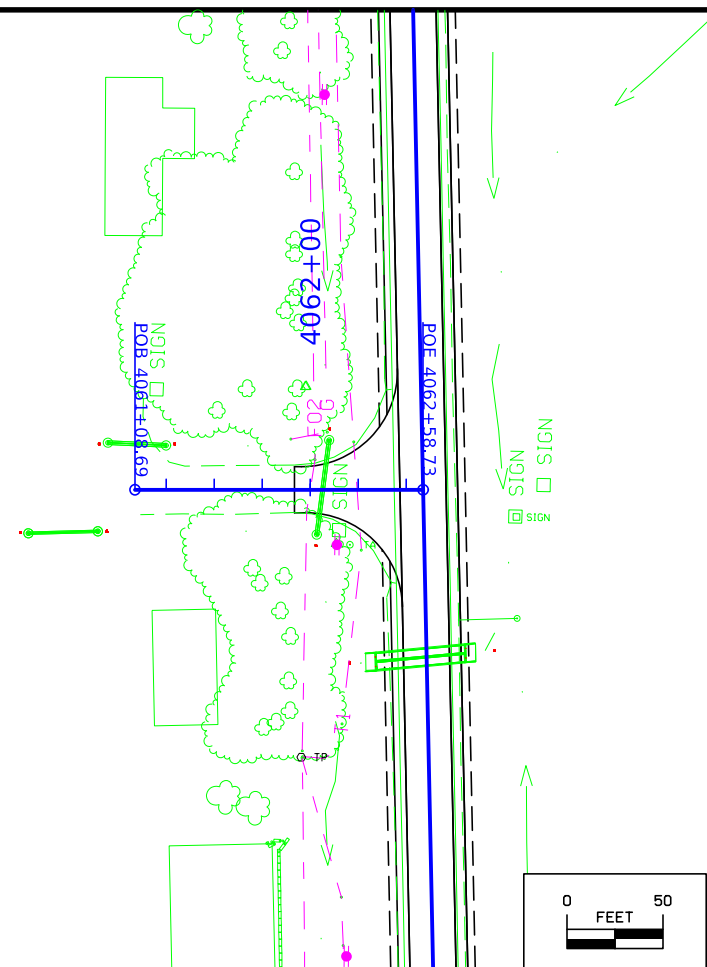
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		Strum Prindle McNamara		NH5X-013-2(42)-3H-28	D.16



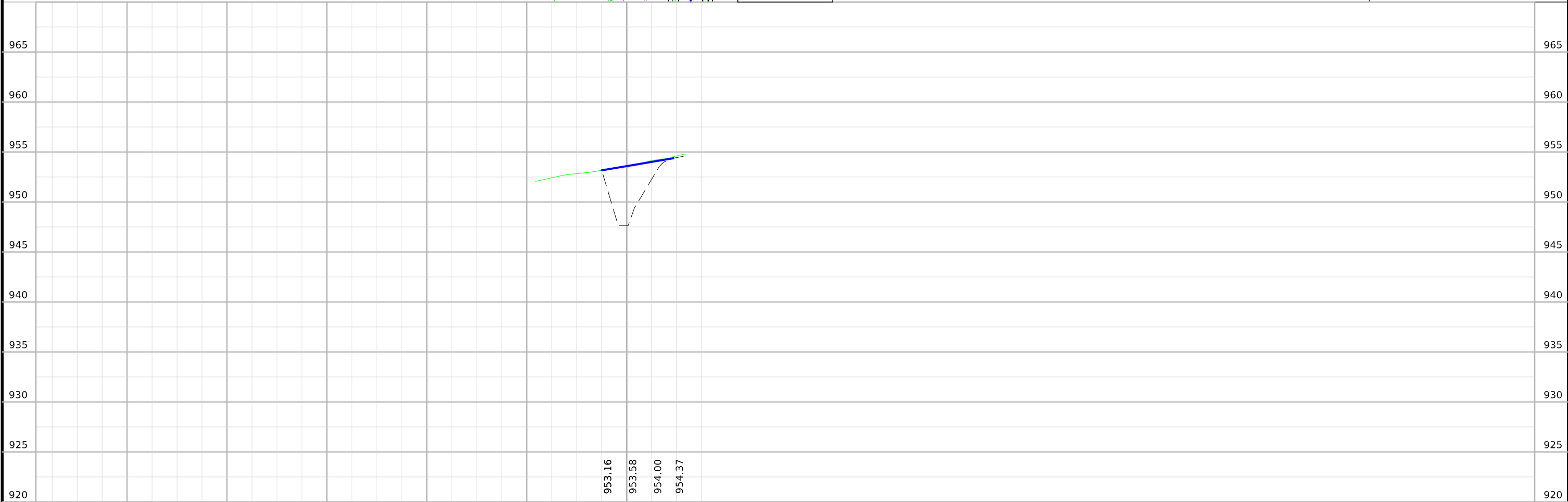
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		Strum Prindle McNamara		NHSX-013-2(42)--3H-28	D,17



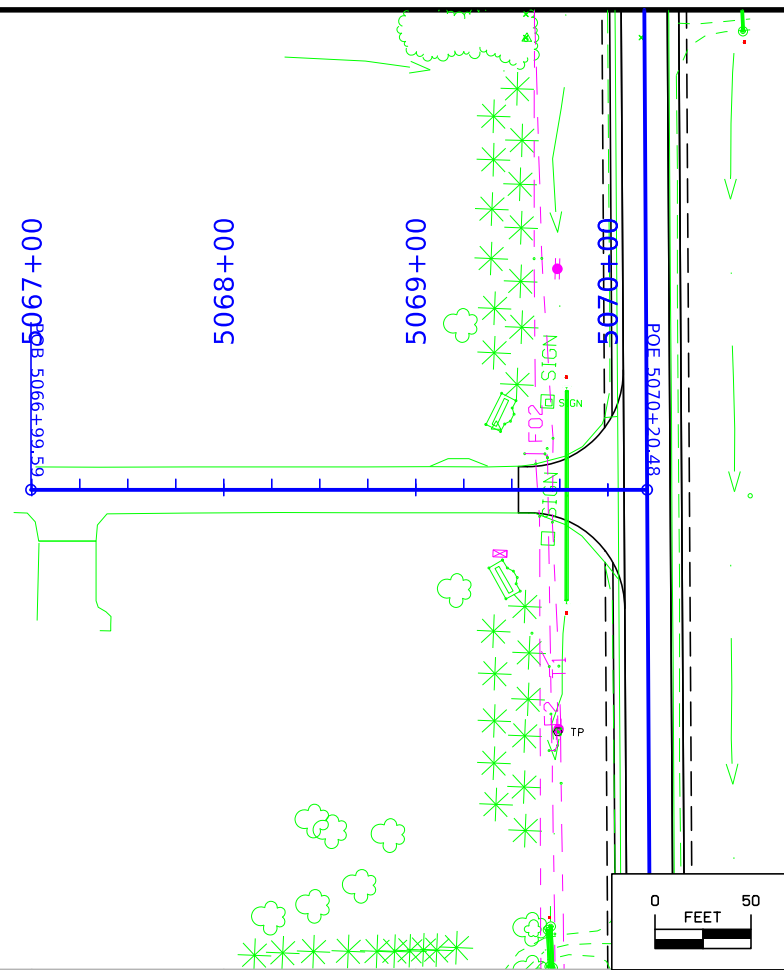
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		Strum \ Prindle \ McNamara		NH5X-013-2(42)--3H-28	D.18



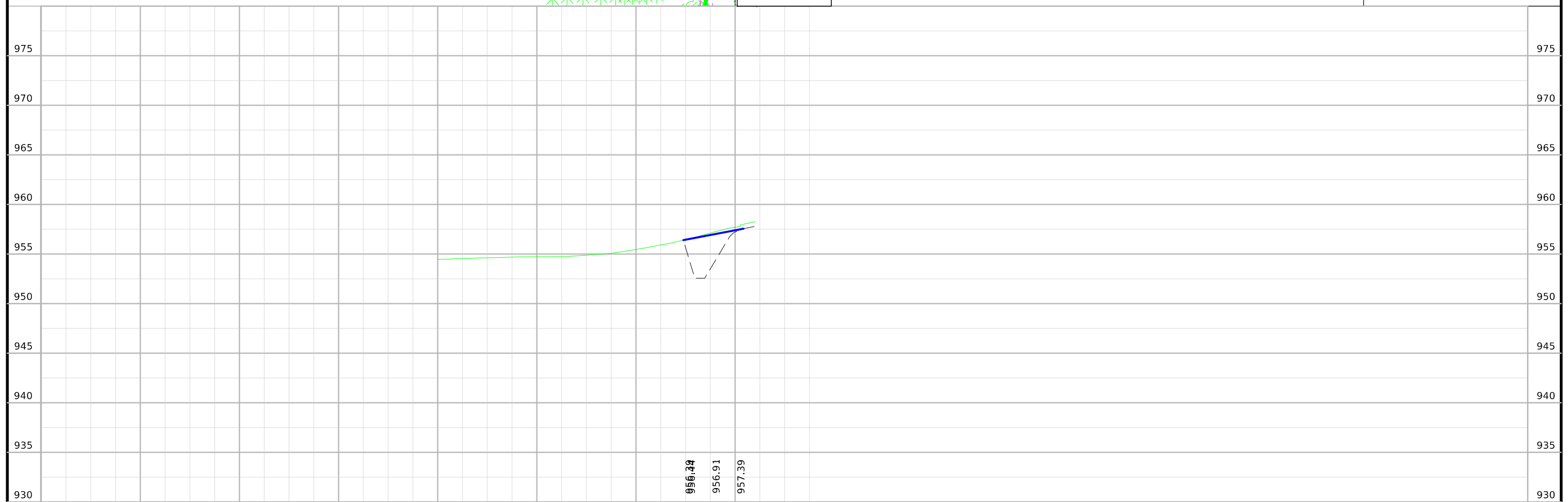
Firefly Road



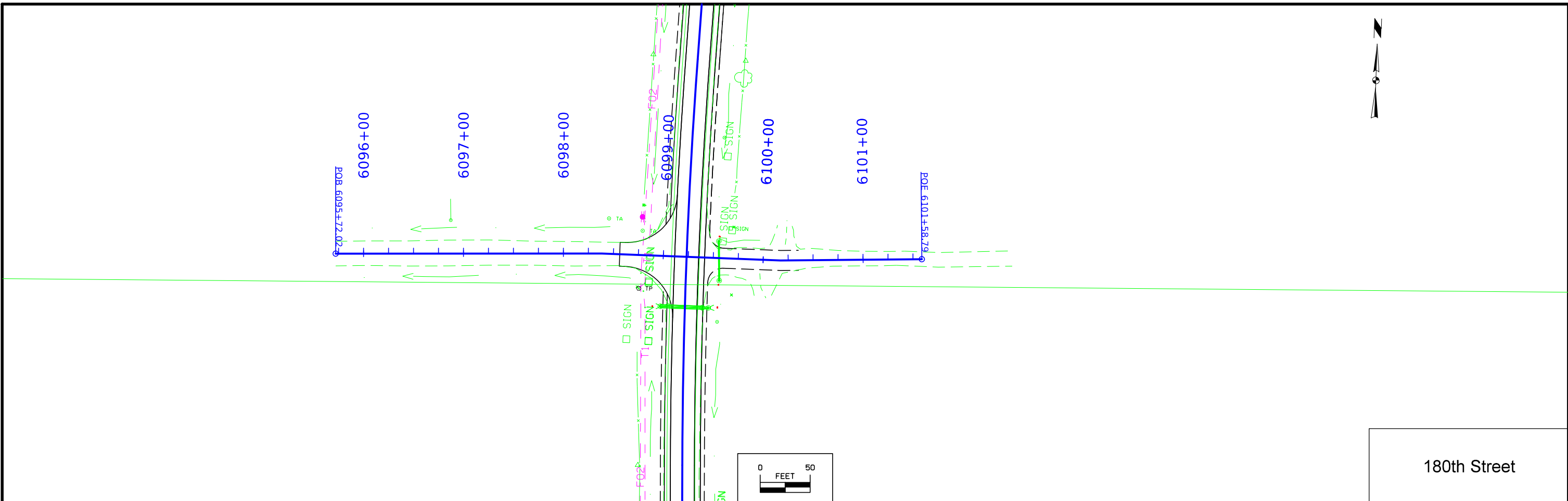
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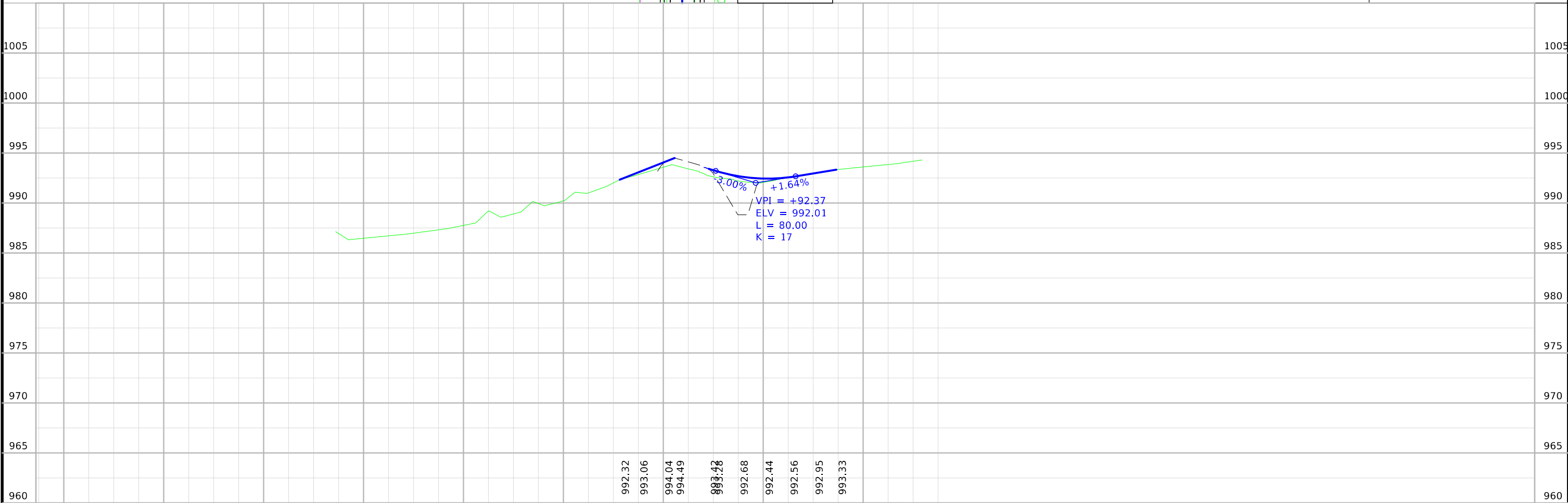
185th Street



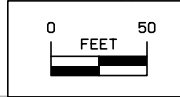
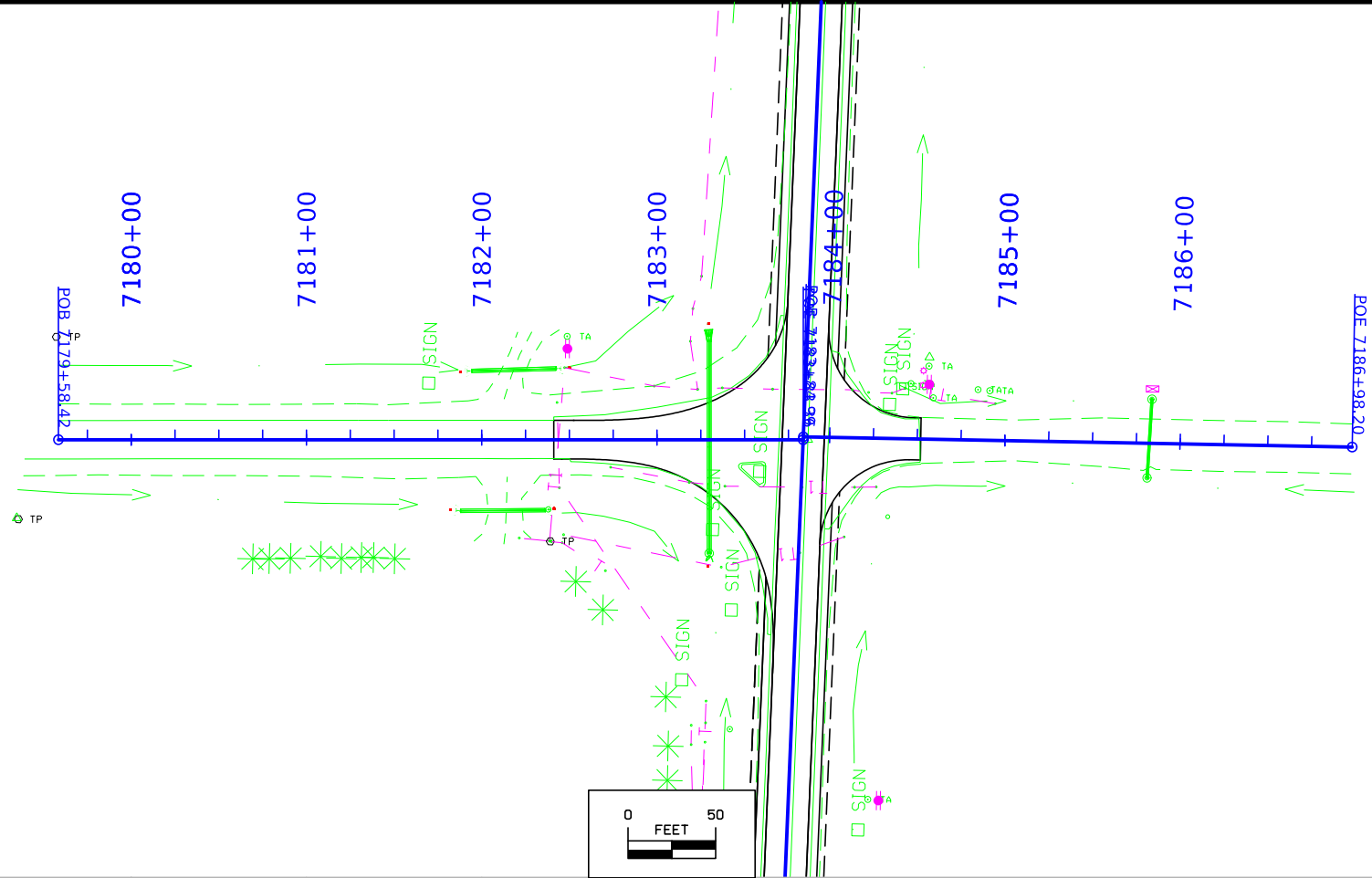
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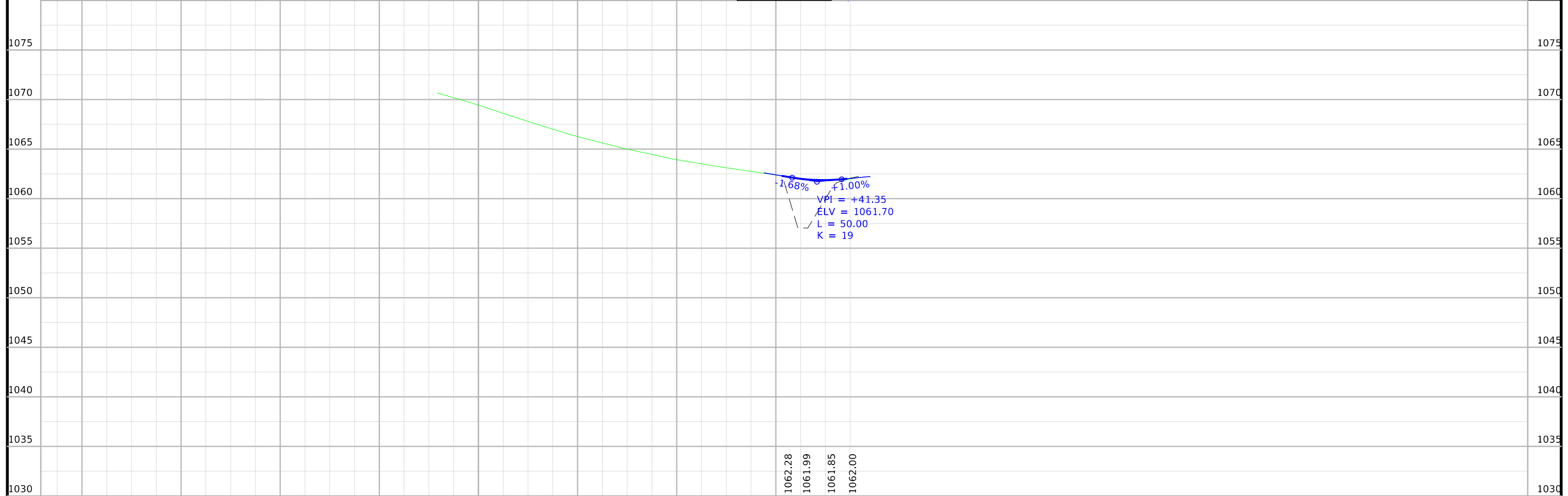
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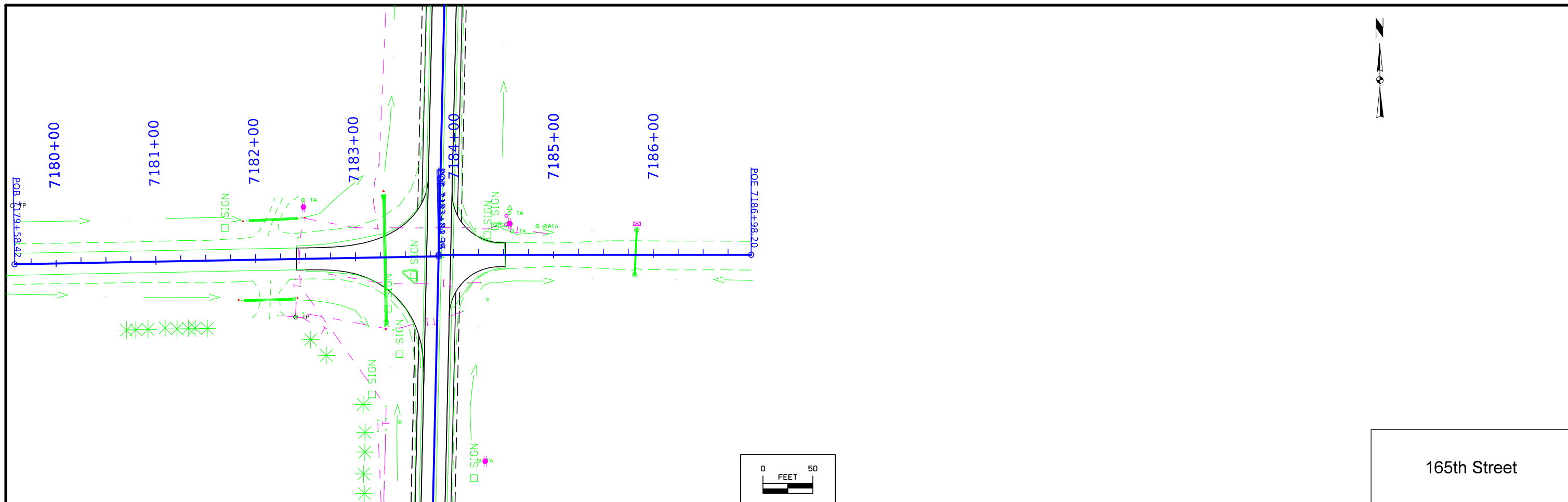


6093+00	6094+00	6095+00	6096+00	6097+00	6098+00	6099+00	6100+00	6101+00	FILE NO.	ENGLISH	DESIGN TEAM Strum \ Prindle \ McNamara	DELAWARE COUNTY	PROJECT NUMBER NHSX-013-2(42)--3H-28	SHEET NUMBER E.3
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165th Street



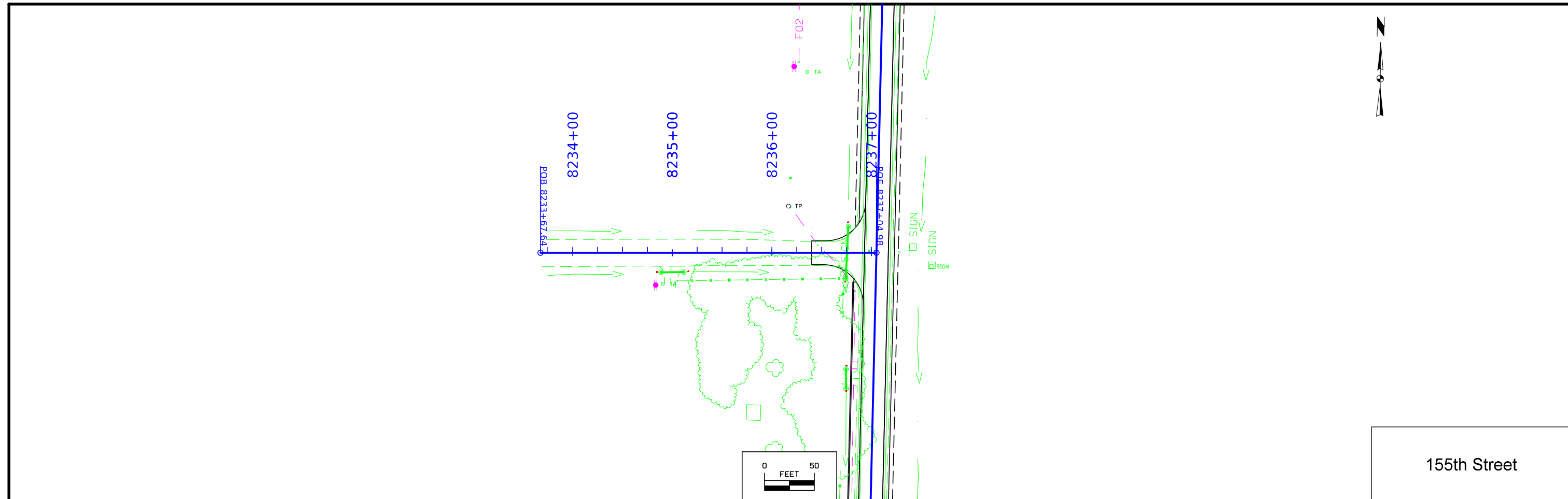


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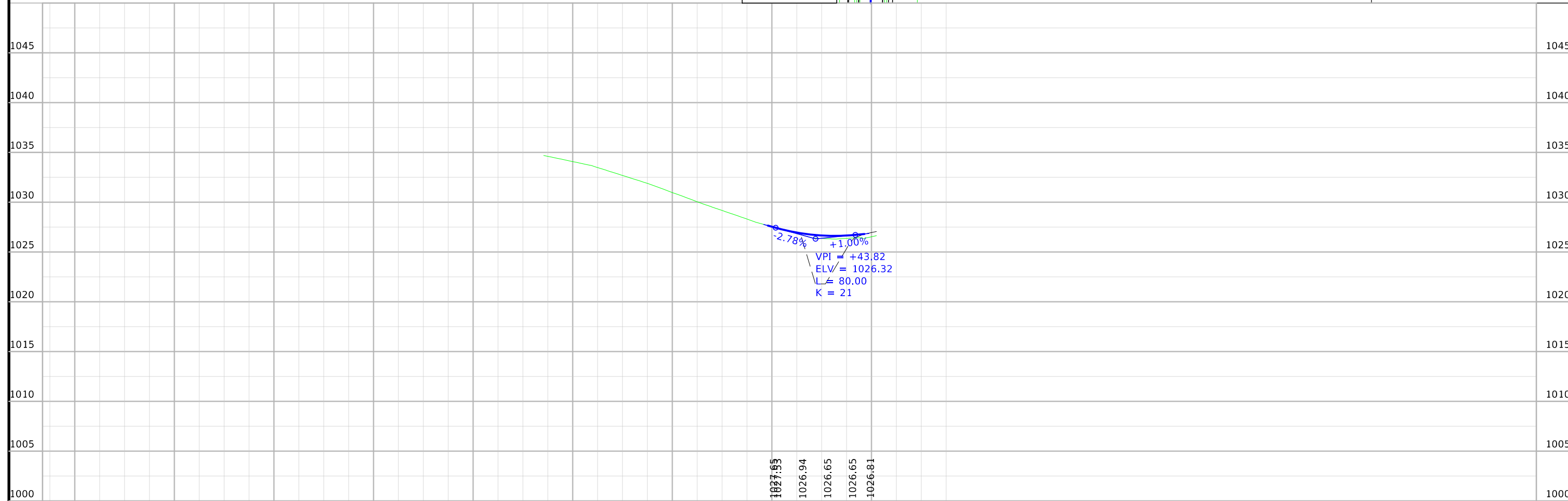


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1059.93

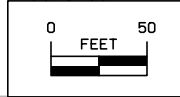
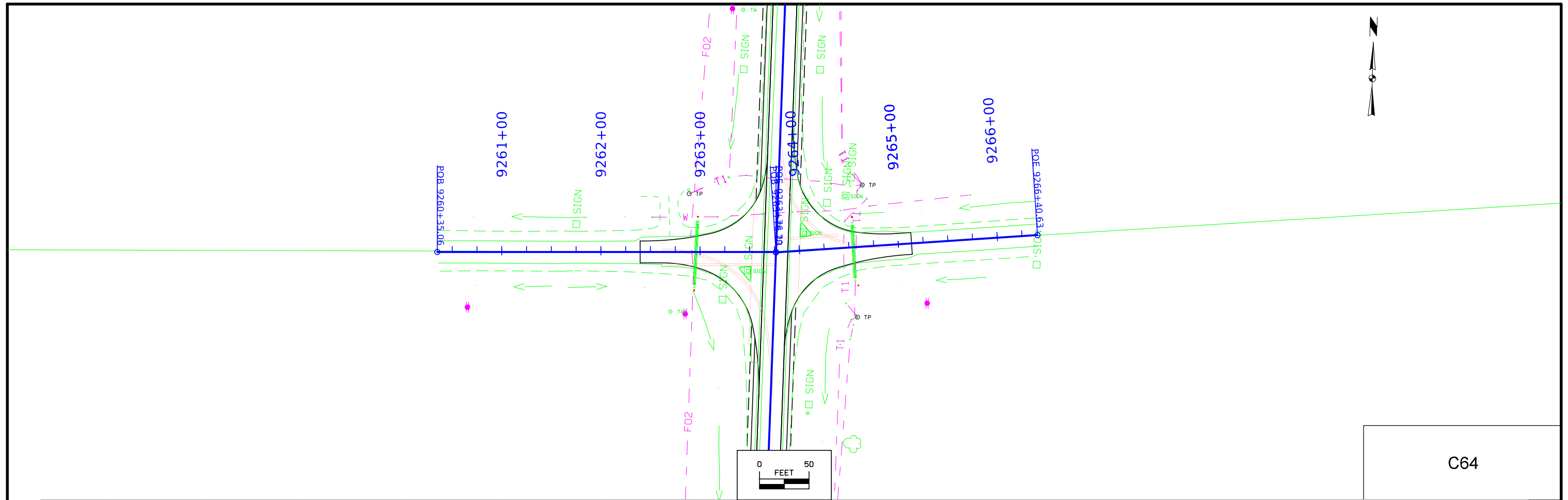
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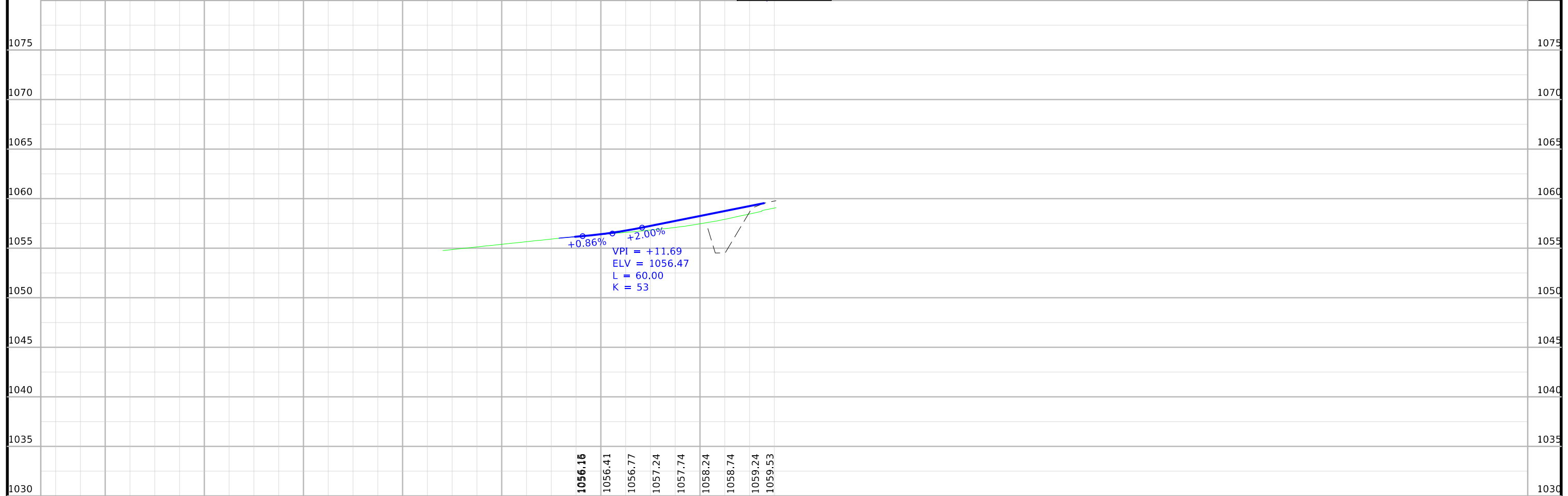
155th Street

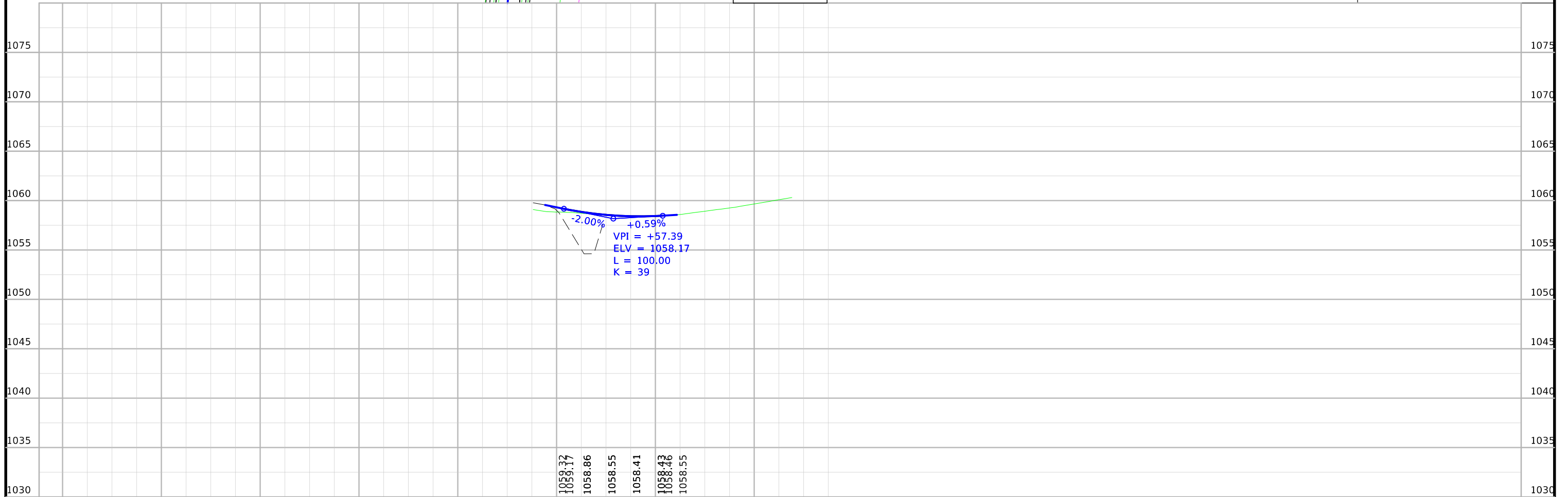
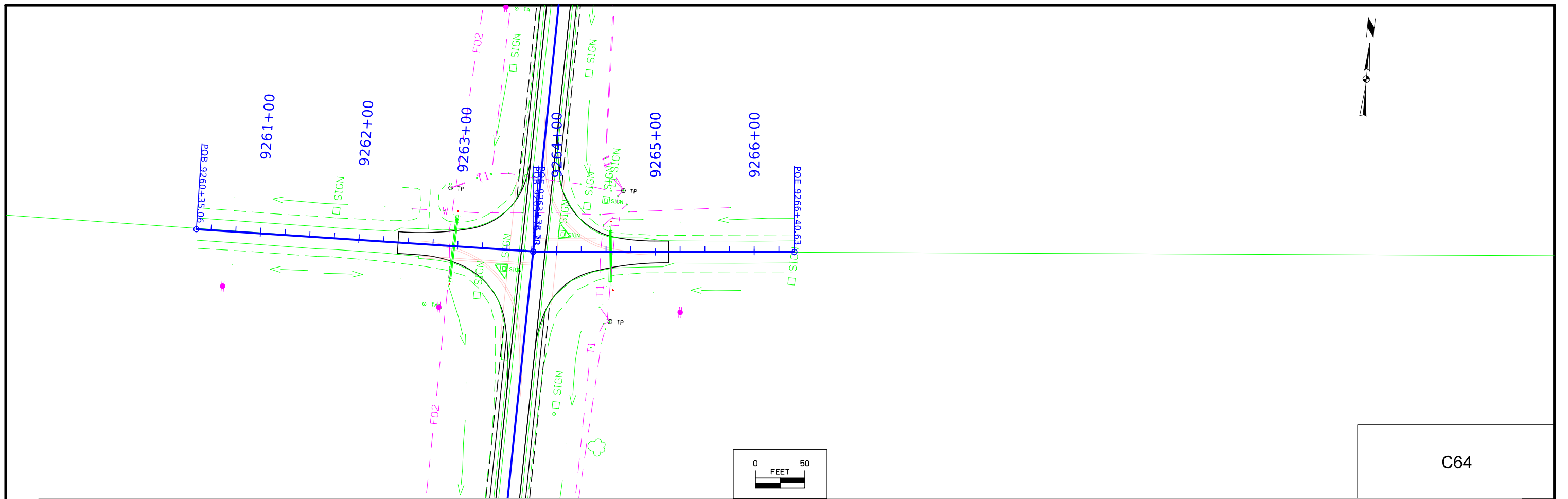


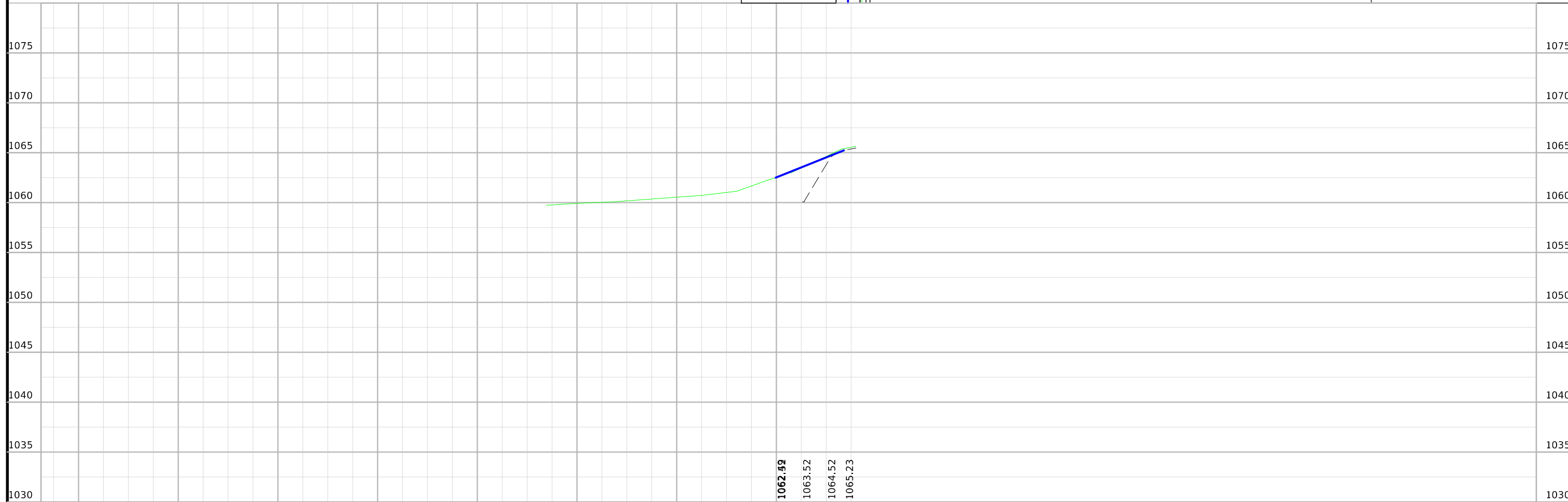
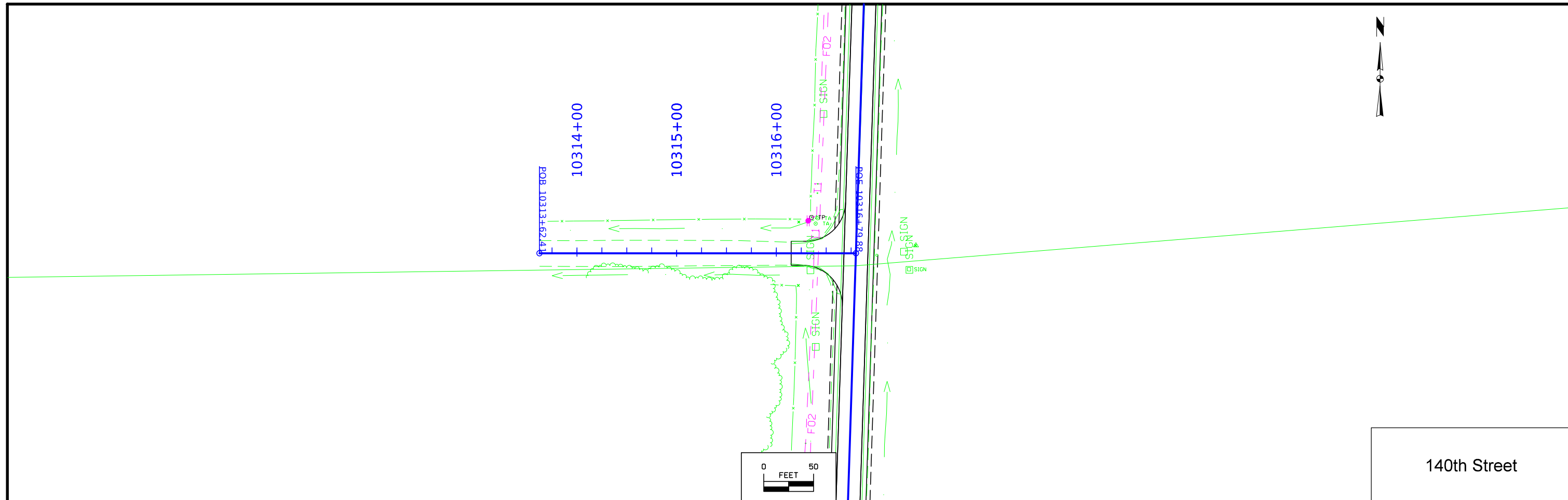
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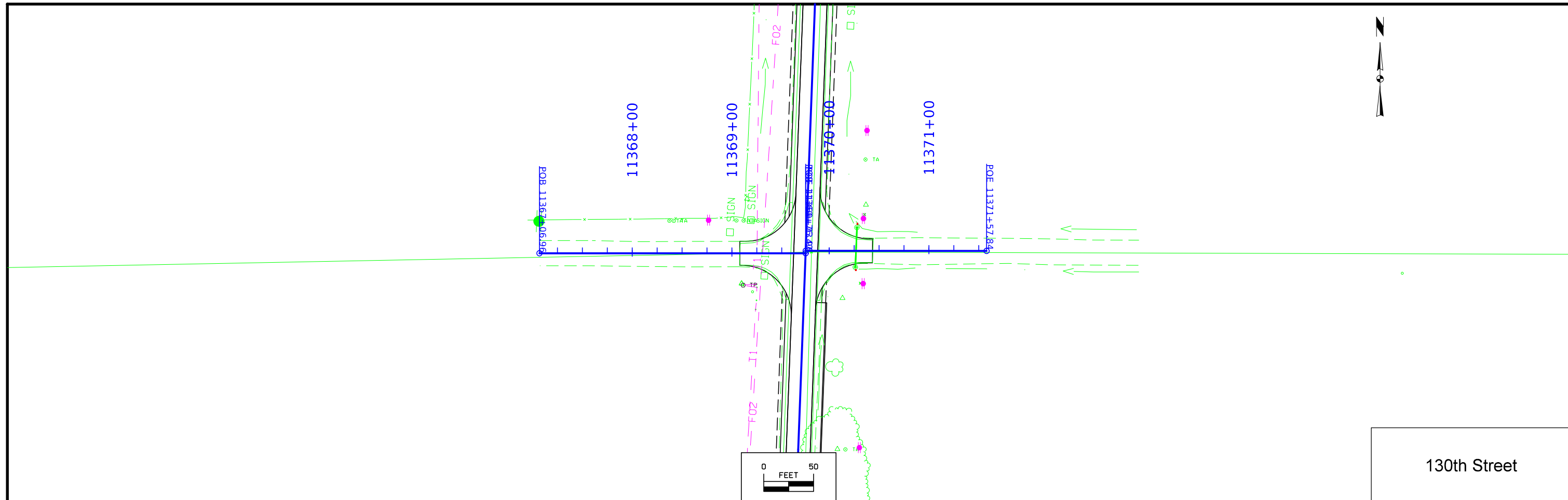
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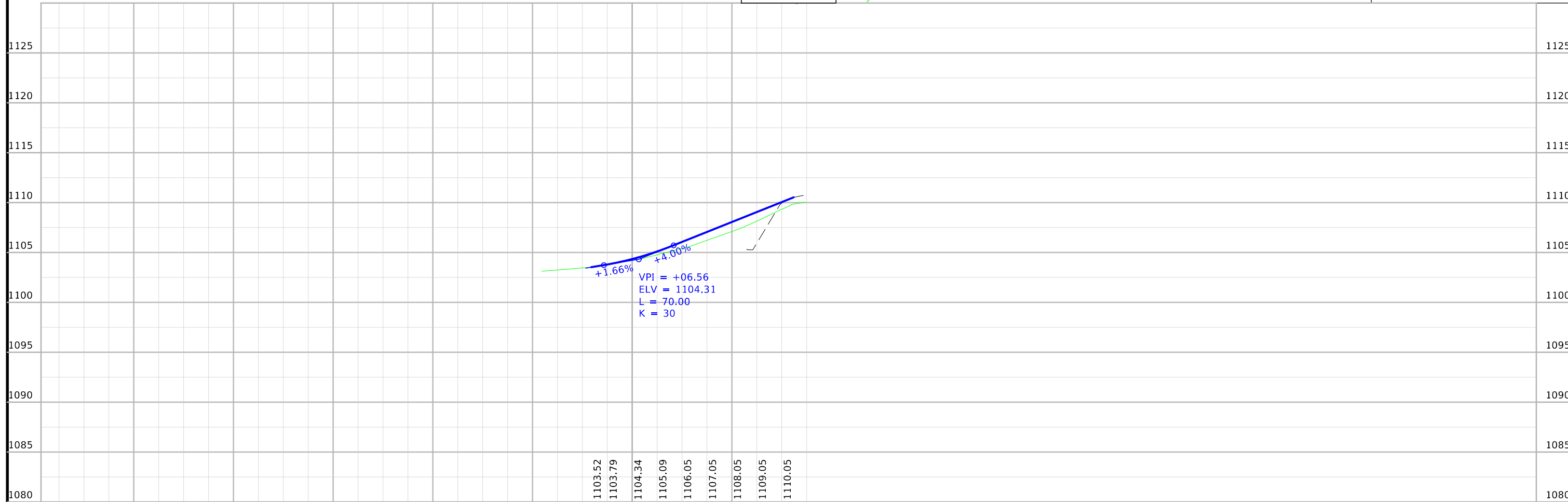




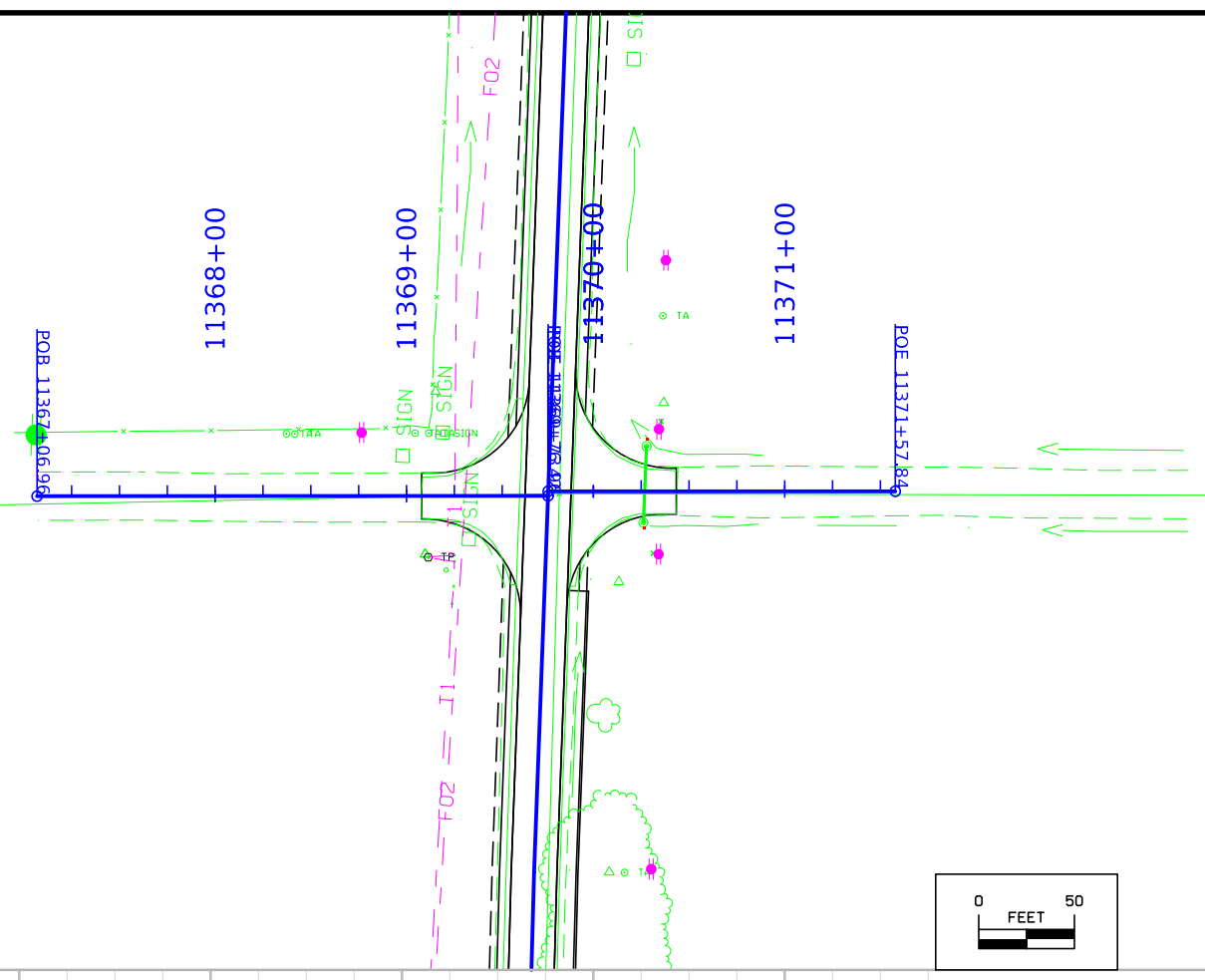
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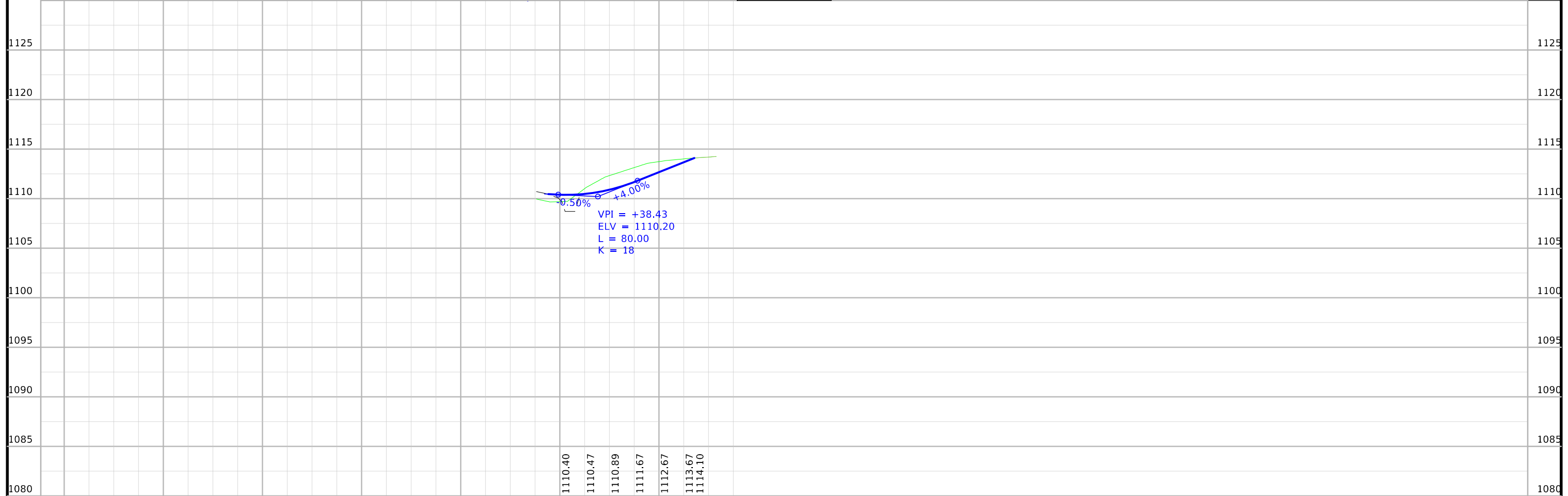
130th Street



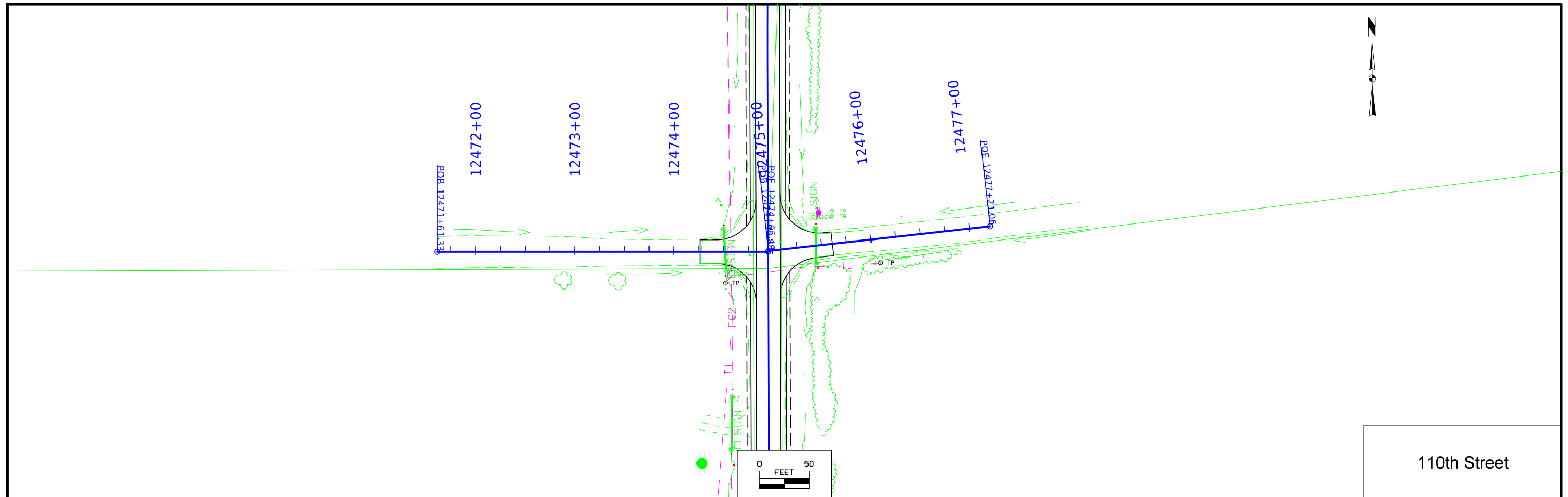
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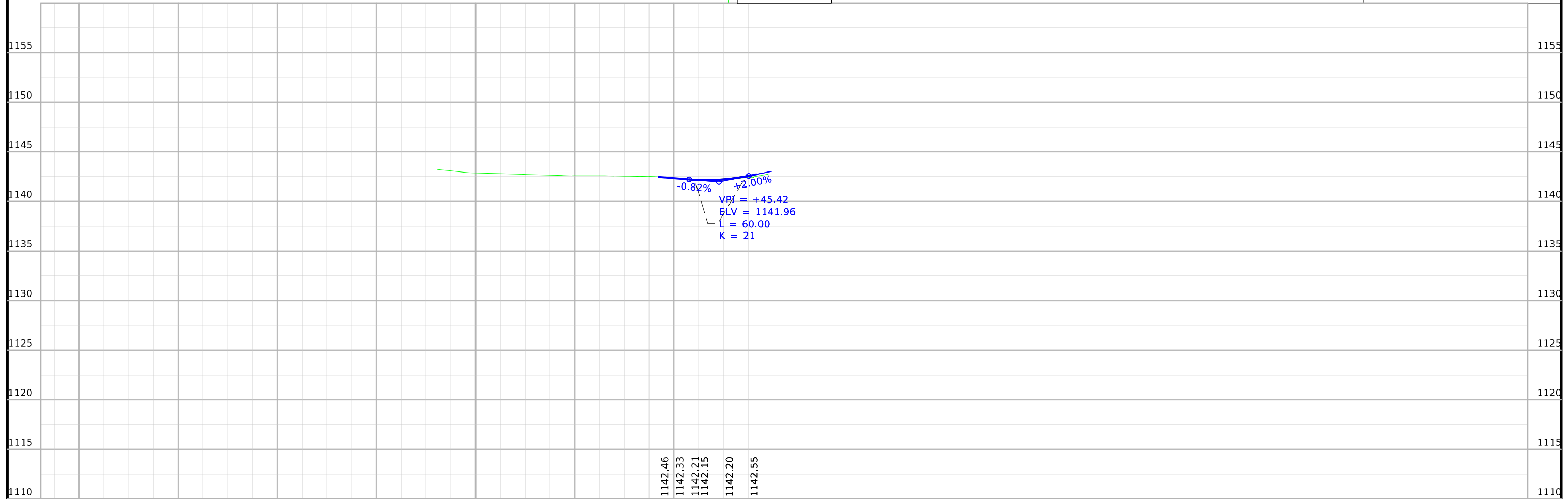
130th Street



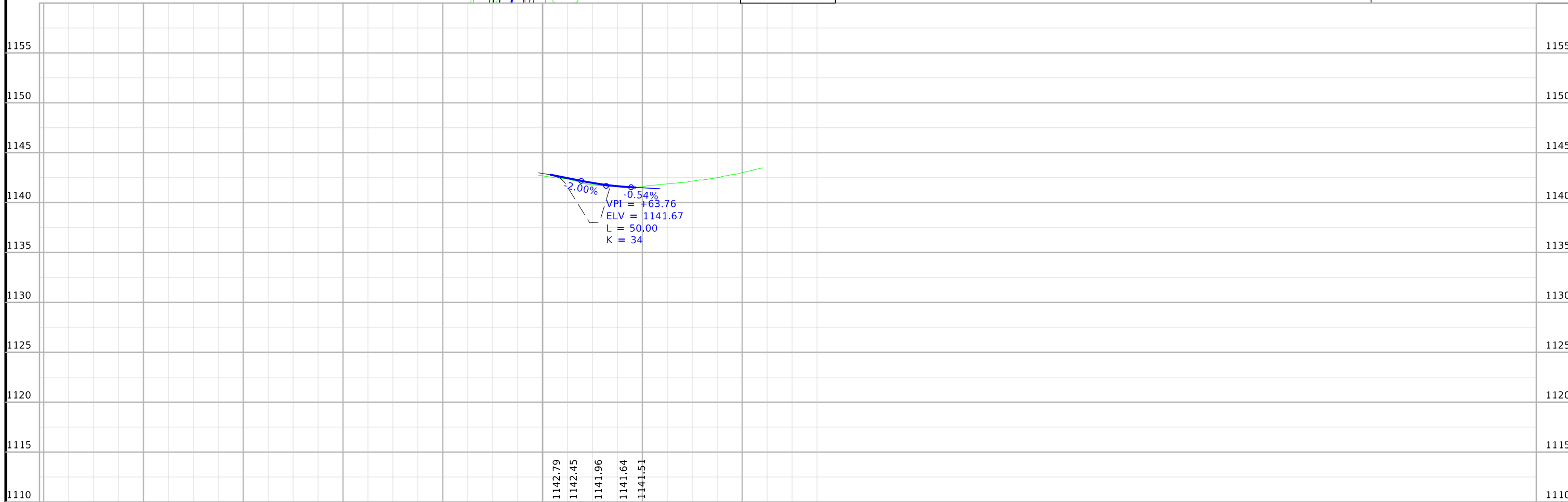
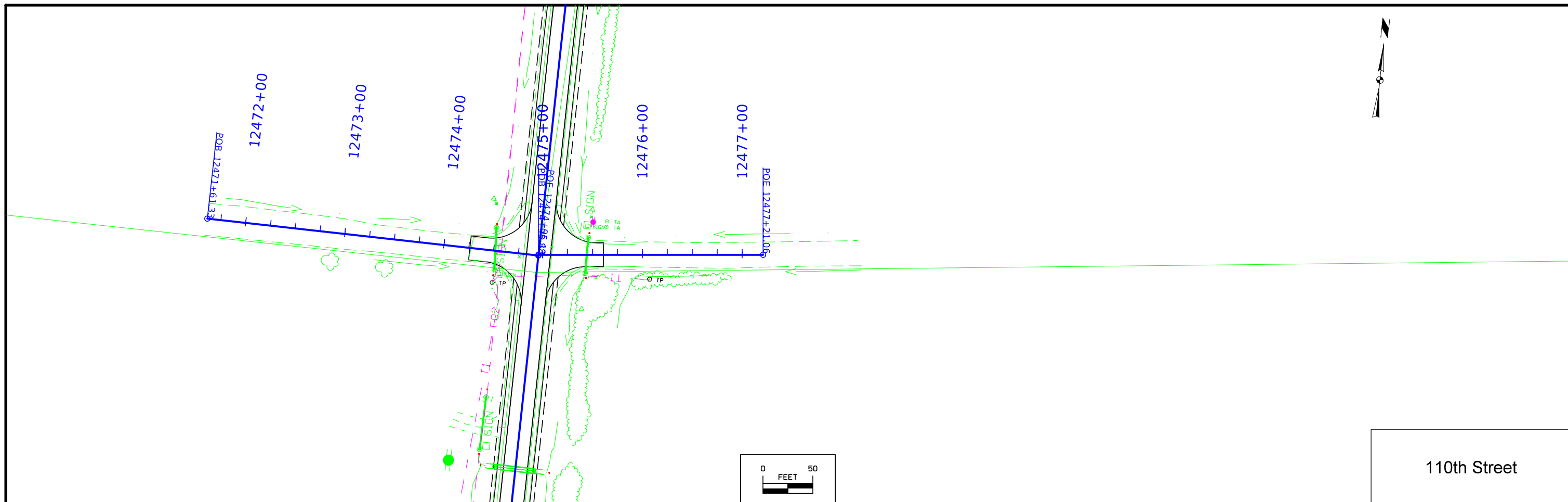
11365+00	11366+00	11367+00	11368+00	11369+00	11370+00	11371+00	DELAWARE COUNTY	PROJECT NUMBER NHSX-013-2(42)--3H-28	SHEET NUMBER E.11
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110th Street



12468+00	12469+00	12470+00	12471+00	12472+00	12473+00	12474+00	DELAWARE COUNTY	PROJECT NUMBER NHSX-013-2(42)--3H-28	SHEET NUMBER E.12
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12470+00	12471+00	12472+00	12473+00	12474+00	12475+00	12476+00	12477+00	DELAWARE COUNTY	PROJECT NUMBER NHSX-013-2(42)--3H-28	SHEET NUMBER E.13
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Survey Information

Delaware County
 NHSX-013-2(42)--3H-28
 PIN 18-28-013-010
 IA 13 – Partial Survey of IA 13 0.5 Miles N of Honey Creek to 0.2 Miles S of Junction IA 3
 Approx. 9 Miles
 SAP 0953.0

General Information

Measurement units for this survey are US survey feet. Project datum and control was established using IARTN. This is a partial survey of IA 13. Starting 0.5 Miles north of Honey Creek and ending 0.2 Miles south of Junction IA 3

Vertical Control

Vertical datum for this survey is relative to NAVD88. Geoid 12B was used in this survey. Iowa RTN was used to establish 16 control points surrounding the perimeter of the project. CP101-CP116 were then calibrated from CP100. Additional benchmarks were placed throughout the project using RTK GPS.

BM #518 EL= 1018.714' this survey 1983 AB Plan Sheet 16 of 97 EL=1018.75'
 BM #530 EL=1069.312' this survey 1983 AB Plan Sheet 16 of 97 EL=1069.57'
 BM #535 EL= 1093.007' this survey 1983 AB Plan Sheet 16 of 97 EL=1093.27'
 BM #542 EL= 1102.501' this survey 1983 AB Plan Sheet 16 of 97 EL=1102.75'
 BM #543 EL= 1110.365' this survey 1983 AB Plan Sheet 16 of 97 EL=1110.71'
 BM #544 EL= 1107.384' this survey 1983 AB Plan Sheet 16 of 97 EL=1107.57'

Horizontal Control

The project coordinate system for this survey is IaRCS Zone 3(U.S. Survey Feet). This survey control is relative to IaRTN reference Stations. IaRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. We establish 16 control points surrounding the perimeter of the project limits, observing each for 180 epochs. CP101-CP116 were then calibrated from CP100. Additional control points were placed throughout the project using GNSS Base-Rover setup relative to CP100.

The Combined Scale Factor may be used for total station stakeout and location to survey in the State Plane Coordinate system.

Alignment Information

The horizontal alignment for this survey is a retrace of As-Built Plans No. P-236Abc-24390948. Survey stationing was equated to the plan PC at STA 152+79.40 at point #4228, Found Cut "X" in Pavement, and run back and ahead without equation throughout the end of the survey. The alignment from STA 514+72.75 forward throughout the end of the survey is a retrace of As-Built Plans No. F-13-2(13)—20-28.

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

PT Sta. 14+79.40 Project No. P-236Abc-24390948
 Survey POT Sta. 14+79.40

PC Sta 152+79.40 Project No. P-236Abc-24390948
 Survey PC STA 152+79.40

PI STA 367+77.10 Project No. P-236Abc-24390948
 Survey PI STA 367+77.40

PC STA 423+86.60 Project No. P-236Abc-24390948
 Survey PC STA 423+86.90

PC STA 476+65.00 Project No. P-236Abc-24390948
 Survey PC STA 476+65.30

TS STA 616+83.75 Project No. F-13-2(13)—20-28
 Survey TS STA 514+72.75

CS STA 621+42.02 Project No. F-13-2(13)—20-28
 Survey CS STA 521+60.25

POT STA 628+44.99 Project No. F-13-2(13)—20-28
 Survey POT STA 528+64.19

Point Numbers Used

Control Points 100-117, 120-158
 Bench Points 500-536,538-551
 Topo 4000-33435,37000-38355,40000-40469

Point Numbers available for future surveys
 1-99,118,119,159-499,537,552-999,1037-1999,2034-2999,3027-3999,
 33436-36999,38356-39999,40470-100000

Date(s) of Survey

Begin Date 10/28/2019
 End Date 4/30/2020

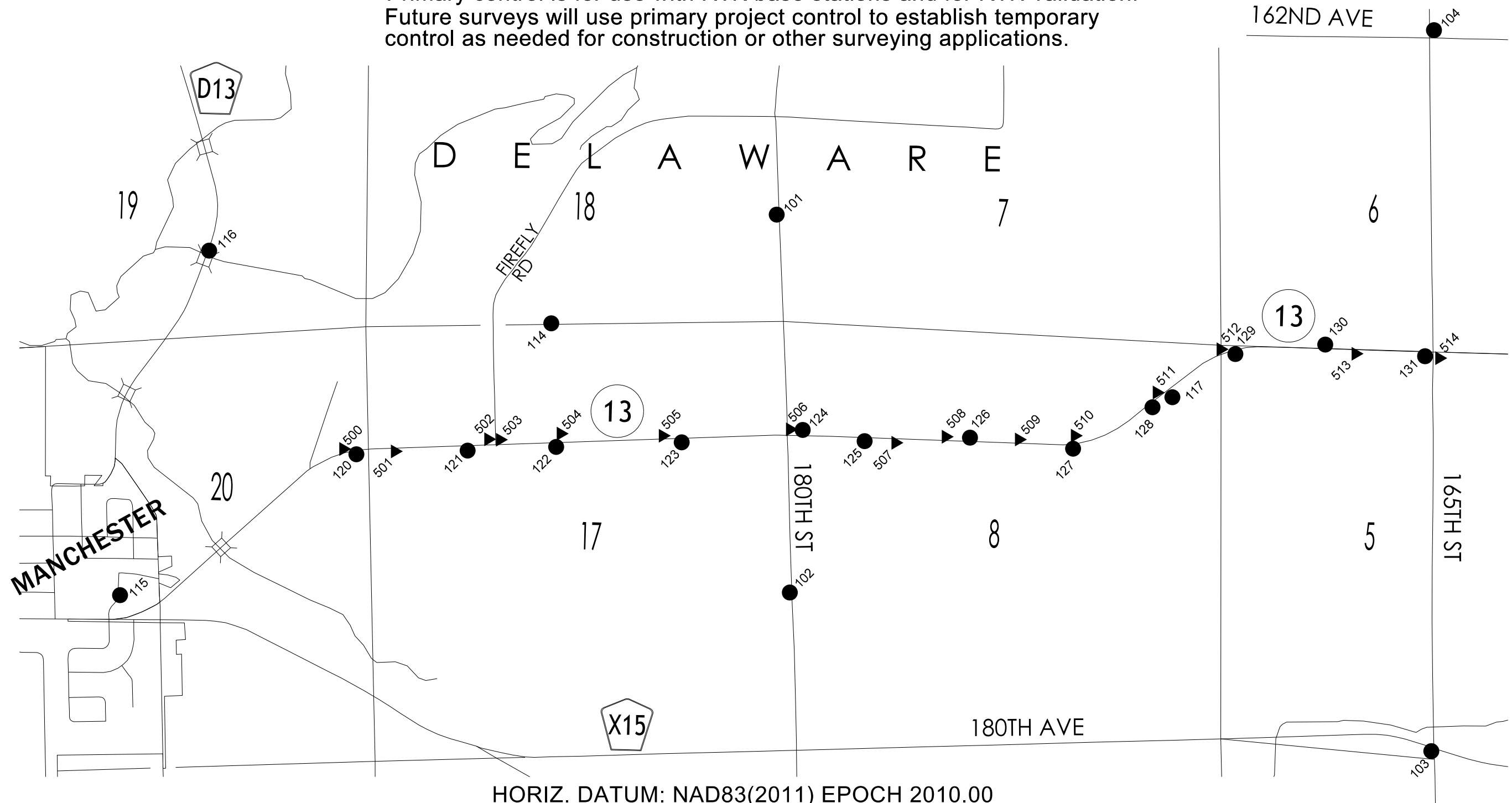
Party Personnel

Jeremy Leemon	Survey Project Manager
Chris Ries	Assistant Survey Project Manager
CJ Beckman	Instrument
Scott Jones	Instrument
Jacob Powers	Instrument

Survey Feature table lafea1/22/2015.doc
 Trimble IowaDOT19.1.fxl file
 CADD Feature Table and Cell files IDOTsurvey_smd

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.



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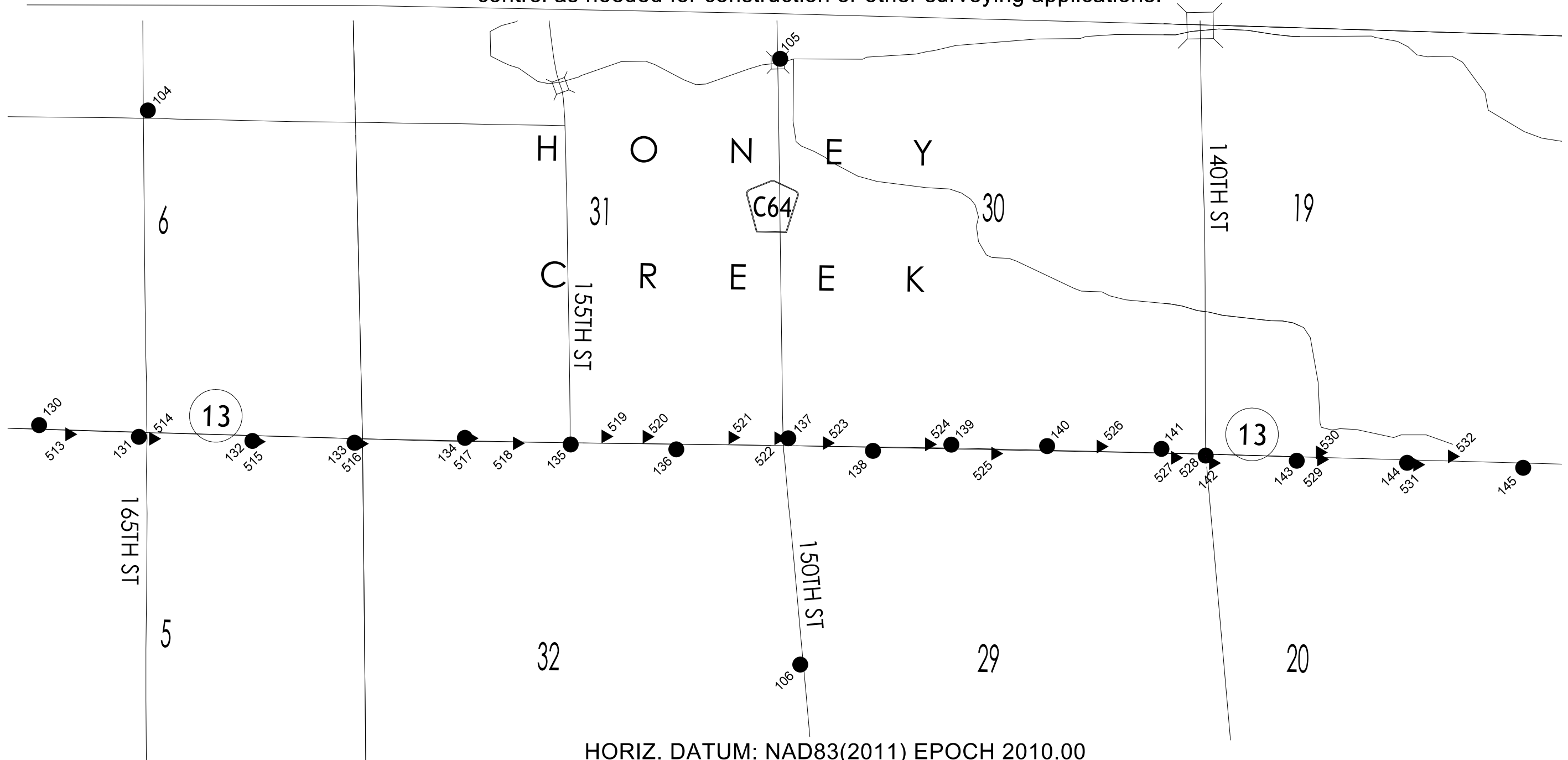
VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 3

Coordinate listing from next sheet will be used with 1aRTN for monument
 recovery. No other reference ties are given.

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.



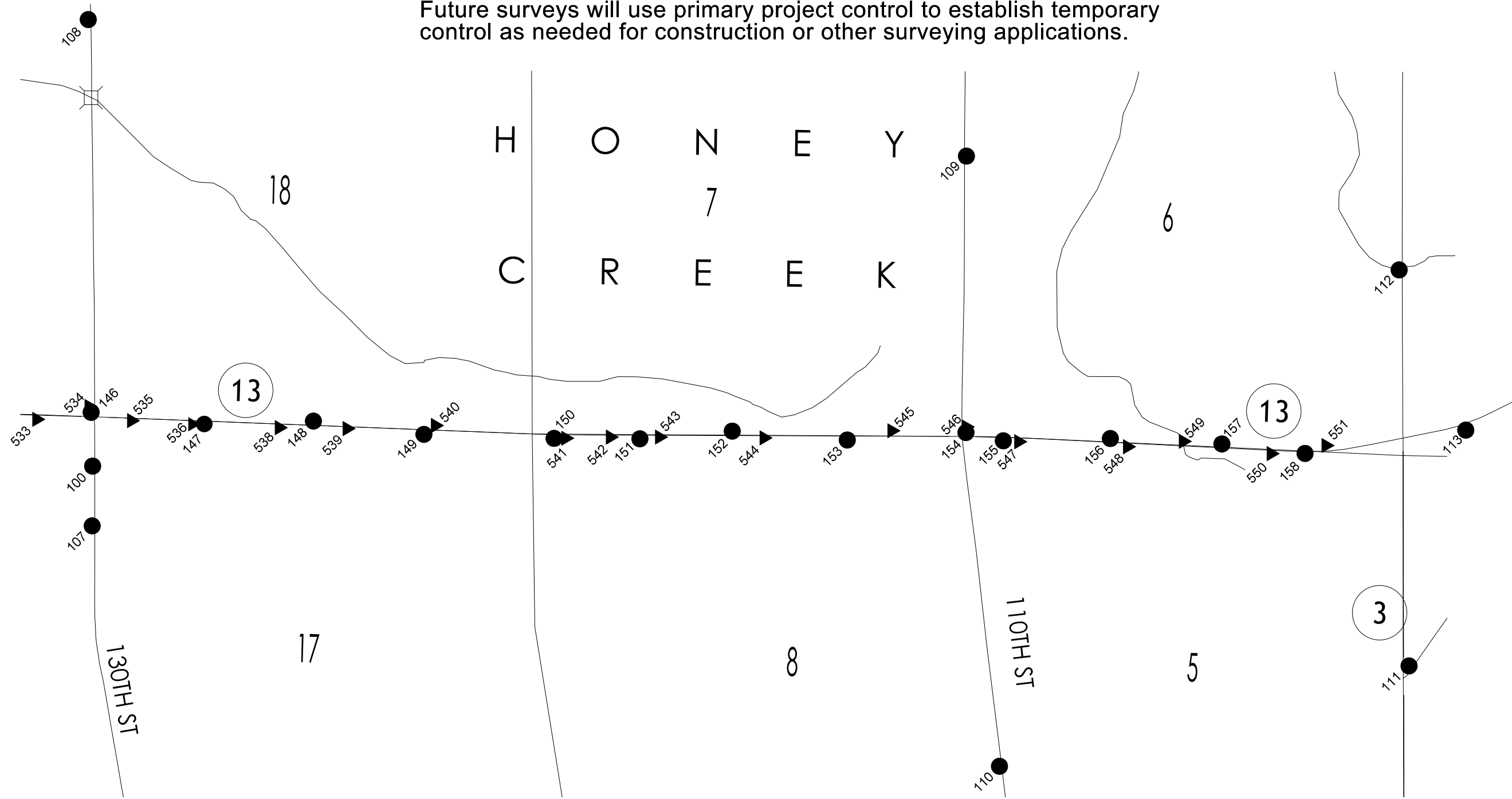
HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
 VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 3

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

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

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 3

Coordinate listing from next sheet will be used with 1aRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 3

Point Name	Northing	Easting	Elev.	Fea. Code	Description						
100	9156609.88	13428109.73	1113.52	CP	SET REBAR 6 IN DEEP 24 FT SOUTH OF 130TH ST CL 599 FT EAST OF IA 13 CL	136	9144692.05	13427297.85	1038.75	CP	SET REBAR 6 IN DEEP 67 FT EAST OF CL SOUTH SIDE OF FIELD ENT
101	9129808.81	13425361.63	965.32	CP	SET REBAR 6 IN DEEP 38 FT SOUTH OF 180TH ST CL 120 FT WEST OF CULVERT	137	9146097.64	13427159.21	1055.44	CP	FD REBAR 6 IN DEEP 90 FT WEST OF CL 60 FT NORTH OF 150TH ST CL
102	9129972.80	13430107.40	973.24	CP	FD REBAR 6 IN DEEP 26 FT SOUTH OF 180TH ST CL NEAR CORNER POST	138	9147160.26	13427317.49	1077.17	CP	SET REBAR 6 IN DEEP 54 FT EAST OF CL
103	9138025.75	13432098.74	1004.52	CP	SET REBAR 6 IN DEEP 50 FT SE OF 180TH AVE CL 38 FT SOUTH OF 165TH ST CL	139	9148144.45	13427239.17	1066.63	CP	SET REBAR 6 IN DEEP 40 FT WEST OF CL 24 FT NORTH OF PP
104	9138059.37	13423046.27	1014.03	CP	SET REBAR 6 IN DEEP 55 FT NORTH OF 165TH CL 93 FT WEST OF 162ND AVE CL	140	9149346.52	13427256.49	1051.70	CP	SET REBAR 6 IN DEEP 50 FT WEST OF CL 130 FT SOUTH OF PP
105	9145995.39	13422398.91	999.64	CP	SET REBAR 6 IN DEEP 26 FT NORTH OF 150TH ST 20 FT WEST OF TRIP BOX CUL	141	9150780.92	13427291.81	1064.30	CP	SET REBAR 6 IN DEEP 49 FT WEST OF CL 74 FT SOUTH OF RES ENT
106	9146247.69	13429998.35	1057.44	CP	SET REBAR 6 IN DEEP 44 FT SOUTH OF 150TH ST AT CORNER POST	142	9151337.12	13427376.73	1064.43	CP	SET REBAR 6 IN DEEP 21 FT EAST OF CL AT 140TH ST INTERSECTION
107	9156605.01	13428834.84	1108.73	CP	SET REBAR 6 IN DEEP 30 FT SOUTH OF 130TH ST CL AT FENCE	143	9152479.63	13427441.53	1086.44	CP	SET REBAR 6 IN DEEP 53 FT EAST OF CL 180 FT NORTH OF FARM ENT
108	9156557.81	13422695.84	1079.62	CP	FD REBAR 6 IN DEEP 30 FT SOUTH OF 130TH ST 100 FT WEST OF TREE	144	9153864.57	13427467.49	1092.56	CP	SET REBAR 6 IN DEEP 38 FT EAST OF CL NORTH SIDE OF FIELD ENT
109	9167201.34	13424352.04	1161.98	CP	FD REBAR 6 IN DEEP 20 FT NORTH OF 110TH ST 530 FT WEST OF FARM ENT	145	9155321.18	13427529.19	1145.65	CP	SET REBAR 6 IN DEEP 58 FT EAST OF CL NORTH SIDE OF FENCE
110	9167602.09	13431749.77	1095.75	CP	FD REBAR 6 IN DEEP 24 FT SOUTH OF 110TH ST WEST SIDE OF FIELD ENT	146	9156592.29	13427457.94	1107.17	CP	SET REBAR 6 IN DEEP 52 FT WEST OF CL 40 FT SOUTH OF 130TH ST CL
111	9172565.41	13430532.79	1142.69	CP	FD REBAR 6 IN DEEP 63 FT NORTH OF IA 3 CL 45 FT SW OF 398TH CL	147	9157963.77	13427599.85	1105.72	CP	FD REBAR 6 IN DEEP 36 FT EAST OF CL 63 FT SOUTH OF PP
112	9172446.34	13425731.62	1135.93	CP	FD REBAR 6 IN DEEP 40 FT SOUTH OF 400TH ST 45 FT EAST OF CULVERT	148	9159286.59	13427564.38	1104.43	CP	FD REBAR 6 IN DEEP 51 FT WEST OF CL 31 FT SOUTH OF PP
113	9173253.97	13427674.30	1171.00	CP	FD REBAR 6 IN DEEP 77 FT NE OF CL 13 FT SE OF BILLBOARD	149	9160625.43	13427725.48	1076.09	CP	SET REBAR 6 IN DEEP 58 FT EAST OF CL 10 FT NORTH OF PIPE
114	9126978.75	13426726.67	961.96	CP	SET REBAR 6 IN DEEP 42 SOUTH OF 185TH ST ACROSS FORM HOUSE #16939	150	9162203.10	13427774.44	1131.86	CP	SET REBAR 6 IN DEEP 47 FT EAST OF CL 140 FT SOUTH OF PP
115	9121566.03	13430140.63	953.12	CP	FD REBAR 6 IN DEEP W CAP 4 FEET BEHIND CURB NORTH OF WINDSOR DR	151	9163243.30	13427778.90	1112.35	CP	SET REBAR 6 IN DEEP 44 FT EAST OF CL NORTH SIDE OF FIELD ENT
116	9122683.94	13425814.54	943.05	CP	FD MAG NAIL NW COR OF BRIDGE 195TH ST	152	9164363.14	13427685.82	1127.42	CP	CUT X ON ROW RAIL 53 FT WEST OF CL 17 FT SOUTH OF PP
117	9134714.93	13427604.45	1037.31	CP	SET REBAR 6 IN DEEP W/ ALUM. CAP 32 FT EAST OF CL NORTH OF FIELD ENT	153	9165757.49	13427793.10	1111.73	CP	SET REBAR 6 IN DEEP 49 FT EAST OF CL 100 FT SOUTH OF FIELD ENT
120	9124532.64	13428371.06	951.85	CP	SET REBAR 6 IN DEEP 48 FT EAST OF CL	154	9167195.05	13427702.90	1142.33	CP	SET REBAR 6 IN DEEP 47 FT WEST OF CL 44 FT NORTH OF 110 ST CL
121	9125928.89	13428325.25	953.30	CP	SET REBAR 6 IN DEEP 62 FT EAST OF CL 15 FT SOUTH OF FIELD ENT	155	9167648.42	13427803.78	1160.74	CP	SET REBAR 6 IN DEEP 47 FT EAST OF CL 24 FT NORTH OF PP
122	9127040.58	13428279.03	953.24	CP	SET REBAR 6 IN DEEP 54 FT EAST OF CL AT 185TH ST	156	9168946.09	13427776.34	1147.54	CP	SET REBAR 6 IN DEEP 43 FT WEST OF CL
123	9128616.20	13428220.96	984.65	CP	SET REBAR 6 IN DEEP 48 FT EAST OF CL SOUTH SIDE OF FIELD ENT	157	9170297.74	13427841.49	1148.83	CP	SET REBAR 6 IN DEEP 45 FT WEST OF CL
124	9129993.81	13428086.94	990.79	CP	FD REBAR 6 IN DEEP 45 FT WEST OF CL 47 FT NORTH OF 180TH ST	158	9171305.63	13427956.13	1165.63	CP	SET REBAR 6 IN DEEP 22 FT EAST OF CL 85 FT NORTH OF PIPE
125	9130911.52	13428206.35	1018.27	CP	SET REBAR 6 IN DEEP 42 FT EAST OF CL 105 FT SOUTH OF RES ENT						
126	9132234.92	13428163.03	1014.19	CP	SET REBAR 6 IN DEEP 51 FT WEST OF CL 23 FT NORTH OF PP						
127	9133529.21	13428301.41	1029.12	CP	SET REBAR 6 IN DEEP 58 FT EAST OF CL 50 FT SOUTH OF FARM ENT						
128	9134525.69	13427780.45	1043.43	CP	SET REBAR 6 IN DEEP 52 FT EAST OF CL 12 FT SE OF FARM ENT						
129	9135566.27	13427113.17	1018.46	CP	SET REBAR 6 IN DEEP 53 FT EAST OF CL SOUTH SIDE OF FIELD ENT						
130	9136694.59	13426993.96	1059.95	CP	SET REBAR 6 IN DEEP 50 FT WEST OF CL 120 FT NORTH OF SIGN						
131	9138002.20	13427135.72	1058.79	CP	SET REBAR 6 IN DEEP 50 FT EAST OF CL 43 FT SOUTH OF 165TH ST CL						
132	9139371.31	13427192.45	1026.19	CP	SET REBAR 6 IN DEEP 67 FT EAST OF CL 14 FT SOUTH OF FIELD ENT						
133	9140721.13	13427224.26	1015.91	CP	SET REBAR 6 IN DEEP 59 FT EAST OF CL NW OF PP						
134	9142038.67	13427154.53	1019.07	CP	CUT X ON ROW RAIL 41 FT WEST OF CL						
135	9143366.41	13427236.14	1023.65	CP	SET REBAR 6 IN DEEP 23 FT EAST OF CL AT 155TH ST INTERSECTION						

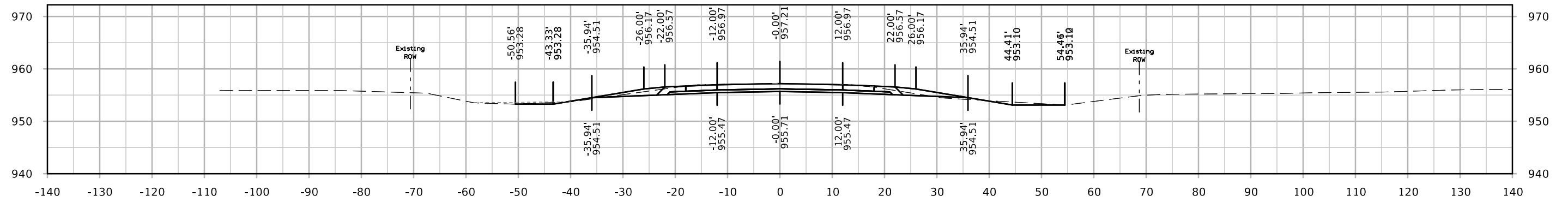
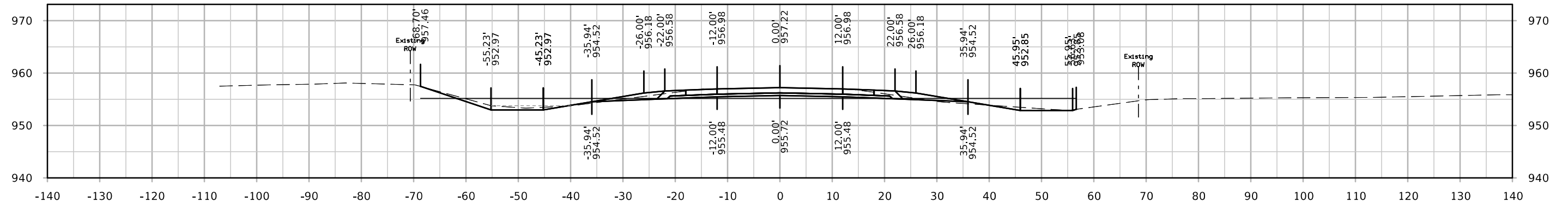
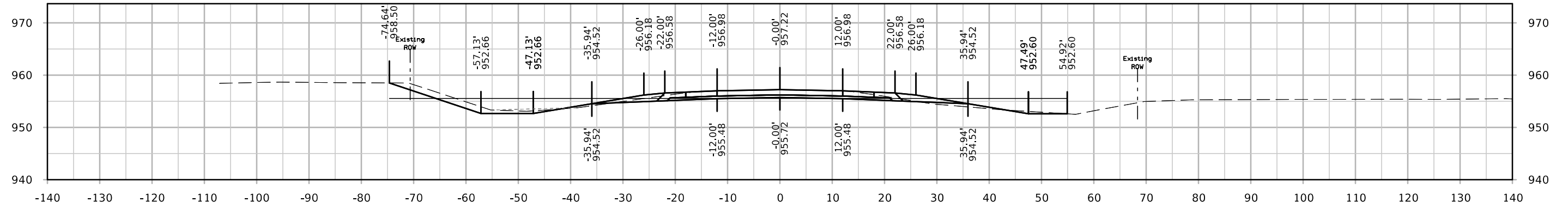
HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

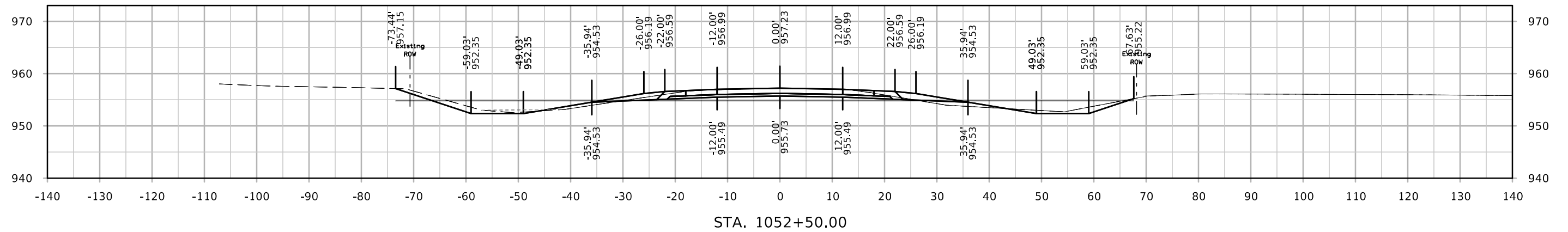
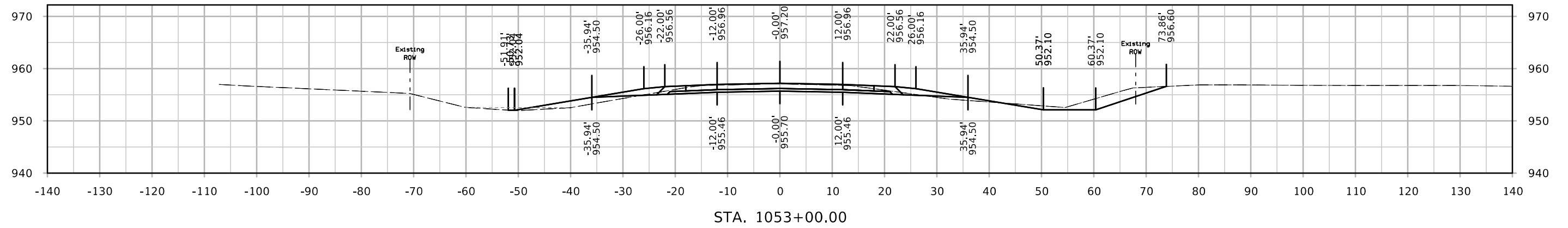
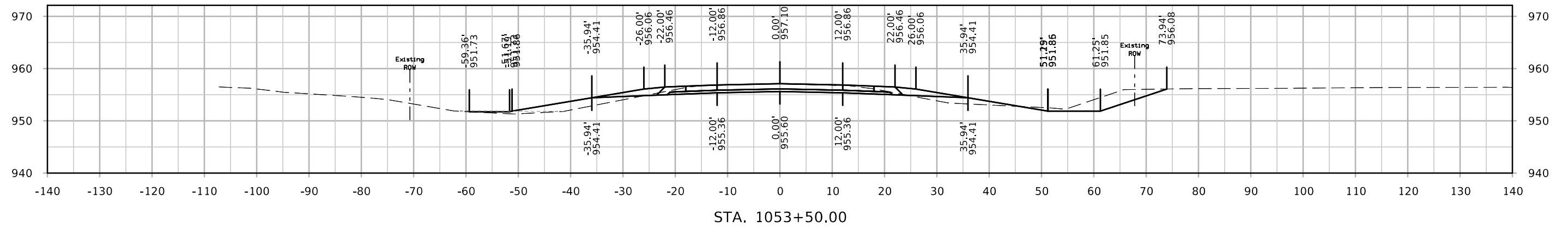
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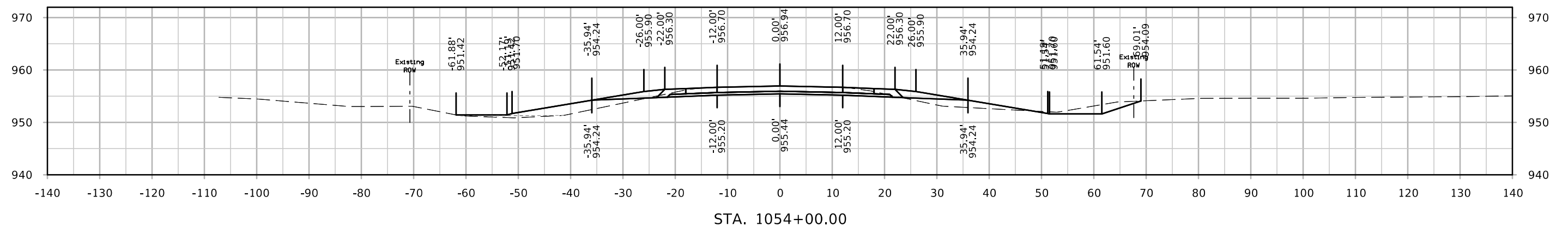
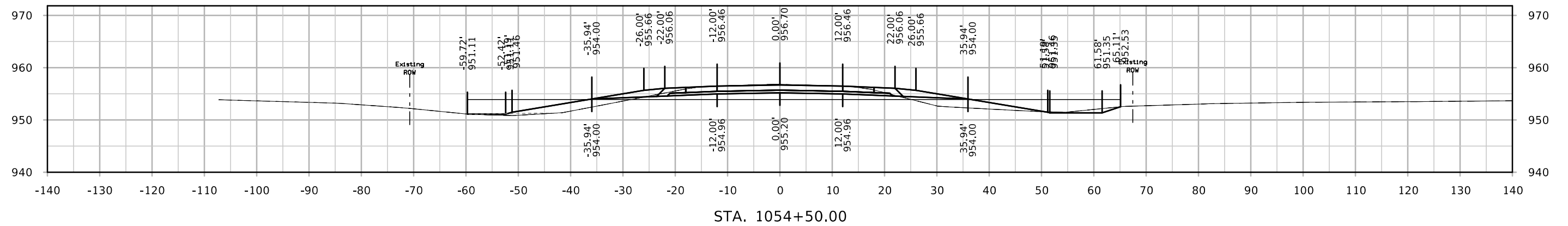
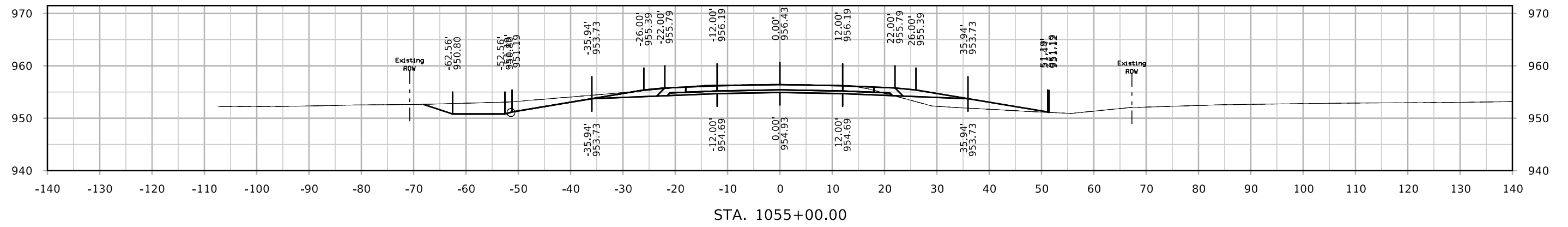
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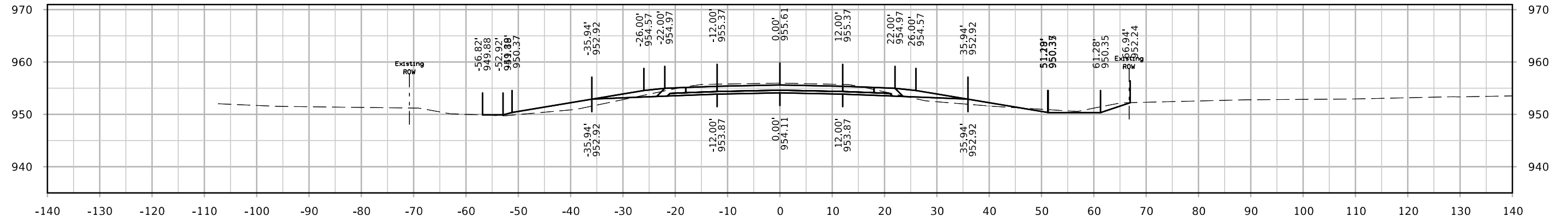
Ia. Regional Coordinate System Zone 3

500	9124367.87	13428304.94	953.41	BM	SET RR SPK E SIDE PP 50 FT WEST OF CL	536	9157819.84	13427602.50	1105.61	BM	SET RR SPK W SIDE PP 45 FT EAST OF CL
501	9125015.63	13428335.26	956.41	BM	CUT X ON ROW RAIL 42 FT EAST OF CL 50 FT NORTH OF FIREFLY RD	538	9158871.98	13427643.70	1092.79	BM	SET RR SPK W SIDE PP 45 EAST OF CL 146 FT NORTH OF PIPE
502	9126252.25	13428205.88	952.15	BM	FD BARN SPIKE 46 FT WEST OF CL 33 FT SOUTH OF FIREFLY RD	539	9159694.28	13427655.07	1093.66	BM	FD IHC BM ON INHDWL EAST SIDE
503	9126333.77	13428188.76	954.23	BM	CUT X ON ROW RAIL 60 FT WEST OF CL	540	9160764.89	13427618.51	1075.62	BM	SET RR SPK E SIDE PP 54 FT WEST OF CL 146 NORTH OF PIPE
504	9127073.13	13428145.74	956.48	BM	CUT A SQUARE ON SOUTH CORNER FAWN TRAIL SIGN	541	9162343.30	13427772.27	1121.83	BM	SET RR SPK W SIDE PP 42 FT EAST OF CL 45 FT SOUTH OF ENT
505	9128378.46	13428138.74	980.67	BM	SET RR SPK E SIDE PP 42 FT WEST OF CL	542	9162884.26	13427758.79	1102.50	BM	FD IHC BM ON IN HDWL
506	9129981.76	13428086.45	991.42	BM	SET RR SPK E SIDE PP 45 FT WEST OF CL 35 FT NORTH OF 180TH ST	543	9163480.59	13427758.23	1110.37	BM	FD IHC BM ON IN HDWL
507	9131298.93	13428227.31	1013.60	BM	CUT X ON ROW RAIL 48 FT EAST OF CL SOUTH SIDE OF FIELD ENT	544	9164747.64	13427767.74	1107.38	BM	FD IHC BM ON IN HDWL 60 FT NORTH OF FIELD ENT
508	9131931.03	13428151.38	1008.81	BM	SET RR SPK SE SIDE PP 51 FT WEST OF CL	545	9166298.36	13427681.72	1116.18	BM	FD RR SPK E SIDE PP 65 FT WEST OF CL
509	9132848.53	13428185.66	1020.72	BM	FD RR SPK E SIDE PP 51 FT WEST OF CL	546	9167199.65	13427699.85	1143.95	BM	CUT X ON ROW RAIL 50 FT WEST OF CL 50 FT NORTH OF 110TH ST CL
510	9133536.88	13428198.69	1025.00	BM	SET RR SPK E SIDE PP 42 FT WEST OF CL	547	9167834.12	13427813.87	1155.36	BM	CUT X ON ROW RAIL 49 FT EAST OF CL 9 FT SOUTH OF PP
511	9134578.81	13427595.87	1038.06	BM	CUT X ON ROW RAIL 59 FT WEST OF CL 57 FT SE OF FARM ENT	548	9169153.50	13427875.31	1151.51	BM	SET RR SPK W SIDE PP 46 FT EAST OF CL 185 FT SOUTH OF FIELD ENT
512	9135381.15	13427053.04	1013.40	BM	CUT X ON ROW RAIL 60 FT WEST OF CL NEAR CORNER POST	549	9169829.91	13427809.79	1146.65	BM	CUT X ON ROW RAIL 53 FT WEST OF CL 31 FT SOUTH OF PIPE
513	9137074.28	13427109.24	1060.21	BM	SET RR SPK W SIDE PP 52 FT EAST OF CL 200 FT NORTH OF FIELD ENT	550	9170893.14	13427958.47	1161.97	BM	SET RR SPK W SIDE PP 43 FT EAST OF CL 30 FT NORTH OF FIELD ENT
514	9138093.51	13427158.50	1058.74	BM	CUT X ON ROW RAIL 70 EAST OF CL 45 FT NORTH OF 165TH ST CL	551	9171558.18	13427859.82	1166.25	BM	SET RR SPK E SIDE PP 68 FT WEST OF CL
515	9139403.13	13427194.82	1025.92	BM	SET RR SPK W SIDE PP 68 FT EAST OF CL 18 FT NORTH OF FIELD ENT						
516	9140716.19	13427232.57	1017.22	BM	FD RR SPKW SIDE PP 68 FT EAST OF CL						
517	9142038.67	13427154.53	1019.07	BM	CUT X ON ROW RAIL 41 FT WEST OF CL						
518	9142692.99	13427222.81	1018.71	BM	FD IHC BM ON INHDWL EAST SIDE						
519	9143804.03	13427136.15	1034.70	BM	SET RR SPK E SIDE PP 83 FT WEST OF CL 115 FT NORTH OF PIPE						
520	9144319.69	13427139.48	1040.88	BM	FD RR SPK E SIDE PP 86 FT WEST OF CL 175 FT NORTH OF PIPE						
521	9145397.75	13427149.63	1049.69	BM	FD RR SPK E SIDE PP 91 FT WEST OF CL 175 FT NORTH OF RES ENT						
522	9145972.96	13427158.95	1055.54	BM	SET RR SPK E SIDE PP 89 FT WEST OF CL 64 FT SOUTH OF 150 ST CL						
523	9146583.33	13427219.26	1063.36	BM	FD RR SPK E SIDE PP 37 FT WEST OF CL AT FARM ENT						
524	9147863.97	13427235.09	1071.92	BM	SET RR SPK E SIDE PP 38 FT WEST OF CL 55 FT SOUTH OF FARM ENT						
525	9148696.26	13427351.26	1057.73	BM	CUT X ON ROW RAIL 60 FT EAST OF CL AT CORNER OF CROPPFIELD						
526	9150017.75	13427262.76	1048.97	BM	CUT X ON ROW RAIL 60 FT WEST OF CL 52 FT NORTH OF FIELD ENT						
527	9150953.48	13427403.68	1077.07	BM	CUT X ON ROW RAIL 59 FT EAST OF CL 18 FT SOUTH OF FARM ENT						
528	9151347.00	13427415.94	1065.73	BM	CUT X ON ROW RAIL 60 FT EAST OF CL AT 140TH ST INTERSECTION						
529	9152770.85	13427336.24	1066.14	BM	SET RR SPK E SIDE PP 61 FT WEST OF CL 20 FT SOUTH OF PIPE						
530	9152786.49	13427424.88	1069.31	BM	FD IHC BM ON INHDWL EAST SIDE						
531	9153991.57	13427491.43	1096.47	BM	CUT X ON ROW RAIL 59 FT EAST OF CL 135 FT NORTH OF FIELD ENT						
532	9154427.31	13427386.57	1105.55	BM	SET RR SPK E SIDE PP 59 FT WEST OF CL 118 SOUTH OF PIPE						
533	9155933.32	13427543.17	1112.71	BM	SET RR SPK W SIDE PP 58 FT EAST OF CL 10 FT SOUTH OF PIPE						
534	9156600.53	13427447.03	1109.06	BM	CUT X ON ROW RAIL 63 FT WEST OF CL 30 FT SOUTH OF 130TH ST CL						
535	9157081.97	13427558.75	1093.01	BM	FD IHC BM ON INHDWL EAST SIDE						

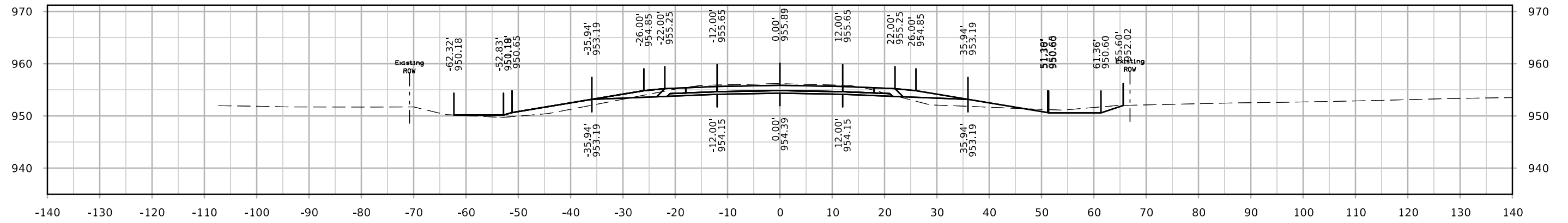




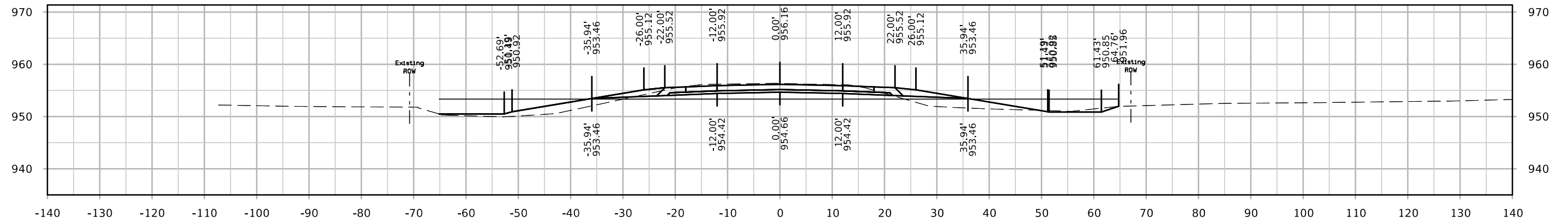




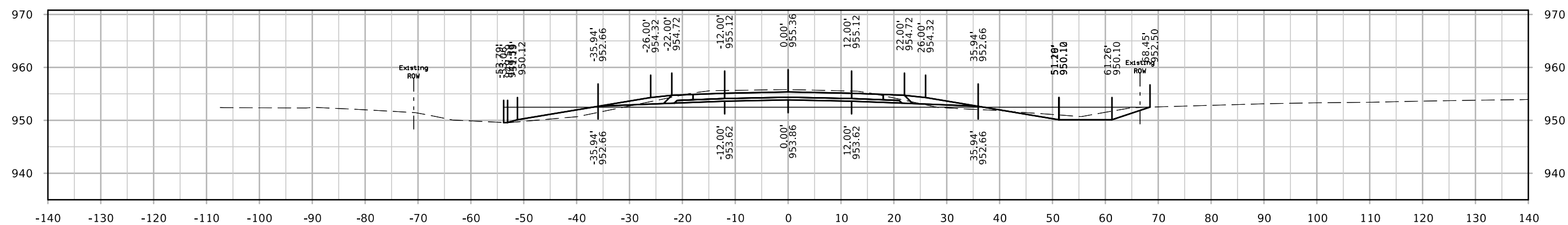
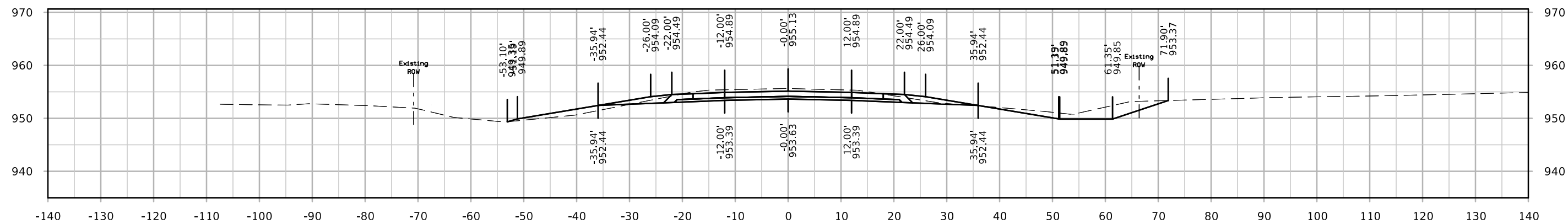
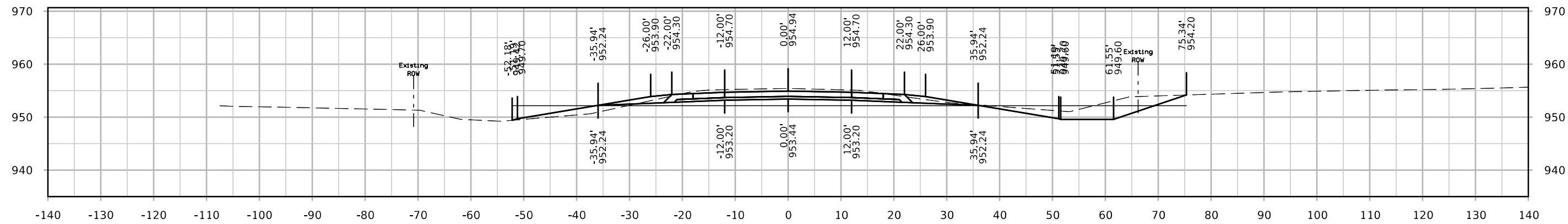
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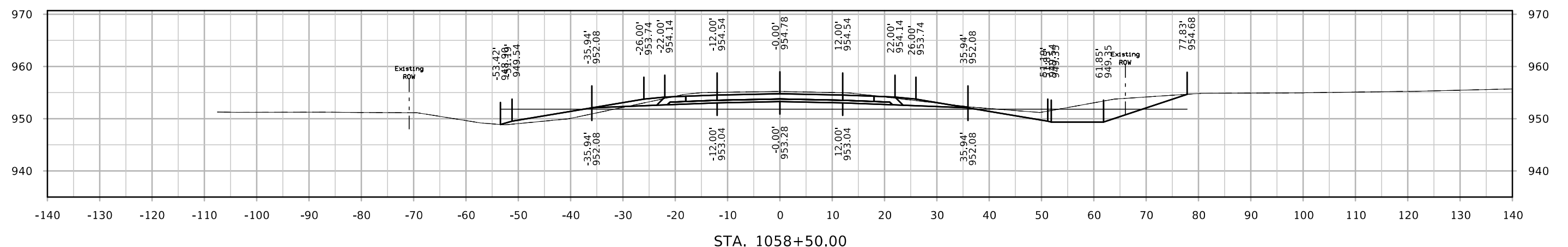
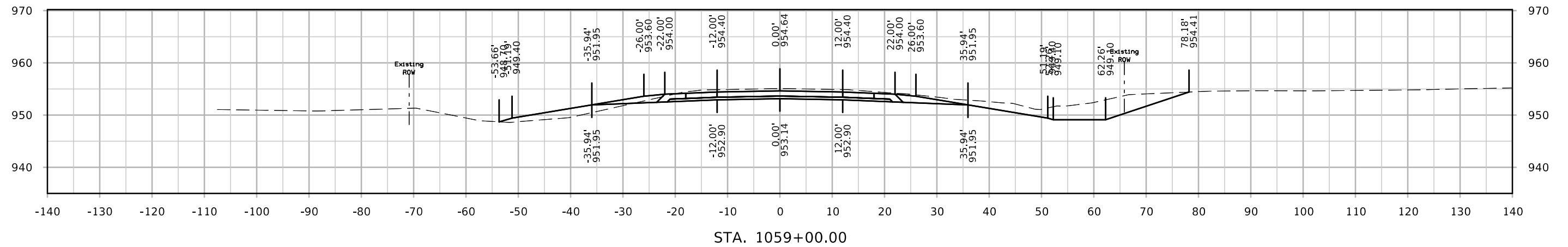
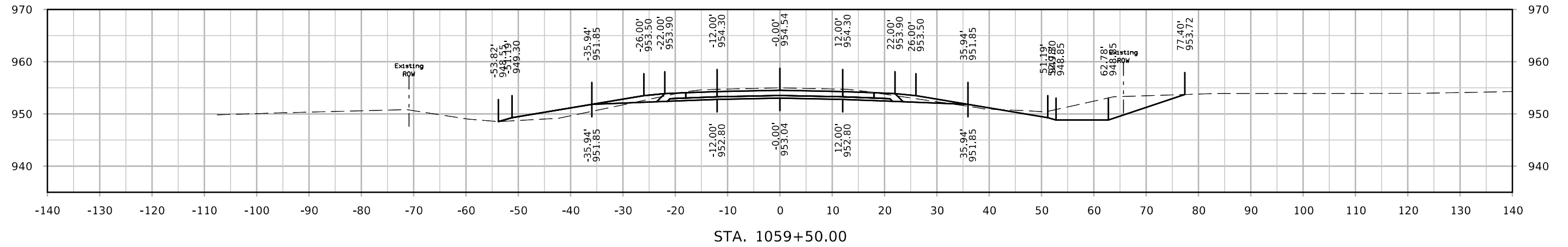


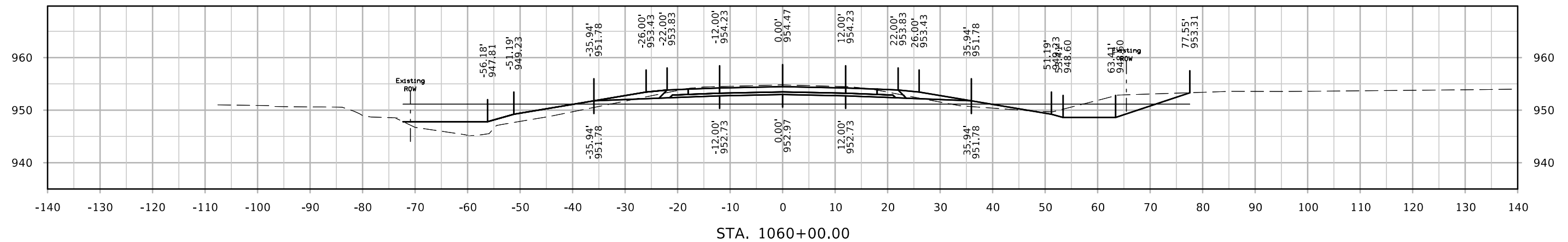
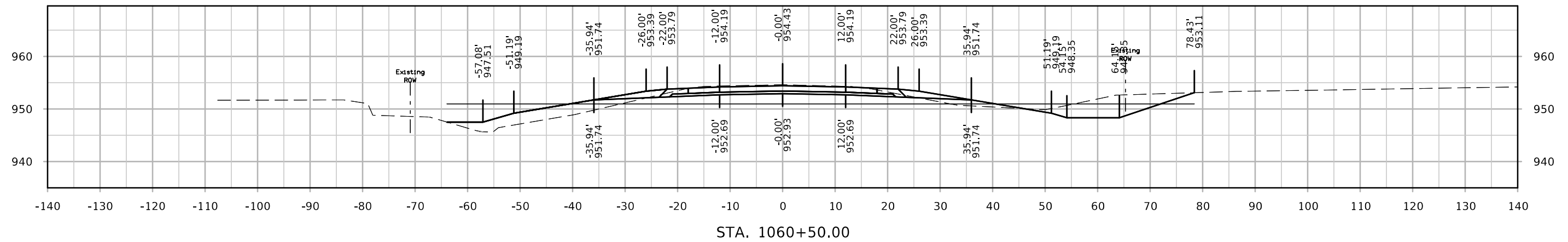
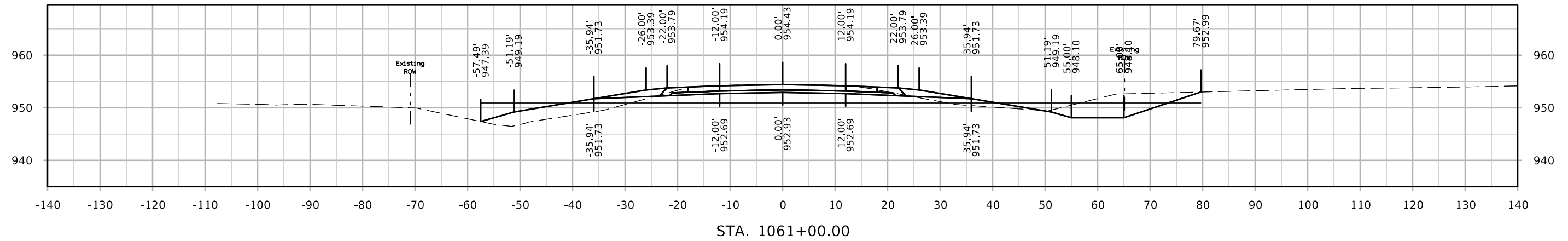
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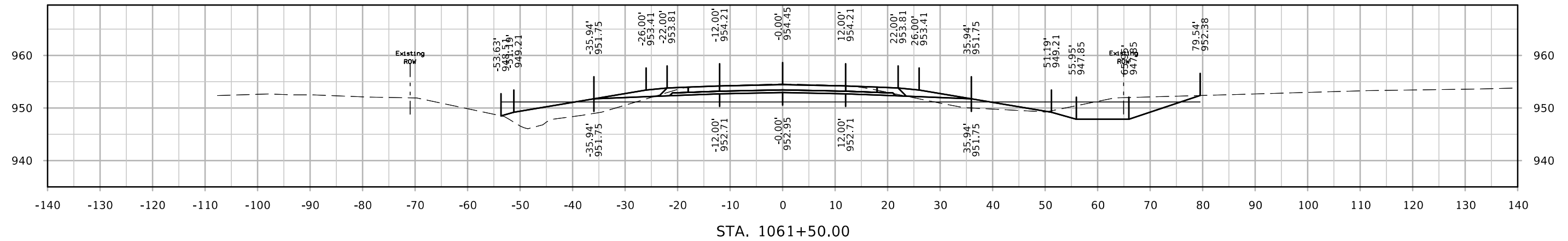
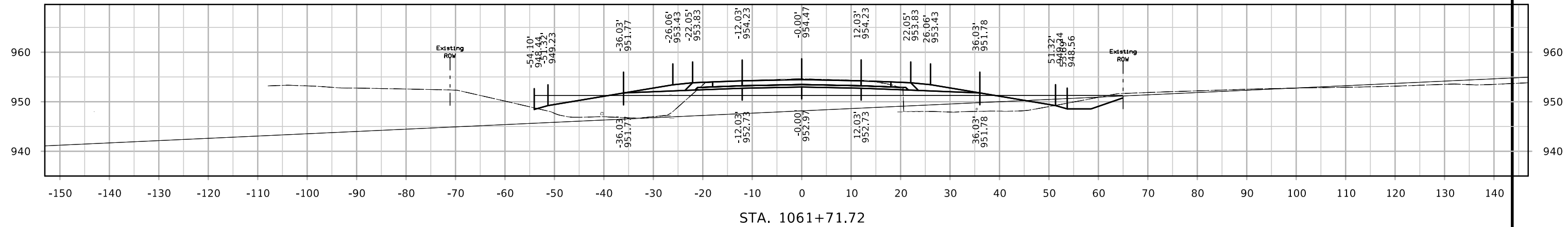
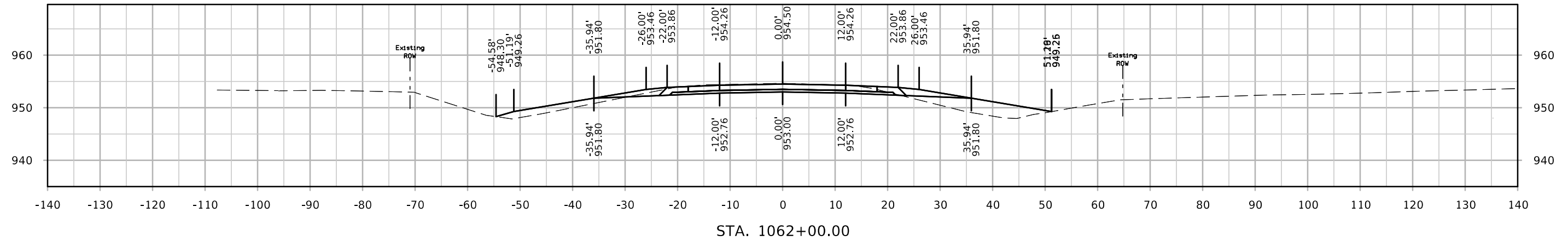


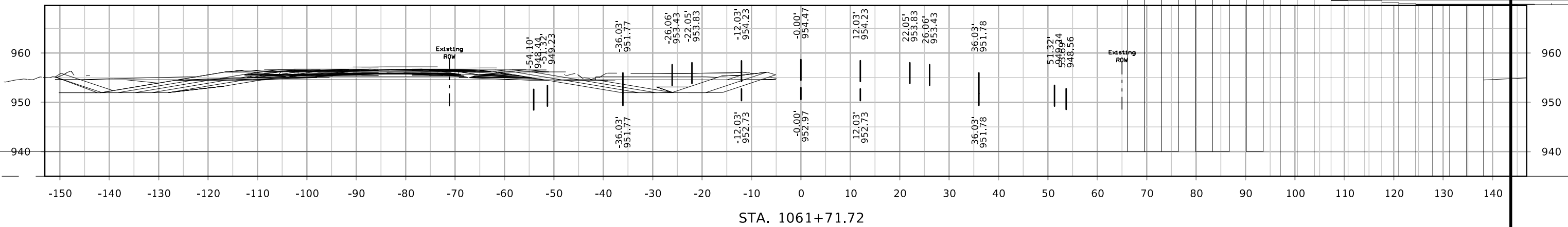
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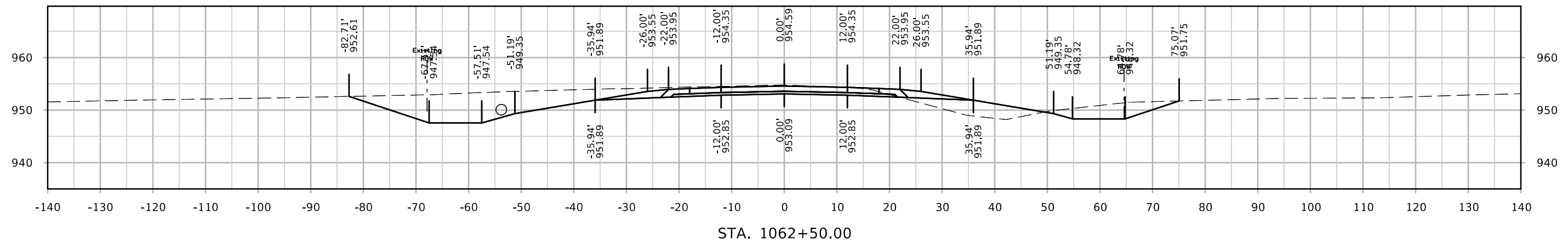
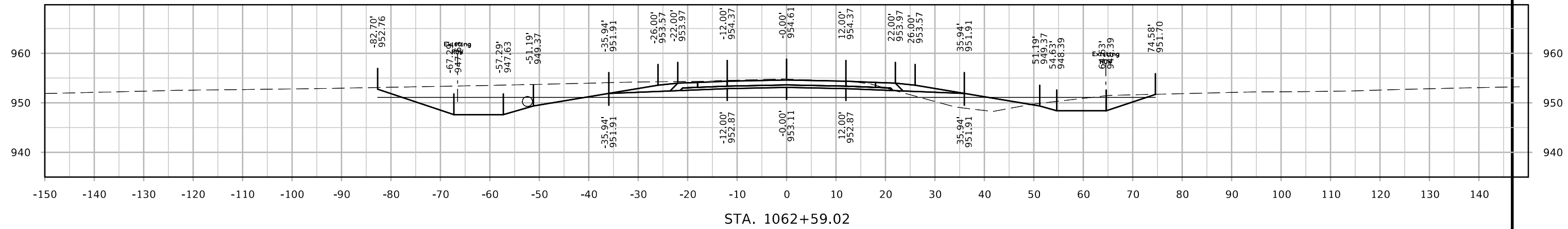
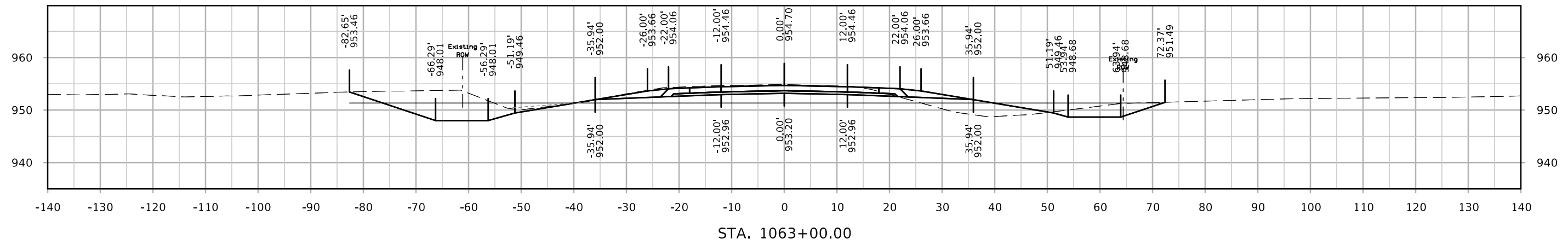


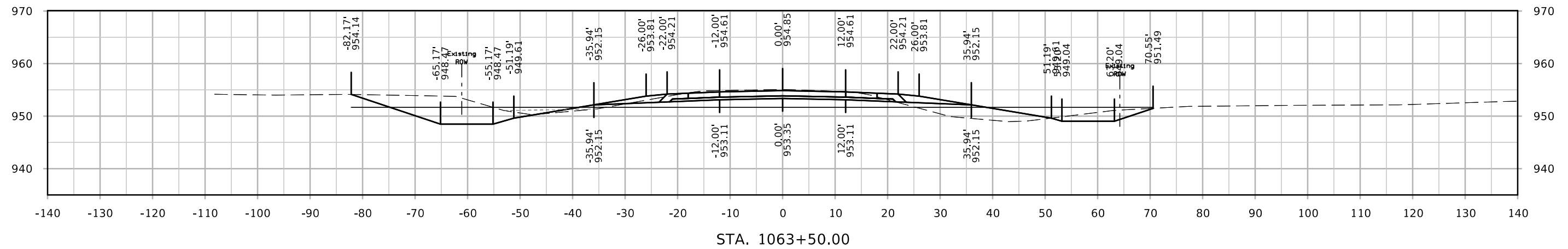
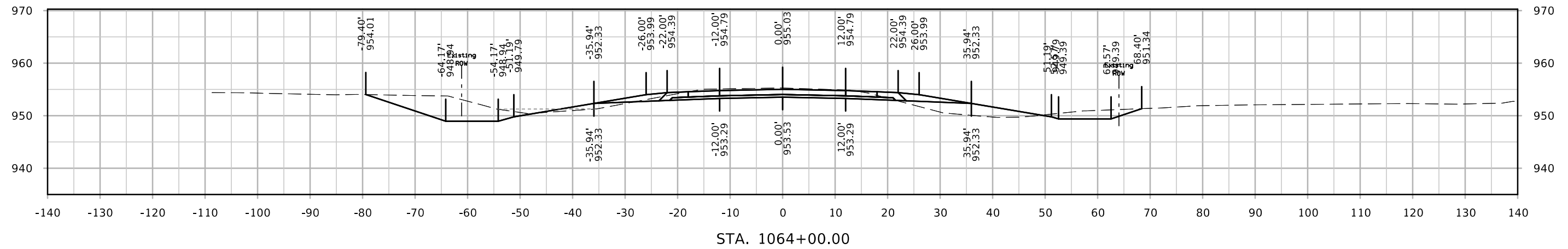
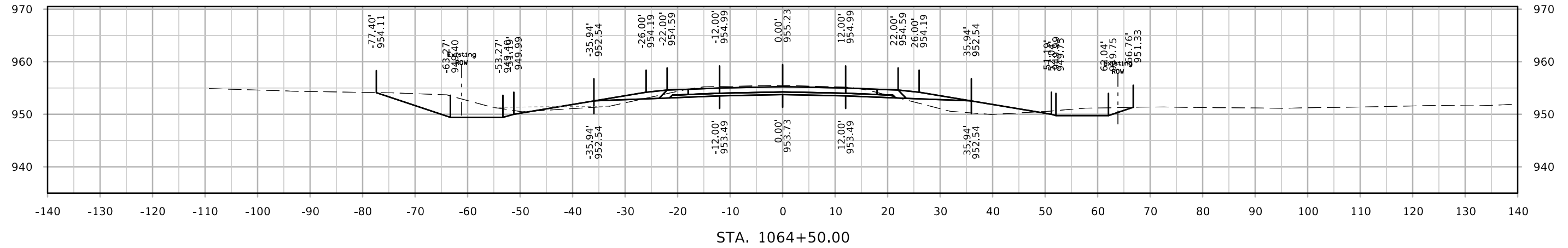


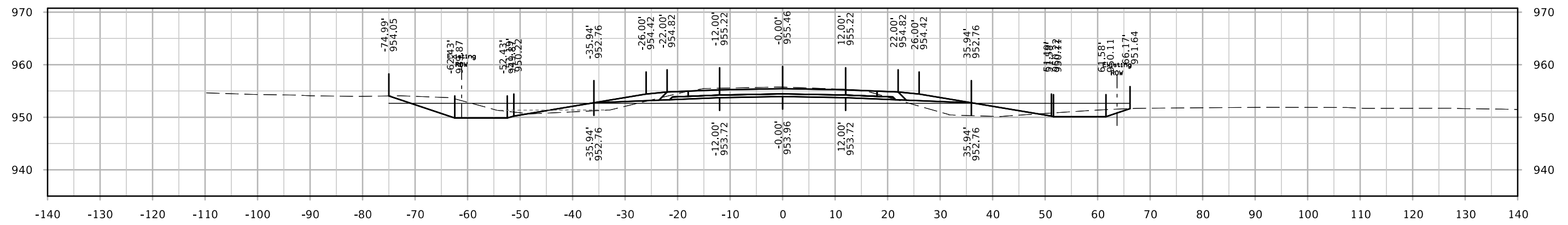
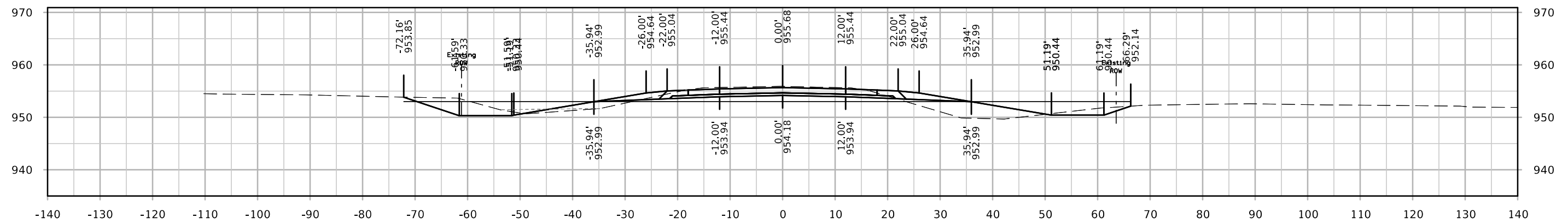
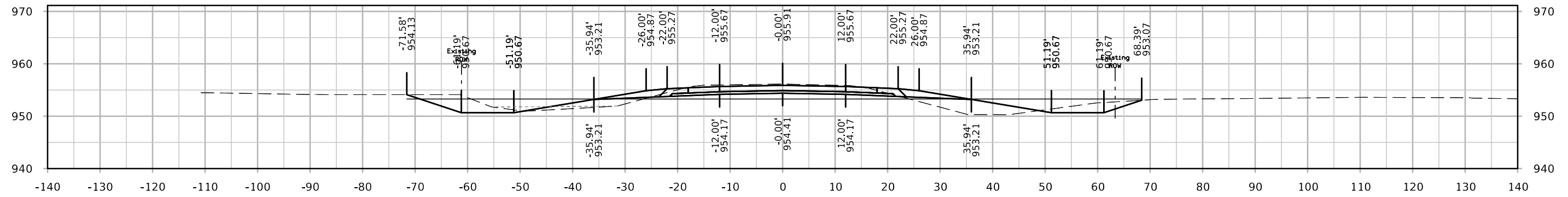


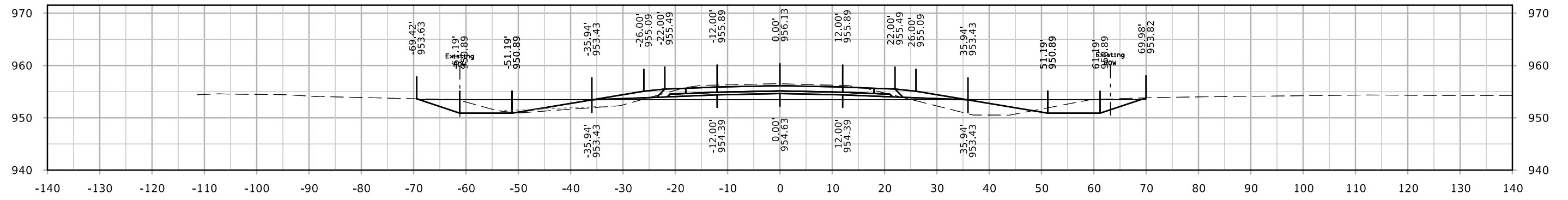
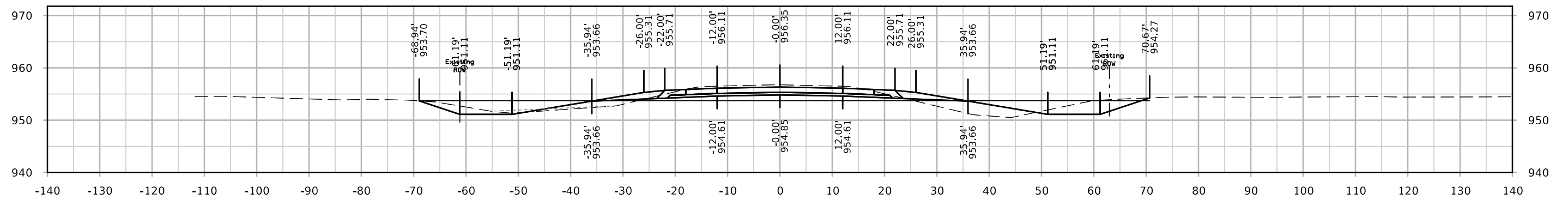
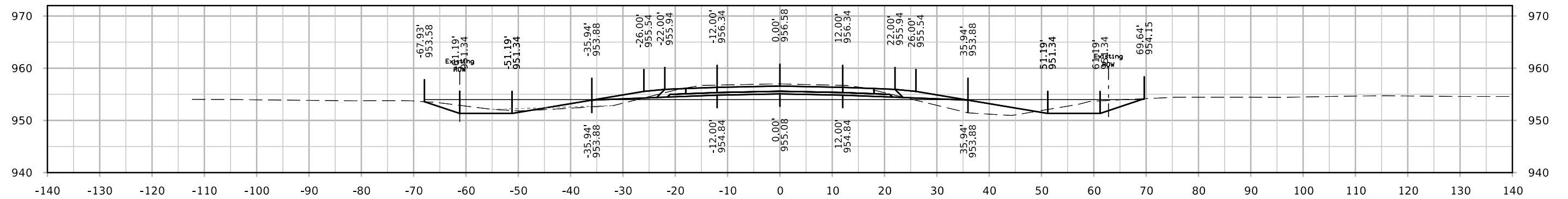


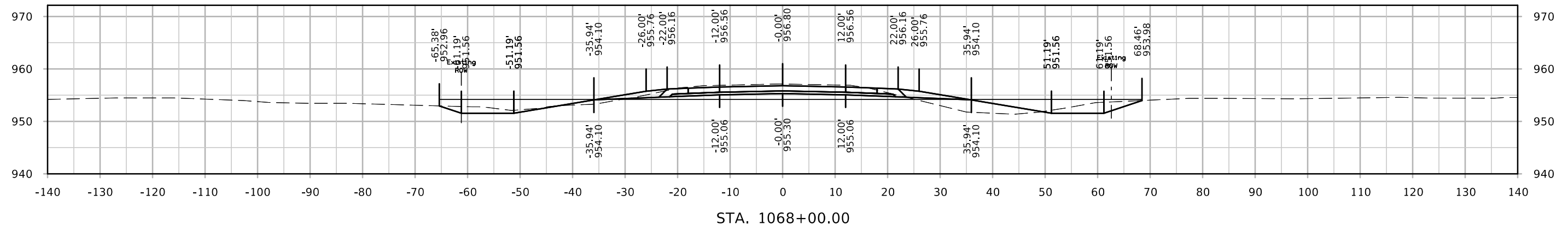
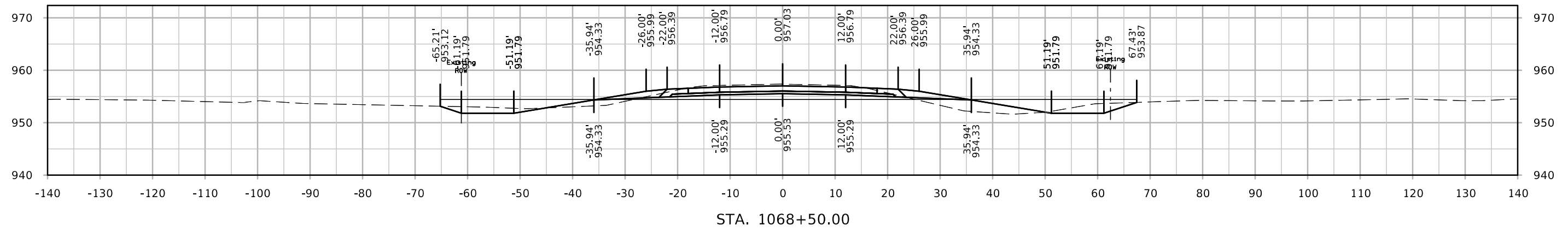
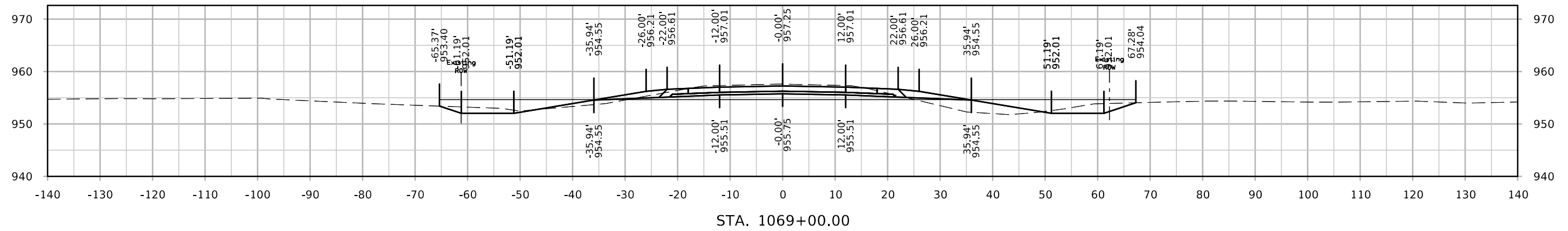


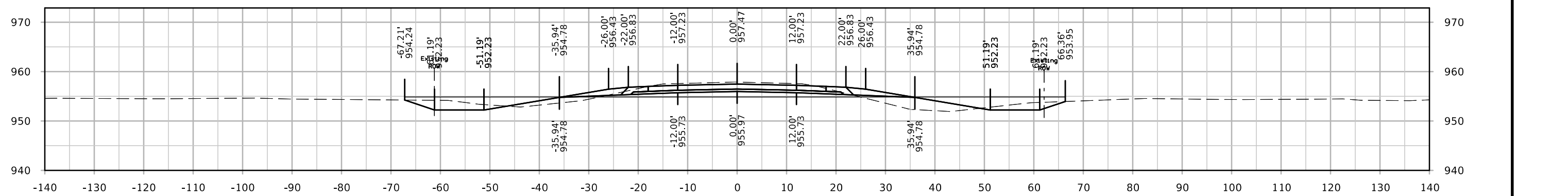
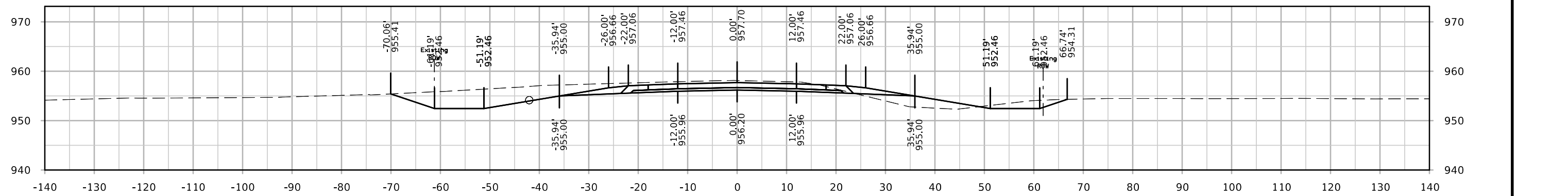
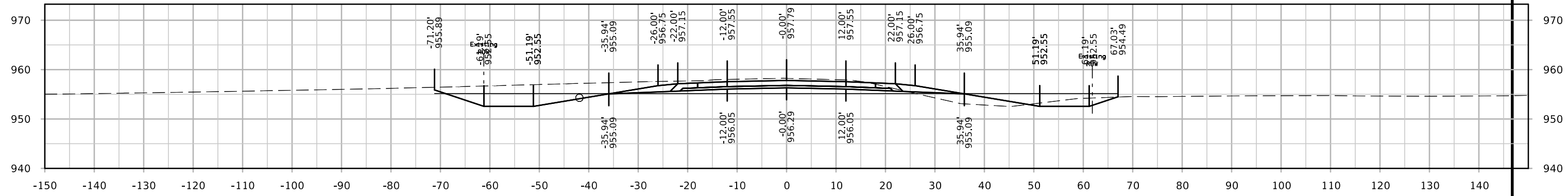


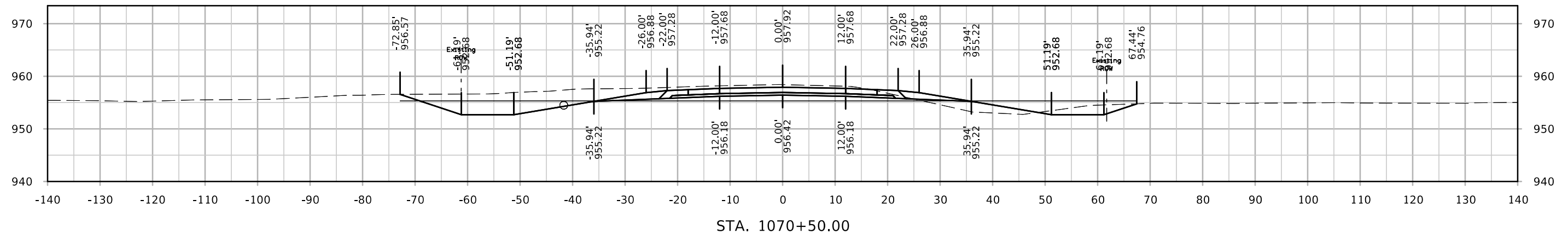
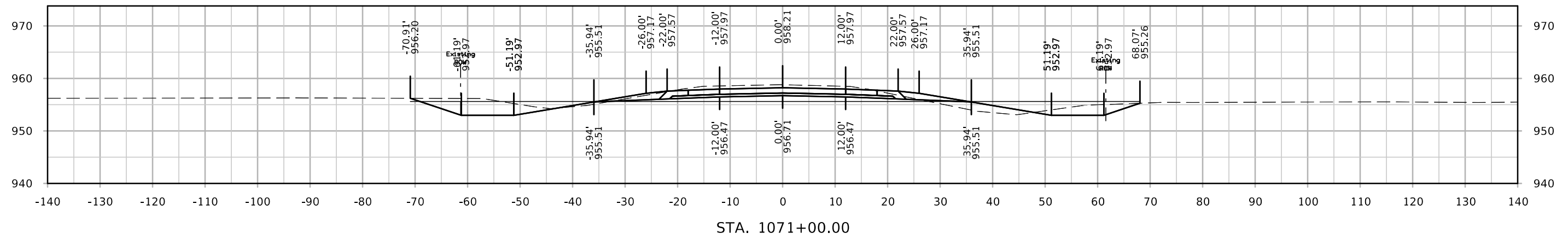
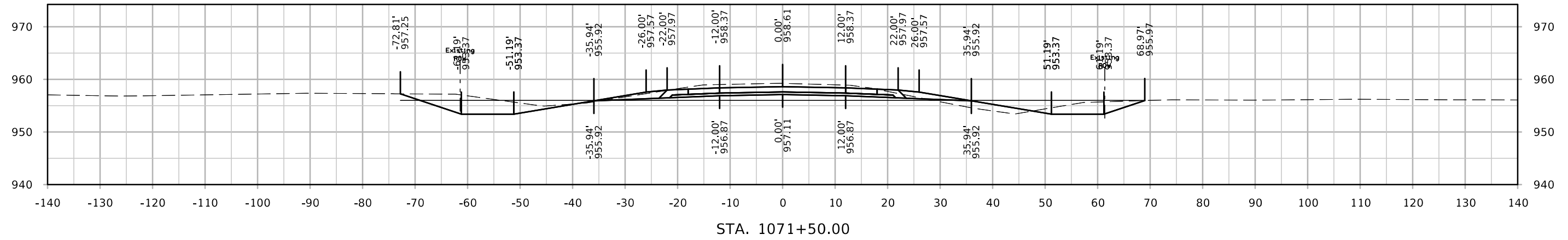


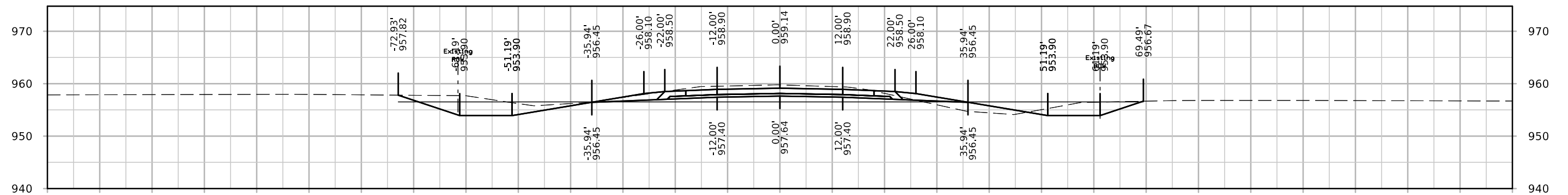
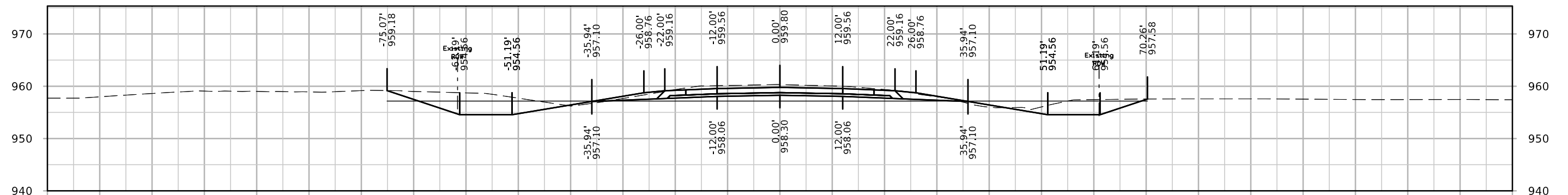
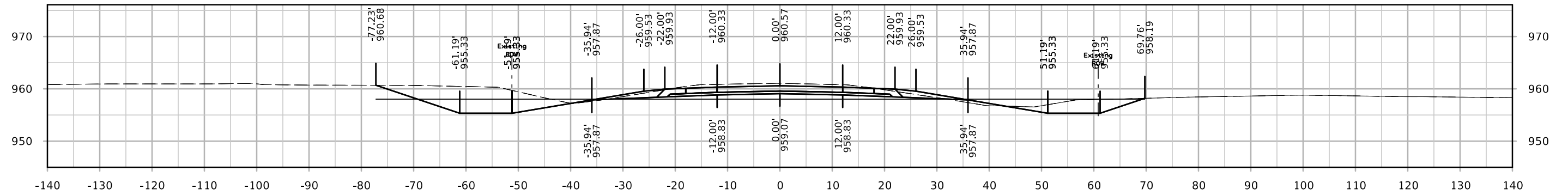


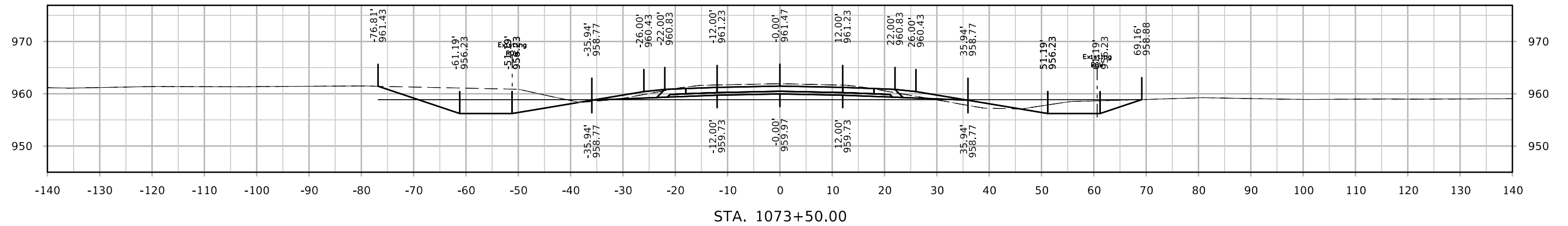
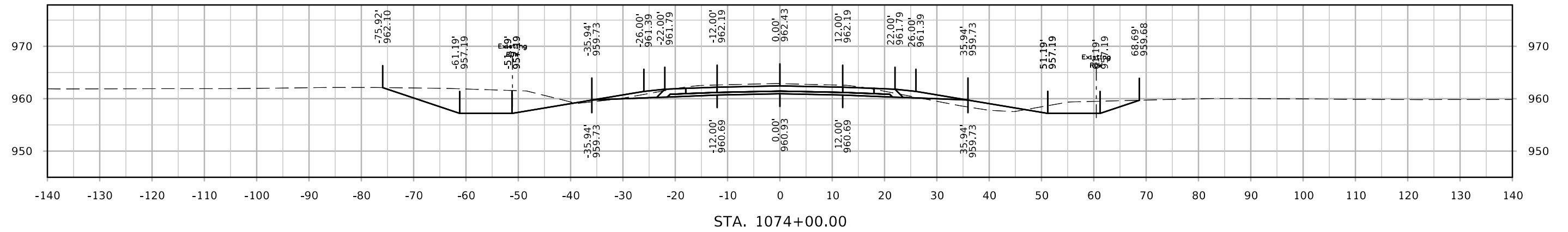
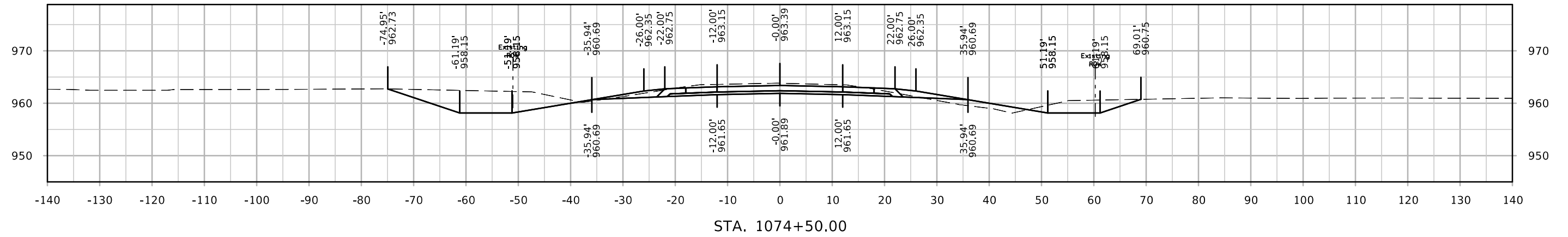


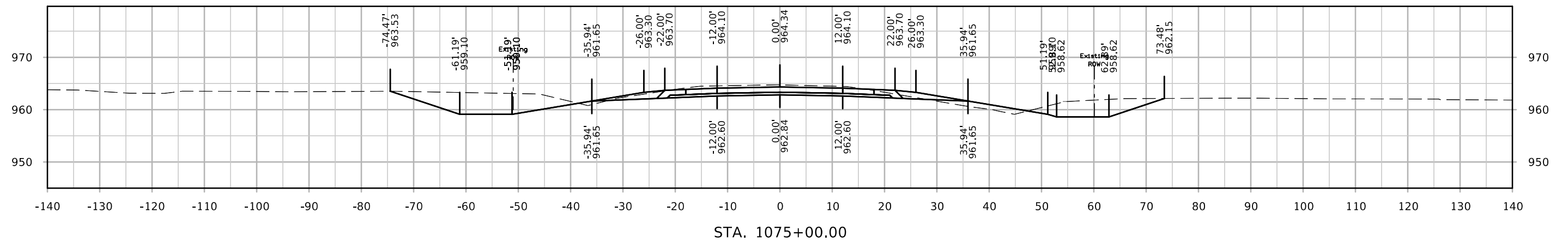
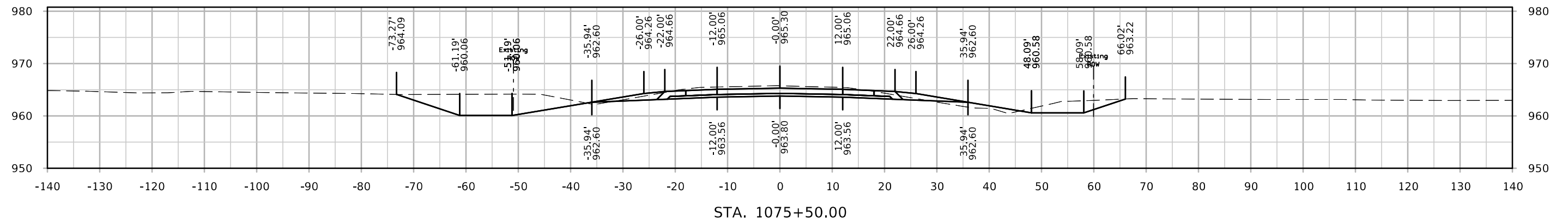
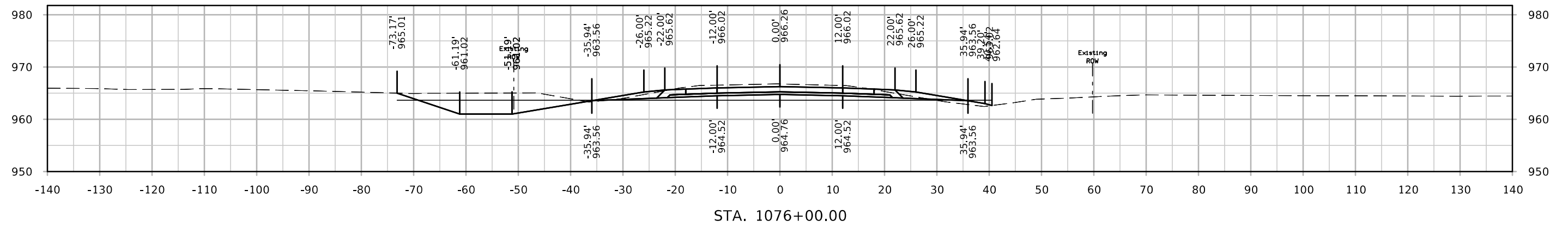


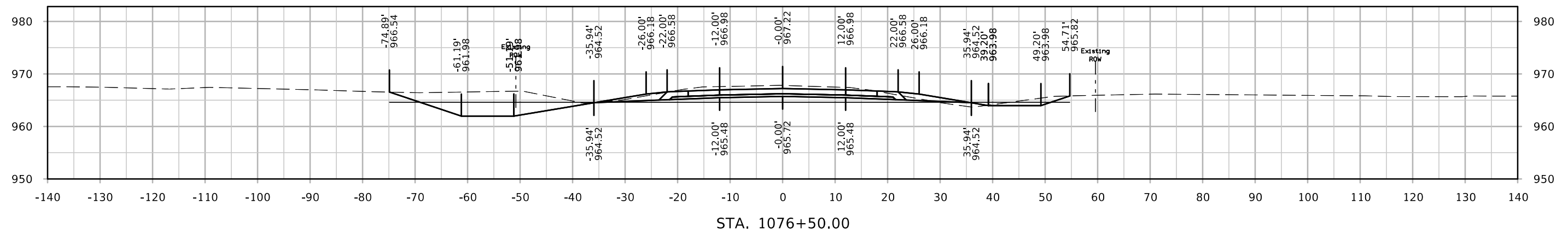
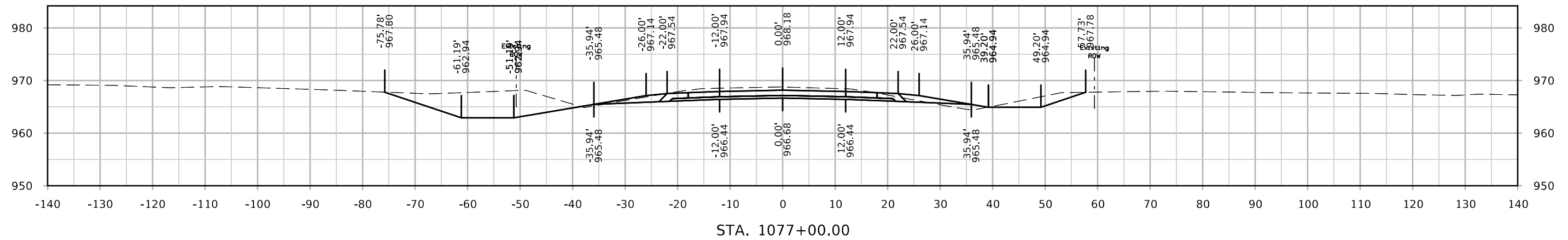
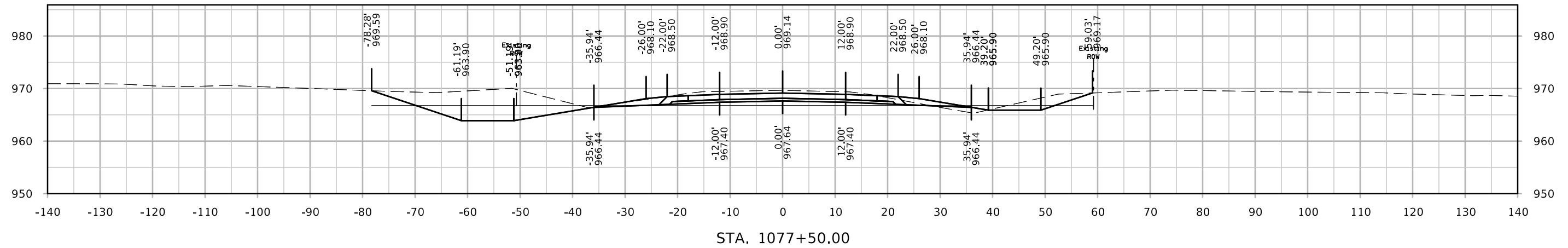


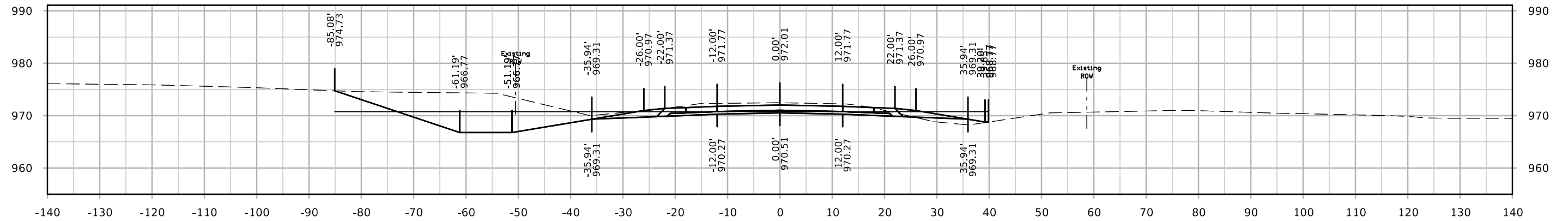




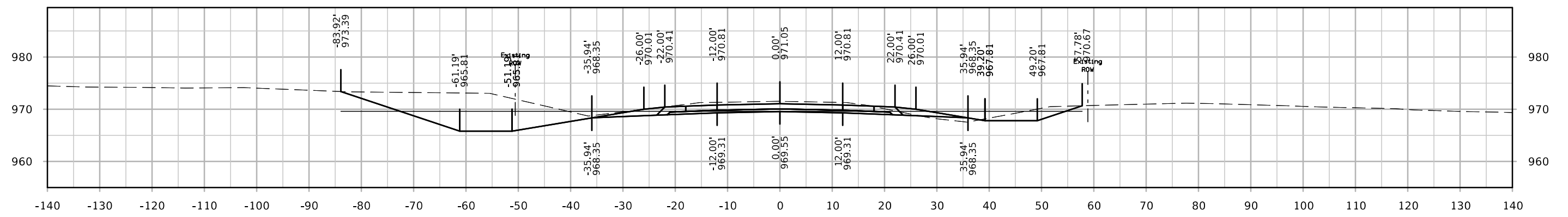




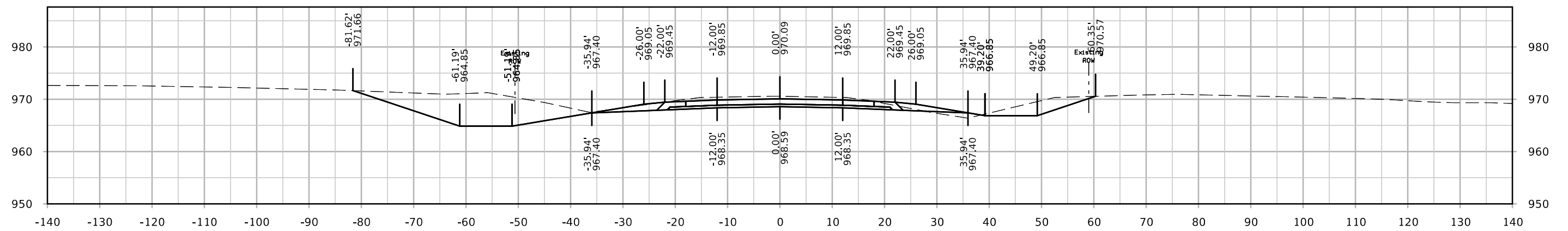




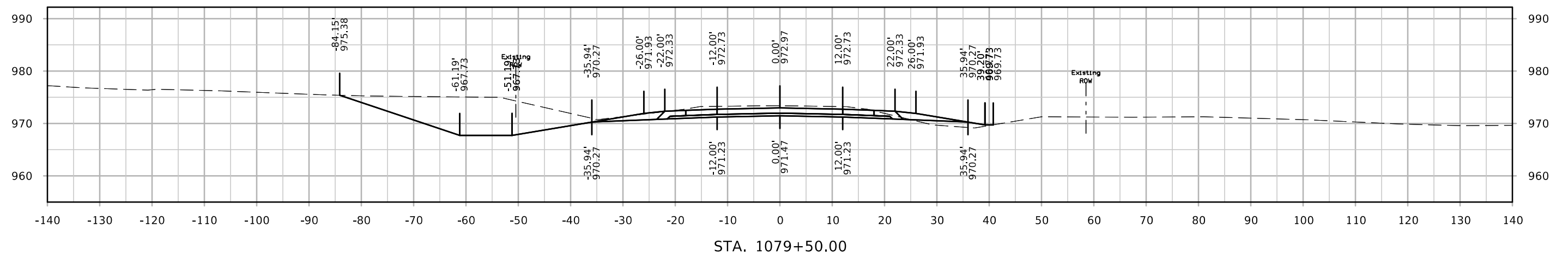
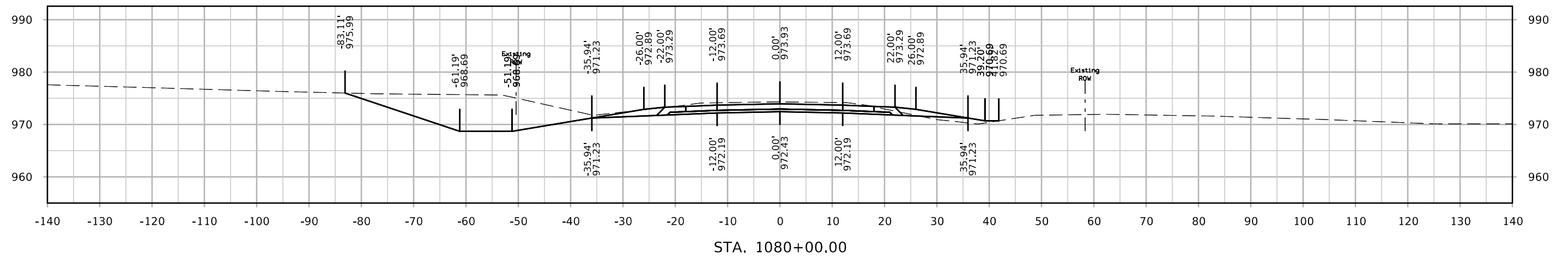
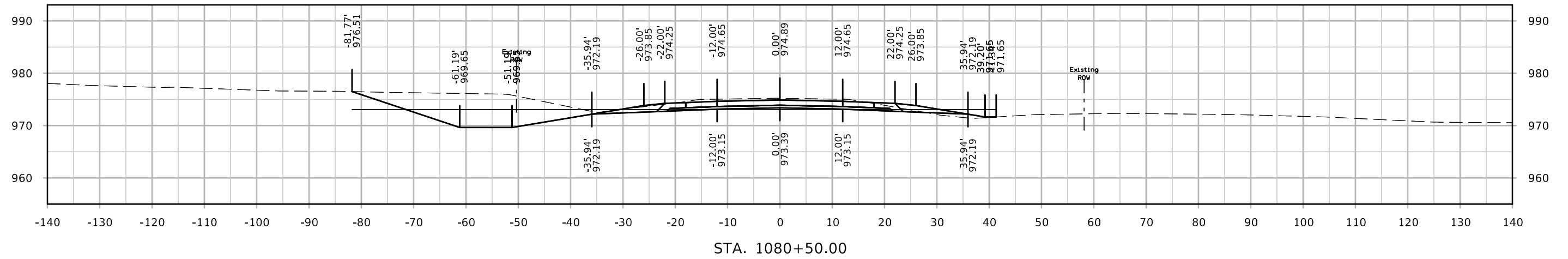
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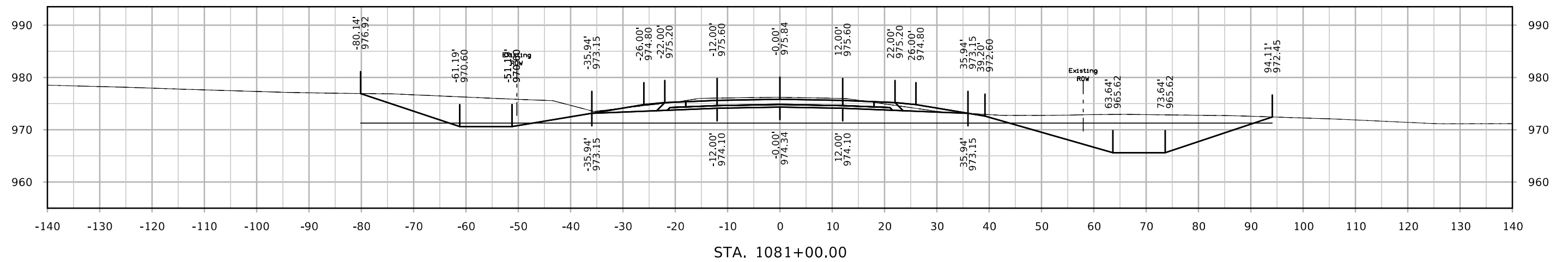
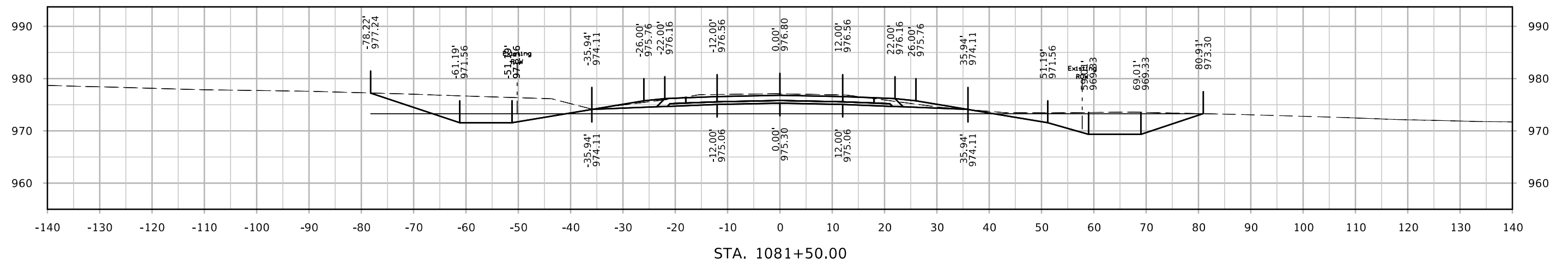
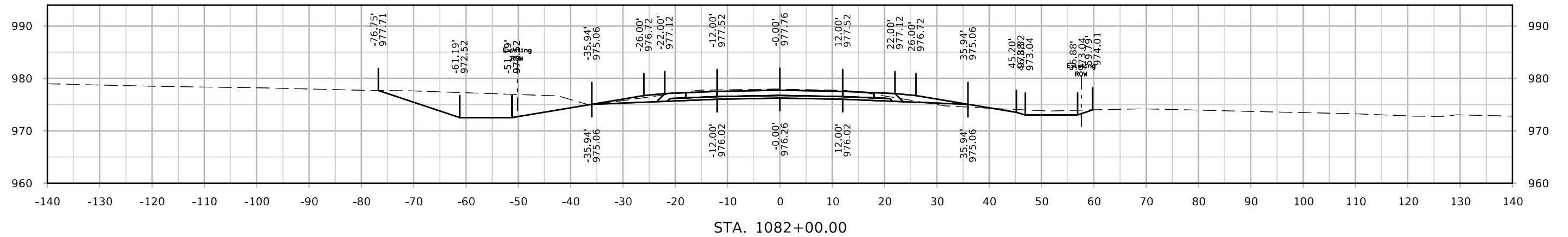


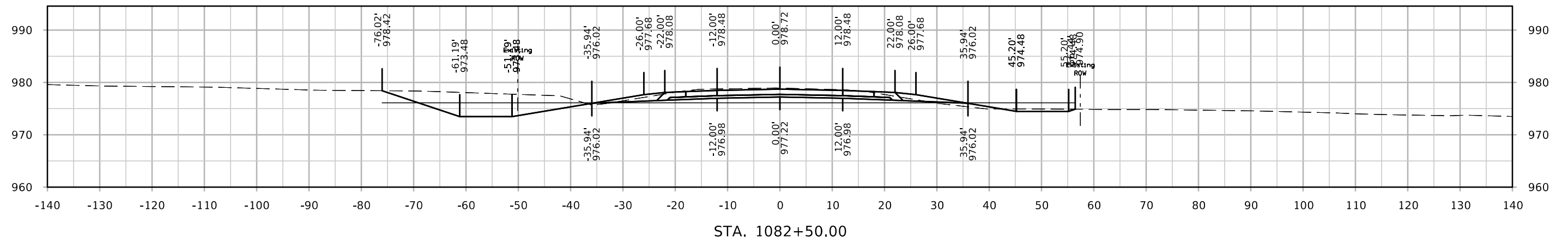
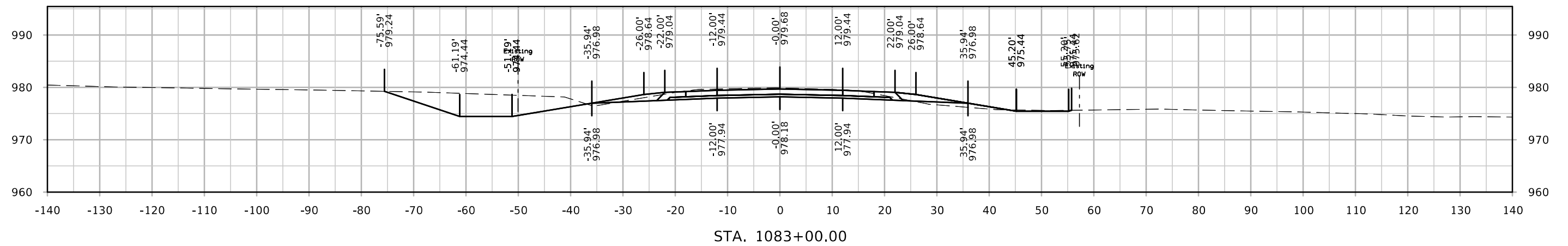
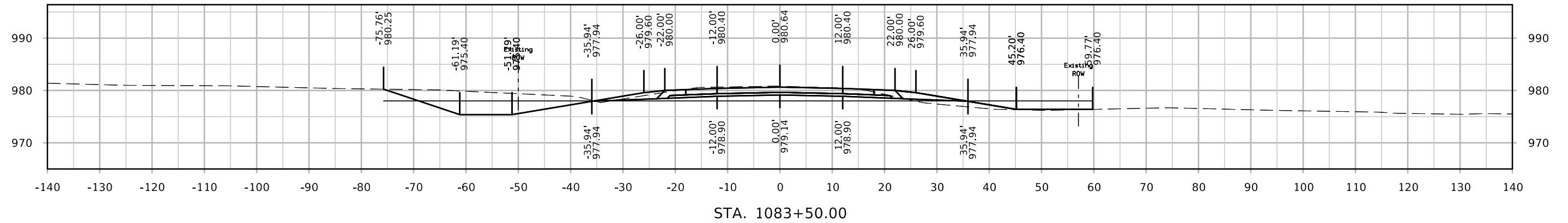
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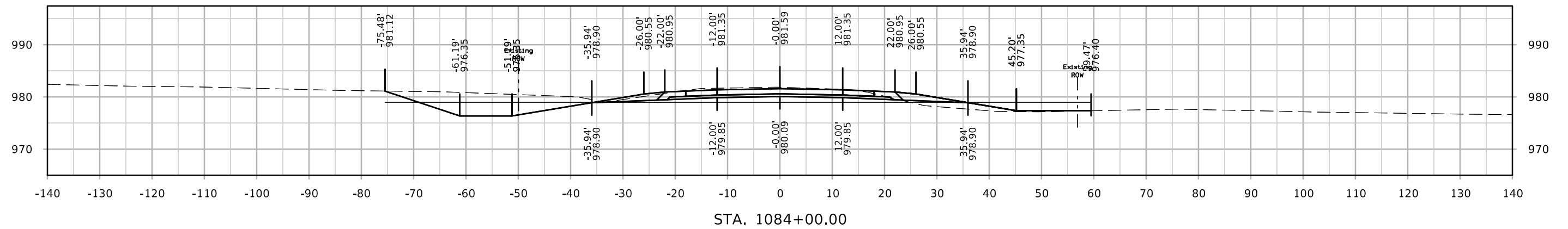
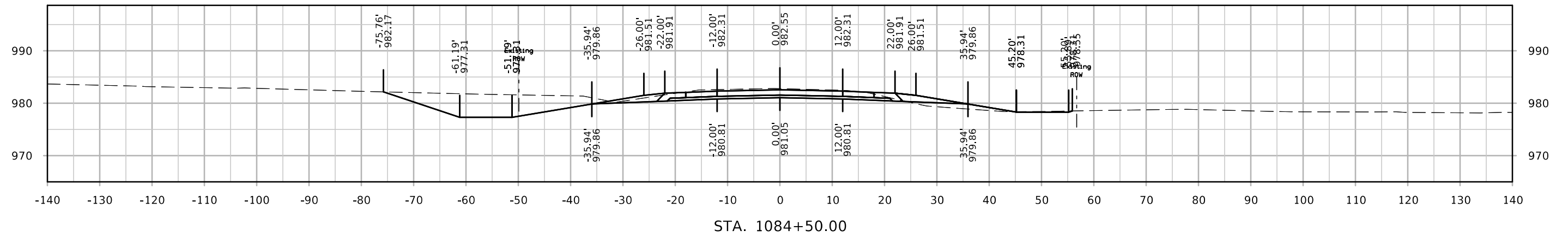
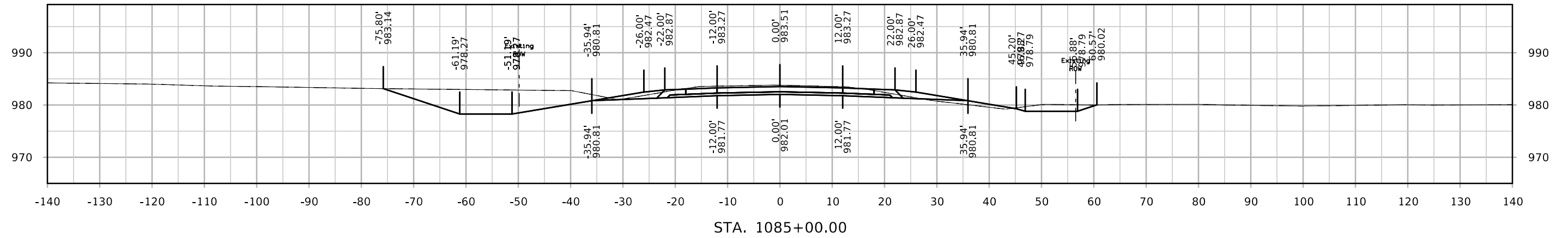


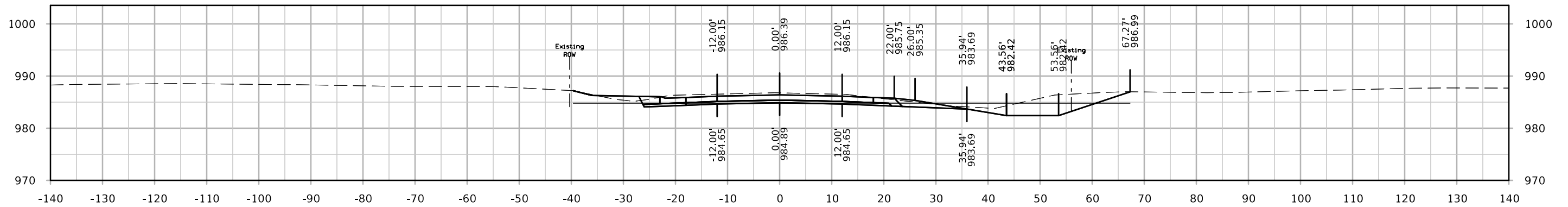
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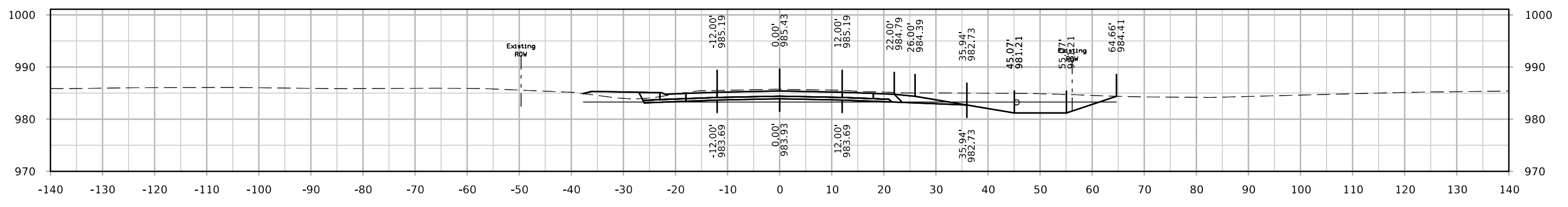




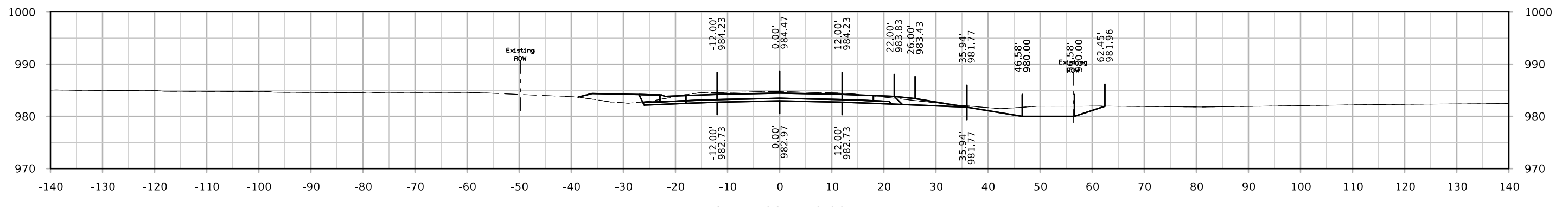




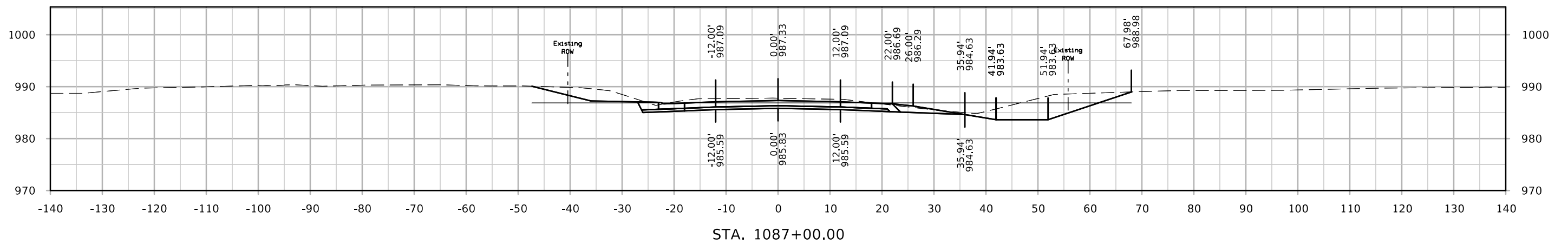
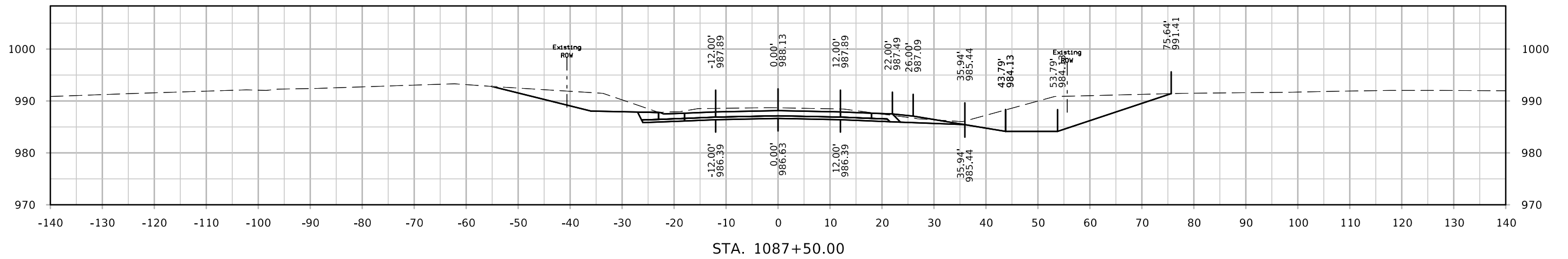
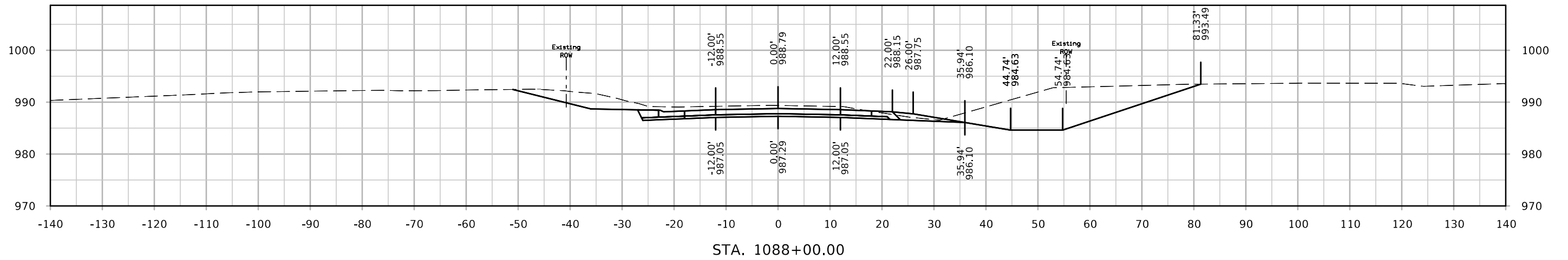
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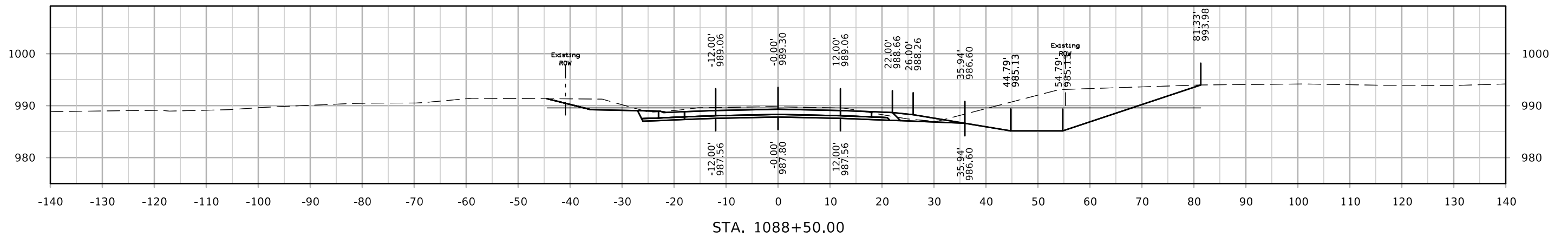
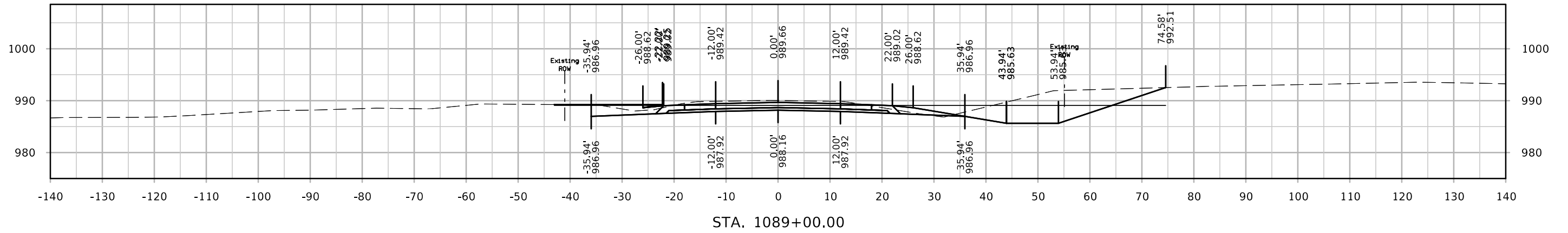
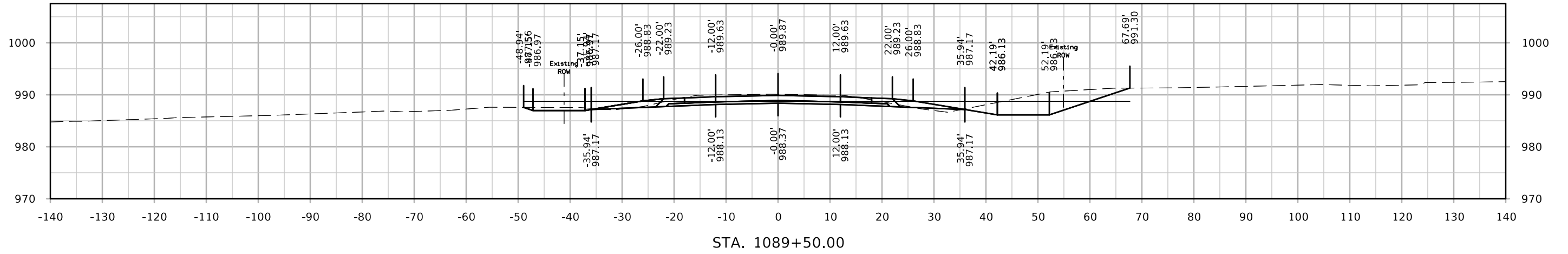


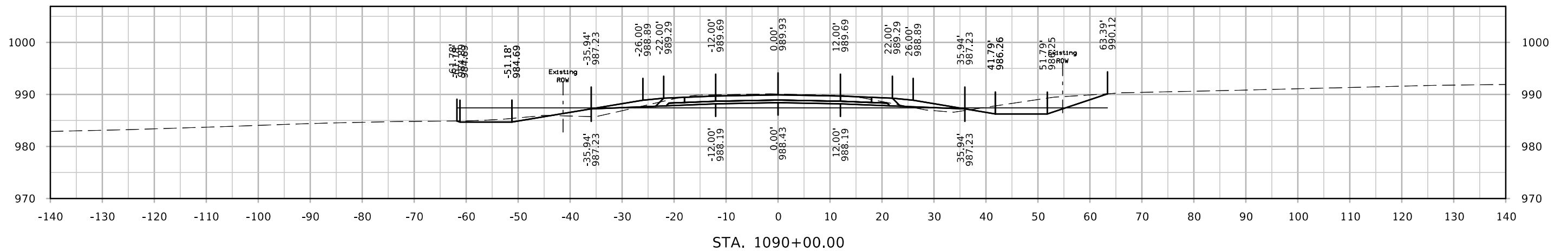
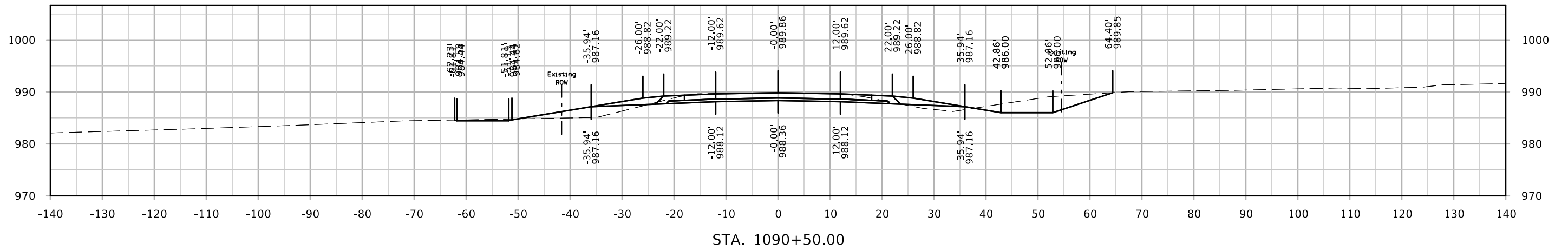
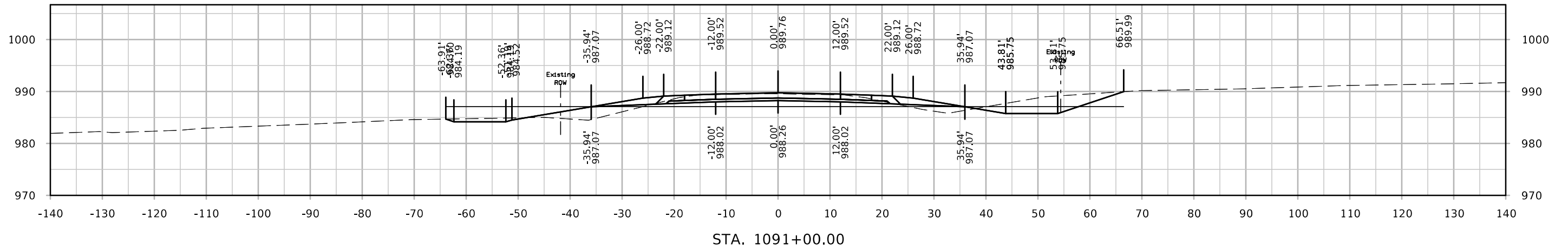
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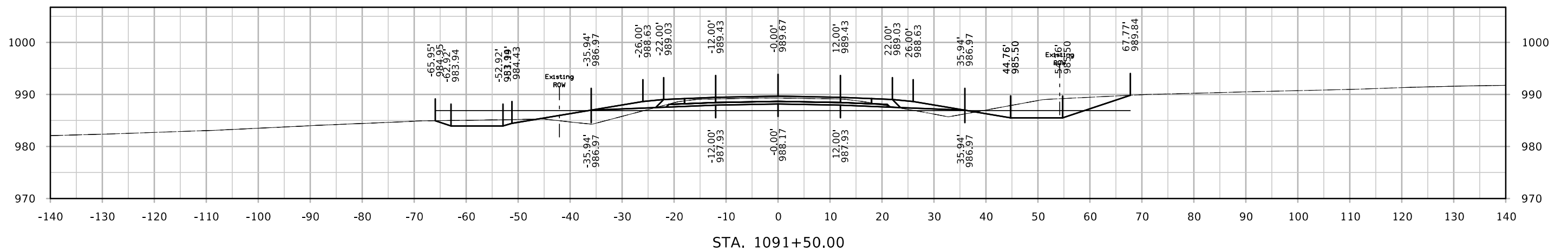
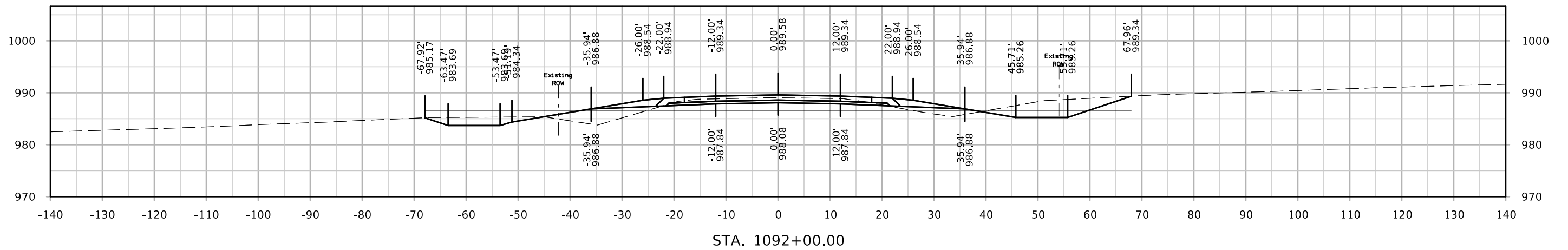
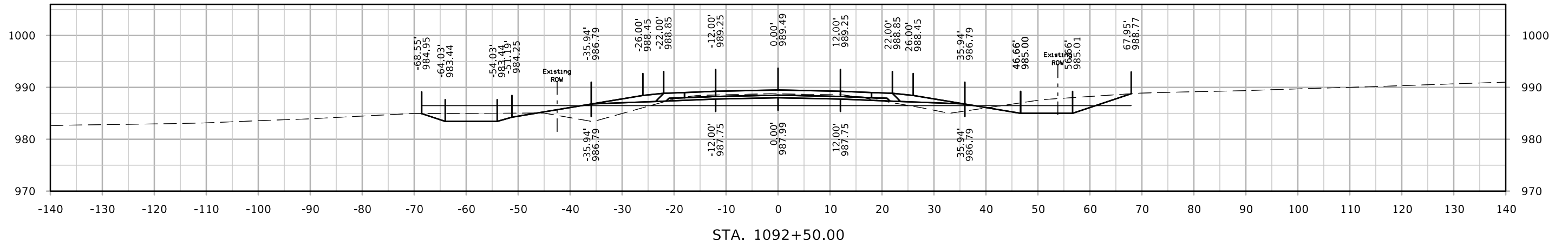


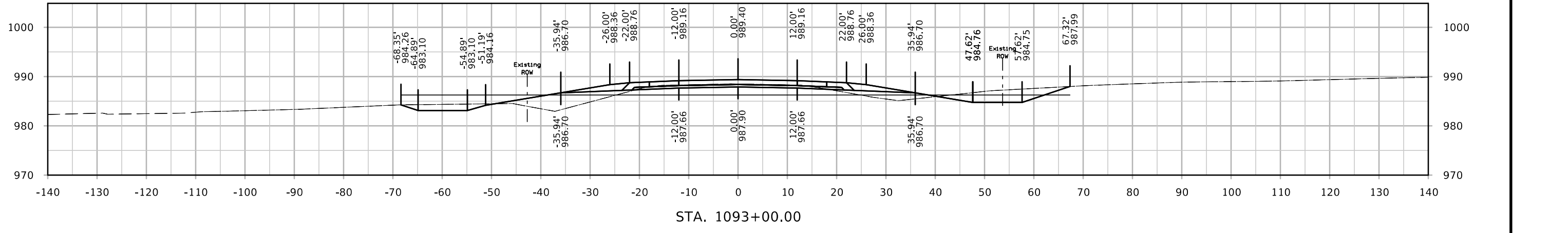
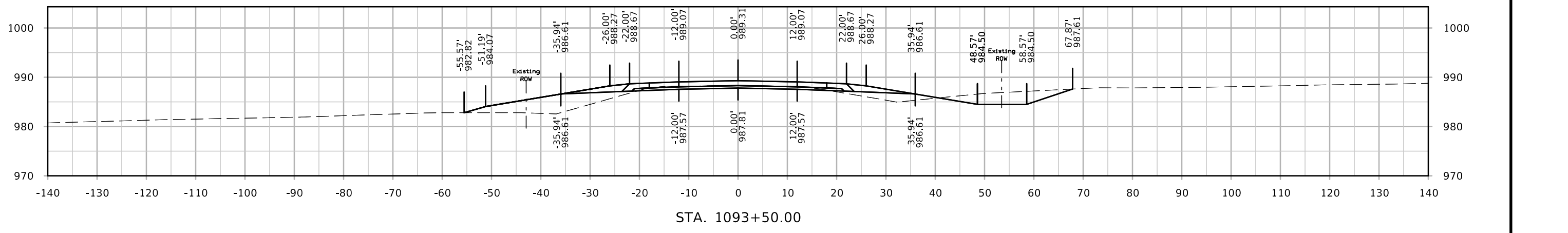
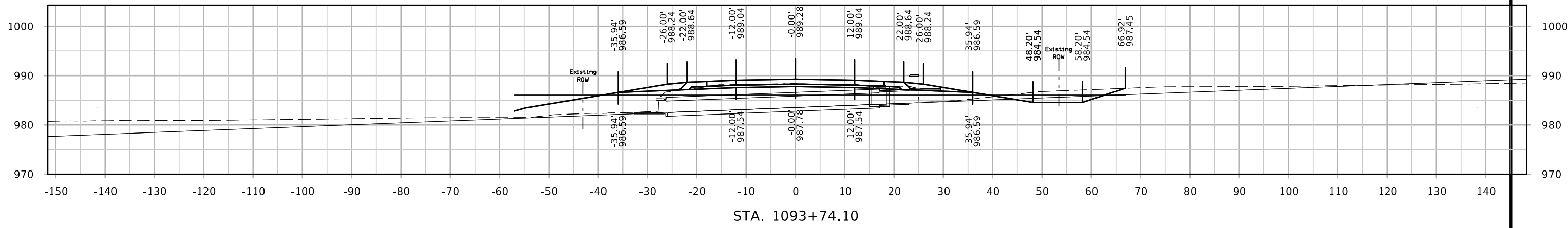
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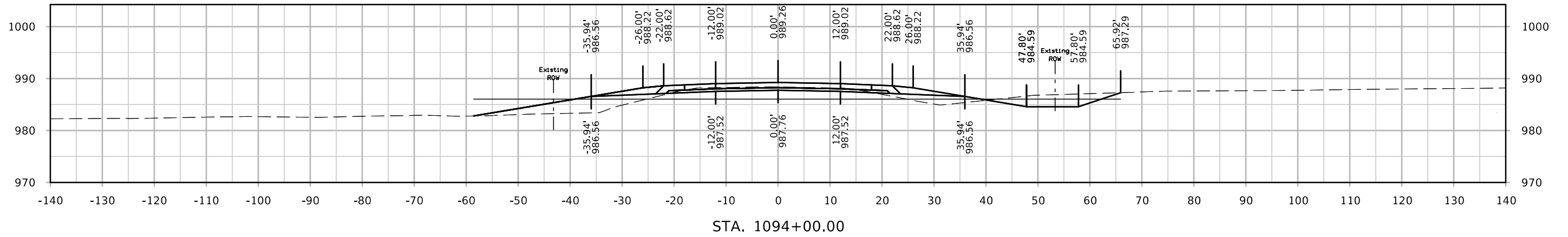
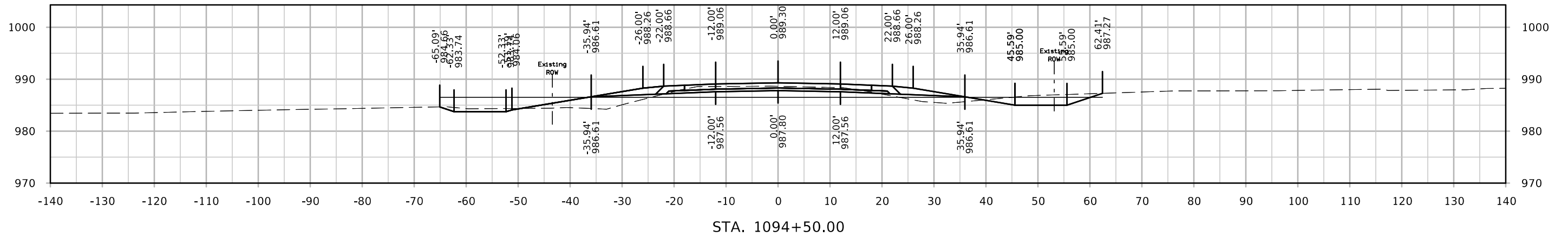
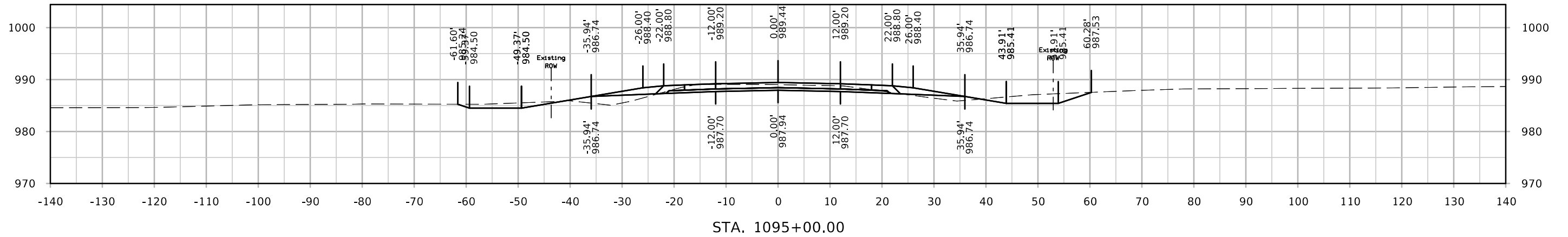


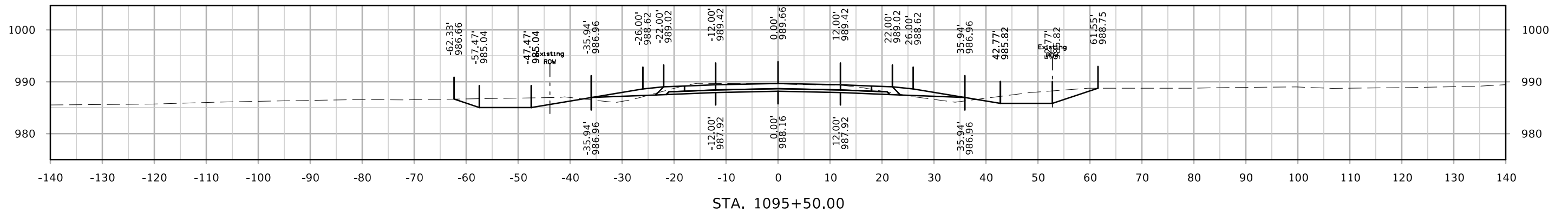
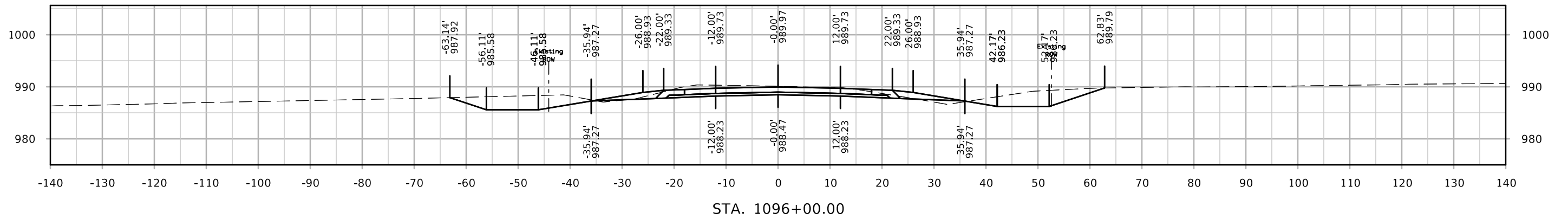
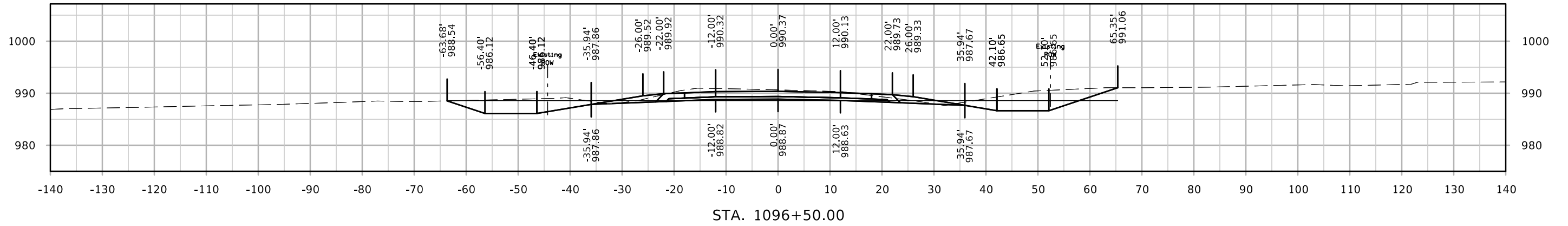


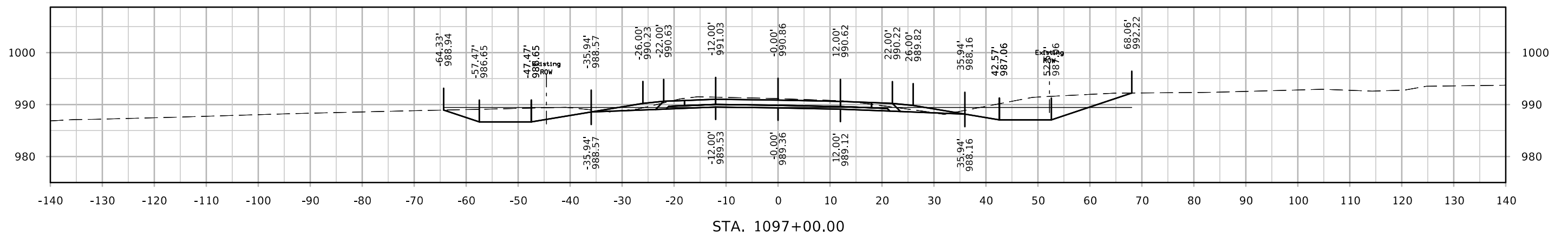
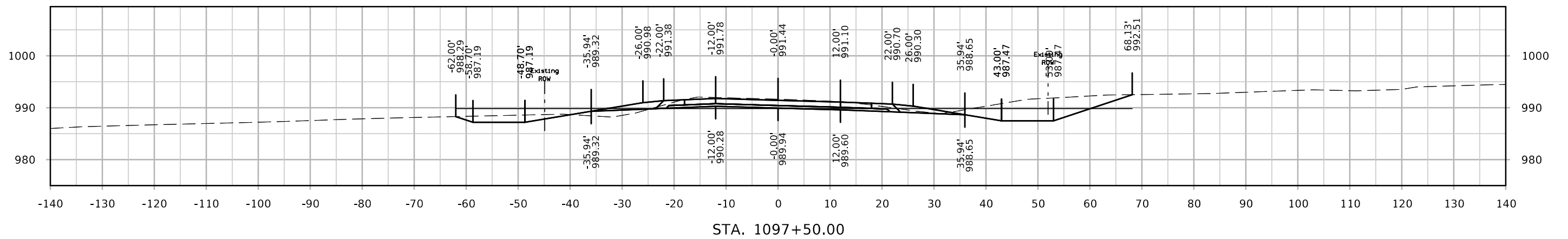
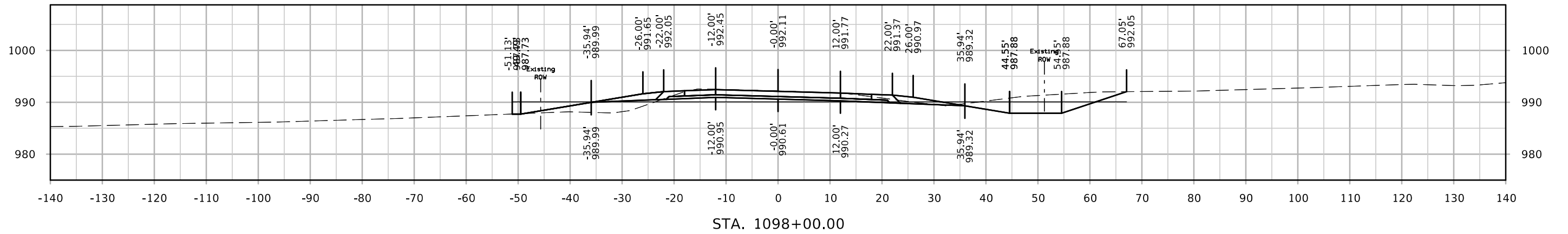


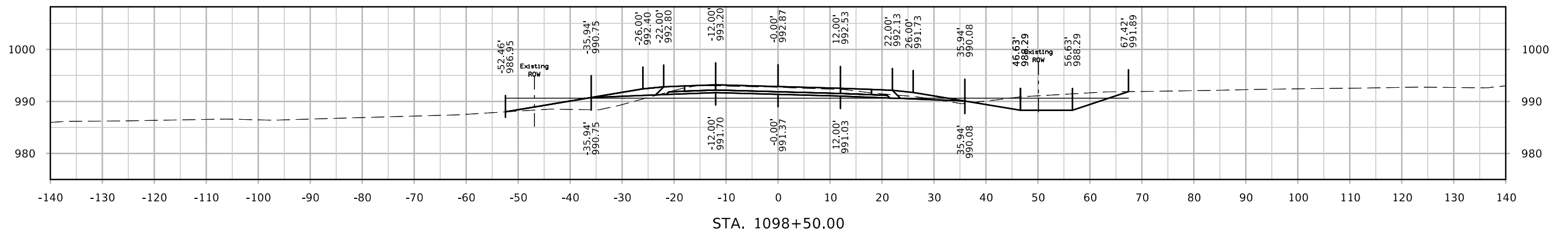
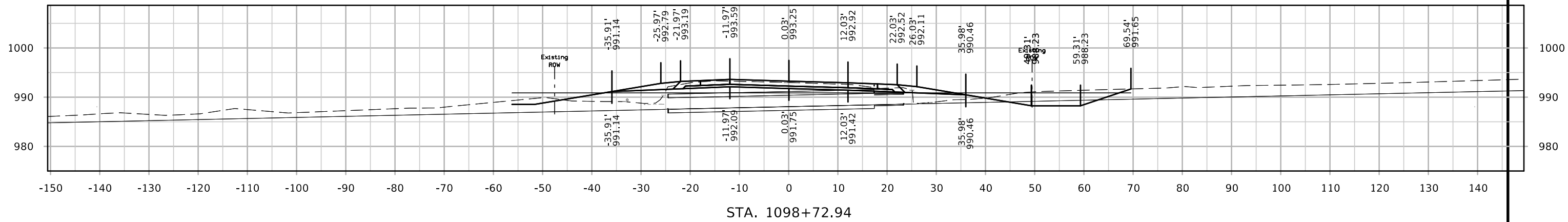
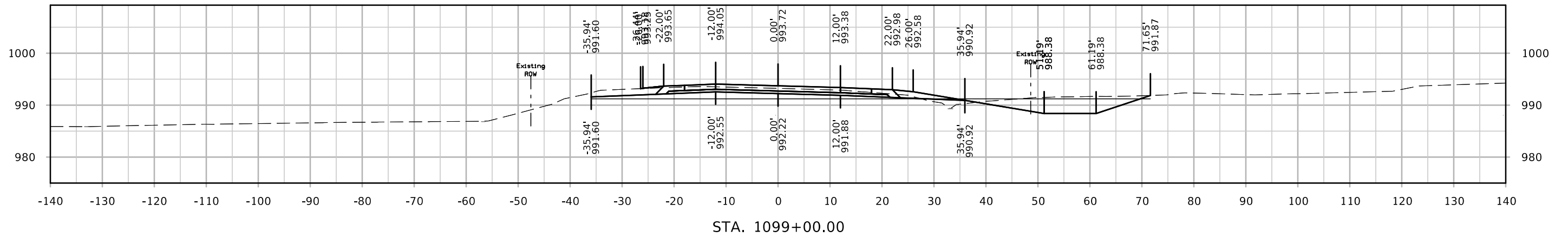


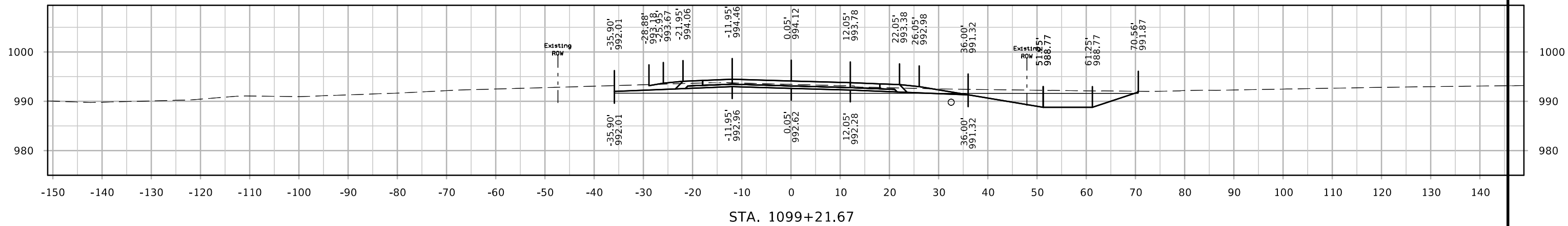
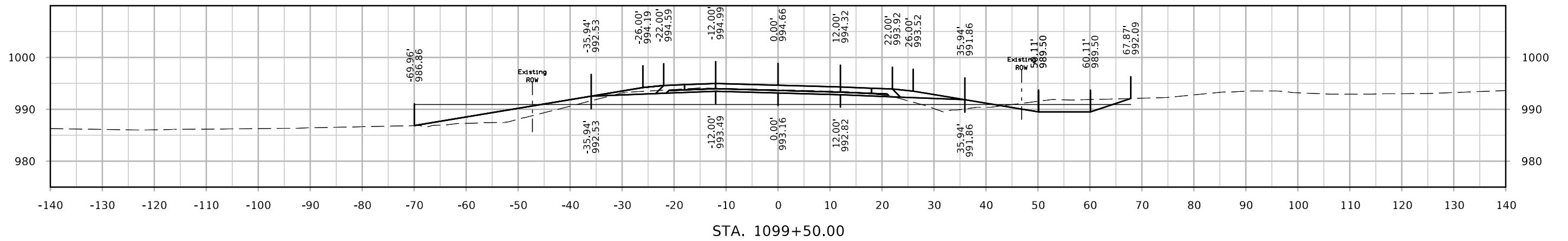
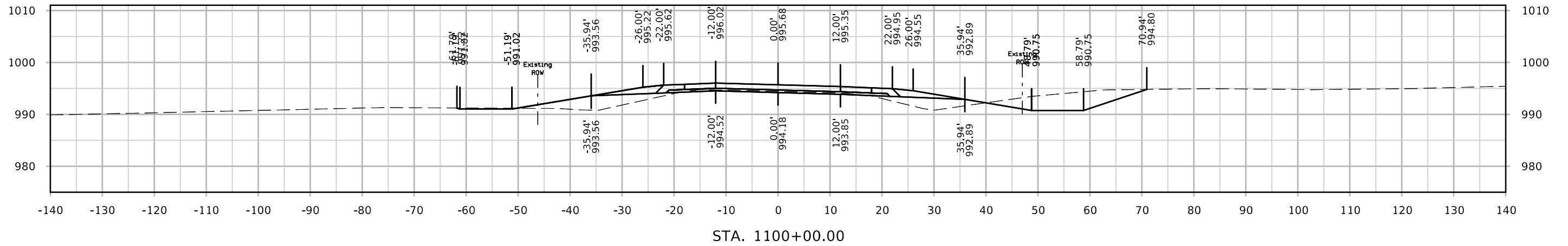


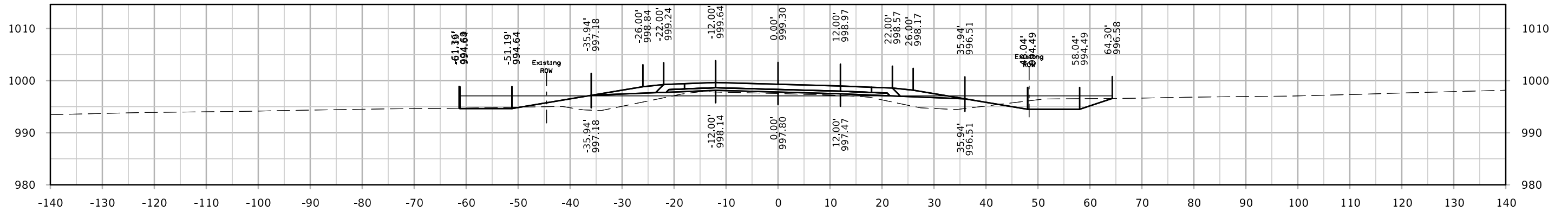




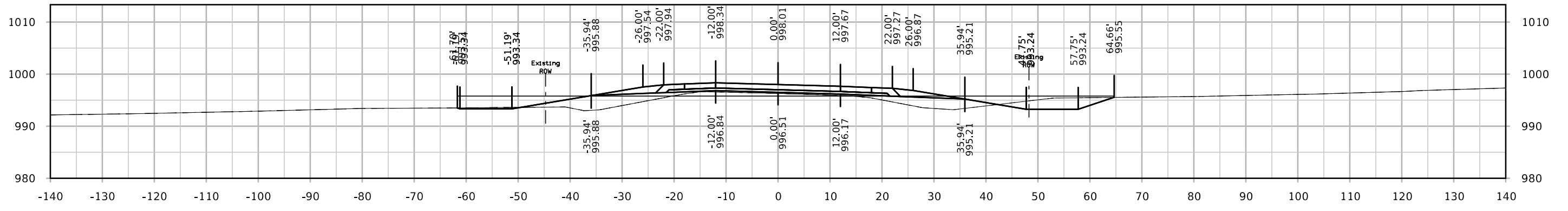




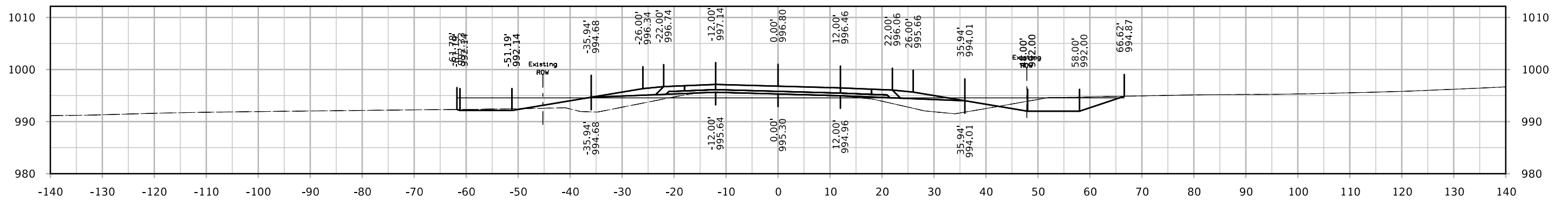




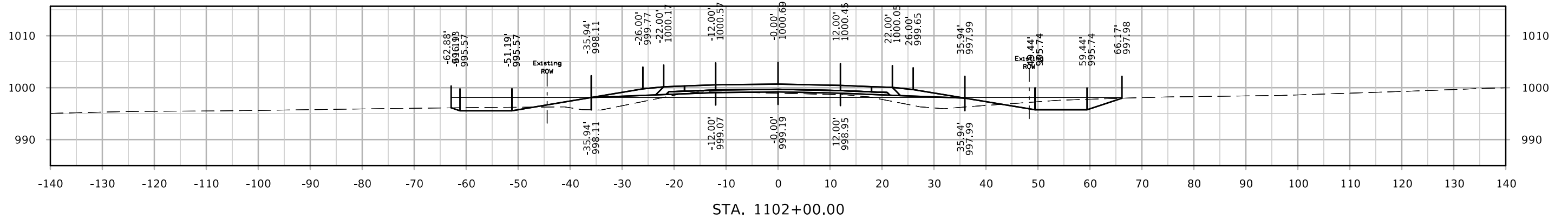
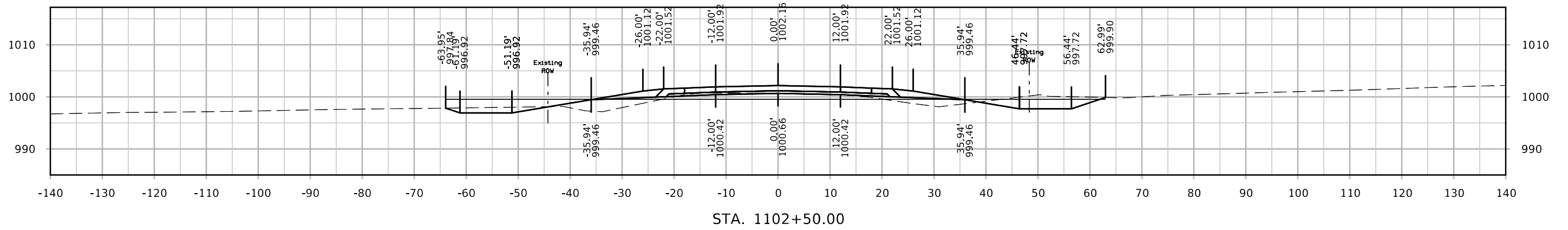
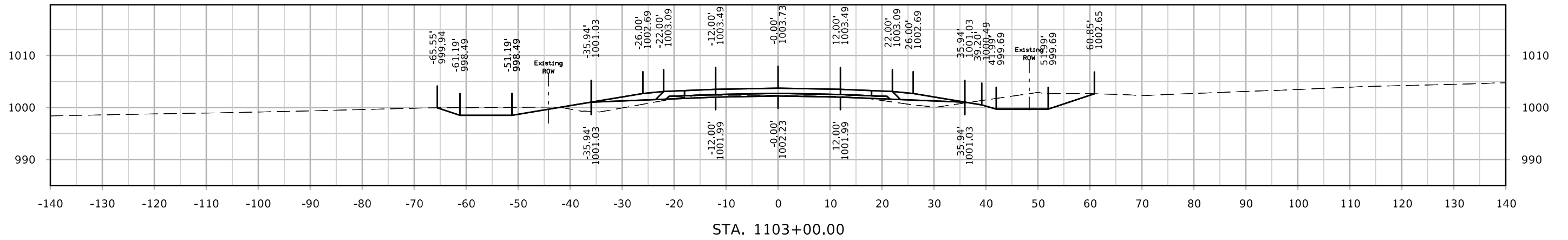
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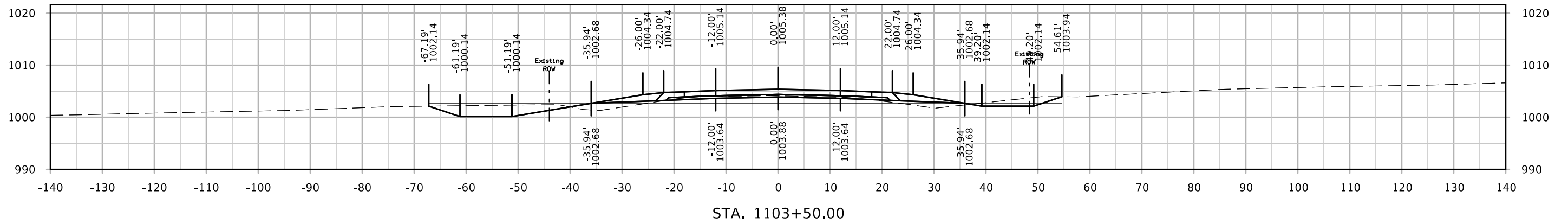
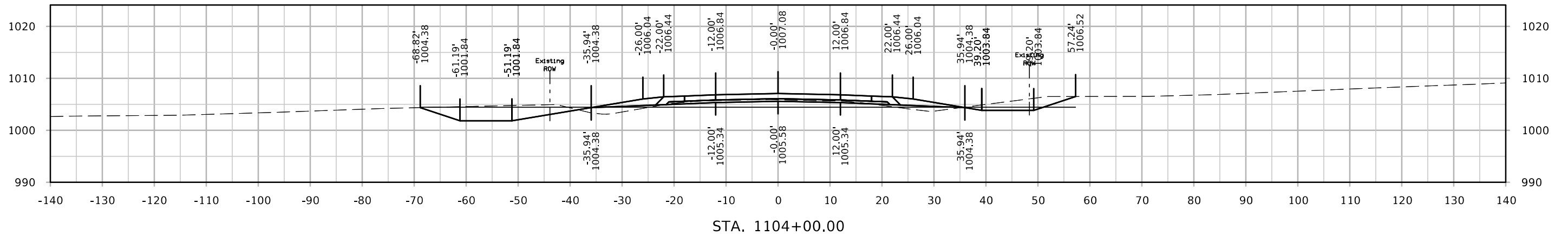
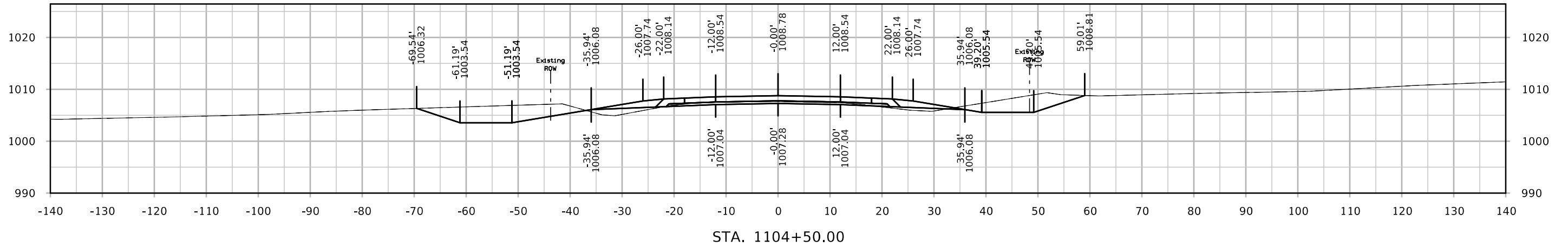


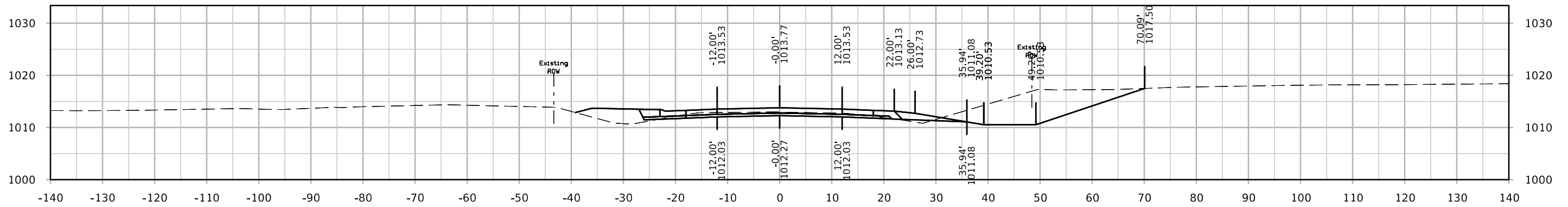
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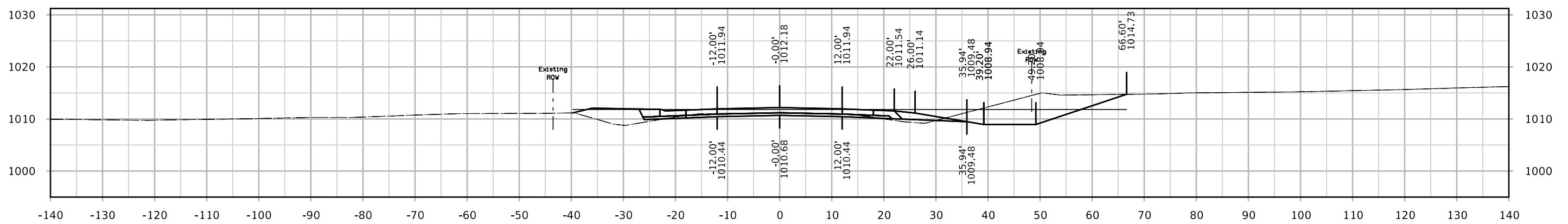
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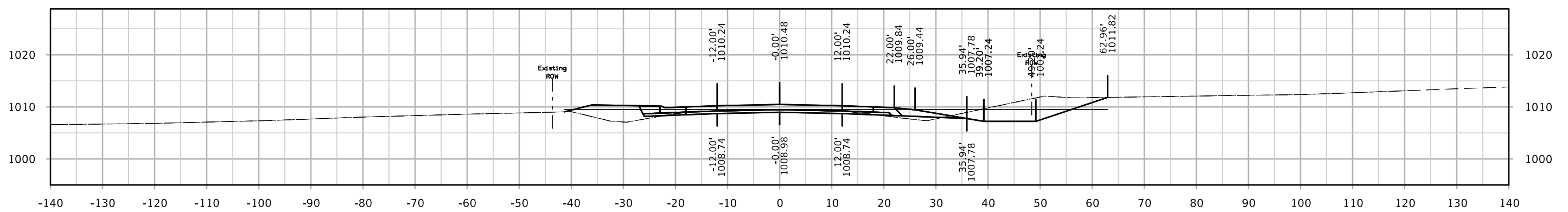




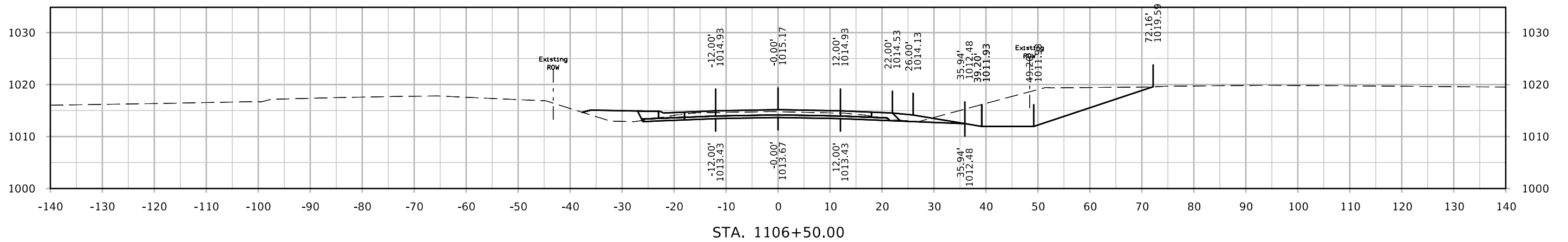
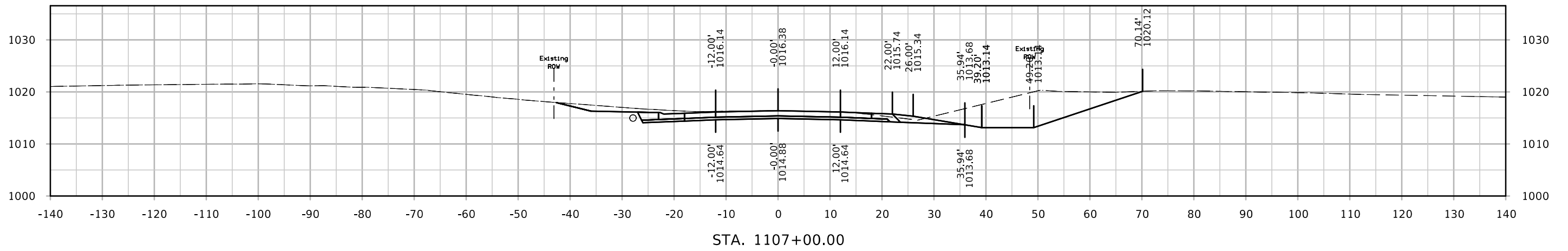
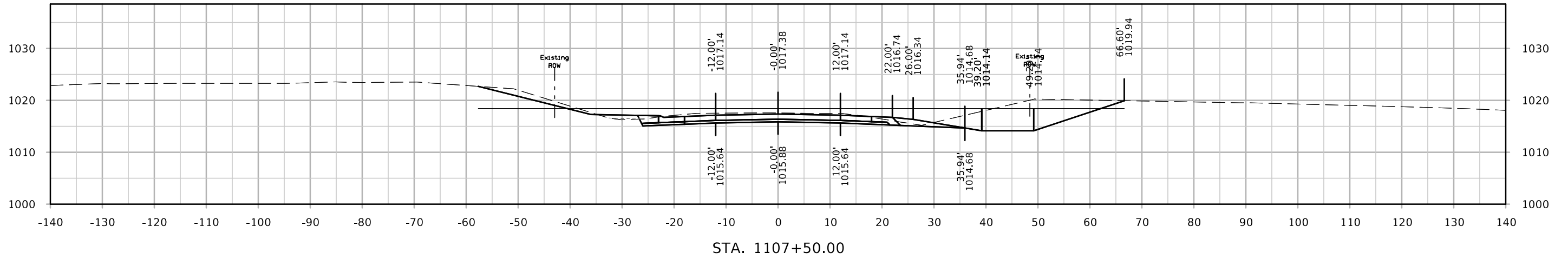
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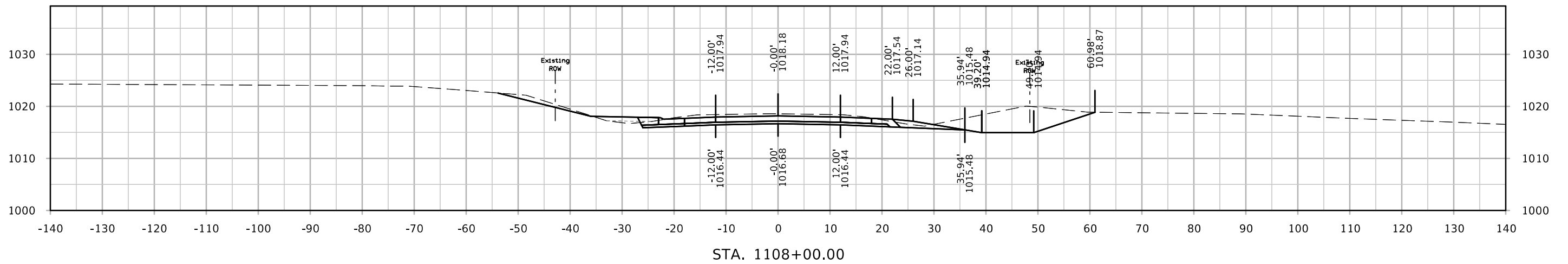
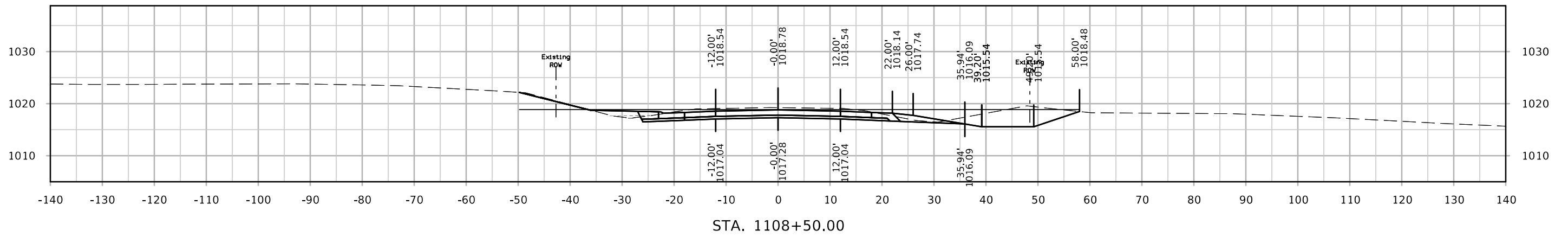
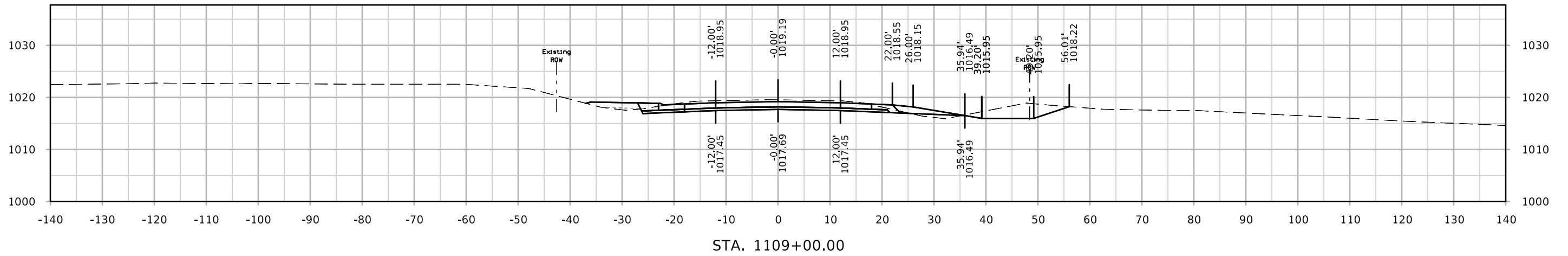


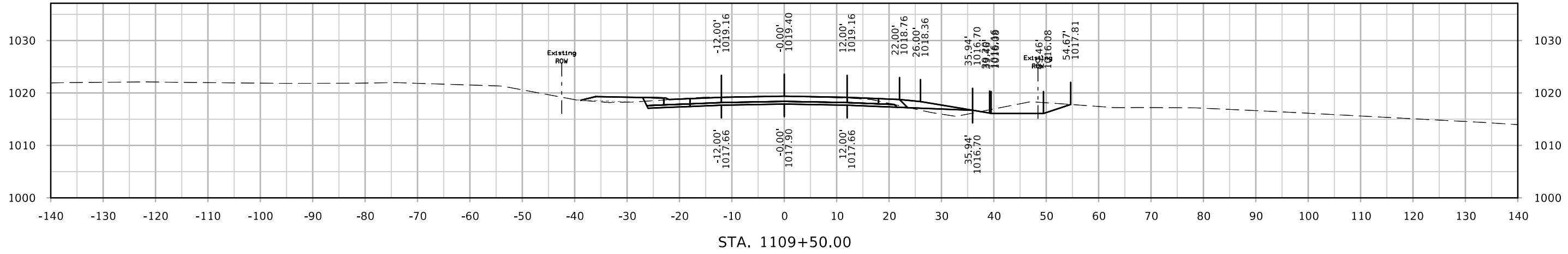
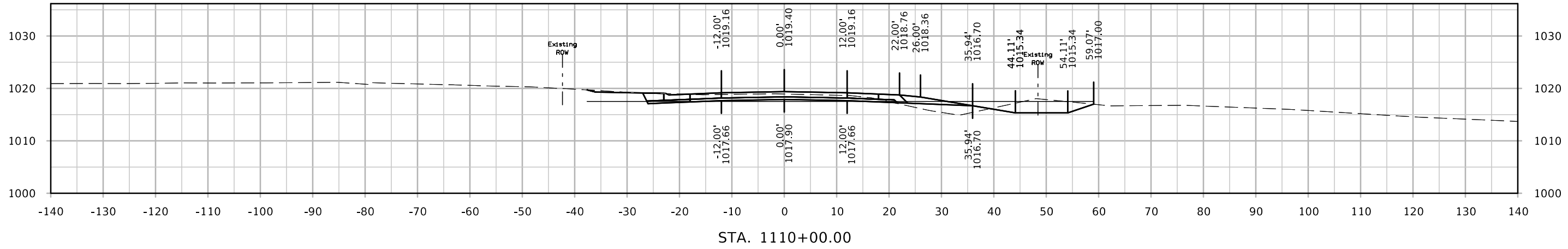
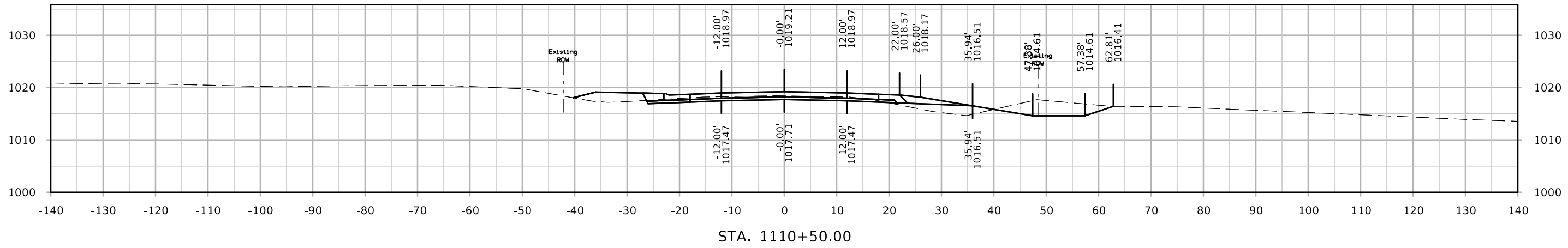
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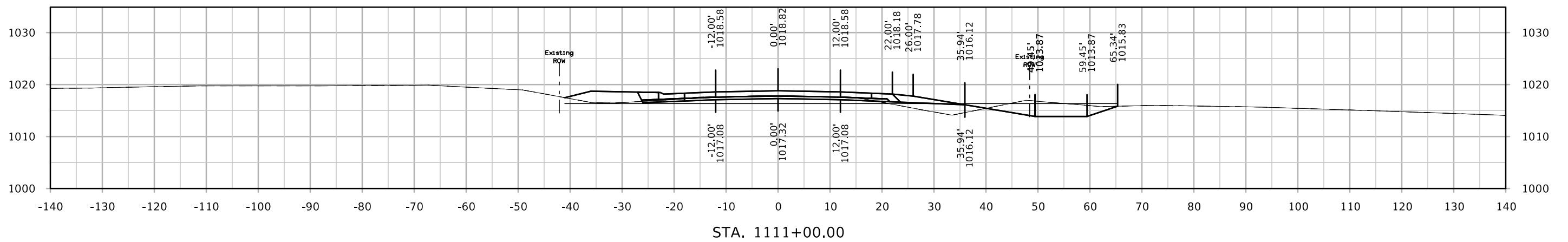
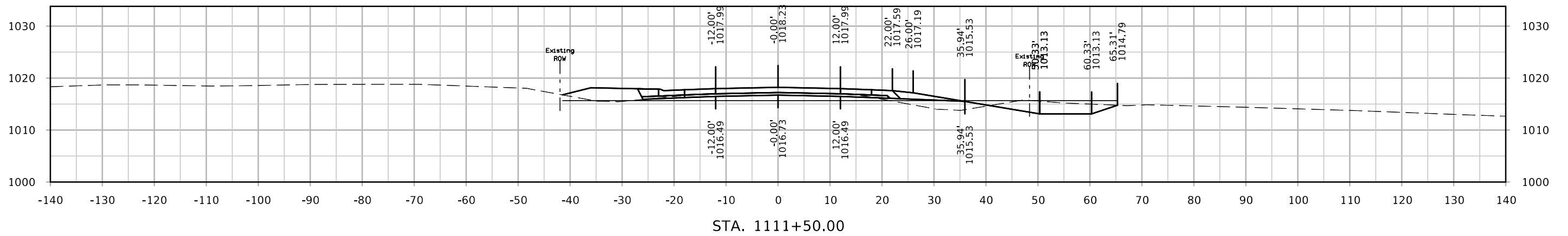
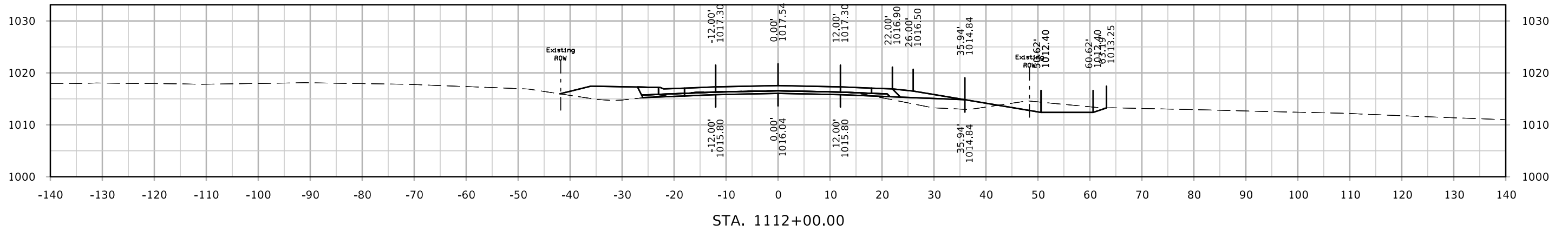


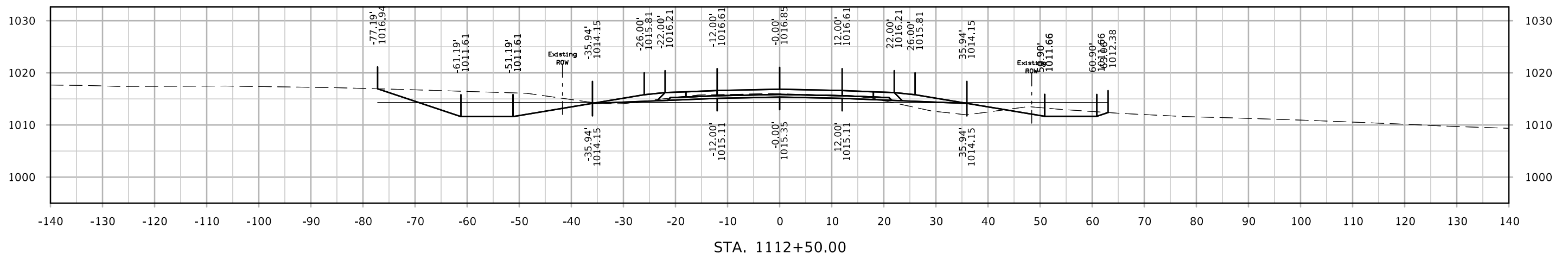
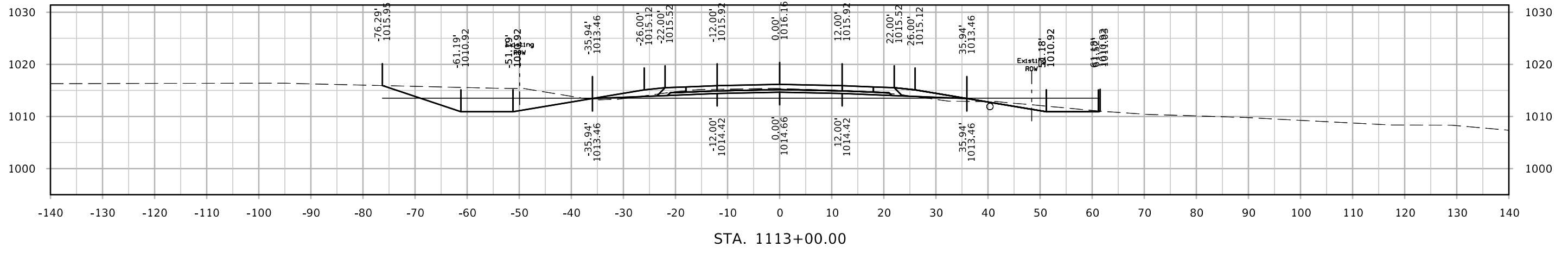
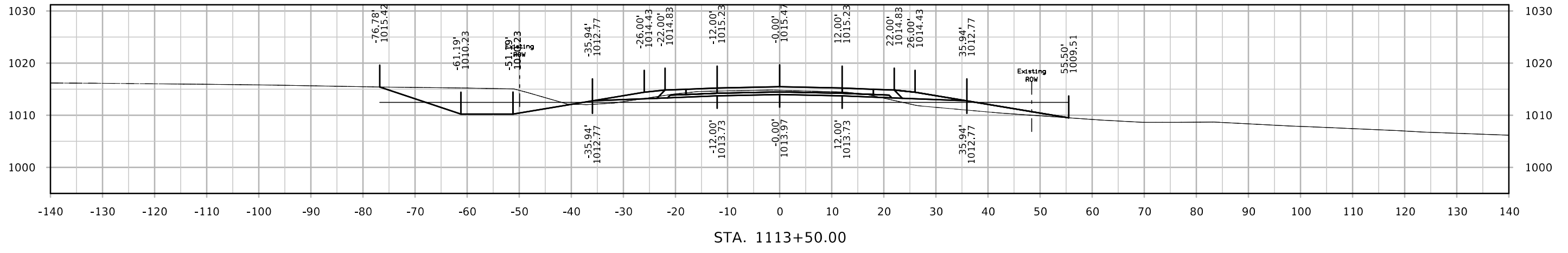
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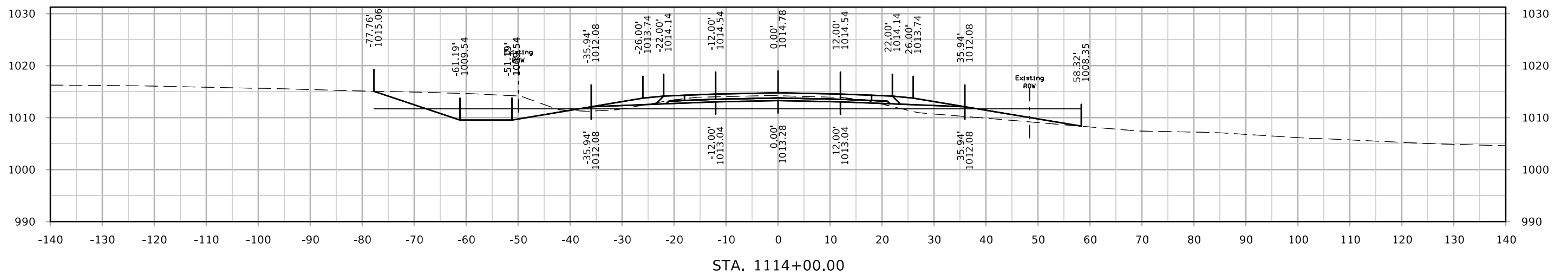
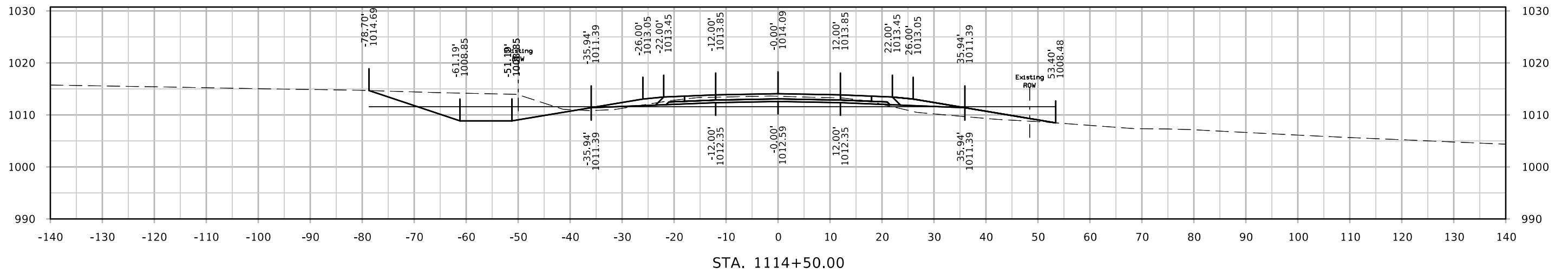
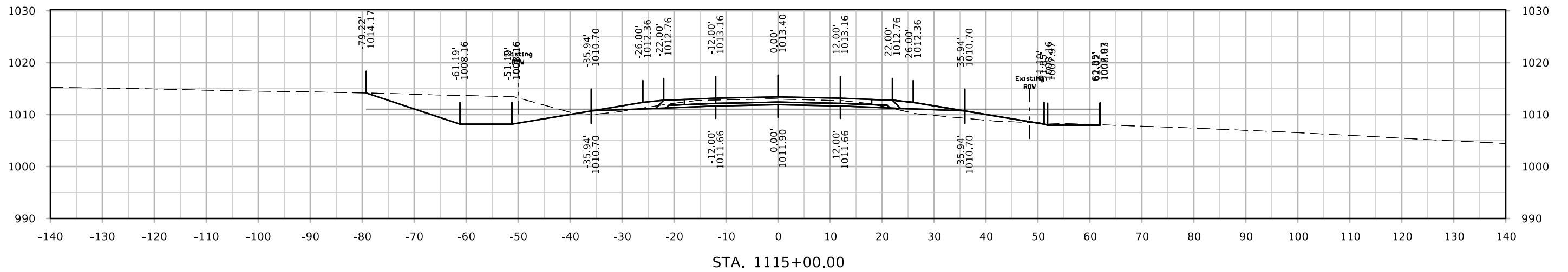


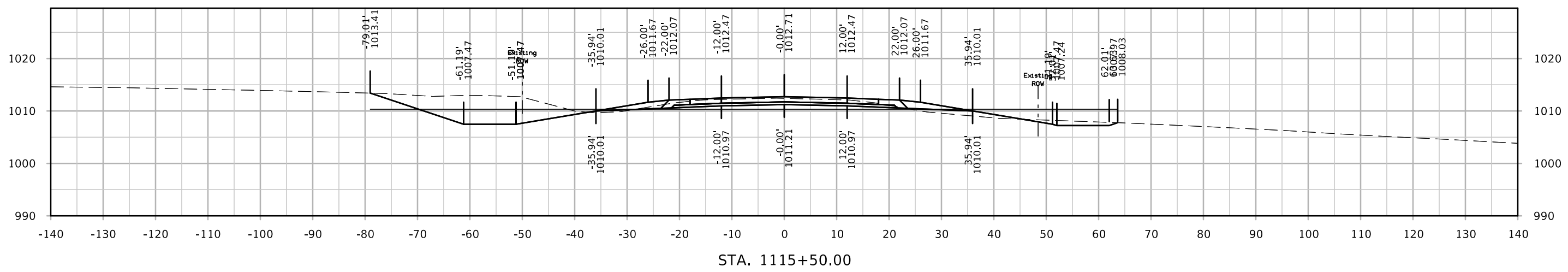
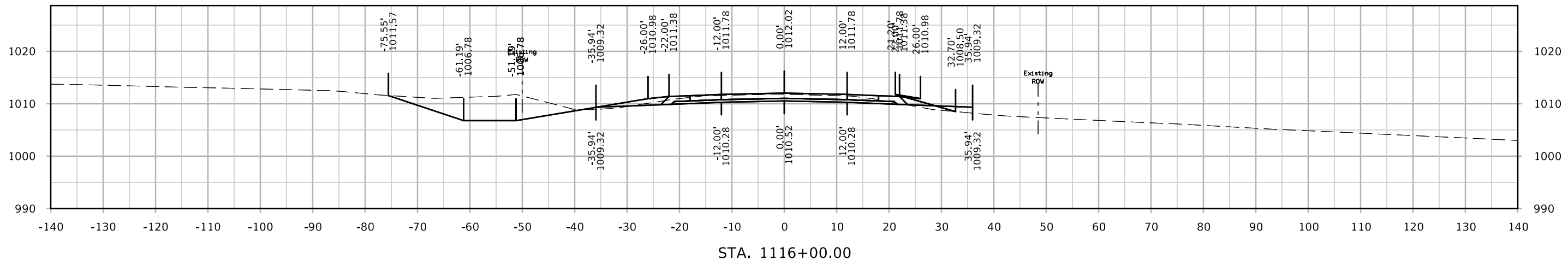
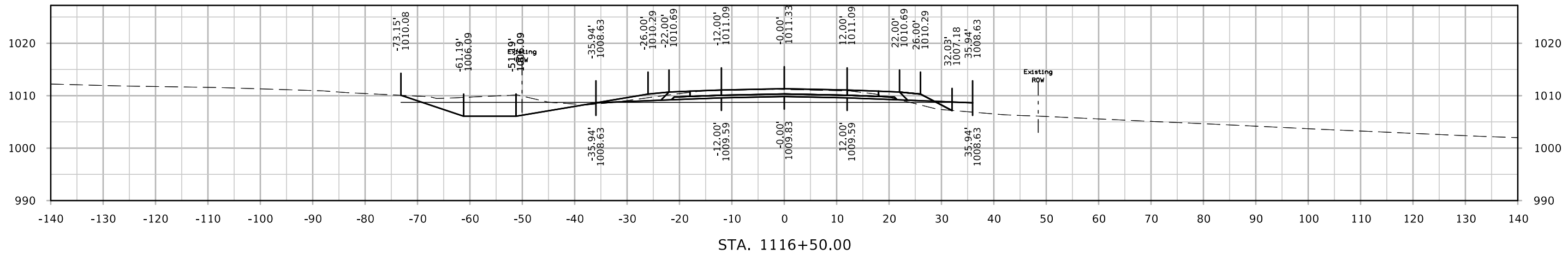


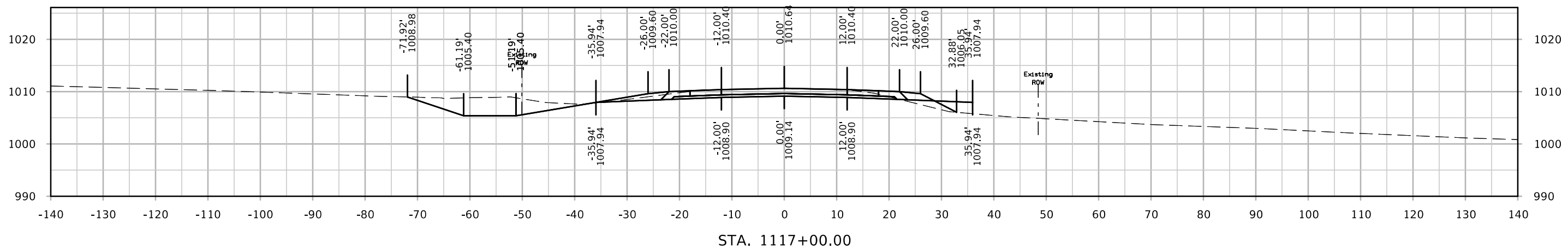
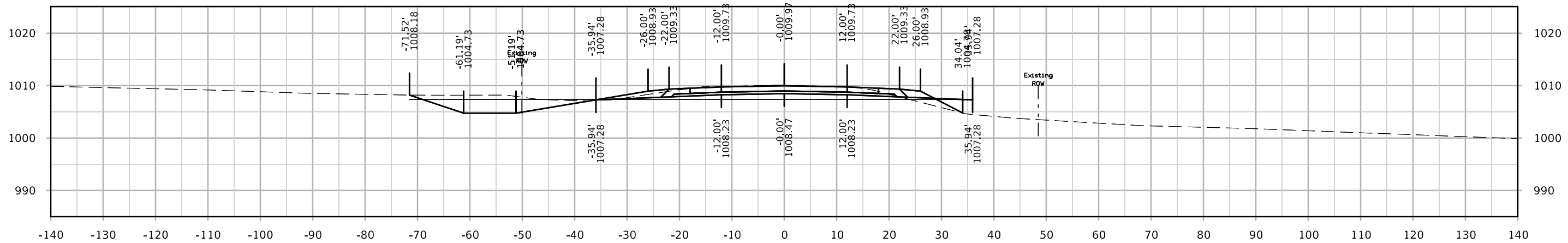
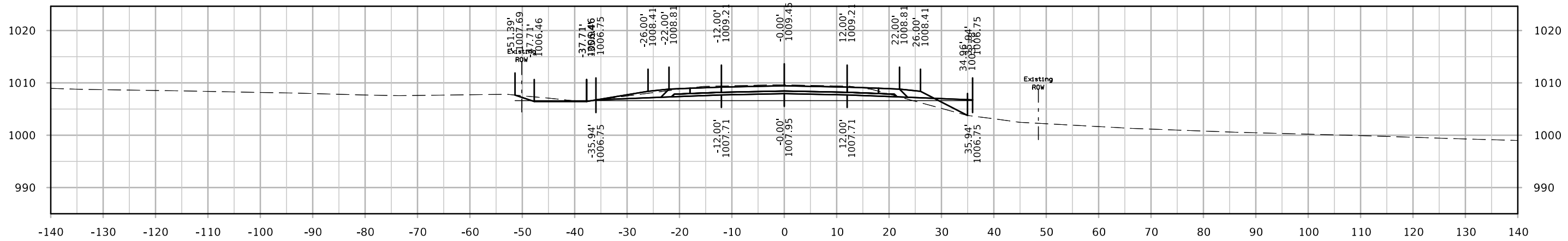


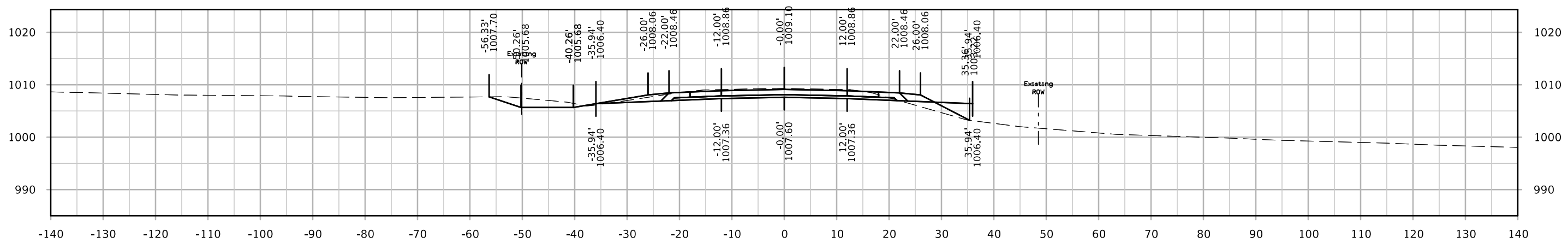
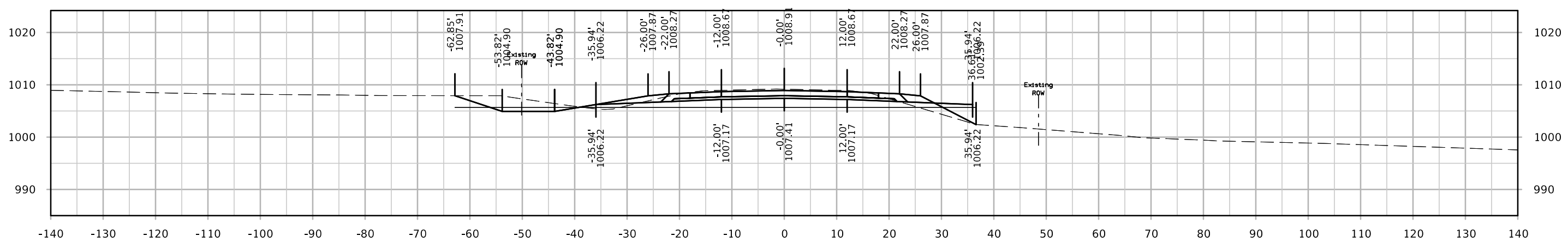
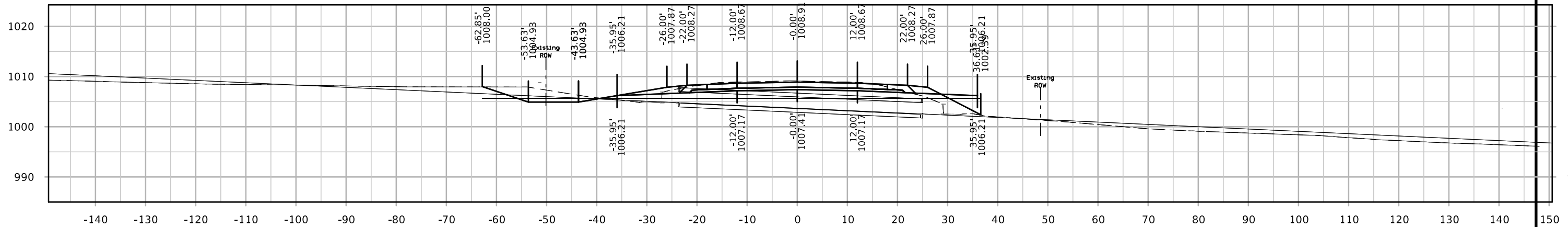


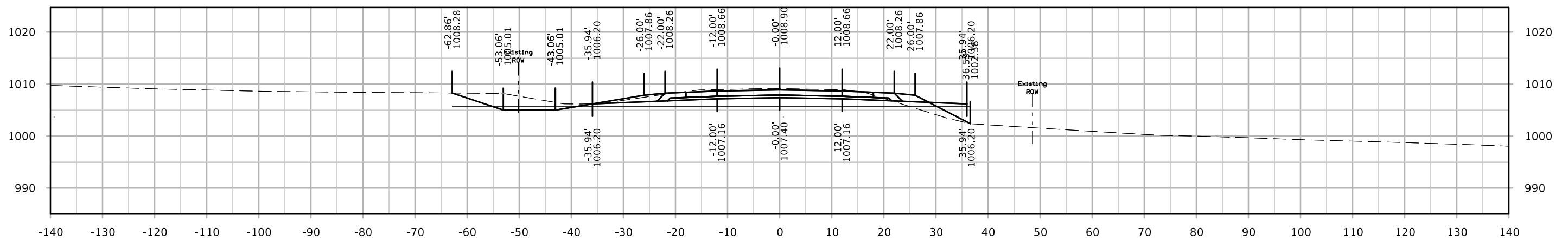
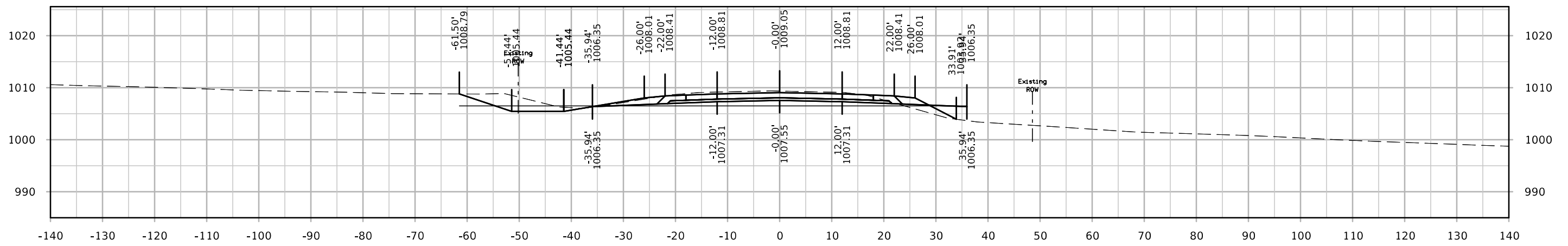
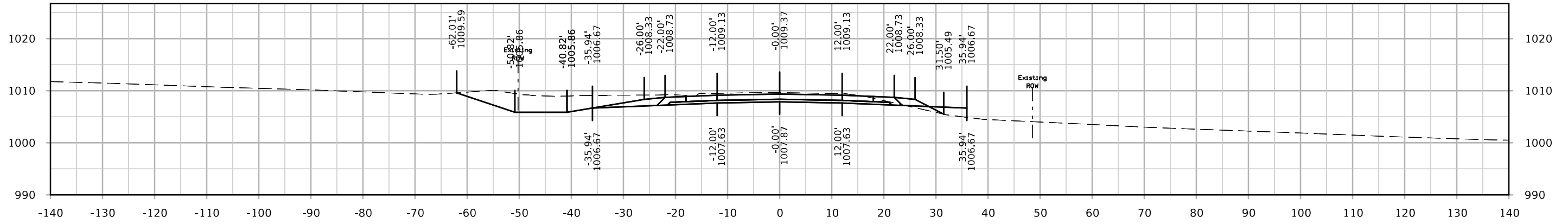


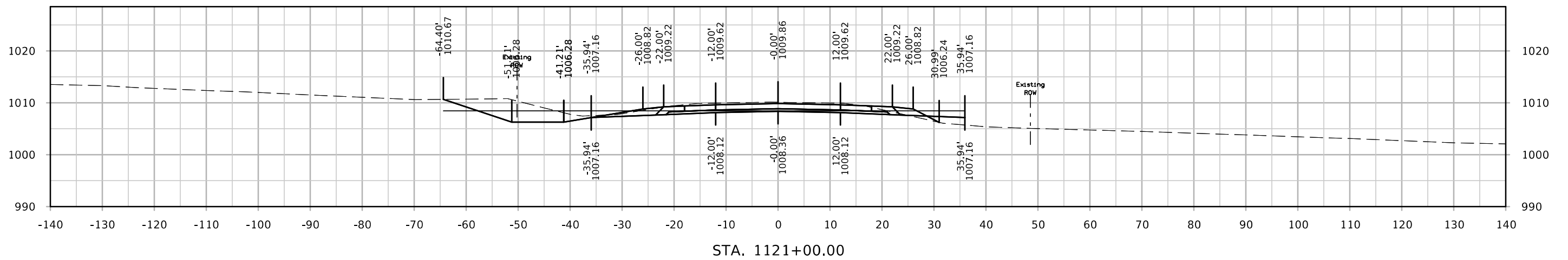
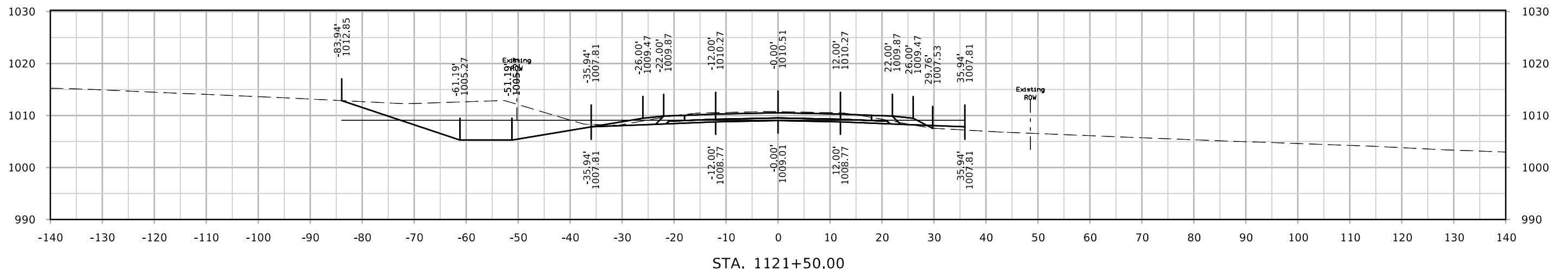
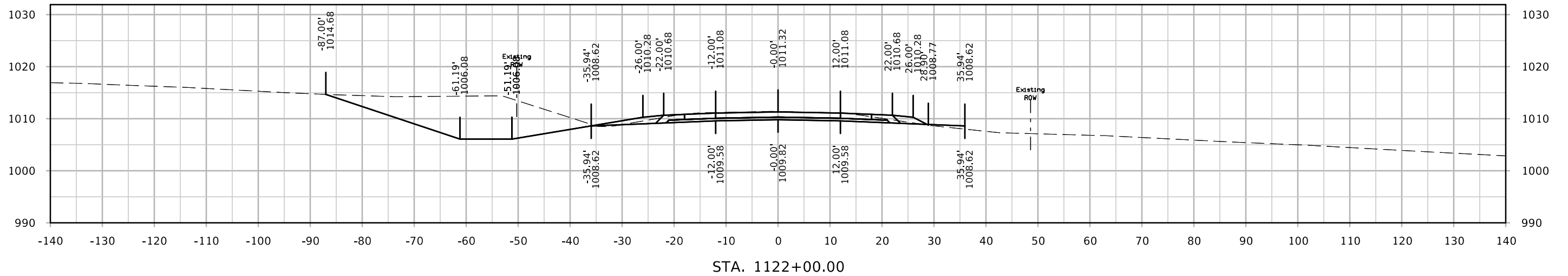


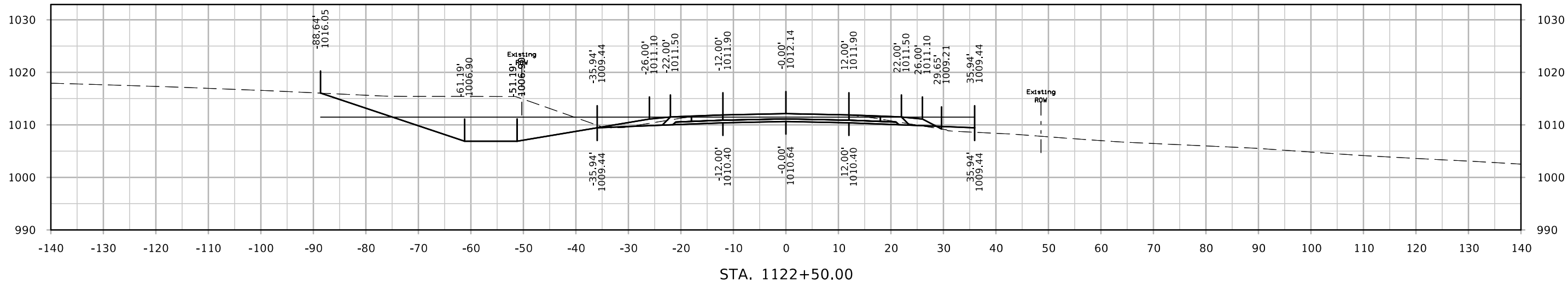
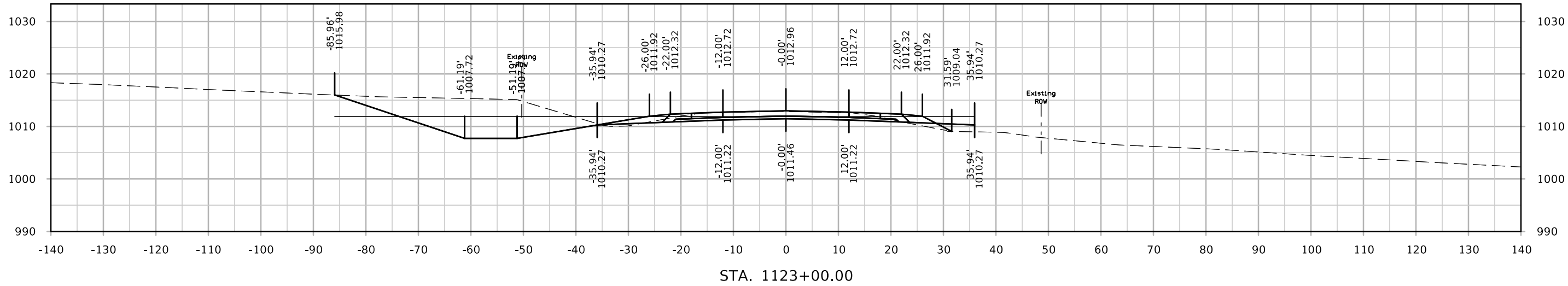
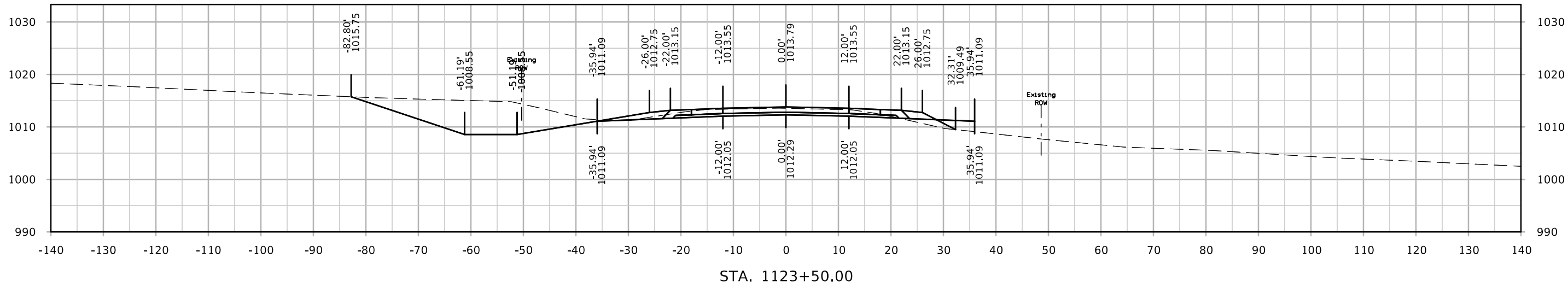


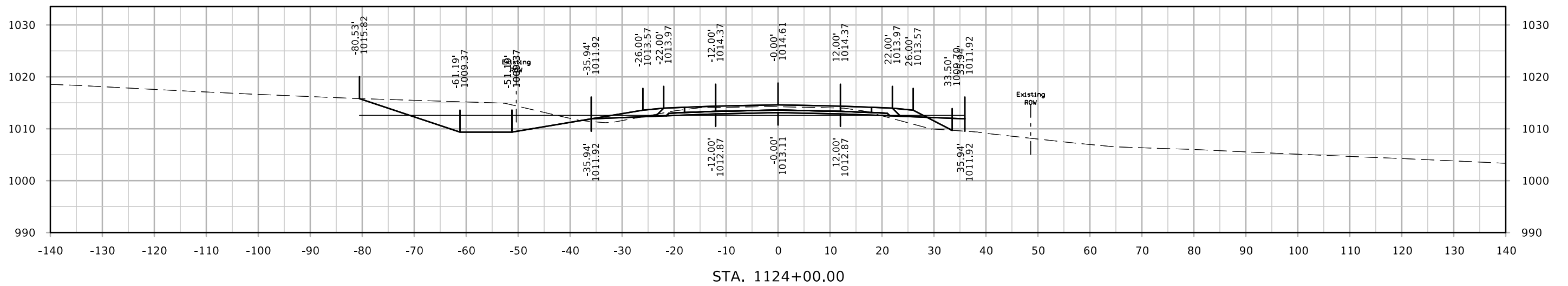
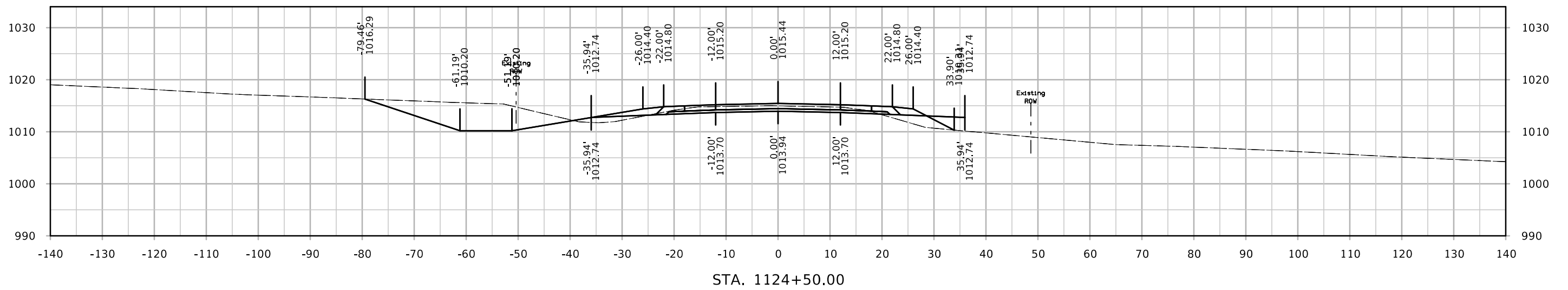
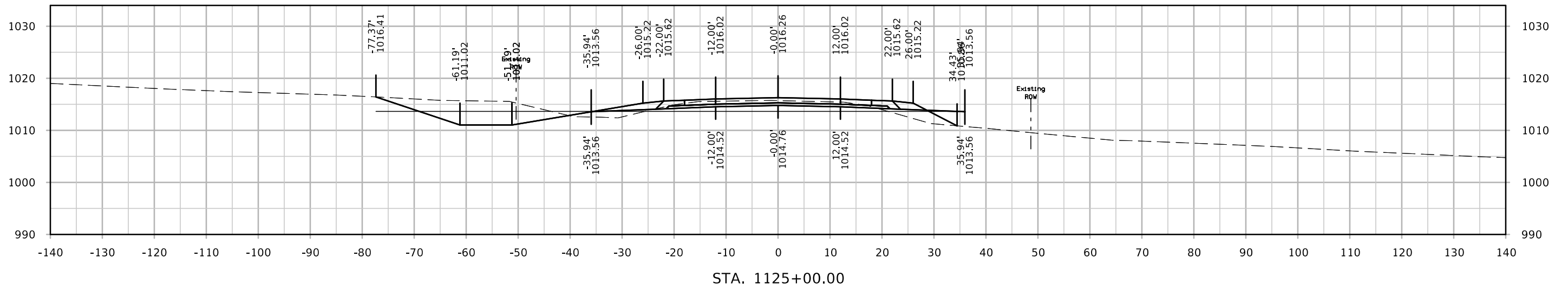


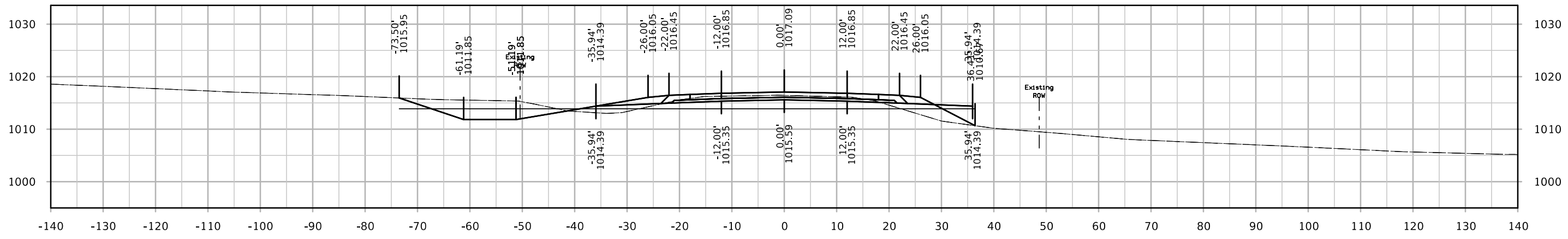
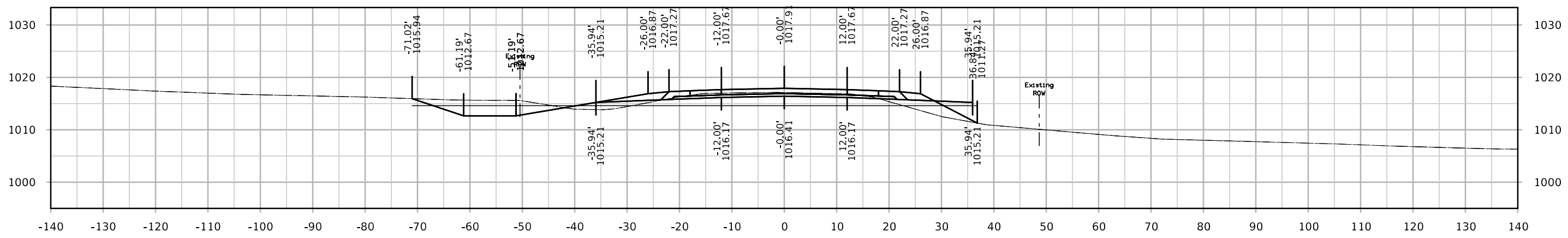
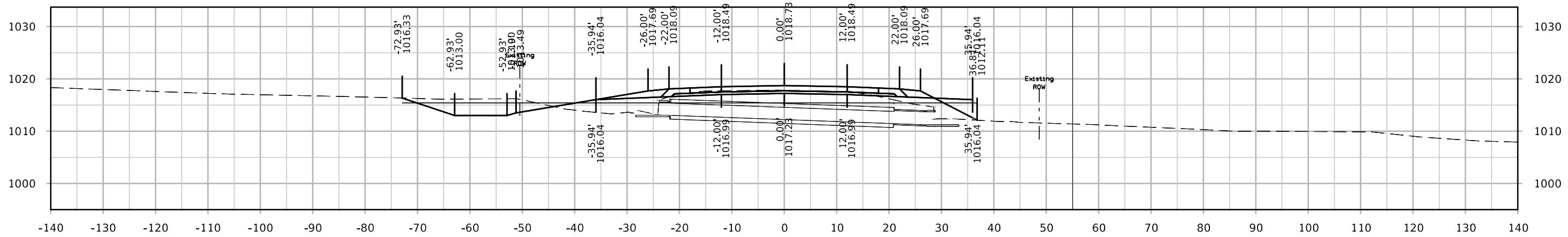


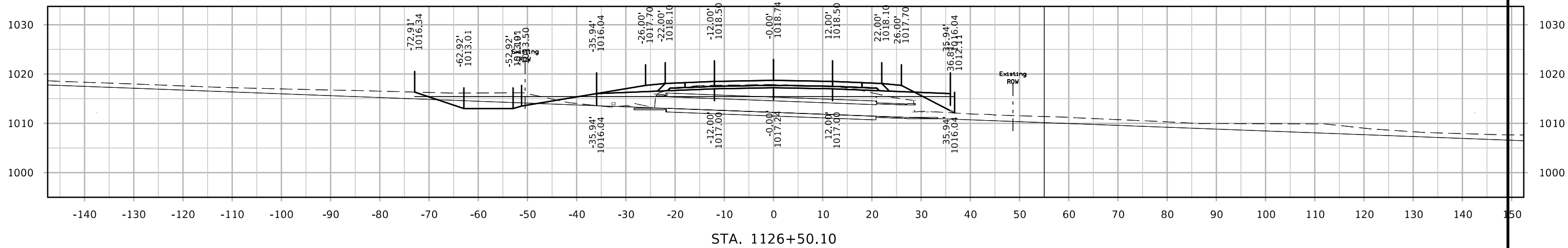
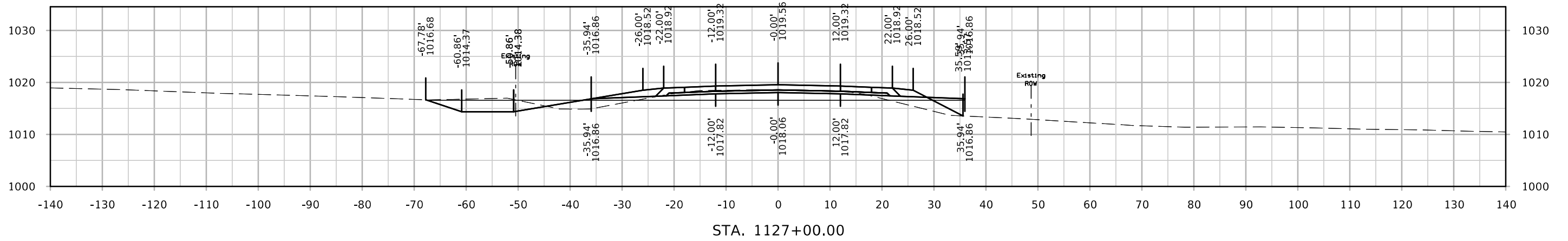
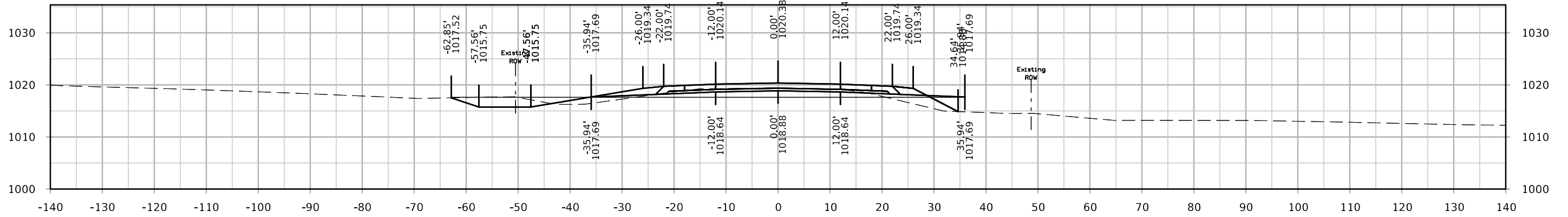


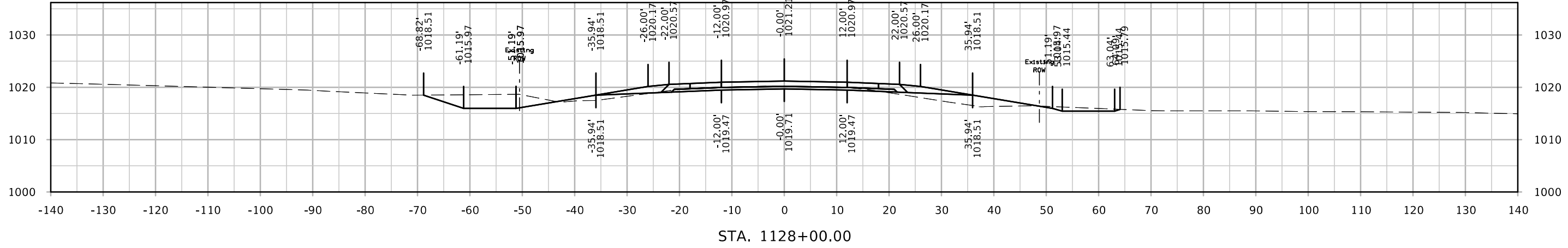
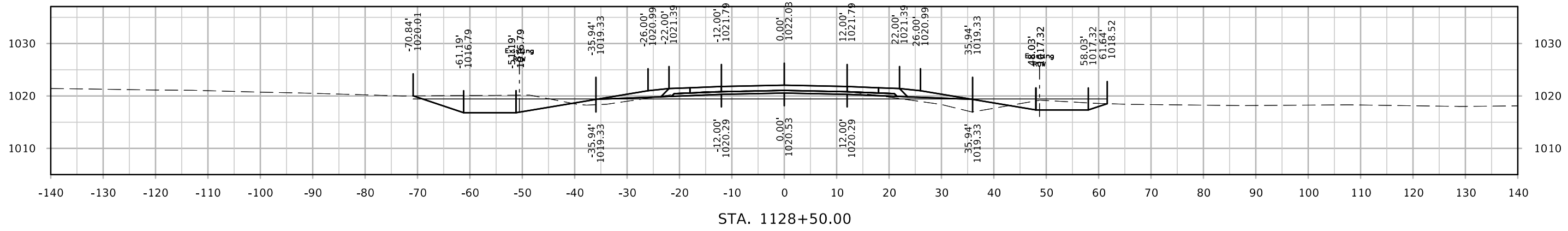
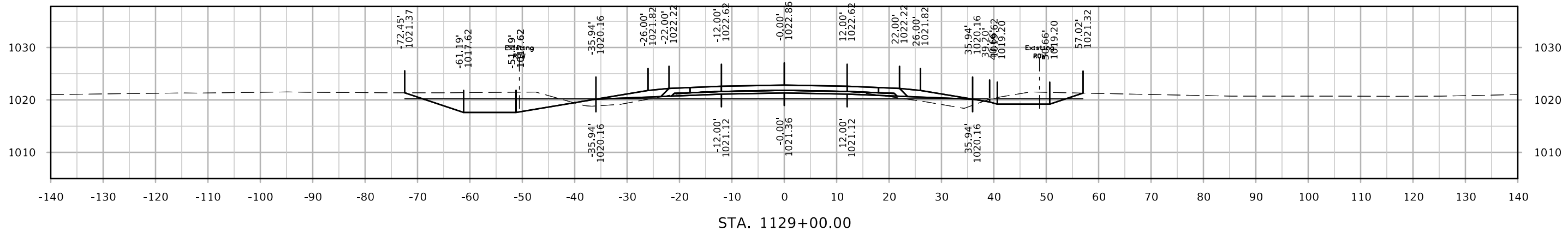


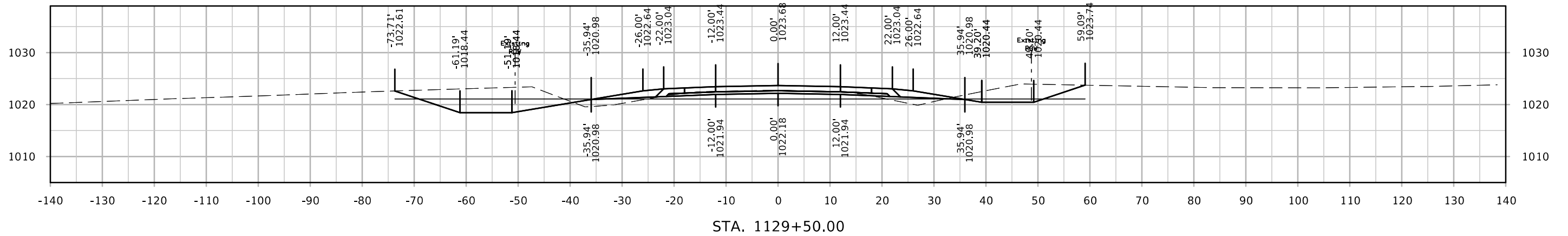
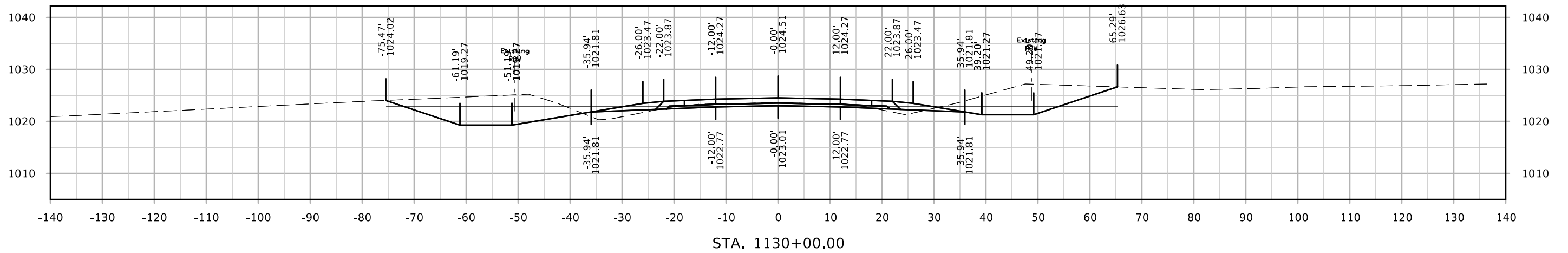
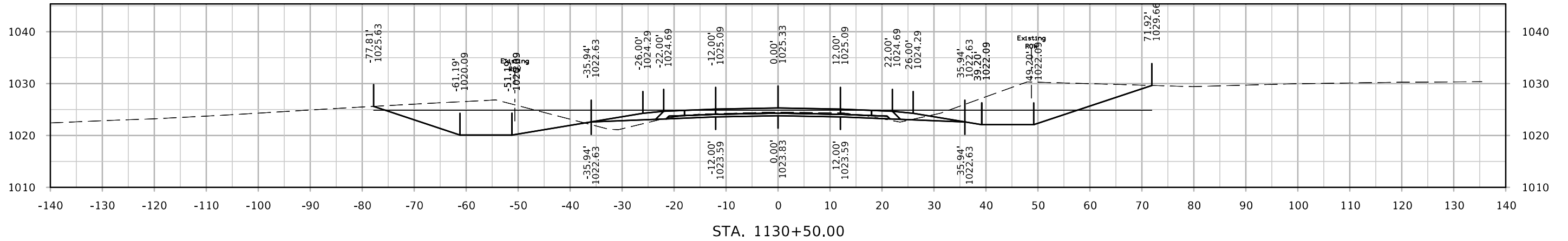


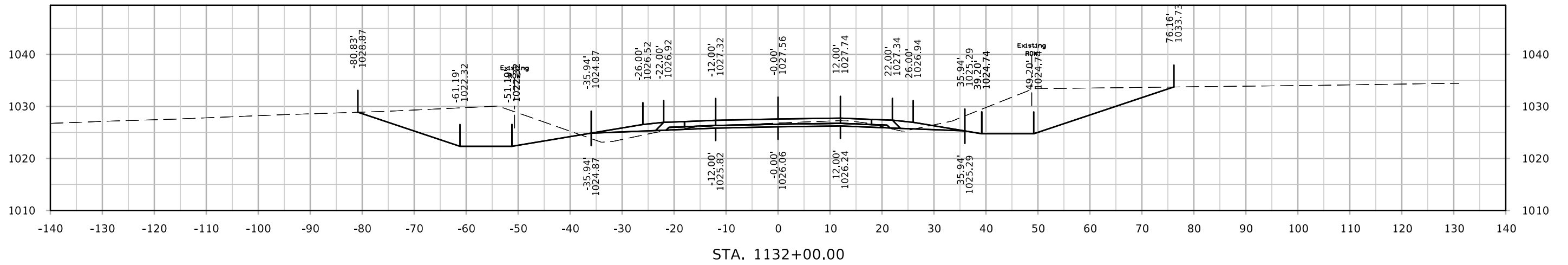




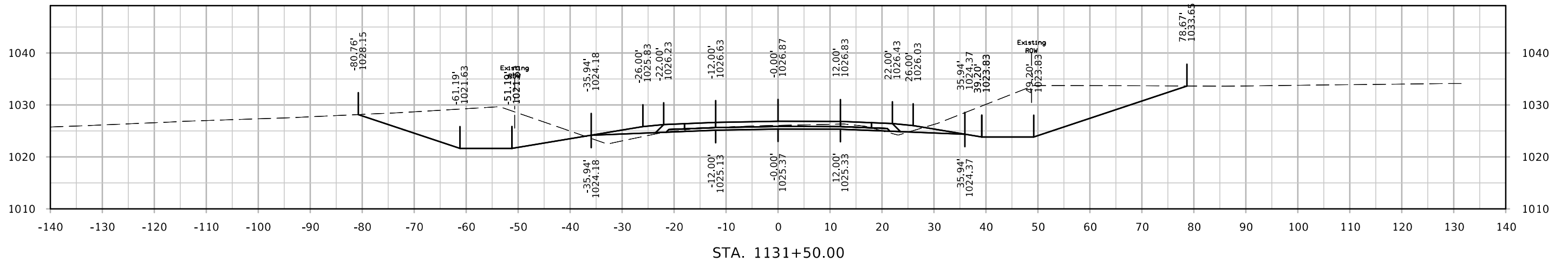




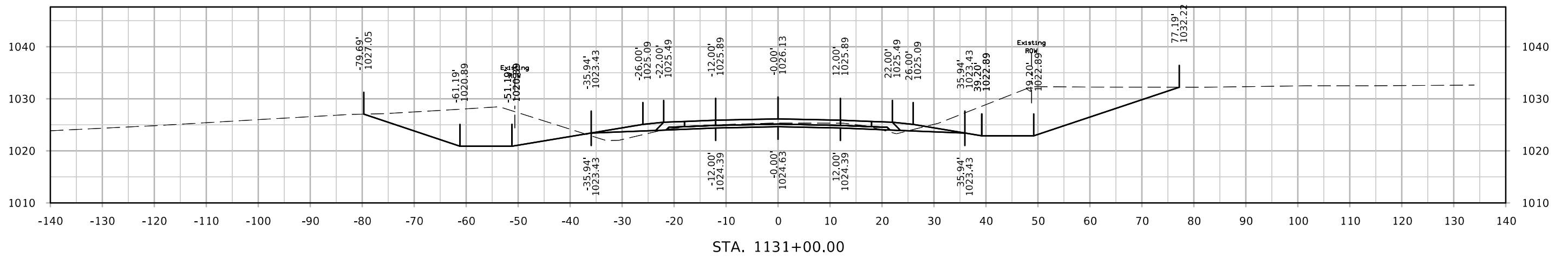




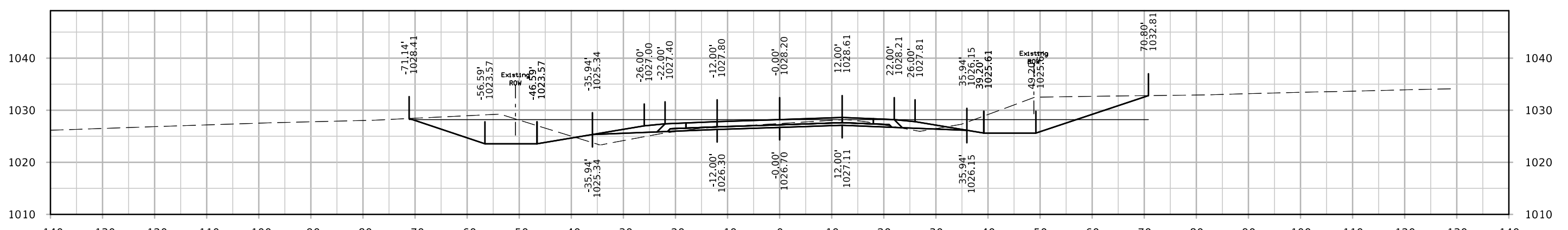
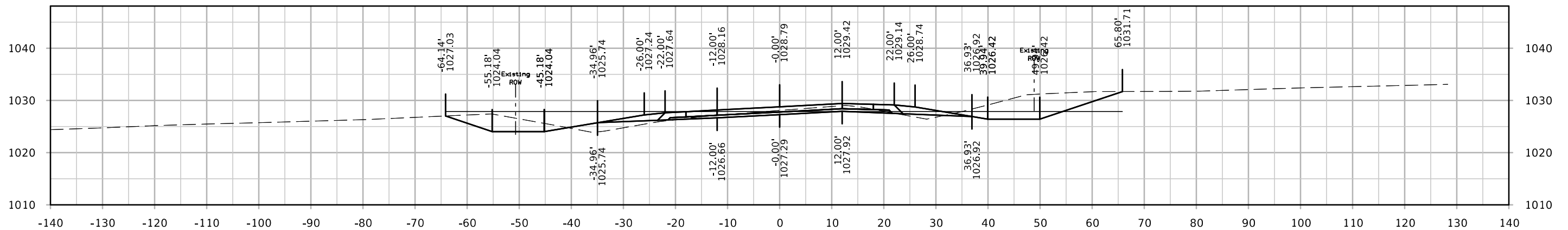
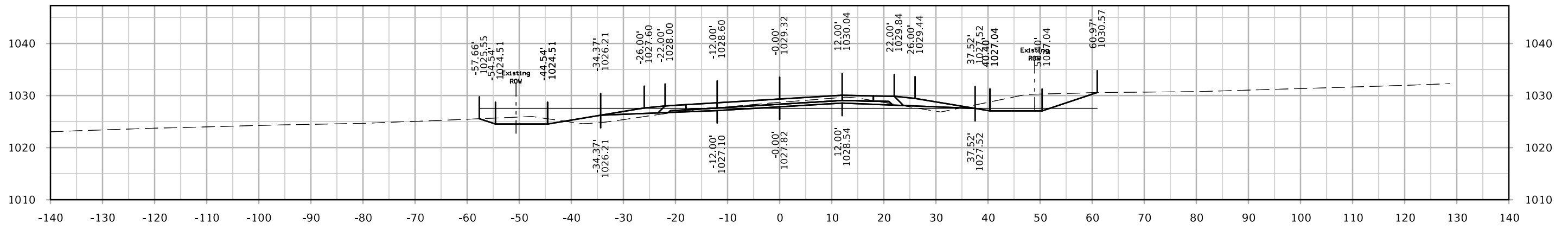
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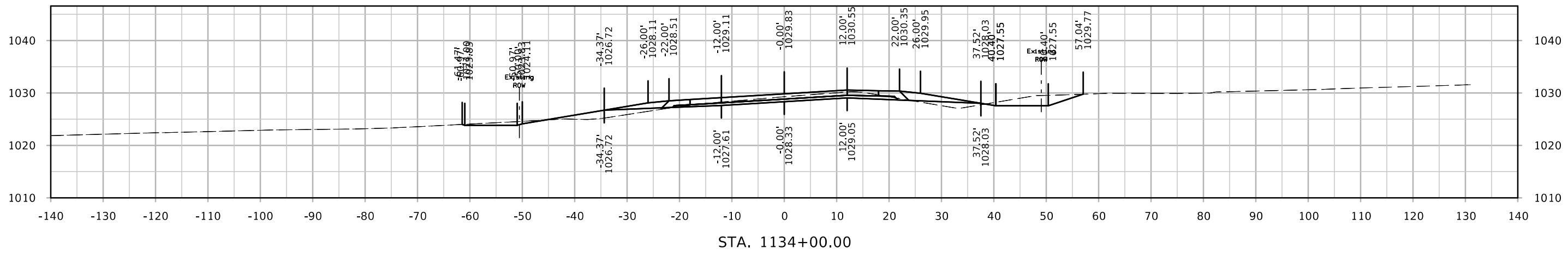
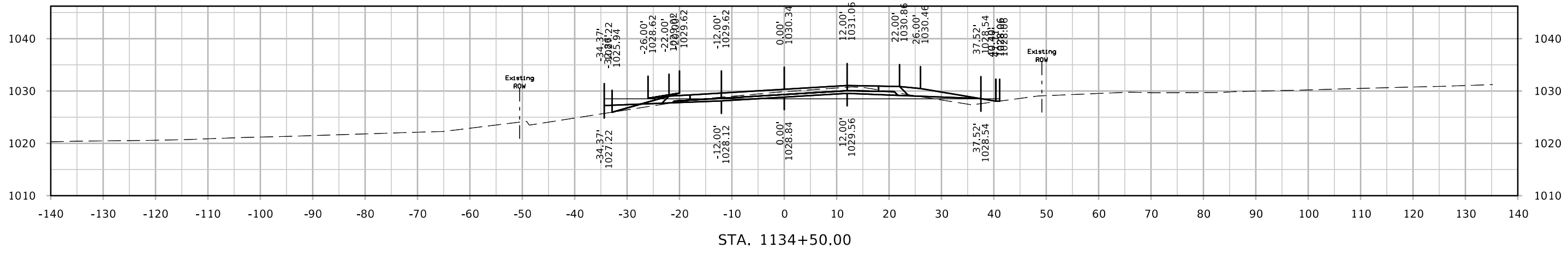
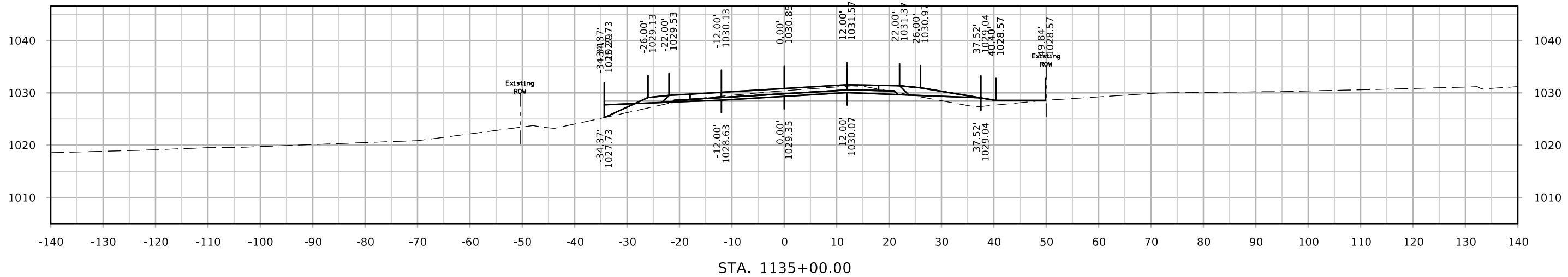


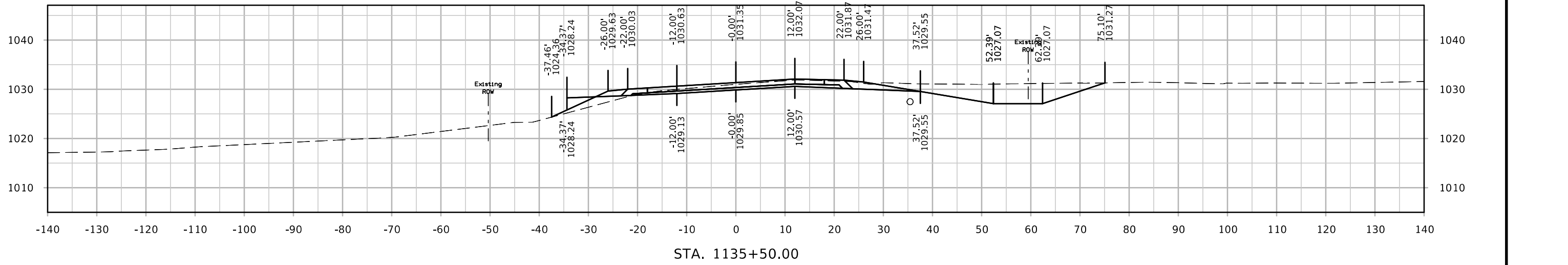
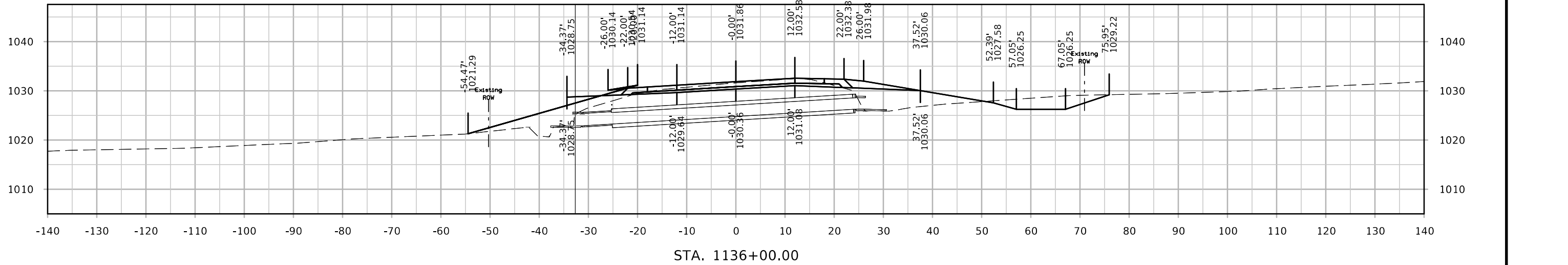
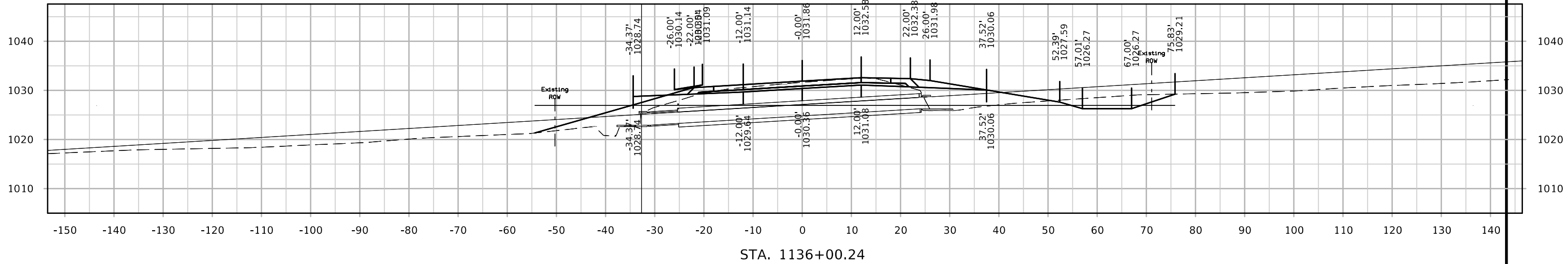
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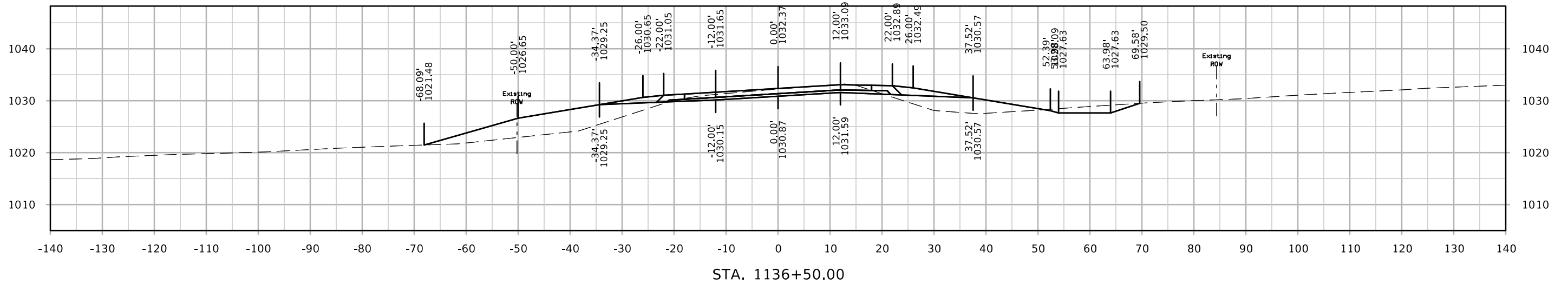
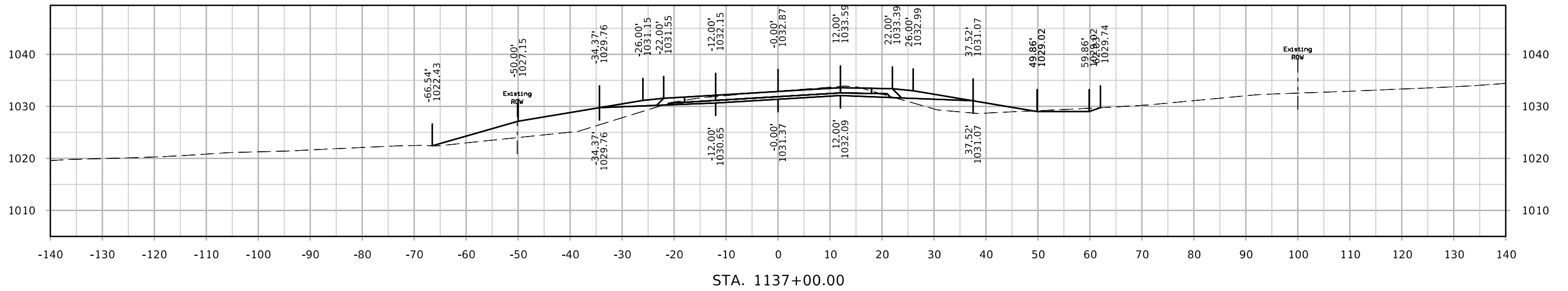
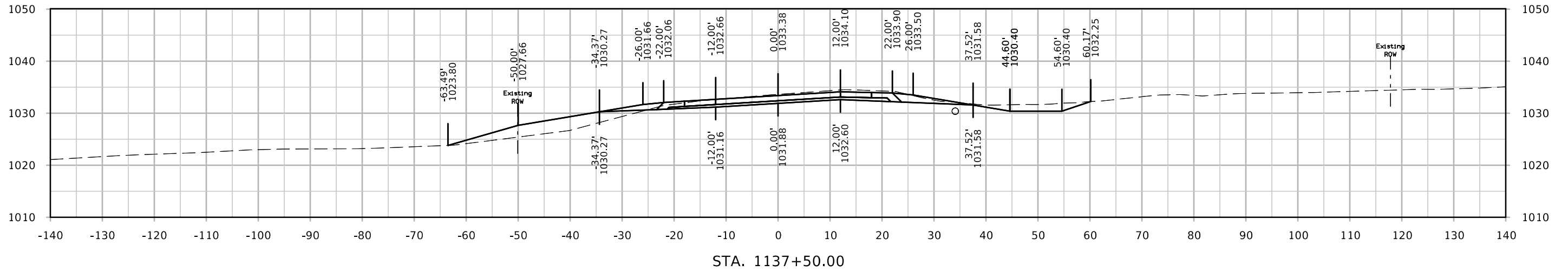


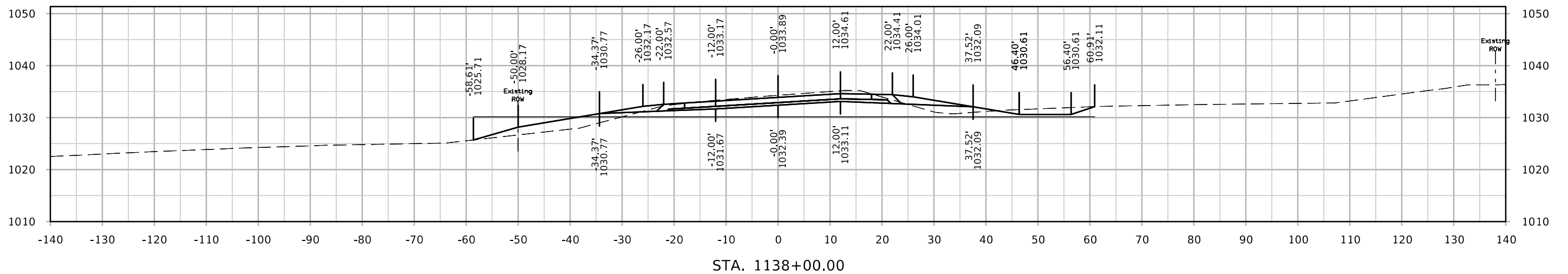
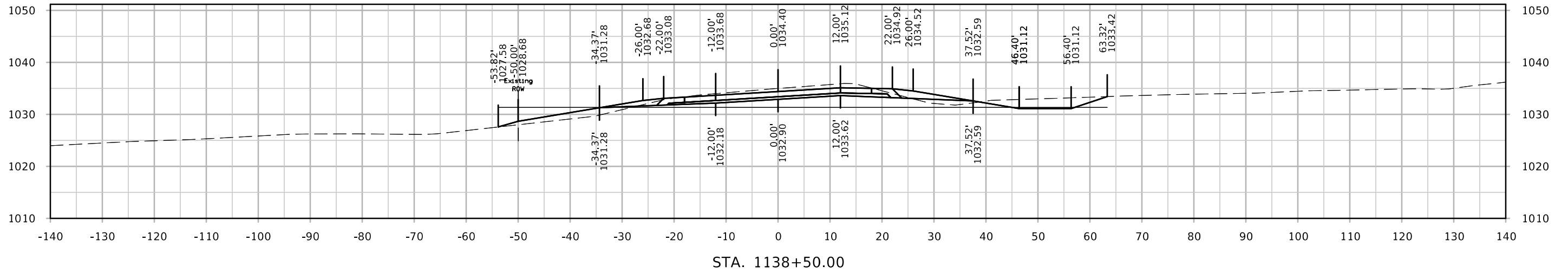
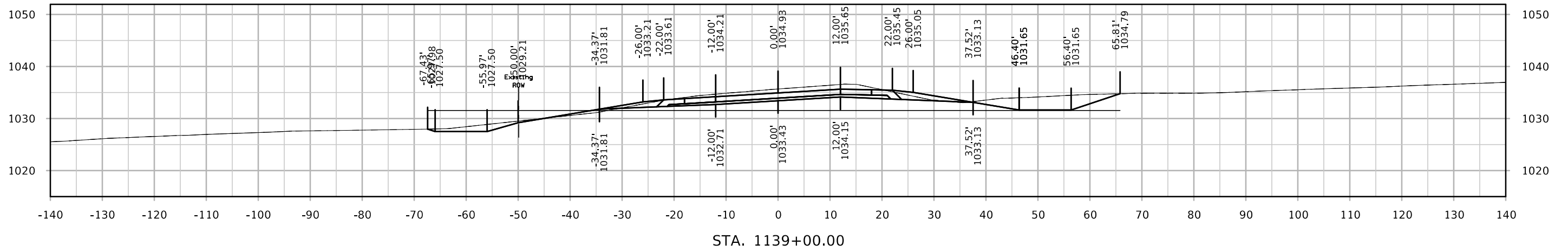
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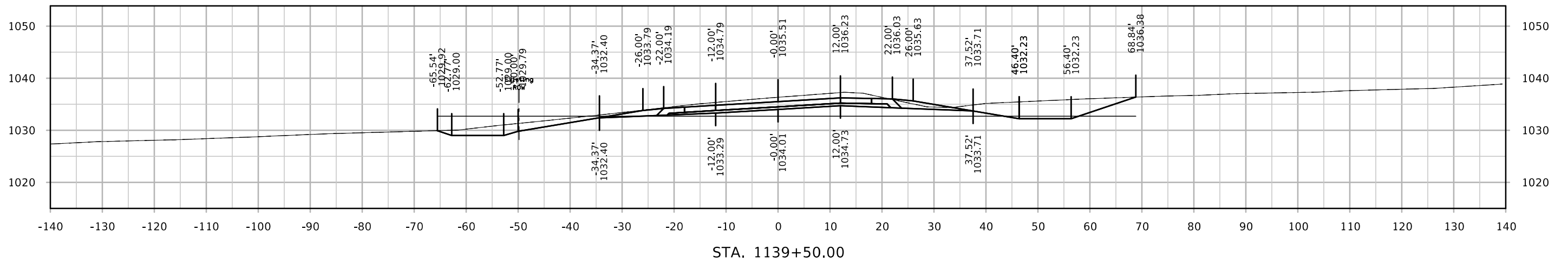
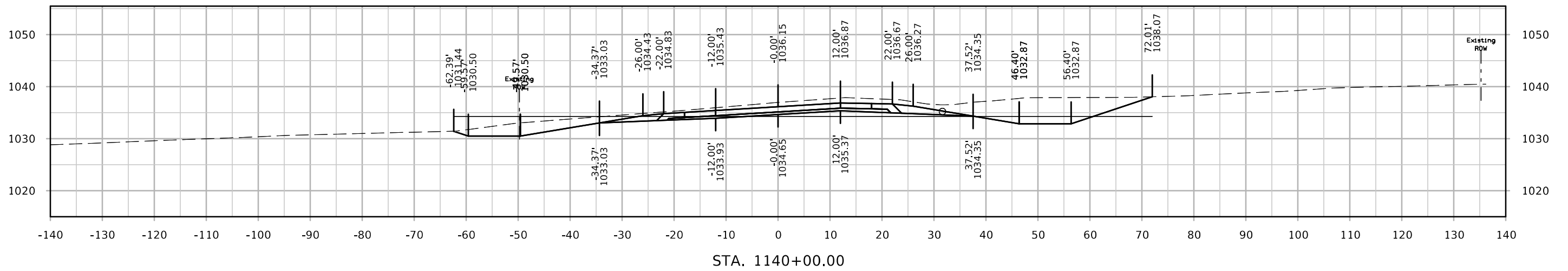
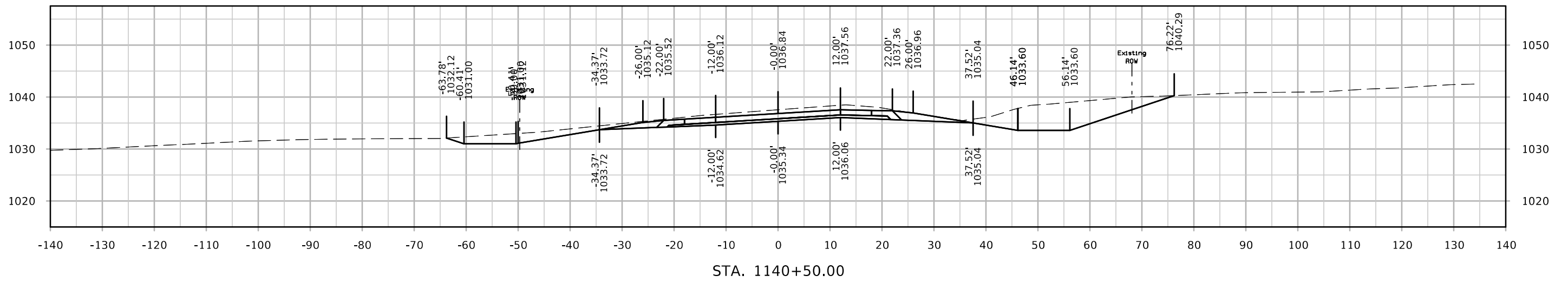


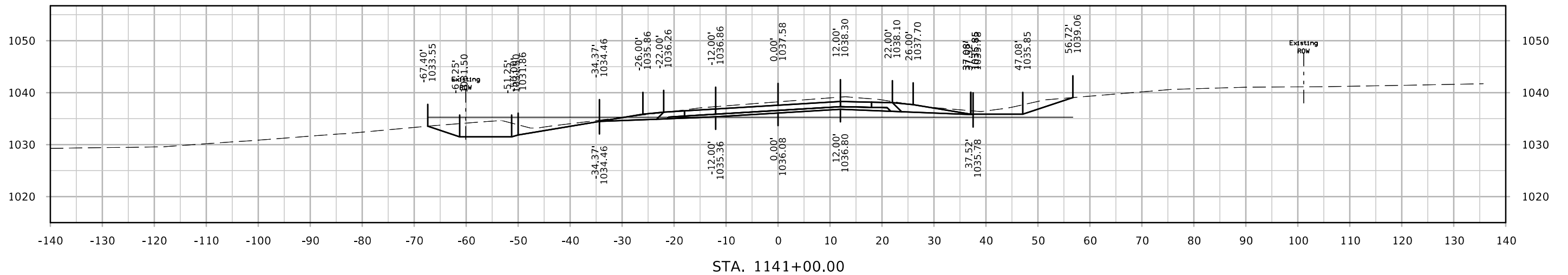
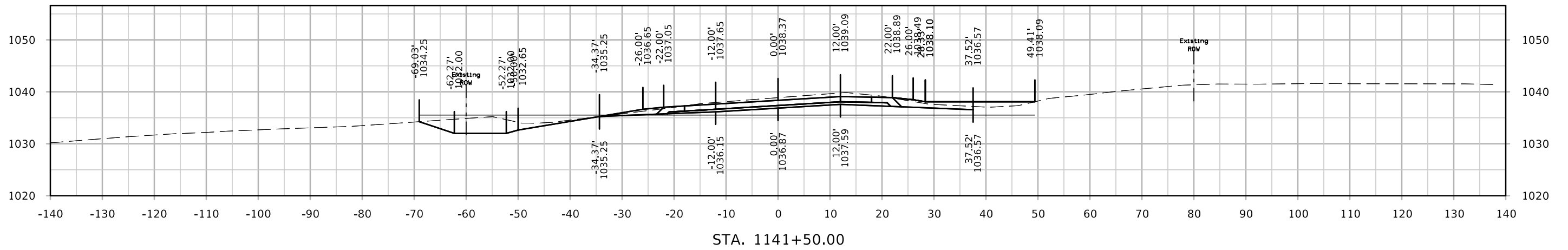
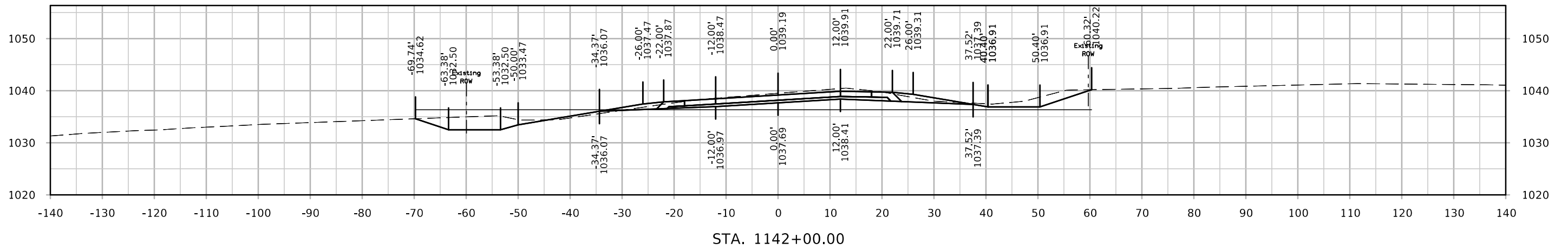


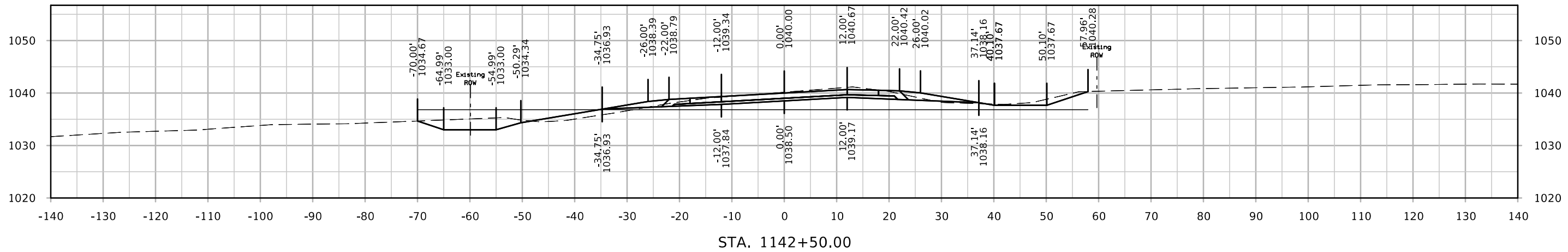
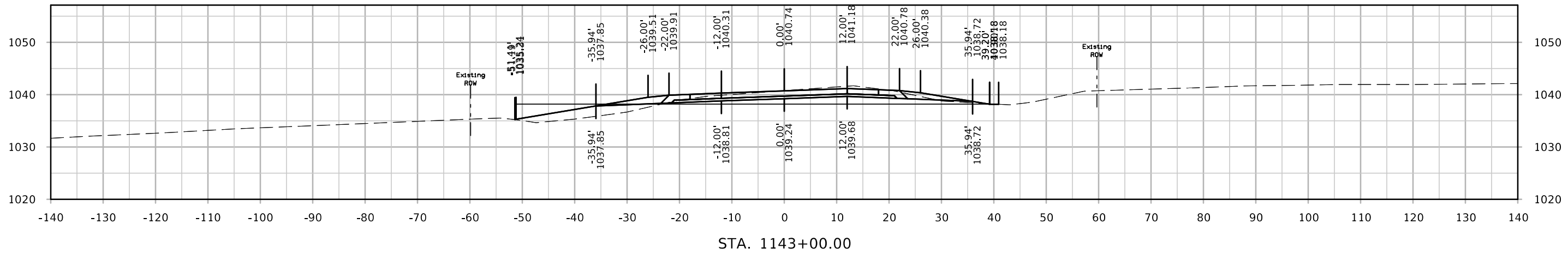
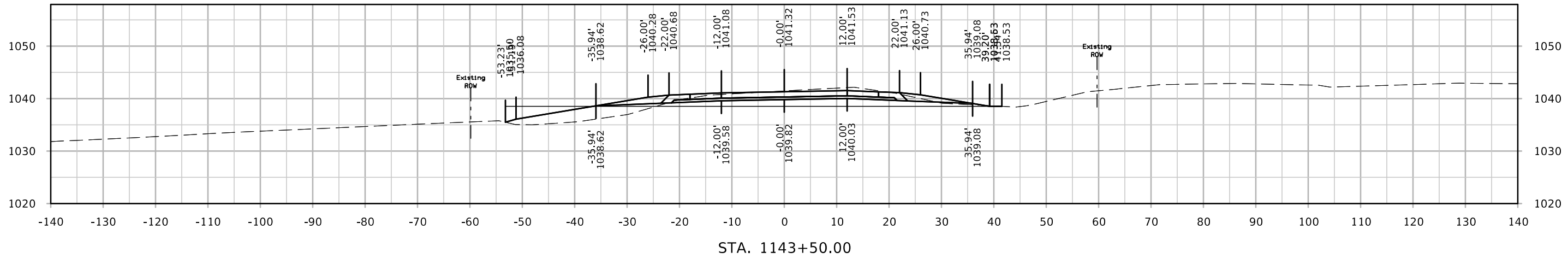


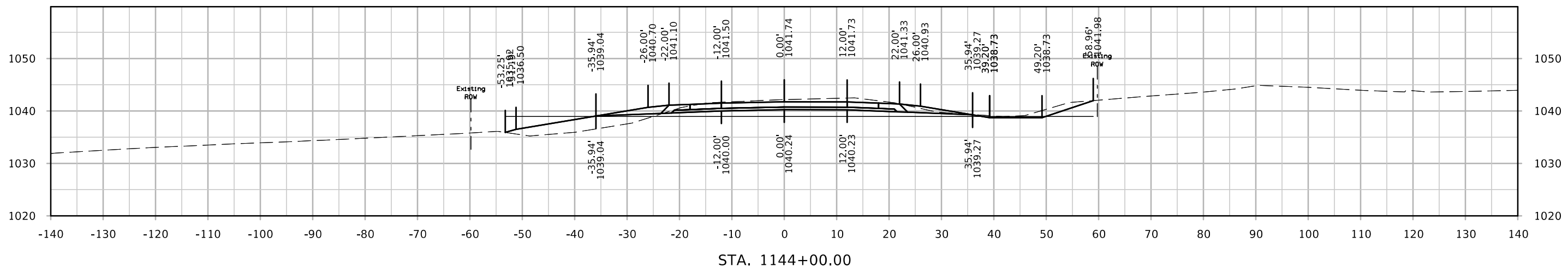
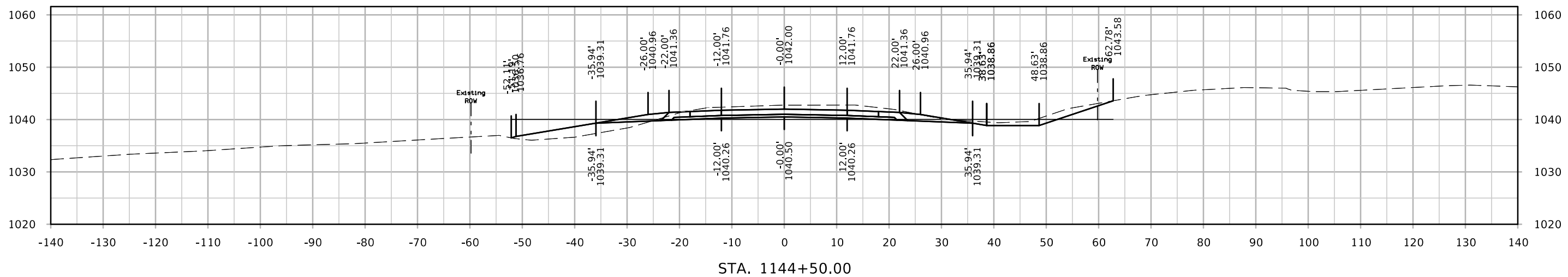
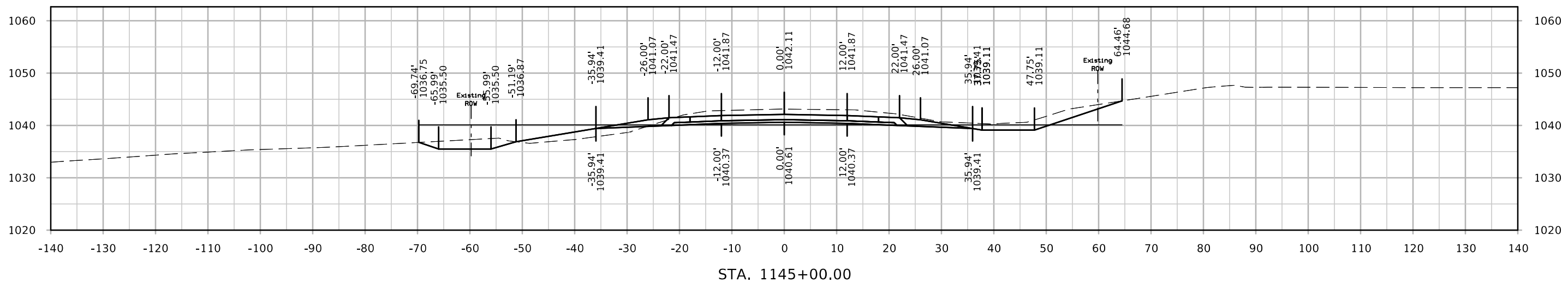


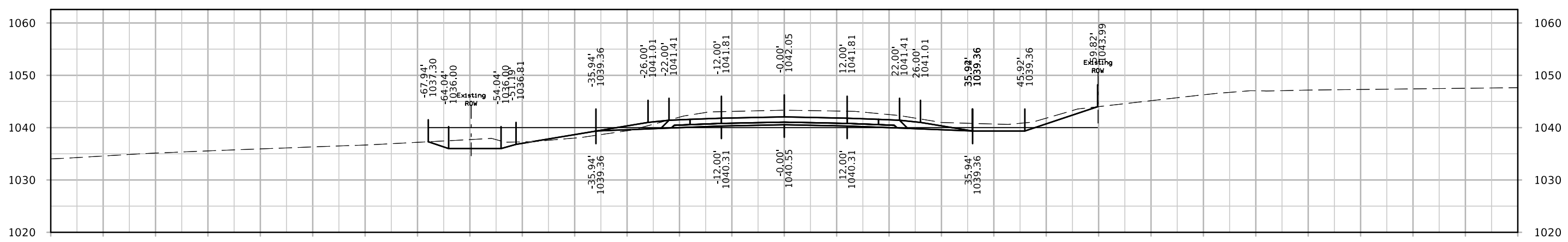
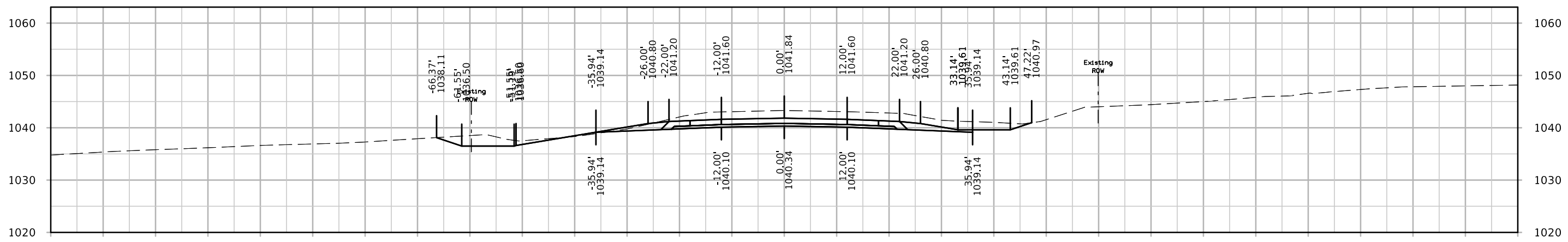
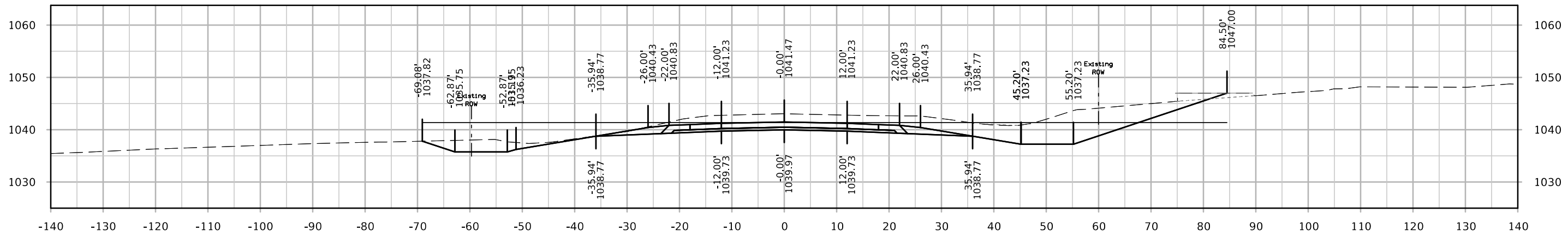


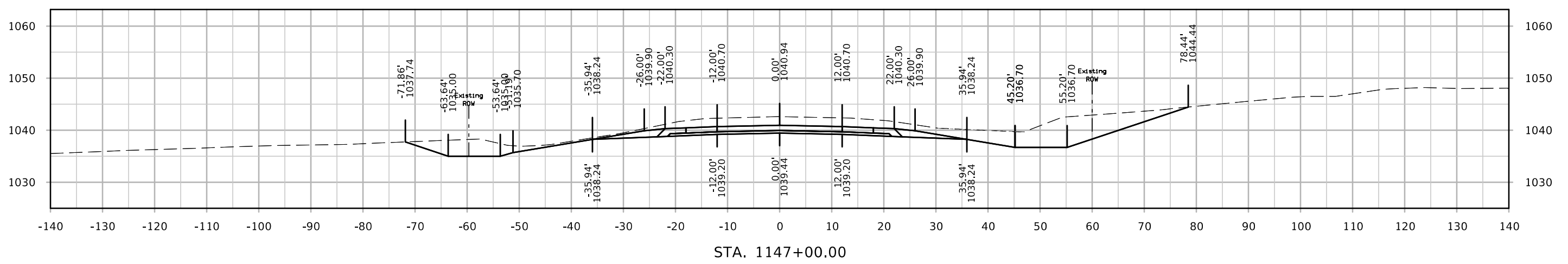
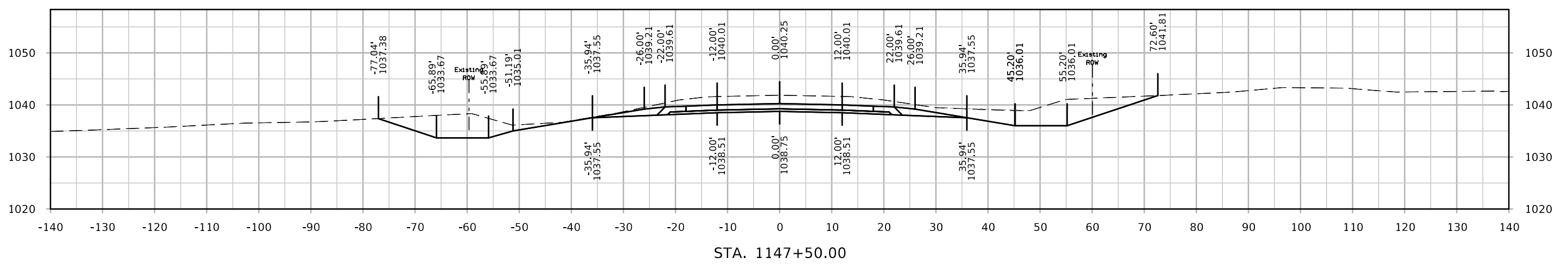
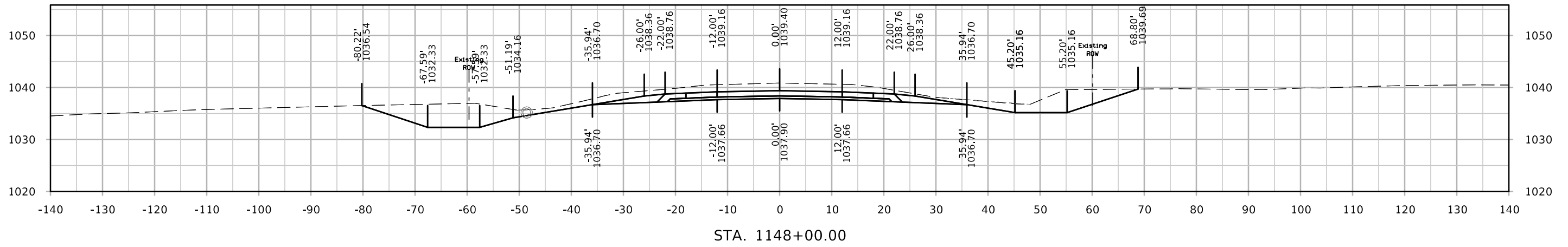


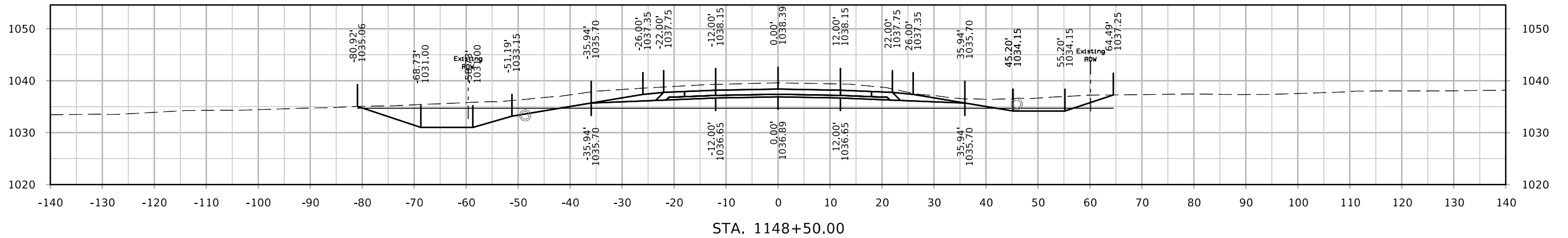
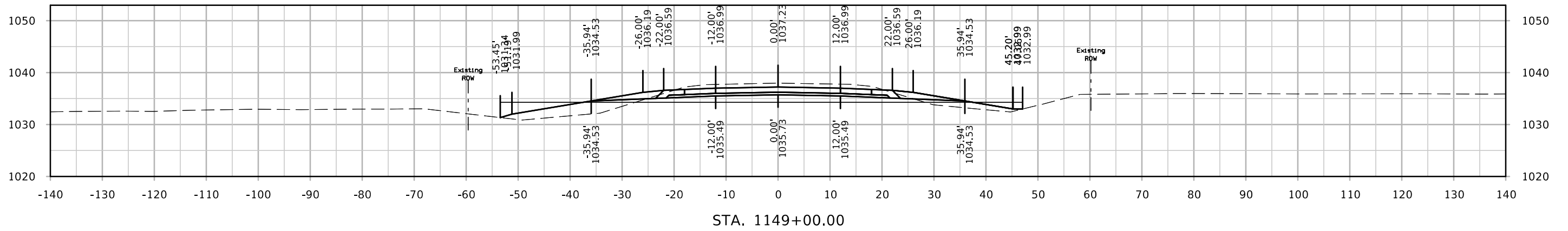
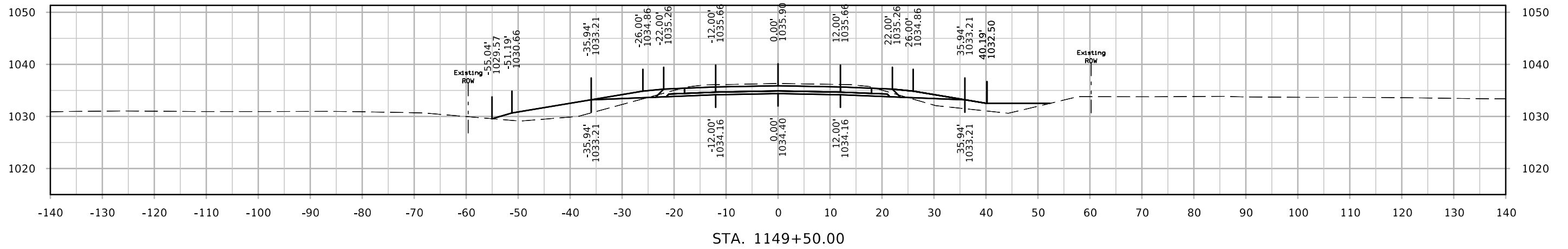


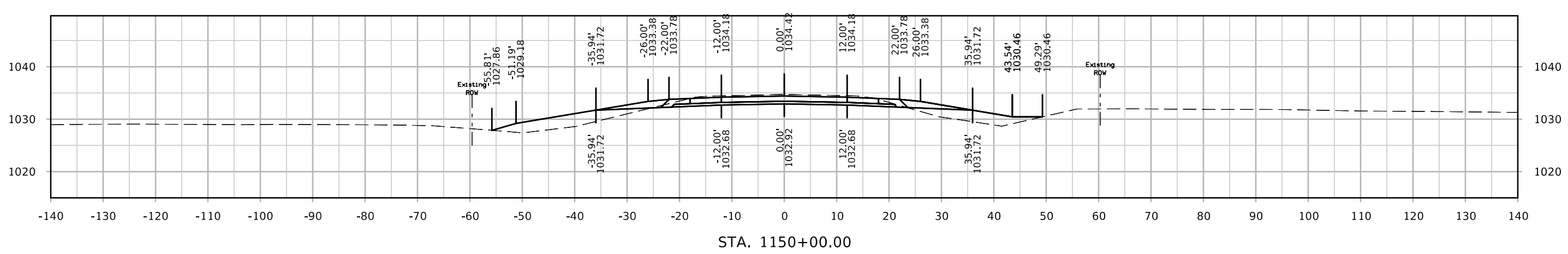
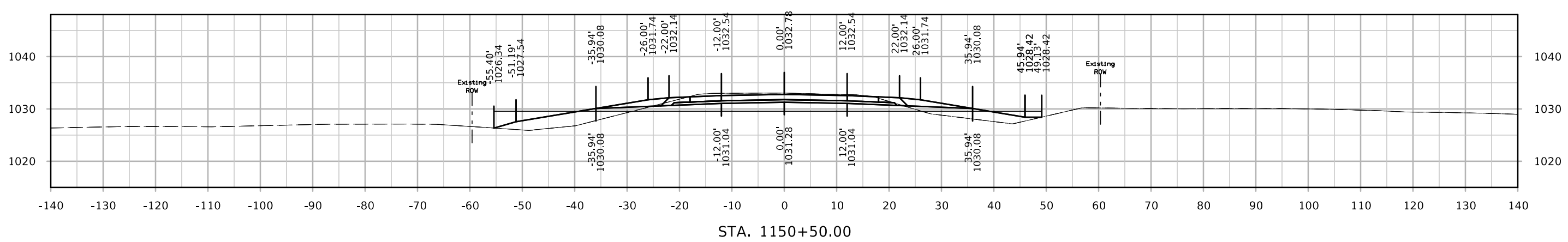
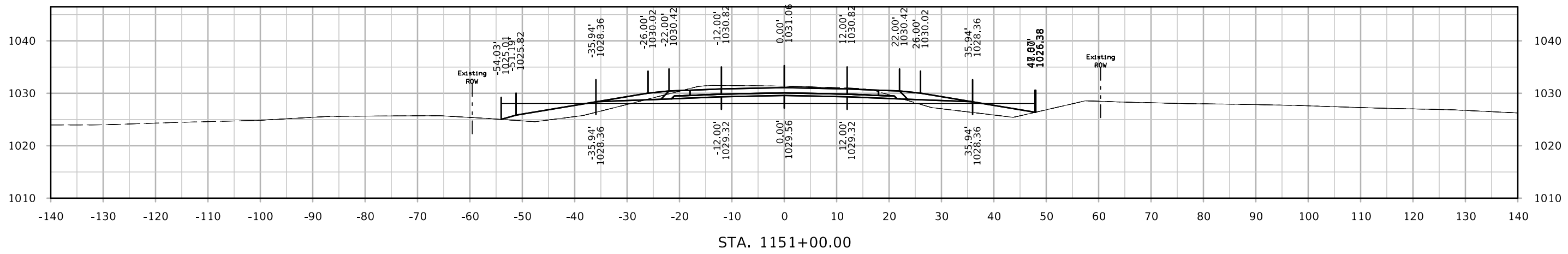


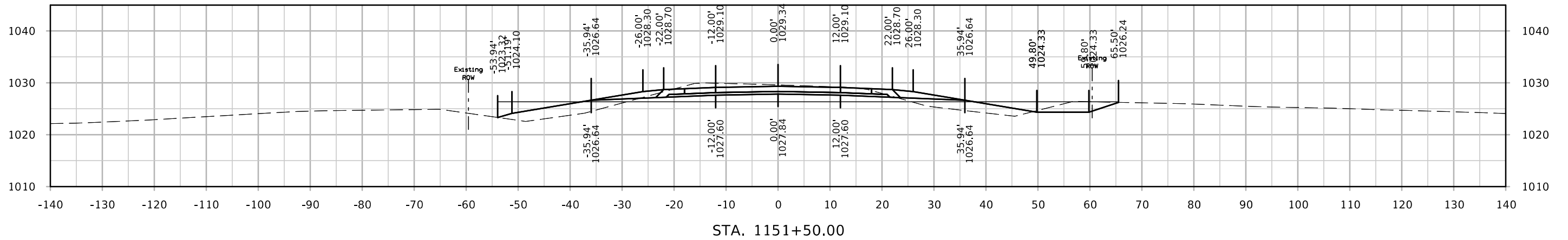
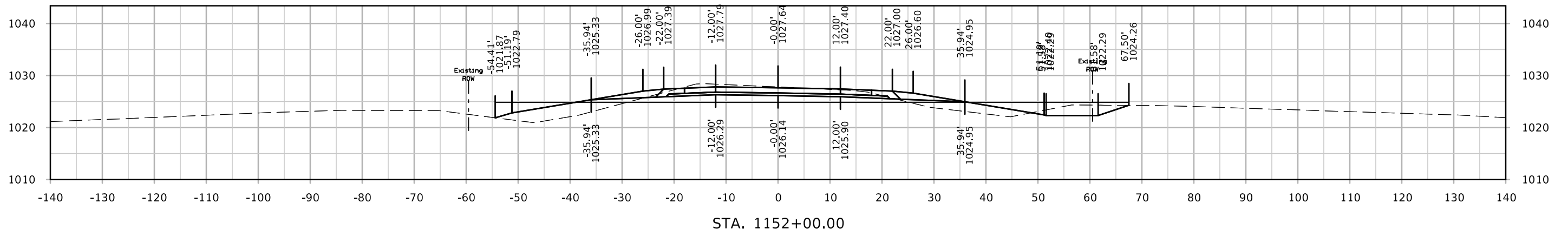
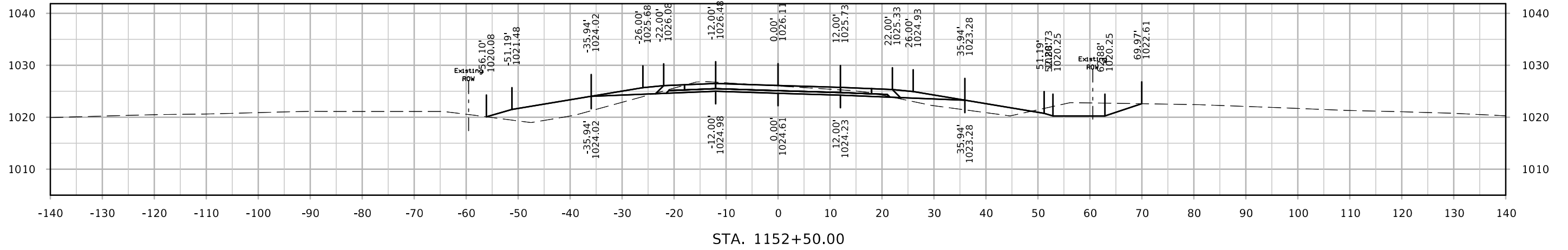


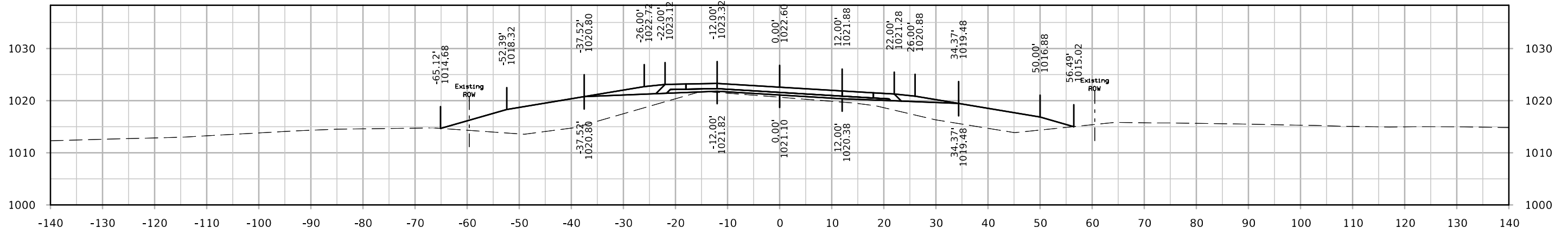




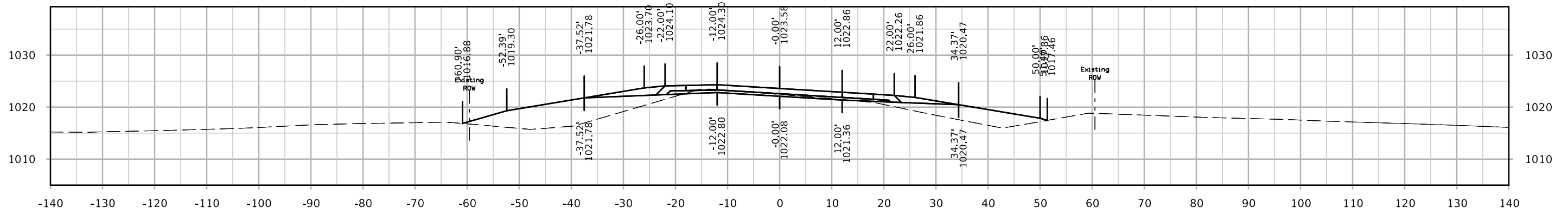




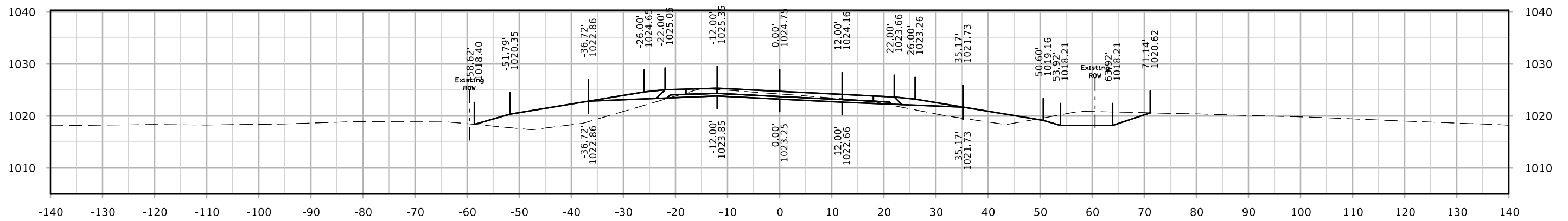




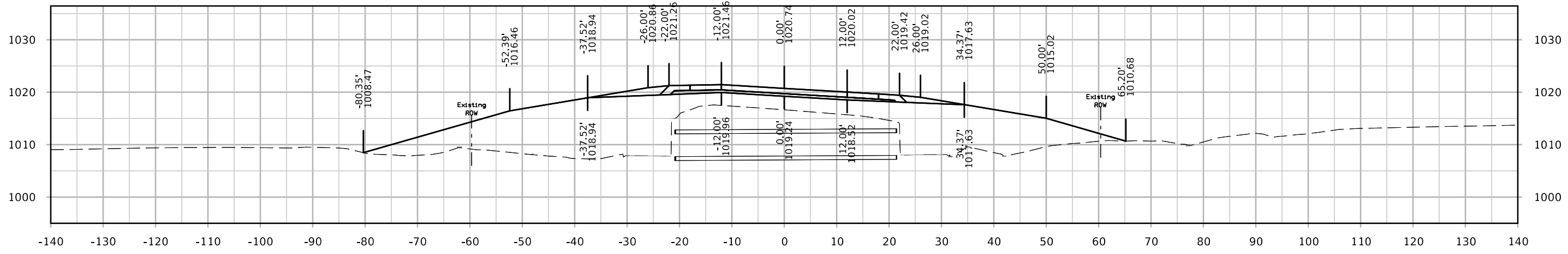
STA. 1154+00.00



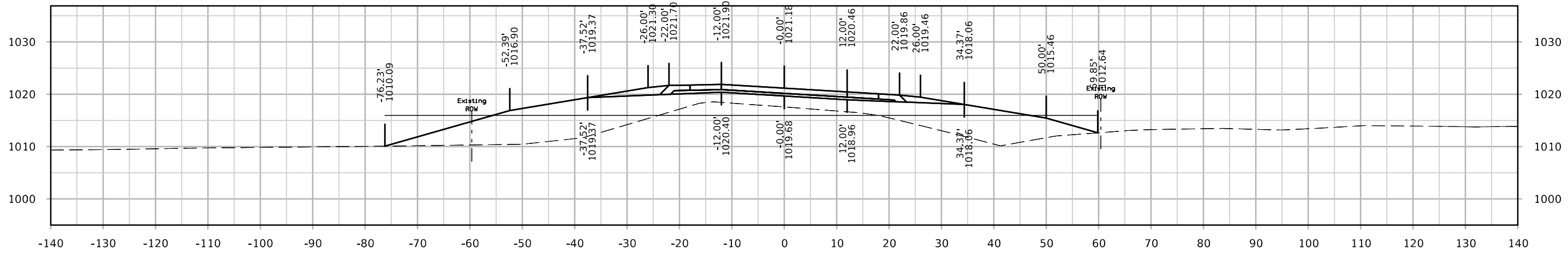
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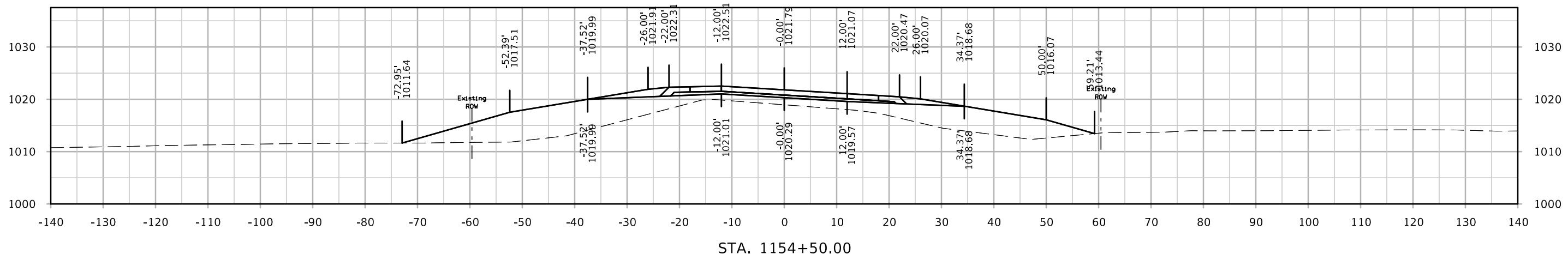
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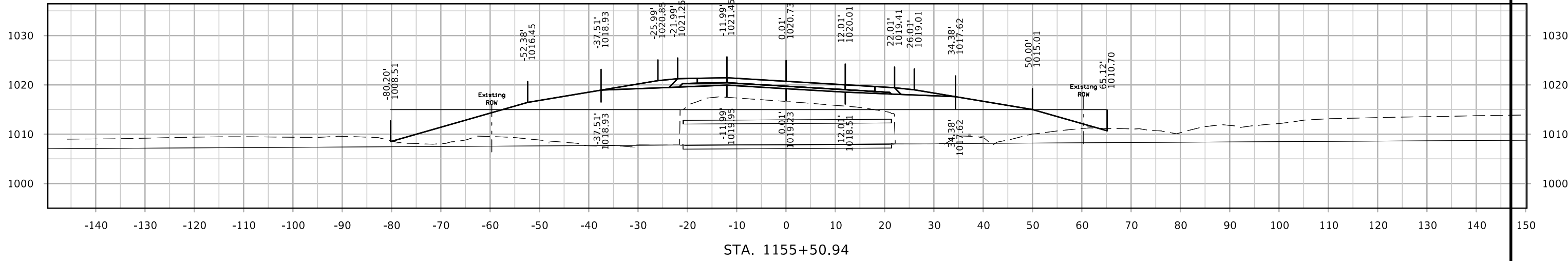
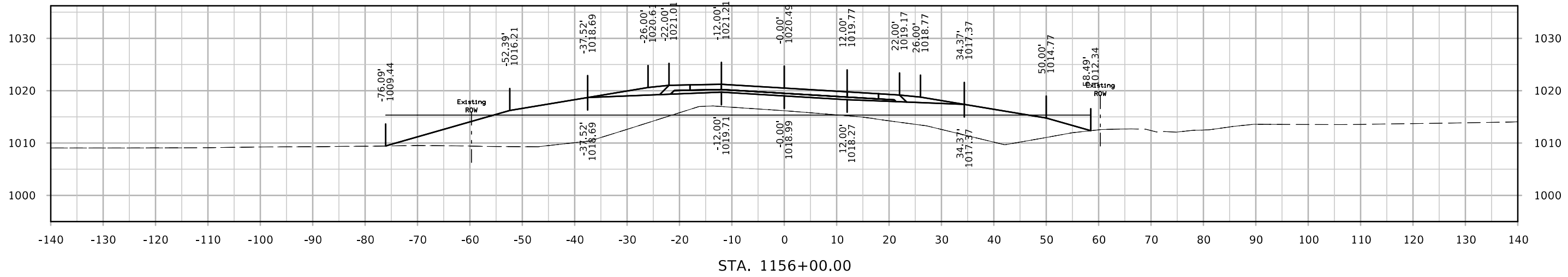
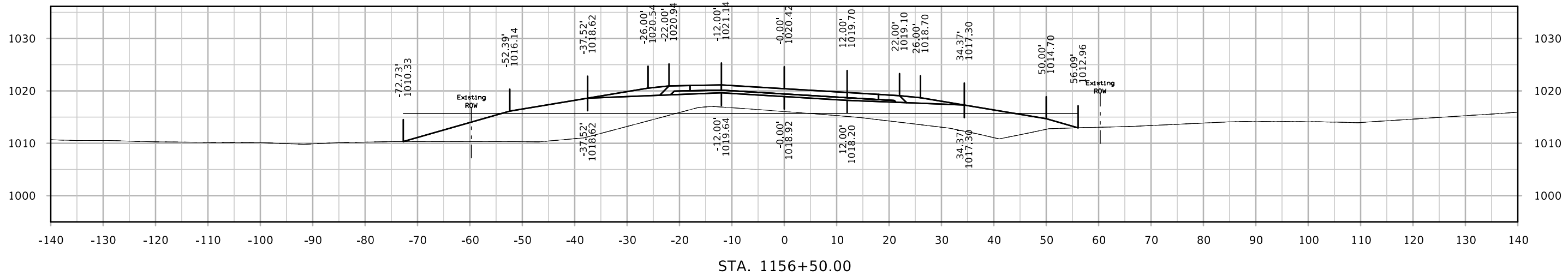
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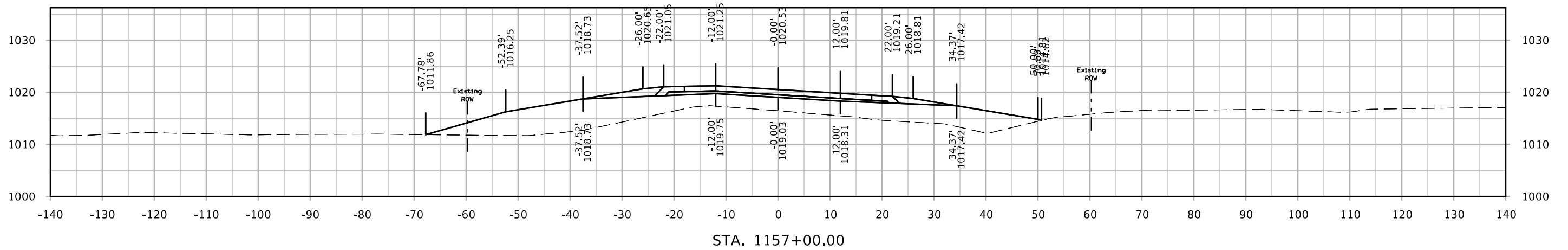
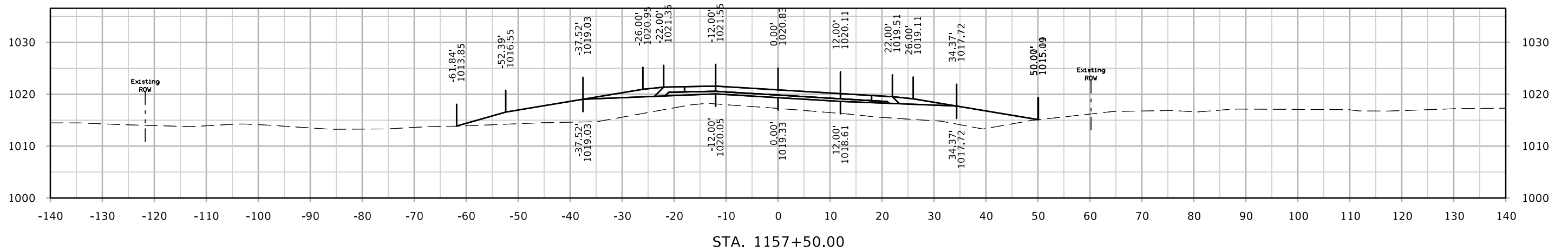
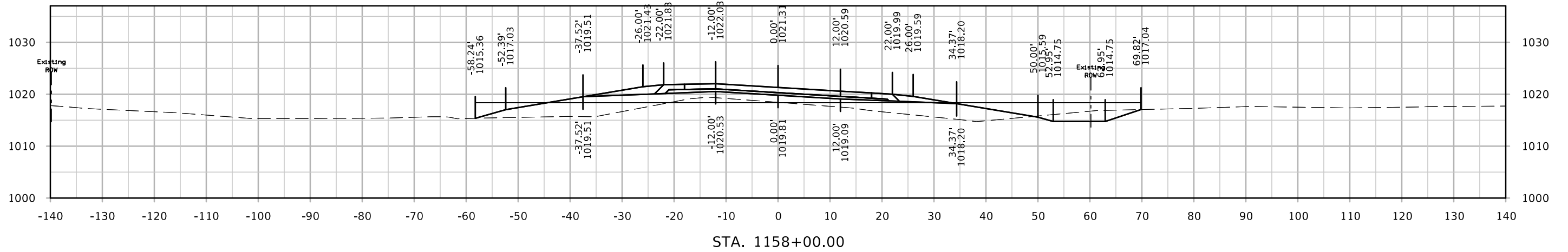


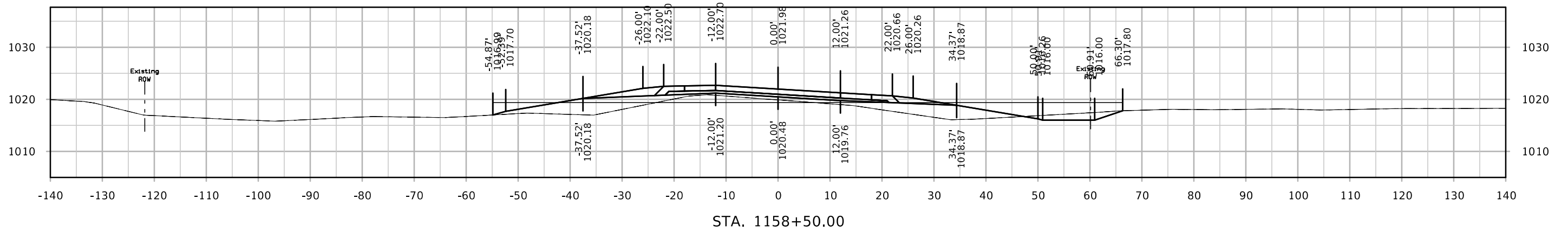
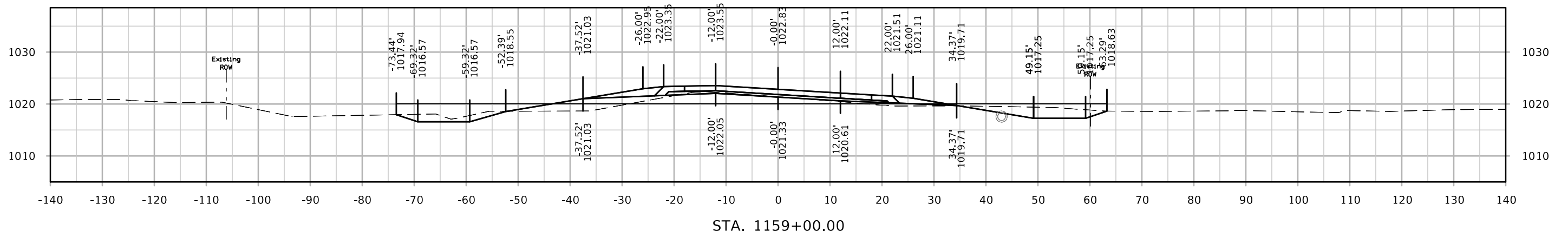
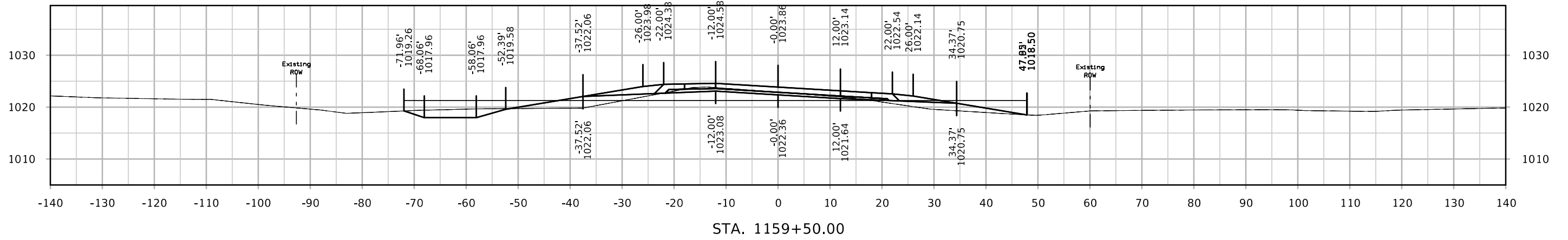
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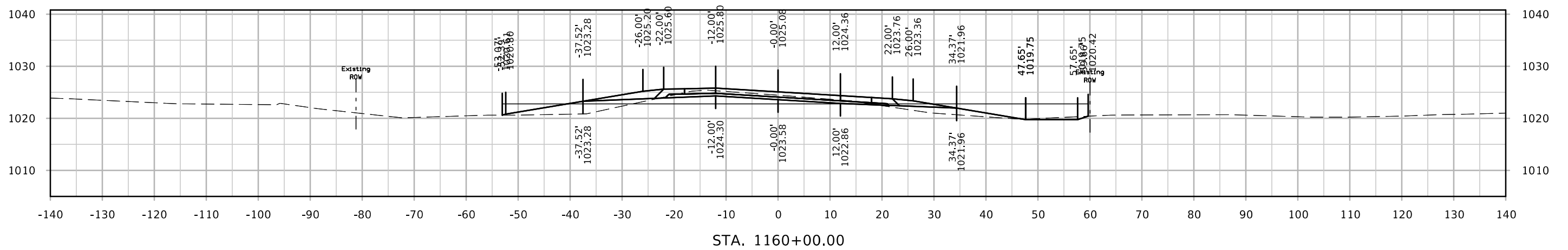
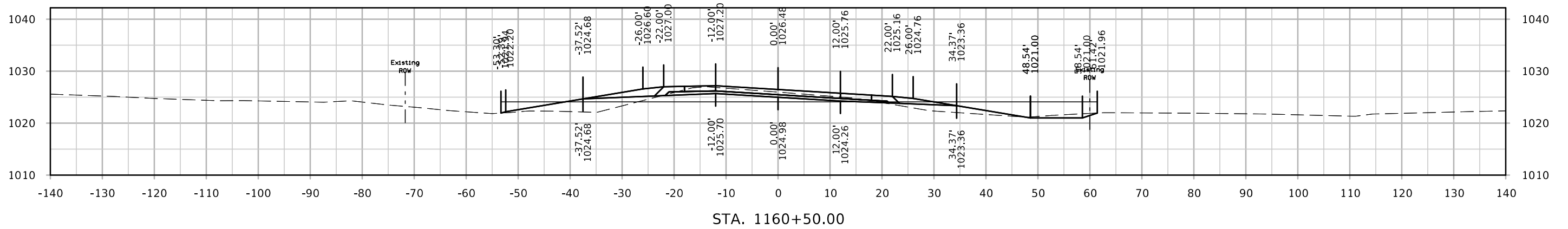
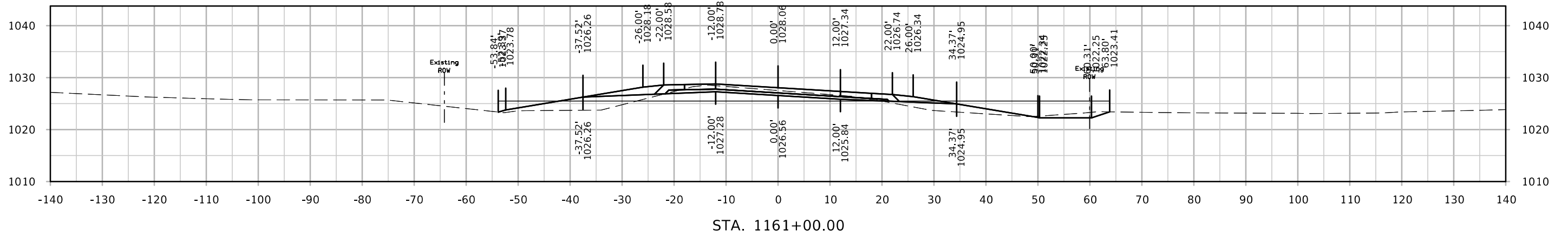


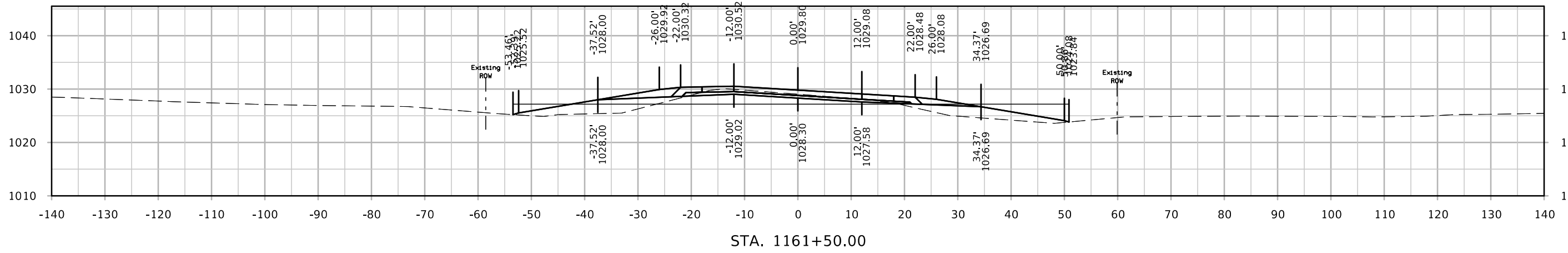
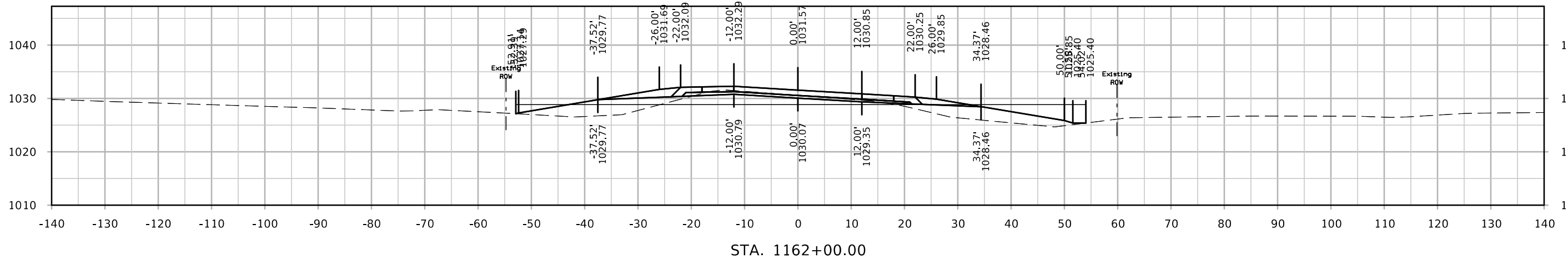
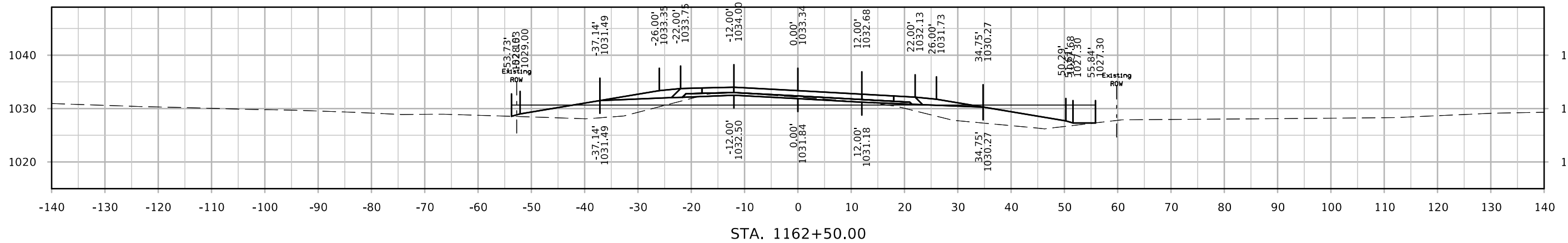
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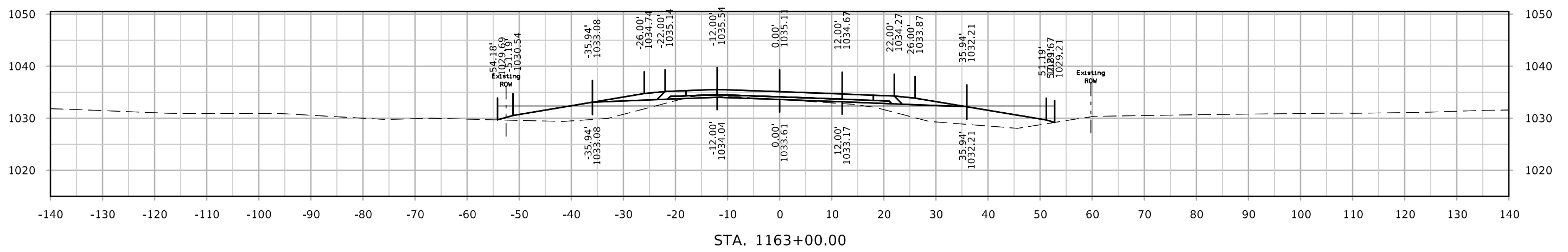
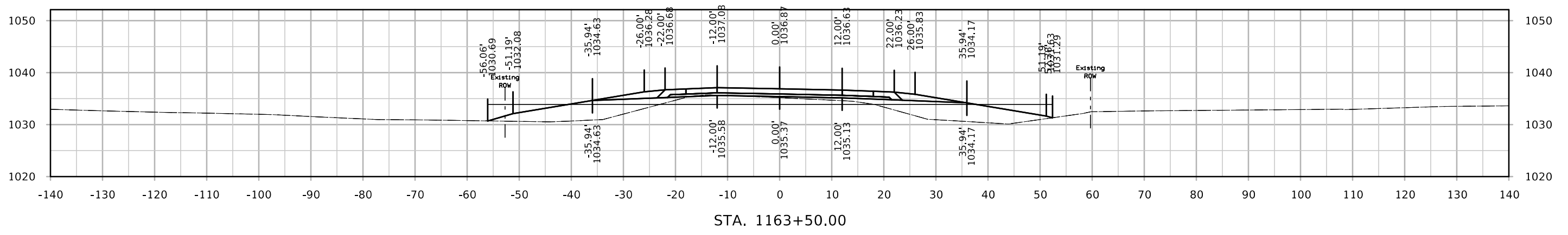
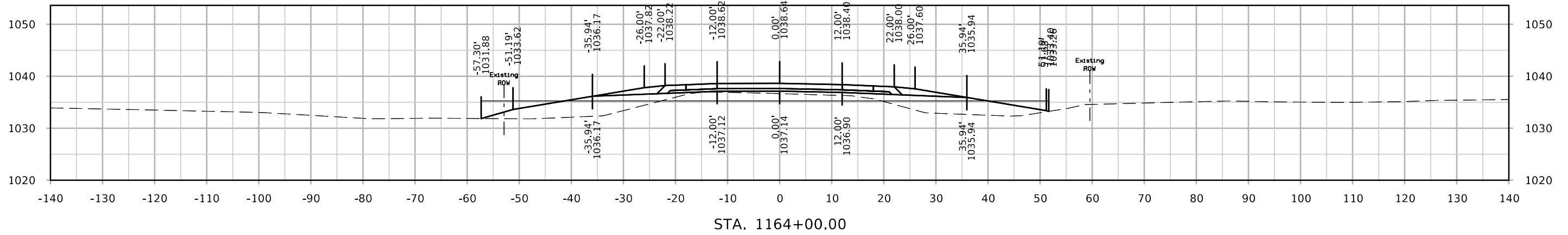


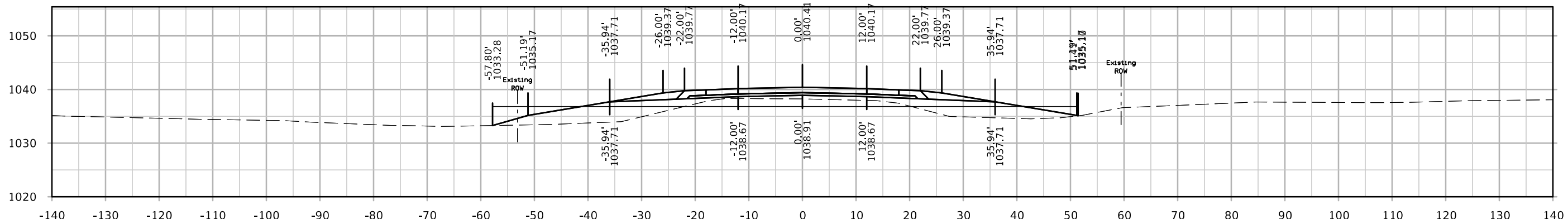
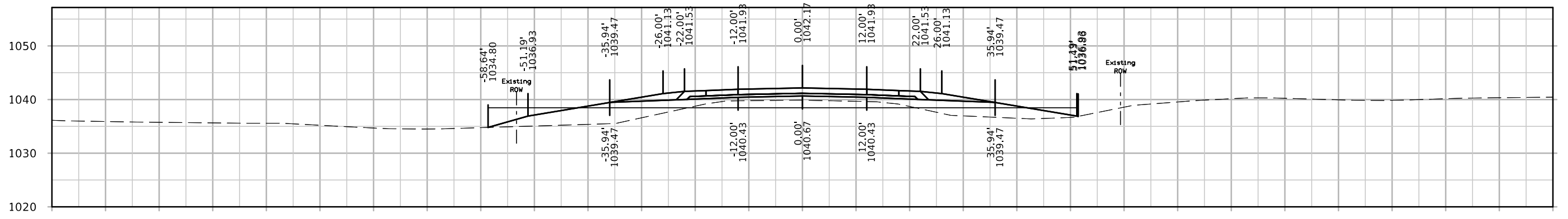
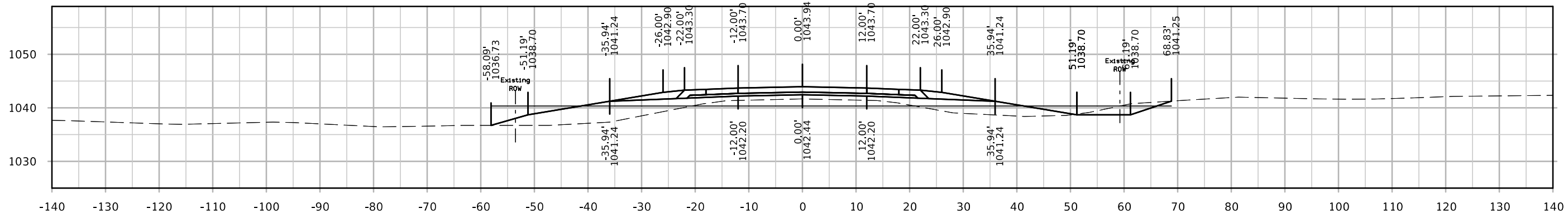


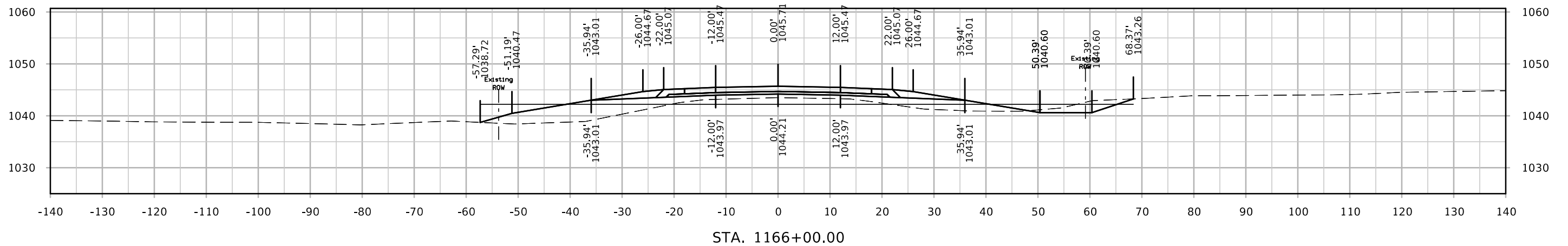
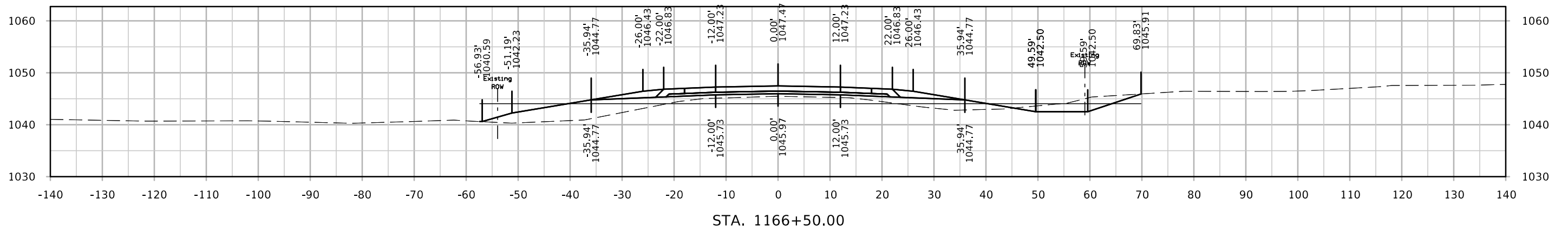
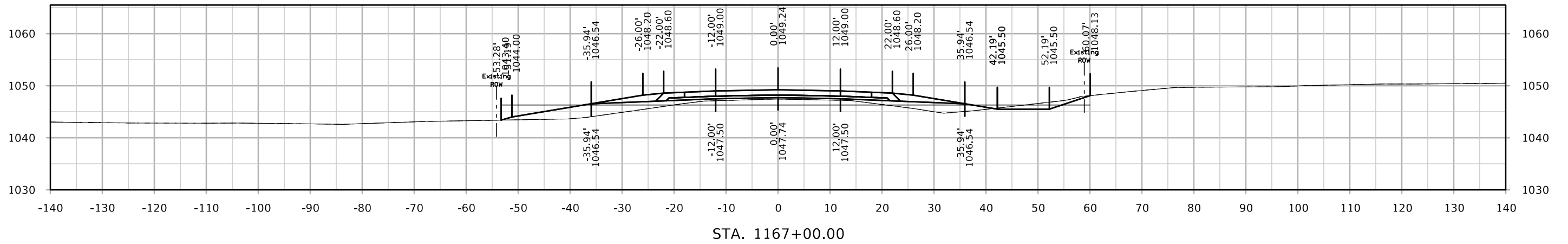


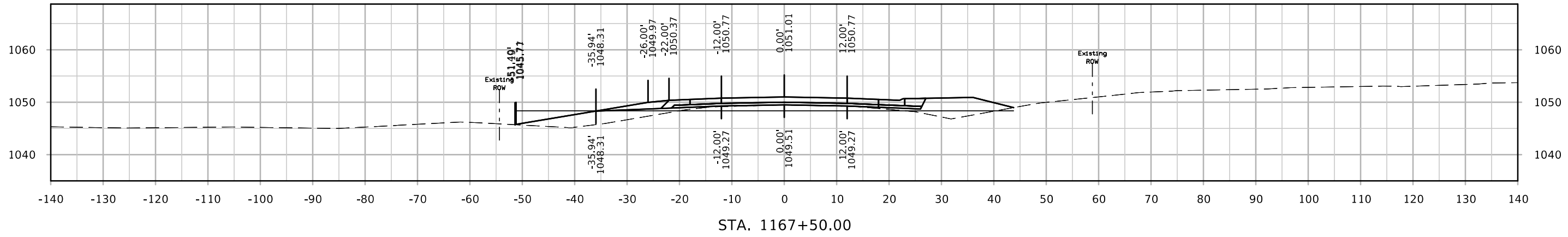
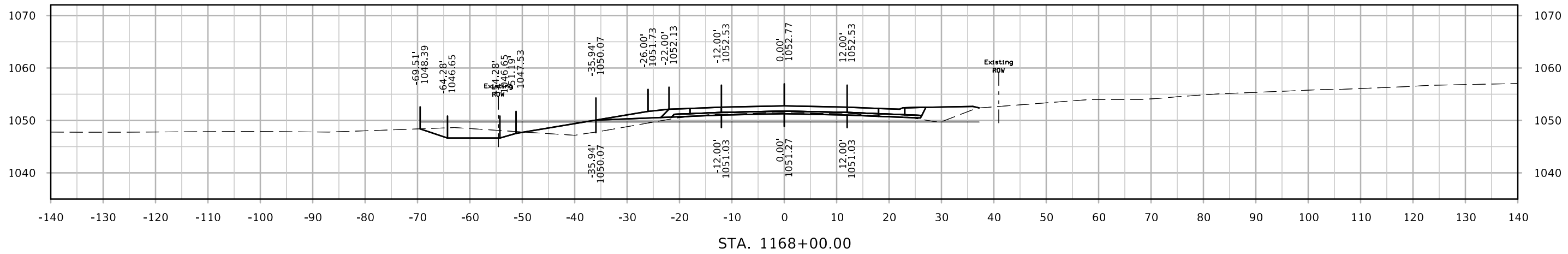
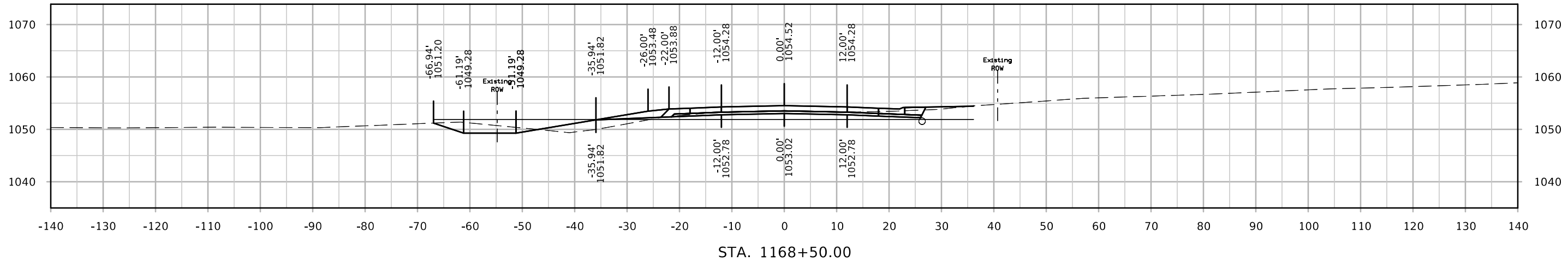


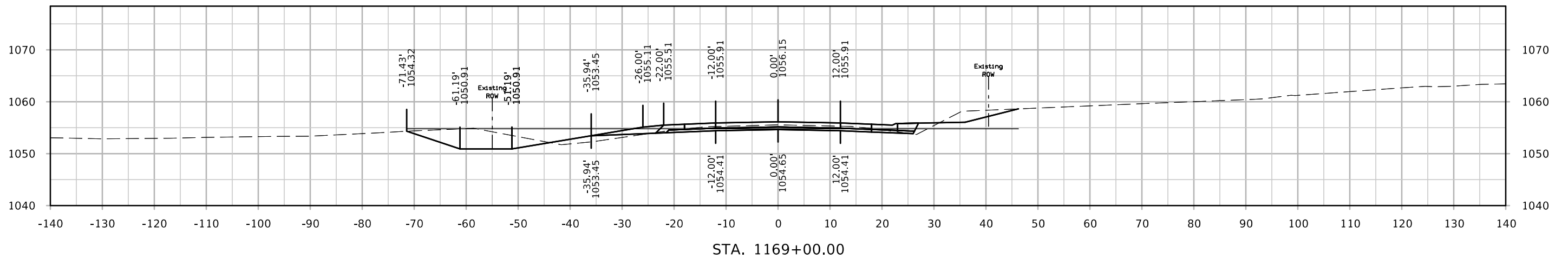
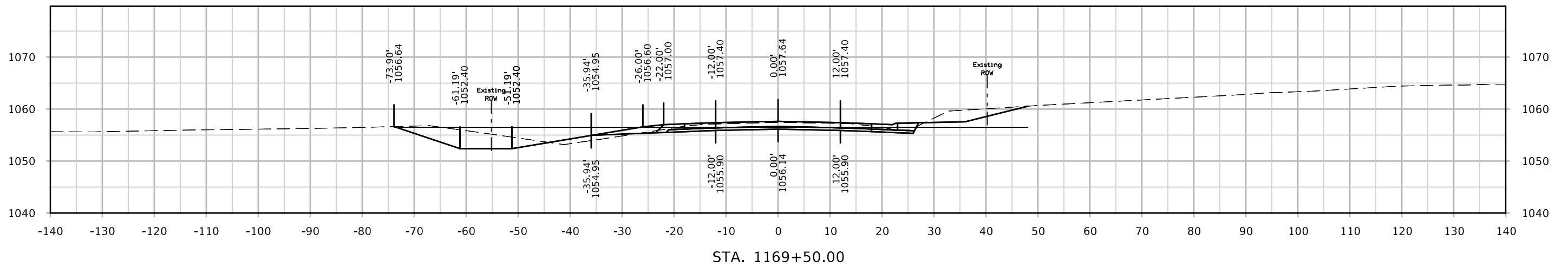
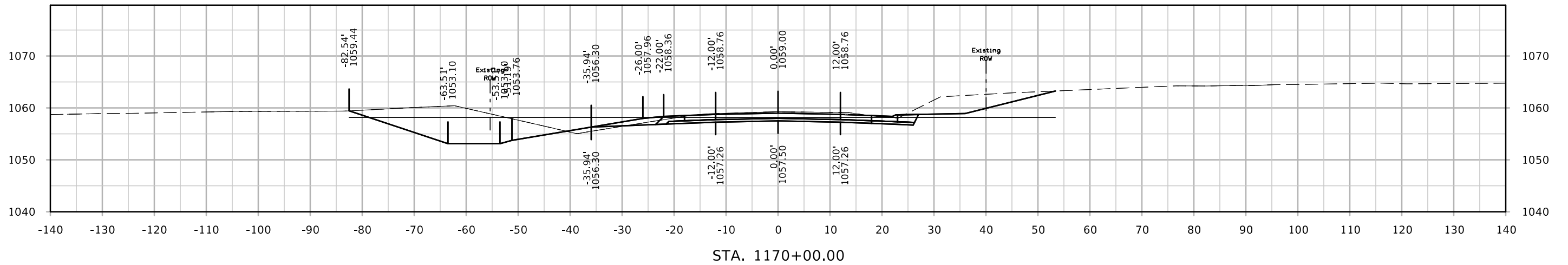


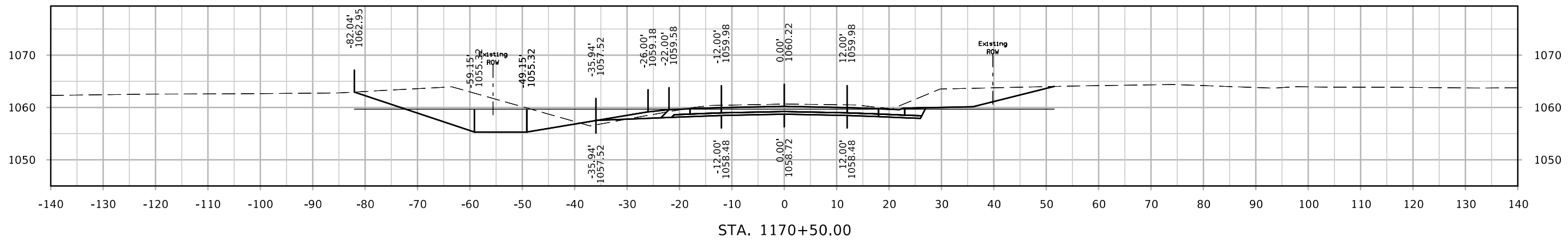
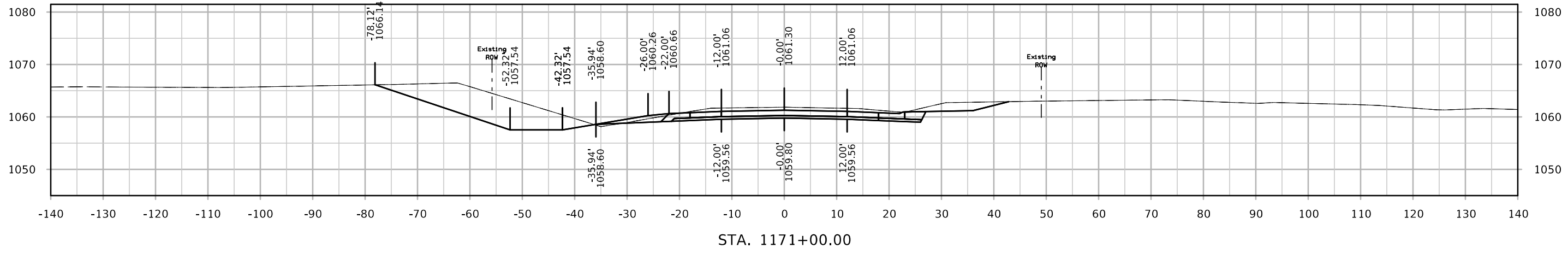
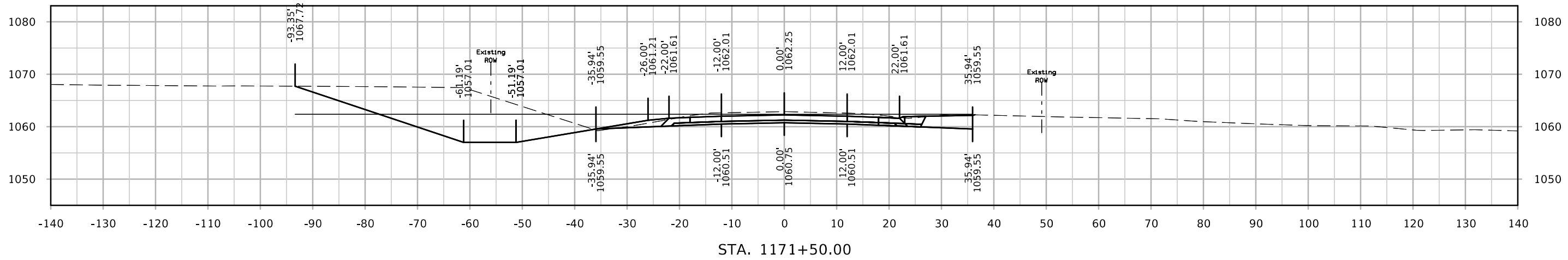


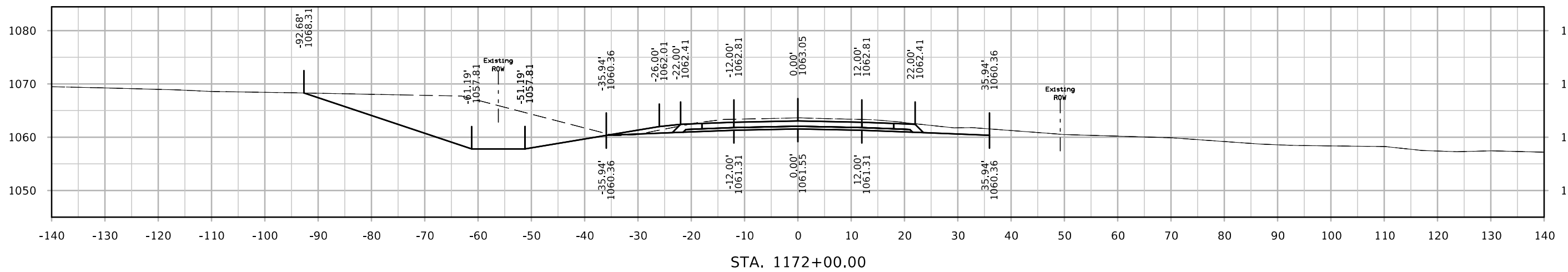
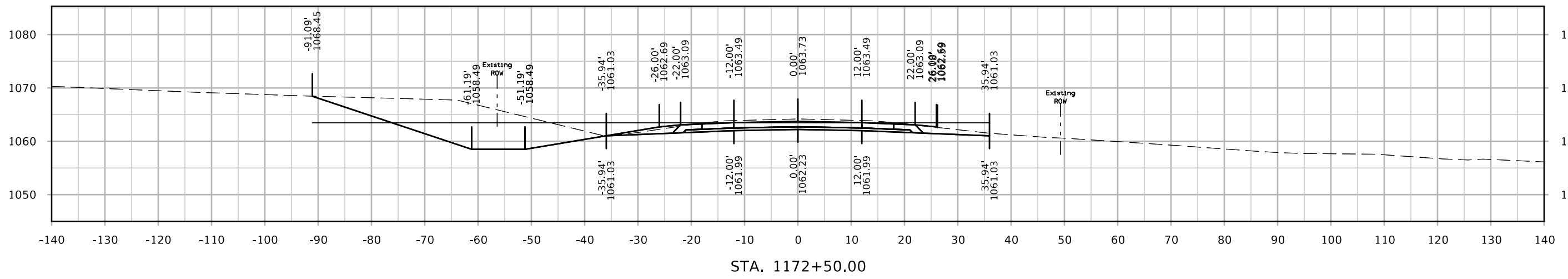
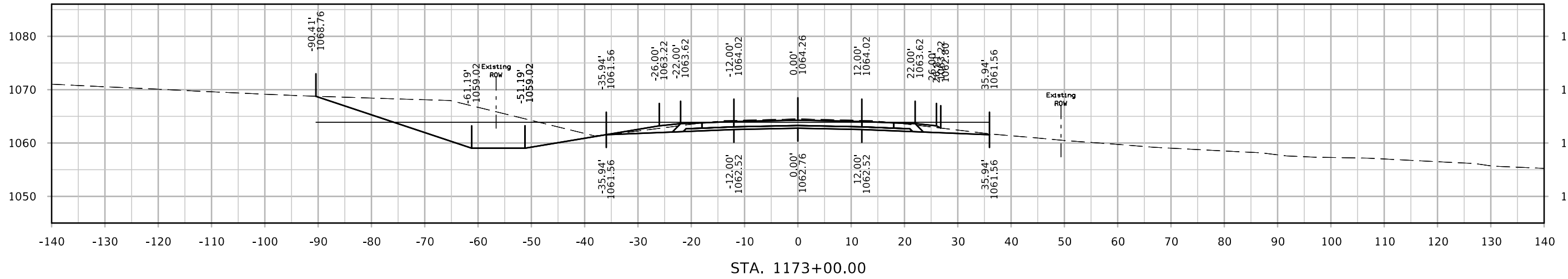


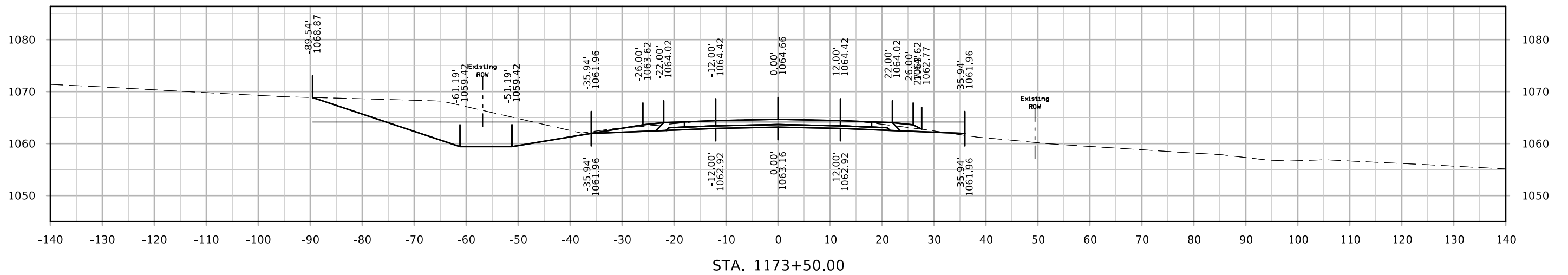
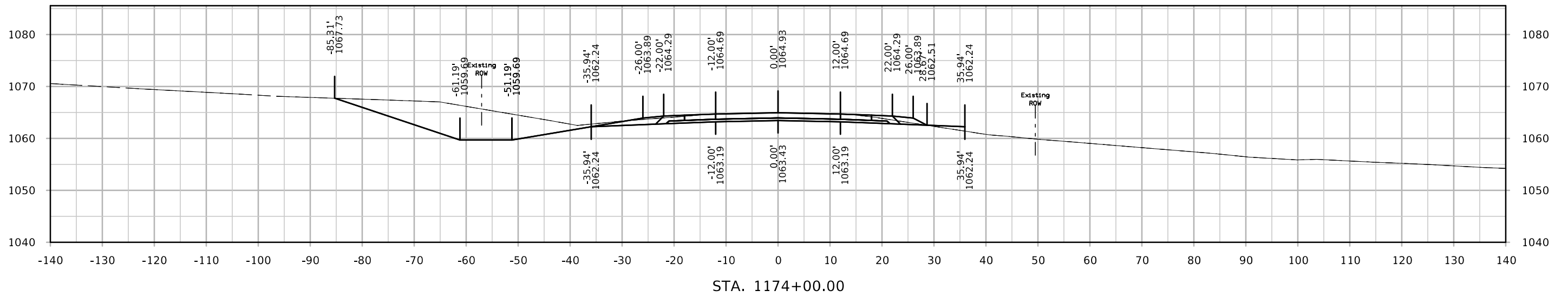
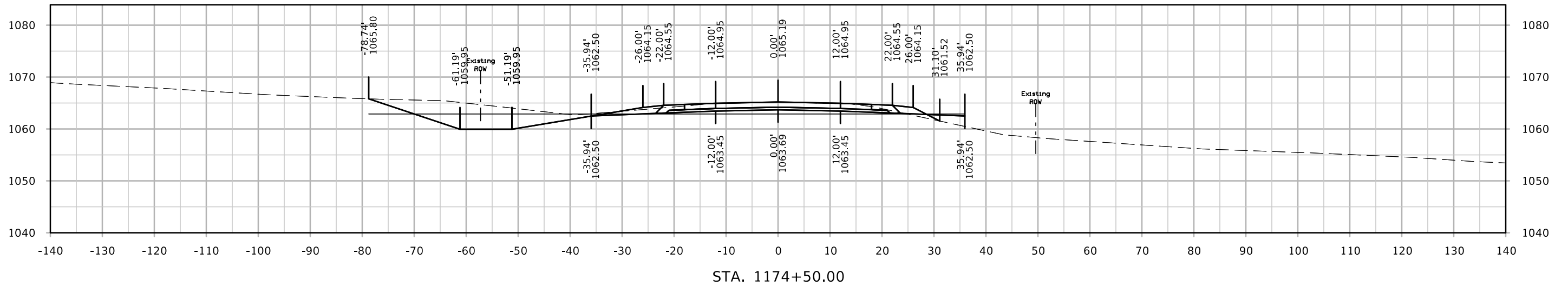


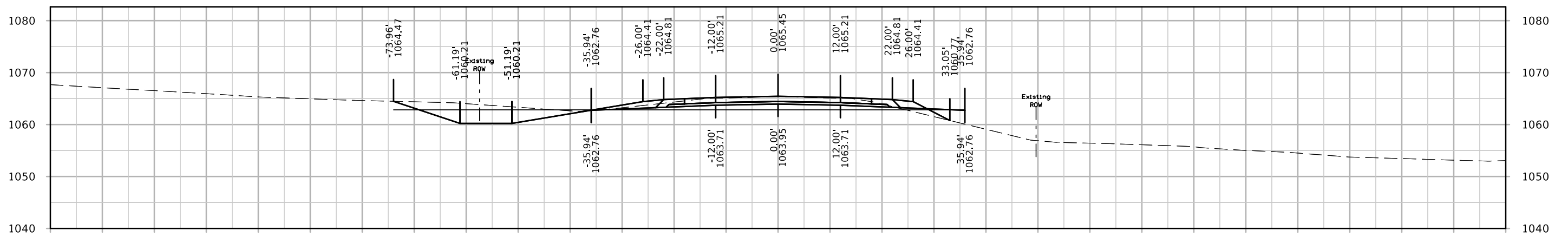
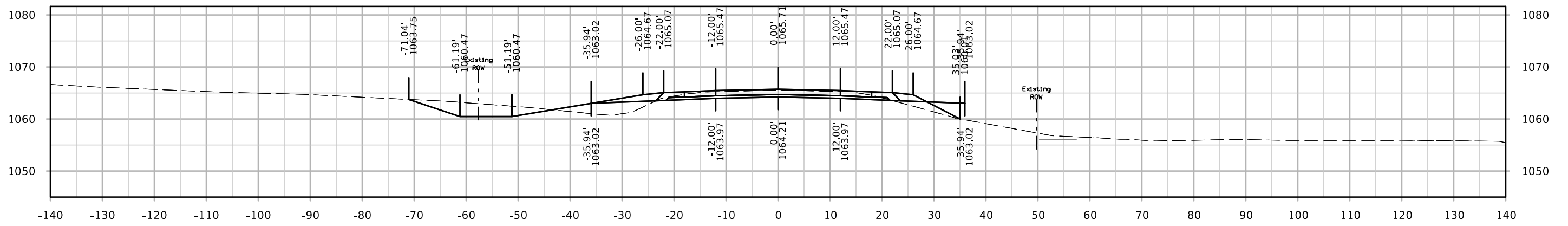
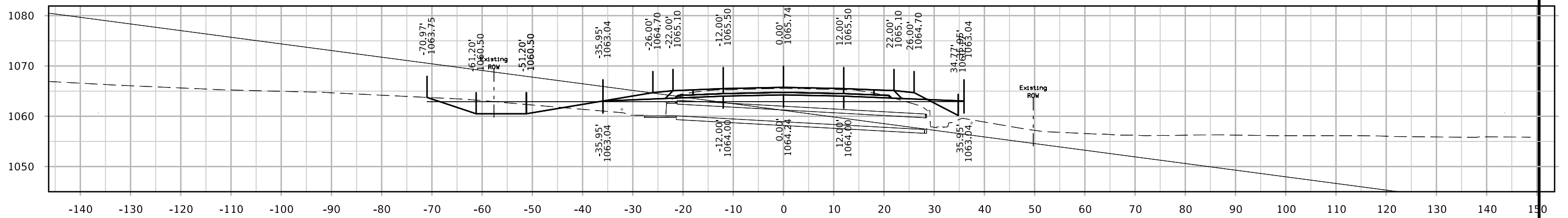


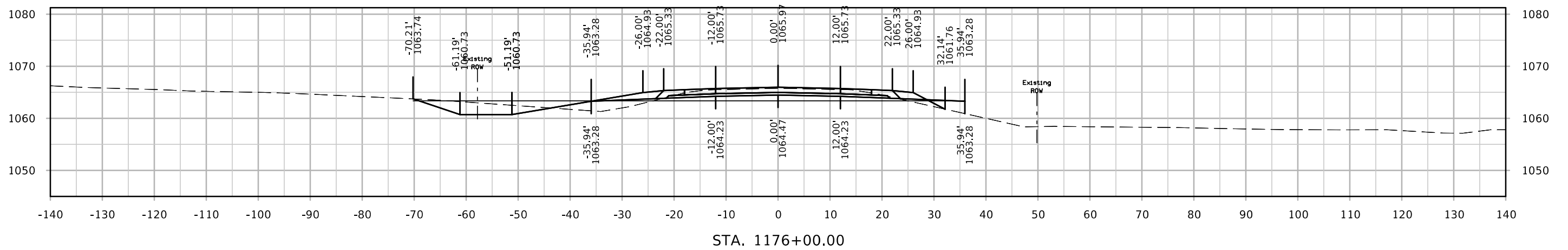
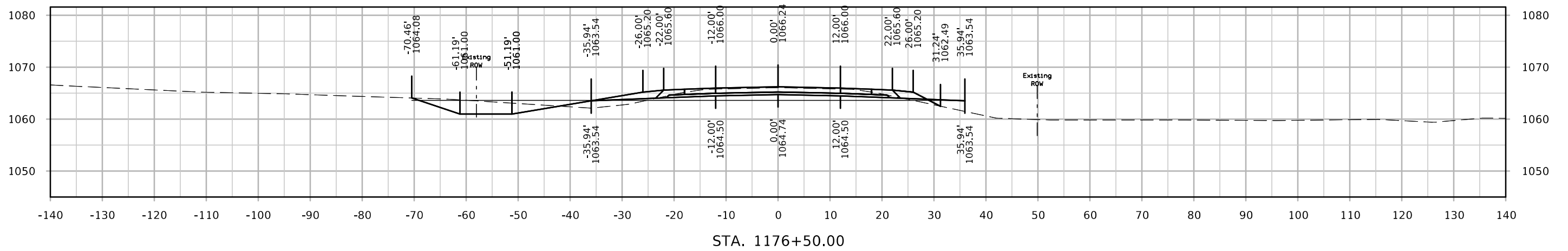
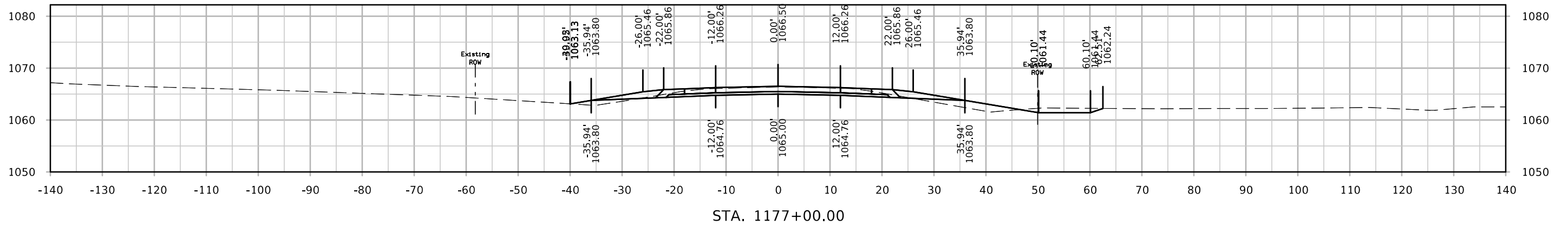


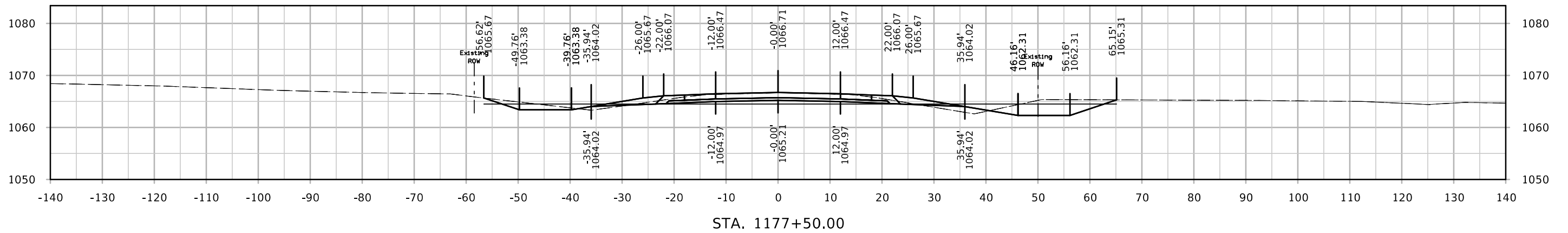
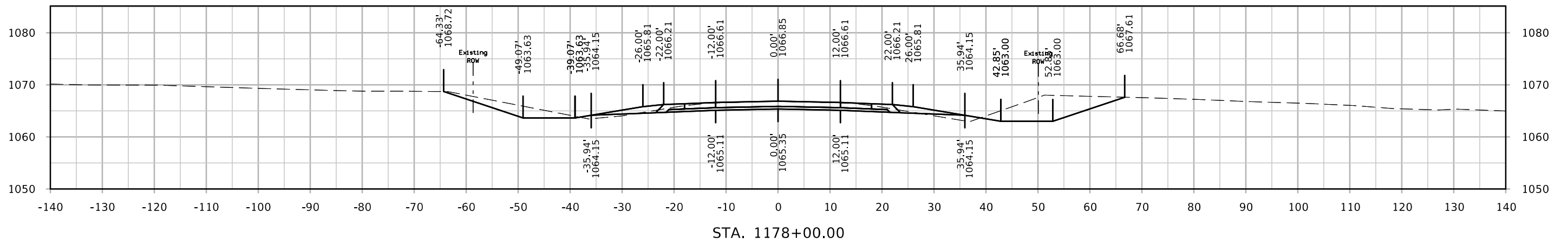
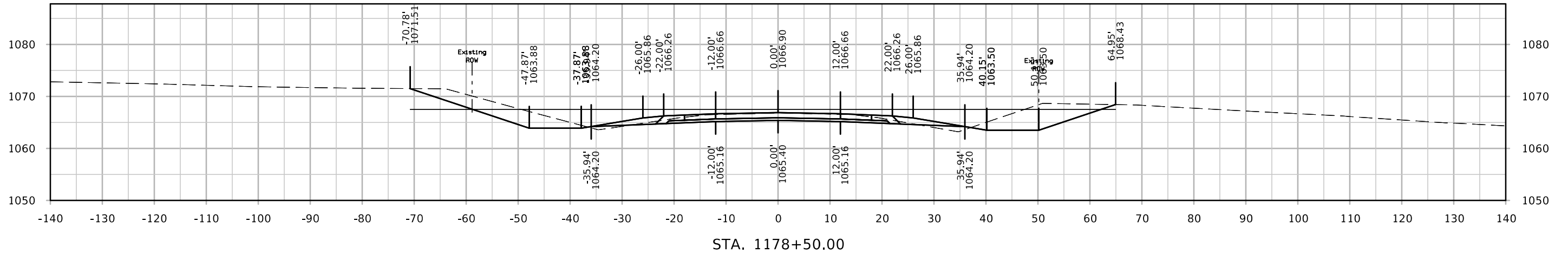


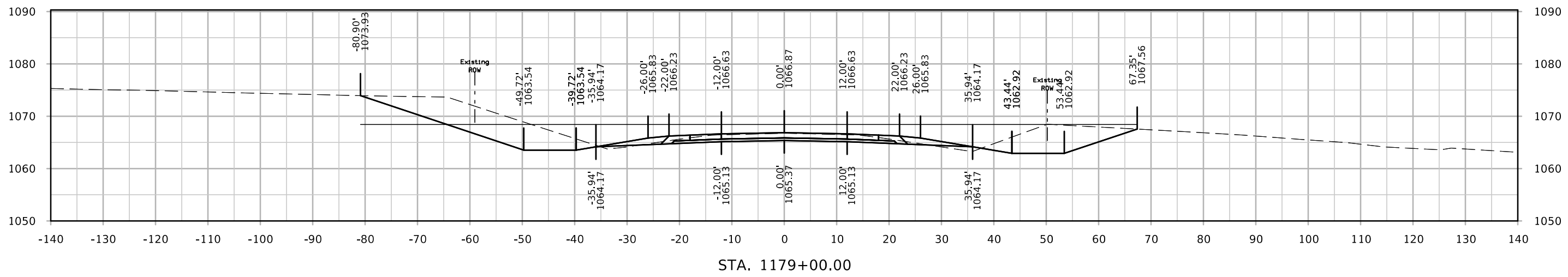
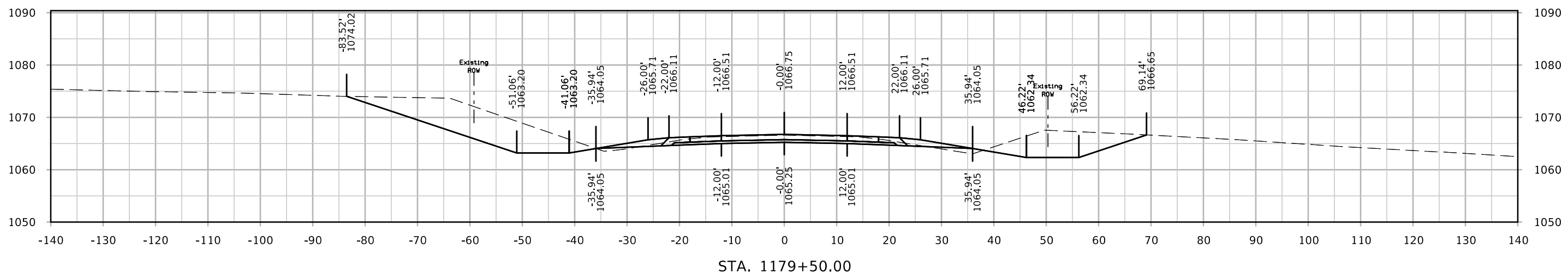
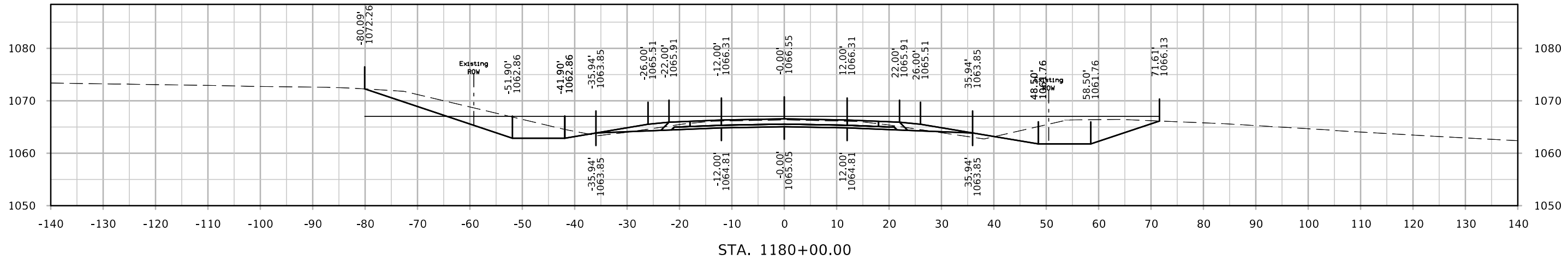


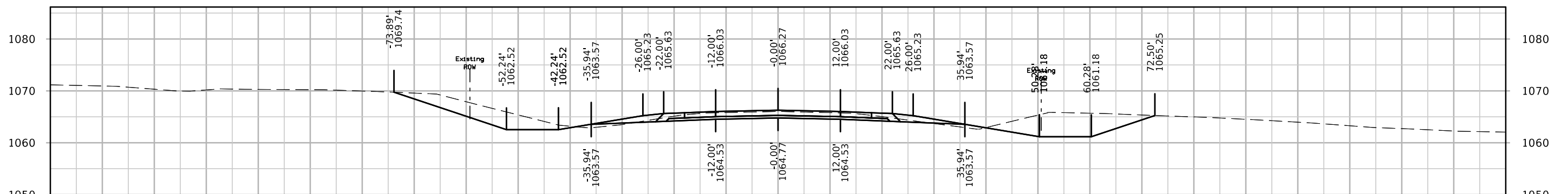
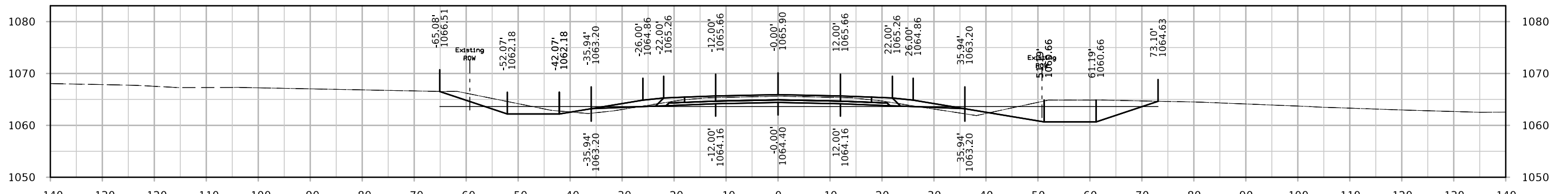
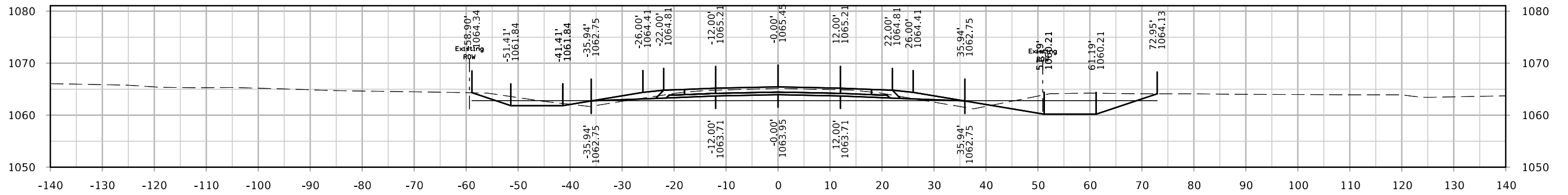


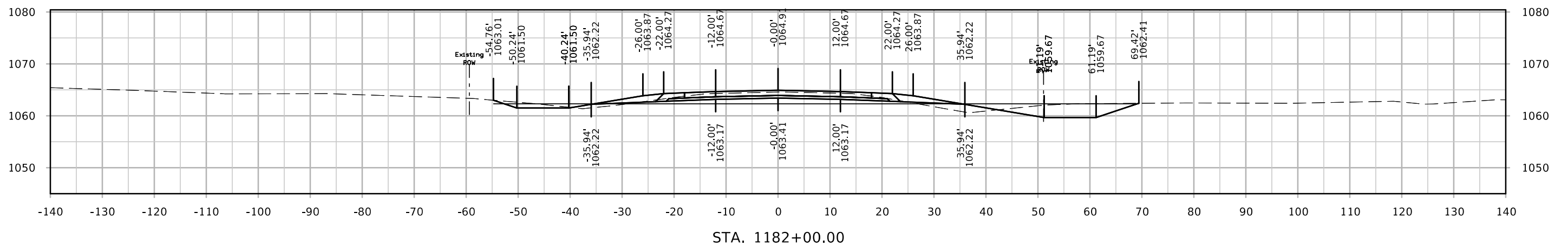
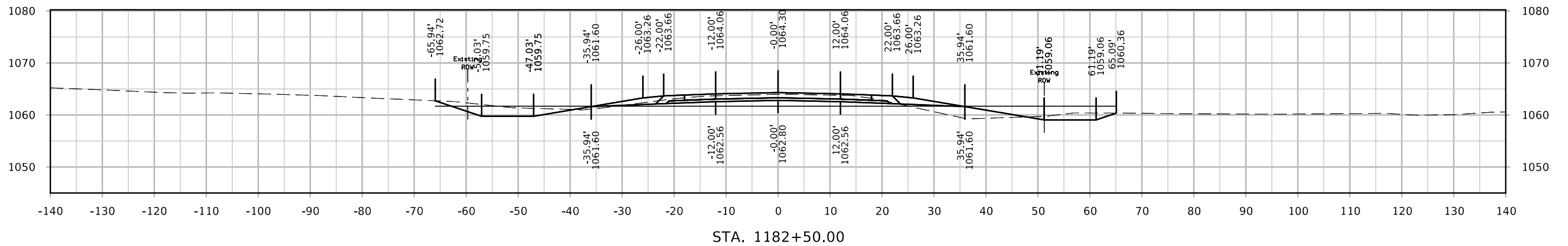
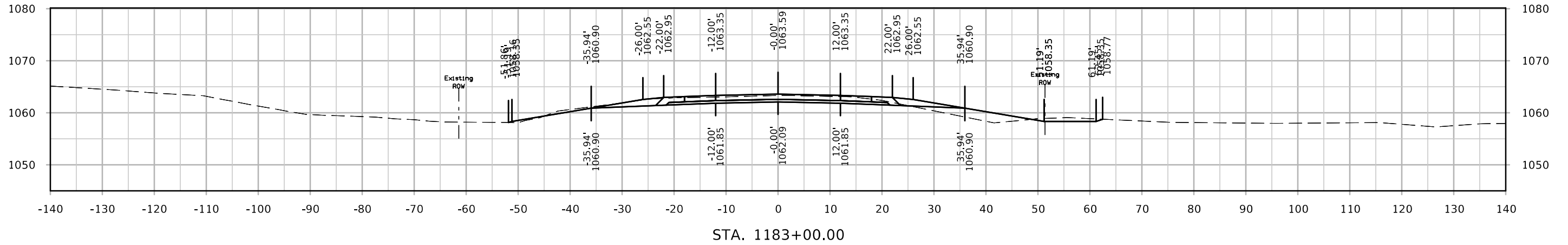


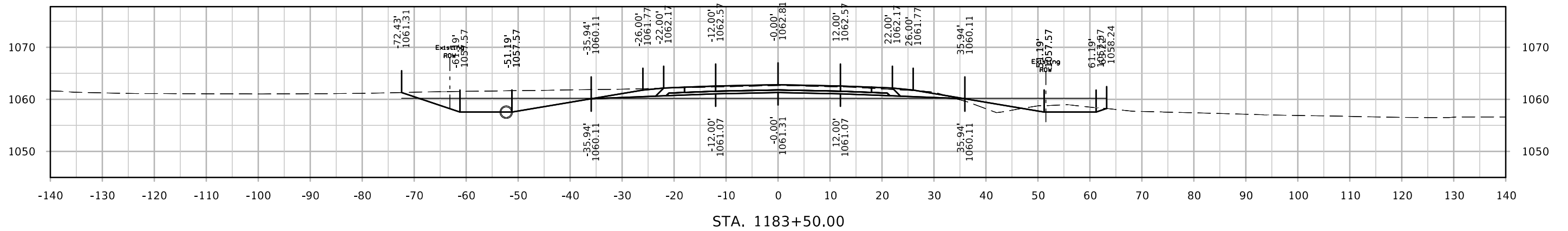
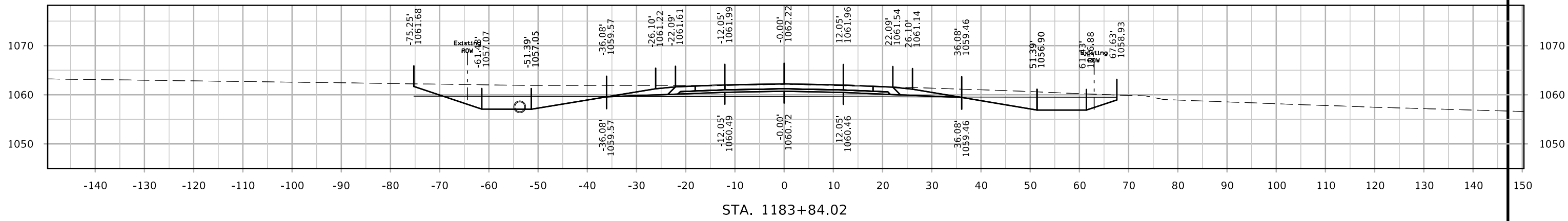
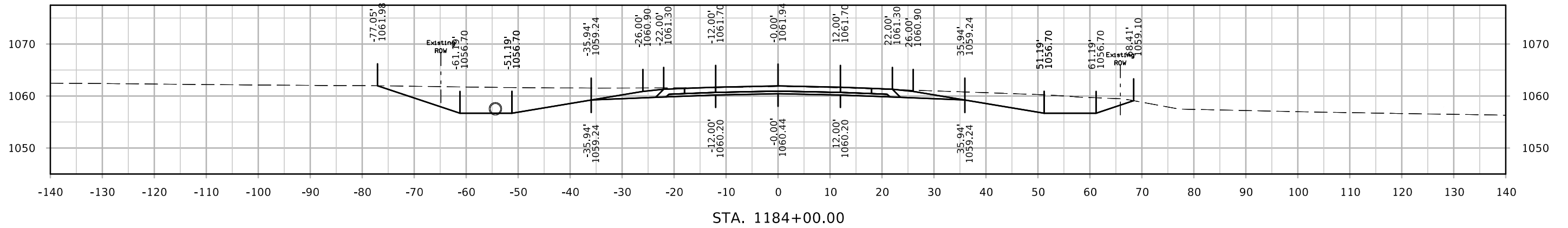


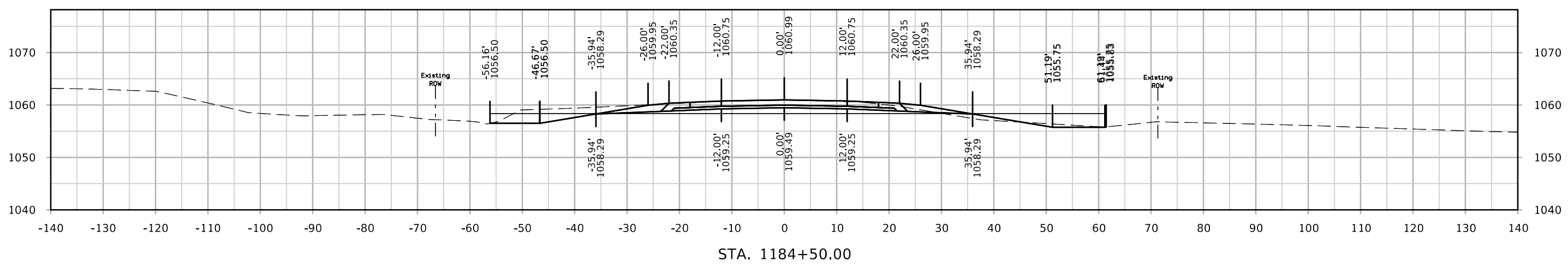
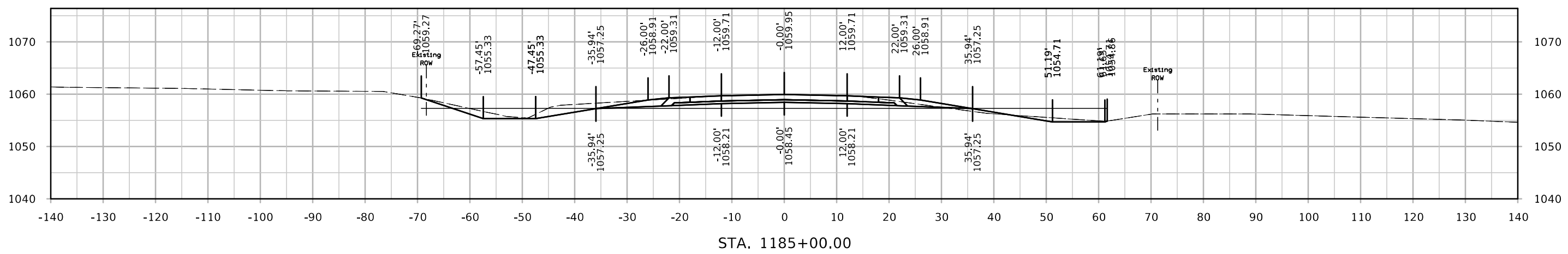
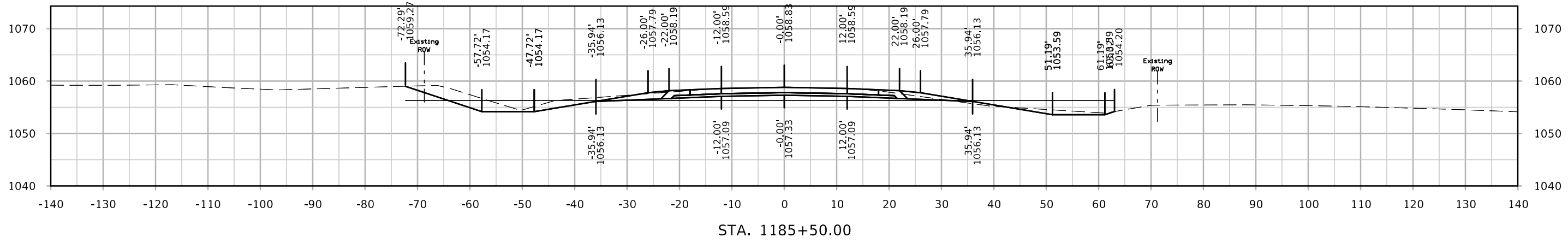


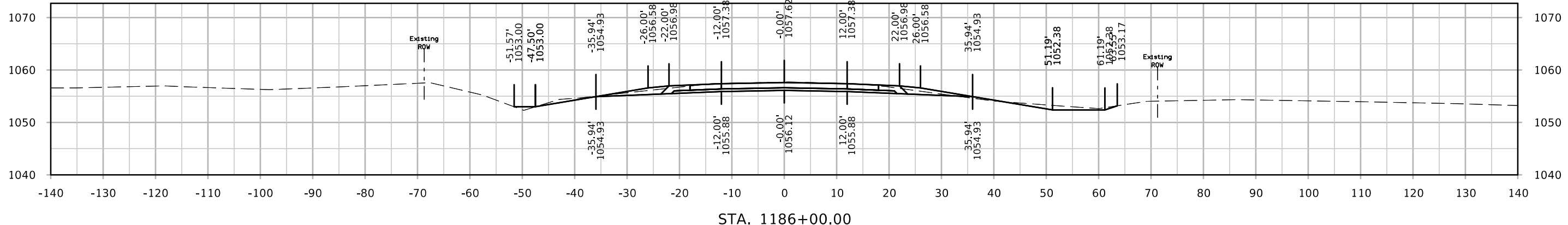
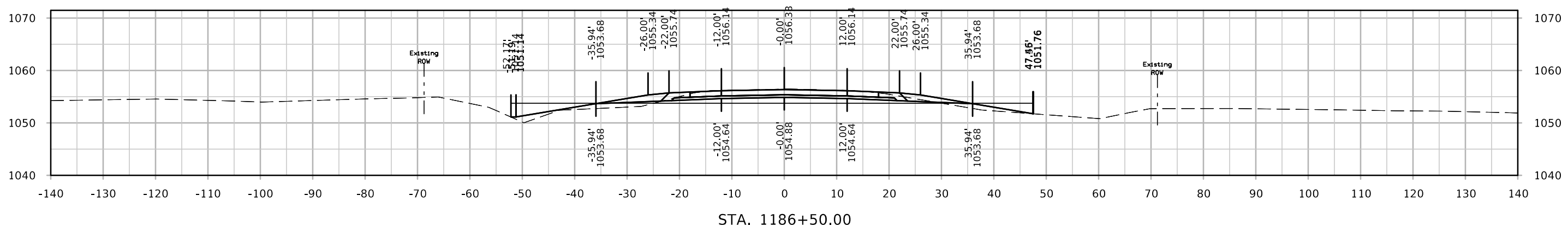
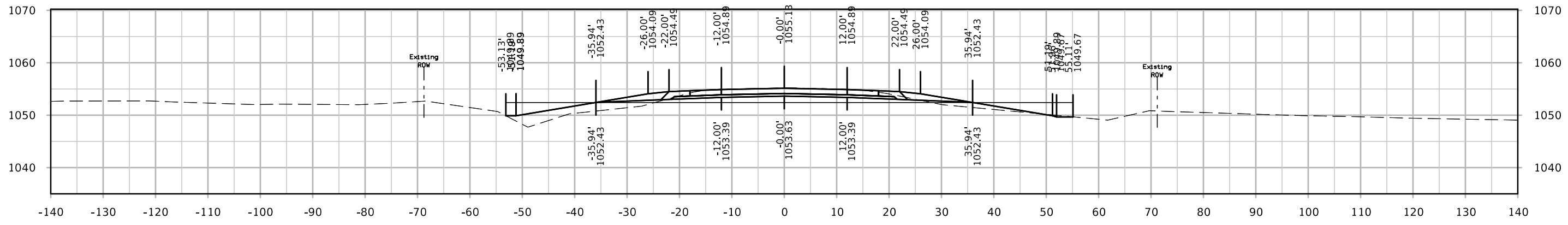


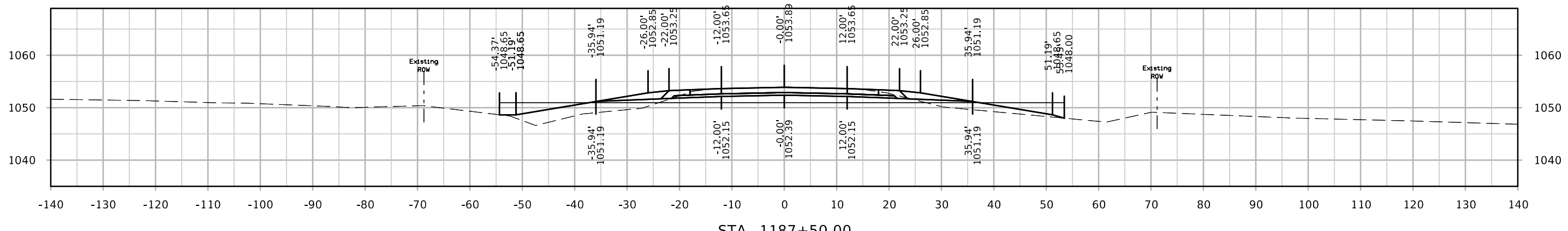
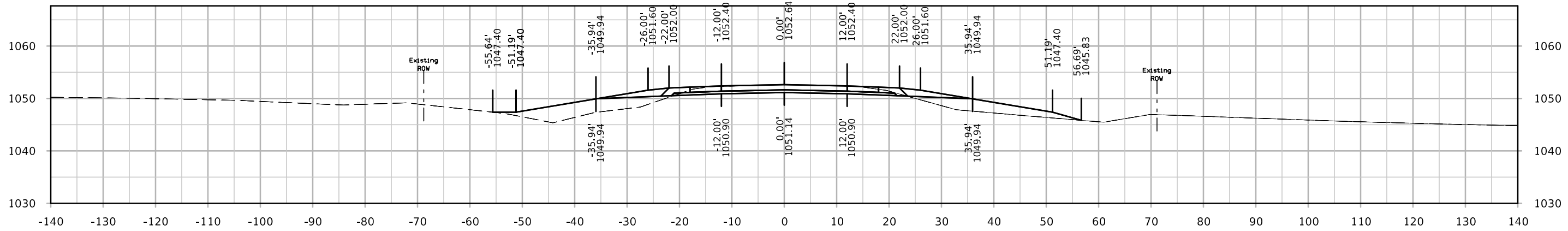
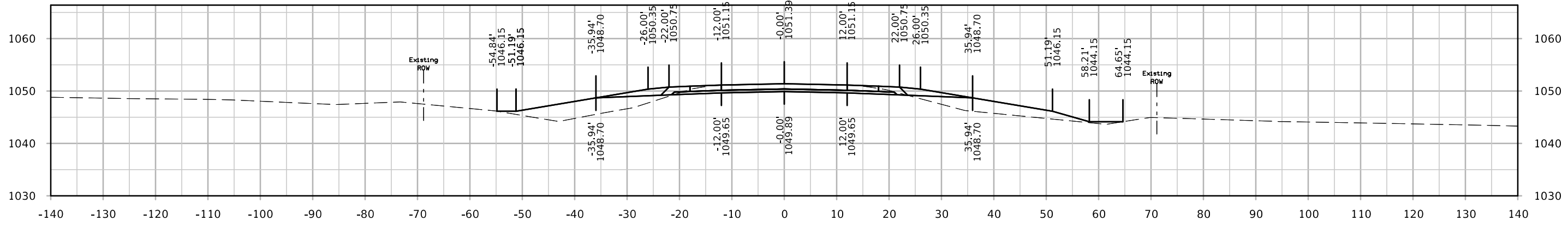


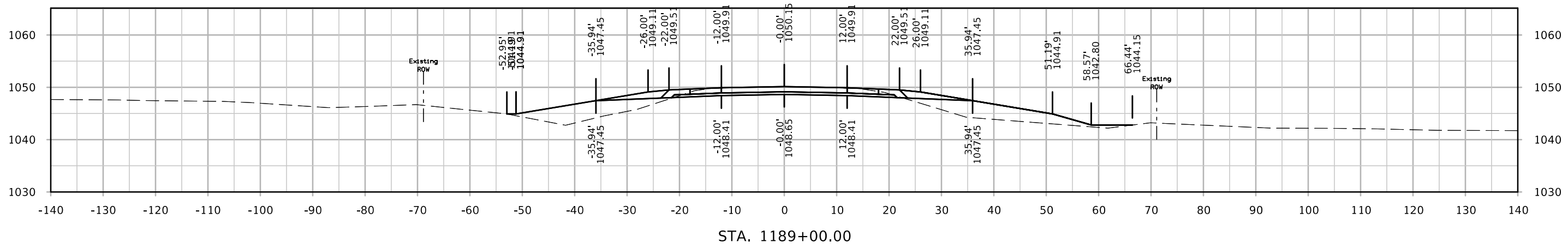
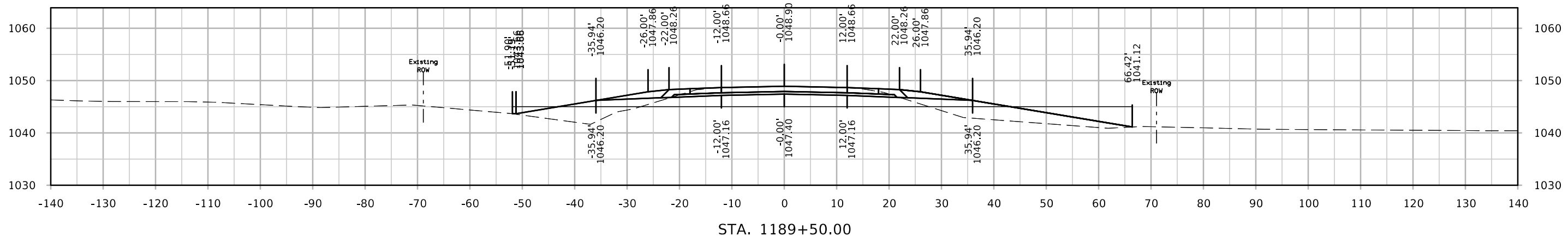
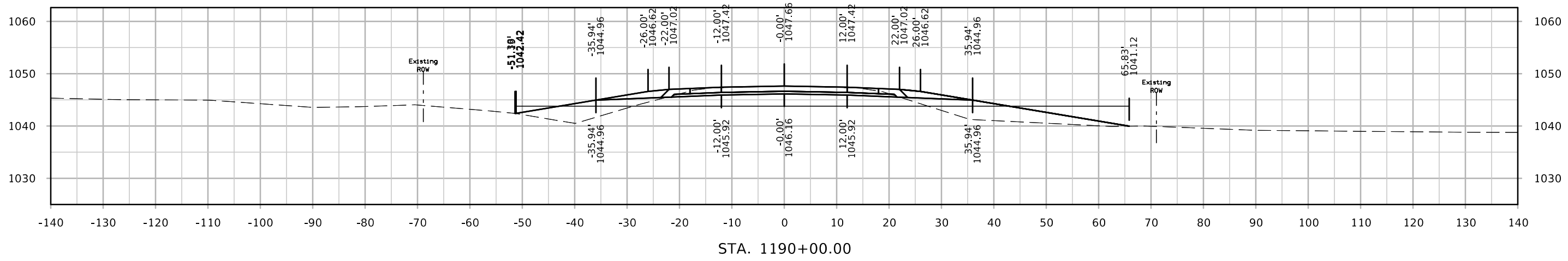


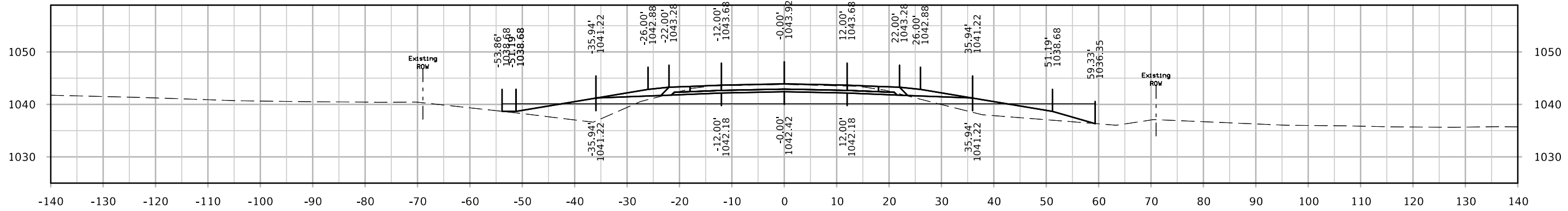




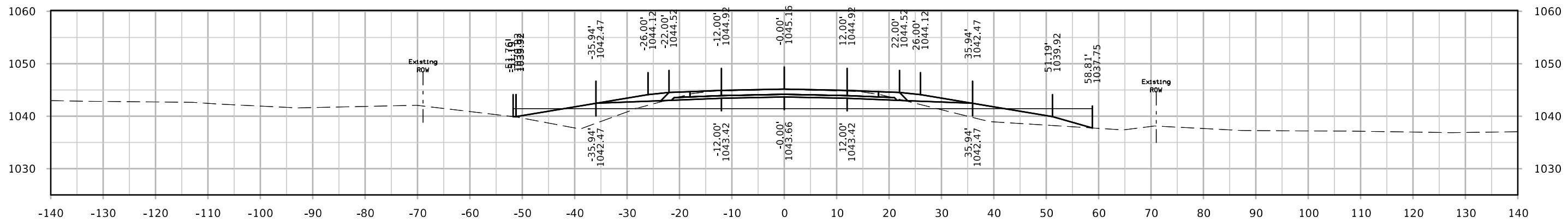




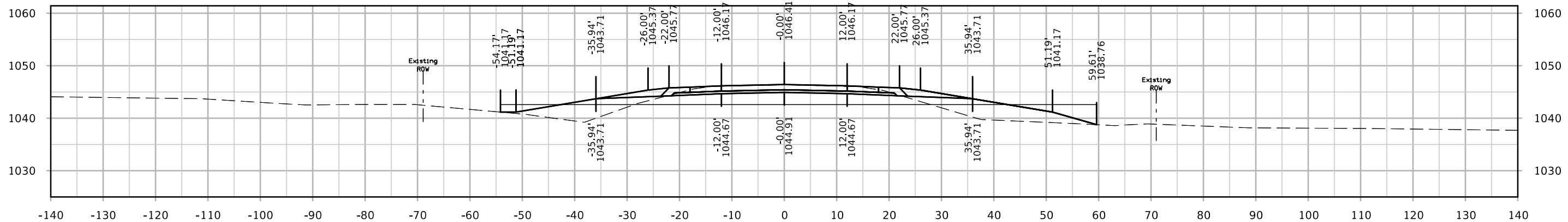




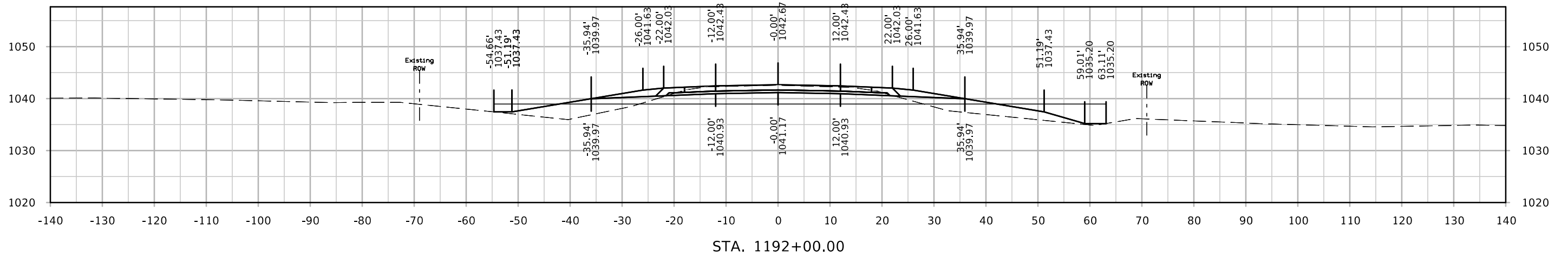
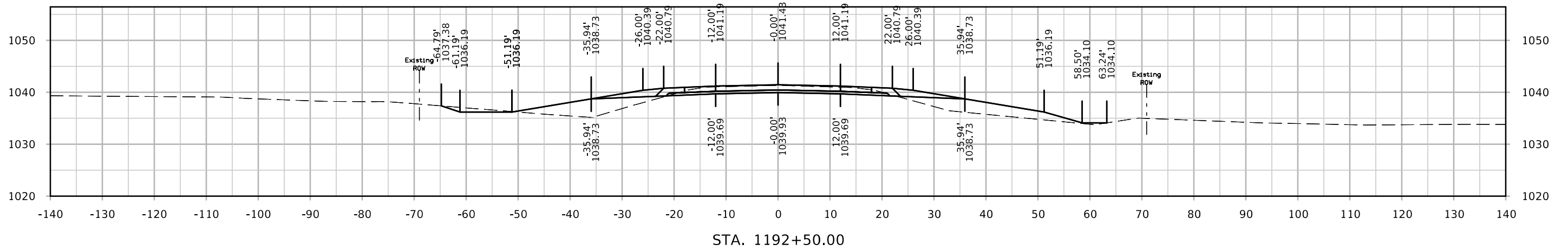
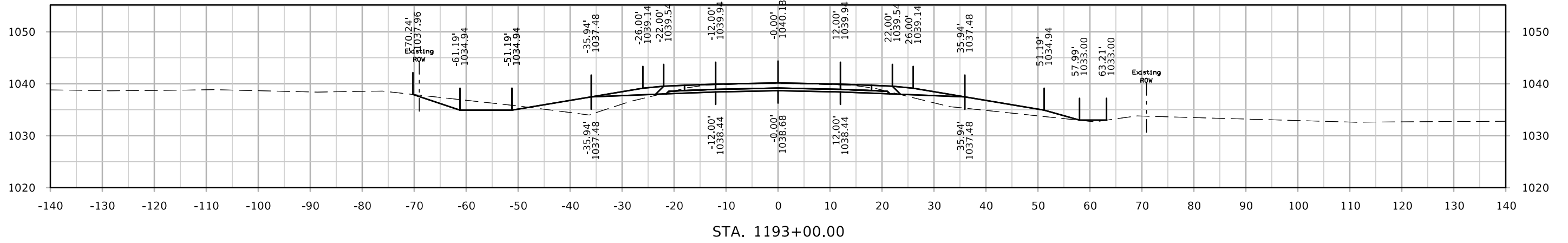
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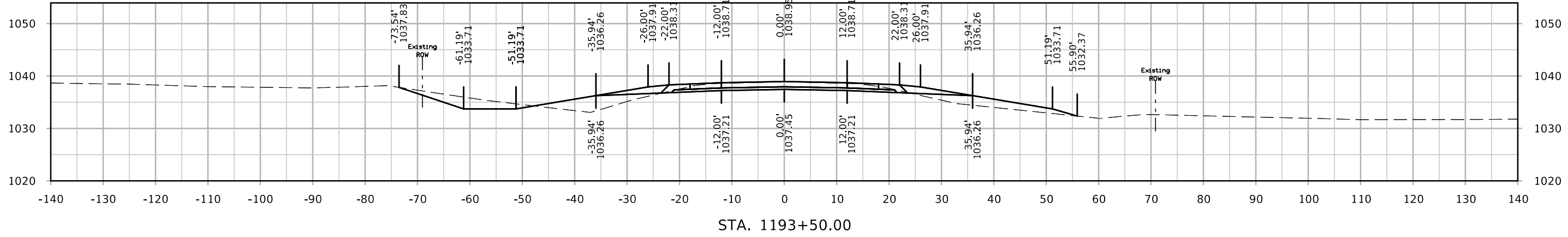
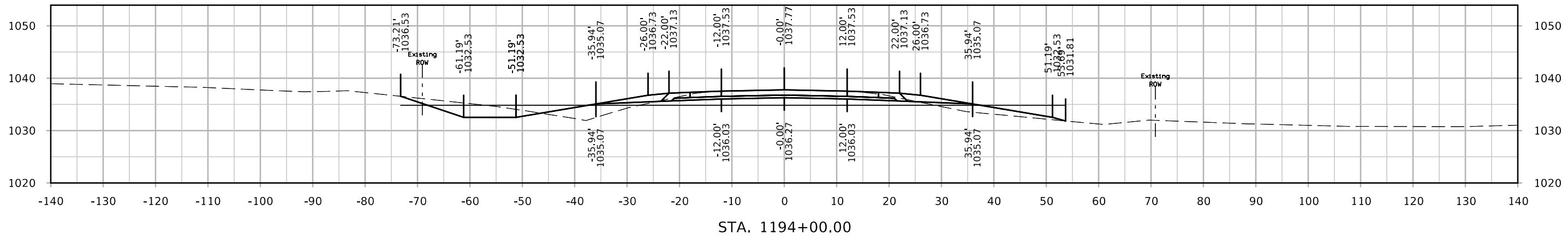
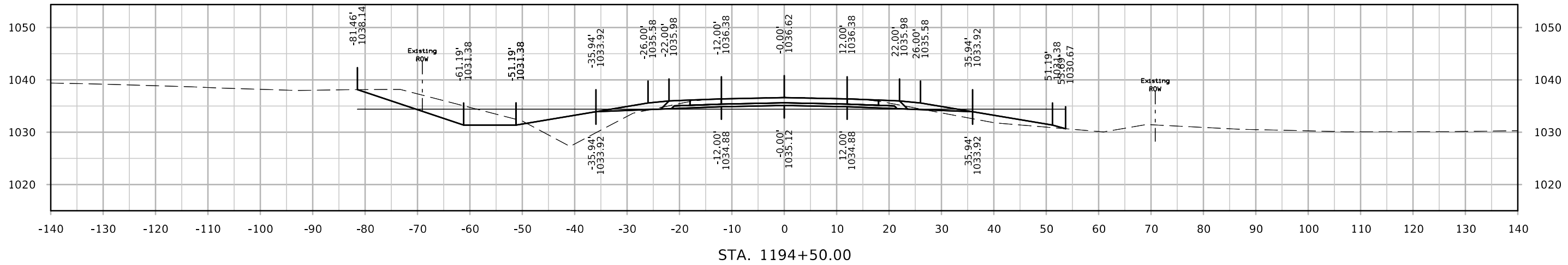


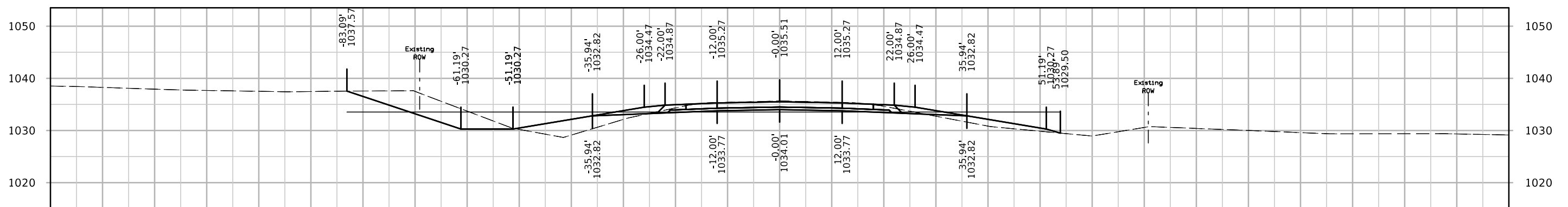
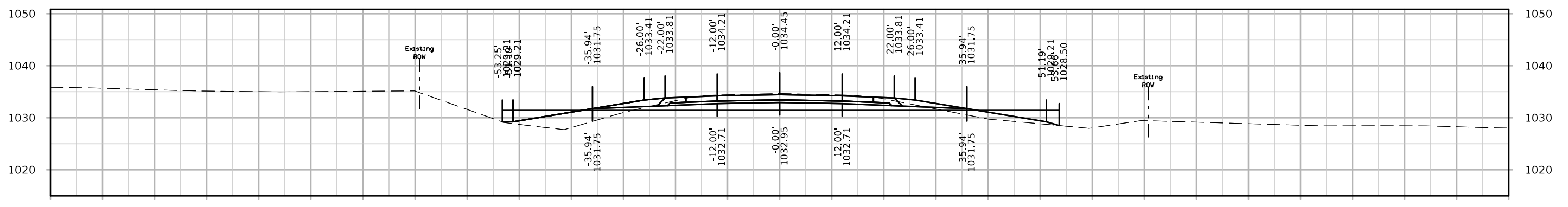
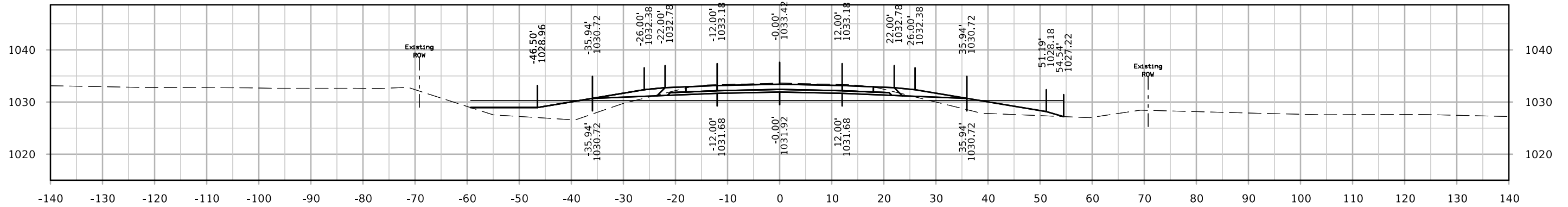
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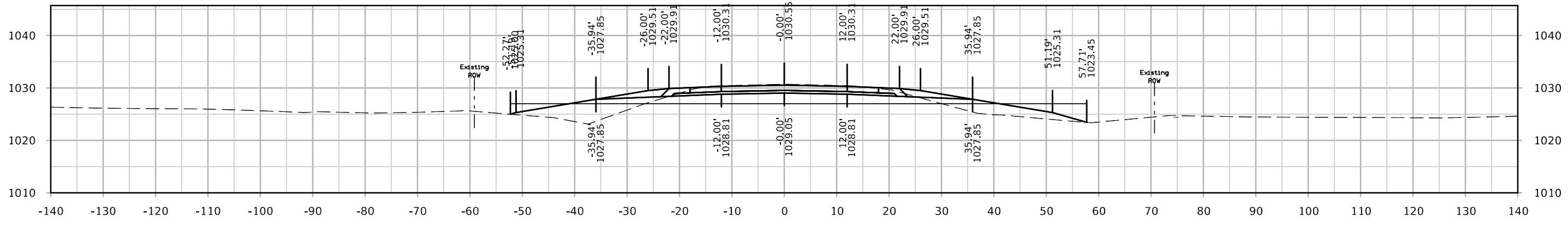


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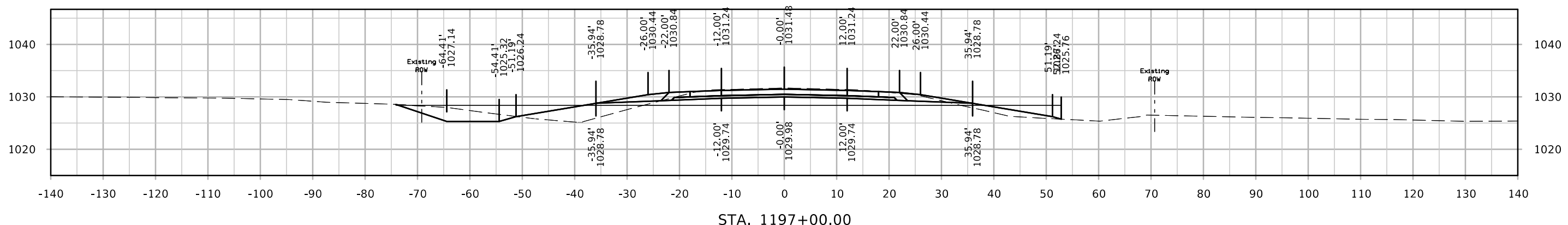




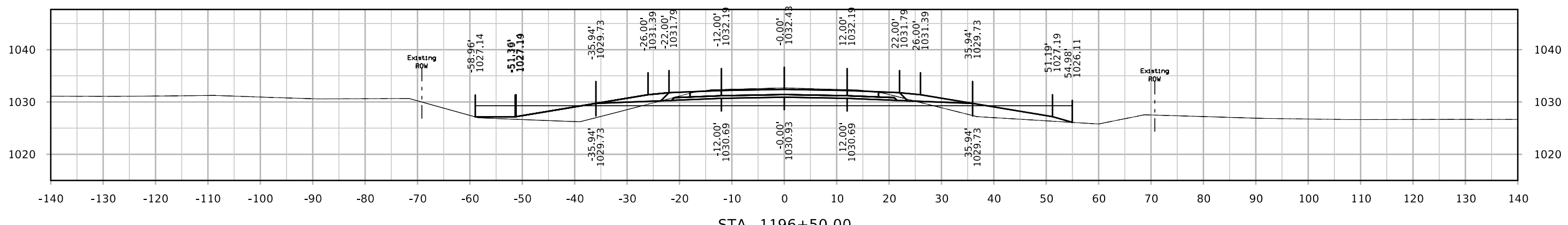




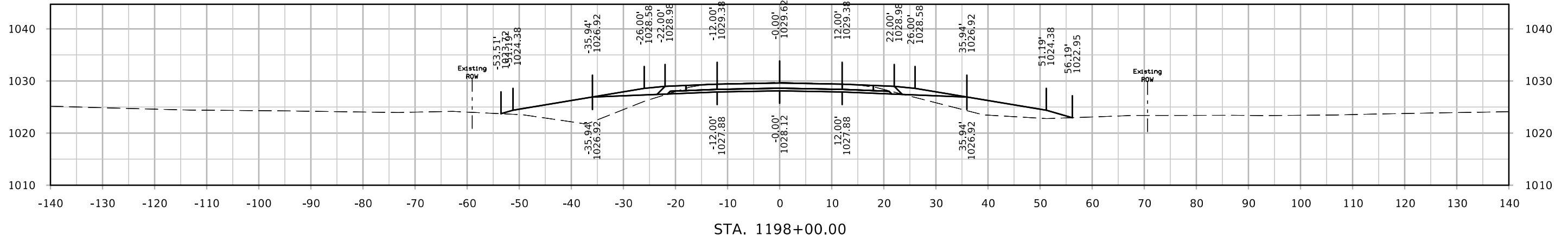
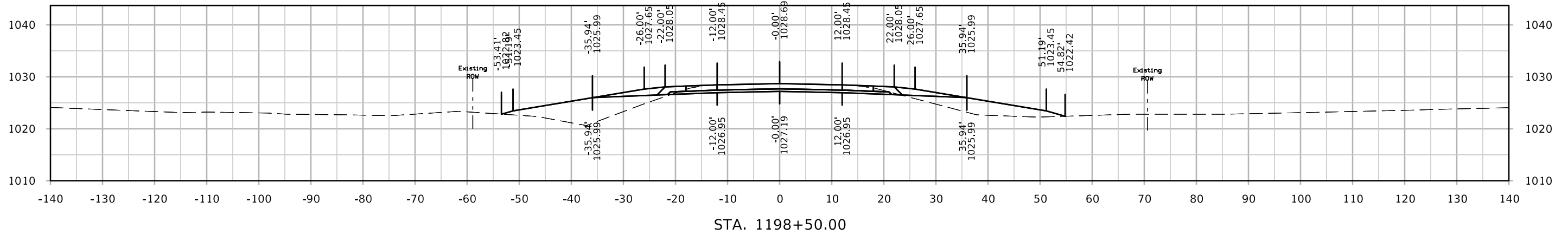
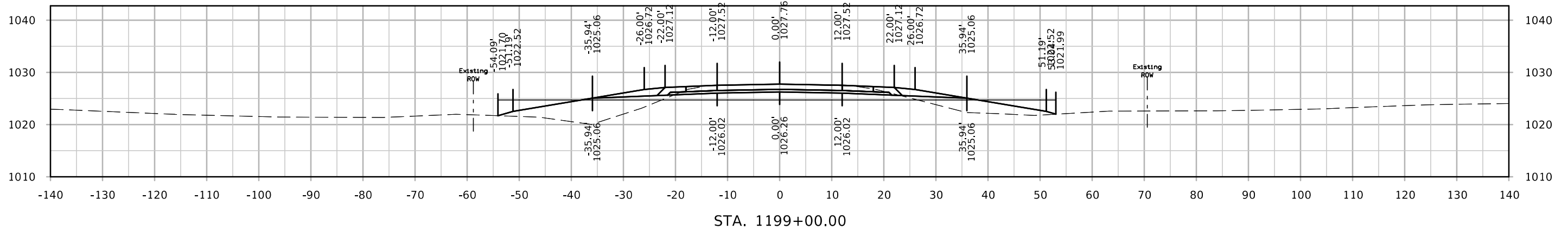
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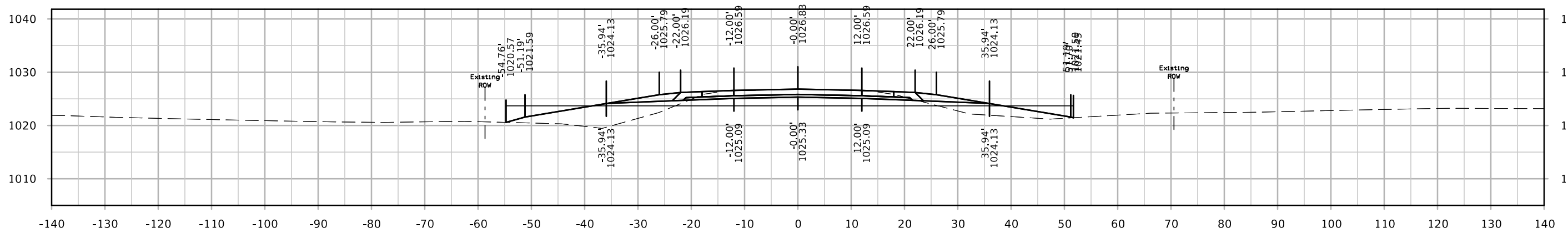
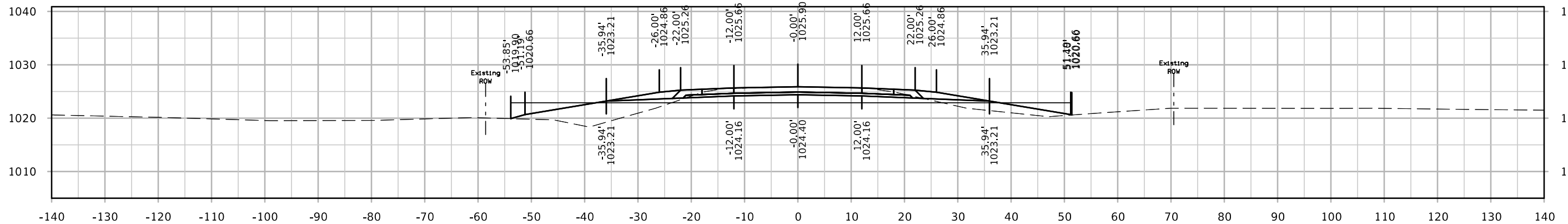
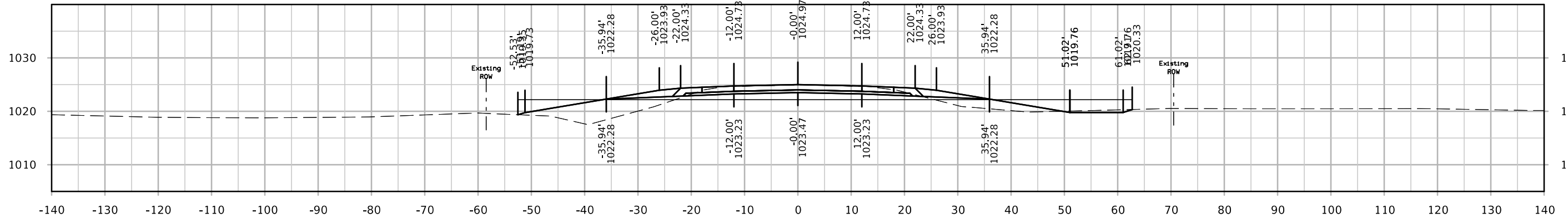


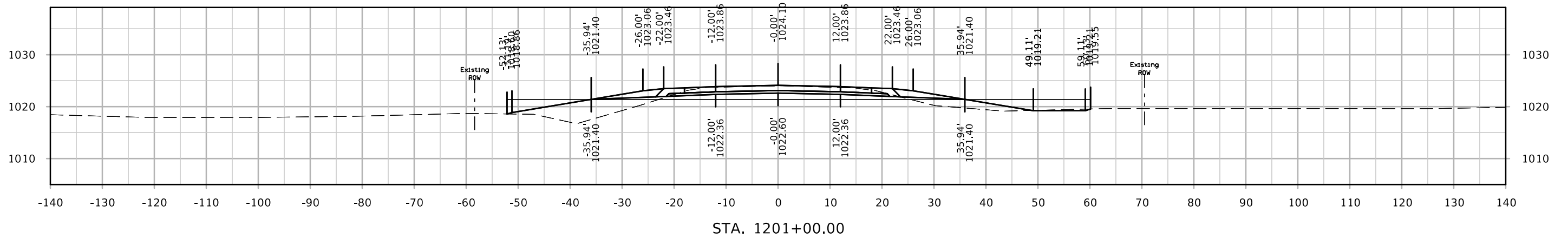
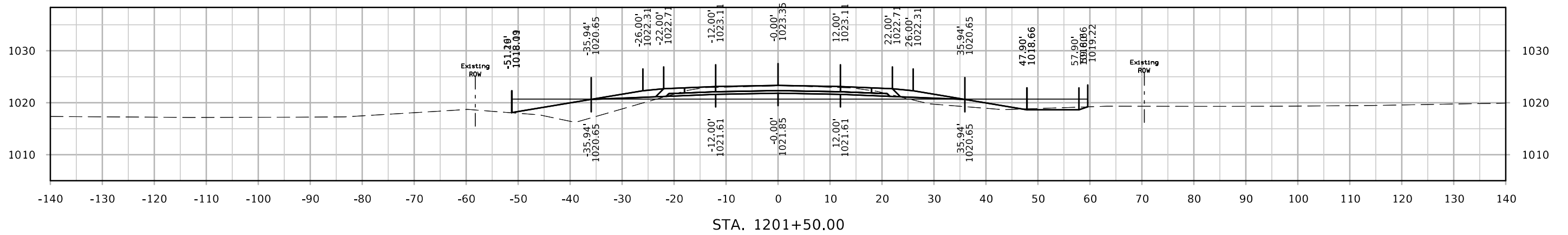
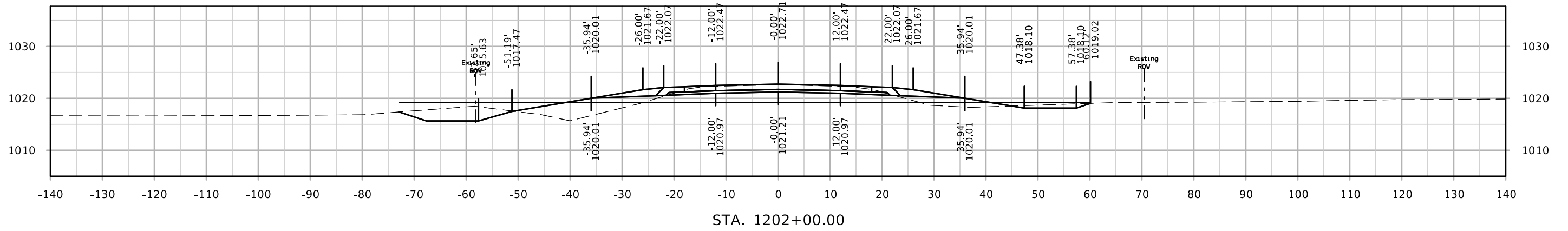
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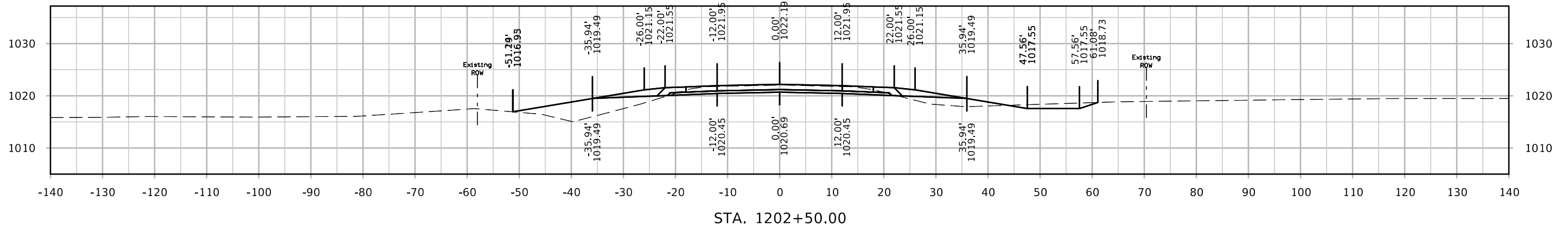
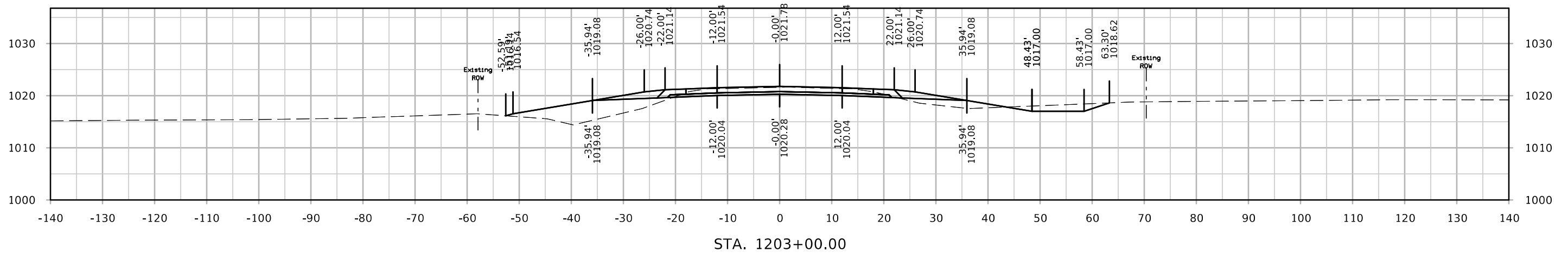
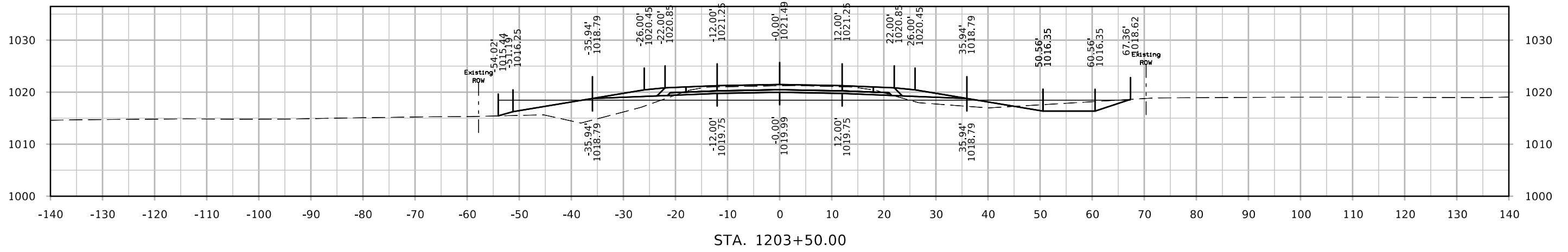


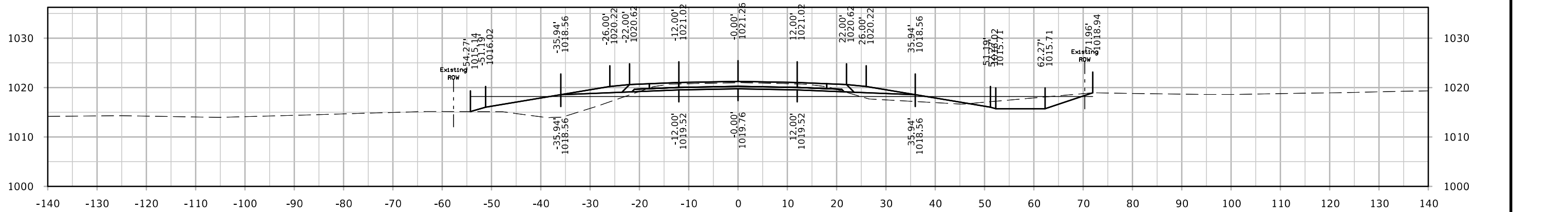
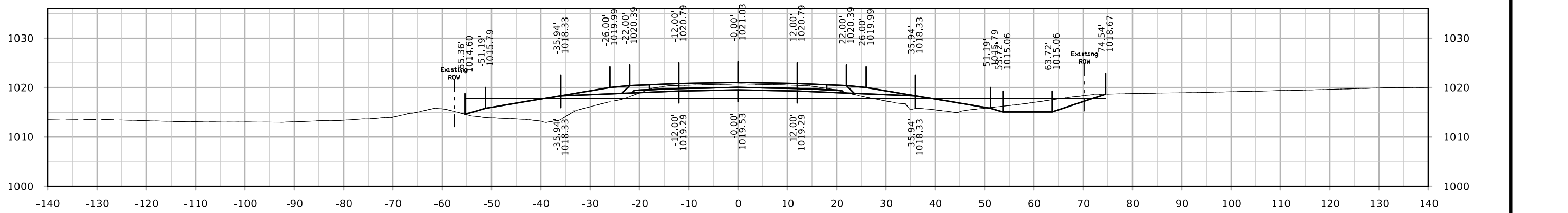
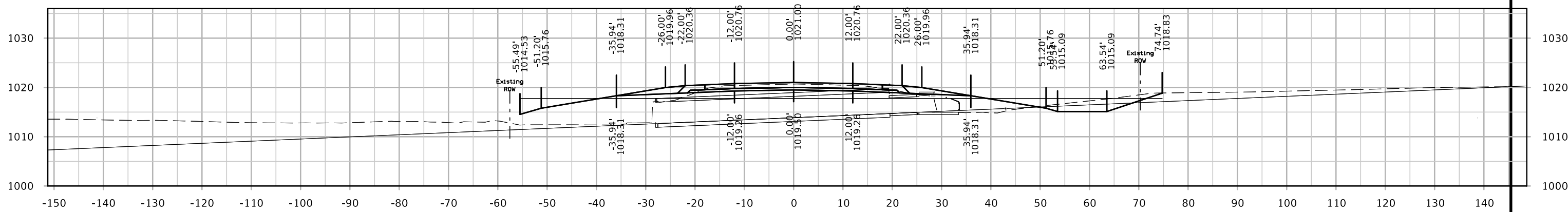
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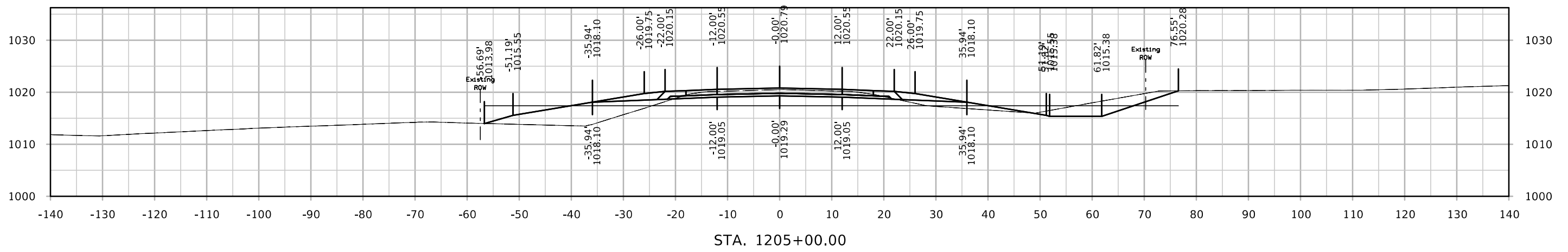
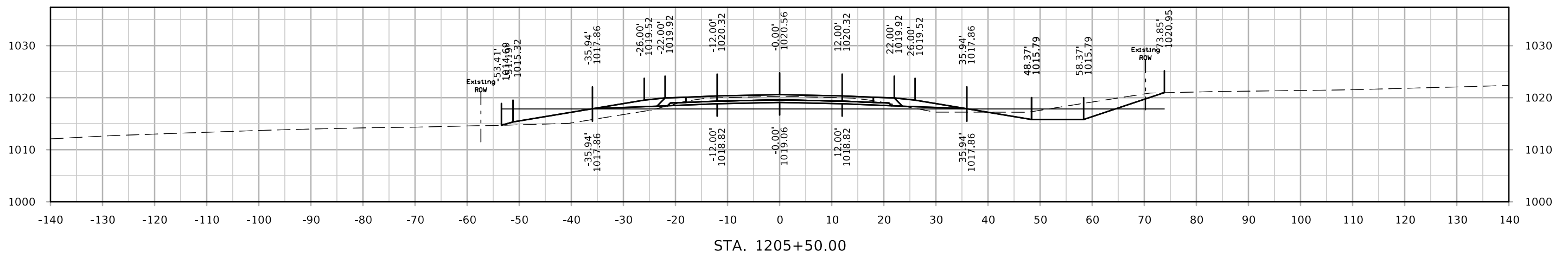
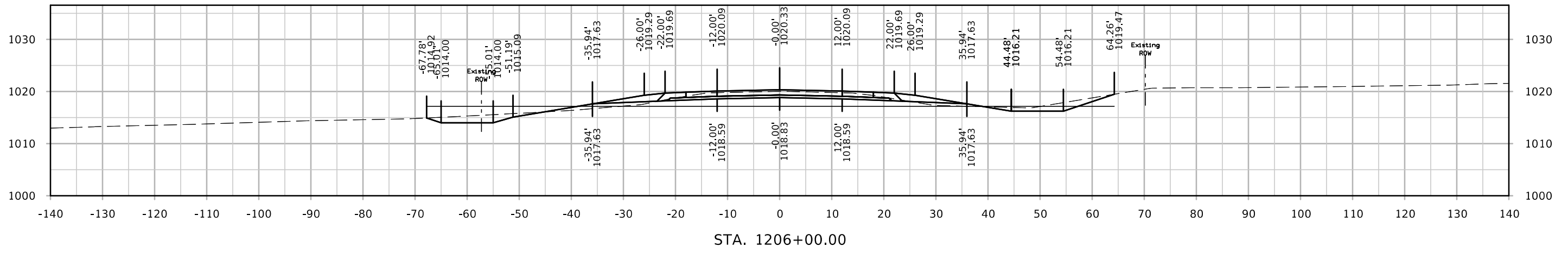


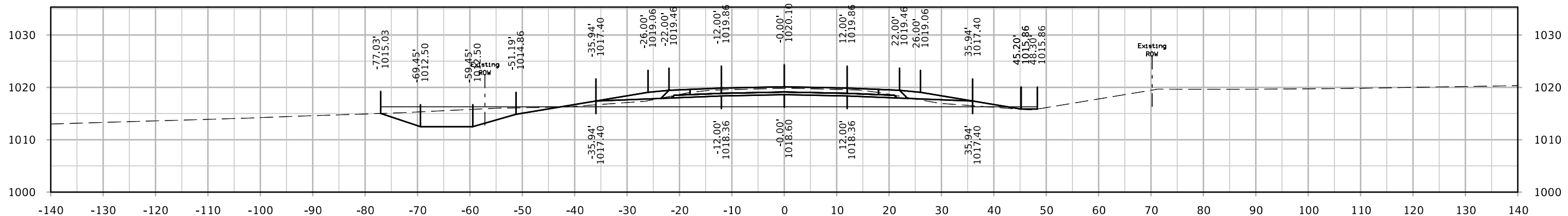
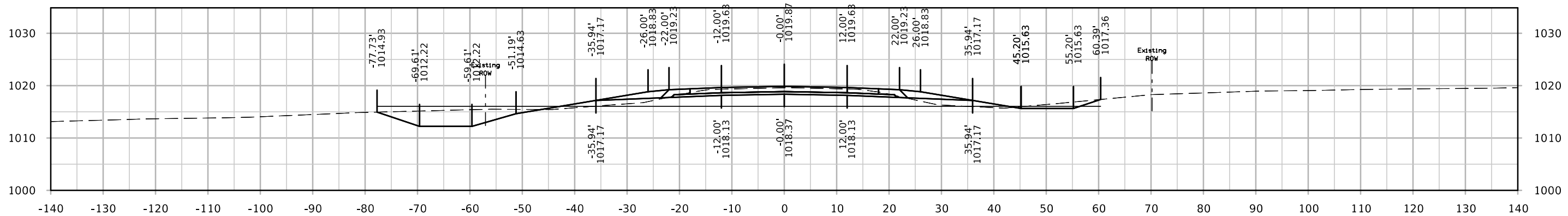
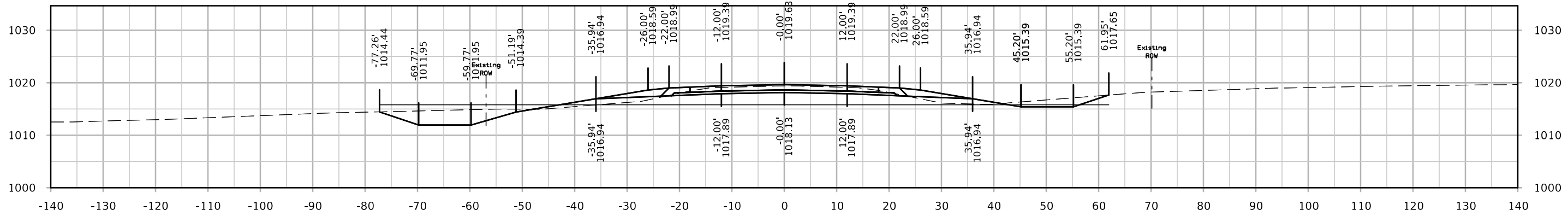


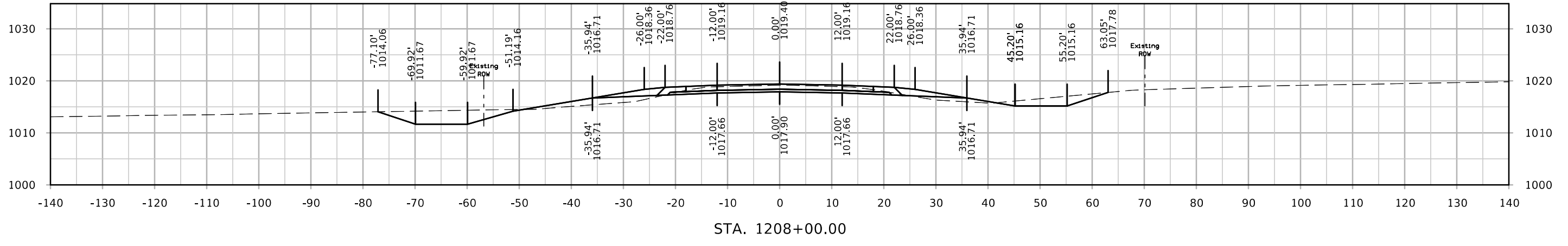
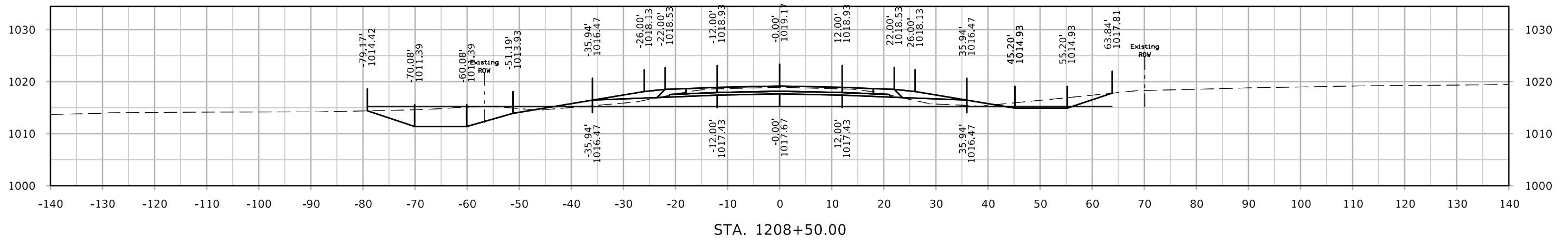
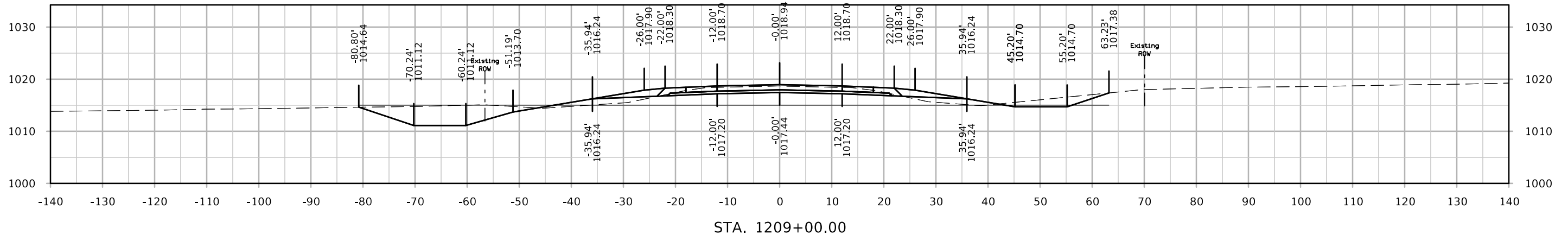


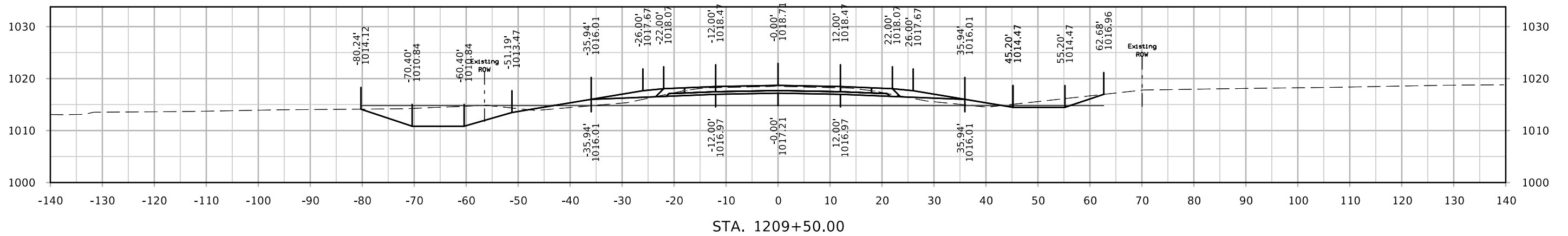
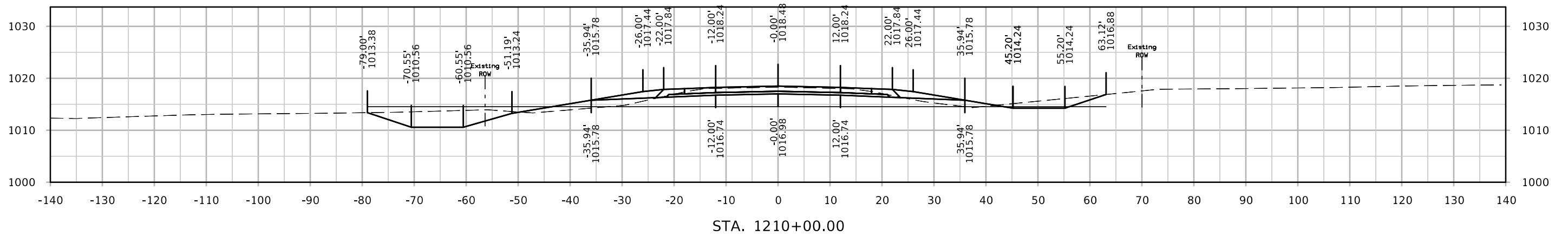
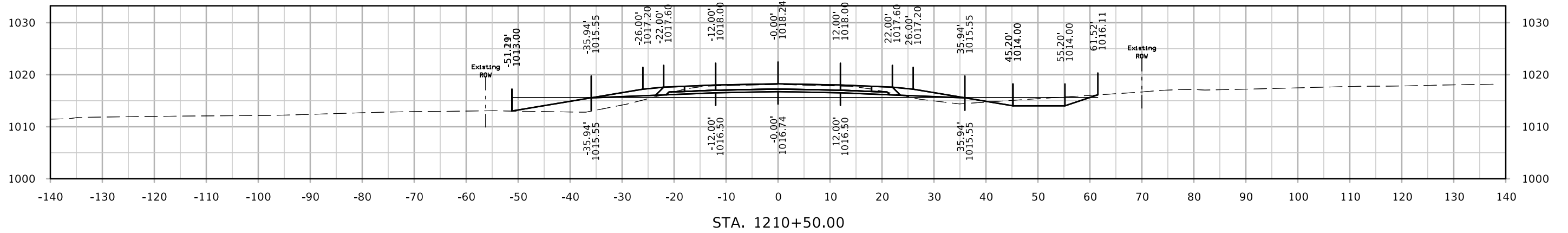


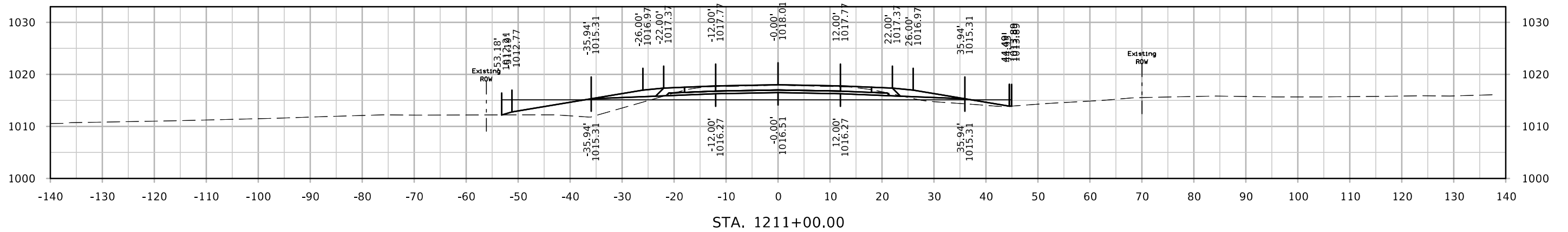
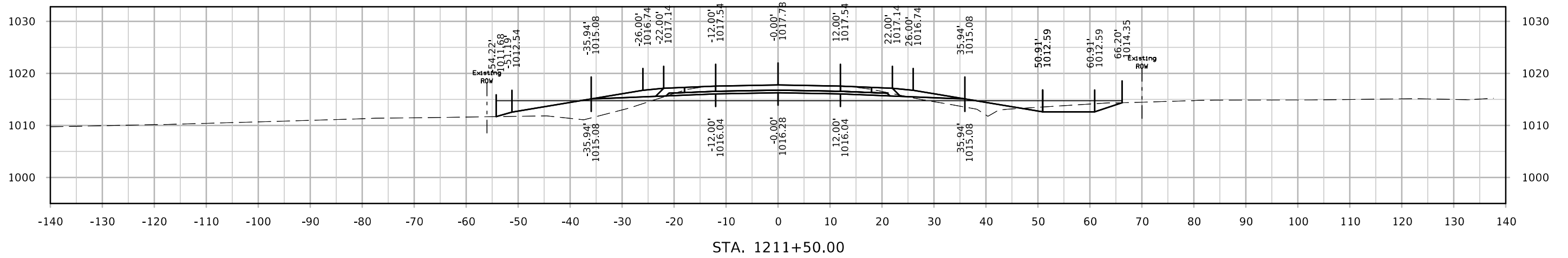
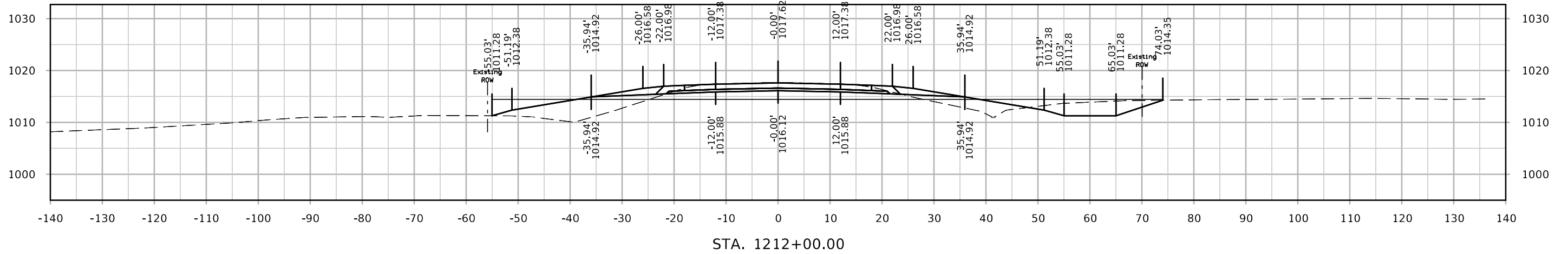


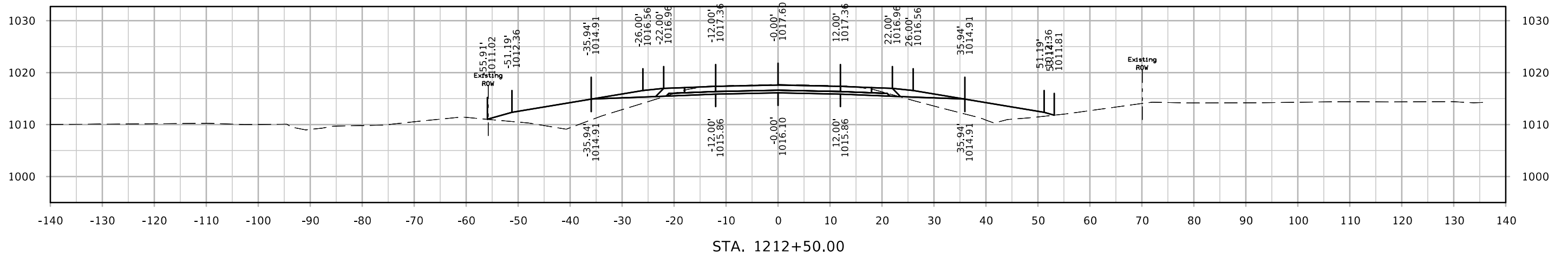
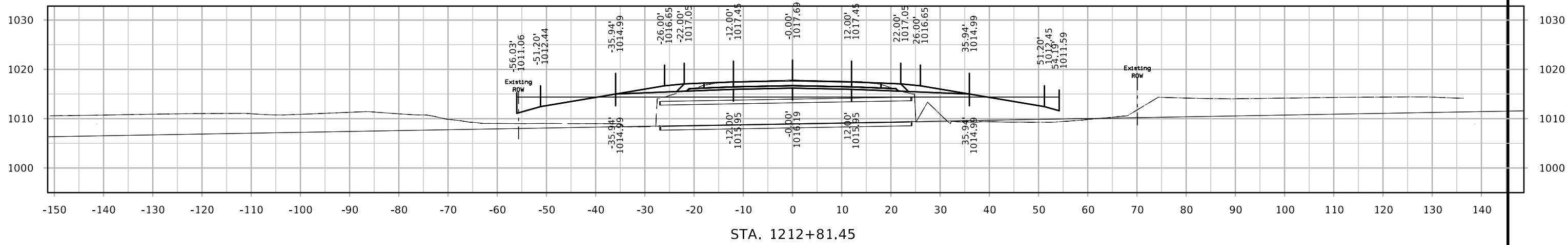
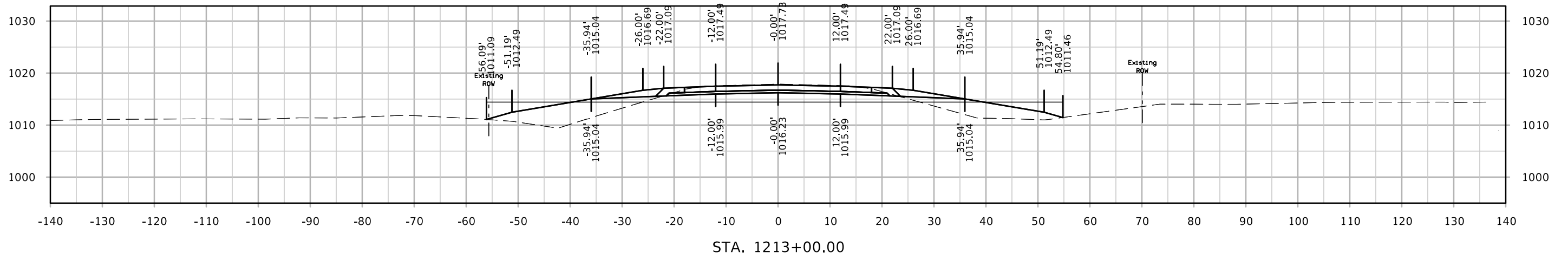


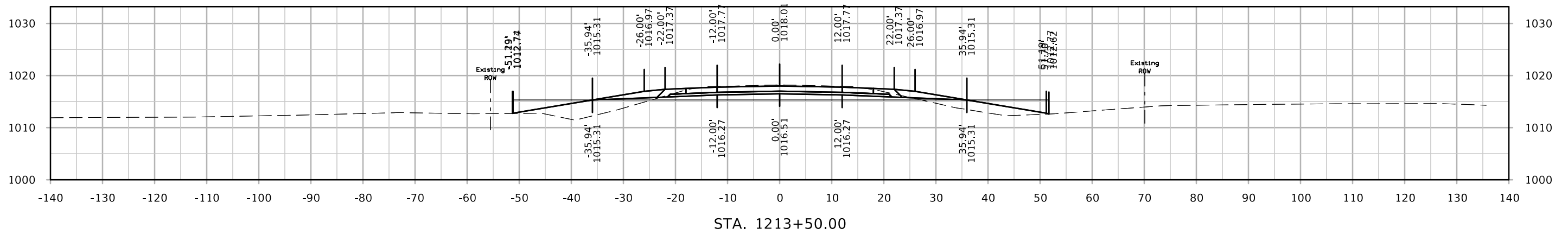
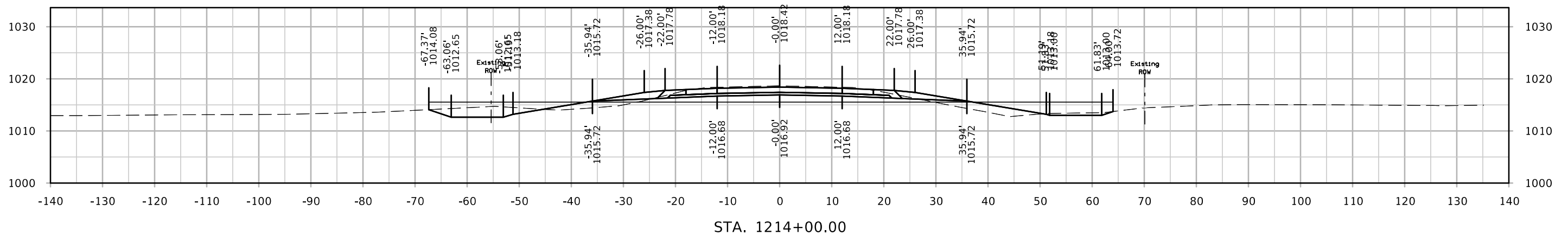
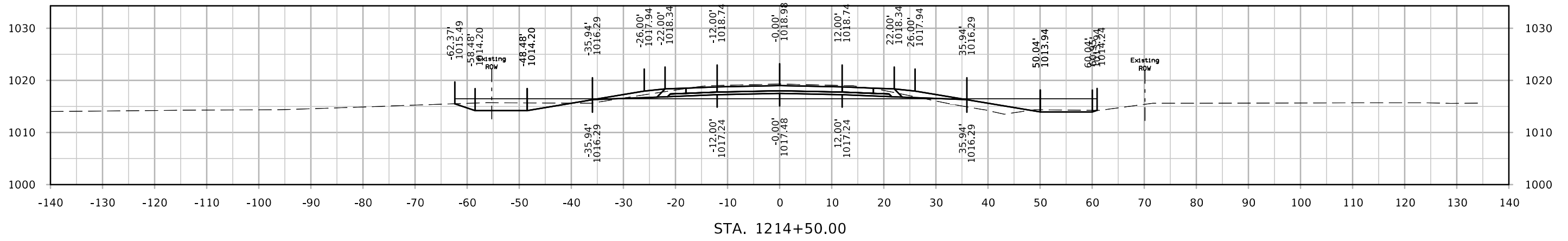


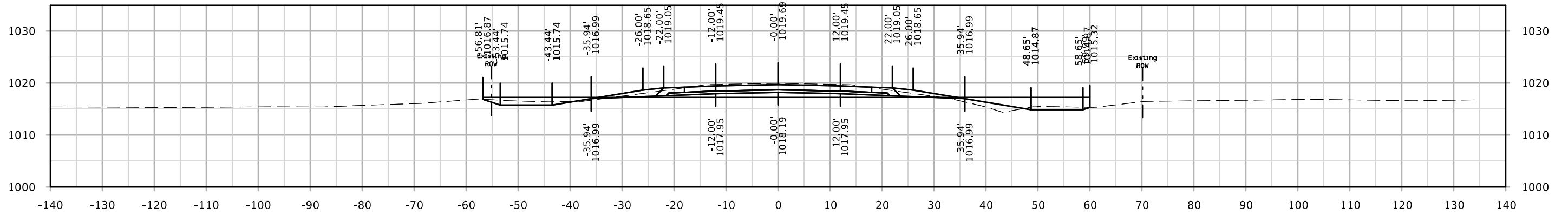
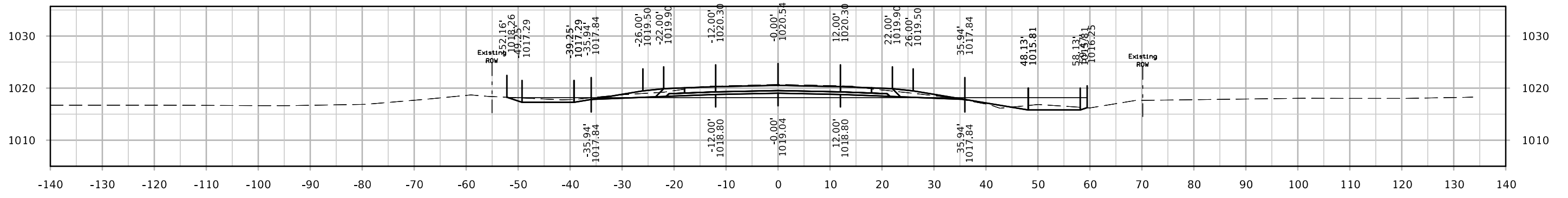
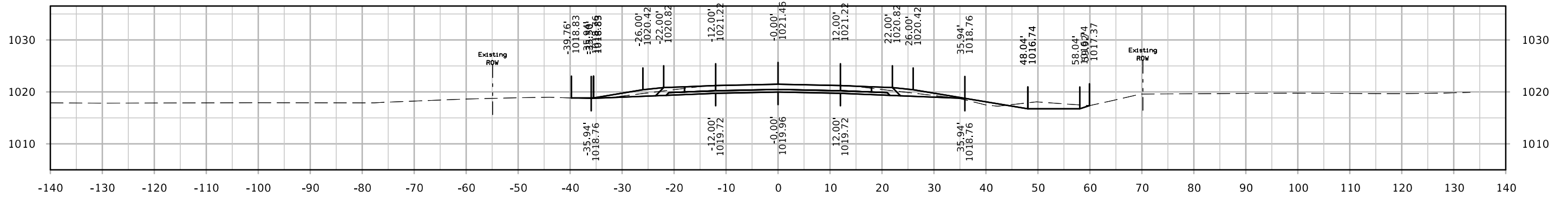


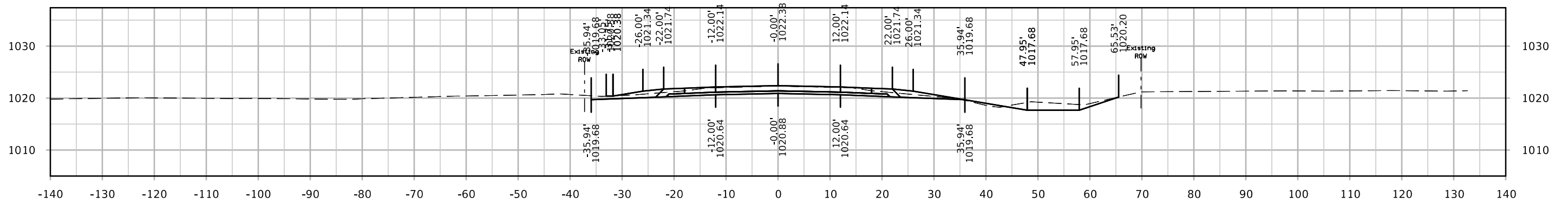
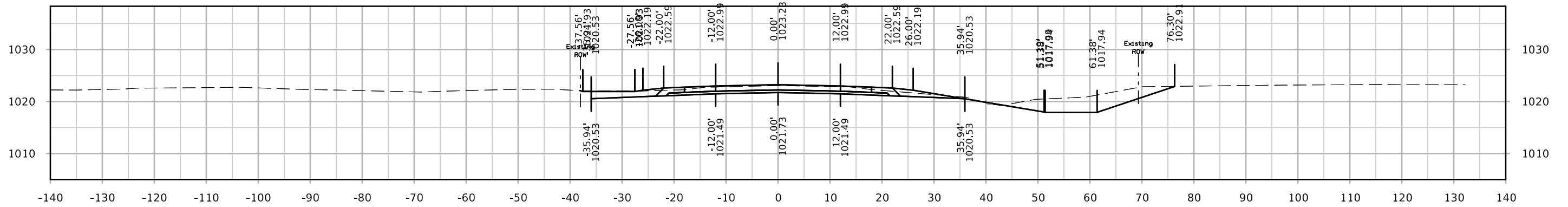
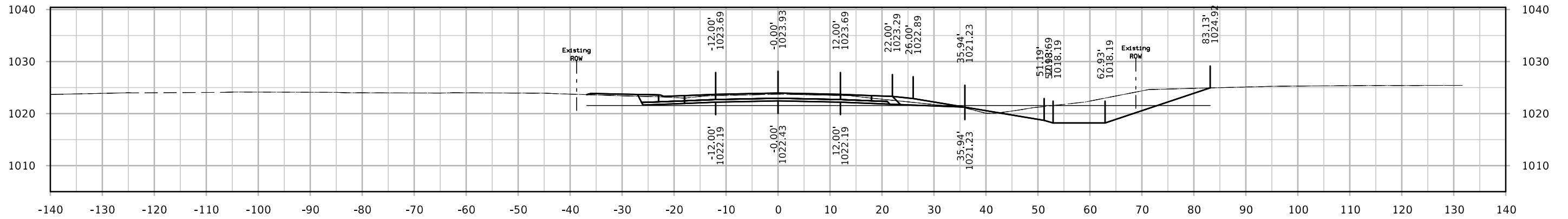


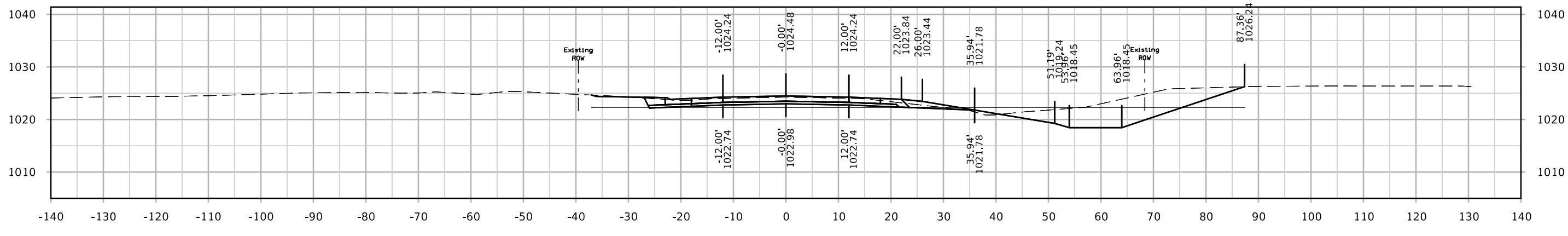
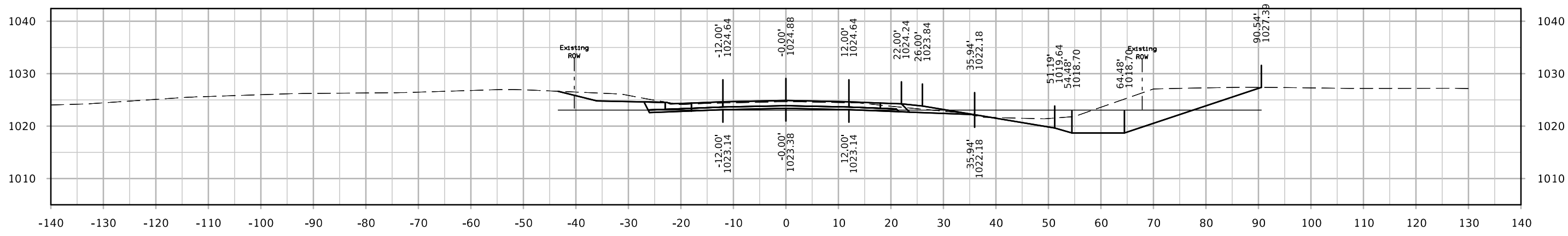
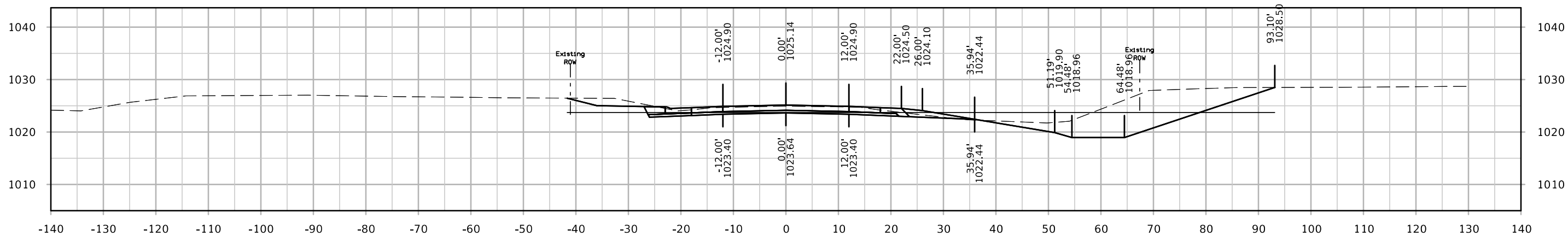


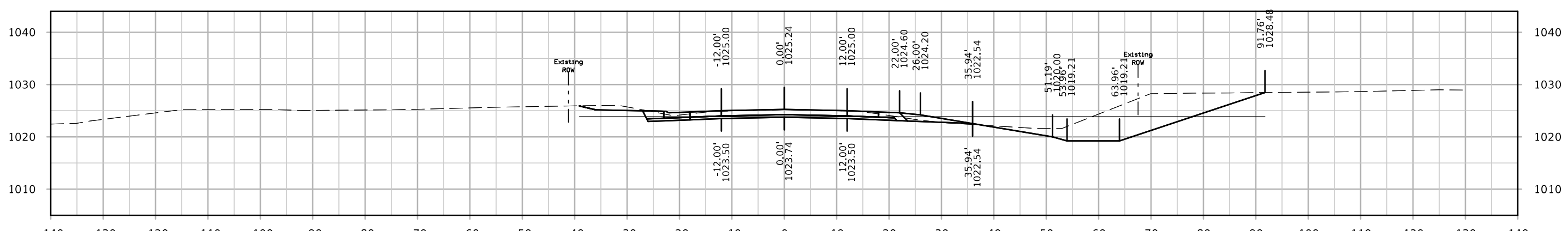
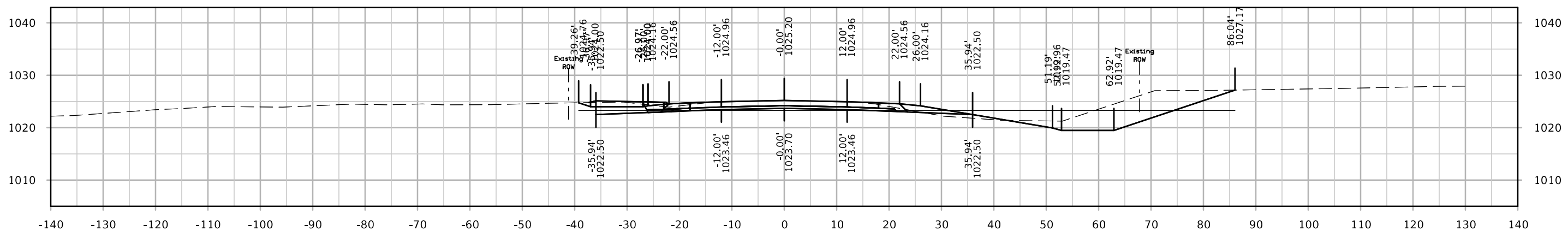
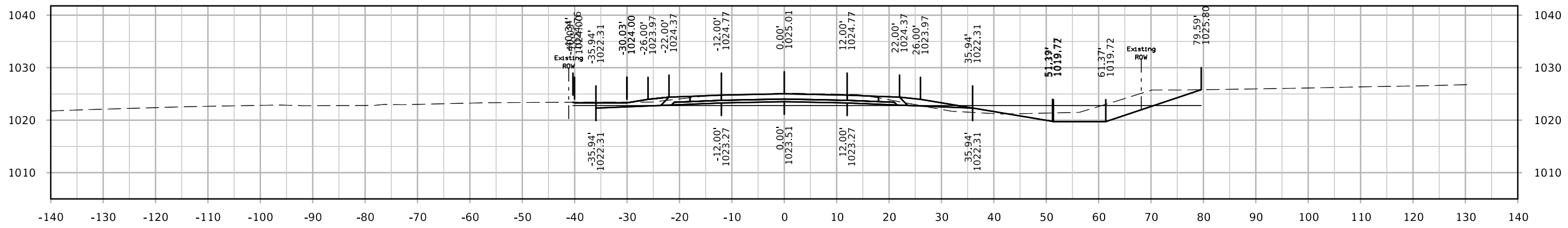


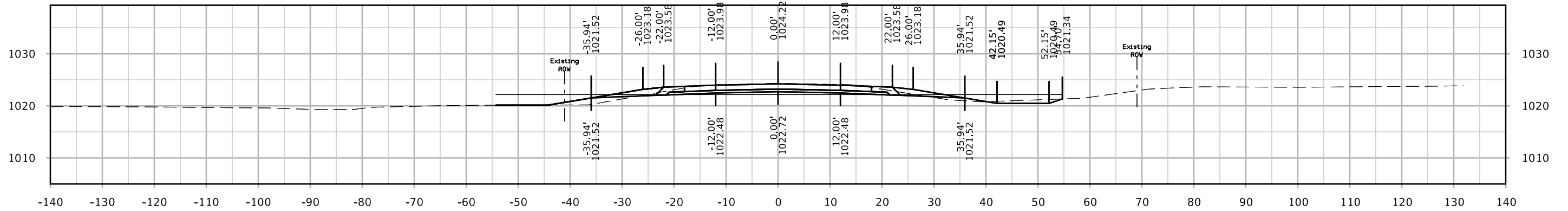




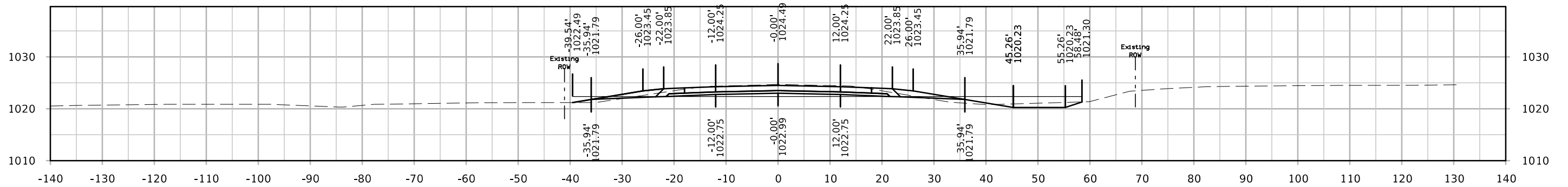




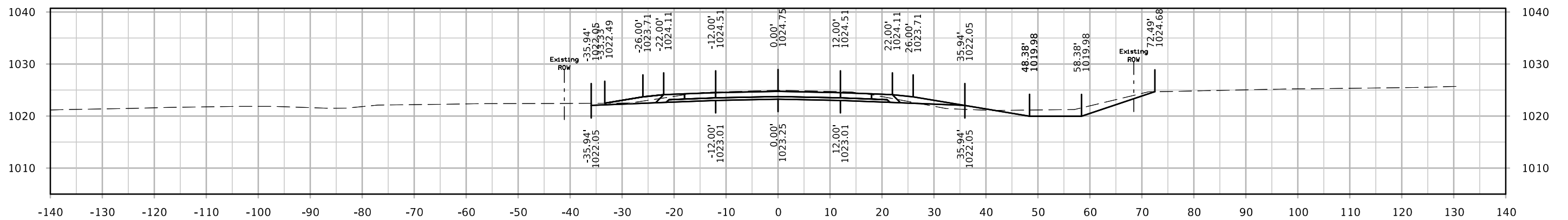




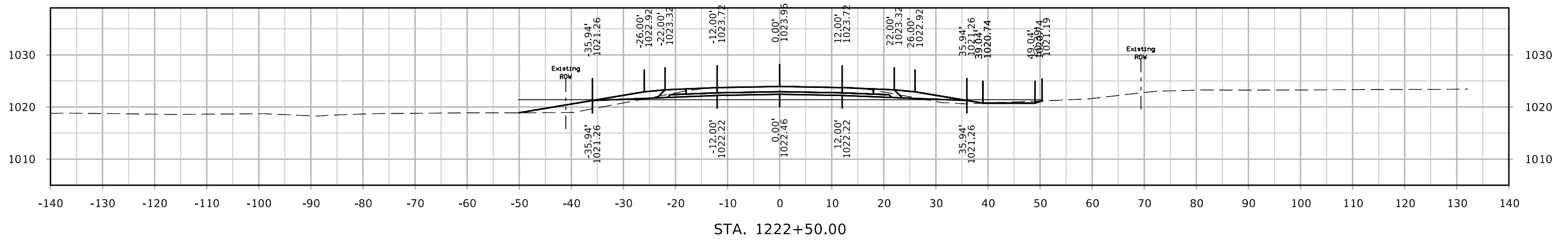
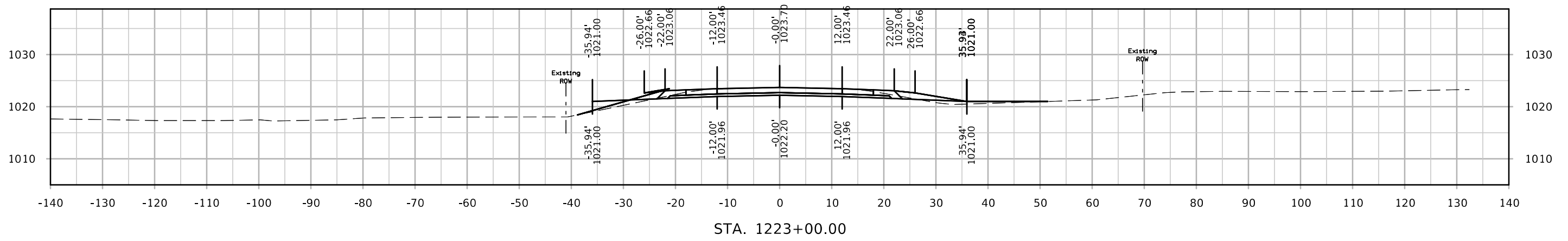
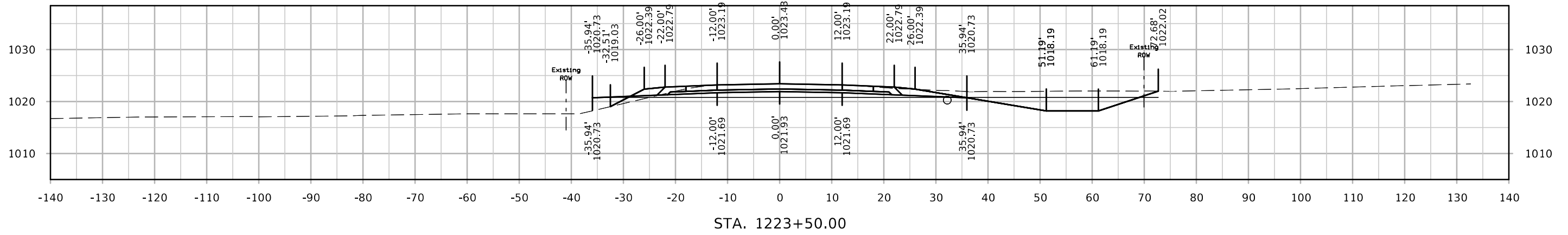
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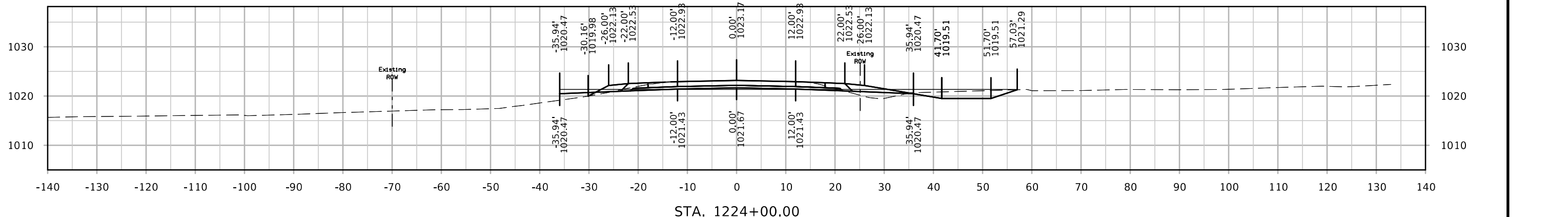
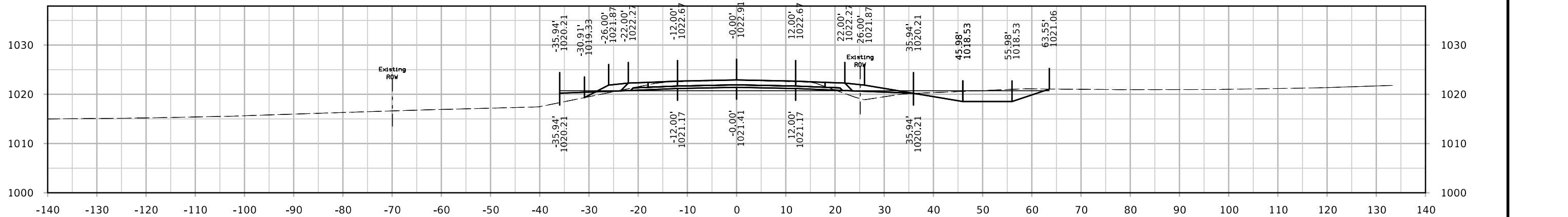
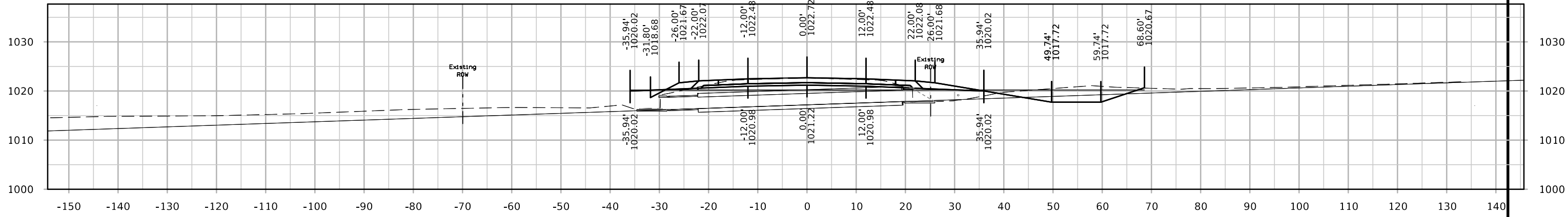


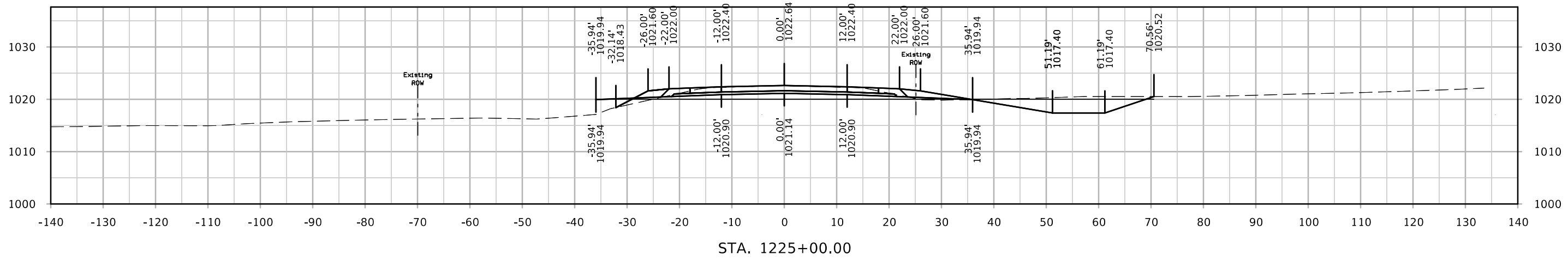
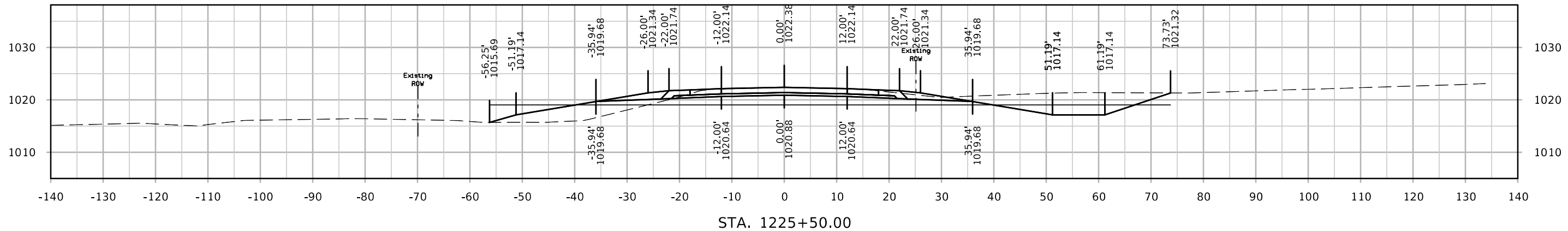
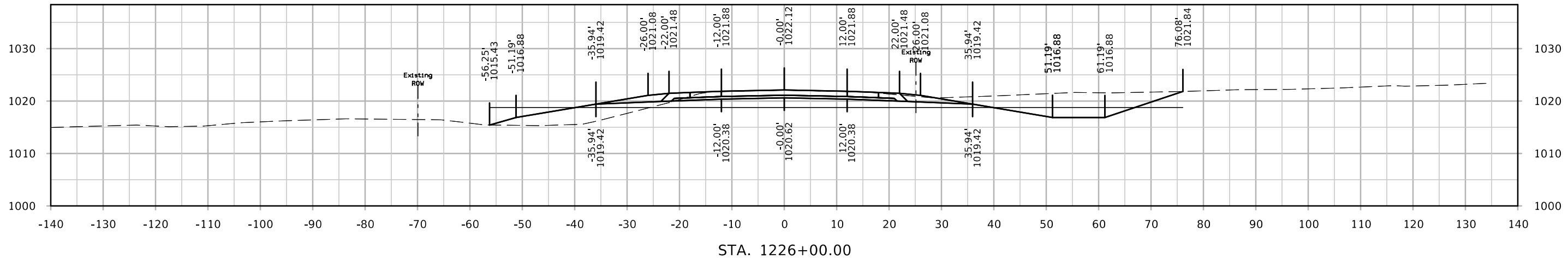
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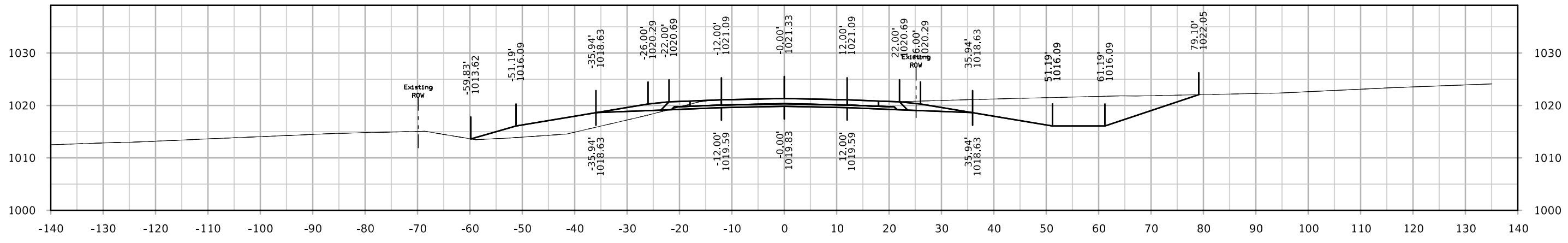


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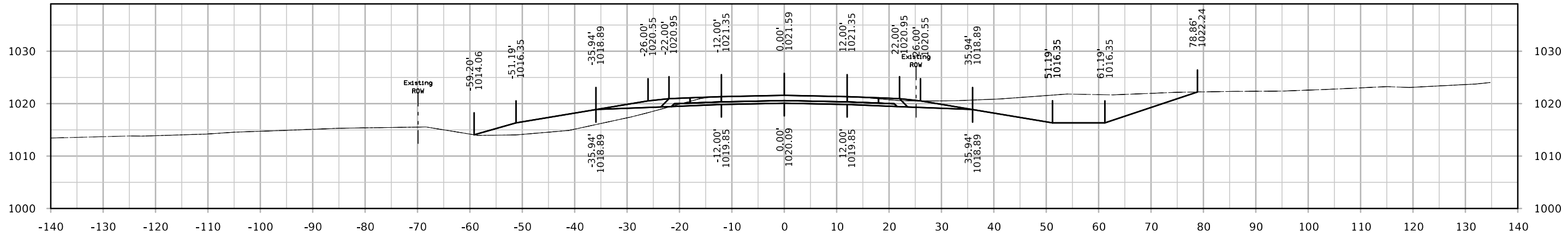




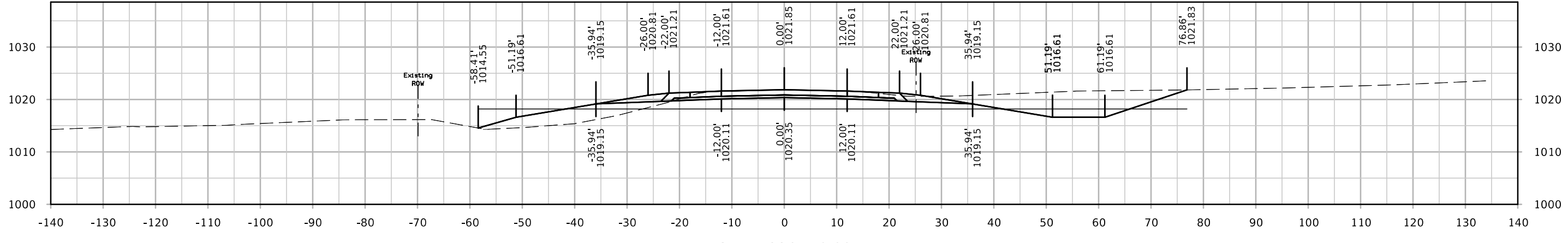




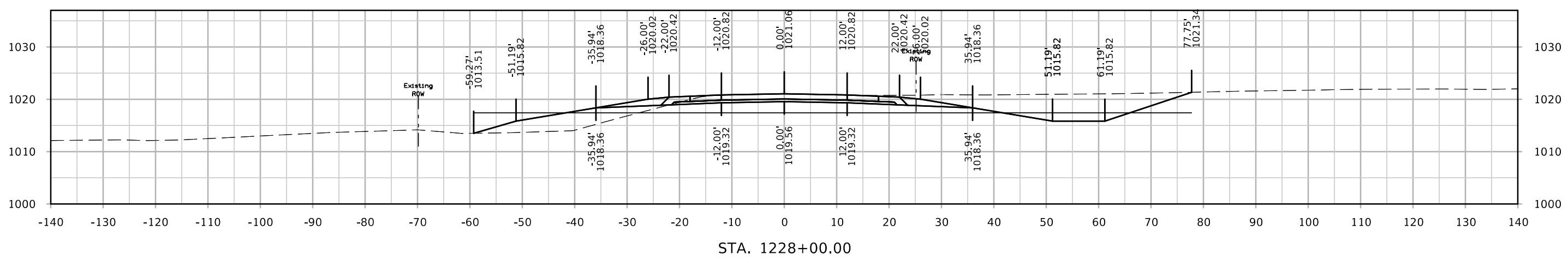
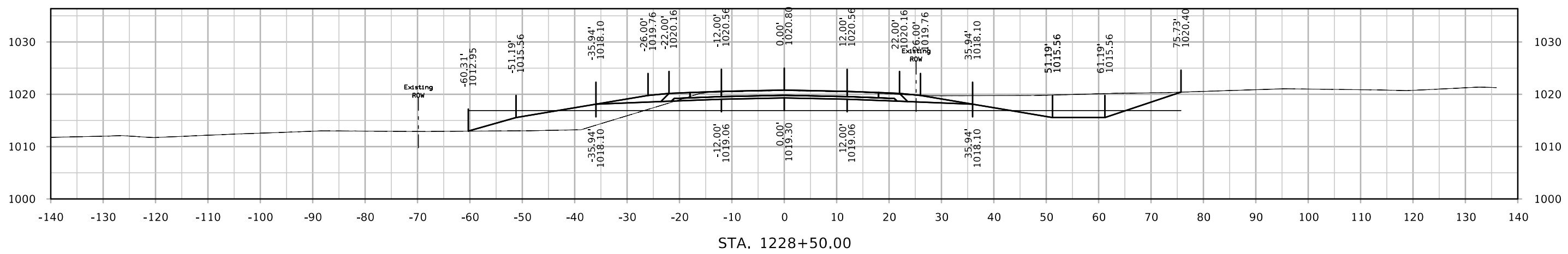
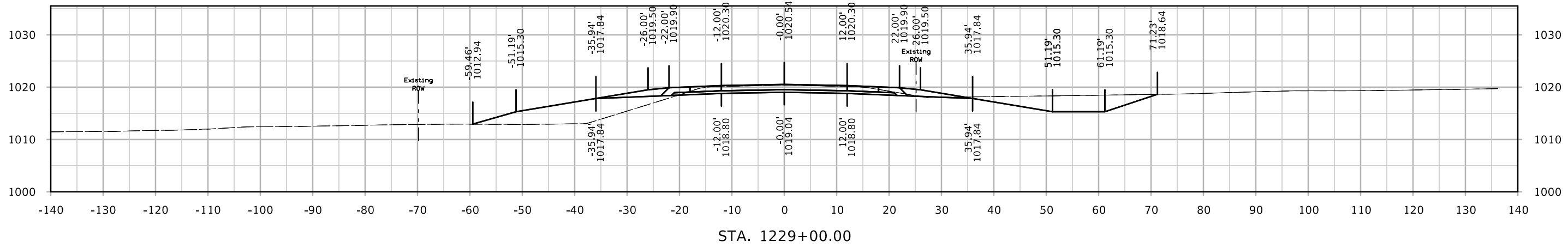
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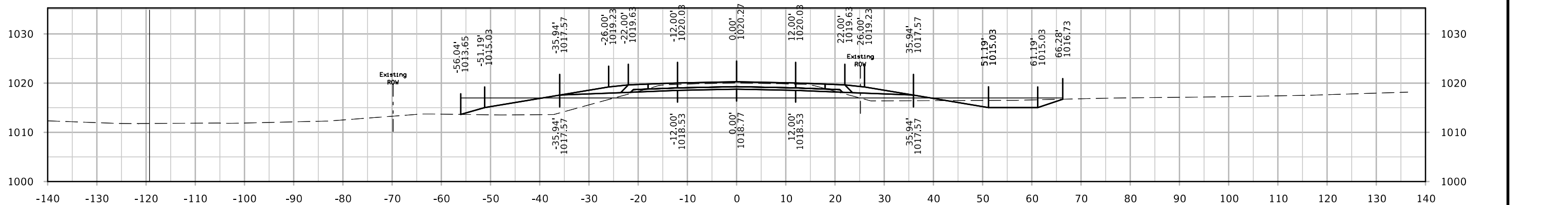
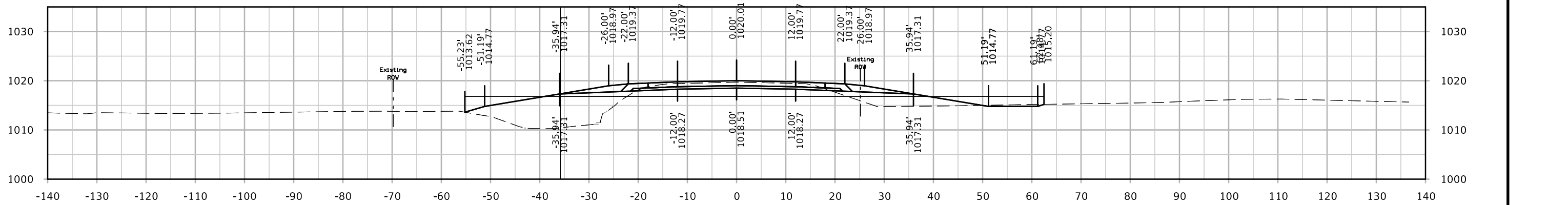
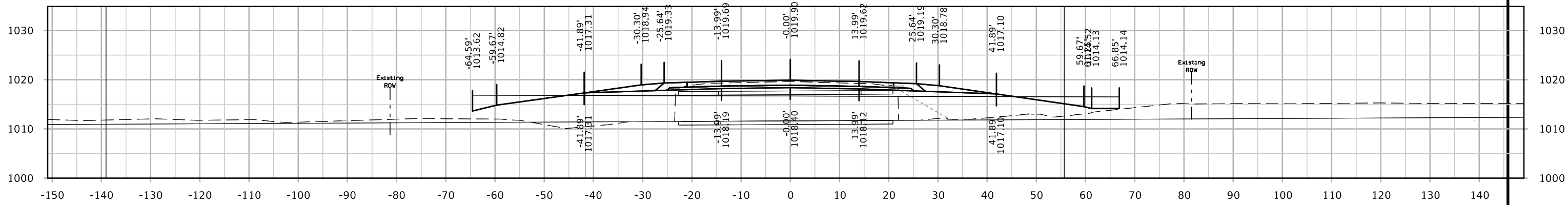


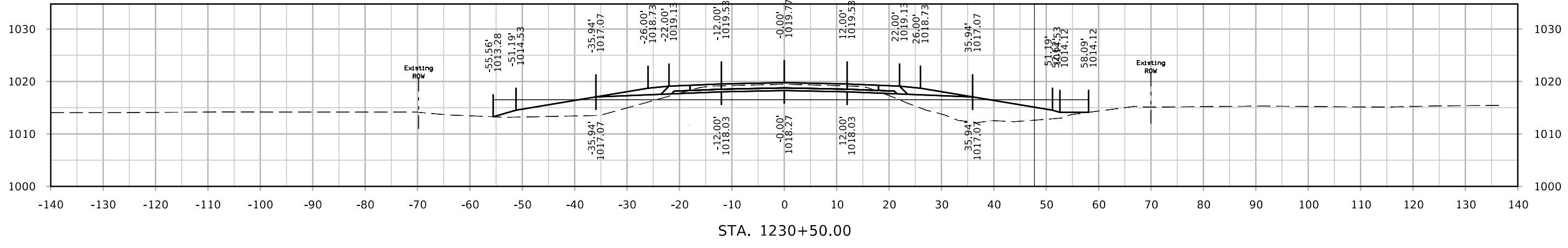
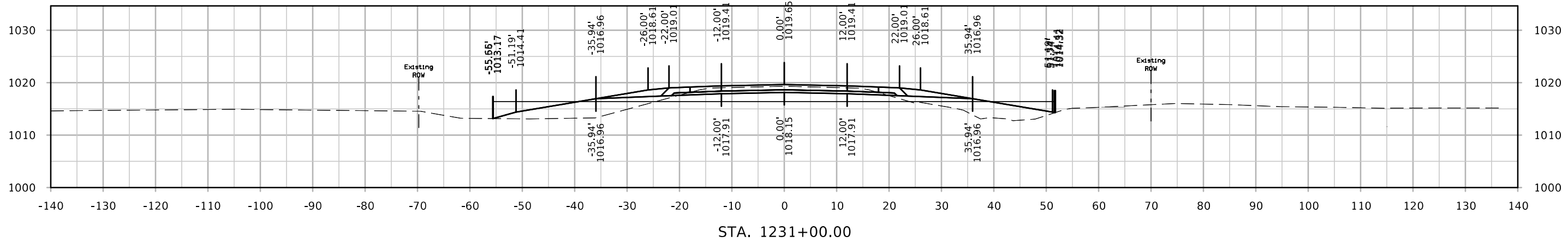
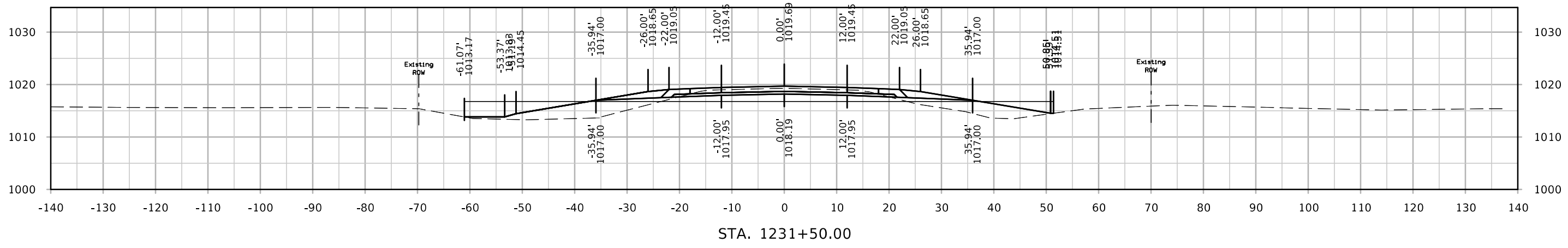
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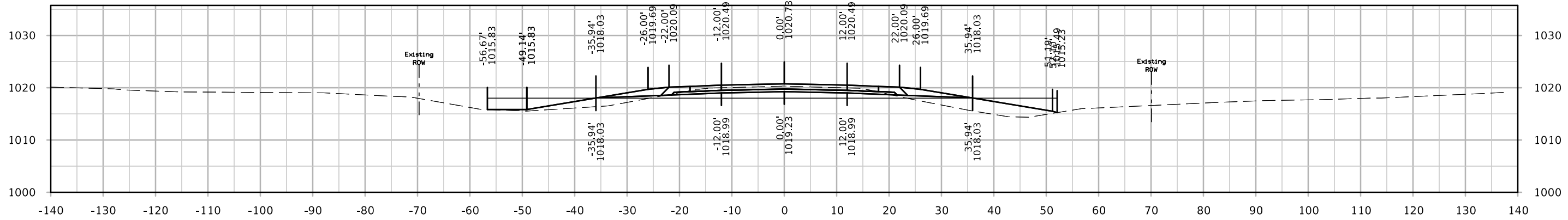


STA. 1226+50.00

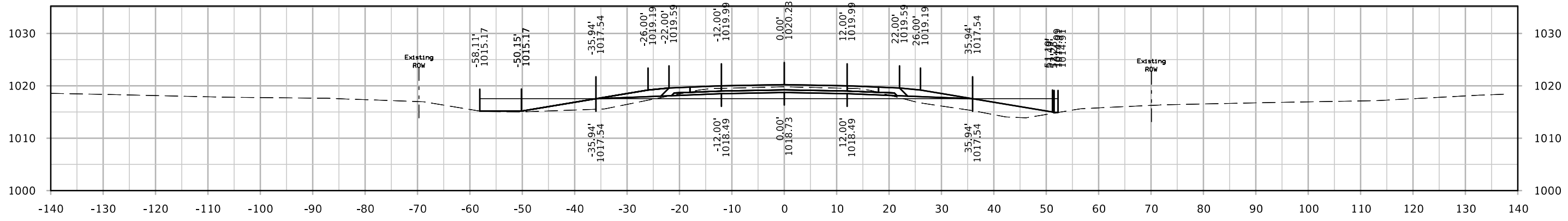




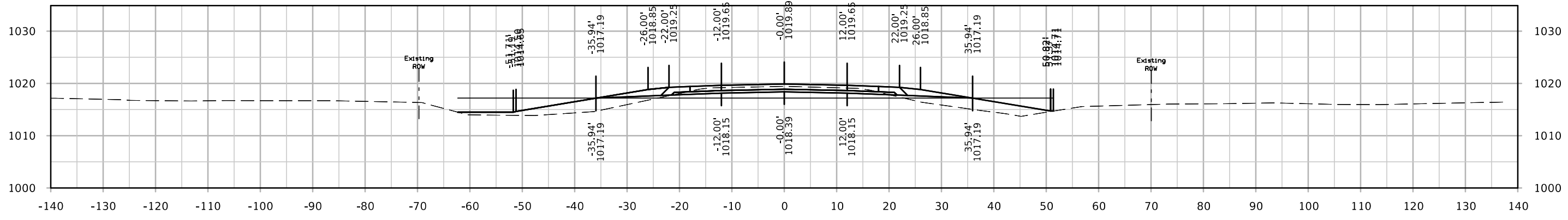




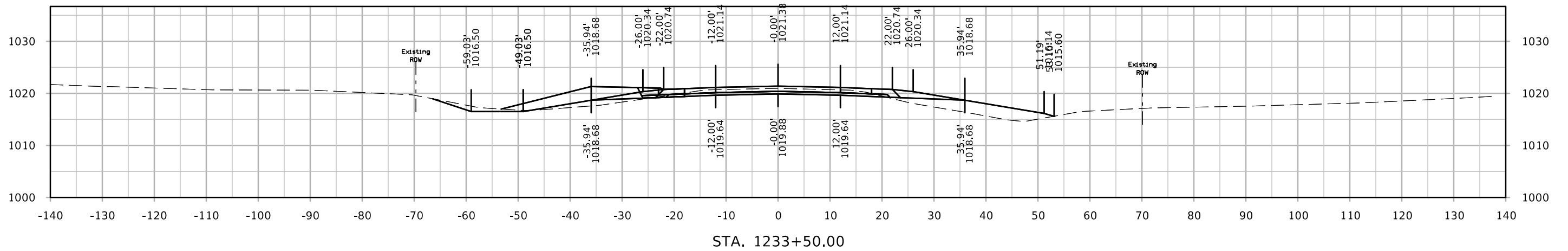
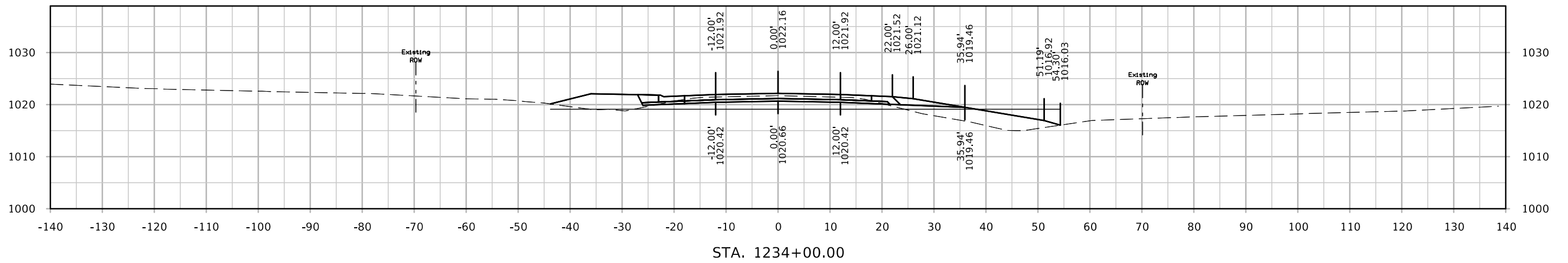
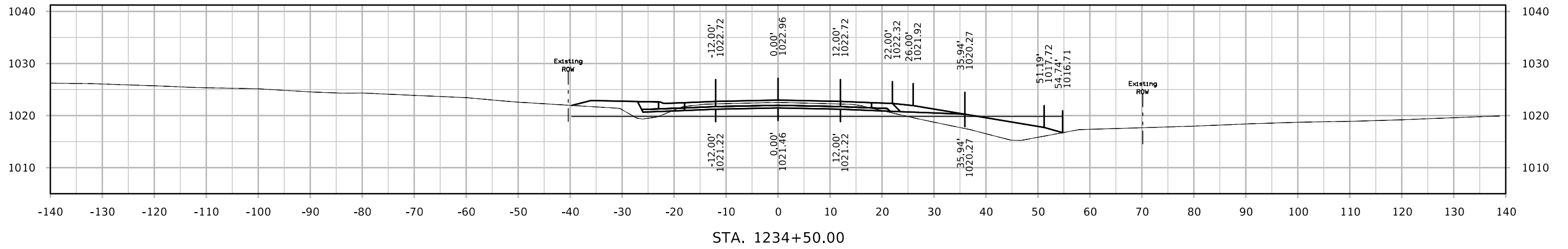
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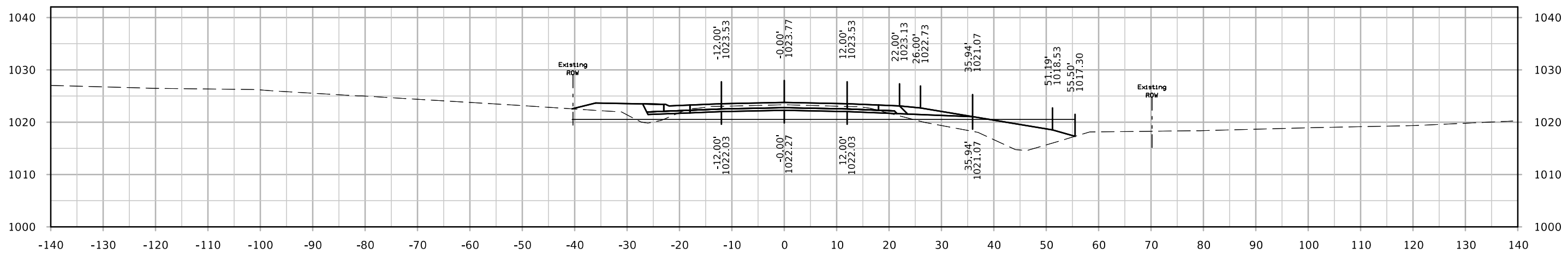
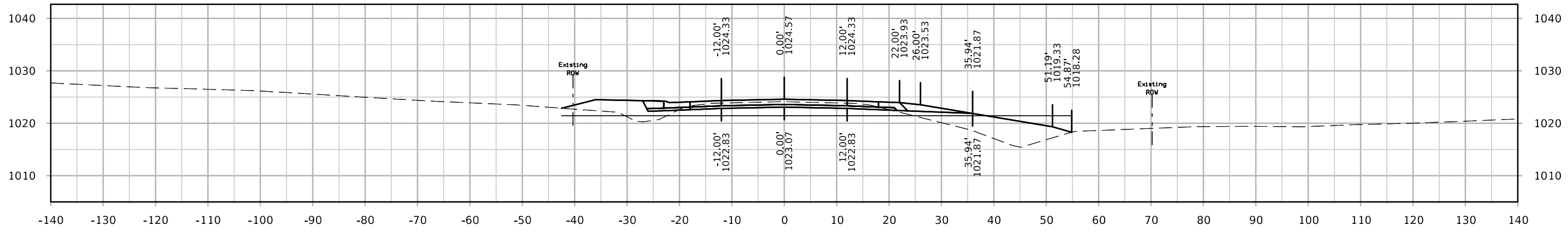
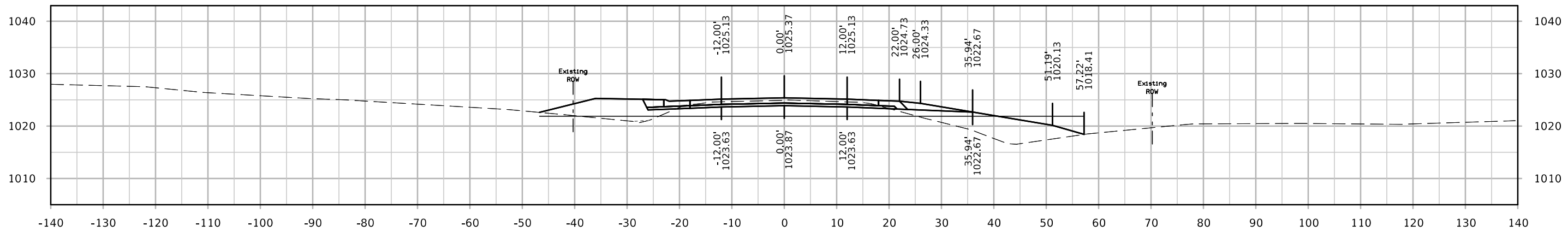


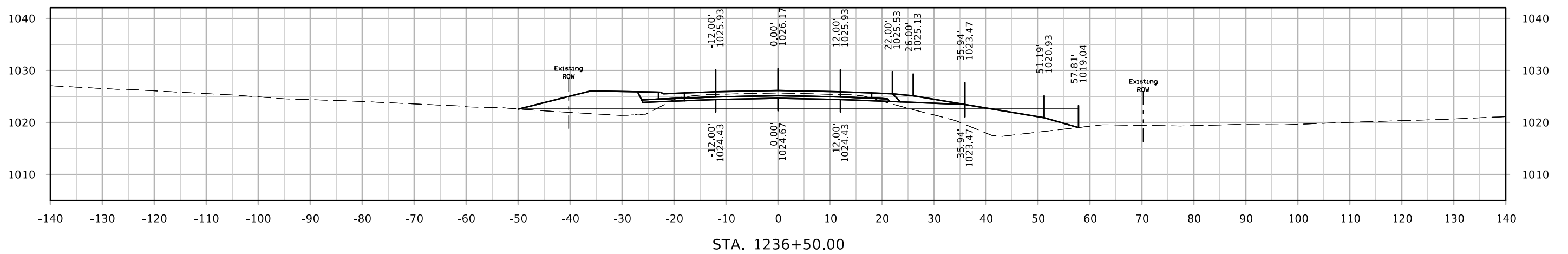
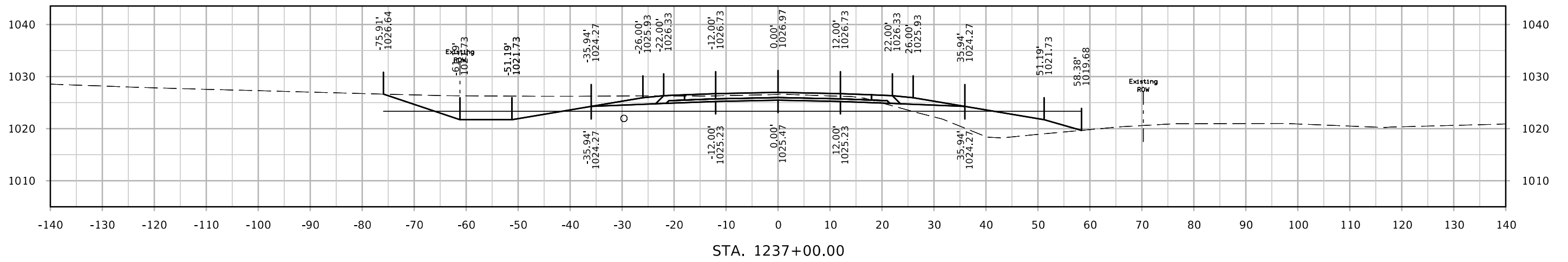
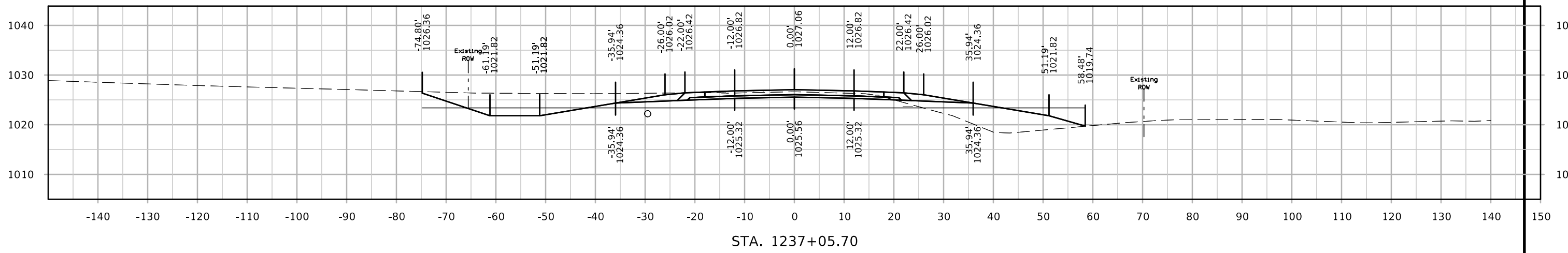
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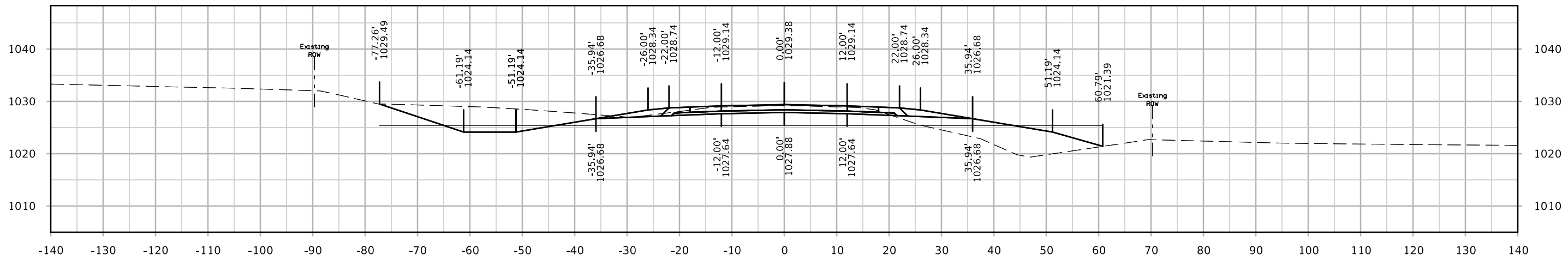


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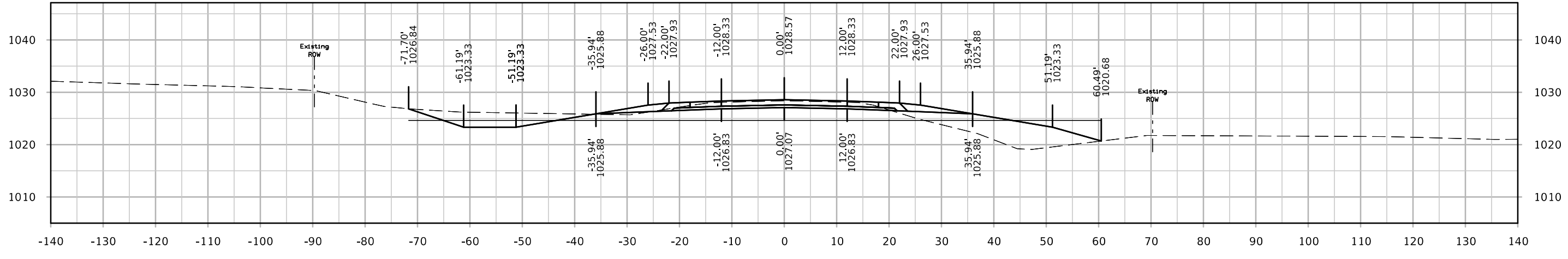




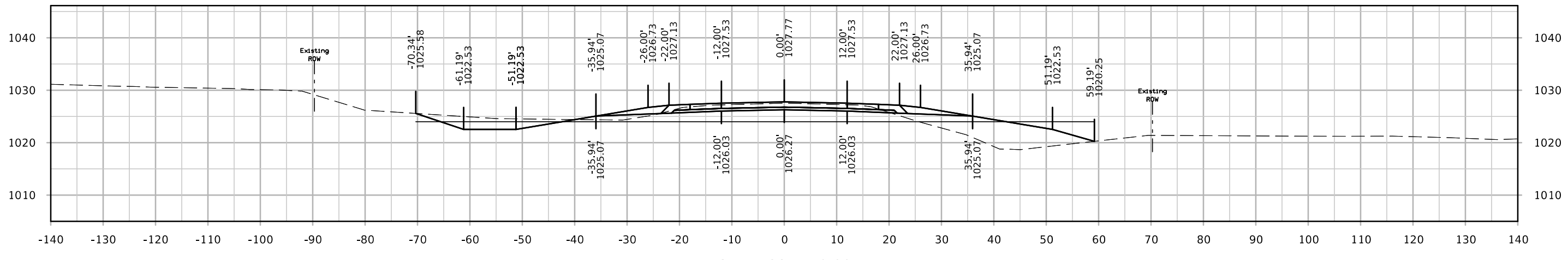




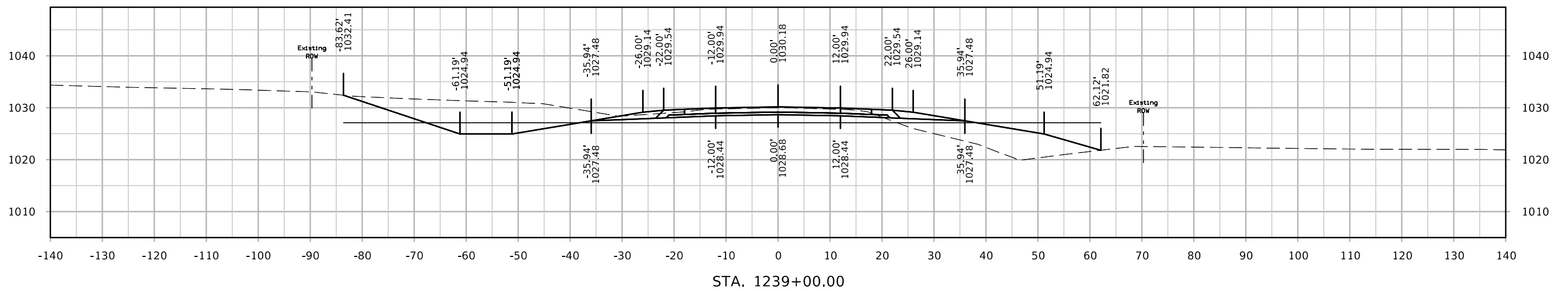
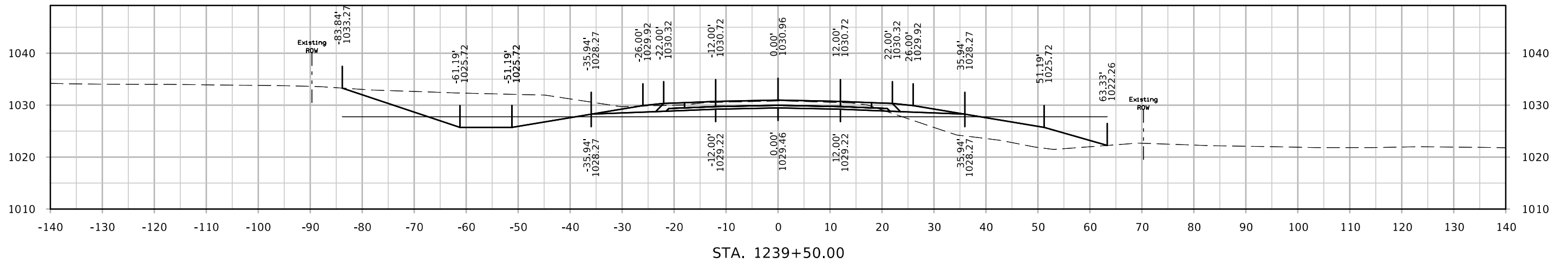
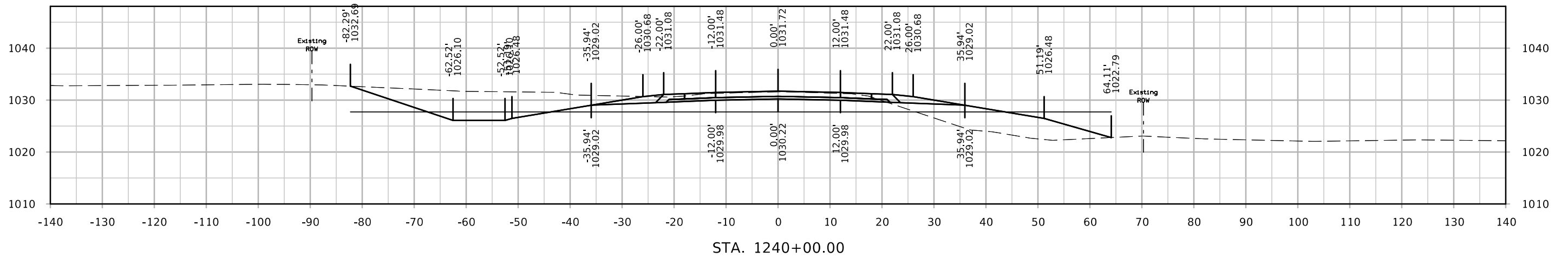
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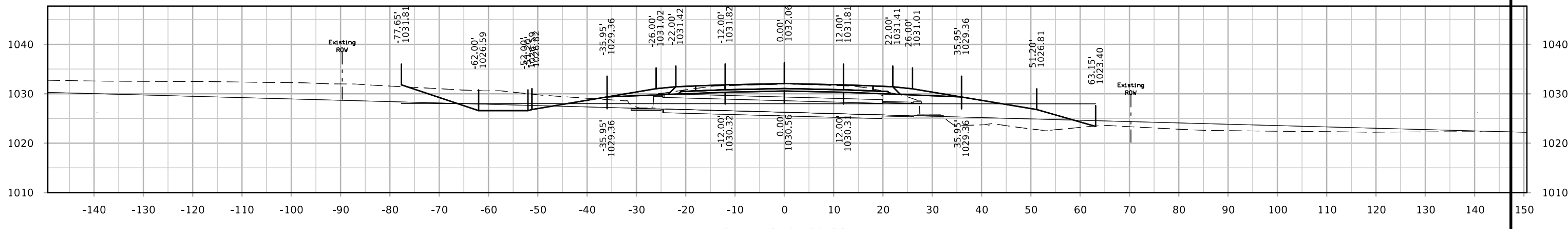
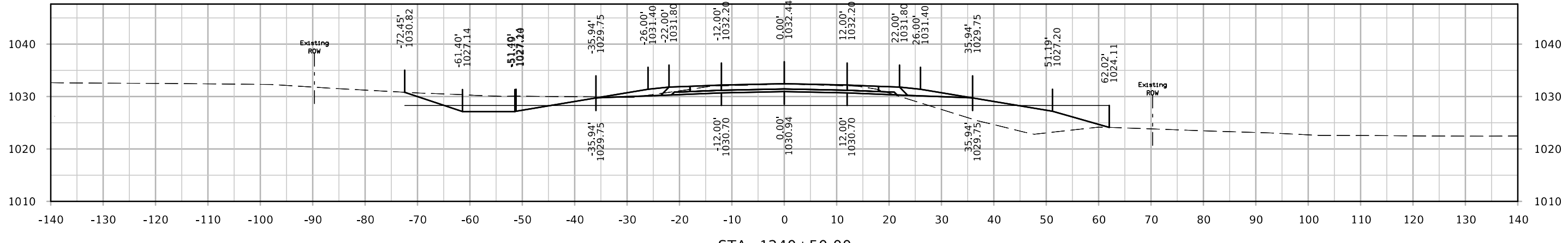
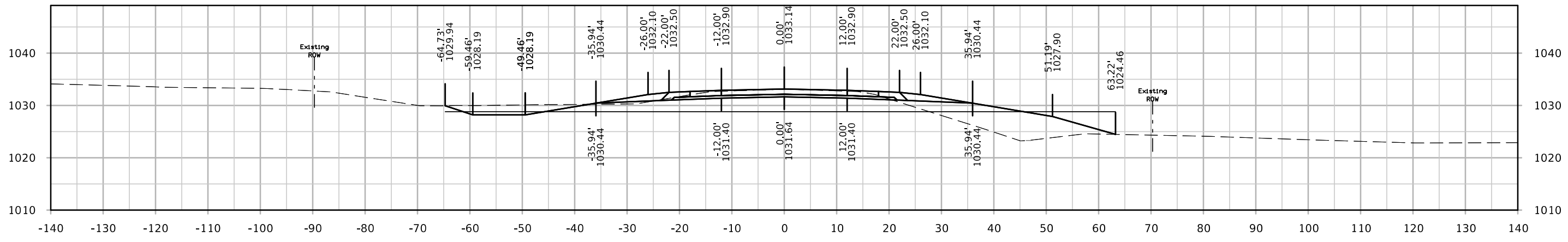


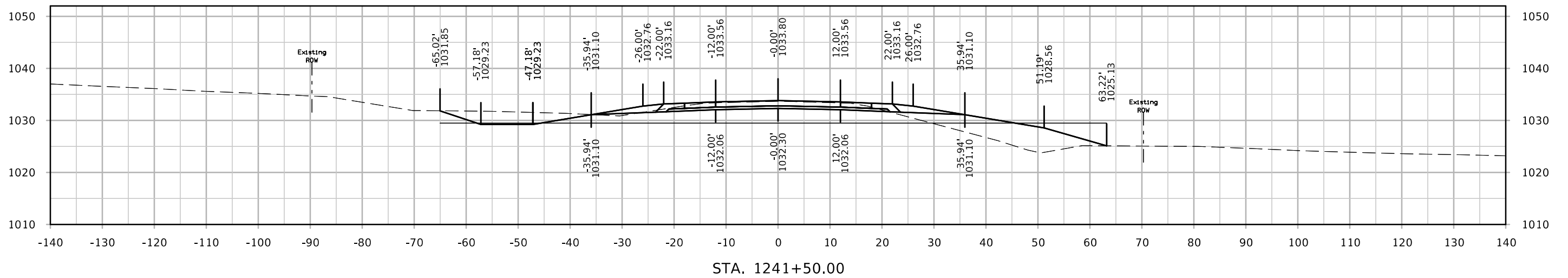
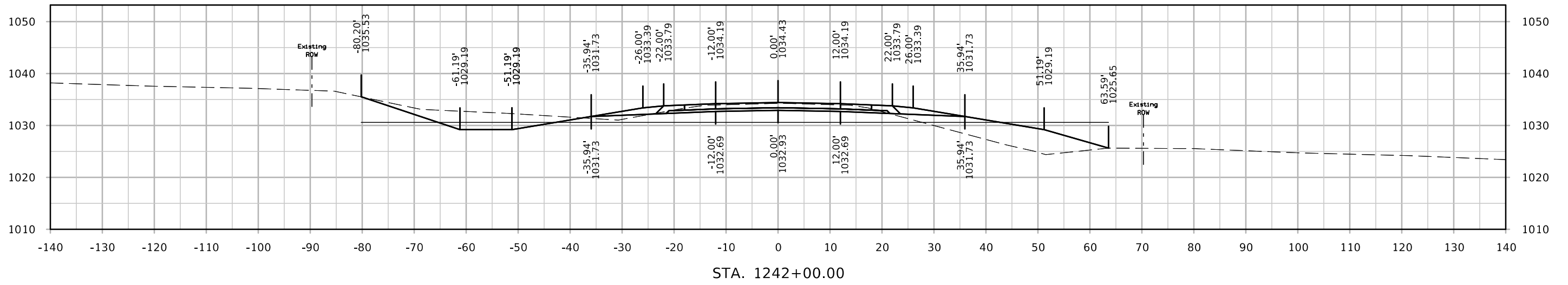
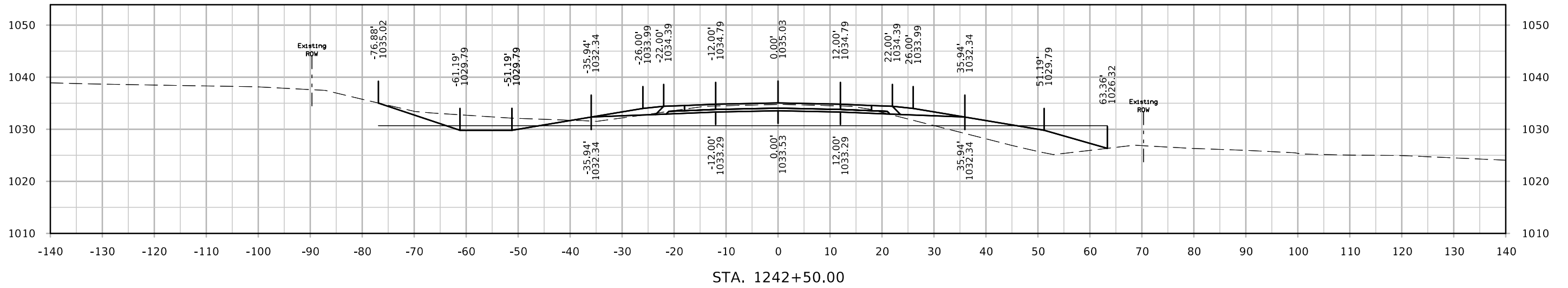
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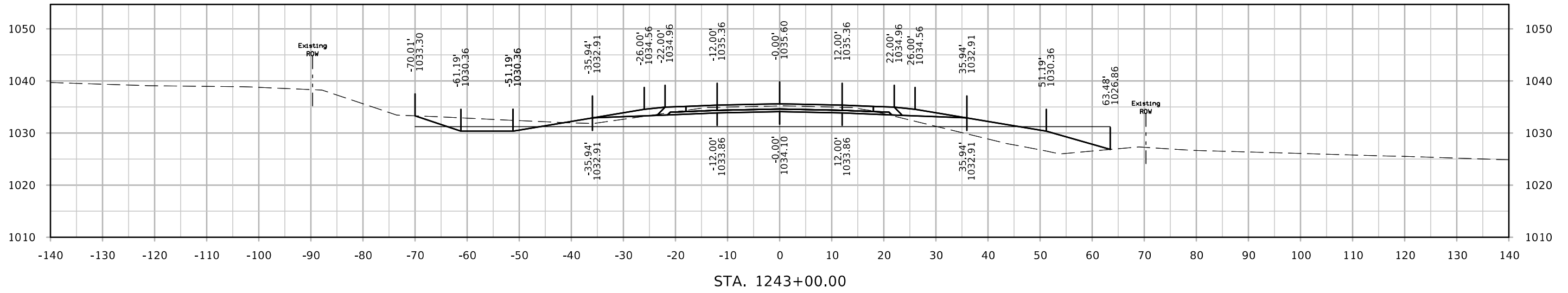
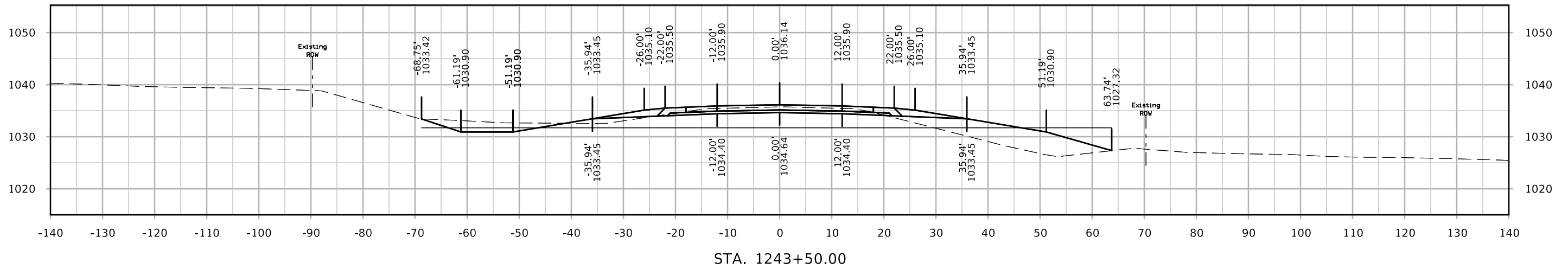
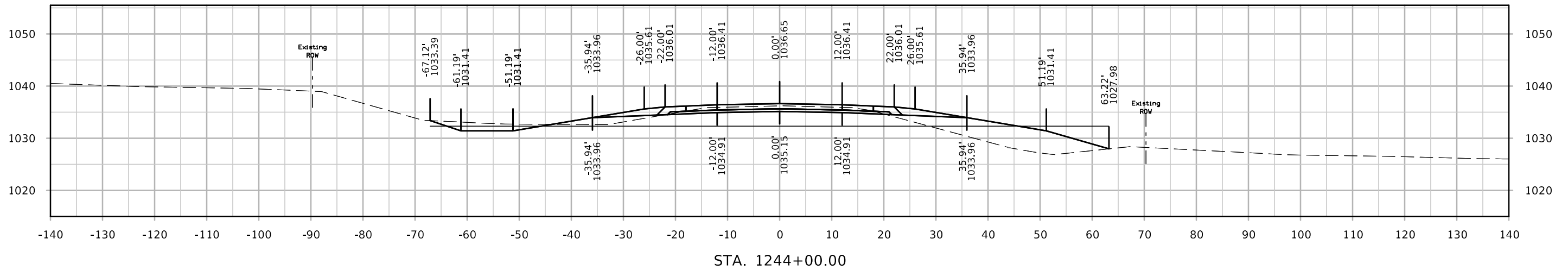


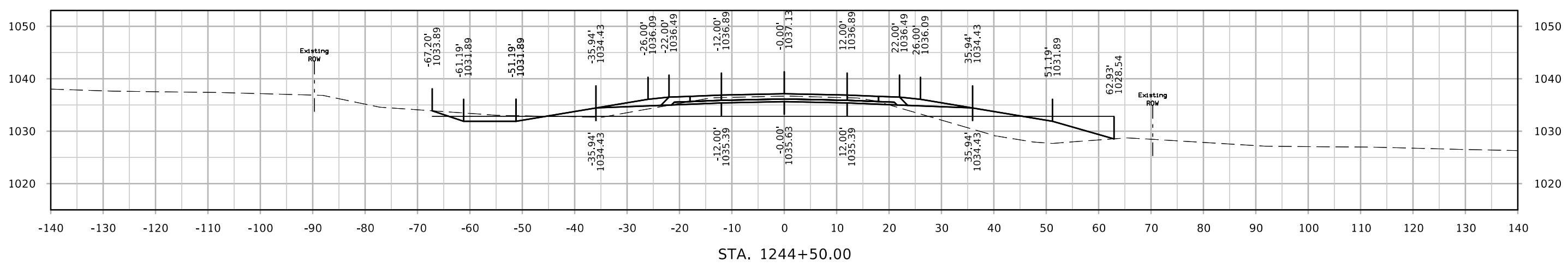
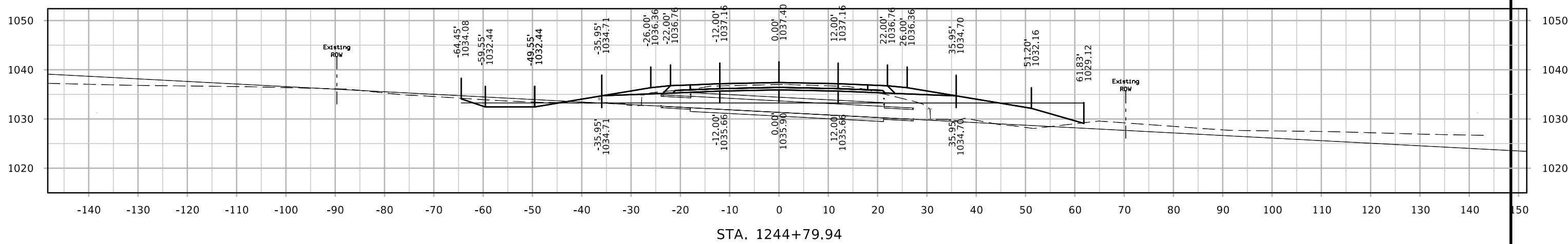
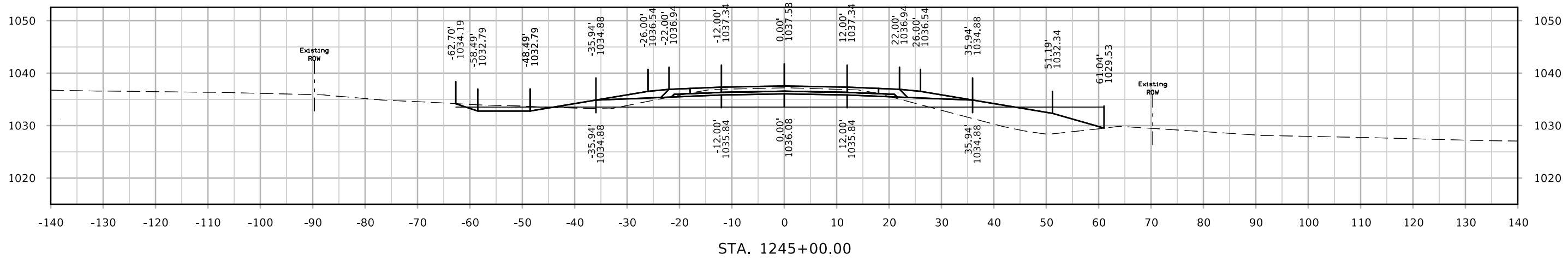
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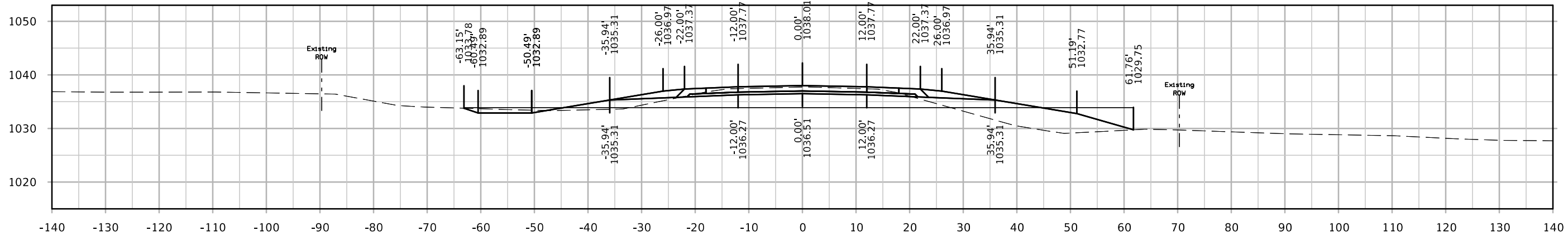
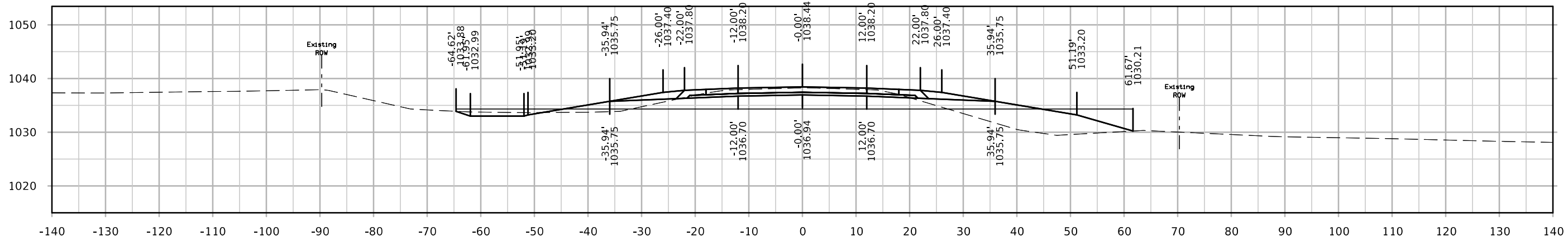
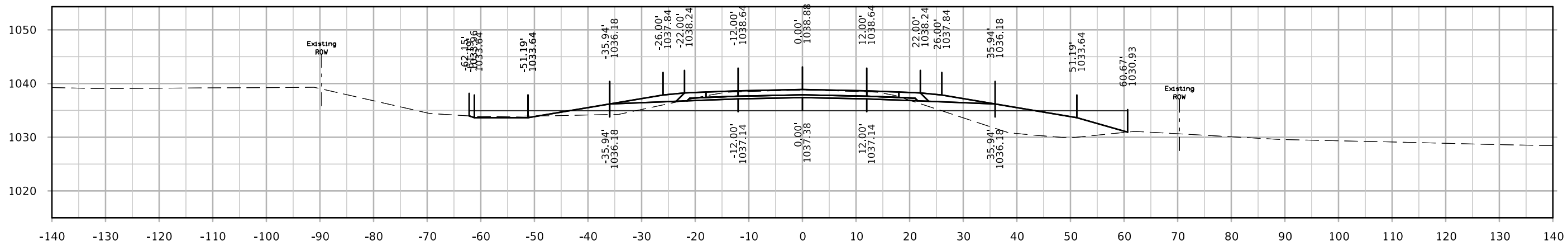


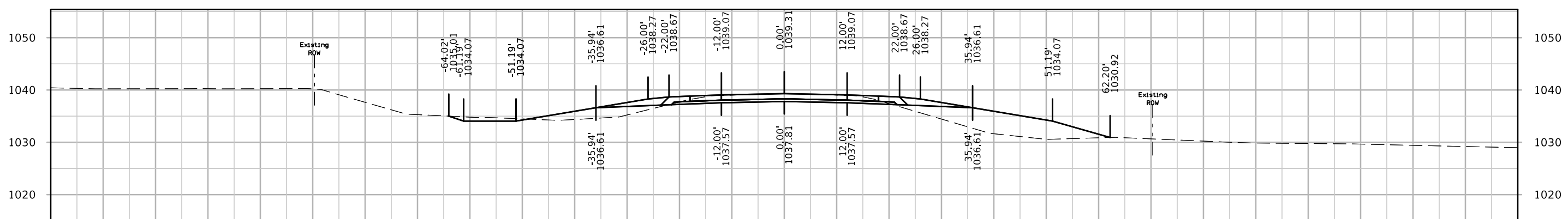
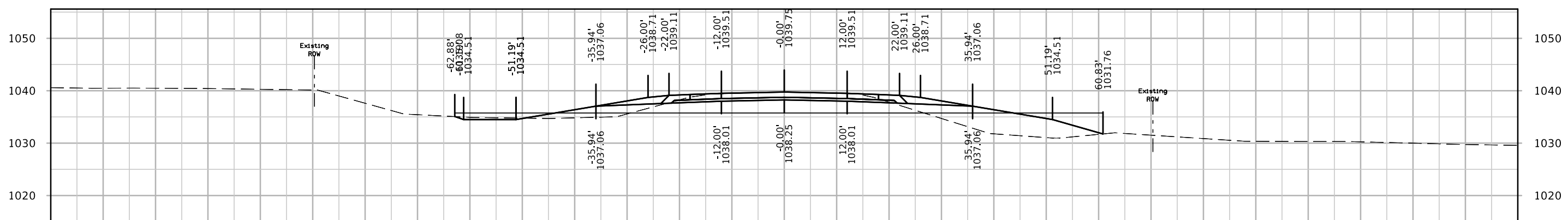
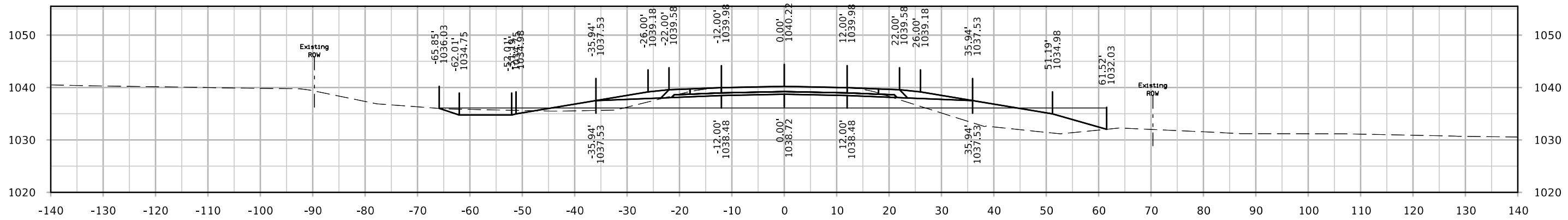


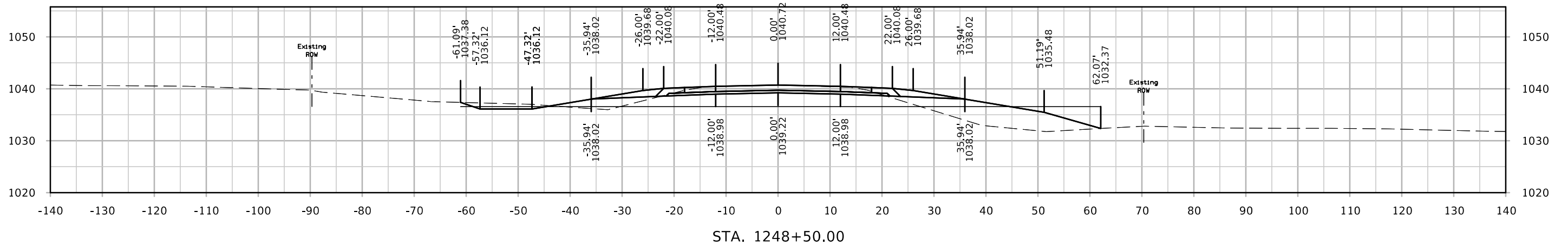
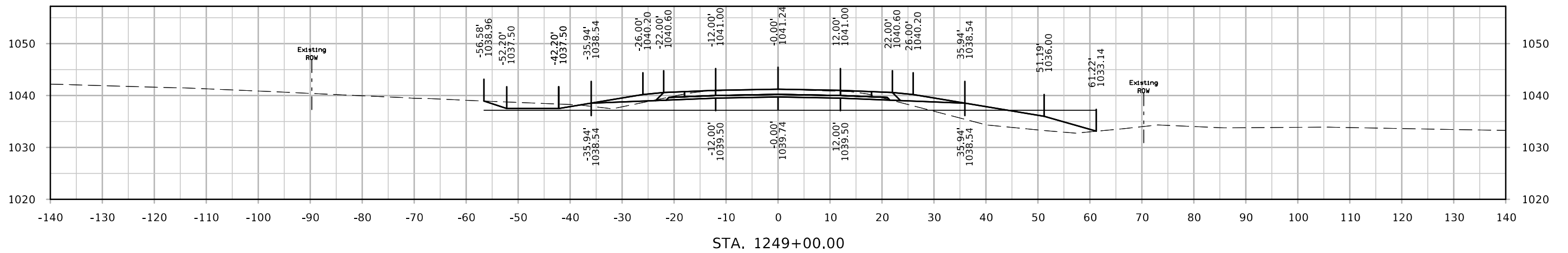
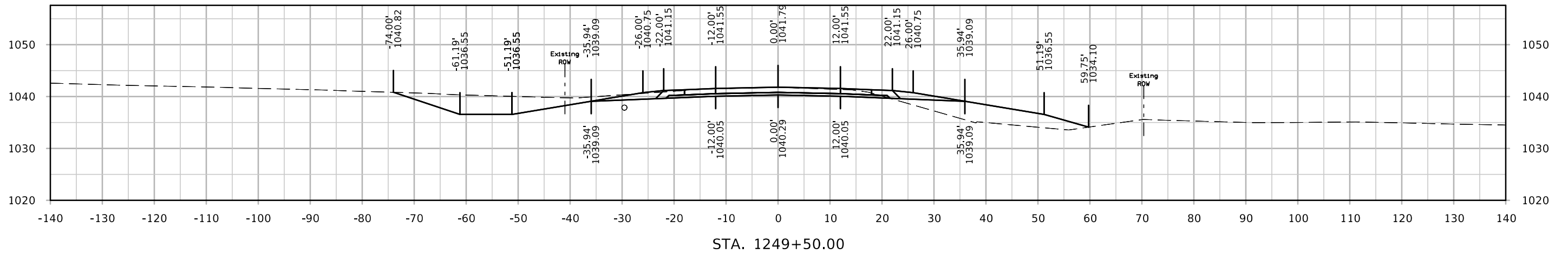


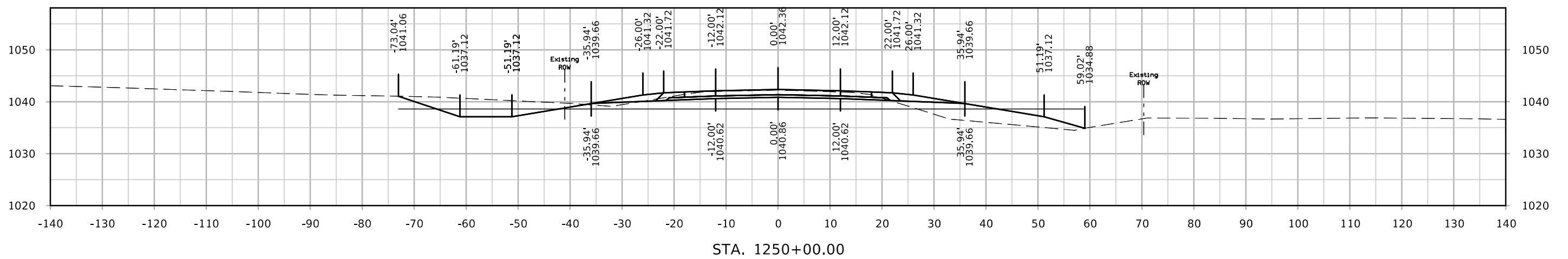
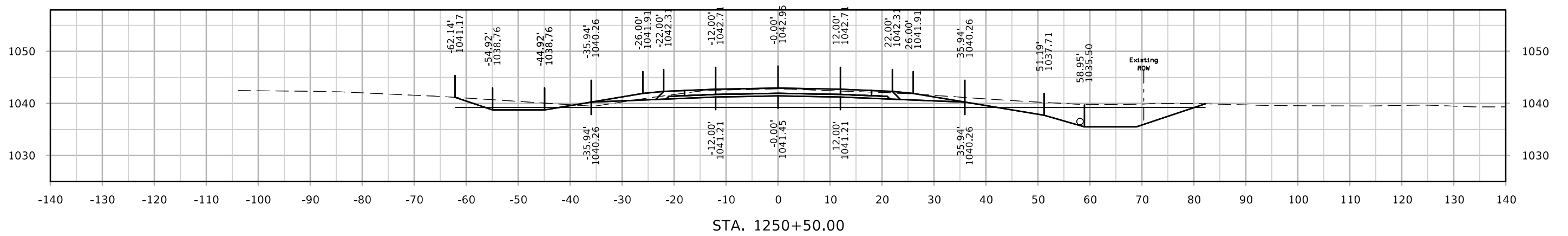
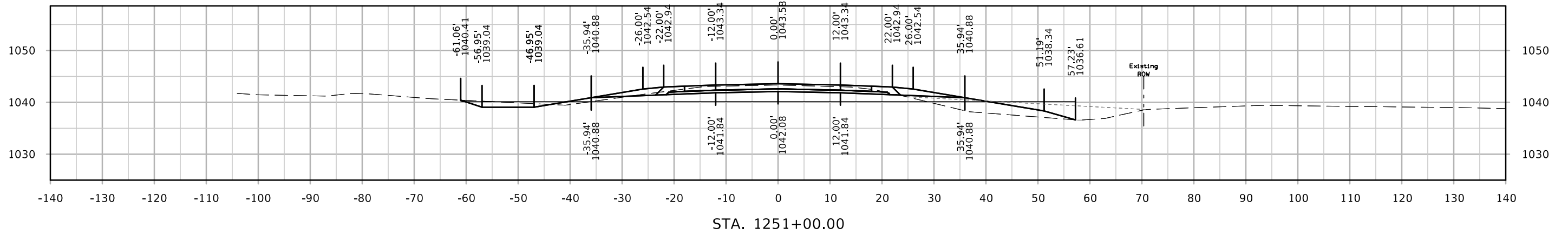


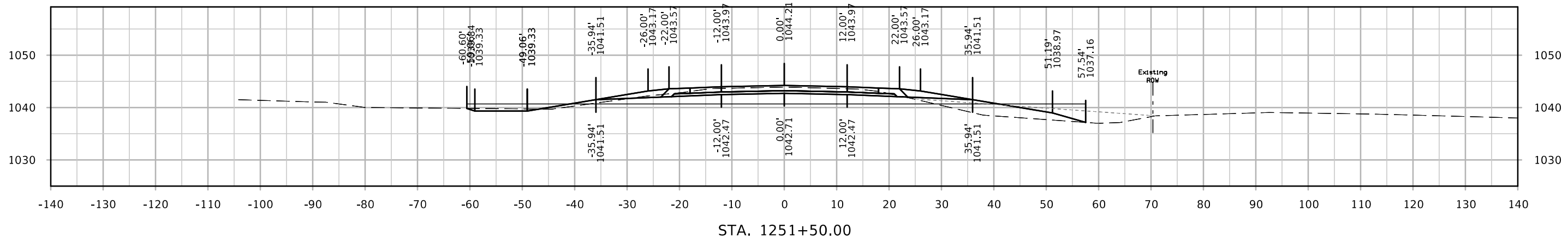
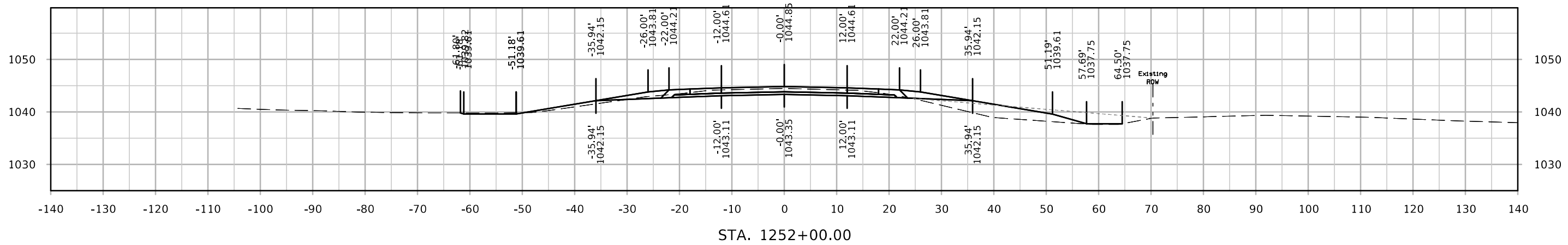
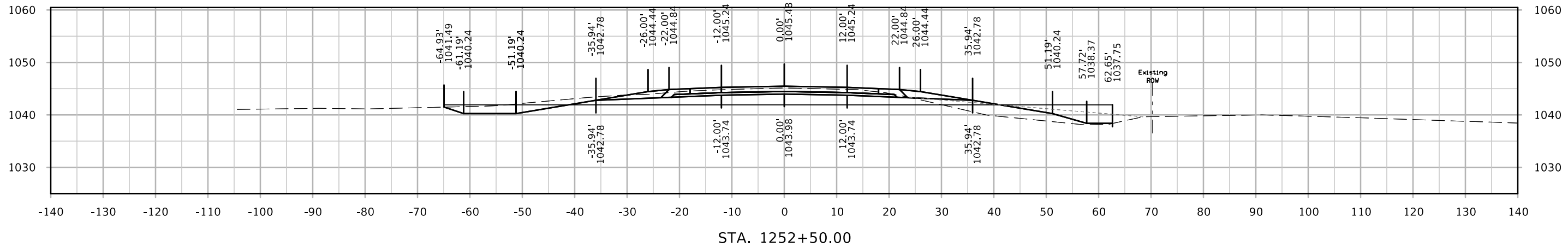


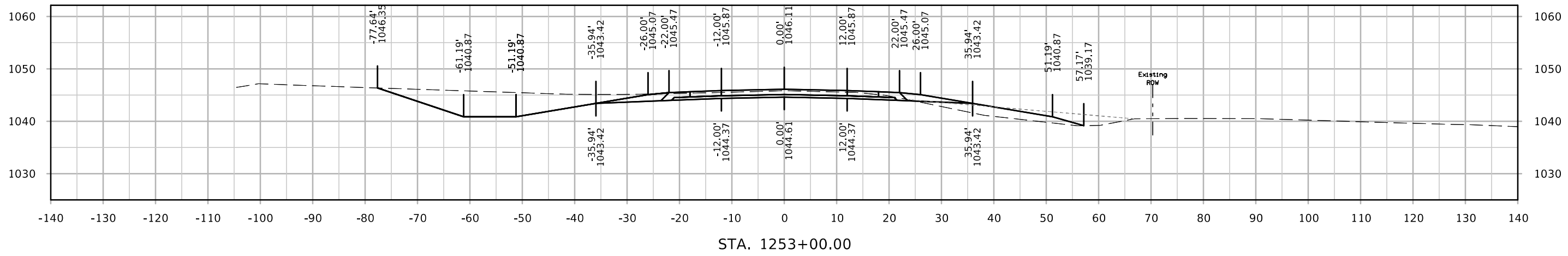
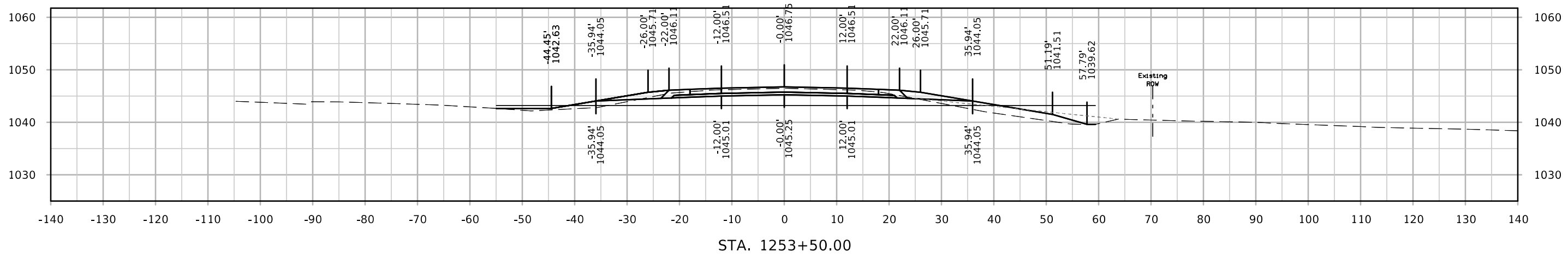
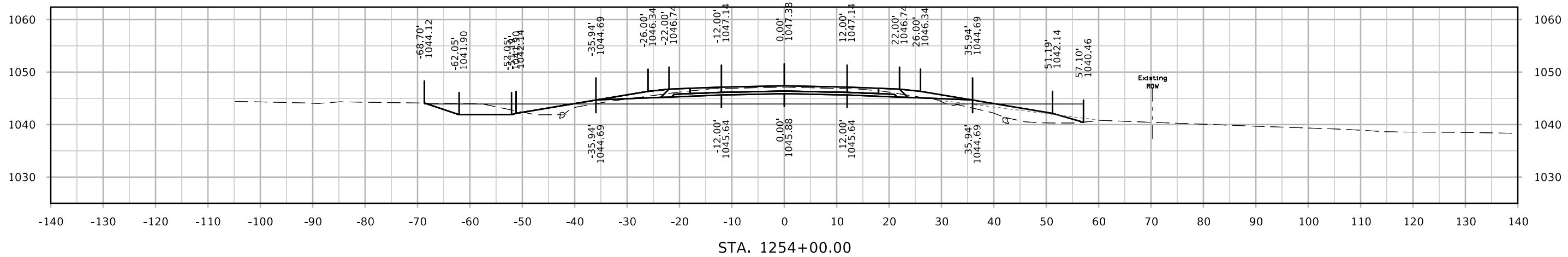


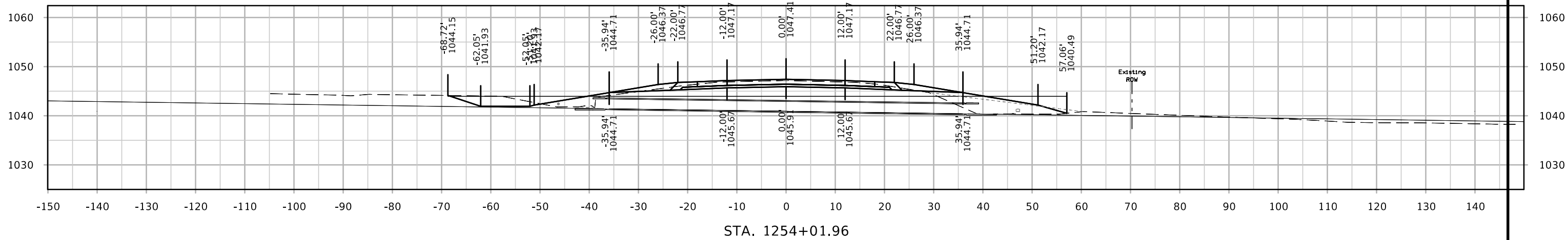
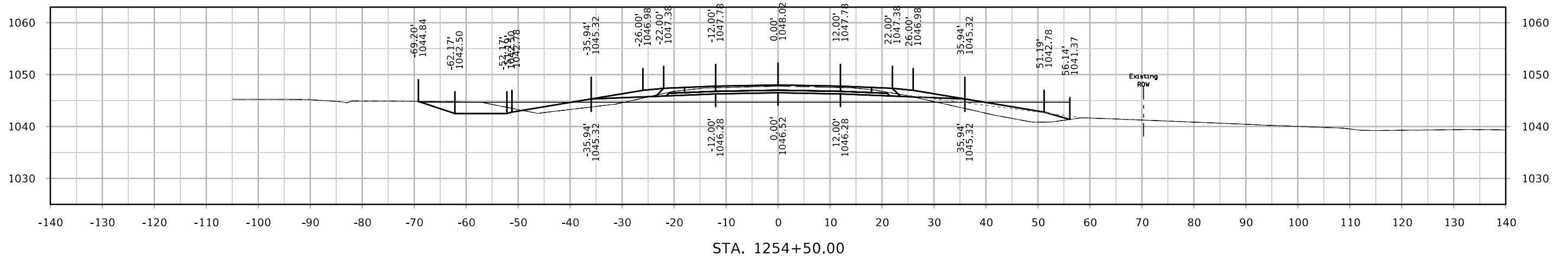
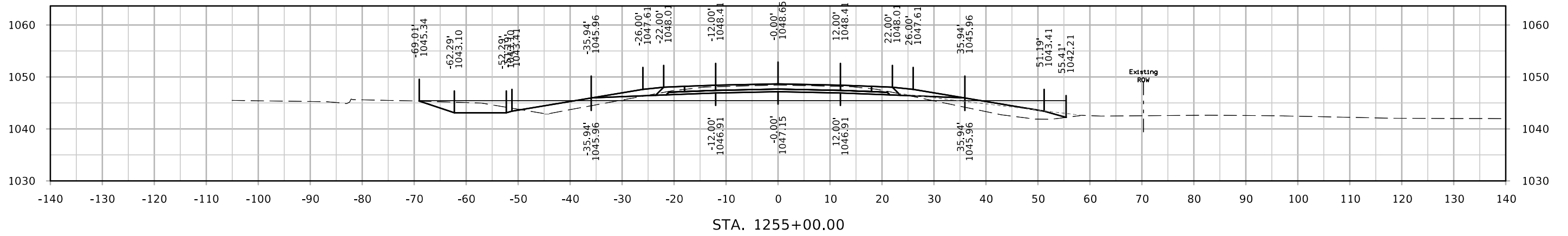


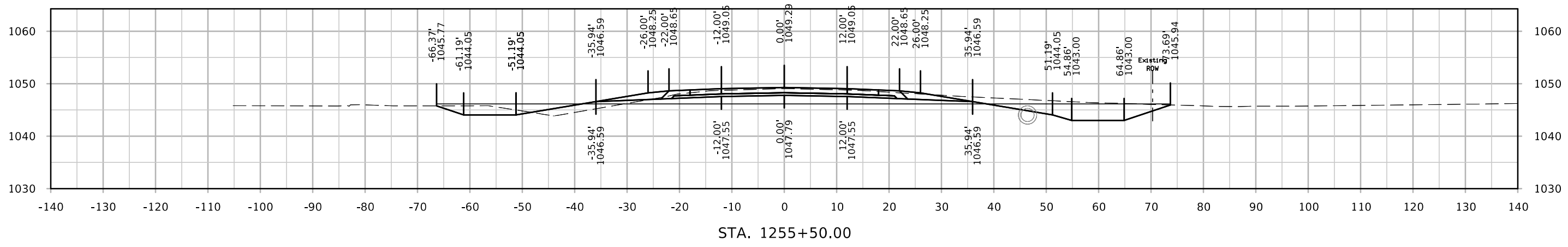
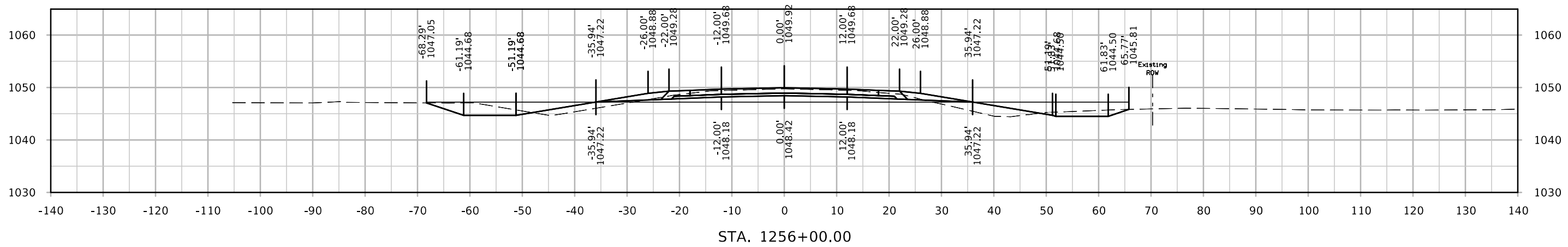
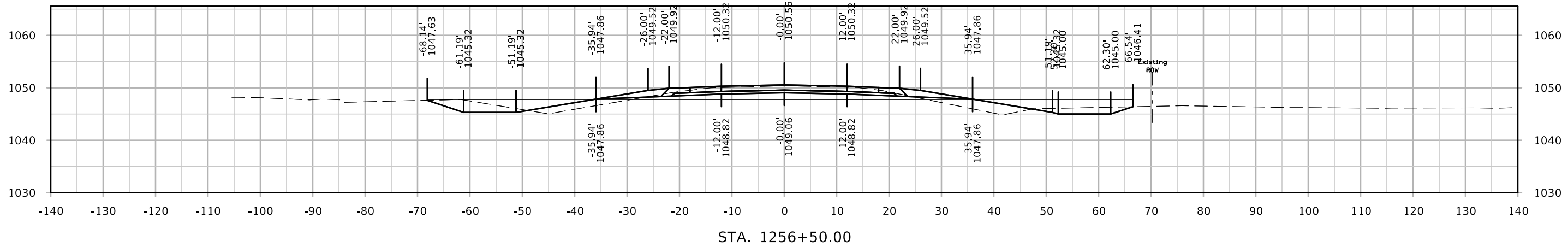


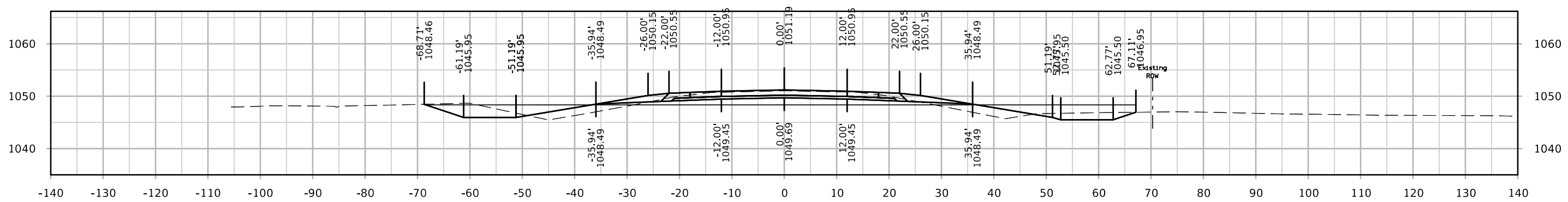
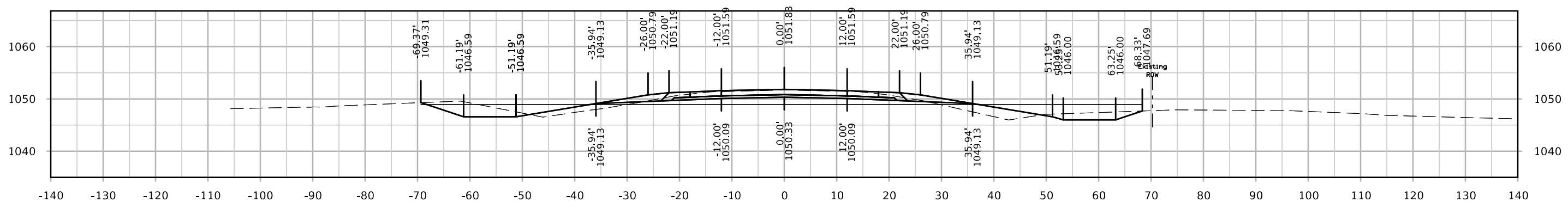
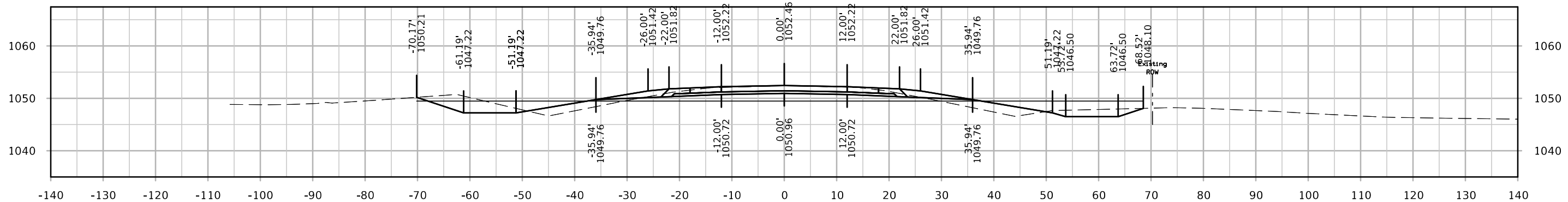


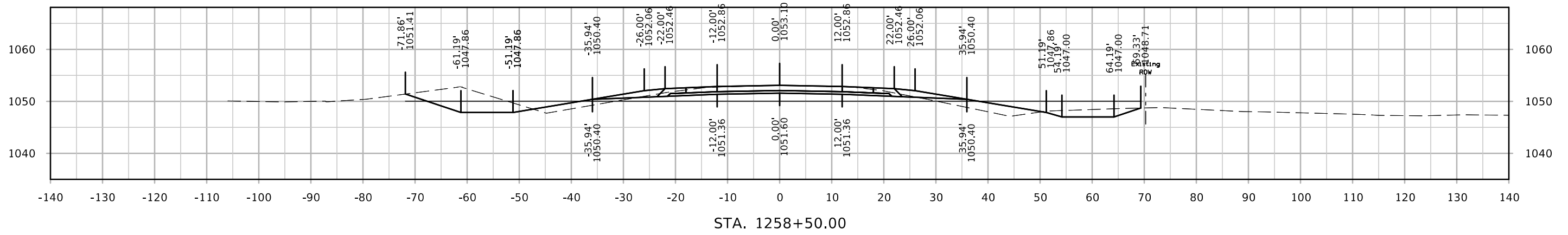
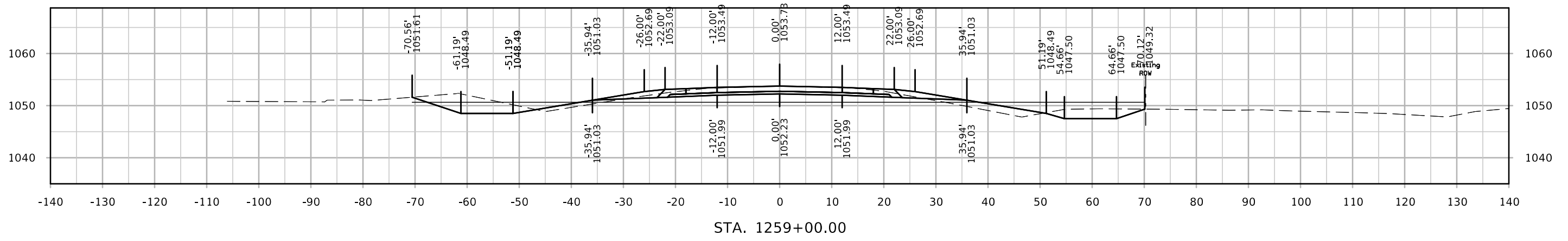
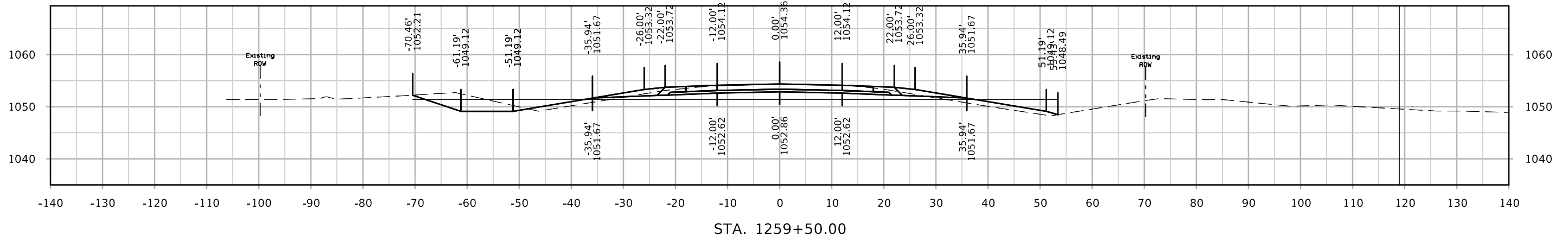


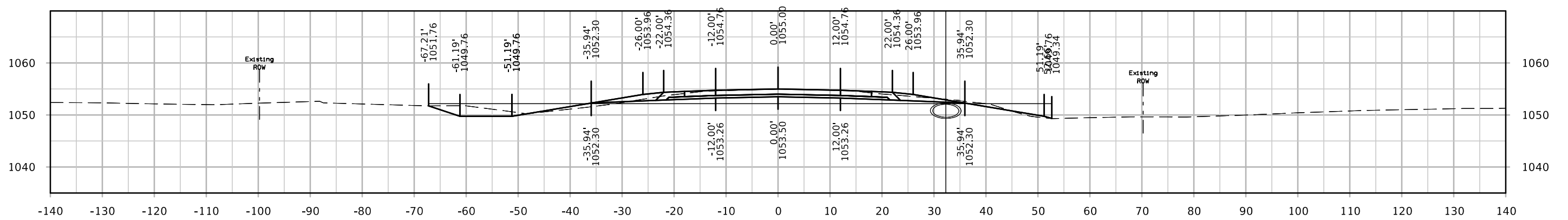
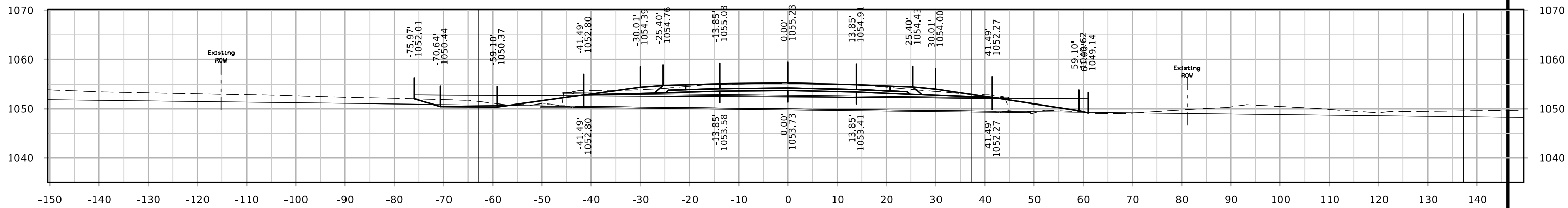
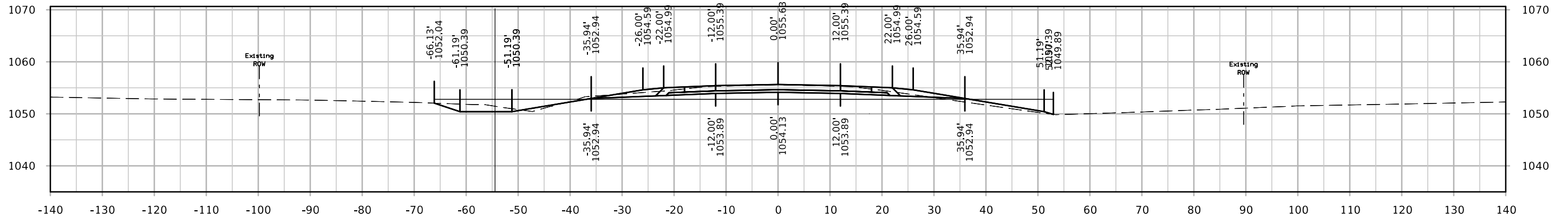


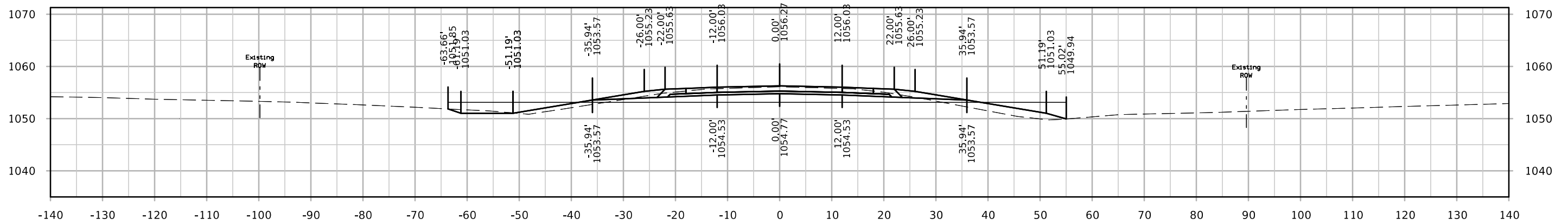
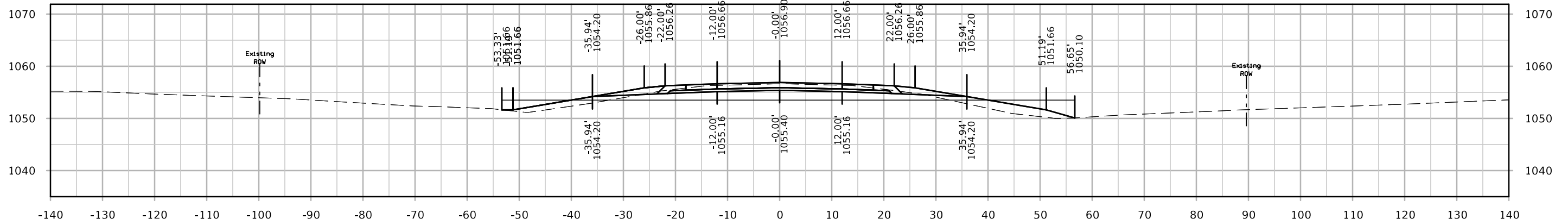
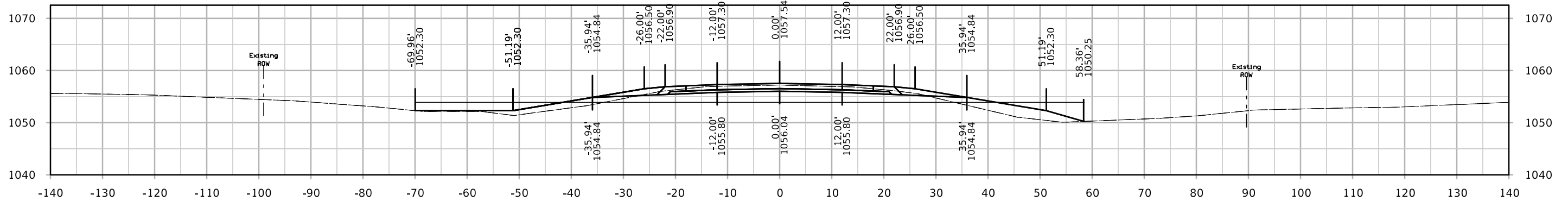


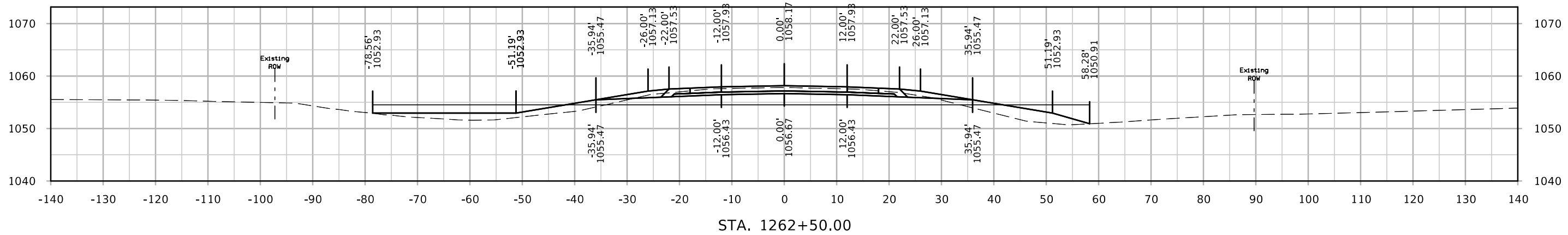
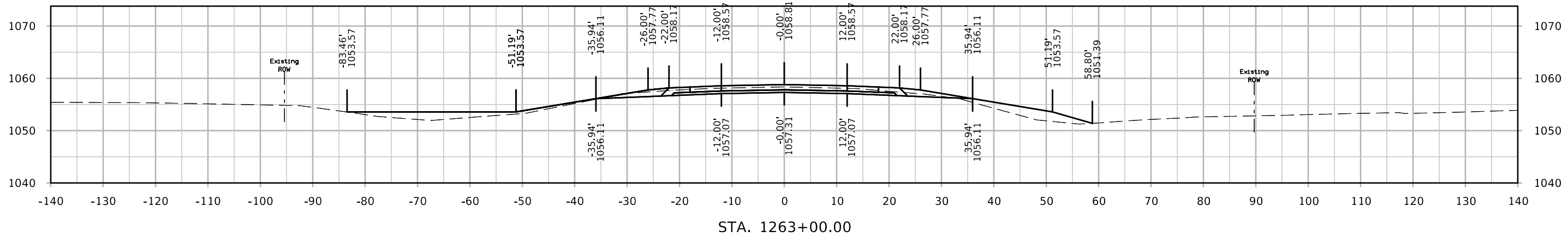
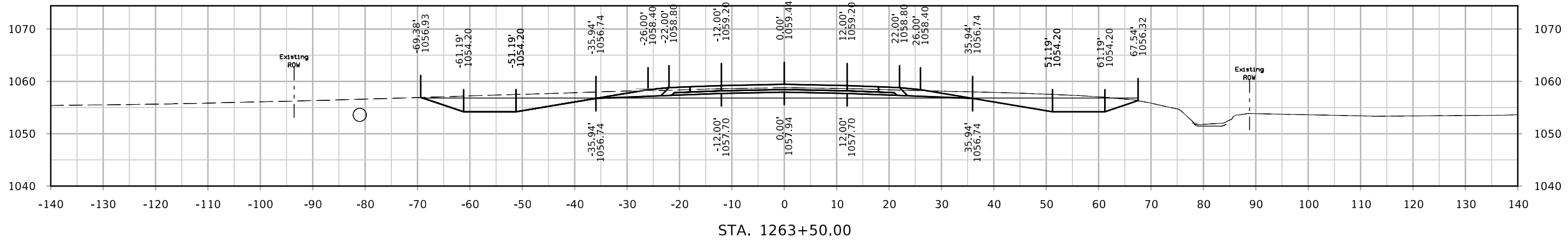


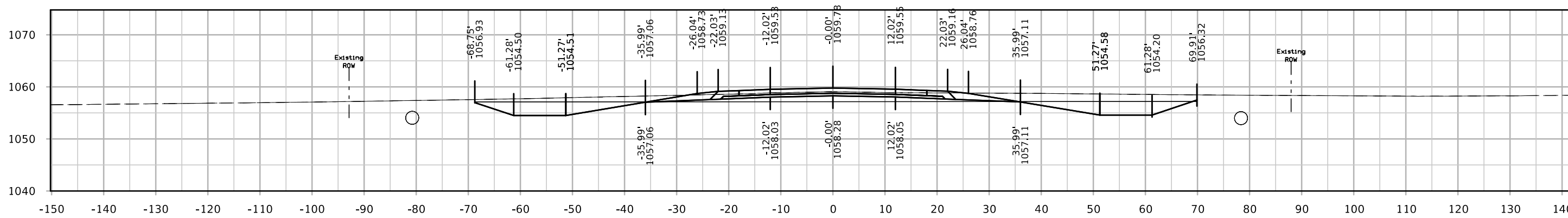
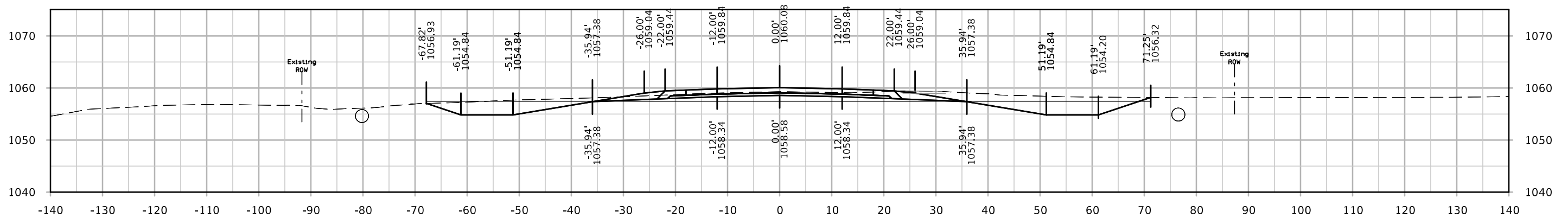
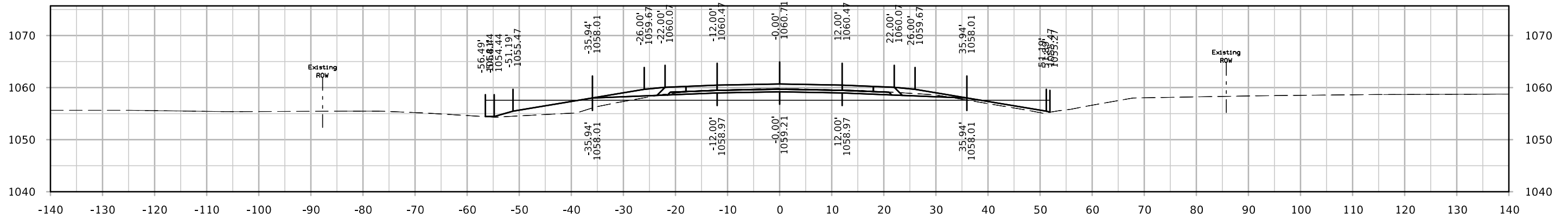


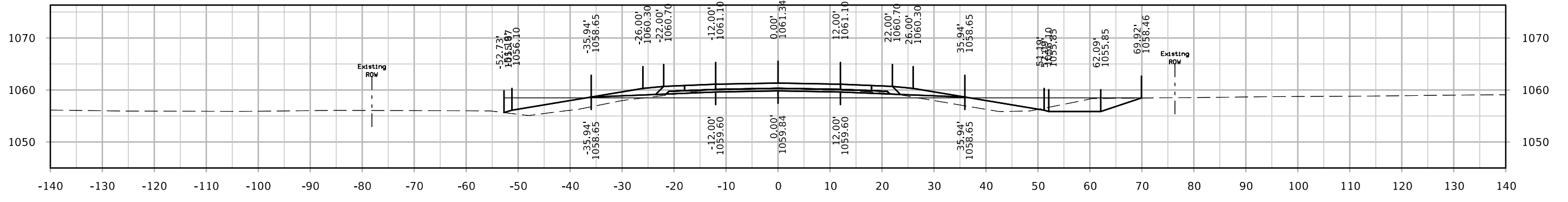
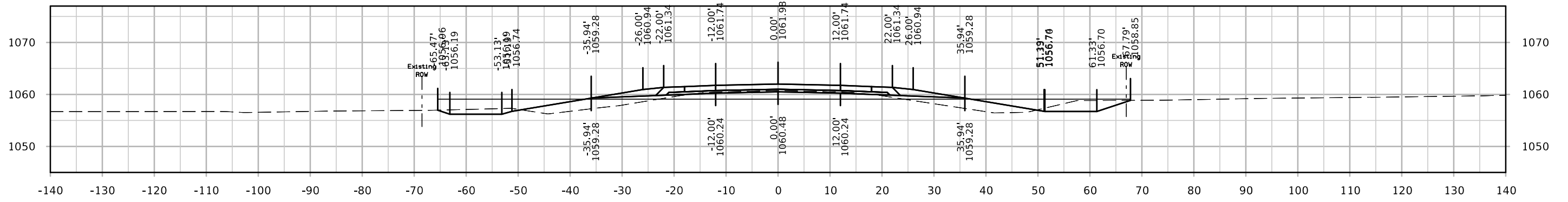
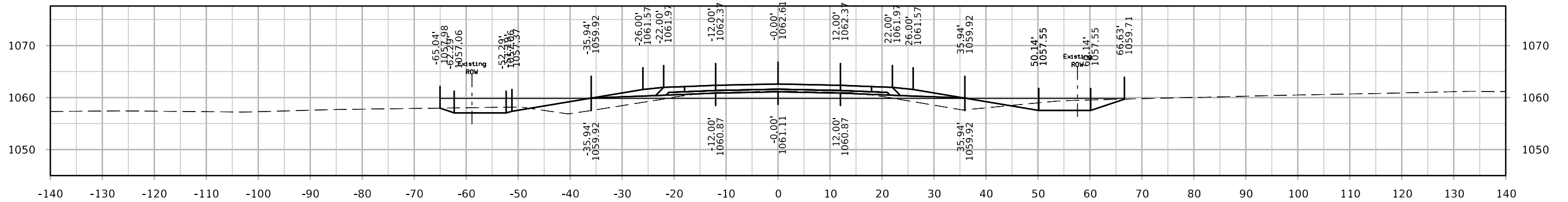


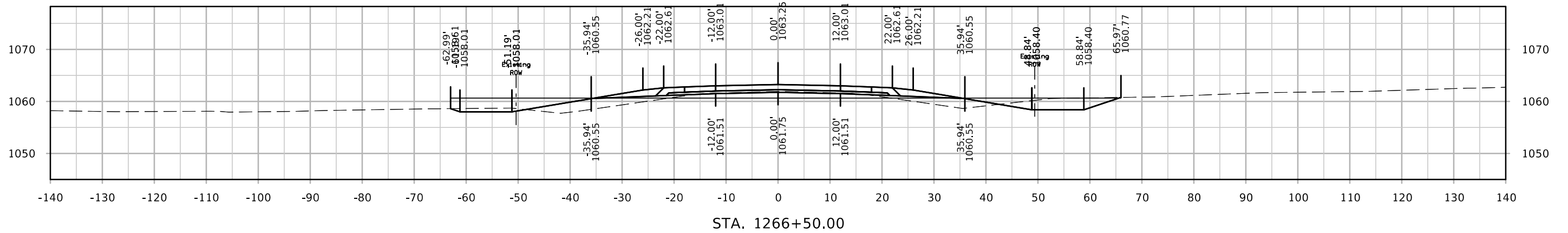
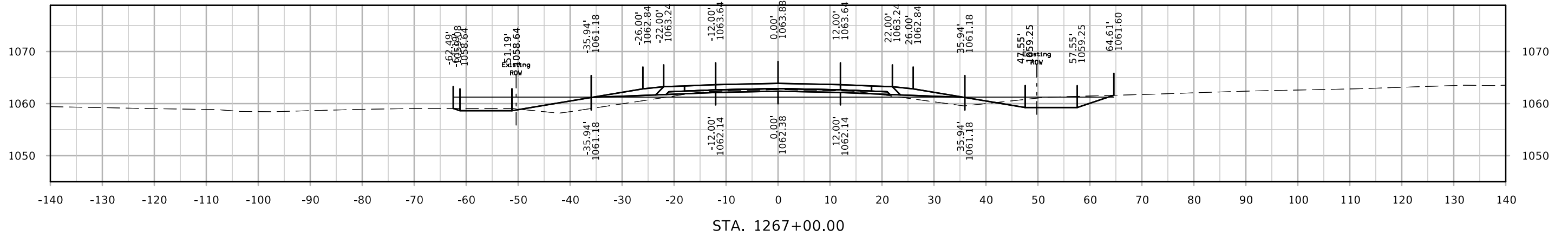
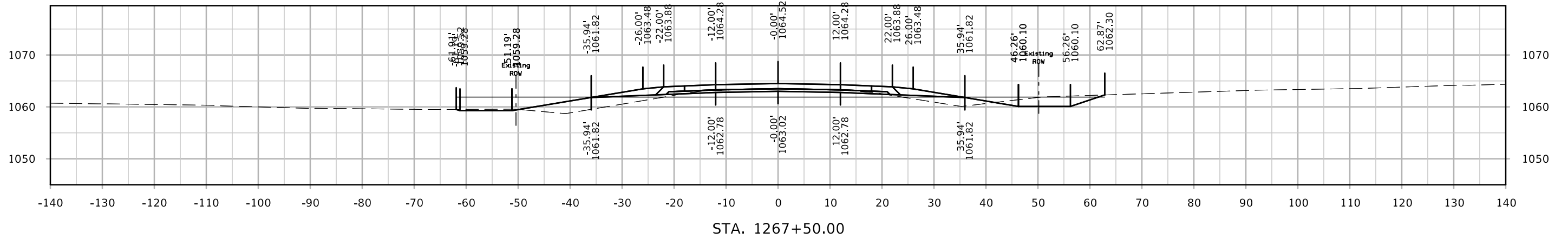


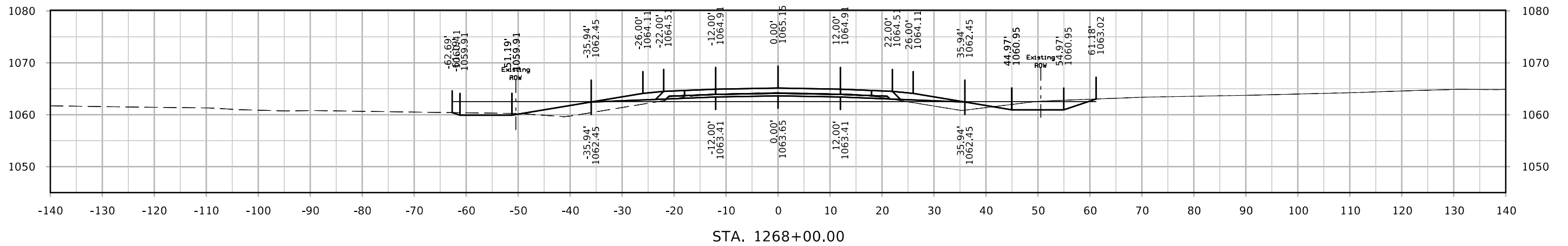
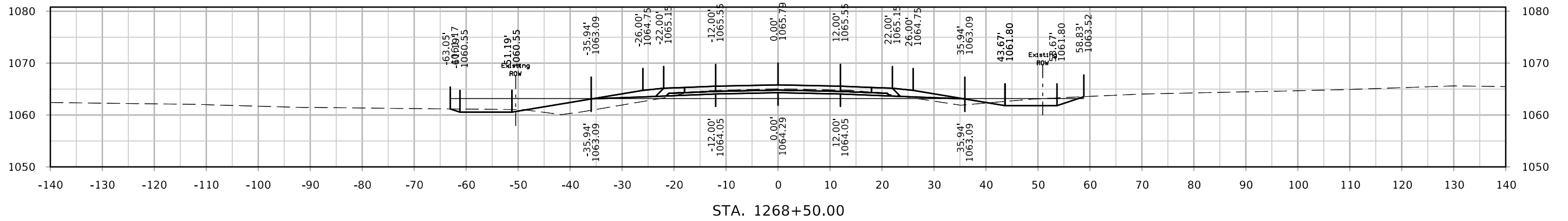
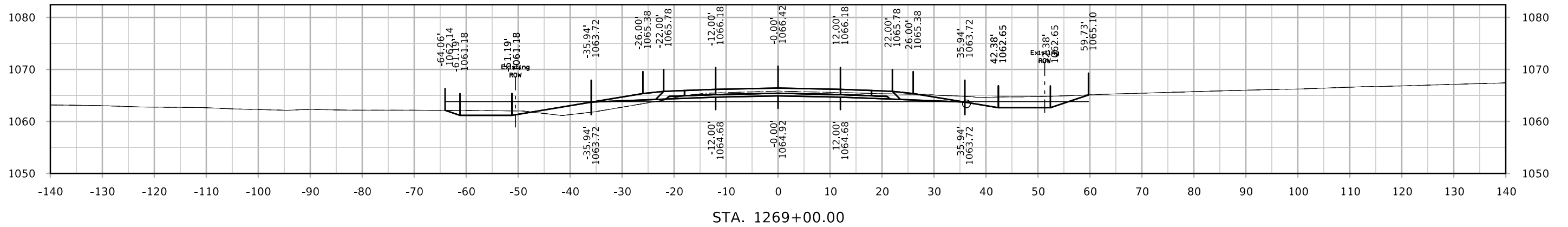


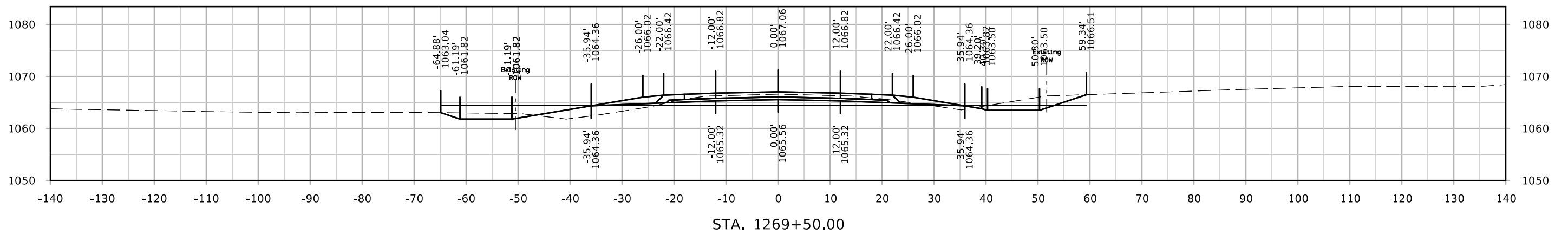
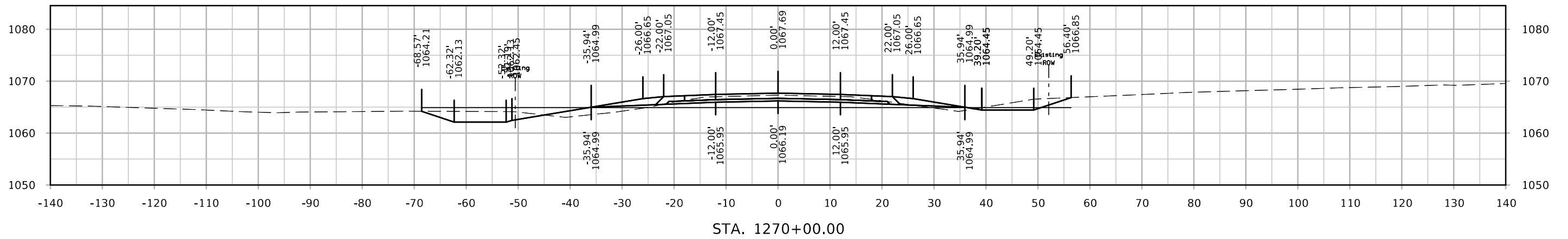
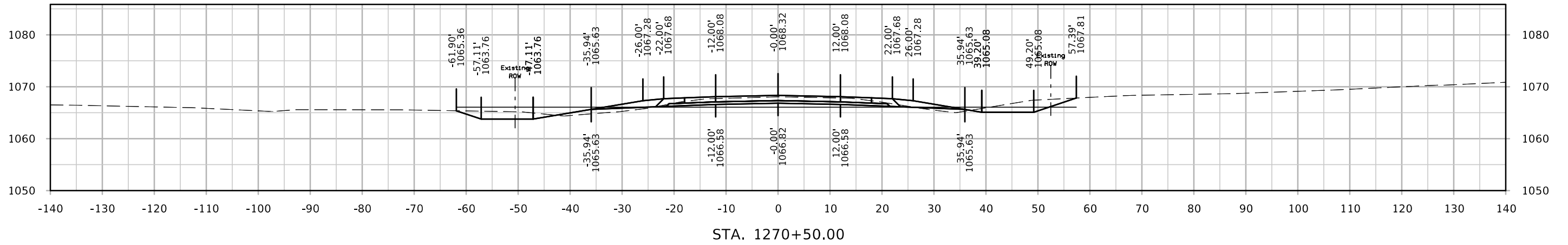


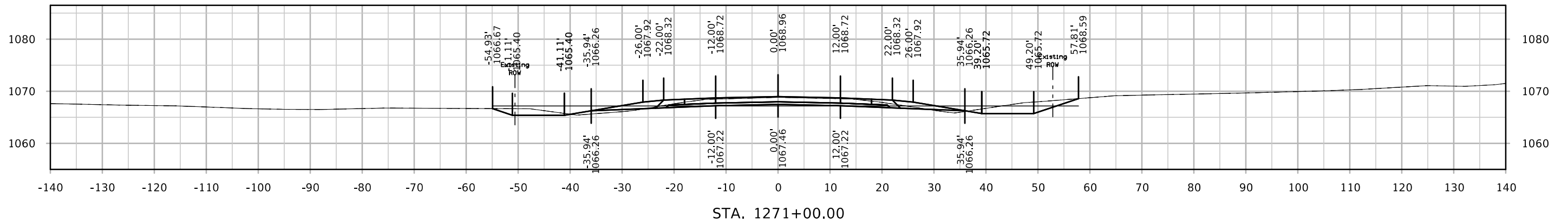
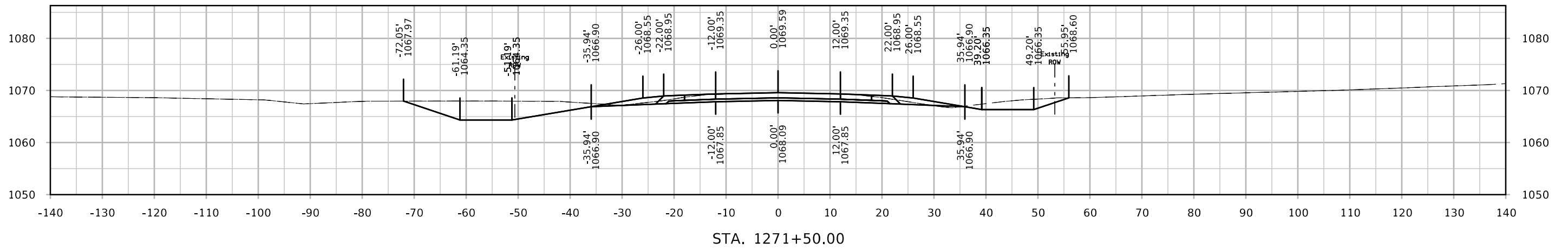
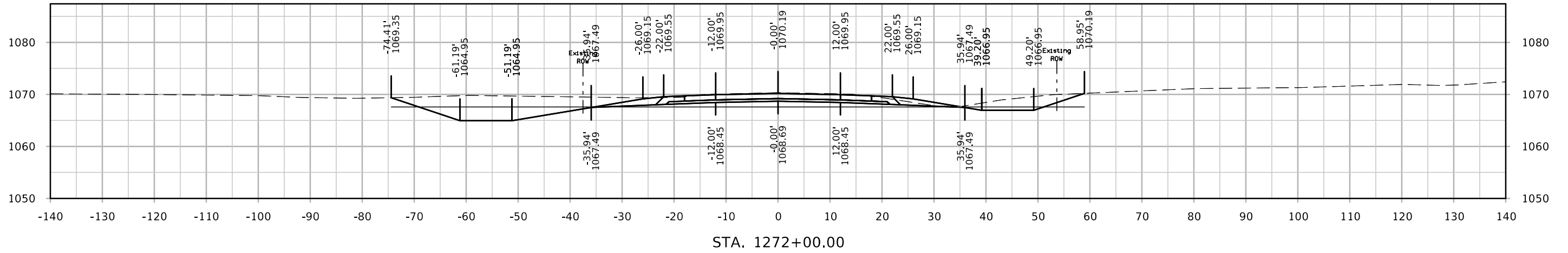


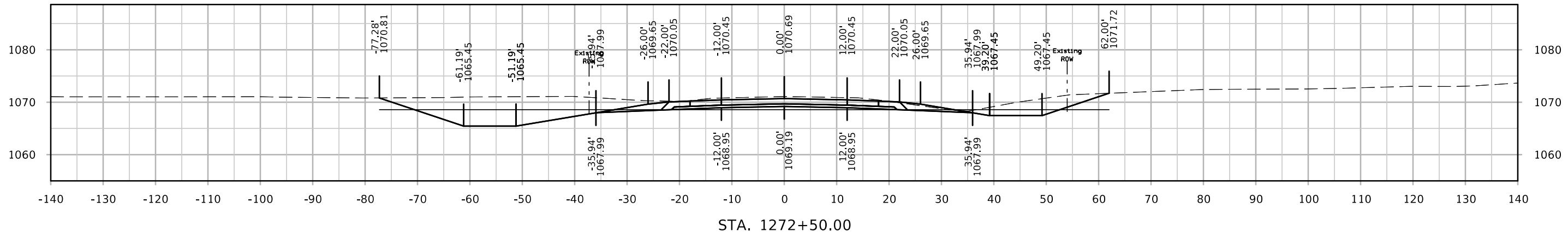
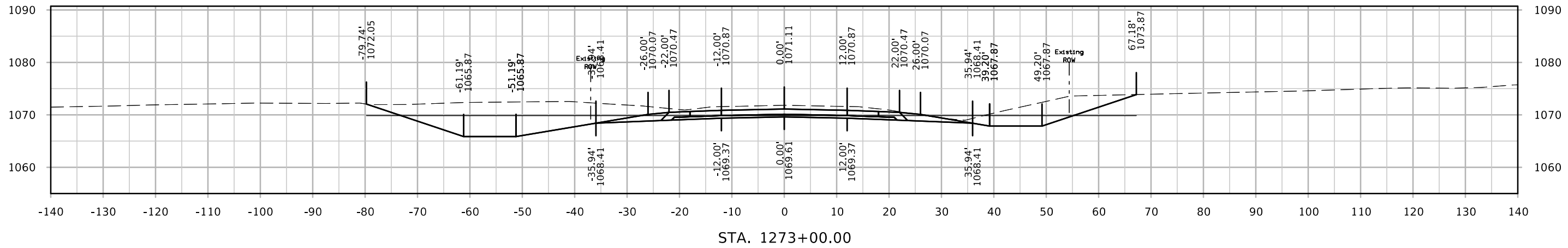
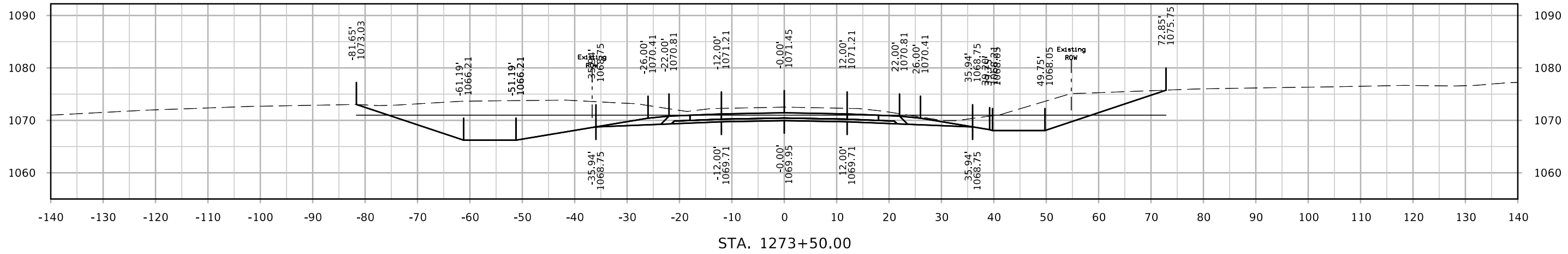


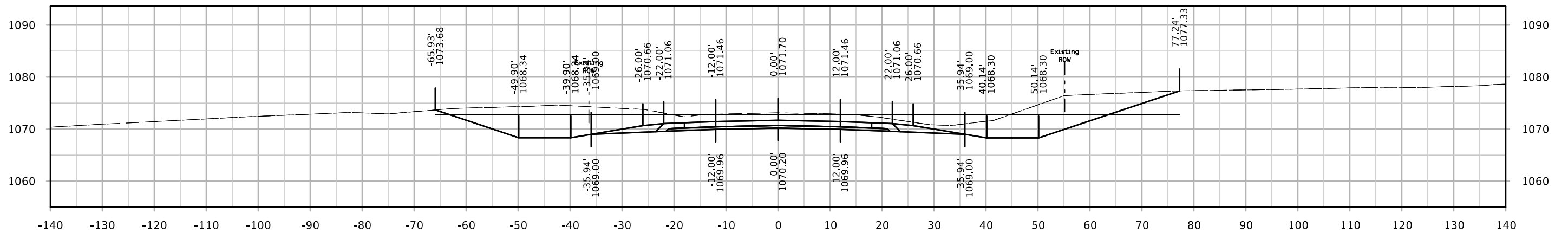
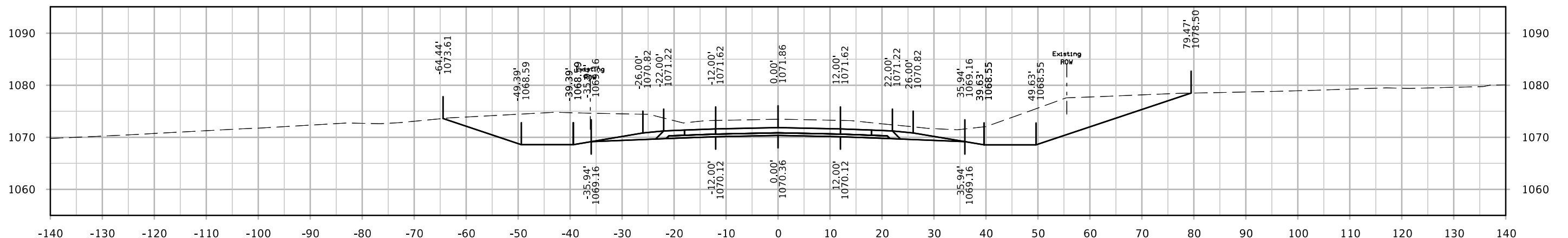
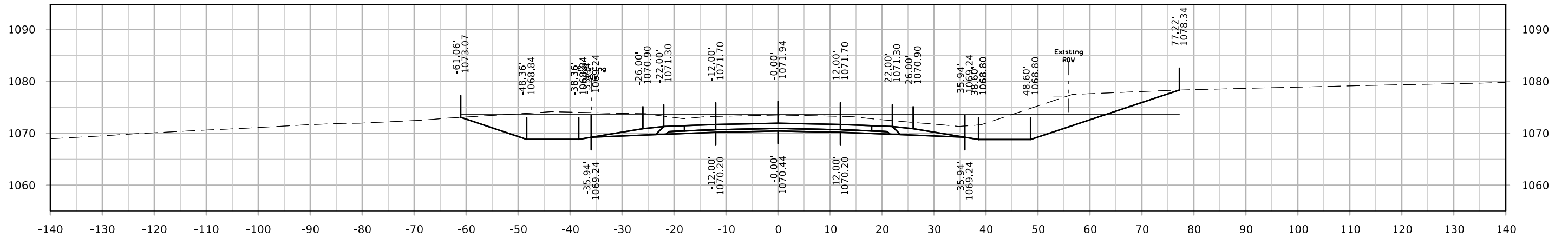


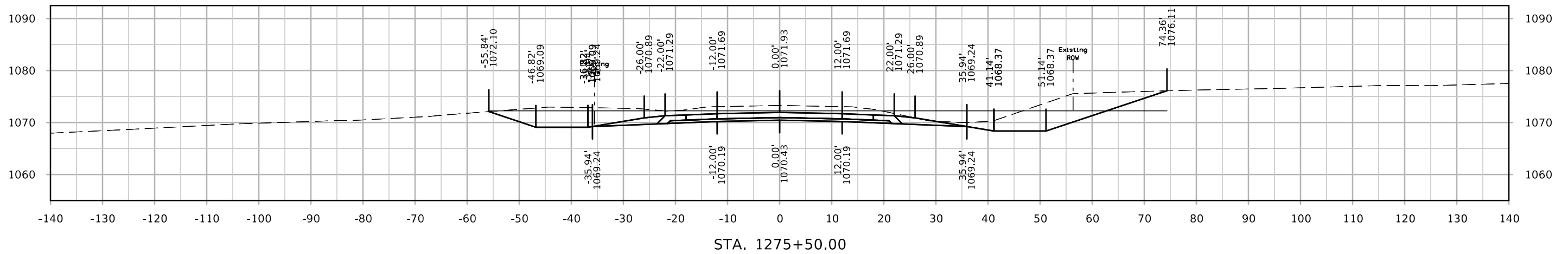
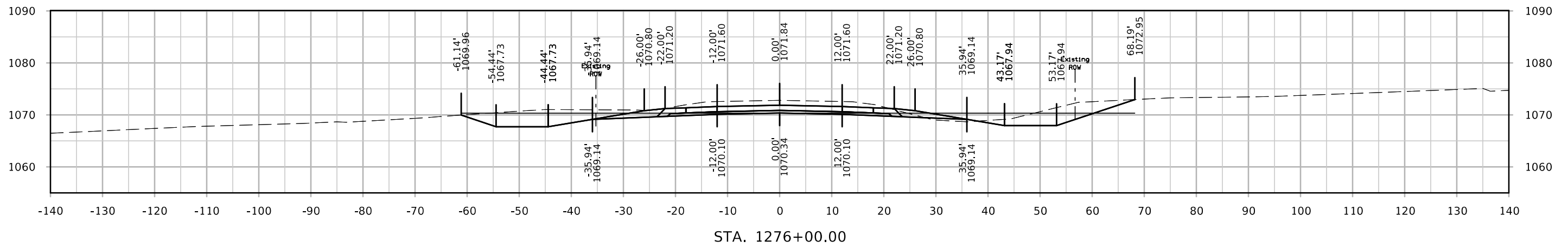
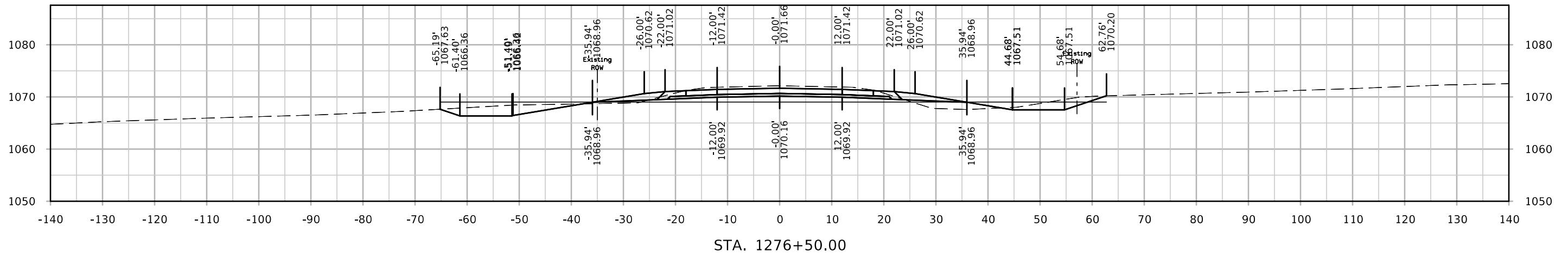


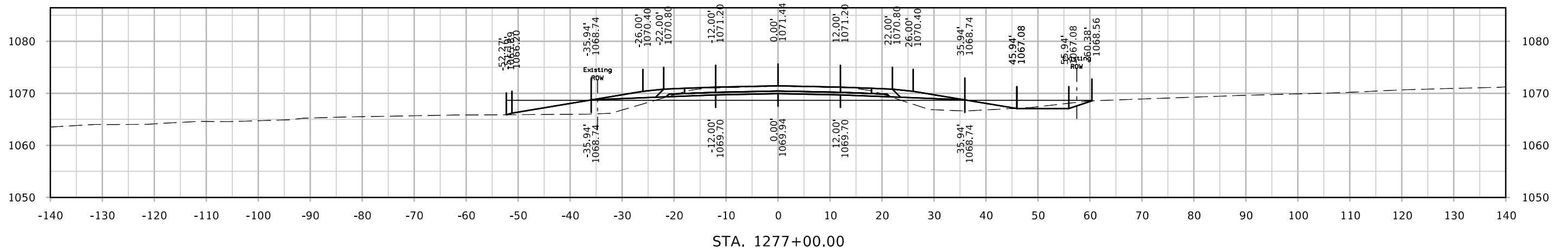
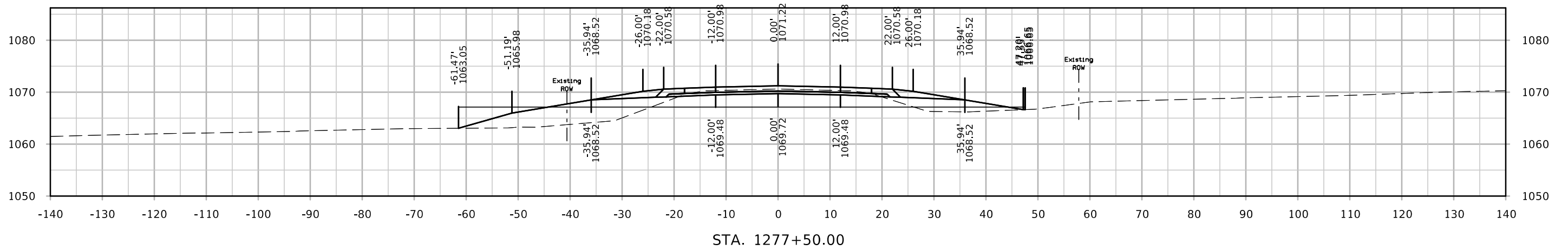
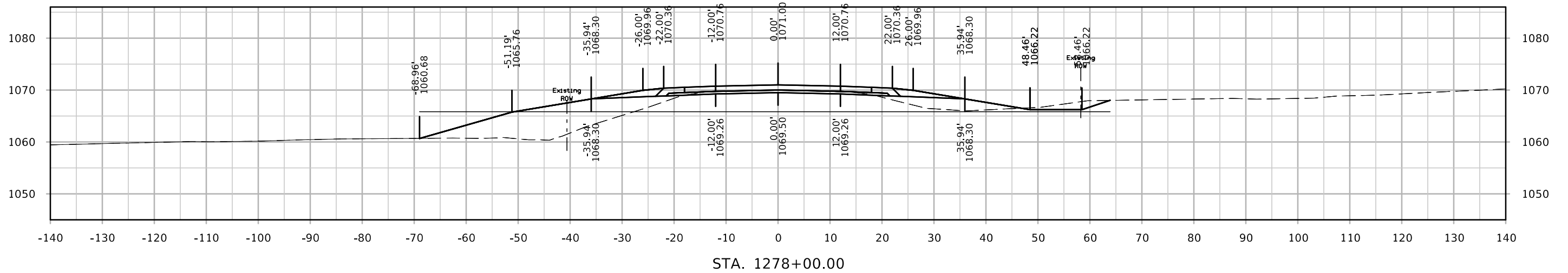


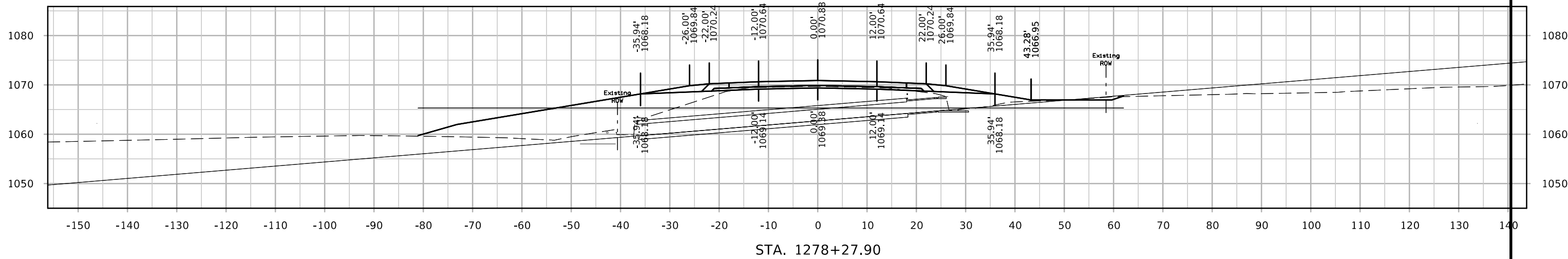
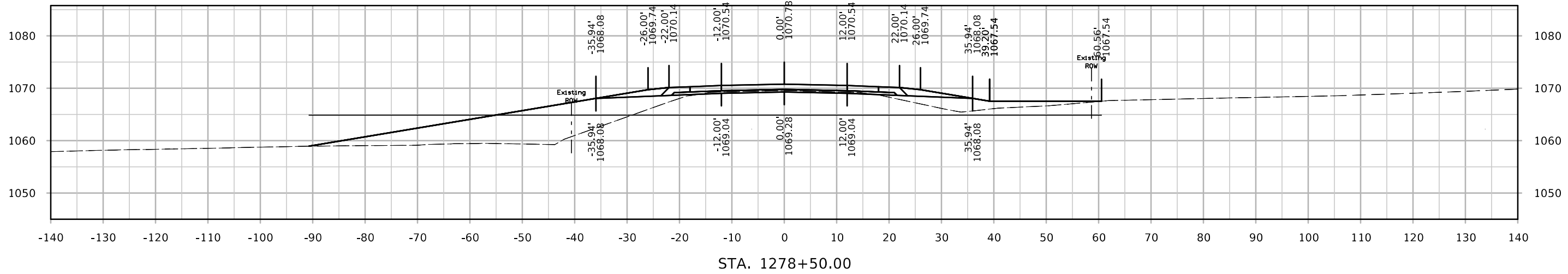
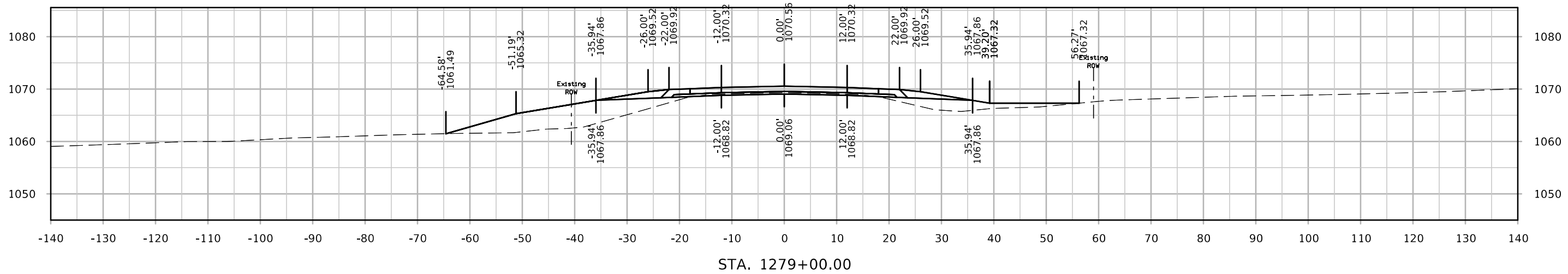


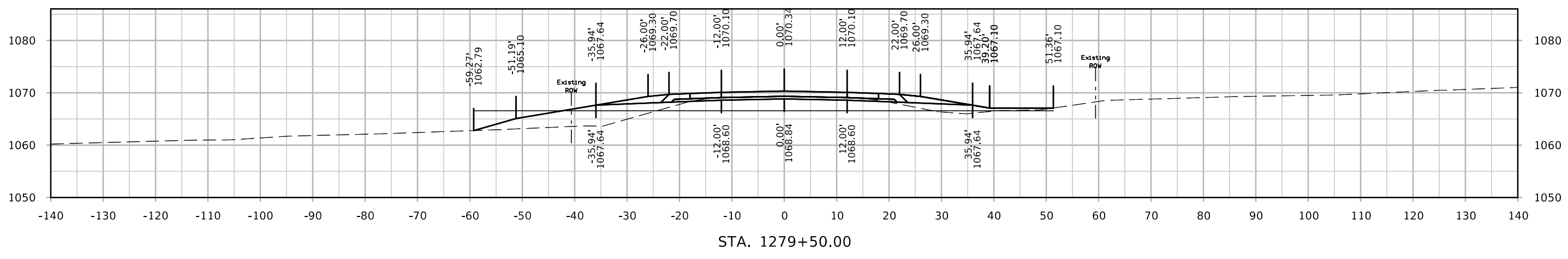
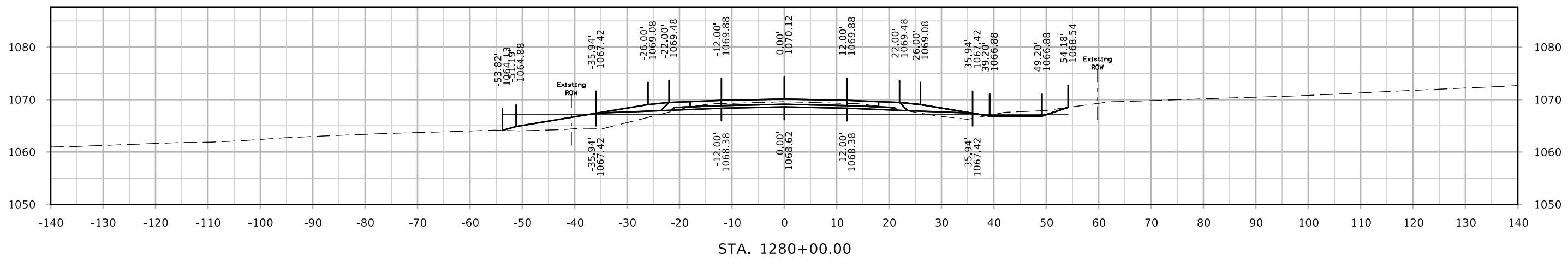
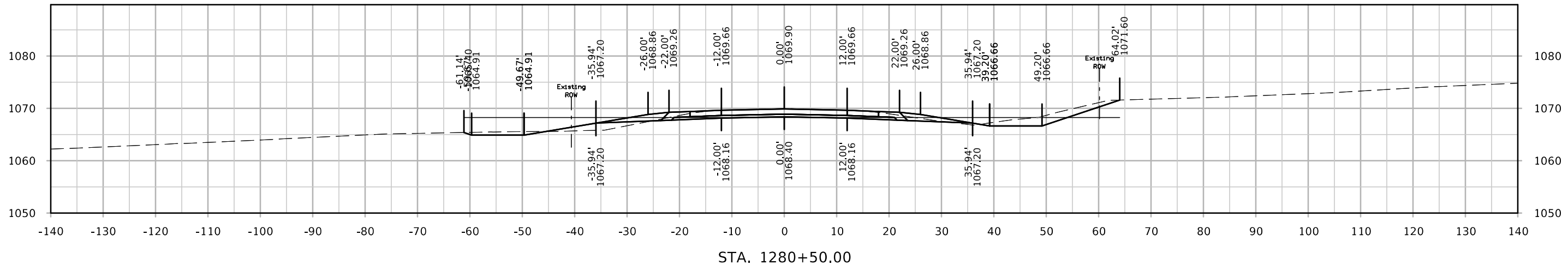


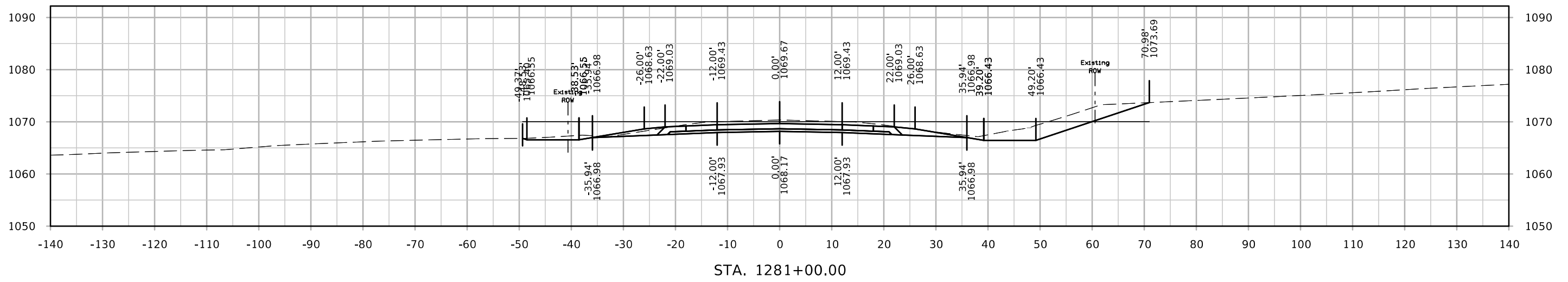
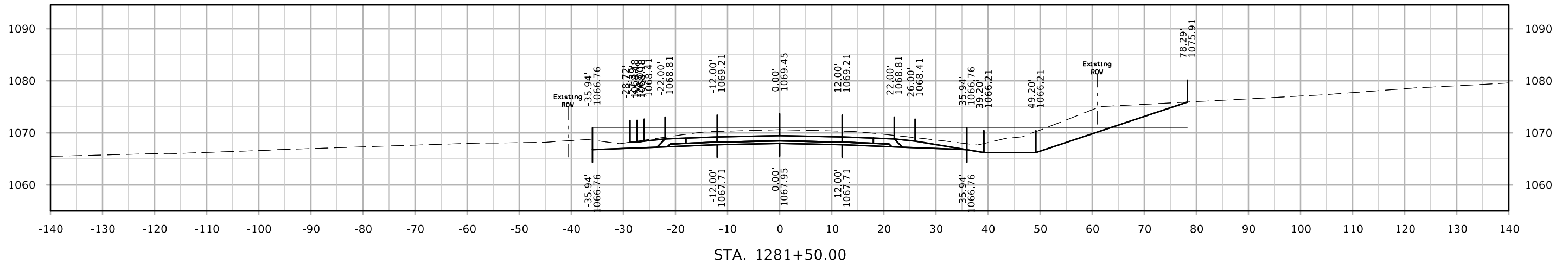
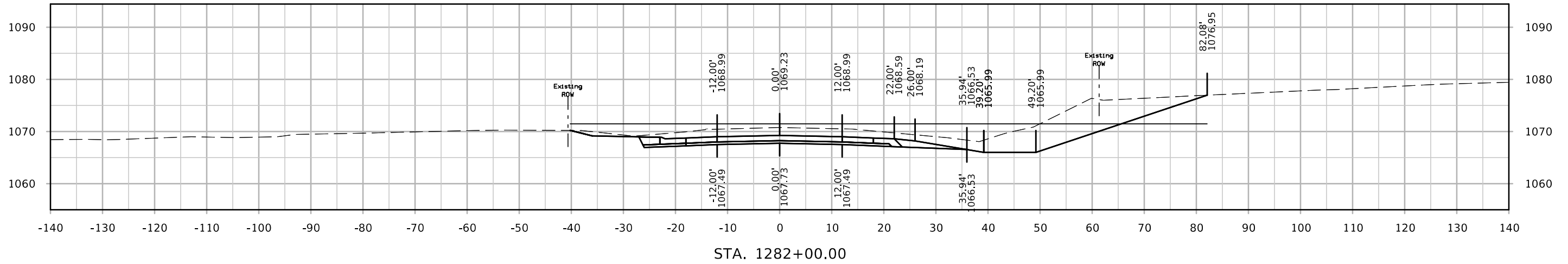


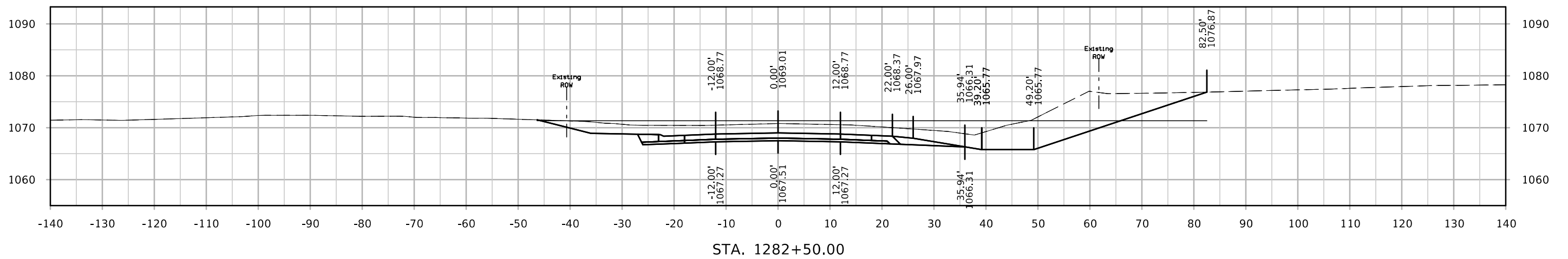
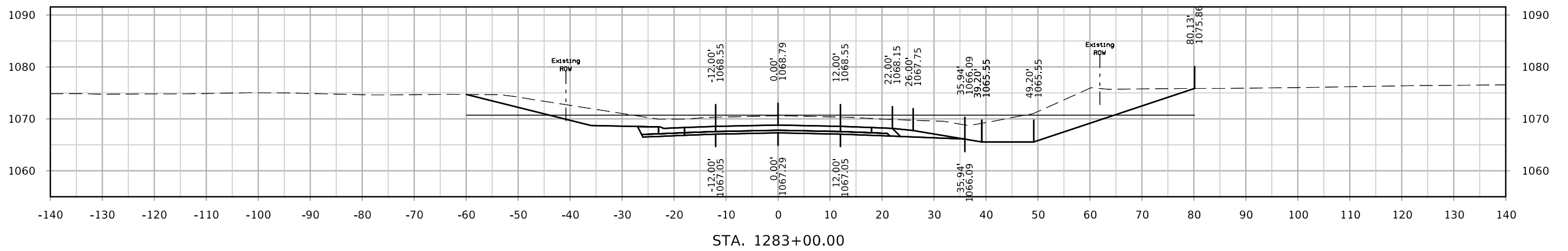
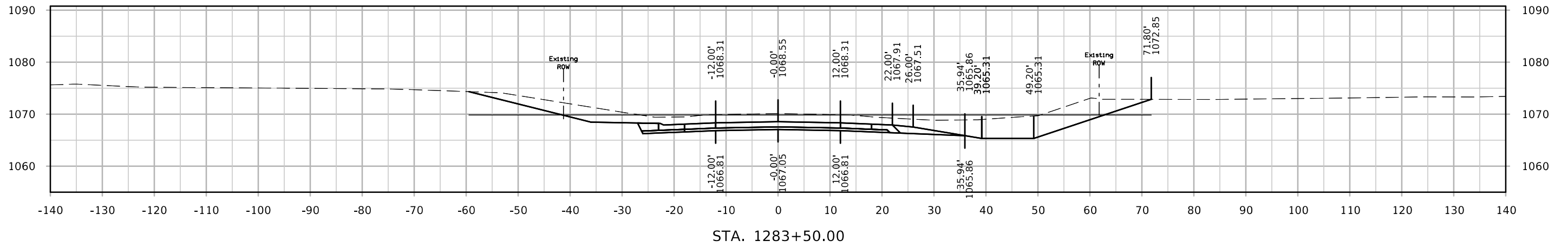


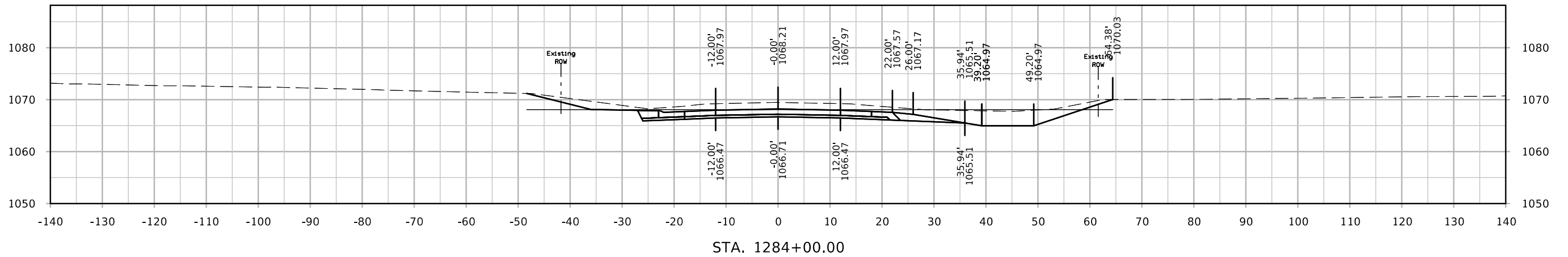
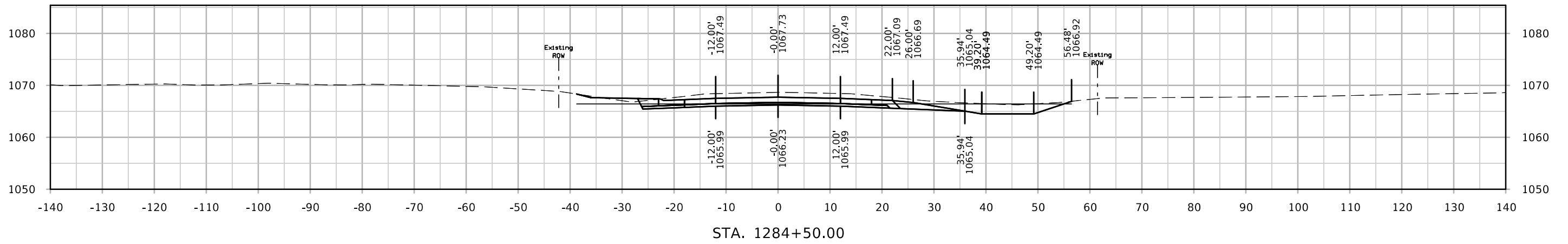
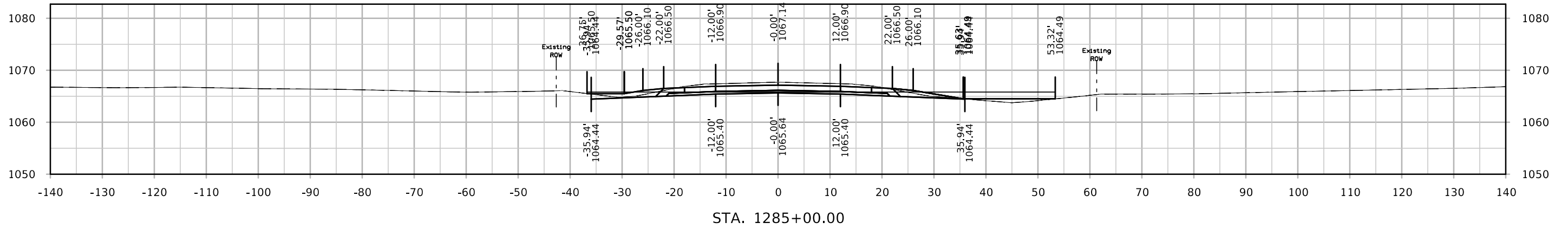


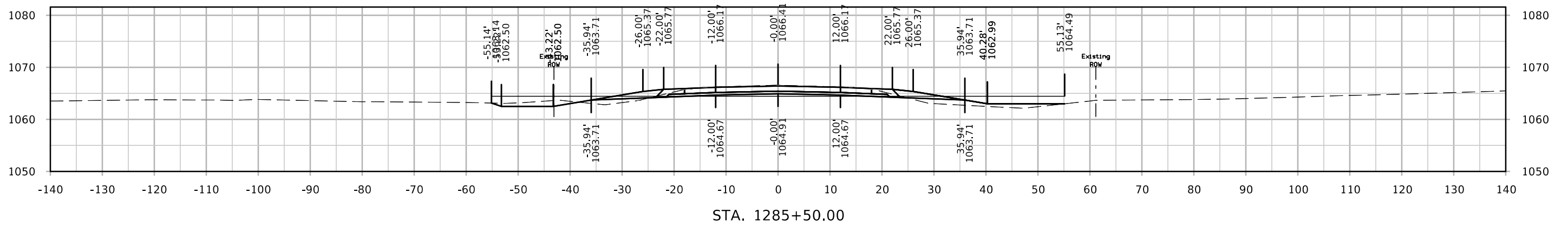
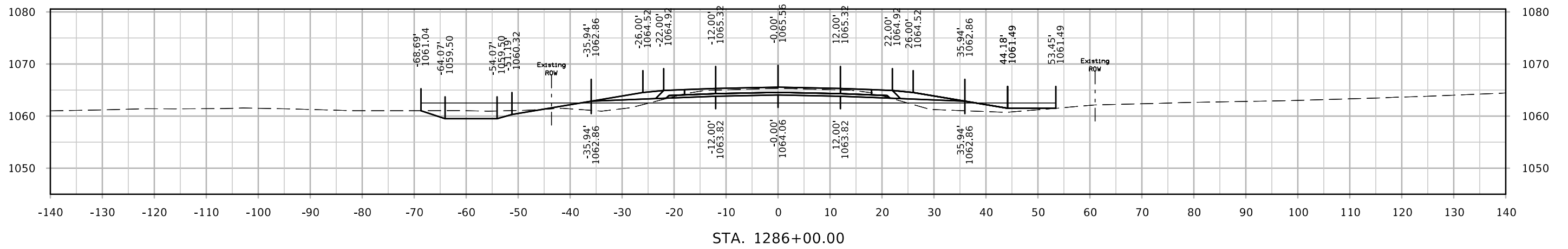
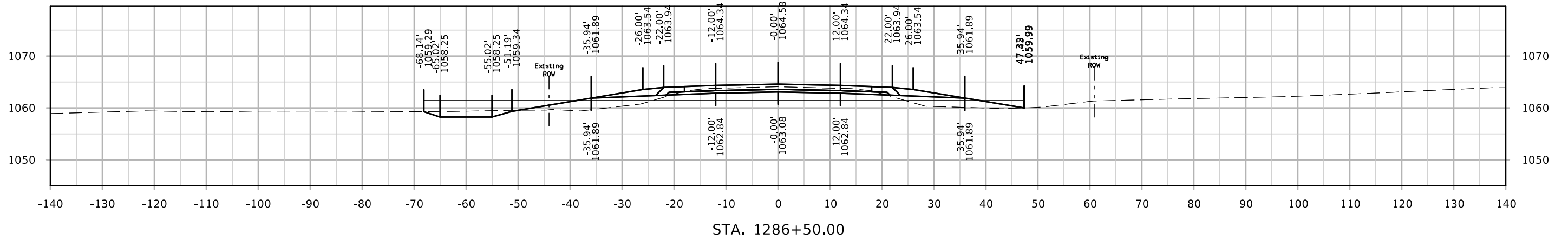


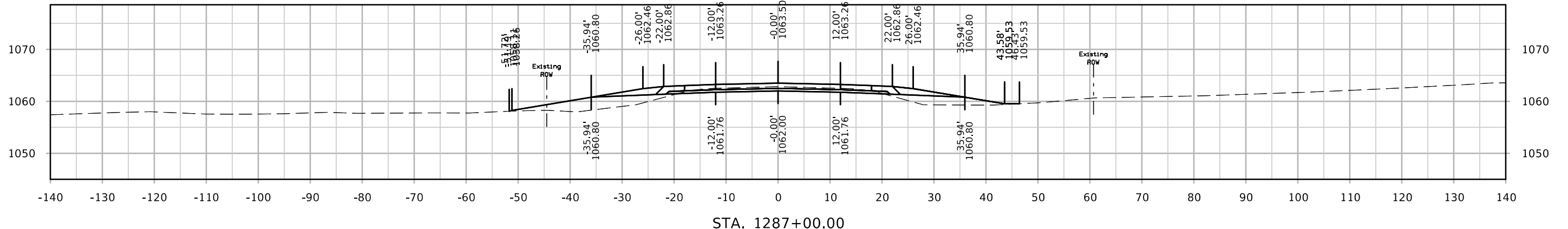
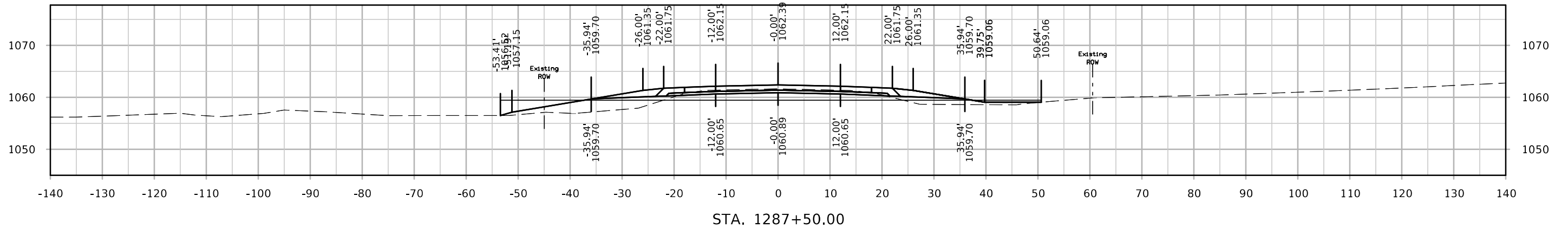
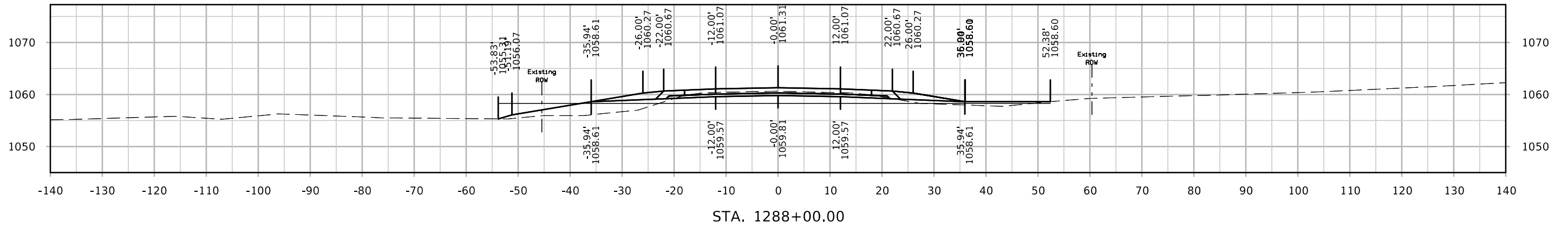


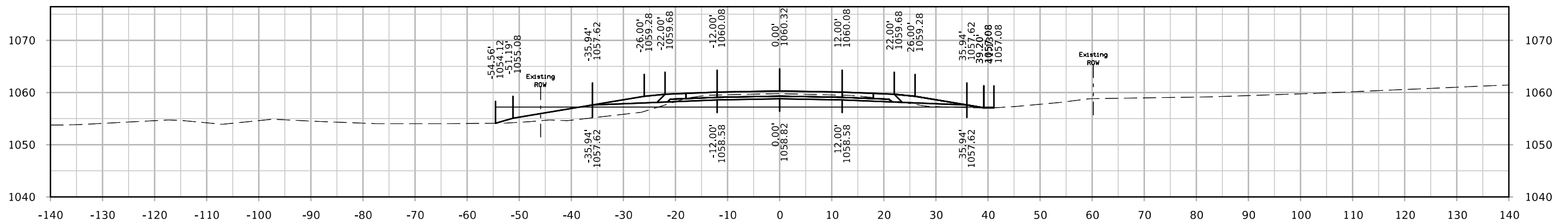
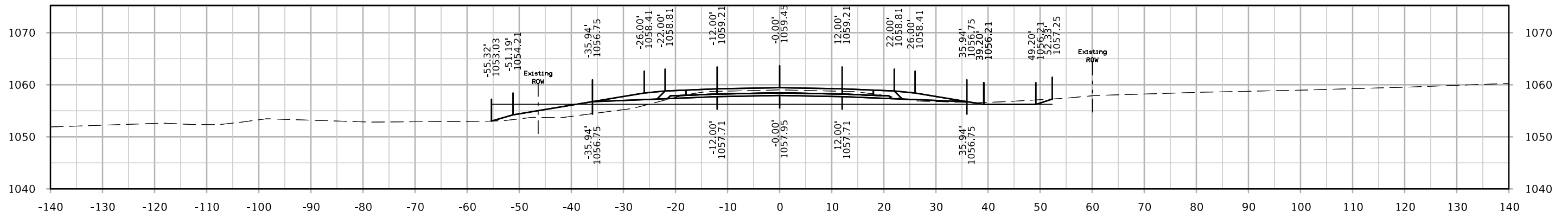
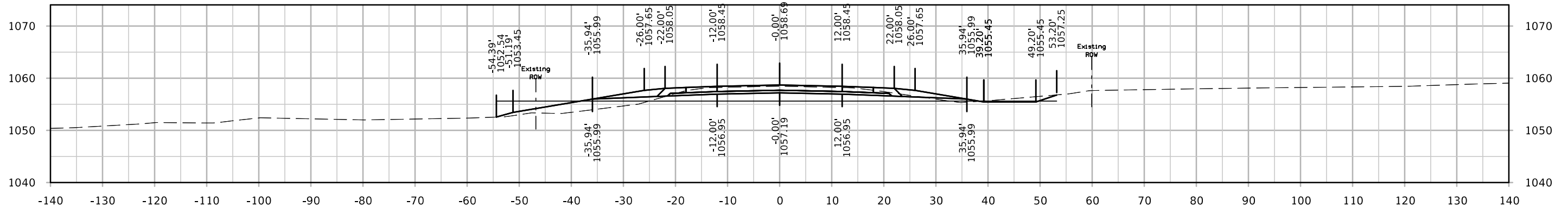


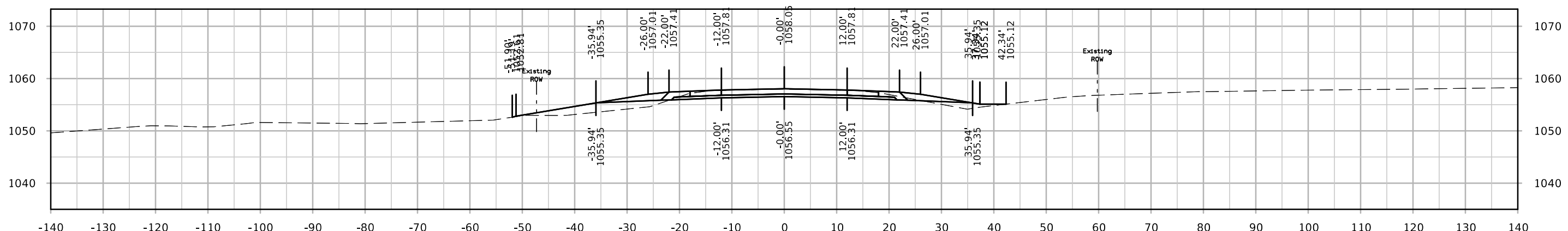
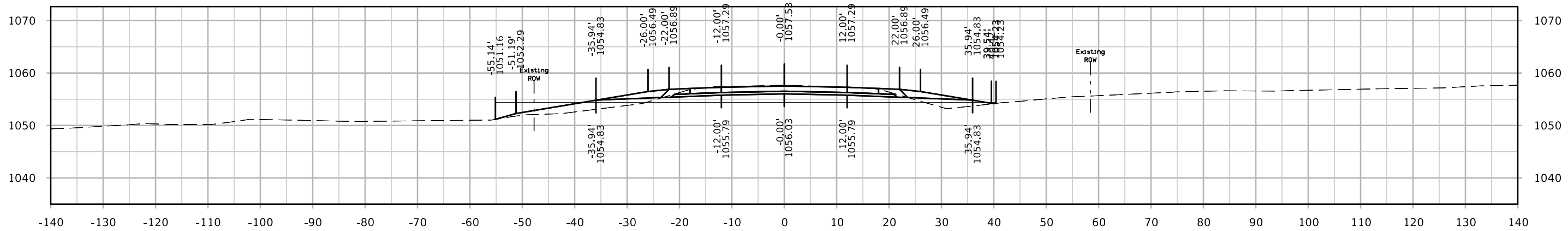
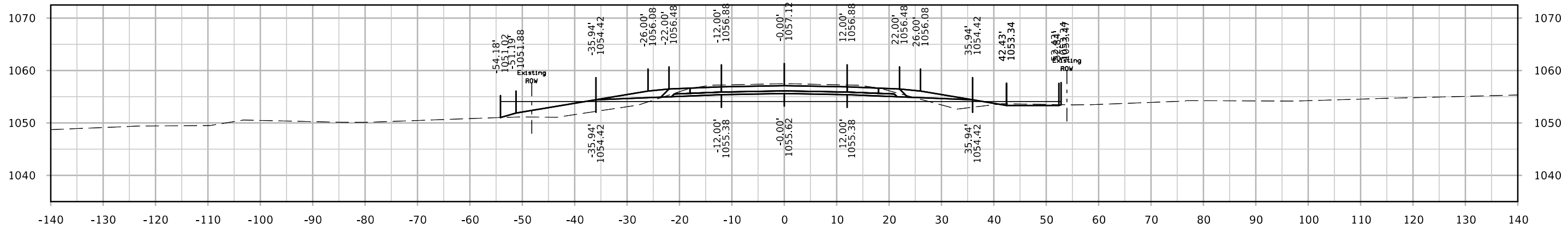


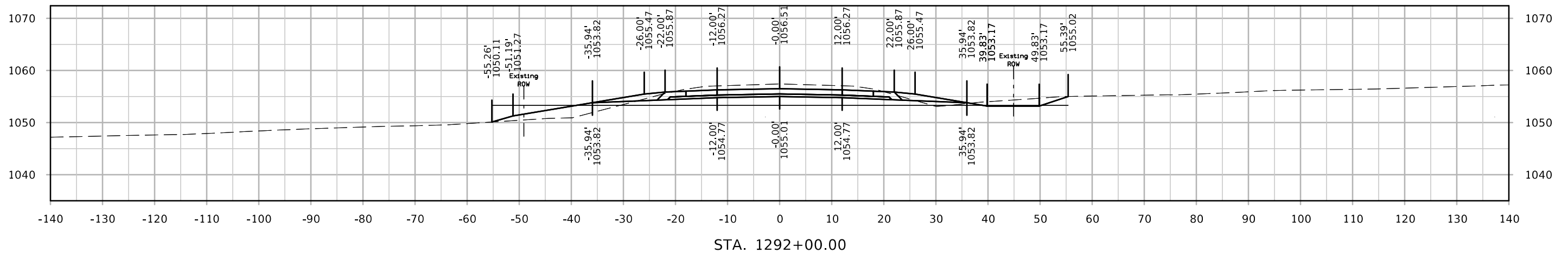




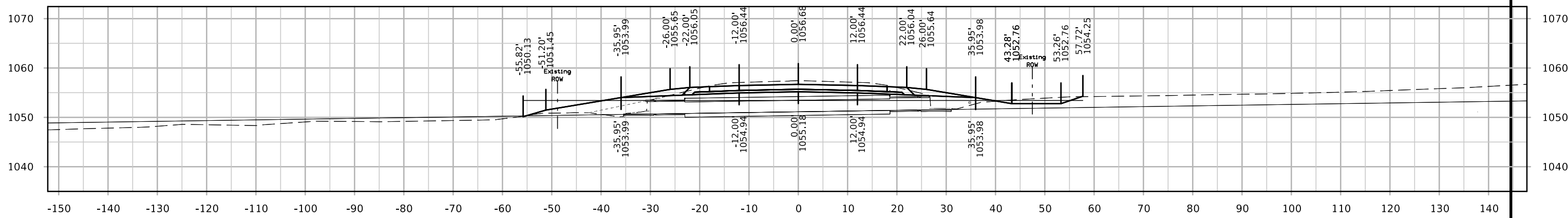




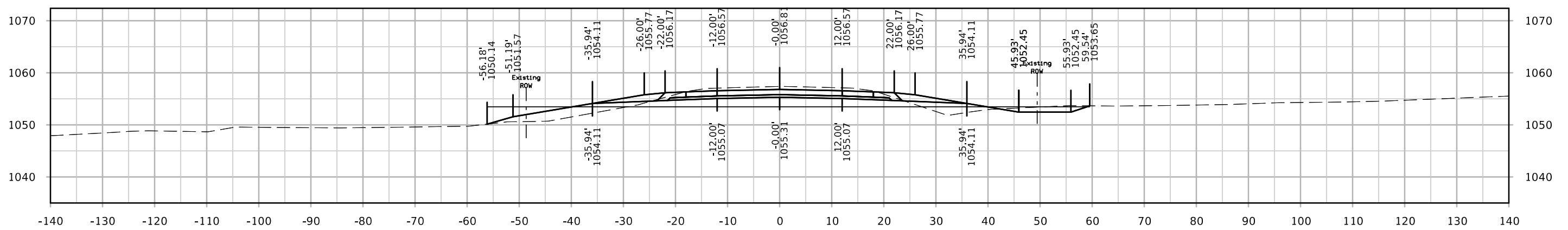




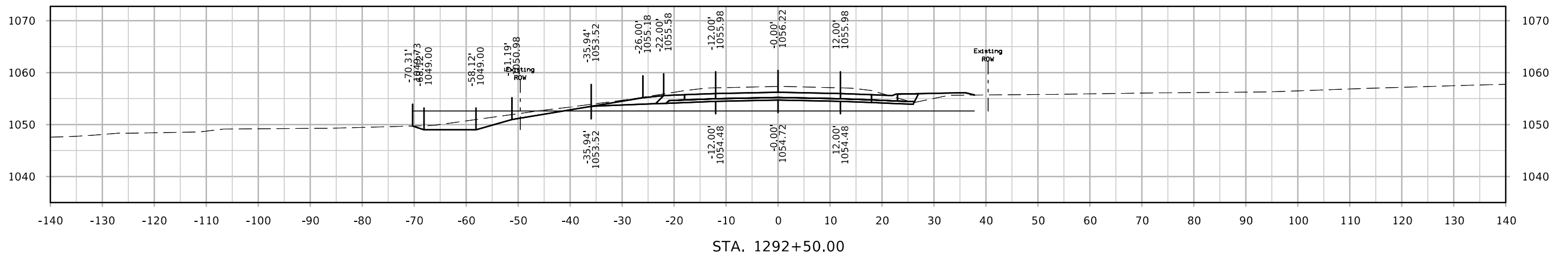
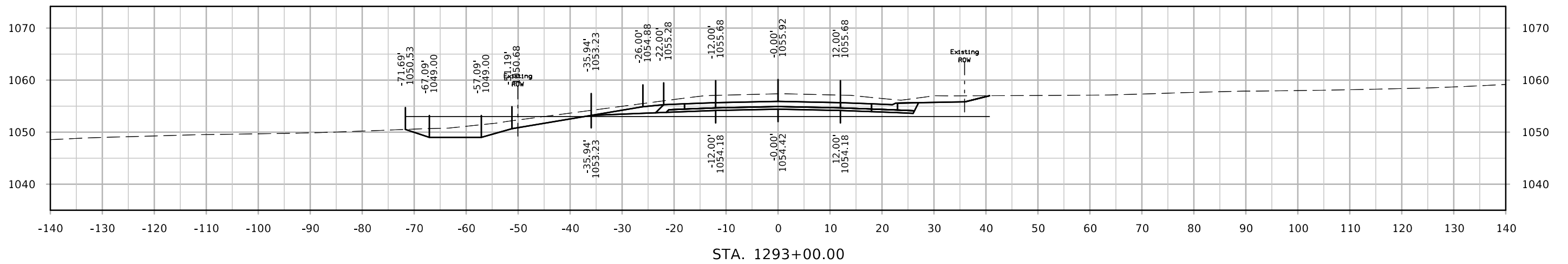
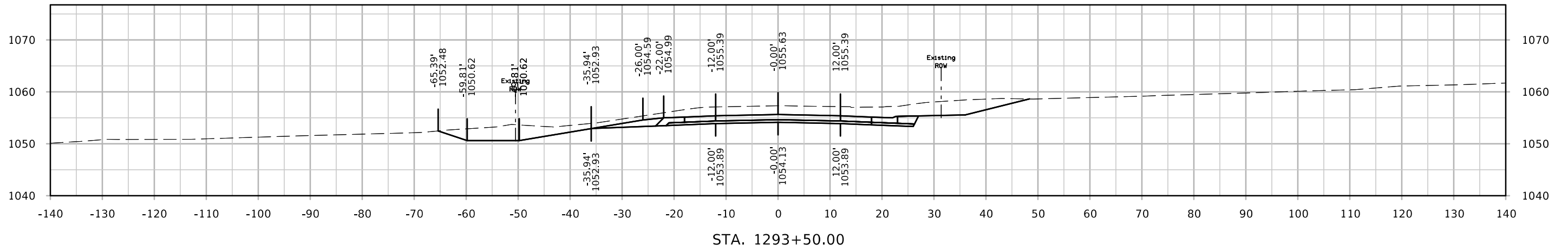
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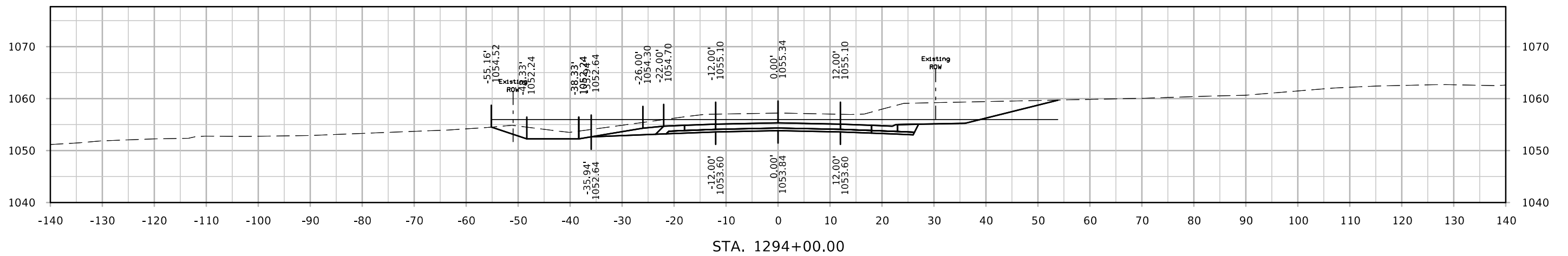
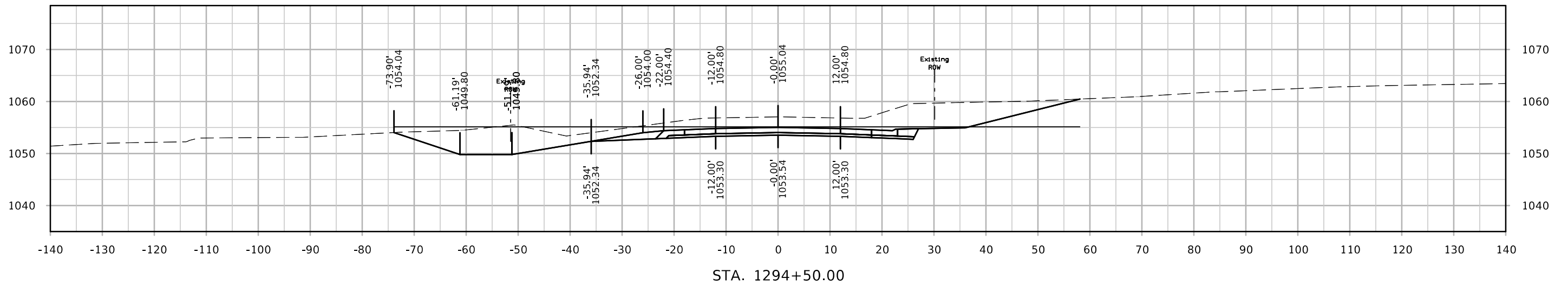
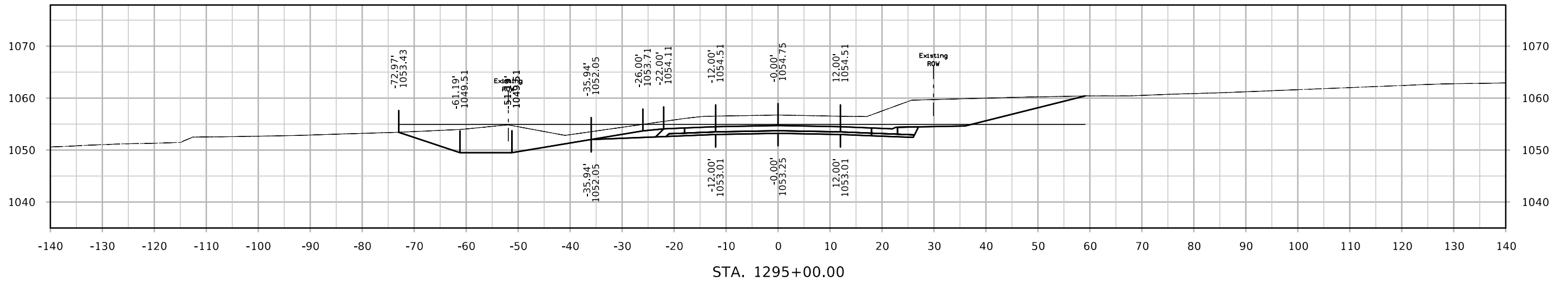


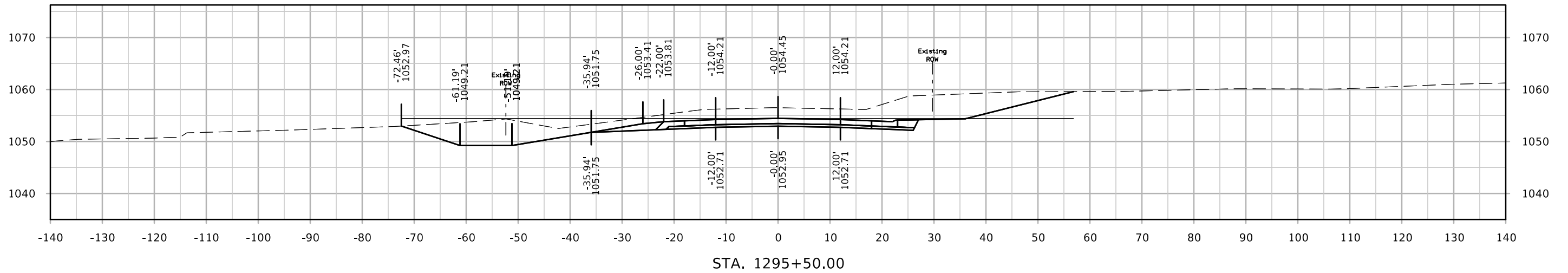
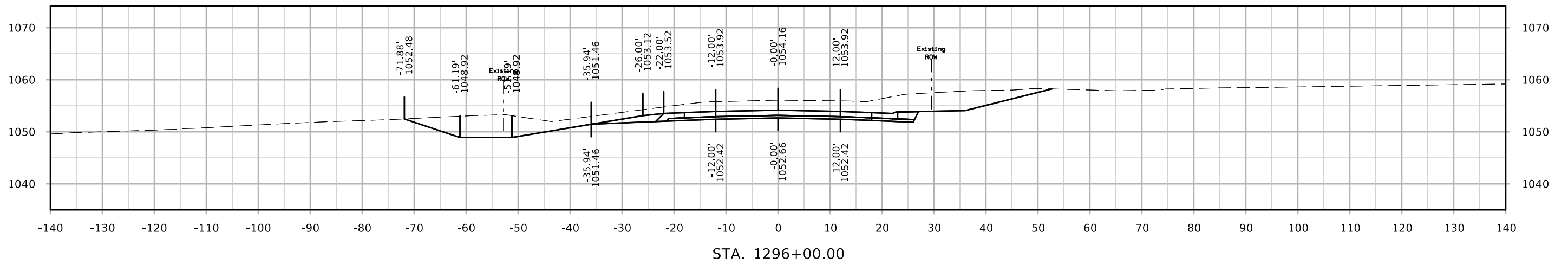
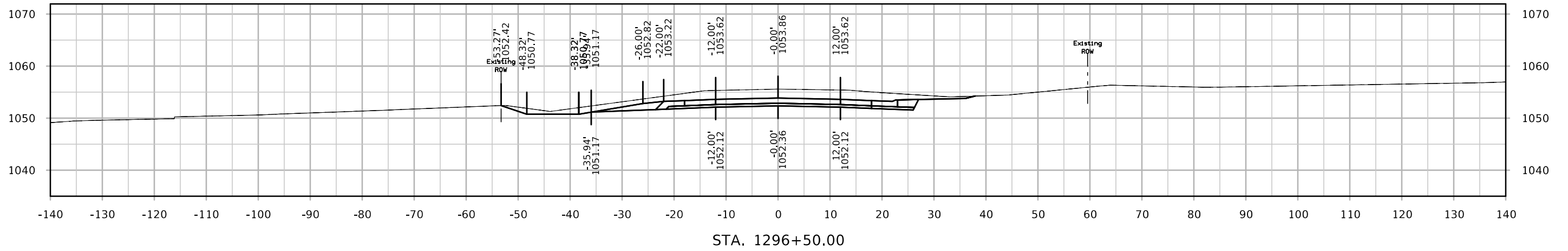
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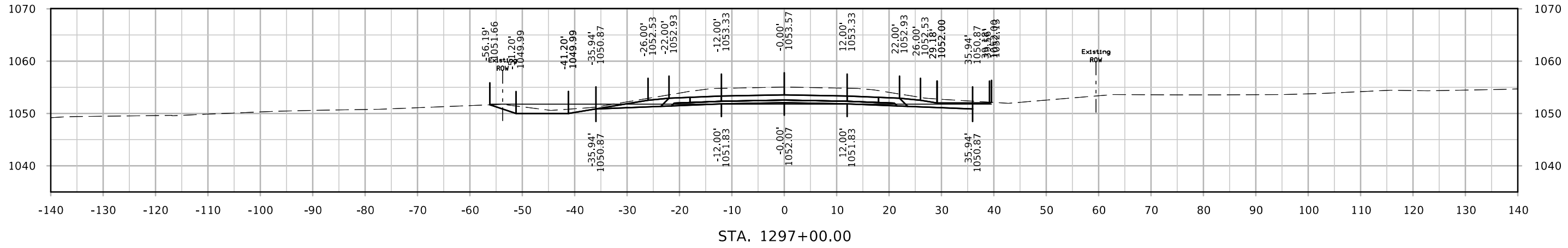
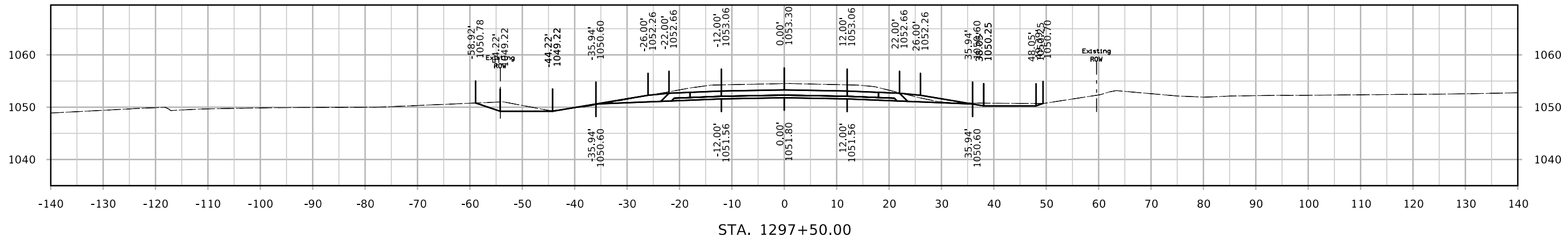
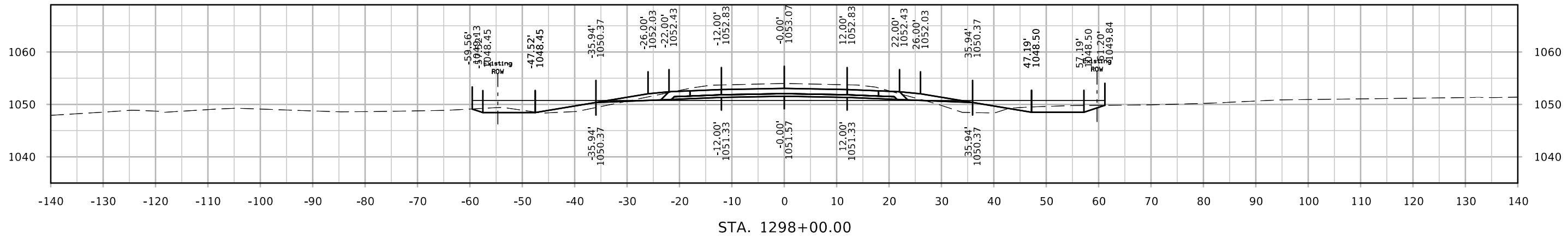


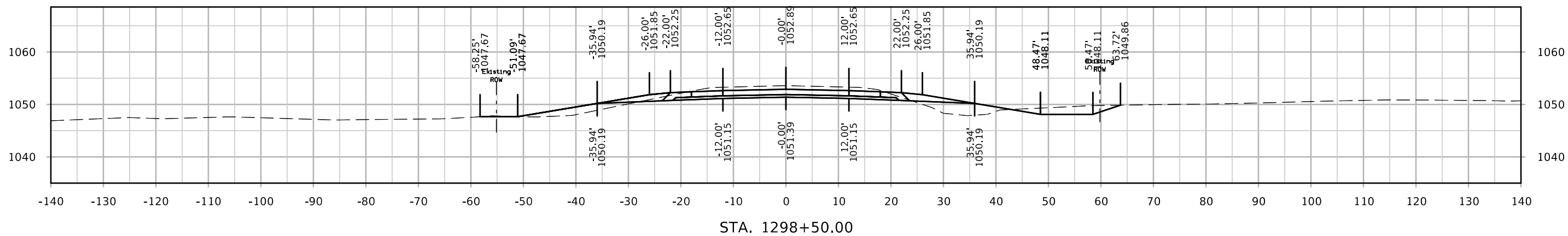
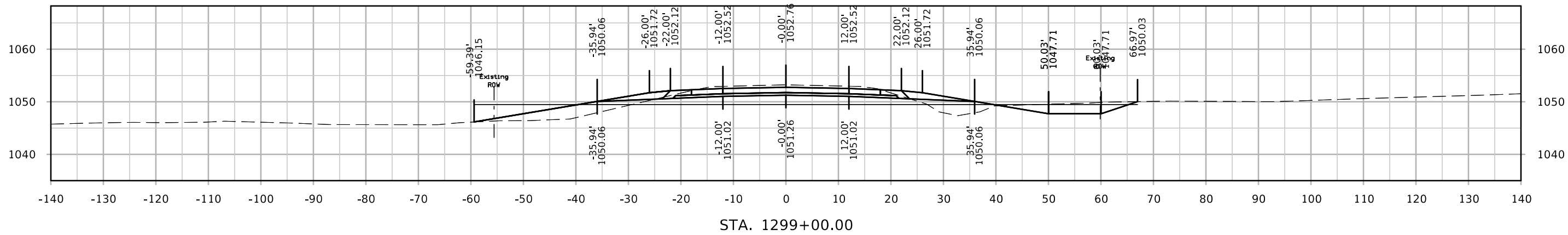
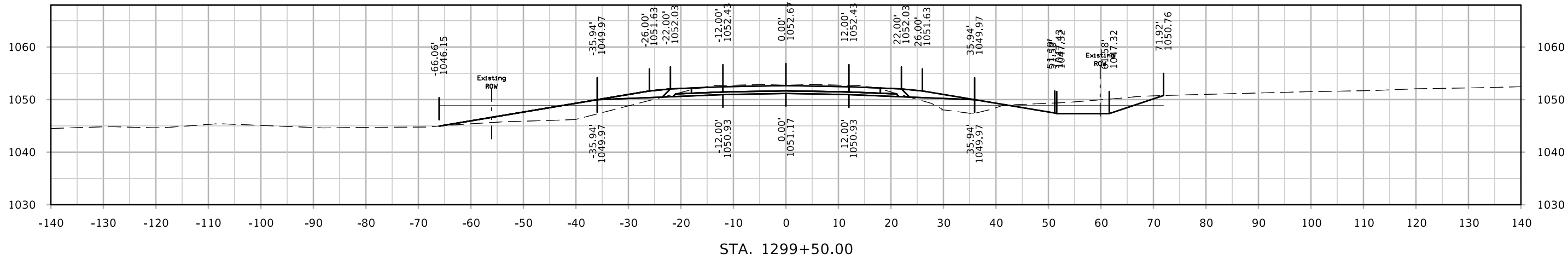
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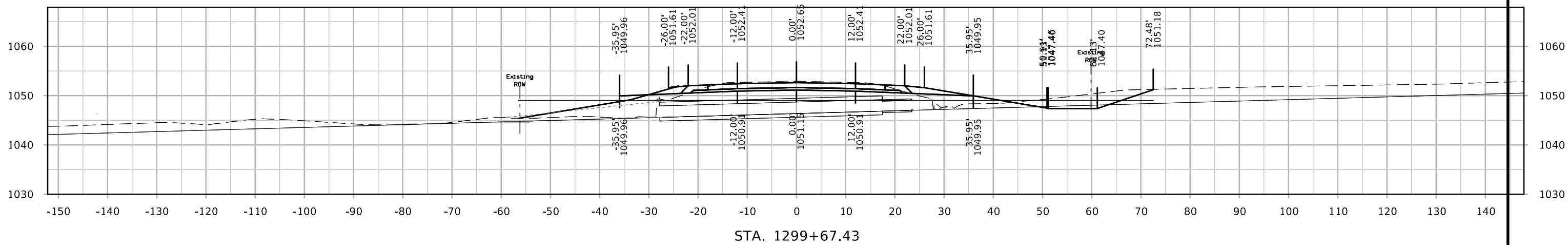
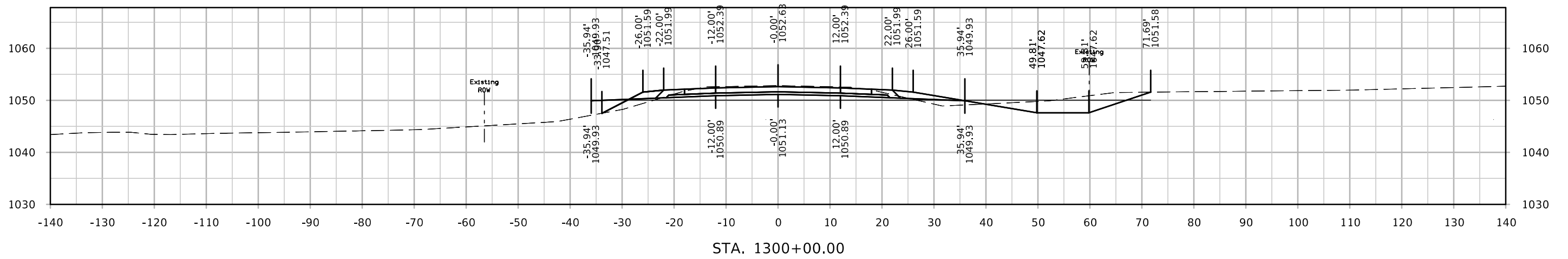
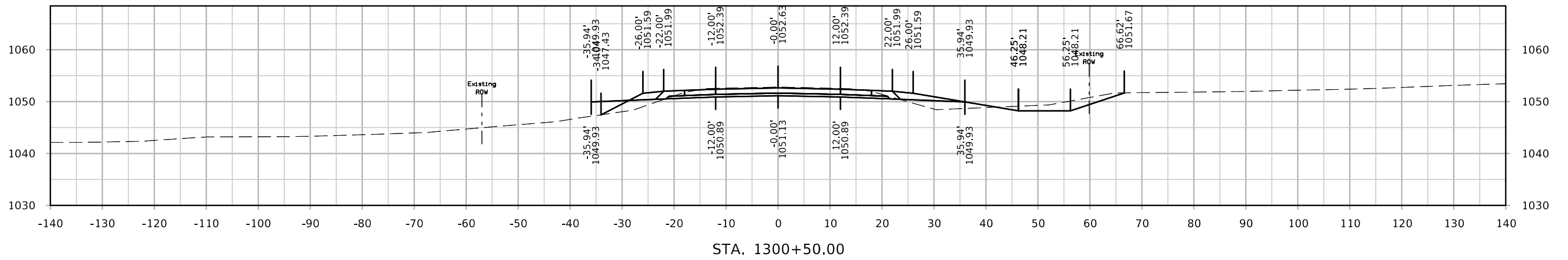


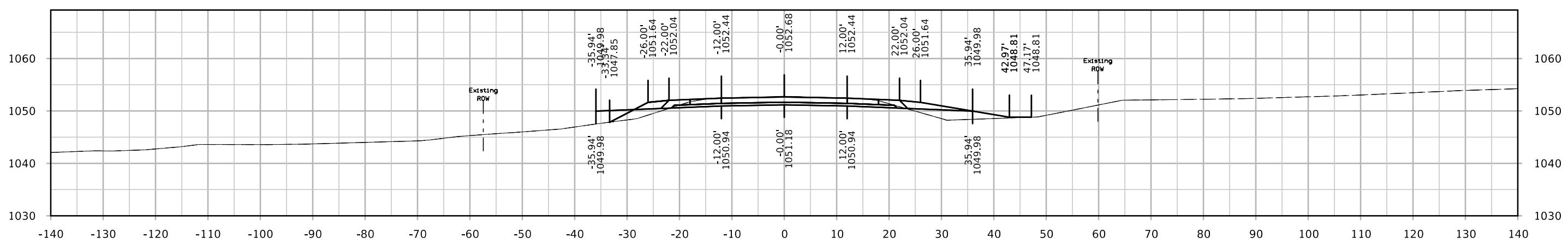
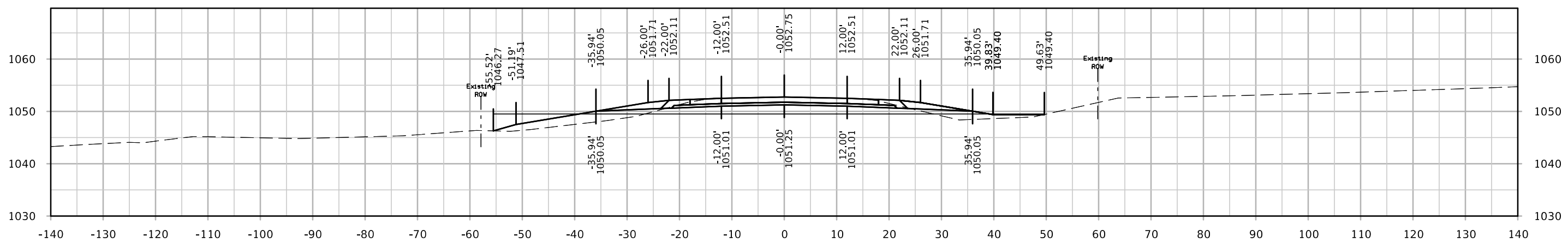
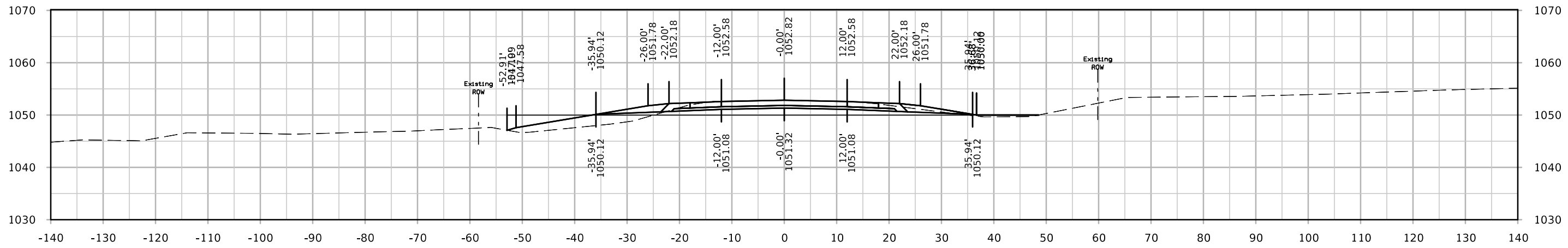


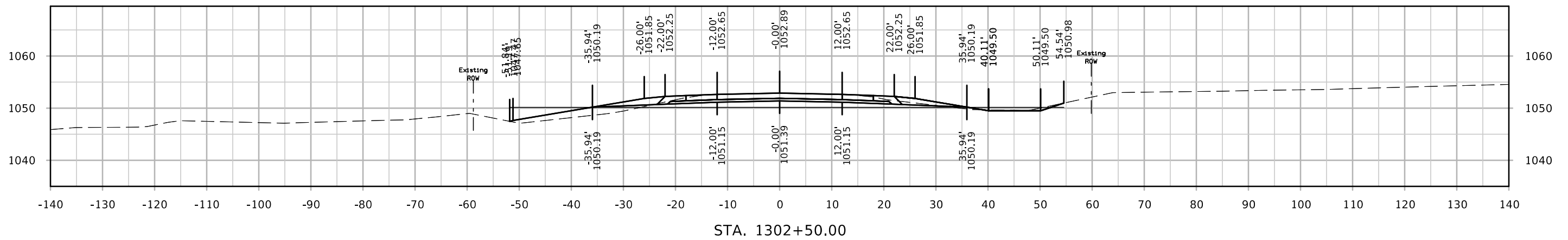
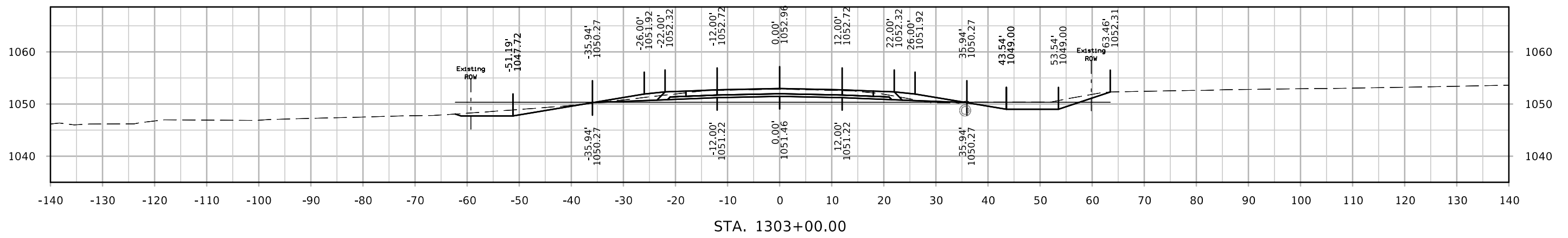
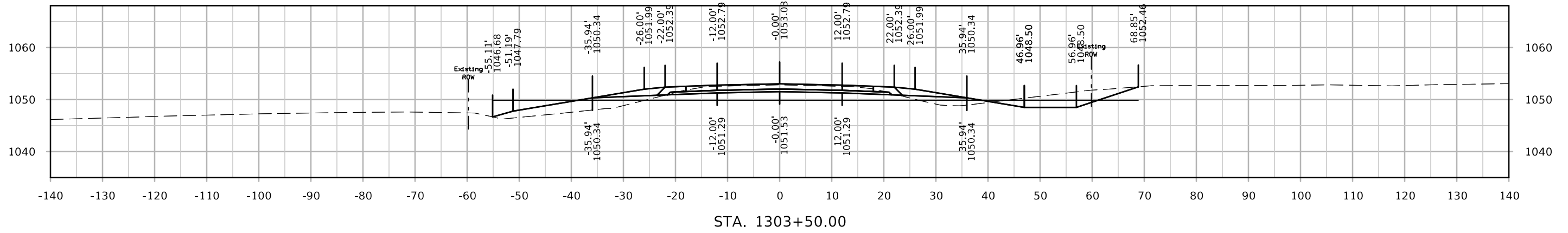


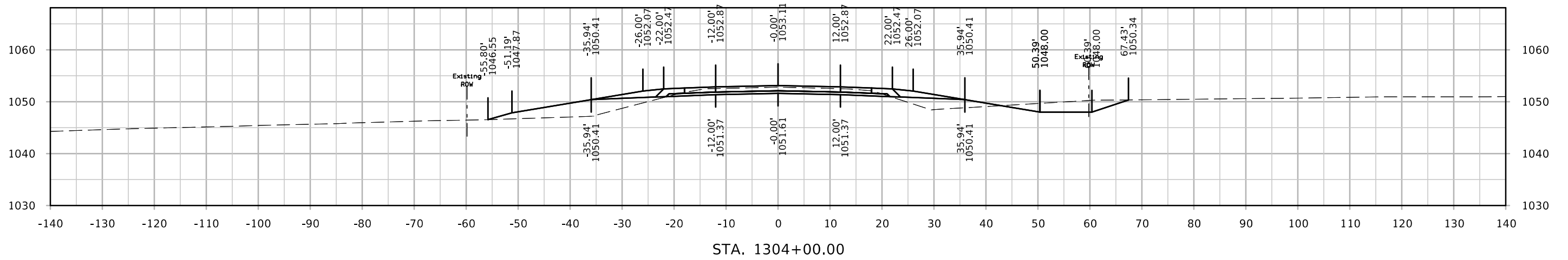
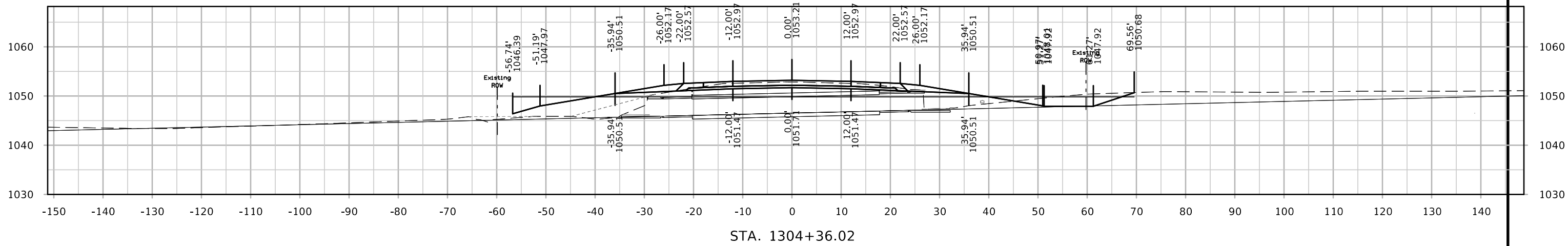
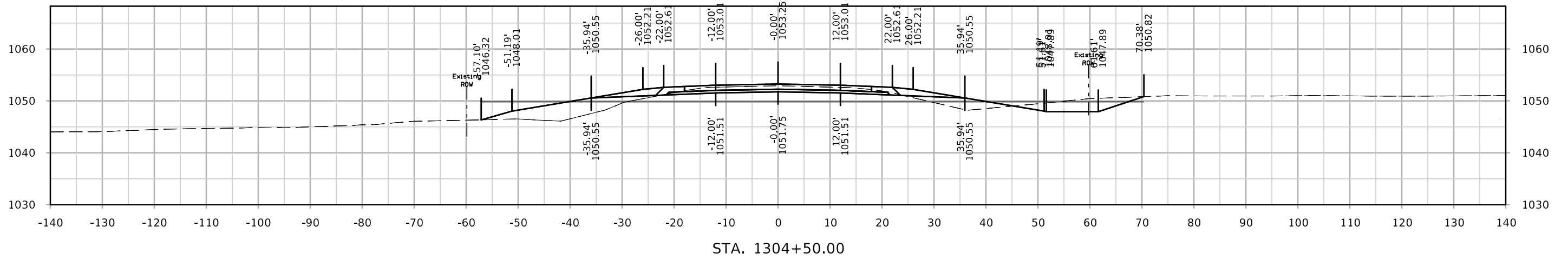


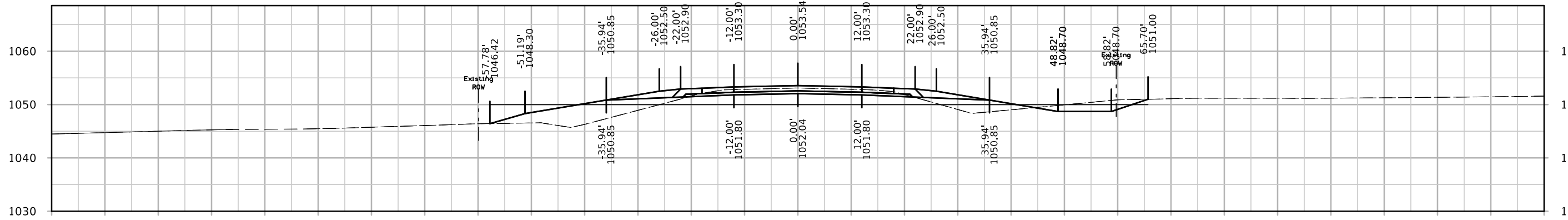
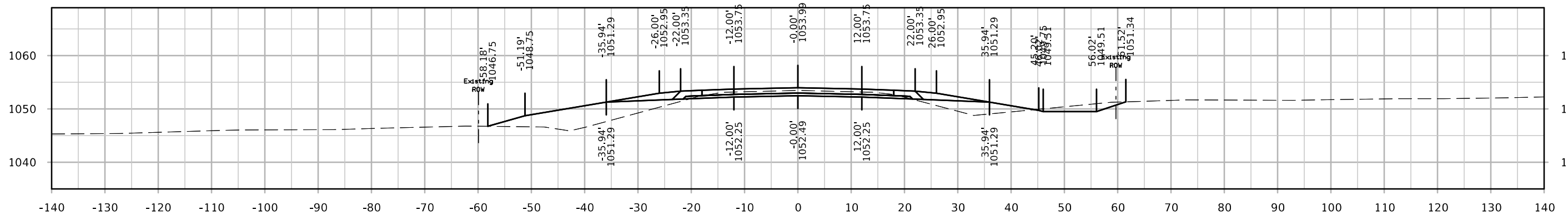
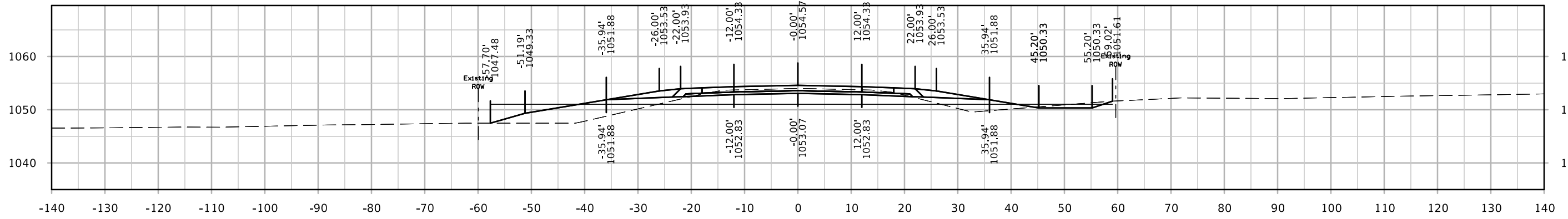


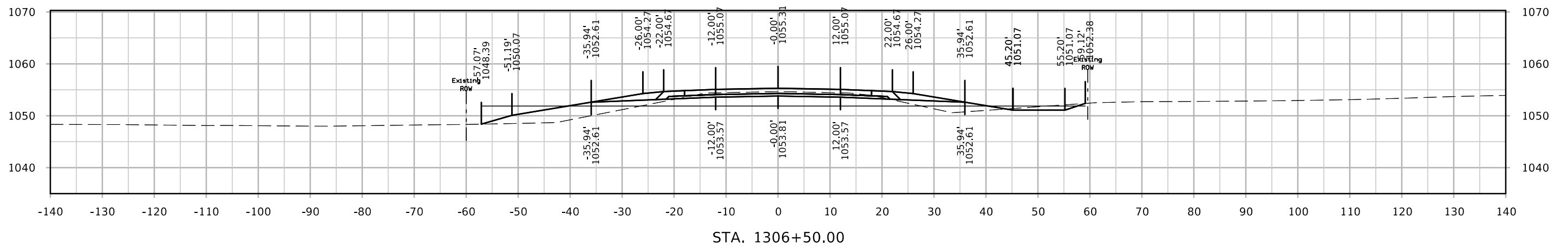
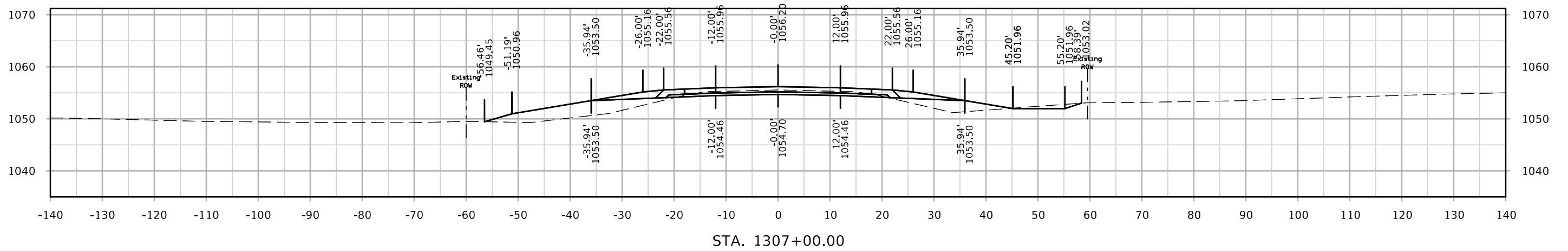
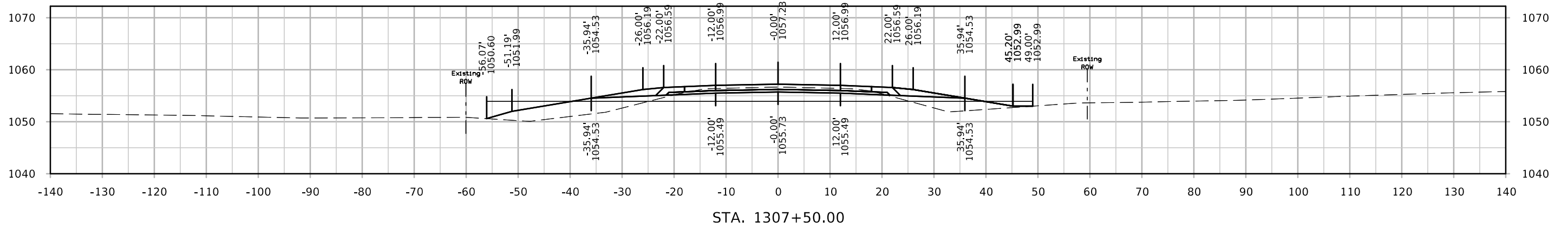


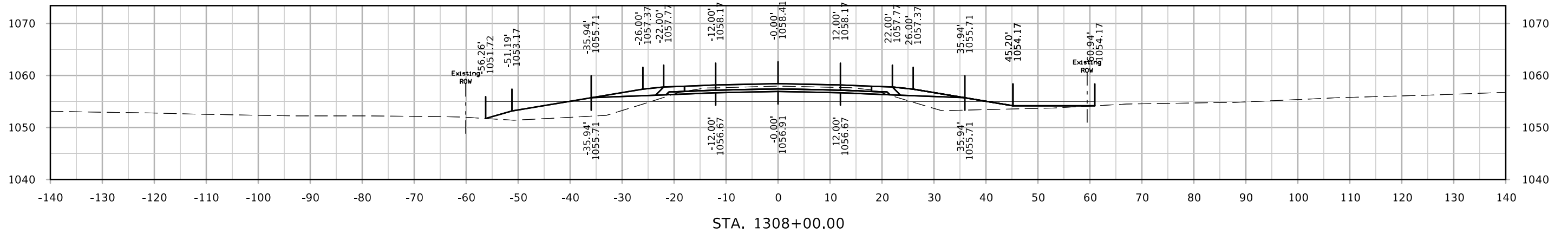
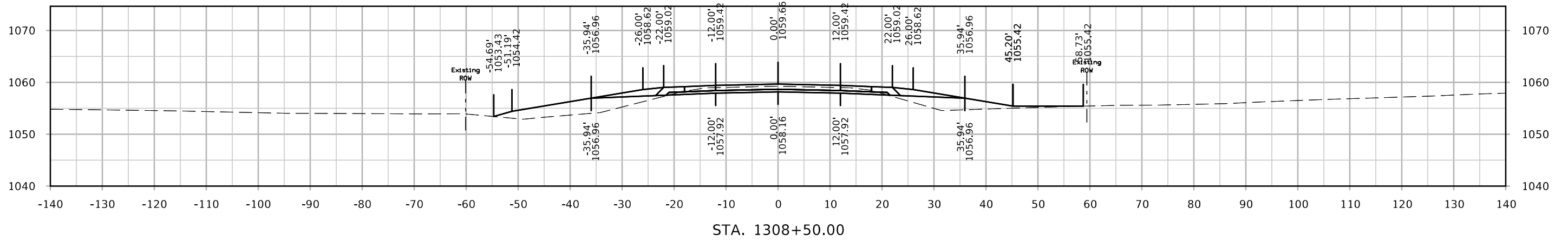
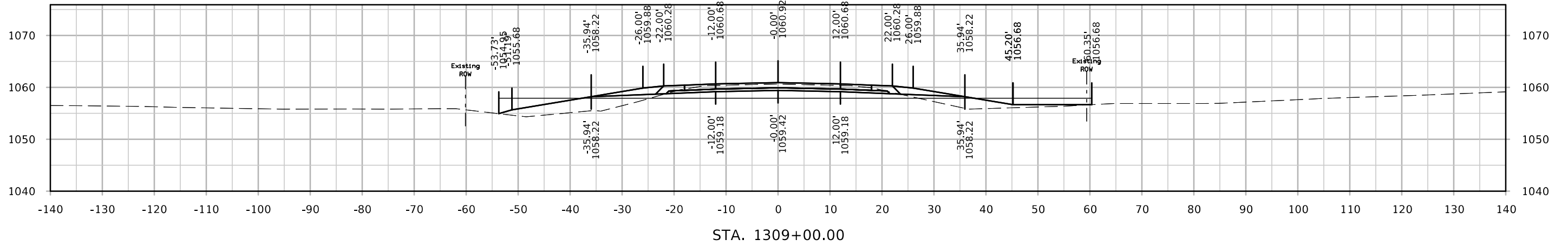


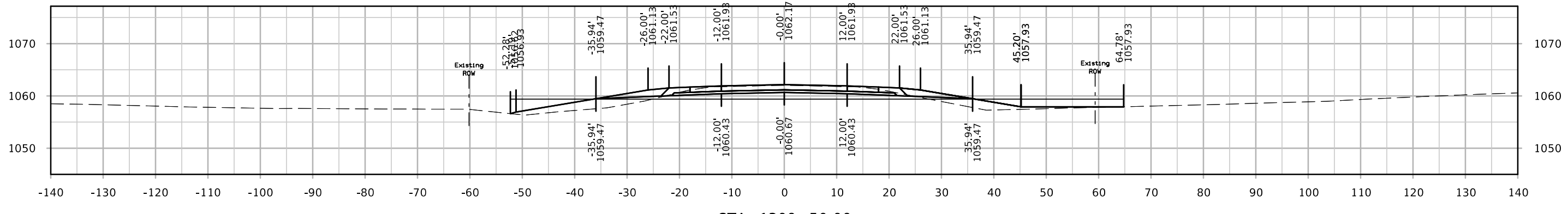
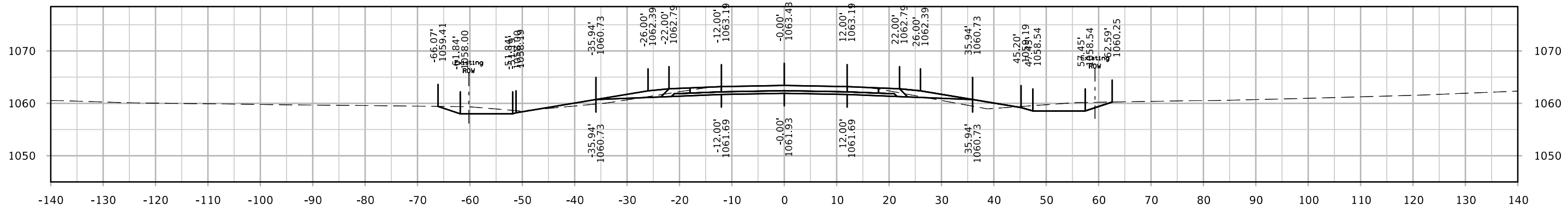
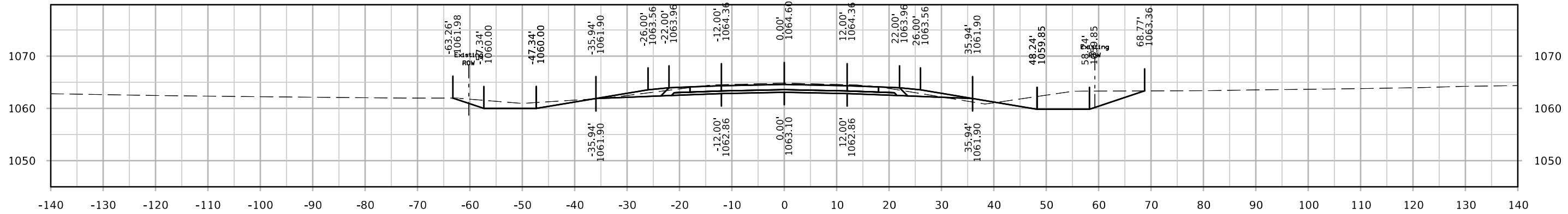


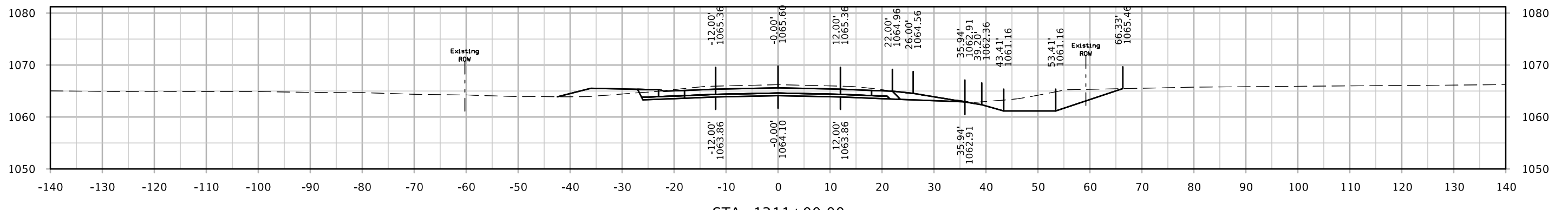
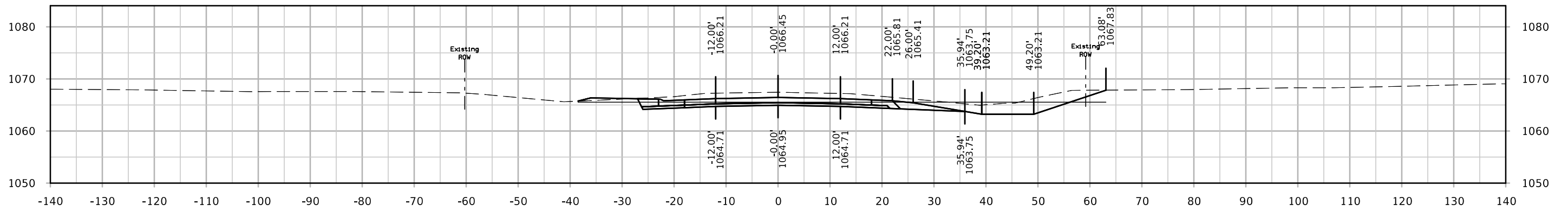
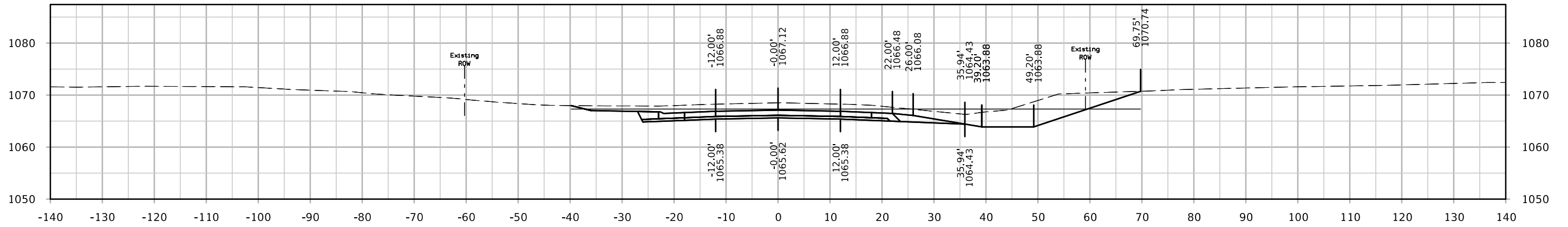


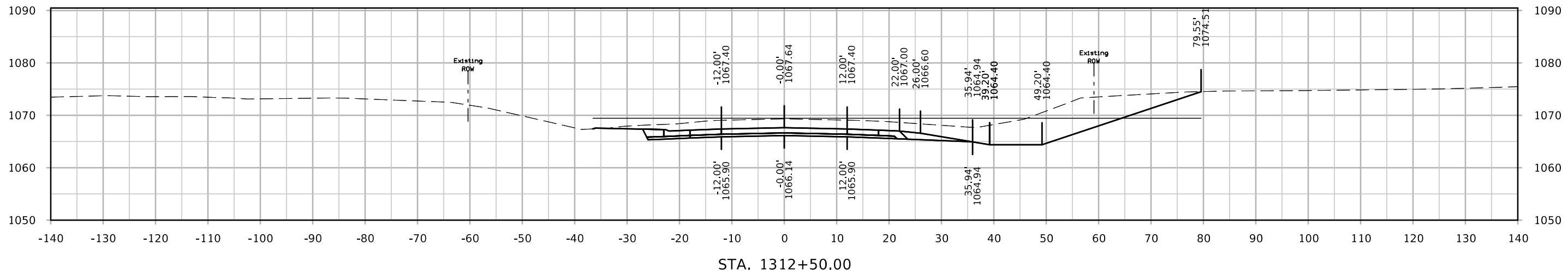
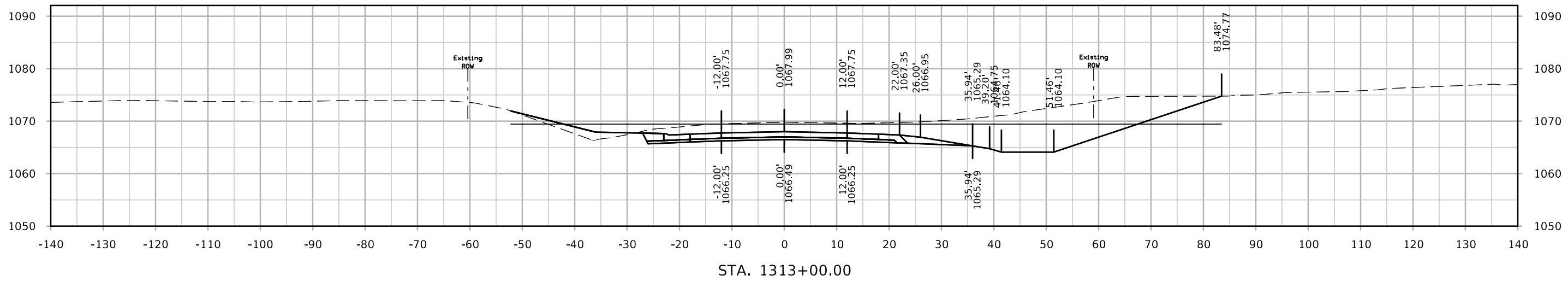
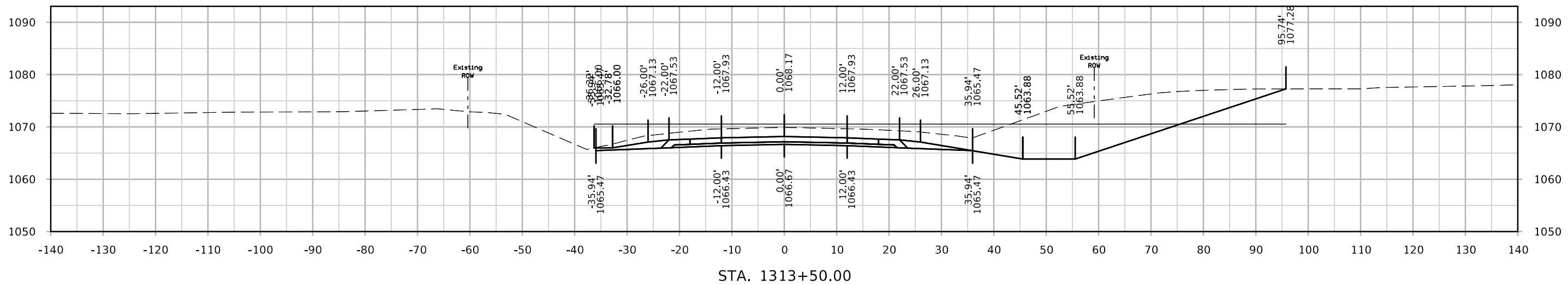


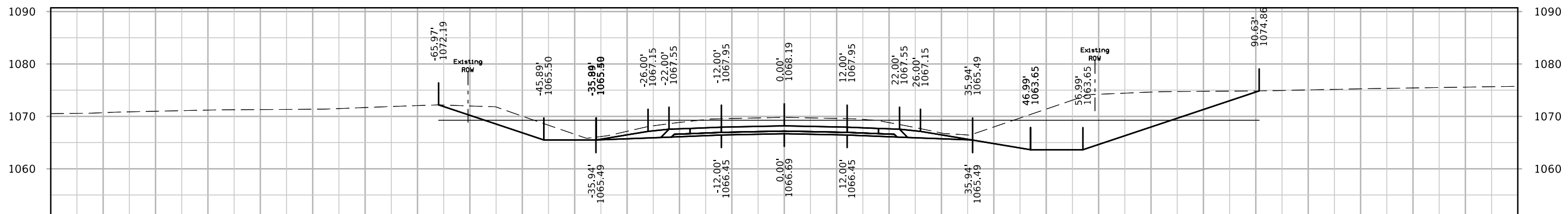
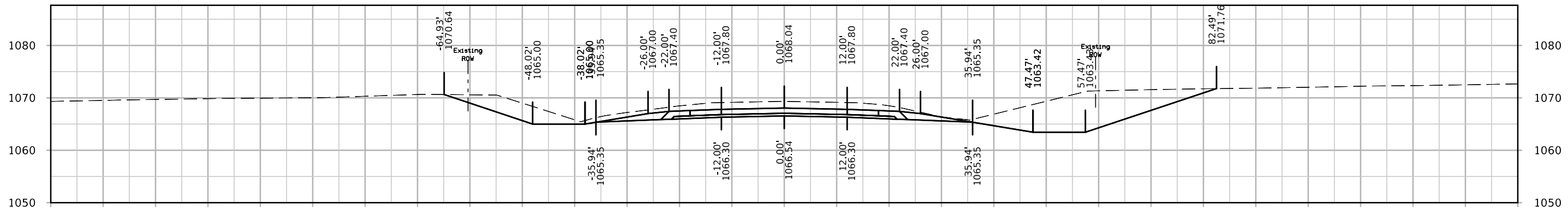
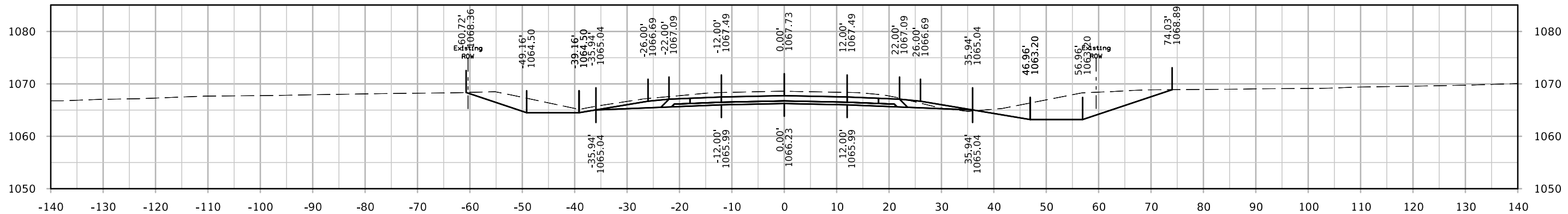


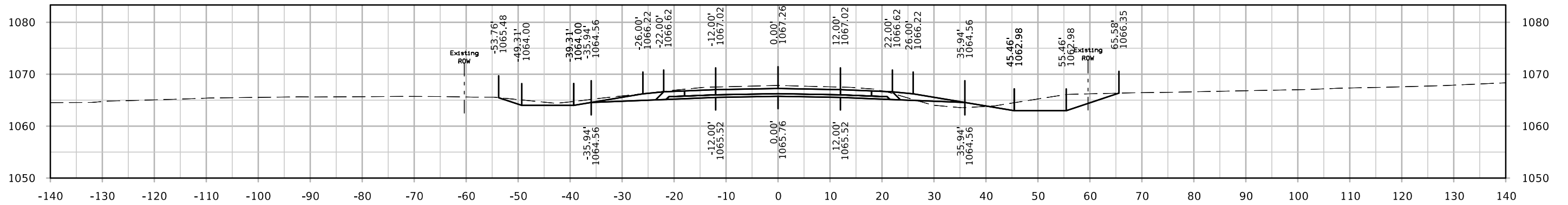
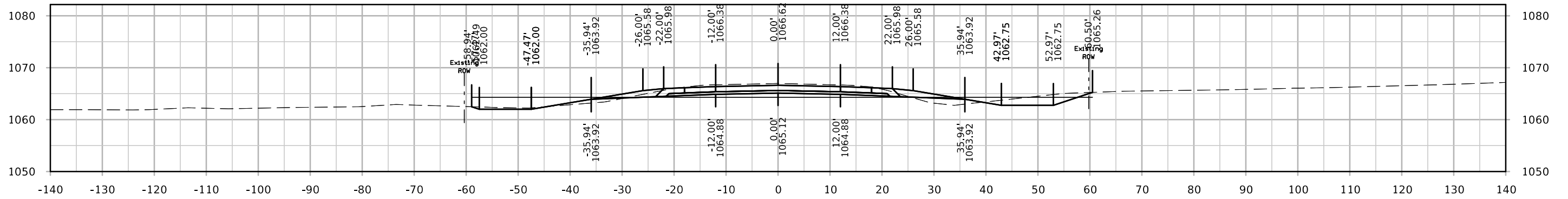
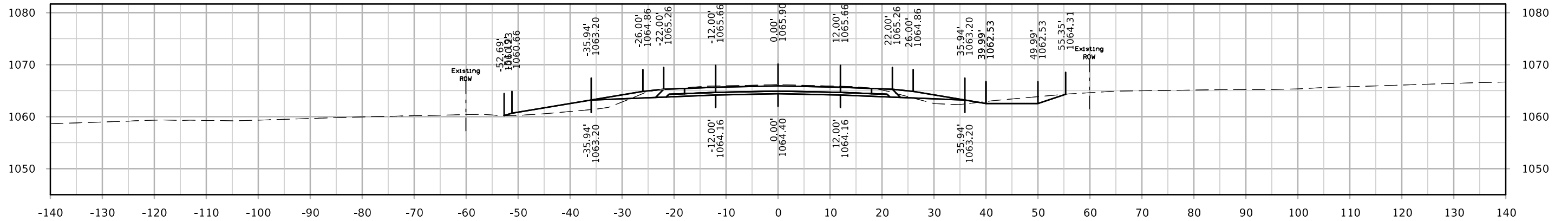


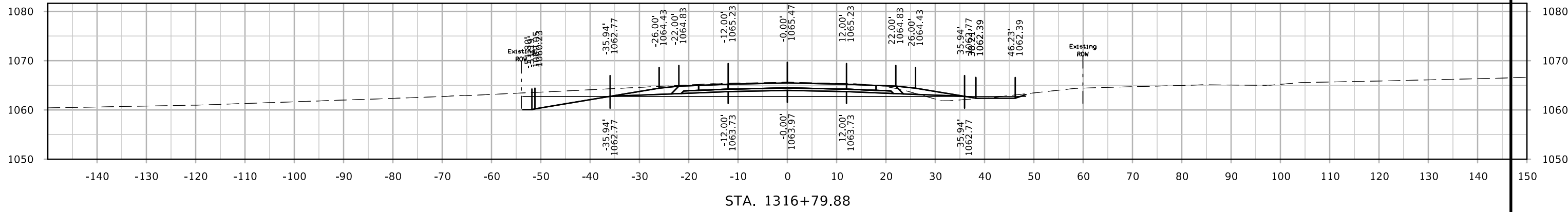
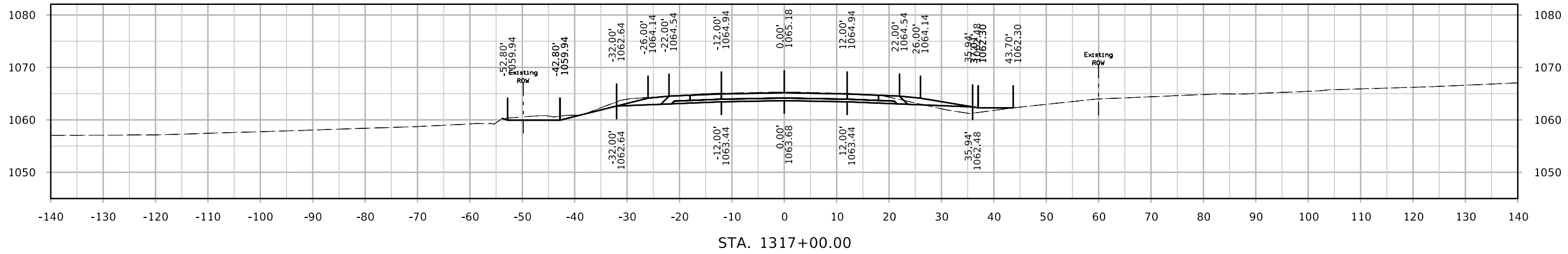
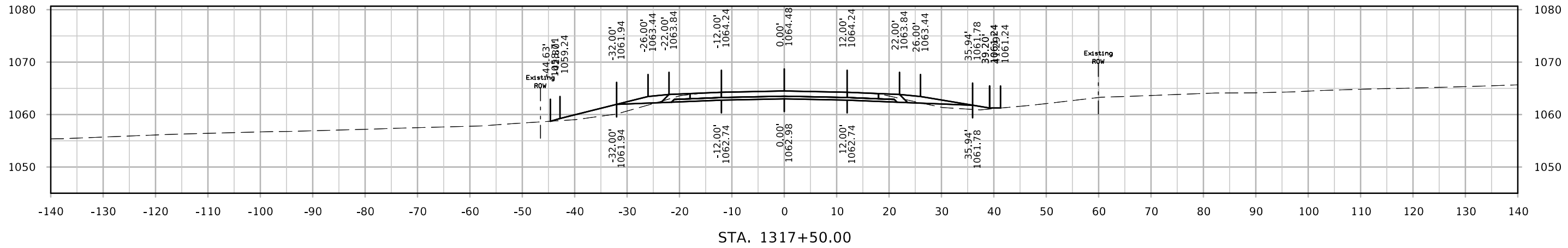


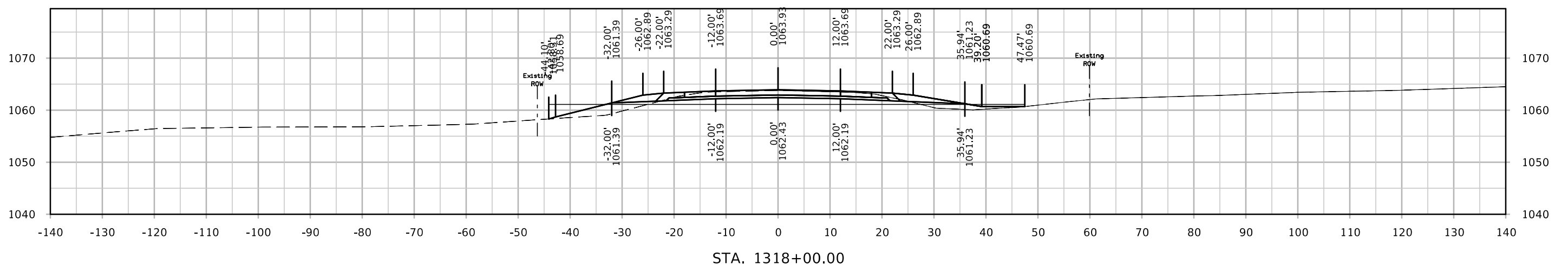
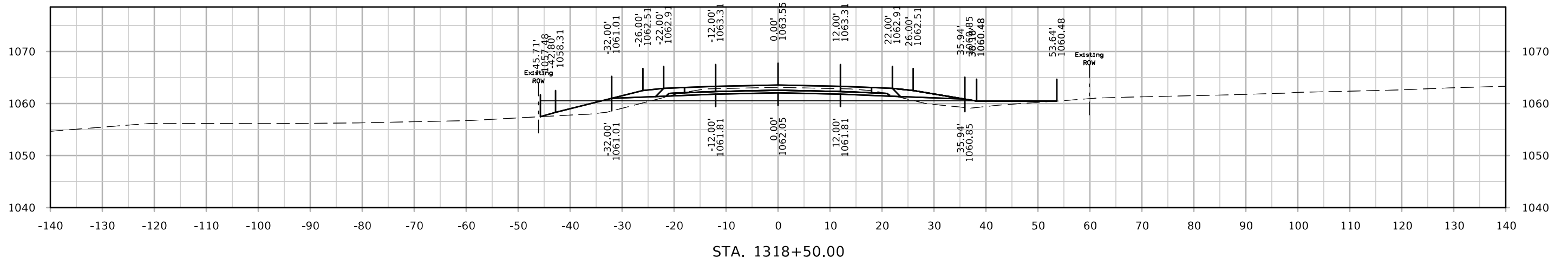
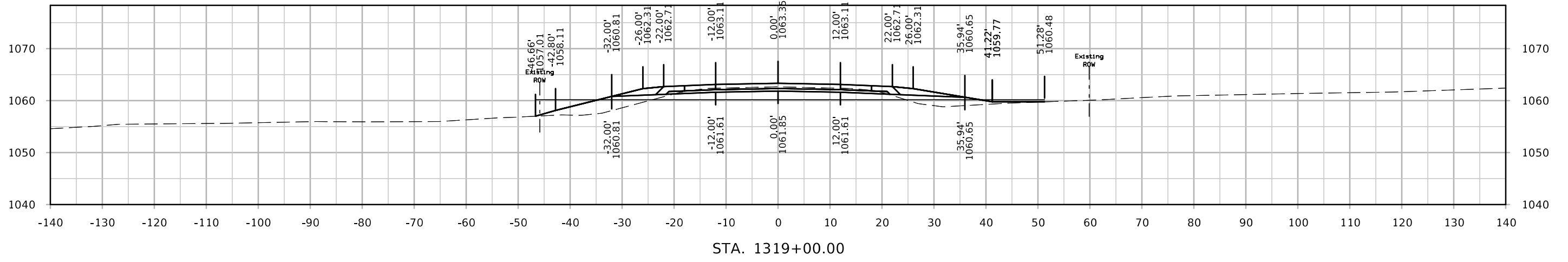


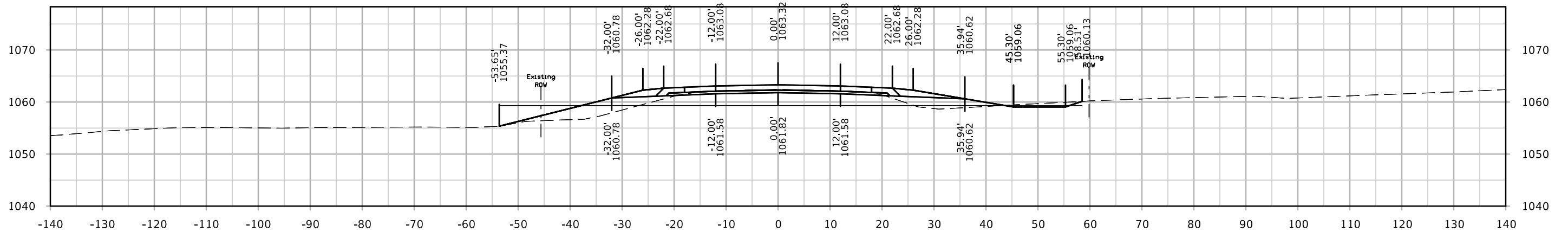
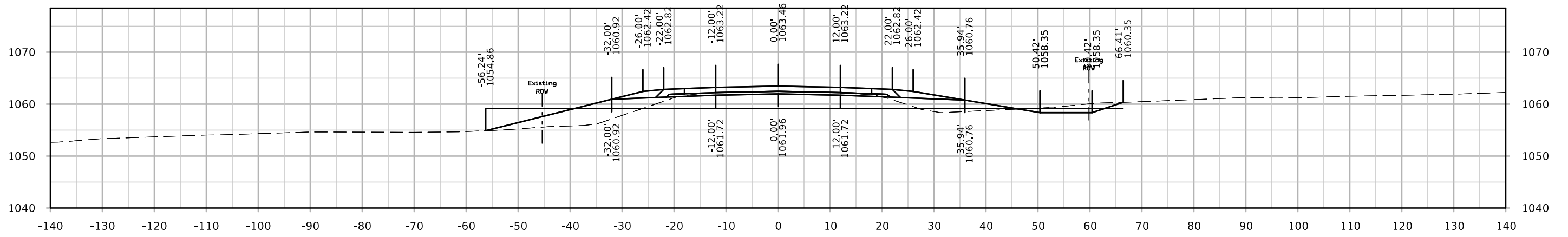
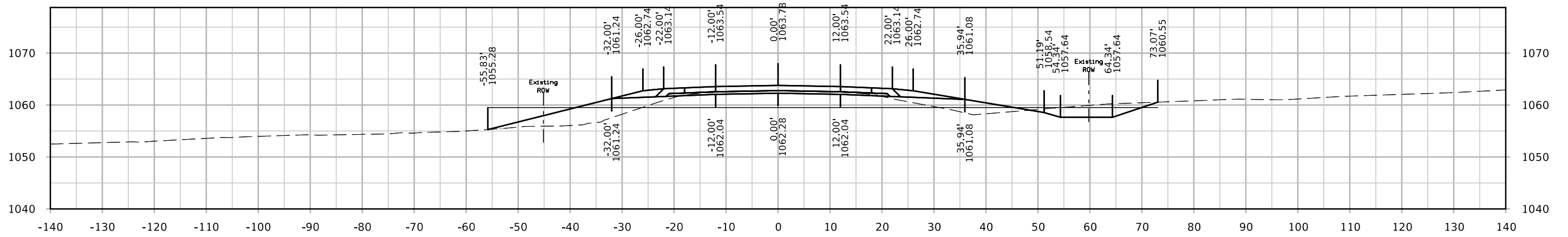


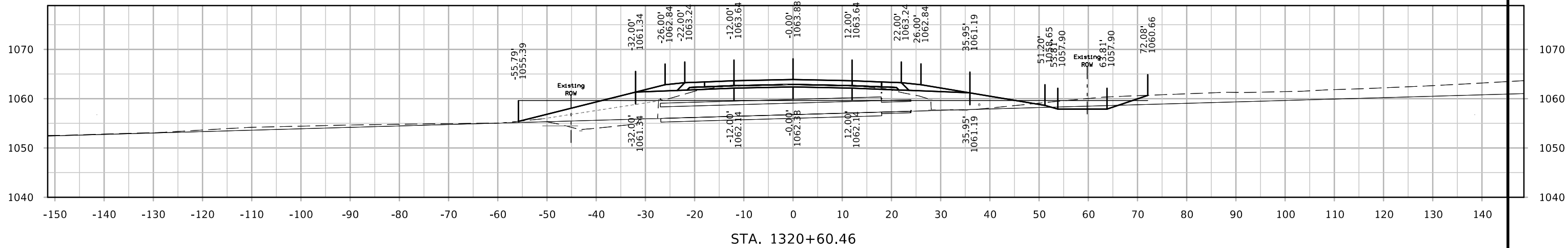
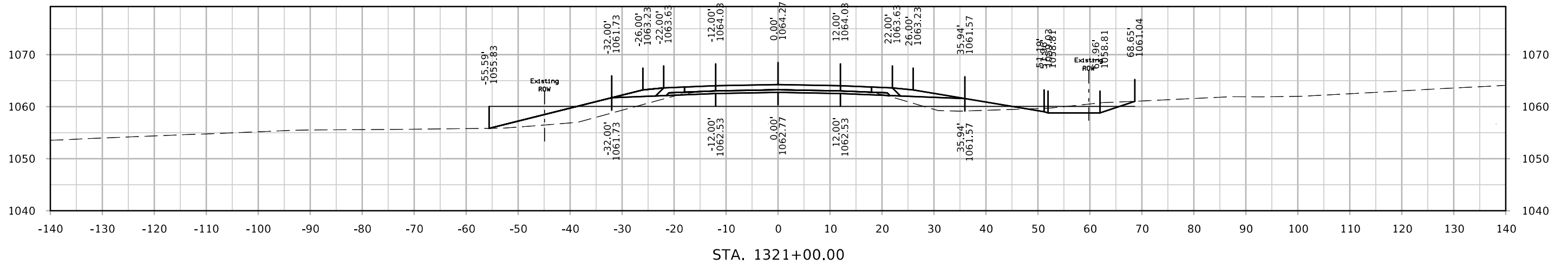
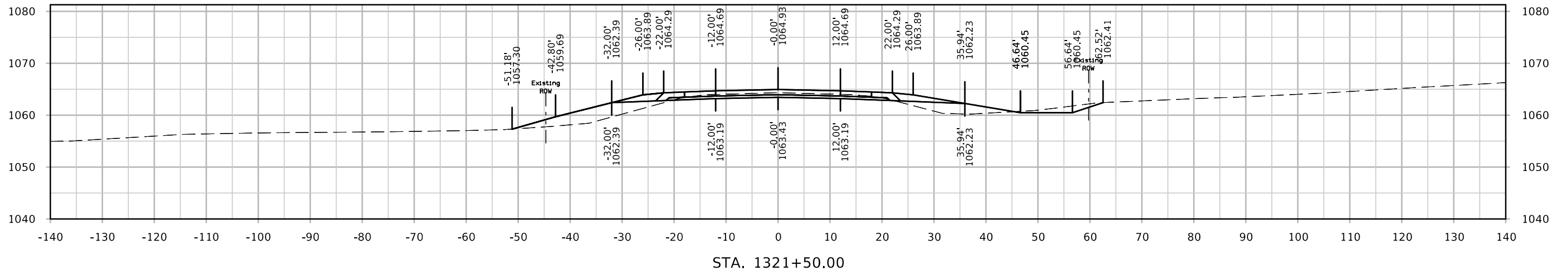


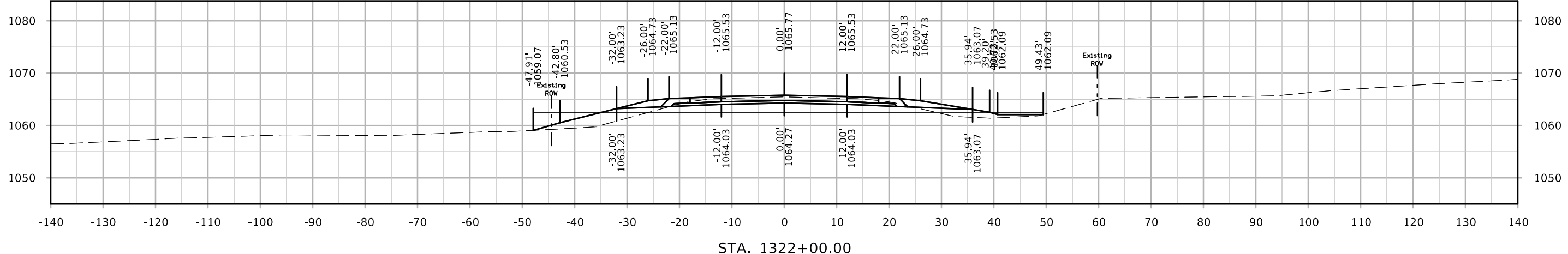
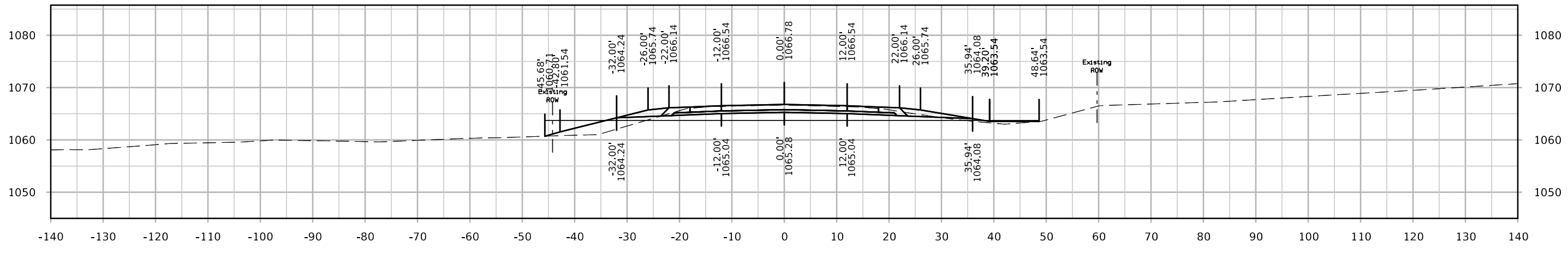
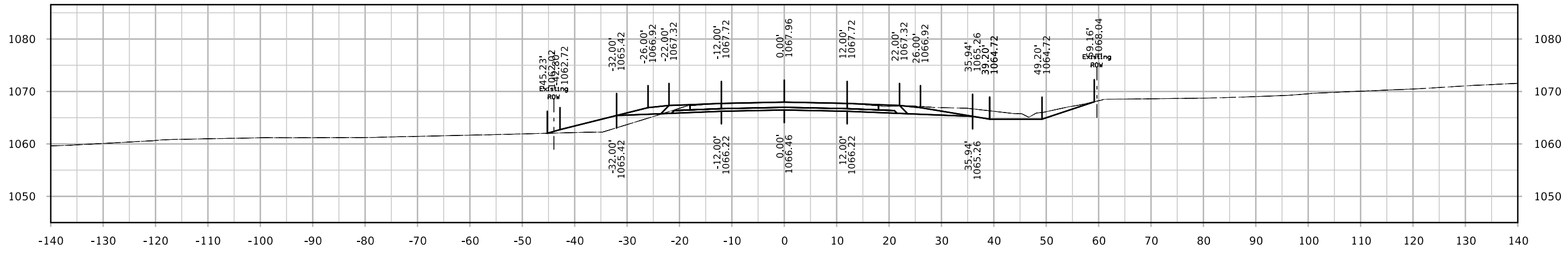


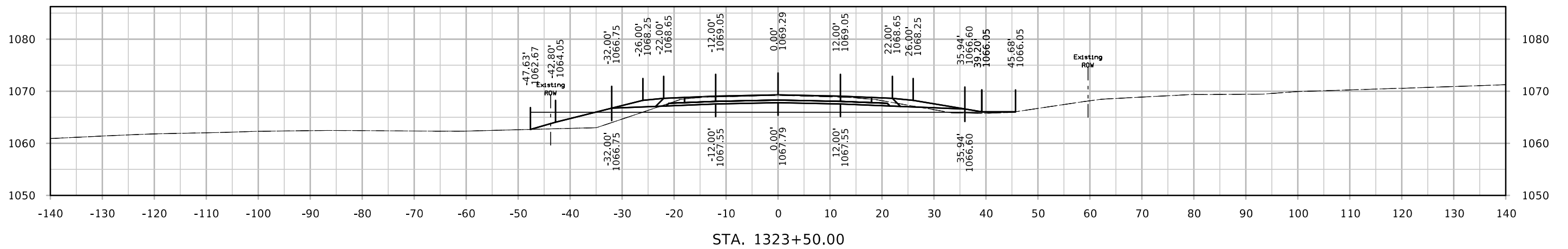
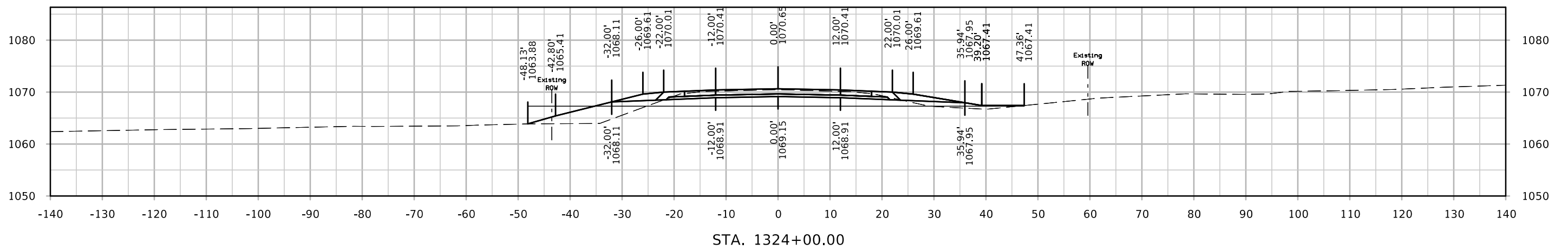
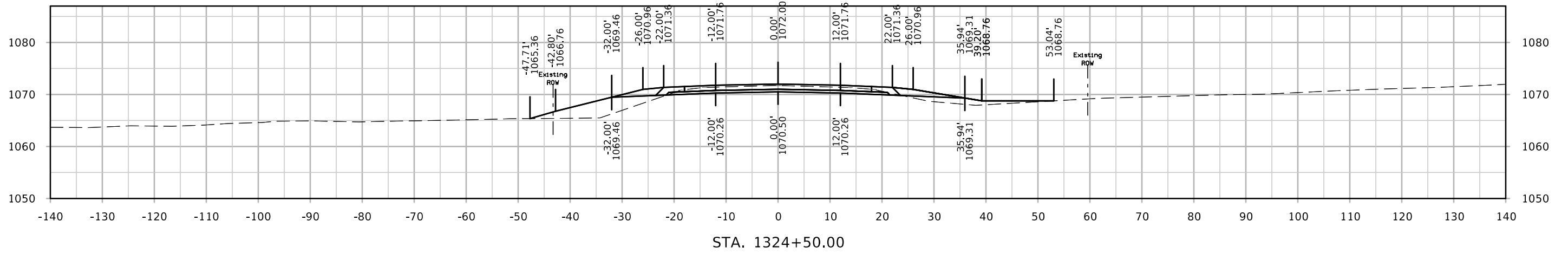


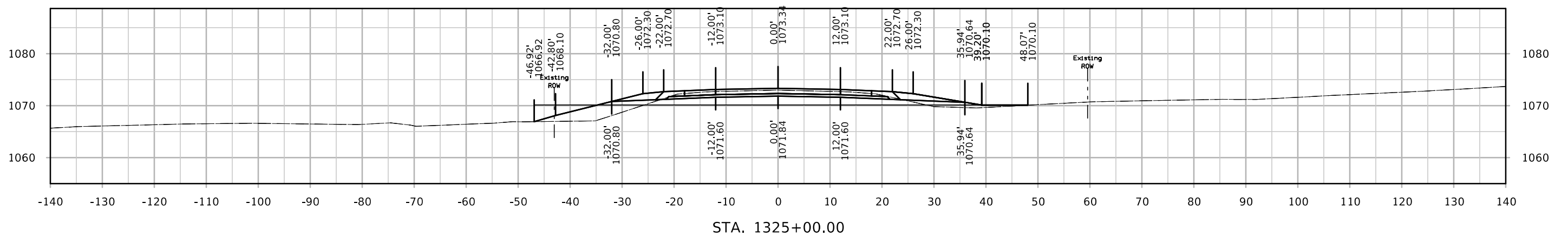
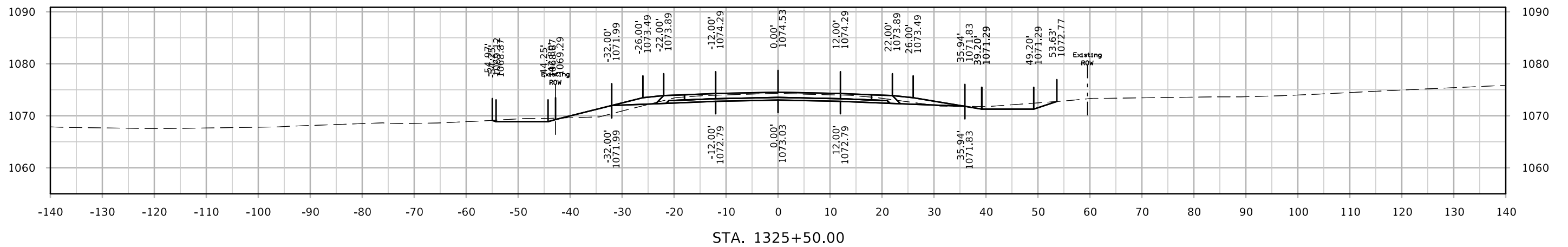
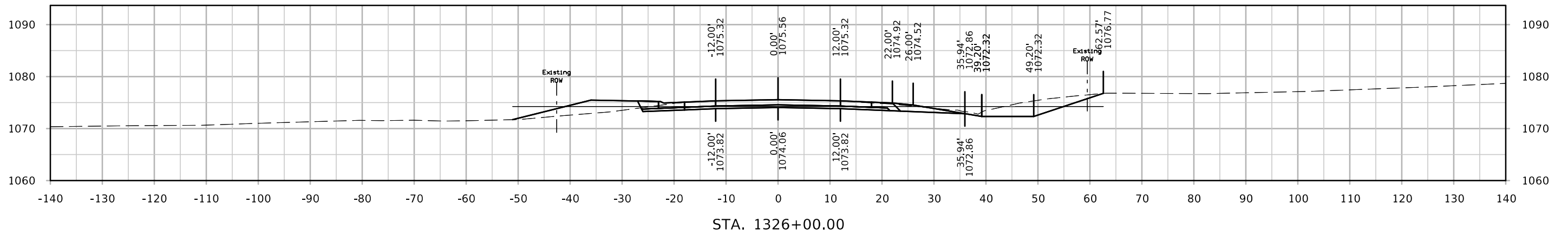


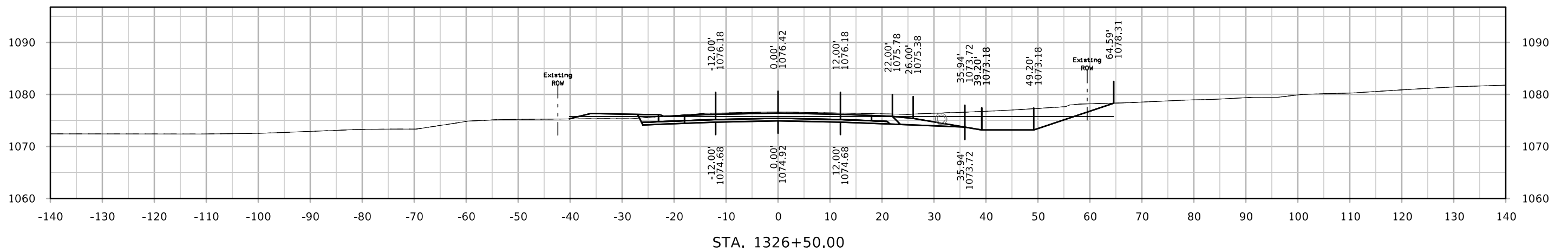
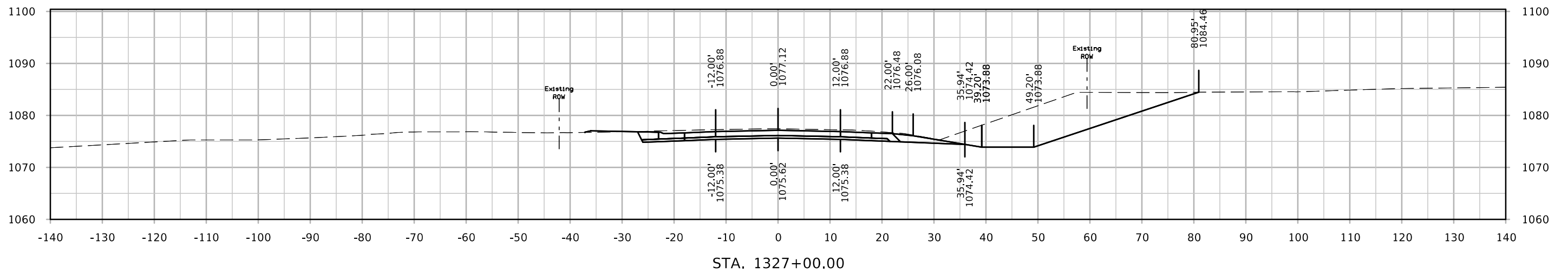
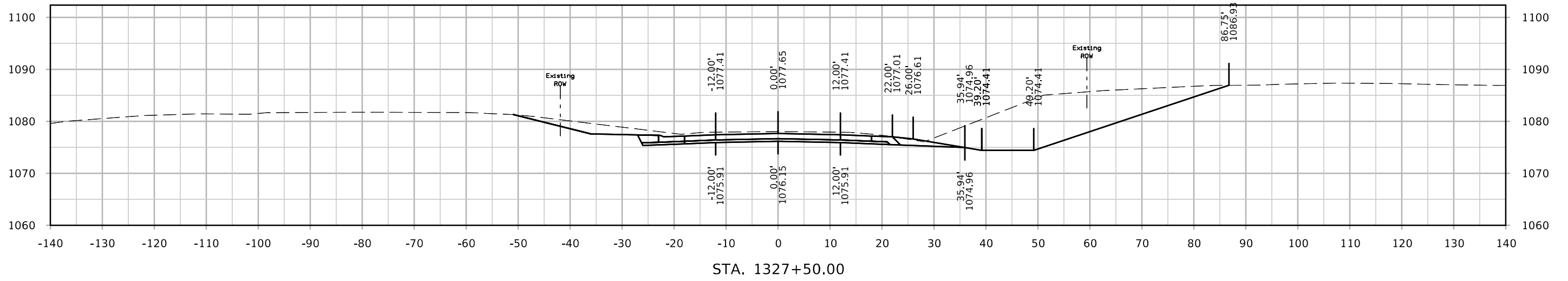


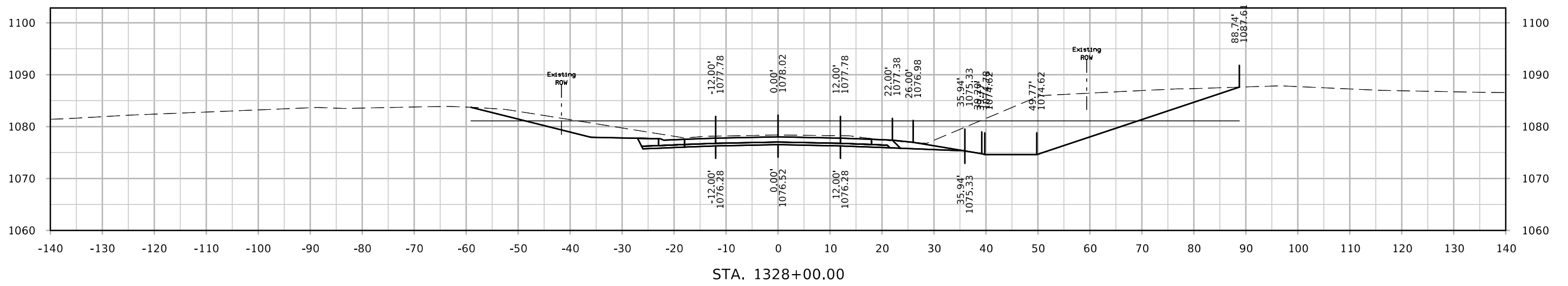
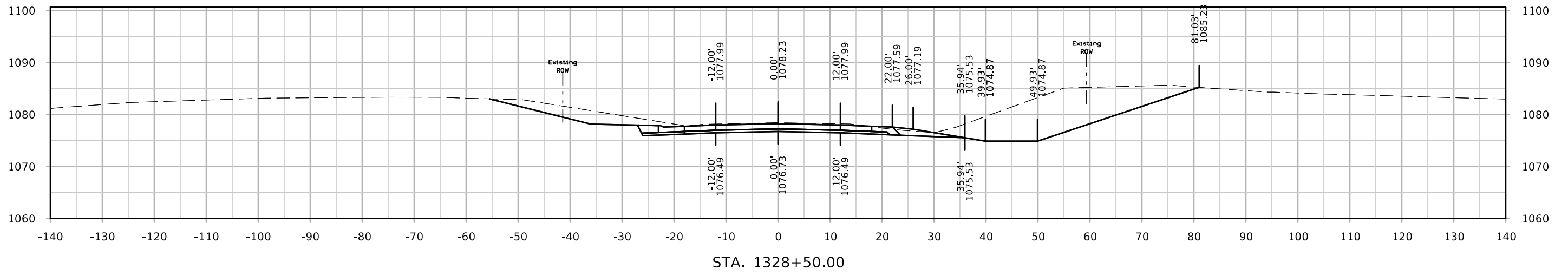
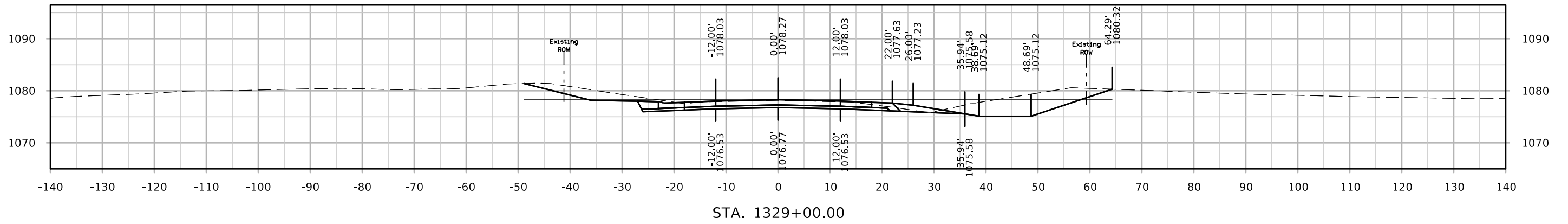


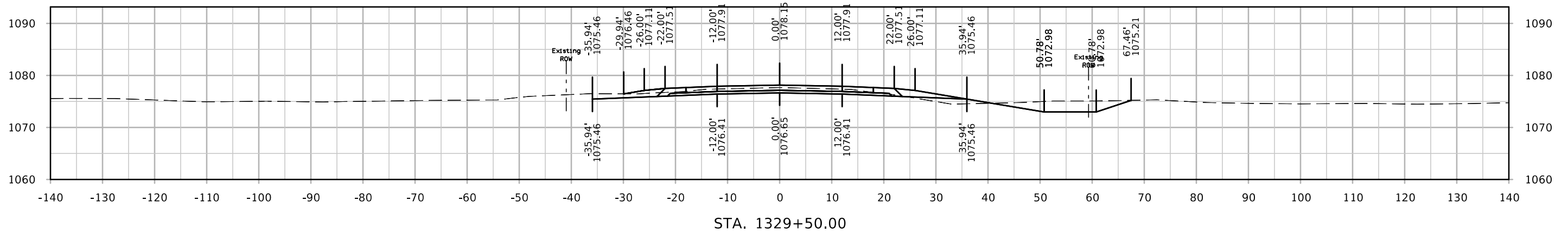
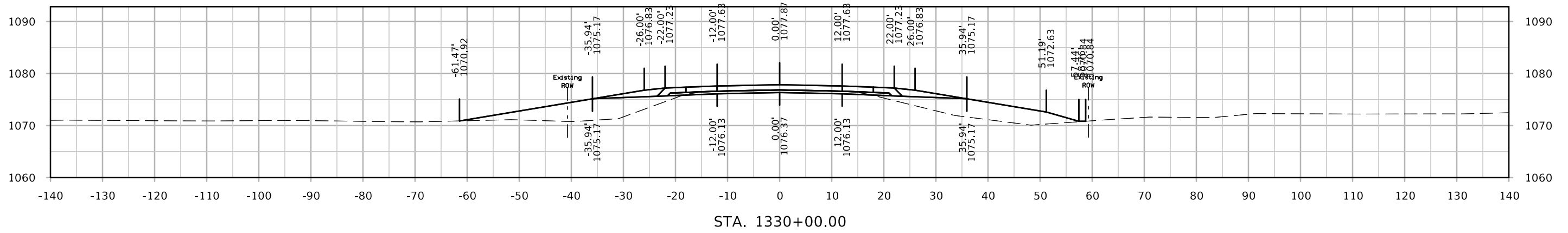
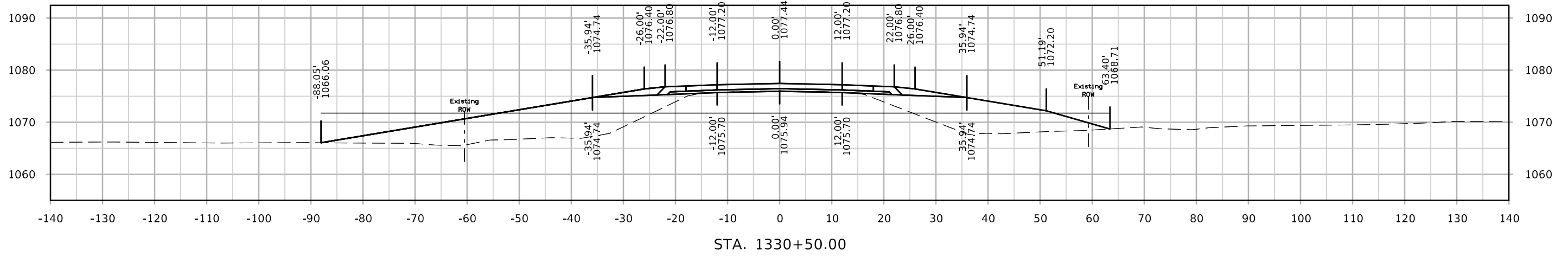


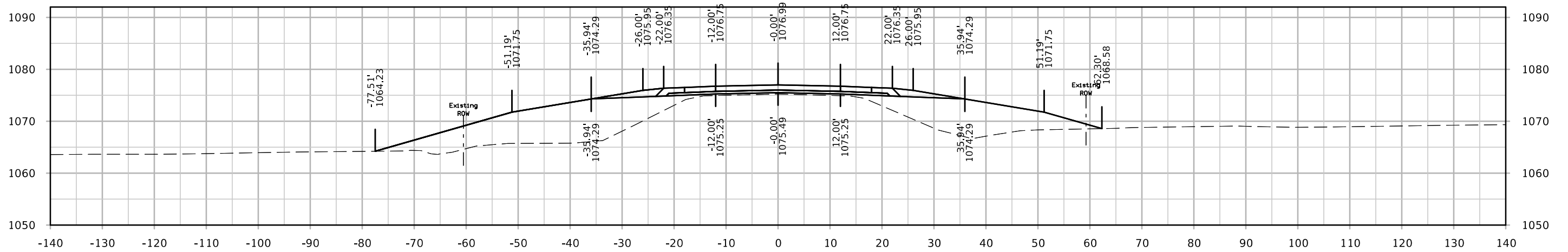
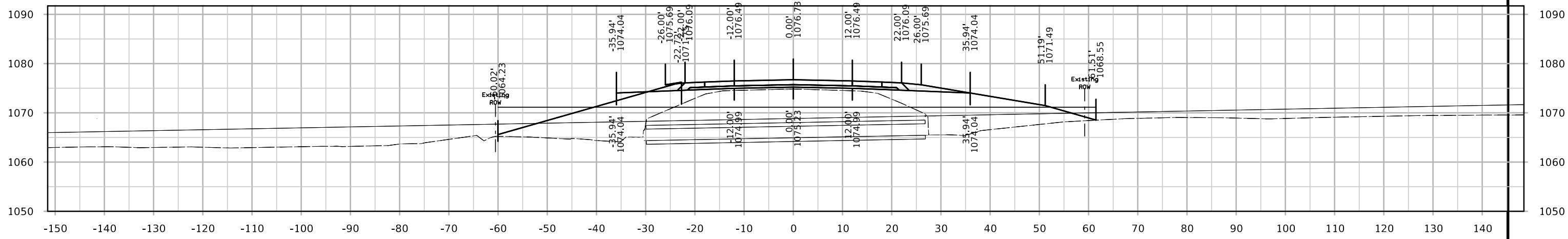
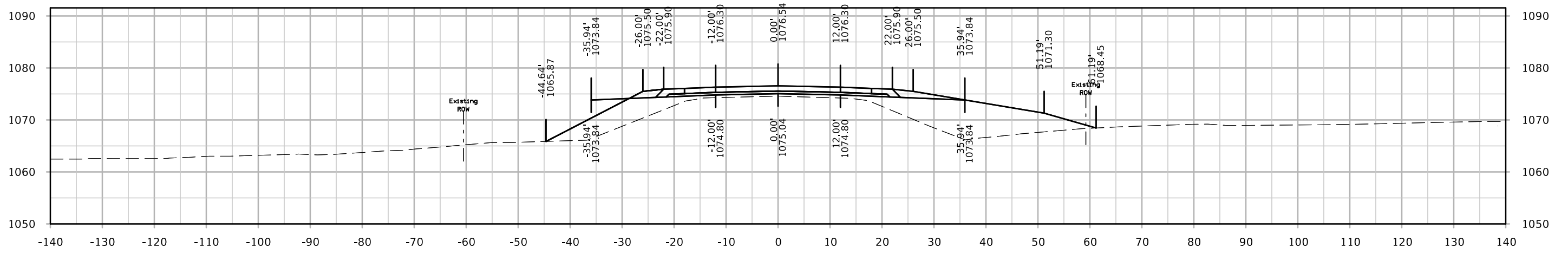


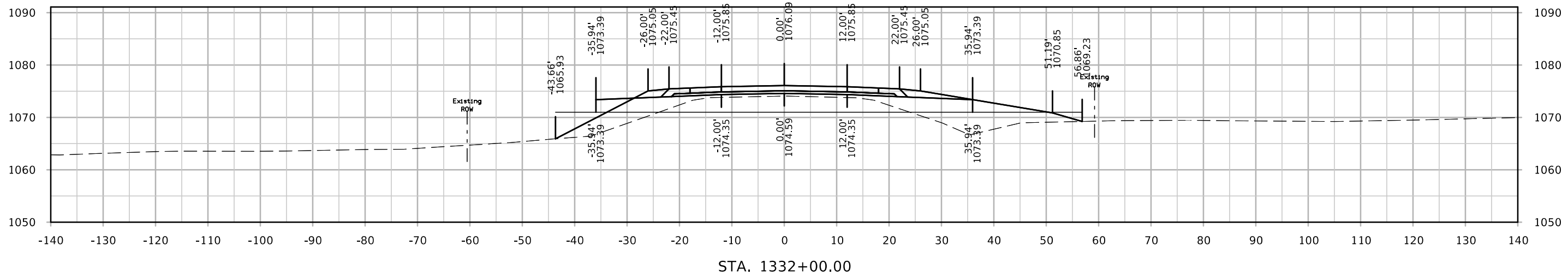
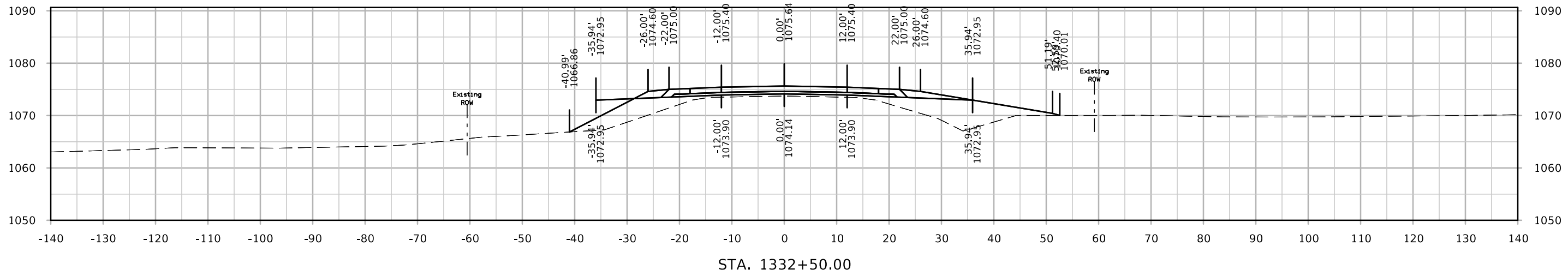
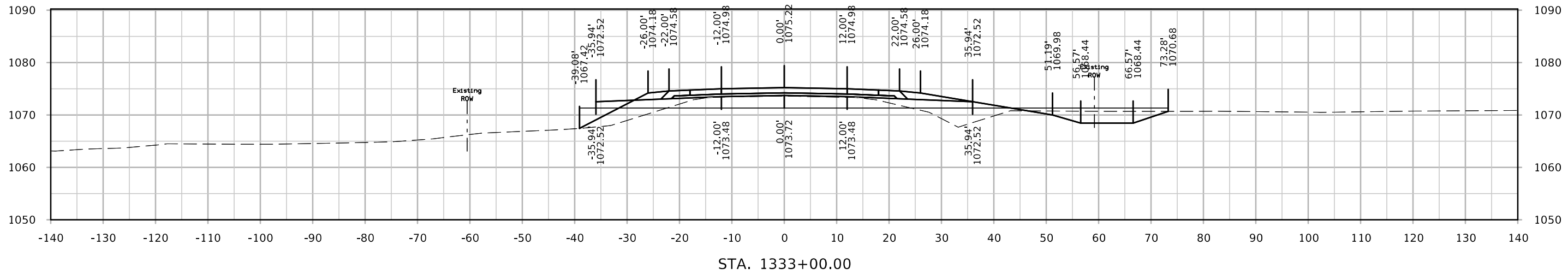


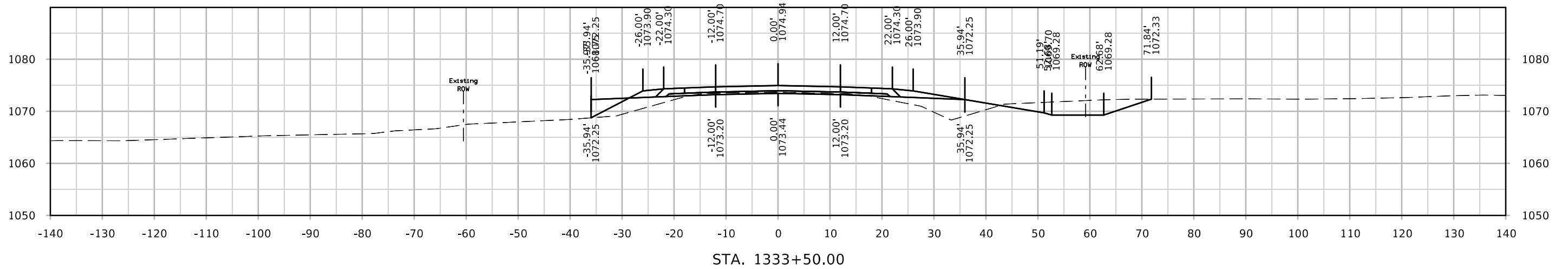
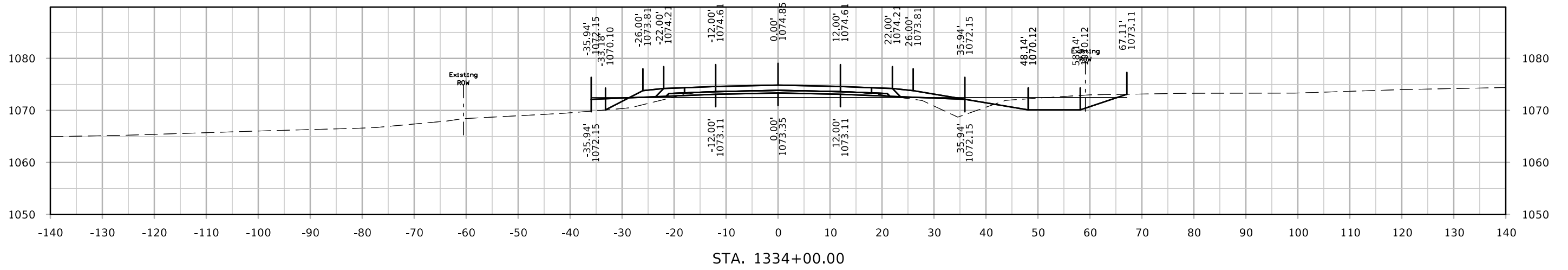
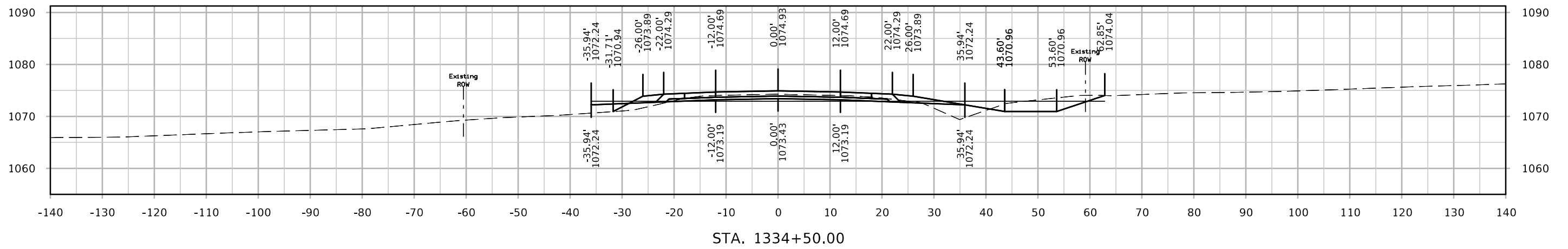


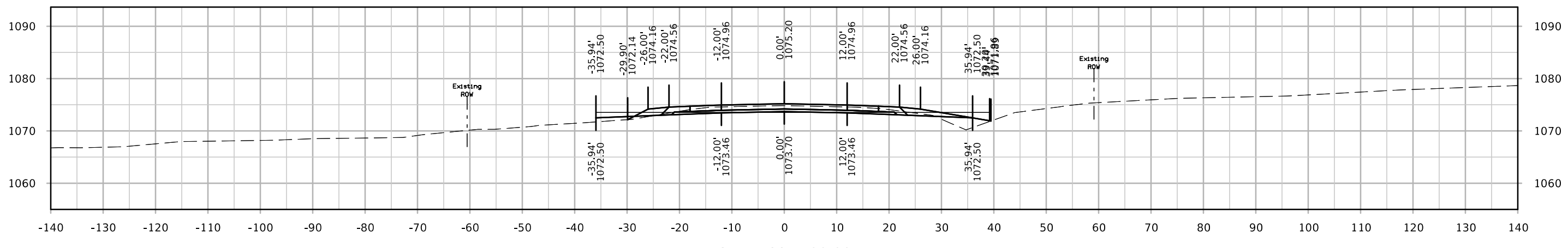
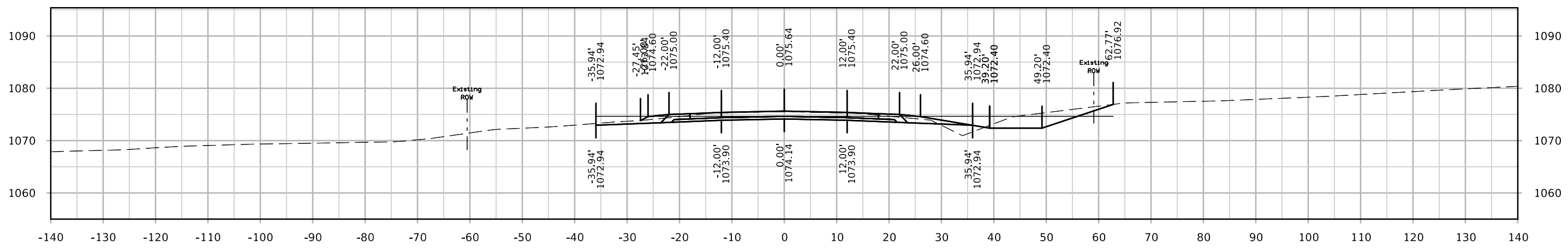
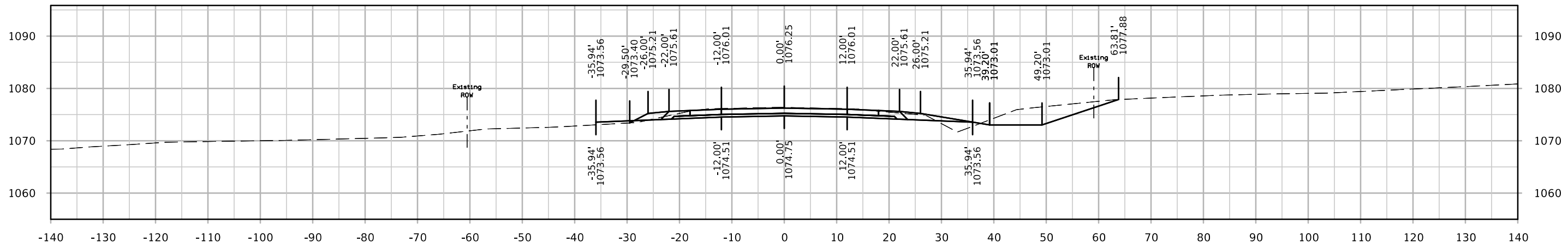


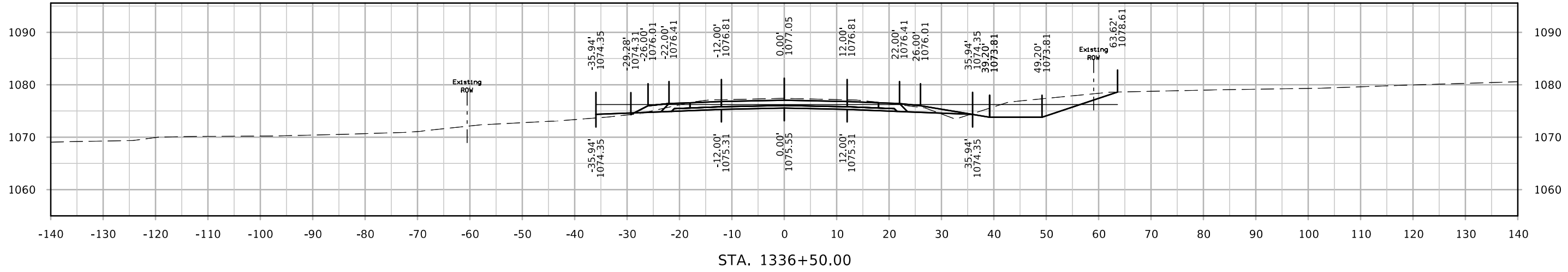
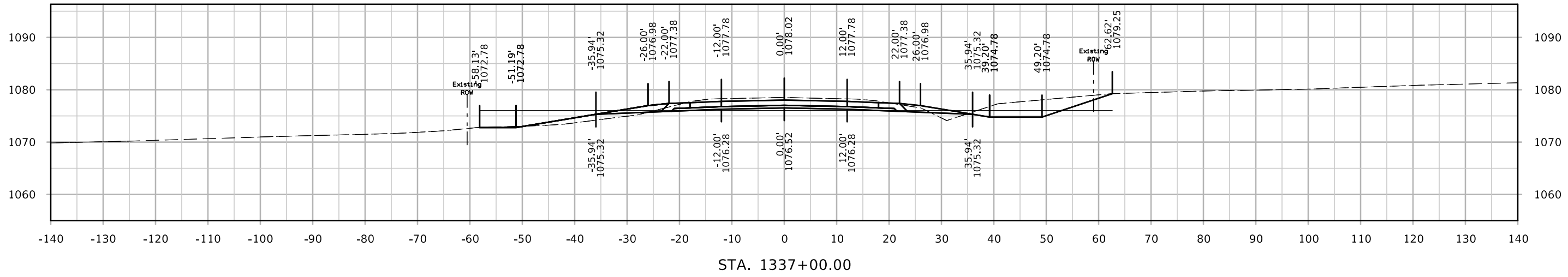
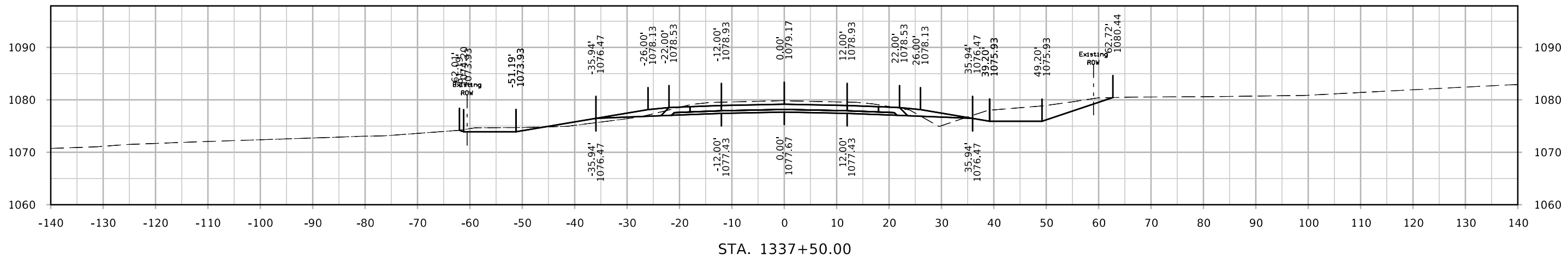


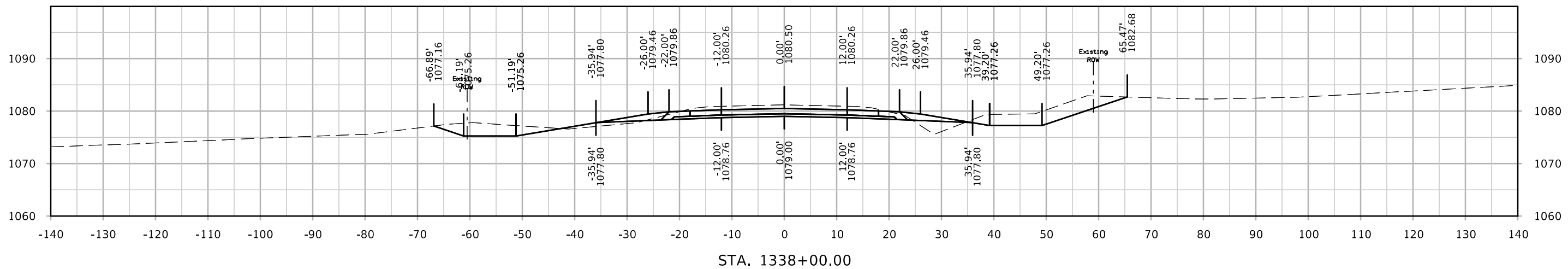
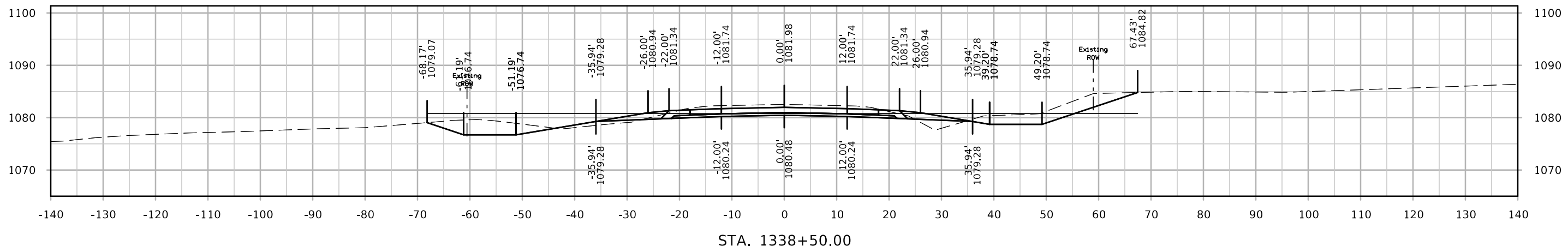
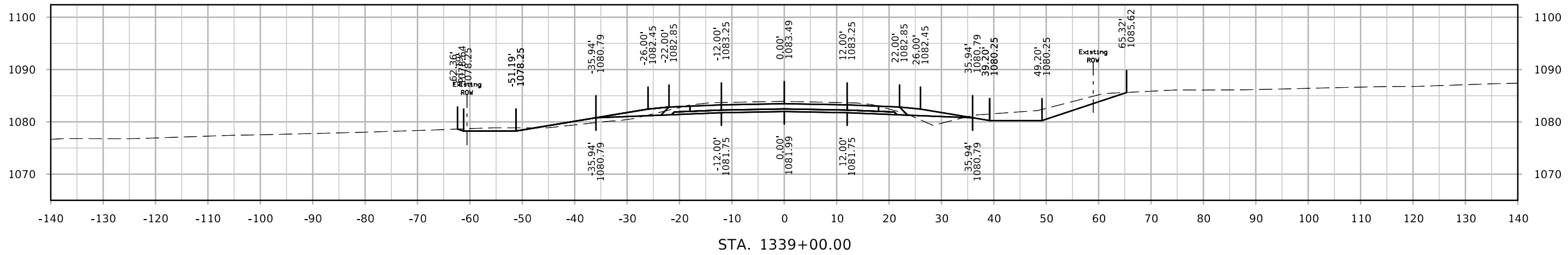


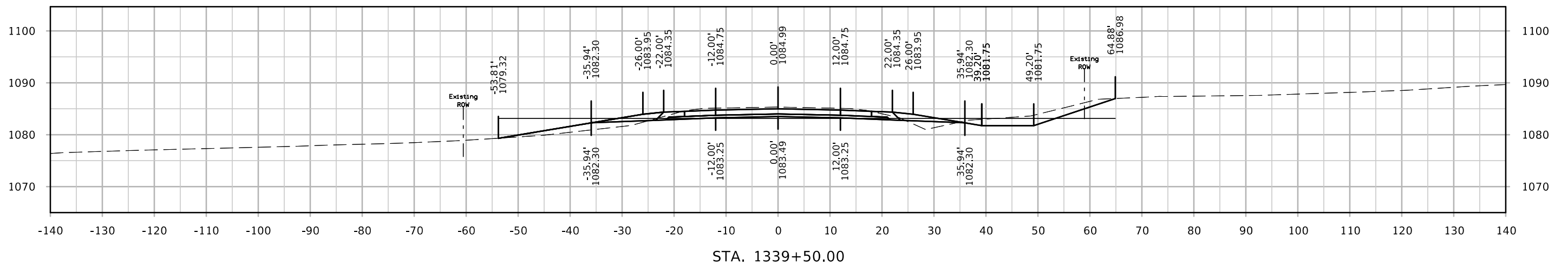
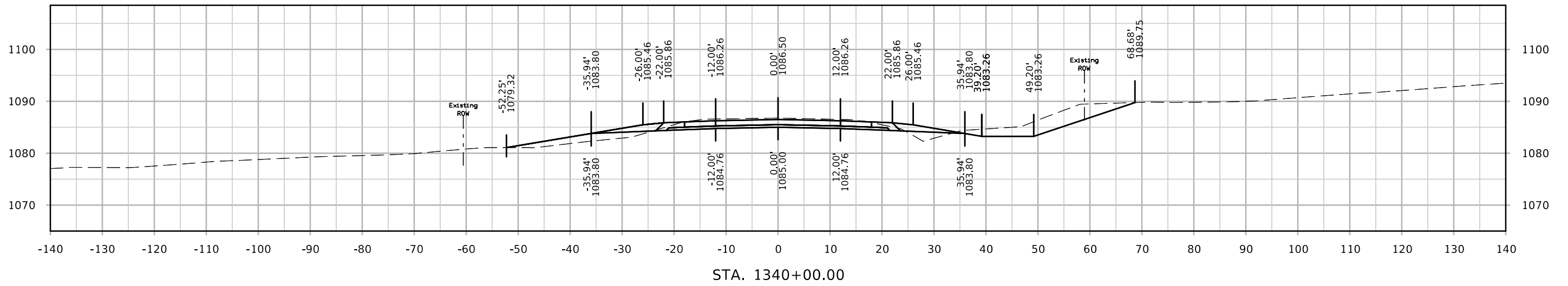
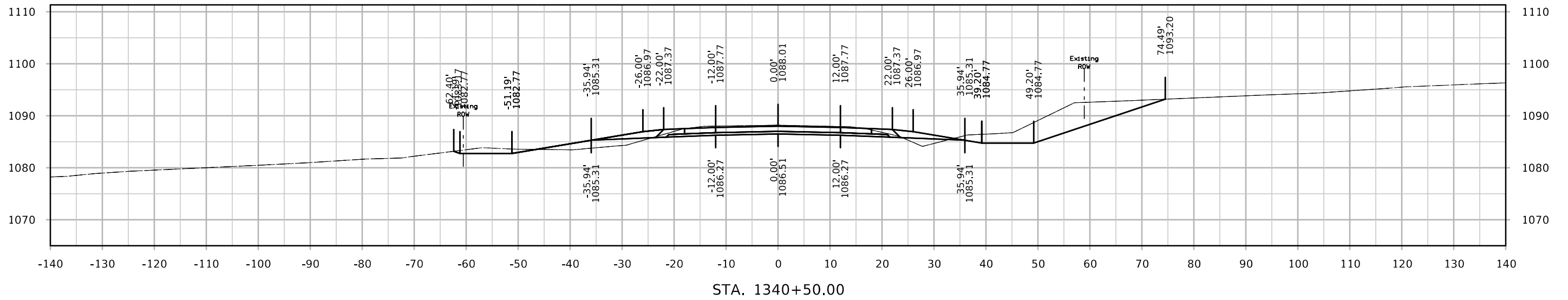


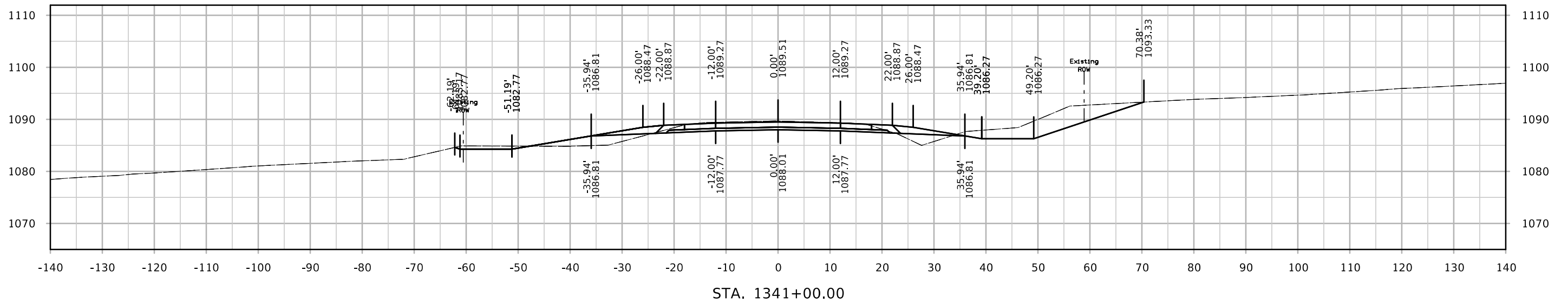
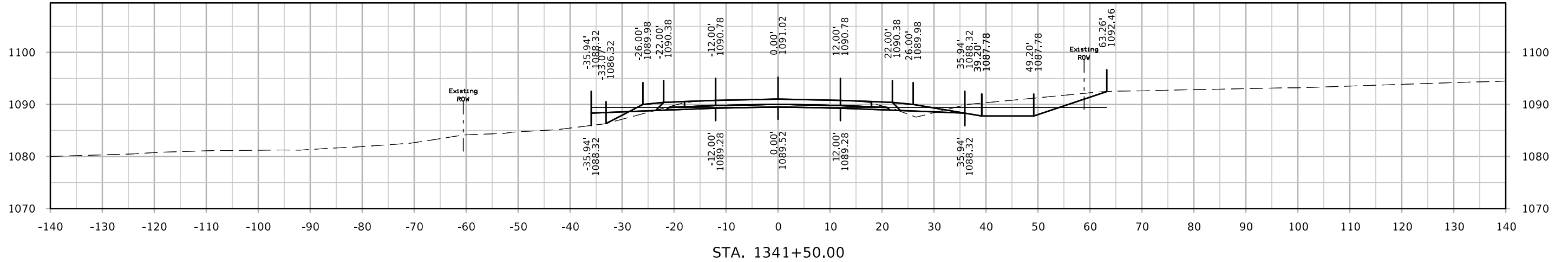
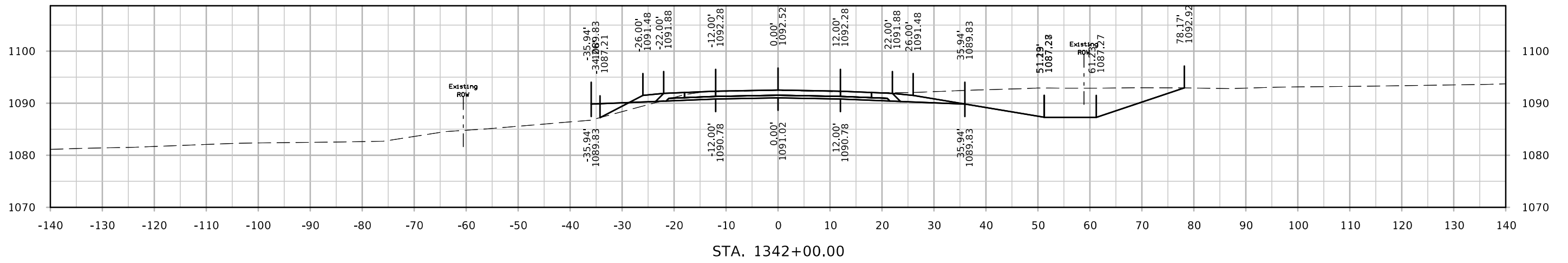


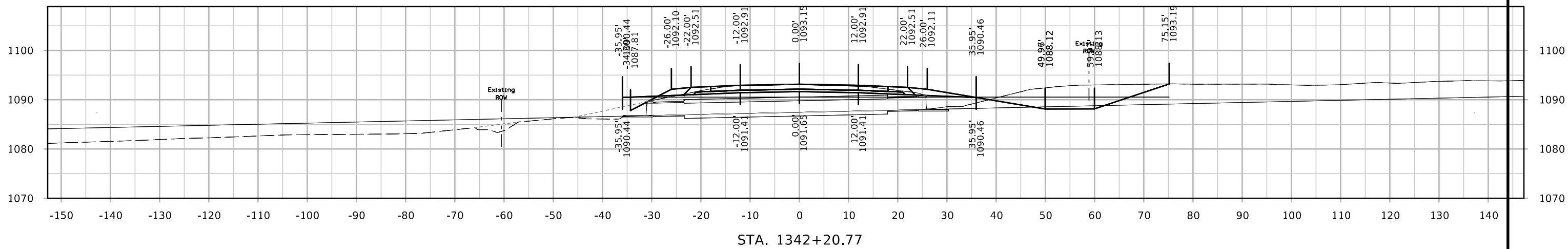
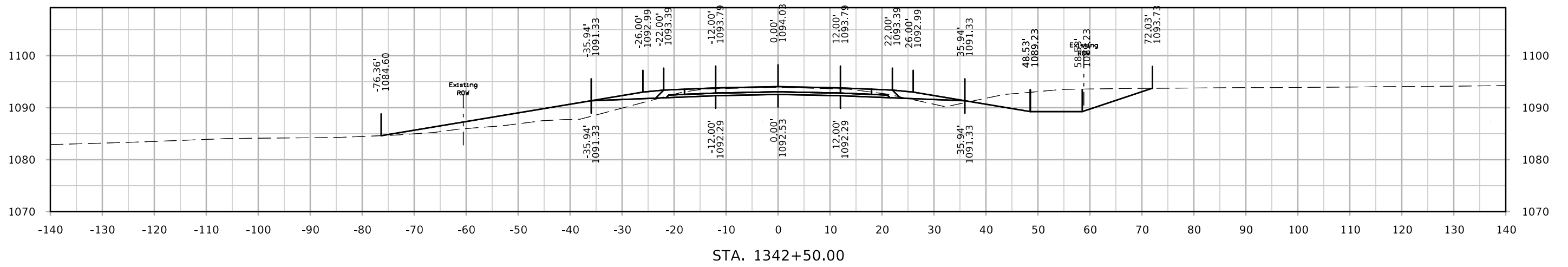
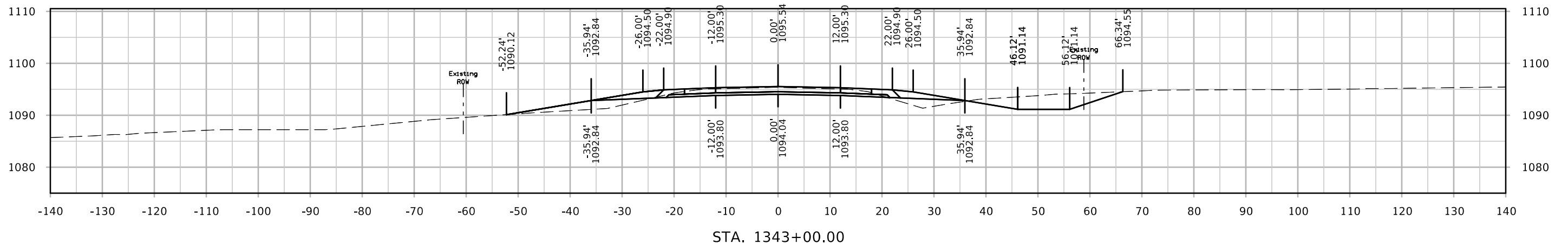


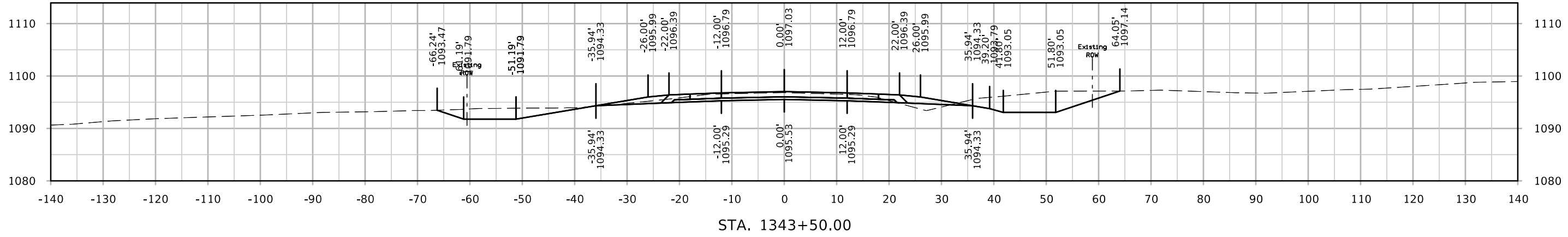
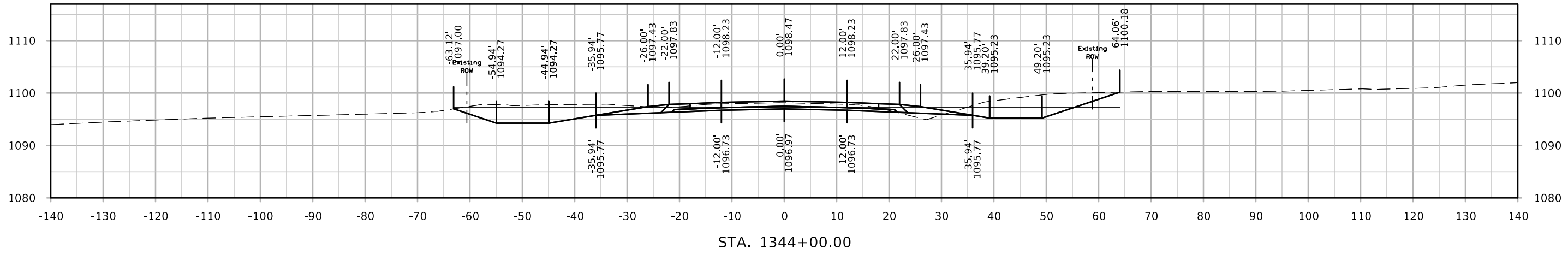
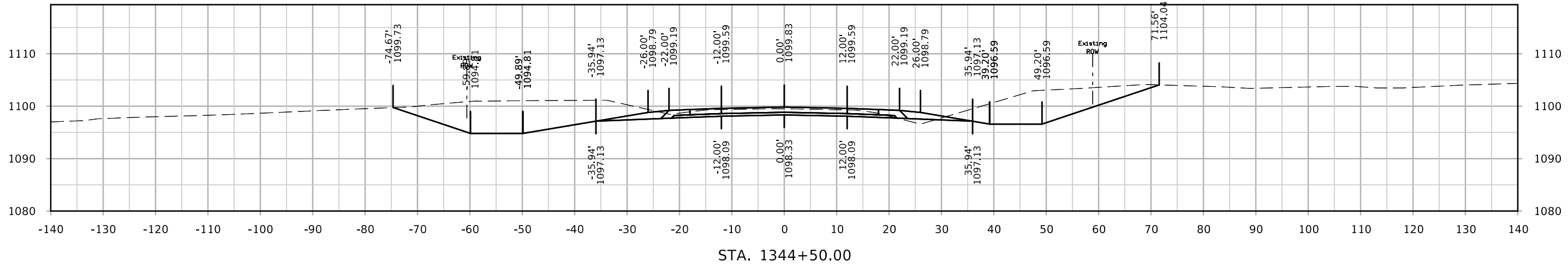


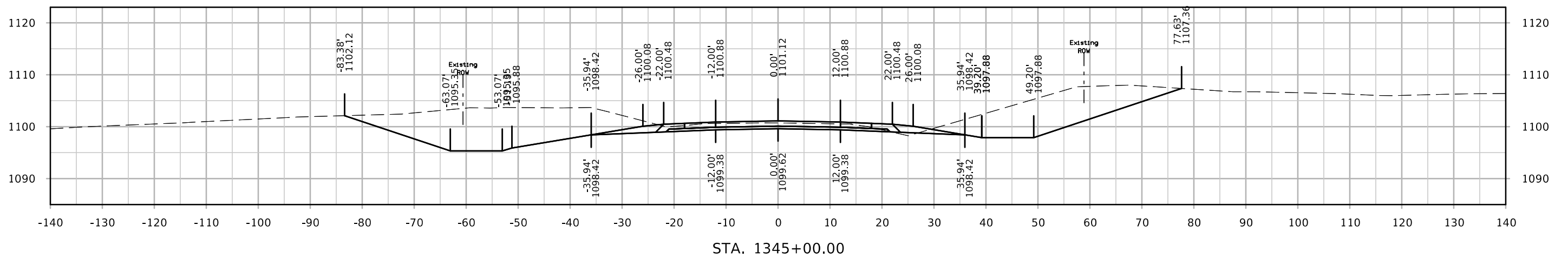
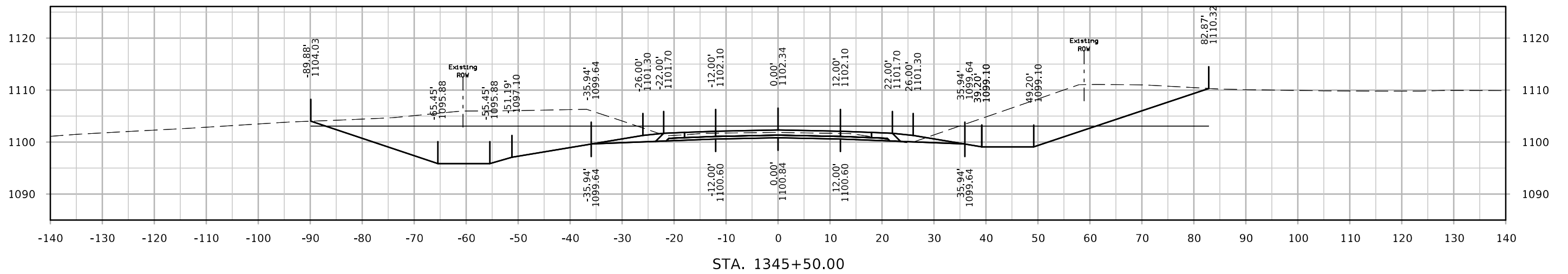
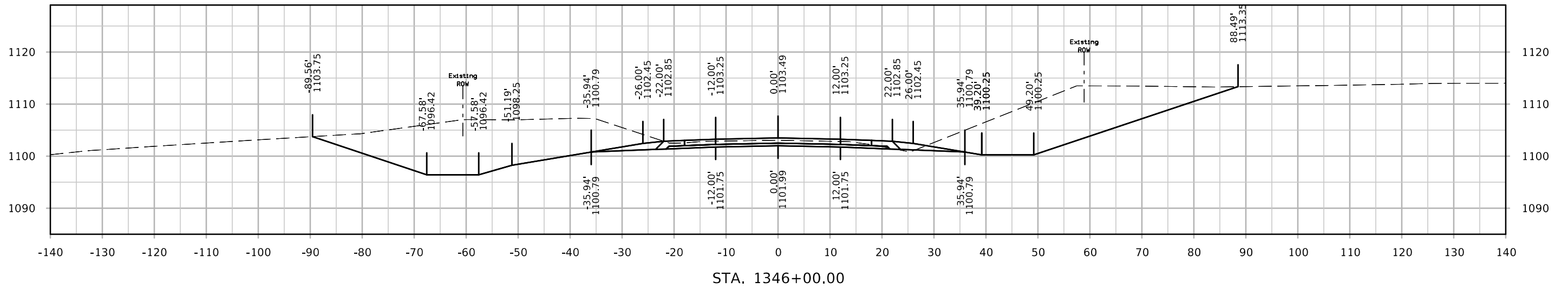


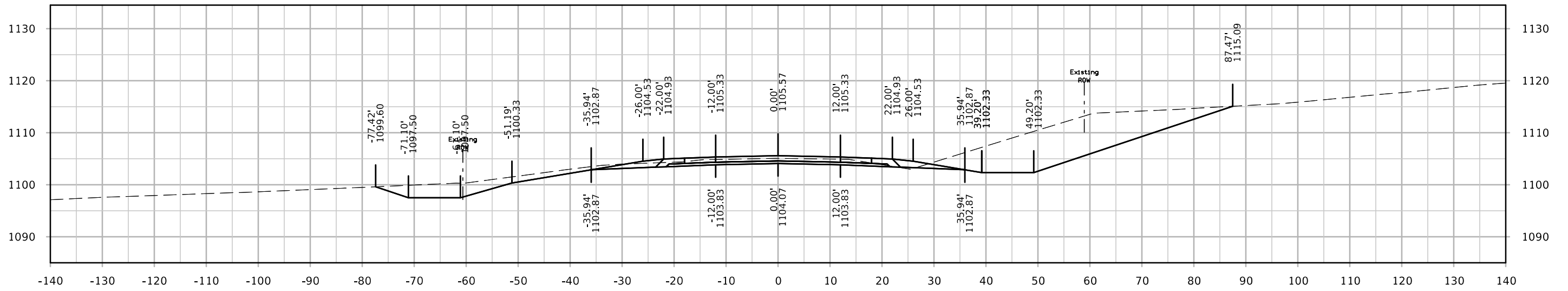




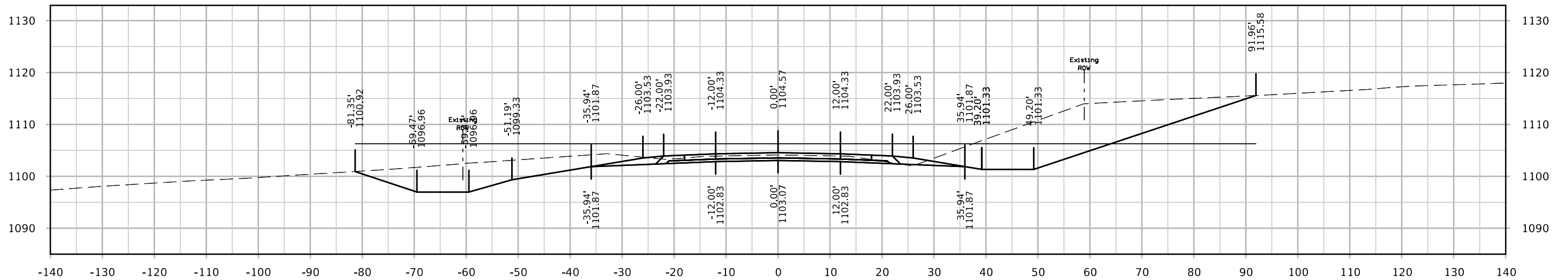




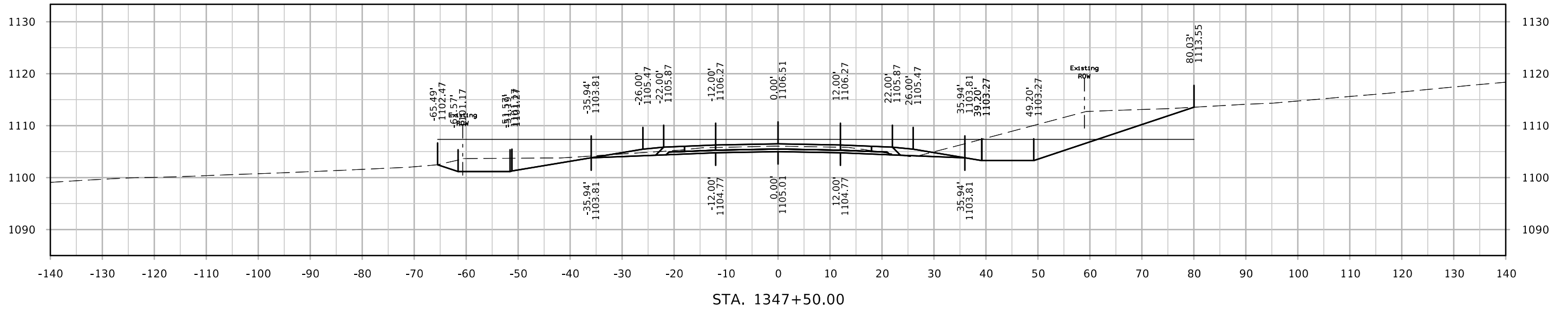
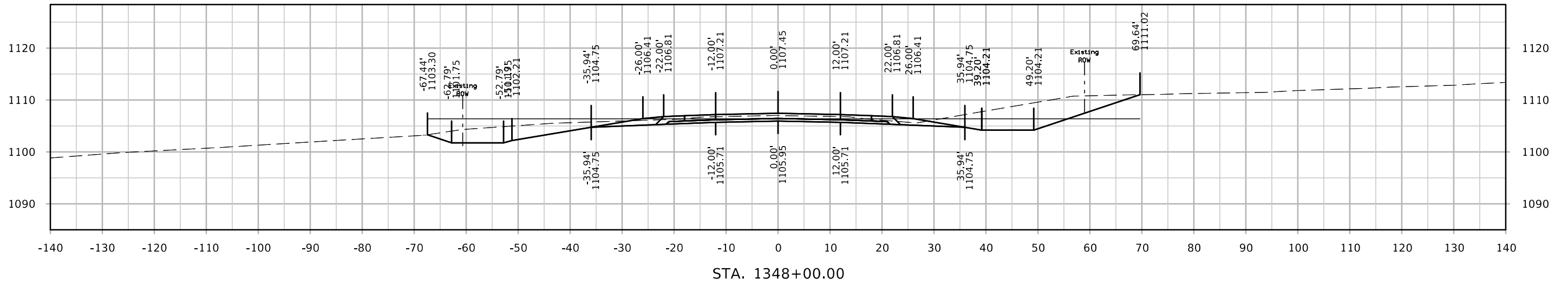
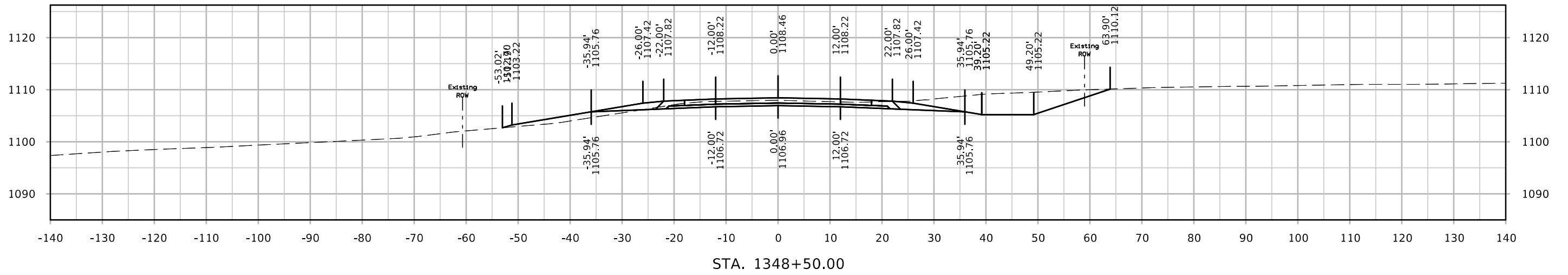


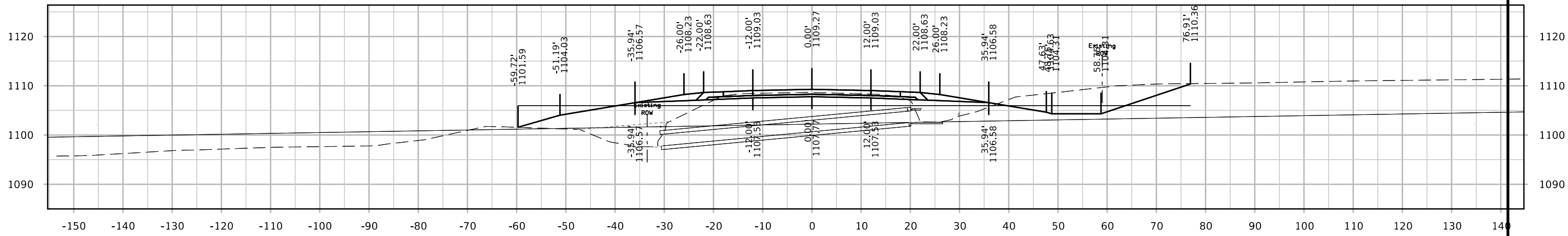
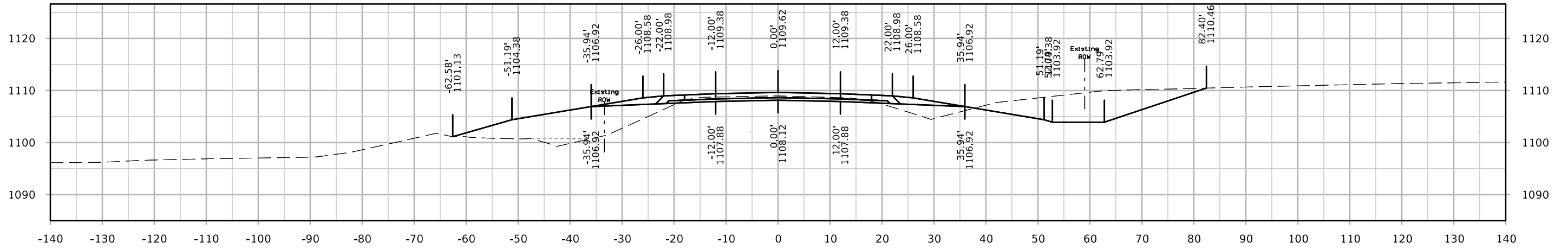
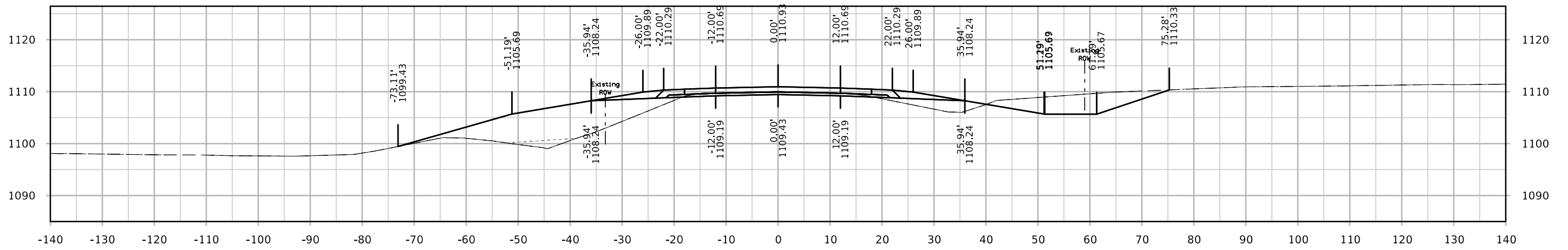


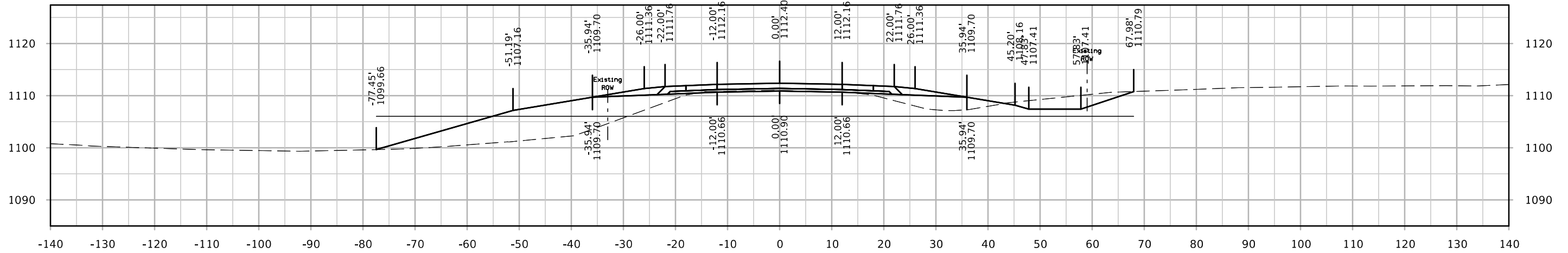
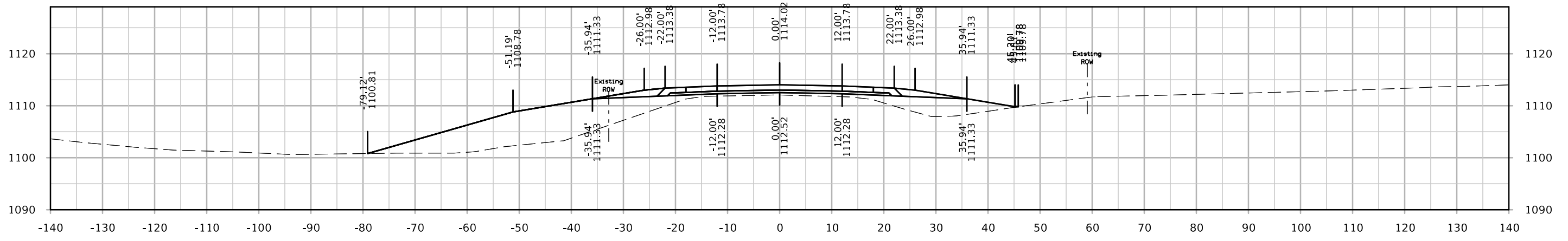
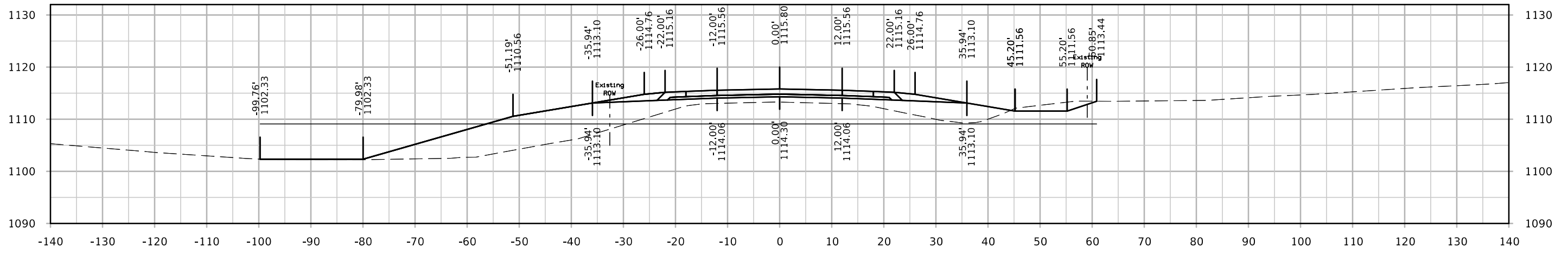
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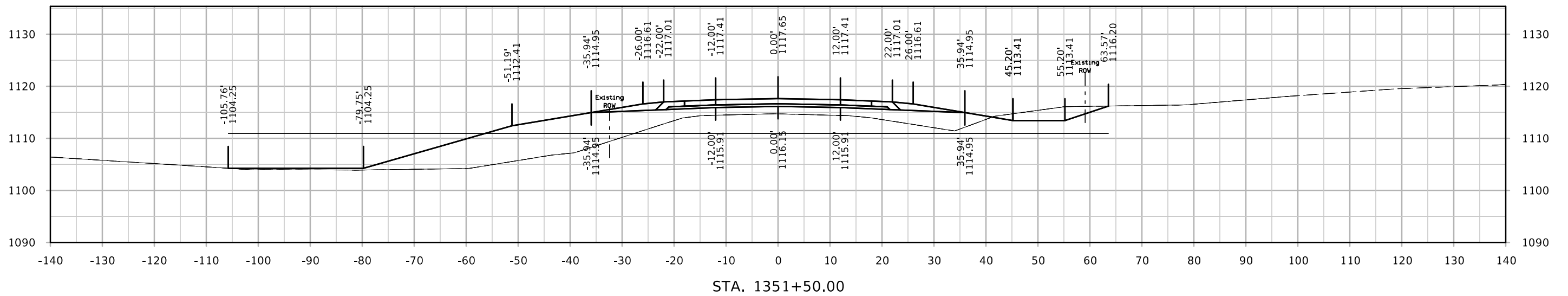
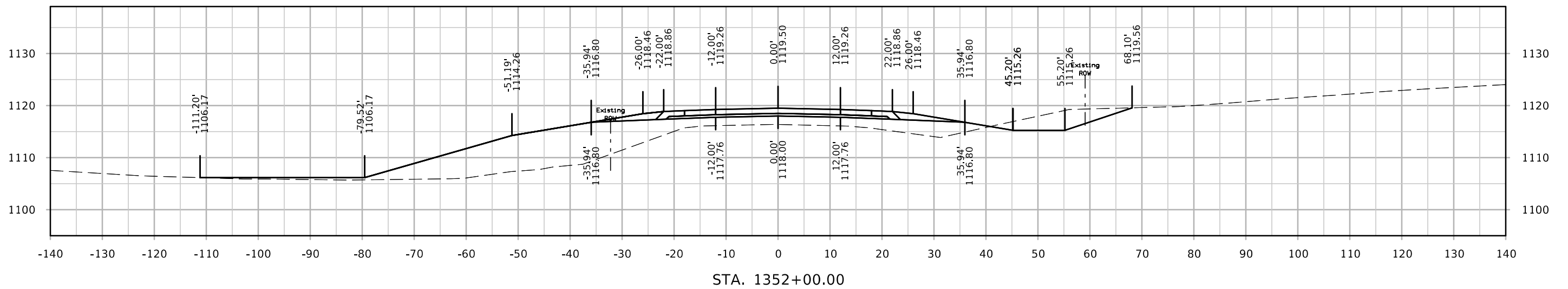


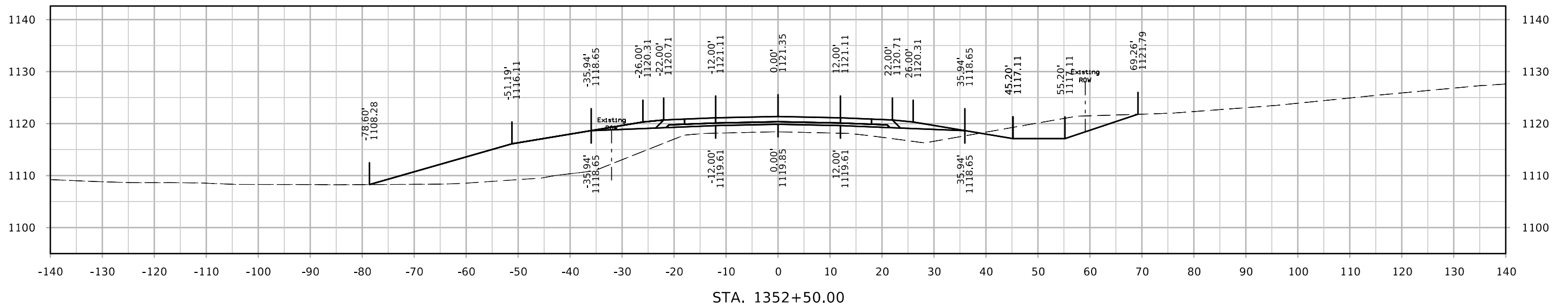
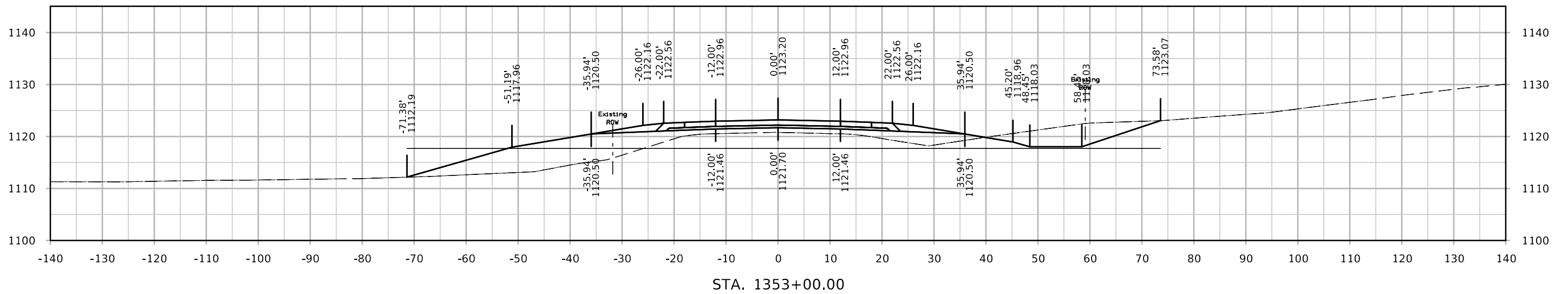
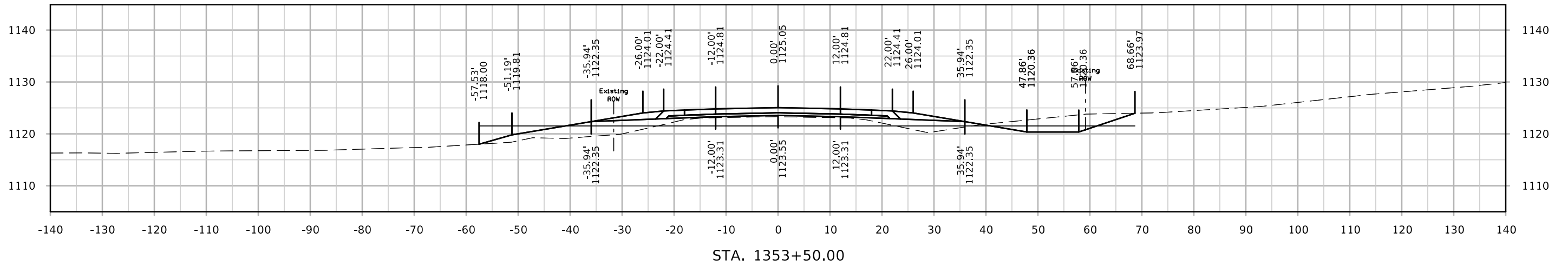
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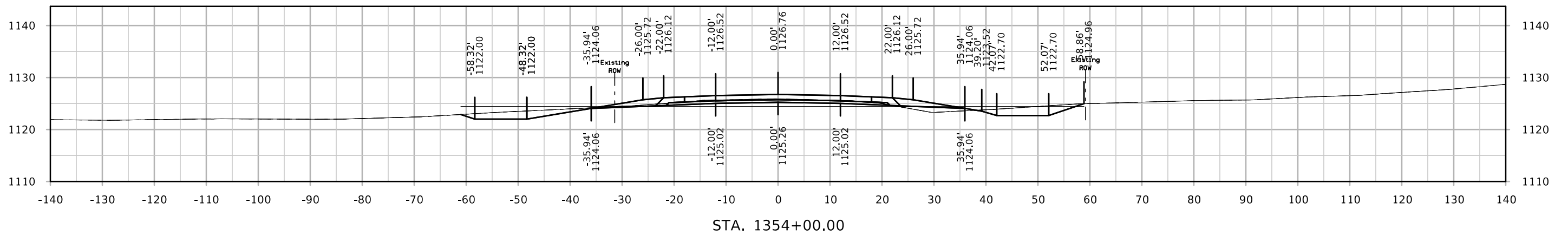
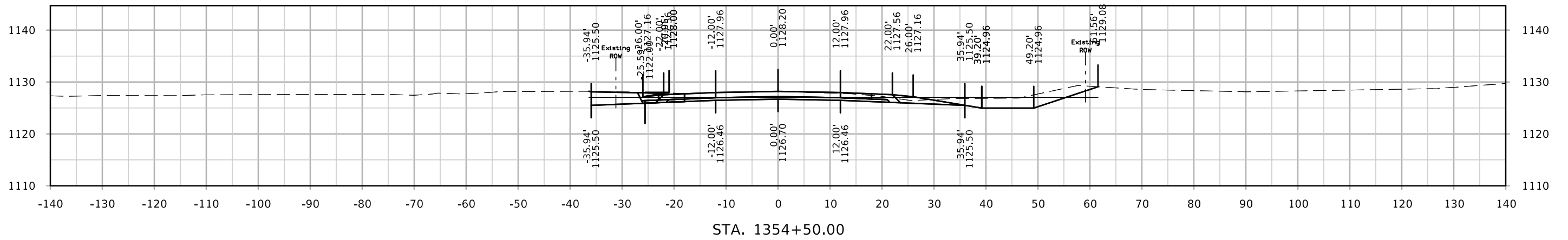
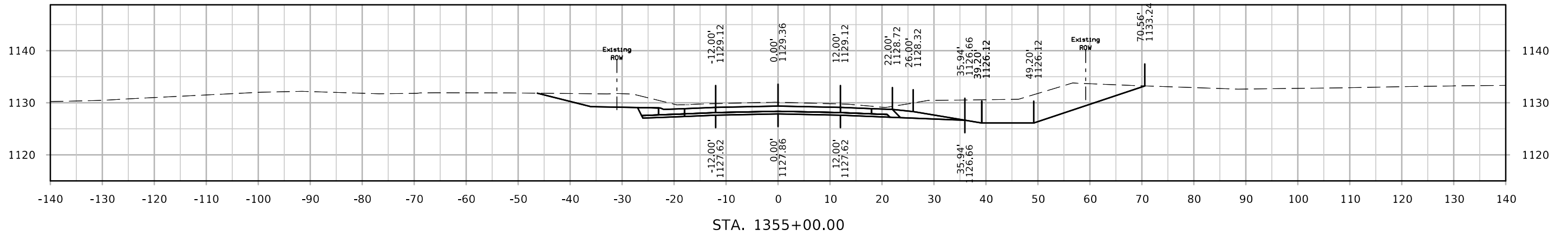


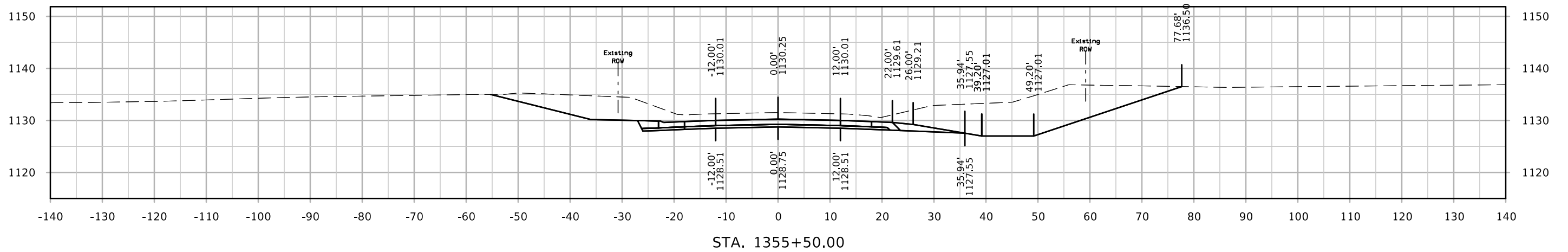
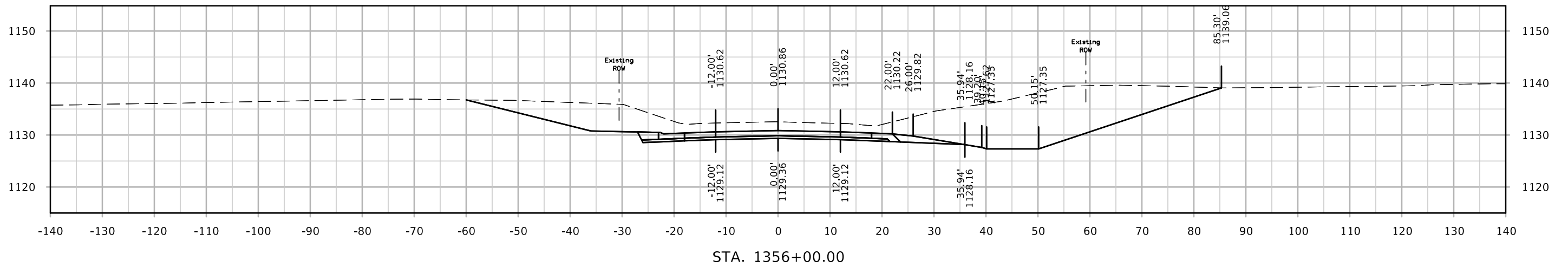
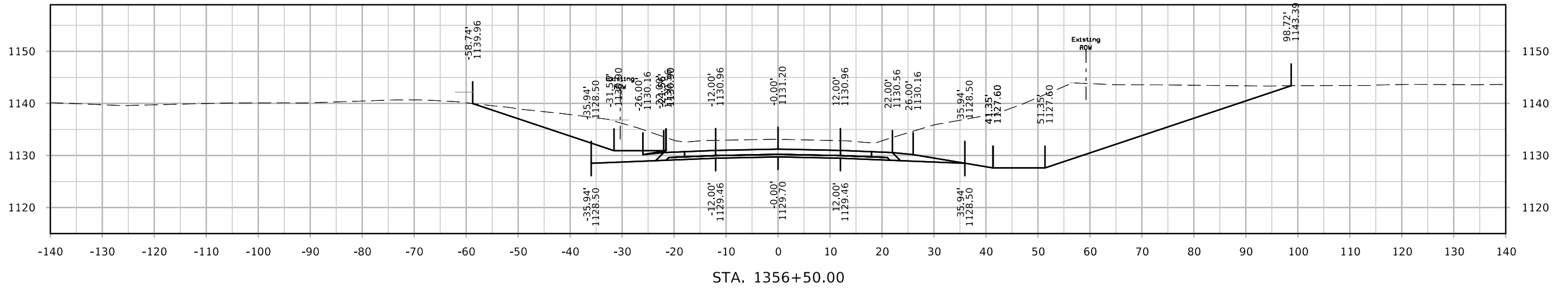


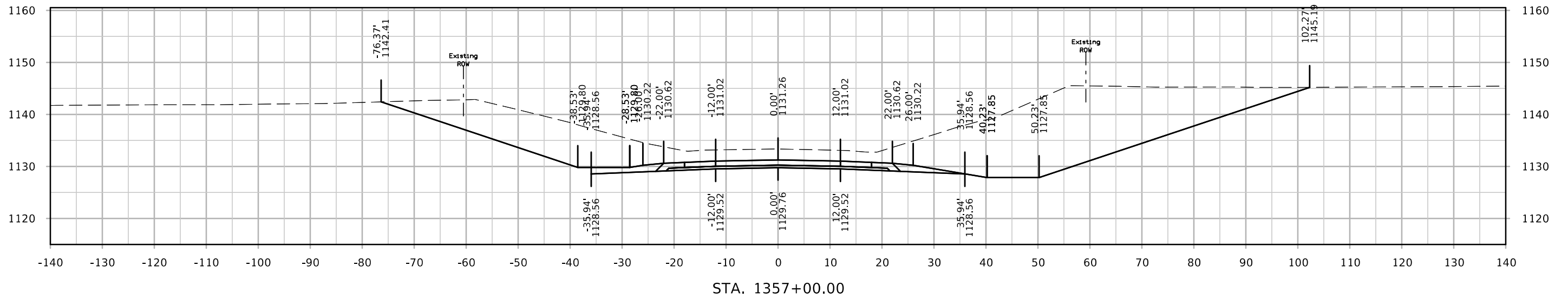
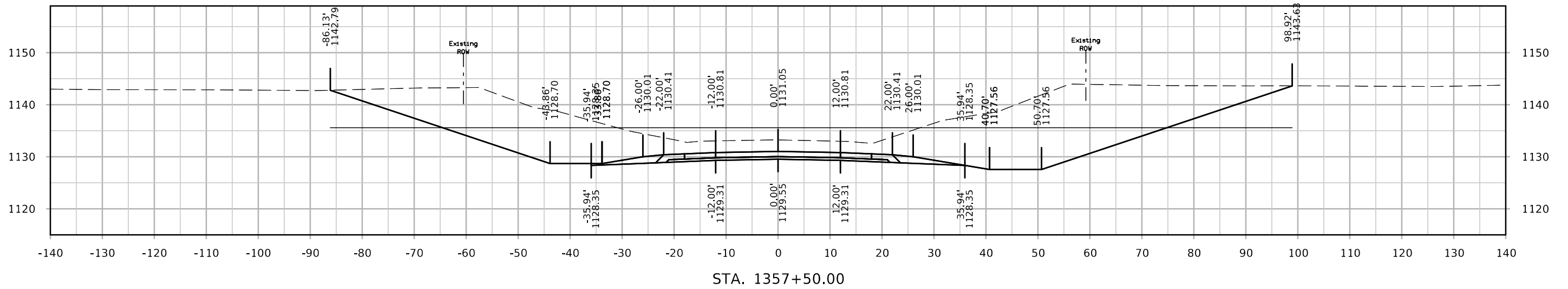
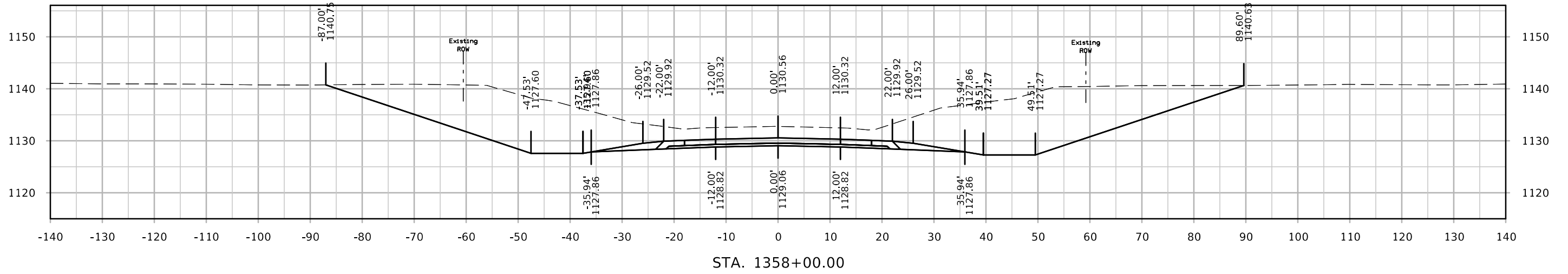


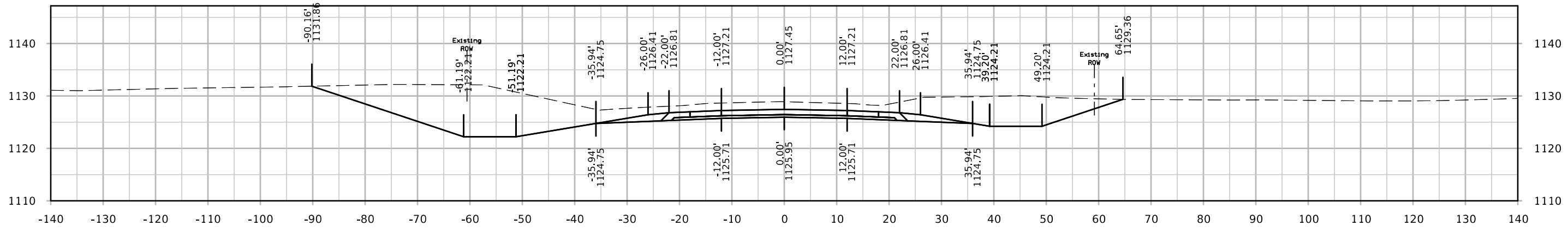




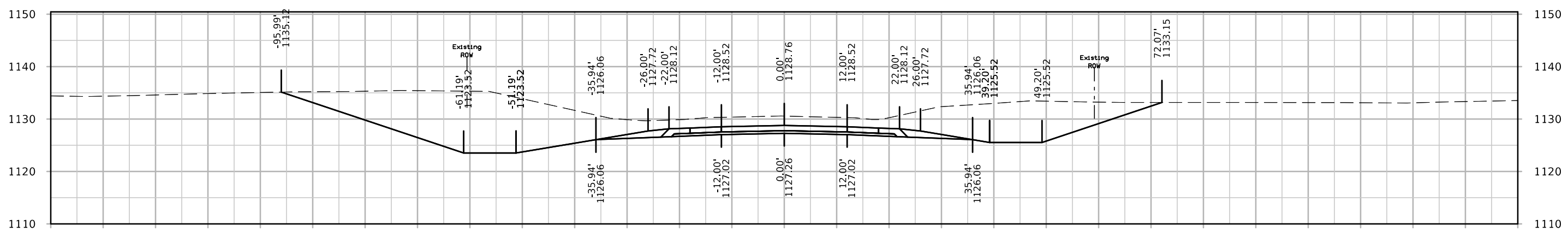




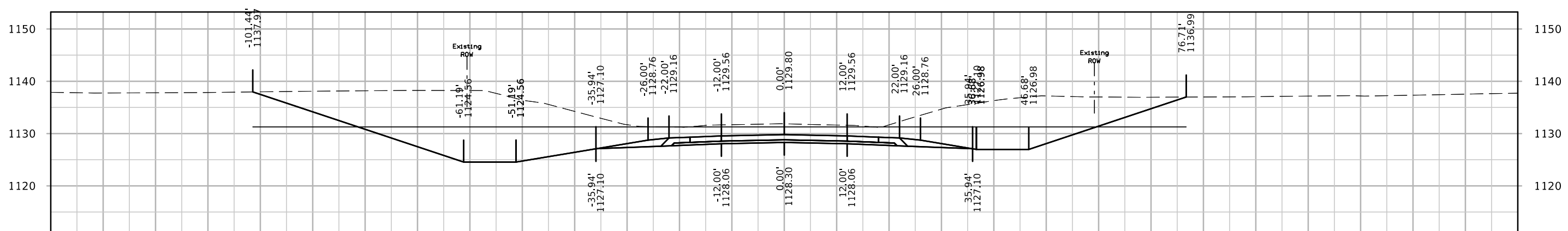




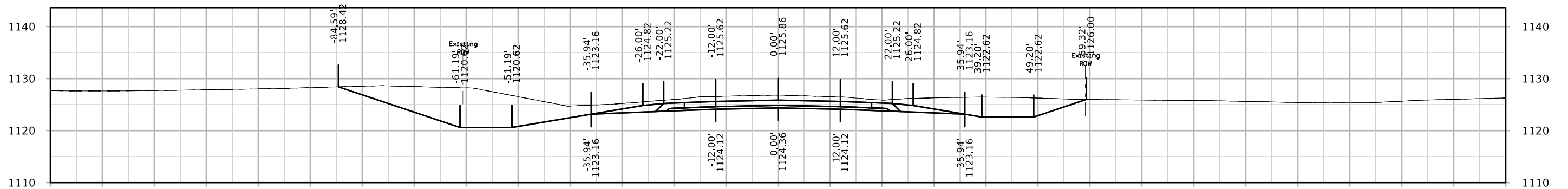
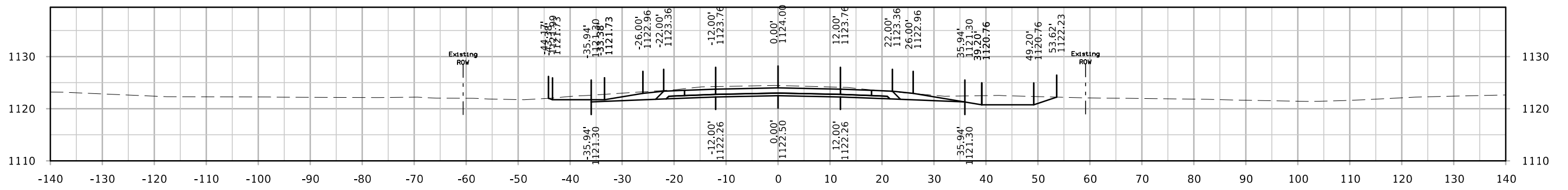
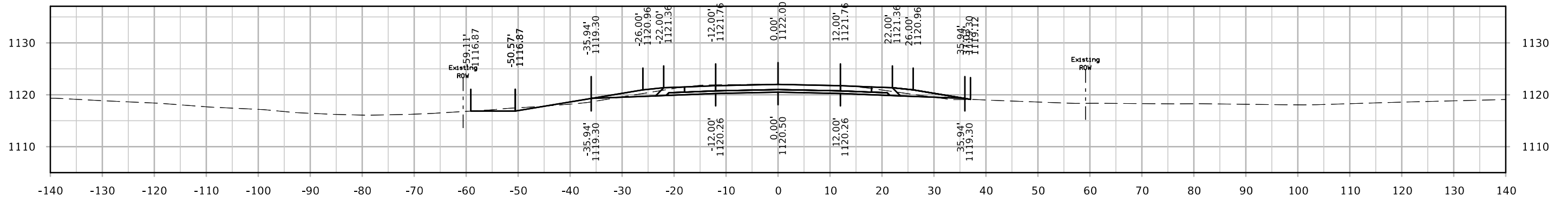
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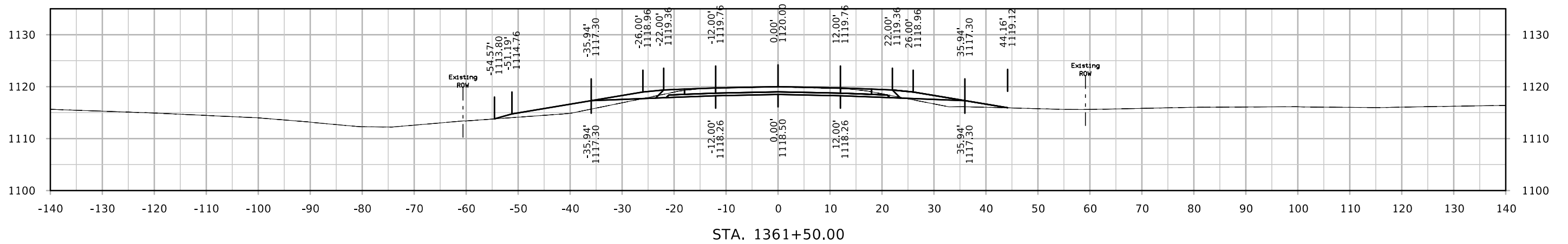
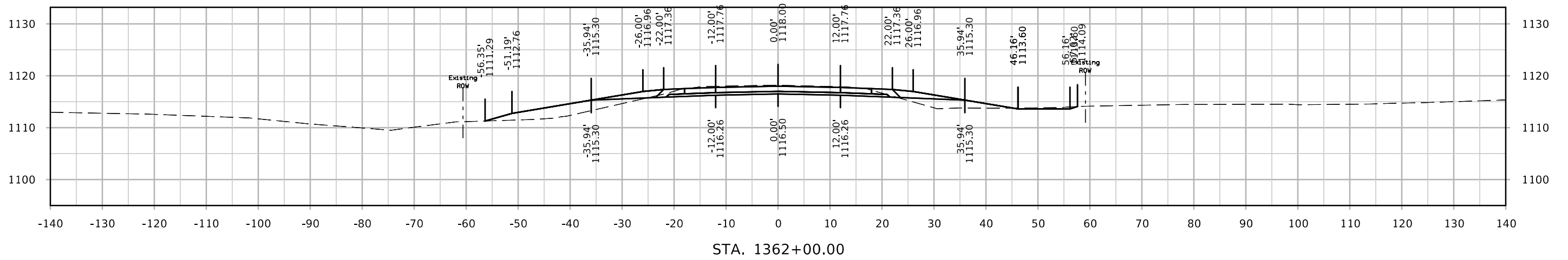
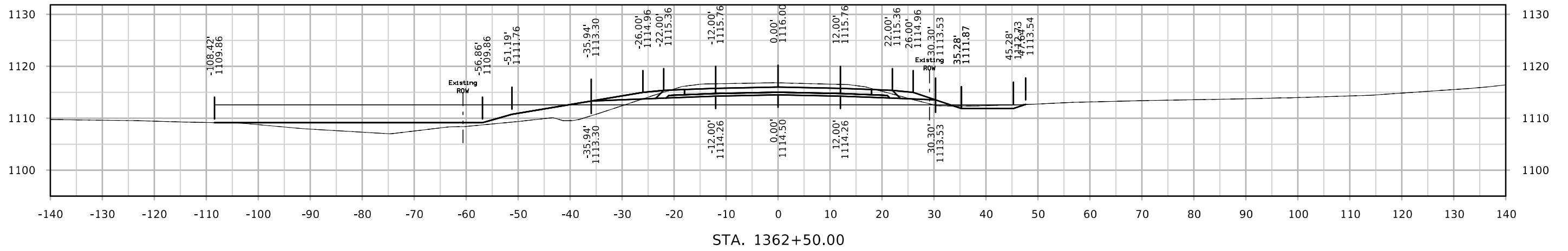


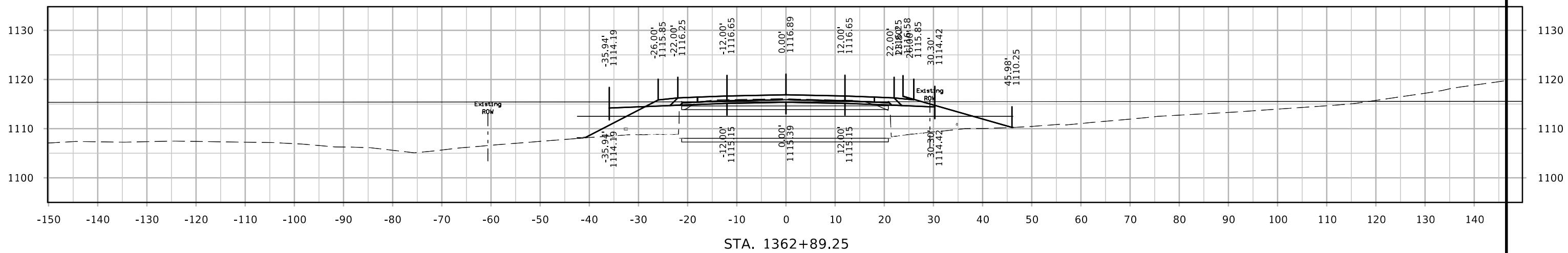
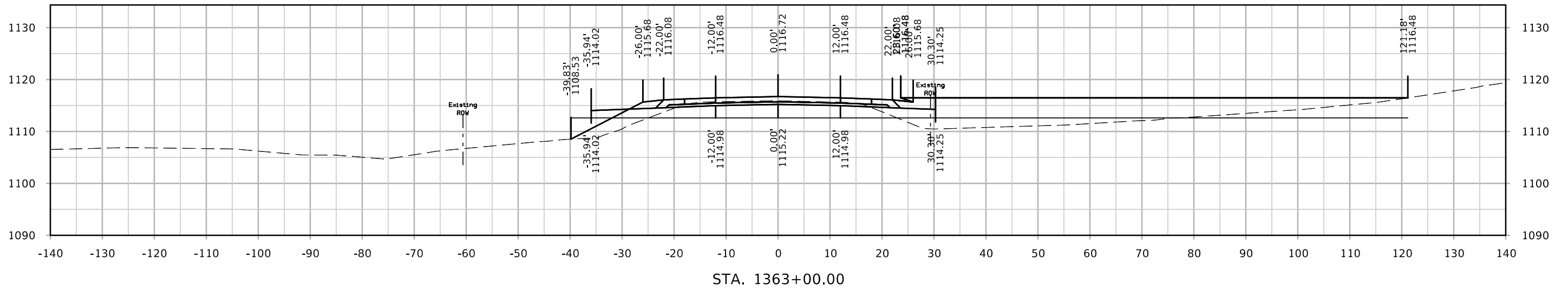
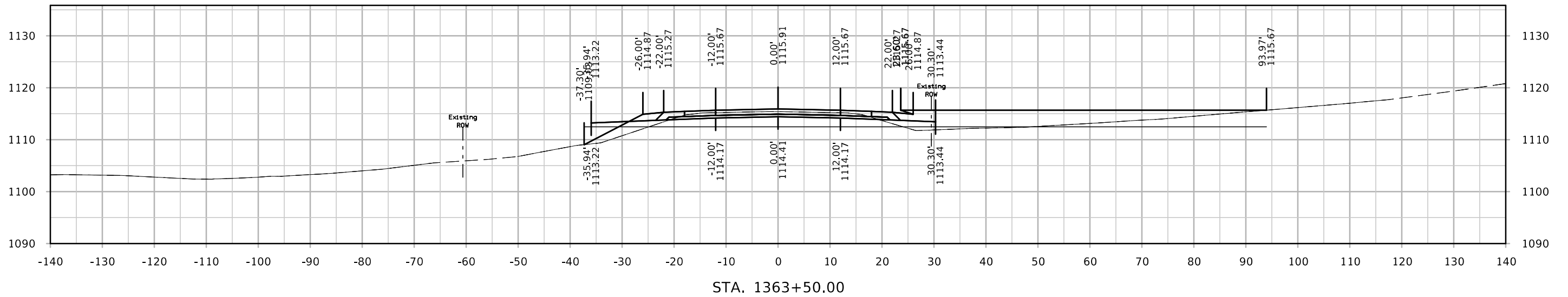
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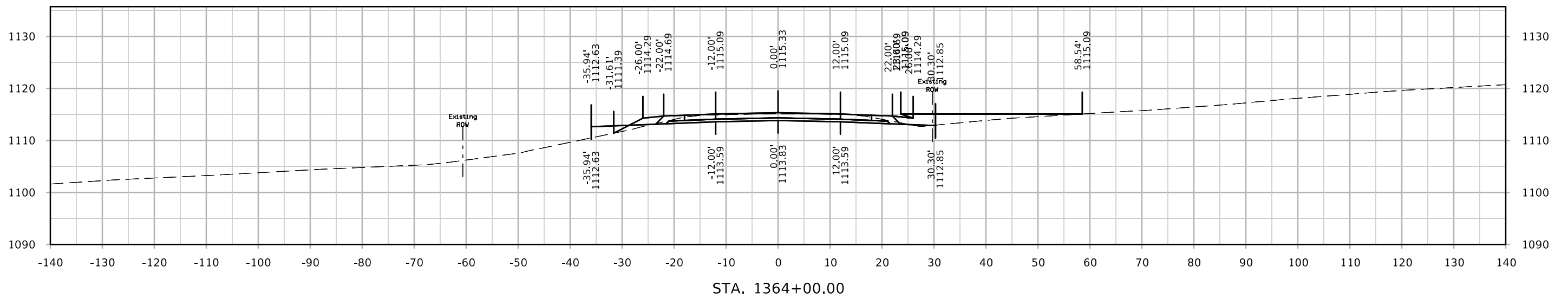
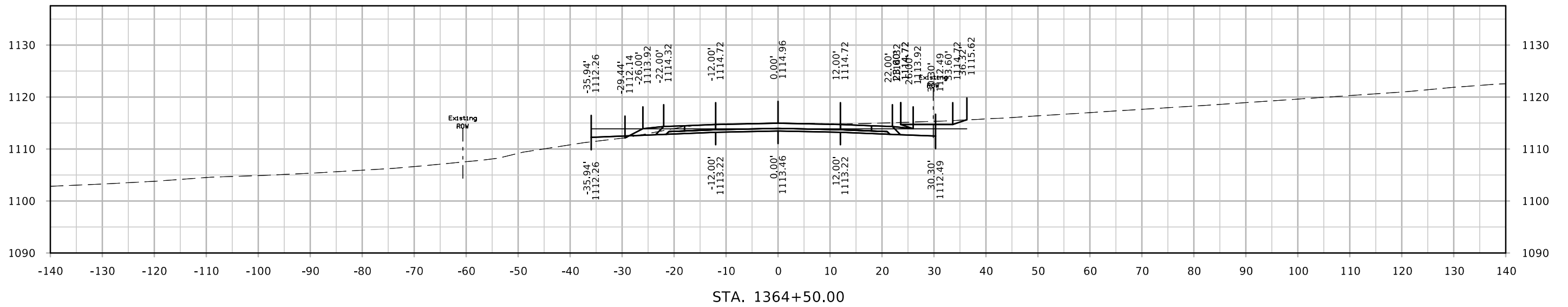


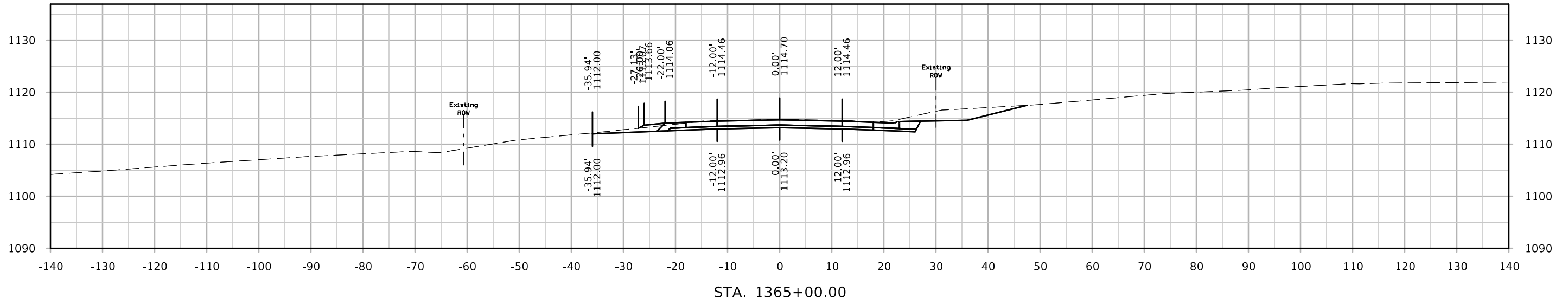
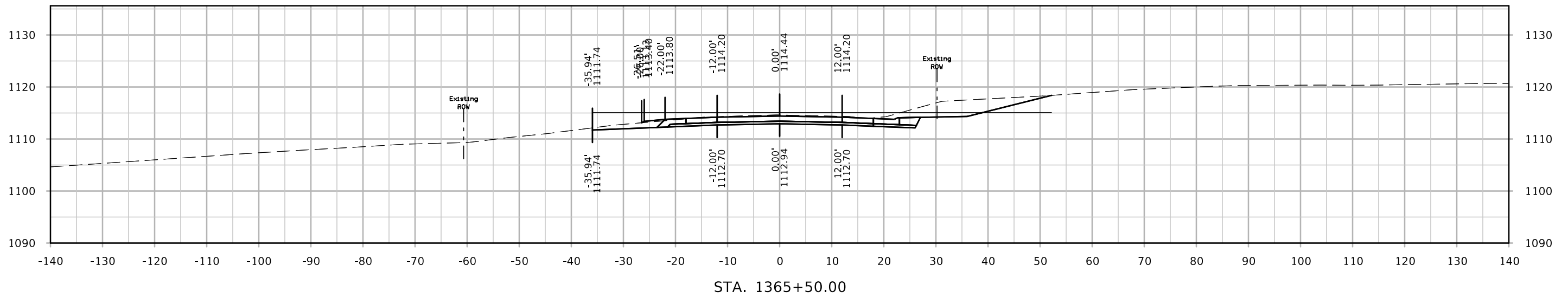
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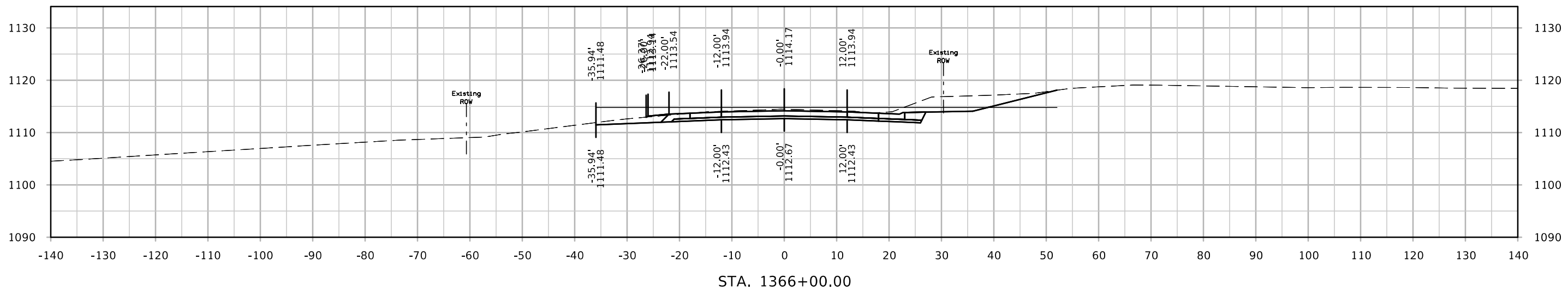
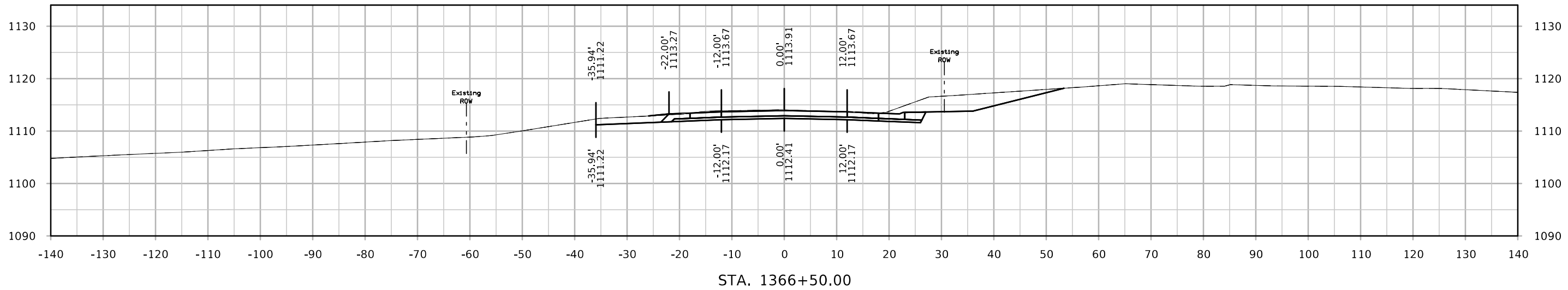
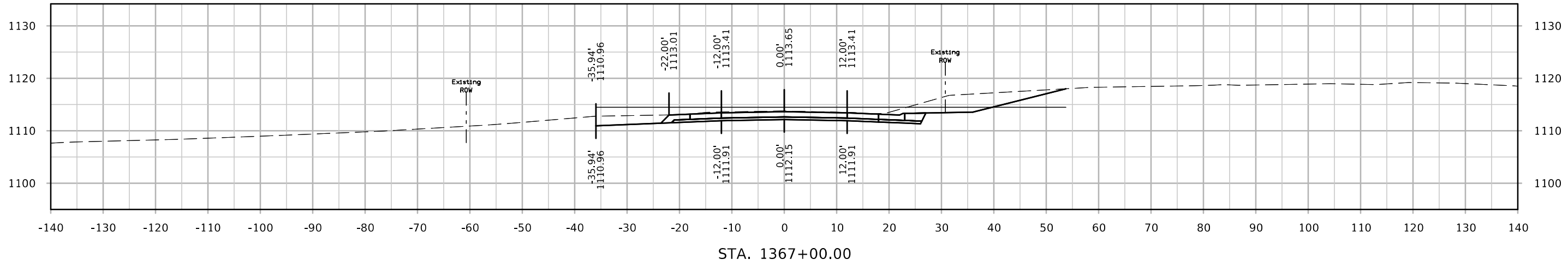


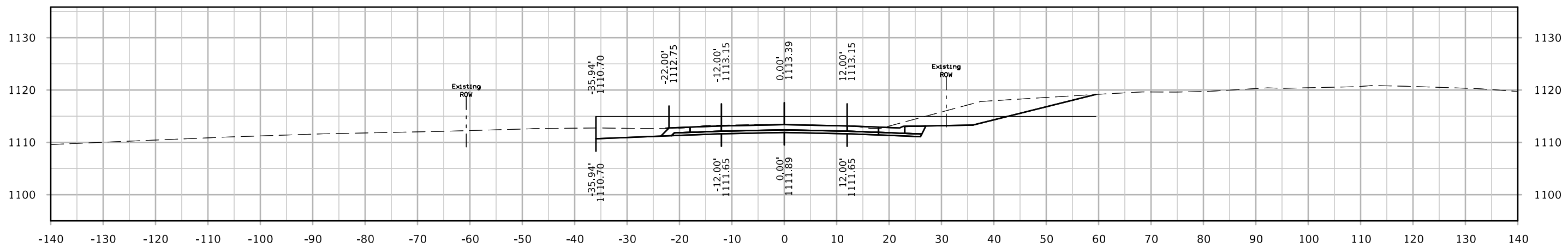
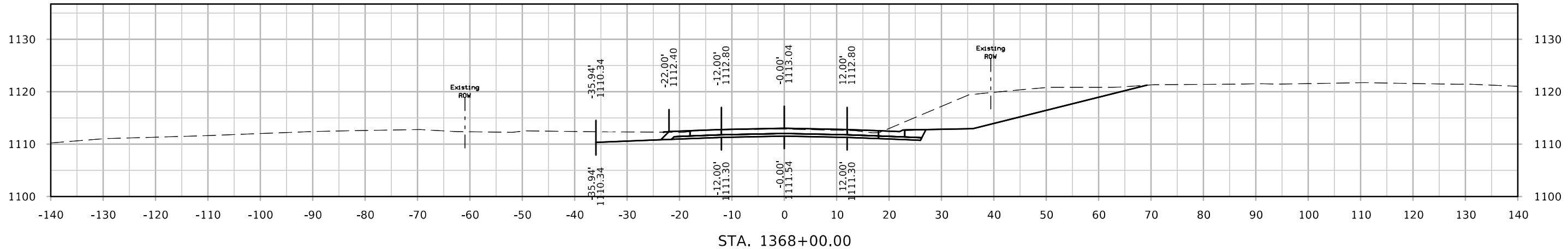
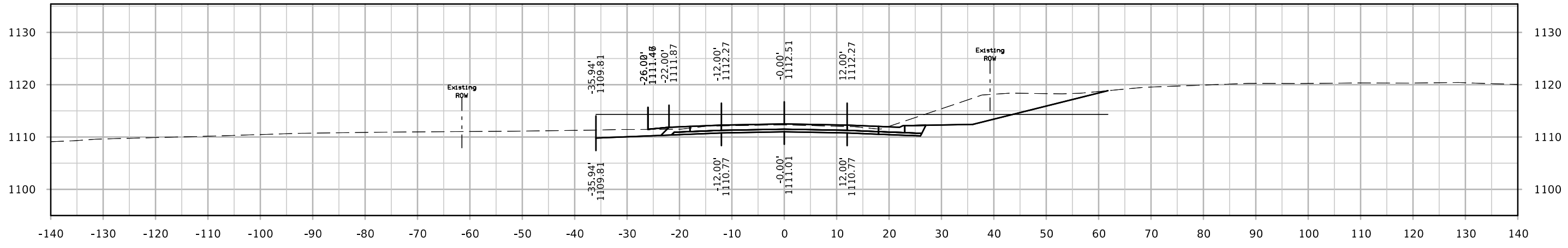


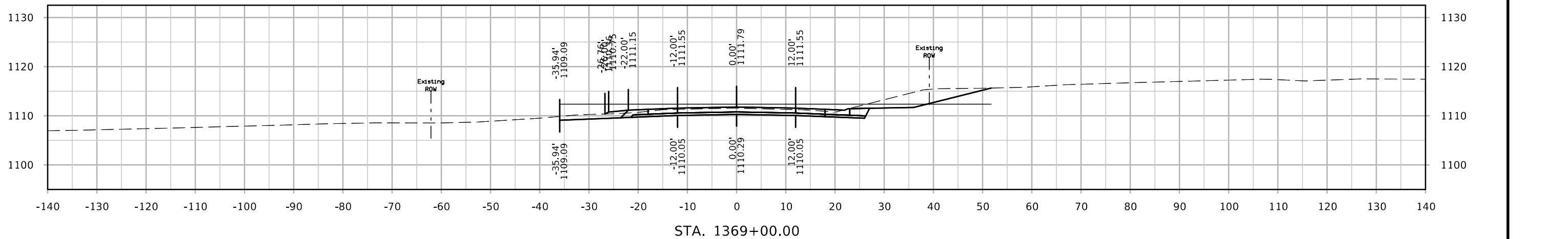
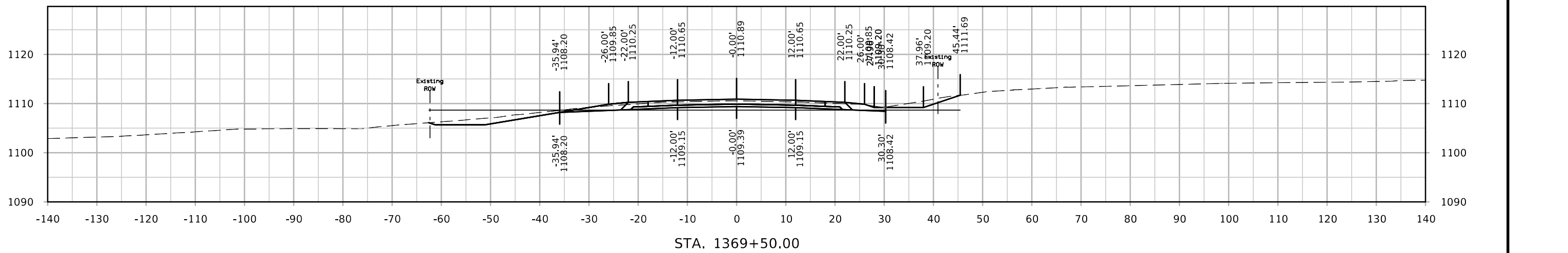
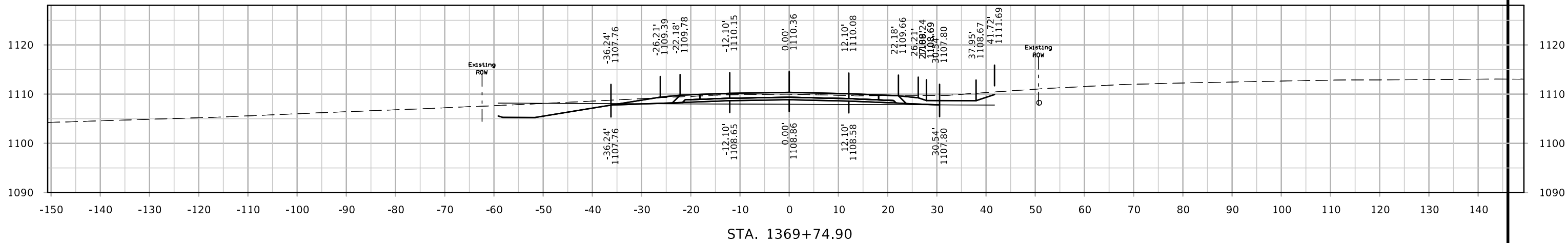


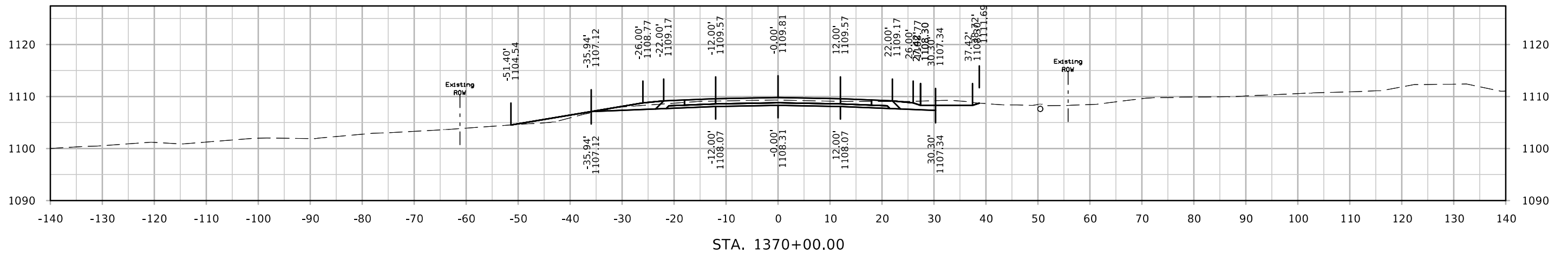
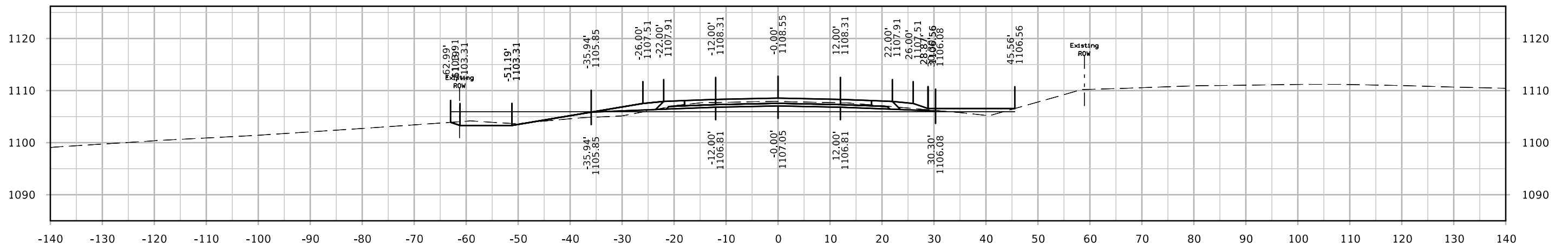
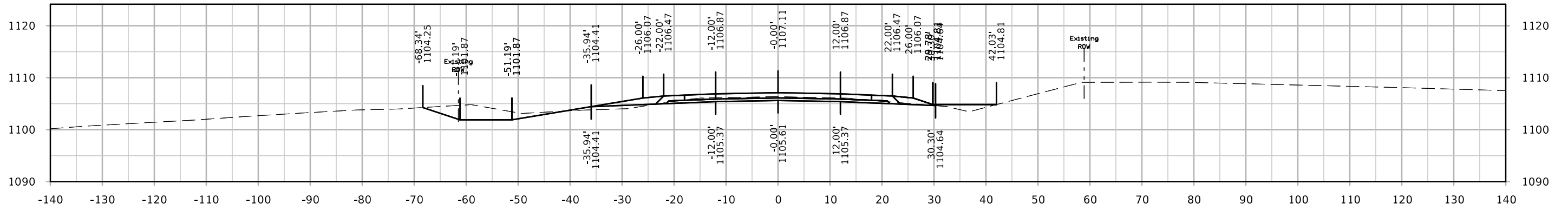


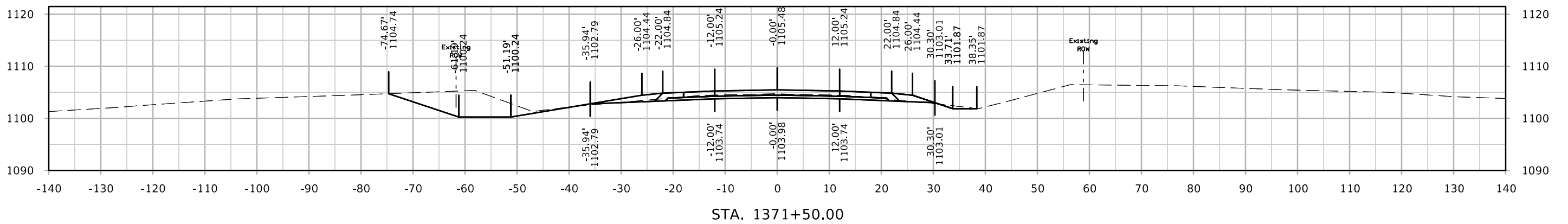
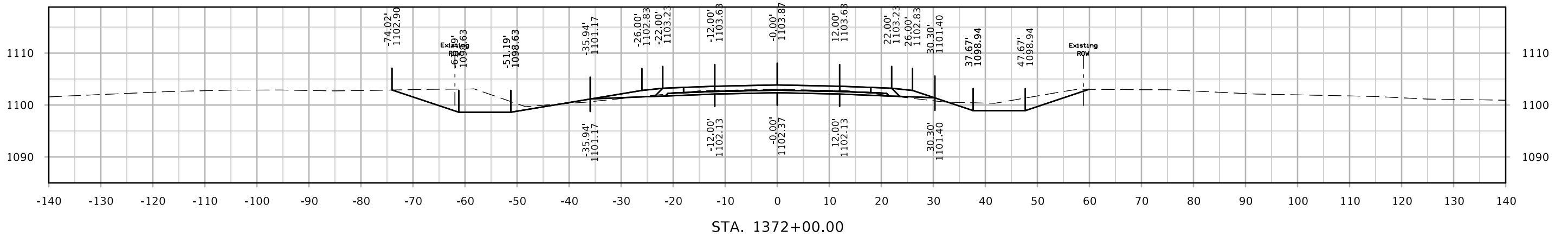
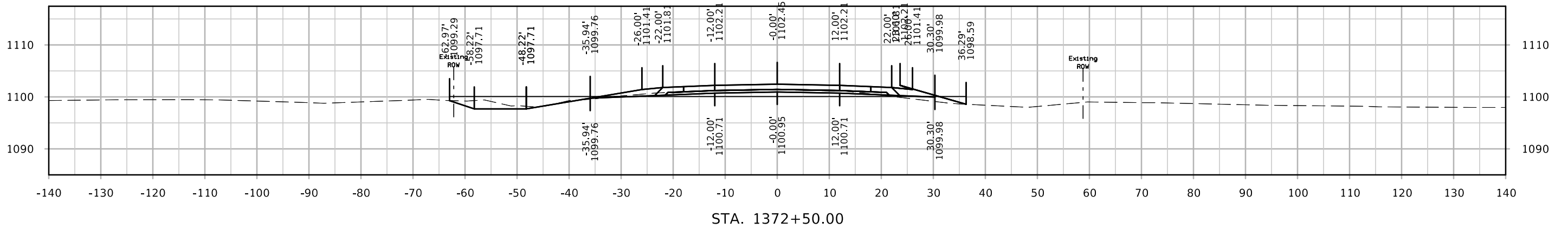


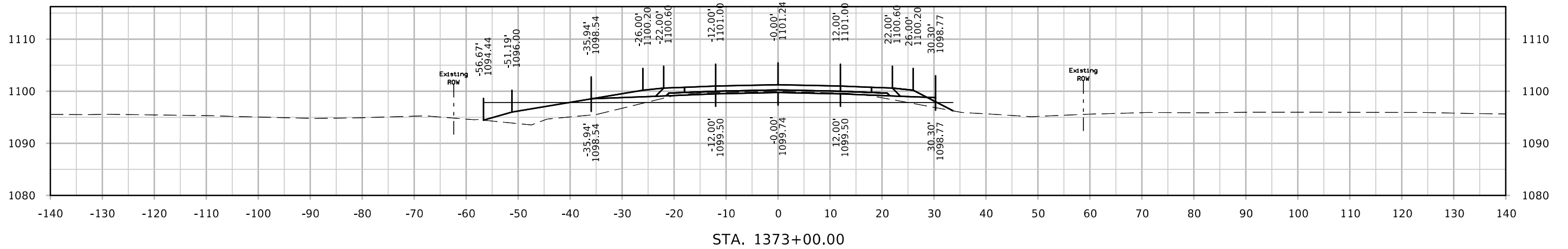
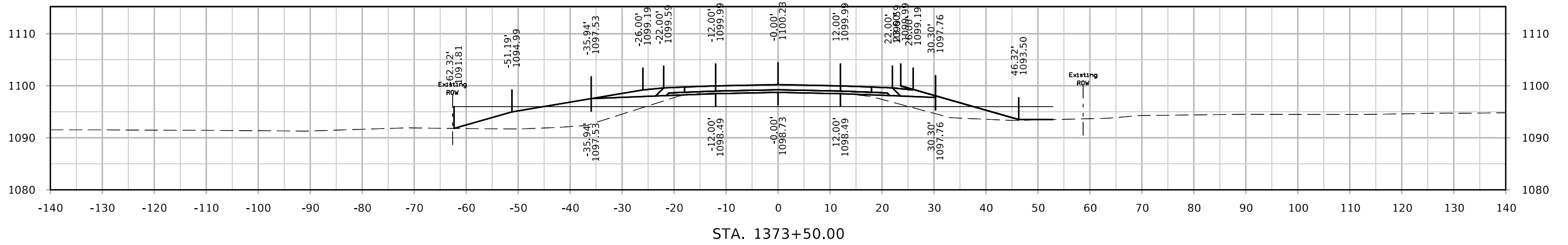
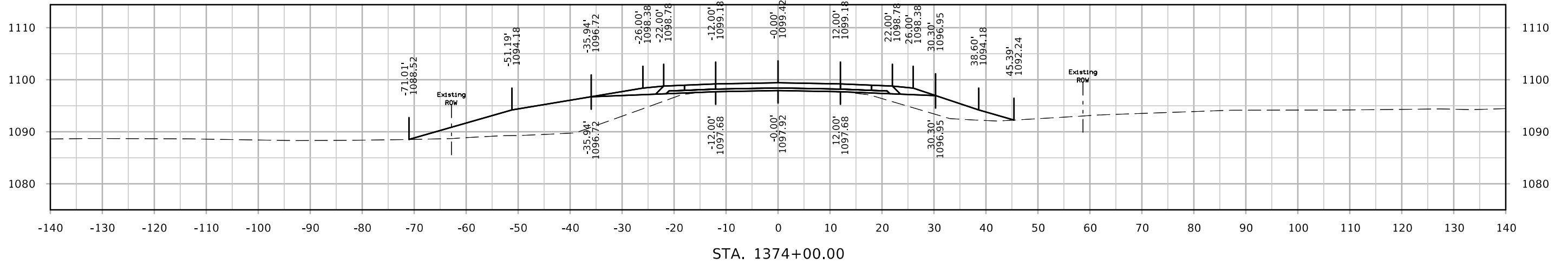


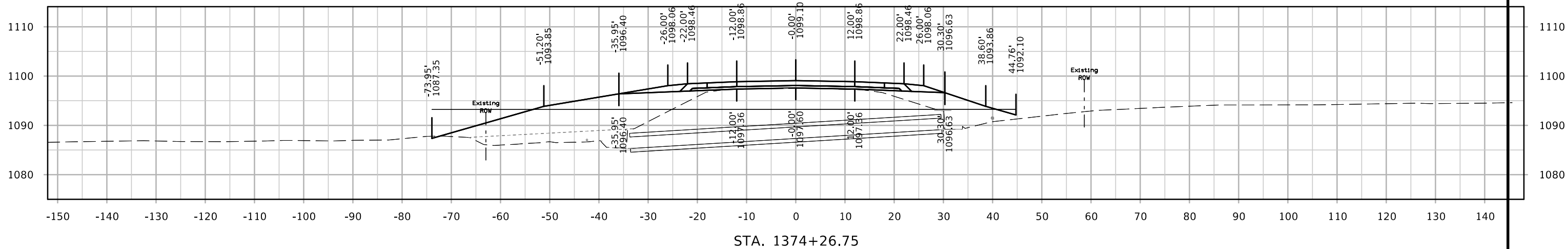
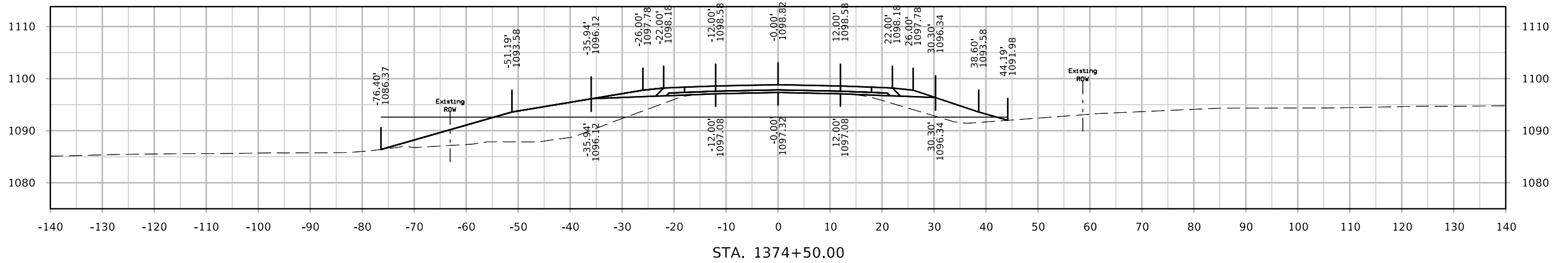
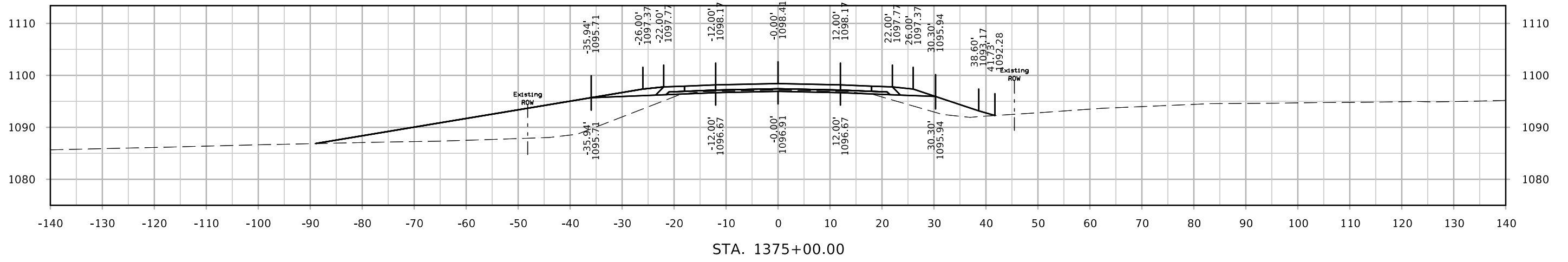


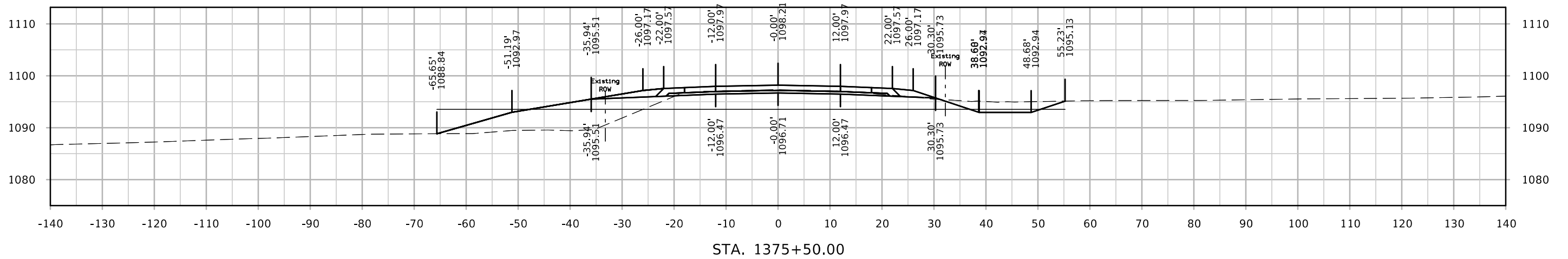
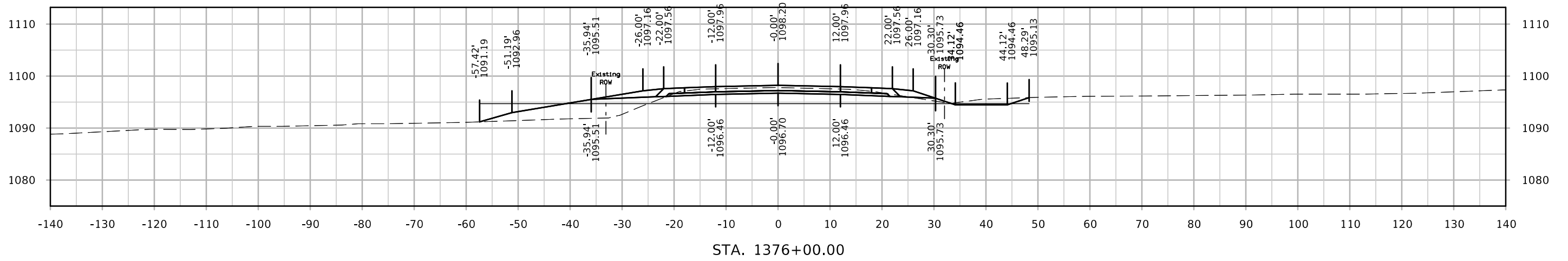
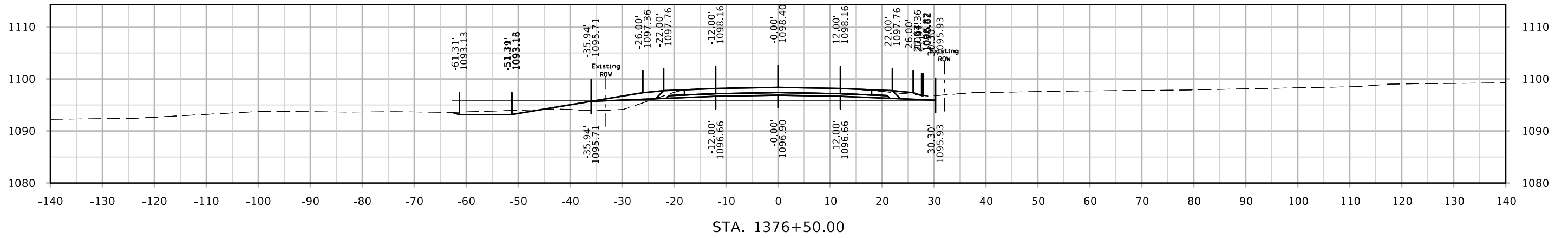


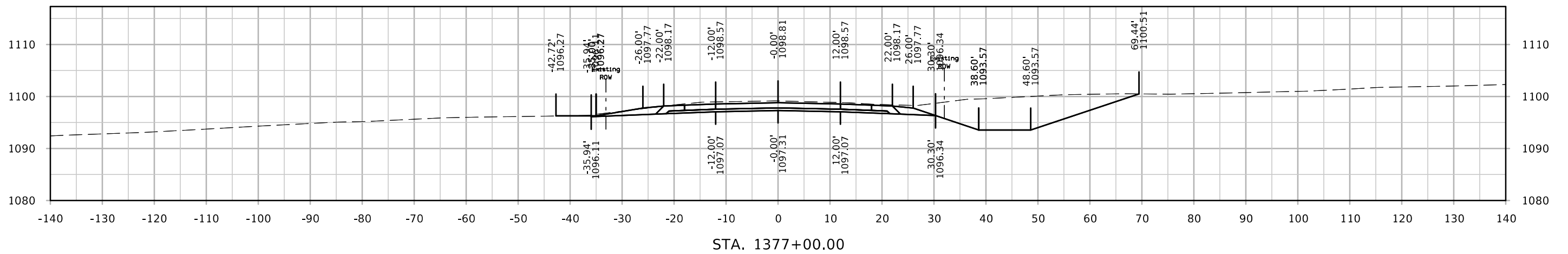
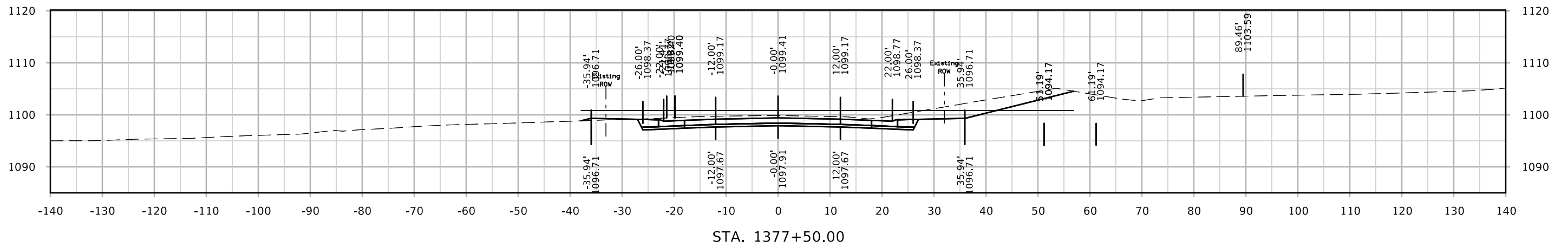
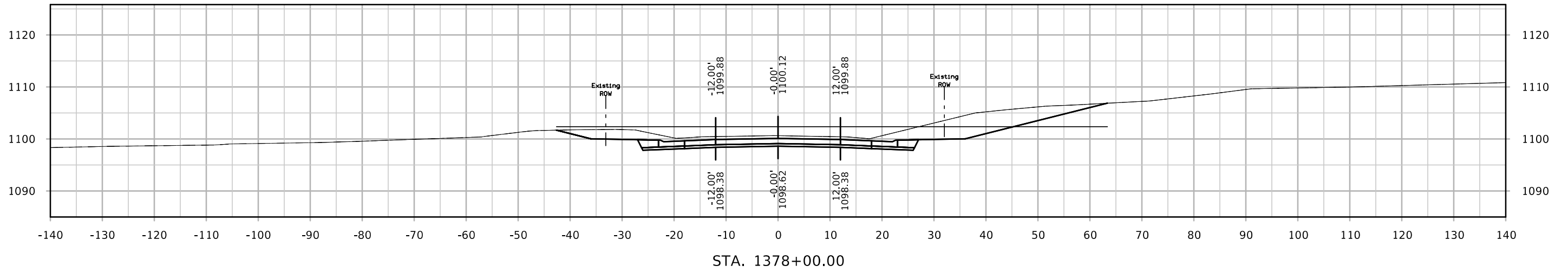


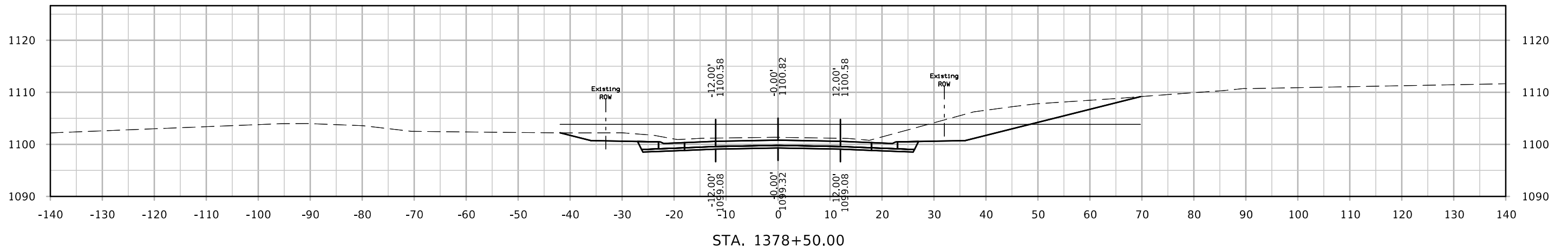
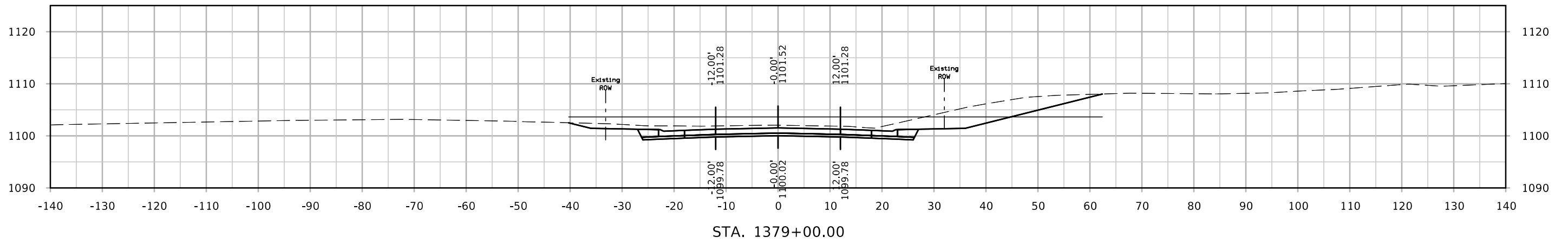
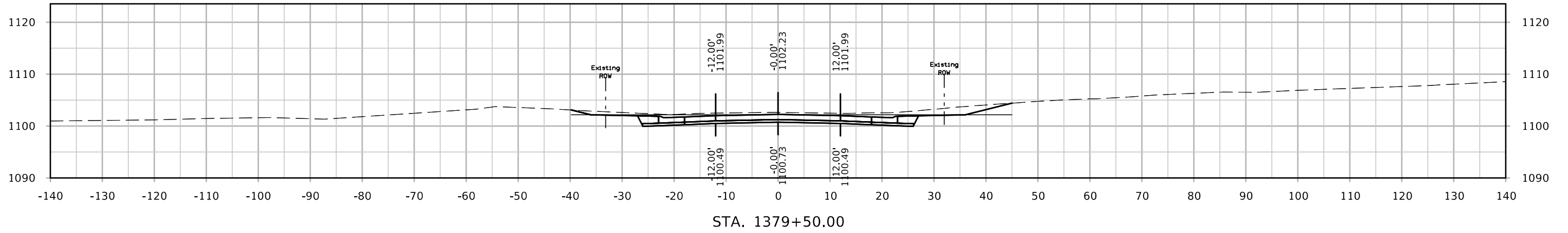


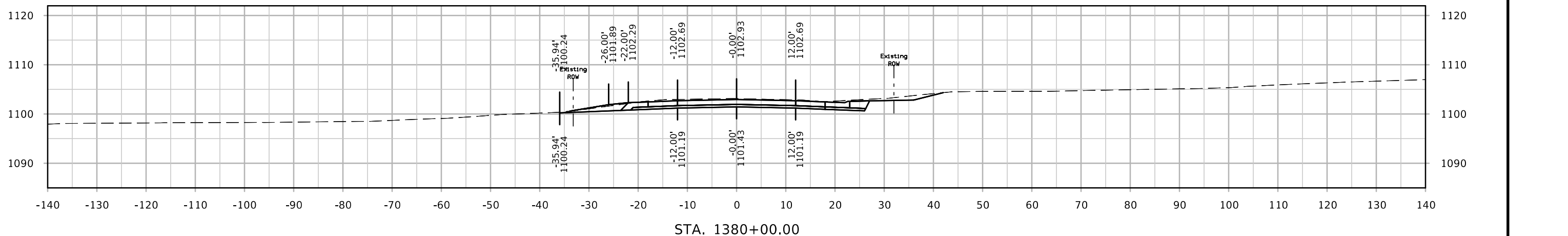
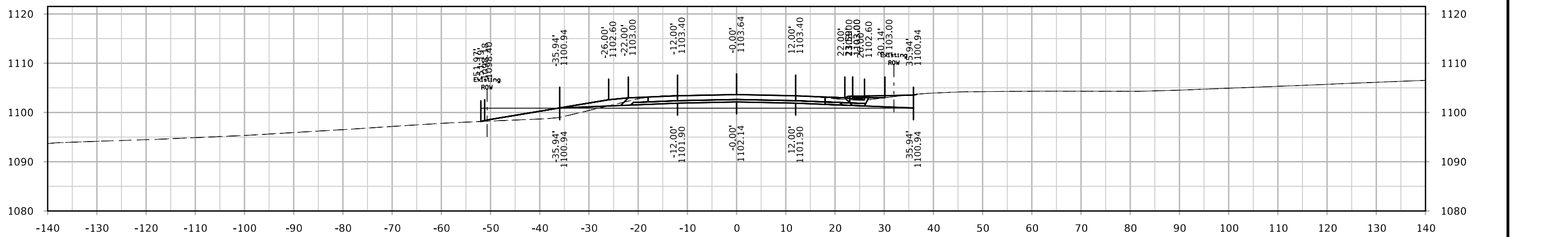
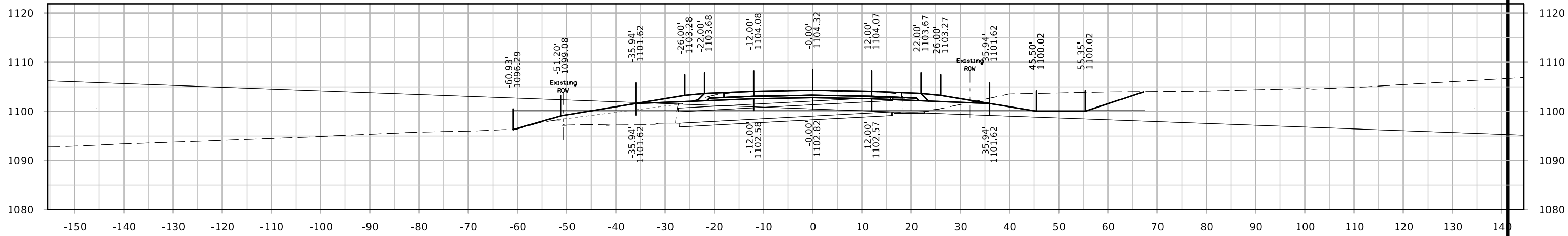


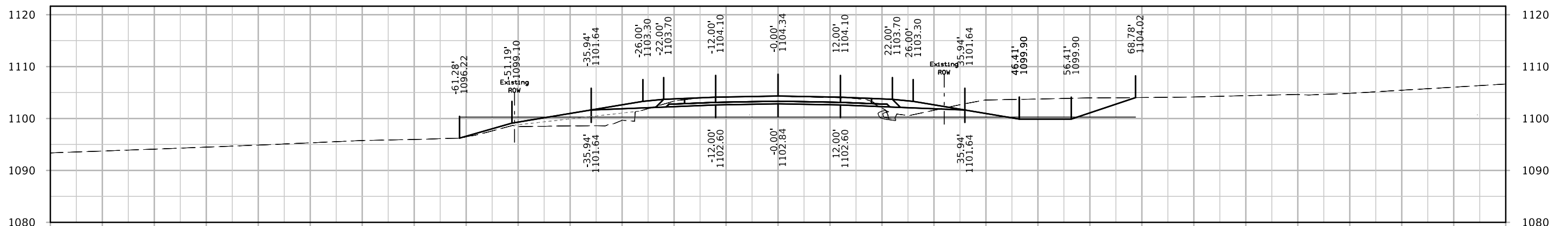
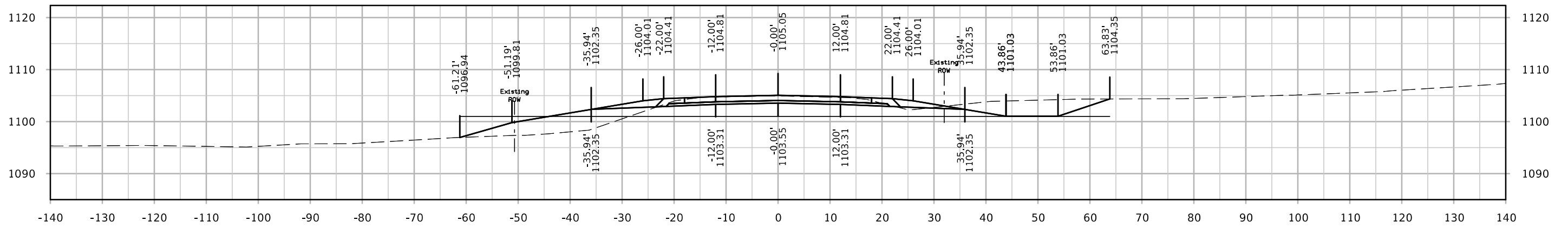
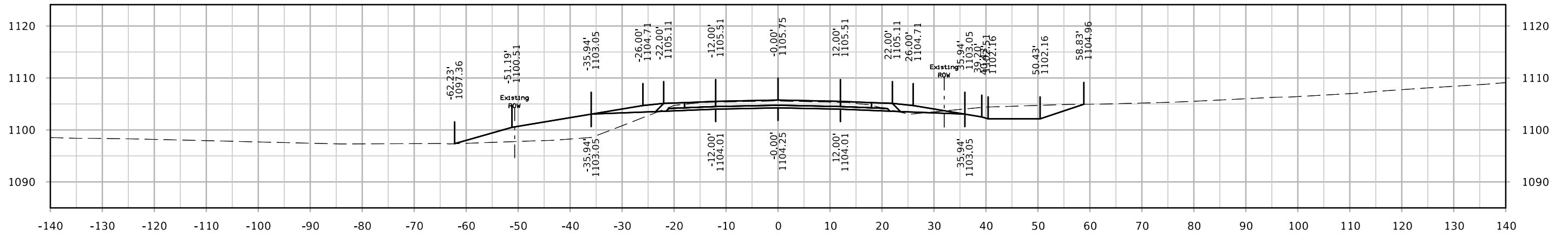


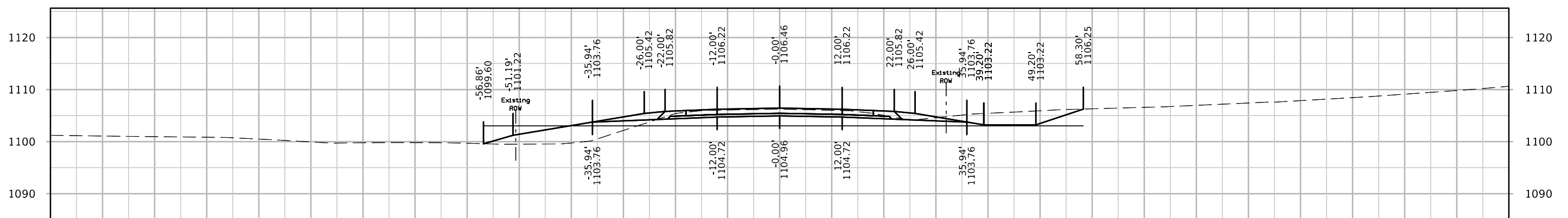
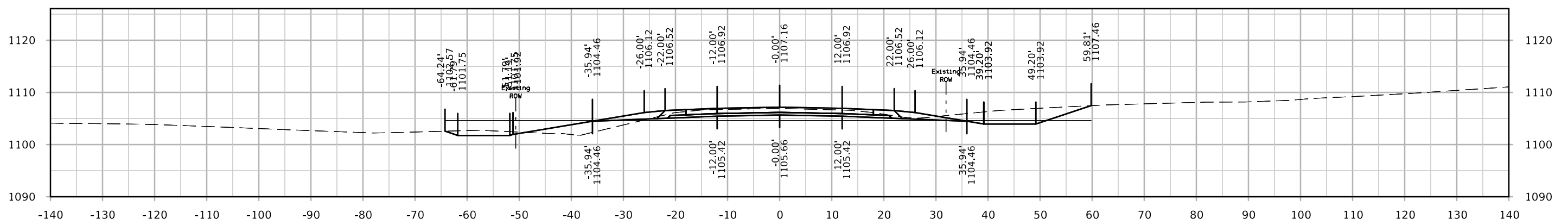
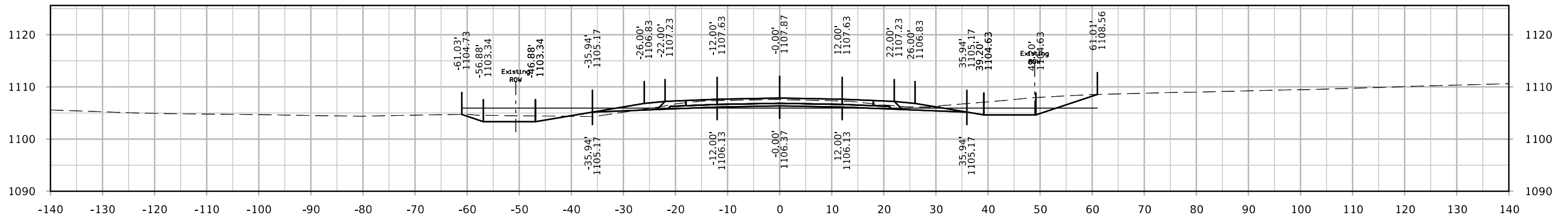


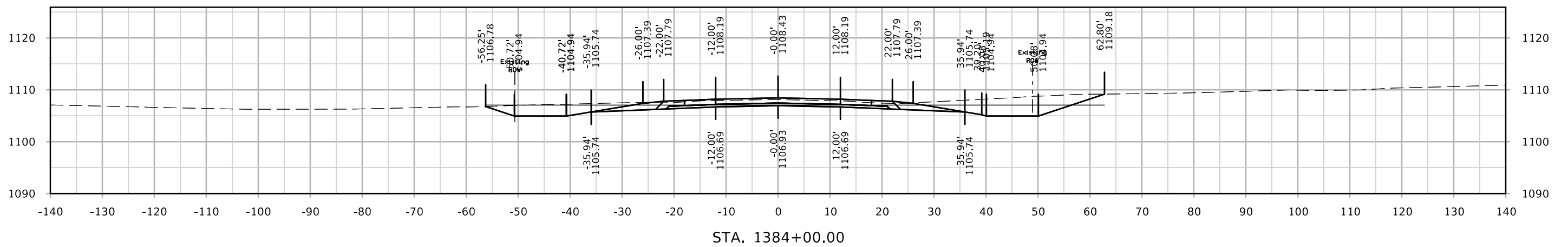
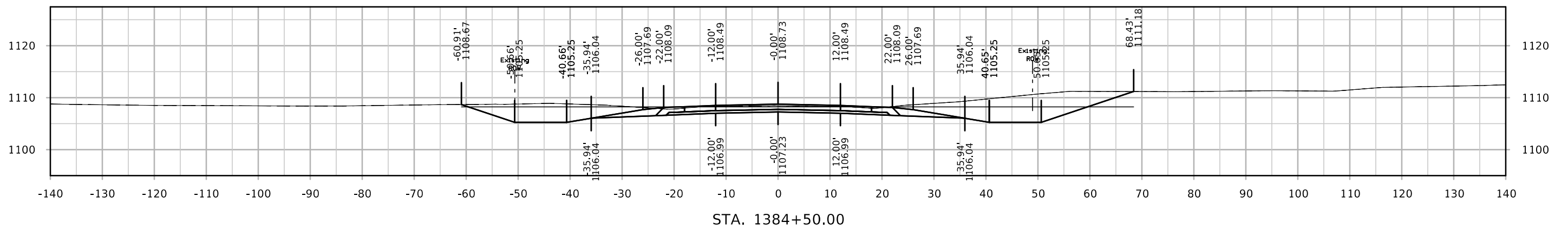
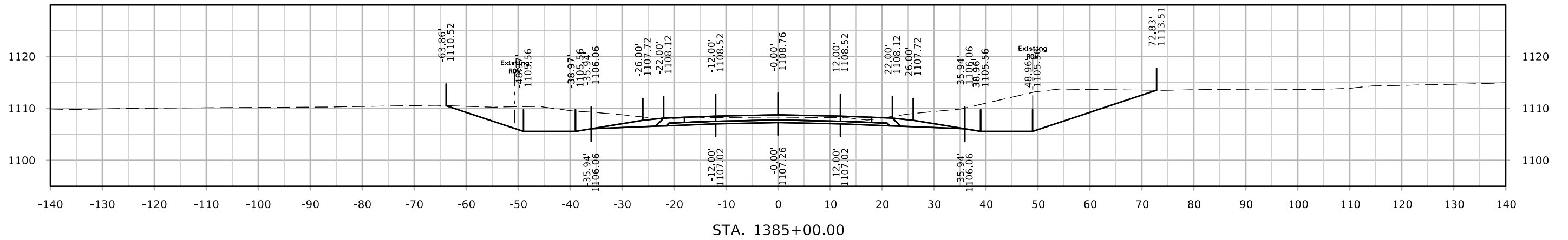


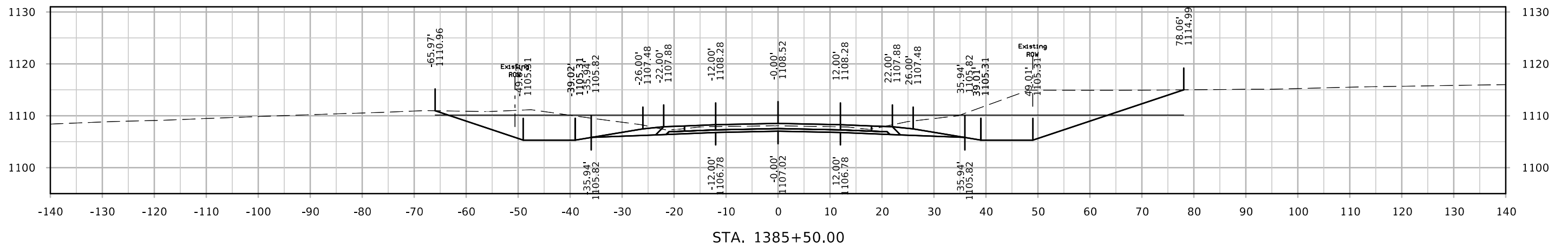
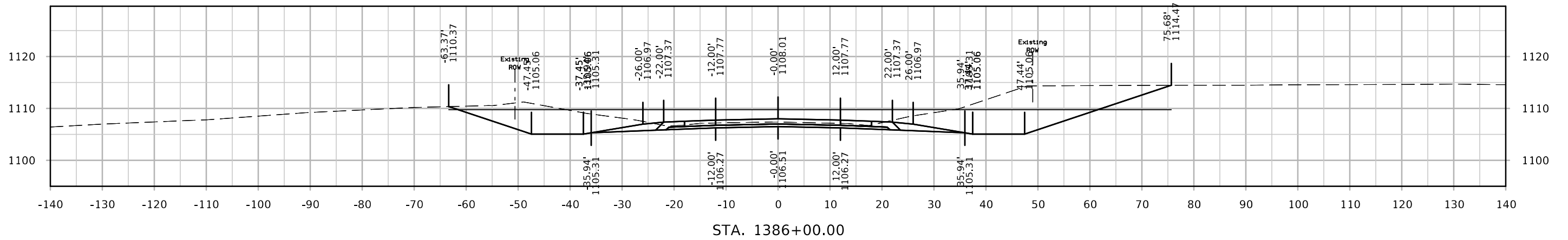
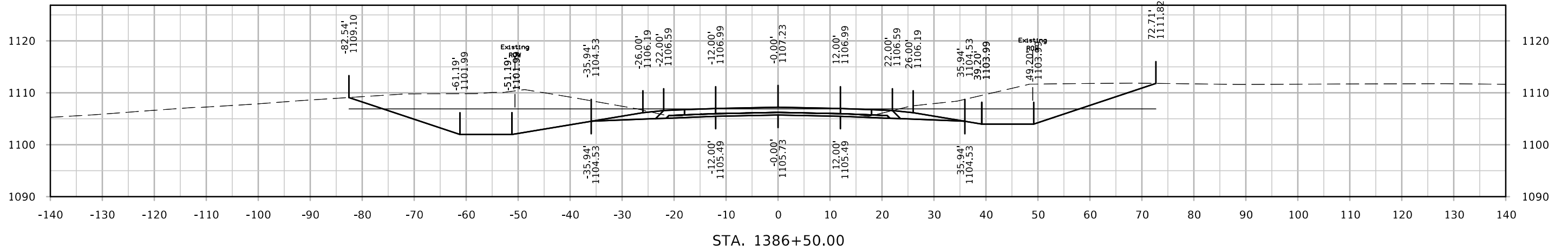


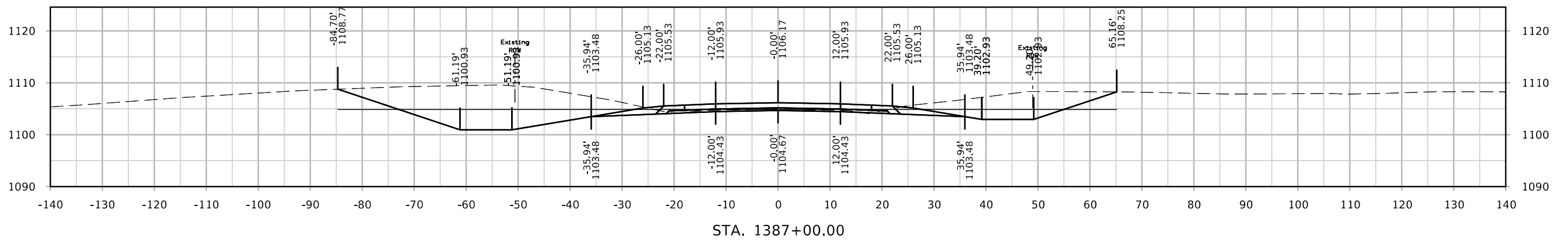
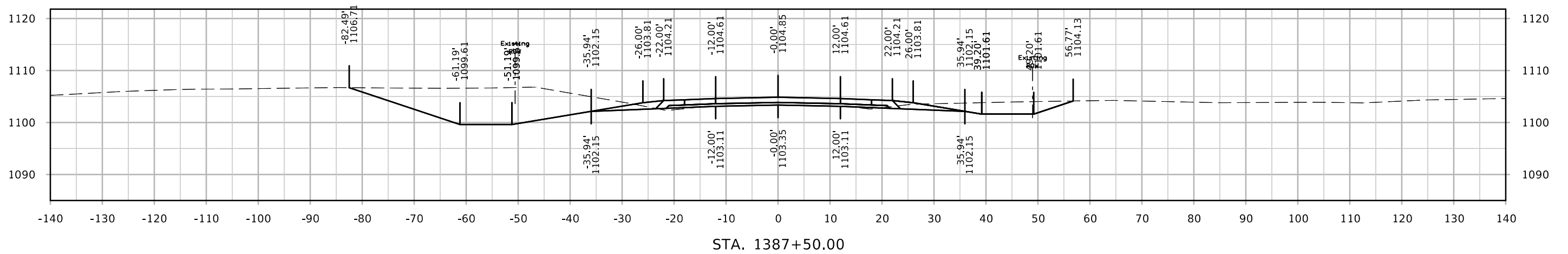
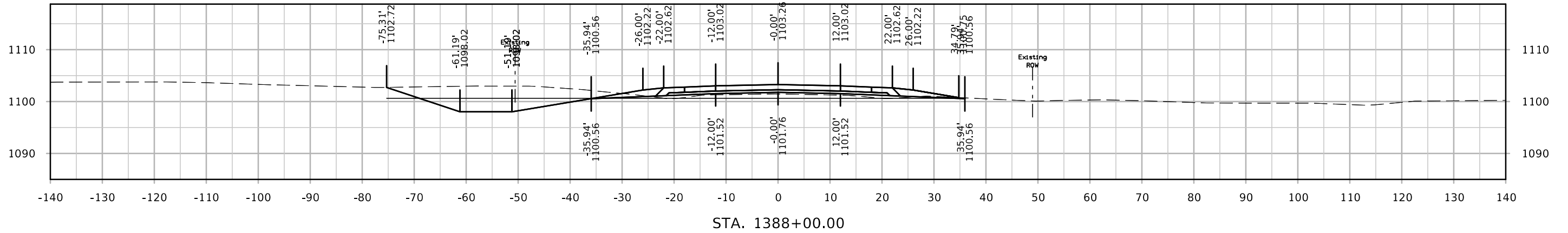


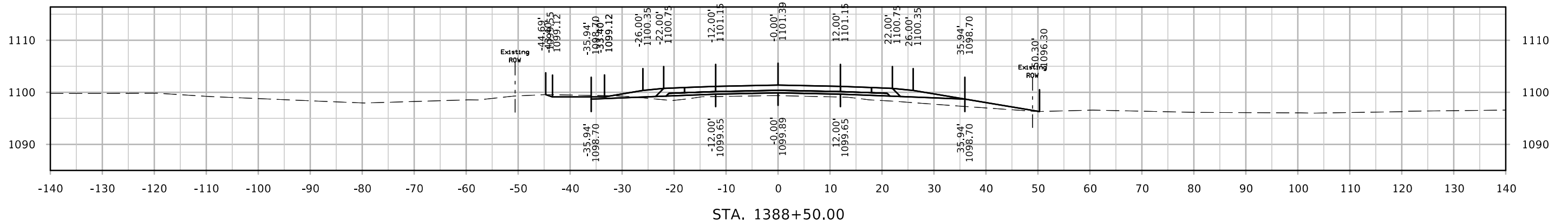
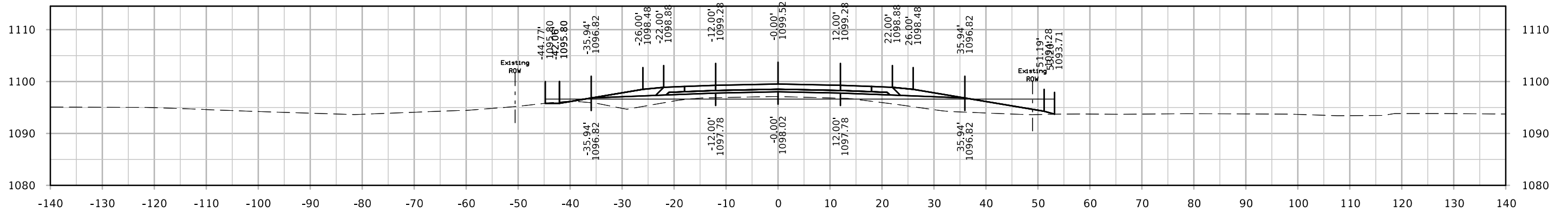
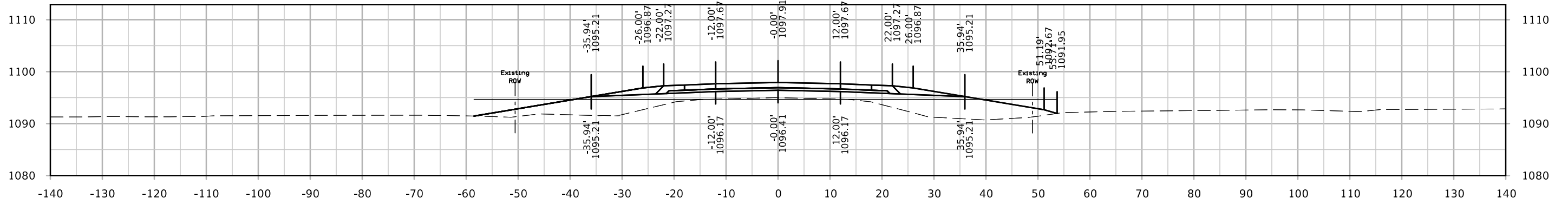


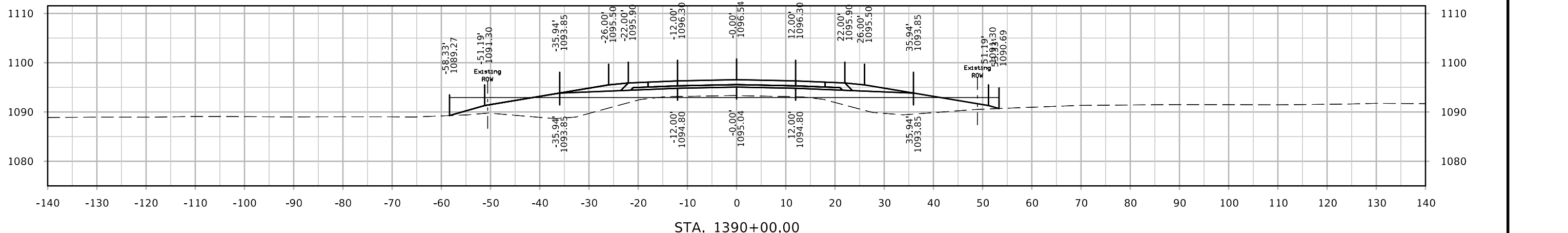
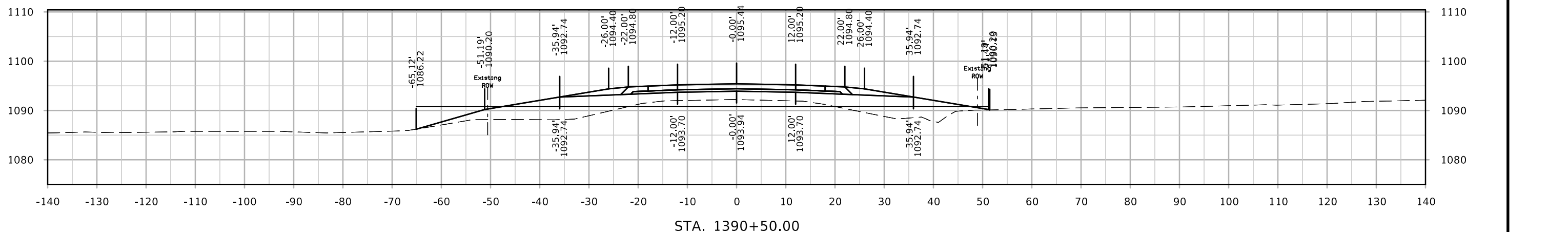
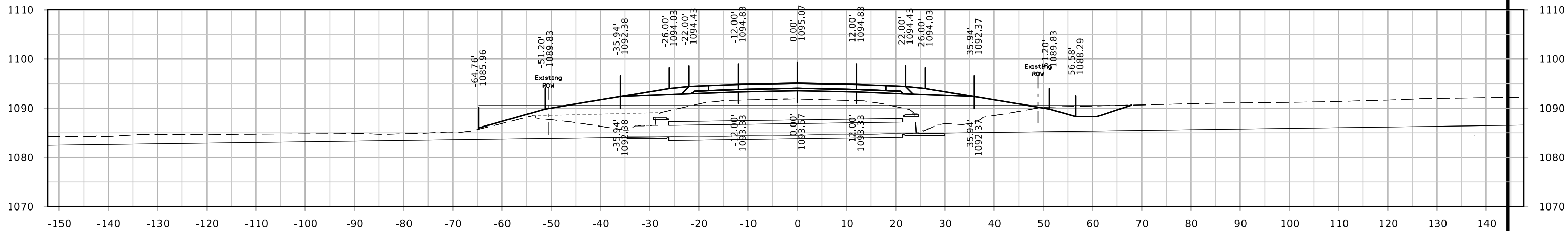


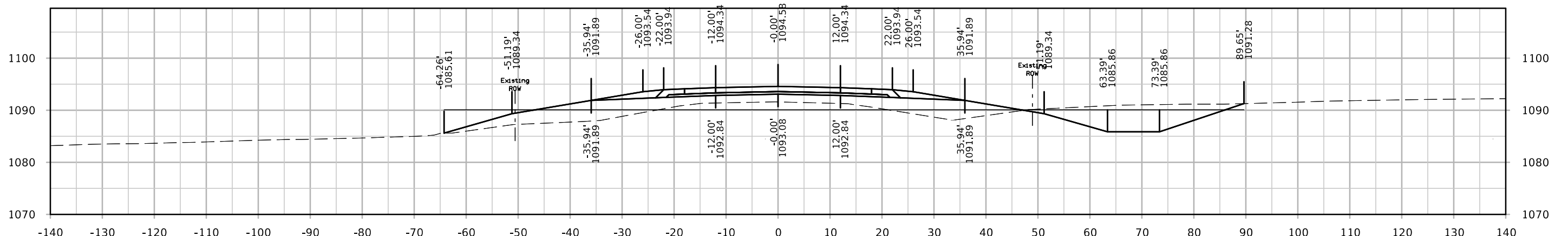
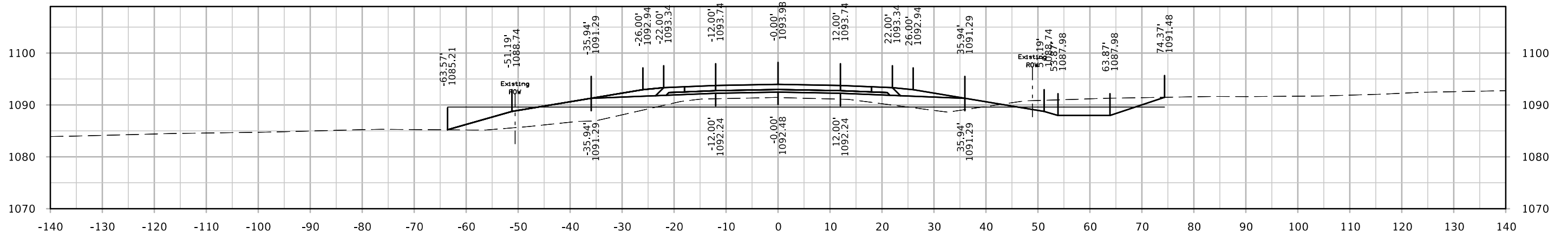
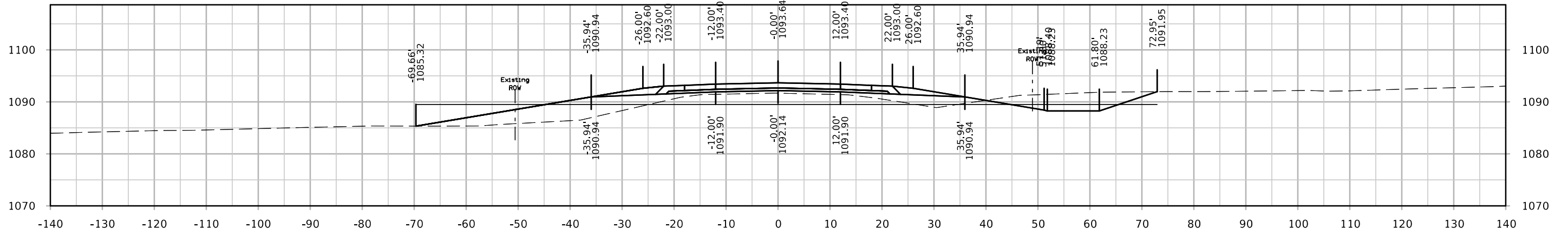


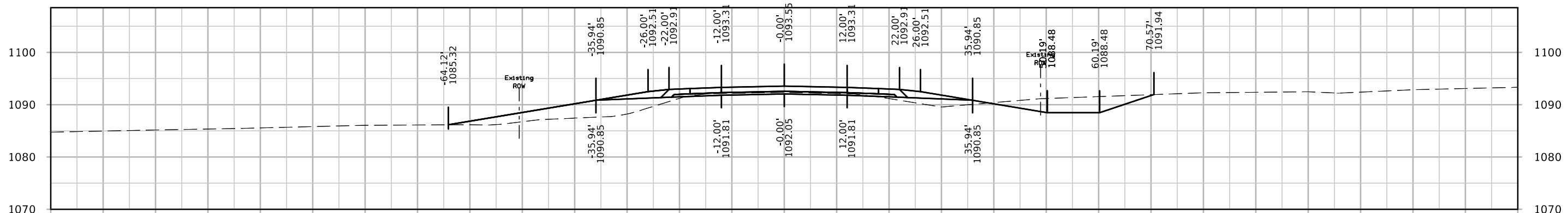
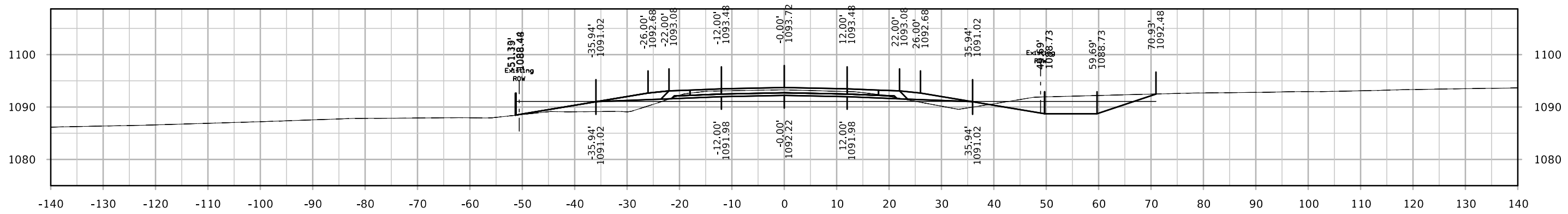
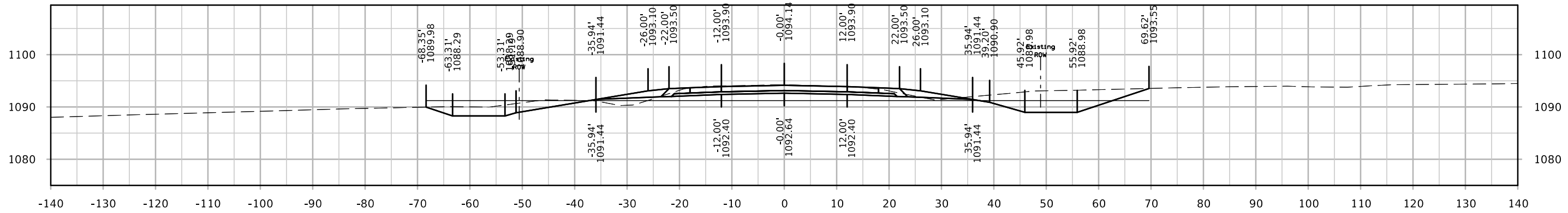


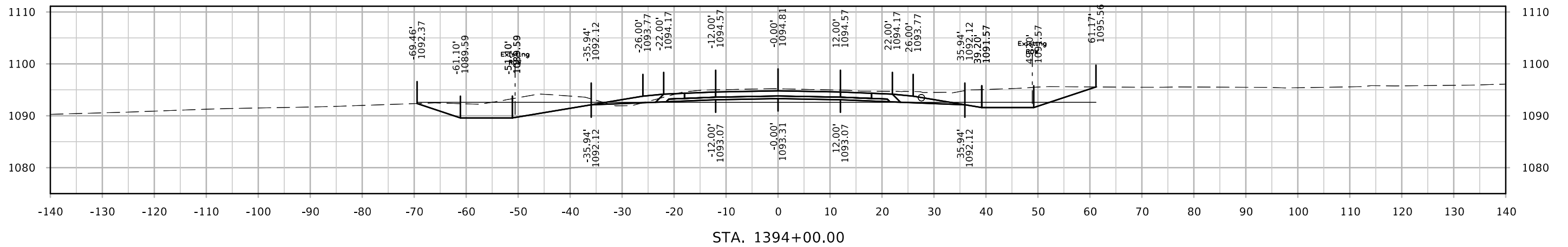
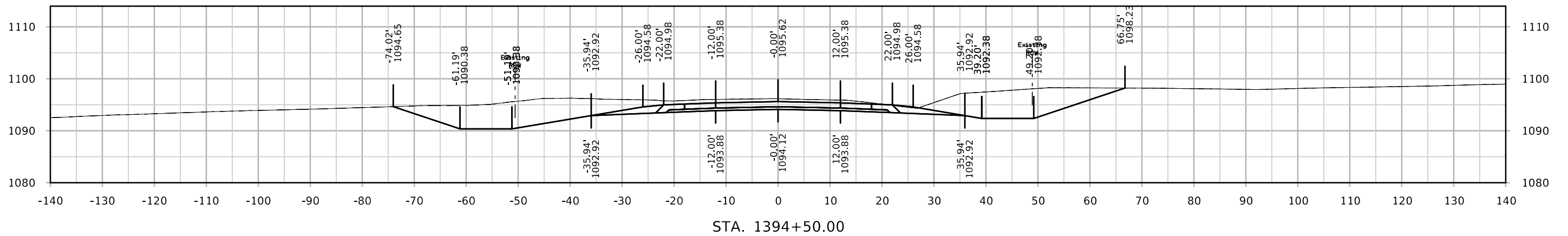
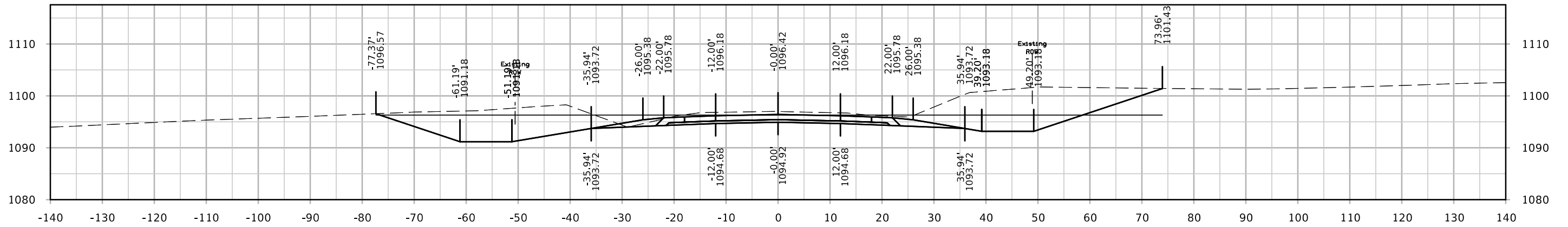


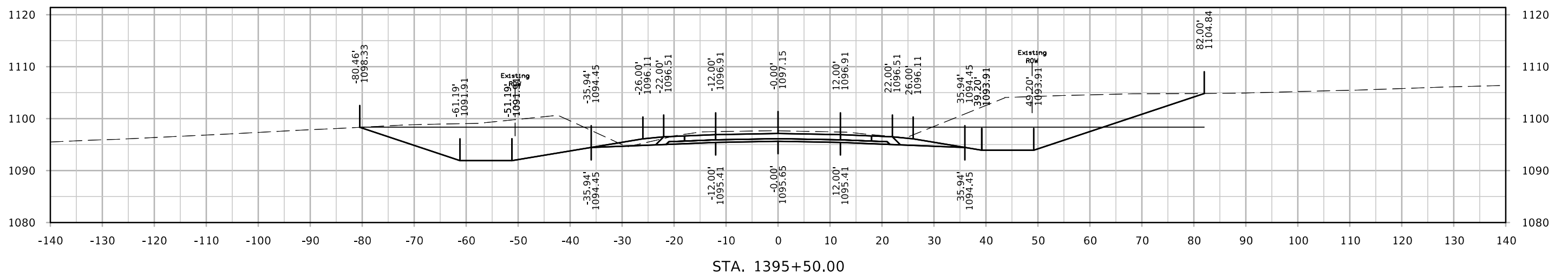
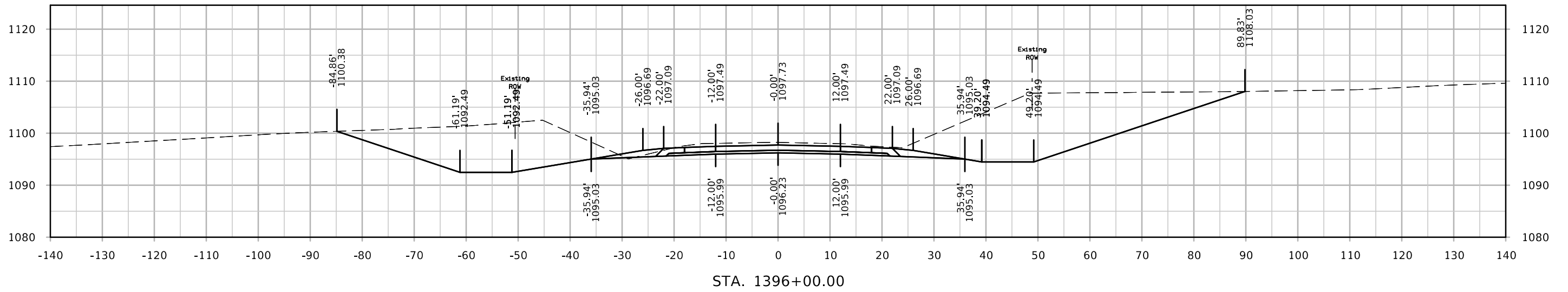
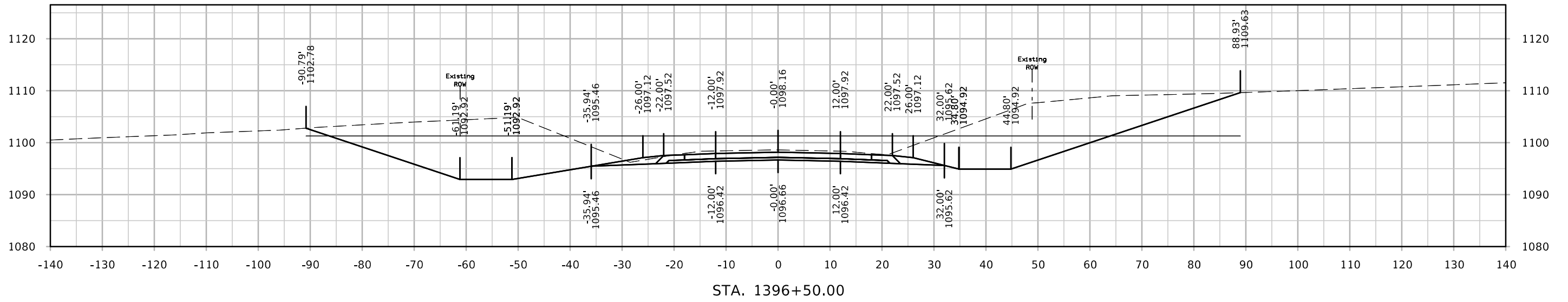


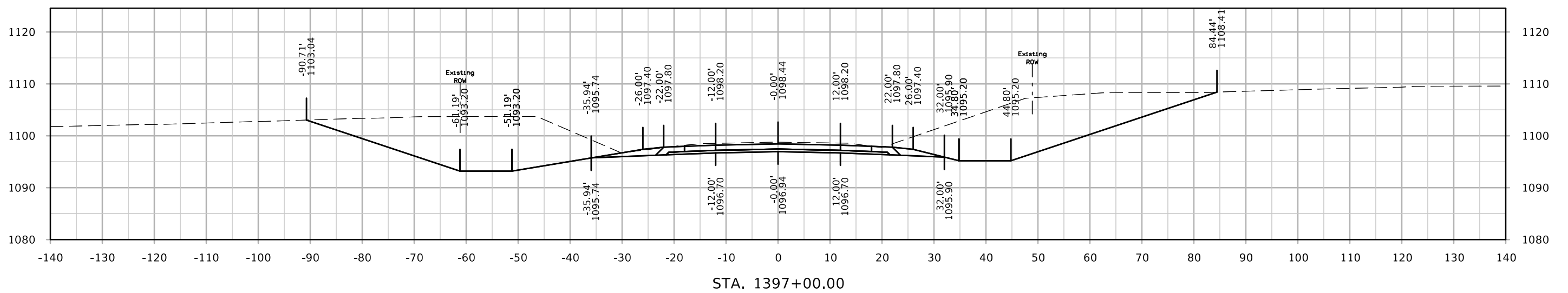
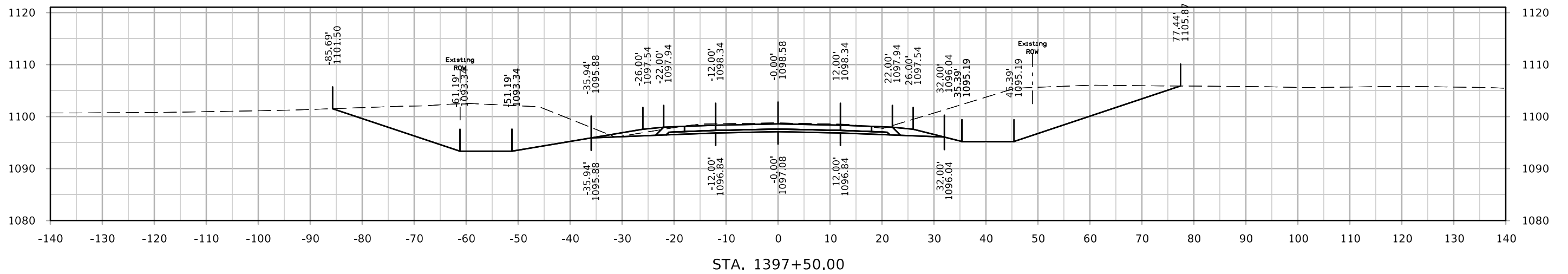
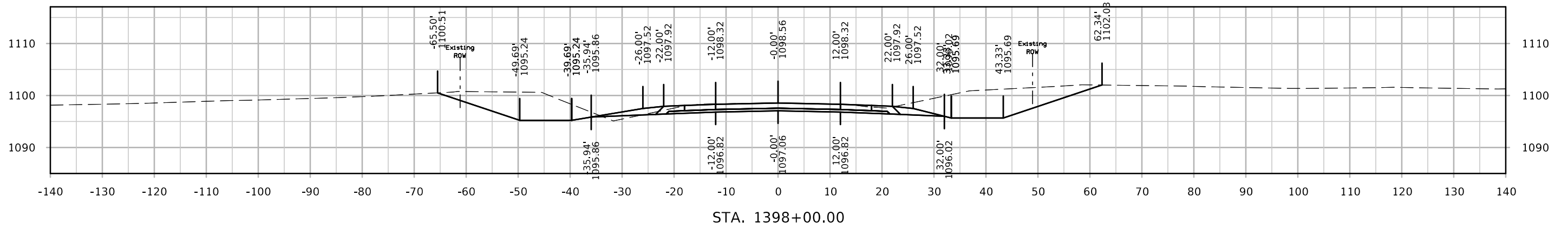


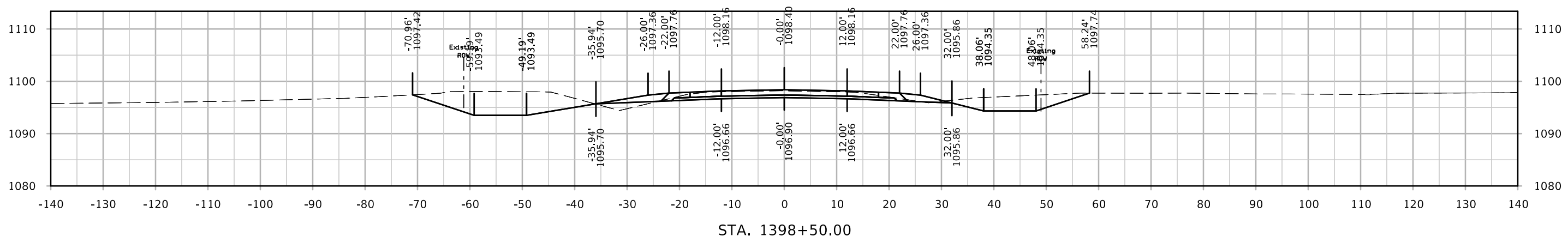
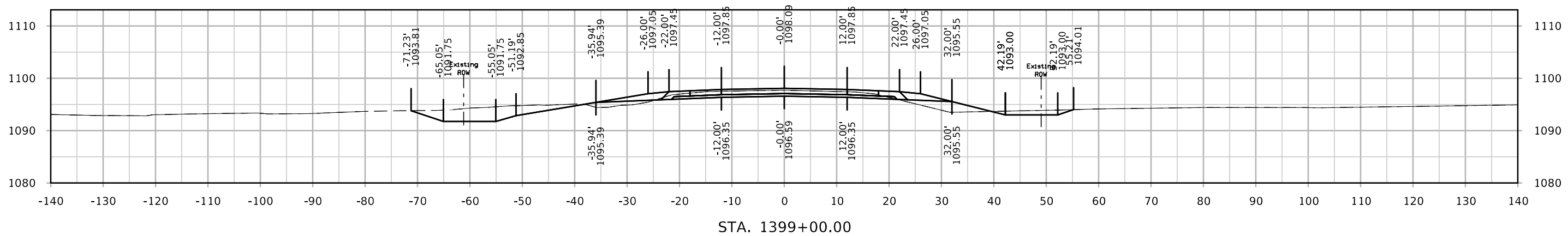
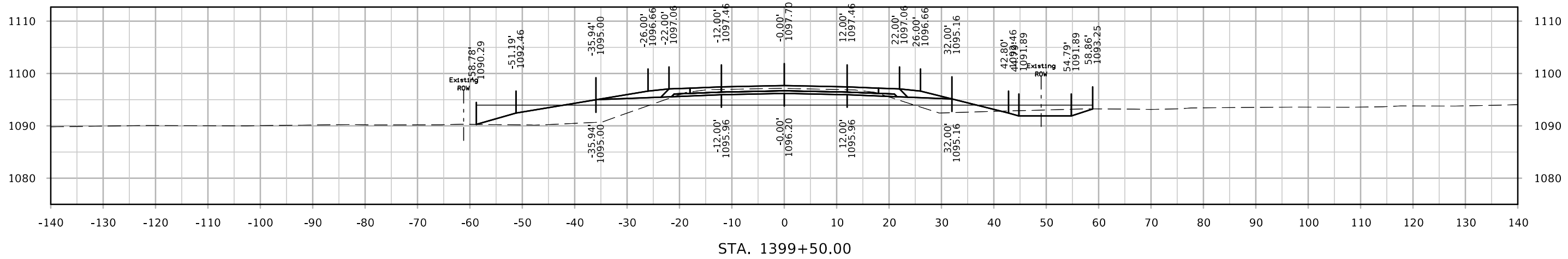


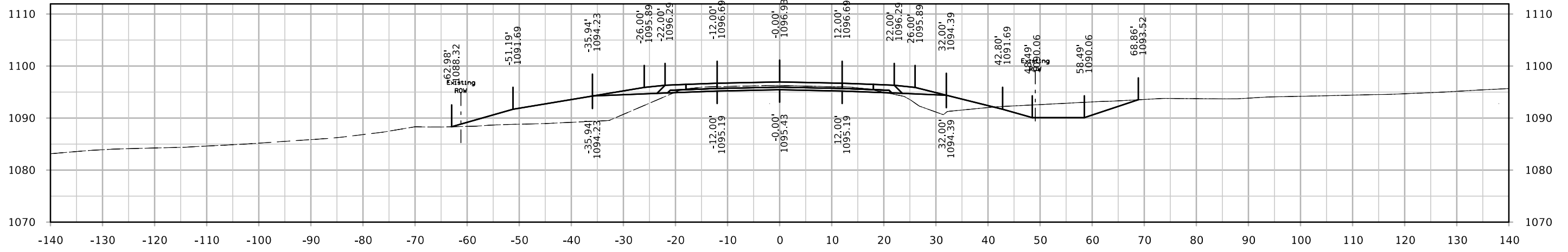




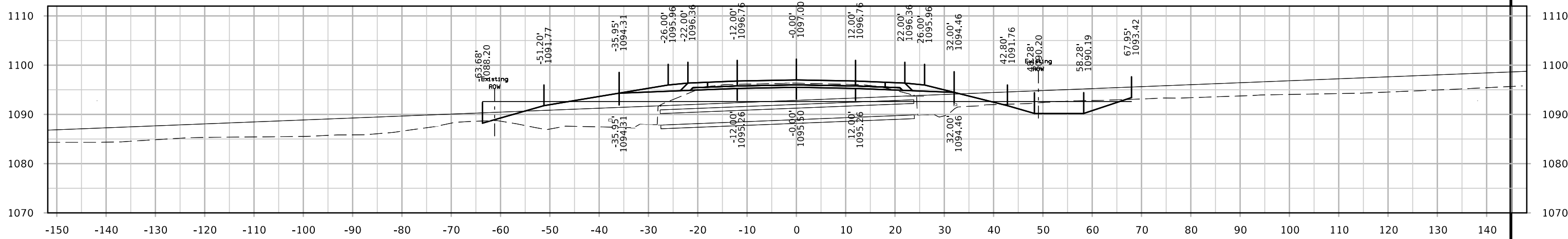




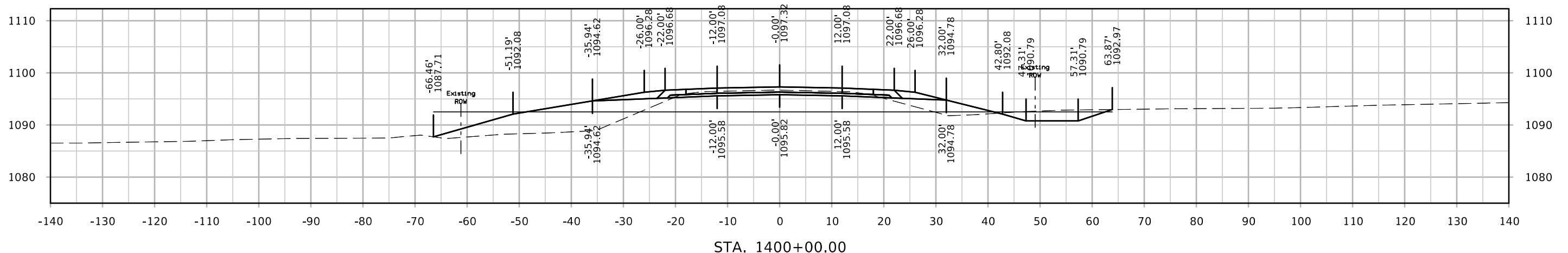




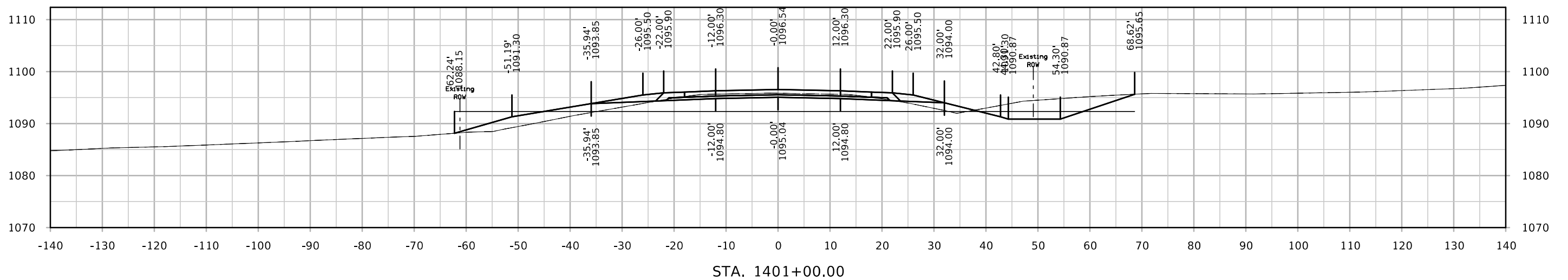
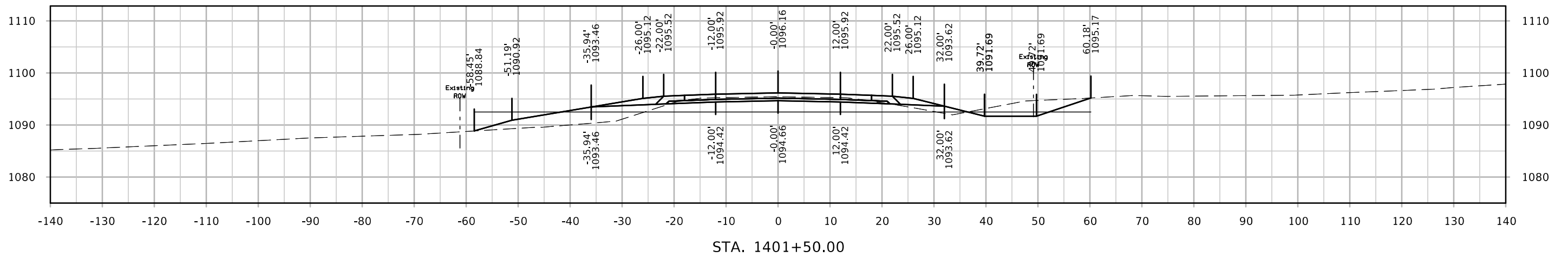
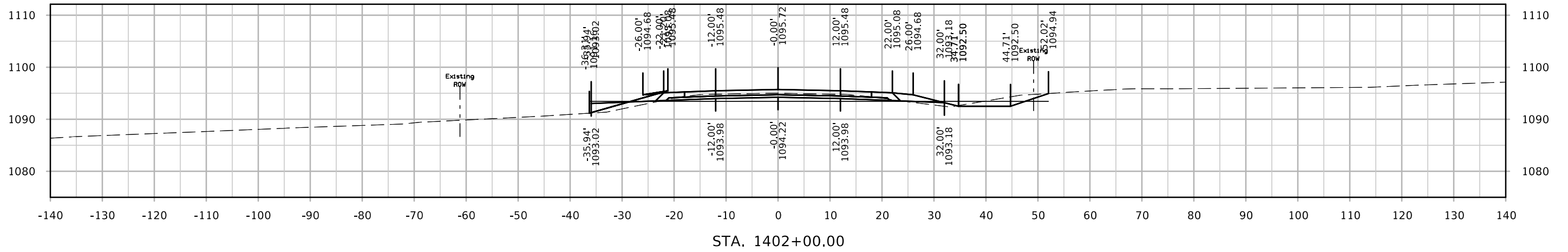
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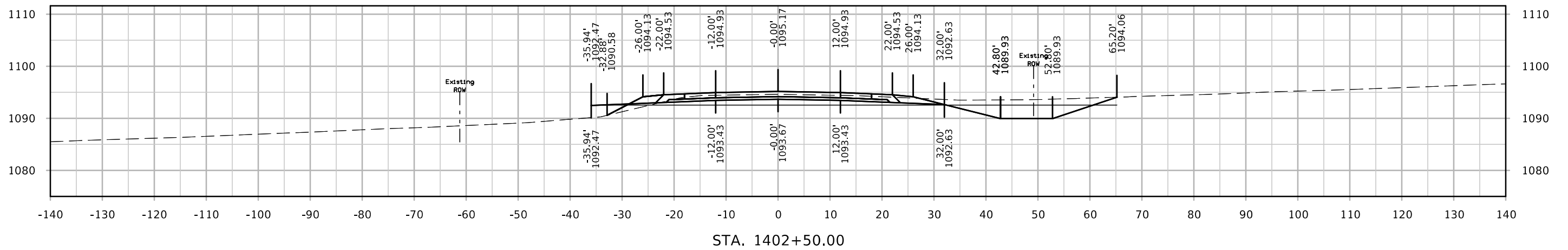
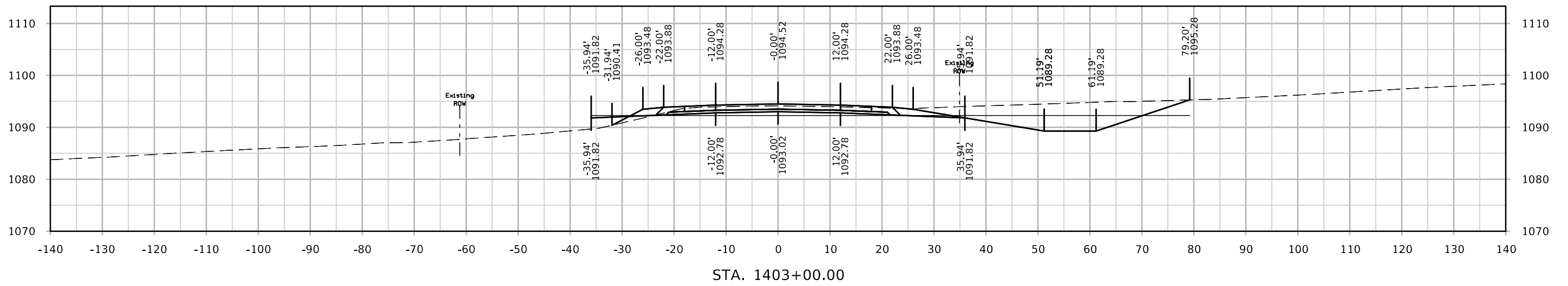
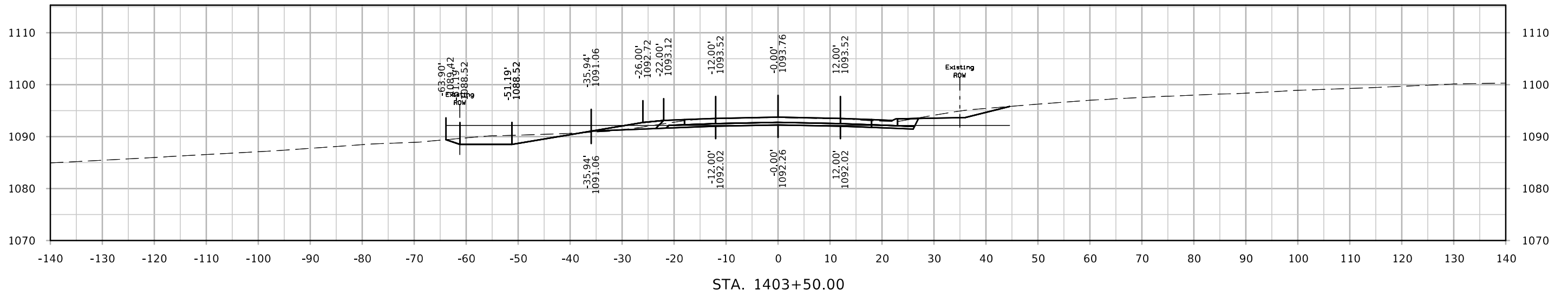


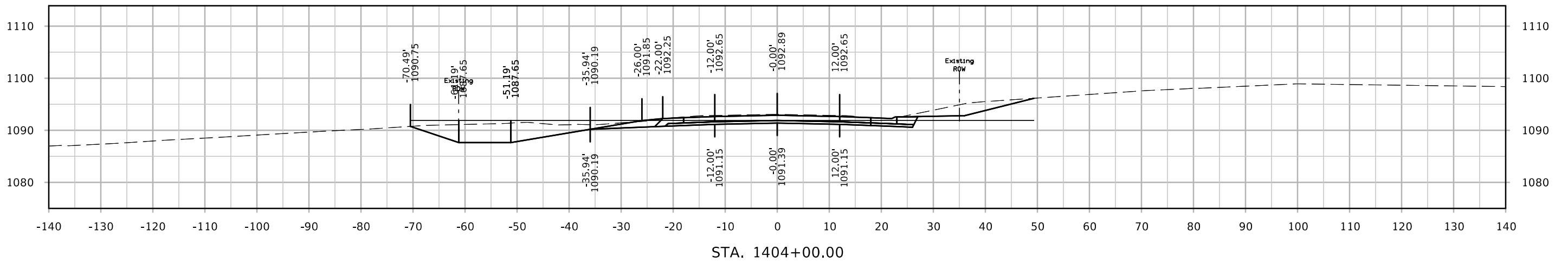
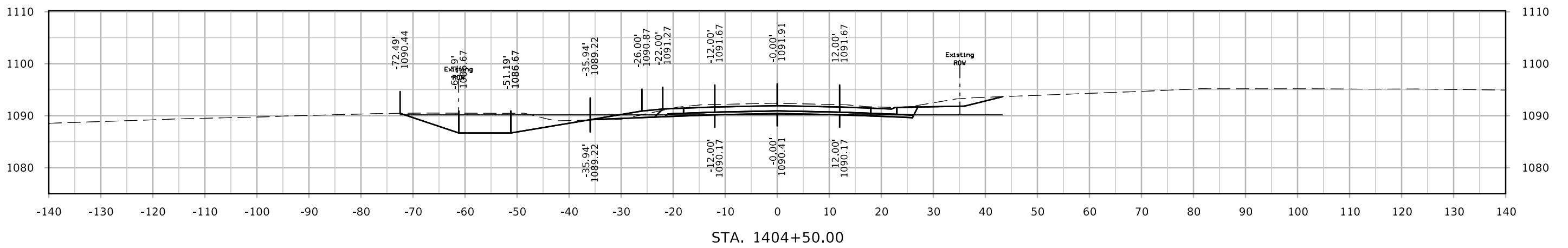
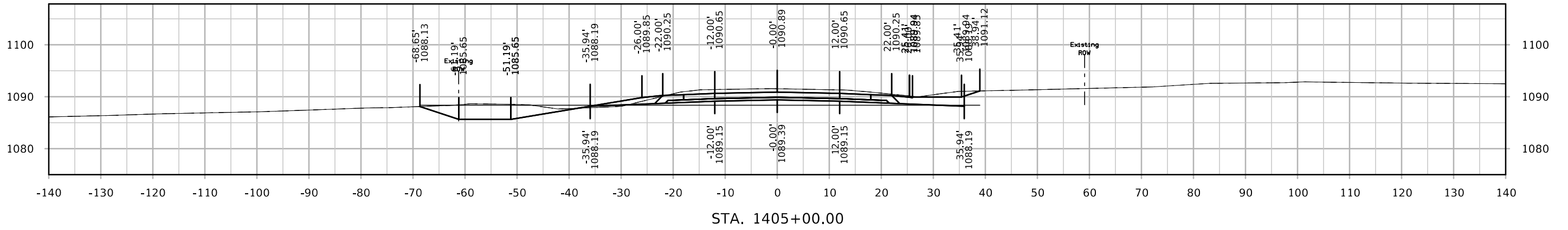
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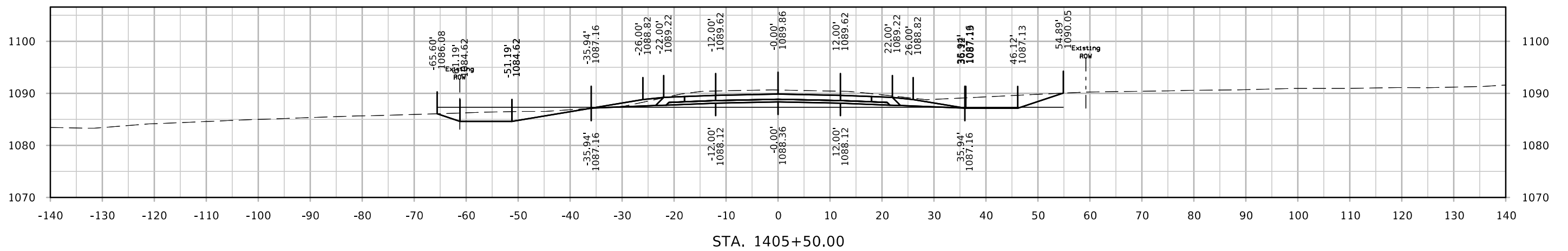
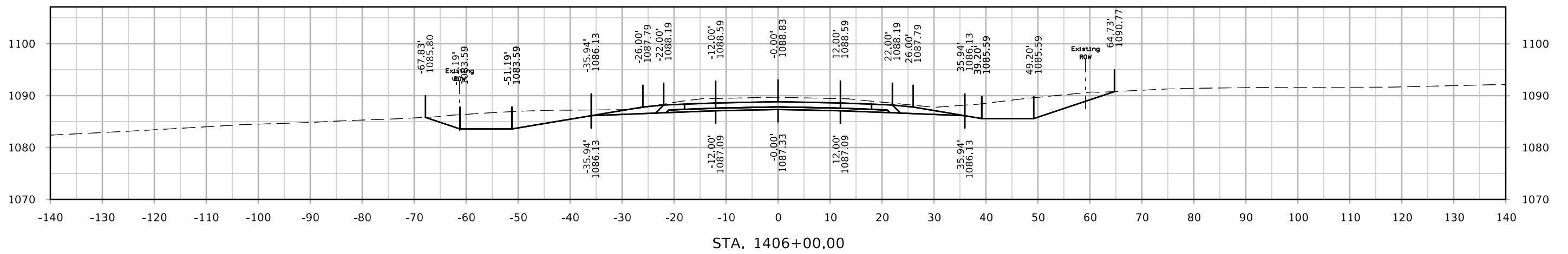
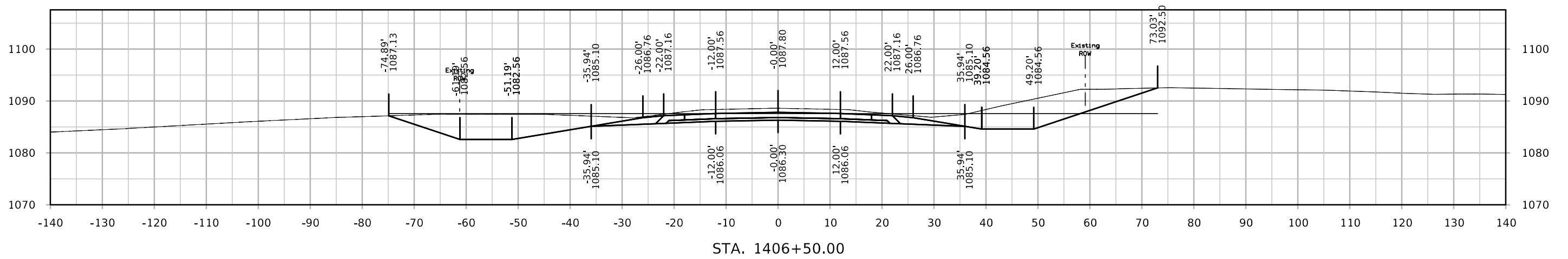


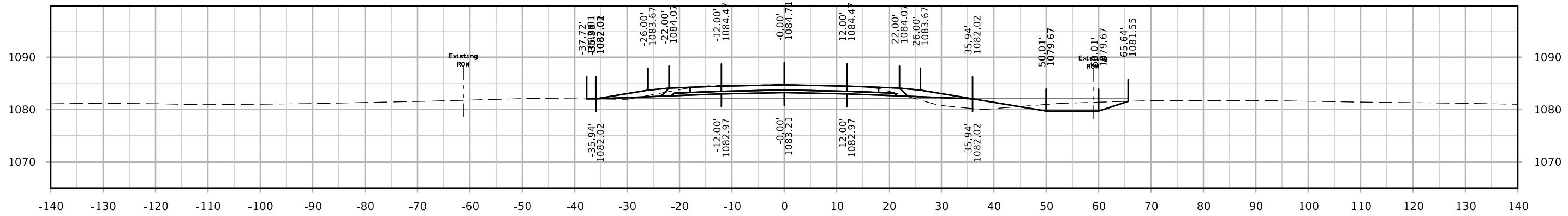
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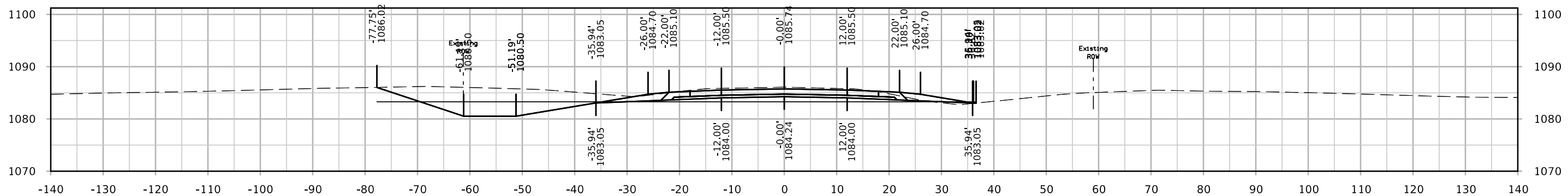




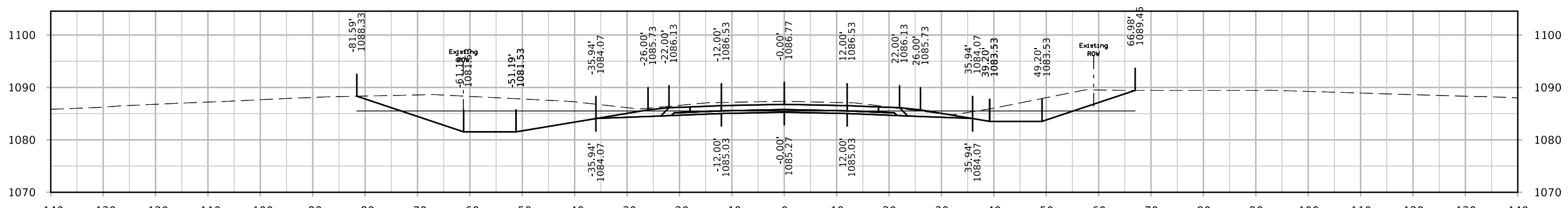




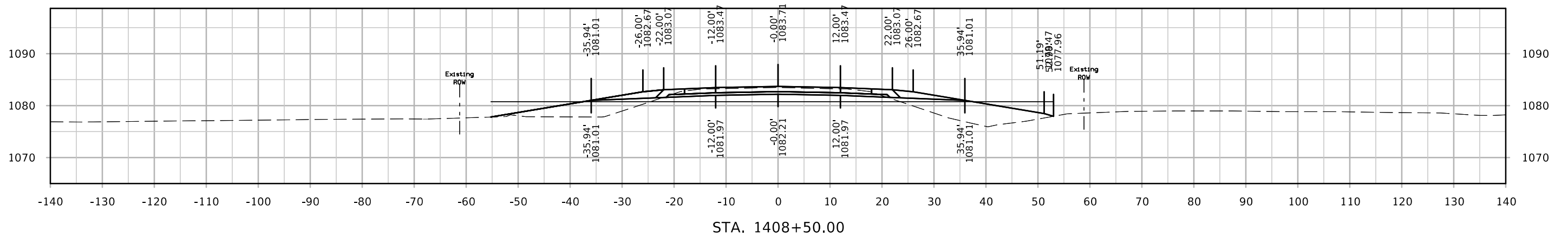
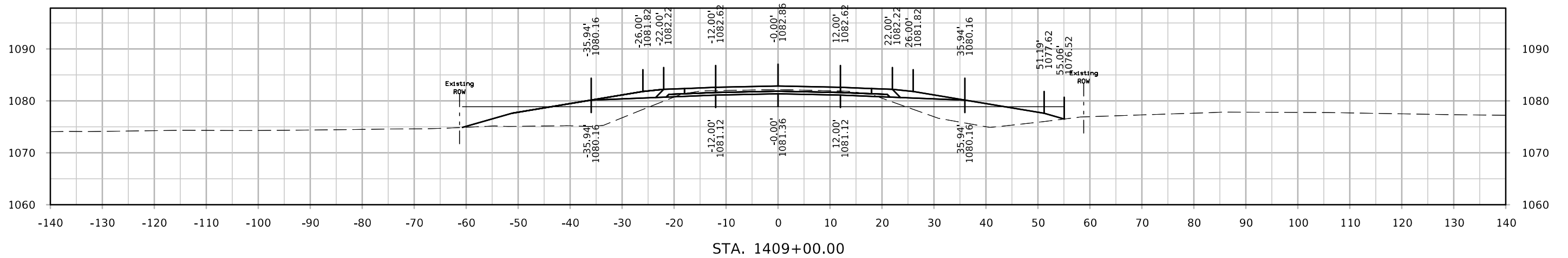
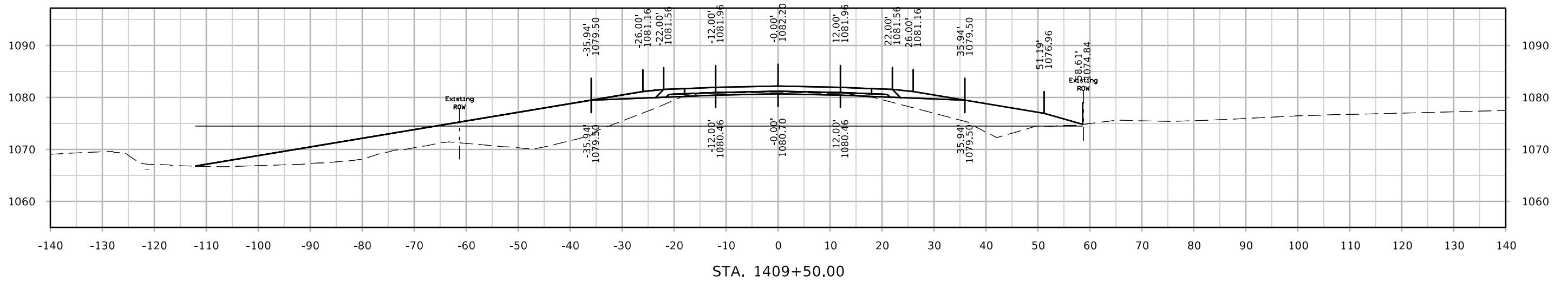
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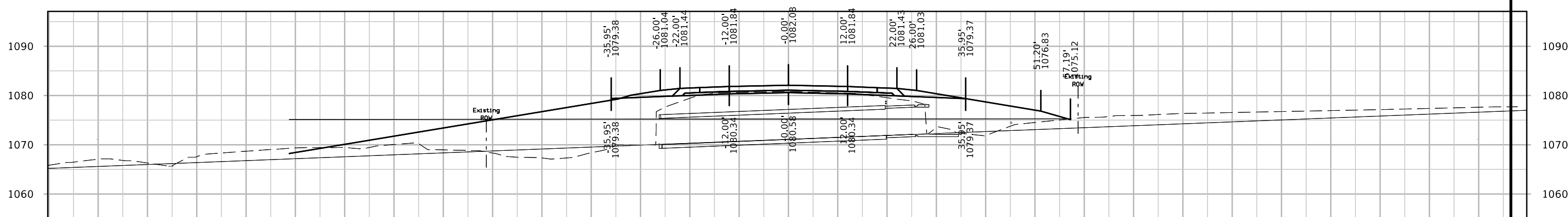
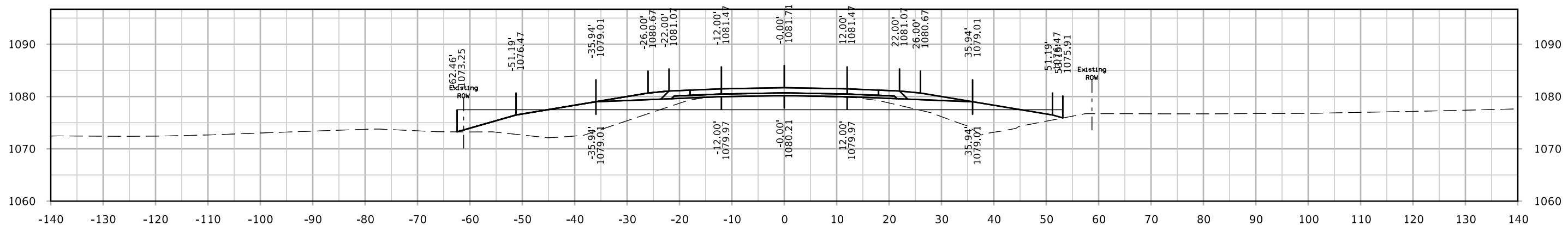
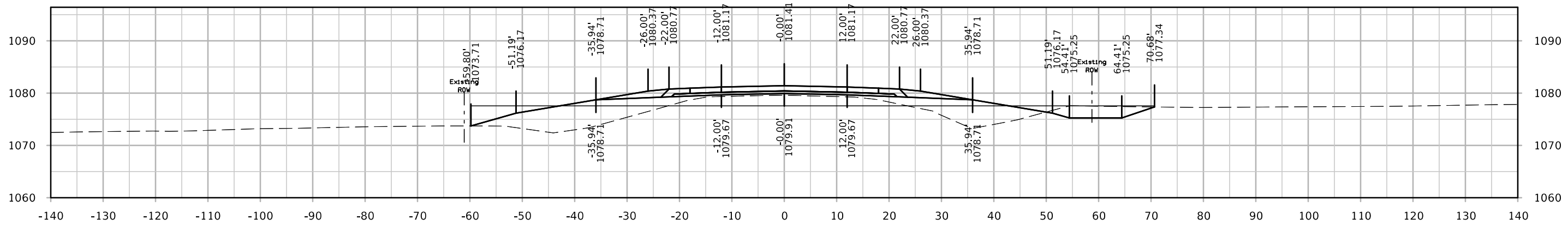


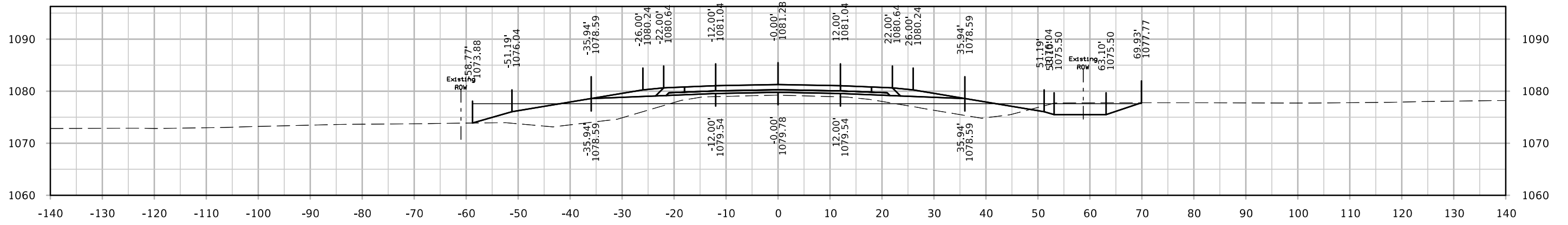
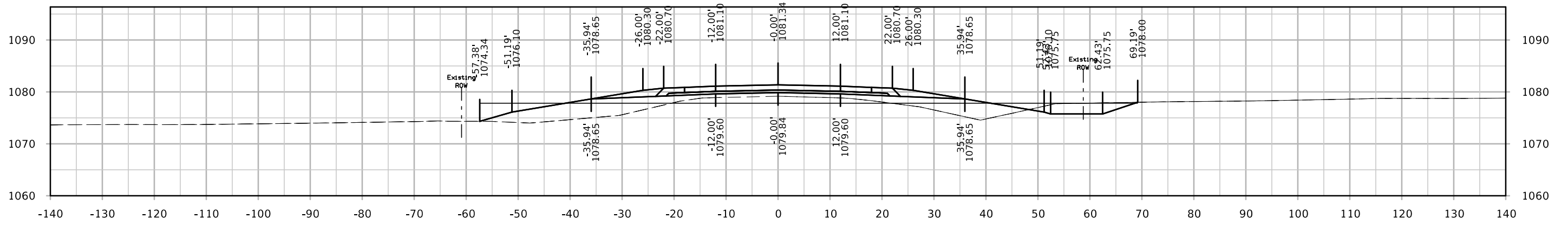
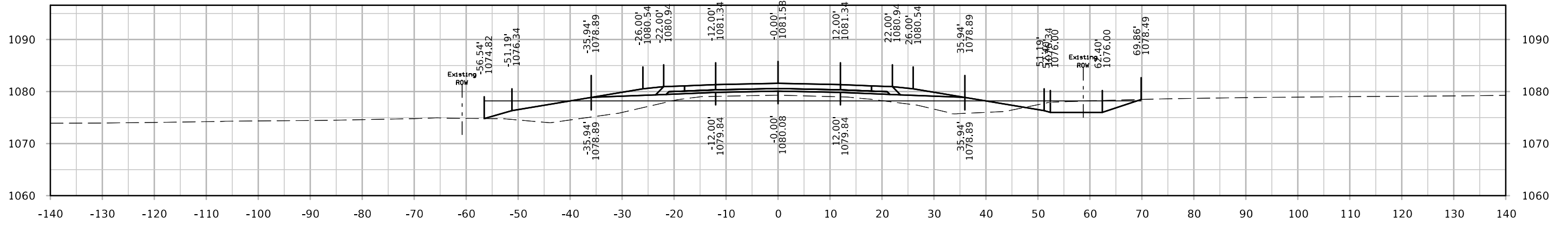
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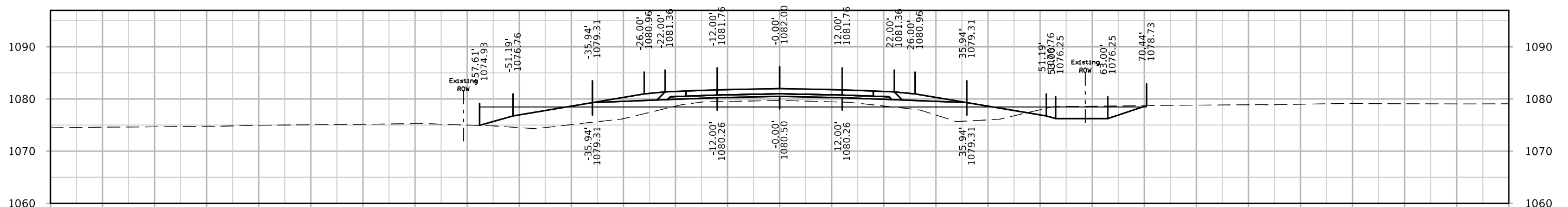
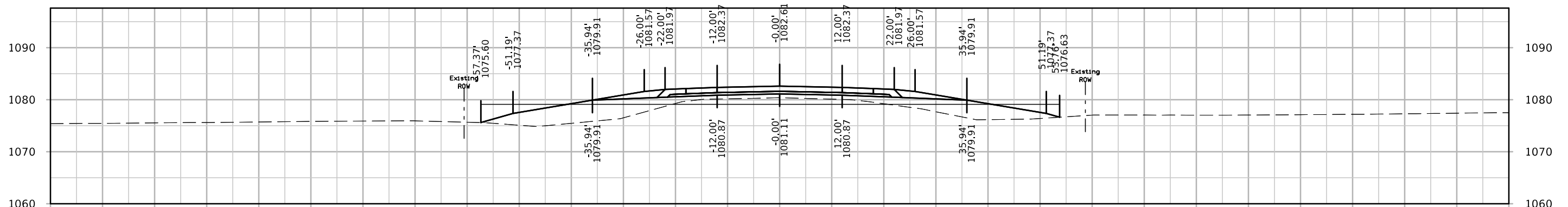
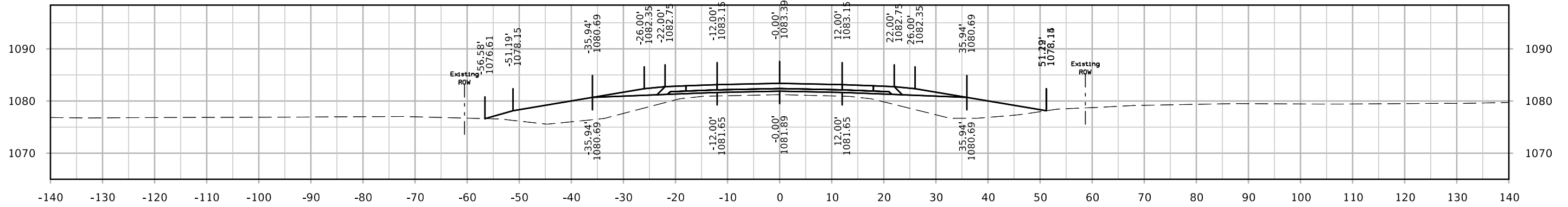


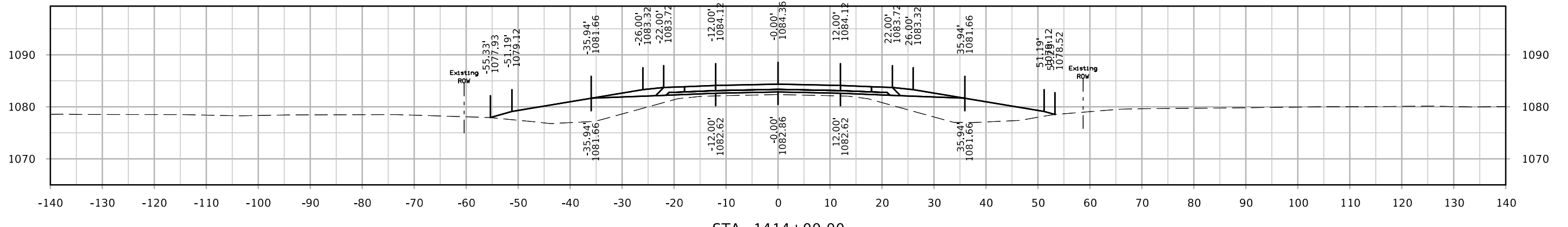
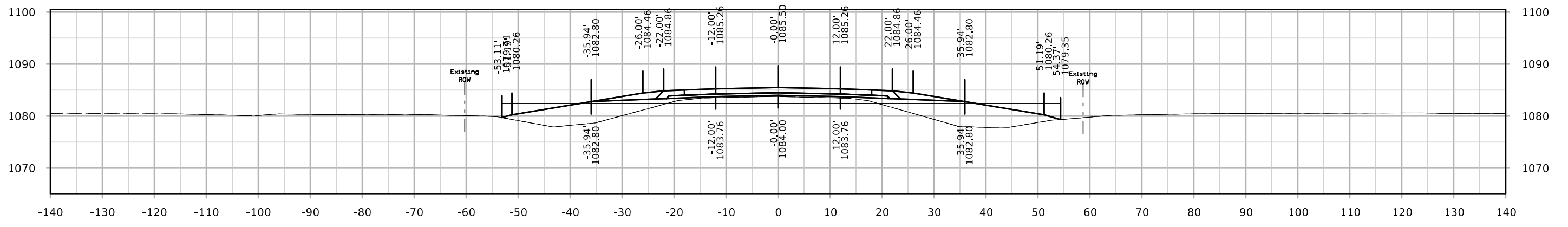
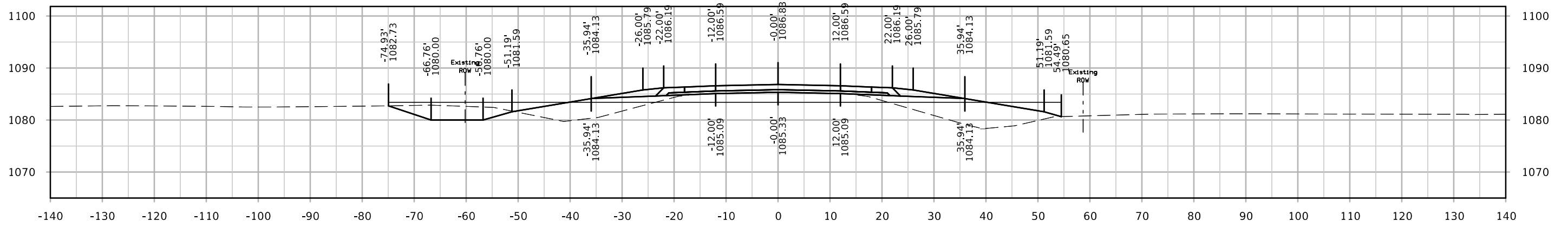
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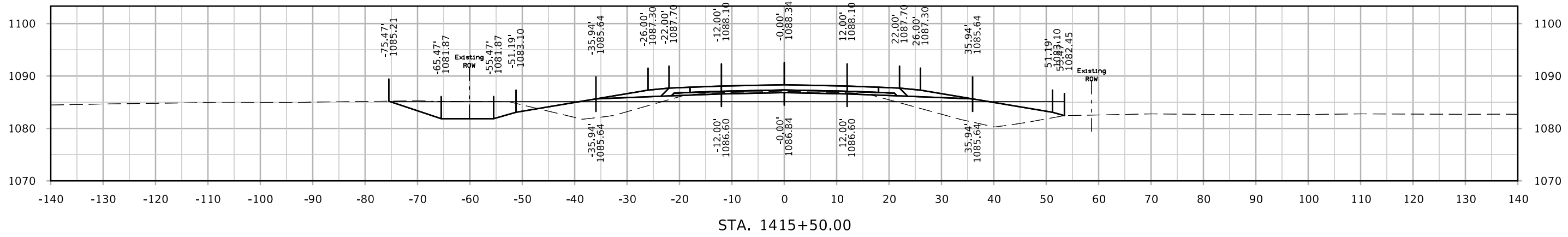
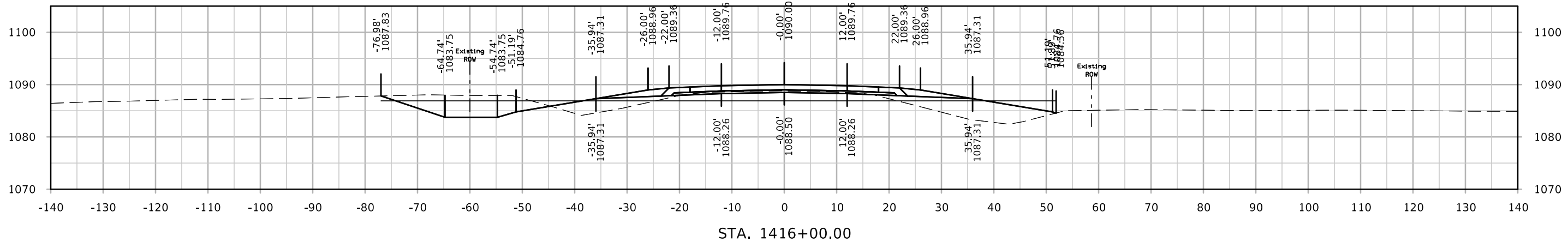
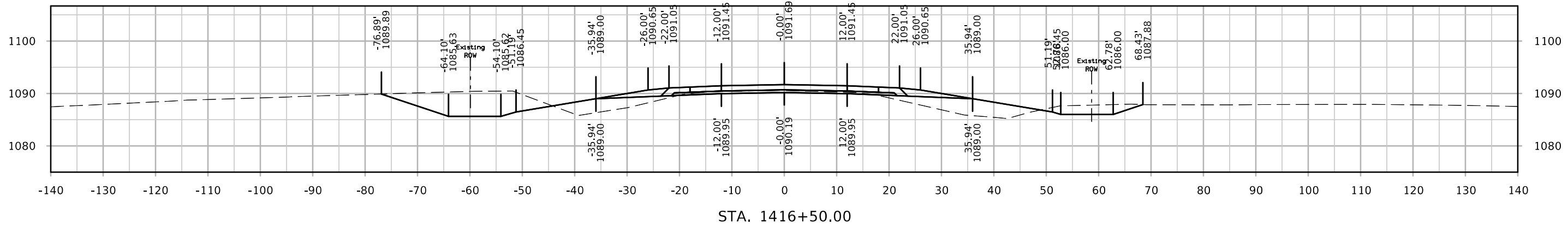


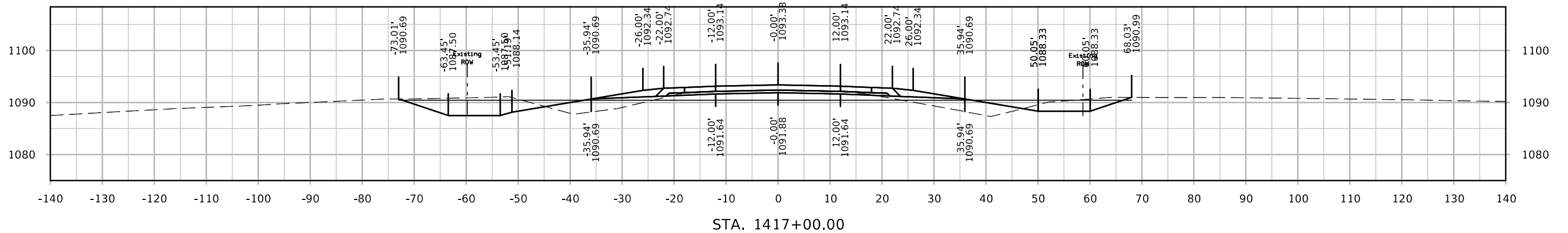
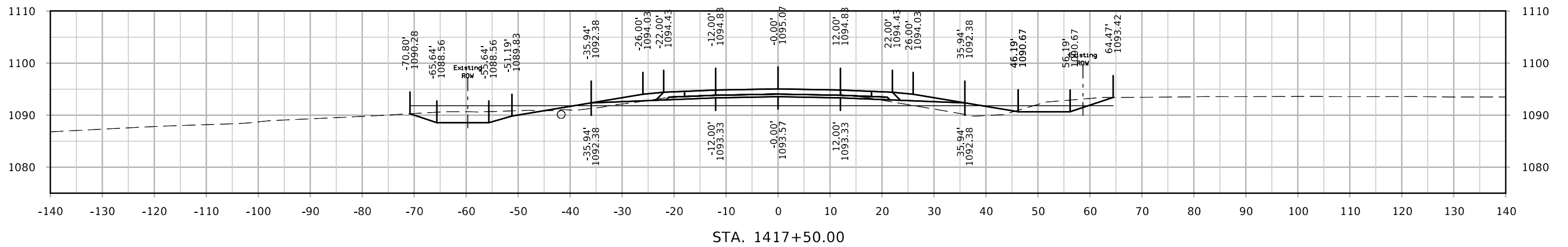
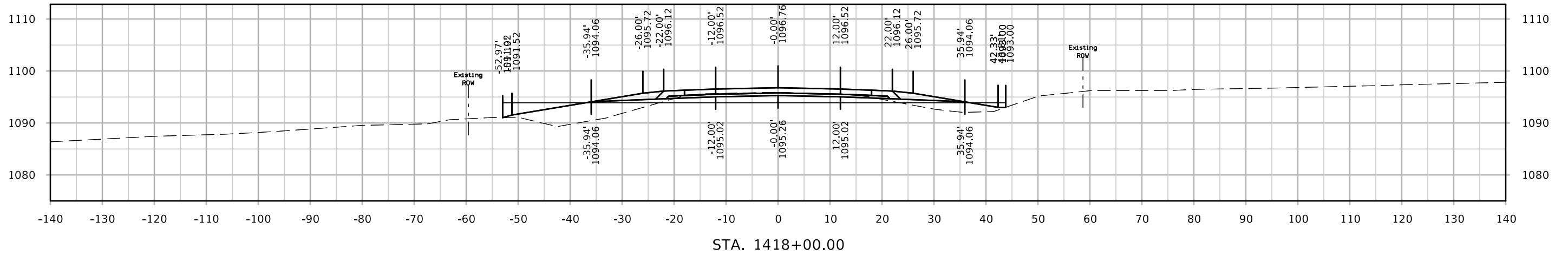


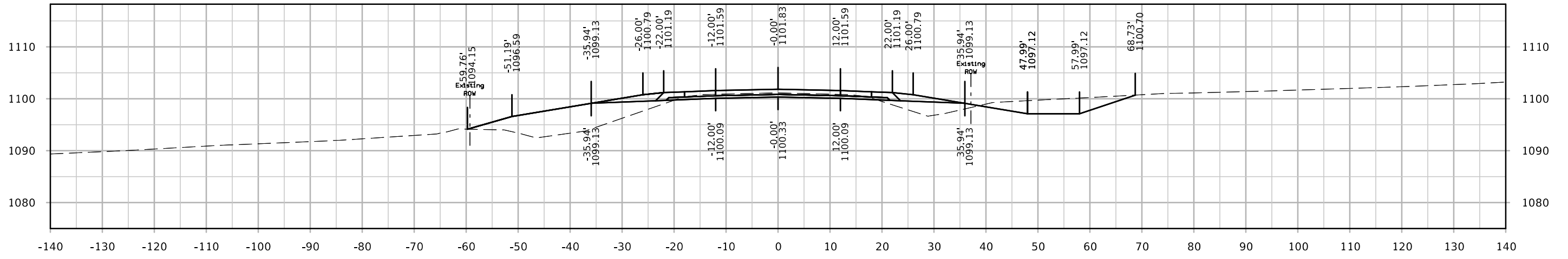




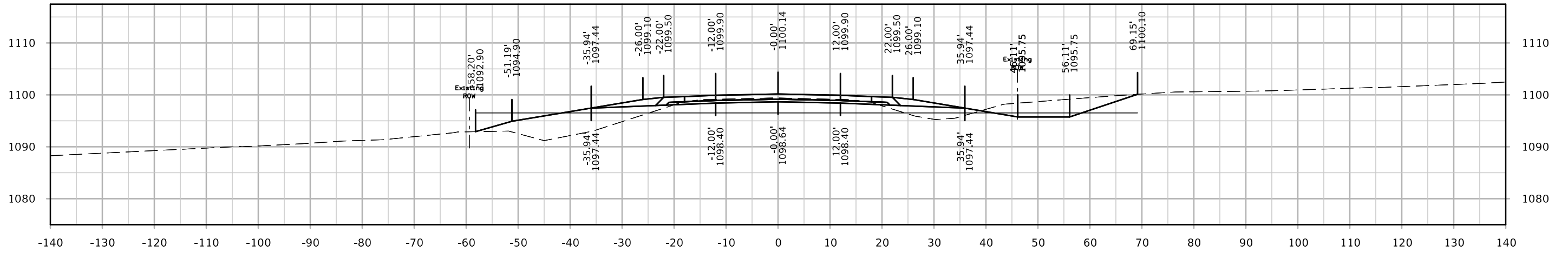




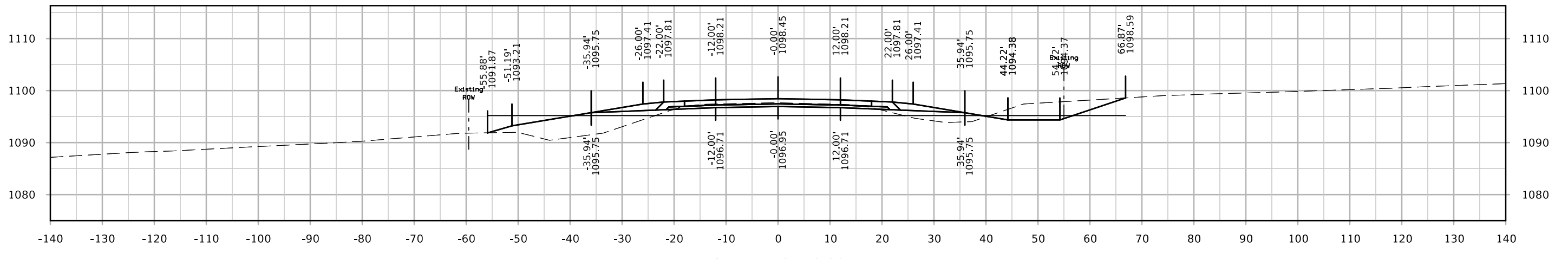




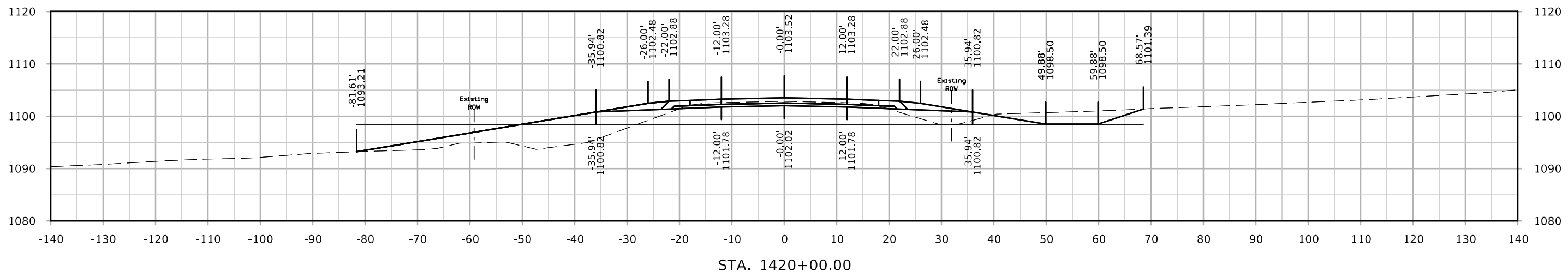
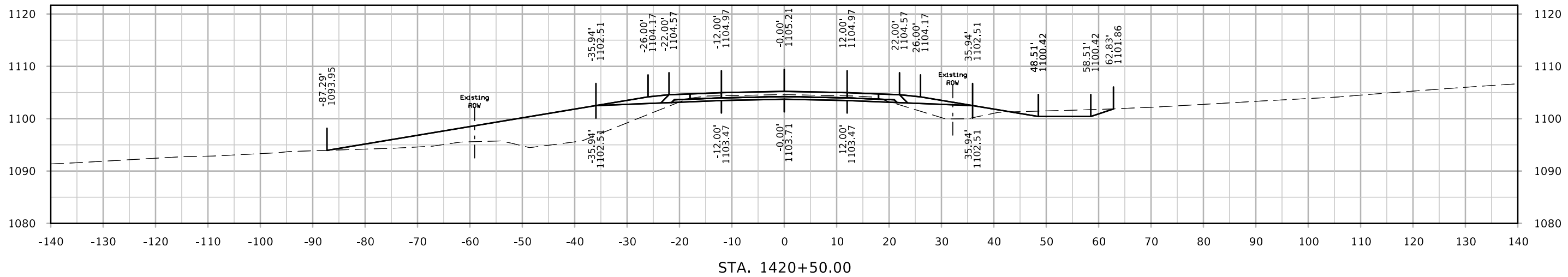
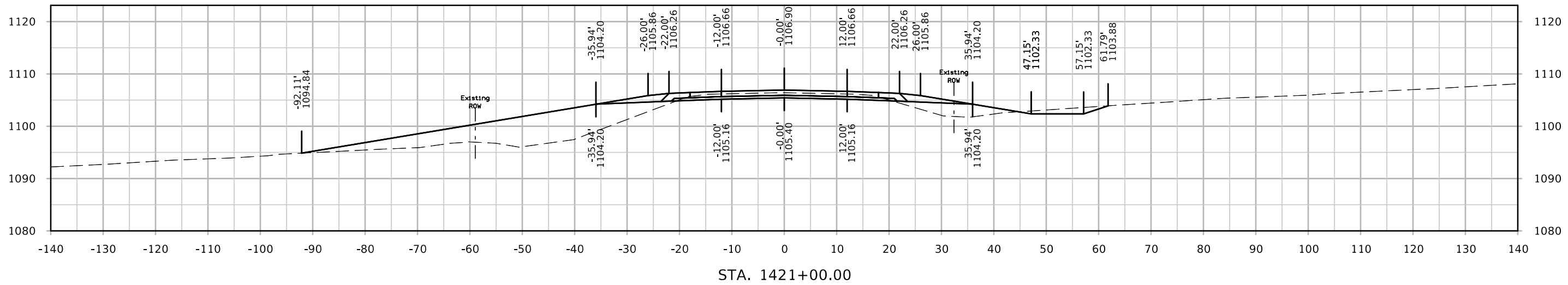
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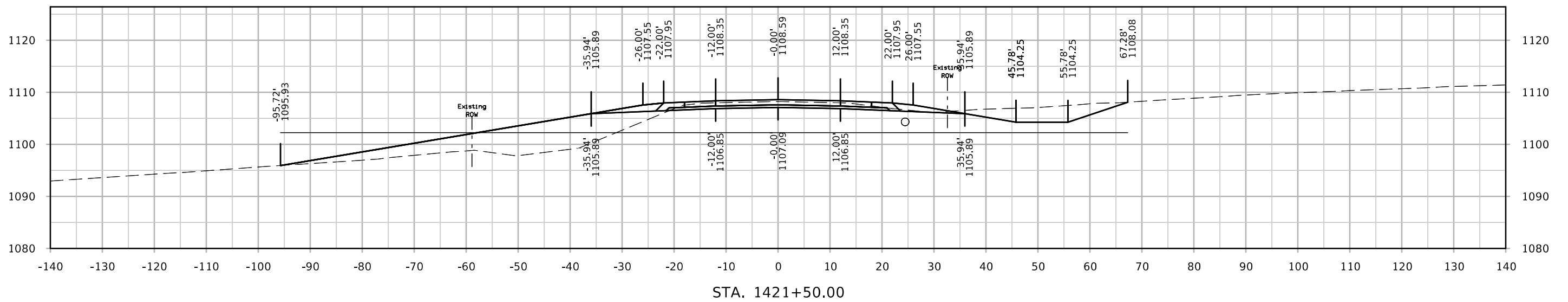
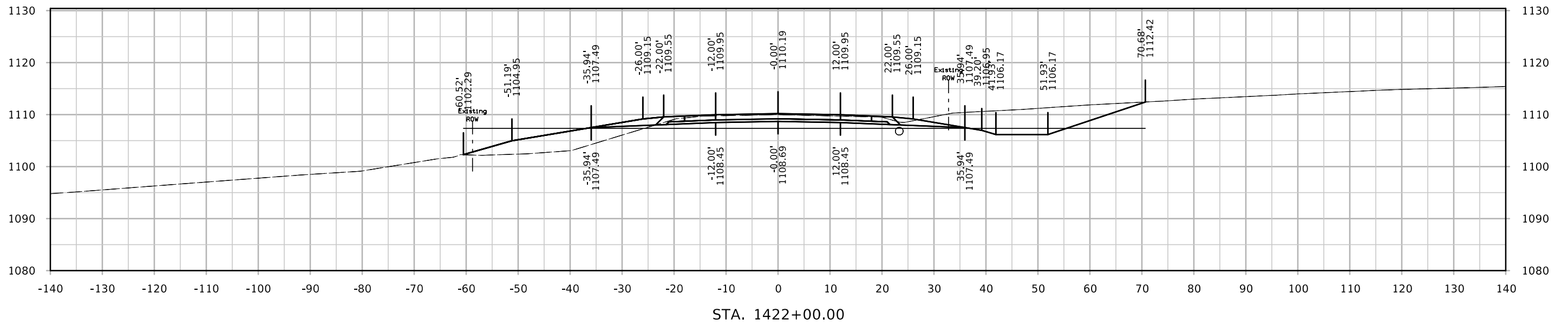


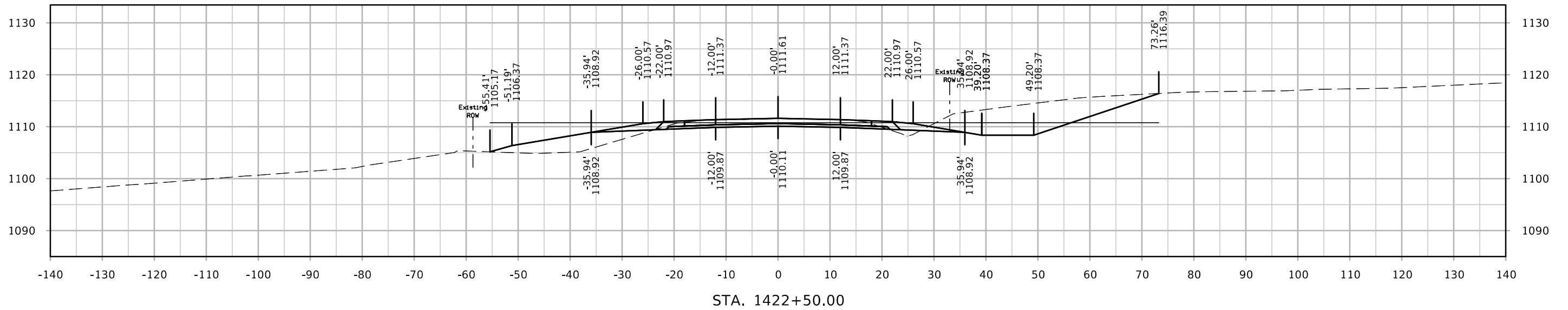
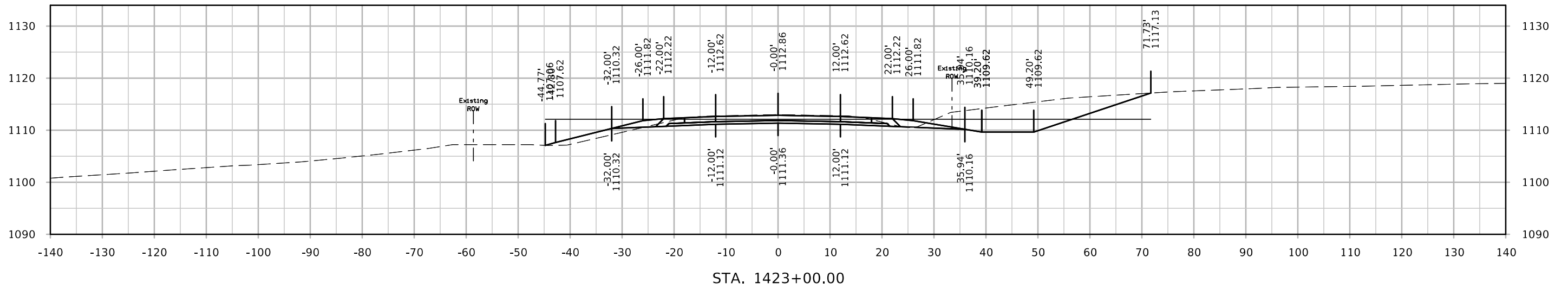
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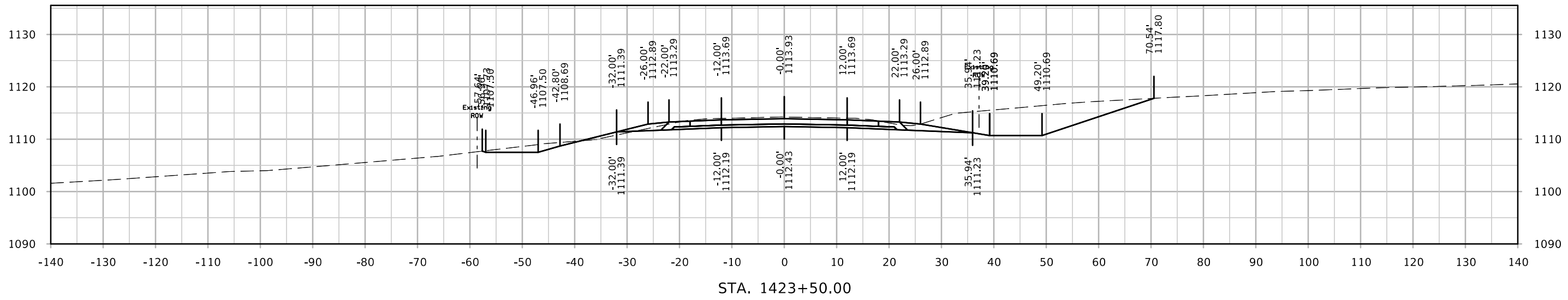
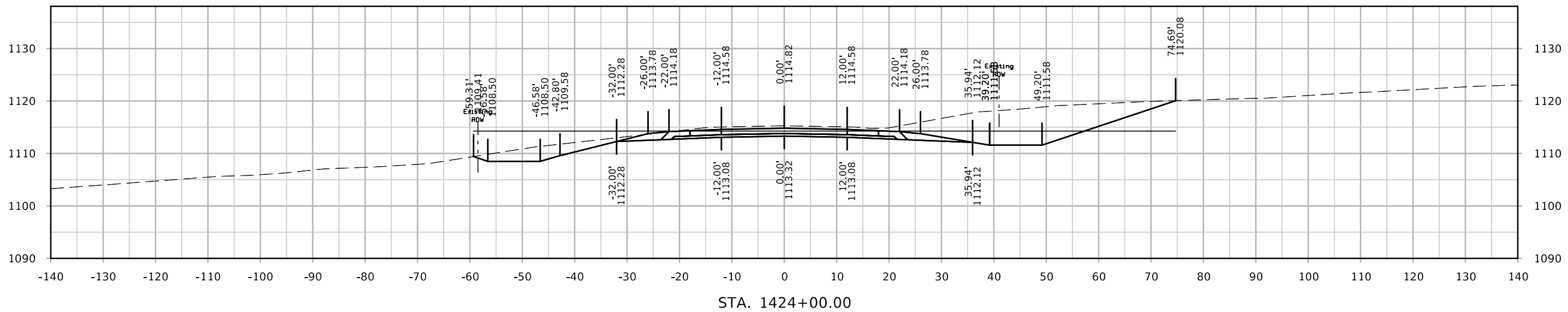


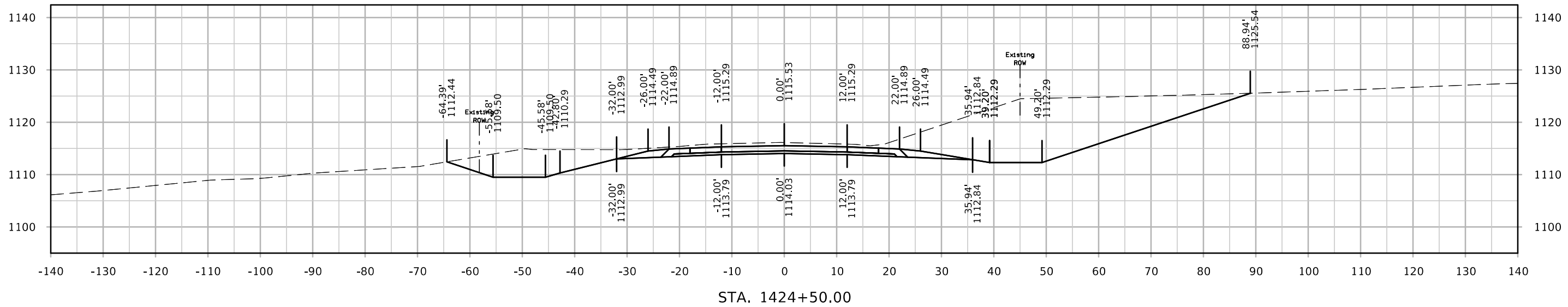
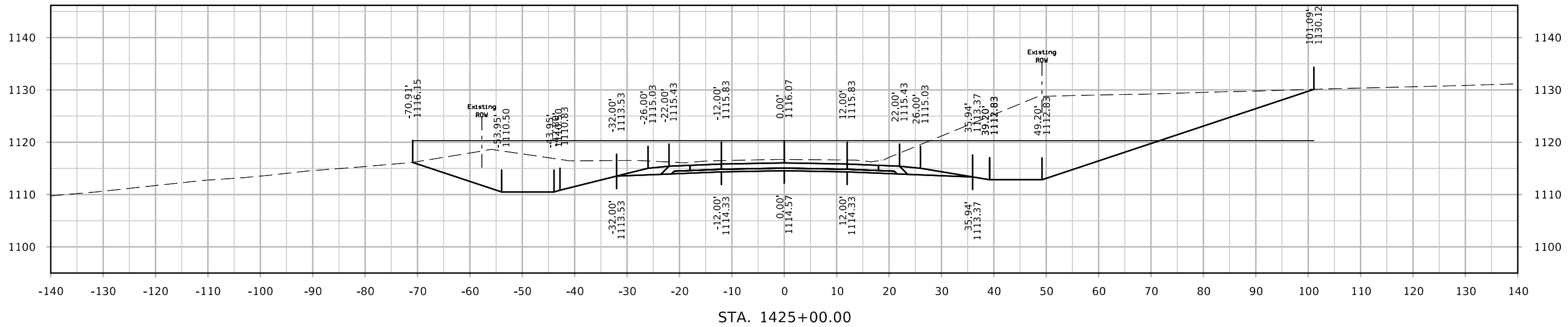
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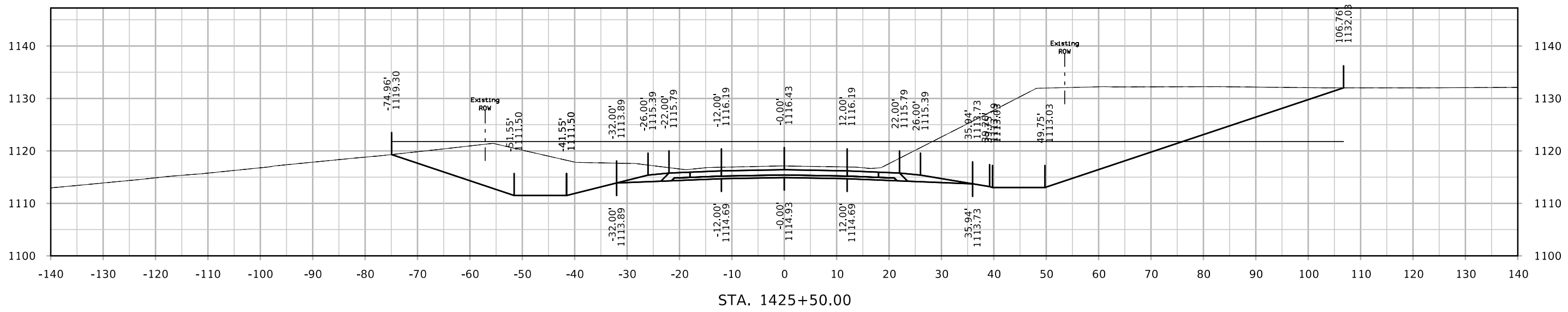
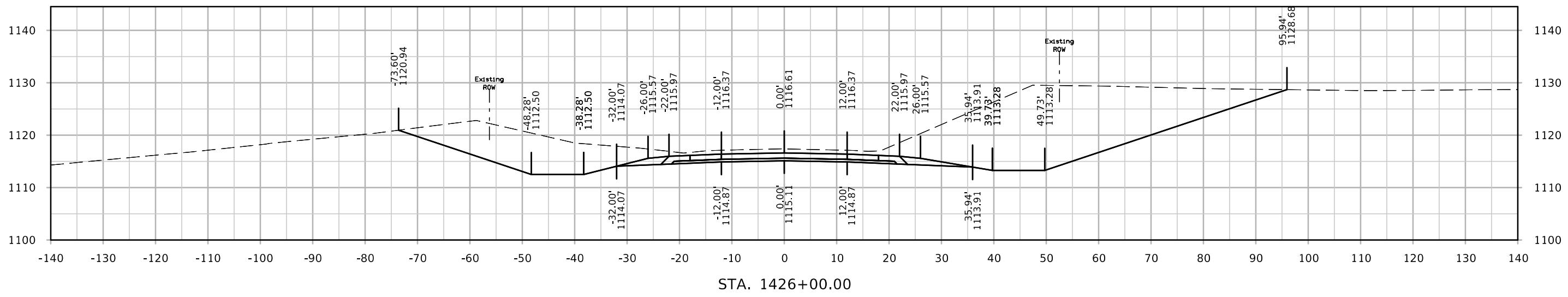
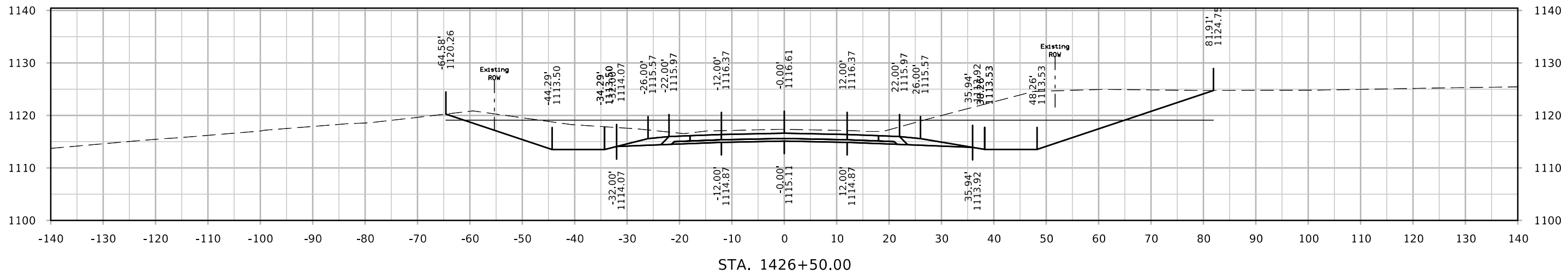


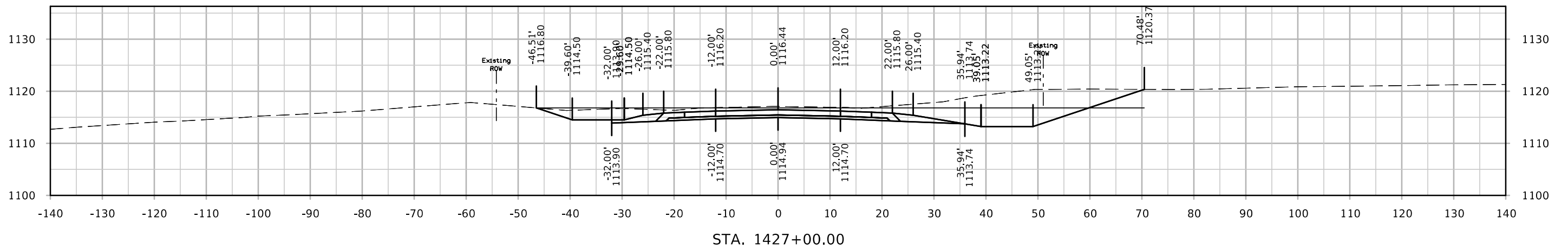
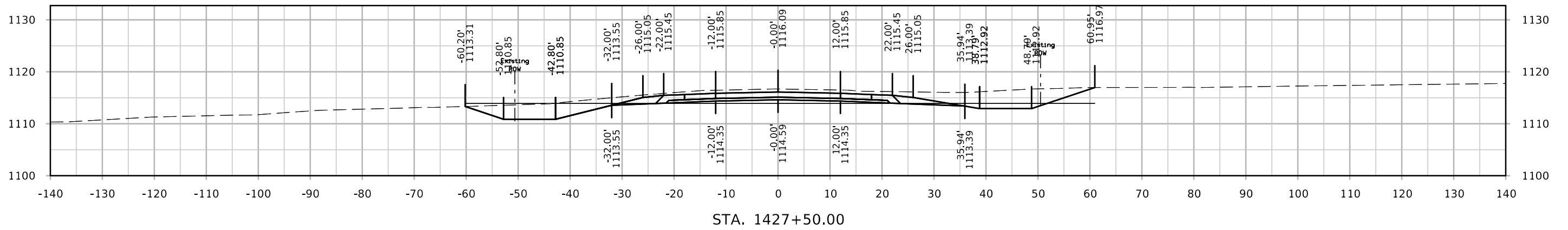
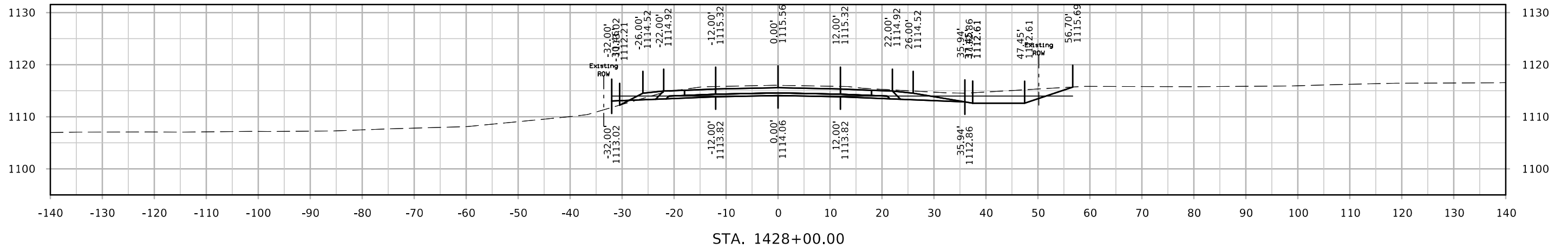


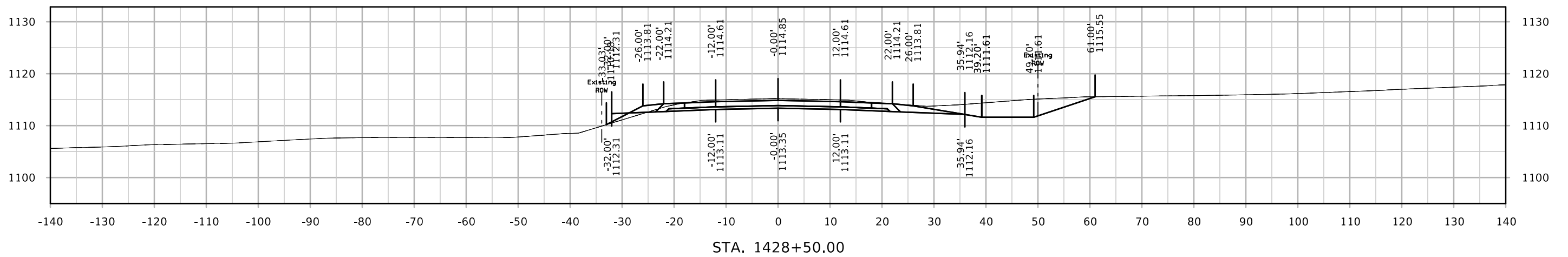
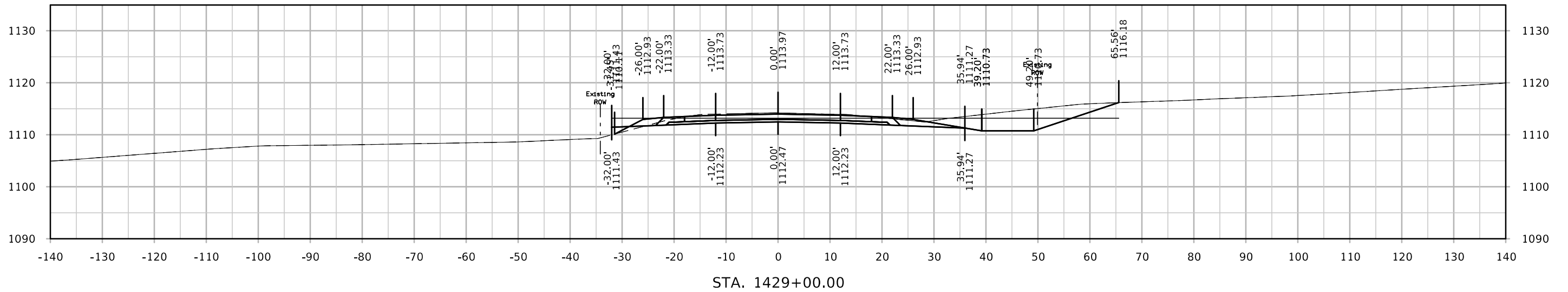
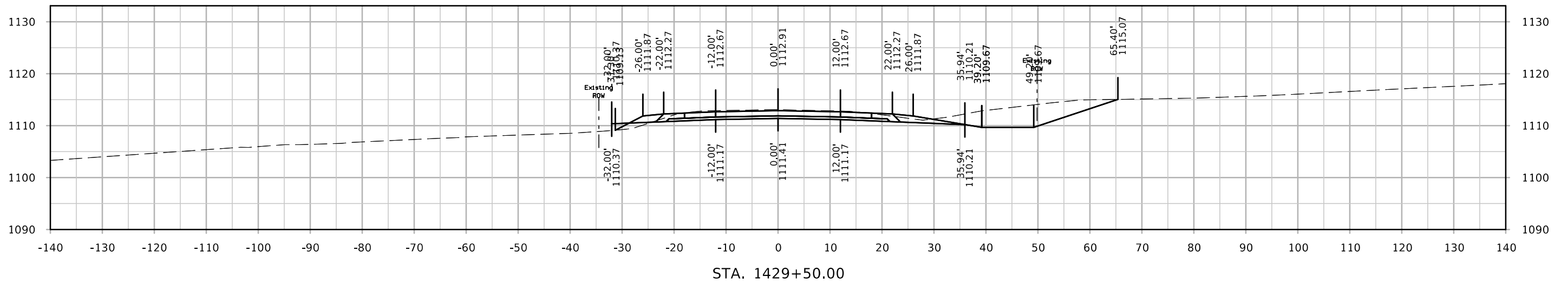


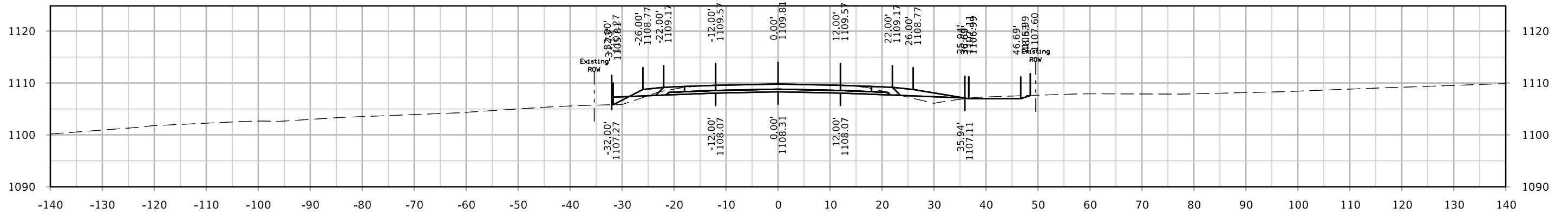




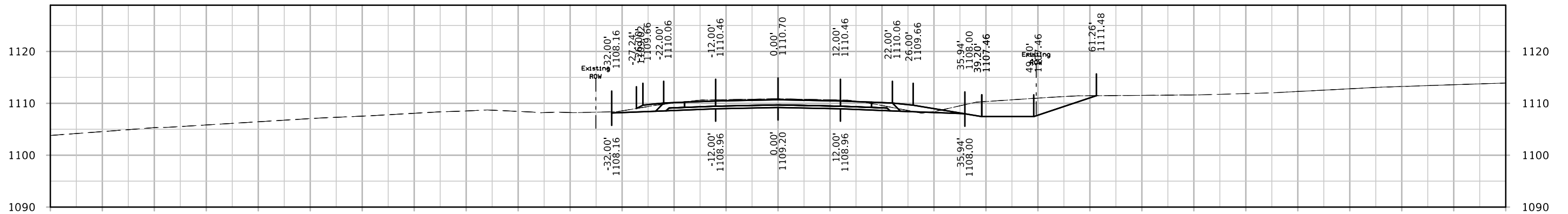




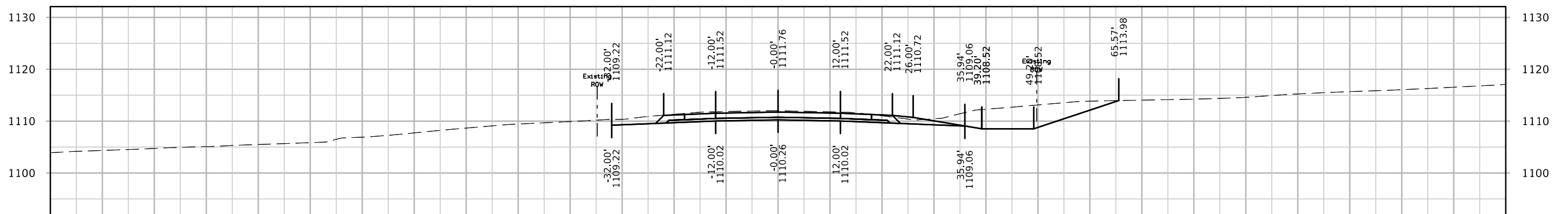




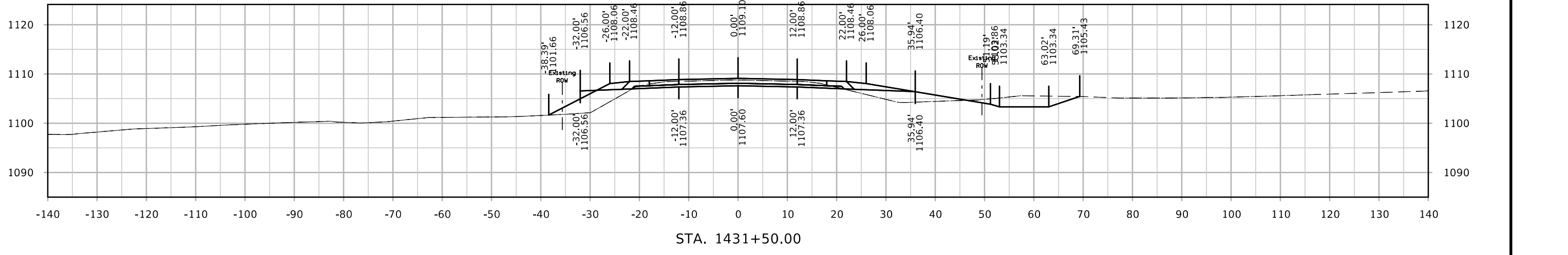
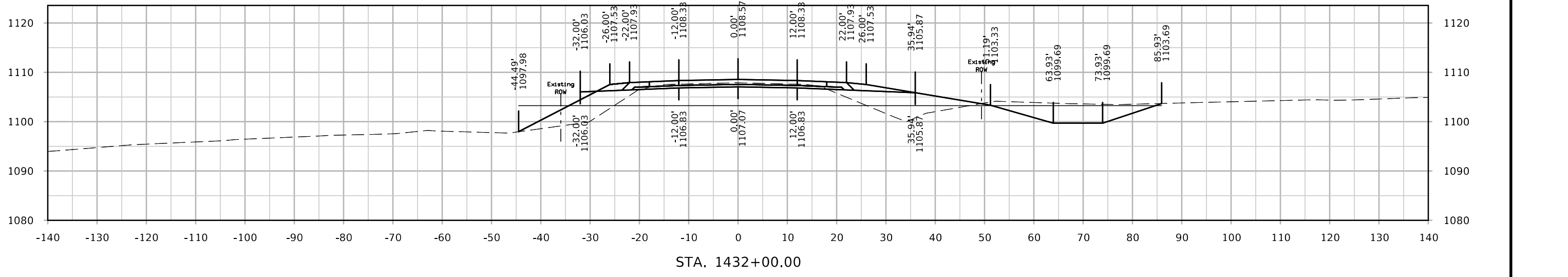
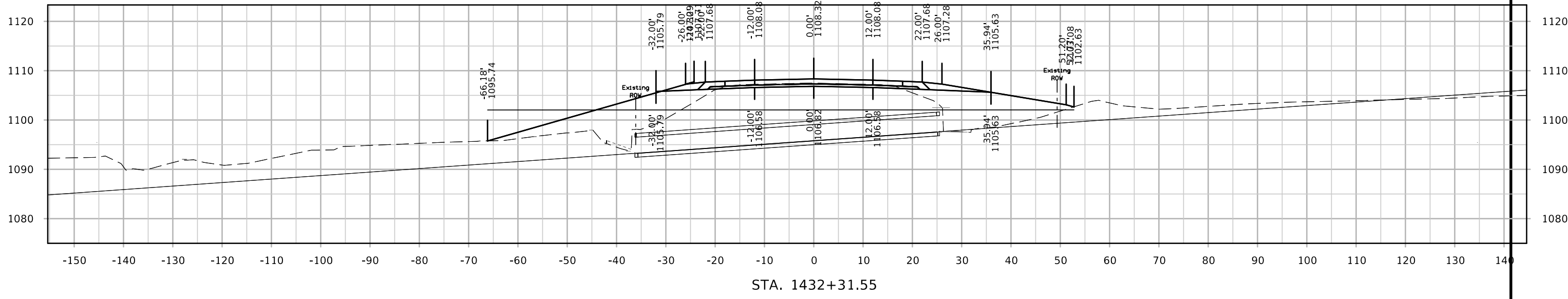
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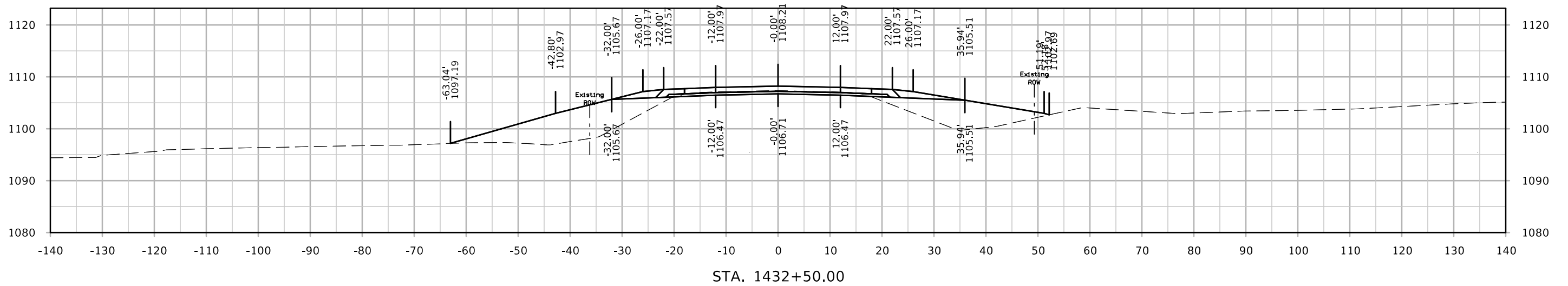
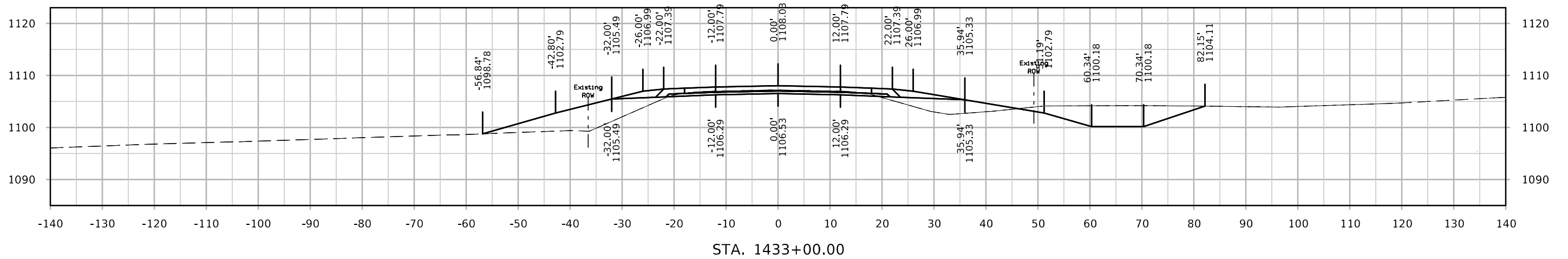
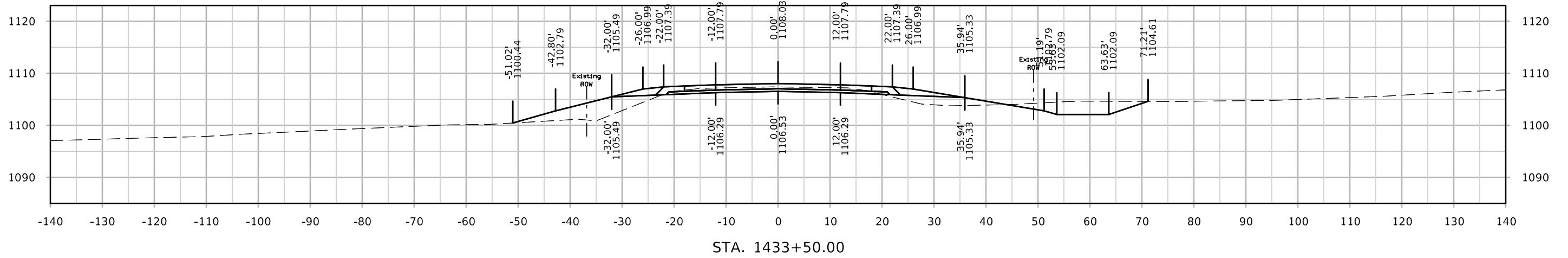


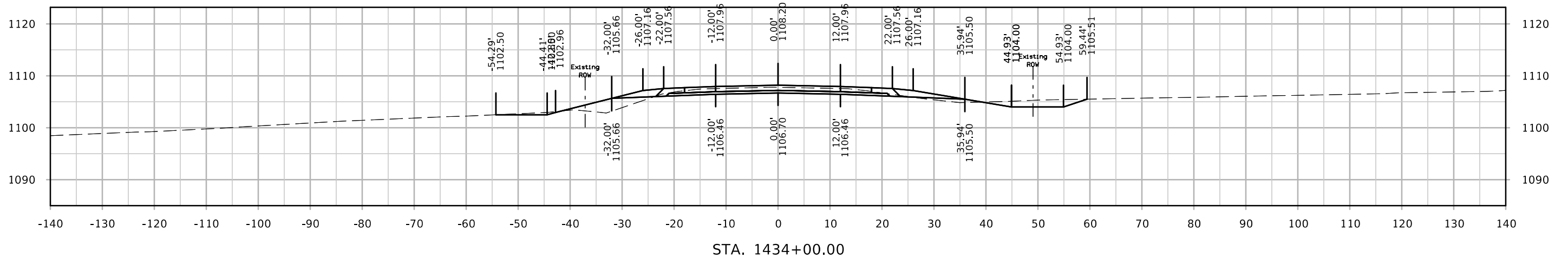
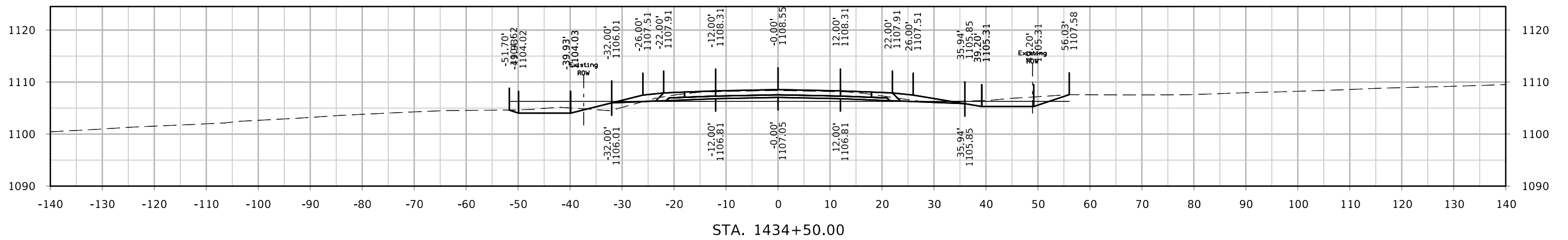
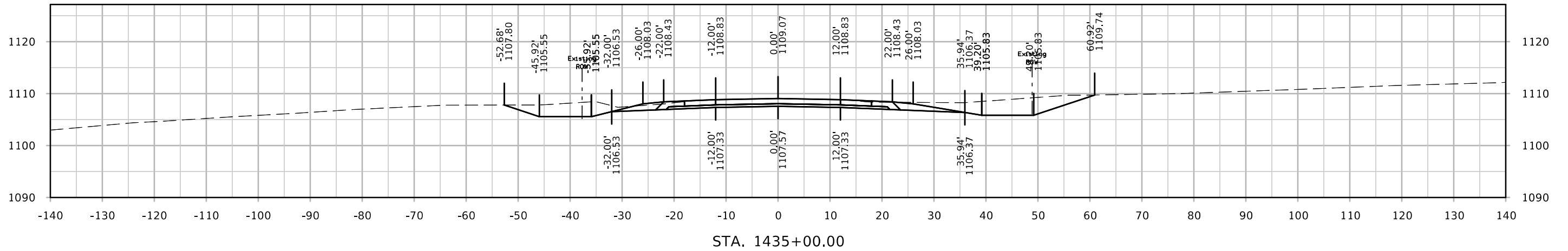
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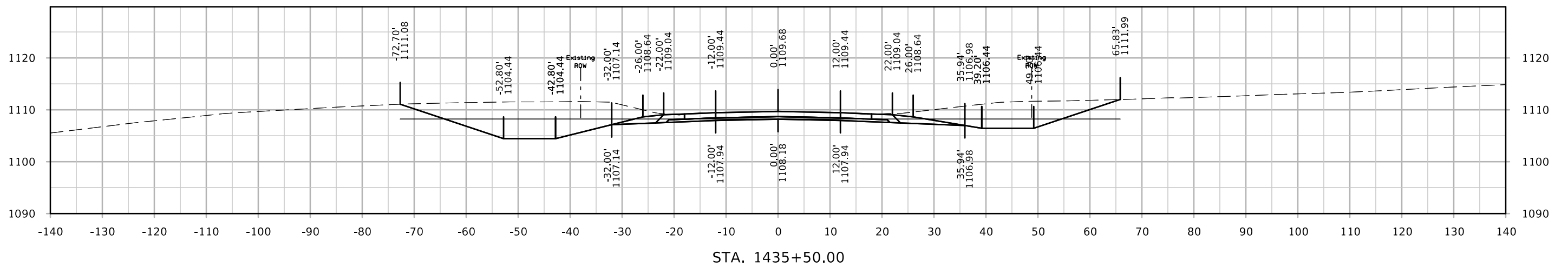
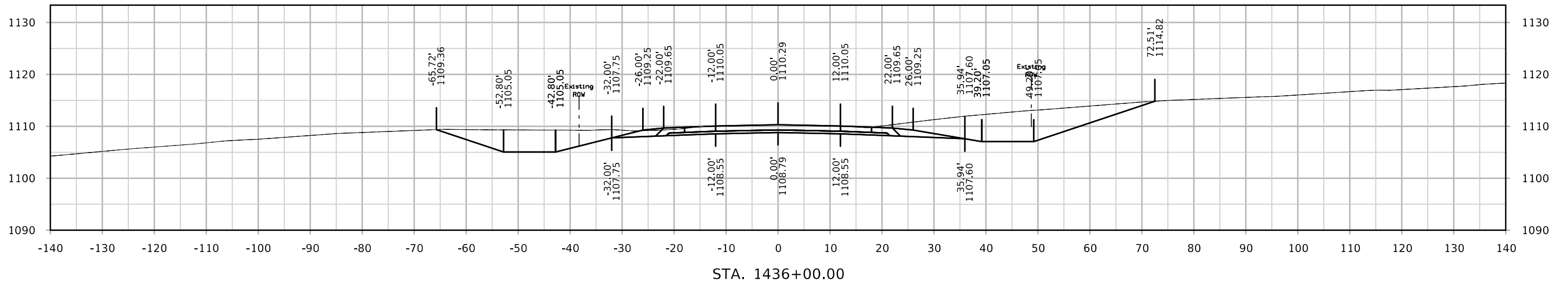
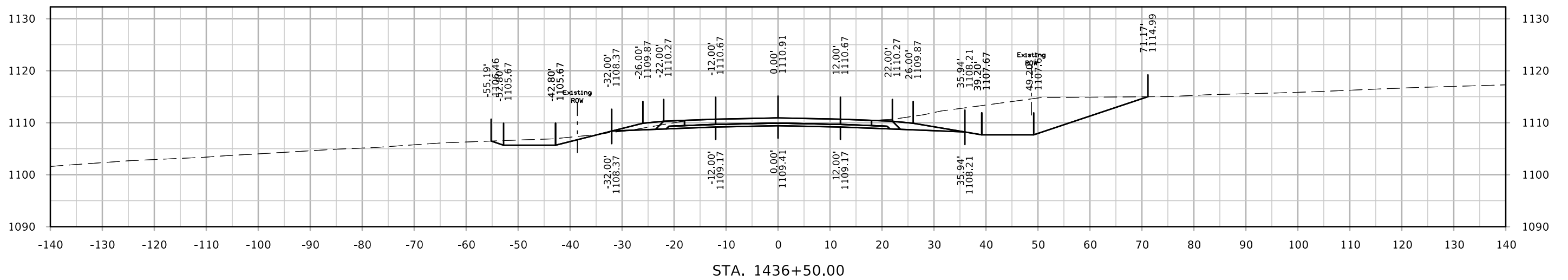


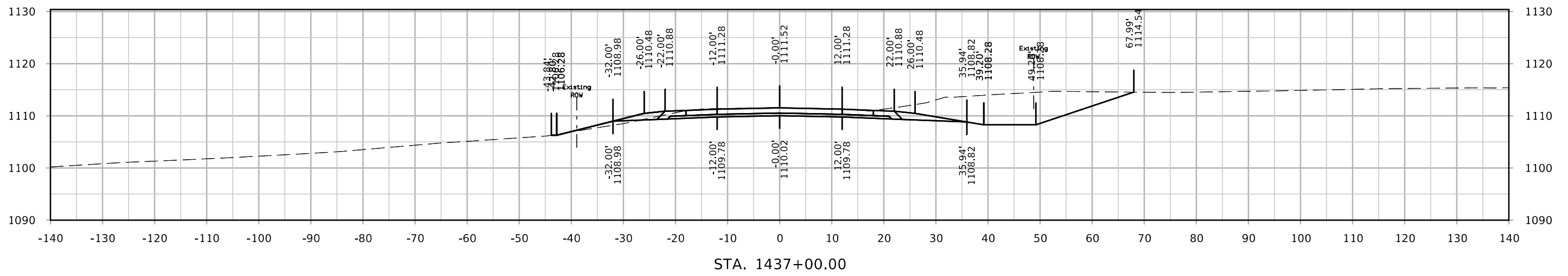
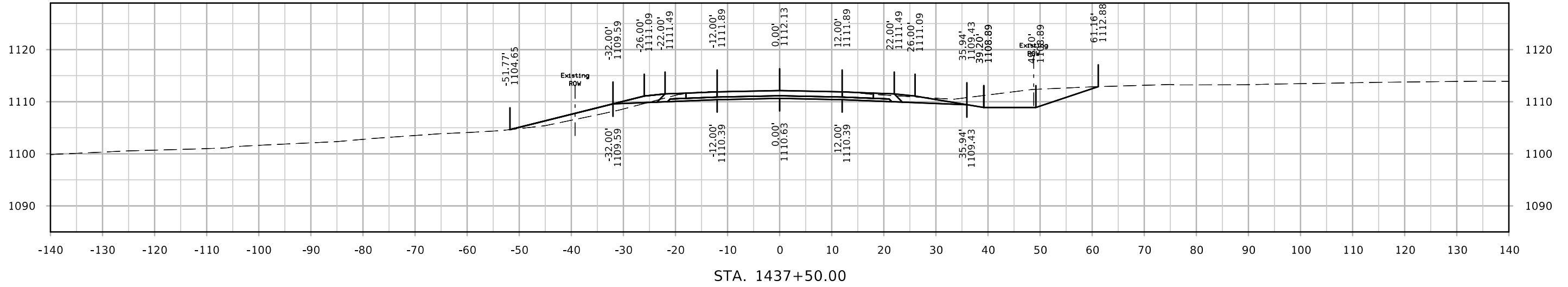
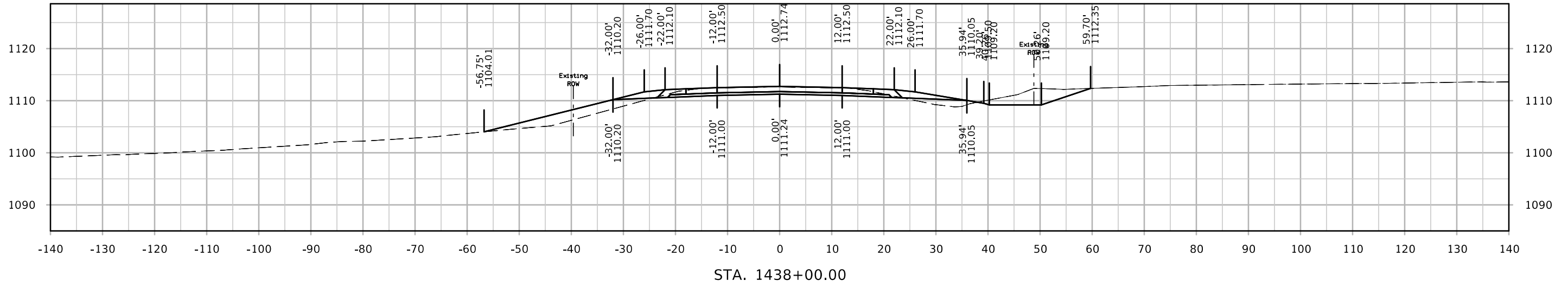
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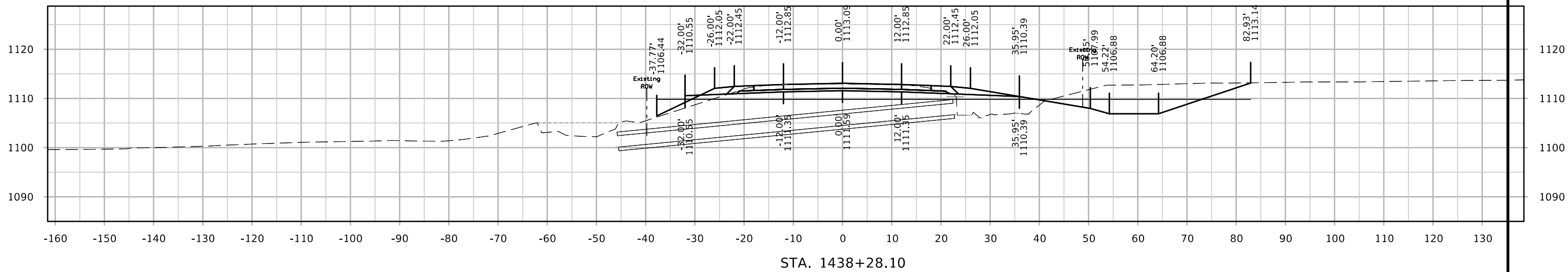
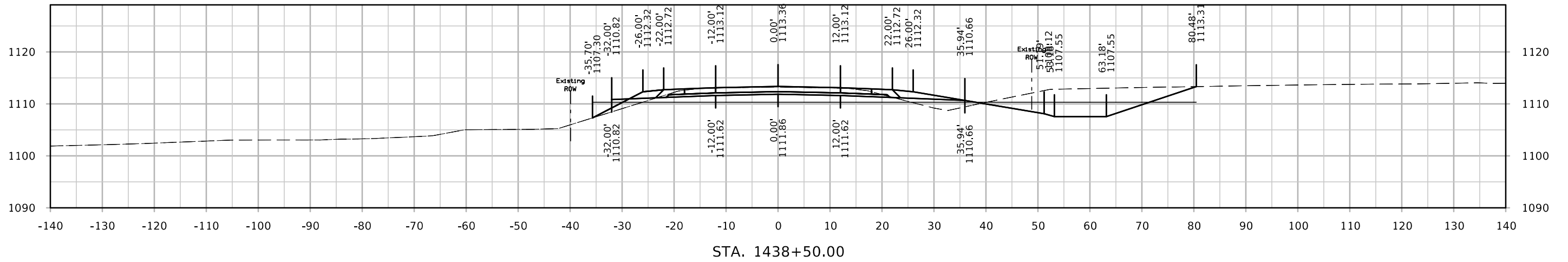
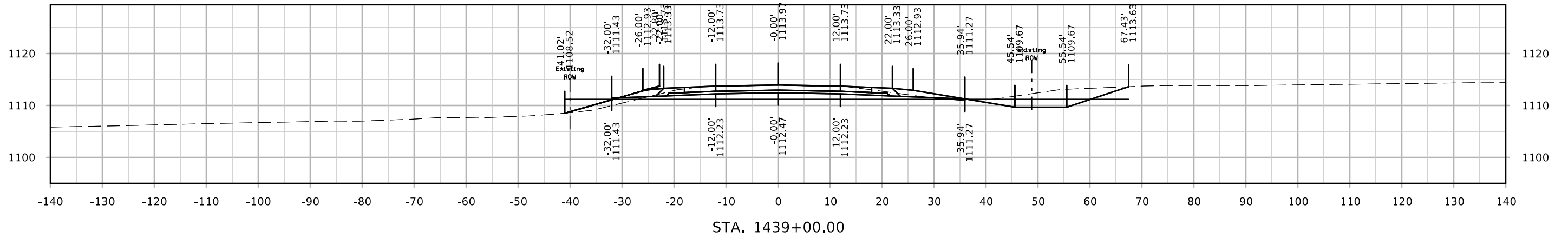


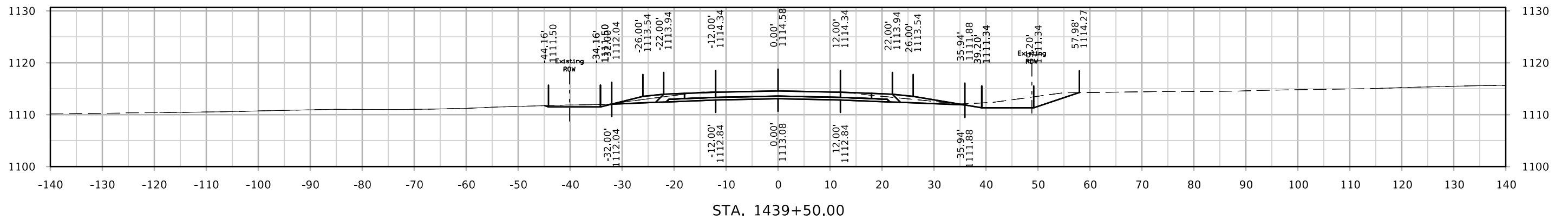
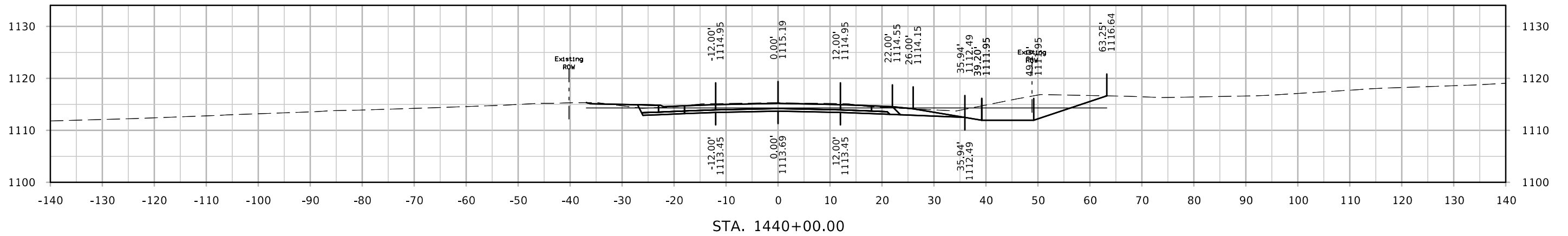
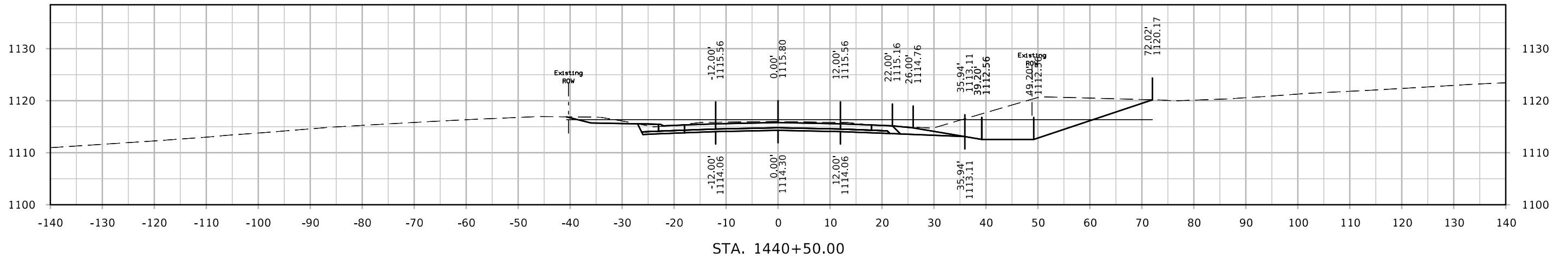


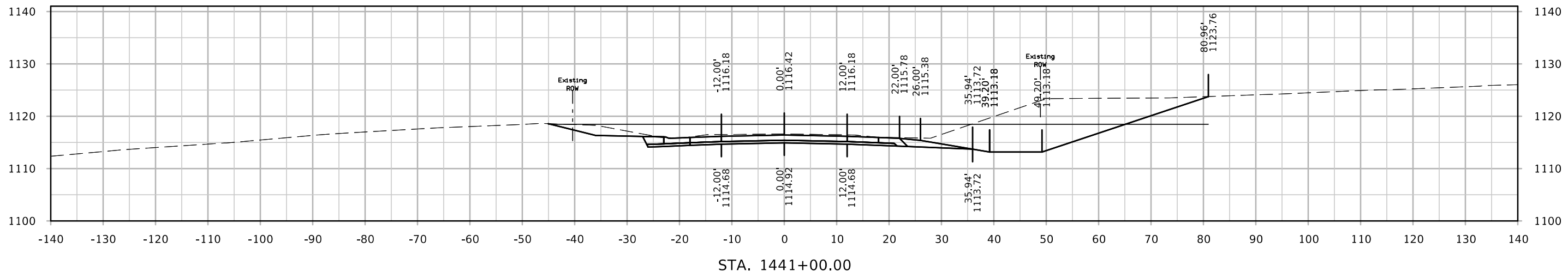
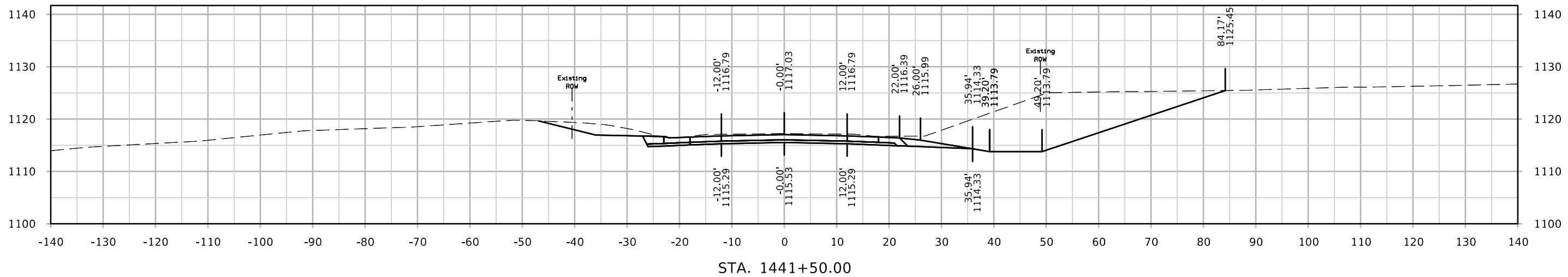
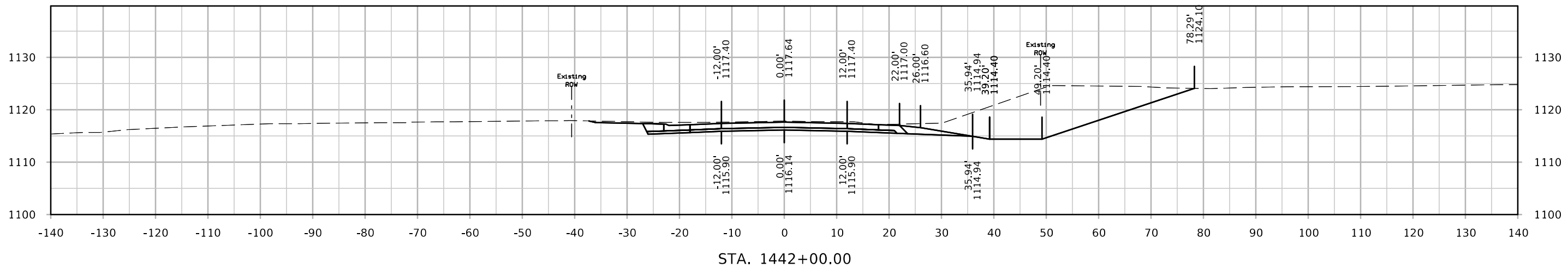


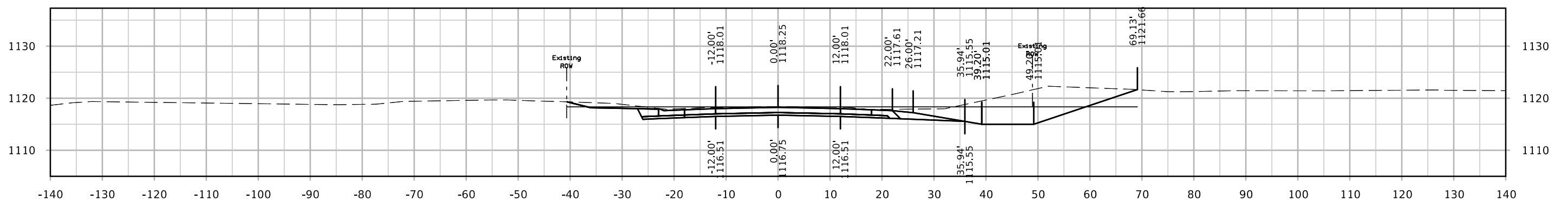
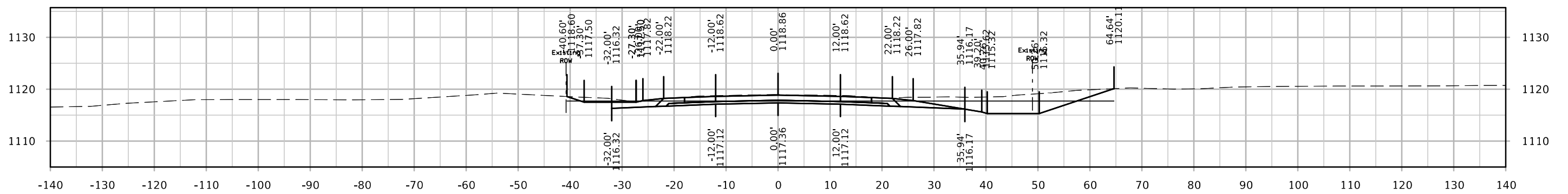
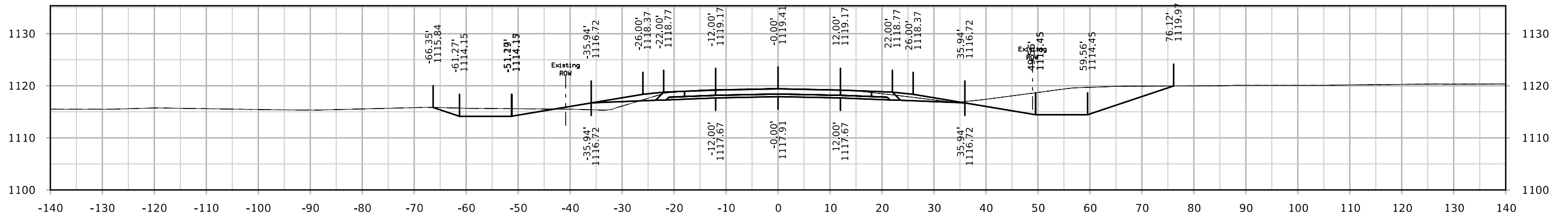


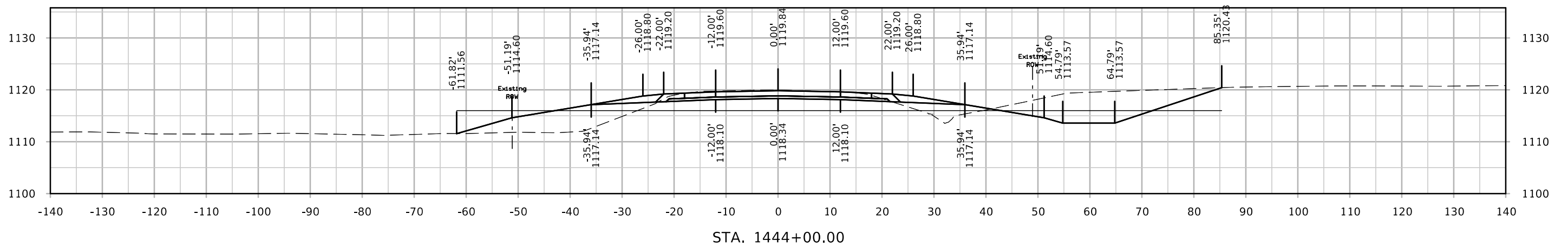




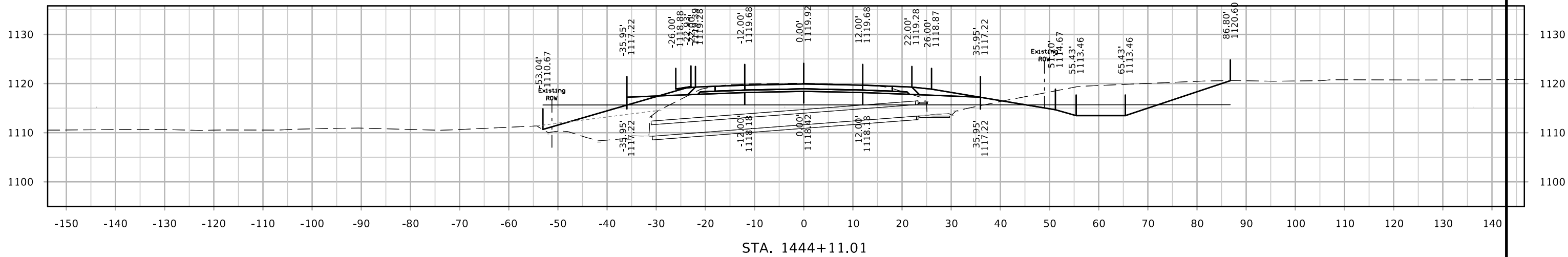
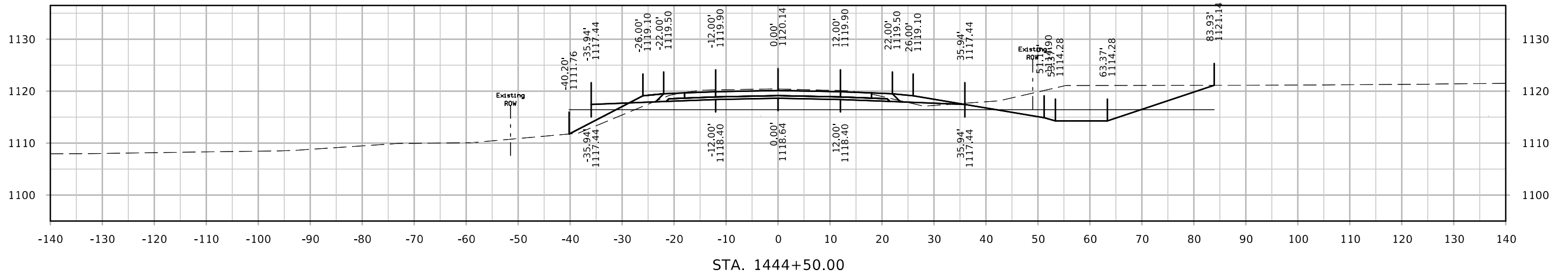
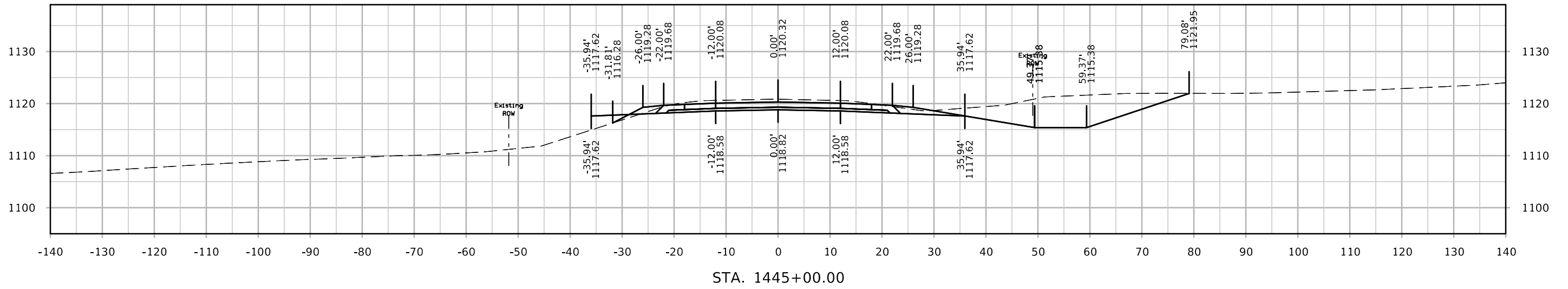


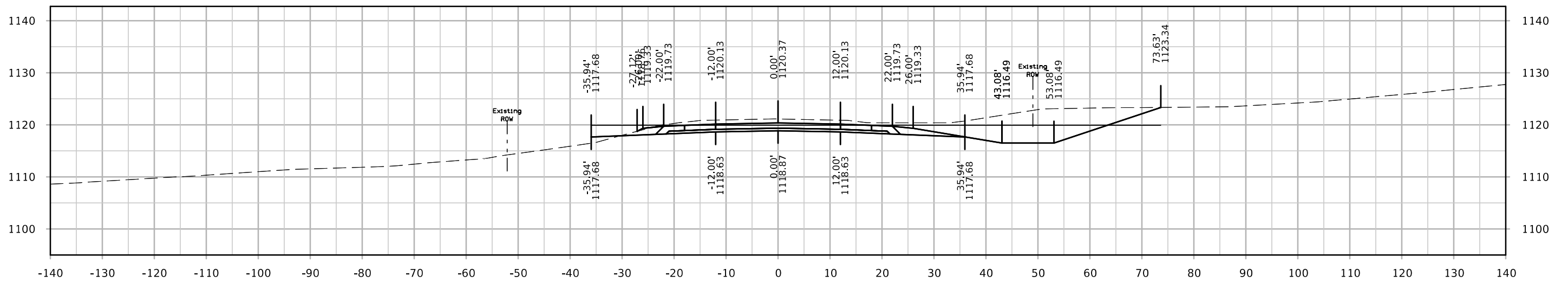
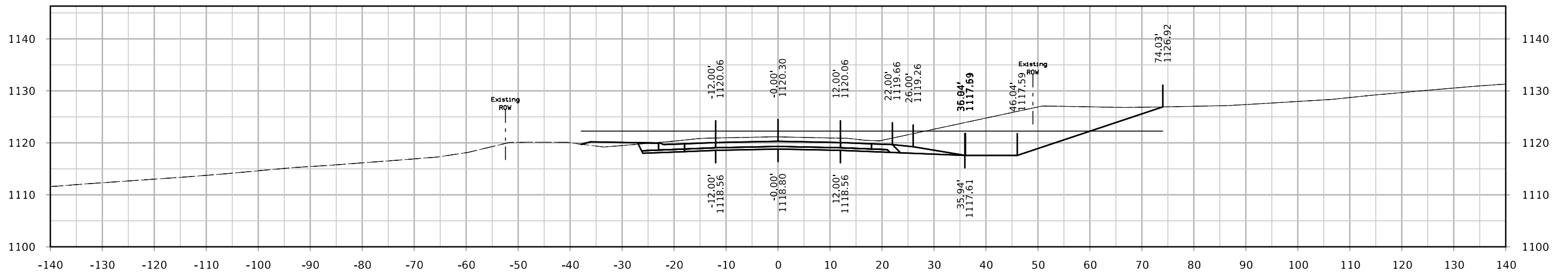


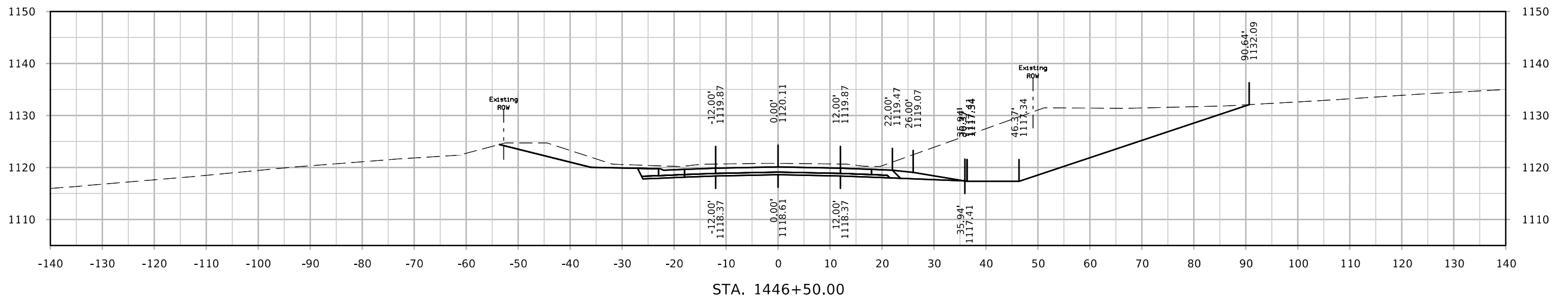
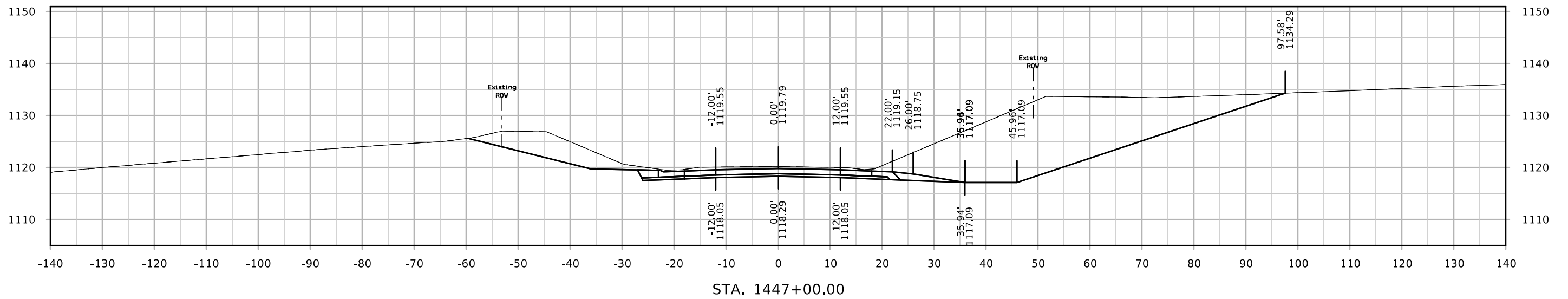
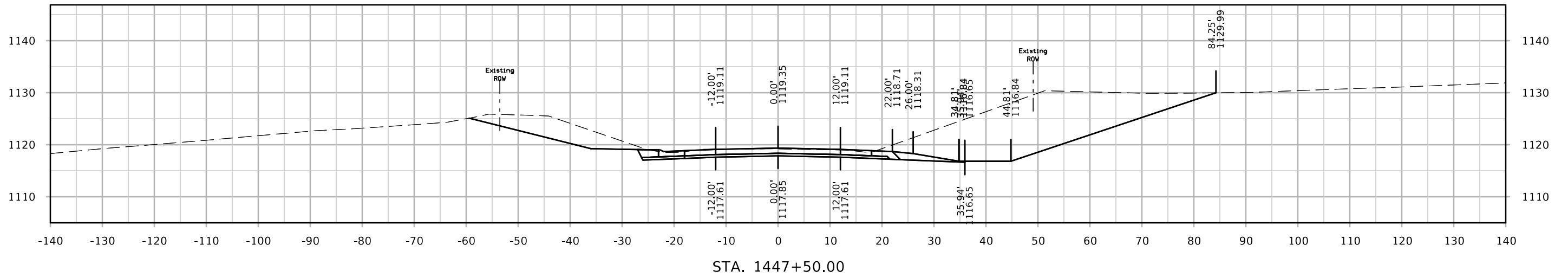


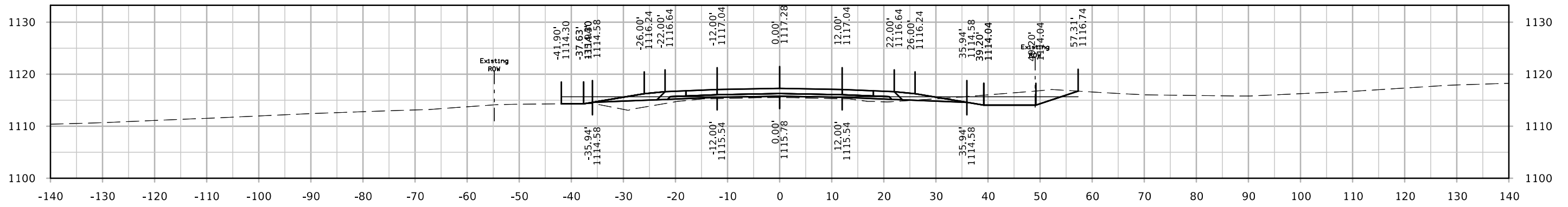


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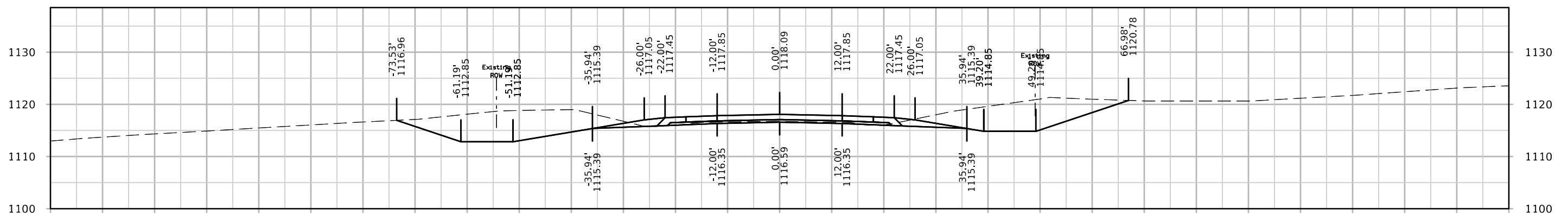




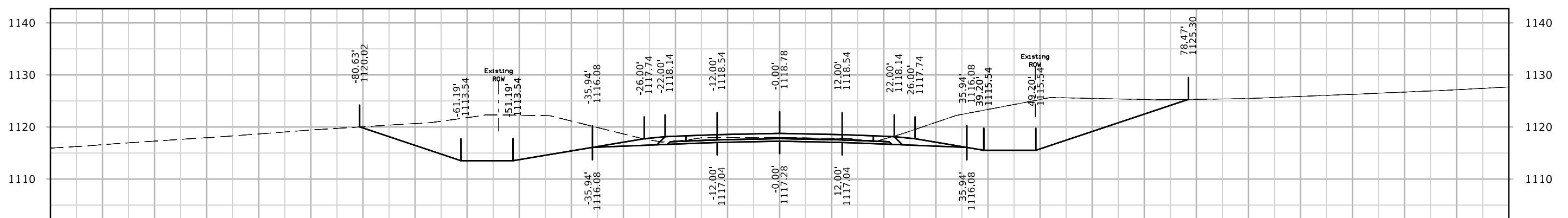




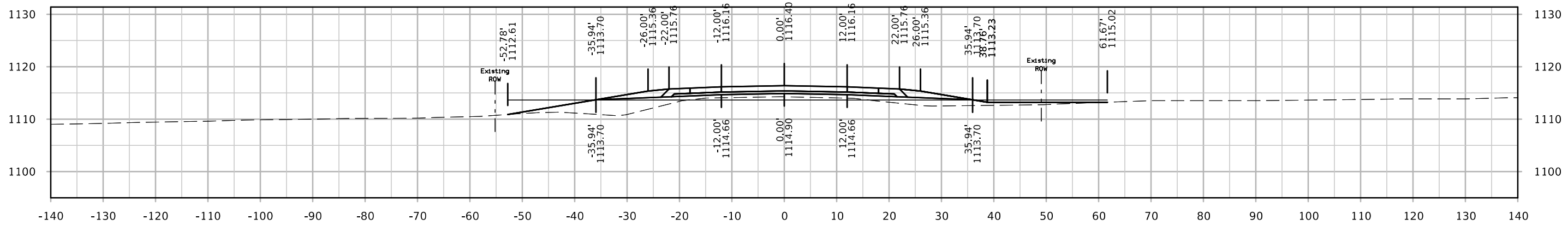
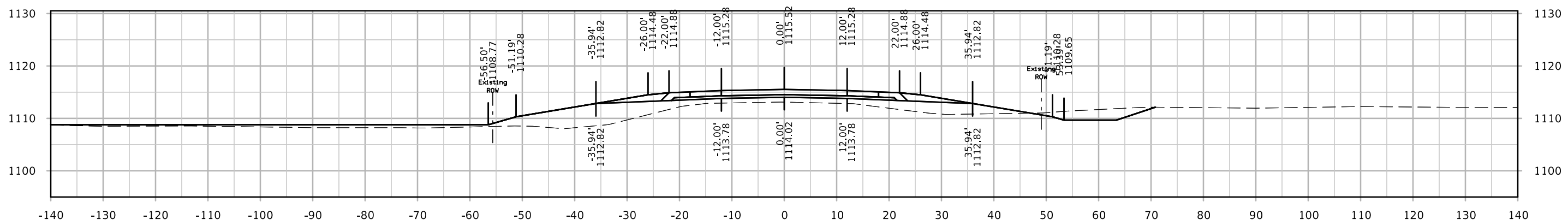
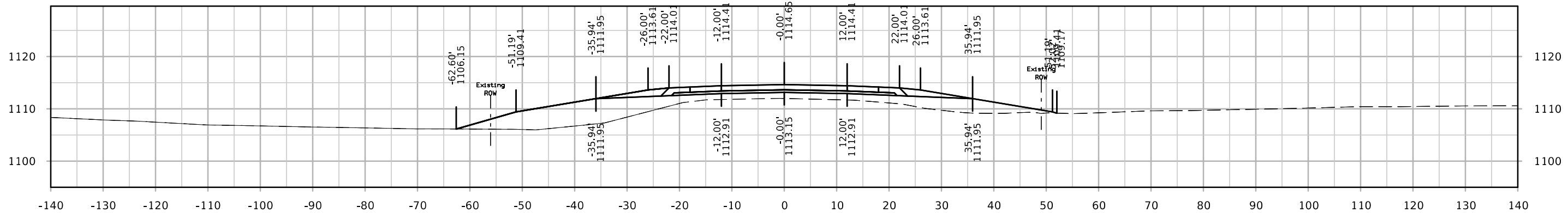
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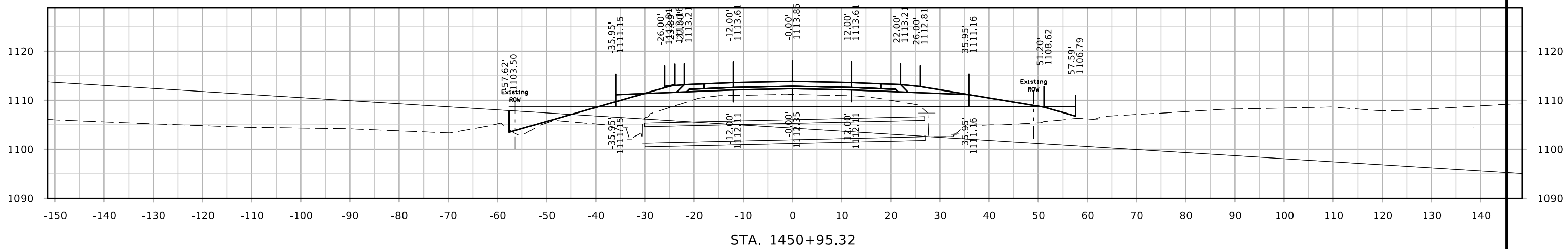
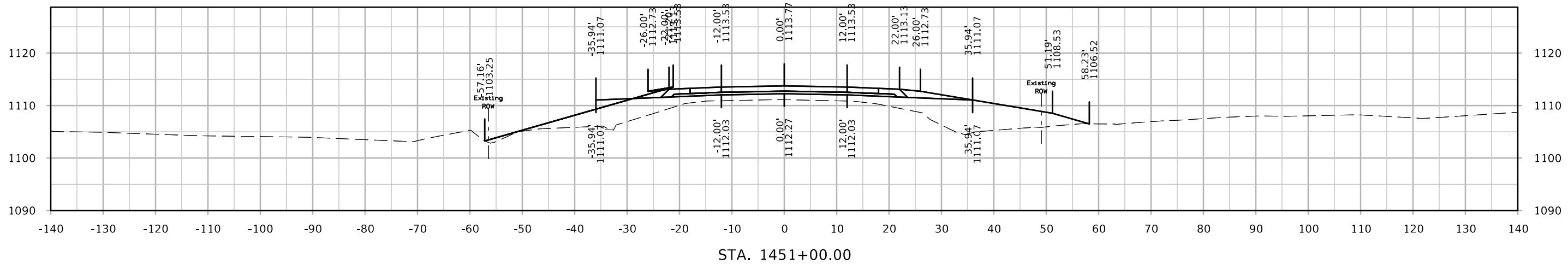
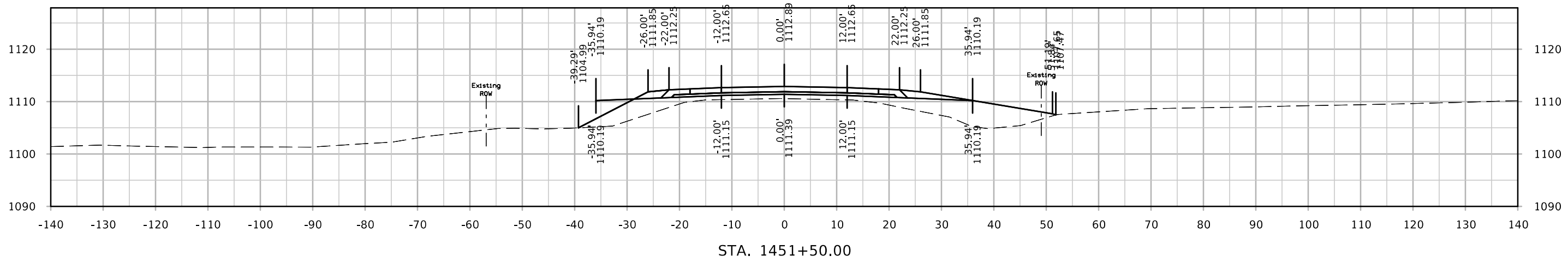


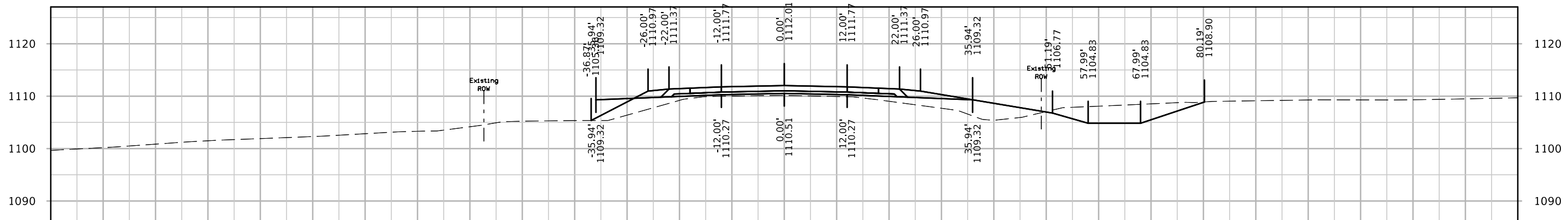
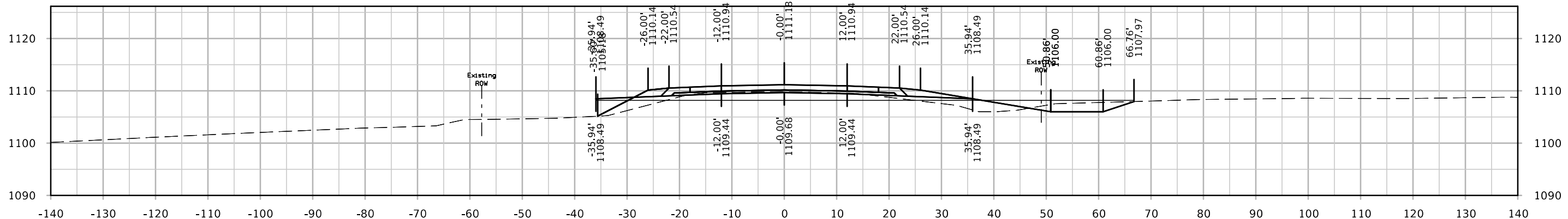
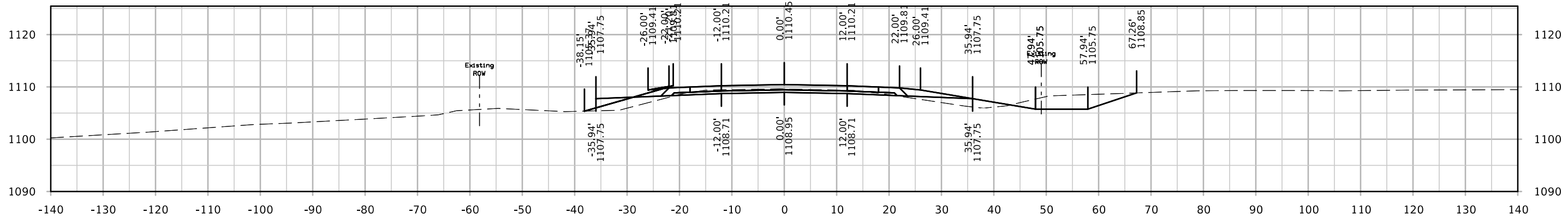
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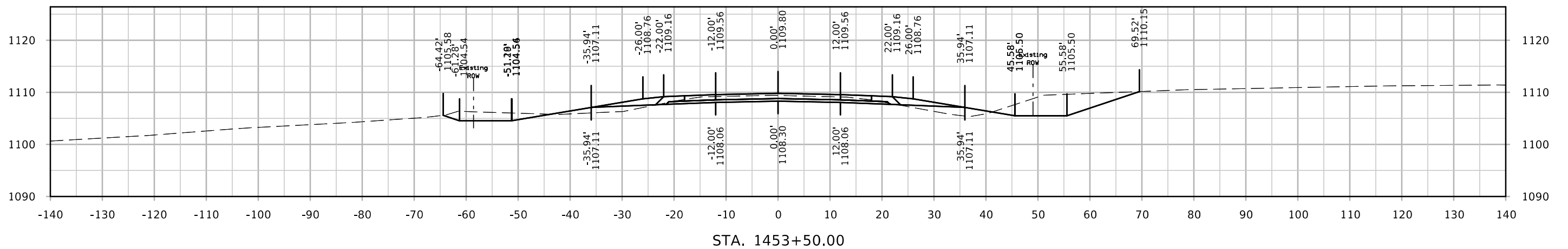
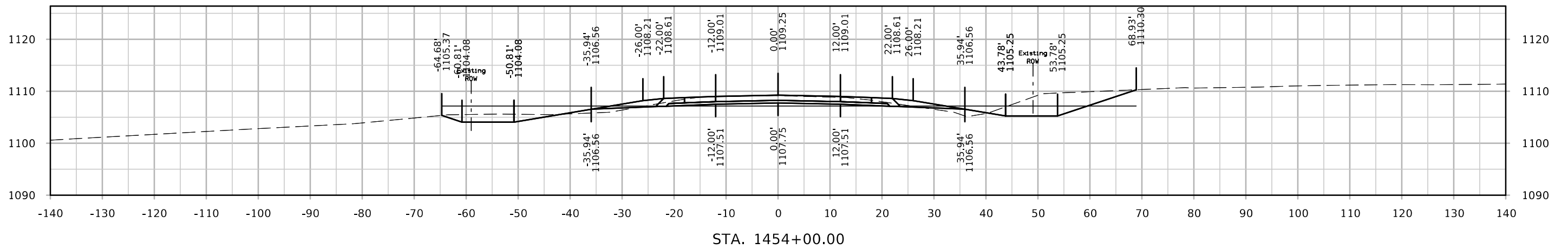
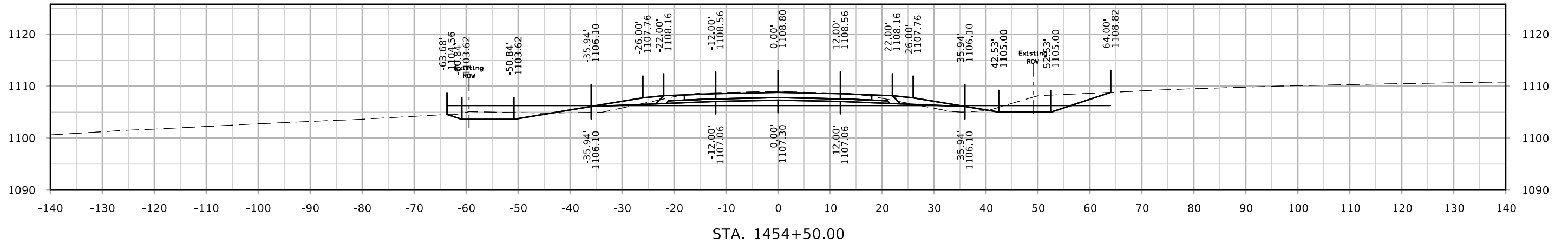


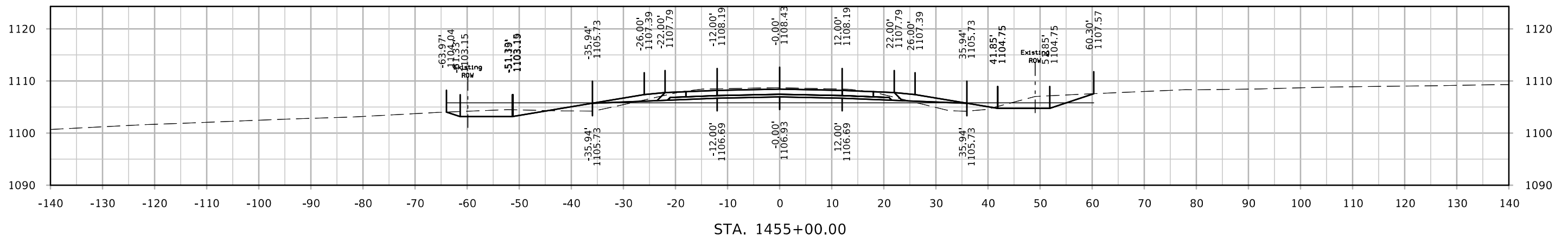
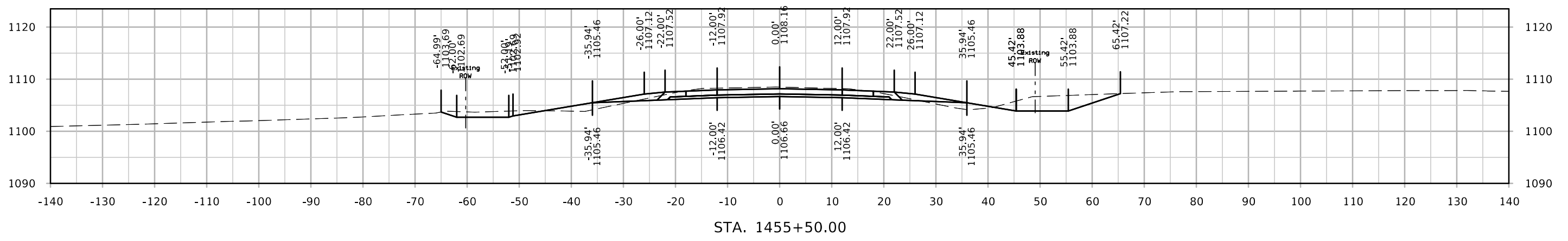
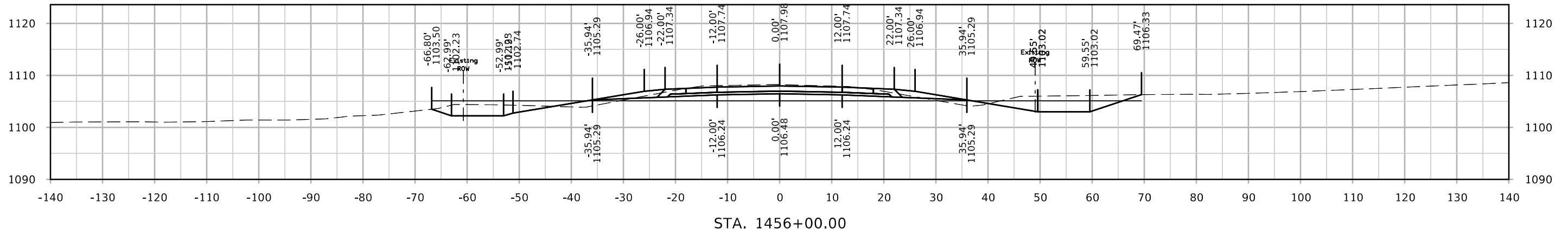
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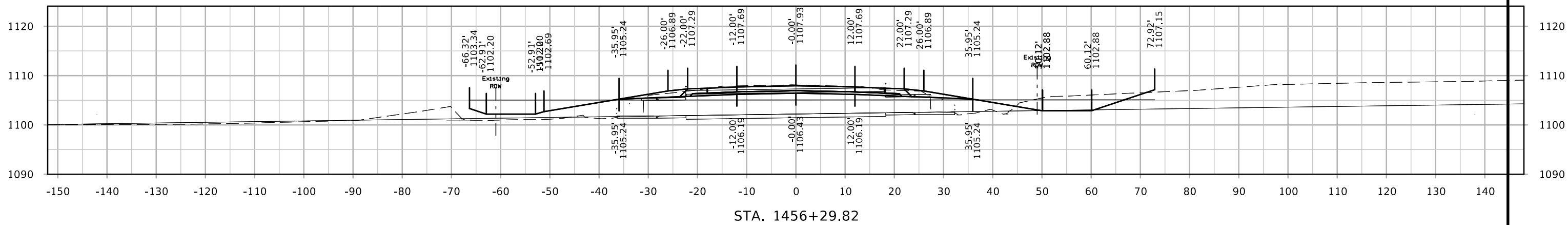
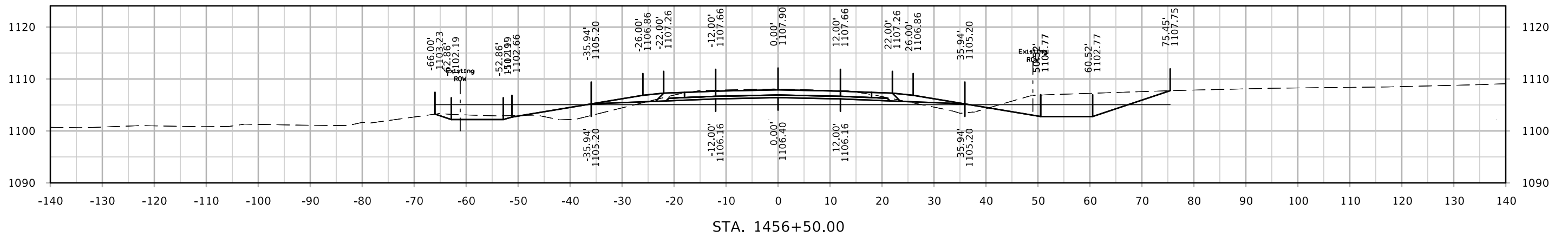
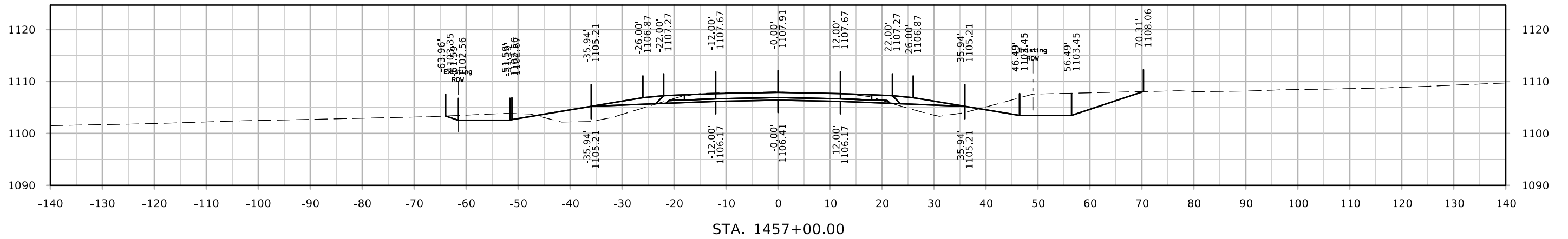


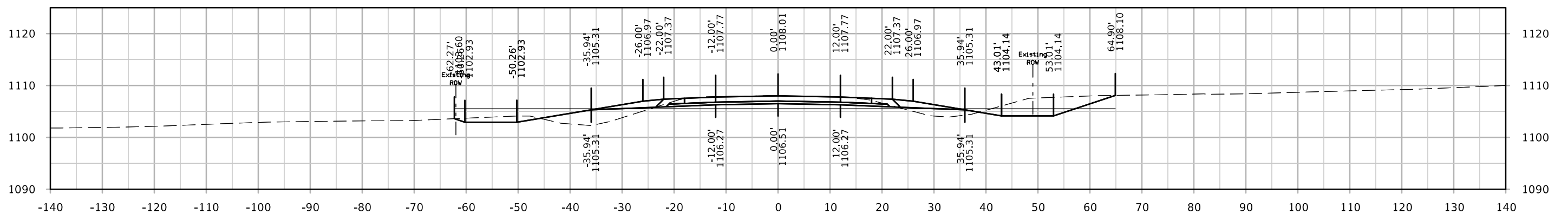
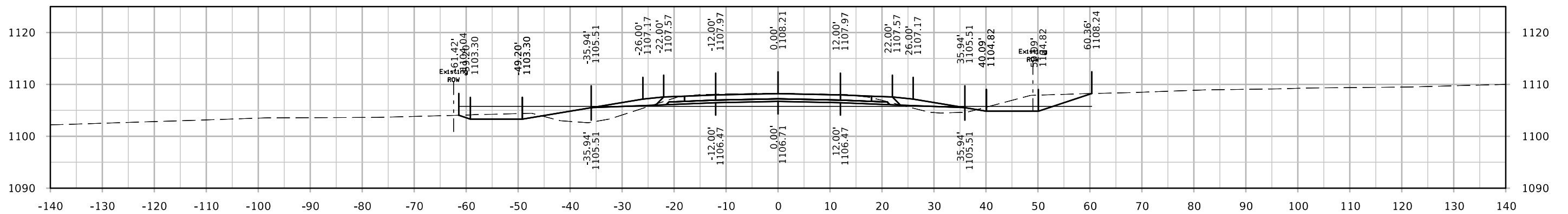
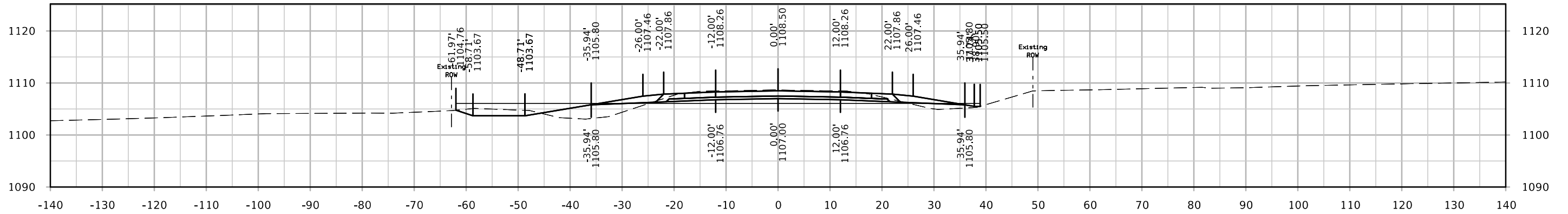


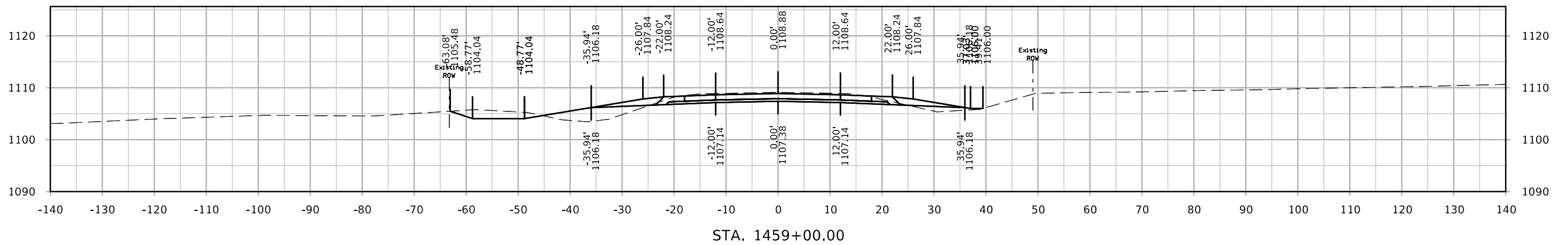
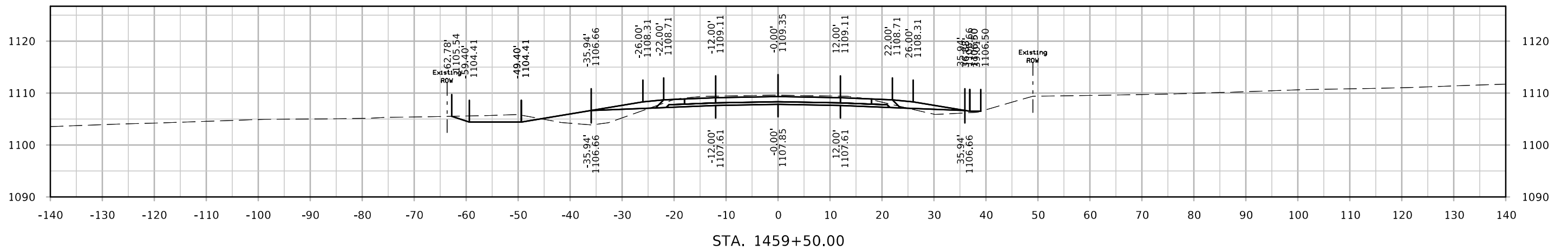
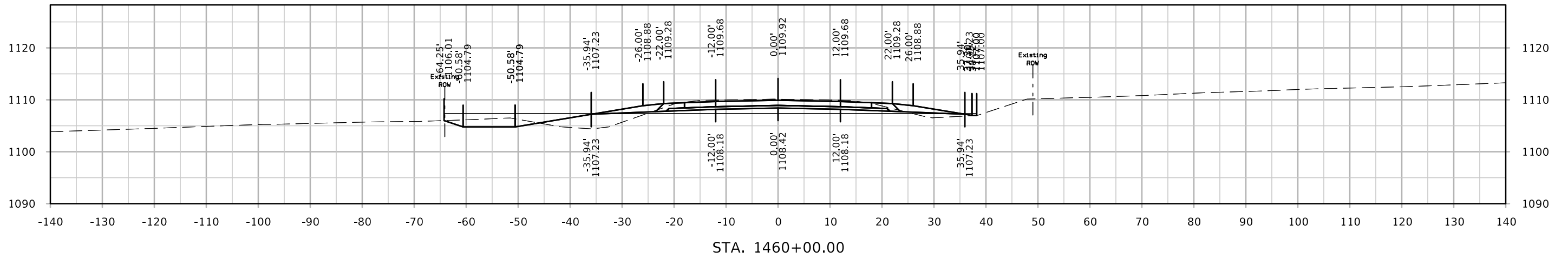


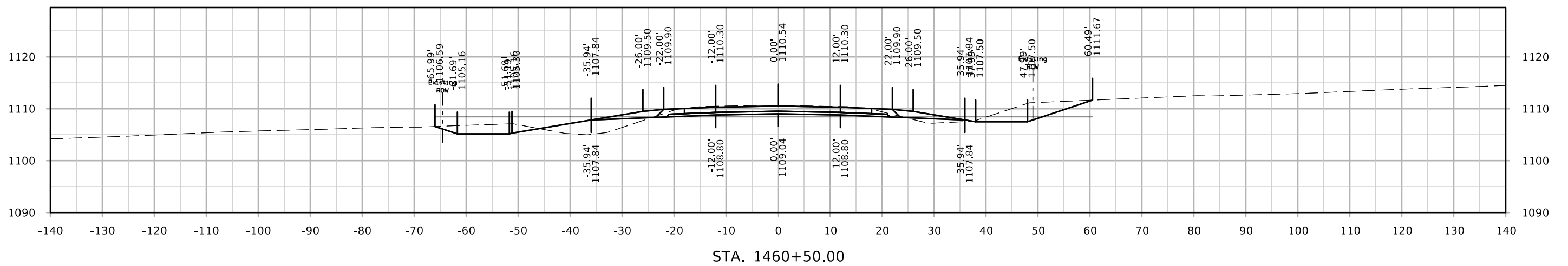
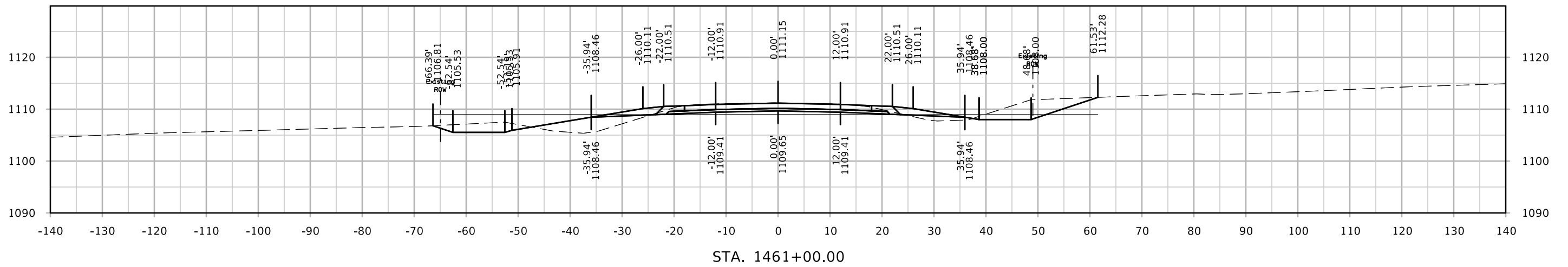
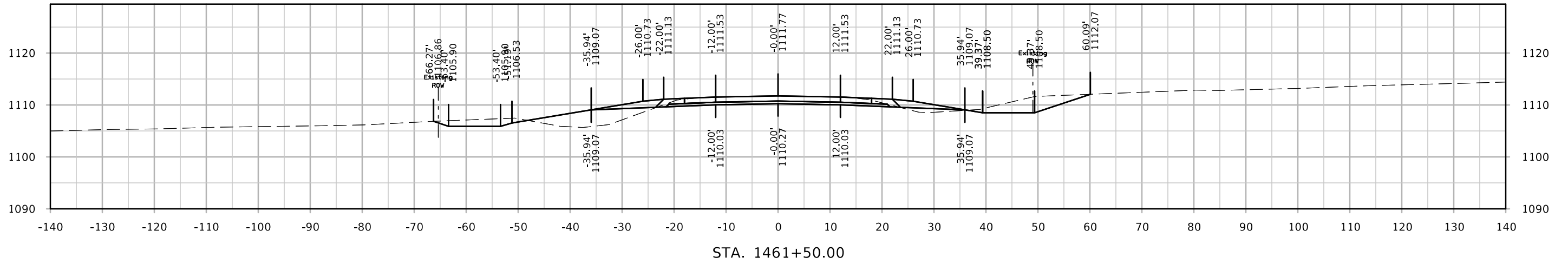


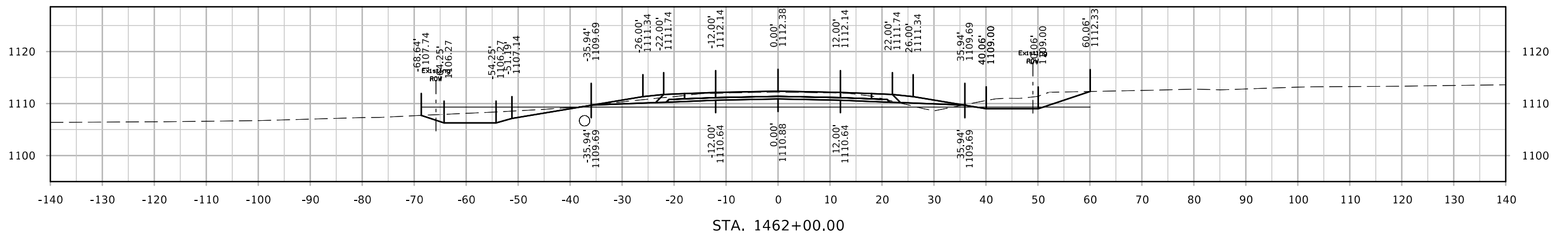
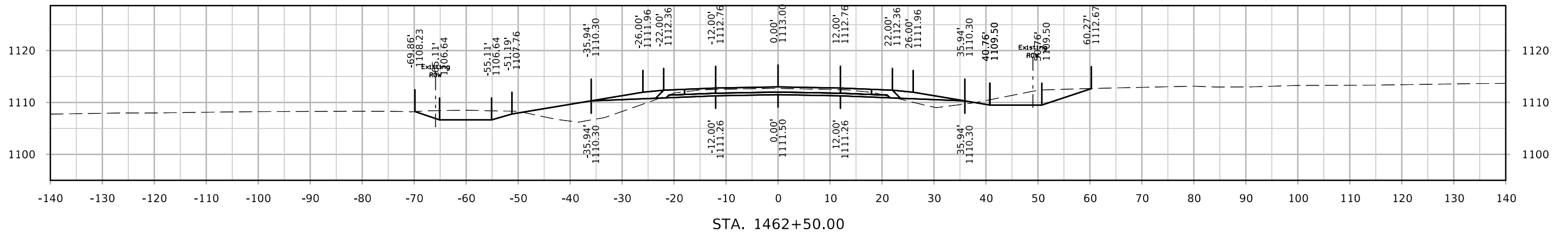
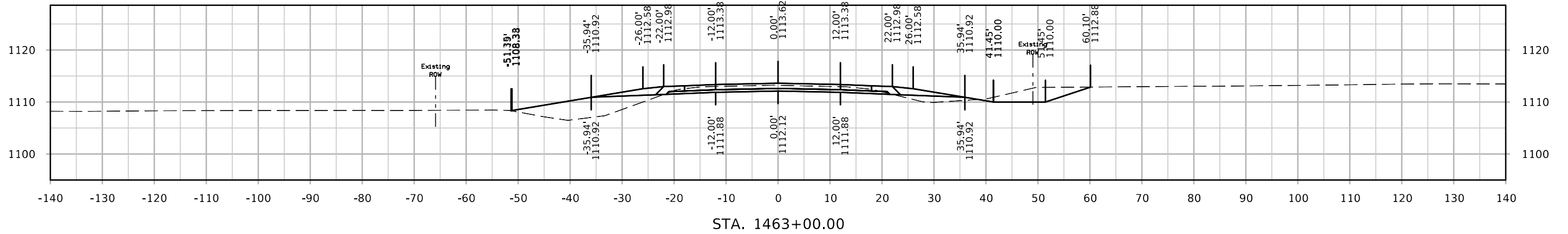


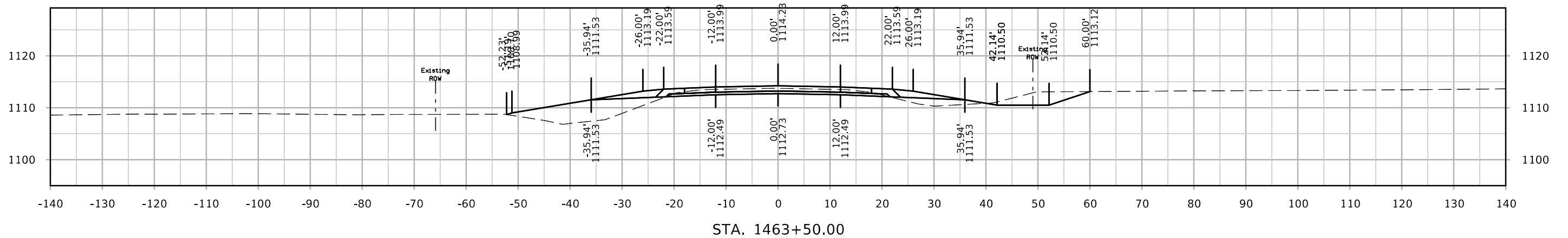
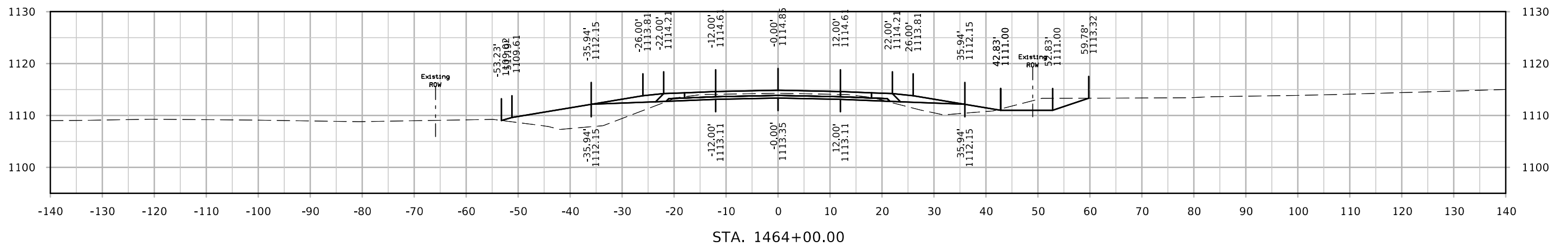
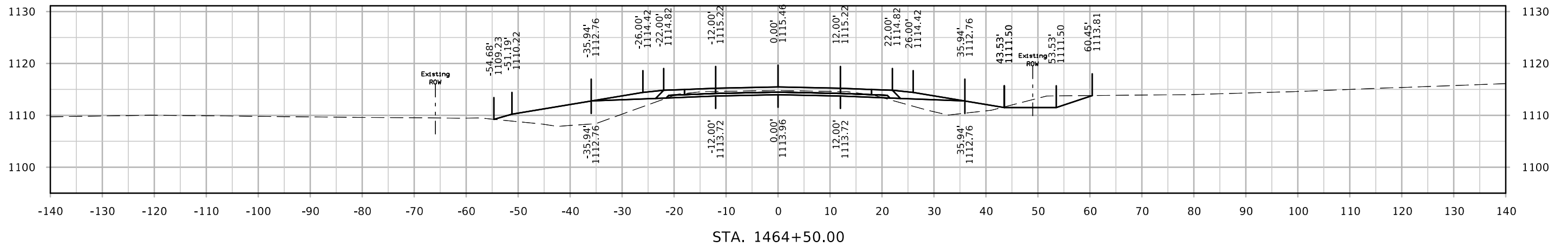


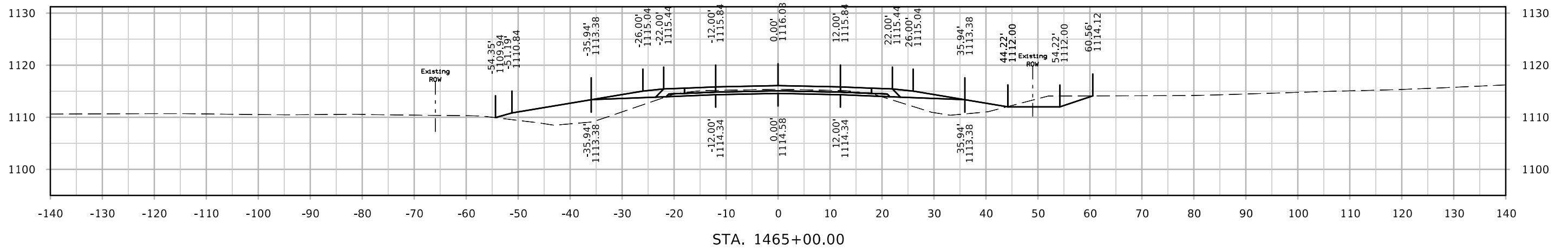
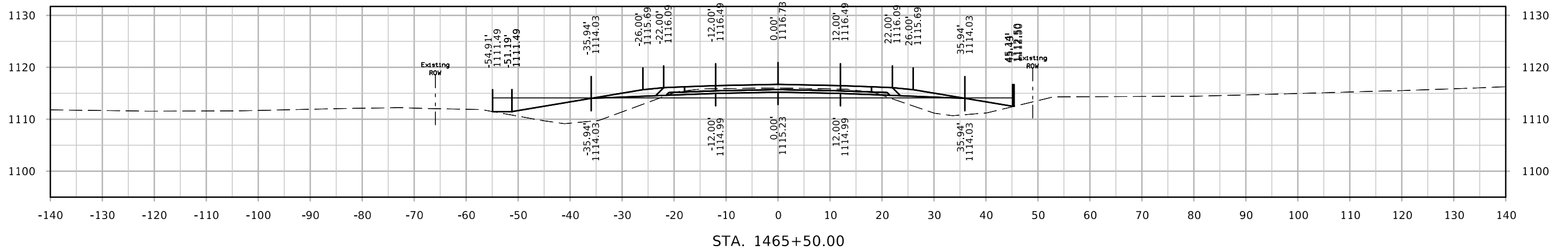
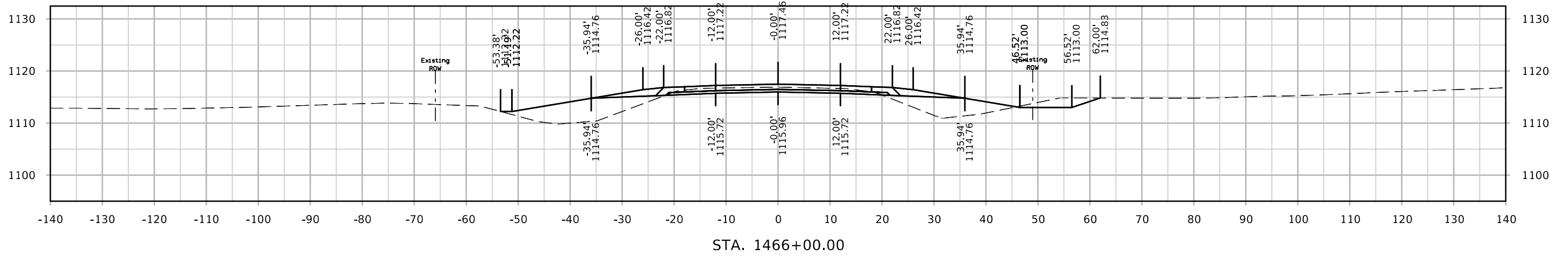


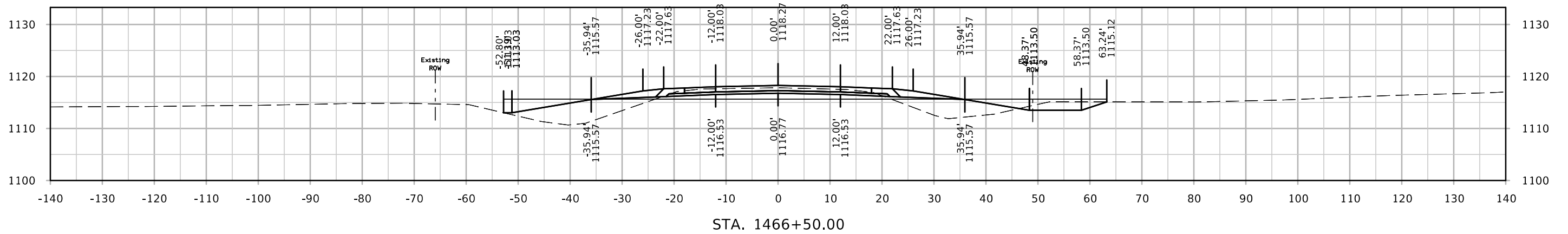
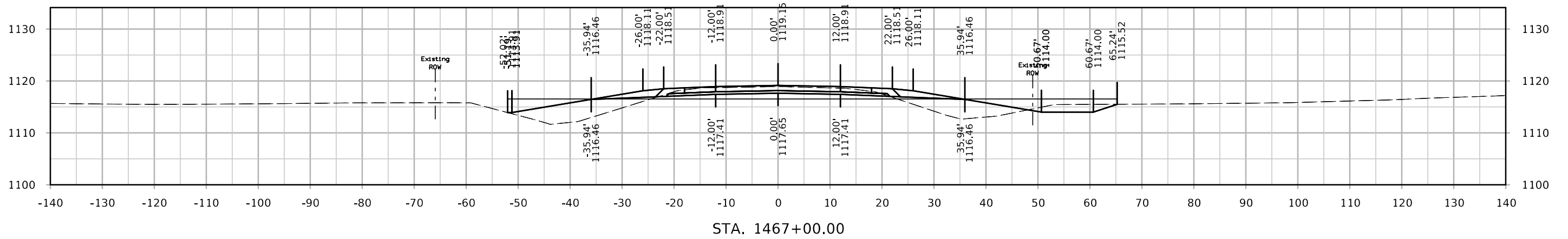
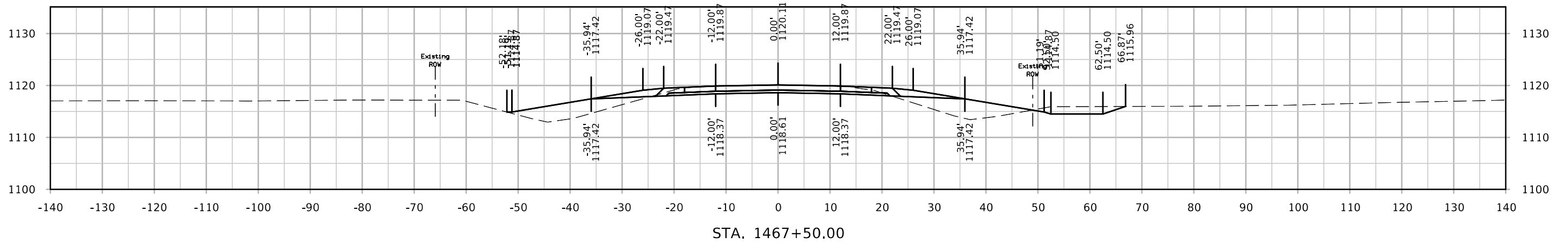


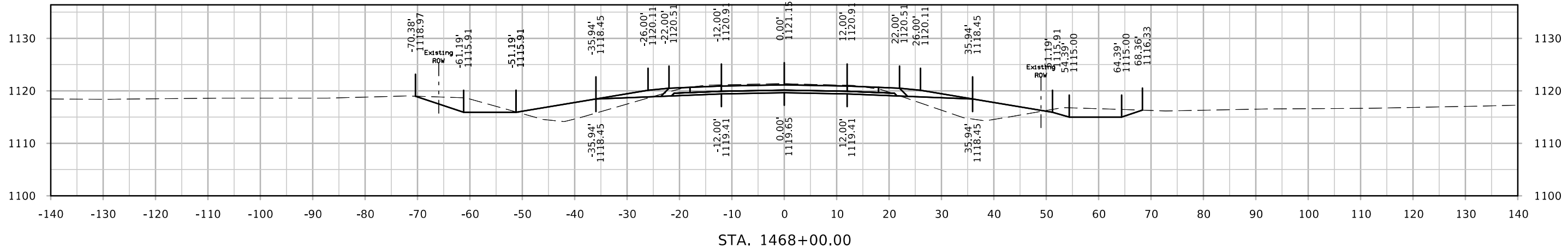
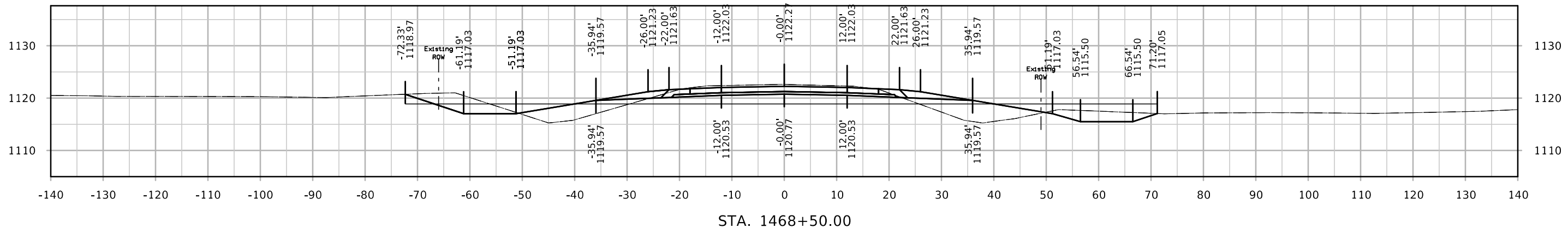
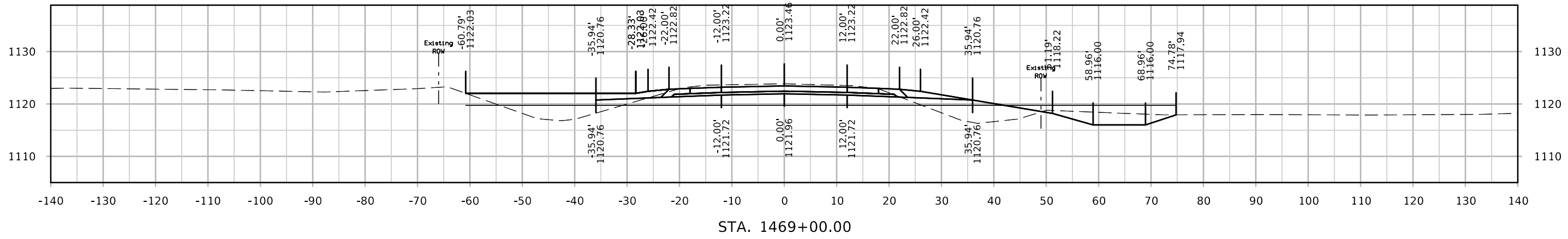


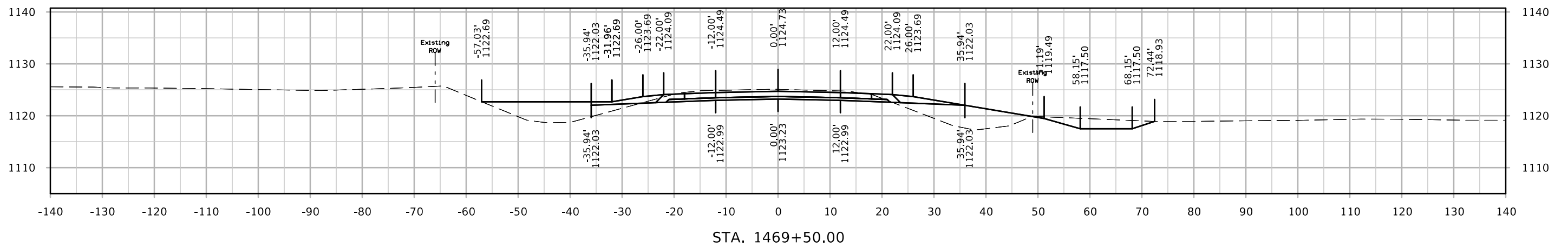
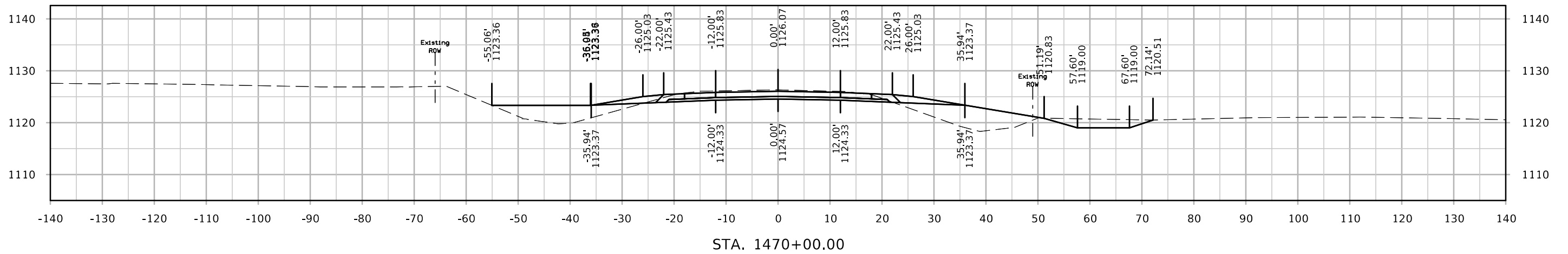
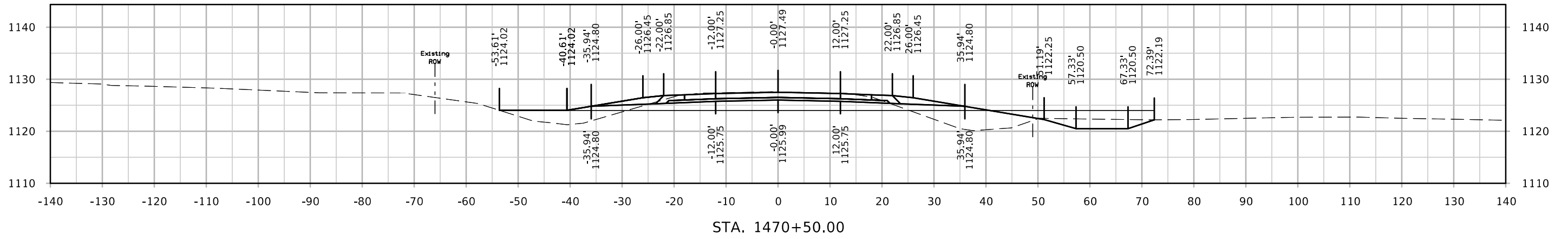


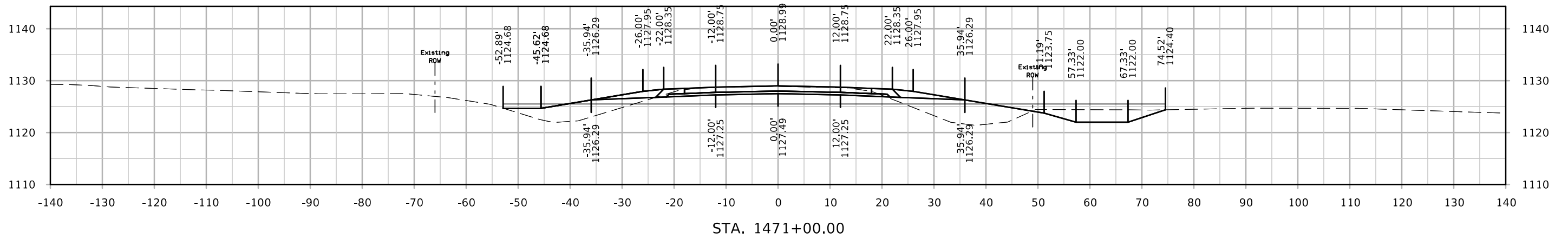
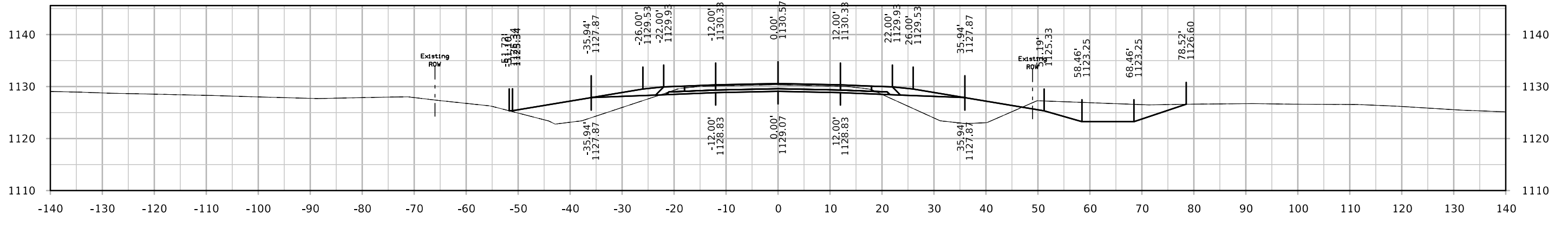
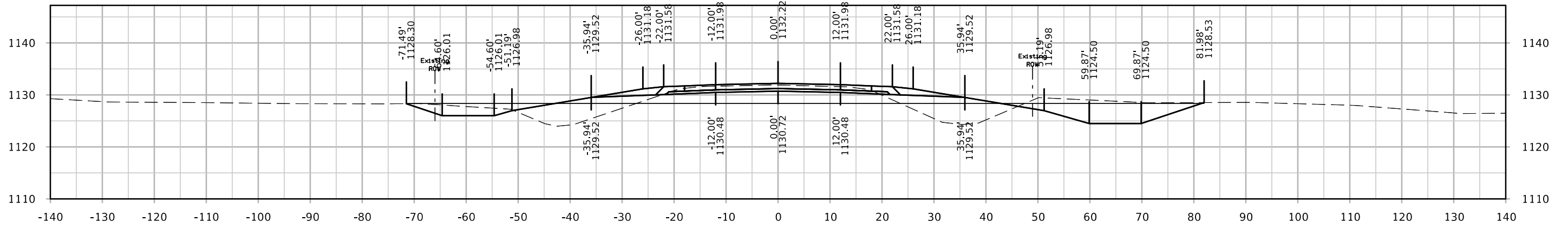


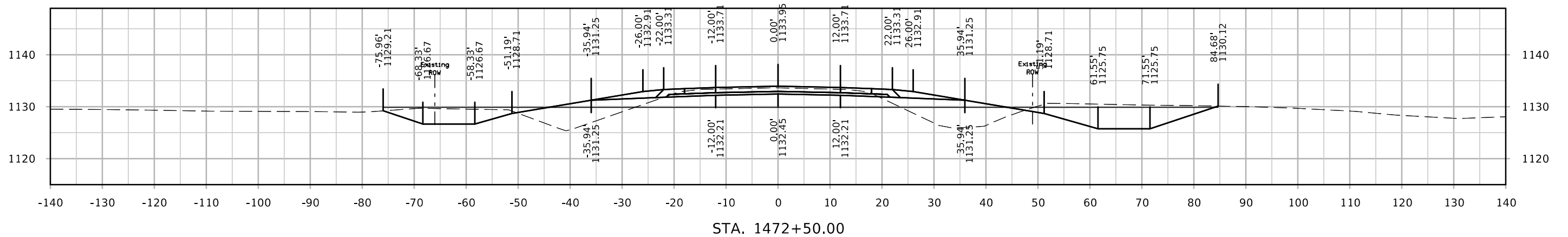
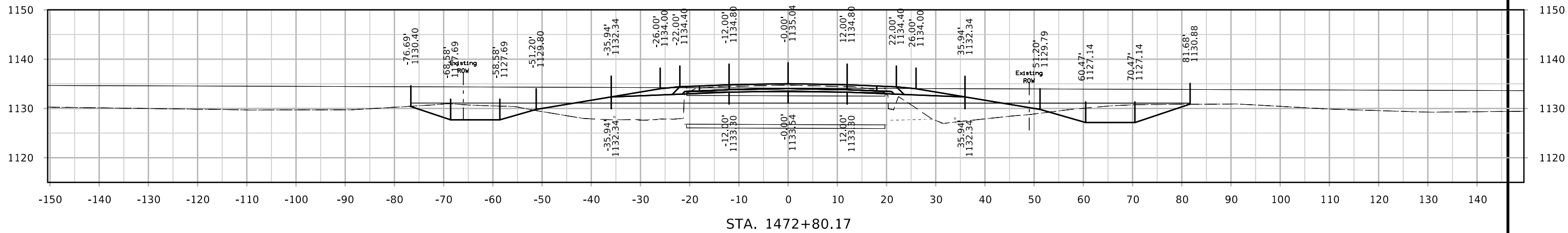
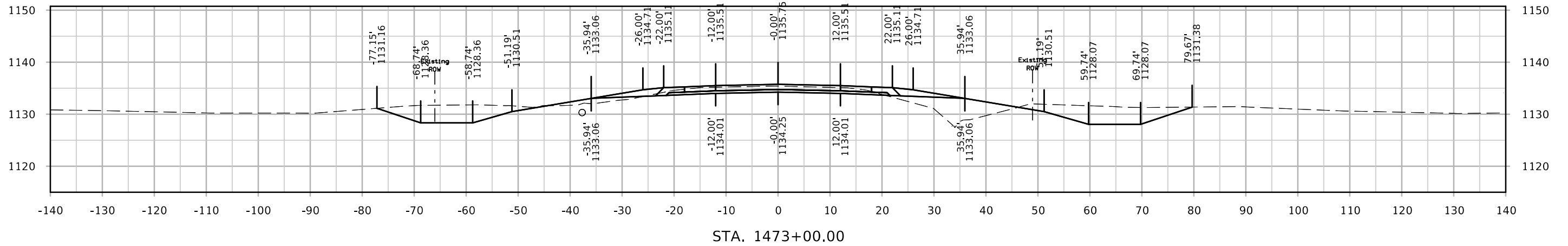


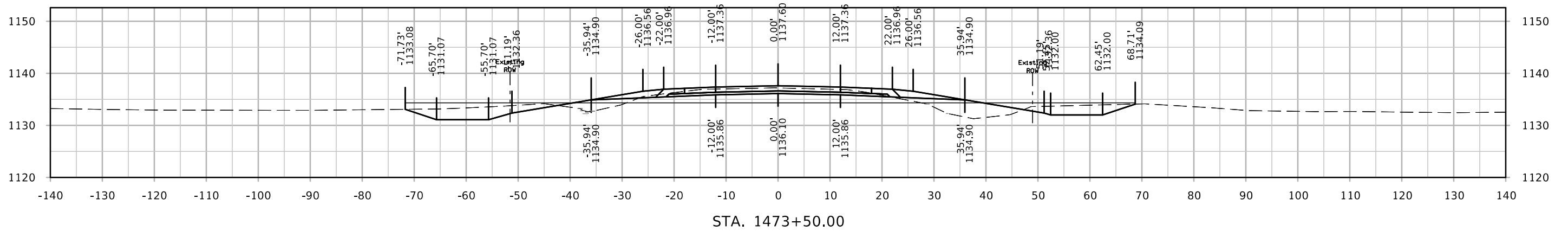
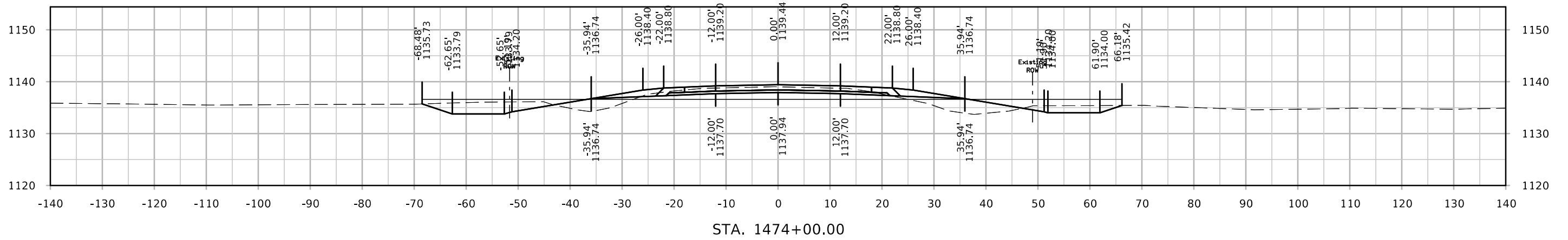
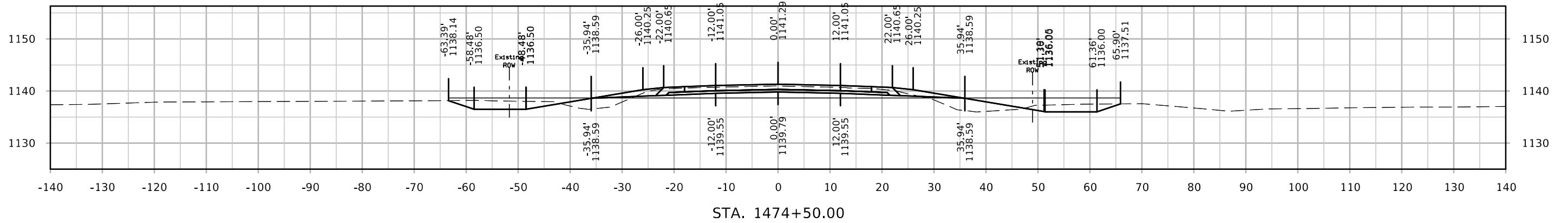


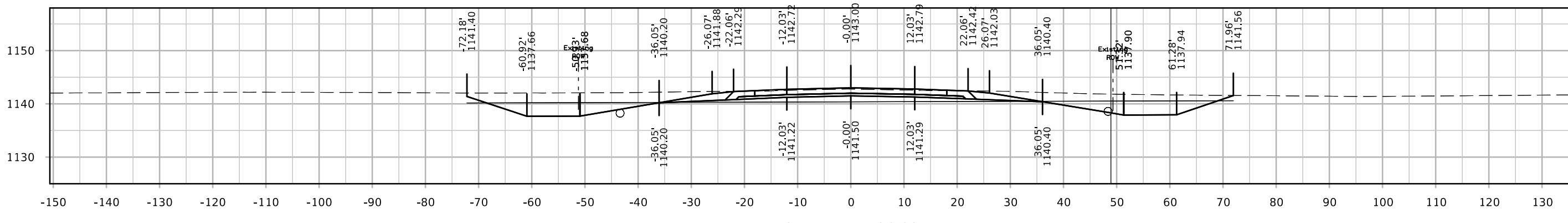
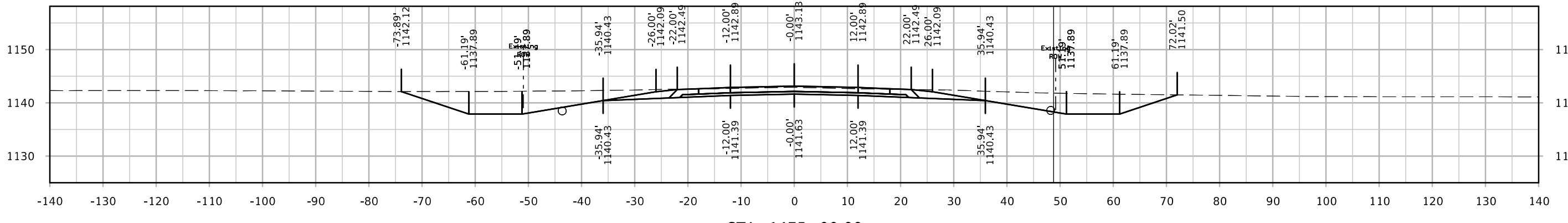
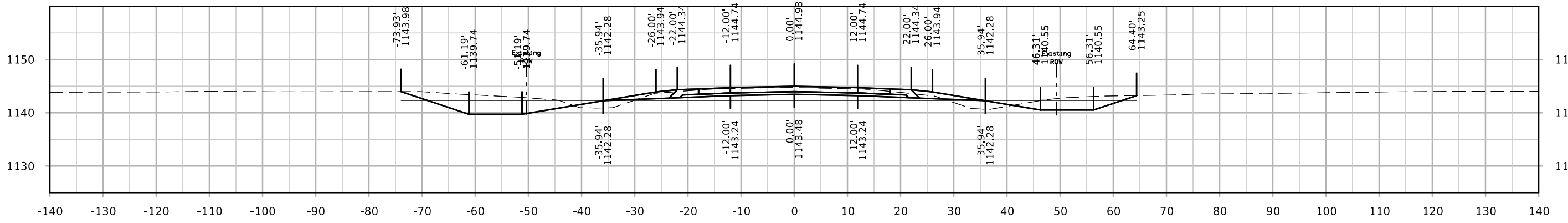


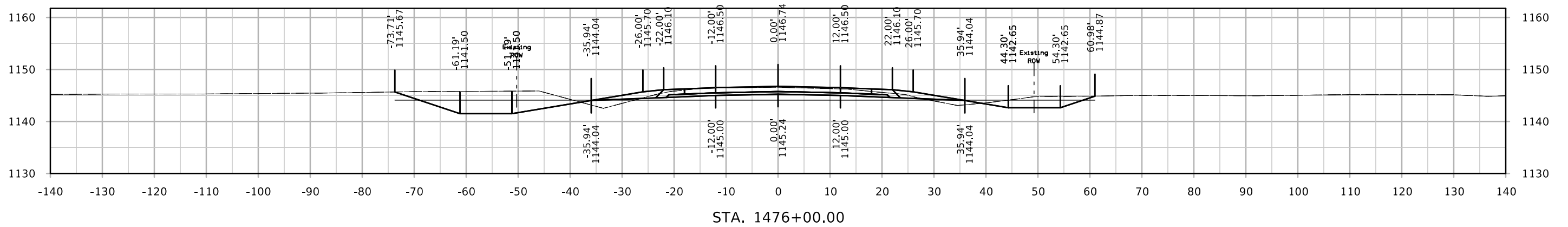
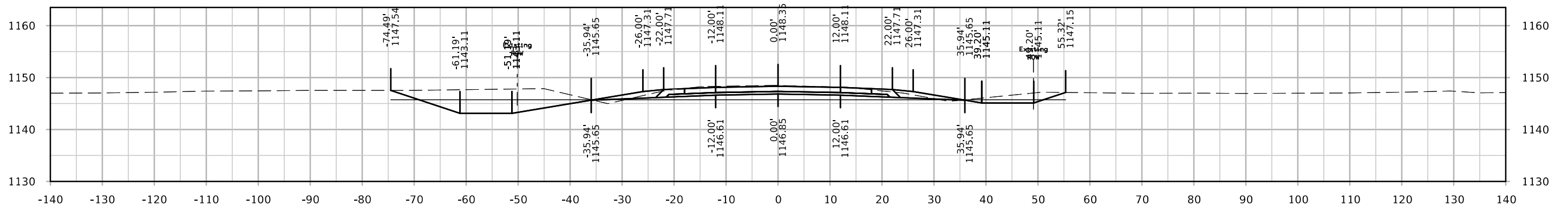
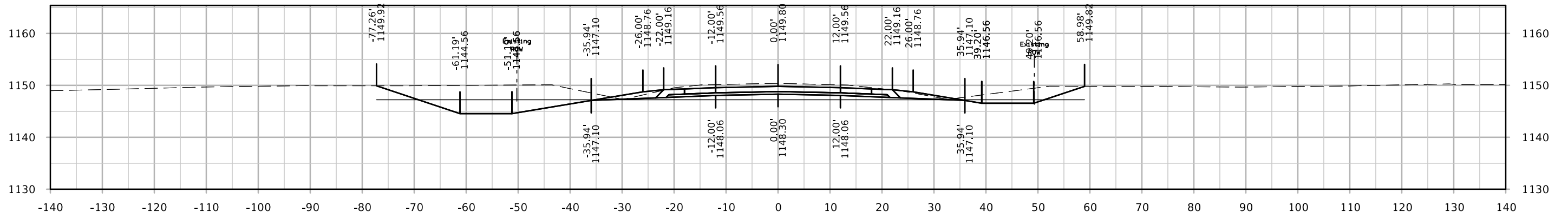


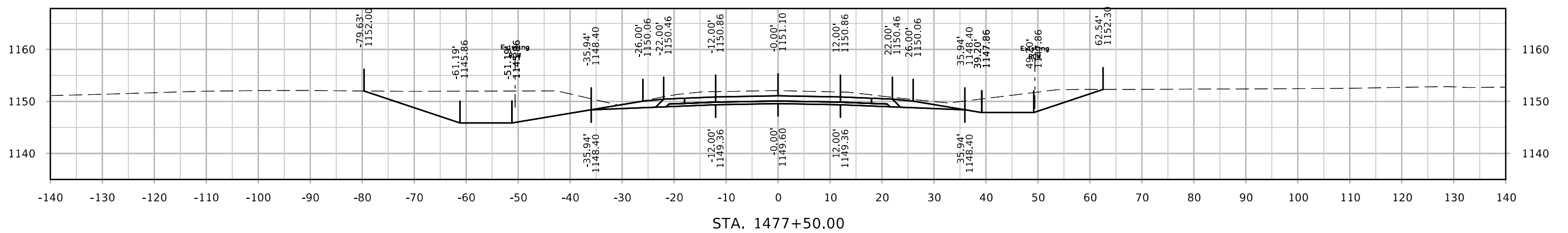
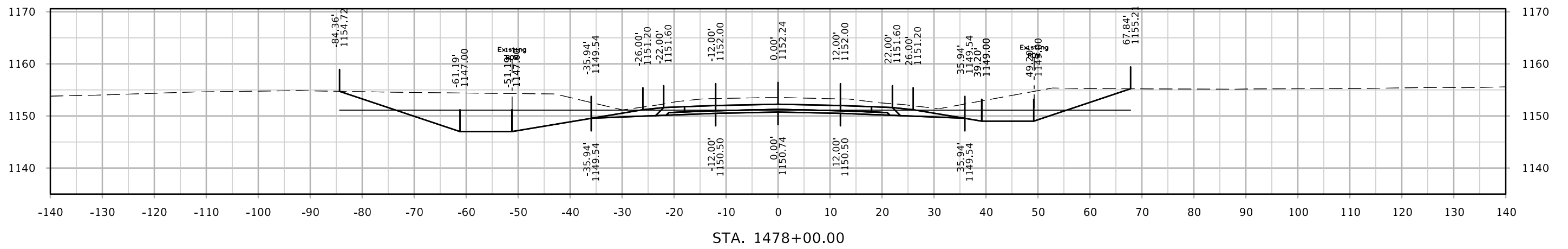
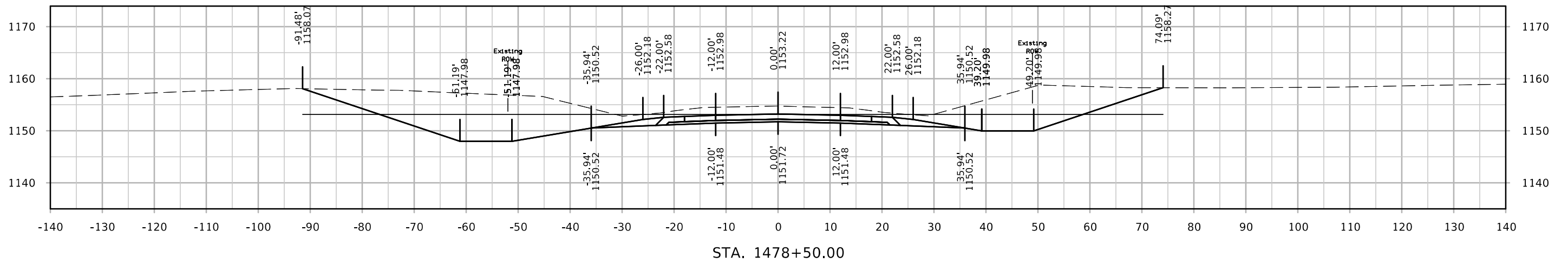


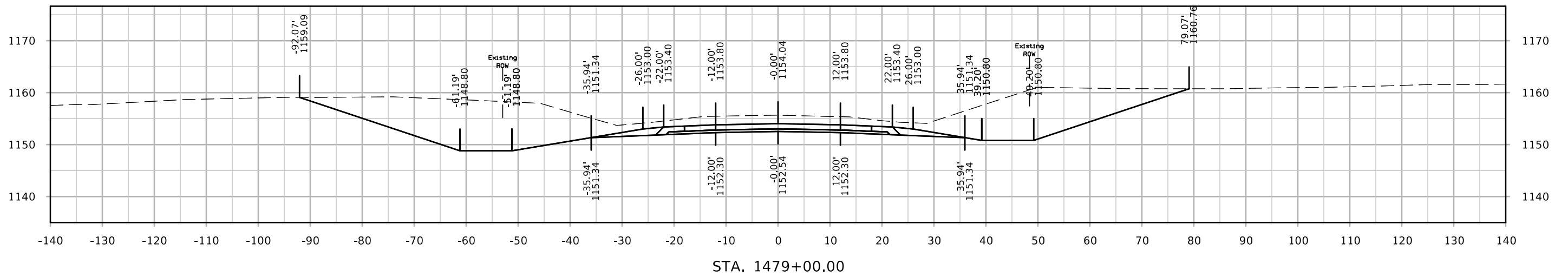
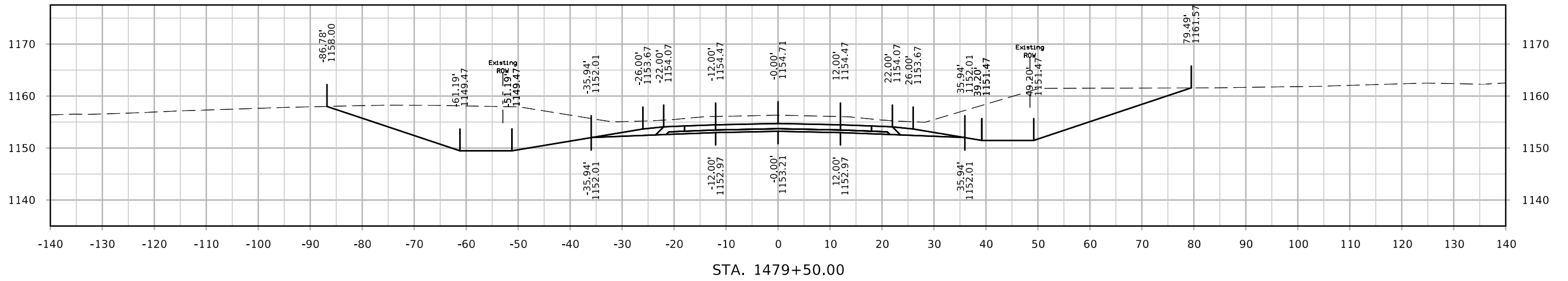
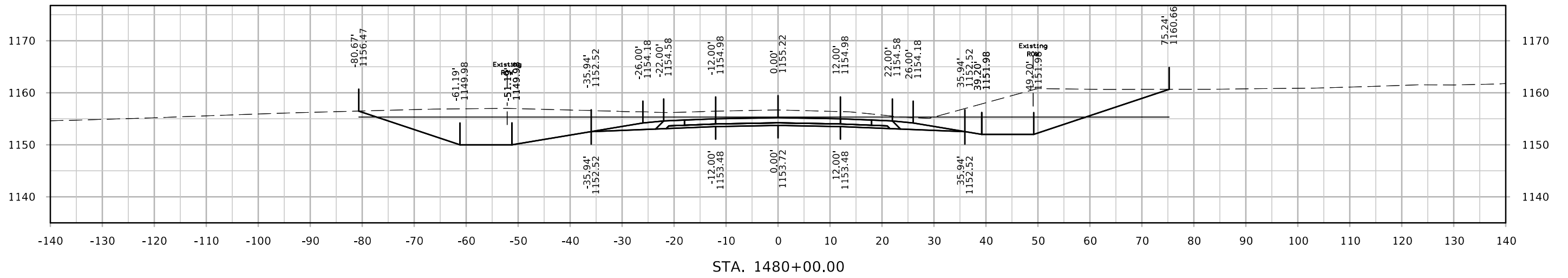


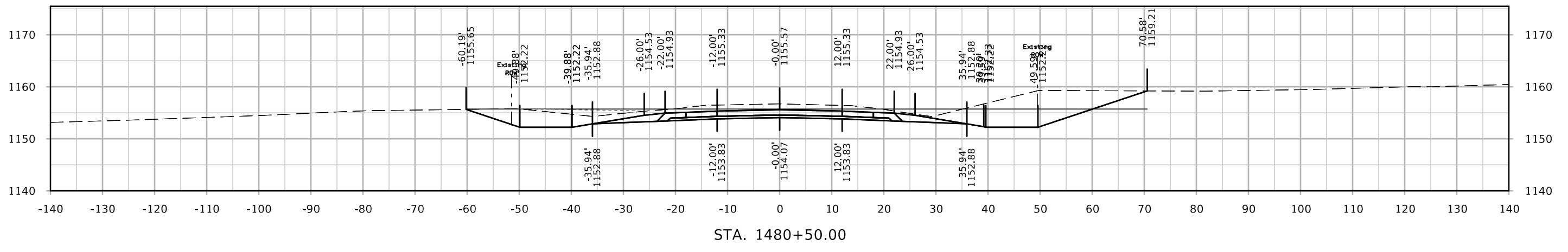
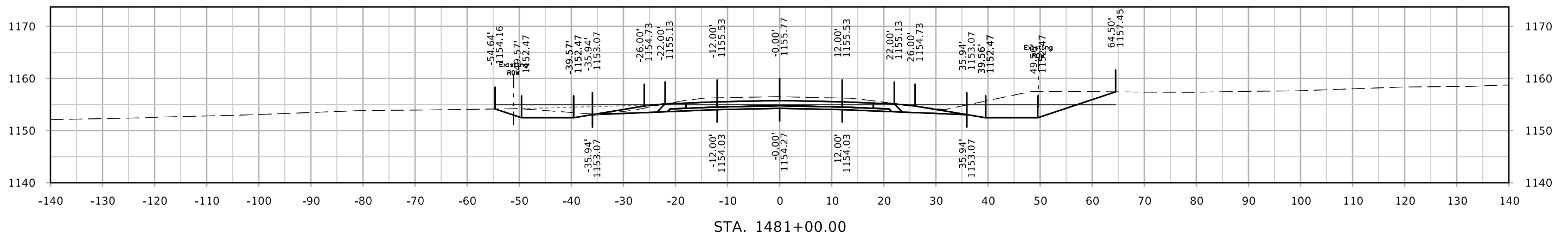
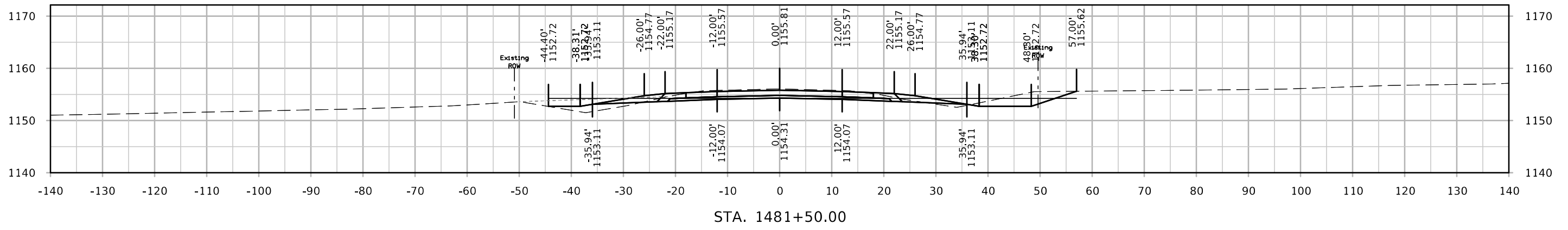


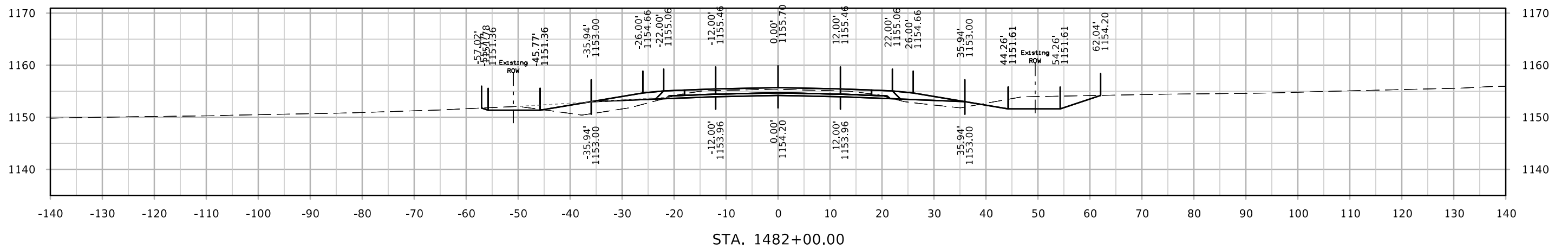
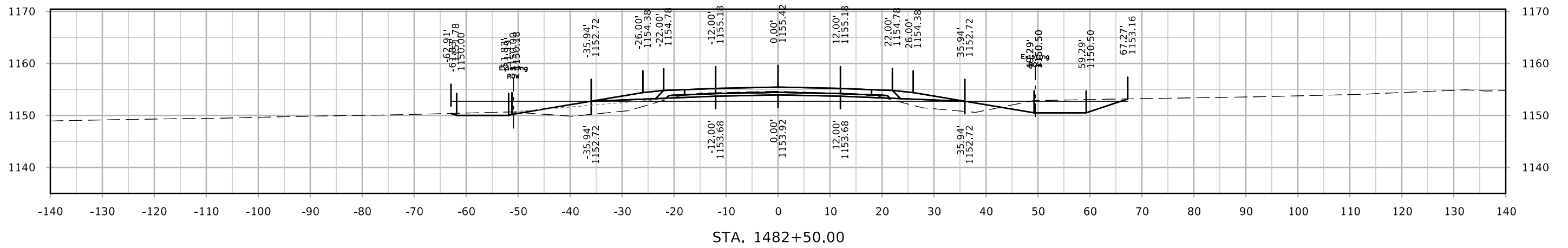
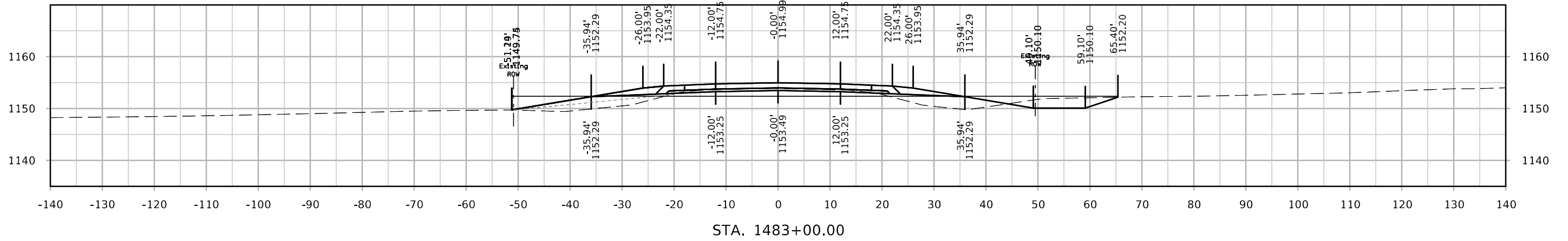


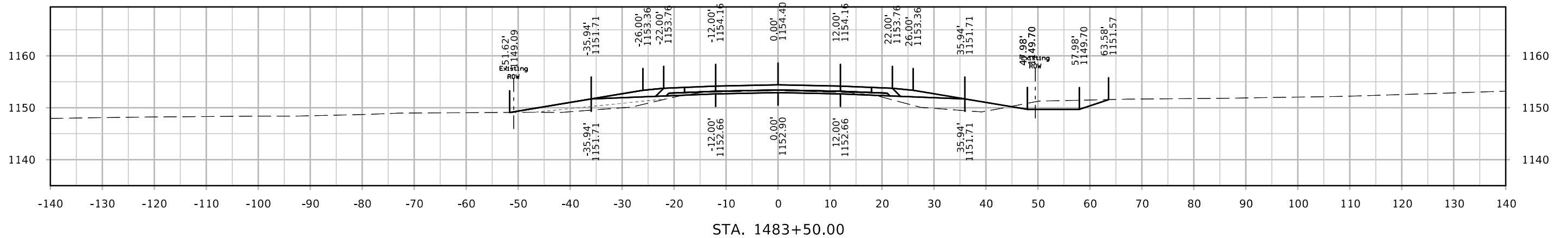
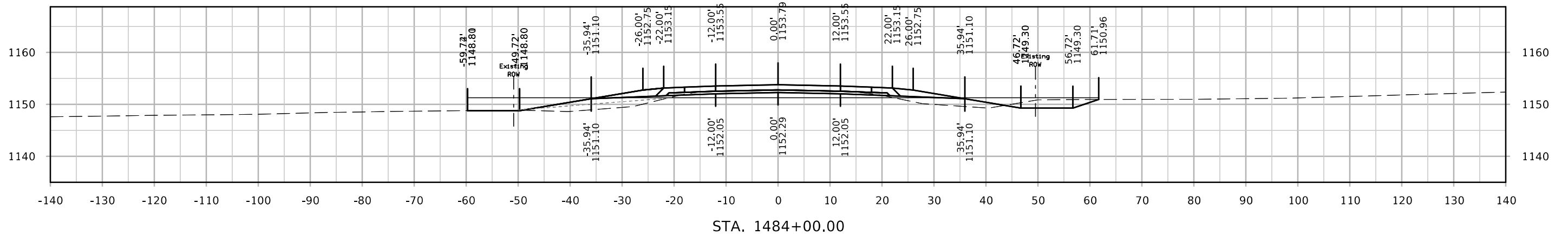
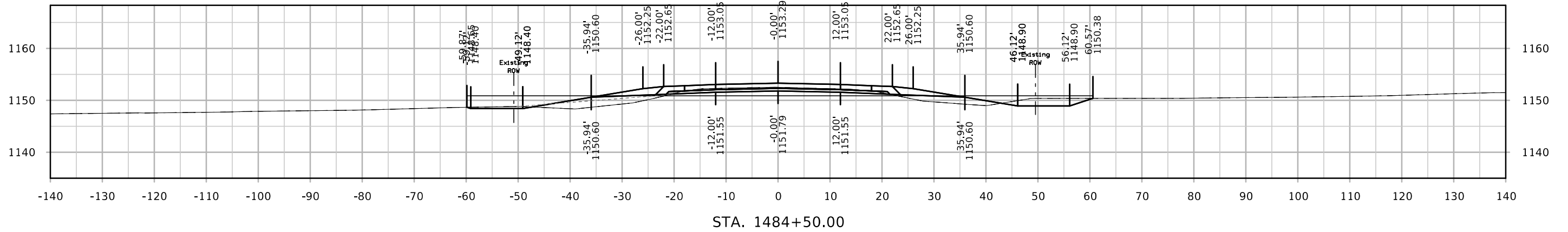


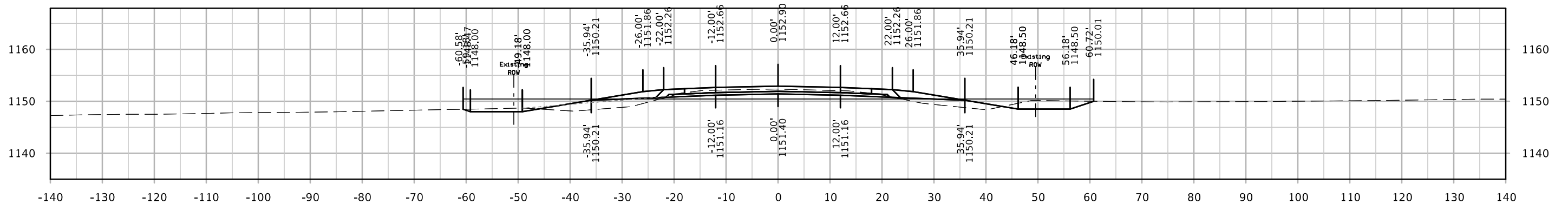
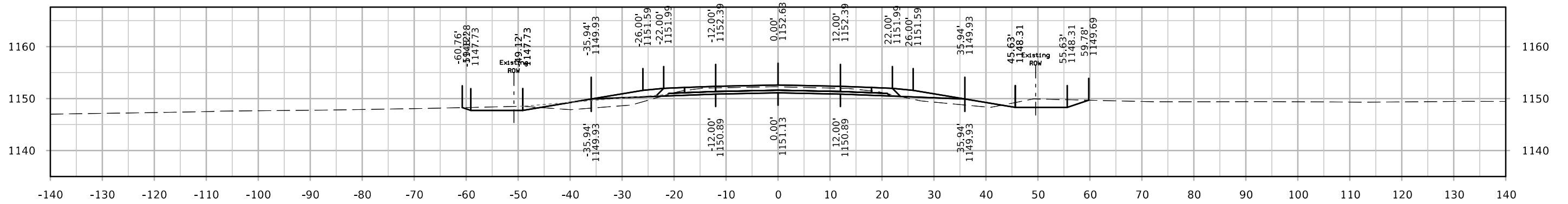
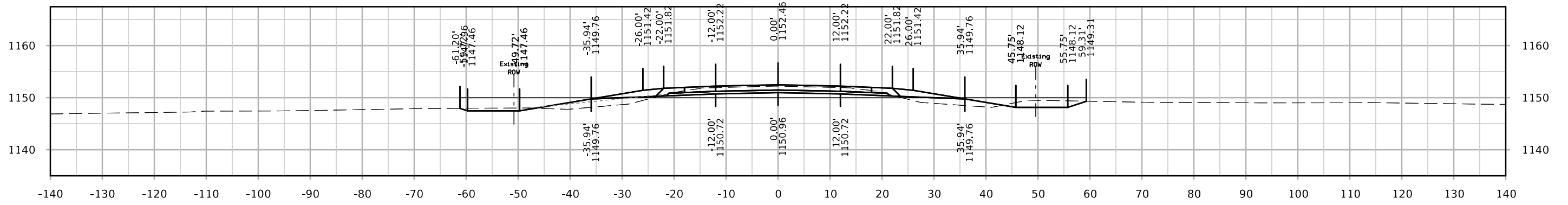


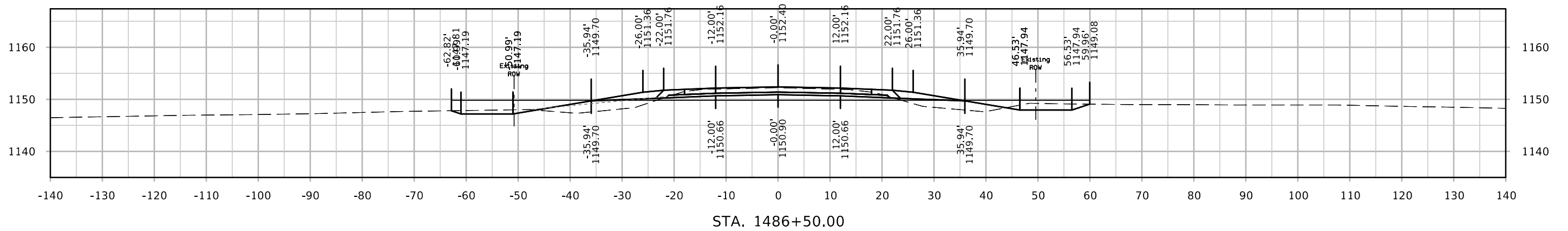
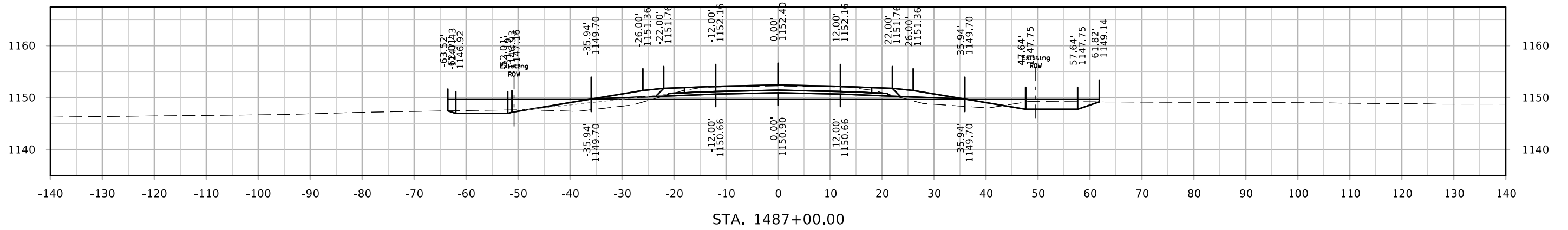
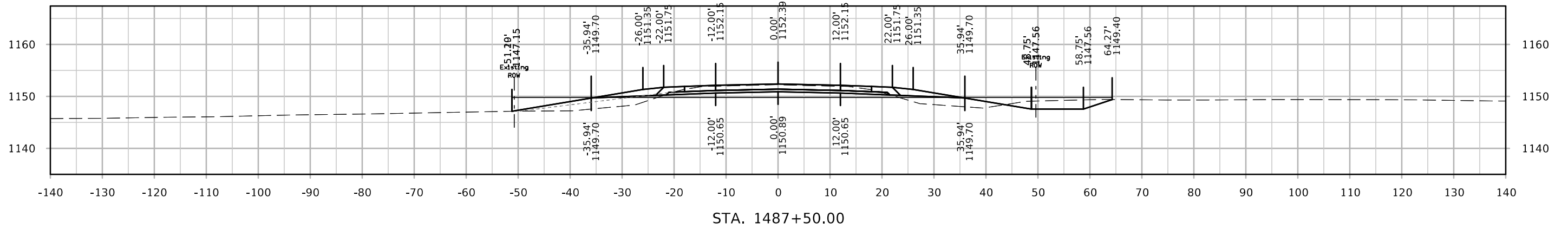


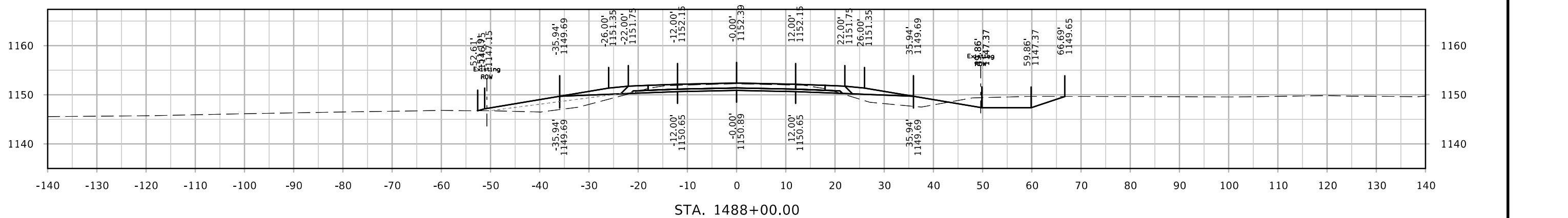
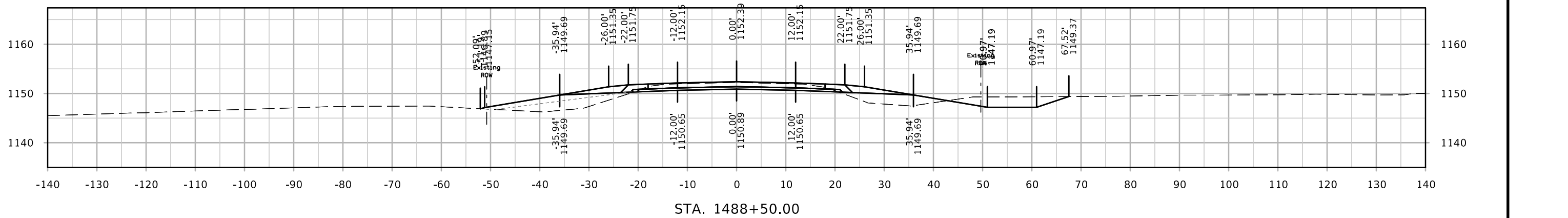
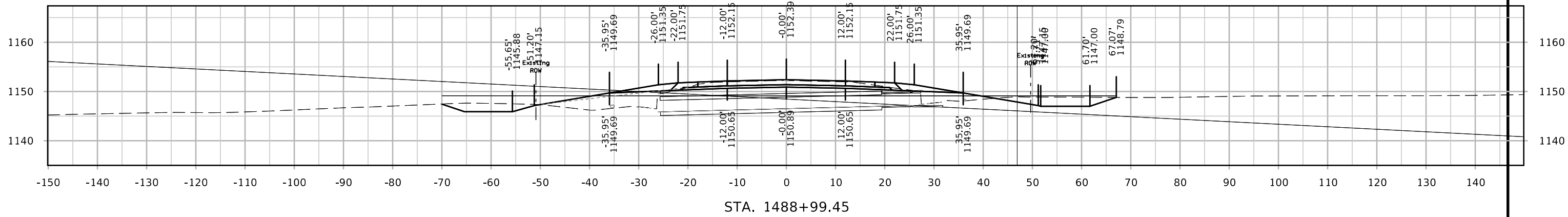


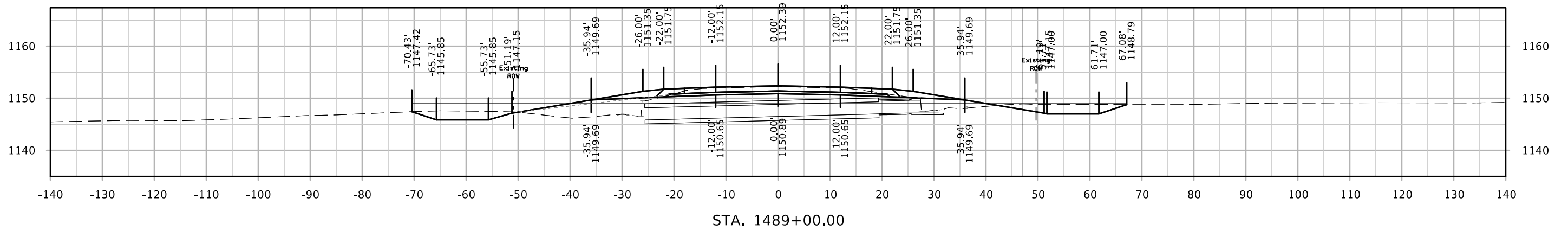
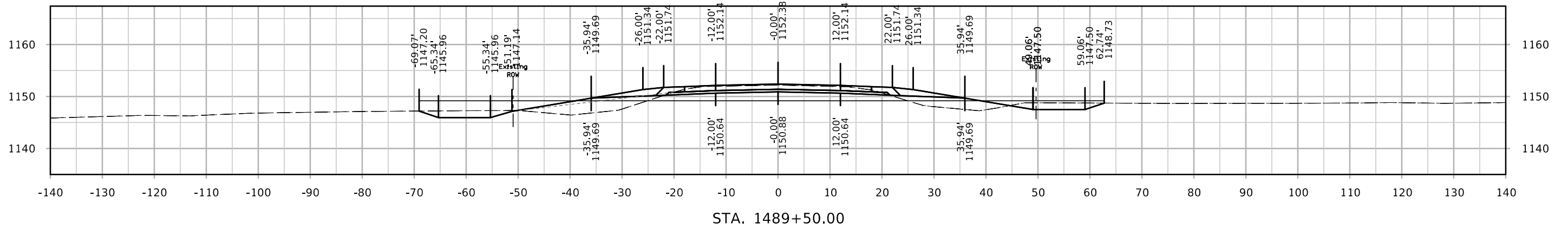
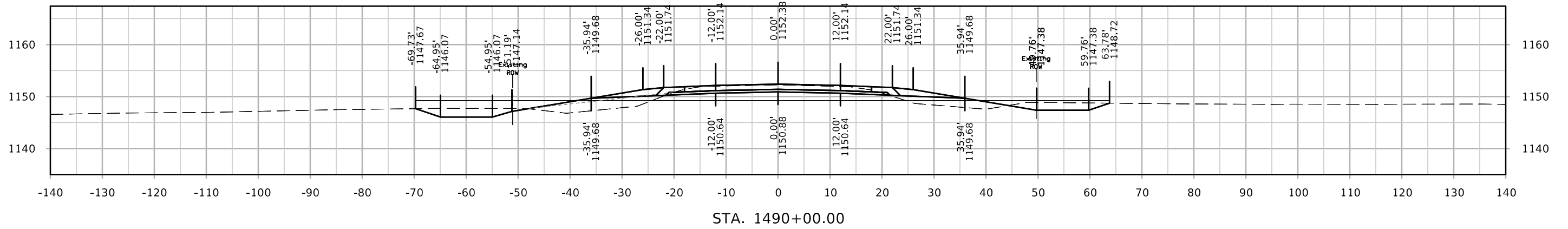


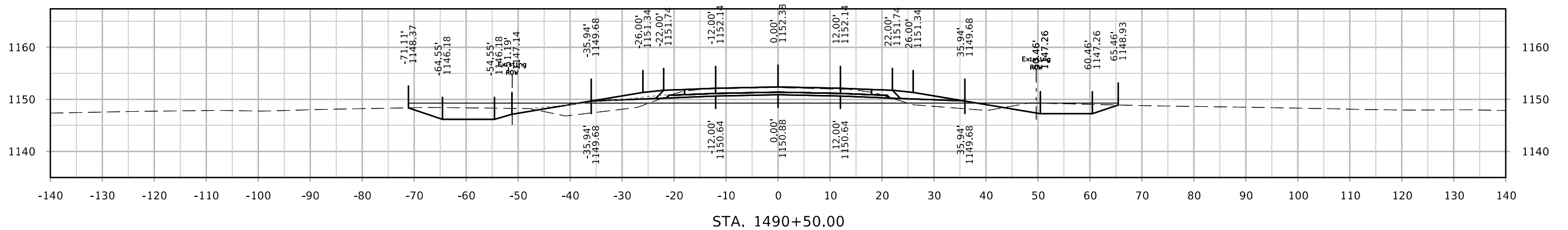
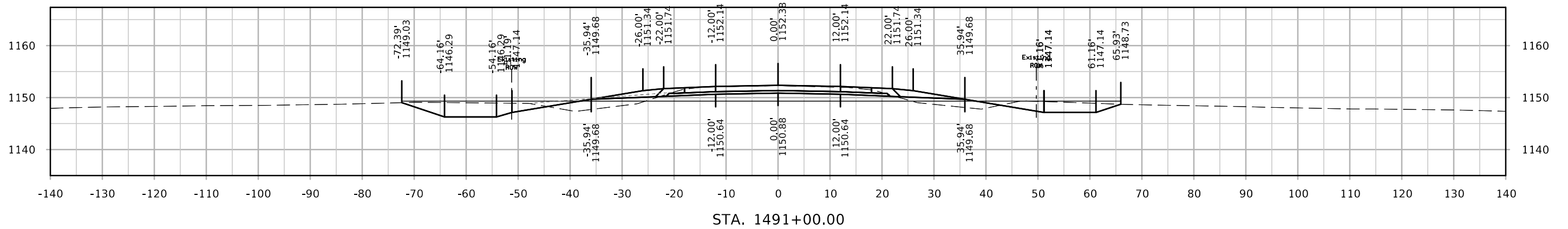
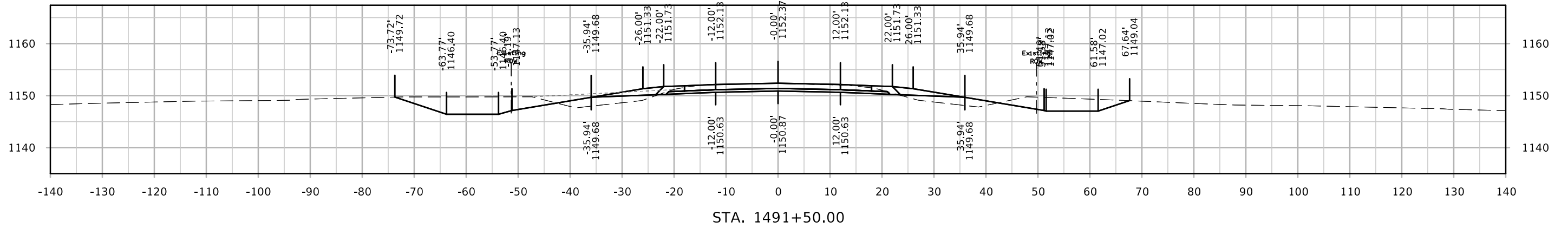


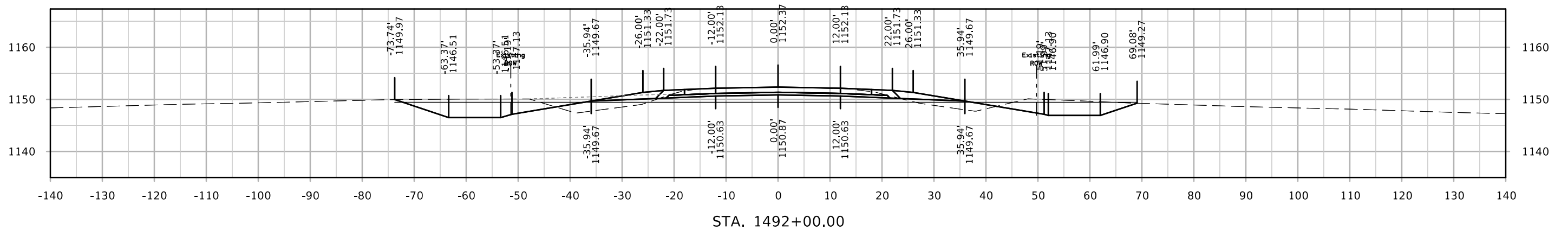
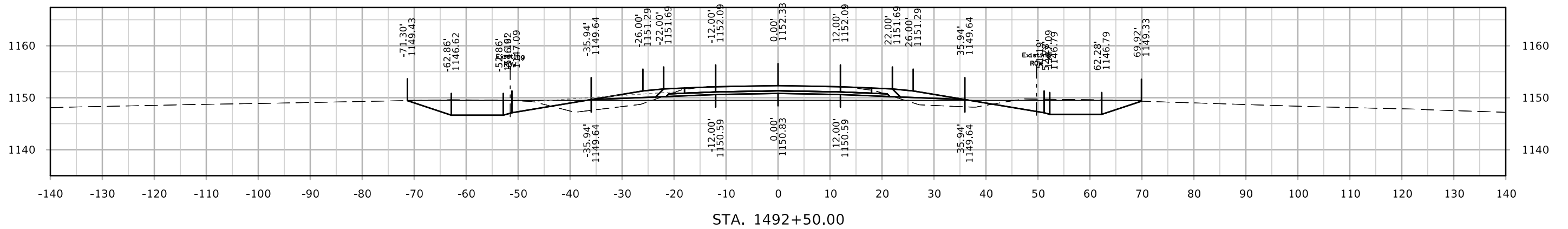
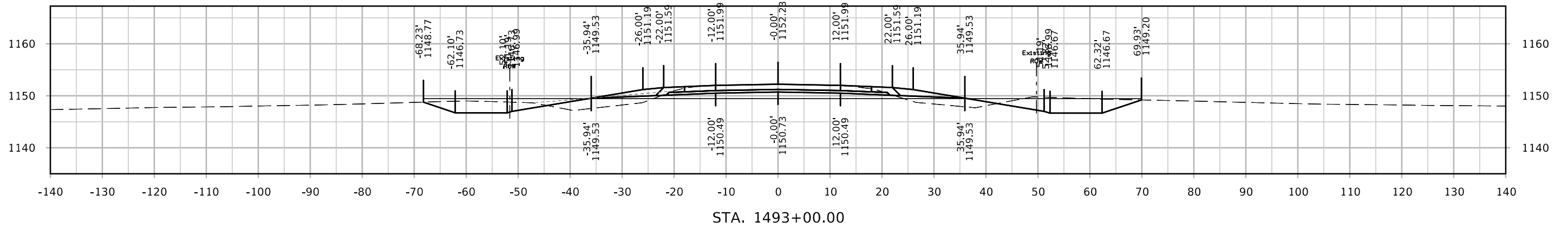


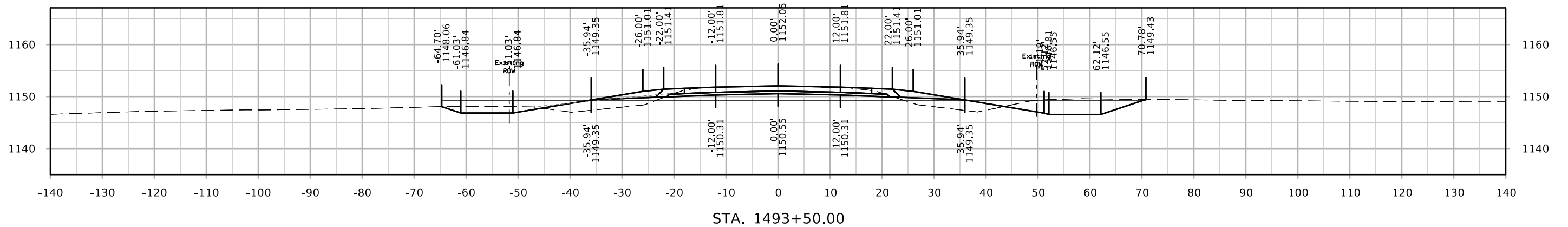
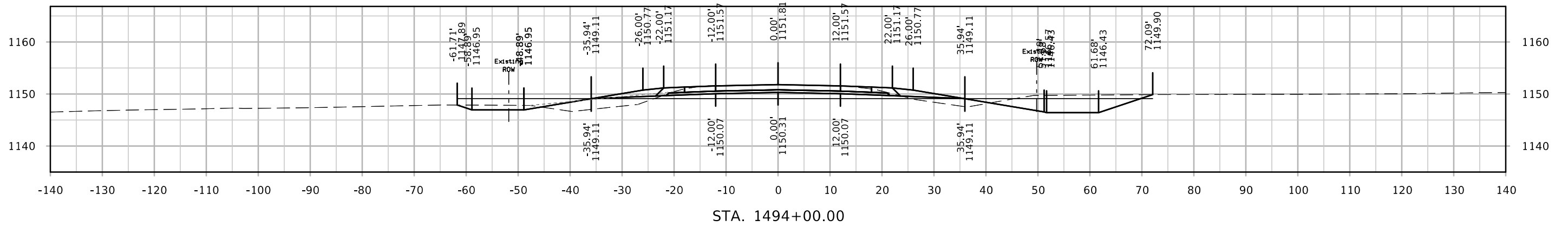
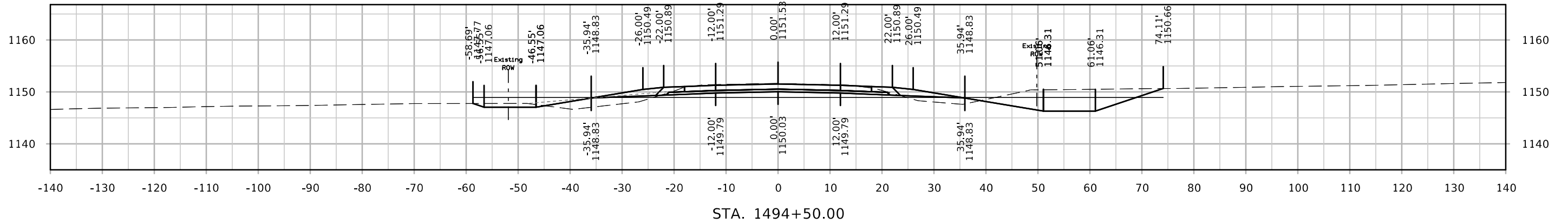


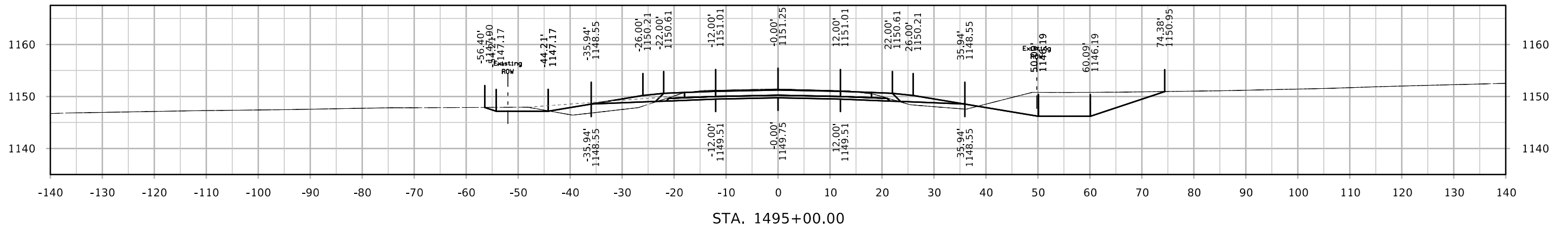
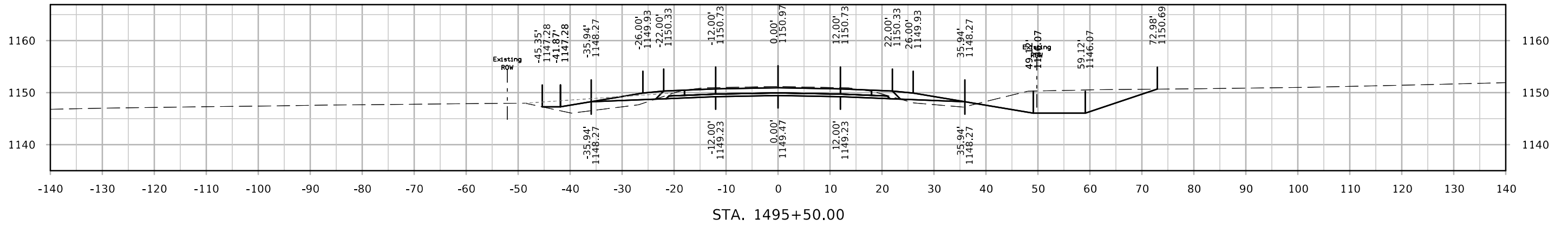
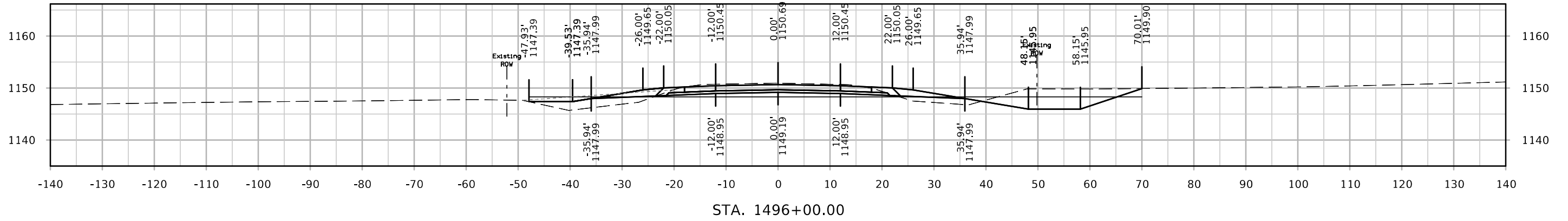


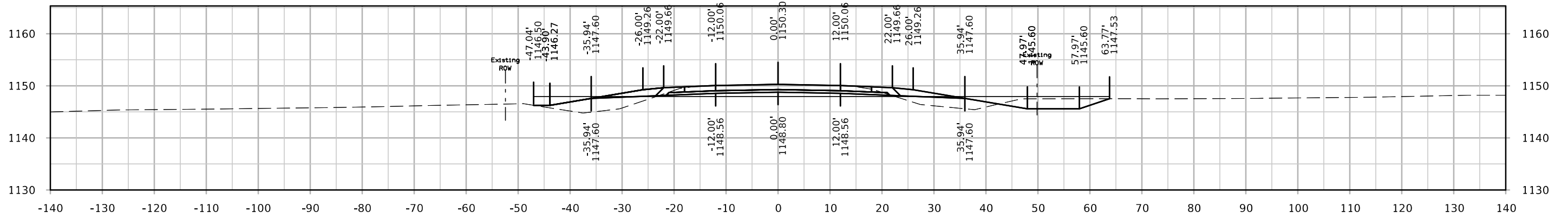




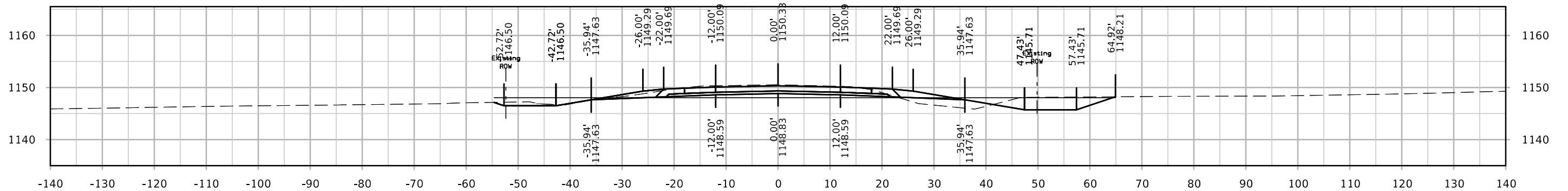




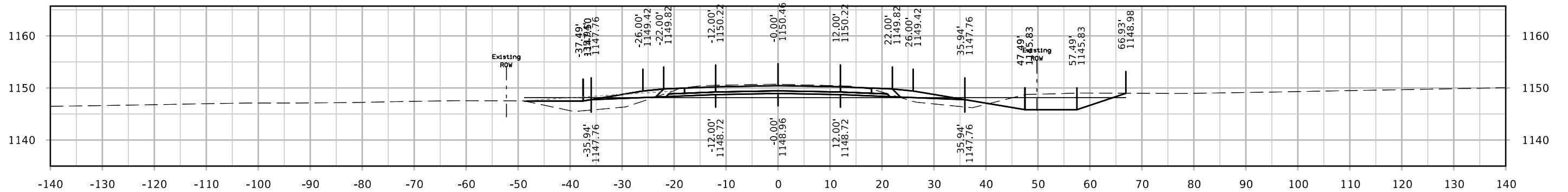




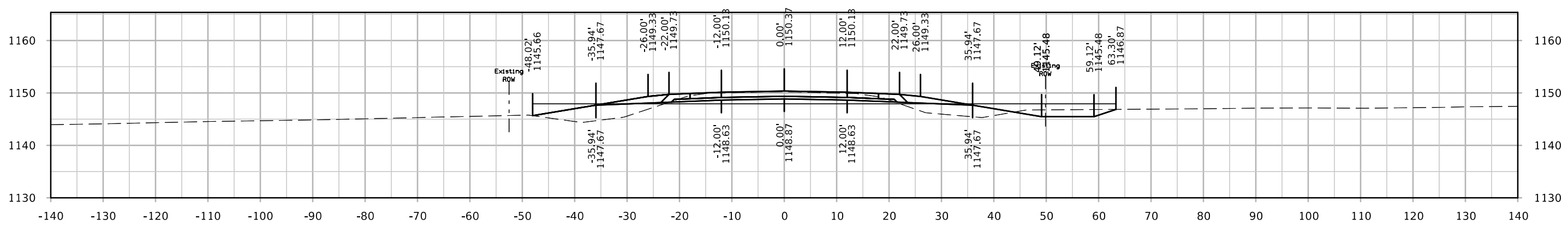
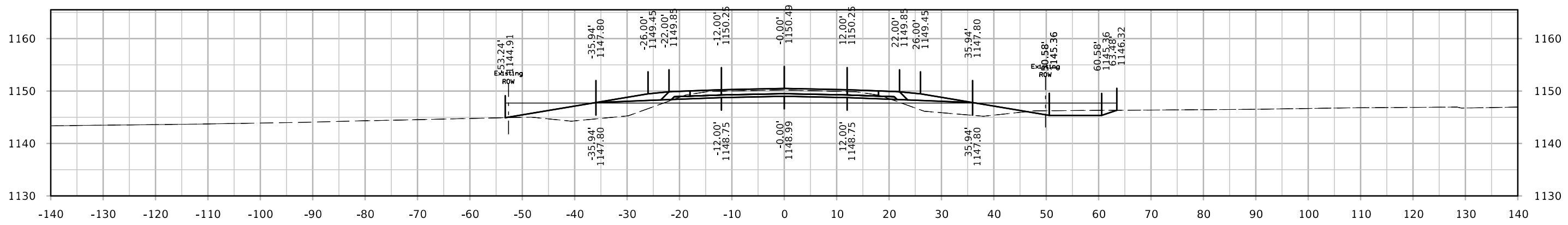
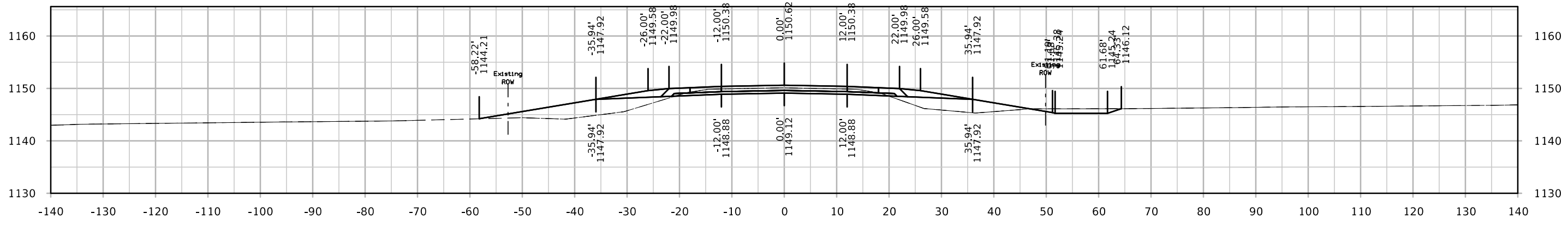
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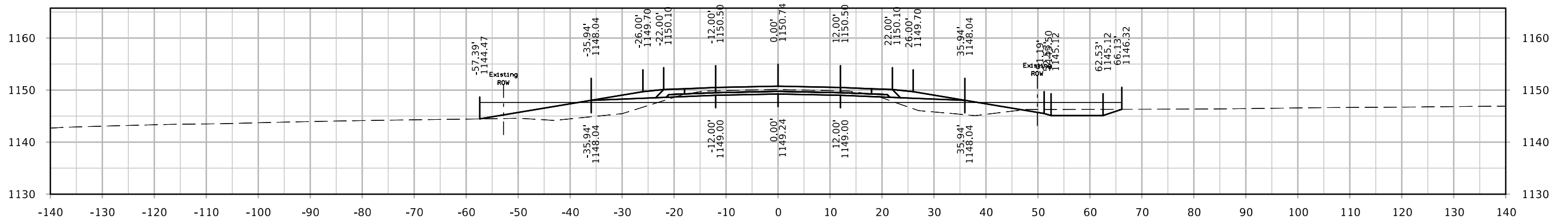
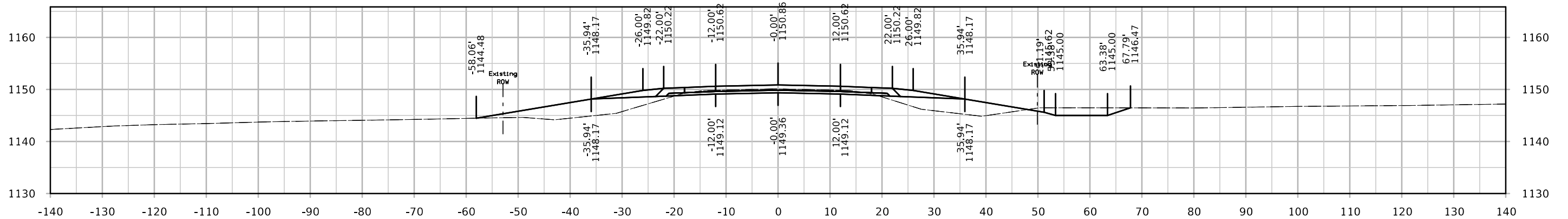
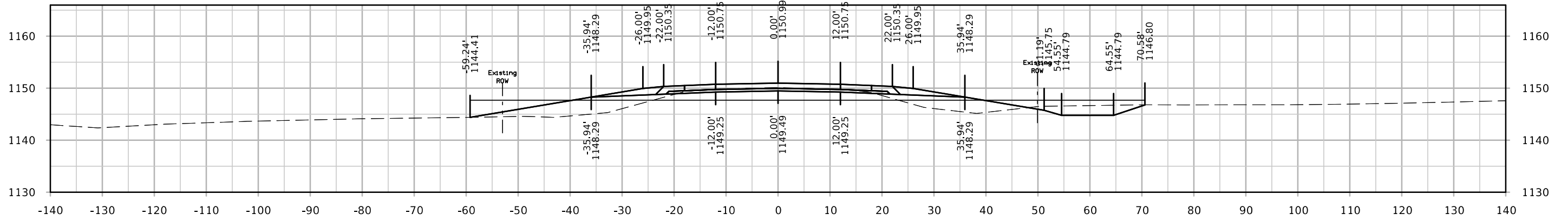


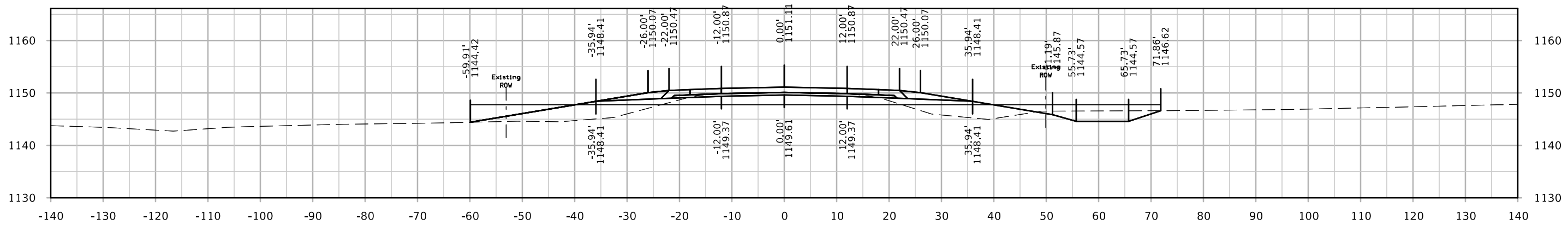
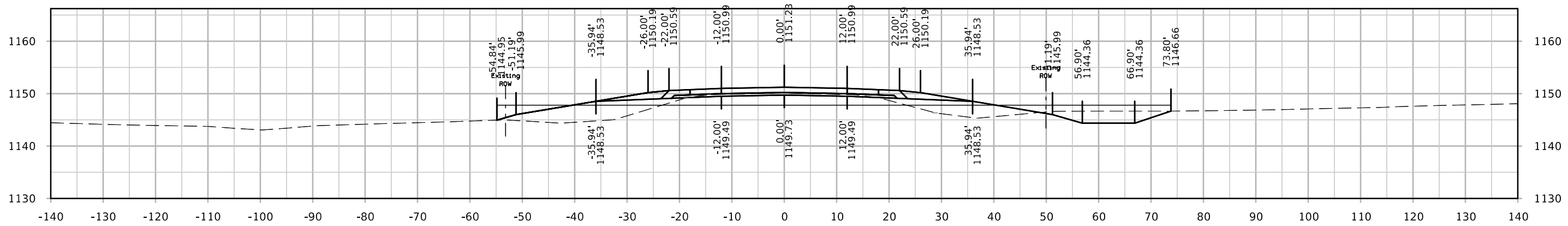
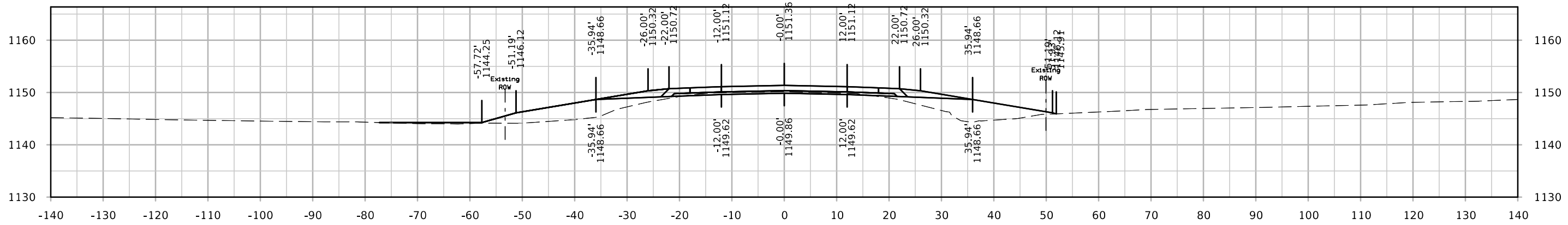
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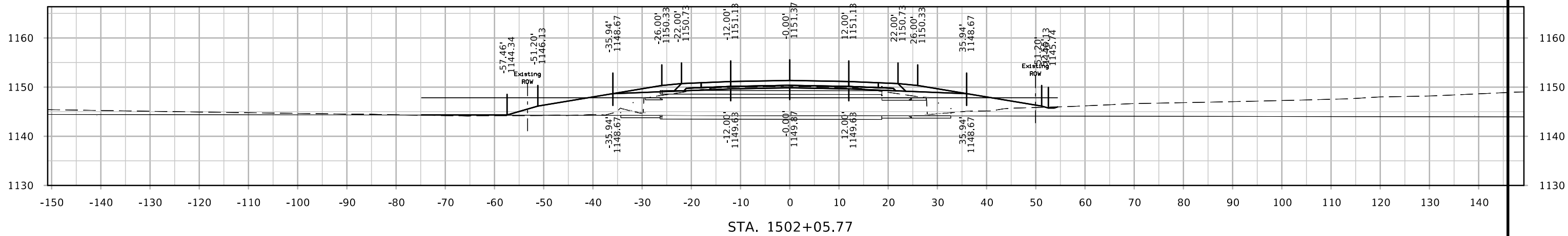
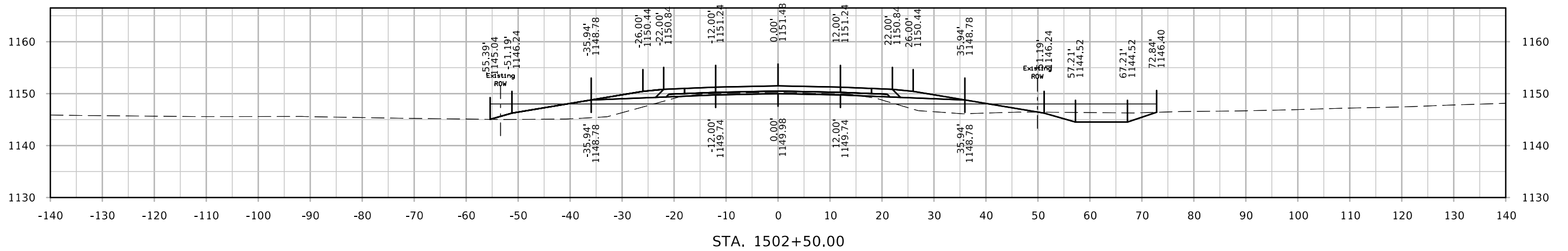
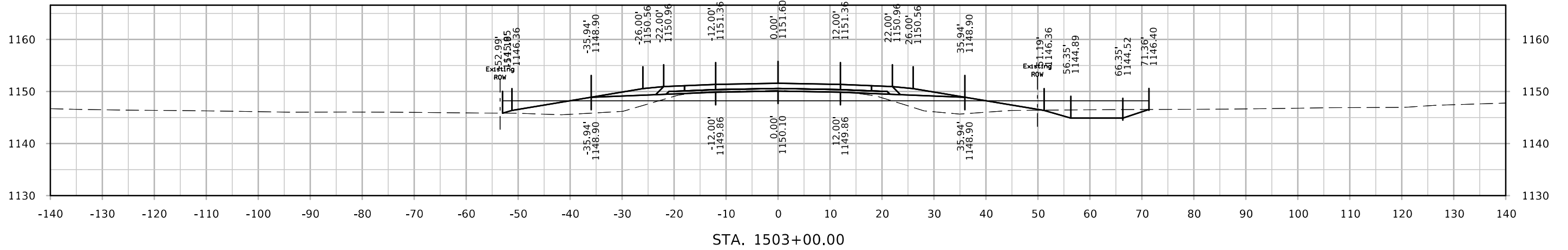


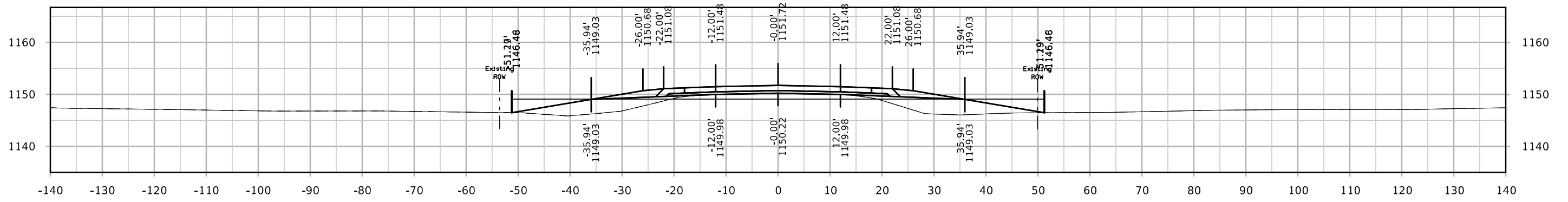
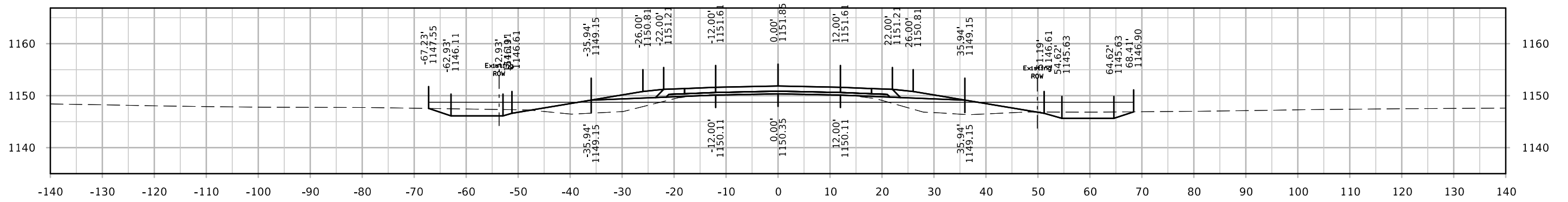
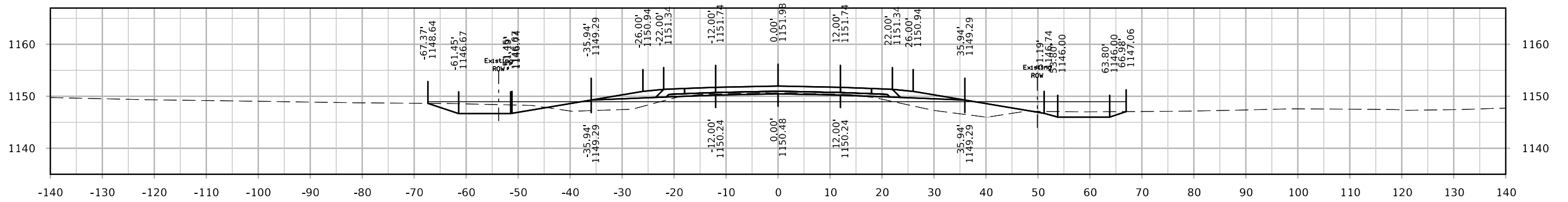
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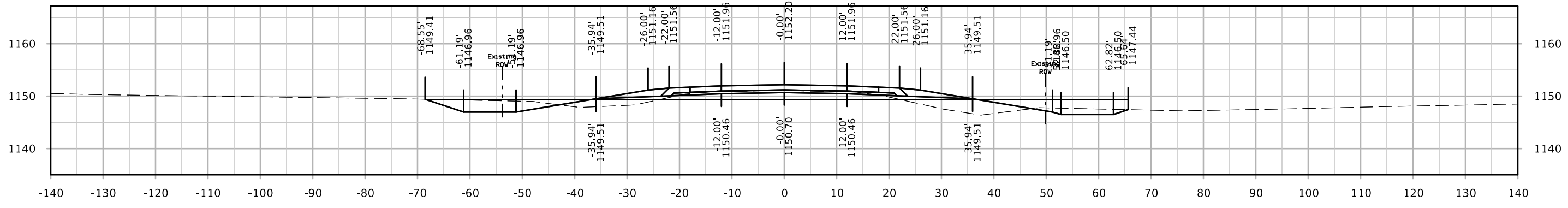
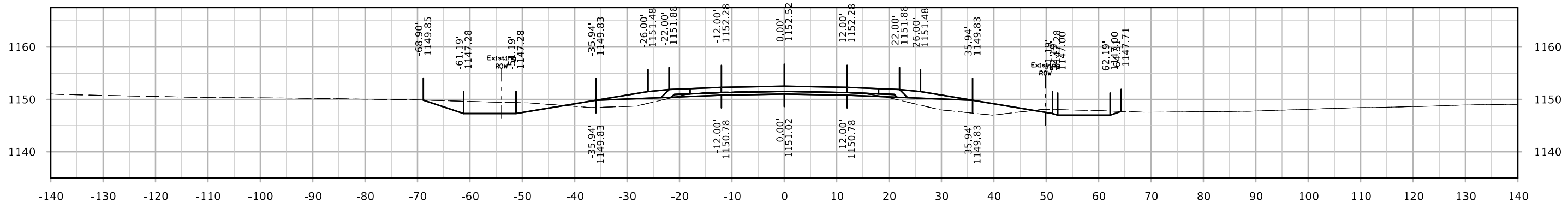
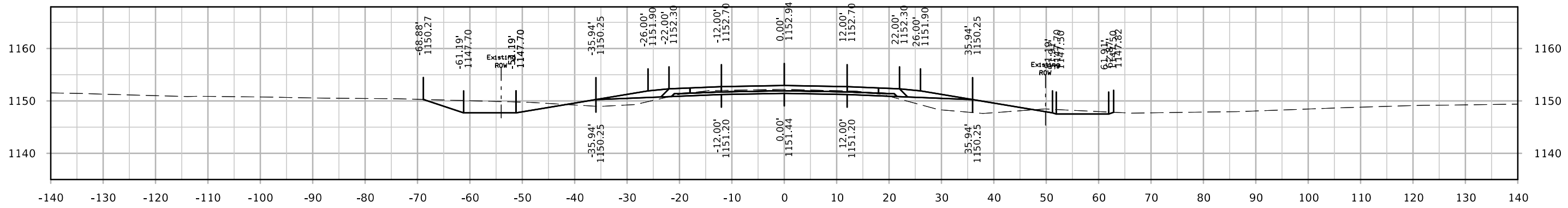


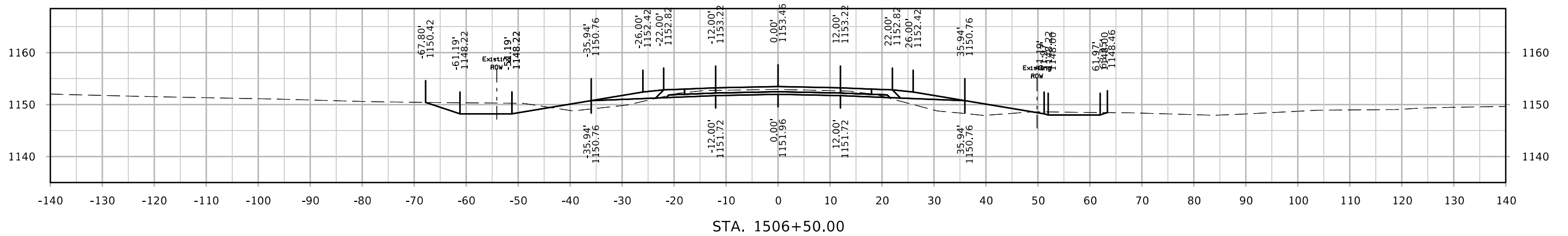
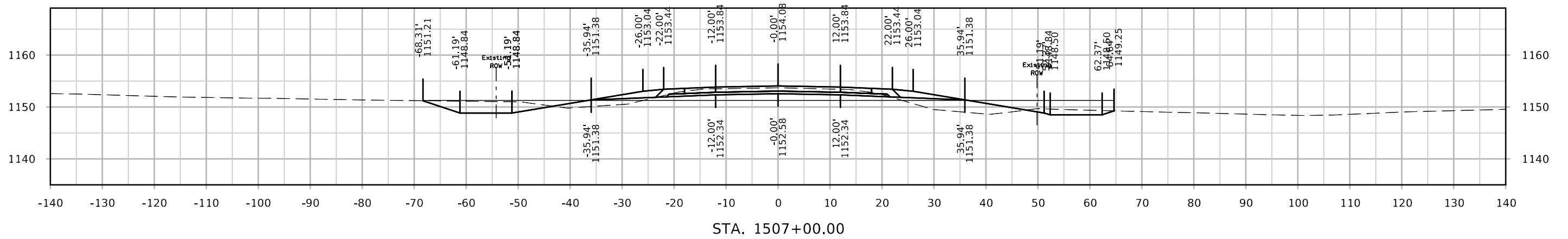
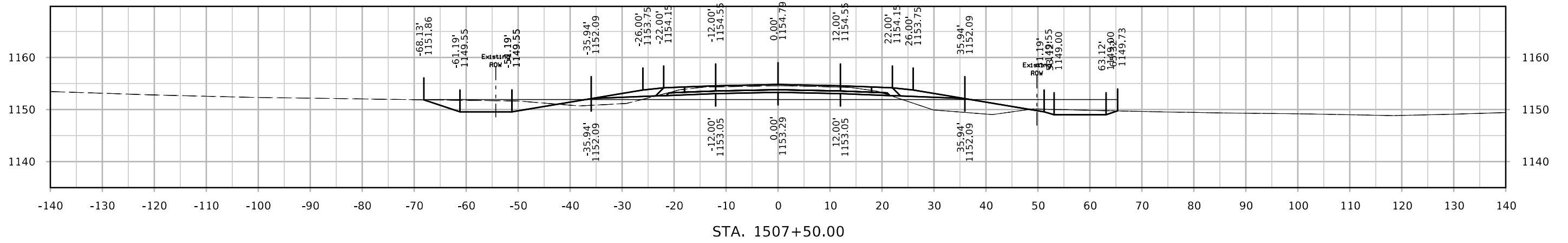


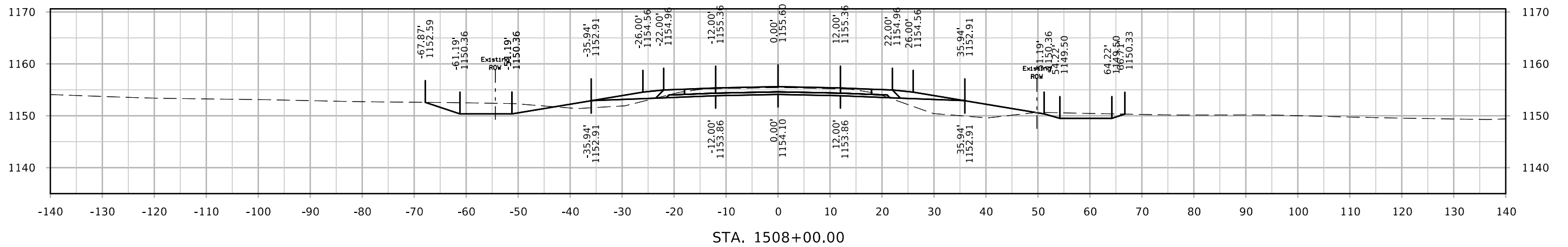
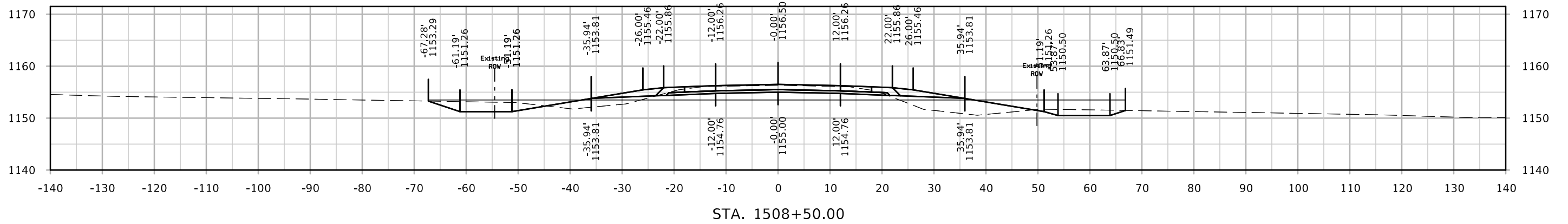
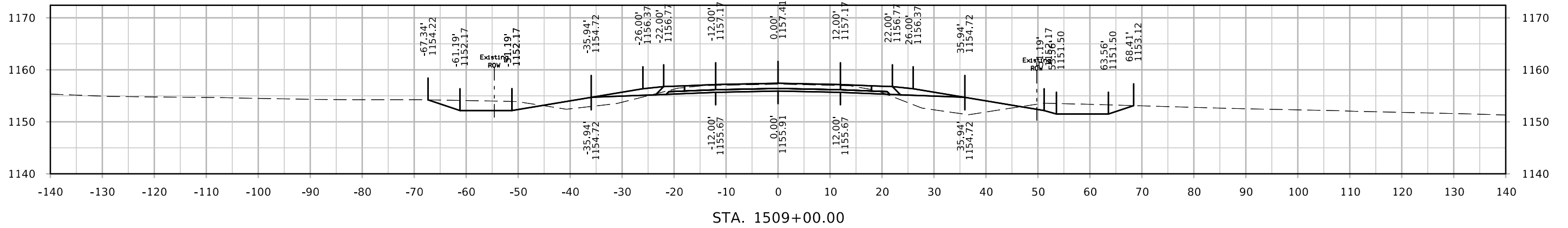


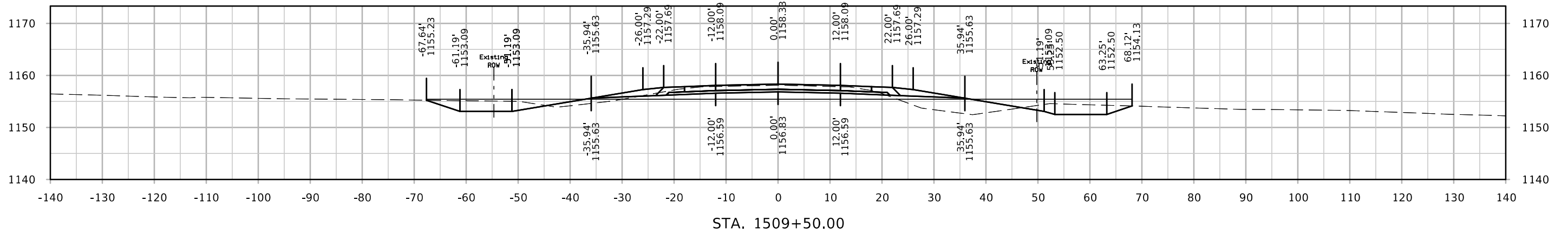
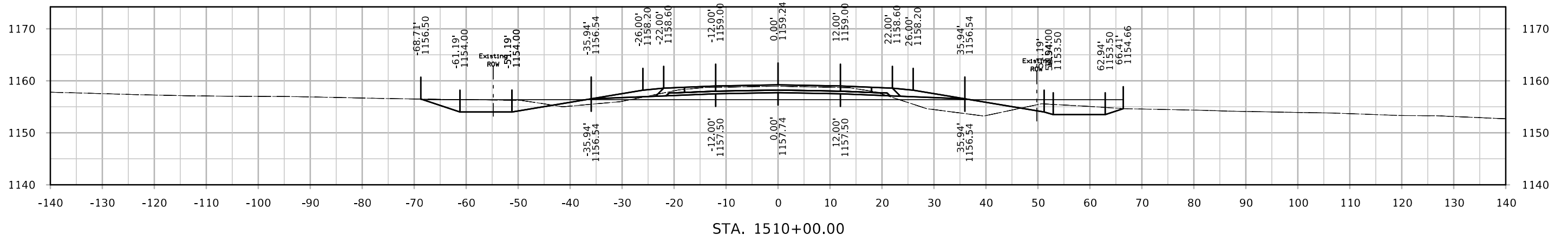
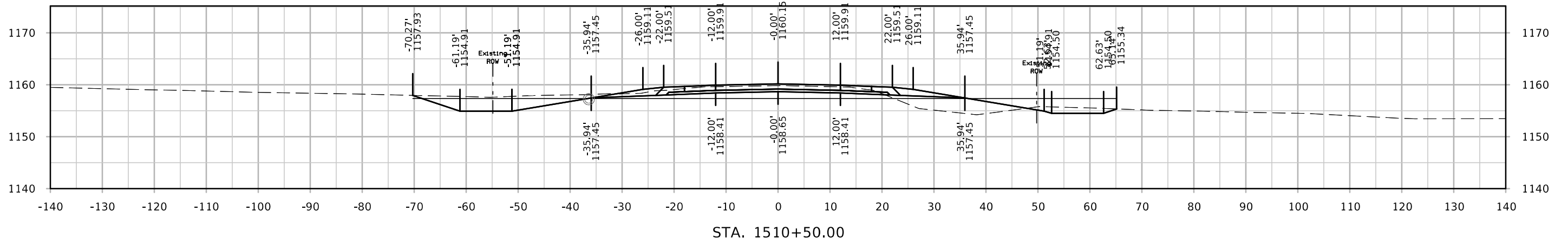


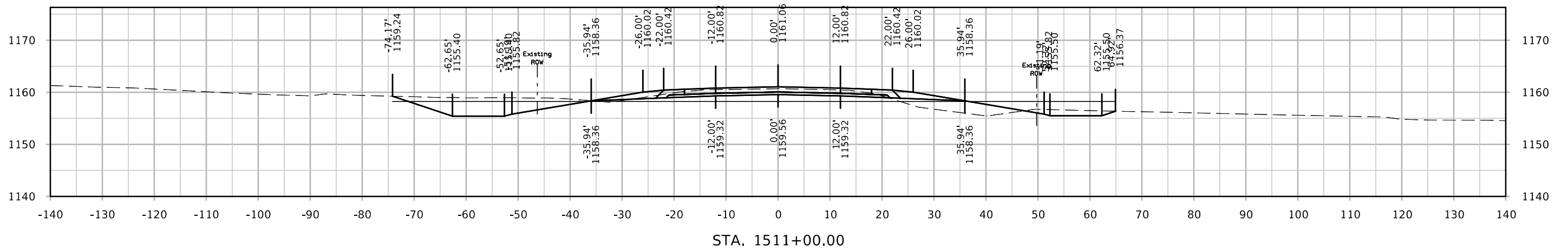
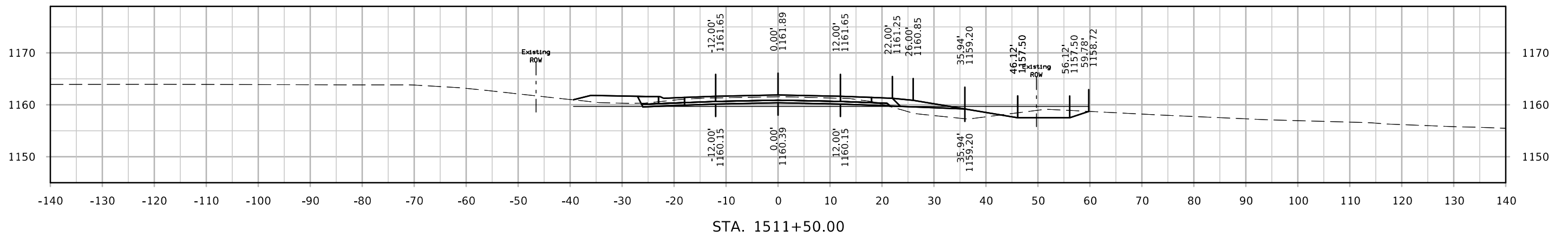
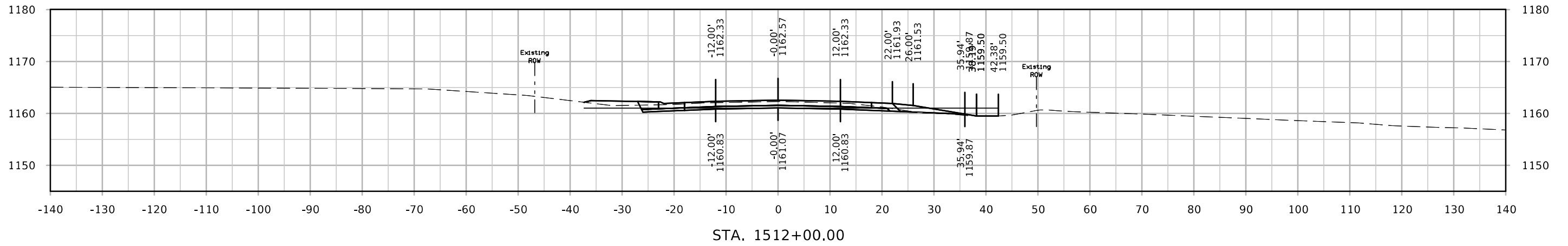


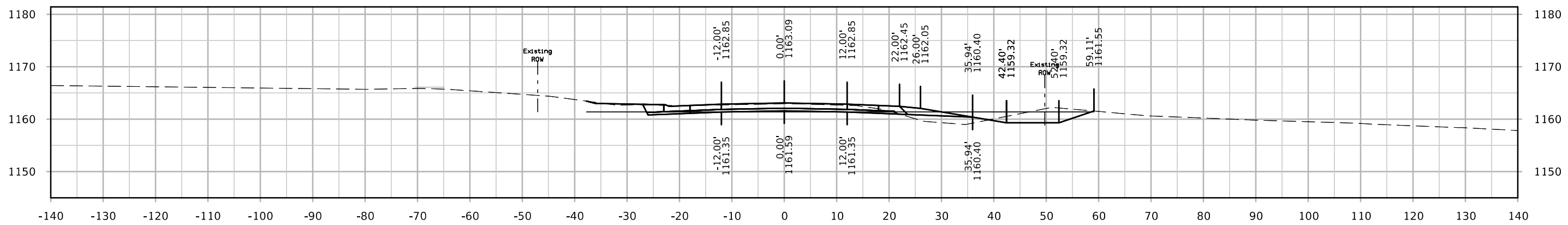
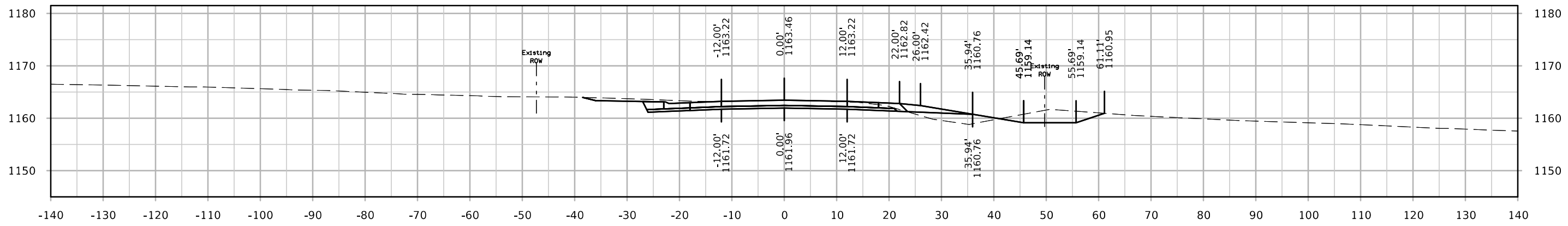
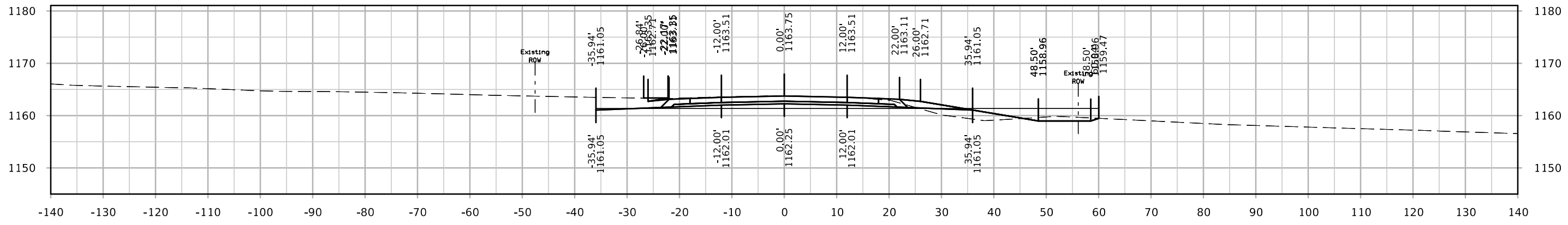


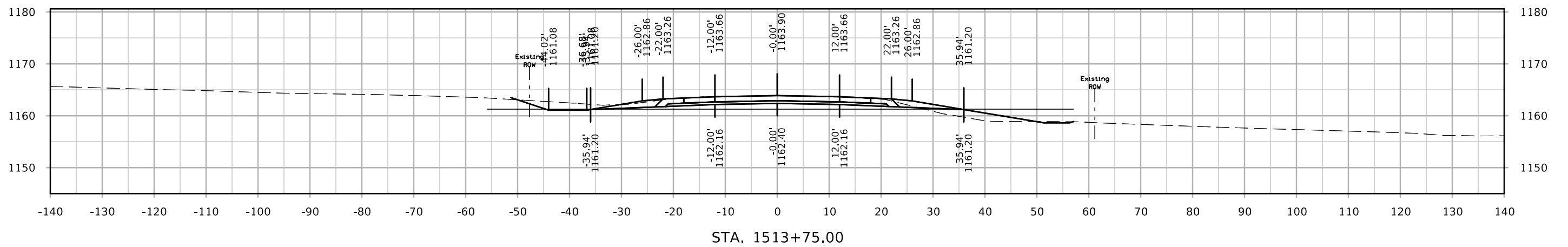












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