

**PLYMOUTH CO.**  
**UNKNOWN PAVEMENT - GRADE AND REPLACE**  
**NHSX-075-2(95)--3H-75**

LETTING DATE  
 01/16/19



**Highway Division**

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM  
**PLYMOUTH COUNTY**  
 UNKNOWN PAVEMENT - GRADE AND REPLACE

Woodbury Co. to S of W Grover St in Hinton

SCALES: As Noted

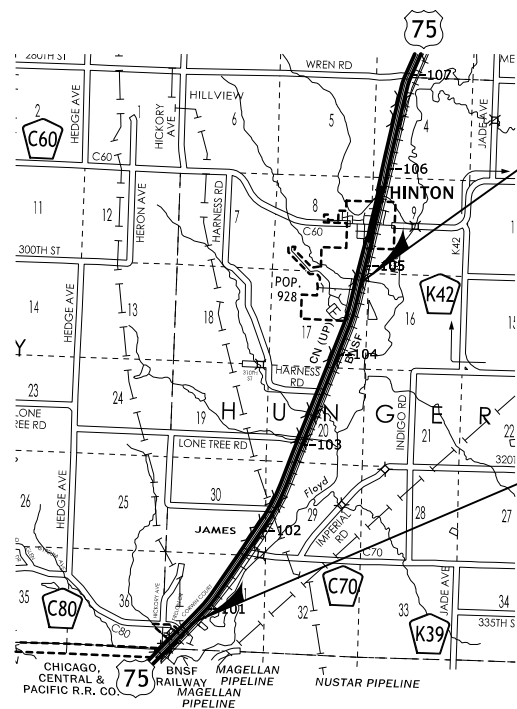
Refer to the Proposal Form for list of applicable specifications.

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



STA. 763+00.00 (SBL)  
 STA. 2756+20.00 (NBL)  
 END PROJECT  
 M.P. 105.10

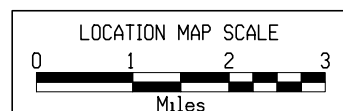
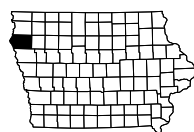
STA. 18+50.00 (SBL)  
 STA. 1027+02.00 (NBL)  
 BEGIN PROJECT  
 M.P. 100.60



T-90N

R-47W

R-46W



**DESIGN DATA RURAL**

2019 AADT	17,000	V.P.D.
2039 AADT	22,700	V.P.D.
2039 DHV	2,350	V.P.H.
TRUCKS	15	%
Total Design ESALs	--	

NBL (95)  
 D03 11/18/16  
 D05 03/24/17  
 DM5 10/02/18  
 D08 11/06/18

SBL (96)  
 DM5 10/01/19  
 D08 11/05/19

**PRELIMINARY PLANS**

Subject to change by final design.

**D2 PLAN - Date: 10-13-2016**

REVISIONS	TOTAL
PROJECT IDENTIFICATION NUMBER	16-75-075-020
PROJECT NUMBER	NHSX-075-2(95)--3H-75
R.O.W. PROJECT NUMBER	NHSN-075-2(93)--2R-75

<b>Roadway</b>	U.S. 75		
<b>PIN Number</b>	16-75-075-020	<b>Submittal Date</b>	
<b>Project Number</b>	NHSX-075-2(95)--3H-75		<b>Approval Date</b>
<b>District</b>	District 3	<b>Assistant District Engineer</b>	Tymkowicz
<b>County</b>	Plymouth (75)	<b>or</b>	
<b>Route</b>	U.S. 75	<b>Office Director</b>	Kennerly
<b>Location</b>	Woodbury Co. to S W Grover St in Hinton		
<b>Work Type</b>	Unknown Pavement - Grade and Replace		
<b>Segment Manager</b>	Holst		
<b>Designer</b>	Janus		

Design Manual Section [1C-1](#)  
last update: 05-06-14

### Rural Expressways (Rural Arterials)

Design Element	Preferred	Acceptable Criteria	Project Values
Design speed (mph)	70	50	65
Maximum superelevation rate (Refer to Section <a href="#">2A-2</a> )	6%	8%	6%
Design lane width (ft)	12	12	12
Full depth paved width (ft)	Outside lane	14', 12' if using full depth paved shoulders	14
	Inside lane(s)	12	12
Right turn lane or an auxiliary lane (ft)	12	10	12
Left turn lane (ft)	12	10	12
Pavement cross-slope (on tangent sections)	Through lanes	2%, However, when adjacent lanes slope in the same direction, increase slope by 0.5% per lane up to 3%	2%
	Auxiliary and turn lanes	3%	3%
	Crown break at centerline	4%	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 <a href="#">3C-2</a> )	Design speed = 50 or 55 mph	6-inch sloped	n/a
	Design speed ≥ 60 mph	4-inch sloped	n/a
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 3:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1
	Curbed roadways	2%	n/a
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)	3:1	2.5:1	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 <a href="#">3G-1</a> )	Outside ditch (depth x width) (ft)	5 x 10	10
	Median ditch depth (ft)	4	--
Median width (ft) (Refer to Section <a href="#">3E-1</a> )	64	50	67
Bridge width—new	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	40
	Bridge length > 200 ft	design lane widths + effective shoulder widths	40
Bridge width—existing	design lane widths + no less than 2 ft left and right	design lane widths + 2 ft left and right of the design lane widths	
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	n/a
	Over non-primary	16.5 at interchange locations, 15 at all other locations	n/a
	Over railroad	23.3	n/a
	Sign trusses and pedestrian crossings	17.5	n/a
Structural Capacity	Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	n/a
Level of Service	B	B	n/a

Rural Expressways (Rural Arterials)

Roadway Design Speed (mph) =		65														
Design Manual Section <a href="#">1C-1</a> last update: 05-06-14		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 <a href="#">6D-1</a> )		425	495	570	645	730	820	425	495	570	645	730	820			
Minimum horizontal curve radius (ft) (Refer to Sections <a href="#">2A-2</a> and <a href="#">2A-3</a> )	Method 5 superelevation and side friction distribution	$e_{max} = 6\%$		833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	7,722
		$e_{max} = 8\%$		—	—	—	—	—	—	—	—	758	960	1200	1480	1810
Minimum vertical curve length (ft) (Refer to Section <a href="#">2B-1</a> )		150	165	180	195	210	225	150	165	180	195	210	225	250		
Minimum rate of vertical curvature (K) (Refer to Section <a href="#">2B-1</a> )	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	250	
	sag vertical curves	roadways without fixed source lighting	96	115	136	157	181	206	96	115	136	157	181	206	175	
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	n/a	
Minimum gradient (%)	(Refer to Section <a href="#">2B-1</a> )	0.5						0.3% with a curb, 0.0% without a curb						0.0%		
Maximum gradient (%)	(Refer to Section <a href="#">2B-1</a> )	Urban roadways								7	6	6	—	—	—	n/a
		Rural roadways		4						5	5	4	4	4	4	2%
		Interstates		3						5	5	4	4	4	4	n/a
Clear zone		See "Preferred Clear Zone" table in Section <a href="#">8A-2</a>						See "Acceptable Clear Zone" table in Section <a href="#">8A-2</a>						30		

Rural Expressways (Rural Arterials)

<b>Design year ADT =</b> 22,700												
Design Manual Section <a href="#">1C-1</a> last update: 05-06-14		<b>Effective Shoulder Width and Type for Multilane Arterials</b>										
Preferred (Values shown in feet)					Acceptable (Values shown in feet)					Project Values		
		Rural Roadways		Urban Roadways				Rural Roadways			Urban Roadways	
Auxiliary lanes or turn lanes with shoulders		6		6		Auxiliary lanes or turn lanes with shoulders		6		0		6
Turn lanes with curbs		6		<a href="#">See Section 3C-2</a>		Turn lanes with curbs		6		0		n/a
Expressways		Outside		Median Side		Expressways		Outside		Median Side		
		Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width			Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated		10	10	6	6	Routes where bicycles are to be accommodated		8	4	4	4	10' Outside 6' Median
On roadways approaching urban areas (due to increased bike traffic)		10	10	6	6	On all other Expressways (Multilane Arterials)		8	2*	4	4	
On all curves with a superelevation rate of 7.0% or greater		10	10	6	6							
On roadways with design year ADT > 6500 vpd		10	6	6	6							
On all other Expressways (Multilane Arterials)		10	4	6	4							

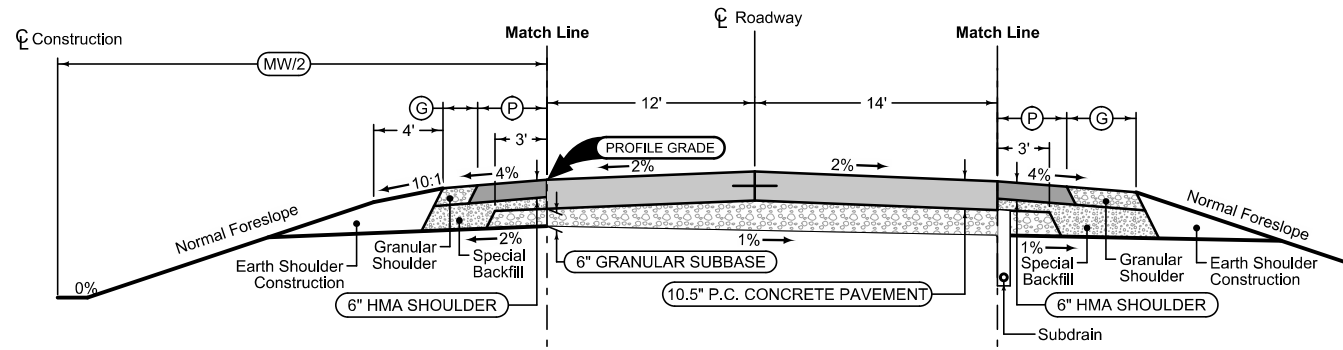
\*Requires safety edge-See Section [3C-6](#)  
Curbs should be located beyond the outer edge of the effective shoulder width in rural areas  
Refer to Section [3C-2](#) for curb offsets in urban areas

**Notes:**


### Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

Direction of Travel	BEGIN STATION	END STATION	4_C_10-15-13	
			(P) Feet	(G) Feet
NB	1027+00.00	1061+68.55	4	2
NB	1073+89.72	1108+97.50	4	2
NB	1113+82.39	1134+38.92	4	2
NB	1139+34.83	1162+84.76	4	2
NB	1168+02.17	1208+82.00	4	2
NB	1213+68.33	1222+67.53	4	2
NB	1227+42.53	1250+00.00	4	2



Section shown in the direction of traffic.

Mainline Jointing:  
Transverse joints: CD at 20' spacing  
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION	4DP_10-19-10	
			(MW) Feet	(G) Feet
NB	1027+00.00	1250+00.00	67-69	

### Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

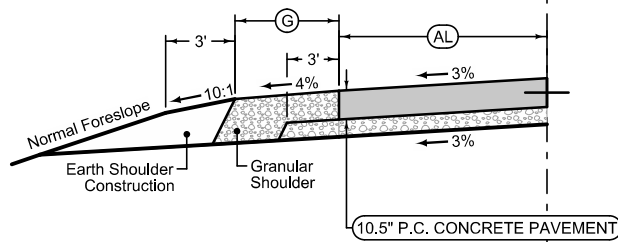
Direction of Travel	BEGIN STATION	END STATION	4_C_10-15-13	
			(P) Feet	(G) Feet
NB	1027+00.00	1250+00.00	4	4

### Auxiliary Lane

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	4_AuxLane_PCC_10-19-10	
			(AL) Feet	(G) Feet
NB	1061+68.55	1062+88.55	0-12	6
NB	1062+88.55	1072+76.72	12	6
NB	1093+71.00	1094+91.00	0-12	6
NB	1094+91.00	1096+41.00	12	6
NB	1108+97.50	1110+17.50	0-12	6
NB	1110+17.50	1112+17.50	12	6
NB	1134+38.92	1135+58.92	0-12	6
NB	1135+58.92	1137+58.92	12	6
NB	1162+84.76	1164+04.76	0-12	6
NB	1164+04.76	1166+04.76	12	6
NB	1208+82.00	1210+02.00	0-12	6
NB	1210+02.00	1212+02.00	12	6
NB	1222+67.53	1223+87.53	0-12	6
NB	1223+87.53	1225+87.53	12	6

### Auxiliary Lane Granular Shoulder



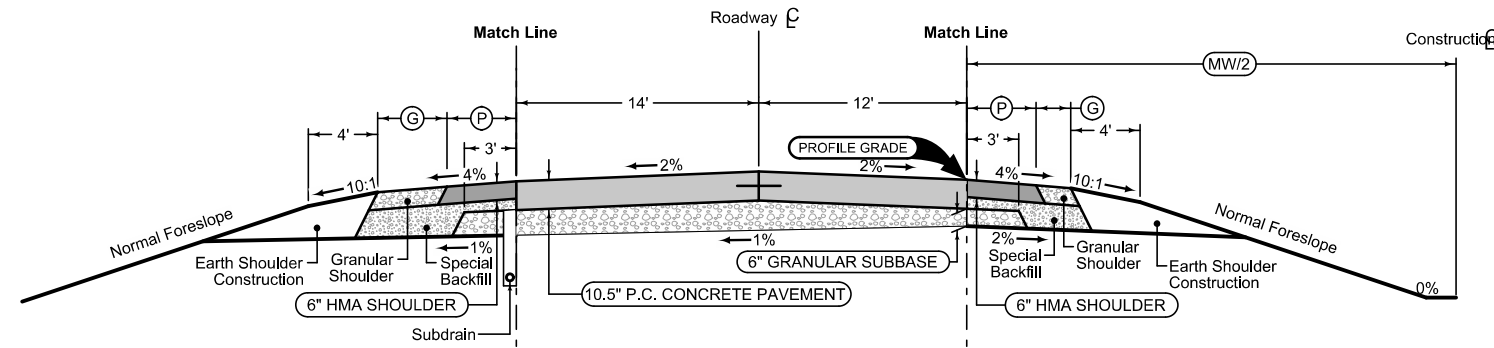
Refer to Tab 100-24 or 100-25 for pavement quantities.  
Refer to Tab 112-9 for shoulder quantities.

**U.S 75 NB**

### Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
SB	18+50.00	249+66.00	4	4



Section shown in the direction of traffic.

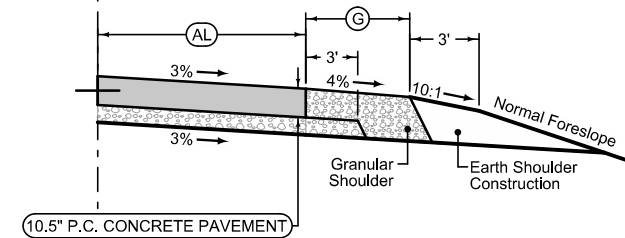
Mainline Jointing:  
Transverse joints: CD at 20' spacing  
Longitudinal joint: L-2

4DP_ 10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
SB	18+50.00	249+66.00	67-69

### Combination Shoulder

Shoulder Jointing:  
Longitudinal joint: B

4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
SB	x	x	4	2



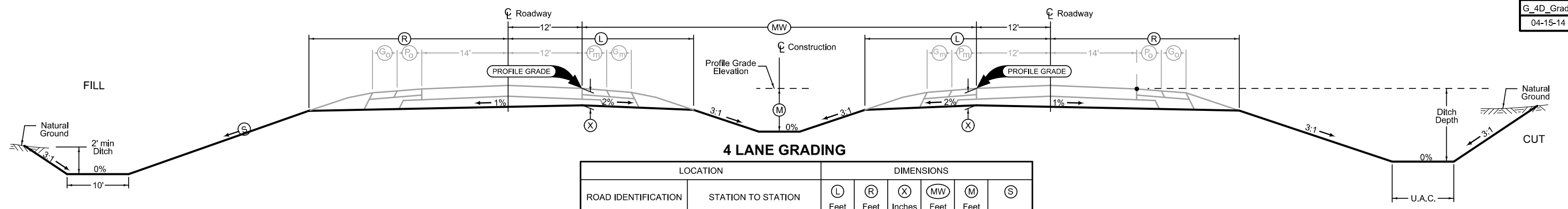
### Auxiliary Lane Granular Shoulder

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

4_AuxLane_PCC_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(G) Feet
SB	69+83.83	75+80.00	12	6
SB	75+80.00	77+00.00	12-0	6

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

**U.S 75 SB**



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

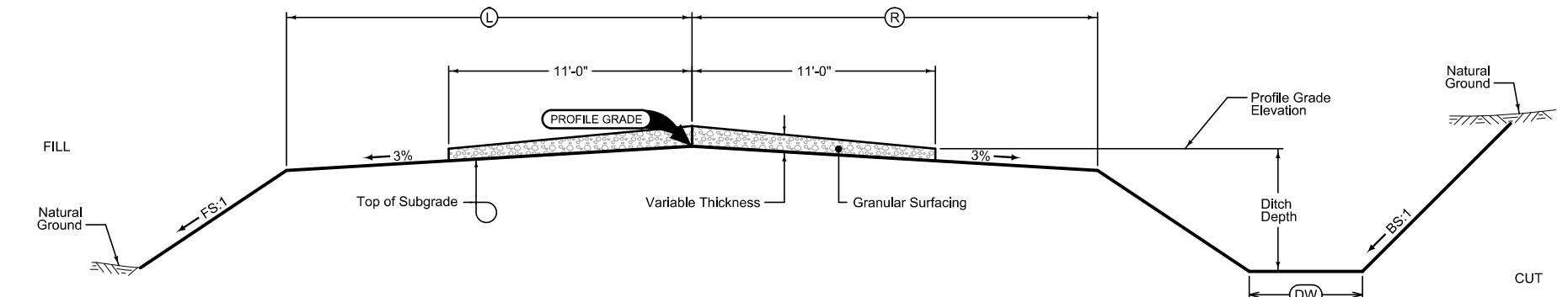
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**4 LANE GRADING**

LOCATION		DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	MW Feet	M Feet	S
U.S. 75 (NBL)	1027+00.00 - 1250+00.00	25.6	27	16.5	67-69	Vari.	
U.S. 75 (SBL)	18+50.00 - 249+66.00	31.4	25.6	16.5	67-69	Vari.	4:1 / 3:1

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	(L)	(R)	FS	BS	(DW)
		Feet	Feet			Feet
Plymouth St	3063+60.00 3065+06.66	12	12	4 or 6	3	3
Main St	3067+40.00 3069+21.80	12	12	3		
Fulton St	3072+05.00 3073+19.60	13	13	4		

G\_2\_GradeGran  
MODIFIED



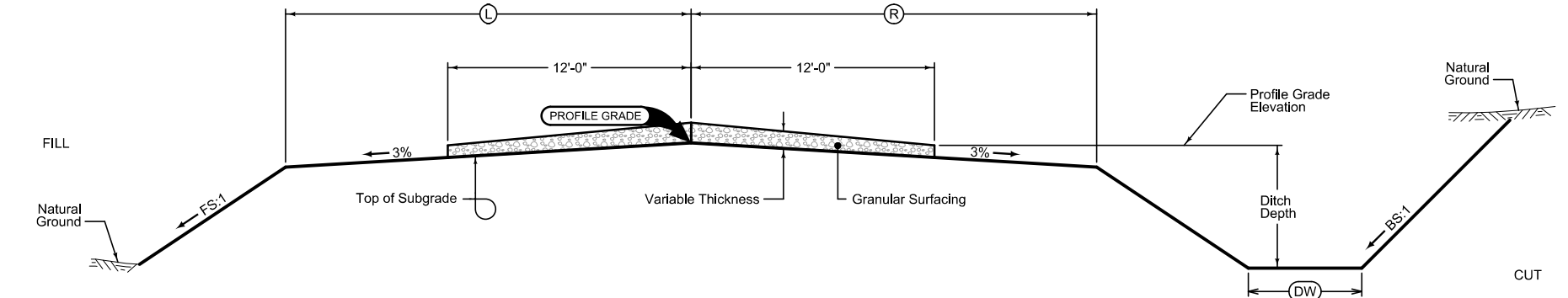
**GRADING AND GRANULAR SURFACING**

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.  
Place Granular Surfacing as follows:  
Grading design application rate is \_\_\_ tons per mile.  
Paving design application rate is \_\_\_ tons per mile.

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	(L)	(R)	FS	BS	(DW)
		Feet	Feet			Feet
325th St	3088+80.00 3096+57.62	13	13	3	3	3
Lone Tree Rd	3137+20.00 3137+89.52	15	15	3	U.A.C.	U.A.C.
Harness Rd	3164+40.00 3166+41.26	13	13	6		

G\_2\_GradeGran  
04-17-12



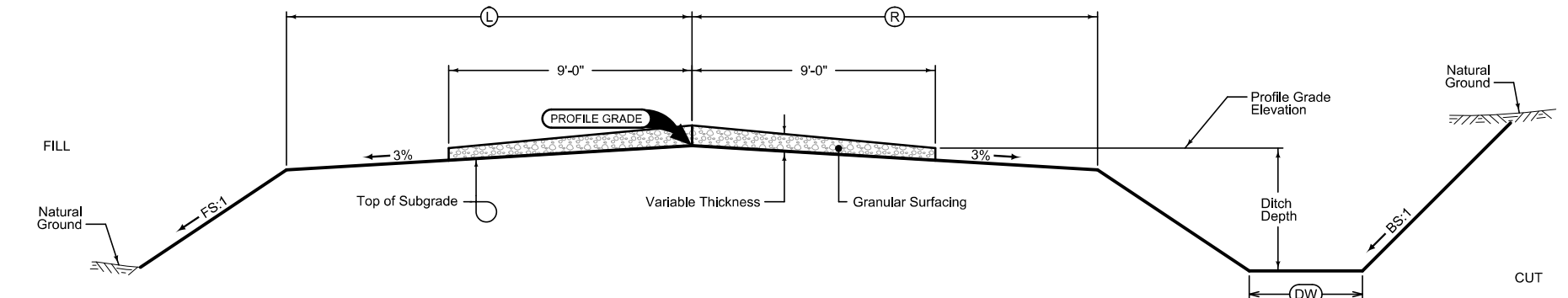
**GRADING AND GRANULAR SURFACING**

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.  
Place Granular Surfacing as follows:  
Grading design application rate is \_\_\_ tons per mile.  
Paving design application rate is \_\_\_ tons per mile.

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	(L)	(R)	FS	BS	(DW)
		Feet	Feet			Feet
2nd St	400+34.90 400+78.00					

G\_2\_GradeGran  
MODIFIED



**GRADING AND GRANULAR SURFACING**

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.  
Place Granular Surfacing as follows:  
Grading design application rate is \_\_\_ tons per mile.  
Paving design application rate is \_\_\_ tons per mile.

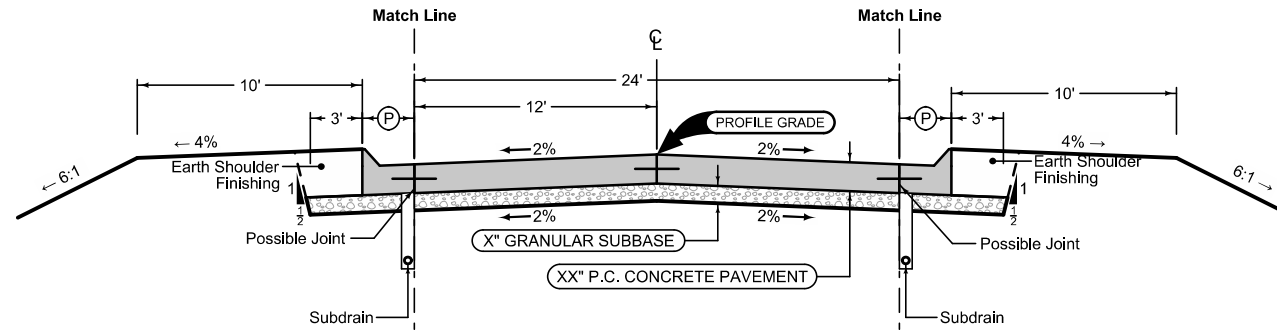


### Curbed Shoulder

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

Single pour: L-2  
 Staged : KT-2  
 Transverse:C at 20' spacing

2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
3210+35.00	3212+20.00	3	6" Standard



Mainline Jointing:  
 Transverse joints: CD at 20' spacing  
 Longitudinal joint: L-2

2P_ 10-19-10	
STATION TO STATION	
3210+35.00	3212+20.00

### Curbed Shoulder

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

Single pour: L-2  
 Staged : KT-2  
 Transverse:C at 20' spacing

2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
3210+35.00	3212+20.00	3	6" Standard

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

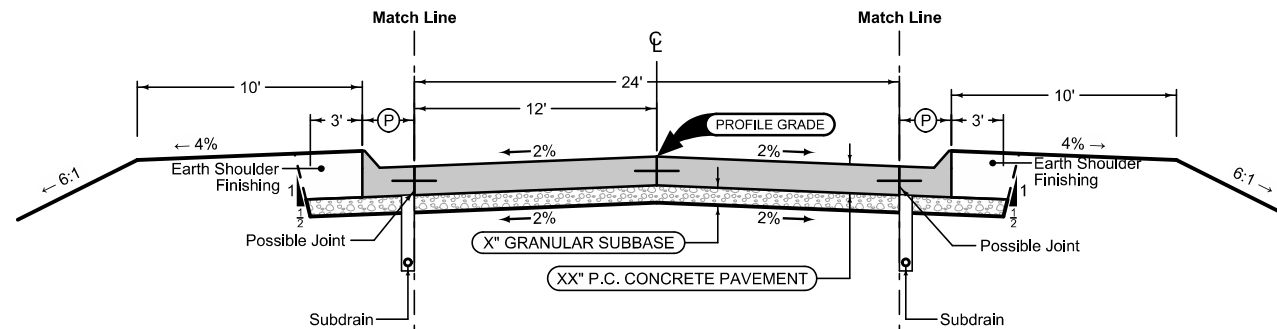
## STARVIEW RD

### Curbed Shoulder

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

Single pour: L-2  
 Staged : KT-2  
 Transverse:C at 20' spacing

2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
3224+15.00	3226+04.75	3	6" Standard



Mainline Jointing:  
 Transverse joints: CD at 20' spacing  
 Longitudinal joint: L-2

2P_ 10-19-10	
STATION TO STATION	
3224+15.00	3226+04.75

### Curbed Shoulder

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

Single pour: L-2  
 Staged : KT-2  
 Transverse:C at 20' spacing

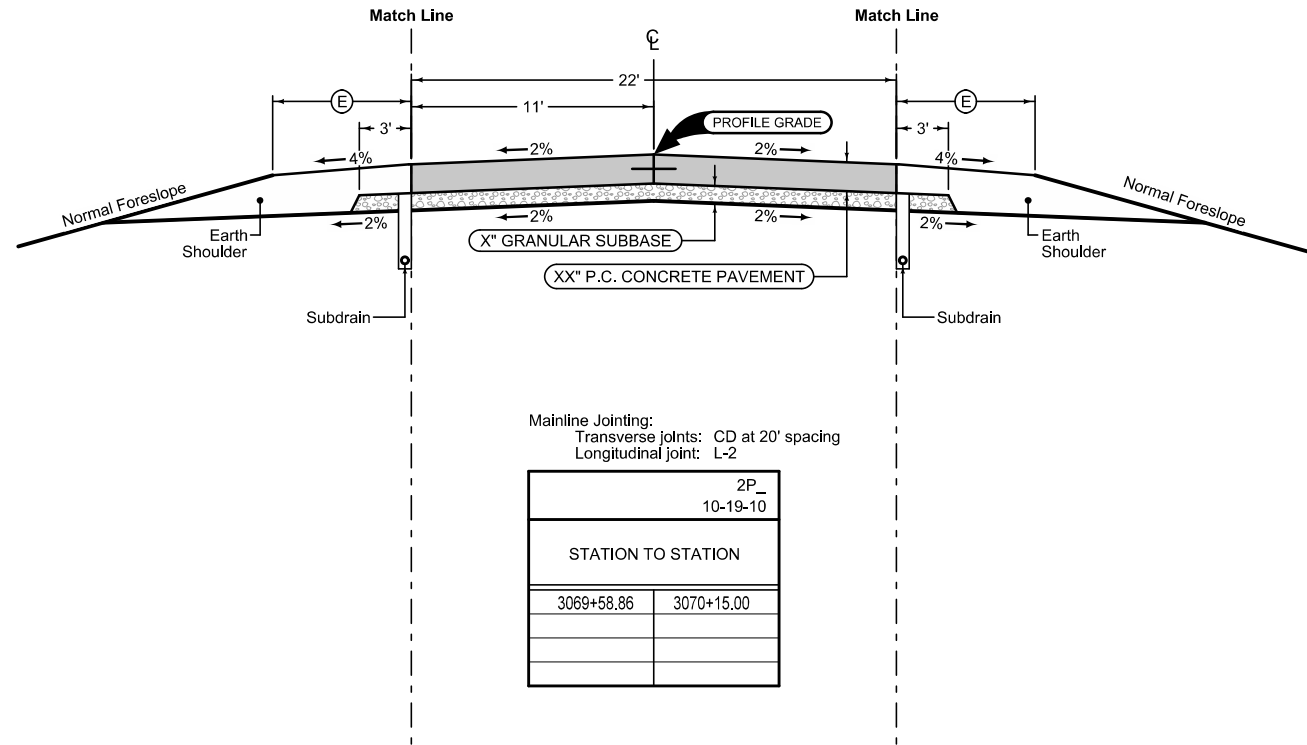
2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
3224+15.00	3226+04.75	3	6" Standard

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

## TITAN RD

**Earth Shoulder**

		2_E_
		10-18-11
STATION TO STATION		(E) Feet
3069+58.86	3070+15.00	2



**Earth Shoulder**

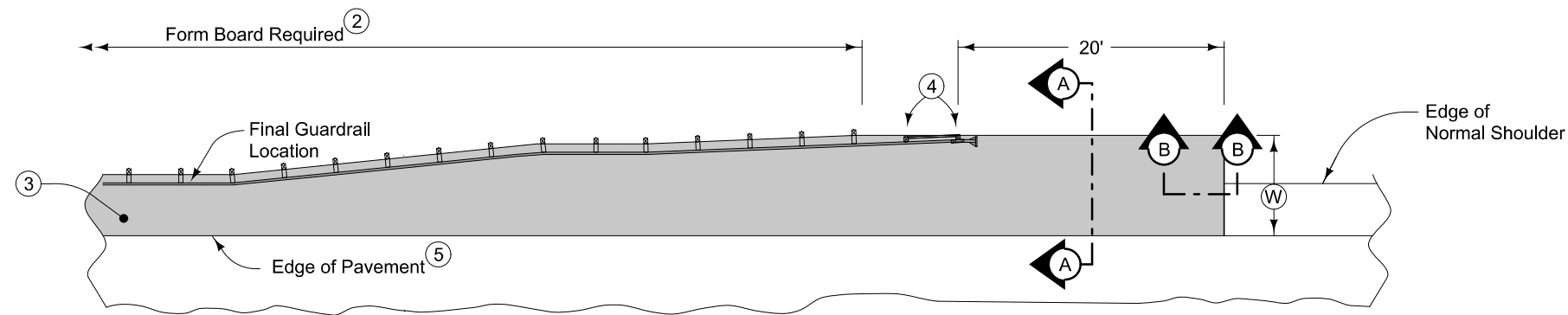
		2_E_
		10-18-11
STATION TO STATION		(E) Feet
3069+58.86	3070+15.00	2

Mainline Jointing:  
 Transverse joints: CD at 20' spacing  
 Longitudinal joint: L-2

		2P_
		10-19-10
STATION TO STATION		
3069+58.86	3070+15.00	

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

**C-70**

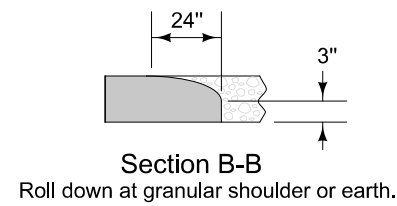
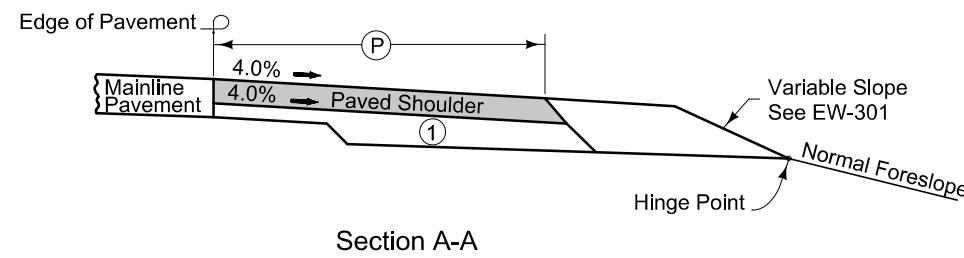
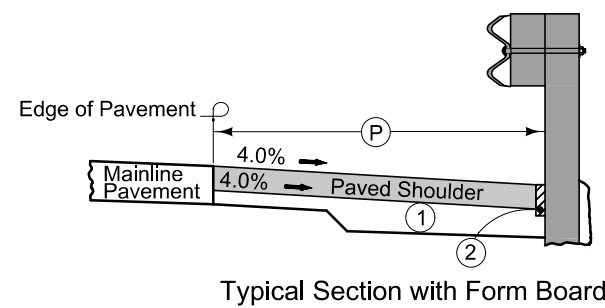


6" HMA Paved Shoulder at guardrail. 7" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at W/2 from edge of mainline pavement when W is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

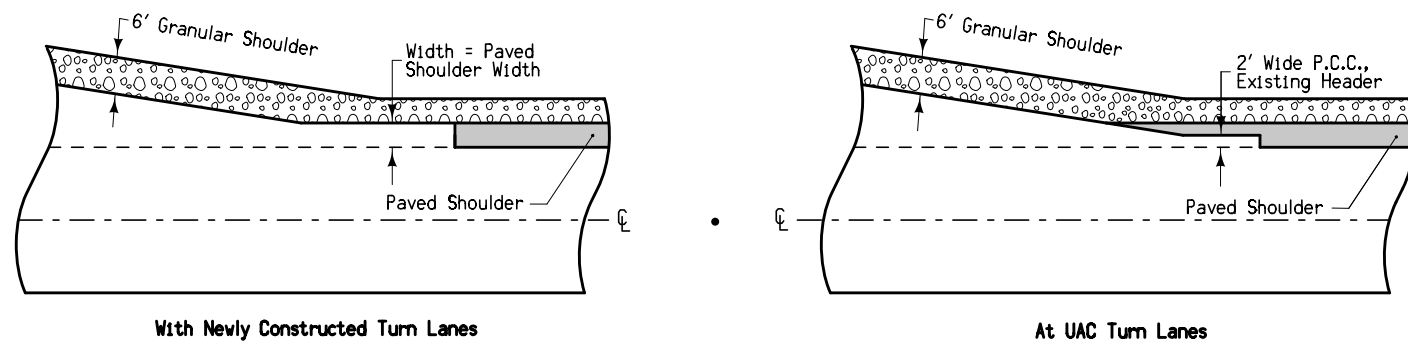
Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal & reinstallation of guardrail will be allowed with no additional payment.

Refer to Shoulder tabulation (112-9) for quantities.



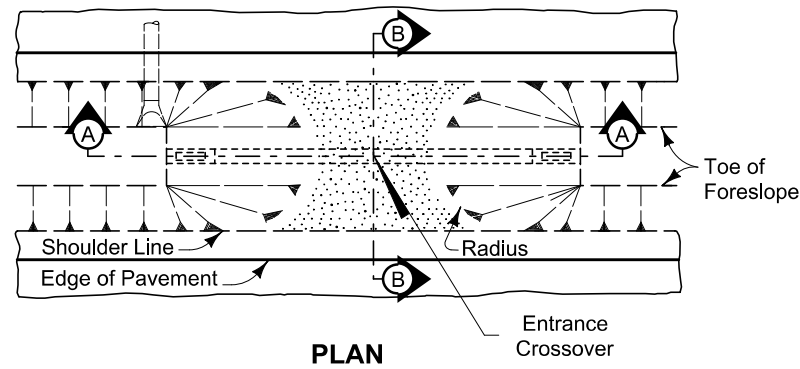
- ① 6" subgrade treatment.
- ② When guardrail posts are installed prior to construction of paved shoulder, nail 1" x 6" untreated form boards along the face of guardrail posts for the length shown. This board is to prevent shoulder material from contacting the sides of the posts and altering the function of the guardrail. Form board not required for final 2 posts.
- ③ Continue paved shoulder to existing paved shoulder or 20' beyond the end of guardrail.
- ④ Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement.
- ⑤ 'KT-1' joint for PCC shoulder.  
'B' joint for HMA shoulder.

PAVED SHOULDER AT GUARDRAIL

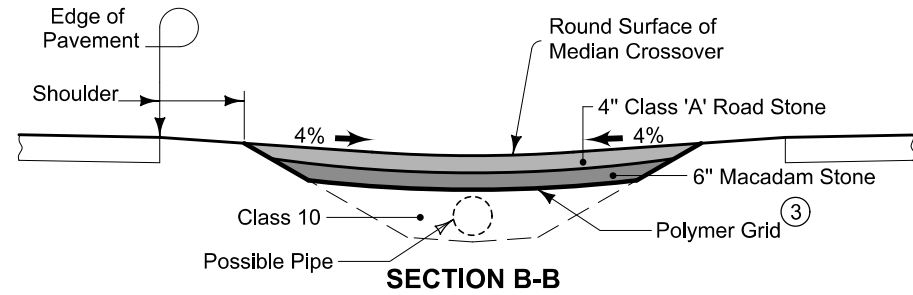
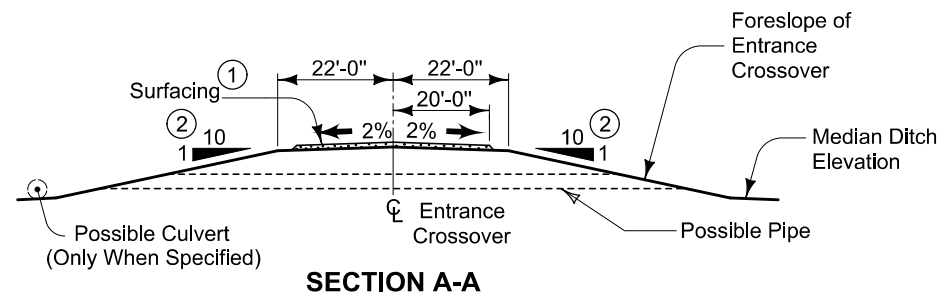


PAVED SHOULDER  
DETAIL AT  
TURN LANES

8101  
MODIFIED



- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
- ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
- ③ Install Polymer Grid between Class 10 and stone material.
- ④ See Standard Road Plan DR-212.



**MEDIAN ENTRANCE CROSSOVER**

Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard ④	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	
U.S. 75 (SBL)	x	x	x	x		-	-	x	
	x	x	x	x		-	-	x	
	x	x	x	x		-	-	x	

### SURVEY SYMBOLS

- DIK Centerline of Dike or Dam
- ENU Edge Unpaved Entrance & Parking
- TEV Evergreen Tree
- TDC Tree Deciduous
- PPA Power Pole Co. 1
- SI Sign
- RR Centerline of Railroad Tracks
- RIP Rip-Rap
- RET Retaining Walls
- FCL Chain Link and Security Fence
- RRS Railroad Signal
- SHR Shrub
- FWD Wood Fence
- HDG Hedge Row
- GDL Guard Rail Steel
- BNK Stream Bank
- EW Edge of Water
- IN Storm Sewer Intake
- HT Electrical Highline Tower
- LUM Luminaire
- MH Utility Access (Manhole)
- FHD Fire Hydrants
- FLG Flag Poles
- IN Storm Sewer Intake
- OUT Tile Outlet
- TIL Tile Line
- INB Storm Sewer Beehive Intake
- MH Utility Access (Manhole)
- DU Centerline Draw or Stream (Up)
- D Centerline Draw or Stream (Down)
- ST1B Storm Sewer Co. 1 - Quality B
- TPD Telephone Pedestal
- PPA Power Pole Co. 1
- EB Electrical Box
- UV Underground Utility Vault
- WV Water Valve
- PR Electric Riser Pole
- LUM Luminaire
- GV Gas Valve
- E3 - EL3D Electric Line Co. 3 - Quality D
- F02 - FO2D Fiber Optic Co. 2 - Quality D
- G-HP - GH1D High Pres Gas Co 1 - Quality D
- F03 - FO3D Fiber Optic Co. 3 - Quality D
- F0 - FO1D Fiber Optic Co. 1 - Quality D
- F04 - FO4D Fiber Optic Co. 4 - Quality D
- E1 - EL1D Electric Line Co. 1 - Quality D

### UTILITY LEGEND

- E3 - Northwest REC - Quality D
- F02 - MCI - Quality D
- G-HP - Midamerican Energy - Quality D
- F03 - Fiber Comm - Quality D
- F0 - Nuetral Path - Quality D
- F04 - Premier Comm - Quality D
- San.(B) - City of Hinton- Quality B
- PPA Midamerican Energy
- E2 - Midamerican Energy - Quality D
- F05 - Century Link - Quality D
- G2 - Petroleum Pipeline - Quality D

### PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	Description
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.	Description	
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.	Description
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

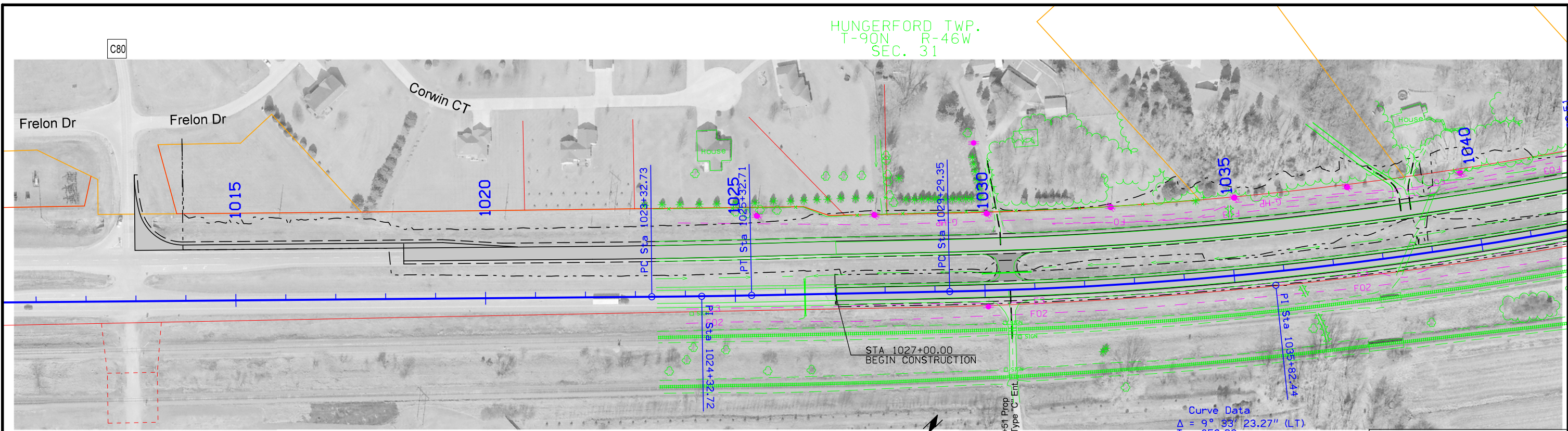
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

### RIGHT-OF-WAY LEGEND

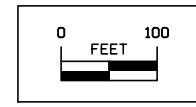
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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



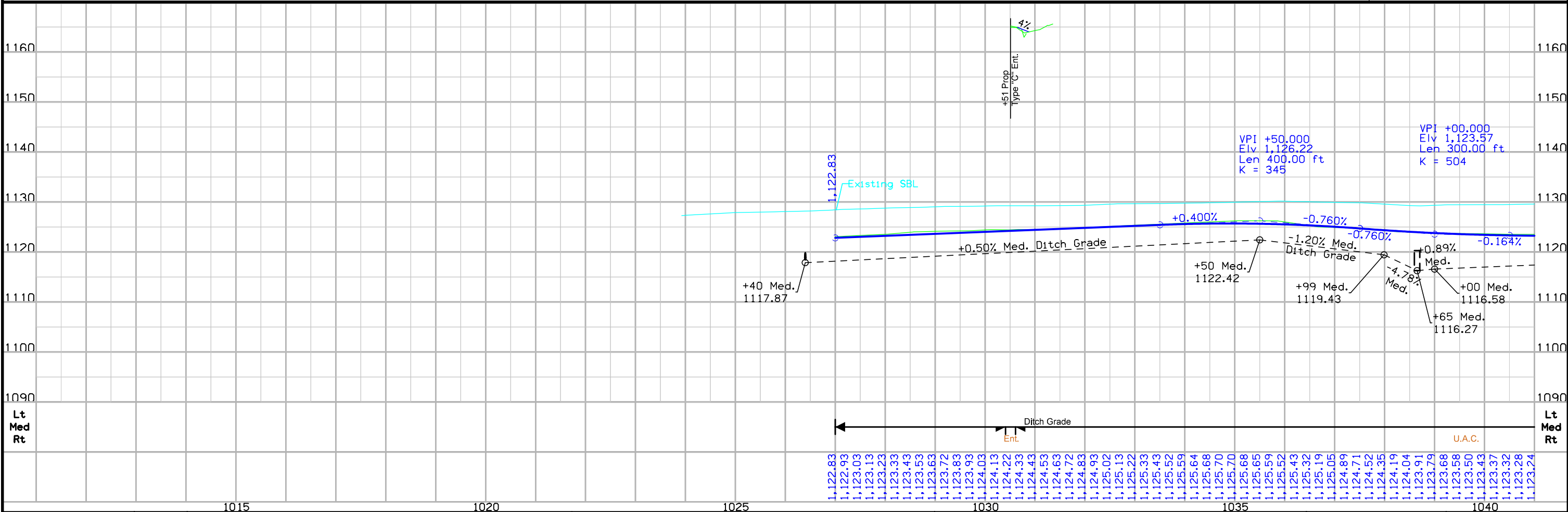
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 $e = NC$

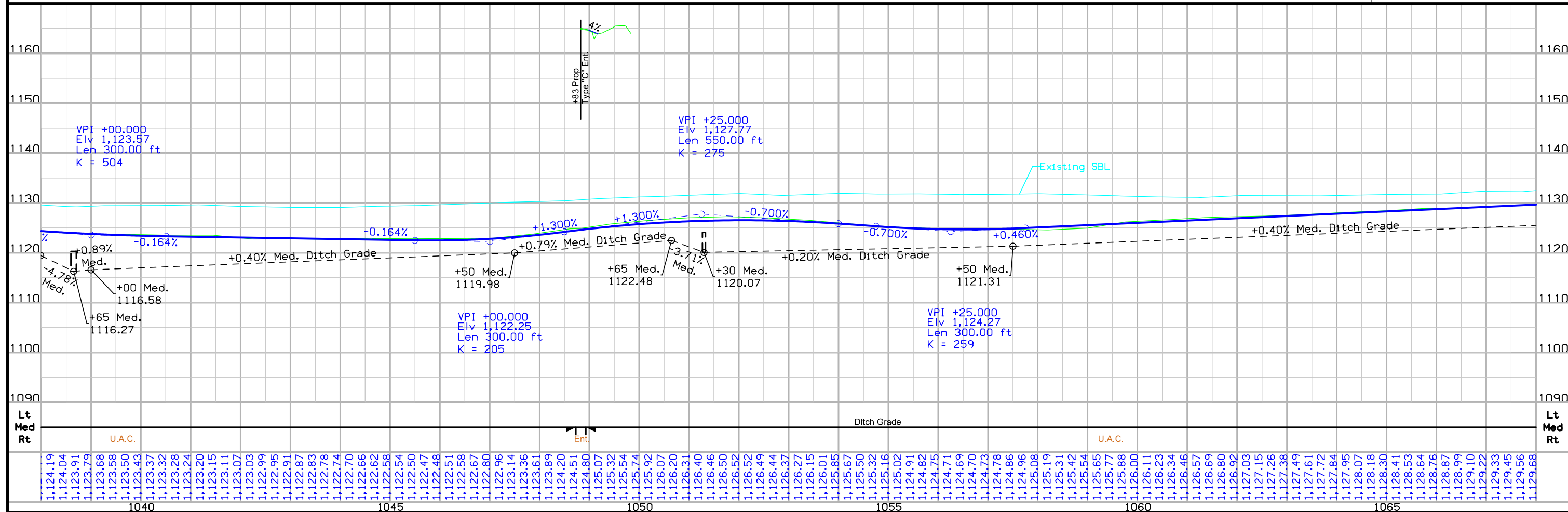
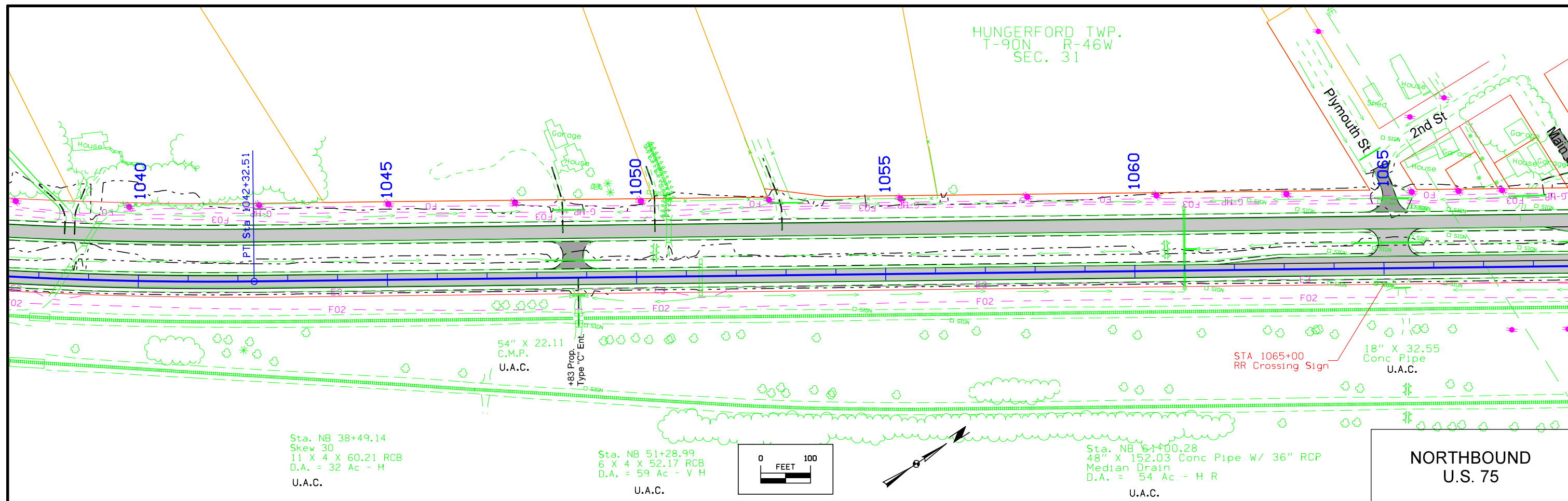


Sta. 26+39.76  
 24 X 62.43 Conc Pipe  
 D.A. = Median Only Ac - F  
 U.A.C.

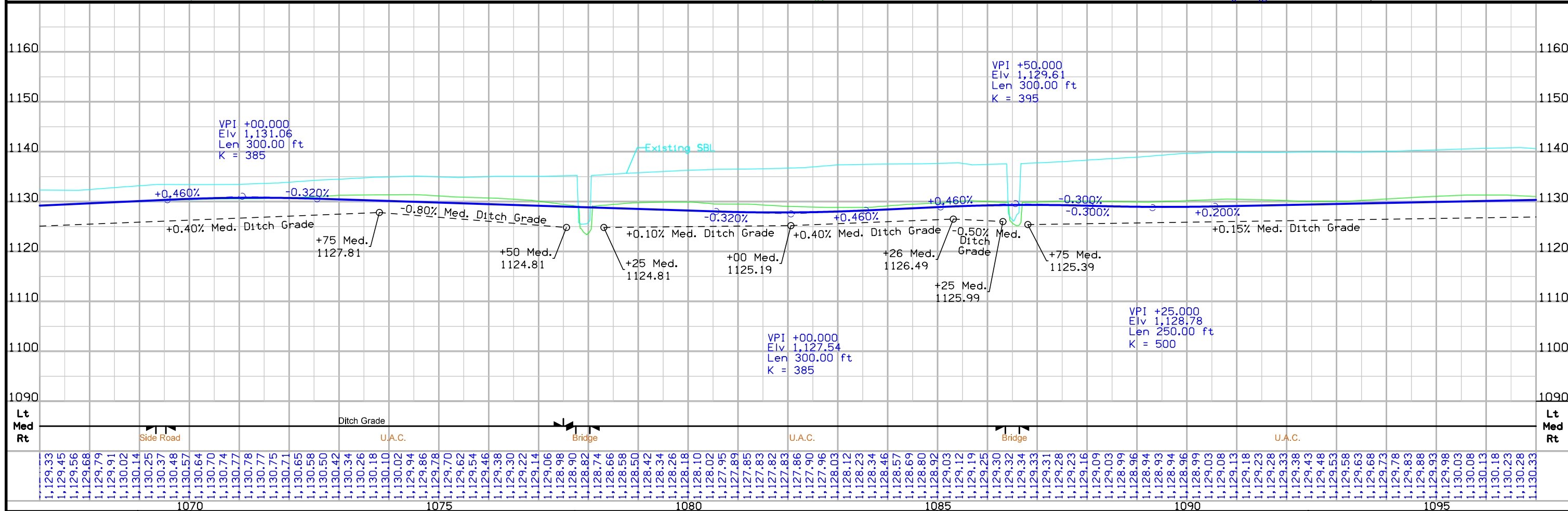
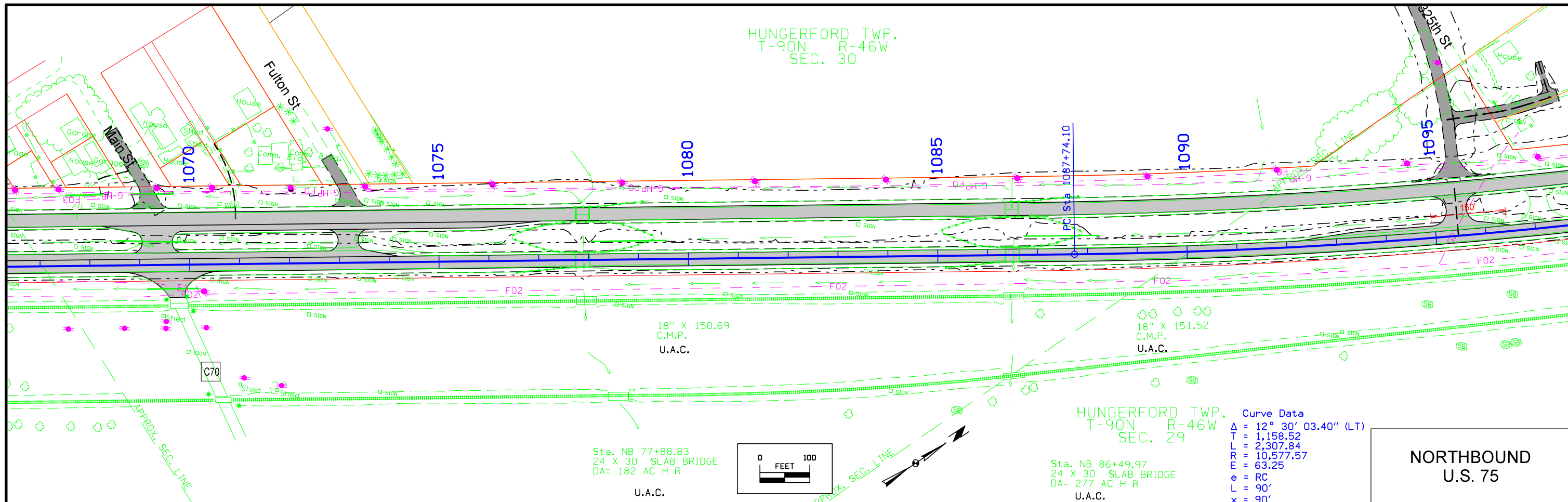
Curve Data  
 $\Delta = 9^\circ 33' 23.27''$  (LT)  
 $T = 653.09$   
 $L = 1,303.15$   
 $RR = 7,813.04$   
 $E = 27.25$   
 $e = 2.6\%$   
 $L = 117'$   
 $x = 90'$

**NORTHBOUND  
 U.S. 75**



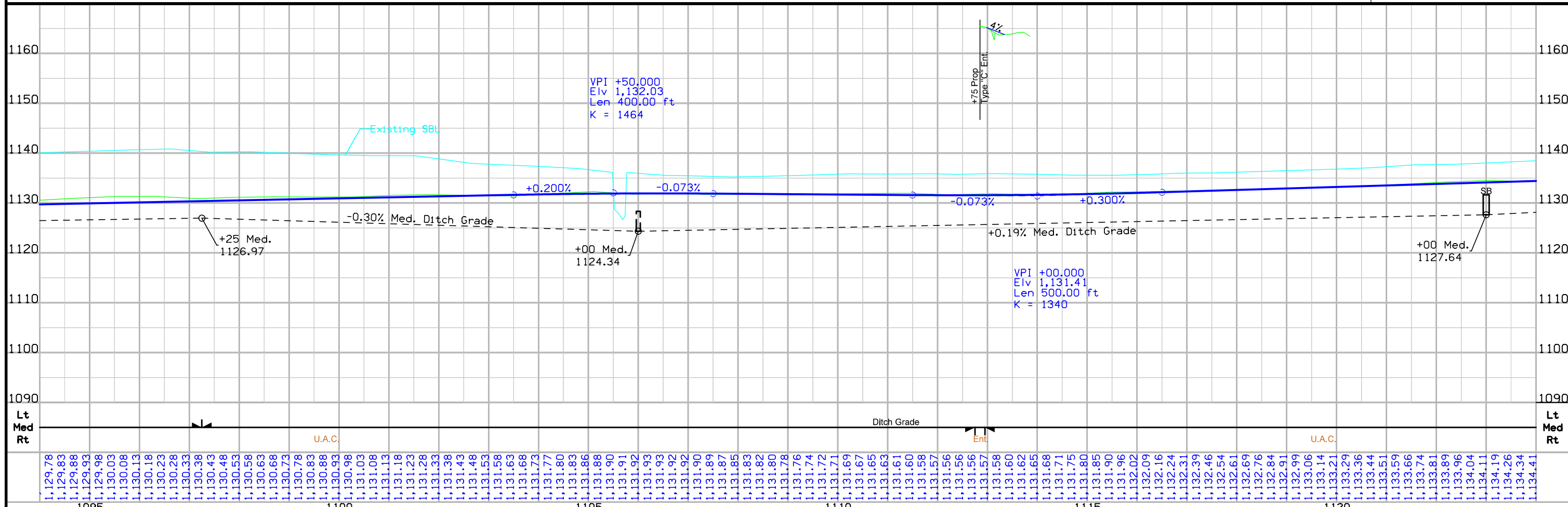
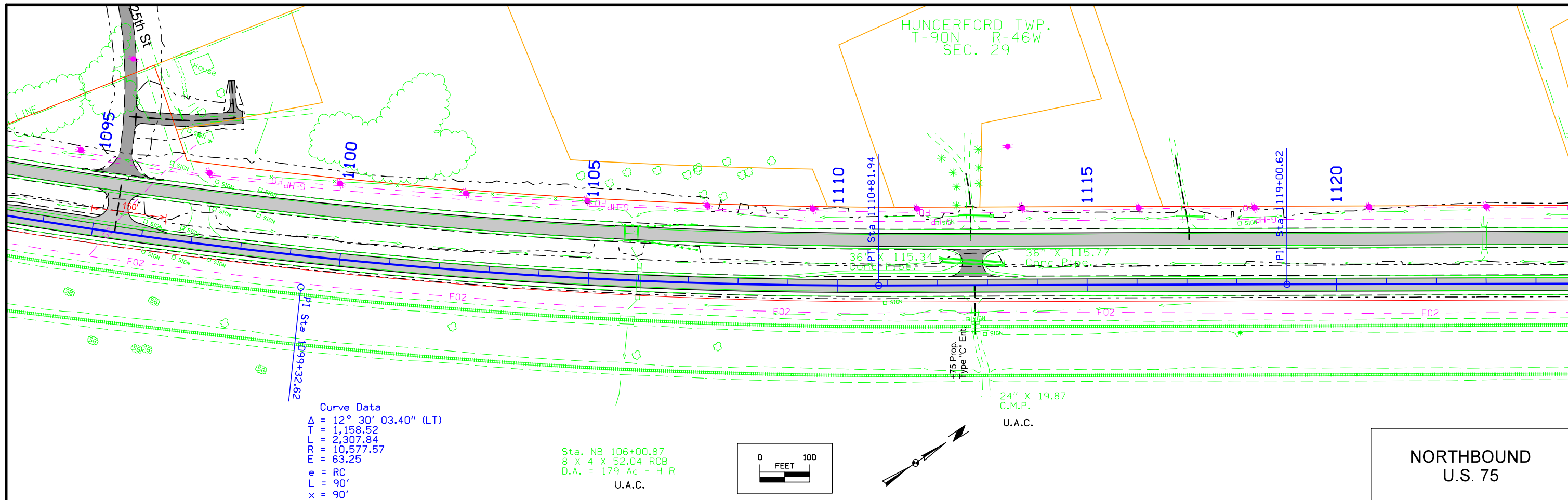


FILE NO.	ENGLISH	DESIGN TEAM	Holst \ Strum \ Janus	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(95)--3H-75	SHEET NUMBER	D.3
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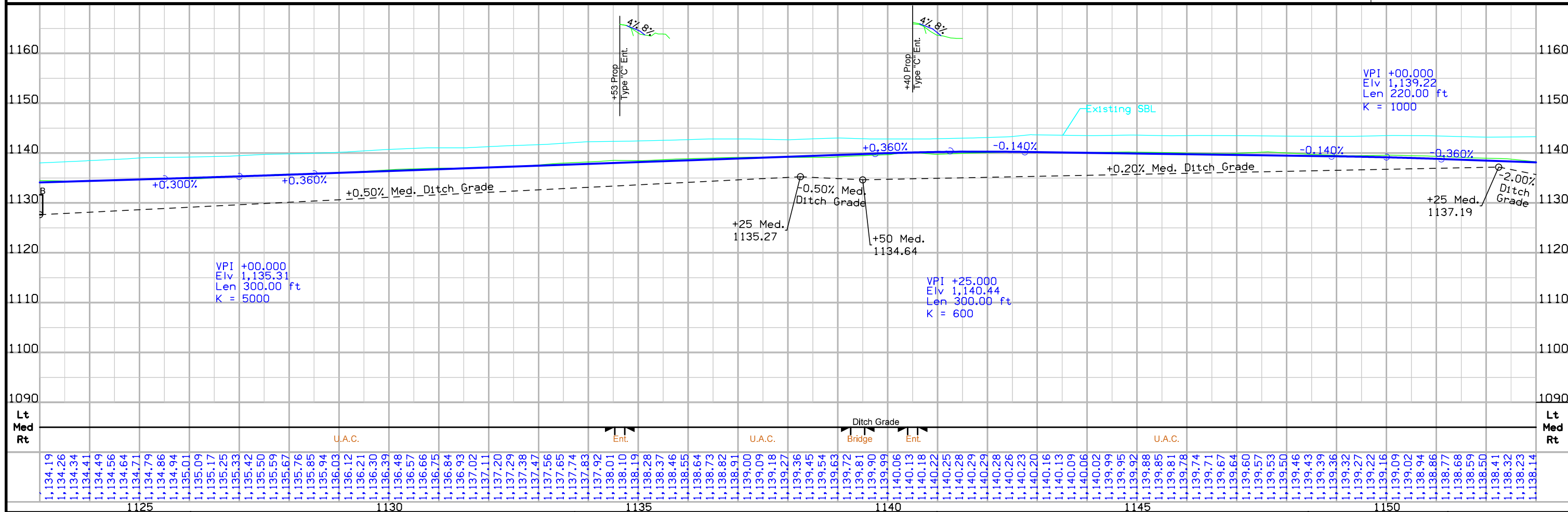
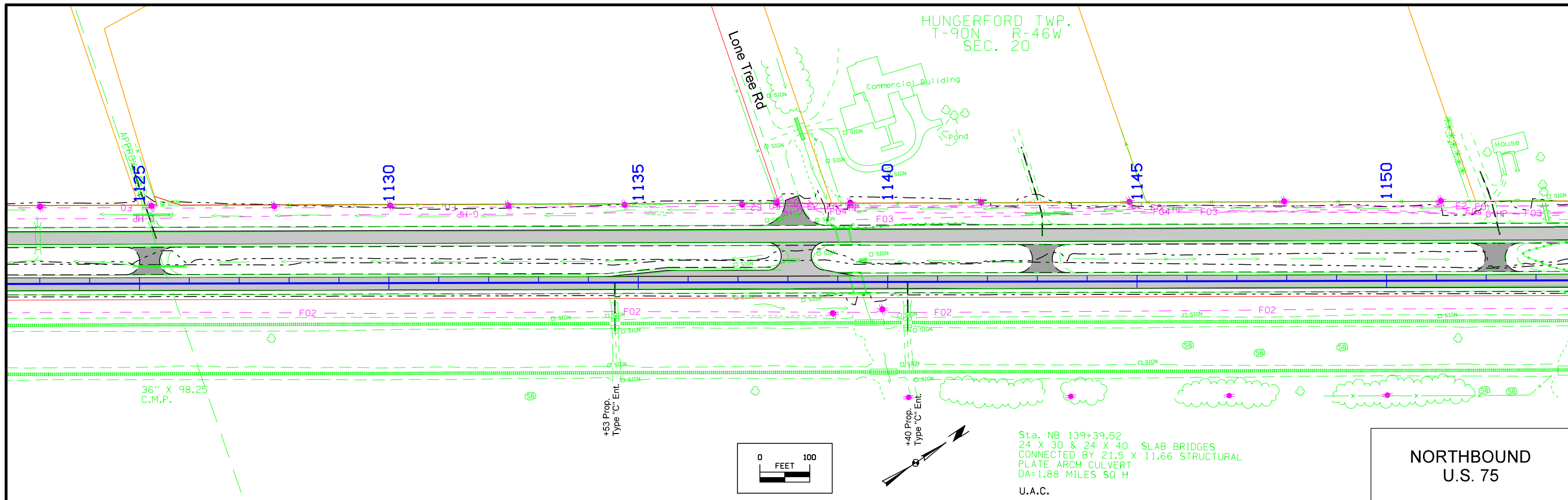


FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
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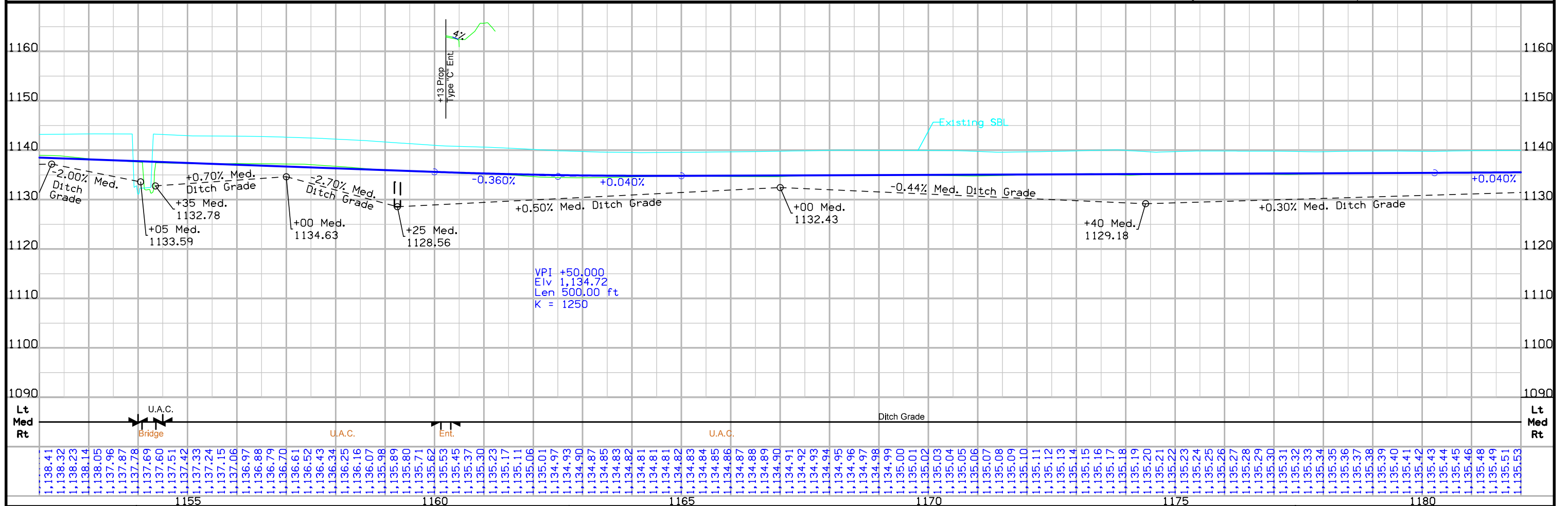
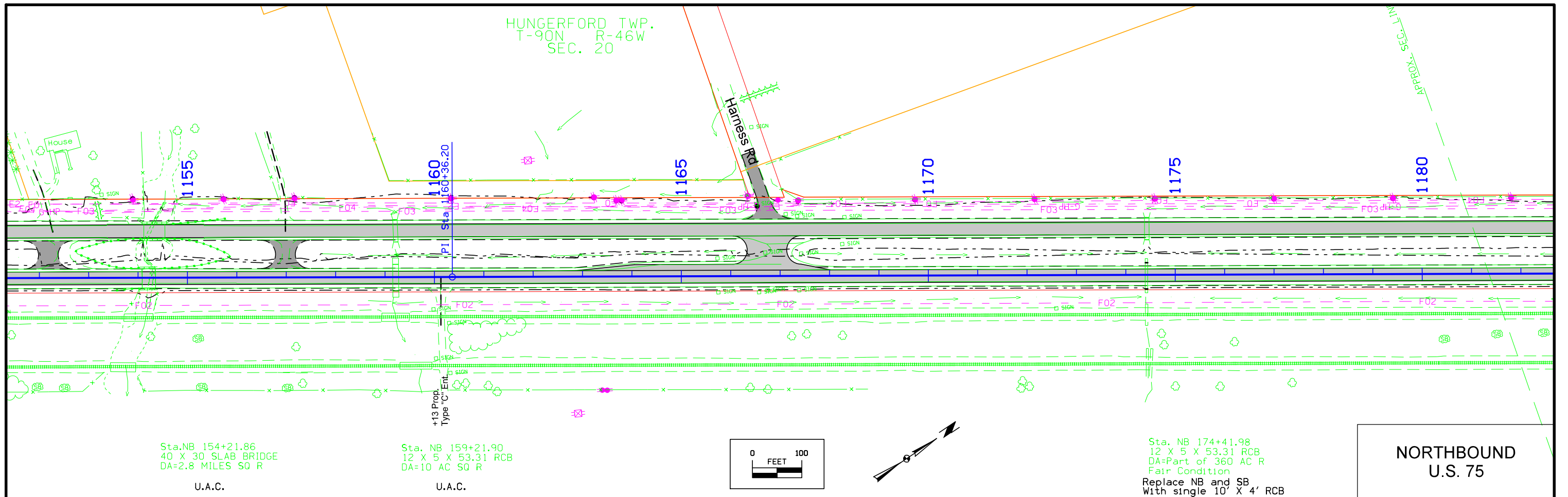


FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.5



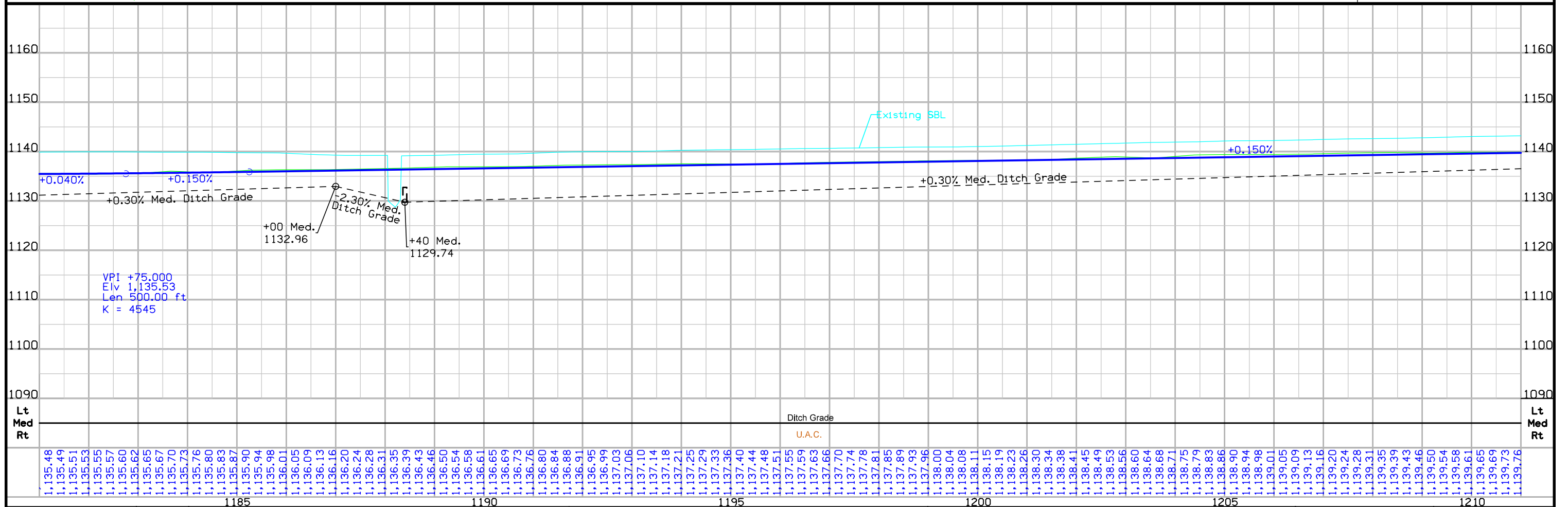
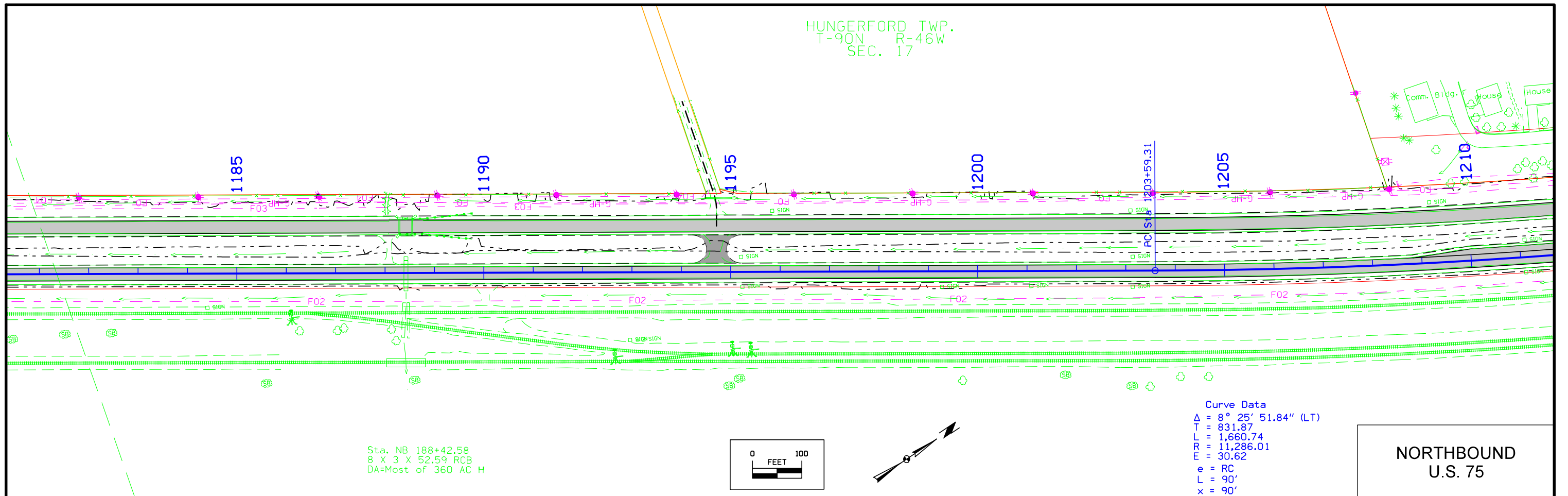
FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
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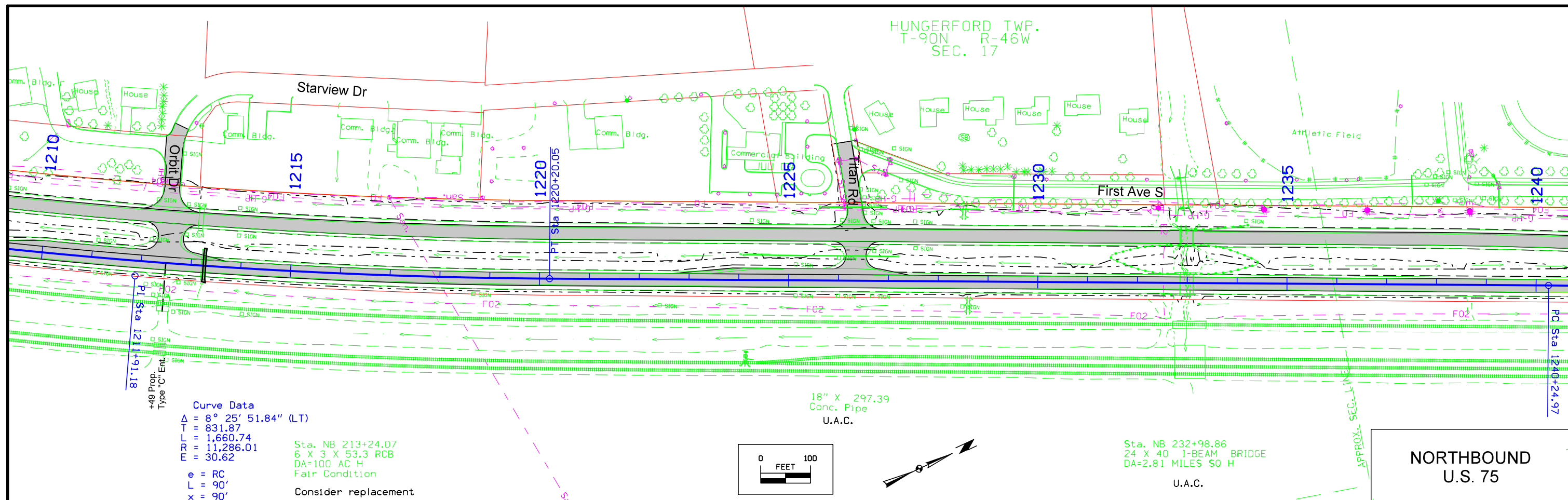
HUNGERFORD TWP.  
T-90N R-46W  
SEC. 20



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.7

HUNGERFORD TWP.  
T-90N R-46W  
SEC. 17

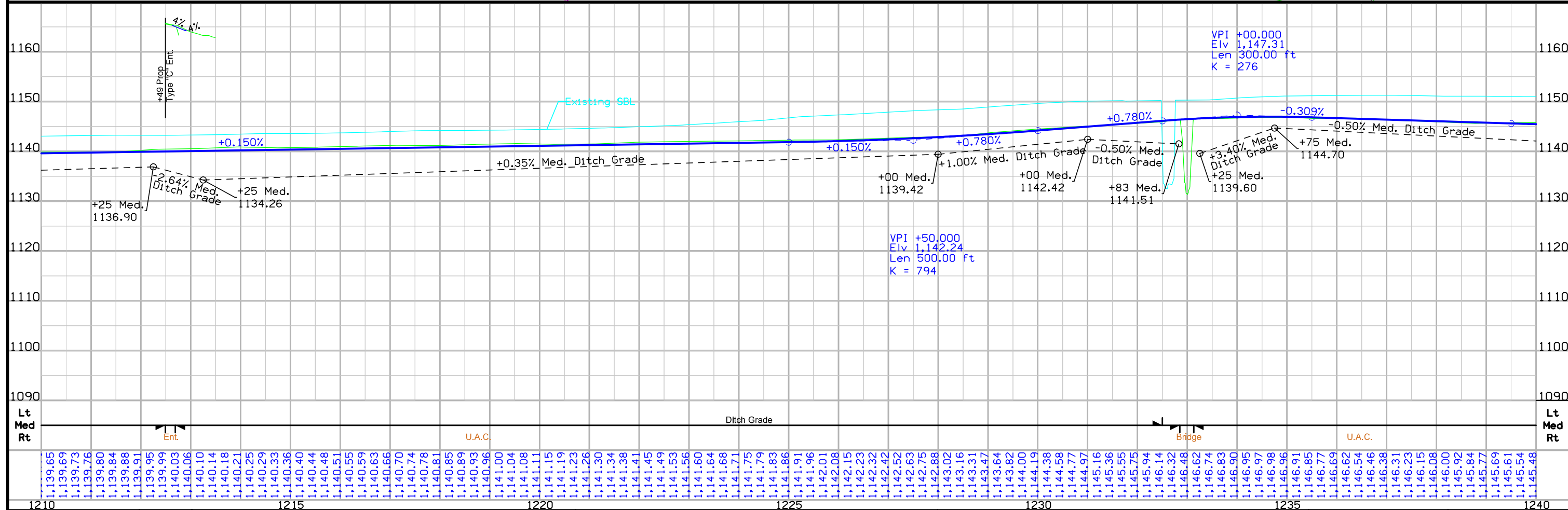




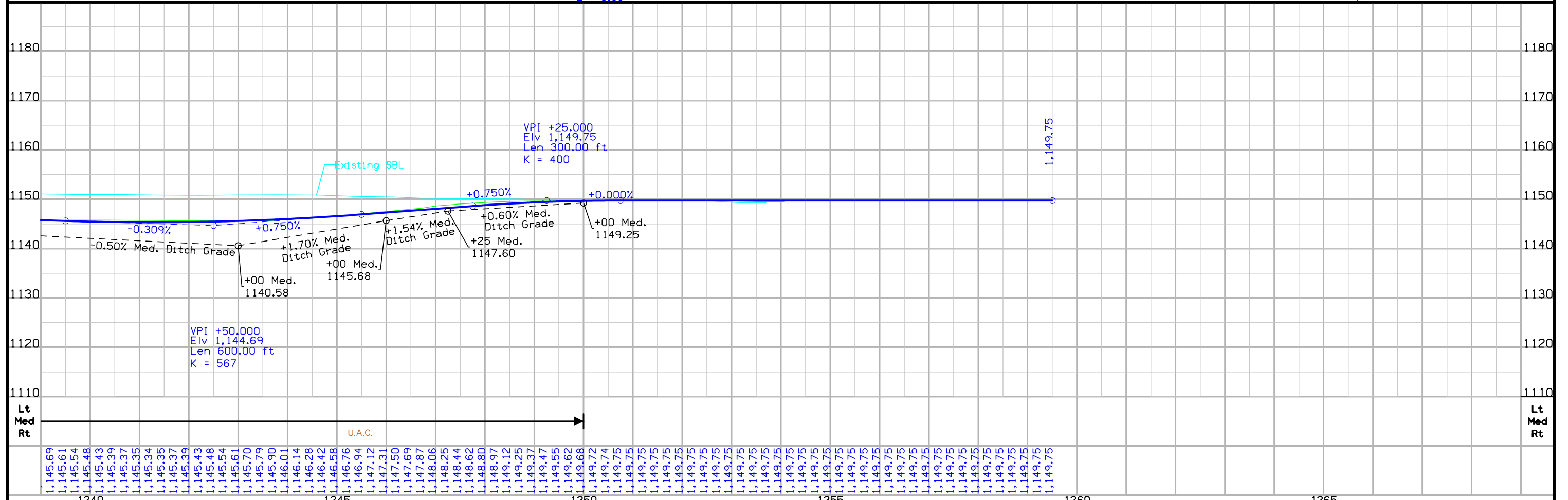
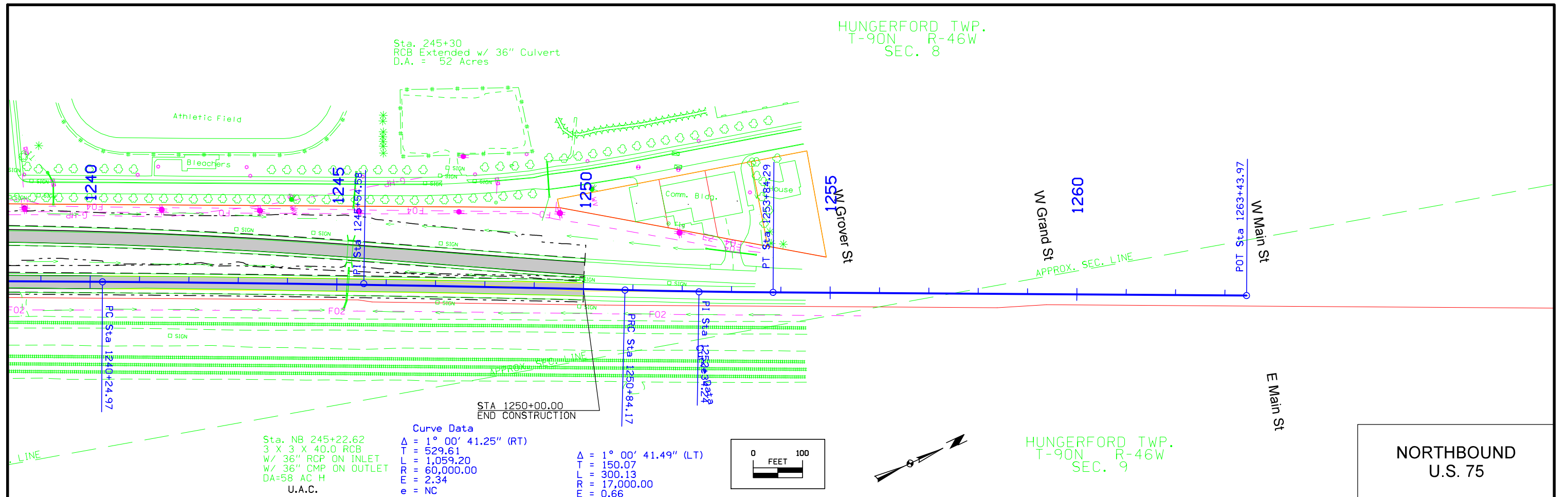
**Curve Data**  
 $\Delta = 8^\circ 25' 51.84''$  (LT)  
 $T = 831.87$   
 $L = 1,660.74$   
 $ERR = 11,286.01$   
 $E = 30.62$   
 $e = RC$   
 $L = 90'$   
 $x = 90'$   
 Sta. NB 213+24.07  
 6 X 3 X 53.3 RCB  
 DA=100 AC H  
 Fair Condition  
 Consider replacement

Sta. NB 232+98.86  
 24 X 40 I-BEAM BRIDGE  
 DA=2.81 MILES SQ H  
 U.A.C.

**NORTHBOUND**  
**U.S. 75**



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.9



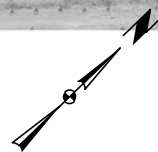
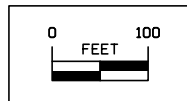
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		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.10

C80

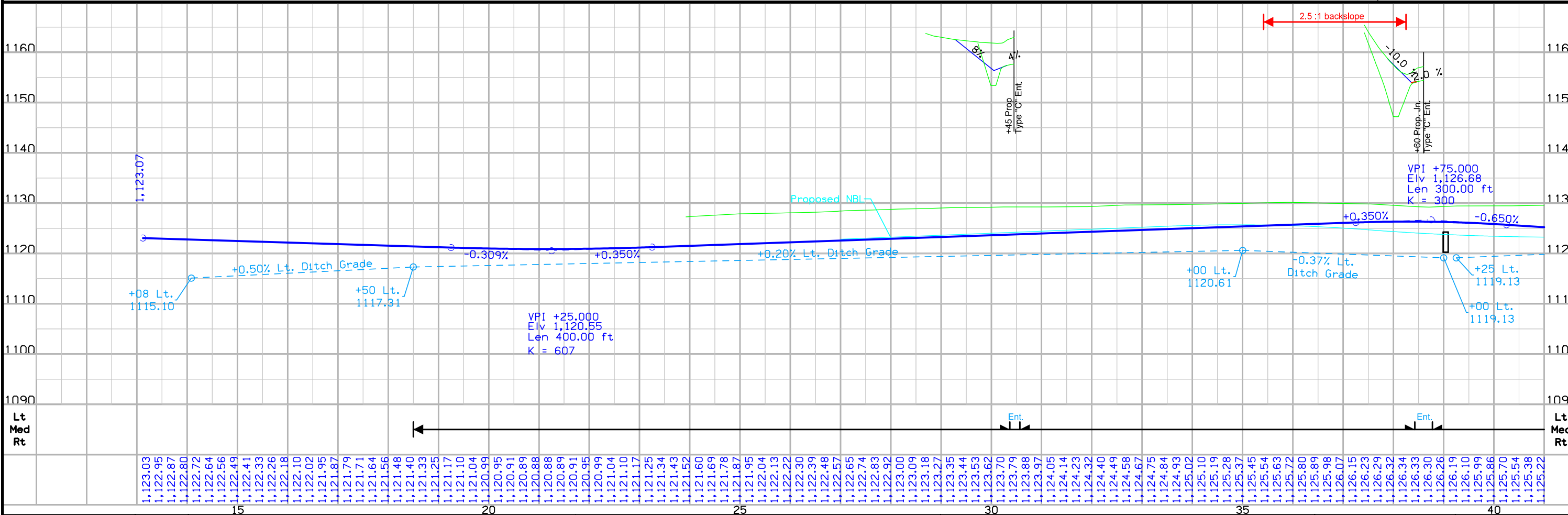
Curve Data  
 $\Delta = 1^\circ 05' 27.19''$  (LT)  
 $T = 175.00$   
 $L = 349.99$   
 $R = 18,382.25$   
 $E = 0.83$

HUNGERFORD TWP.  
 T-90N R-46W  
 SEC. 31

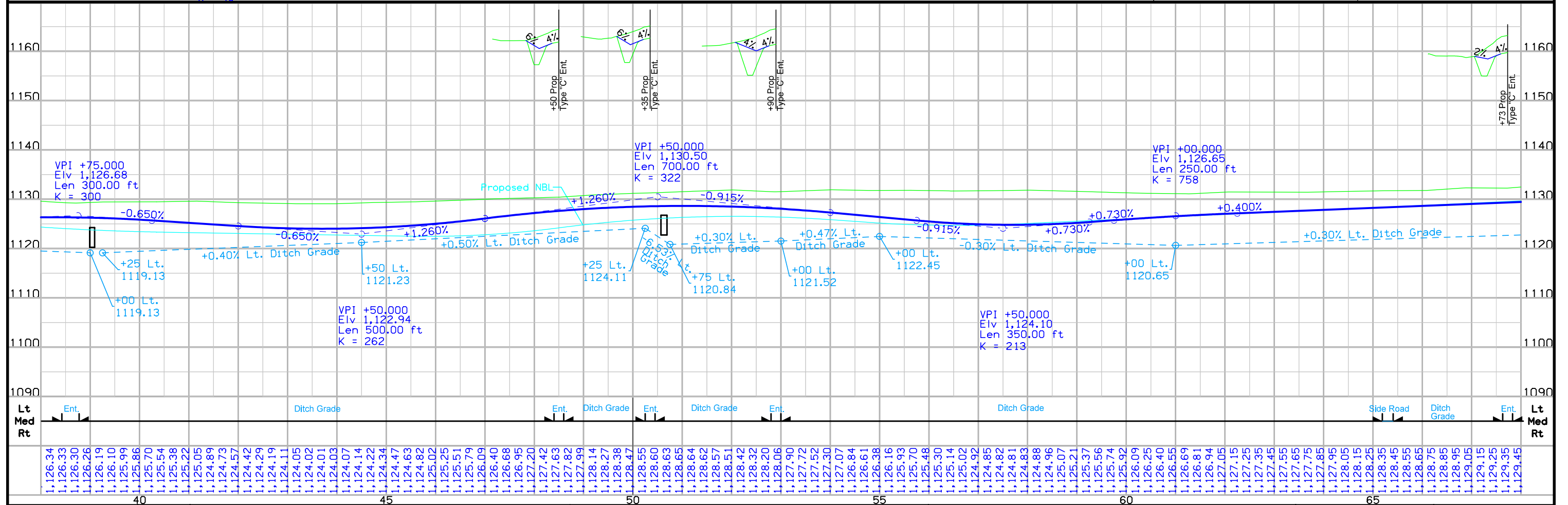
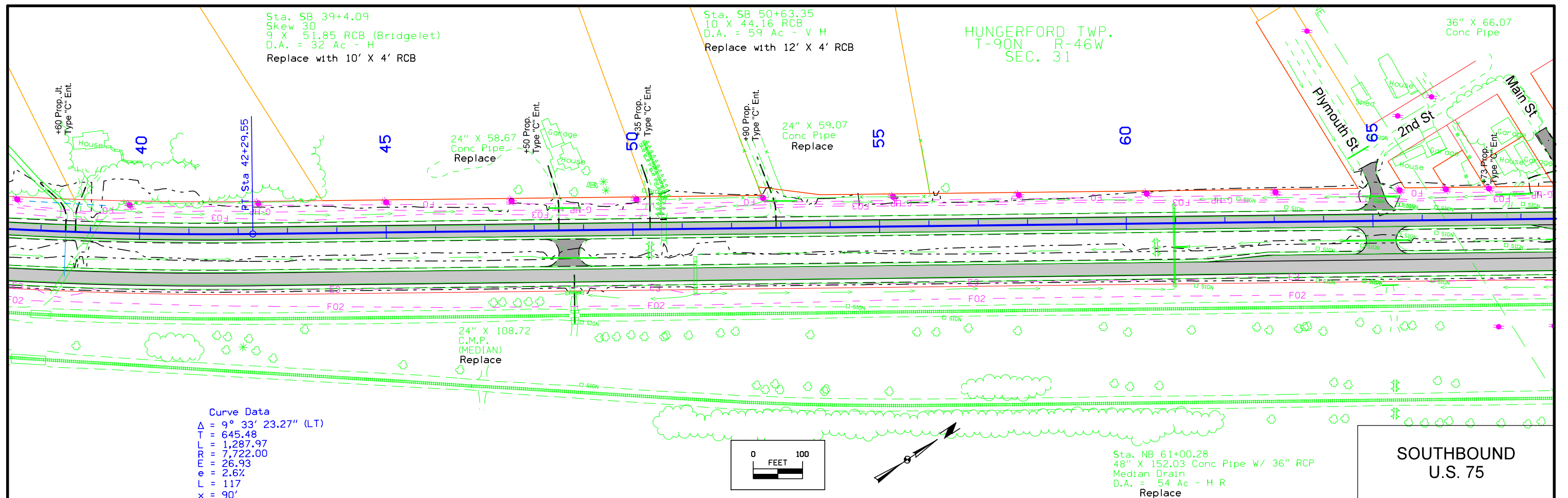
Curve Data  
 $\Delta = 9^\circ 33' 23.27''$  (LT)  
 $T = 645.48$   
 $L = 1,287.97$   
 $R = 7,722.00$   
 $E = 26.93$   
 $F = 2.6\%$   
 $G = 117$   
 $X = 90'$



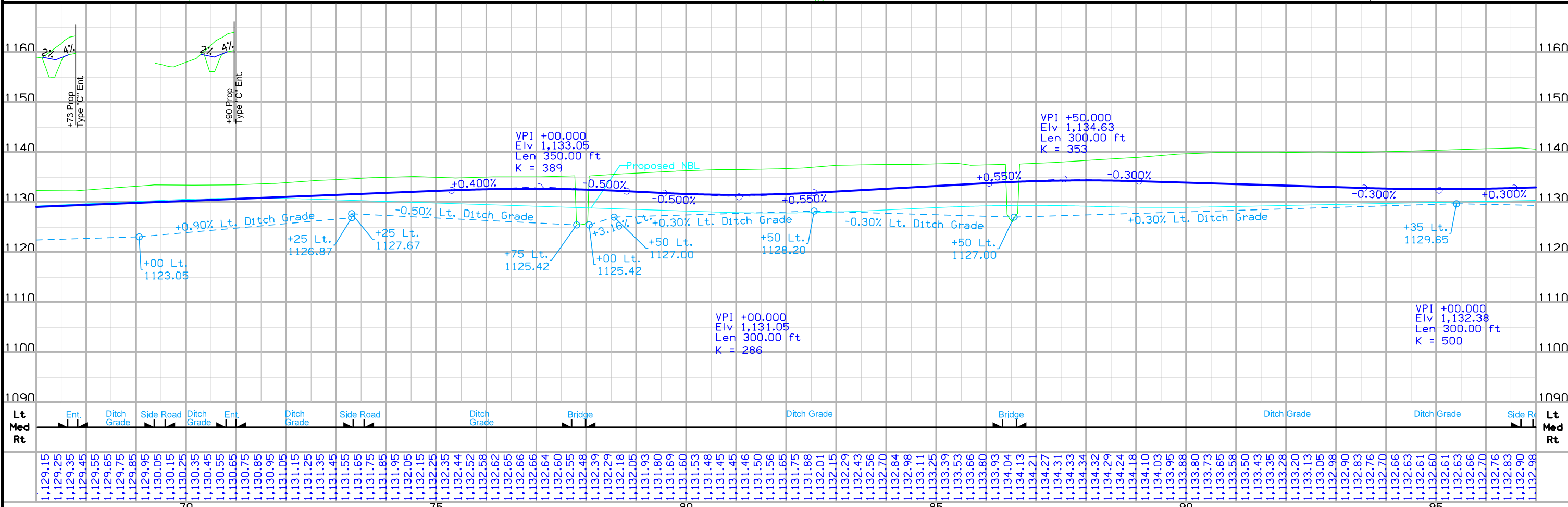
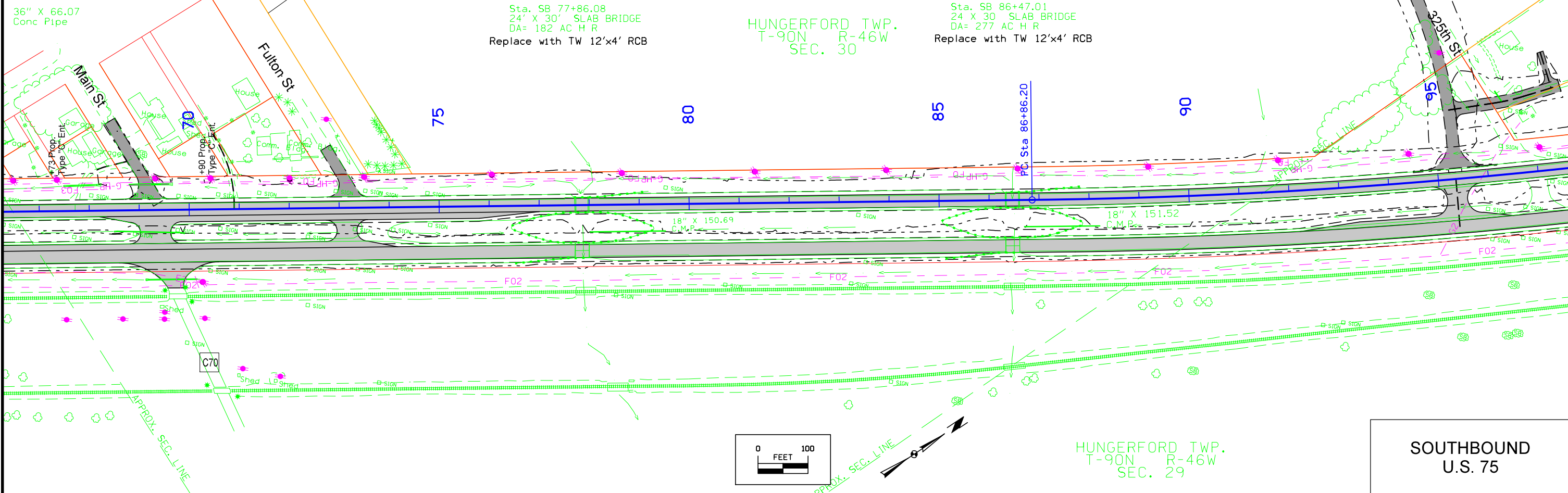
**SOUTHBOUND  
 U.S. 75**



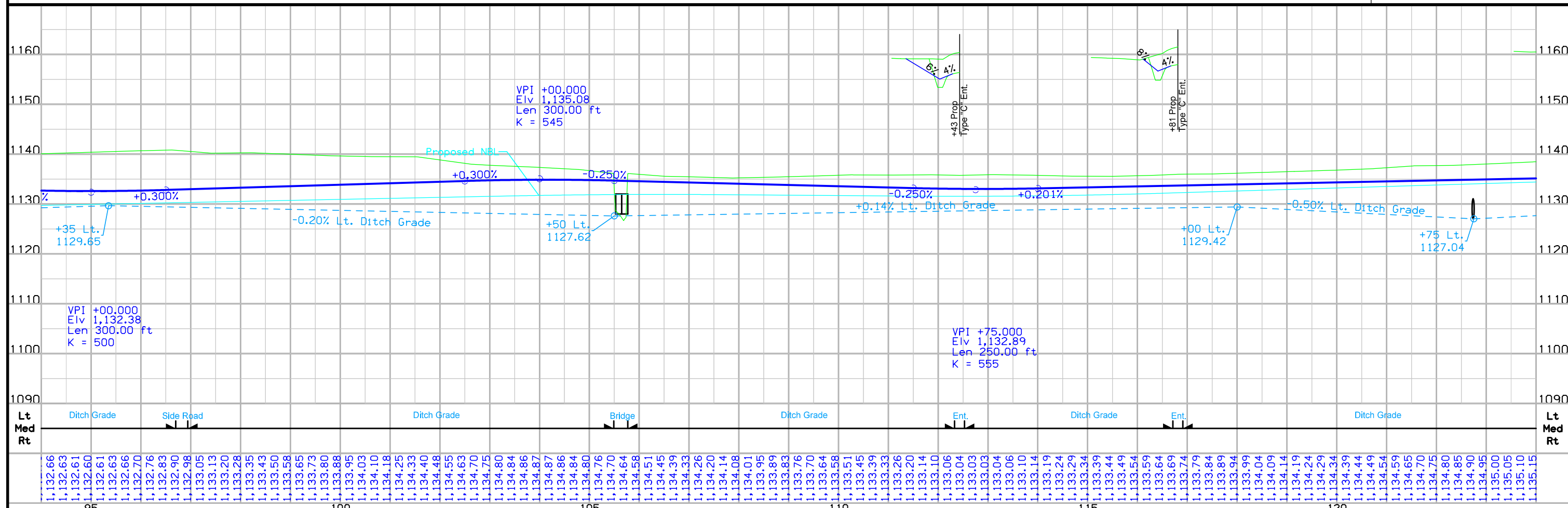
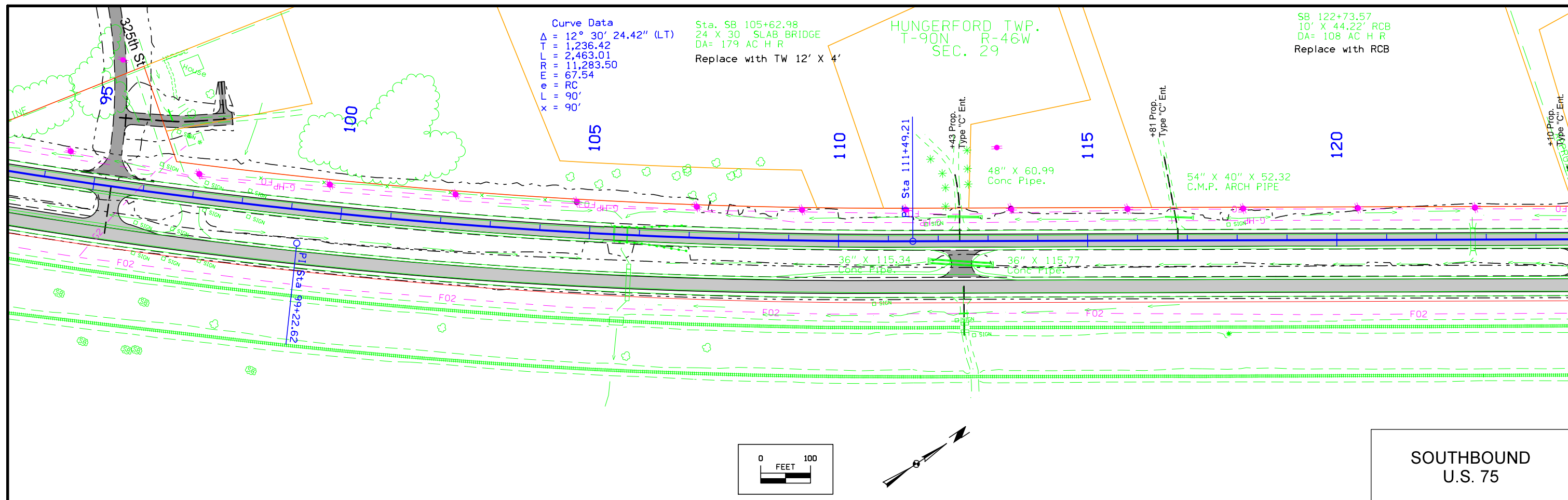
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		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.11







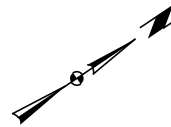
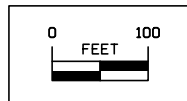
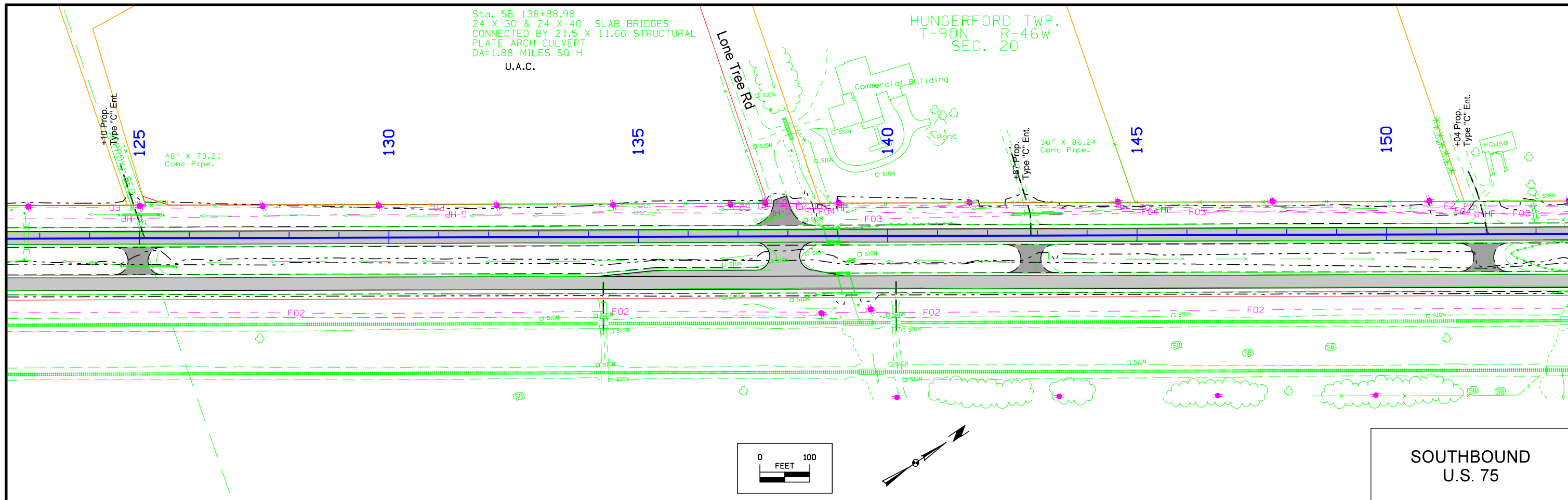
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		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.13



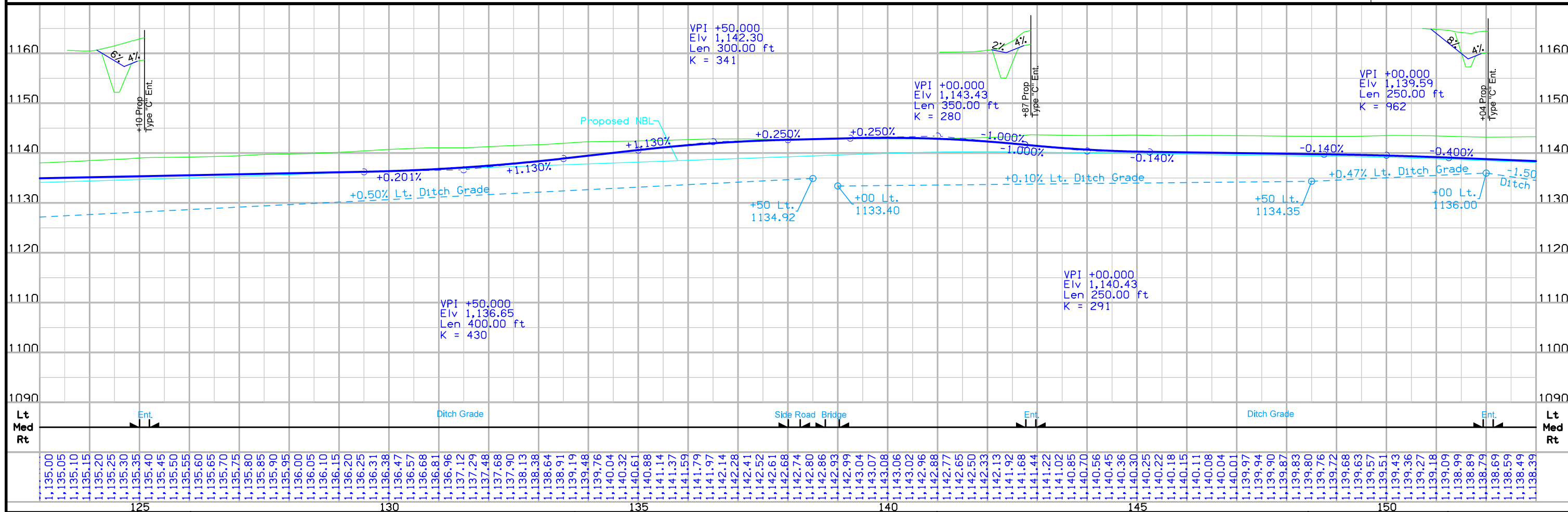
FILE NO.	ENGLISH	DESIGN TEAM	Holst \ Strum \ Janus	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(95)--3H-75	SHEET NUMBER	D.14
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Sta. SB 138+88.98  
 24 X 30 & 24 X 40 SLAB BRIDGES  
 CONNECTED BY 21.5 X 11.66 STRUCTURAL  
 PLATE ARCH CULVERT  
 DA=1.88 MILES SQ H  
 U.A.C.

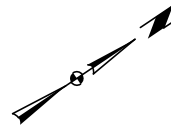
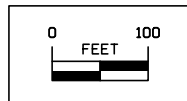
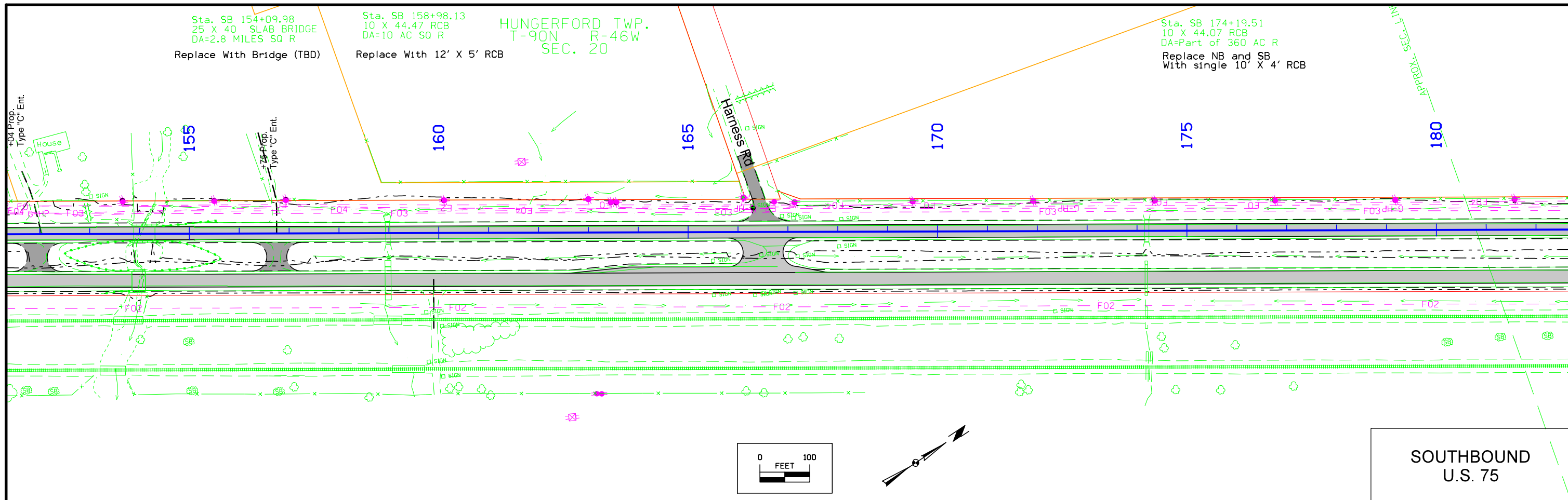
HUNGERFORD TWP.  
 T-90N R-46W  
 SEC. 20



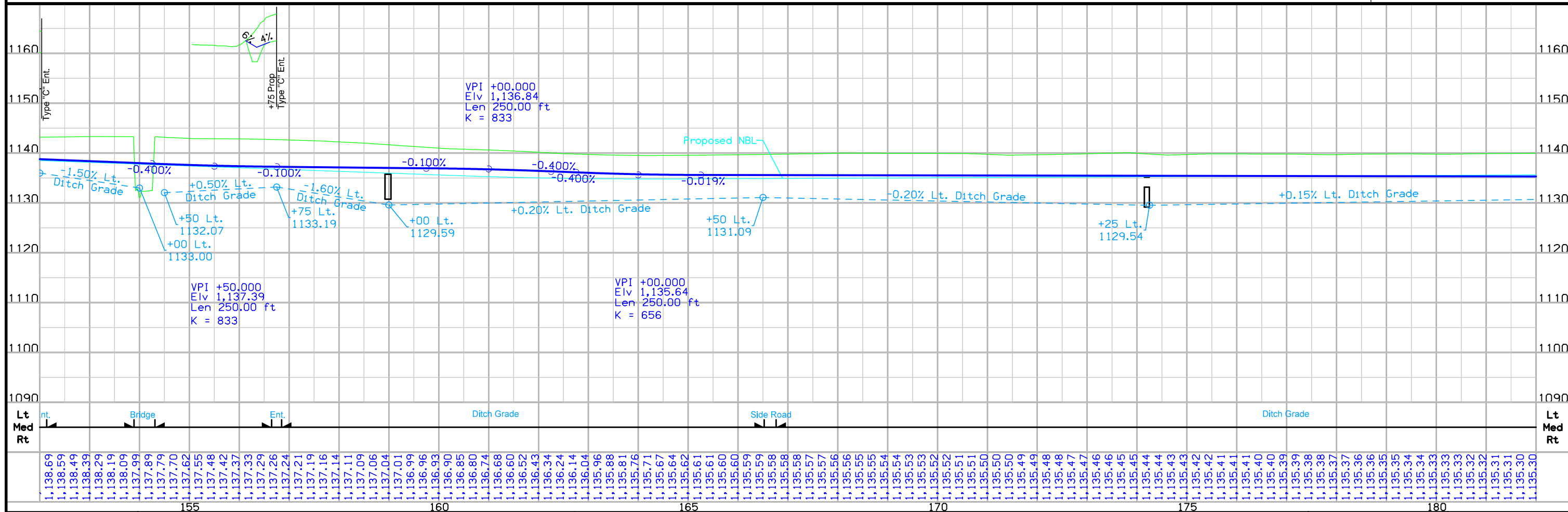
**SOUTHBOUND  
 U.S. 75**



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		<b>Holst \ Strum \ Janus</b>		<b>NHSX-075-2(95)--3H-75</b>	<b>D.15</b>



**SOUTHBOUND  
U.S. 75**



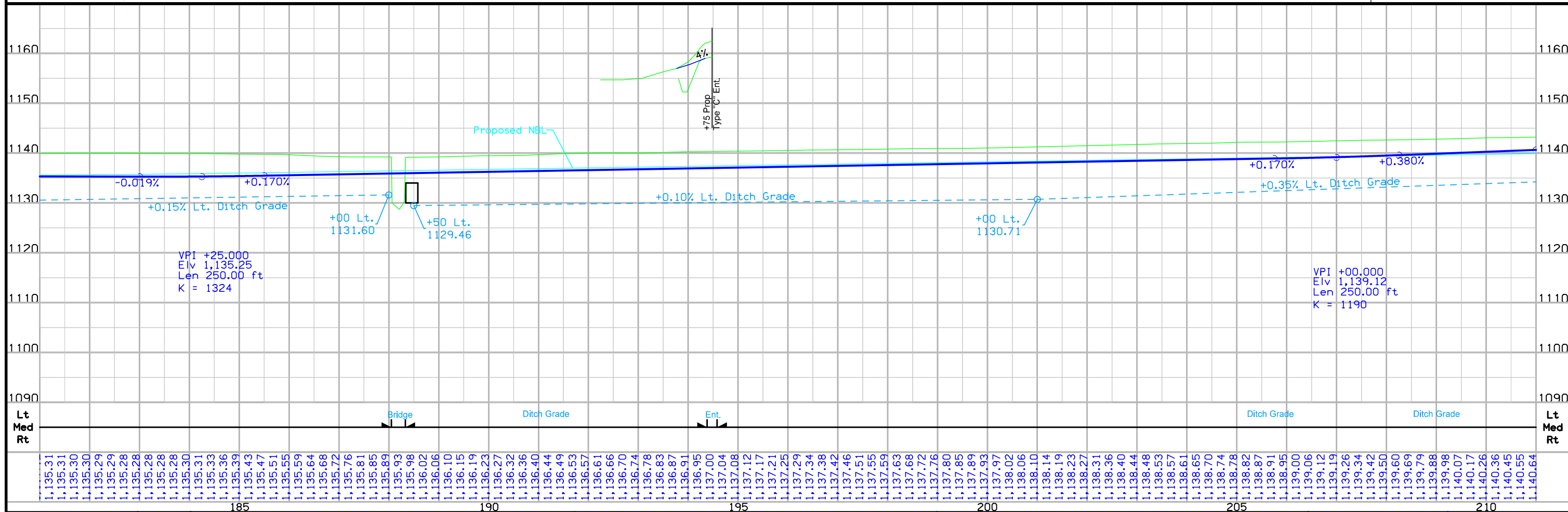
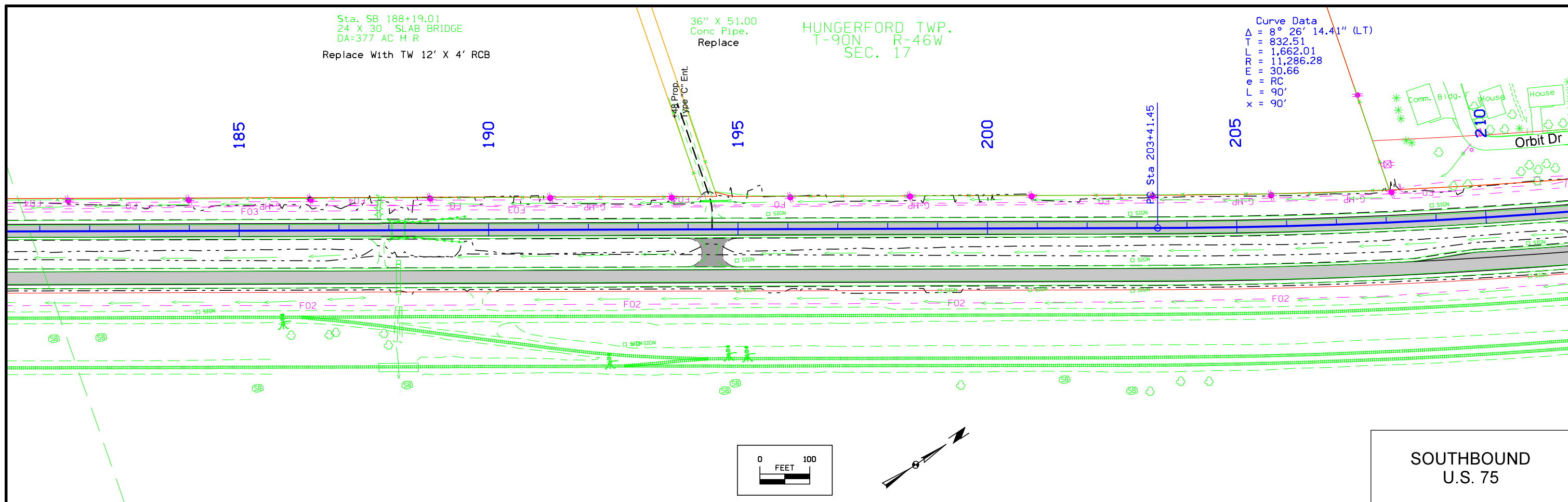
FILE NO.	ENGLISH	DESIGN TEAM	<b>Holst \ Strum \ Janus</b>	PLYMOUTH COUNTY	PROJECT NUMBER	<b>NHSX-075-2(95)--3H-75</b>	SHEET NUMBER	<b>D.16</b>
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Sta. SB 188+19.01  
 24' X 30' SLAB BRIDGE  
 DA=377' AC H R  
 Replace With TW 12' X 4' RCB

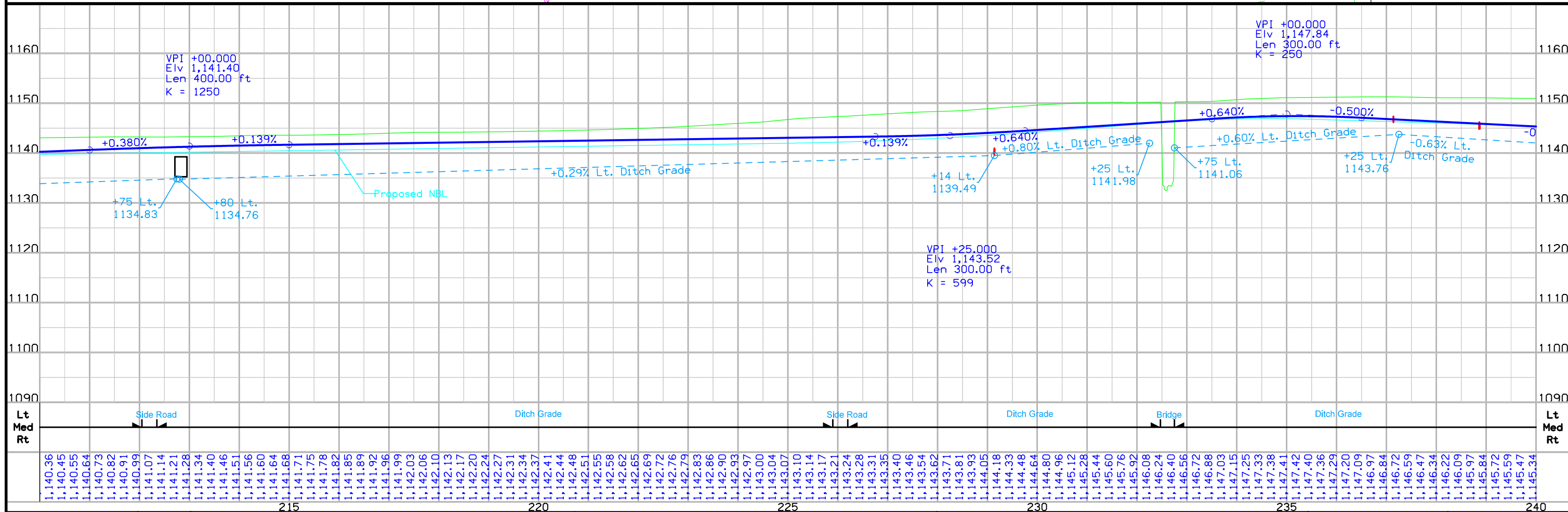
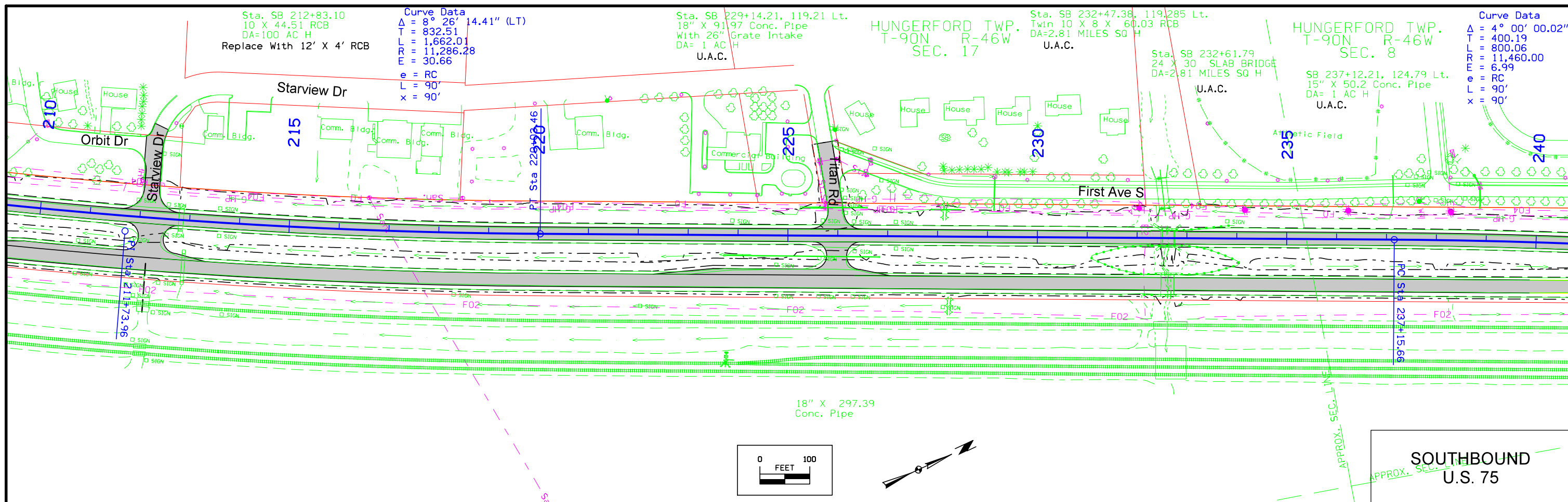
36" X 51.00  
 Conc. Pipe.  
 Replace

HUNGERFORD TWP.  
 T-90N R-46W  
 SEC. 17

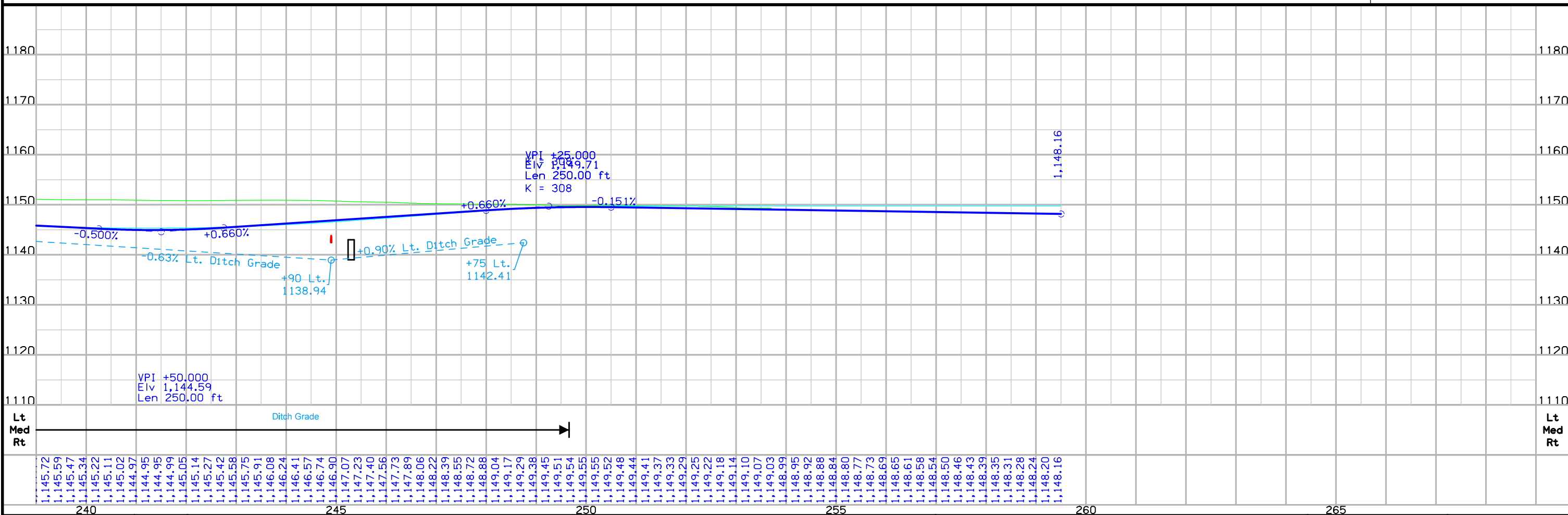
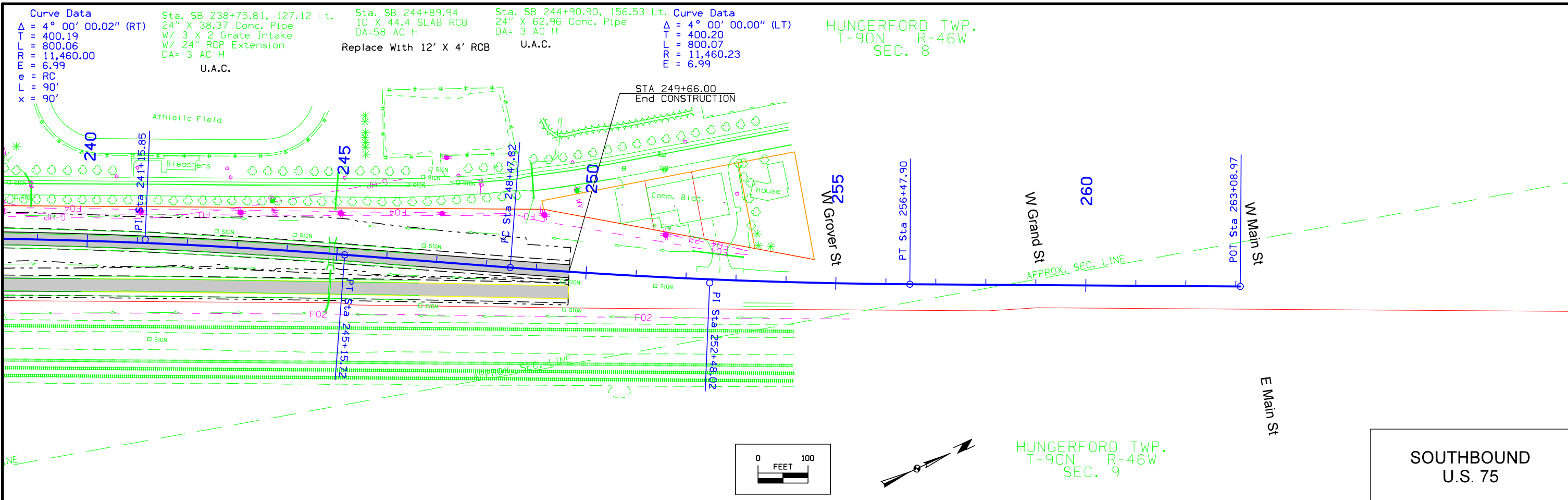
Curve Data  
 $\Delta = 8^\circ 26' 14.41''$  (LT)  
 $TS = 832.51$   
 $PT = 1,662.01$   
 $LC = 11,286.28$   
 $RC = 30.66$   
 $PC = 90'$   
 $PT = 90'$   
 $X = 90'$



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	D.17



FILE NO.	ENGLISH	DESIGN TEAM	<b>Holst \ Strum \ Janus</b>	PLYMOUTH COUNTY	PROJECT NUMBER	<b>NHSX-075-2(95)--3H-75</b>	SHEET NUMBER	<b>D.18</b>
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HUNGERFORD TWP.  
T-90N R-46W  
SEC. 30

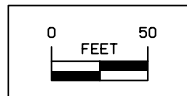
Sta. SB64+92.73, 150.98 Lt.  
24" X 48.18 C.M.P.  
DA=1 AC H

STA 3064+10.00  
BEGIN CONSTRUCTION

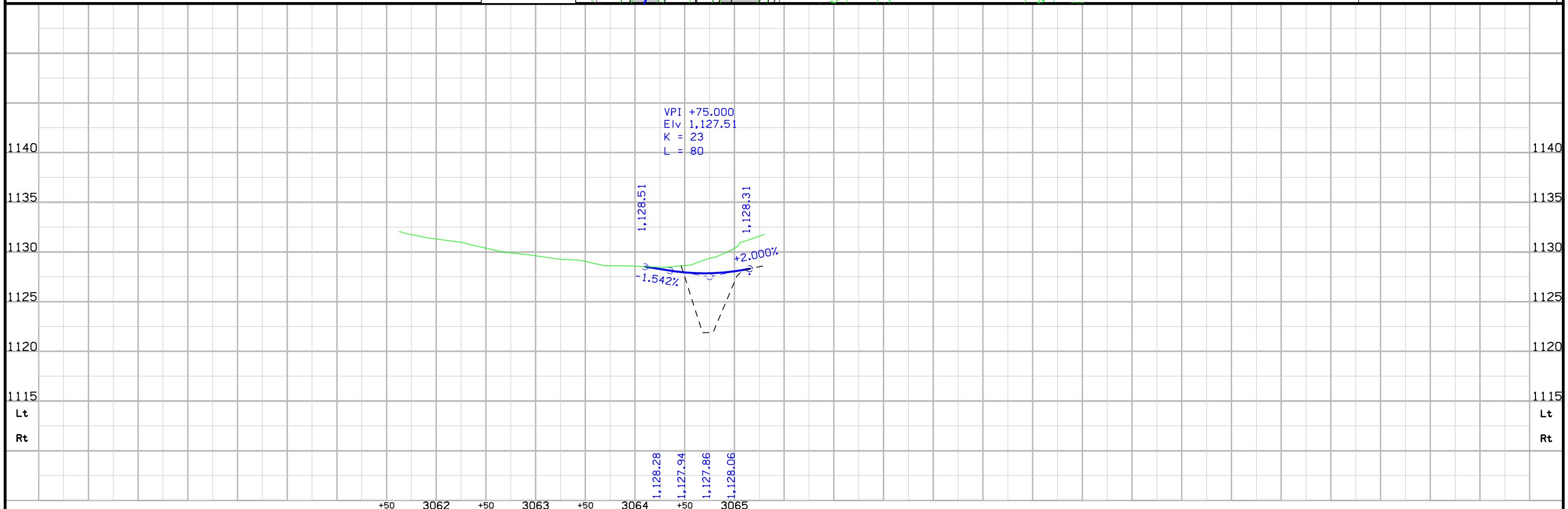
STA 3065+06.66  
END CONSTRUCTION

Sta. SB65+47.24, 48.55 Lt.  
36" X 67.08 Conc Pipe  
DA=1 AC H

HUNGERFORD TWP.  
T-90N R-46W  
SEC. 31



Plymouth St

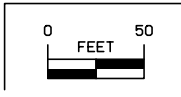
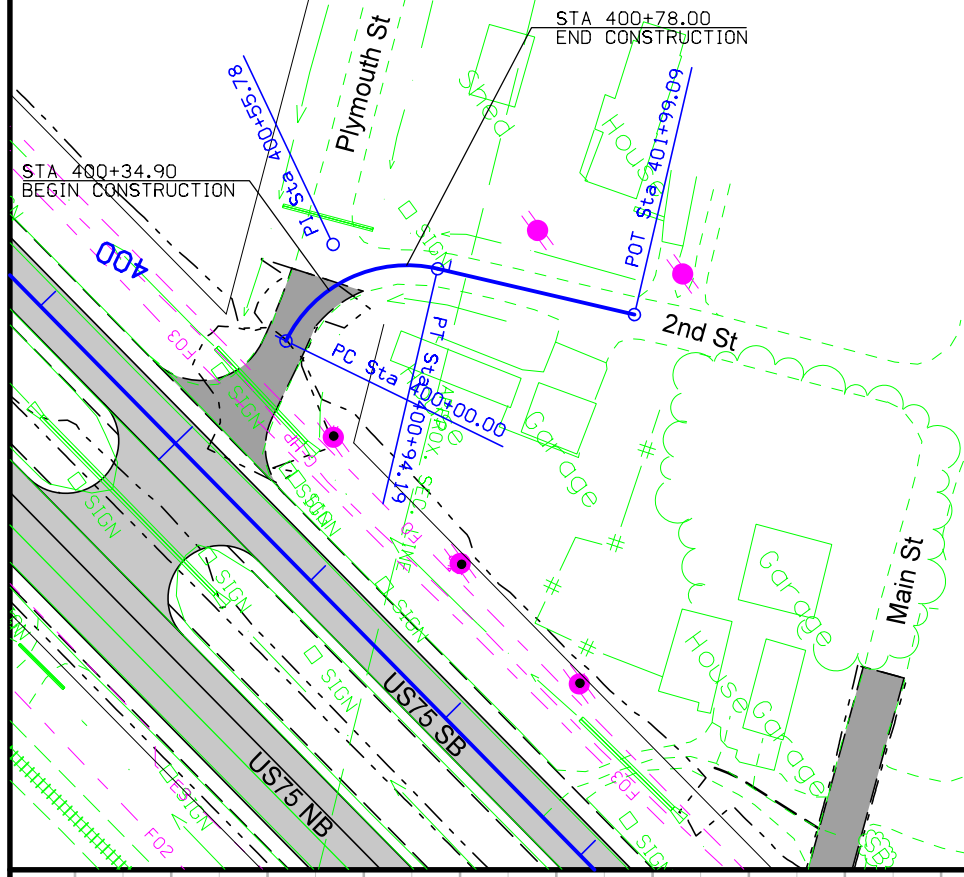




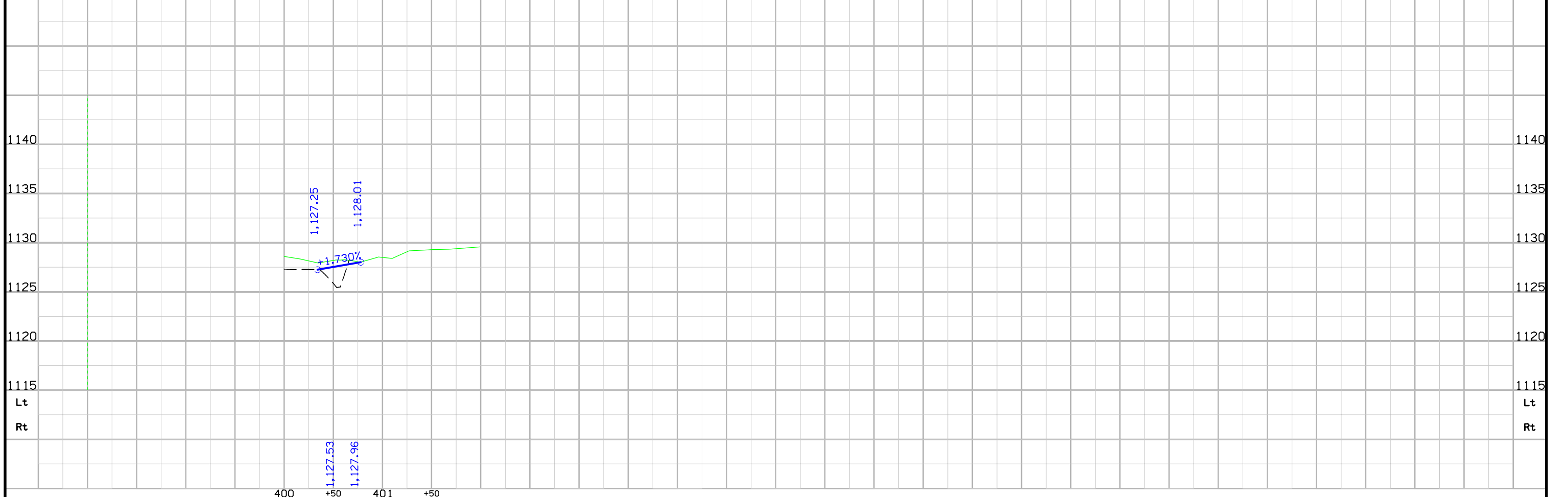
HUNGERFORD TWP.  
T-90N R-46W  
SEC. 31

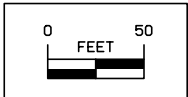
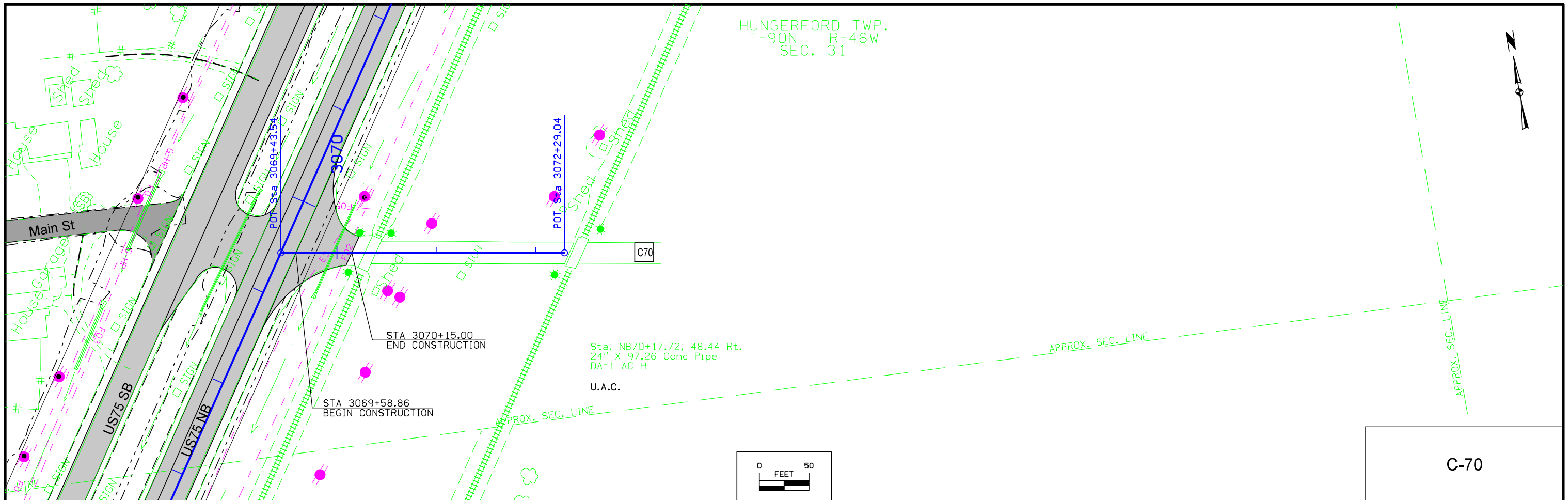
HUNGERFORD TWP.  
T-90N R-46W  
SEC. 30

Curve Data  
Δ = 77° 05' 40.90" (RT)  
T = 55.78  
L = 94.19  
R = 70.00  
E = 19.50



2ND ST





C-70



HUNGERFORD TWP.  
T-90N R-46W  
SEC. 30

Sta. SB 69+59.48, 51.39 Lt.  
36" X 78.26 Conc Pipe  
DA=1 AC H

STA 3067+40.00  
BEGIN CONSTRUCTION

STA 3069+21.80  
END CONSTRUCTION

POT Sta 3066+67.54

POT Sta 3069+21.28

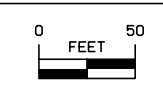
Main St

59° 42' 44.53"

4244.53'

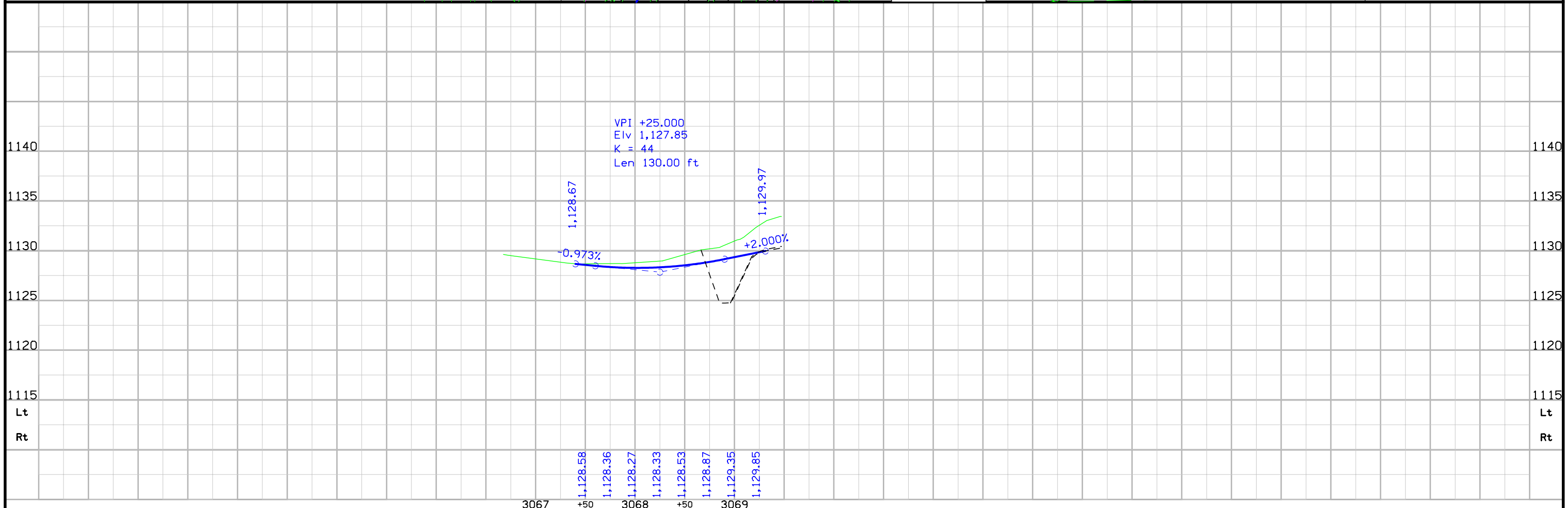
US75 SB

US75 NB

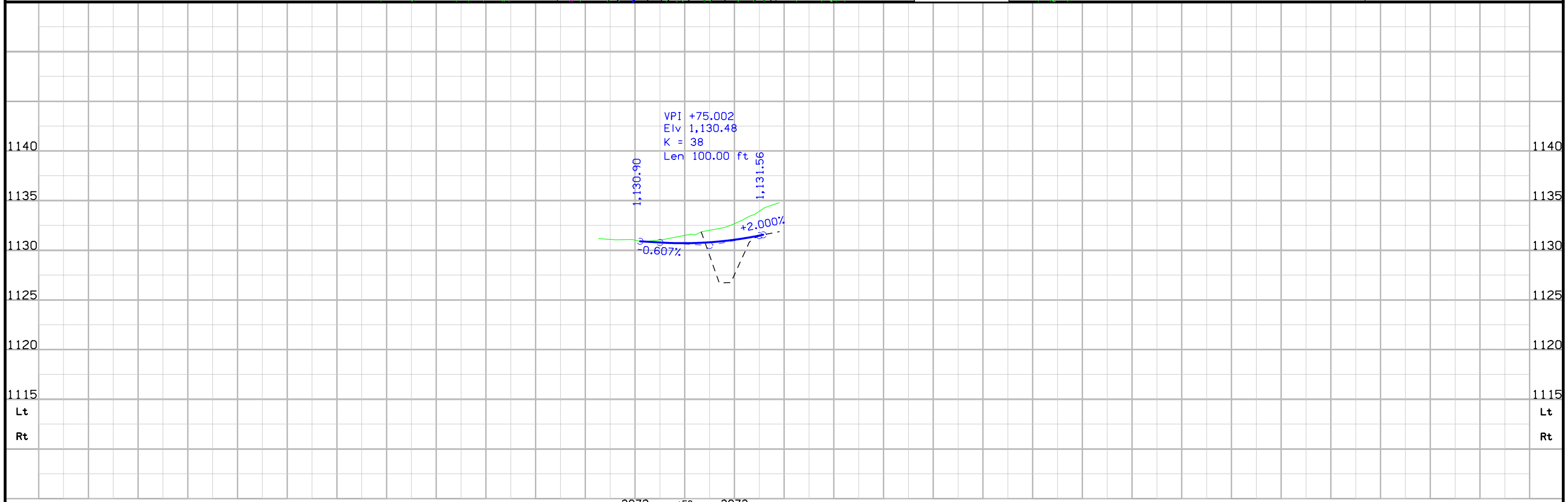
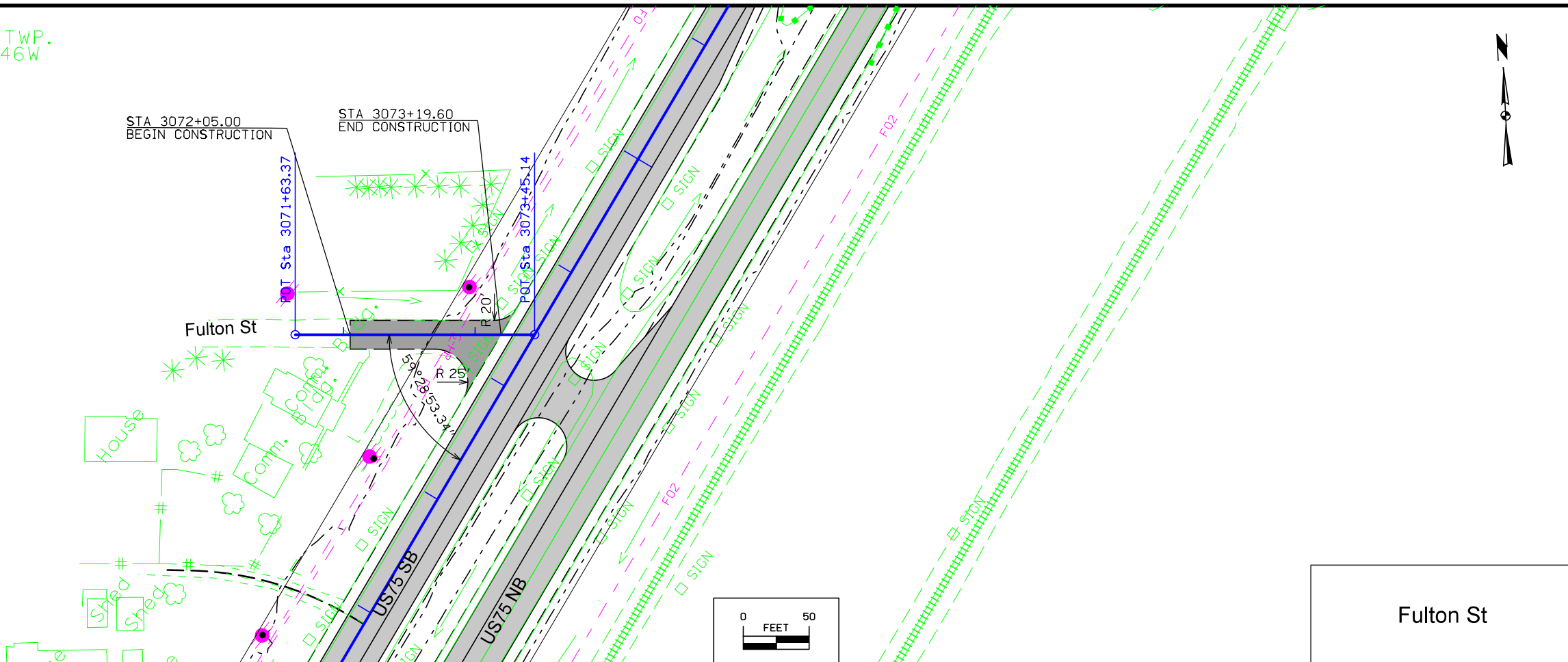


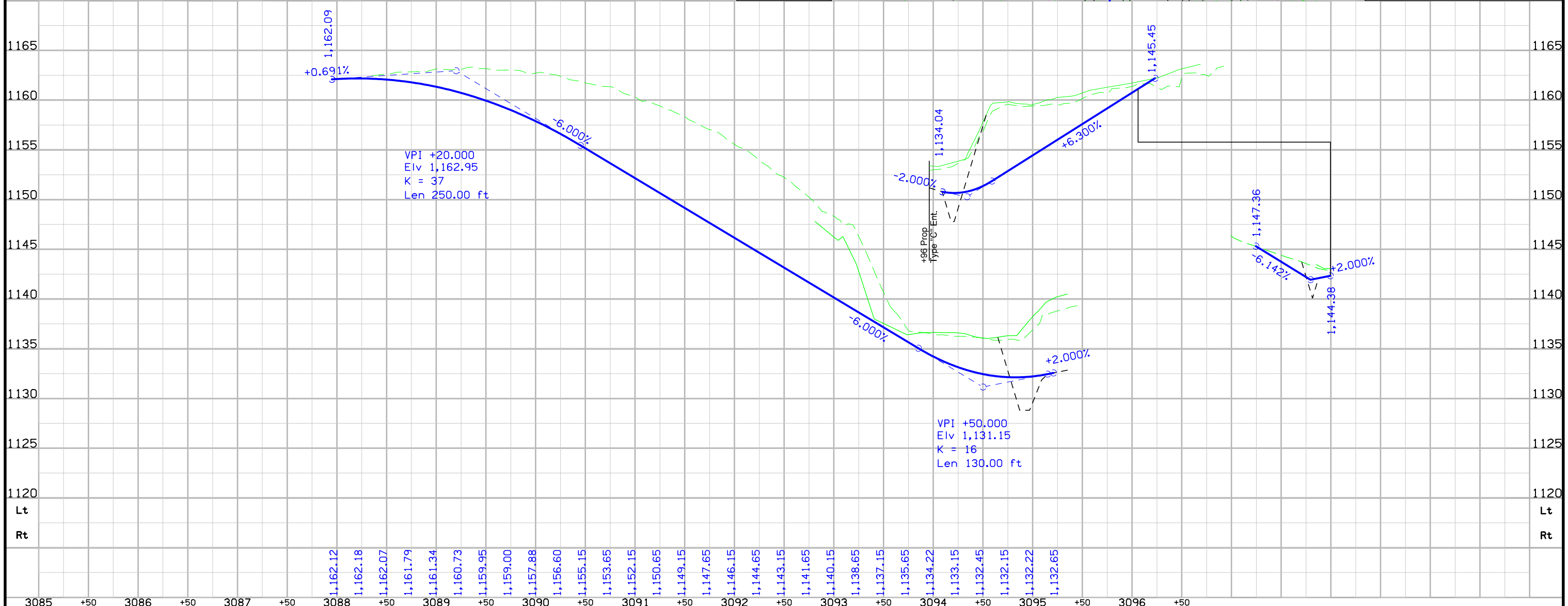
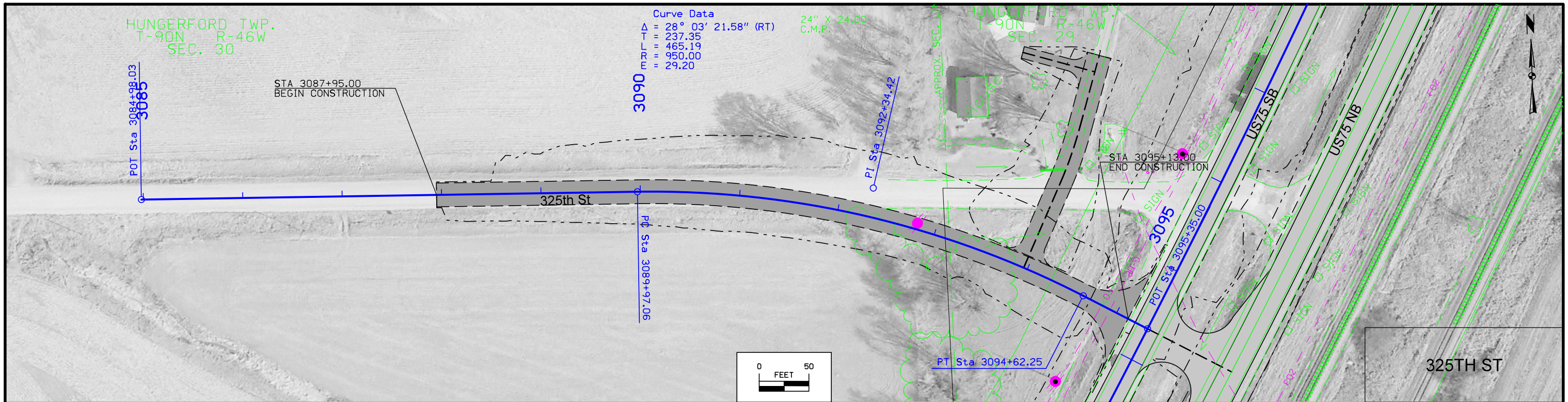
Main St

APPROX. SEC. LINE



HUNGERFORD TWP.  
T-90N R-46W  
SEC. 30

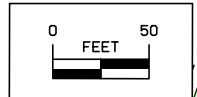
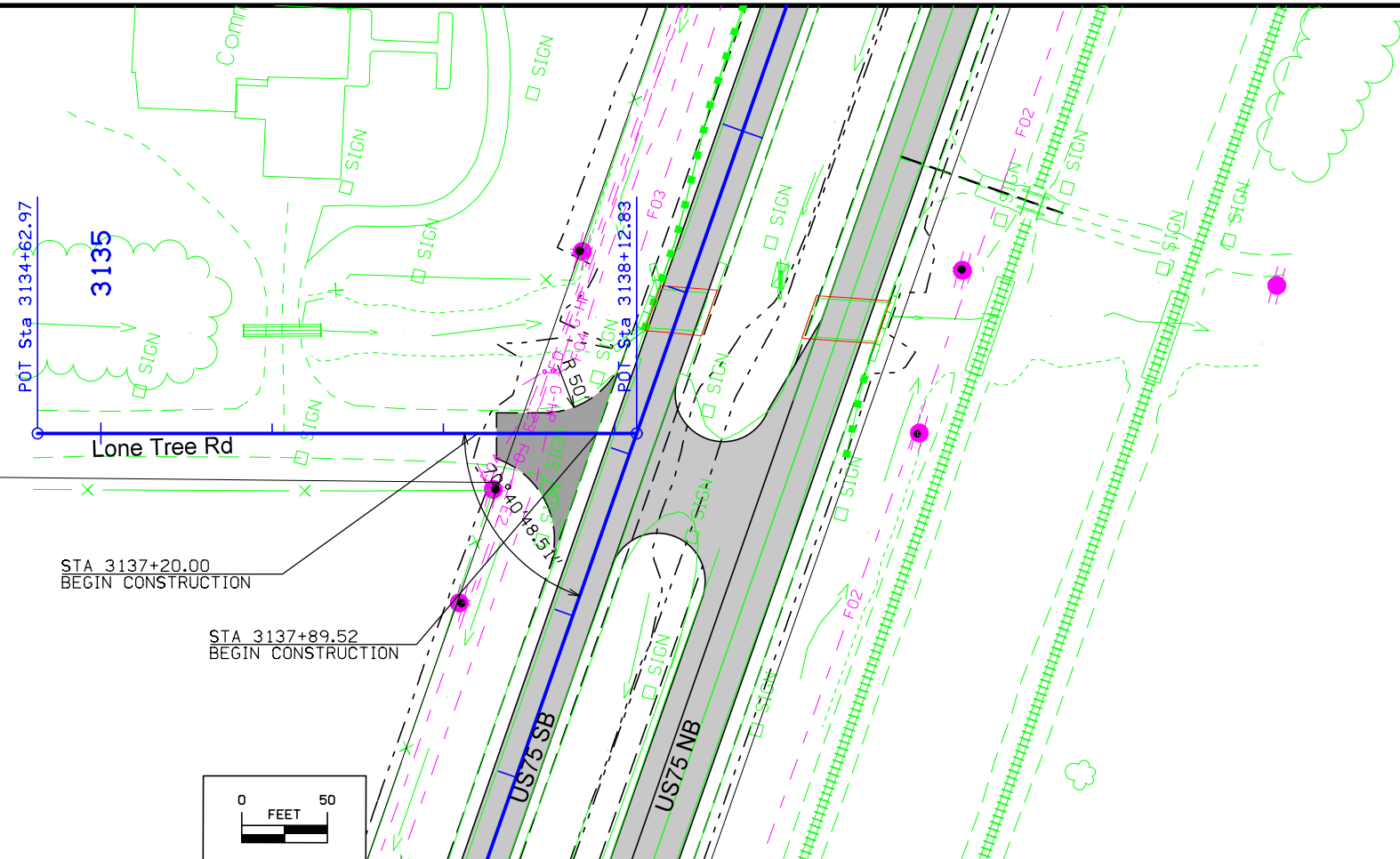




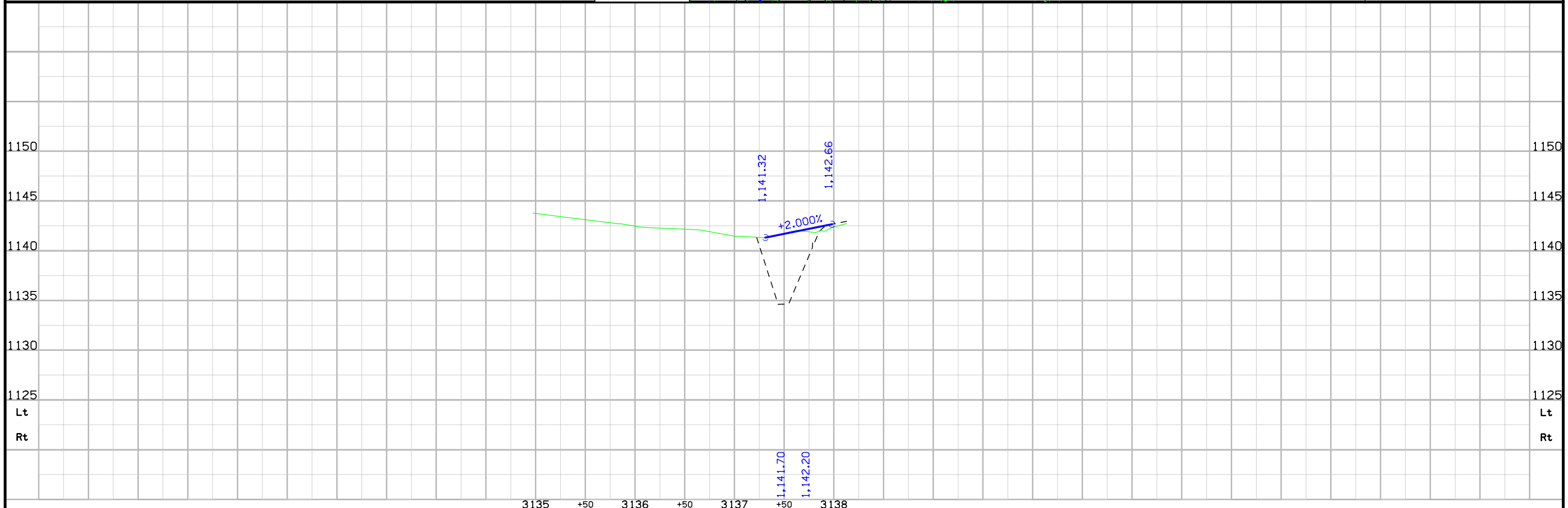
FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(95)--3H-75	E.6

HUNGERFORD TWP.  
T-90N R-46W  
SEC. 20

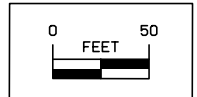
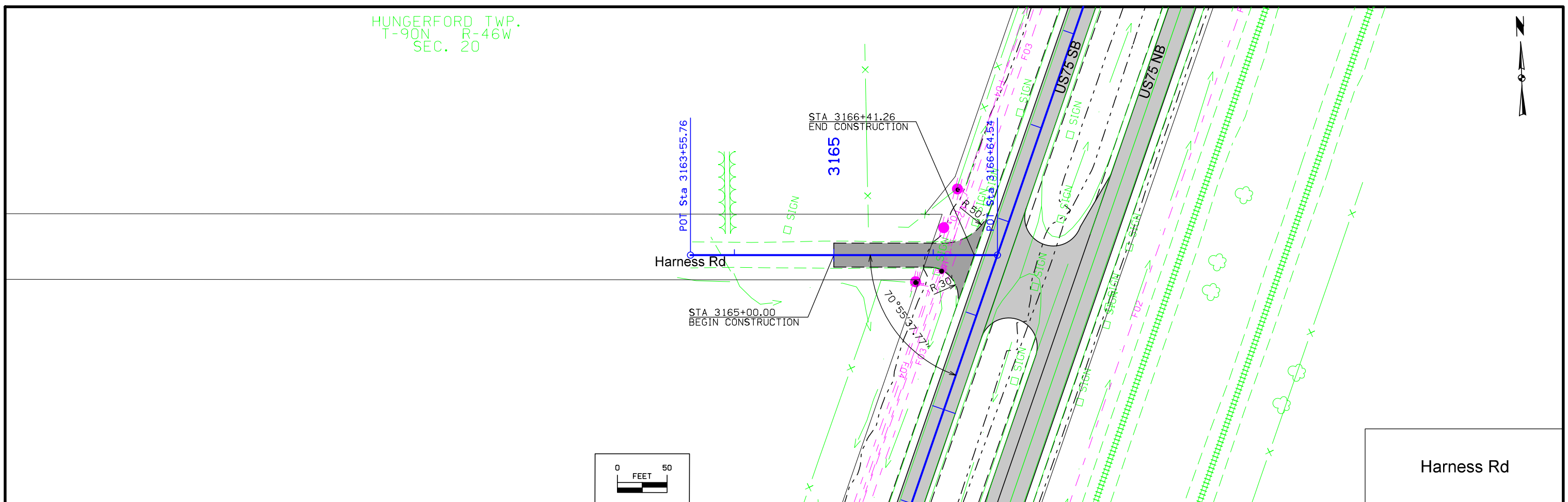
96" X 45.2  
STEEL PIPE



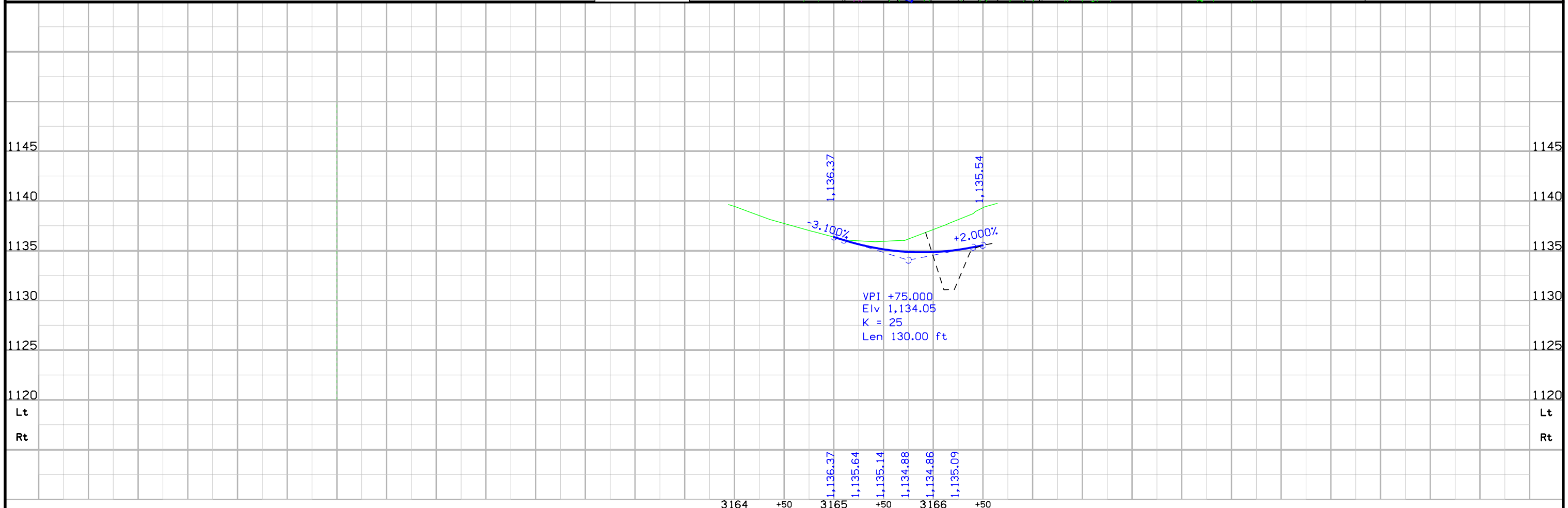
LONE TREE RD



HUNGERFORD TWP.  
T-90N R-46W  
SEC. 20

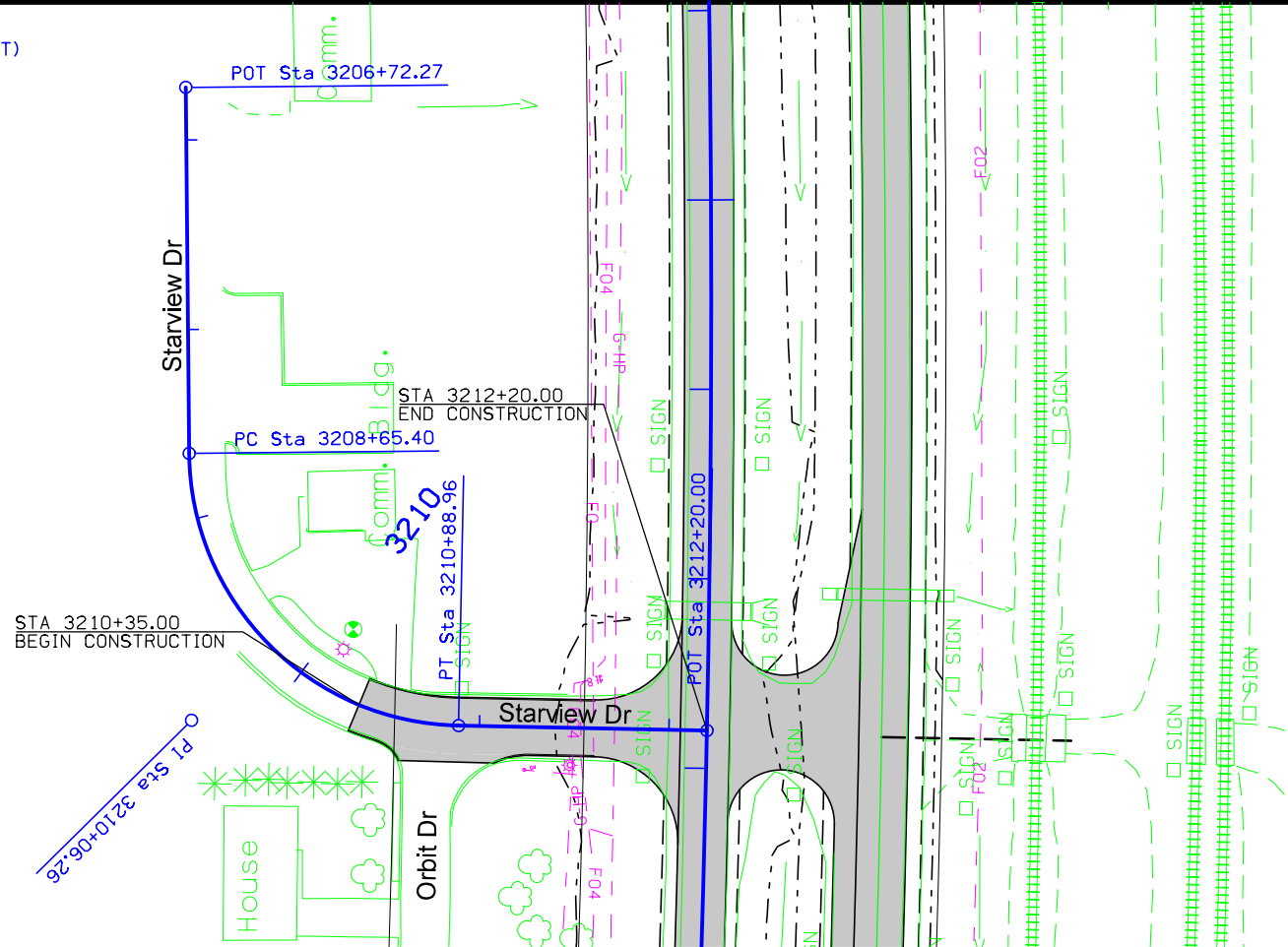
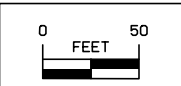


Harness Rd

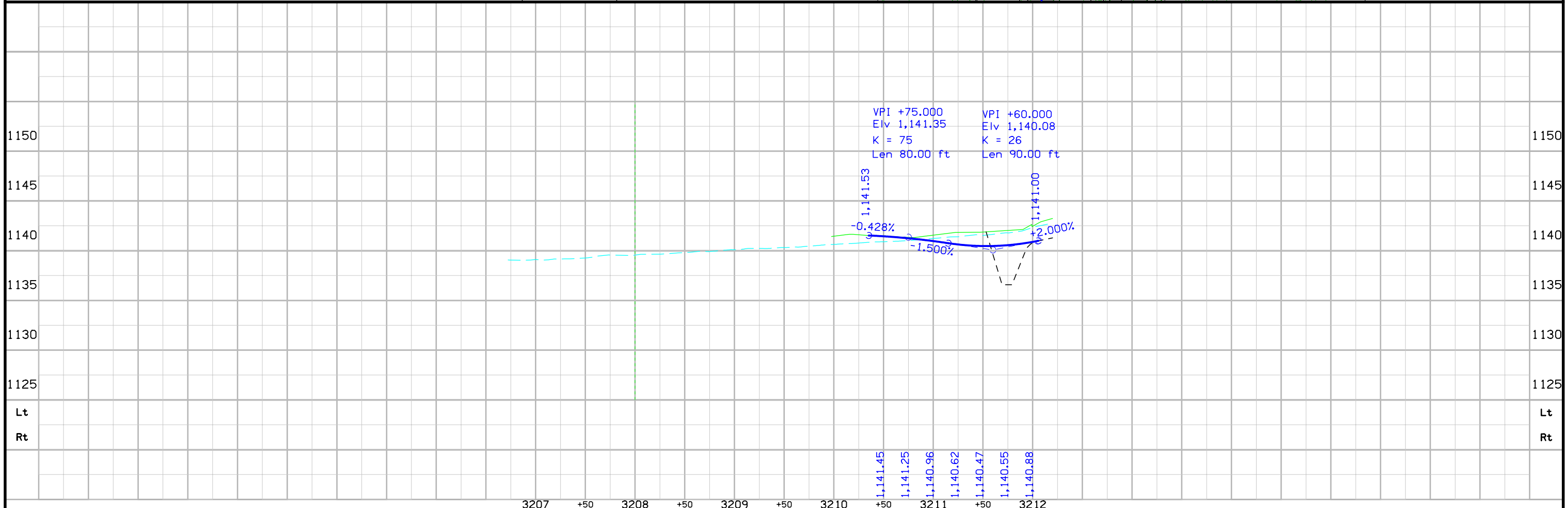


HUNGERFORD TWP.  
T-90N R-46W  
SEC. 17

Curve Data  
 $\Delta = 88^\circ 20' 19.52''$  (LT)  
 T = 140.86  
 L = 223.56  
 R = 145.00  
 E = 57.15

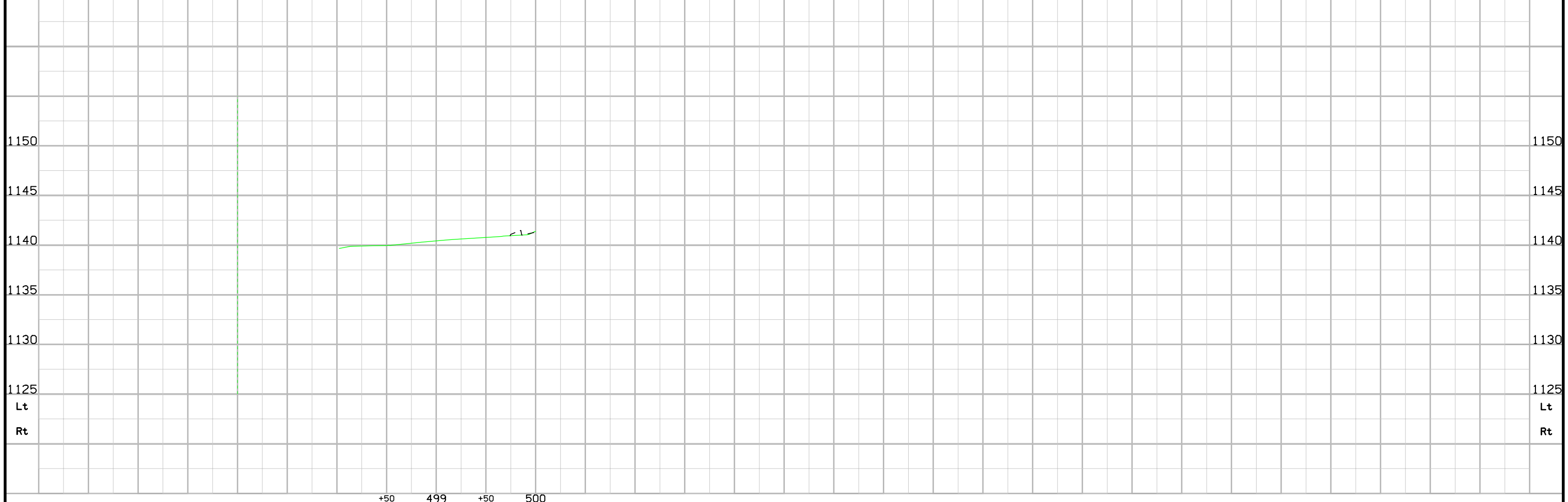
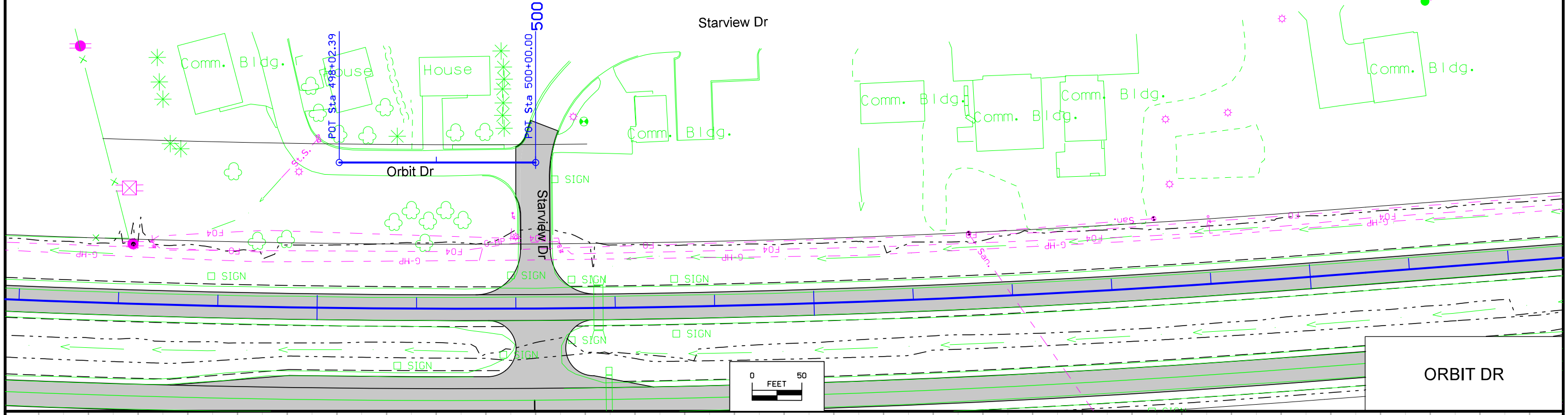


STARVIEW DR

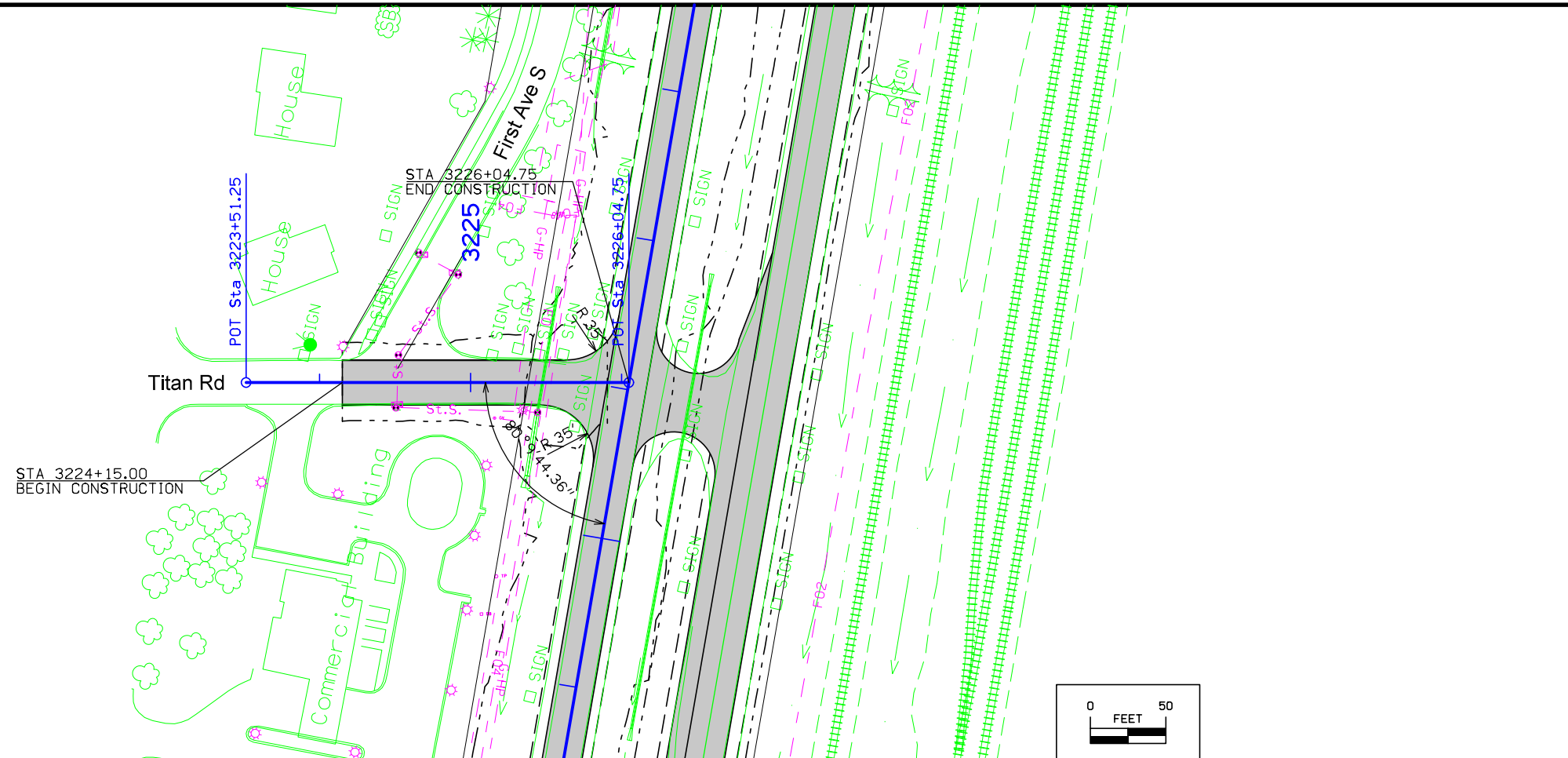




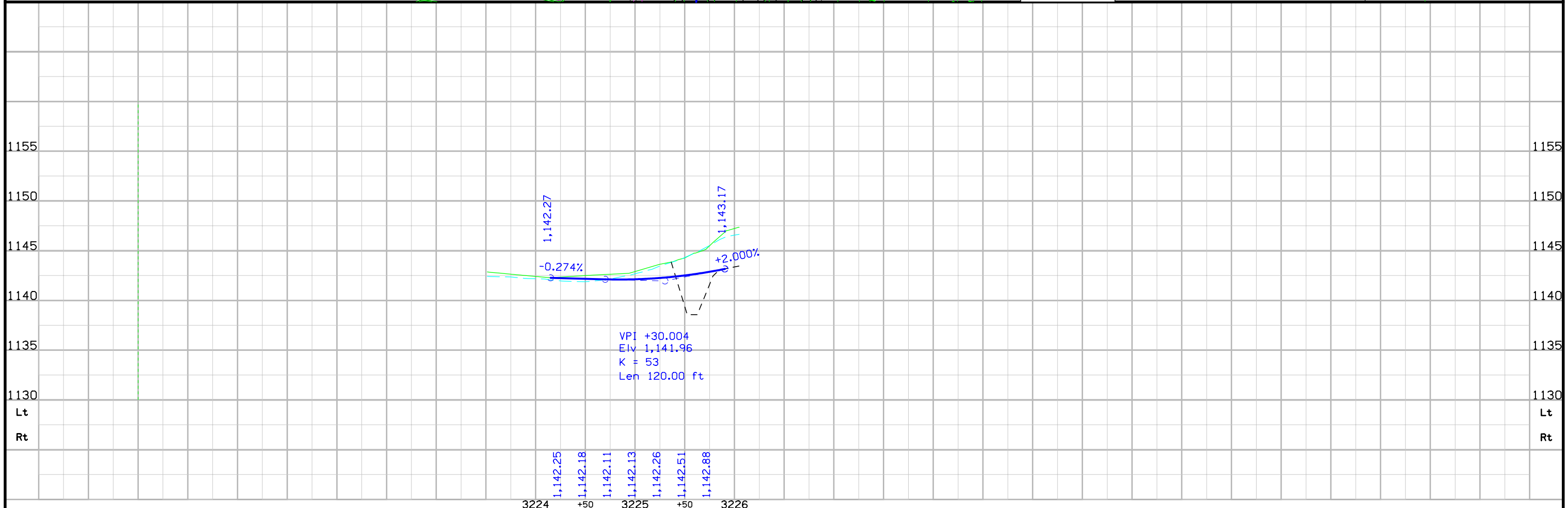
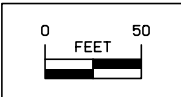
HUNGERFORD TWP.  
T-90N R-46W  
SEC. 17

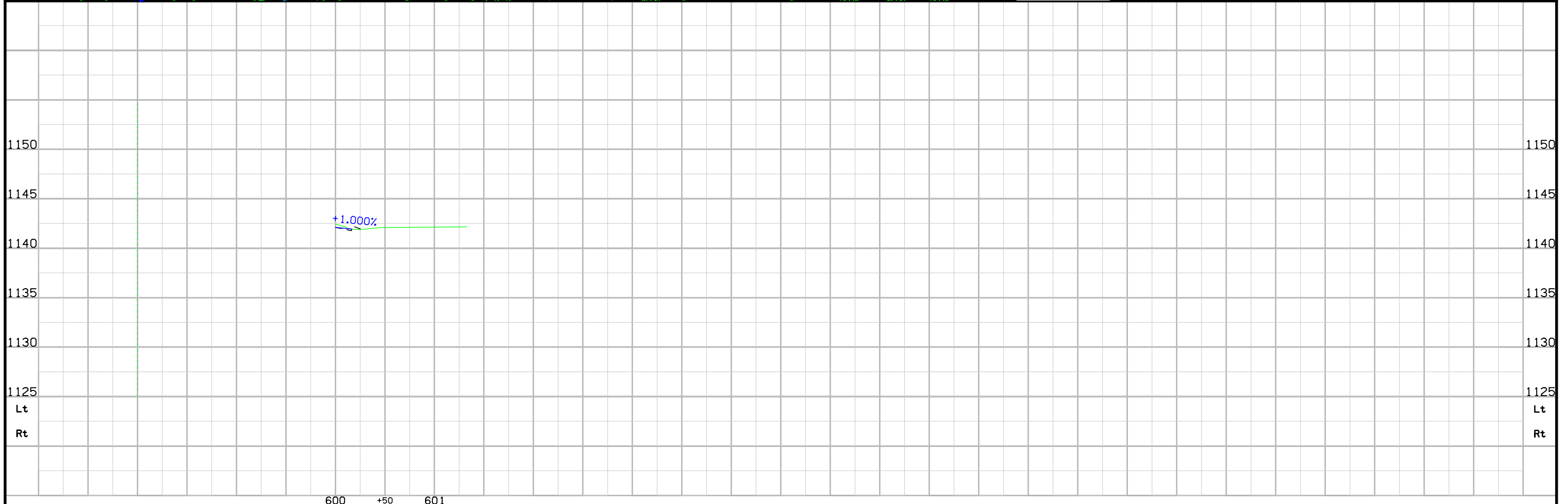
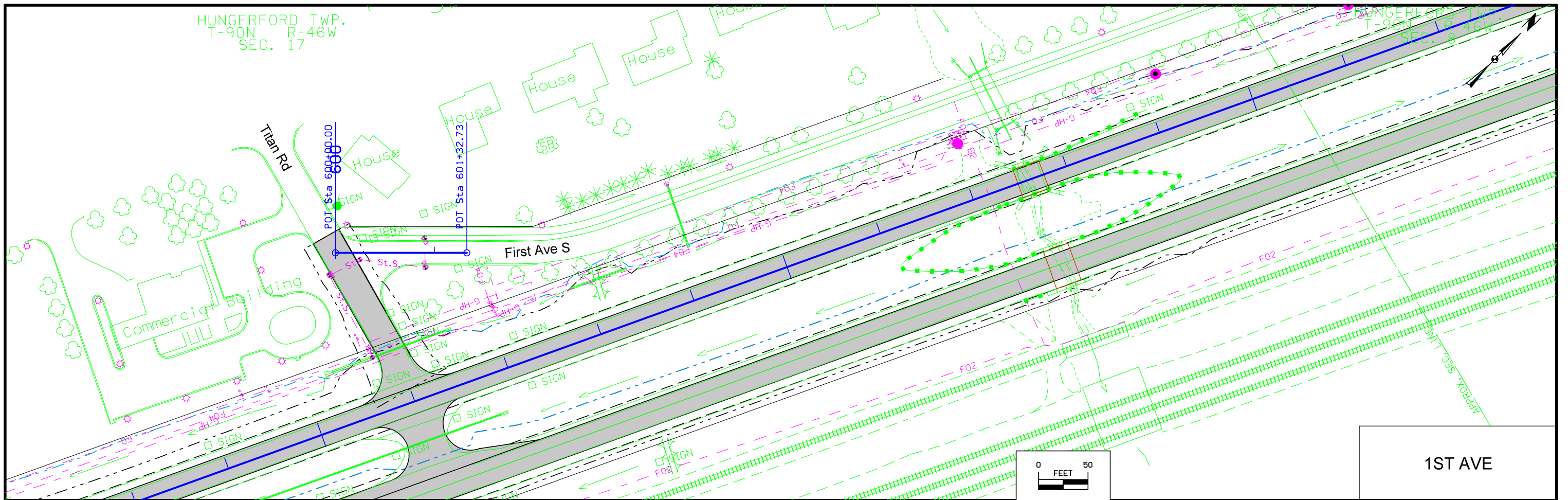


HUNGERFORD TWP.  
T-90N R-46W  
SEC. 17



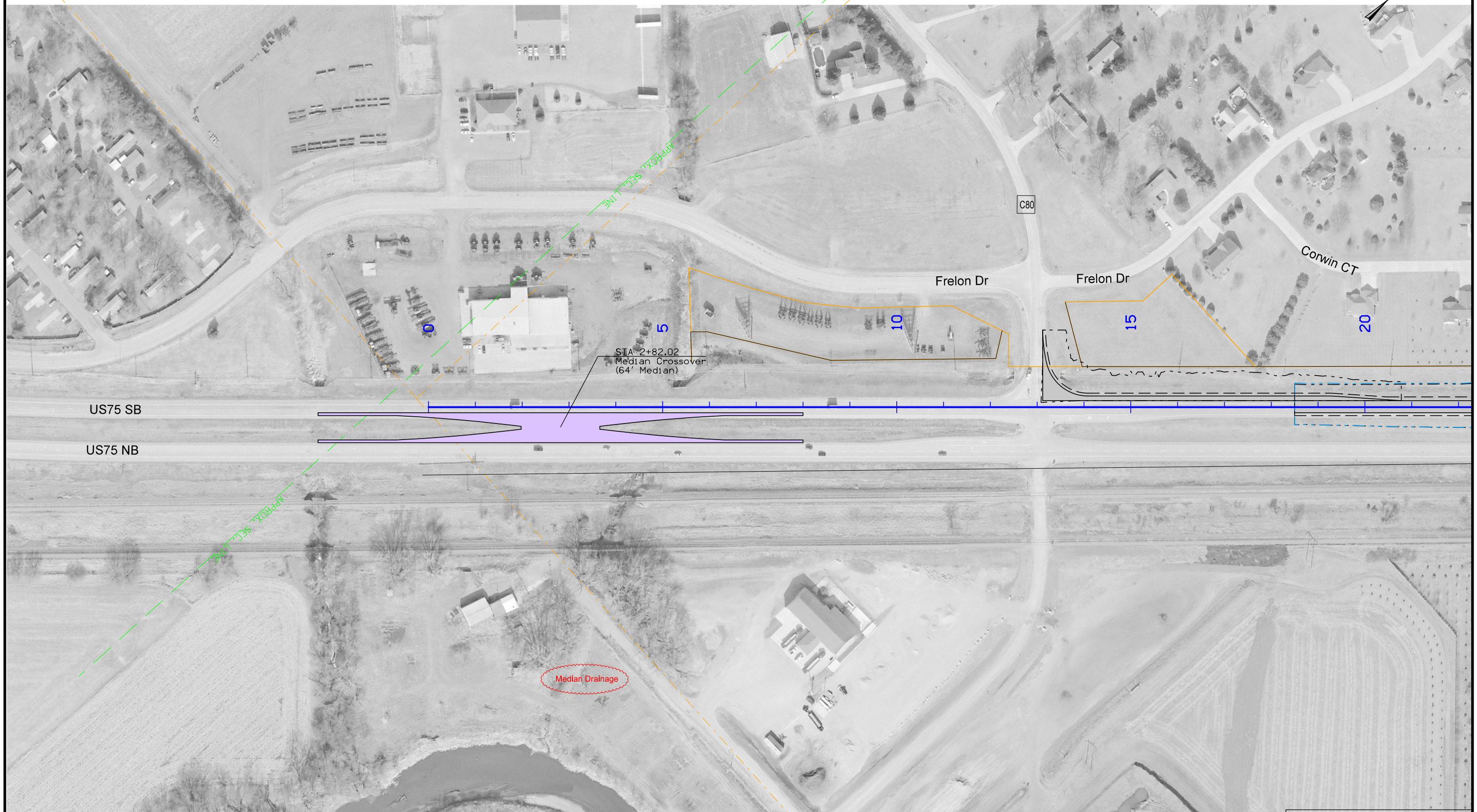
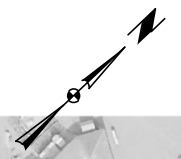
TITAN RD





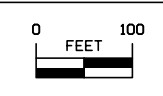
Sta. 18+25  
Twin 12' X 8' RCB  
D.A. = N/A  
U.A.C.

HUNGERFORD TWP.  
T-90N R-46W  
SEC. 31



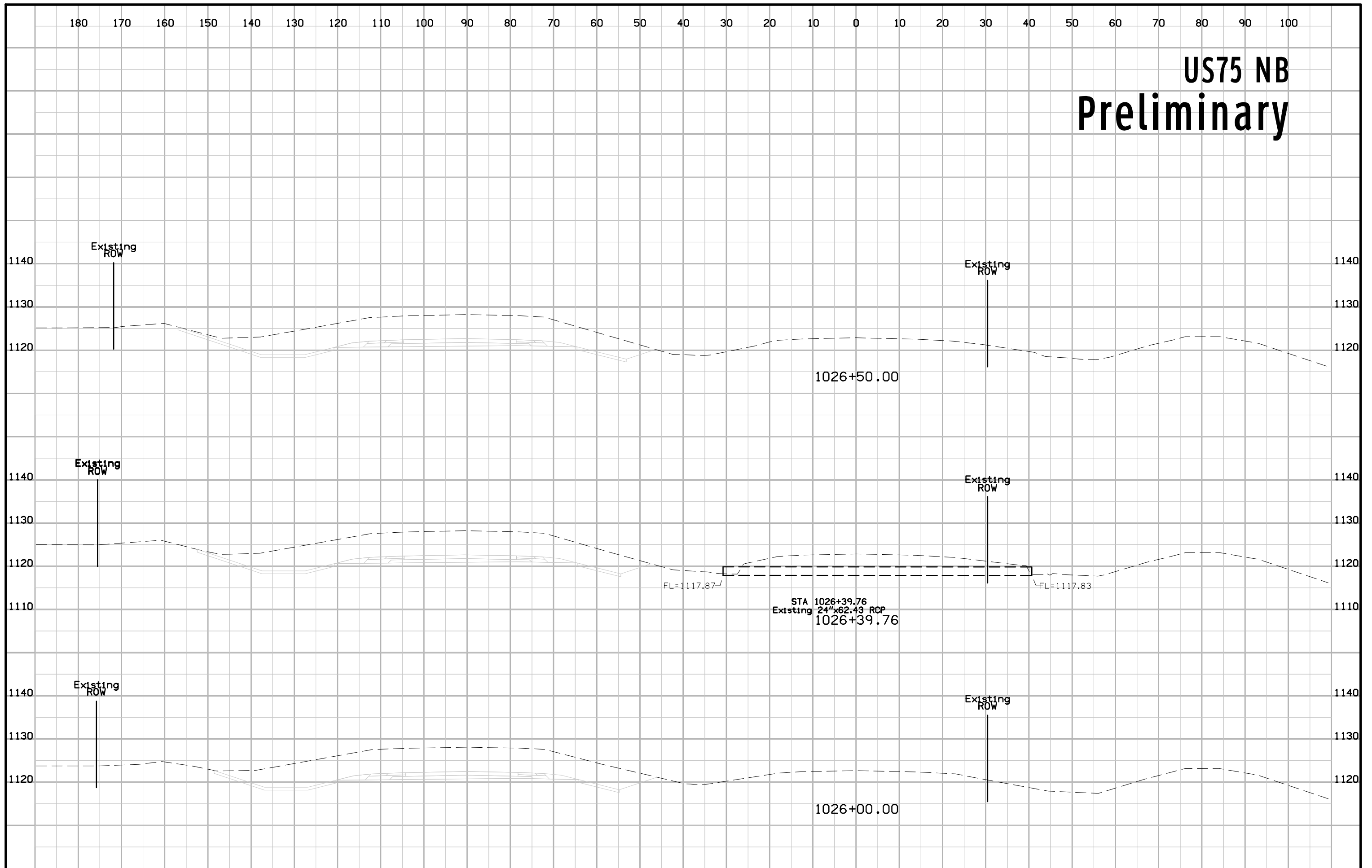
STA 2+82.02  
Median Crossover  
(64' Median)

Median Drainage

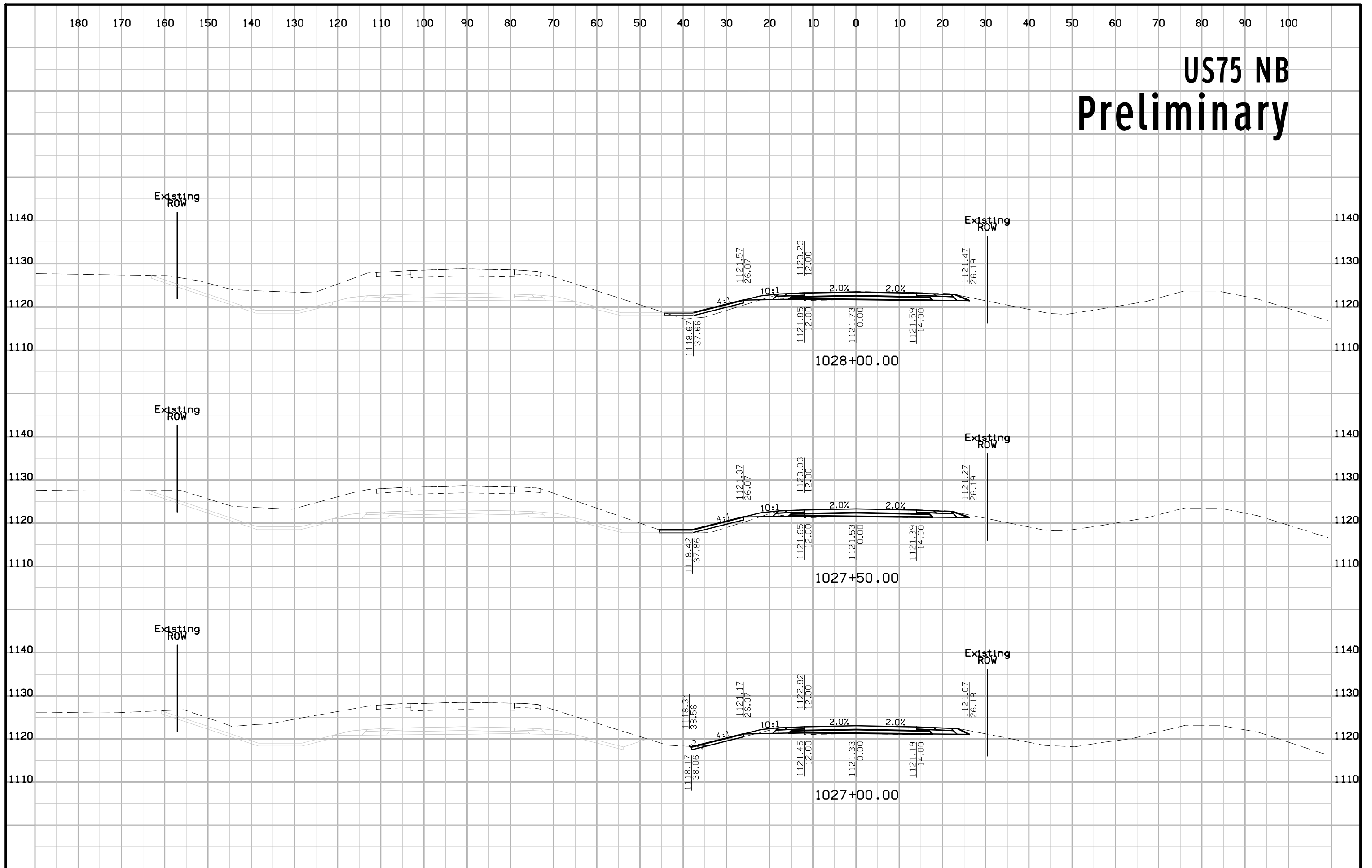


Median Crossover

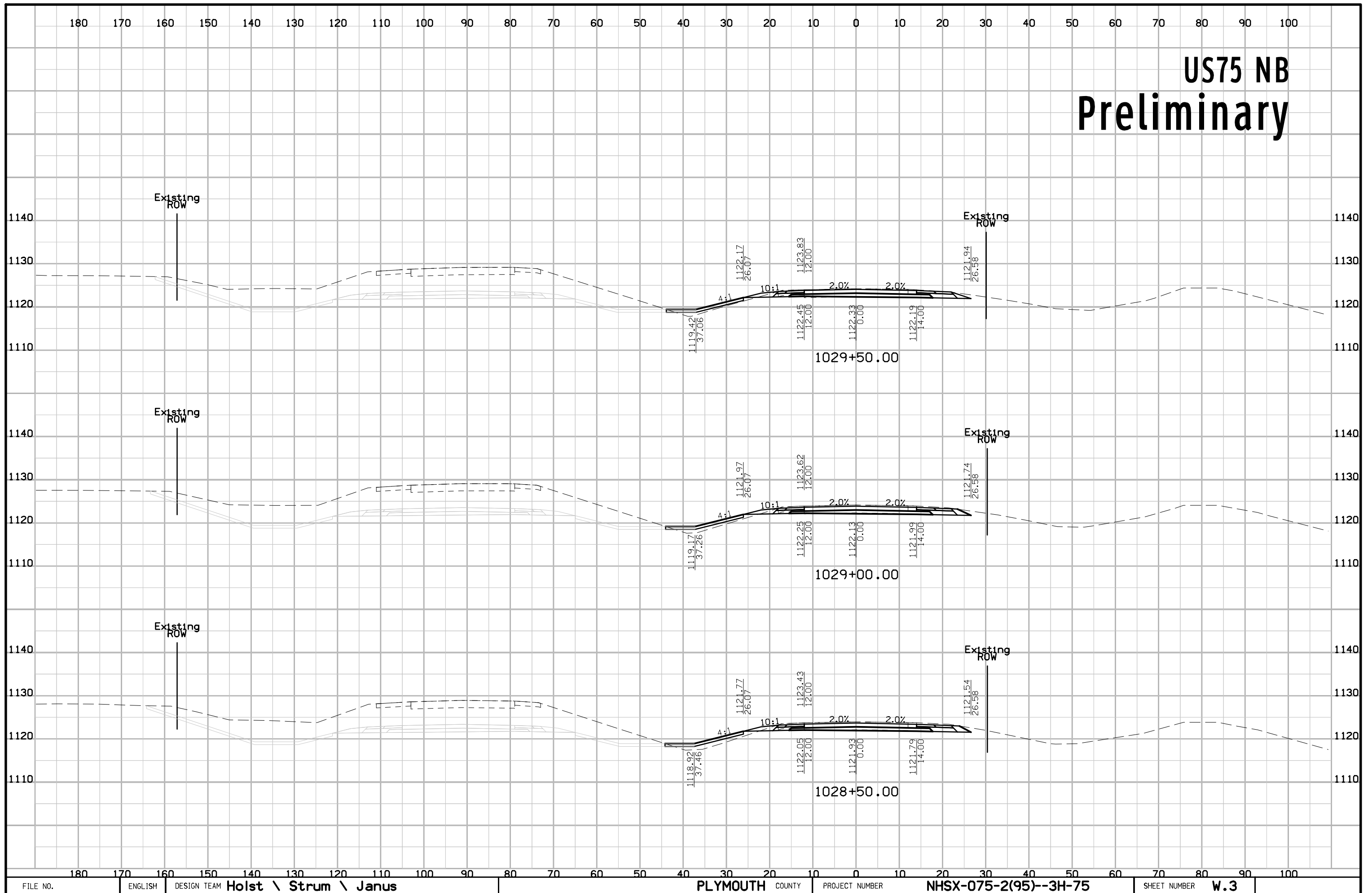
# US75 NB Preliminary



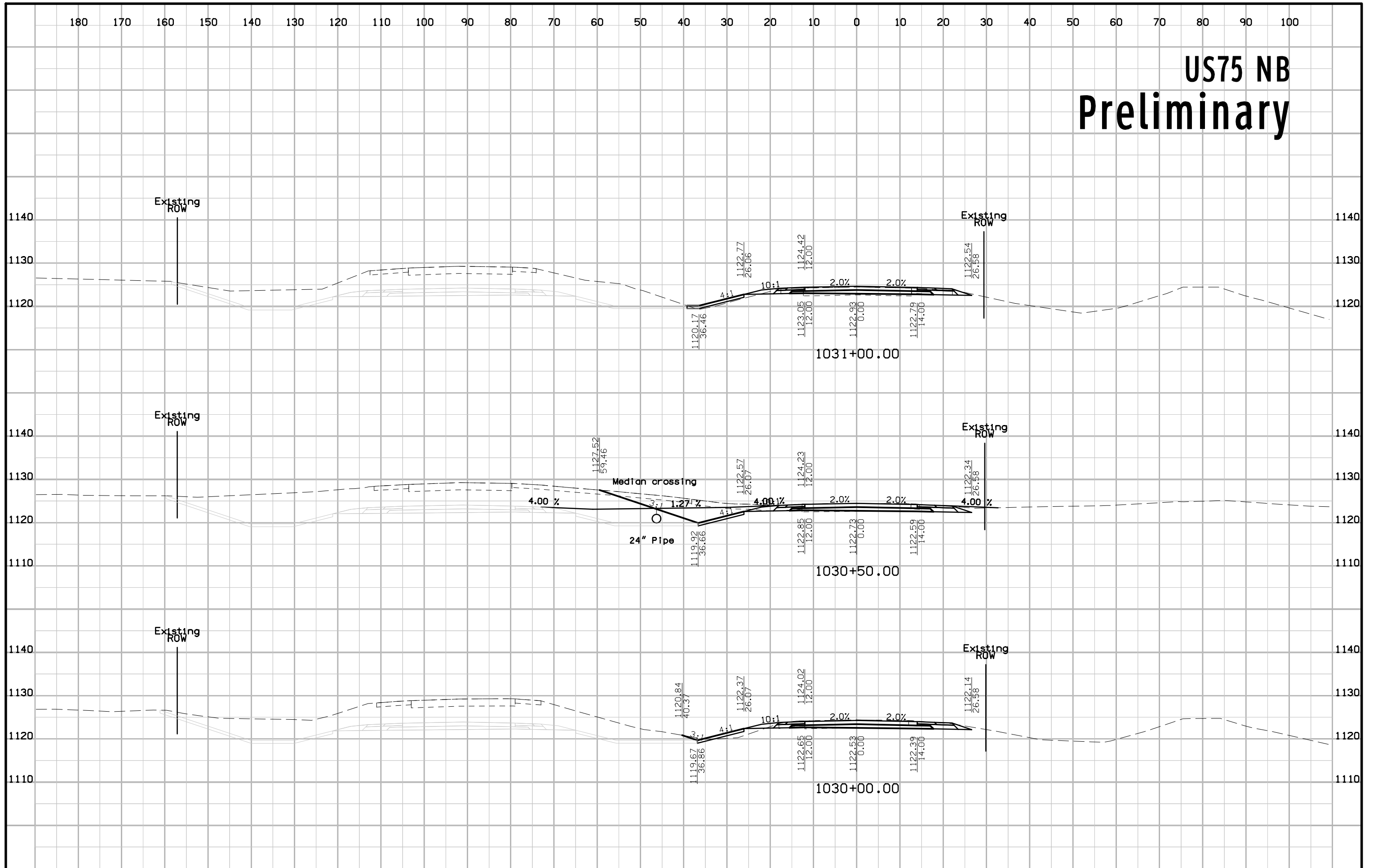
# US75 NB Preliminary



# US75 NB Preliminary

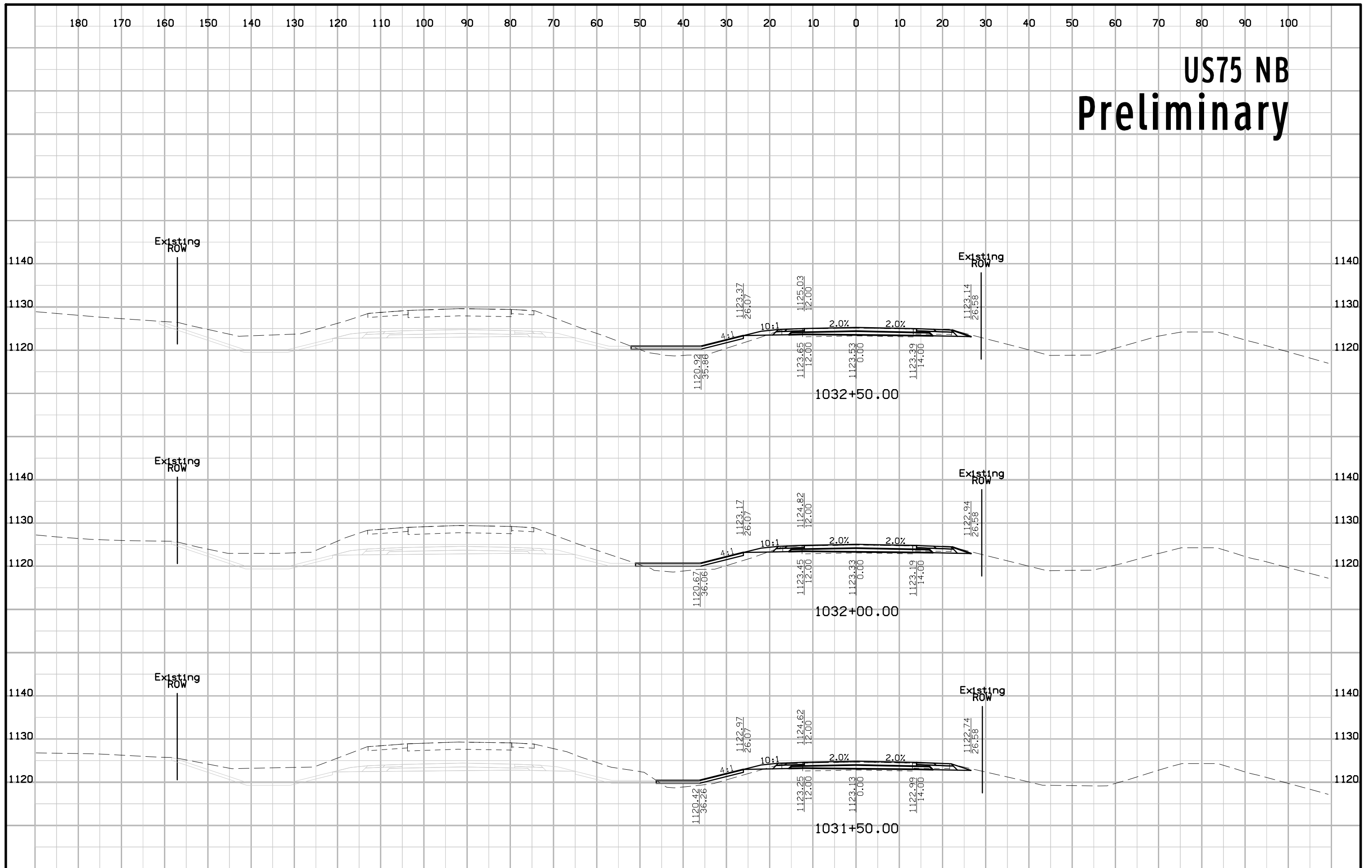


# US75 NB Preliminary

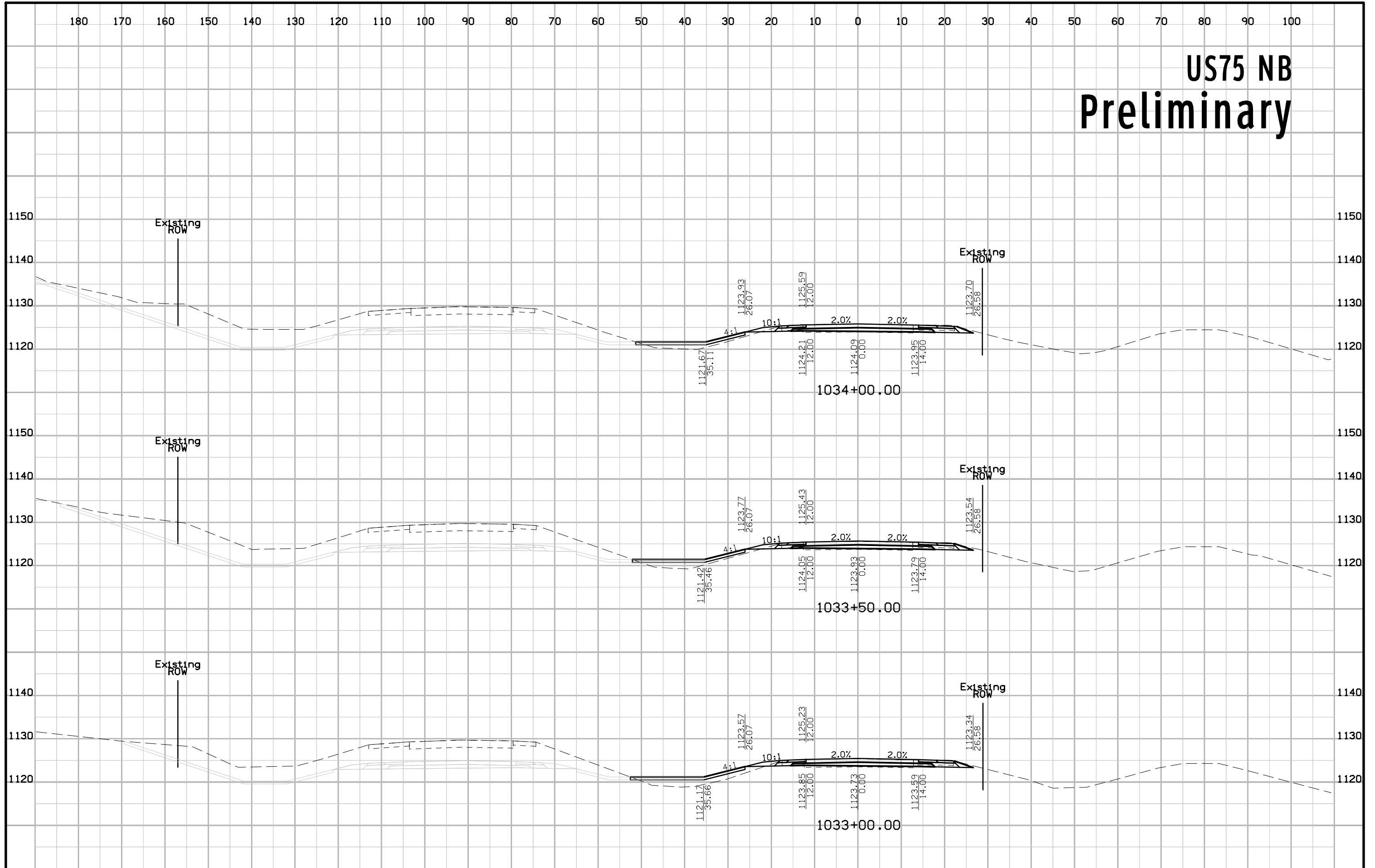




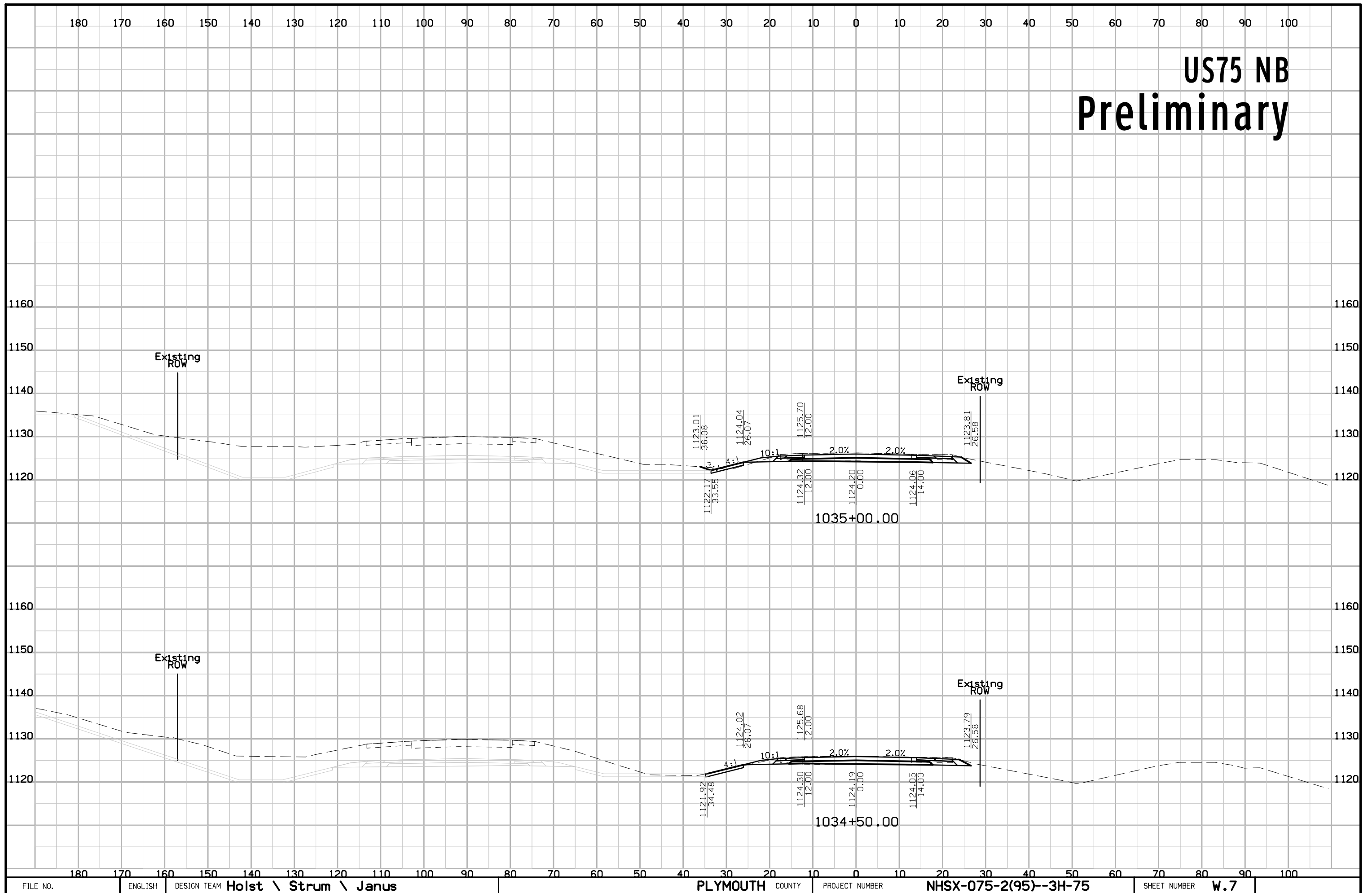
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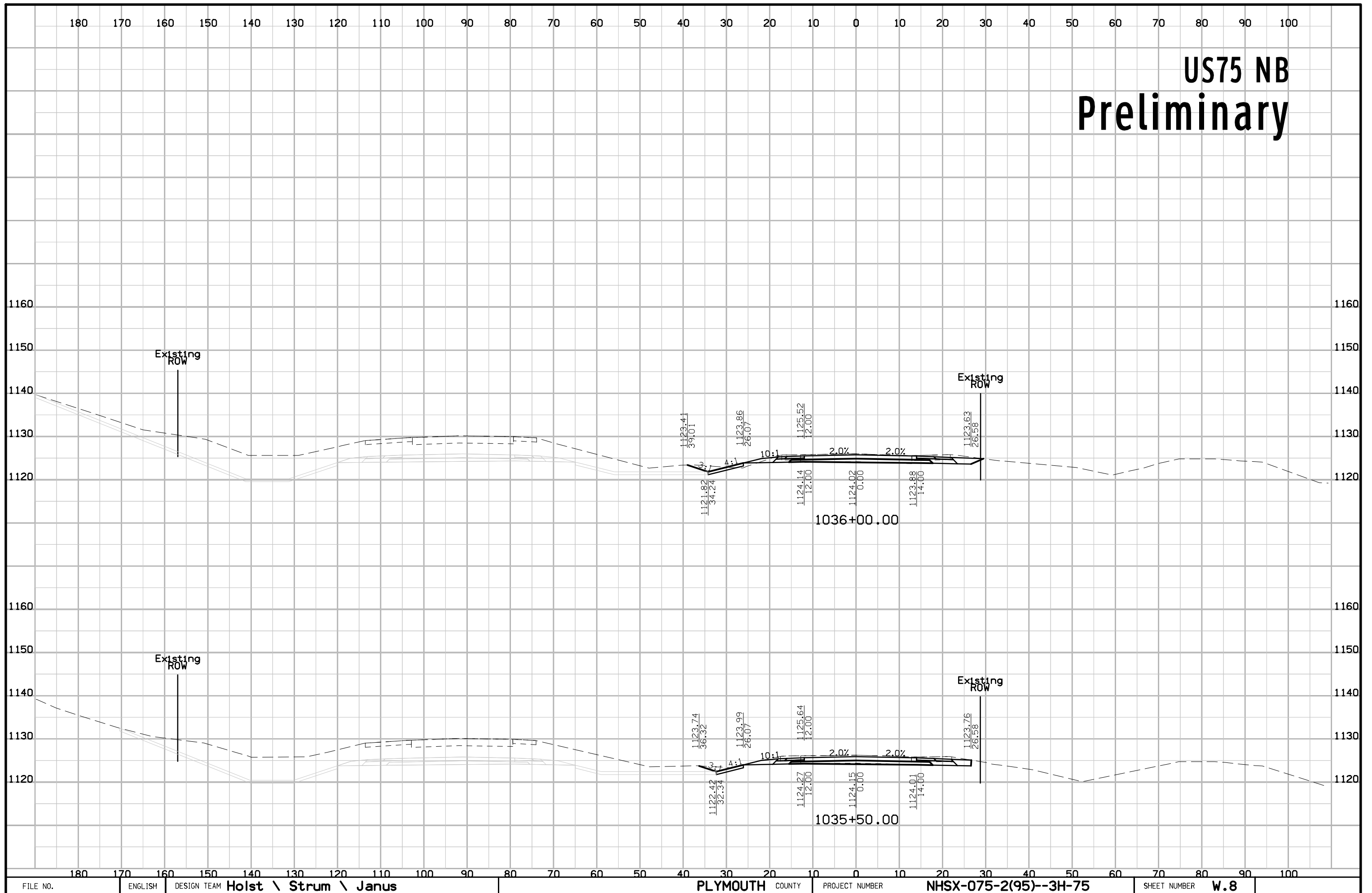
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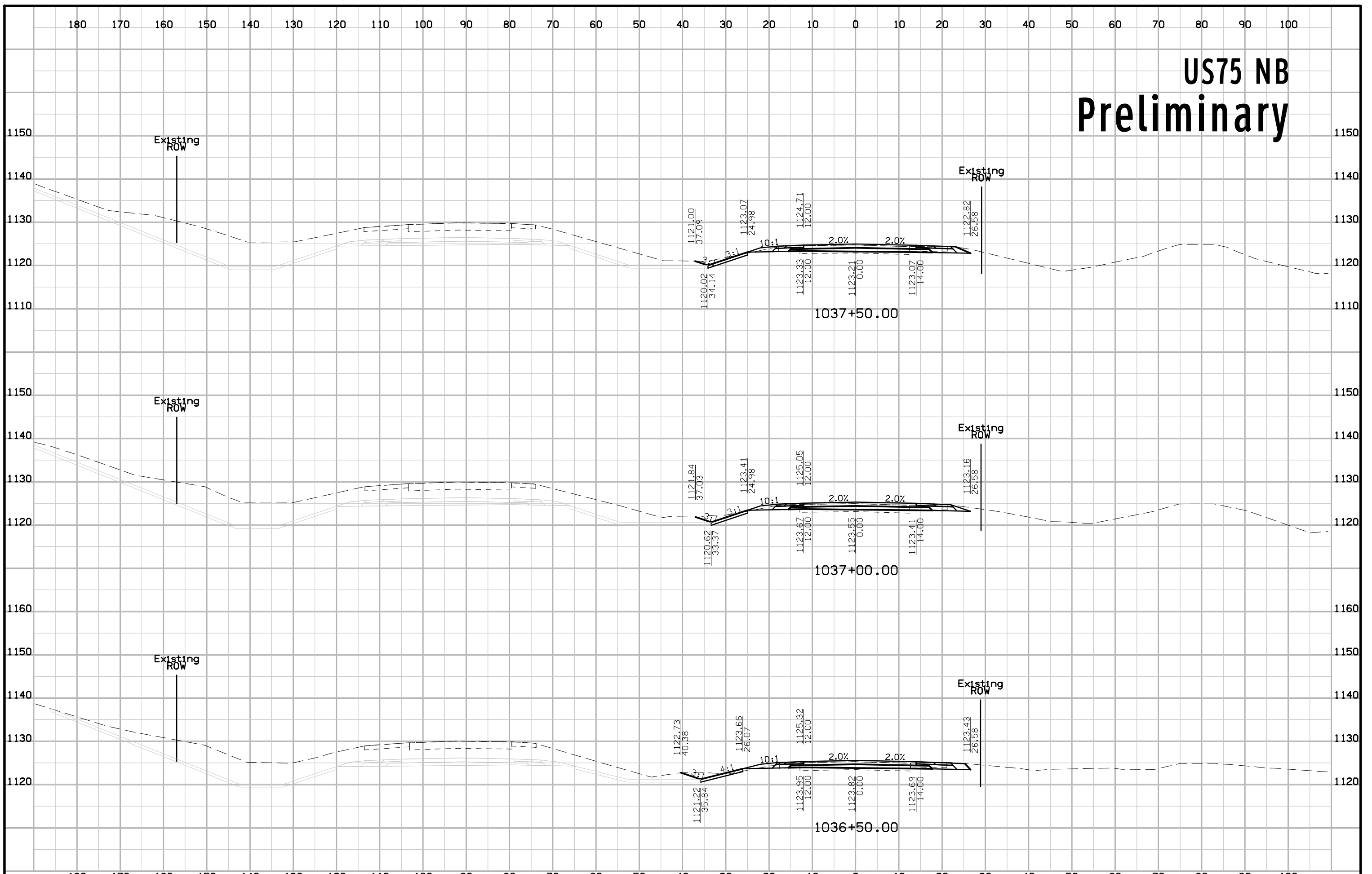
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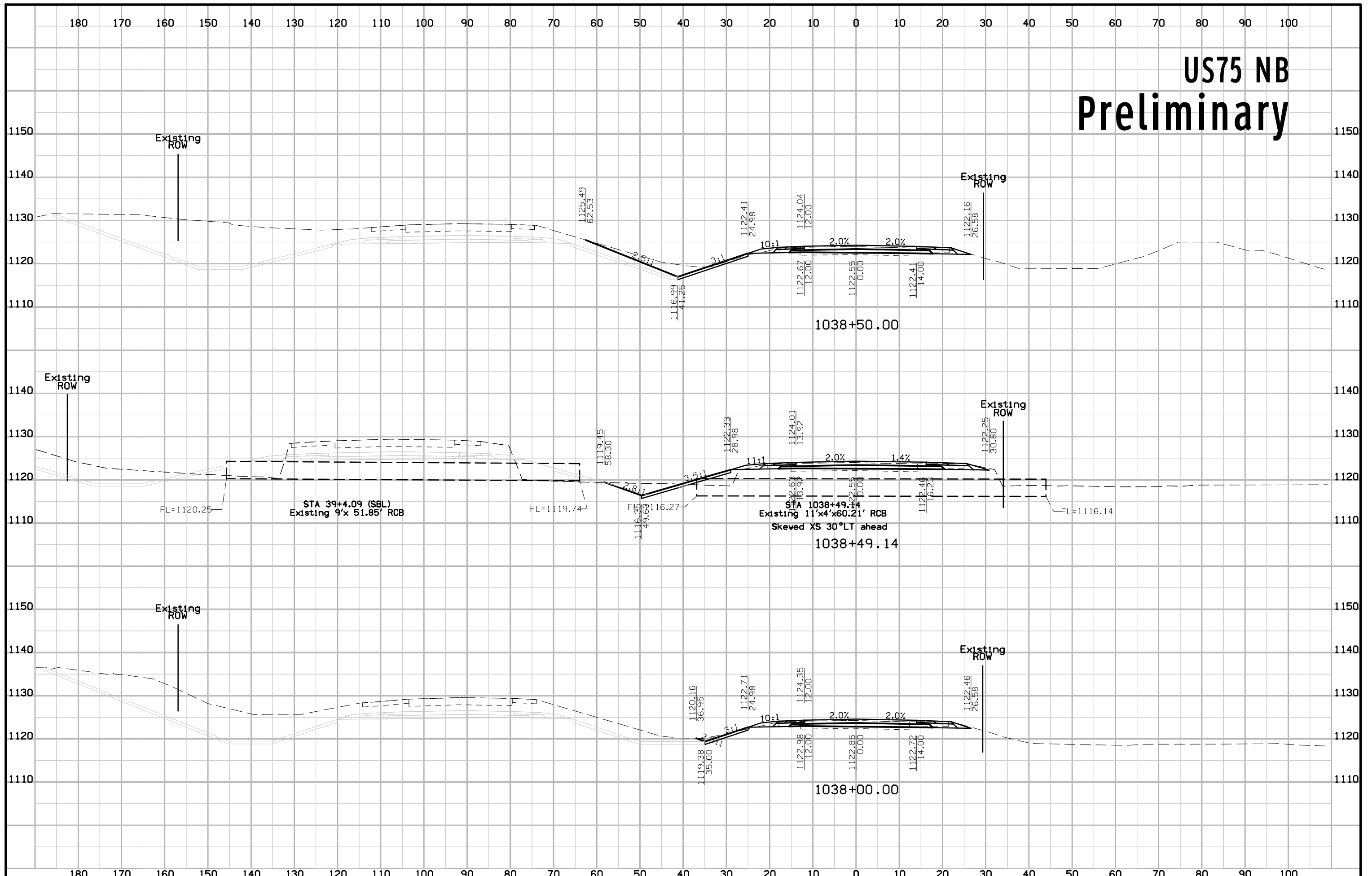
# US75 NB Preliminary



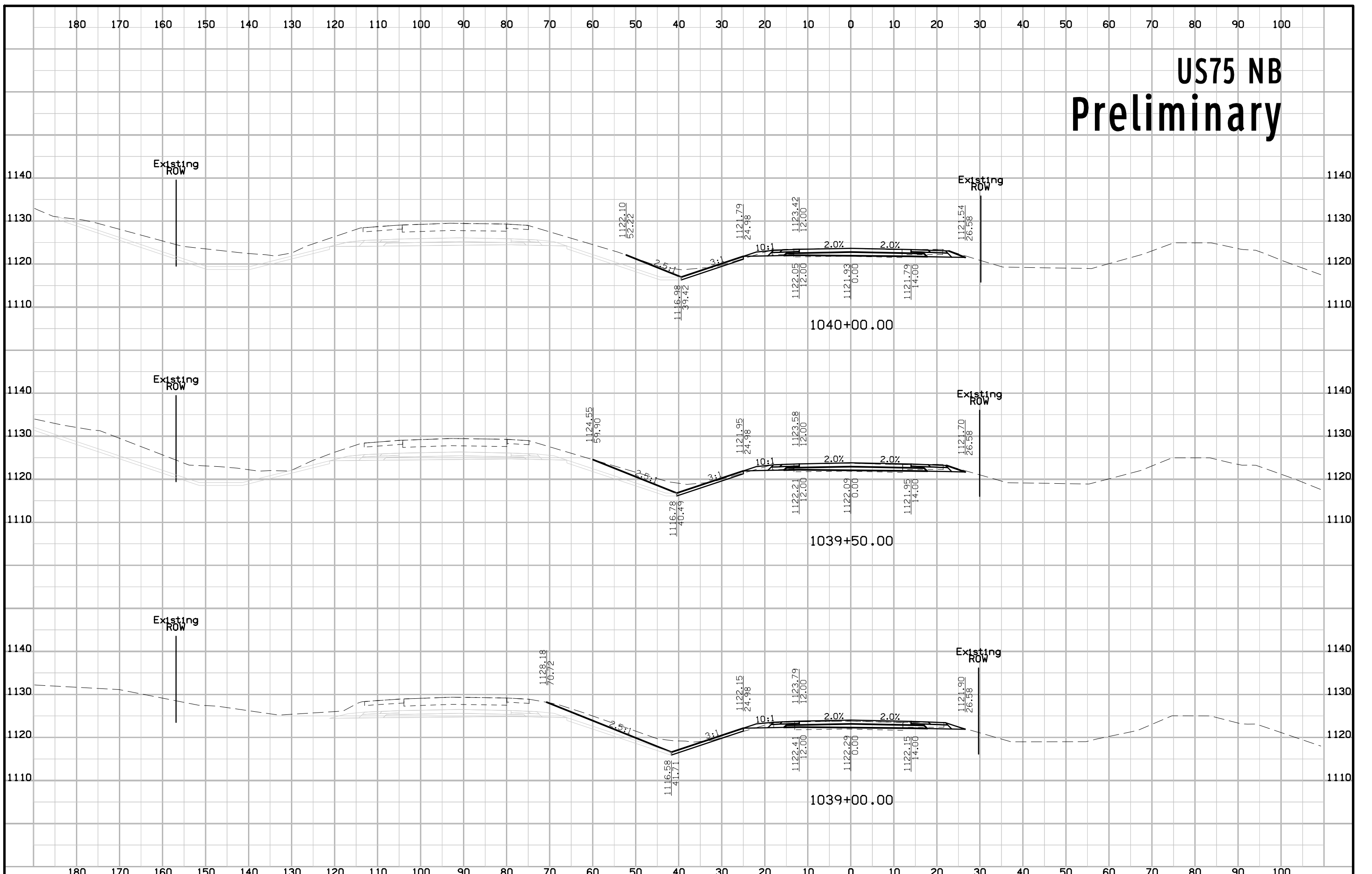
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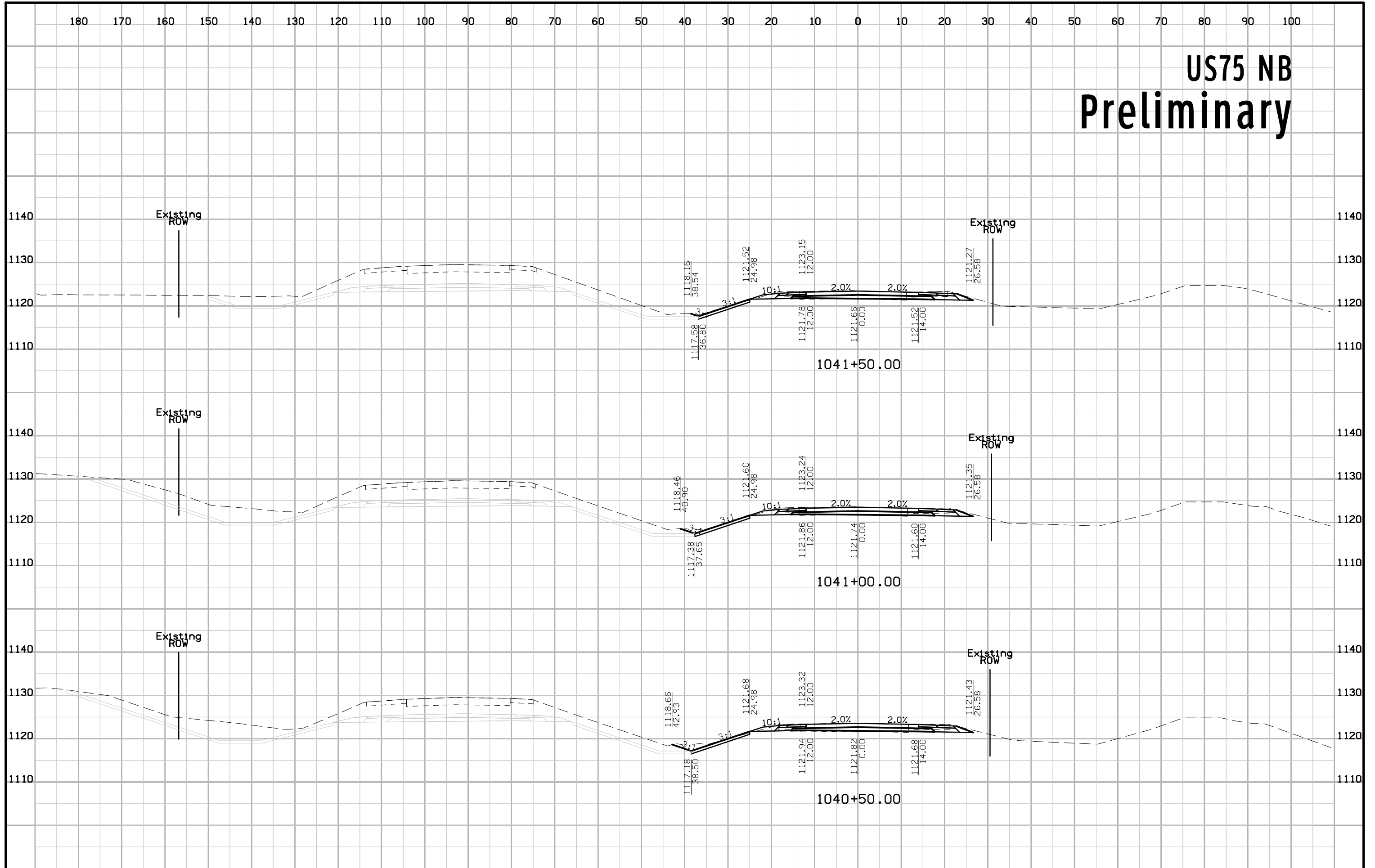
# US75 NB Preliminary



# US75 NB Preliminary

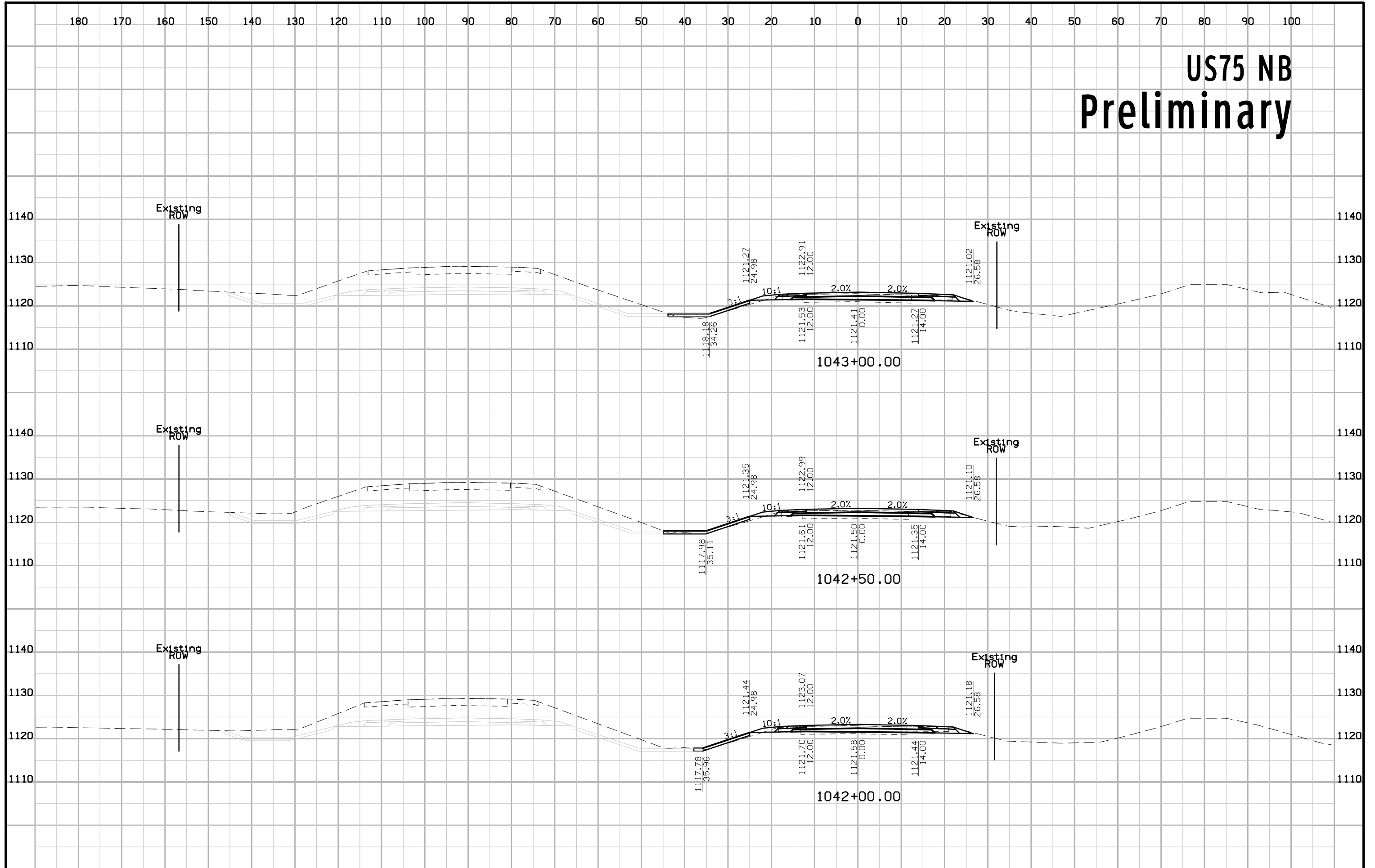


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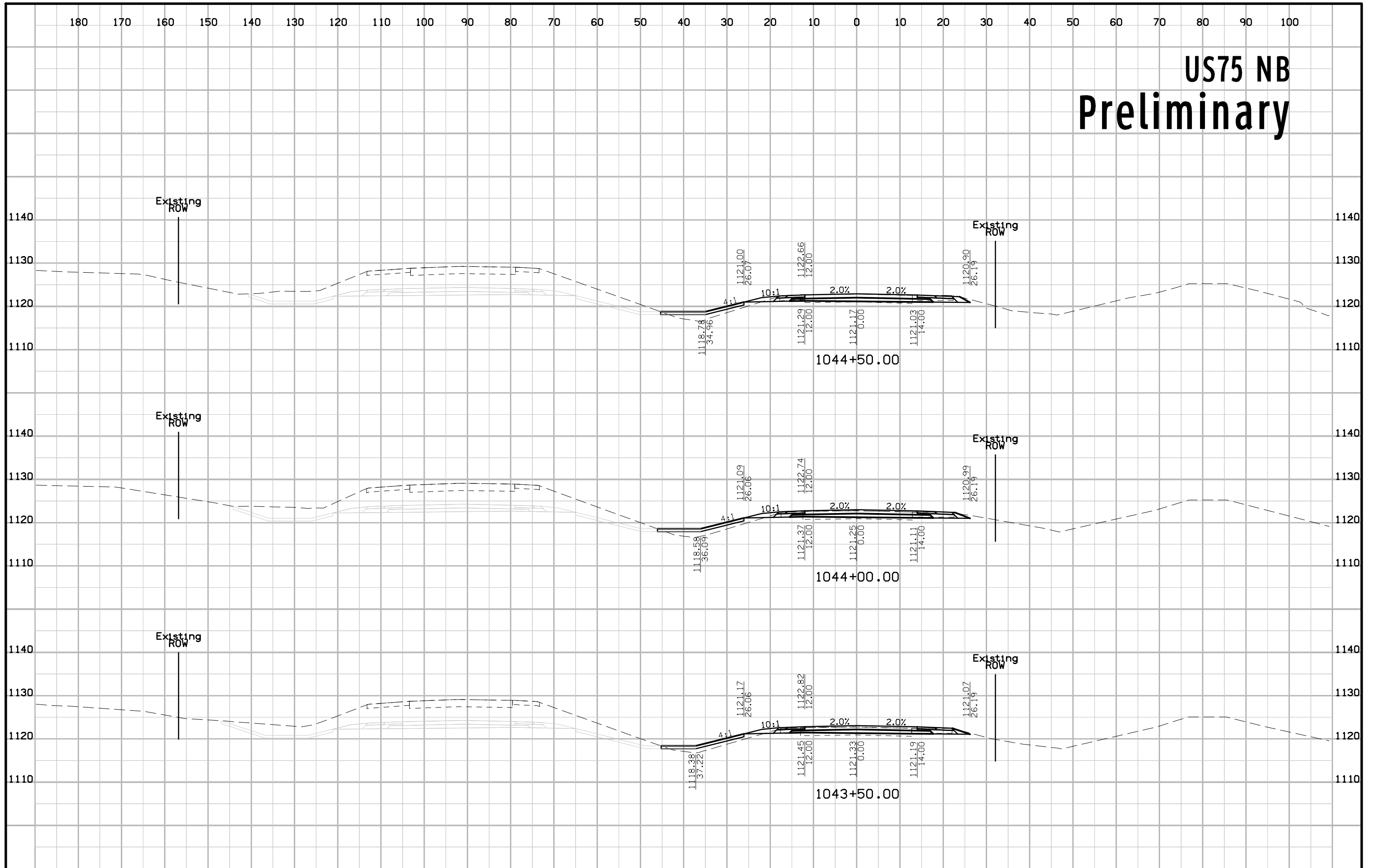




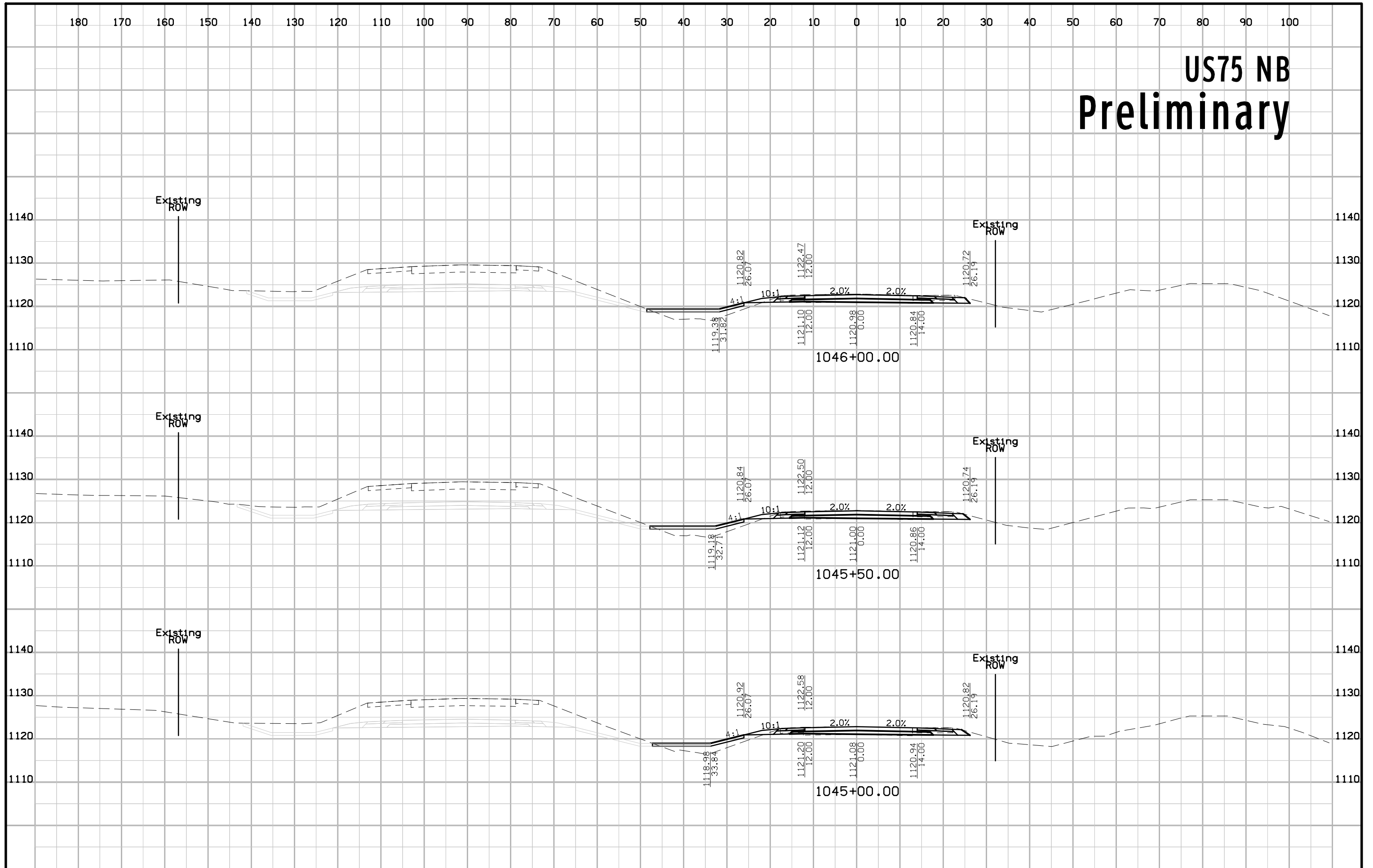
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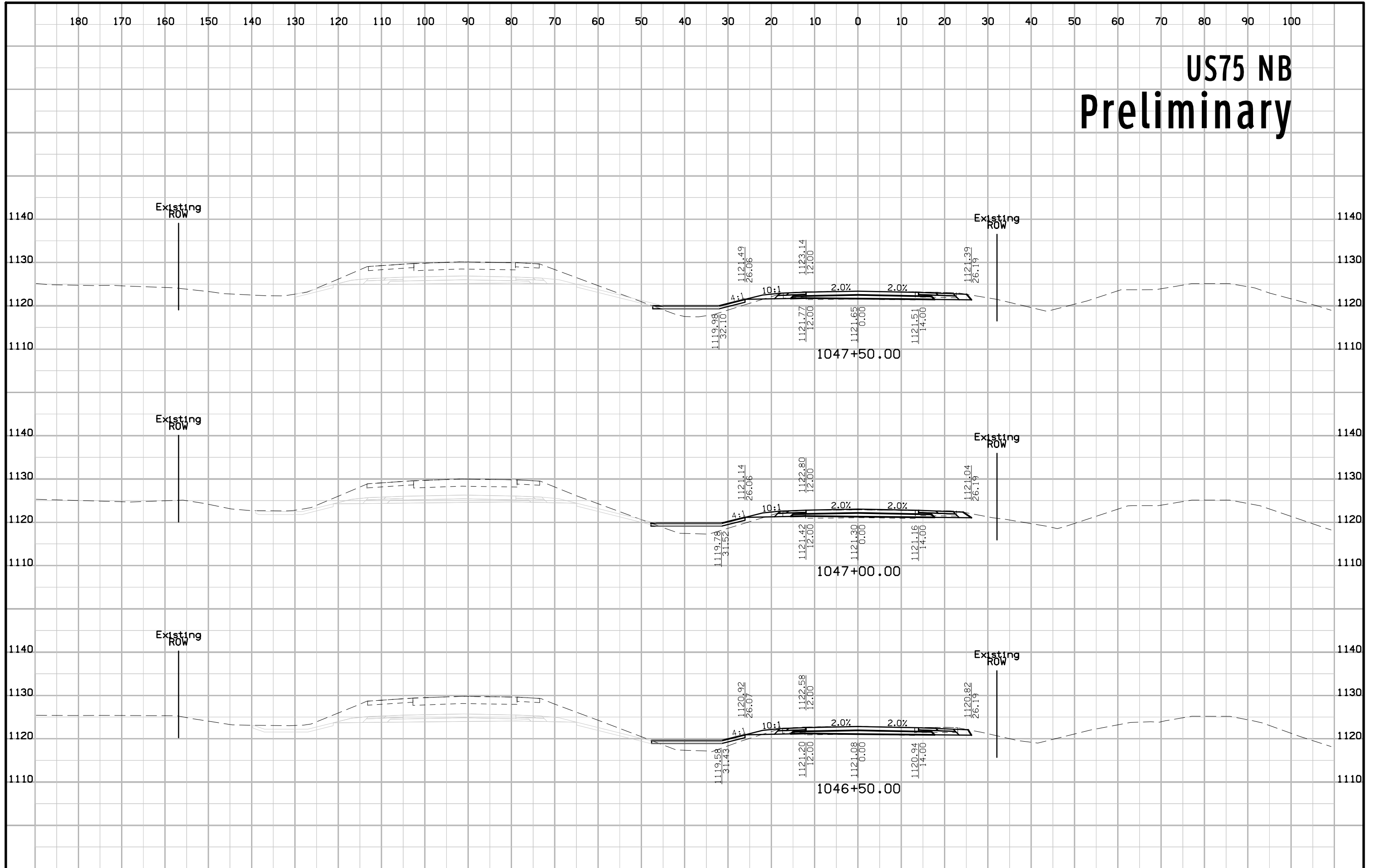
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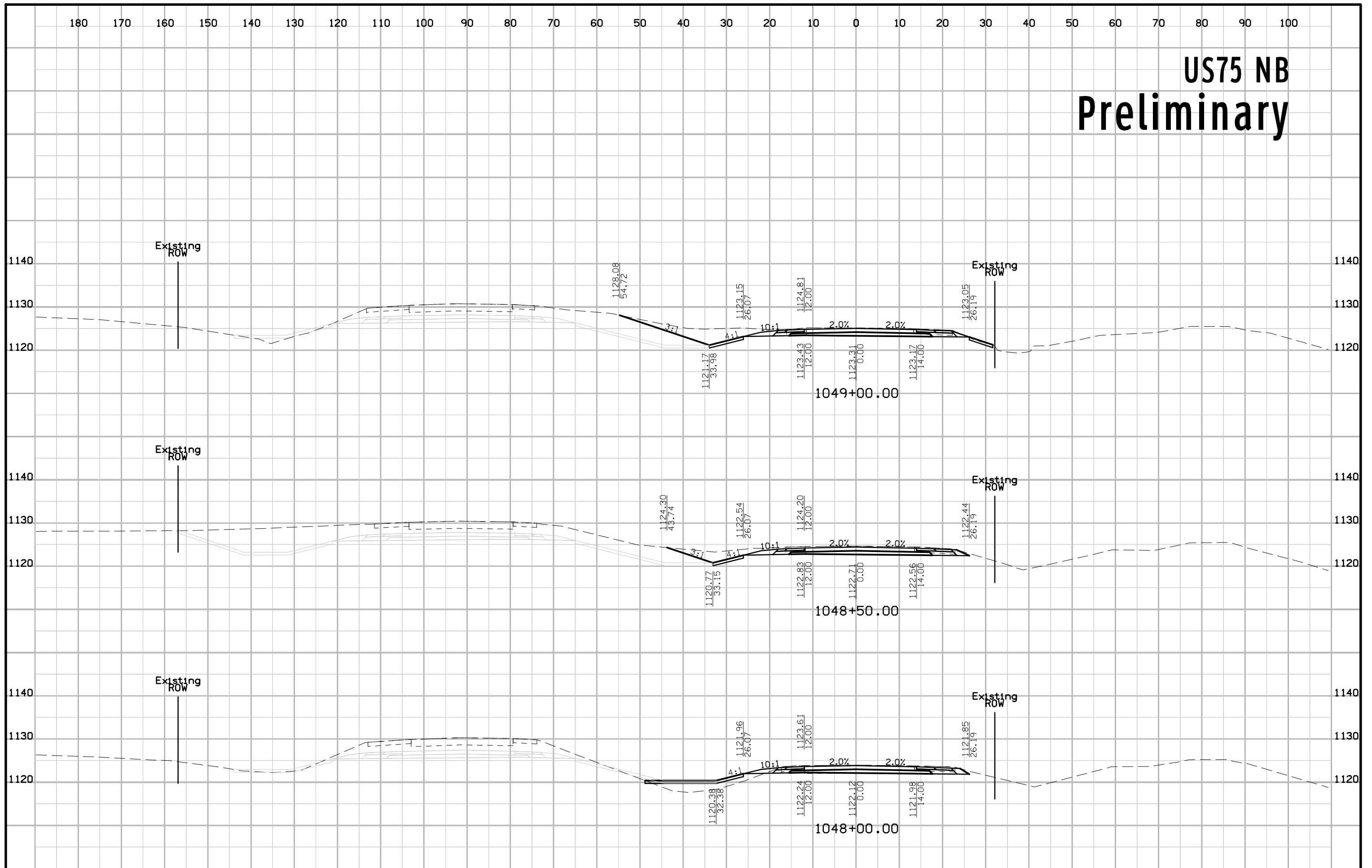
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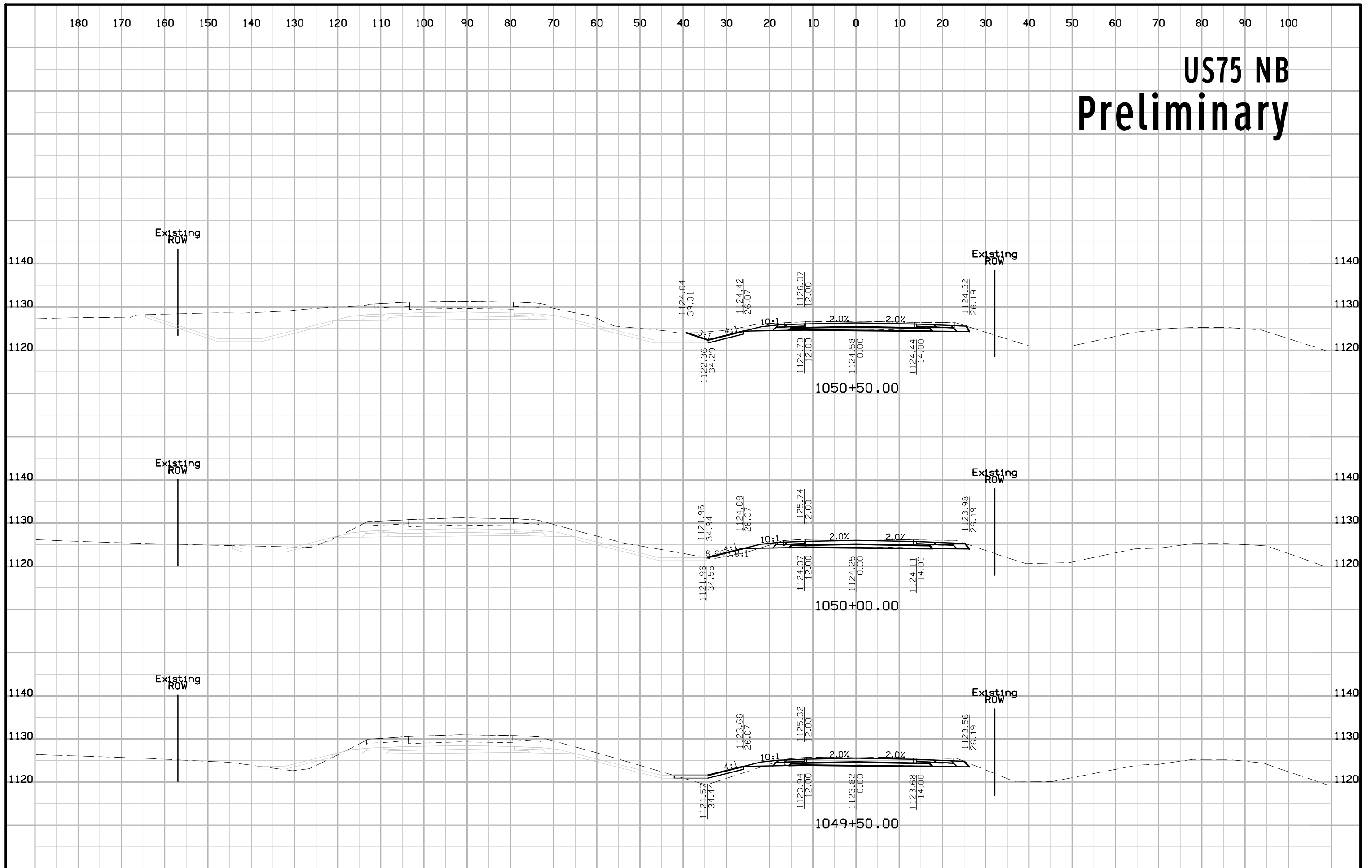
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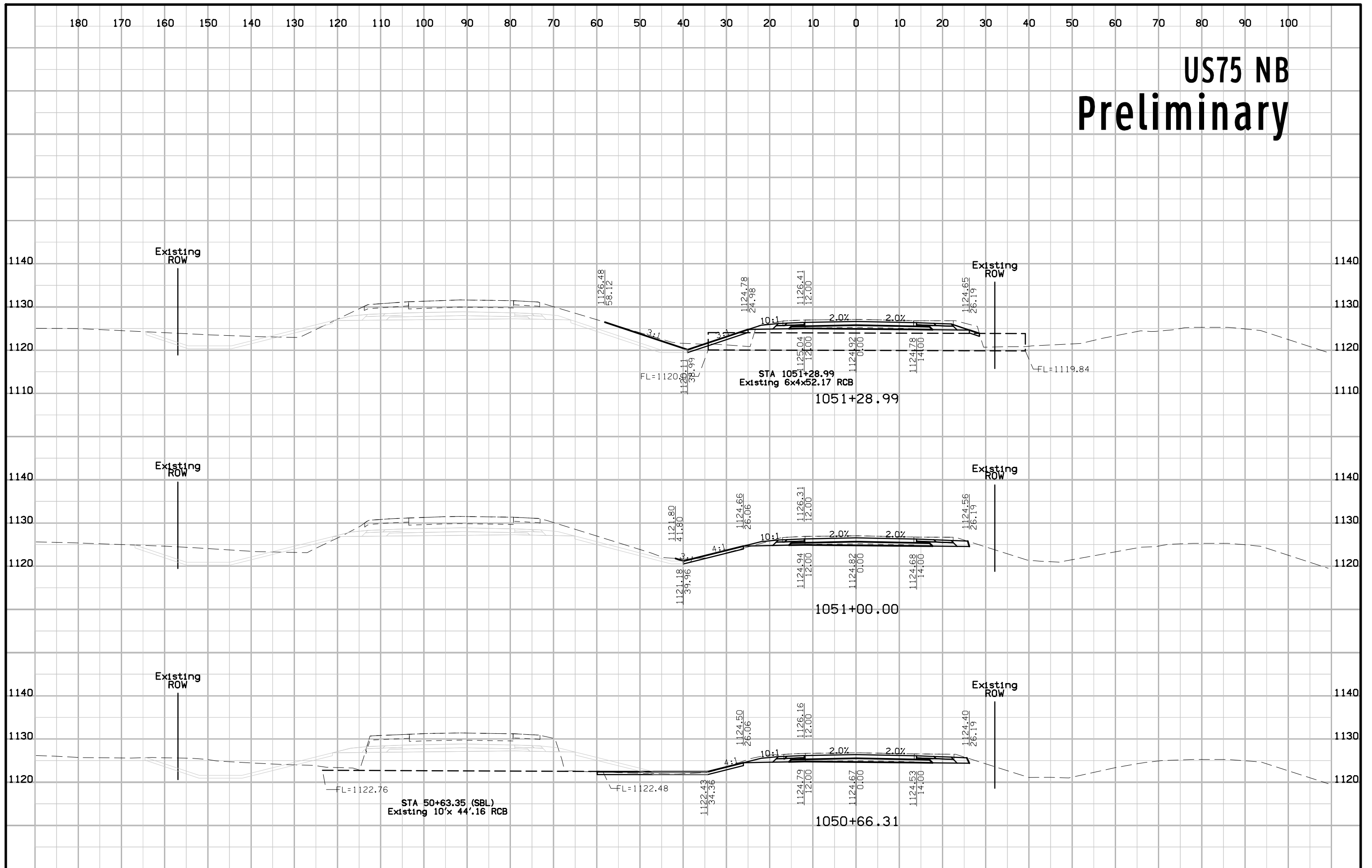
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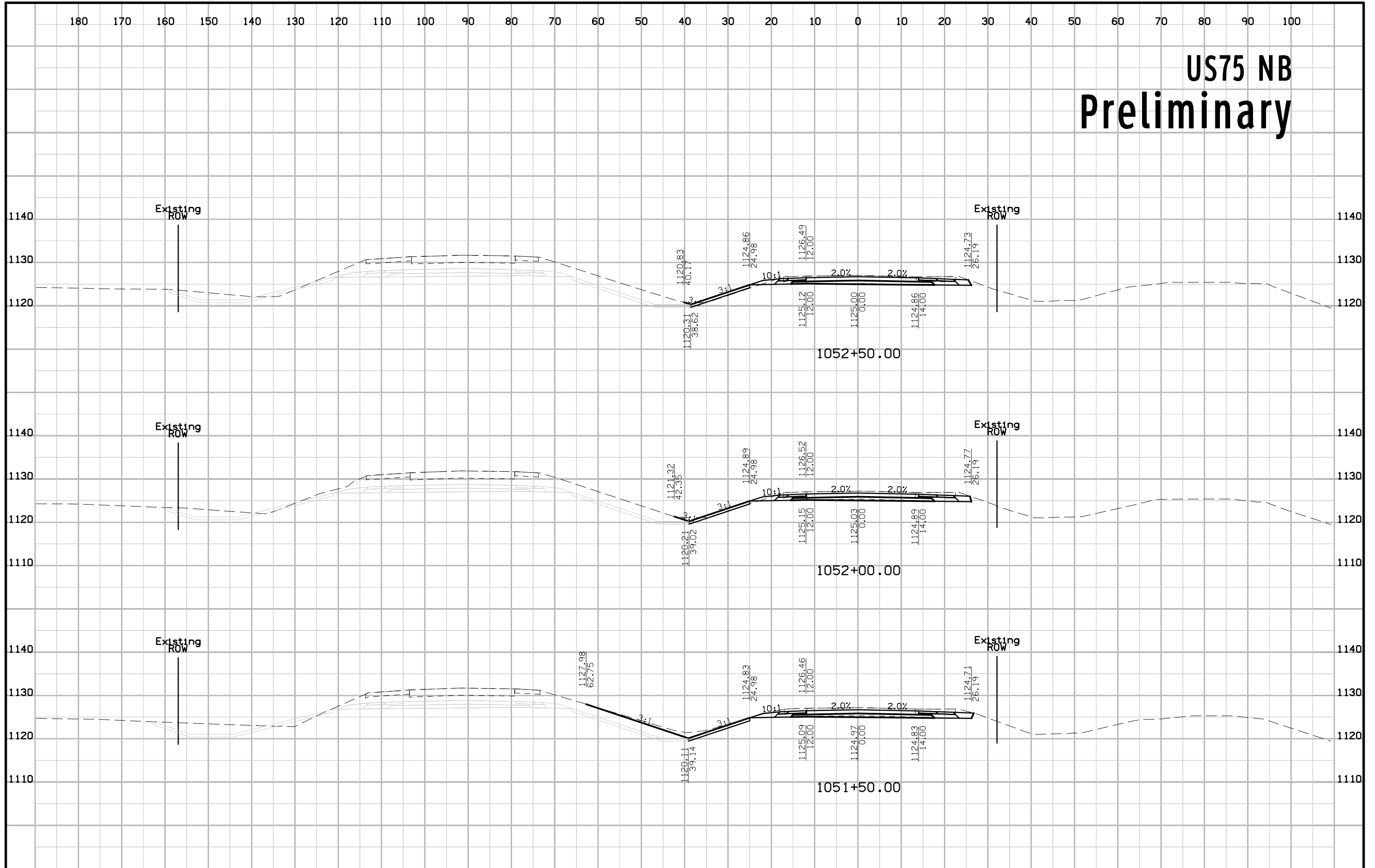
# US75 NB Preliminary



# US75 NB Preliminary

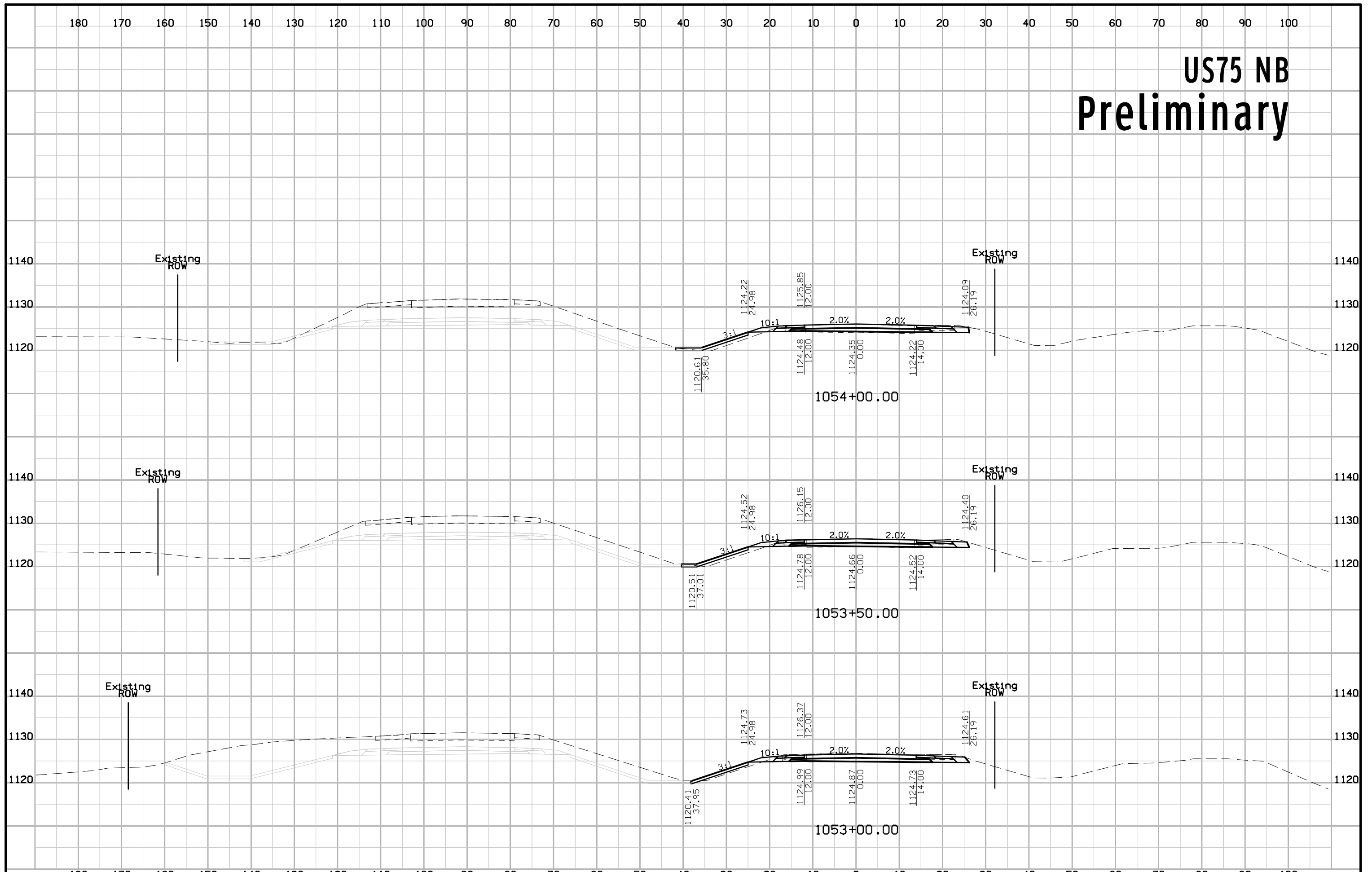


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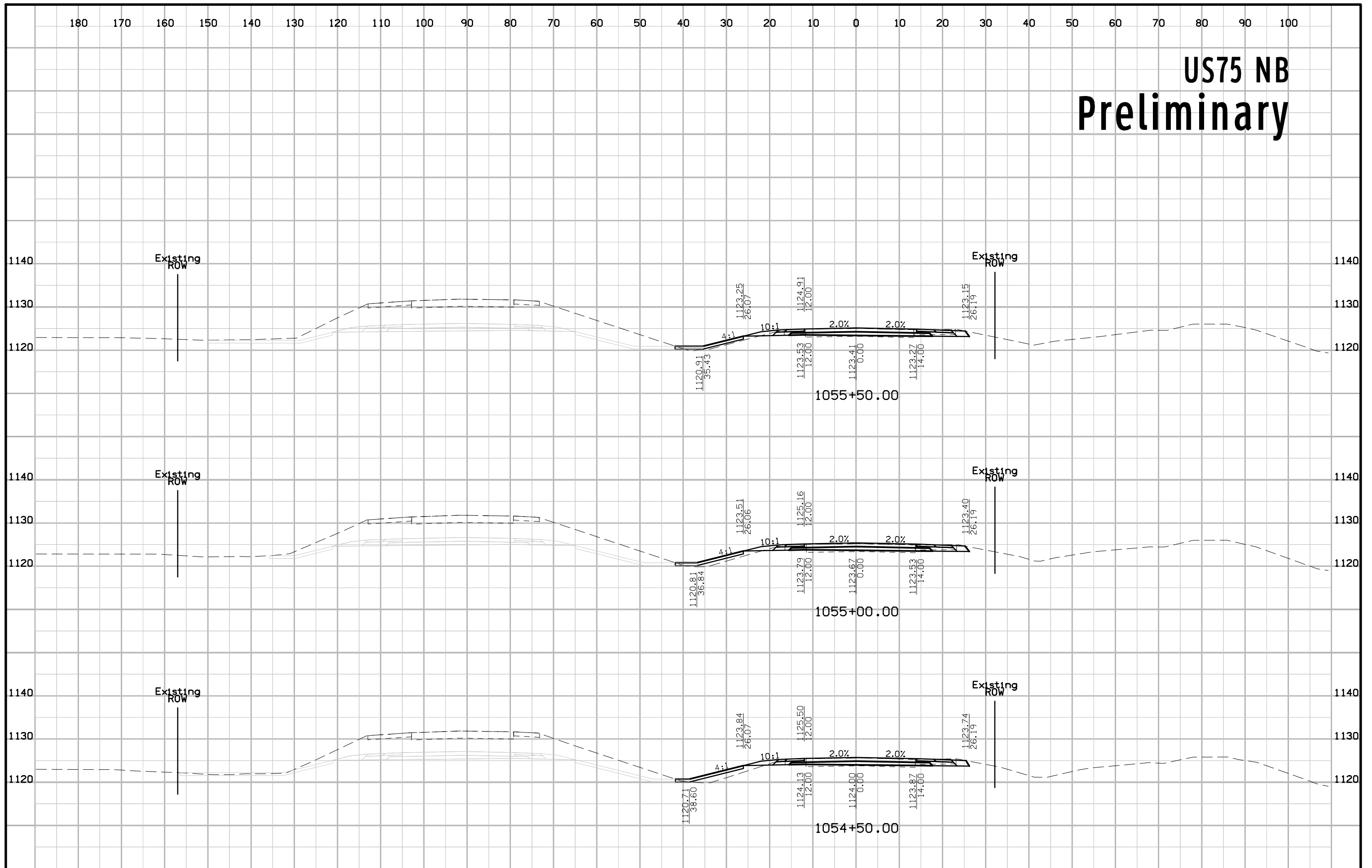




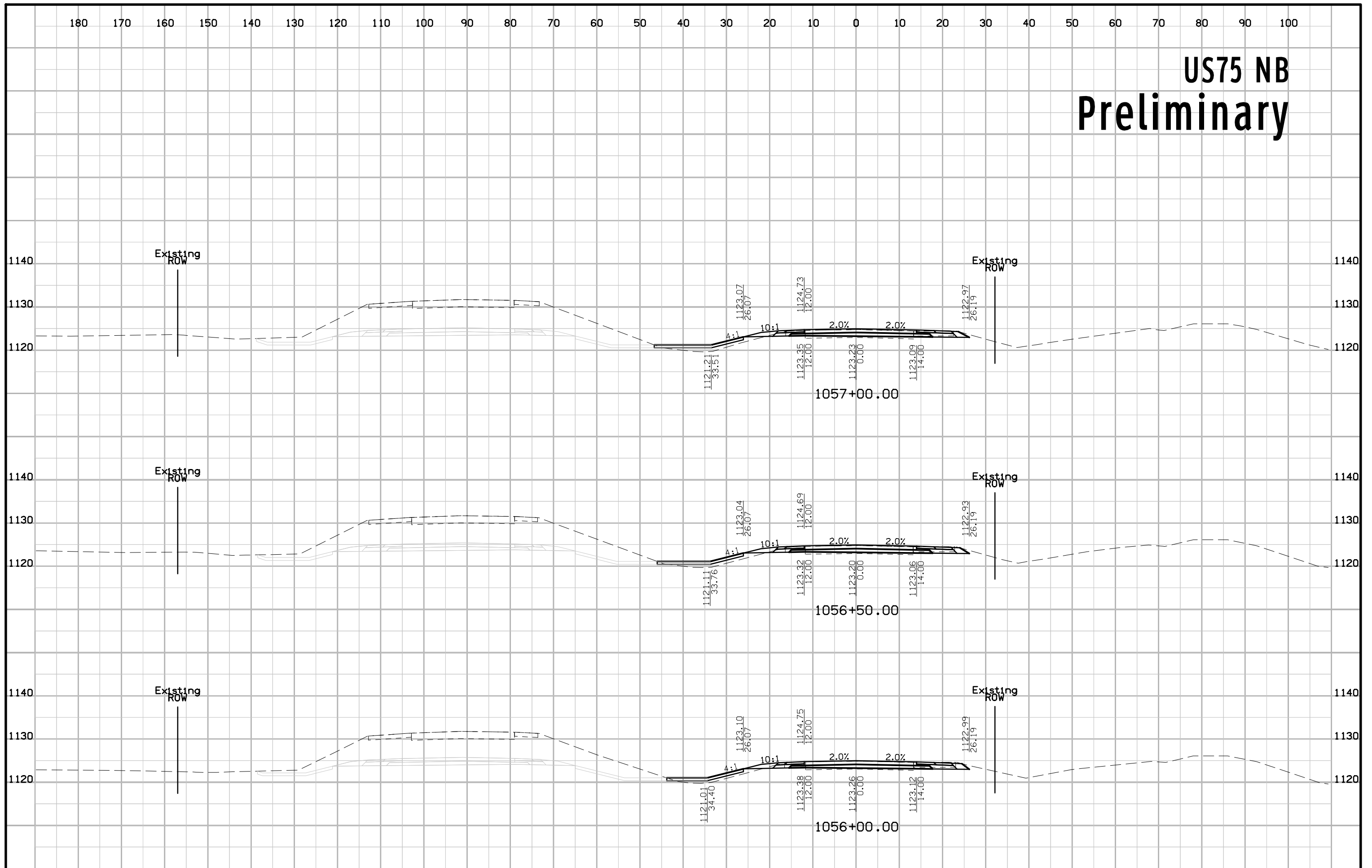
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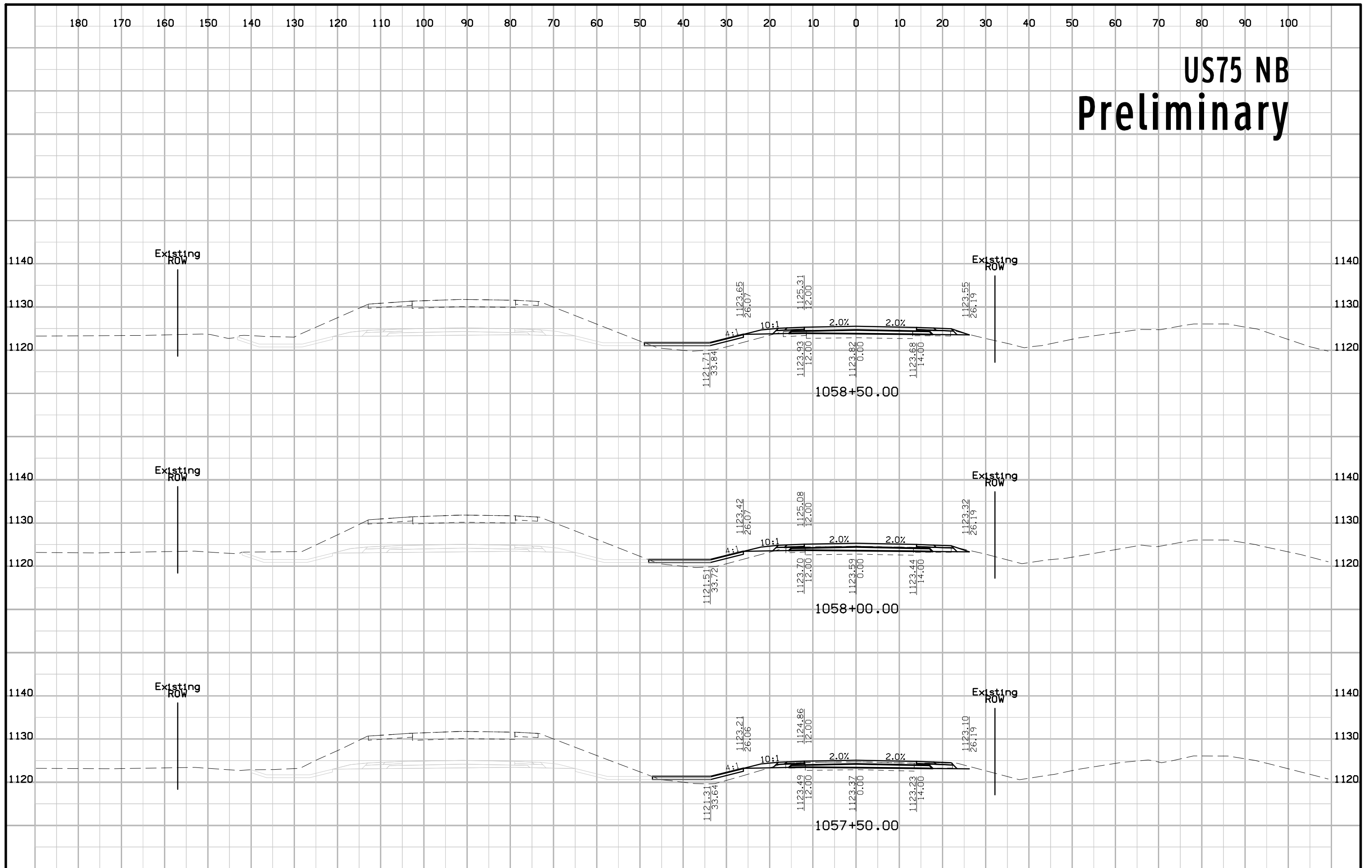
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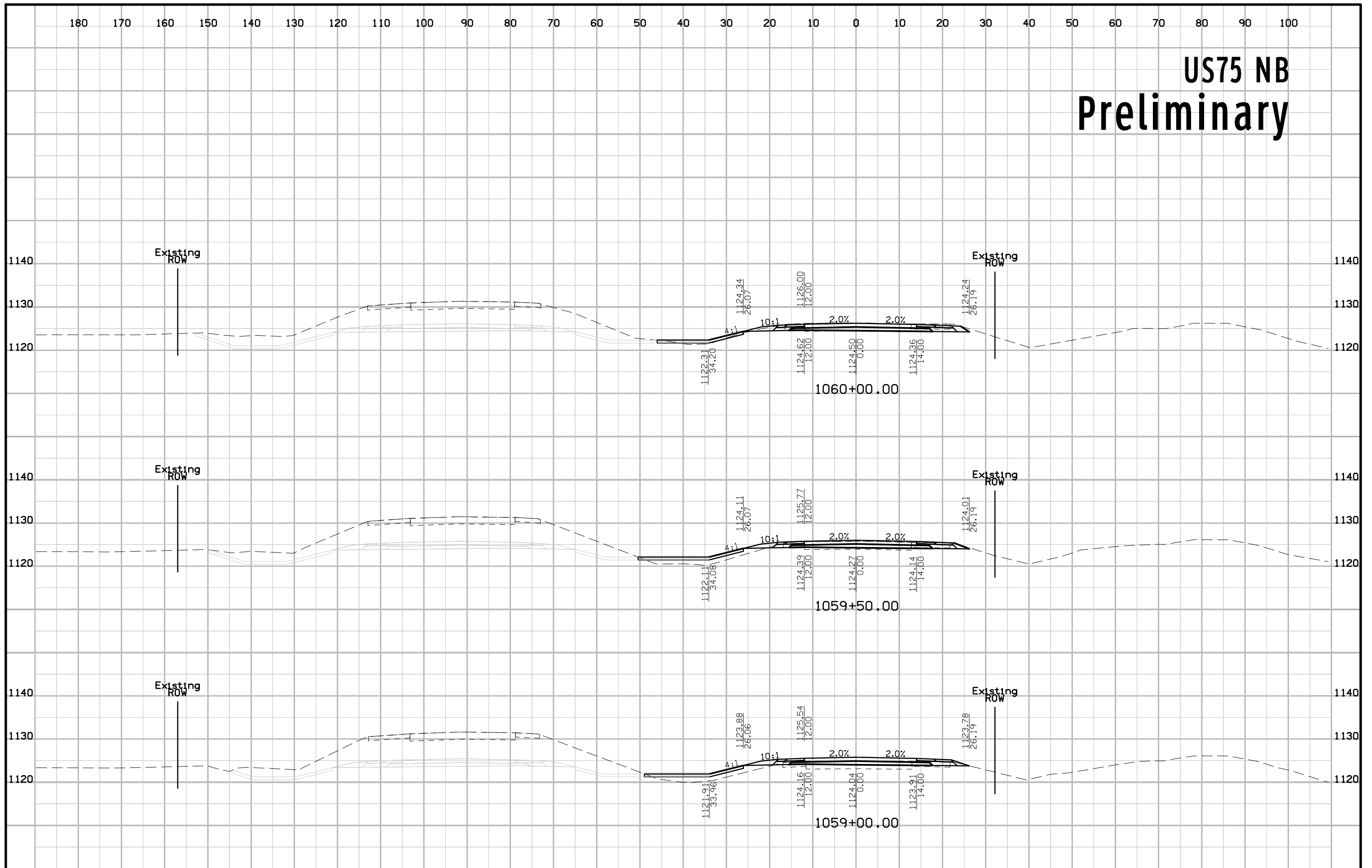
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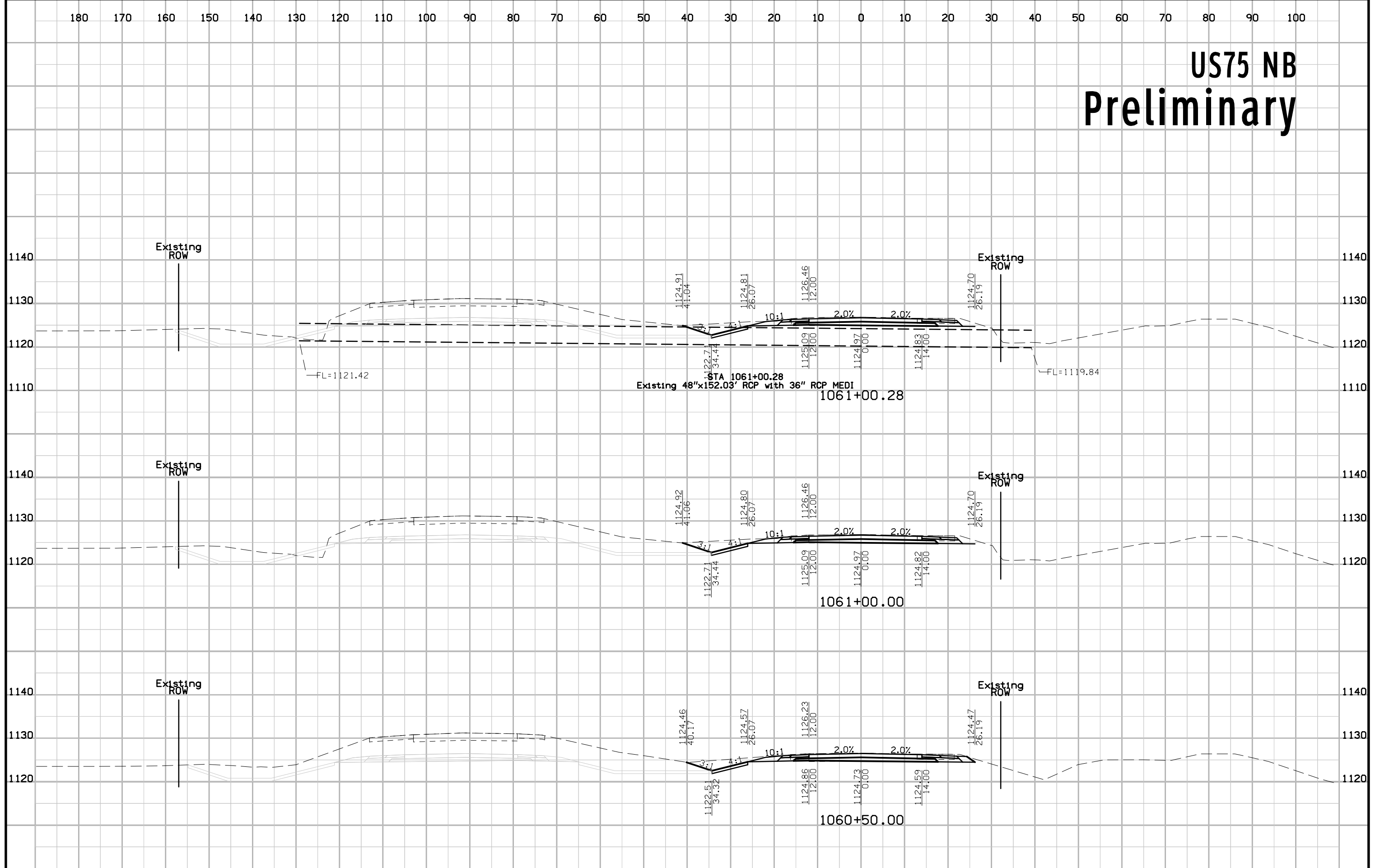
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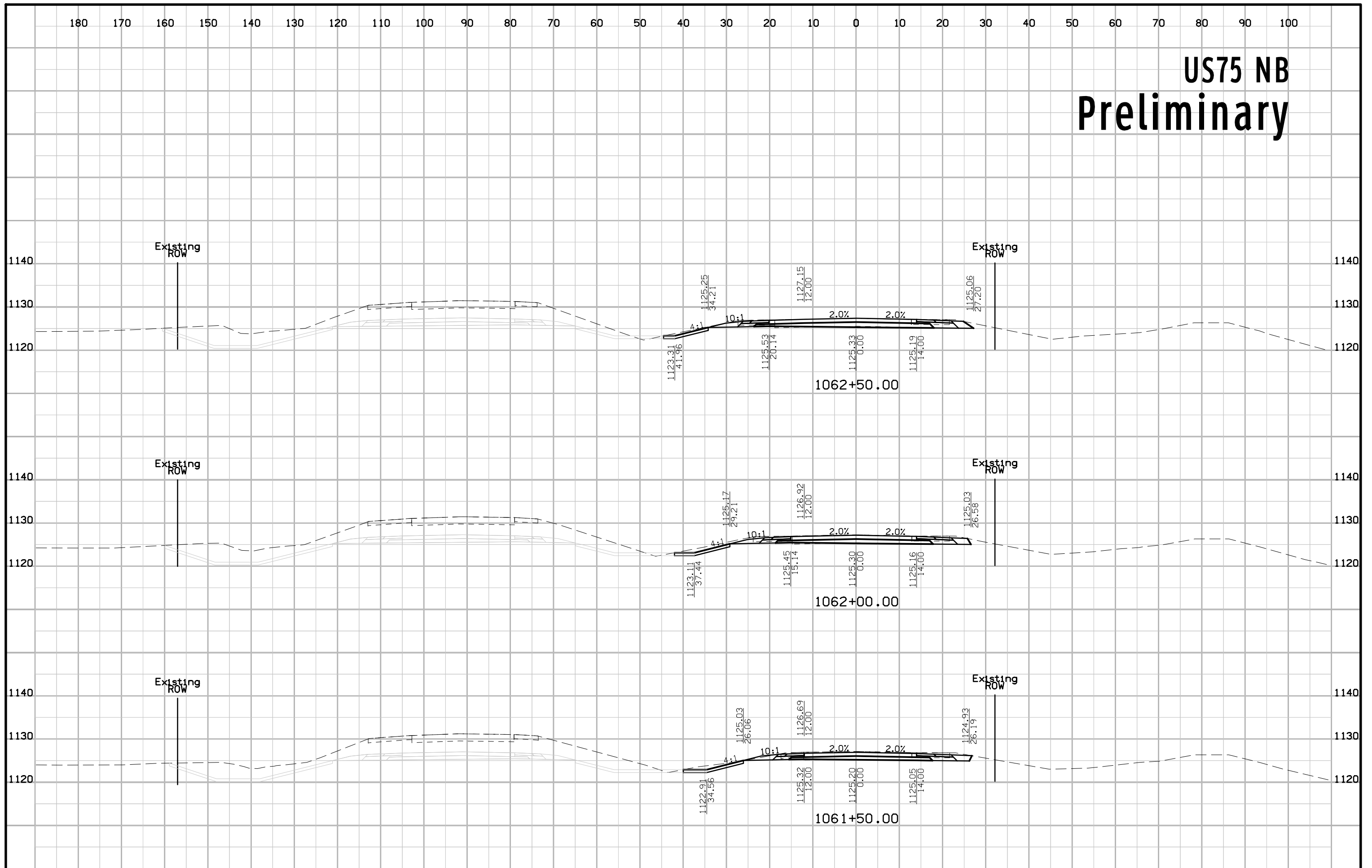
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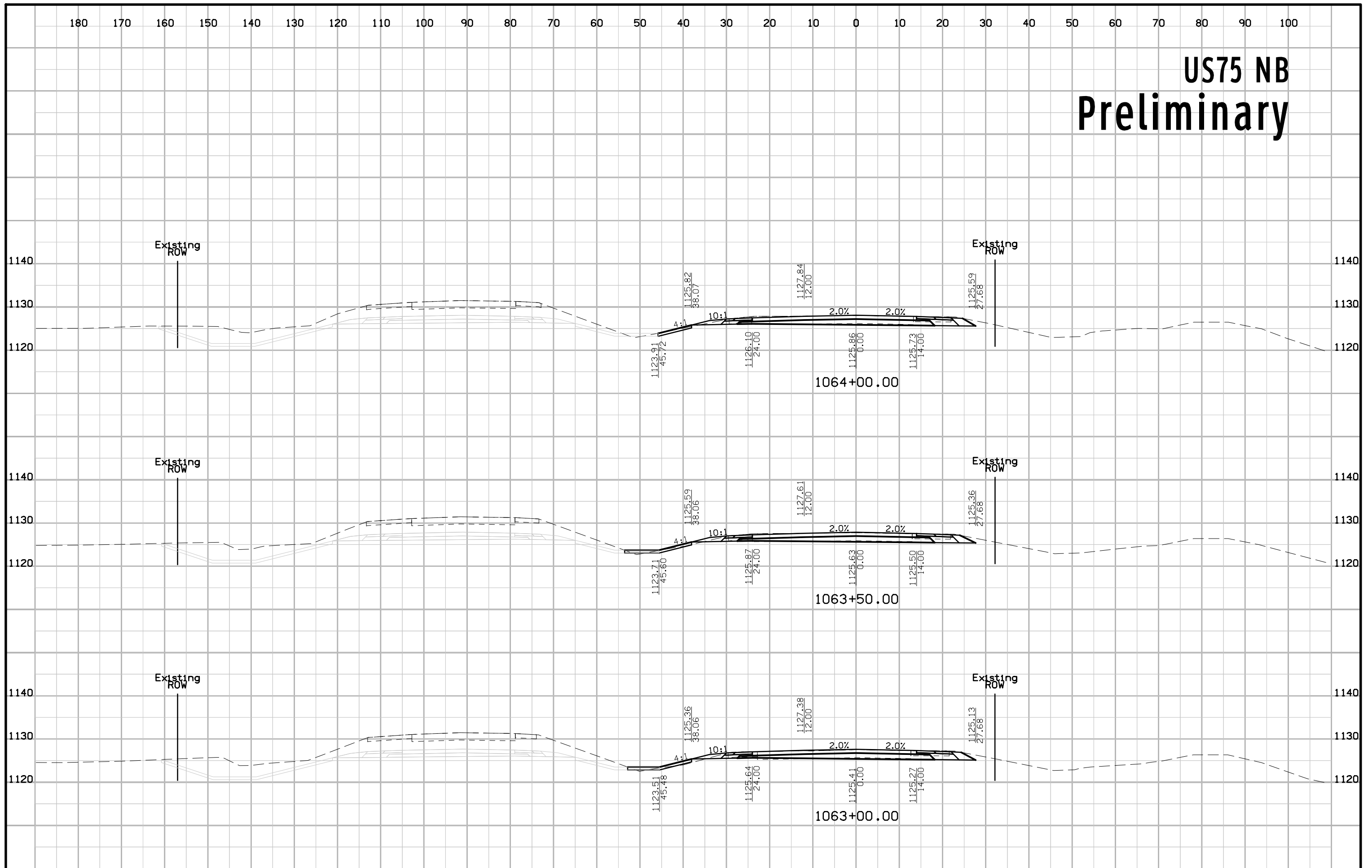
# US75 NB Preliminary



# US75 NB Preliminary

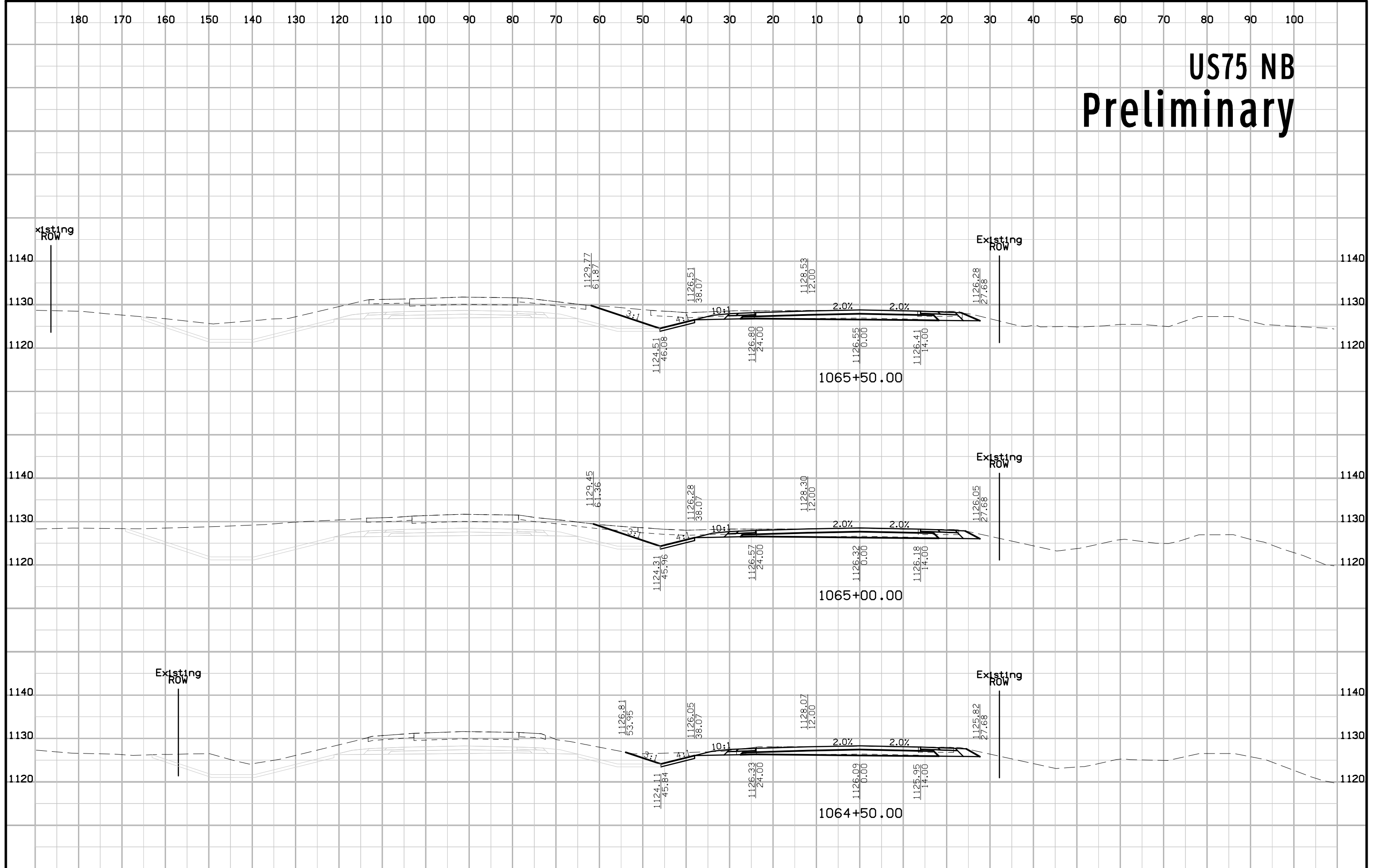


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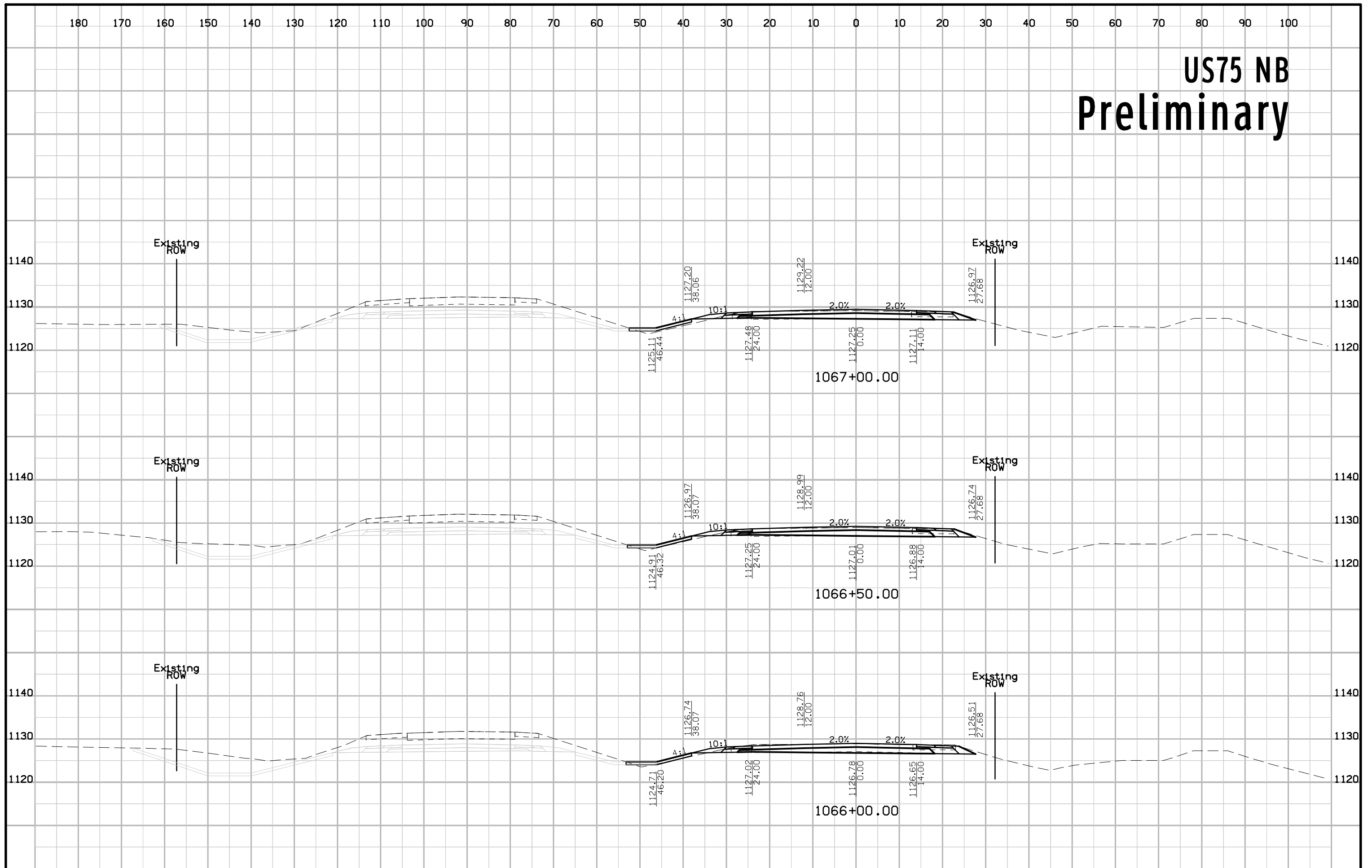




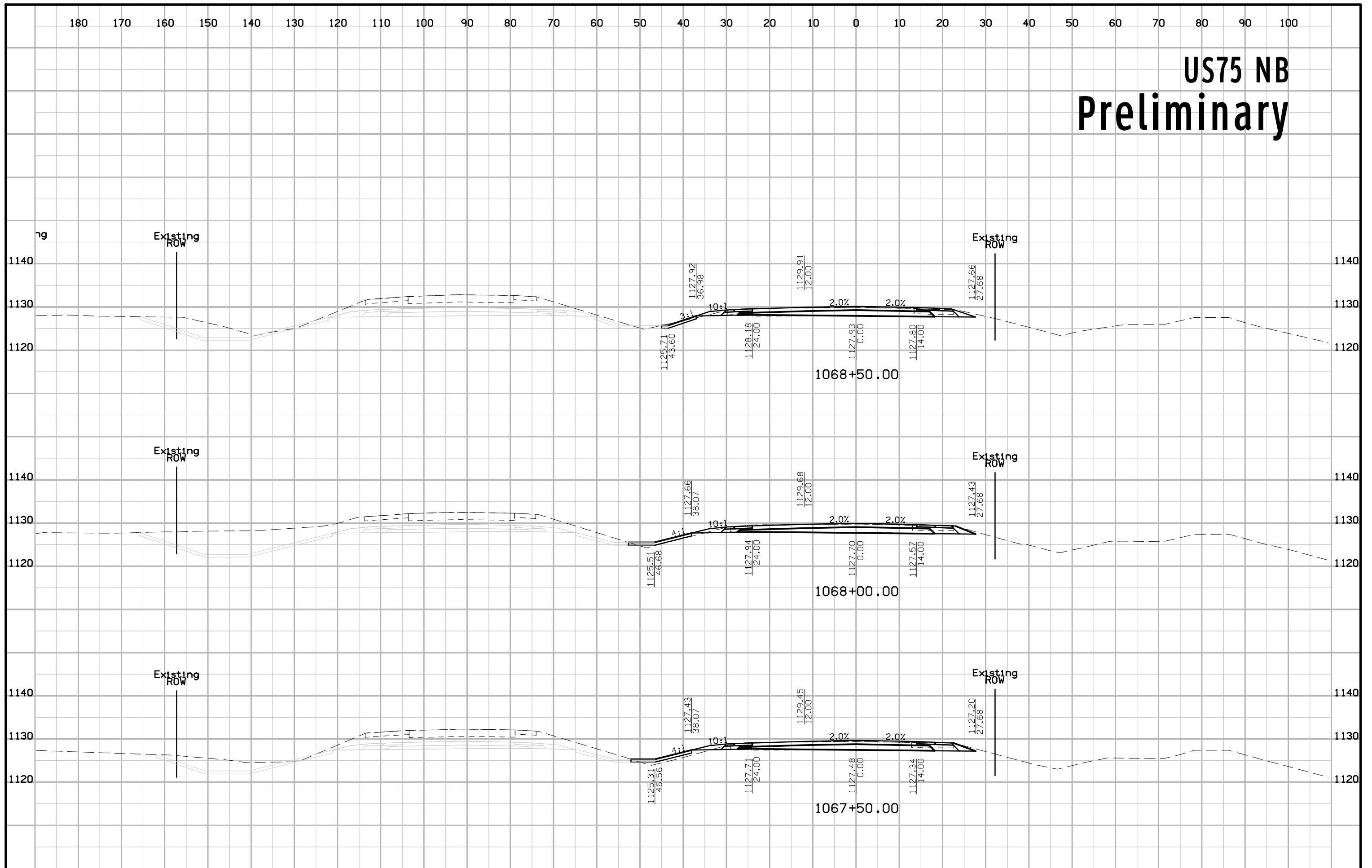
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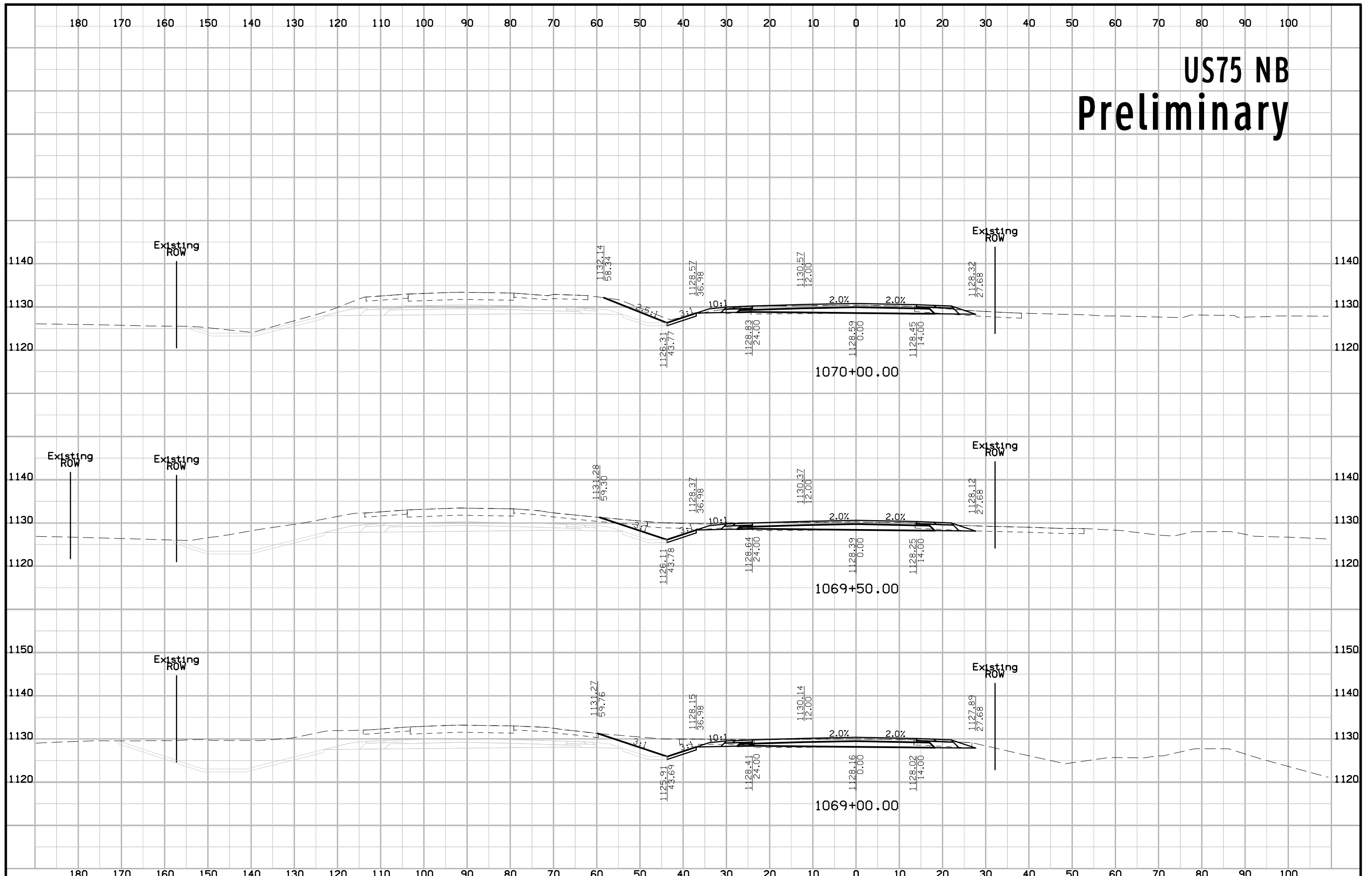
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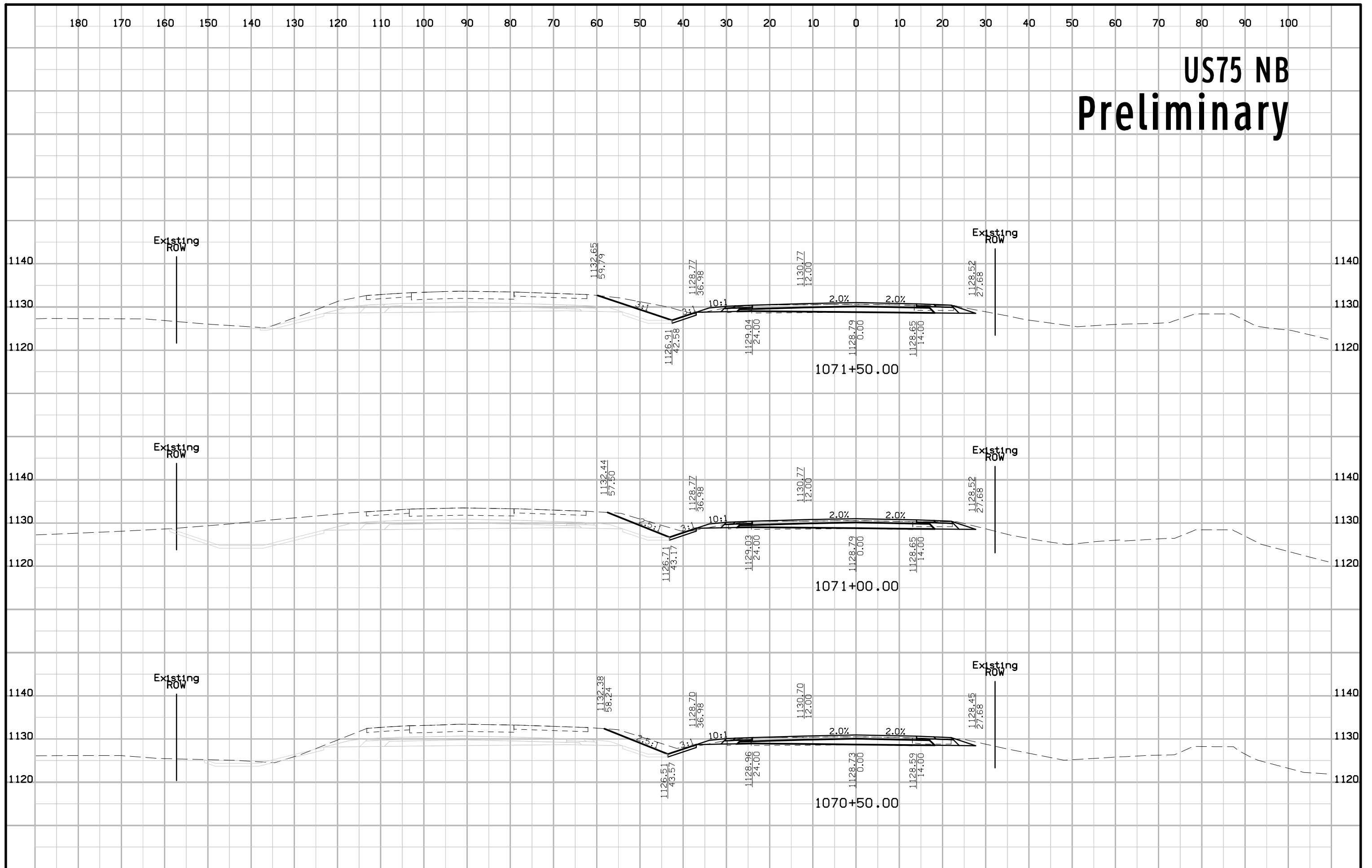
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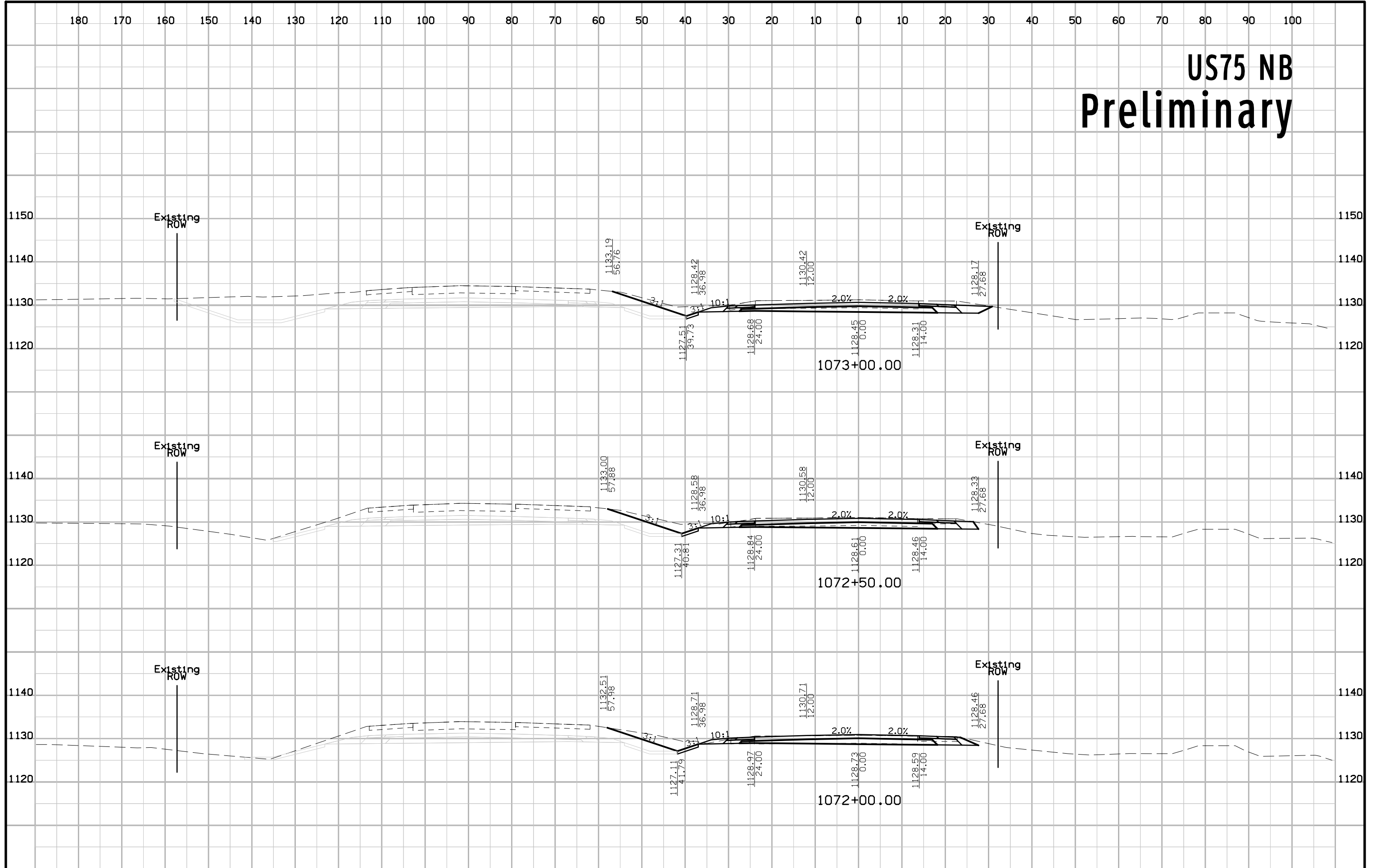
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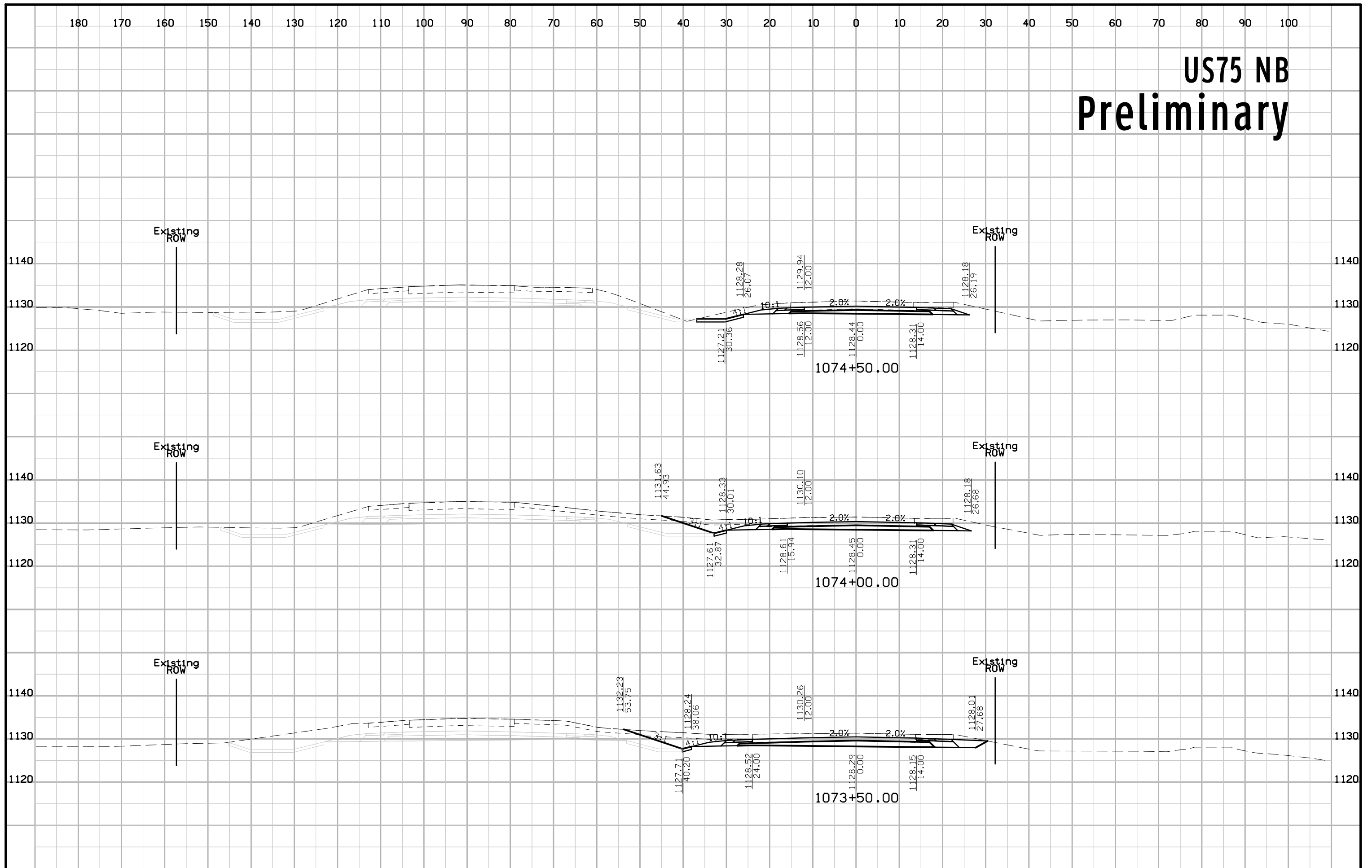
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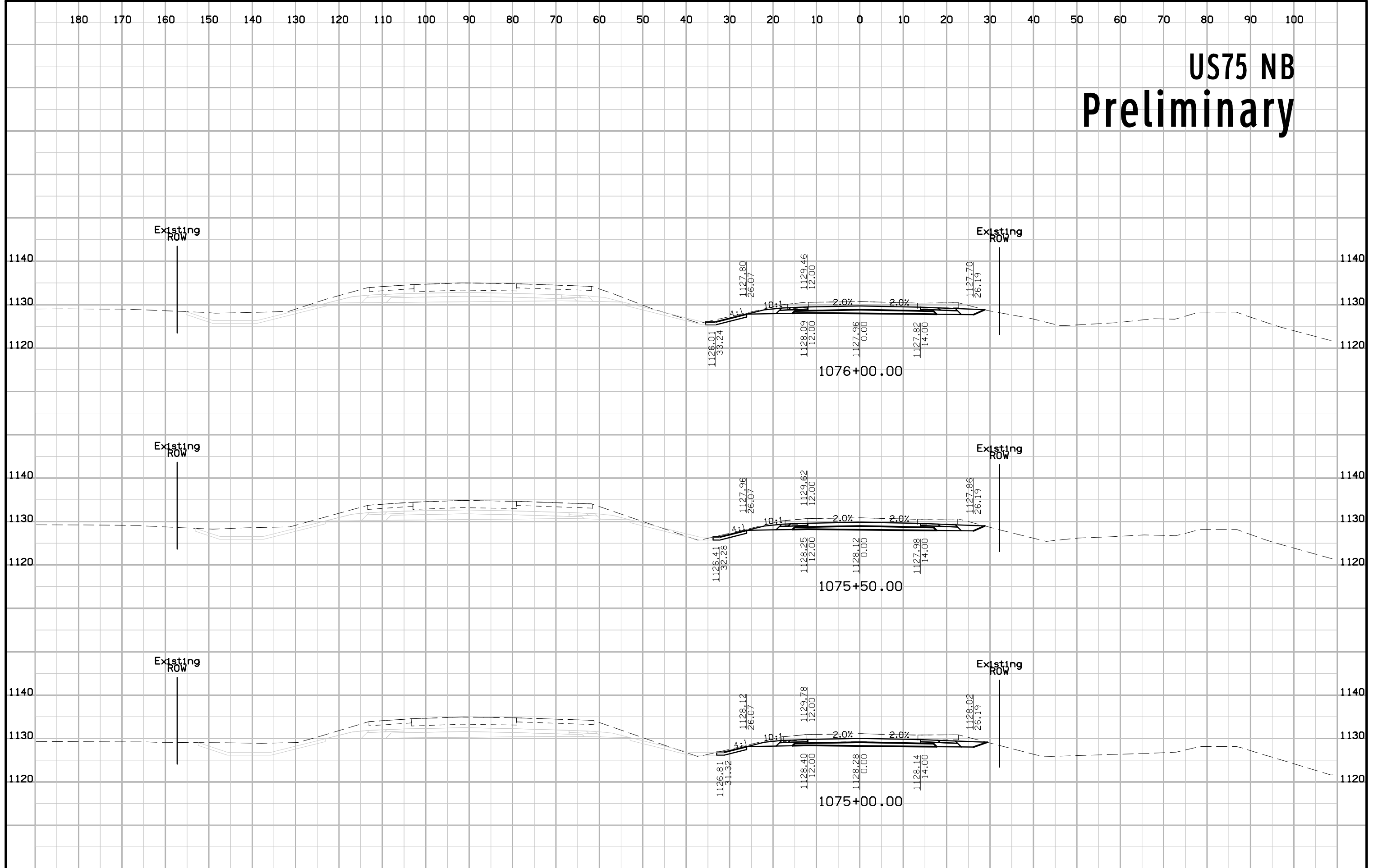
# US75 NB Preliminary



# US75 NB Preliminary

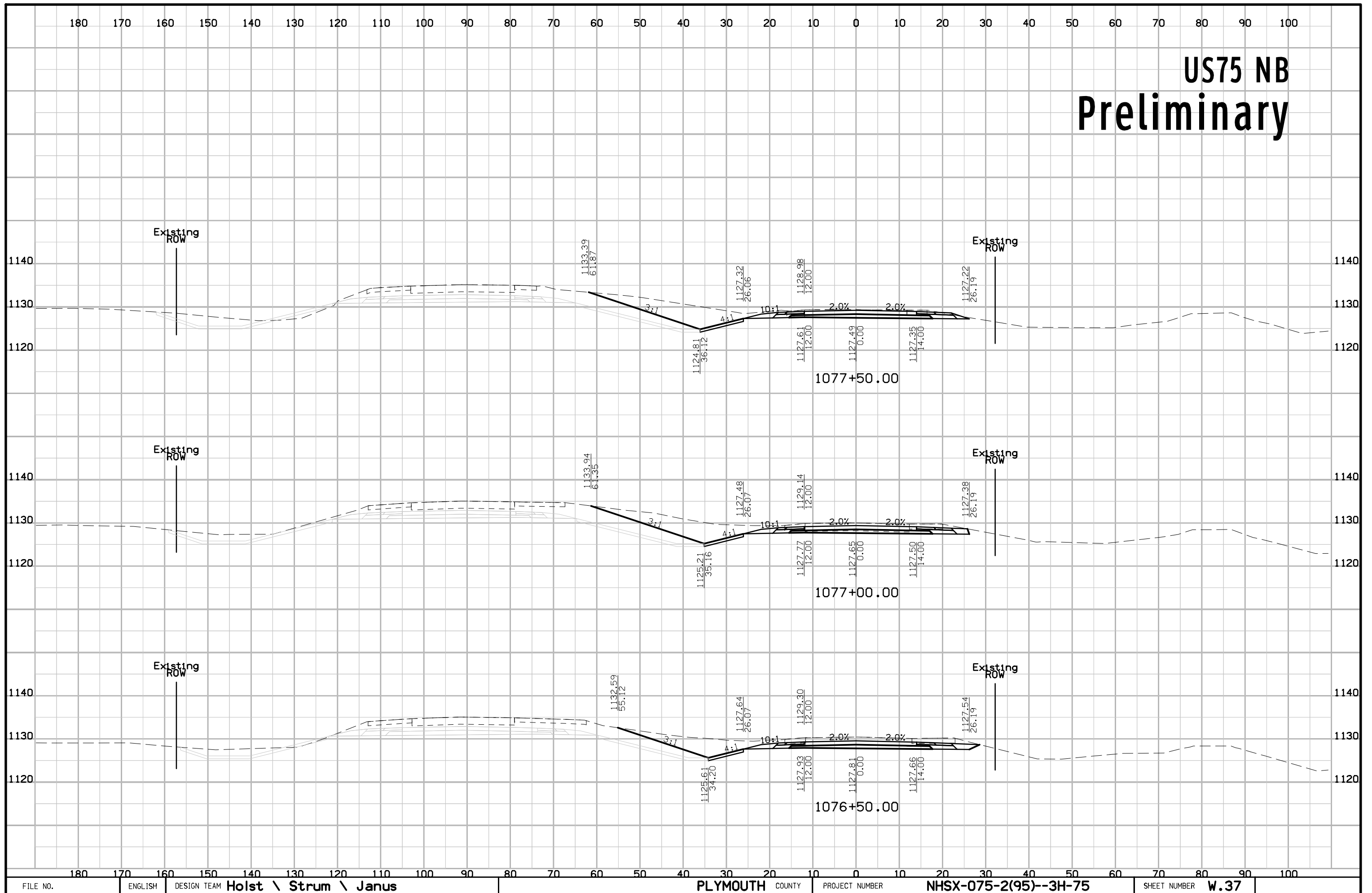


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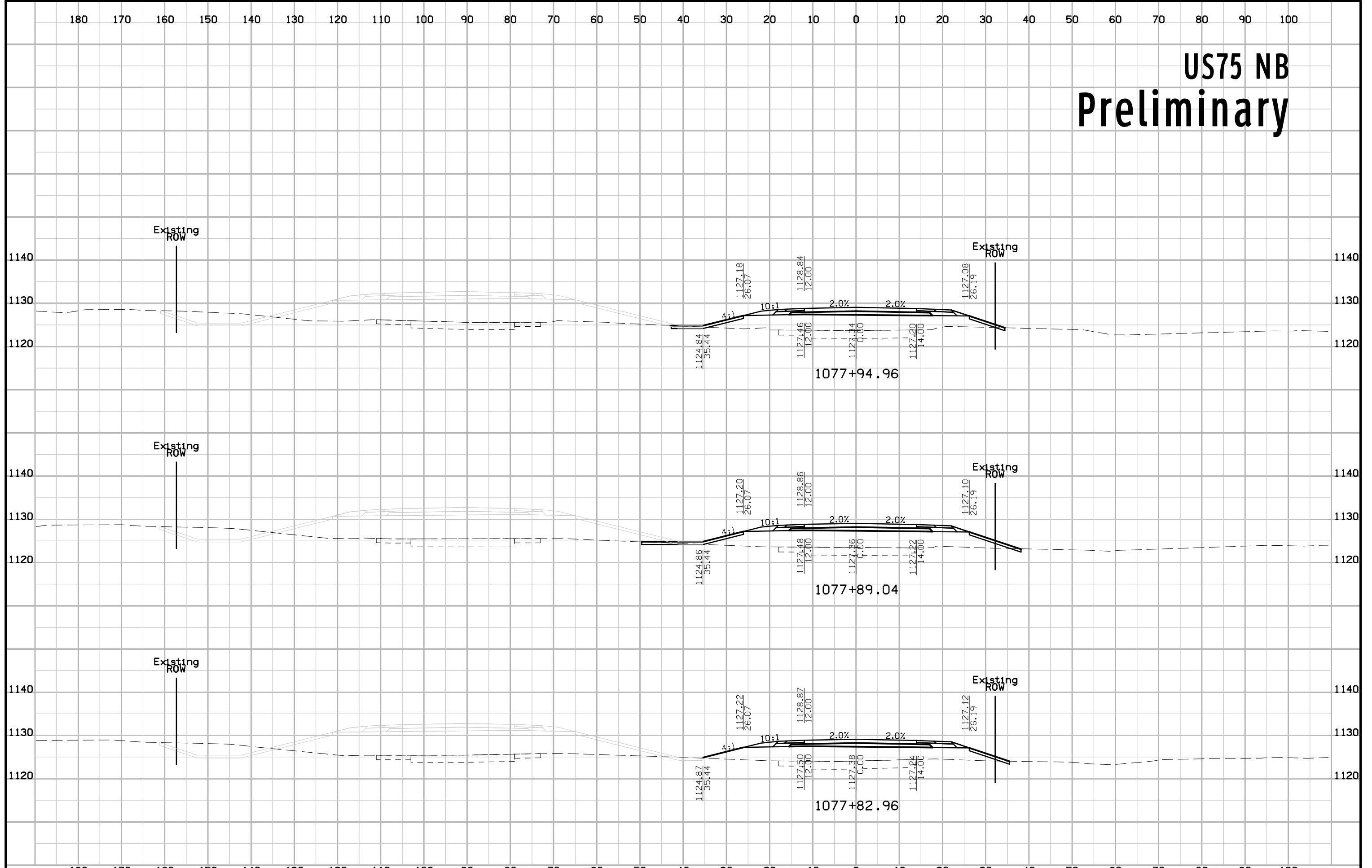




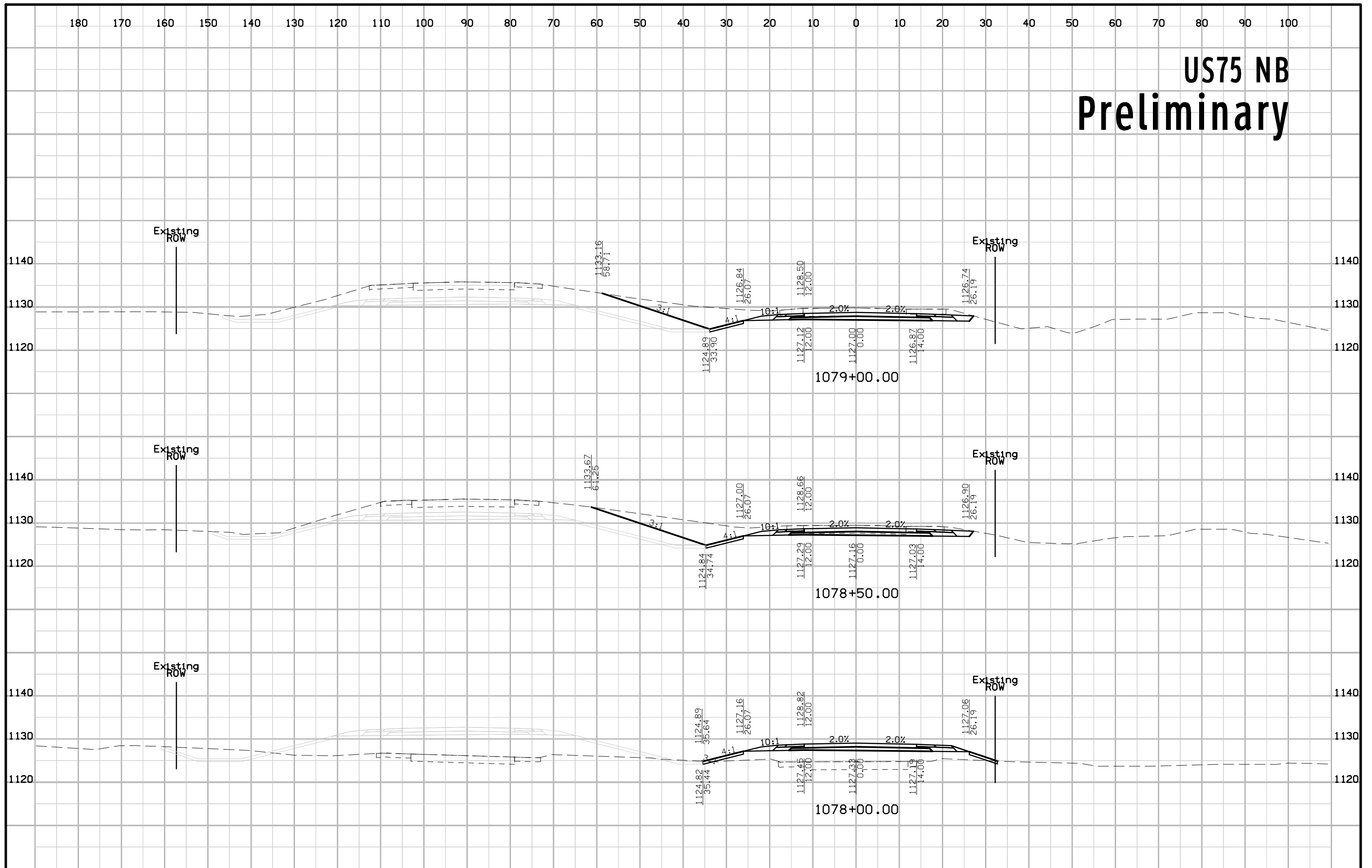
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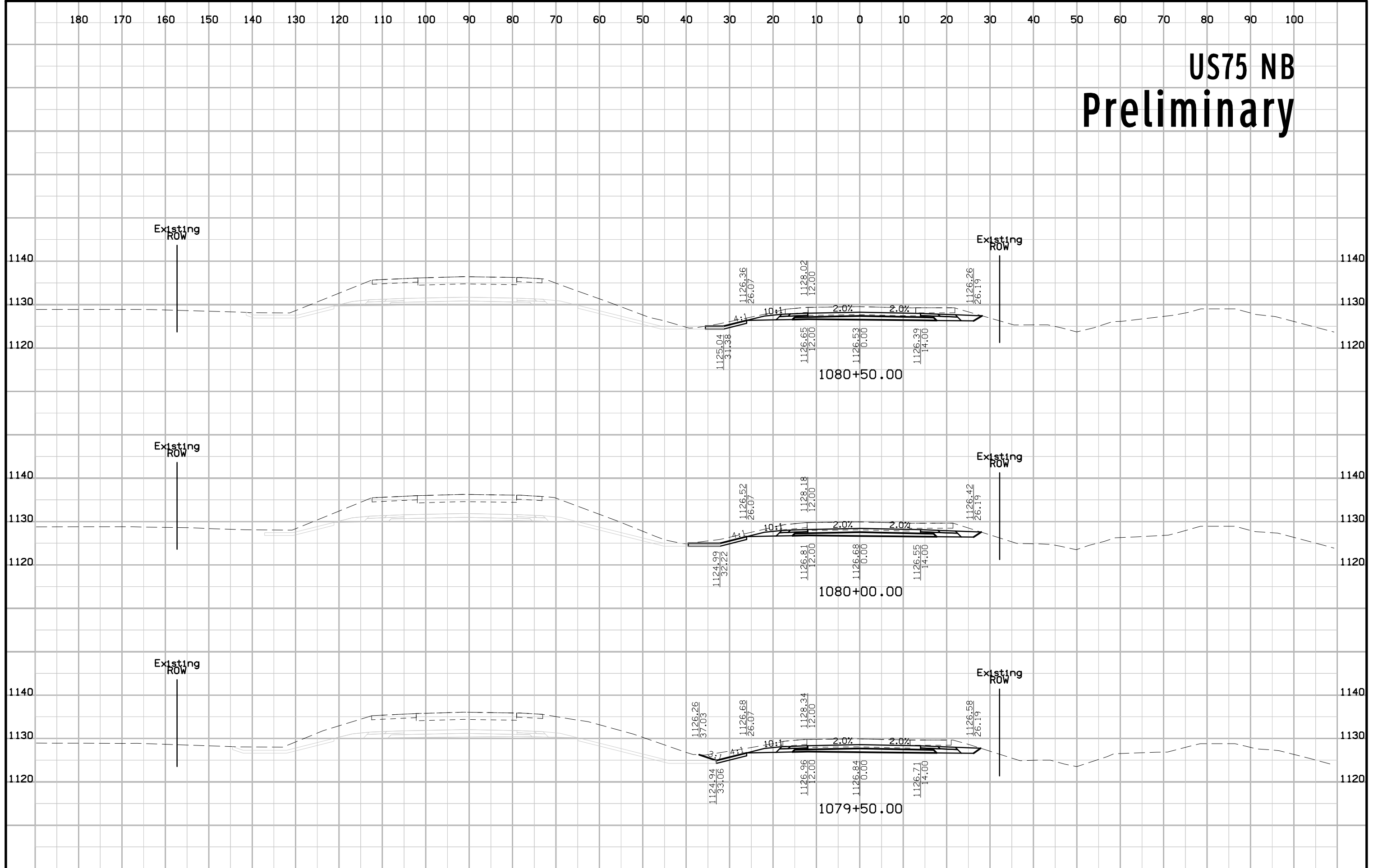
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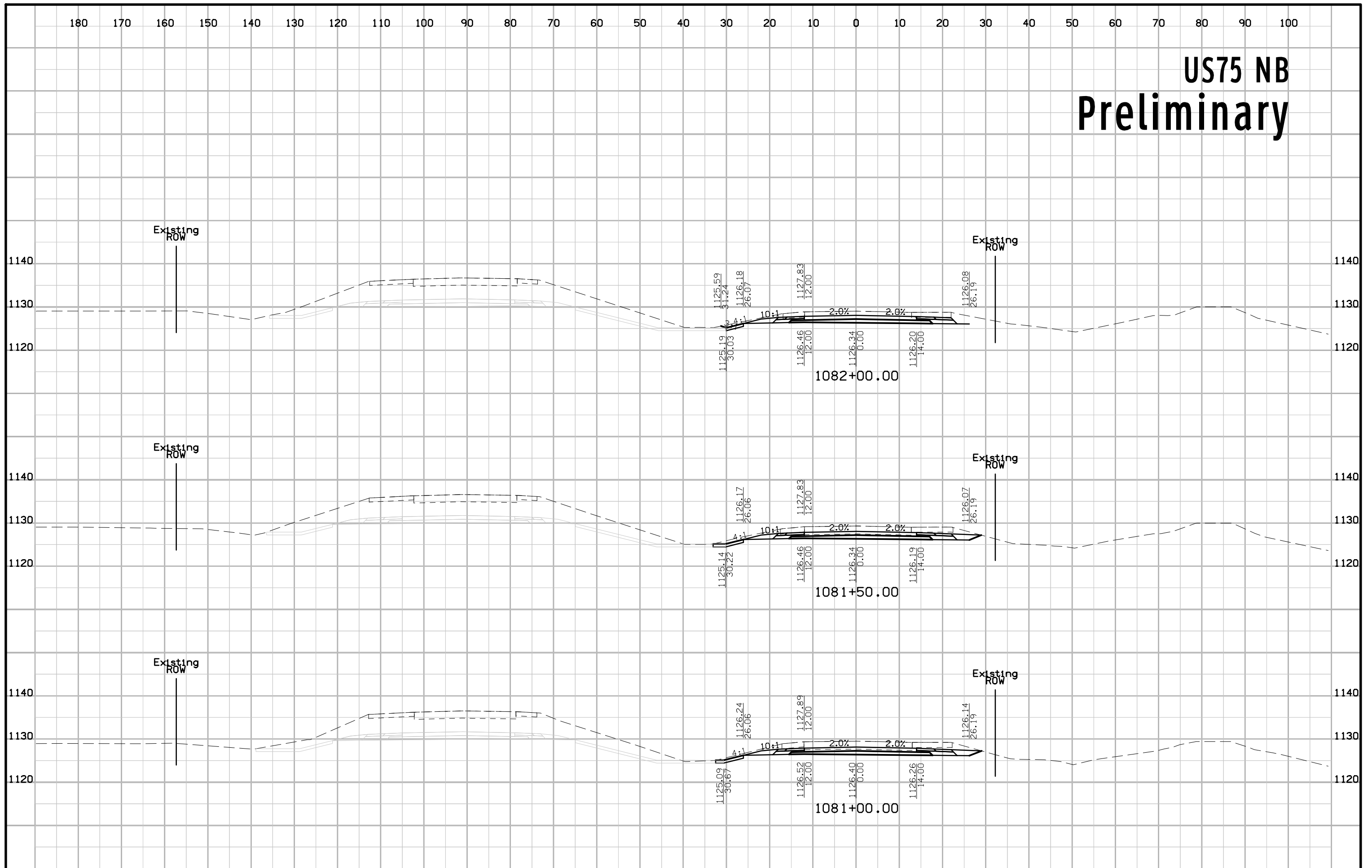
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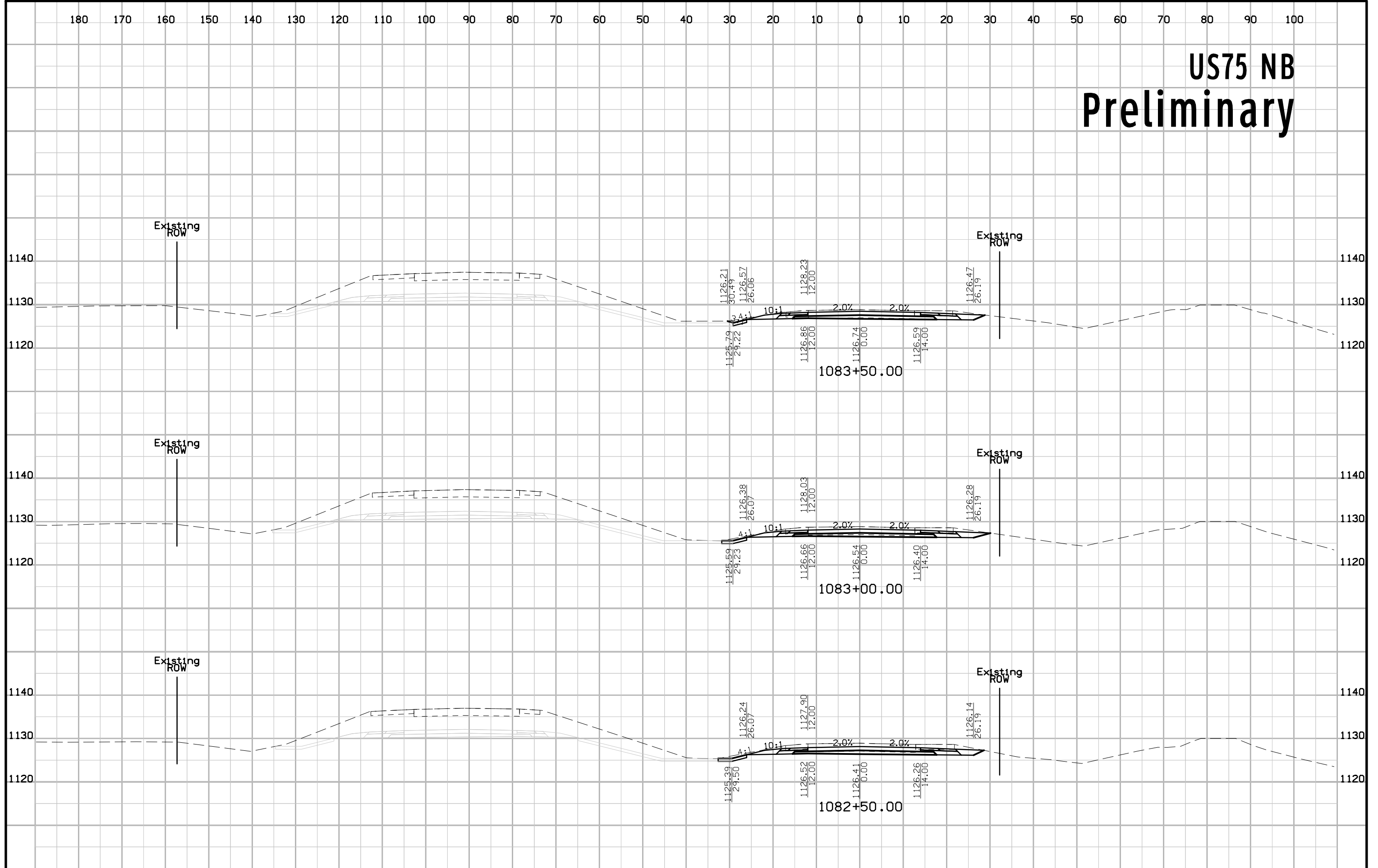
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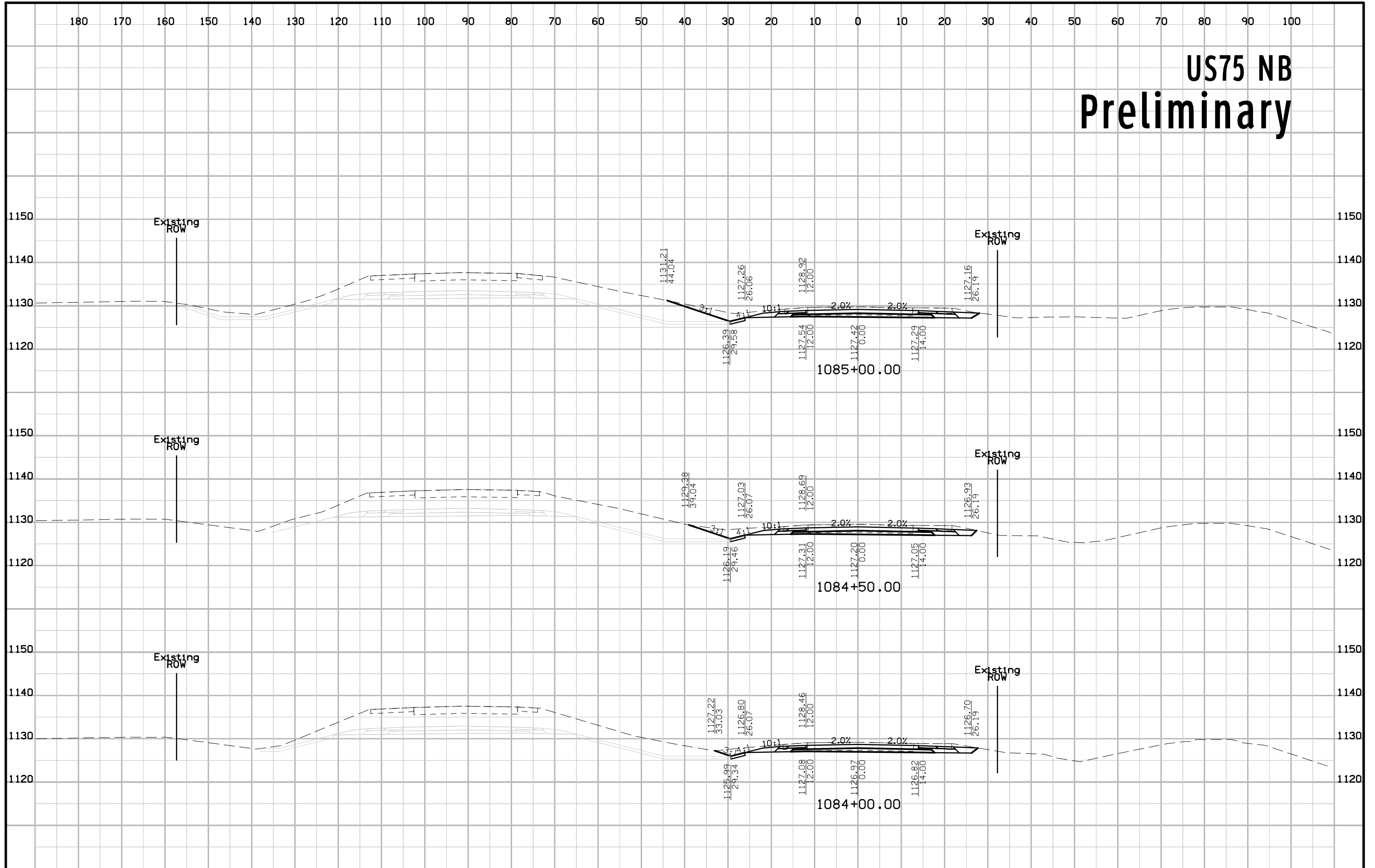
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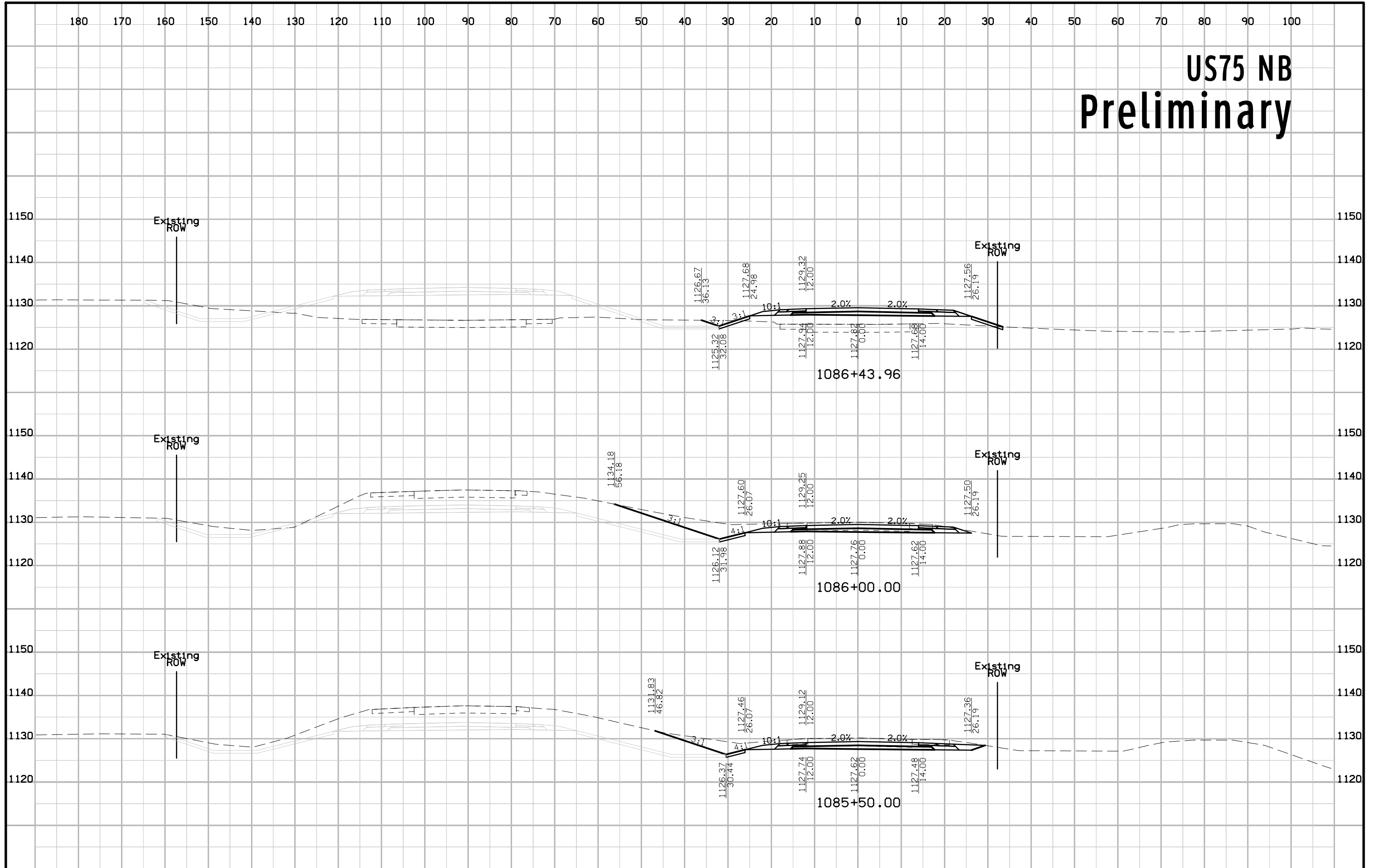
# US75 NB Preliminary



# US75 NB Preliminary

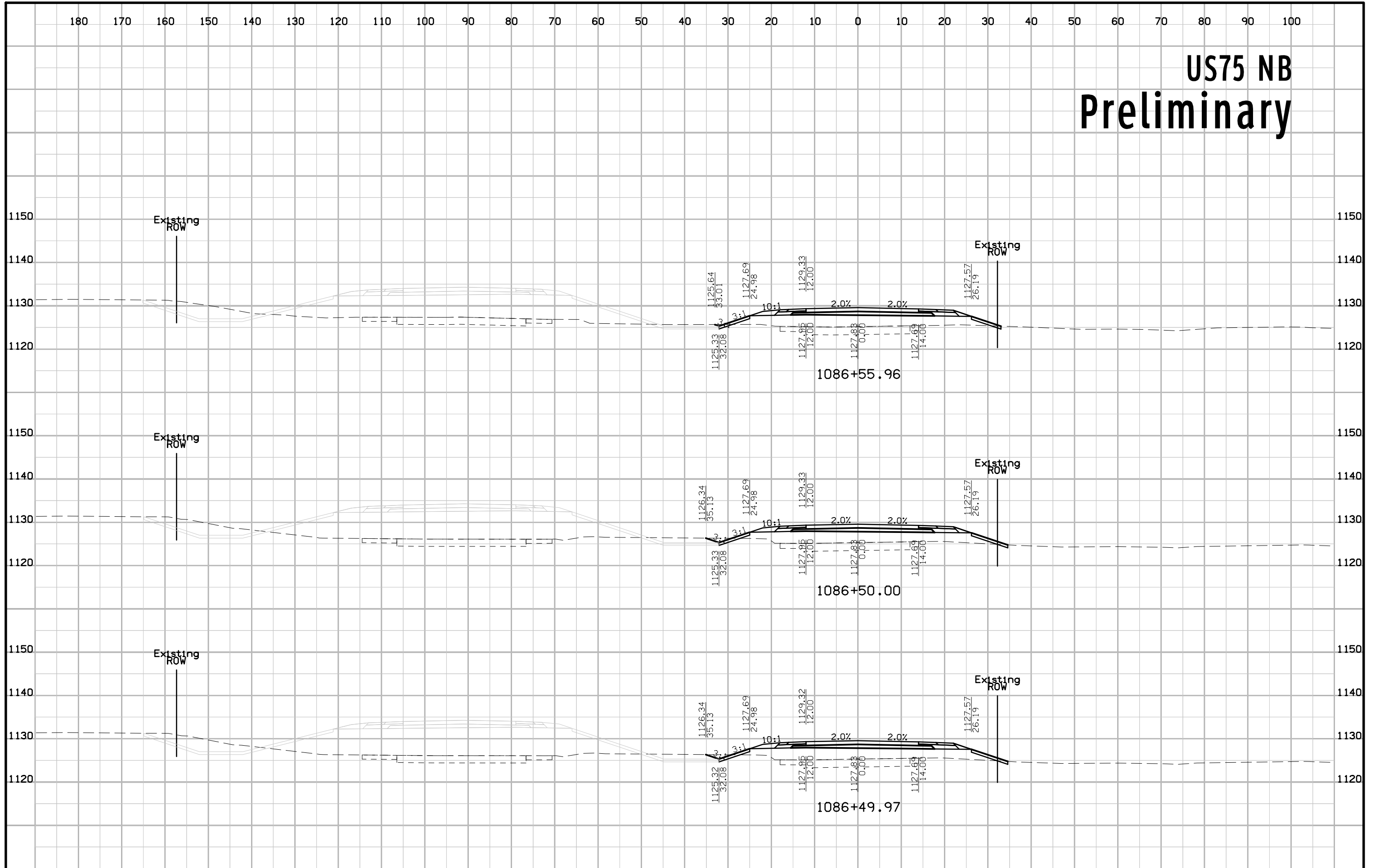


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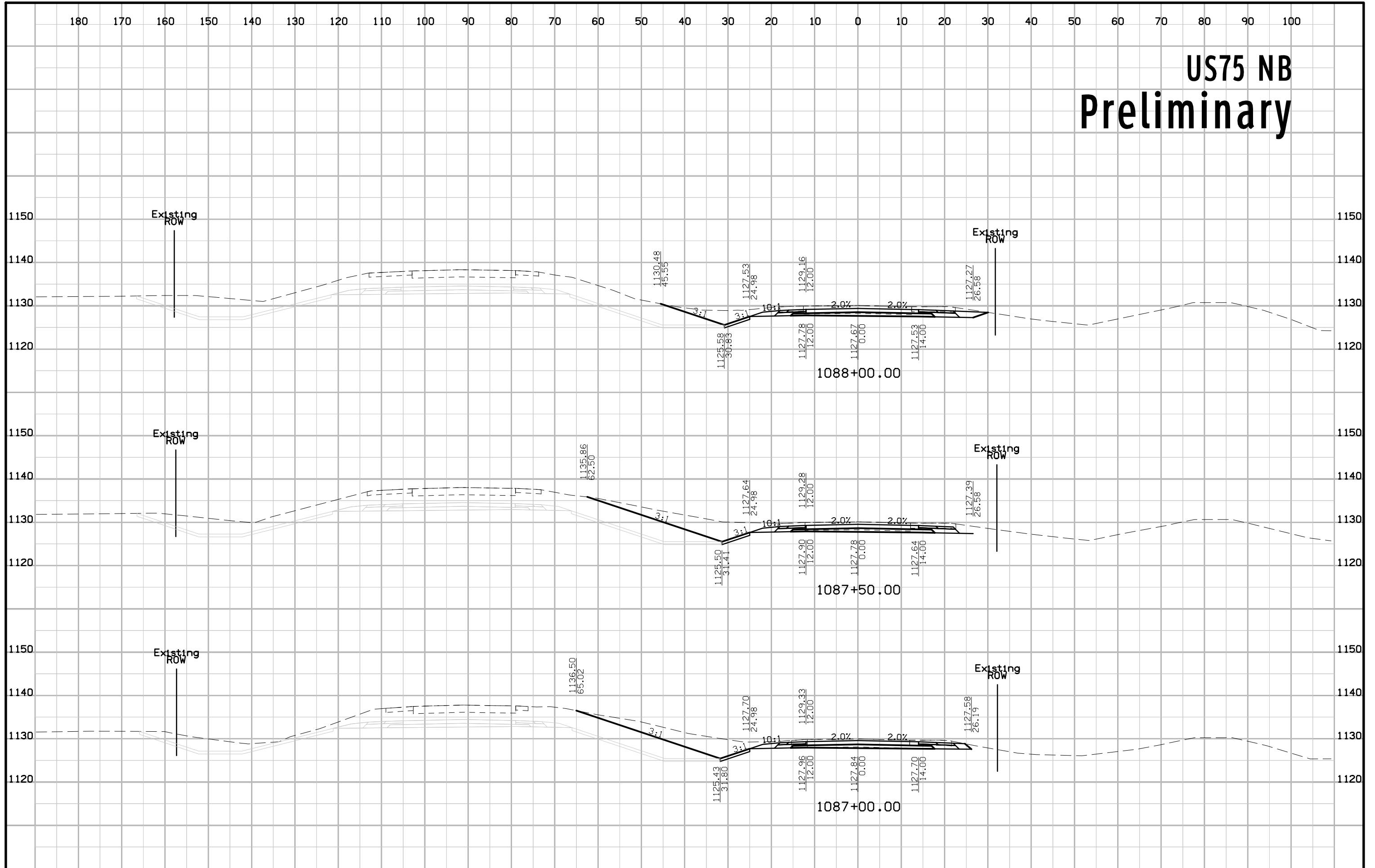




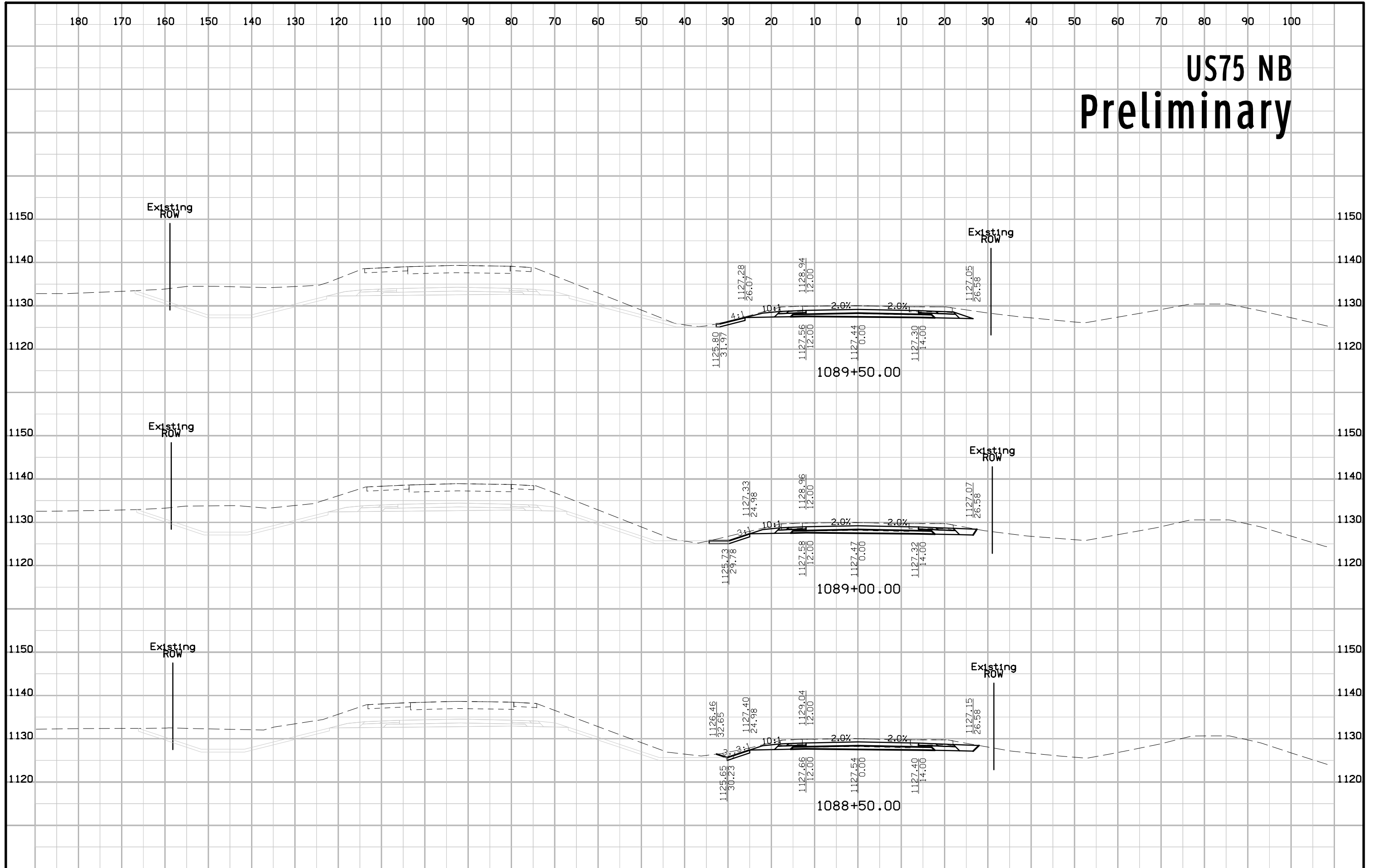
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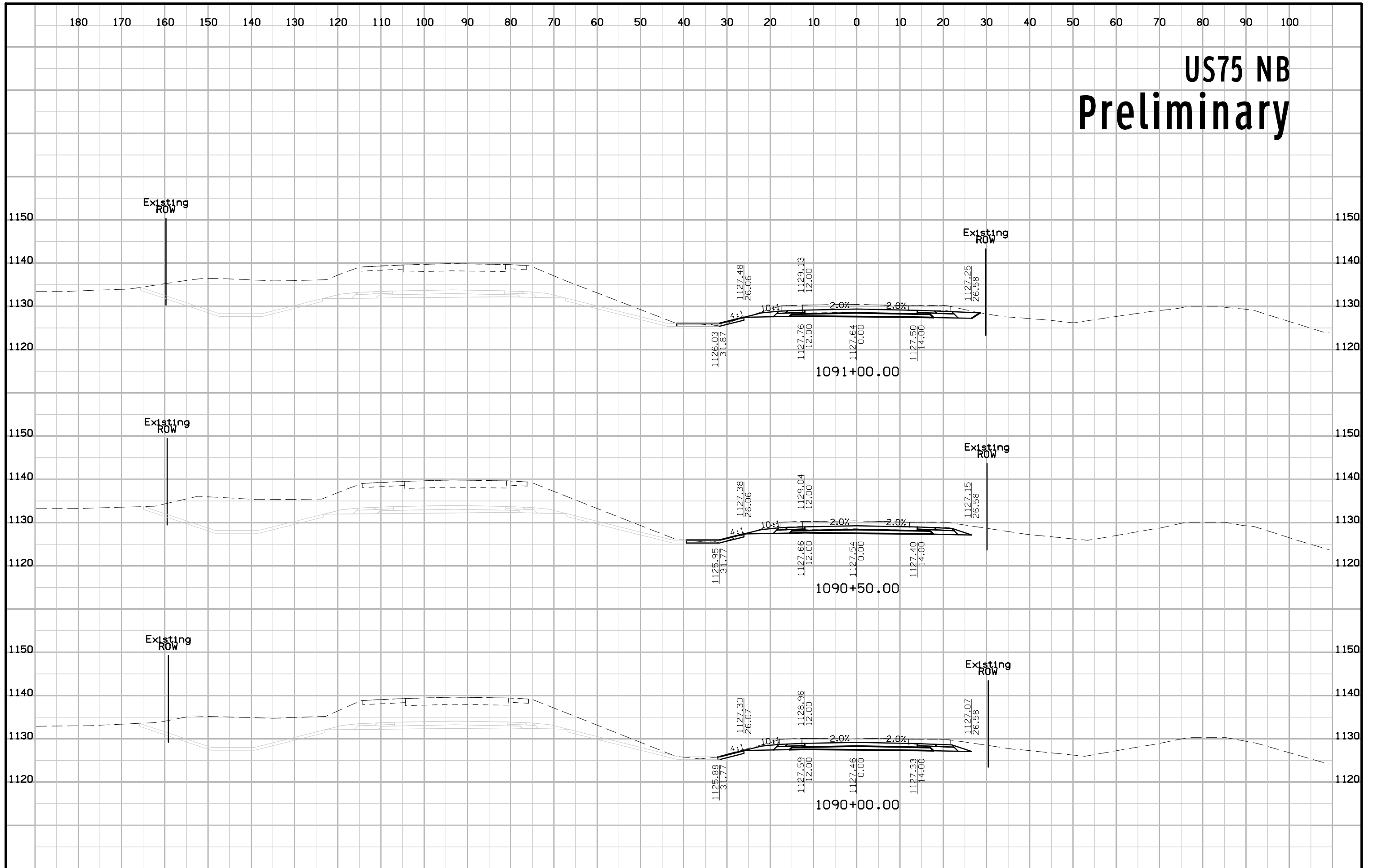
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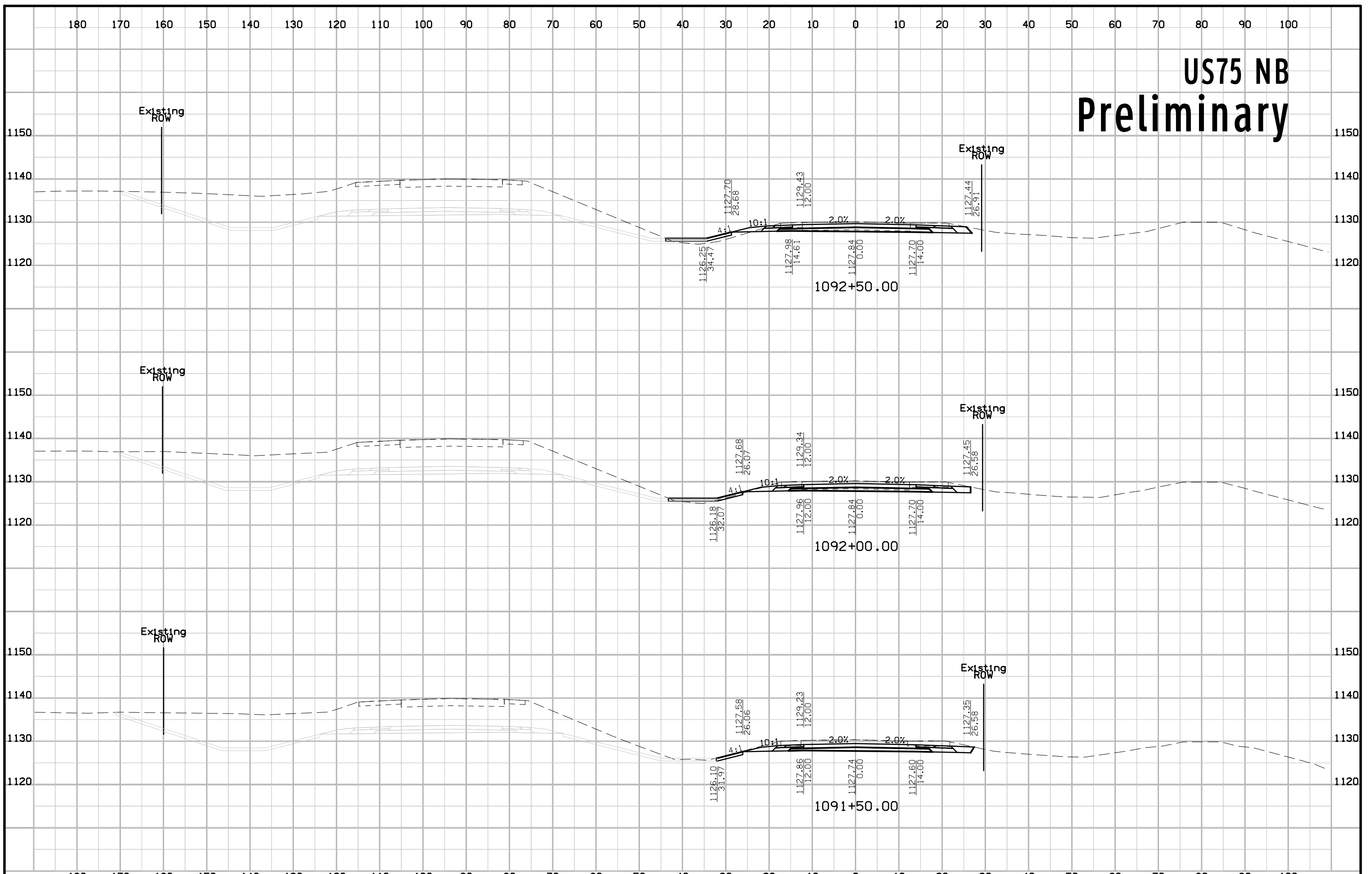
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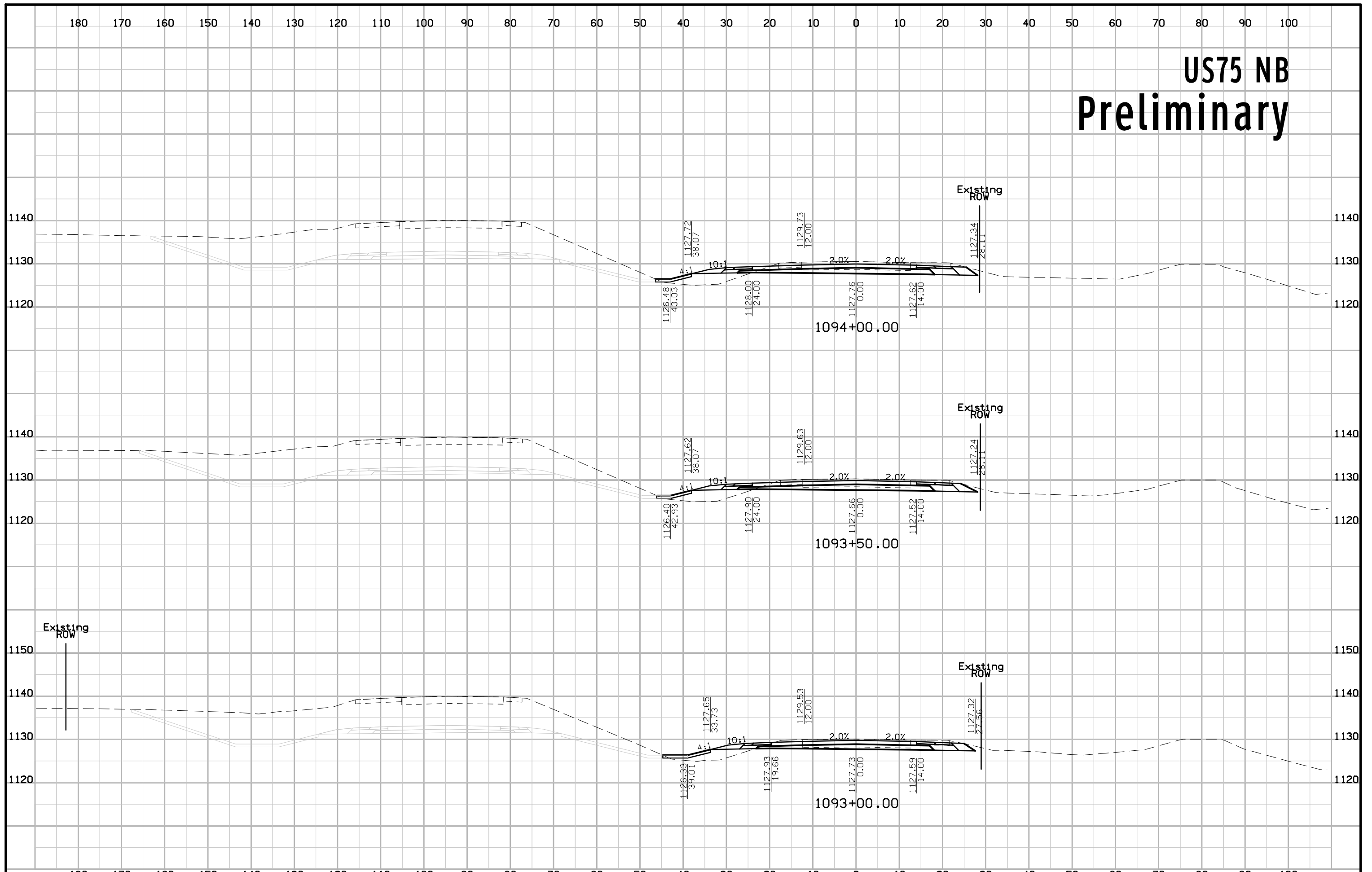
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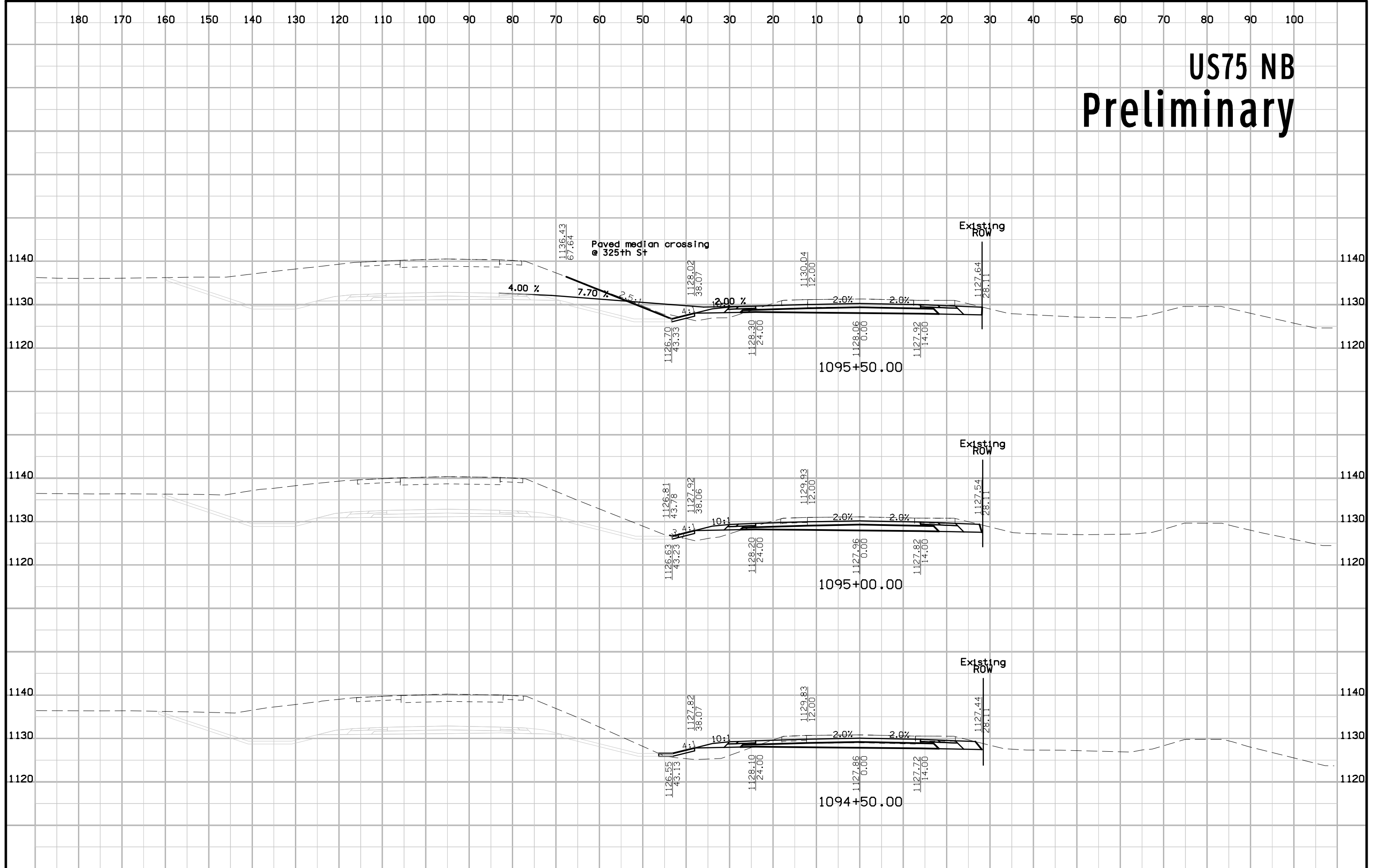
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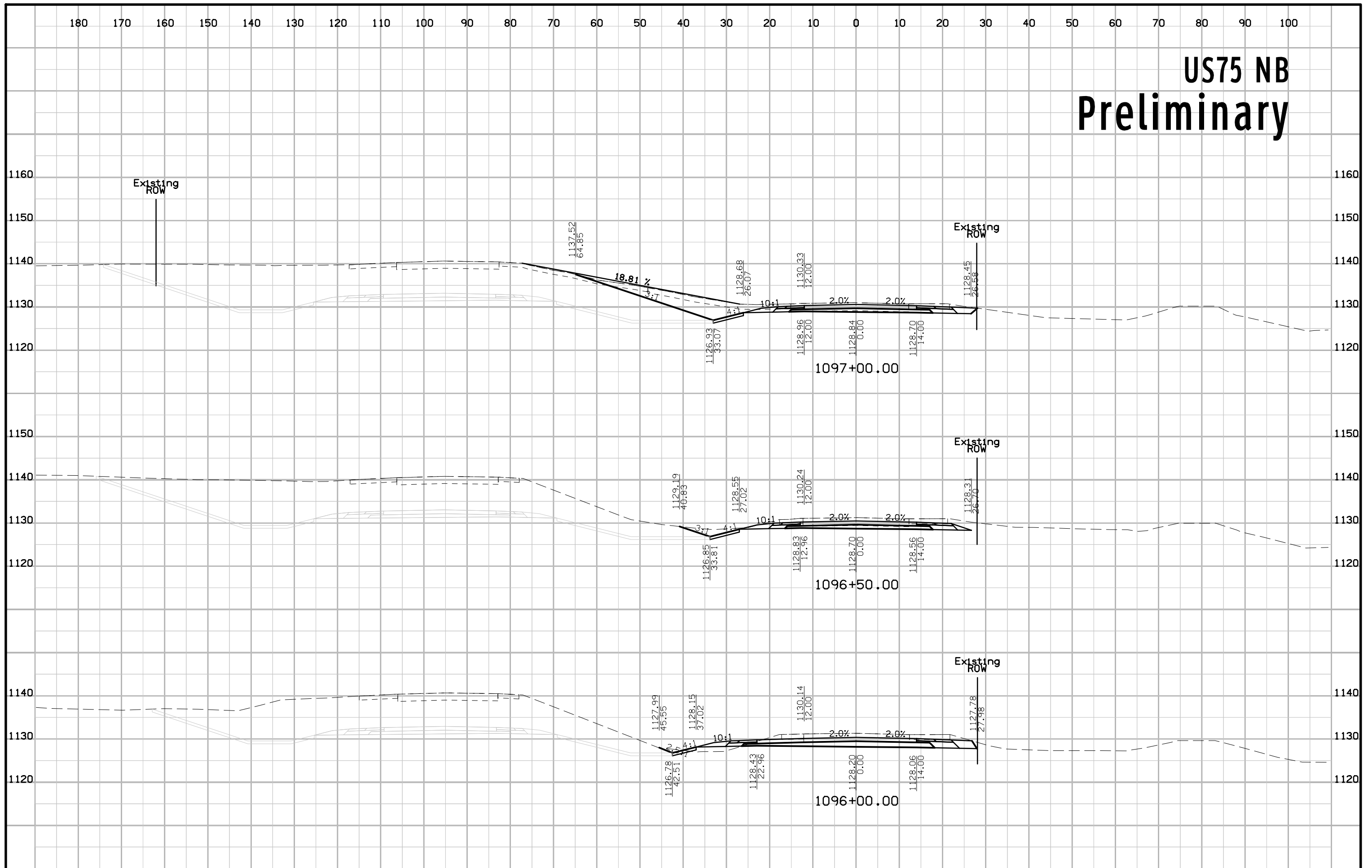
# US75 NB Preliminary



# US75 NB Preliminary

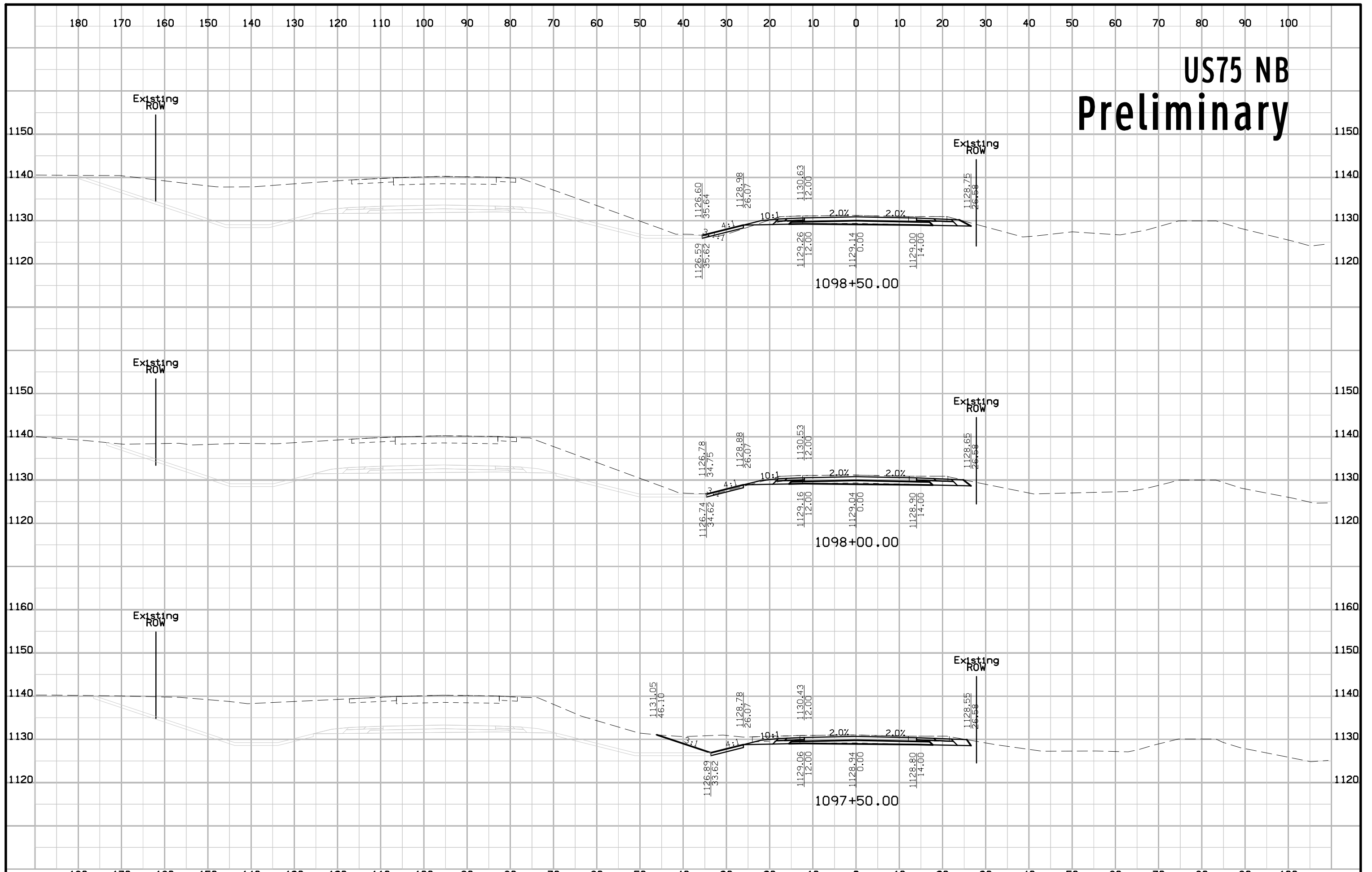


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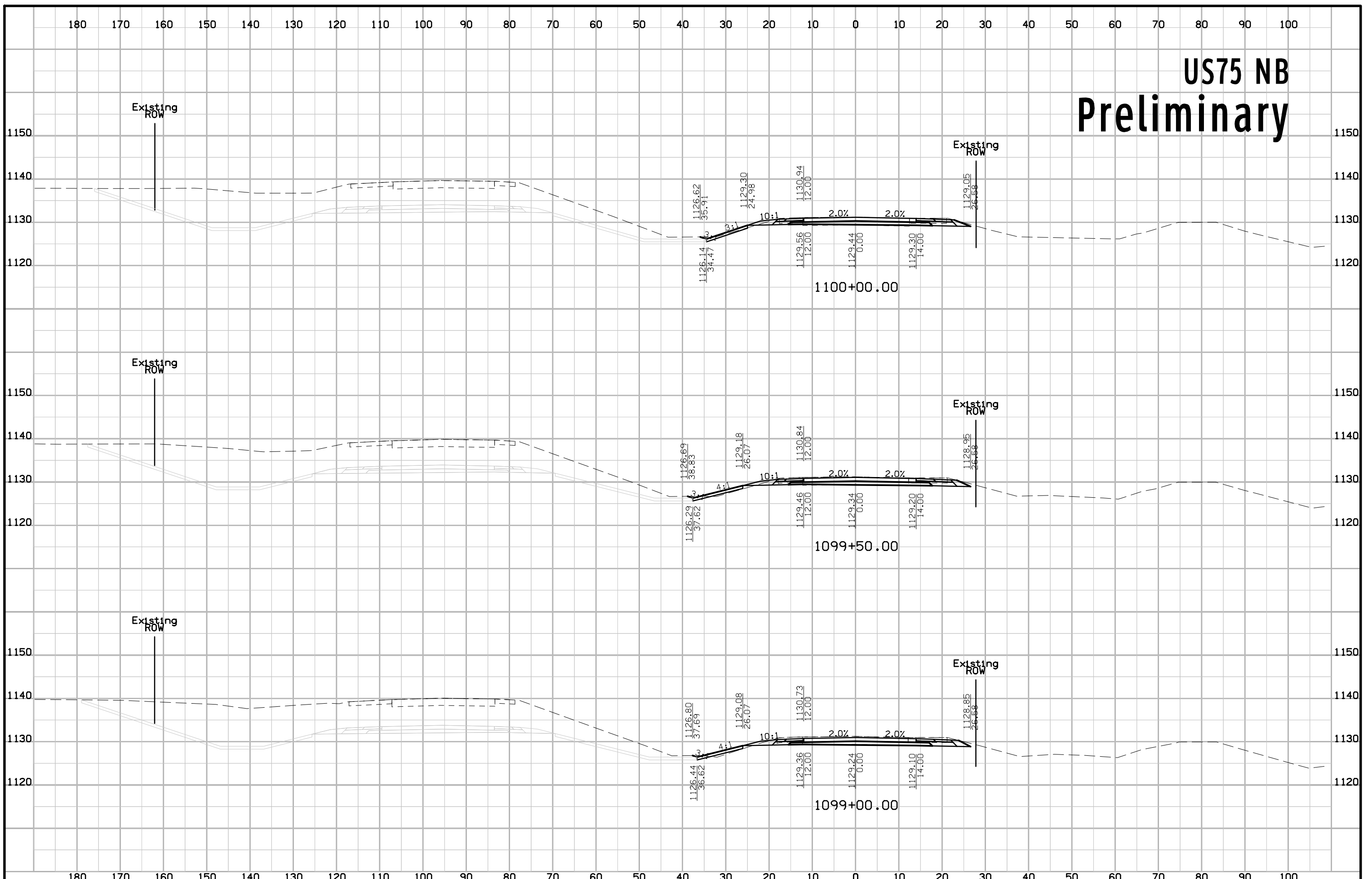




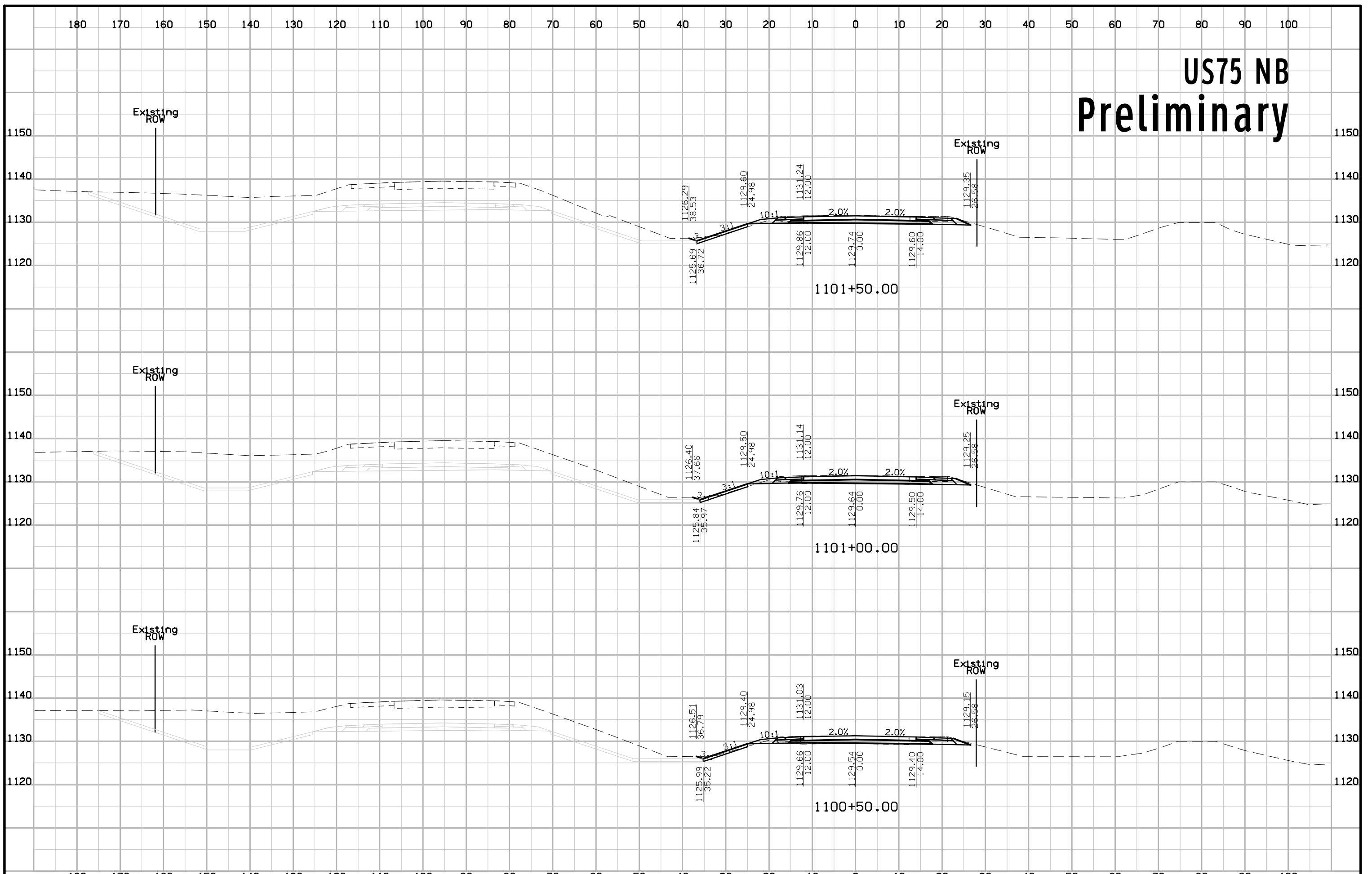
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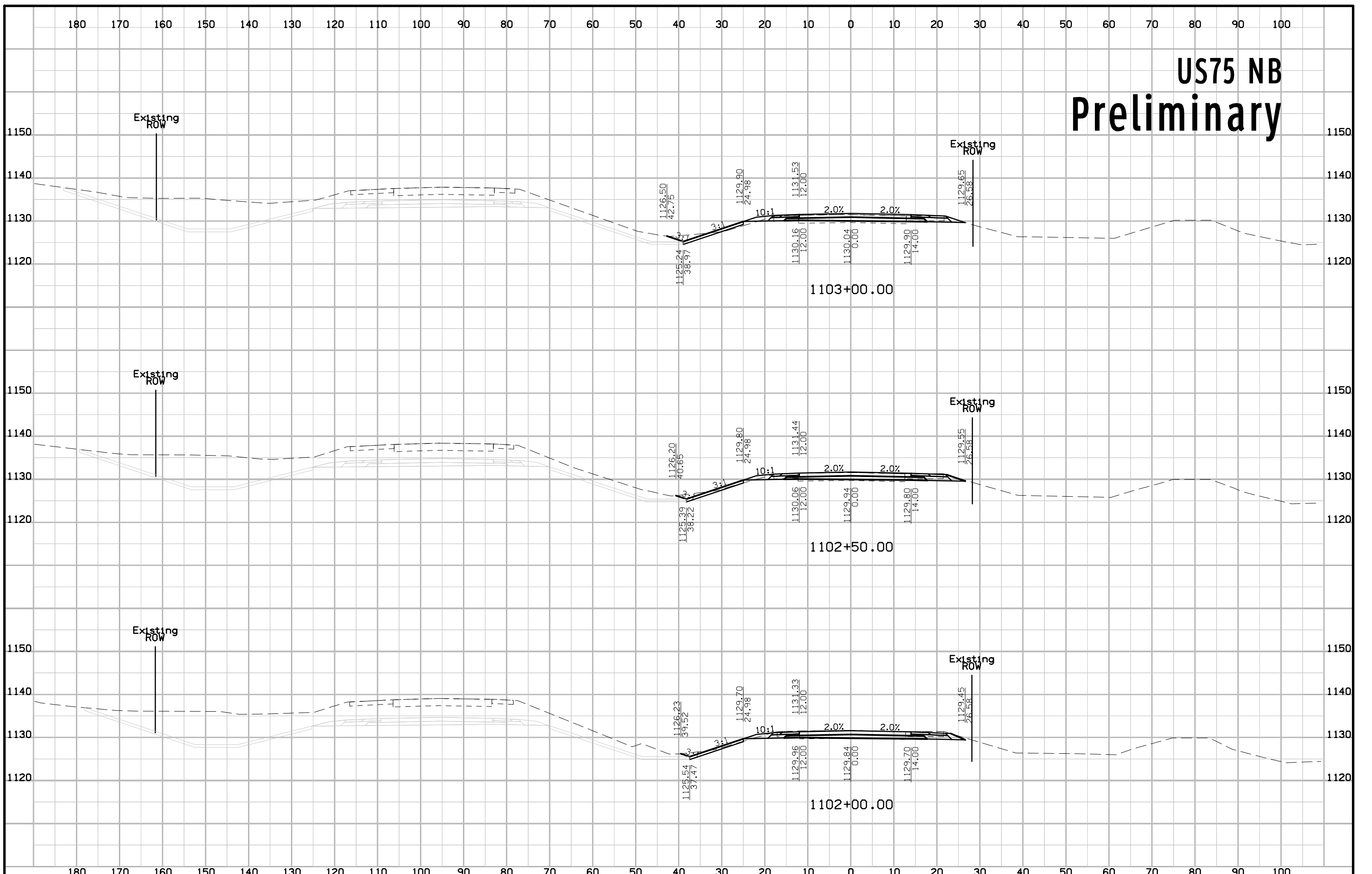
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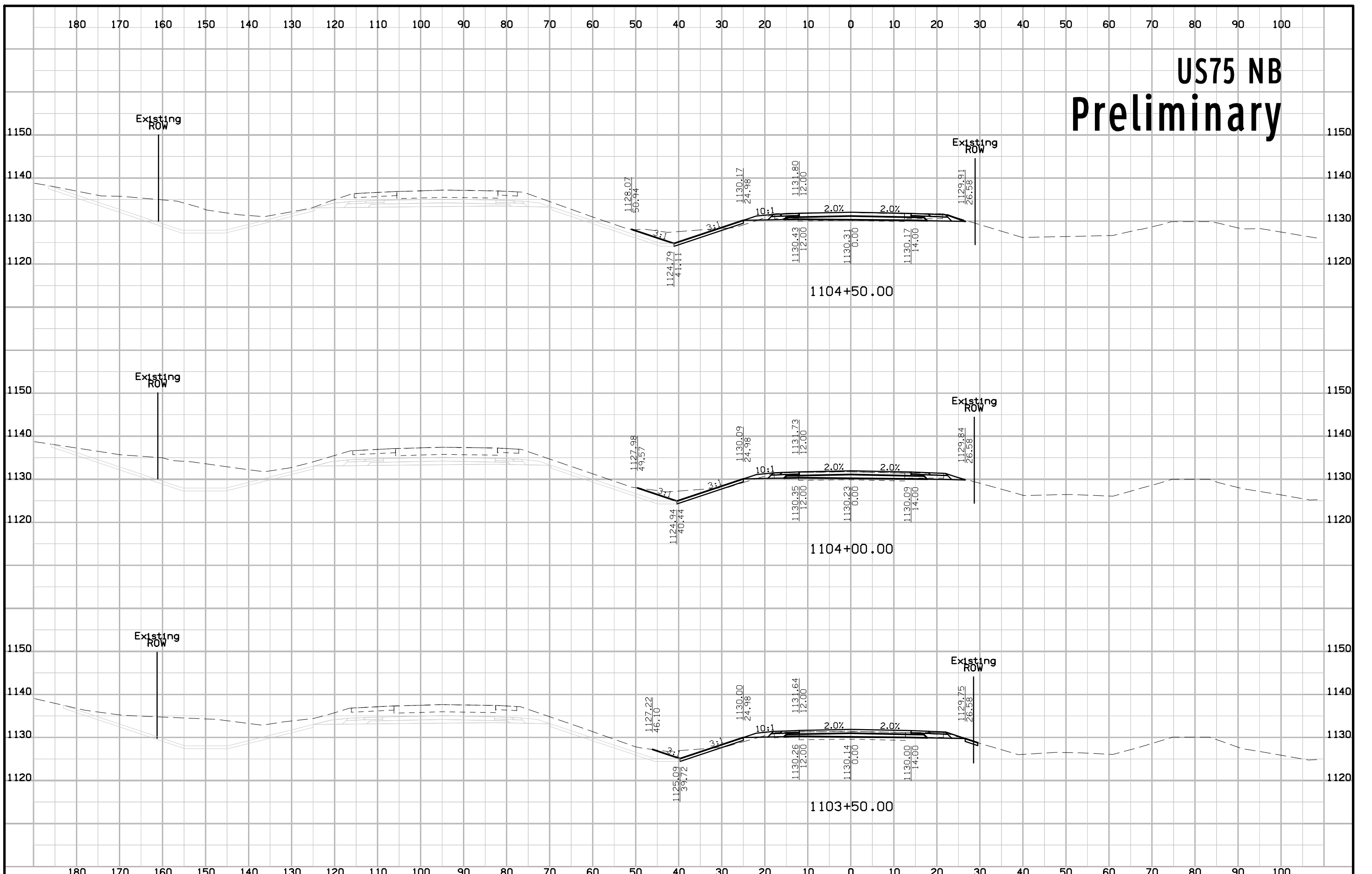
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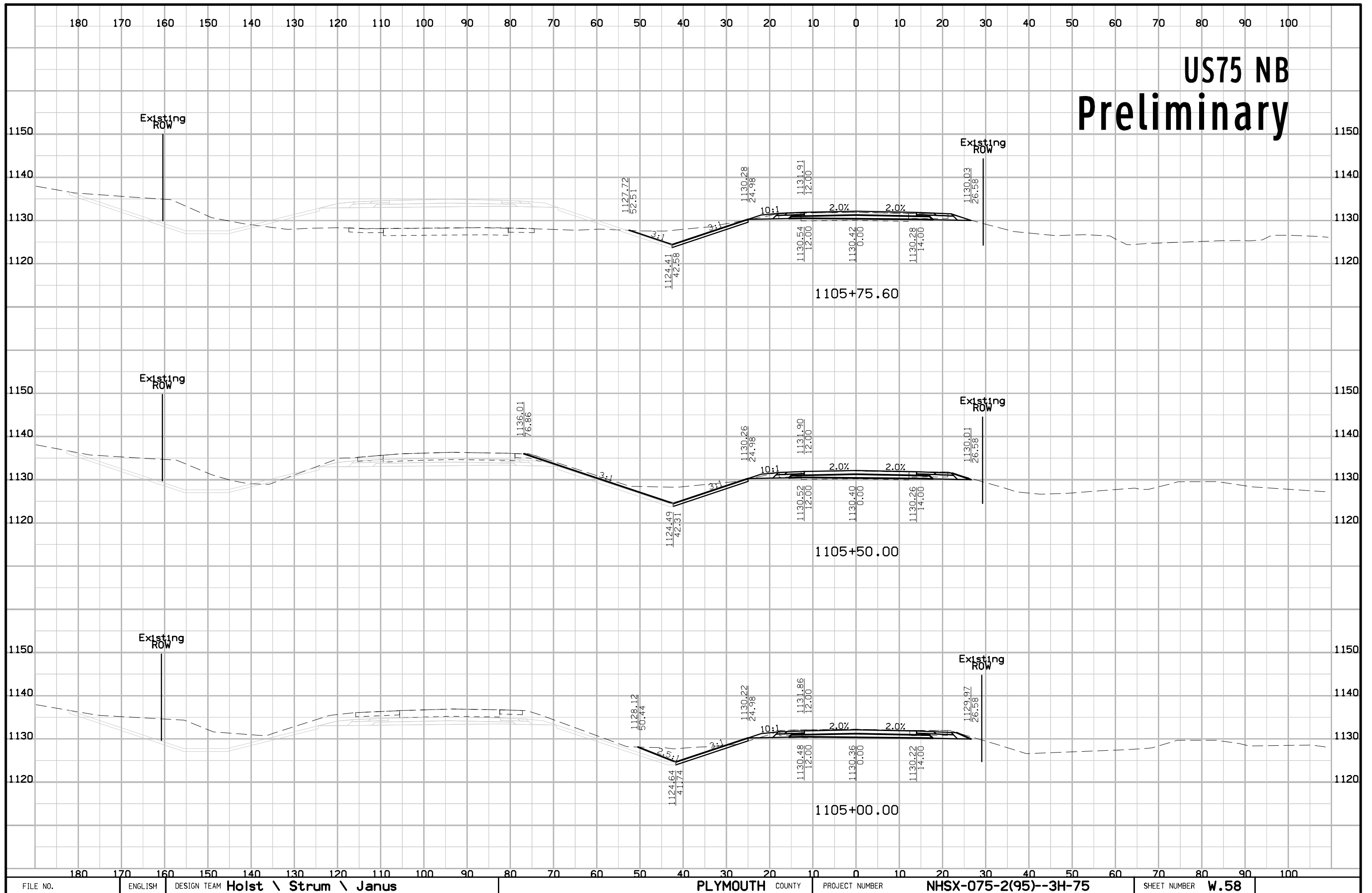
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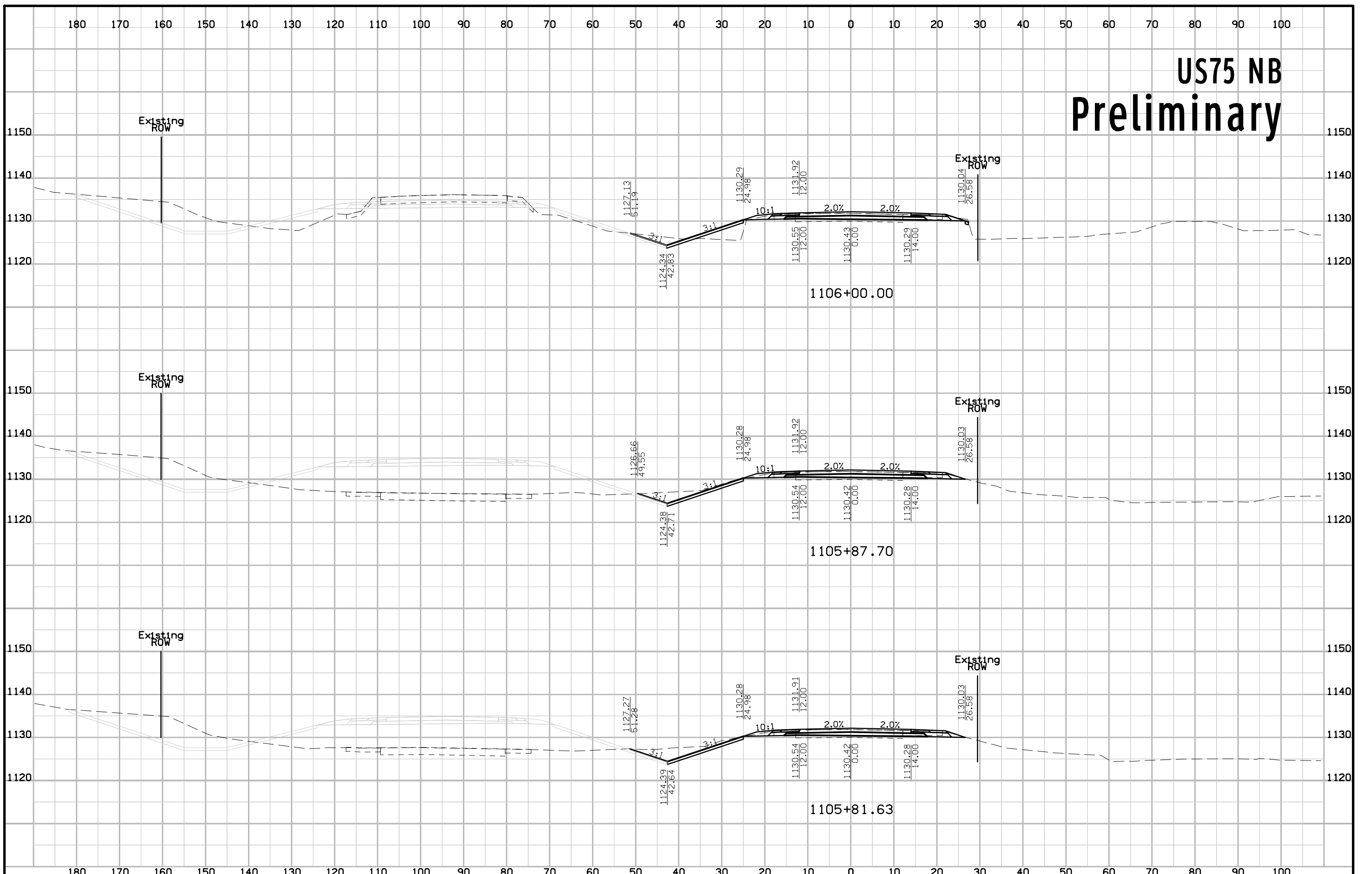
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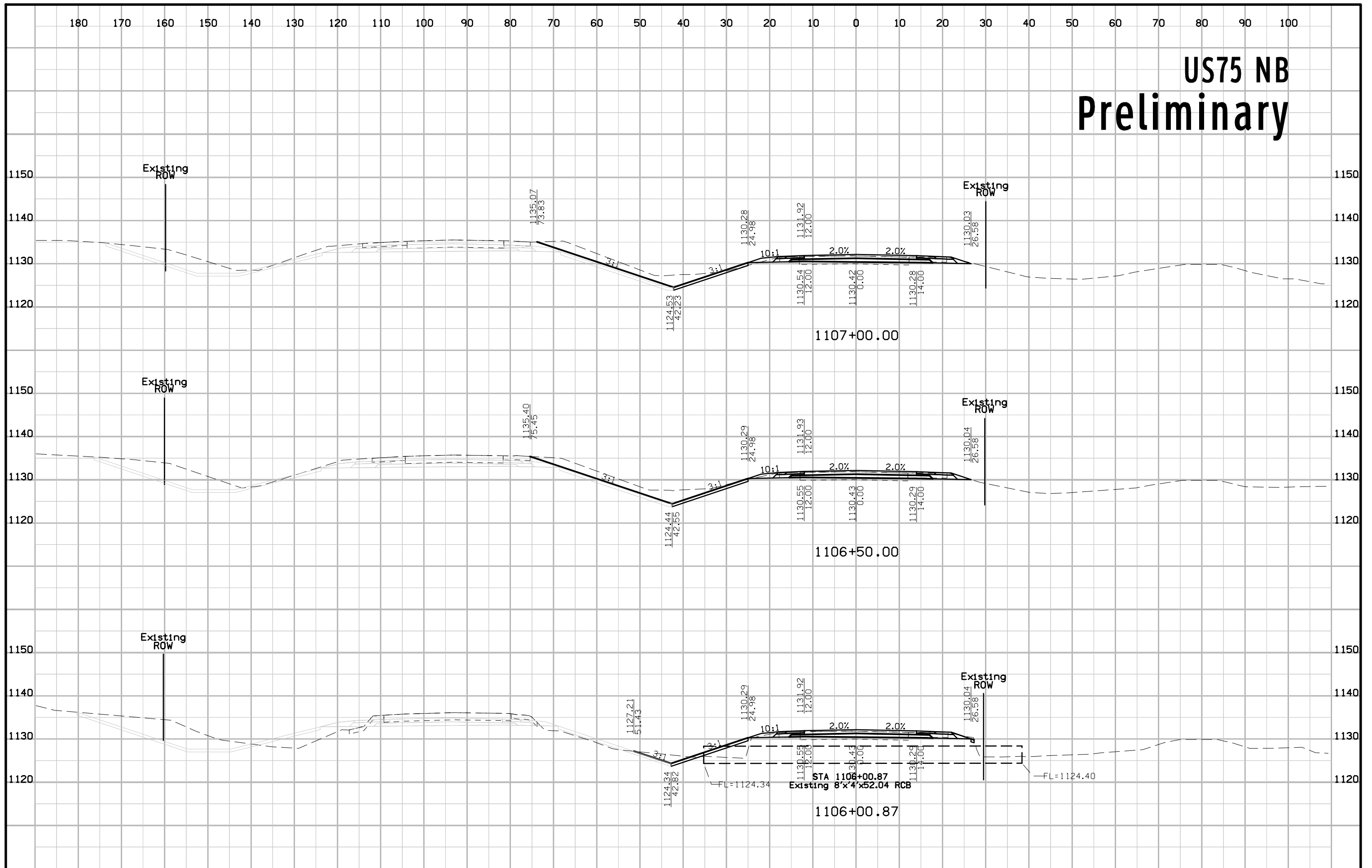
# US75 NB Preliminary



# US75 NB Preliminary

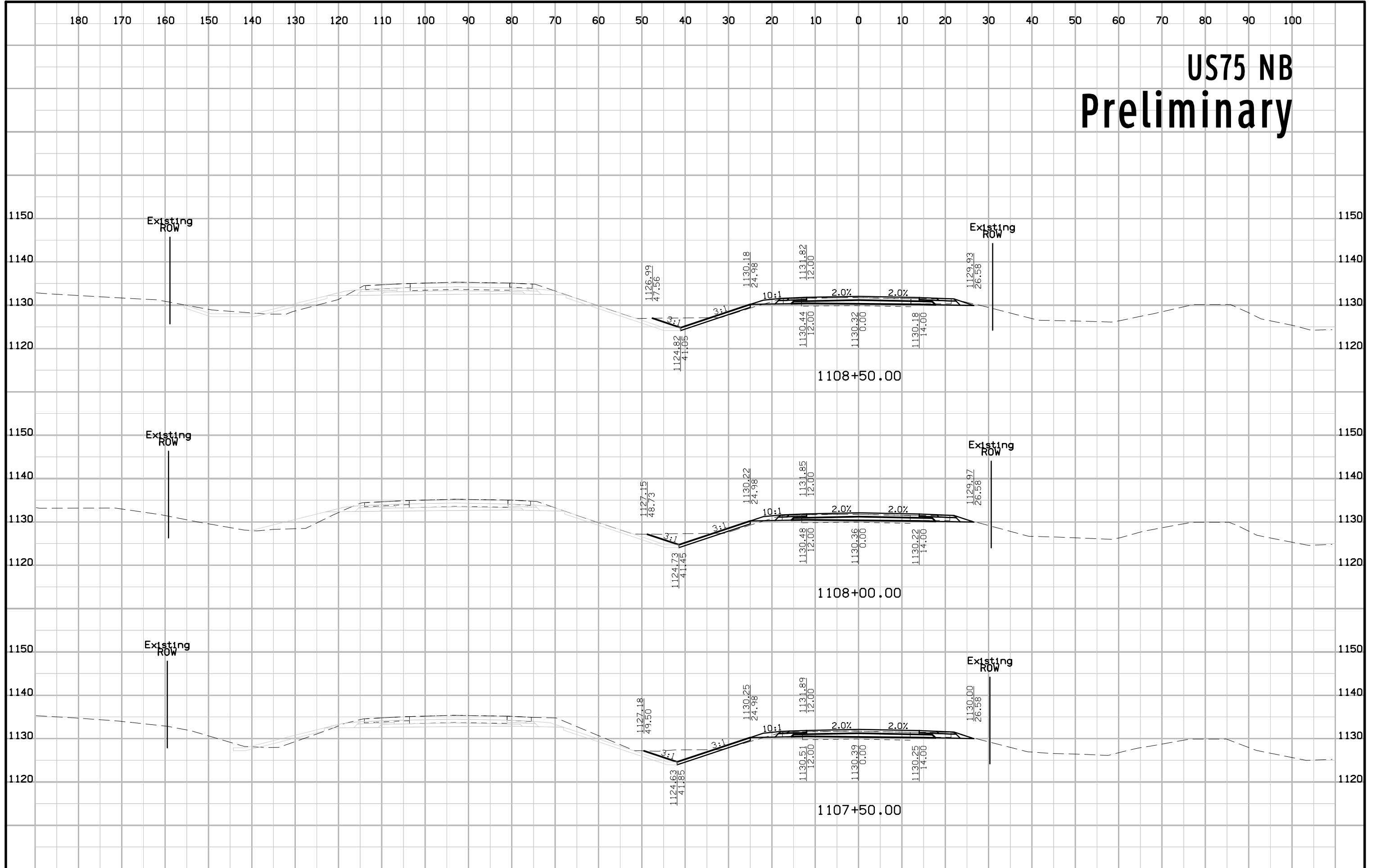


# US75 NB Preliminary

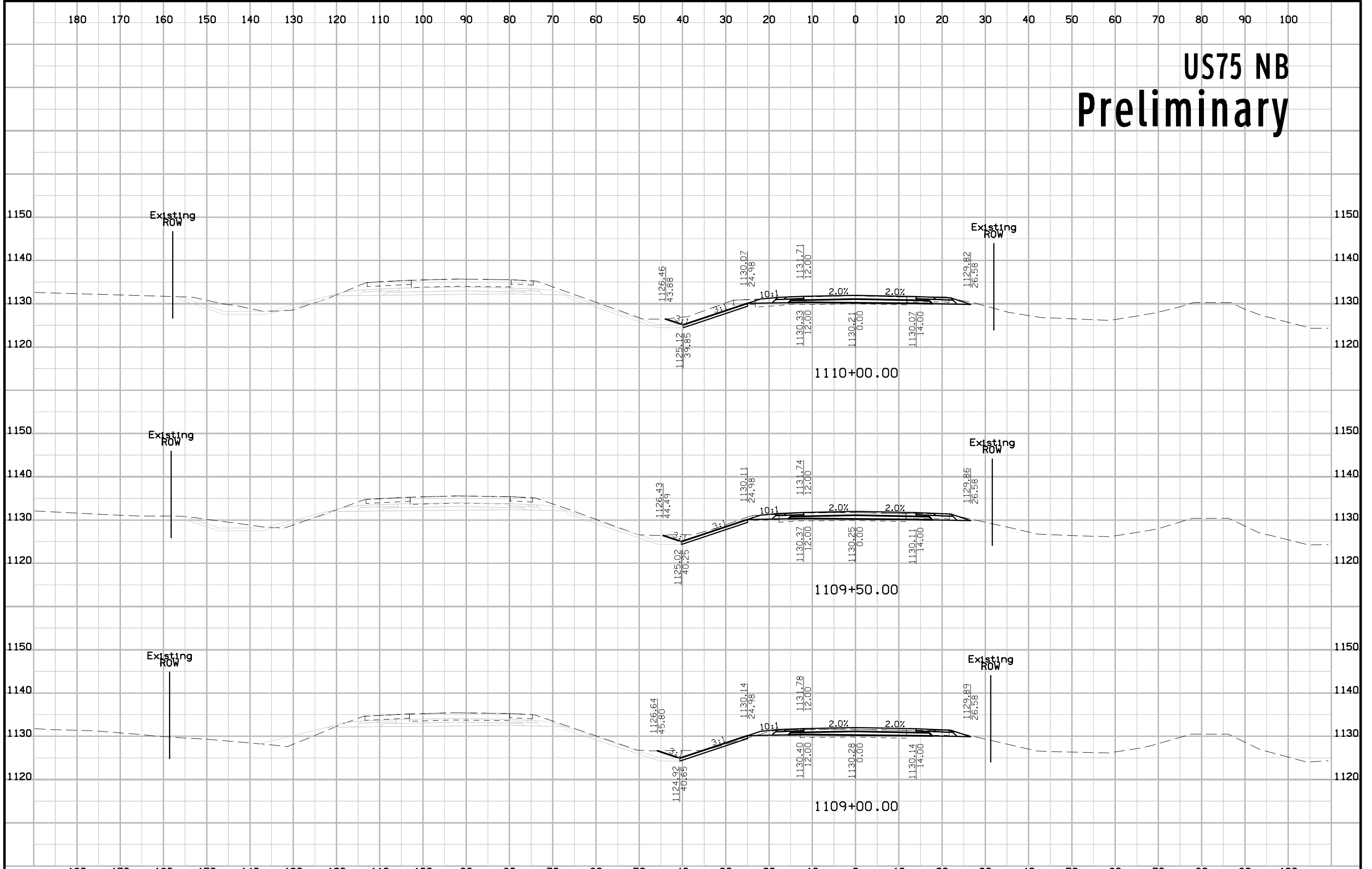




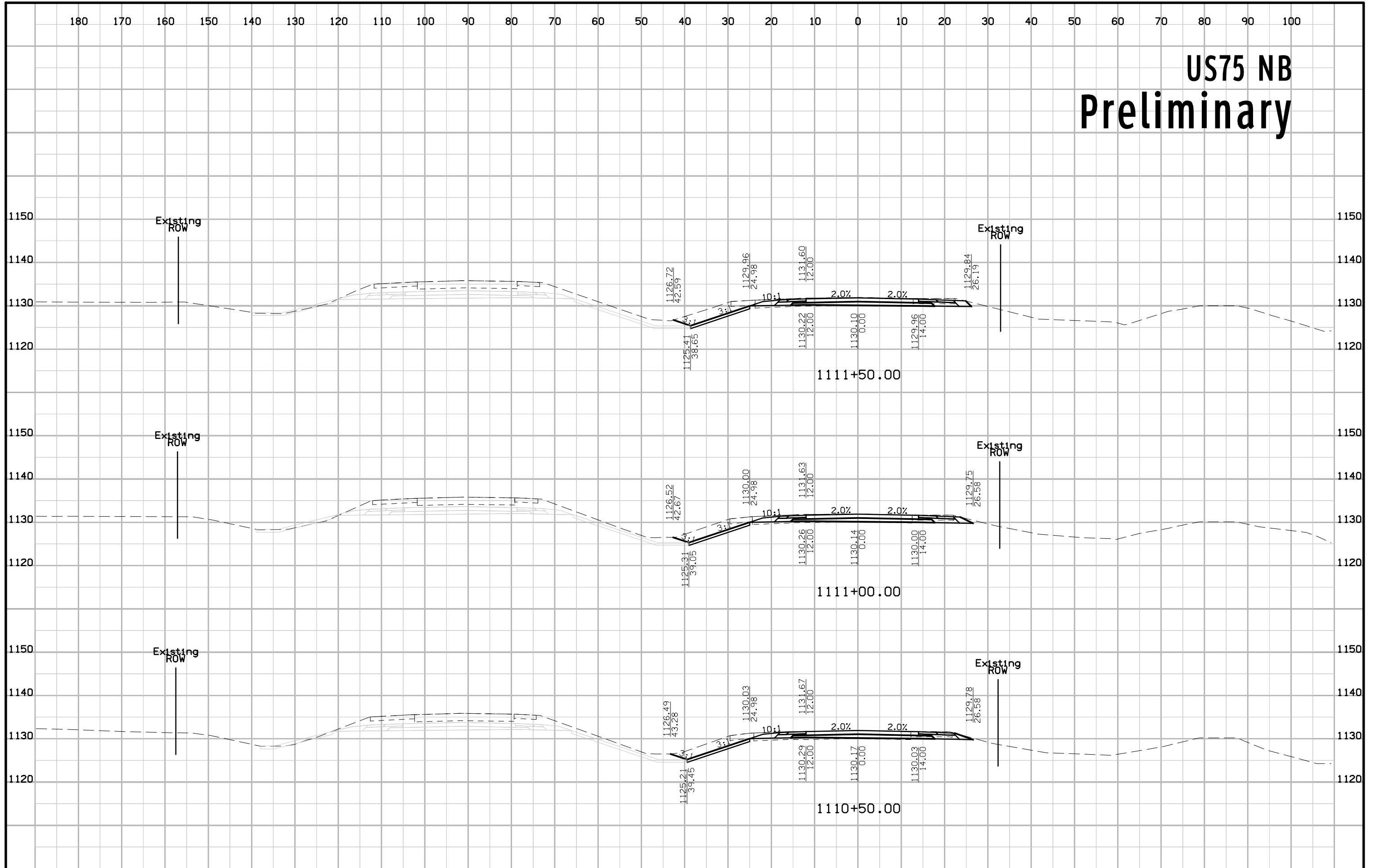
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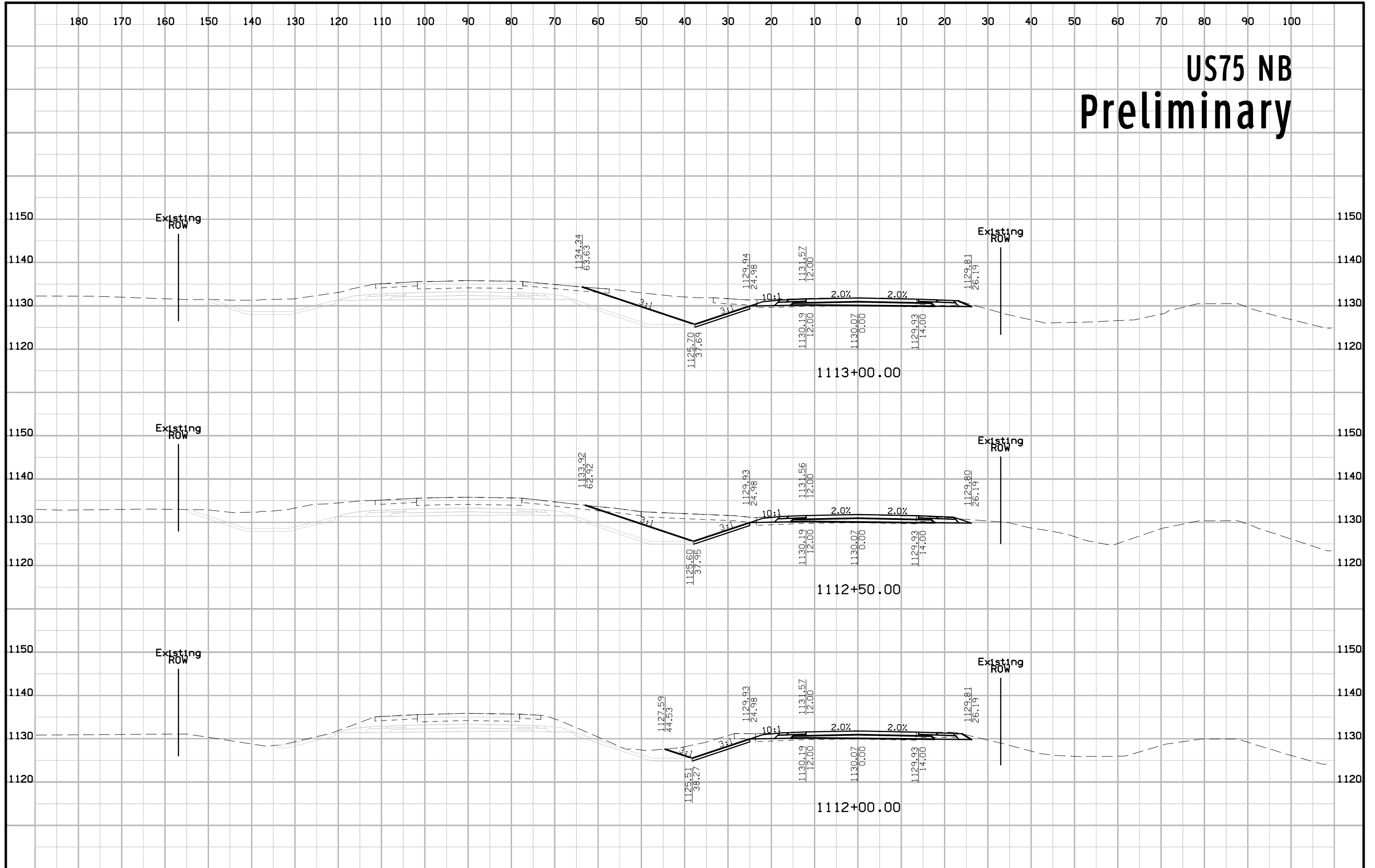
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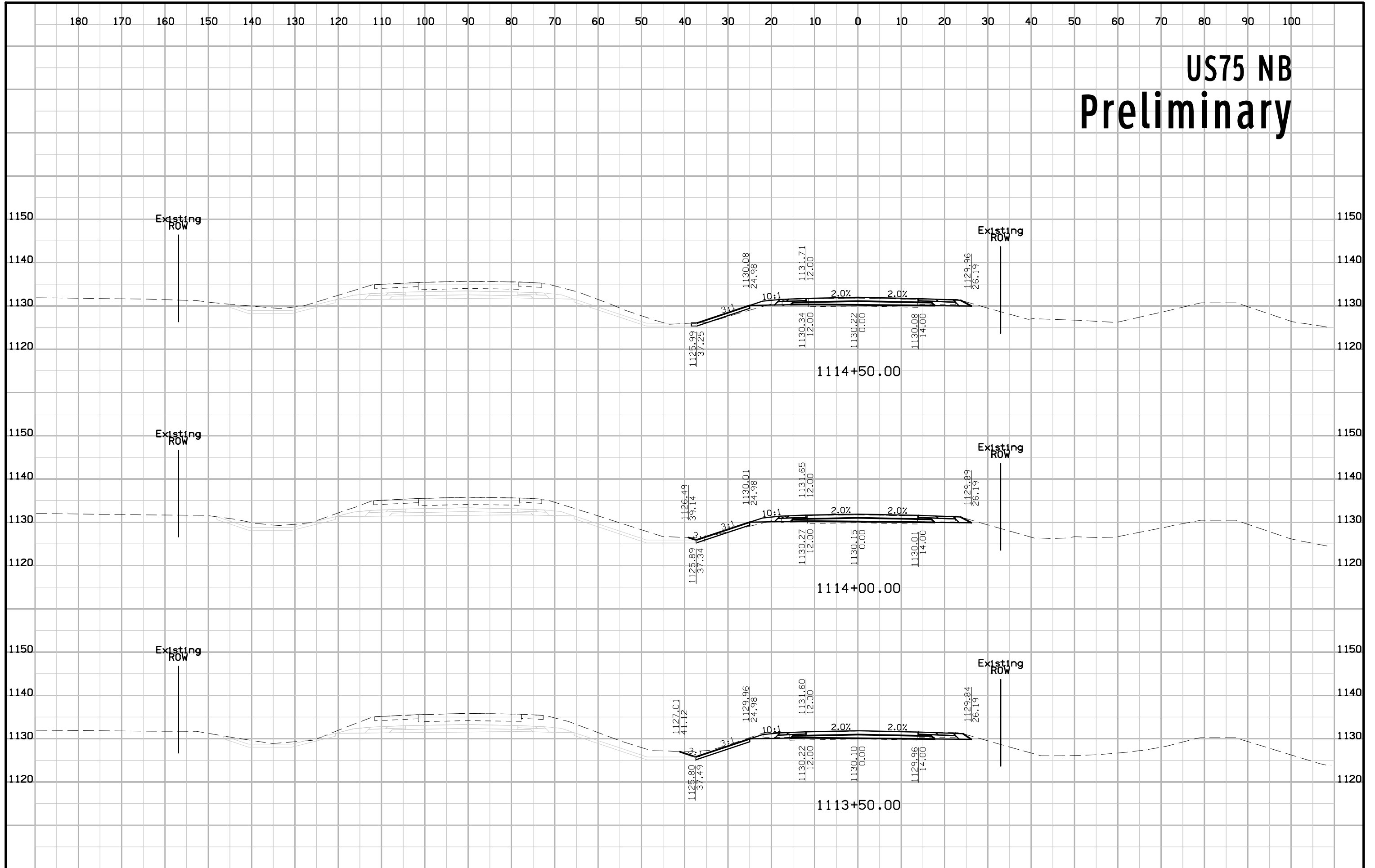
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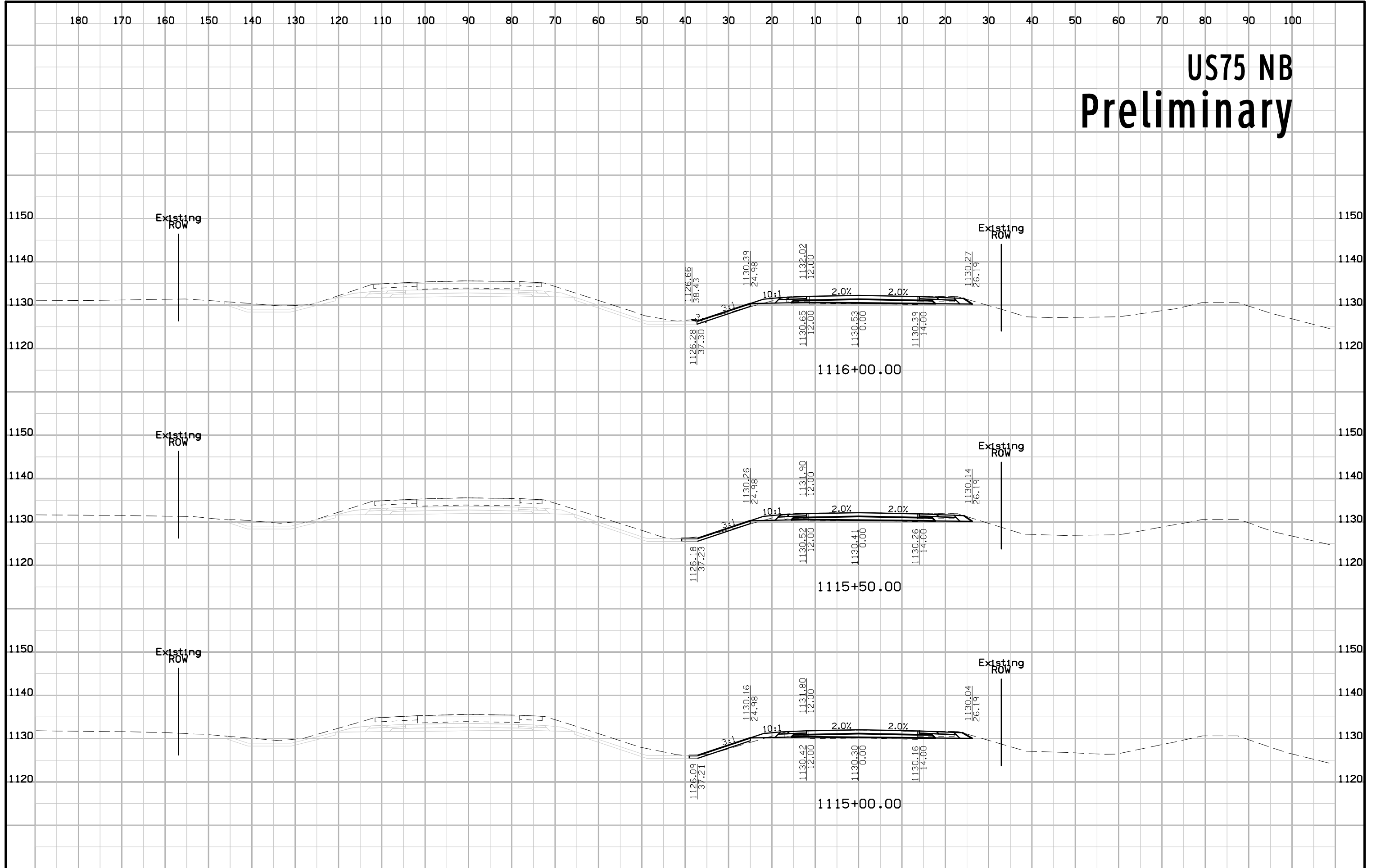
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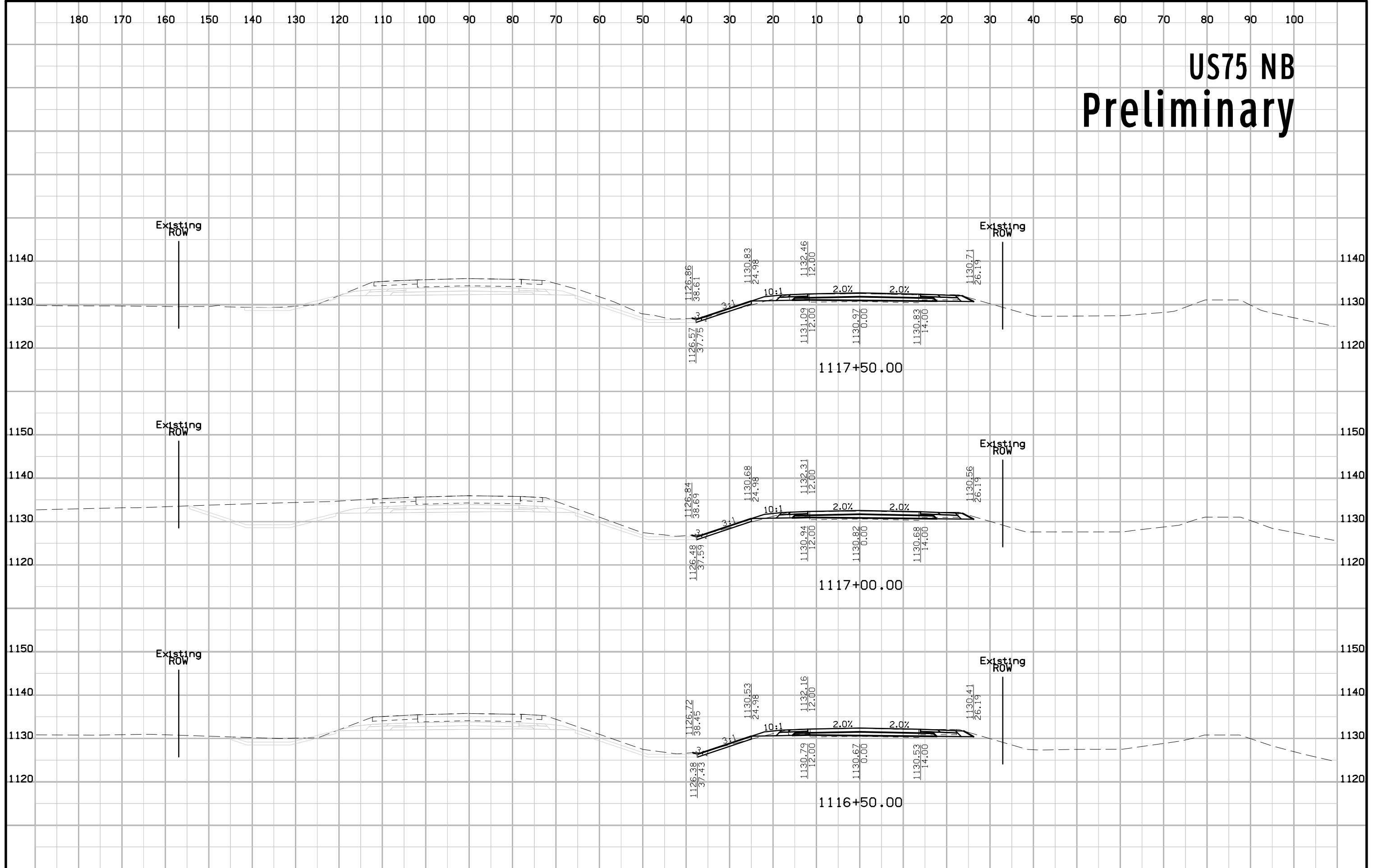
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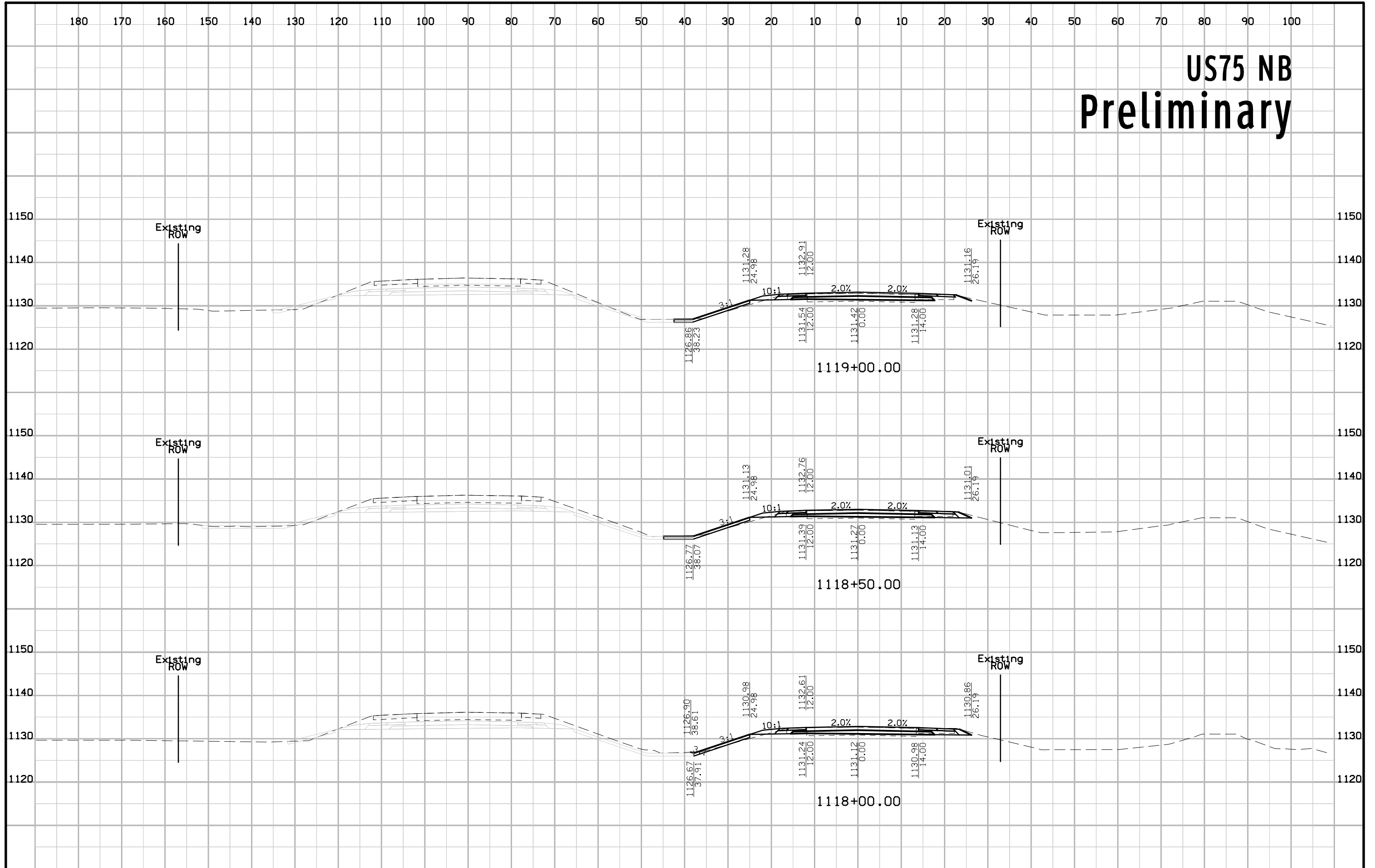
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# US75 NB Preliminary

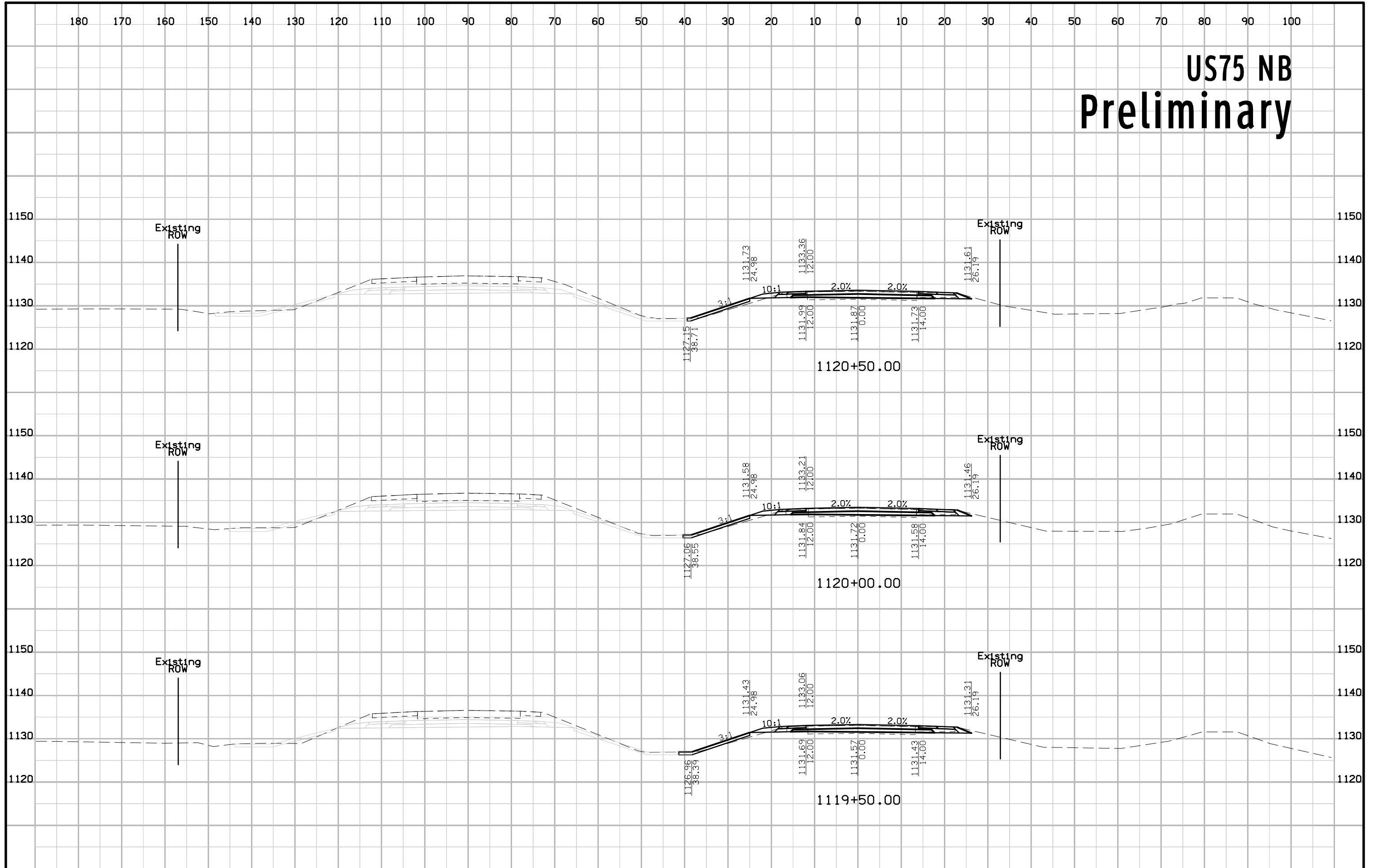


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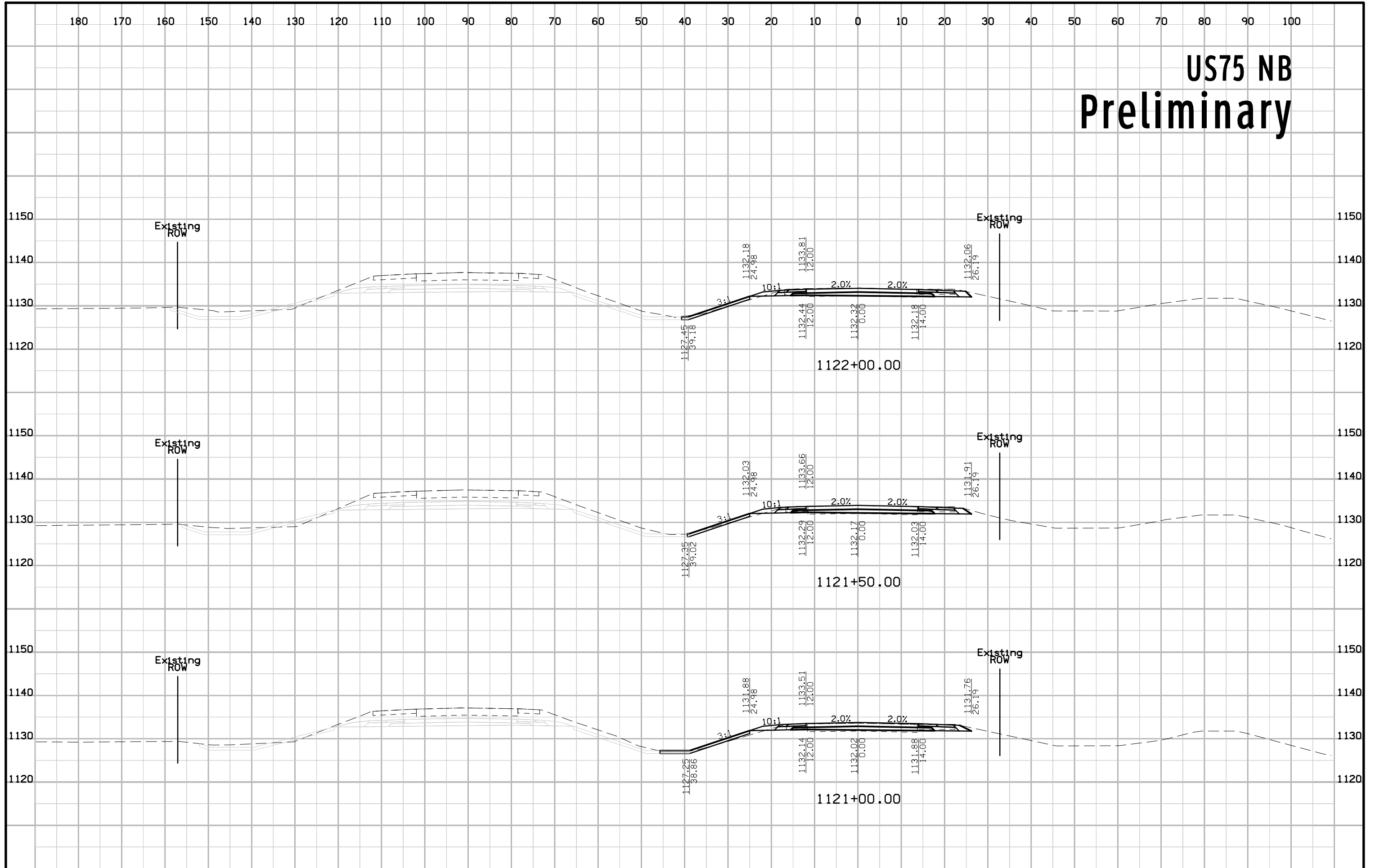




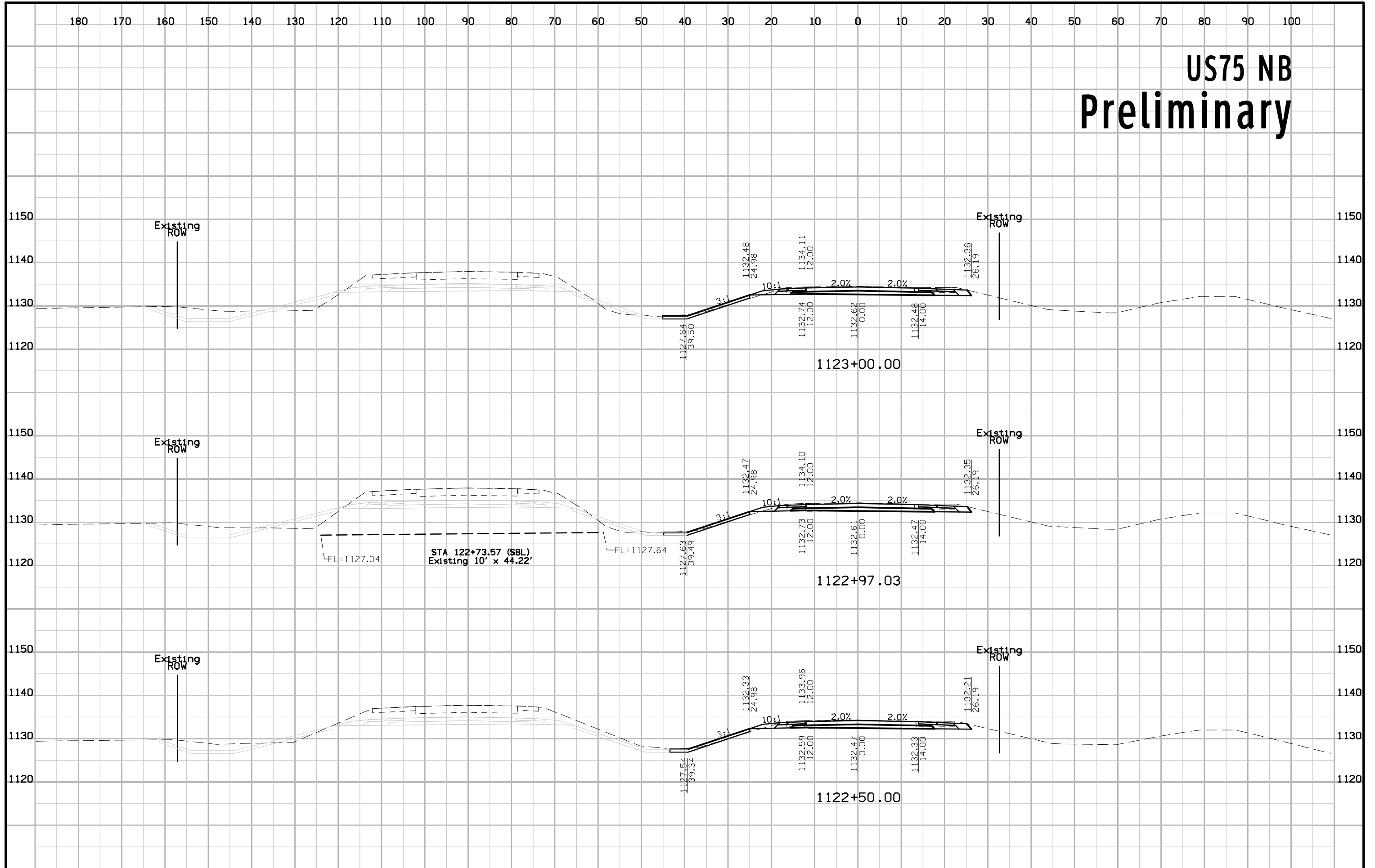
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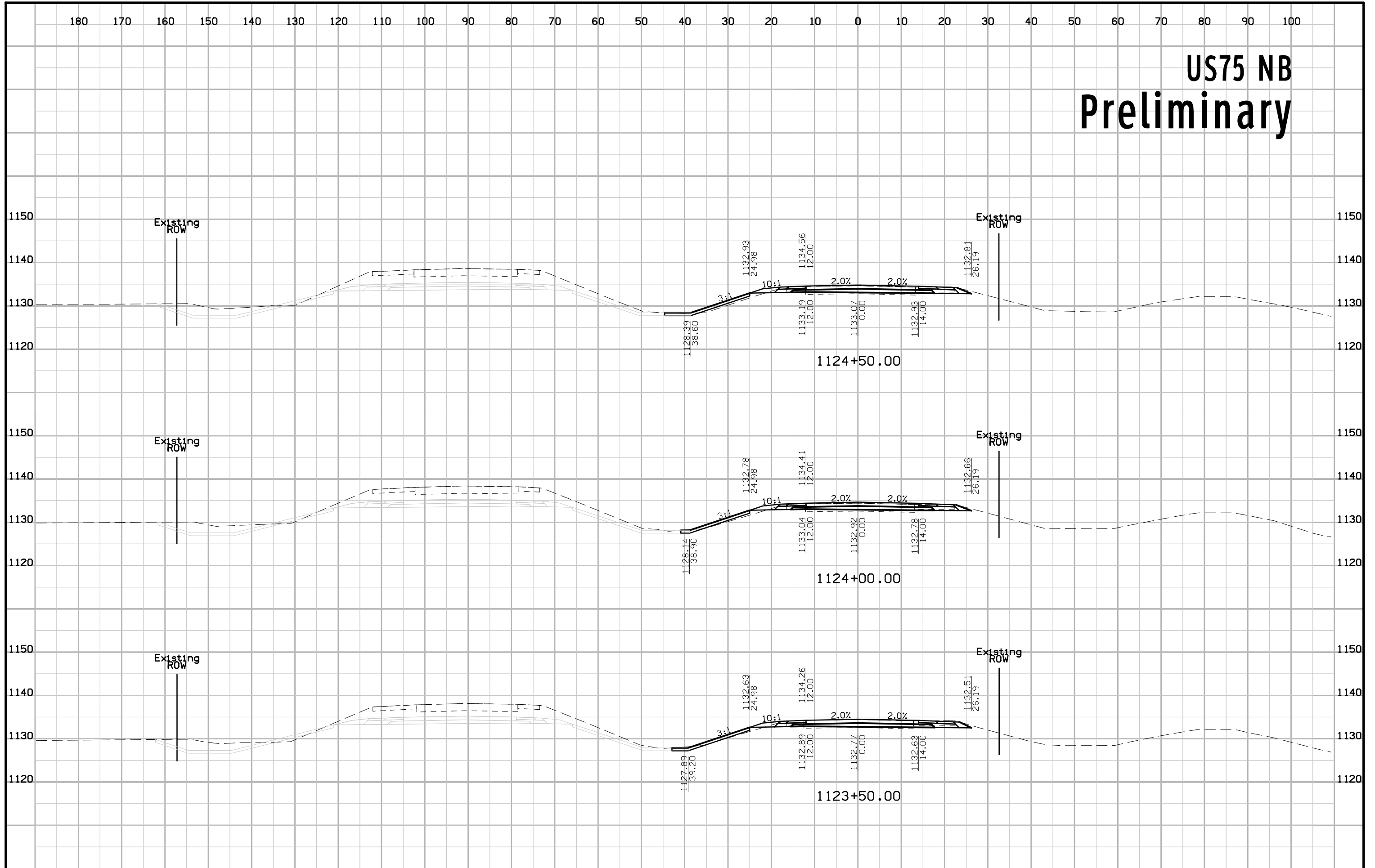
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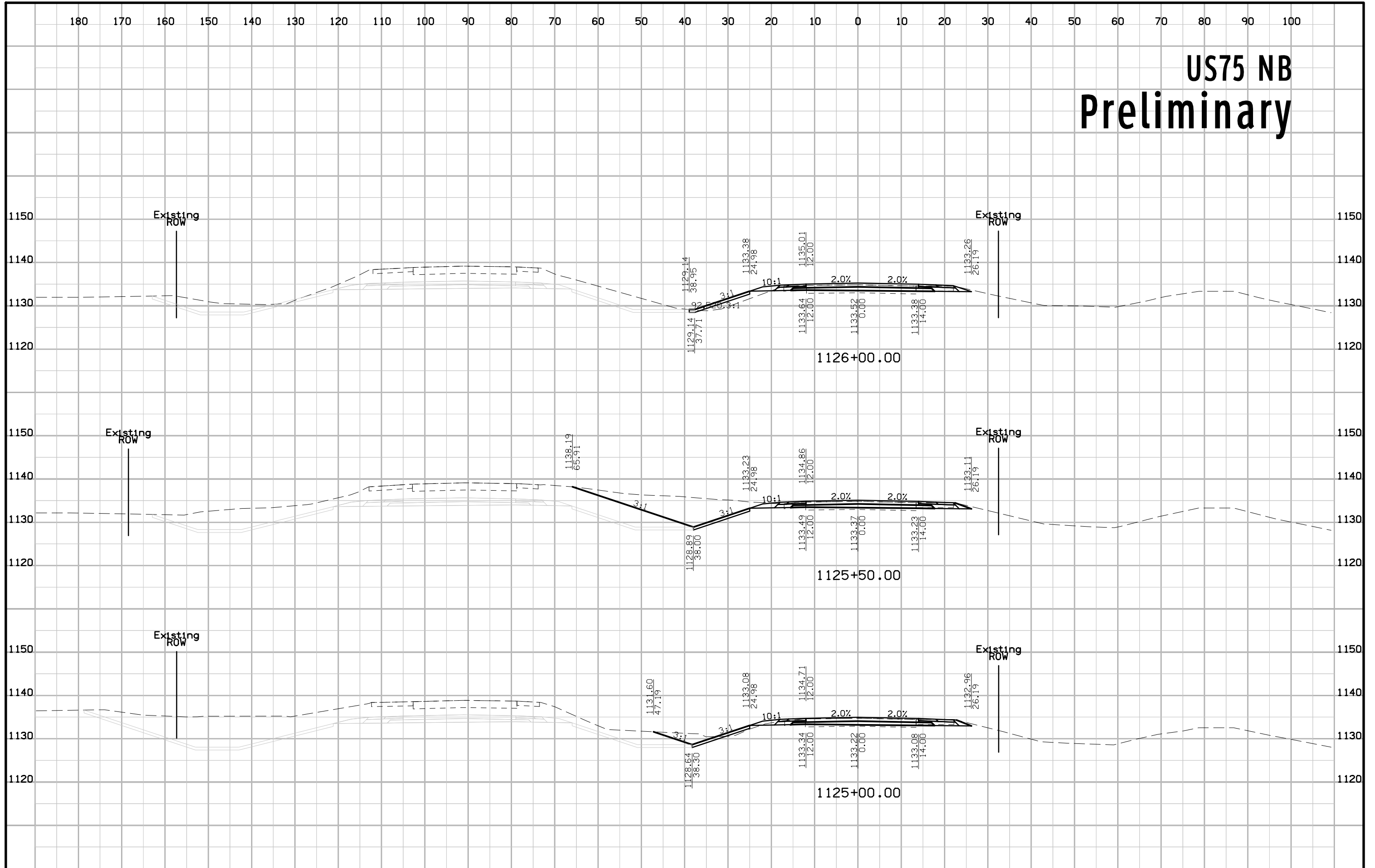
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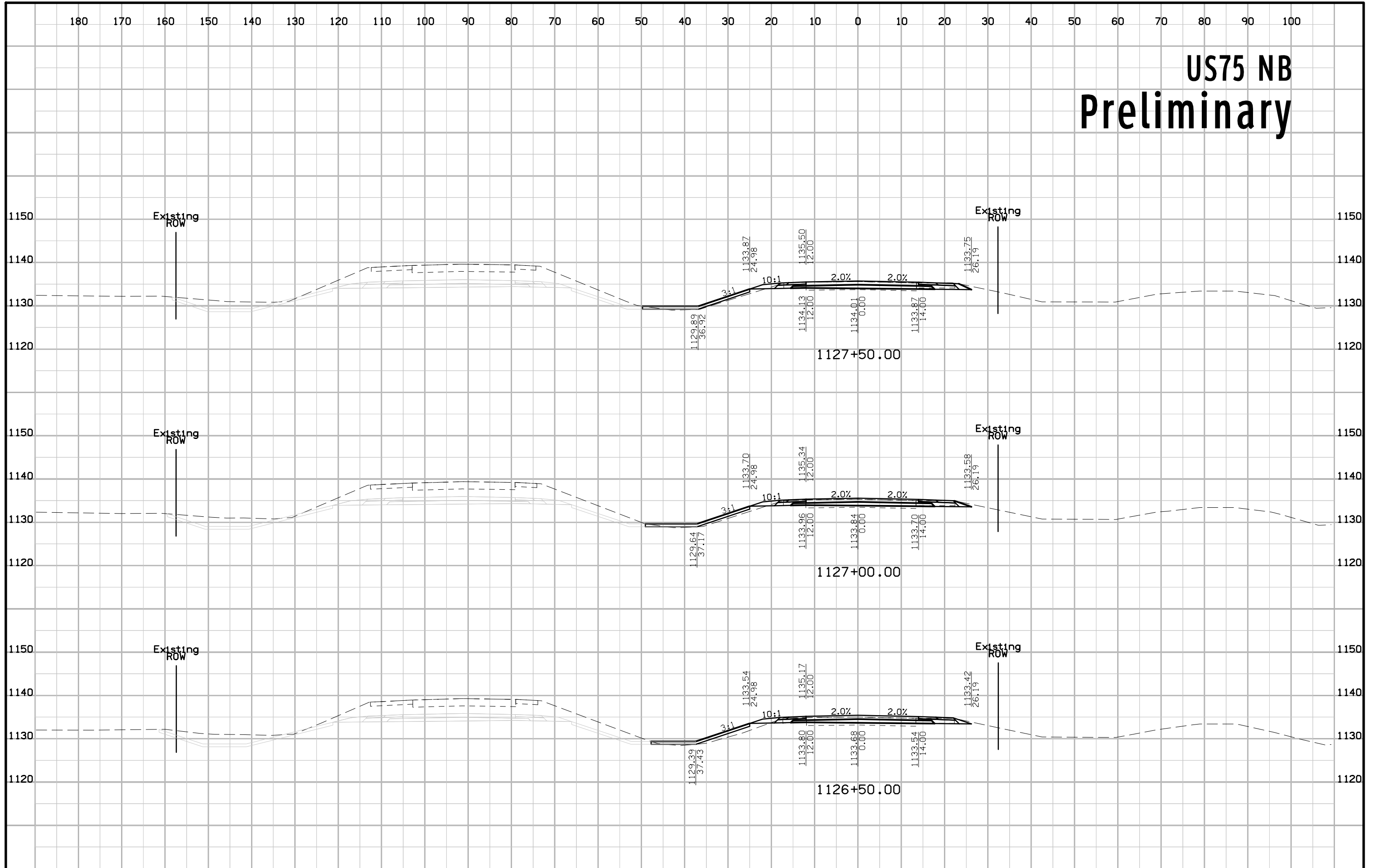
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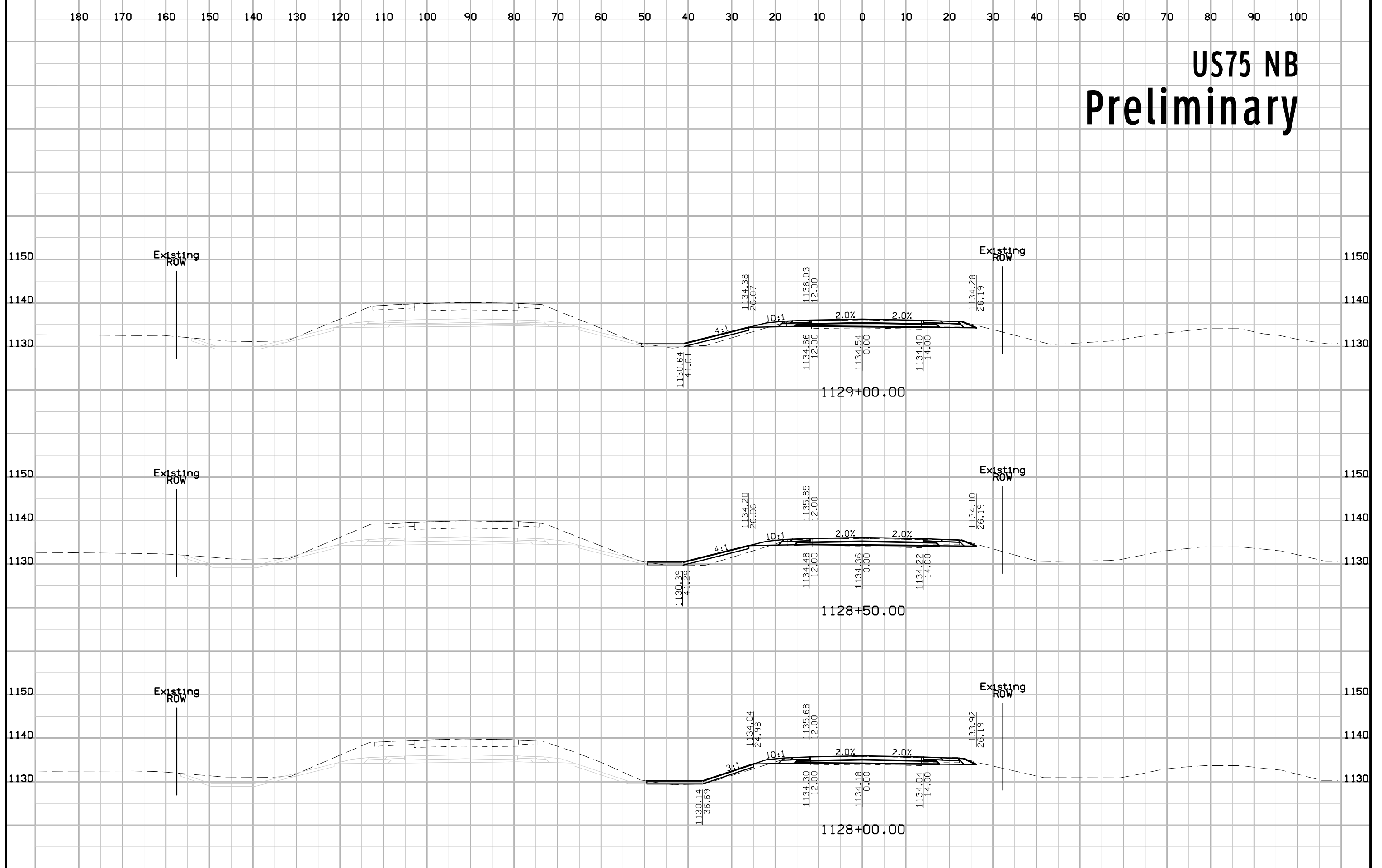
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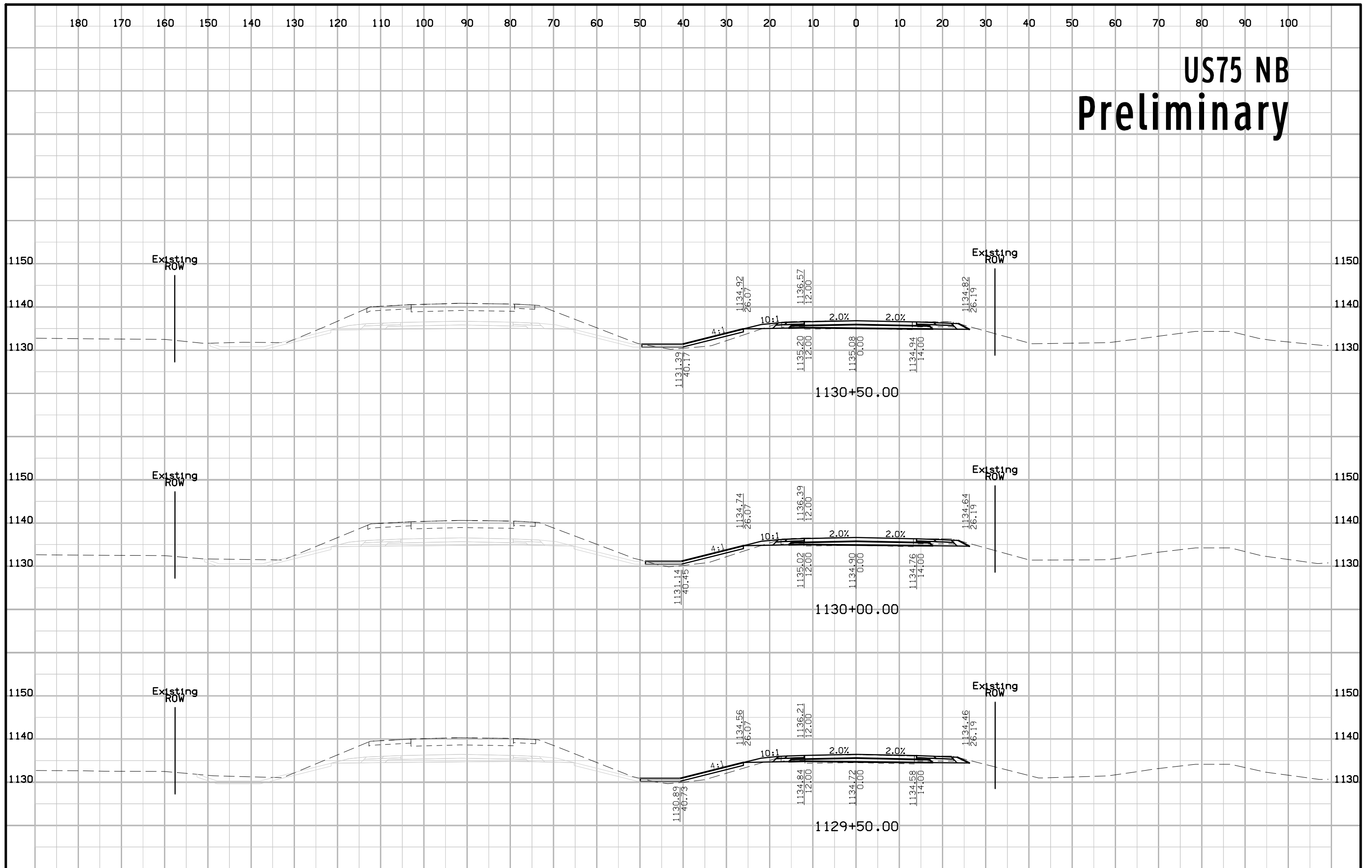
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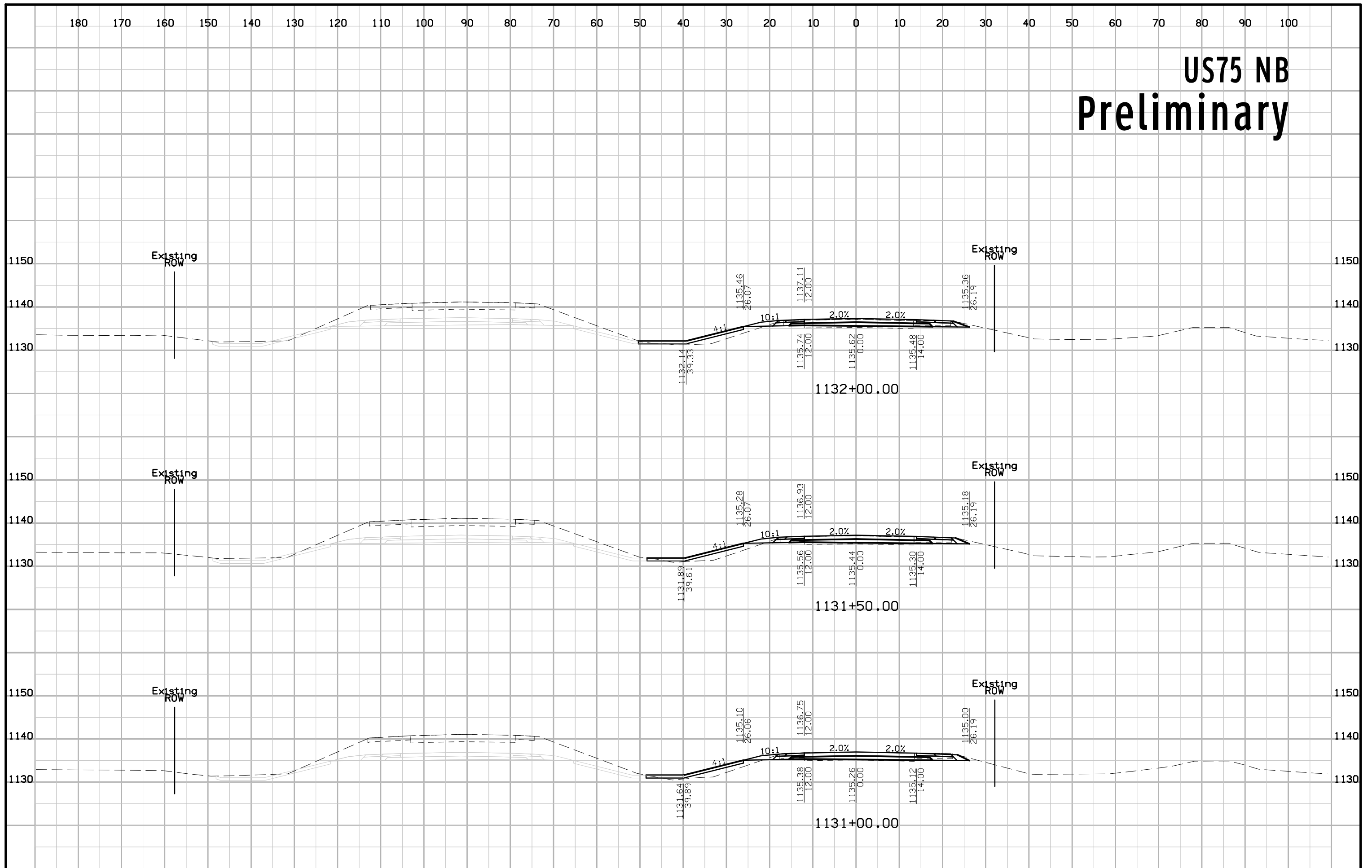


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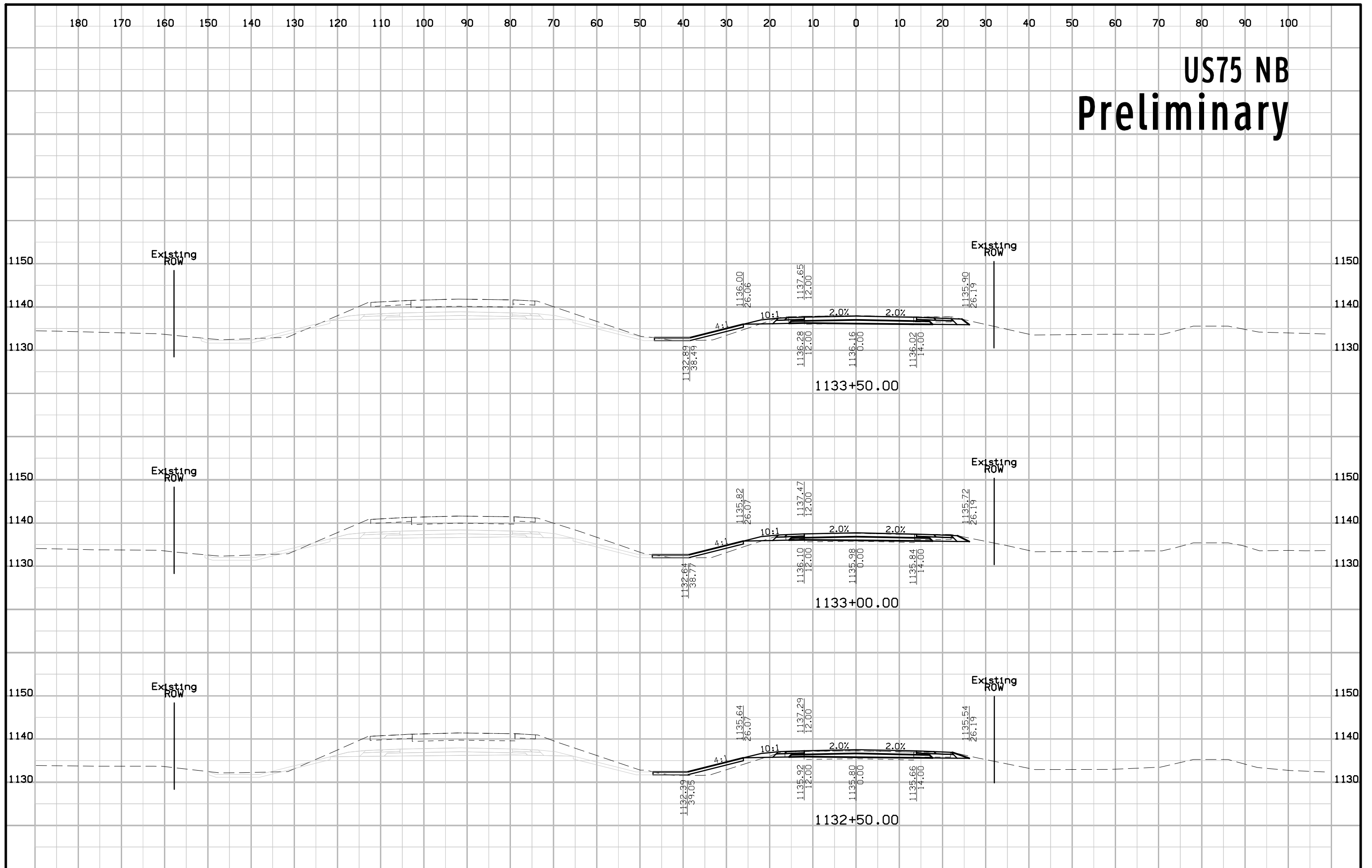




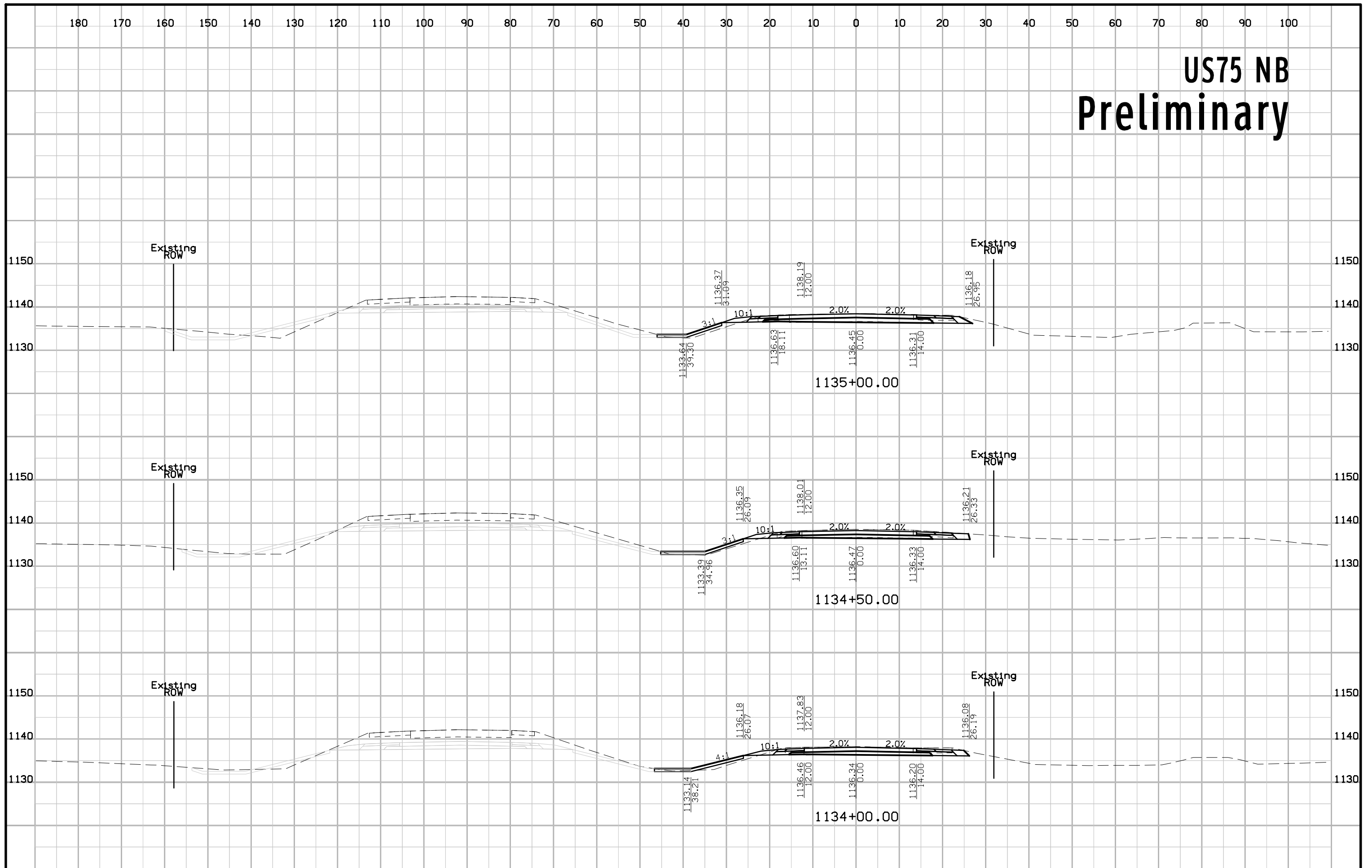
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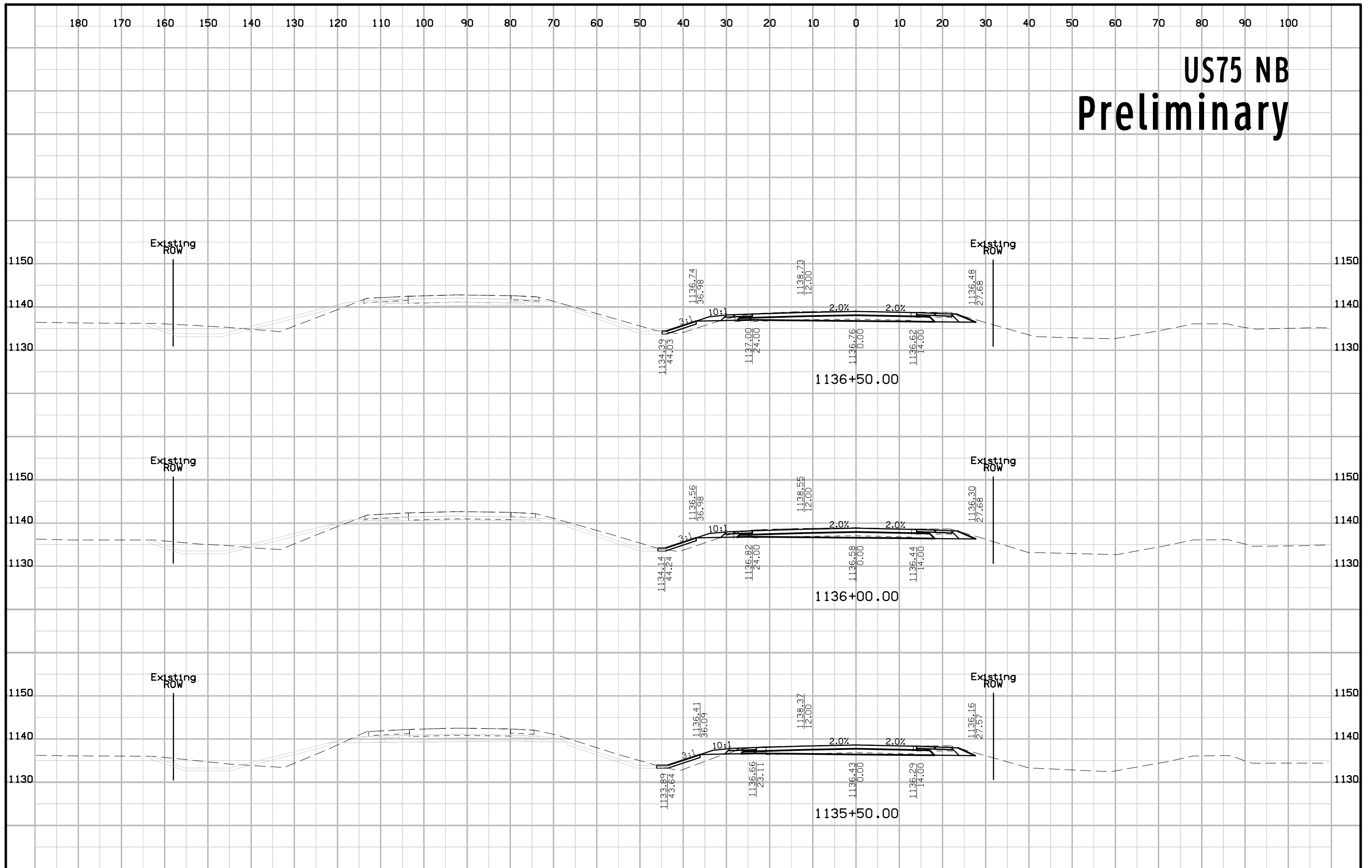
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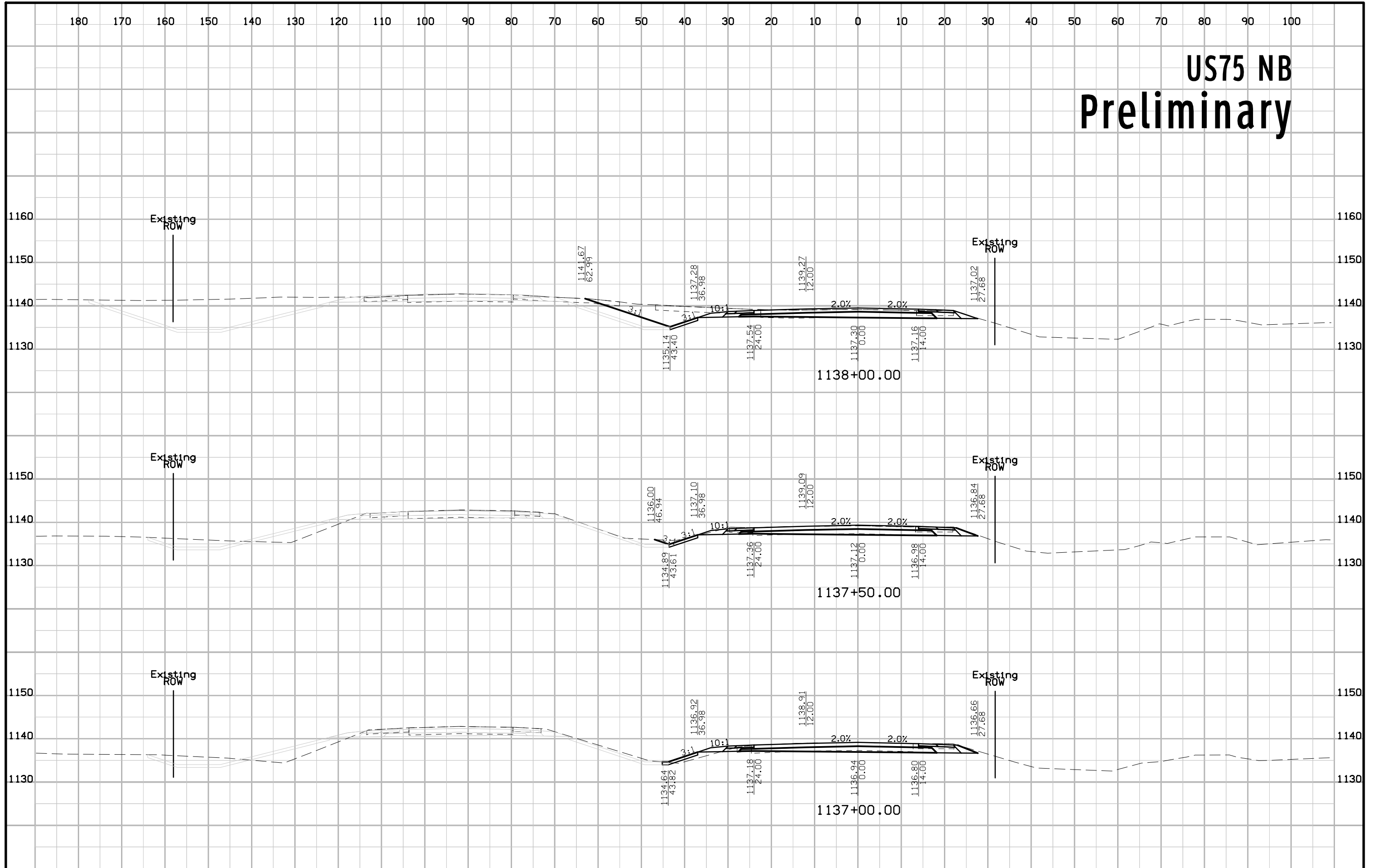
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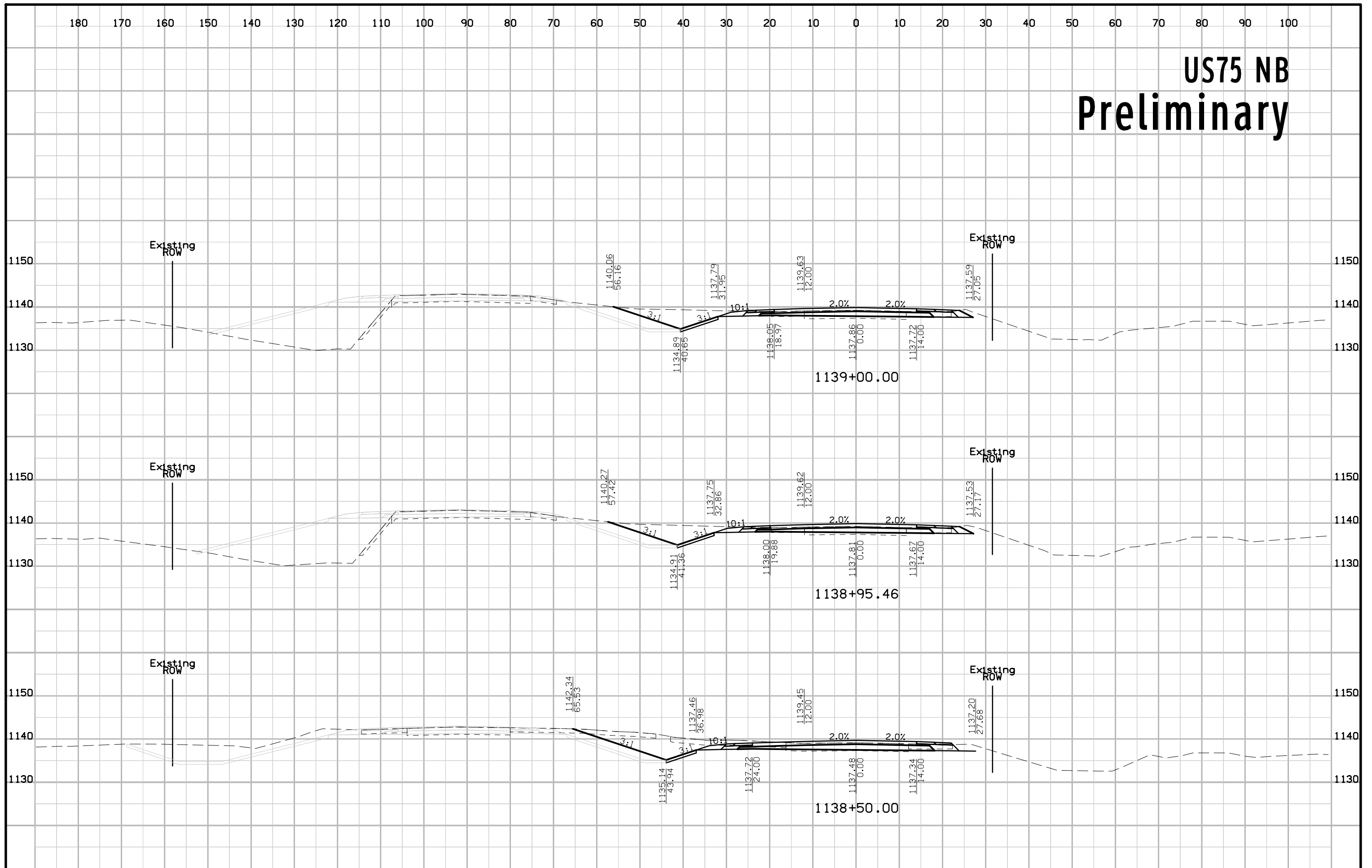
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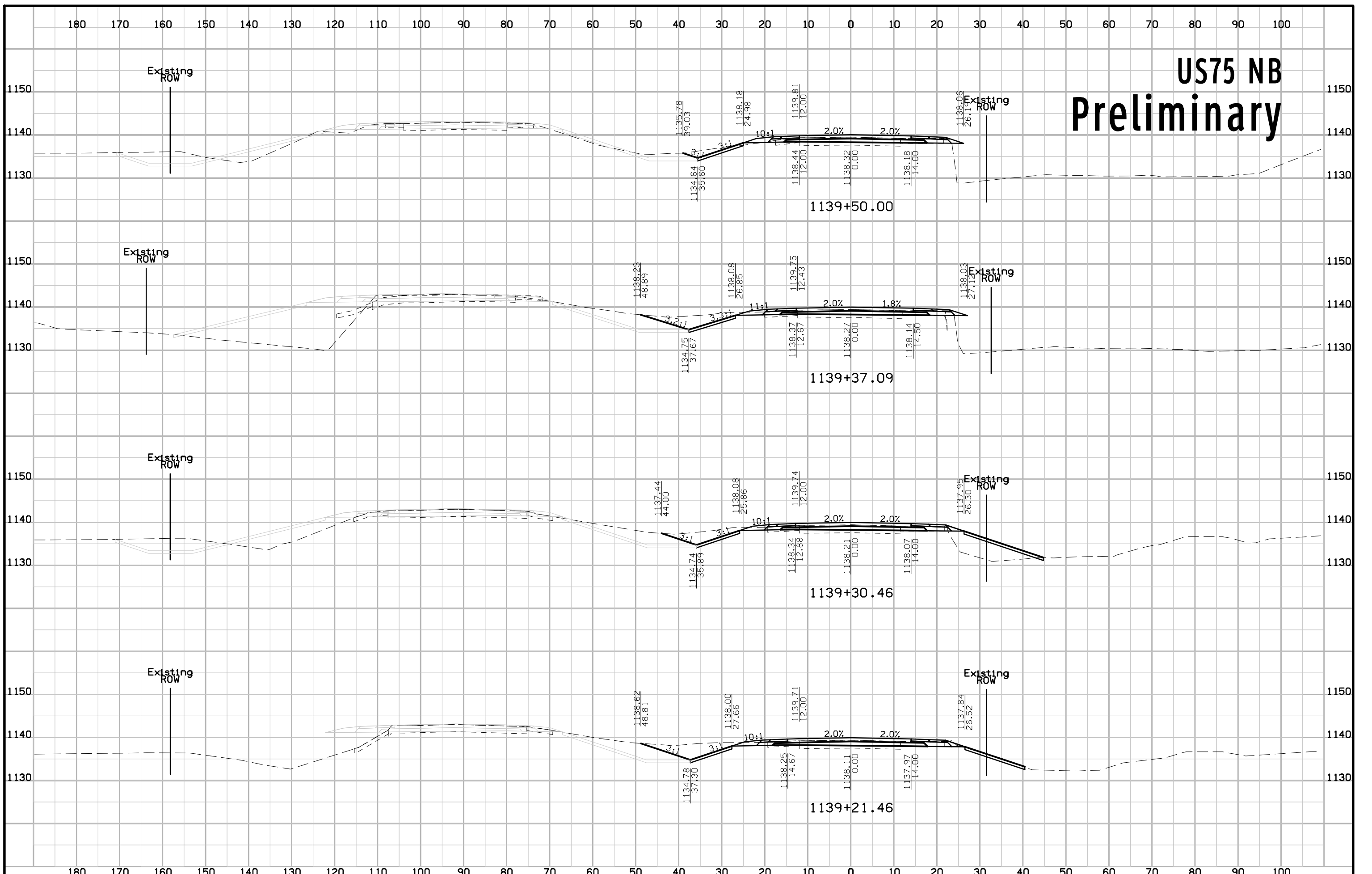
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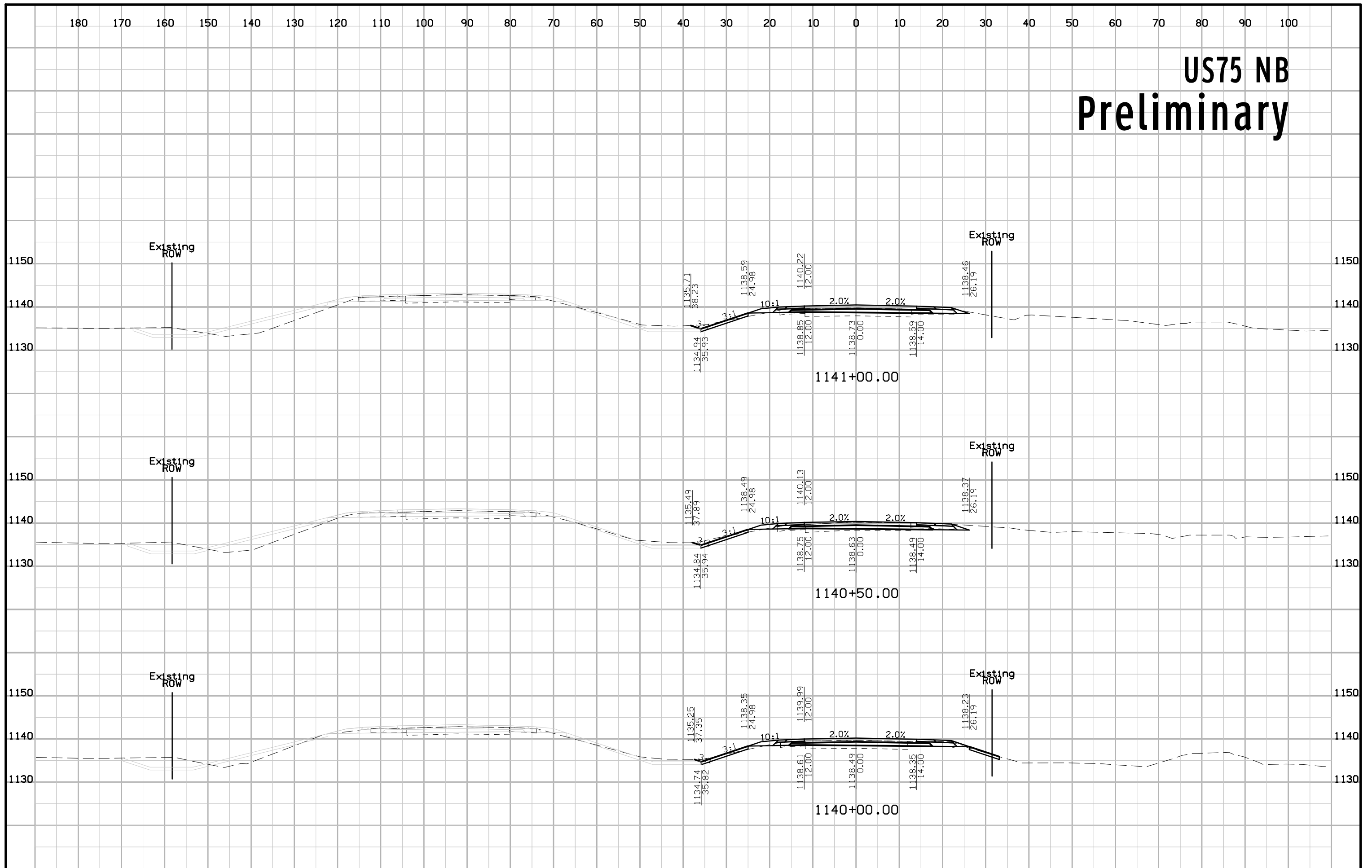
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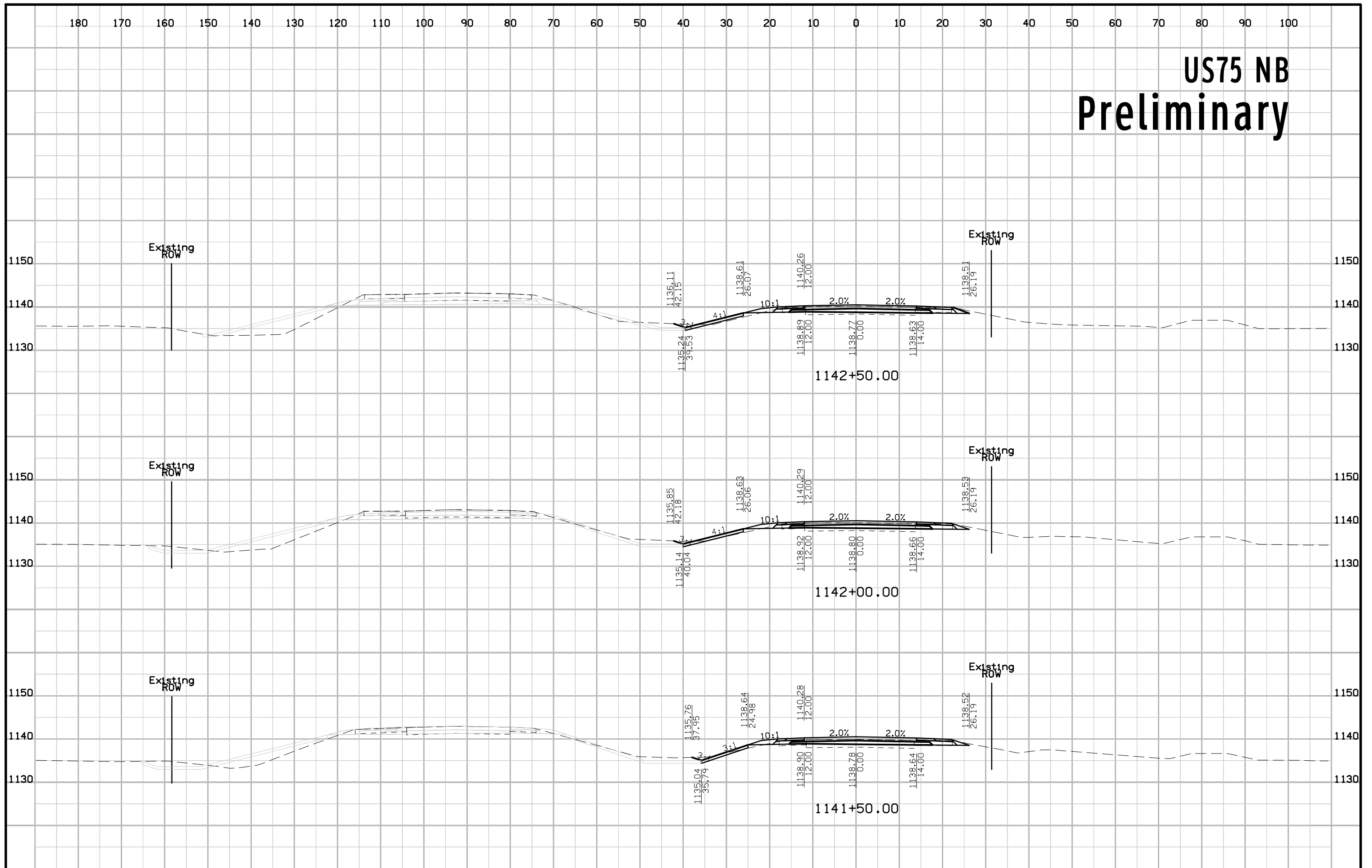


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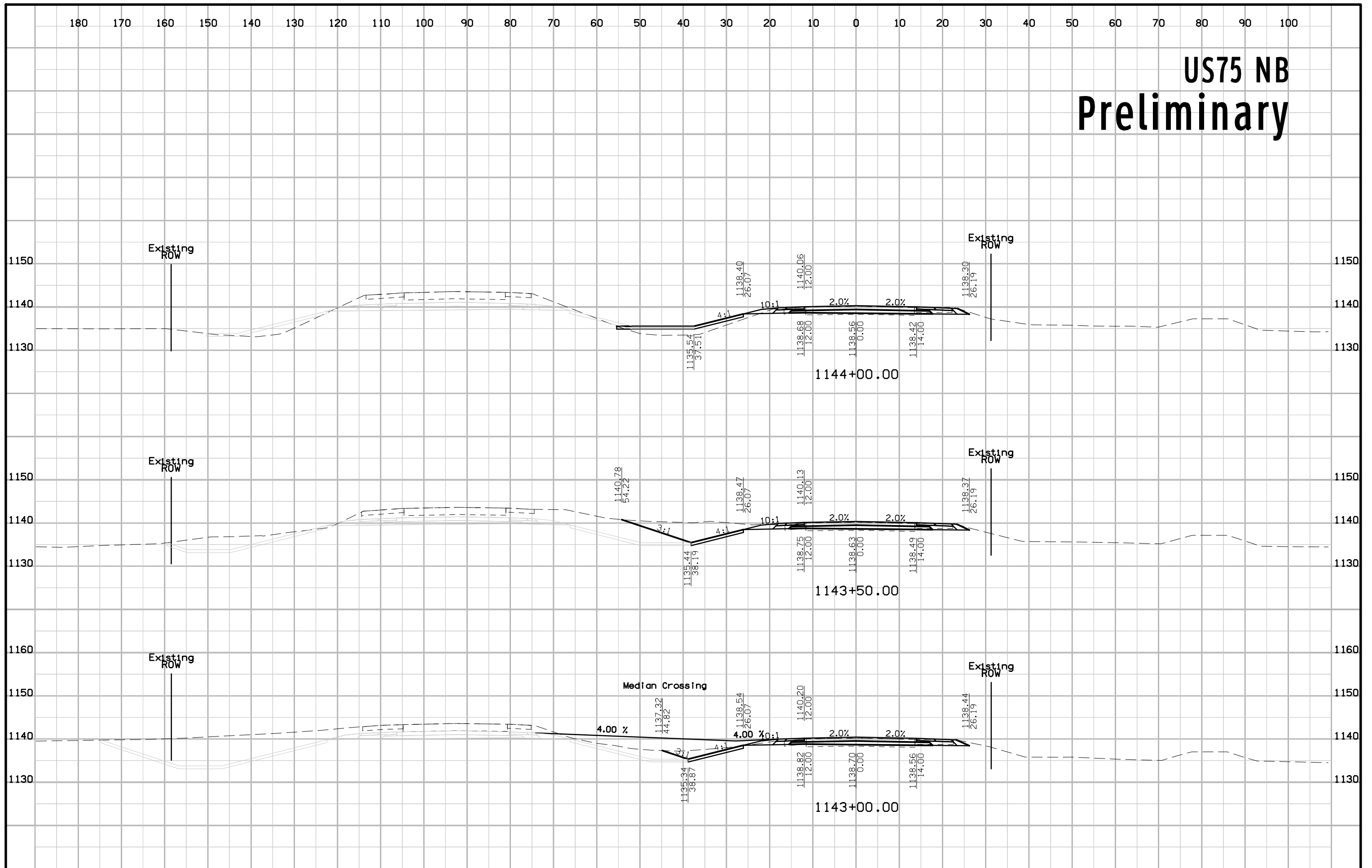




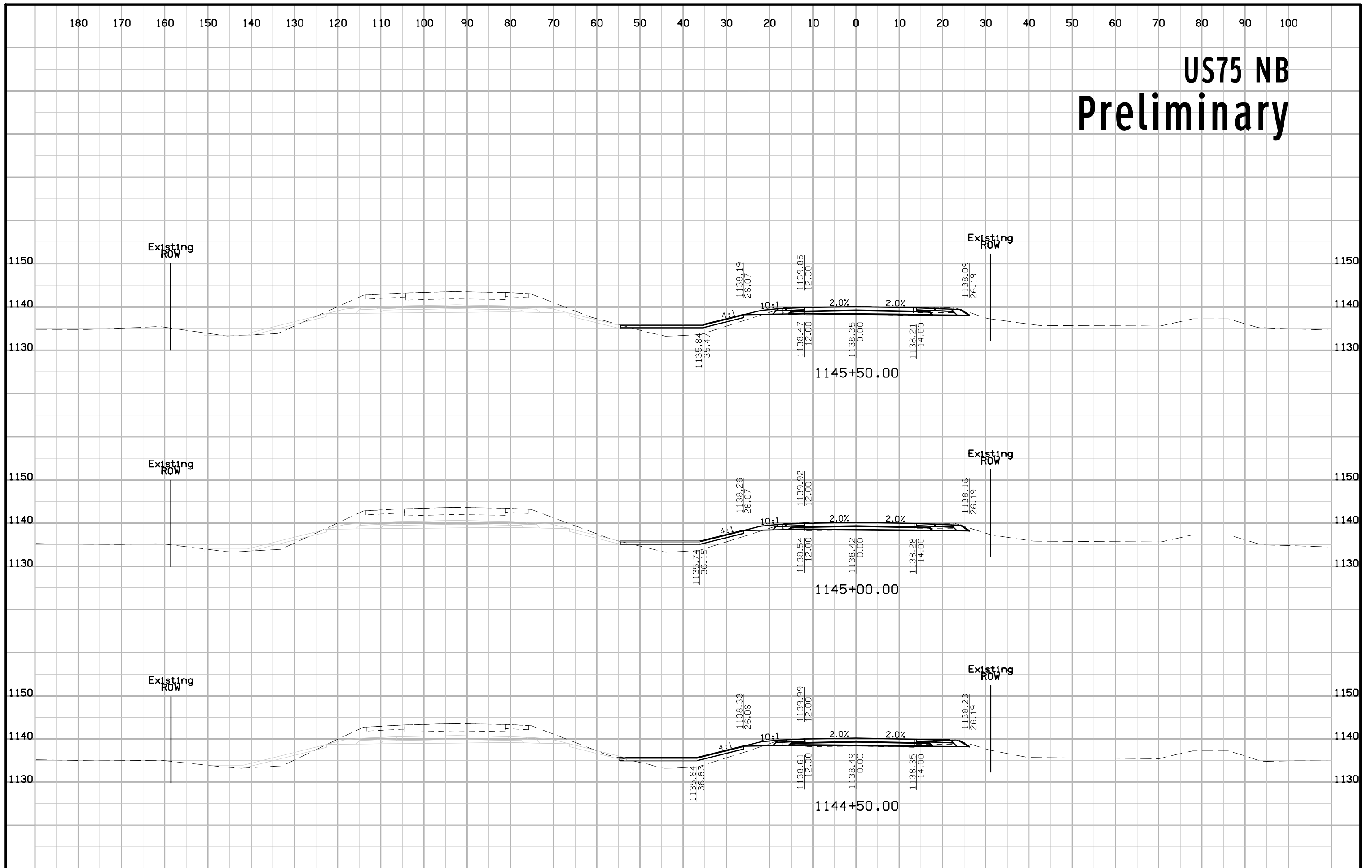
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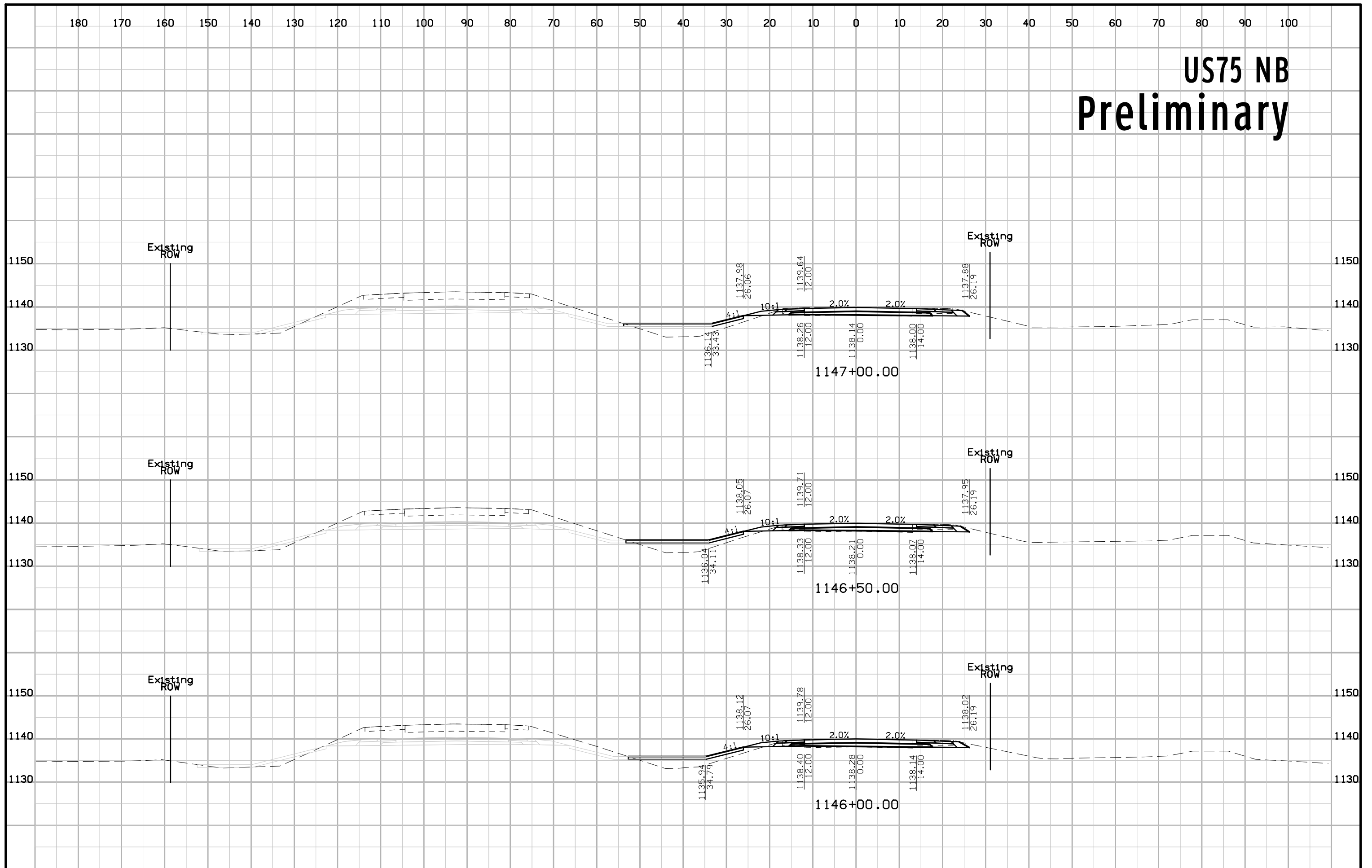
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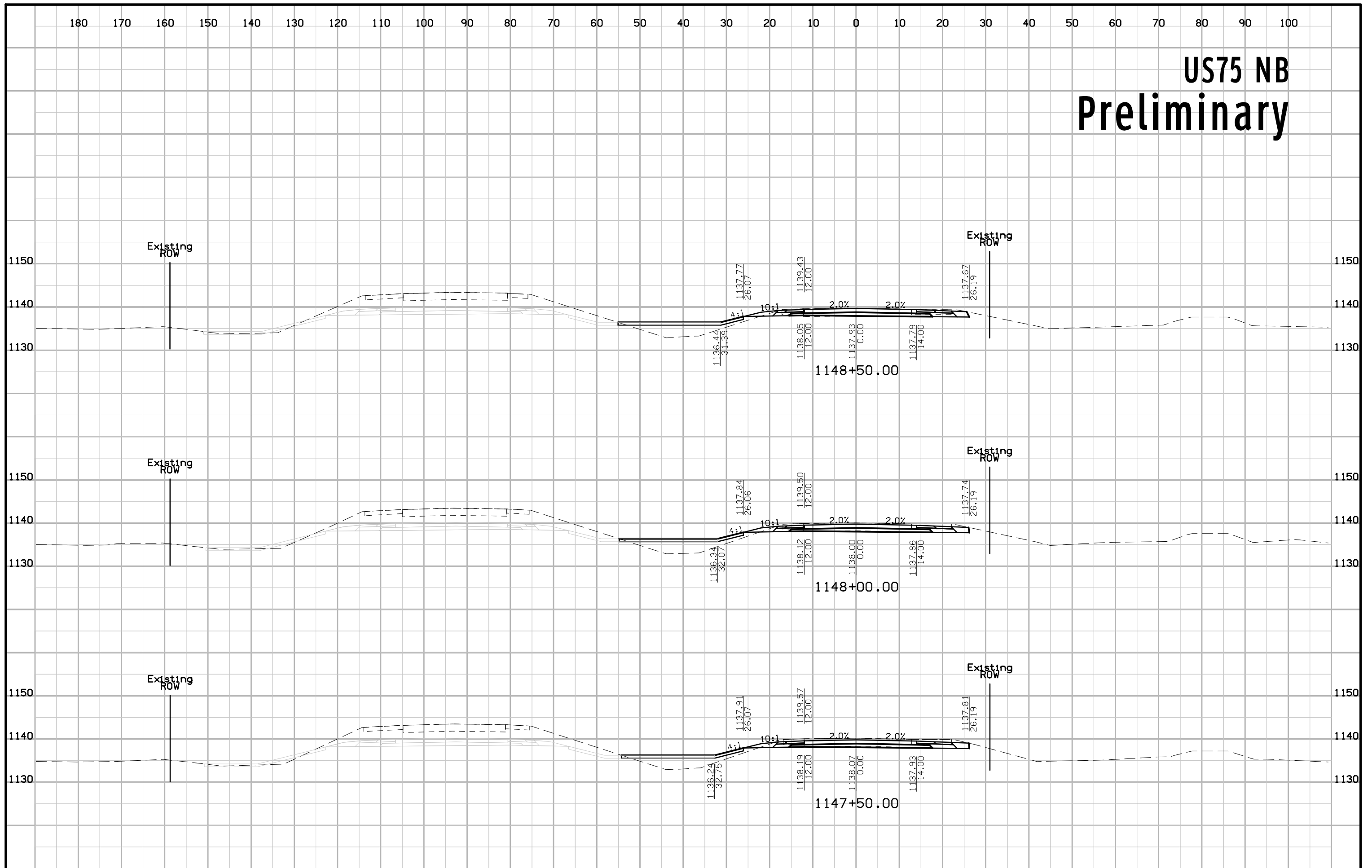
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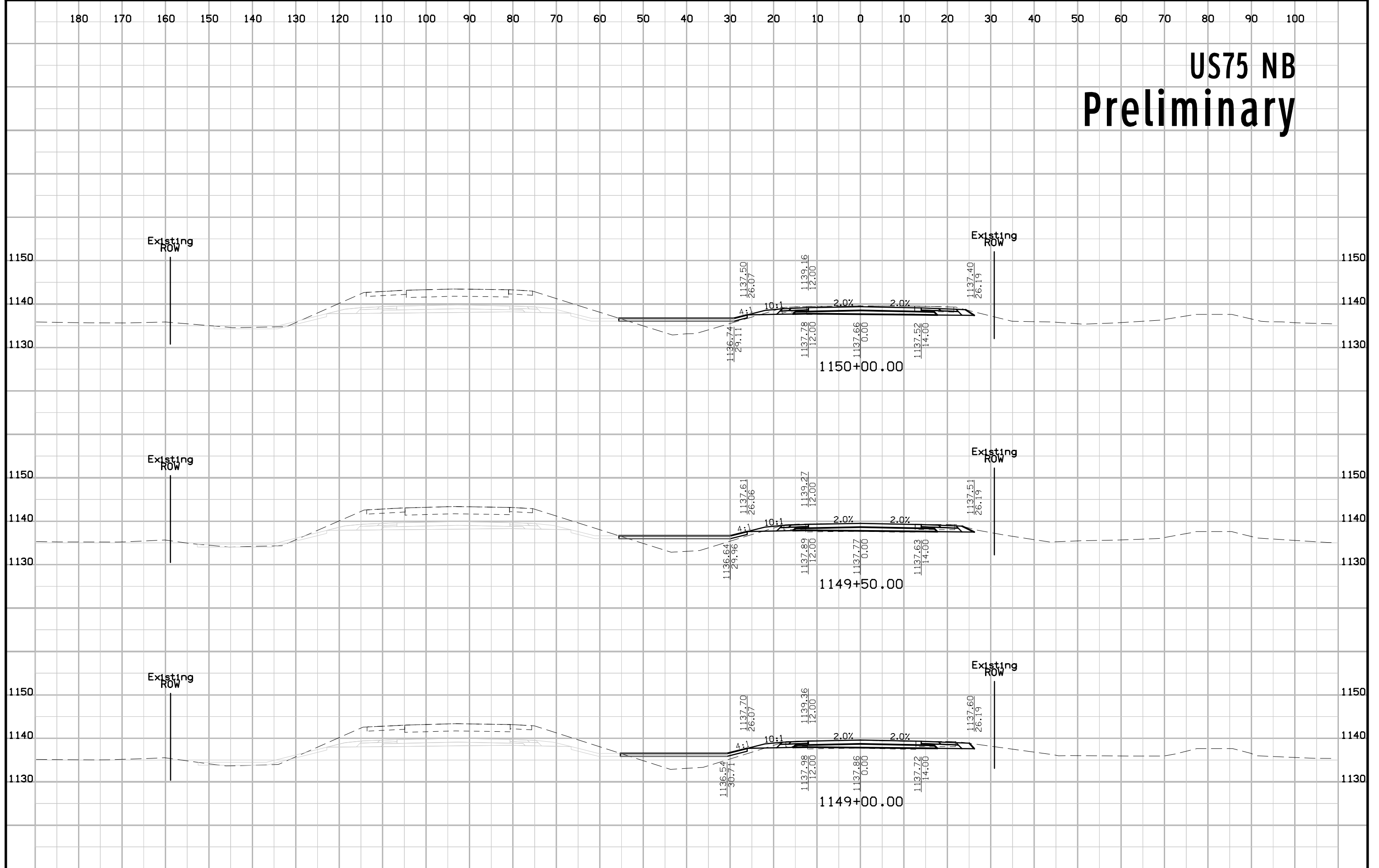
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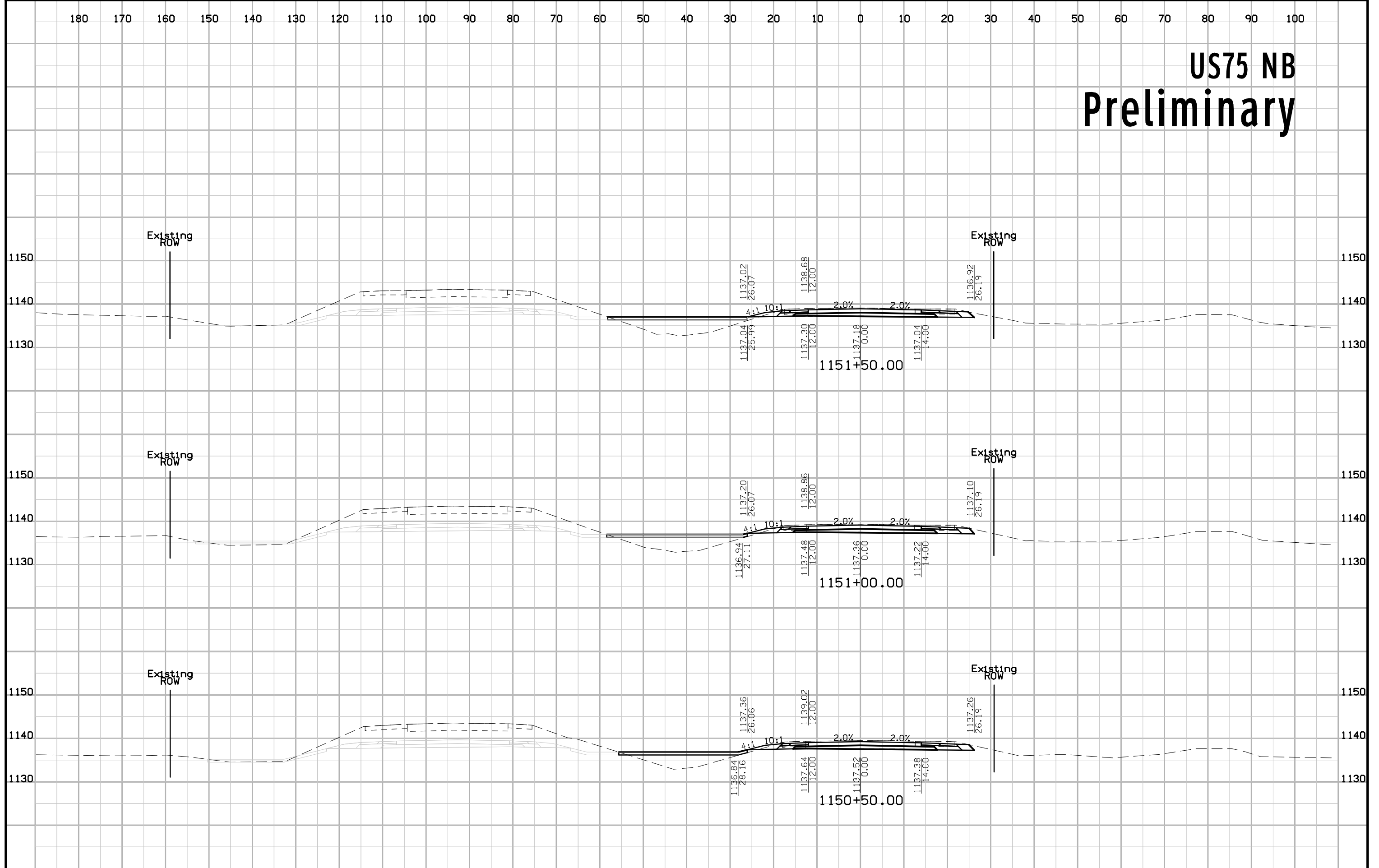
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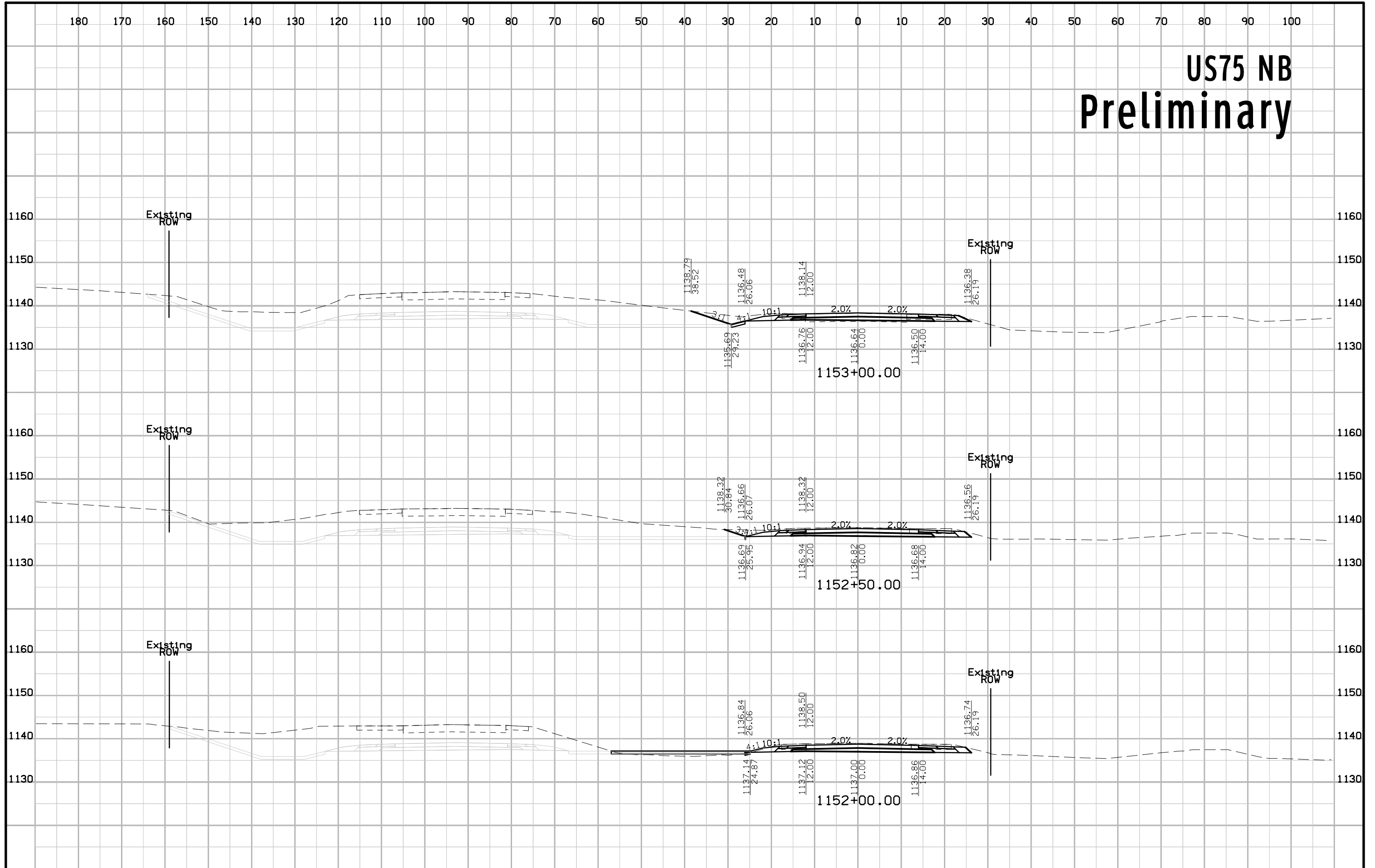
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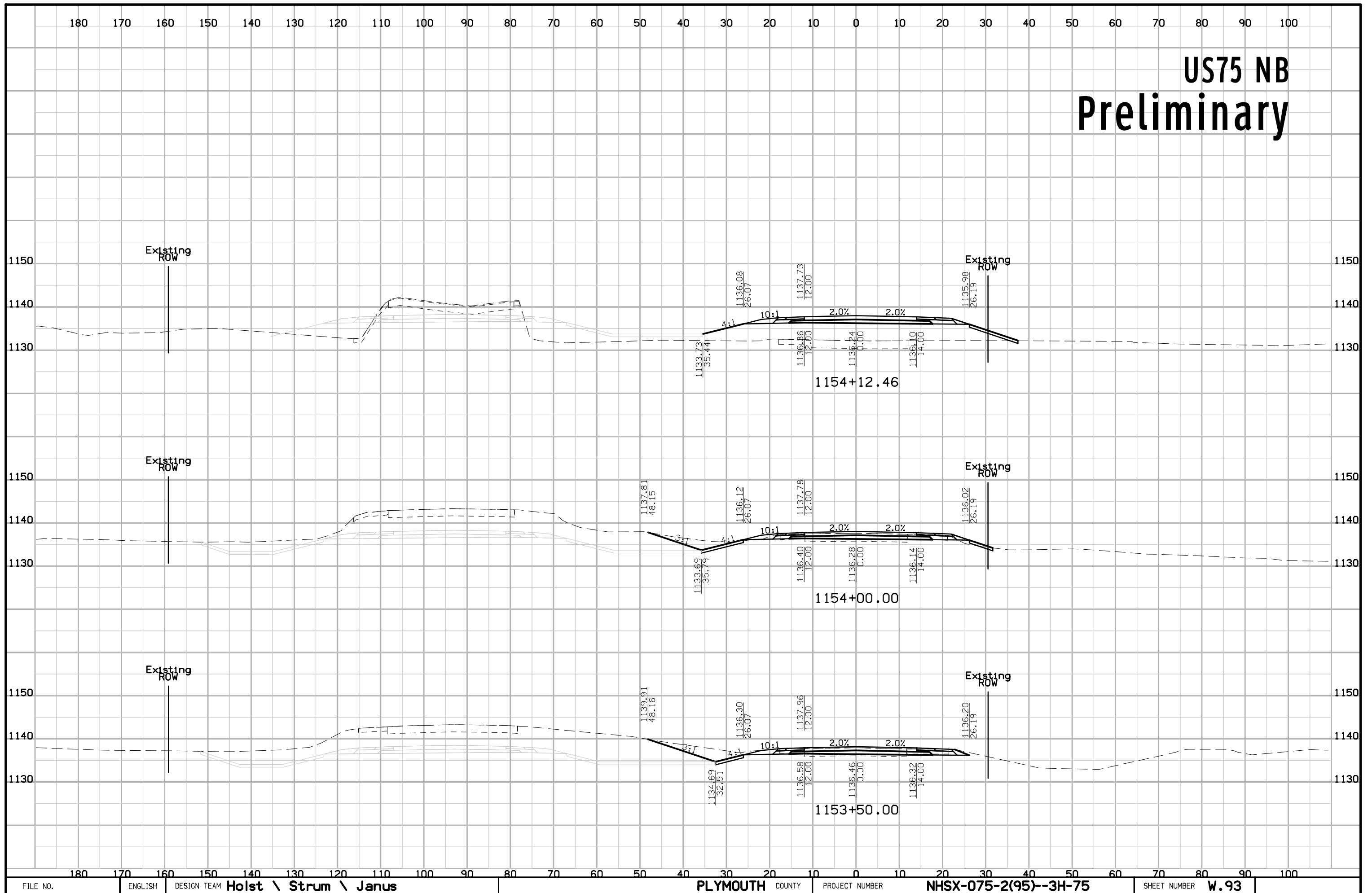


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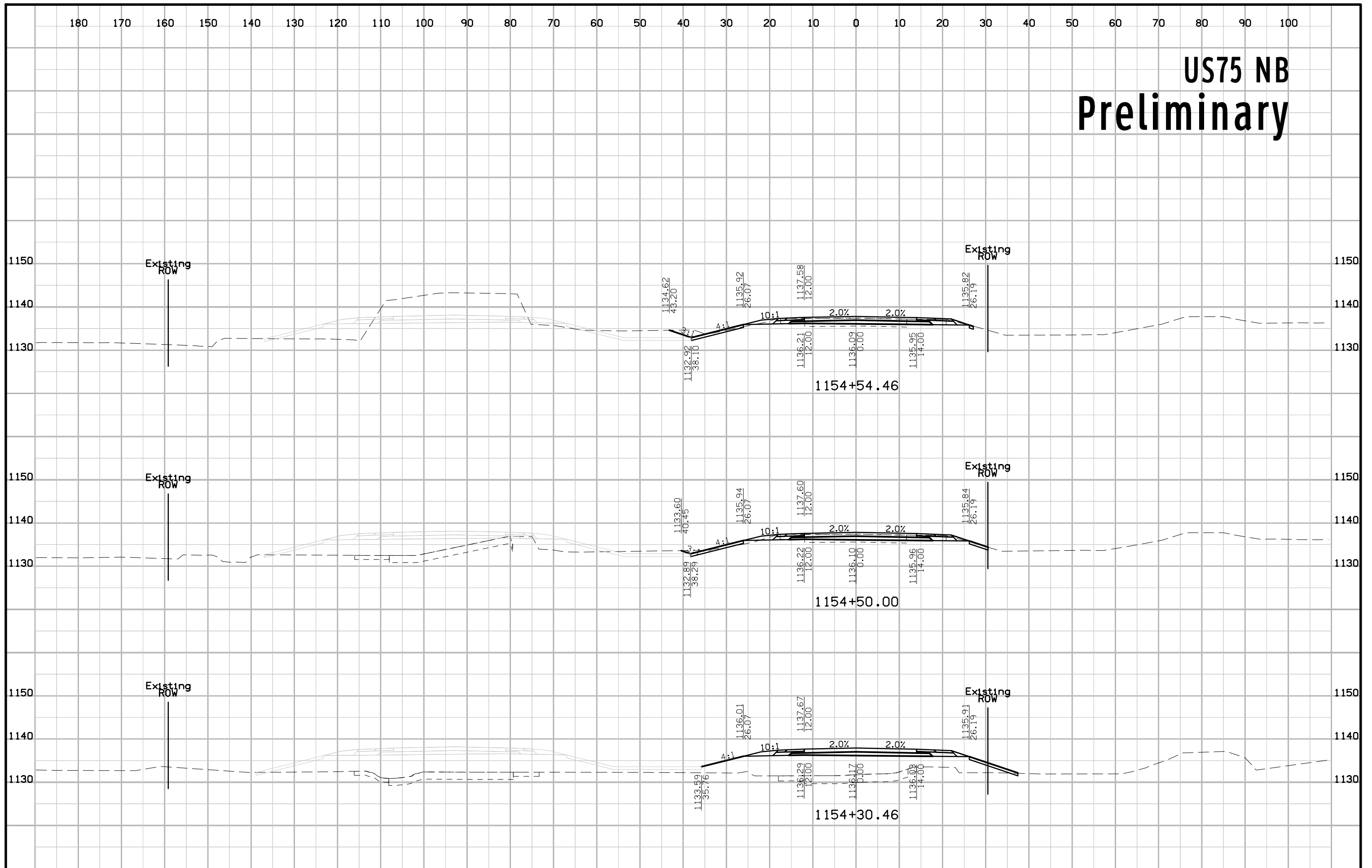




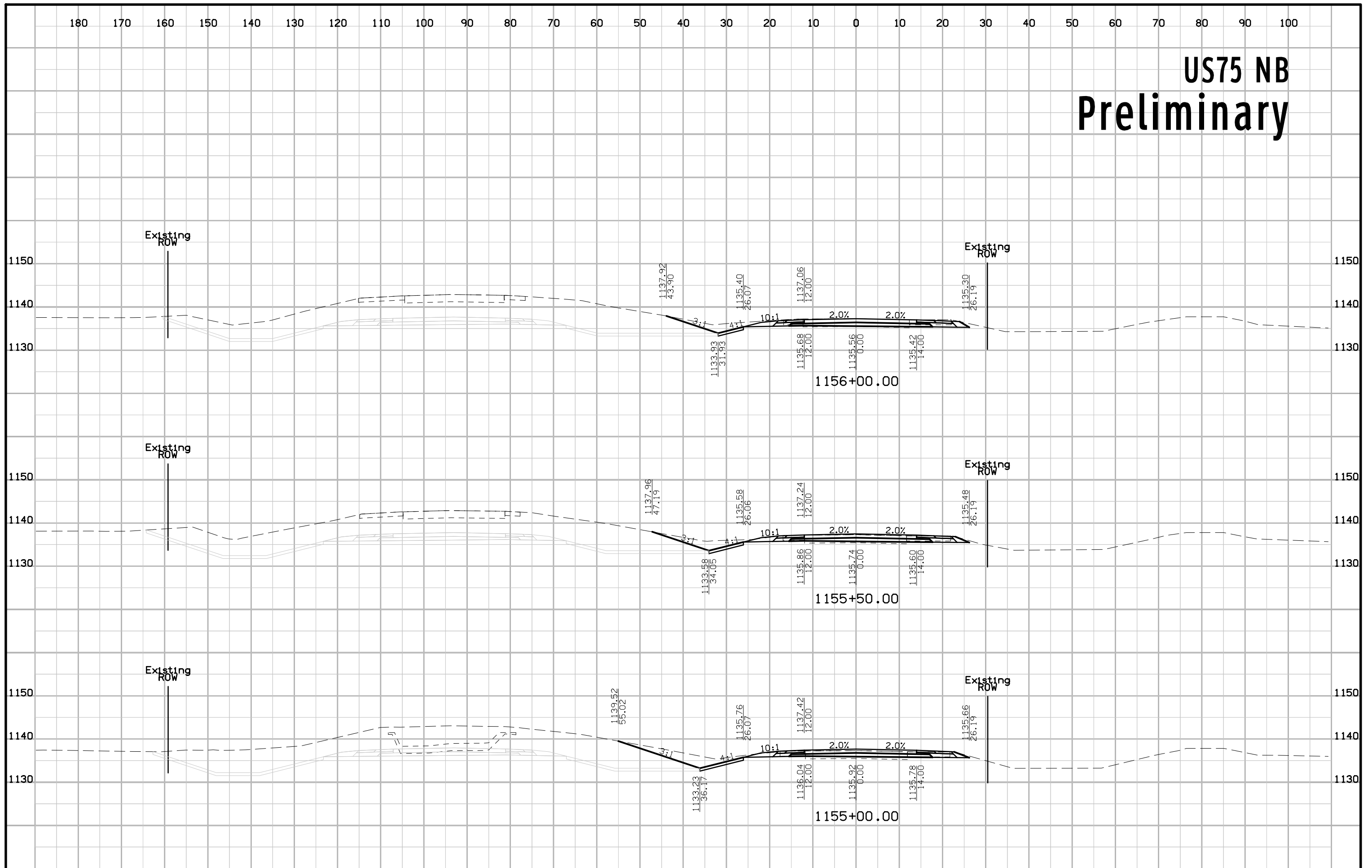
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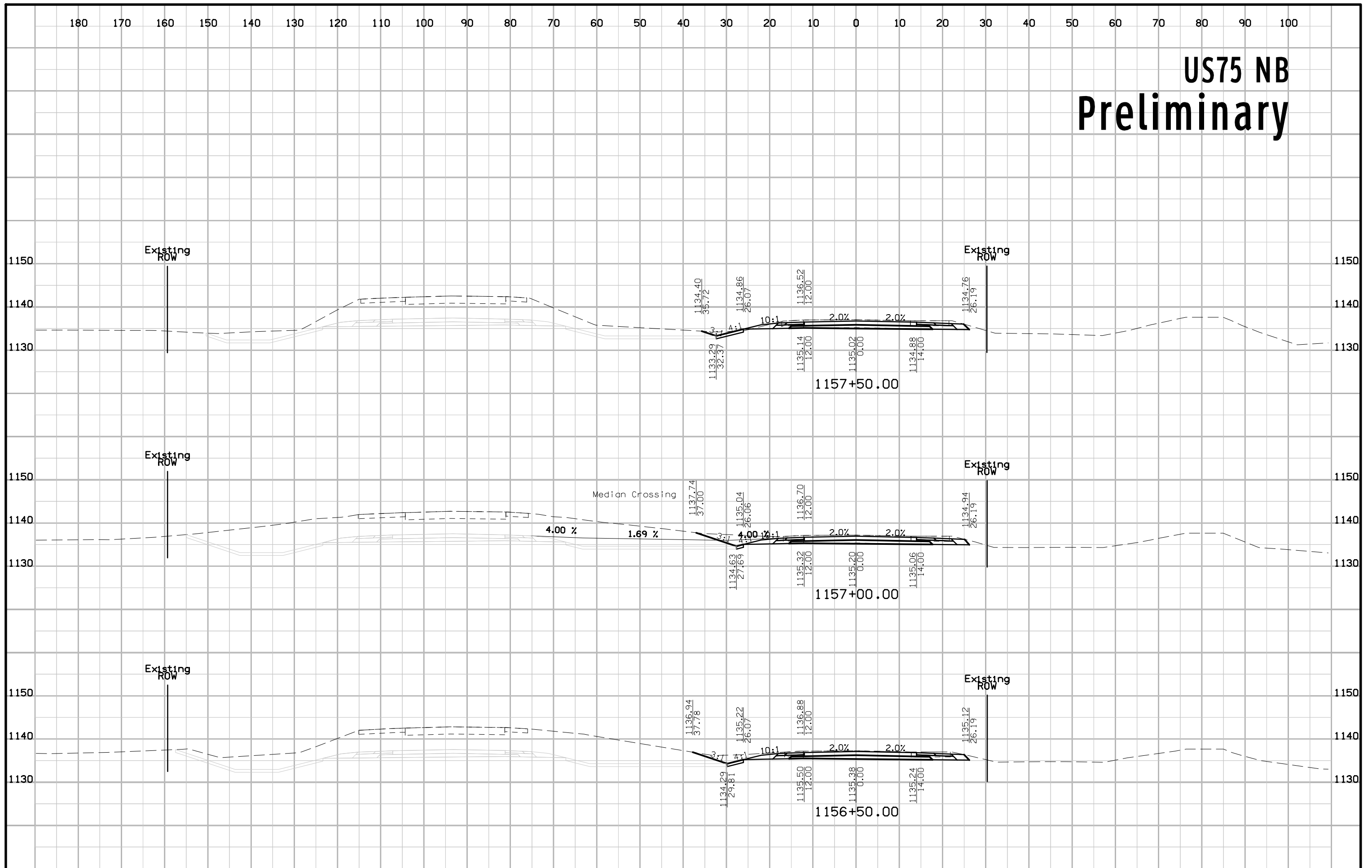
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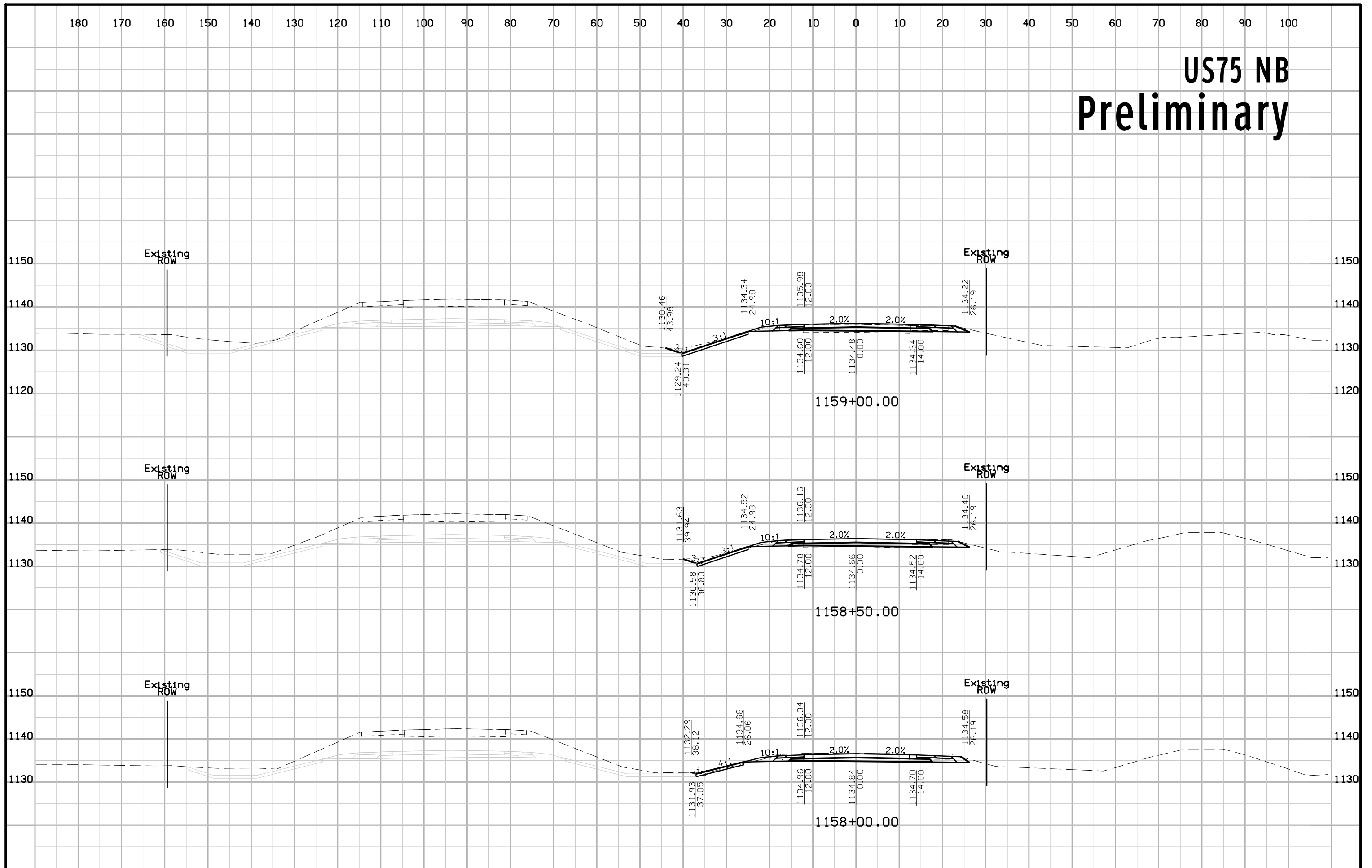
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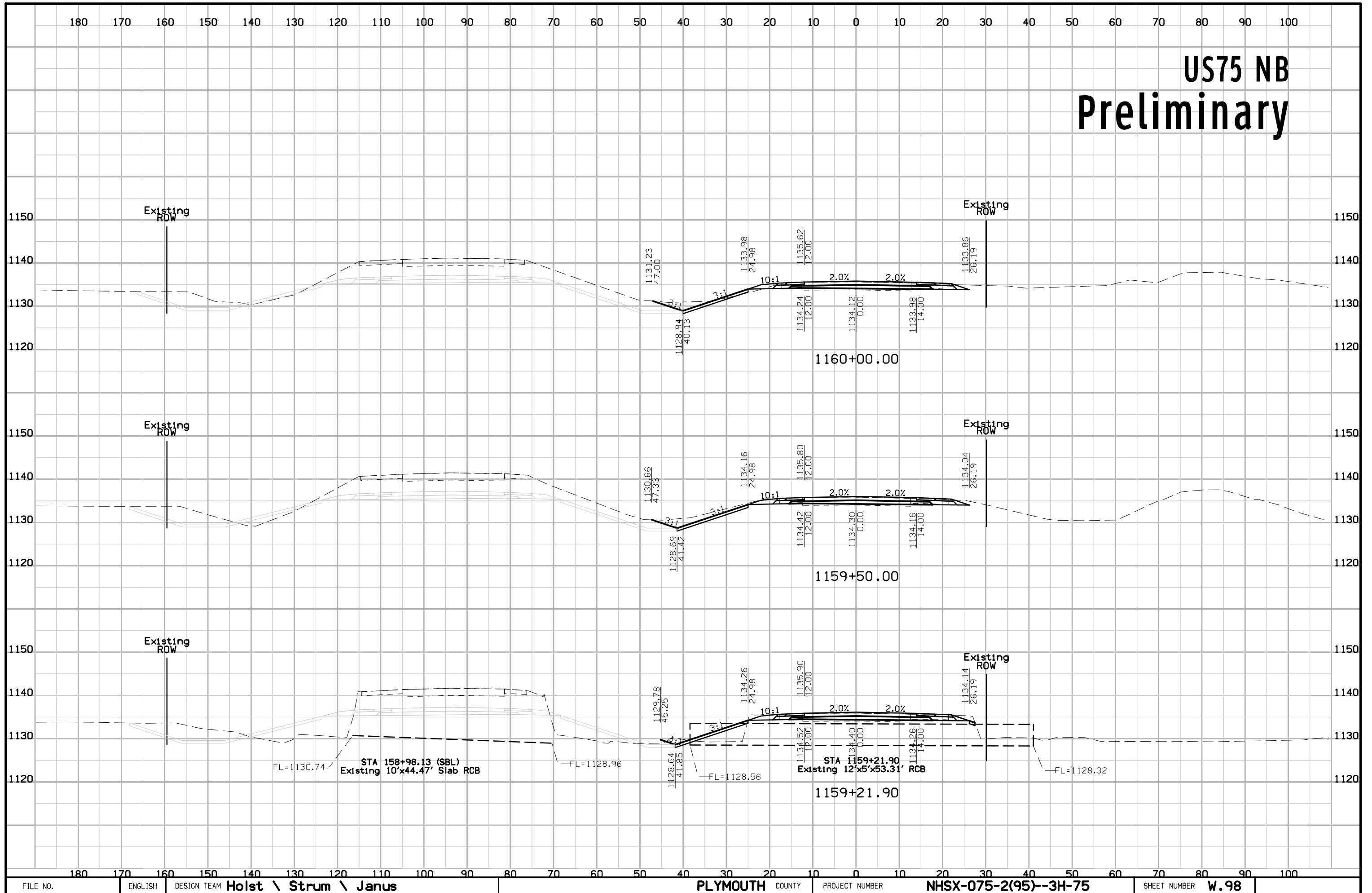
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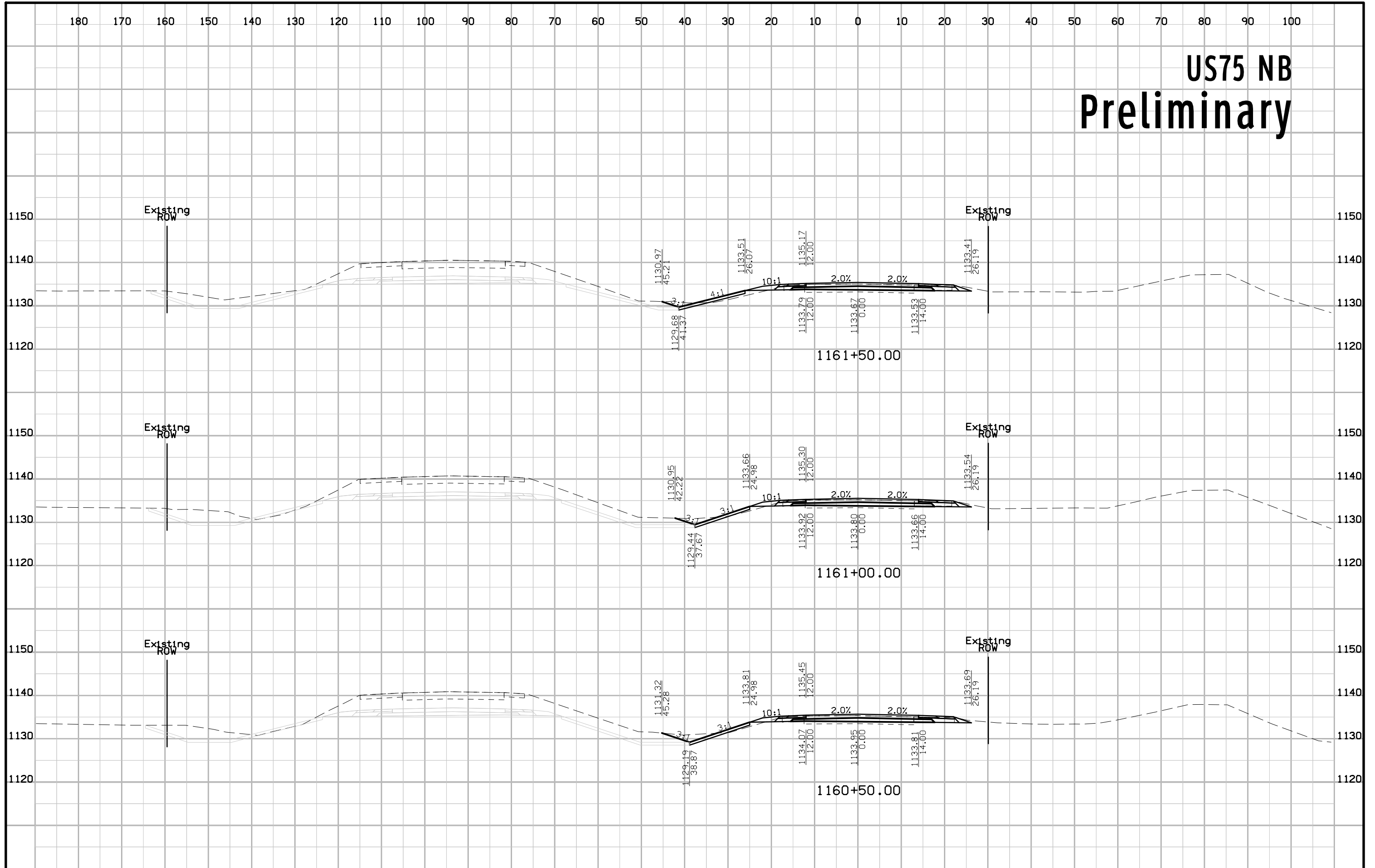
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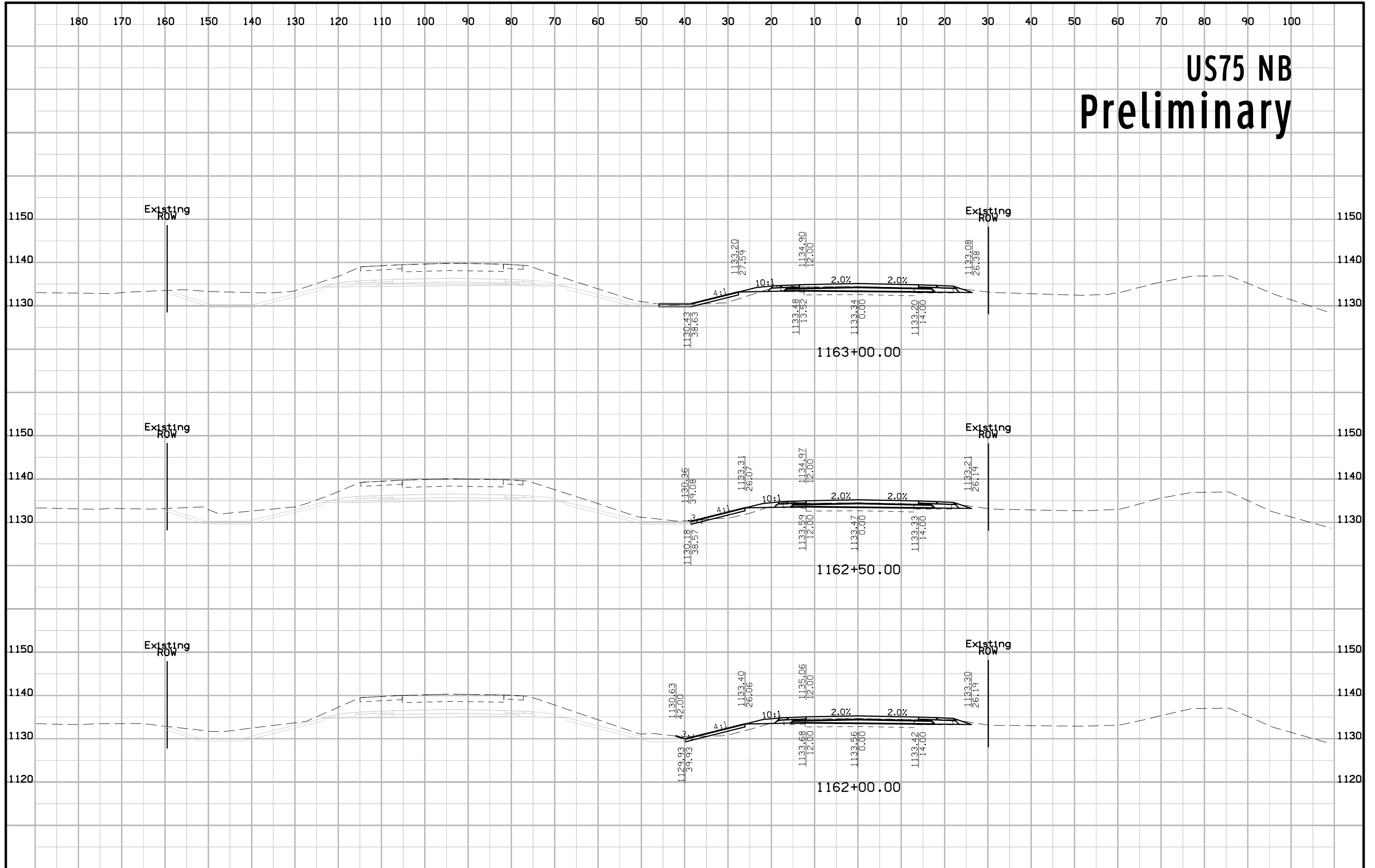
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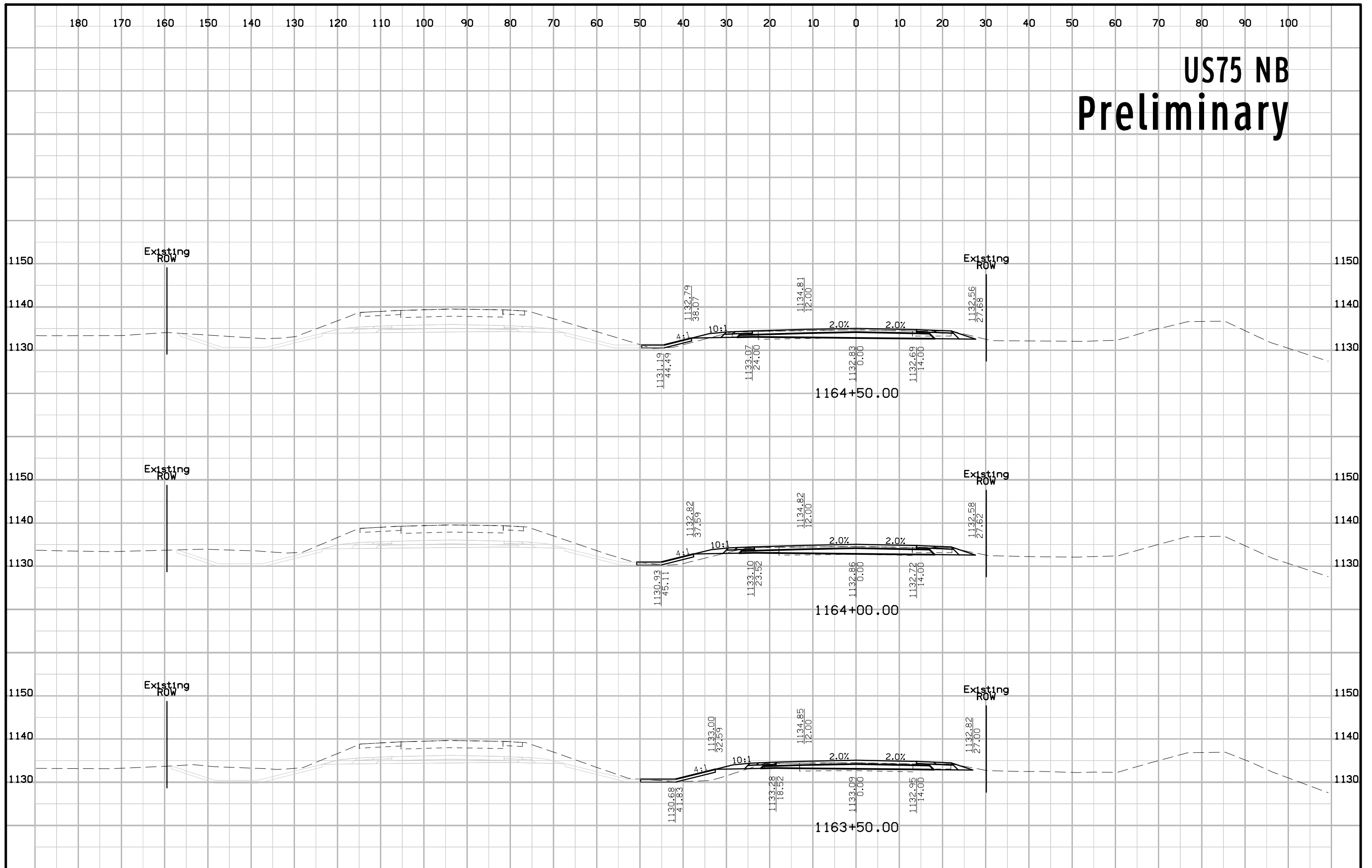


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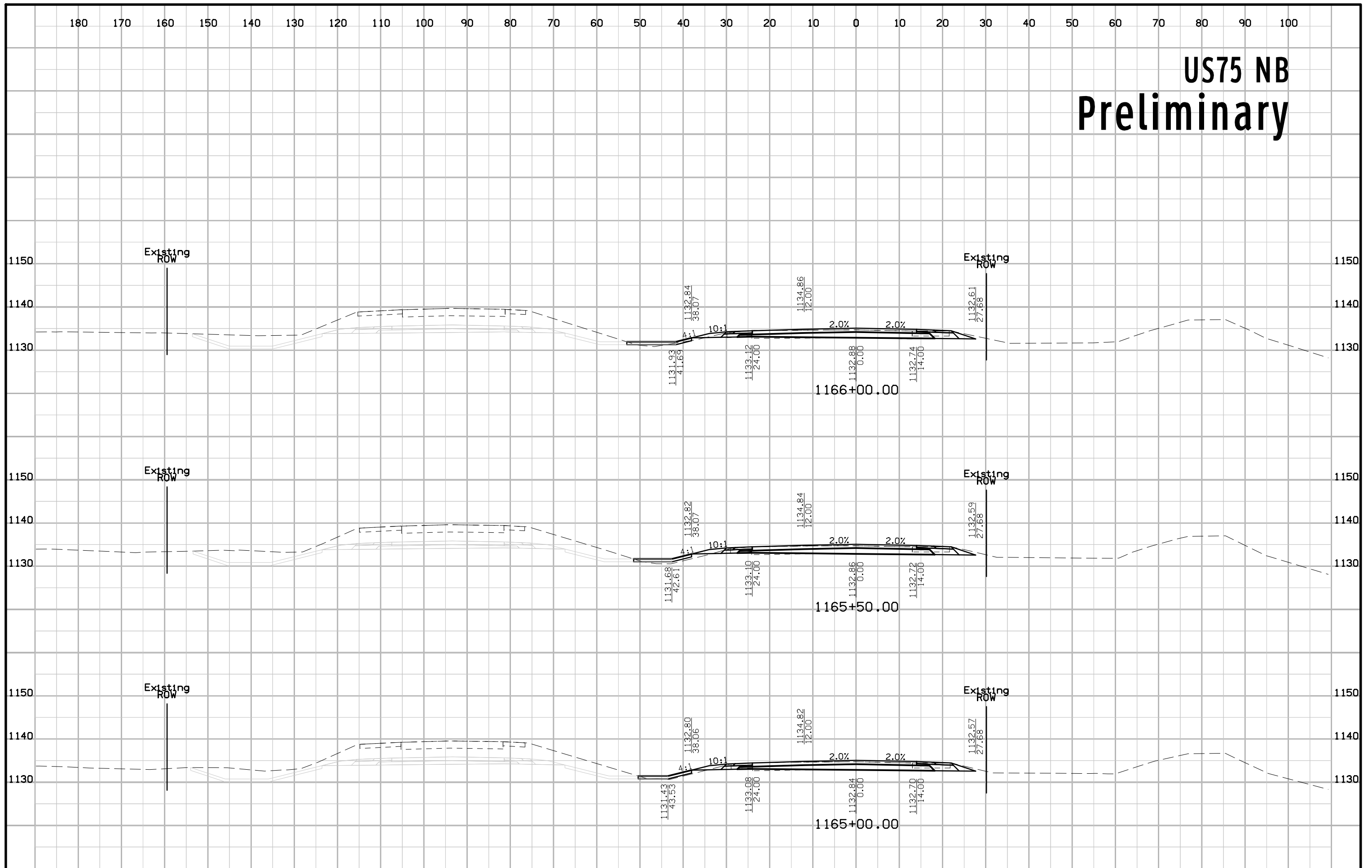




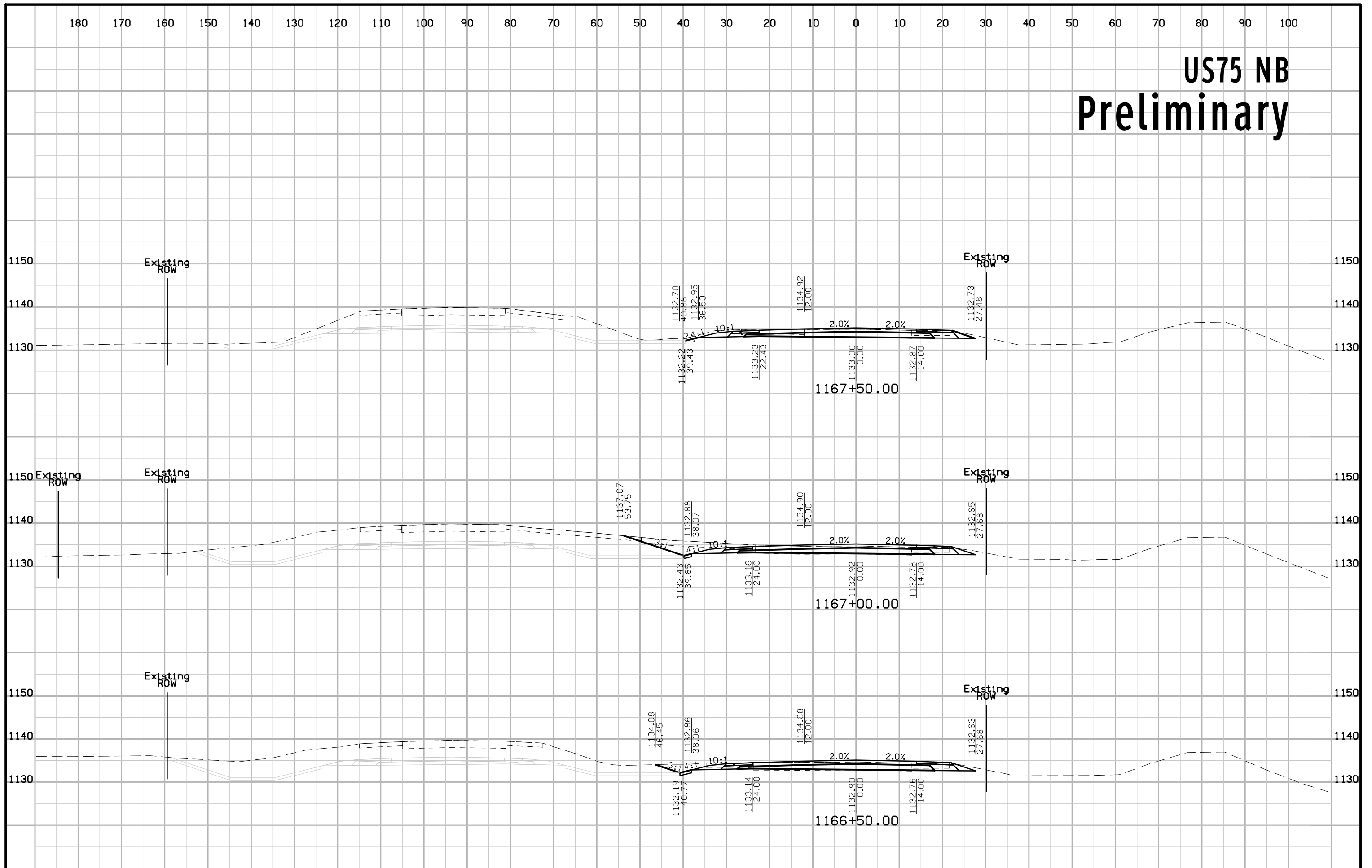
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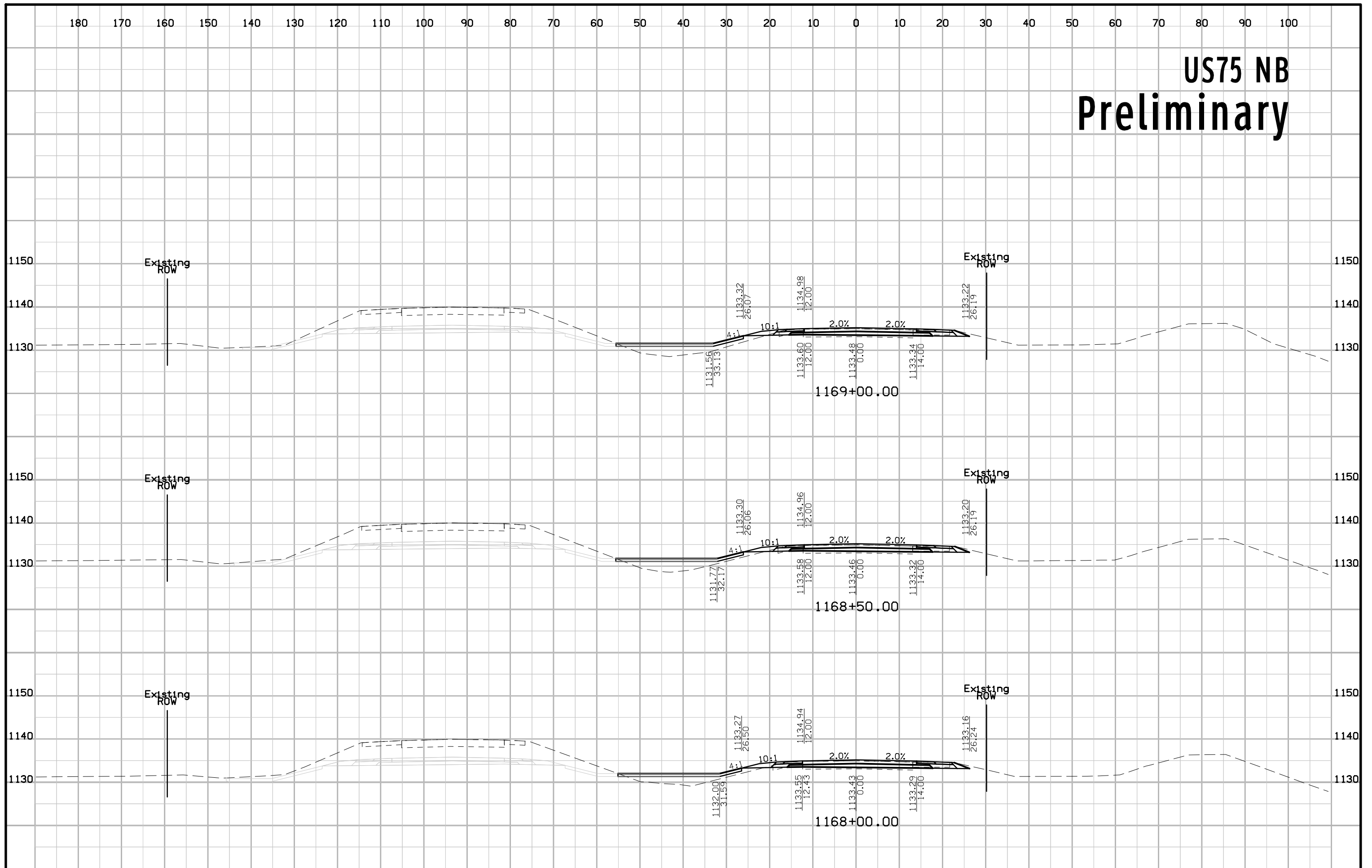
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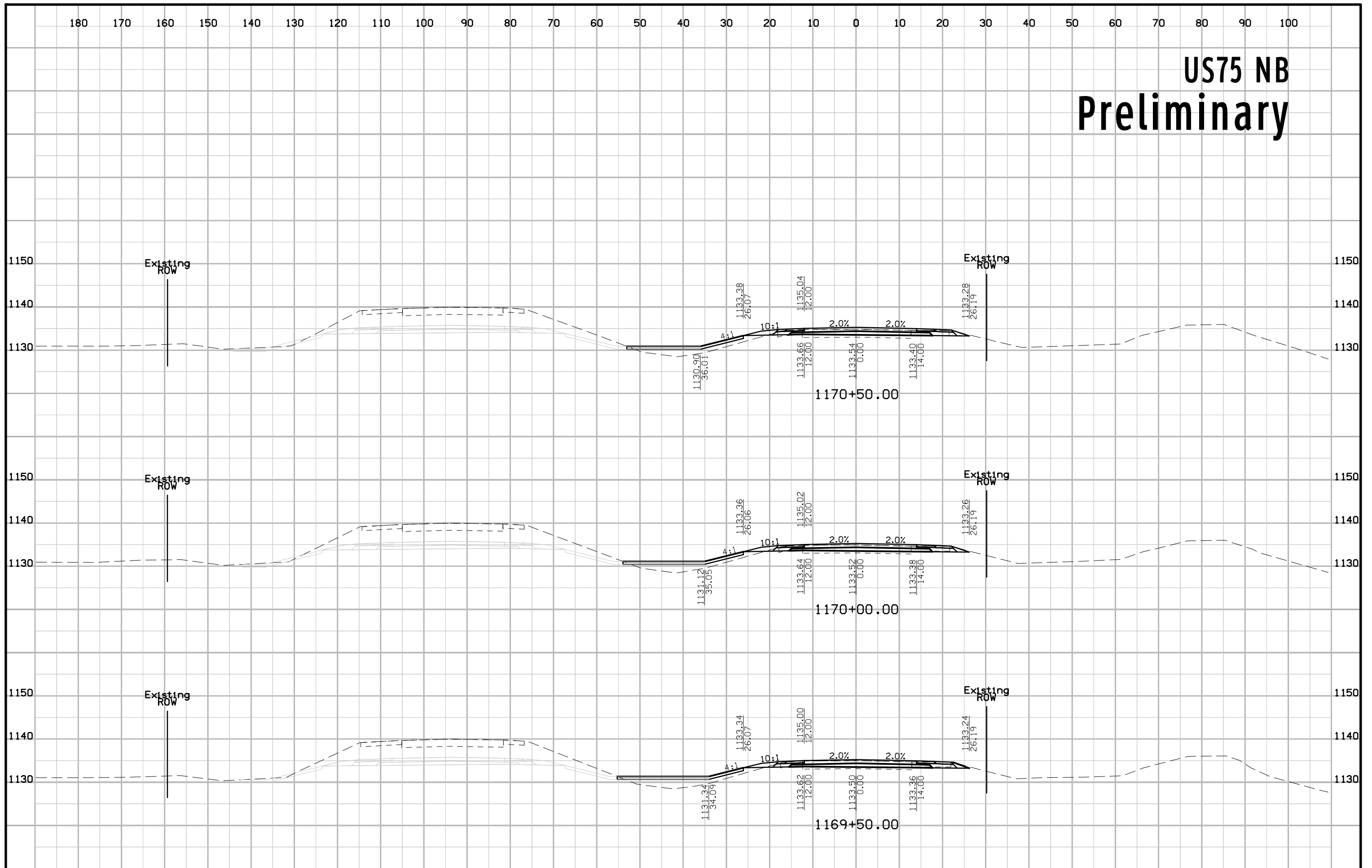
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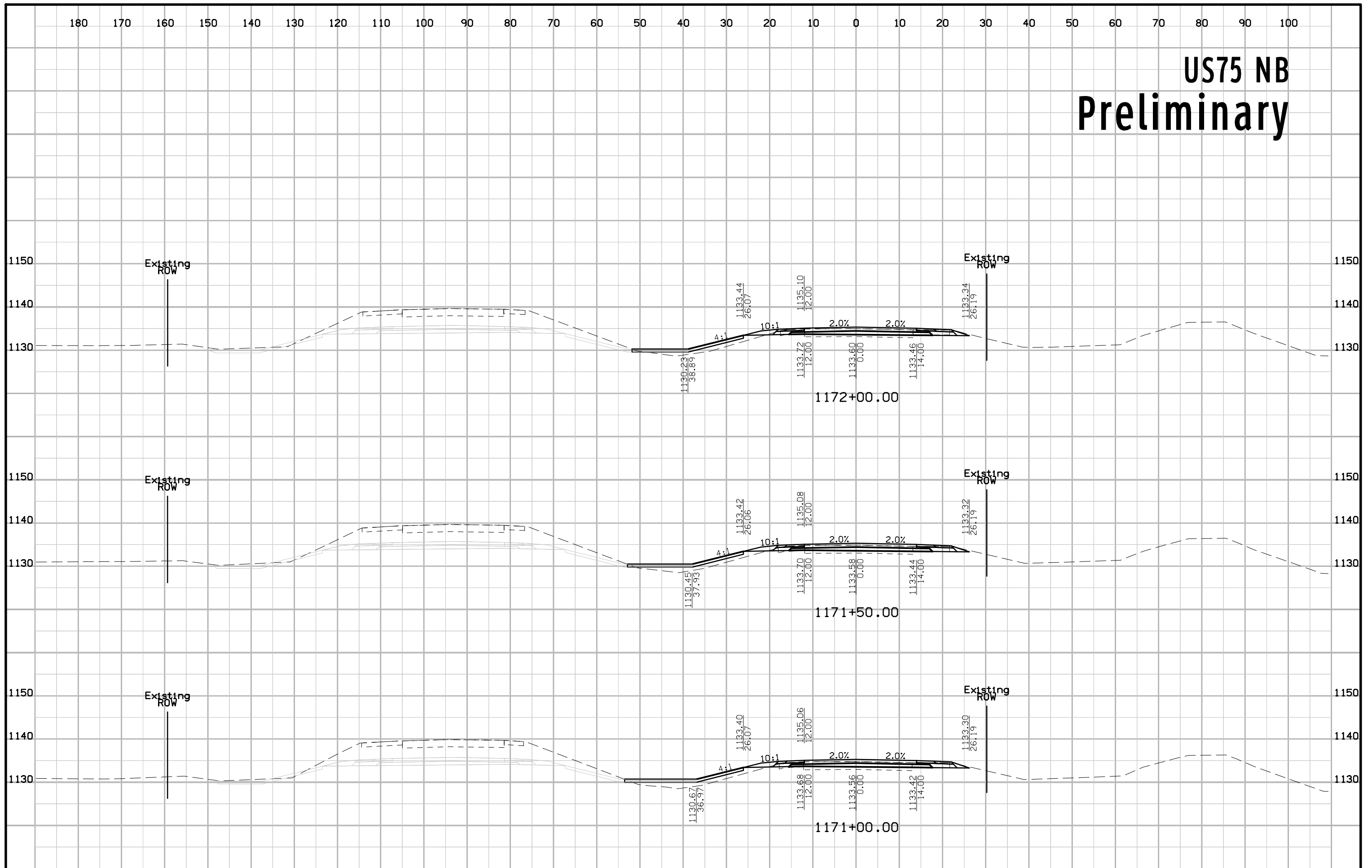
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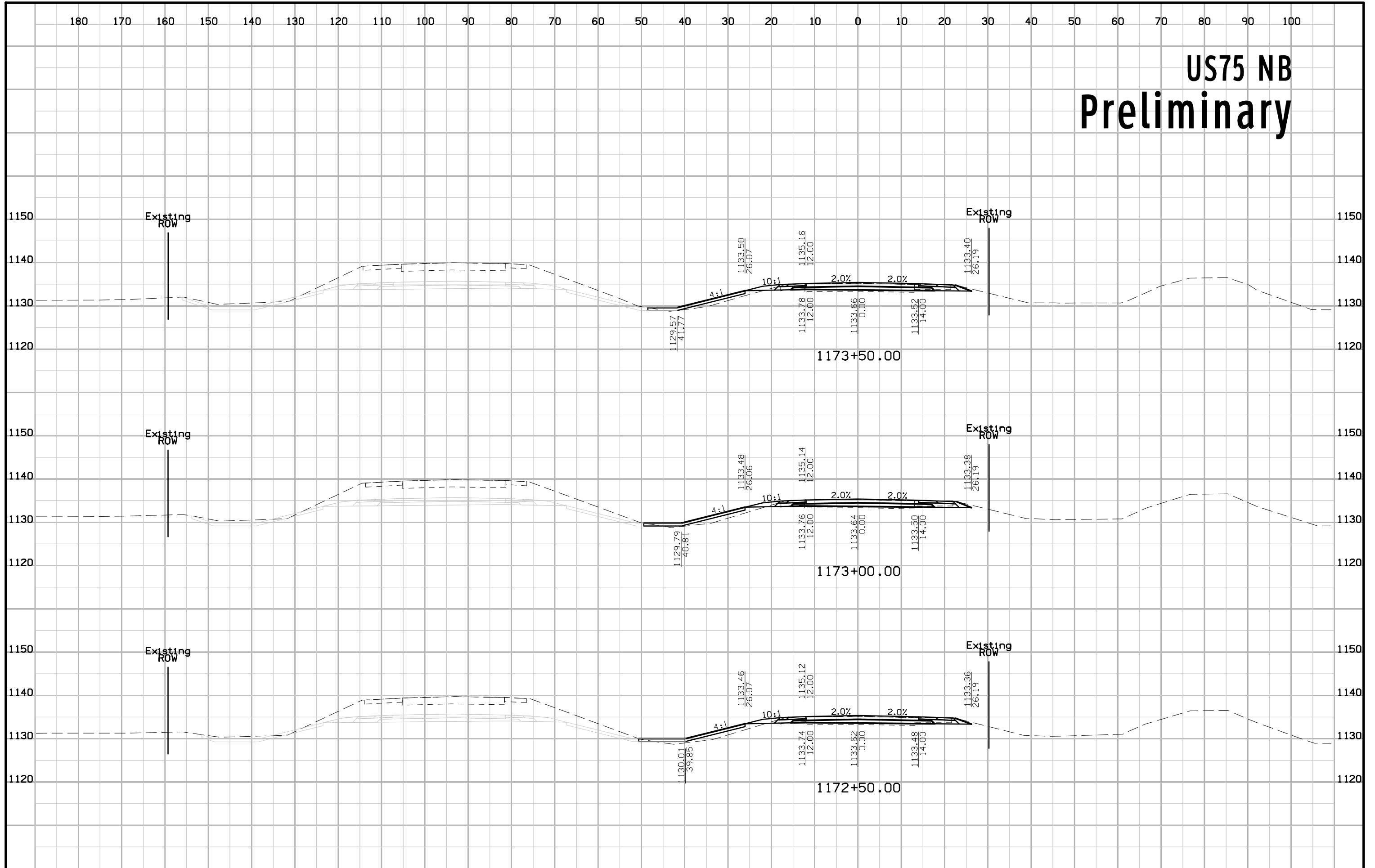
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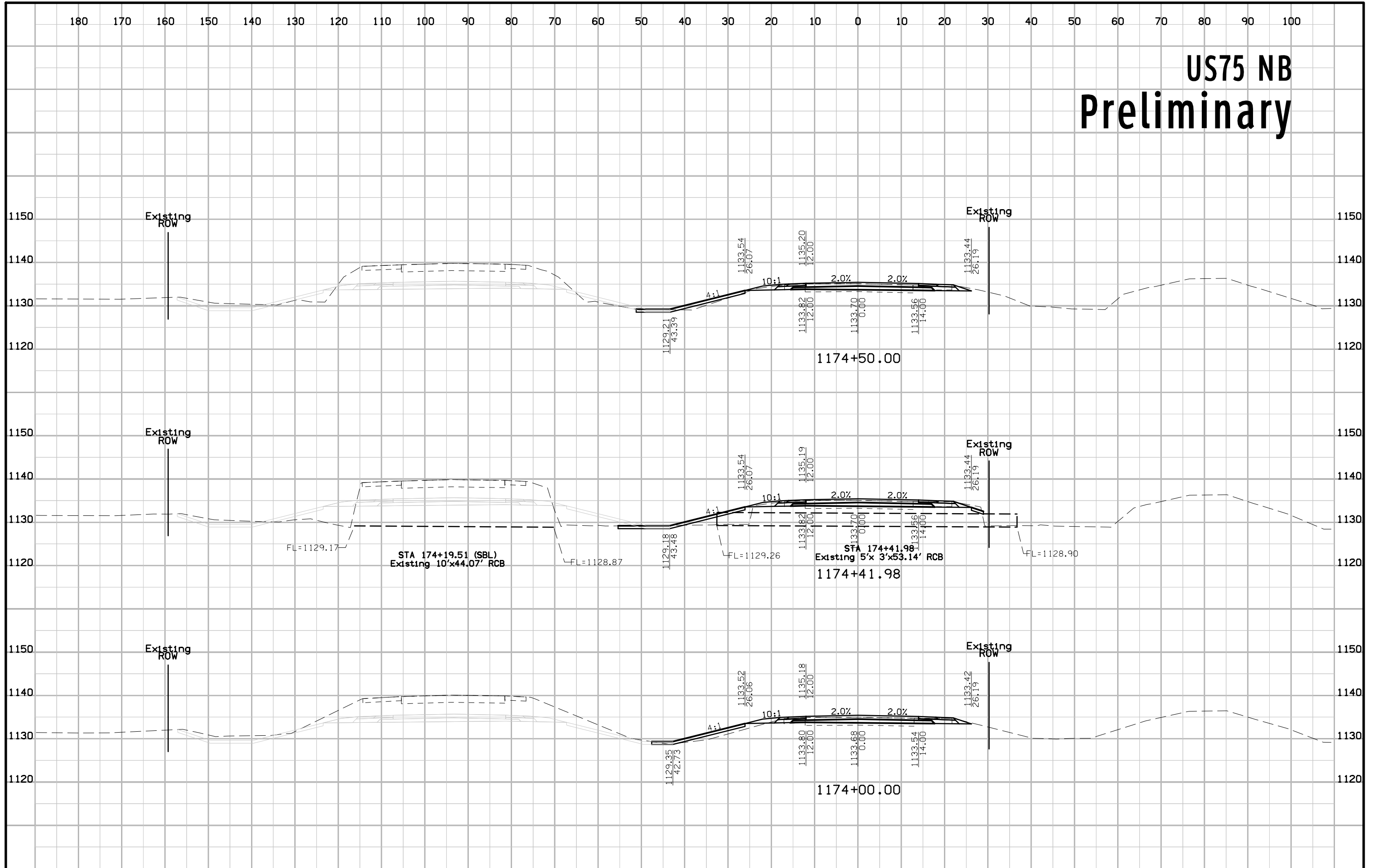
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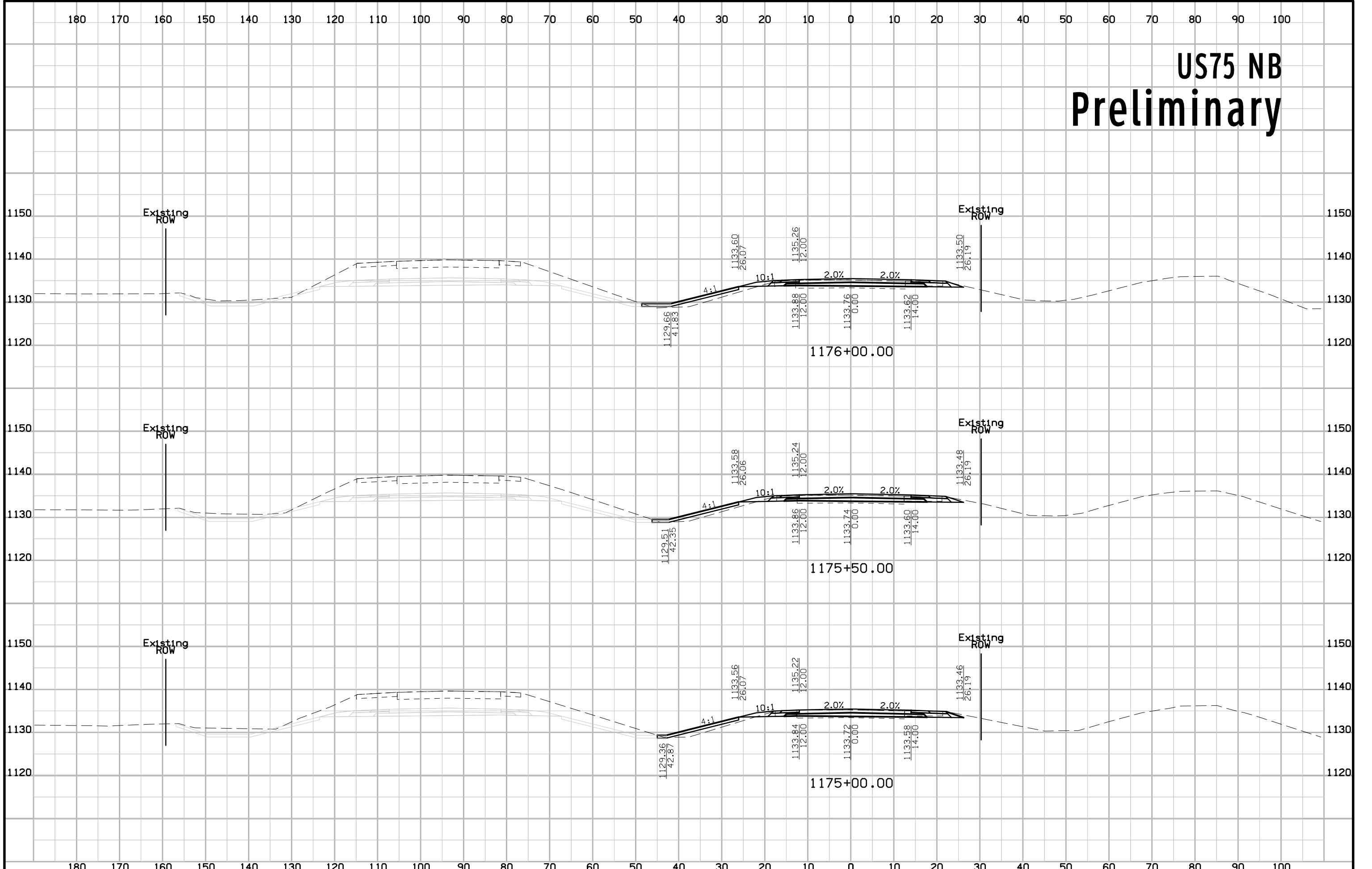


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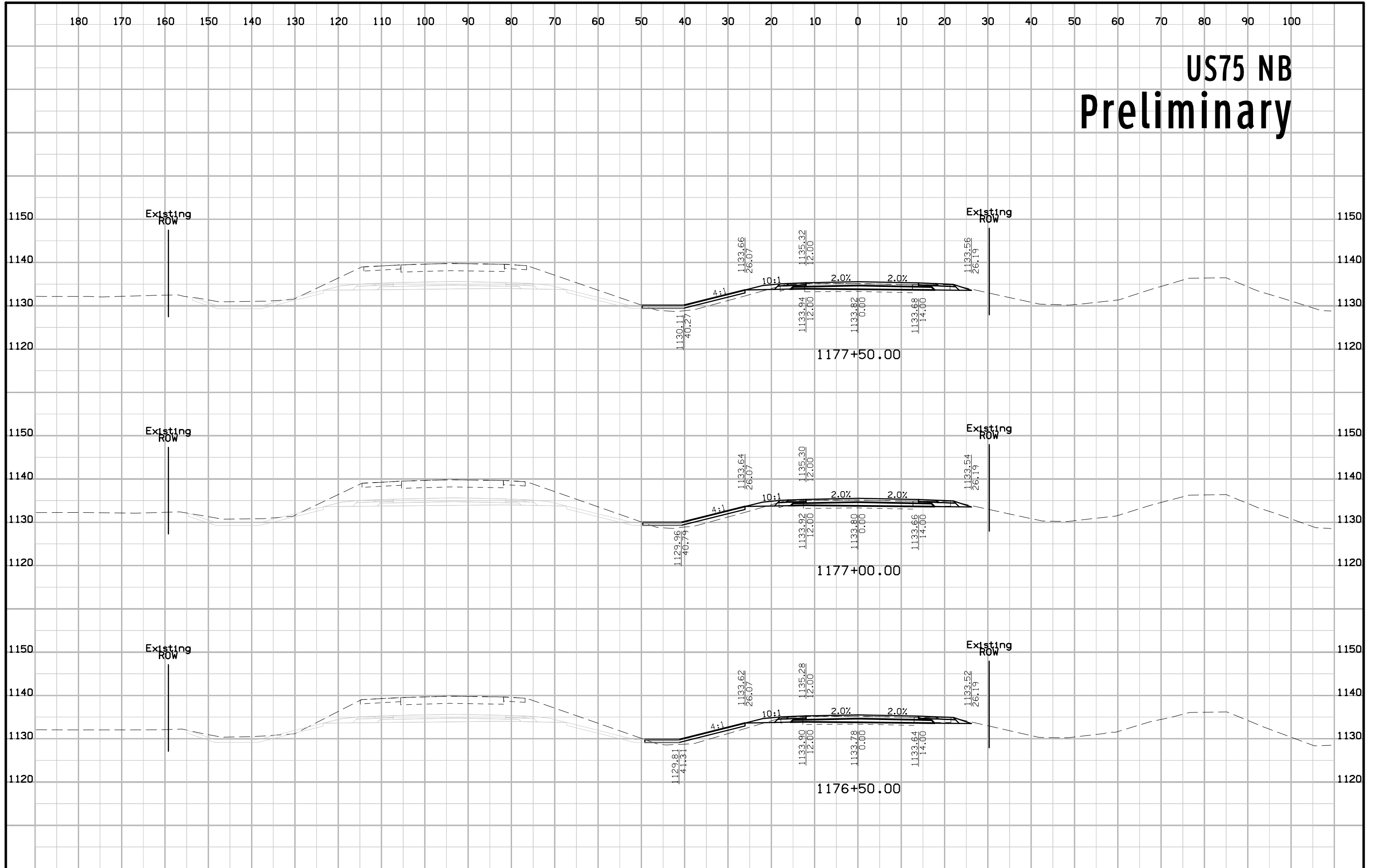




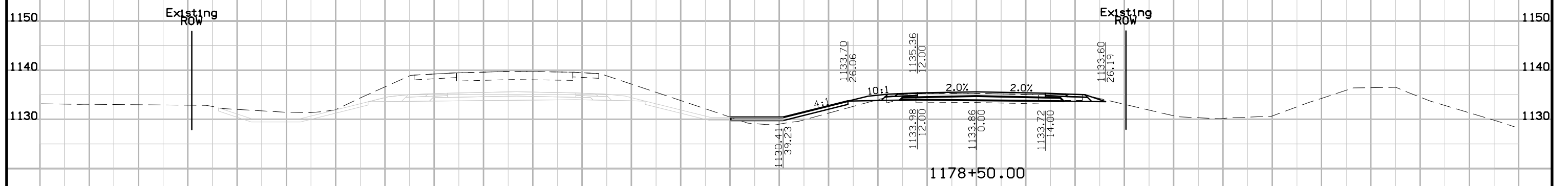
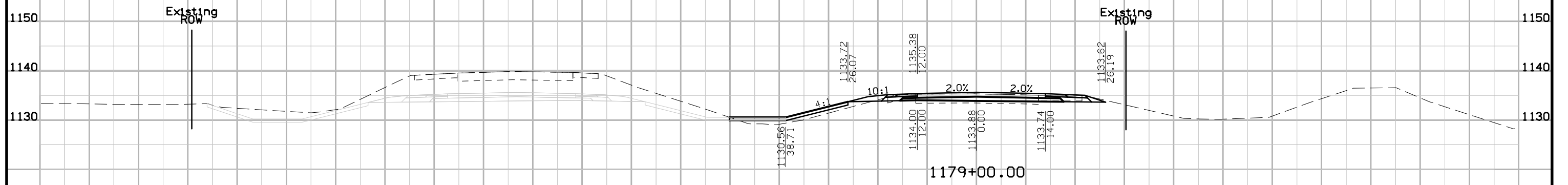
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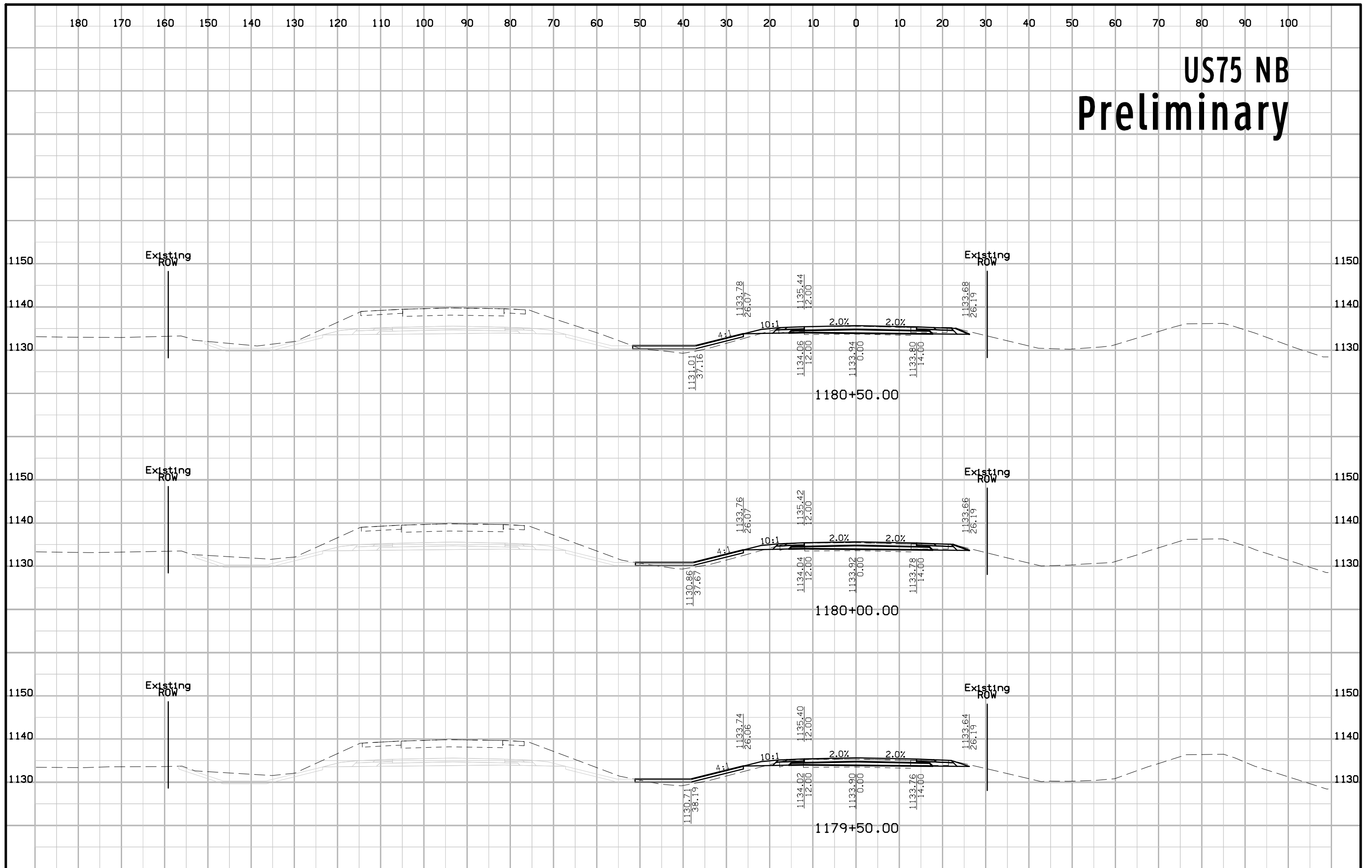
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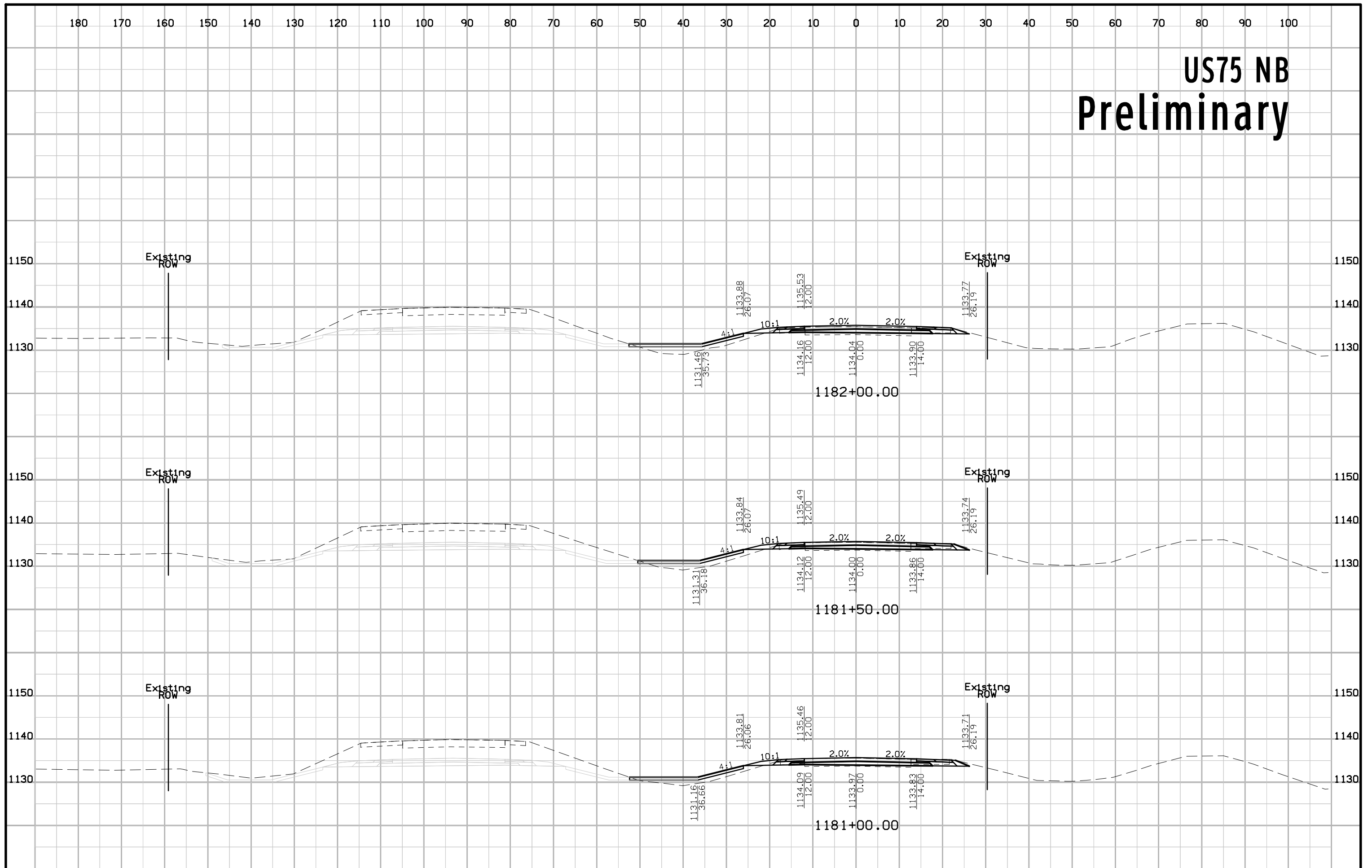
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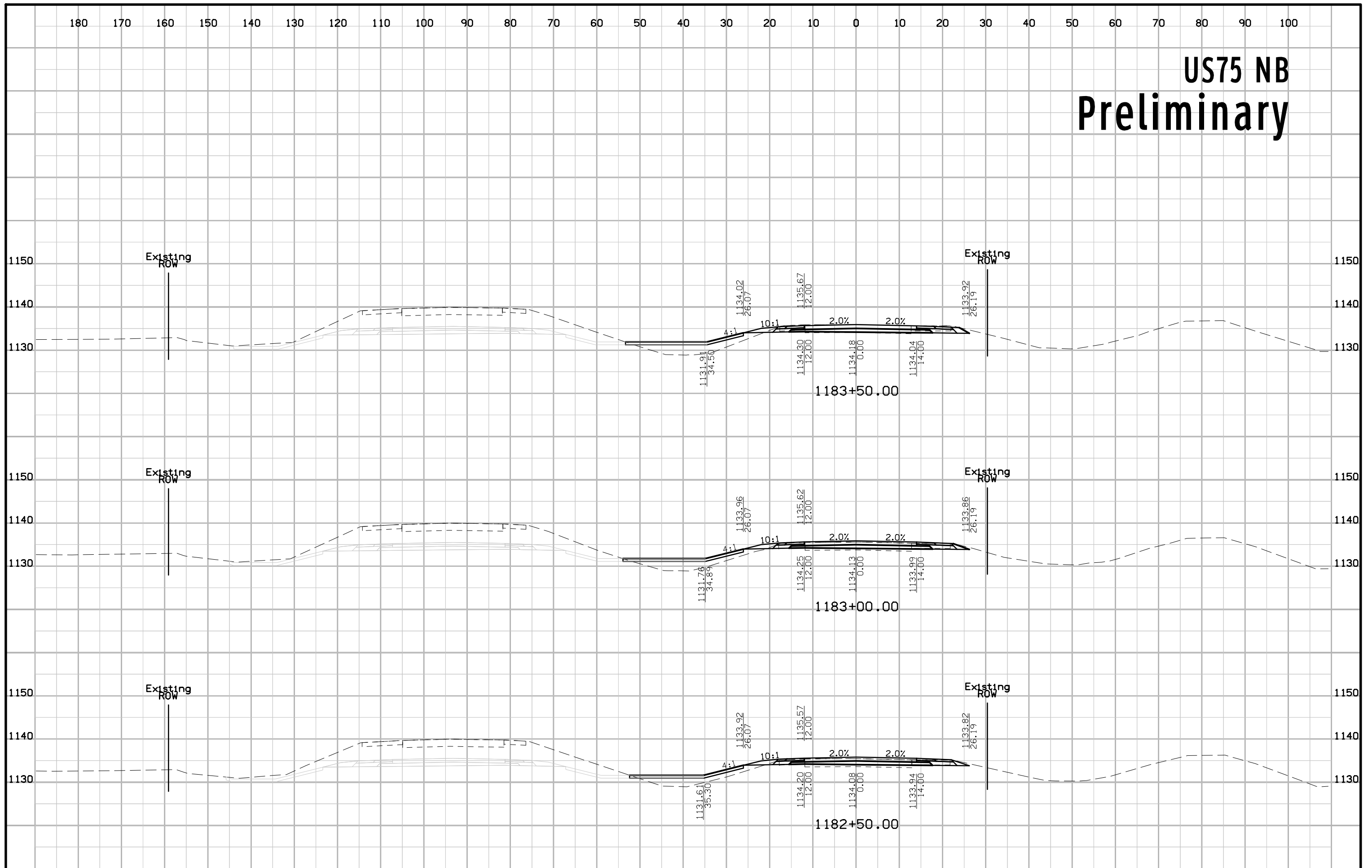
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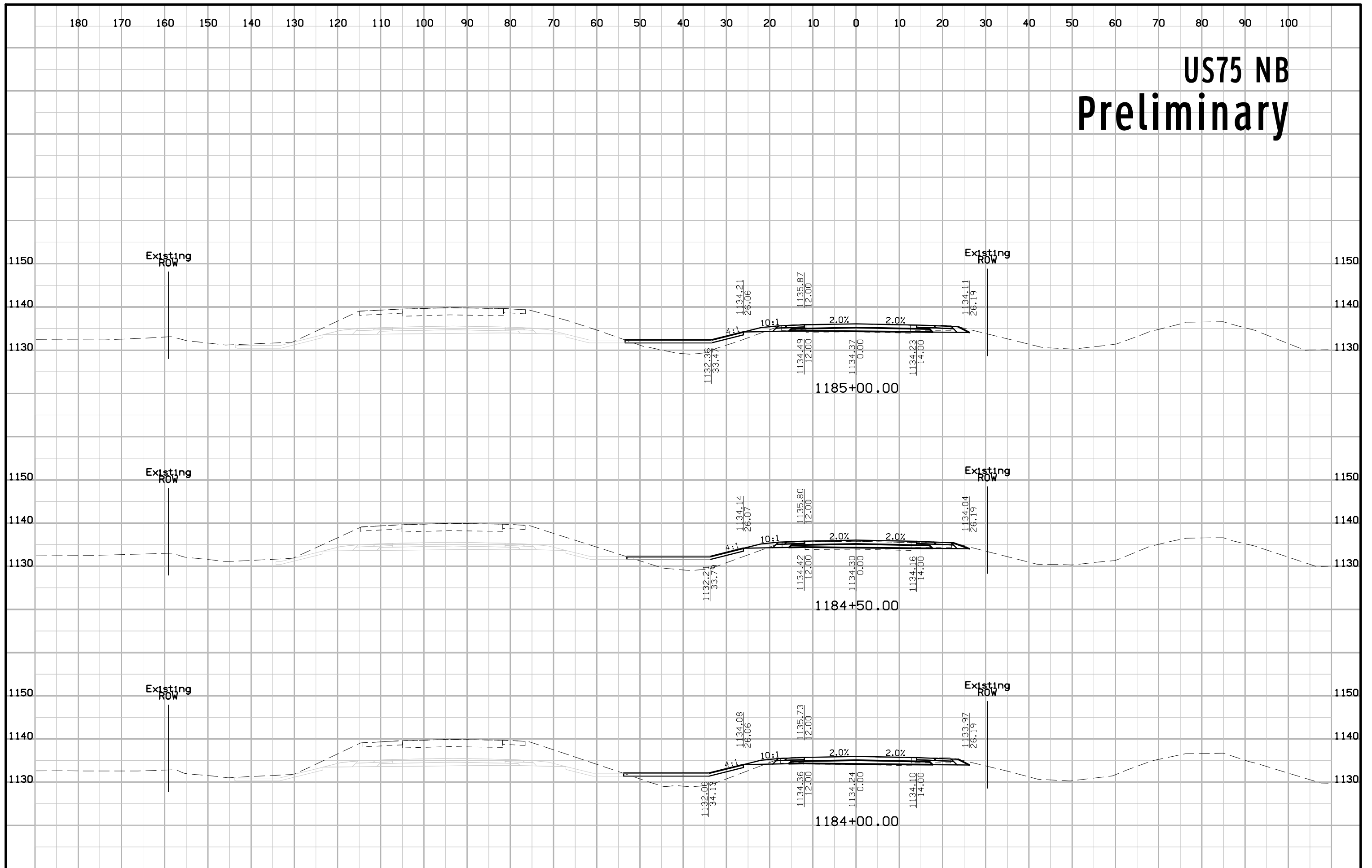
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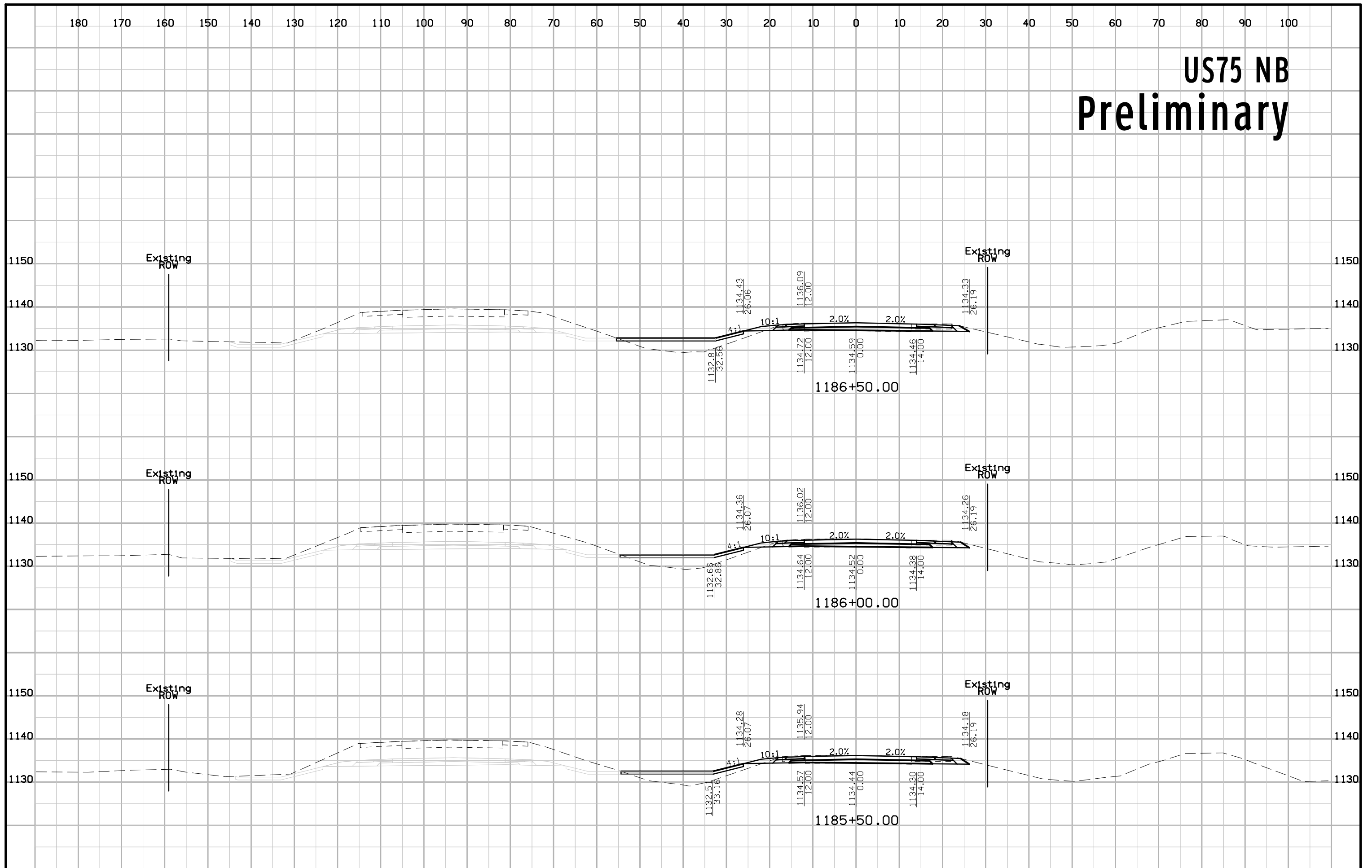
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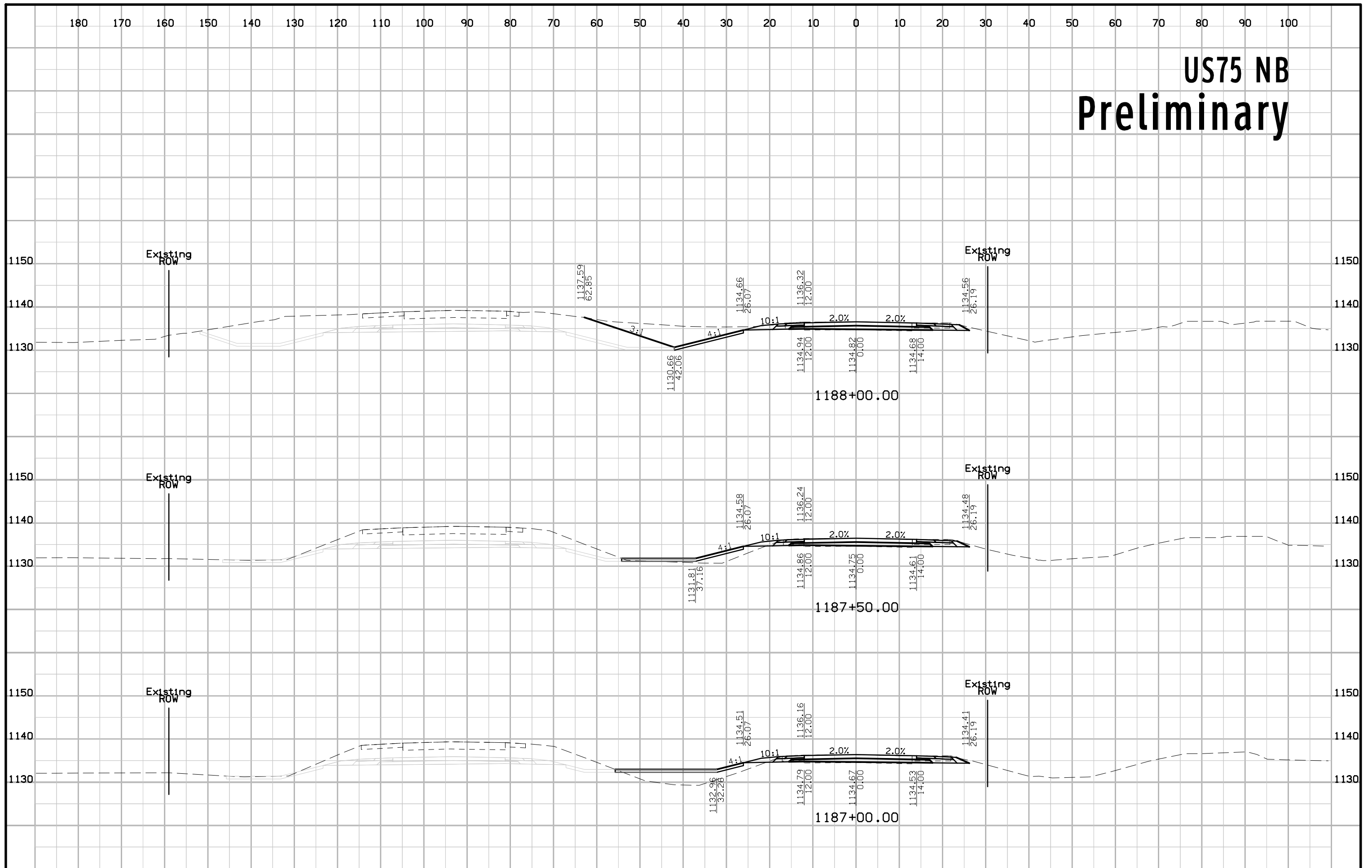


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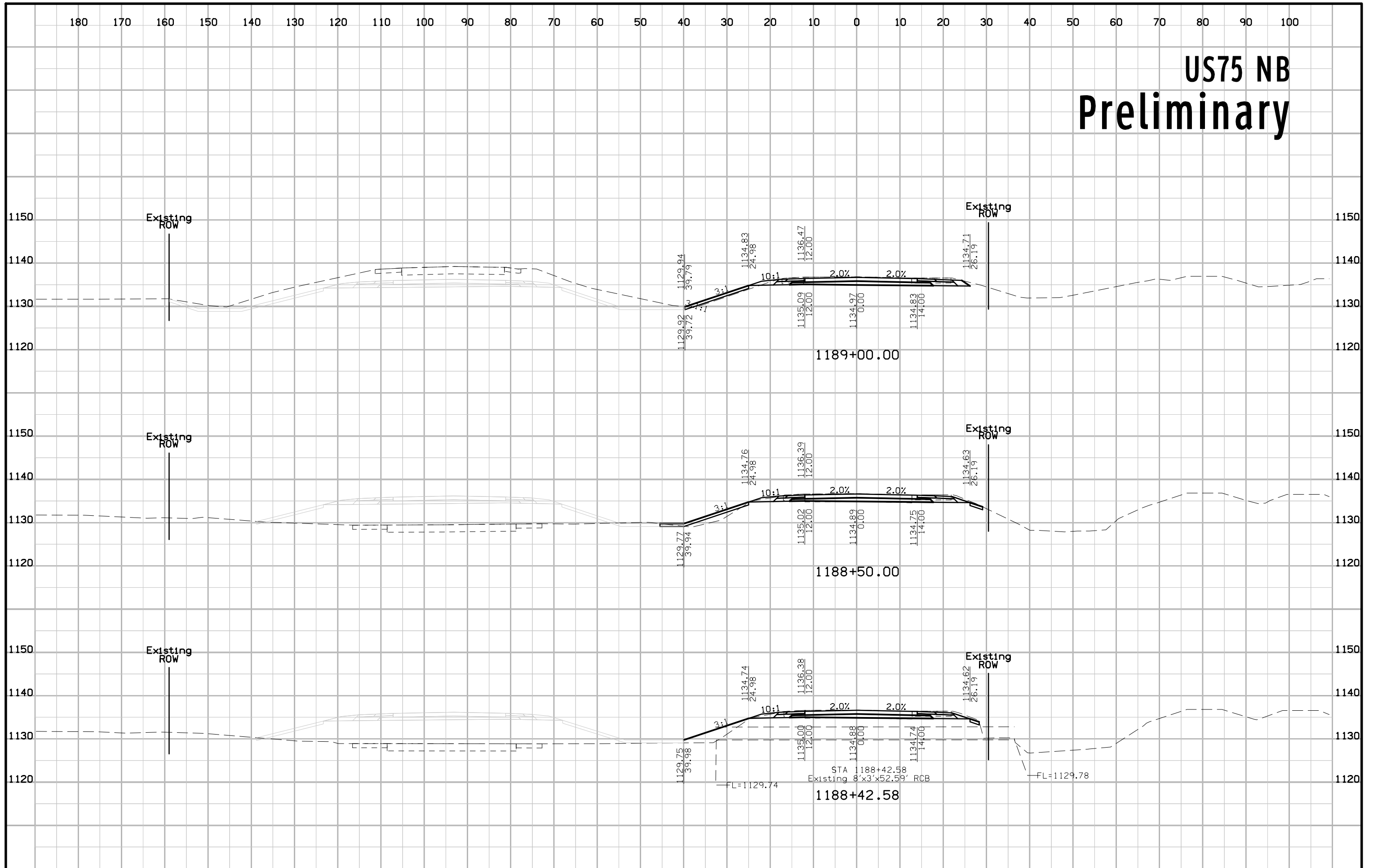




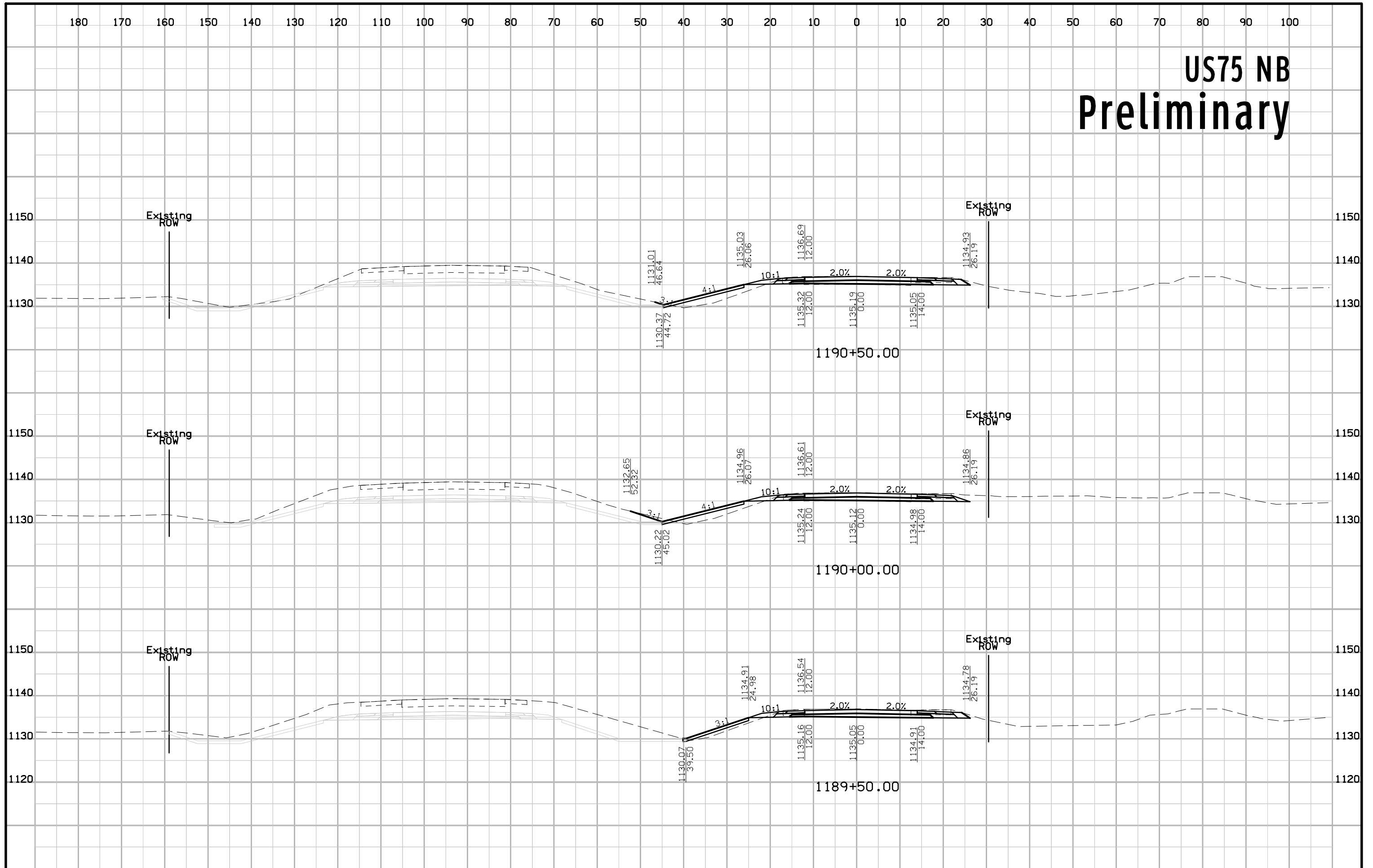
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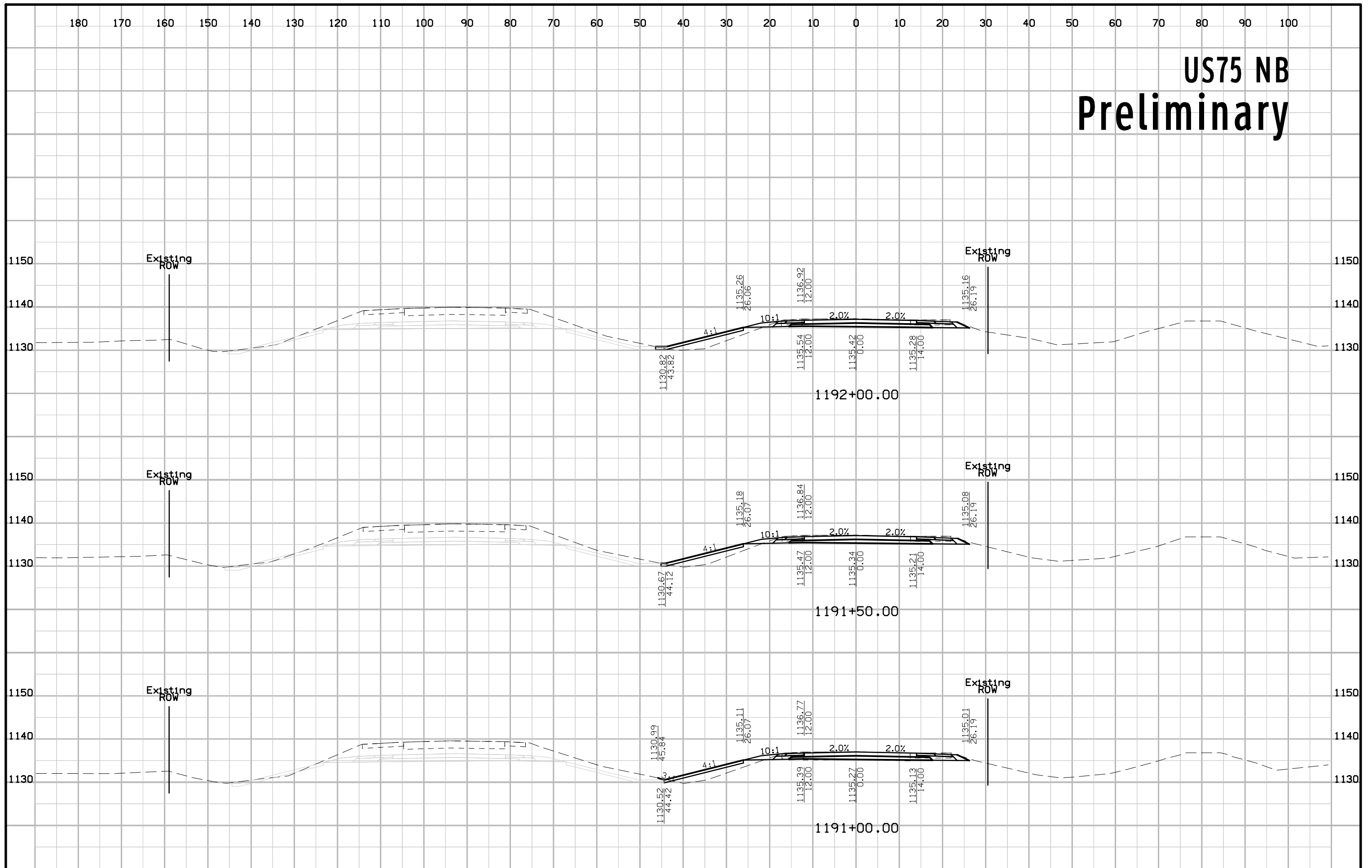
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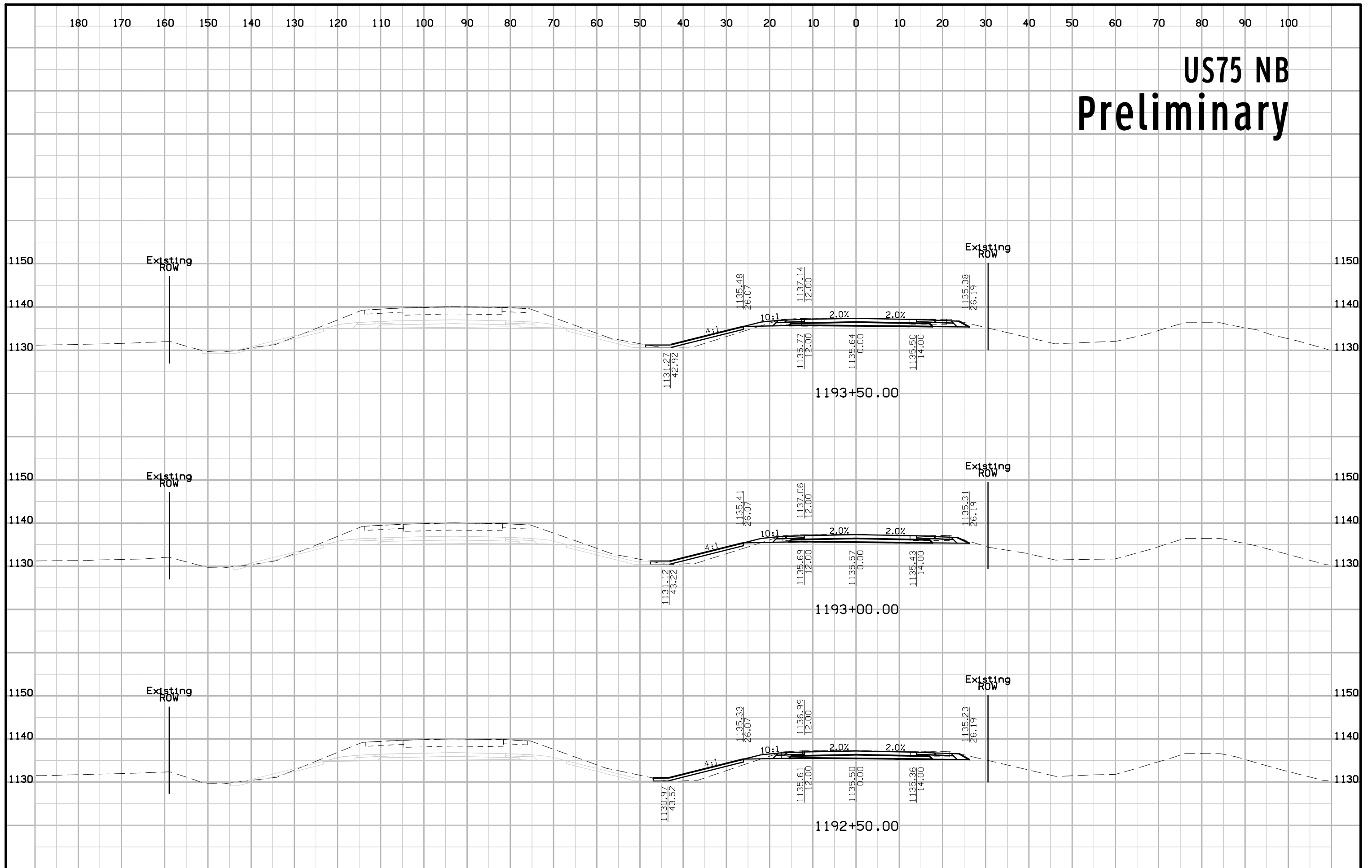
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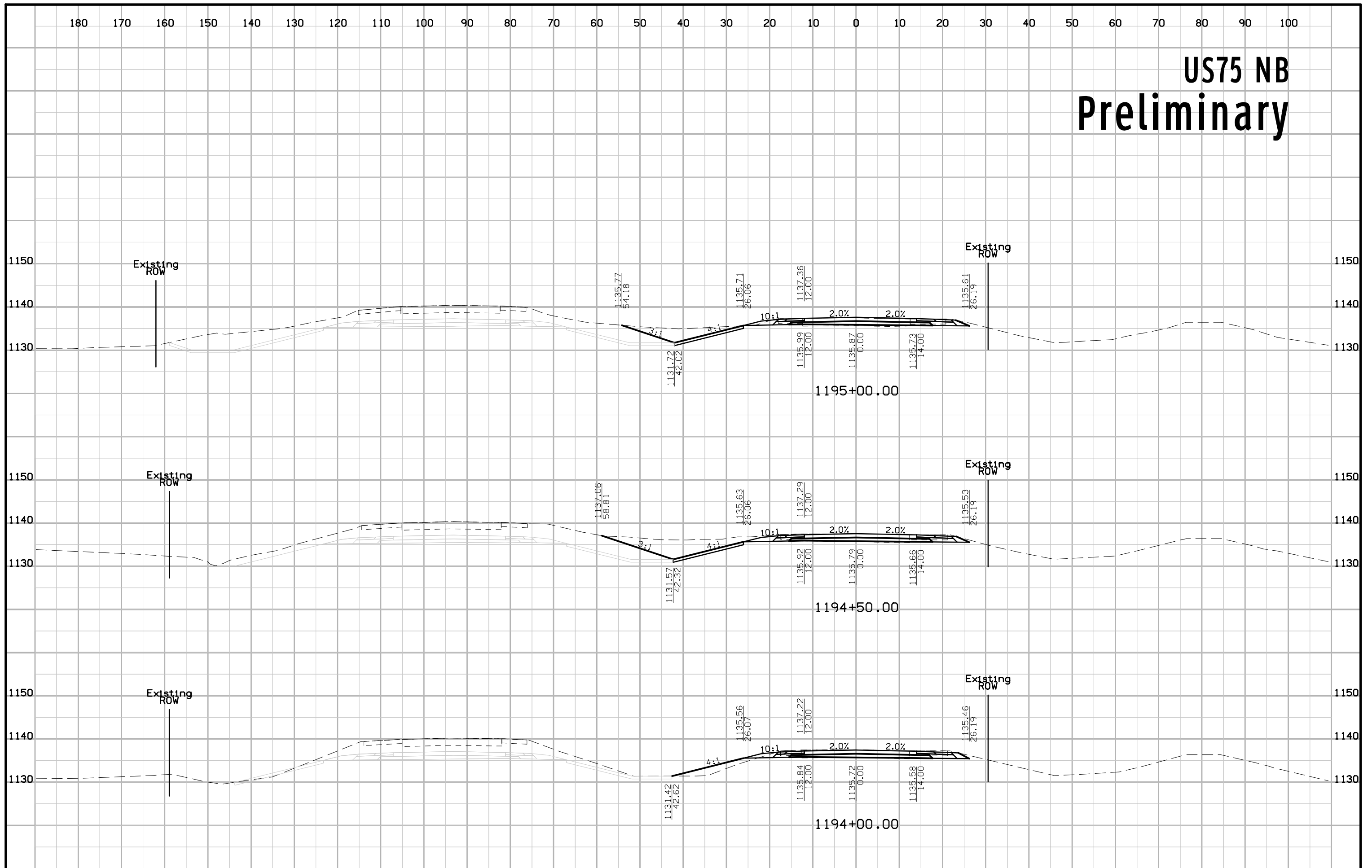
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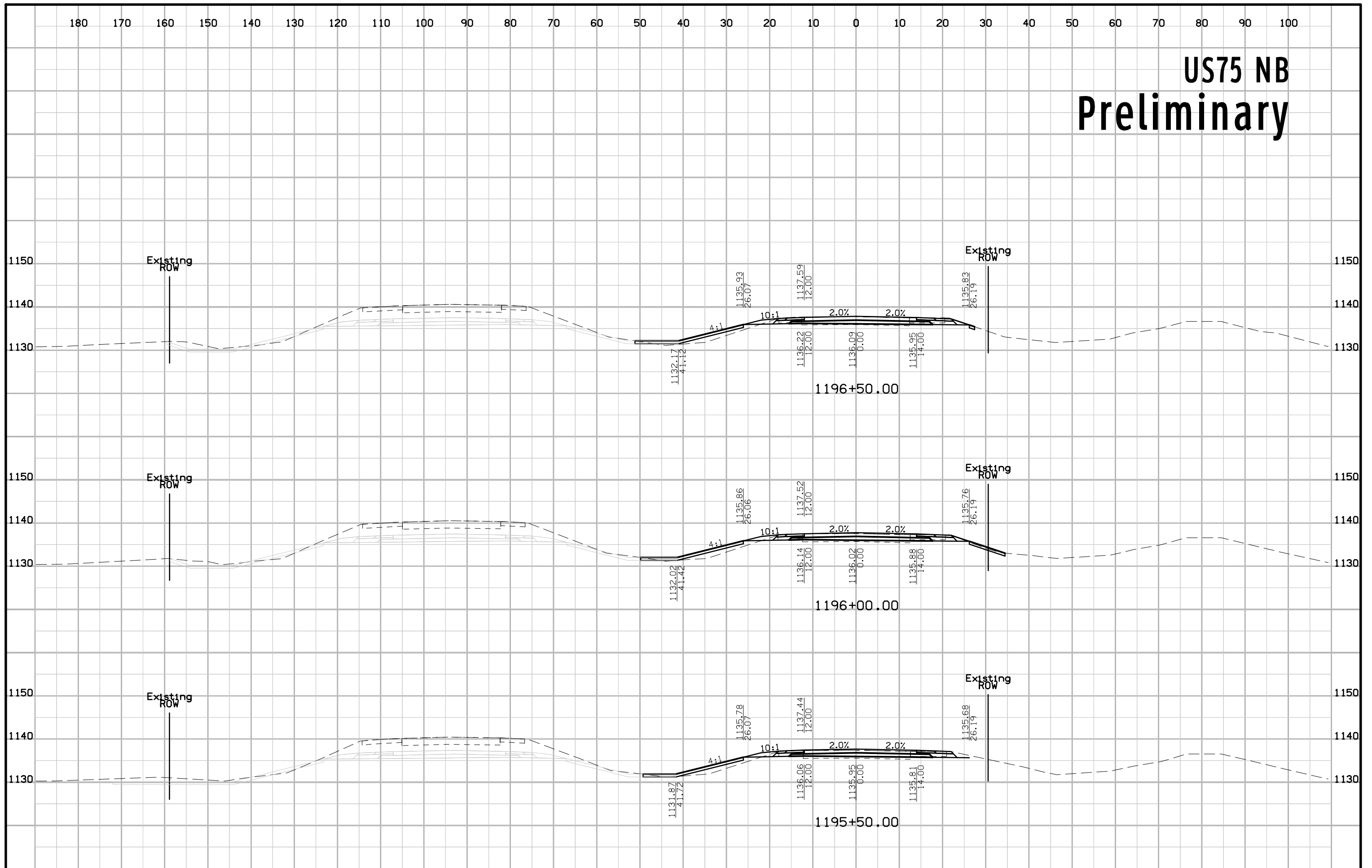
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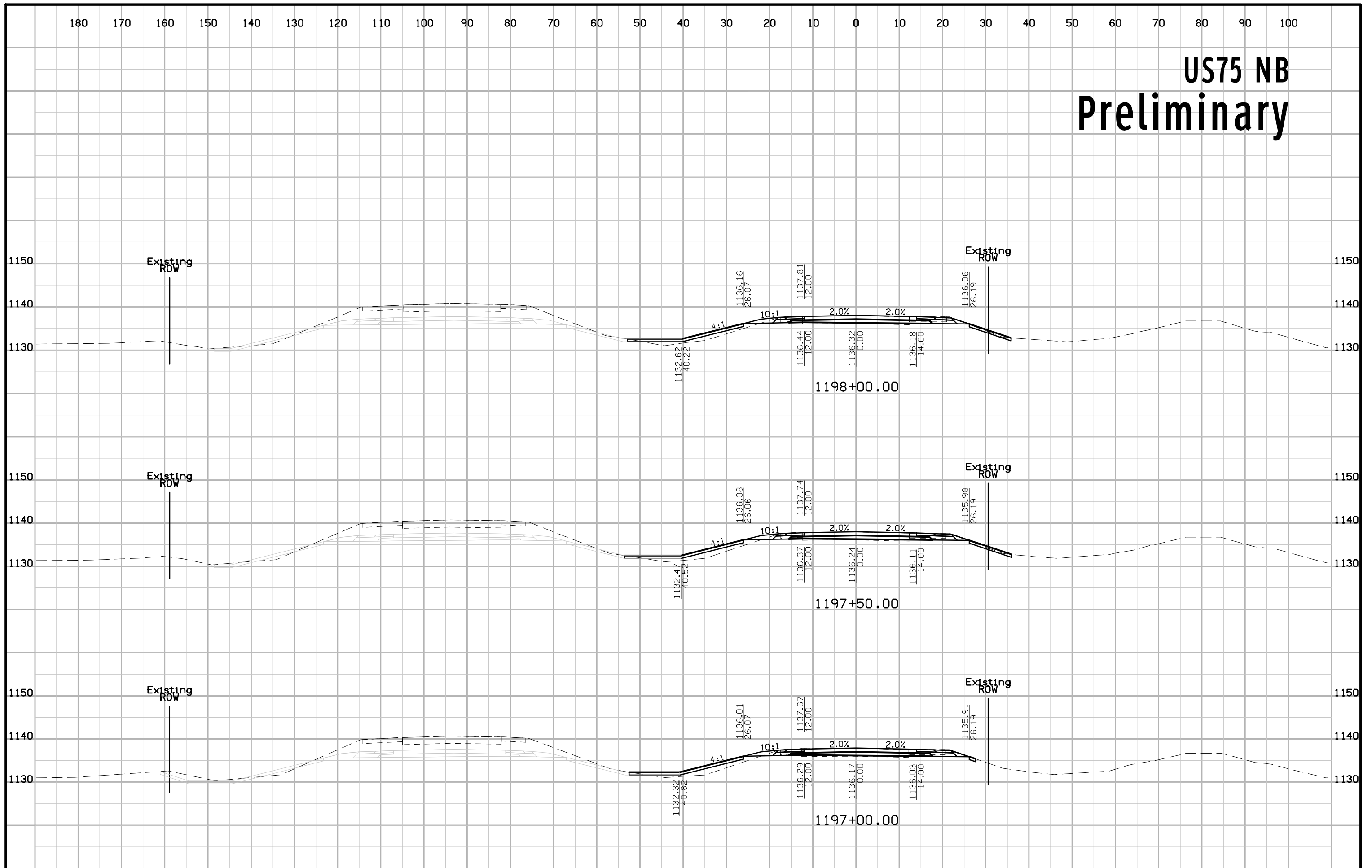
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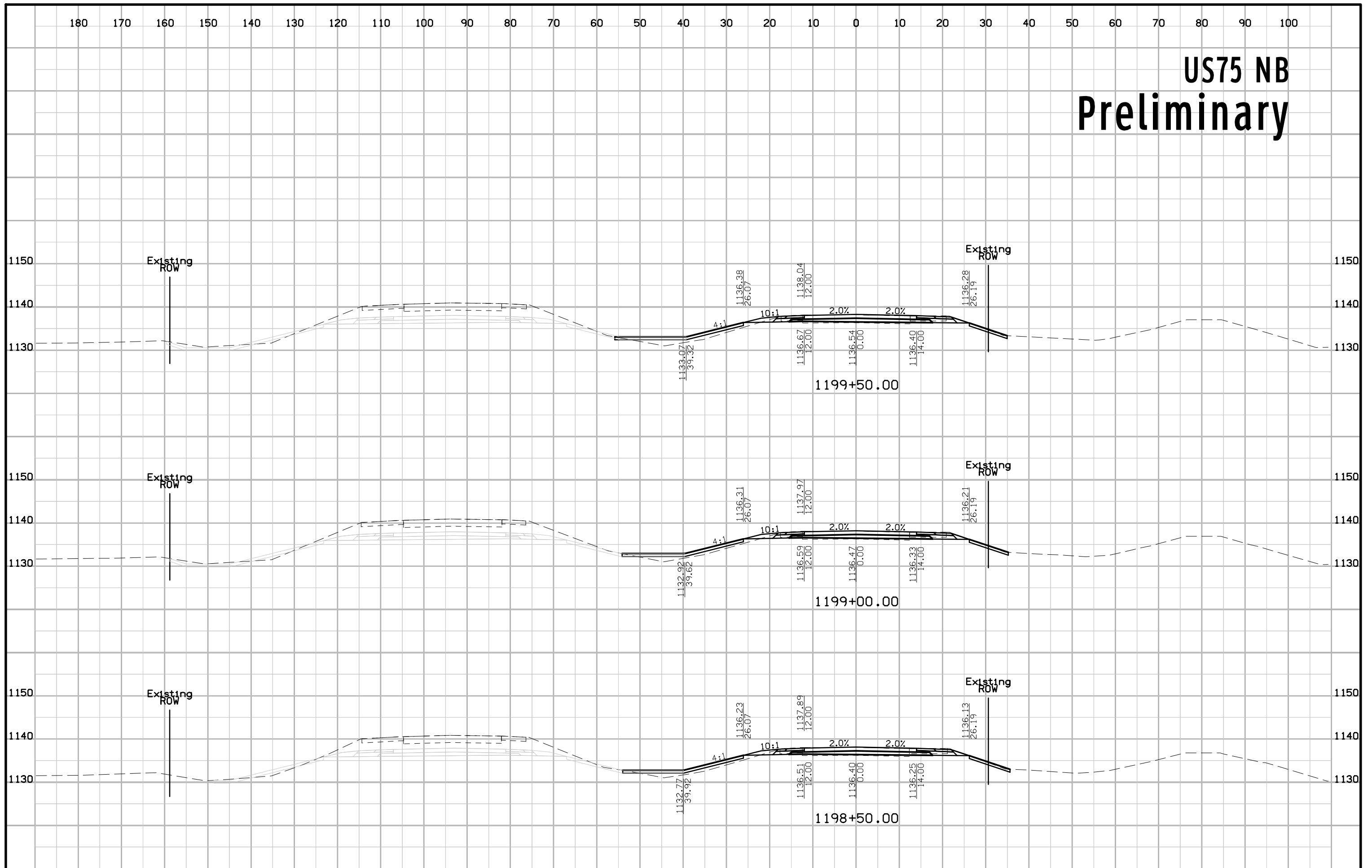


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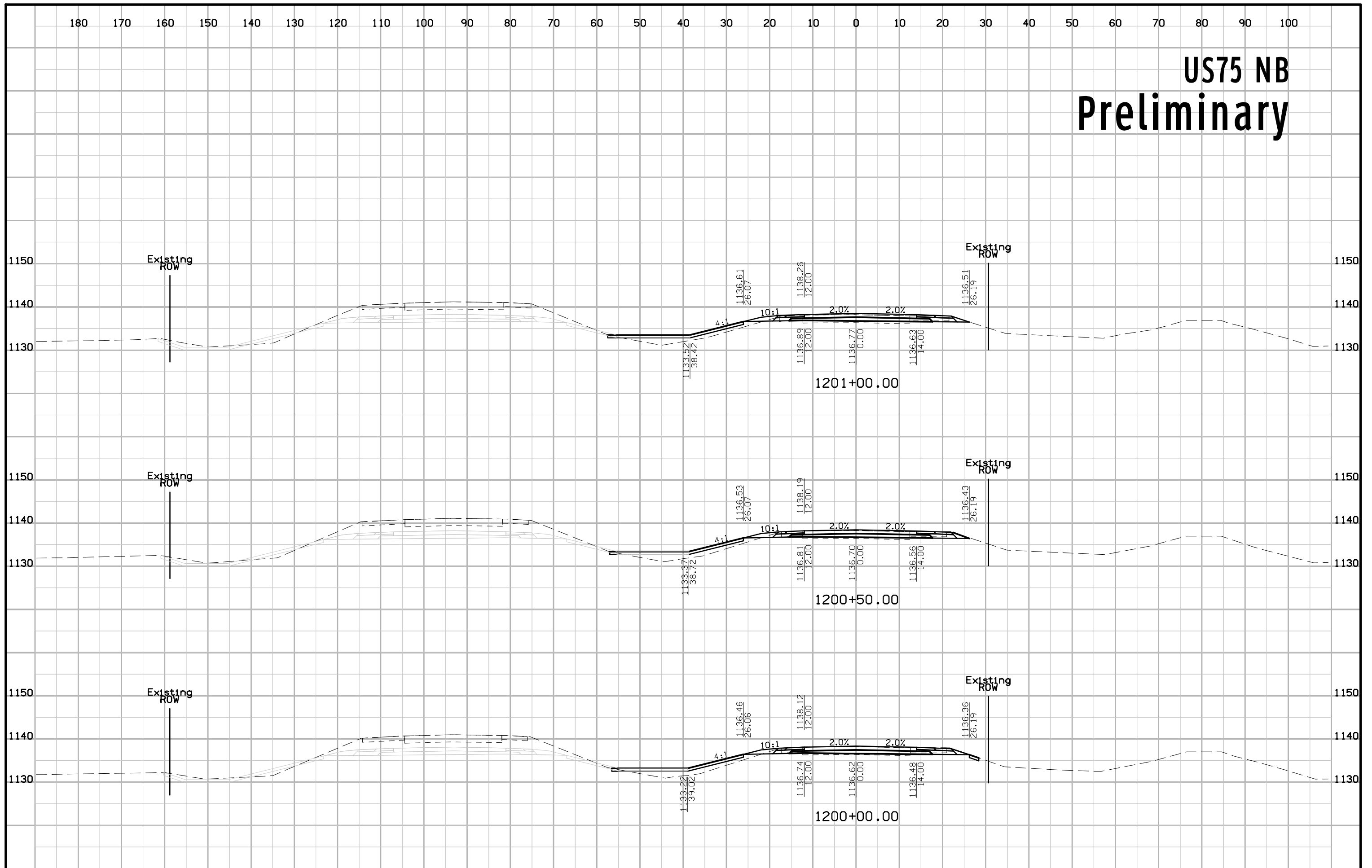




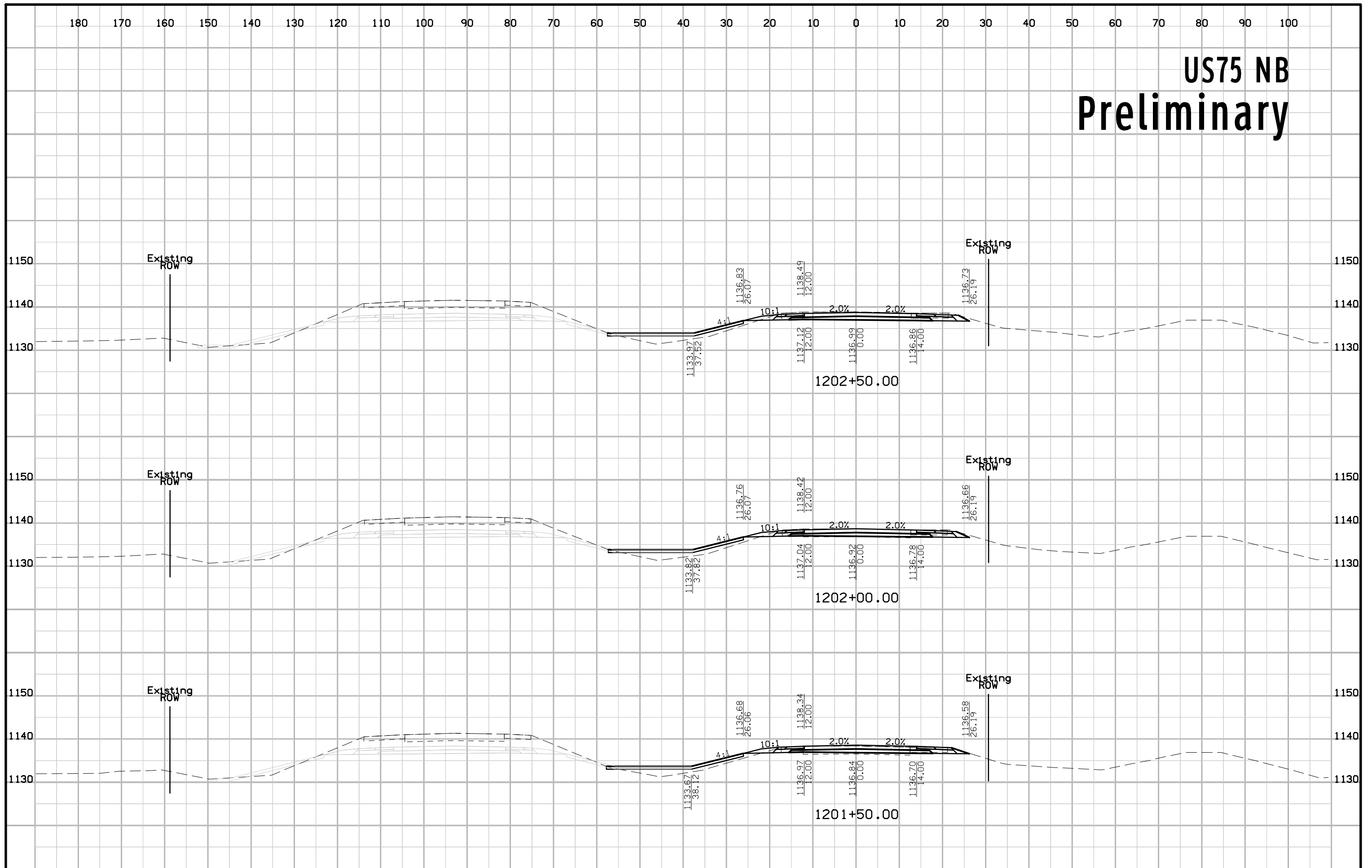
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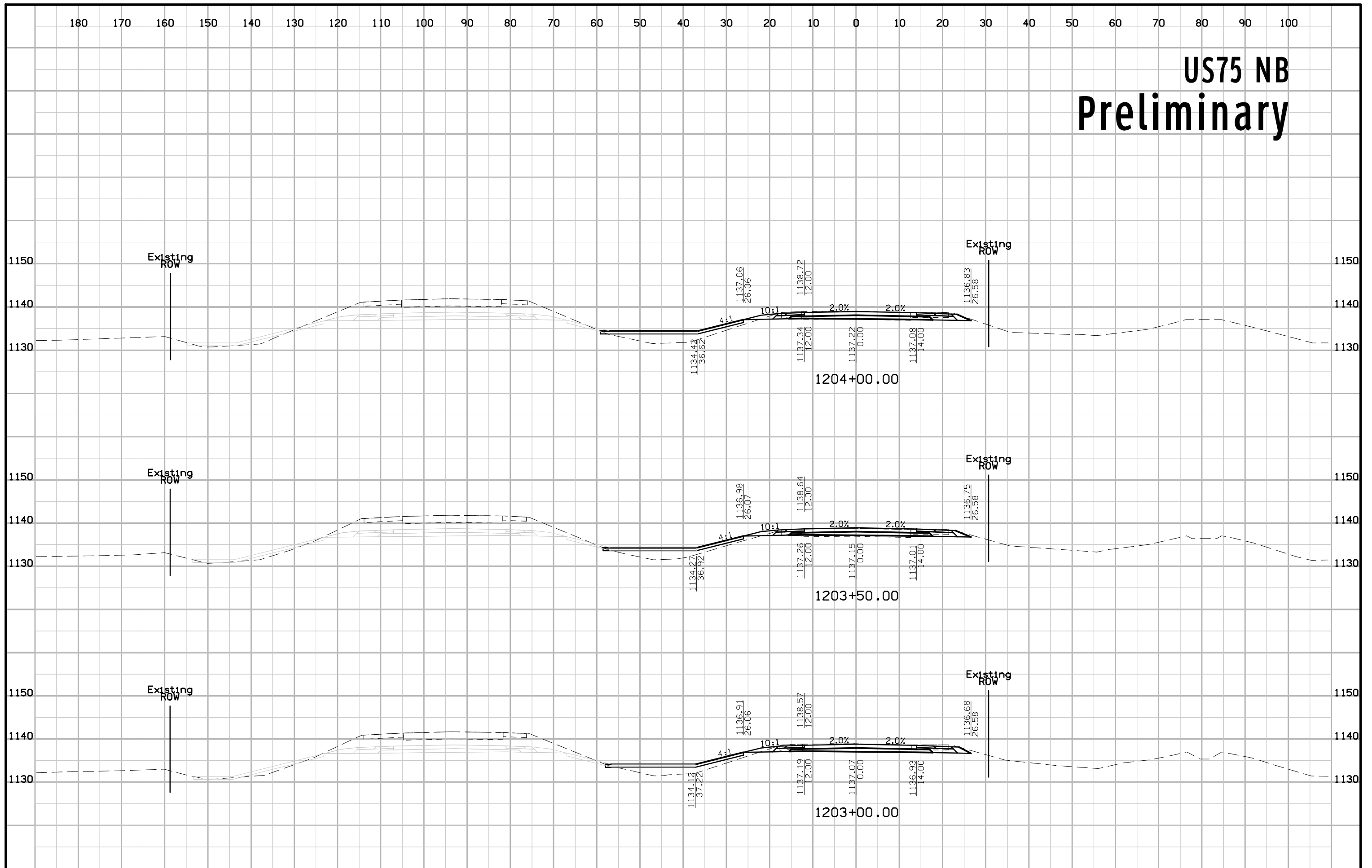
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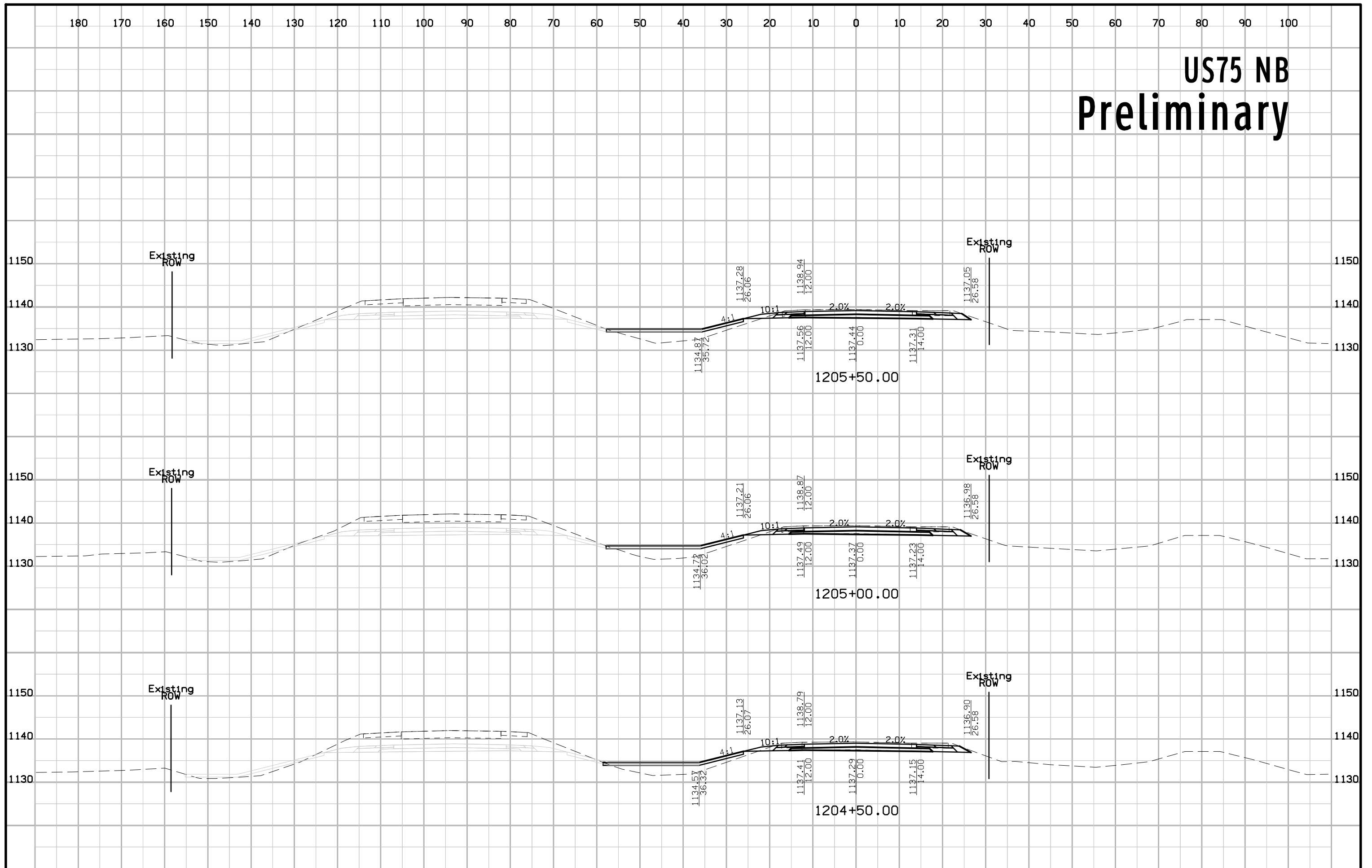
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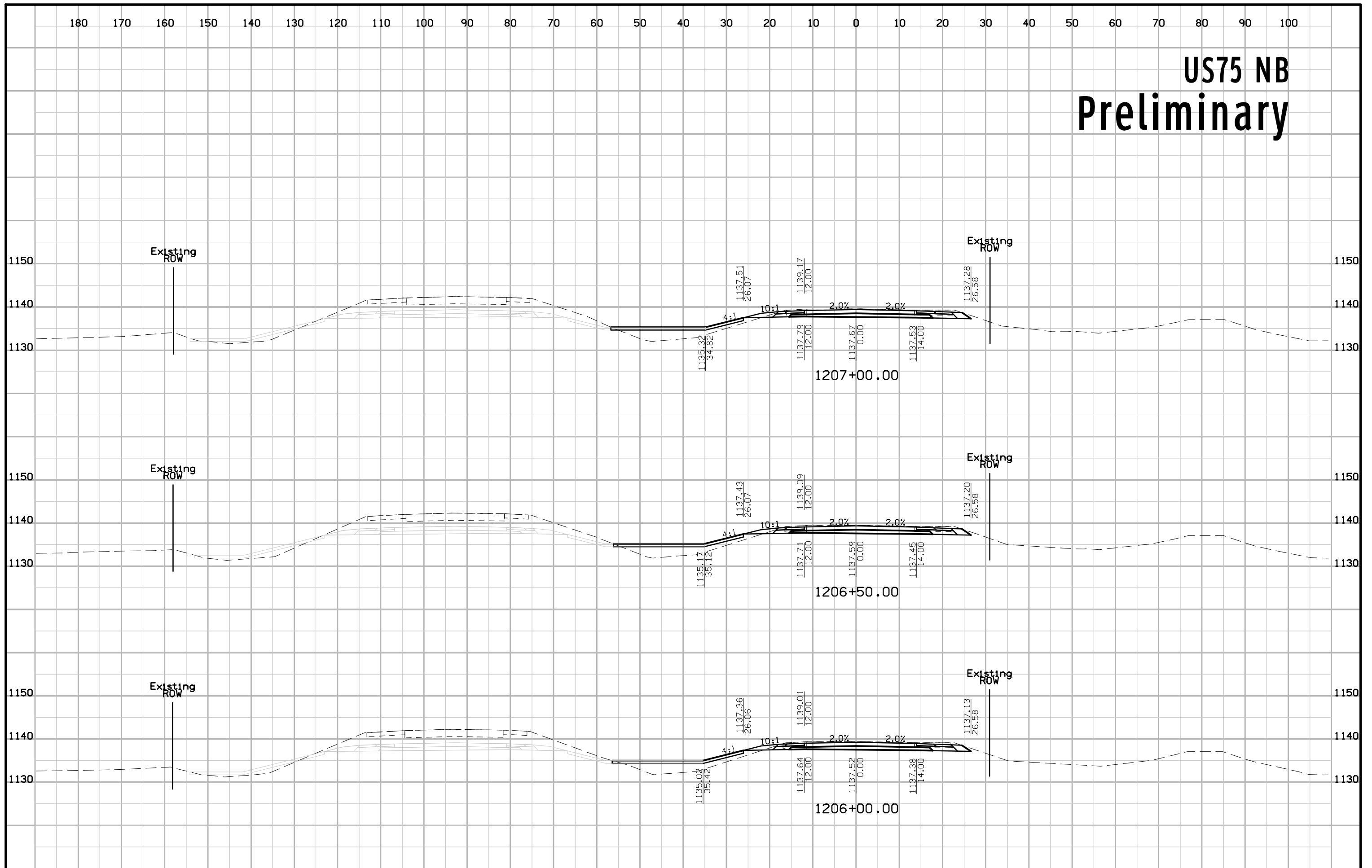
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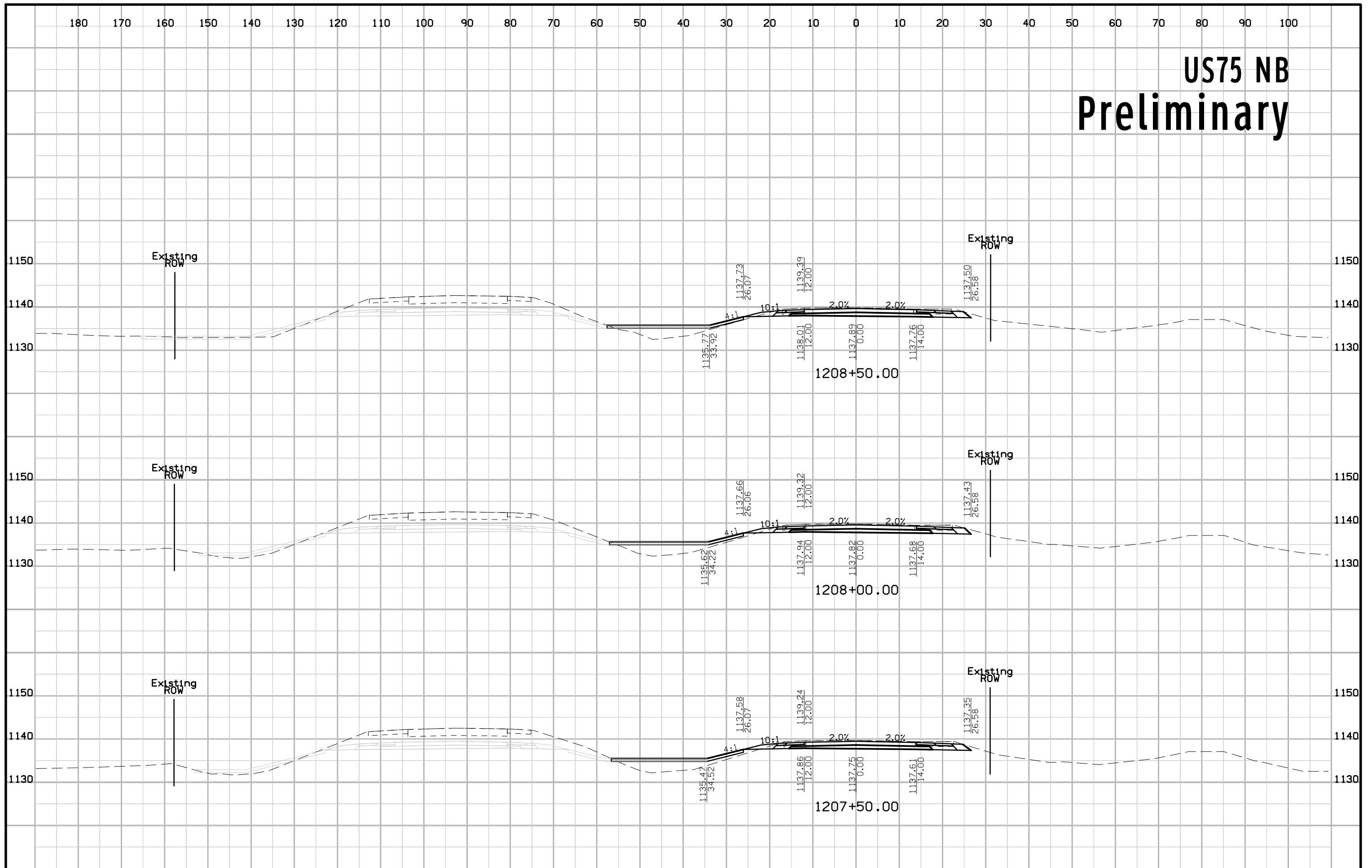
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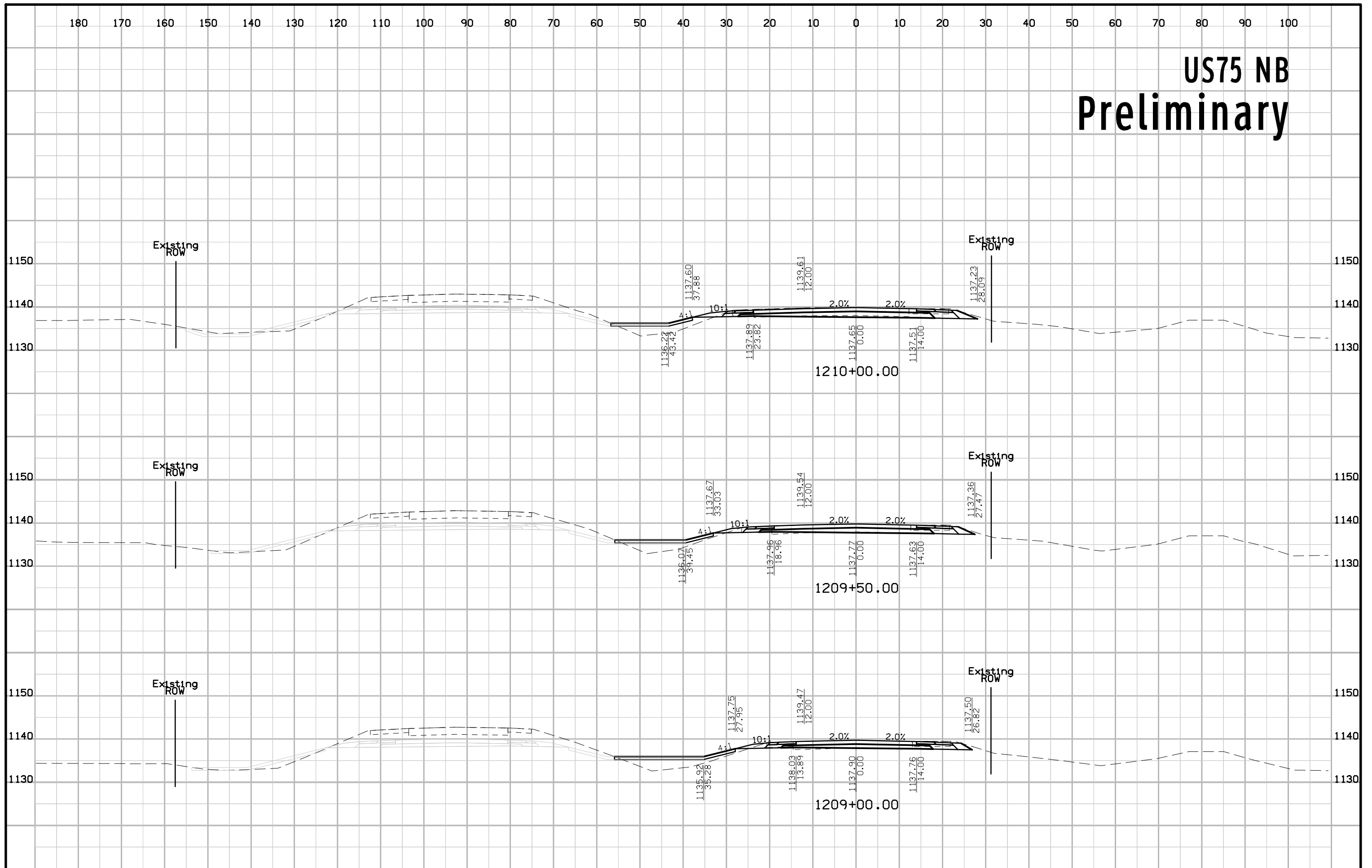
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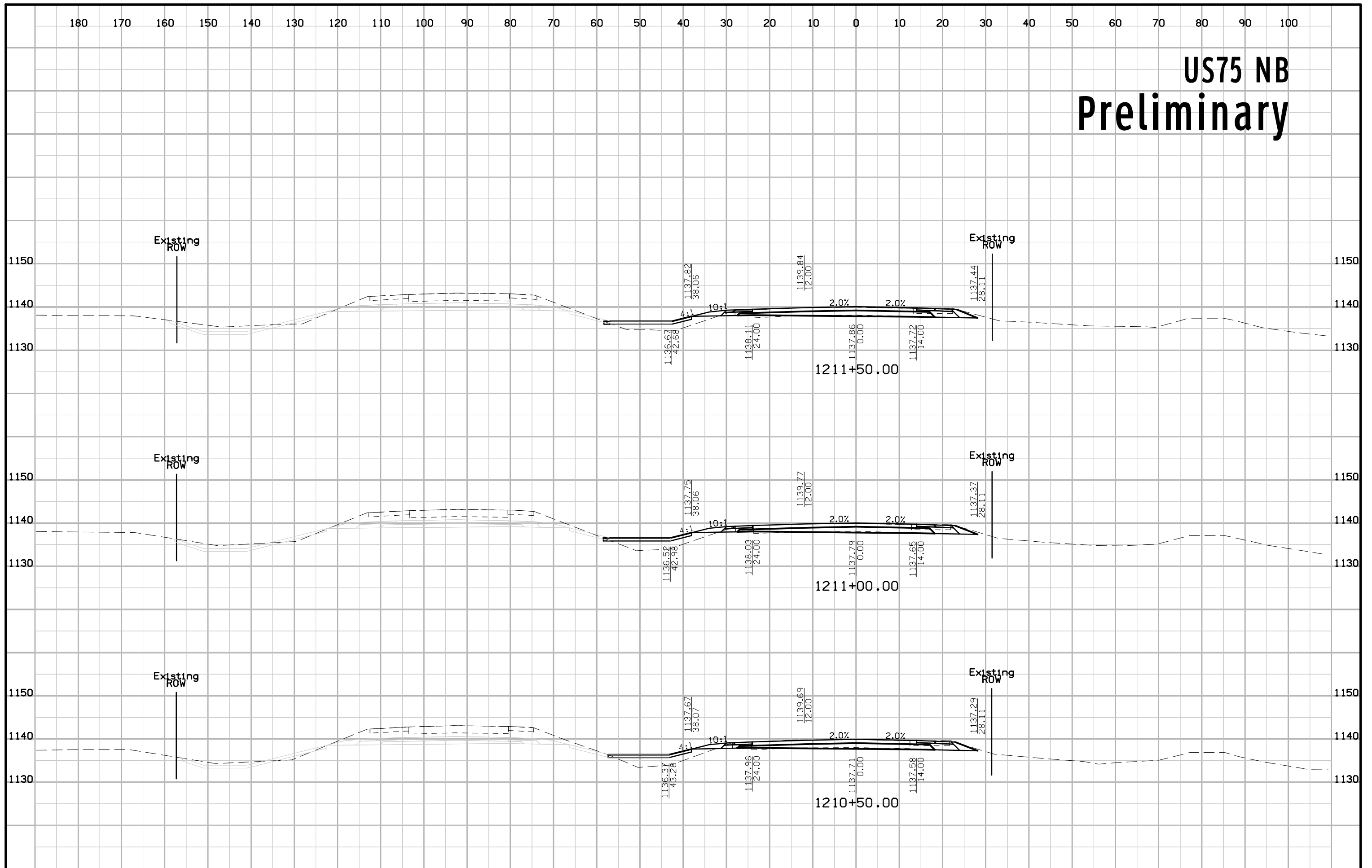


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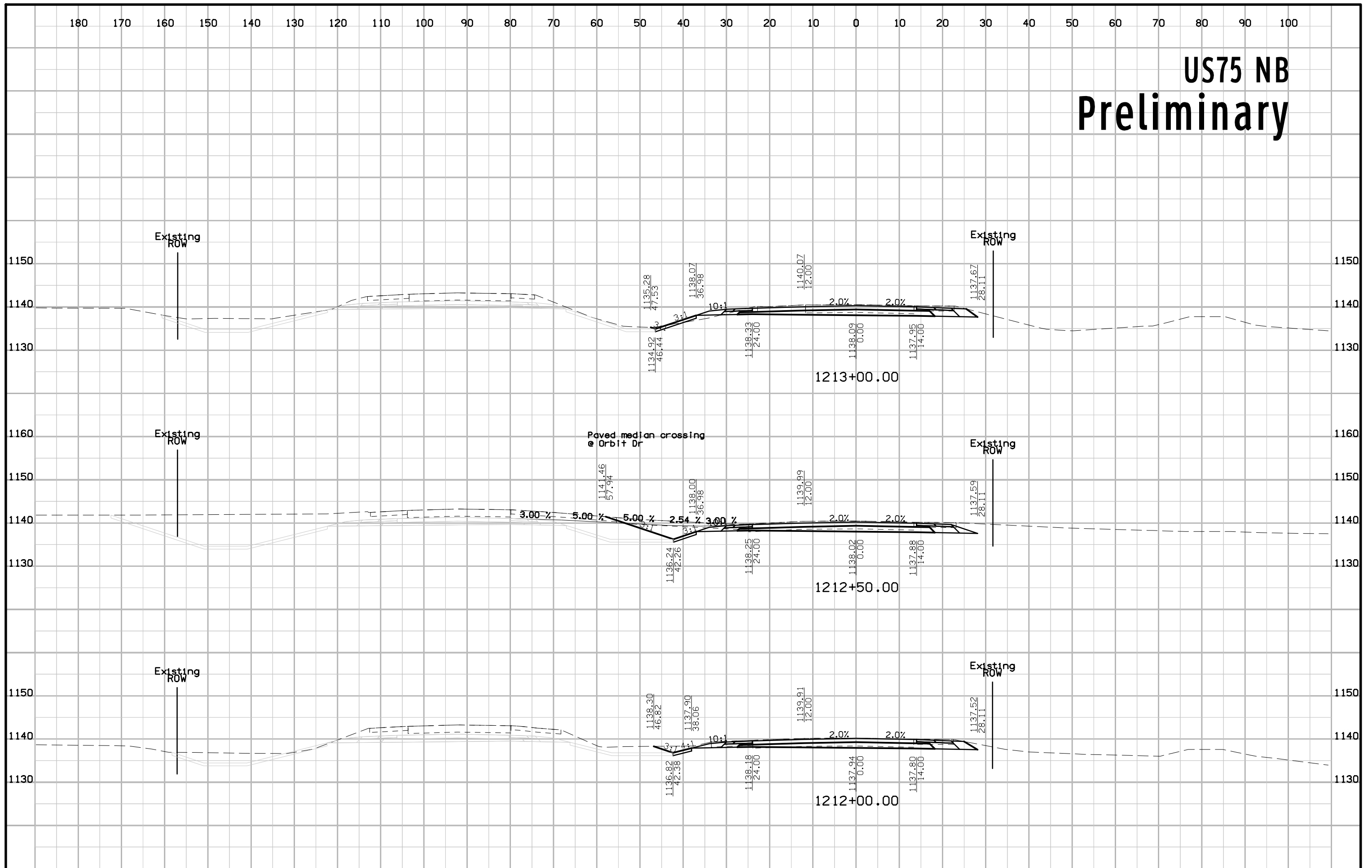




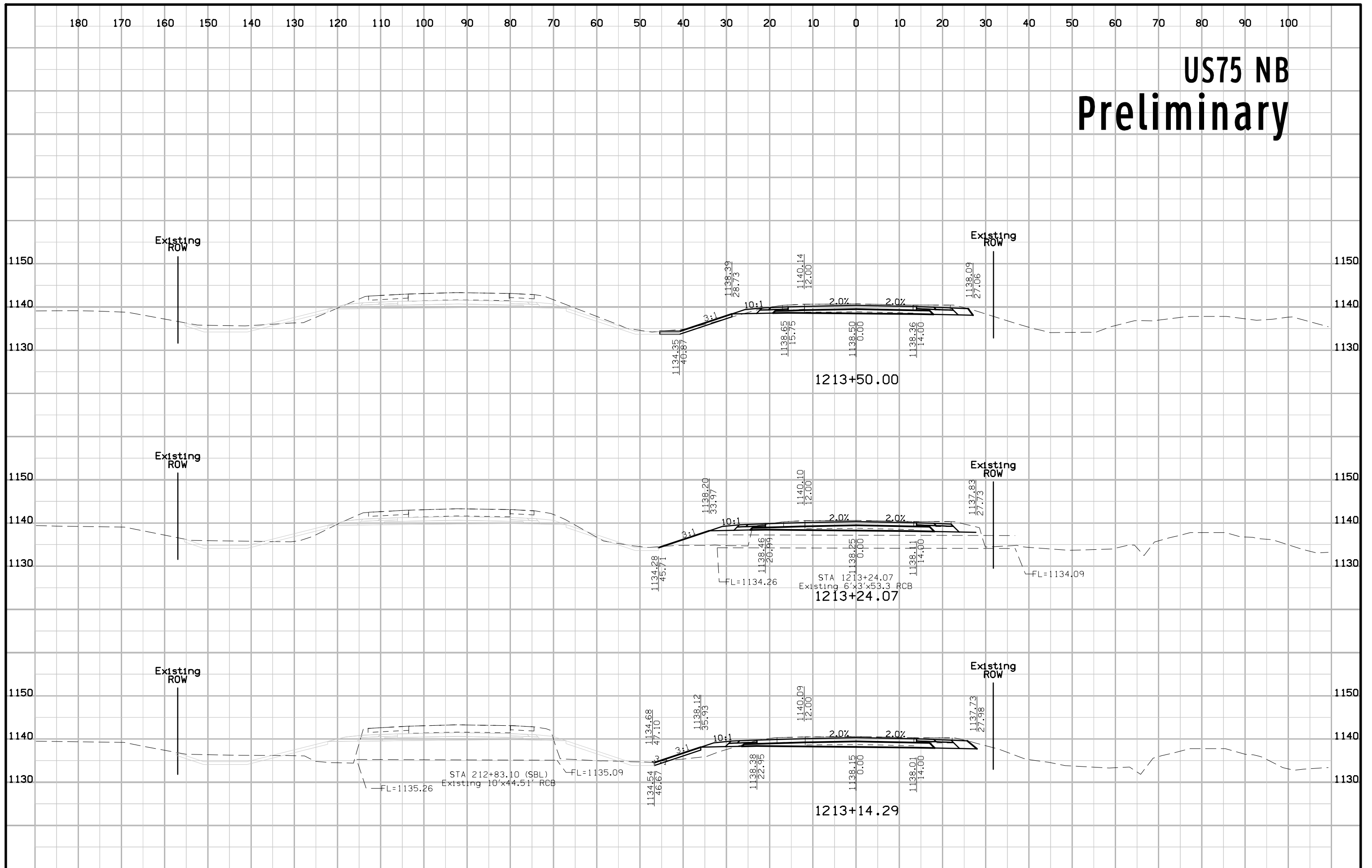
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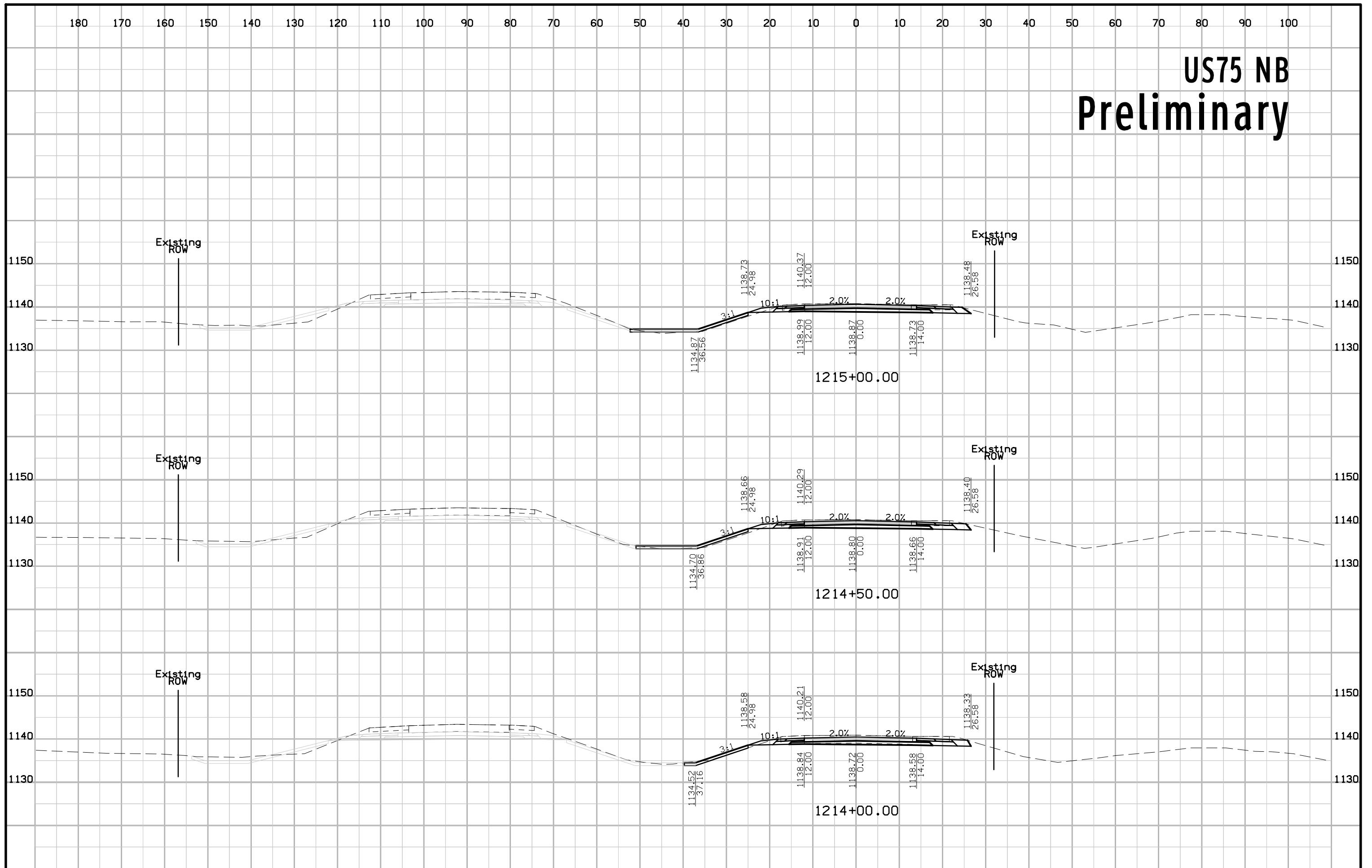
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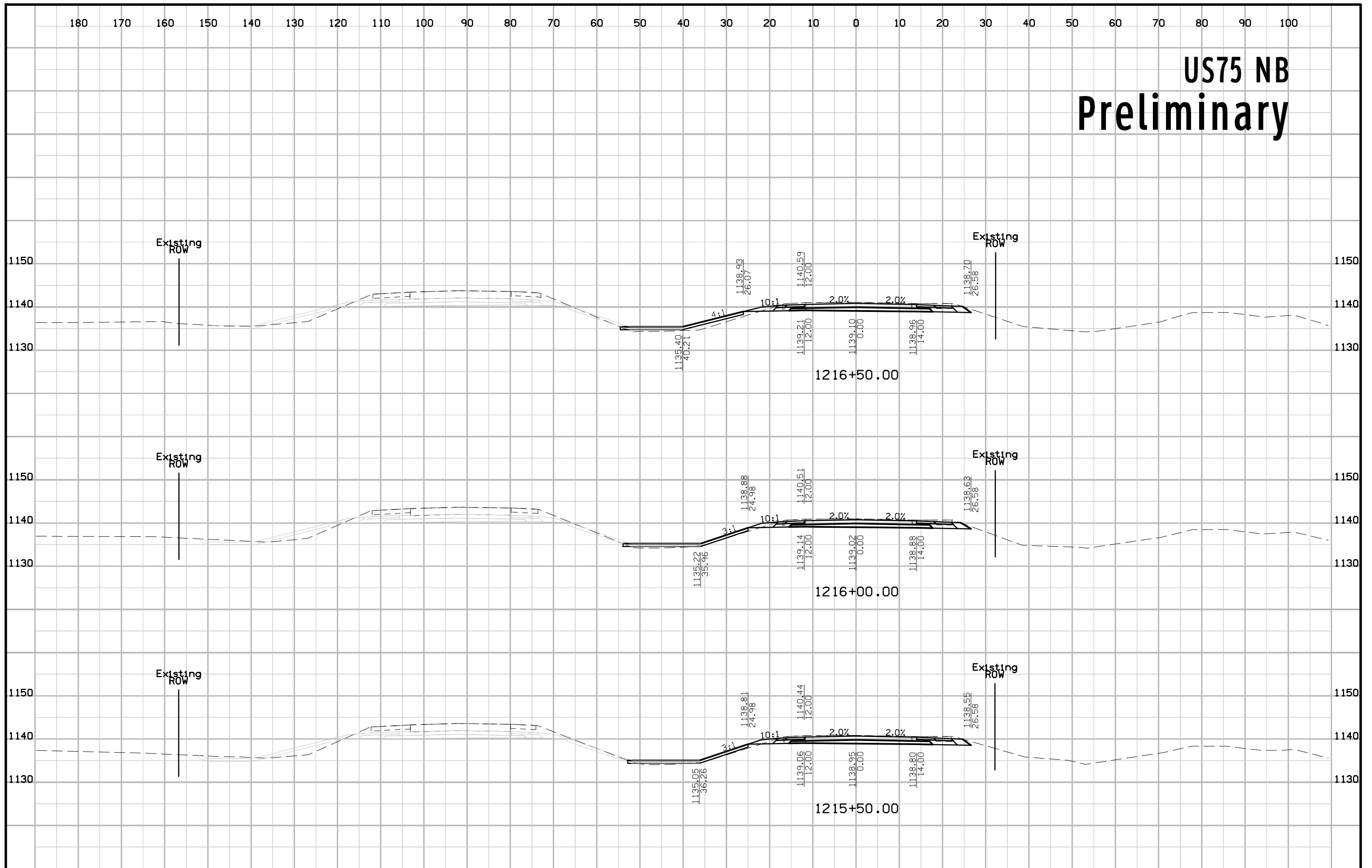
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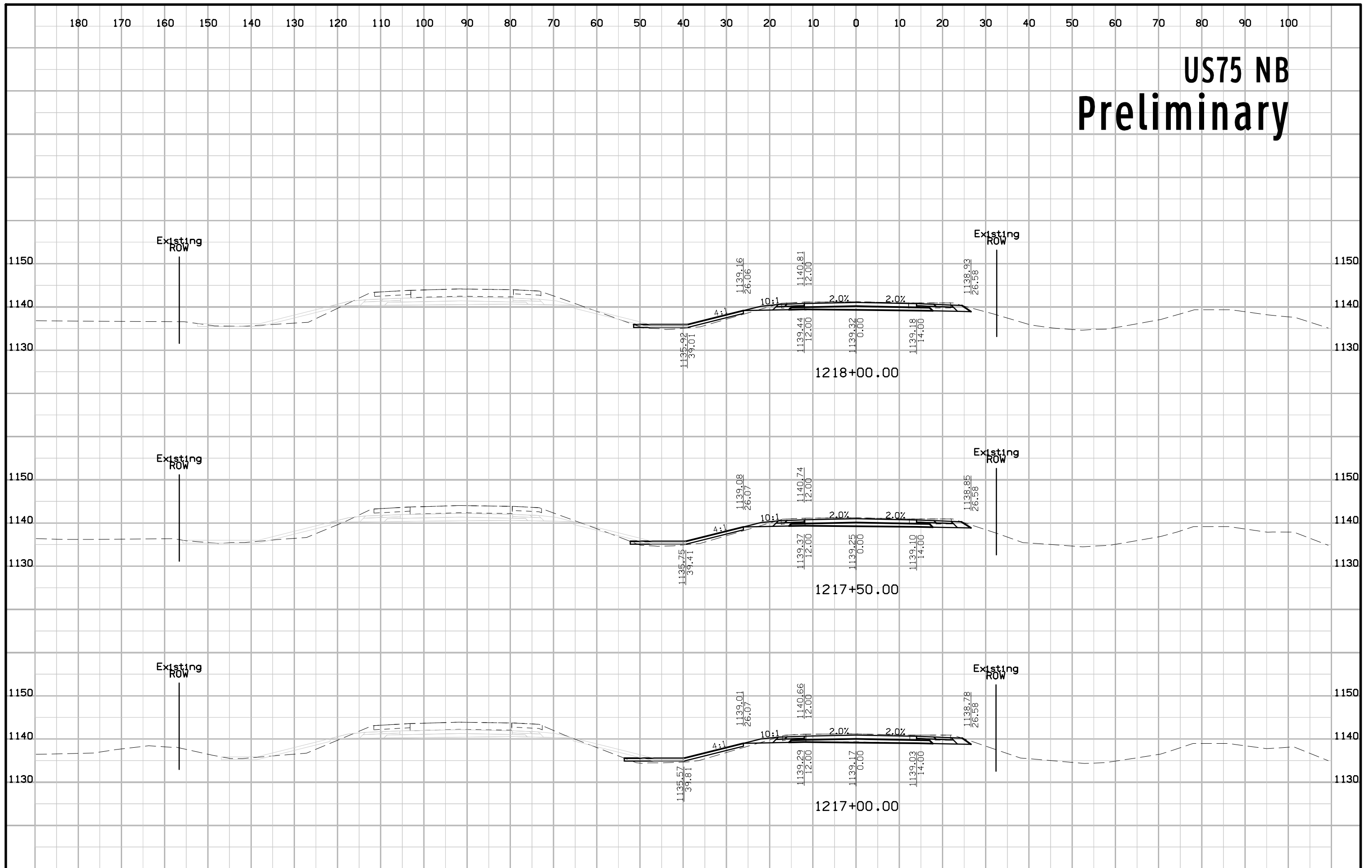
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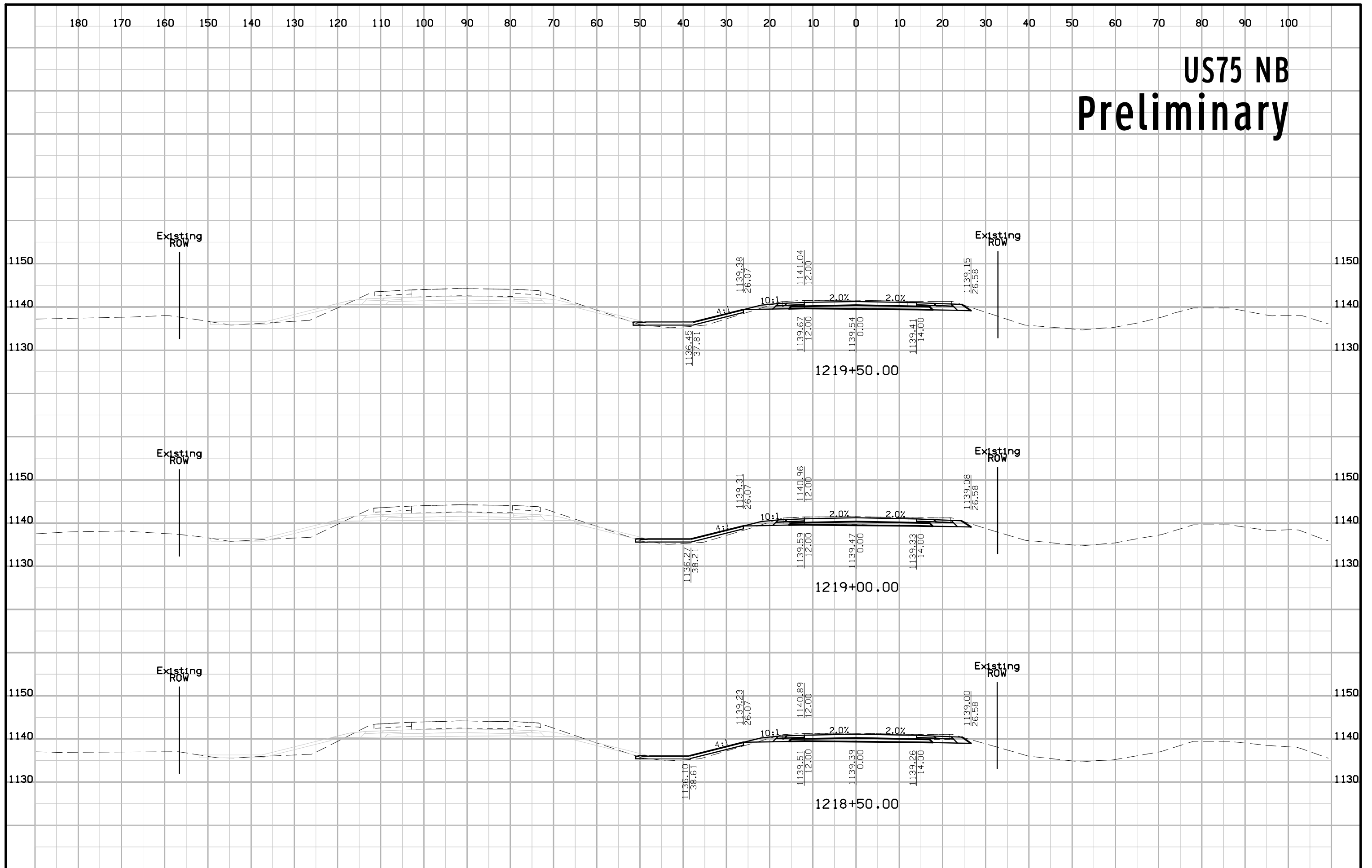
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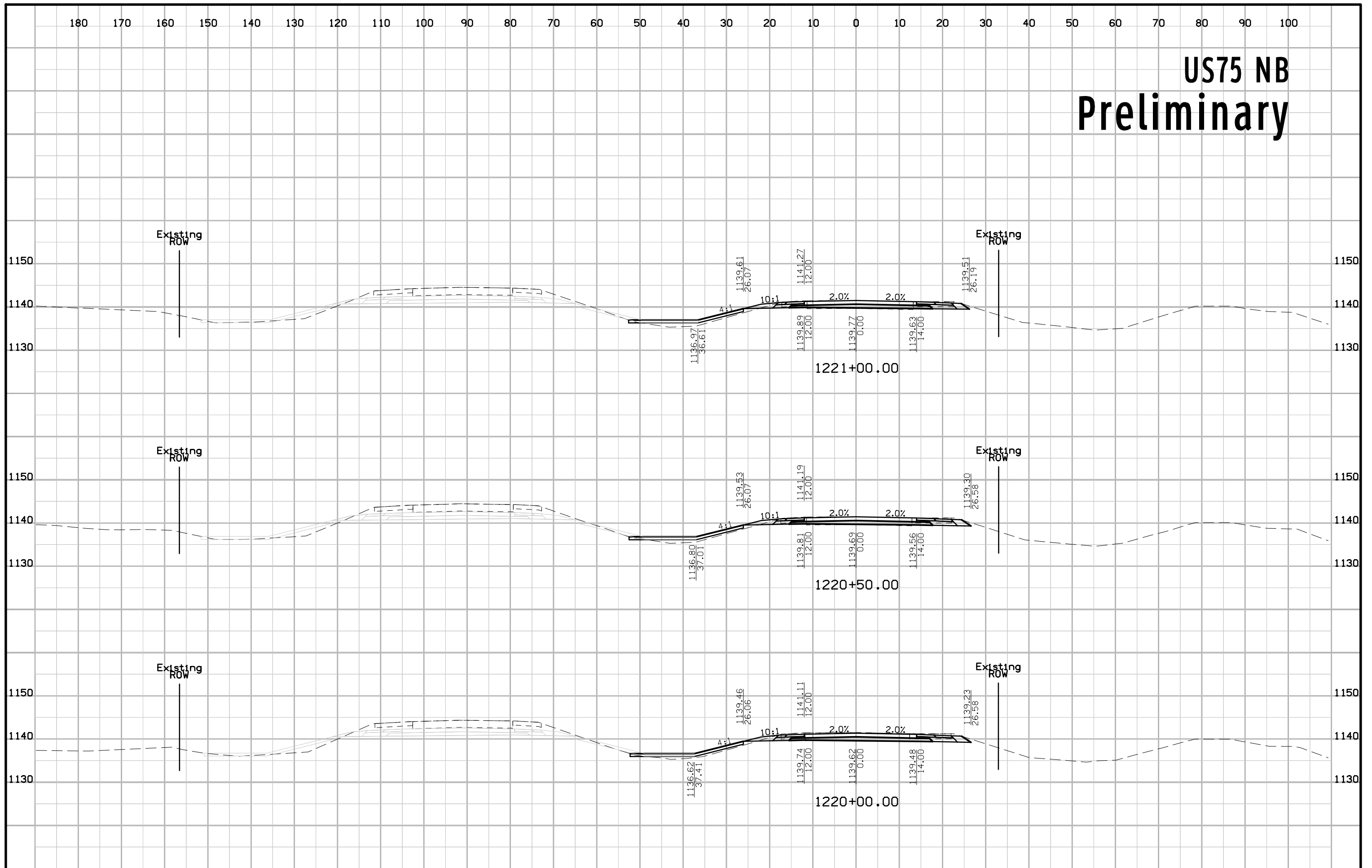
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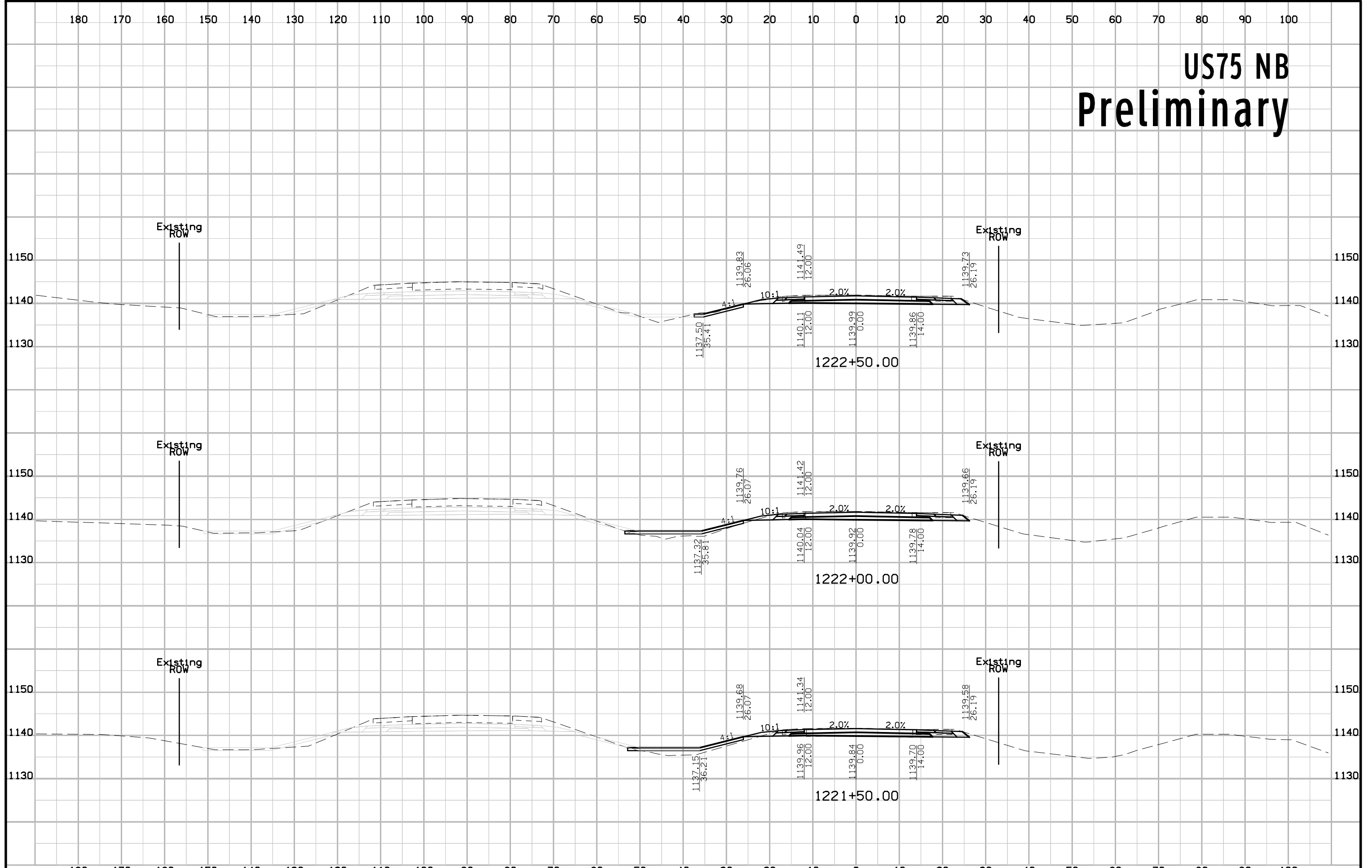


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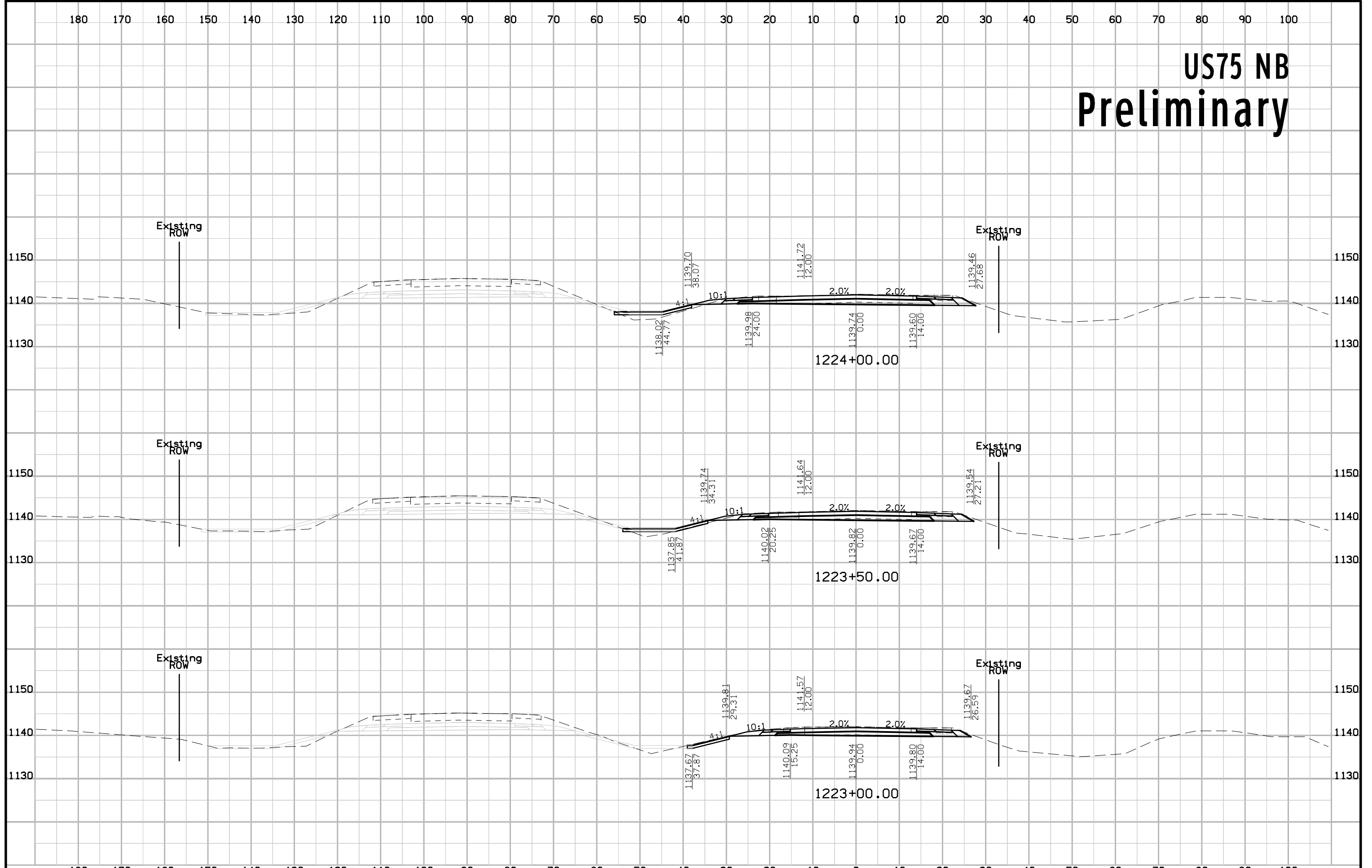




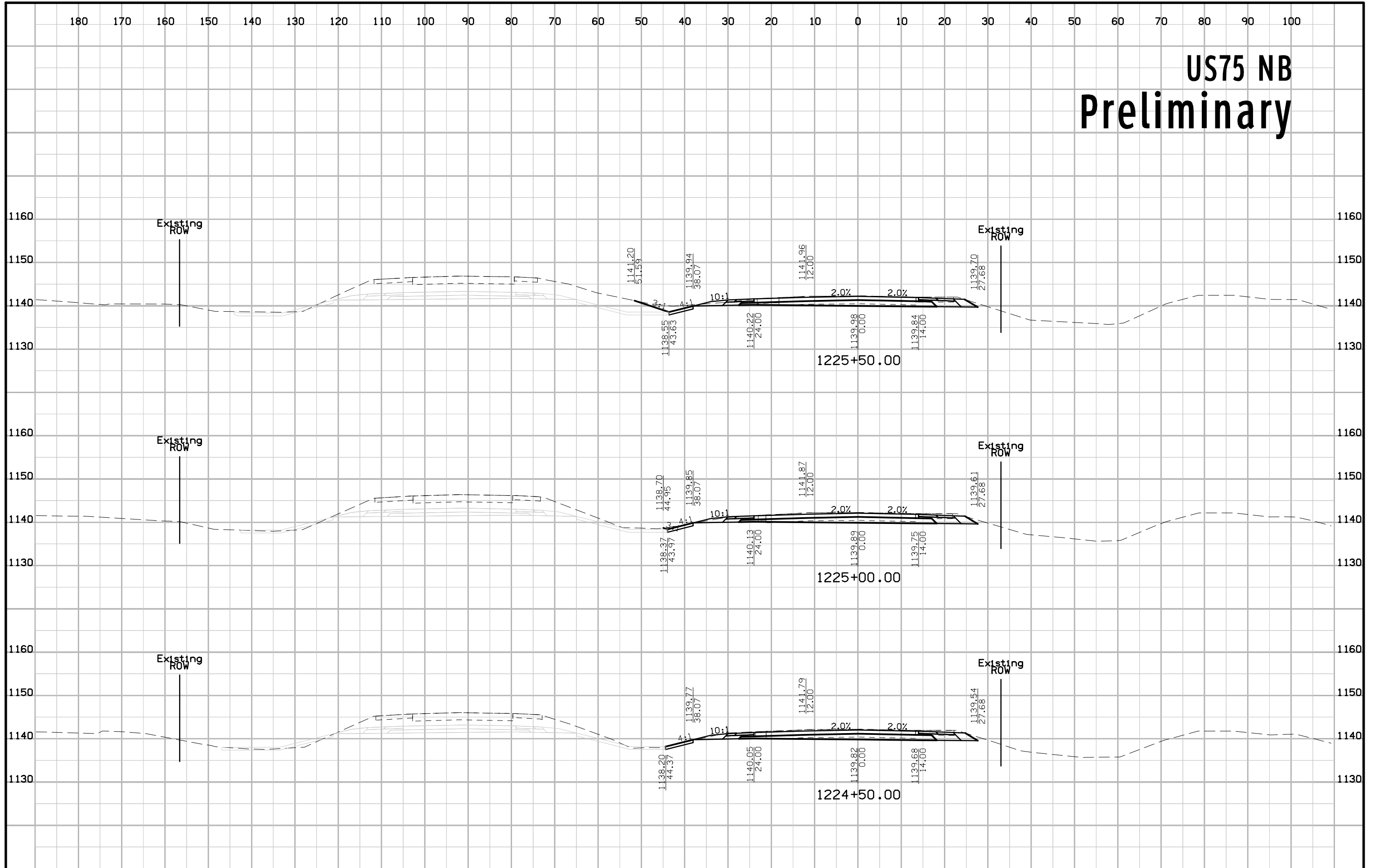
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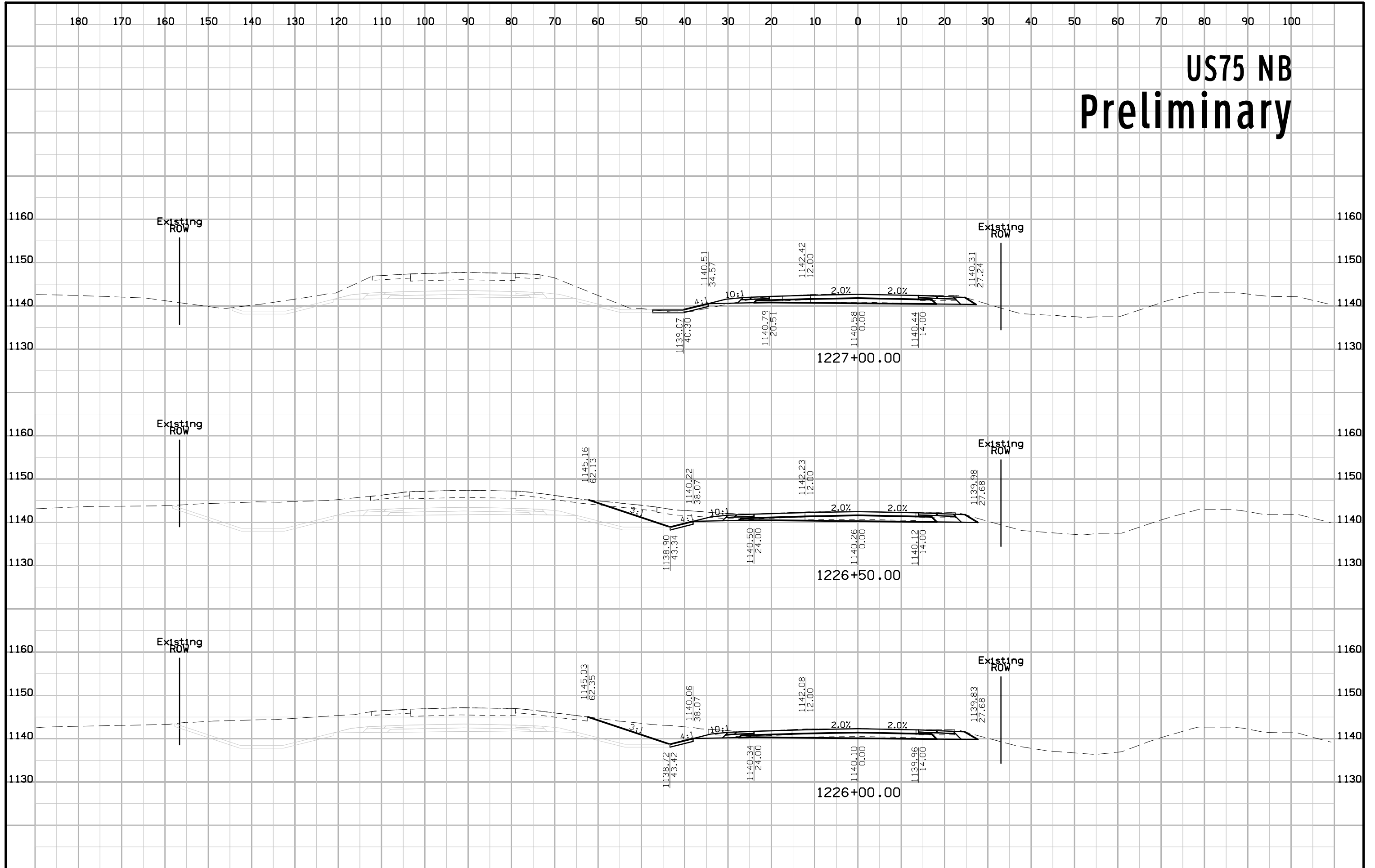
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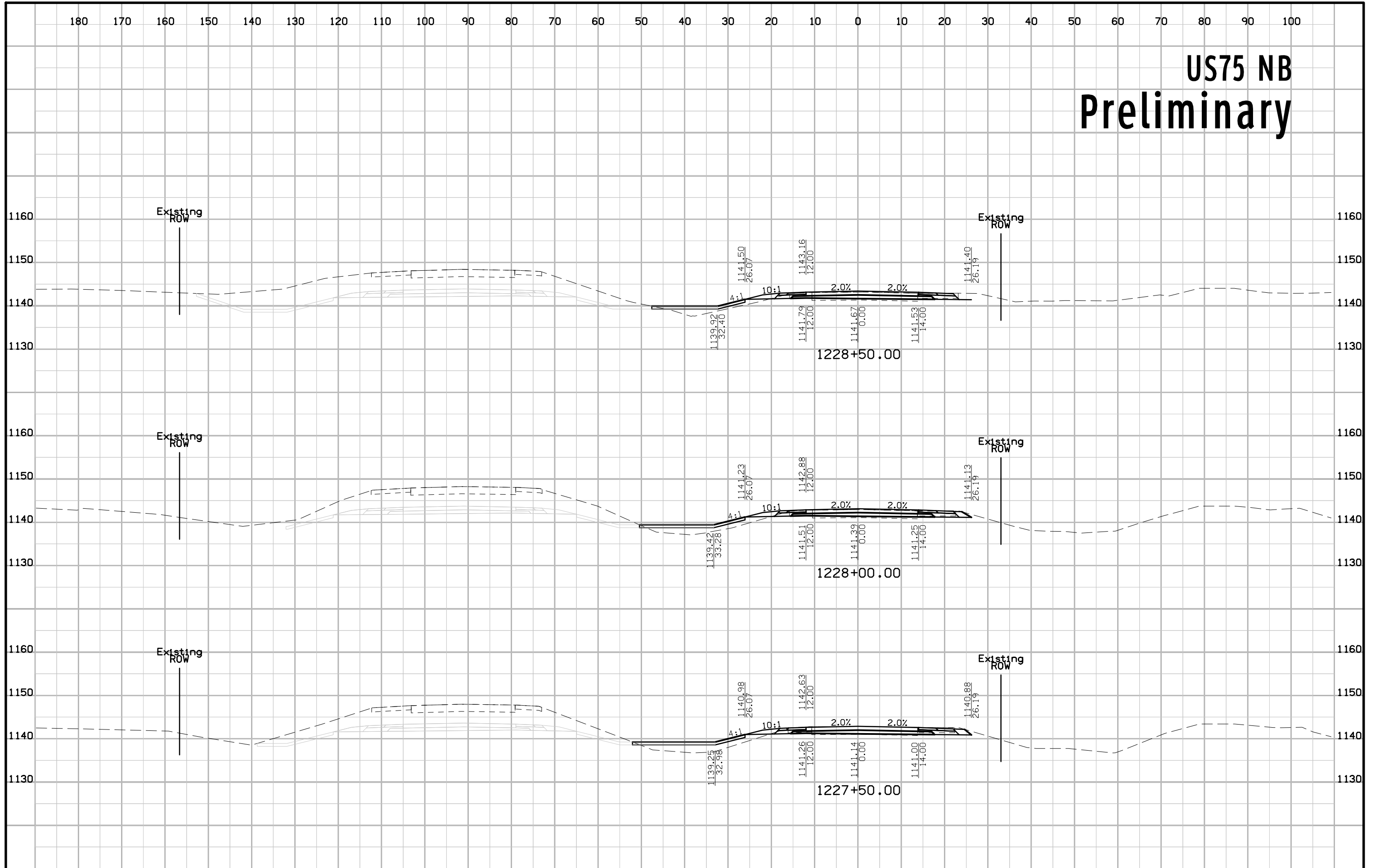
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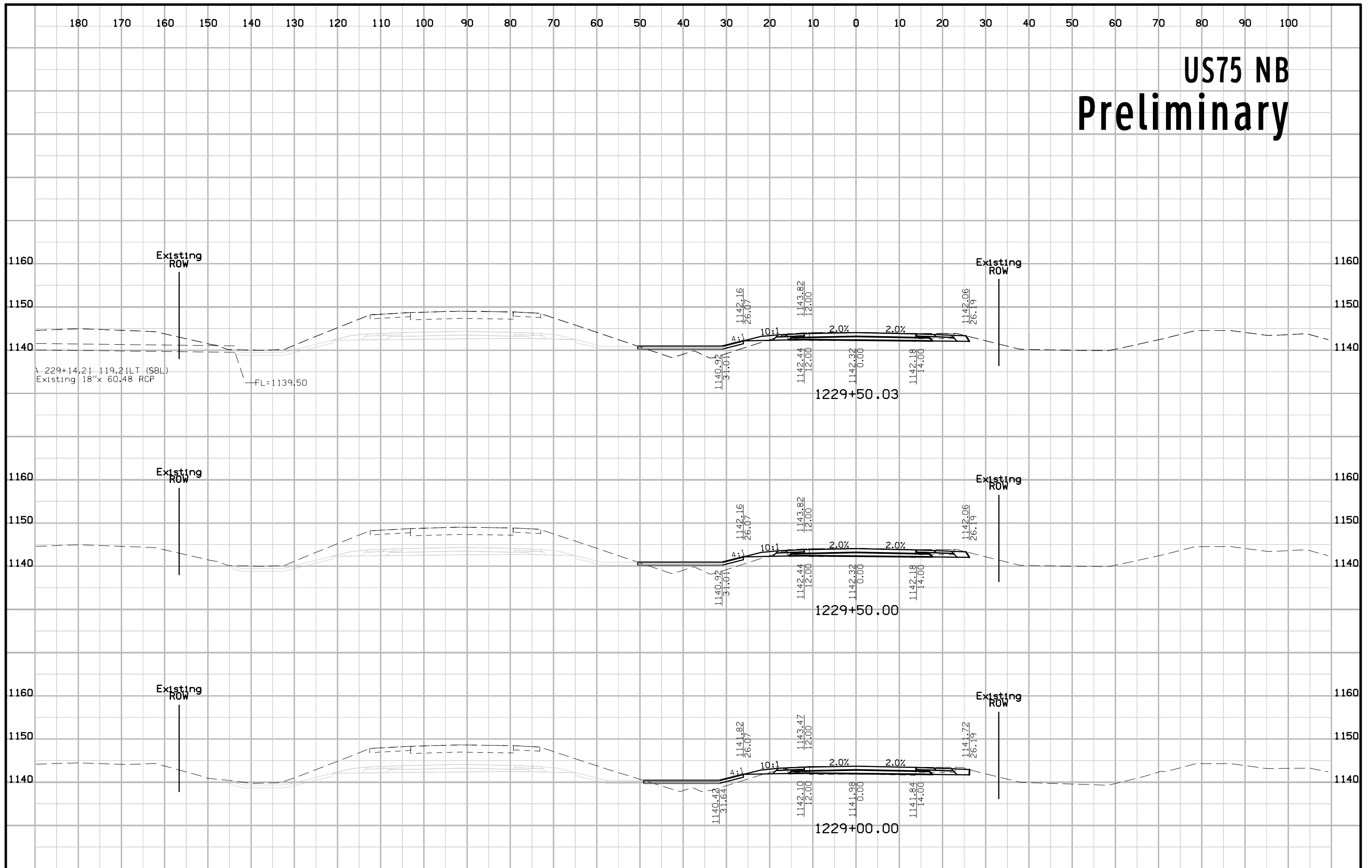
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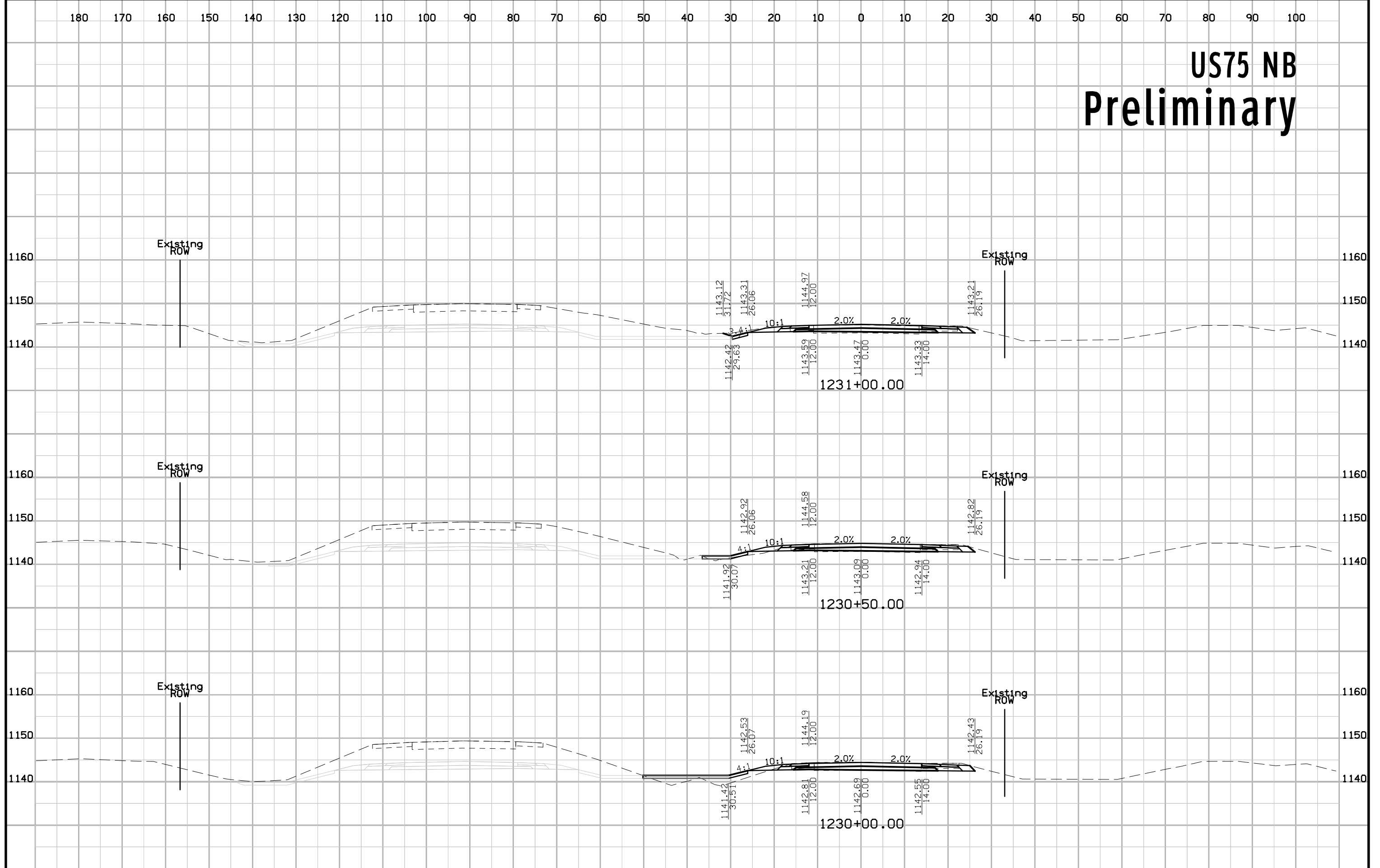
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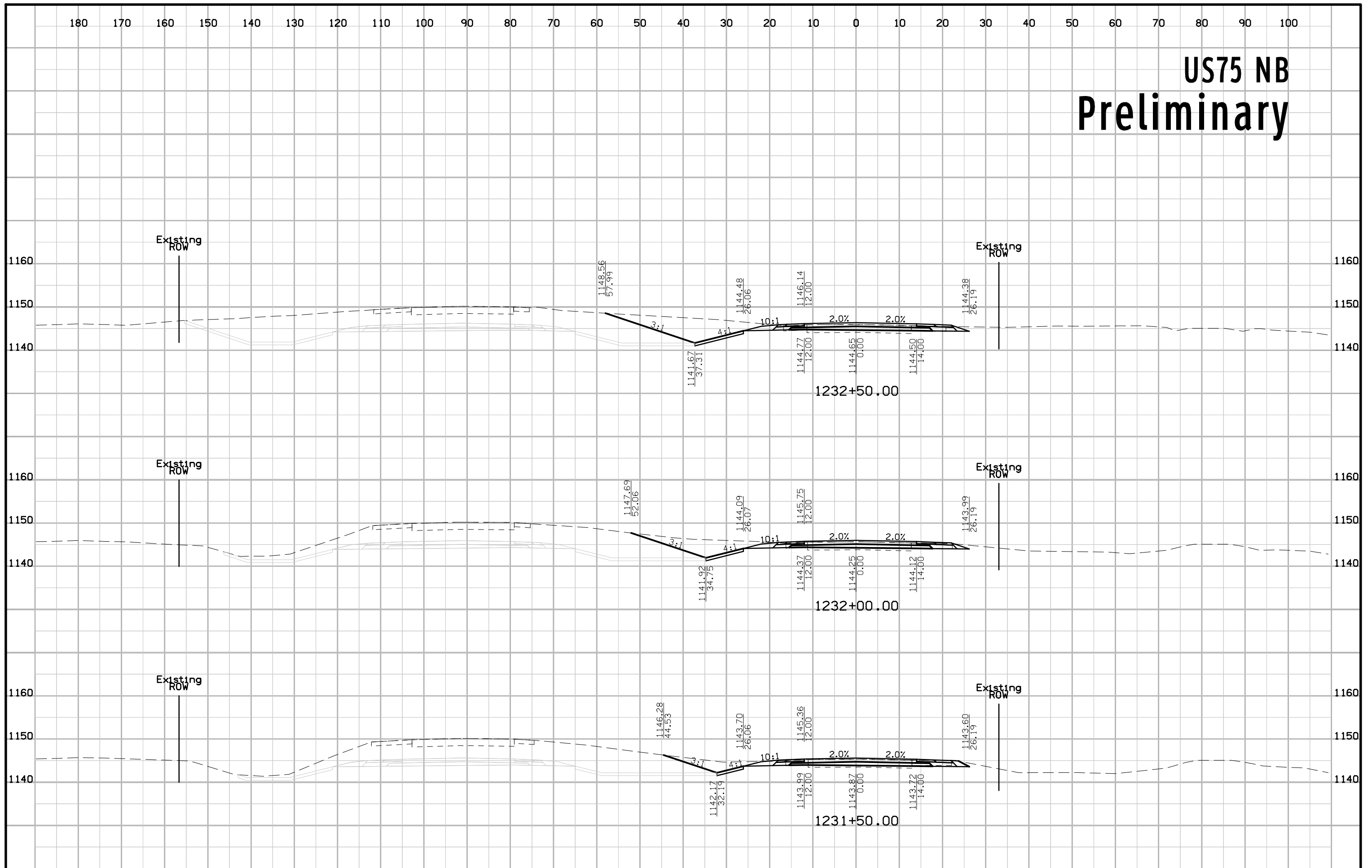
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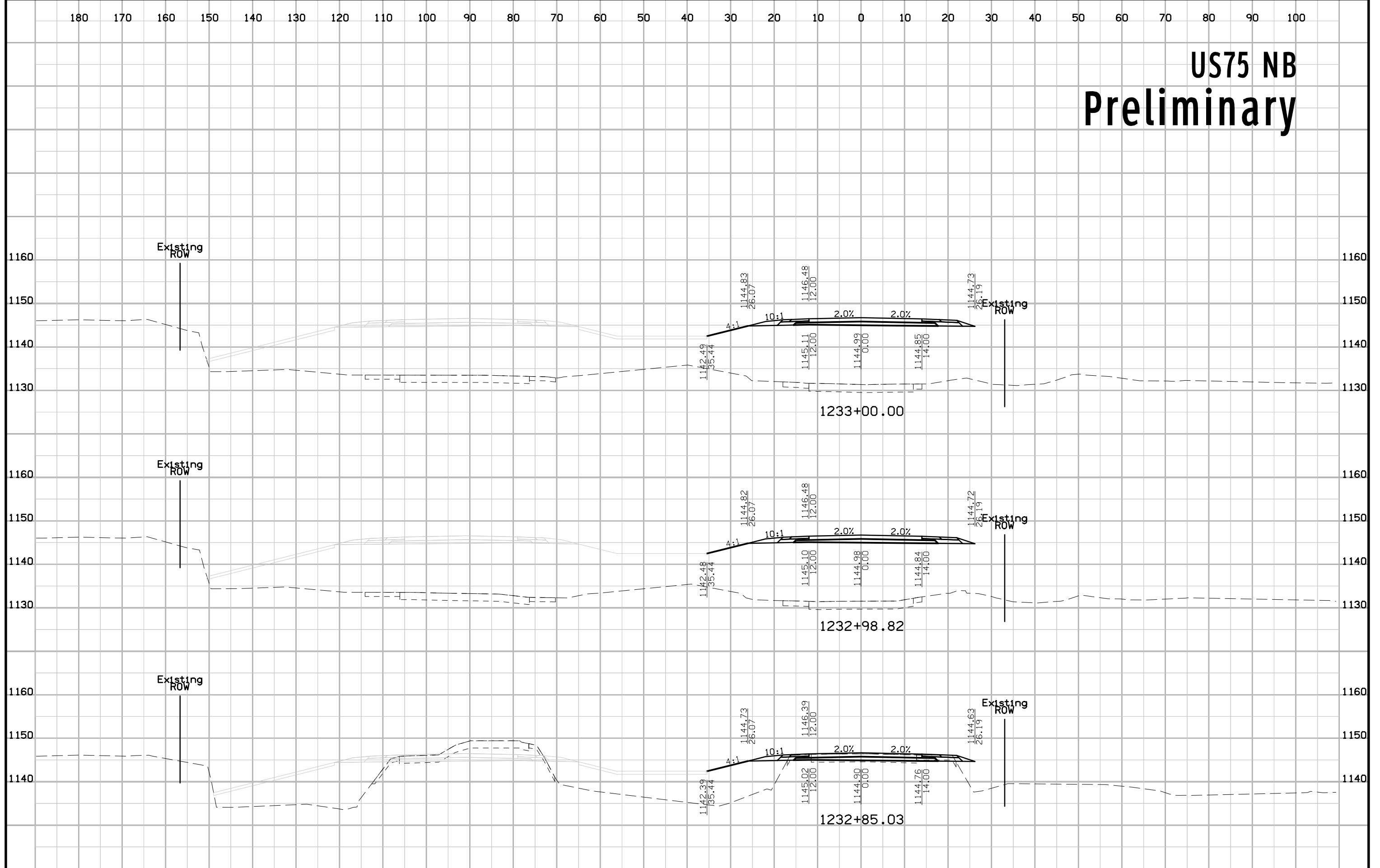


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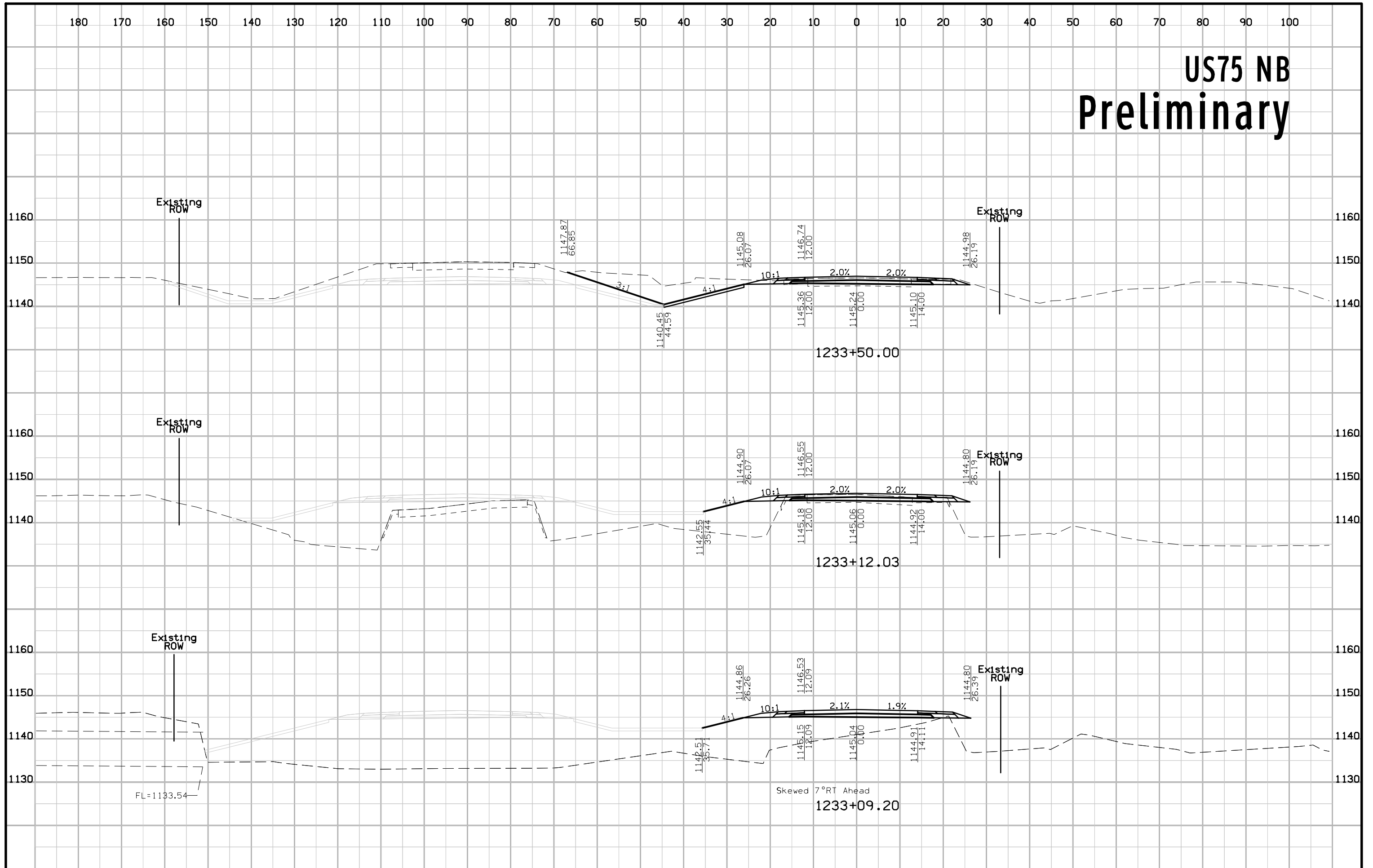




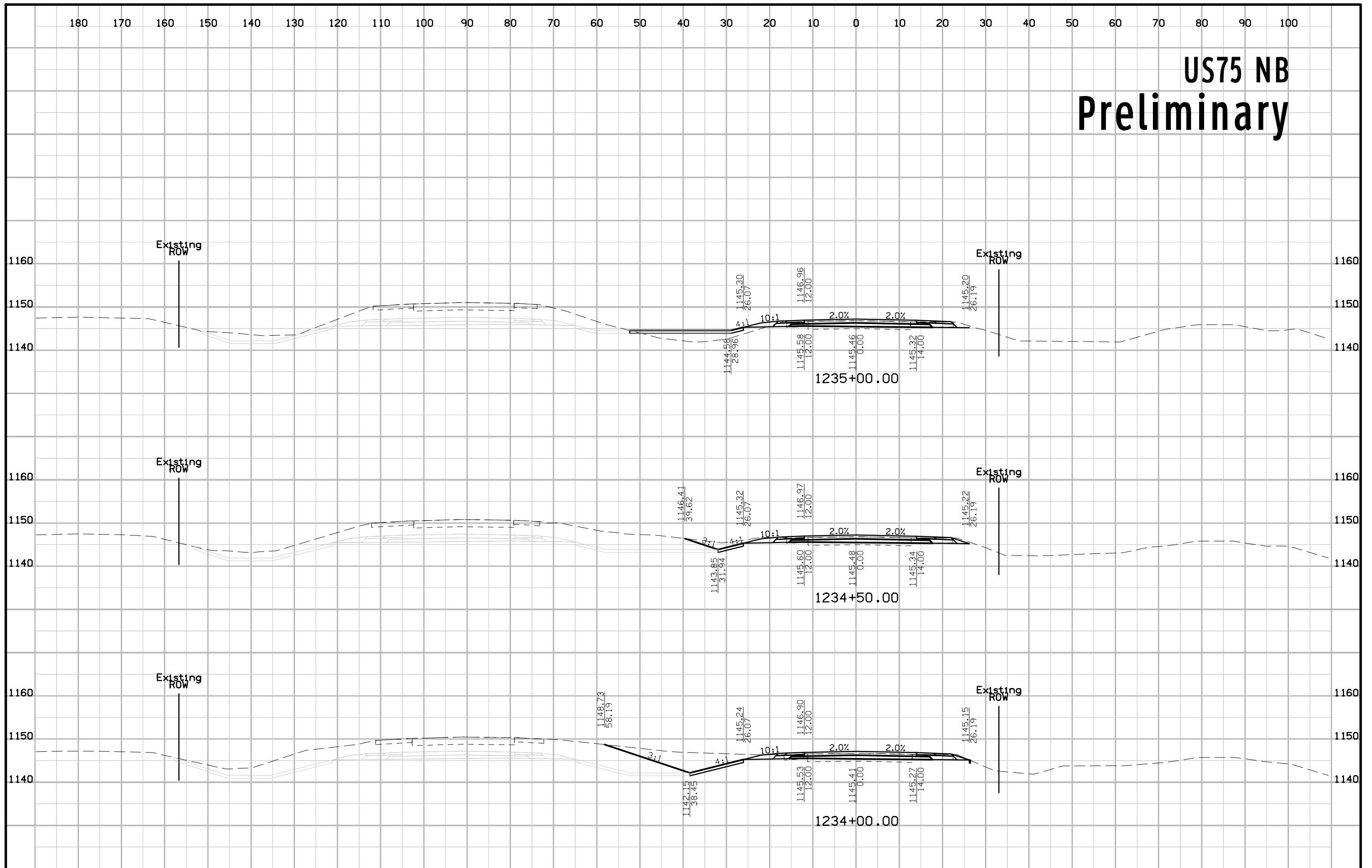
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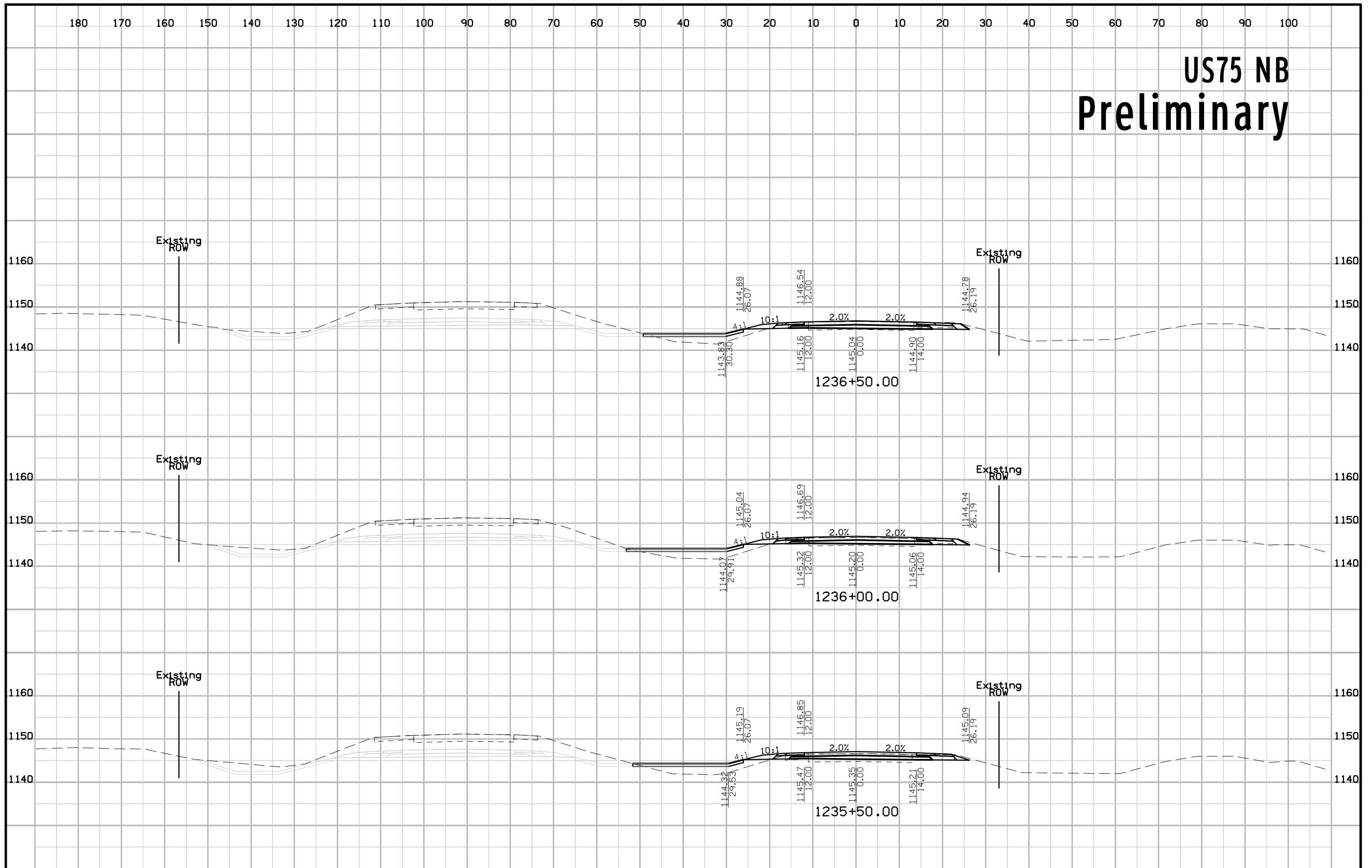
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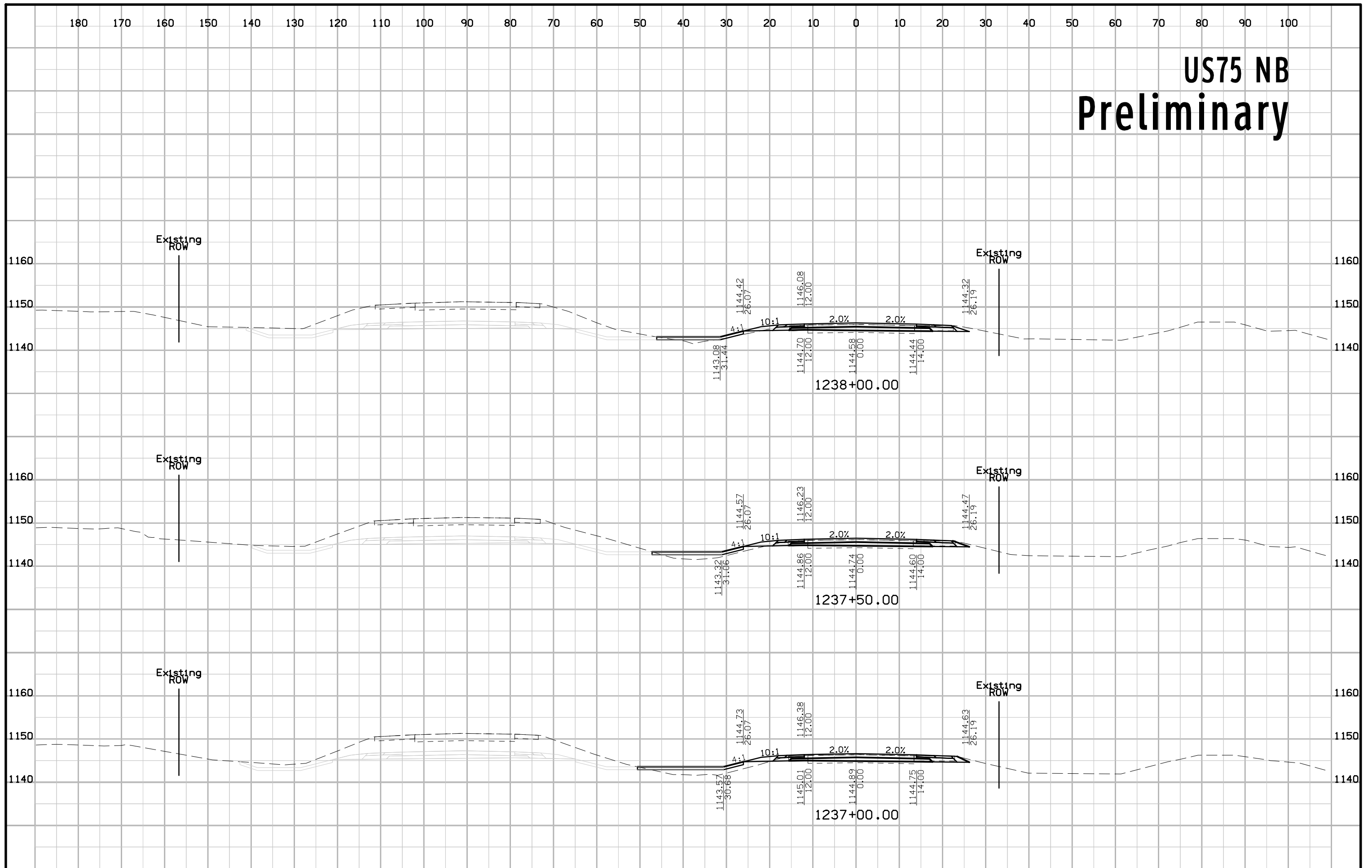
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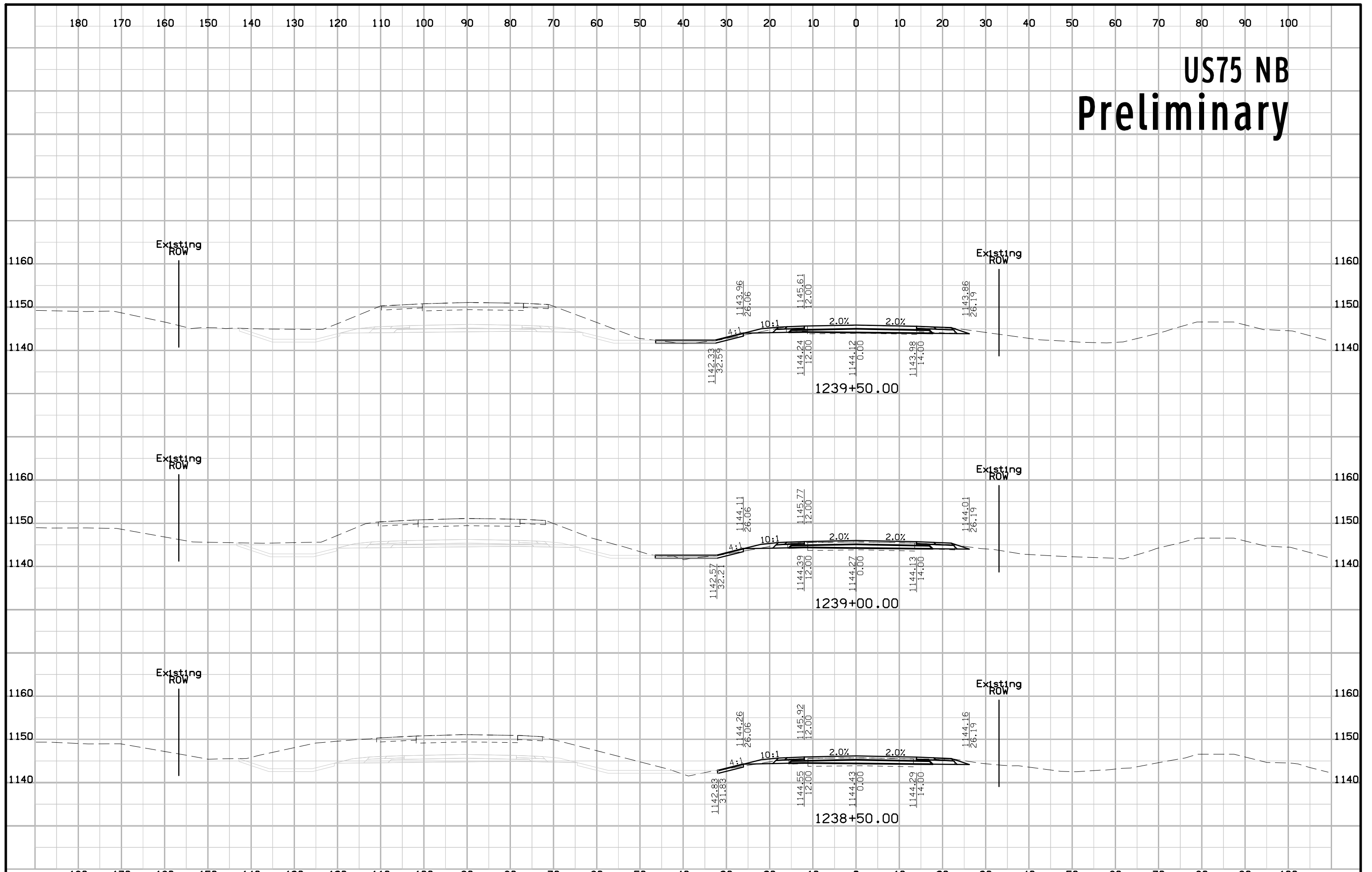
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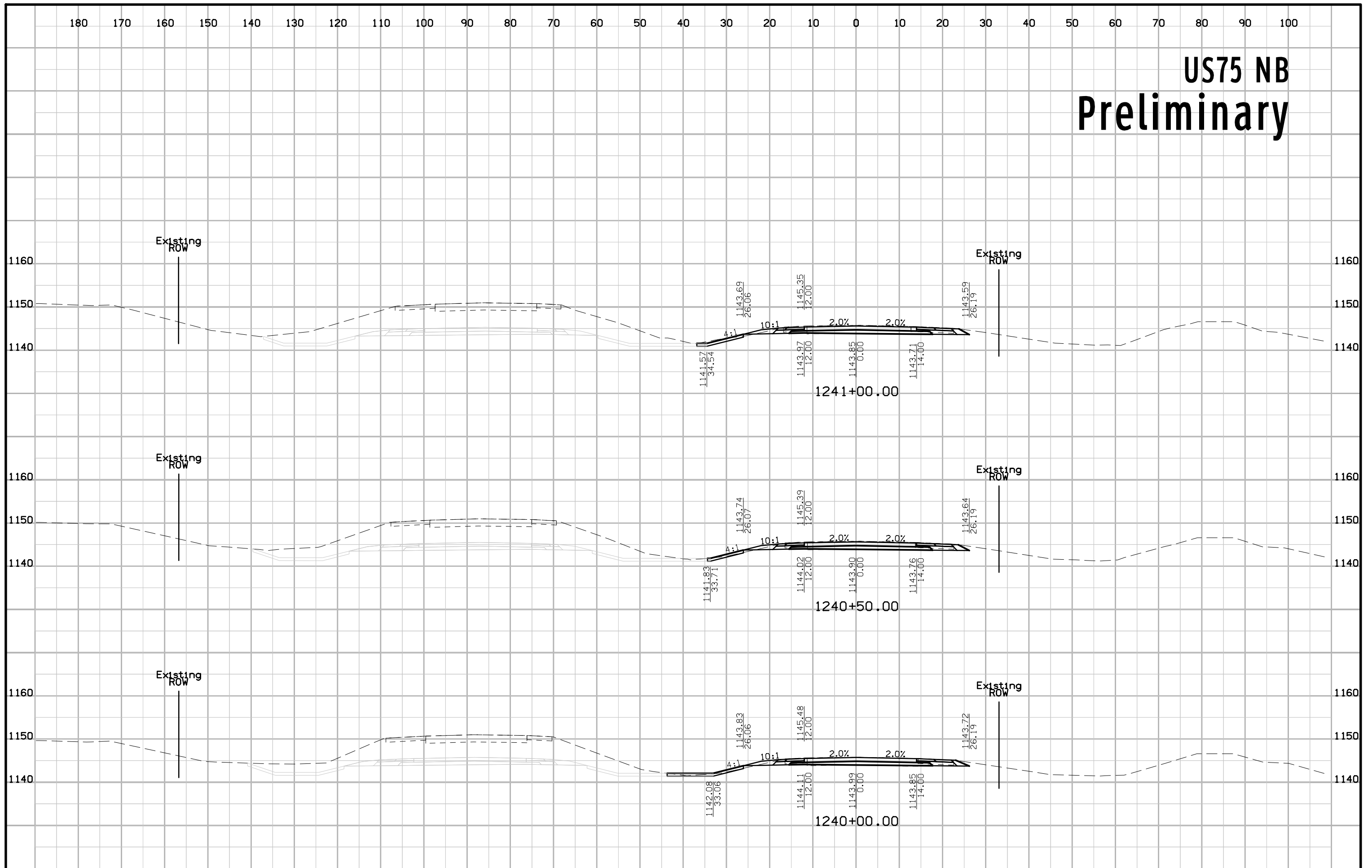
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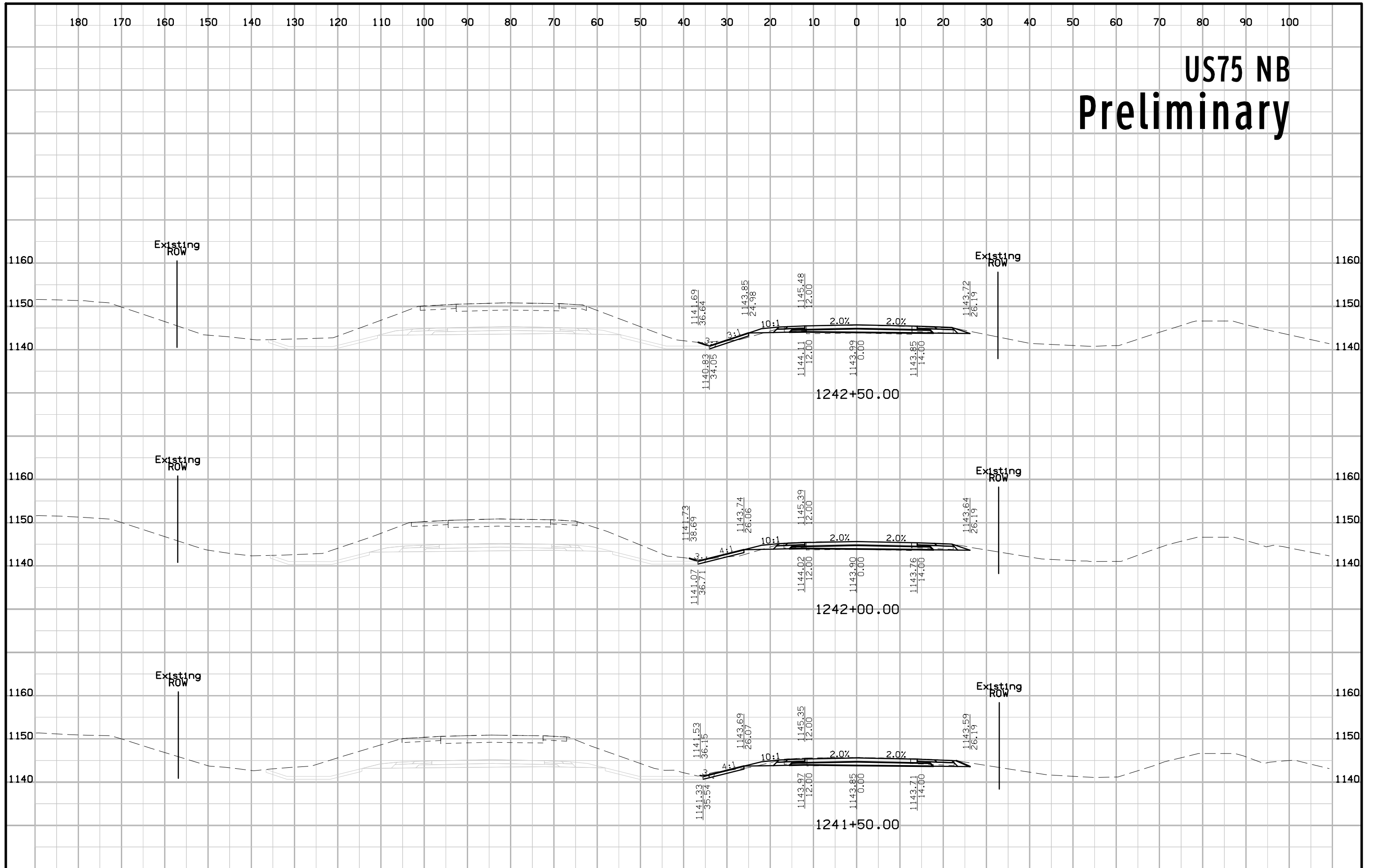
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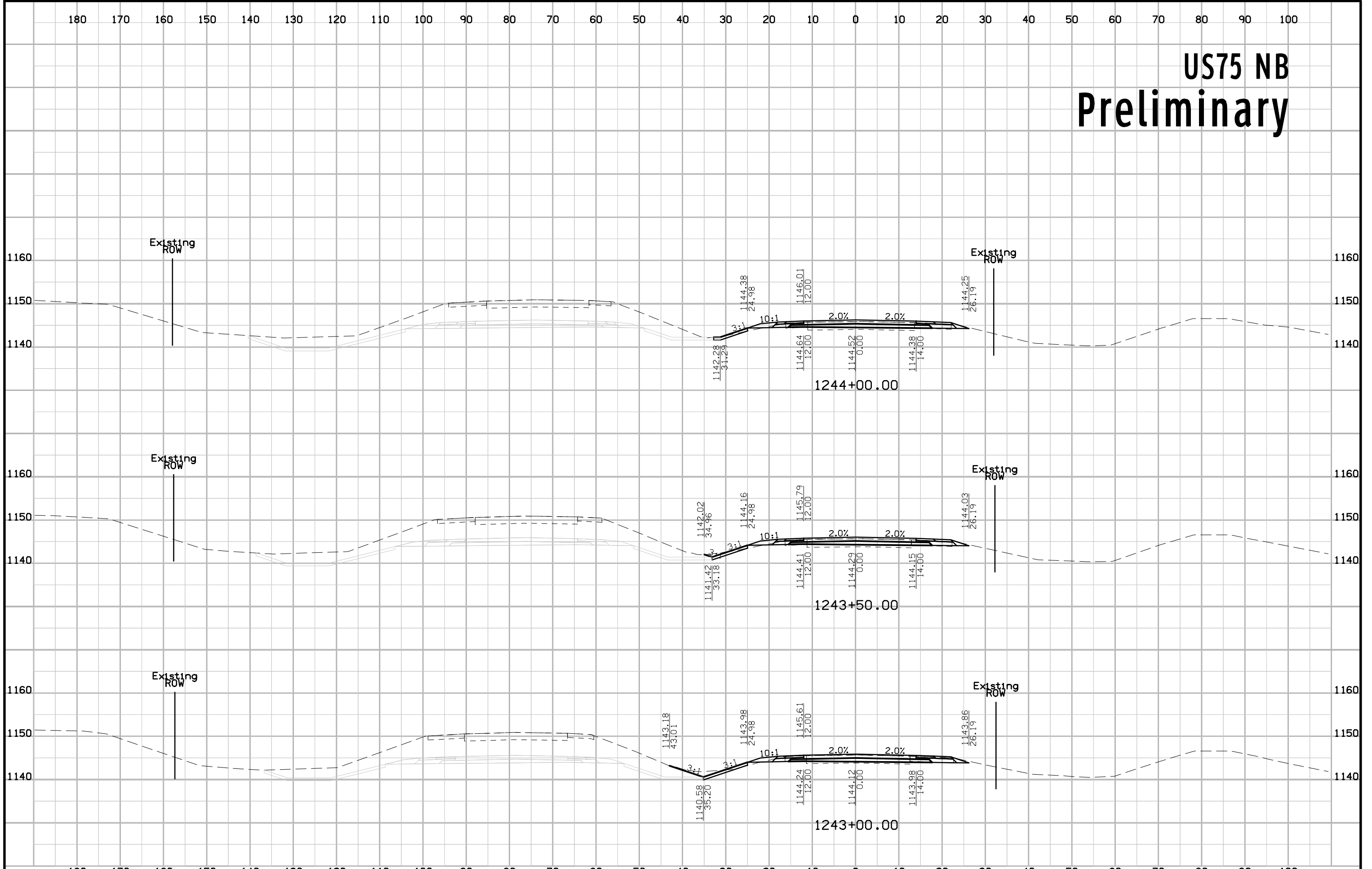


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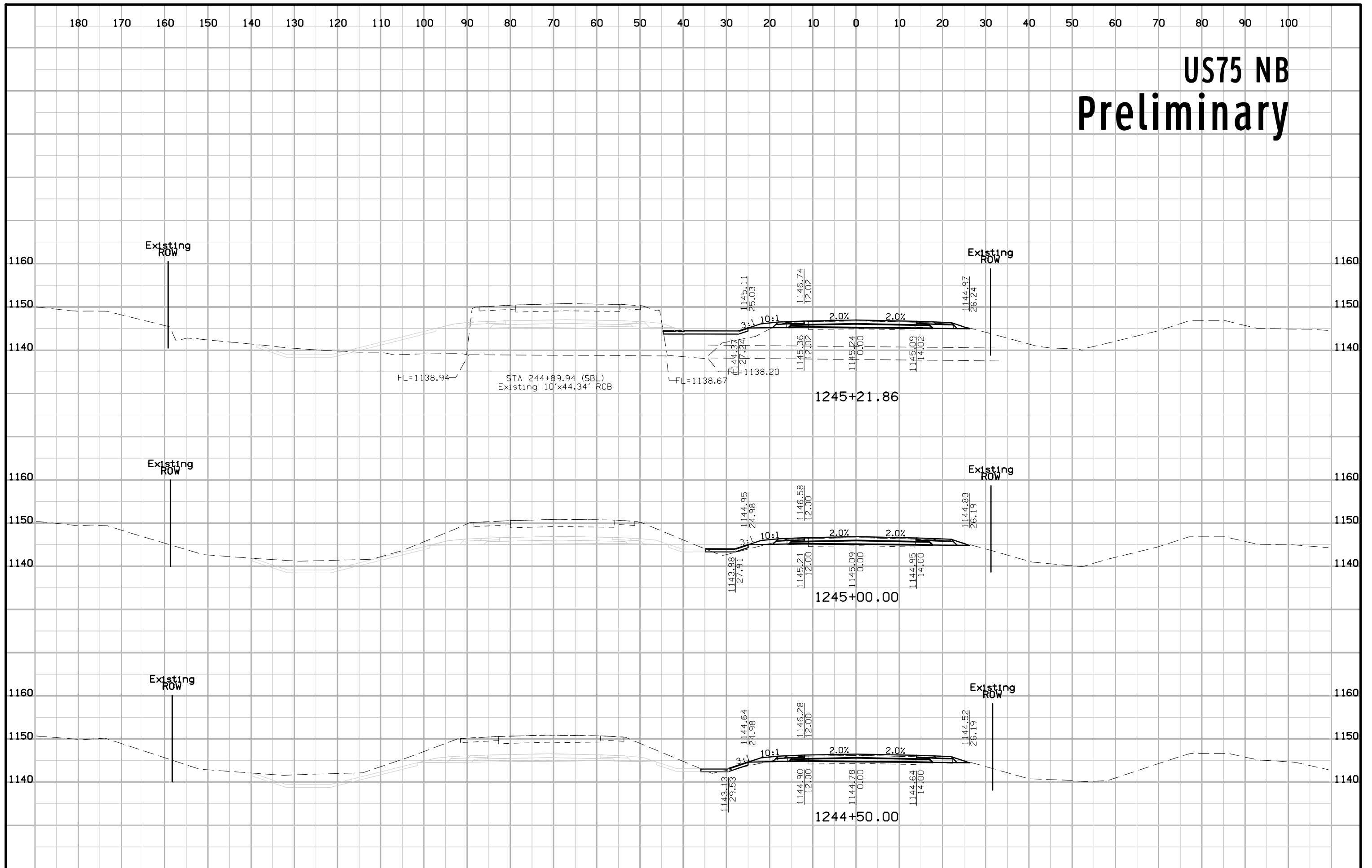




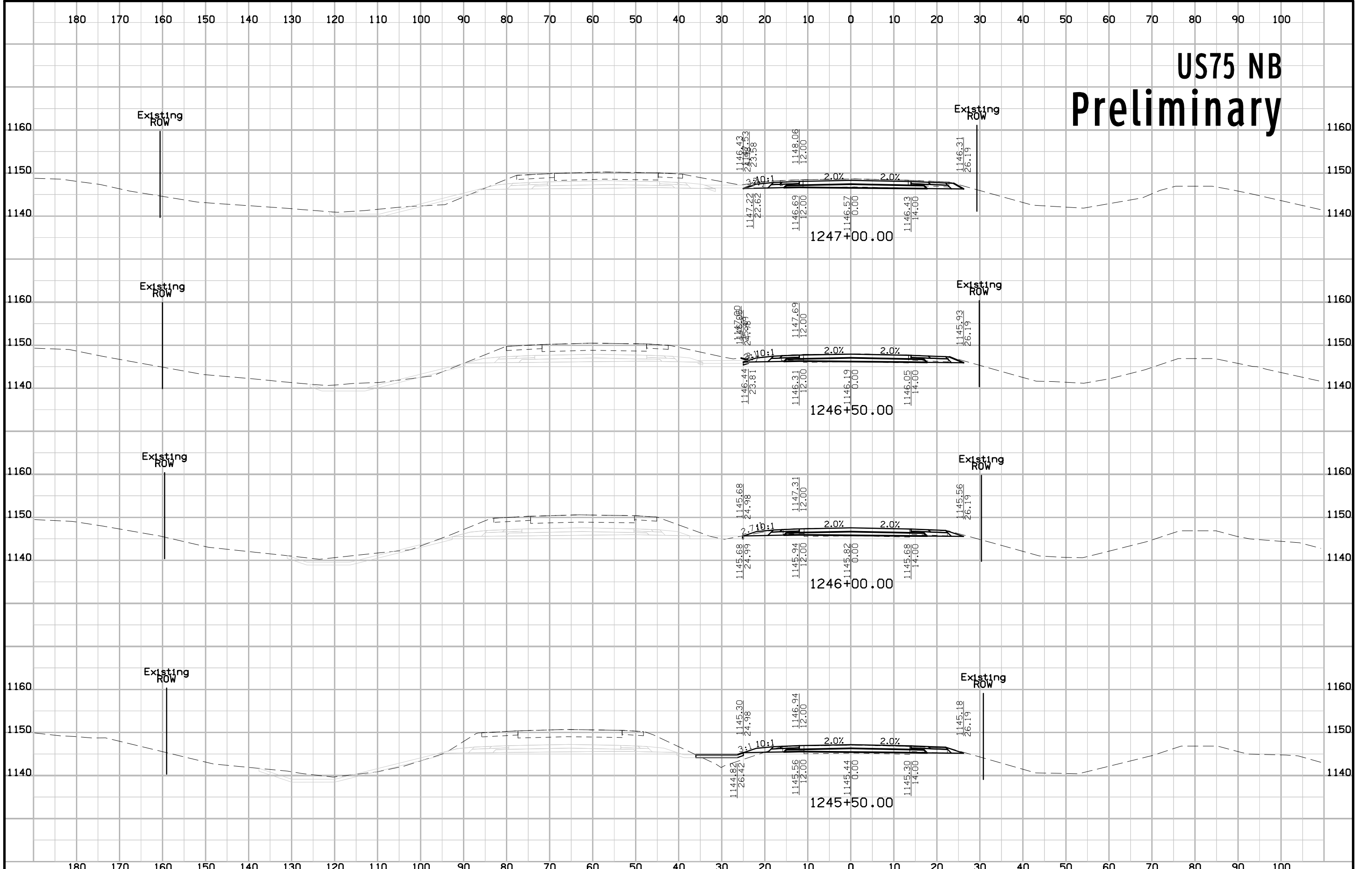
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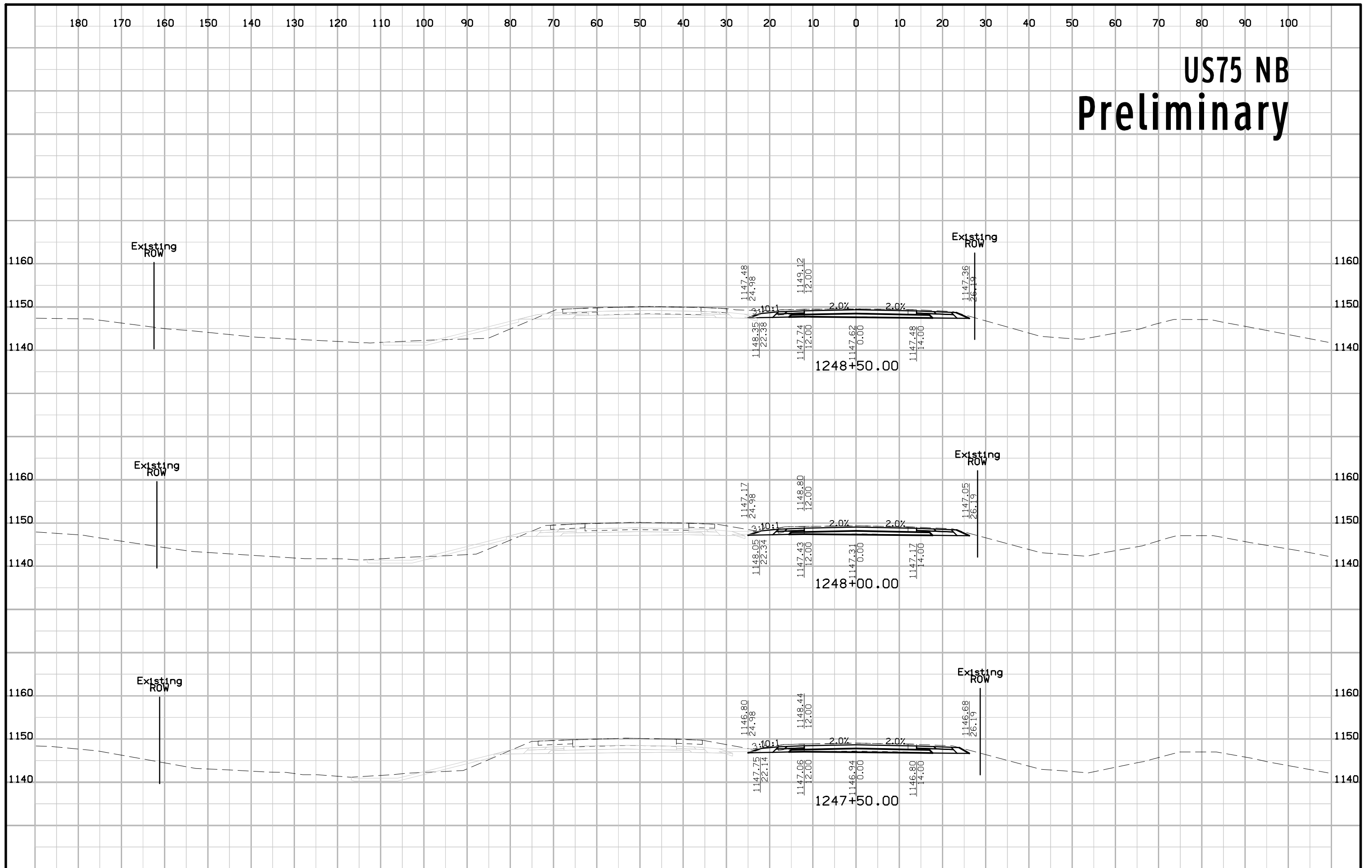
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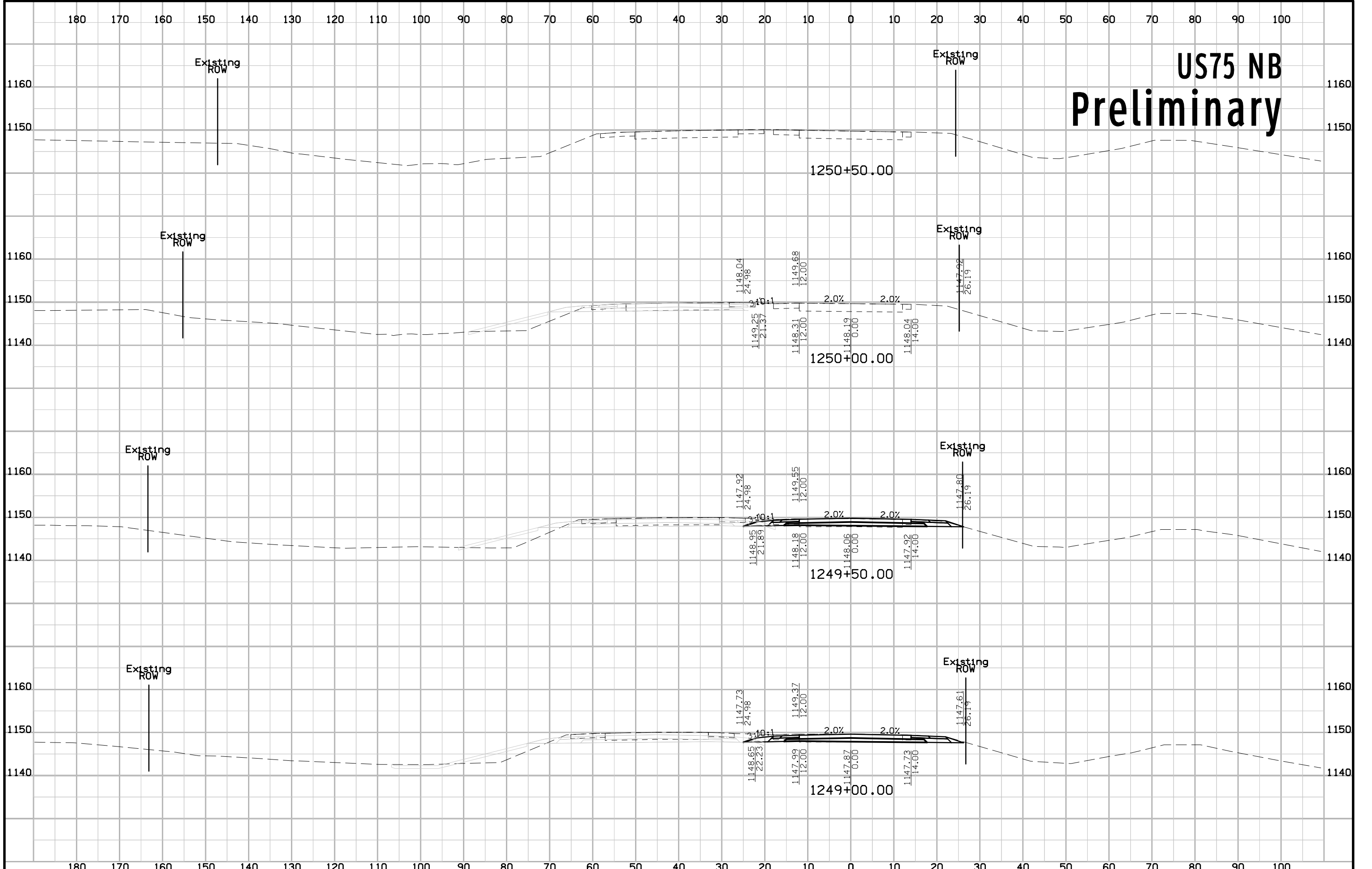
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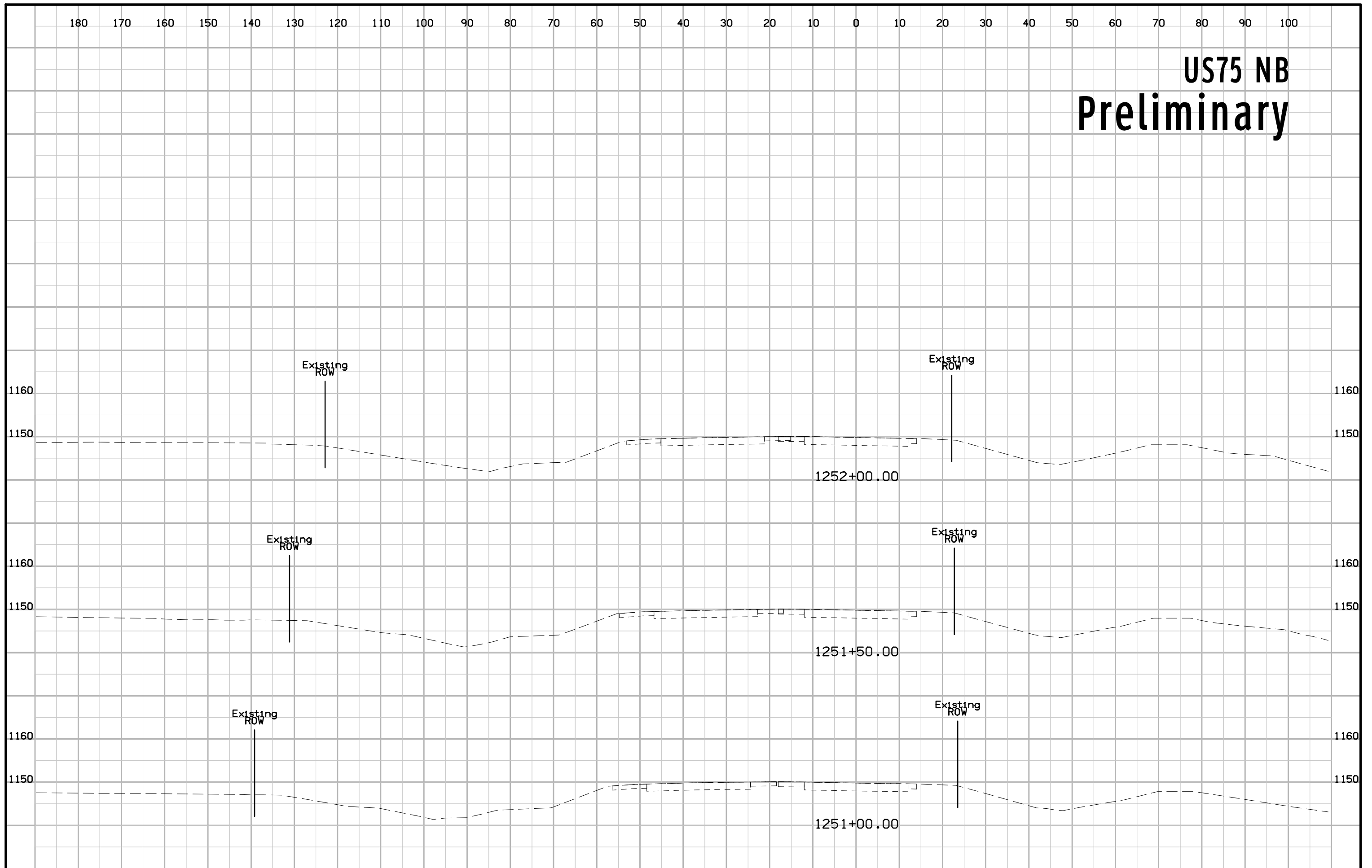
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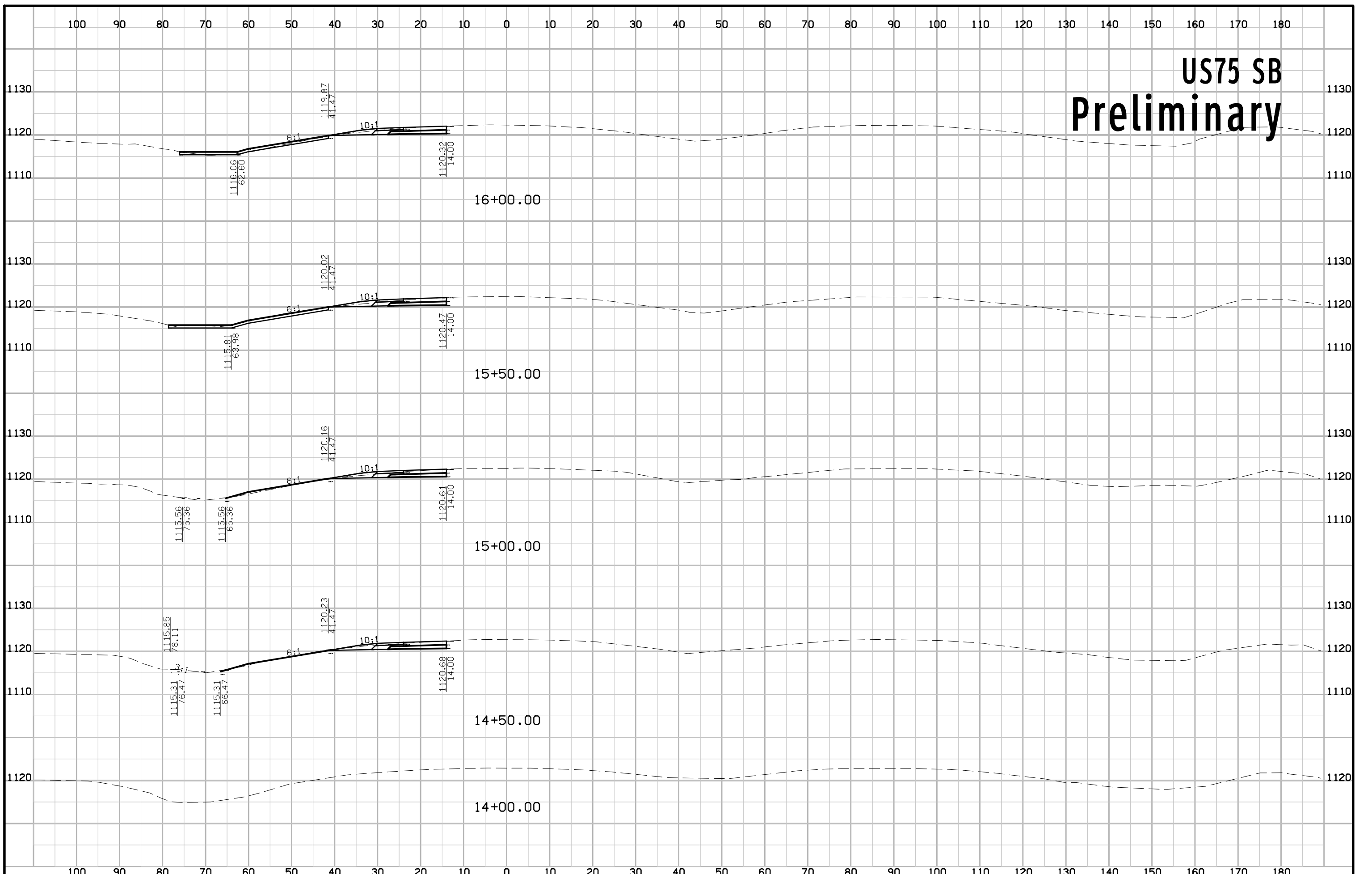
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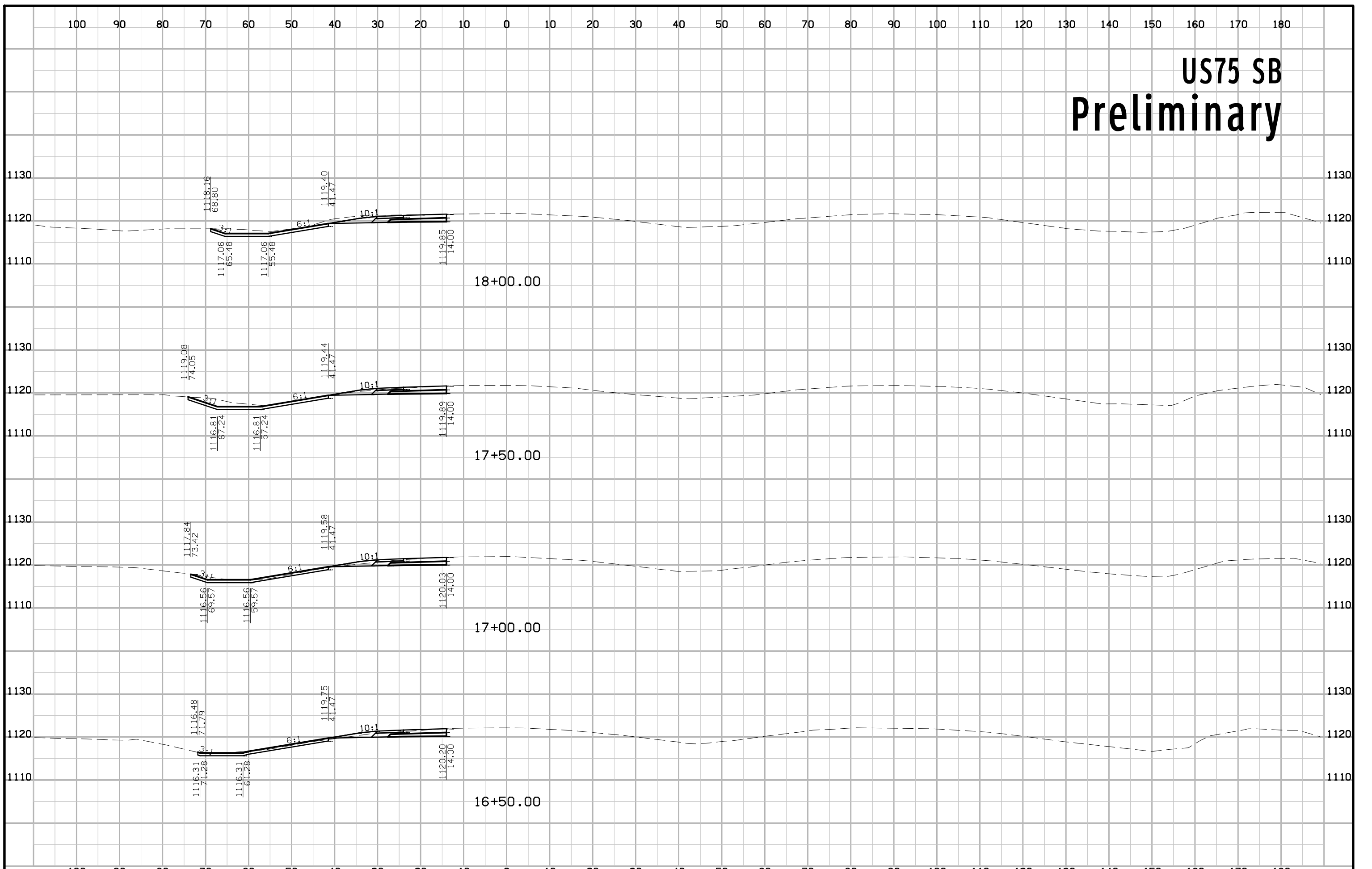
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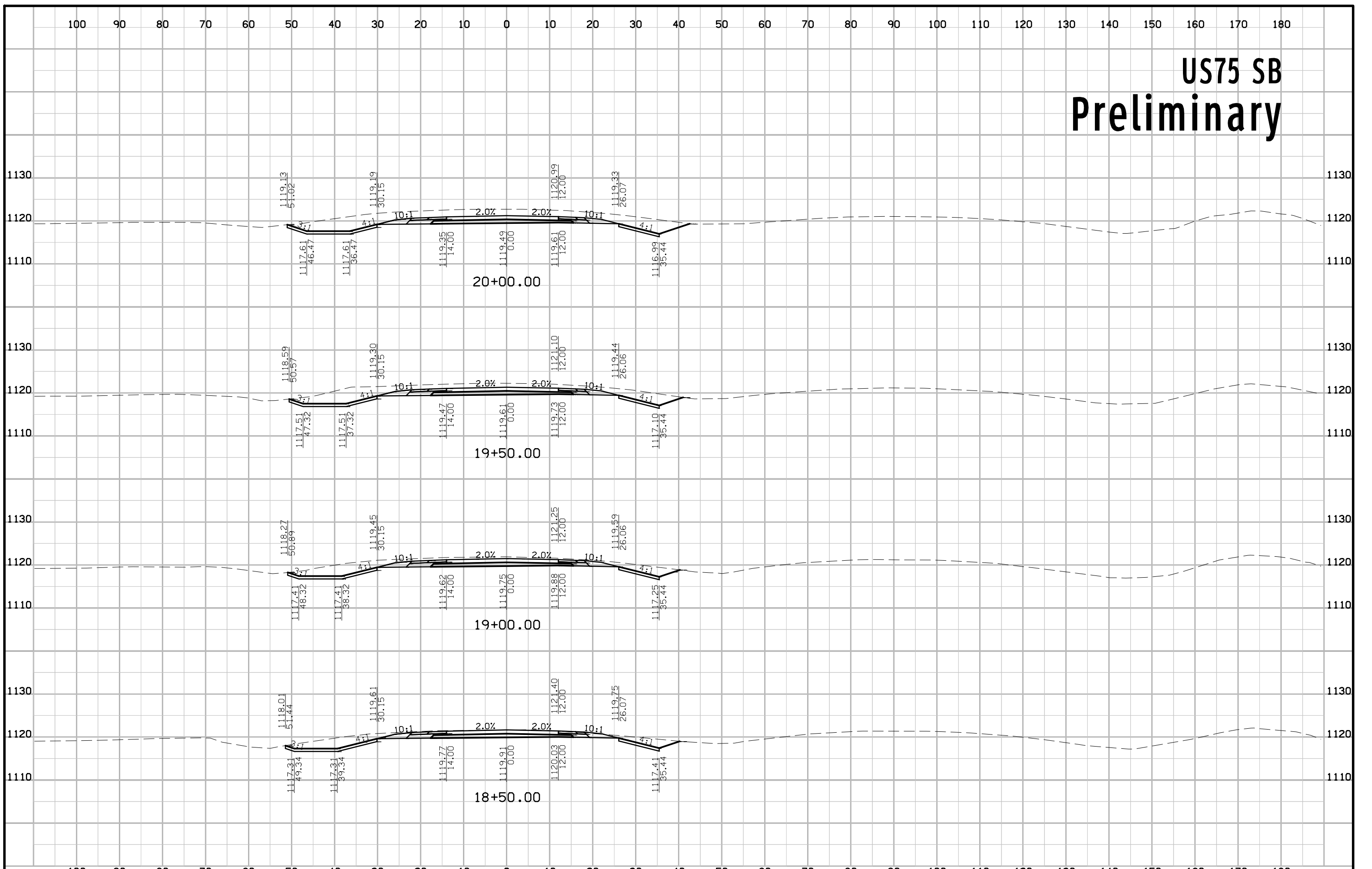


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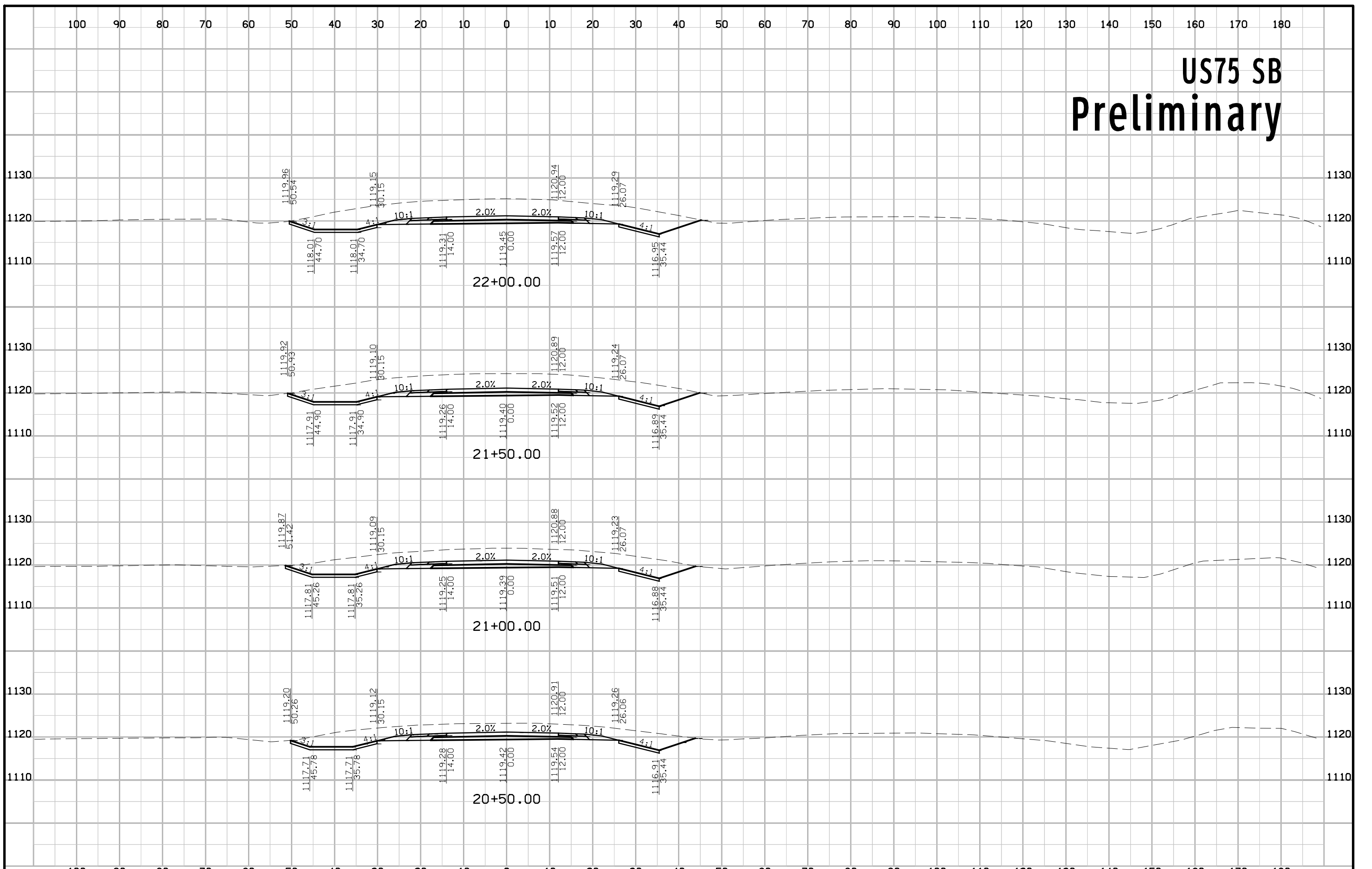




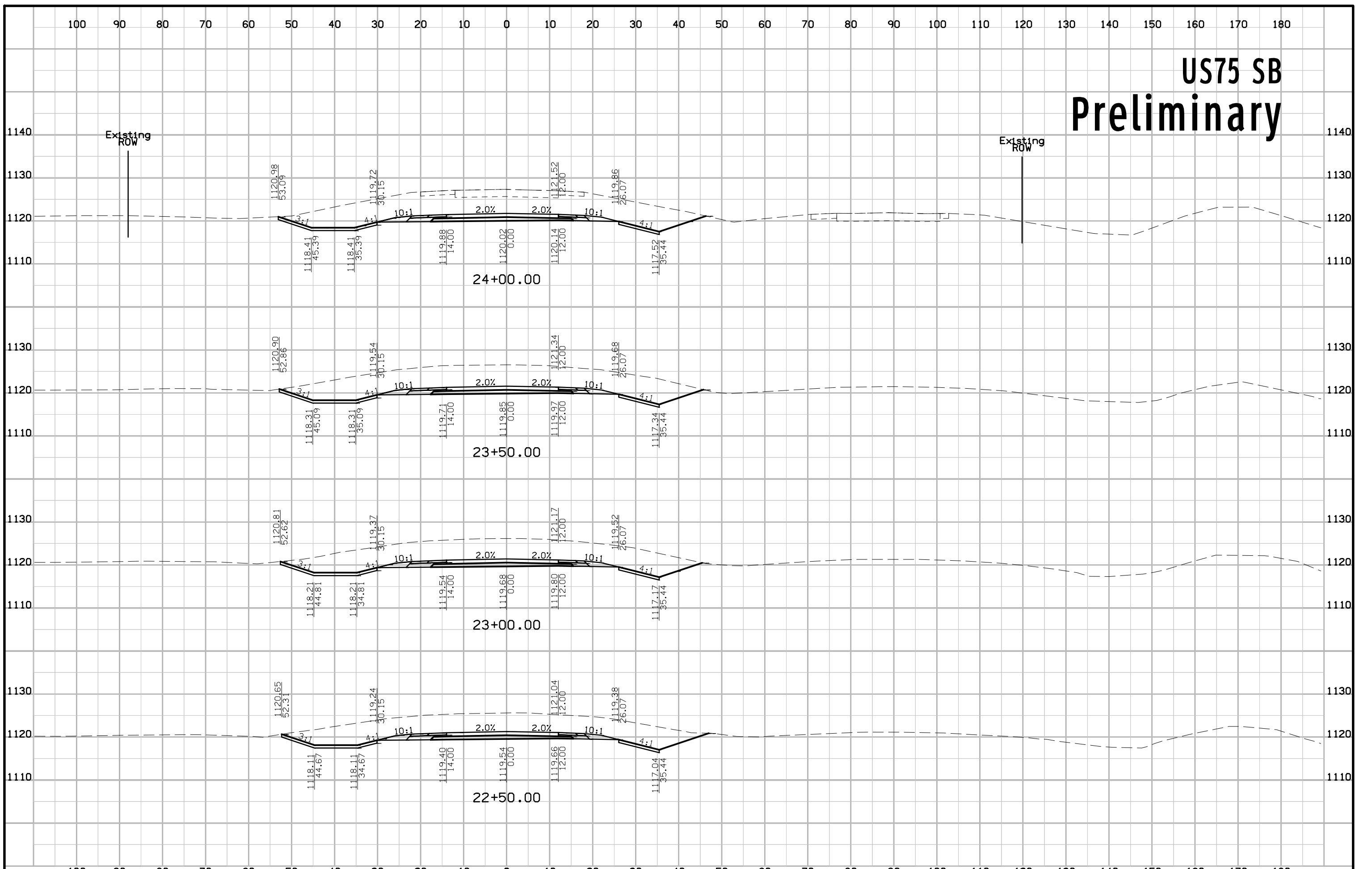
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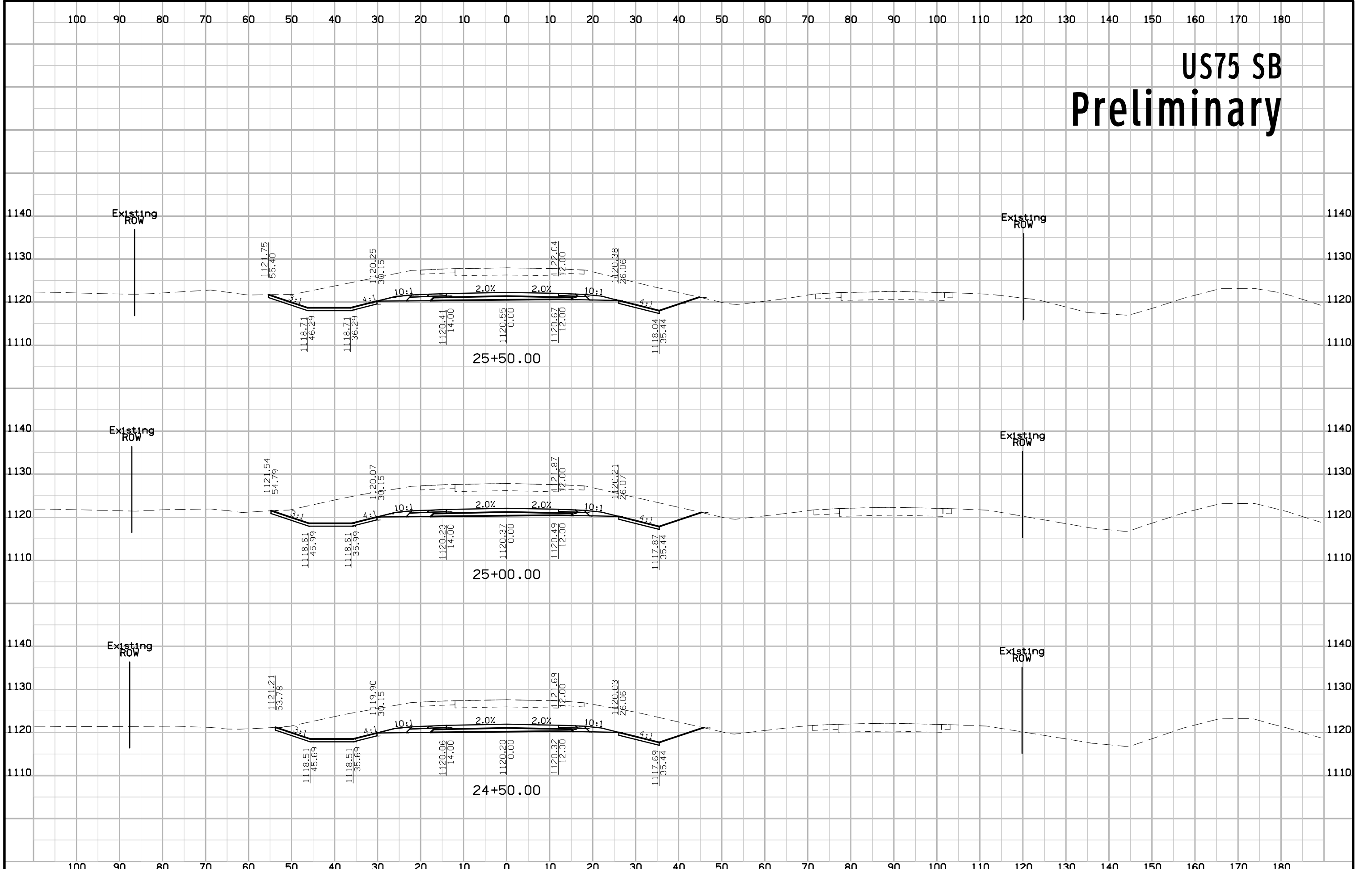
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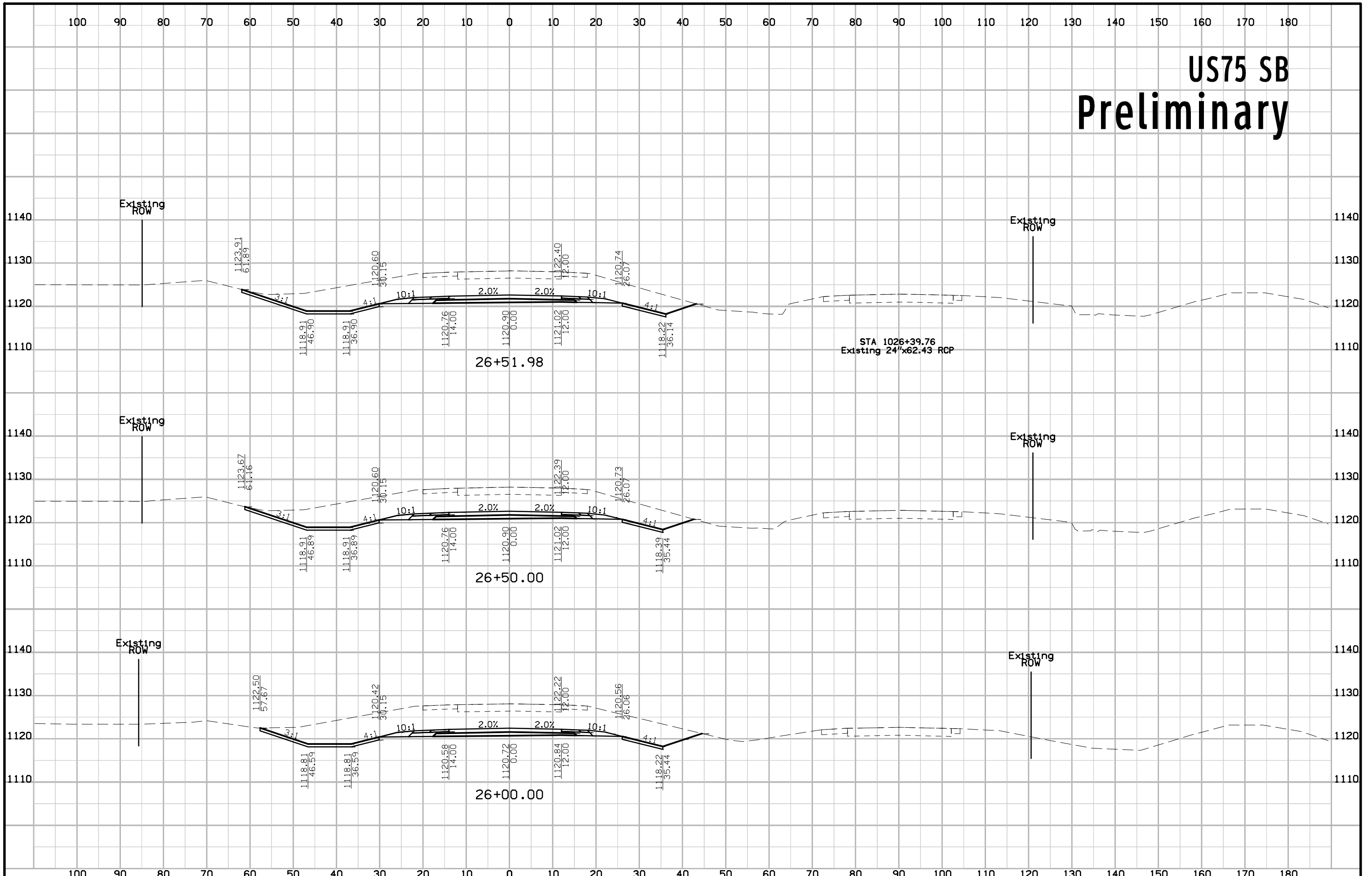
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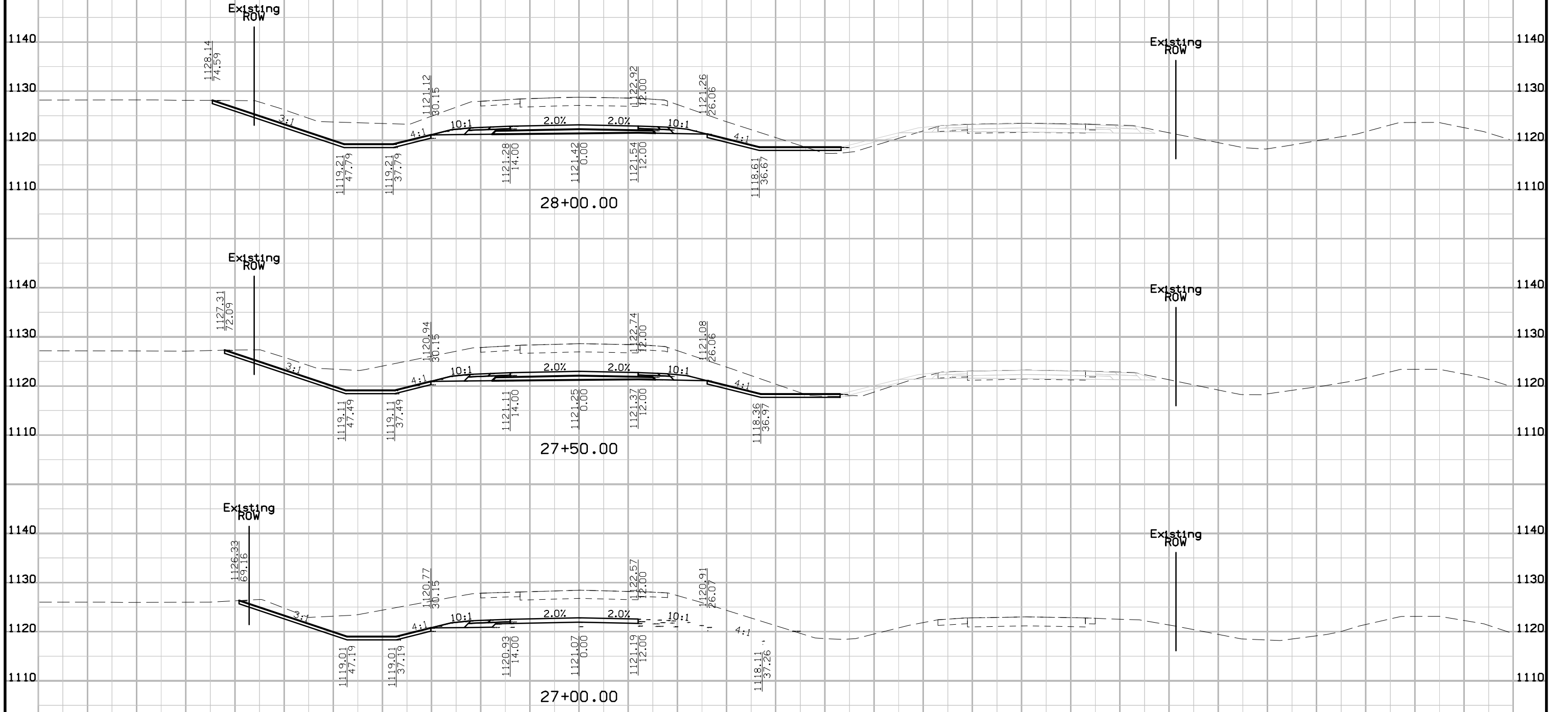
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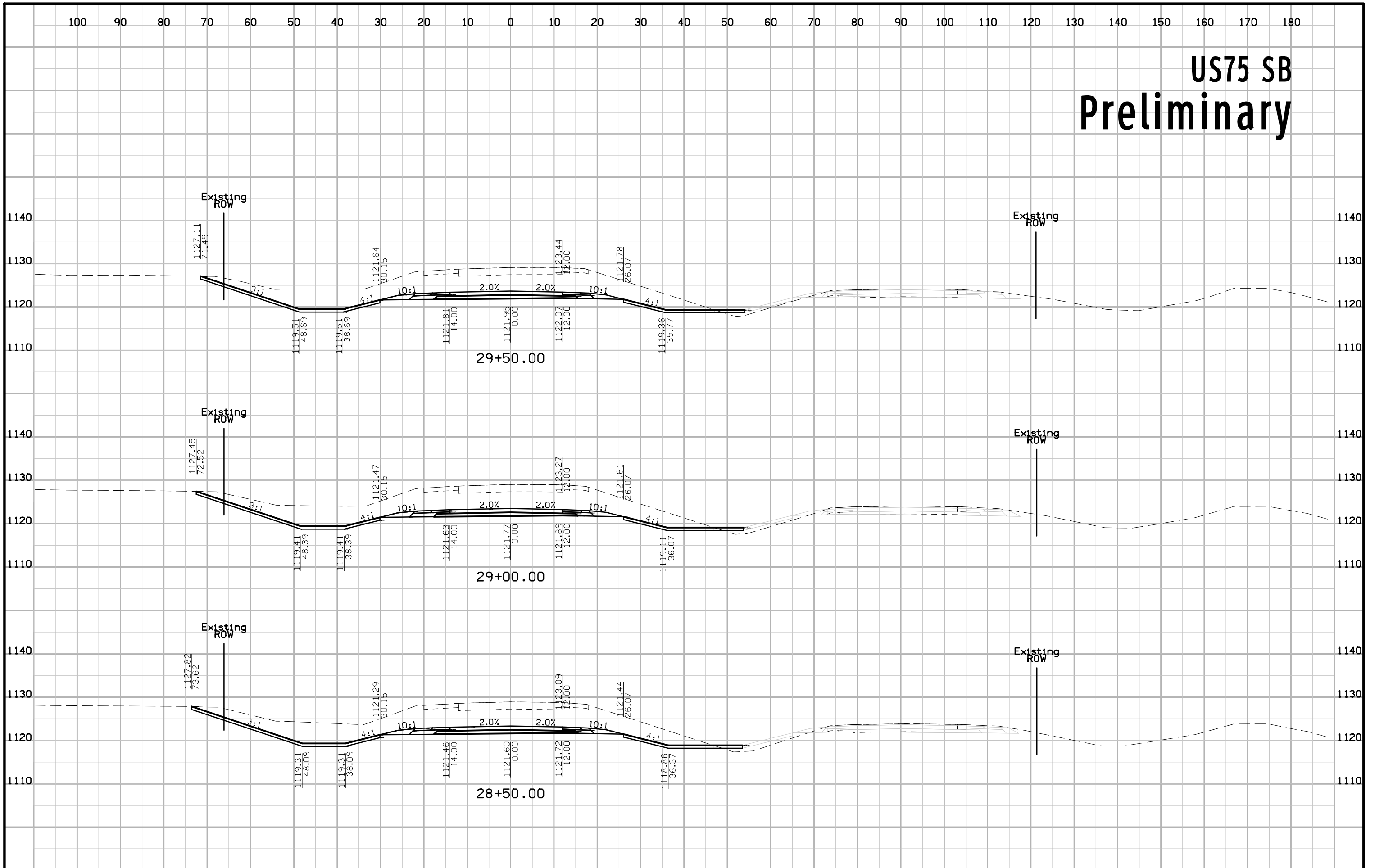
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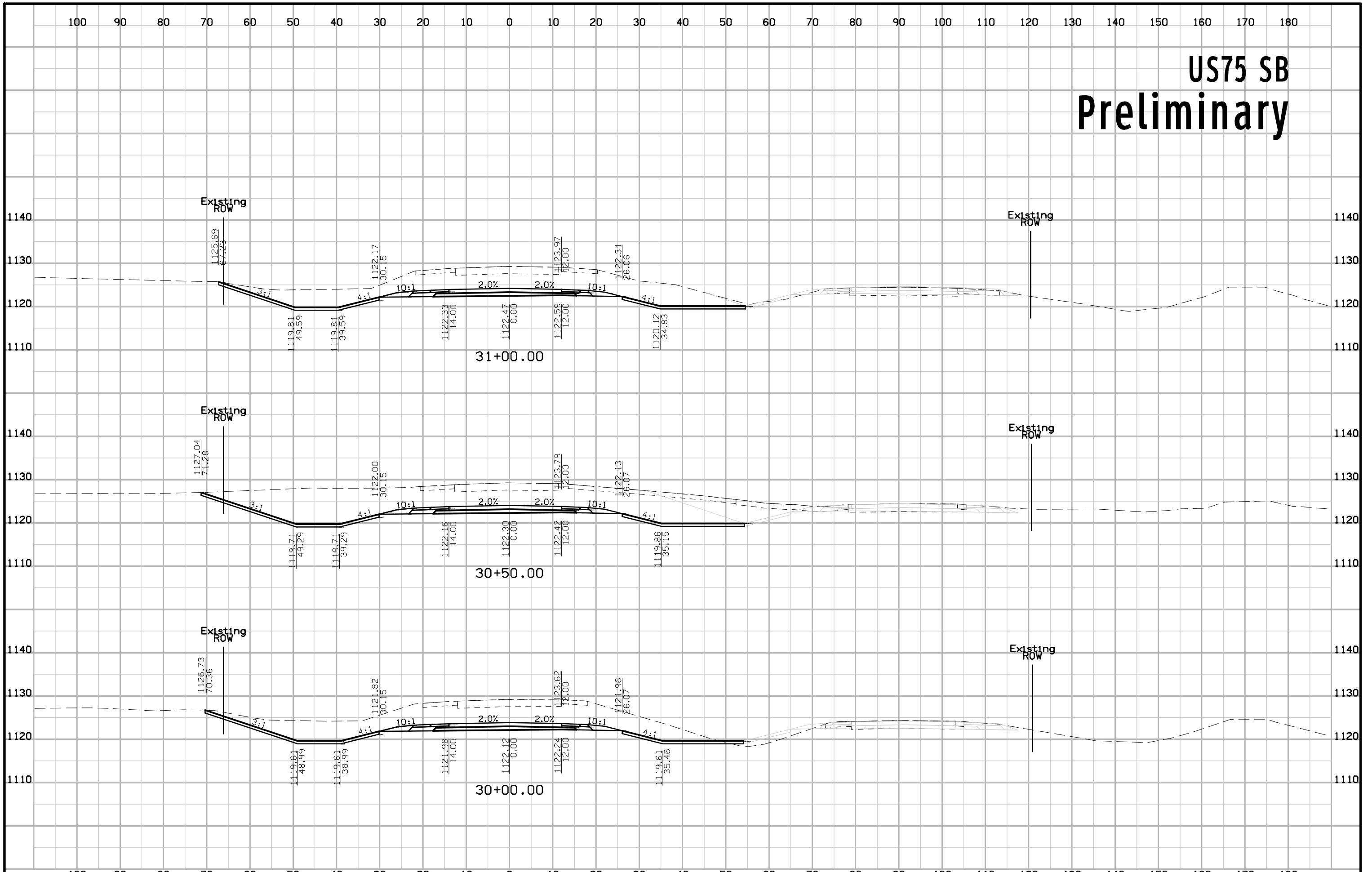
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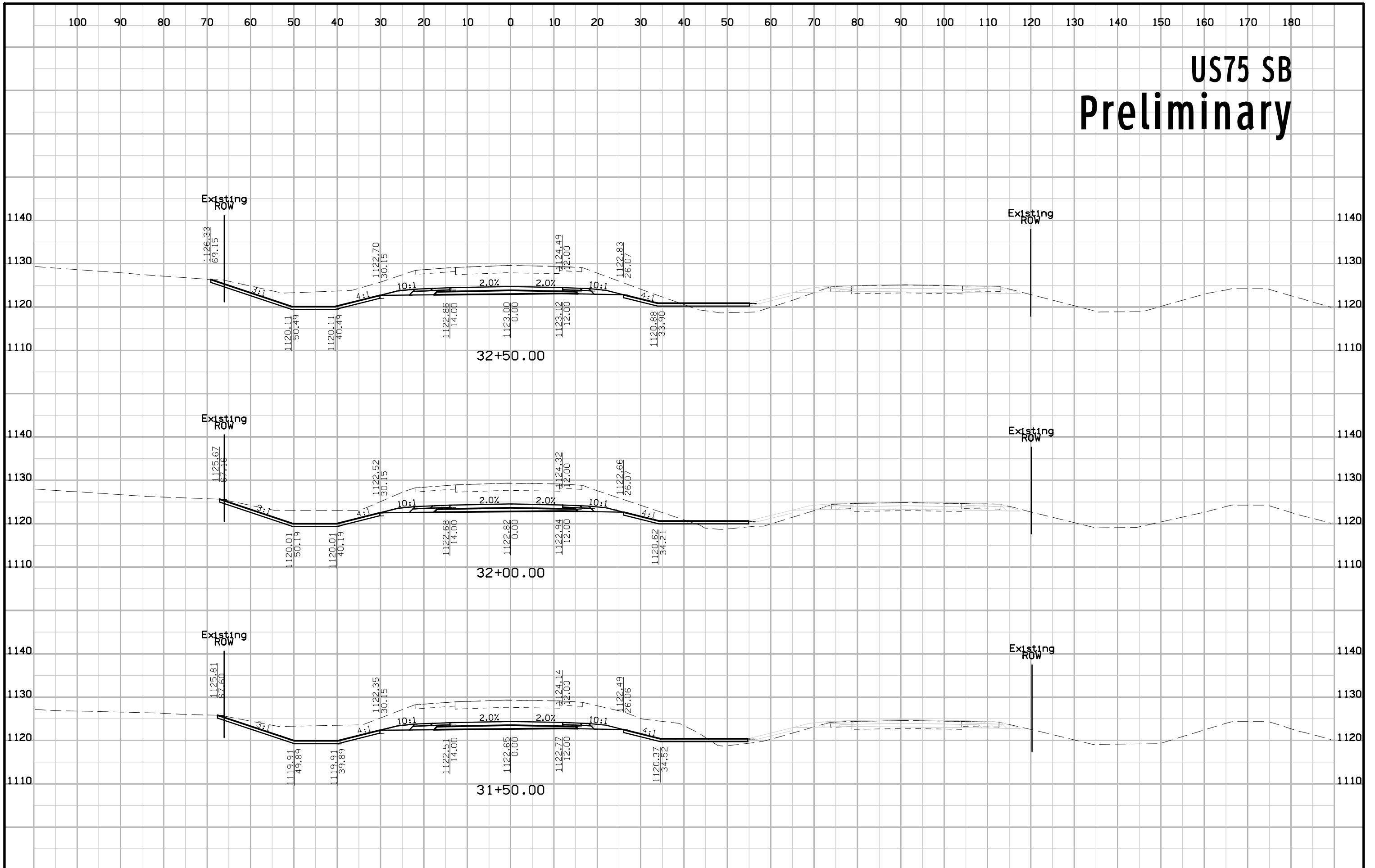


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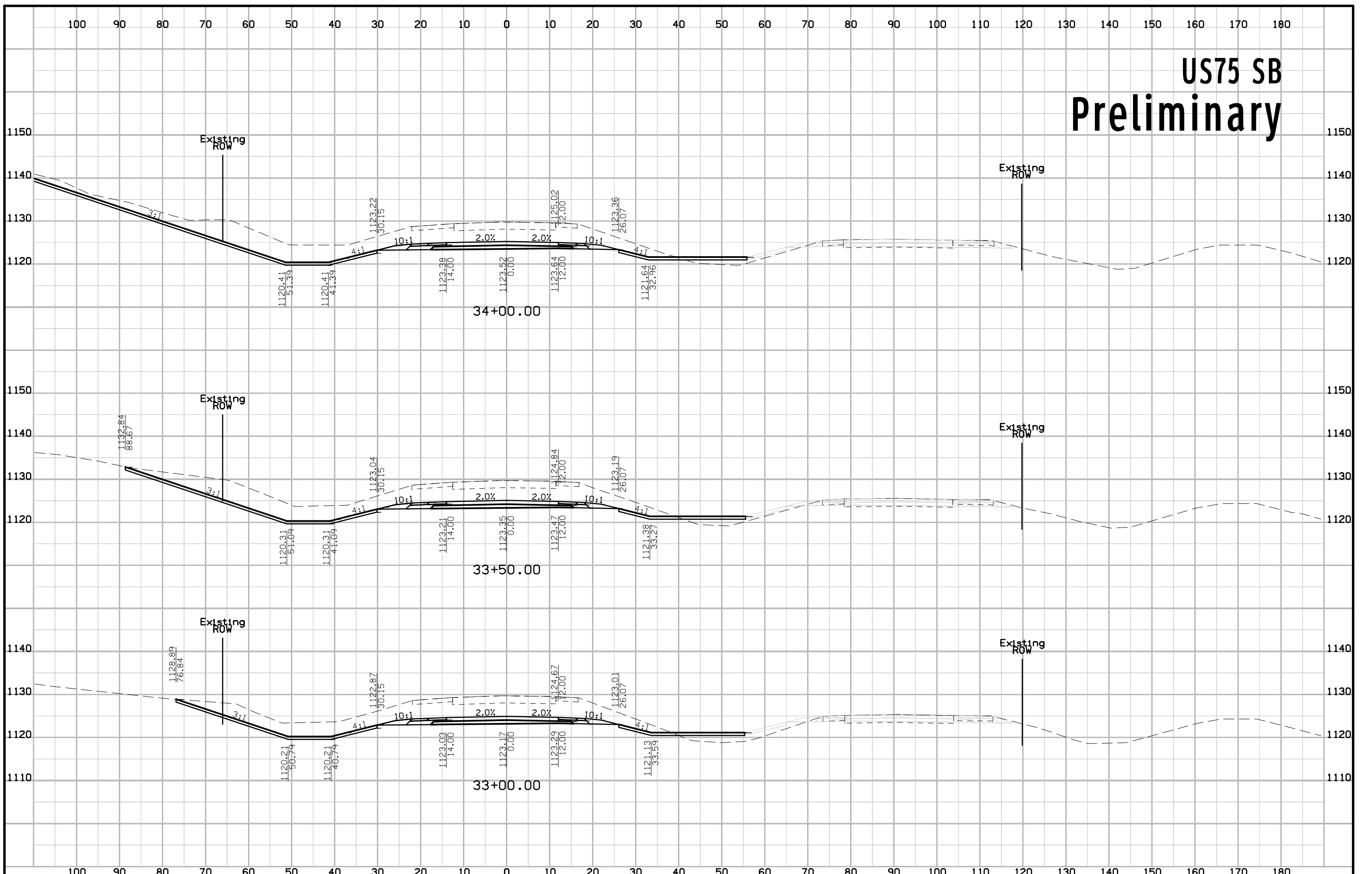




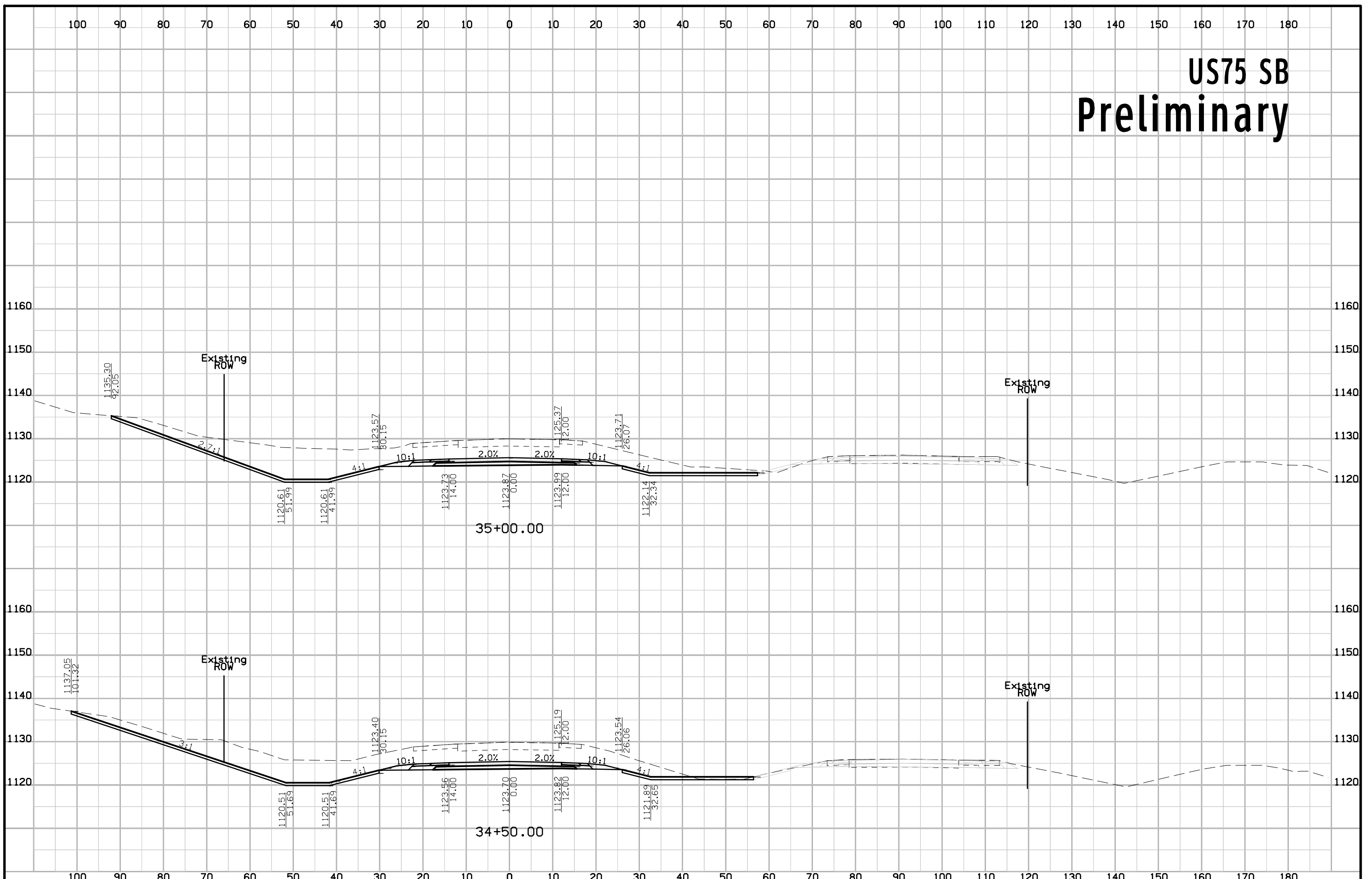
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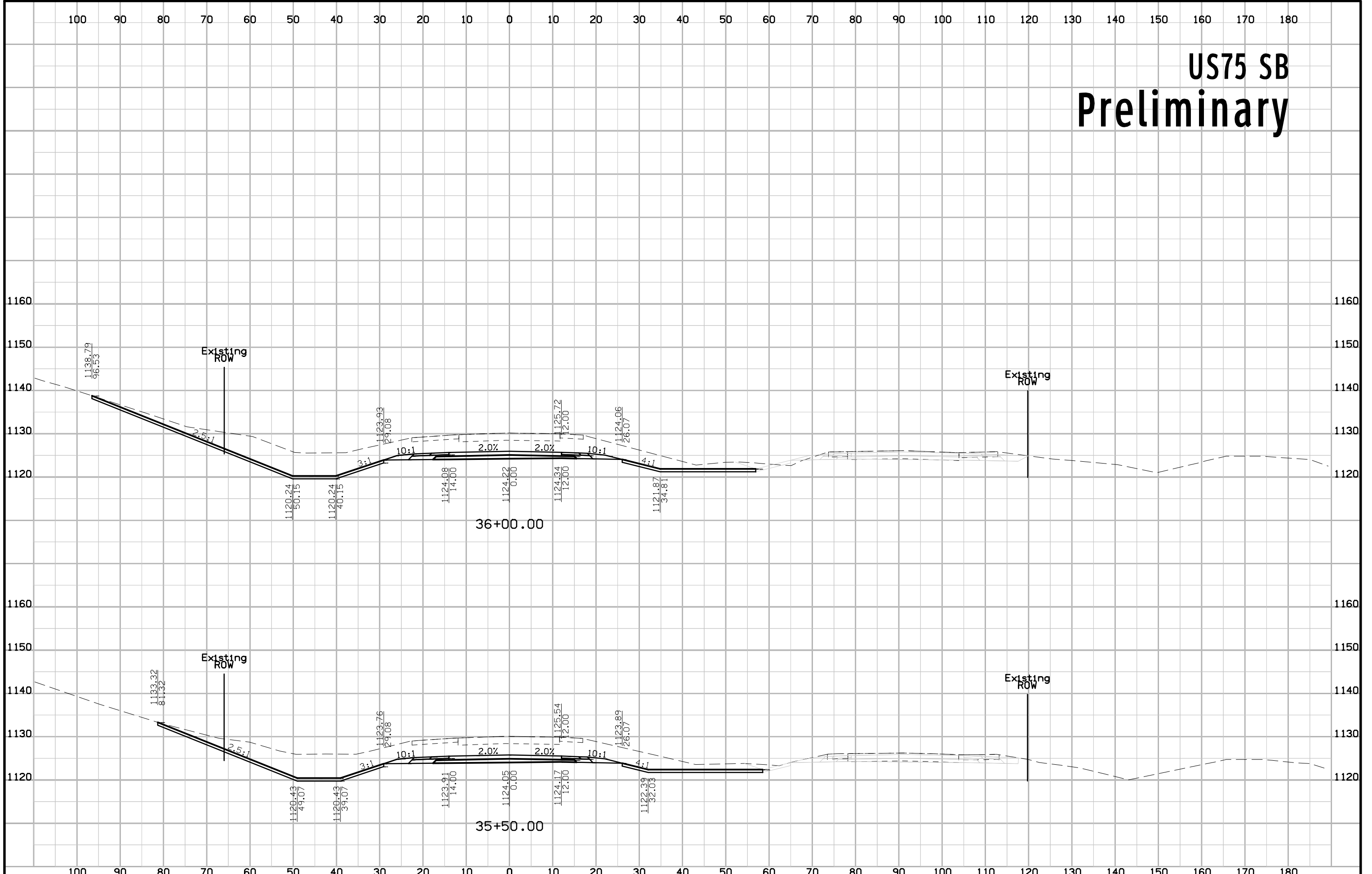
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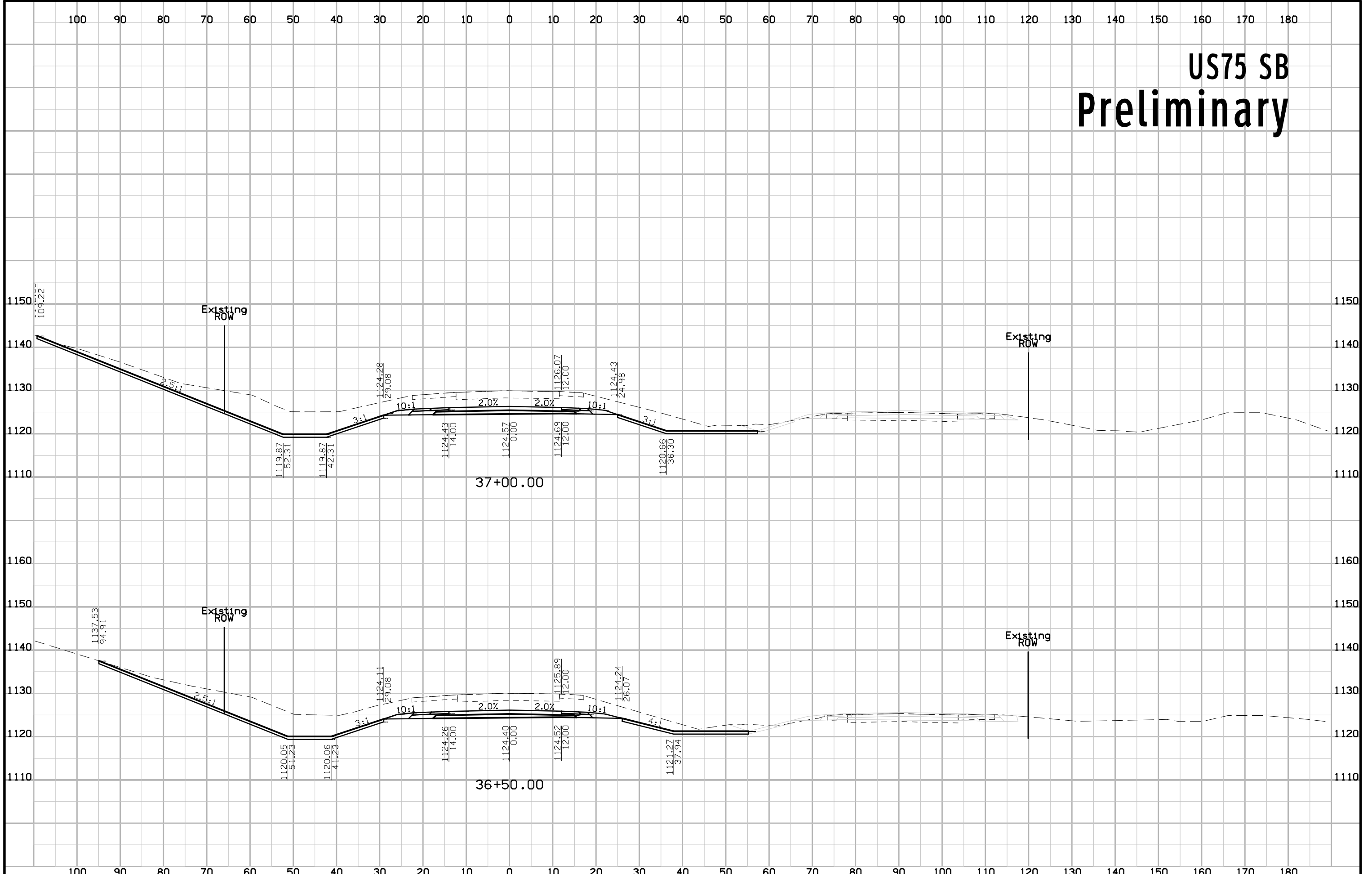
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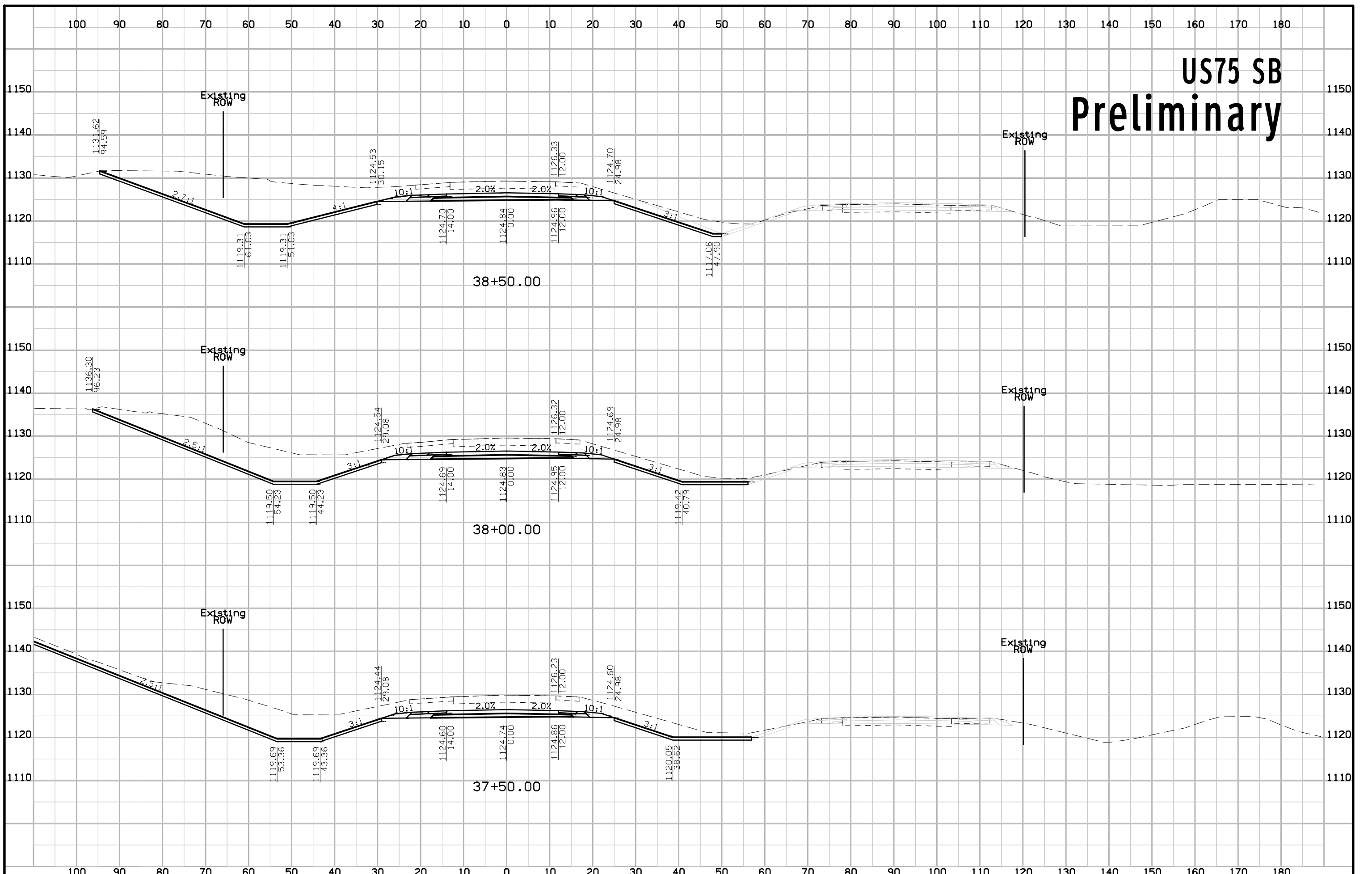
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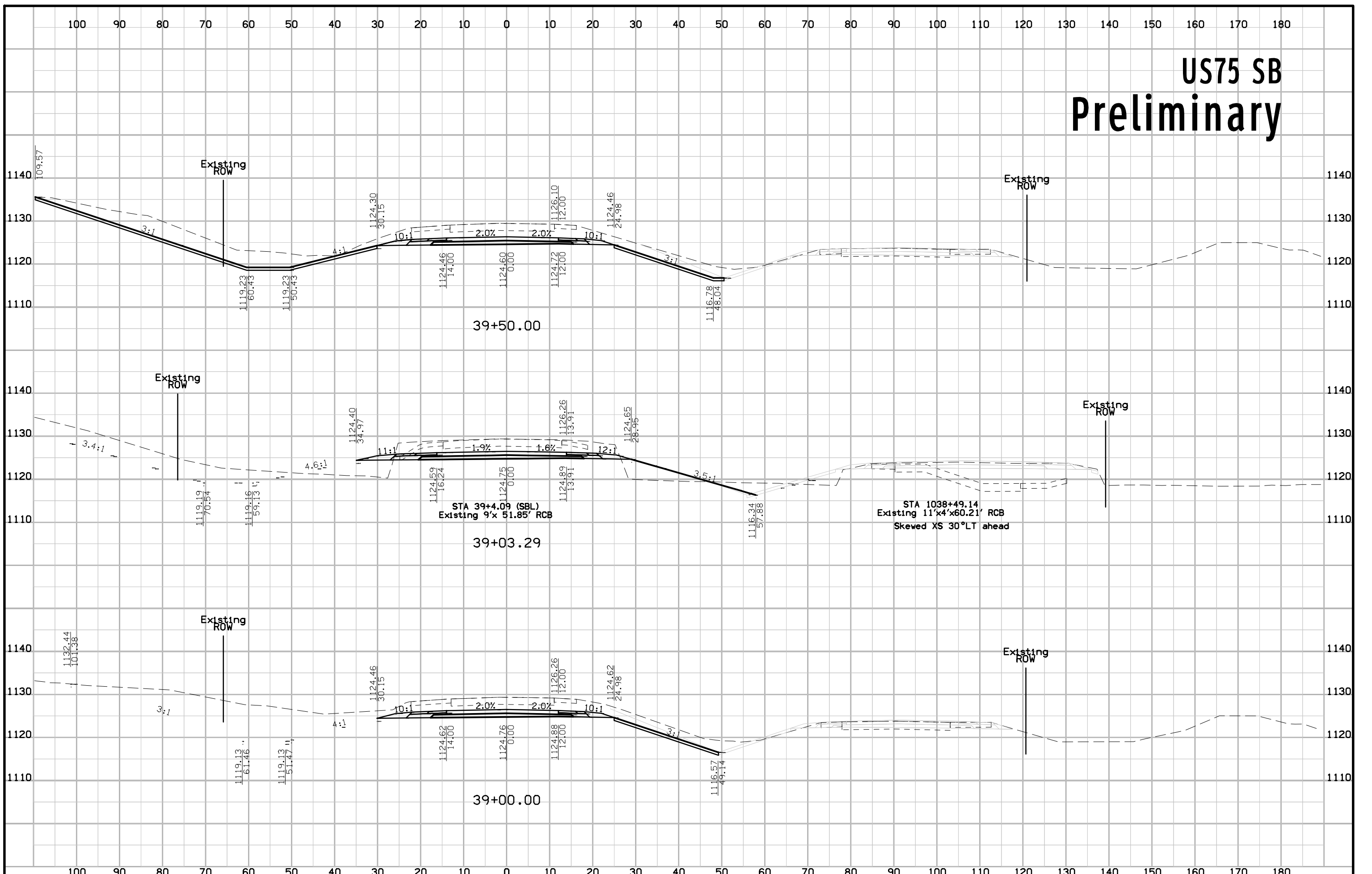
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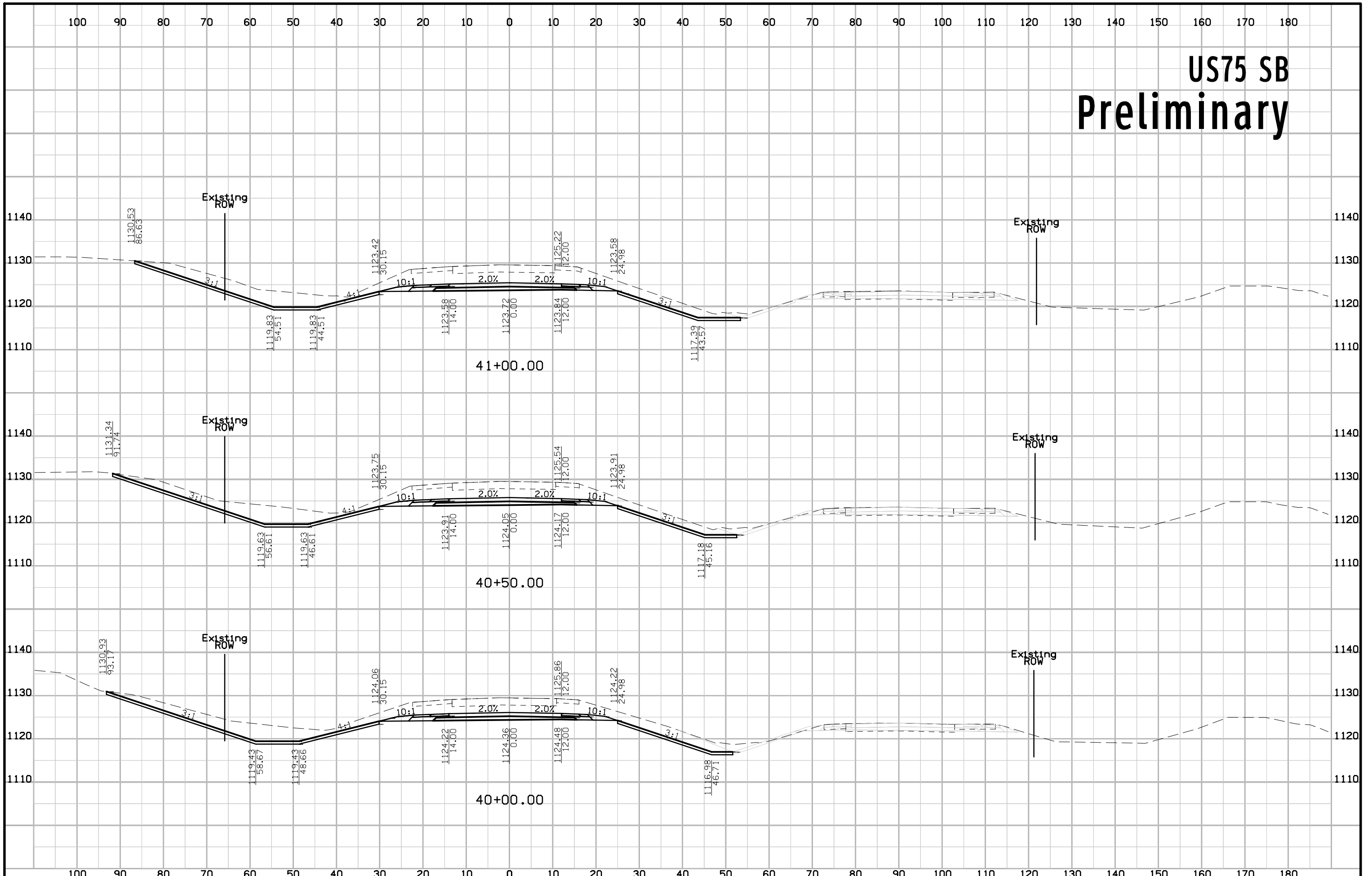
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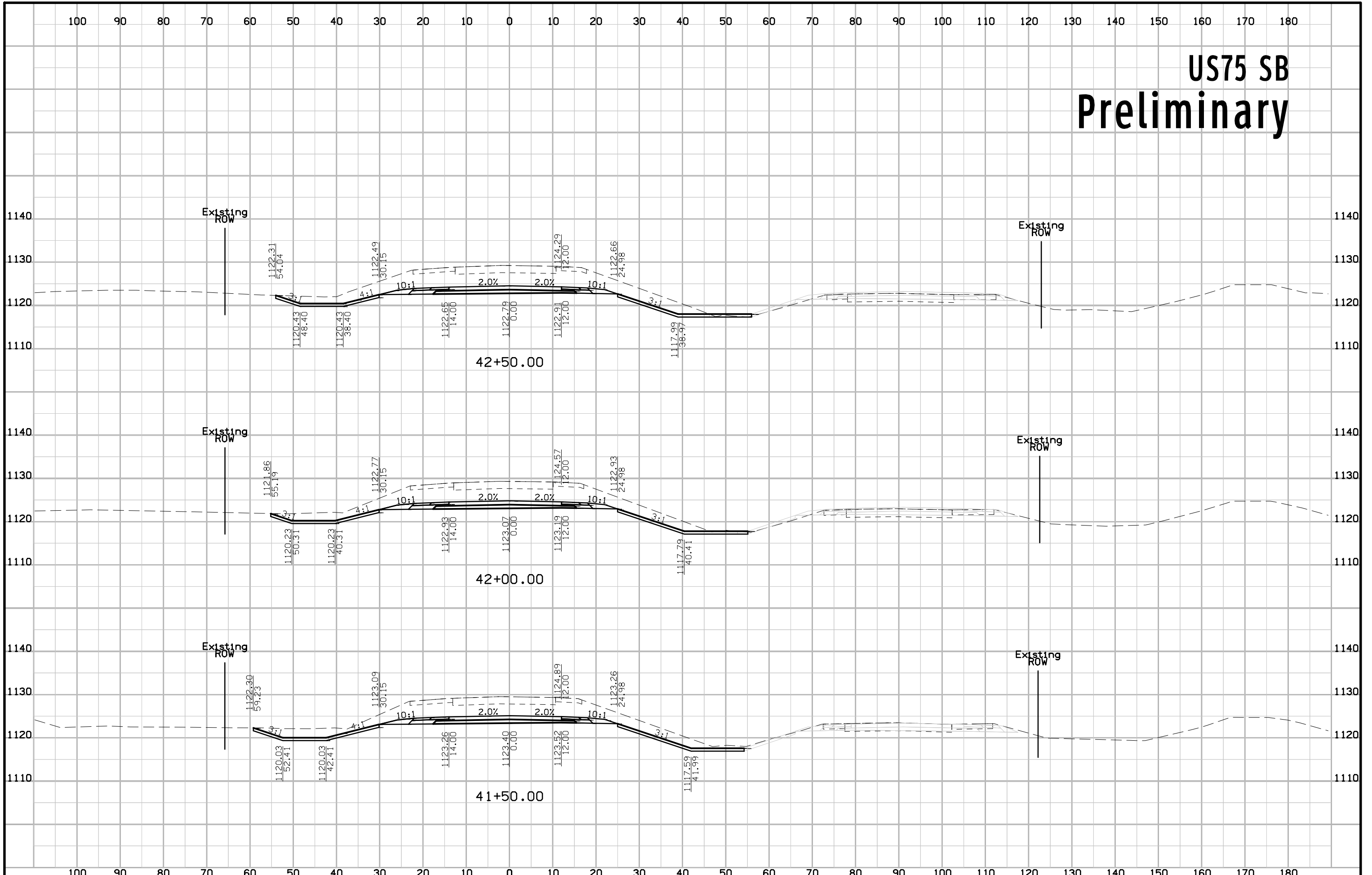


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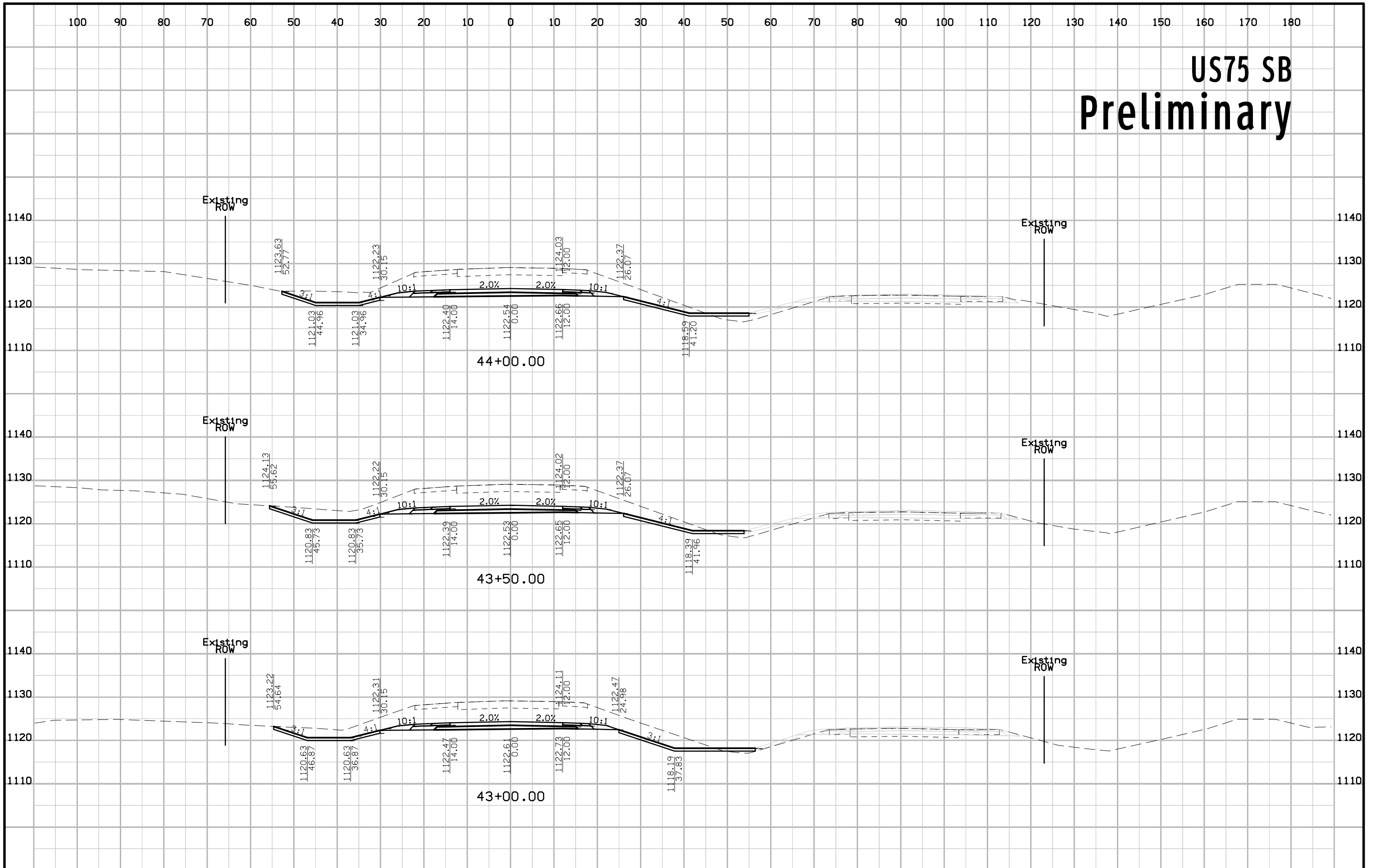




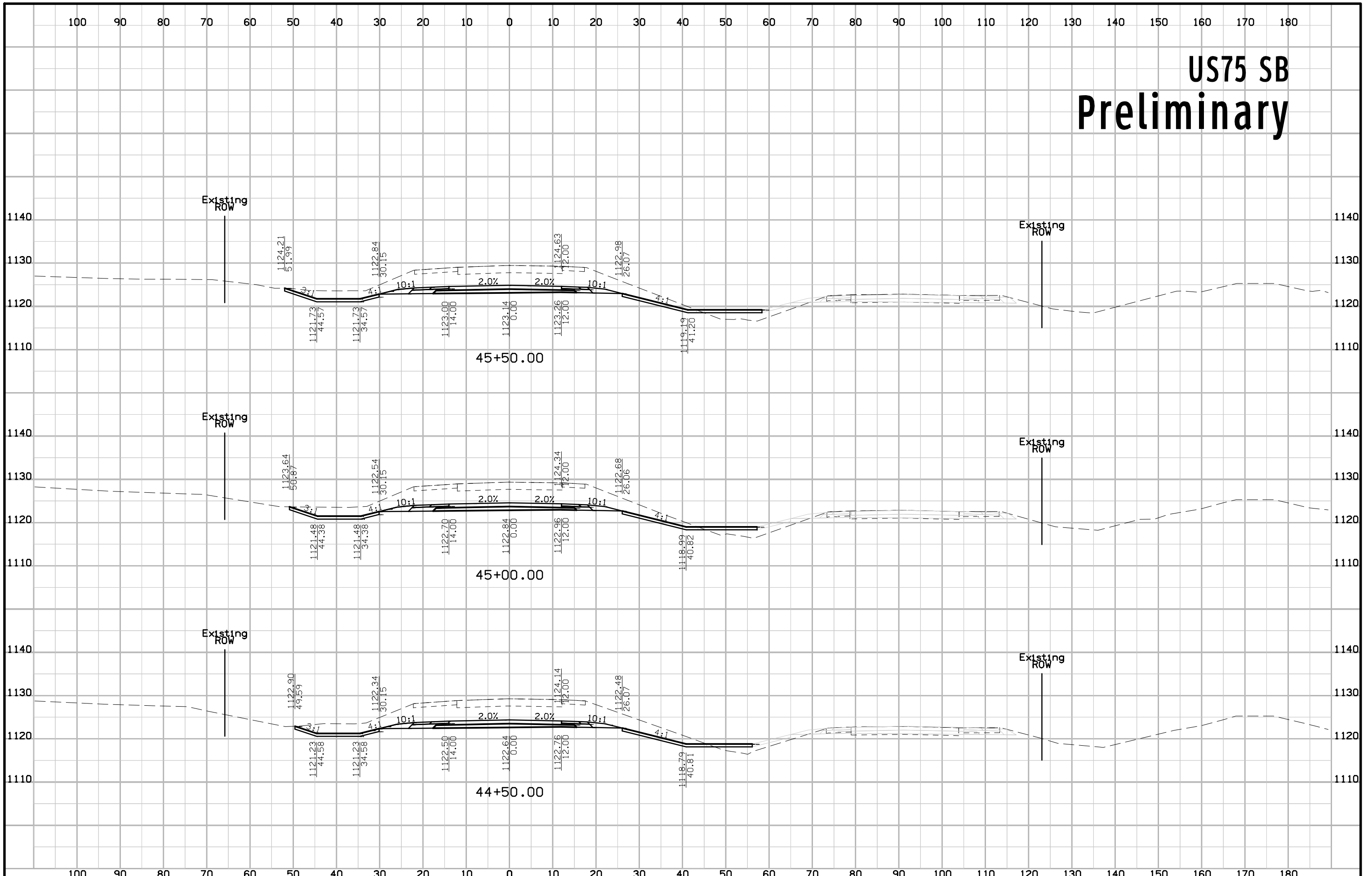
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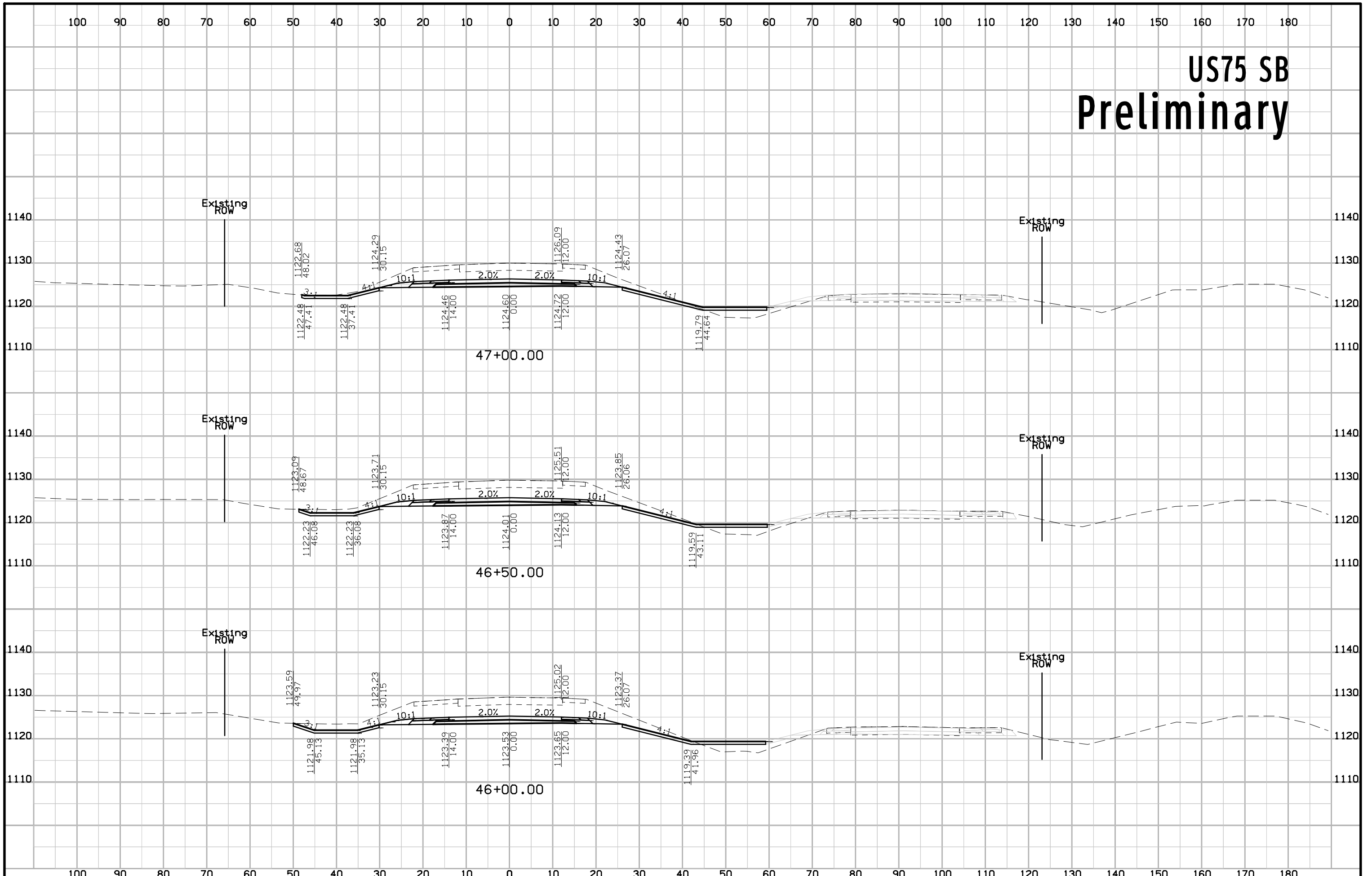
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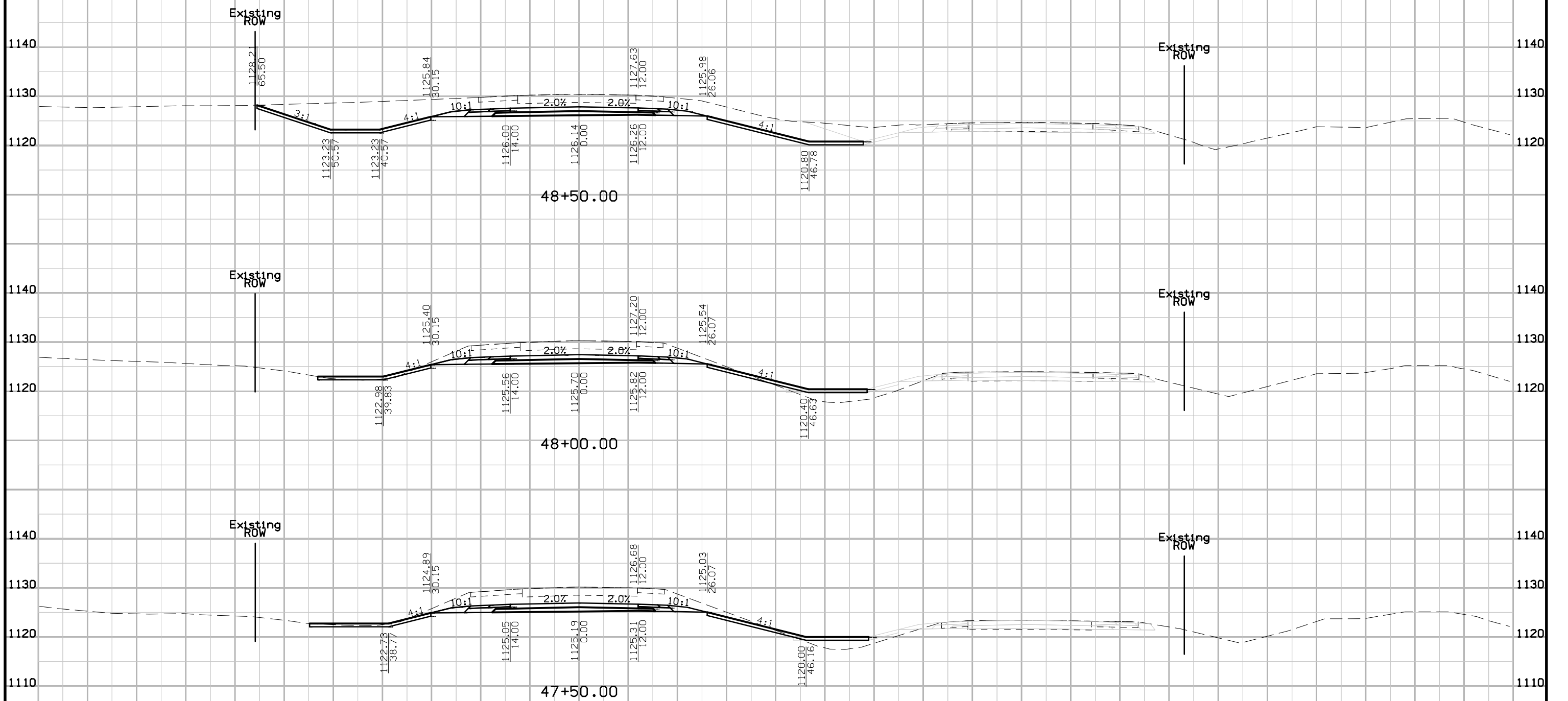
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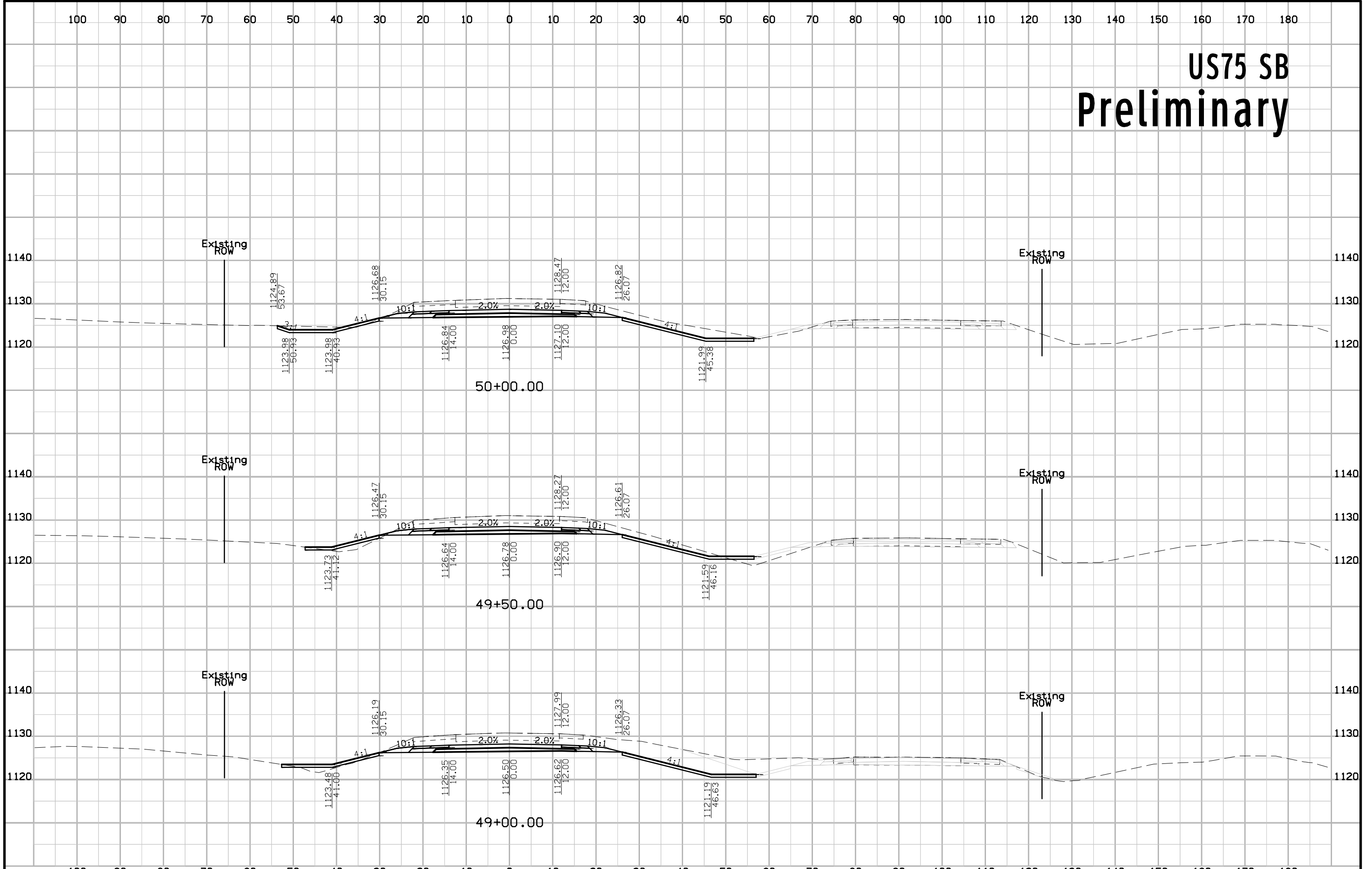
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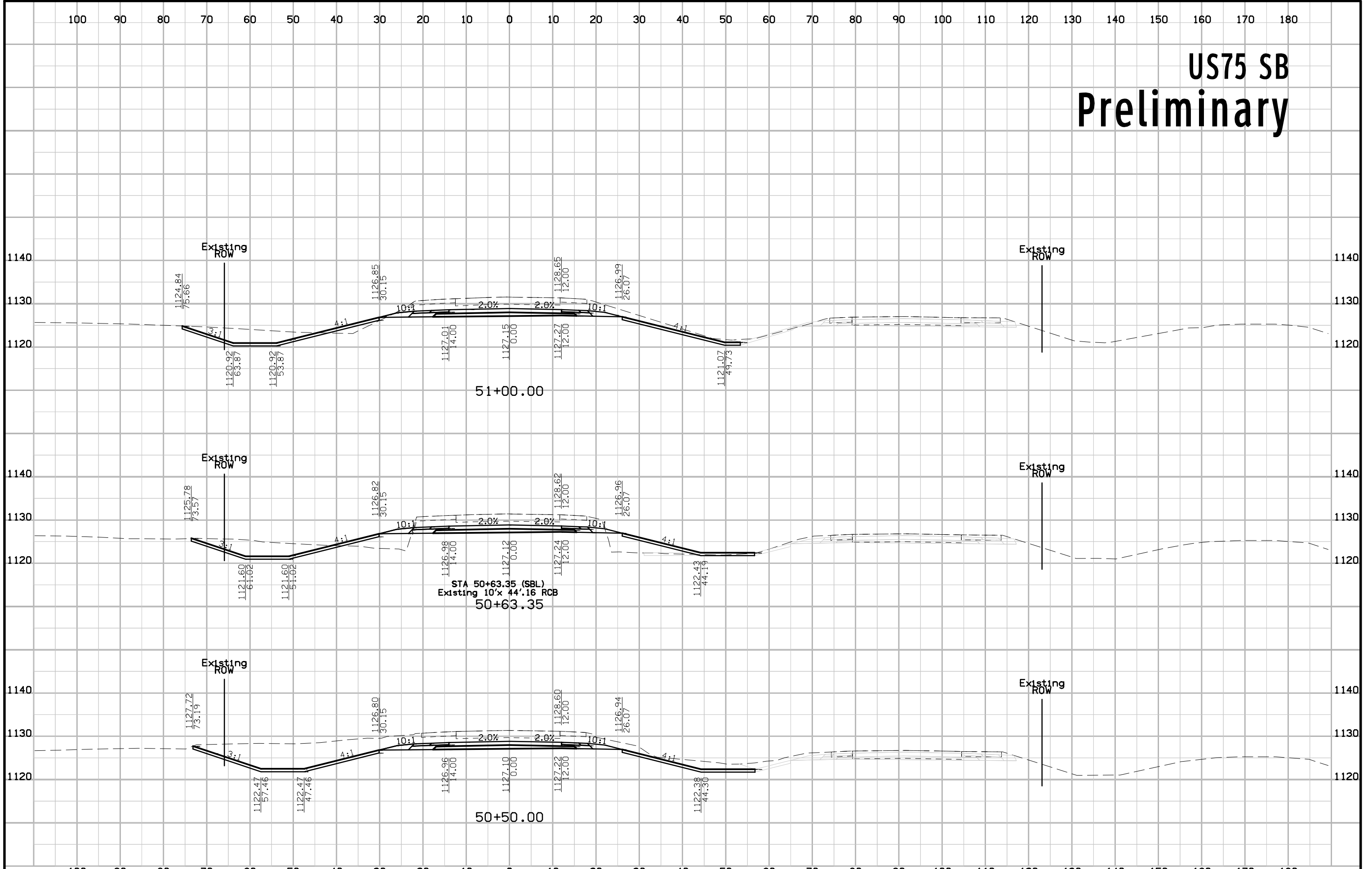
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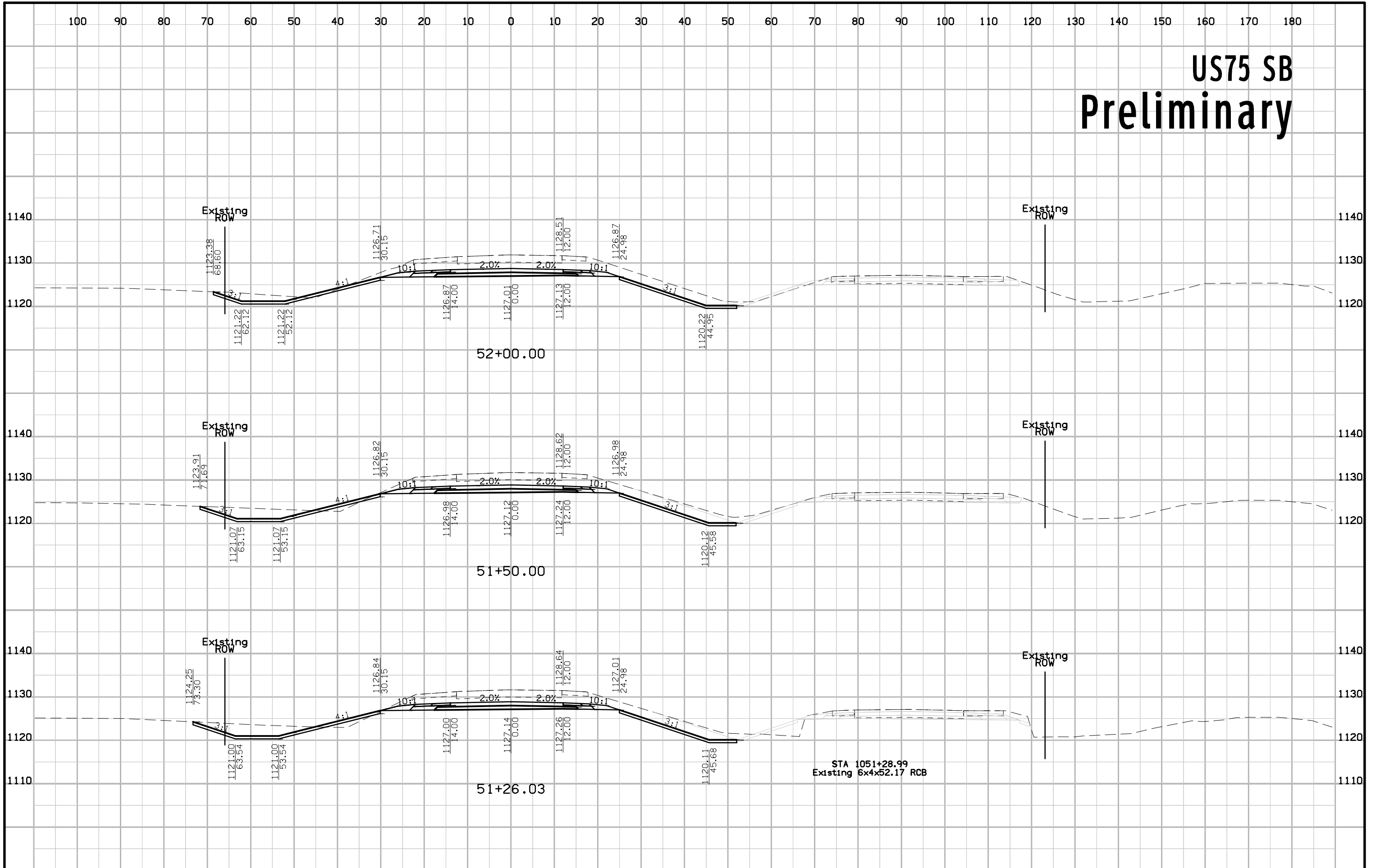
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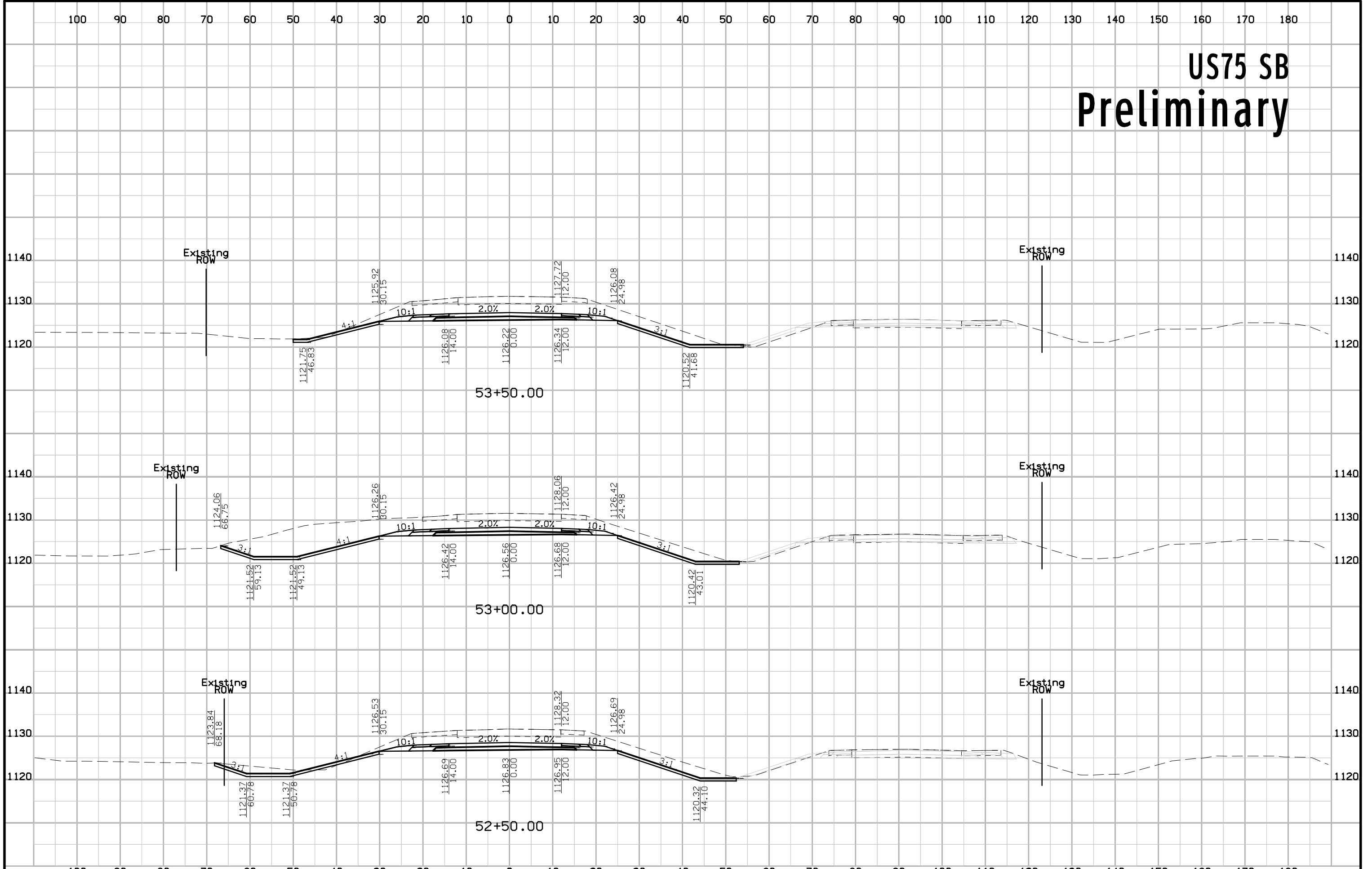


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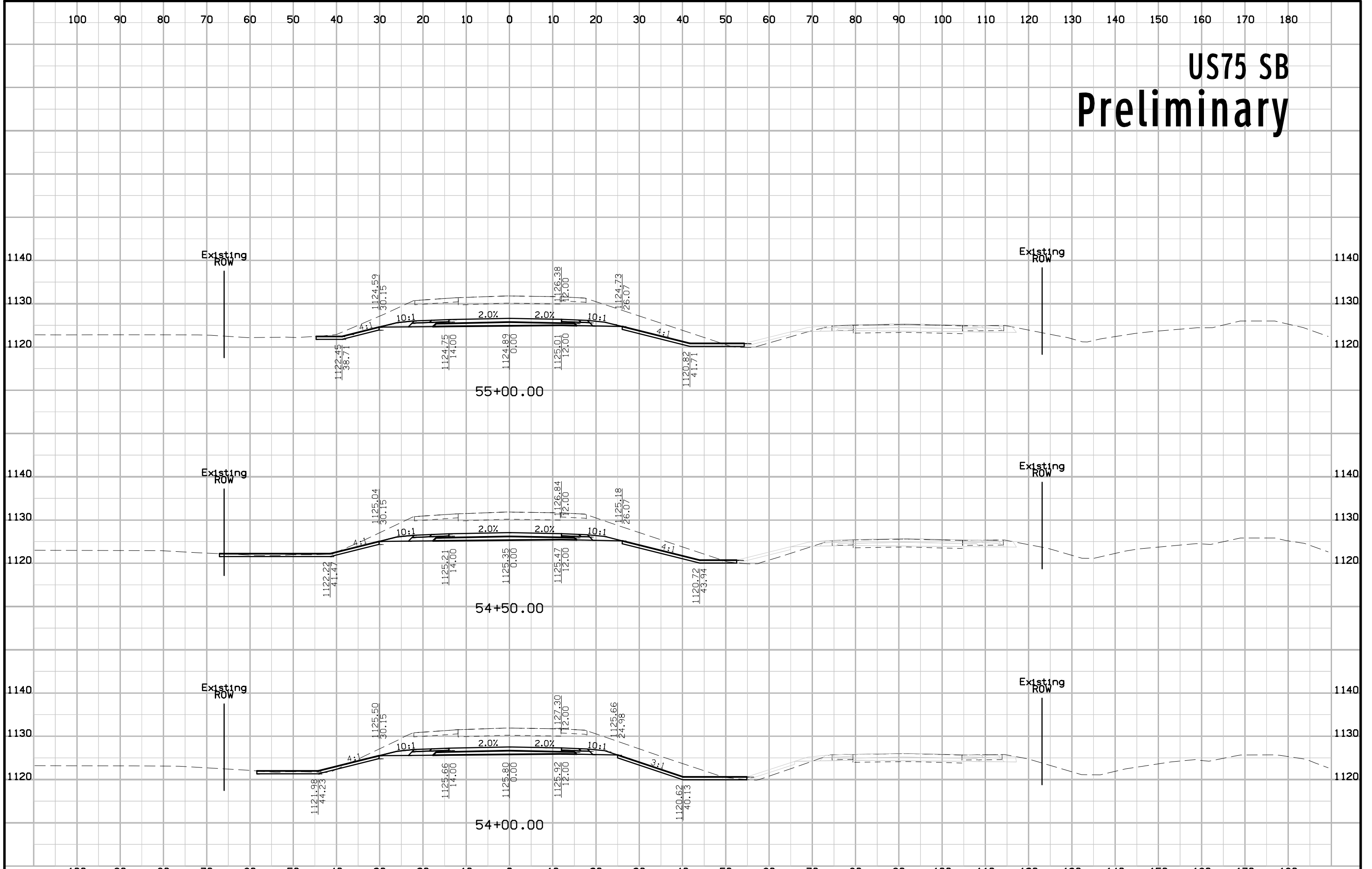




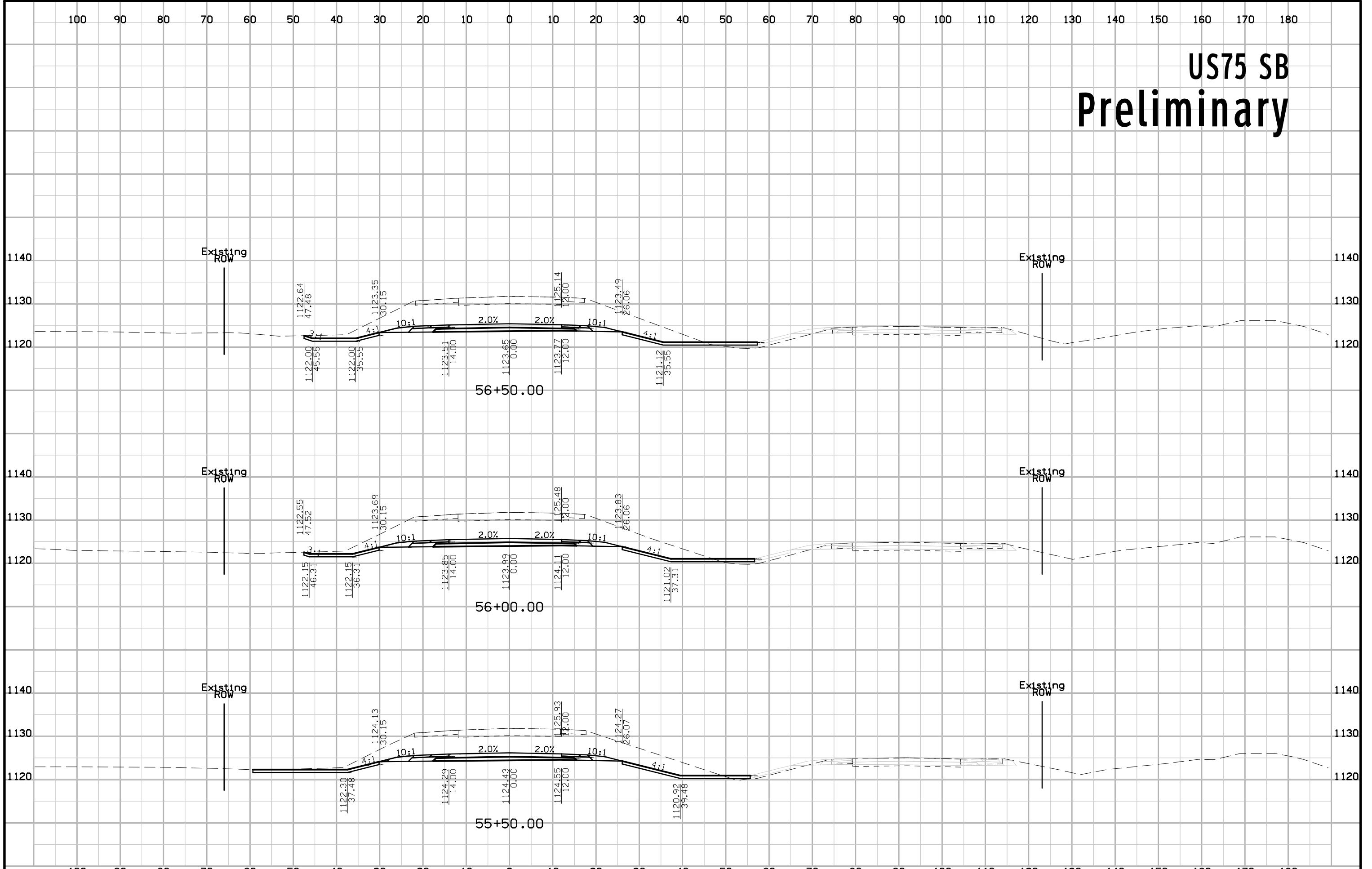
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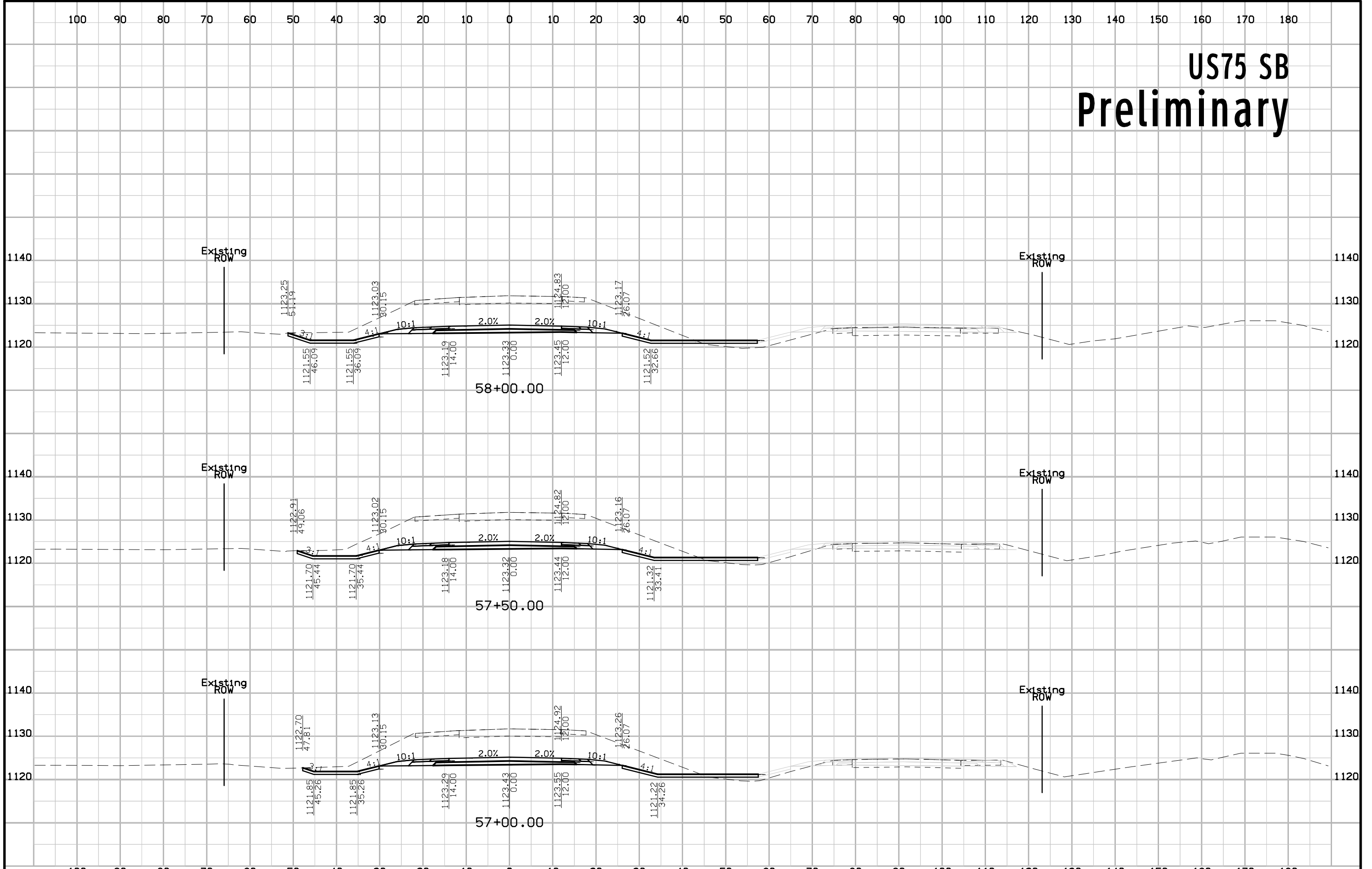
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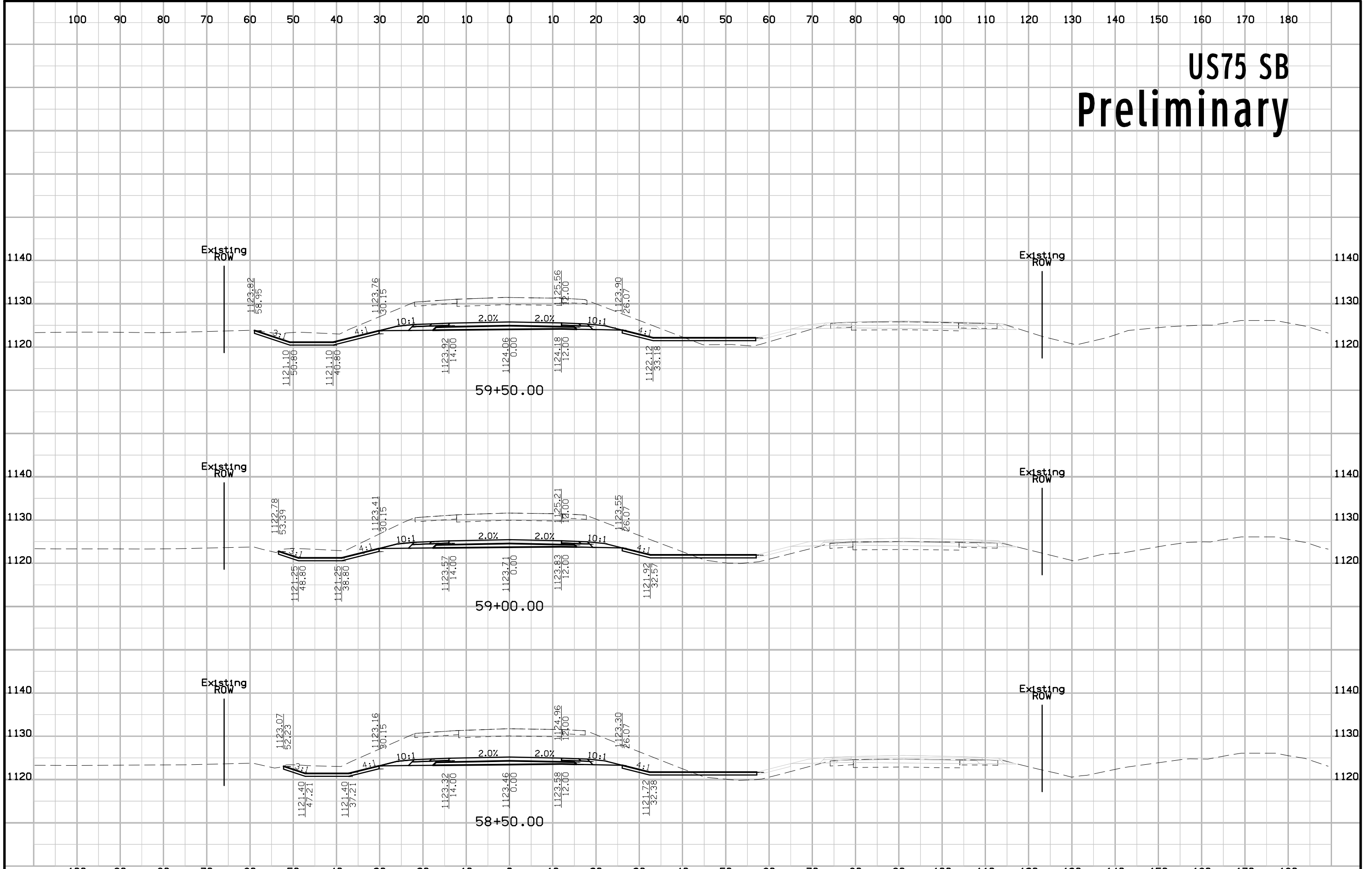
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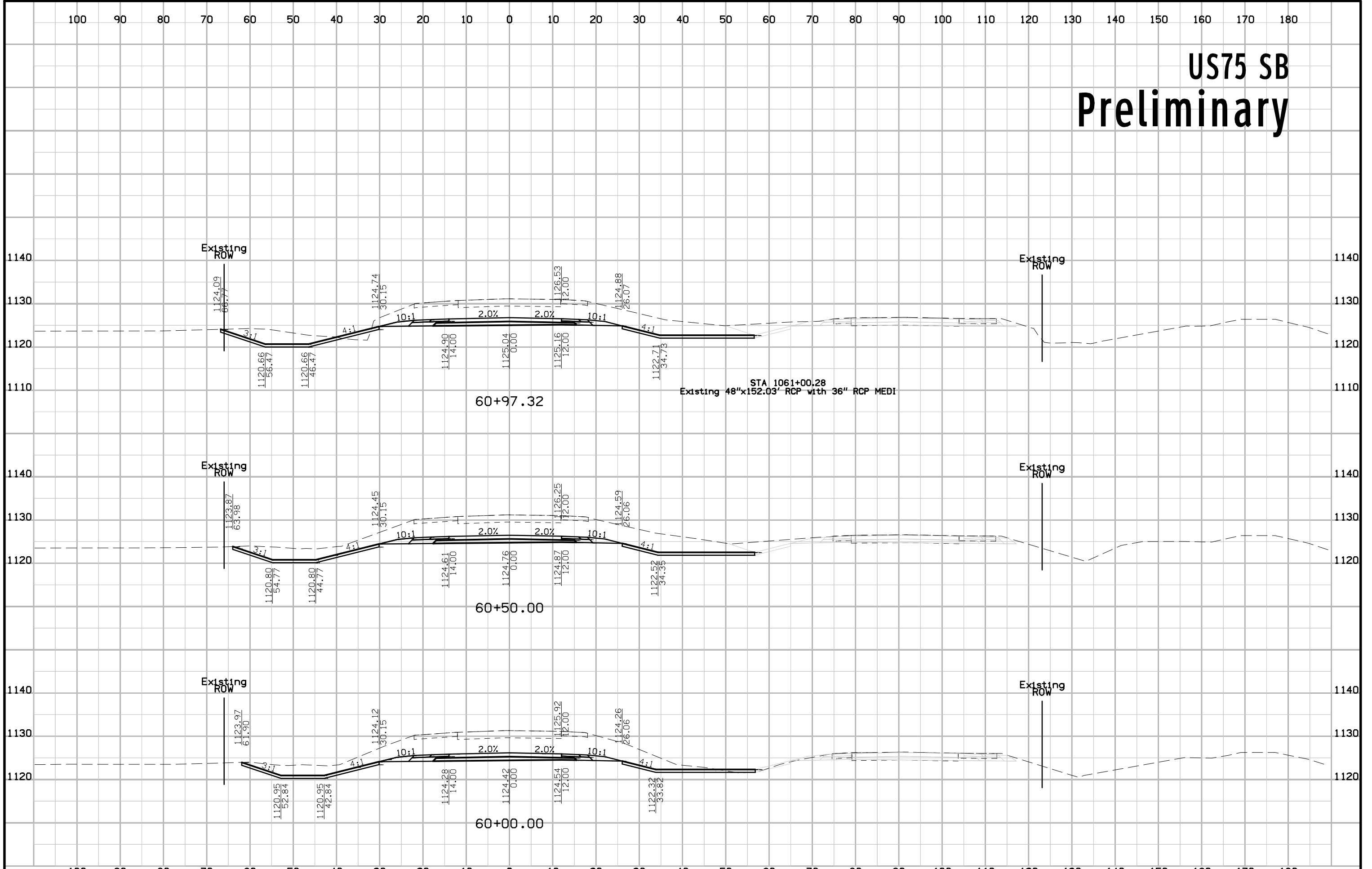
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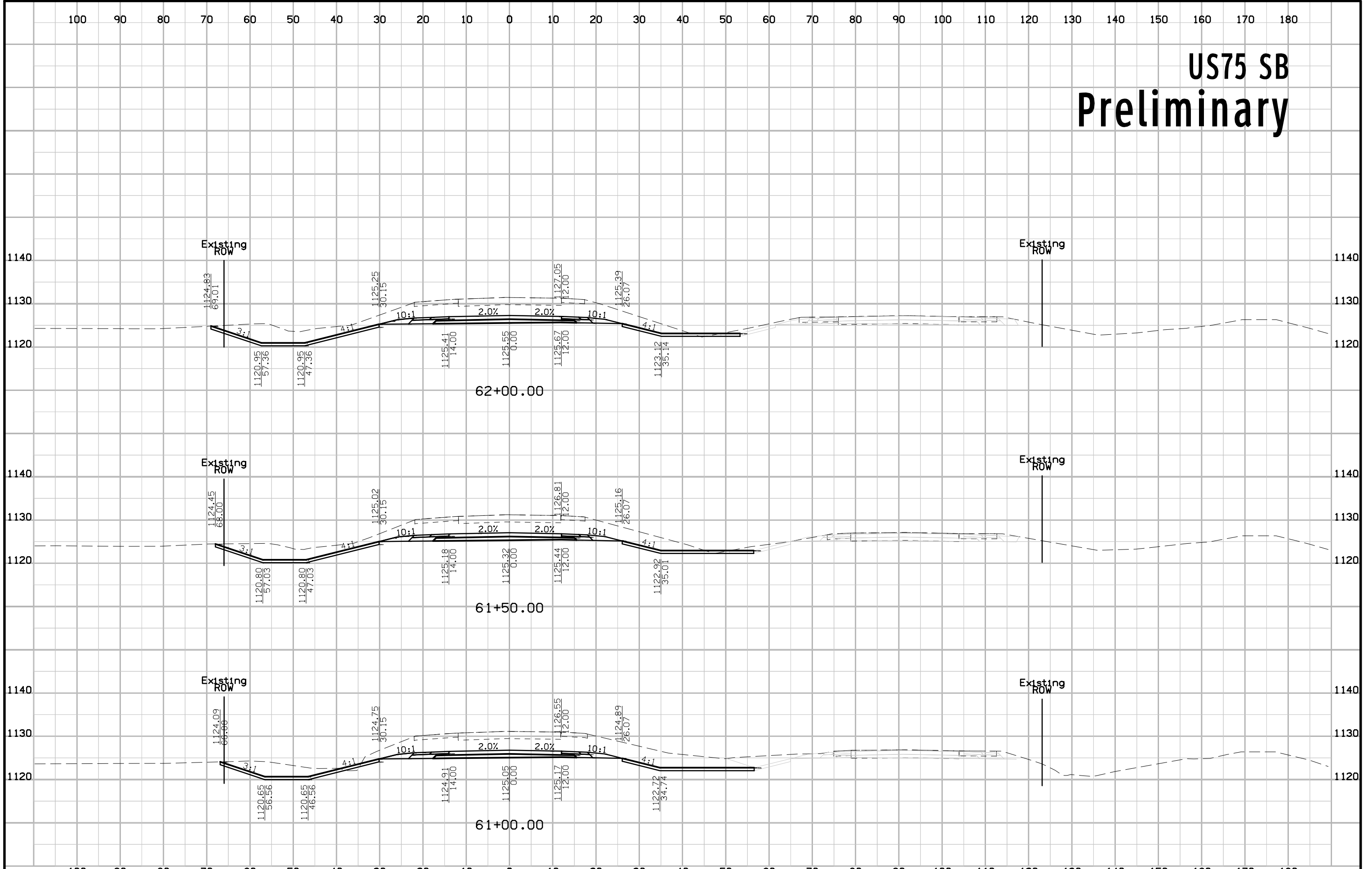
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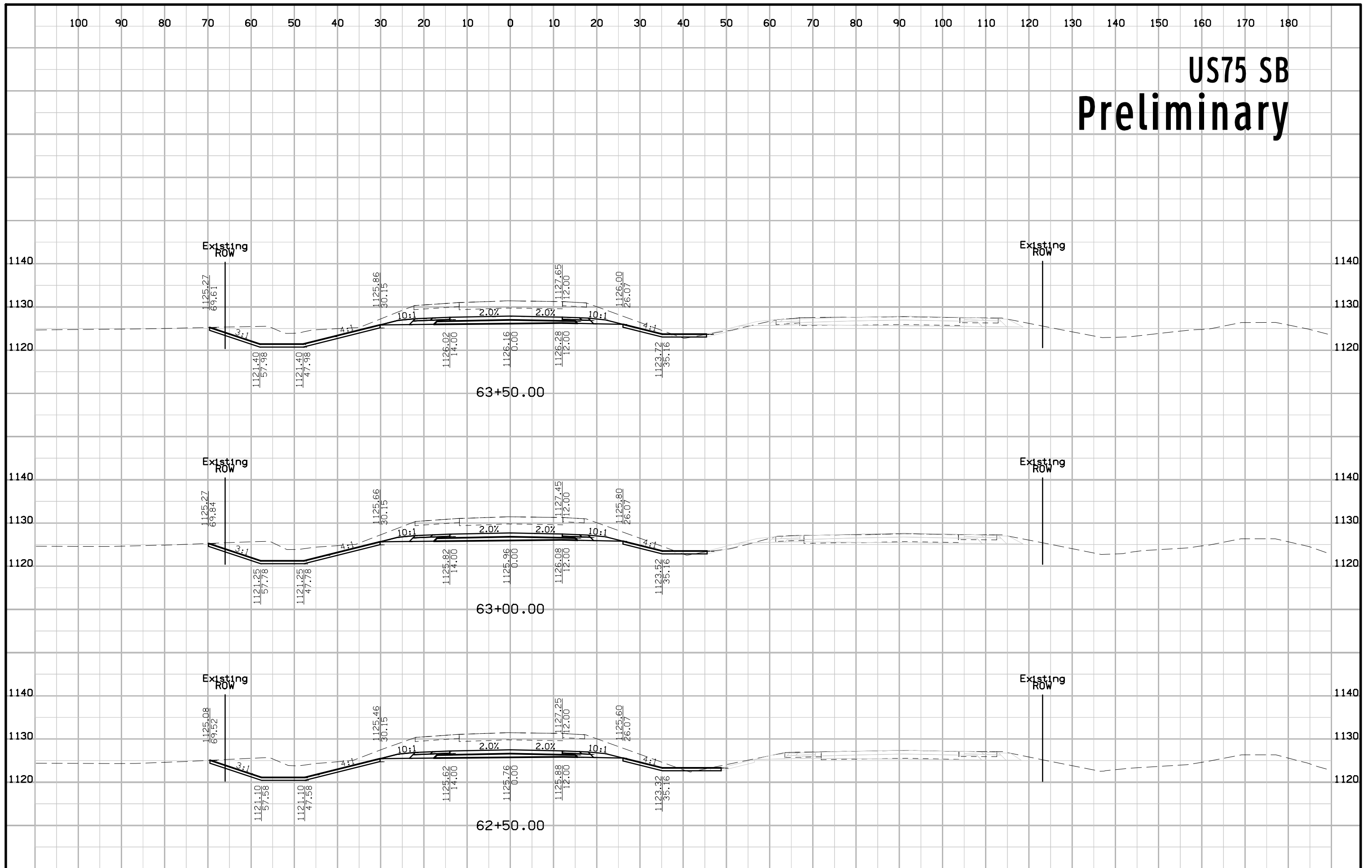
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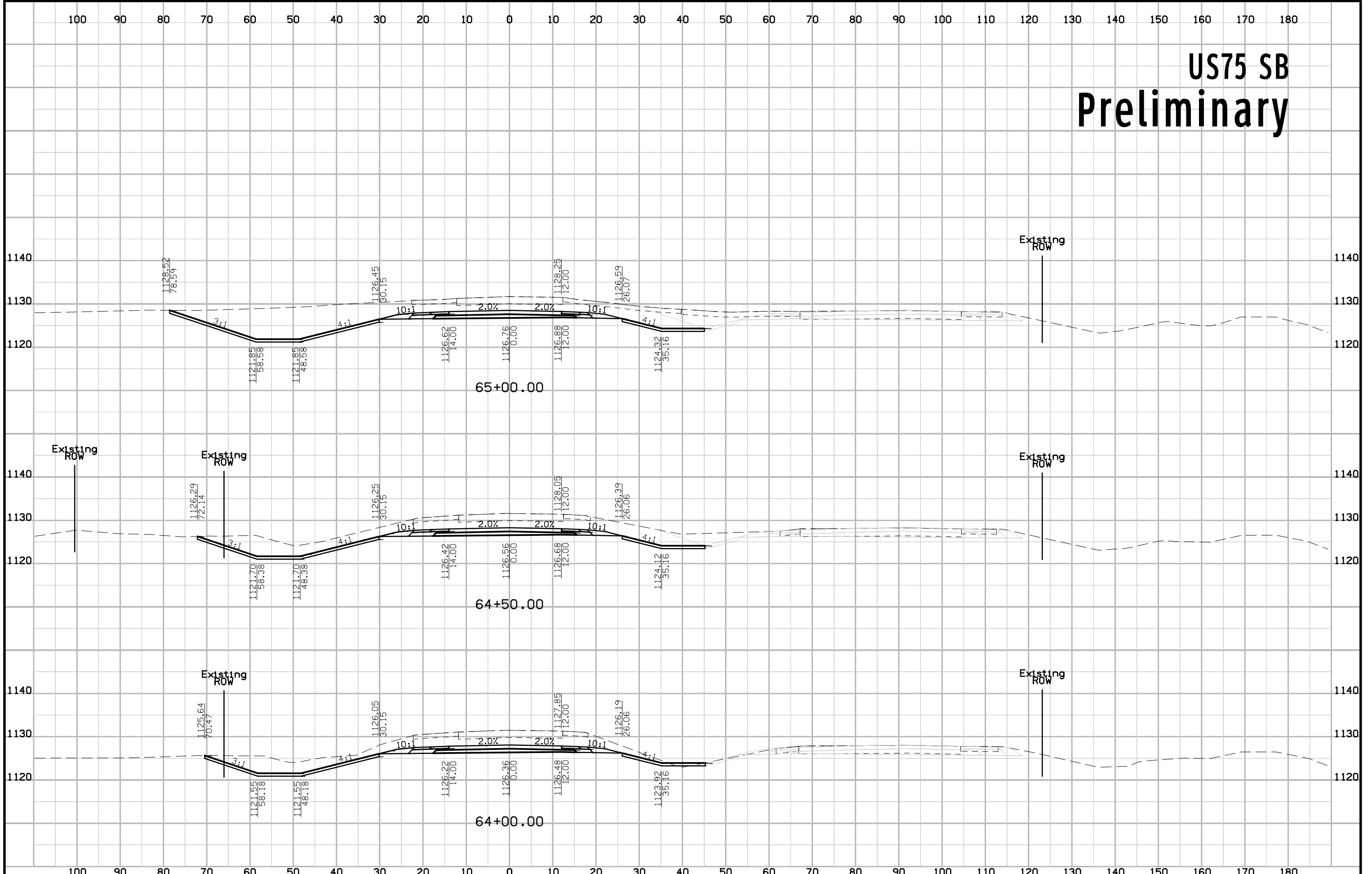


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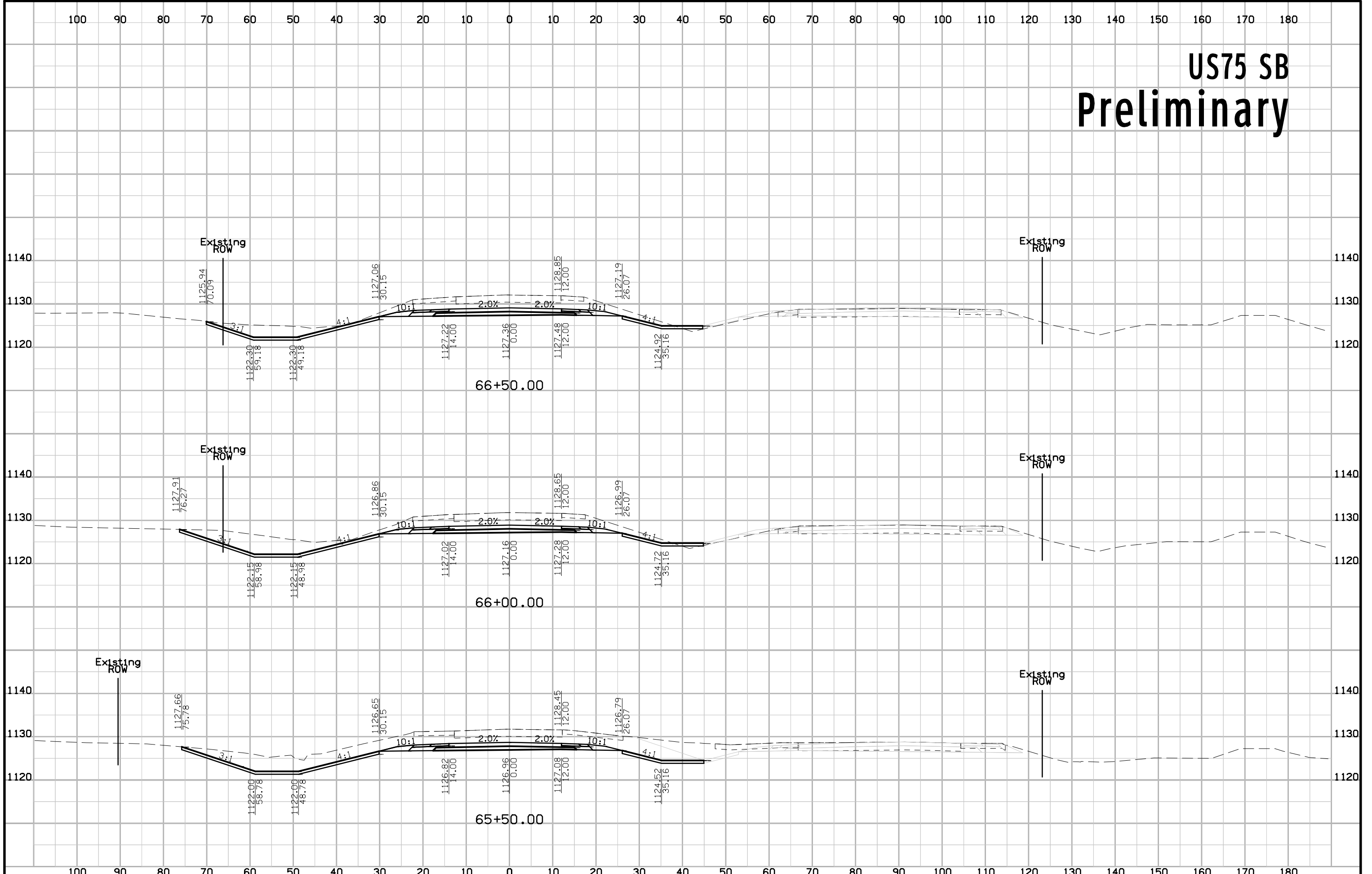




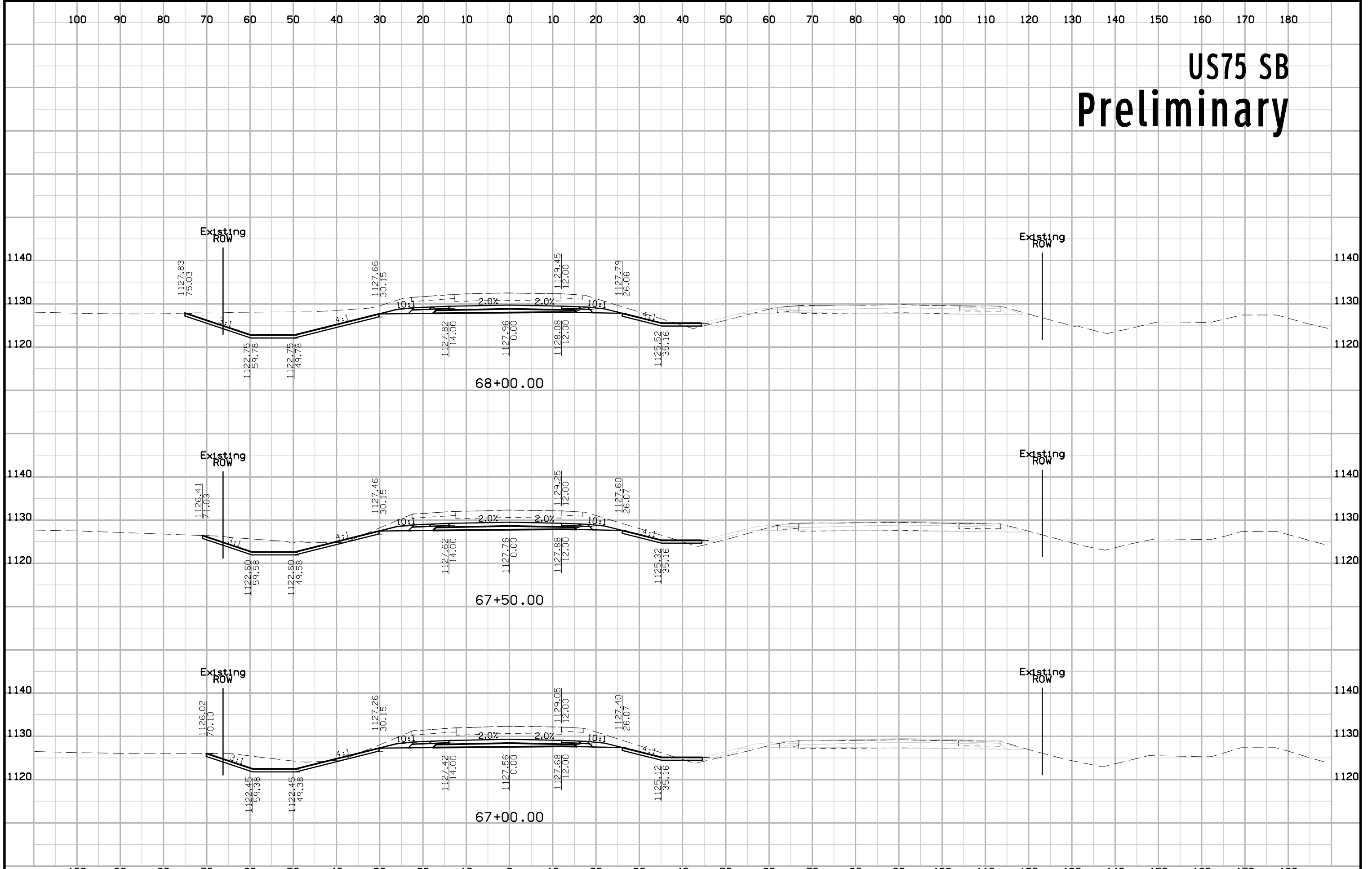
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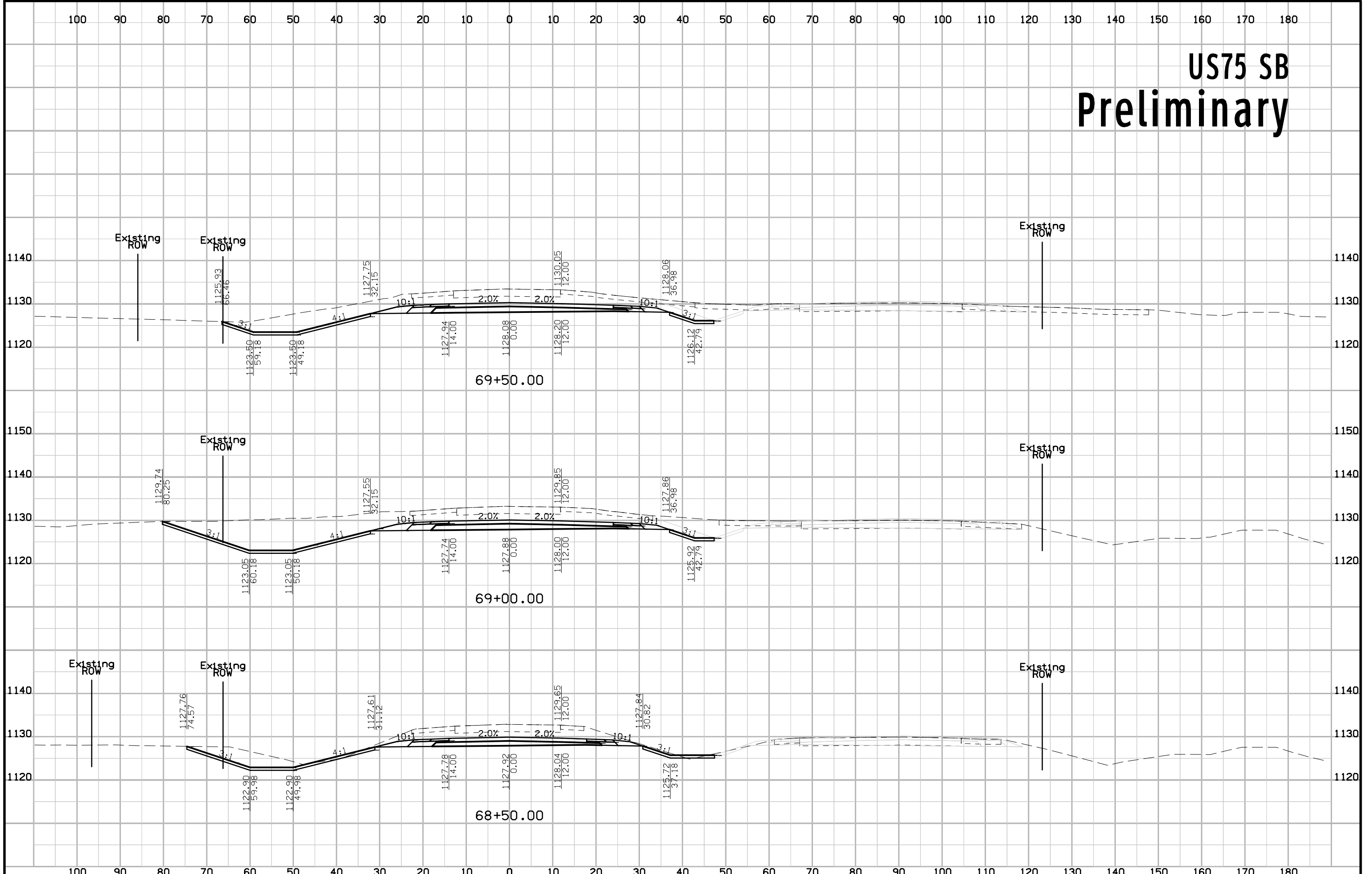
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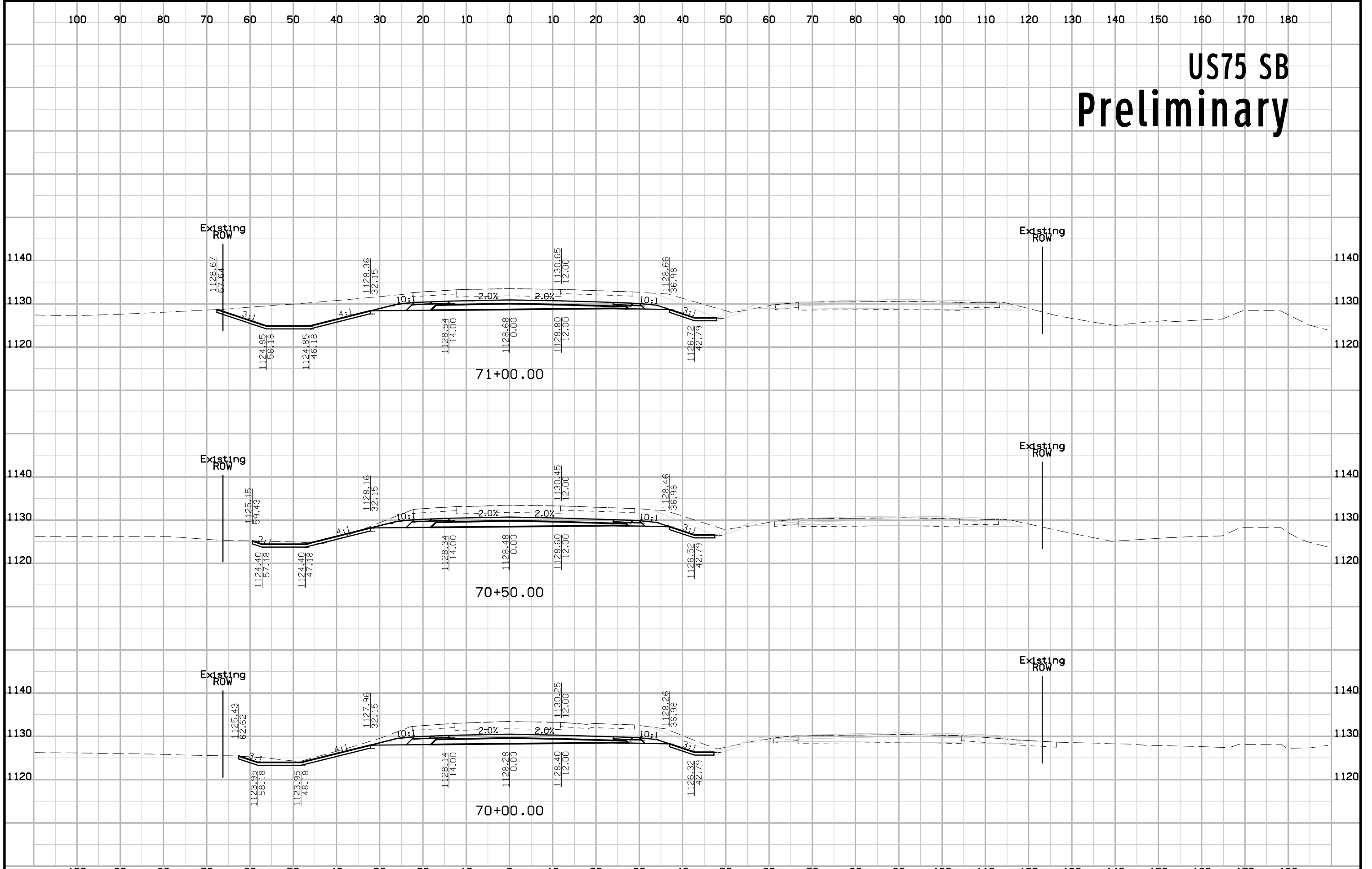
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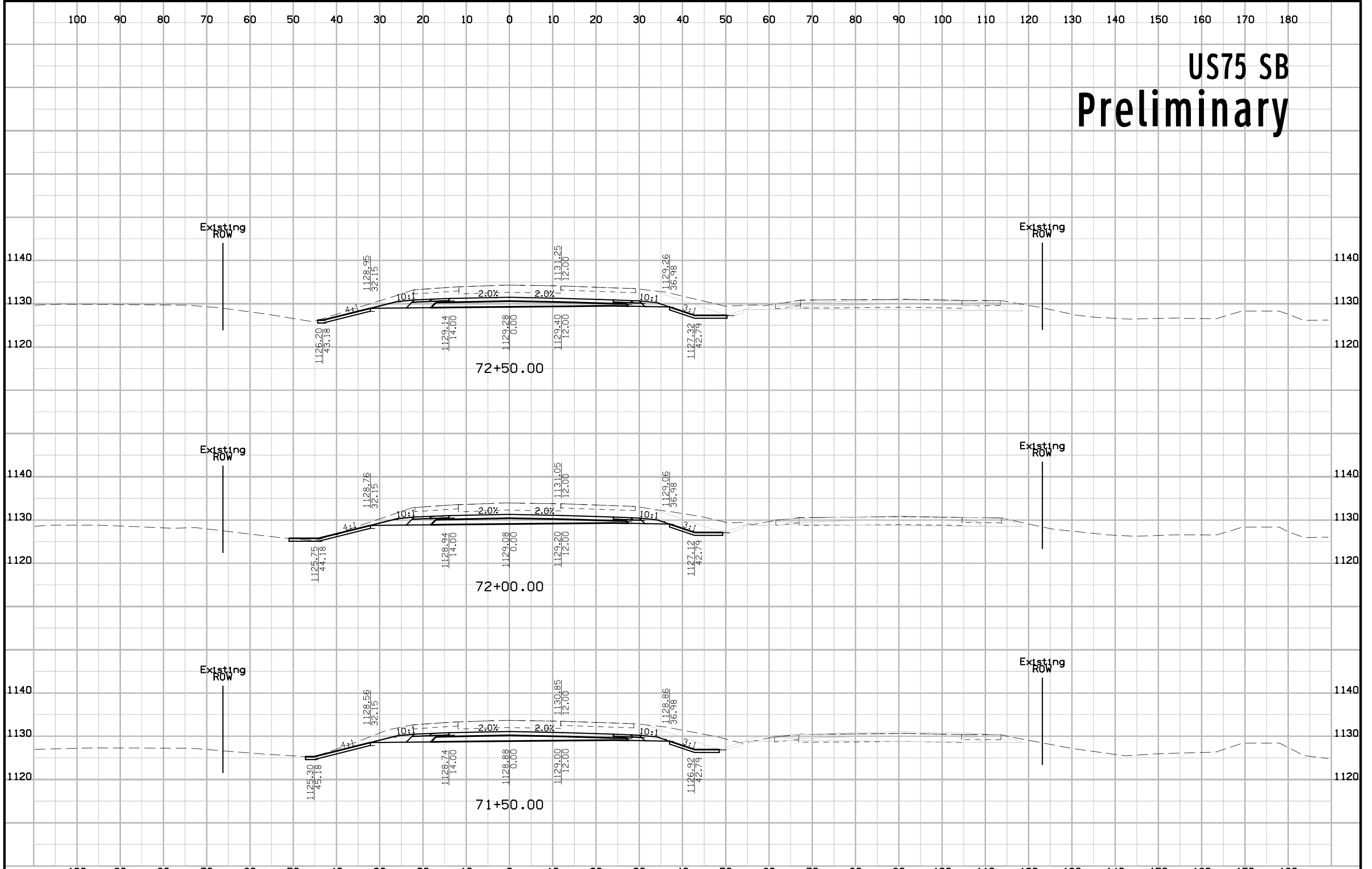
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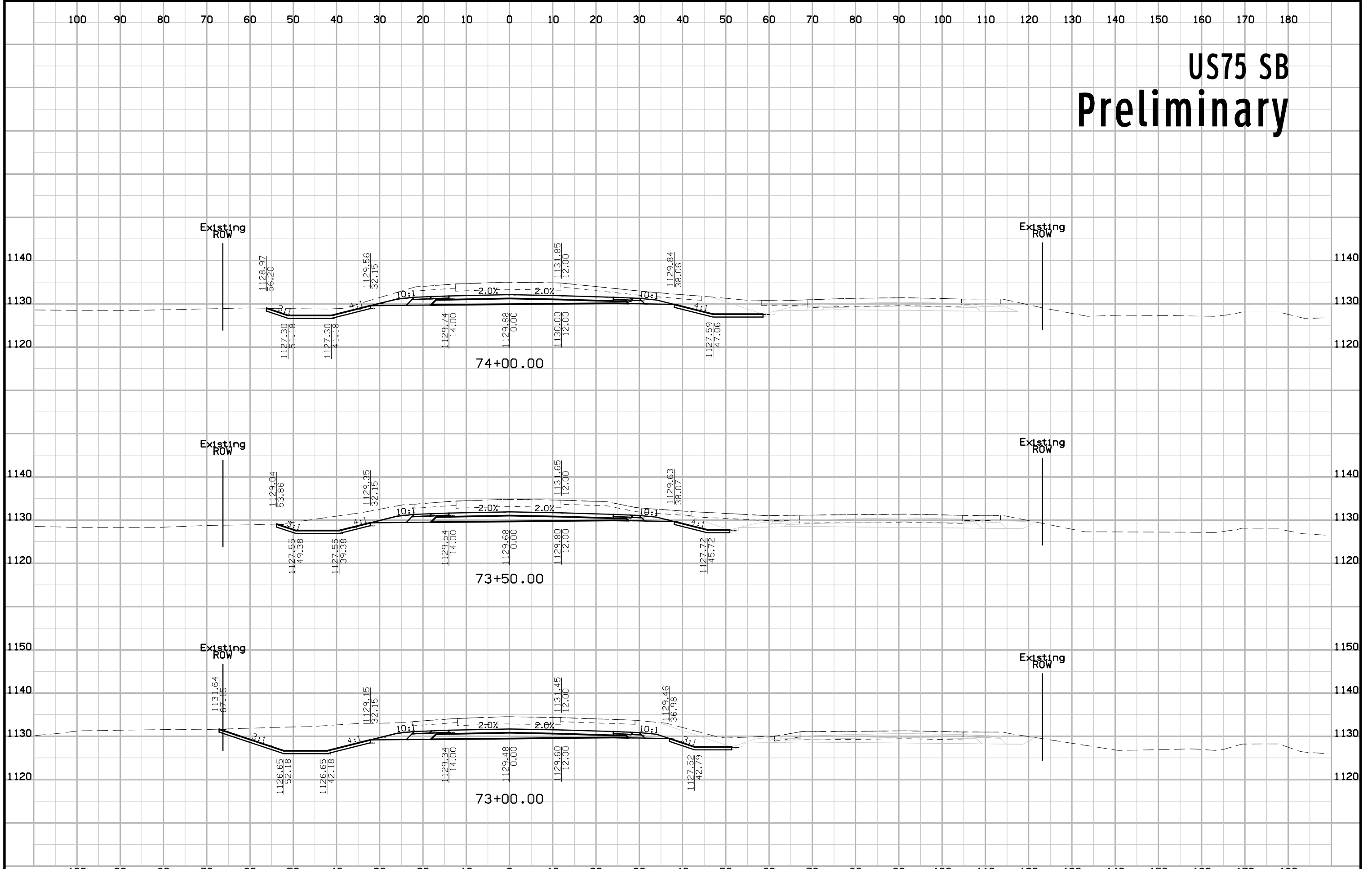
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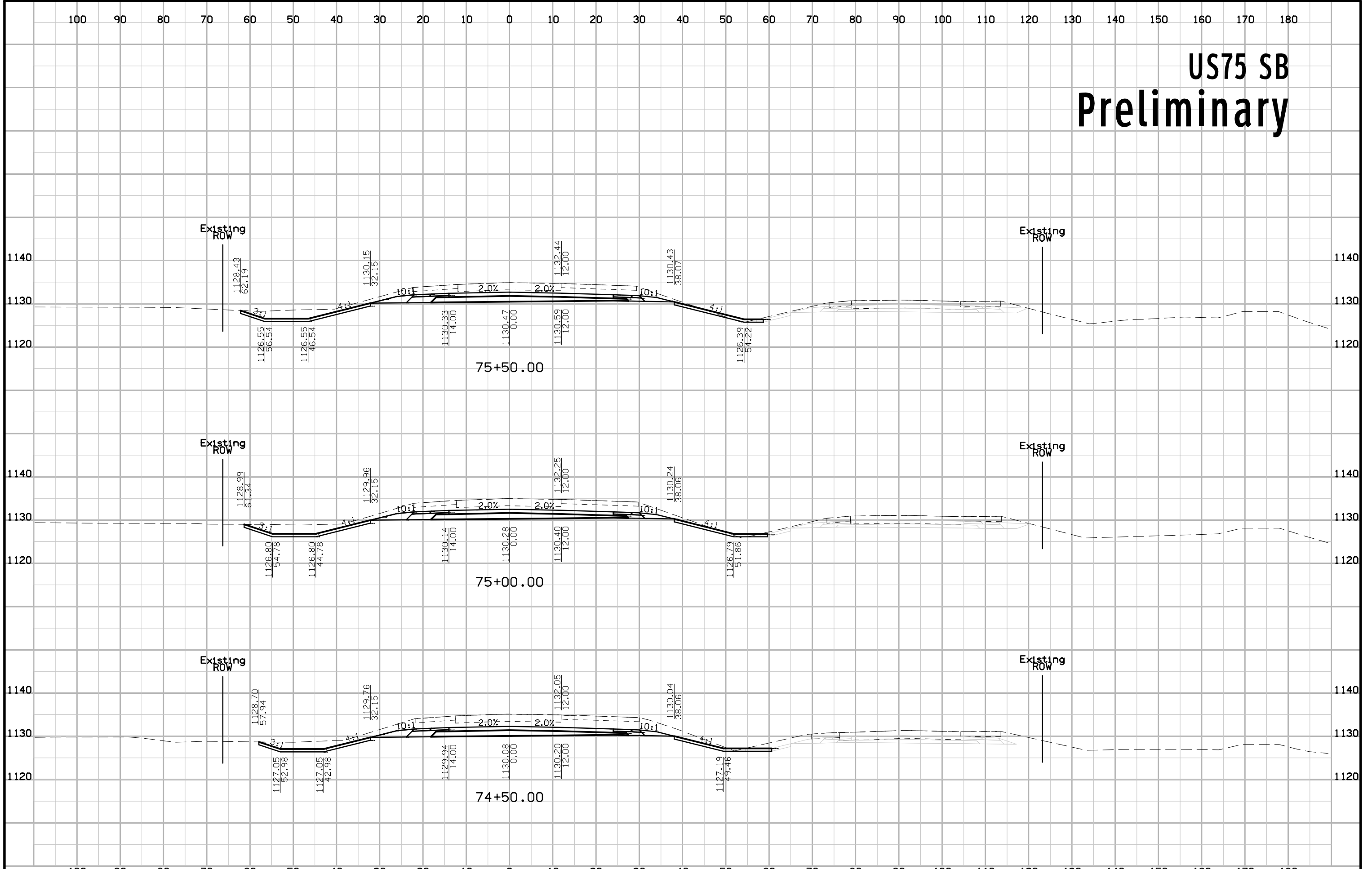
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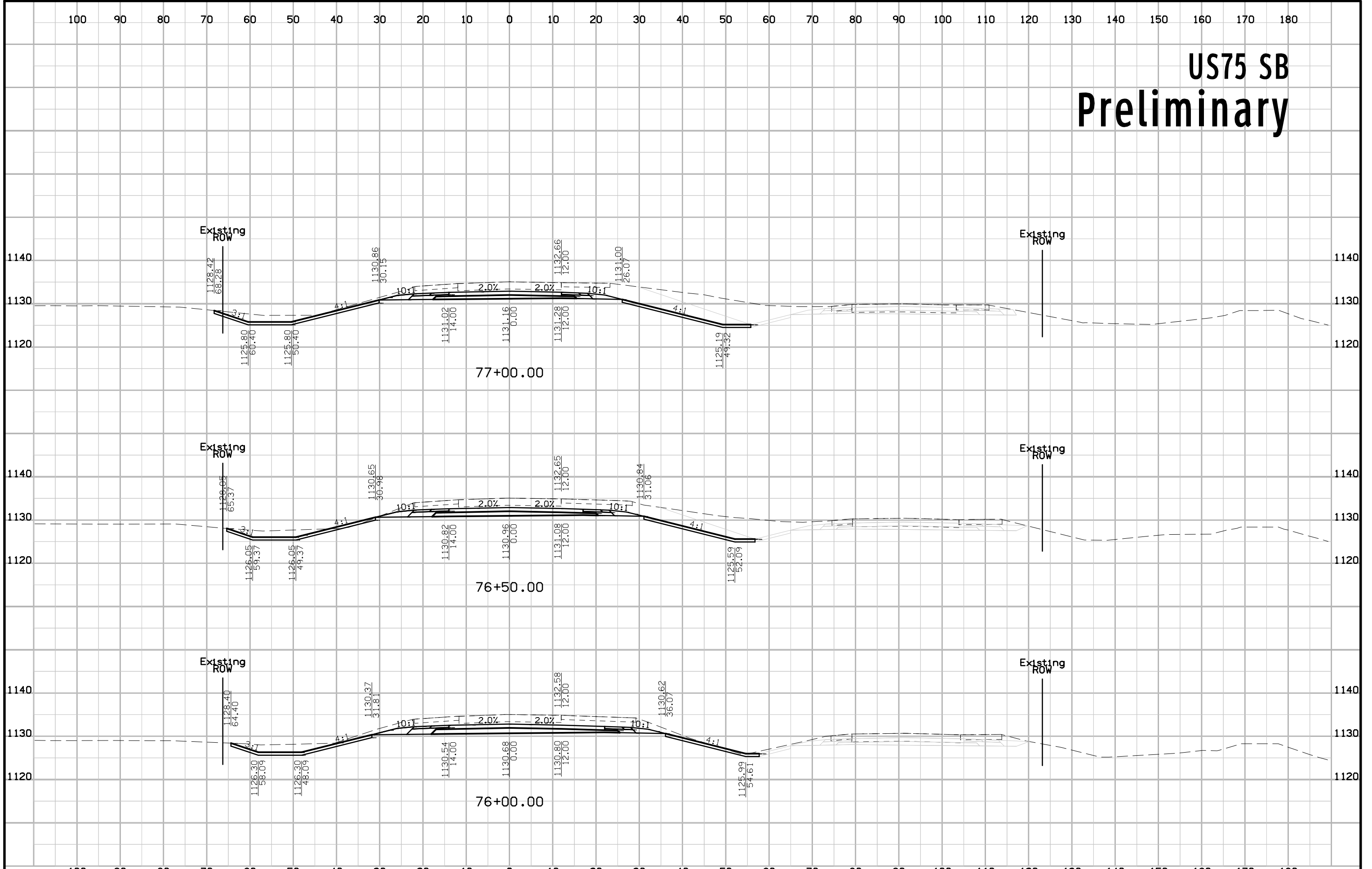


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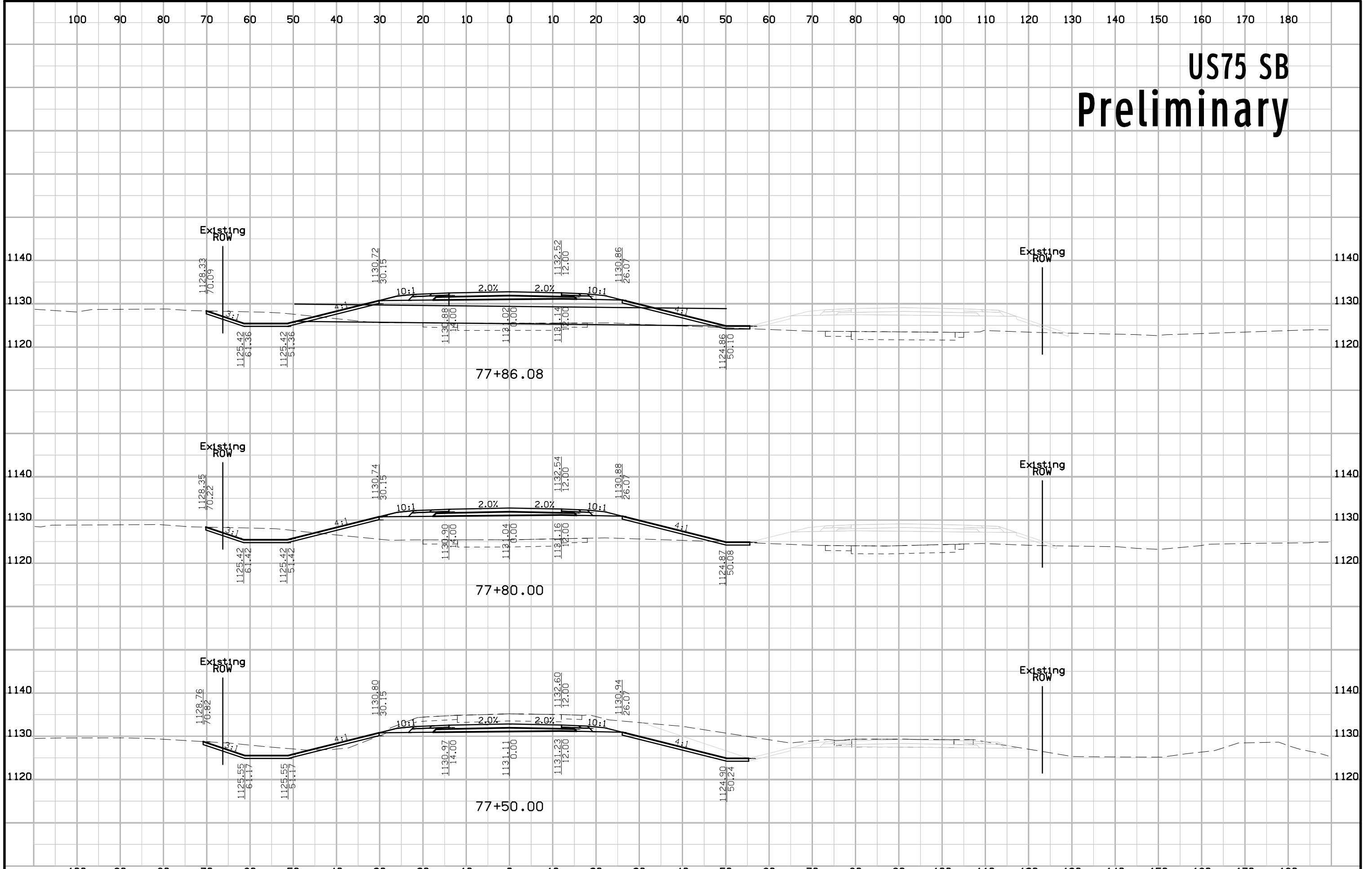




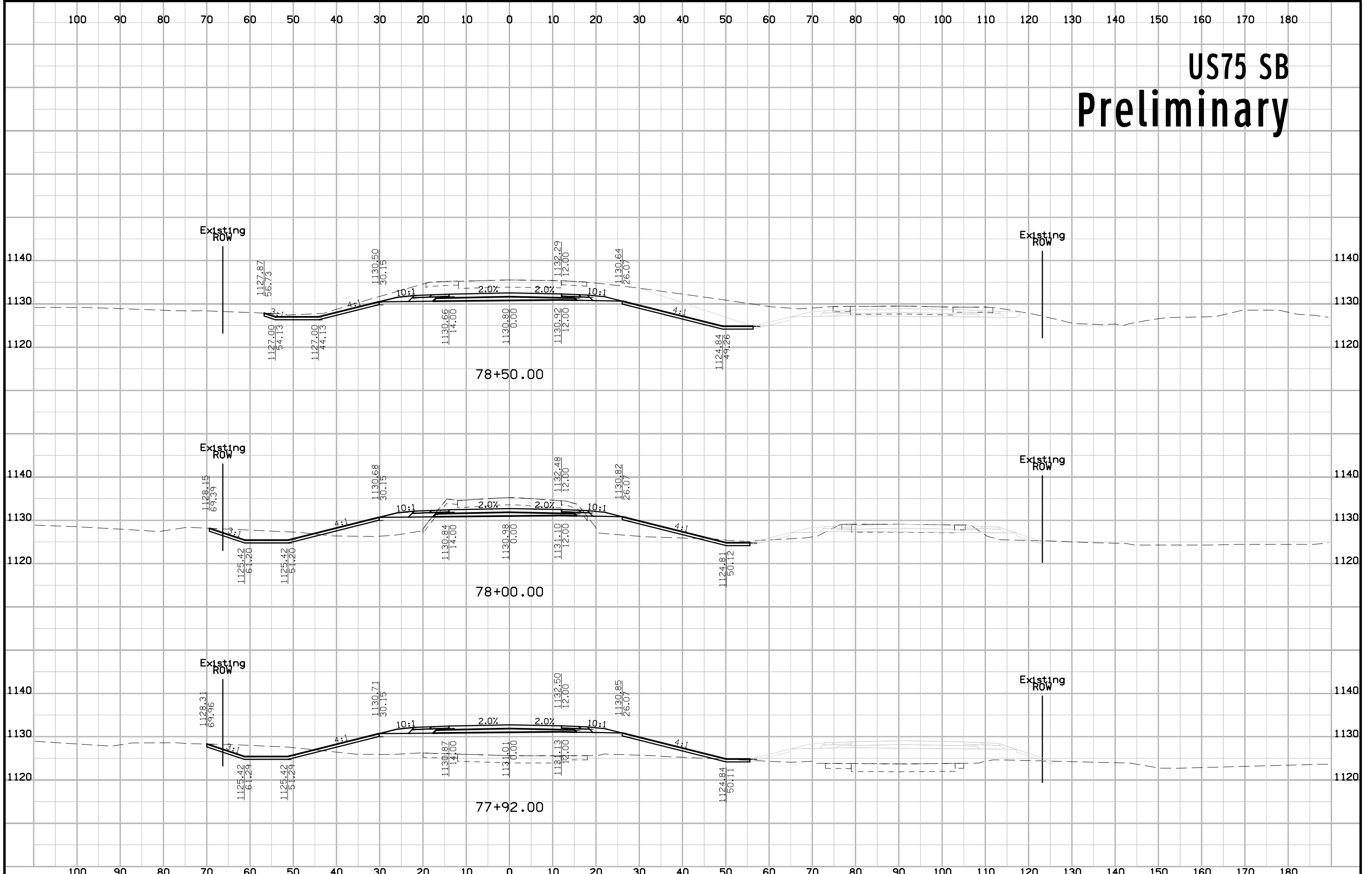
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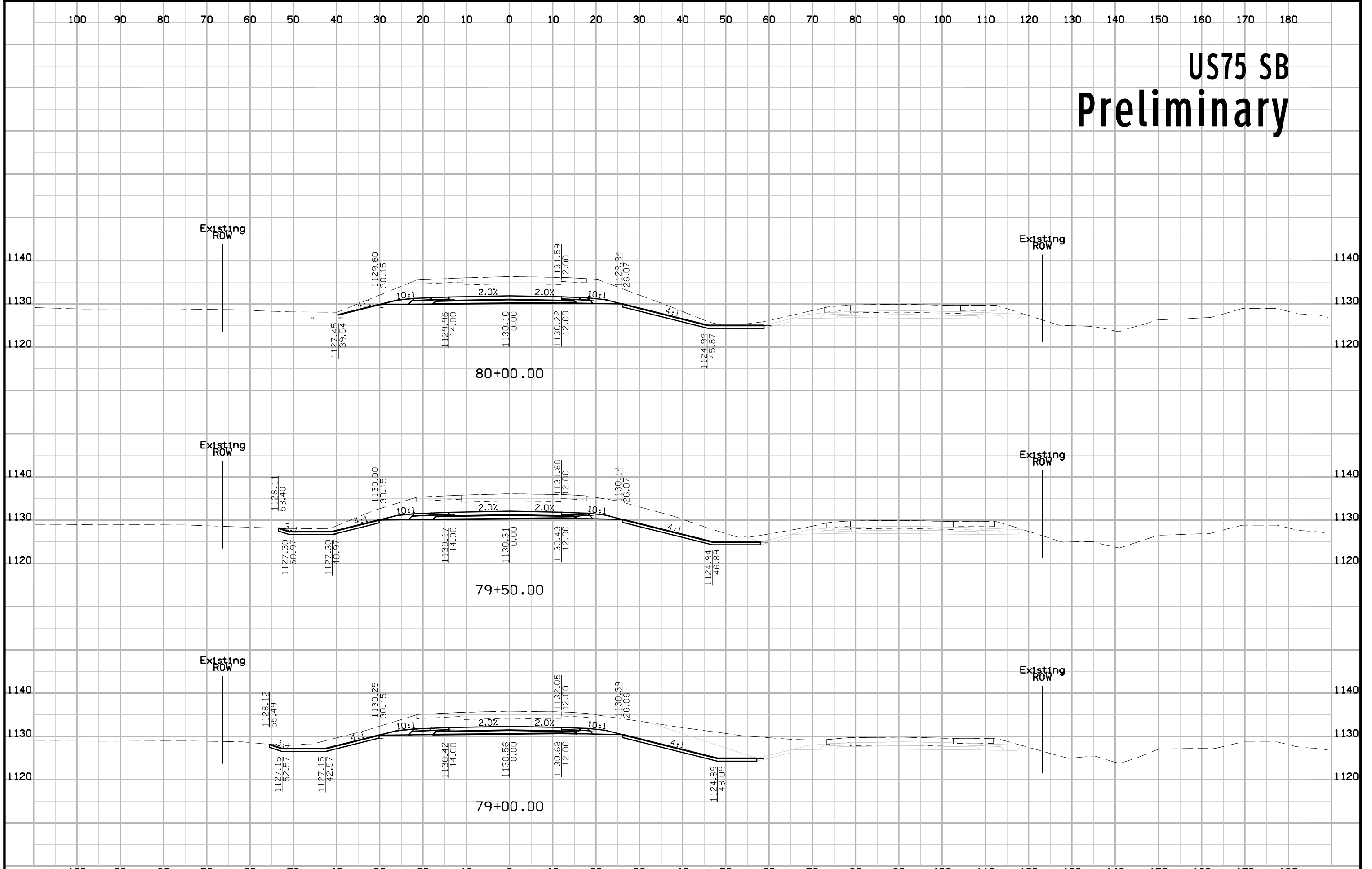
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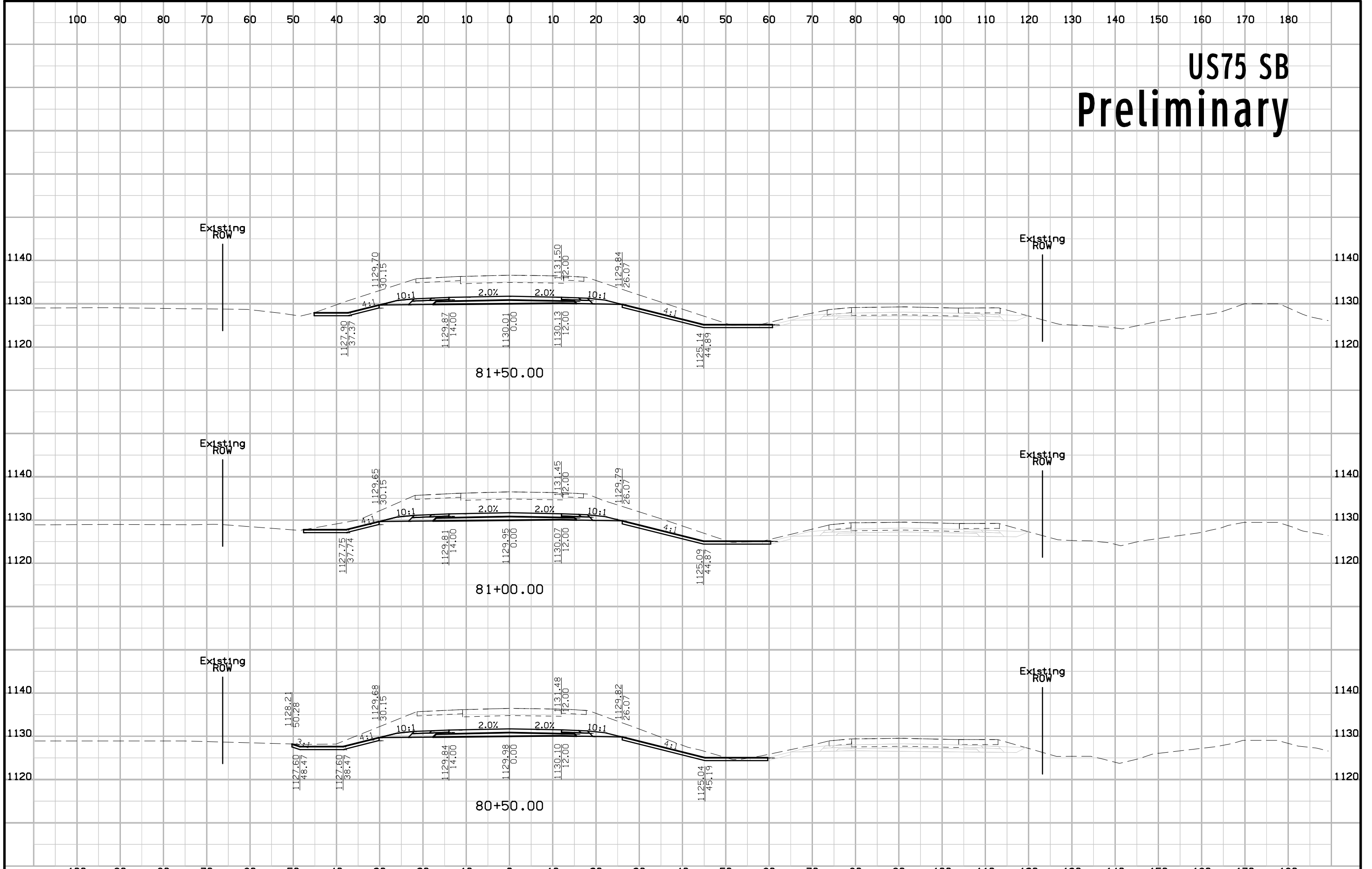
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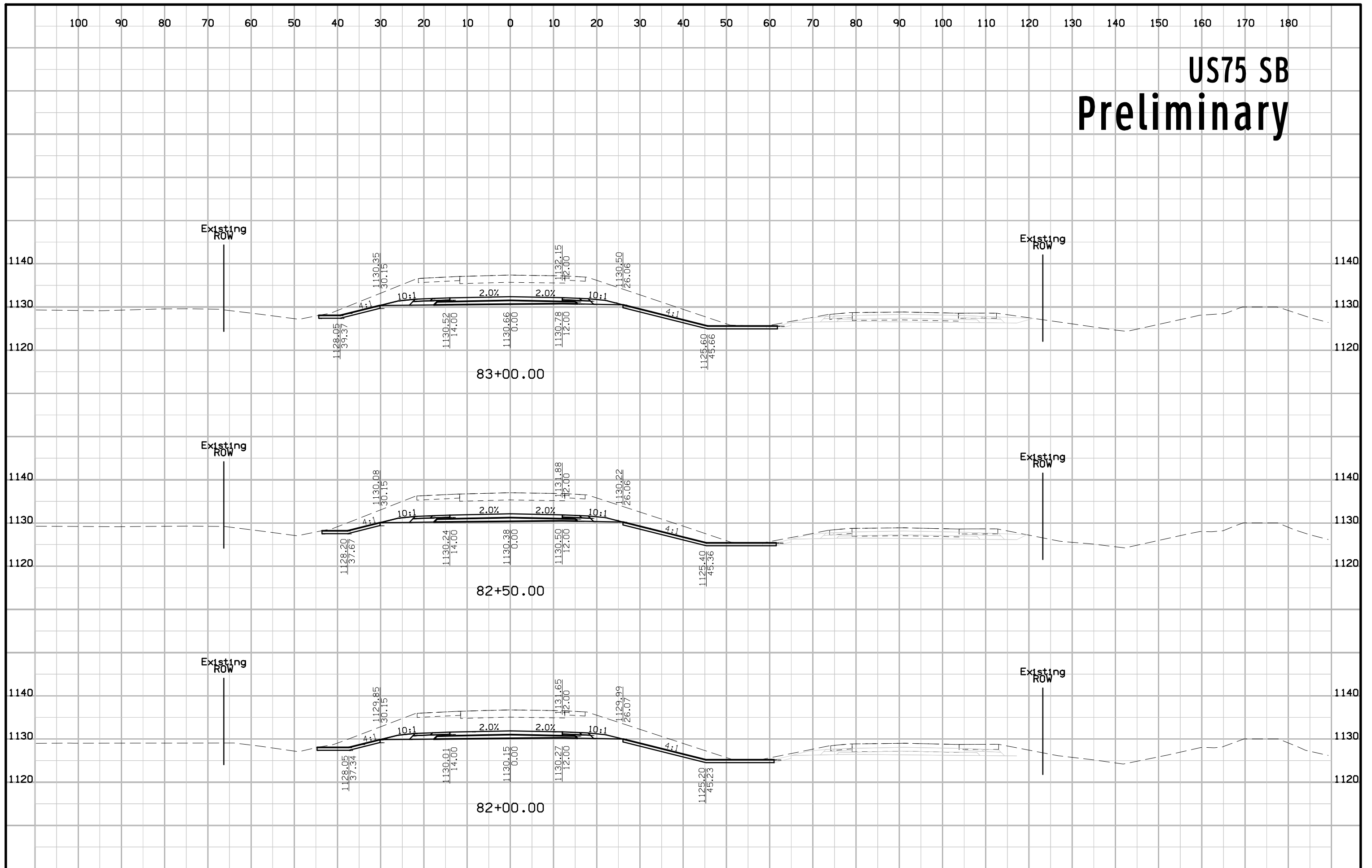
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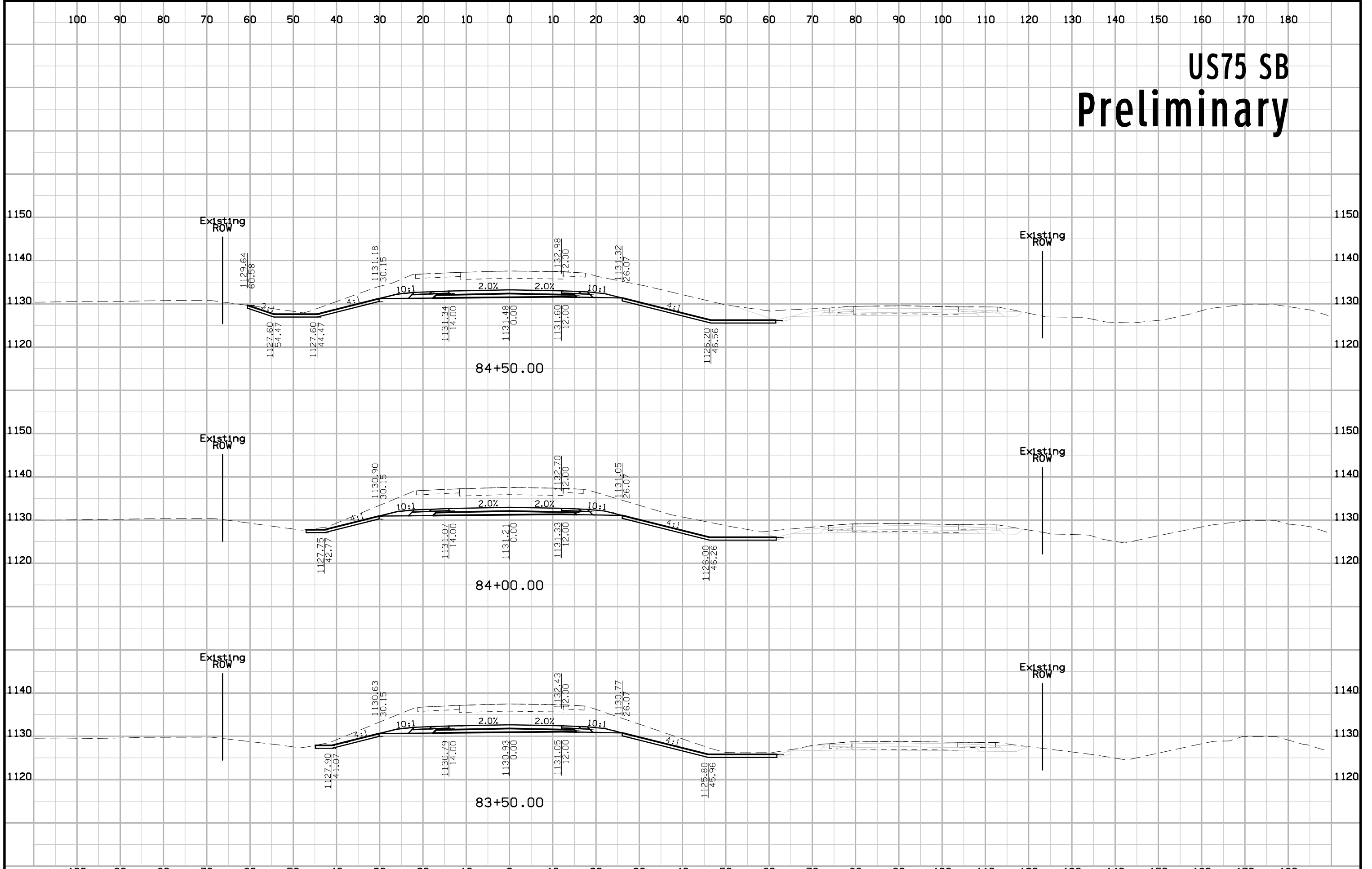
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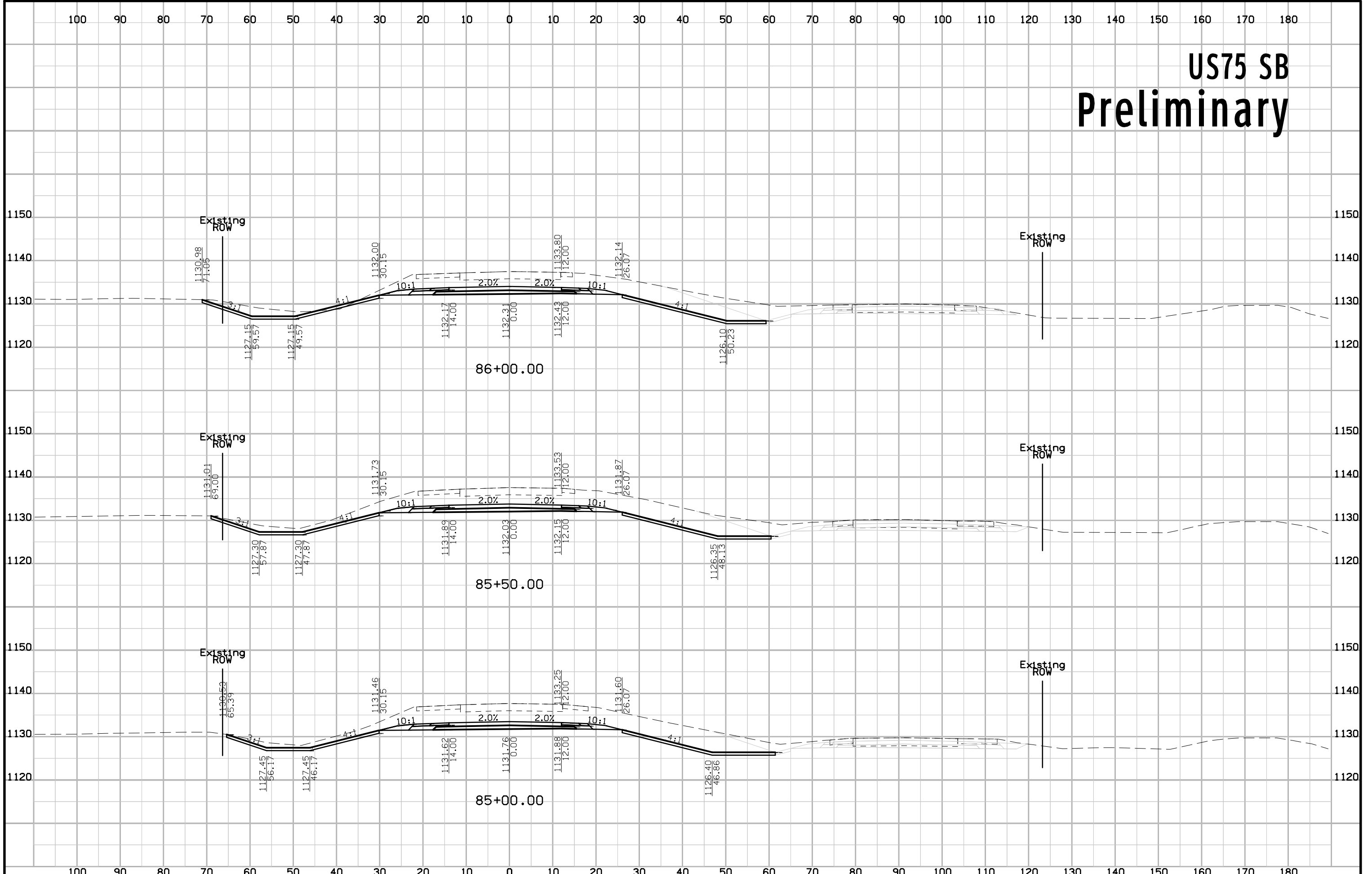
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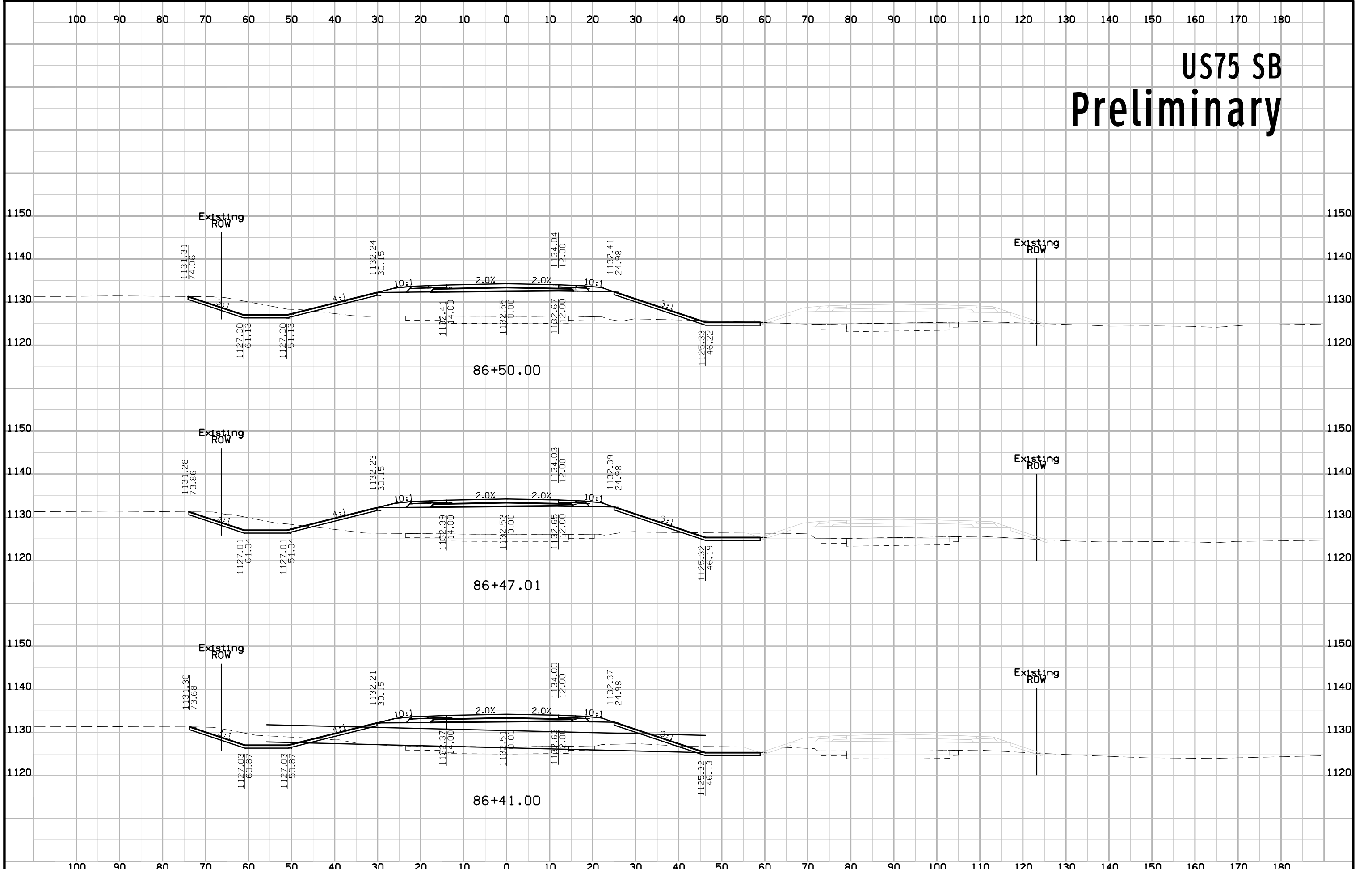


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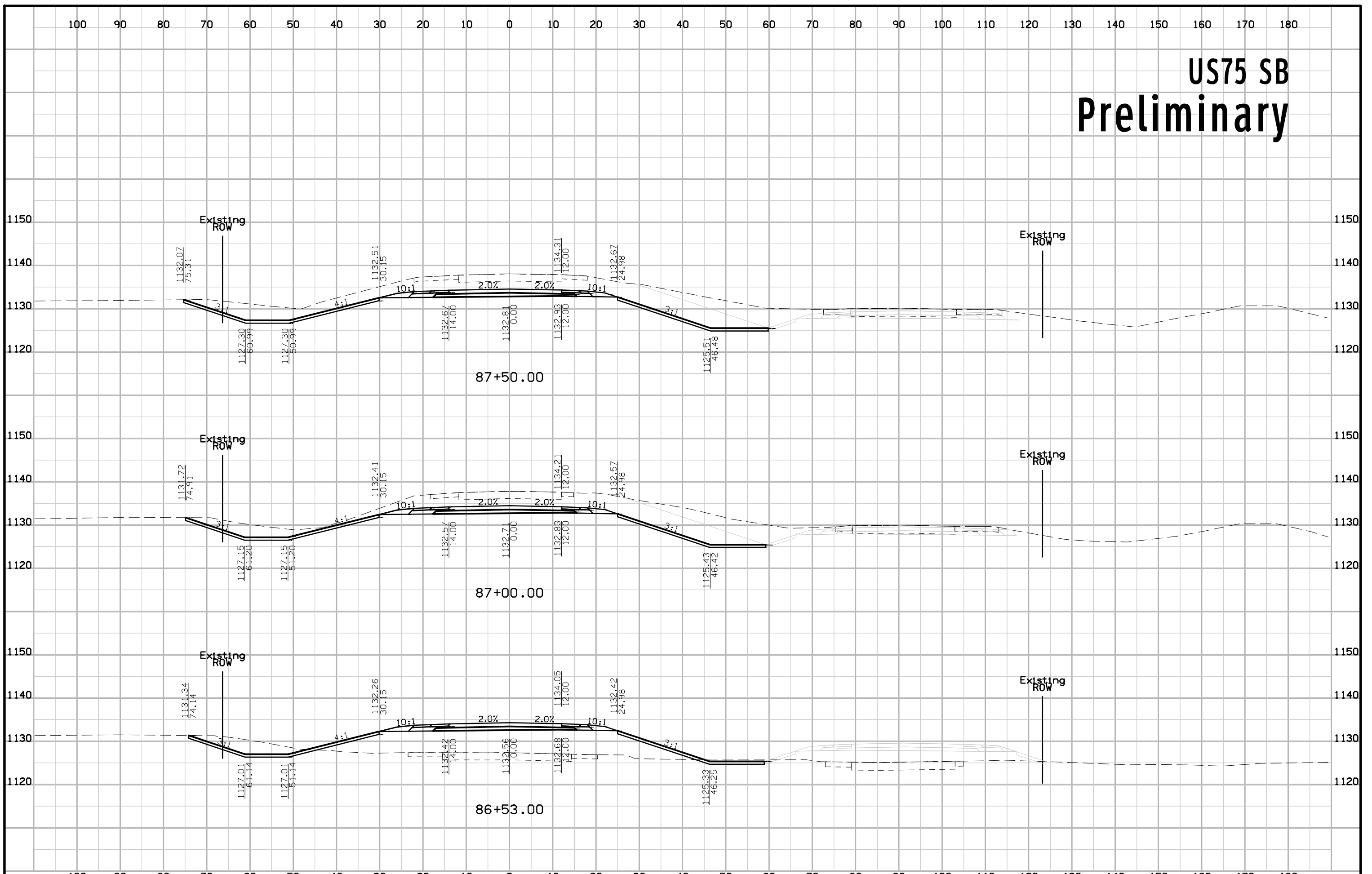




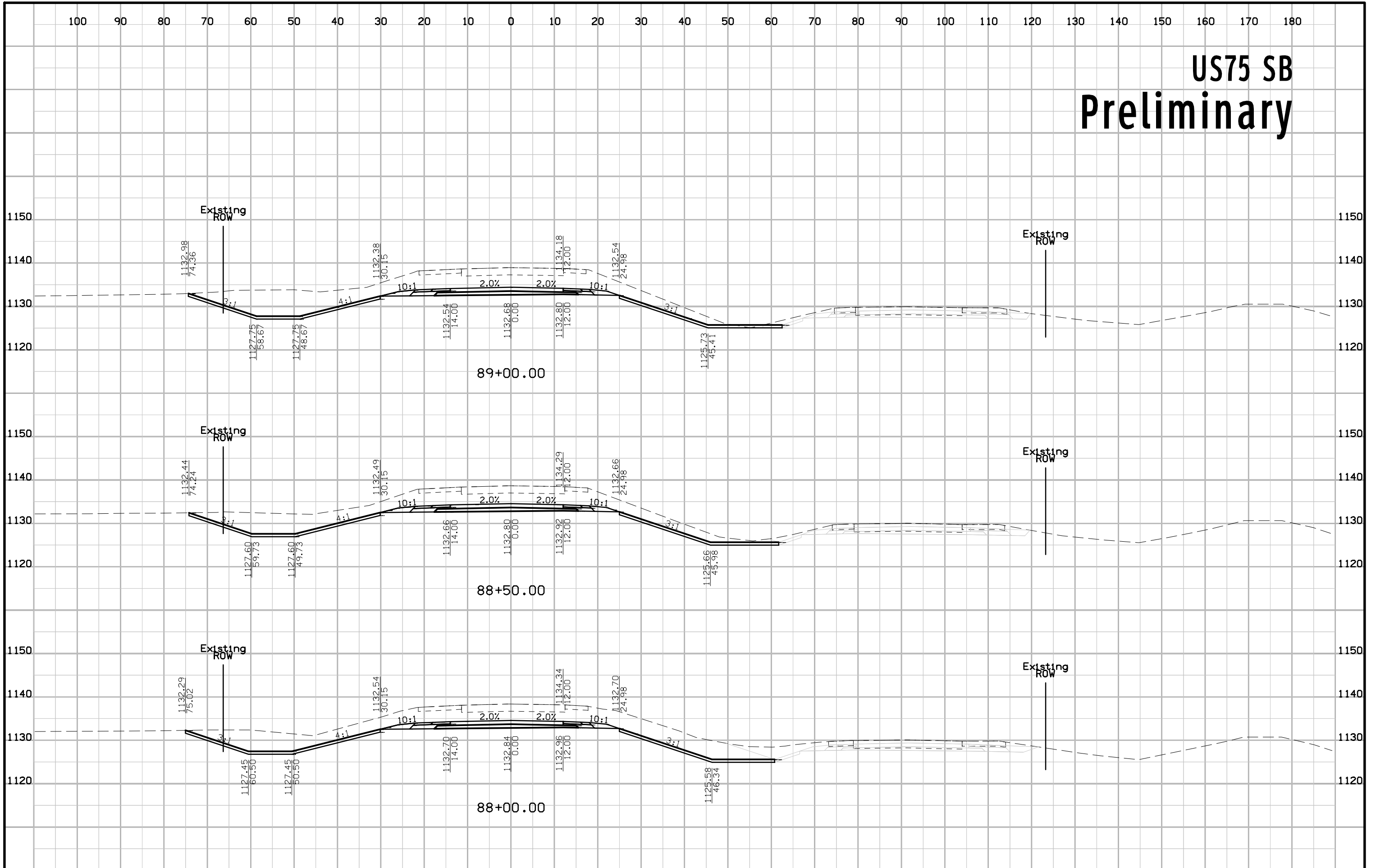
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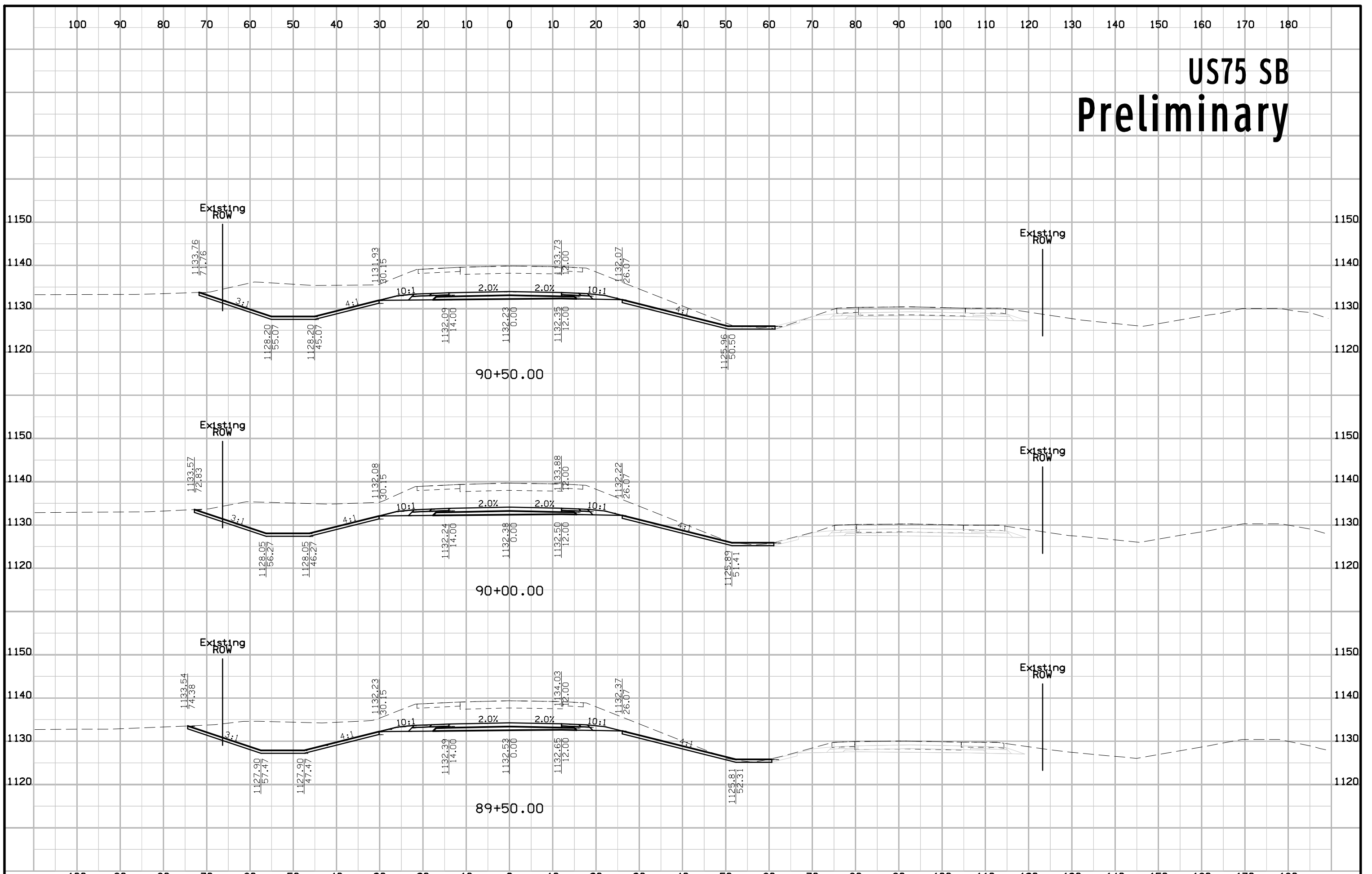
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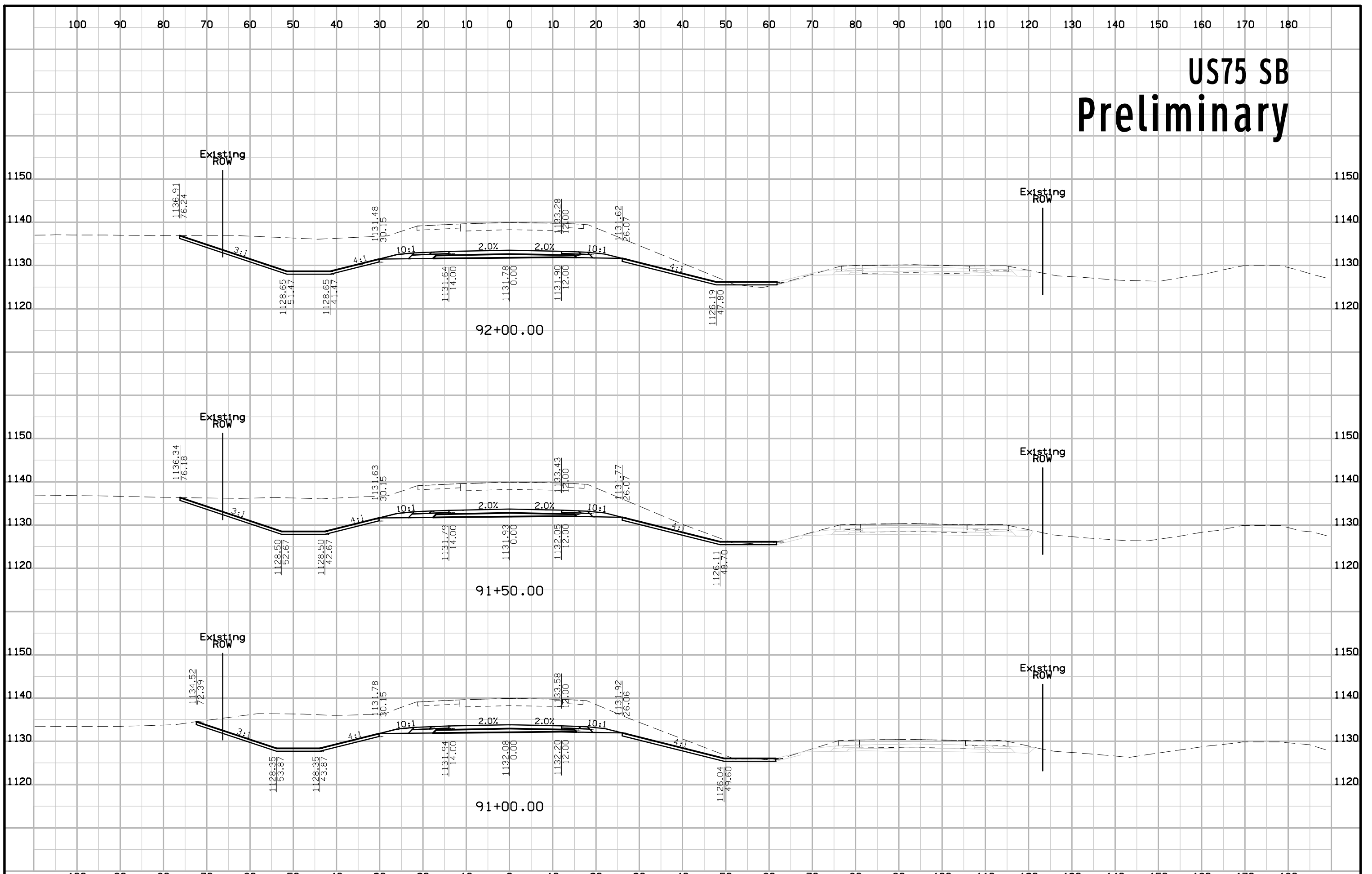
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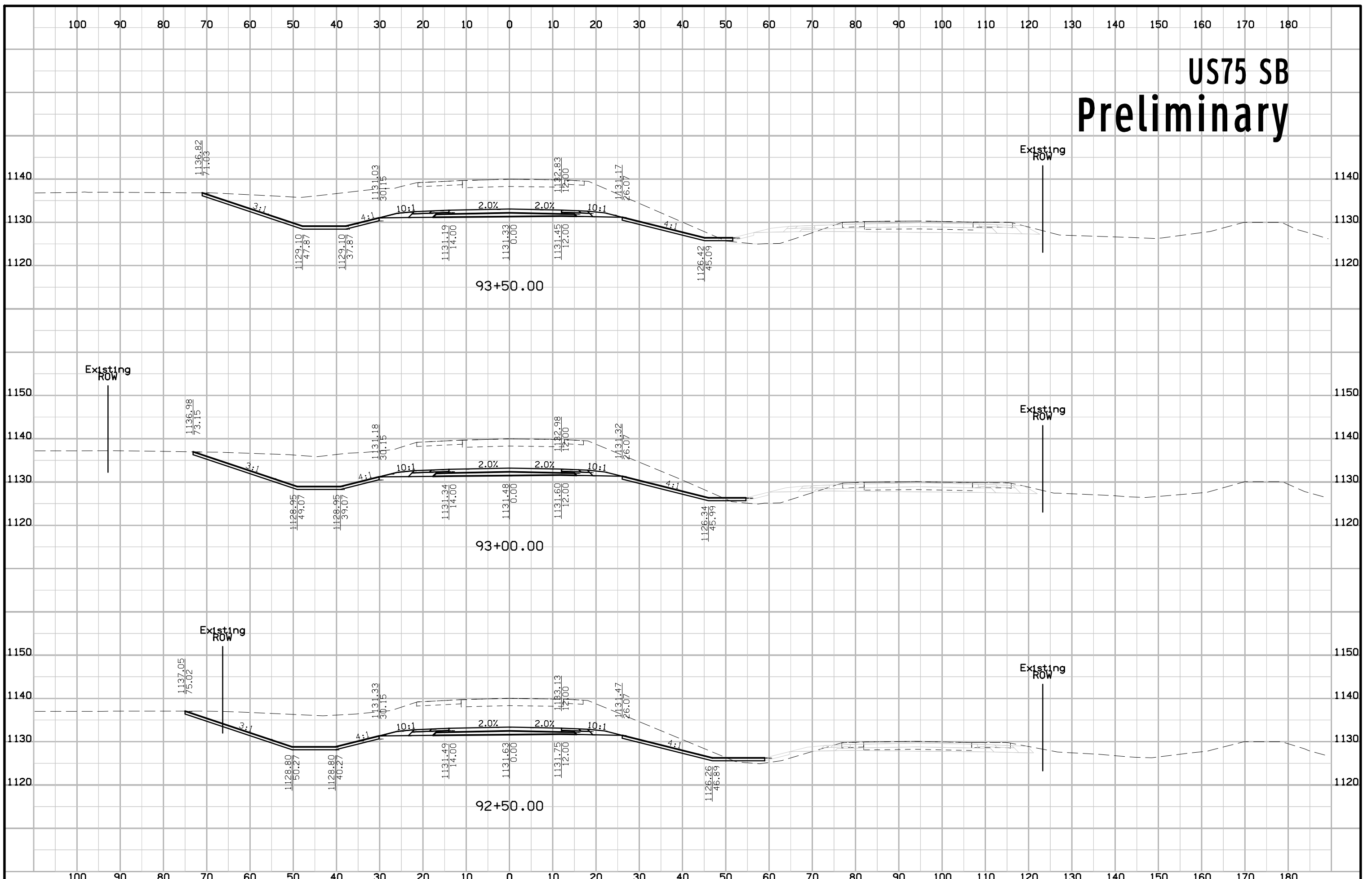
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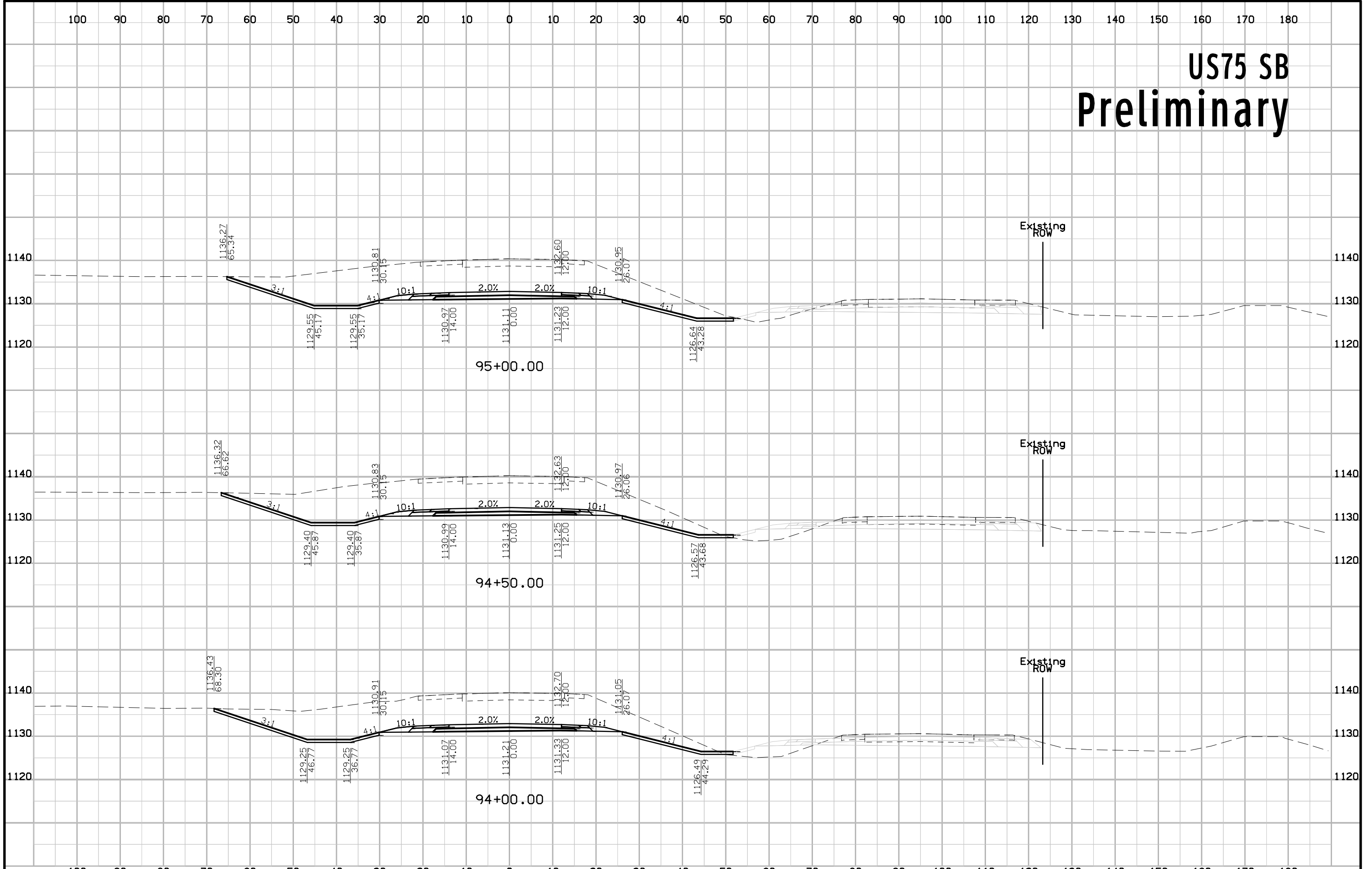
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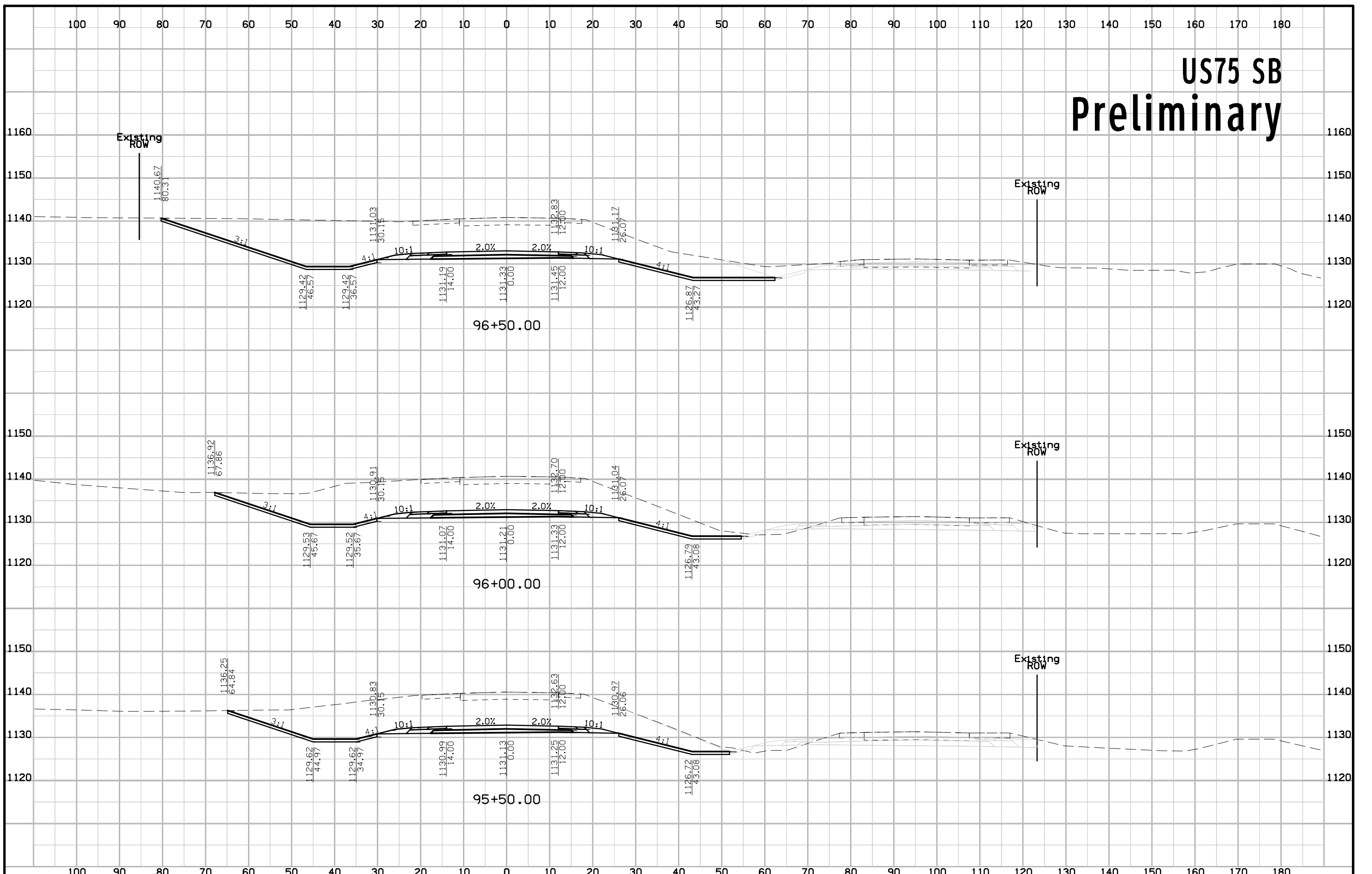
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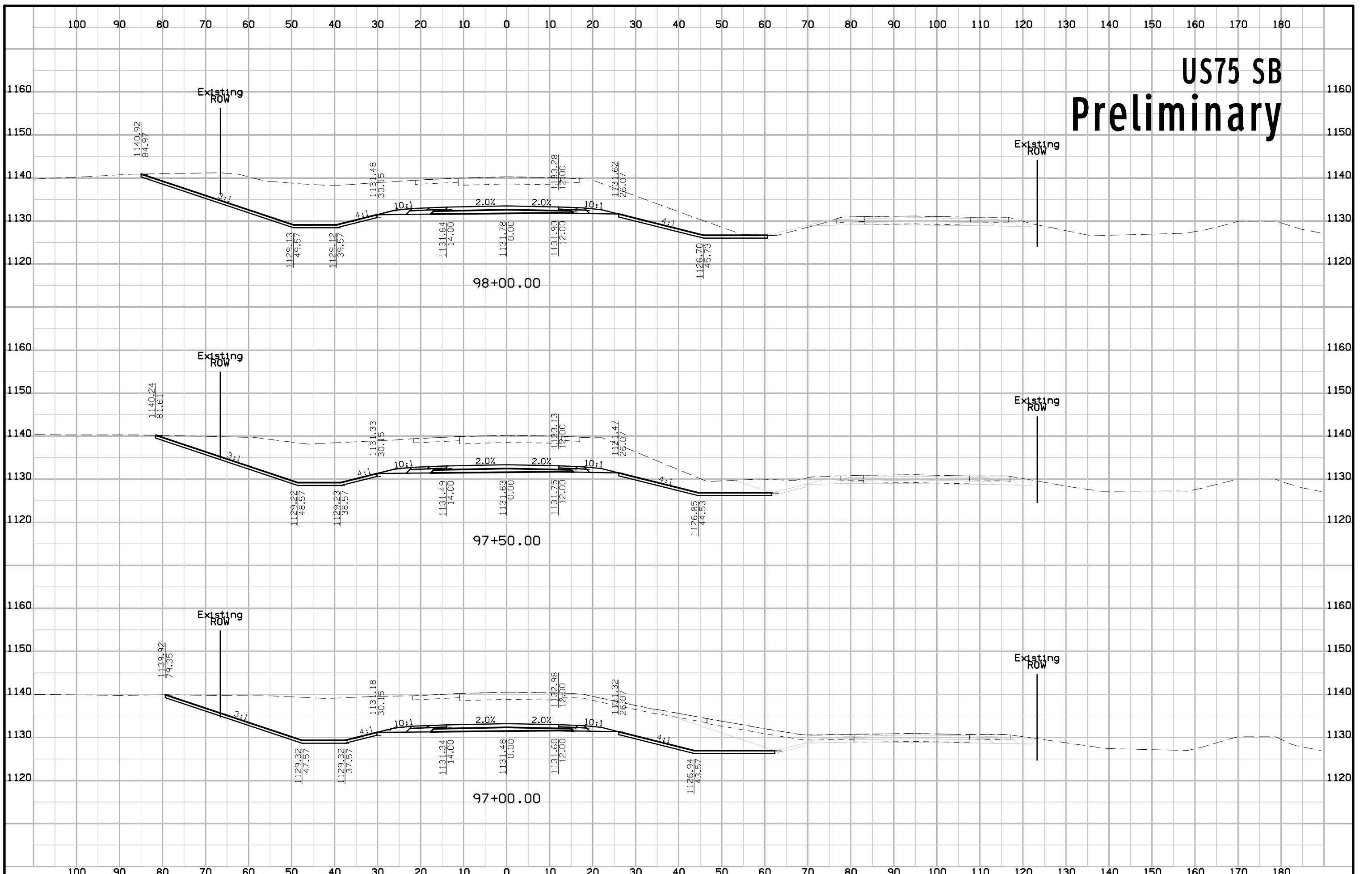


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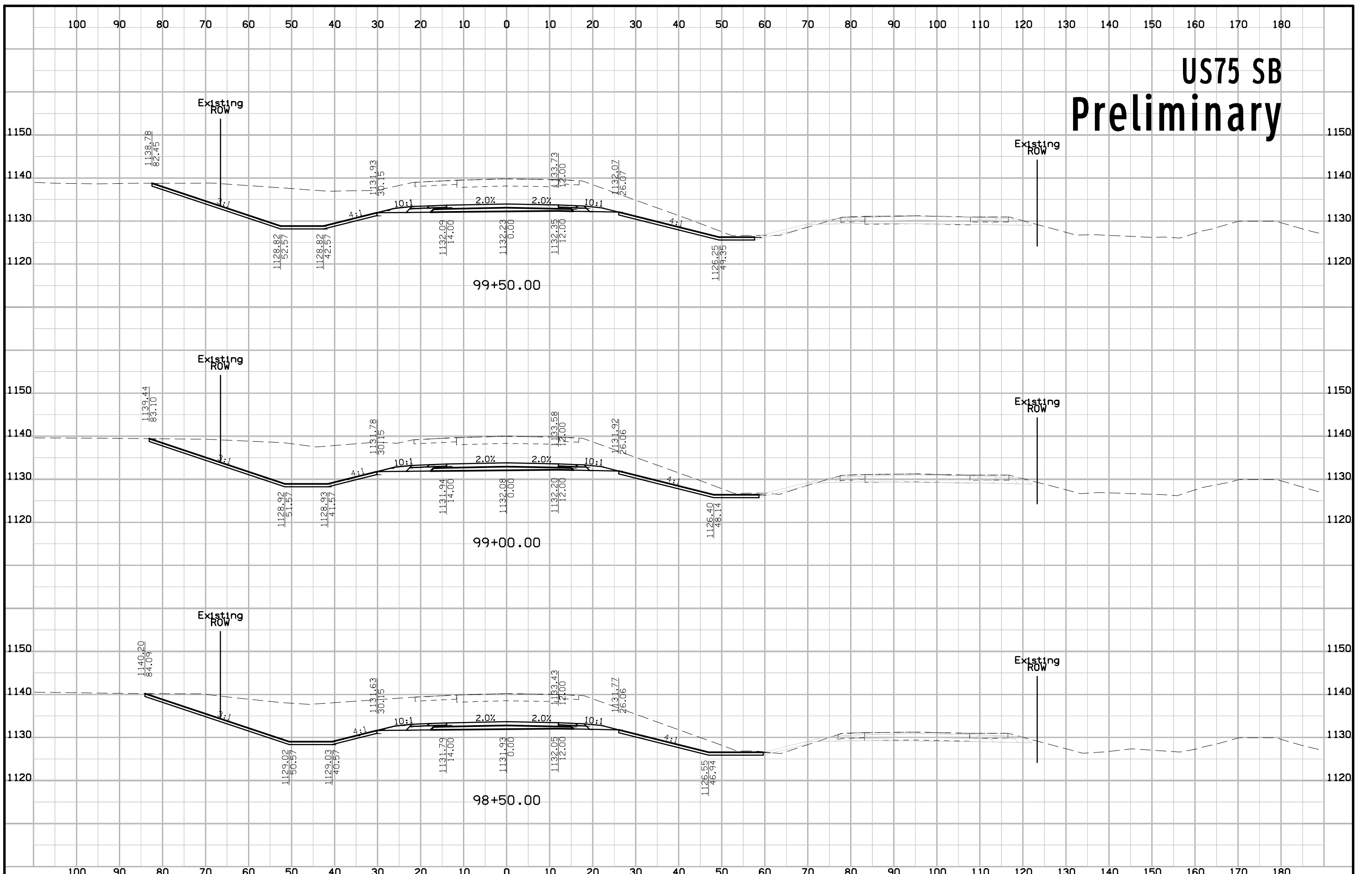




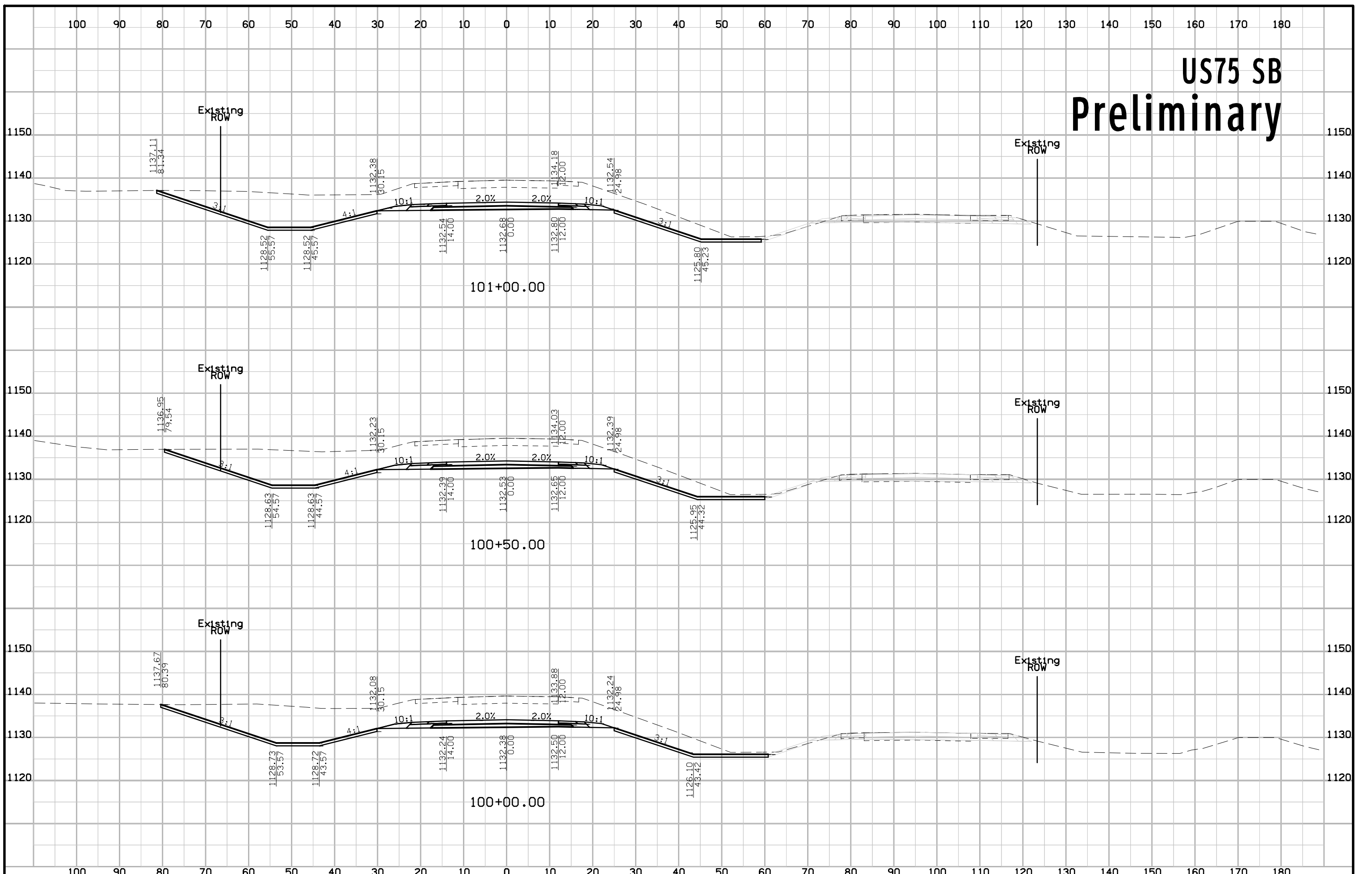
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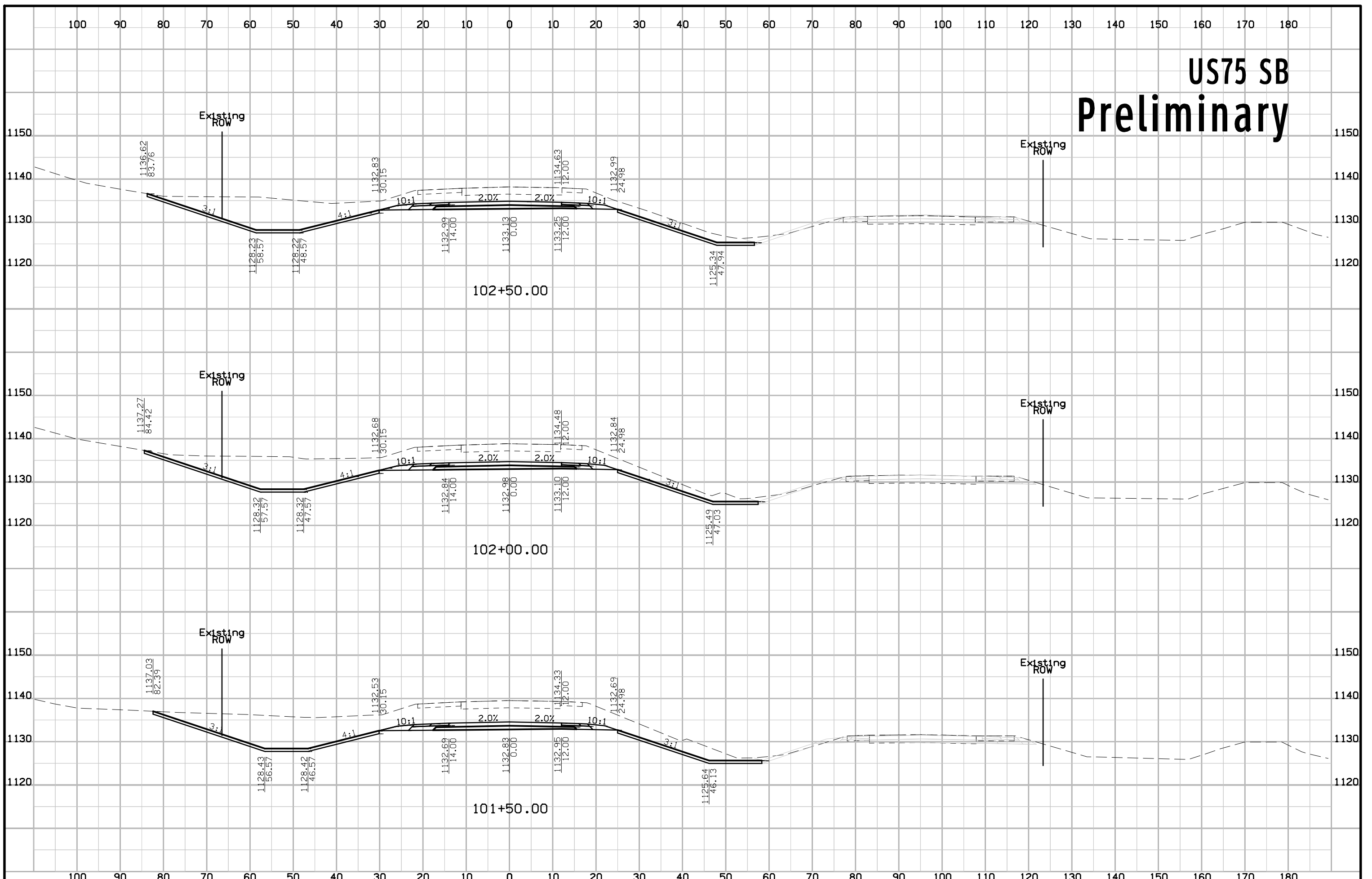
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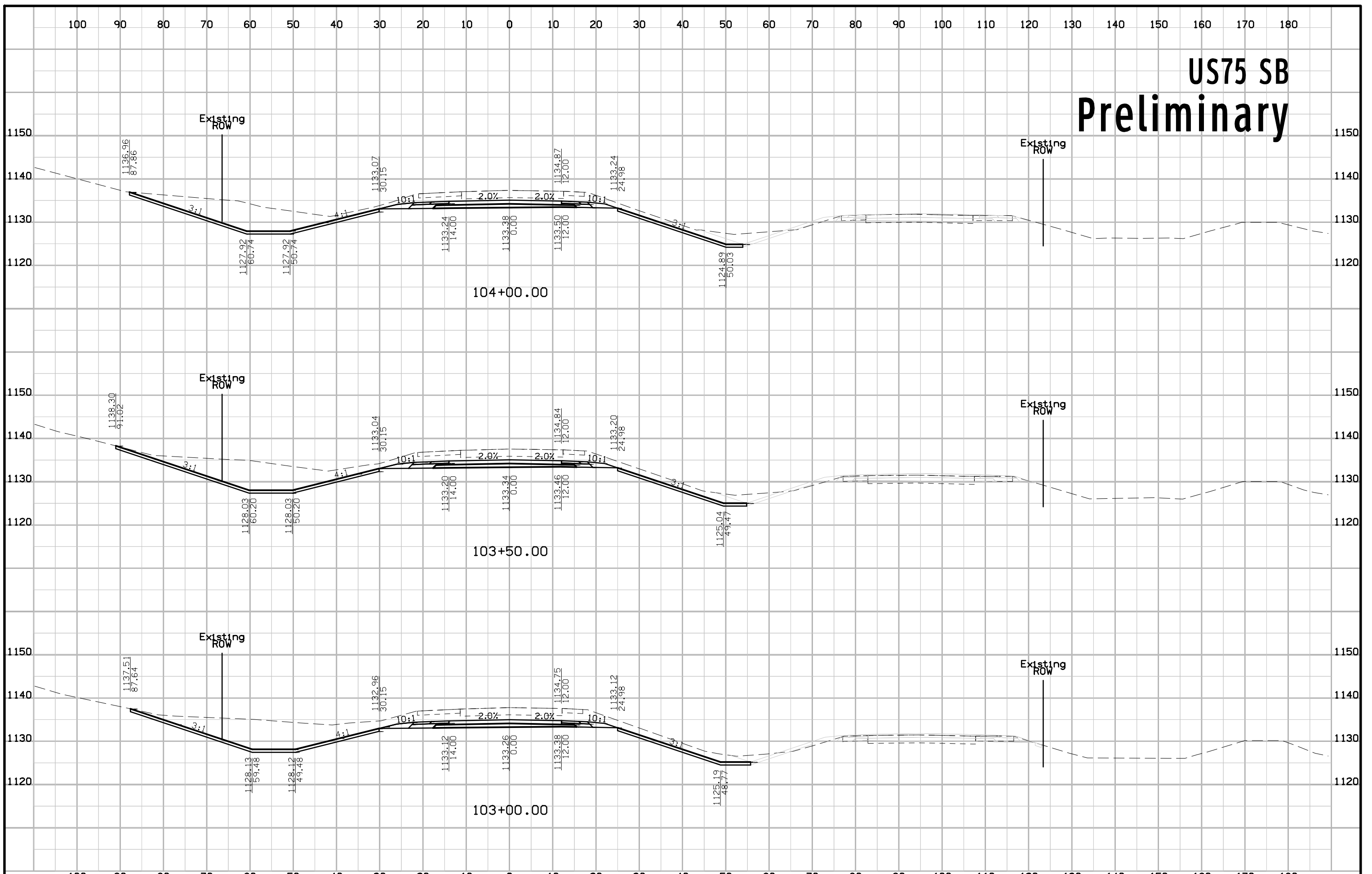
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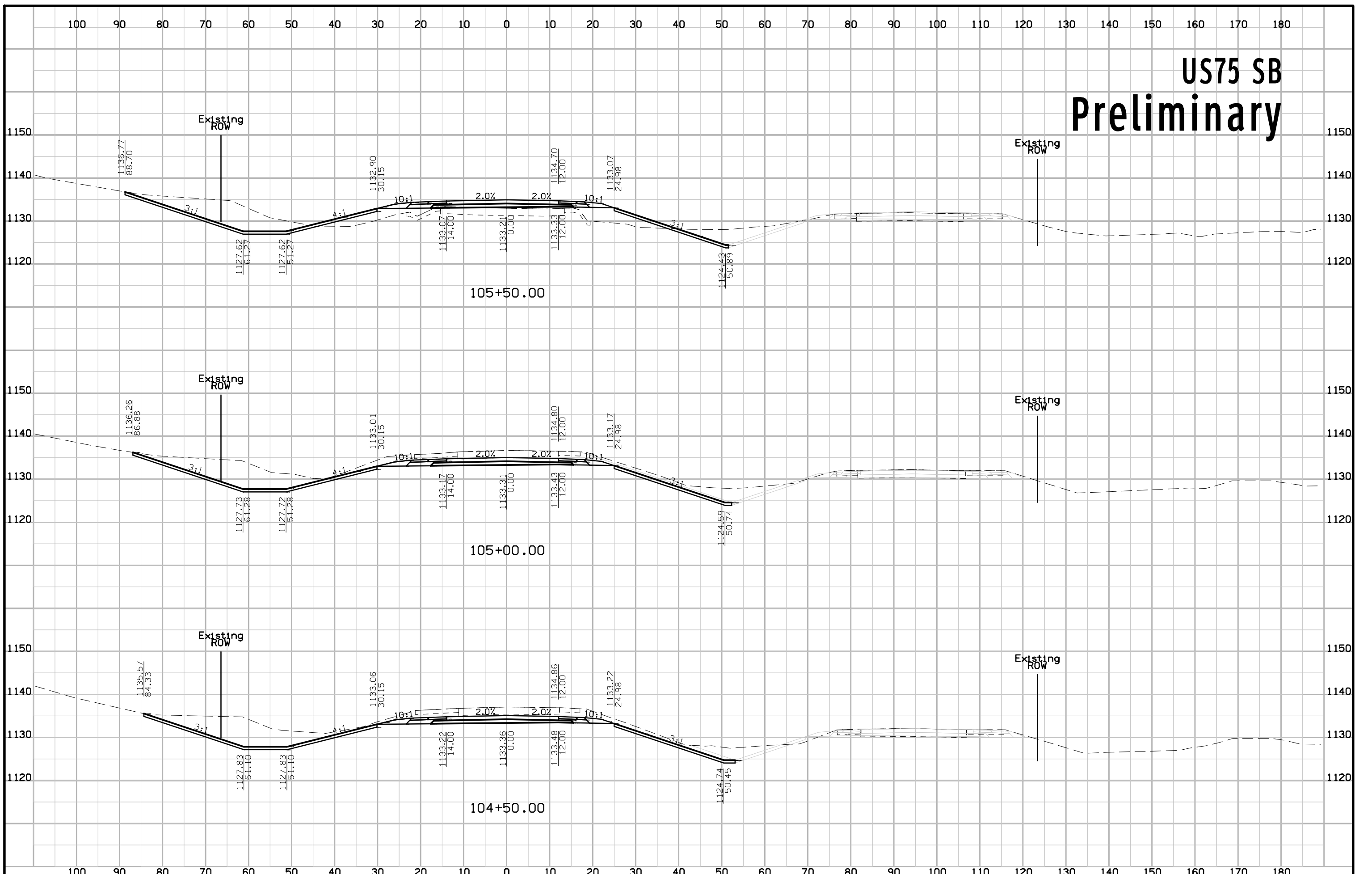
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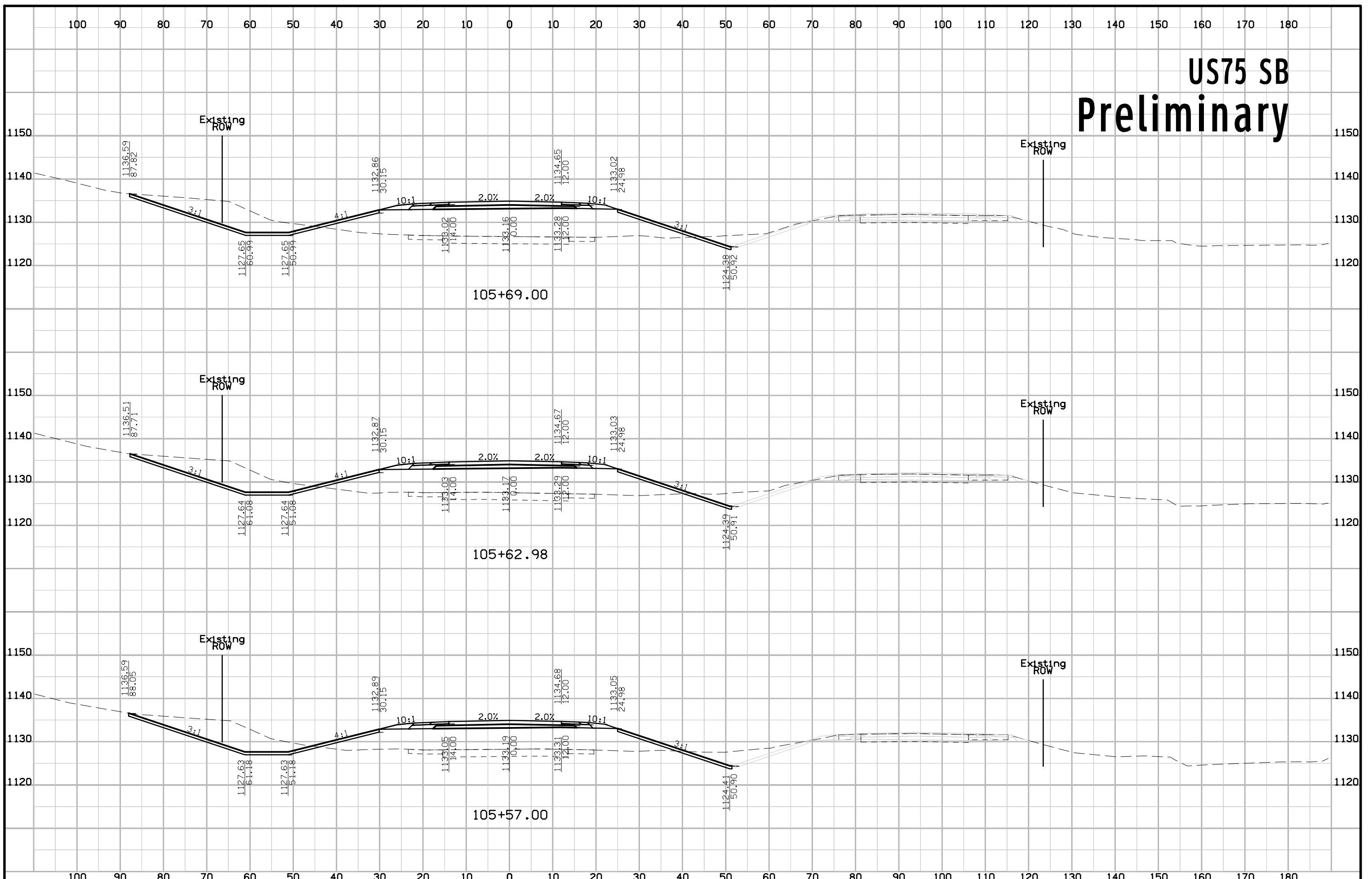
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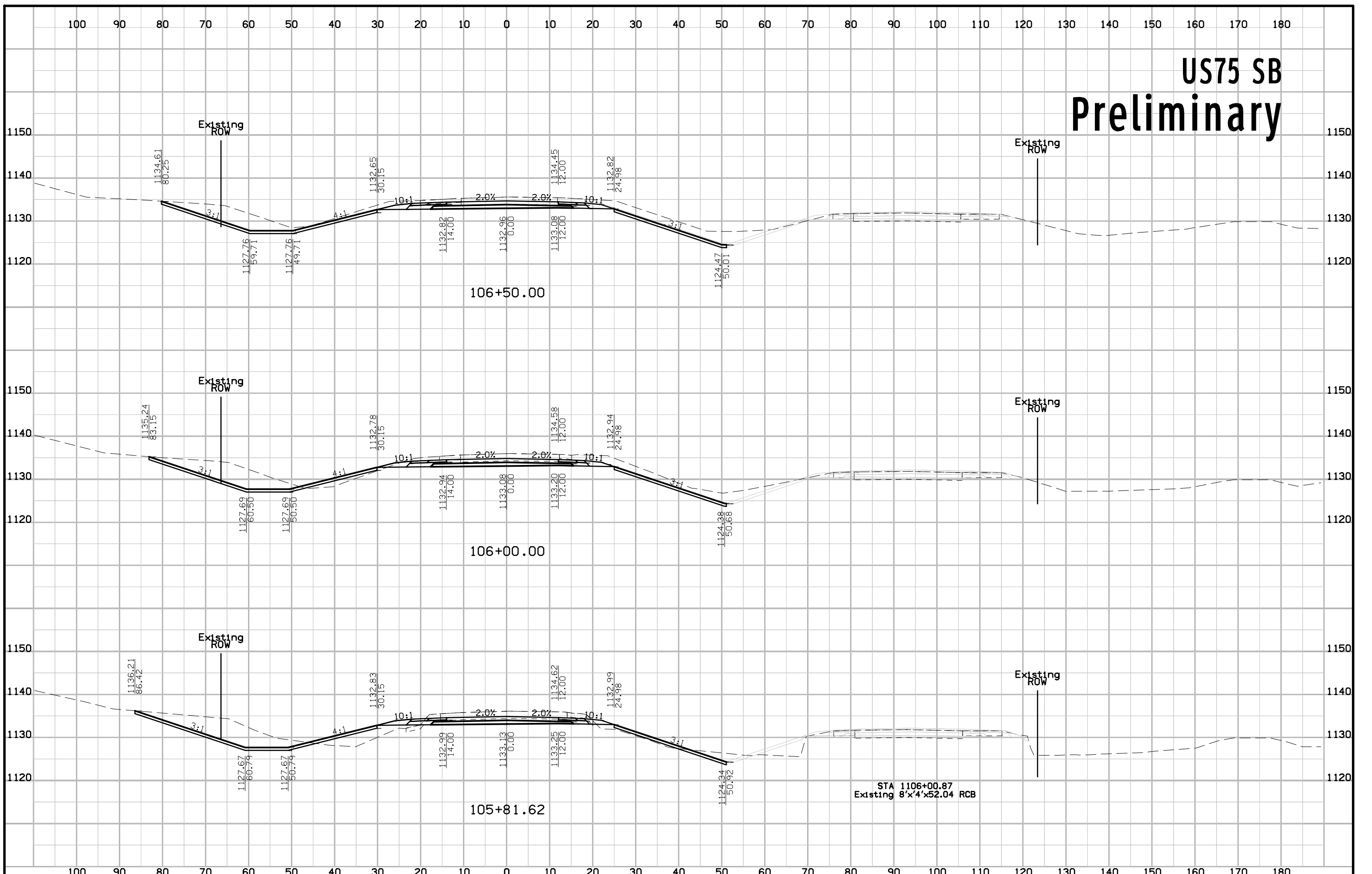
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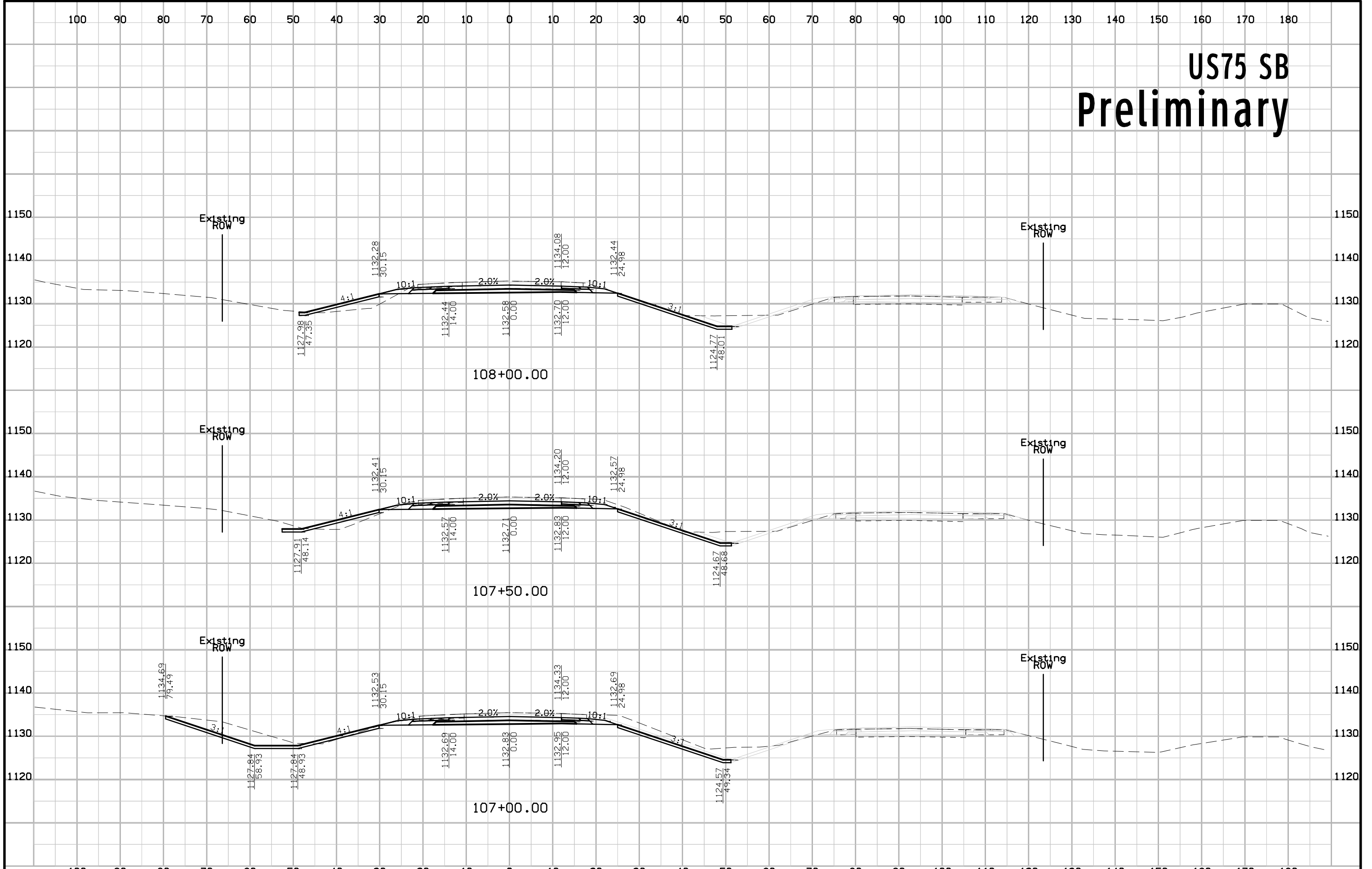


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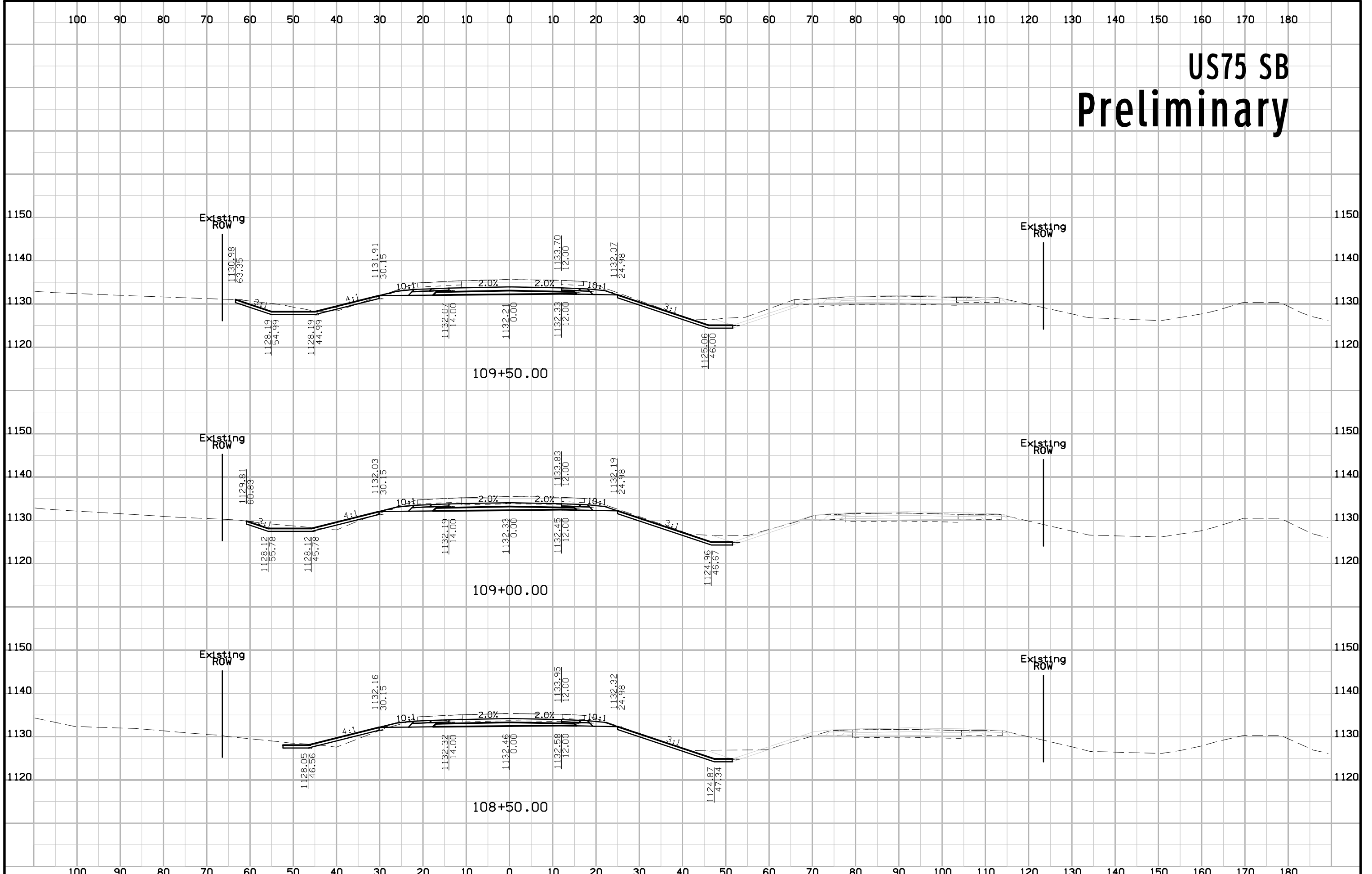




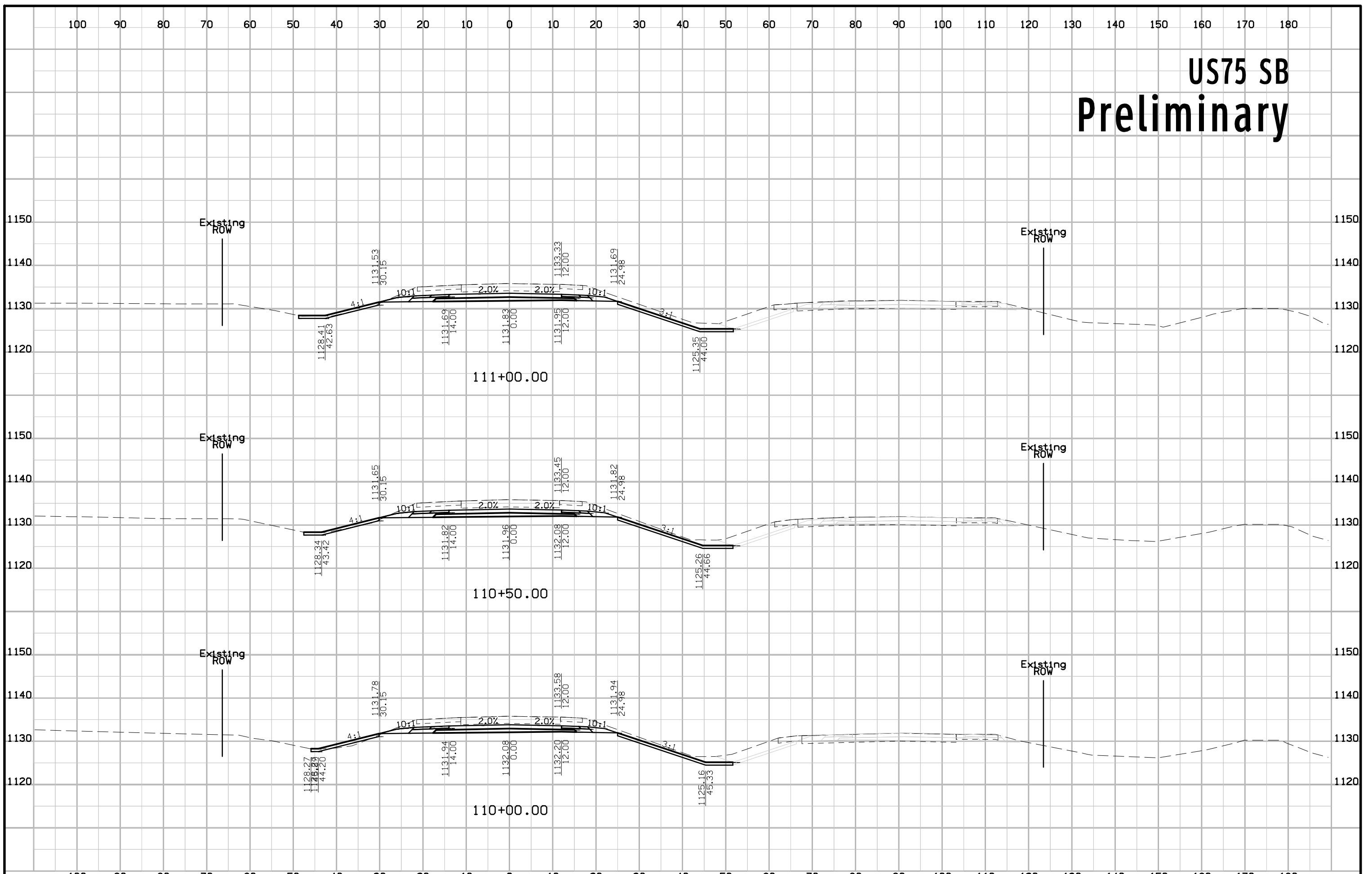
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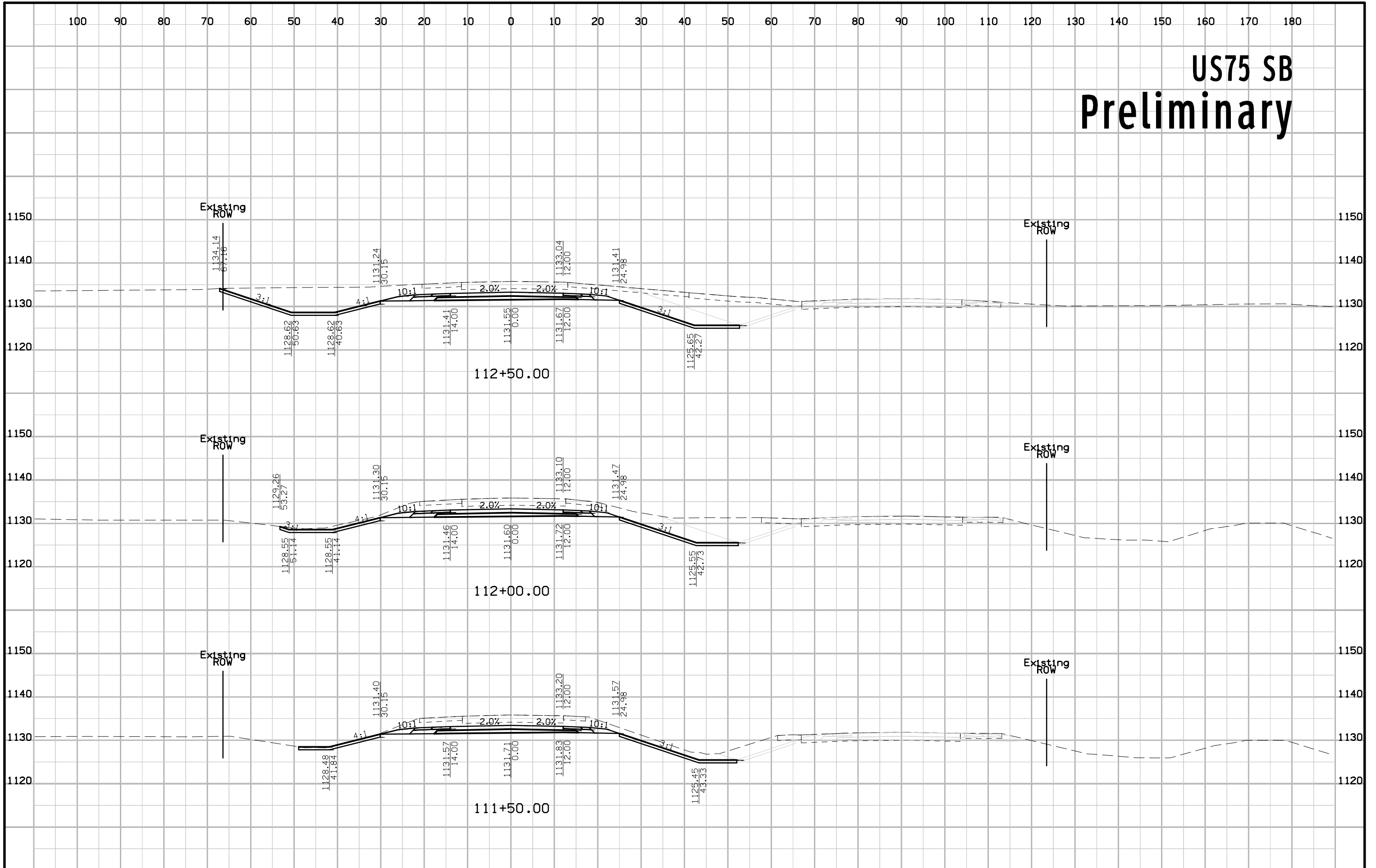
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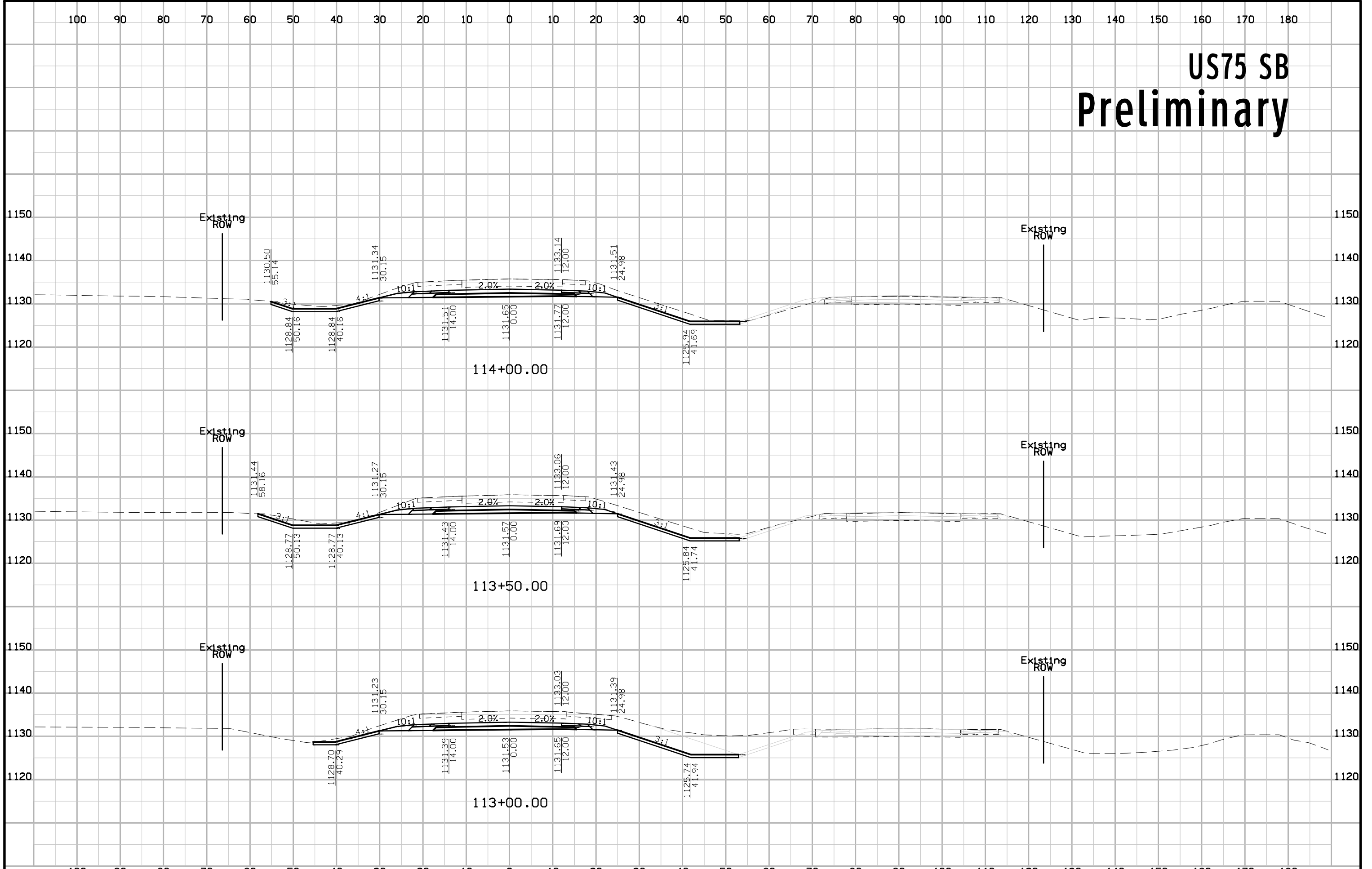
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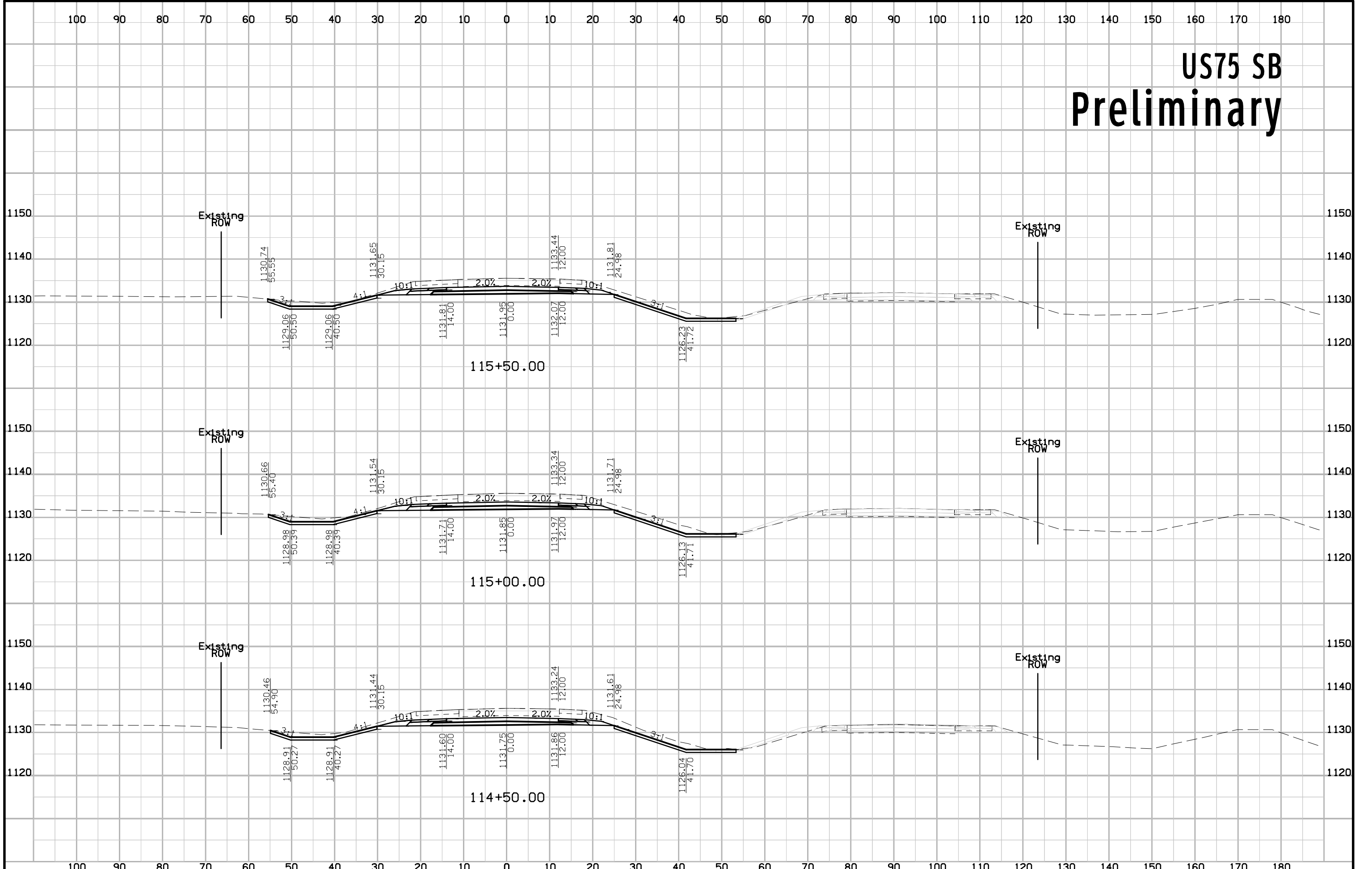
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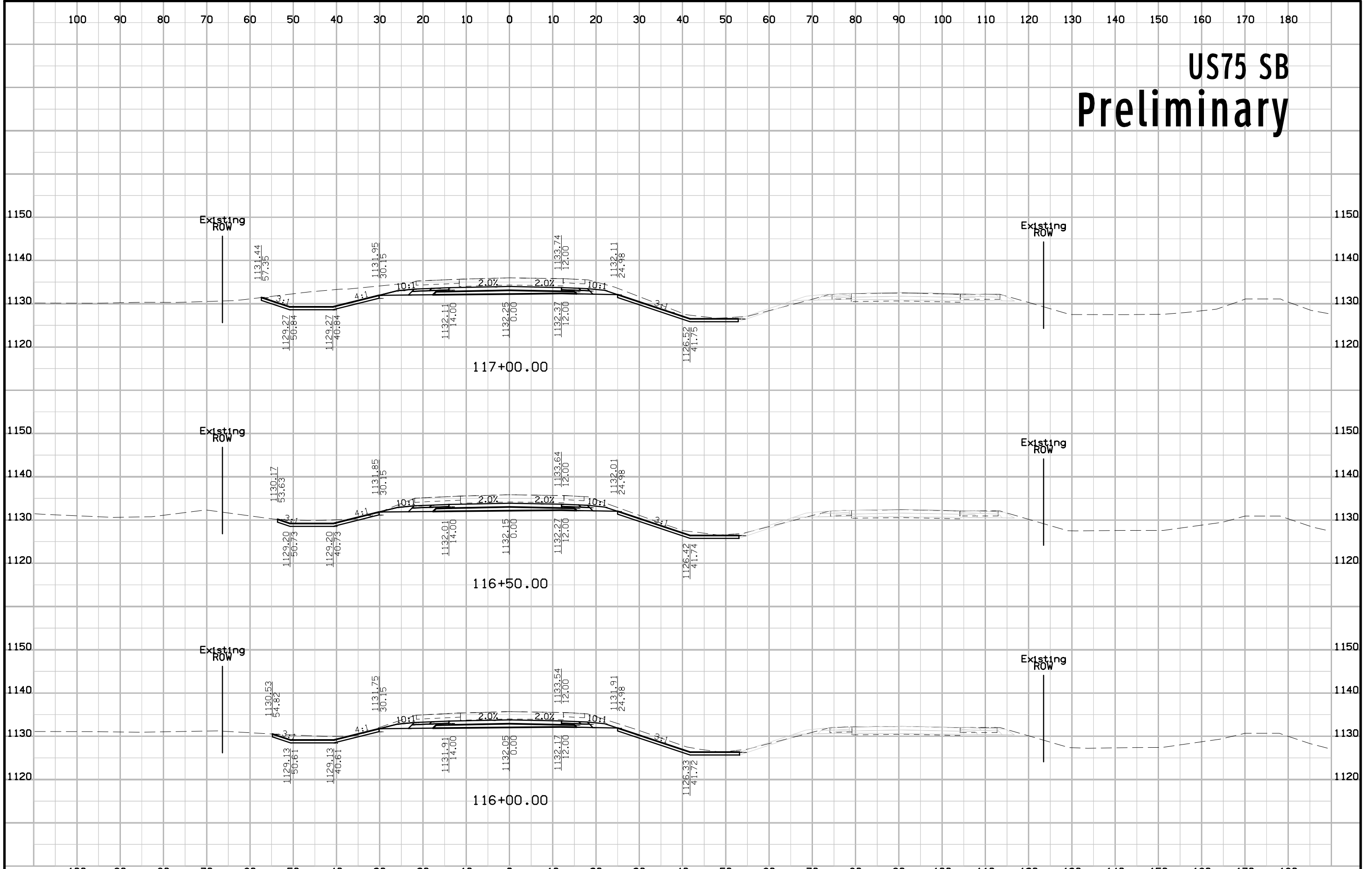
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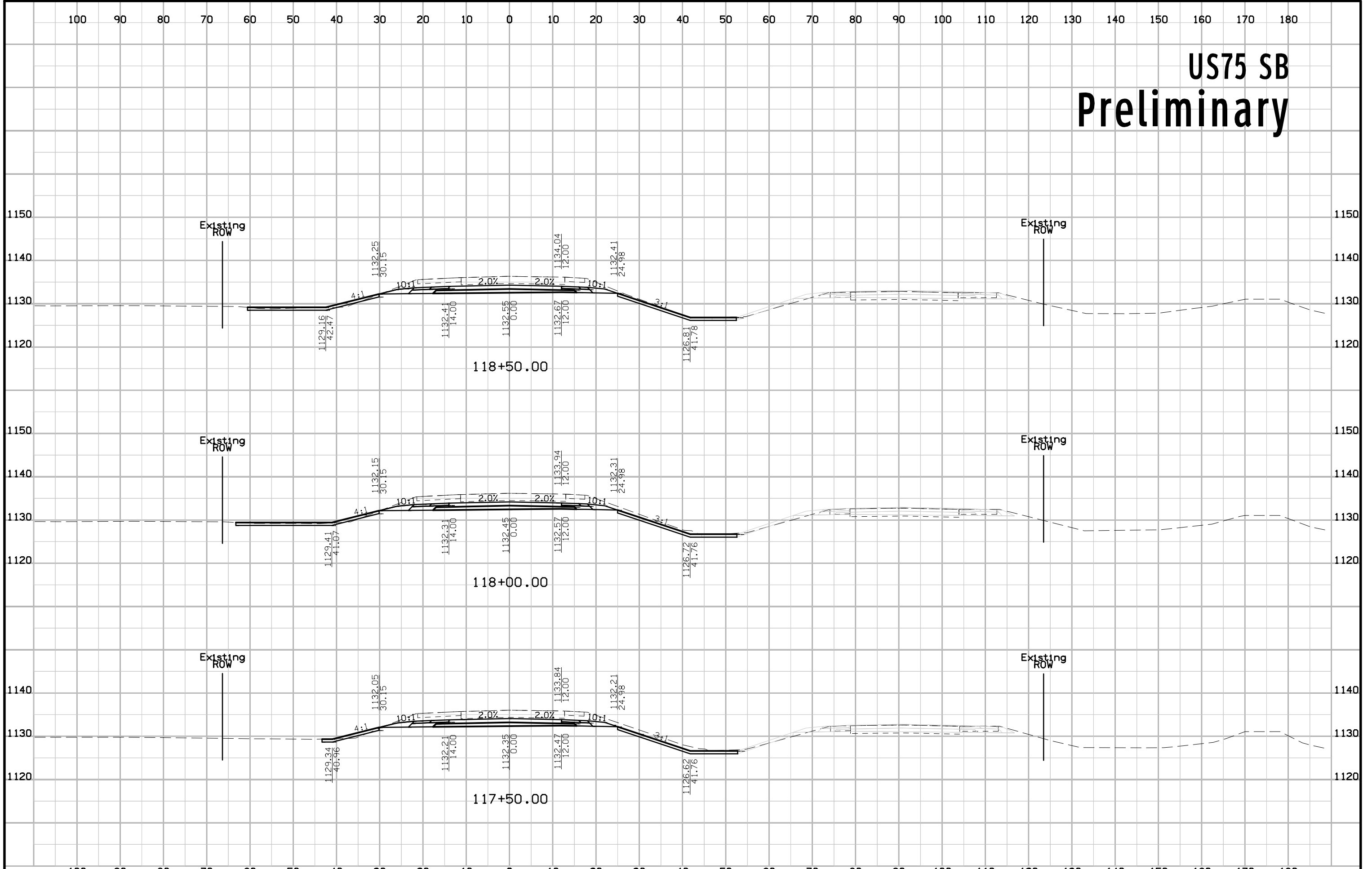
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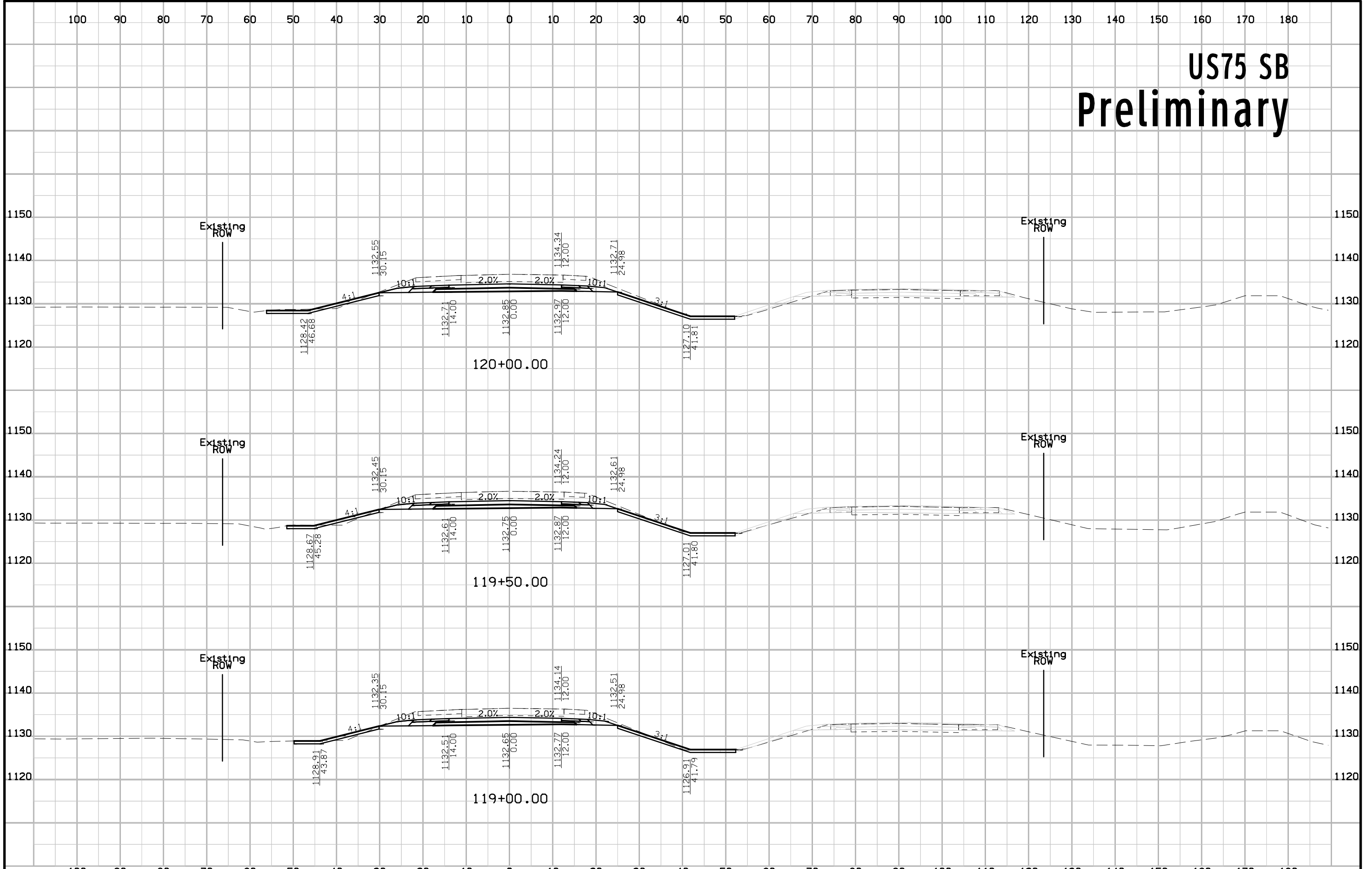


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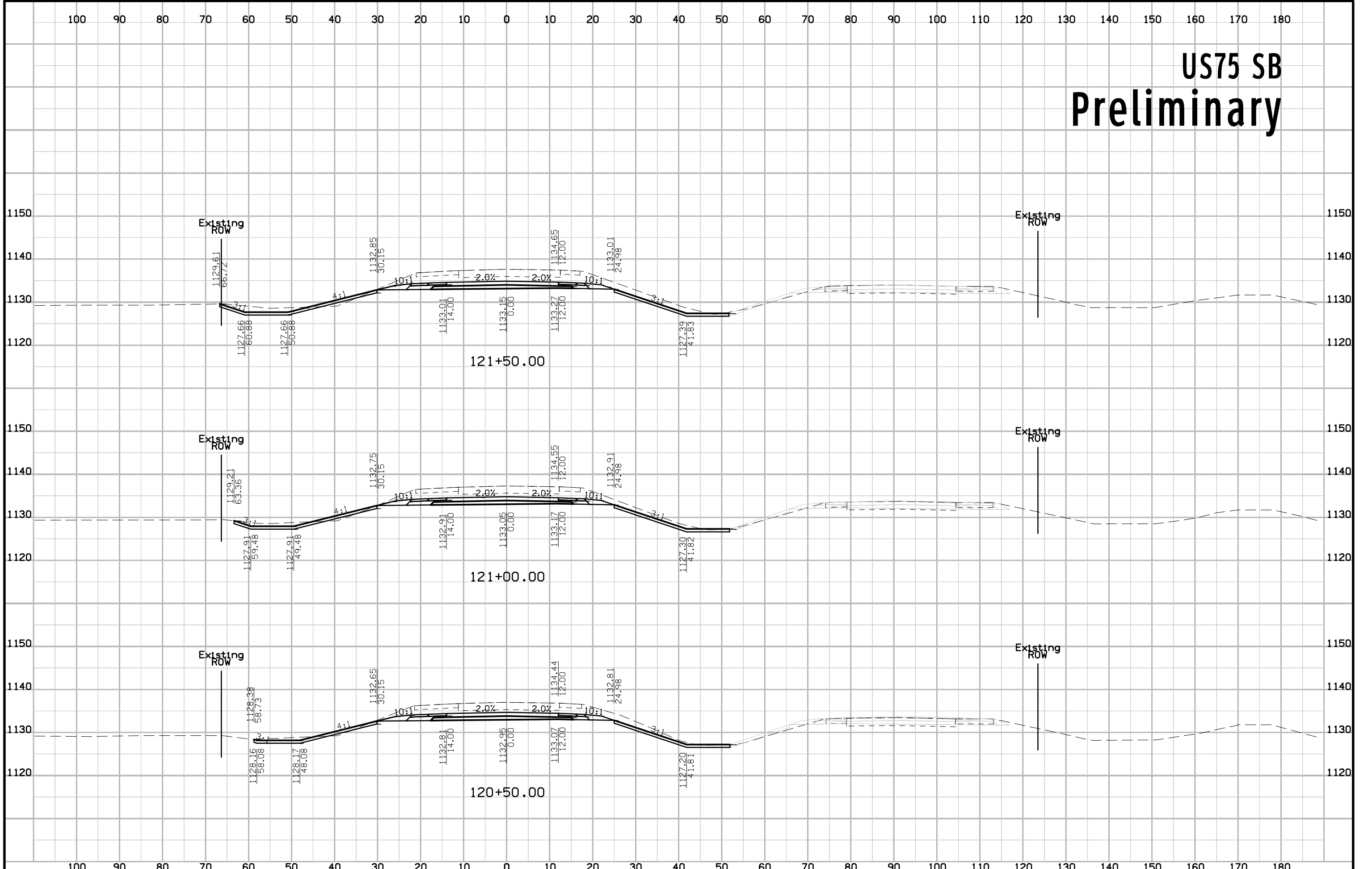




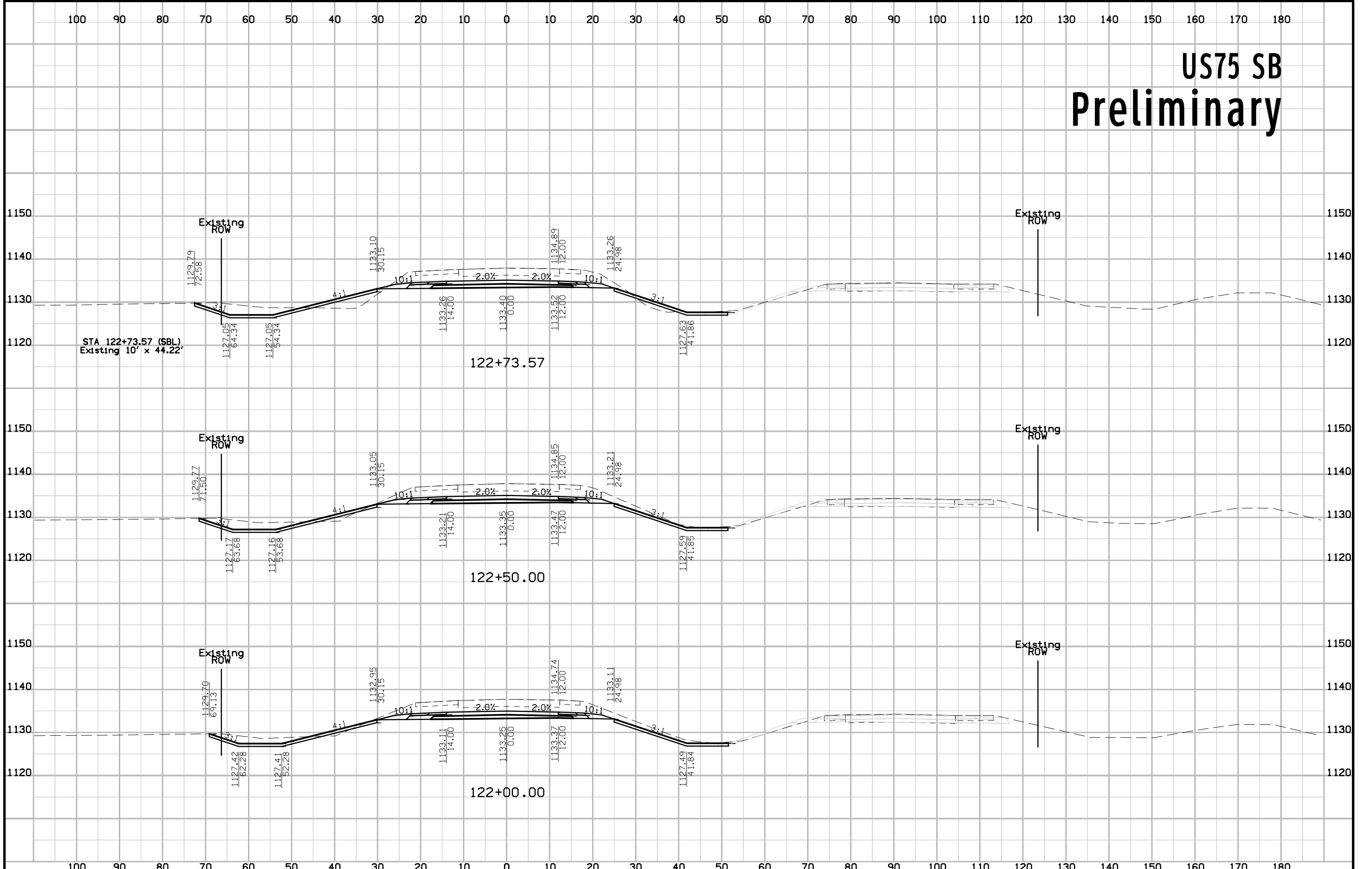
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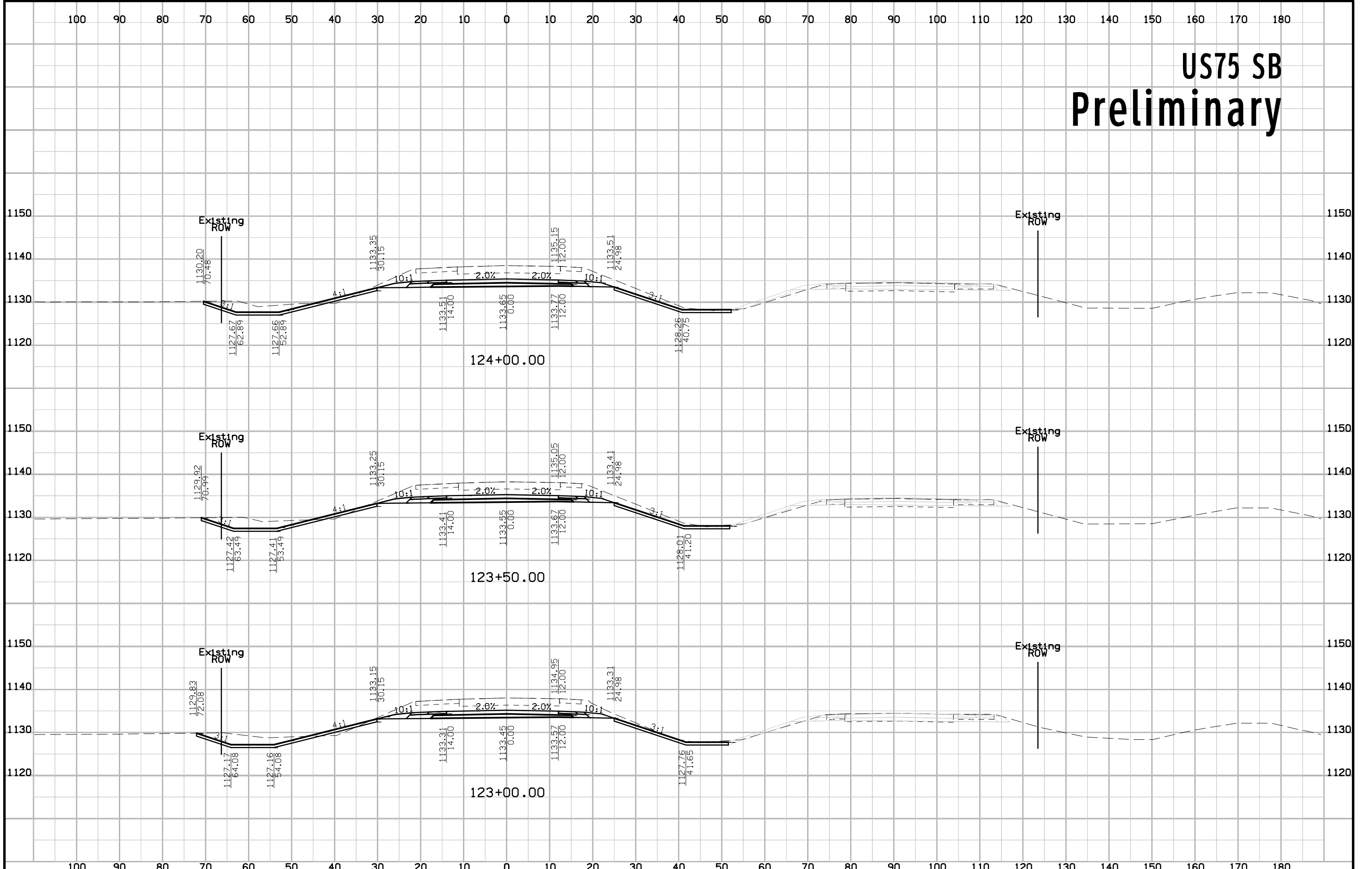
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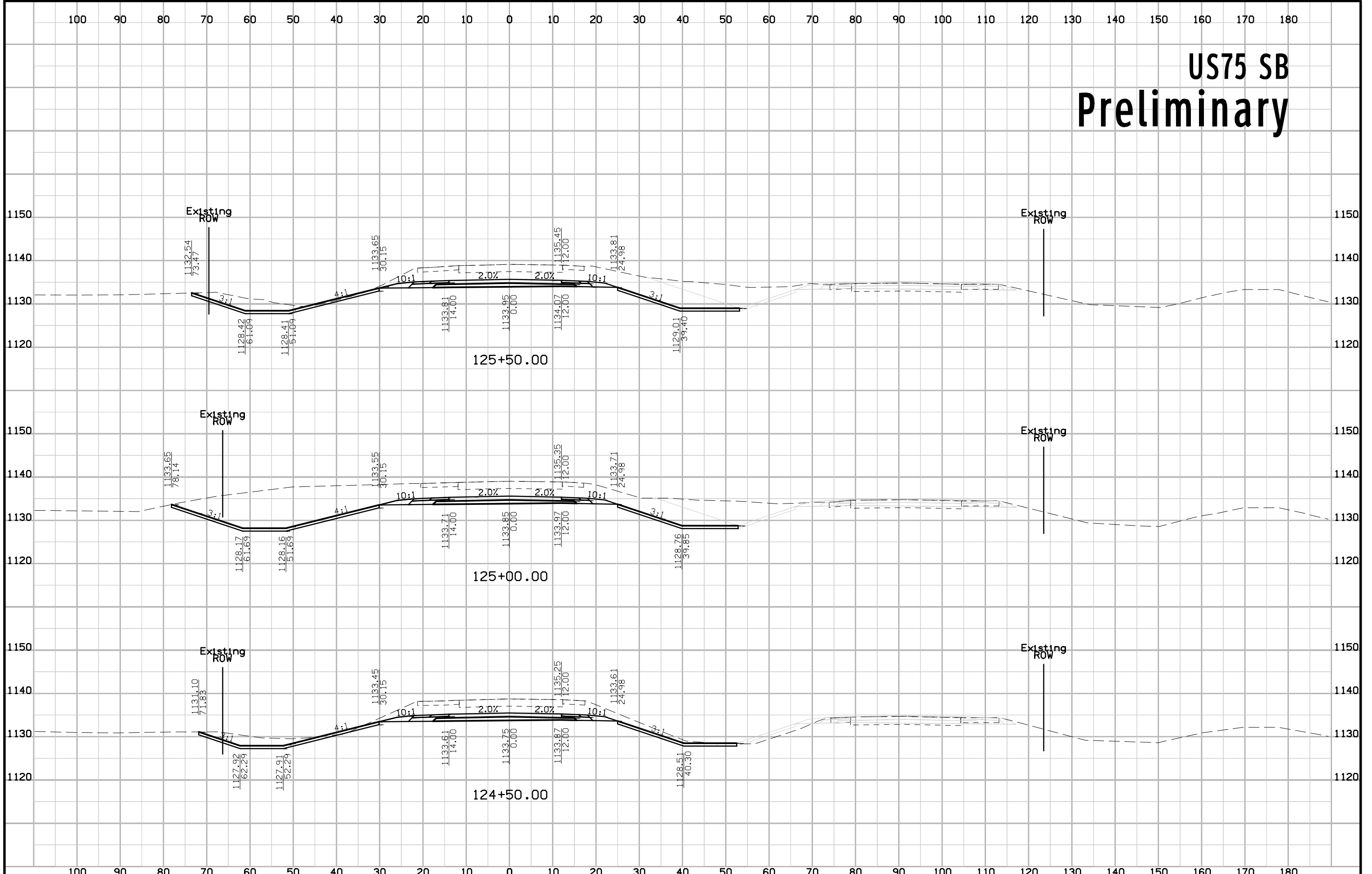
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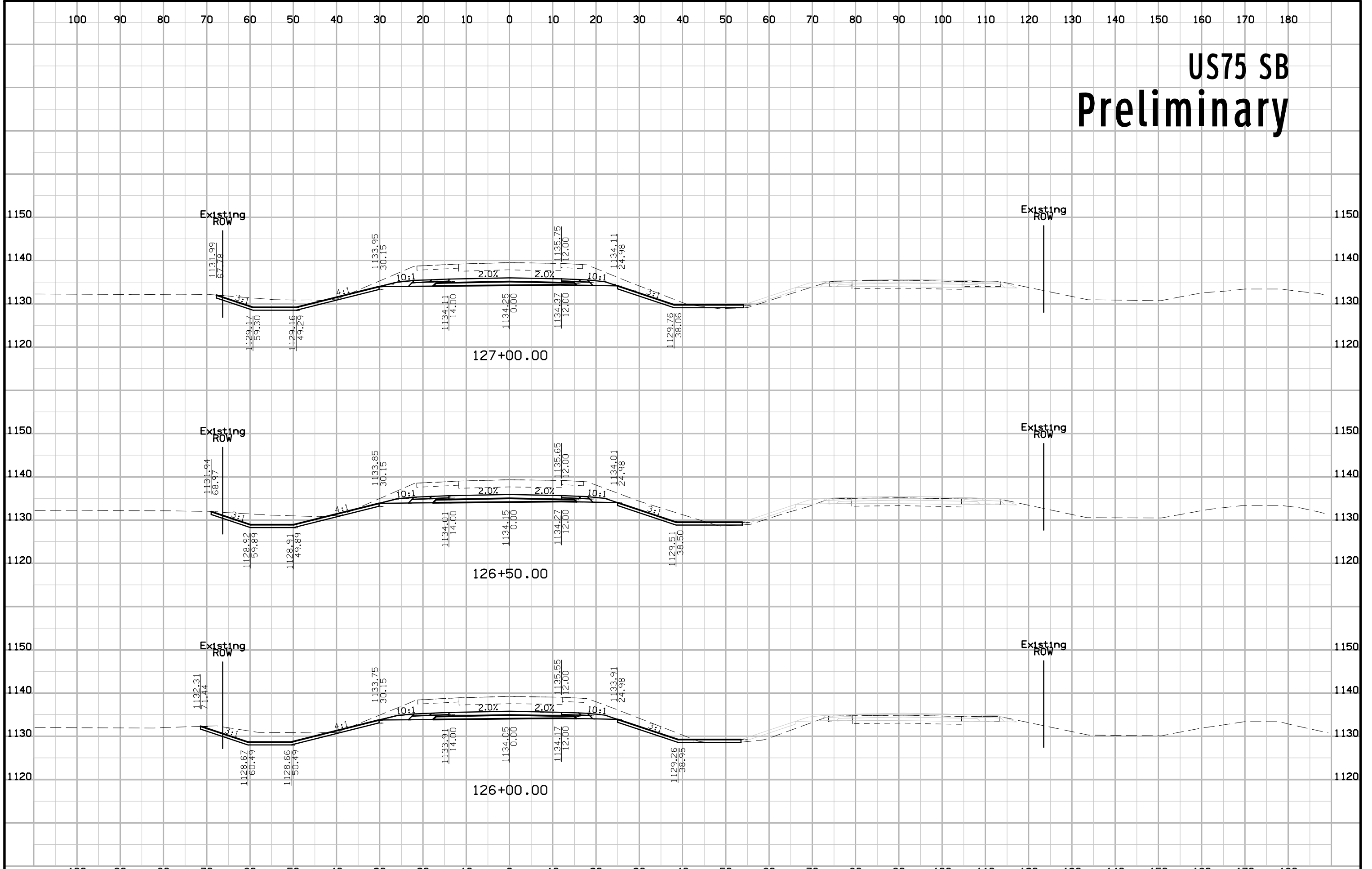
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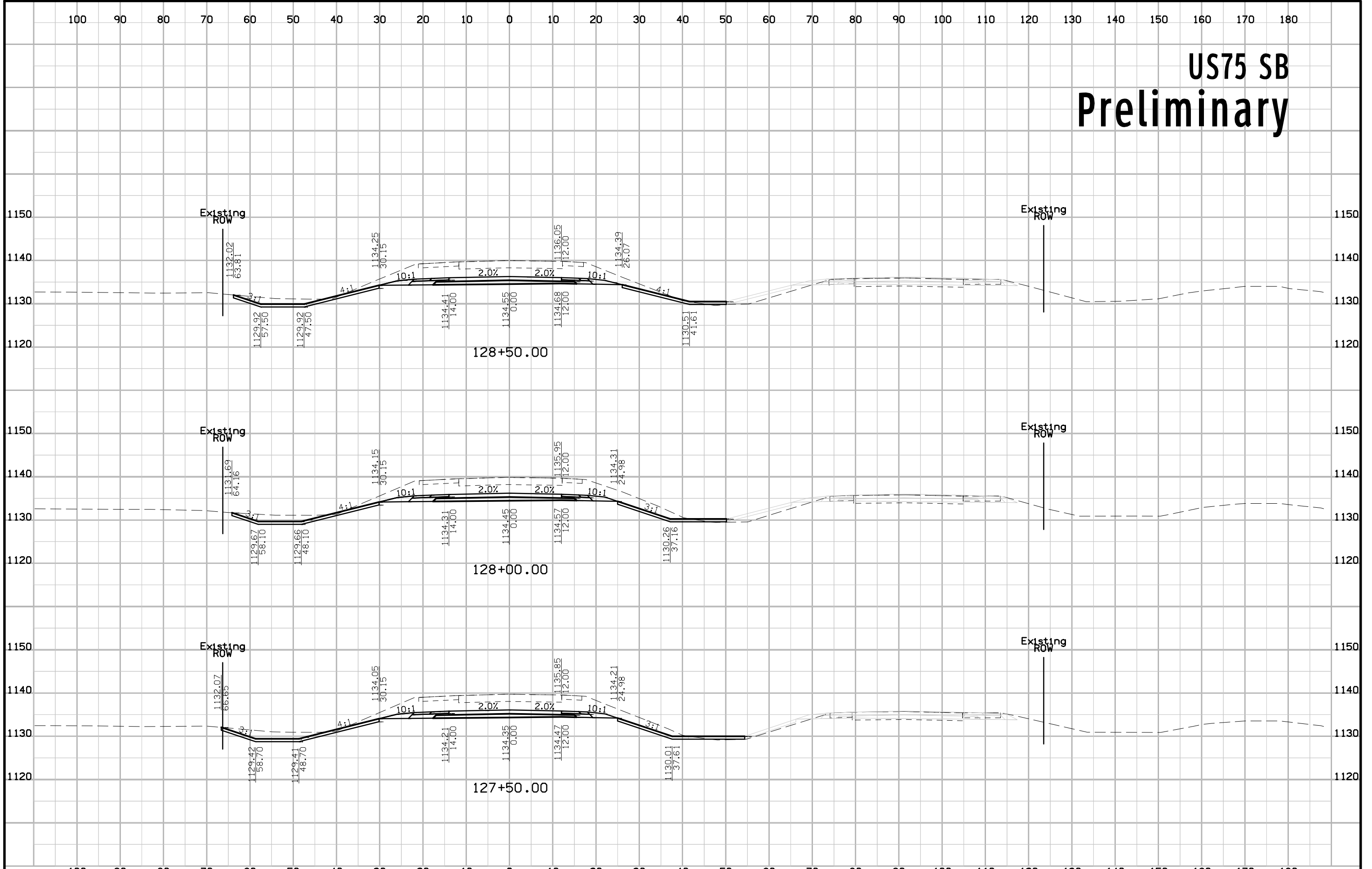
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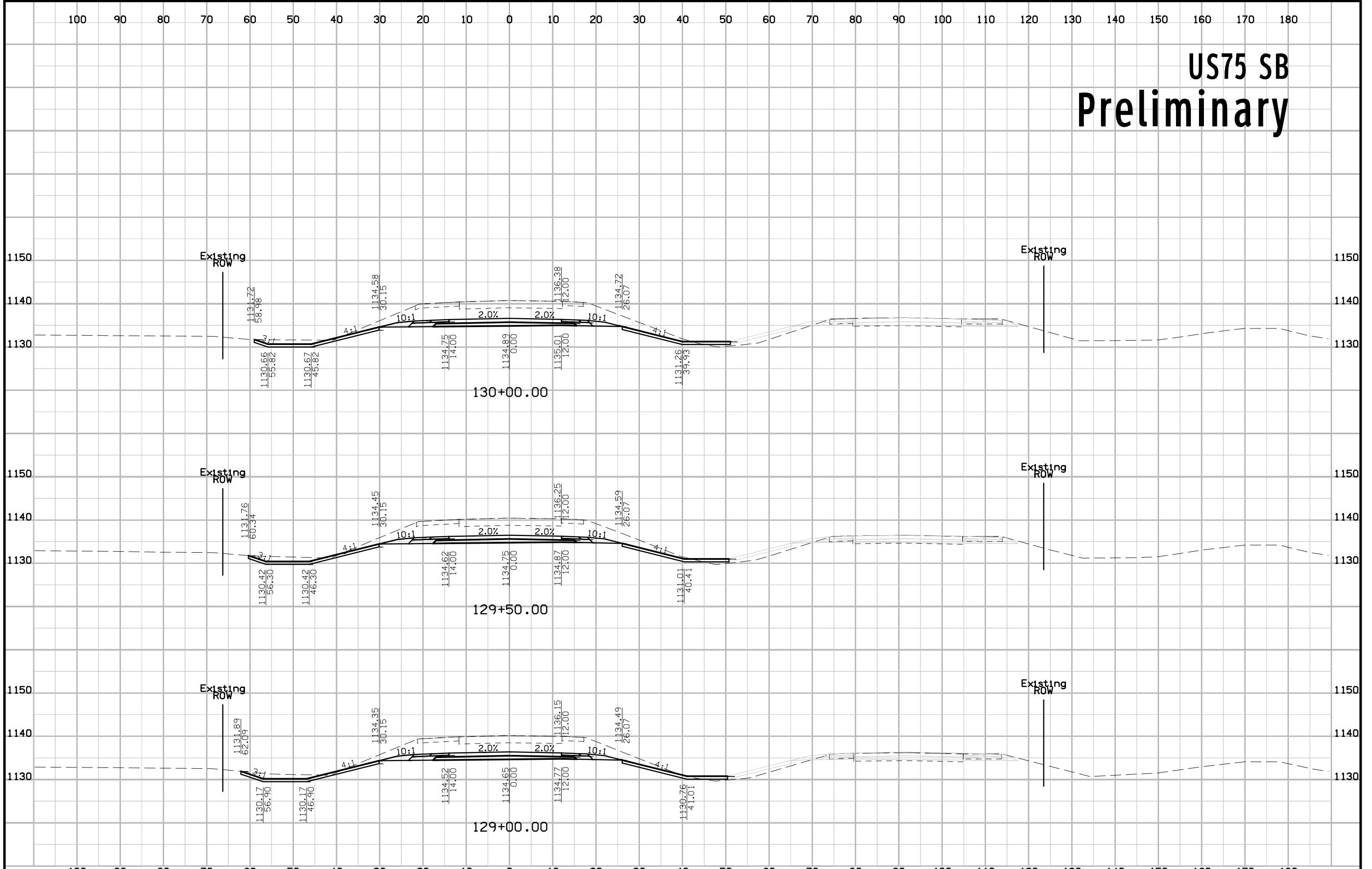
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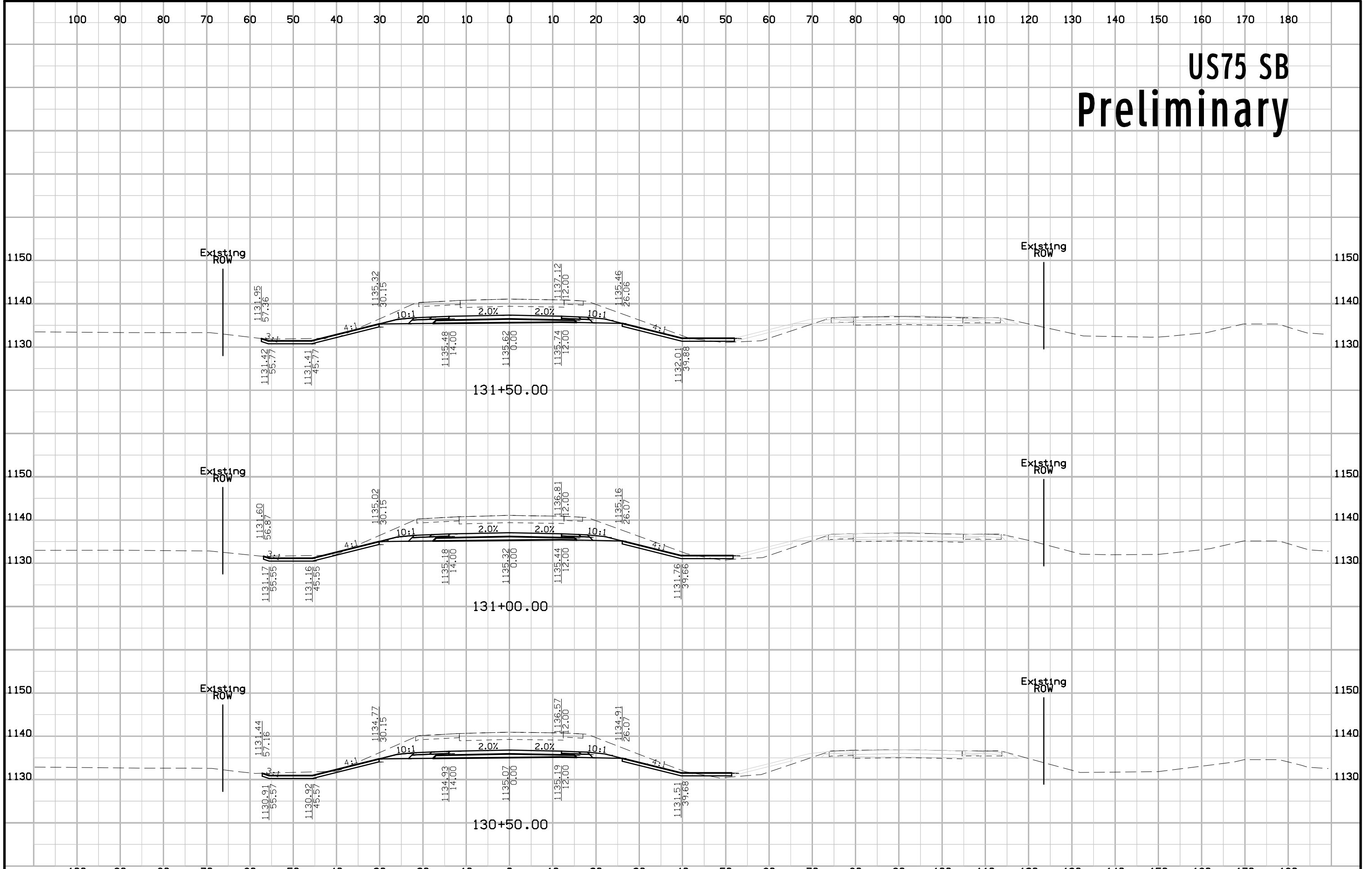


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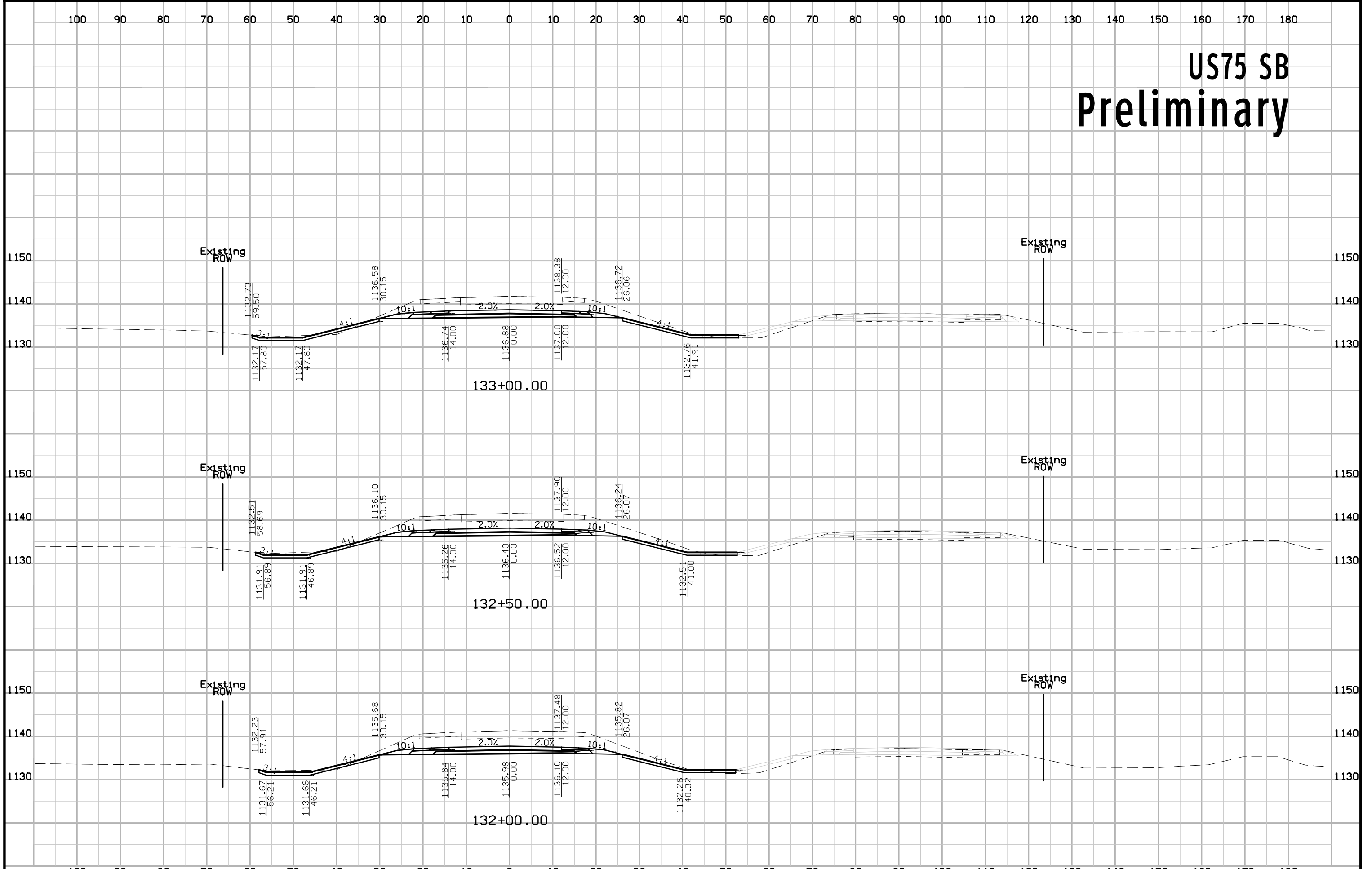




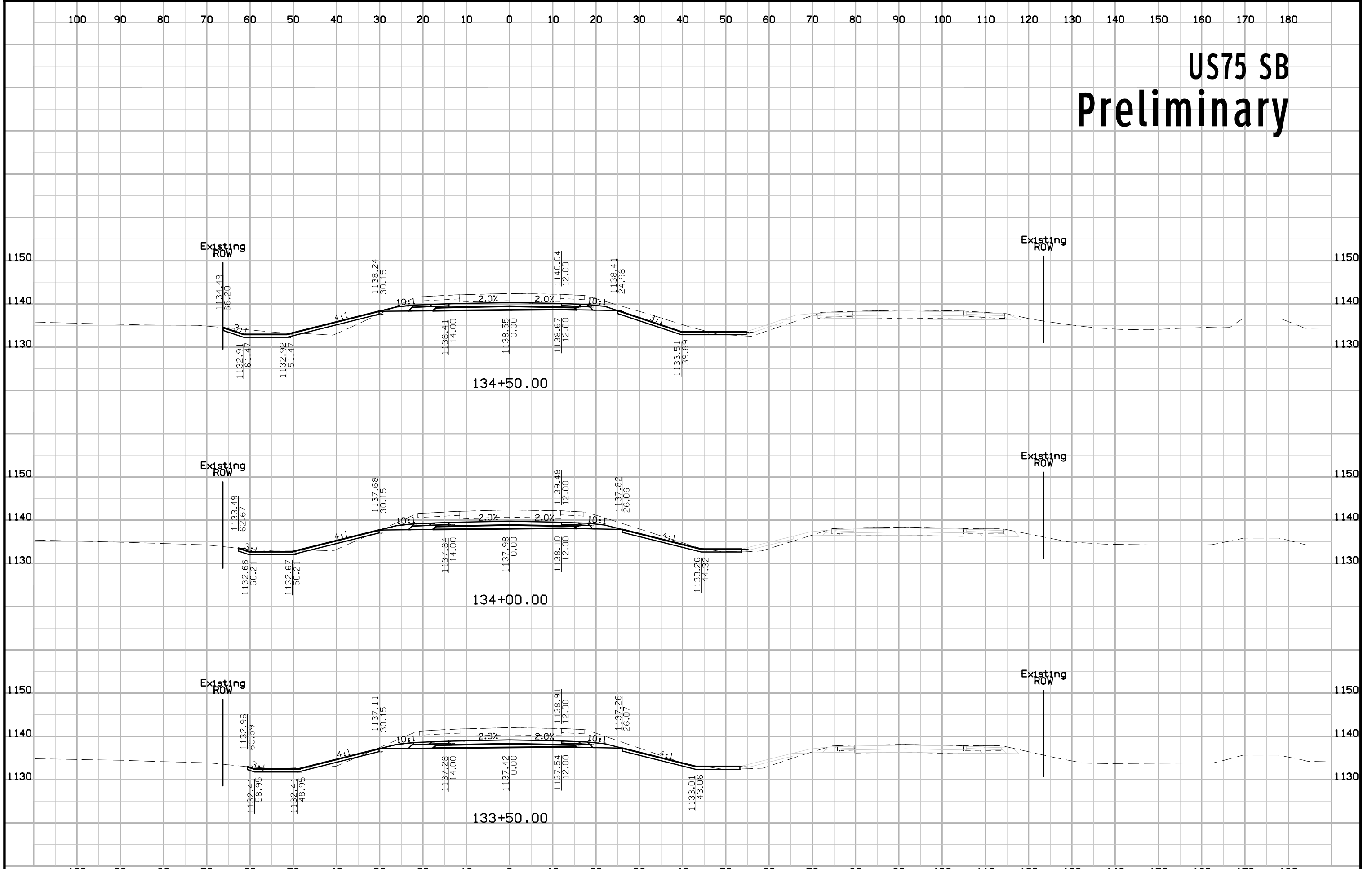
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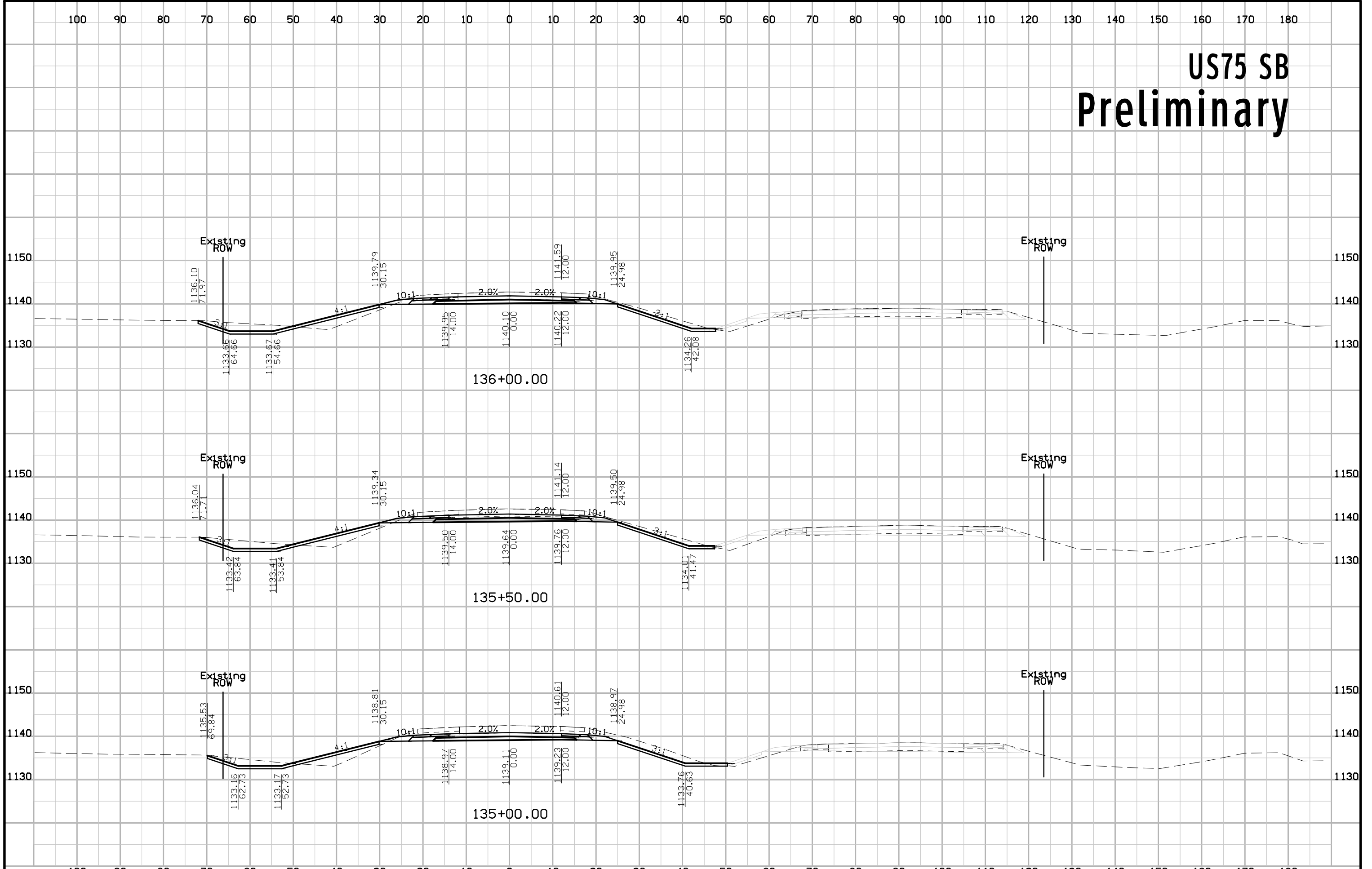
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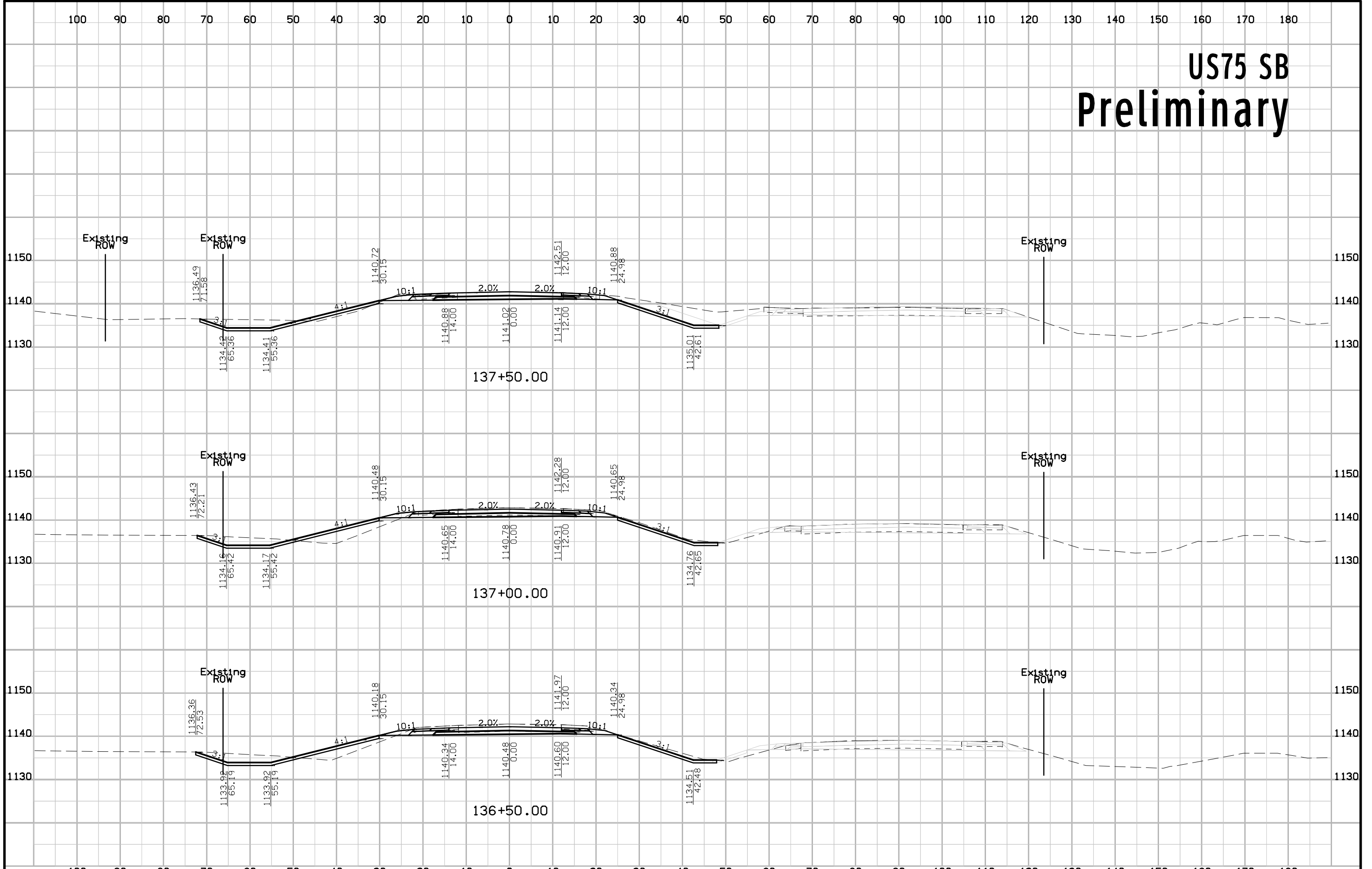
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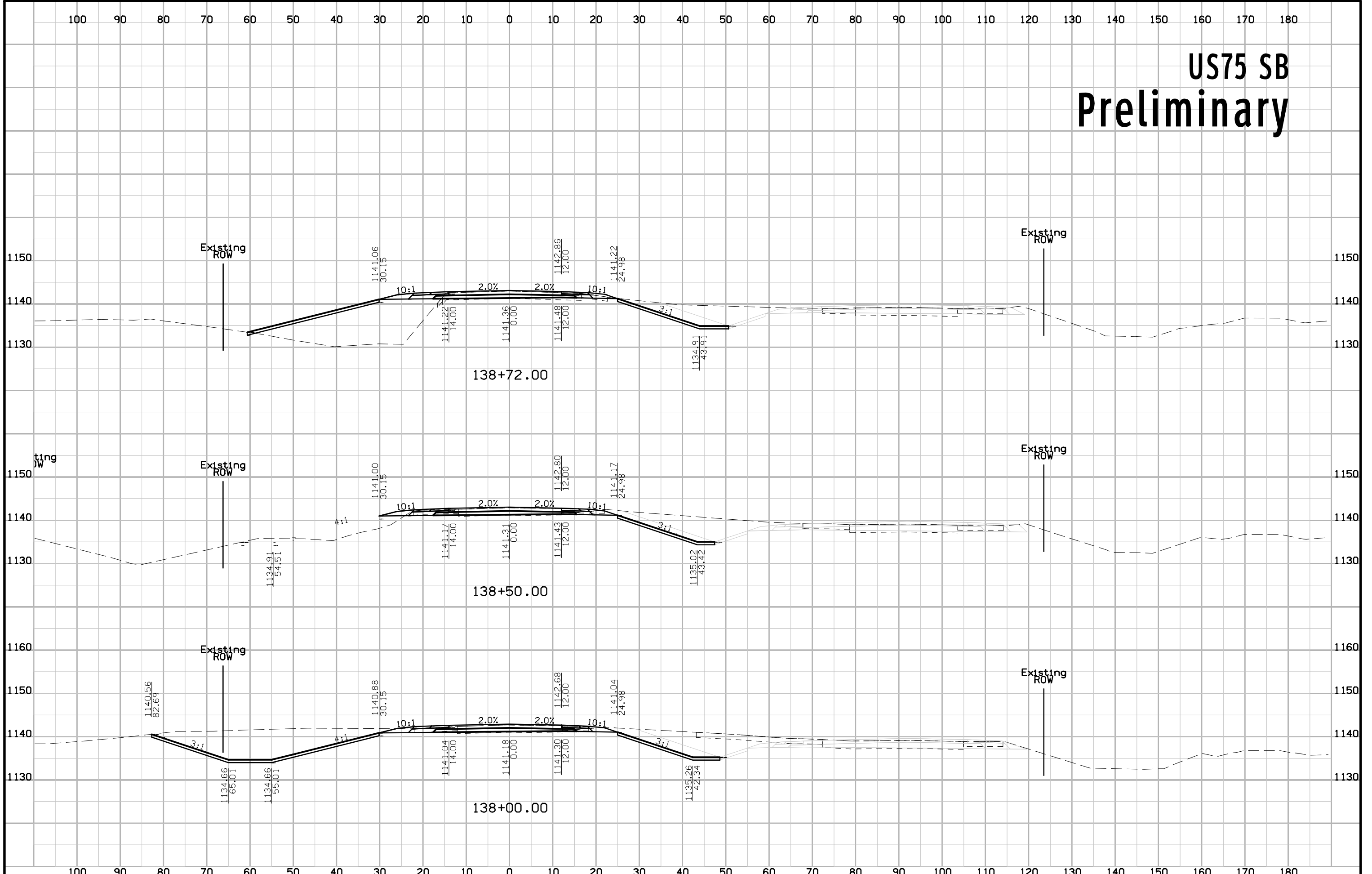
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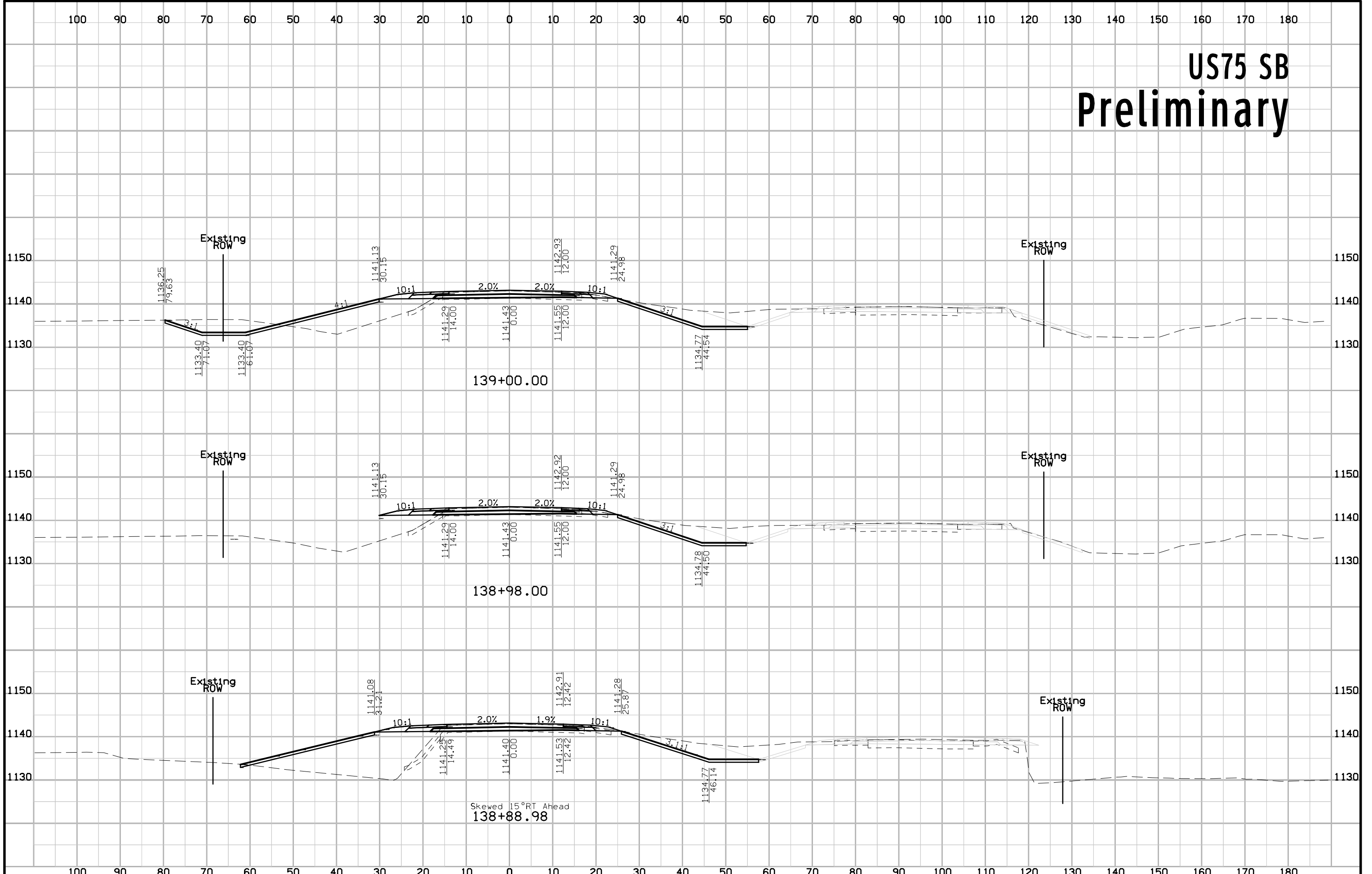
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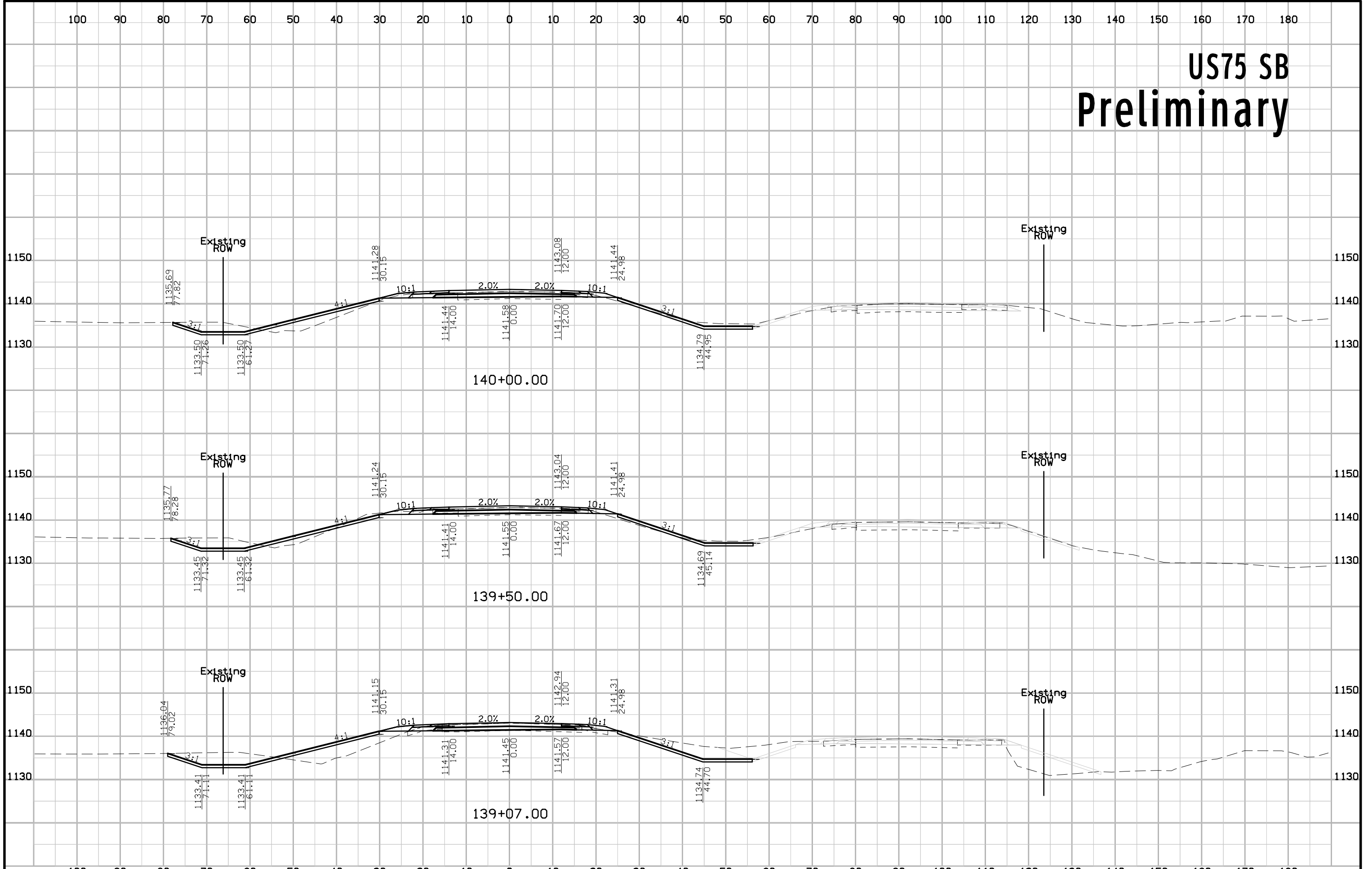
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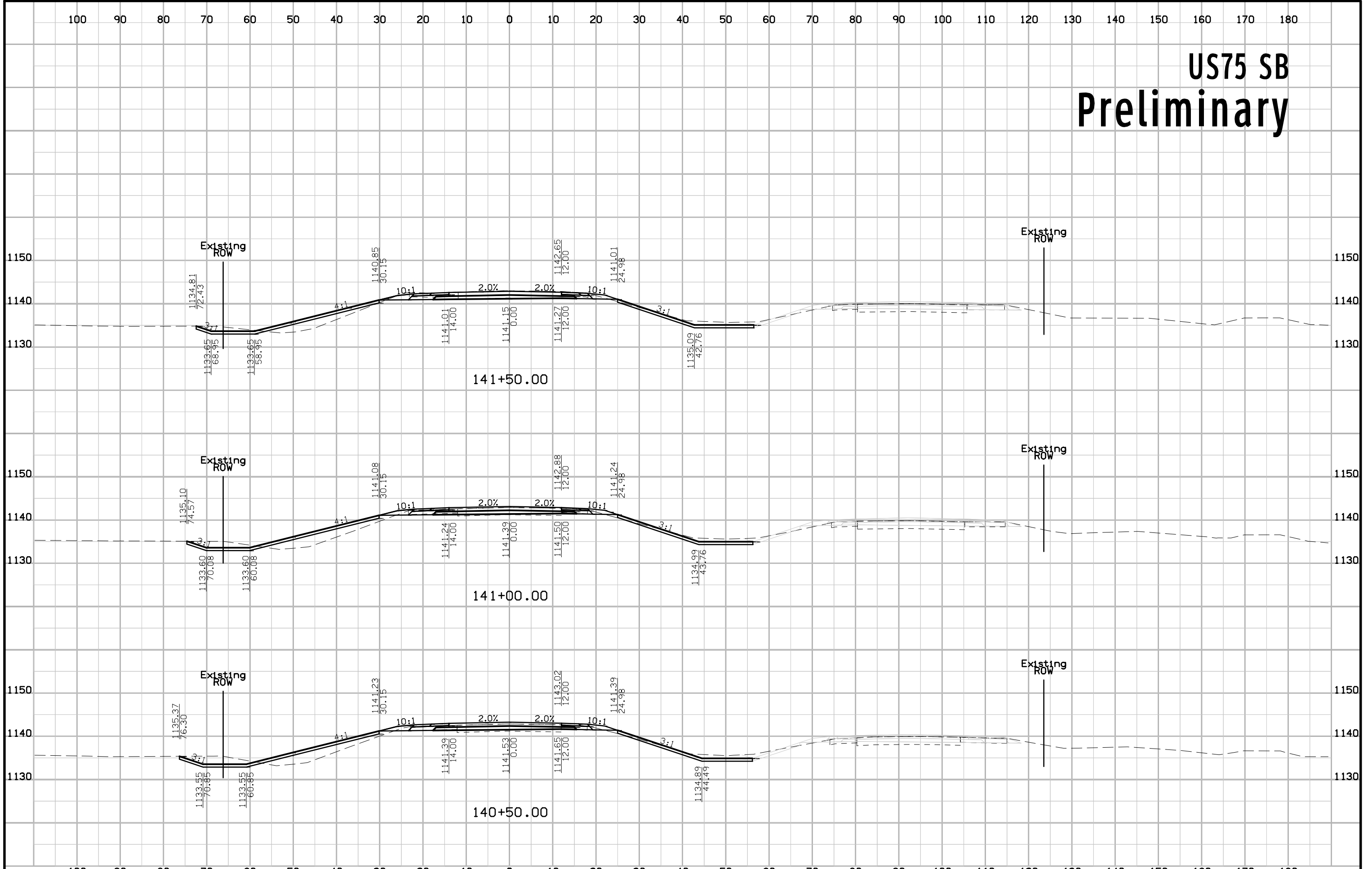


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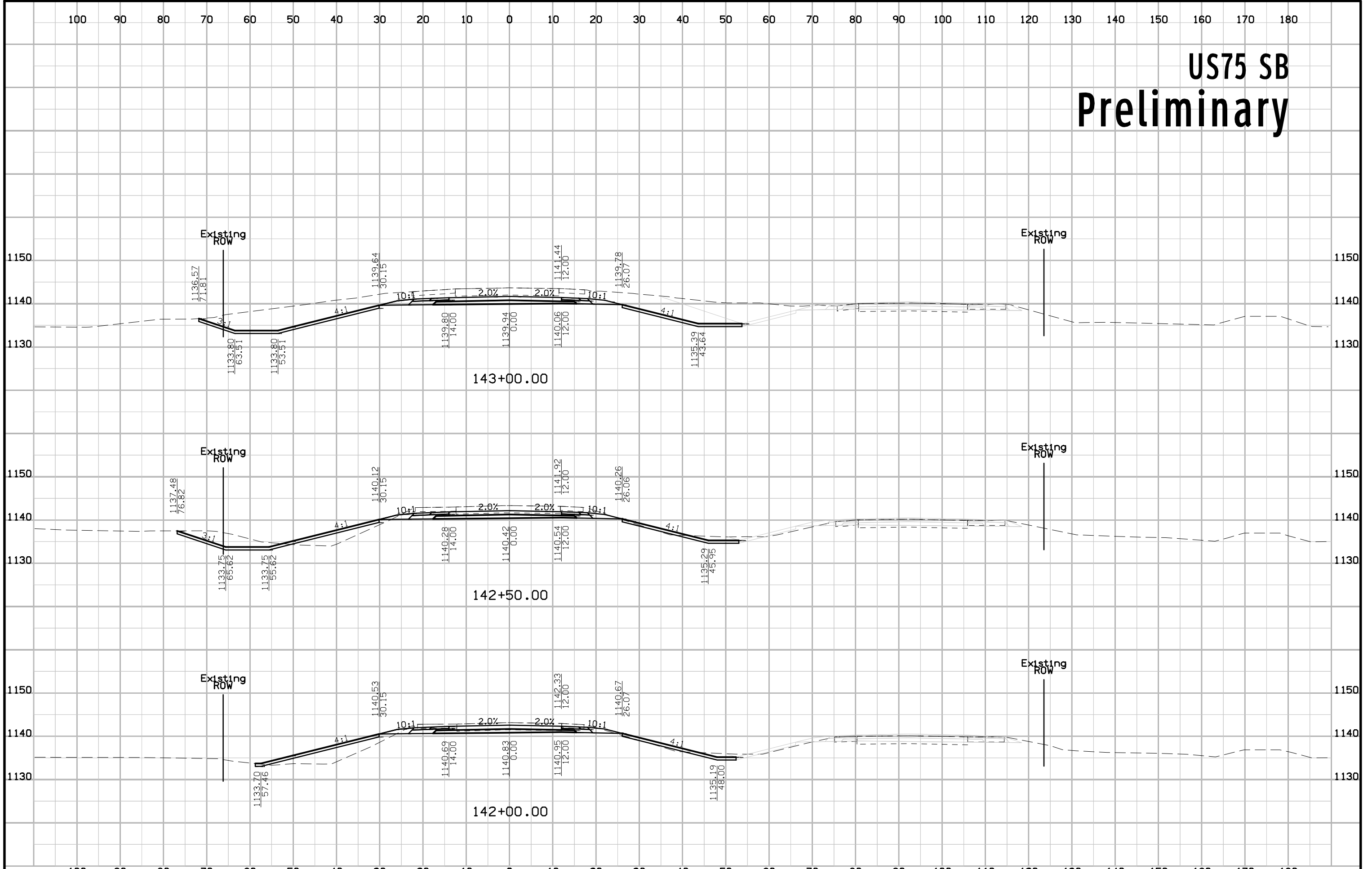




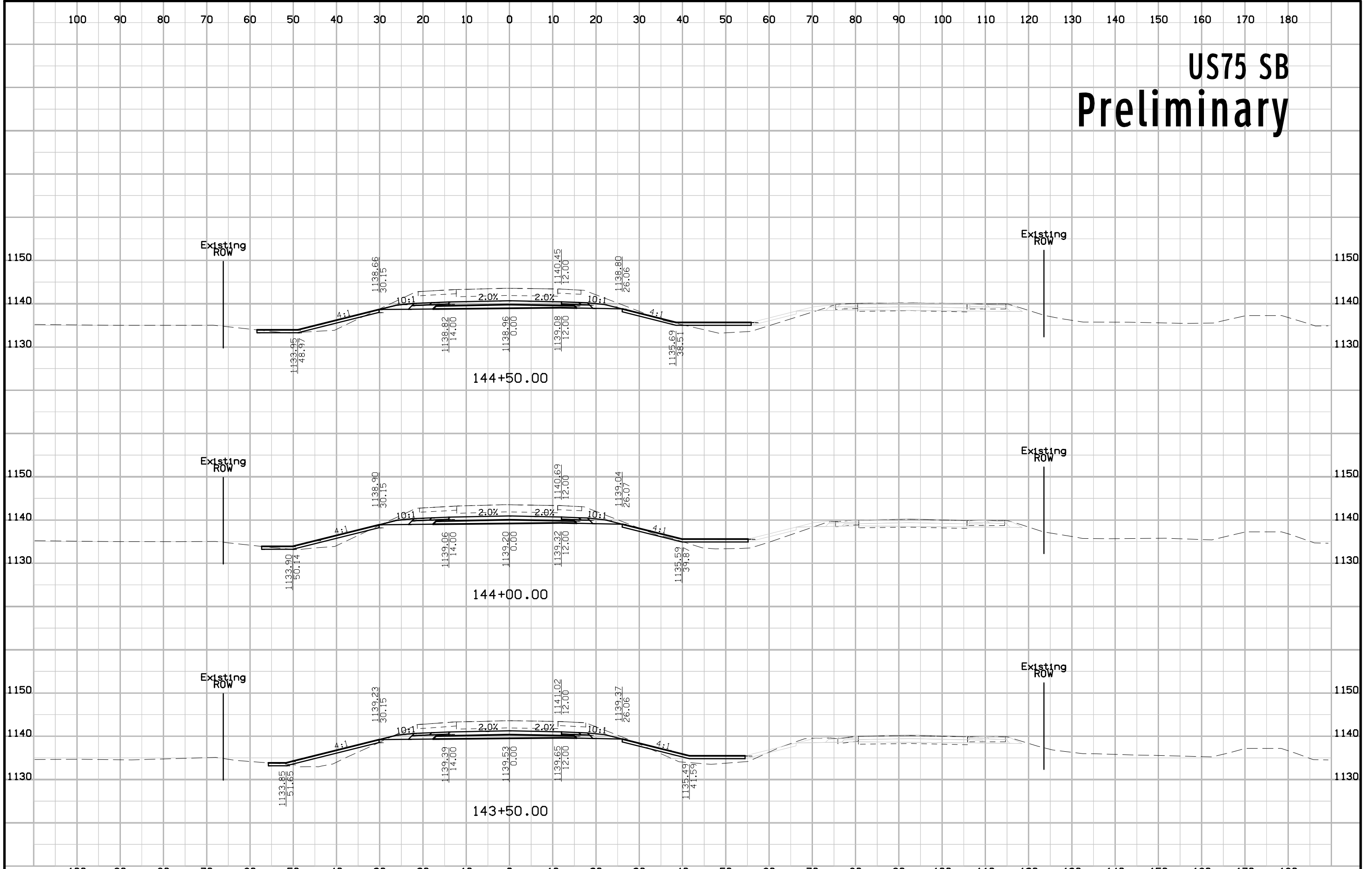
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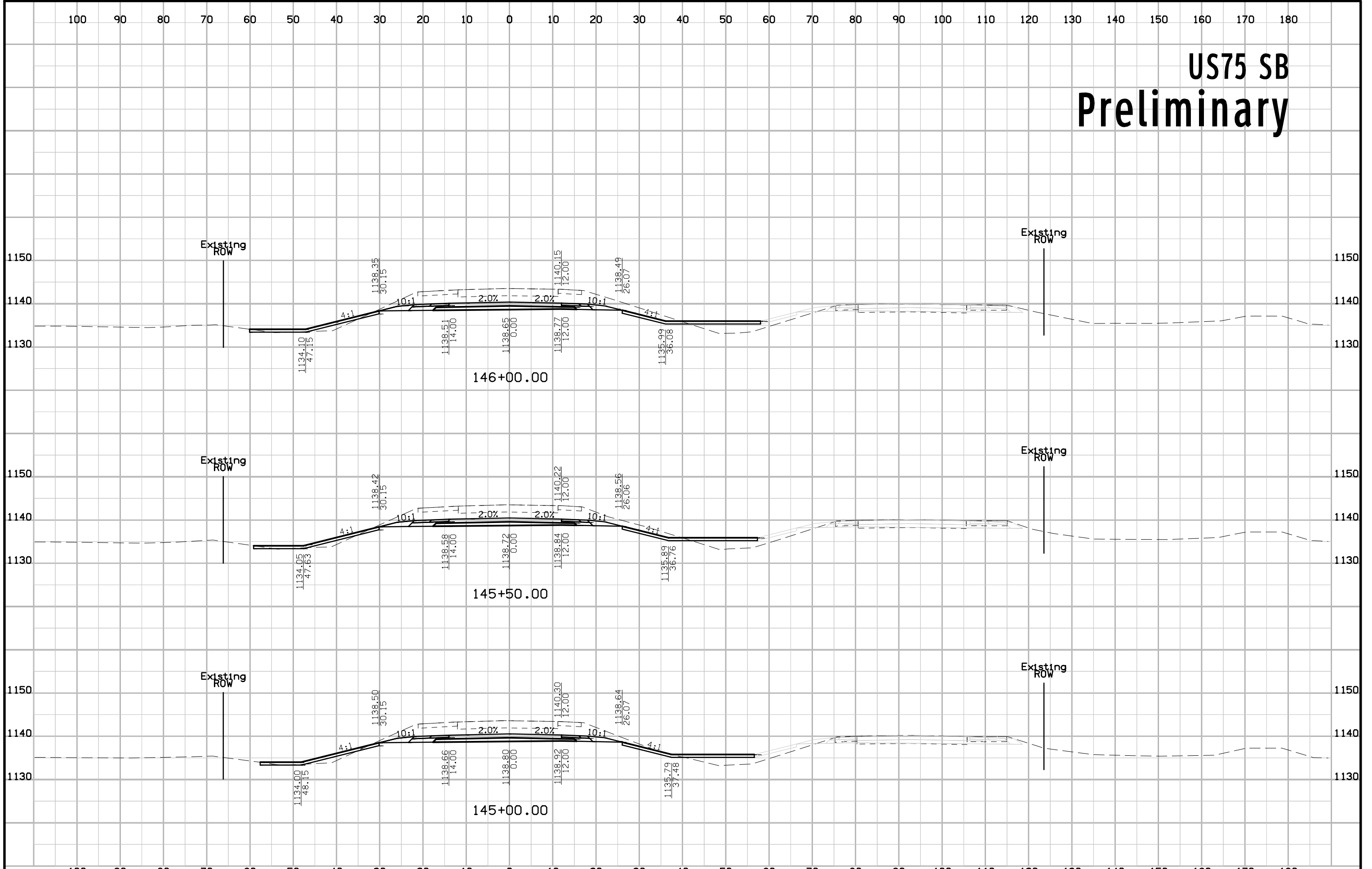
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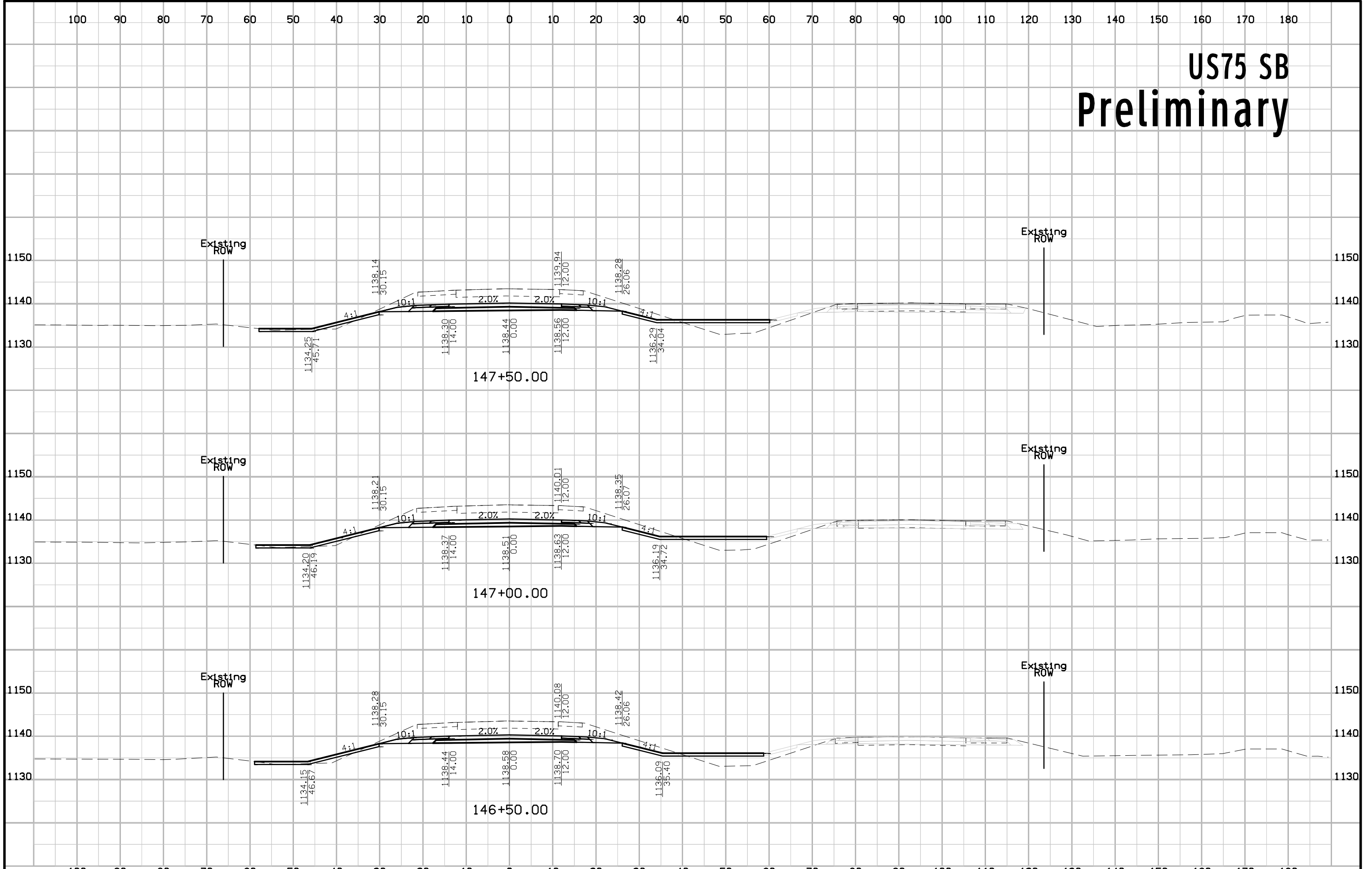
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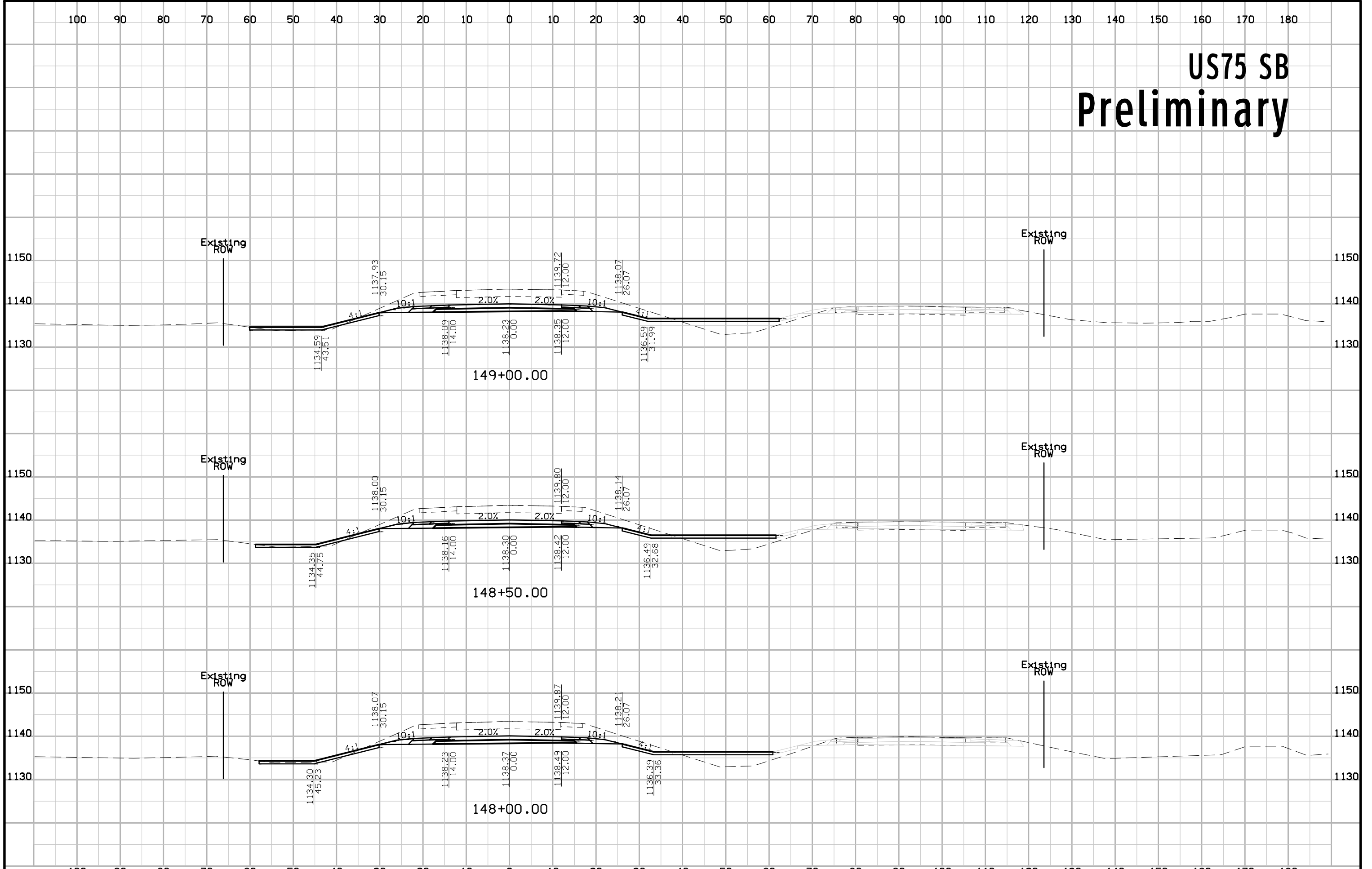
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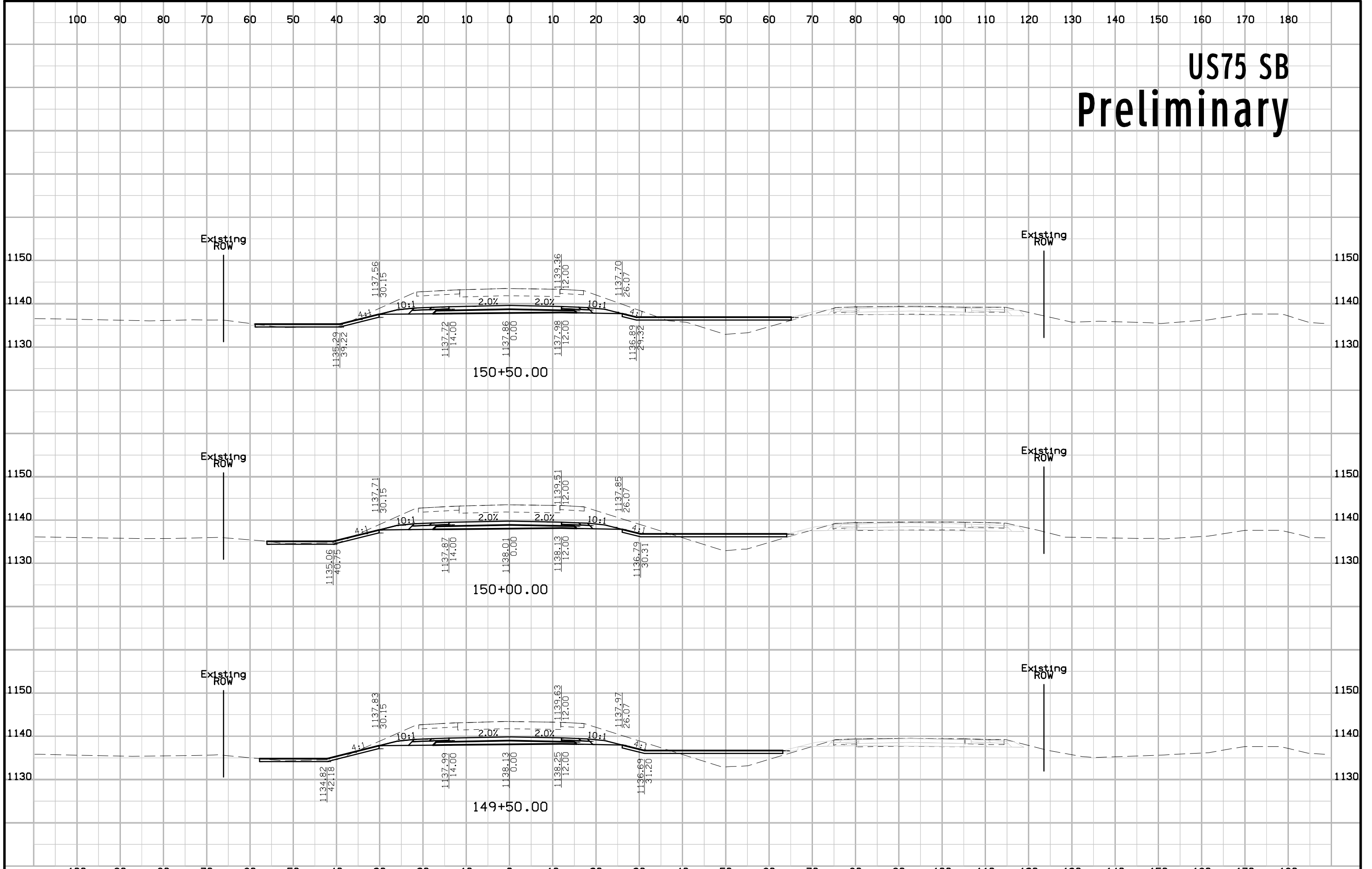
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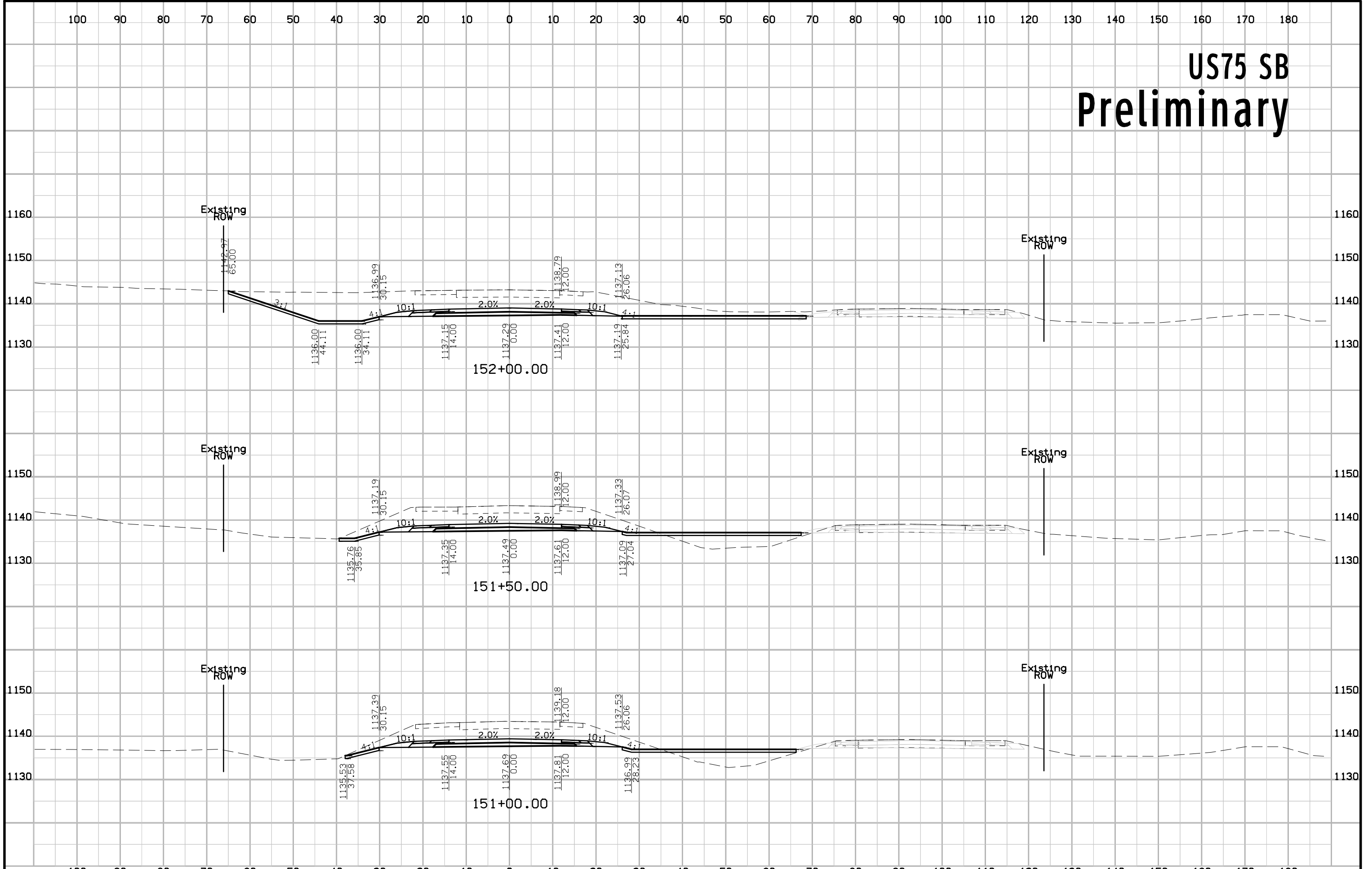
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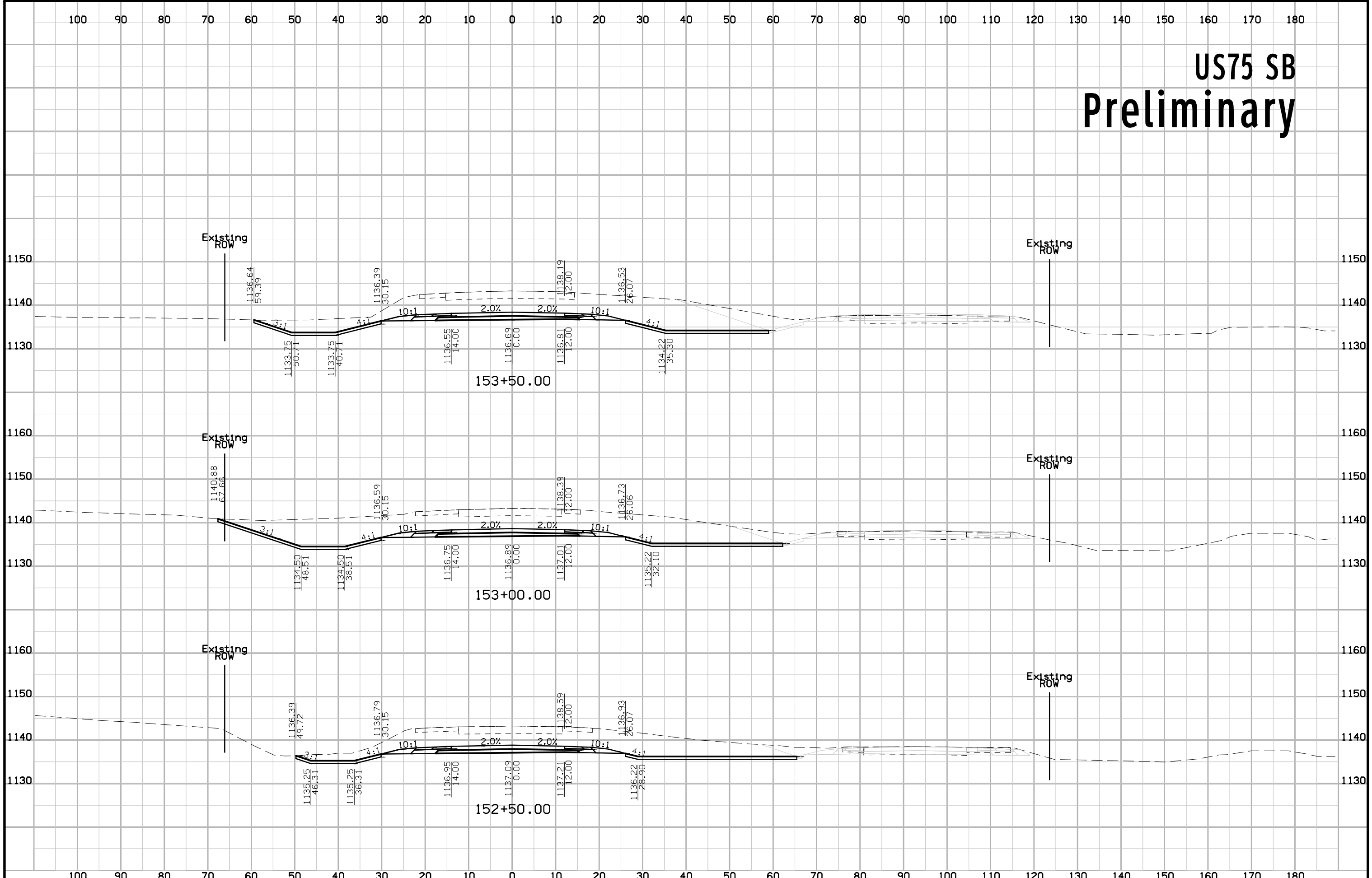


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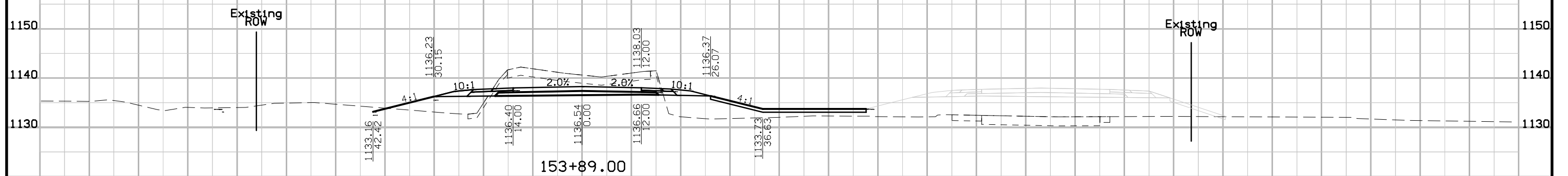
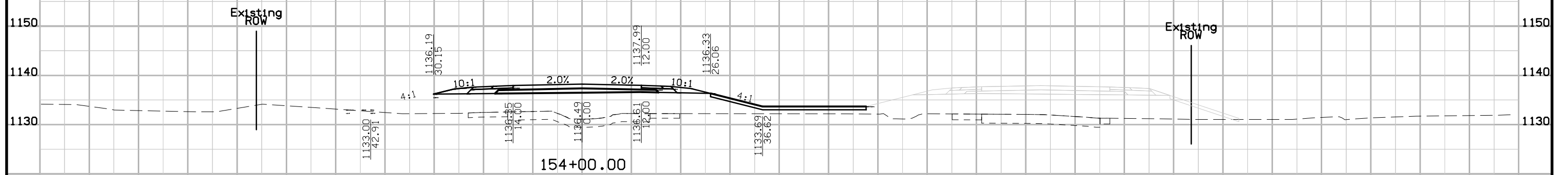
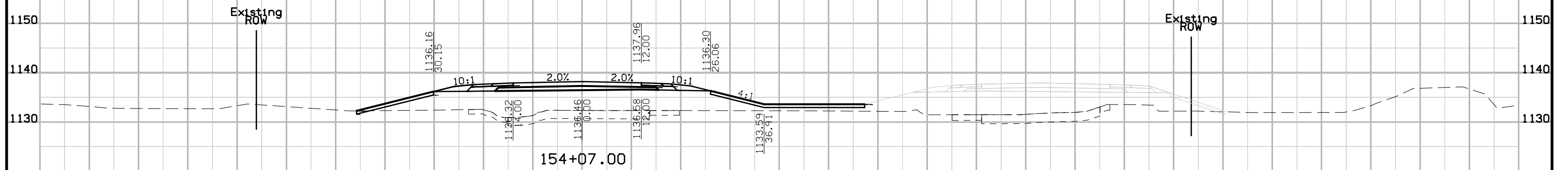




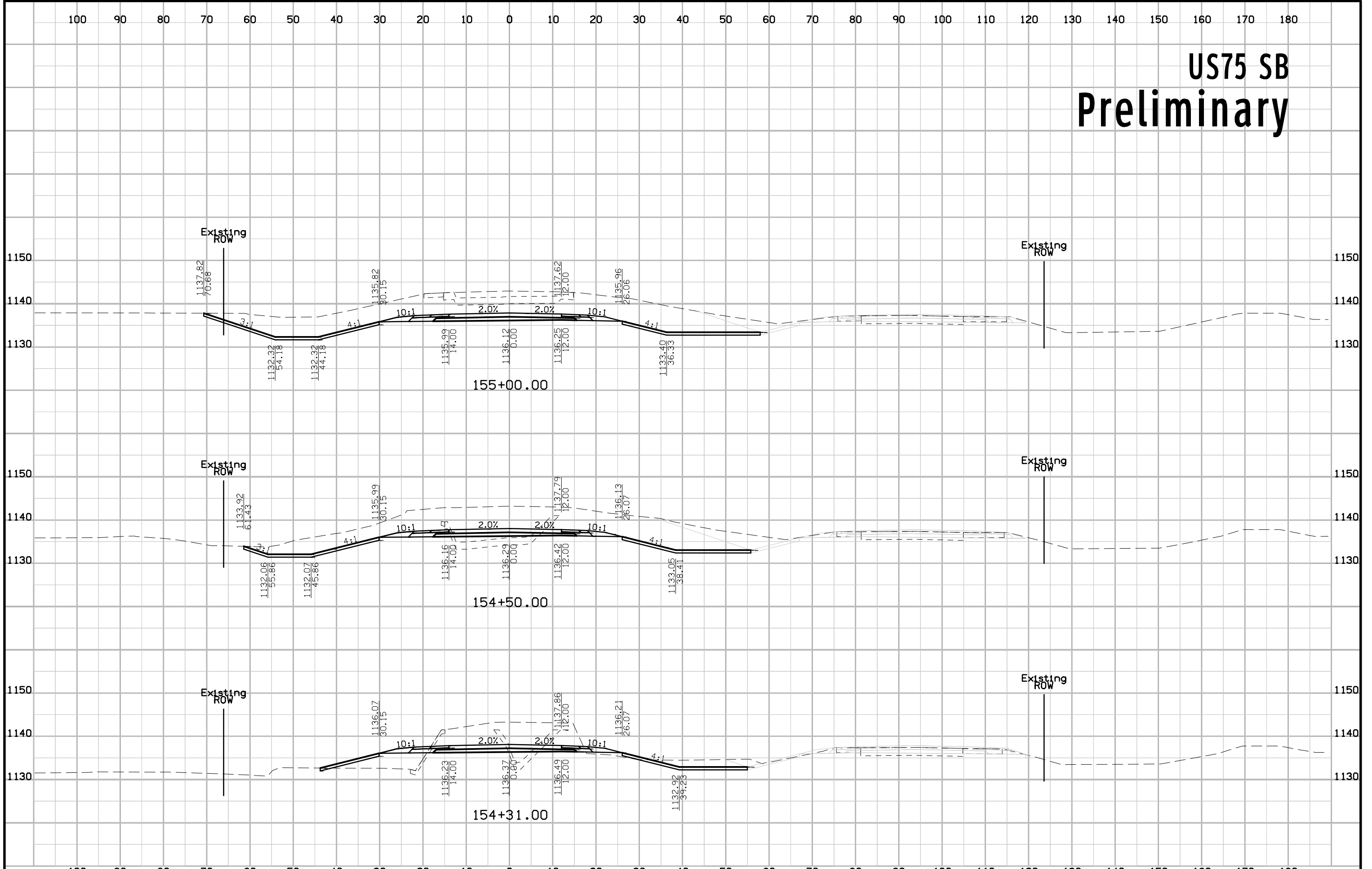
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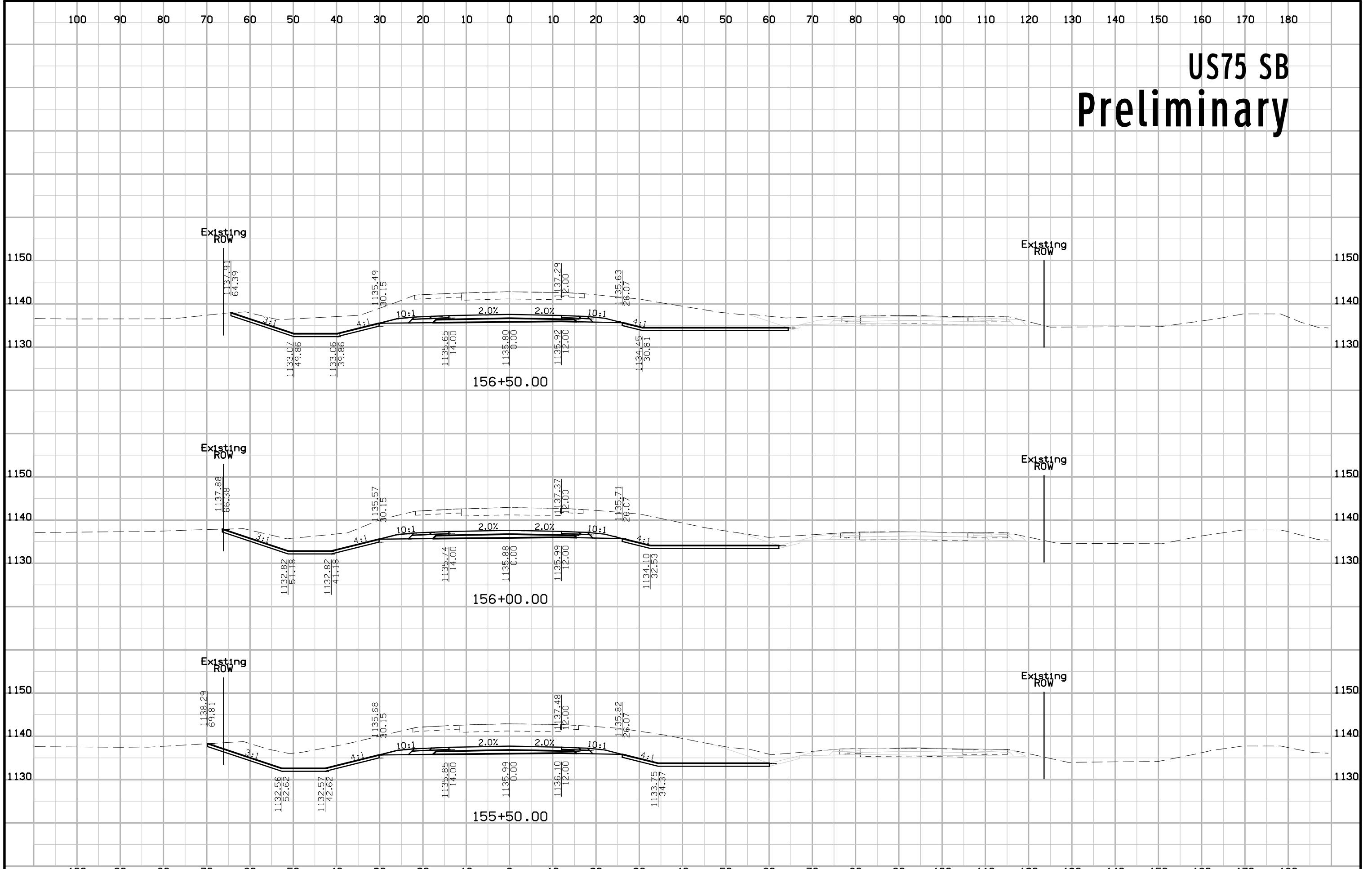
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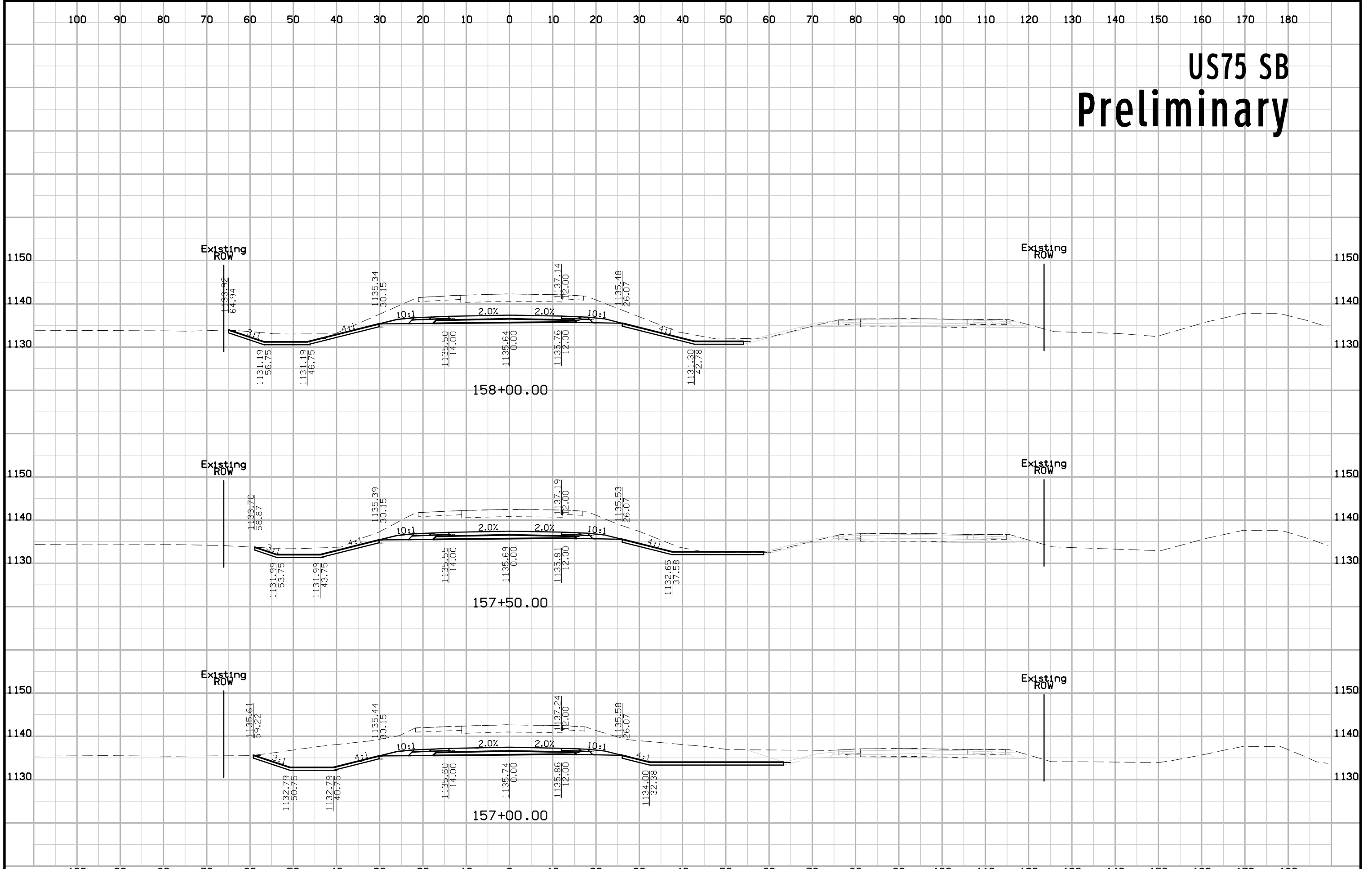
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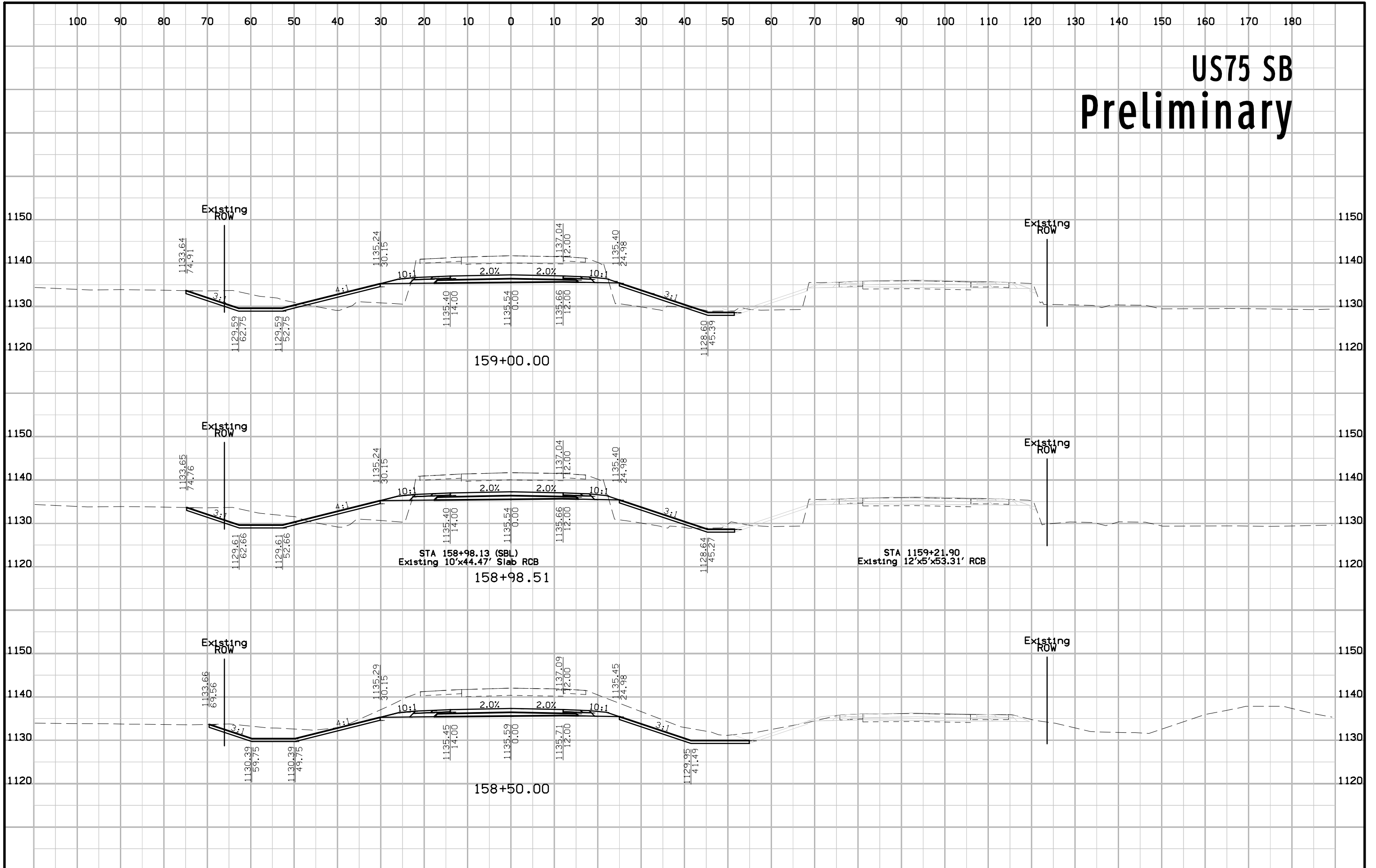
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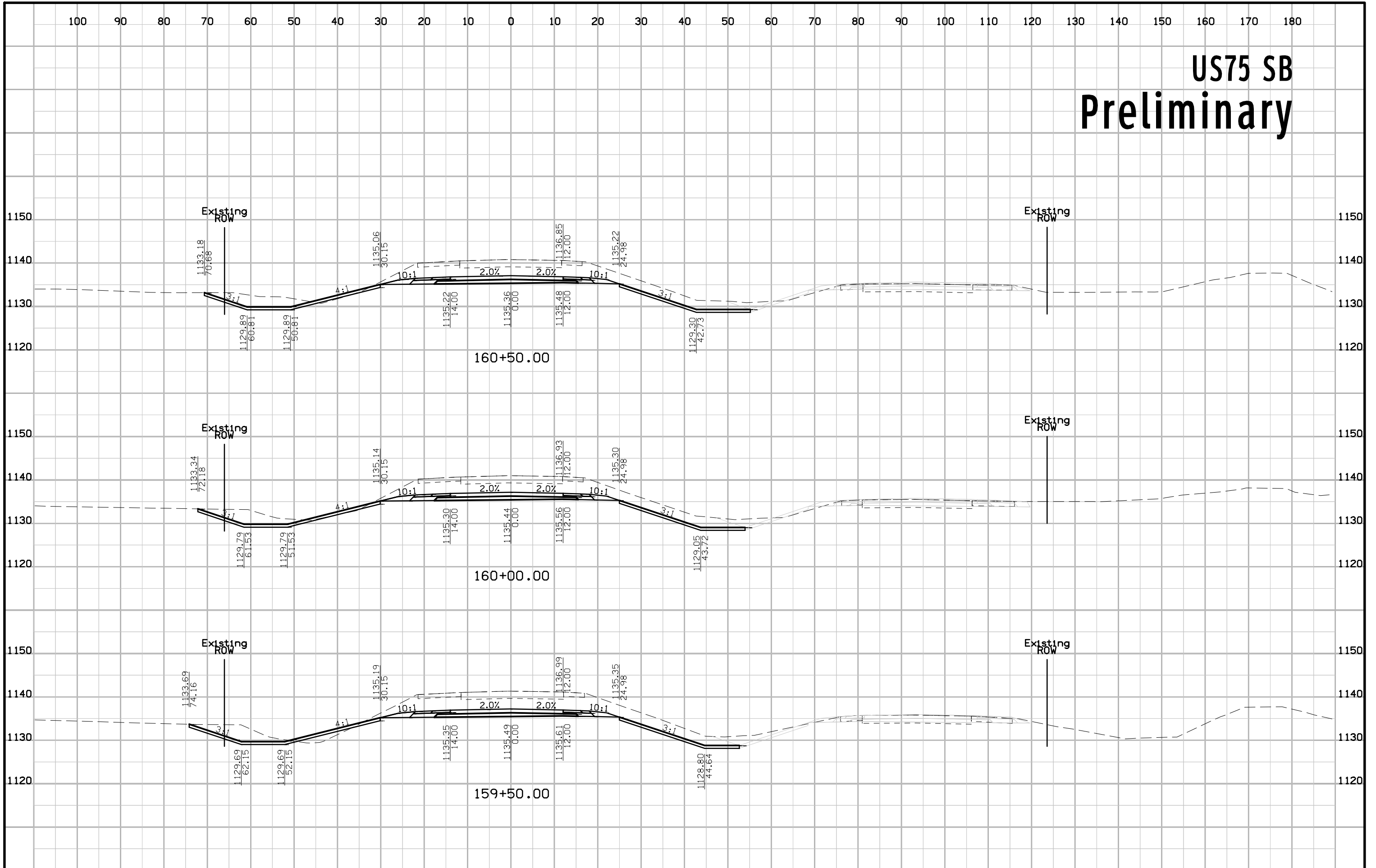
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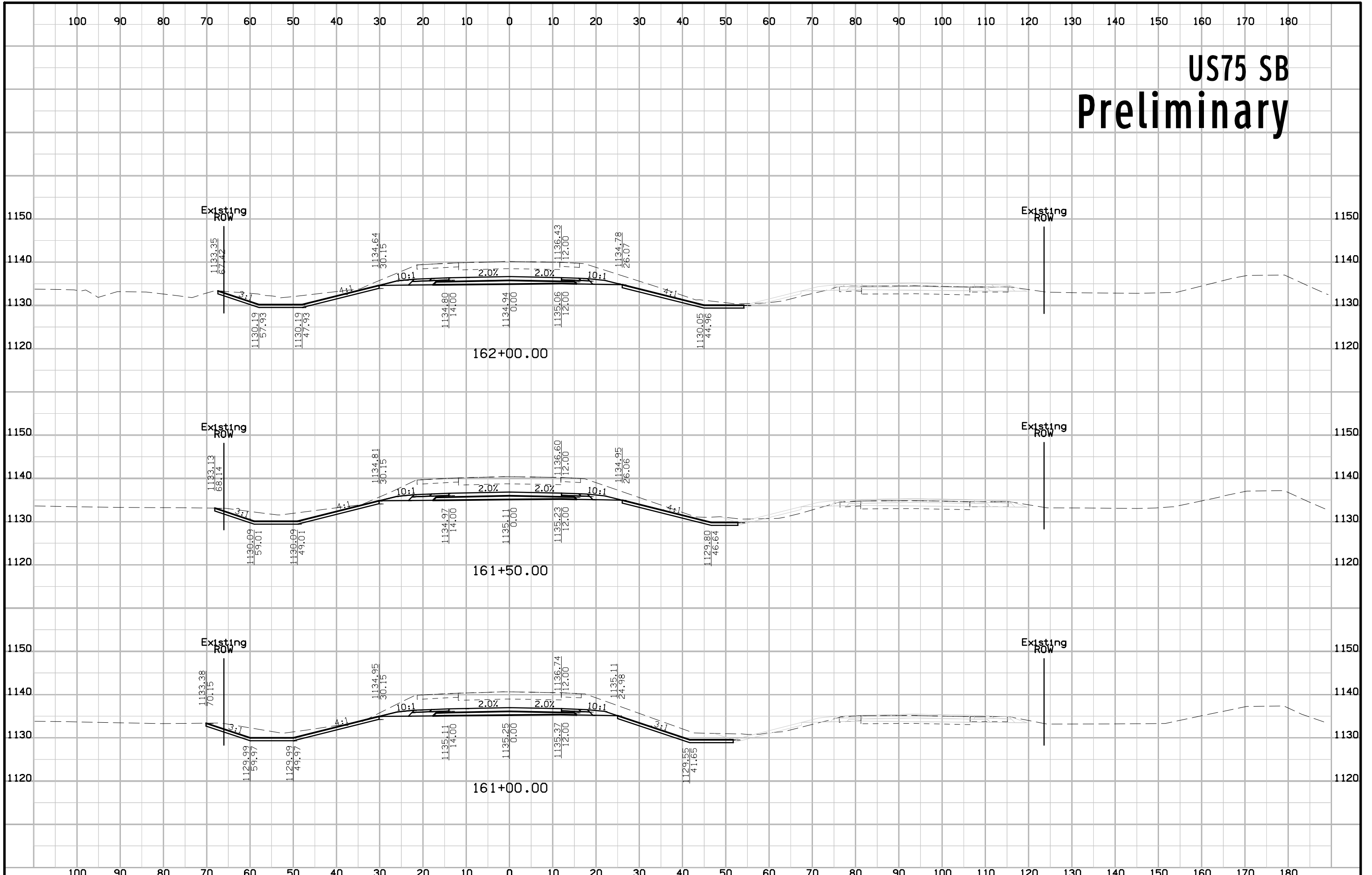
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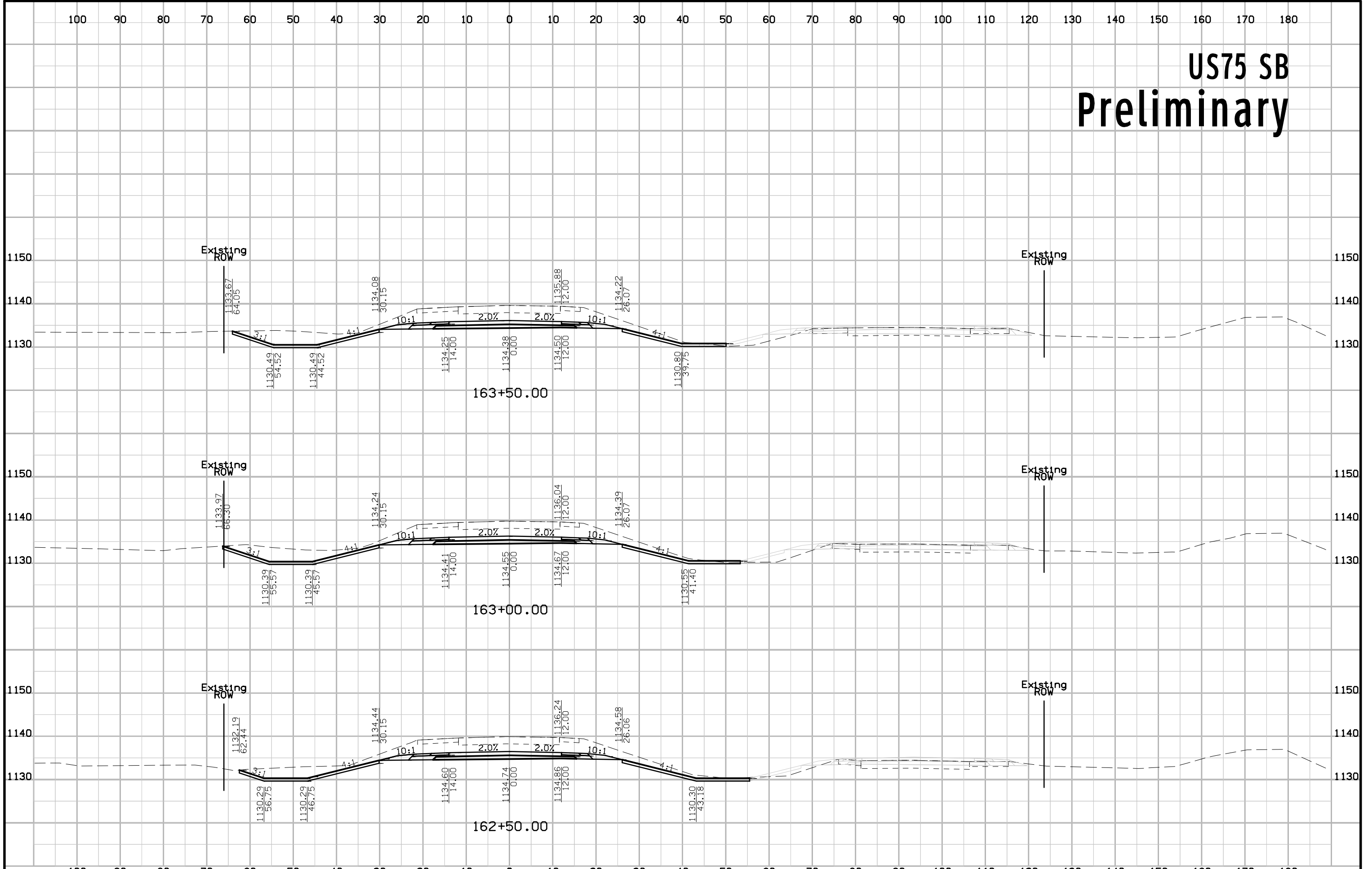


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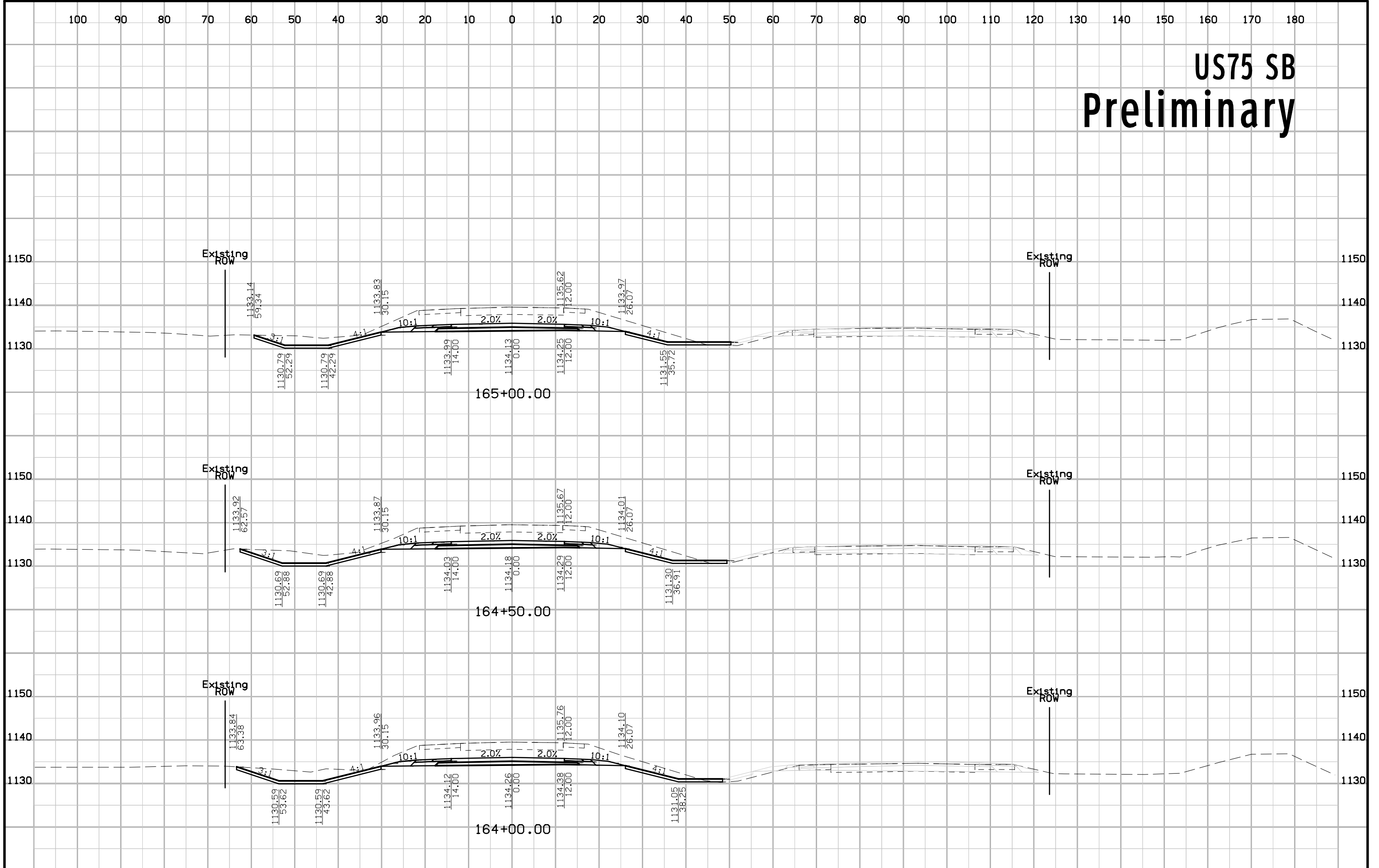




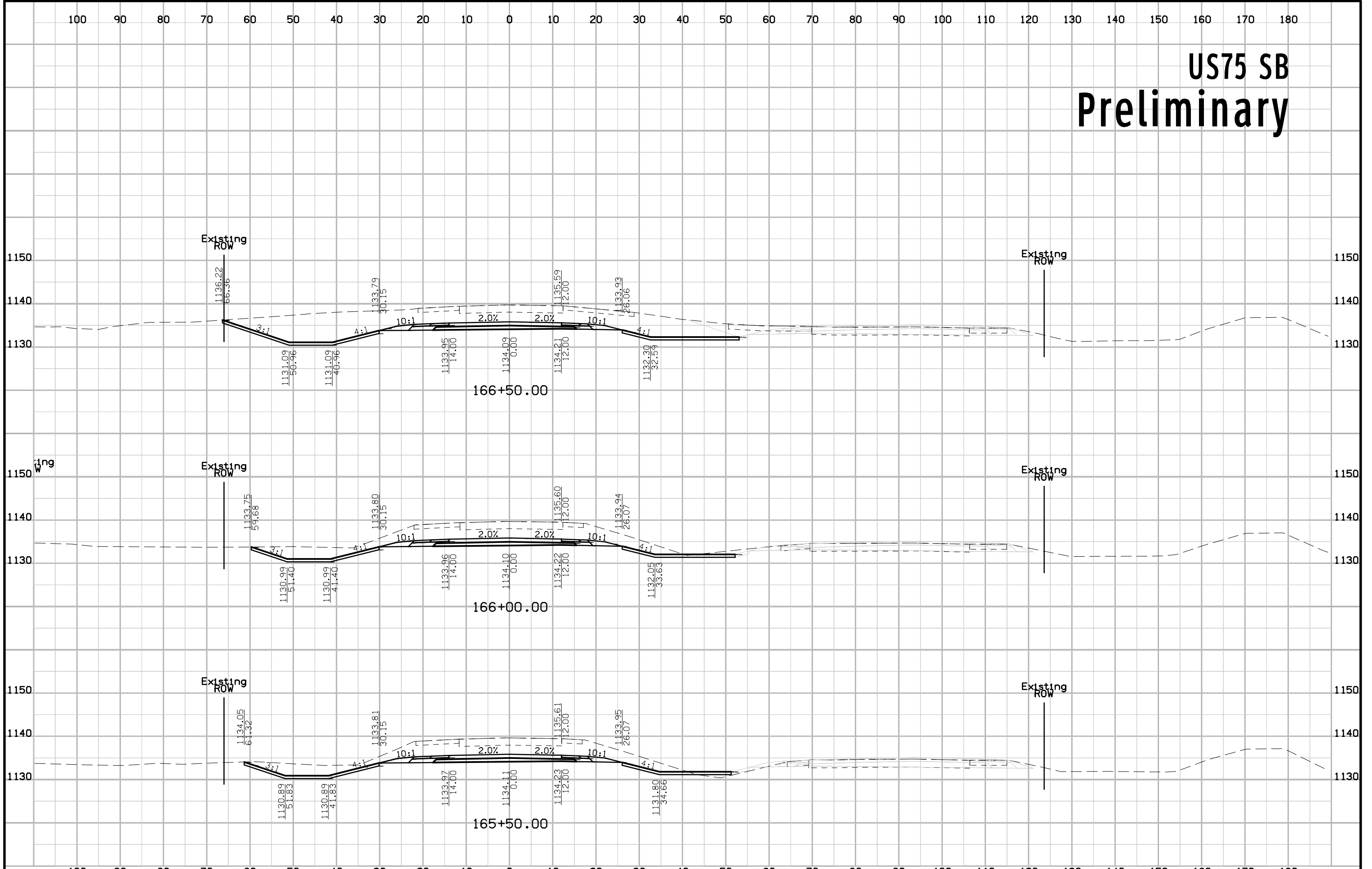
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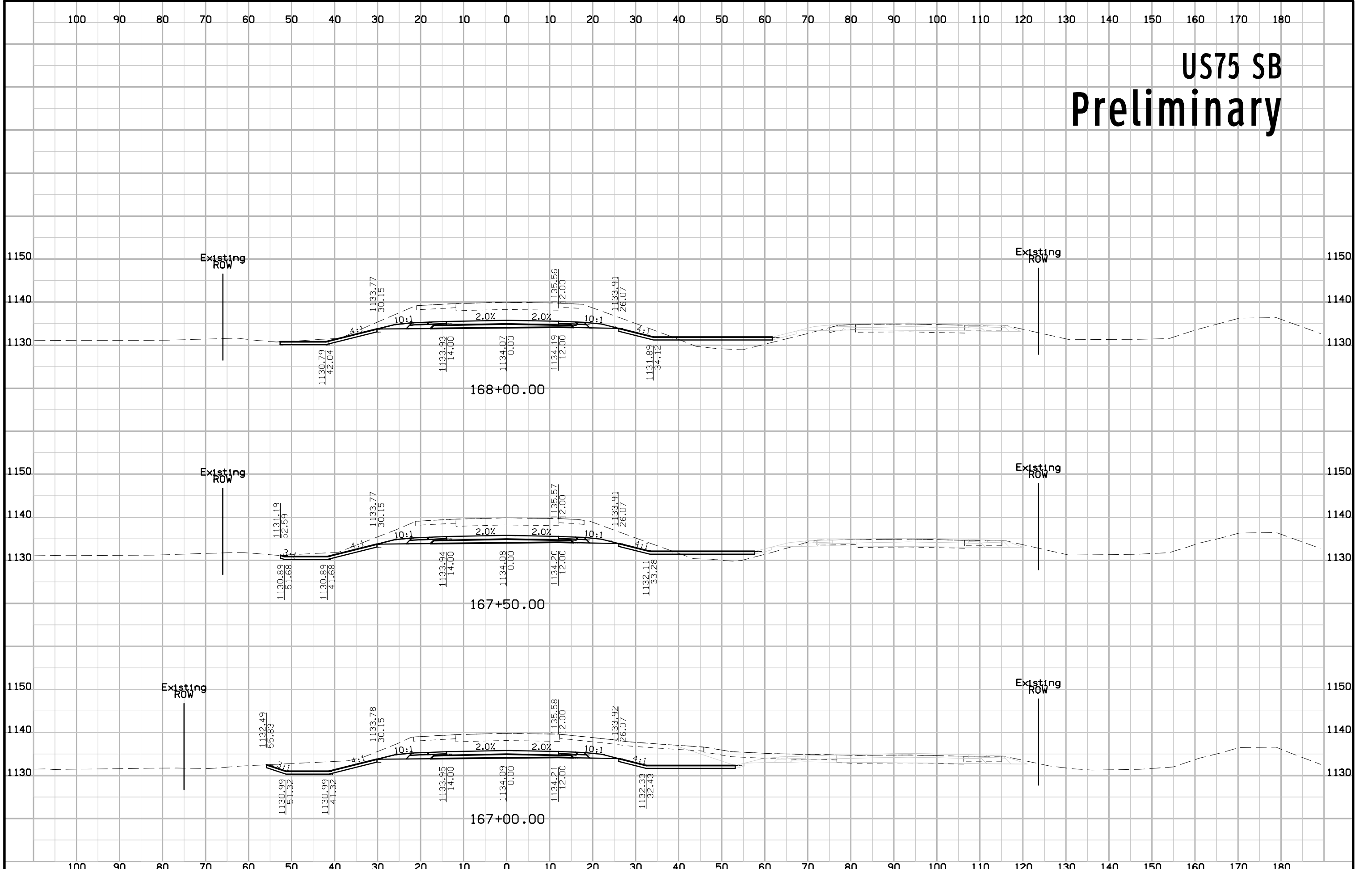
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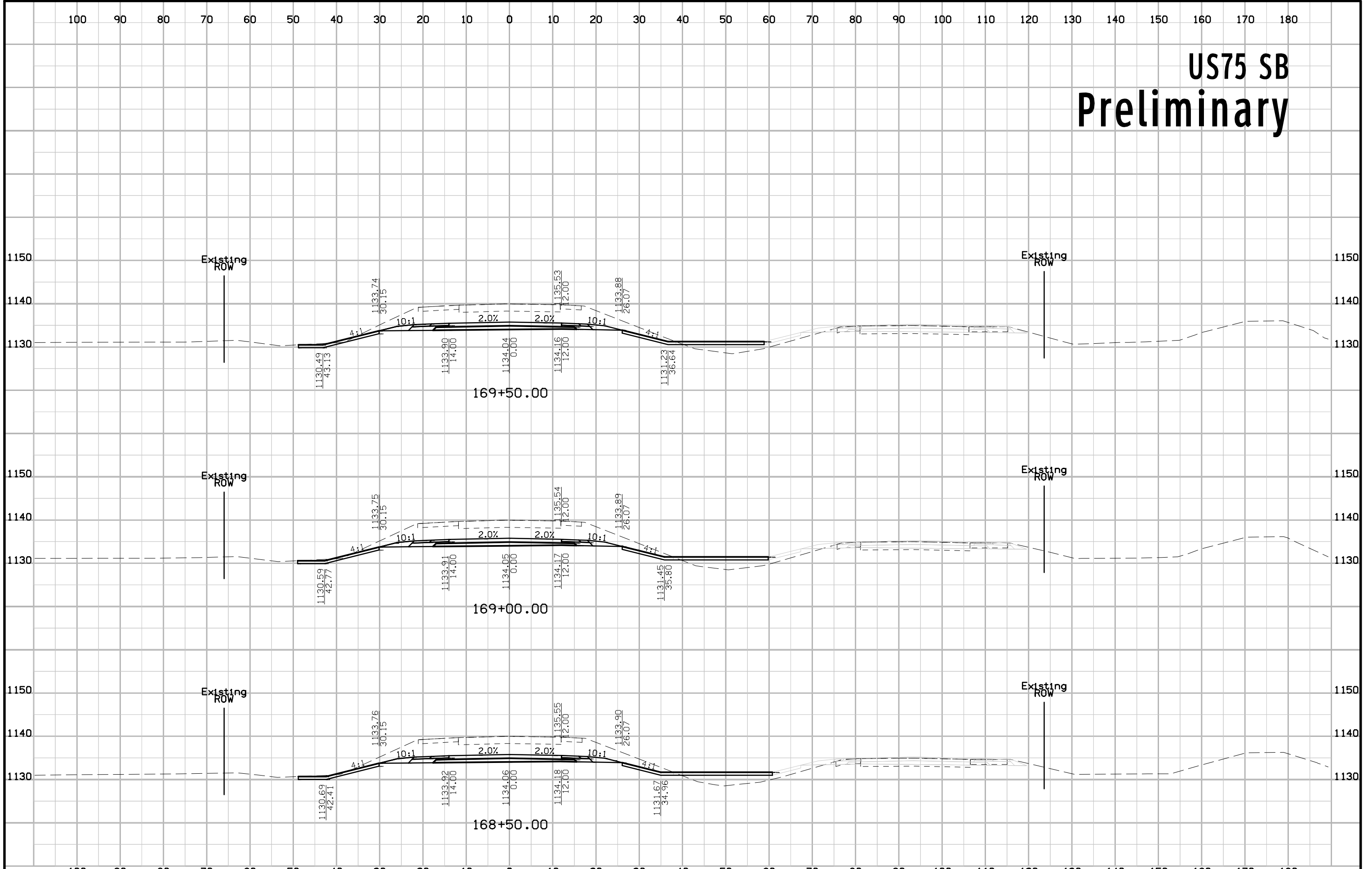
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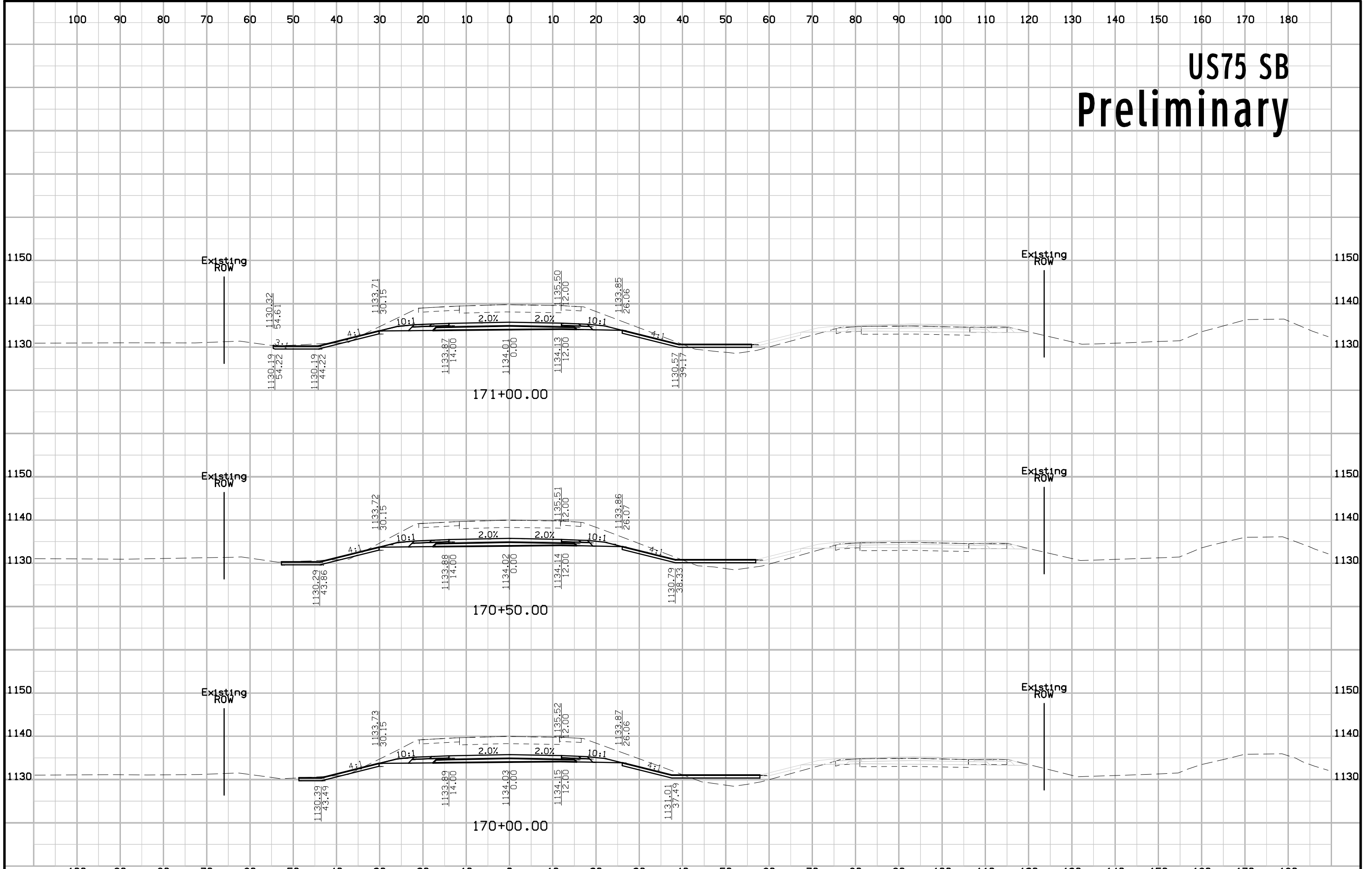
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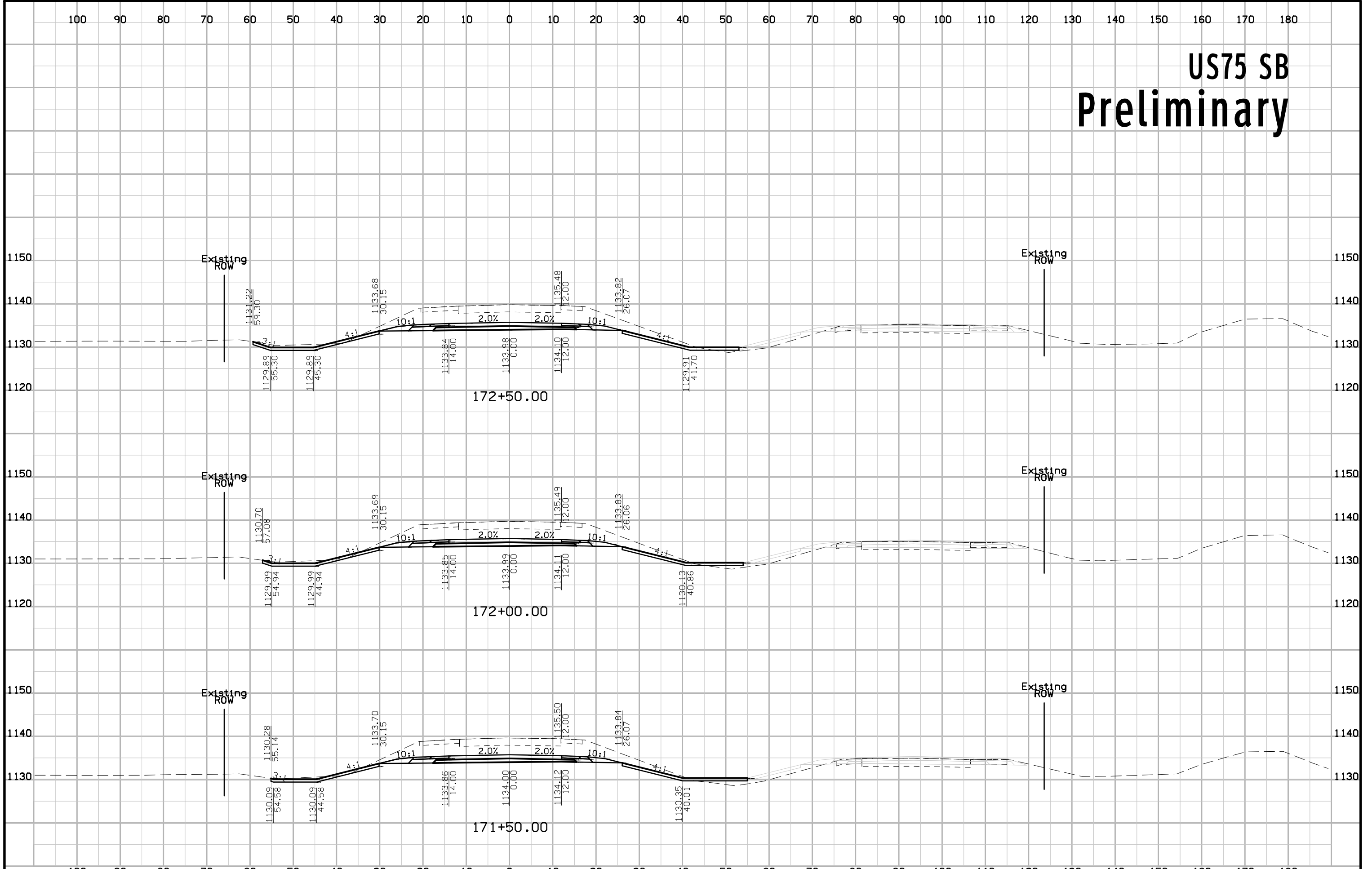
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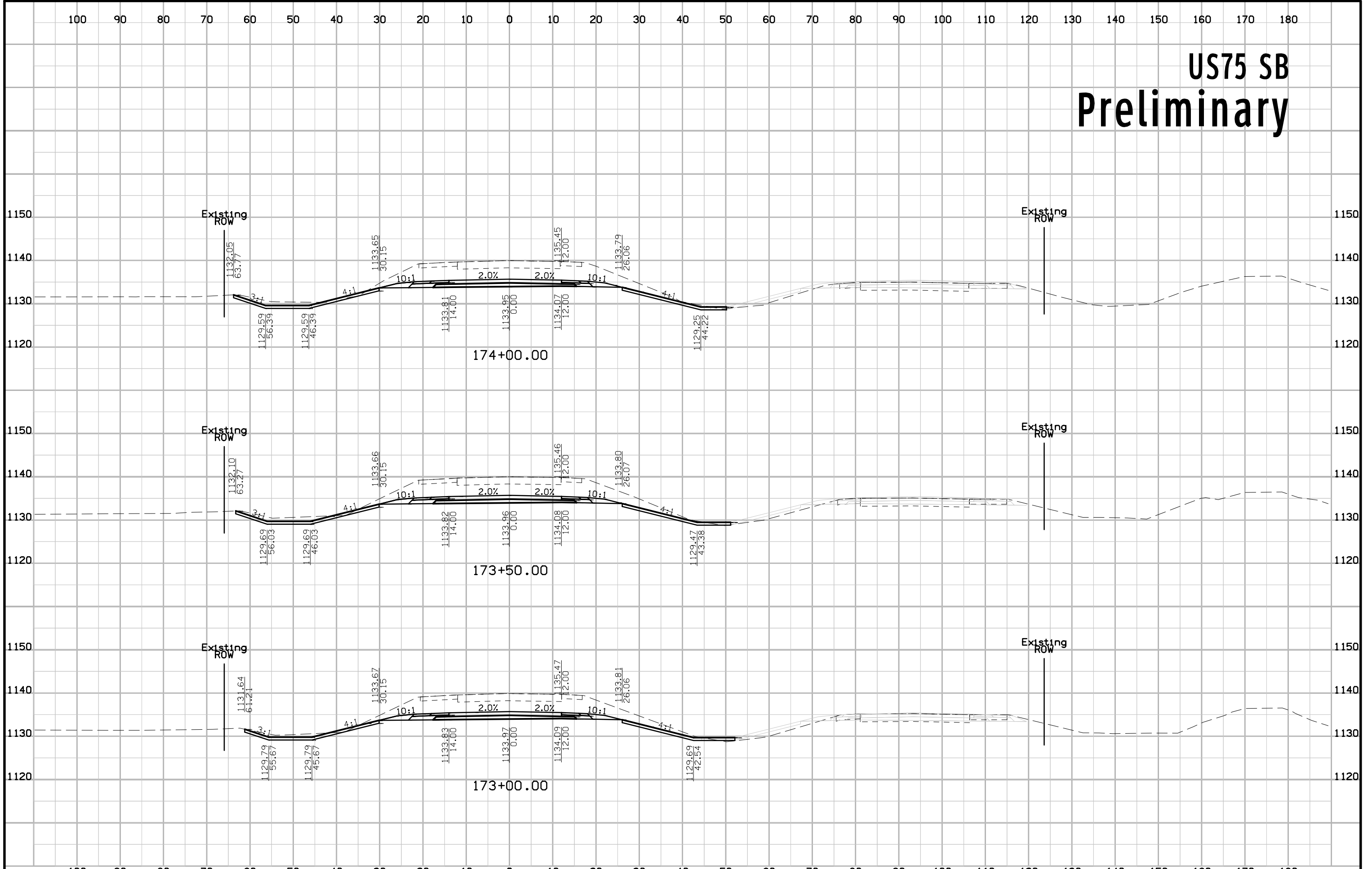
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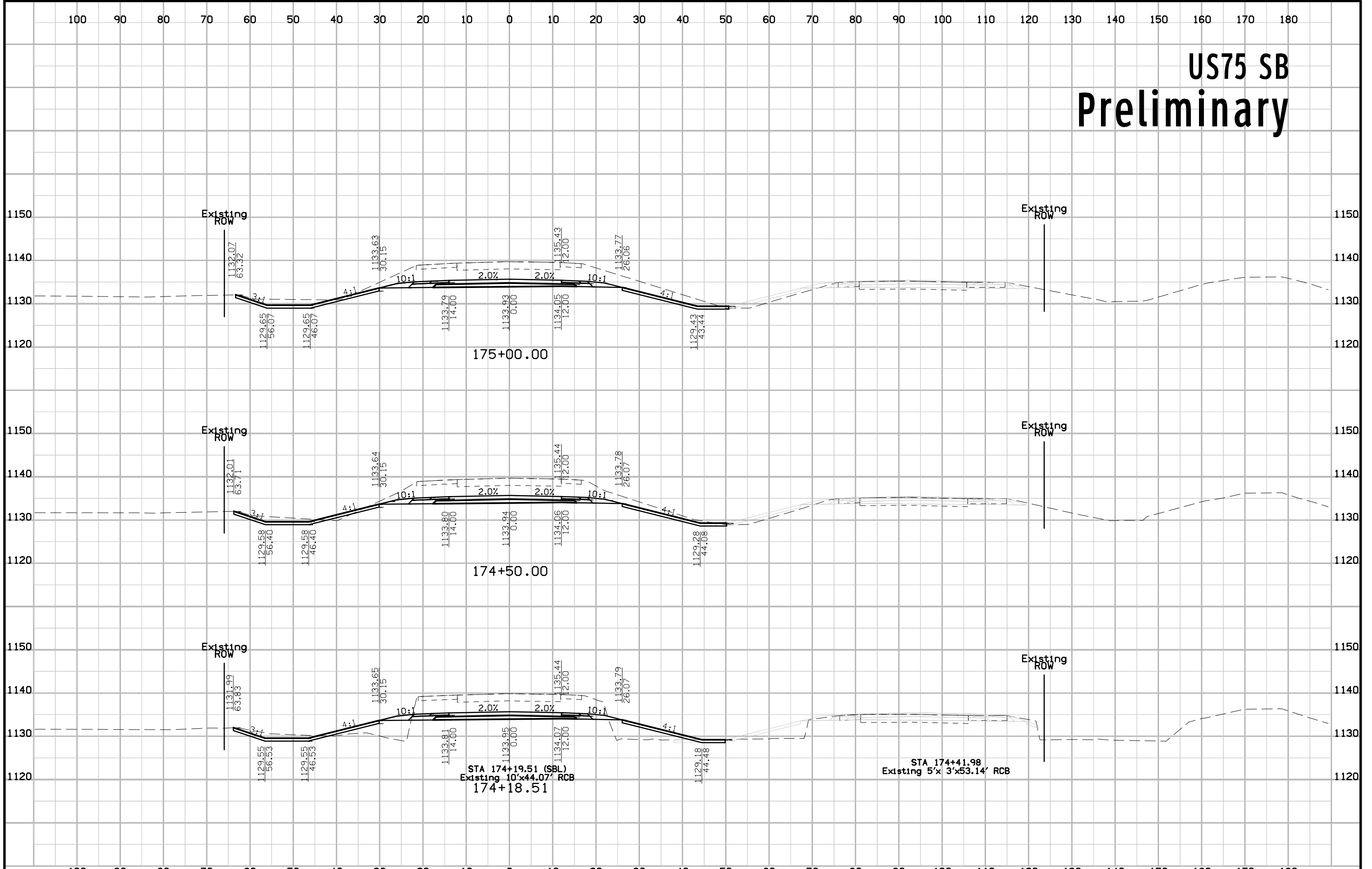


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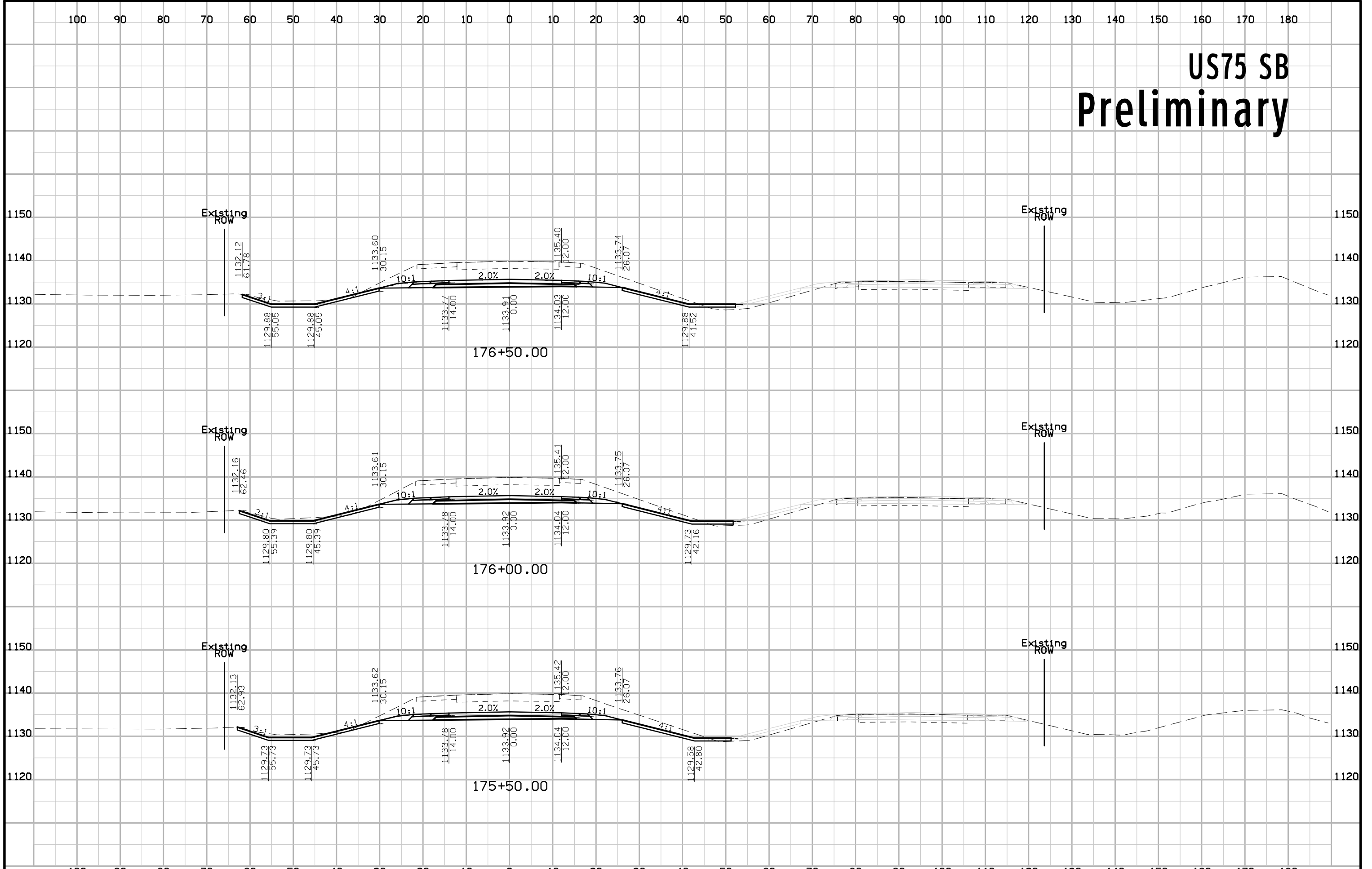




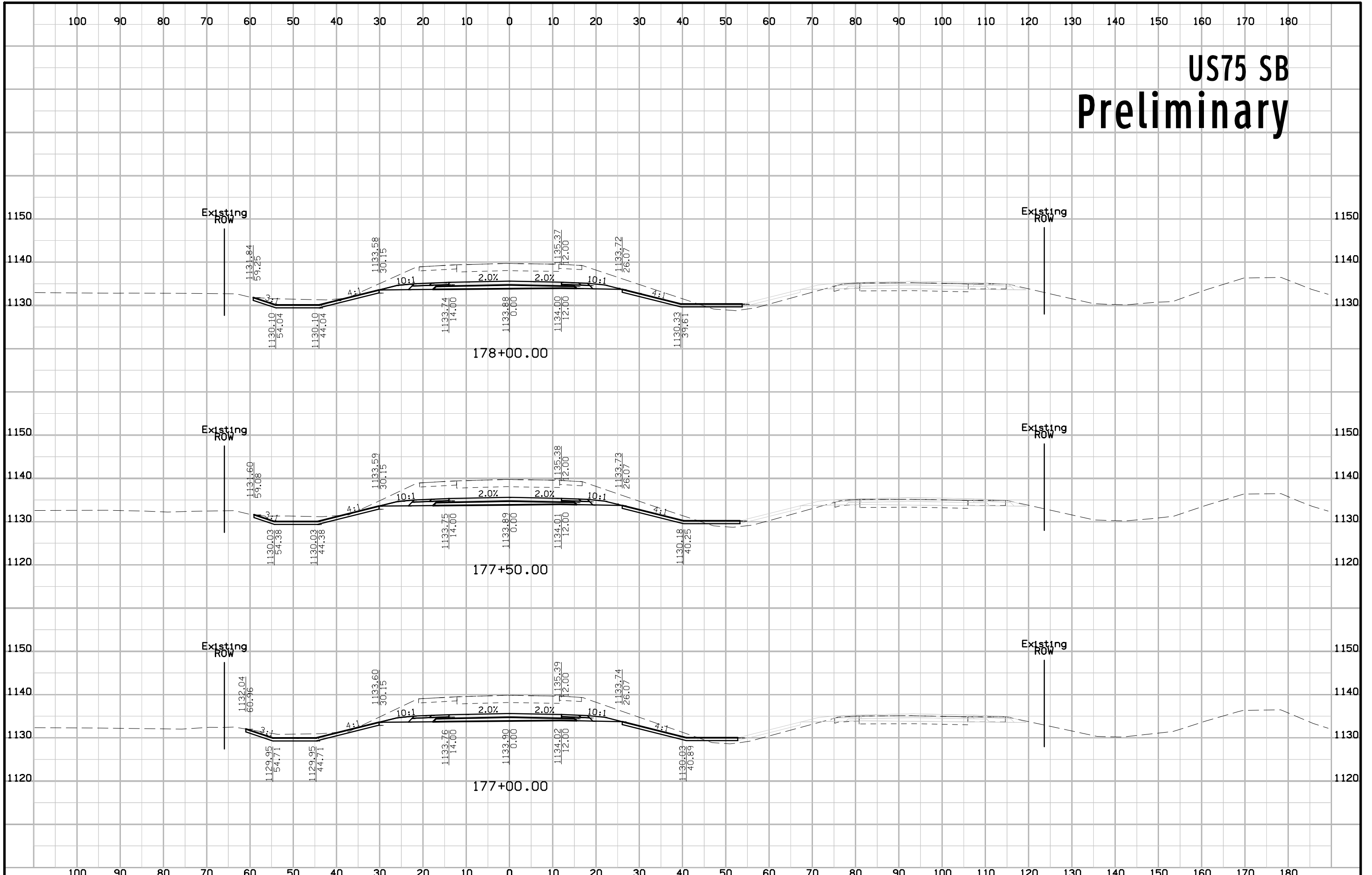
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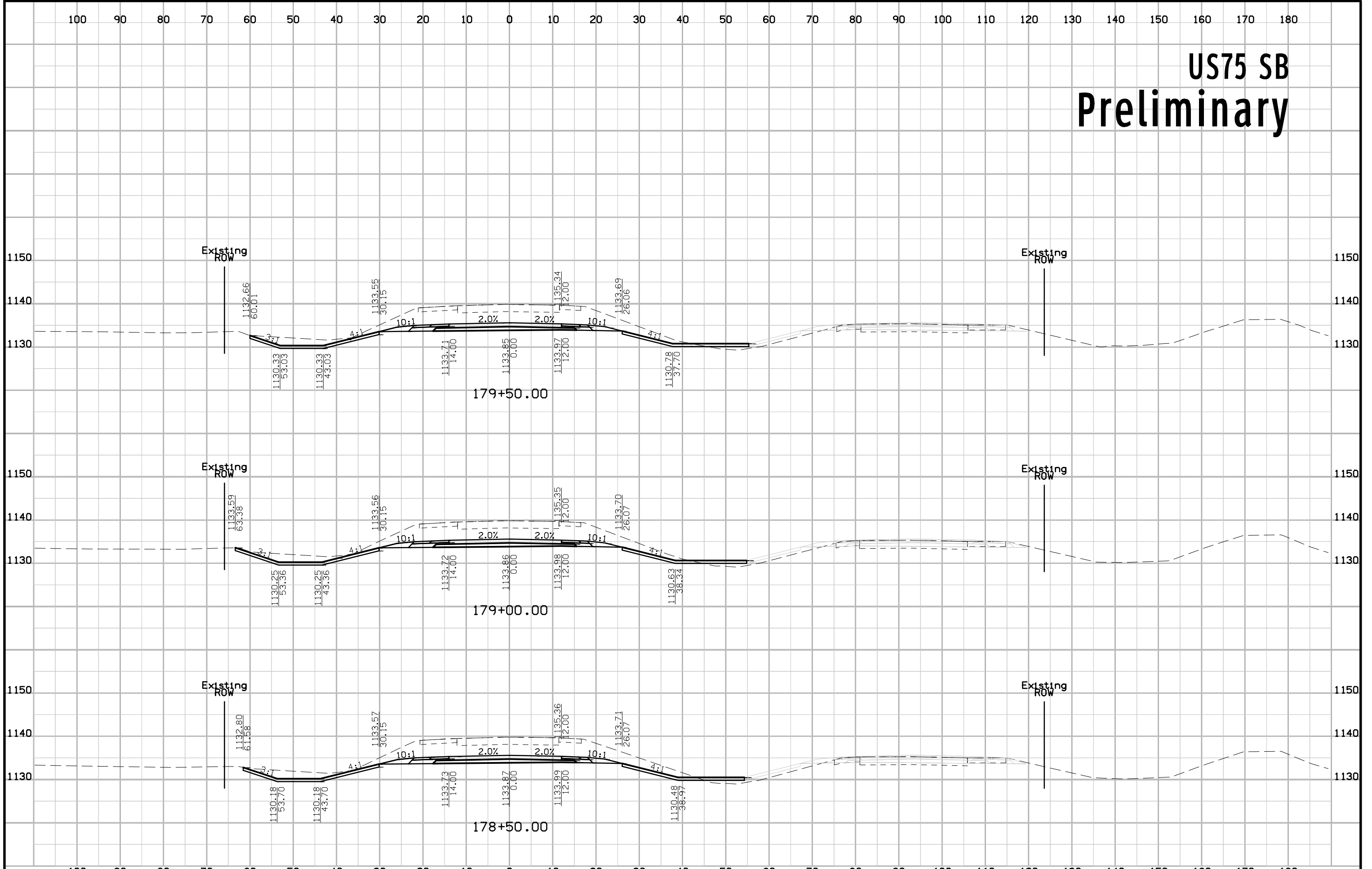
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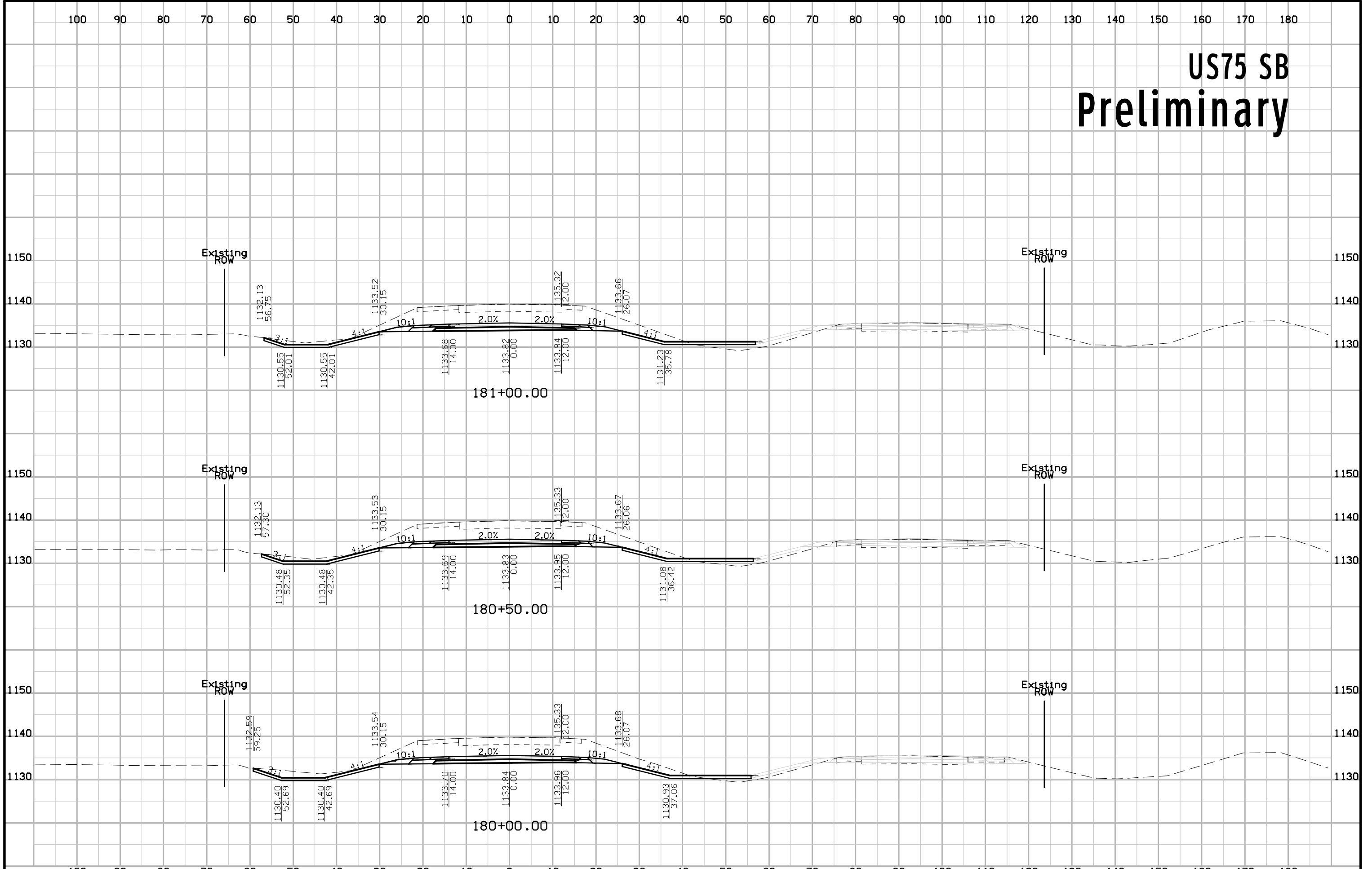
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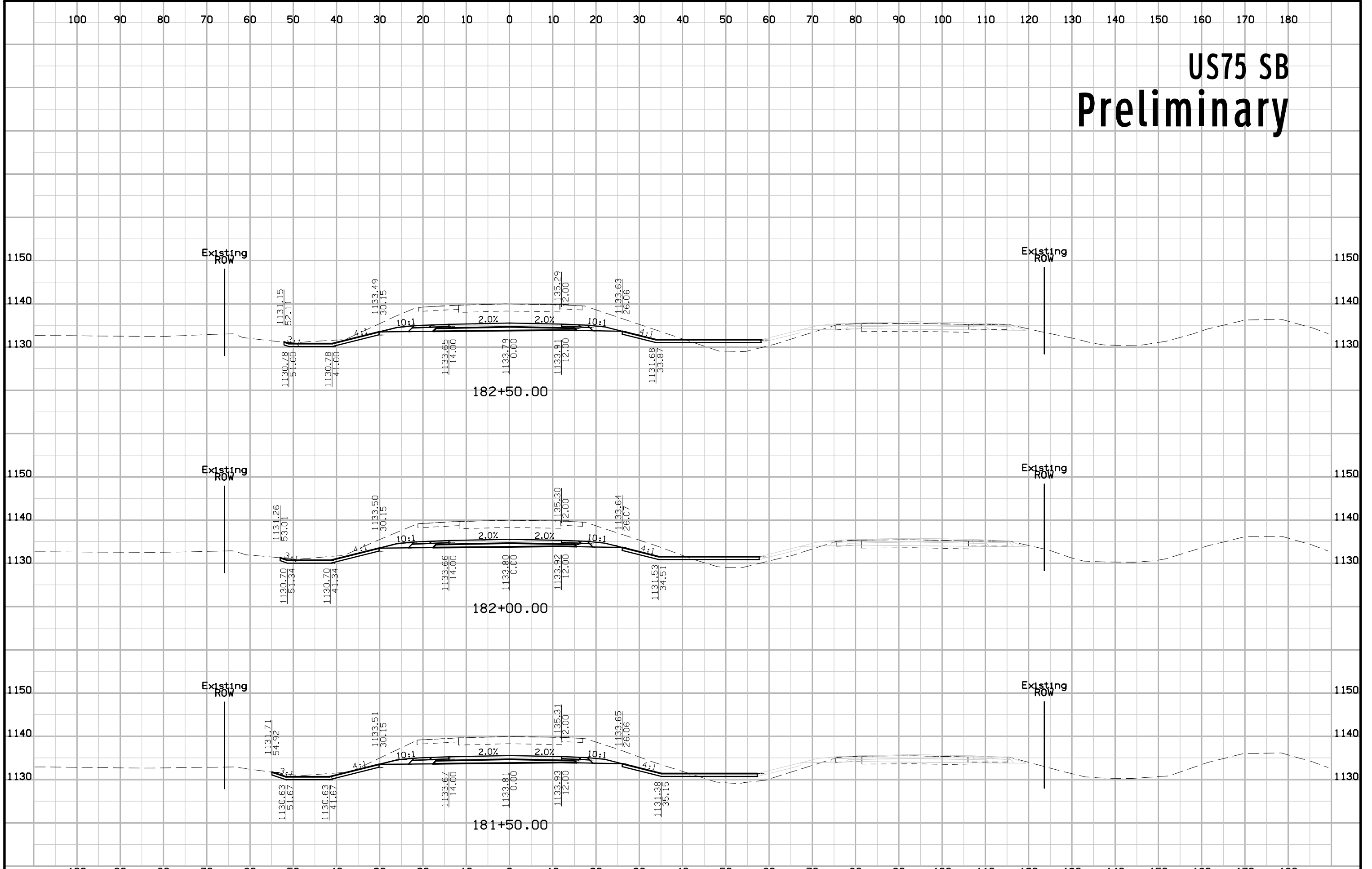
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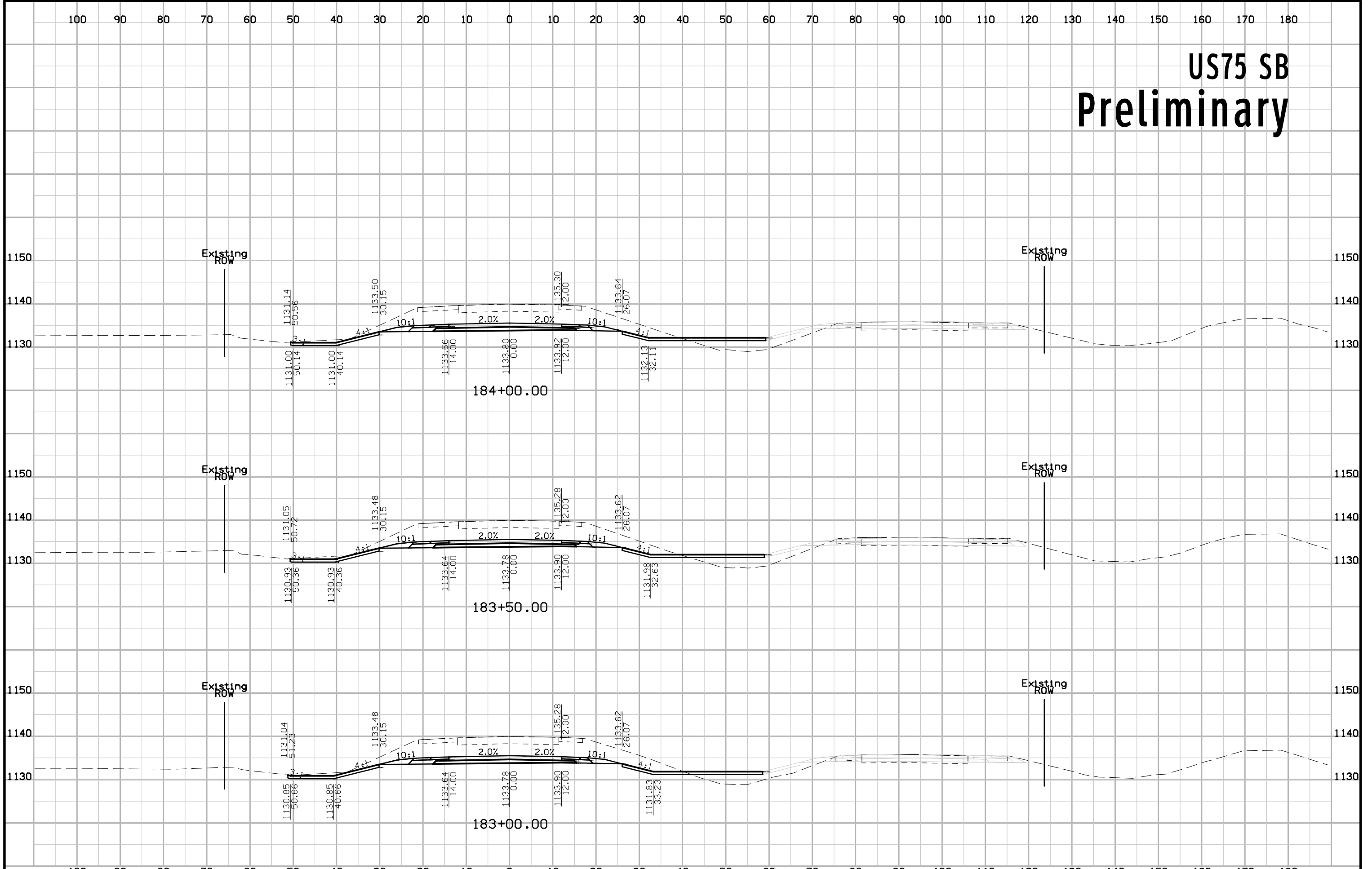
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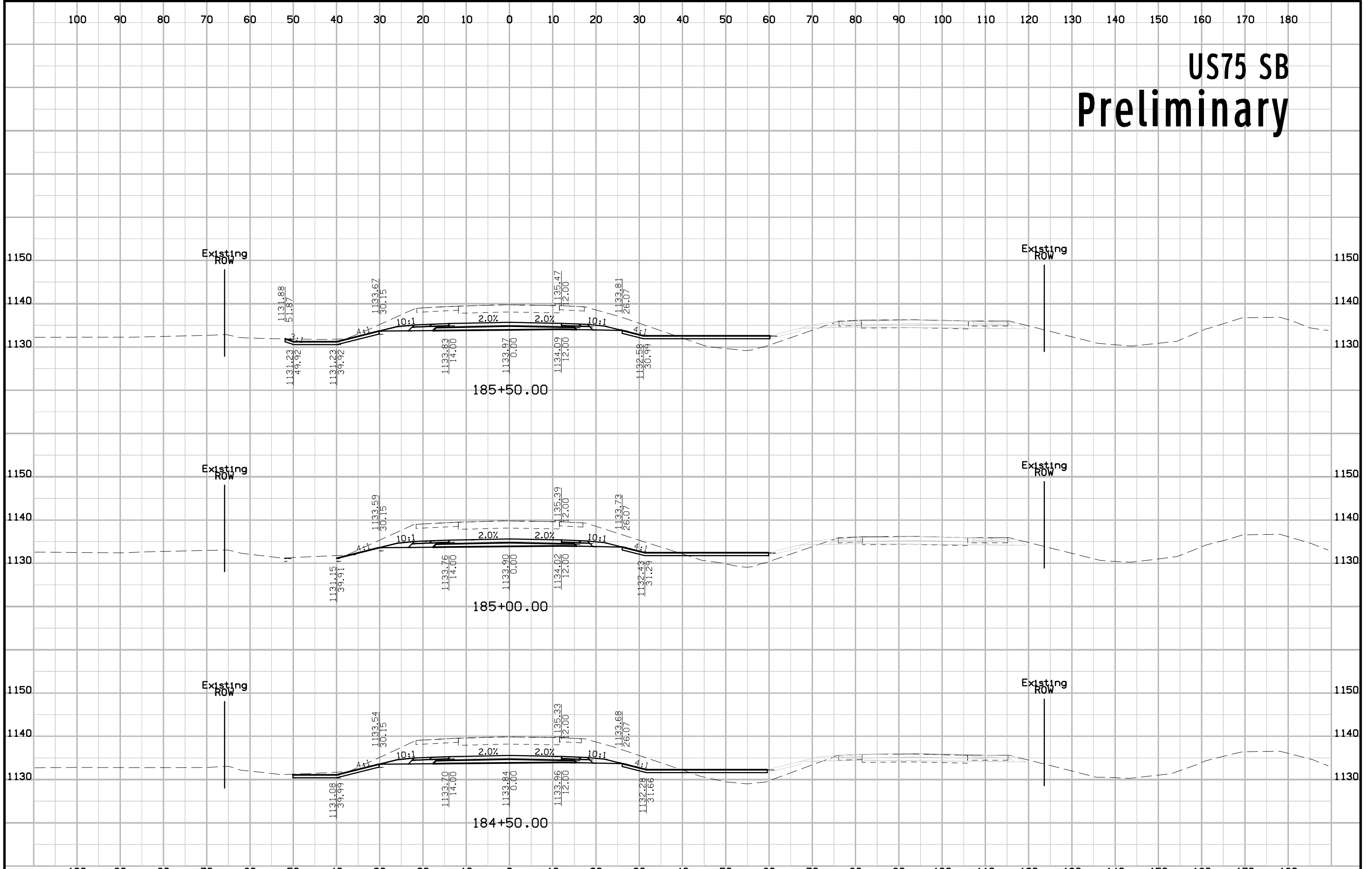
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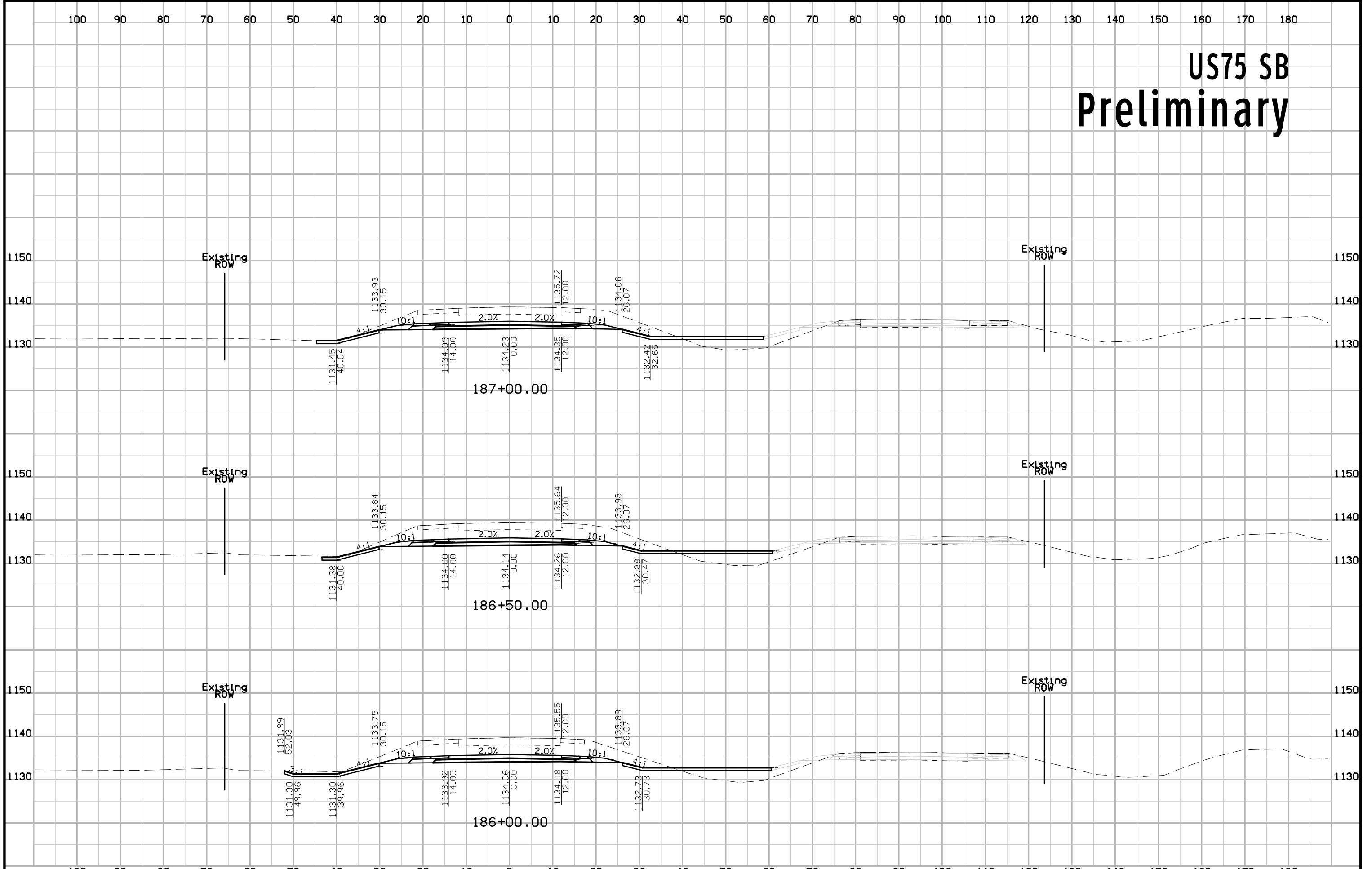


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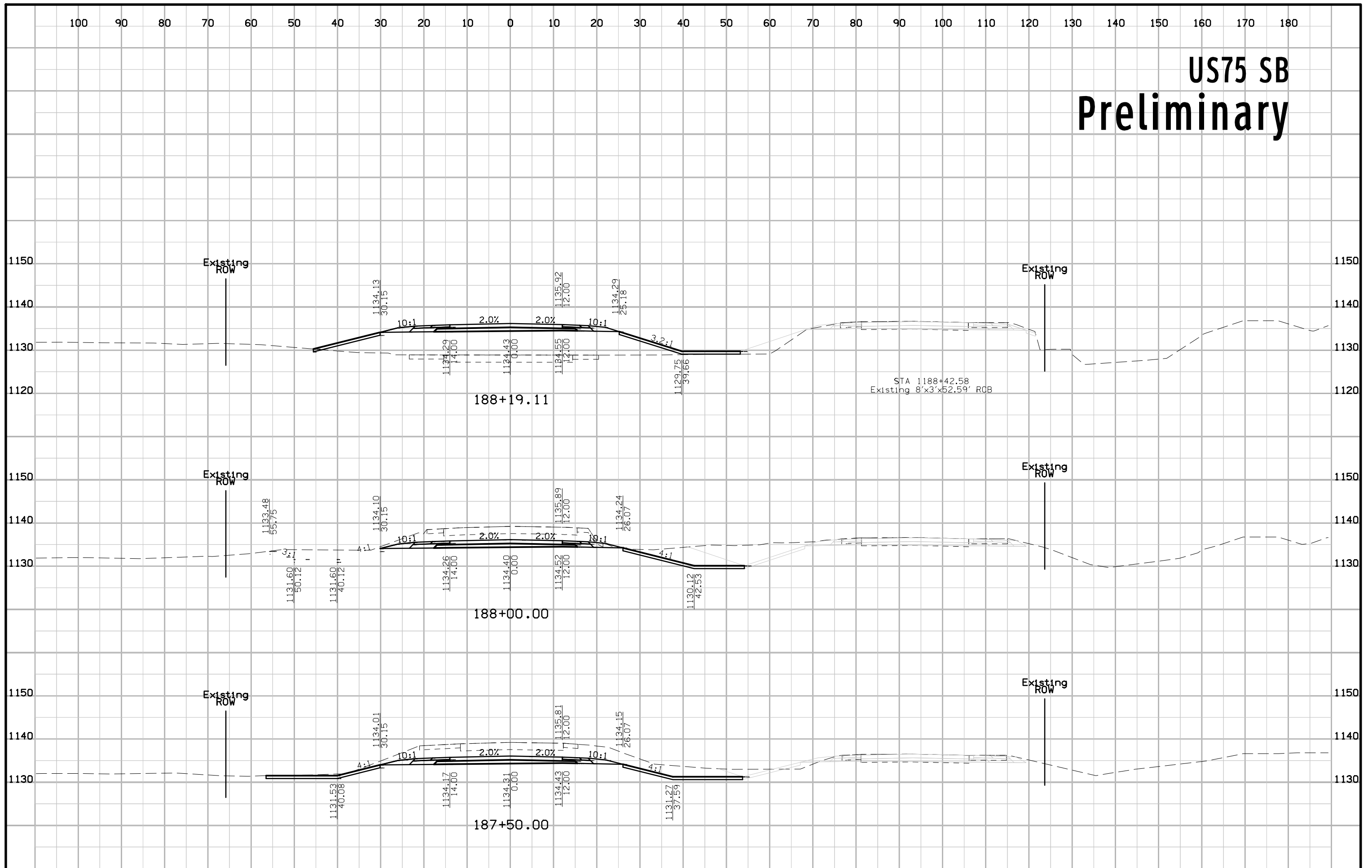




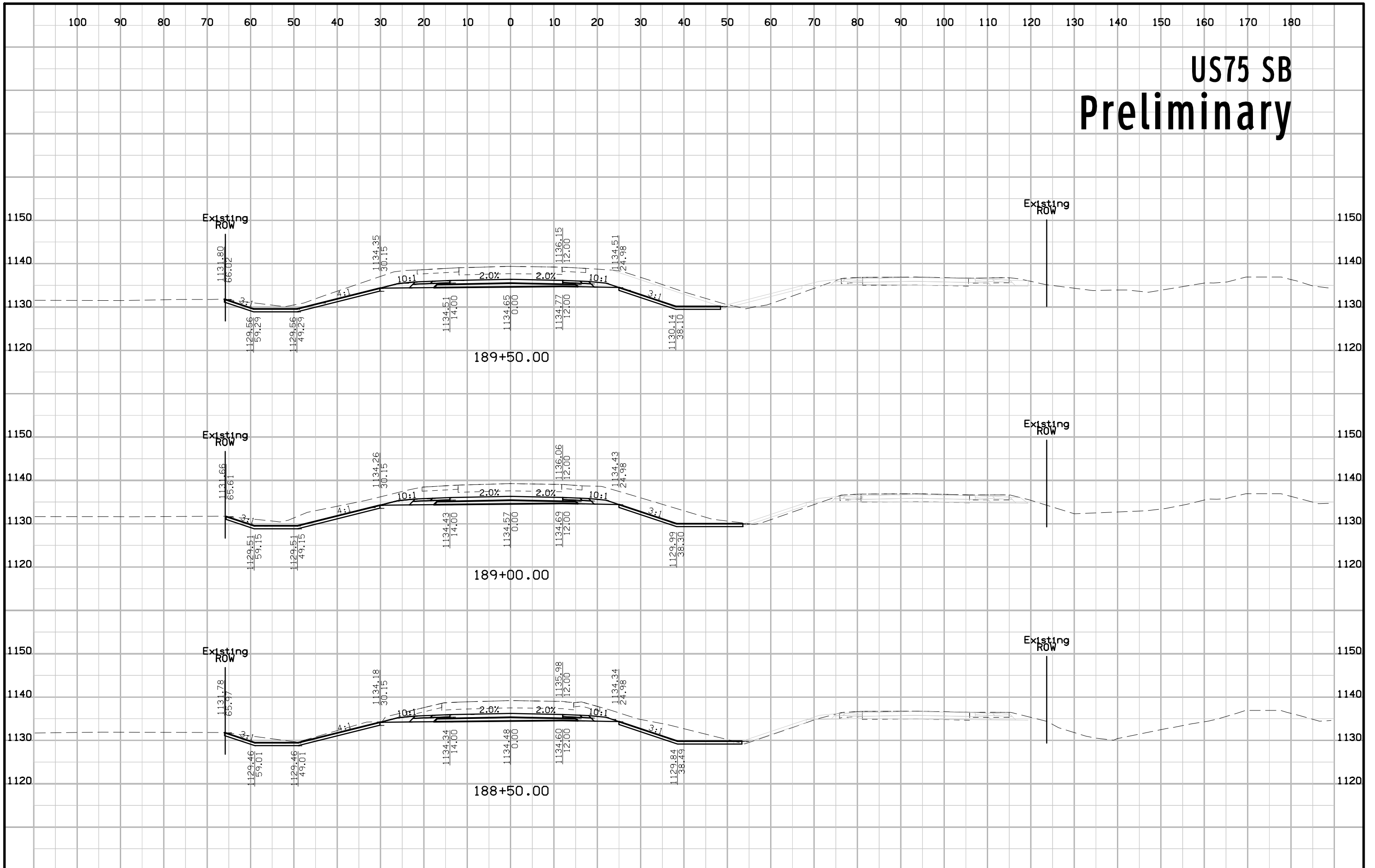
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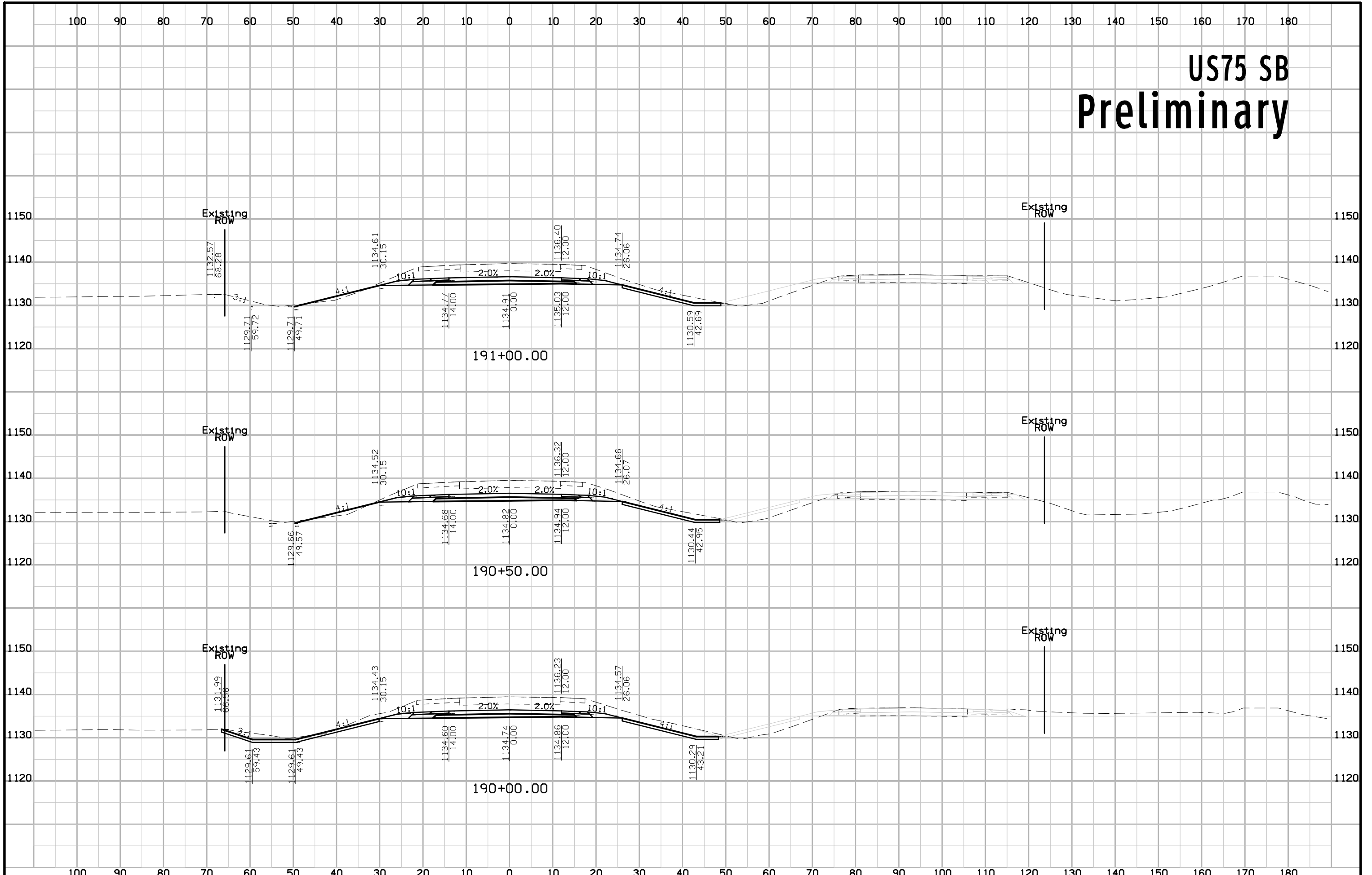
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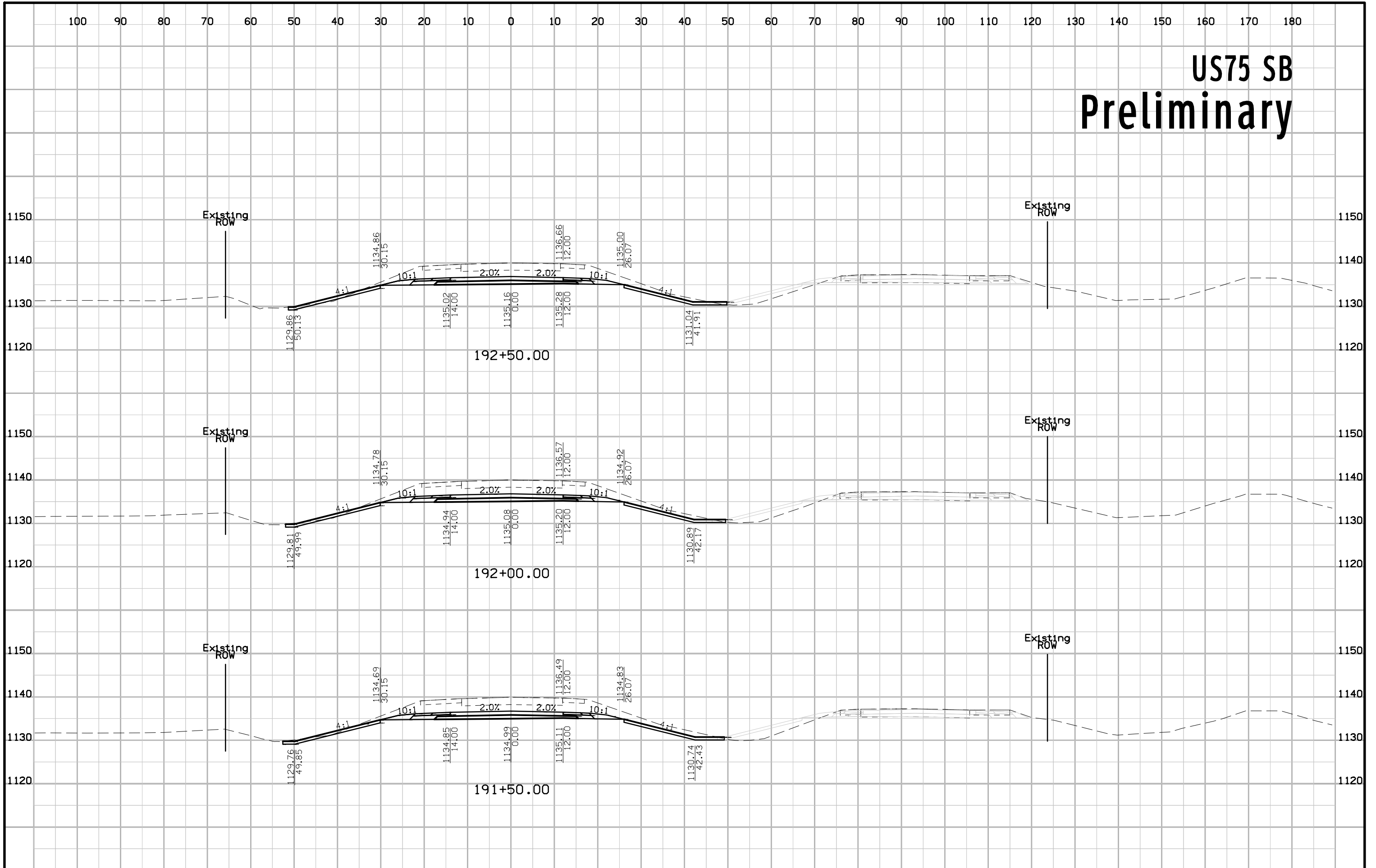
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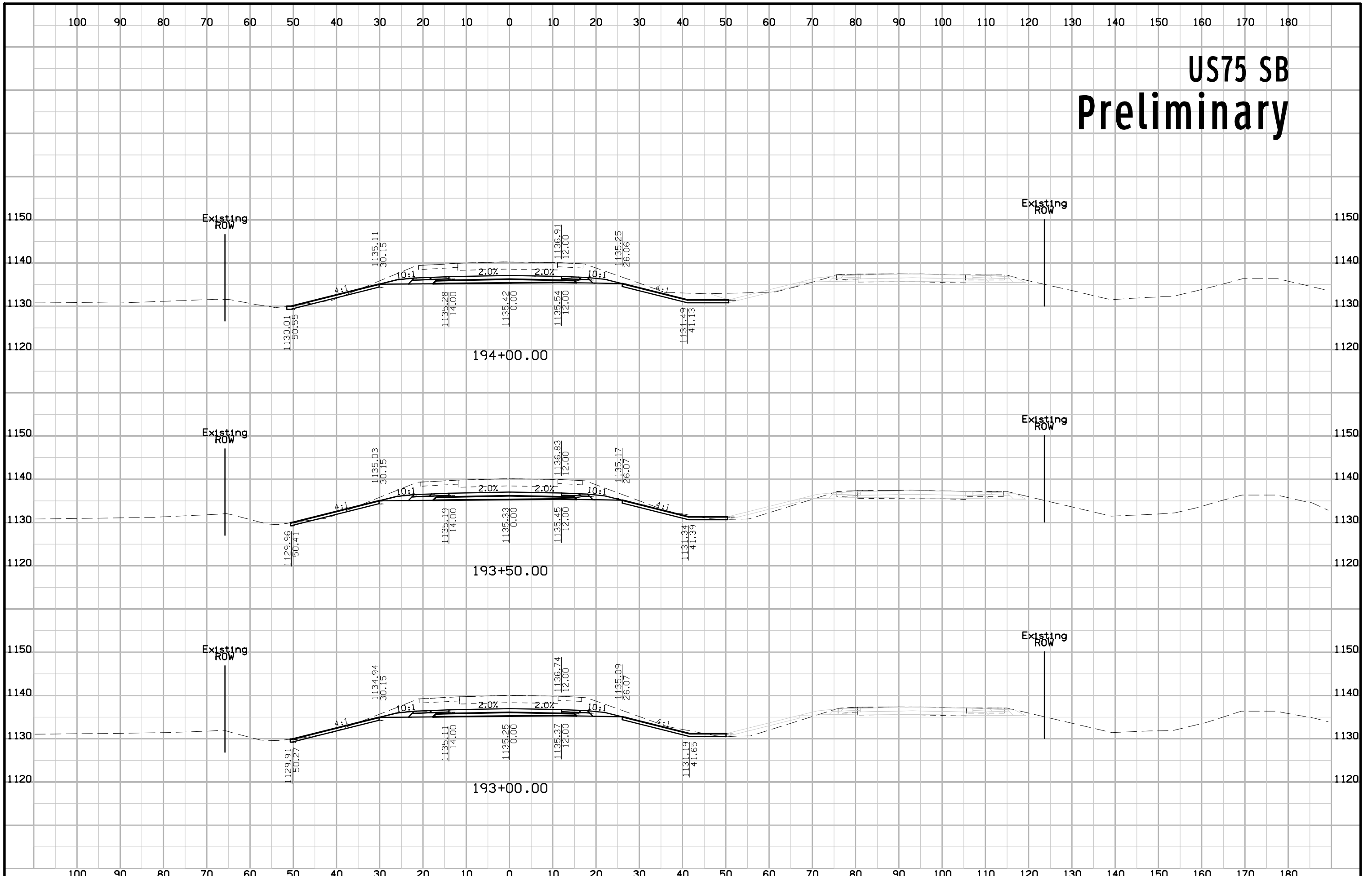
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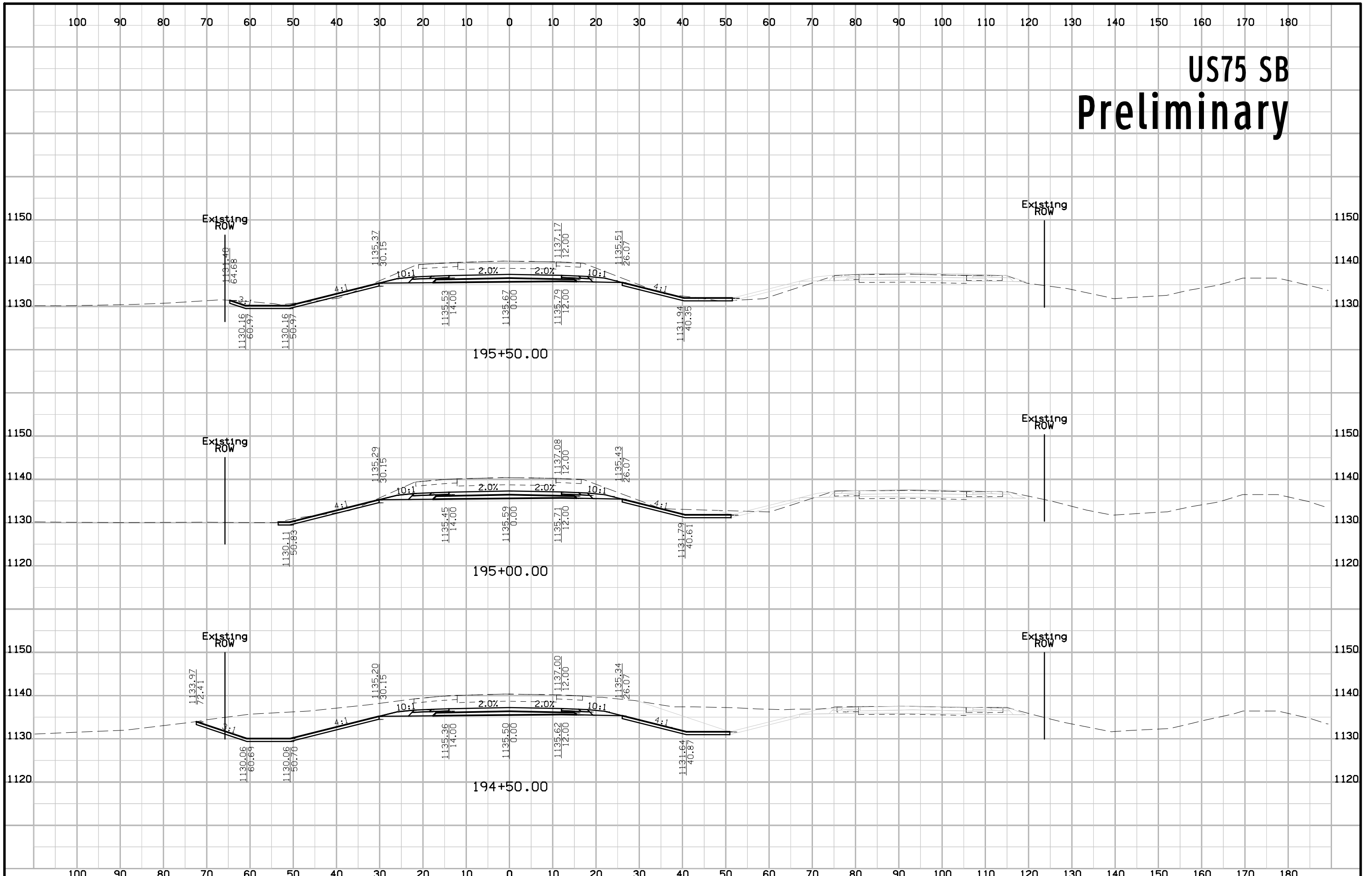
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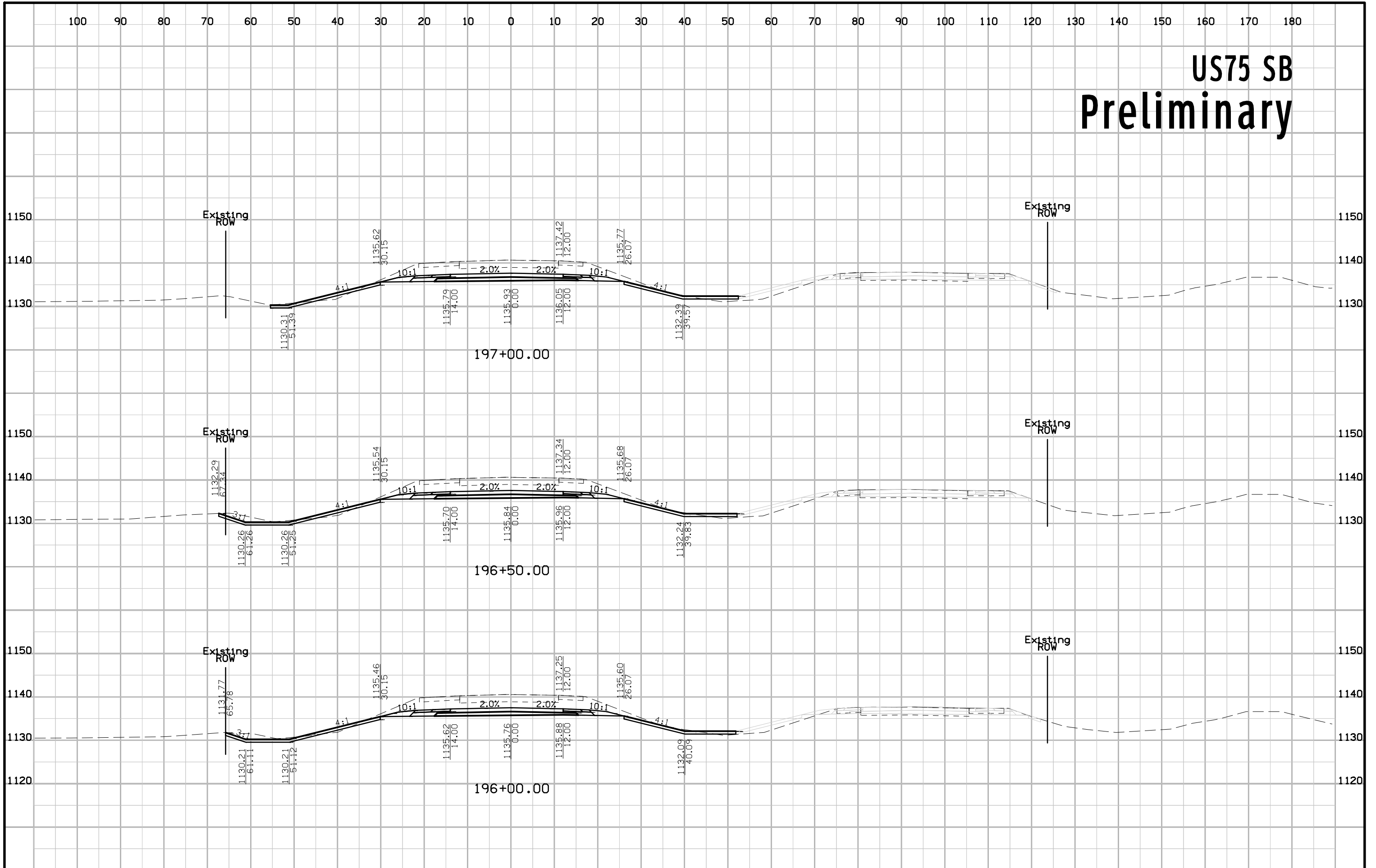
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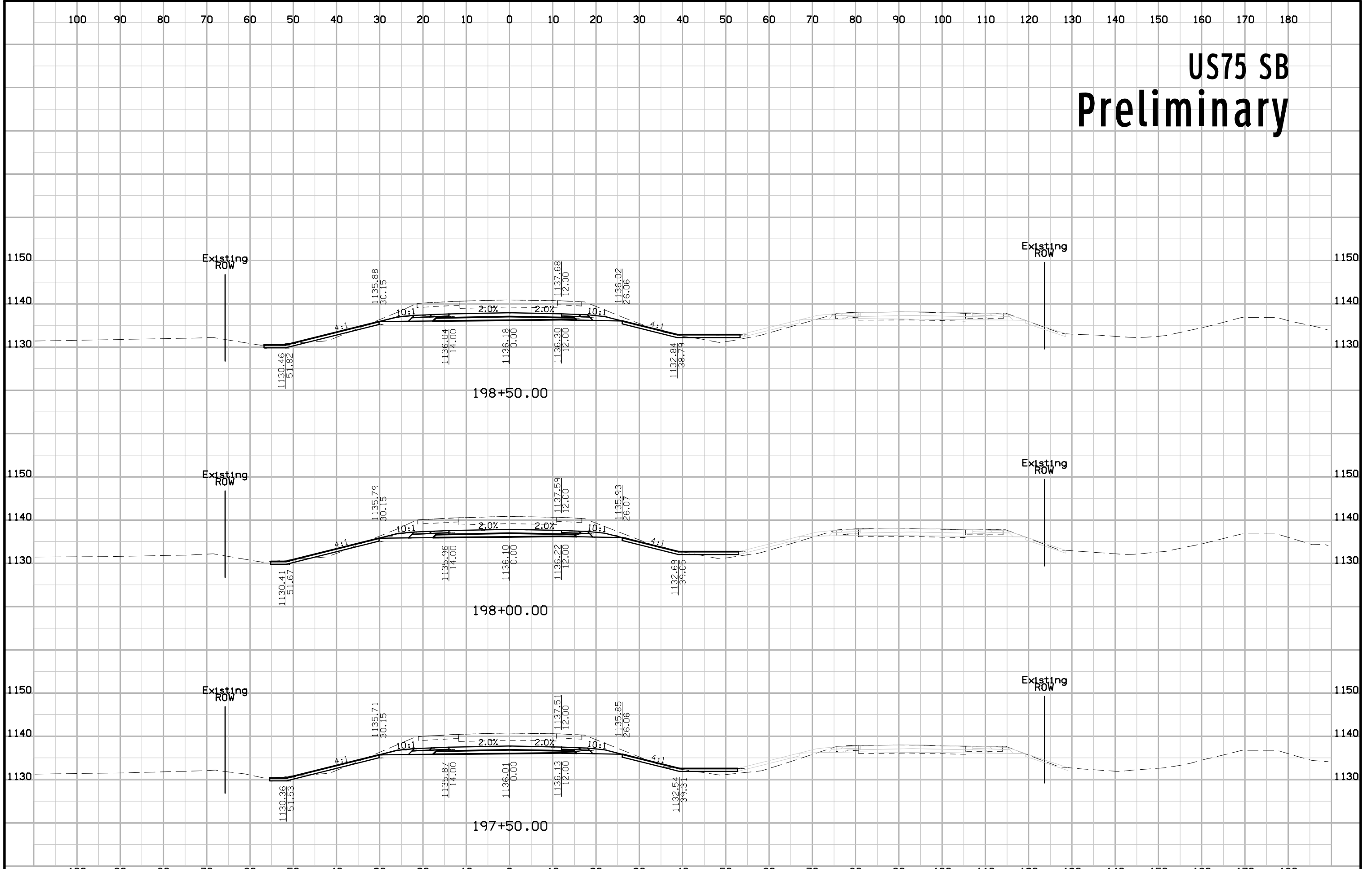


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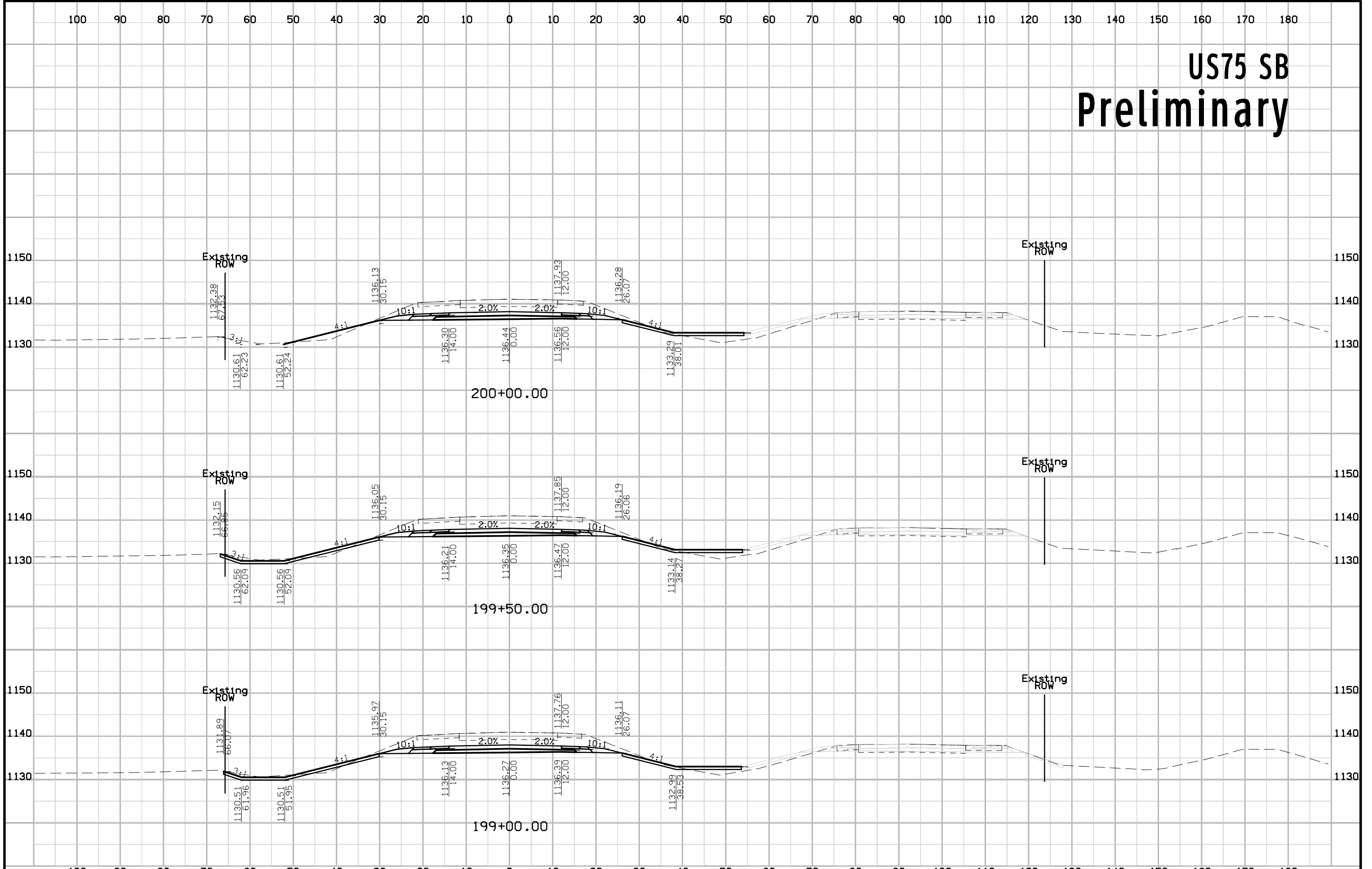




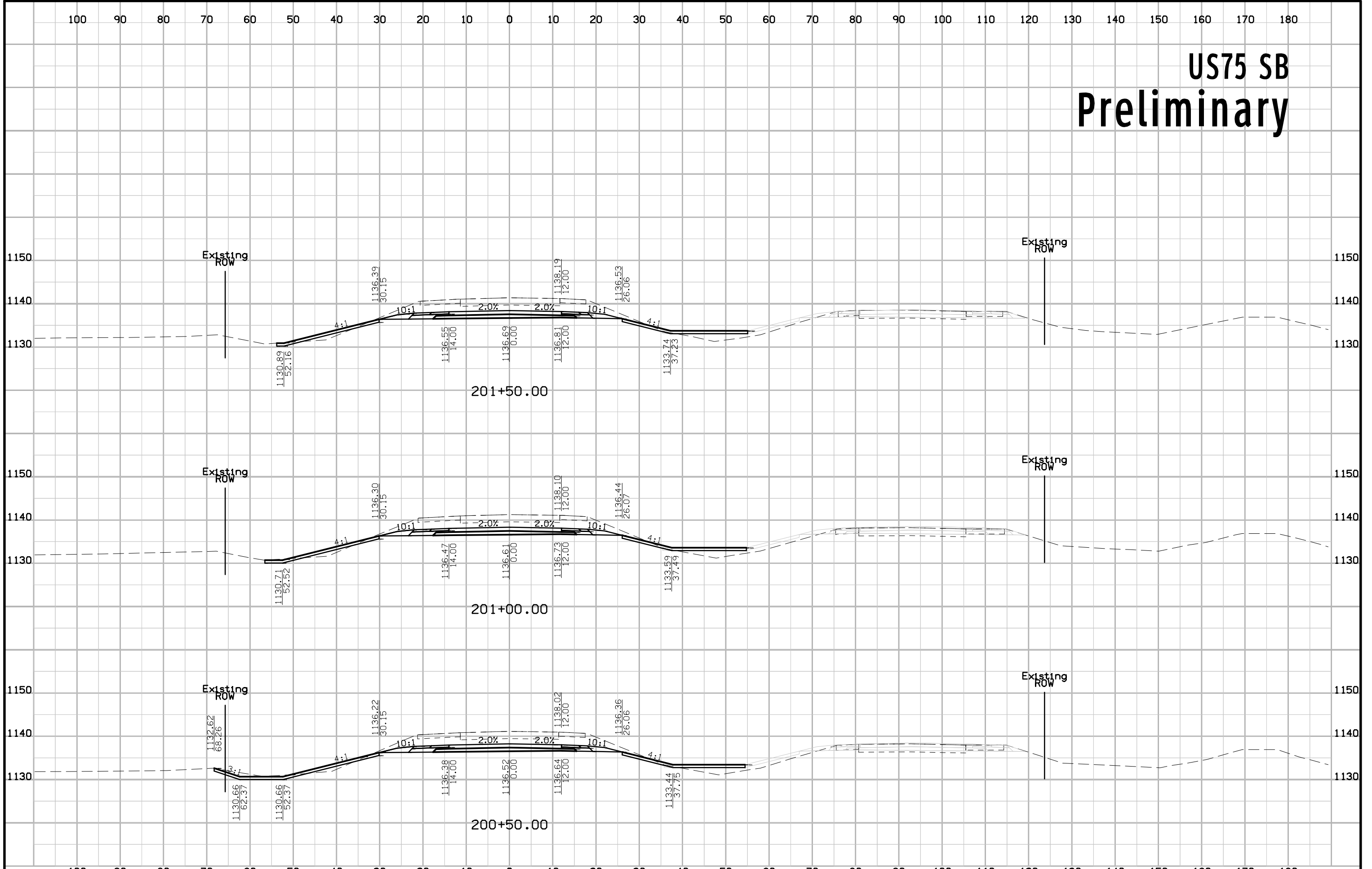
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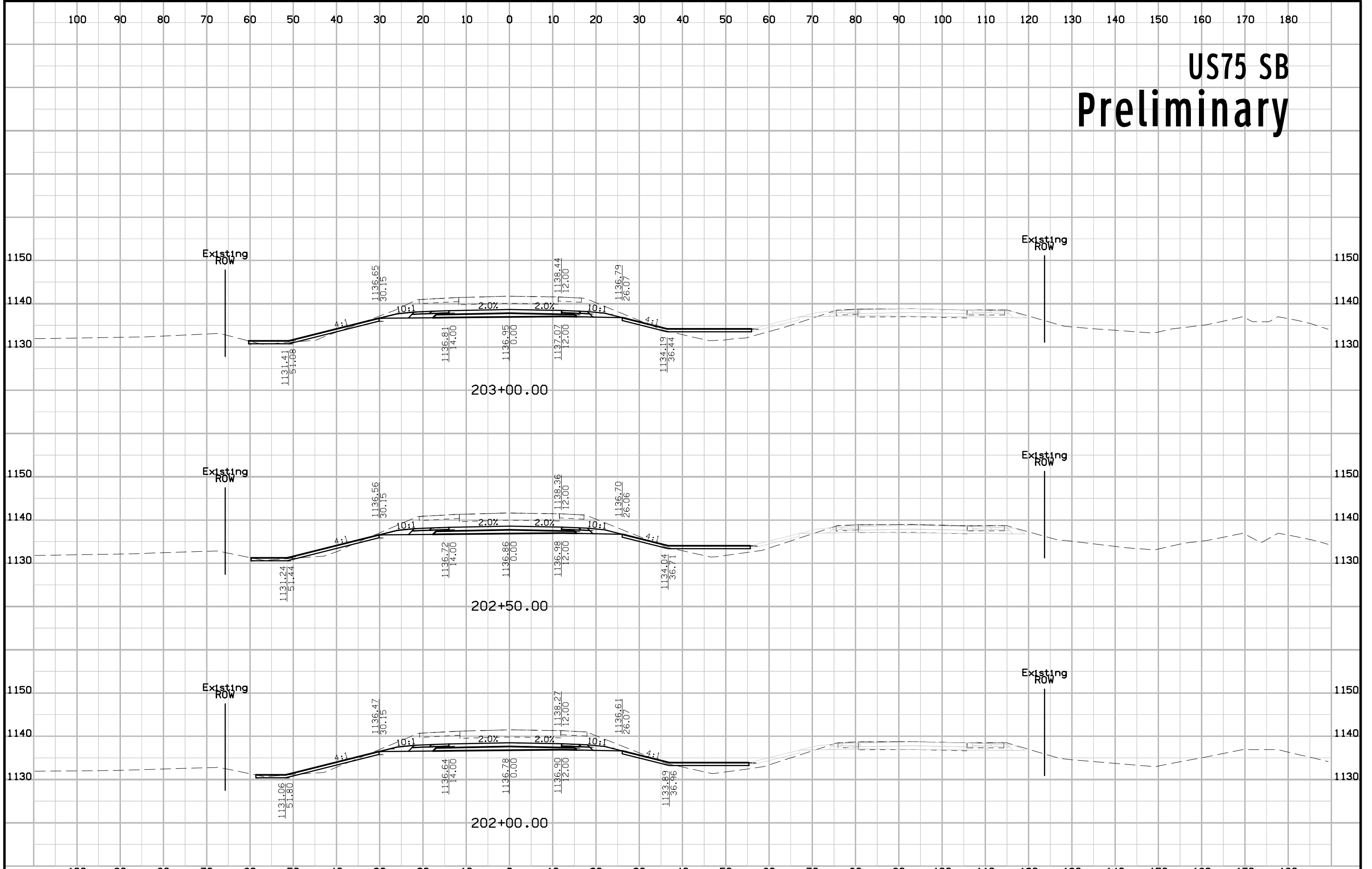
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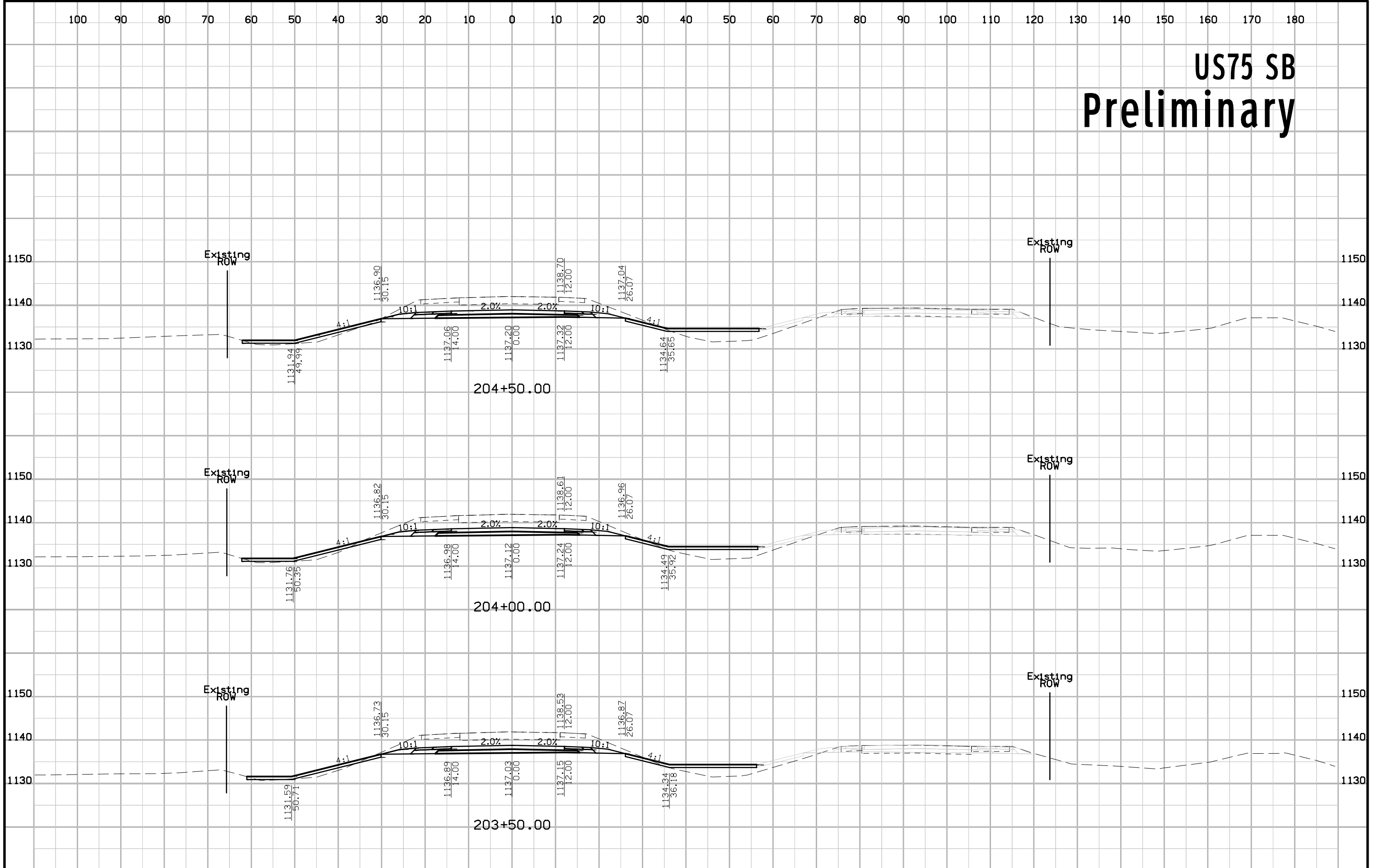
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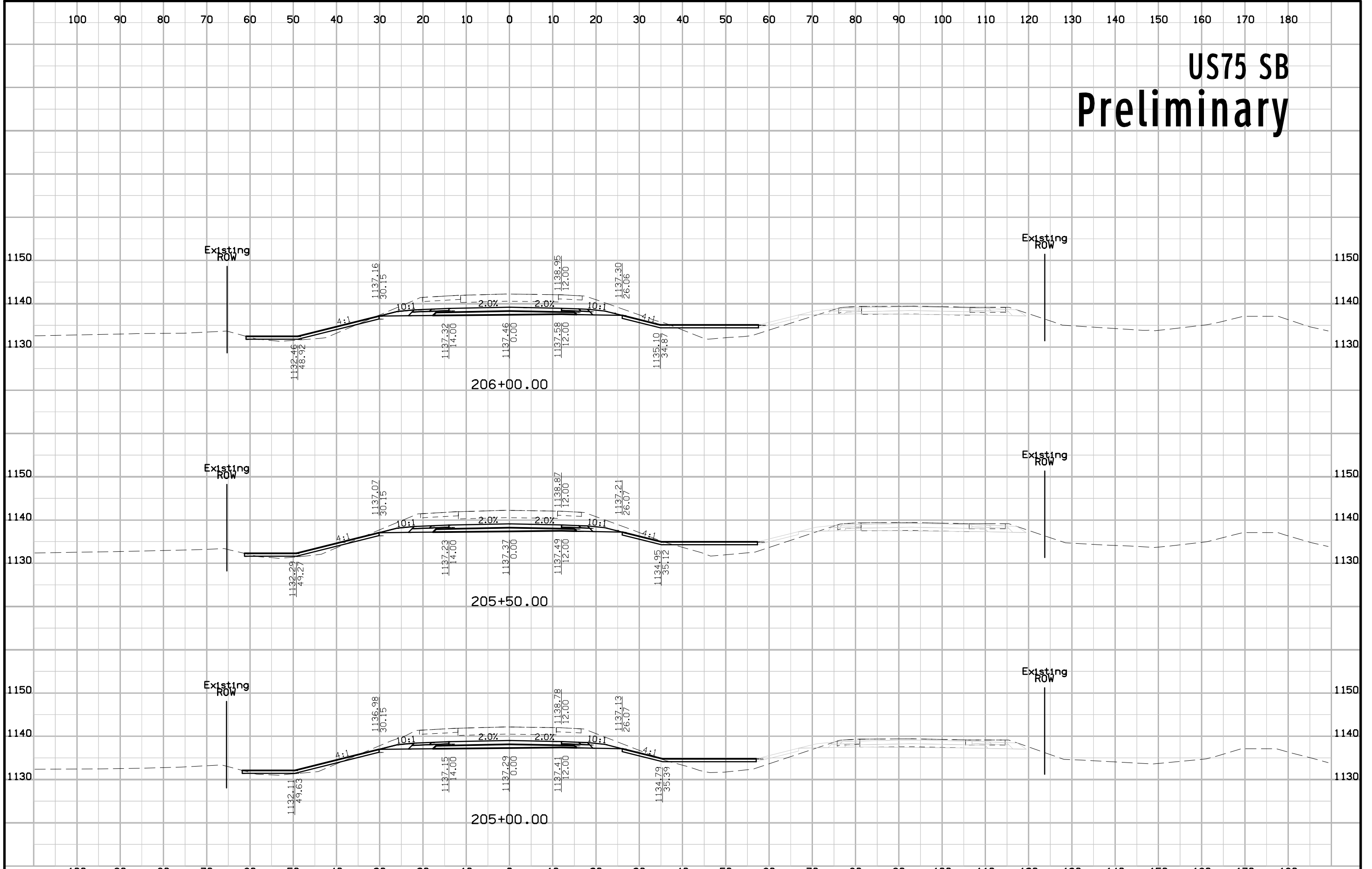
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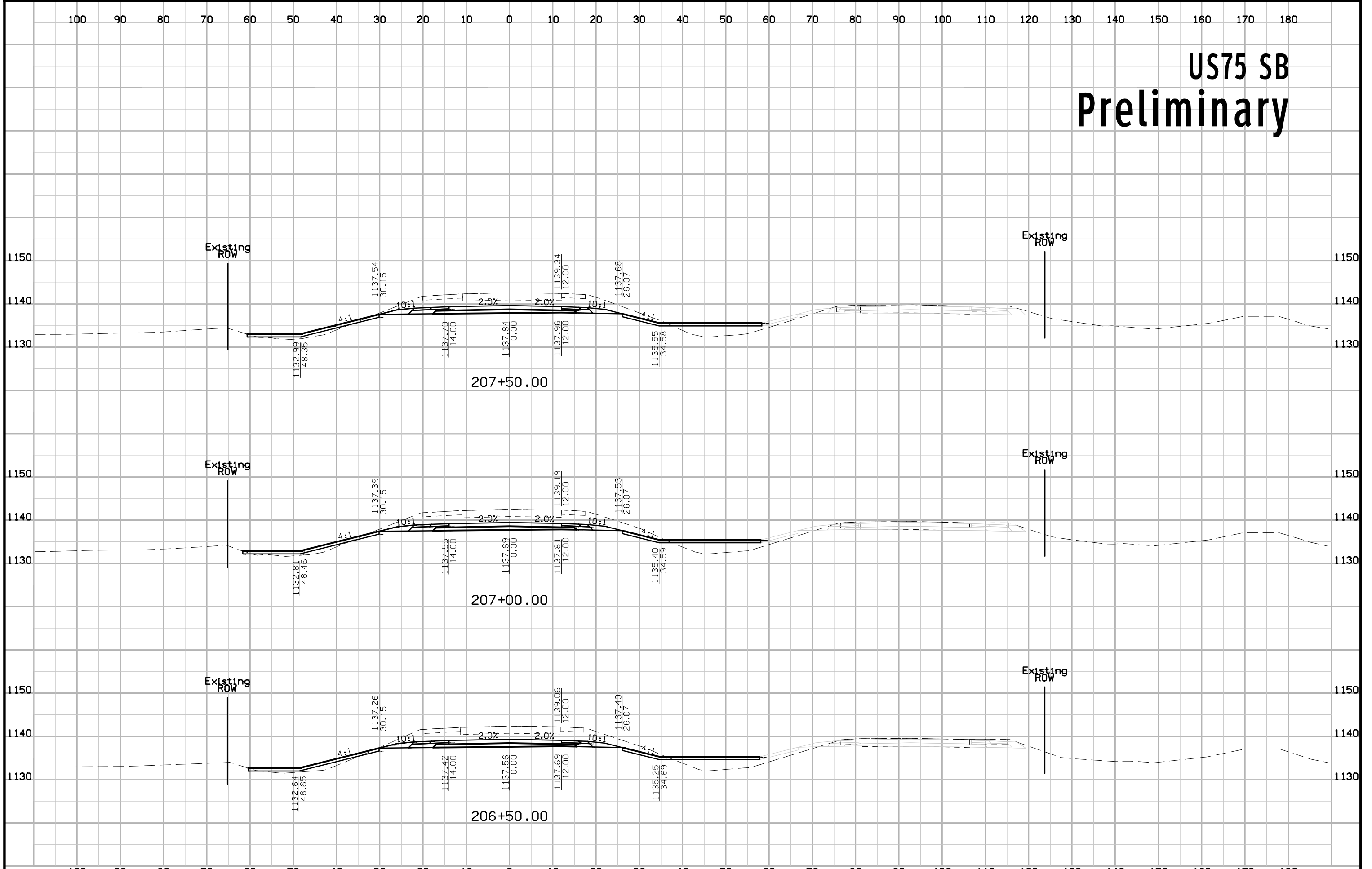
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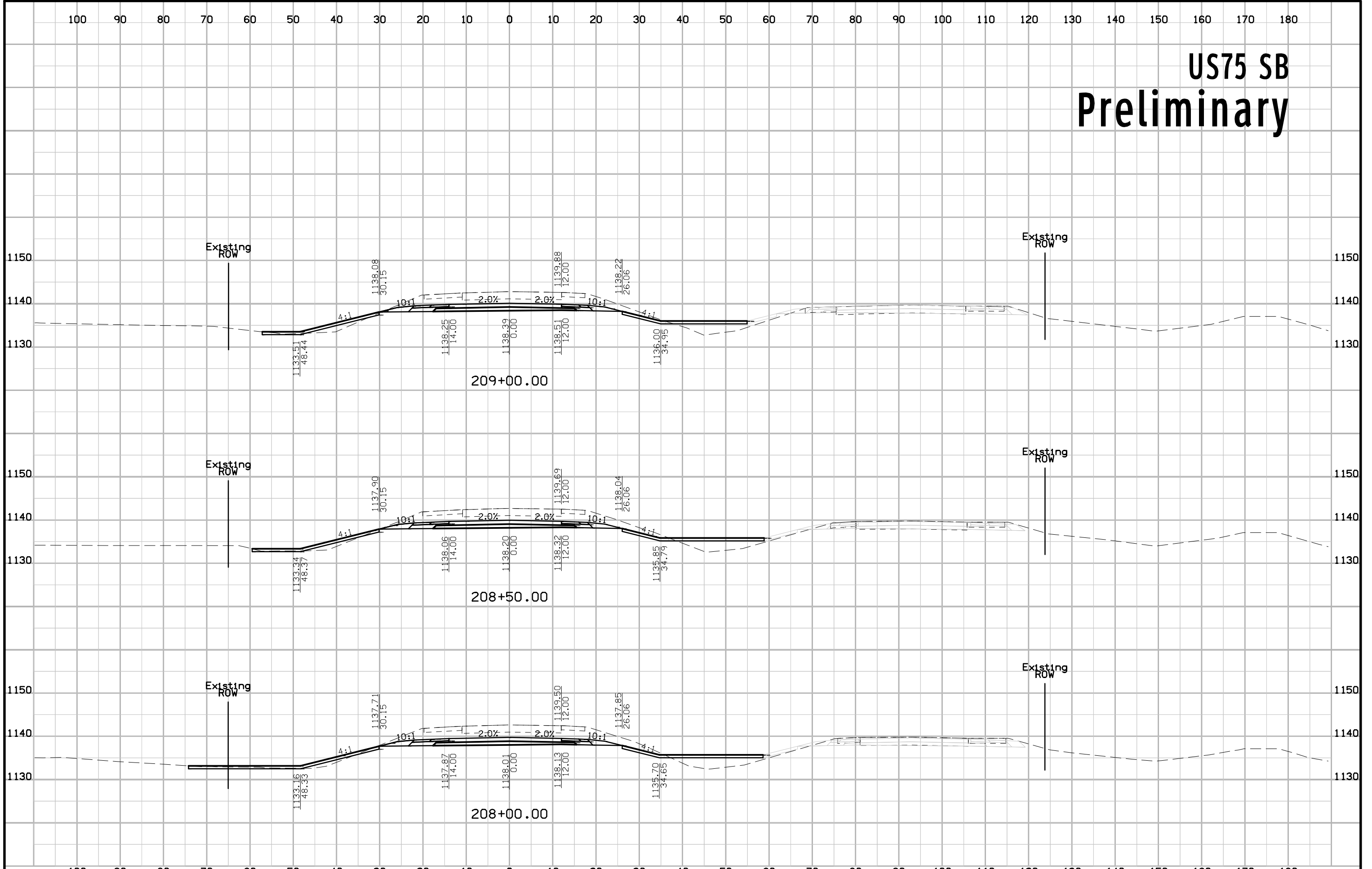
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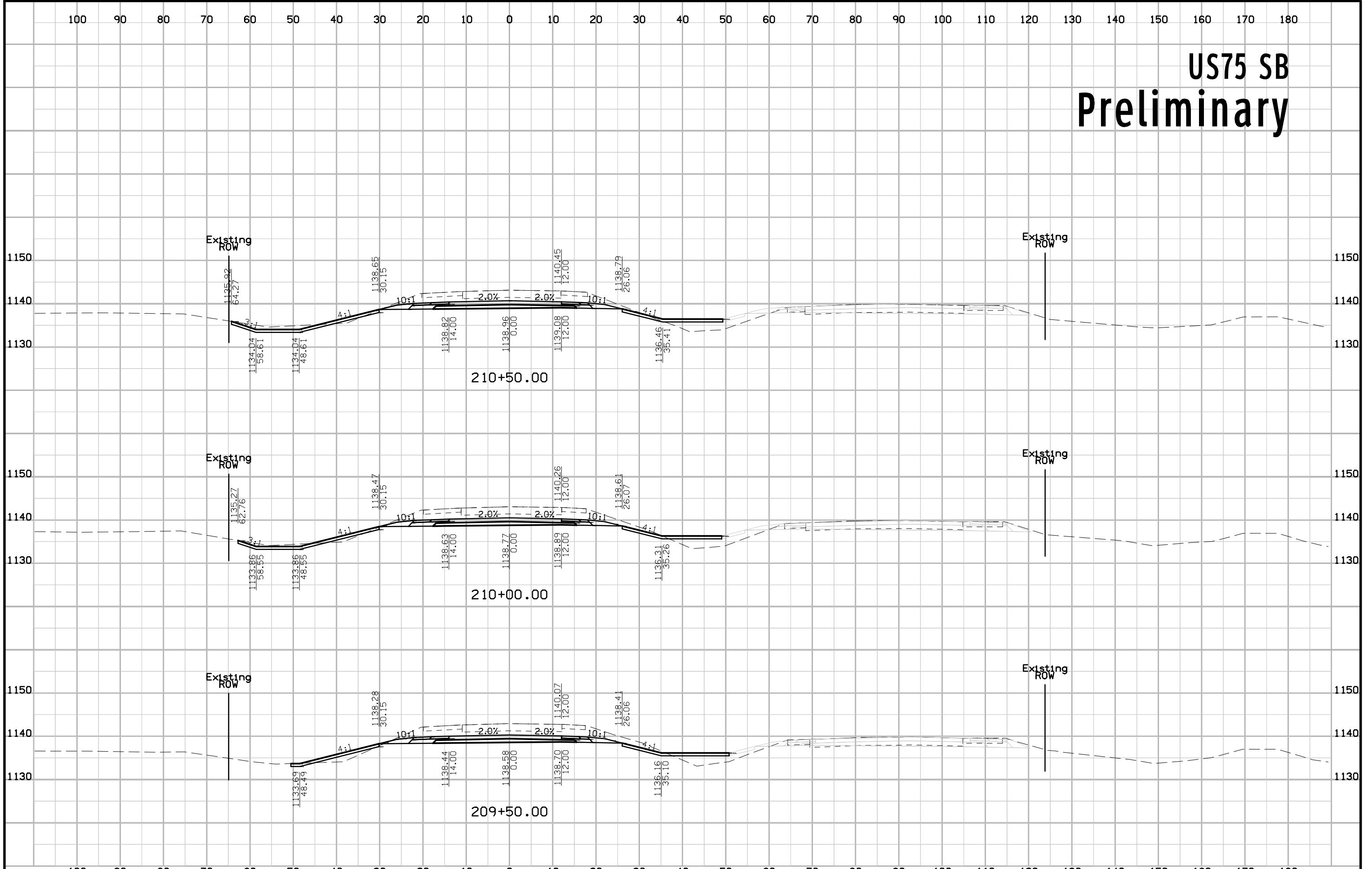


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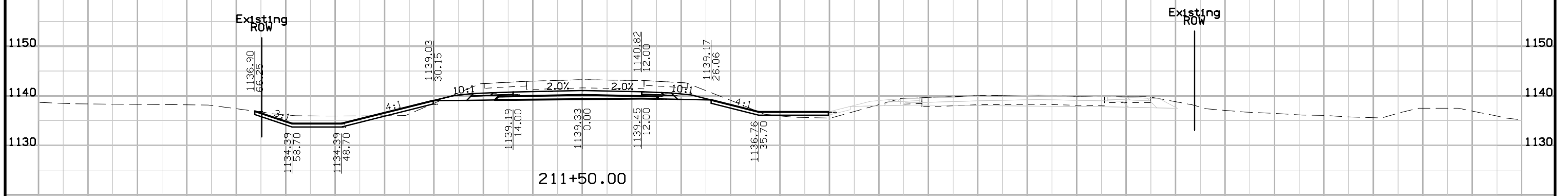
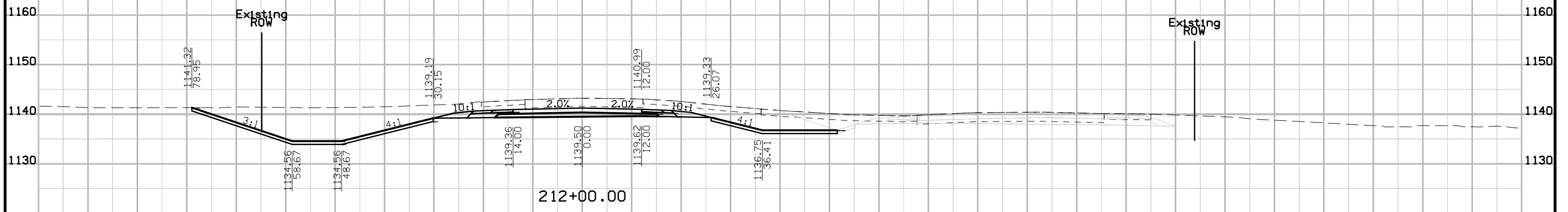




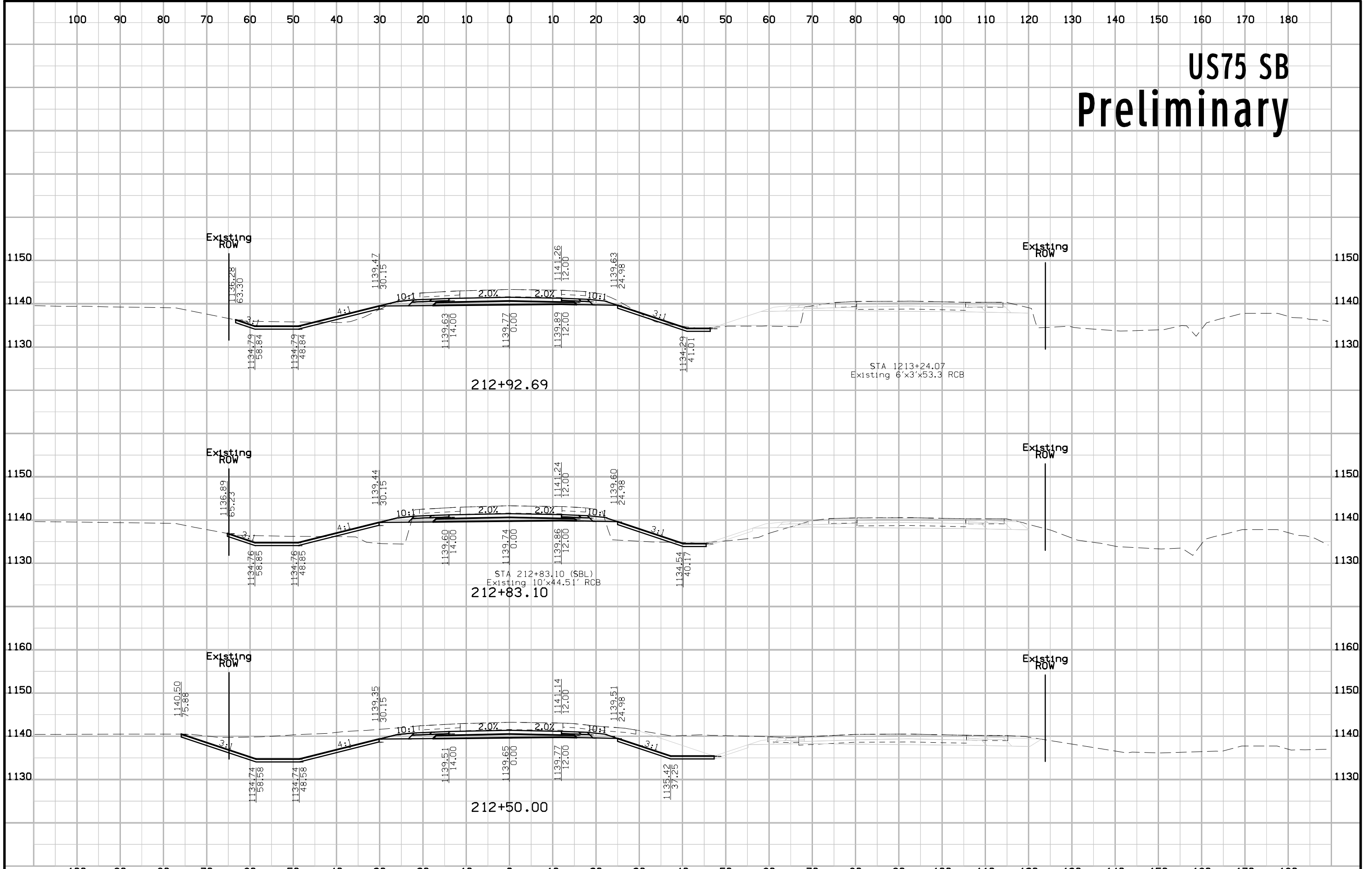
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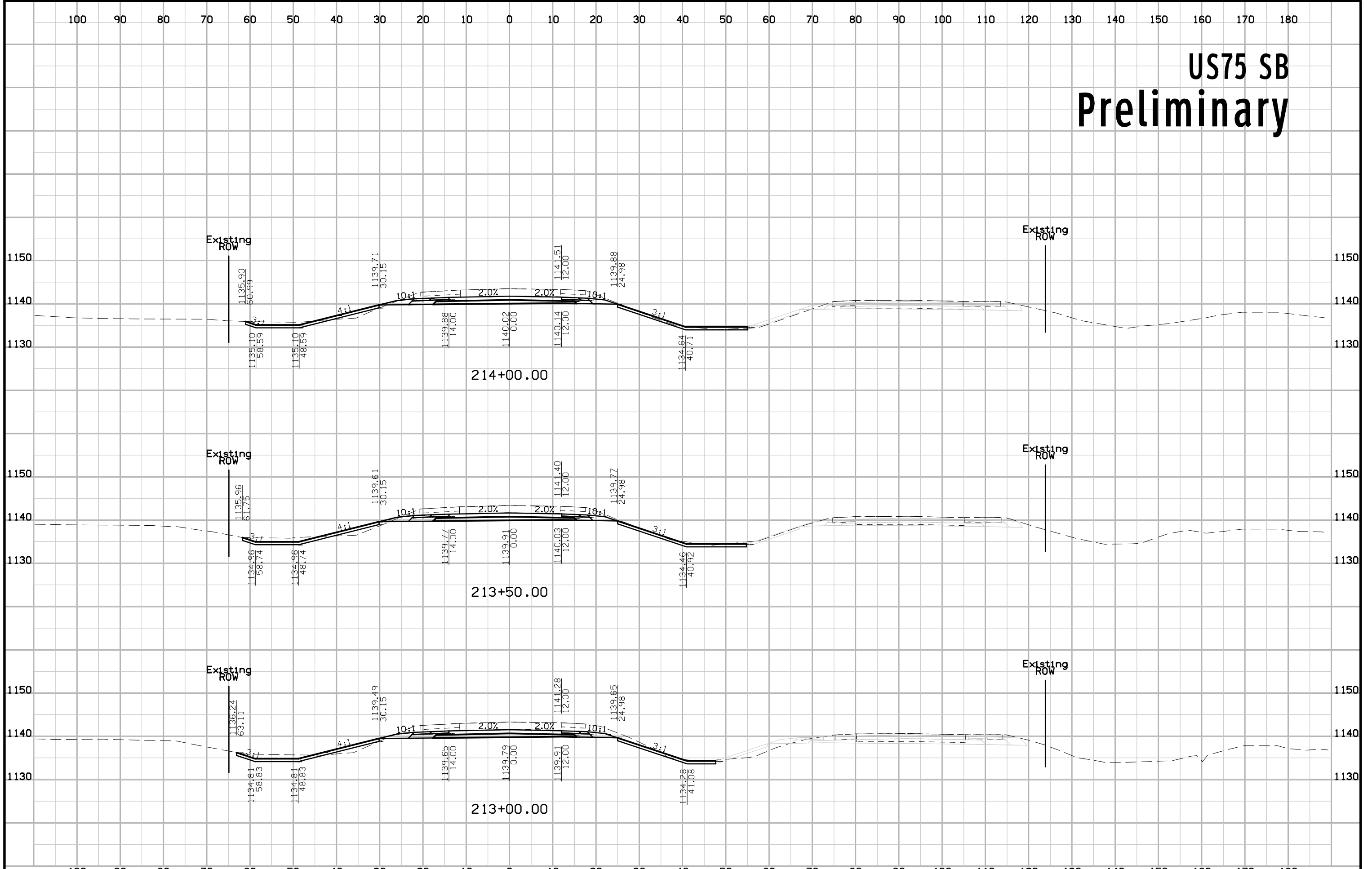
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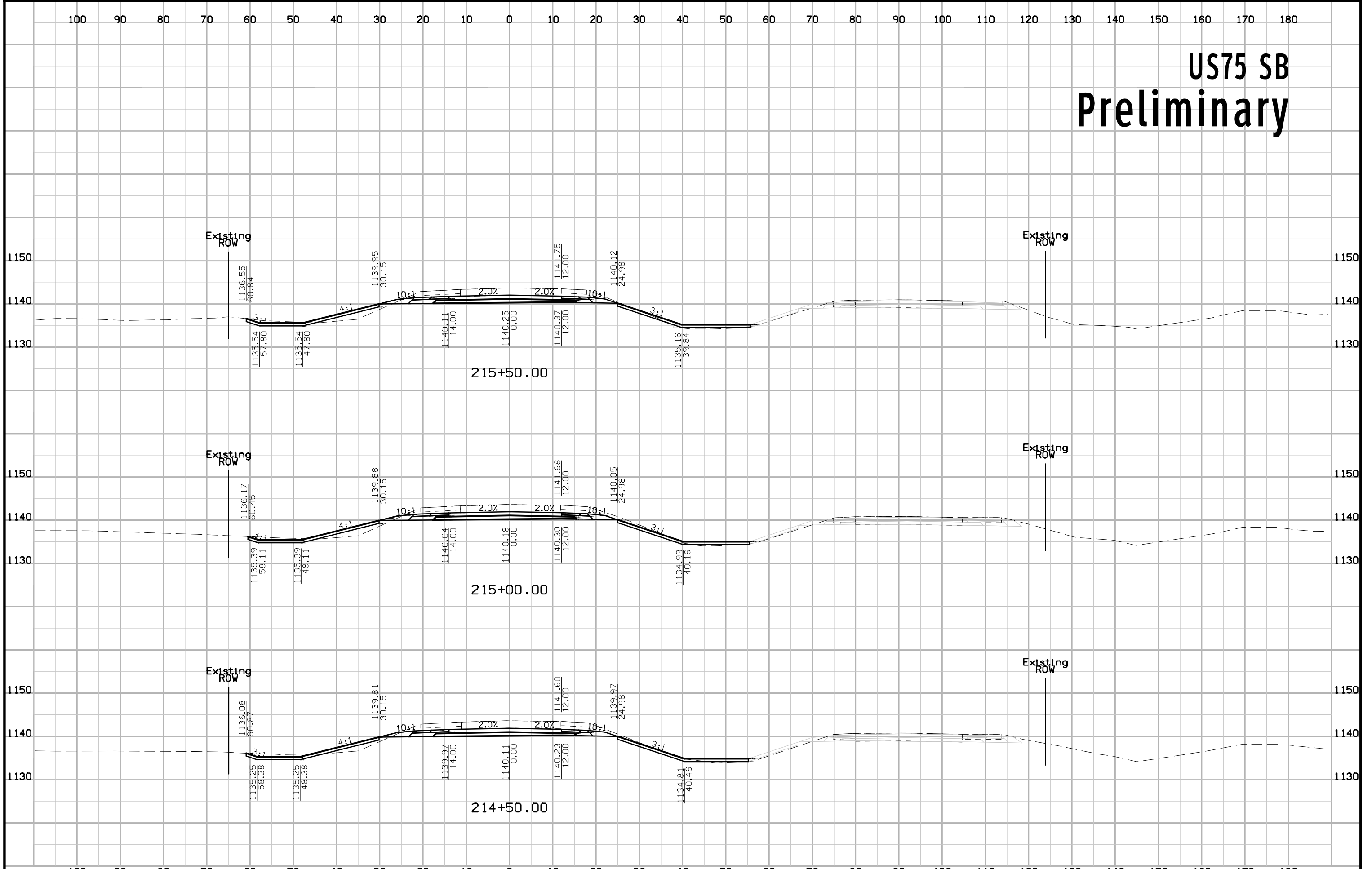
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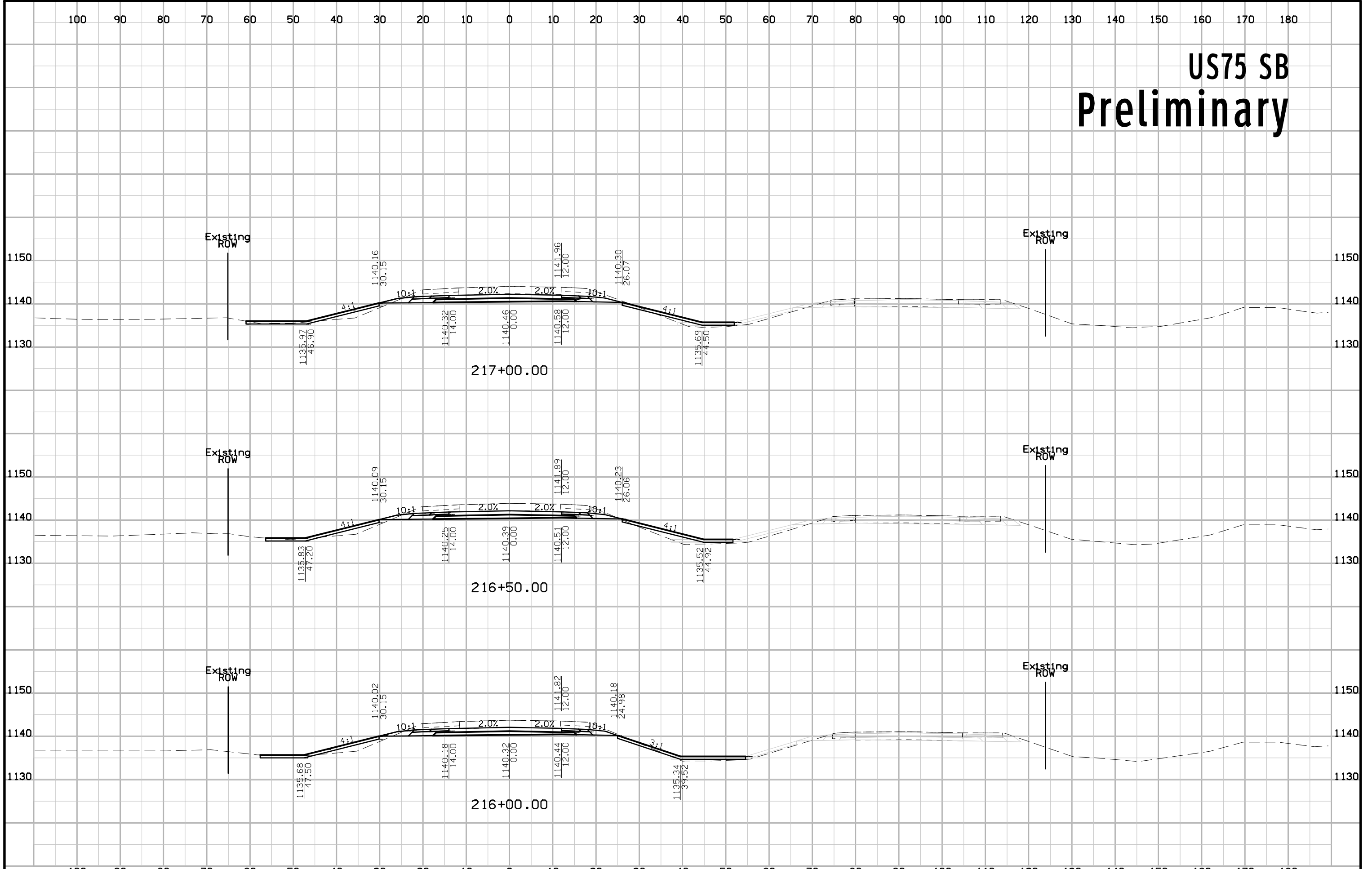
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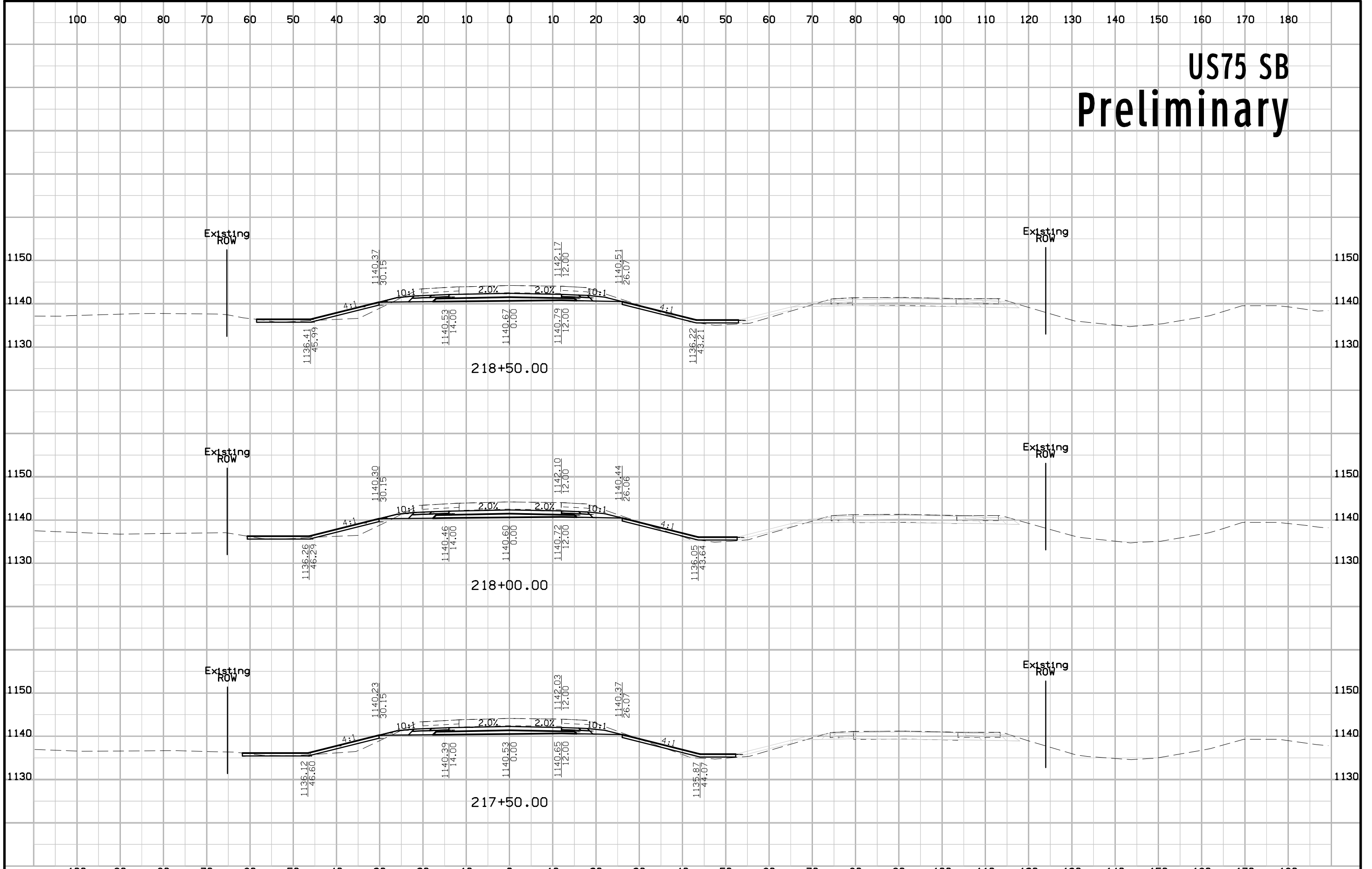
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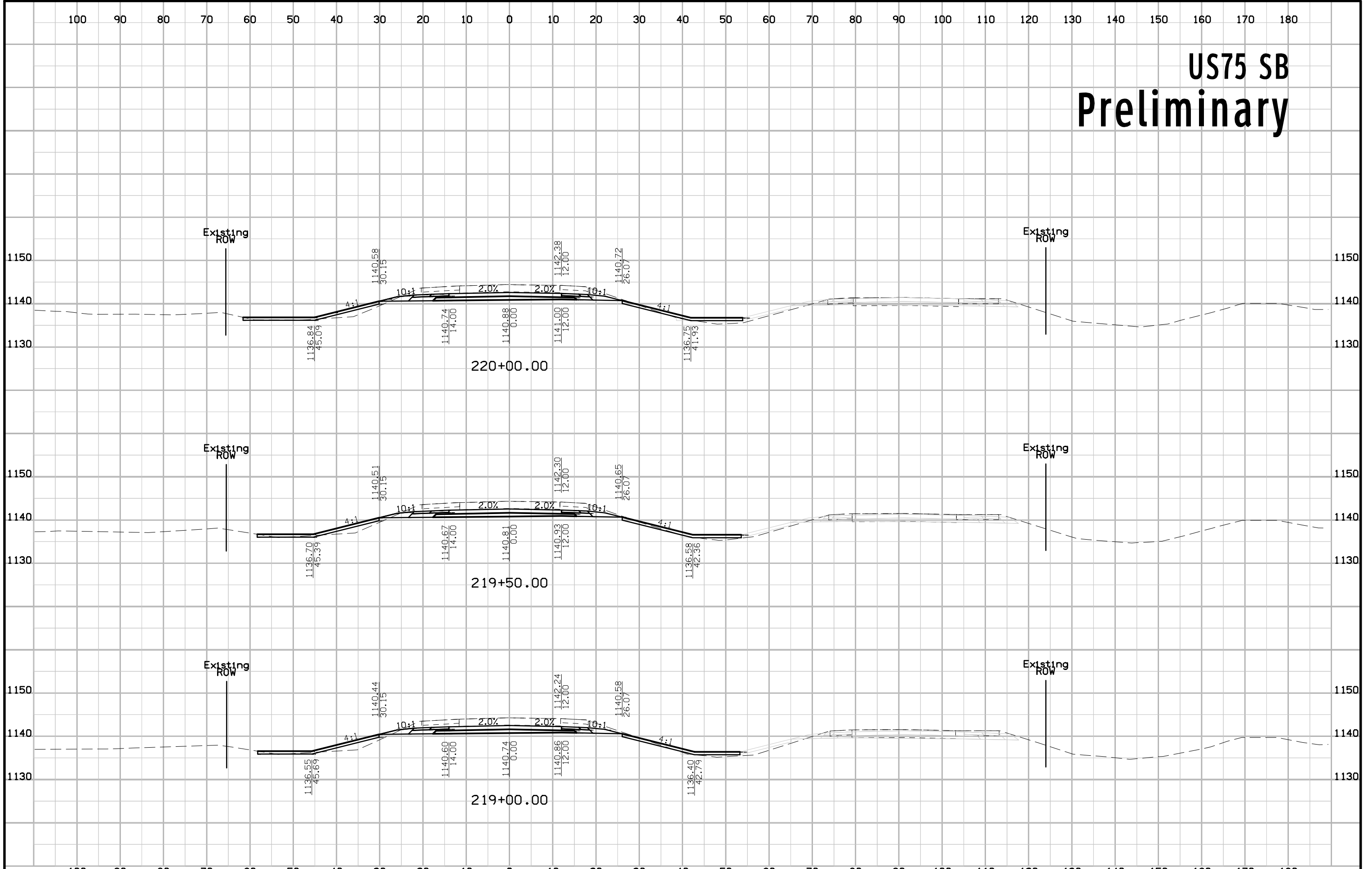
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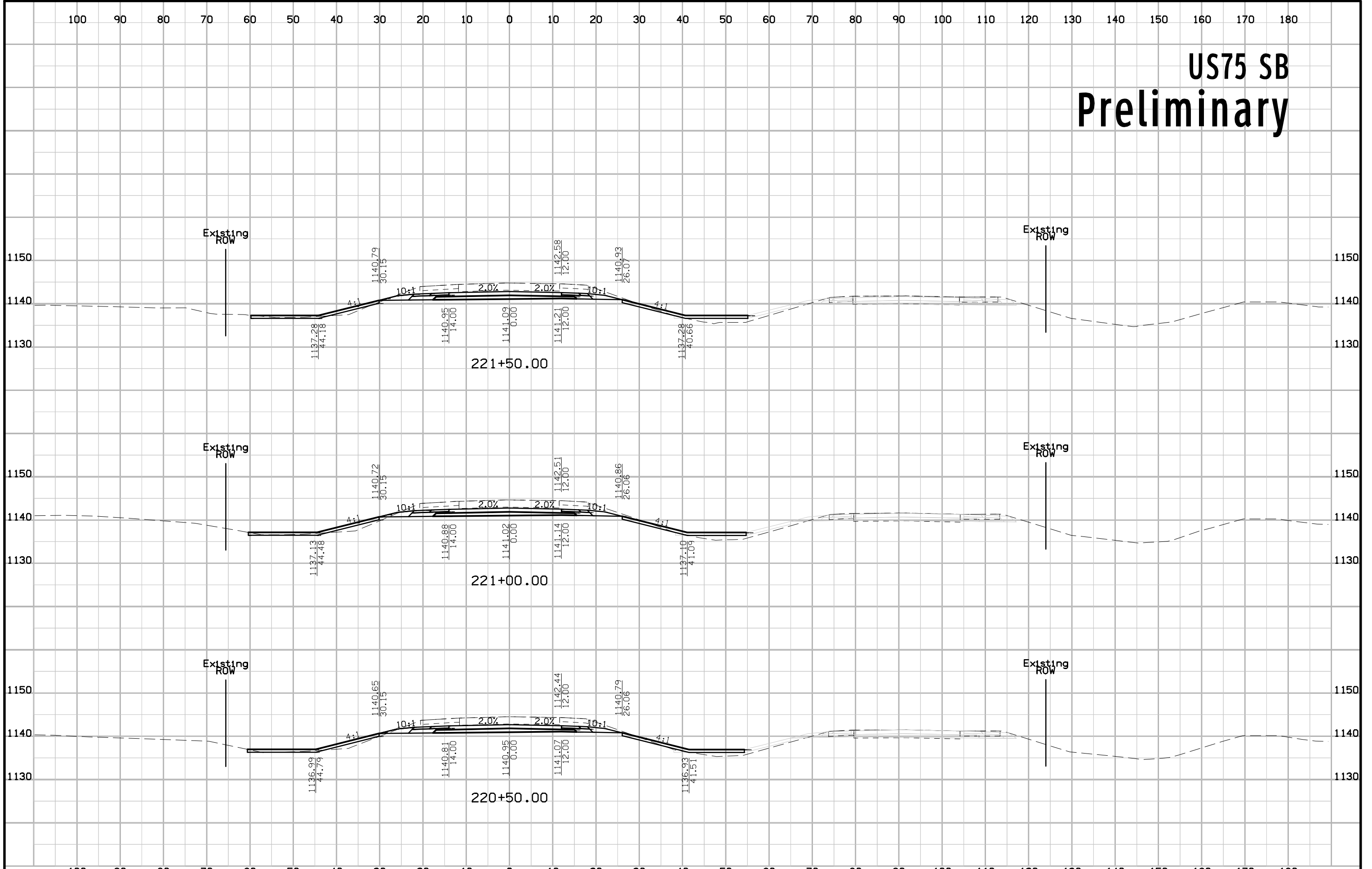


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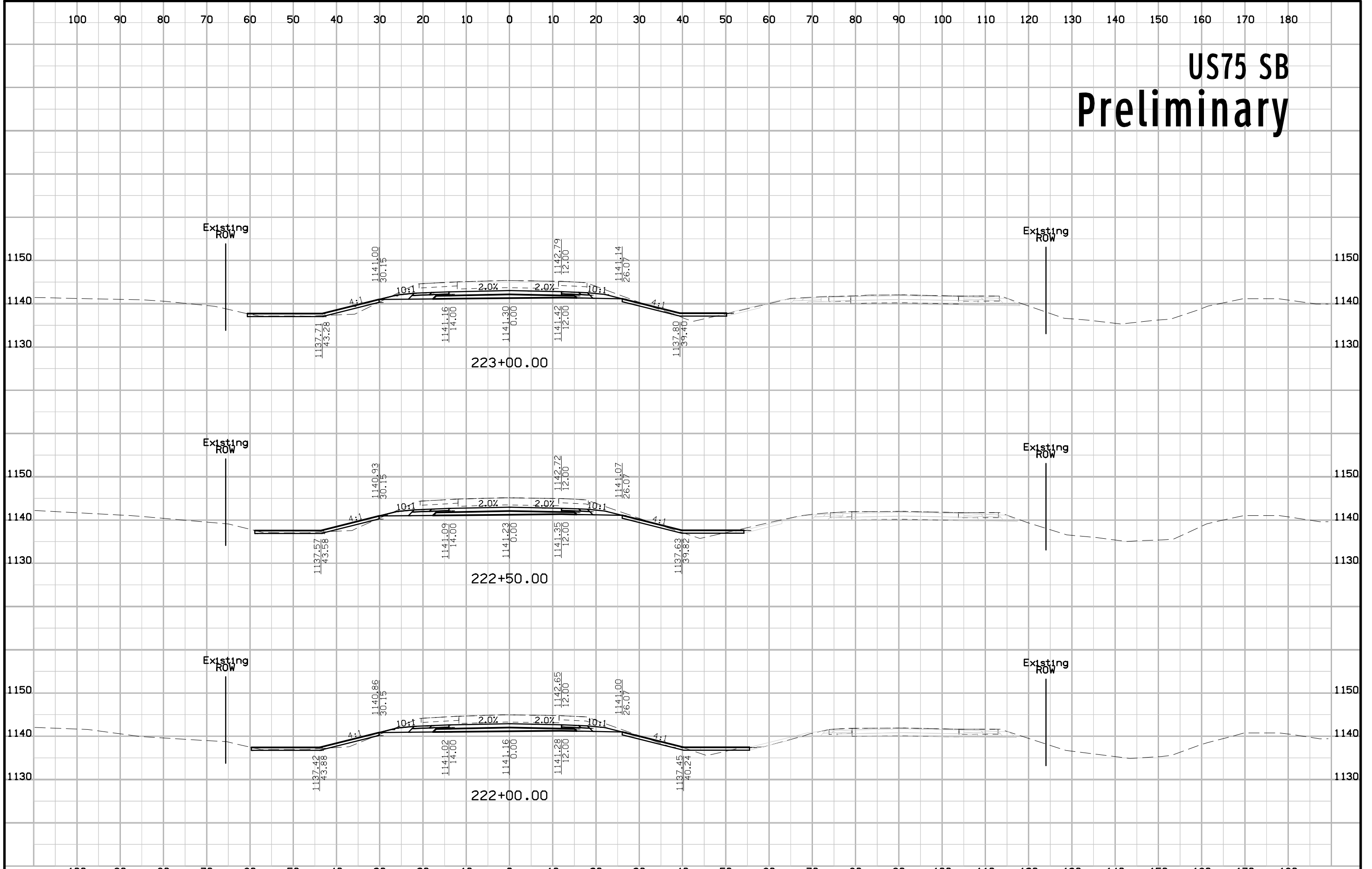




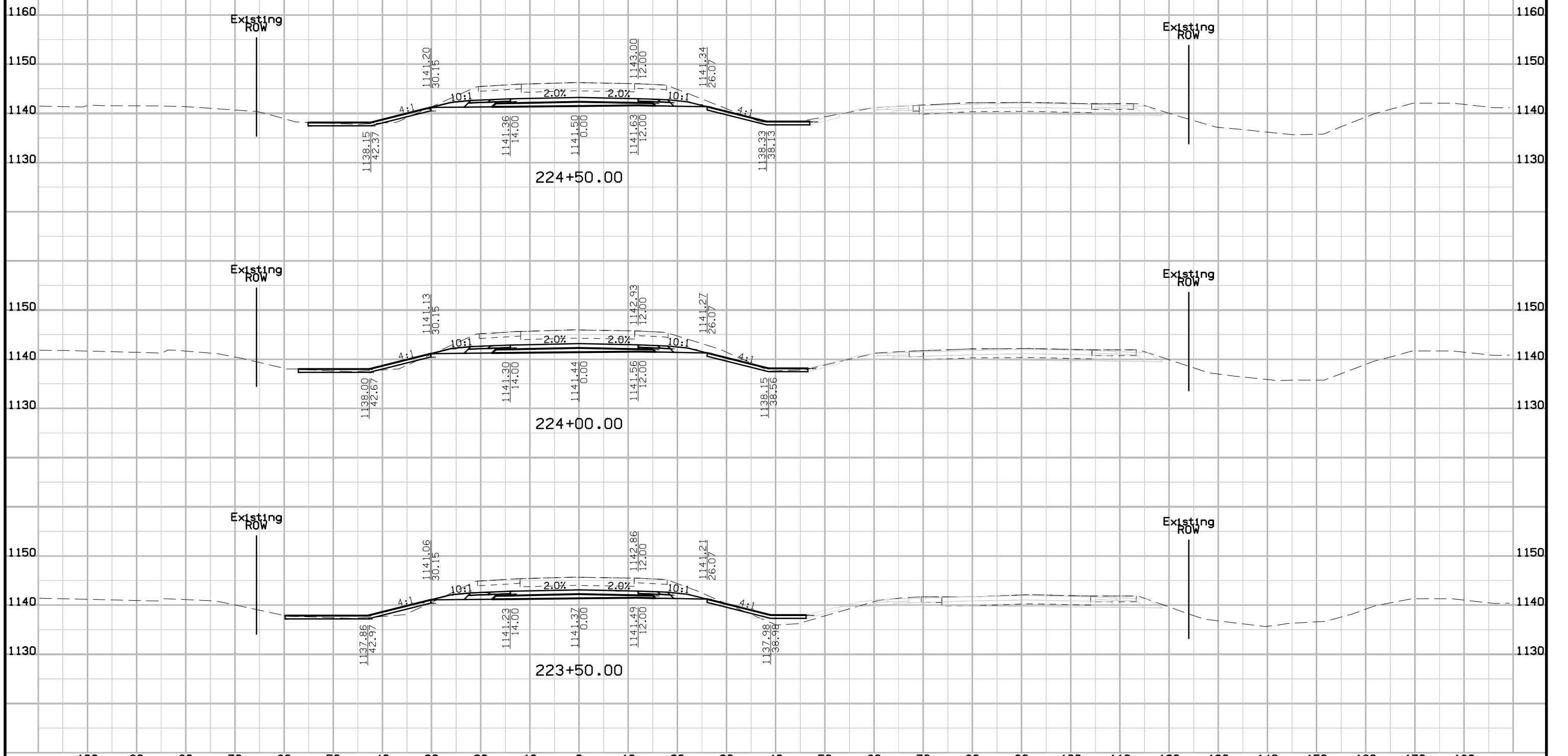
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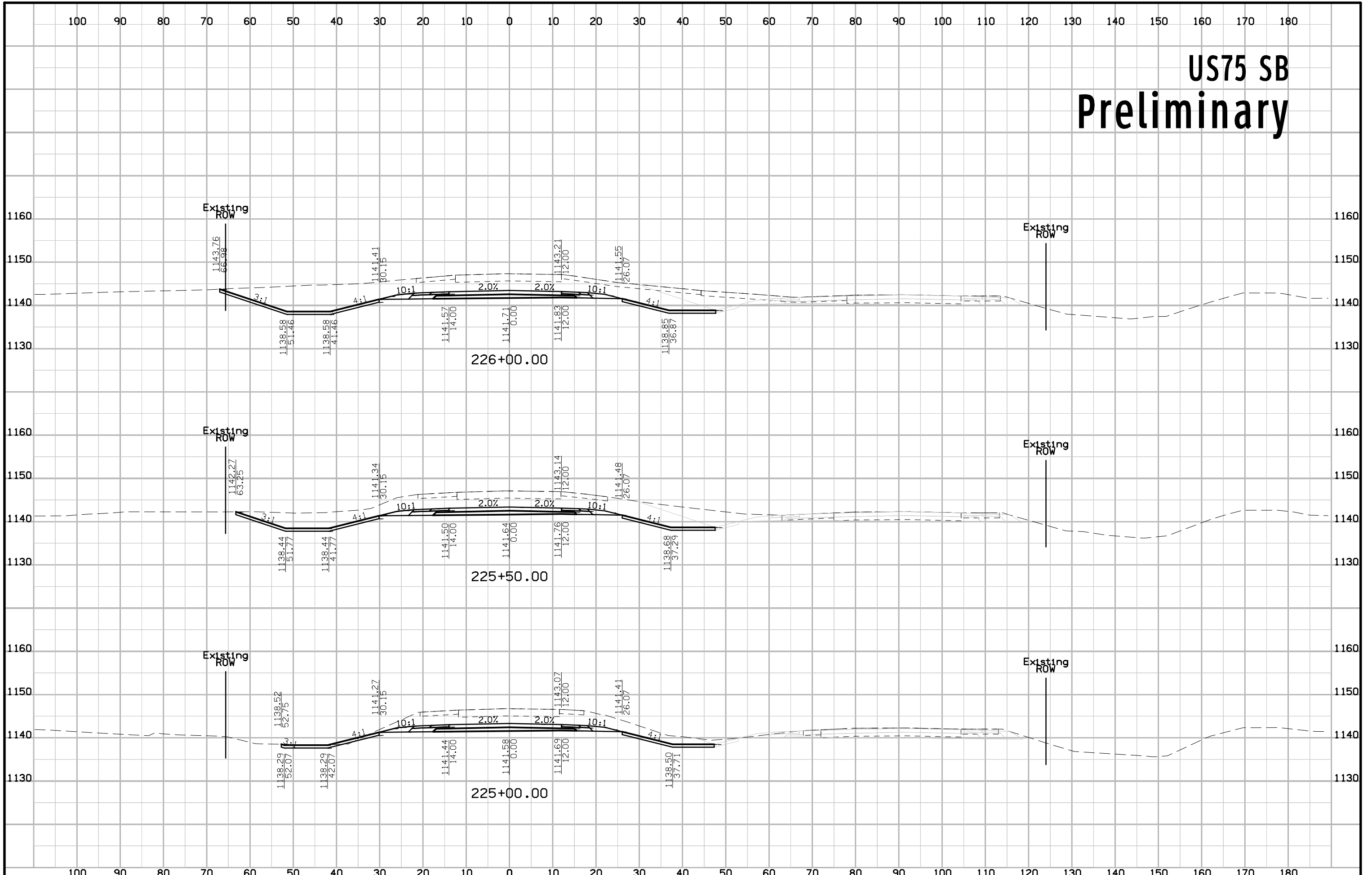
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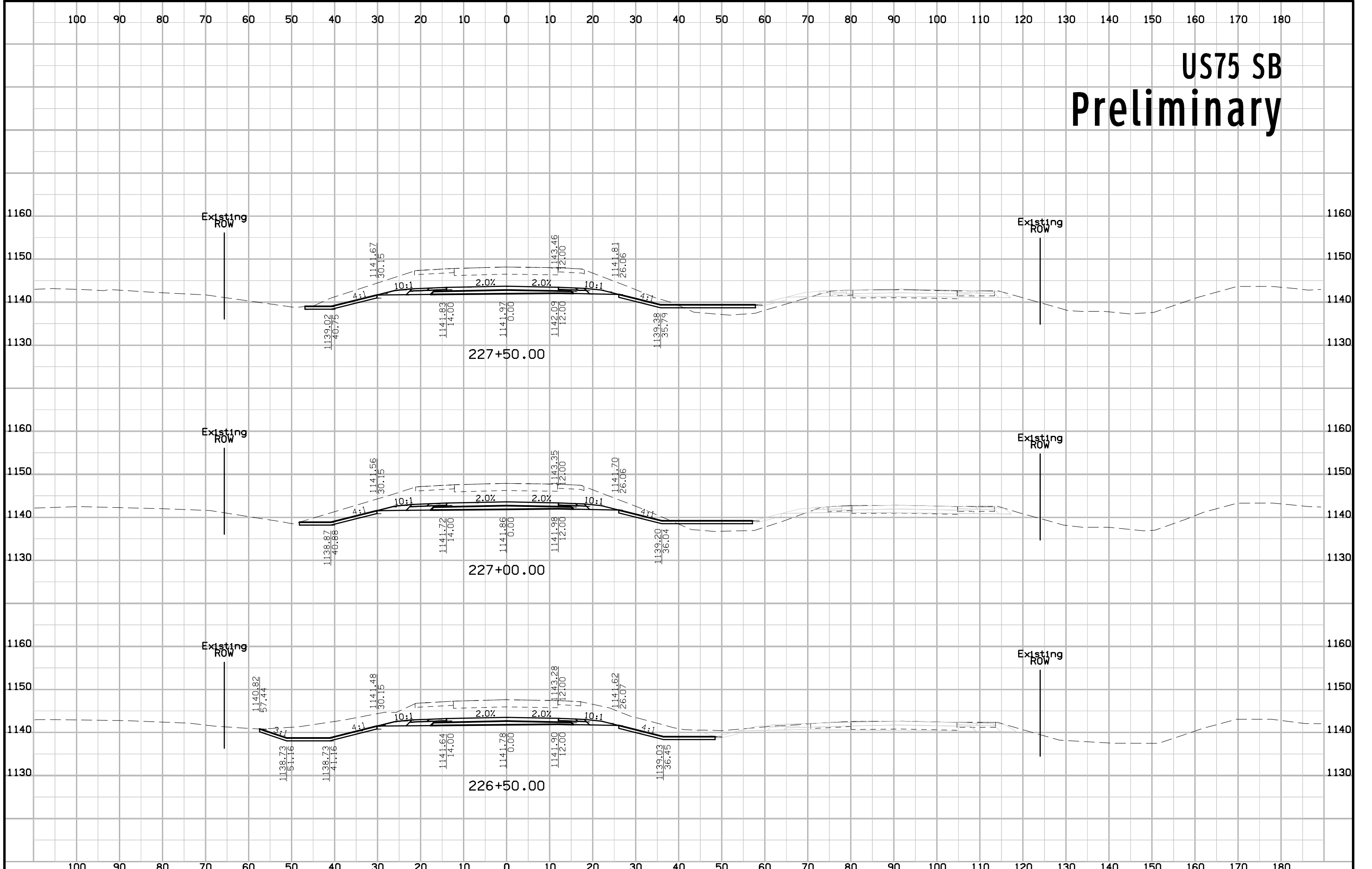
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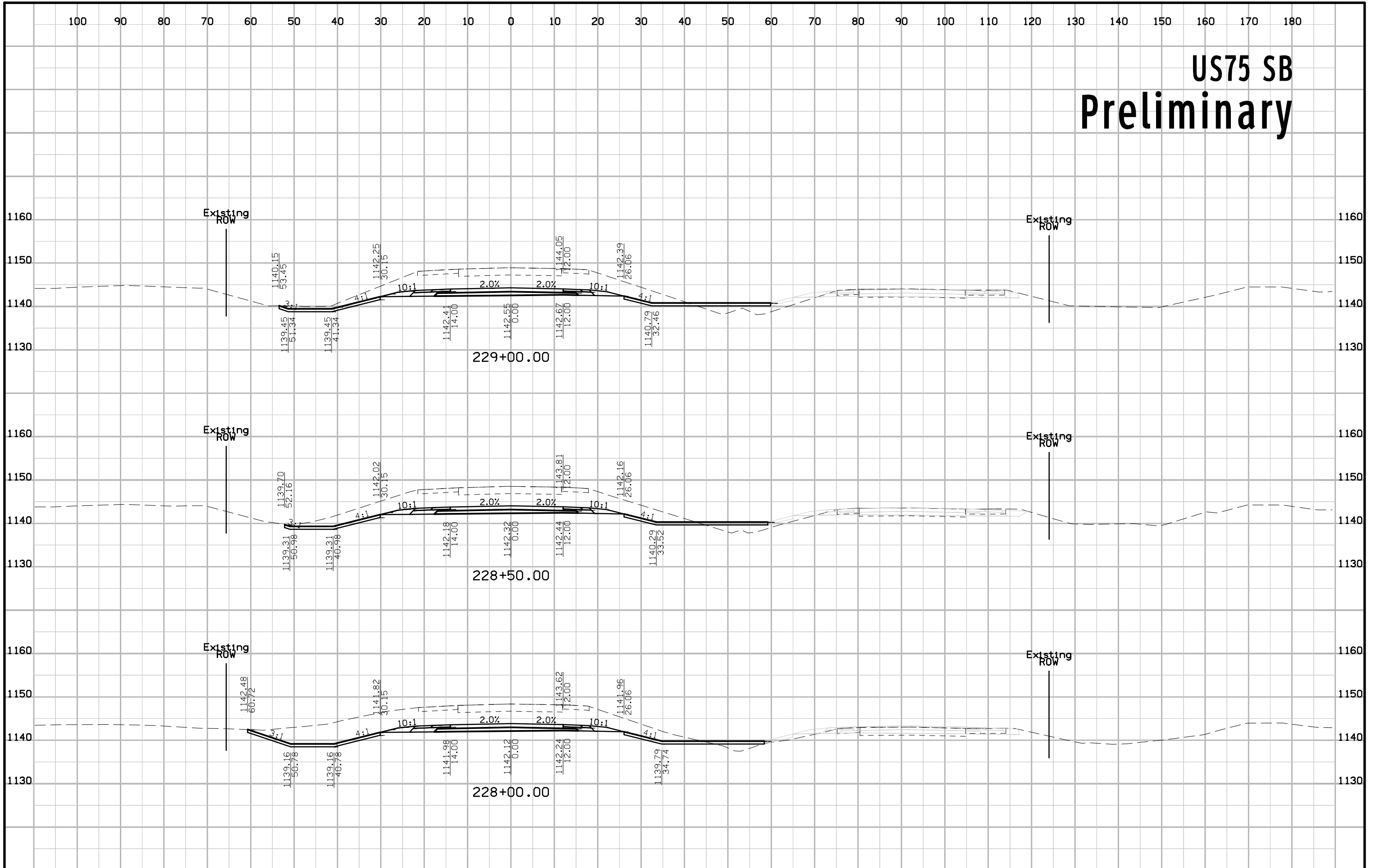
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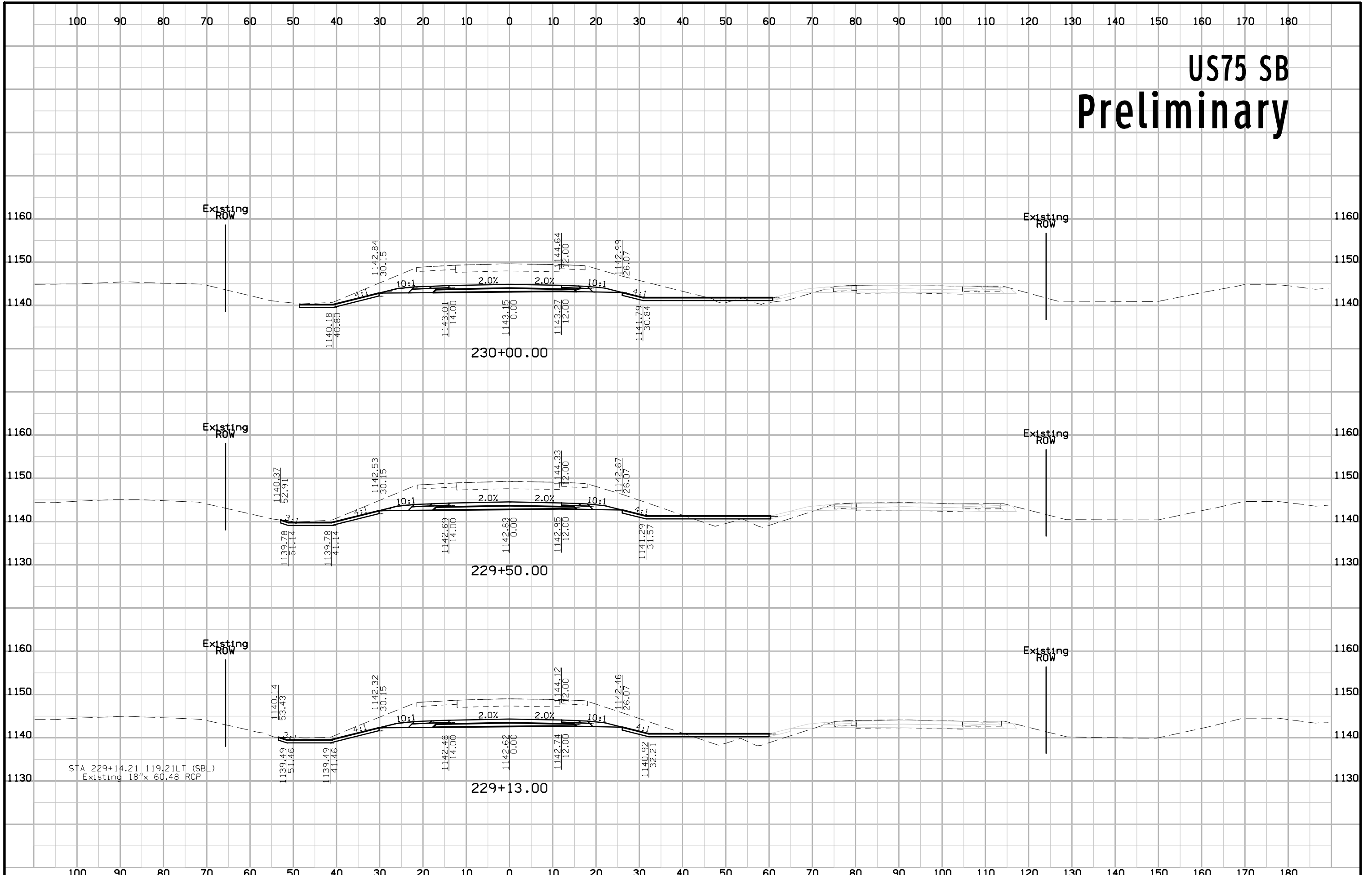
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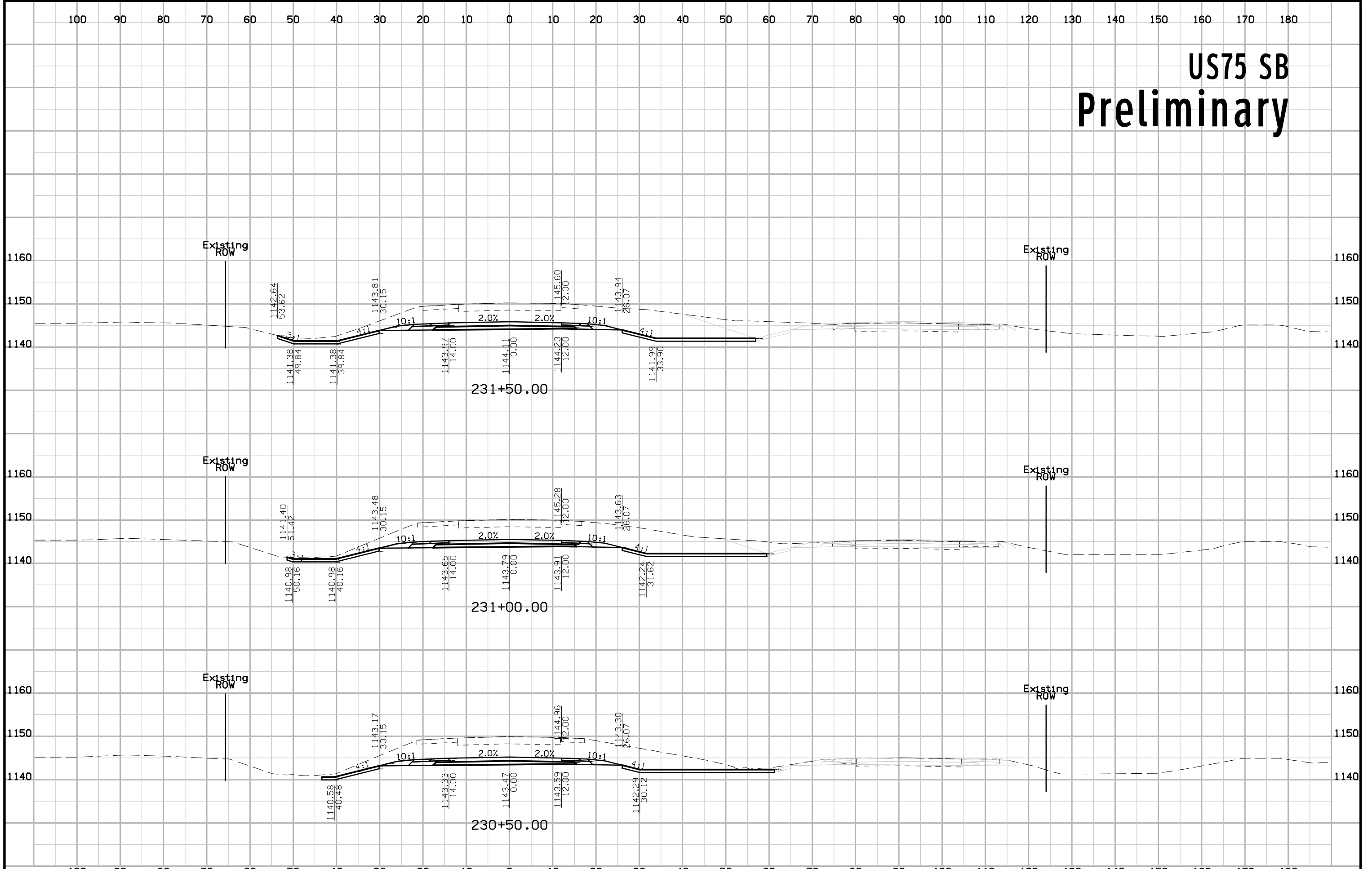
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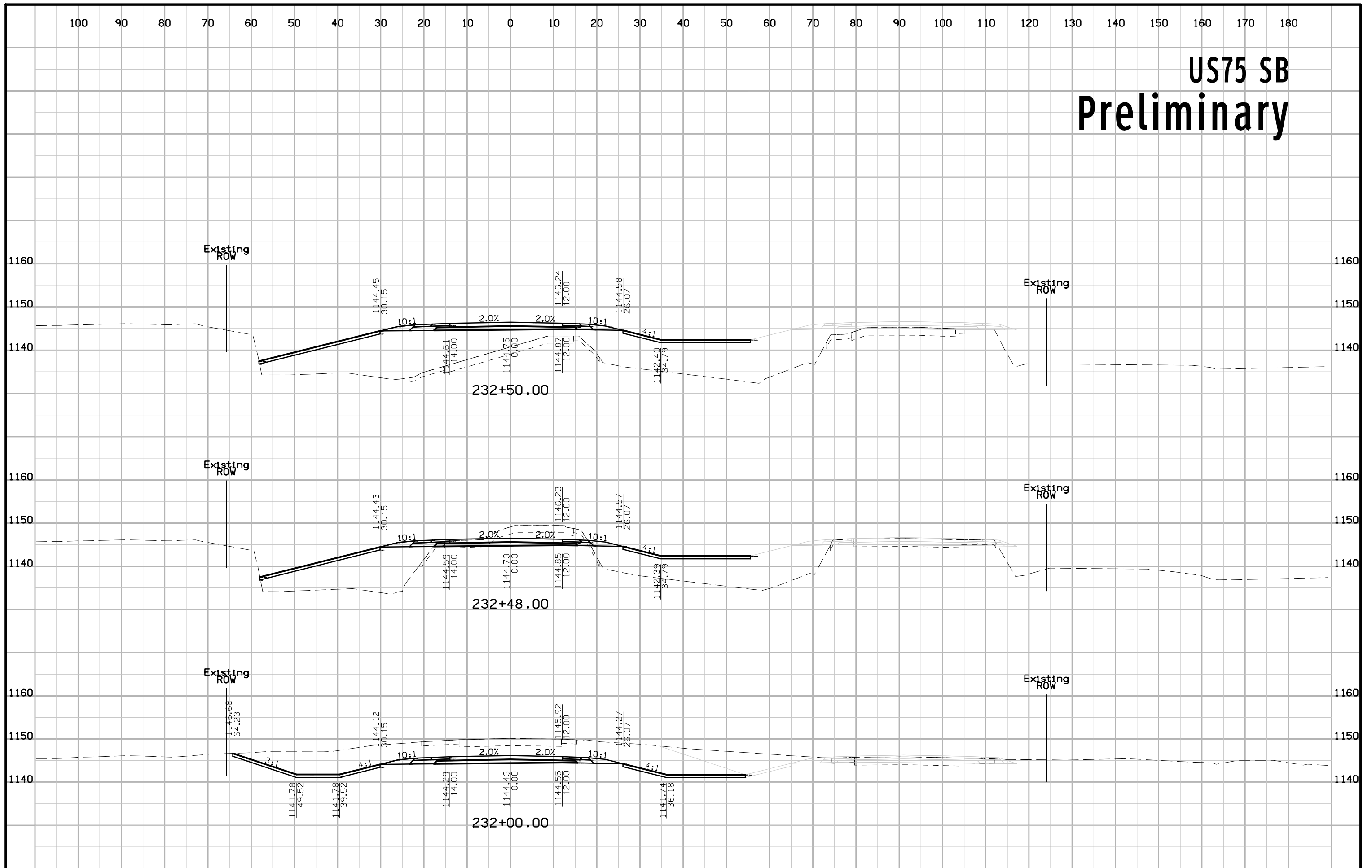


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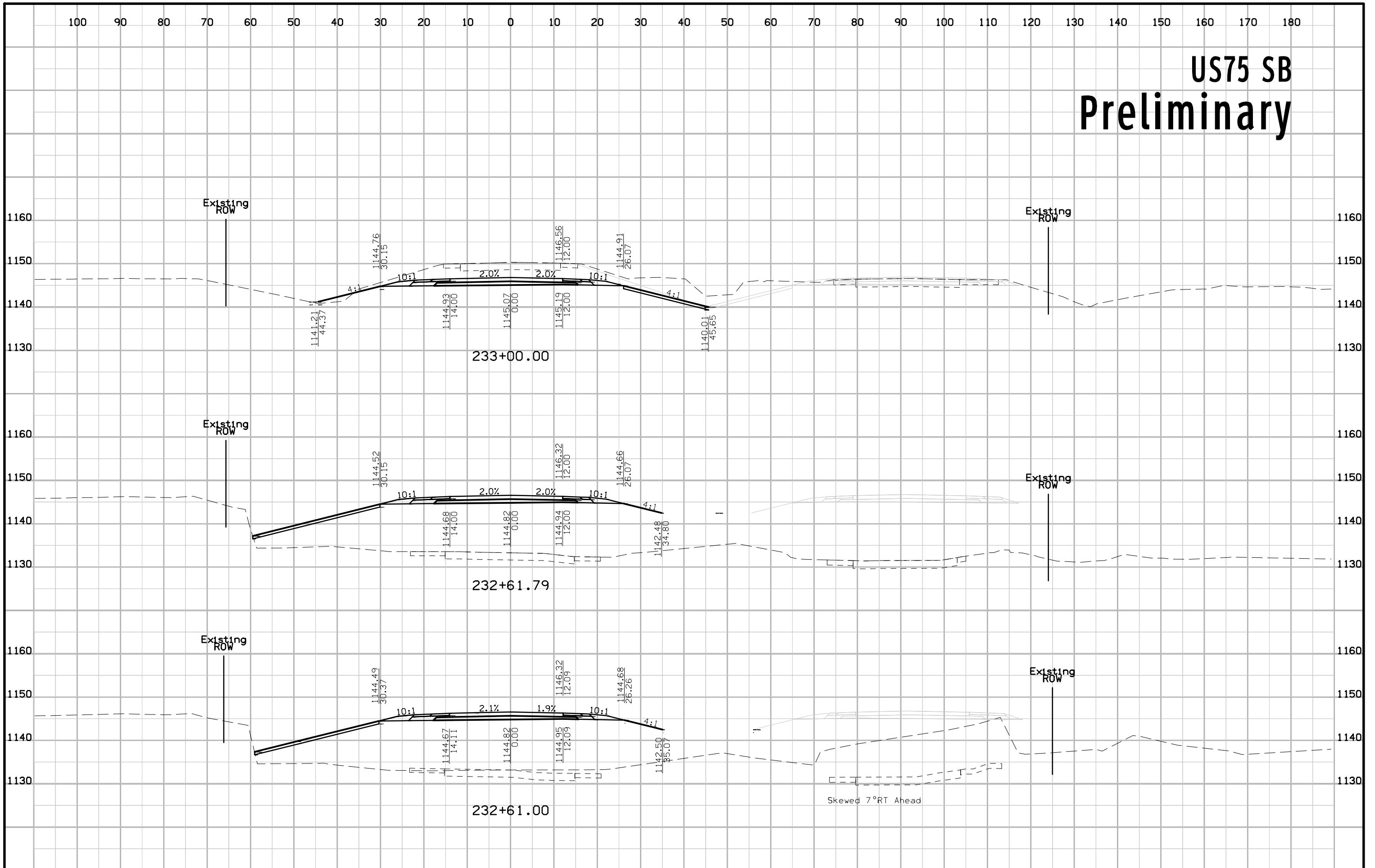




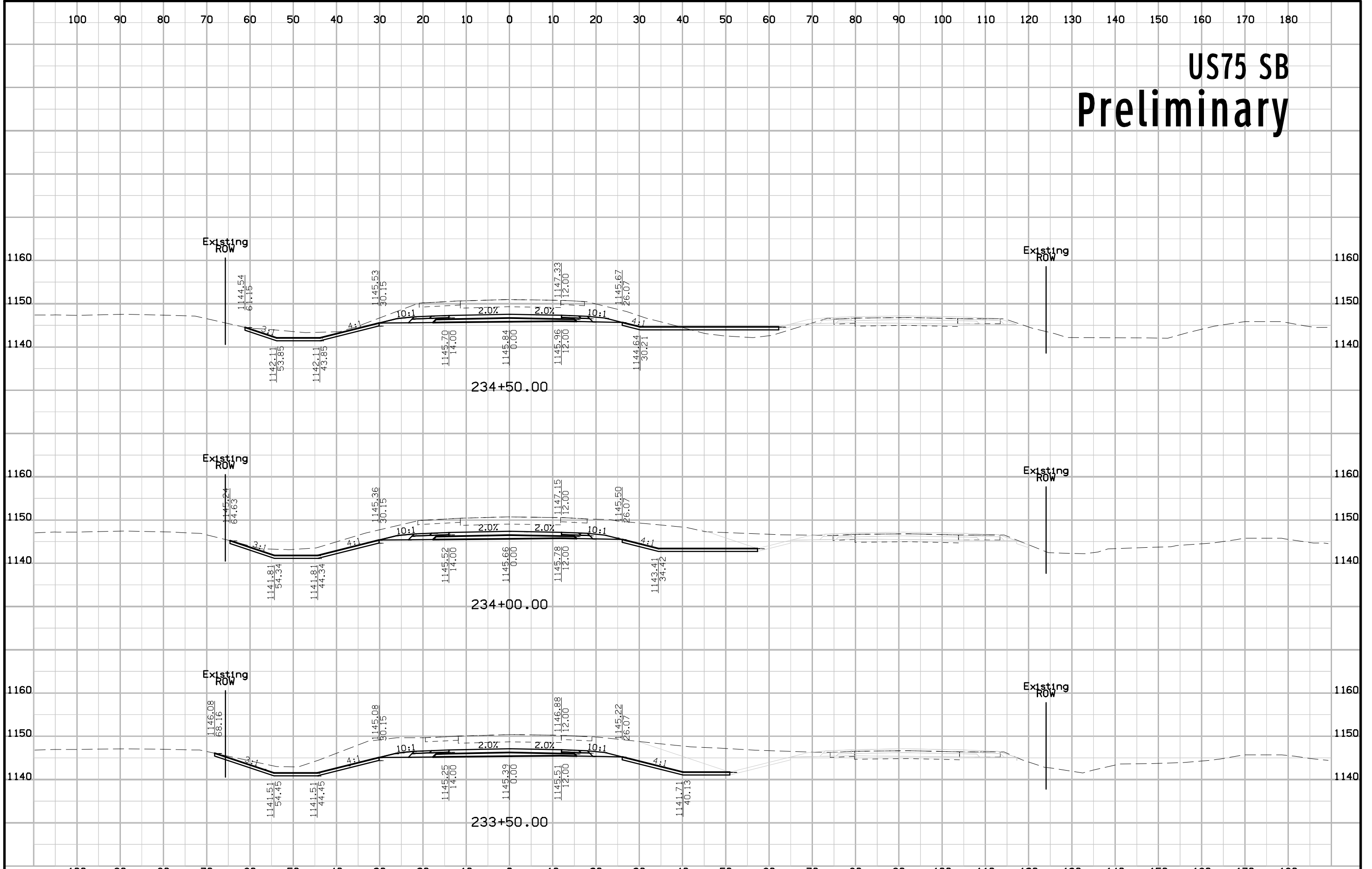
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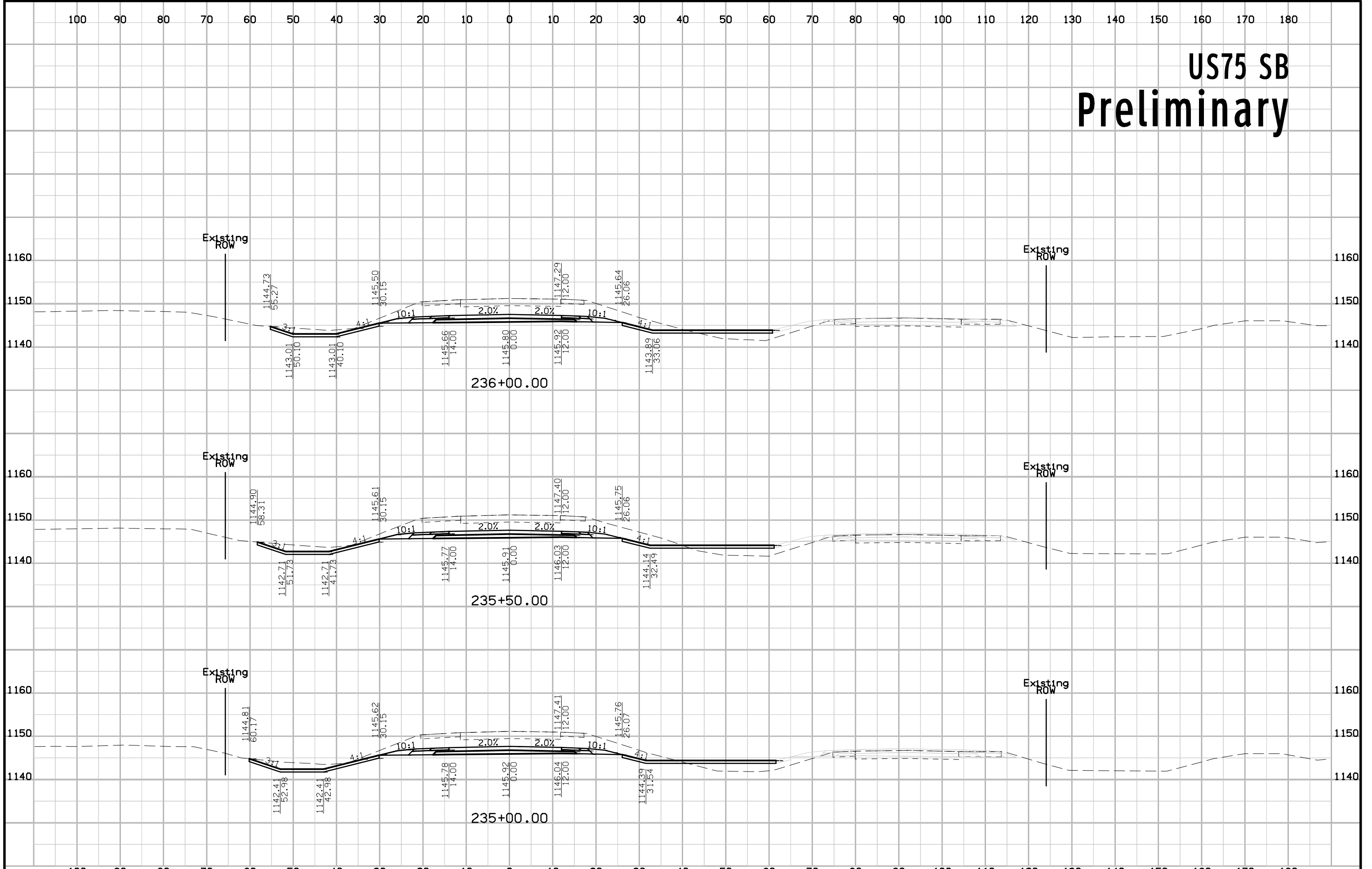
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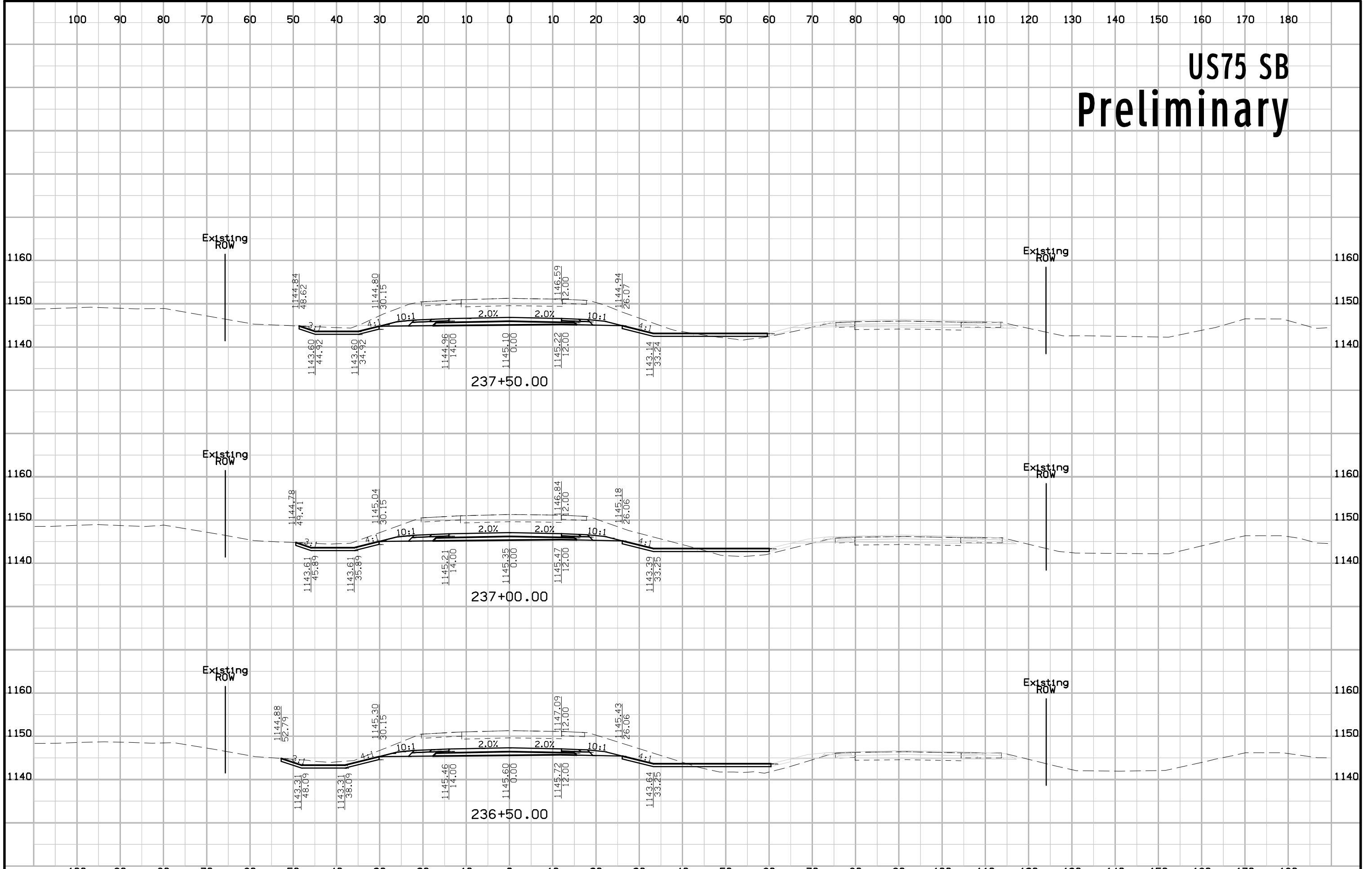
# US75 SB Preliminary



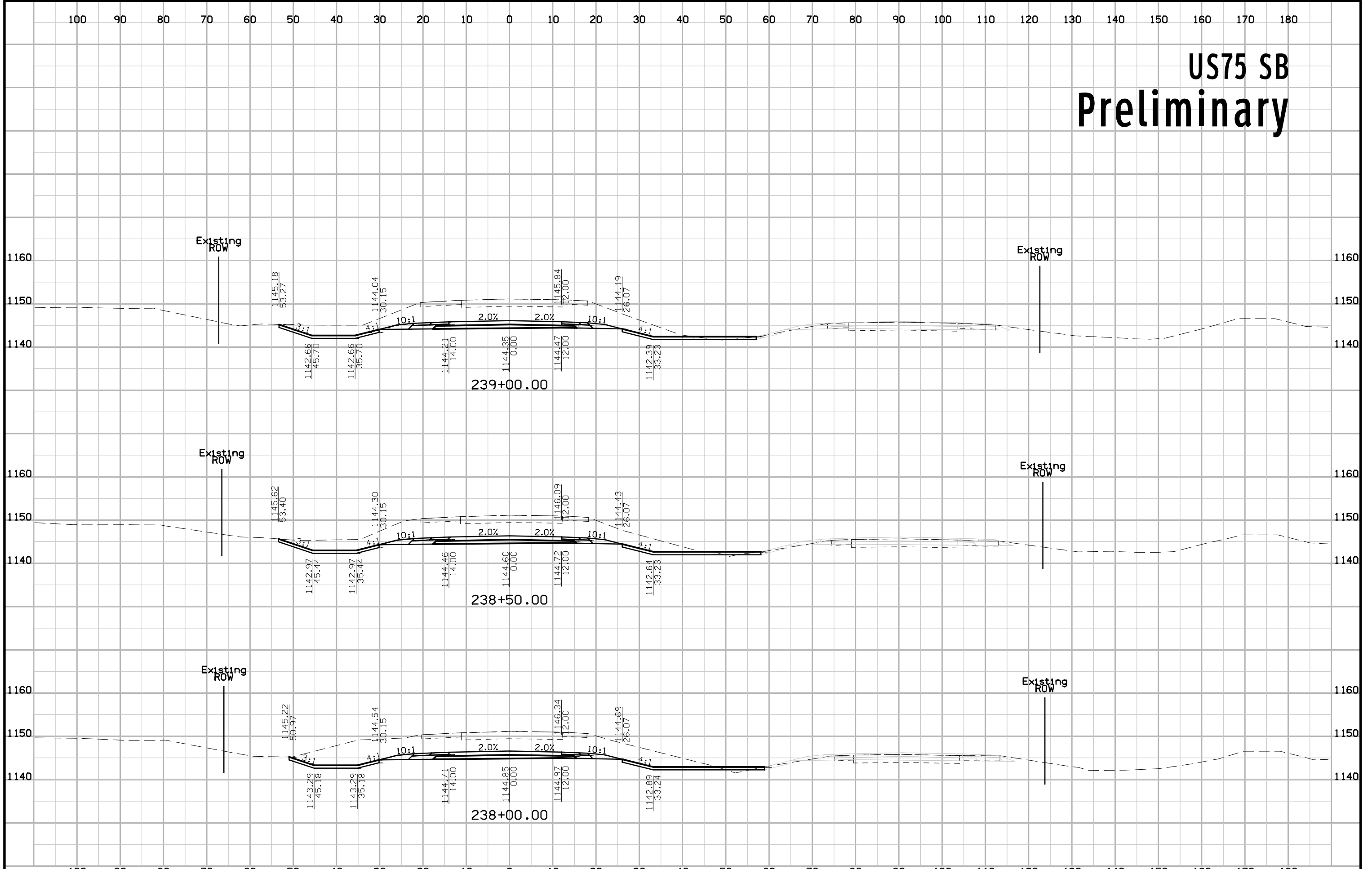
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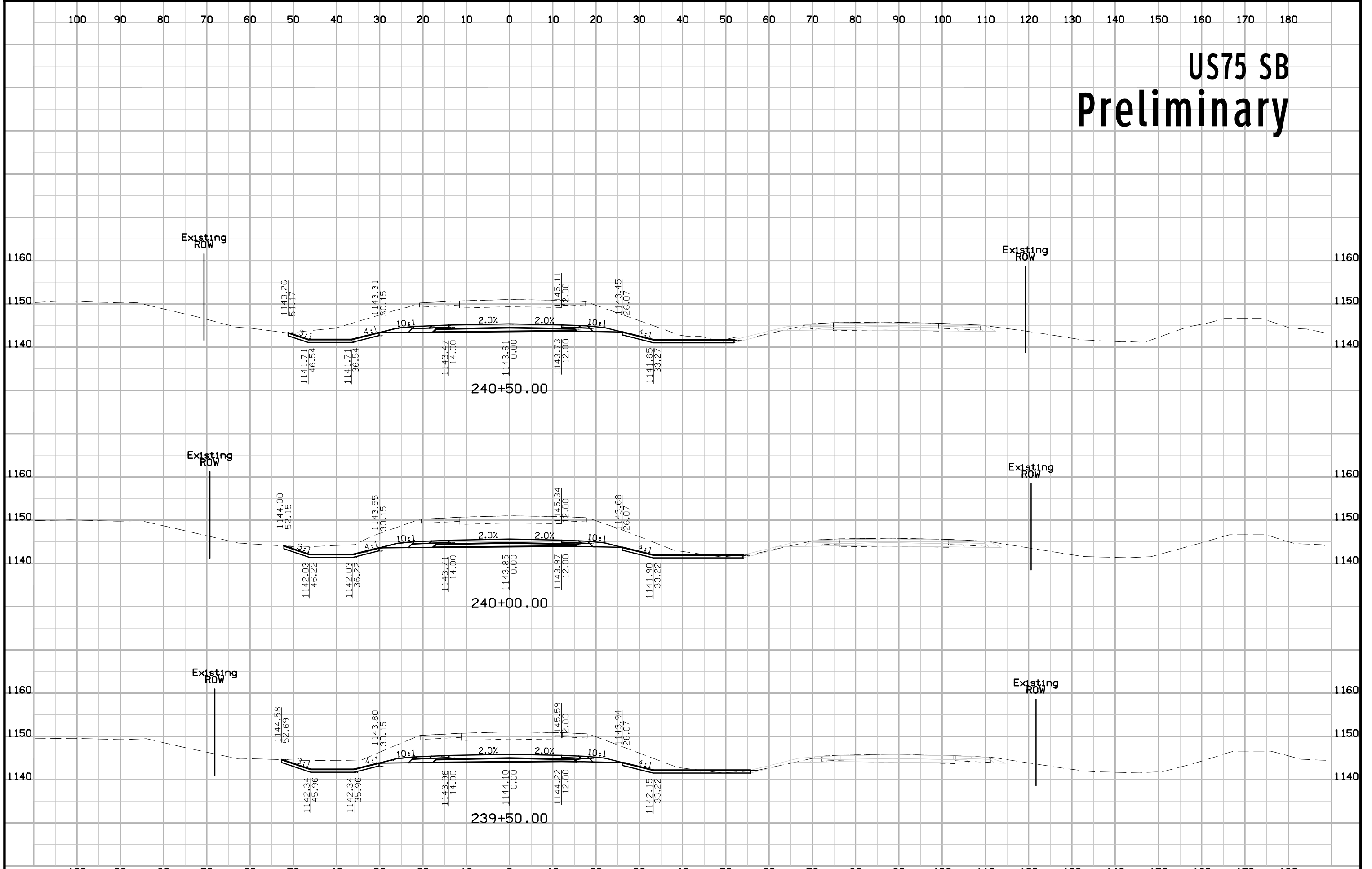
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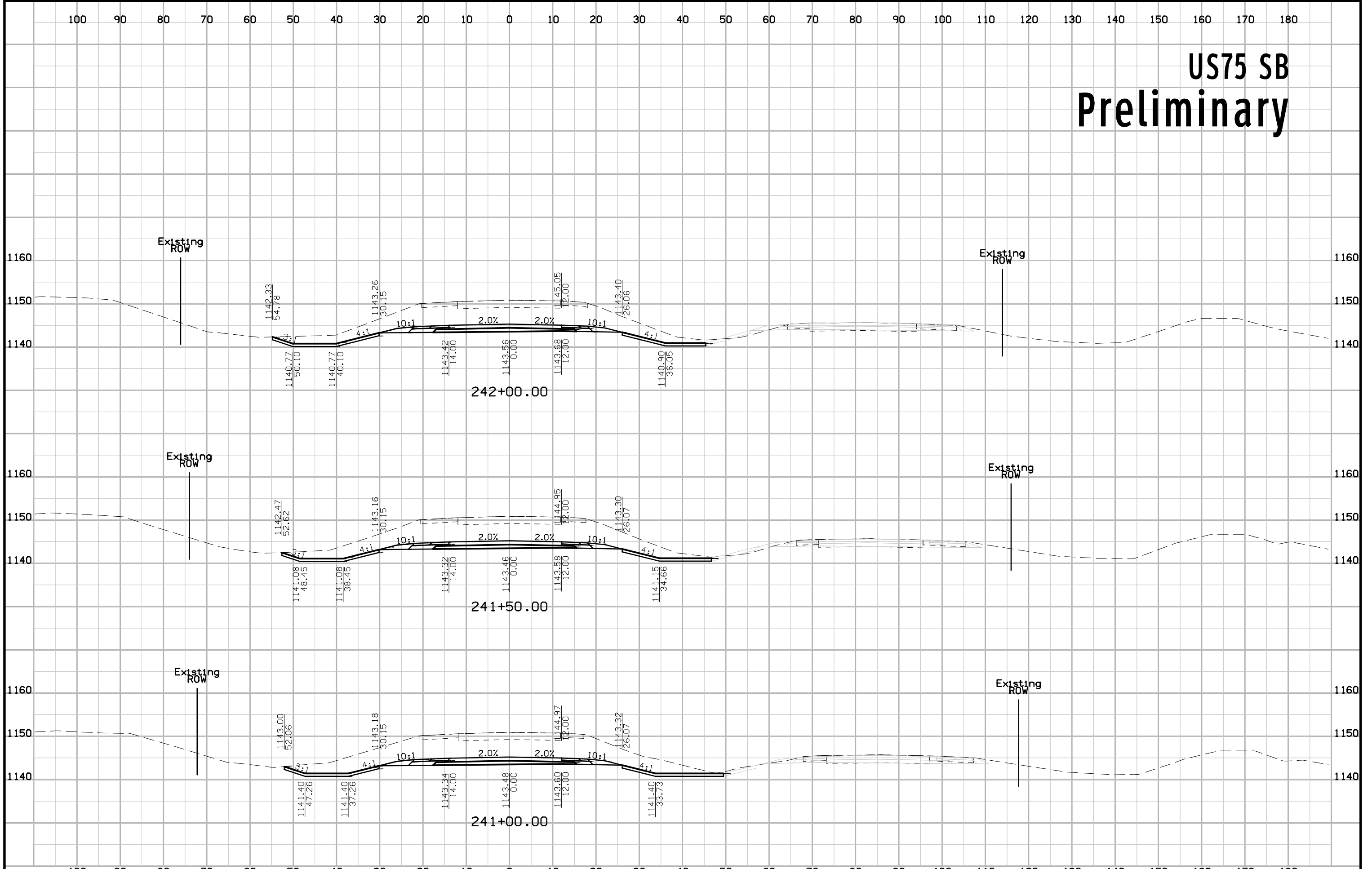
# US75 SB Preliminary



# US75 SB Preliminary

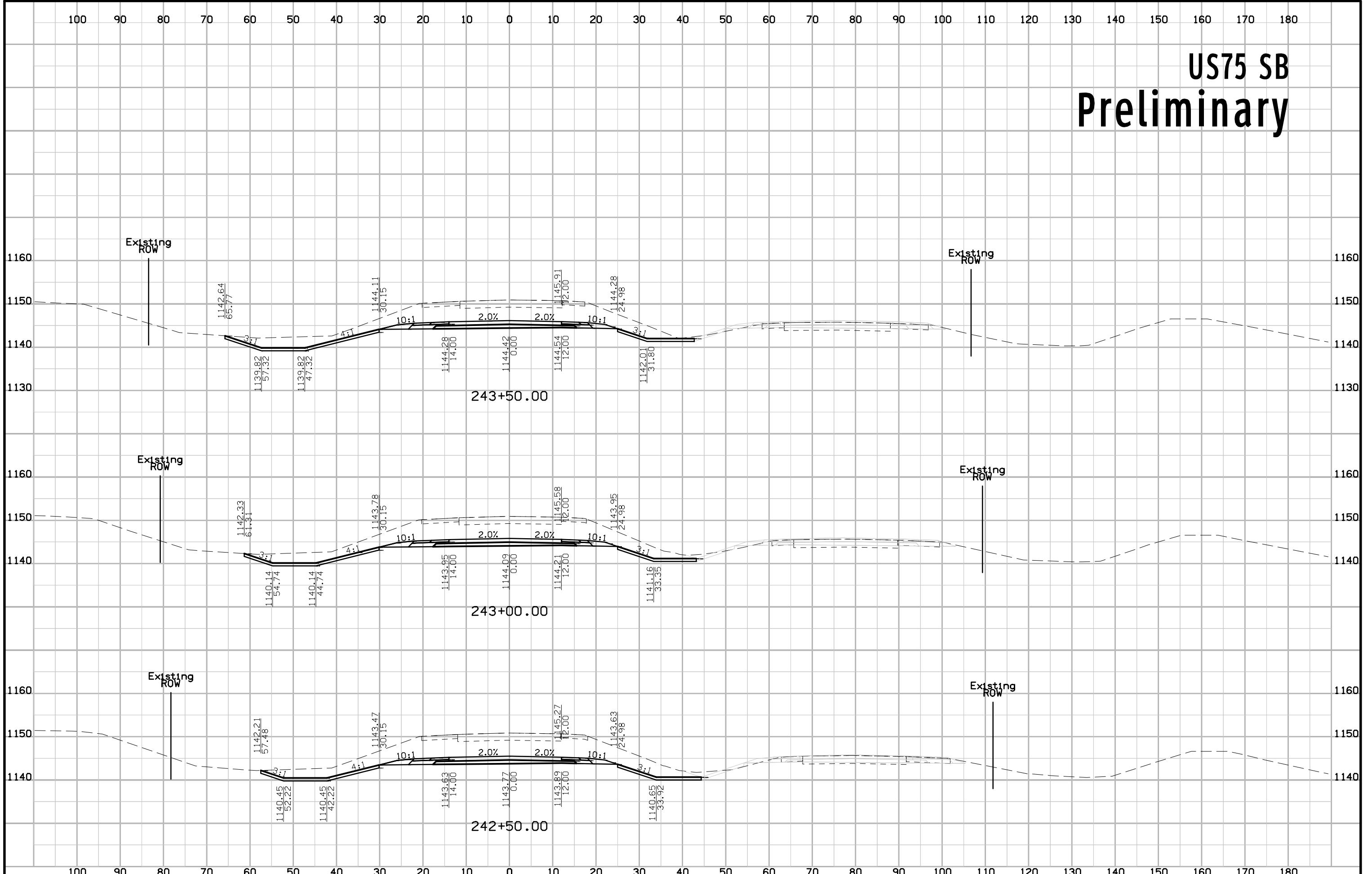


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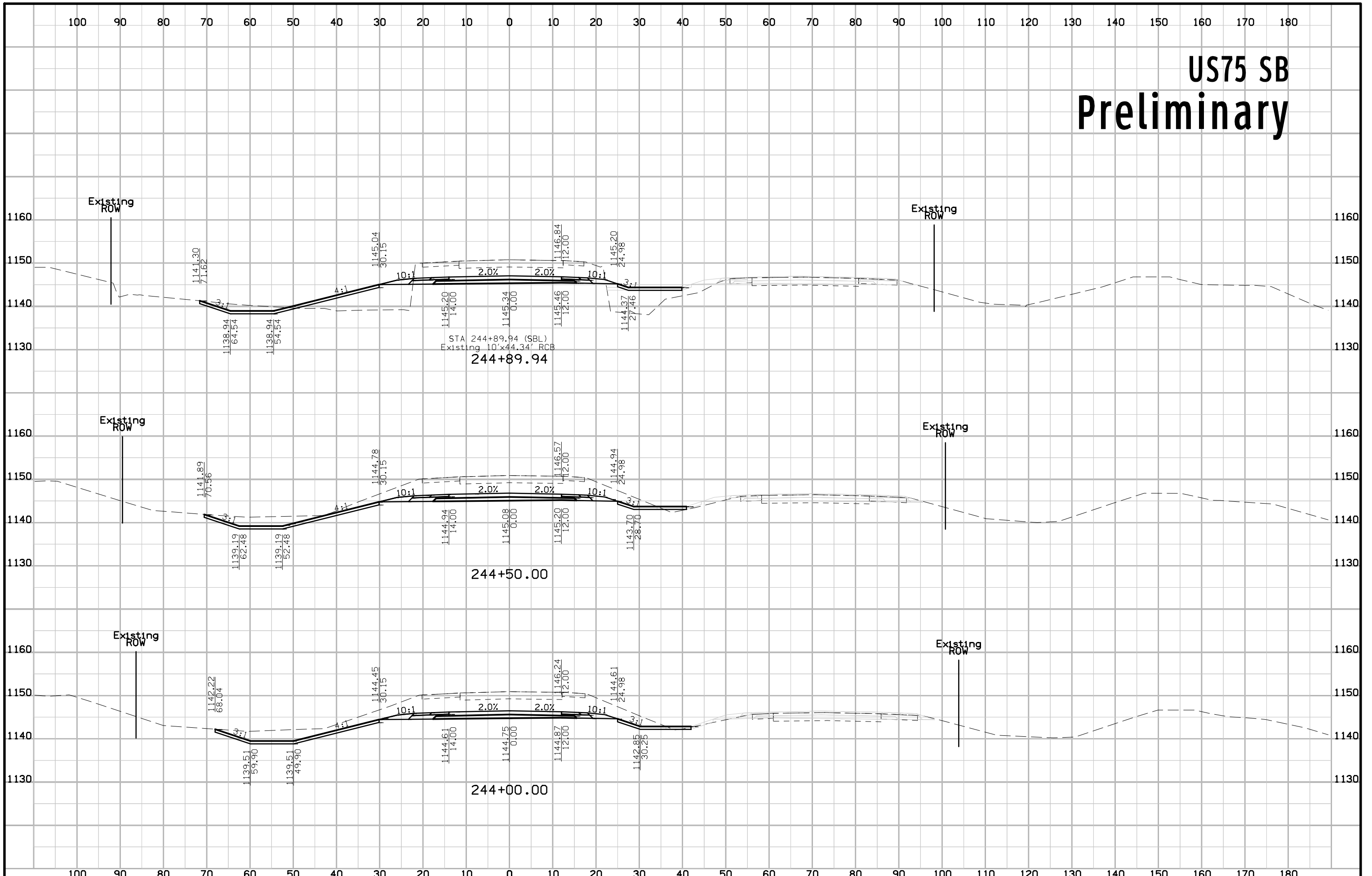




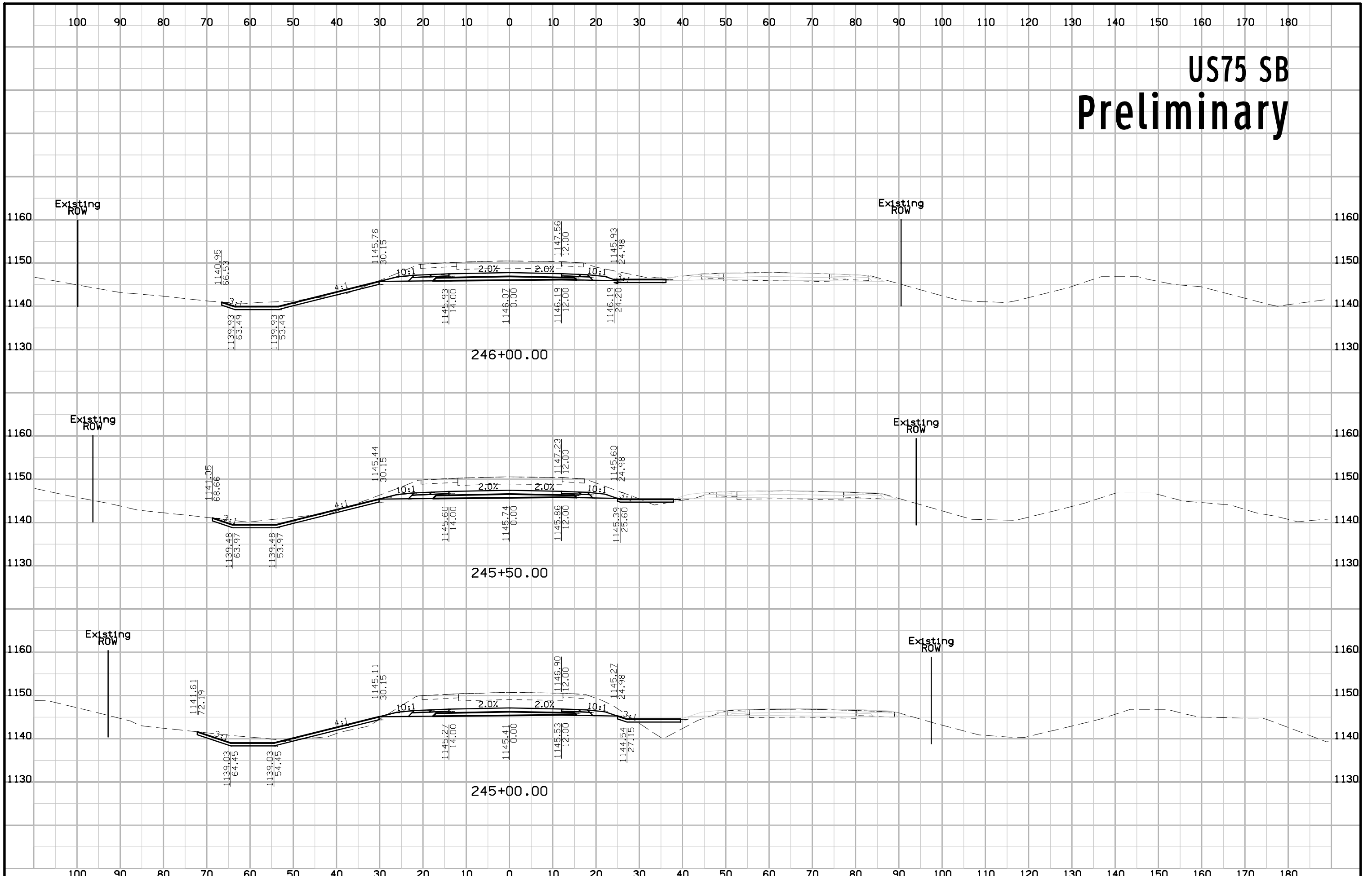
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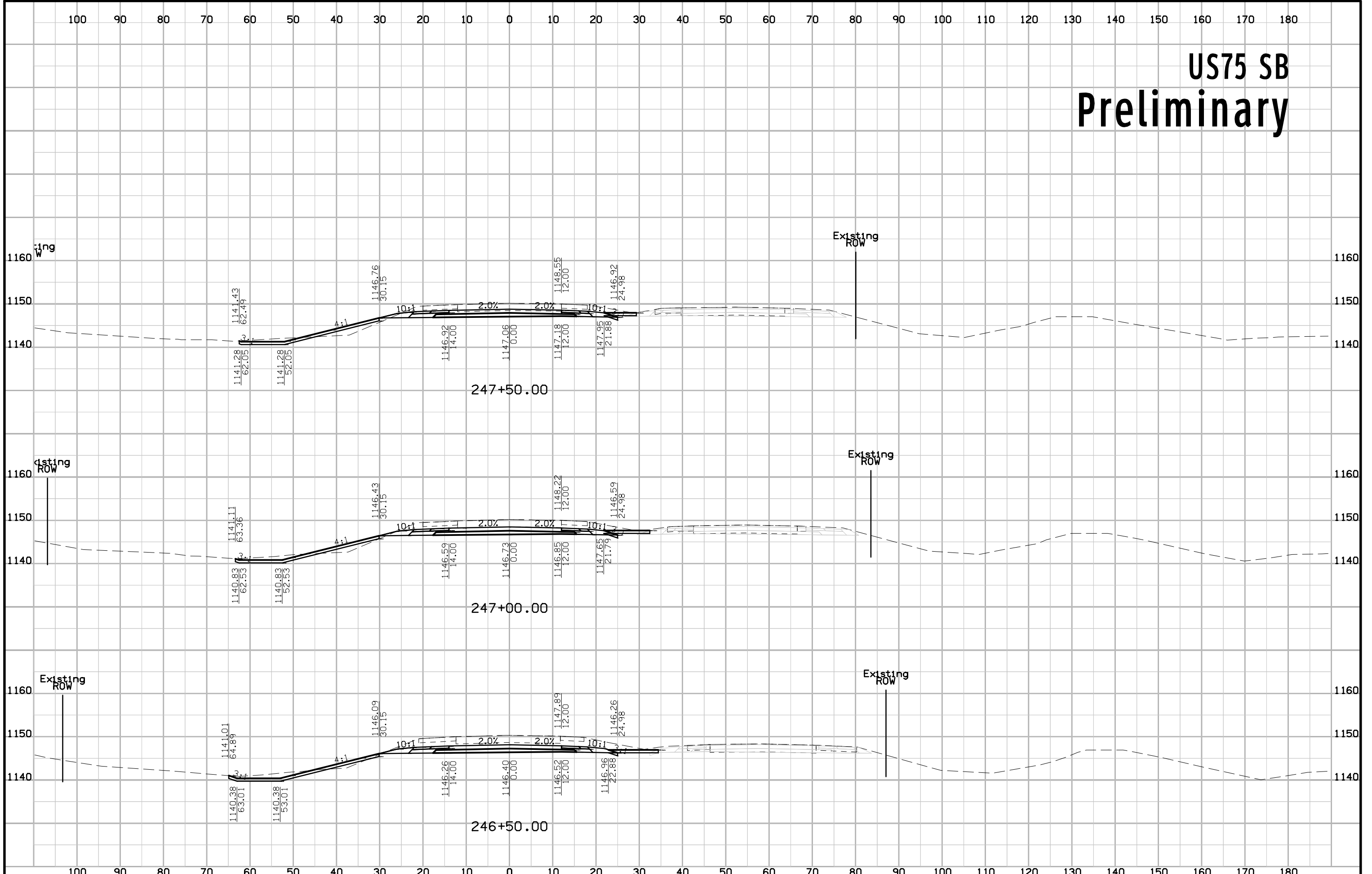
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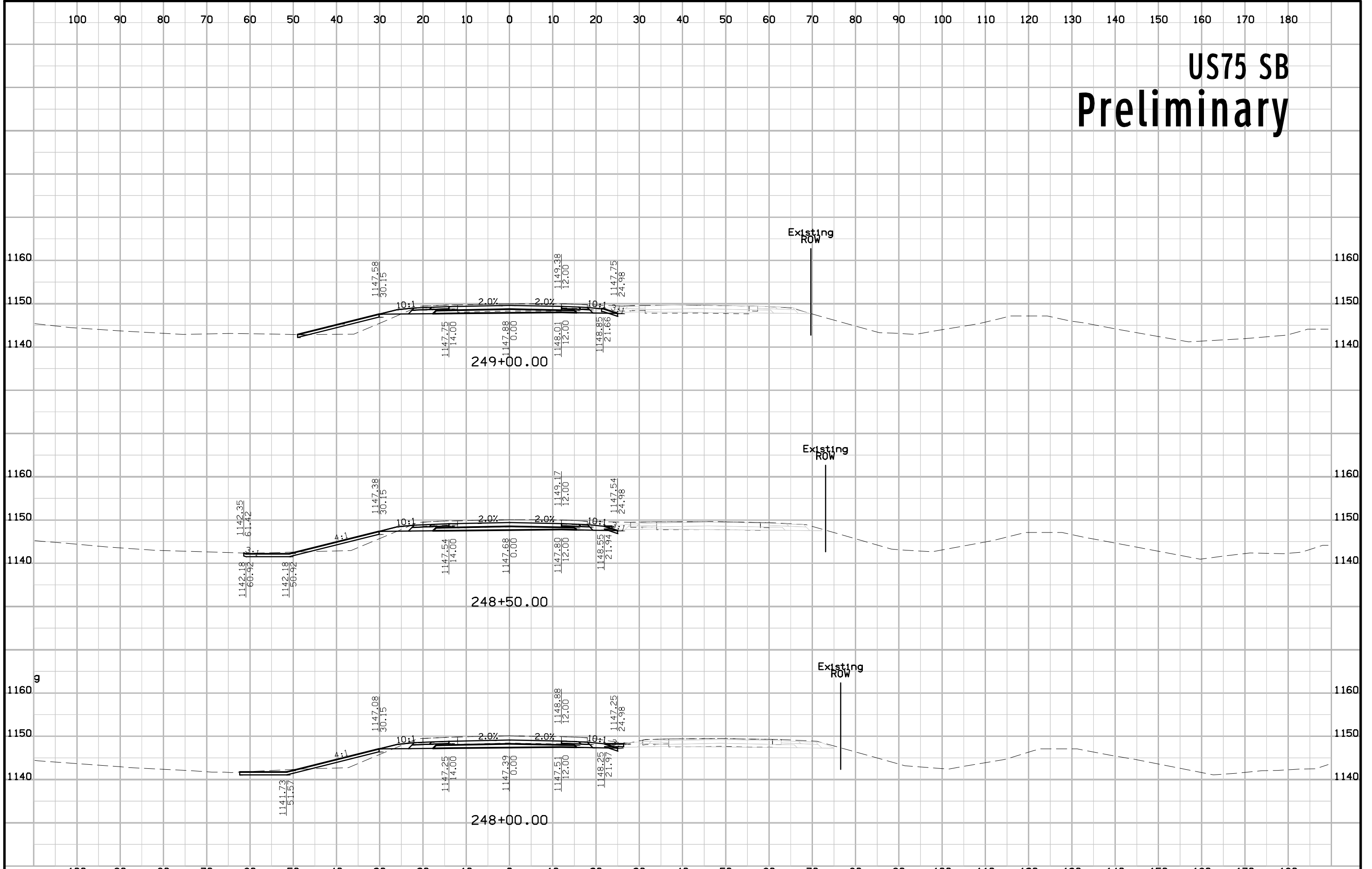
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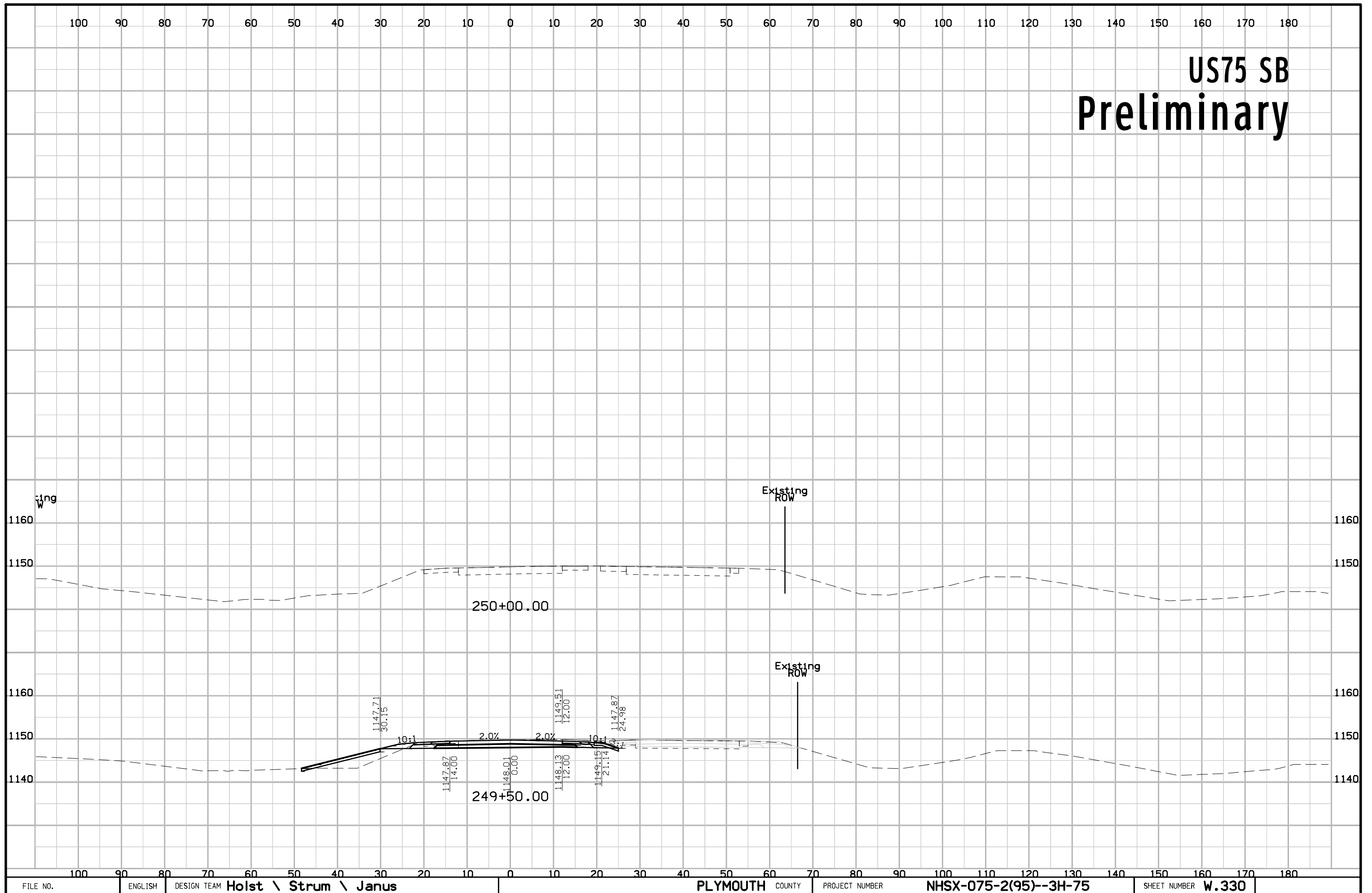
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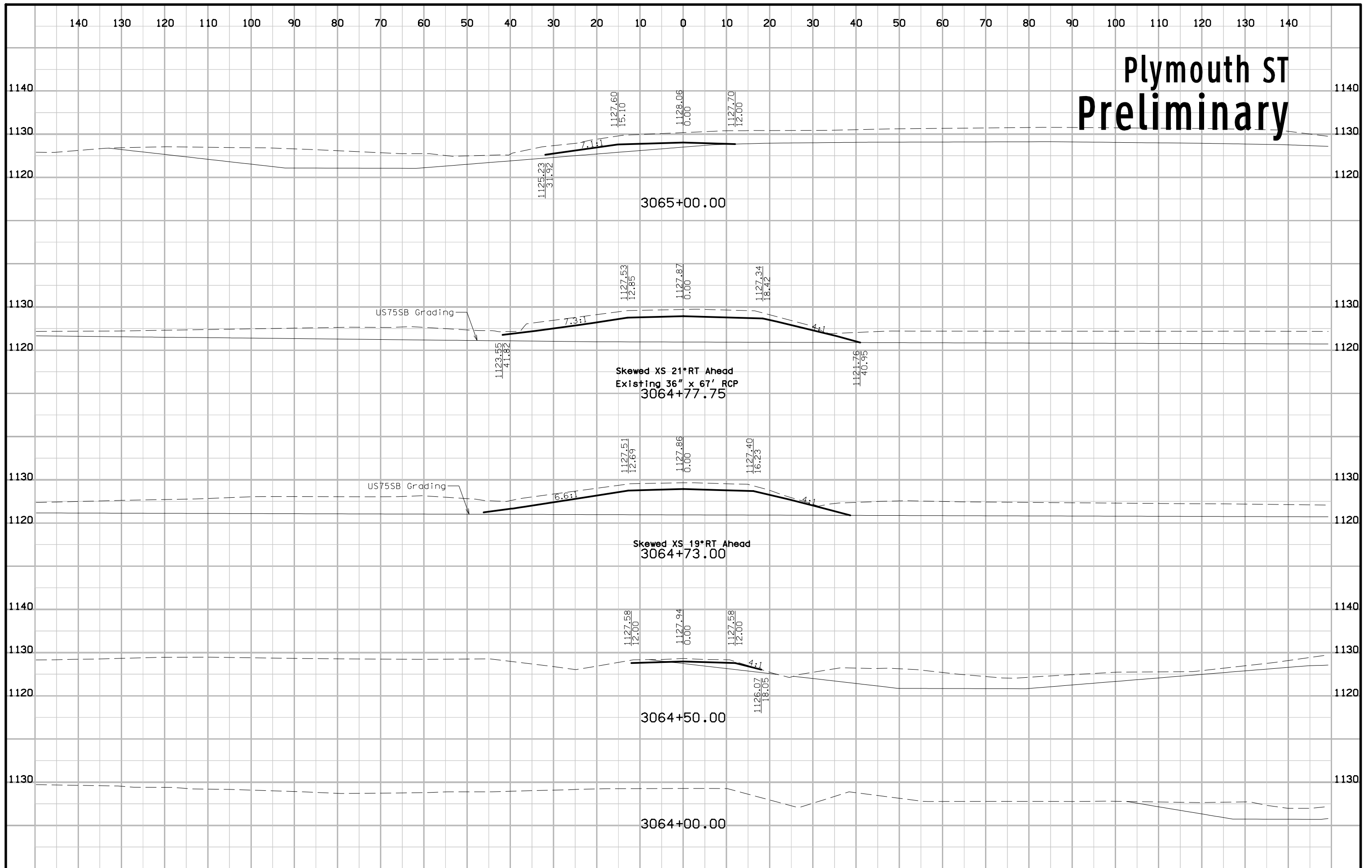
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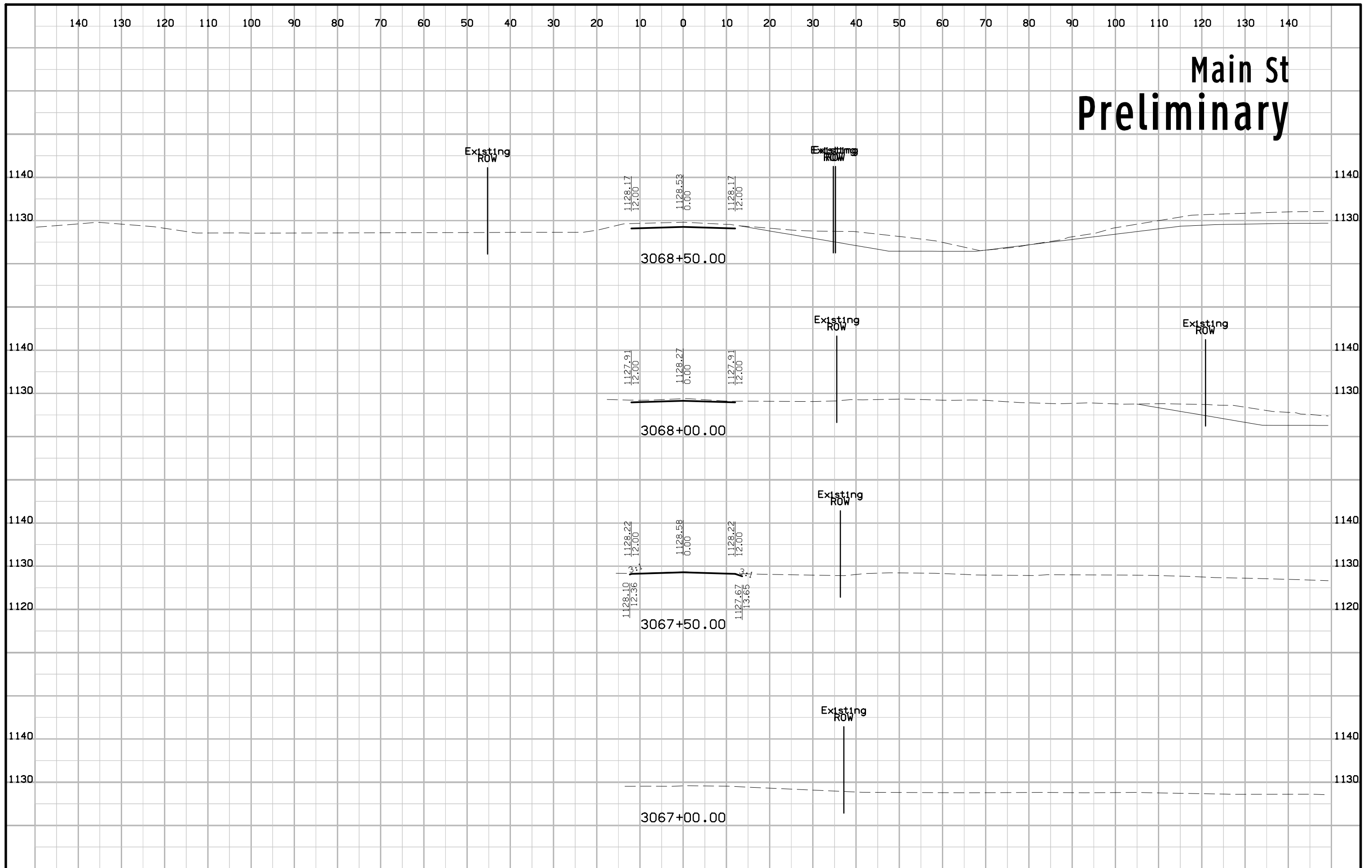
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# Plymouth ST Preliminary

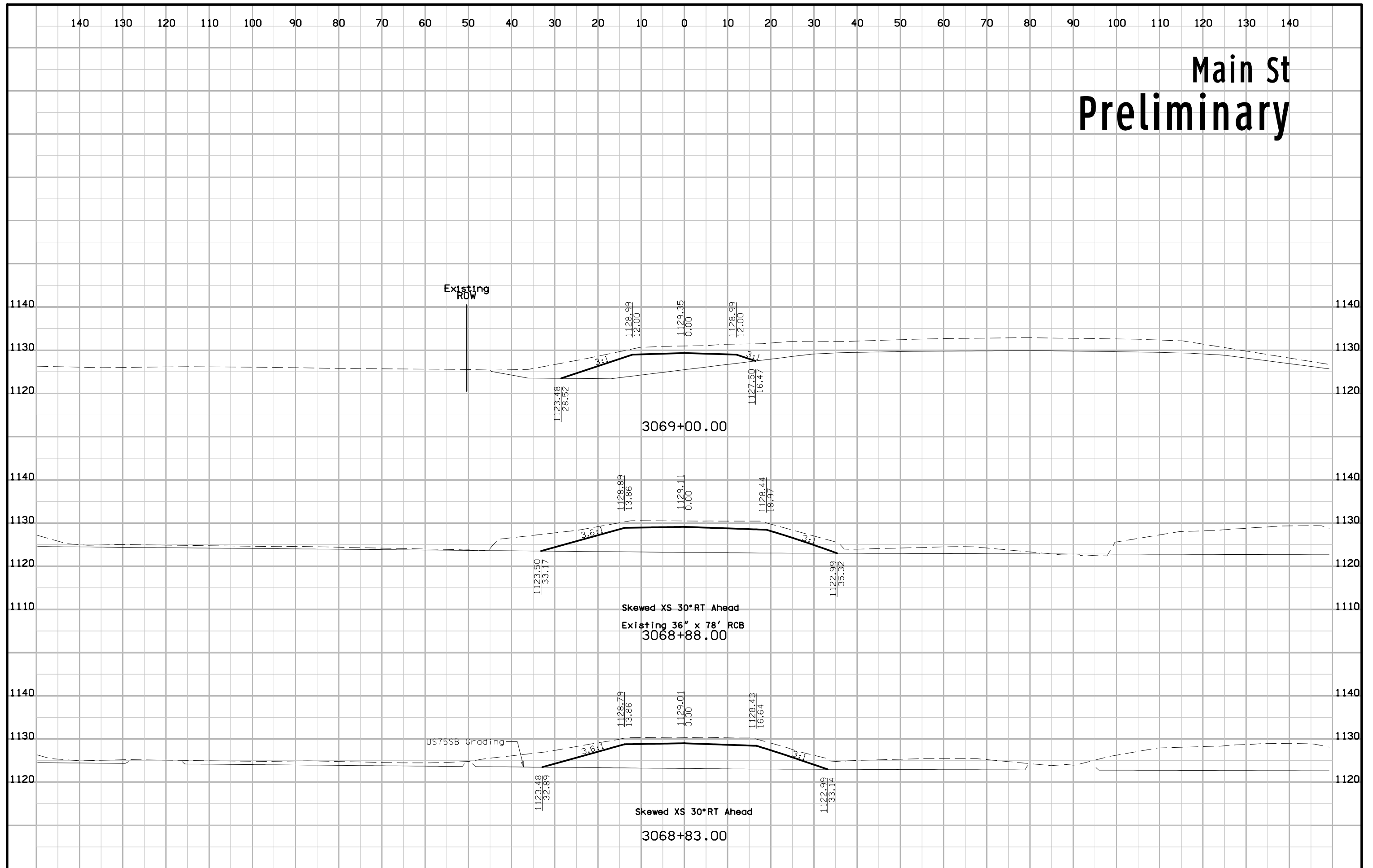


# Main St Preliminary

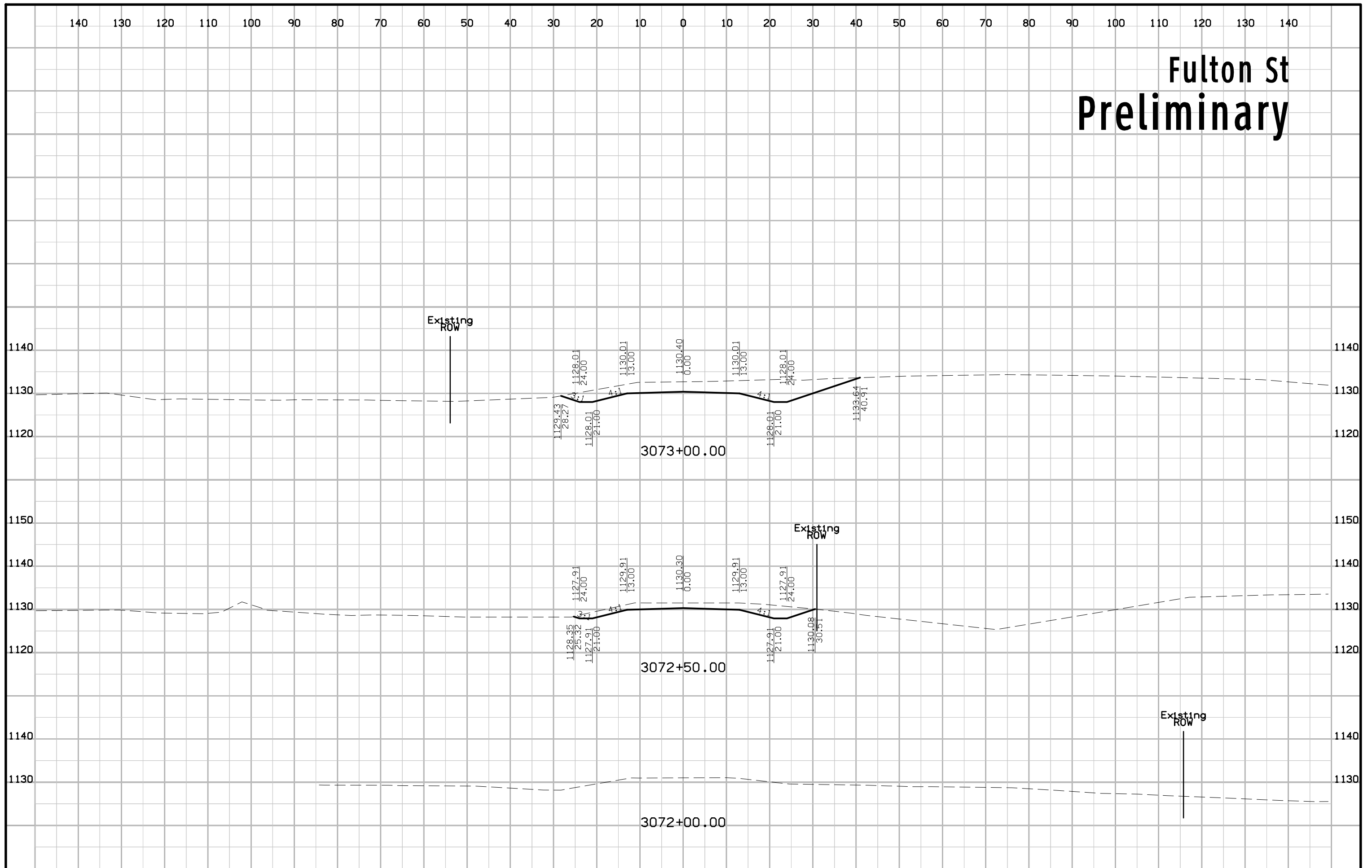




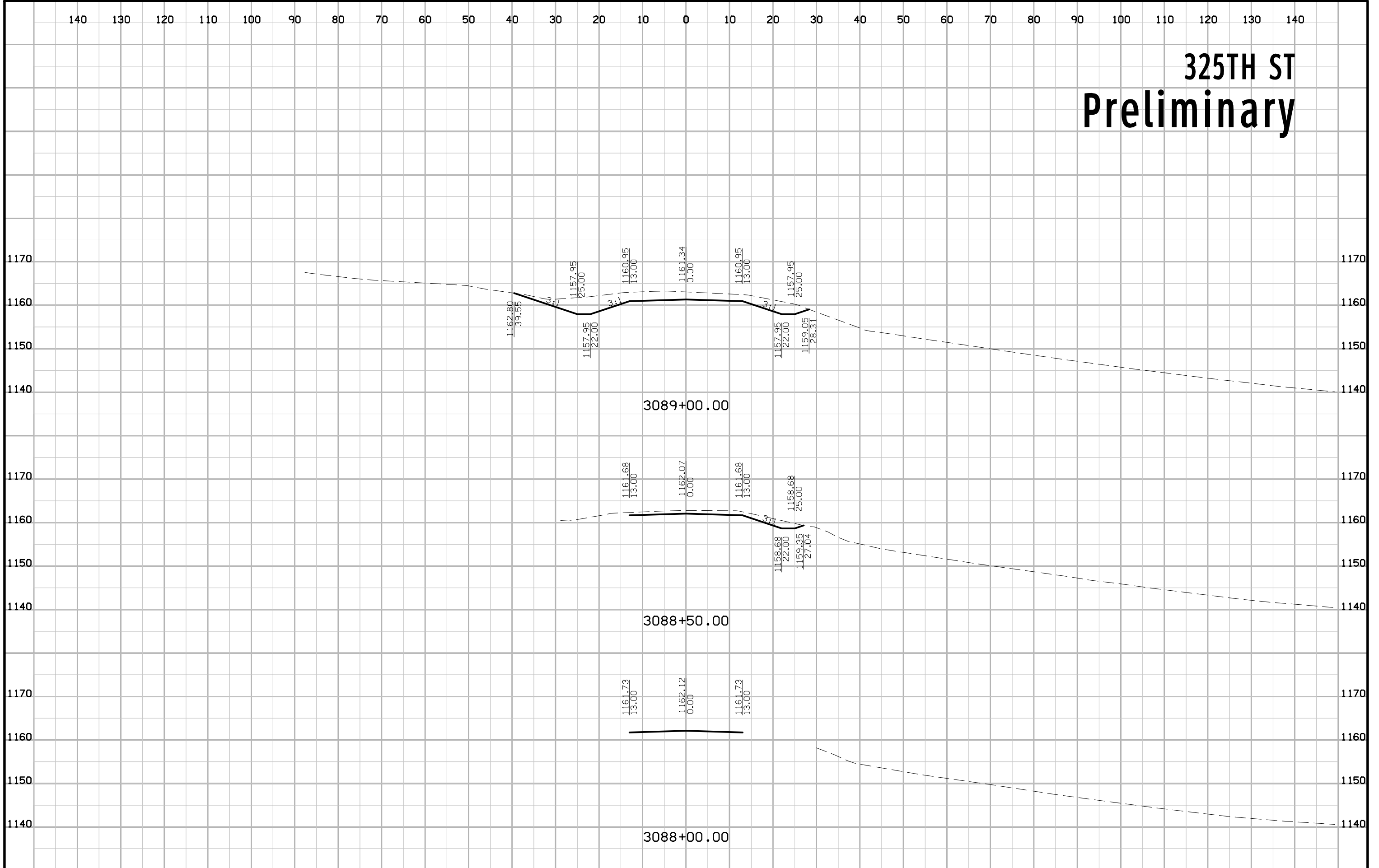
# Main St Preliminary



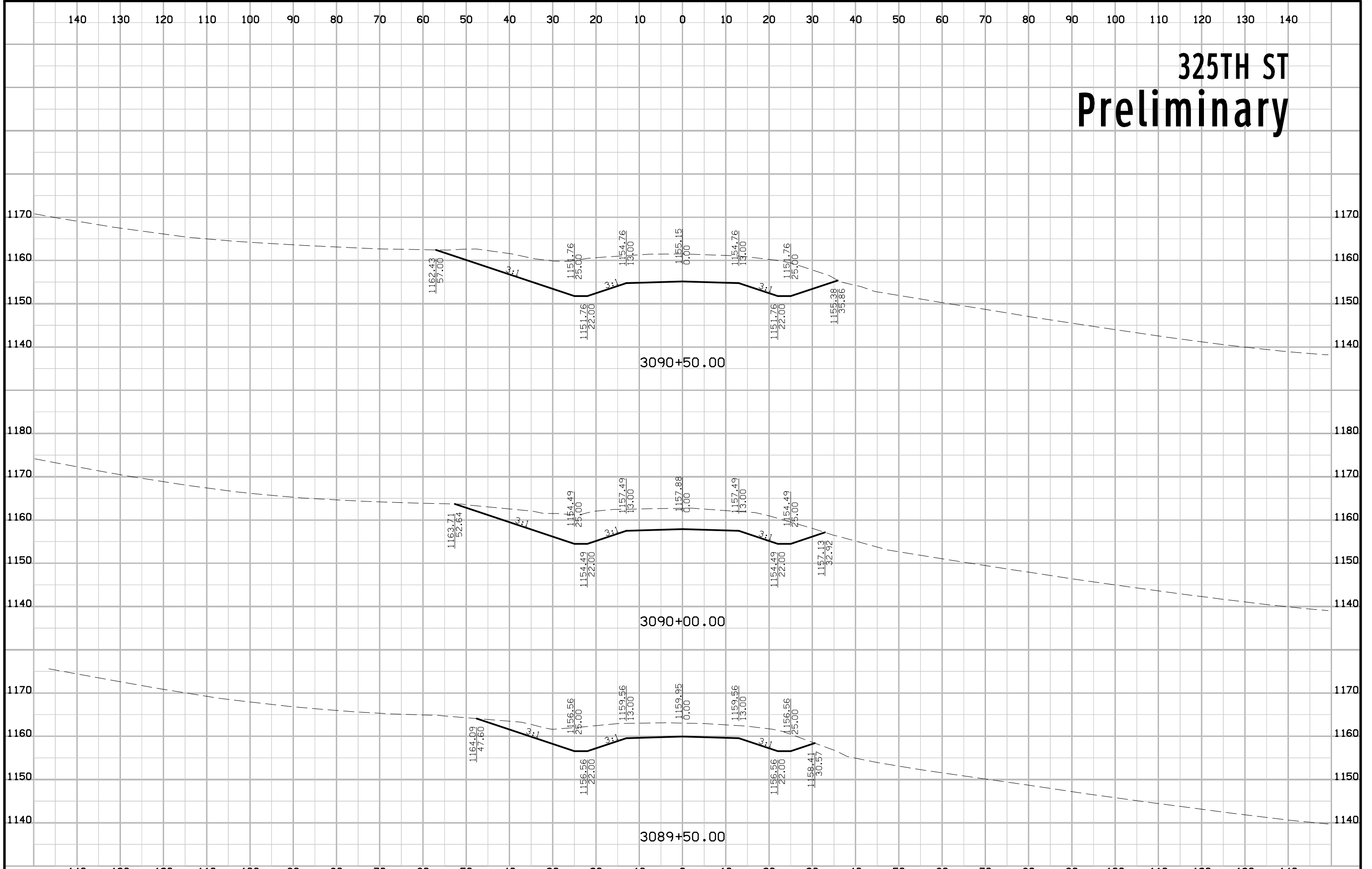
# Fulton St Preliminary



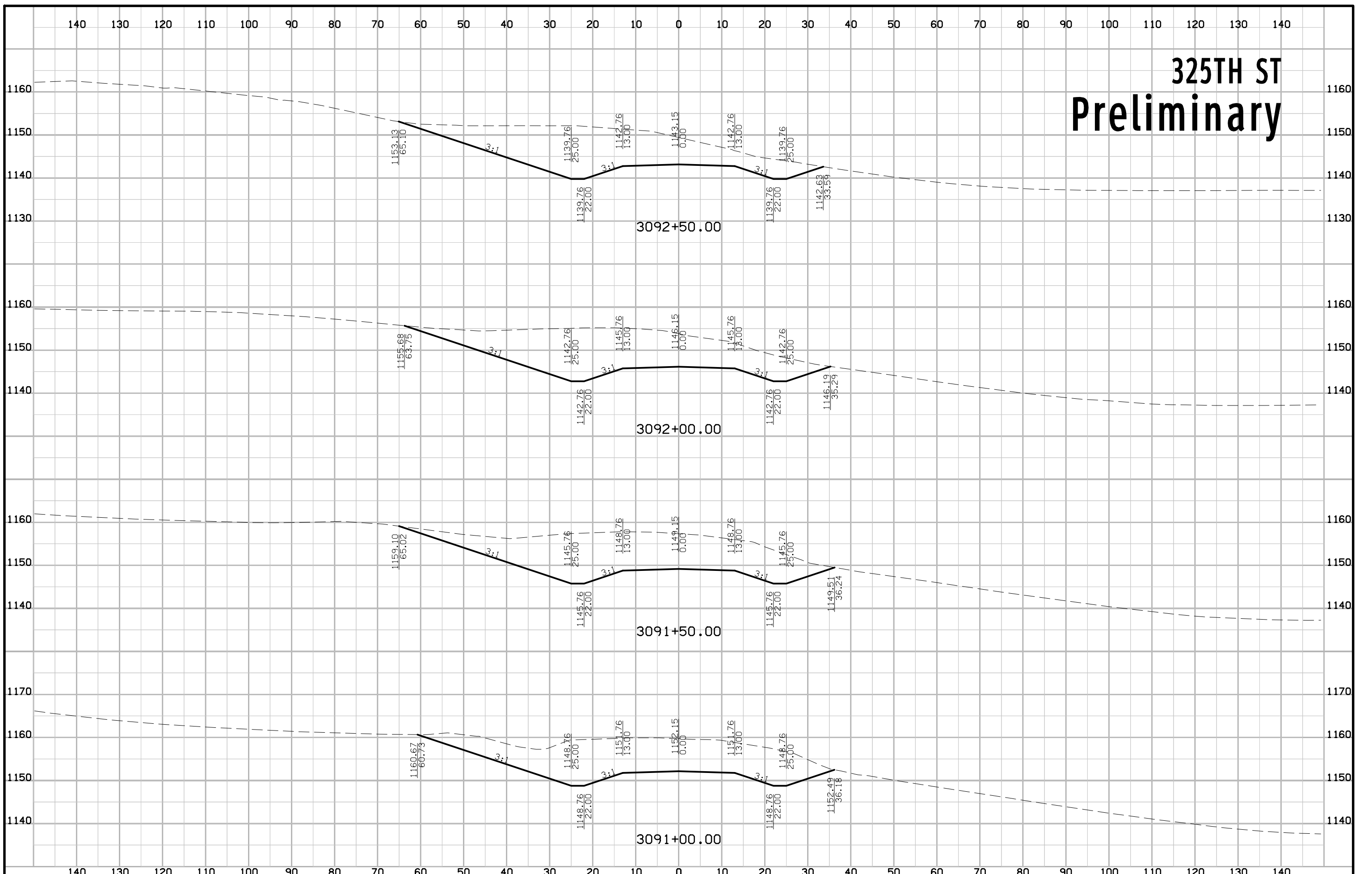
# 325TH ST Preliminary



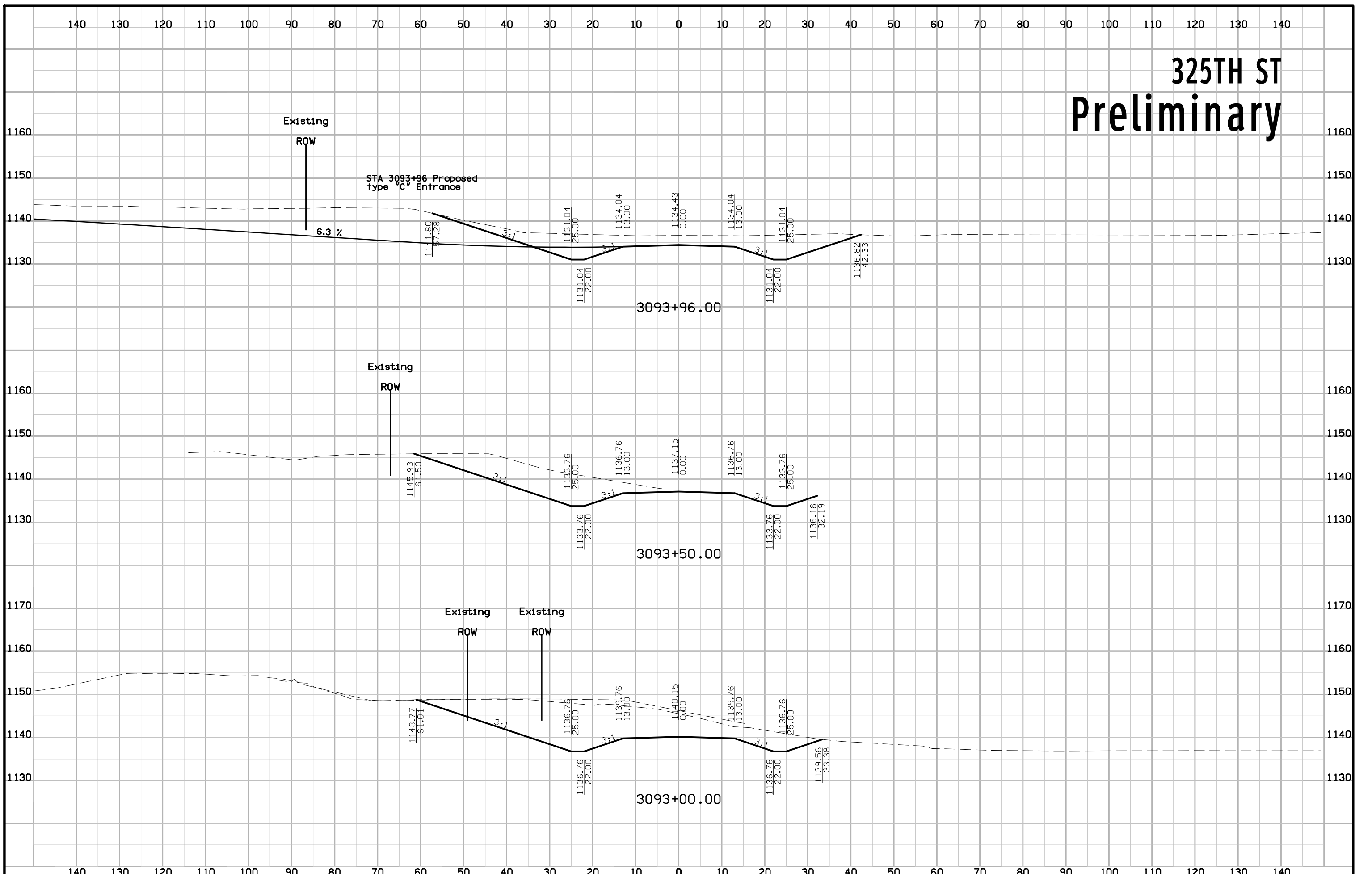
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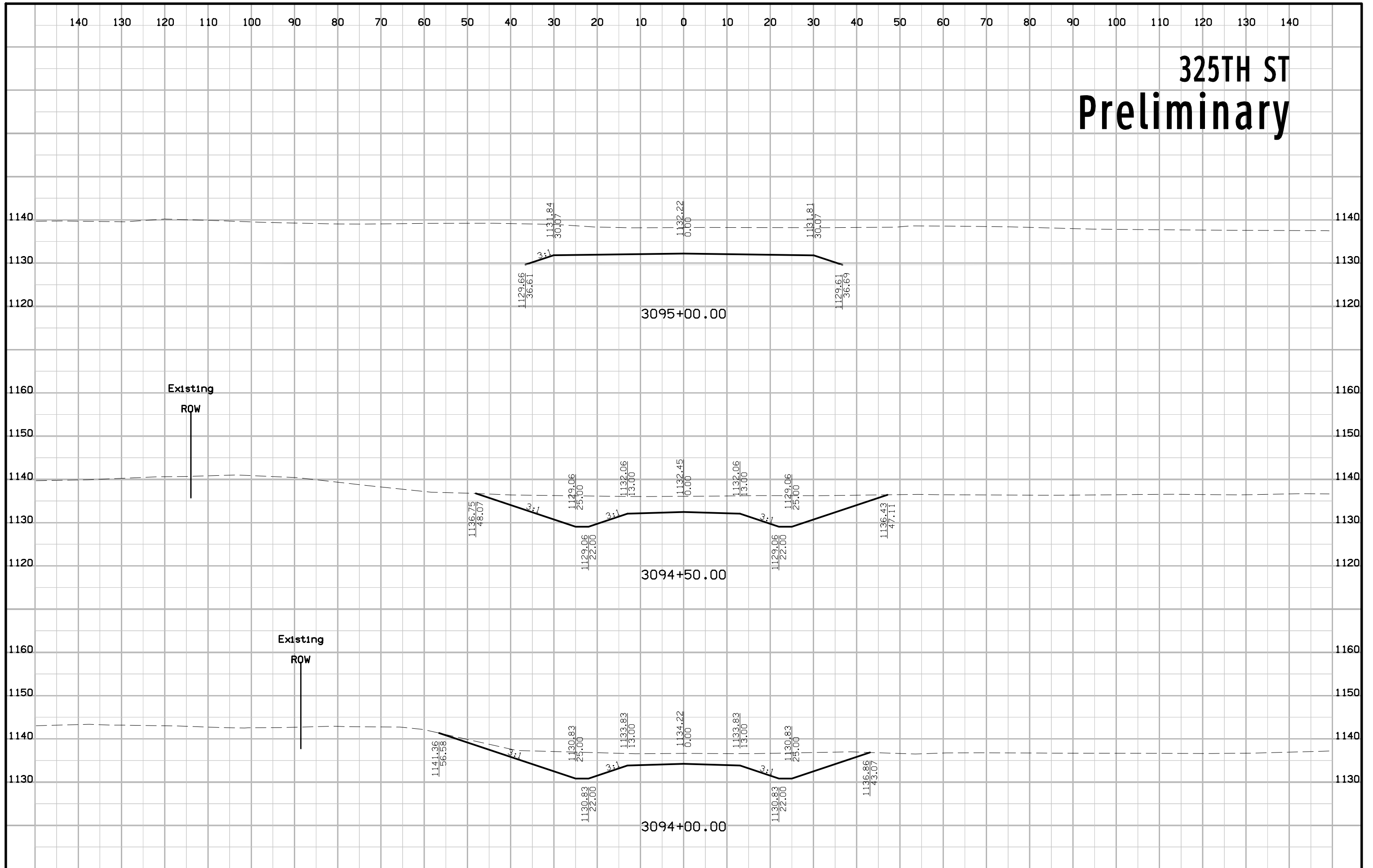
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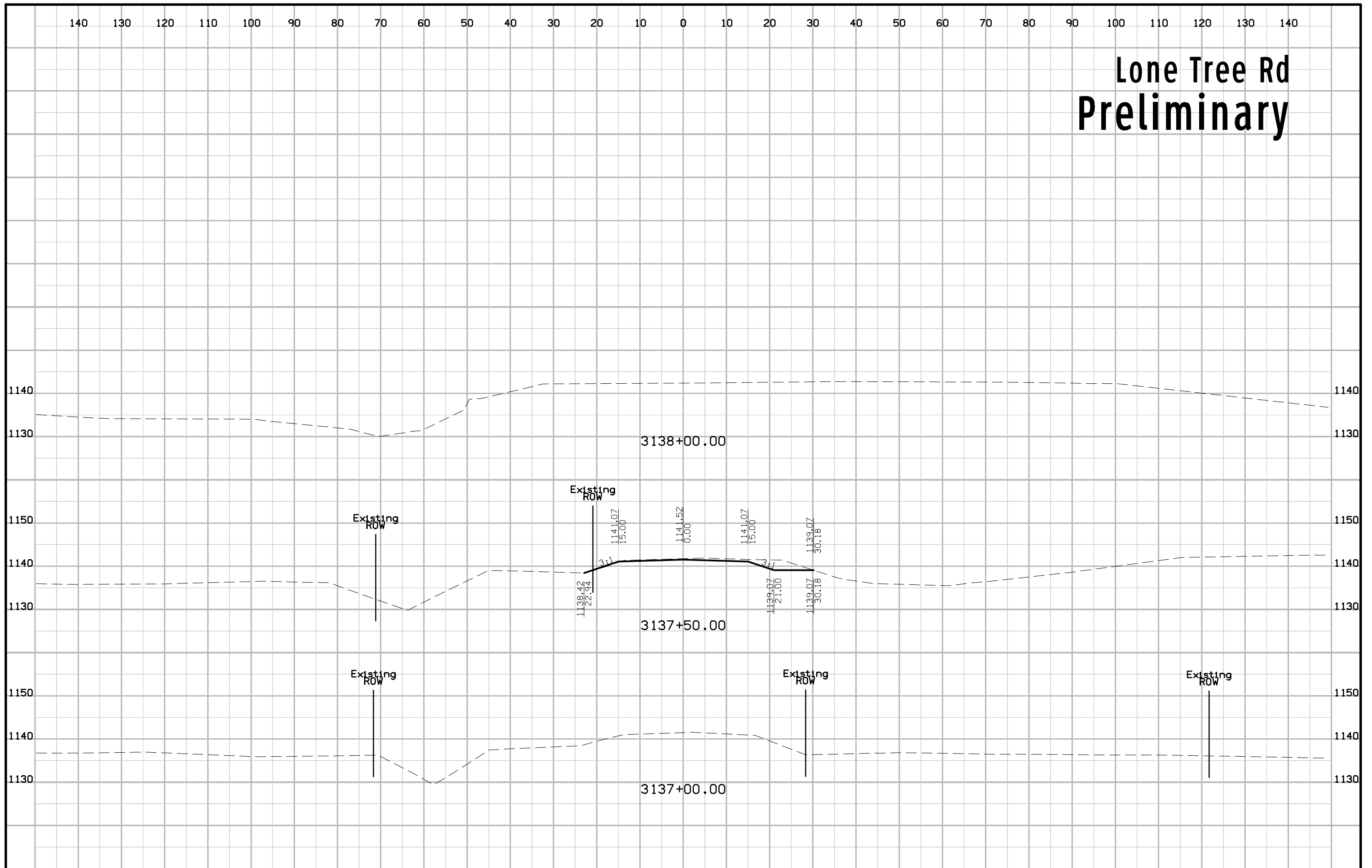
# 325TH ST Preliminary



# 325TH ST Preliminary

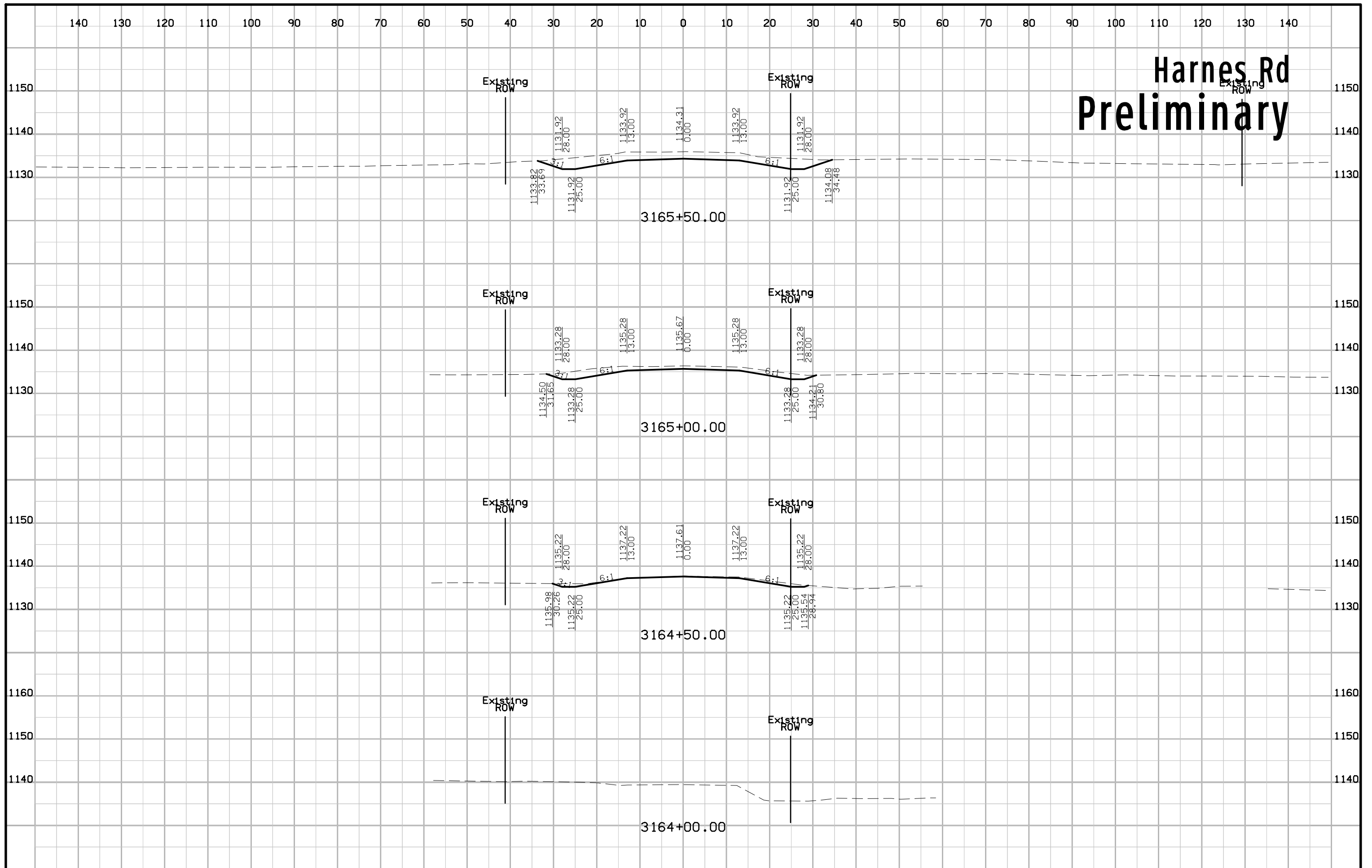


# Lone Tree Rd Preliminary

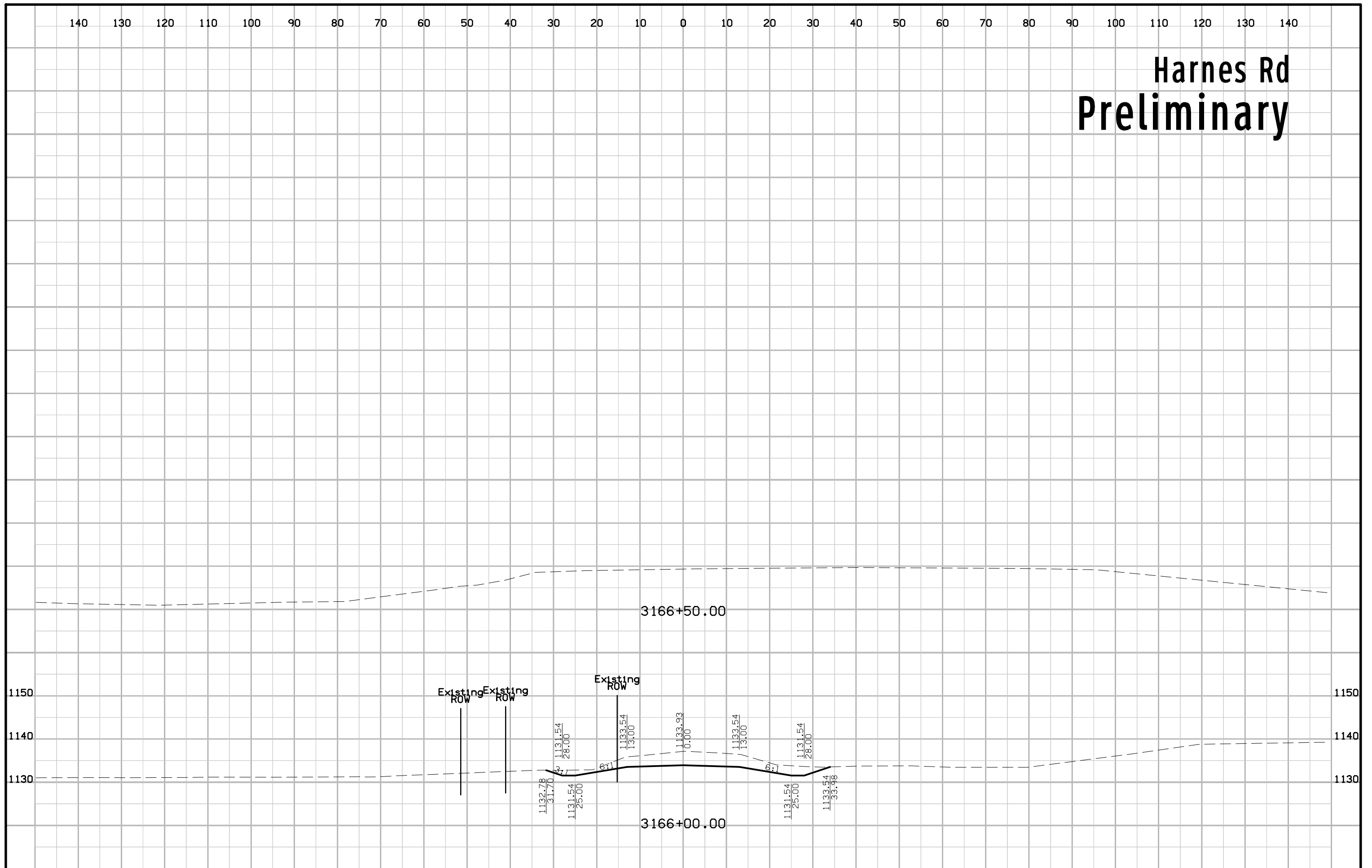




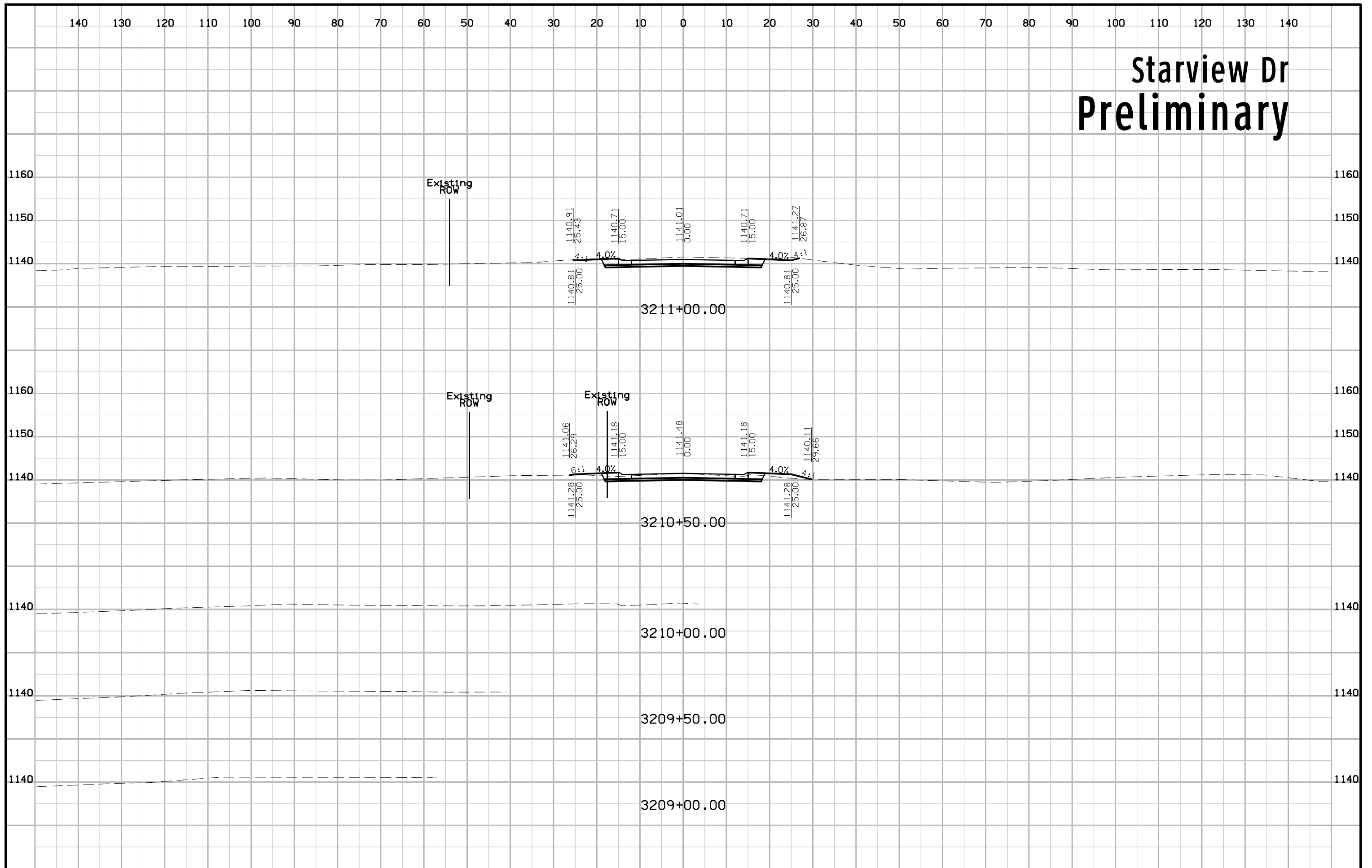
# Harnes Rd Preliminary



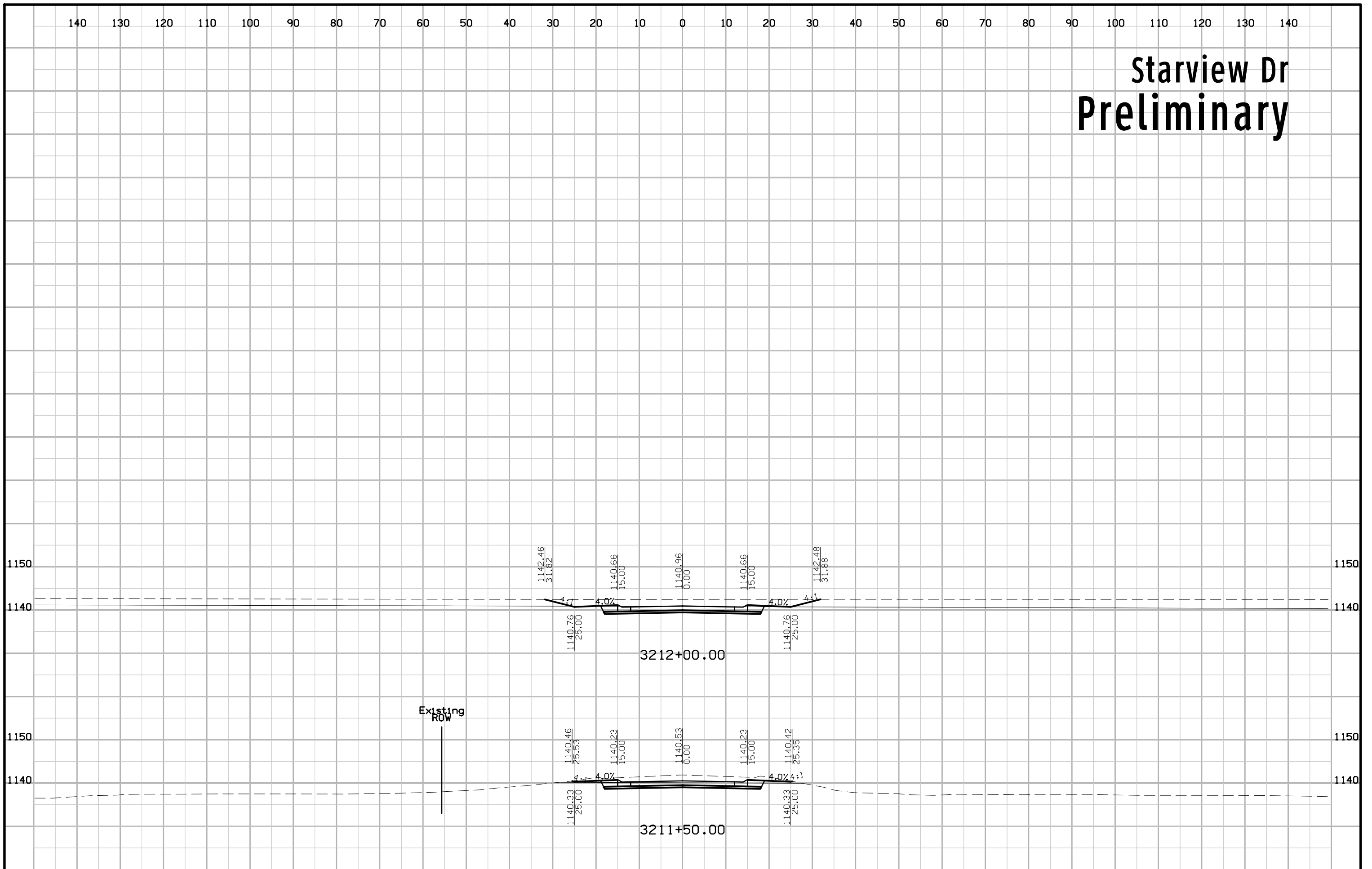
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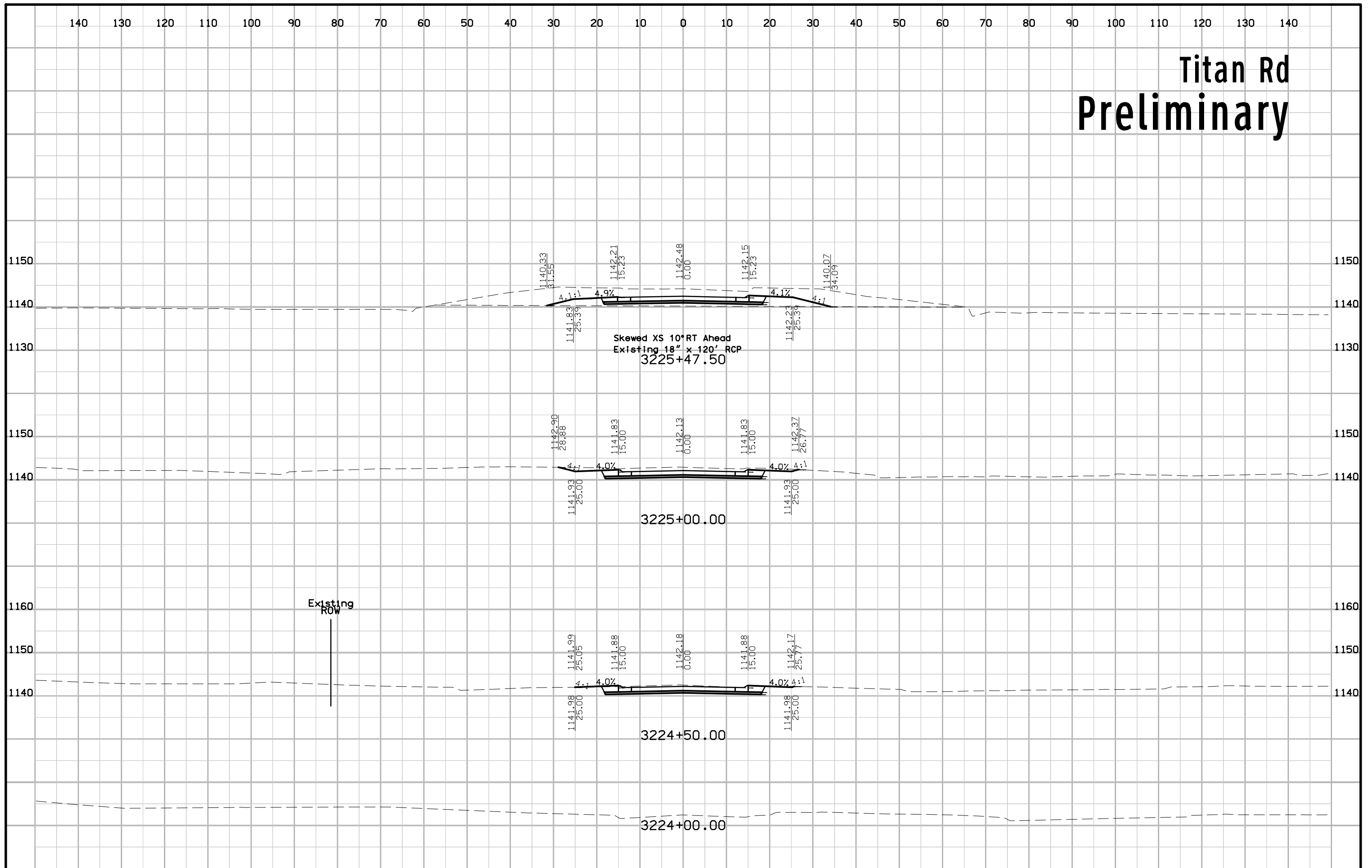
# Starview Dr Preliminary



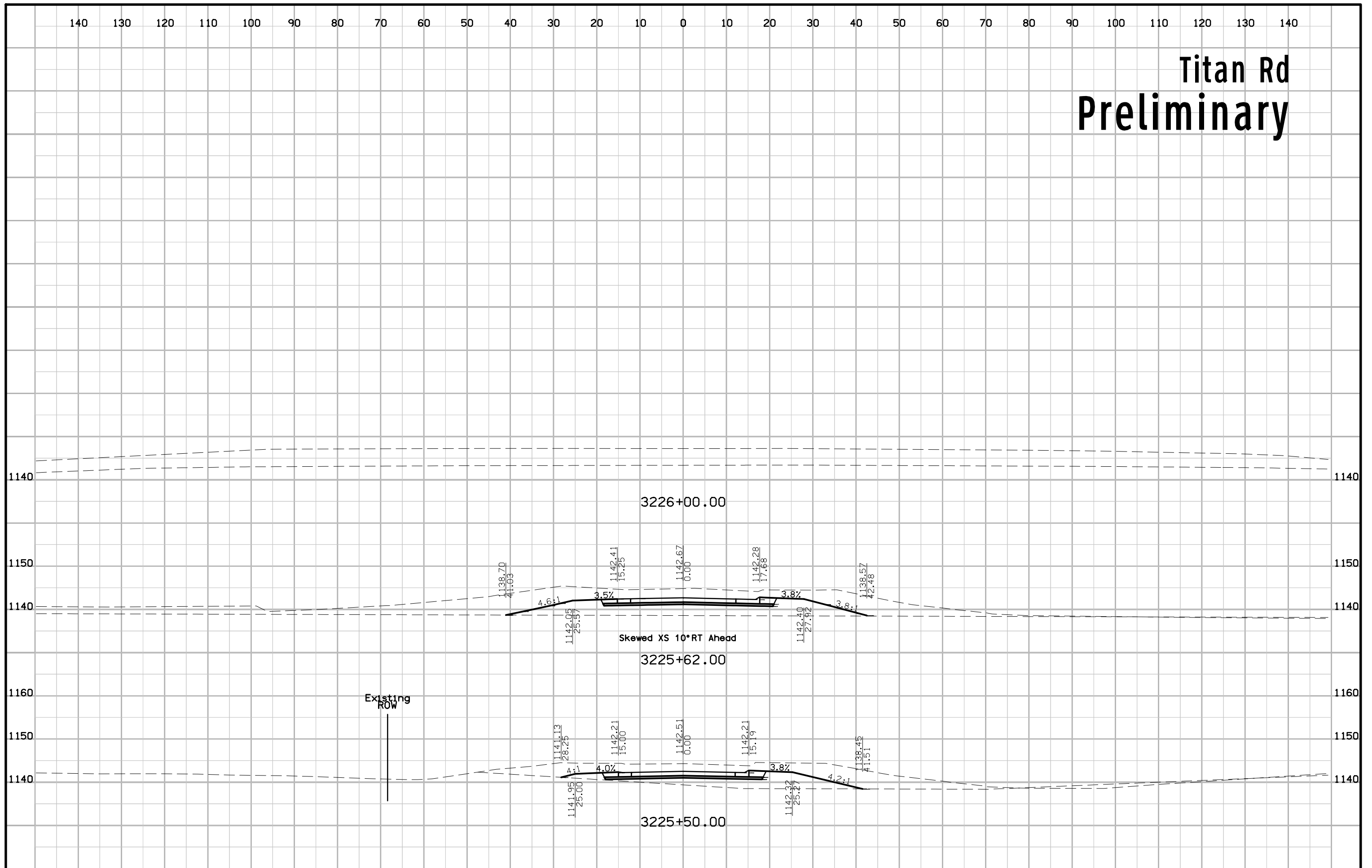
# Starview Dr Preliminary



# Titan Rd Preliminary



# Titan Rd Preliminary



# C-70 Preliminary

