

DICKINSON CO.
PCC PAVEMENT-GRADE AND REPLACE
STP-086-1(10)--2C-30
 LETTING DATE
 12-18-2012



Iowa Department of Transportation
Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
DICKINSON COUNTY
PCC PAVEMENT-GRADE AND REPLACE

IA 86 From IA 9 N To Relocated
 Curves Just S of Minnesota State Line

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.



REVISIONS

TOTAL

339

PROJECT IDENTIFICATION NUMBER

08-30-086-010

PROJECT NUMBER

STP-086-1(10)--2C-30

R.O.W. PROJECT NUMBER

STPN-086-1(11)--2J-30

INDEX OF SHEETS

105-3

10-18-05

No.	Description
A.1	Title Sheet
A.2	Legend Sheet
B.1 - B.3	Typical Cross Sections
D.1 - D.7	Plan and Profile Sheets - Mainline
E.1 - E.5	Plan and Profile Sheets - Side Road
G.1 - G.4	Reference Ties and Benchmarks
W.1 - W.283	Mainline Cross Sections
X.1 - X.35	Side Road Cross Sections

MILEAGE SUMMARY

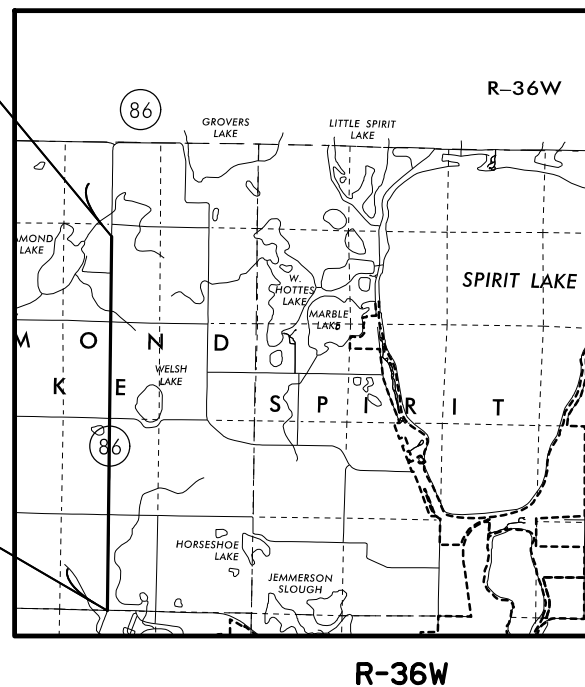
105-1

09-27-94

Div.	Location	Lin. Ft.	Miles
1	Rural		
	Sta. 100+23.87 to Sta. 305+00.00	20,476.13	3.88
	Total Length of Project	20,476.13	3.88

STA. 305+00.00
END PROJECT

STA. 100+23.87
BEGIN PROJECT

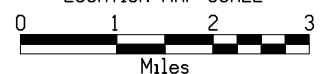


04-30-02 101-4

DESIGN DATA RURAL

2012 AADT 2400 V.P.D.
 2032 AADT 3800 V.P.D.
 20 DHV V.P.H.
 TRUCKS 15 %
 Total
 Design ESALs

LOCATION MAP SCALE



PRELIMINARY PLANS

Subject to change by final design.

D5 - Date: 02/11/2011

STANDARD SYMBOLS

	Interstate Highway Symbol		Septic Tank		Guardrail (Beam or Cable)
	U.S. Highway Symbol		Cistern		Guard Post (one or two)
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)		Guard Post (over two)
	County Road Highway Symbol		Underground Storage Tank		Filler Pipe
	Evergreen Tree		Latrine		Gas Valve
	Deciduous Tree		Luminaire		Water Valve
	Fruit Tree		Traffic Signal		Speed Limit Sign
	Shrub (Bushes)		Traffic Signal with Luminaire		Mile Marker Post
	Timber		Telephone Pedestal		Sign
	Hedge		Television Pedestal		Water Hook Up
	Stump		Telephone Pole		Radio Tower
	Swamp		Telephone Pole (Second Company)		Electric Box
	Rock Outcrop		Telephone Pole (Third Company)		Traffic Signal Control Box
	Broken Concrete		Telephone Pole (Fourth Company)		Rail Road Signal Control Box
	Revetment (Rip Rap)		Telephone Pole (Fifth Company)		Telephone Switch Box
	Cemetery		Power Pole		
	Grave		Power Pole (Second Company)		
	Cave		Power Pole (Third Company)		
	Sink Hole		Power Pole (Fourth Company)		
	Board Fence		Power Pole (Fifth Company)		
	Chain Link or Security Fence		Electrical Highline Tower (Metal or Concrete)		
	Wire Fence		Telephone Riser Pole		
	Terrace		Power Riser Pole		
	Earth Dam or Dike (Existing)		Telegraph Pole		
	Earth Dam or Dike (Proposed)		Satellite TV Dish		
	Tile Outlet		Existing Water Line		
	Edge of Water		Existing Water Line (Second Company)		
	Existing Drainage		Existing Sanitary Sewer Line		
	Proposed Drainage		Existing Telephone Line		
	Right of Way Rail or Lot Corner		Existing Telephone Line (Second Company)		
	Concrete Monument		Existing Fiber Optics Telephone Line		
	Well		Existing Storm Sewer Line		
	Windmill		Existing Gas Line		
	Beehive Intake		Existing High Pressure Gas Line		
	Existing Intake		Existing Gas Line (Second Company)		
	Proposed Intake		Existing High Pressure Gas Line (Second Company)		
	Existing Utility Access (Manhole)		Existing Power Line		
	Proposed Utility Access (Manhole)		Existing Power Line (Second Company)		
	Fire Hydrant		Cable Television Line		
	Water Hydrant (Rural)				

	Shading - Proposed Paved Surface
	Shading - Proposed Granular Surface
	Shading - Other, with identification
	Shading - Clearing & Grubbing Area

IOWA 1-CALL# 1-800-292-8989

UTILITY LEGEND

	Alliant Energy
	Iowa Lakes Electric
	Osceola County Rural Water
	Alliant Energy
	IDOT
	Mediacom
	Mediacom
	Quest Local Net
	Quest Local Net
	McLeod
	McLeod Network Service
	Knology
	Long Line Wireless Network
	Buried Fuel Line
	Iowa Great Lakes Sanitation District

UNIQUE SYMBOLS FOR THIS PROJECT

CPP - Corrugated Plastic Pipe

RIGHT OF WAY LEGEND

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

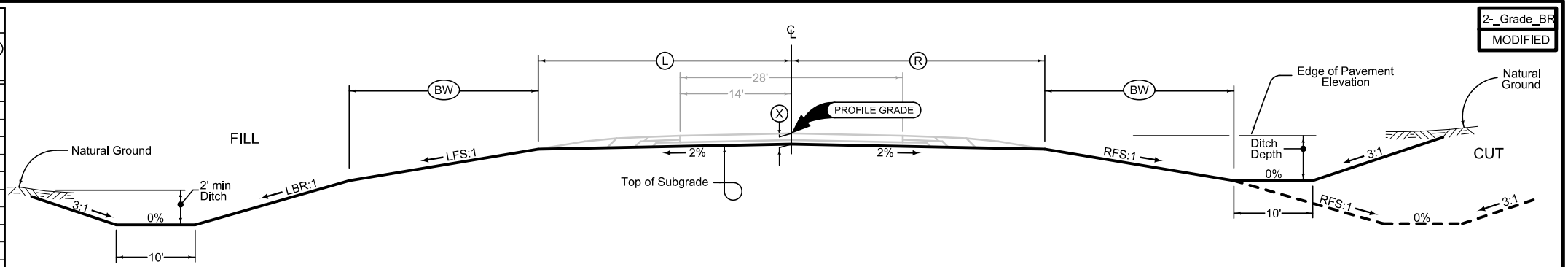
CONVENTIONAL SIGNS

	Survey Line
	Section Corner
	Proposed Profile Grade
	Railroad
	Field Tile
	Culverts
	Stream

Legend And Symbol Information Sheet

(Symbols are Typical Only)

LOCATION		DIMENSIONS								
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	BW Feet	LFS Feet	LBR Feet	RFS Feet	RBR Feet	
IA 86	100+23.87	152+25.00	29.8	29.8	15.5	19.7	6	3.5	4	3
	152+25.00	190+00.00	29.8	29.8	15.5	19.7	4	3	4	3
	190+00.00	198+50.00	29.8	29.8	15.5	19.7	NA	NA	4	3
	198+50.00	205+20.00	29.8	29.8	15.5	19.7	6	3.5	4	3
	205+20.00	285+00.00	29.8	29.8	15.5	19.7	6	3.5	6	3.5
	285+00.00	305+00.00	29.8	29.8	15.5	19.7	4	3	6	3.5



**2 LANE GRADING
(Barnroof Section)**

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 backstops.

2-Grade_BR
MODIFIED

LOCATION		MAINLINE				SHOULDER		
ROAD IDENTIFICATION	STATION TO STATION	T Inches	D Inches	L Feet	R Feet	P Feet	G Feet	
IA 86	100+23.87	305+00.00	9.5	6	29.8	29.8	4	4

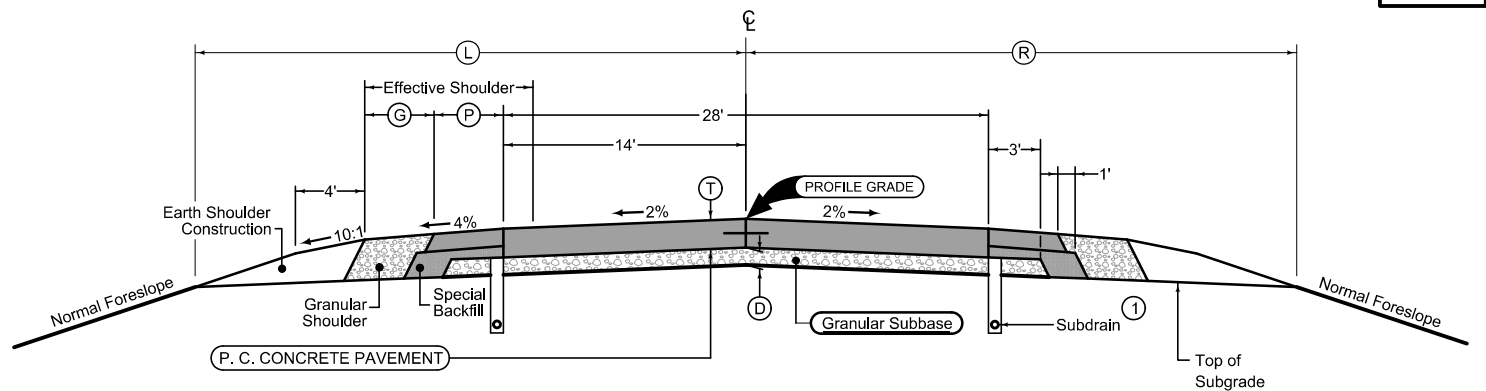
Dimensions are symmetrical about the centerline.

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

1 Refer to RF-19C.

HMA Shoulder:
6" uniform thickness
Longitudinal joint: B

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



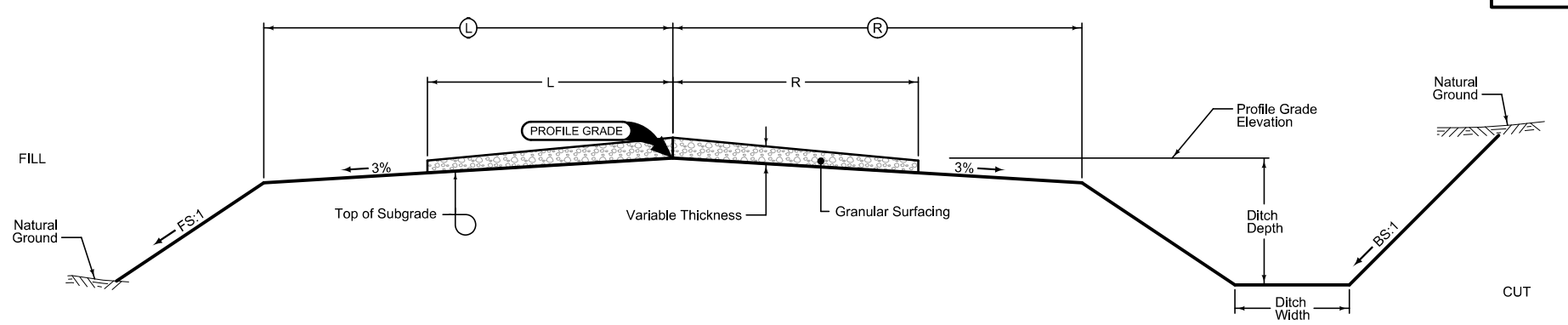
2-LANE PCC PAVING (Composite Shoulders)

2P_C-C
04-20-10

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	FS Feet	BS Feet	
140th (west of ML)	1173+57.17	1176+15.66	18	18	3	3
140th (east of ML)	1176+51.66	1177+27.17	15	15	3	3
130th (west of ML)	2200+38.01	2204+77.78	15	15	3	3
130th (east of ML)	2205+21.78	2207+00.00	15	15	3	3
120th (west of ML)	3255+20.00	3257+93.27	15	15	3	3
120th (east of ML)	3258+87.29	3262+25.00	15	15	3	3
244+18.5 west	1242+52.51	1243+96.50	10	10	3	3
244+18.5 east	1244+40.50	1246+20.31	10	10	3	3
Diamond Lake	1380+31.46	1385+21.00	12	12	3	3

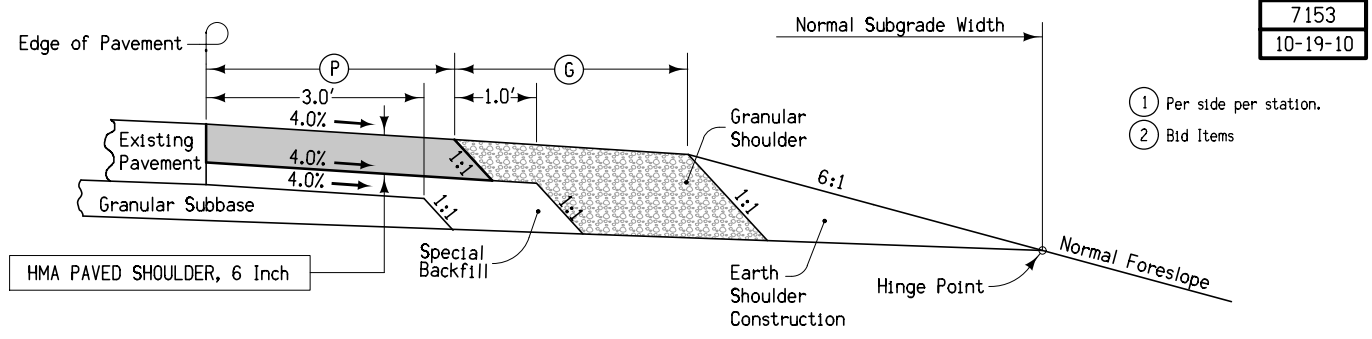
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backstops.



GRADING AND GRANULAR SURFACING

2-GradeGran
10-19-10

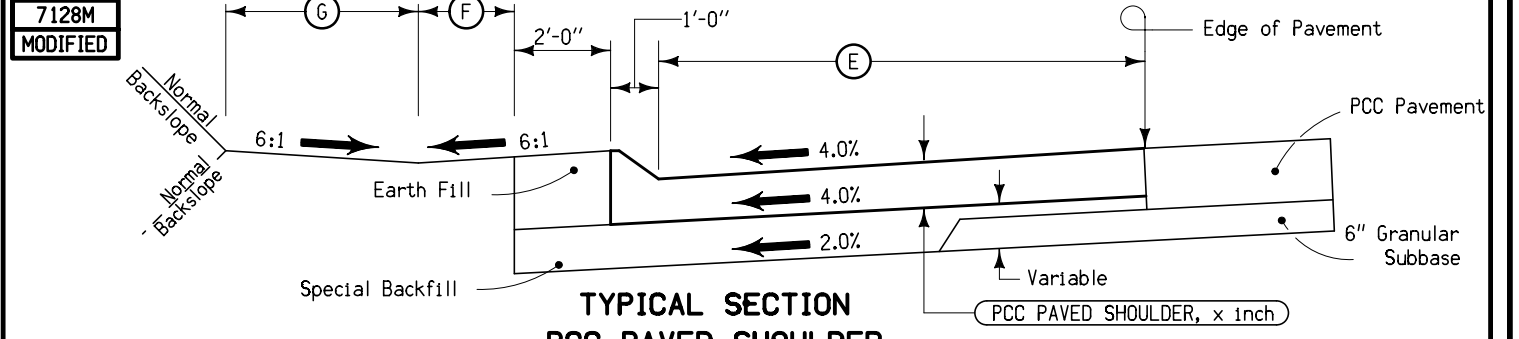


7153
10-19-10

- ① Per side per station.
- ② Bid Items

HMA PAVED SHOULDER ADJACENT TO EXISTING PAVEMENT

Location			P	G	Quantities ②				
Road Identification	Station To Station				Side	Special Backfill ①	Earth Shoulder Construction Sta.	Paved Shoulder Sq. Yds. ①	Granular Shoulder Tons ①
IA 86	100+23.87	126+65.00	Lt	4	4	X	X	44.44	X
	128+15.00	190+00.00	Lt	4	4	X	X	44.44	X
	198+50.00	305+00.00	Lt	4	4	X	X	44.44	X
	100+23.87	214+97.50	Rt	4	4	X	X	44.44	X
	215+85.00	297+82.00	Rt	4	4	X	X	44.44	X
	301+00.00	305+00.00	Rt	4	4	X	X	44.44	X

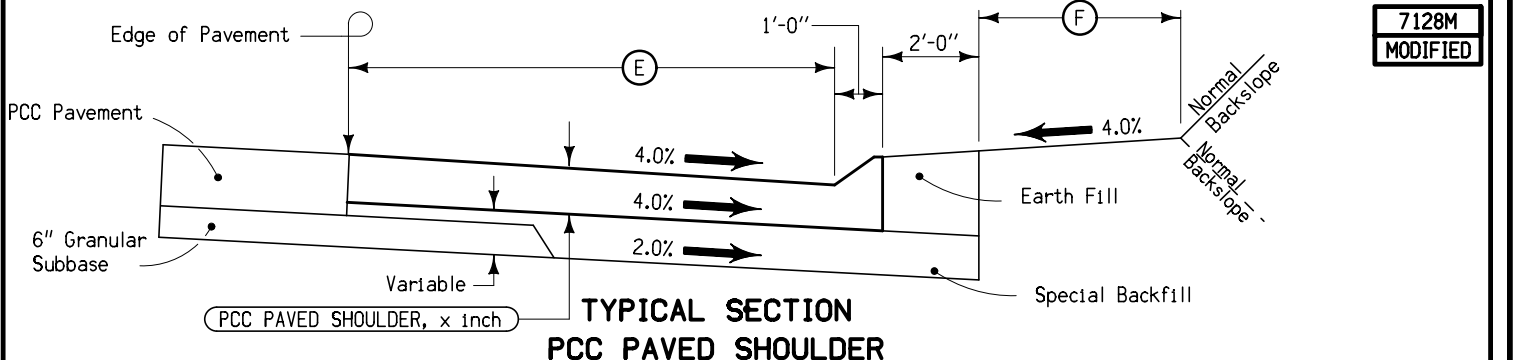


7128M
MODIFIED

**TYPICAL SECTION
PCC PAVED SHOULDER
With PCC Sloped Curb**

LOCATION			DIMENSIONS			QUANTITIES ①	
ROAD IDENTIFICATION	STATION TO STATION		SIDE	E	F	SURFACE AREA ②	SPECIAL BACKFILL ②
				Feet	Feet		
IA 86	190+00	193+55	LT	8	5	x	x

- Note:
- ① Per Station Per Side
 - ② Bid Items



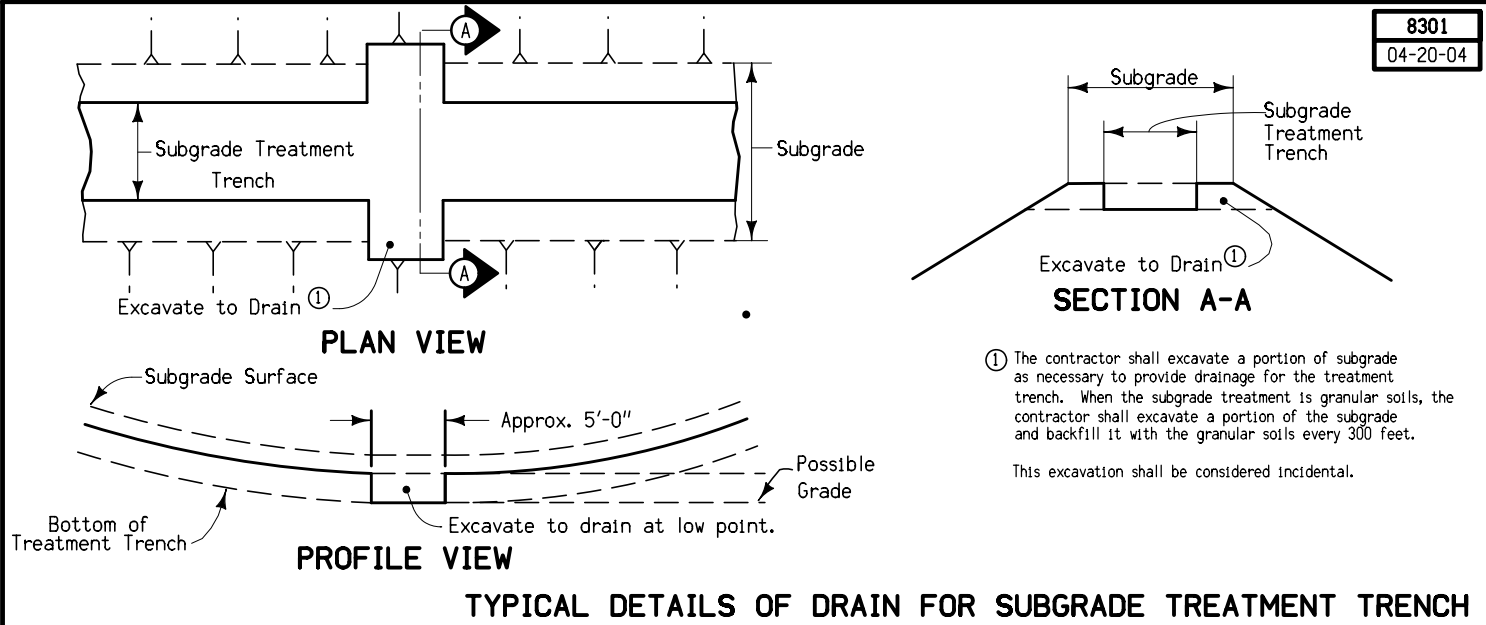
7128M
MODIFIED

**TYPICAL SECTION
PCC PAVED SHOULDER
With PCC Sloped Curb**

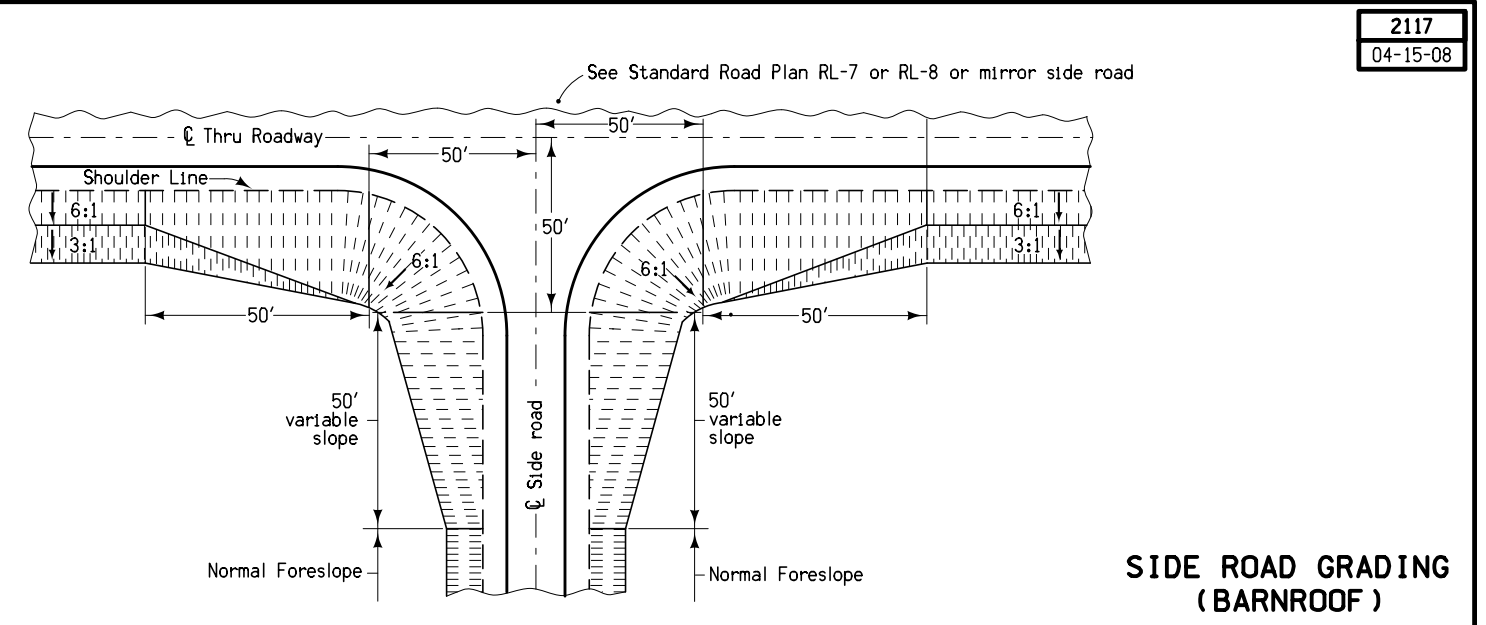
LOCATION			DIMENSIONS		QUANTITIES ①		
ROAD IDENTIFICATION	STATION TO STATION		SIDE	E	F	SURFACE AREA ②	SPECIAL BACKFILL ②
				Feet	Feet		
IA 86	126+65.00	128+15.00	LT	8	8	x	x
	193+55.00	198+50.00	LT	8	8		
	214+97.50	215+85.00	RT	8	Var1		
	297+82.00	301+00.0	RT	8	8		

- Note:
- ① Per Station Per Side
 - ② Bid Items

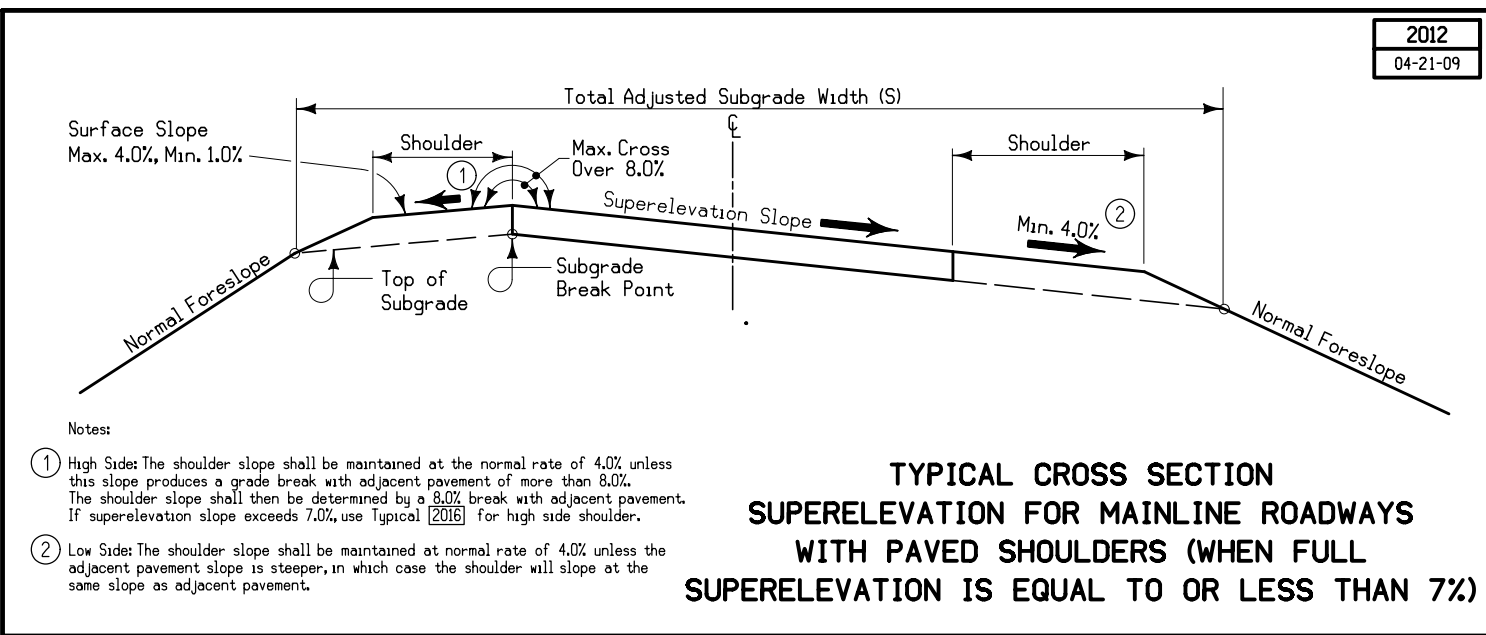
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04-20-04



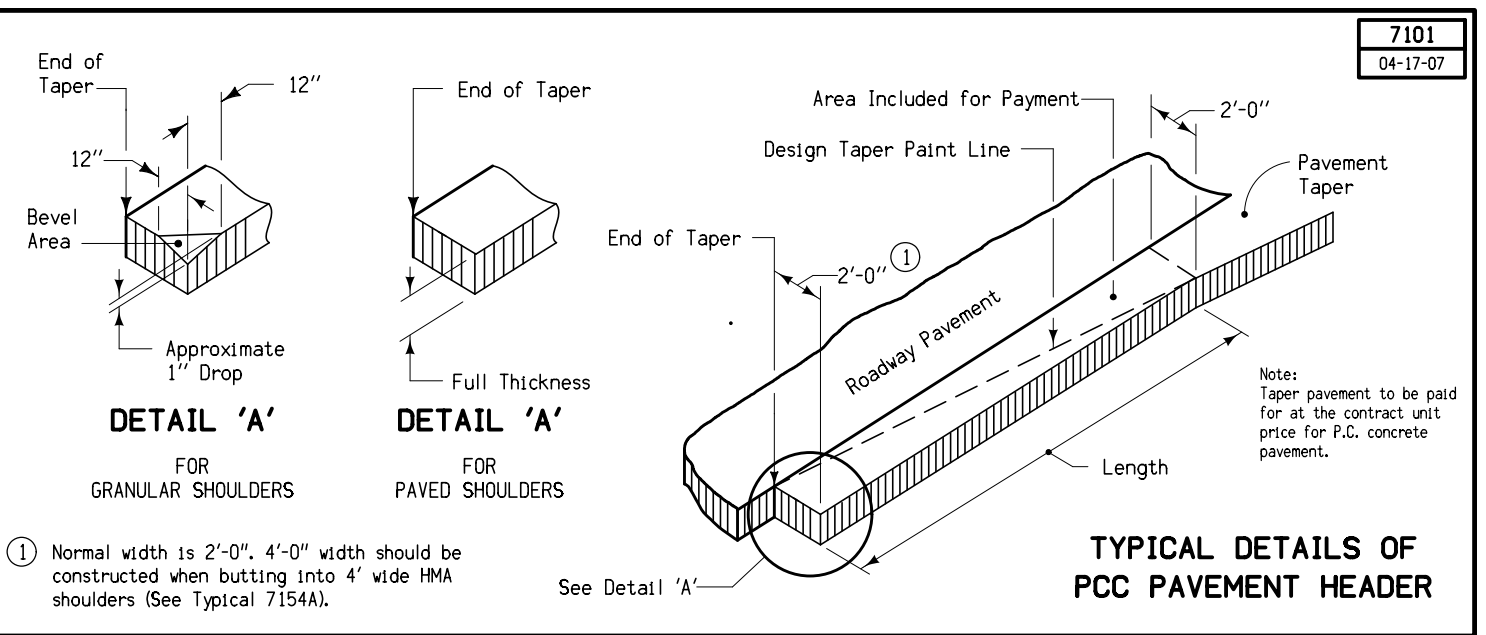
2117
04-15-08



2012
04-21-09

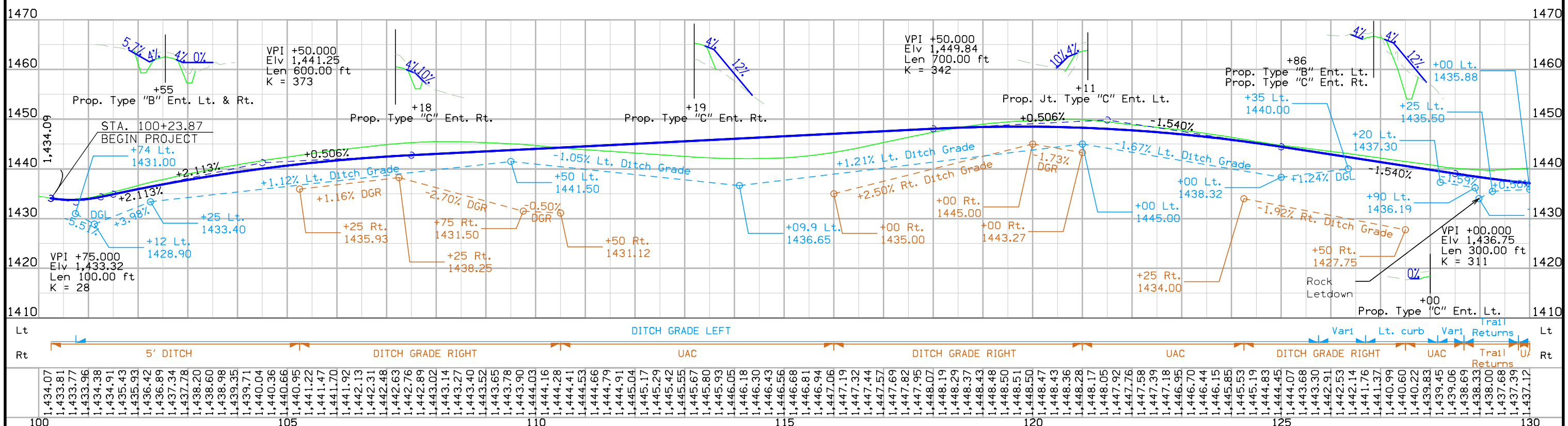
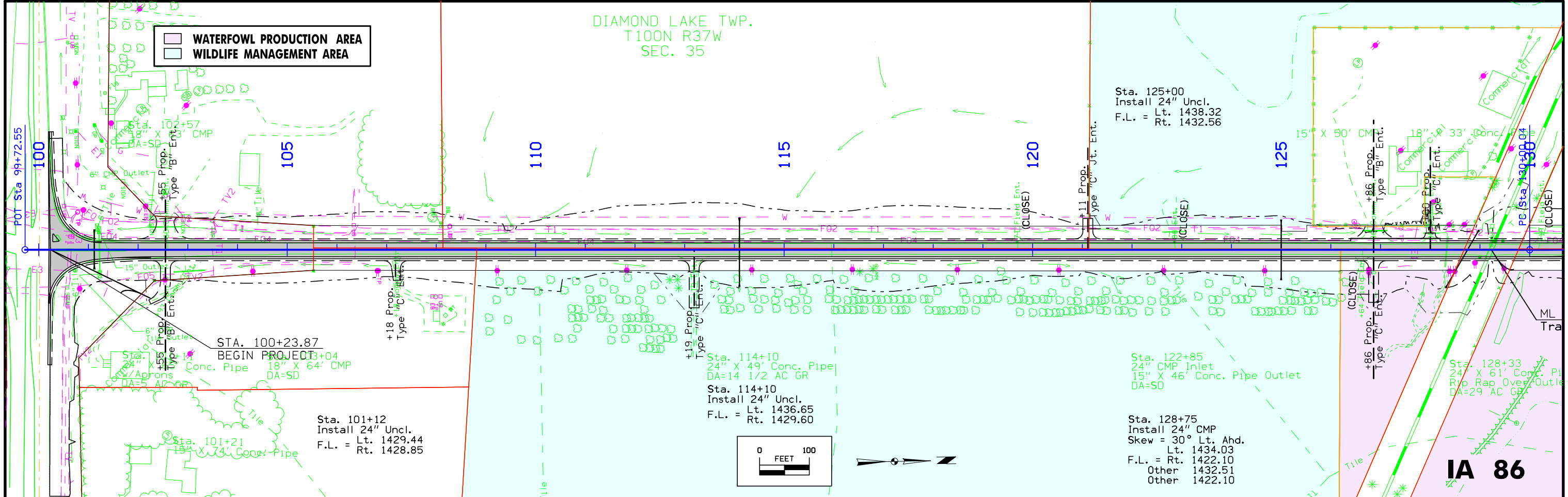


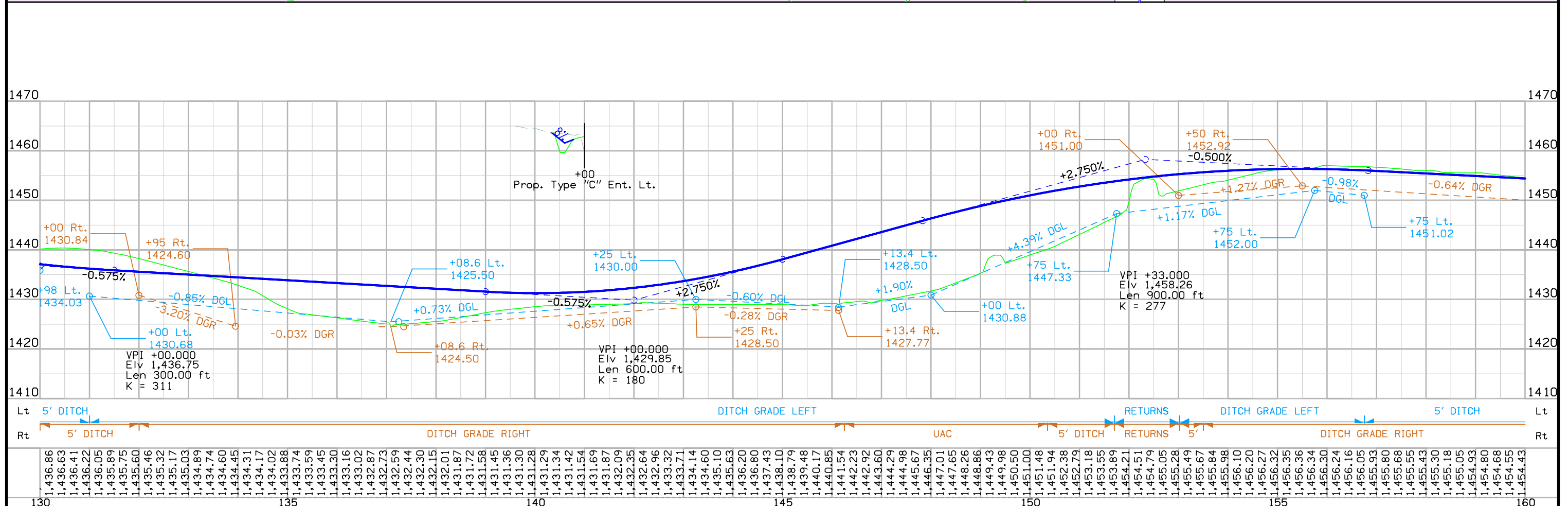
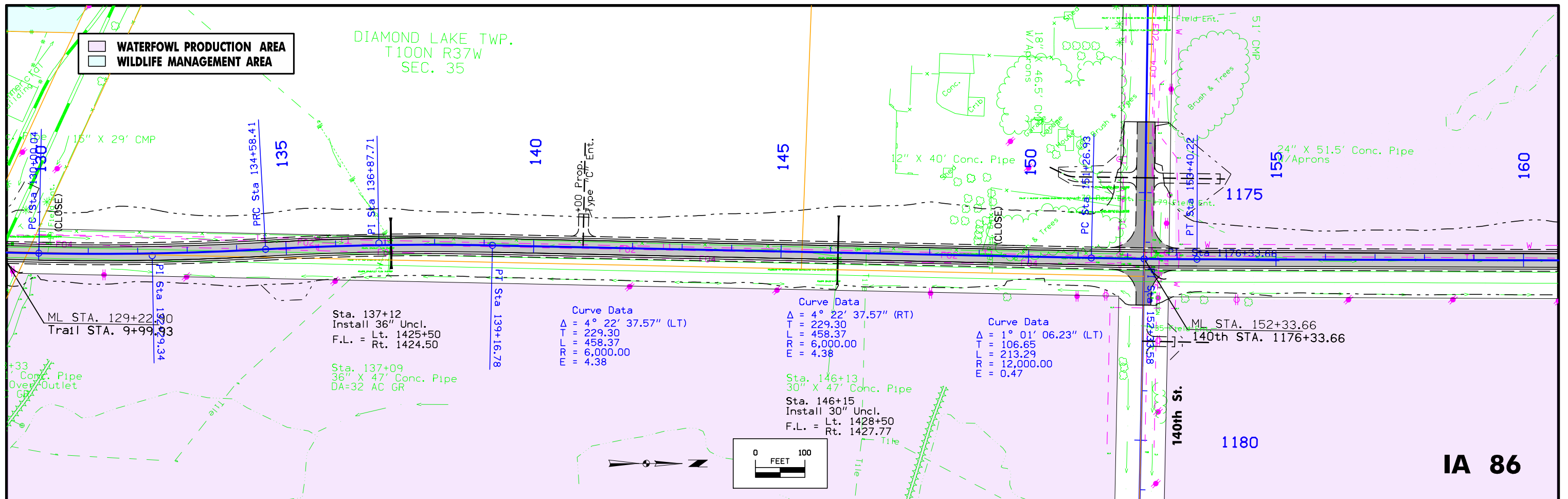
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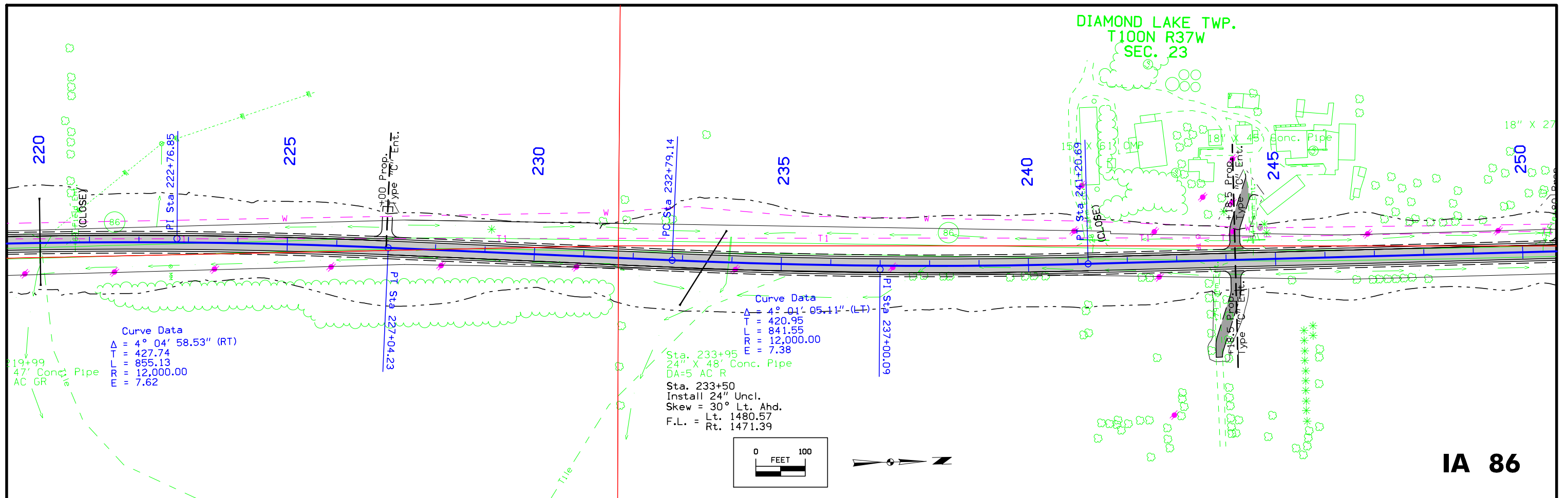


DIAMOND LAKE TWP.
T100N R37W
SEC. 35

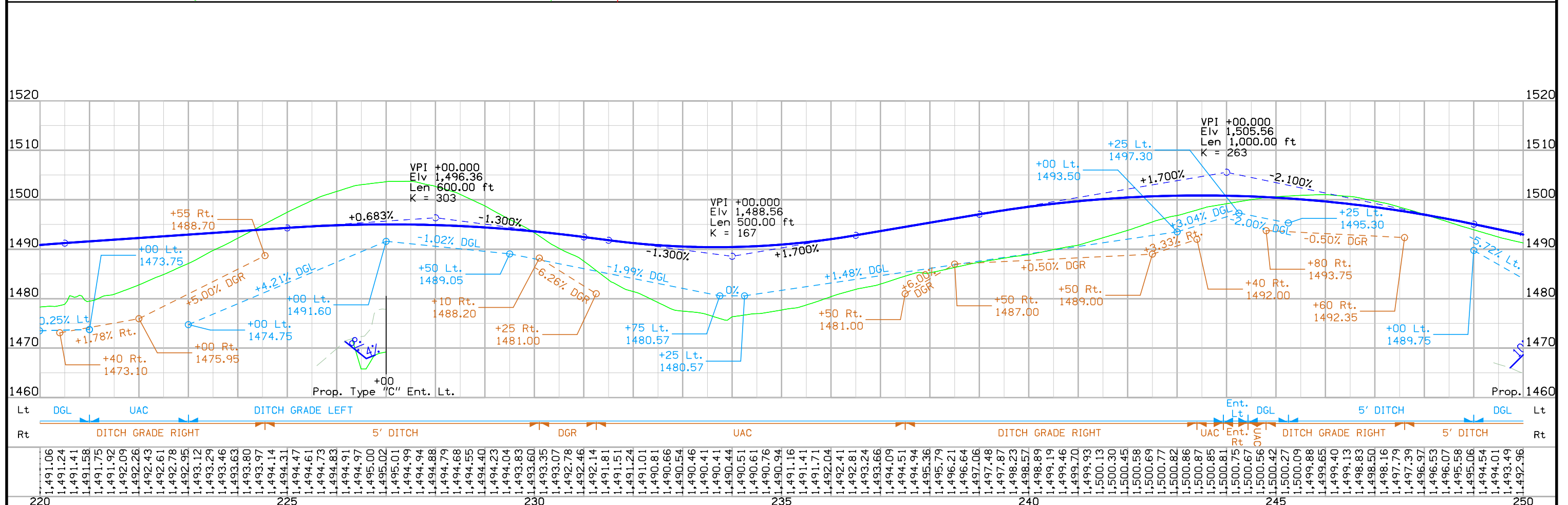
WATERFOWL PRODUCTION AREA
 WILDLIFE MANAGEMENT AREA



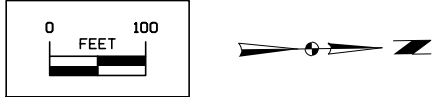
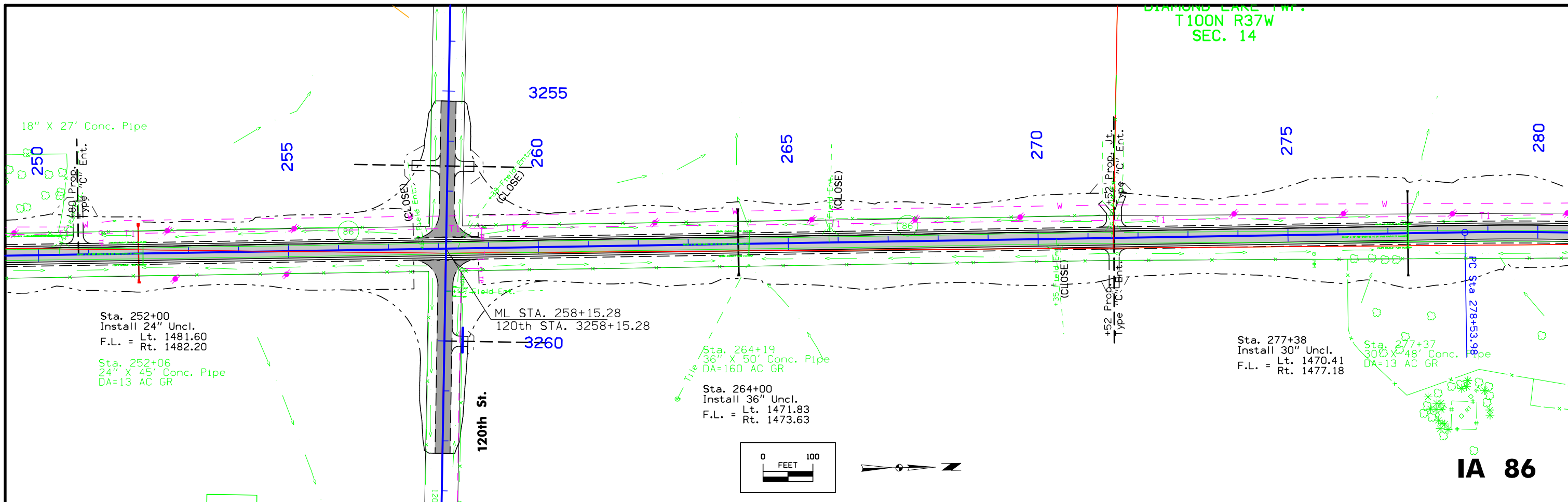




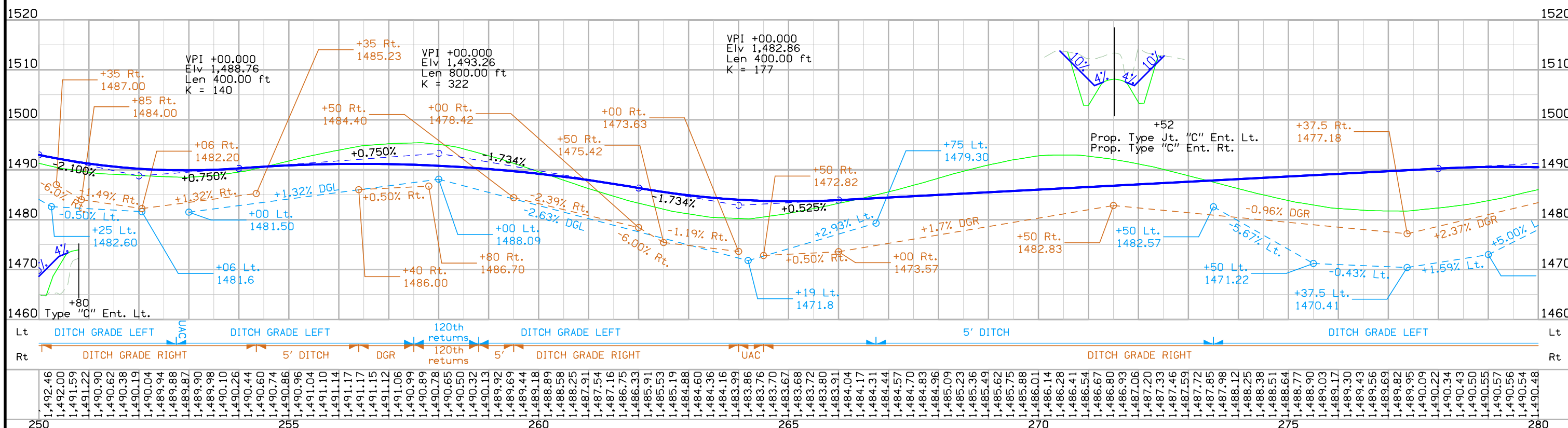
IA 86



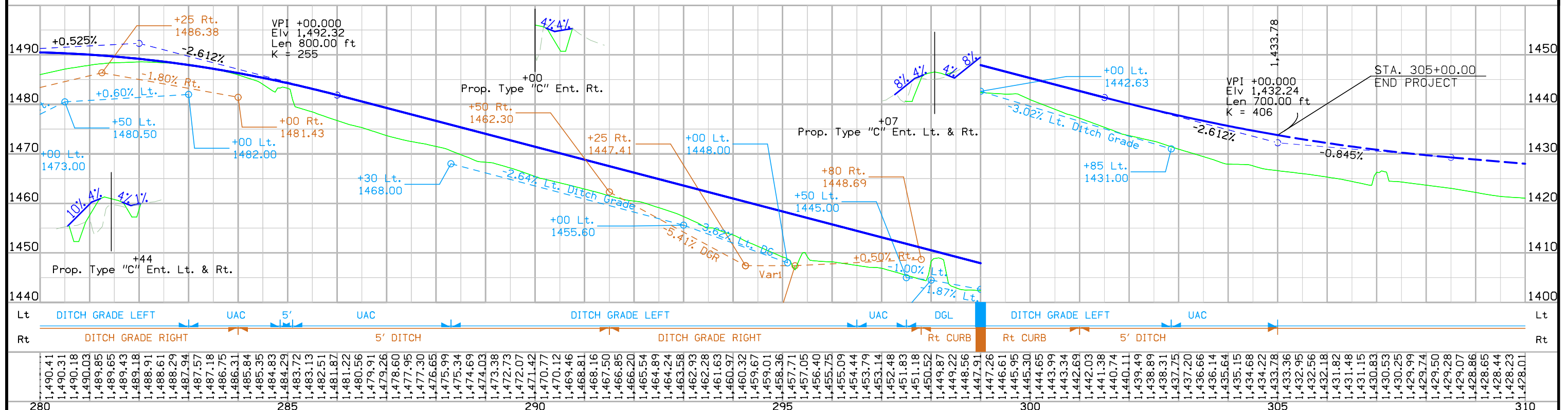
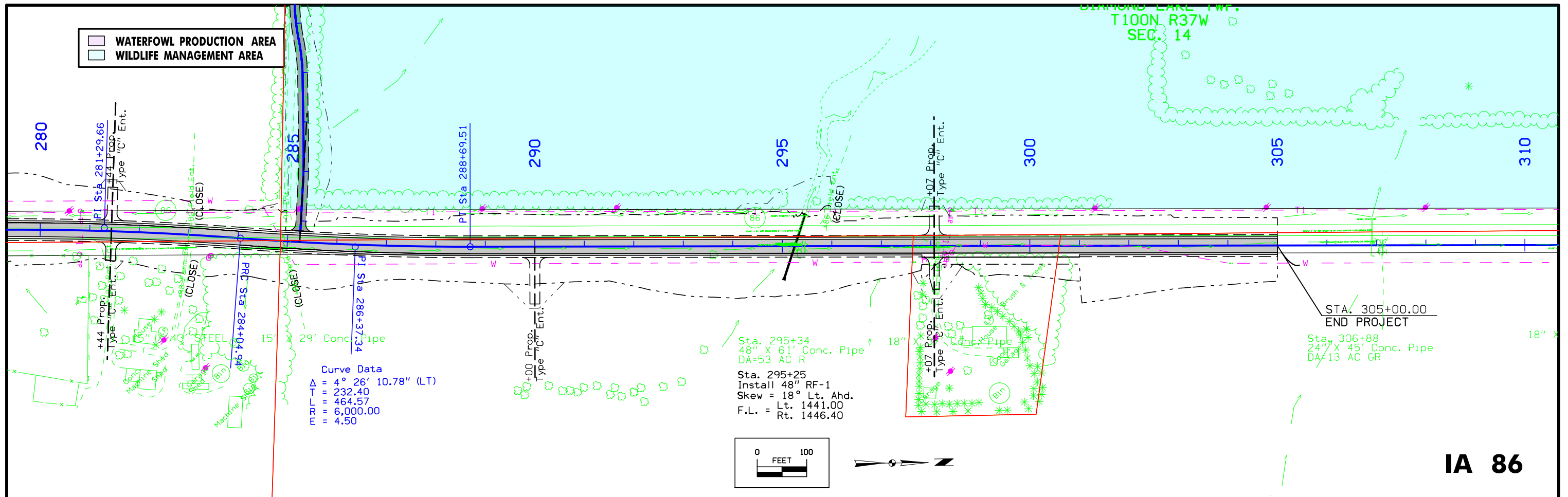
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IA 86

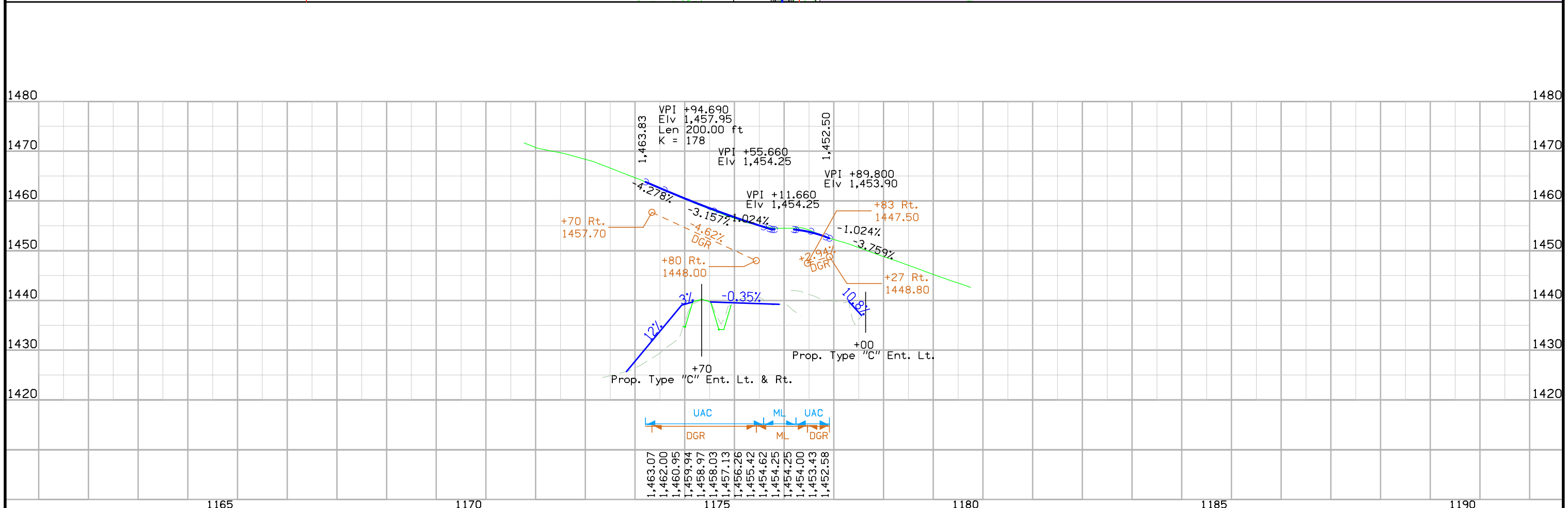
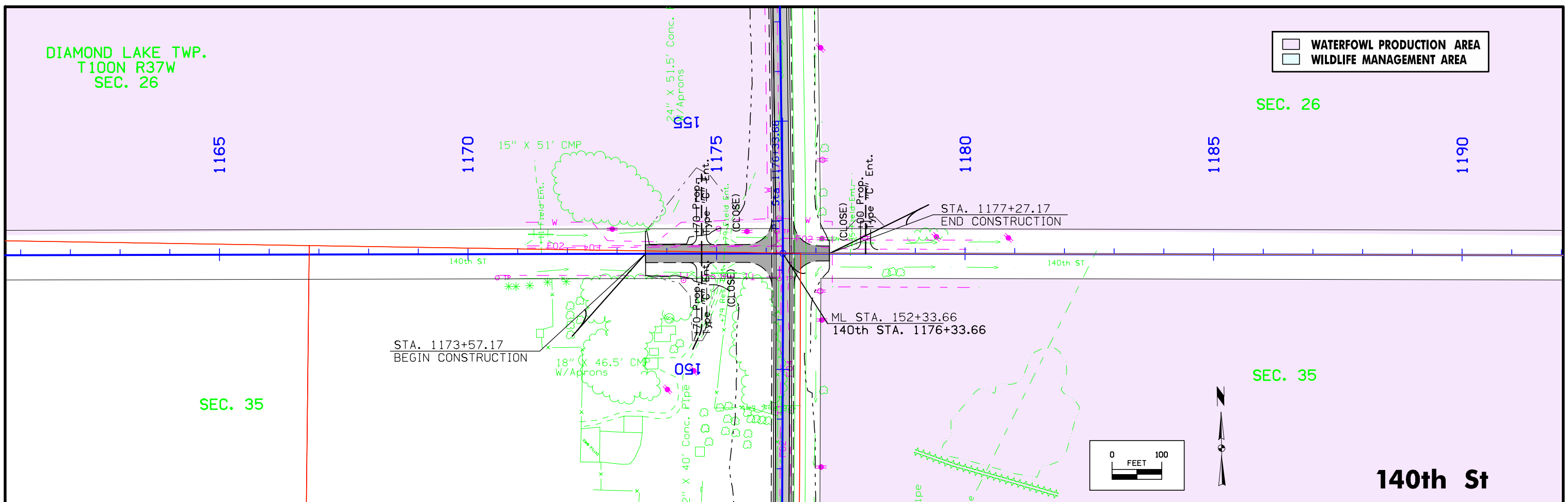


ENGLISH	IOWA DOT	DESIGN TEAM J1a\Strum\Altenhofen	DICKINSON COUNTY	PROJECT NUMBER STP-086-1(10)--2C-30	SHEET NUMBER D.6
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DIAMOND LAKE TWP.
T100N R37W
SEC. 26

WATERFOWL PRODUCTION AREA
 WILDLIFE MANAGEMENT AREA



DIAMOND LAKE TWP.
T100N R37W
SEC. 14

SEC. 14

3245

3250

3255

Prop. Type "C" Ent. Lt. & Rt. (CLOSE)

3260

3265

3270

120th ST

120th ST

STA. 3255+20.00
BEGIN CONSTRUCTION

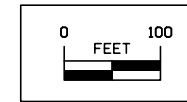
ML STA. 258+15.28
120th STA. 3258+15.28

STA. 3262+25.00
END CONSTRUCTION

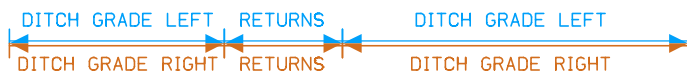
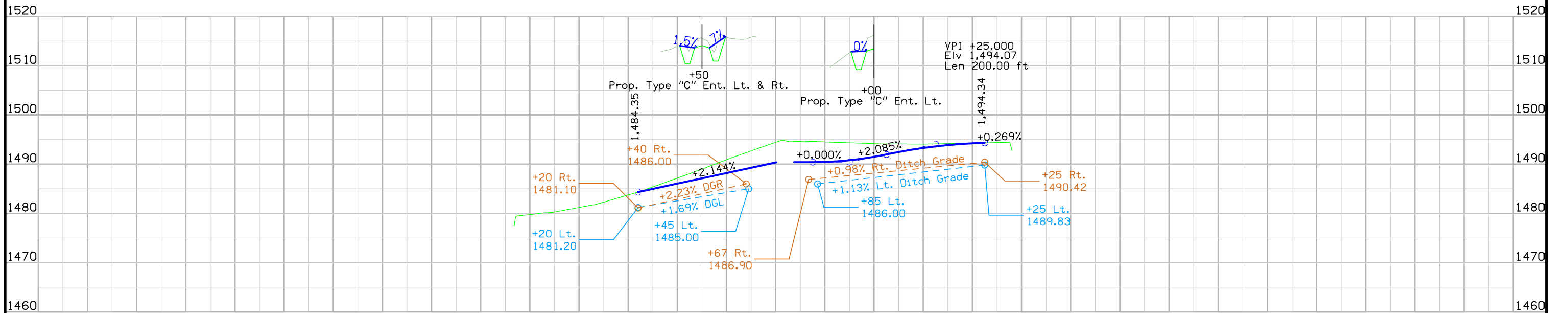
SEC. 23

255

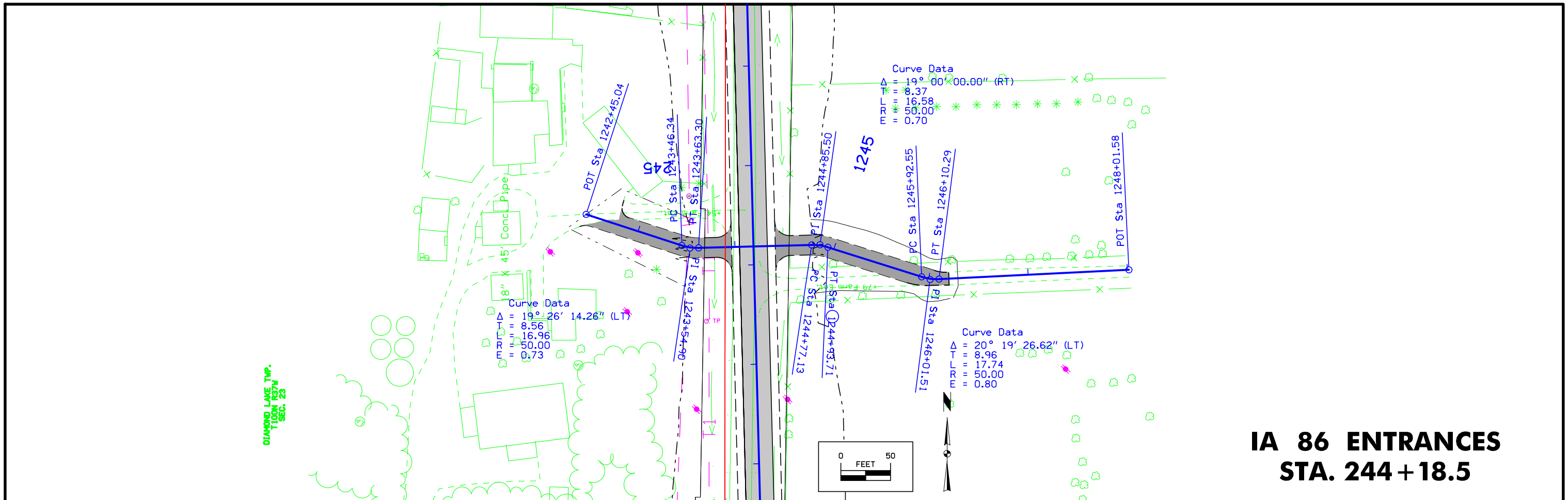
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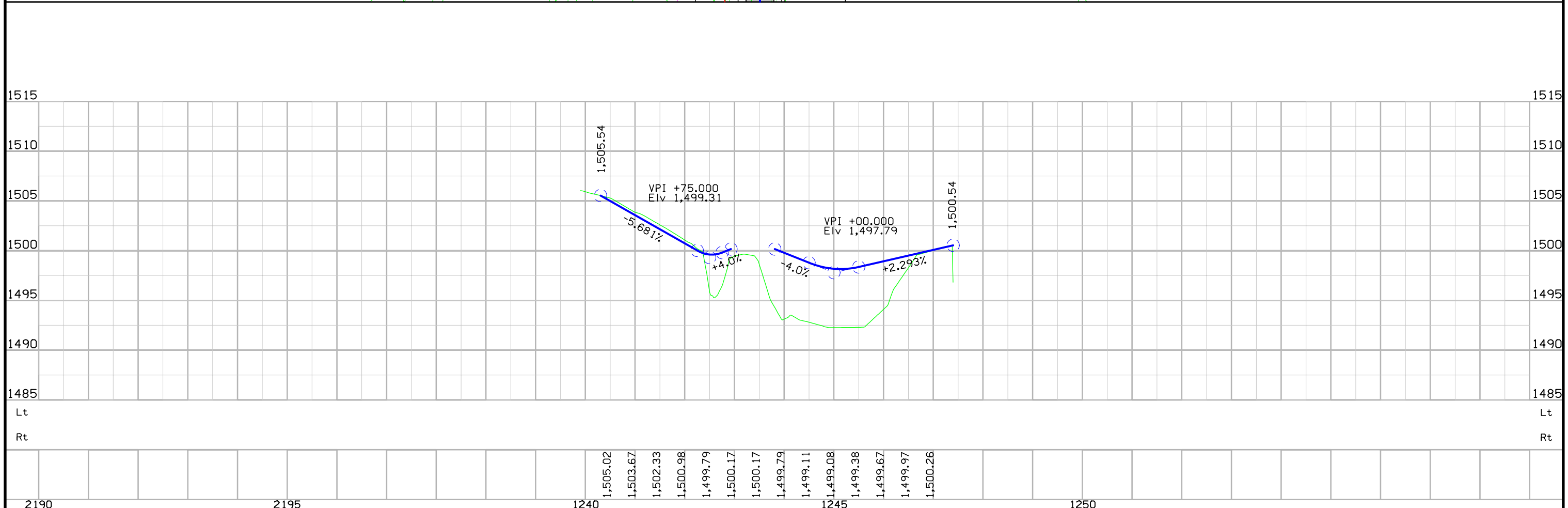
120th St

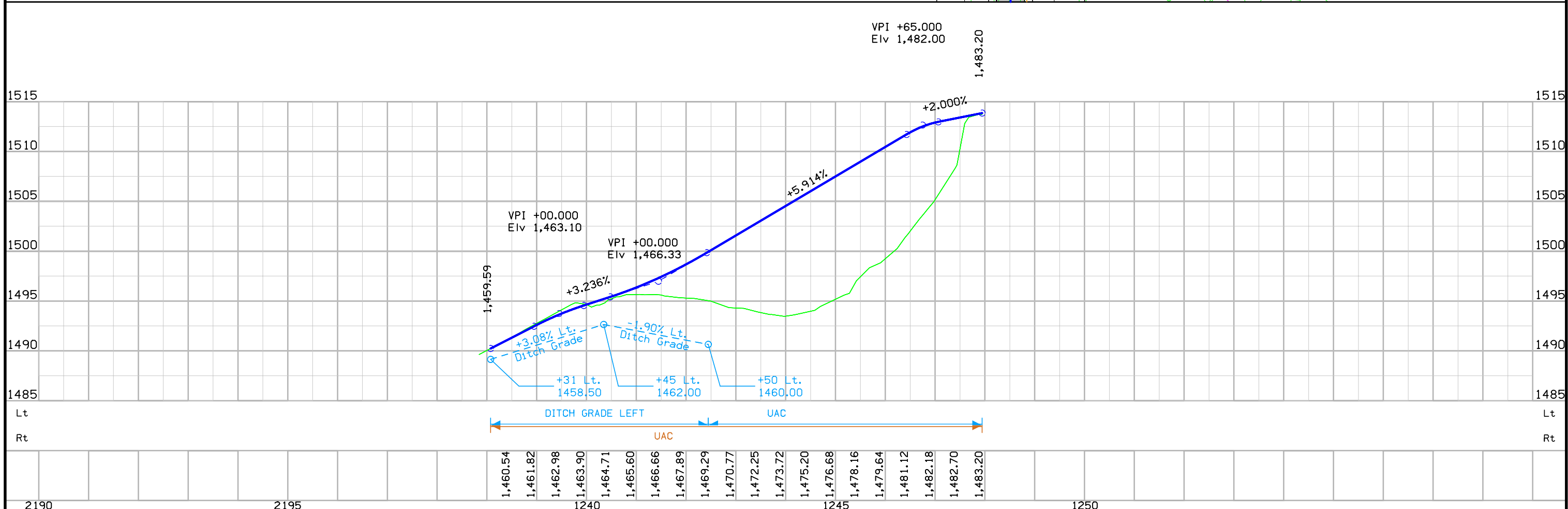
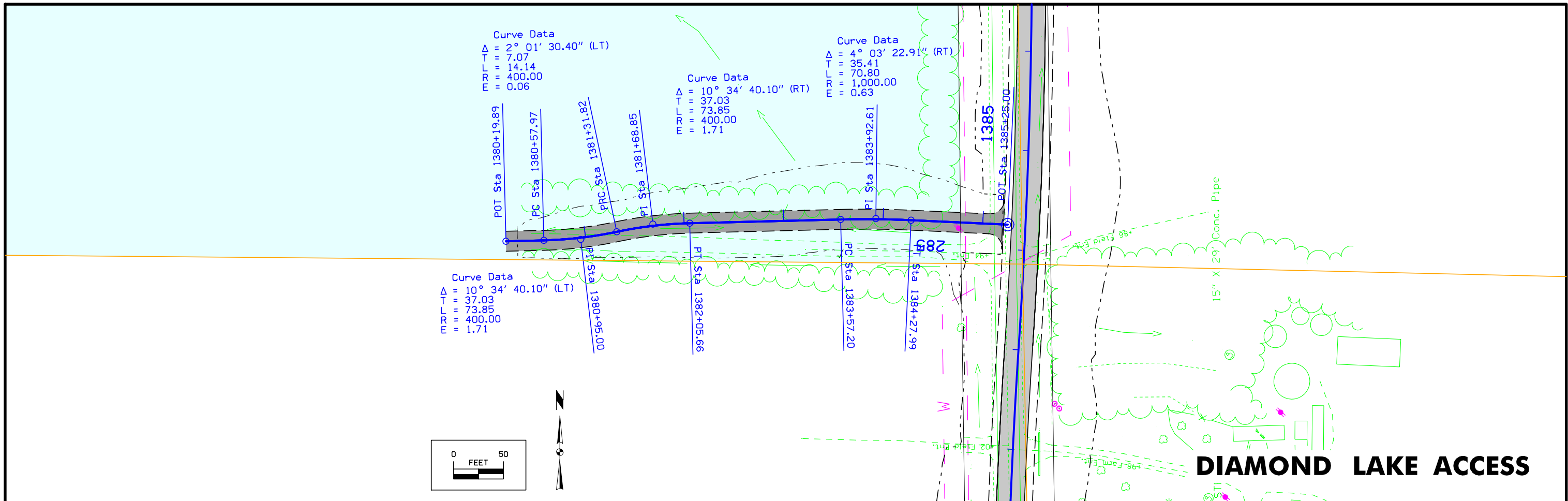


1,484.45	1,484.99	1,485.52	1,486.06	1,486.60	1,487.13	1,487.67	1,488.20	1,488.74	1,489.28	1,489.81	1,490.35	1,490.42	1,490.42	1,490.47	1,490.60	1,490.81	1,491.12	1,491.51	1,491.99	1,492.48	1,492.92	1,493.30	1,493.62	1,493.88	1,494.09	1,494.25	1,494.34
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**IA 86 ENTRANCES
STA. 244+18.5**





Dickinson County
 SAP 0600
 STPN-086-1(8)--2C-30-PIN: 07-30-086-010
 STPN-086-1(10)--2J-30 - Pin: 08-30-086-010
 Ia 86 - From 500' South of the Jct of Ia 9 North to 1/4 mile North of the Iowa Minnesota State Line

General Information

This survey is in English Units.

The Dickinson County GPS Control network monuments and OPUS points on site were utilized as a basis for project control. Multiple RTK GPS observations were made between new control & the existing county control points. If the relative position between county control monuments met the project objective, the published coordinate values were accepted in the Horizontal & Vertical Calibration of this project. Also 3-5 hour static GPS sessions were taken on points 100, 101,102,103,999 (A 20),998 (H 20),997 (MNDOT 18821 3207D PID DF6946),27(County 8027), 523 (MNDOT 18818 3207A),

Points Held in RTK Calibration of this project 999,998,997(NGS H point PID DF6946), 27,100,103,996,995,22 (8022), 28(8028), 19(8019), 26(8026), 513,502,20(8020), 25(8025), 21(8021), 523 and 525

Vertical Datum

This survey is relative to NAVD 88 vertical datum fixing the published 2nd order vertical monuments in the area. A number of control points were also observed and computed using Opus. Opus elevations were compared to the published elevations on all vertical control in the area. Subtracting .11' from the Opus observation elevations equalled 2nd order Published elevations. A vertical calibration fixing seventeen points in the area established an elevation of 1465.10 on BM 523. The RMS calibration error of these seventeen elevation points is .005. A digital level loop originated and terminated on BM 523 holding elevation 1465.10 fixed. The NGS datasheets show a vertical difference of 0.5 +/-' (88 higher than 29) between NAVD88 to NGVD29 datum's in this area.

Equations:

- BM 999 this survey Elev. =1413.40
- =BM A 20 Elev. =1413.40 (NGS V2 2nd NAVD 88 datum)
- =BM A 20 Elev. =1412.92 (NGS V2 2nd NGVD 29 datum)

- BM 998 this survey Elev. =1436.16
- =BM H 20 Elev. =1436.16 (NGS V2 2nd NAVD 88 datum)
- =BM H 20 Elev. =1435.63 (NGS V2 2nd NGVD 29 datum)

- BM # 523 this survey Elev. =1465.100
- =BM # 3207A Elev. =1465.189 Computed (MNDOT V3rd NAVD 88 datum)
- =BM # 3207A Elev. =1464.689 (MNDOT V3rd NGVD 29 datum)

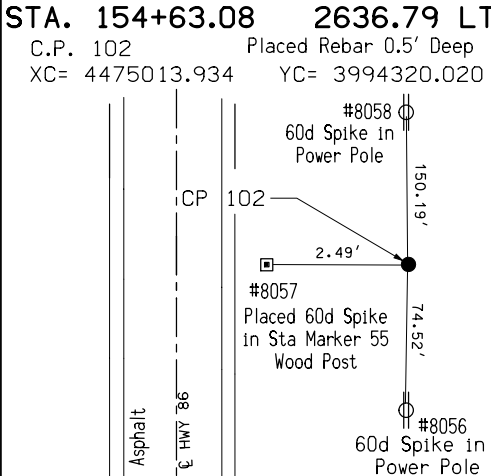
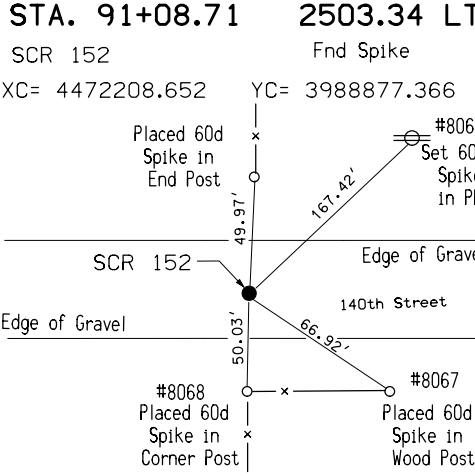
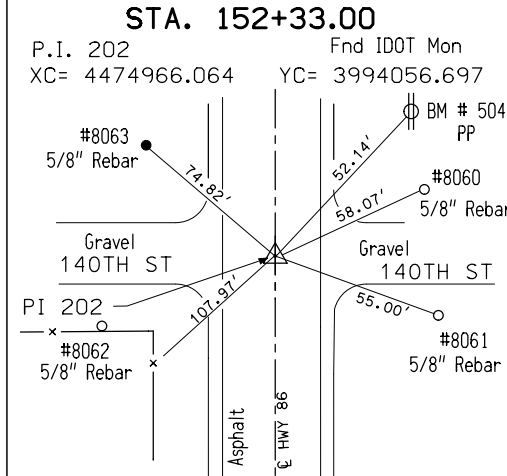
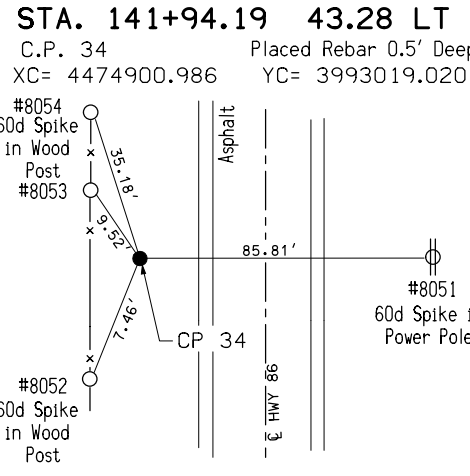
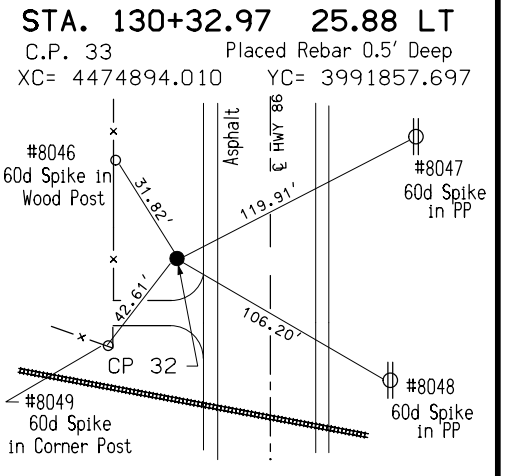
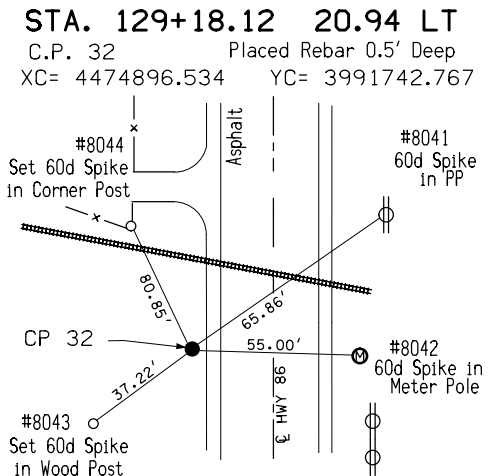
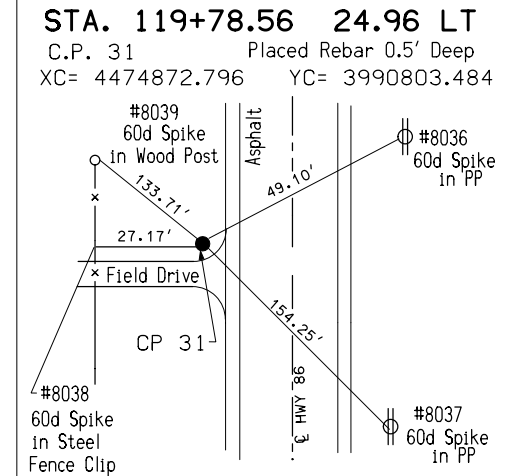
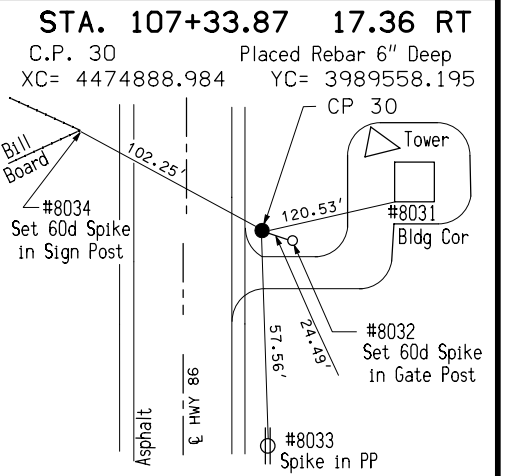
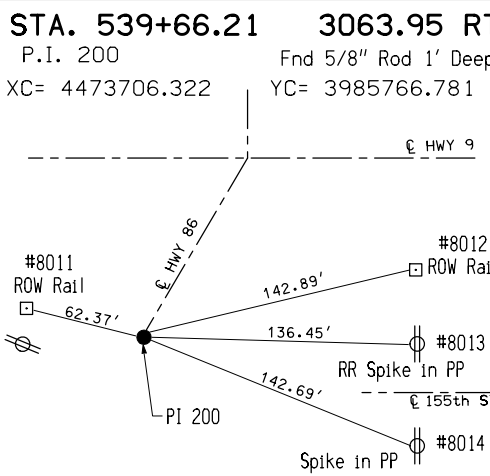
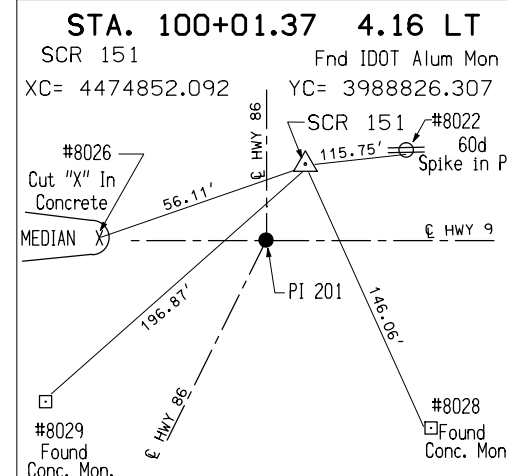
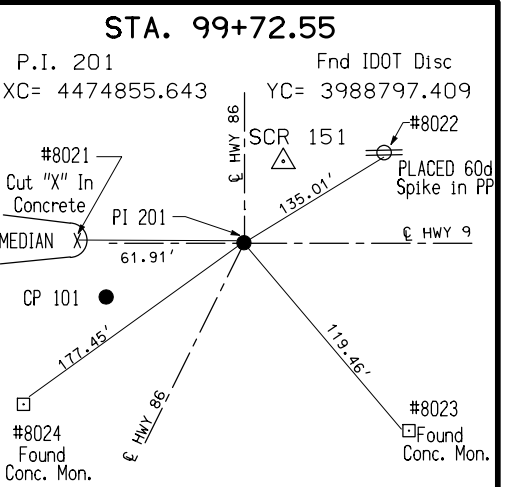
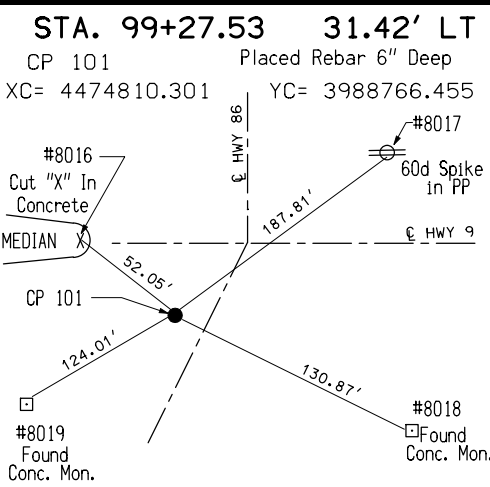
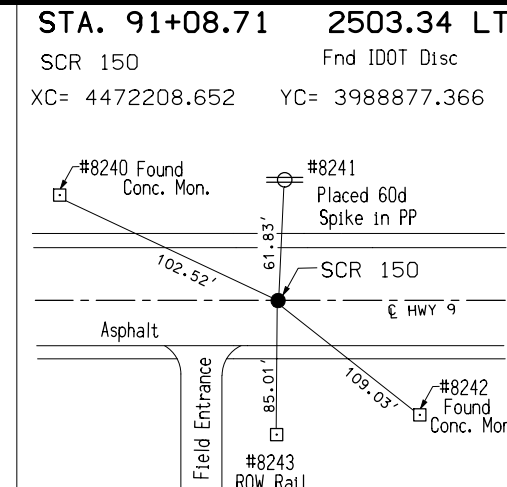
- BM # 525 this survey Elev. =1445.736
- =BM # 3207A Elev. =1445.851 Computed (MNDOT V3rd NAVD 88 datum)
- =BM # 3207A Elev. =1445.351 (MNDOT V3rd NGVD 29 datum)

- BM 997 this survey Elev. =1417.006
- =MNDOT # 3207D Elev. =1417. (MNDOT 88 datum -elevation given to Foot only)

- BM 996 this survey Elev. =1470.60
- =BM Z 19 Elev. =1470.60 (NGS V2 2nd NAVD 88 datum)
- =BM Z 19 Elev. =1470.13 (NGS V2 2nd NGVD 29 datum)

- BM 993 this survey Elev. =1404.26
- =BM 347B Elev. =1402.85 AB Plan #FN-9-3(6)--21-30

- BM 994 this survey Elev. =1427.63
- =BM 344A Elev. =1425.69 AB Plan AB Plan #FA 564



DETAILS OF REFERENCE INFORMATION

All References are Plumb Distances
 unless otherwise noted.

Horizontal Datum

Project Coordinate Transformation

Iowa State Plane North Zone coordinates in US feet were transformed to project ground coordinated using a 1/combined scale factor broadcast about a held point near the center of the project. The held State Plane coordinate and project coordinate at CP 100 are N= 4002971.475 E=4474991.200

COMBINED FACTOR (GRID) = .999976216

1 / GRID = 1.000023784

VERTICAL DATUM = NAVD 88

HORIZONTAL DATUM = NAD 83 (1996)

Local Project Plane Coordinate Conversion Equation:

- a. Local Project Coord y = [(State Plane y - hold point y) / grid factor] + hold point y
- b. Local Project Coord x = [(State Plane x - hold point x) / grid factor] + hold point x

POINT	STATE PLANE COORD (Y)	STATE PLANE COORD (X)	POINT SCALE FACTOR	LOCAL PROJECT PLANE COORD (Y)	LOCAL PROJECT PLANE COORD (X)	ESTIMATED GPS DERIVED ORTHOMETRIC HEIGHT
101	3988766.792	4474810.306	0.999969840	3988766.455	4474810.301	1433.790
102	3994320.226	4475013.933	0.999972770	3994320.020	4475013.934	1459.046
103	4009975.582	4475179.934	0.999984380	4009975.749	4475179.938	1423.714
19	4014668.611	4467190.301	0.999988000	4014668.889	4467190.116	1407.579 = (Co GPS 8019)
20	4001852.590	4467094.511	0.999980000	4001852.563	4467094.323	1408.029 = (Co GPS 8020)
21	3988885.988	4466973.021	0.999968000	3988885.653	4466972.831	1481.969 = (Co GPS 8021)
22	3972731.188	4466581.300	0.999958000	3972730.469	4466581.100	1462.208 = (Co GPS 8022)
25	4014494.261	4478925.452	0.999987000	4014494.535	4478925.545	1436.349 = (Co GPS 8025)
26	4001838.200	4480553.841	0.999977000	4001838.173	4480553.973	1459.761 = (Co GPS 8026)
27	3987246.484	4483408.507	0.999969000	3987246.110	4483408.707	1437.235 = (Co GPS 8027)
28	3971063.960	4485451.439	0.999960000	3971063.201	4485451.688	1417.871 = (Co GPS 8028)
999	3993960.480	4497794.479	0.999974480	3993960.265	4497795.021	1413.400
523	4014547.456	4476058.131	0.999985580	4014547.731	4476058.157	1465.170
998	3995476.566	4451485.178	0.999973730	3995476.387	4451484.619	1436.113
997	4025186.198	4477071.548	0.999995450	4025186.726	4477071.597	1416.821
100	4002971.475	4474991.200	0.999976230	4002971.475	4474991.200	1494.623

The mainline alignment of this survey is a retrace of the Dickinson Co. S Proj No 1812(1) AB Plans. 100+00 was added to the ML stationing in order to avoid negative stationing. The mainline alignment was held fixed at PI Sta 152+33.00, stationing was backed south to the BOP of the survey & carried forward to the EOP without equation.

Alignment Equations:

ST Sta 73+20.422 ML Alignment this survey
=ST Sta 491+20.09 Ia 32 Dickinson Co. PCC Paving Plan #FN-490

PI Sta 99+72.55 ML Alignment this survey
=PI Sta 550+23.50 SR A this survey
=PI Sta 550+23.50 AB Plans

PI Sta 100+02.645 ML Alignment this survey
=PI Sta 2550+23.20 West Bound Lanes this survey (East of Jct Ia 9 & Ia 86)
=PI Sta 2550+23.20 AB Plan Office relocation alignment (From Plans)

PI Sta 152+33.00 ML Alignment this survey
=PI Sta 1152+33.00 SR B this survey
=PI Sta 52+33.00 S Proj No 1812(1) AB Plans

POT Sta 205+19.788 ML Alignment this survey
=POT Sta 2205+19.788 SR C this survey

POT Sta 258+12.296 ML Alignment this survey
=POT Sta 3258+12.296 SR D this survey

PI Sta 311+70.477 ML Alignment this survey
=PI Sta 4311+70.477 SR E this survey

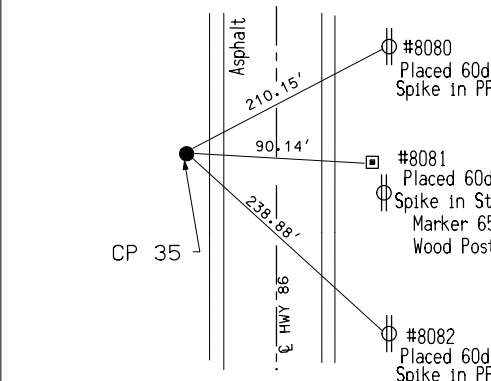
PI Sta 322+65.32 ML Alignment this survey
=PI Sta 5322+65.32 SR F this survey

POT Sta 361+04.576 ML Alignment this survey
=PI Sta 6343+90.78 SR G this survey
=PI Sta 20+03 MNDOT AB Plans

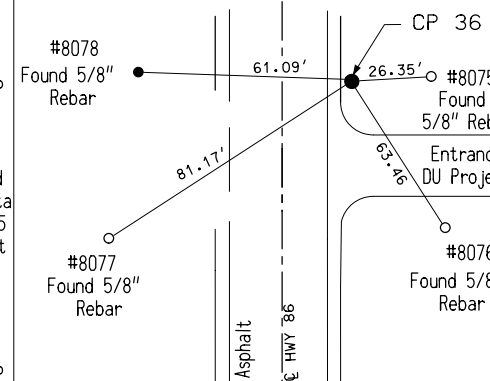
POT Sta 387+24.253 ML Alignment this survey
=POT Sta 43+27.0 MNDOT AB Plans

BOP	ST Sta 73+20.422	This Survey=AB Plan ST 491+20.09 Ia 32 Dickinson
PI Fd IDOT Marker	PI Sta 99+72.55	This Survey= PI 550+23.50 AB Plan FN-9-3(16)*21-30
Fd IDOT Button	PI Sta 152+33.00	This Survey=PI Sta 52+33.00 S Proj No 1812(1) AB Plans
PI Computed Point	PI Sta 192+24.646	This Survey=PI Sta 92+24.7 S Proj No 1812(1) AB Plans
PI Computed Point	PI Sta 227+36.017	This Survey= PI Sta 127+40.5 S Proj No 1812(1) AB Plans
PI Computed Point	PI Sta 246+32.85	This Survey= PI Sta 146+39.0 S Proj No 1812(1) AB Plans
PI Computed Point	PI Sta 271+45.156	This Survey= PI Sta 171+49.2 S Proj No 1812(1) AB Plans
PI Computed Point	PI Sta 284+79.902	This Survey= PI Sta 184+90.9 S Proj No 1812(1) AB Plans

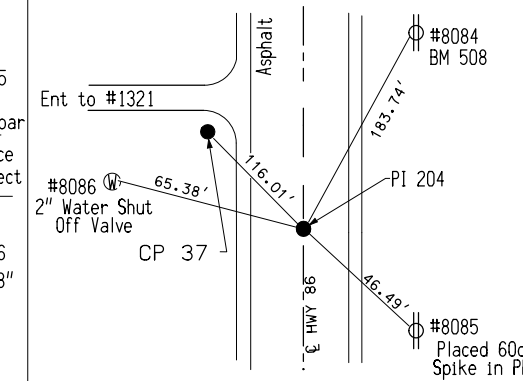
STA. 164+96.13 46.28 LT
C.P. 35 Placed Rebar 0.5' Deep
XC= 4474923.845 YC= 3995319.972



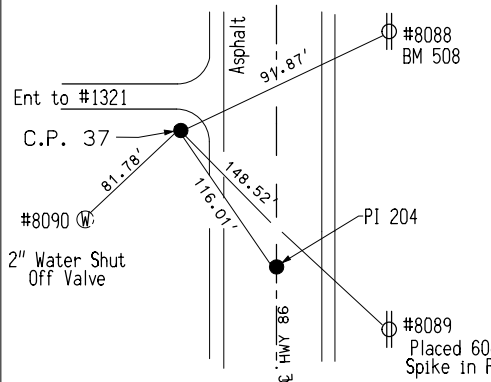
STA. 178+98.38 16.99 RT
C.P. 36 Placed Rebar 0.5' Deep
XC= 4474991.630 YC= 3996722.006



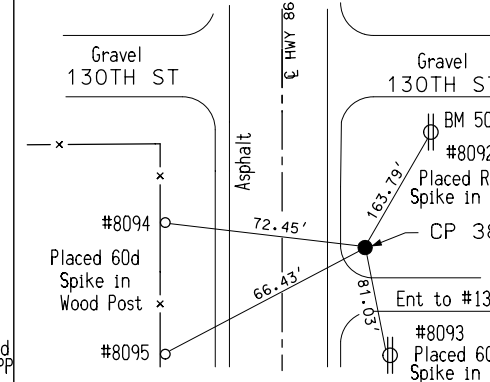
STA. 192+24.65
P.I. 204 Placed Mag Nail
XC= 4474978.909 YC= 3998048.322



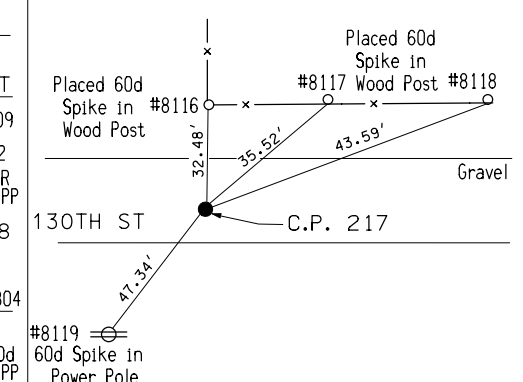
STA. 193+37.69 26.05 LT
C.P. 37 Placed Rebar 0.5' Deep
XC= 4474952.614 YC= 3998161.310



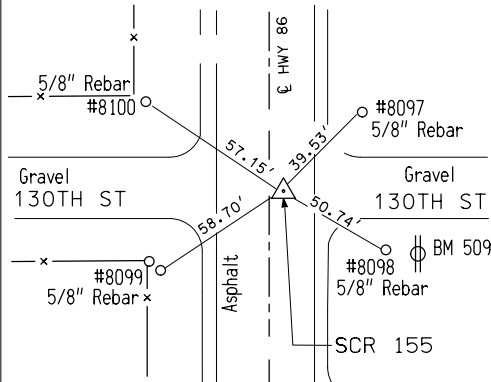
STA. 203+27.68 17.60 RT
C.P. 38 Placed Rebar 0.5' Deep
XC= 4474994.136 YC= 3999151.386



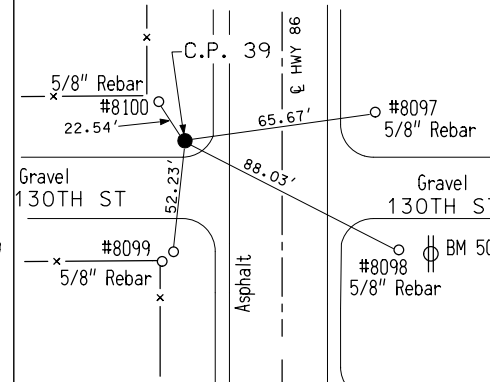
STA. 205+04.11 595.823 RT
C.P. 217 Placed. Rebar 0.25' Deep
XC= 4475571.978 YC= 3999329.062



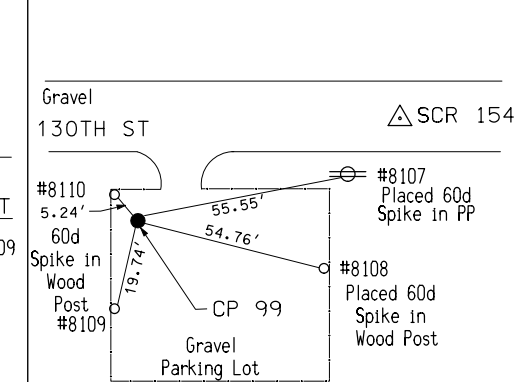
STA. 205+19.74 1.90 RT
SCR 155 Found PK Nail
XC= 4474978.019 YC= 3999343.413



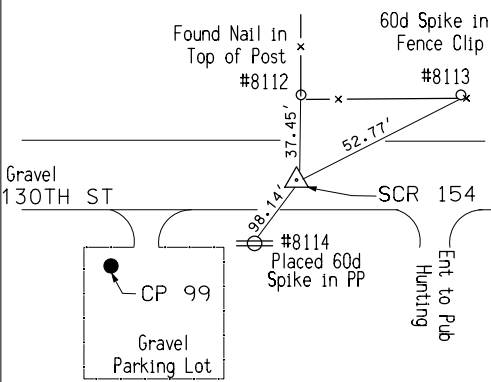
STA. 205+34.02
C.P. 39 Placed Rebar 0.5' Deep
XC= 4472266.604 YC= 3999376.198



STA. 205+58.35 2709.44 LT
C.P. 99 Placed. Rebar 0.5' Deep
XC= 4472266.604 YC= 3999376.198



STA. 205+89.82 2560.82 LT
SCR 154 Fnd 1/2" Rod
XC= 4472415.159 YC= 3999407.980

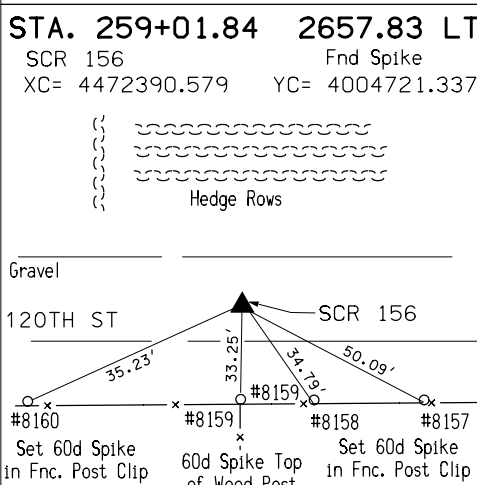
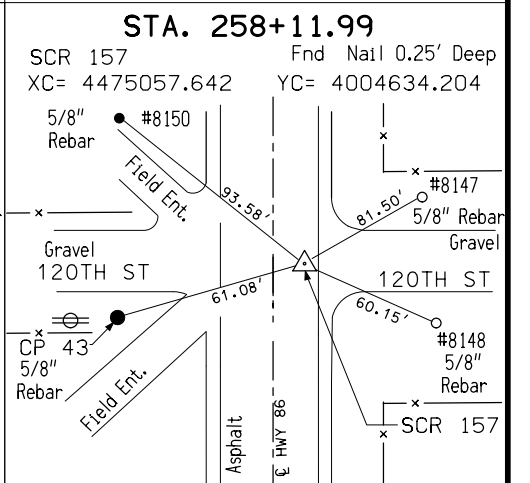
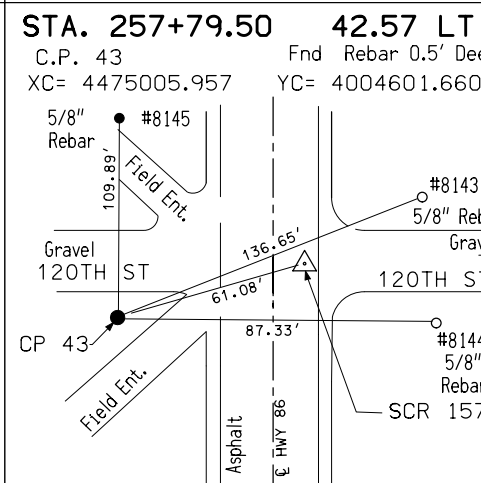
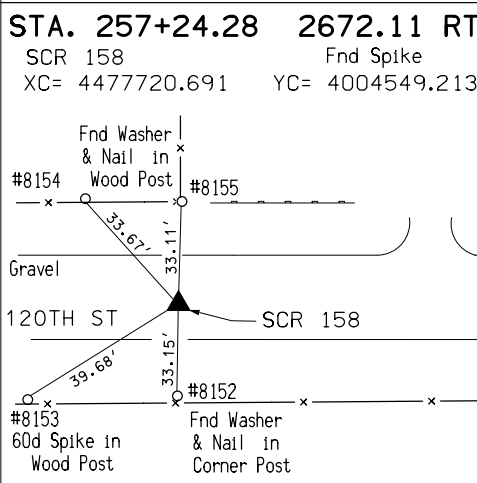
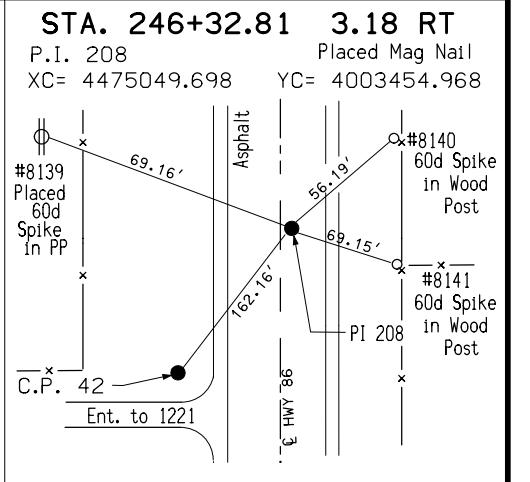
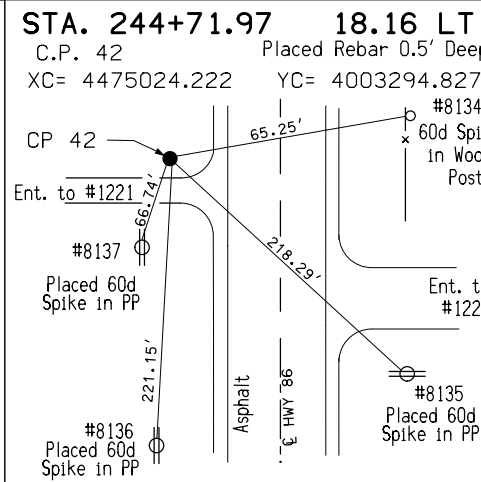
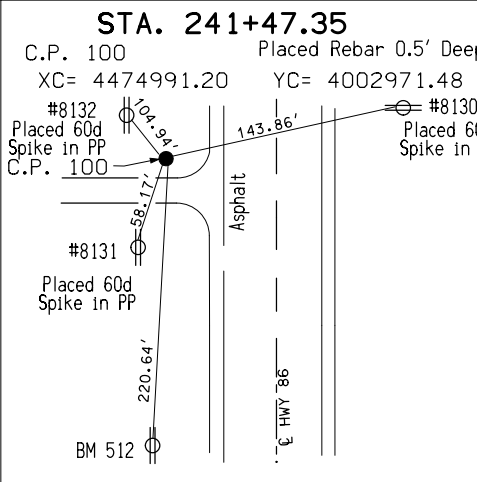
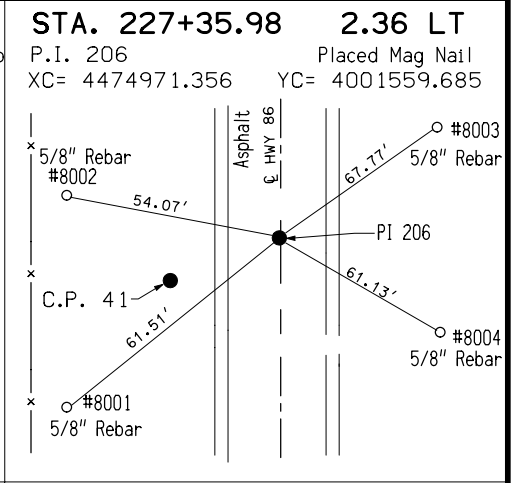
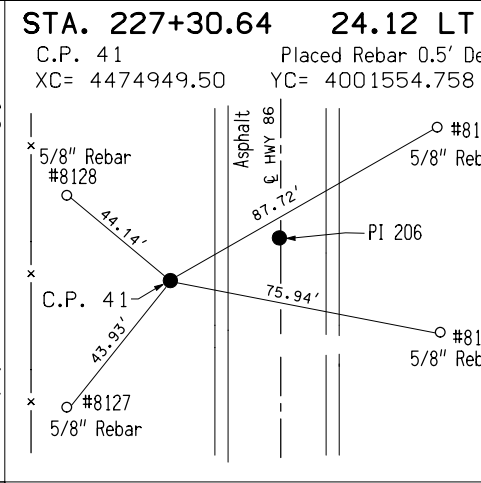
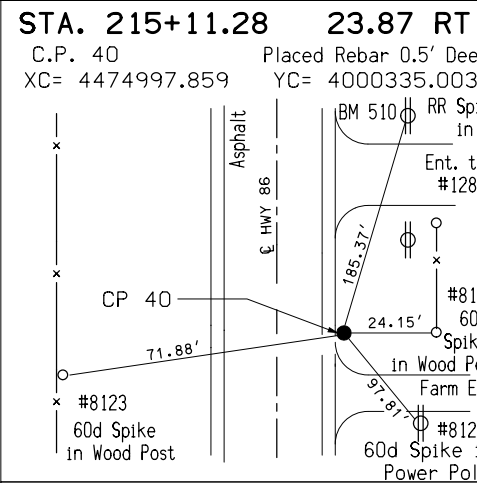


DETAILS OF REFERENCE INFORMATION

All References are Plumb Distances unless otherwise noted.

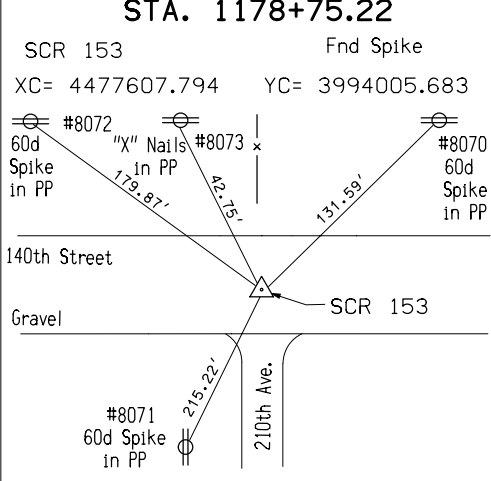
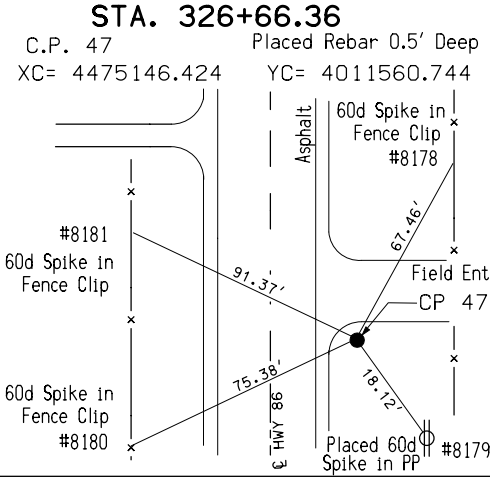
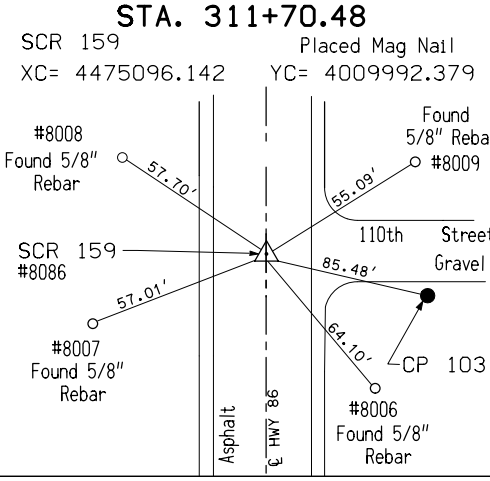
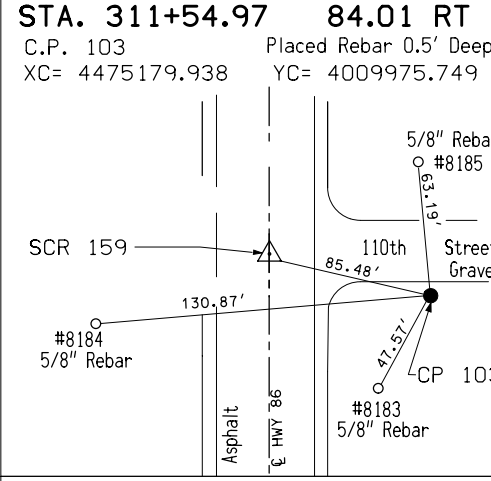
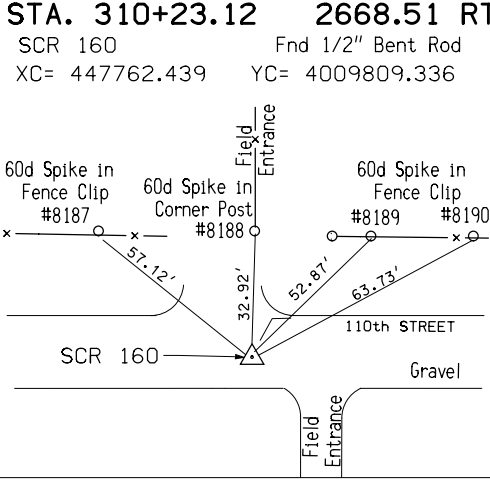
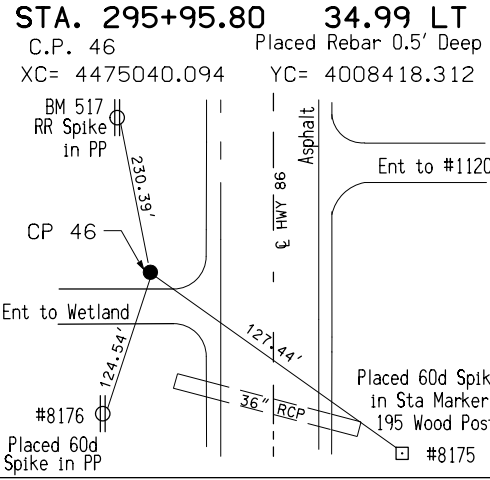
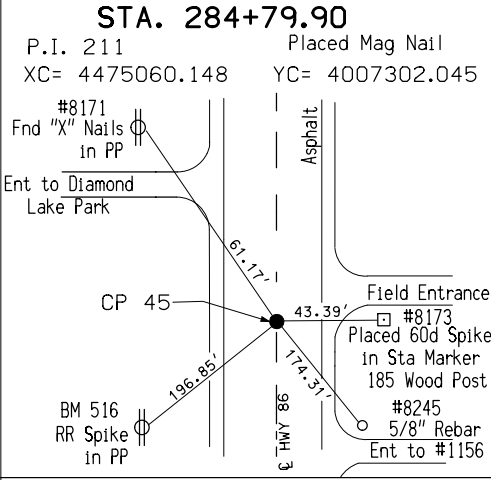
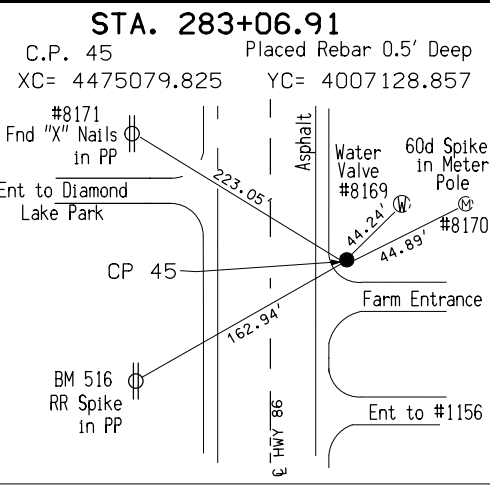
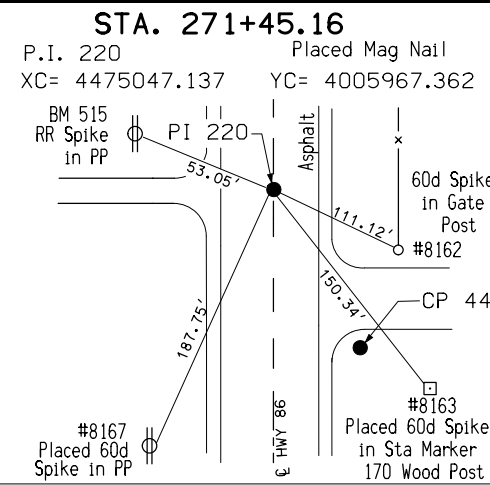
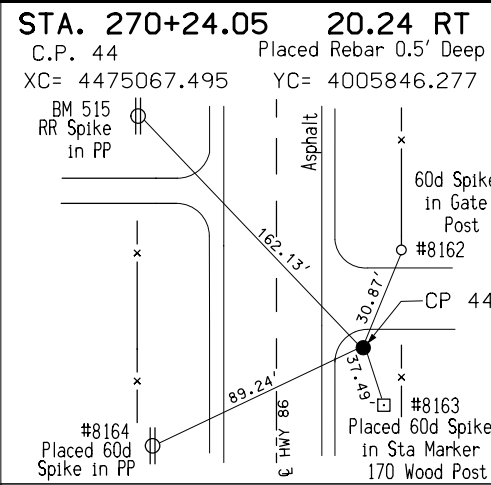
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No. 501 Sta.	113+31.160	58.421 Rt.	Y:3990154.490 X:4474942.569	Set RR Spk in West Side of Gate Post---	1440.129
No. 502 Sta.	126+90.002	44.876 Rt.	Y:3991513.317 X:4474957.551	Cut "X" on NW Cor of Conc Pad-----	1438.414
No. 503 Sta.	138+98.425	42.143 Rt.	Y:3992721.531 X:4474980.184	Set RR Spk W Side PP-----	1430.888
No. 504 Sta.	152+61.823	43.448 Rt.	Y:3994085.380 X:4475009.605	Set RR Spk W Side PP-----	1453.507
No. 505 Sta.	164+82.534	46.22 Rt.	Y:3995306.076 X:4475016.305	Set RR Spk E Side PP-----	1458.466
No. 506 Sta.	172+85.303	45.452 Rt.	Y:3996108.843 X:4475018.120	Set RR Spk W Side PP-----	1432.240
No. 507 Sta.	186+57.032	44.591 Rt.	Y:3997480.567 X:4475021.673	Set RR Spk W Side PP-----	1434.401
No. 508 Sta.	194+04.287	37.079 Rt.	Y:3998228.042 X:4475015.602	Set RR Spk W Side PP-----	1459.577
No. 509 Sta.	204+89.399	44.573 Rt.	Y:3999313.168 X:4475020.761	SetRR Spk NW Side PP-----	1451.013
No. 510 Sta.	216+95.975	39.672 Rt.	Y:4000519.731 X:4475013.265	Set RR Spk W Side PP-----	1484.794
No. 511 Sta.	226+92.542	45.771 Lt.	Y:4001516.902 X:4474927.195	Fd Ref Tie Rebar-----	1498.542
No. 512 Sta.	239+26.717	37.762 Lt.	Y:4002750.997 X:4474982.805	Set RR Spk E Side PP-----	1491.451
No. 513 Sta.	252+06.555	22.428 Lt.	Y:4004028.739 X:4475026.685	Cut "V" on Inlet End of Rcp Apron-----	1483.407
No. 514 Sta.	257+79.495	42.555 Lt.	Y:4004601.659 X:4475005.974	Fd Ref Tie Rebar-----	1493.396
No. 515 Sta.	271+71.702	45.926 Lt.	Y:4005994.355 X:4475001.472	Set RR Spk E Side PP-----	1490.625
No. 516 Sta.	282+86.812	38.279 Lt.	Y:4007109.337 X:4475019.989	Set RR Spk E Side PP-----	1484.132
No. 517 Sta.	298+26.179	37.741 Lt.	Y:4008648.706 X:4475040.421	Set RR Spk E Side PP-----	1444.619
No. 518 Sta.	313+53.041	38.127 Rt.	Y:4010174.415 X:4475136.717	Set RR Spk E Side PP-----	1420.428
No. 519 Sta.	324+79.792	122.709 Lt.	Y:4011327.613 X:4475159.184	Set RR Spk W Side PP-----	1420.546
No. 520 Sta.	335+86.726	819.132 Lt.	Y:4012668.051 X:4475169.799	Set RR Spk E Side PP-----	1455.276
No. 521 Sta.	343+45.062	1408.794 Lt.	Y:4013625.637 X:4475093.611	Set RR Spk E Side PP-----	1468.315
No. 522 Sta.	359+07.493	1759.71 Lt.	Y:4014355.116 X:4475106.577	SetRR Spk NE Side PP-----	1453.072
No. 523 Sta.	361+65.303	813.68 Lt.	Y:4014547.731 X:4476058.157	FD MNDOT Monument BM =MNDOT# 3207A & 13818--MDOT 3rd Order 29 El=1464.689 2008 OPUS EL=1465.056-----	1465.100
No. 525 Sta.	375+13.468	72.08 Rt.	Y:4015874.024 X:4476976.344	FD MNDOT Monument BM =MNDOT# 3207B & 13819--MDOT 3rd Order 29 El=1445.35-----	1445.736
No. 993 Sta.	100+57.318	2142.077 Rt.	Y:3988837.191 X:4476999.027	Fd IHC BM on Inlet Hdwl TwIn 10 X 10 RCB =BM 347B Elev 1402.85 AB Plan #FN-9-3(6)--21-30-----	1404.261
No. 994 Sta.	95+96.146	846.492 Lt.	Y:3988745.620 X:4473930.684	Ball Of ROW Rail =BM 344A Elev=1425.69 AB Plan #FA 564-----	1427.633
No. 996 Sta.	327+51.618	36550.22 Rt.	Y:3992503.136 X:4506611.047	Fd NGS 2nd Order Monu 5.8 M W. from Superior along RR Tracks from station at SUPERIOR 1.8 M SE of Station @ ORLEANS 62.5'SE of CL FARM-ROAD Crossing 45.7'SW of SW Rail 1'NE of the ROW Fenc a standard disk Stamped Z 19 1934 & set in the to of a Conc Post projecting 3" above the ground PID #OP0509 Z 19 1470.60(88) & 1470.13(29)-----	1470.601
No. 998 Sta.	79+30.338	24220.712 Lt.	Y:3995476.387 X:4451484.619	Fd NGS 2nd Order Monu 2.8 M. SE of old sta. @ Lake Park 70 Yards E of E End Conc & Stl Trestle 2320 64' SE of the CL of Sec Rd x-Ing 53'E. of CL Sec Rd 45.2' S. of S. Rai 1.5' N of the ROW Fe Standard Disk Stamped H 20 1934 & Set in the Top of a Conc Post projecting 3" above the ground PID #OP0518 H 1436.16(88) & 1435.63(29)-----	1436.160

MISCELLANEOUS LOCATIONS					
No. 995 -----	Y:4019860.835 X:4476928.886	Fd MNDOT Monument BM =MNDOT# 3207C & 13820--MDOT 3rd Order 29 El=1435.053---	1435.513		
No. 997 -----	Y:4025186.726 X:4477071.597	Fd MNDOT Monu BM =MNDOT# 3207D & 13821 1416.992(88) & 1416.569(2 (MNDOT Elevations)The Mon is also NGS Monu PID DF6946 At 10.0 M S of LAKEFIELD 6.0 MI S.ALONG TH 86 From Jct TH 86 & Co Rd 34 (OLD TH 16) AT TH 8 MP 2.1 72'W OF TH 86 183' N of Co. Rd 4 E. 0.5 FT E of a Witness Post Flush w/Ground Magnetic&Suitable for GPS-----	1416.992		
No. 999 -----	Y:3993960.265 X:4497795.021	Fd NGS 2nd Order Monu RR Track at SE Cor Inters 252nd Ave & 140TH ST. 16.2'N. of the N Rail of the RR a Standard Disk Stamped A 20 1934 & Set in the Top of a Conc Post Flush with the ground PID #OP0510 A 20 1413.40(88) & 1412.92(29)-	1413.400		



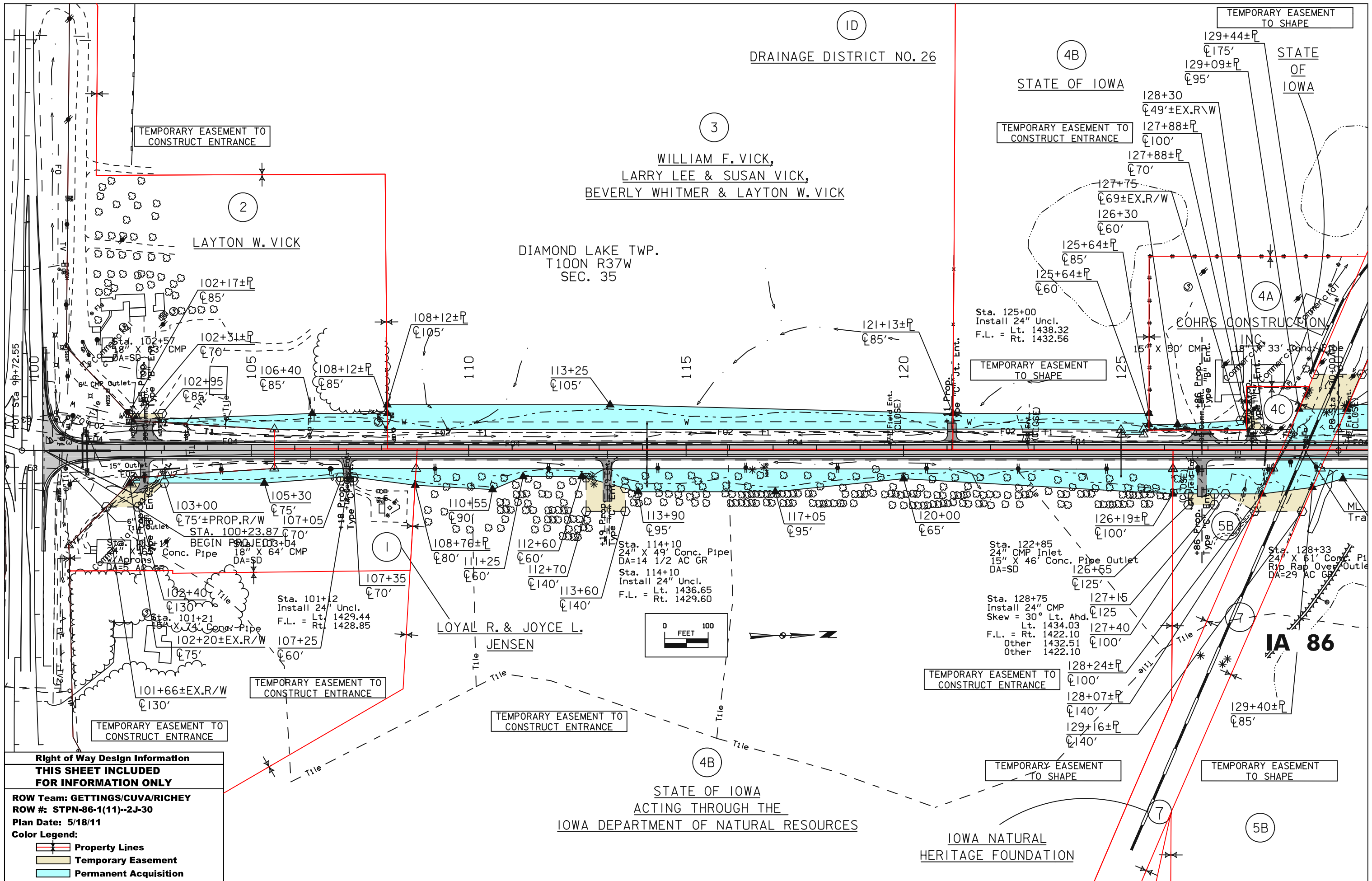
DETAILS OF REFERENCE INFORMATION

All References are Plumb Distances unless otherwise noted.



DETAILS OF REFERENCE INFORMATION

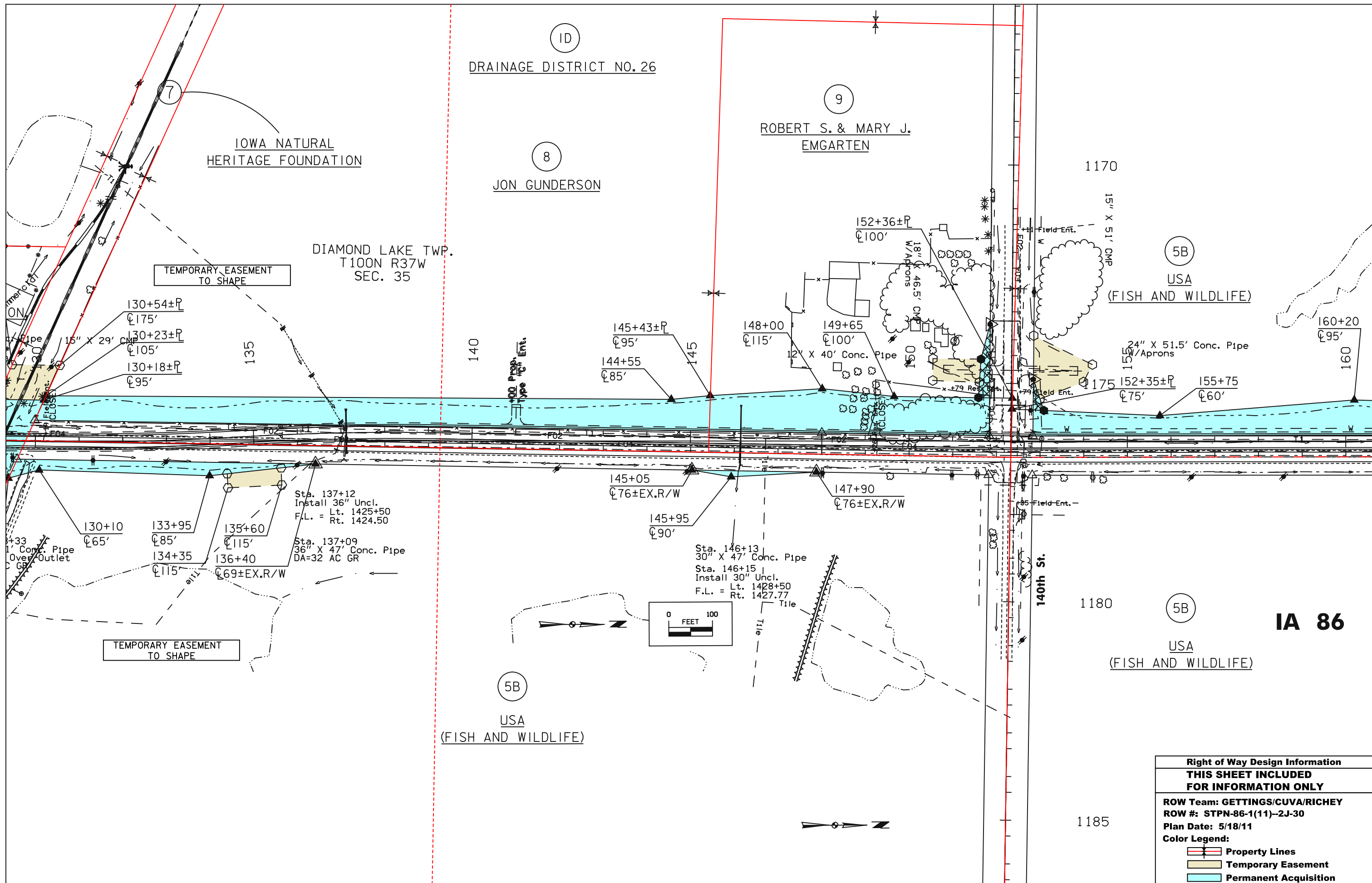
All References are Plumb Distances unless otherwise noted.



Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

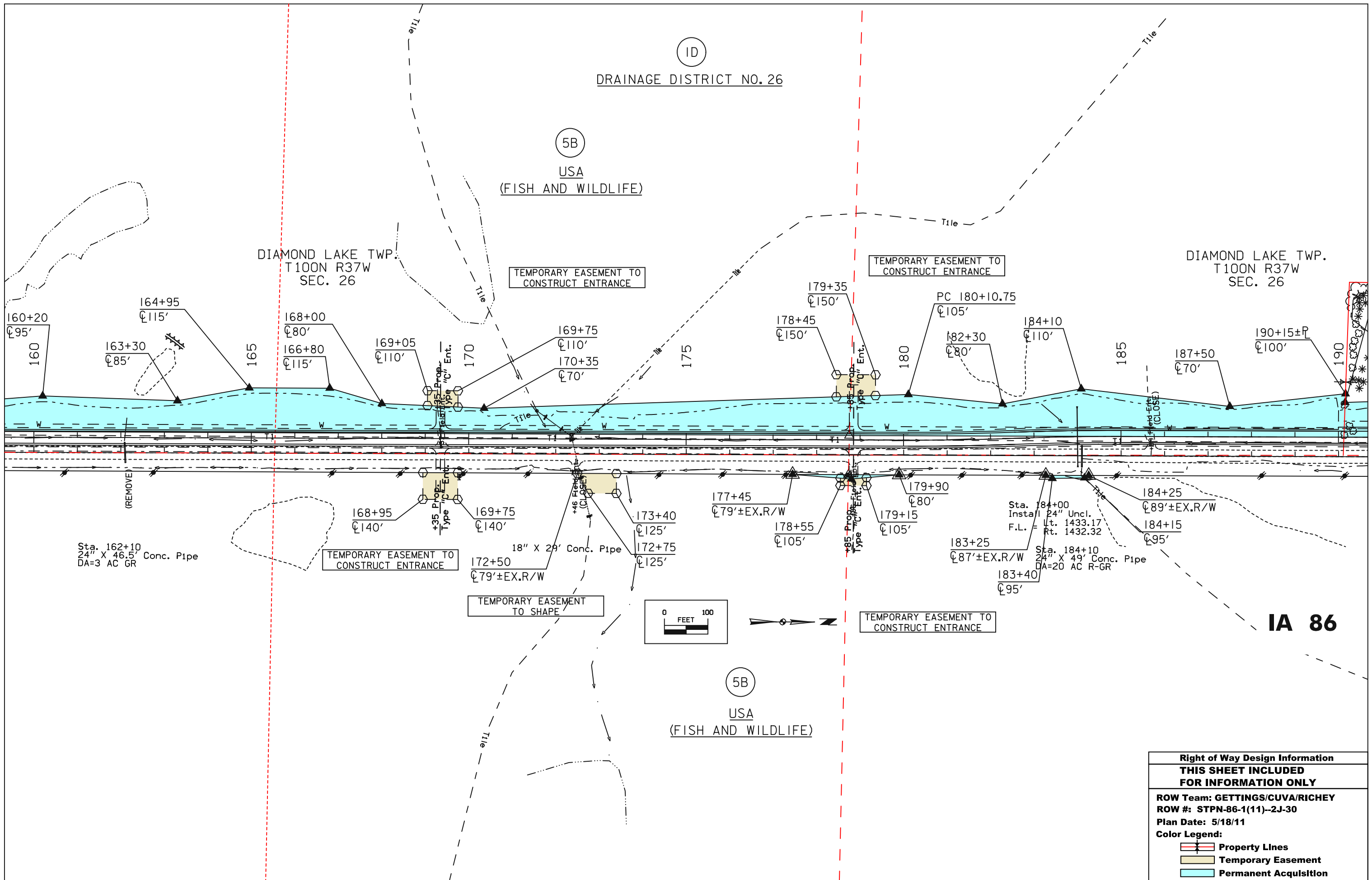
ROW Team: GETTINGS/CUVA/RICHEY
ROW #: STPN-86-1(11)--2J-30
Plan Date: 5/18/11
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

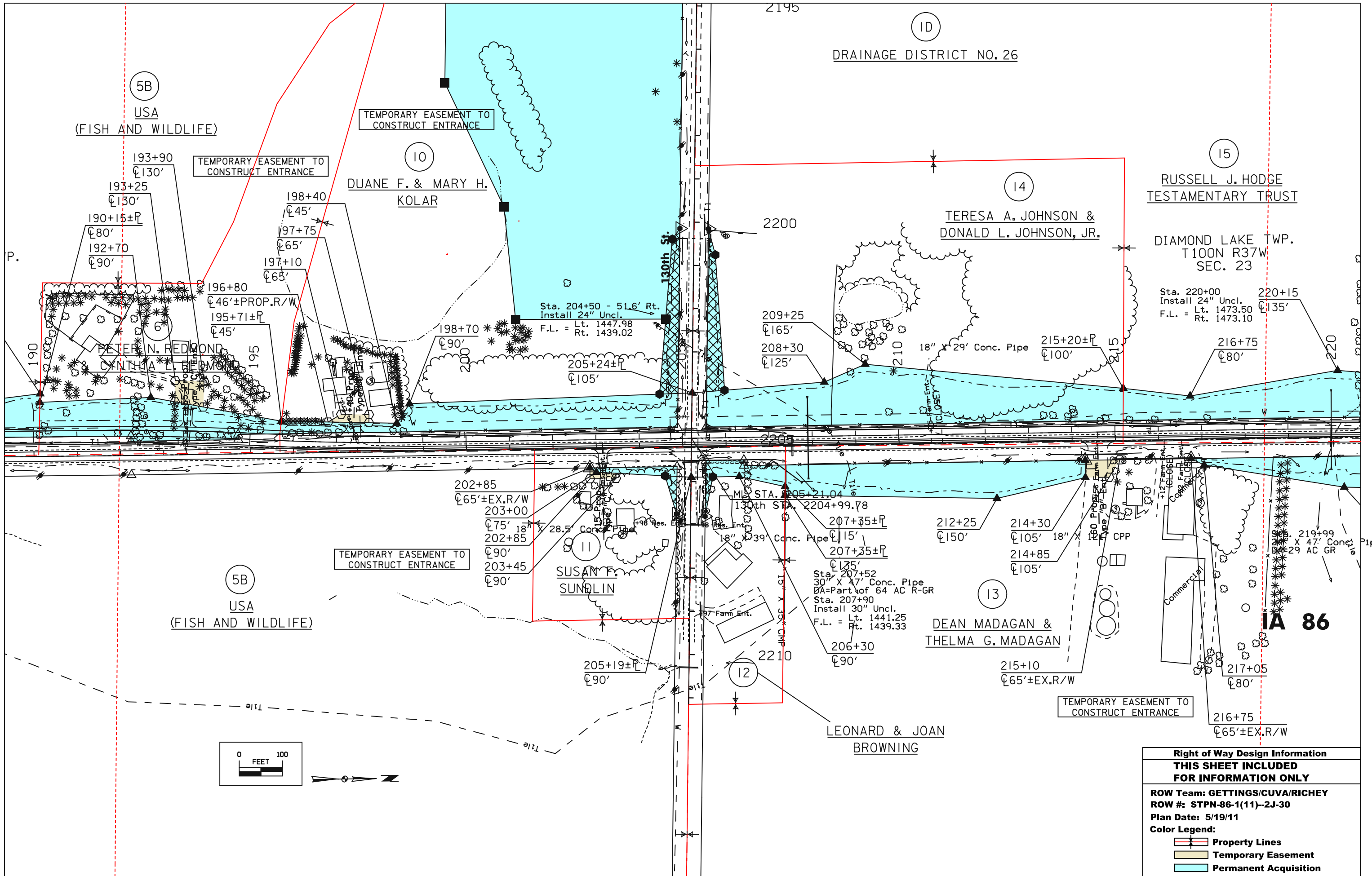


Right of Way Design Information	
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ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-30	
Plan Date: 5/18/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

IA 86



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-30	
Plan Date: 5/18/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



(ID)
DRAINAGE DISTRICT NO. 26

(15)
RUSSELL J. HODGE
TESTAMENTARY TRUST

(14)
TERESA A. JOHNSON &
DONALD L. JOHNSON, JR.

DIAMOND LAKE TWP.
T100N R37W
SEC. 23

Sta. 220+00
Install 24" Uncl.
F.L. = Lt. 1473.50
Rt. 1473.10

(5B)
USA
(FISH AND WILDLIFE)

(10)
DUANE F. & MARY H.
KOLAR

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

196+80
±46'±PROP.R/W
195+71±R
±45'

Sta. 204+50 - 51.6' Rt.
Install 24" Uncl.
F.L. = Lt. 1447.98
Rt. 1439.02

(5B)
USA
(FISH AND WILDLIFE)

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

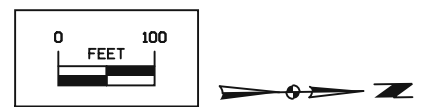
202+85
±65'±EX.R/W
203+00
±75' 18" x 28.5' Conc. Pipe
202+85
±90'
203+45
±90'

Sta. 207+52
30" x 47' Conc. Pipe
DA=Part of 64 AC R-GR
Sta. 207+90
Install 30" Uncl.
F.L. = Lt. 1441.25
Rt. 1439.33

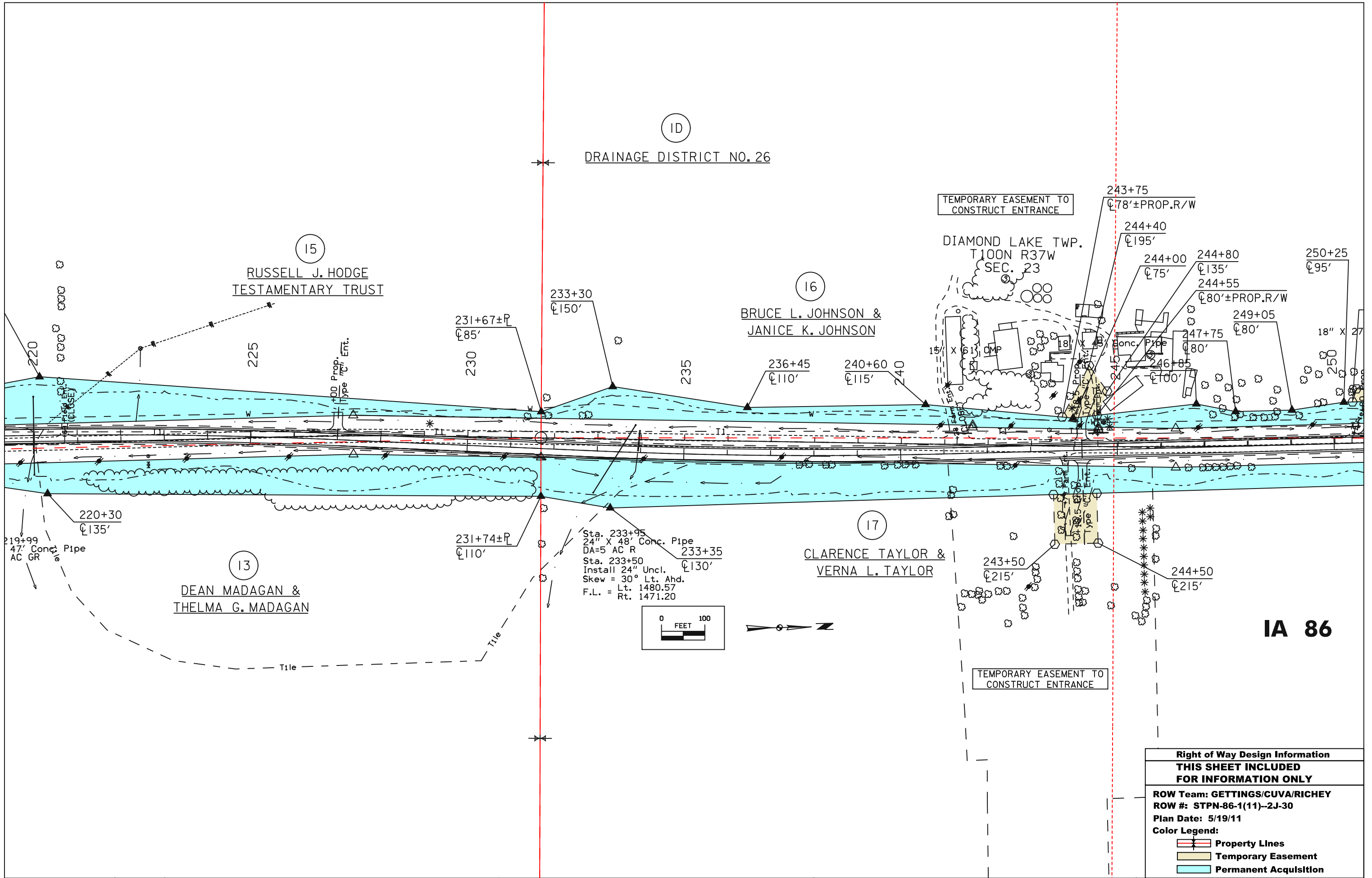
(13)
DEAN MADAGAN &
THELMA G. MADAGAN

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

IA 86



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)-2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



ID

DRAINAGE DISTRICT NO. 26

15

RUSSELL J. HODGE
TESTAMENTARY TRUST

16

BRUCE L. JOHNSON &
JANICE K. JOHNSON

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

DIAMOND LAKE TWP.
T100N R37W
SEC. 23

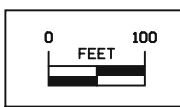
17

CLARENCE TAYLOR &
VERNA L. TAYLOR

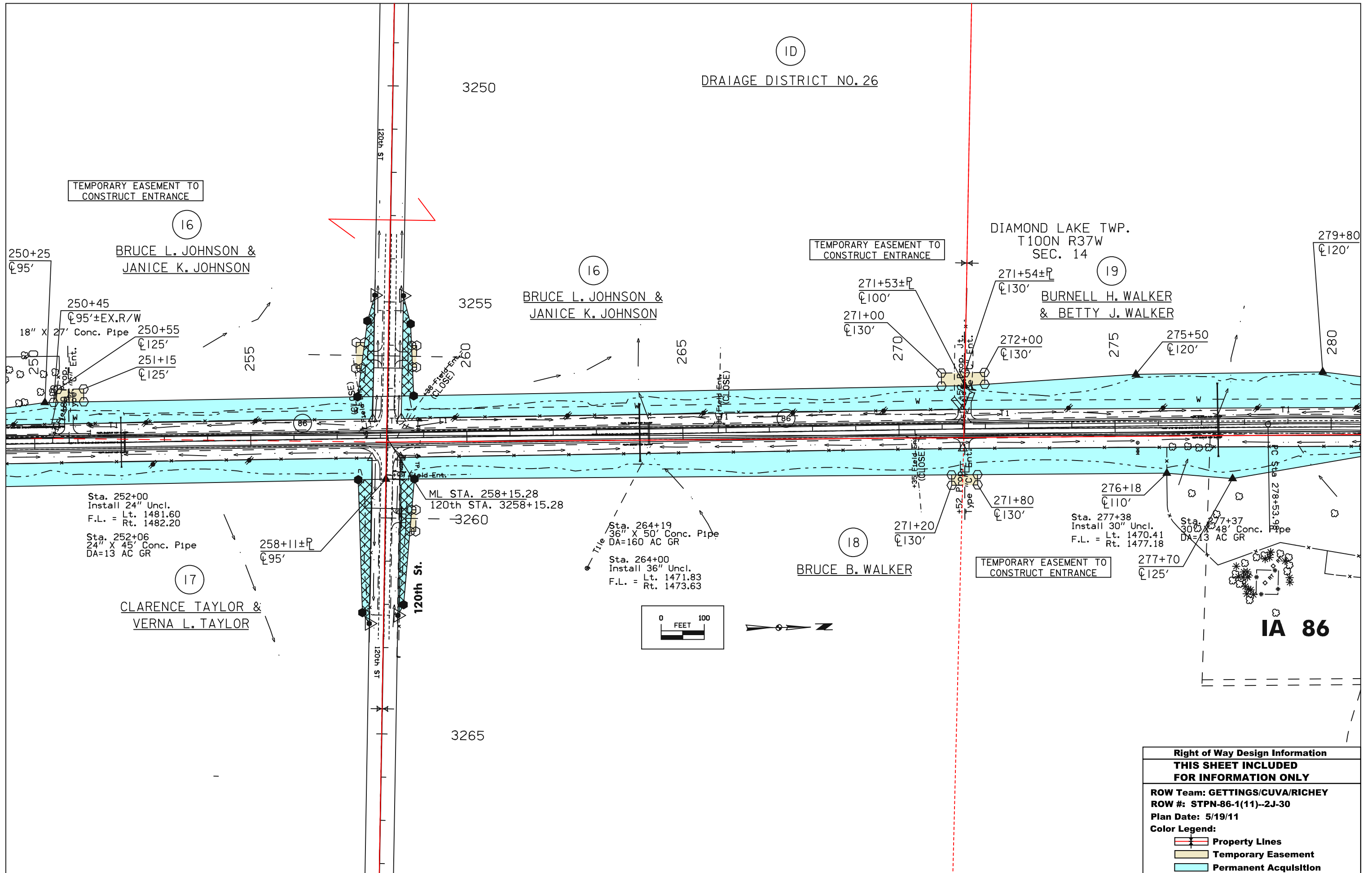
TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

IA 86

Sta. 233+95
24" X 48' Conc. Pipe
DA=5 AC R
Sta. 233+50
Install 24" Uncl.
Skew = 30° Lt. Ahd.
F.L. = Rt. 1471.20



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)-2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



ID

DRAIAGE DISTRICT NO. 26

3250

3255

3265

BRUCE L. JOHNSON &
JANICE K. JOHNSON

BRUCE L. JOHNSON &
JANICE K. JOHNSON

BRUCE B. WALKER

DIAMOND LAKE TWP.
T100N R37W
SEC. 14

BURNELL H. WALKER
& BETTY J. WALKER

CLARENCE TAYLOR &
VERNA L. TAYLOR

IA 86

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

250+25
±95'
250+45
±95'±EX.R/W
18" X 27' Conc. Pipe
250+55
±125'
251+15
±125'

271+53±R
±100'
271+00
±130'

271+54±R
±130'
272+00
±130'

275
275+50
±120'

279+80
±120'

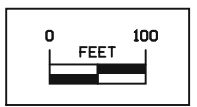
Sta. 252+00
Install 24" Uncl.
F.L. = Lt. 1481.60
Rt. 1482.20
Sta. 252+06
24" X 45' Conc. Pipe
DA=13 AC GR

ML STA. 258+15.28
120th STA. 3258+15.28
-3260

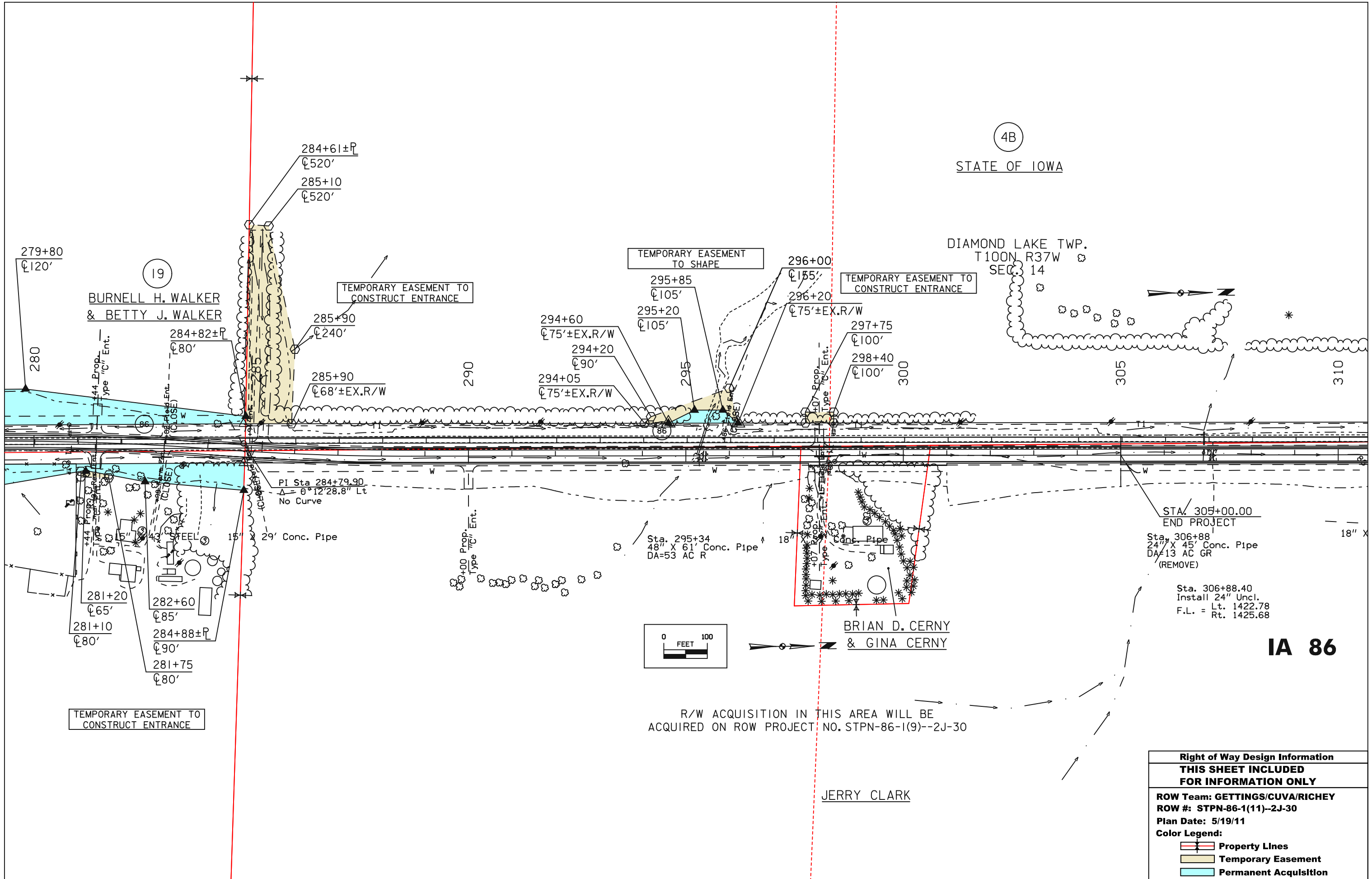
Sta. 264+19
36" X 50' Conc. Pipe
DA=160 AC GR
Sta. 264+00
Install 36" Uncl.
F.L. = Lt. 1471.83
Rt. 1473.63

Sta. 277+38
Install 30" Uncl.
F.L. = Lt. 1470.41
Rt. 1477.18

Sta. 277+37
30" X 48' Conc. Pipe
DA=13 AC GR



Right of Way Design Information	
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ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



4B

STATE OF IOWA

DIAMOND LAKE TWP.
T100N R37W
SEC. 14

19
BURNELL H. WALKER
& BETTY J. WALKER

BRIAN D. CERNY
& GINA CERNY

IA 86

R/W ACQUISITION IN THIS AREA WILL BE
ACQUIRED ON ROW PROJECT NO. STPN-86-1(9)--2J-30

JERRY CLARK

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Gettings/Cuva/Richey

ROW #: STPN-86-1(11)--2J-30

Plan Date: 5/5/11

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

DRAINAGE DISTRICT NO. 53

R/W ACQUISITION IN THIS AREA WILL BE ACQUIRED ON ROW PROJECT NO. STPN-86-1(9)--2J-30

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

STATE OF IOWA ACTING THROUGH THE IOWA DEPARTMENT OF NATURAL RESOURCES

UNITED STATES OF AMERICA FISH AND WILDLIFE SERVICE

JAMES FREDERICKSEN

EVELYN LARSEN

BERNELL WALKER & BETTY WALKER

DIAMOND LAKE TWP. T100N R37W SEC. 11

KENNETH P. ROTH & DIXIE L. ROTH

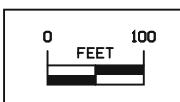
EVELYN LARSEN

JERRY CLARK

GROVER C. NEWTON REV. TRUST & MARY L. NEWTON REV. TRUST

IA 86

R/W ACQUISITION IN THIS AREA WILL BE ACQUIRED ON ROW PROJECT NO. STPN-86-1(9)--2J-30

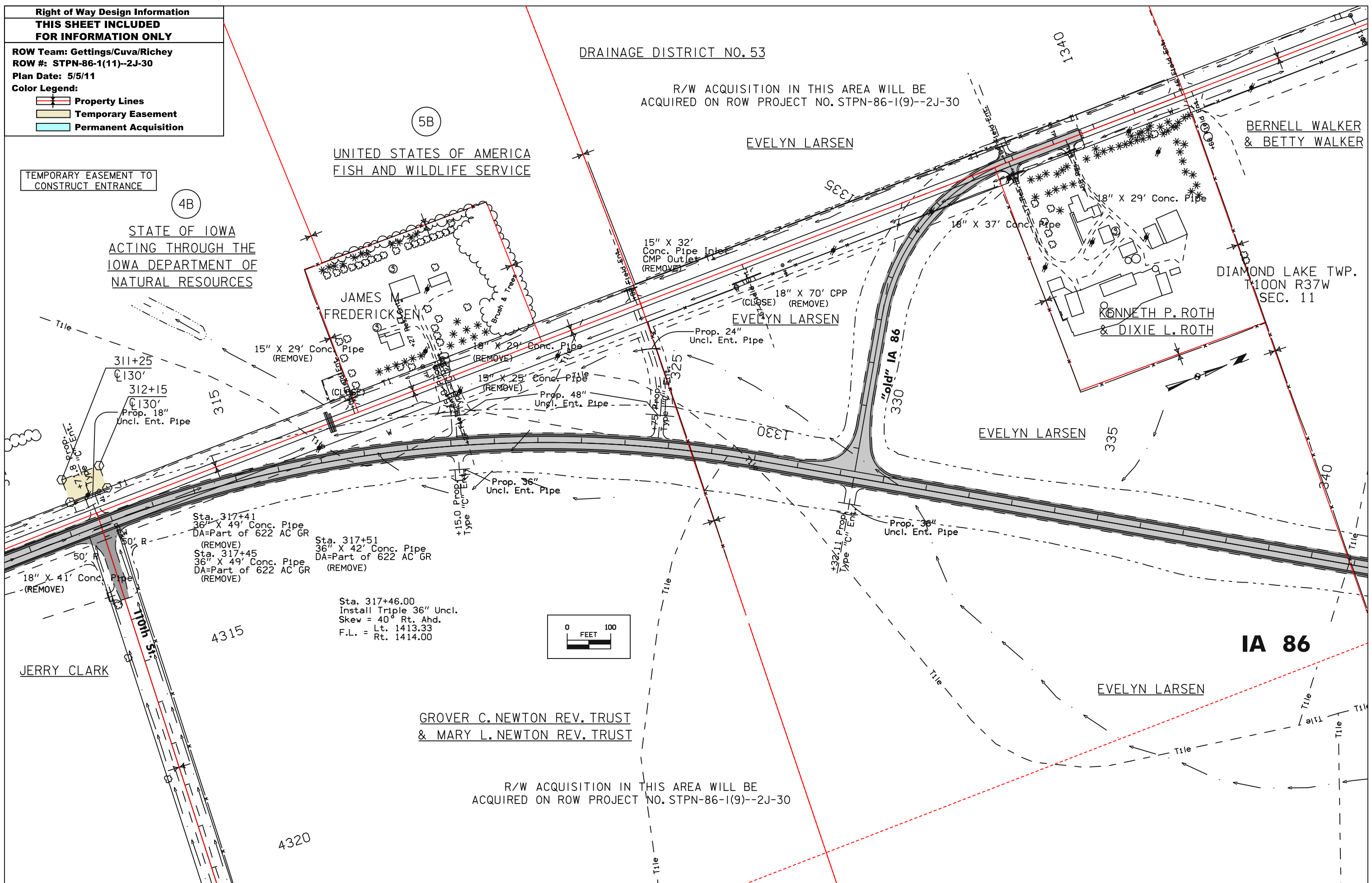


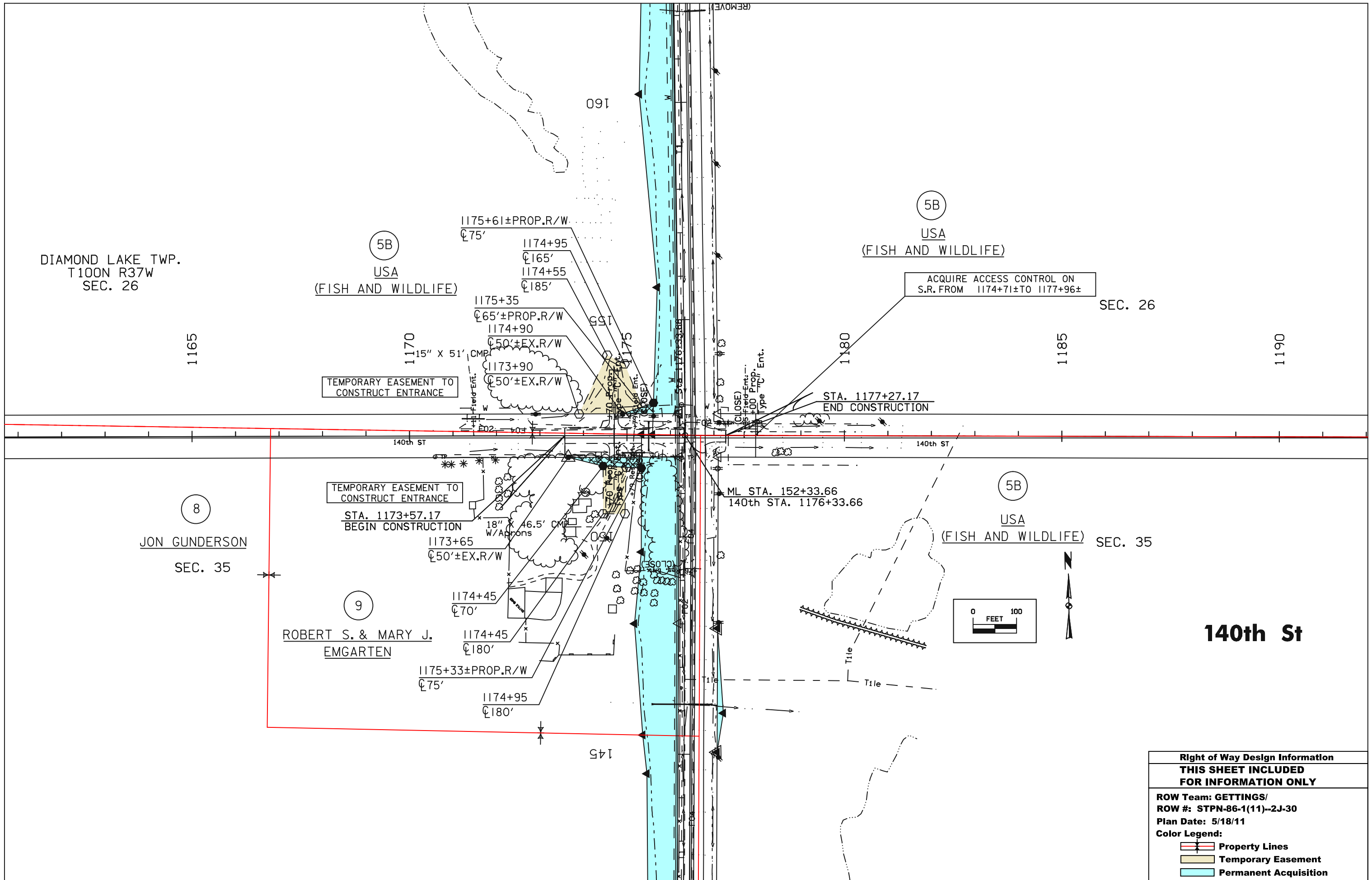
Sta. 317+41
36" X 49' Conc. Pipe
DA=Part of 622 AC GR
(REMOVE)

Sta. 317+45
36" X 49' Conc. Pipe
DA=Part of 622 AC GR
(REMOVE)

Sta. 317+51
36" X 42' Conc. Pipe
DA=Part of 622 AC GR
(REMOVE)

Sta. 317+46.00
Install Triple 36" Uncl.
Skew = 40° Rt. Ahd.
Lt. 1413.33
F.L. = Rt. 1414.00





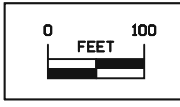
DIAMOND LAKE TWP.
T100N R37W
SEC. 26

8
JON GUNDERSON
SEC. 35

9
ROBERT S. & MARY J.
EMGARTEN

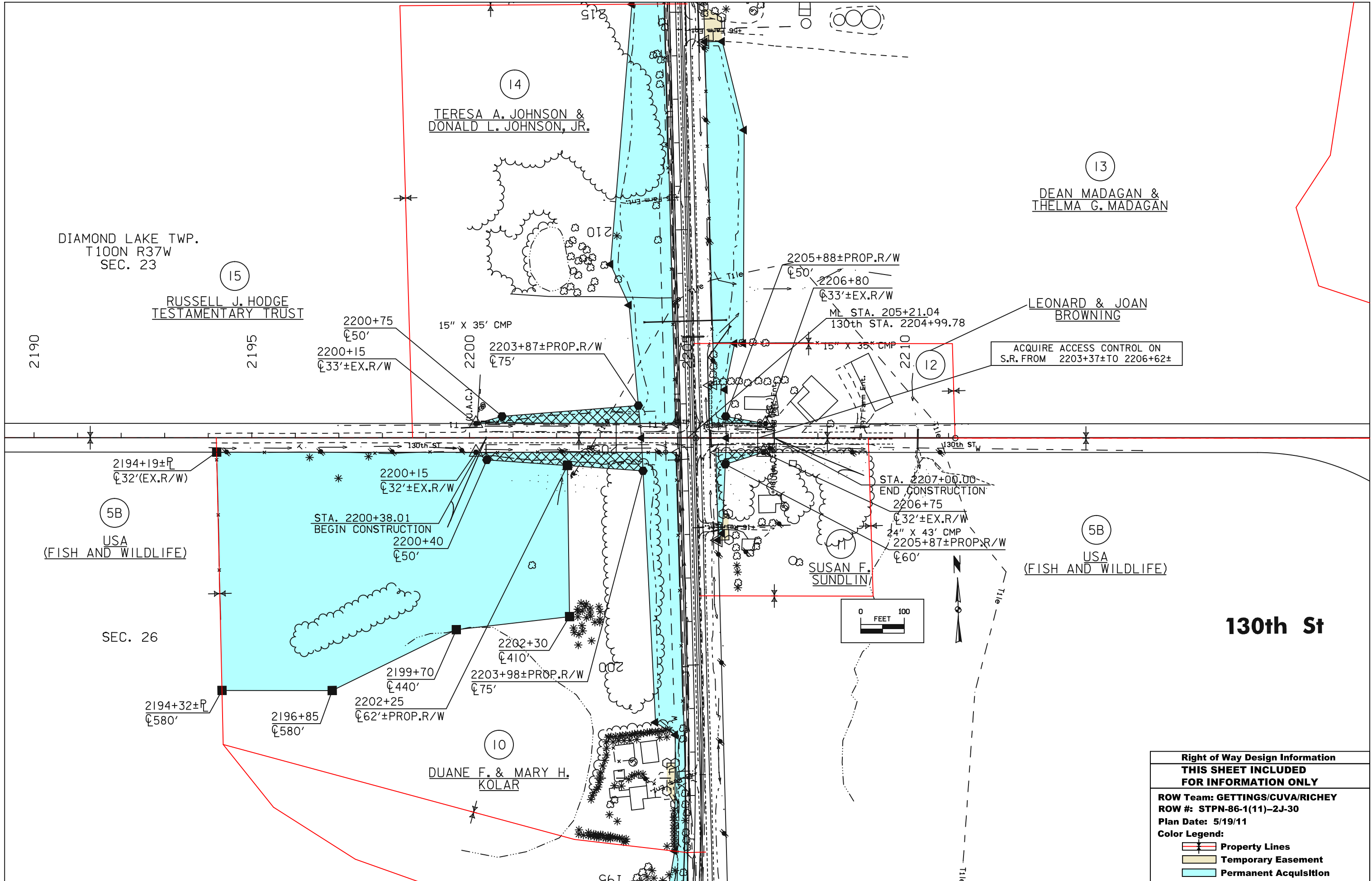
5B
USA
(FISH AND WILDLIFE)

5B
USA
(FISH AND WILDLIFE) SEC. 35

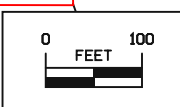


140th St

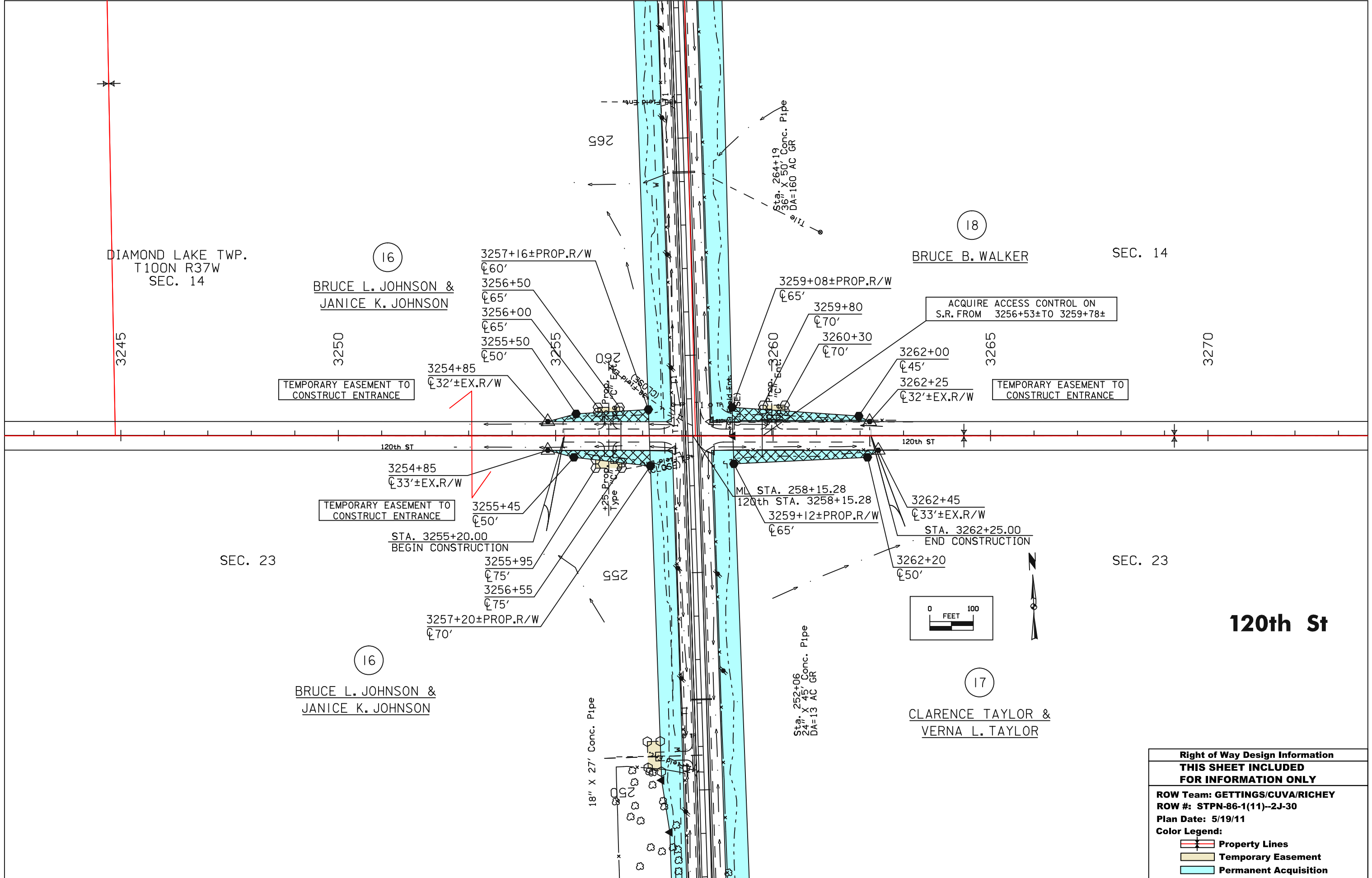
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/ ROW #: STPN-86-1(11)--2J-30 Plan Date: 5/18/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



ACQUIRE ACCESS CONTROL ON S.R. FROM 2203+37± TO 2206+62±



Right of Way Design Information	
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ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)-2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



Right of Way Design Information	
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ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)-2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

17

CLARENCE TAYLOR &
VERNA L. TAYLOR

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

**IA 86 ENTRANCES
STA. 244 + 18.5**

244+55
±80'±PROP.R/W
244+80
±135'

244+40
±195'

244+50
±215'

243+50
±215'

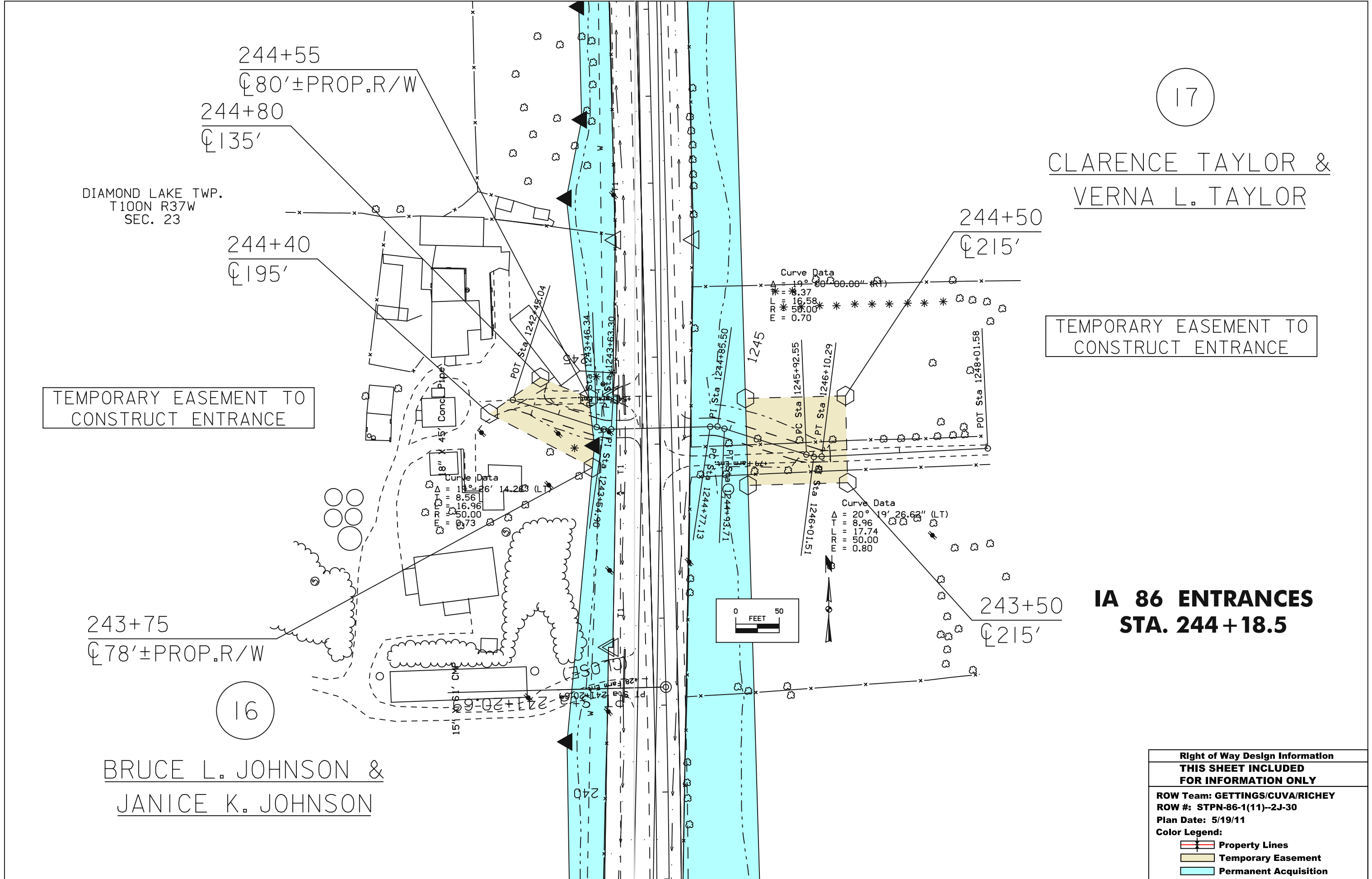
DIAMOND LAKE TWP.
T100N R37W
SEC. 23

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

243+75
±78'±PROP.R/W

16

BRUCE L. JOHNSON &
JANICE K. JOHNSON



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-30	
Plan Date: 5/19/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

DIAMOND LAKE TWP.
T100N R37W
SEC. 14

4B

STATE OF IOWA

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

JERRY CLARK

285+90
68'± EX. R/W
285+90
240'

Curve Data
Δ = 2° 01' 30.40" (LT)
T = 7.07
L = 14.14
E = 400.00
P = 0.06

Curve Data
Δ = 10° 34' 40.10" (RT)
T = 37.03
L = 73.85
E = 400.00
P = 1.71

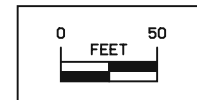
Curve Data
Δ = 4° 03' 22.91" (RT)
T = 35.41
L = 70.80
E = 1,000.00
P = 0.63

285+10
520'
284+61± P
520'

Curve Data
Δ = 10° 34' 40.10" (LT)
T = 37.03
L = 73.85
E = 400.00
P = 1.71

19

BURNELL H. WALKER
& BETTY J. WALKER



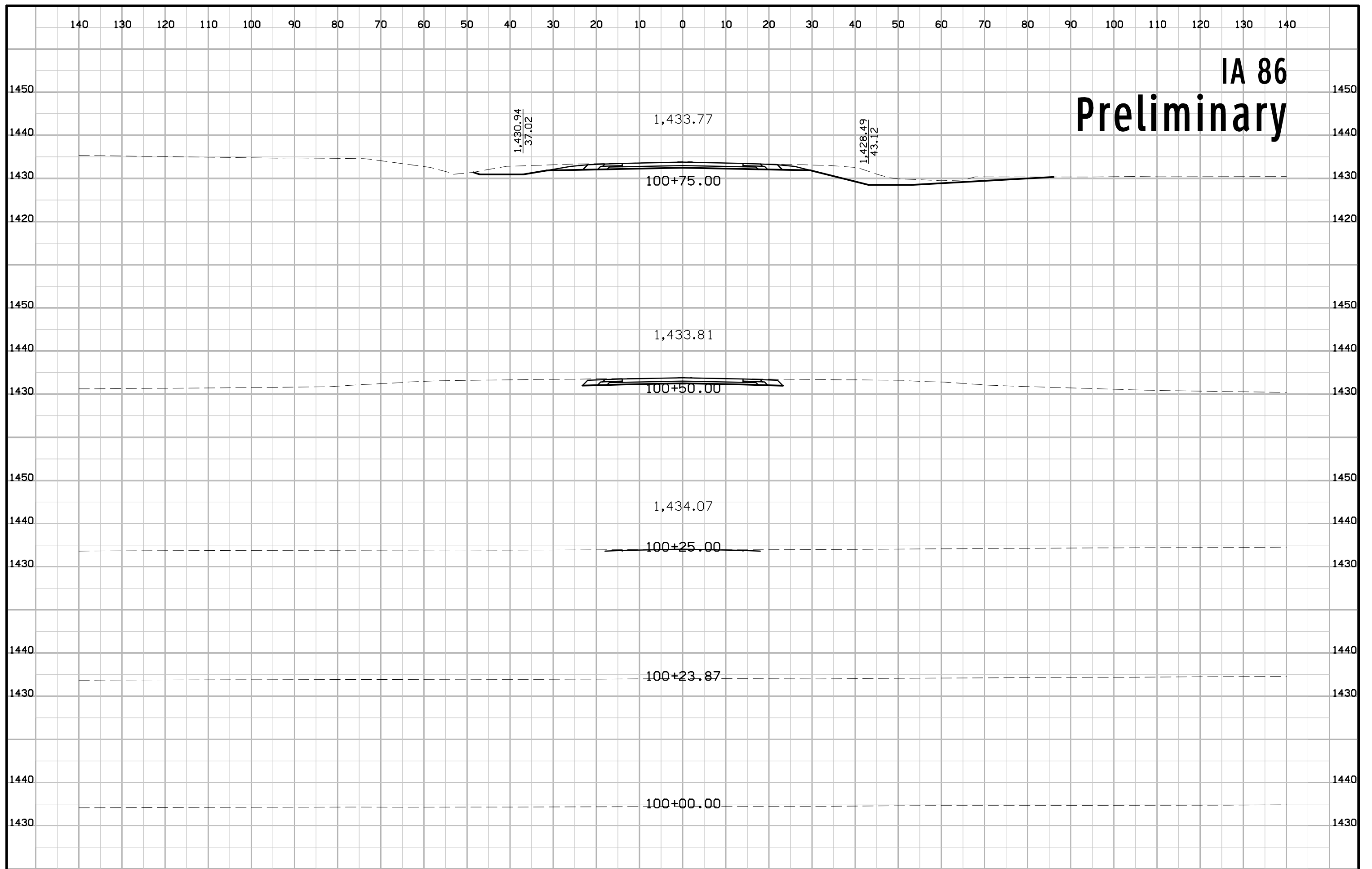
DIAMOND LAKE ACCESS

18

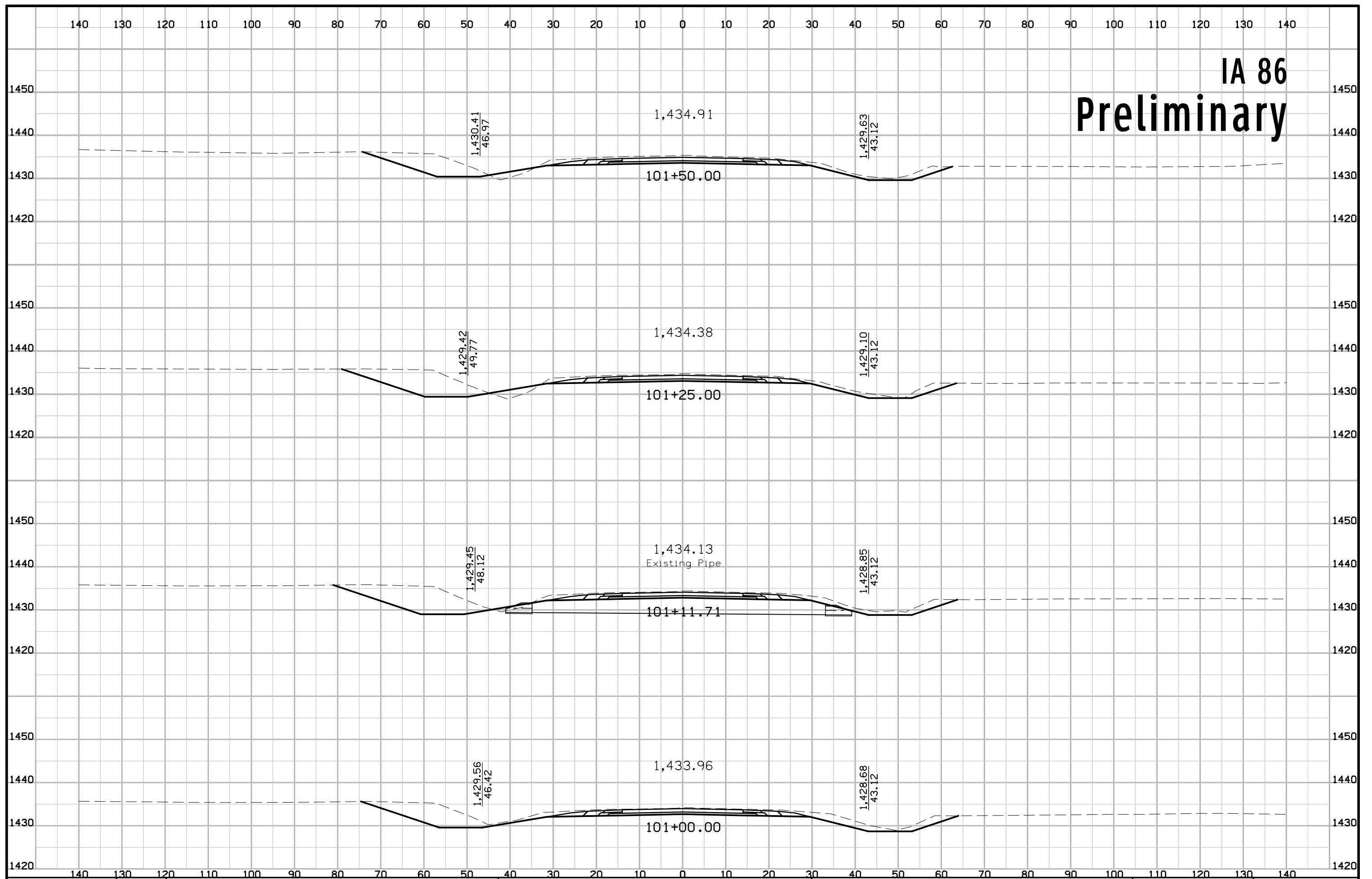
BRUCE B. WALKER

Right of Way Design Information	
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ROW Team: GETTINGS/CUVA/RICHEY	
ROW #: STPN-86-1(11)--2J-86	
Plan Date: 5/18/11	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

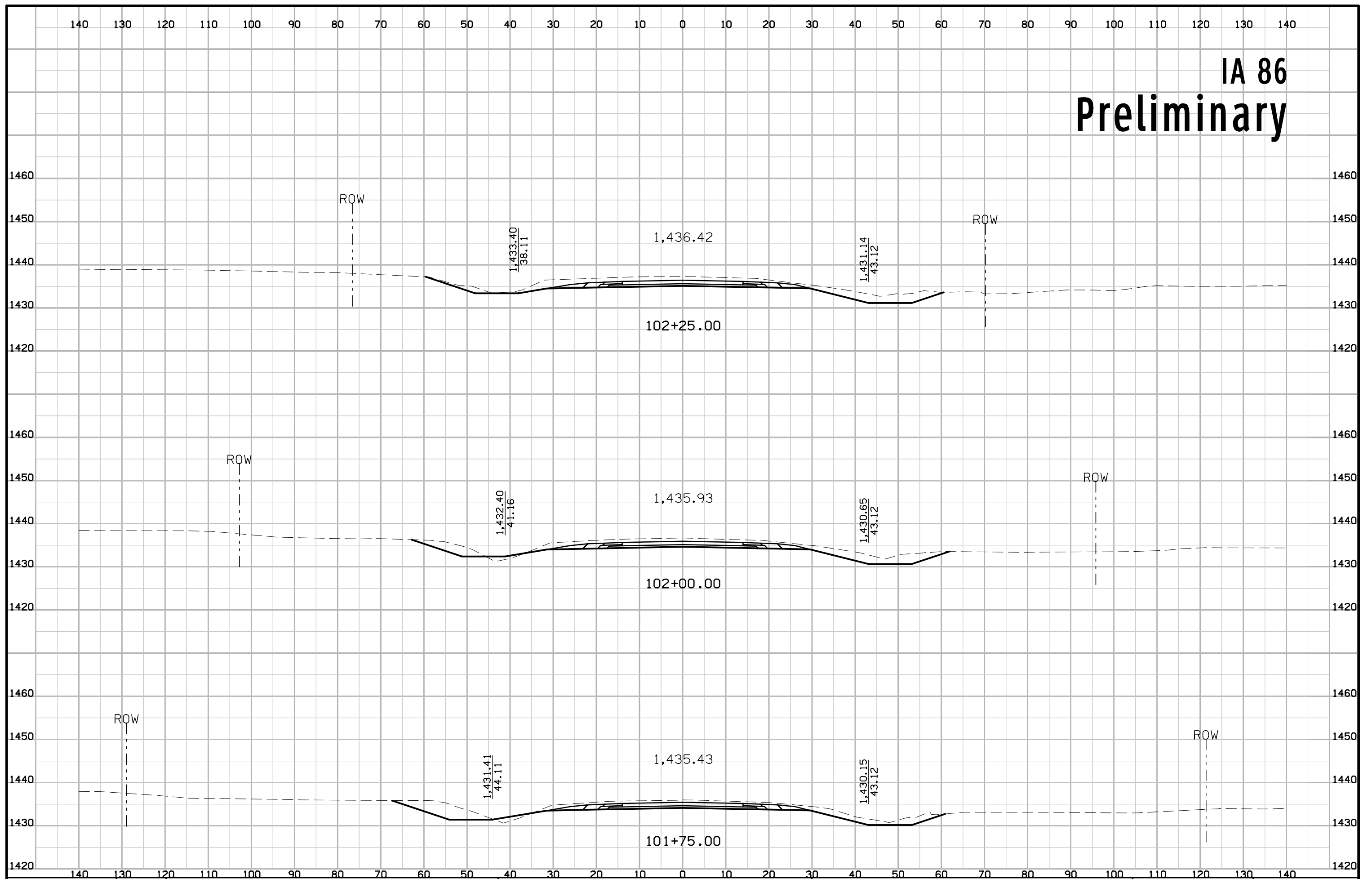
IA 86 Preliminary



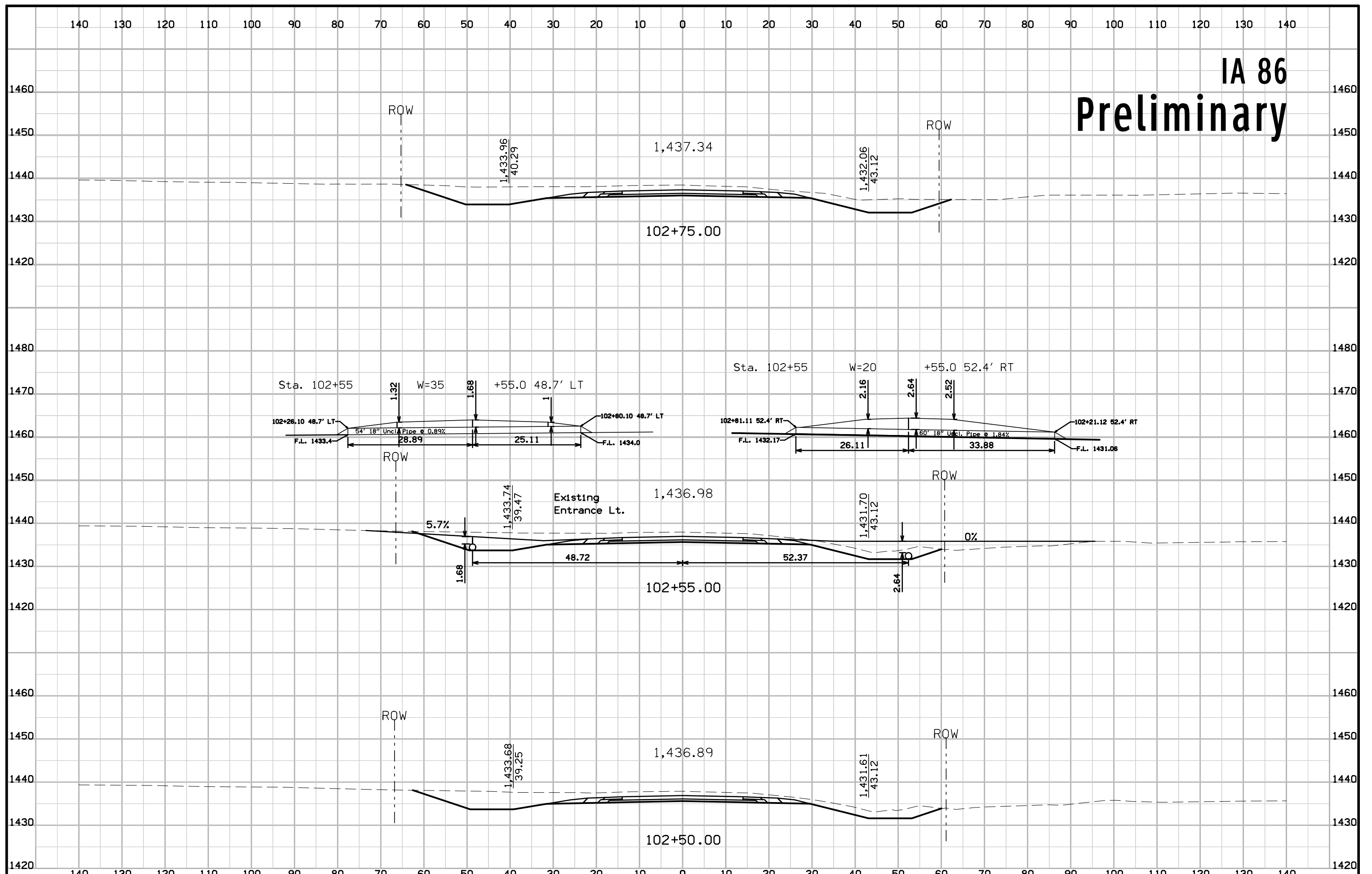
IA 86 Preliminary



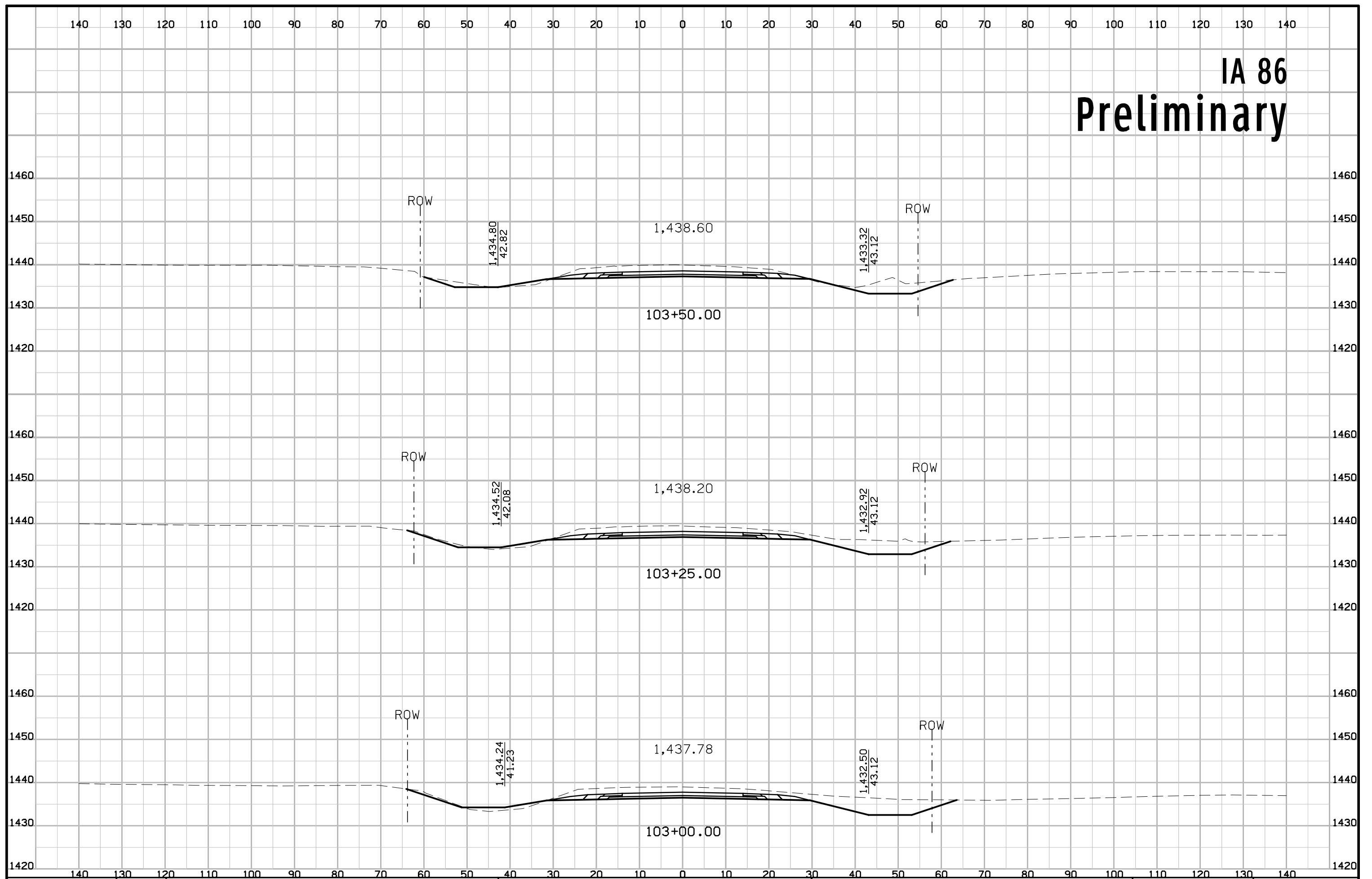
IA 86 Preliminary



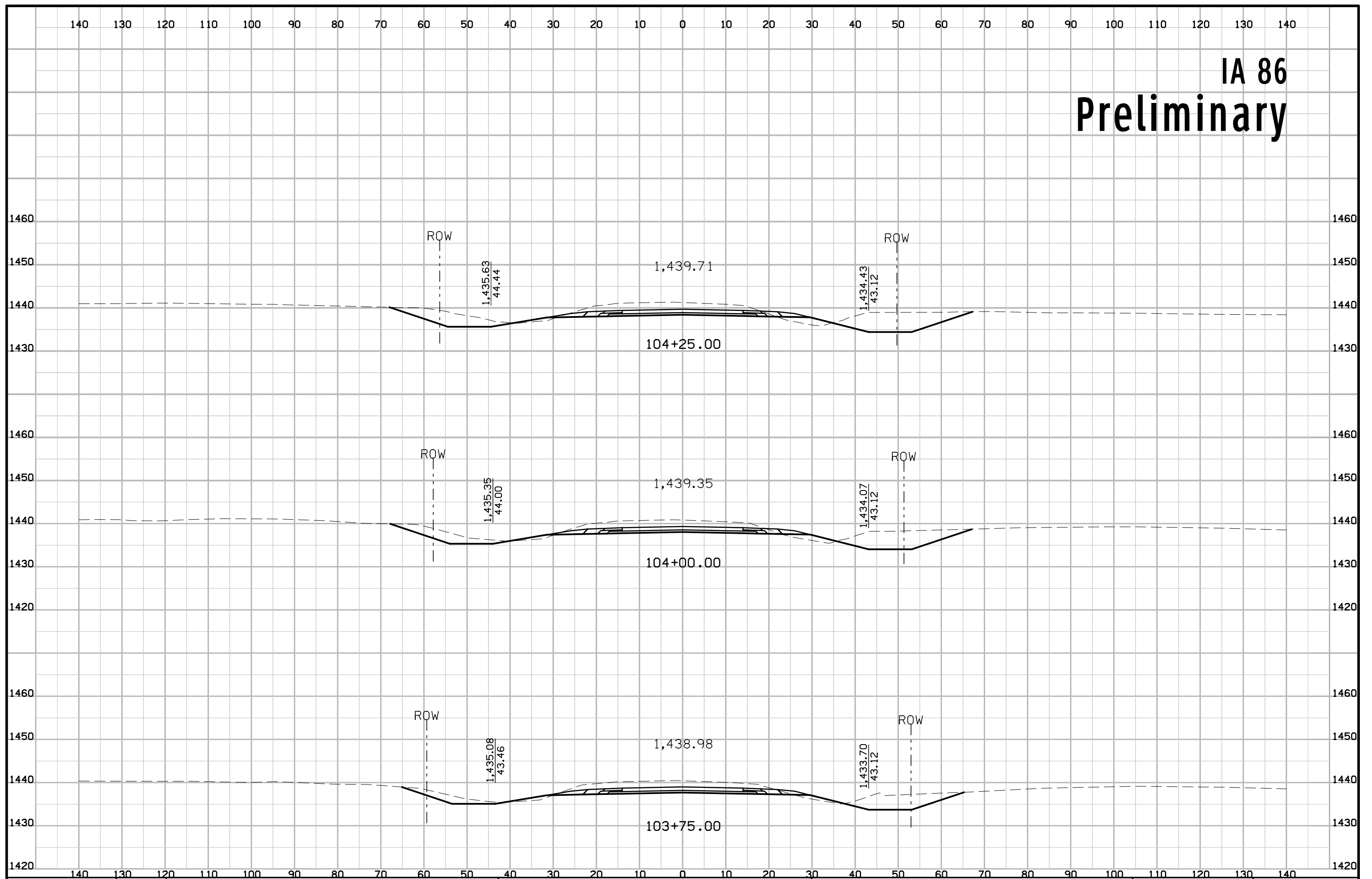
IA 86 Preliminary



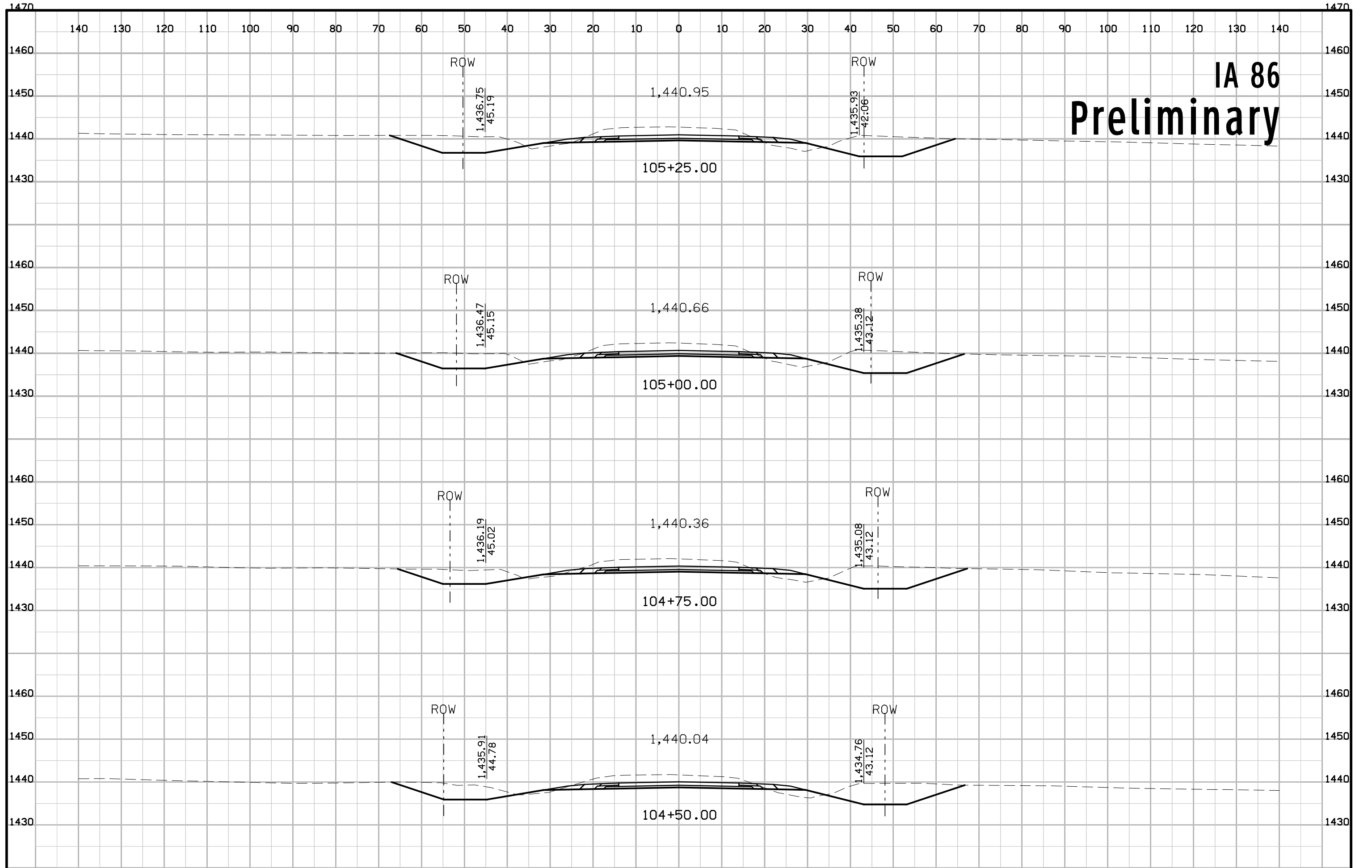
IA 86 Preliminary



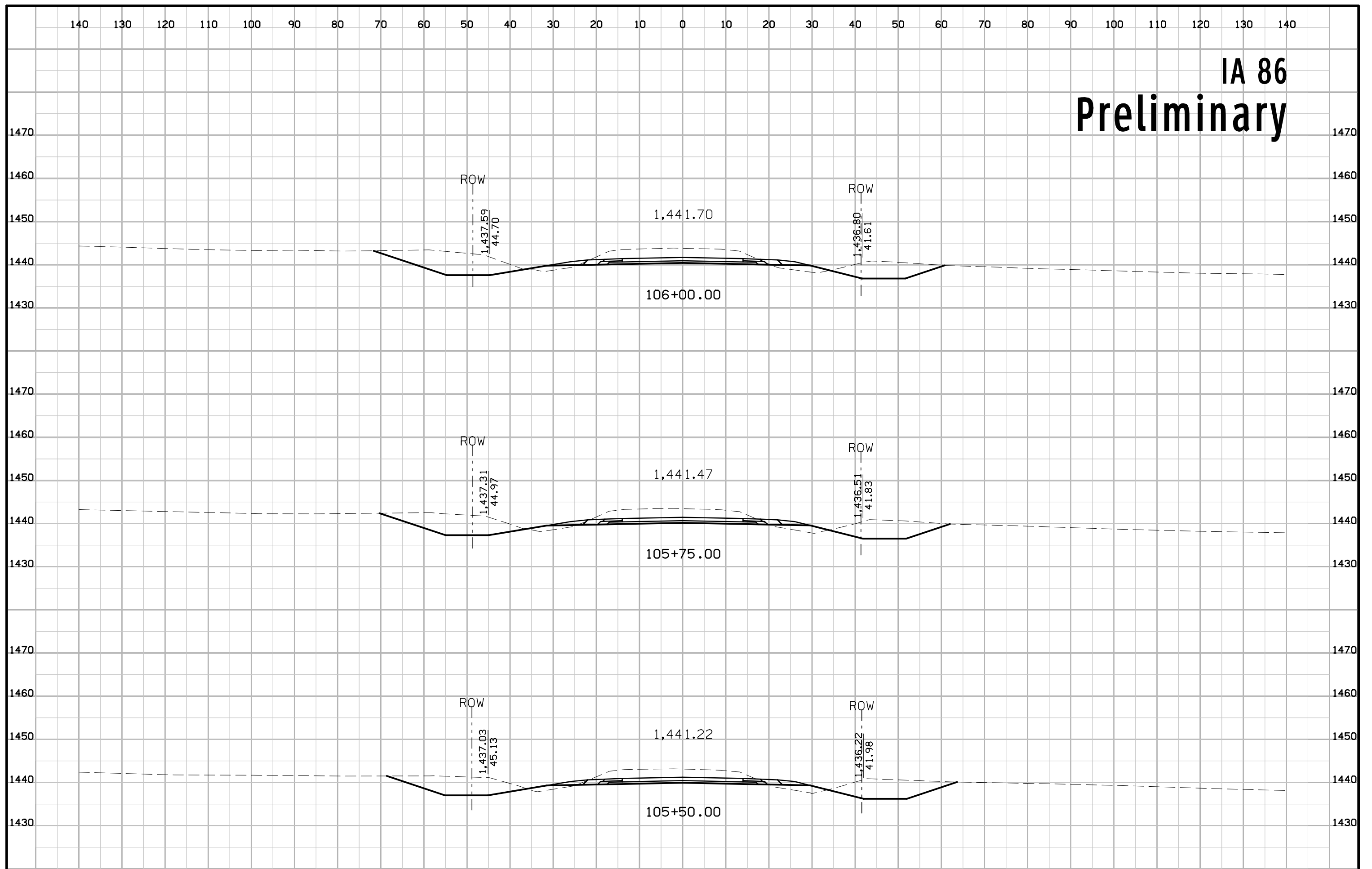
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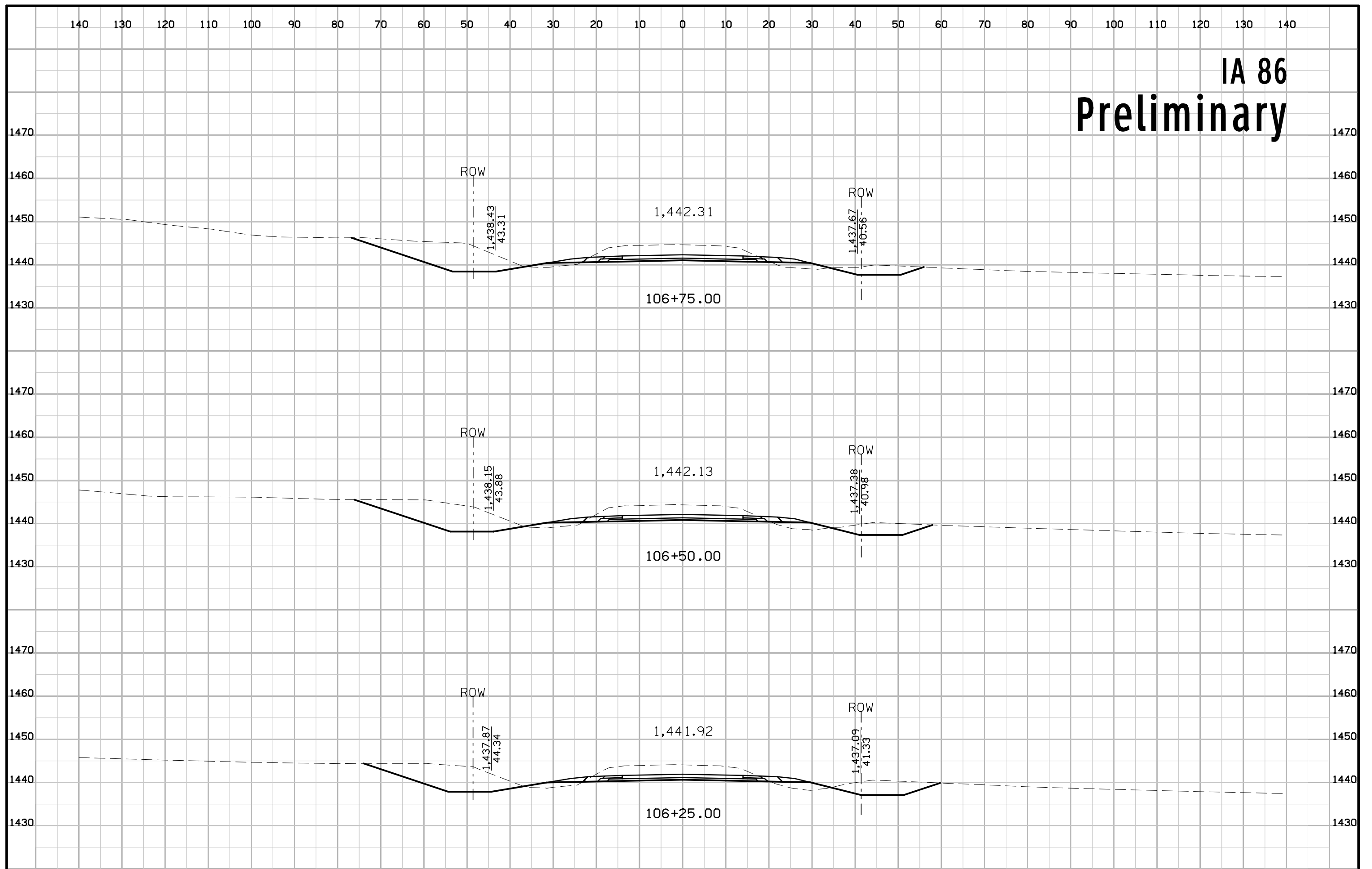
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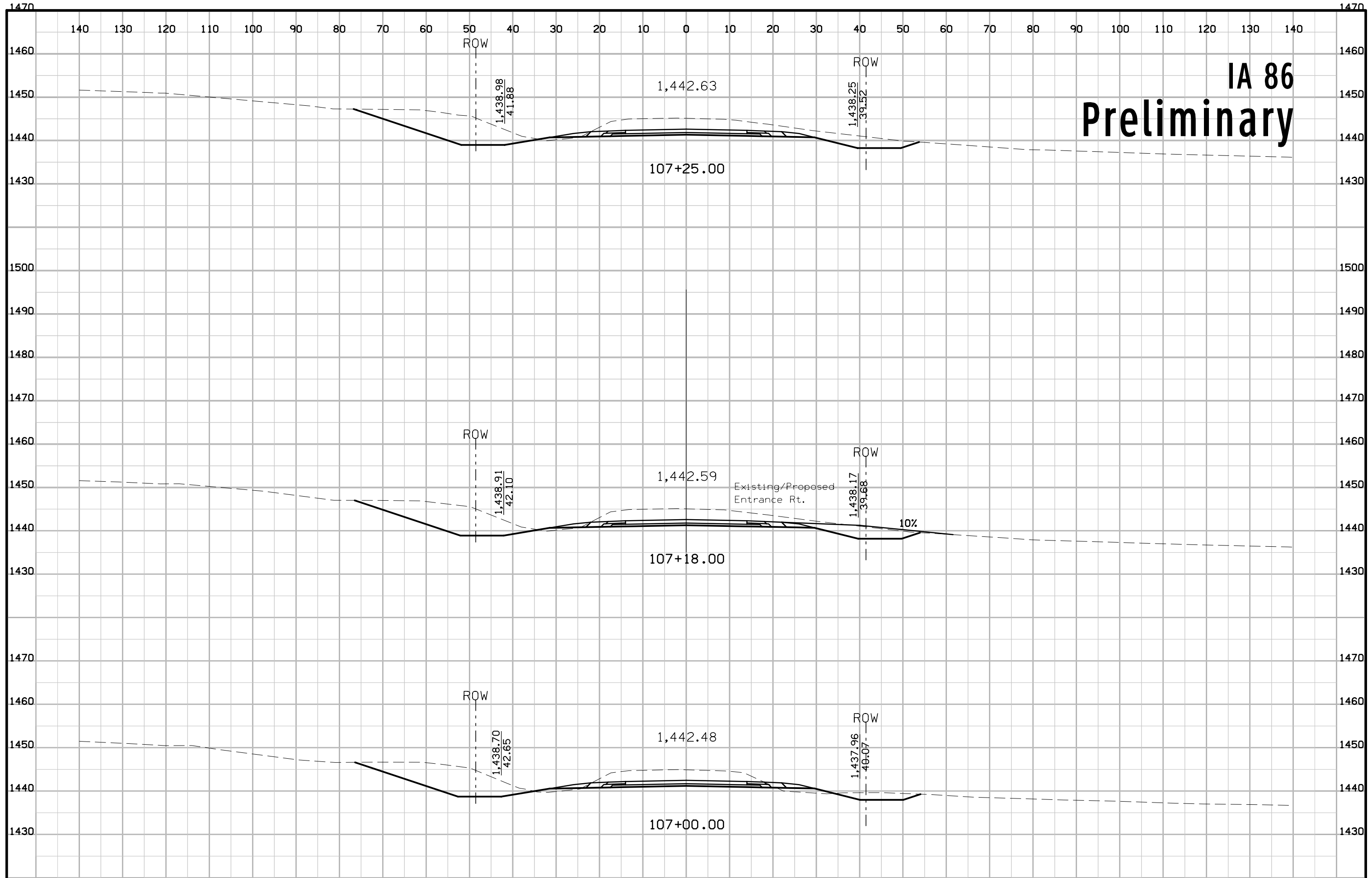


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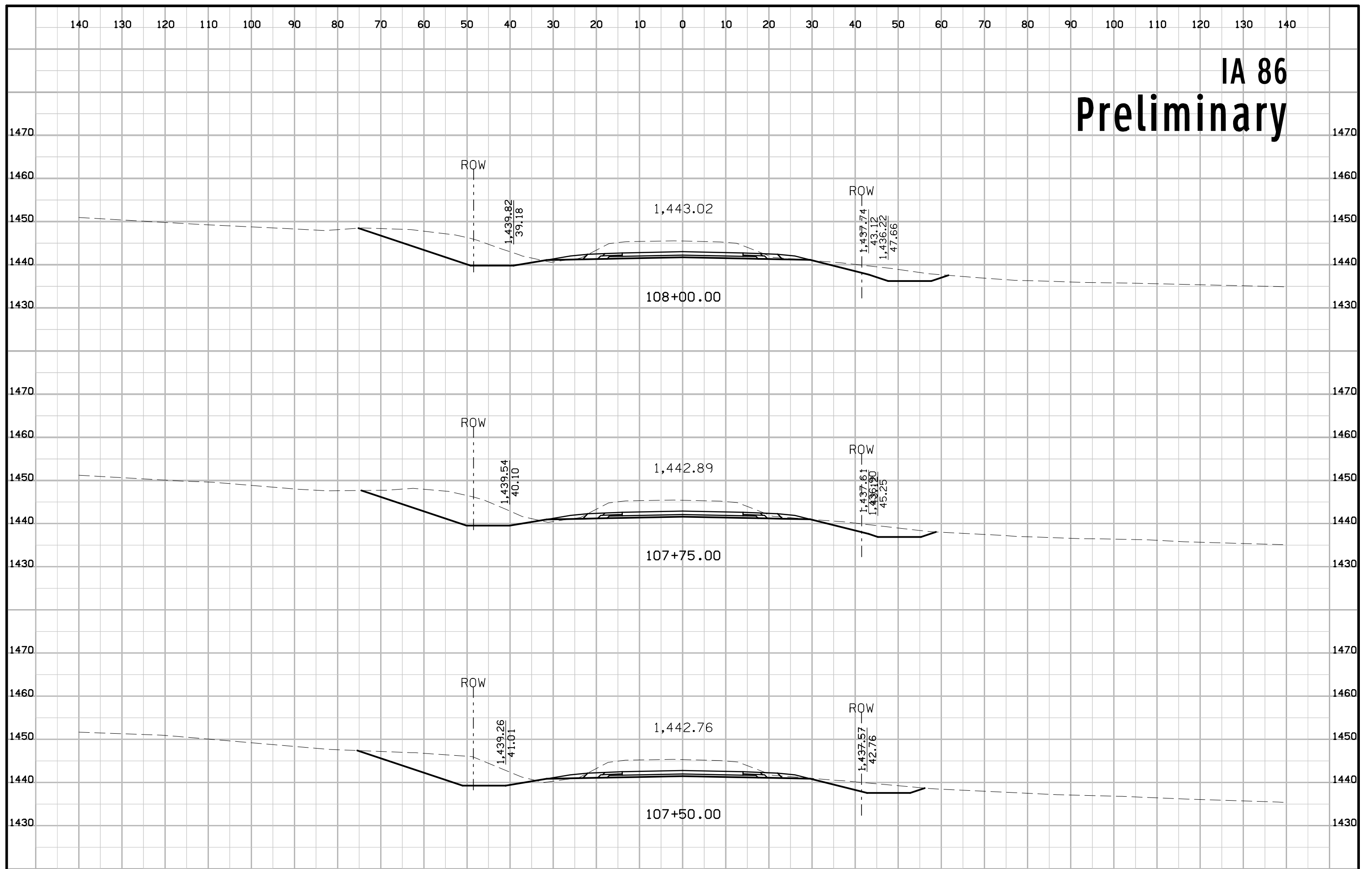
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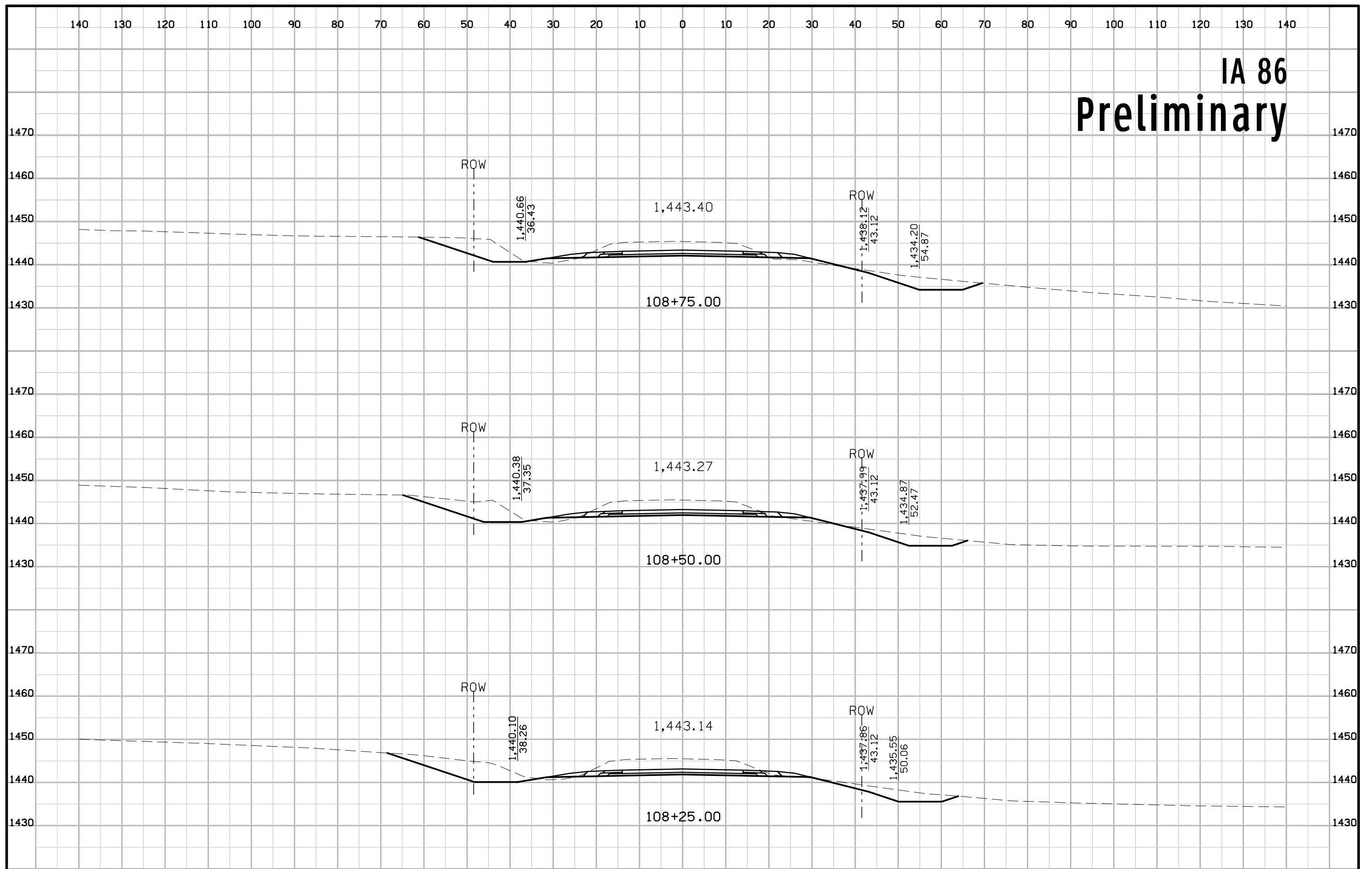


IA 86 Preliminary

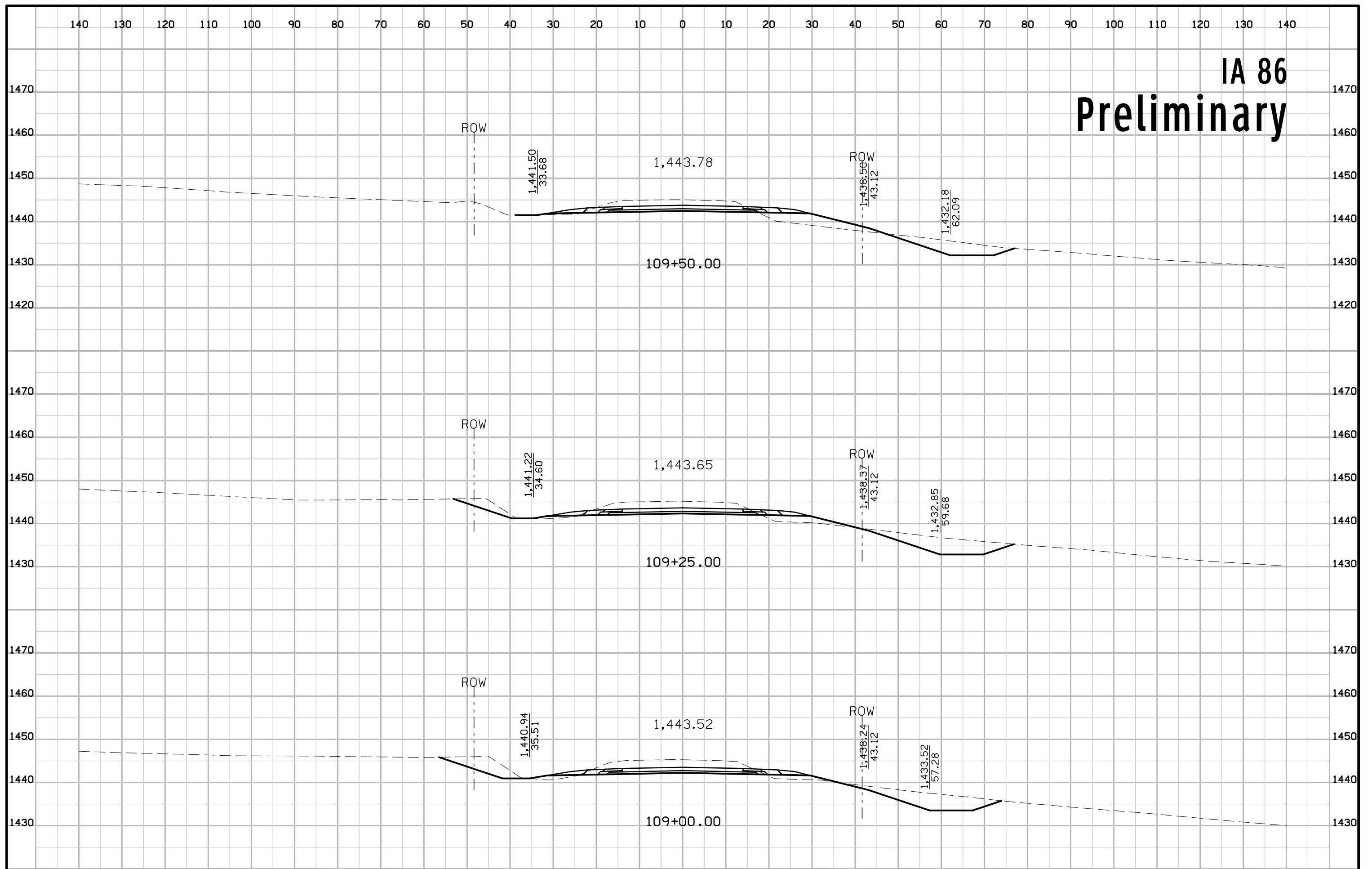
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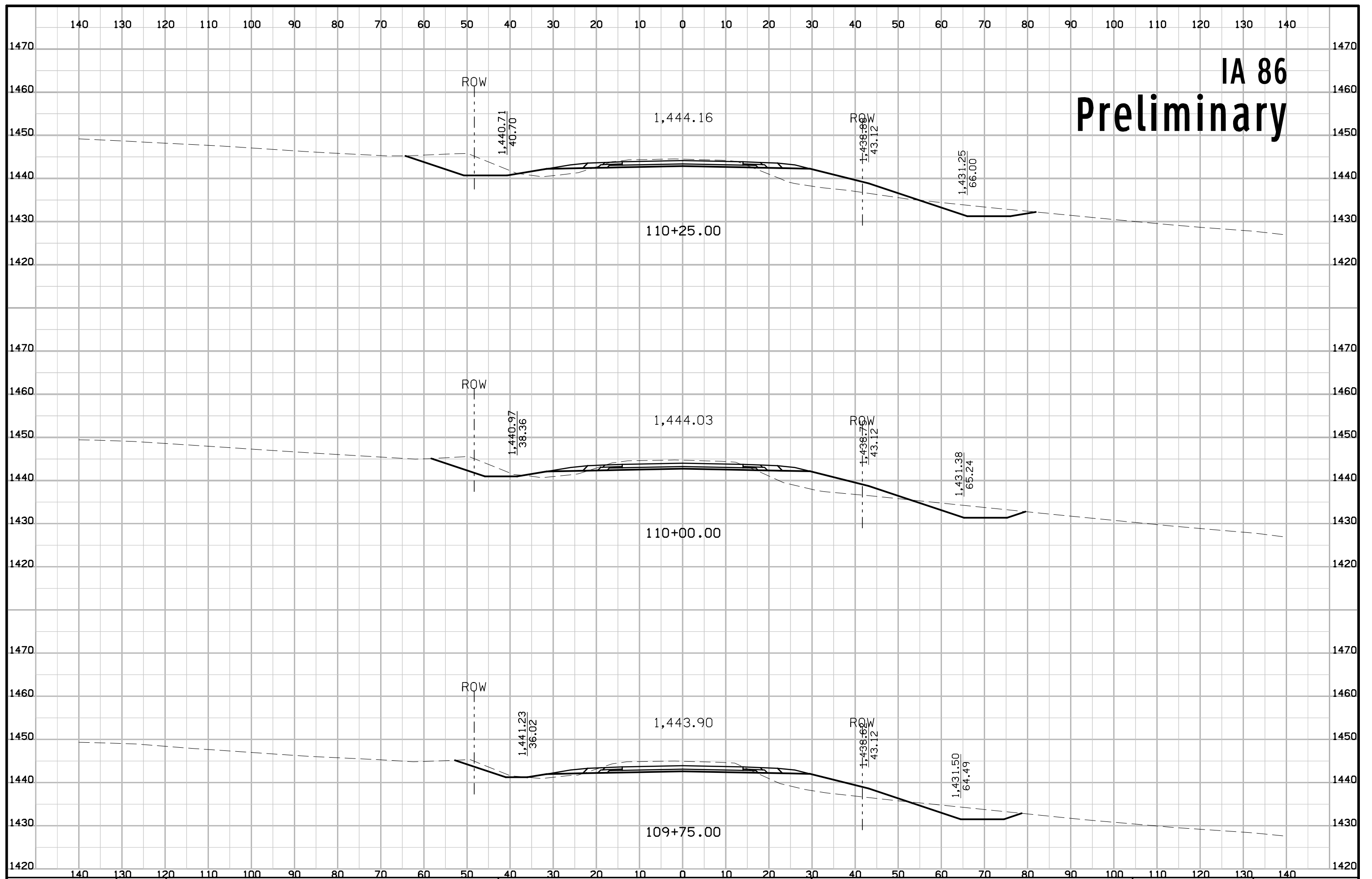
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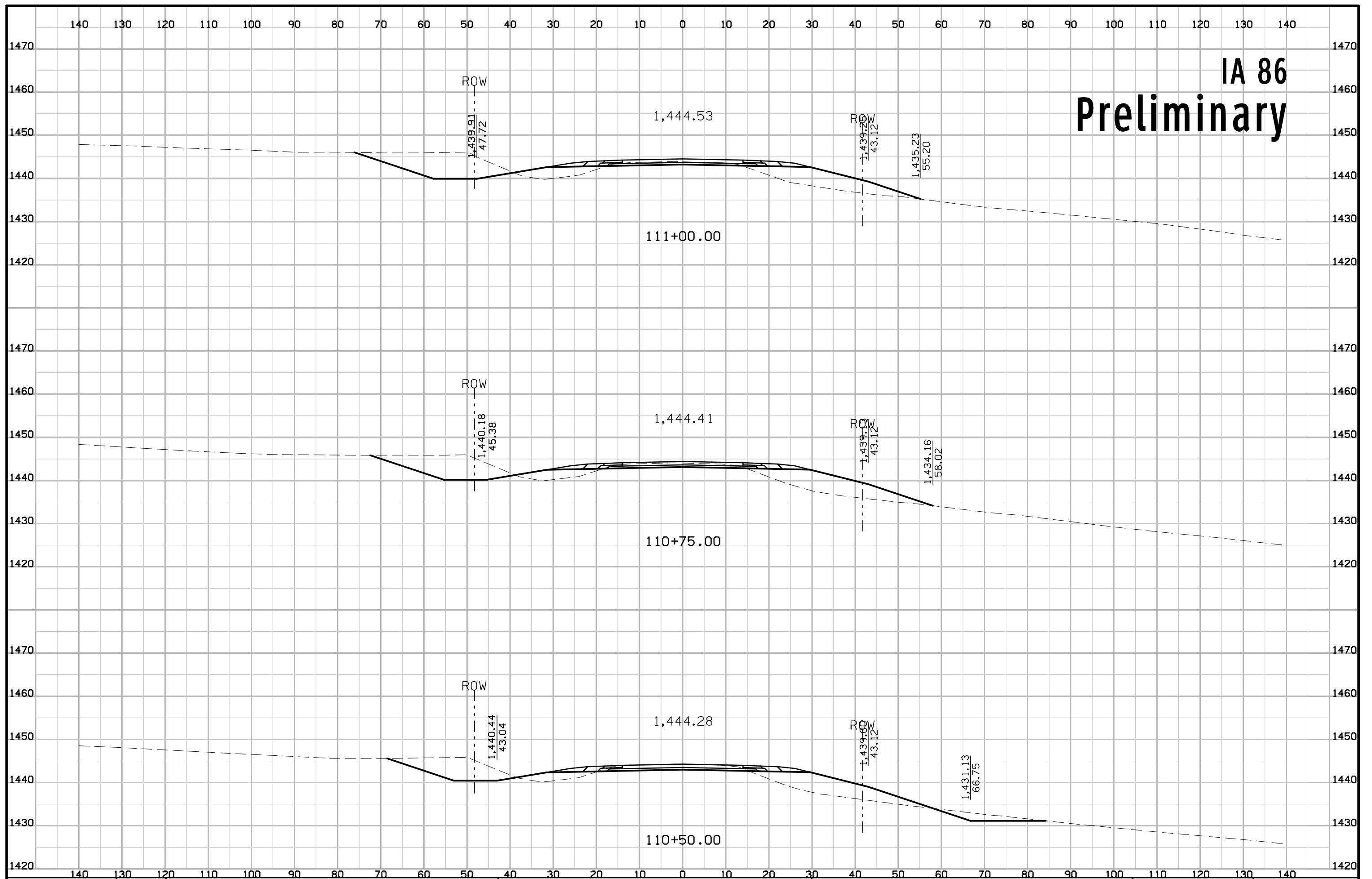
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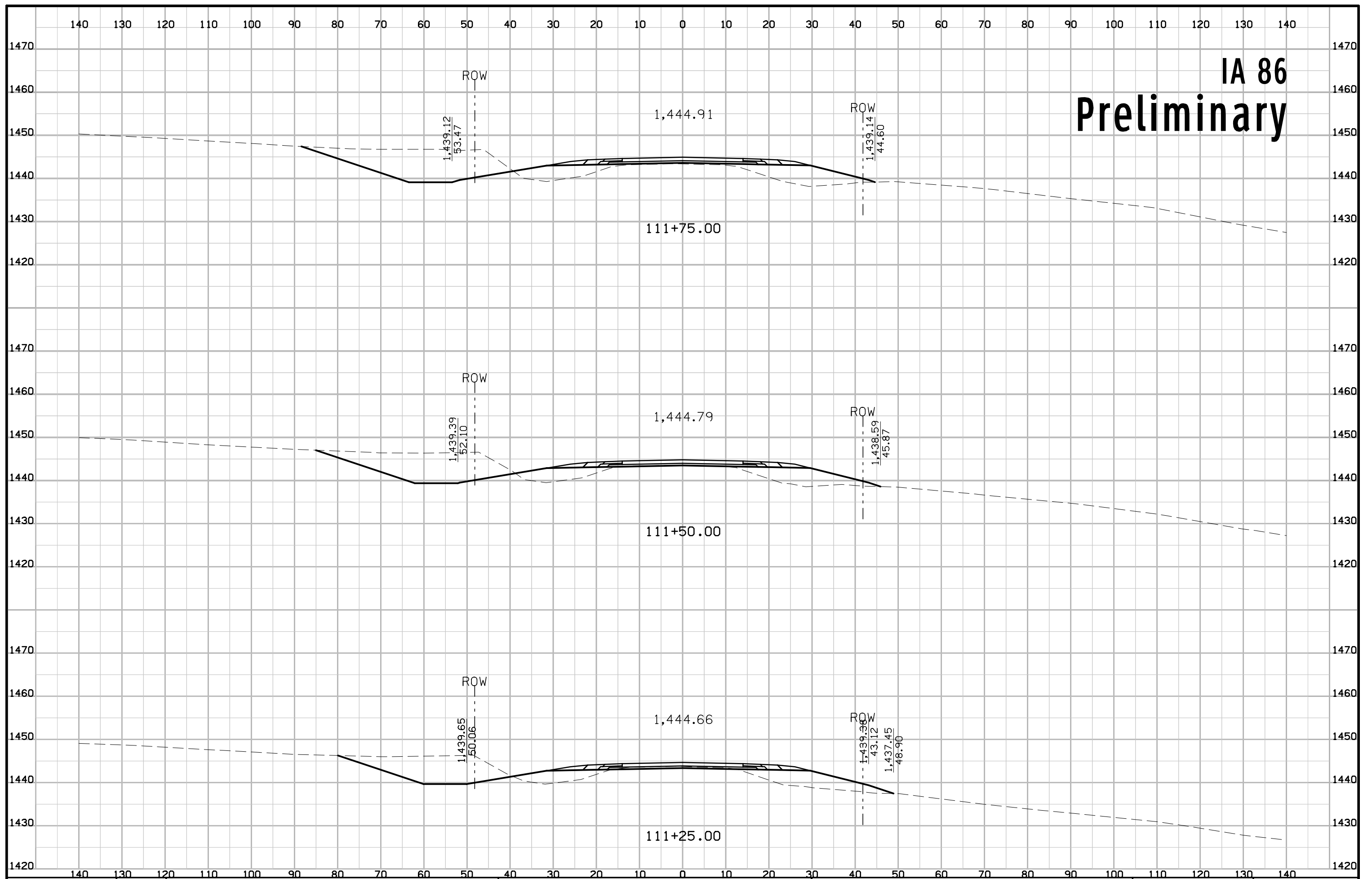
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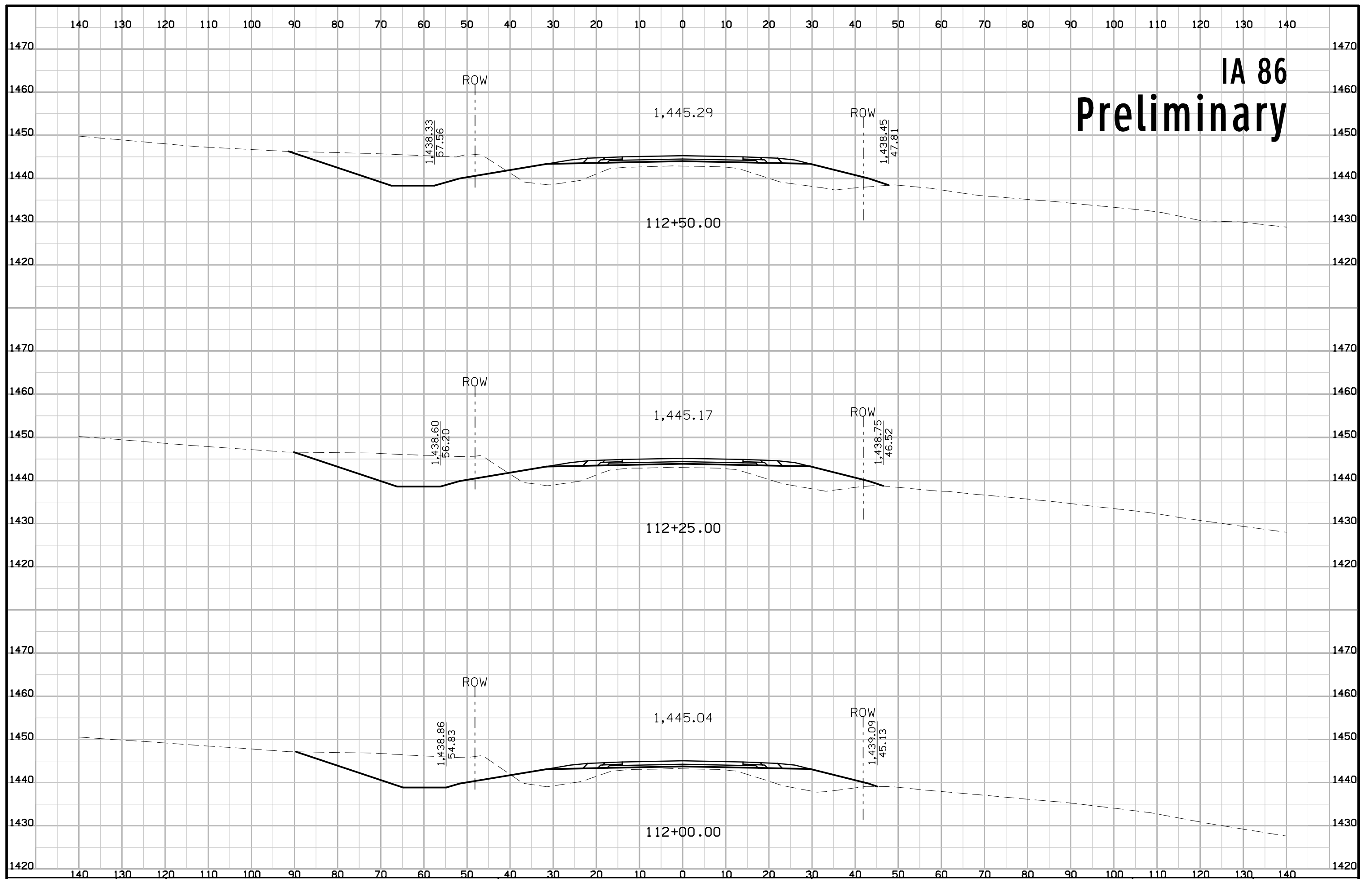
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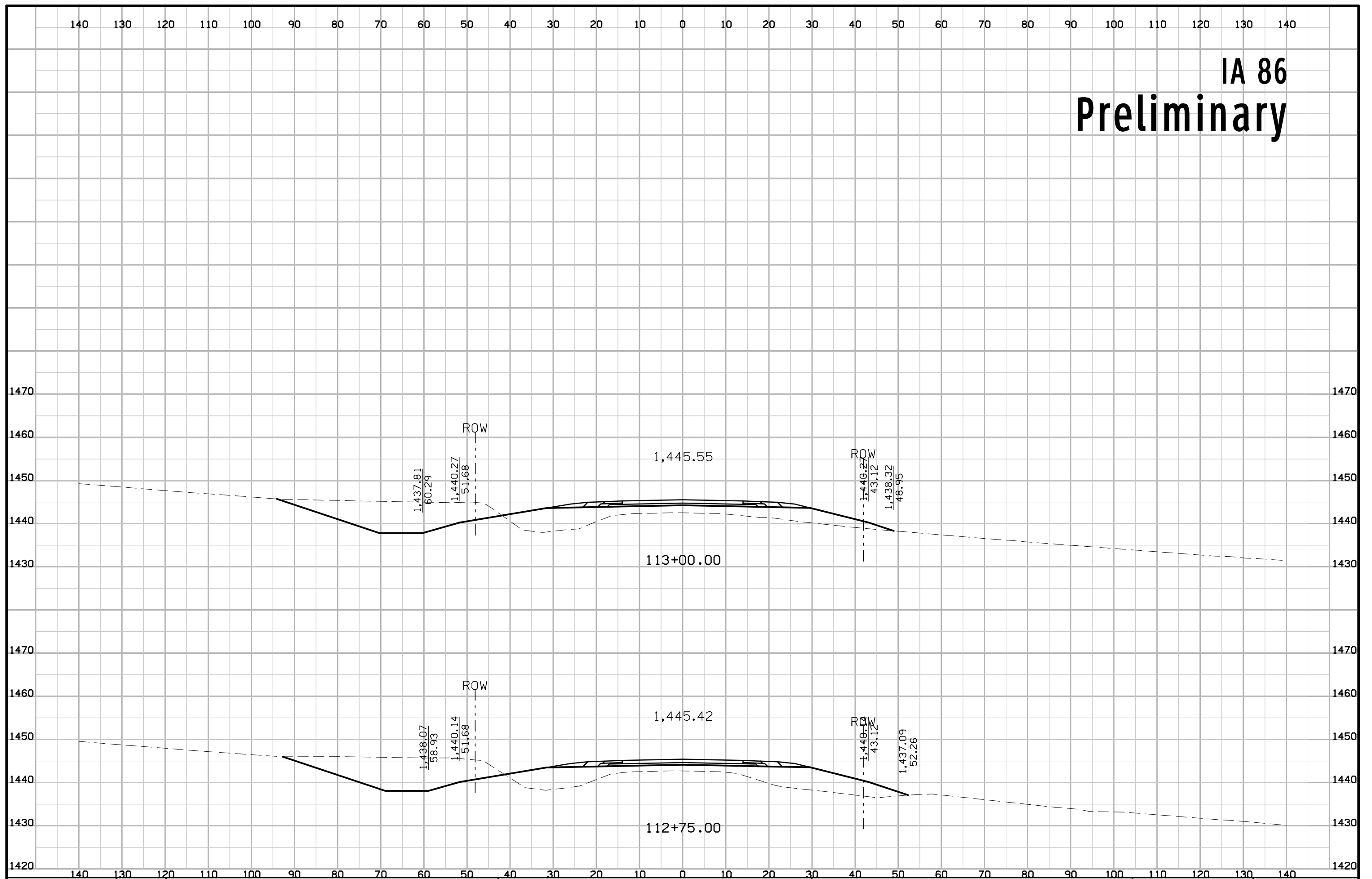
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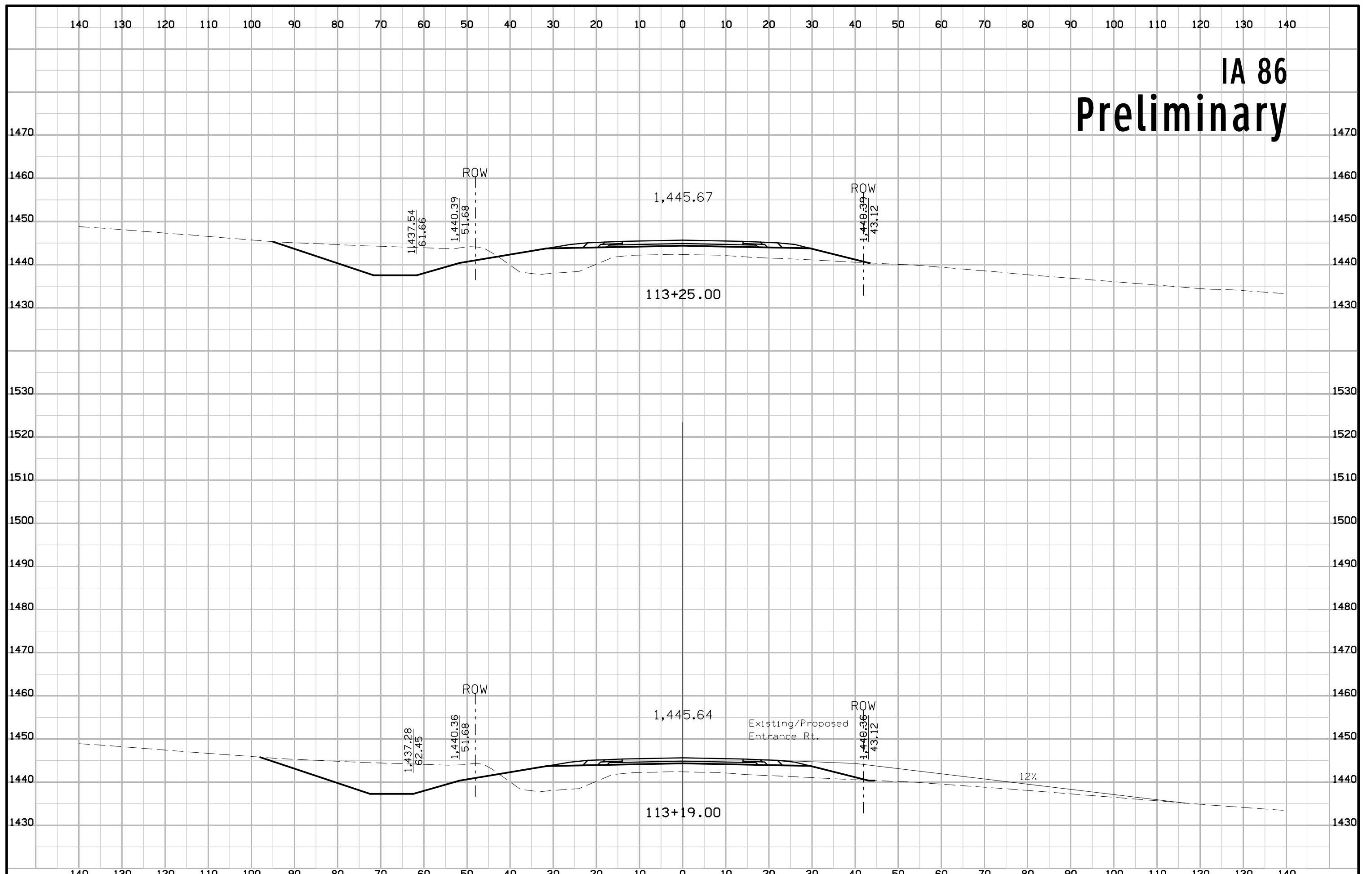
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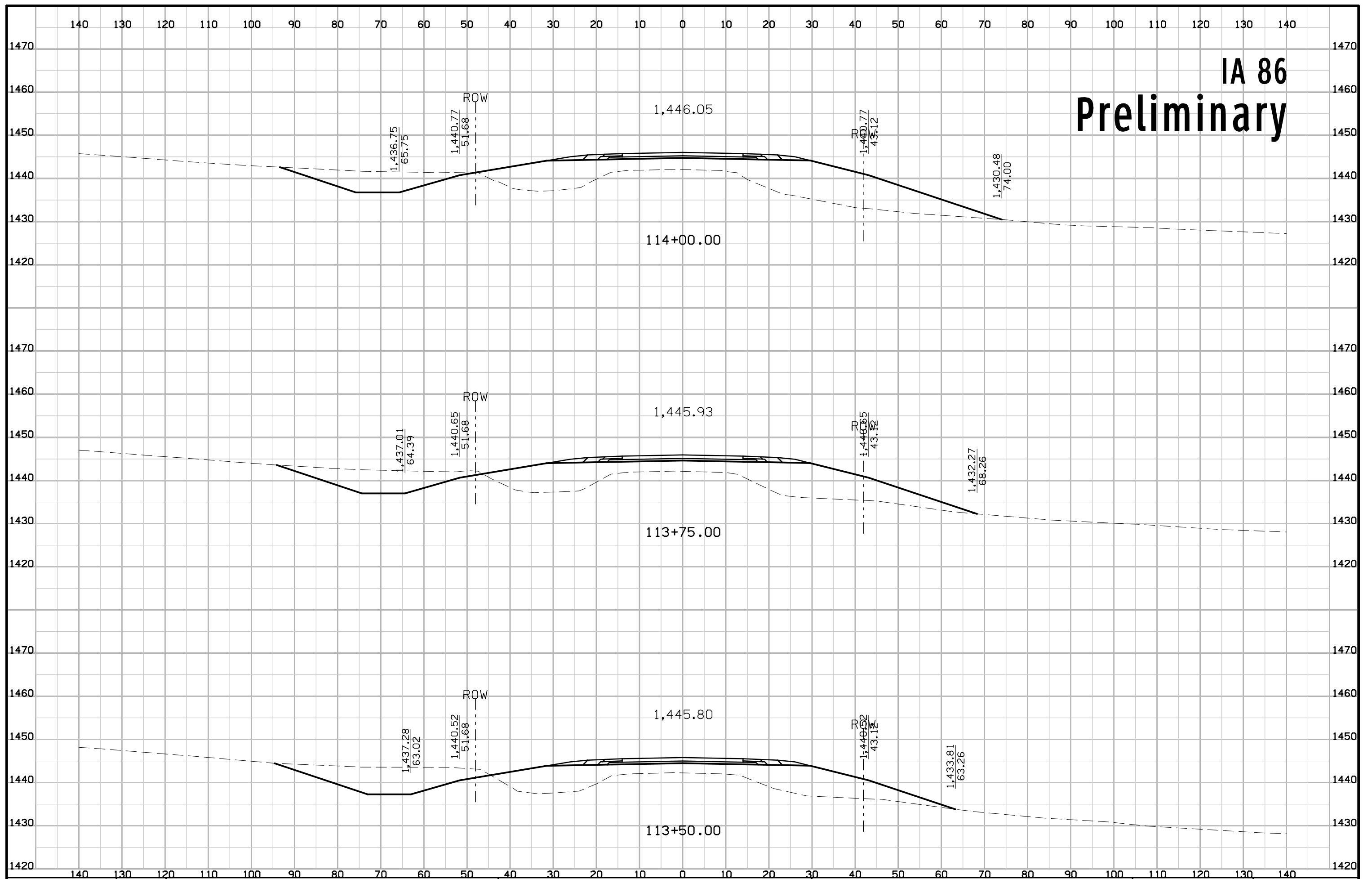
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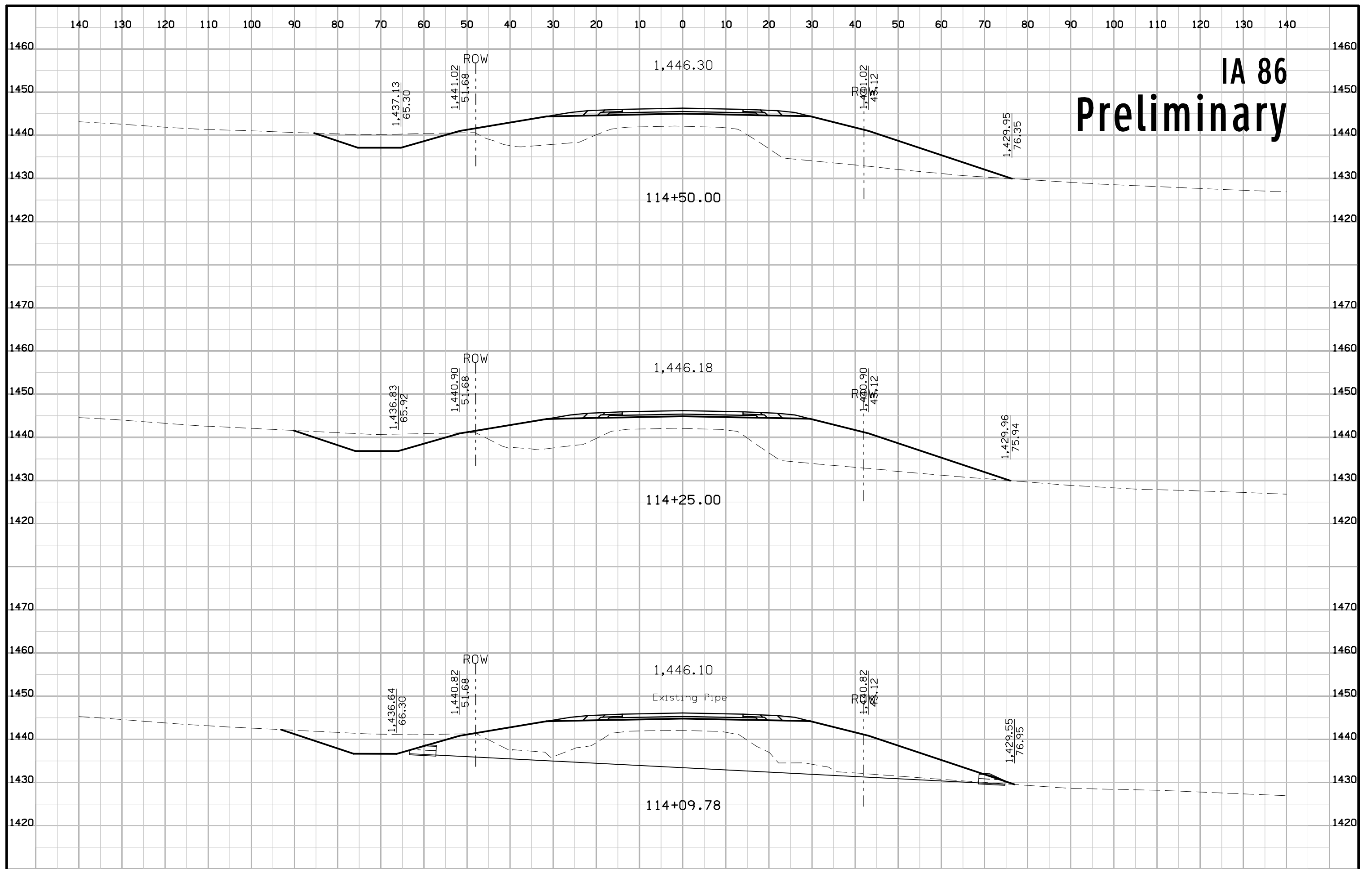
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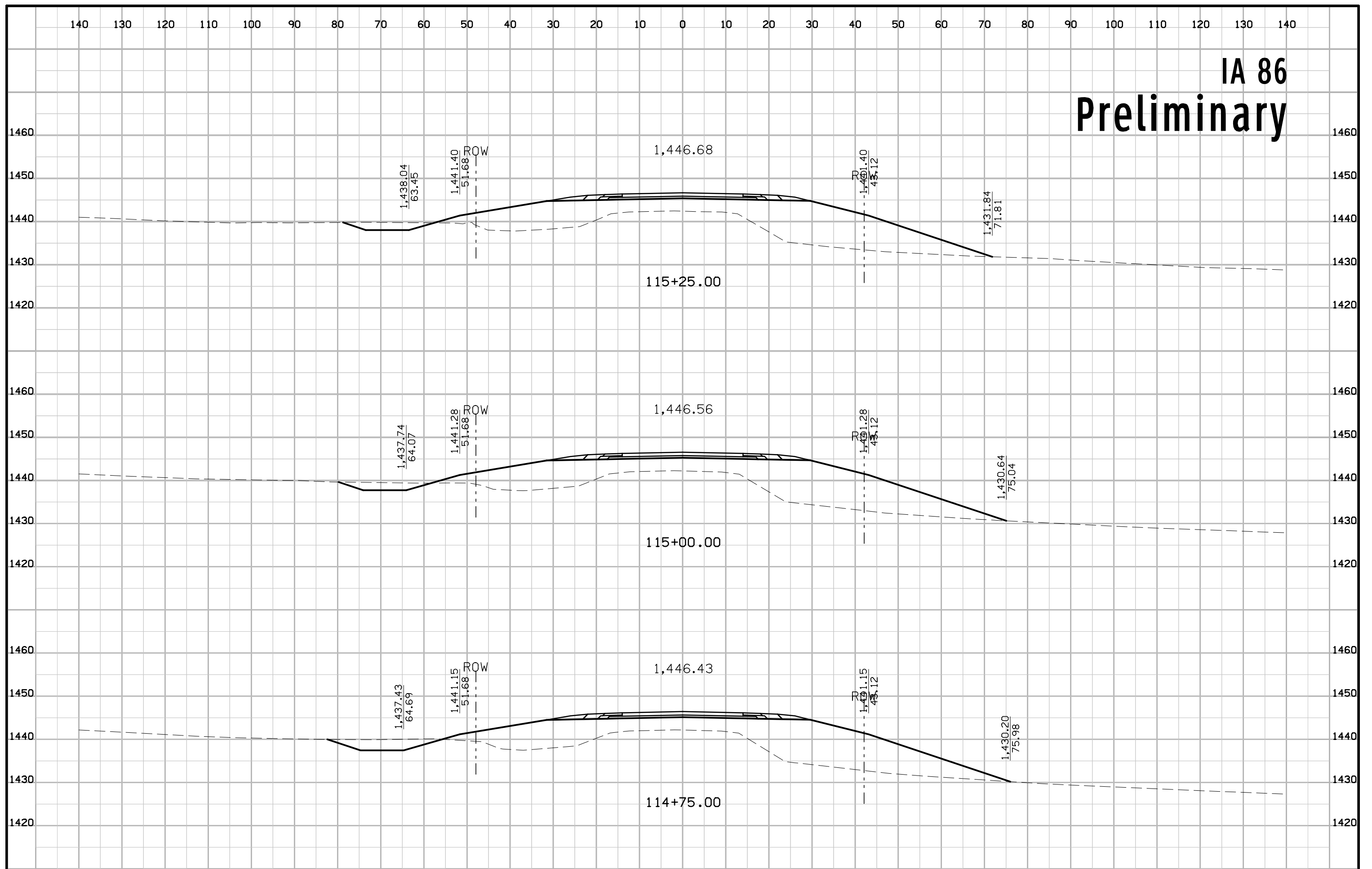
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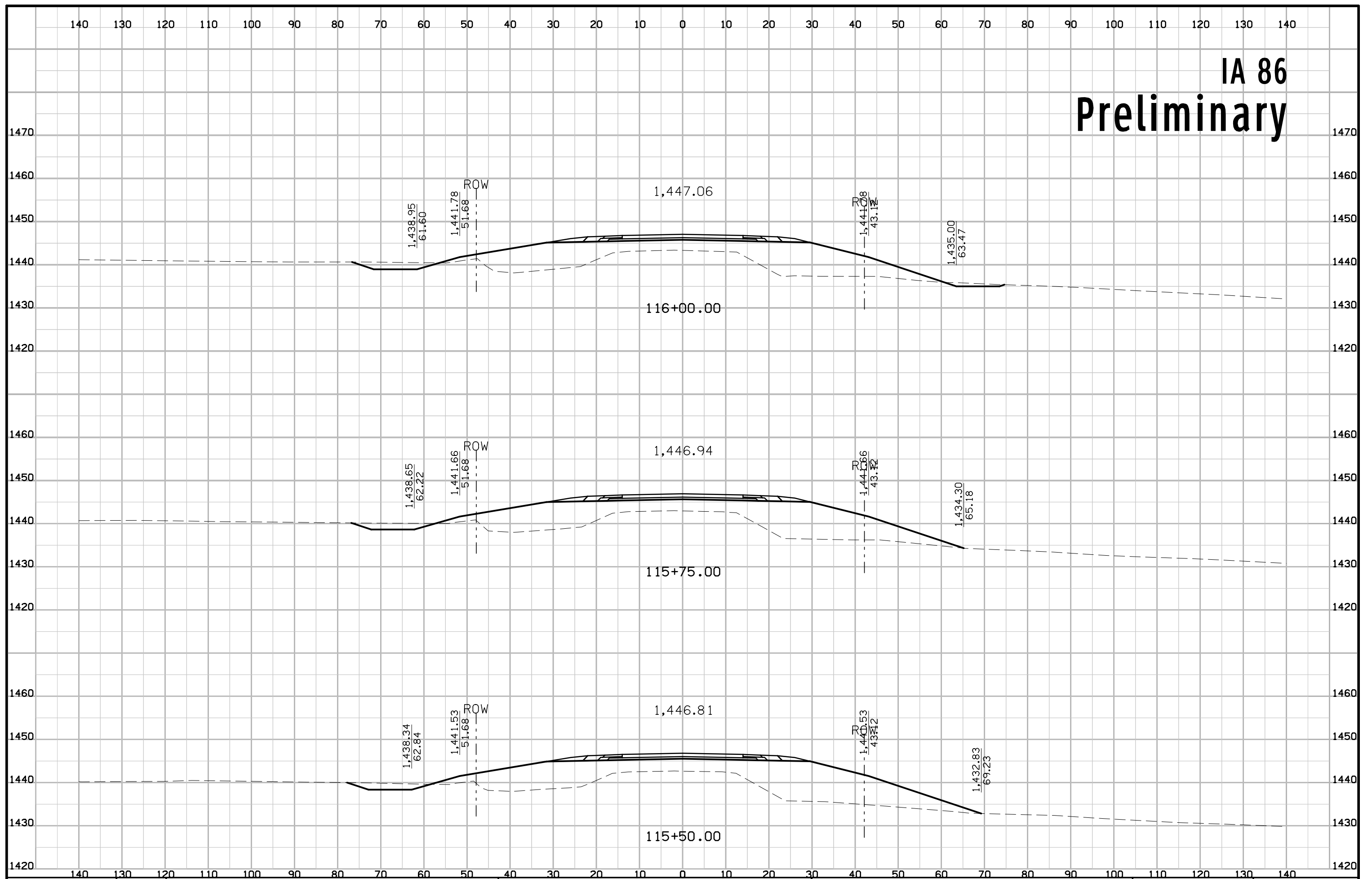
IA 86 Preliminary



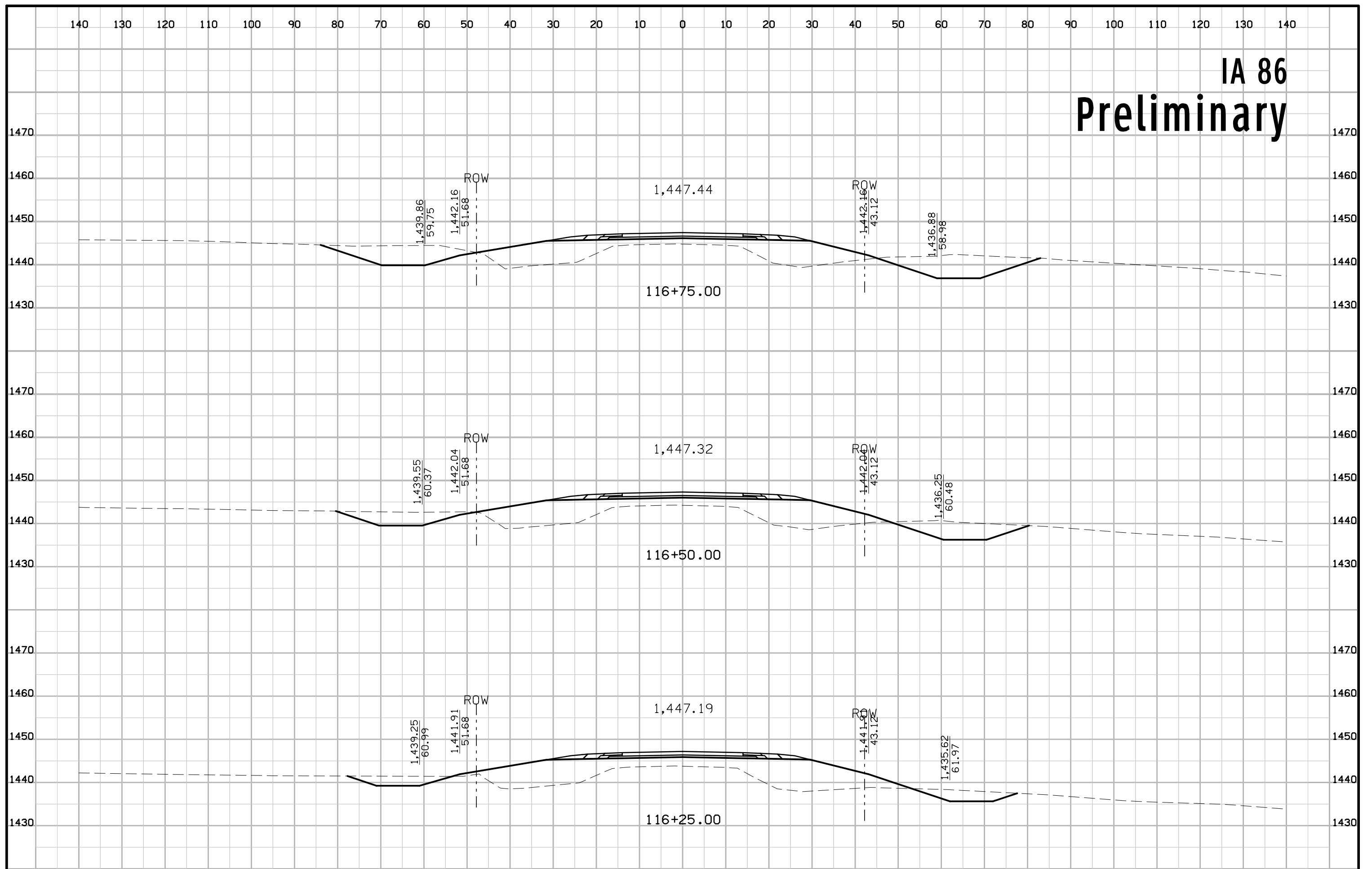
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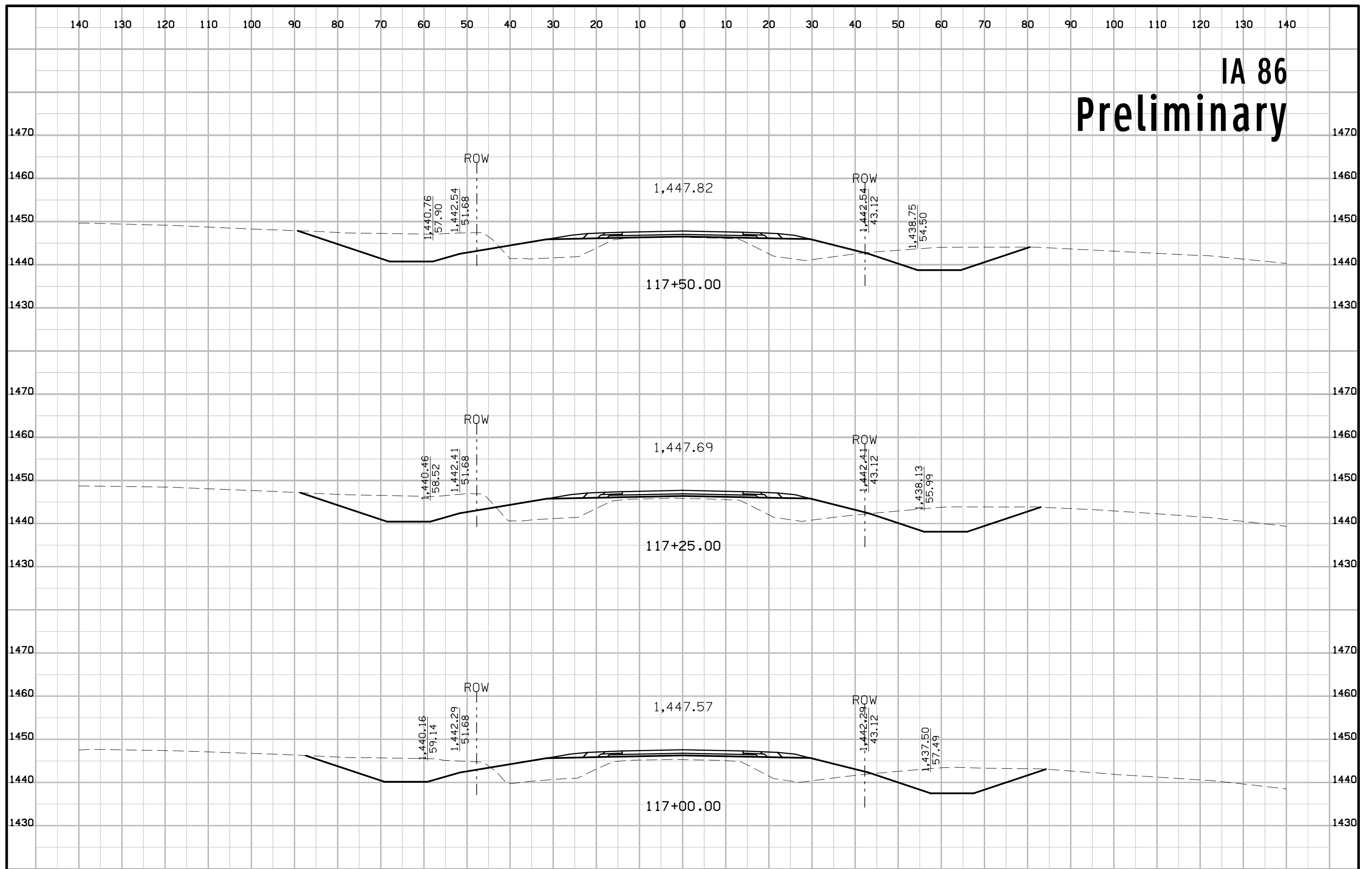
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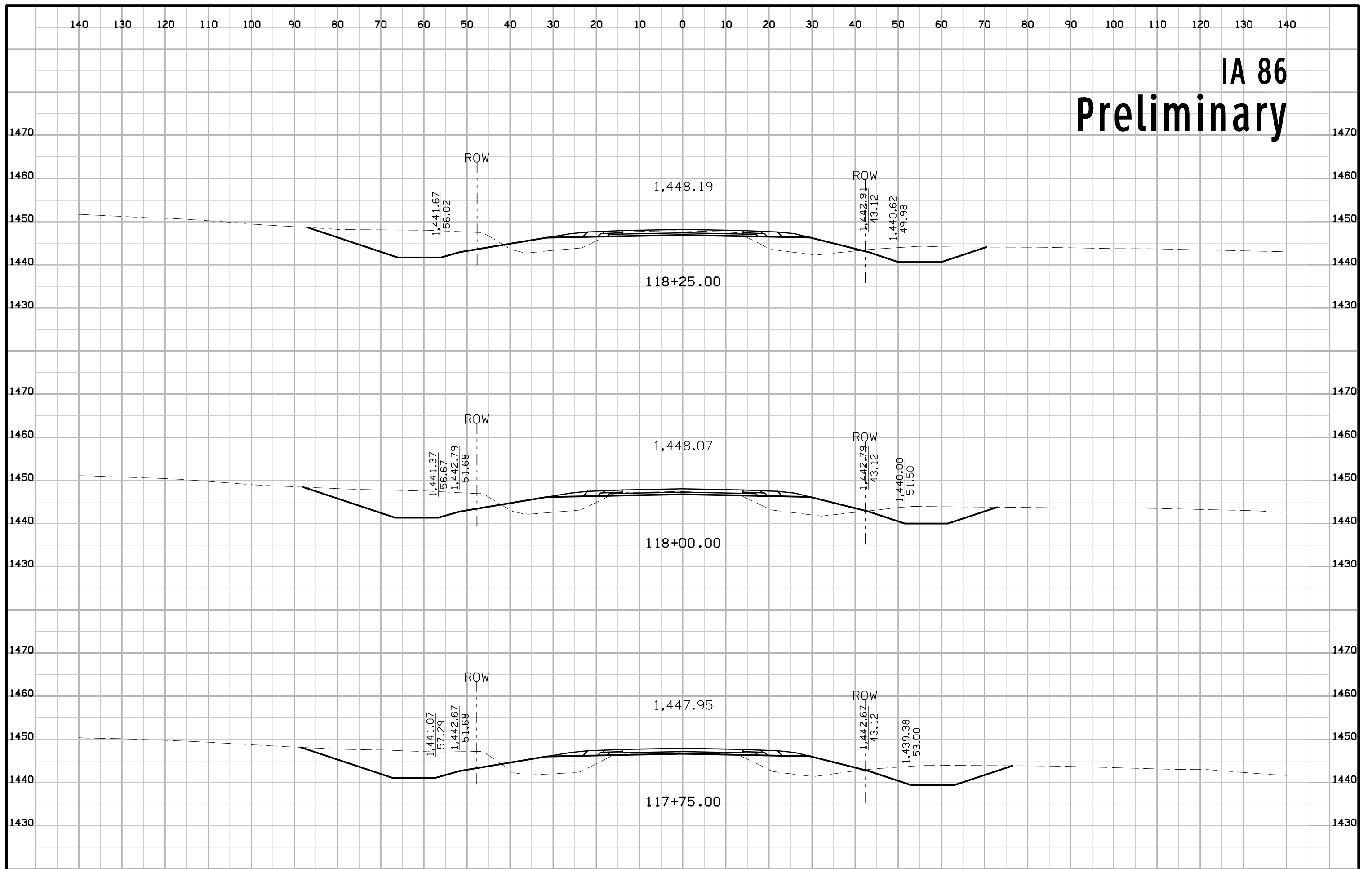
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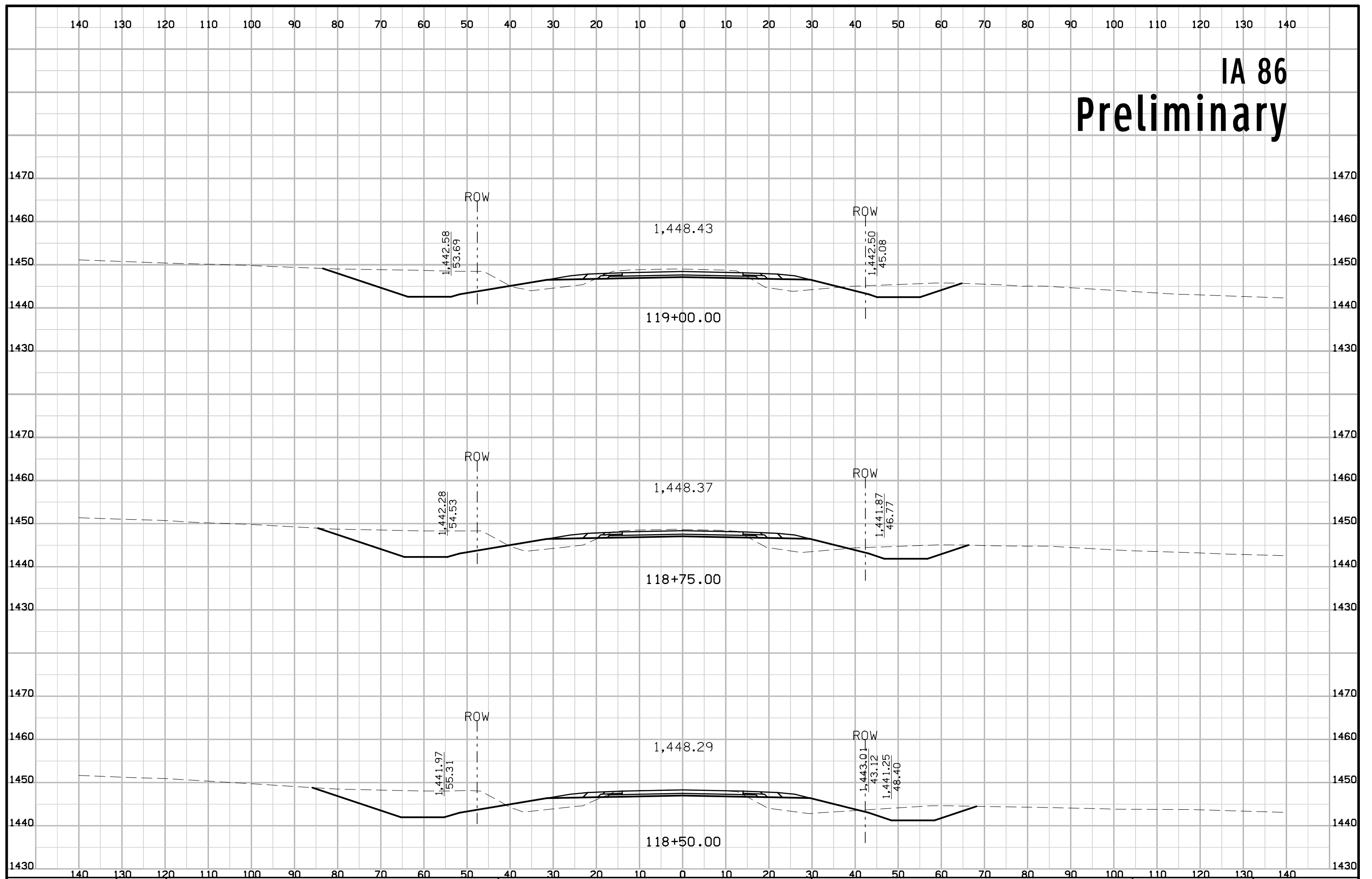
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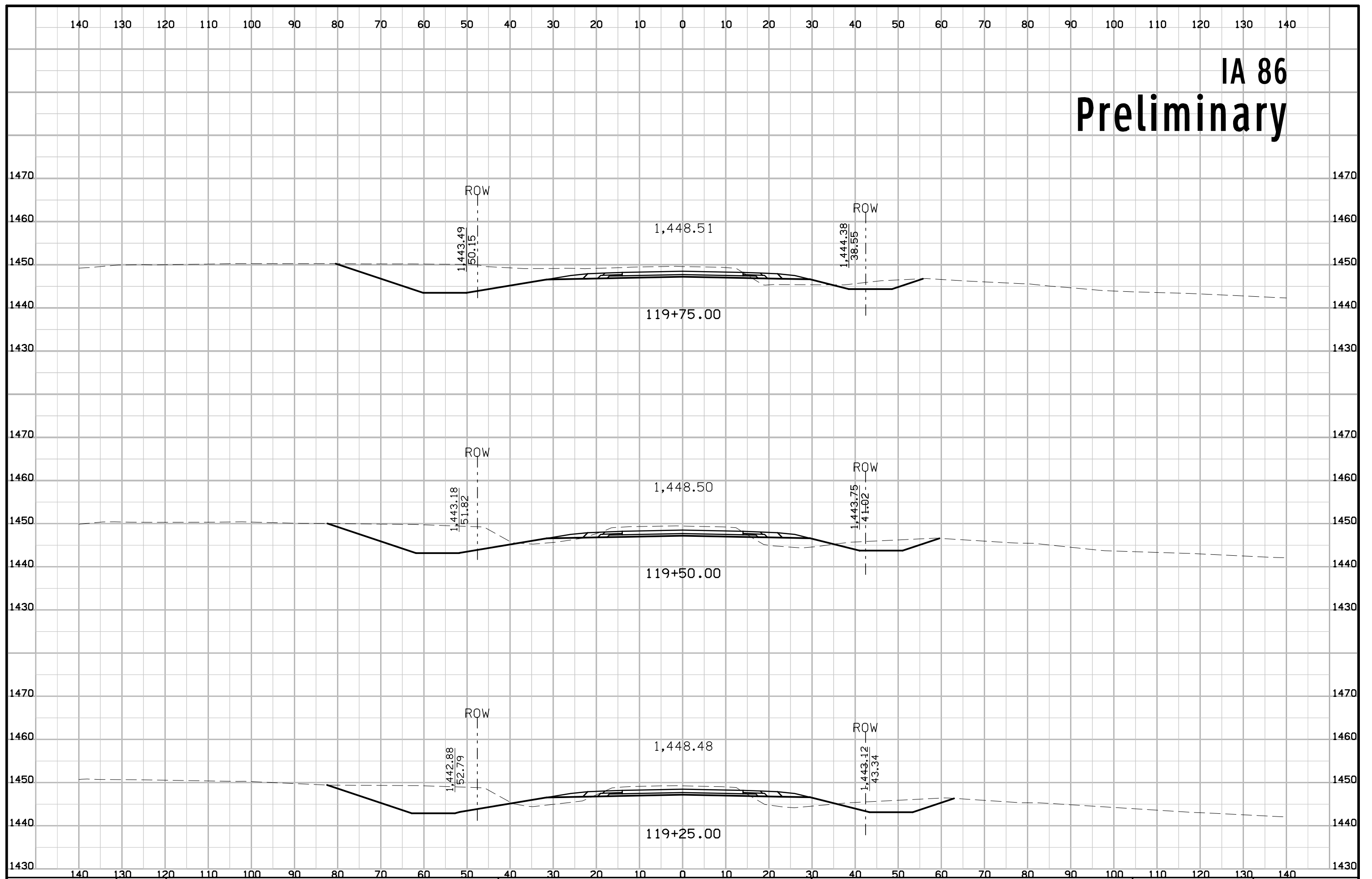
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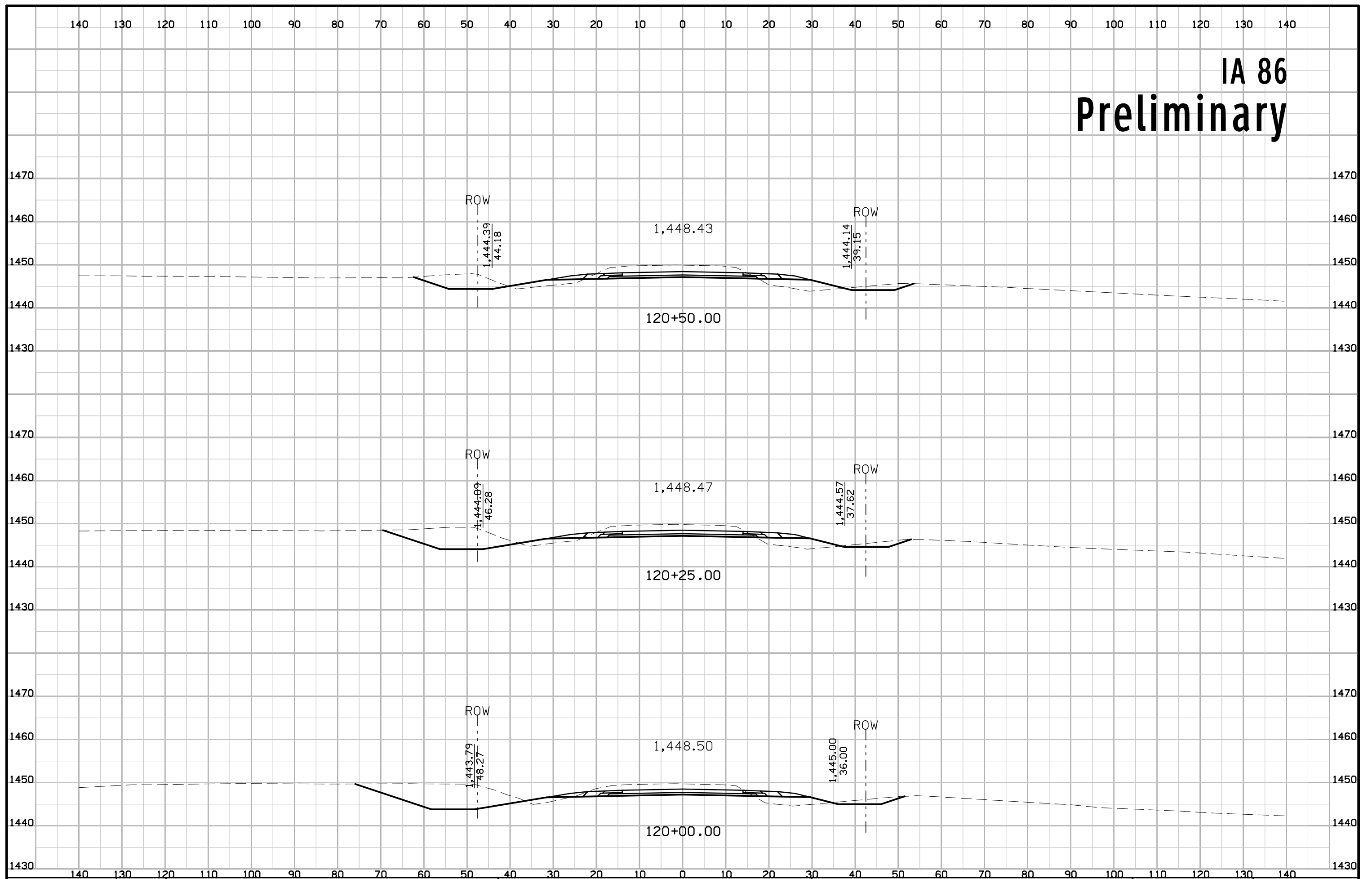
IA 86 Preliminary



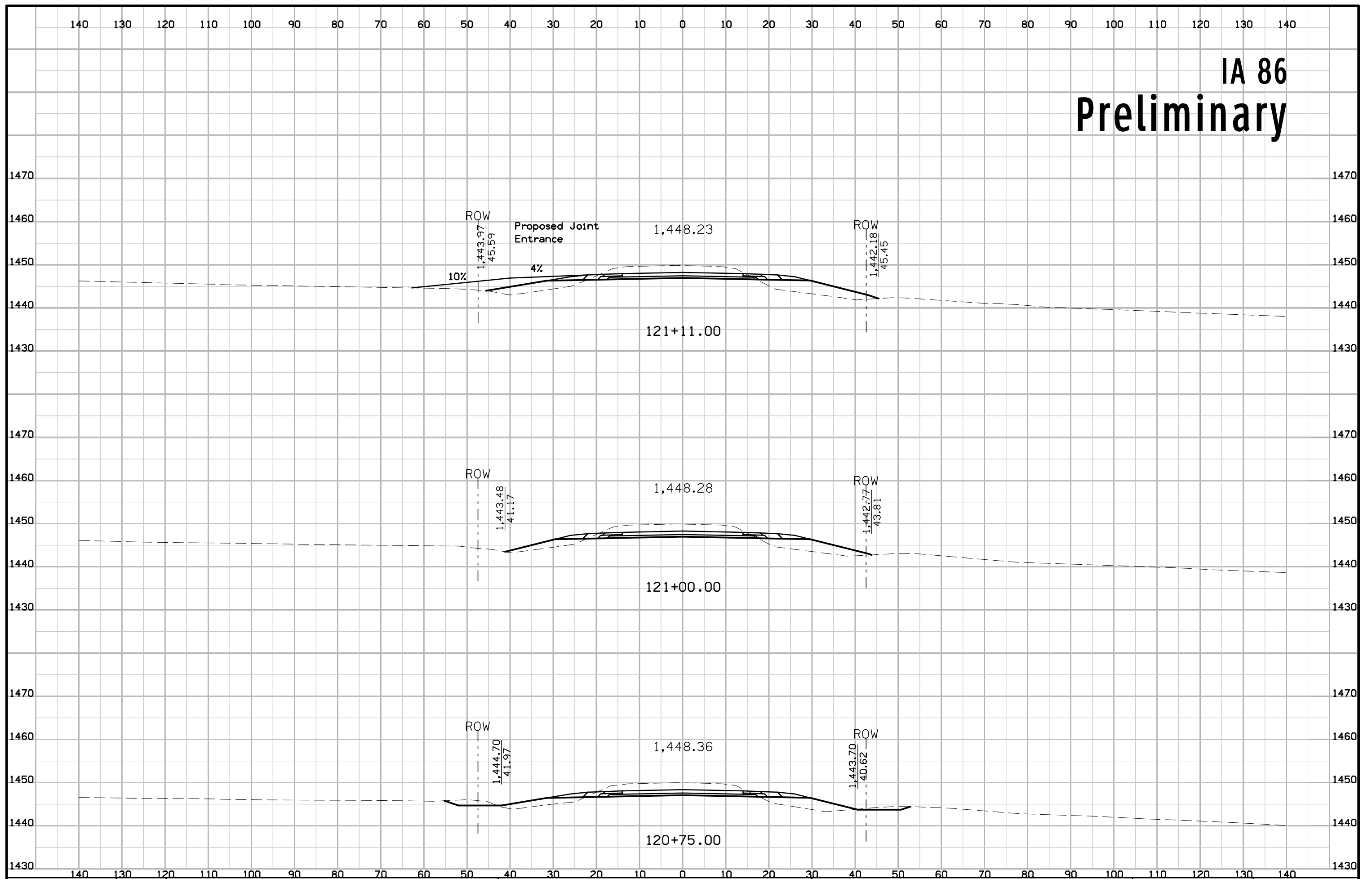
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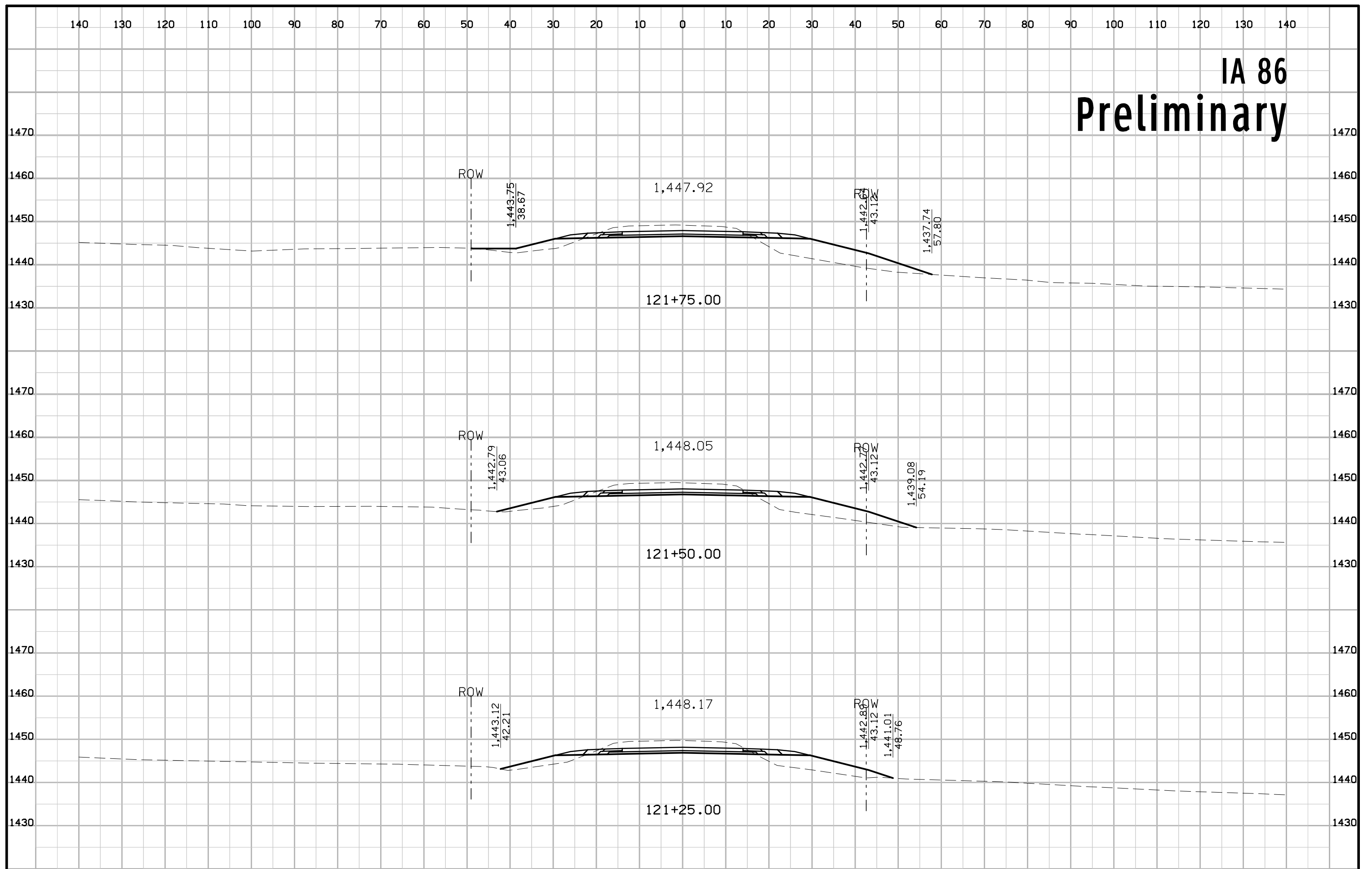
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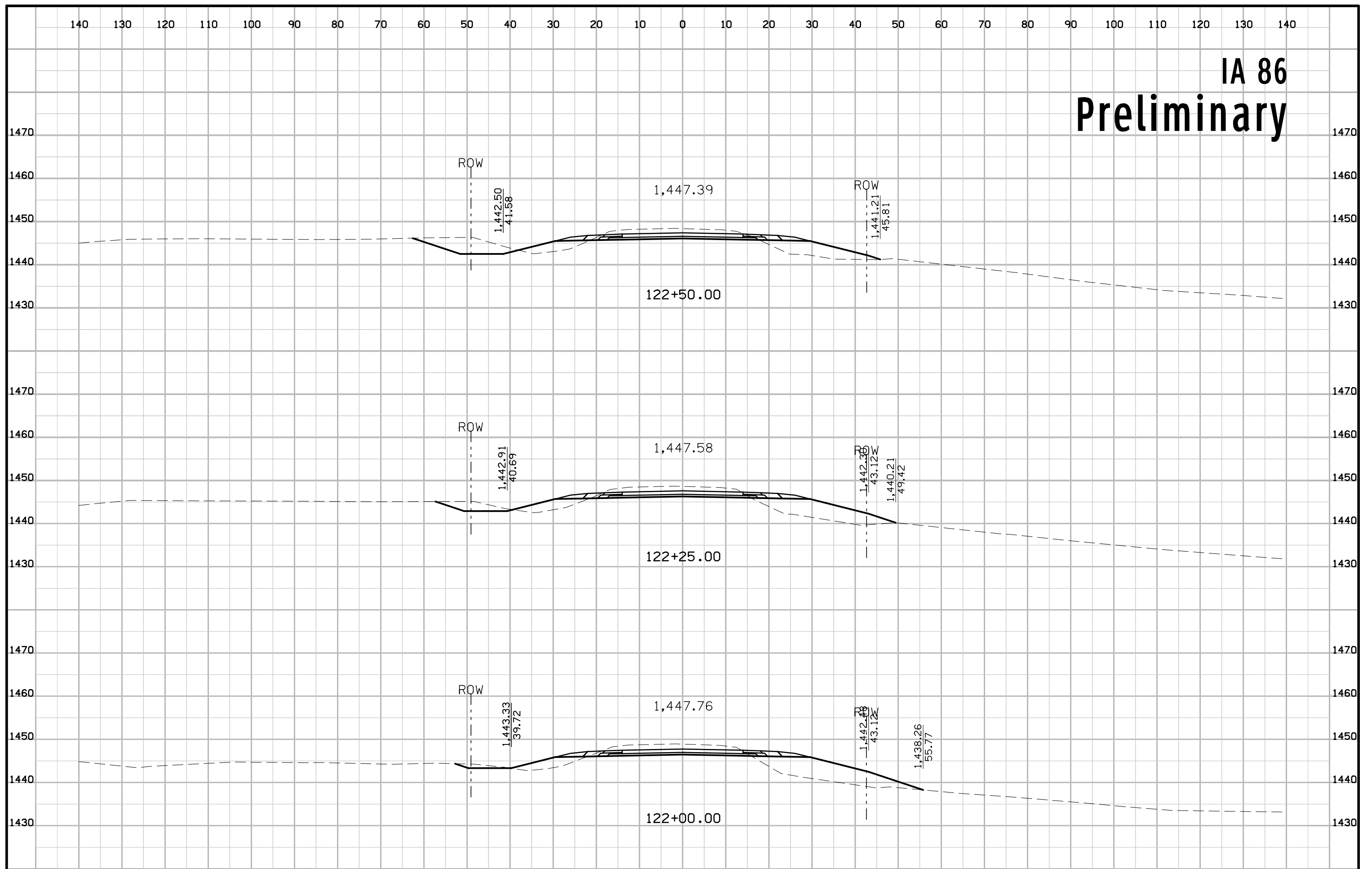
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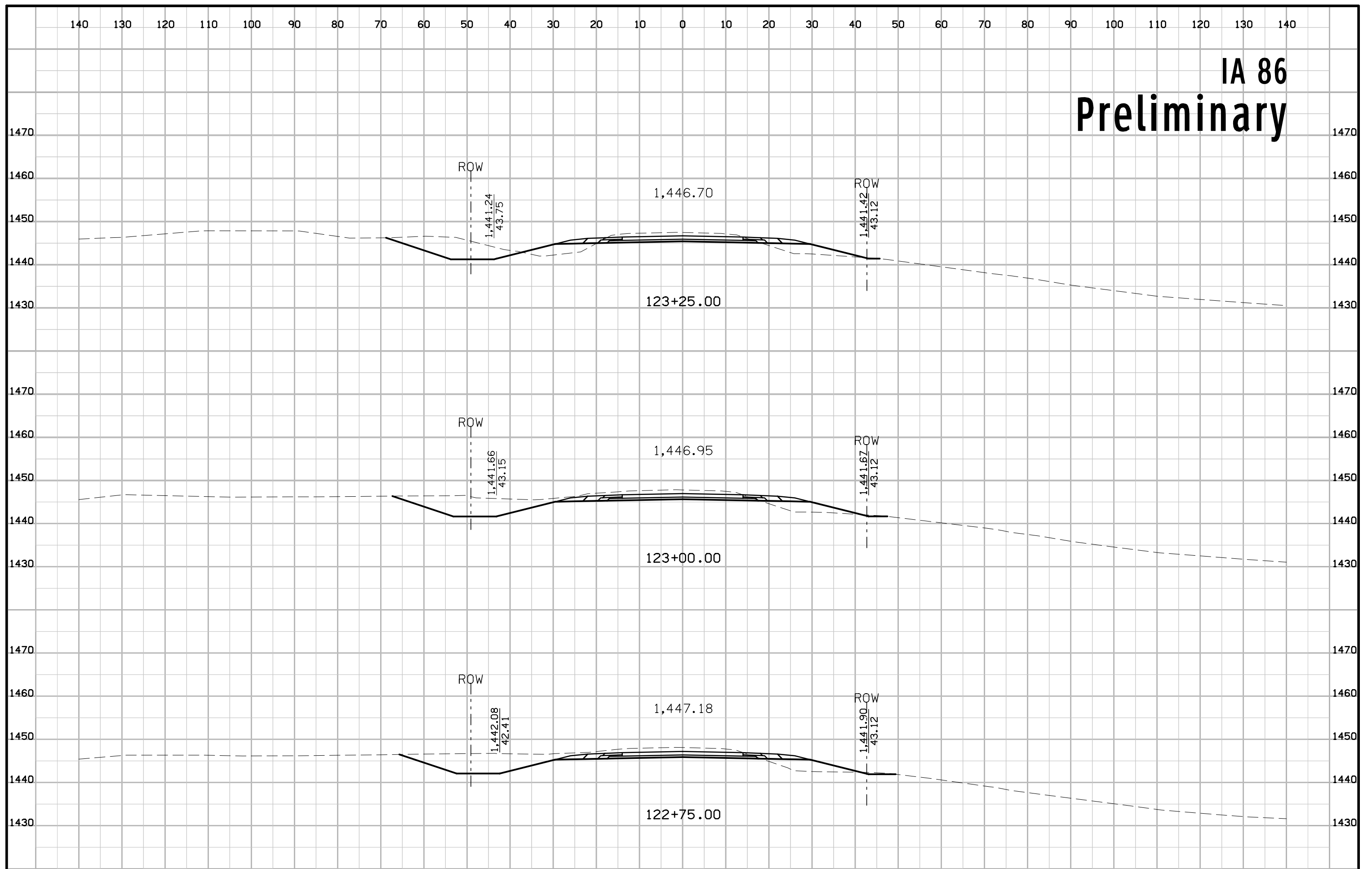
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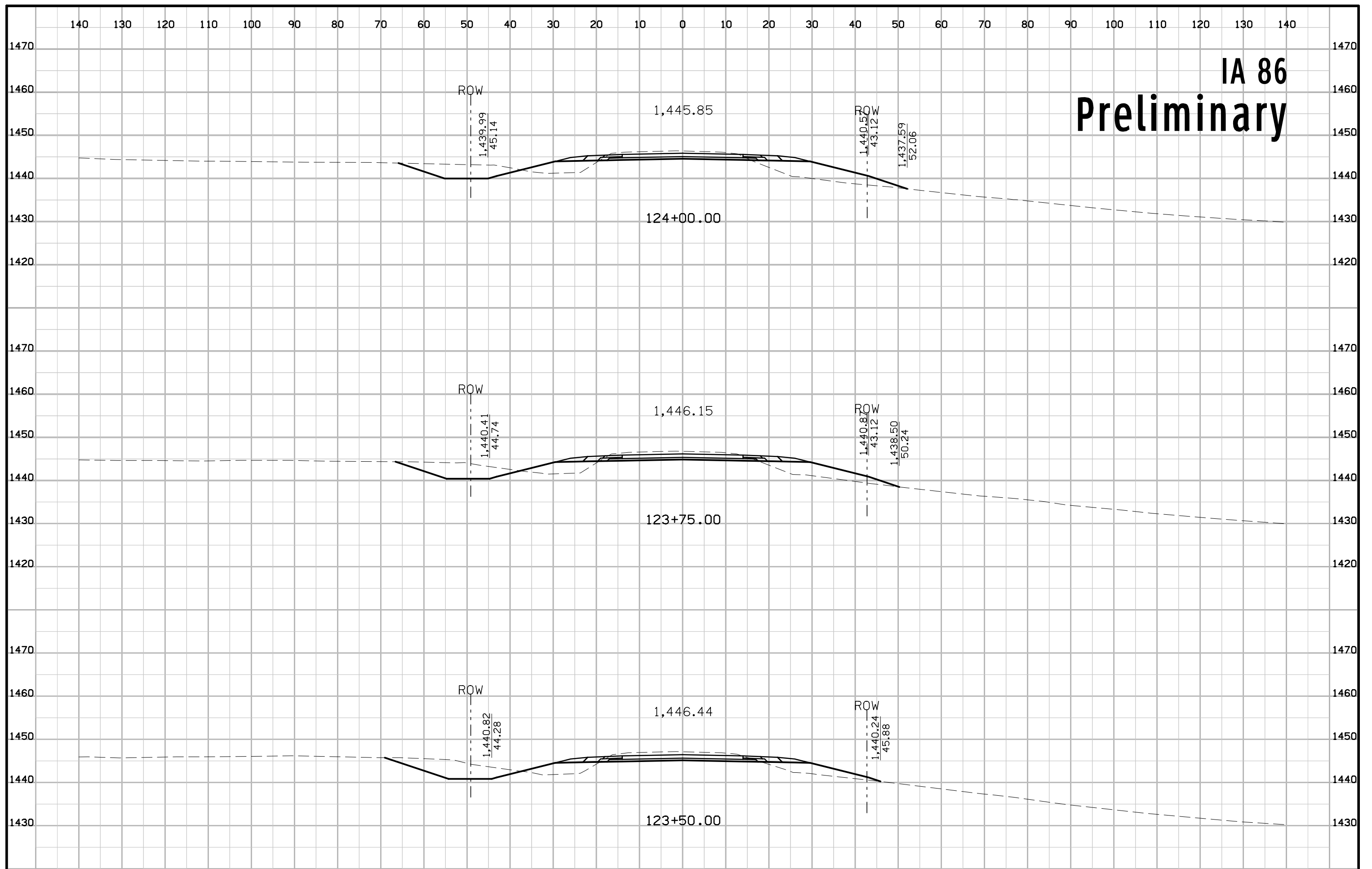
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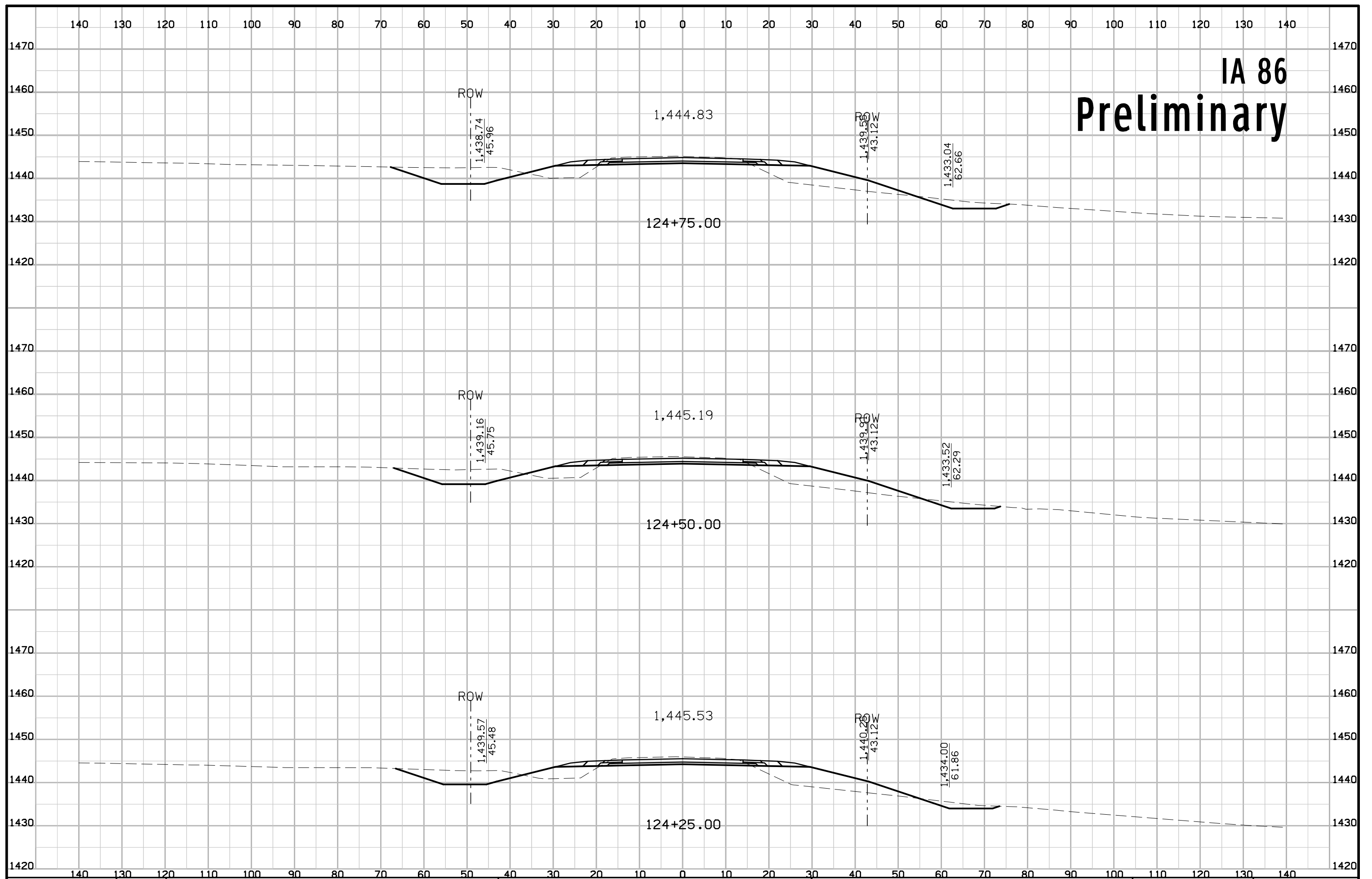
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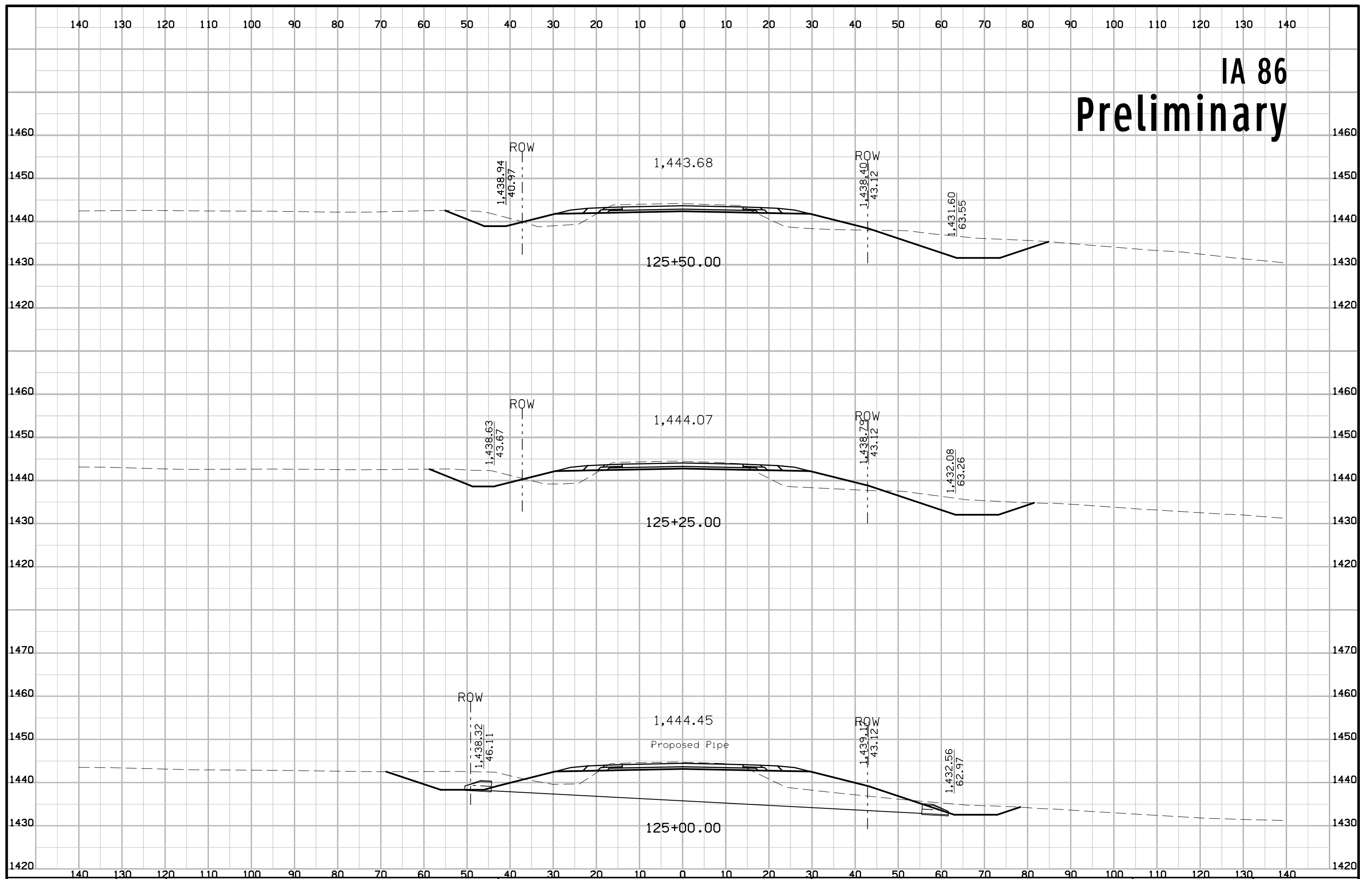
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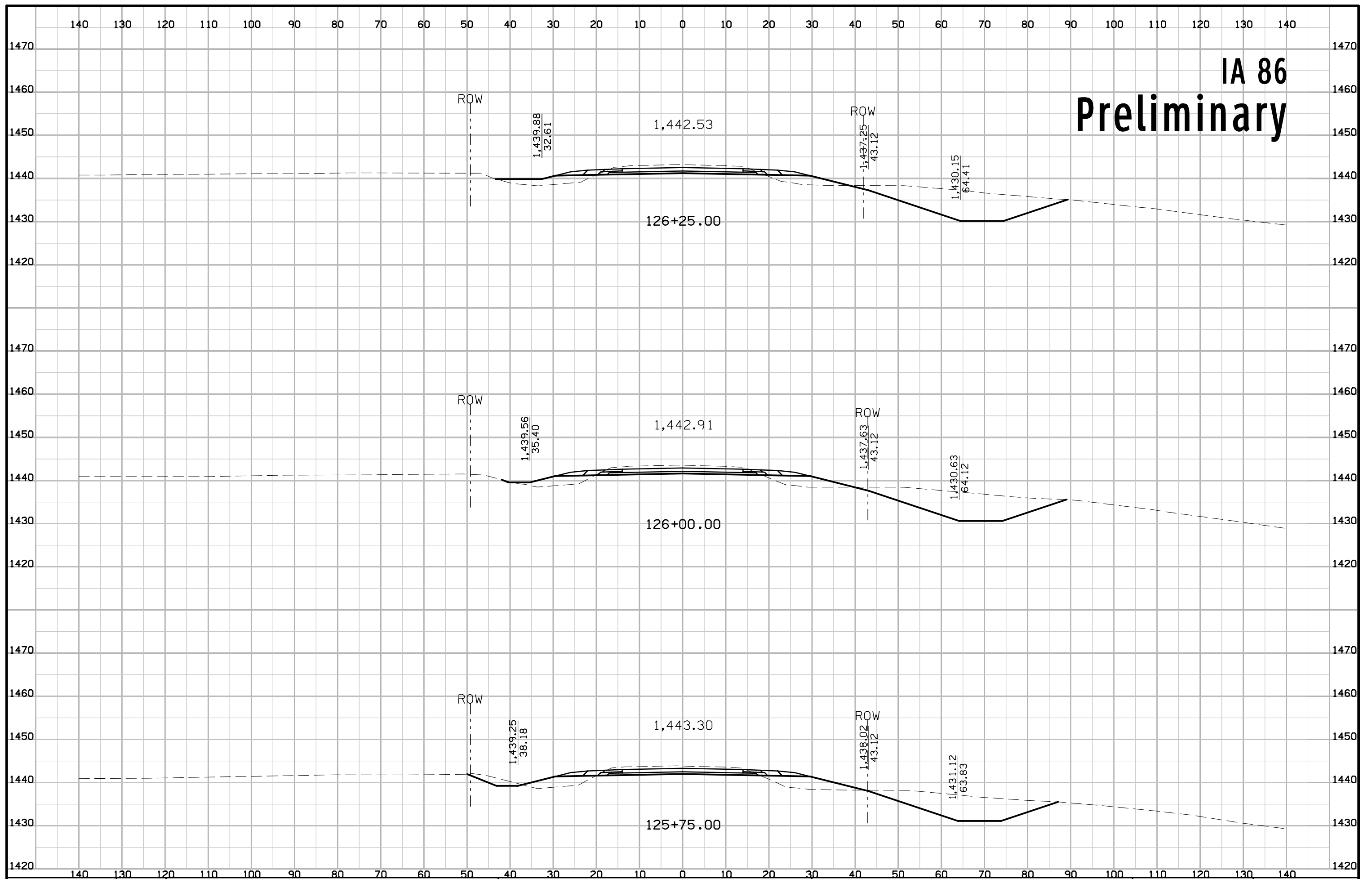
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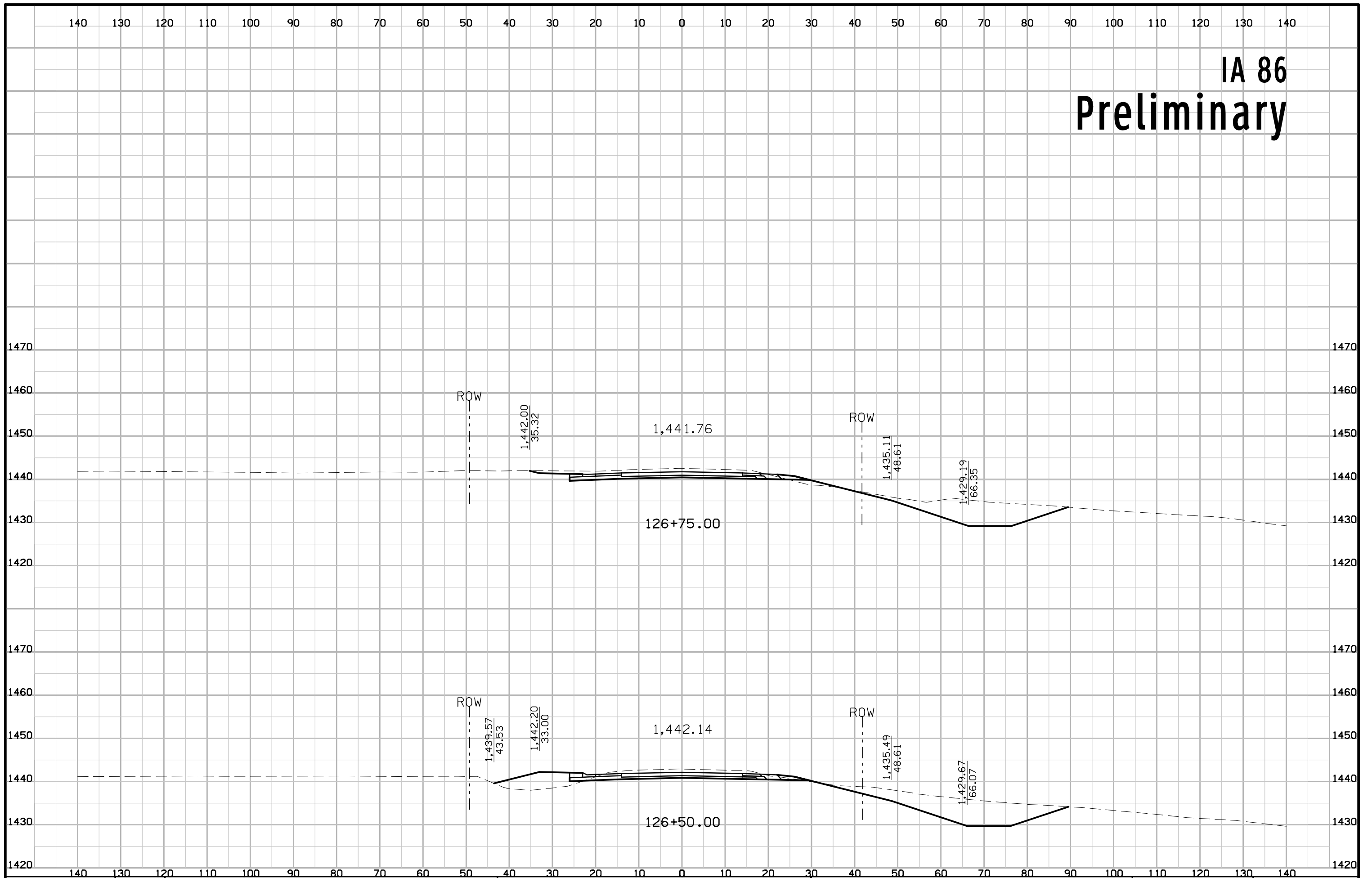
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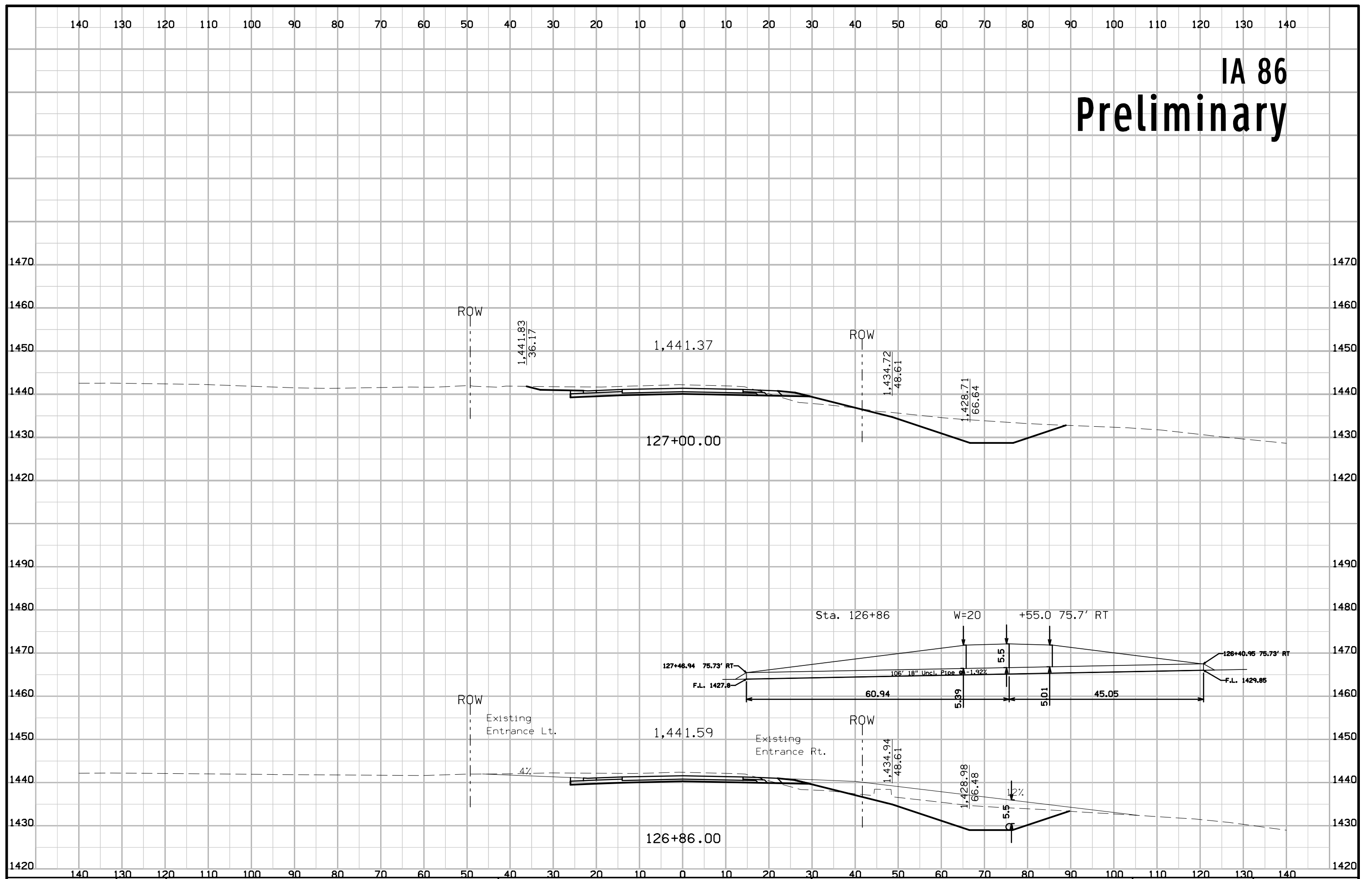
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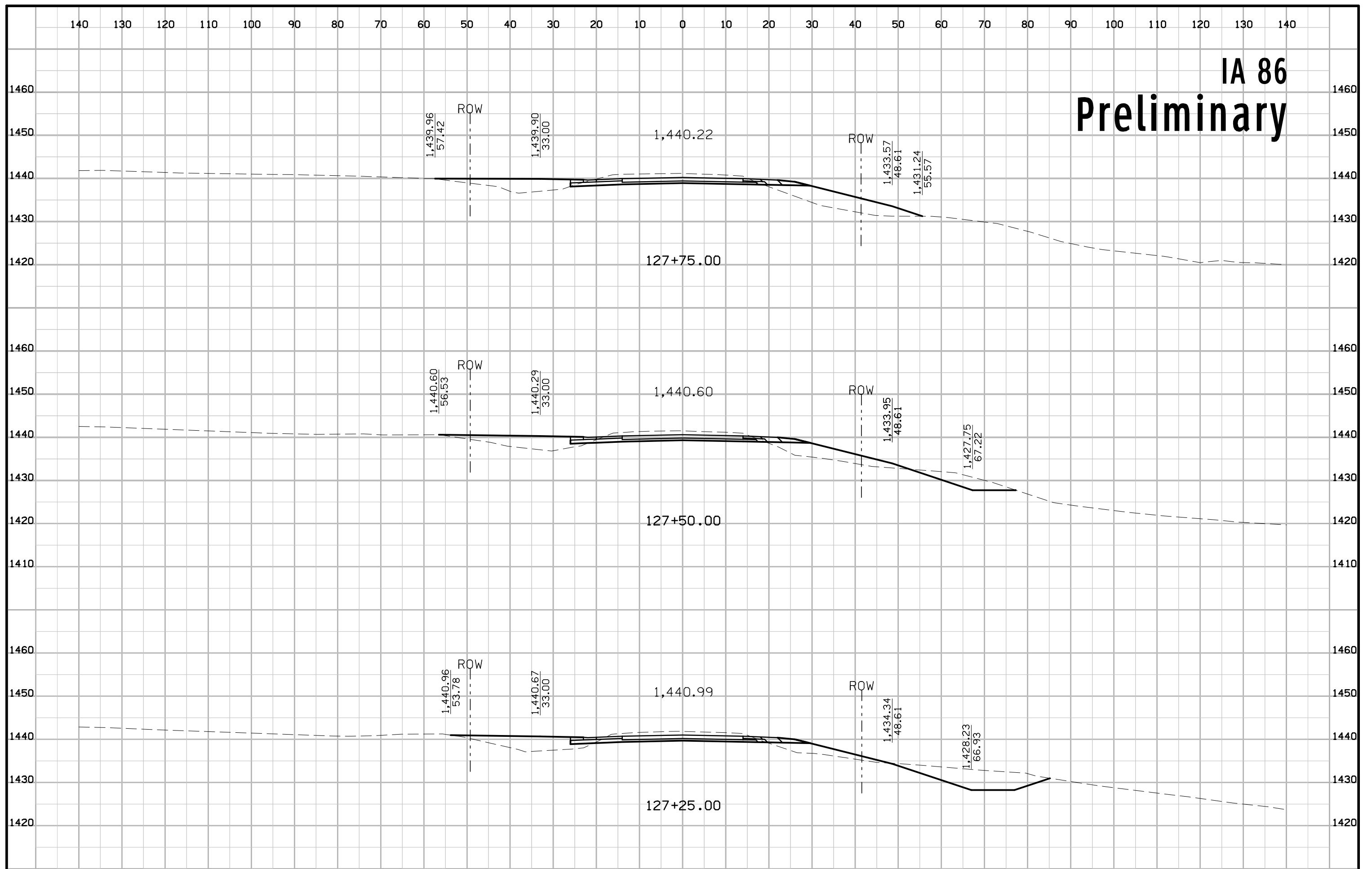
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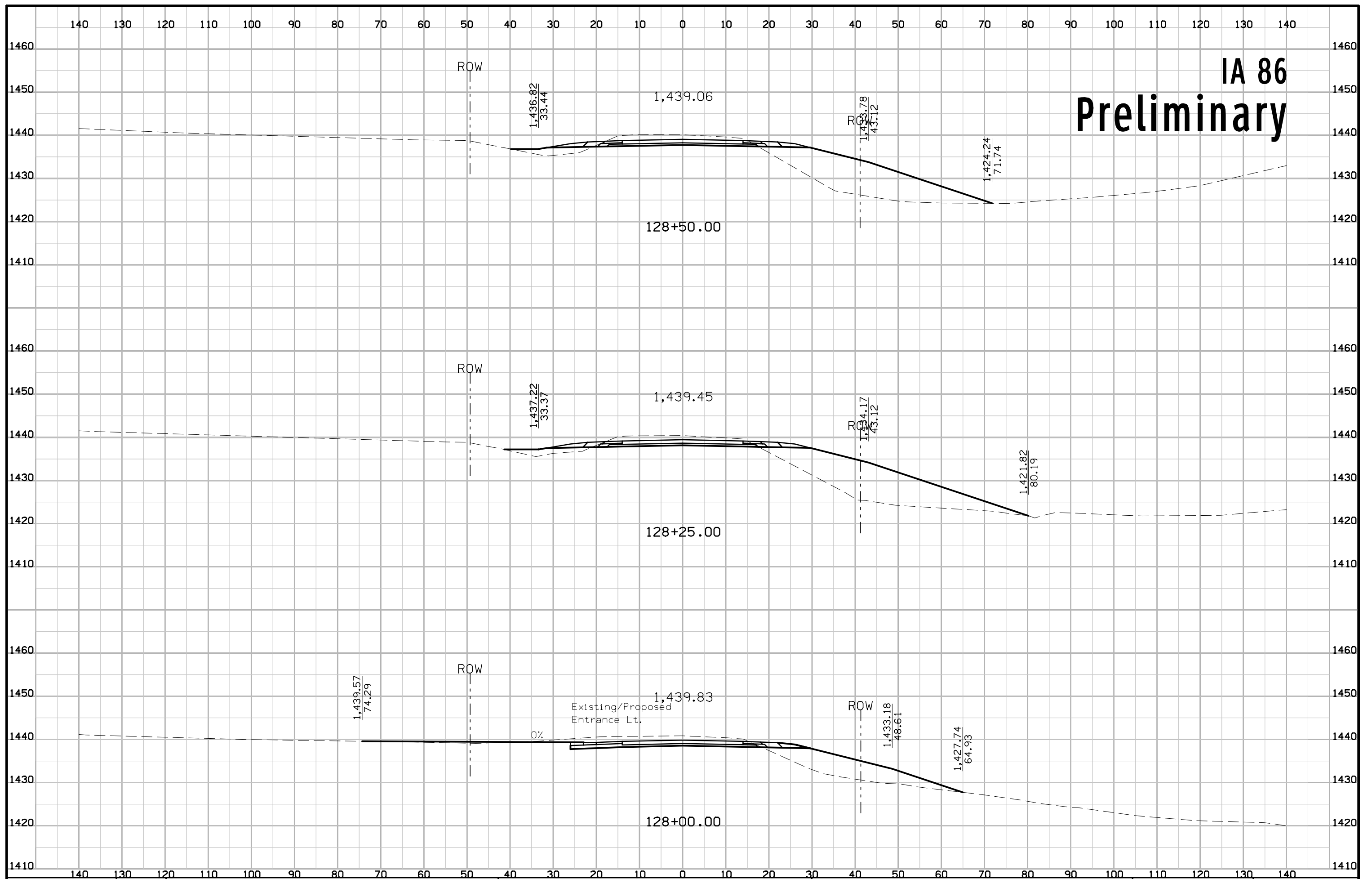
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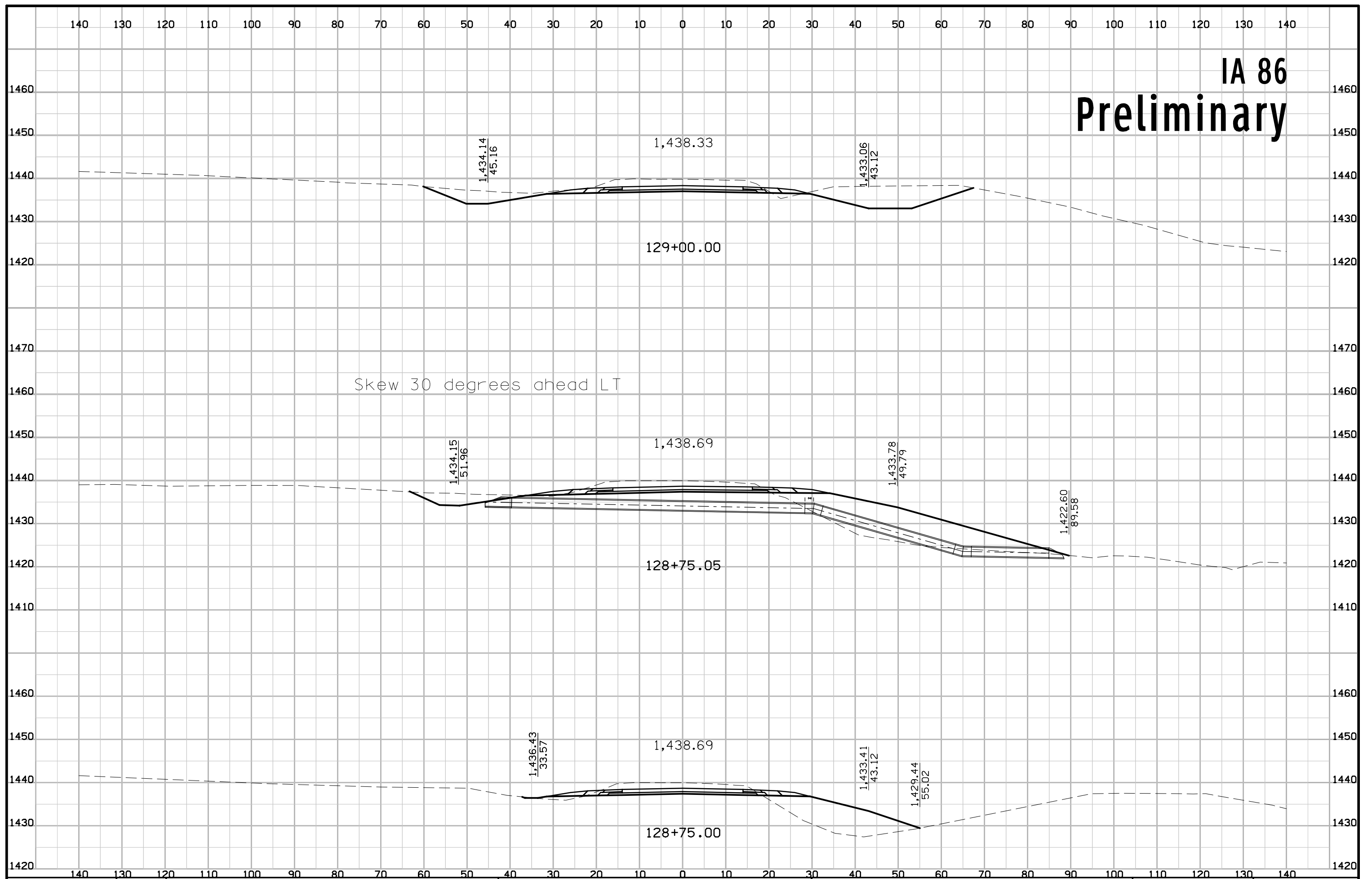
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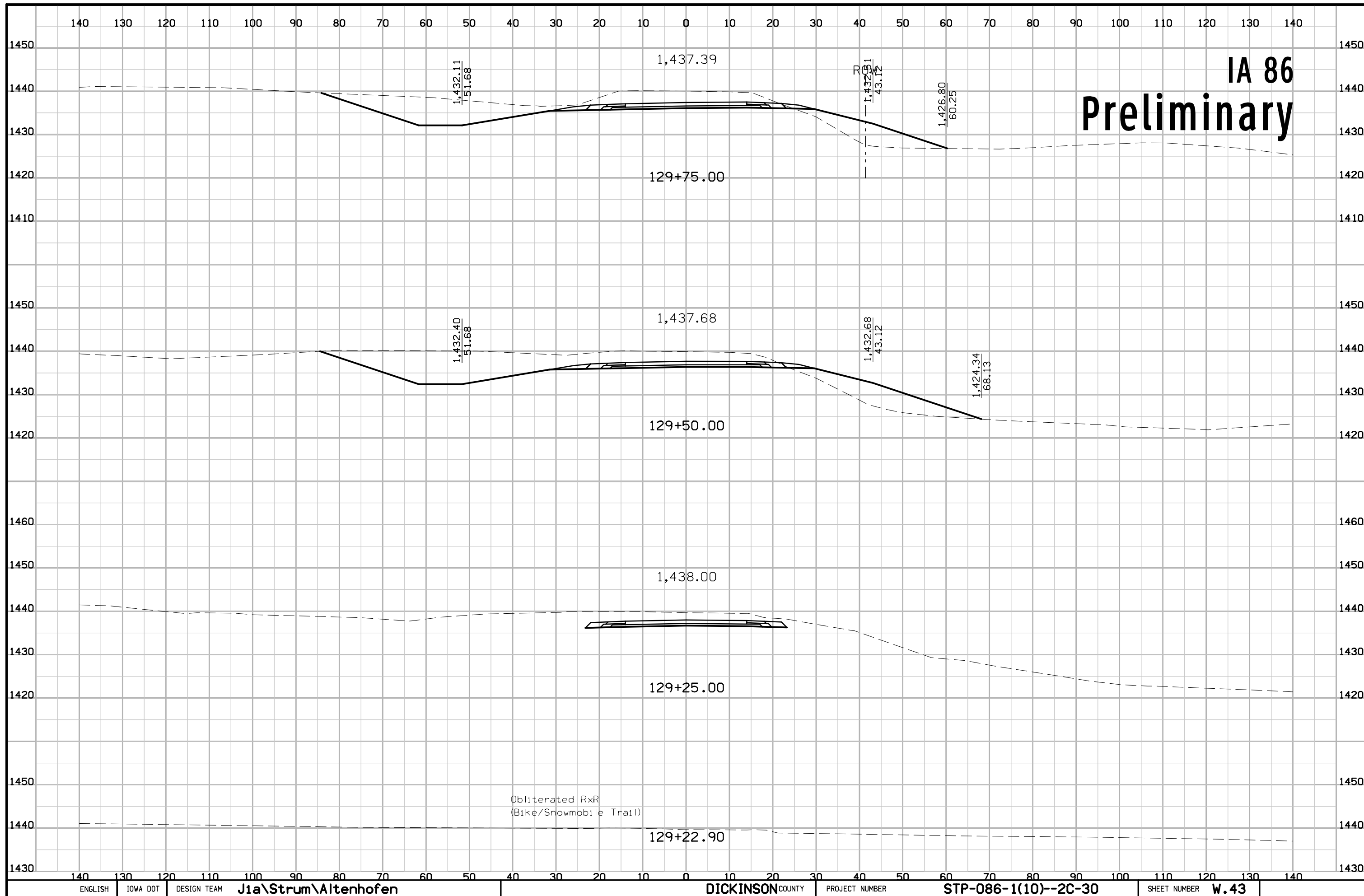


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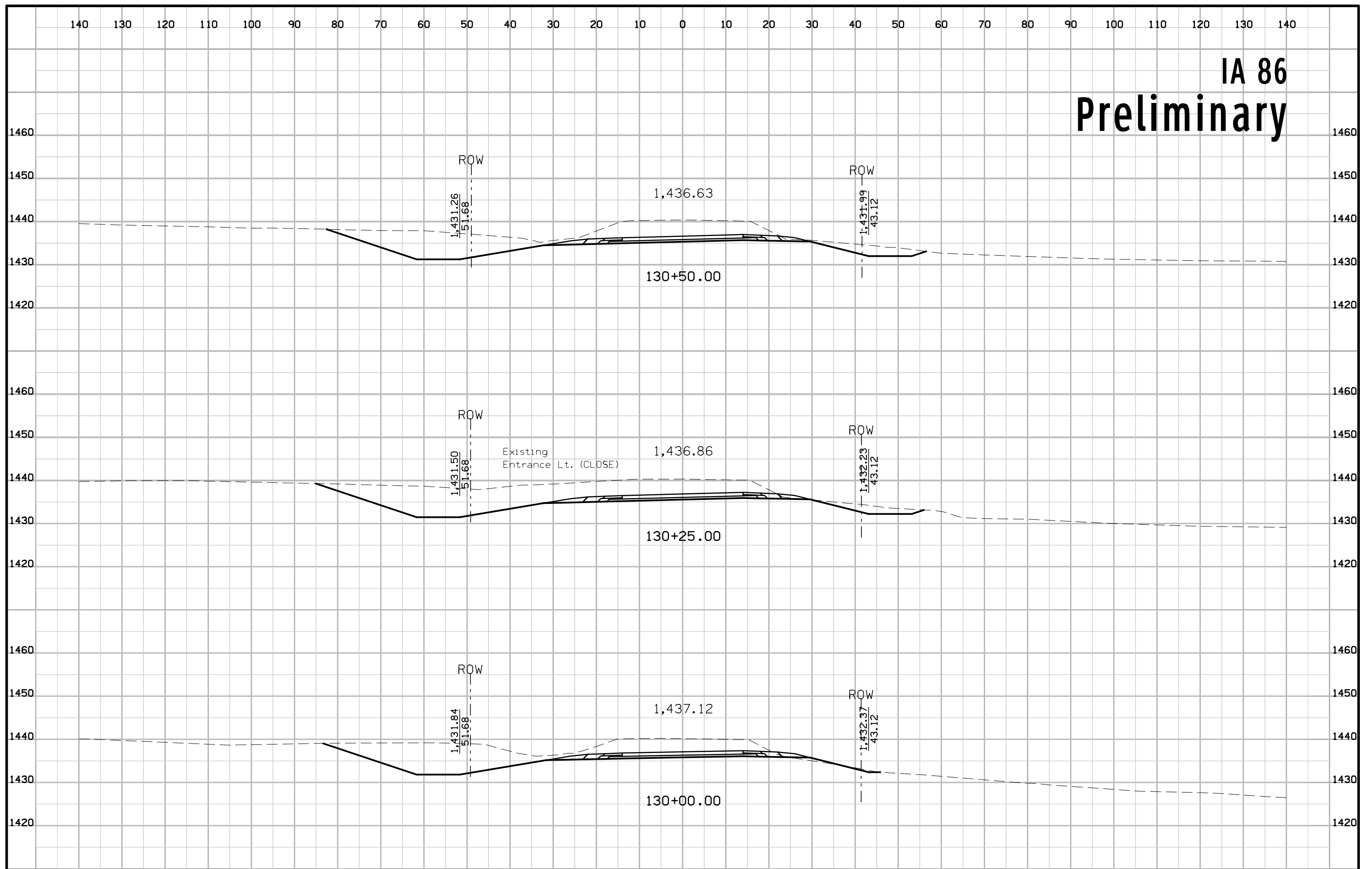


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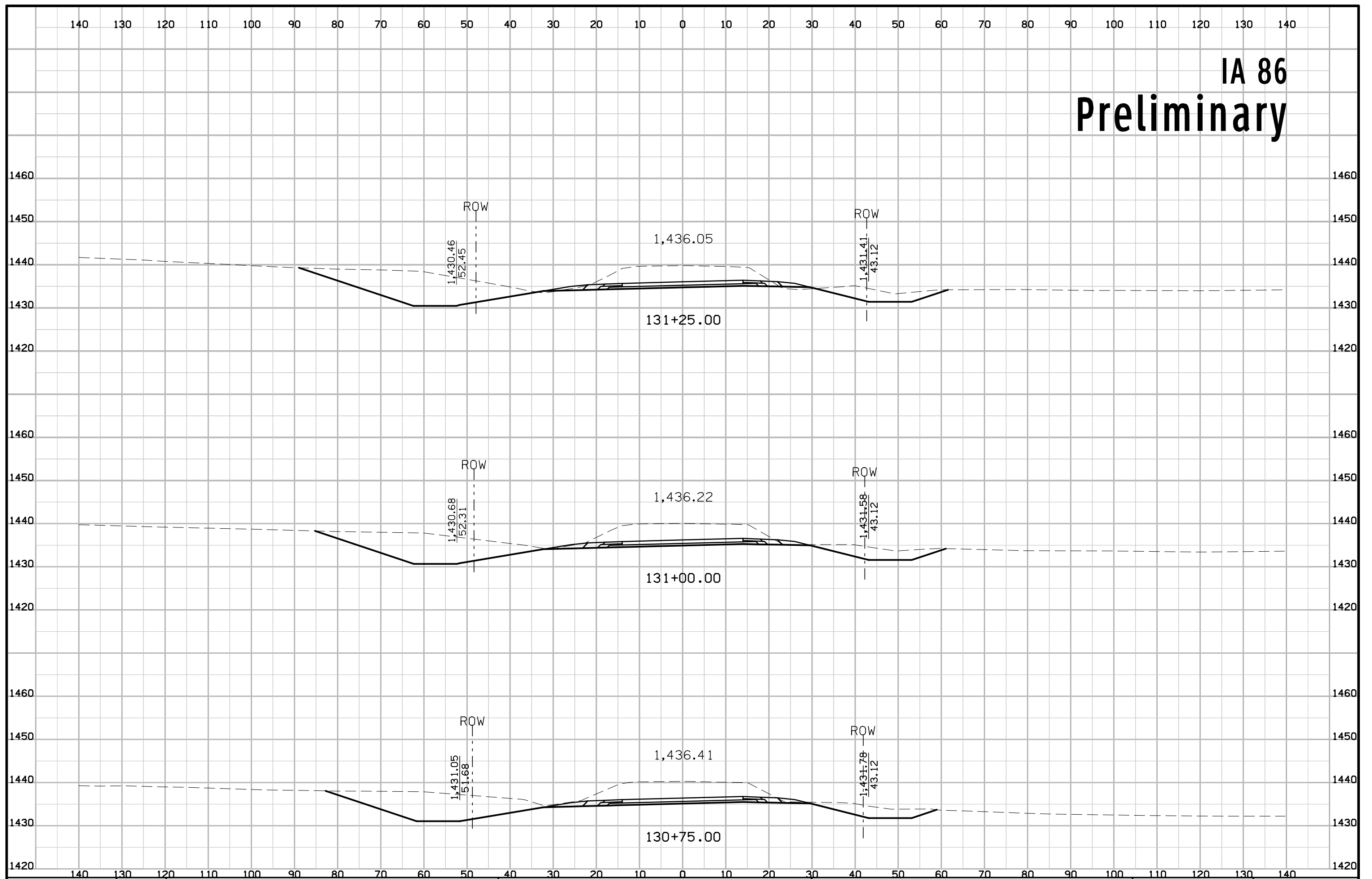




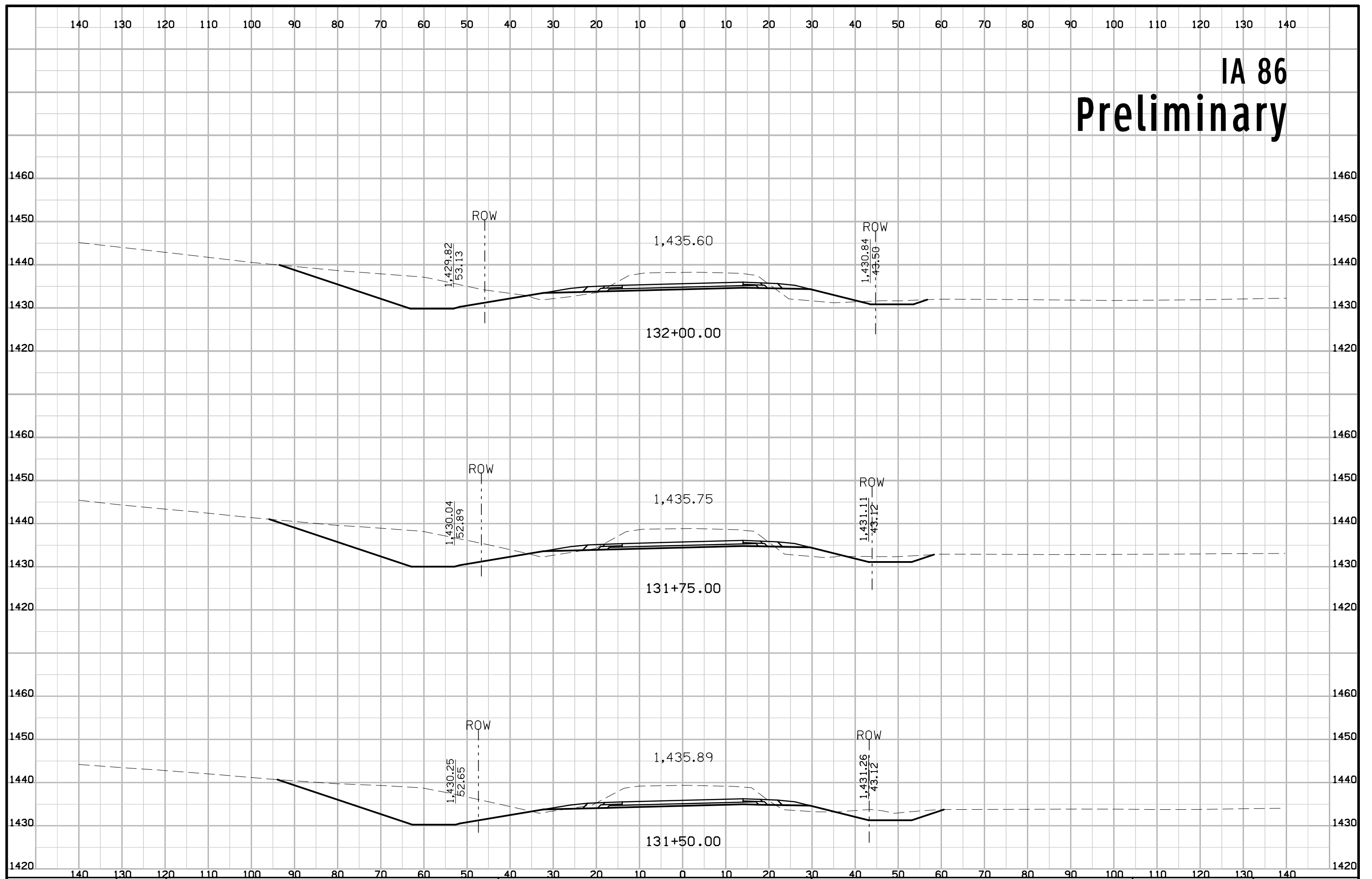
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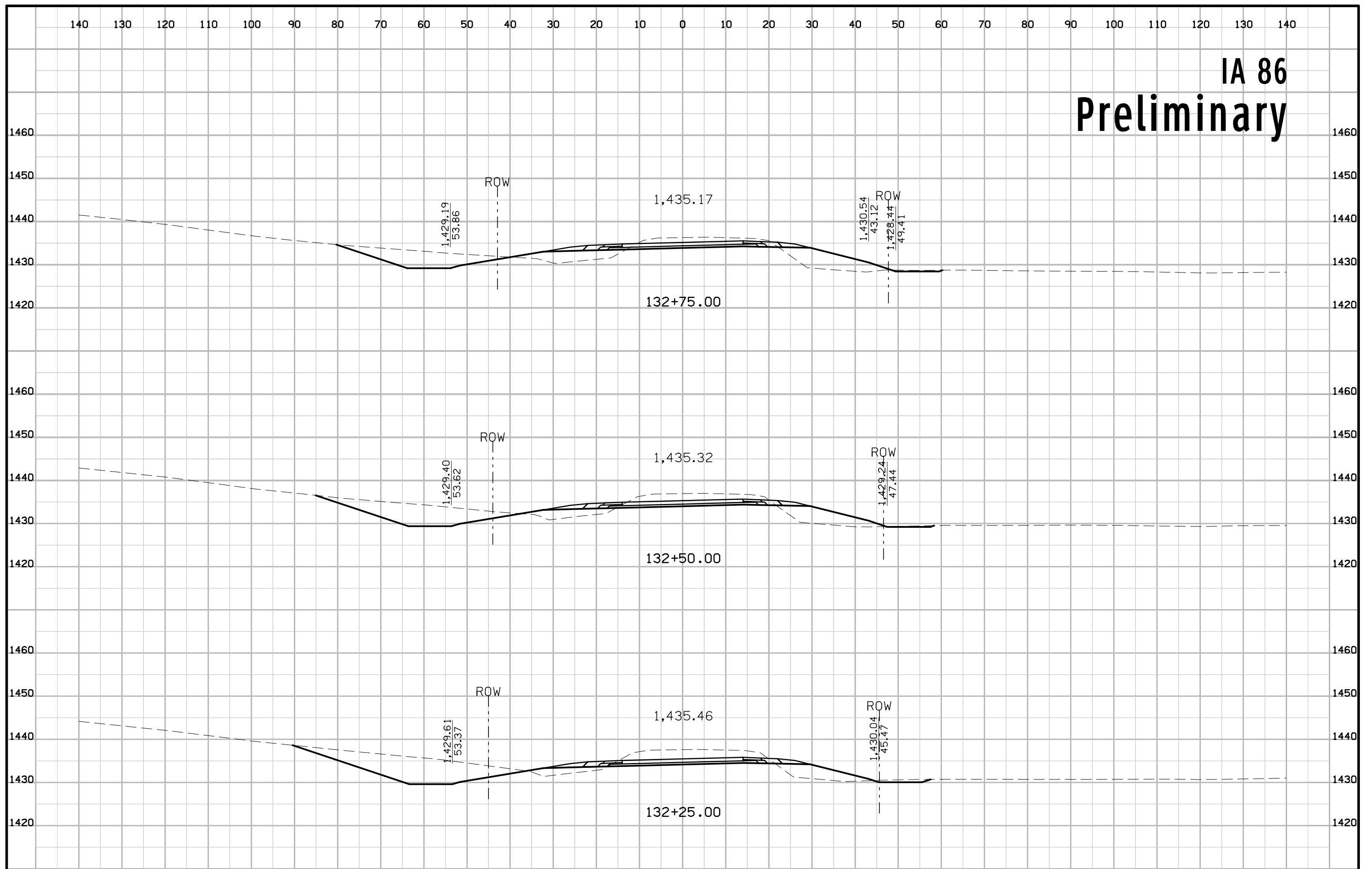
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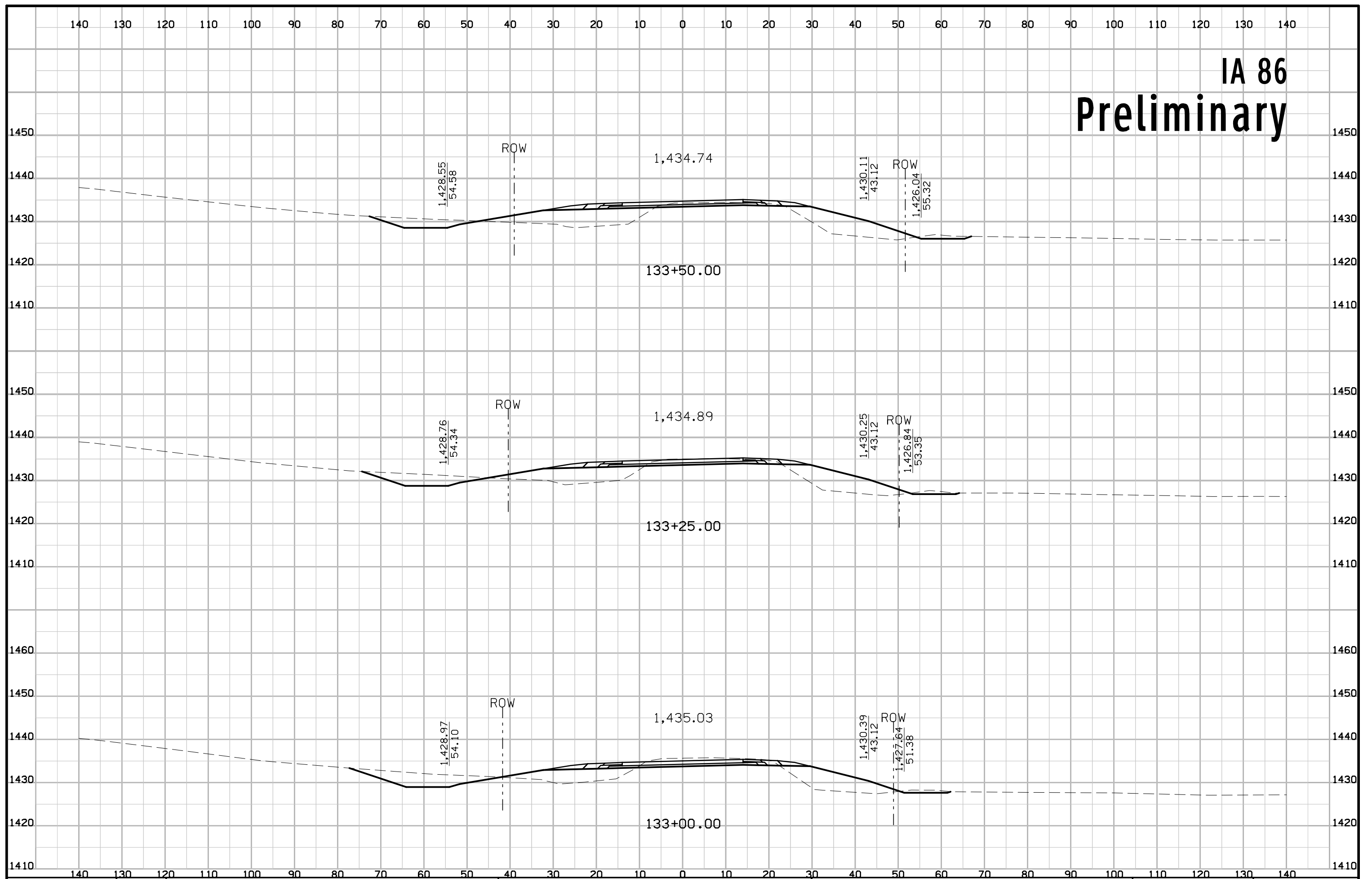
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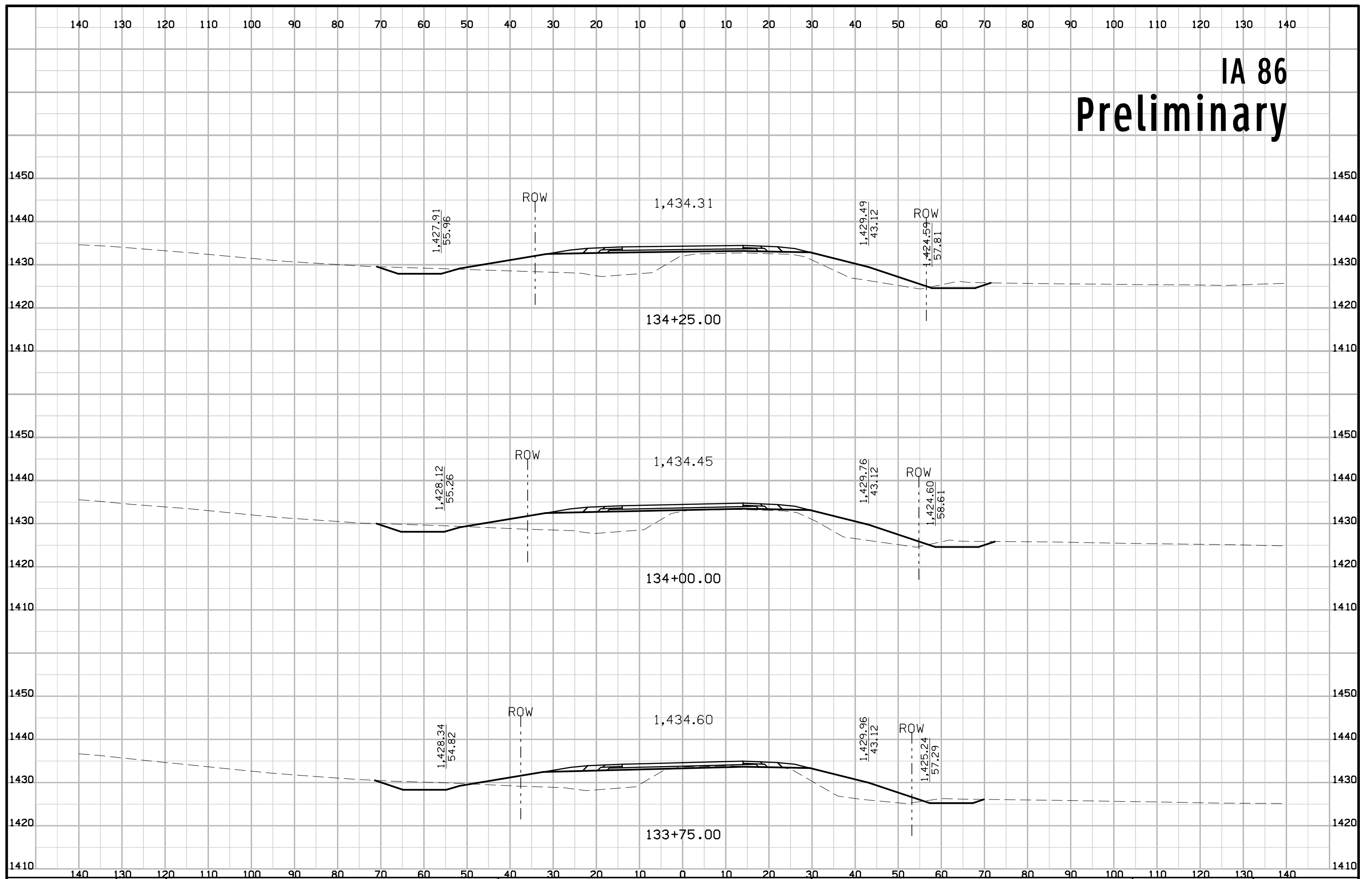
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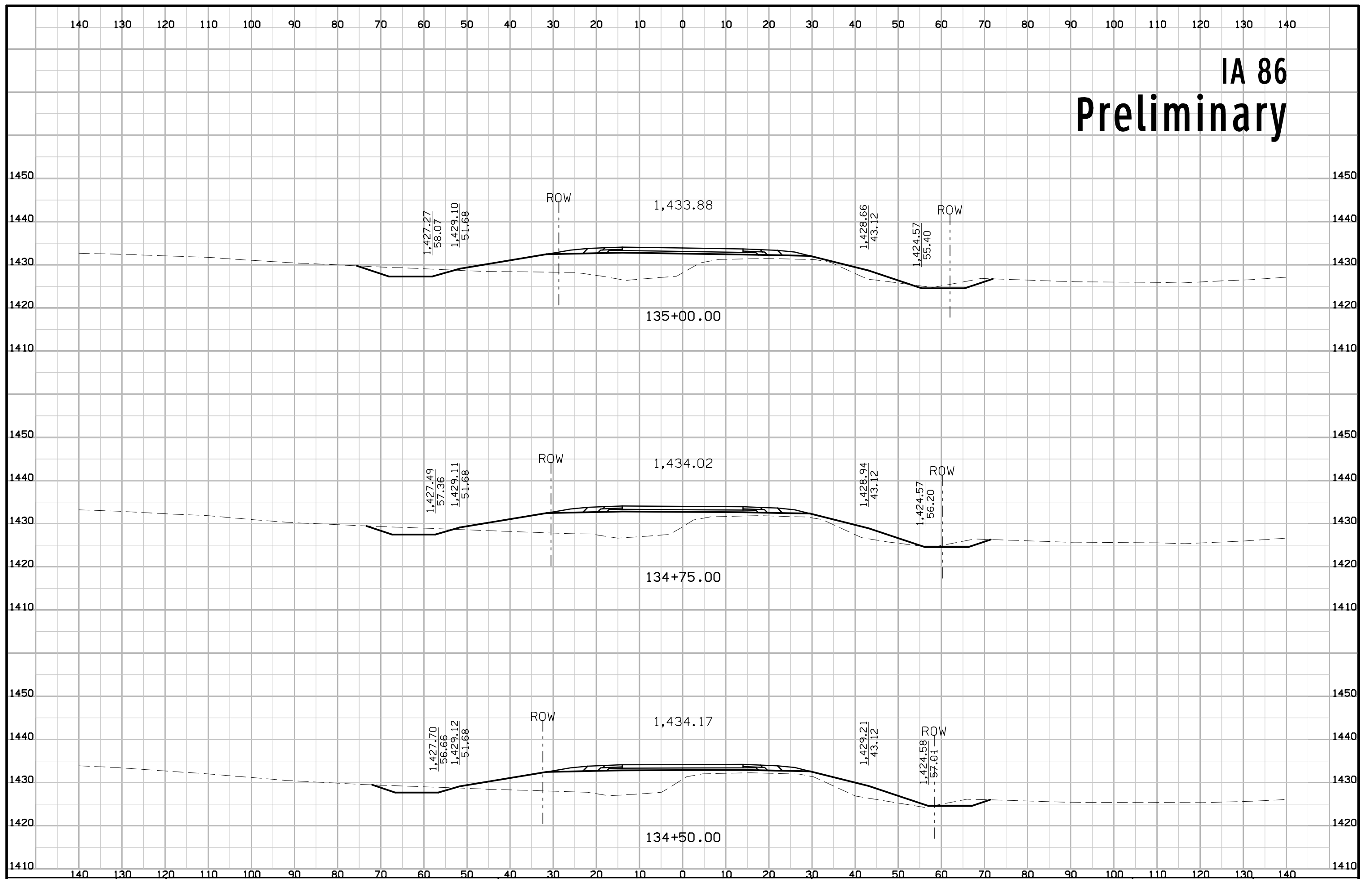
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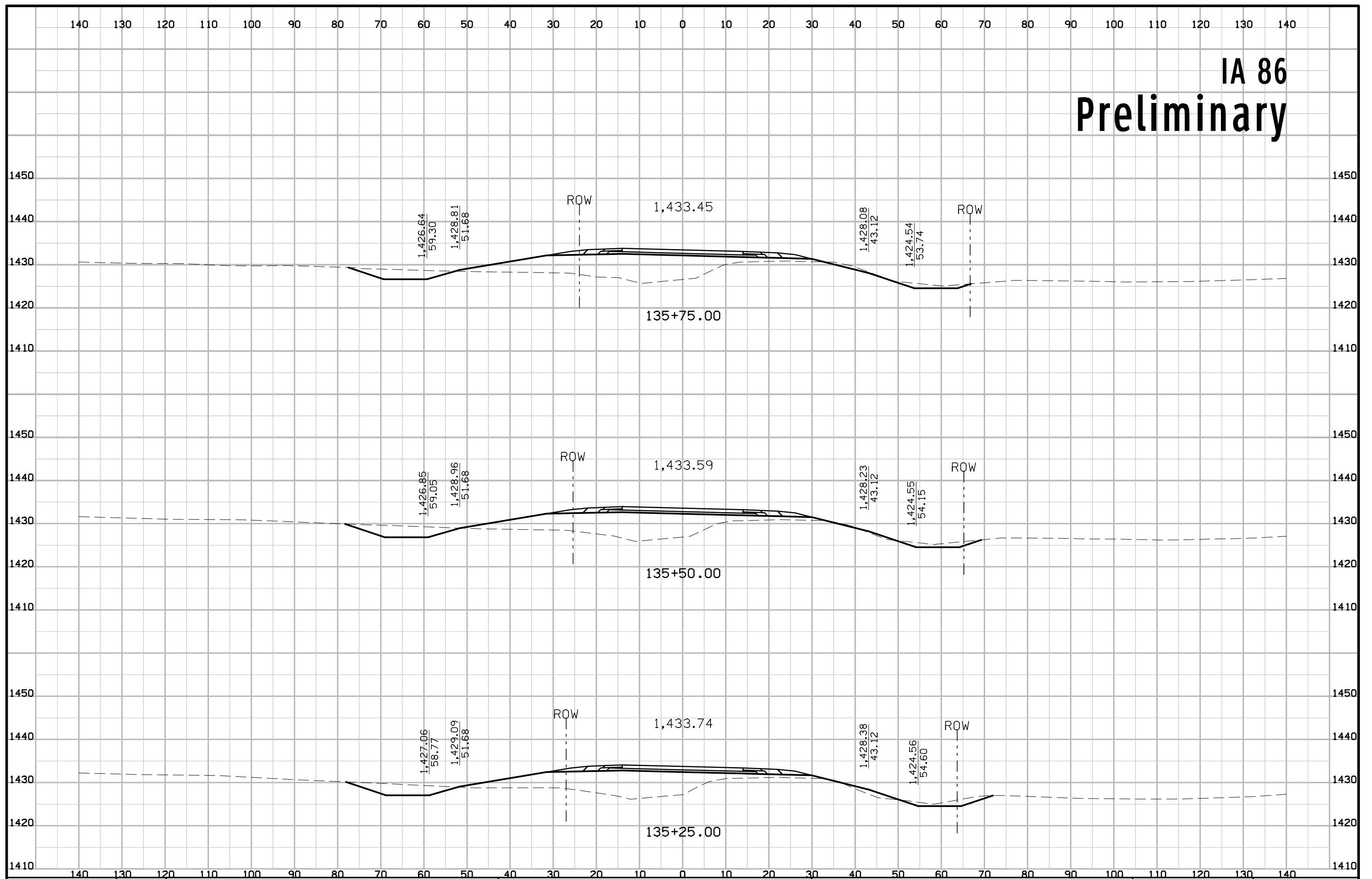
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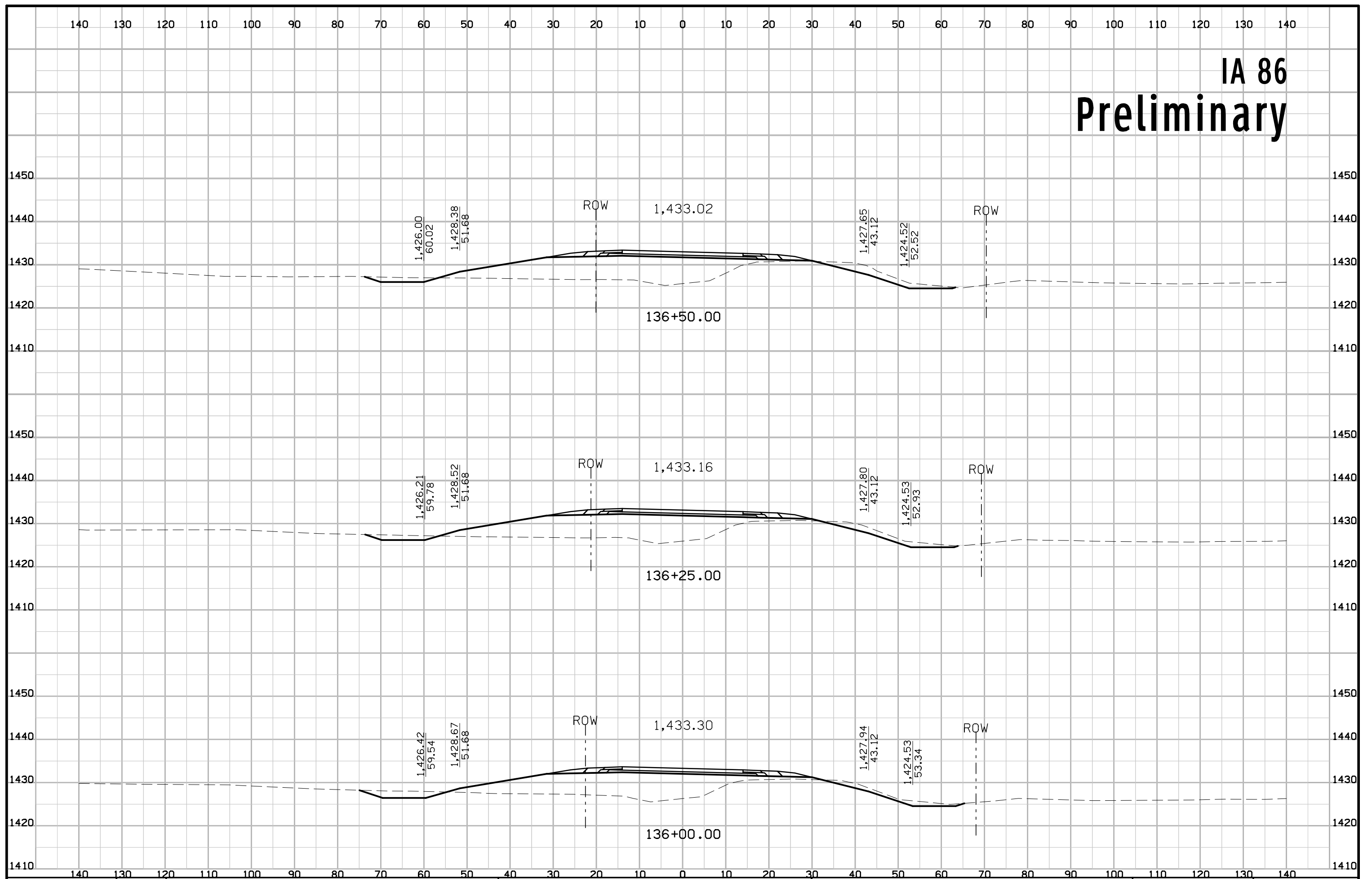
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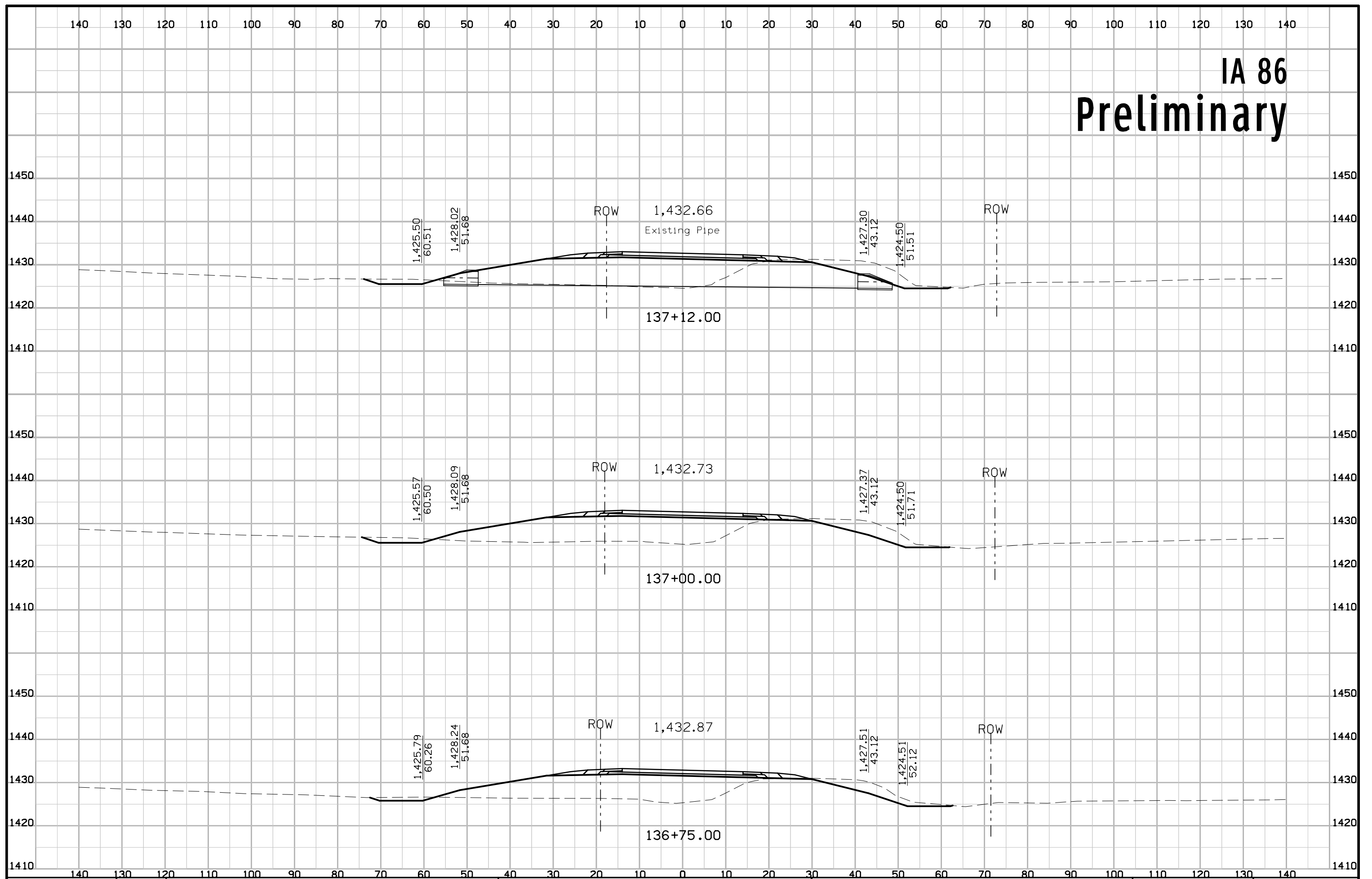
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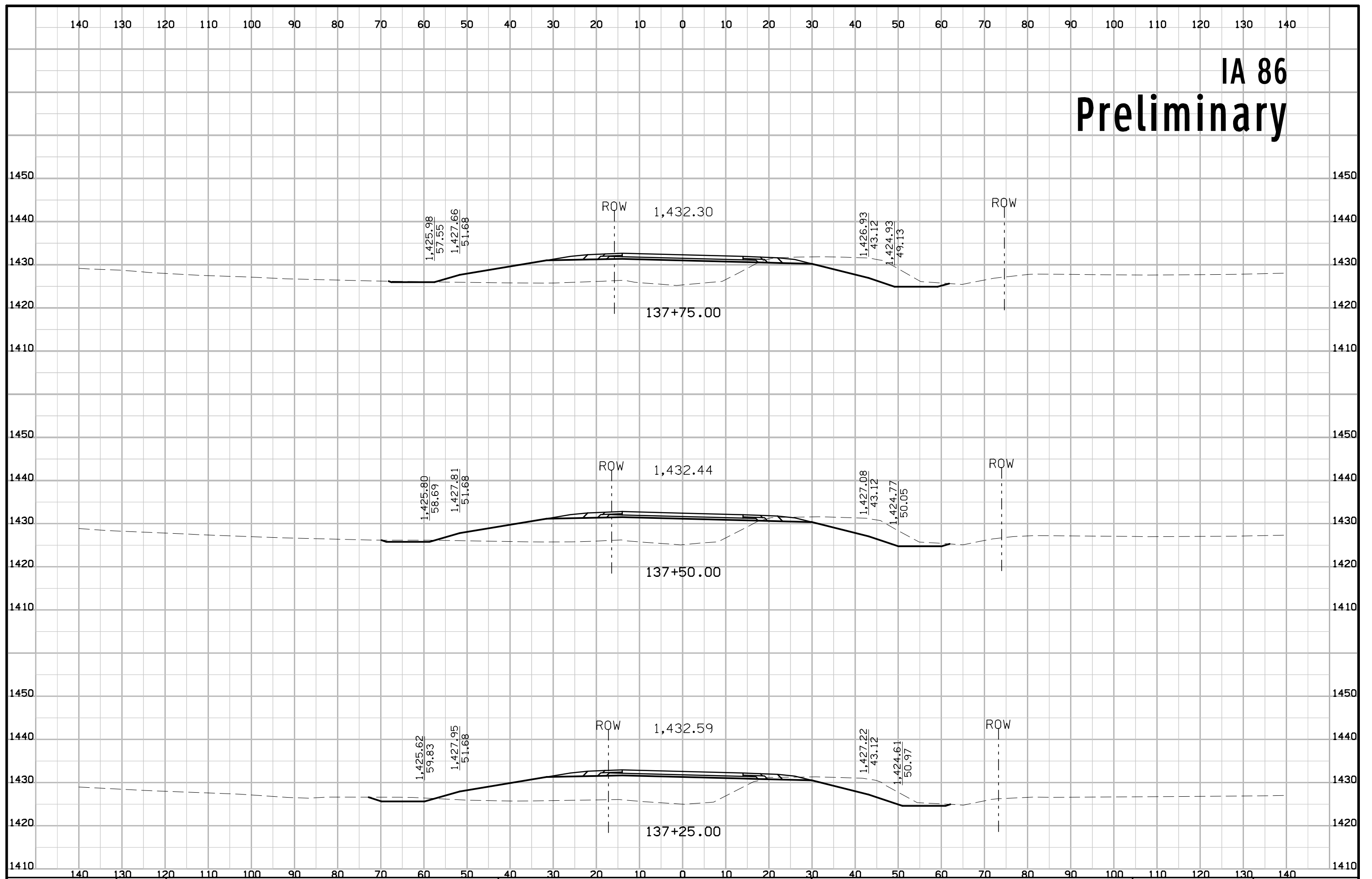
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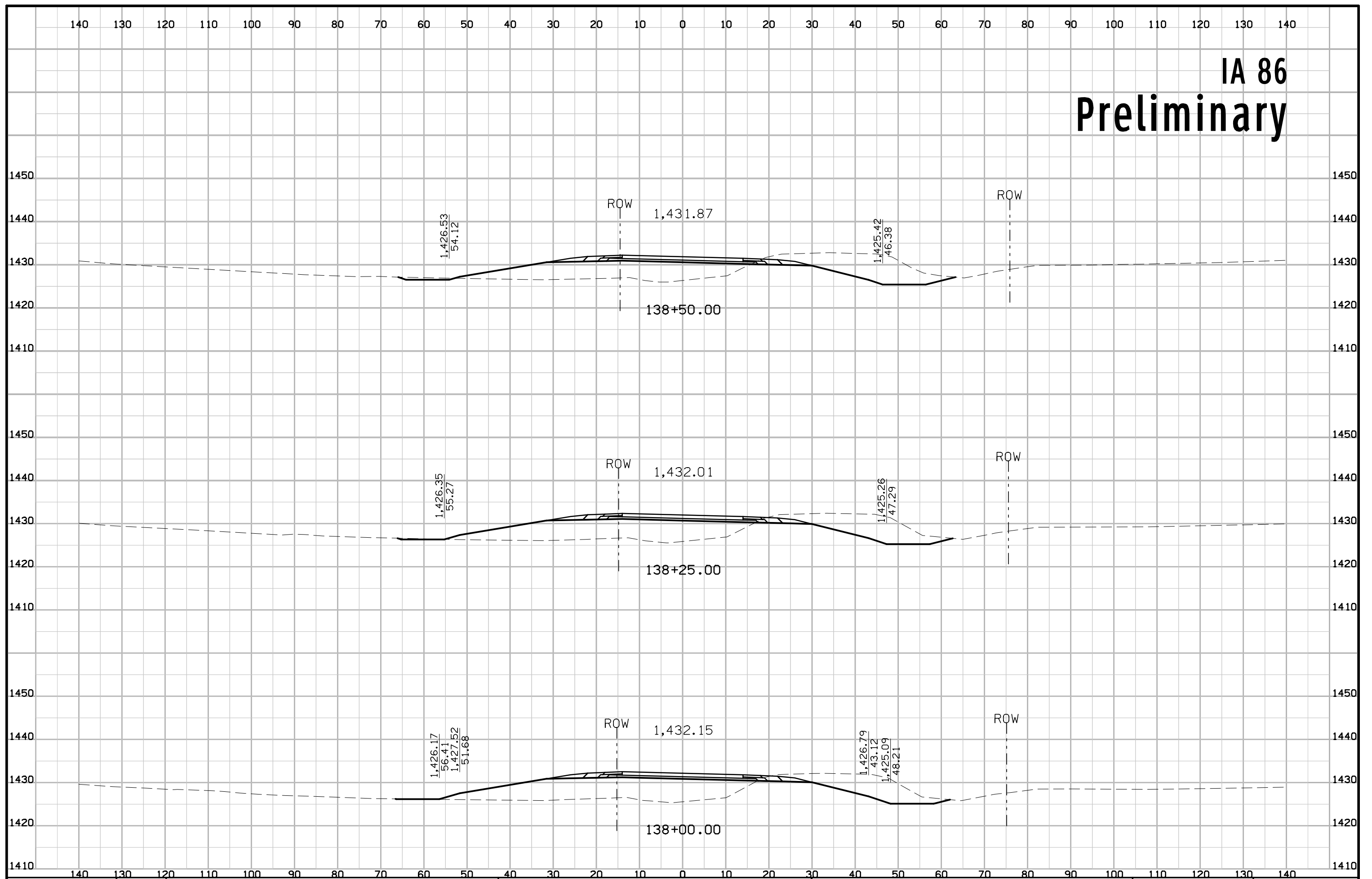
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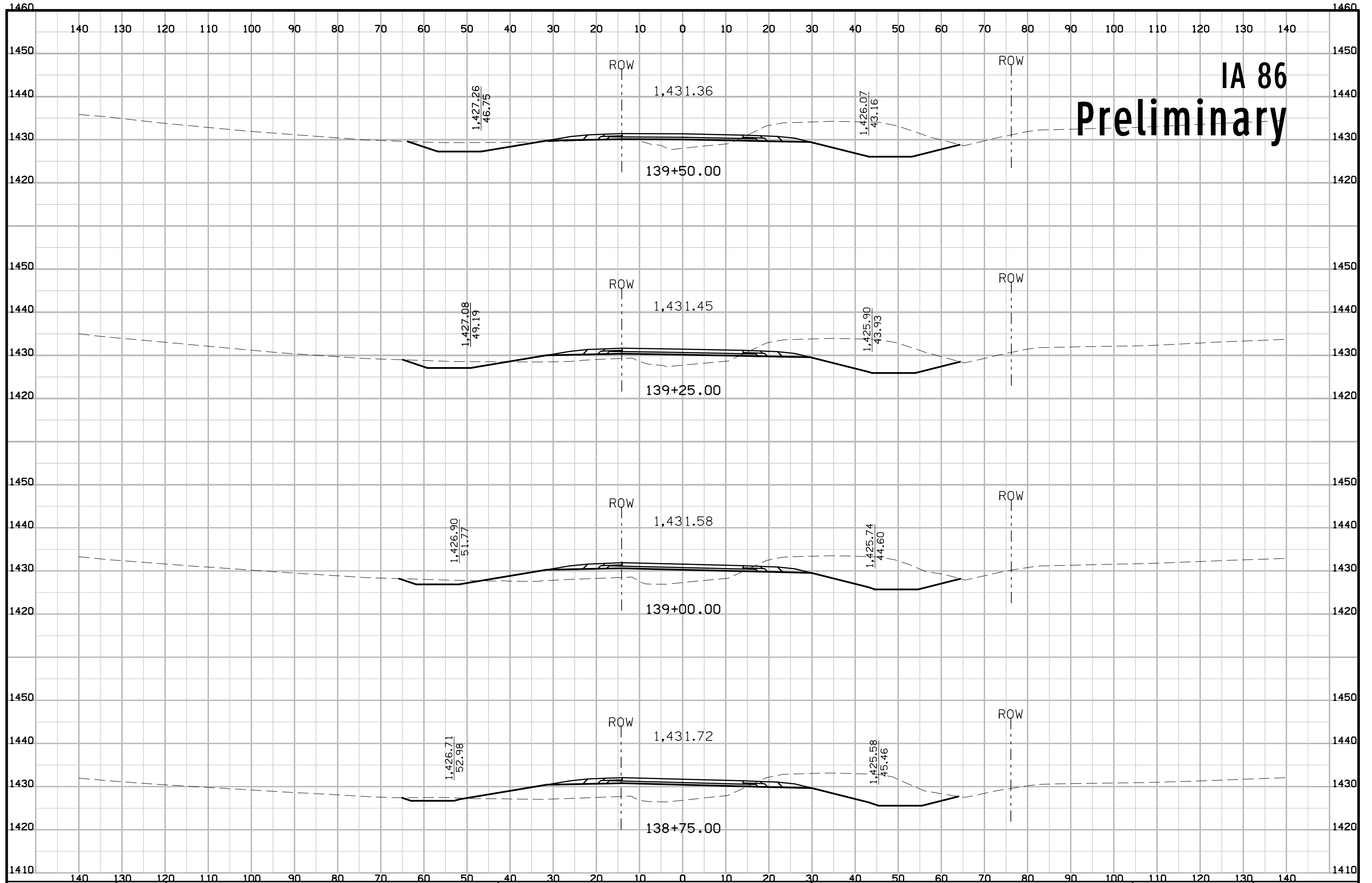
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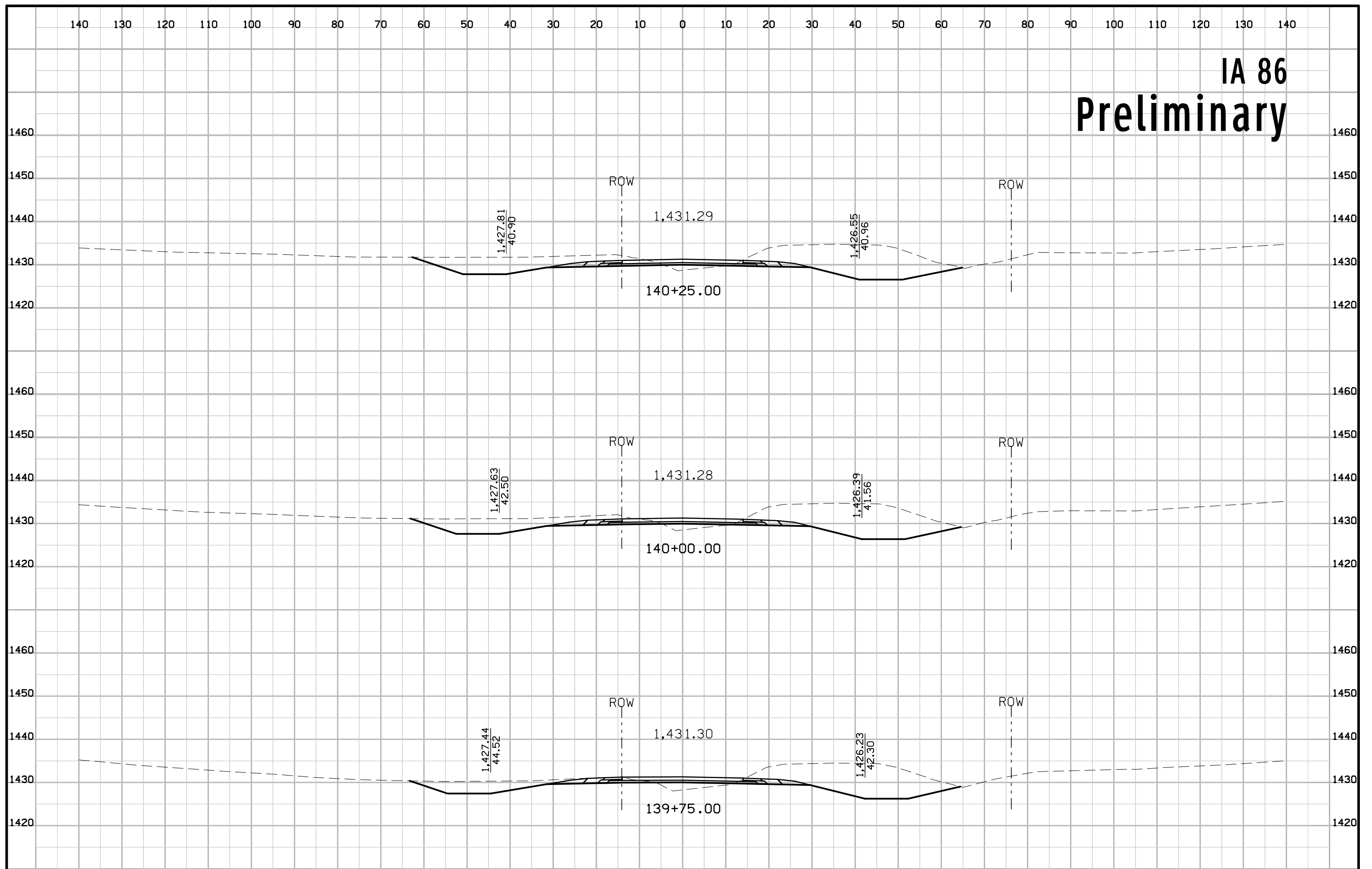
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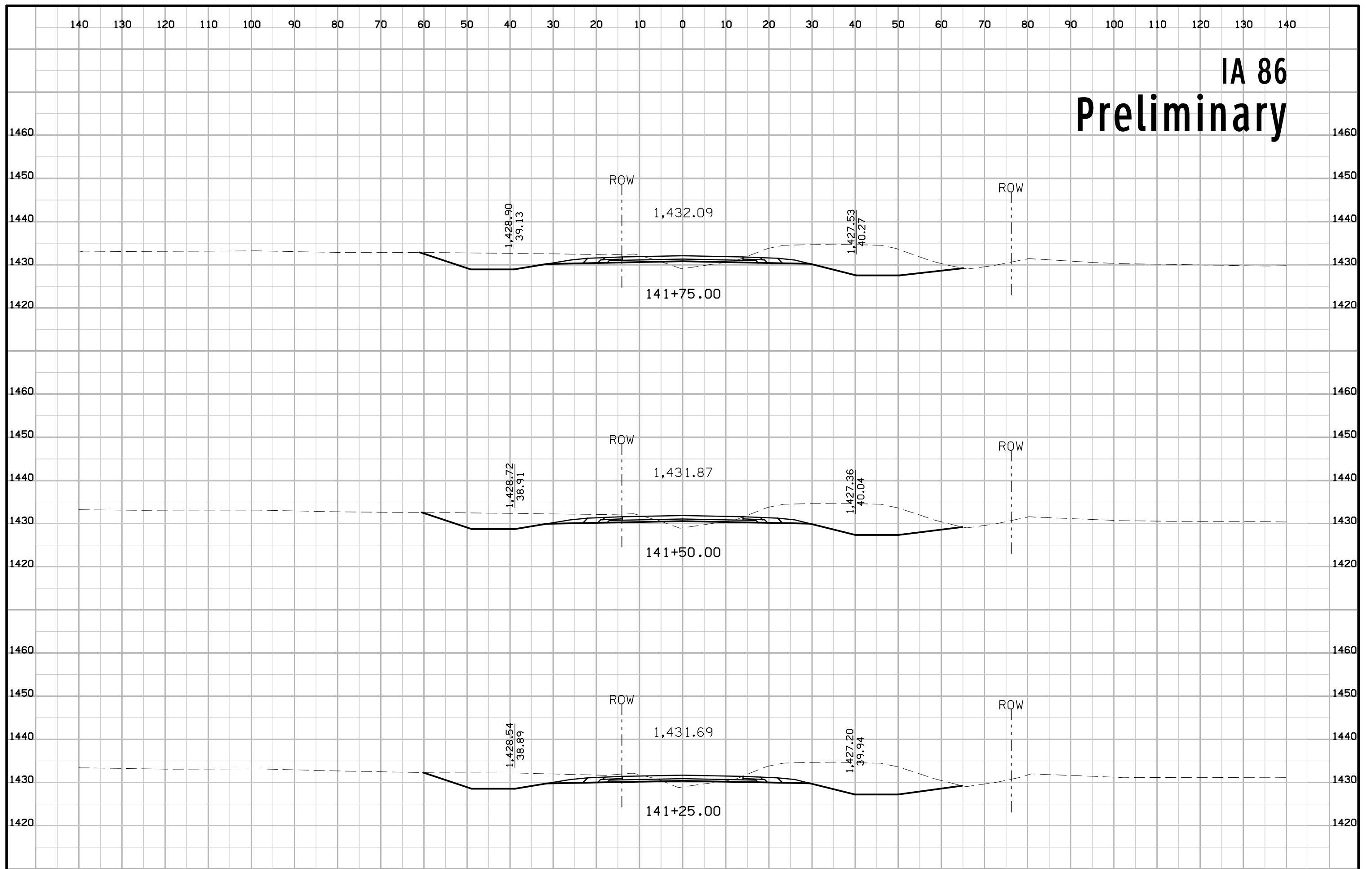
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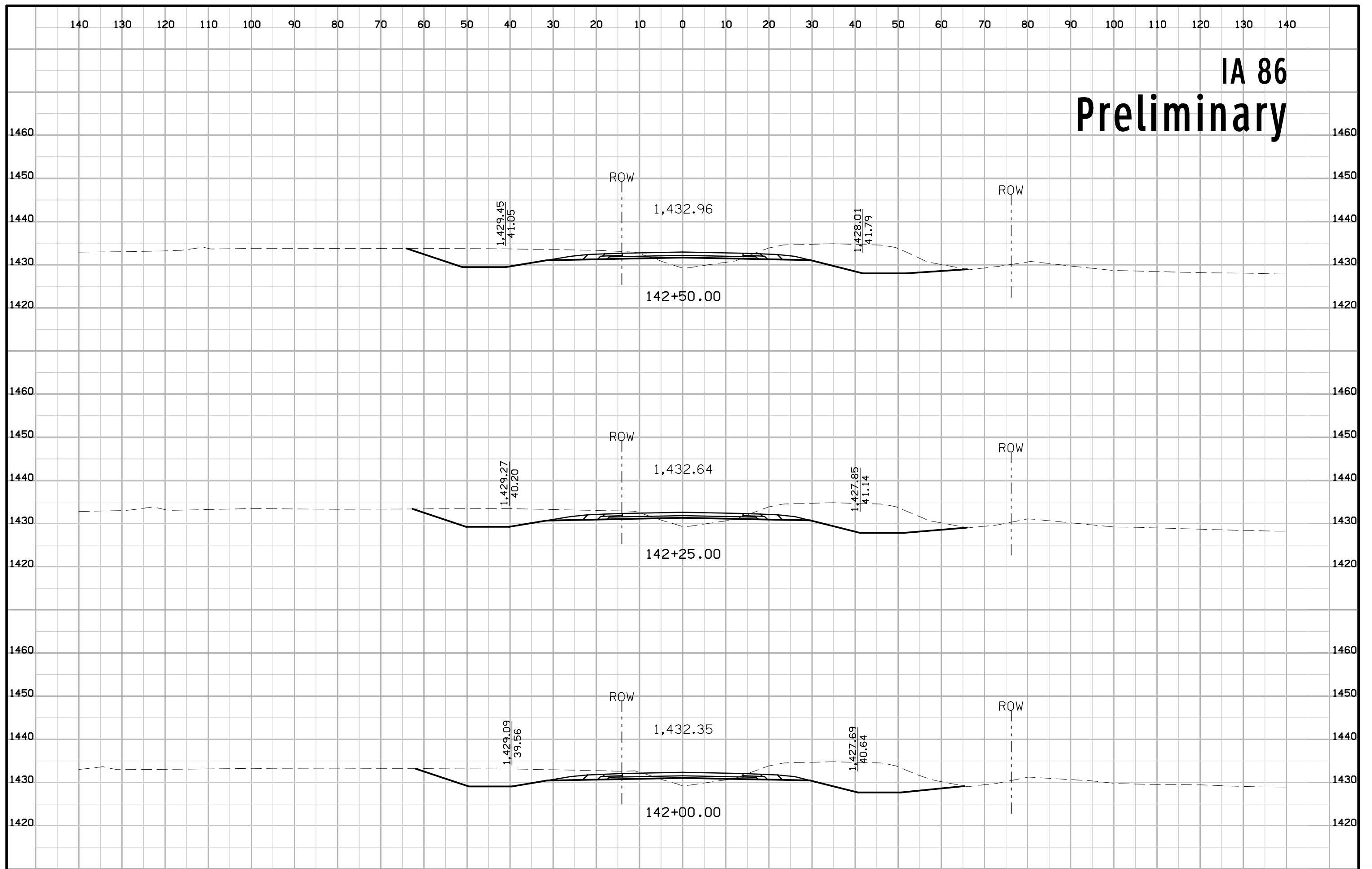
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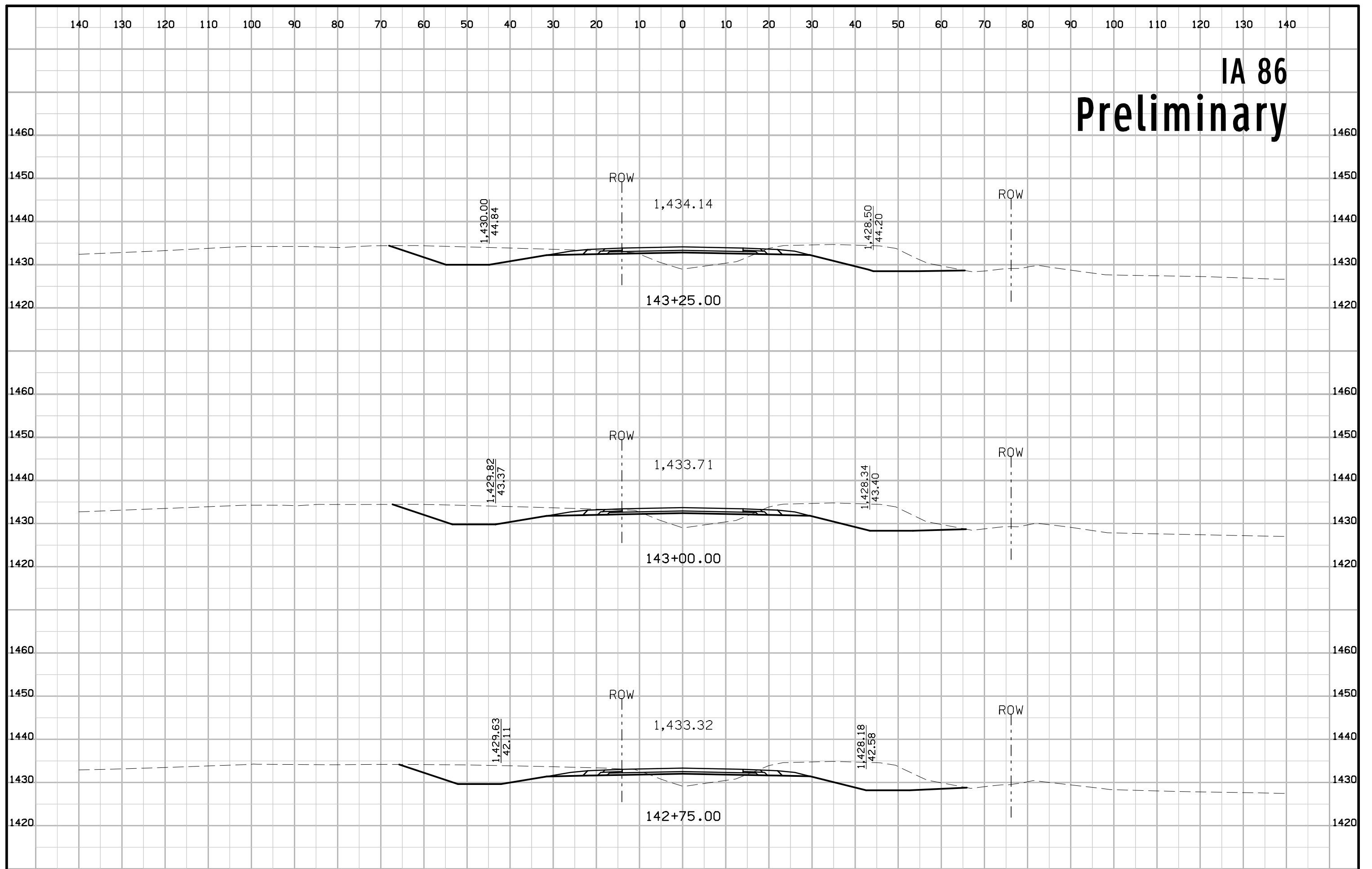
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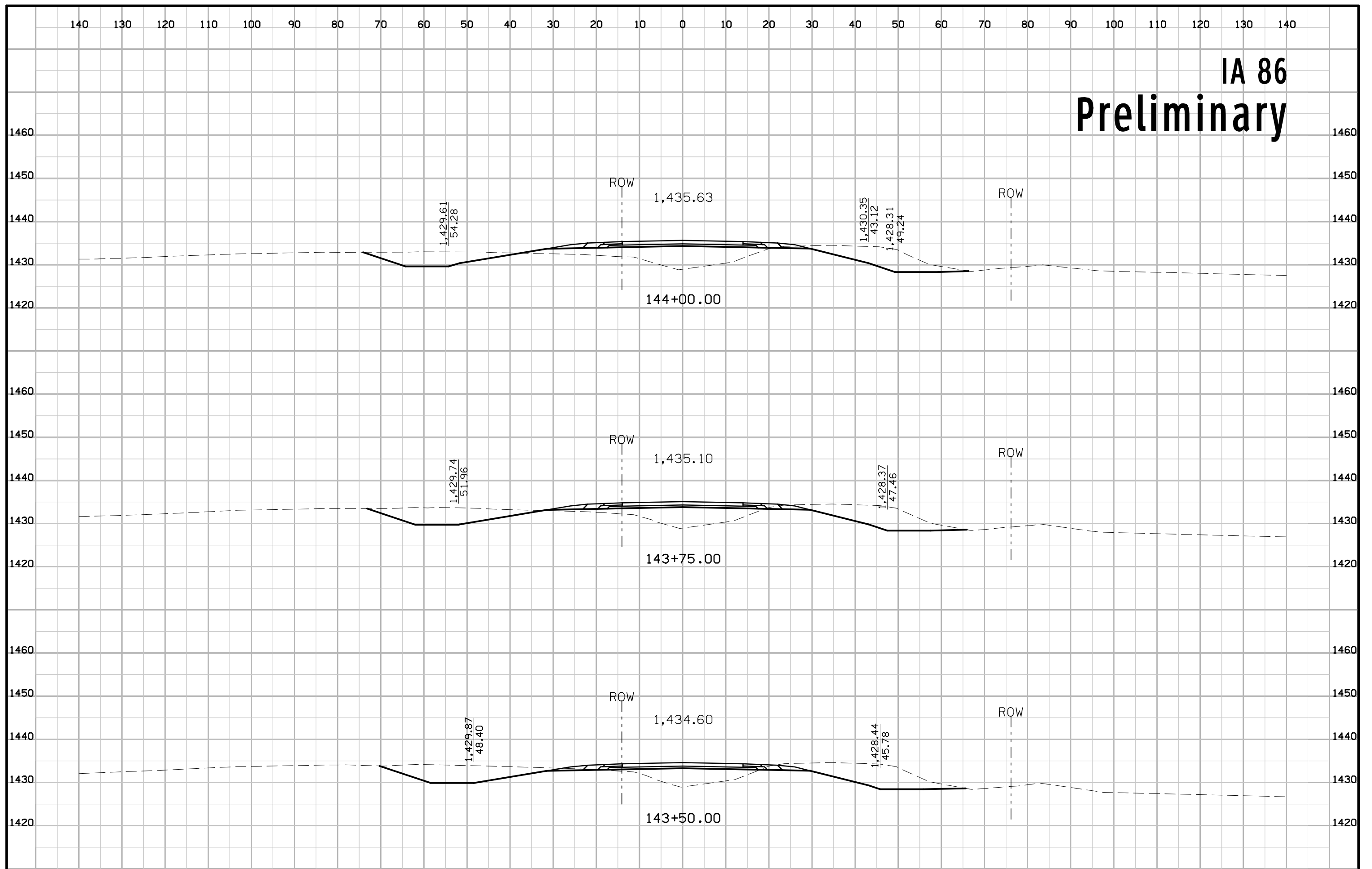
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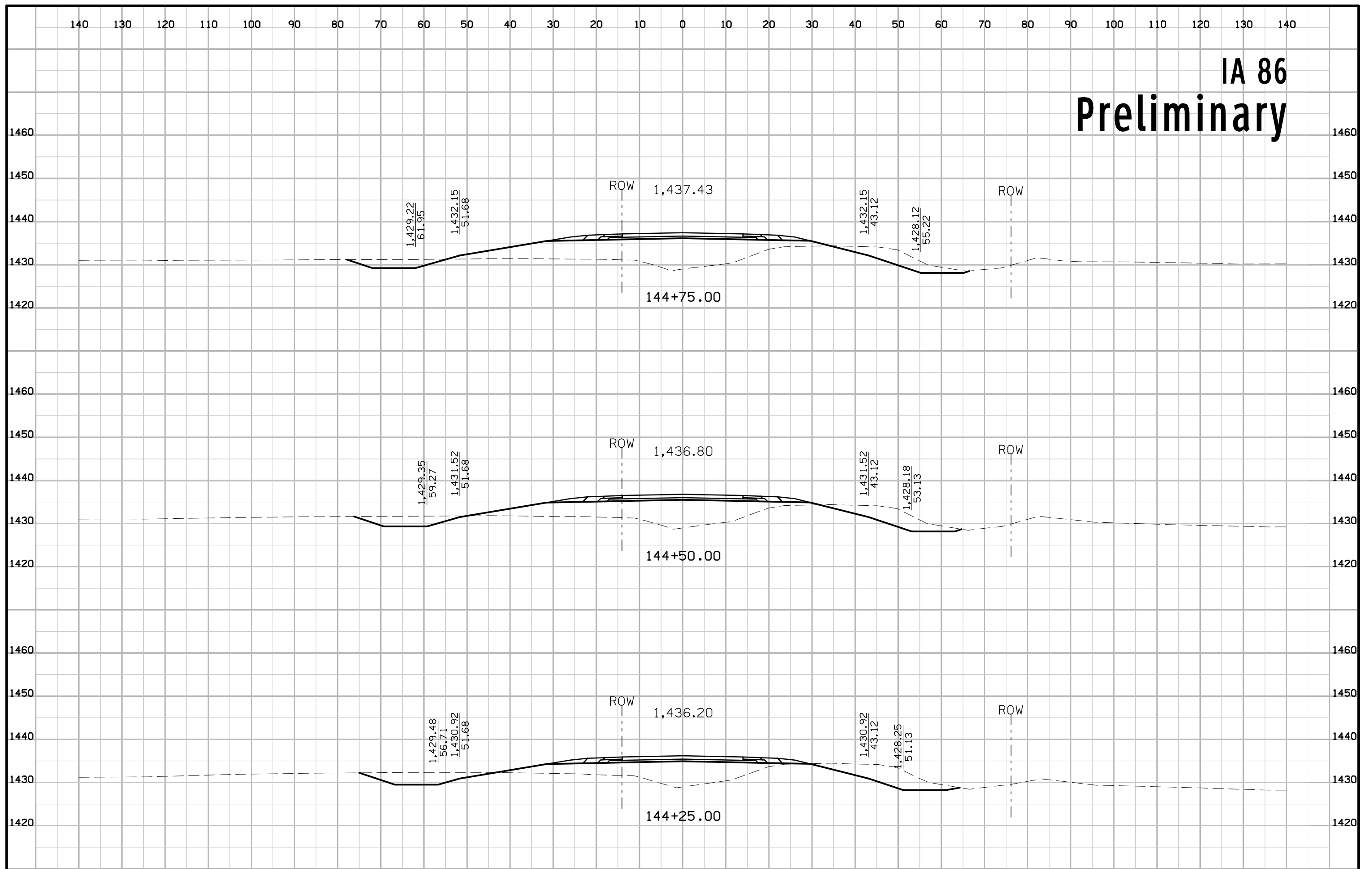
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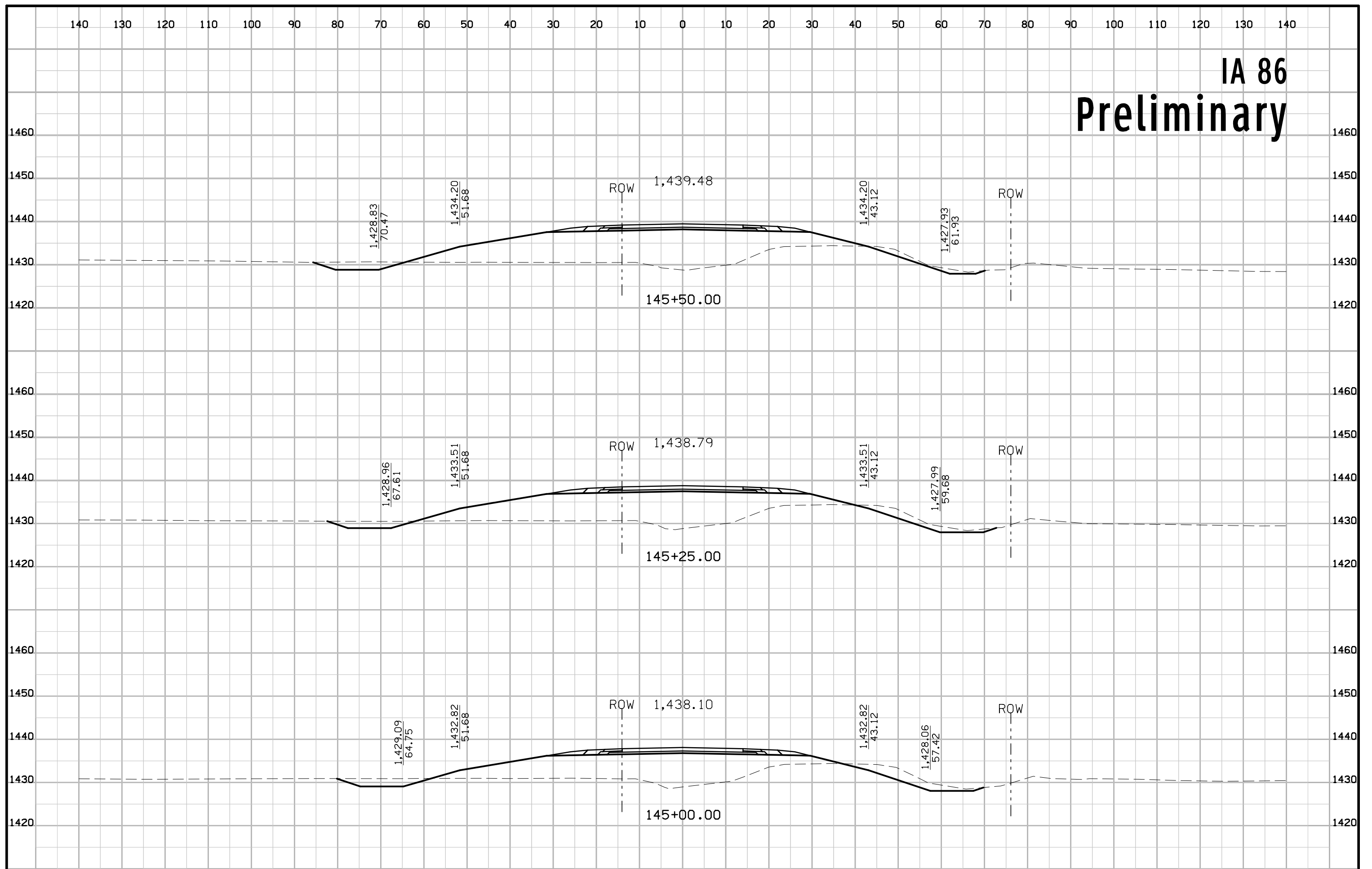
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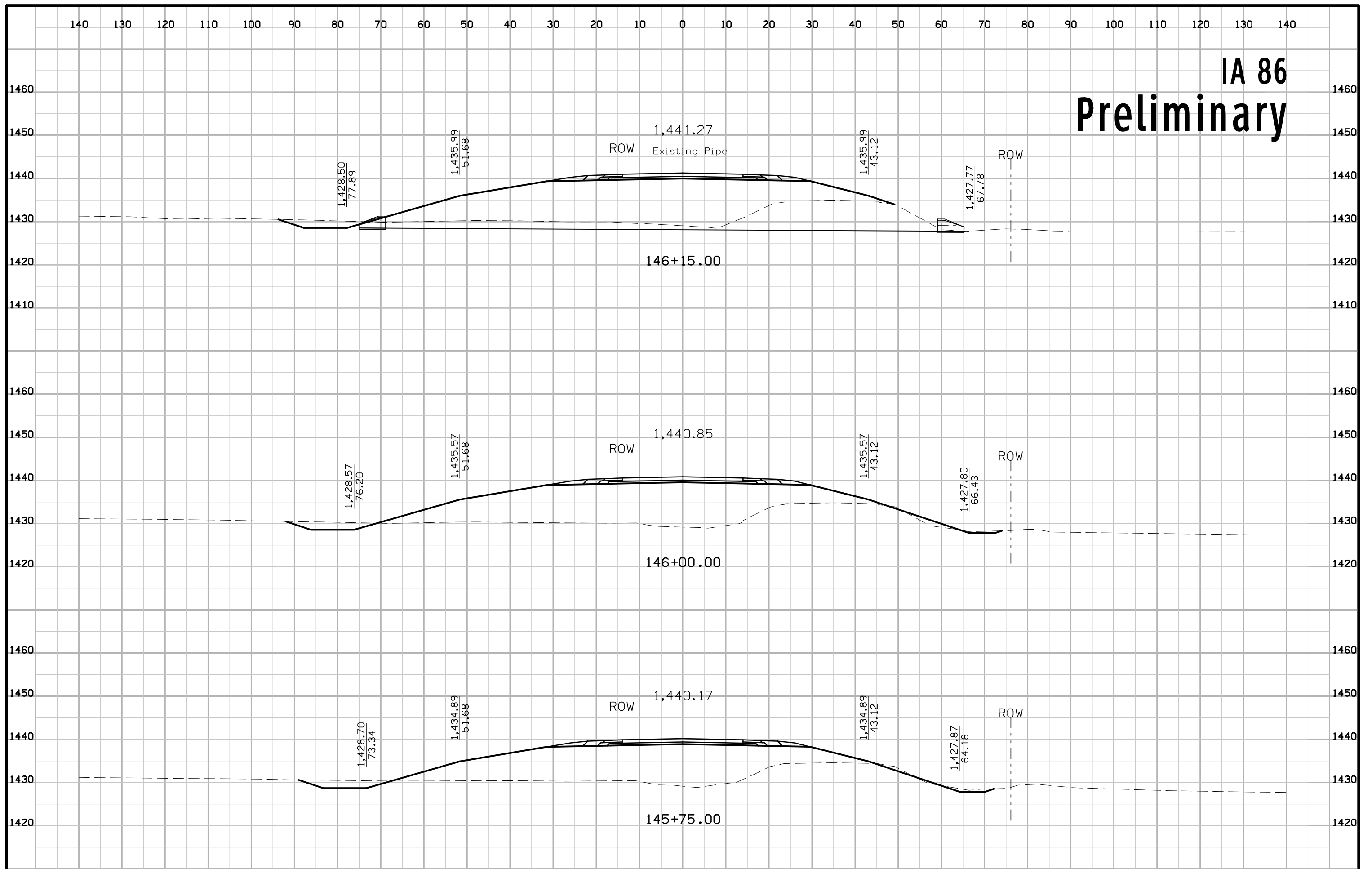
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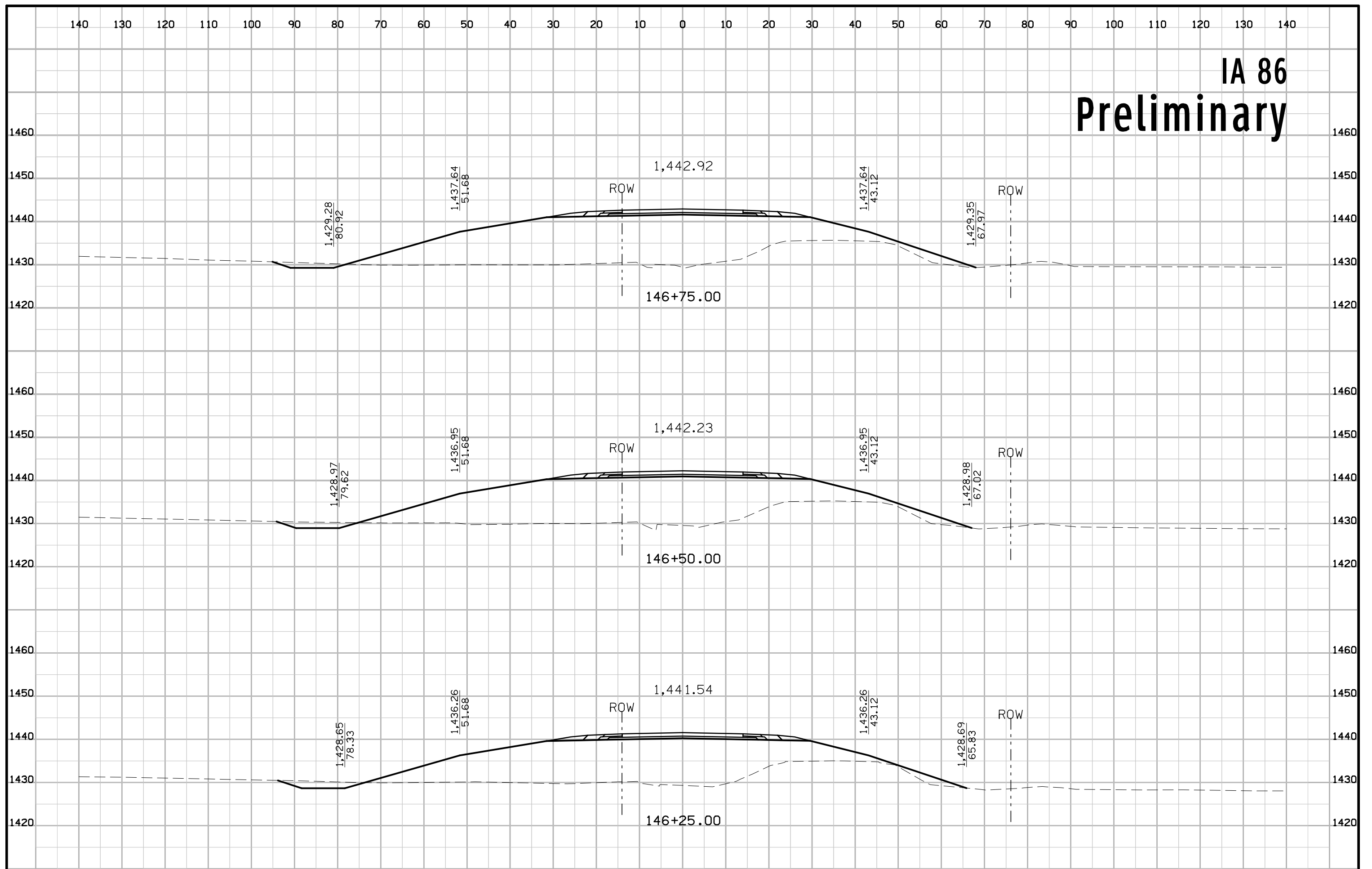
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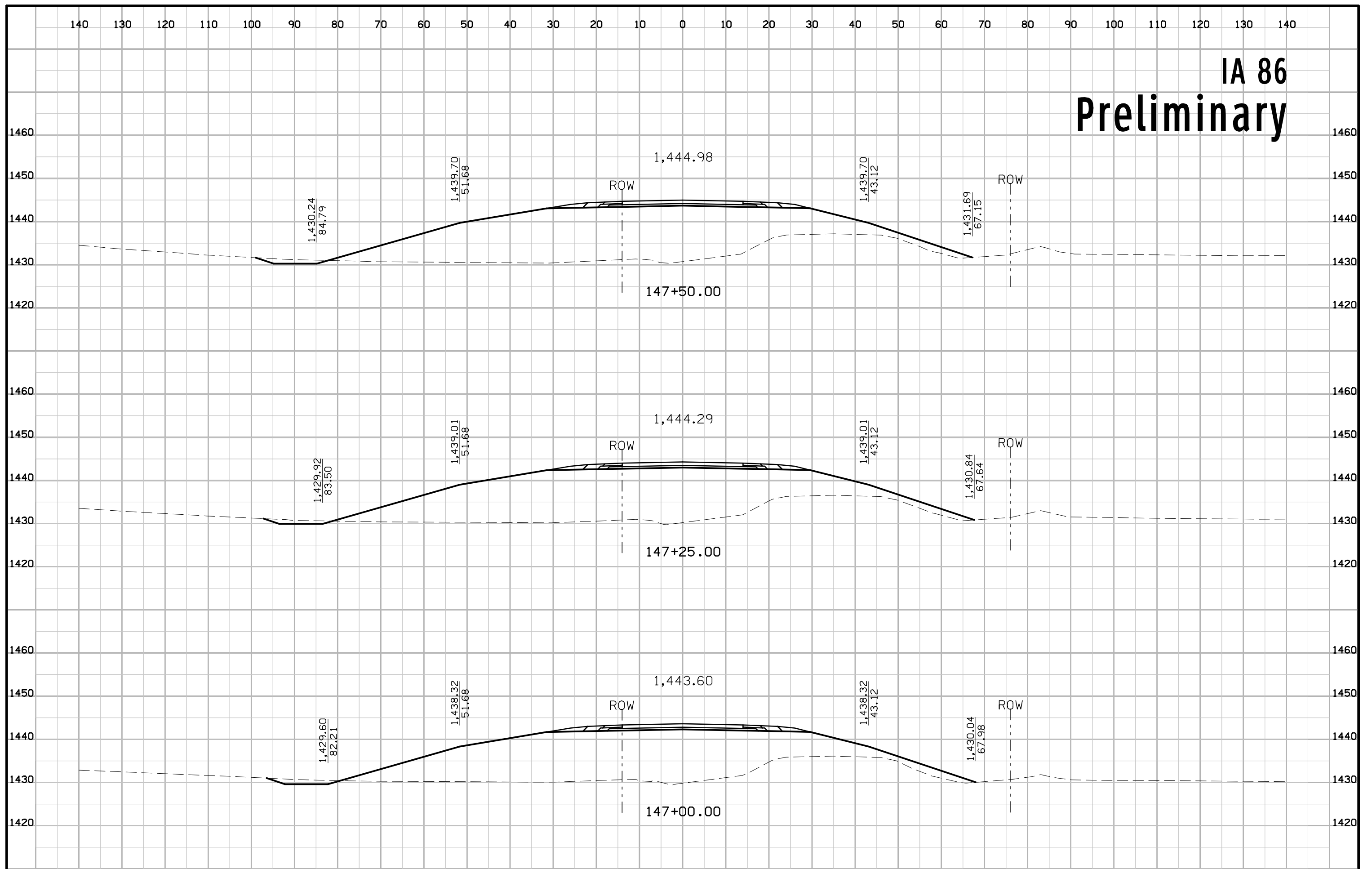
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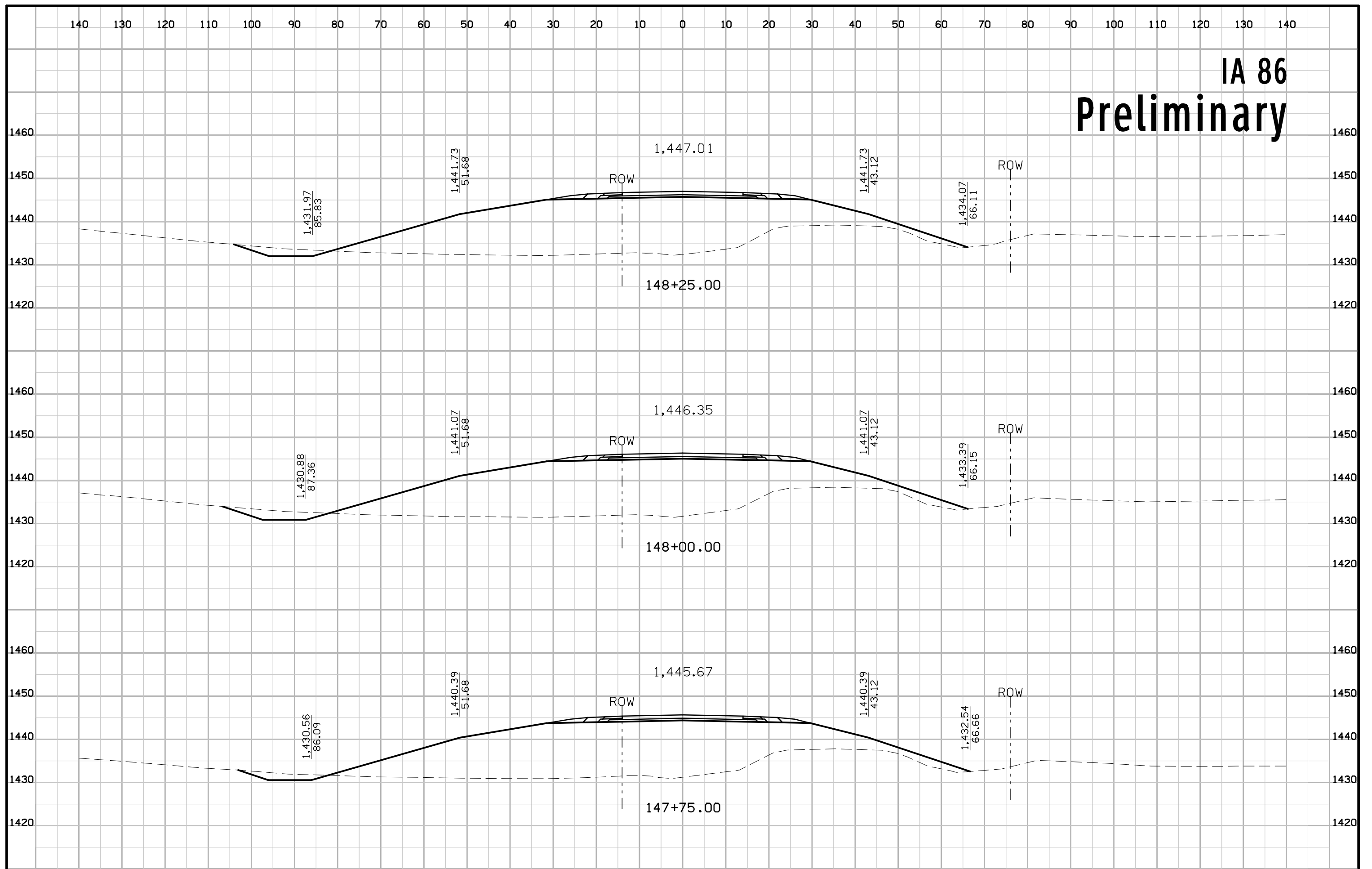
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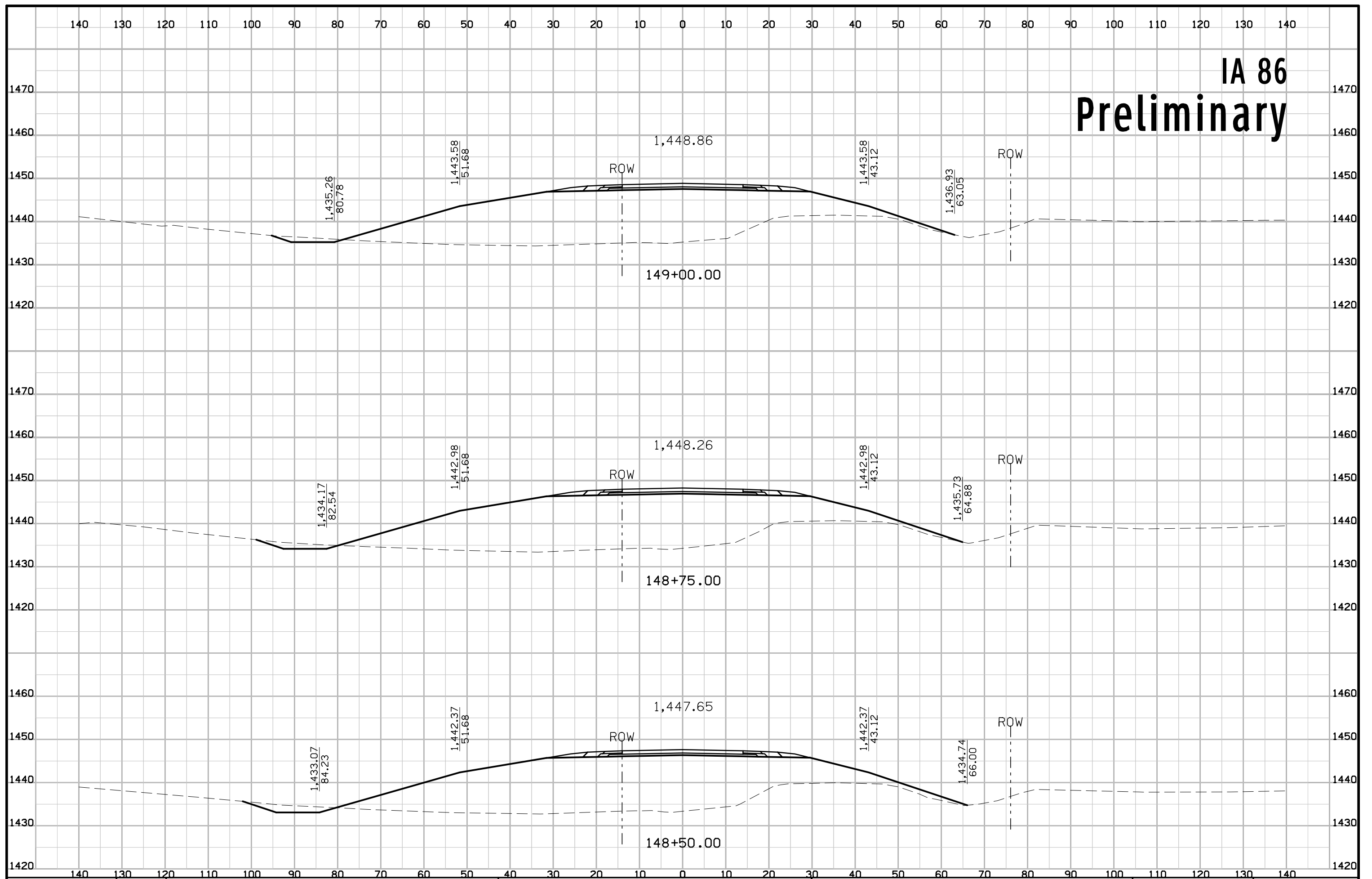
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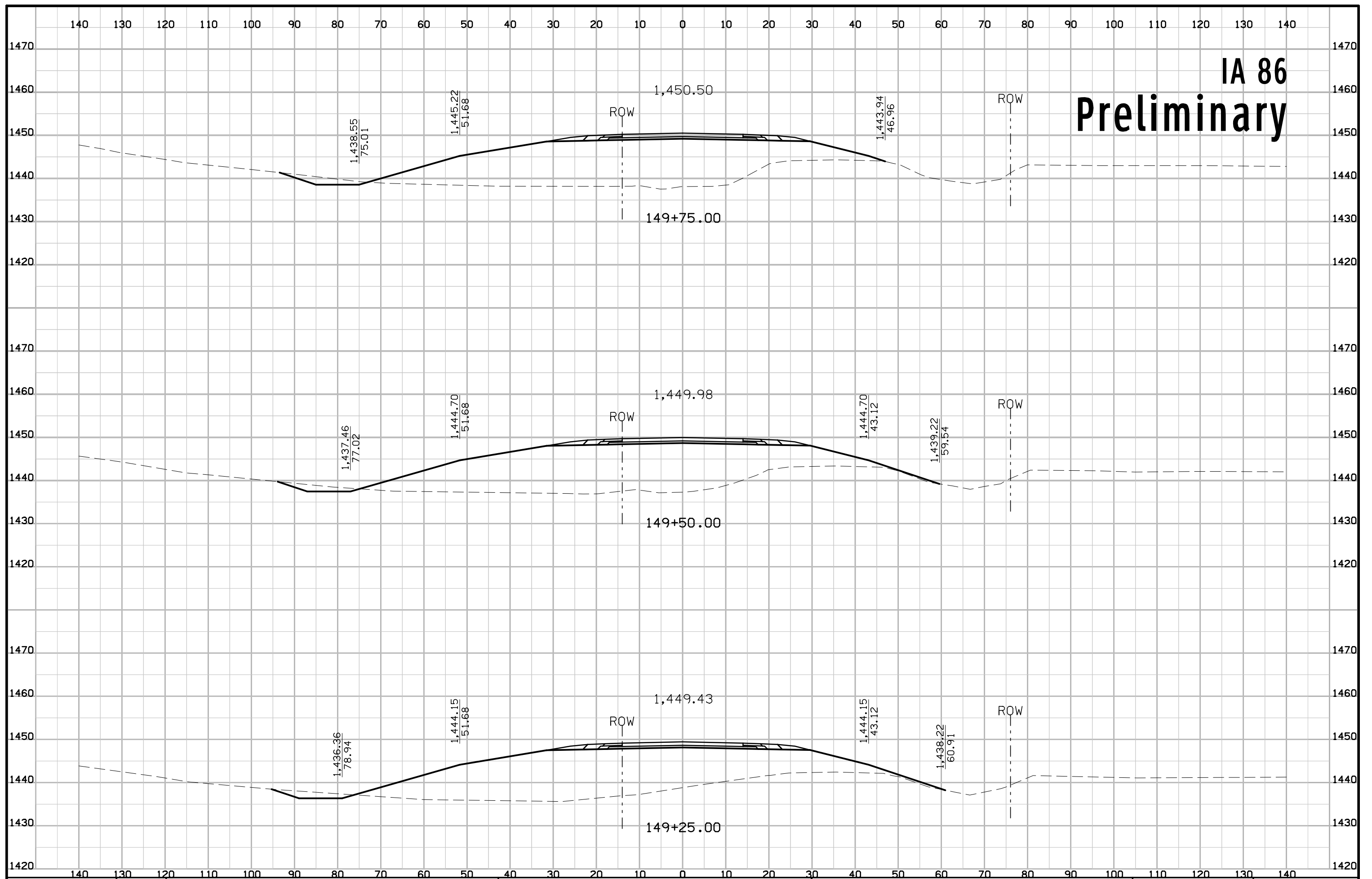
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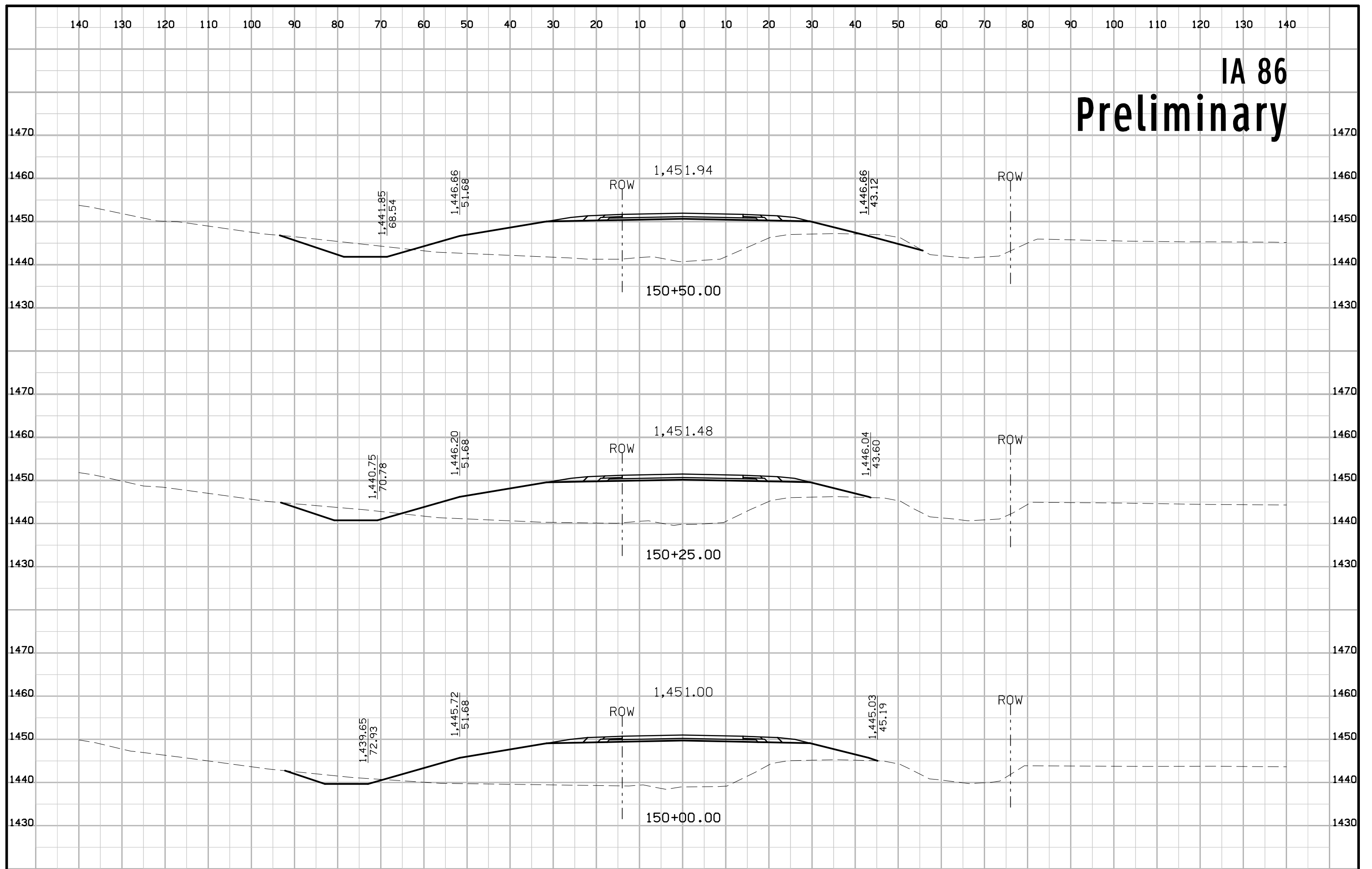
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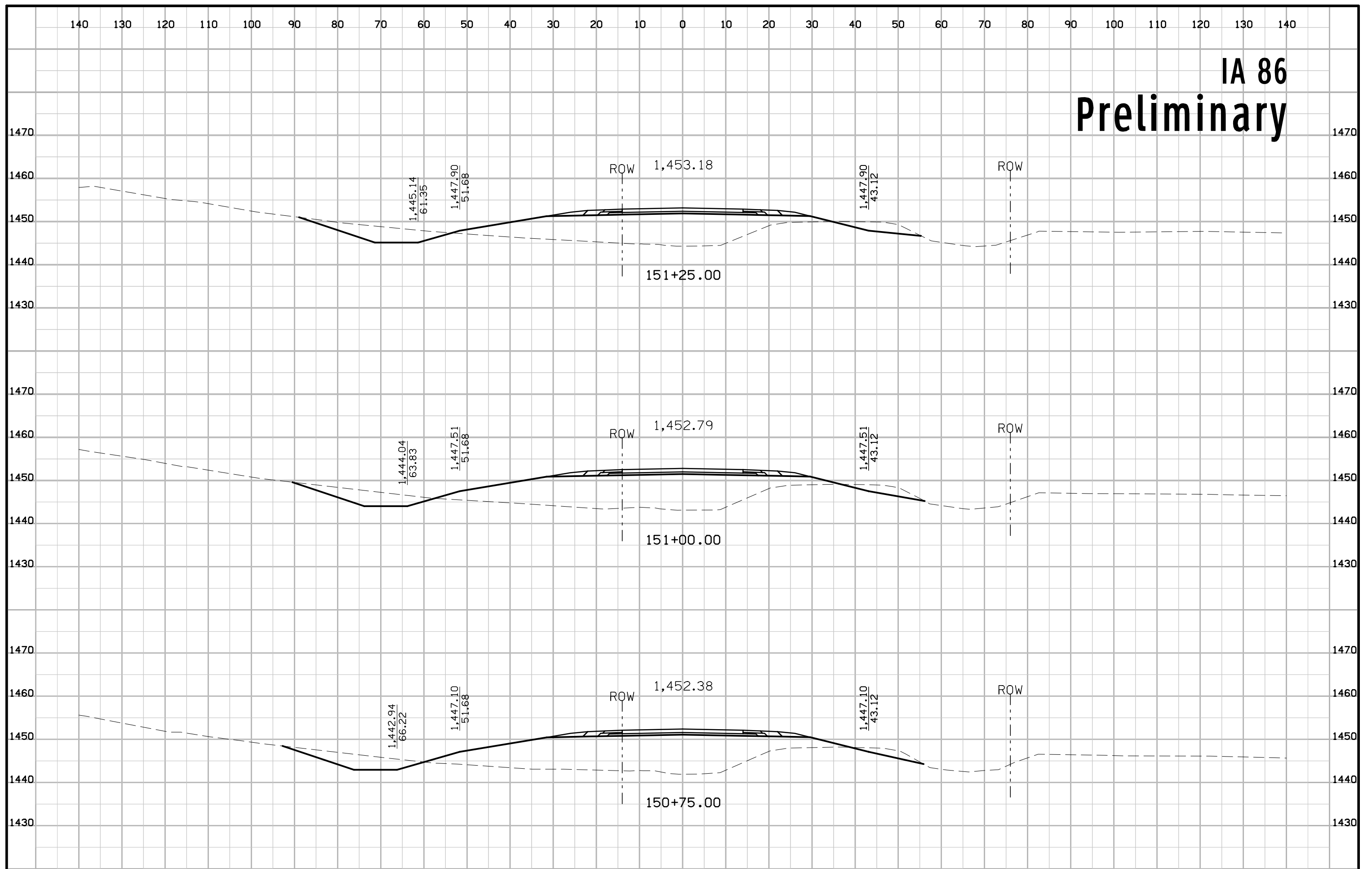
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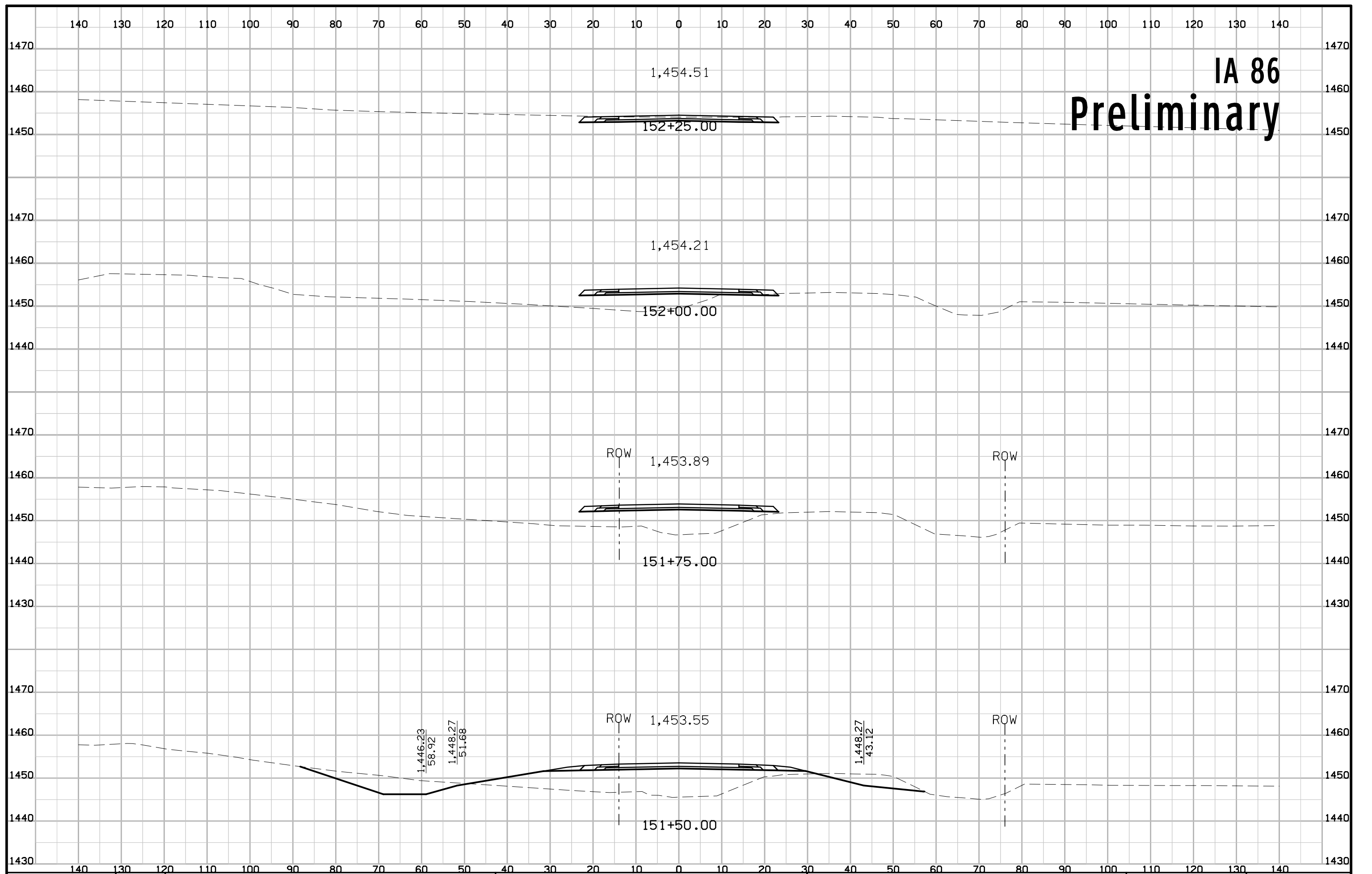
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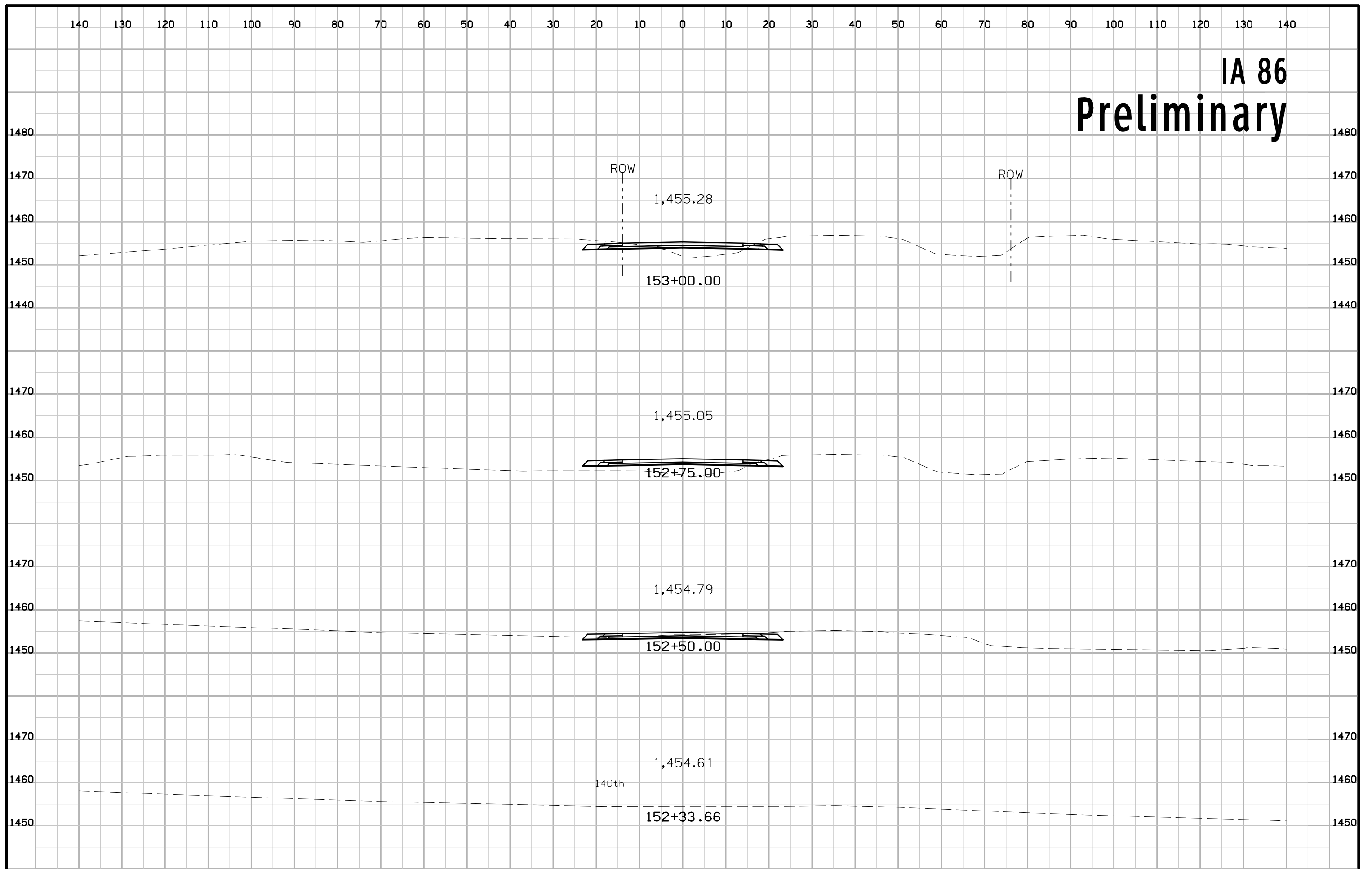
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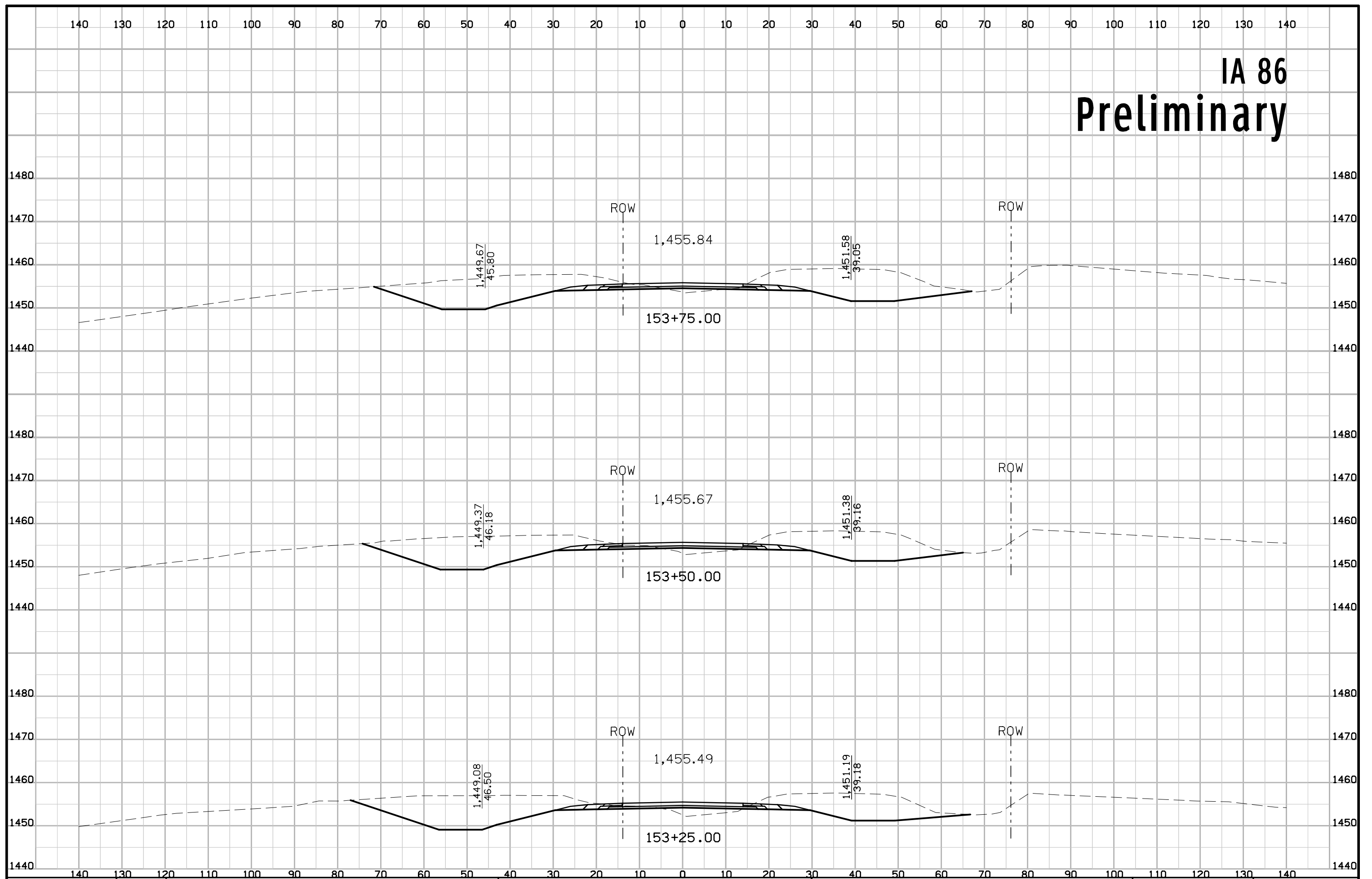
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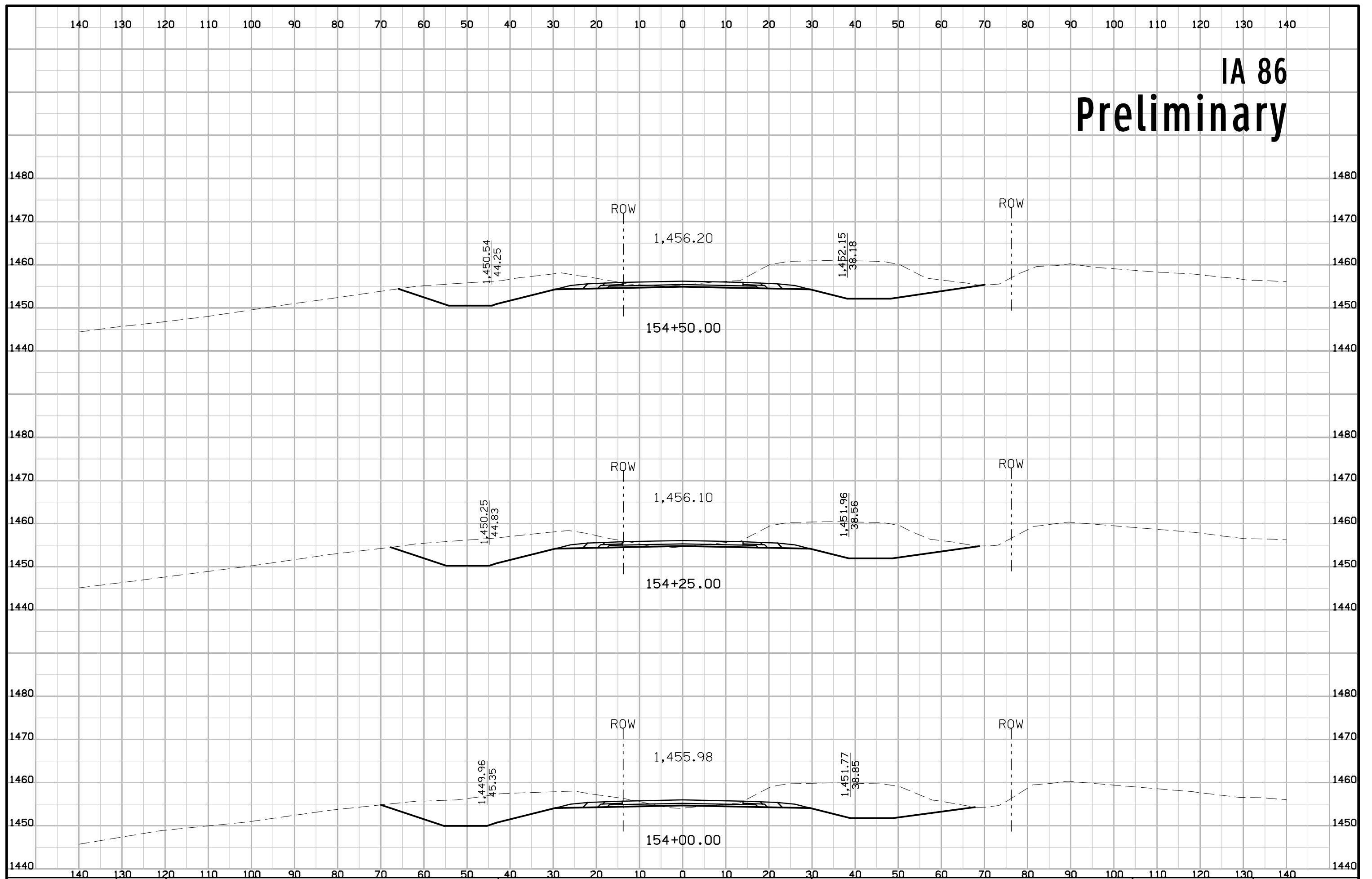
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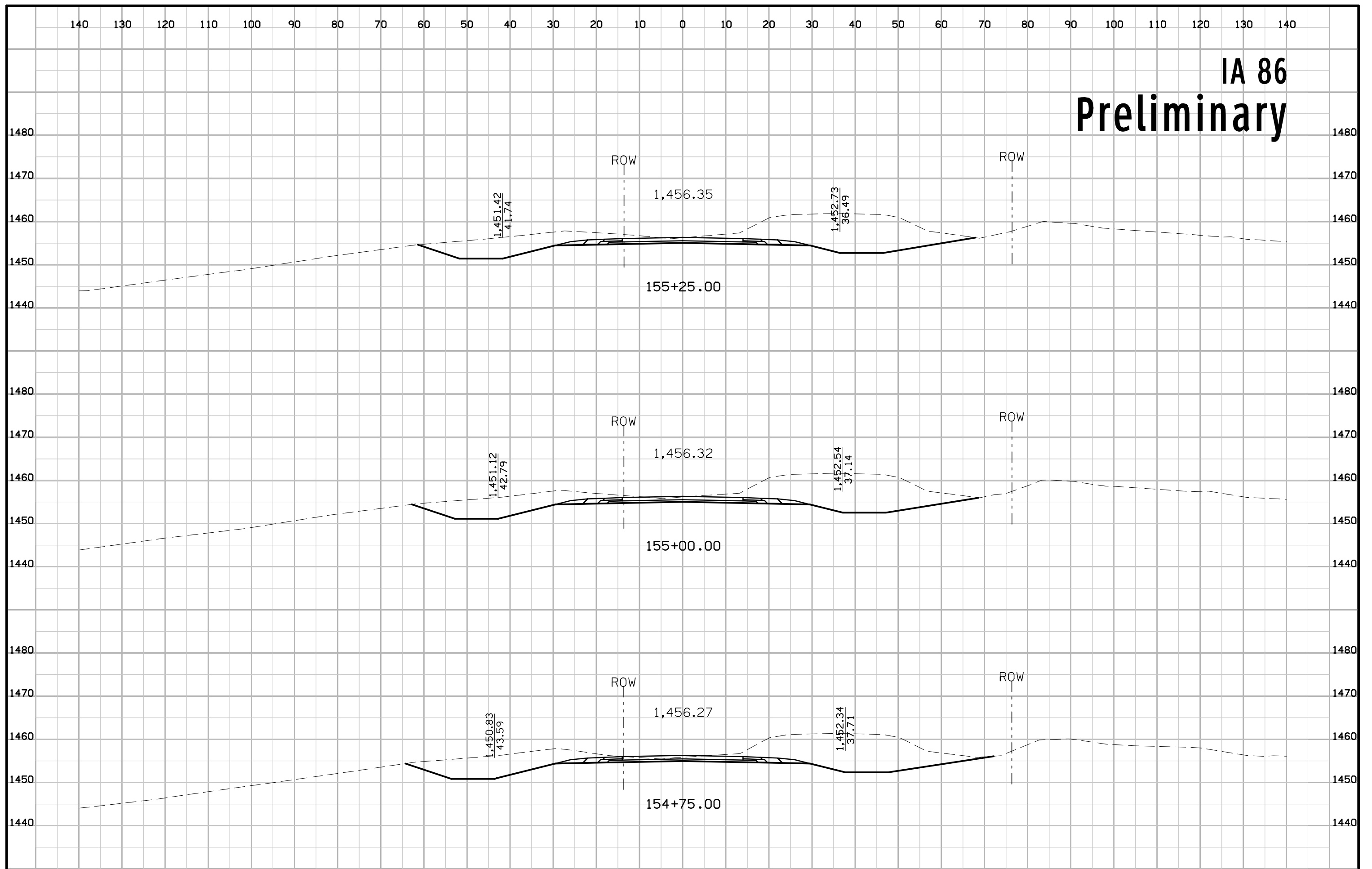
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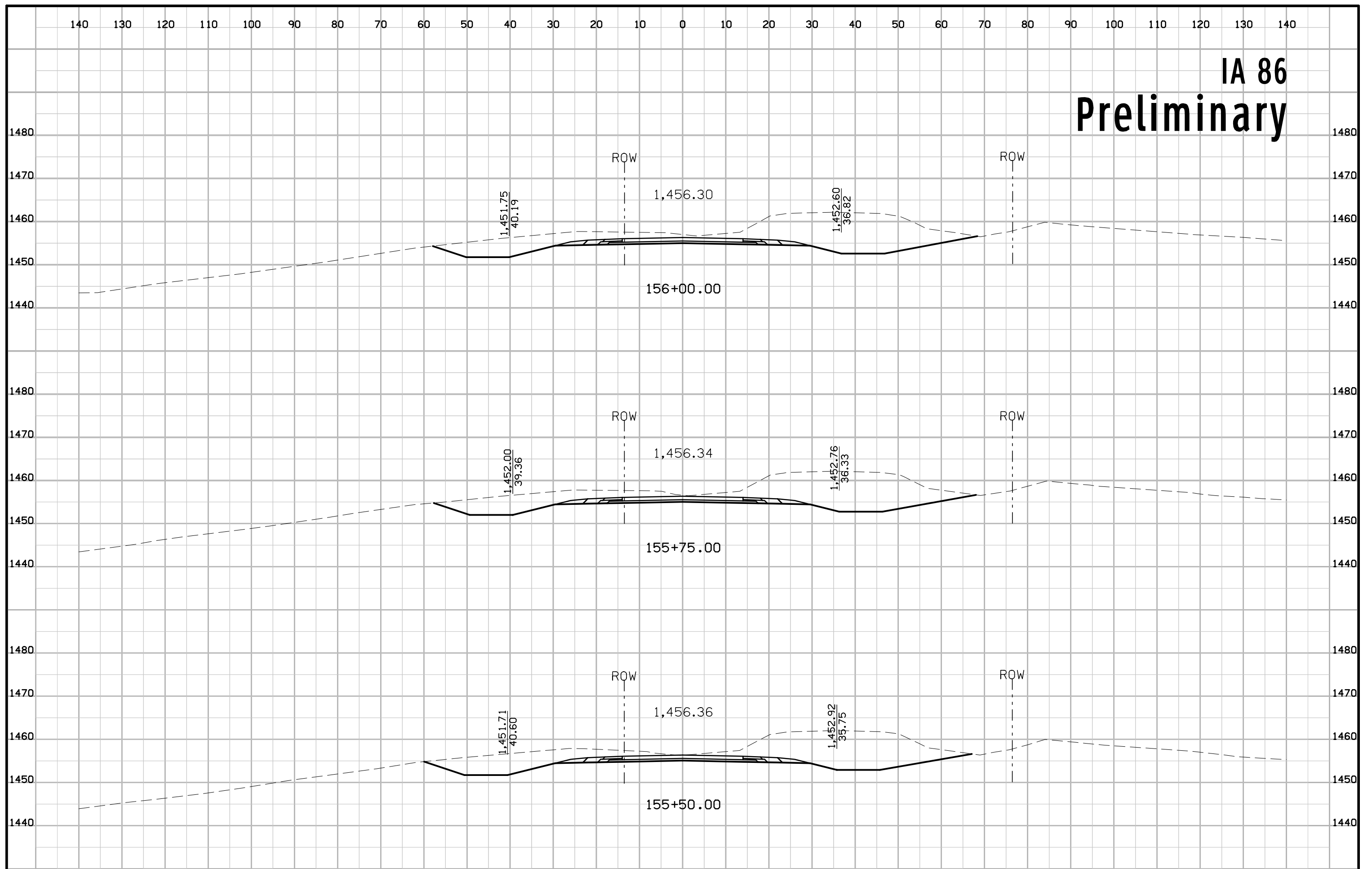
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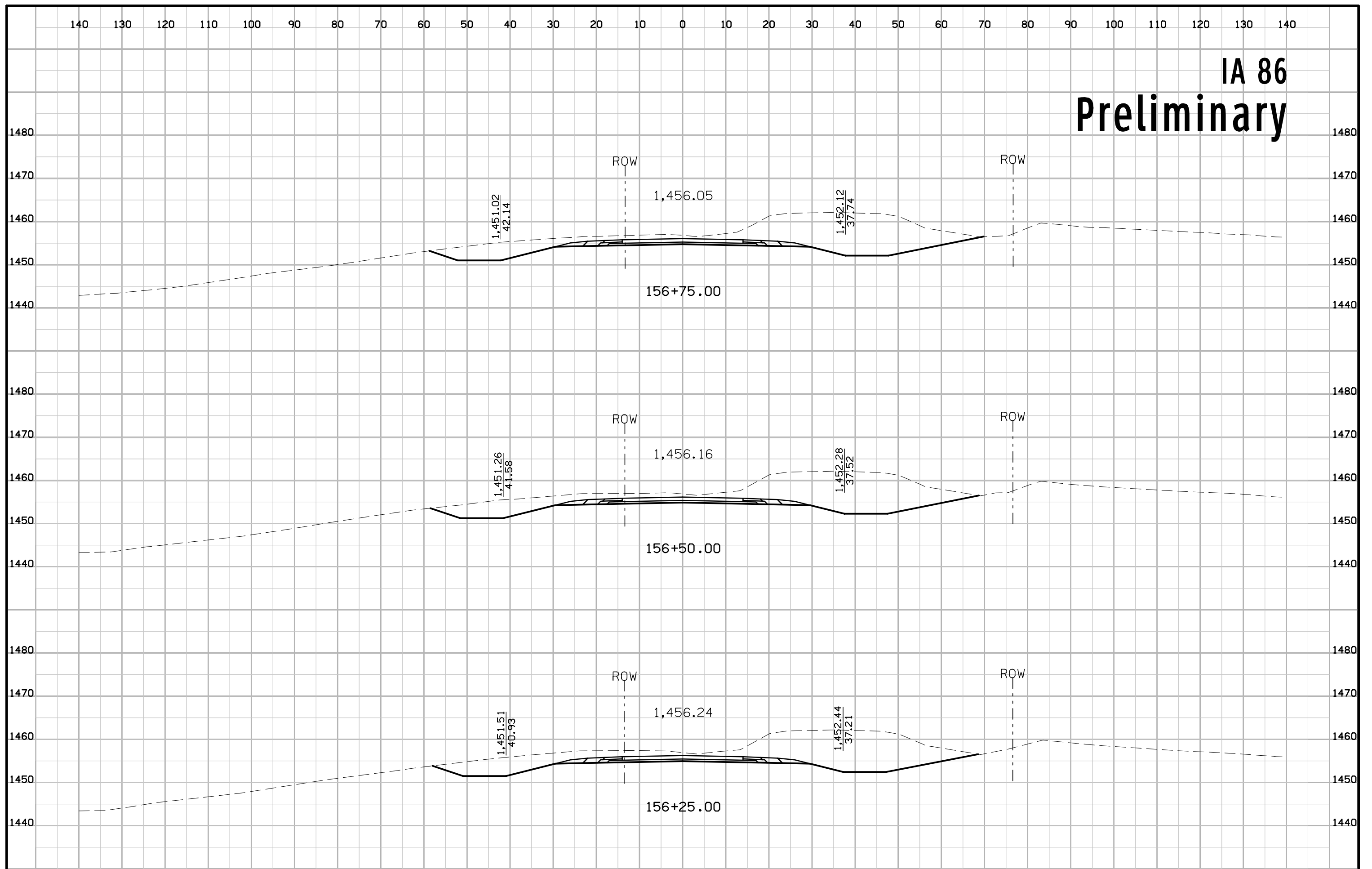
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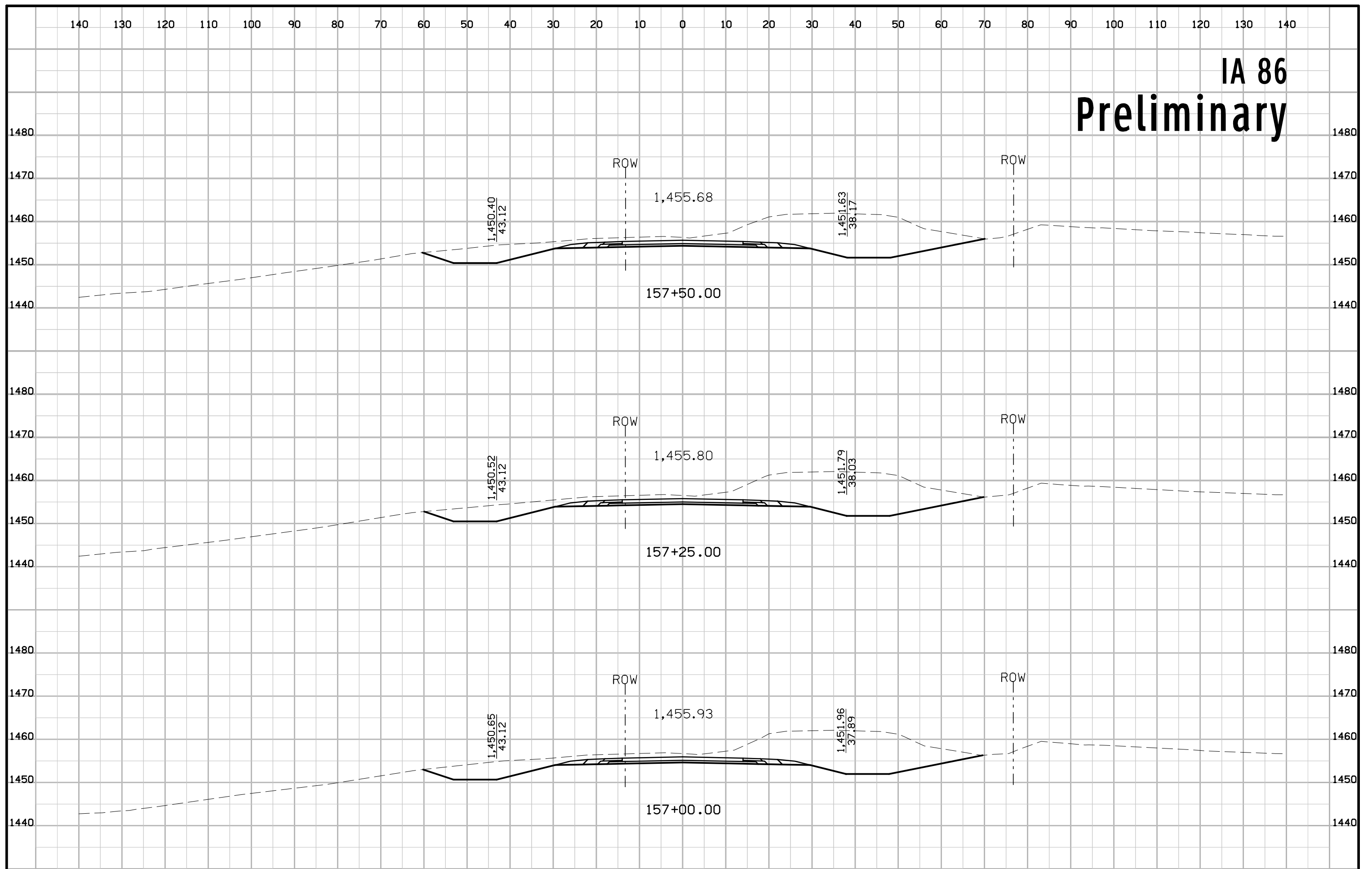
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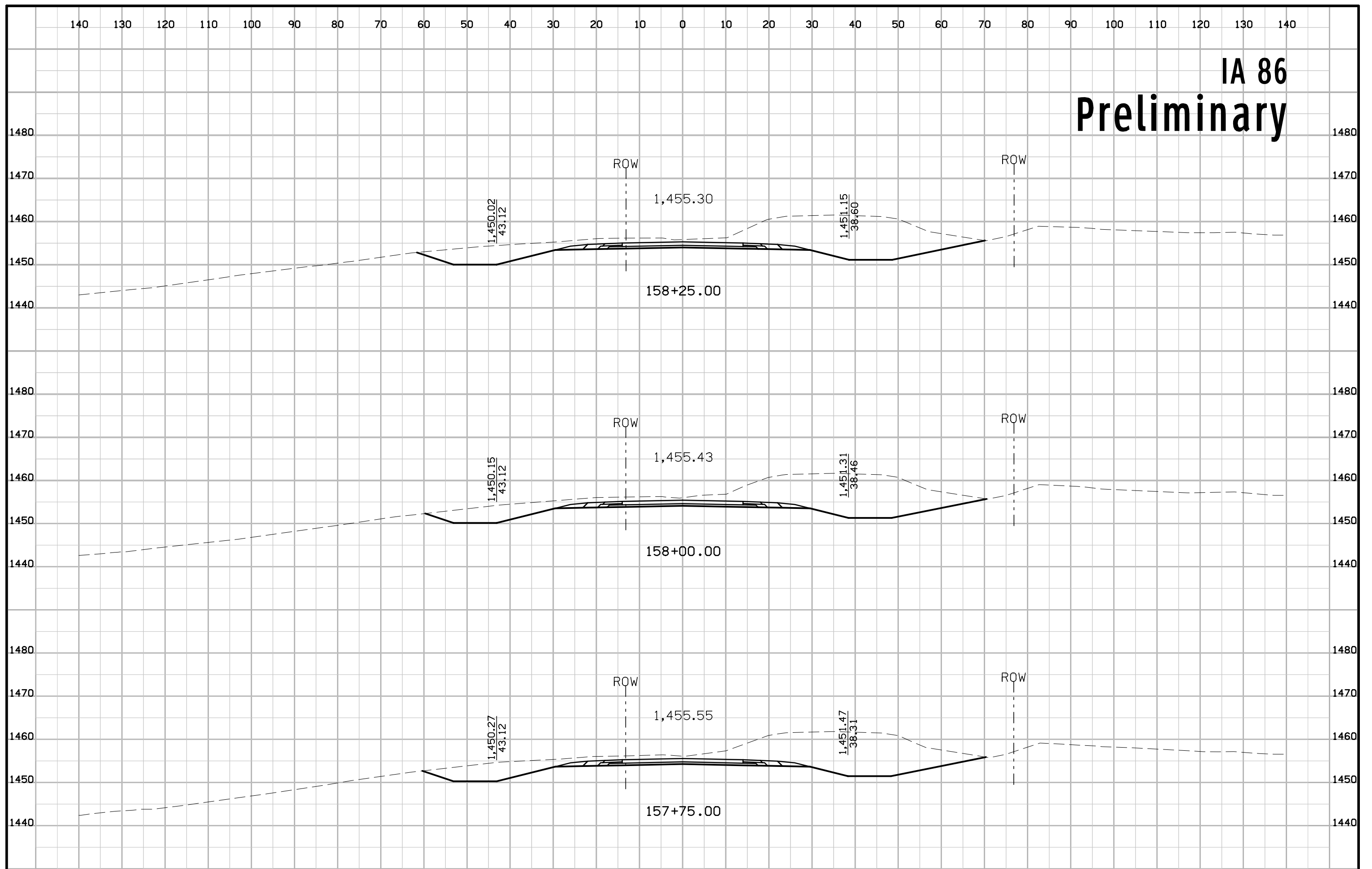
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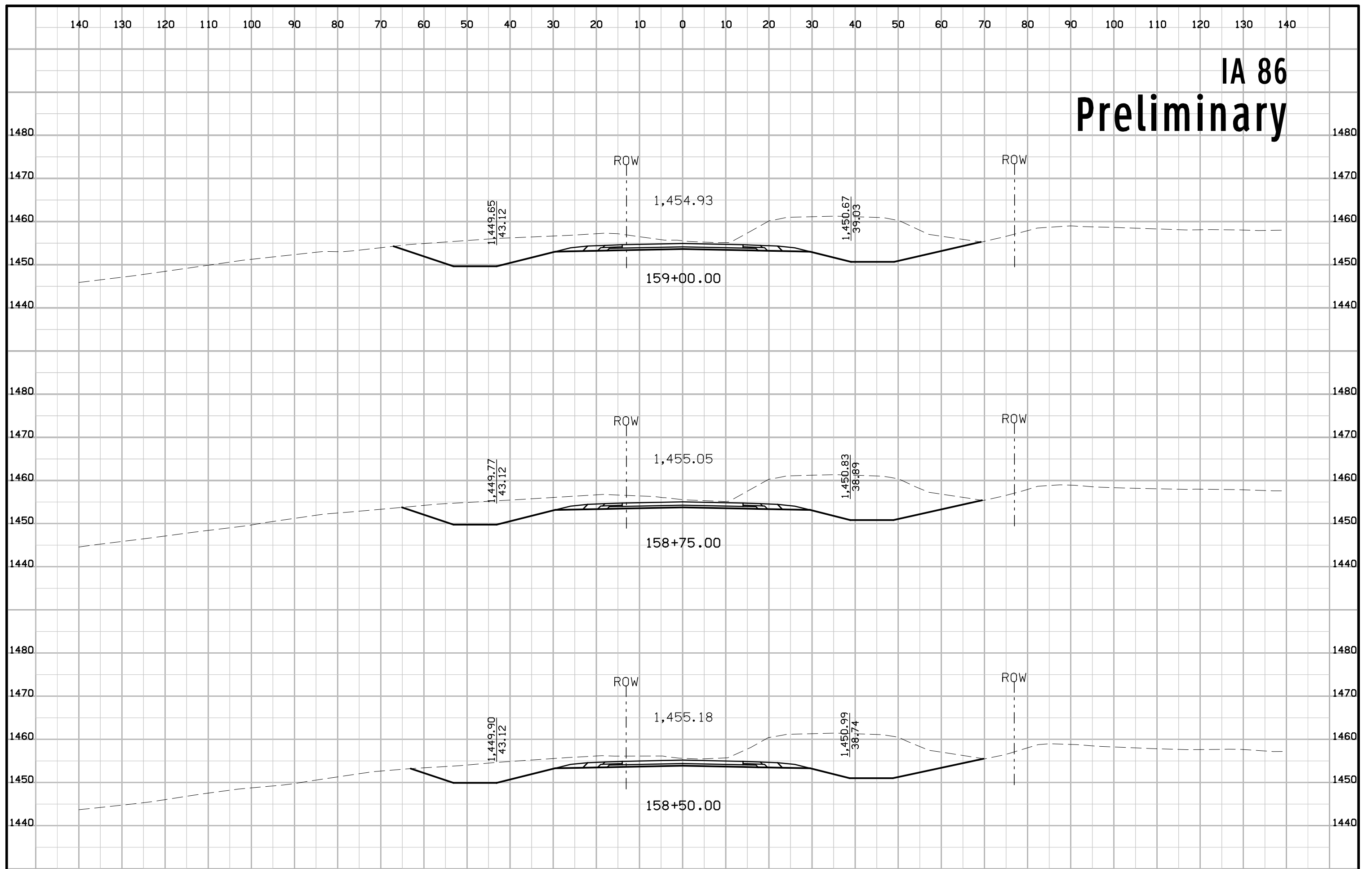
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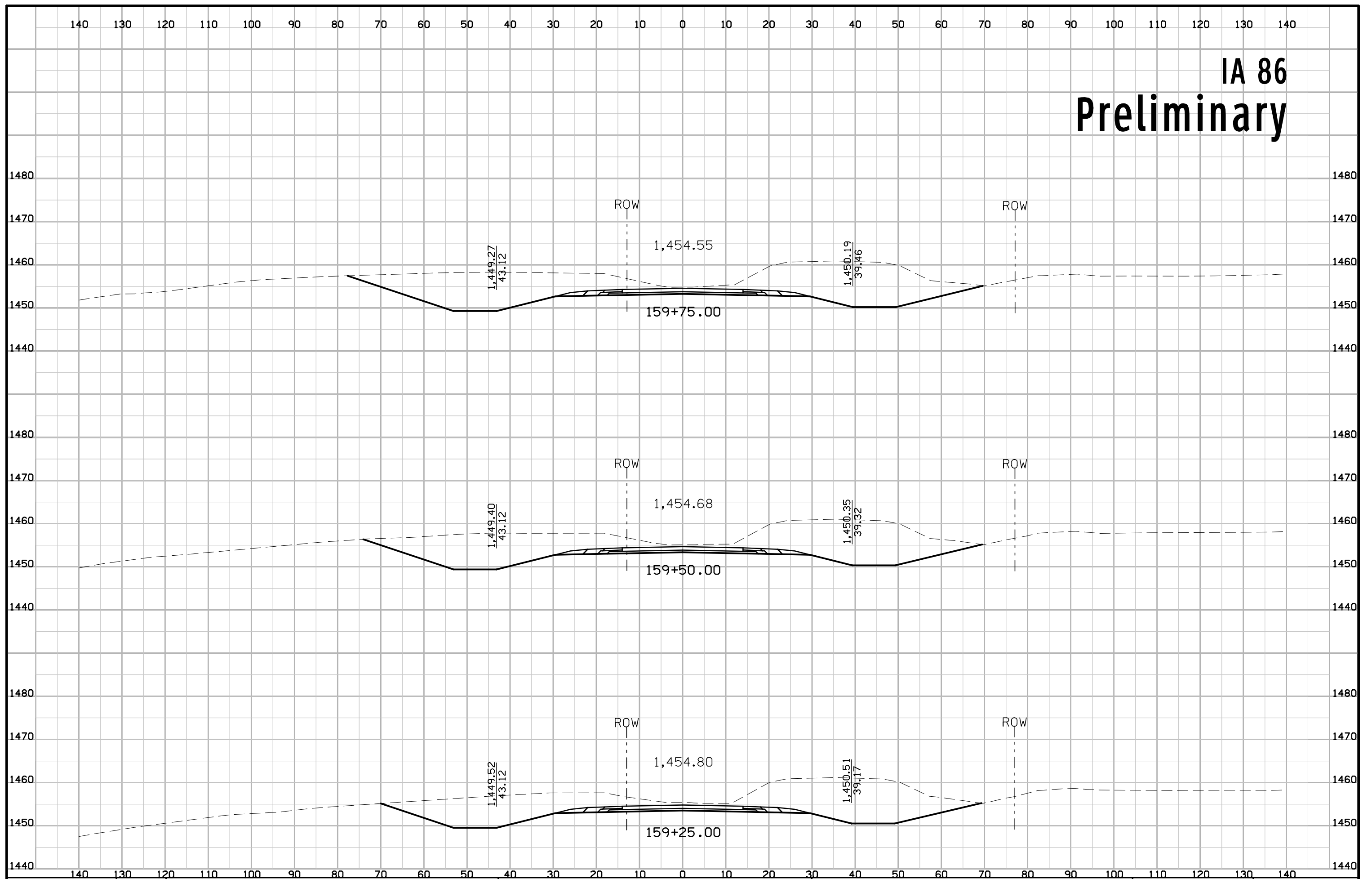
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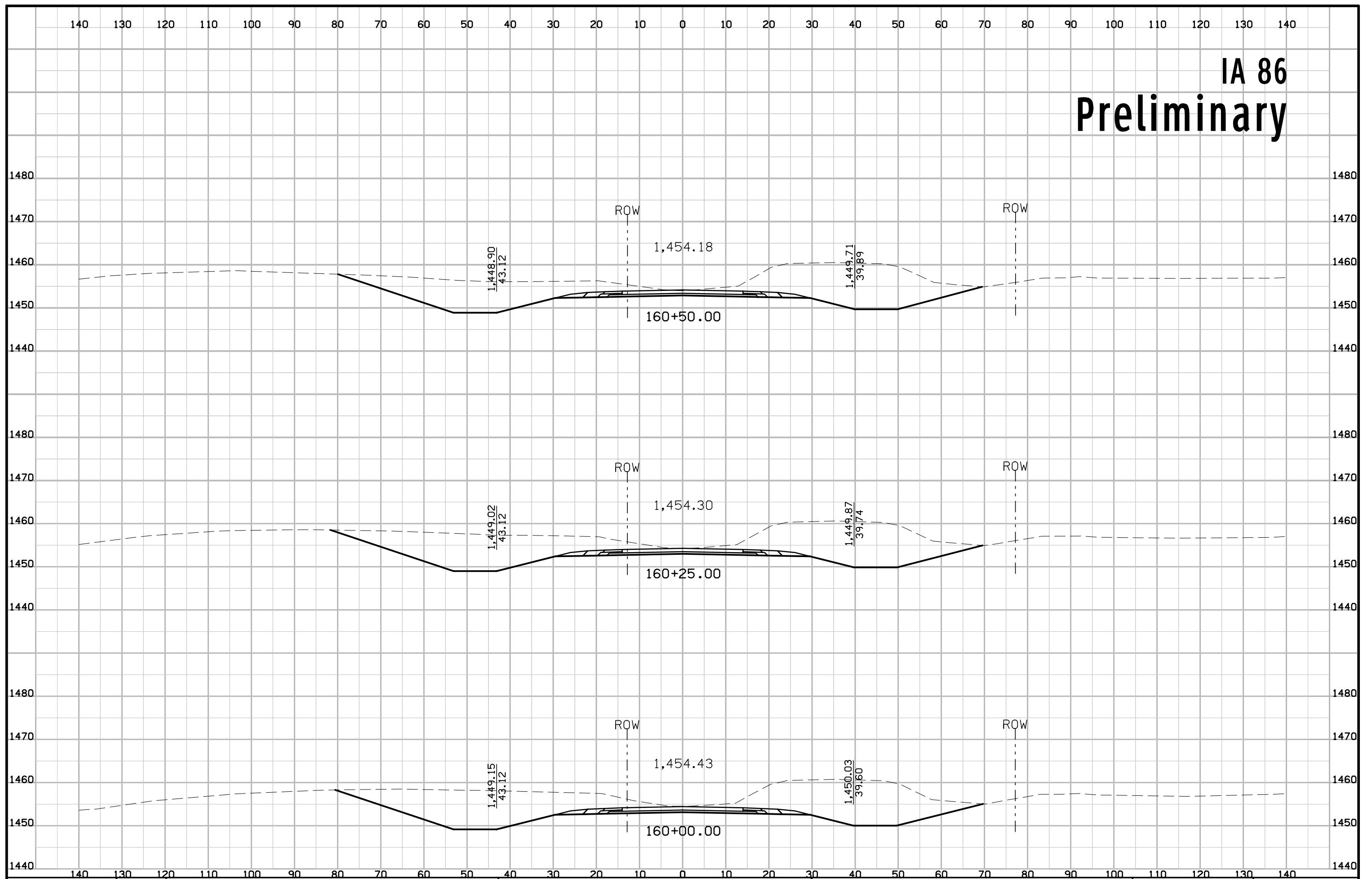
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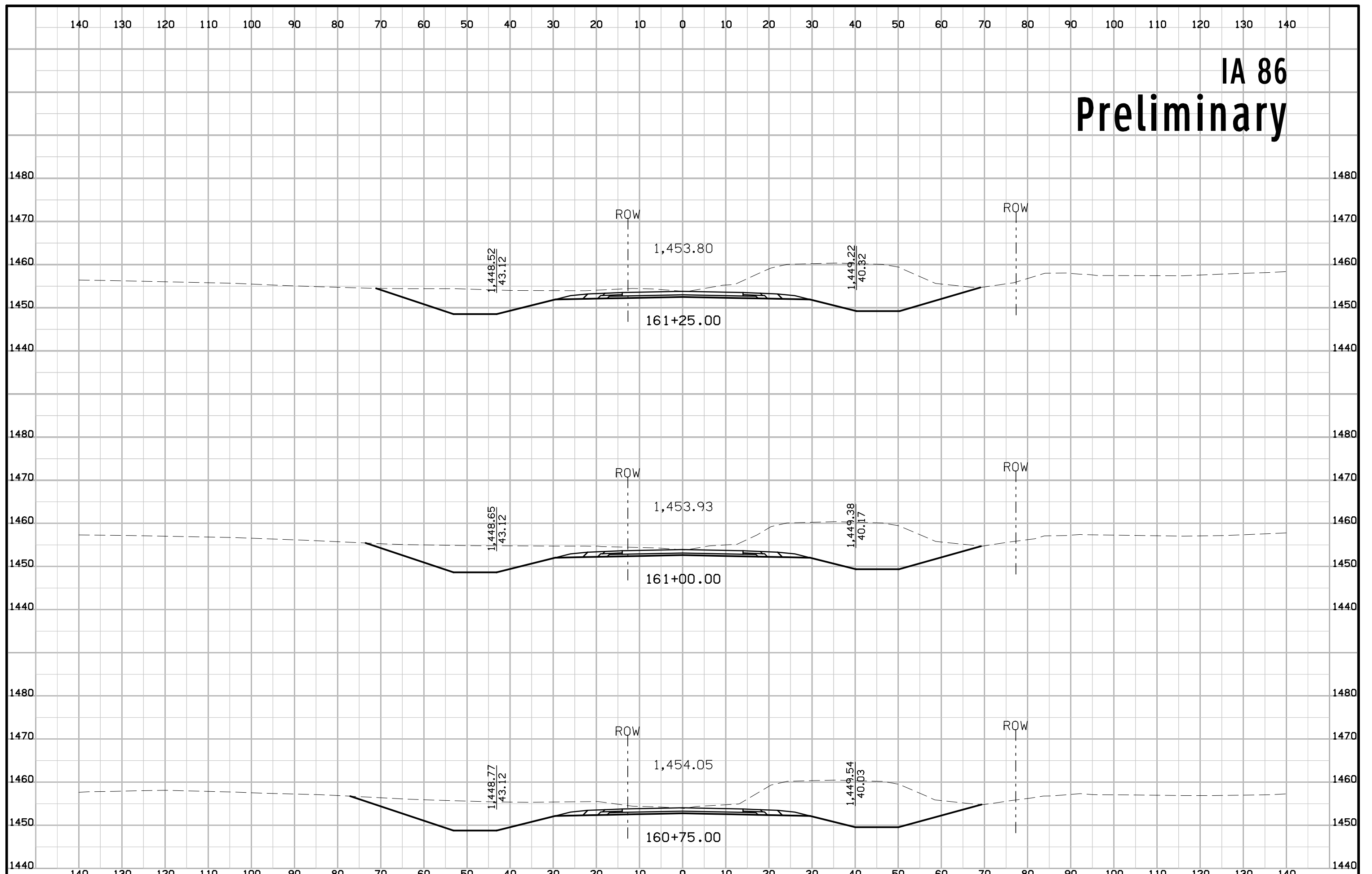
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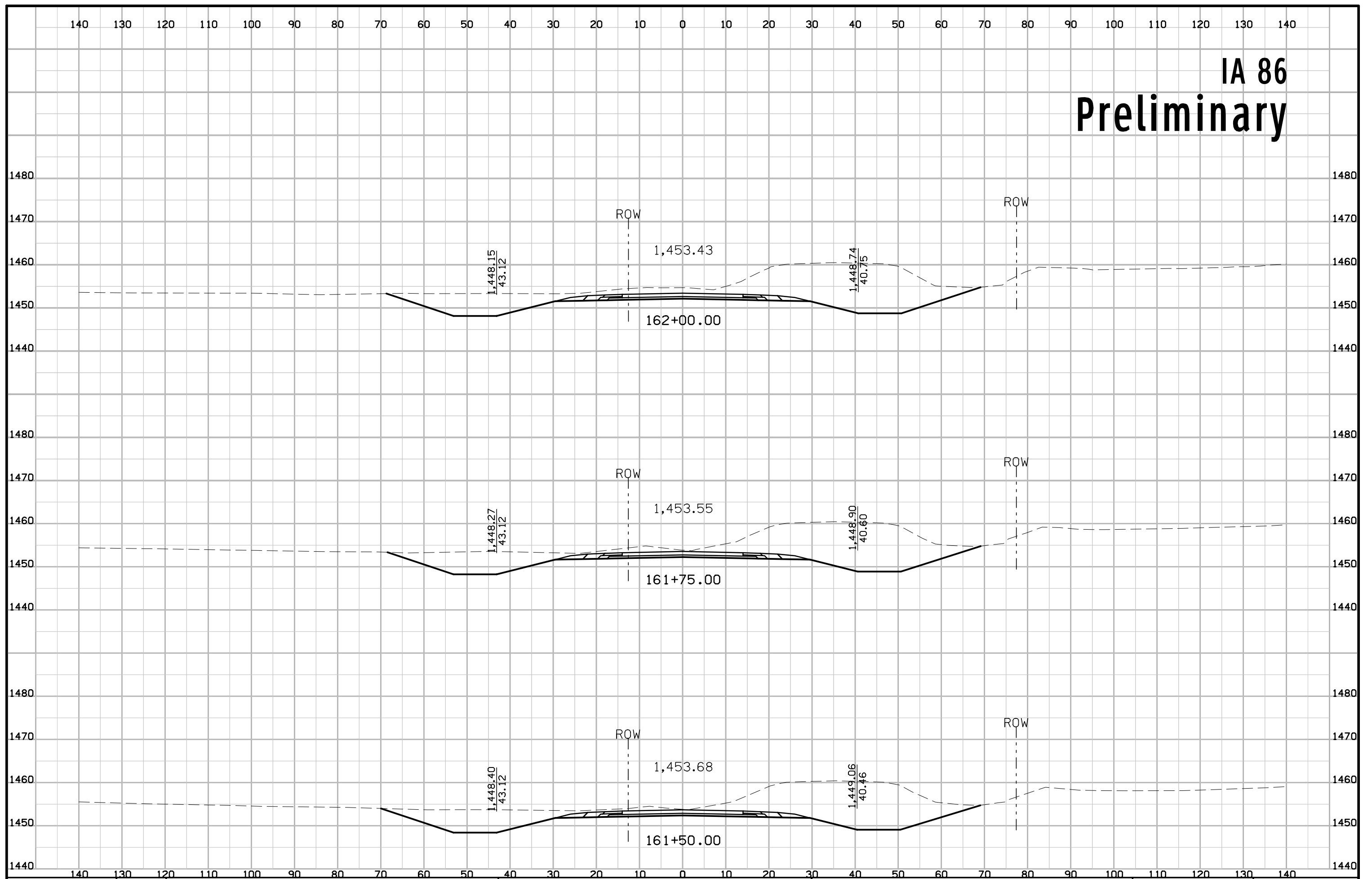
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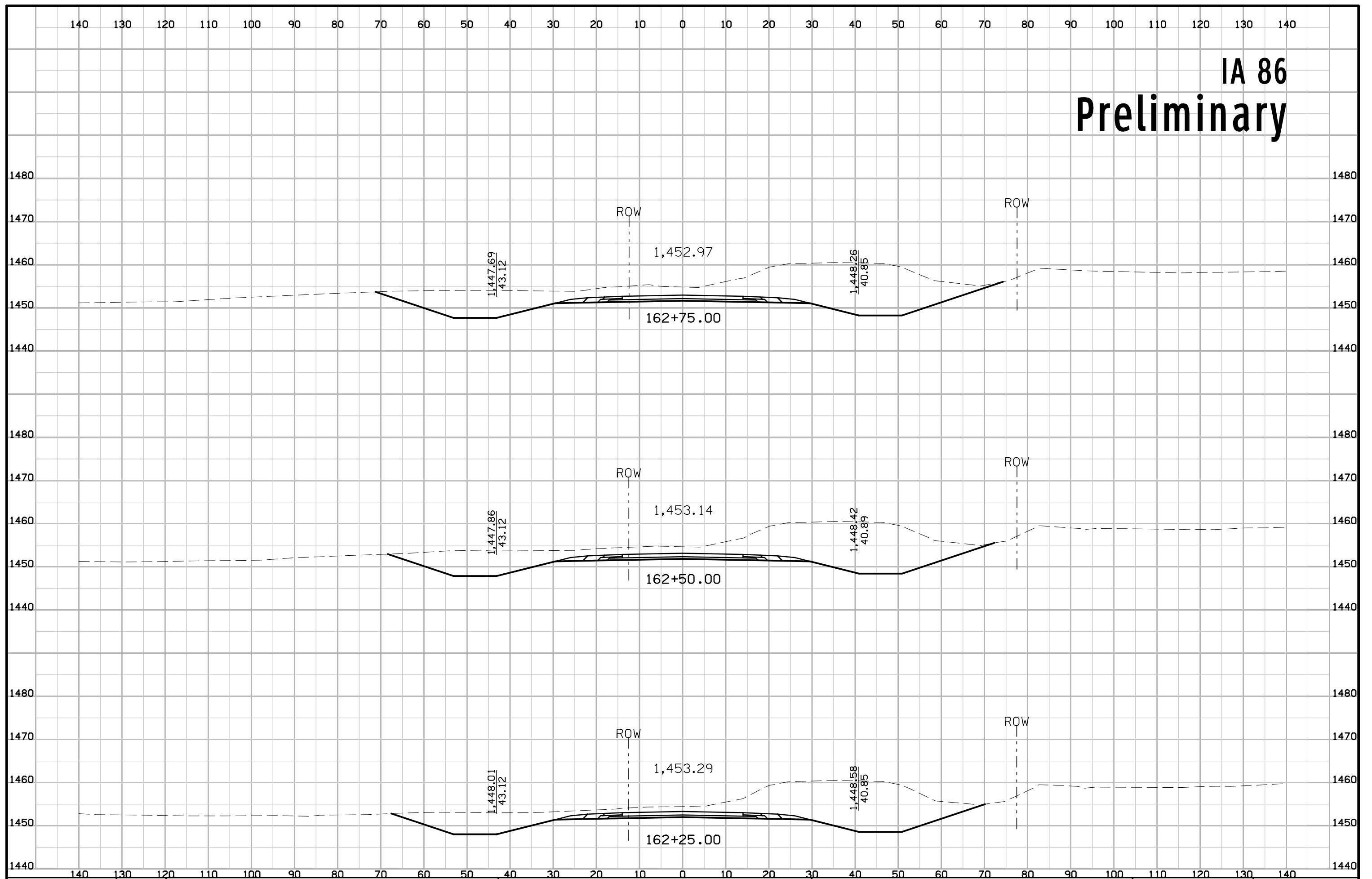
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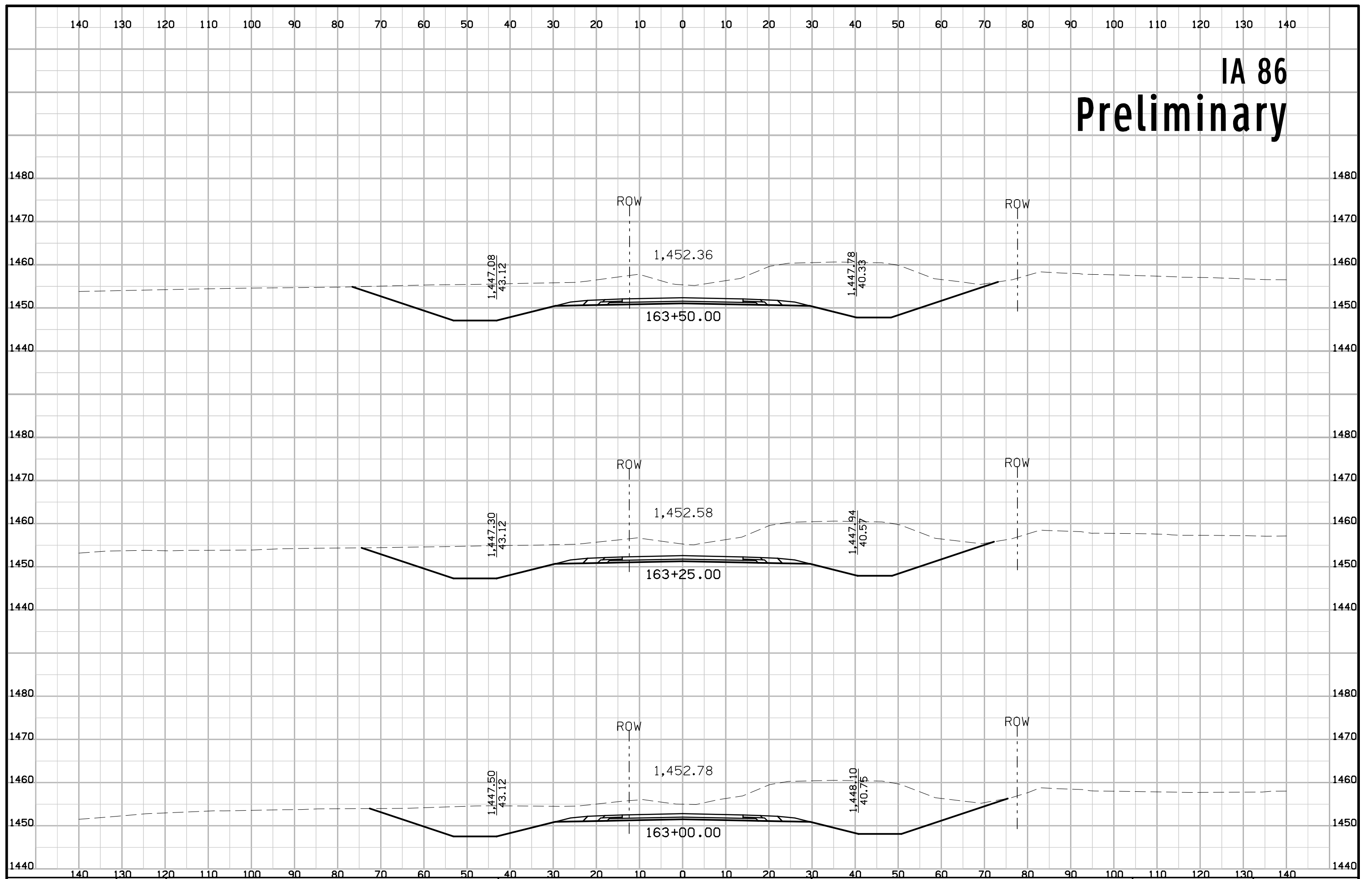
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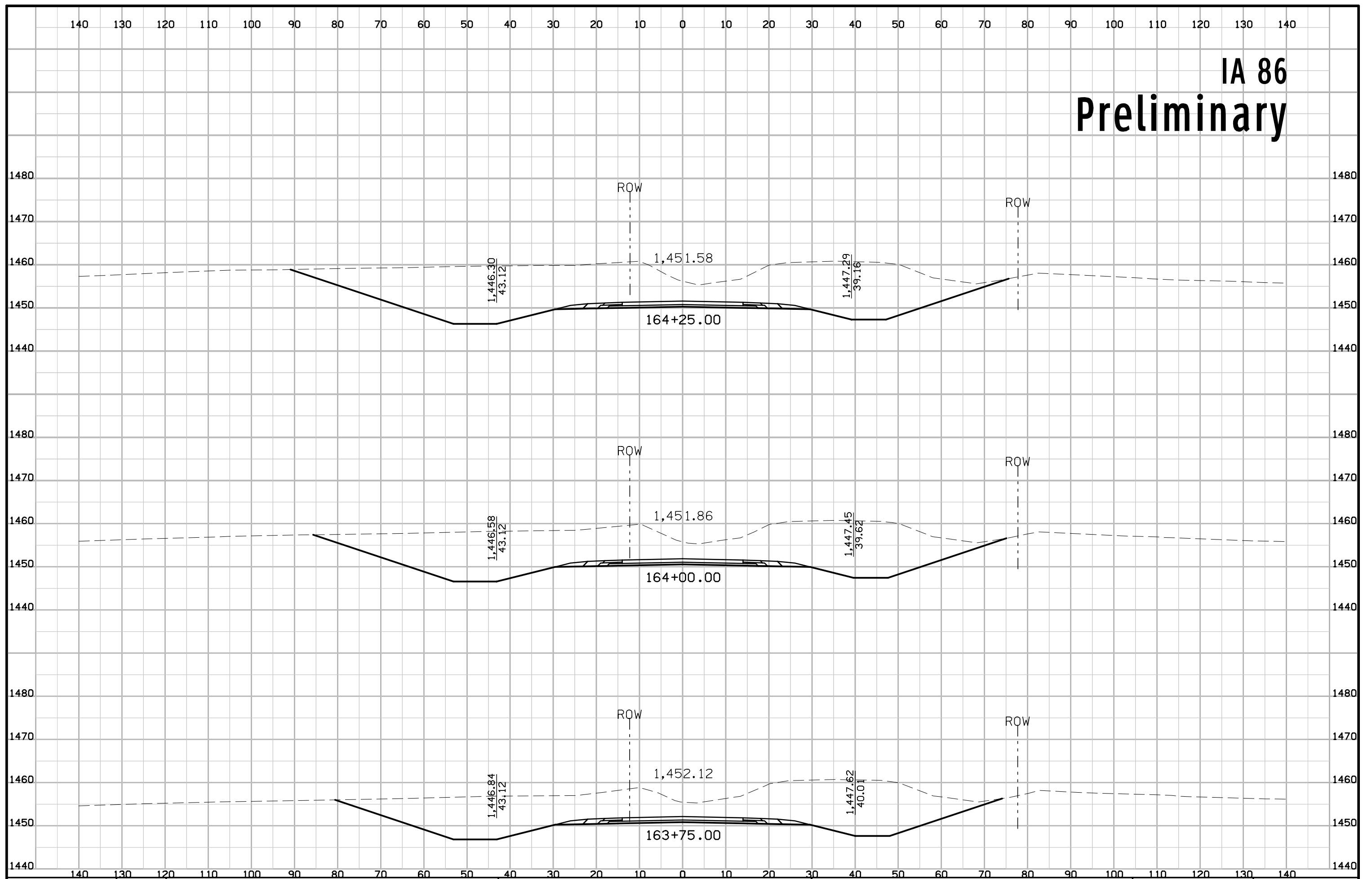
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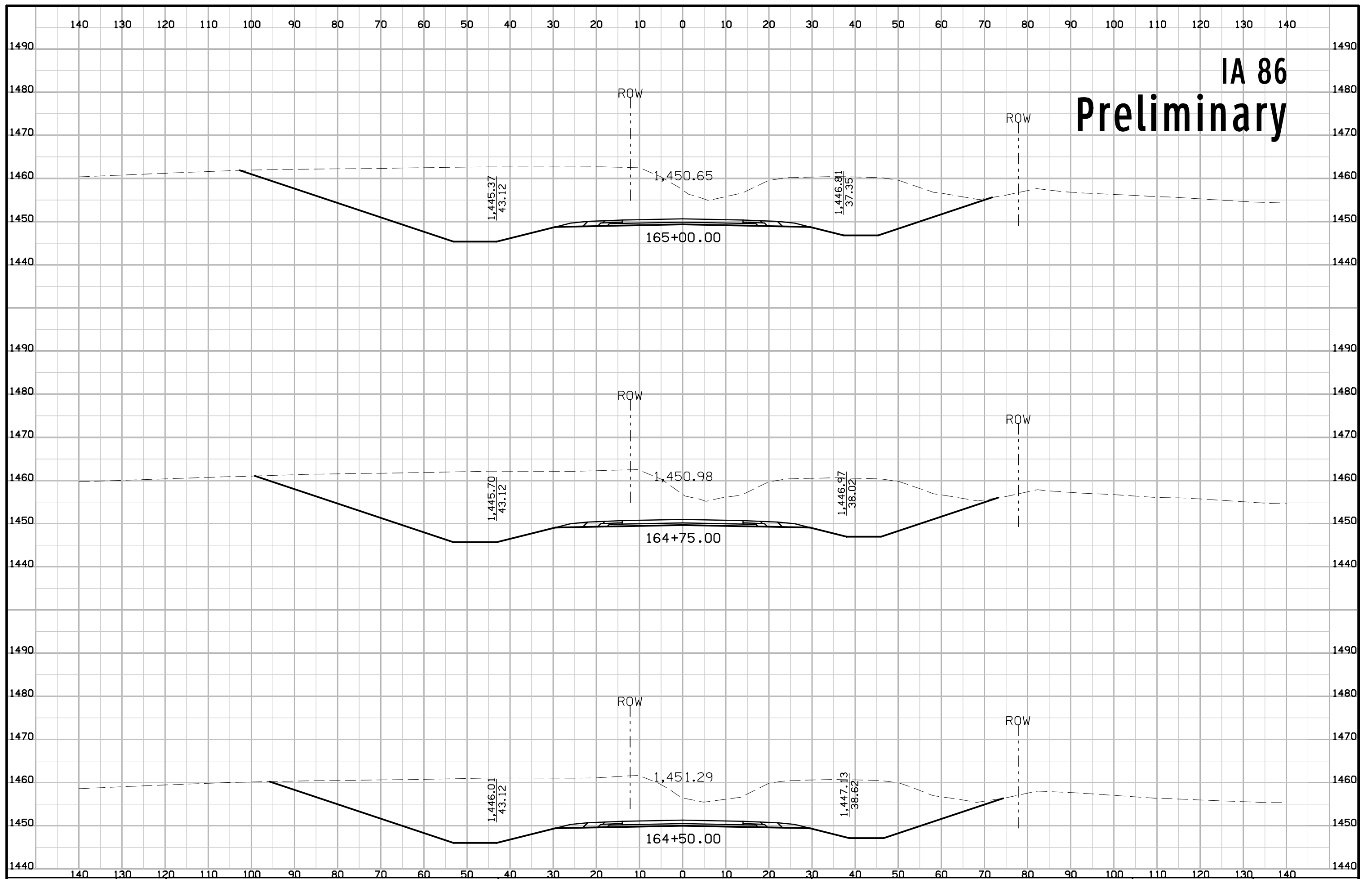
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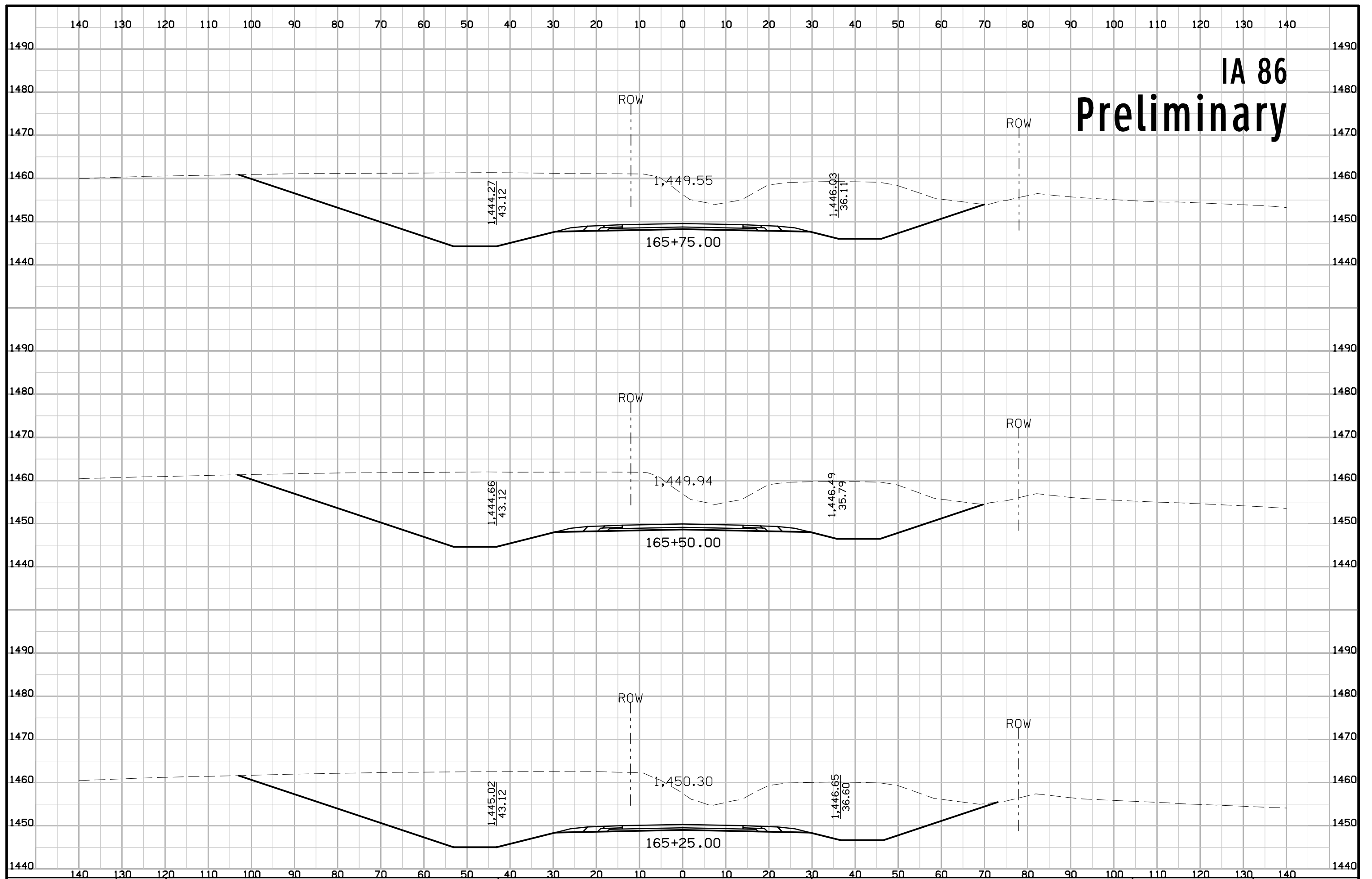
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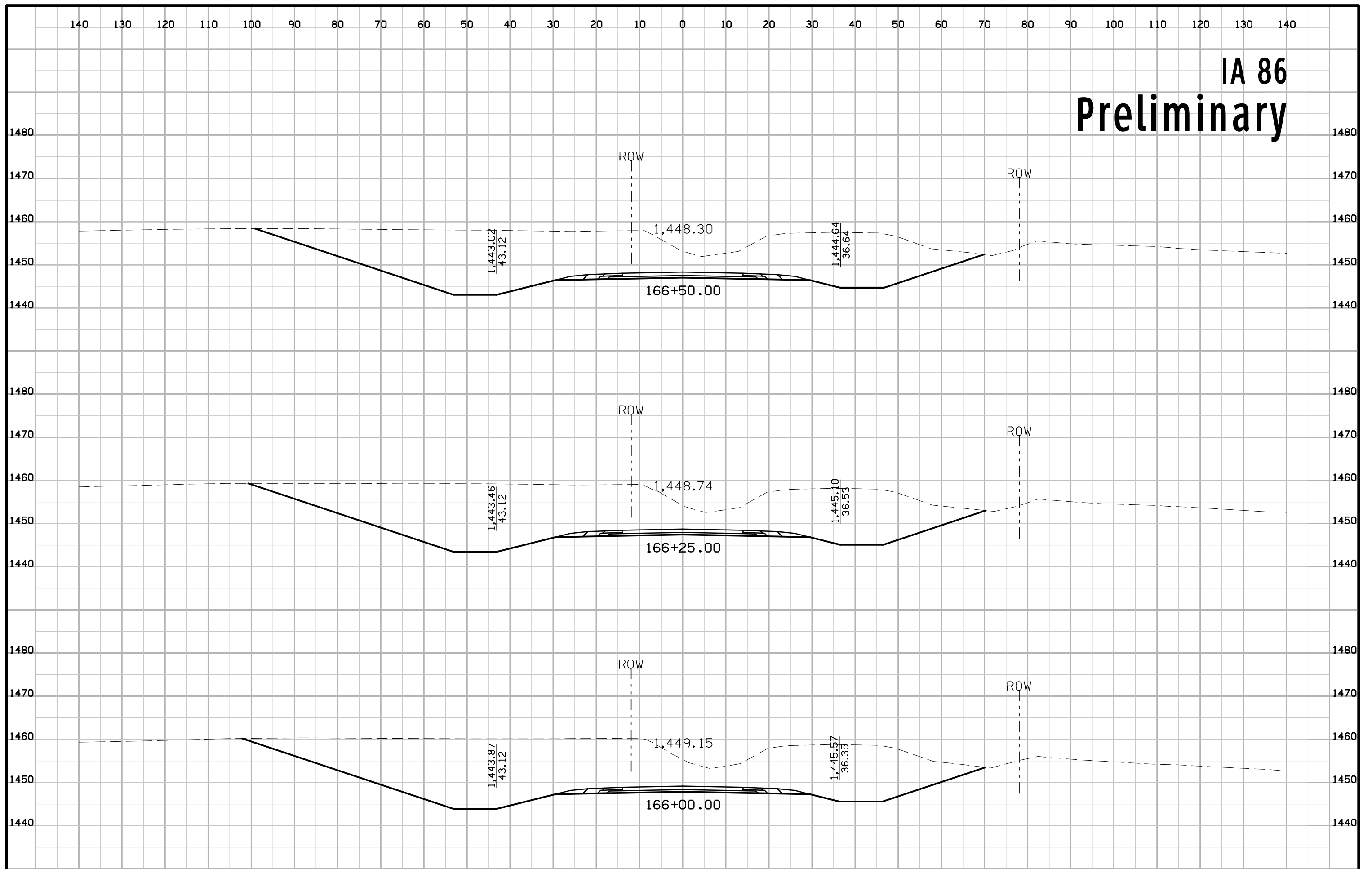
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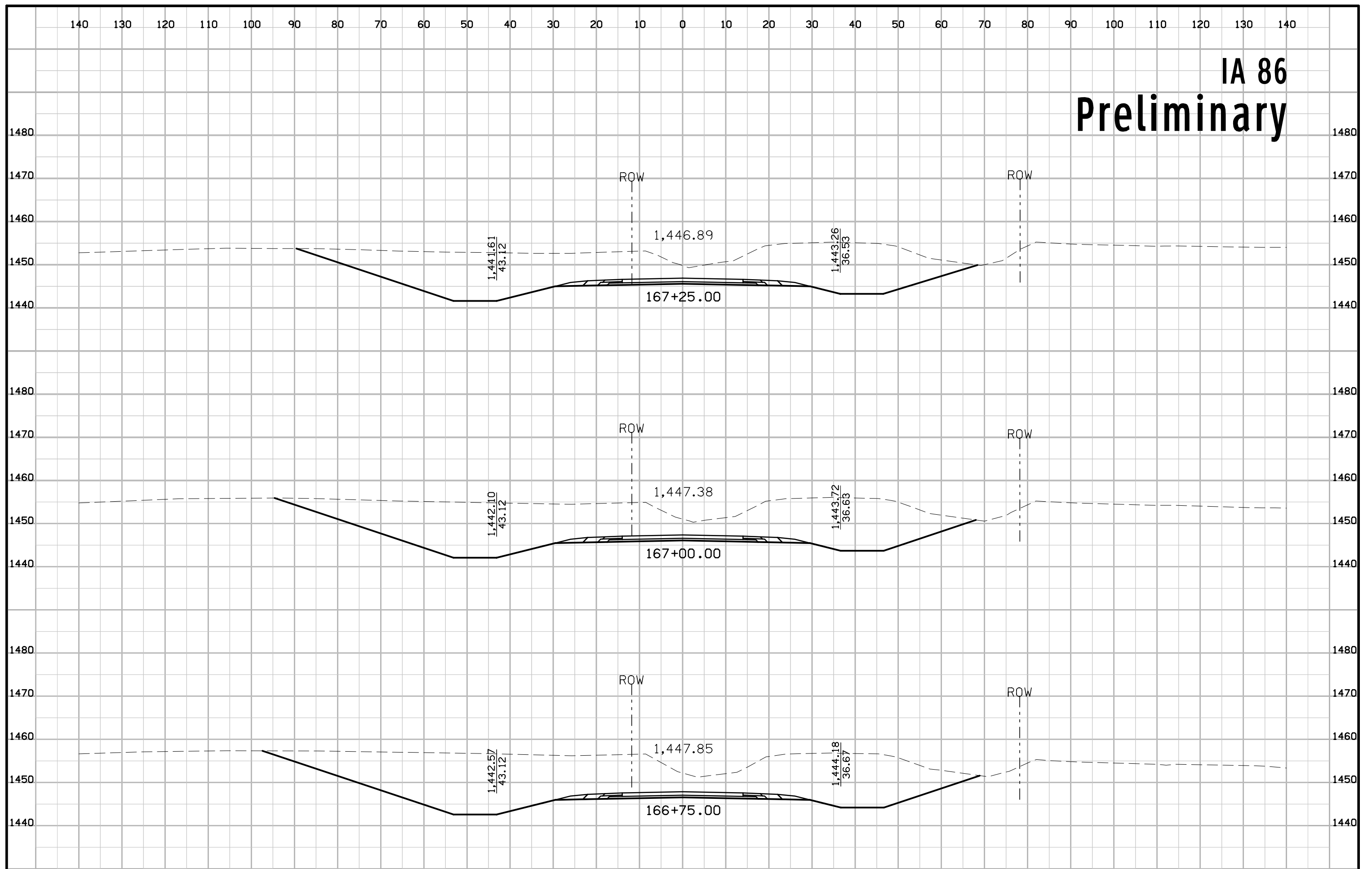
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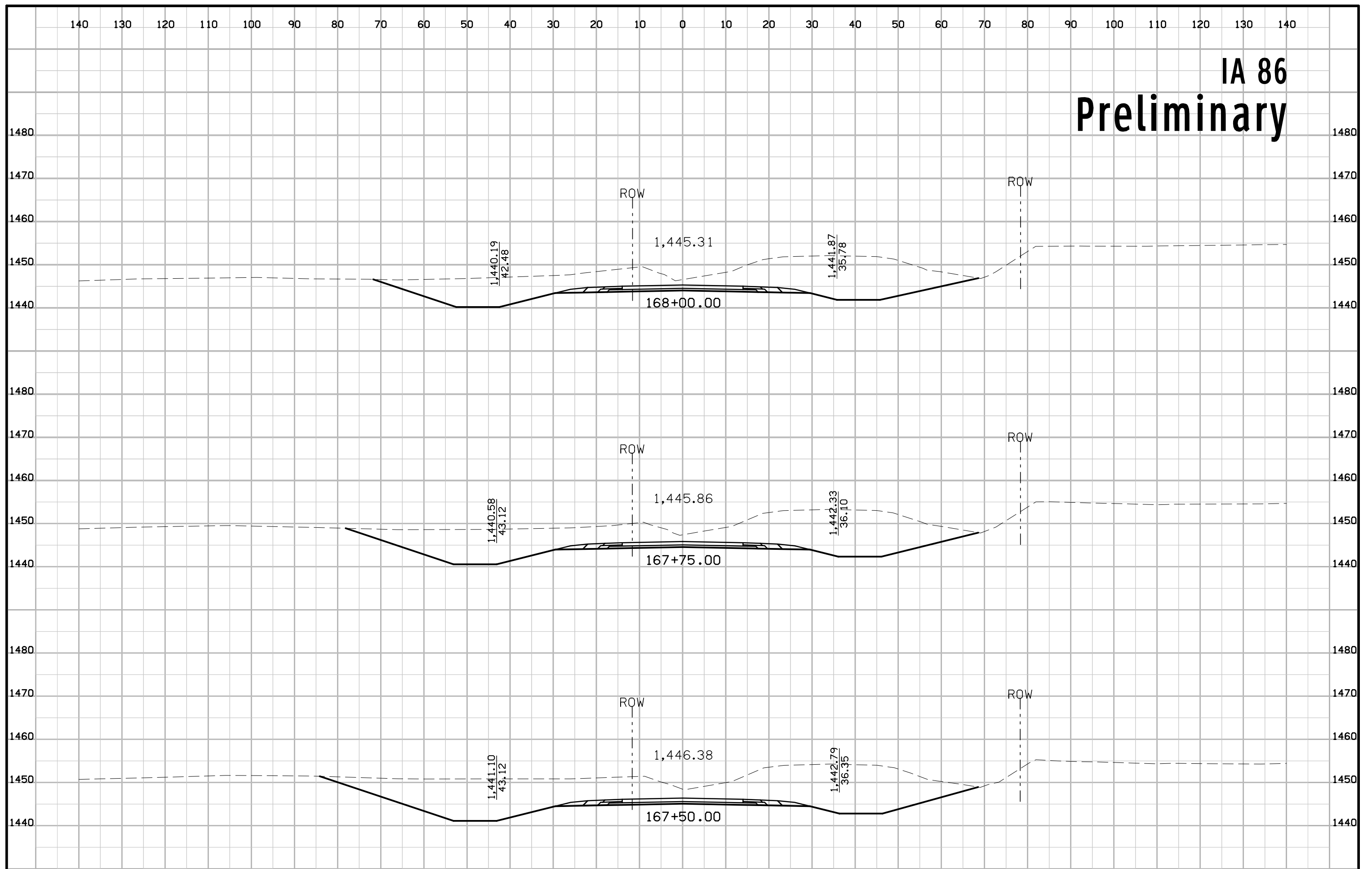
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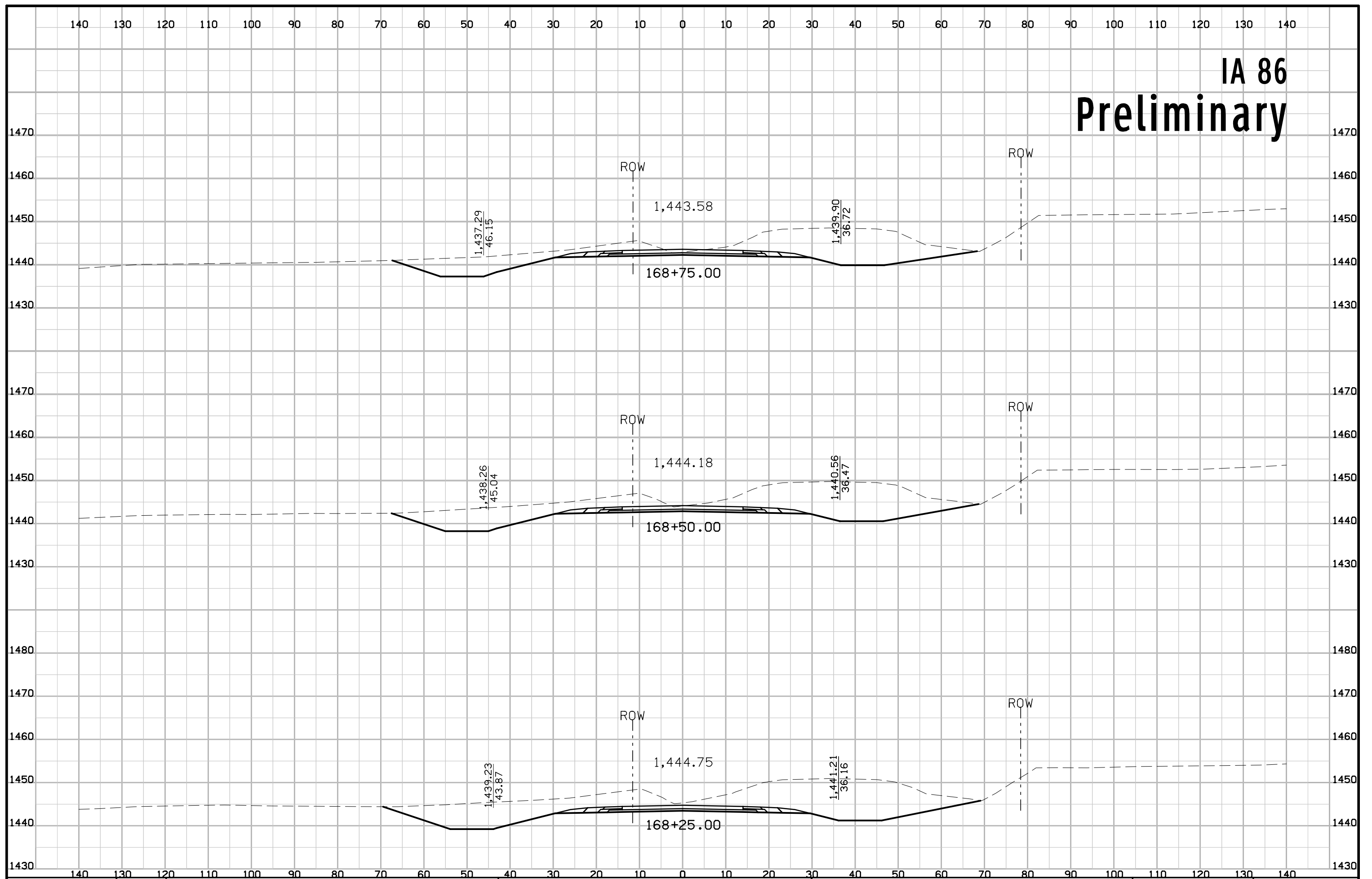
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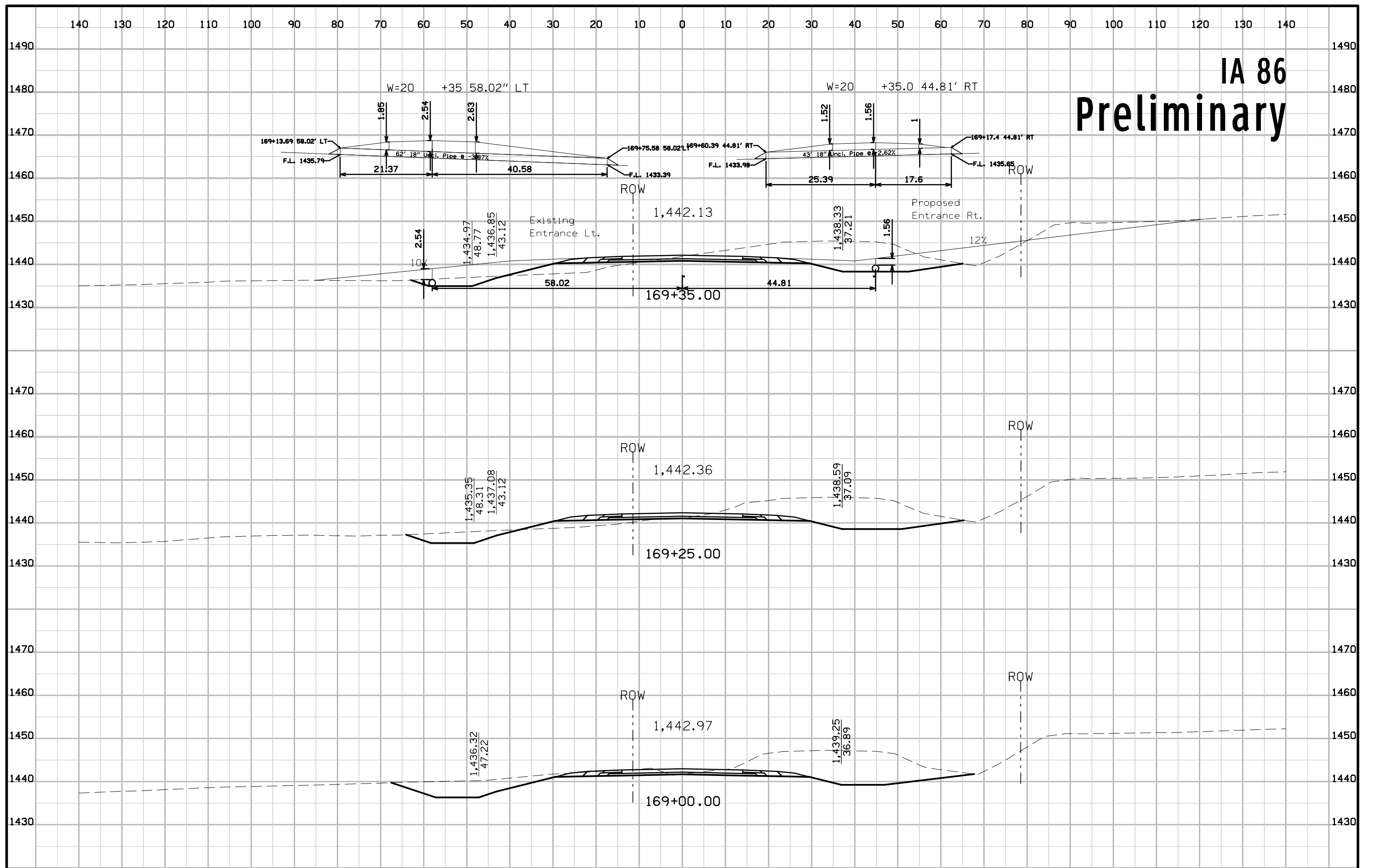
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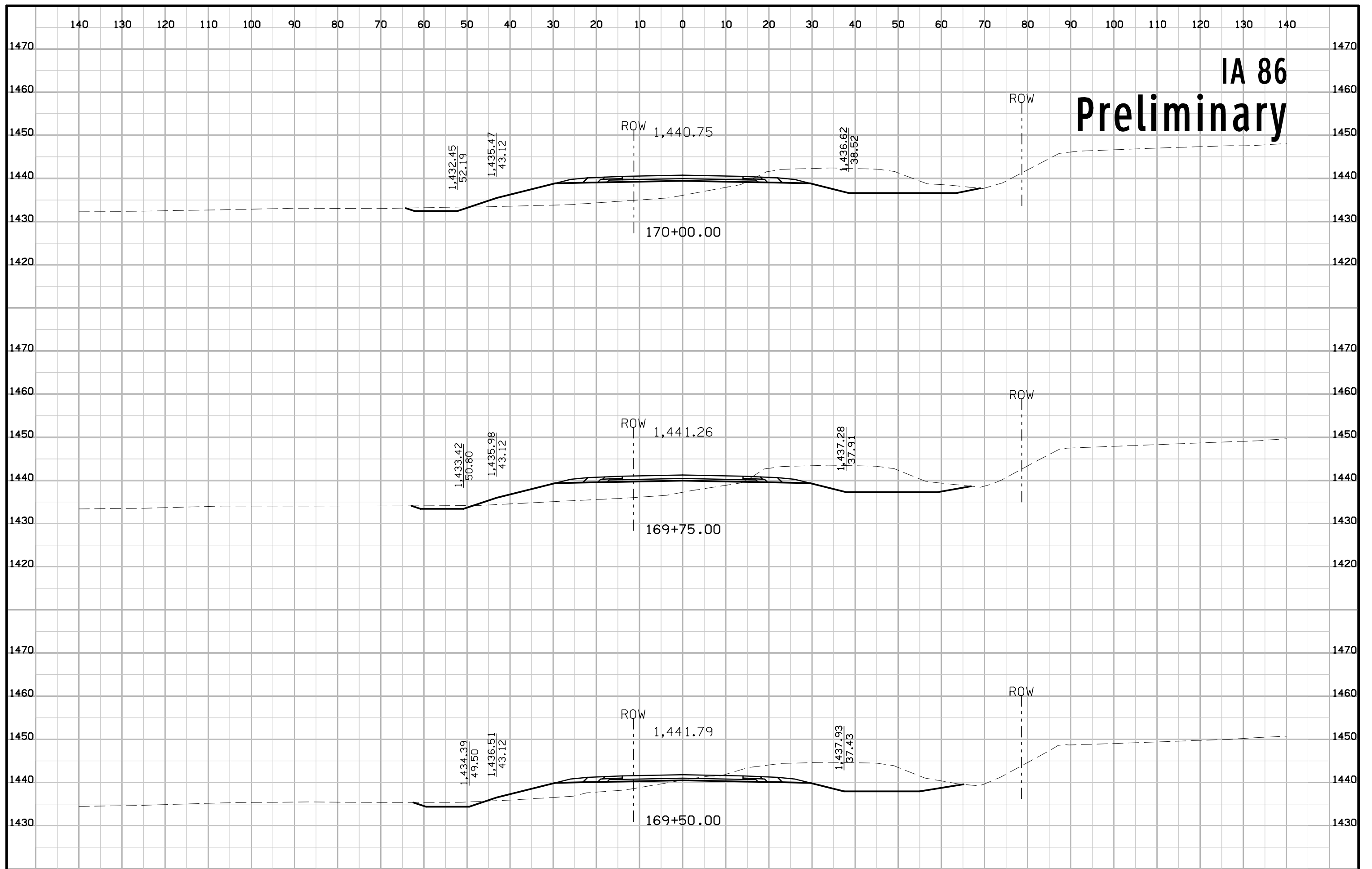


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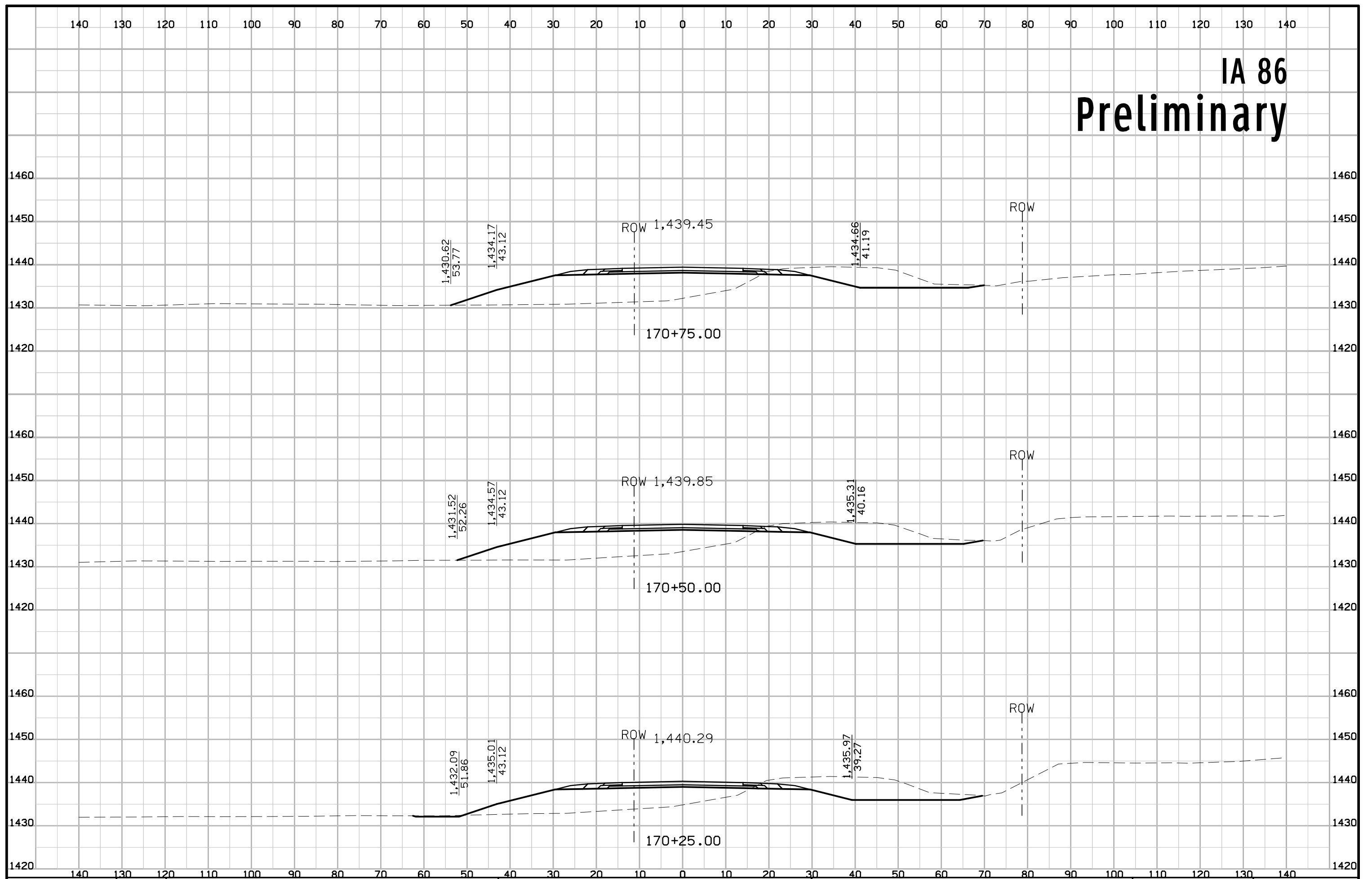


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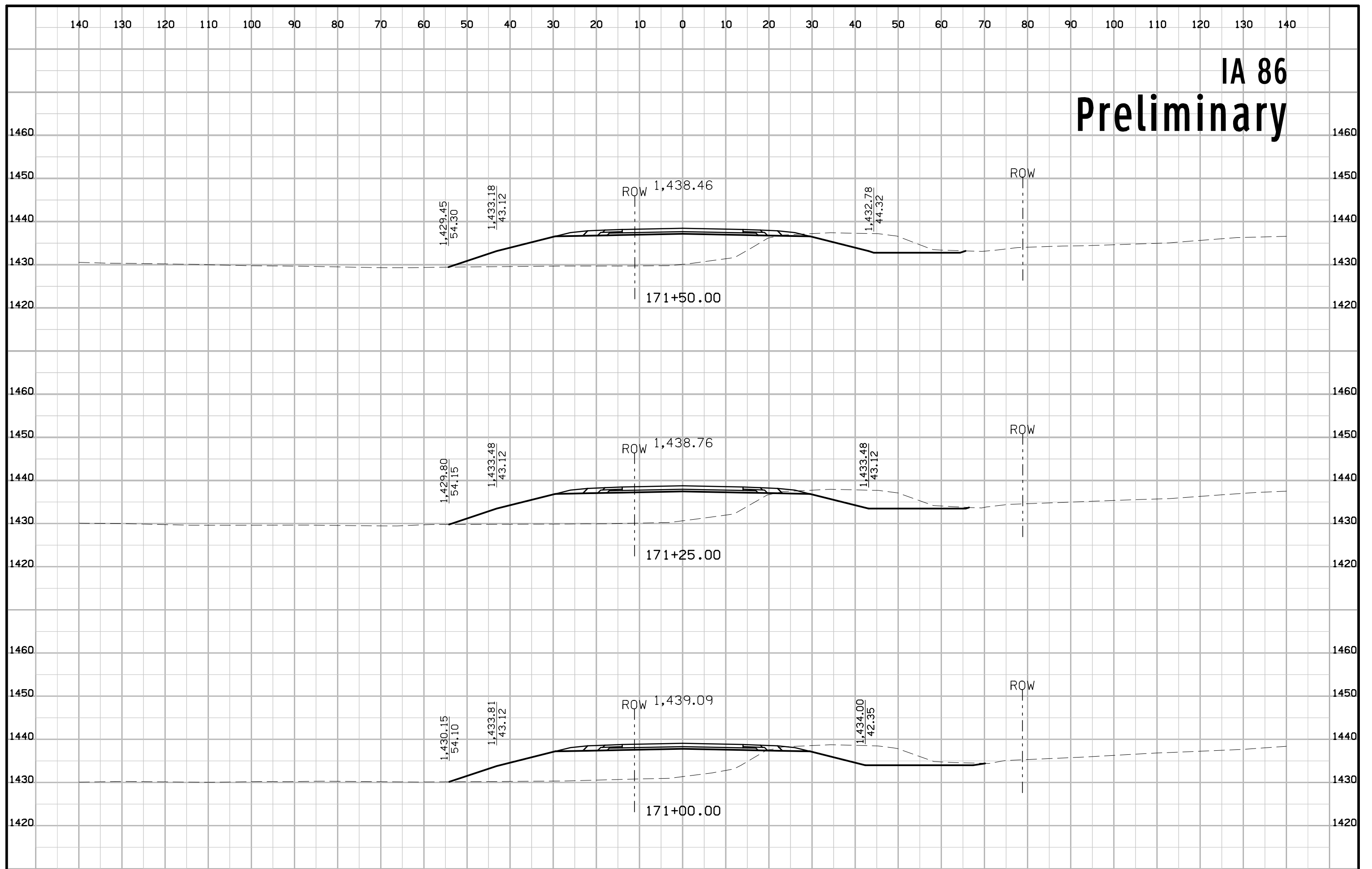
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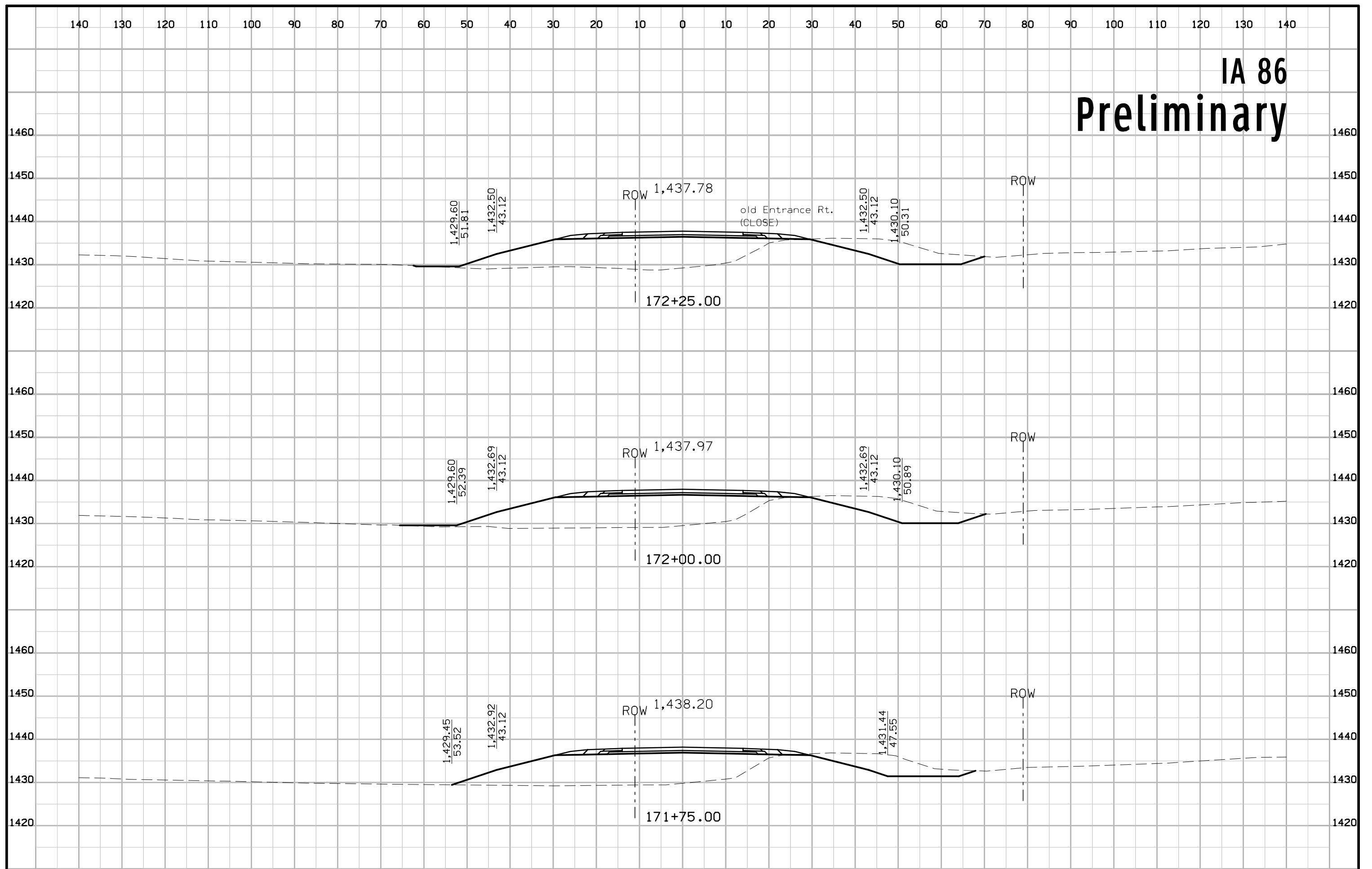
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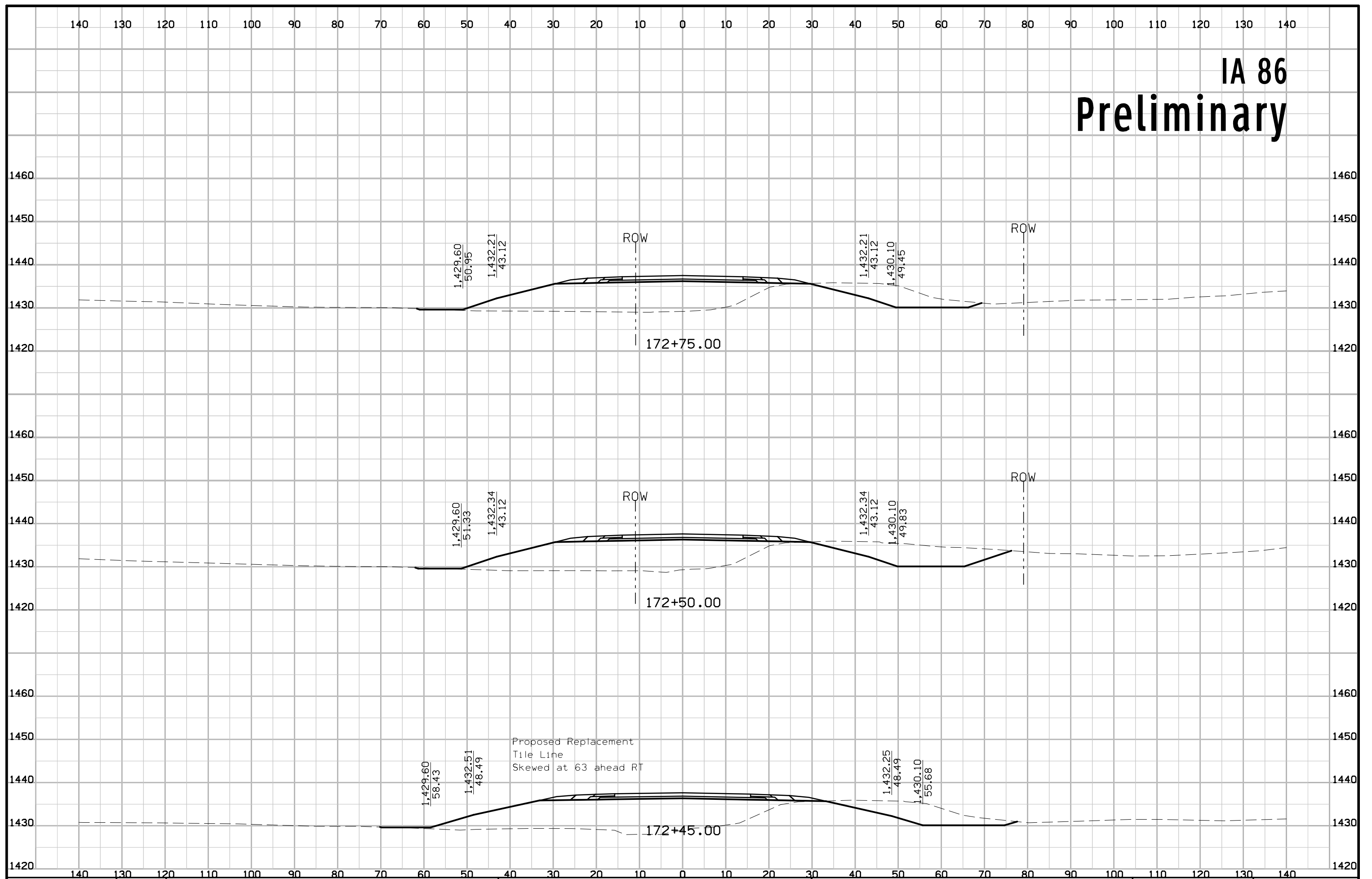
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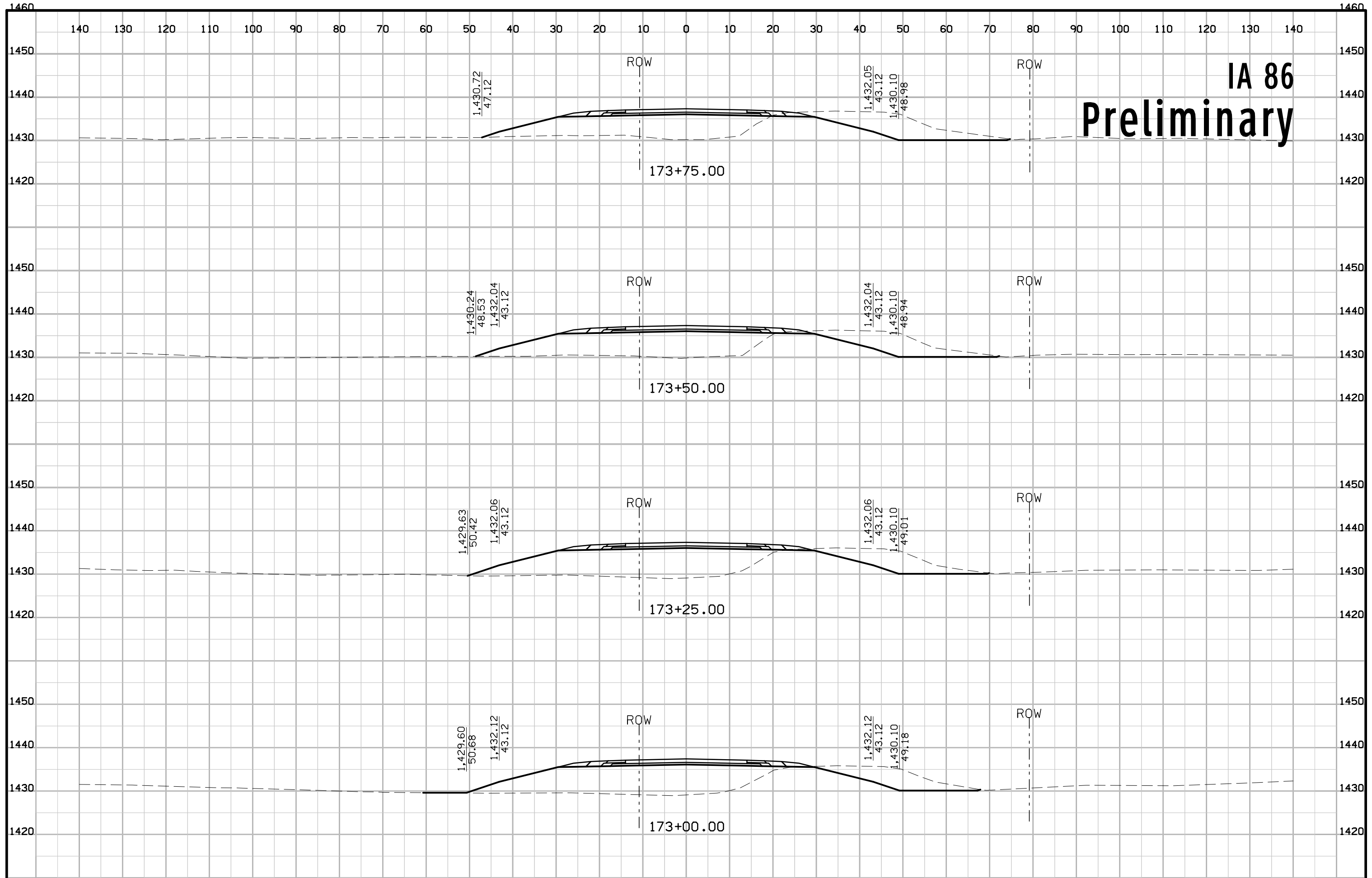
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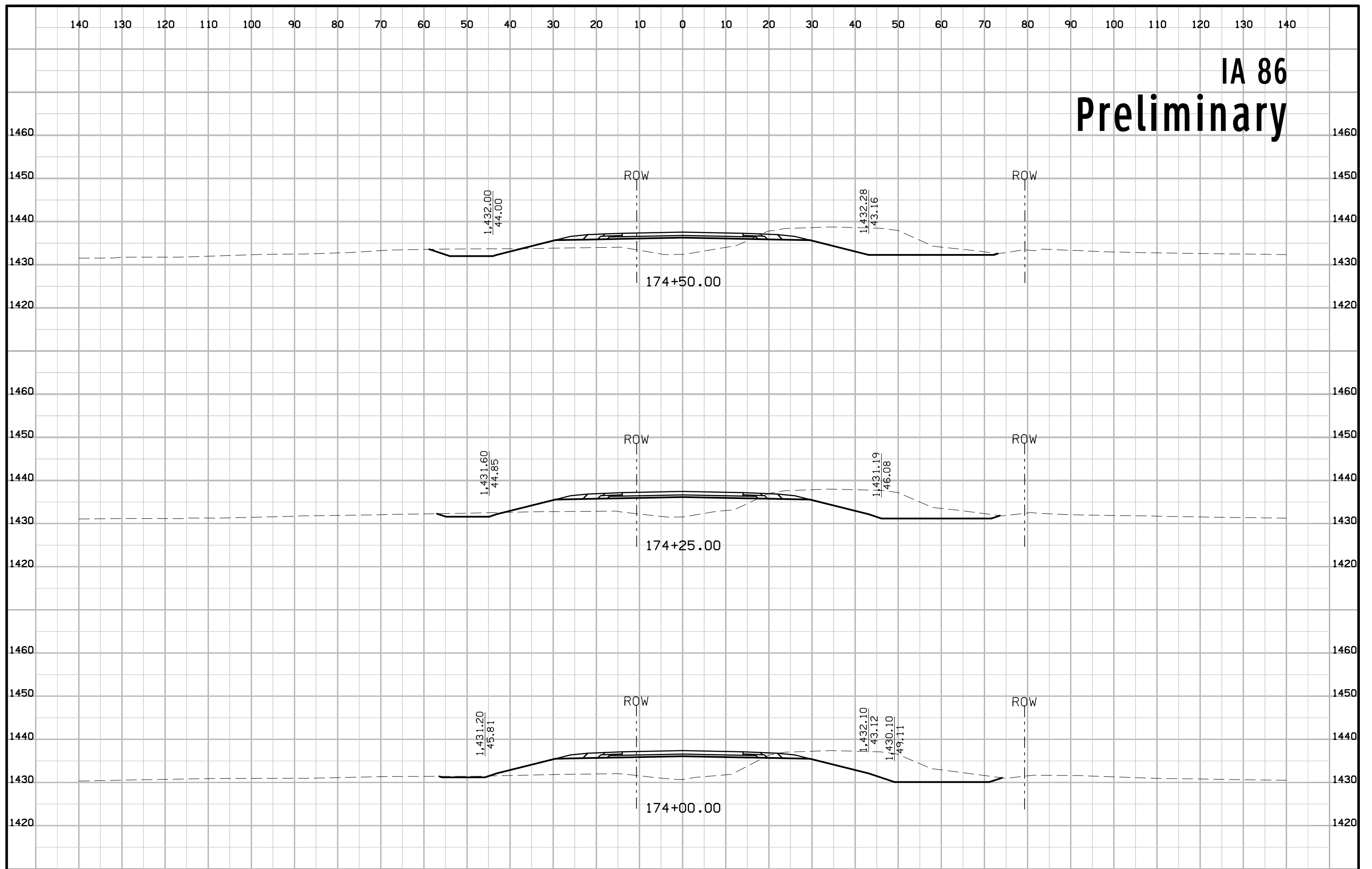
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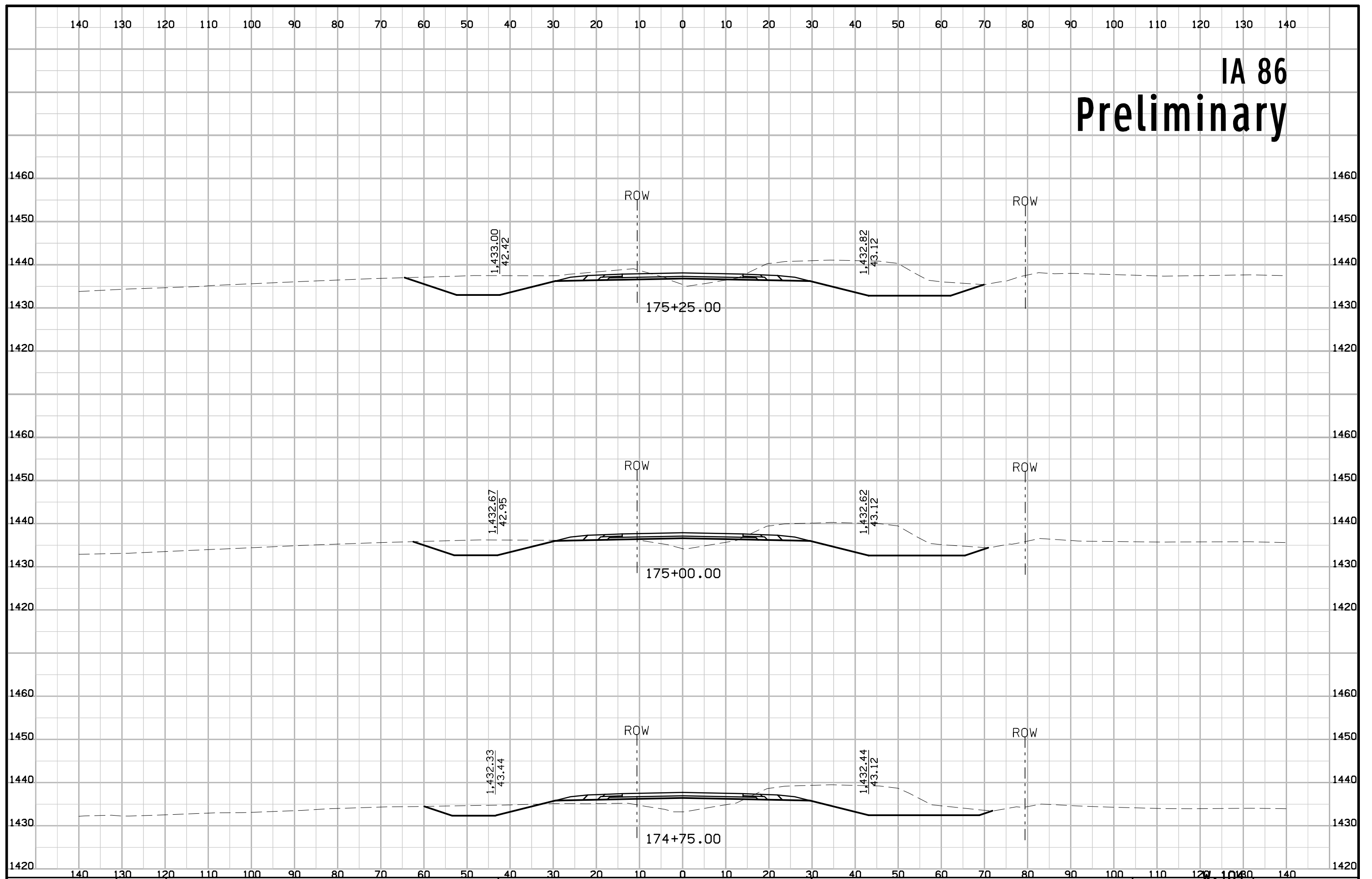
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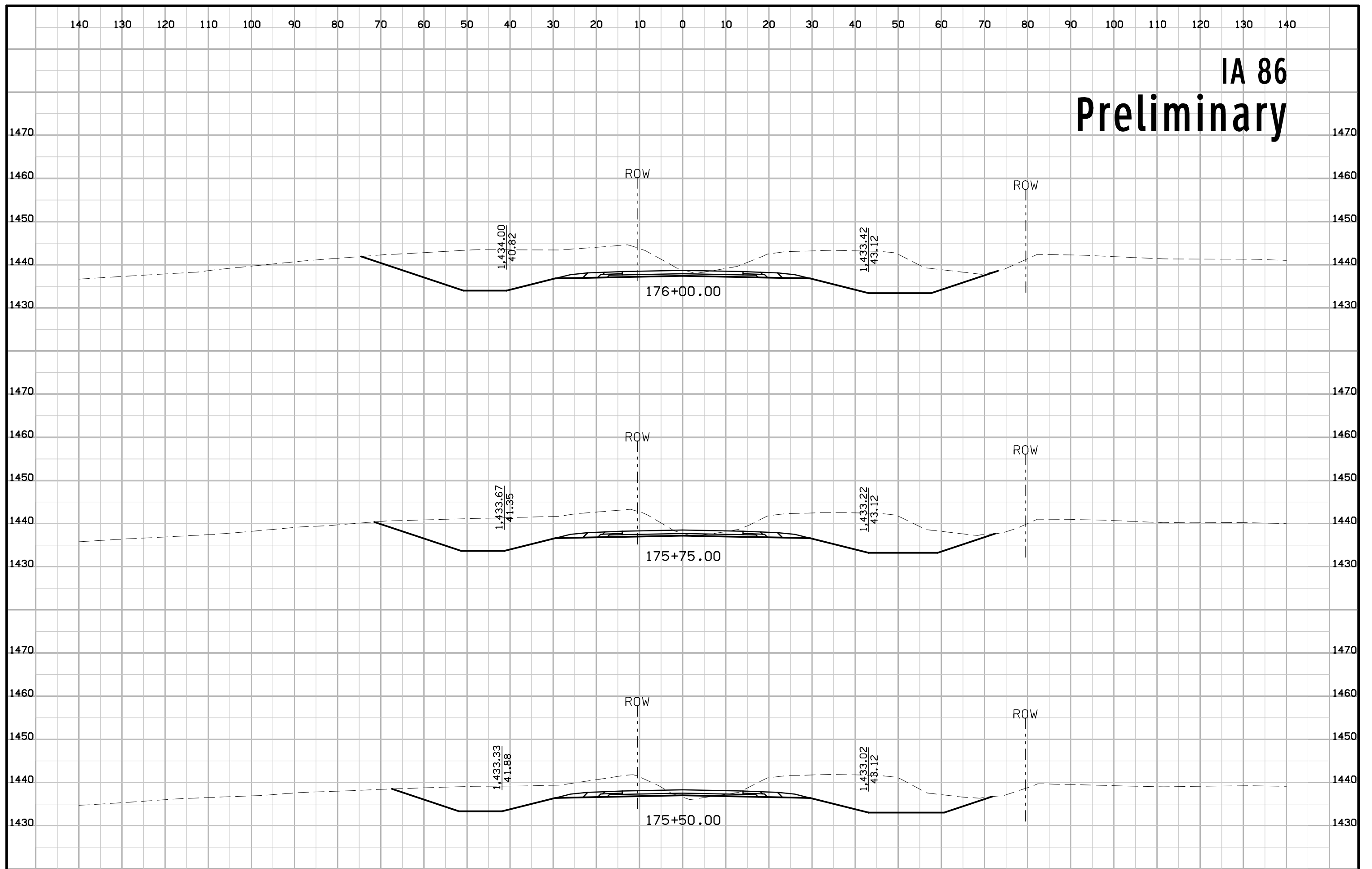
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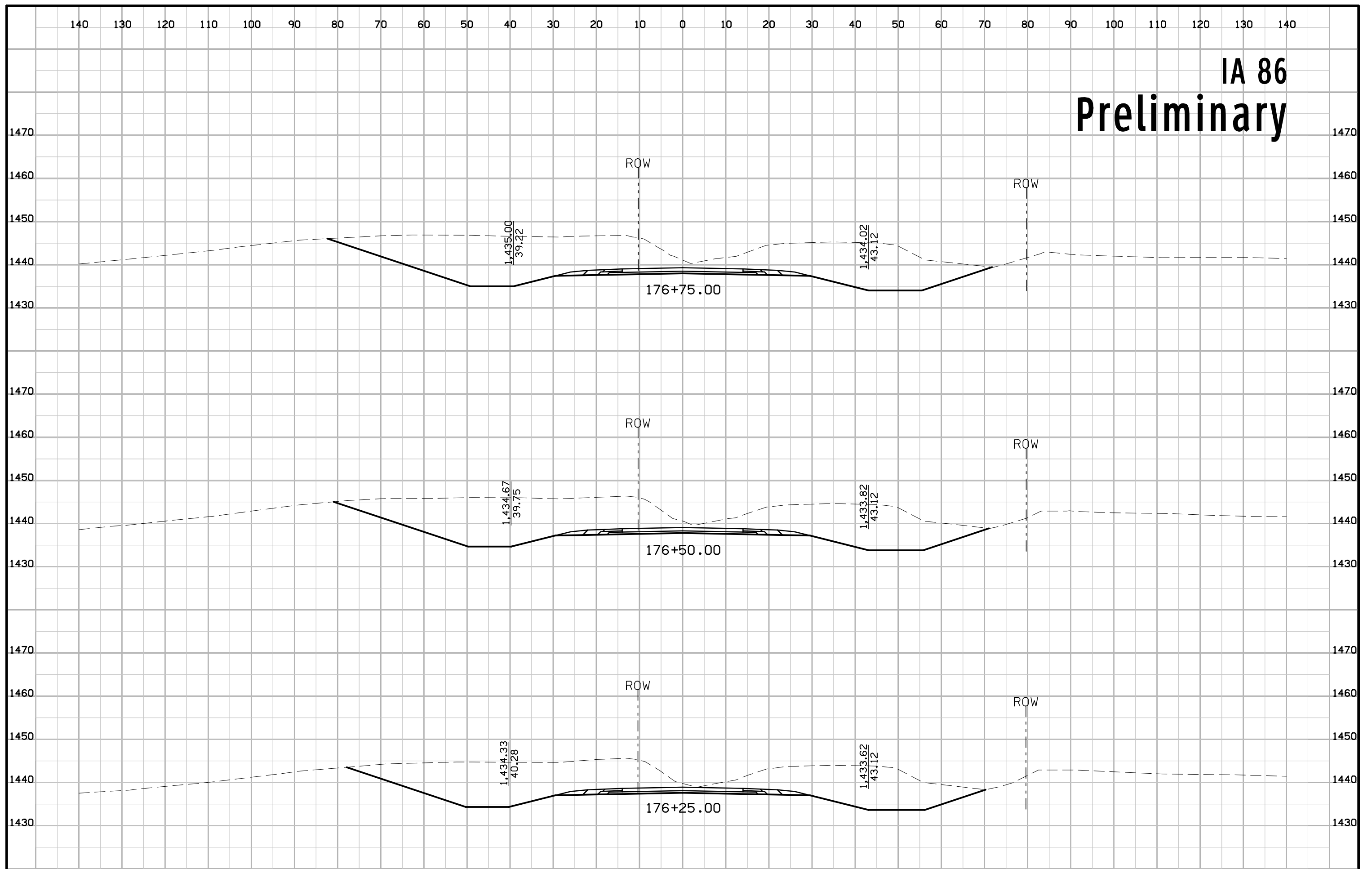
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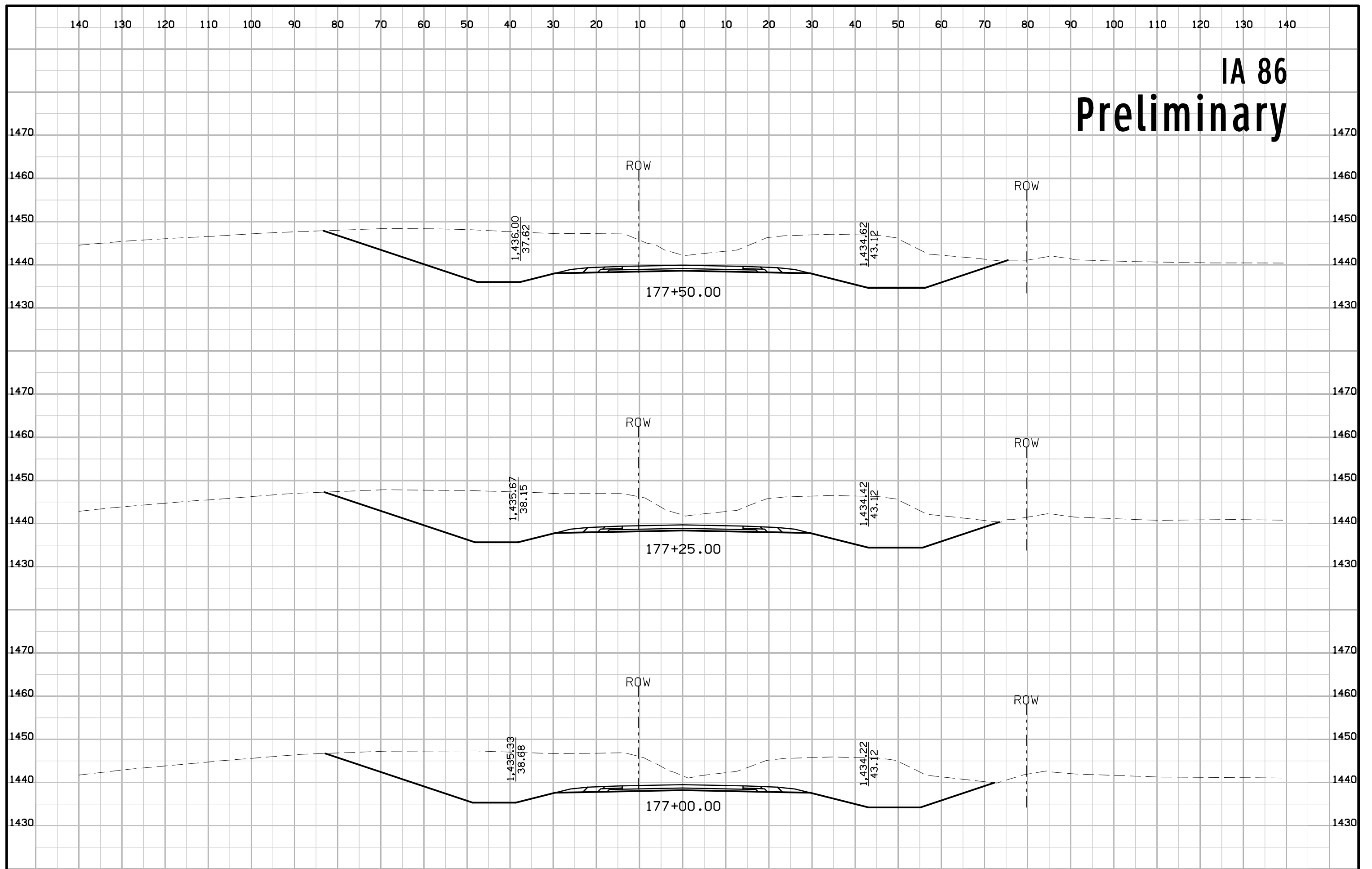
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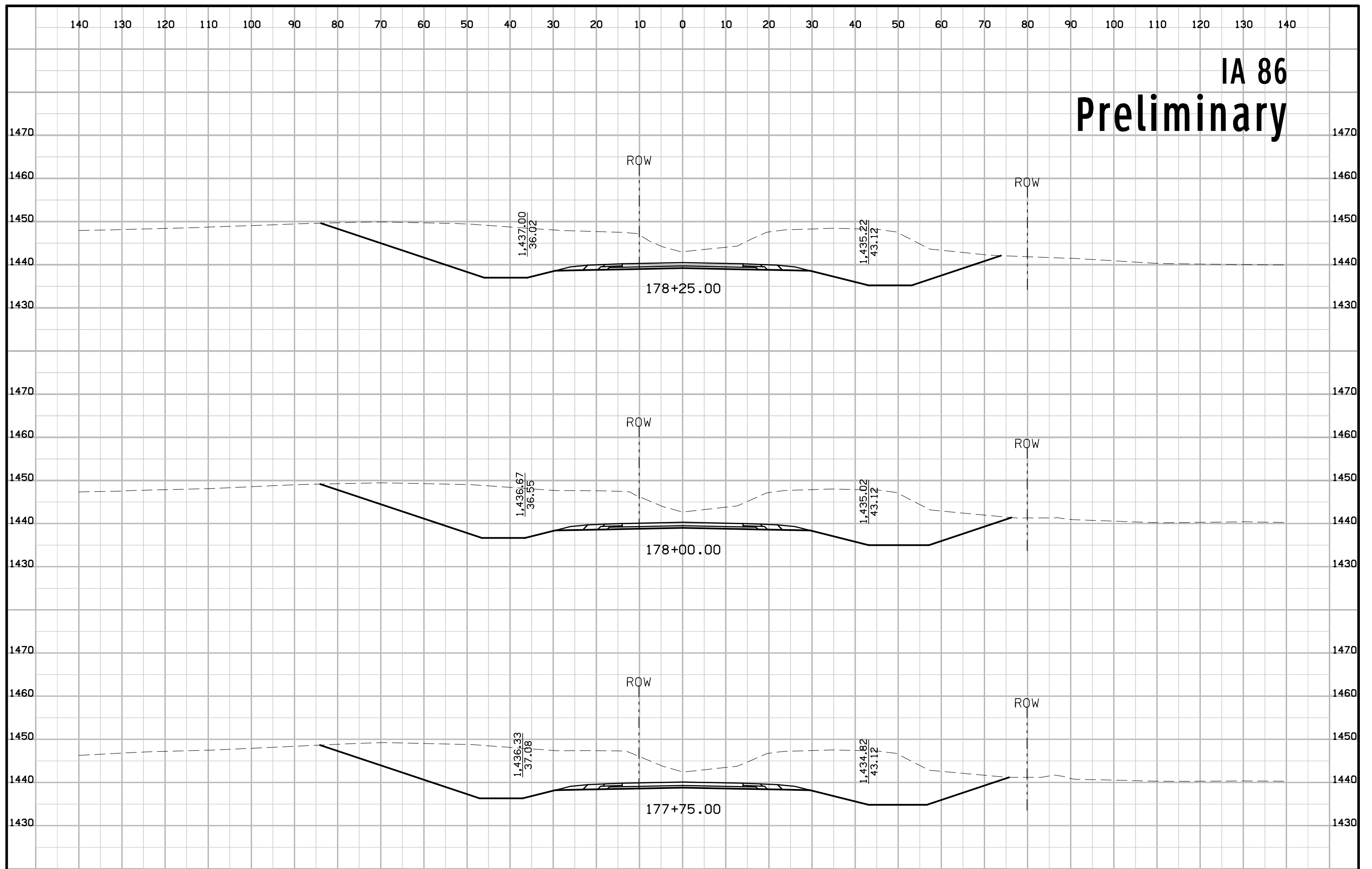
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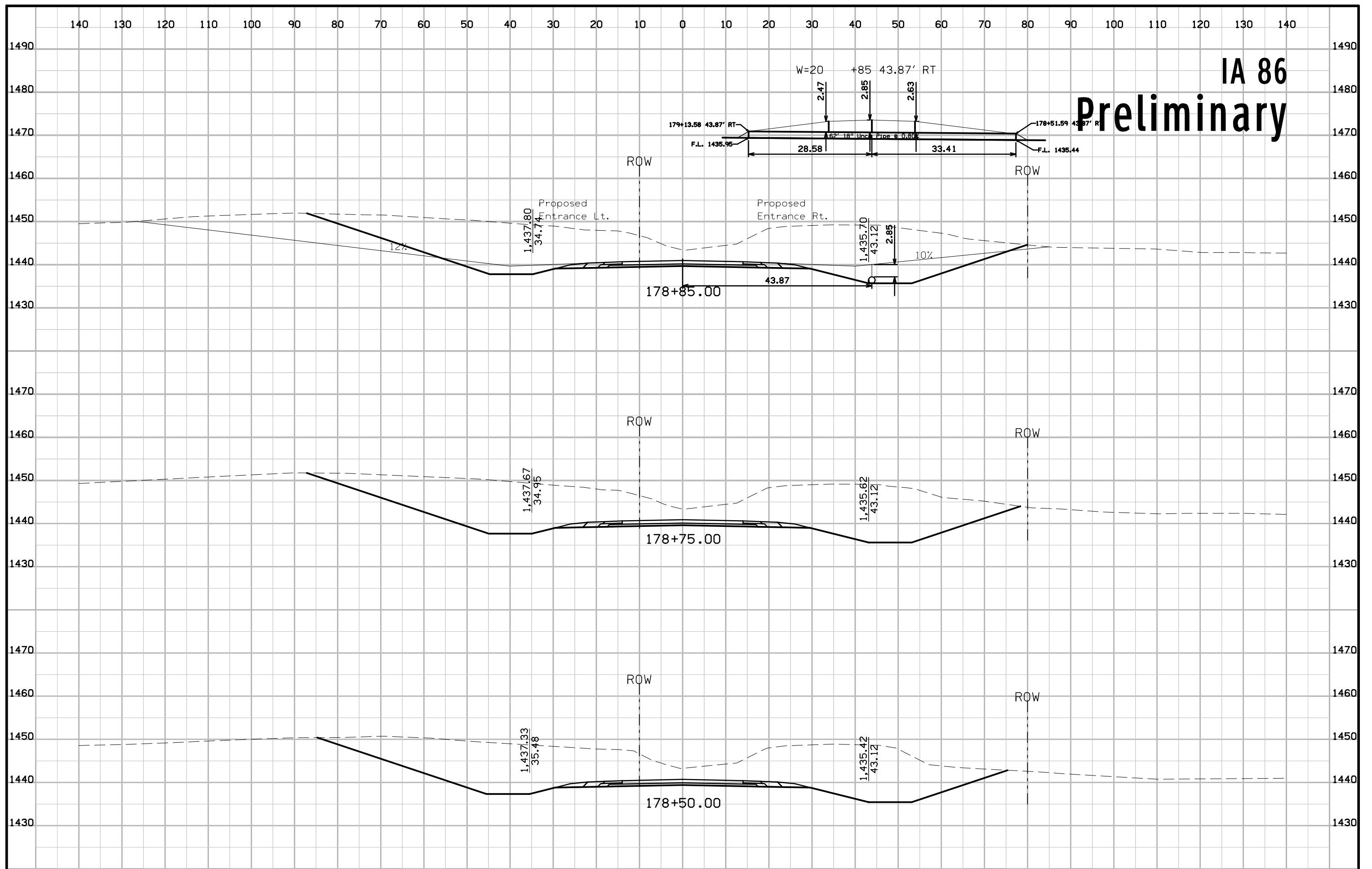
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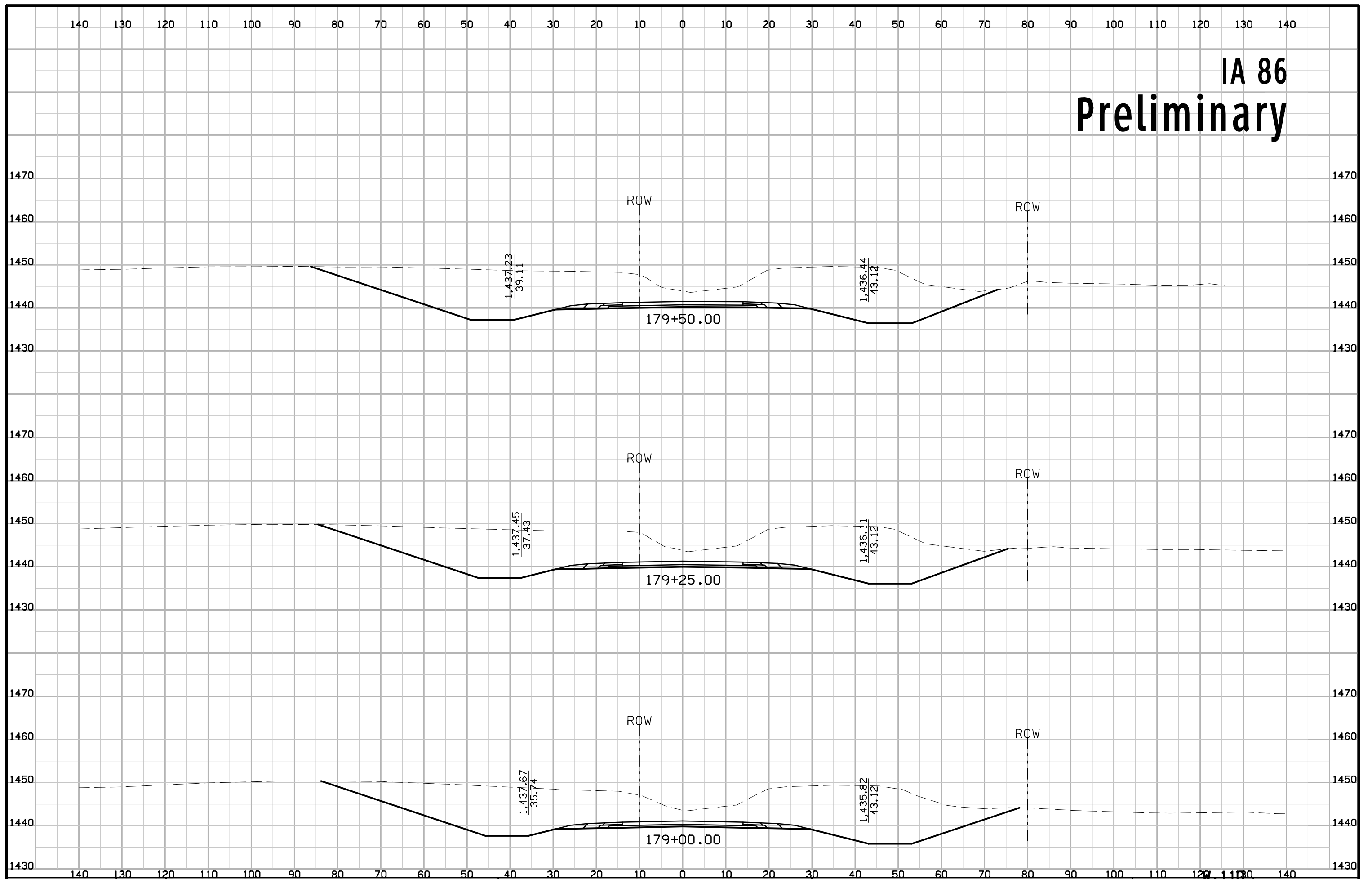
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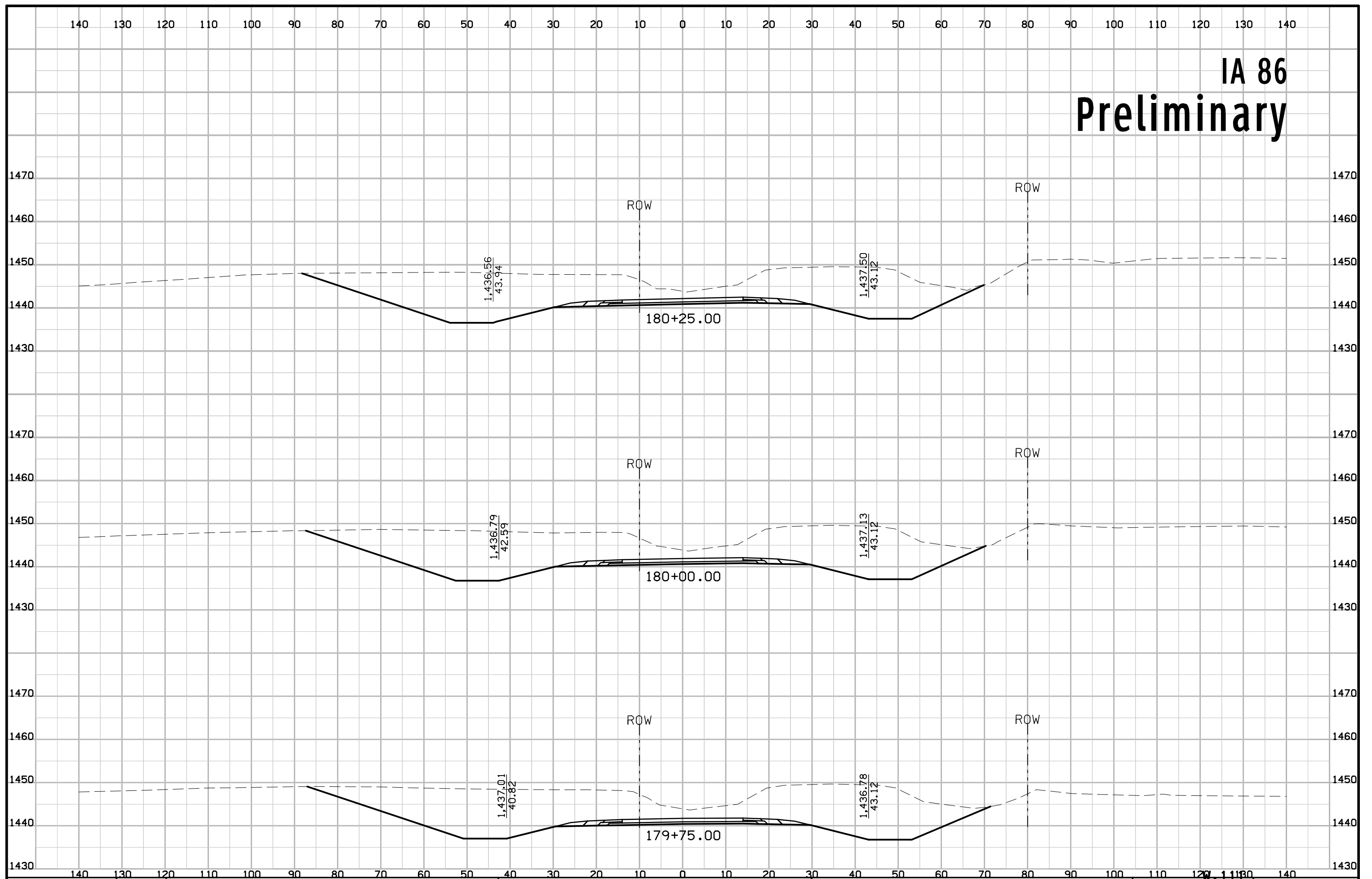
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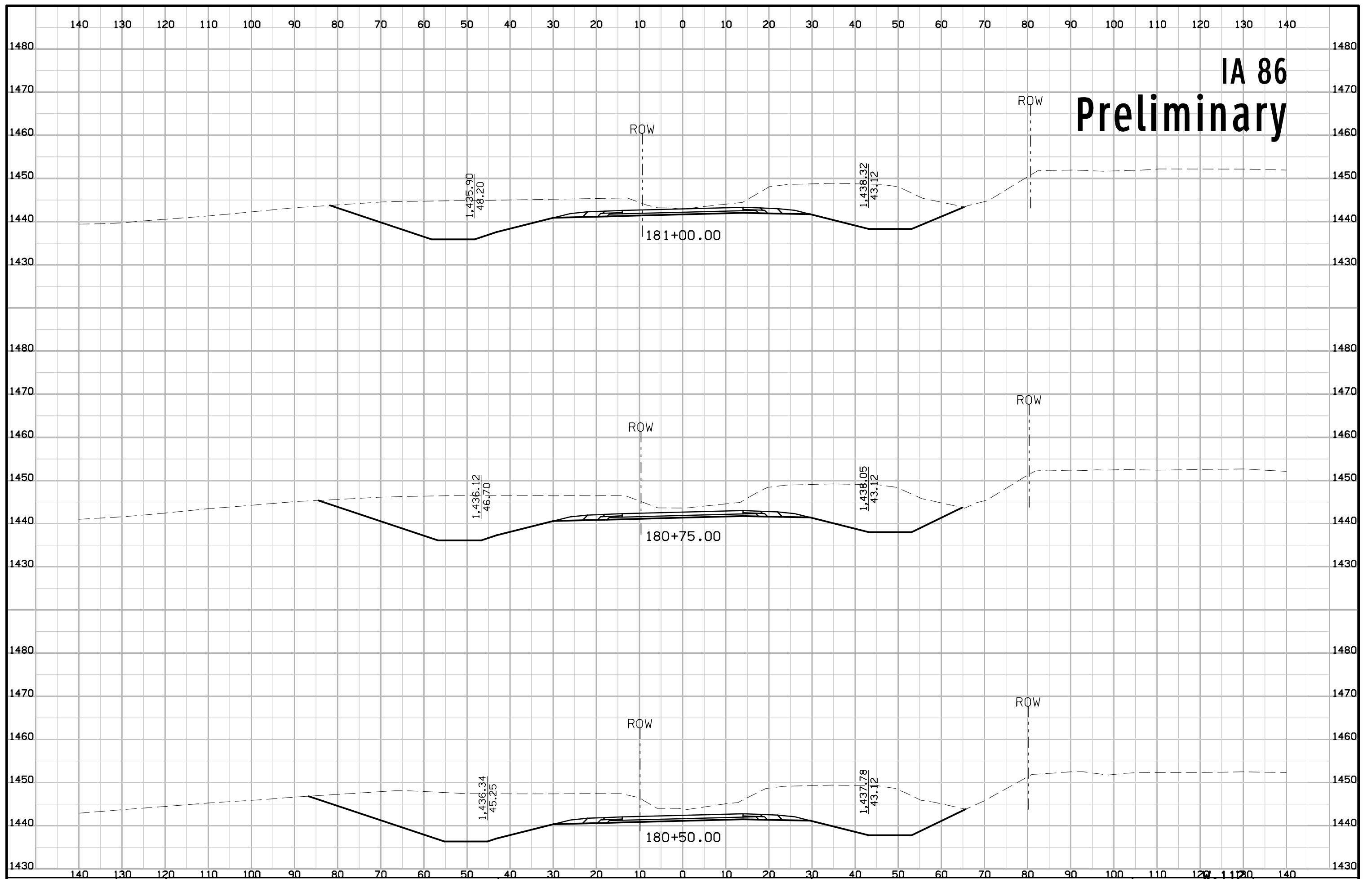
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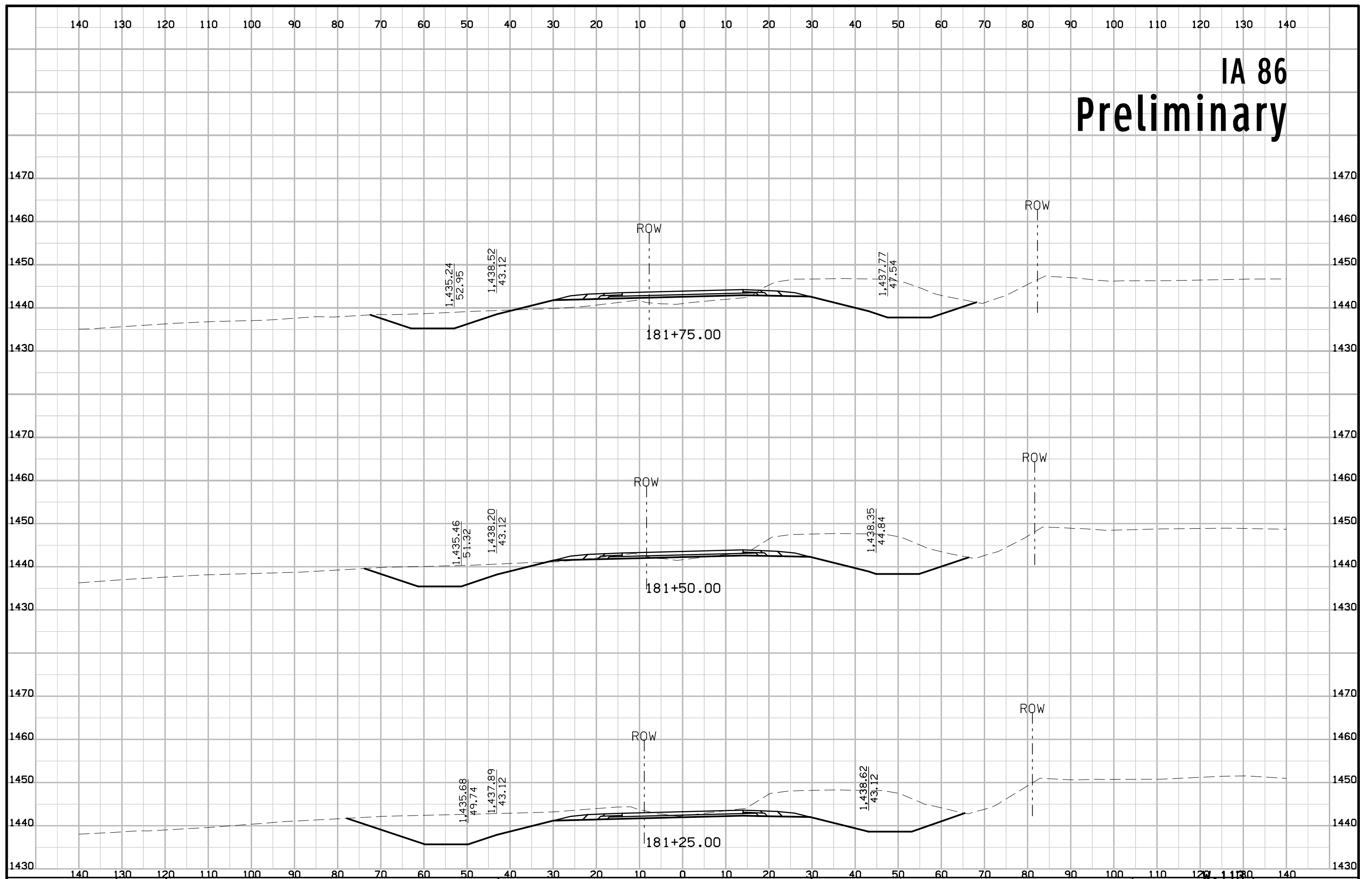
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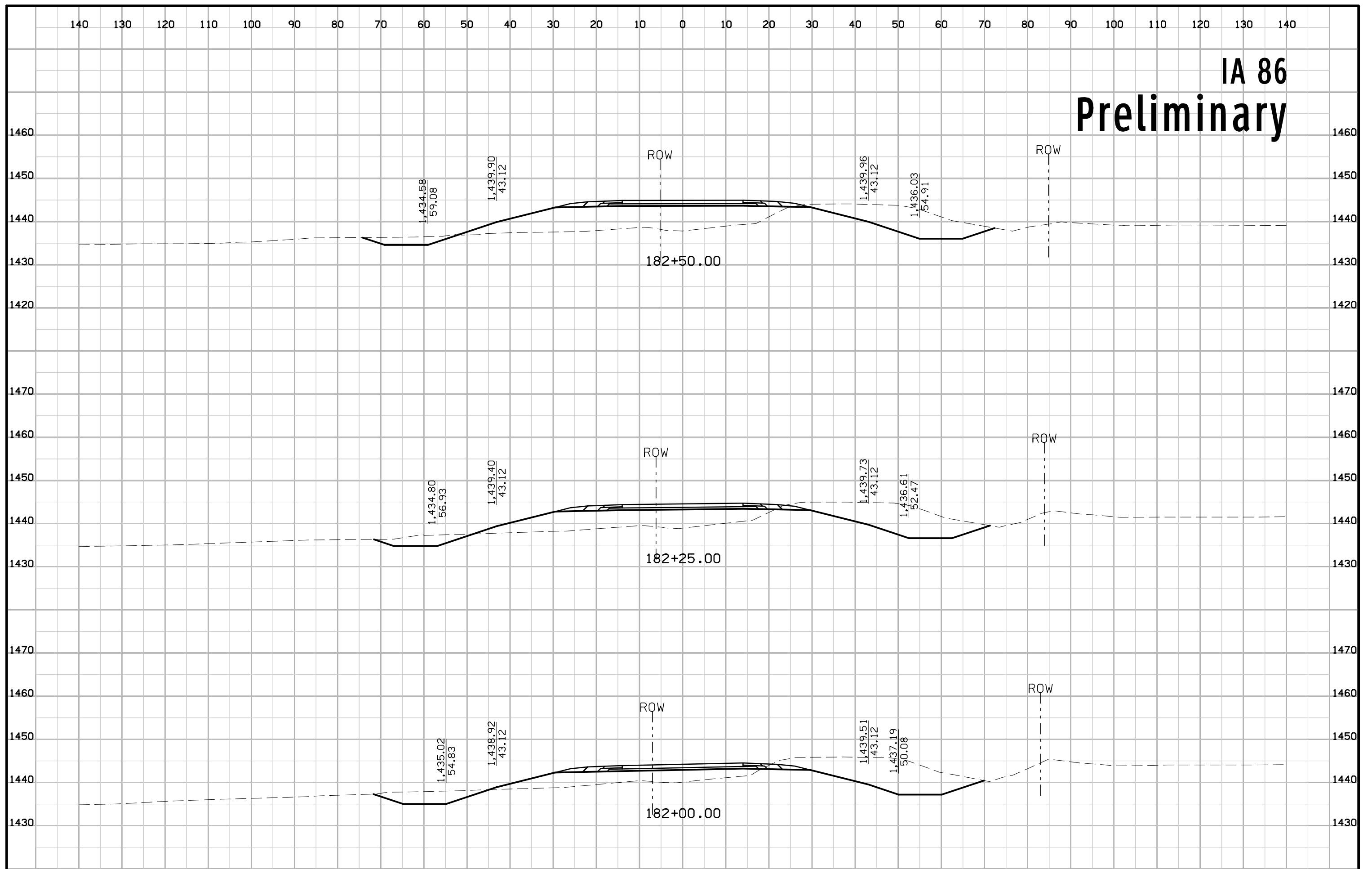
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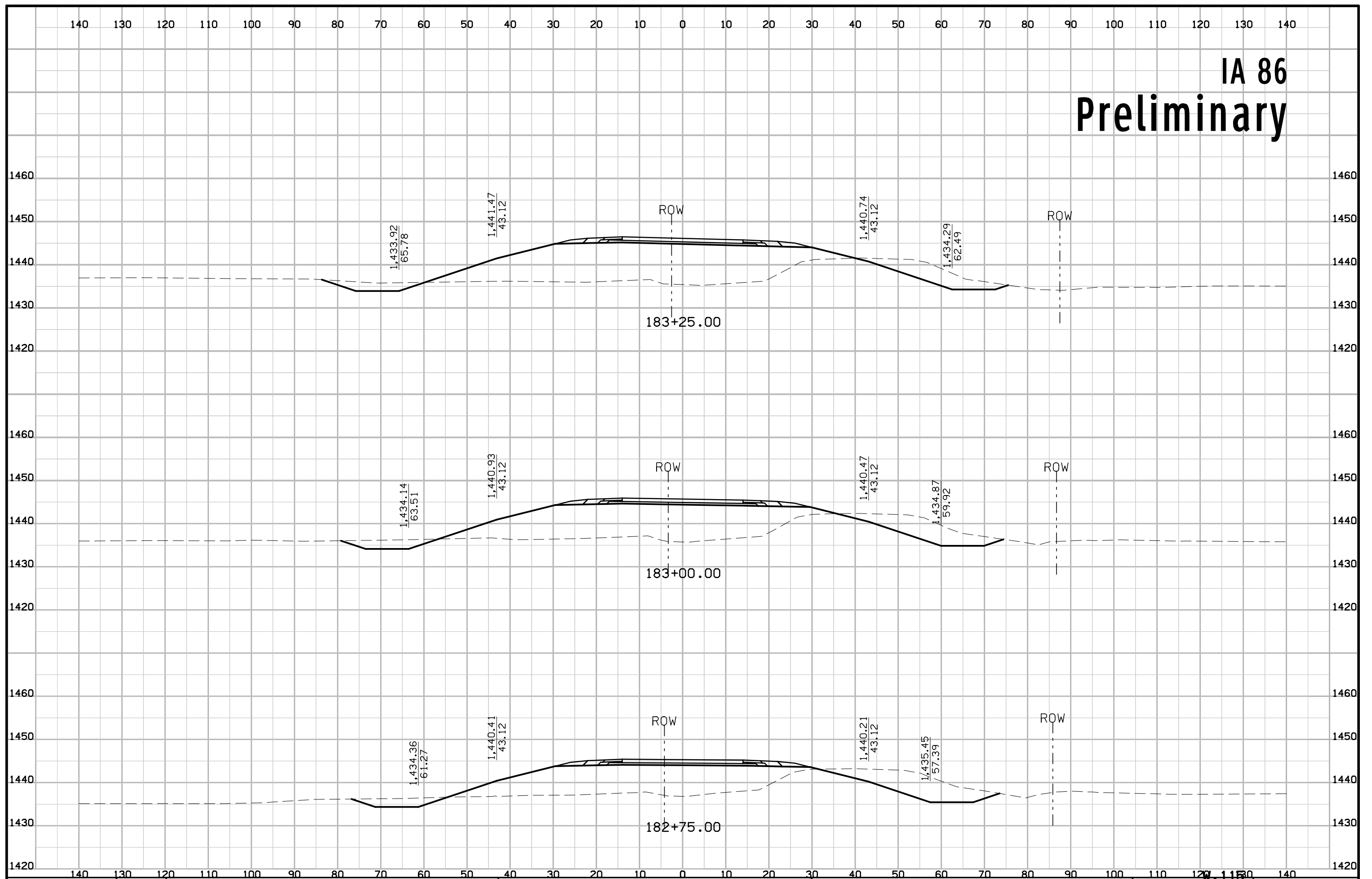
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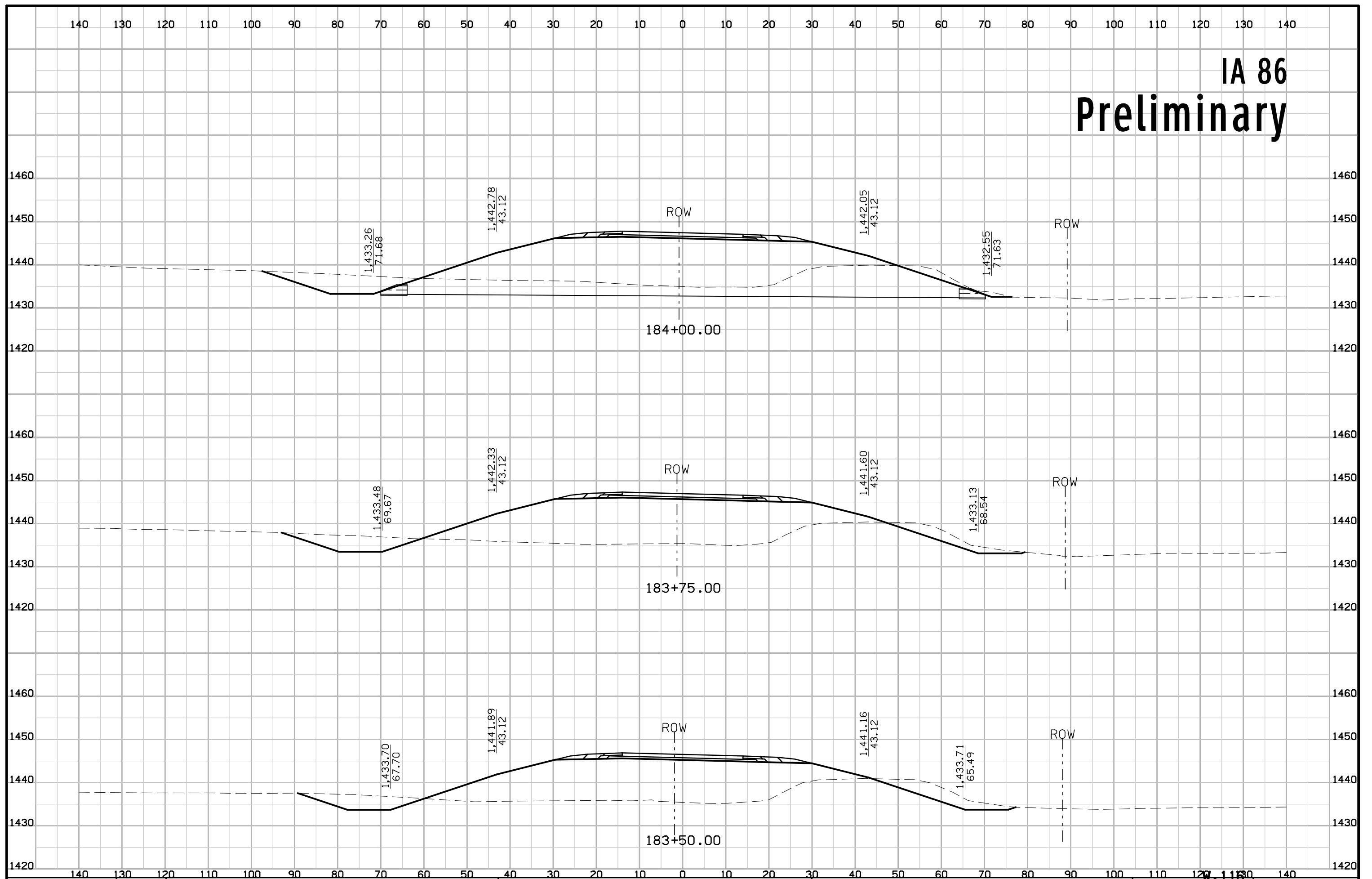
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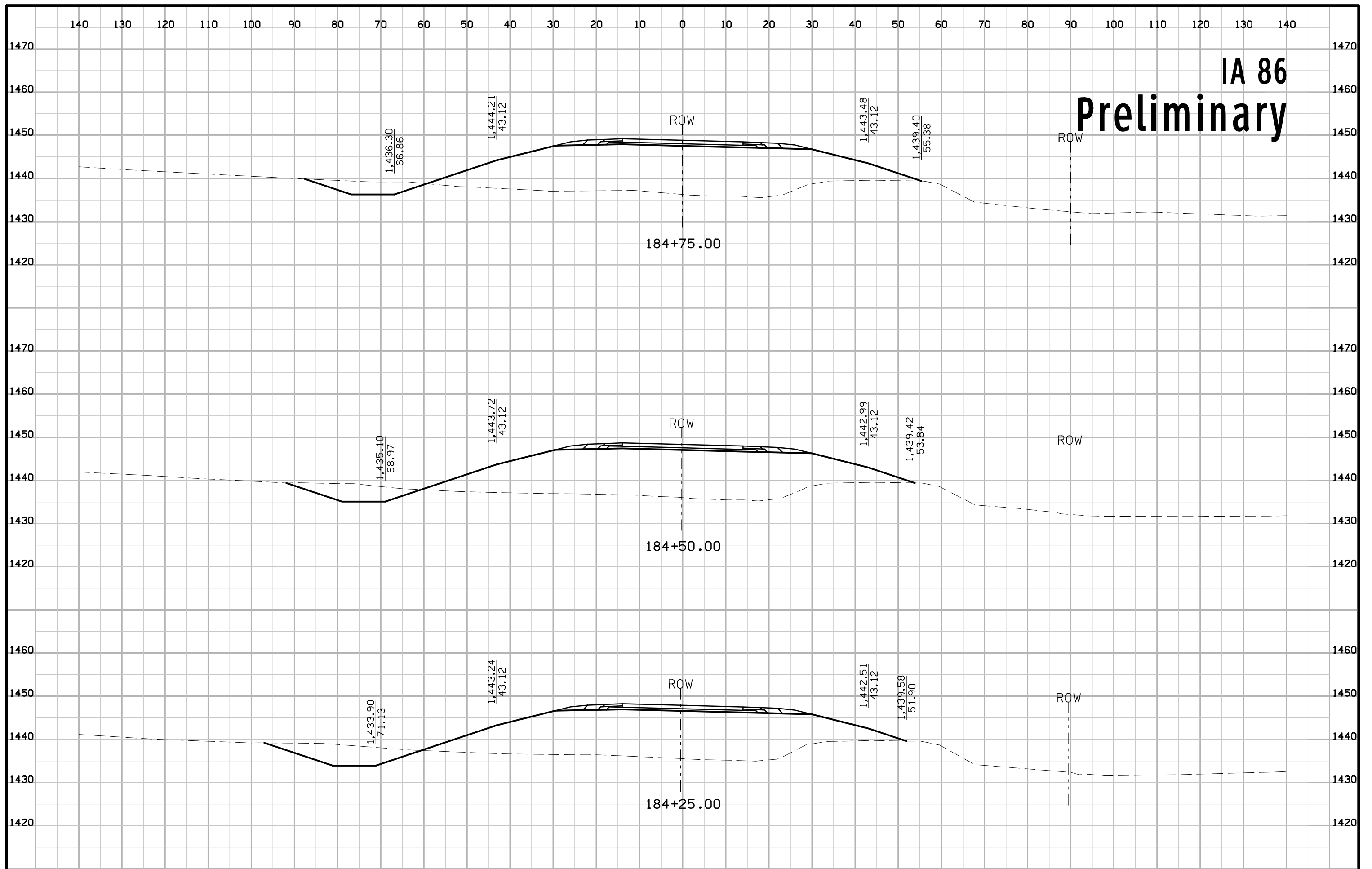
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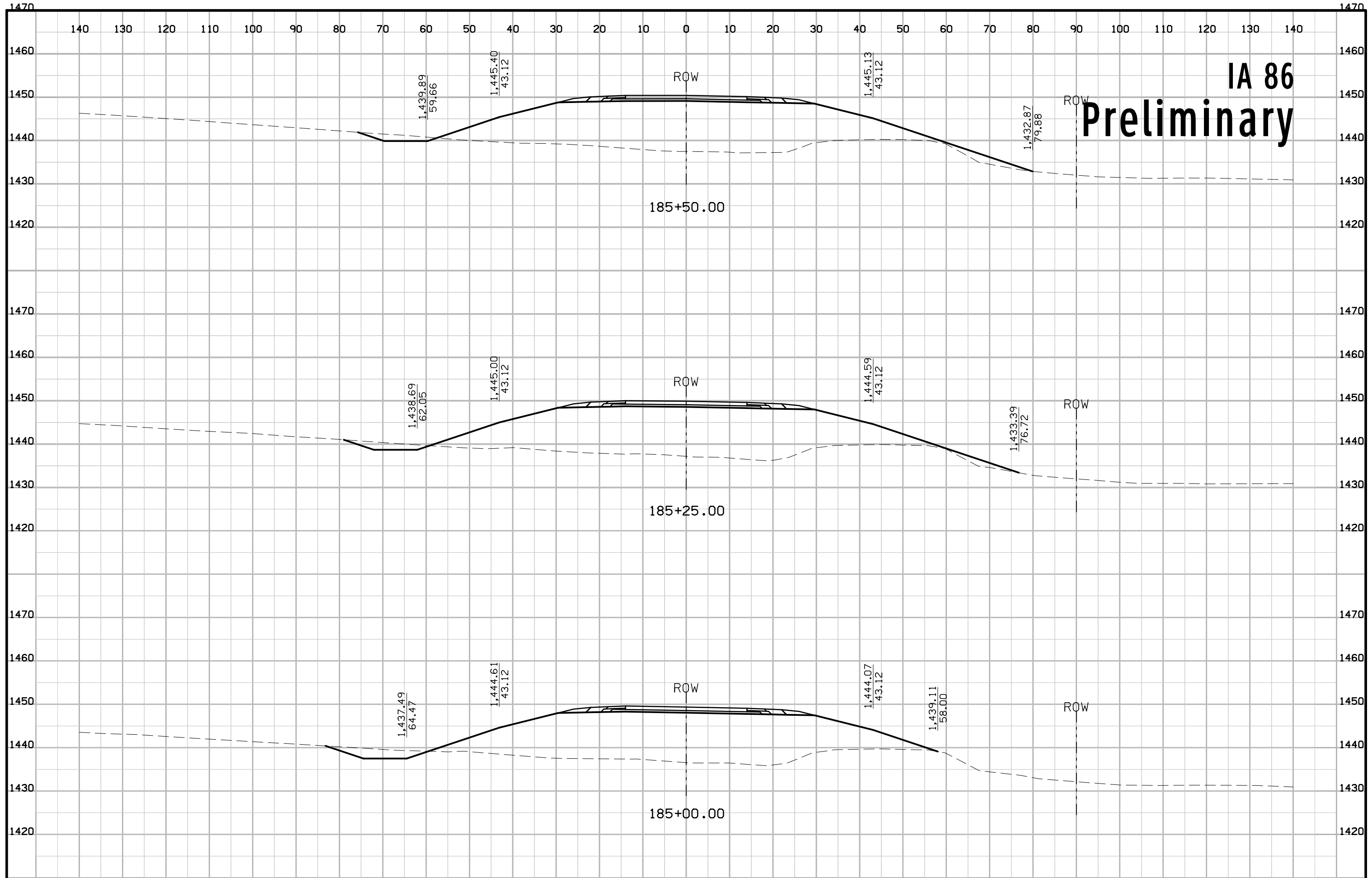


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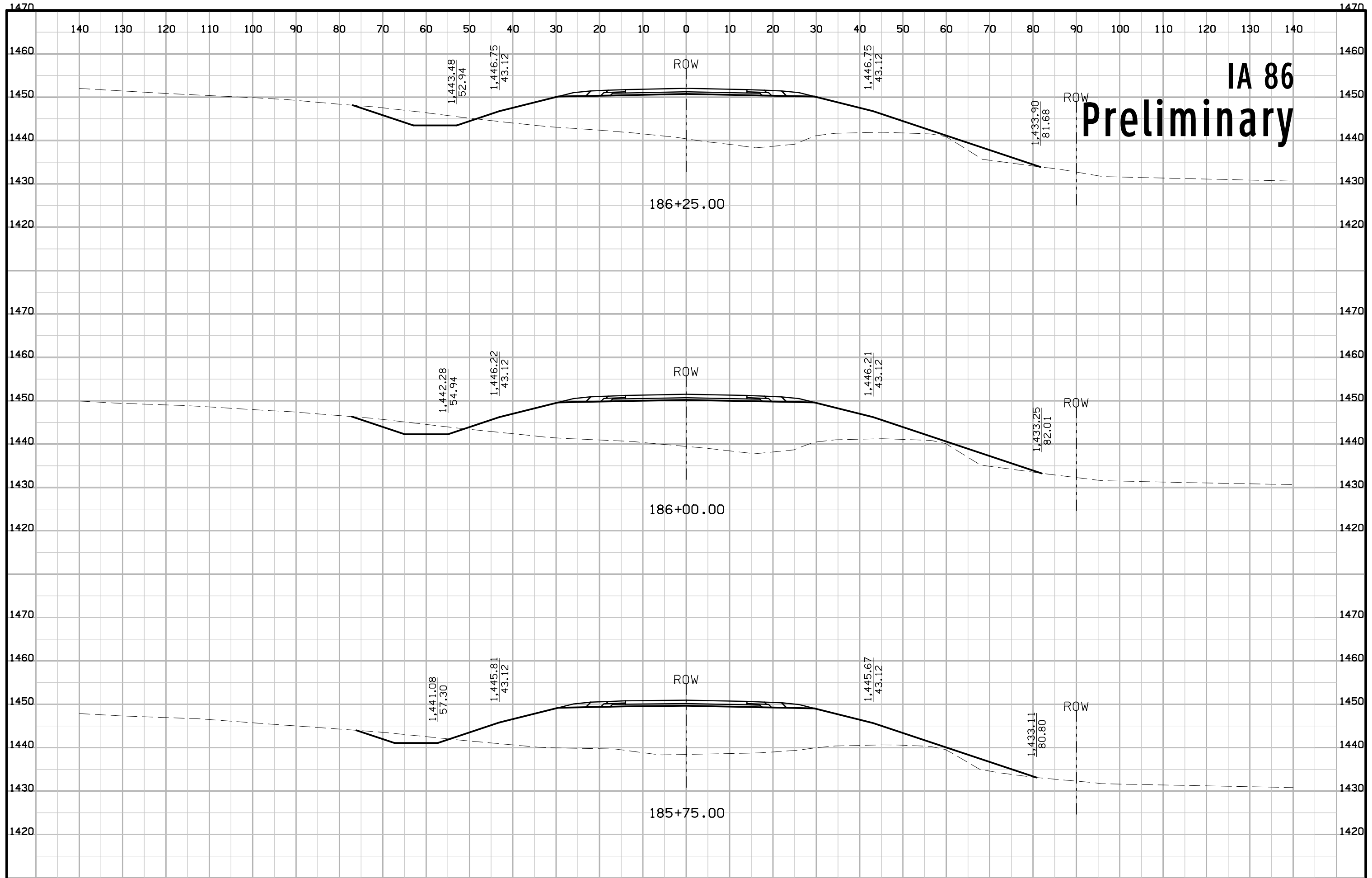


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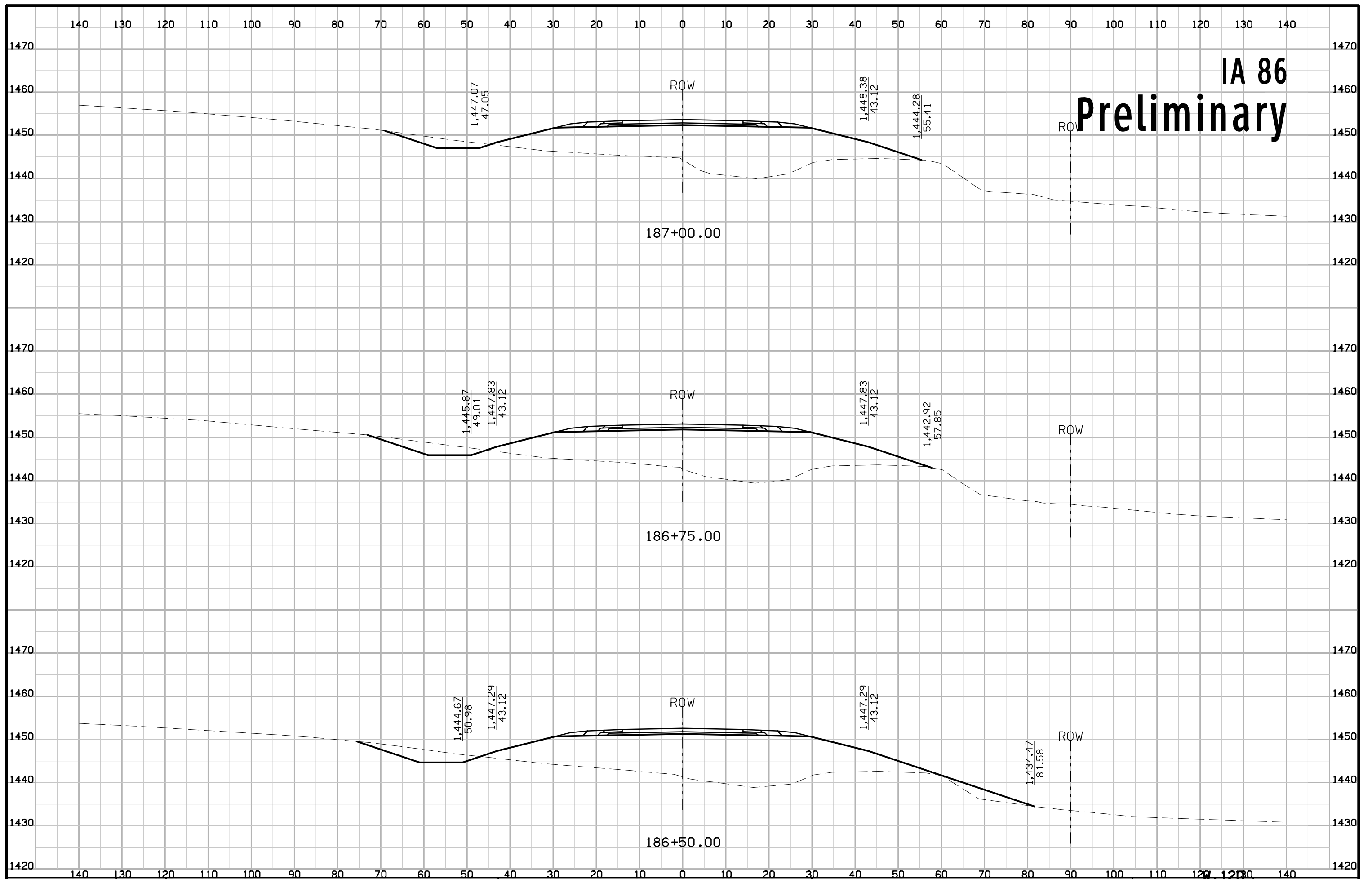
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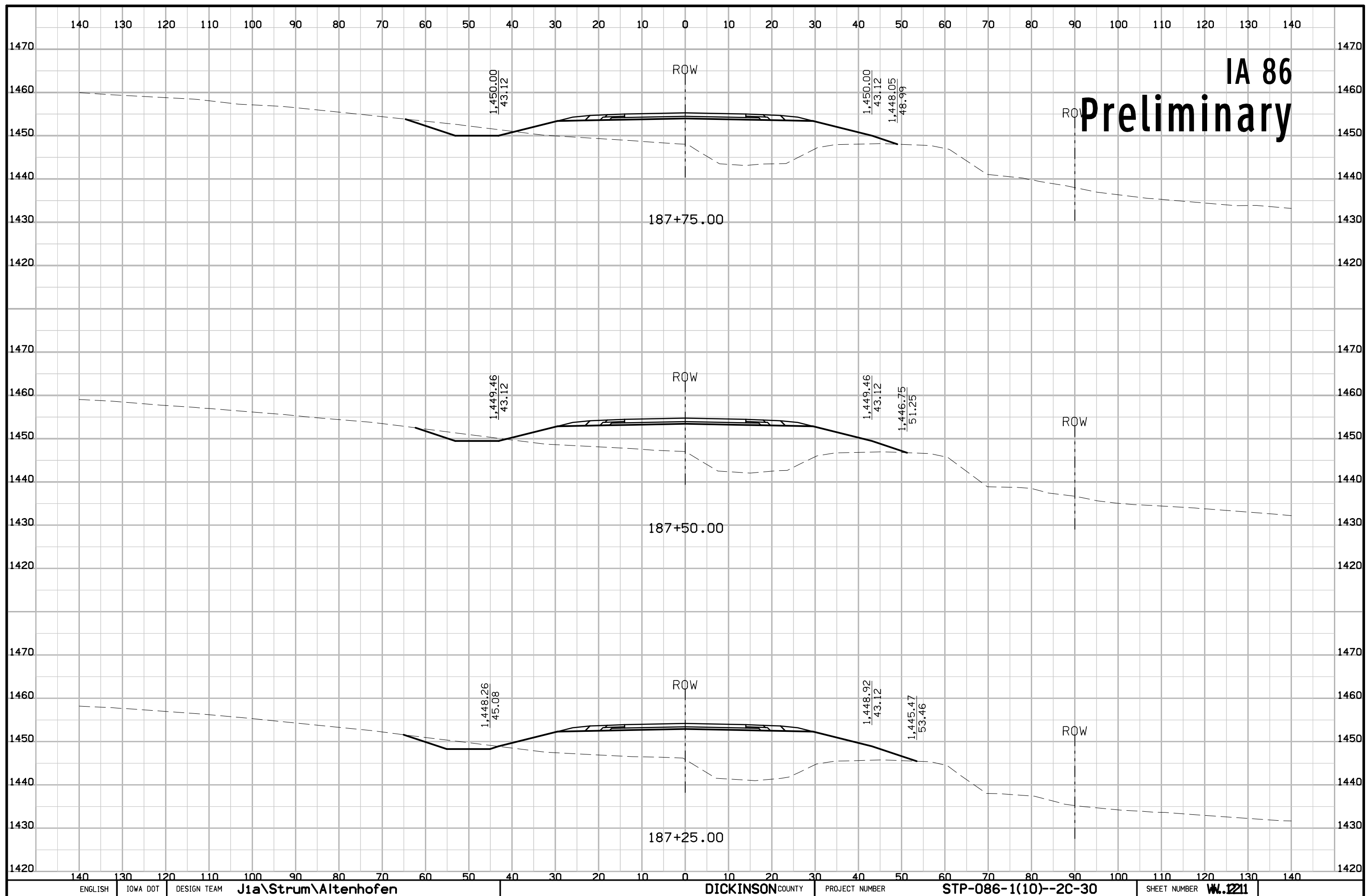


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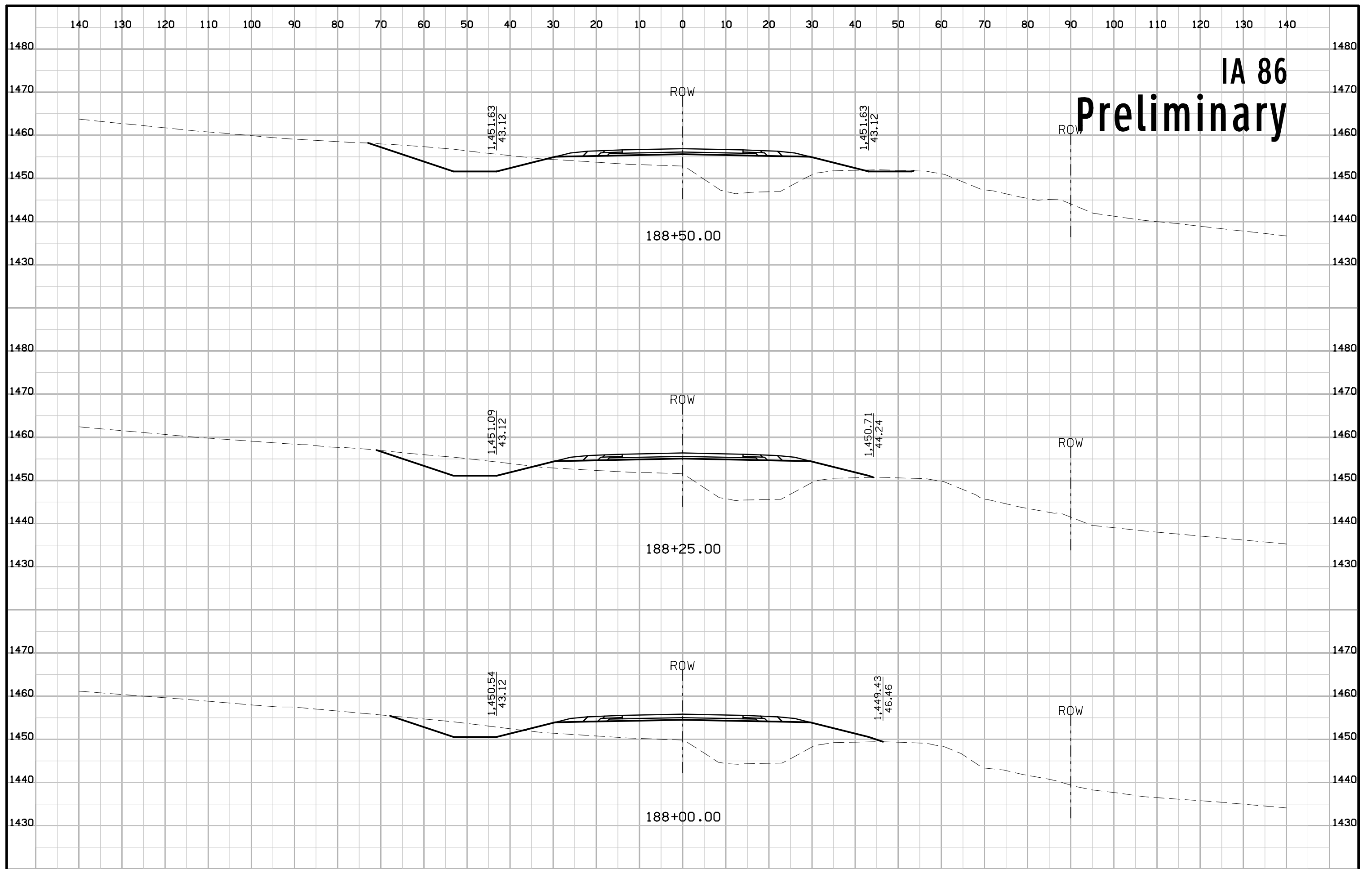




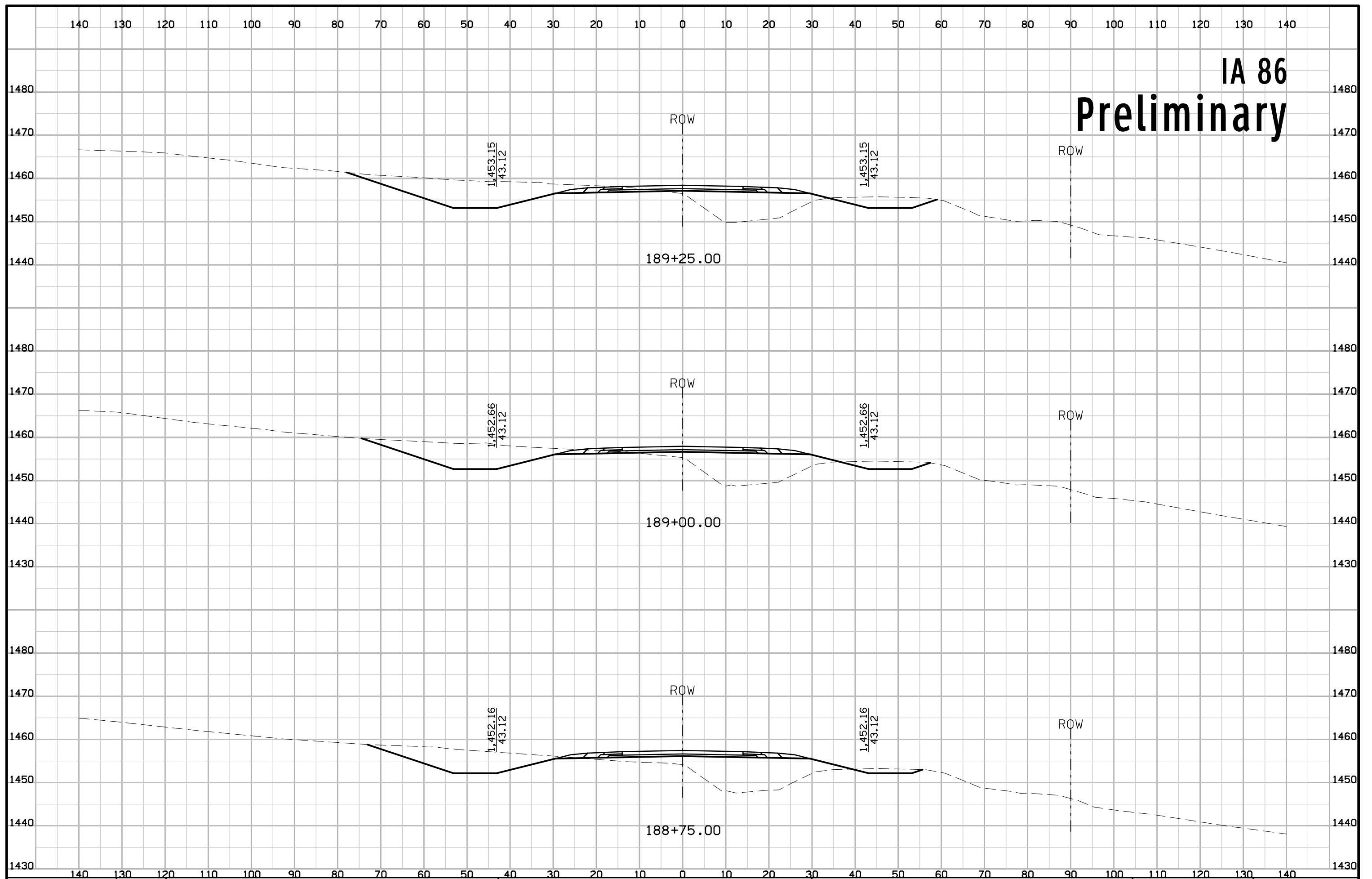
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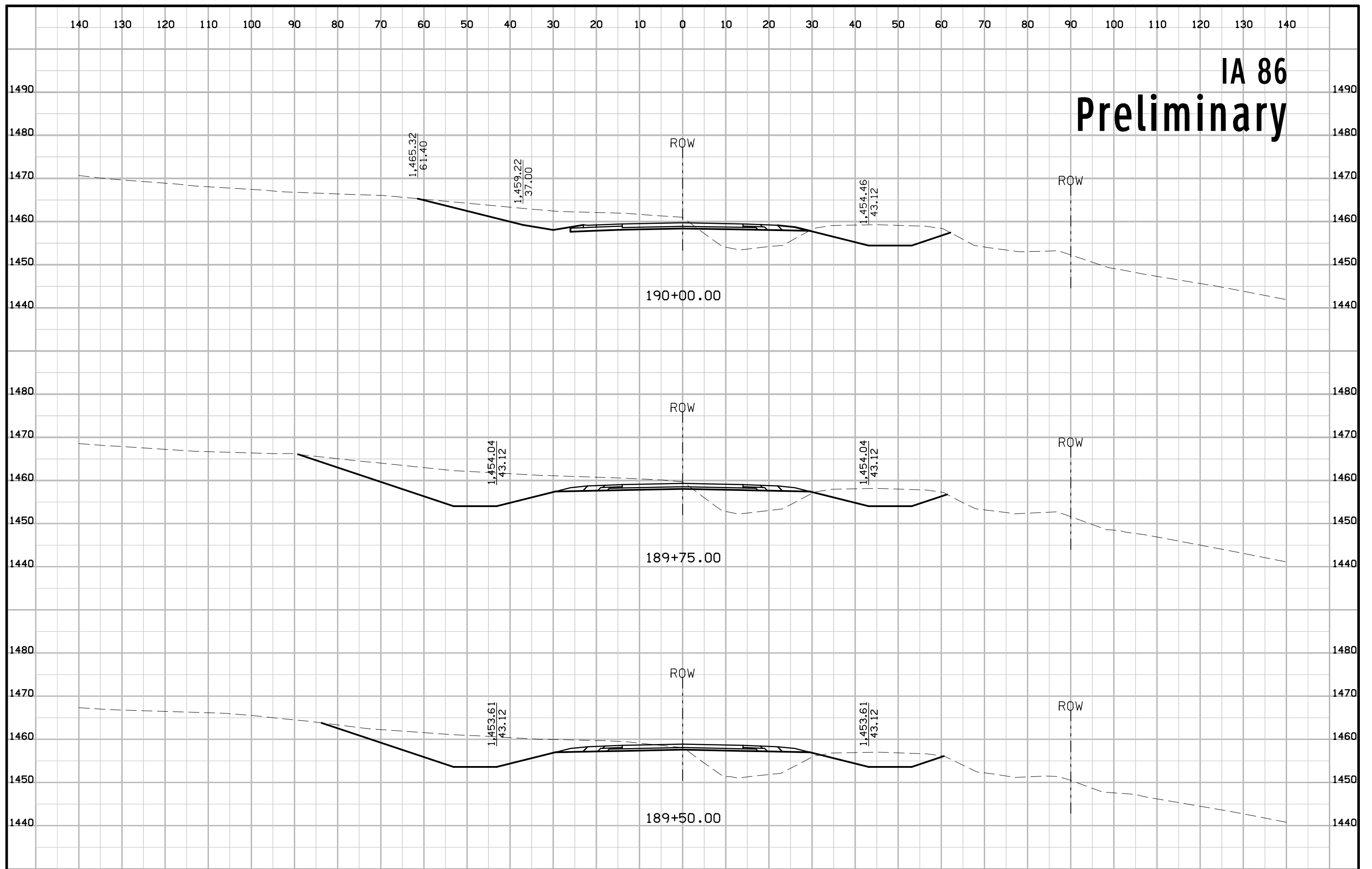
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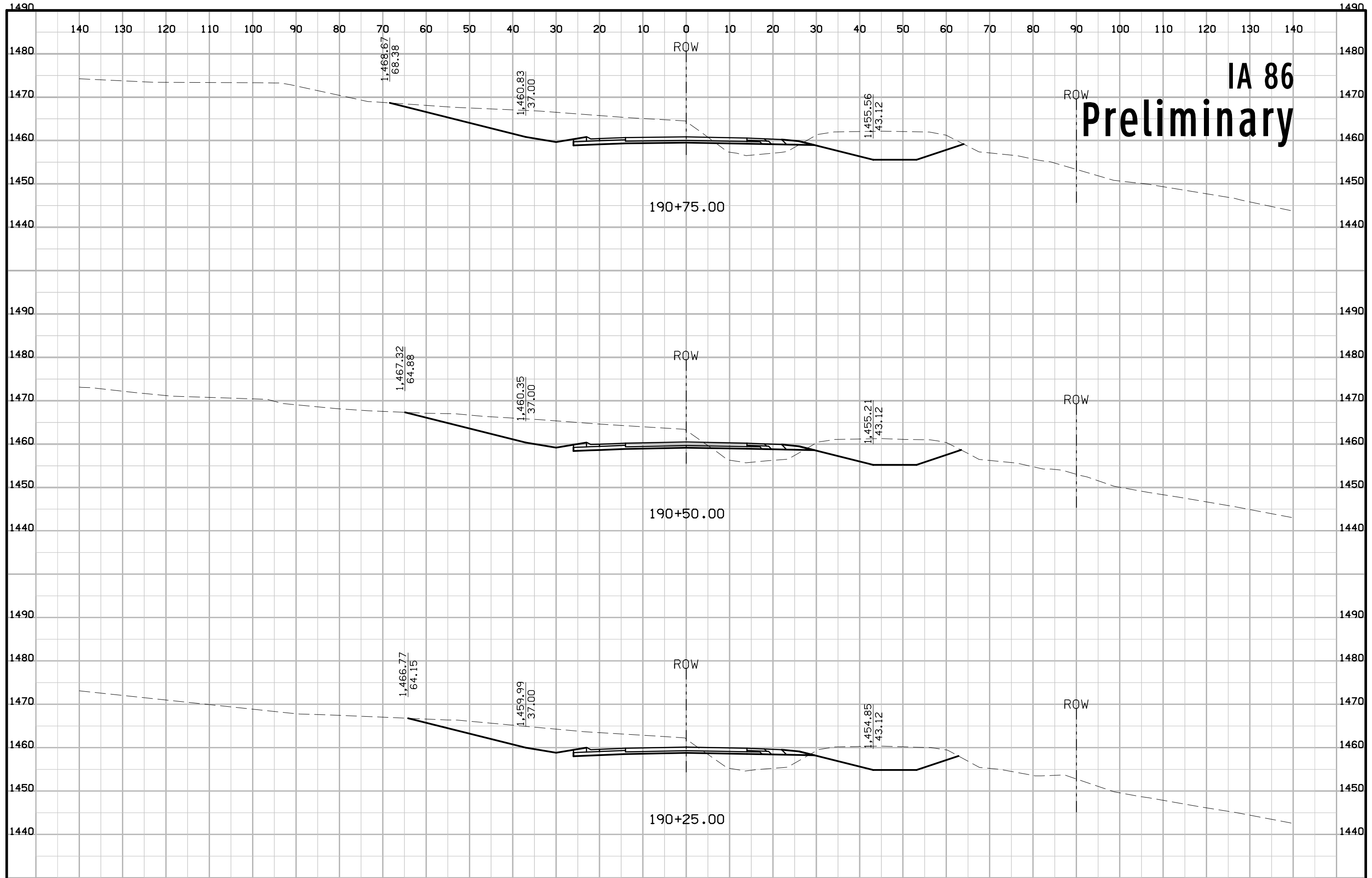


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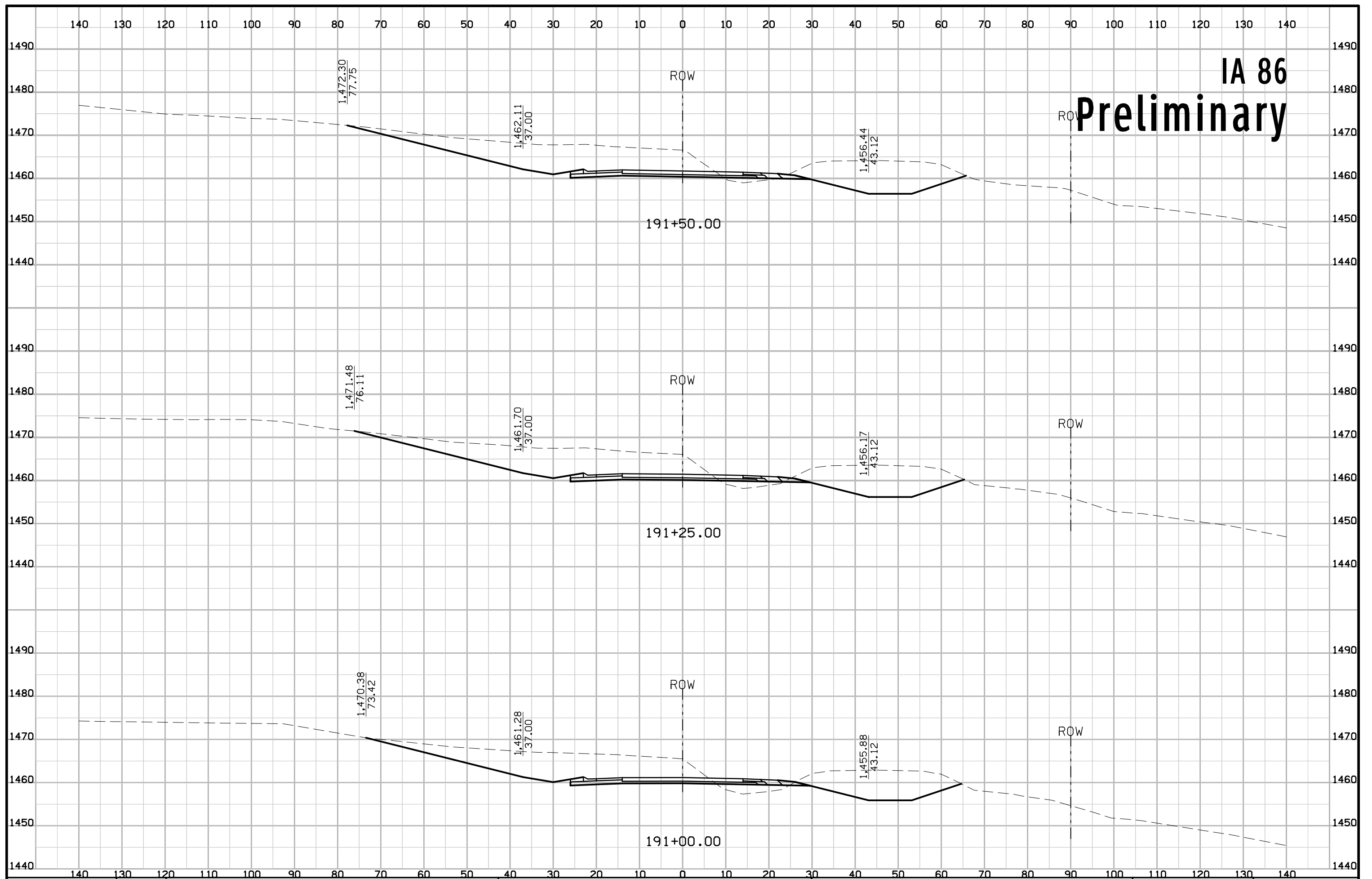
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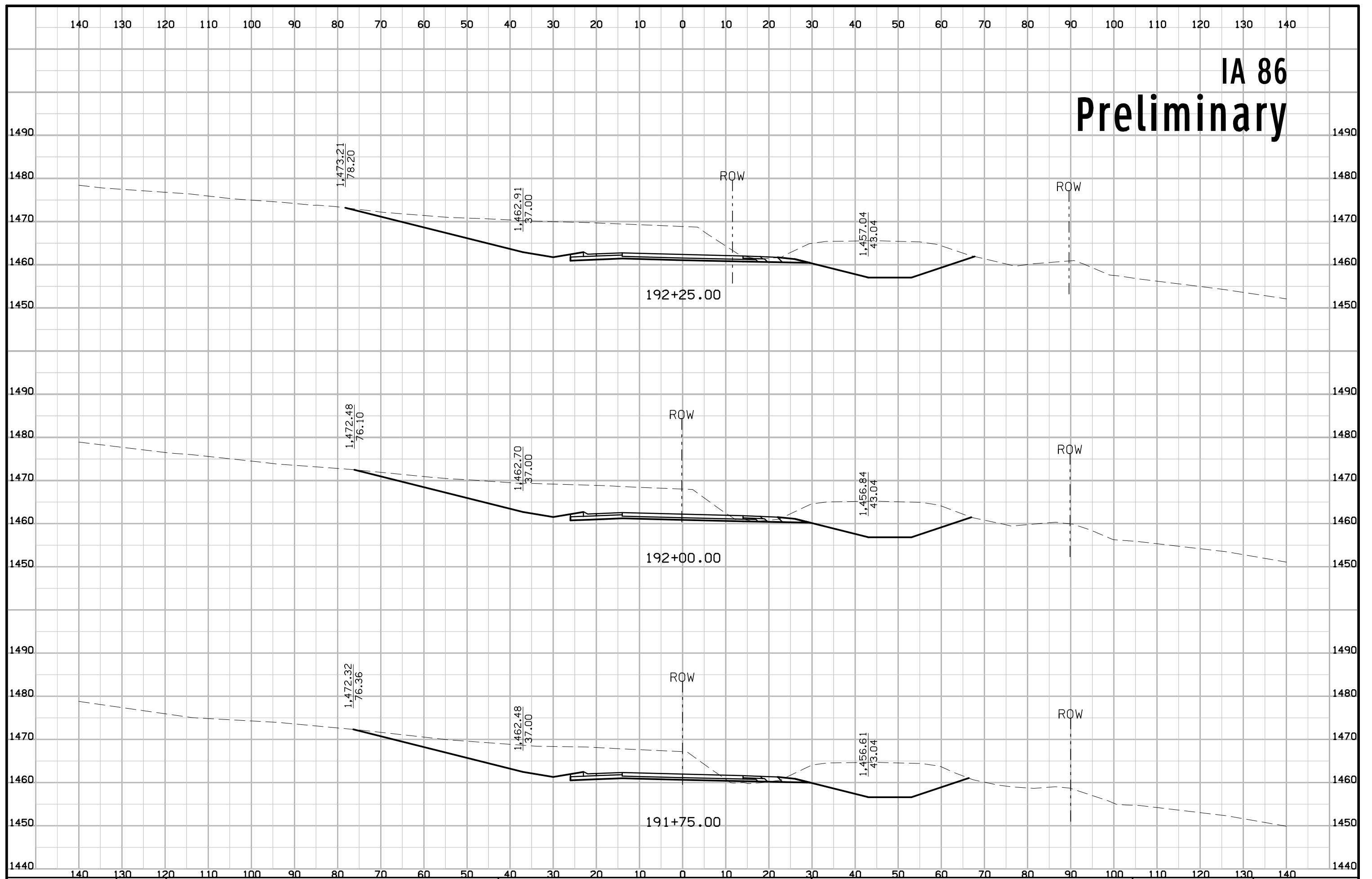


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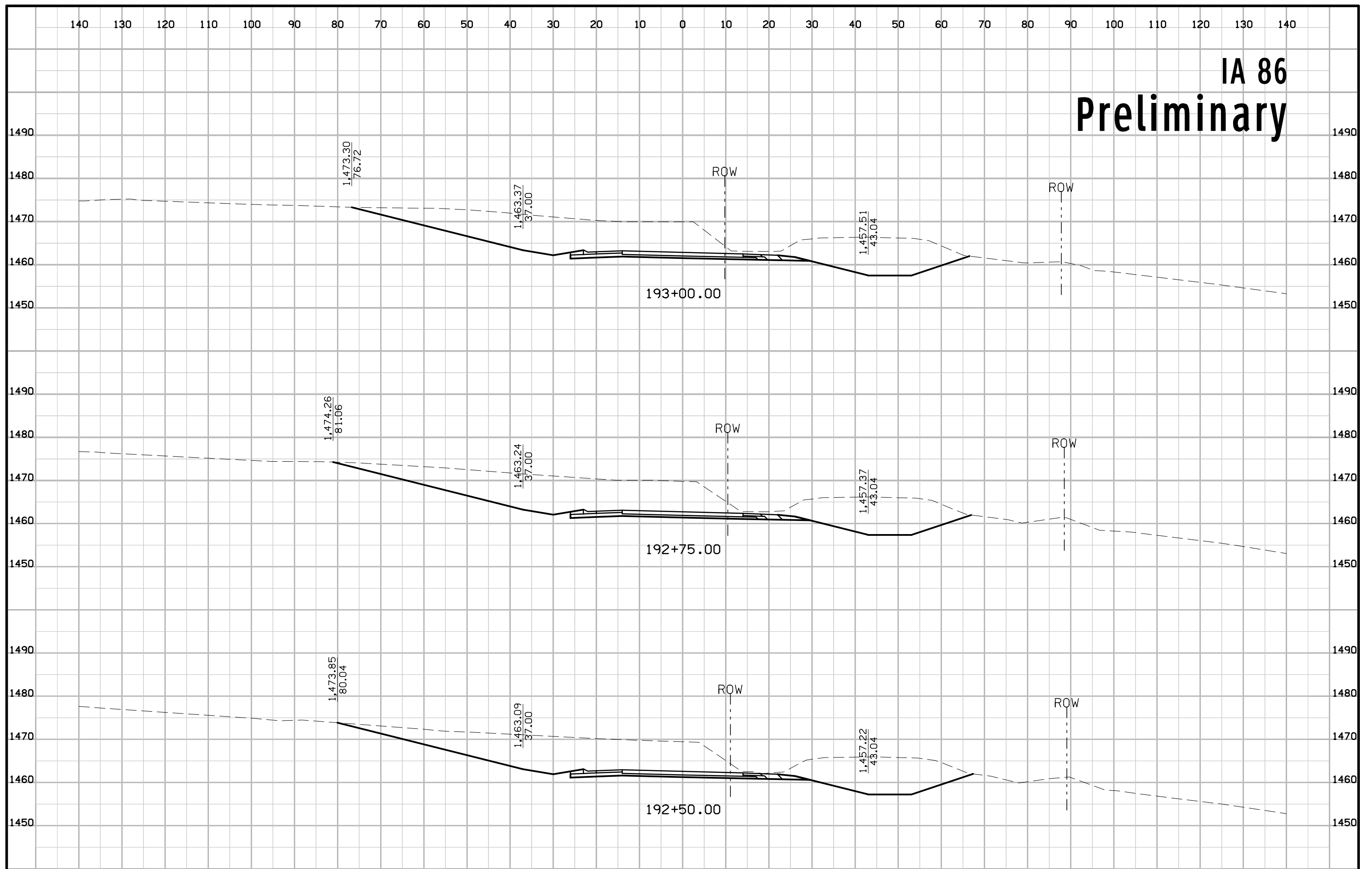
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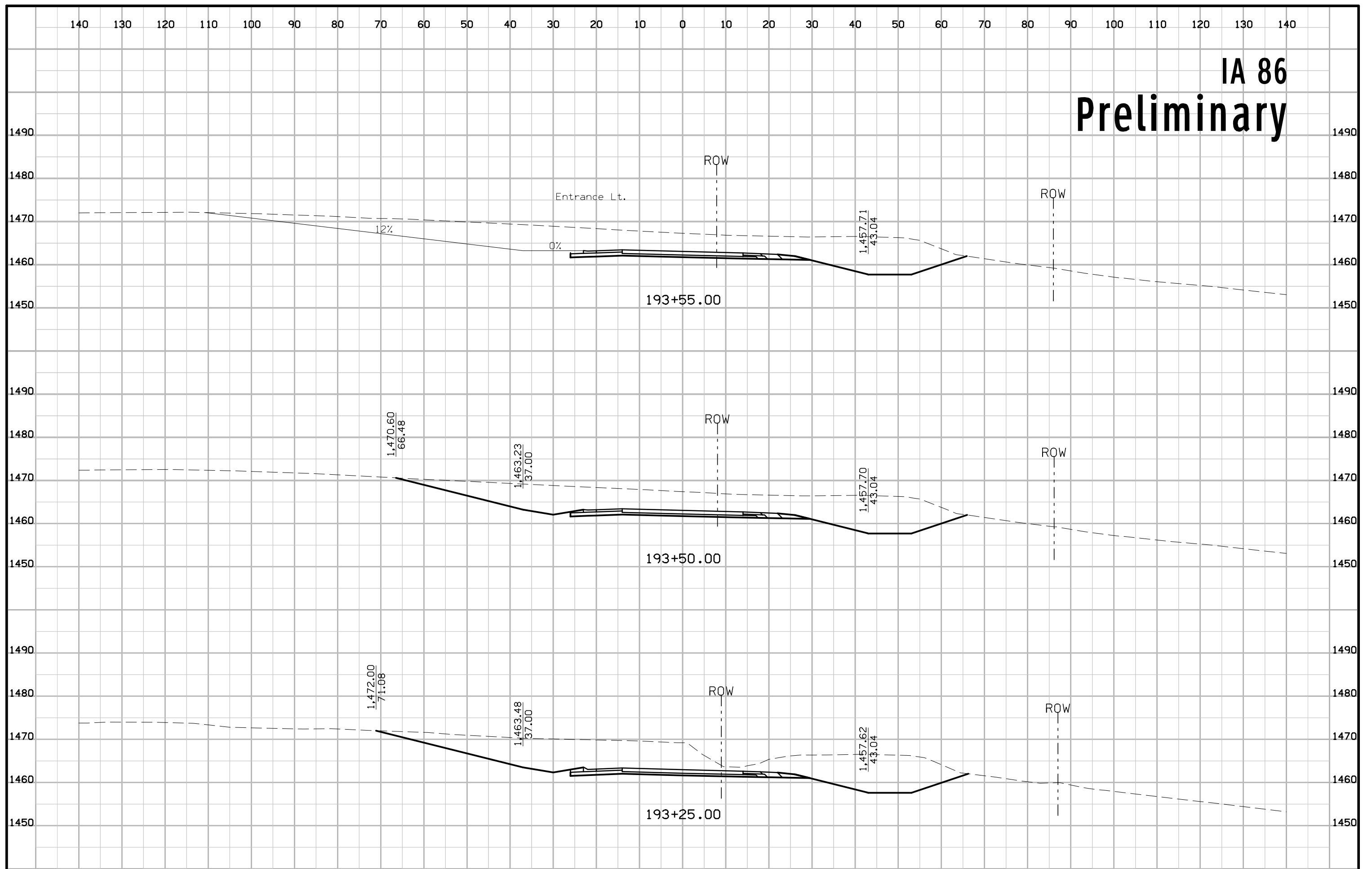
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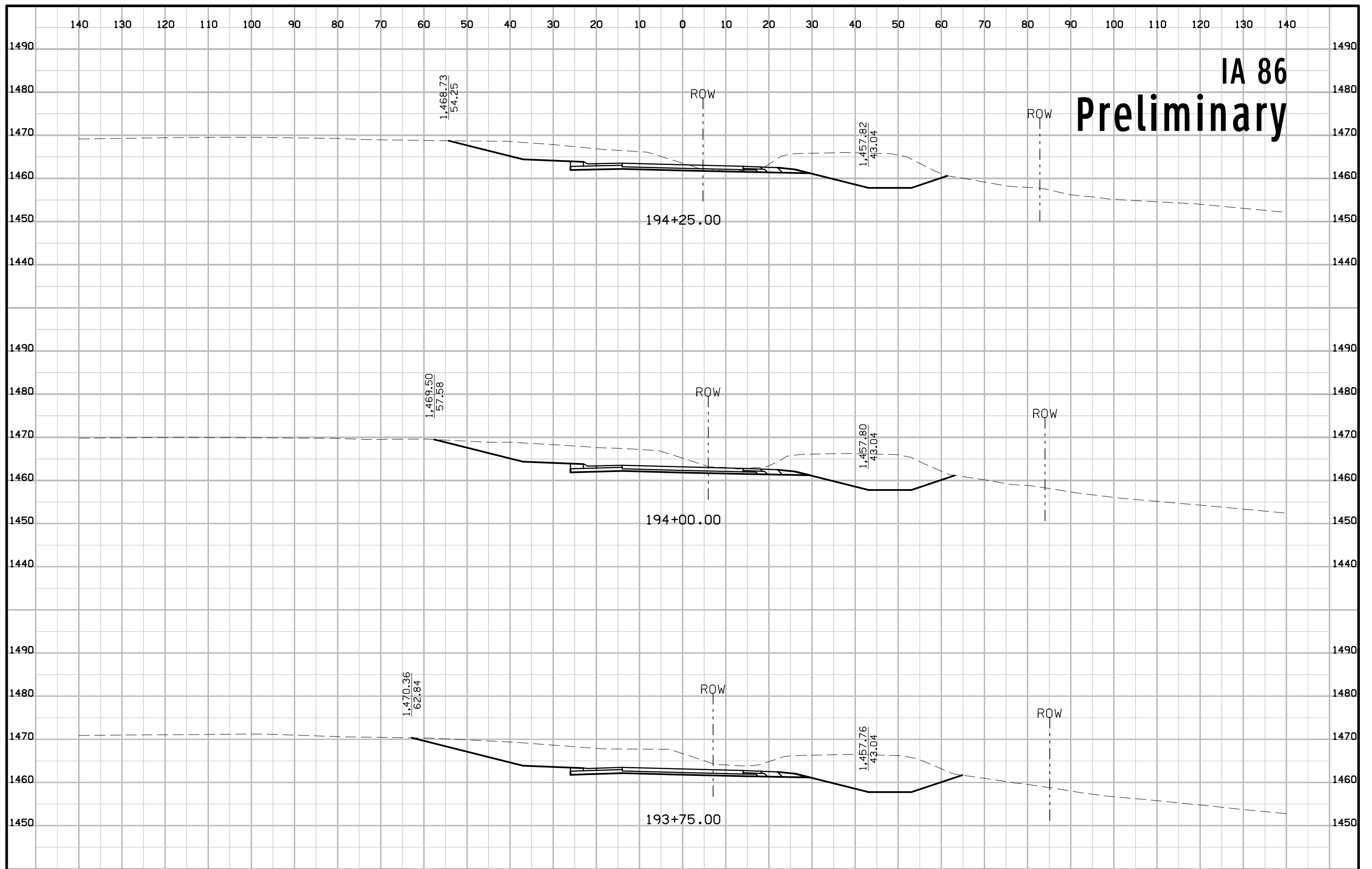
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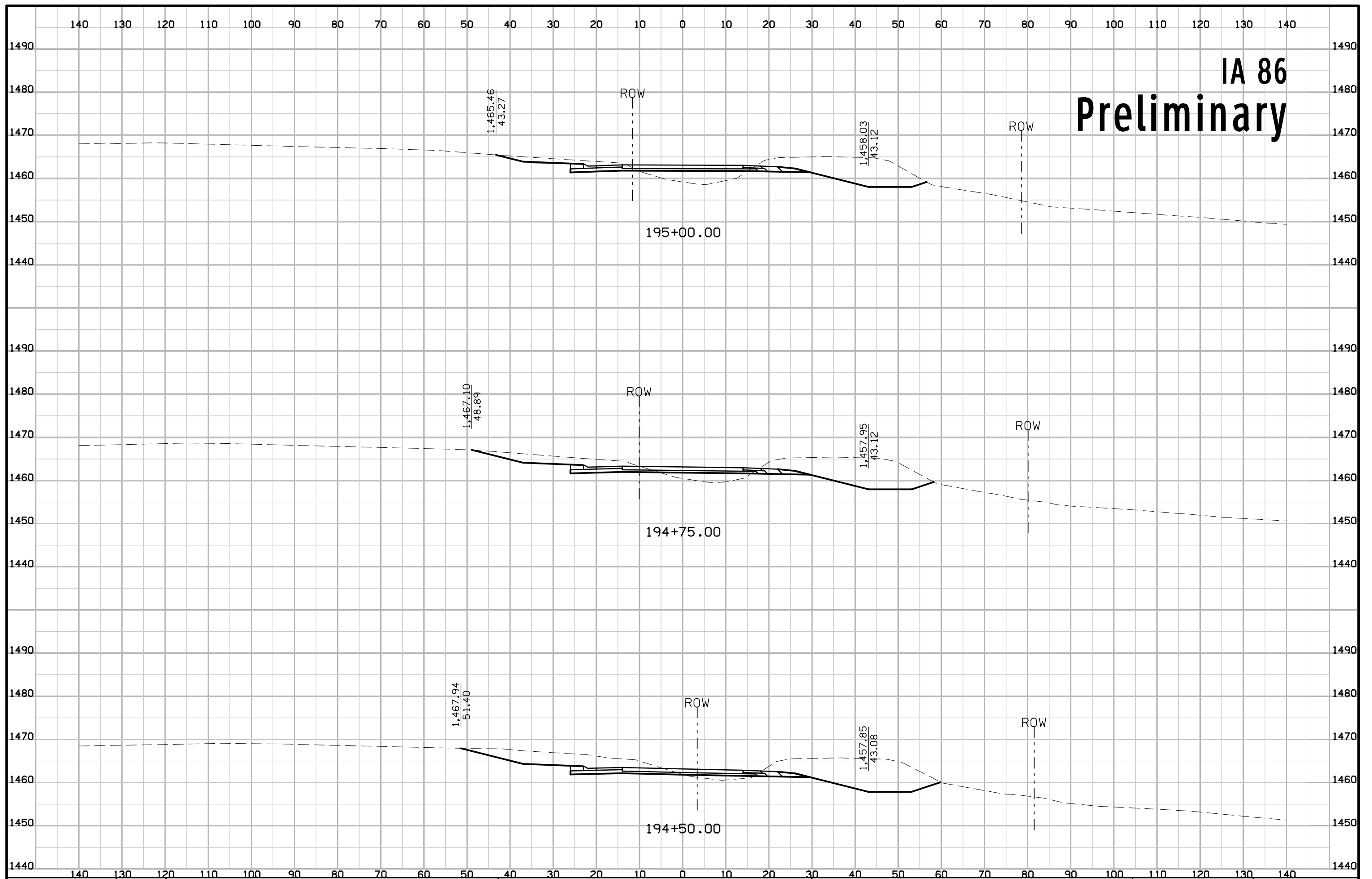
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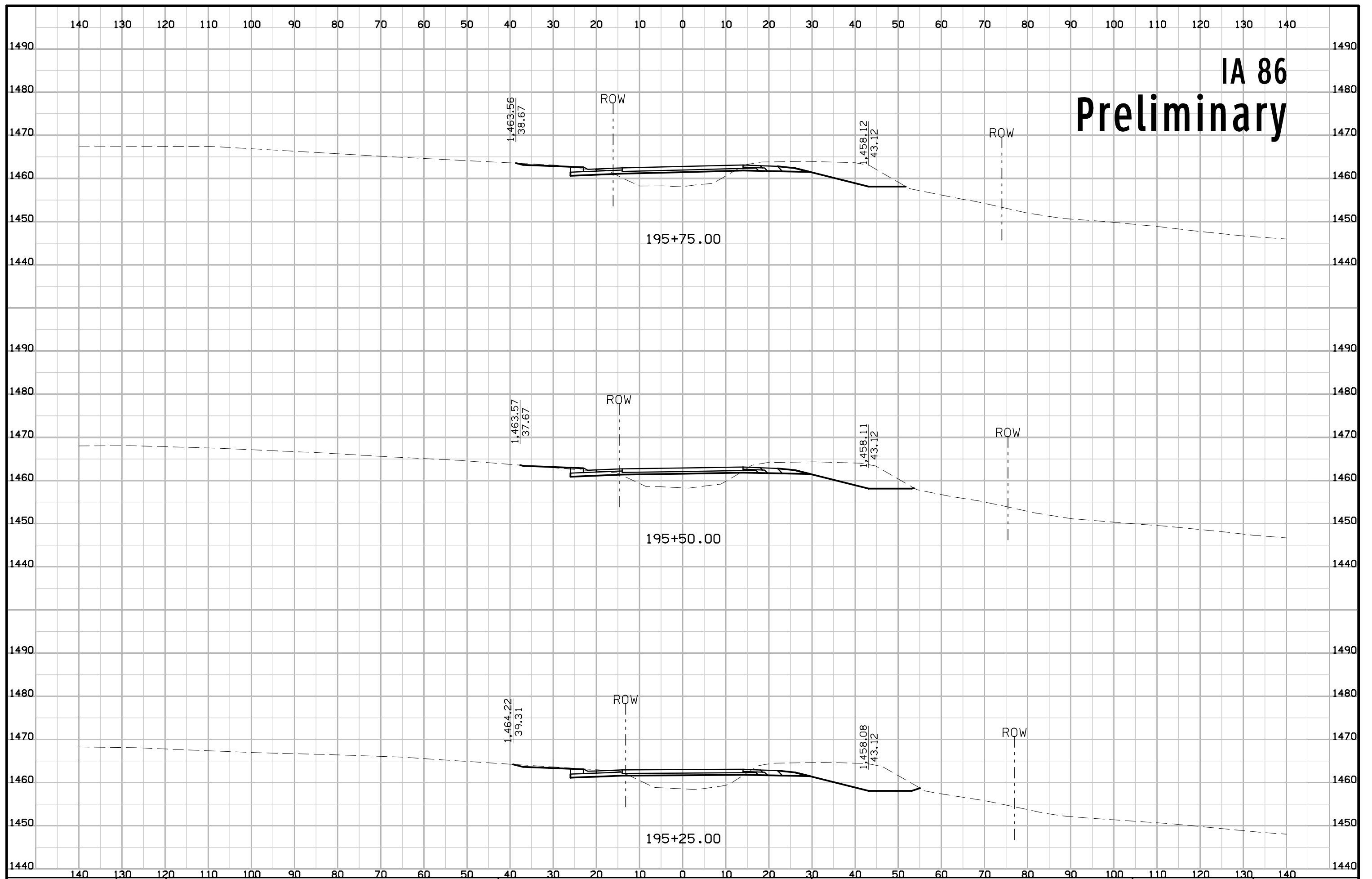
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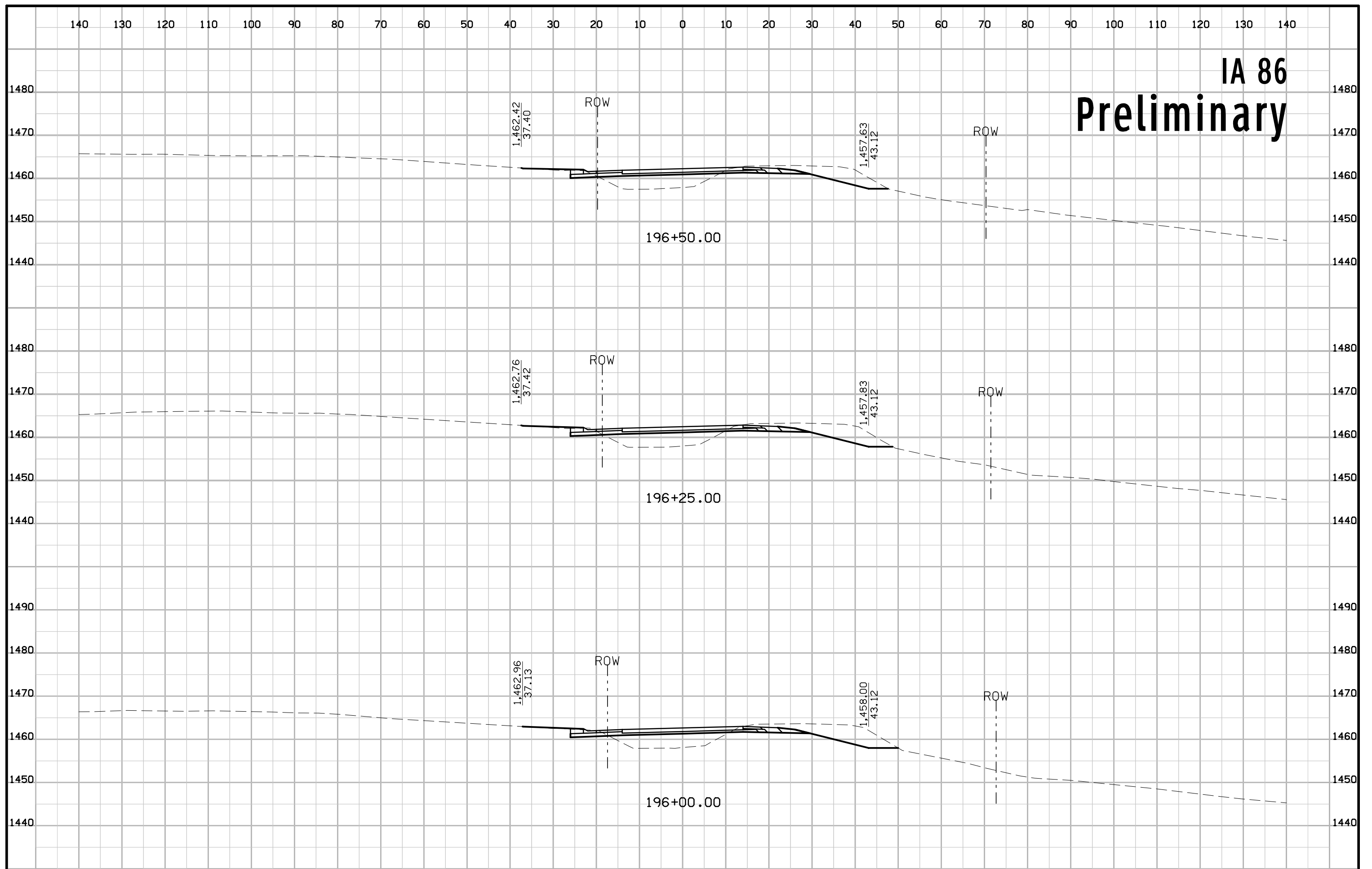
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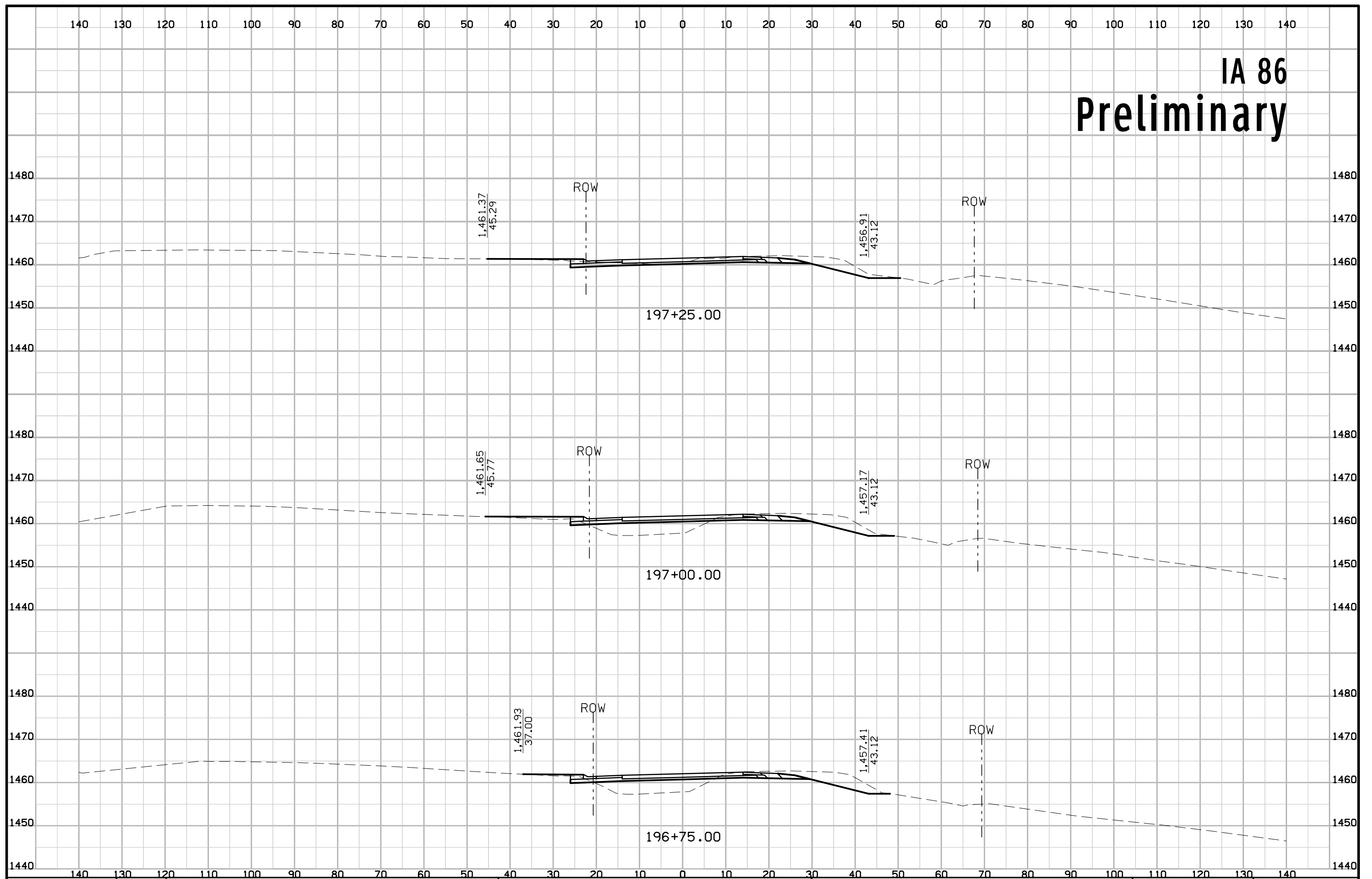
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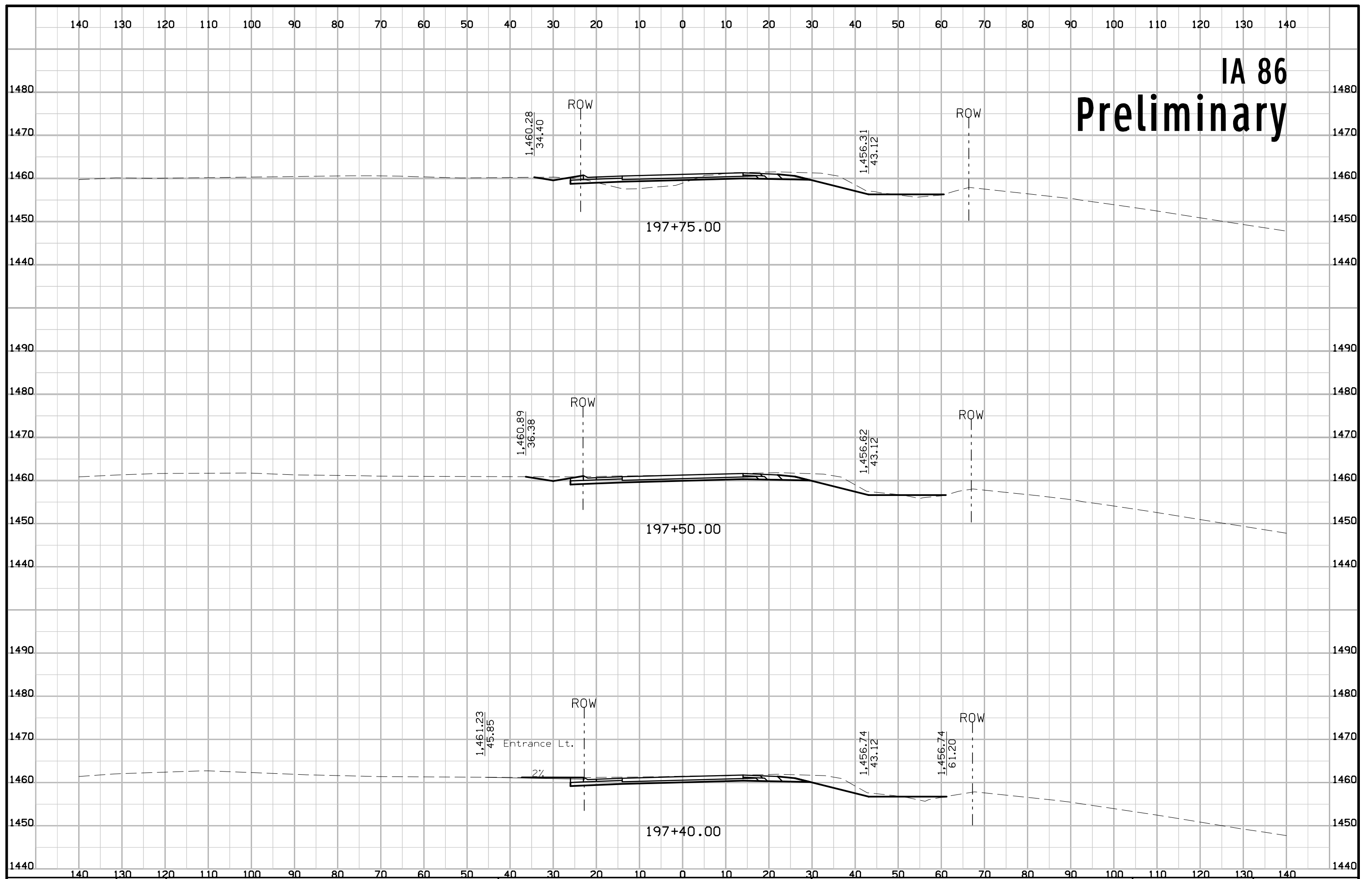
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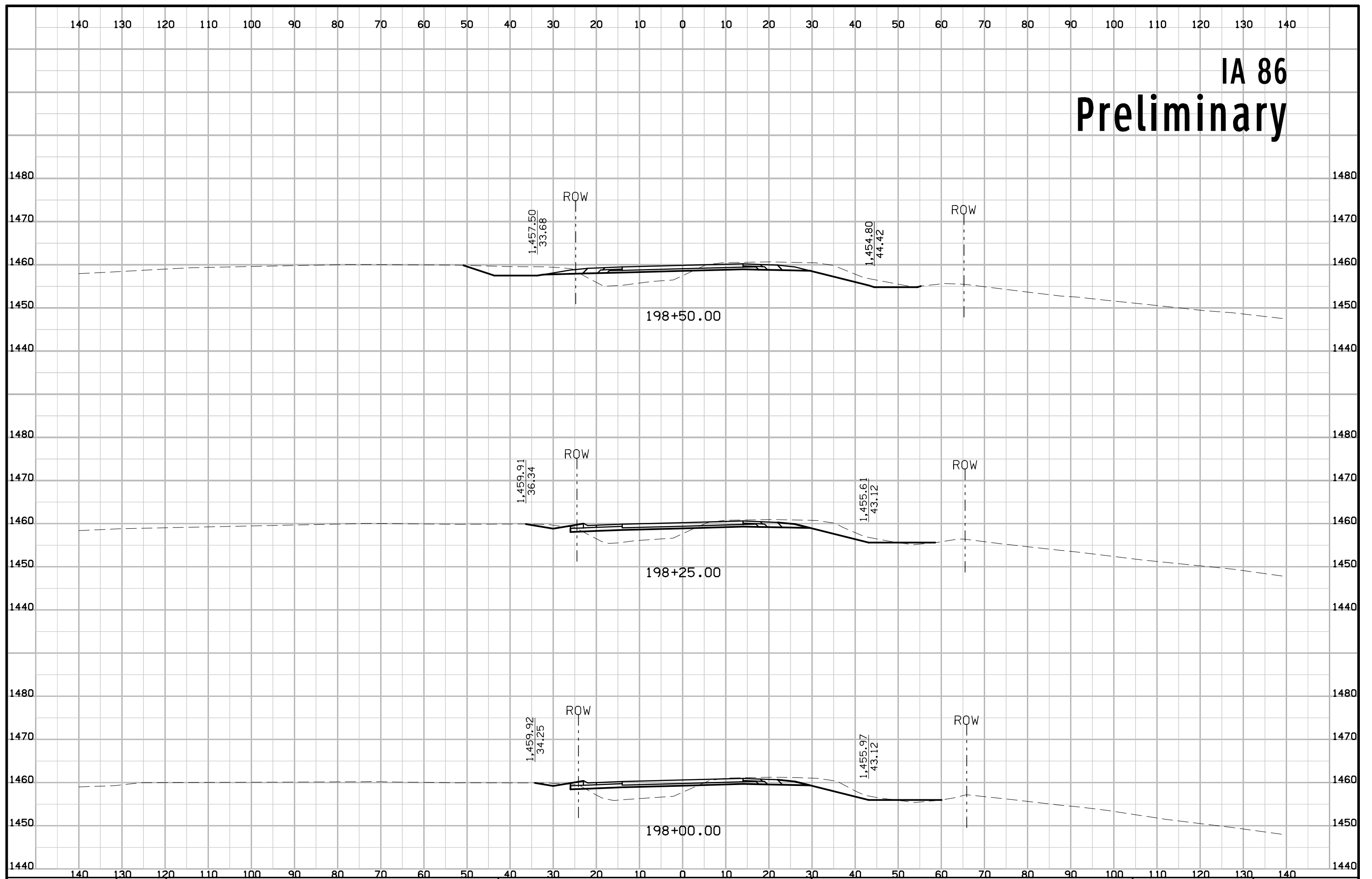
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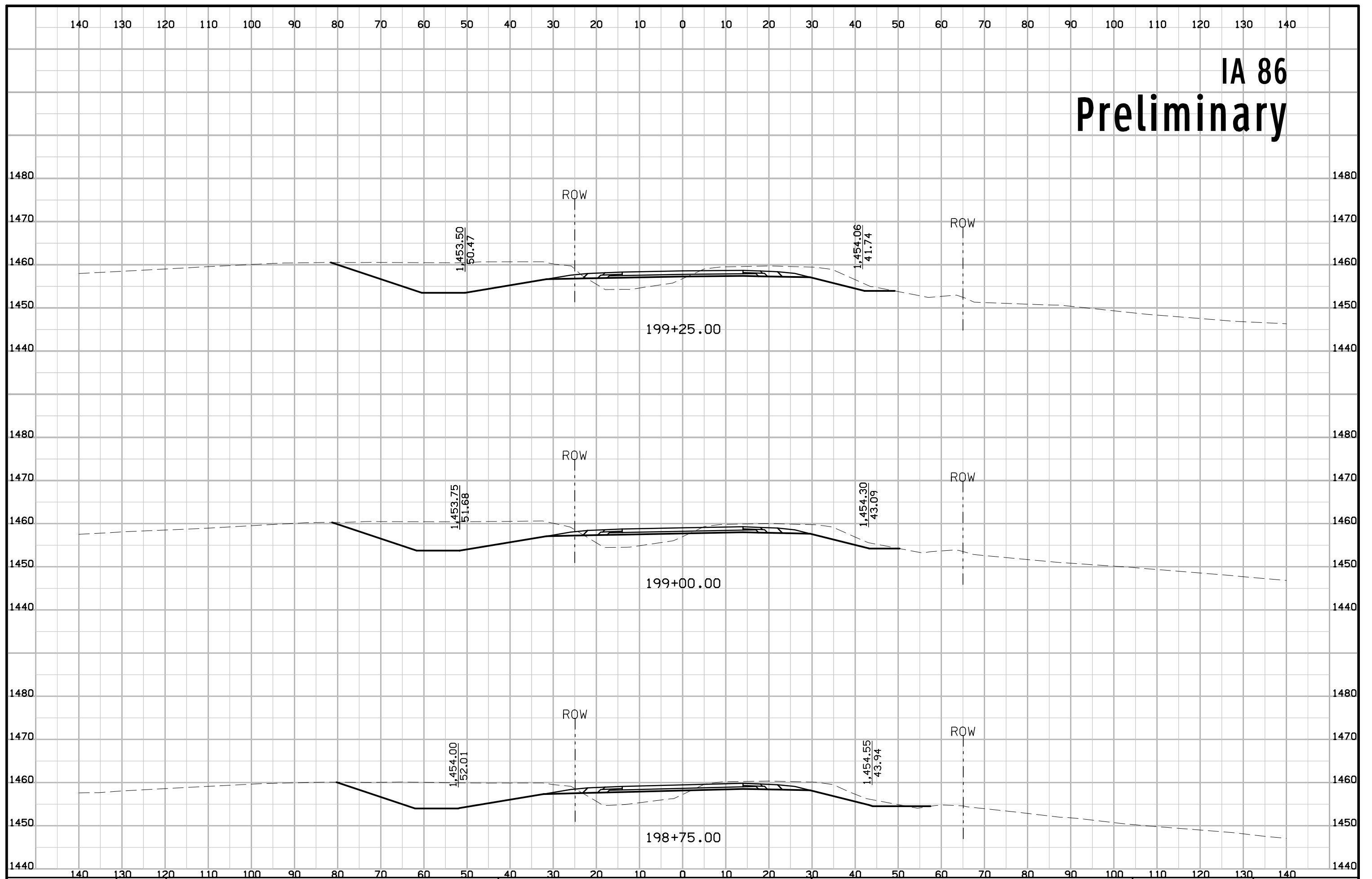
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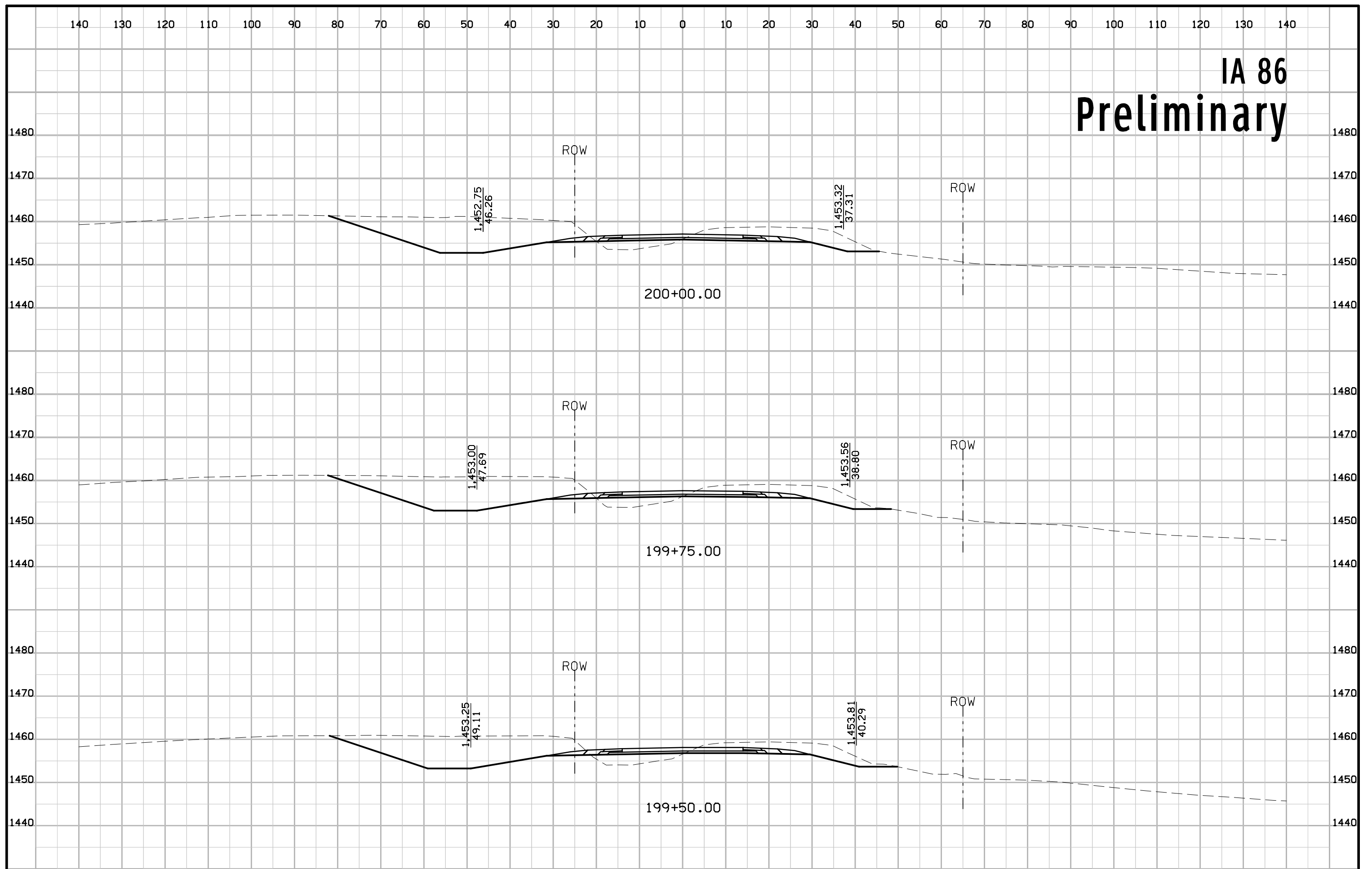
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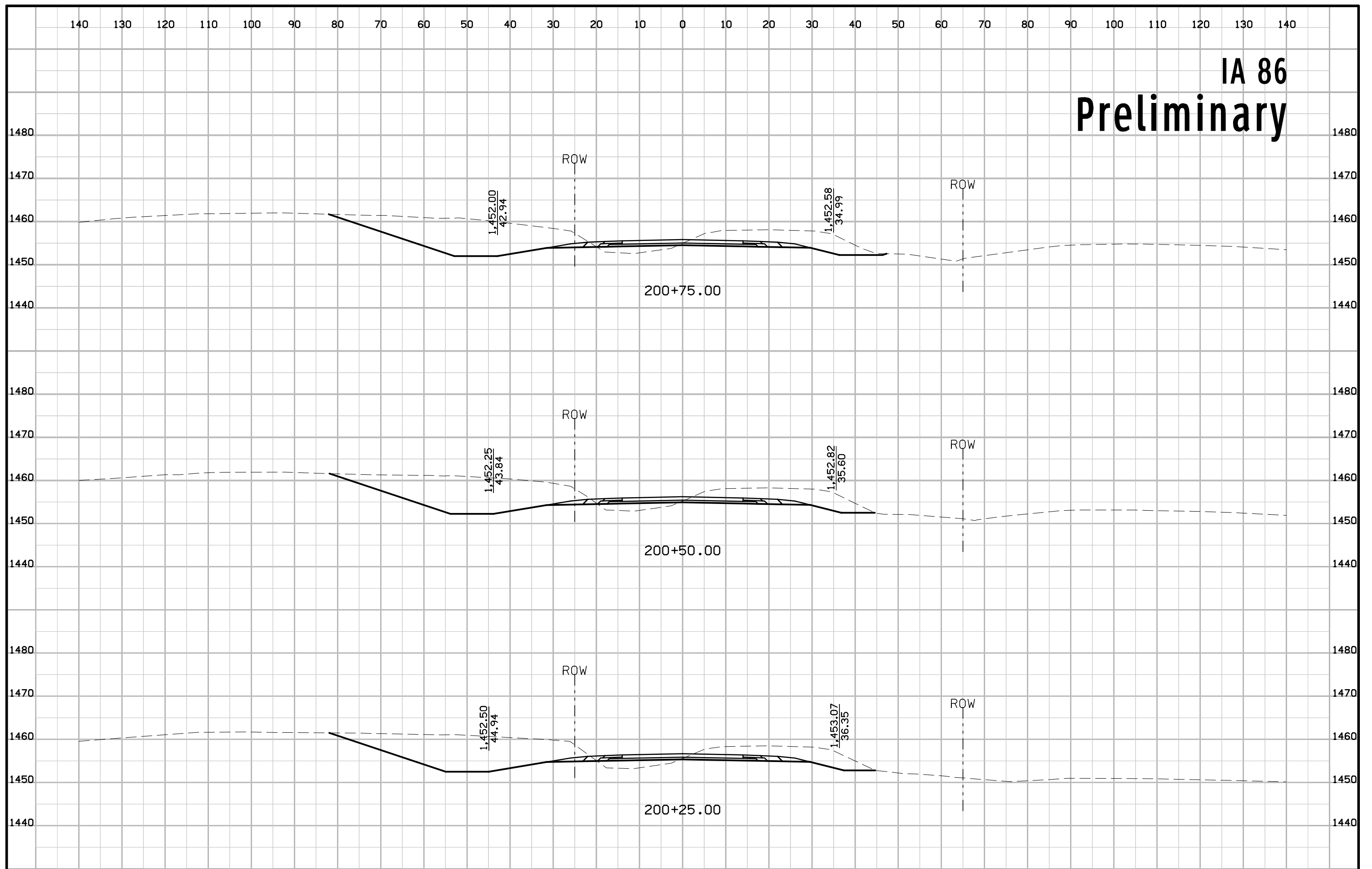
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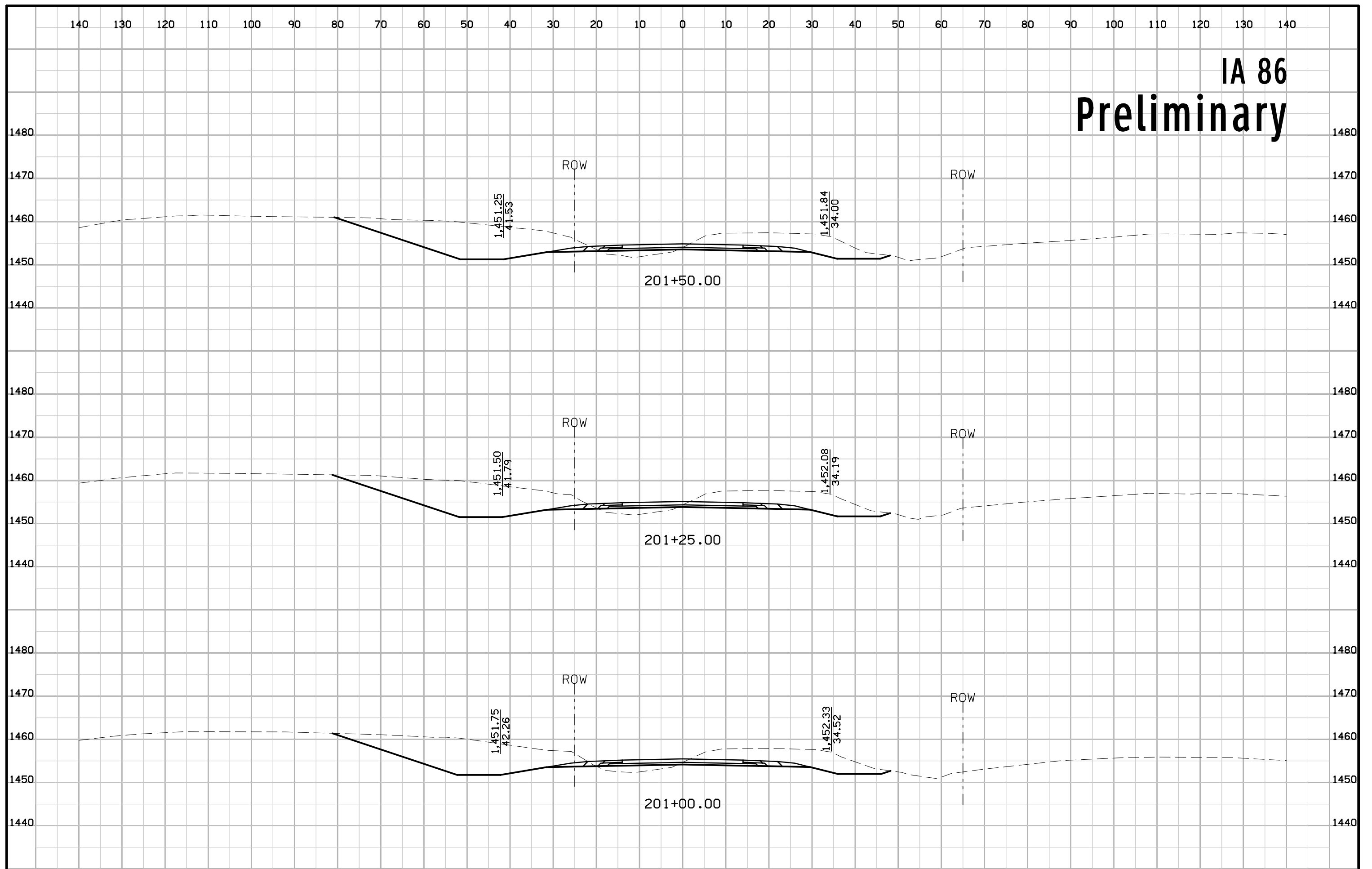
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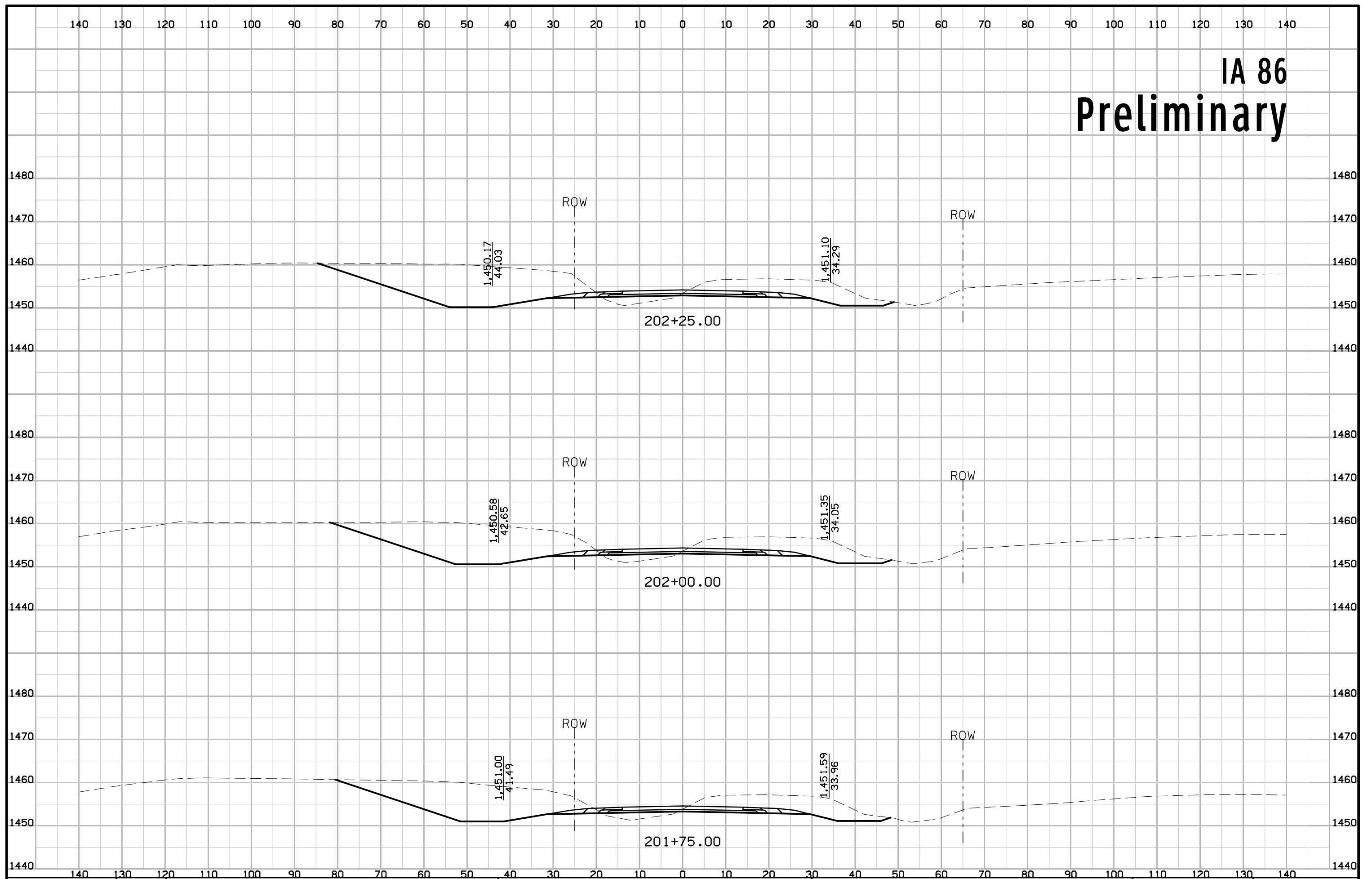
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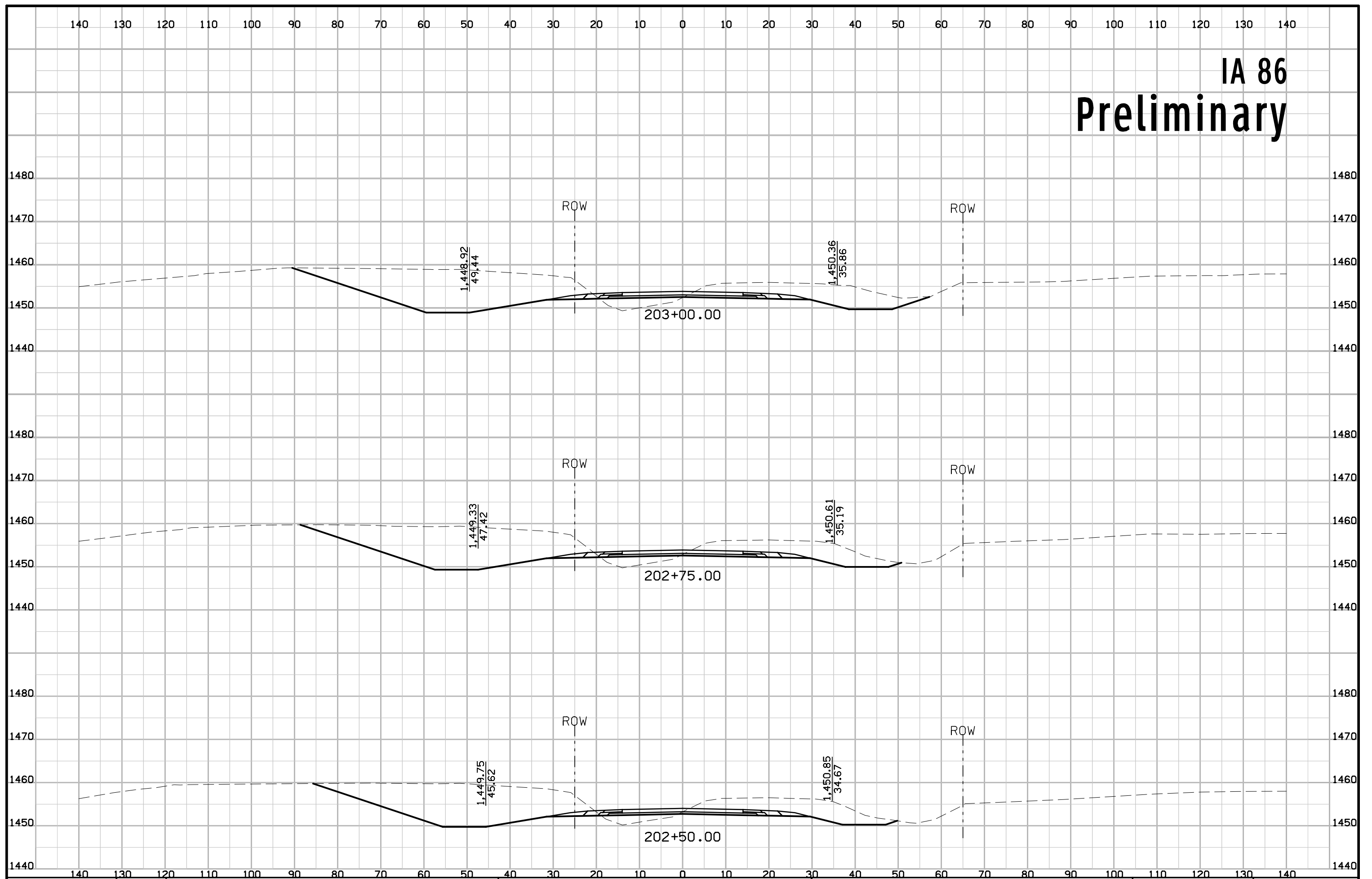
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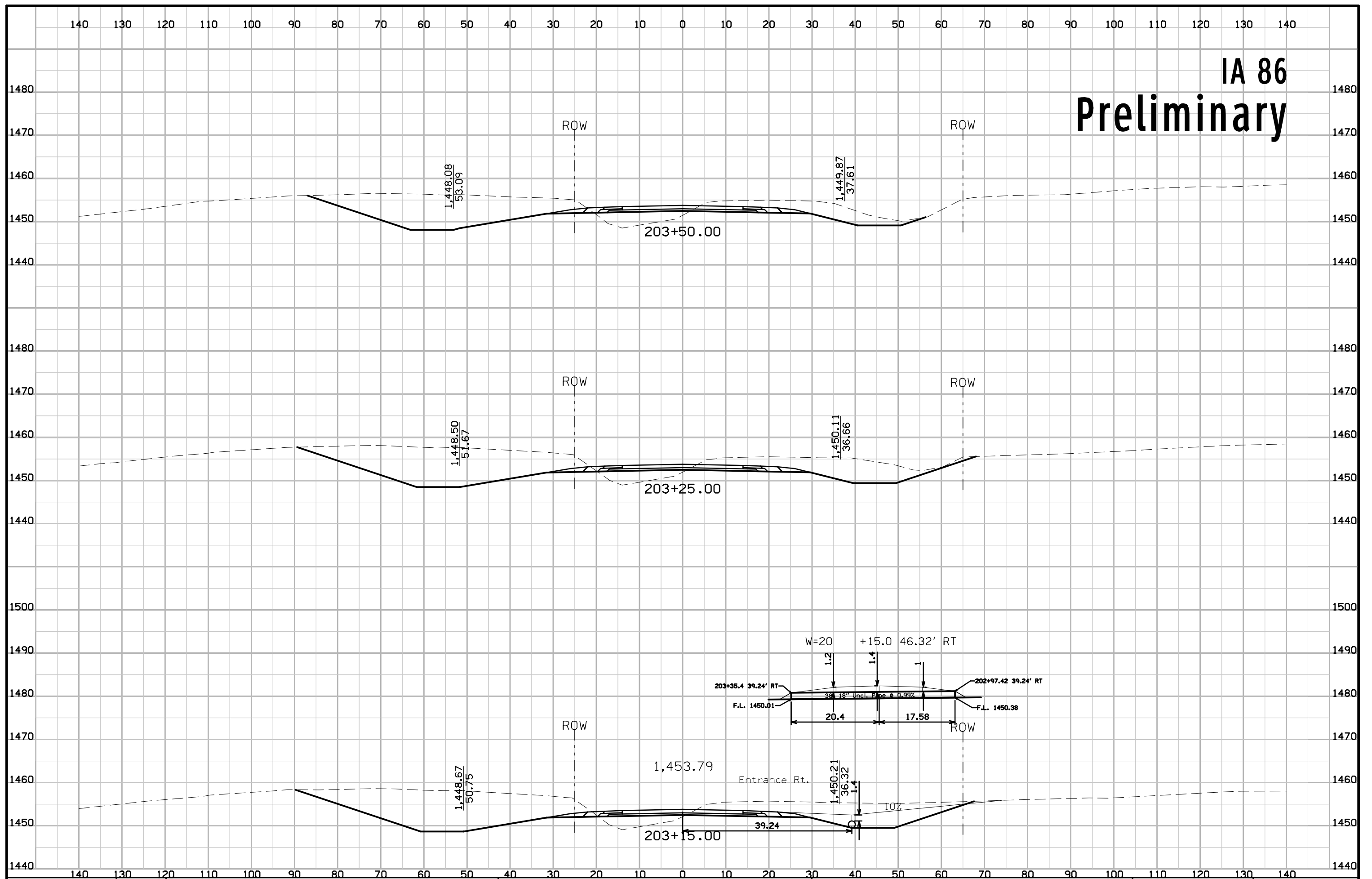
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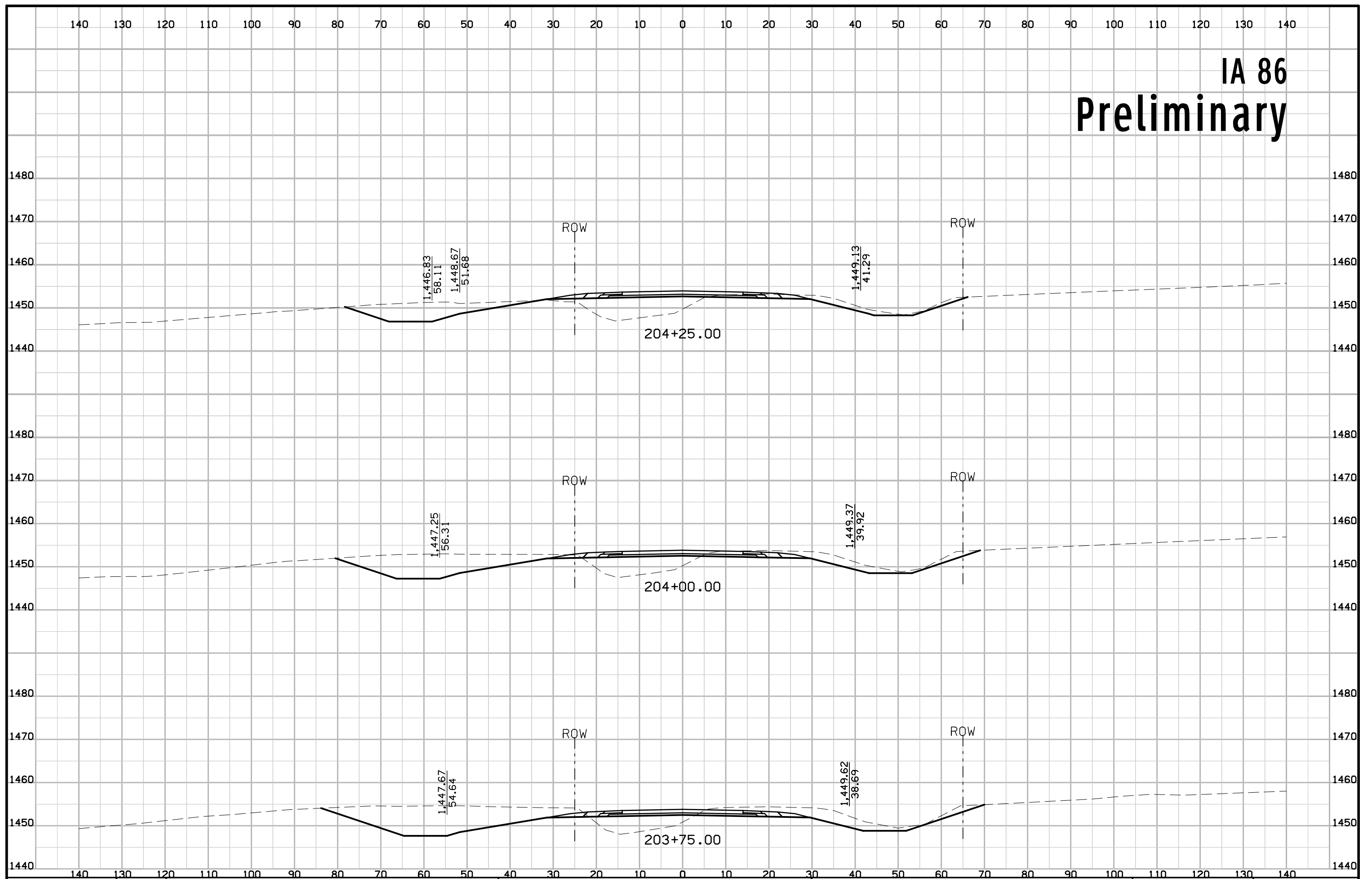
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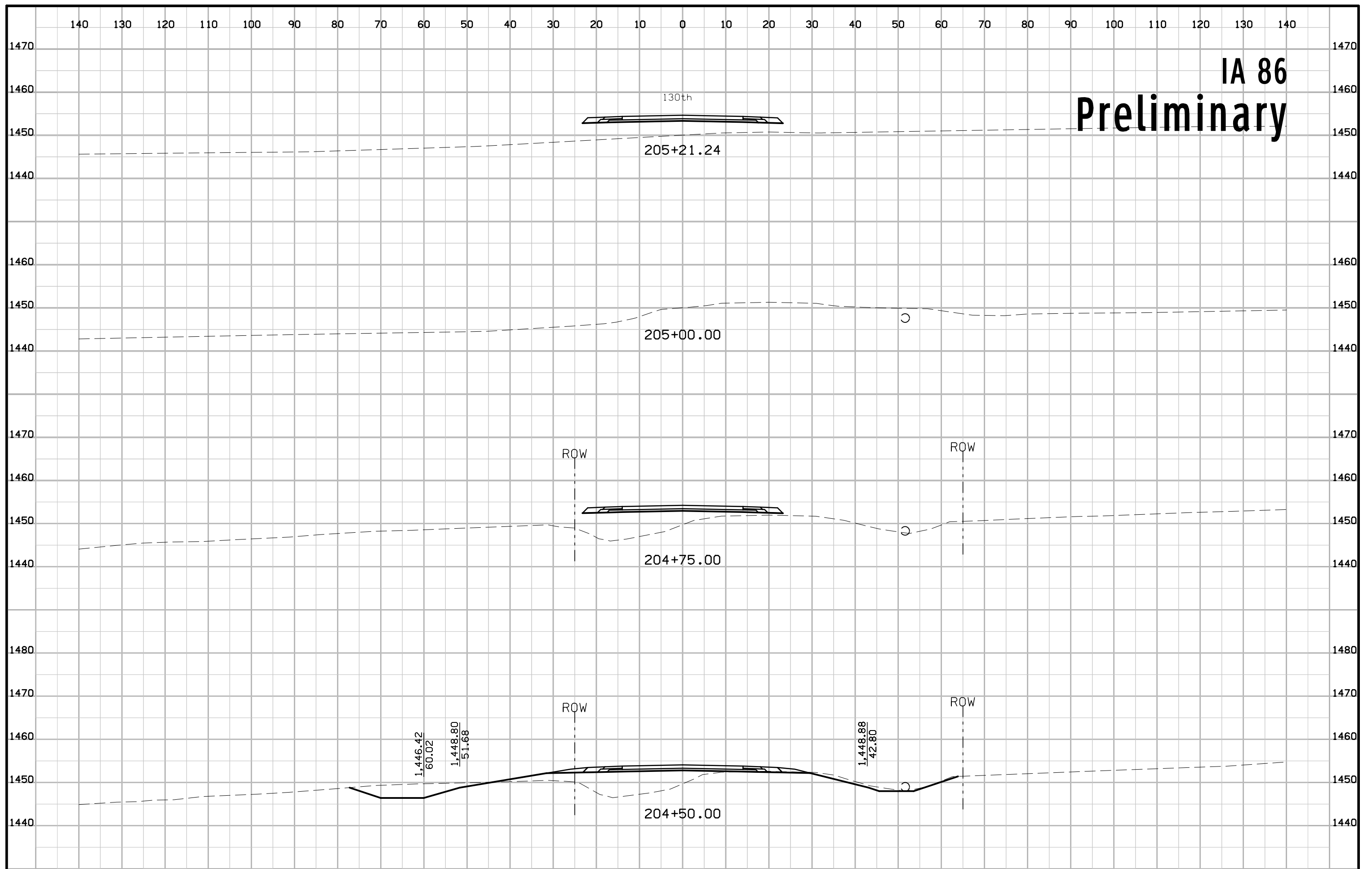
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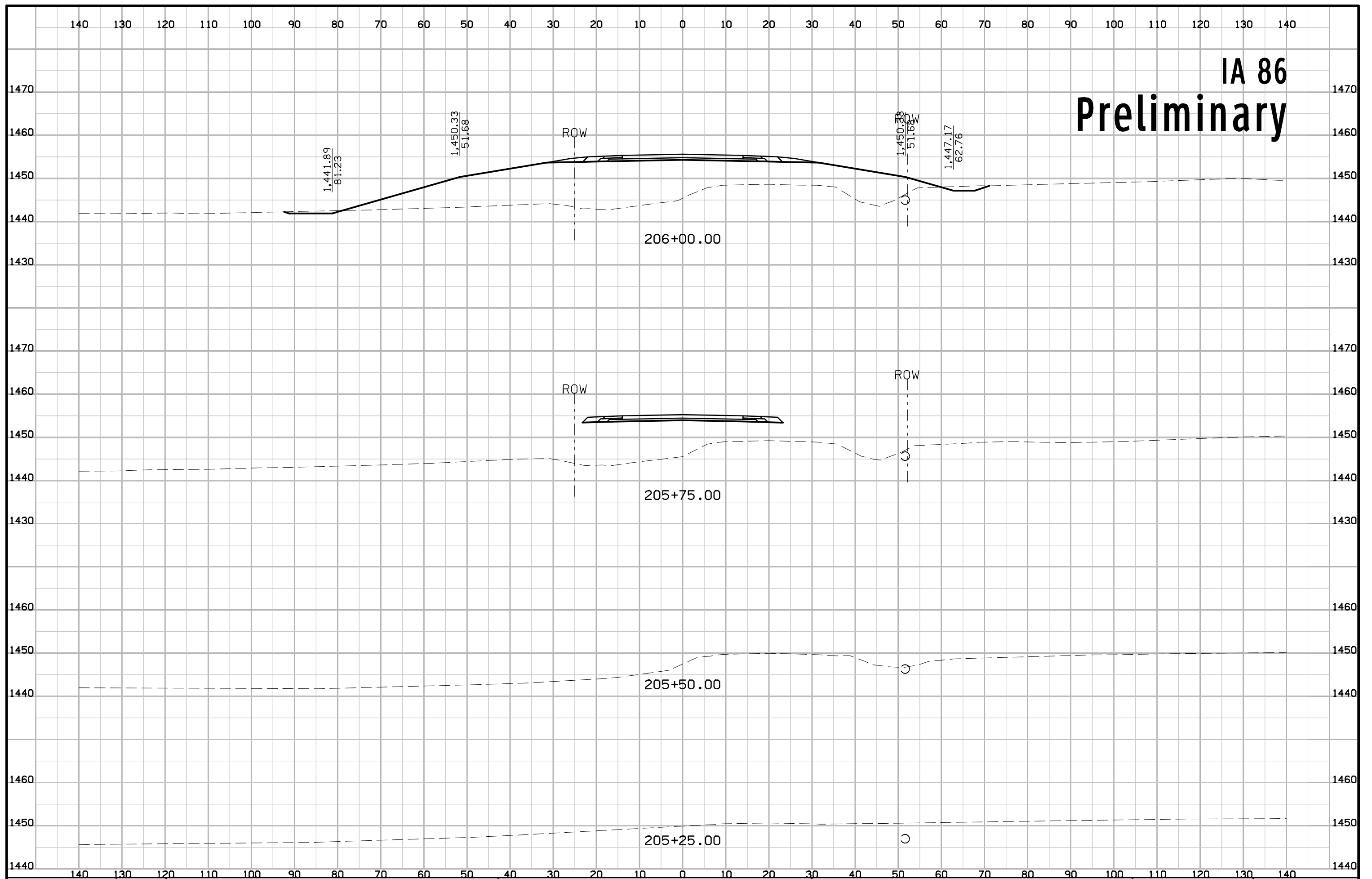
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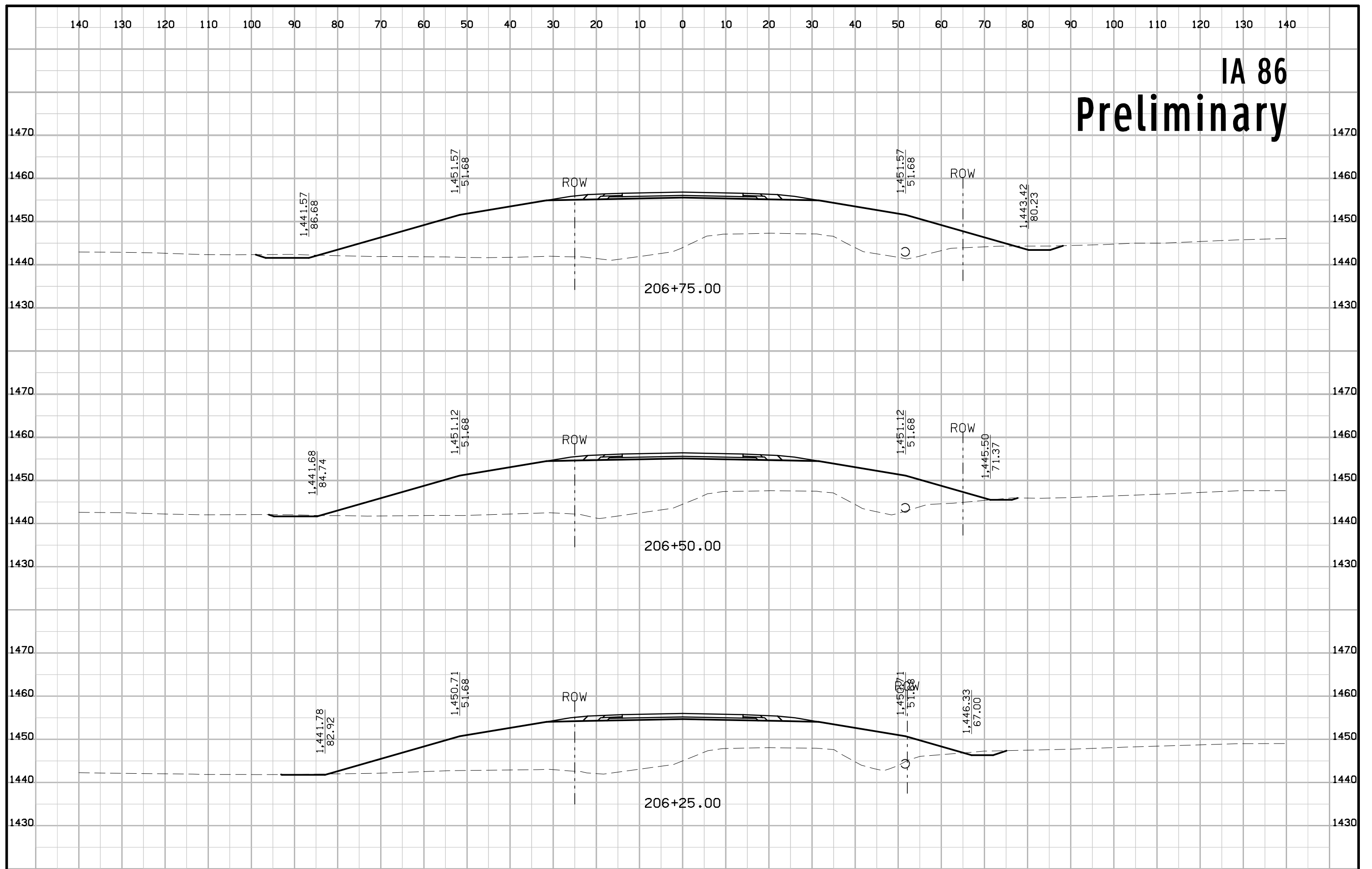
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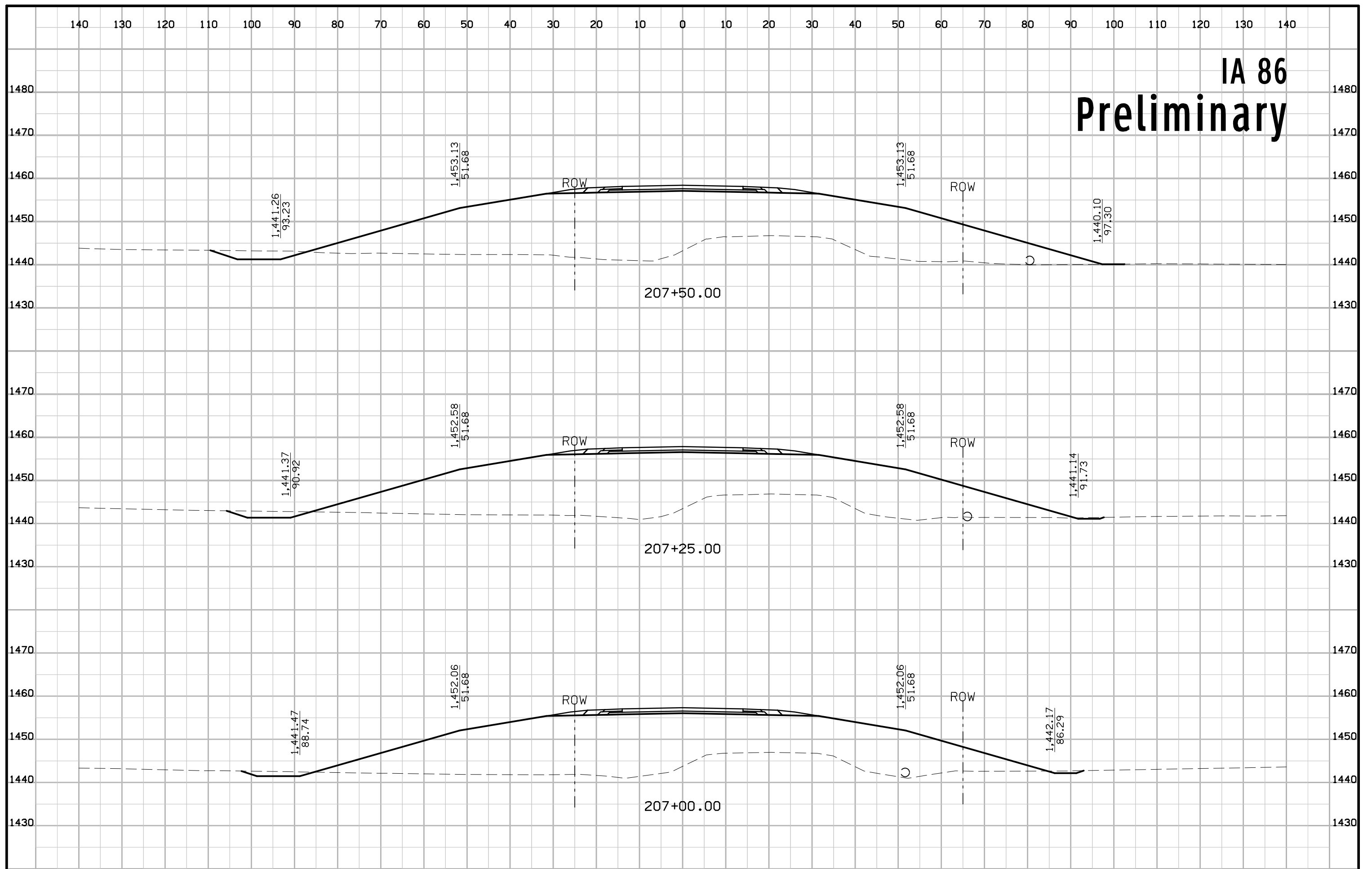
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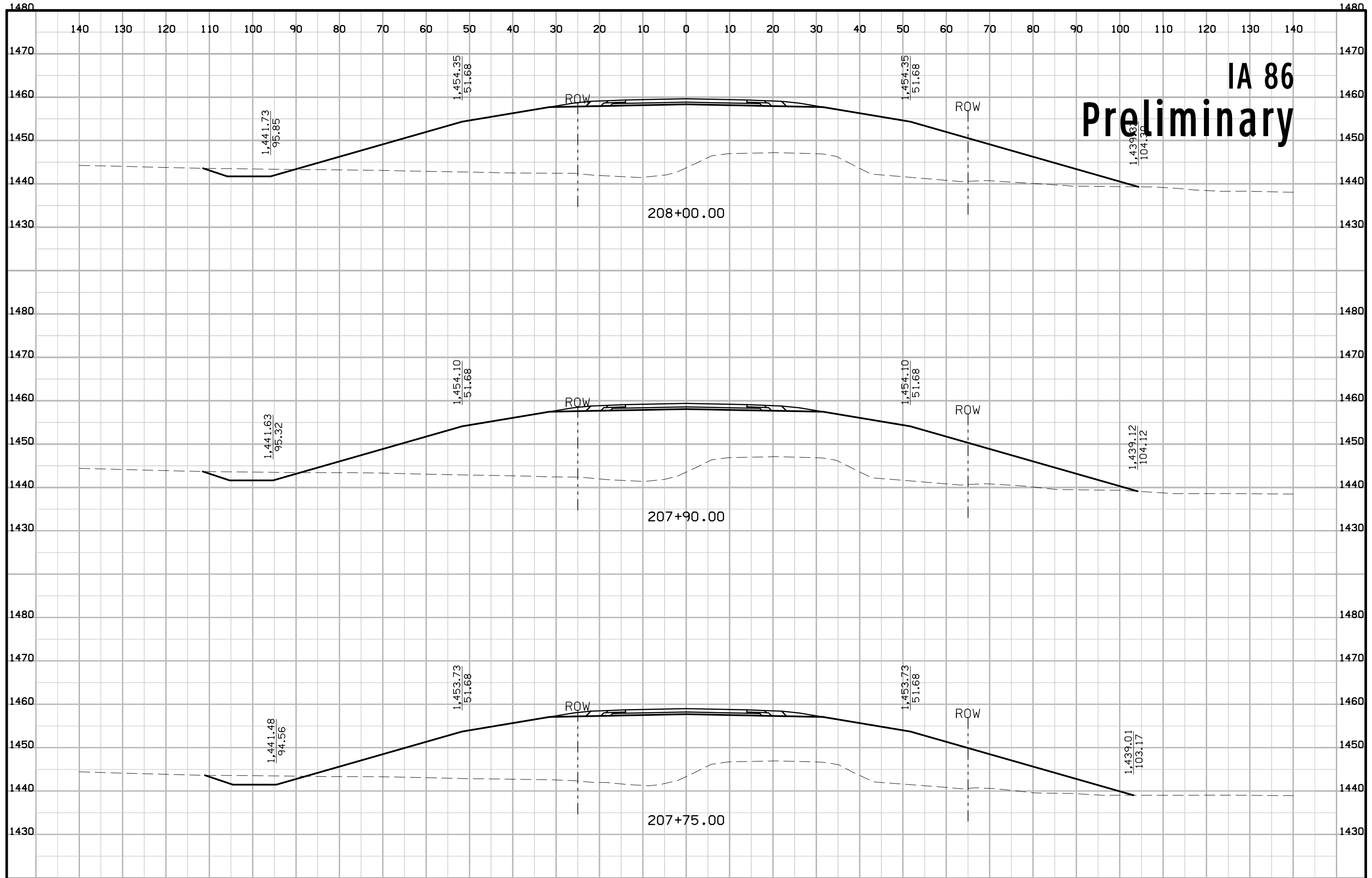


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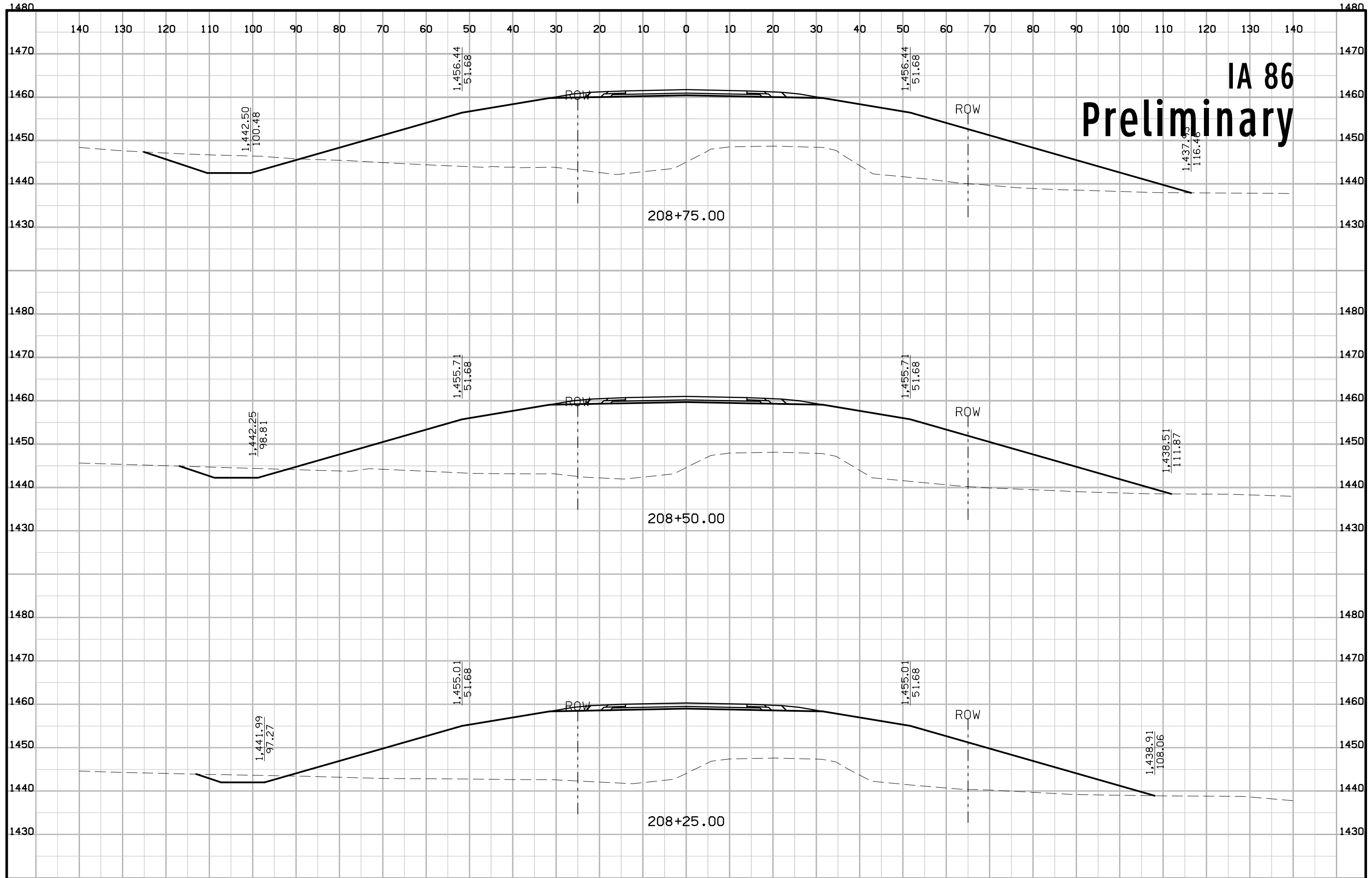


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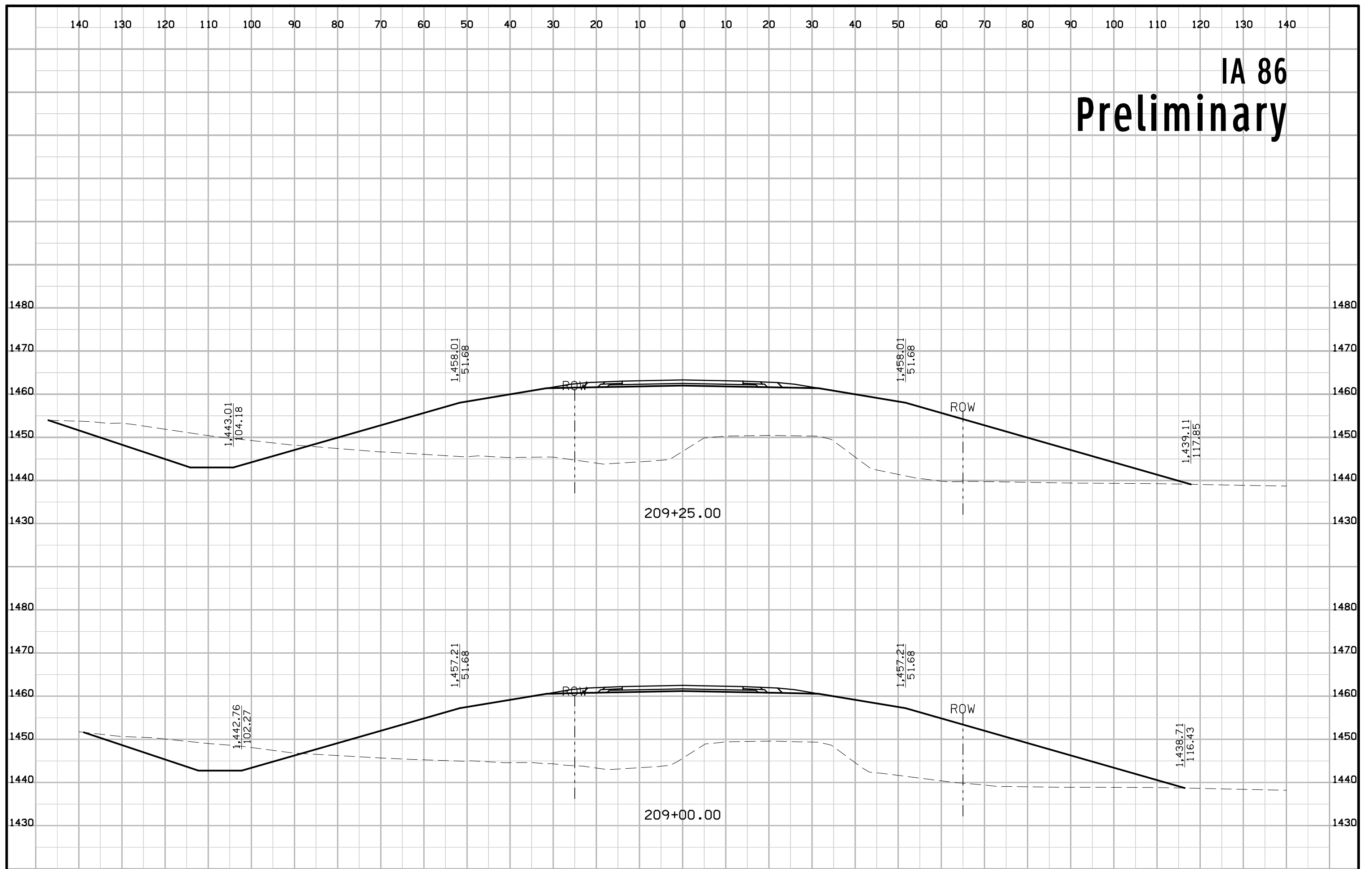




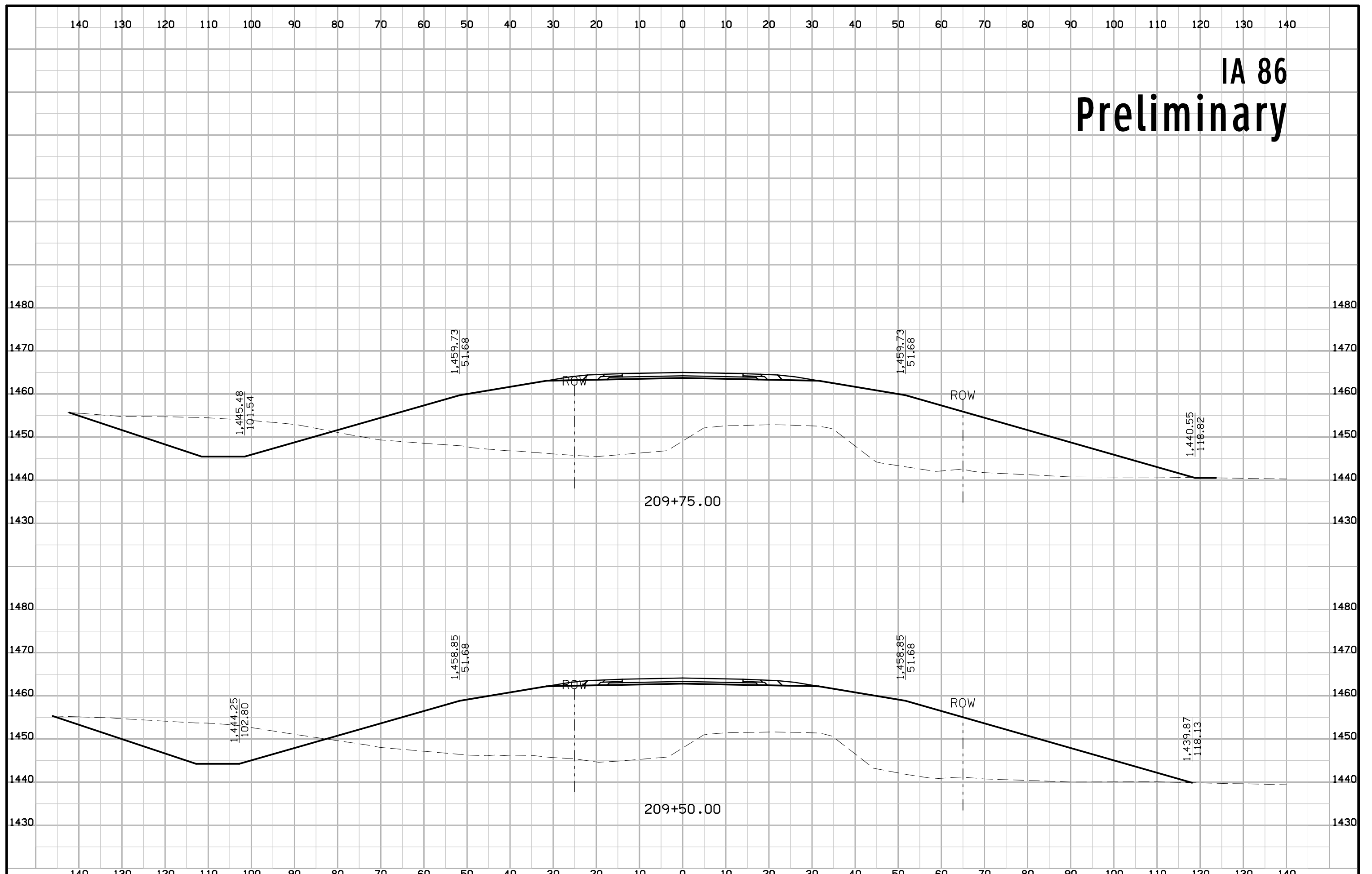
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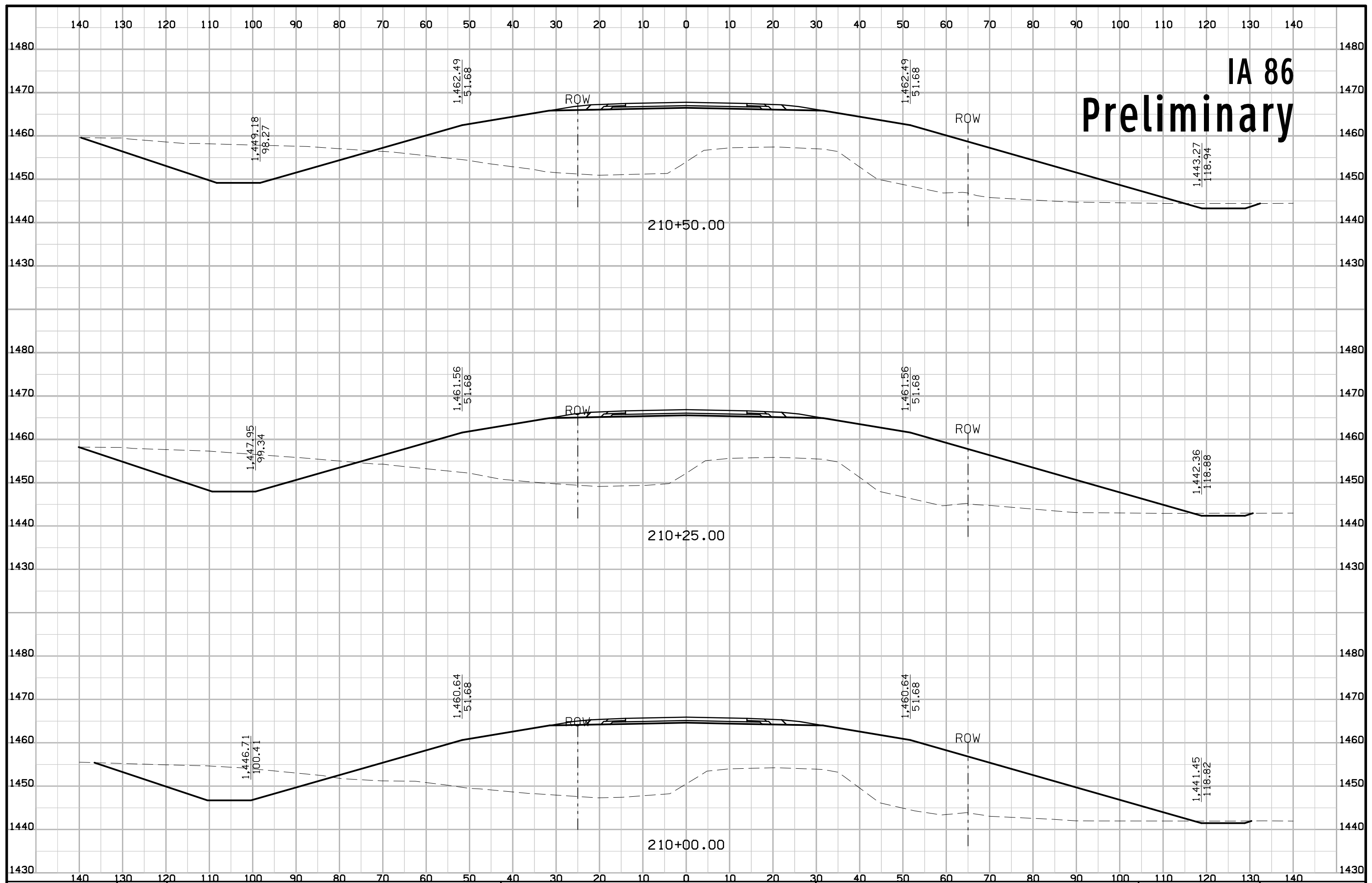


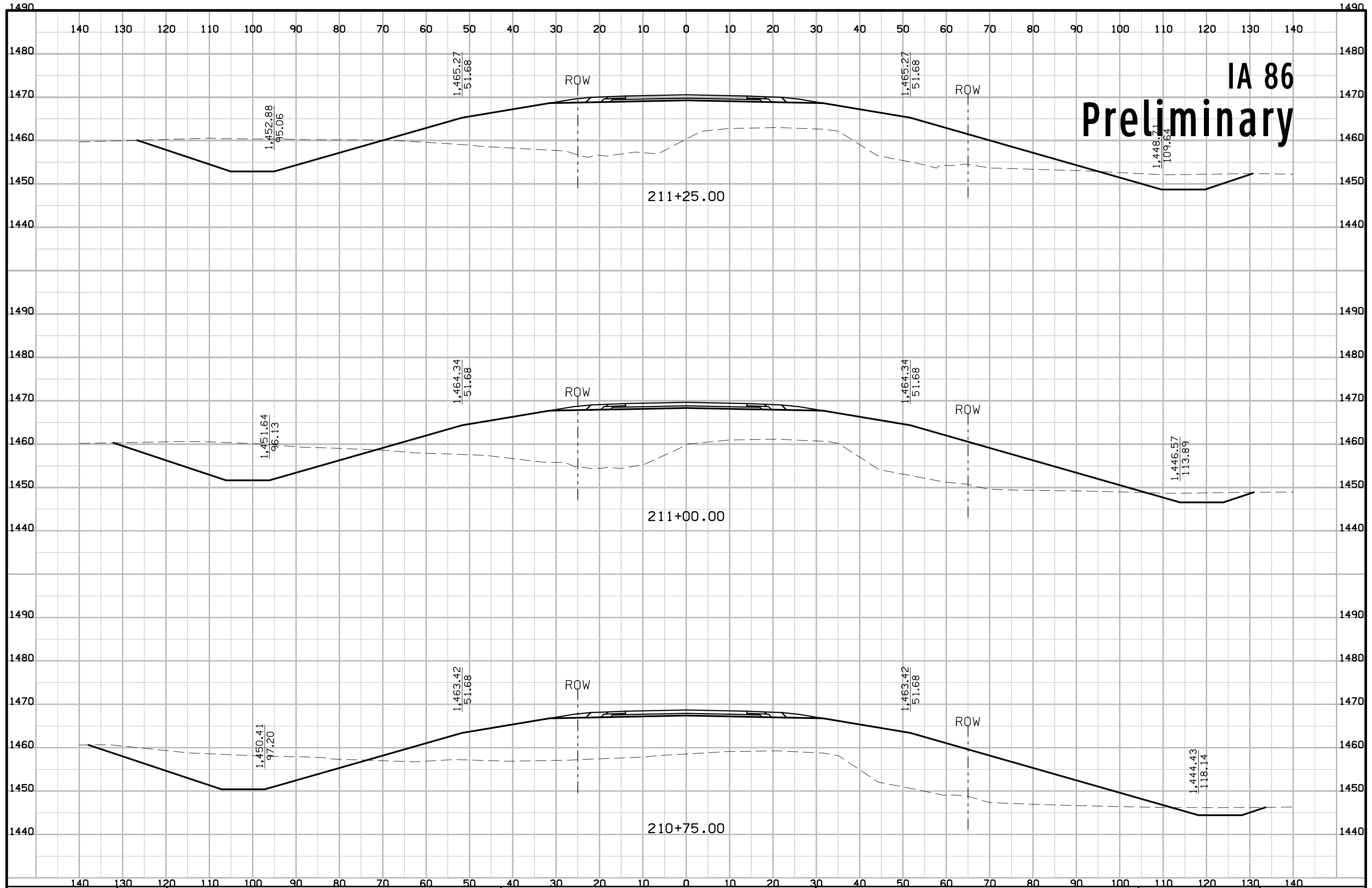
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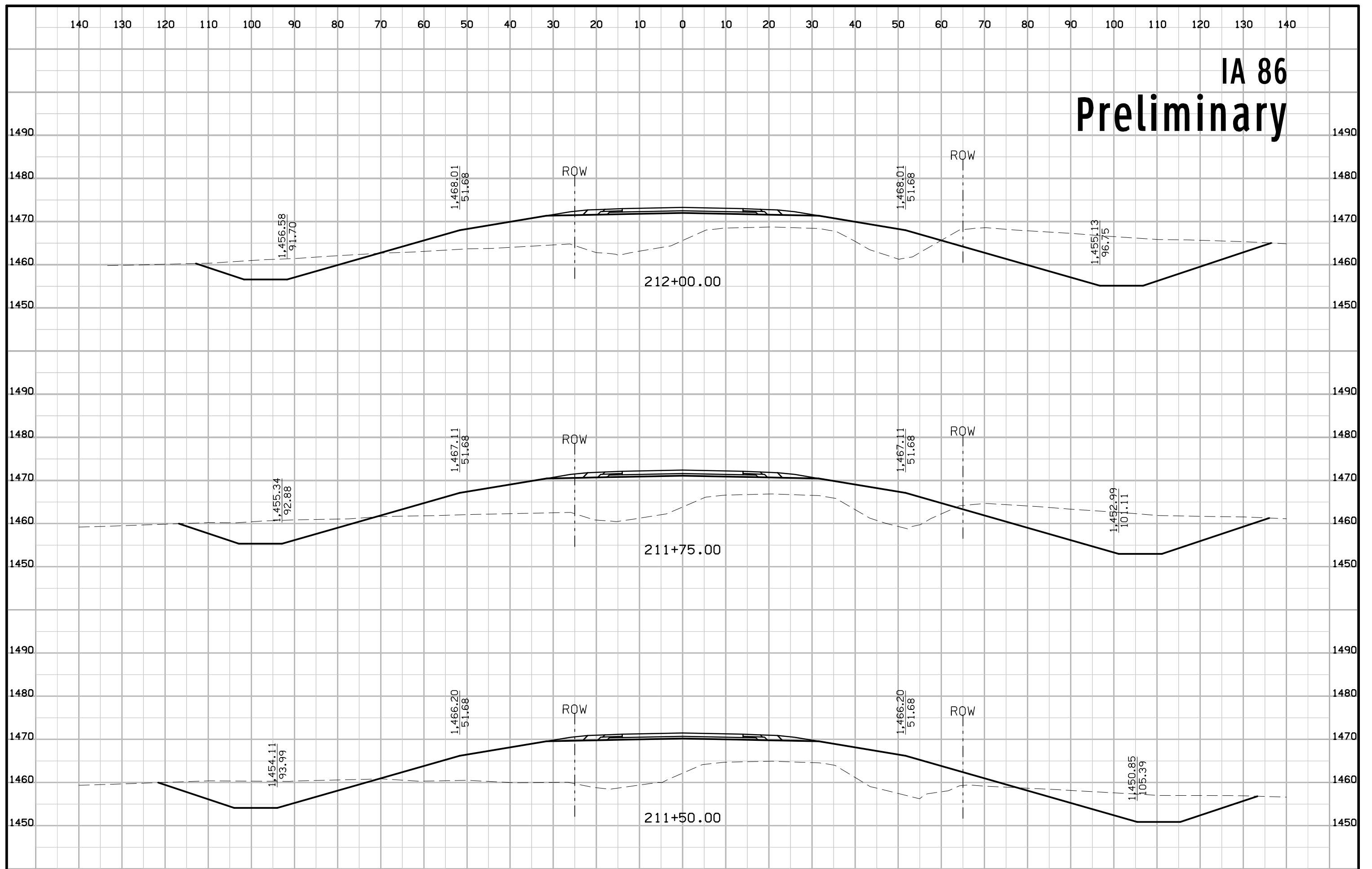
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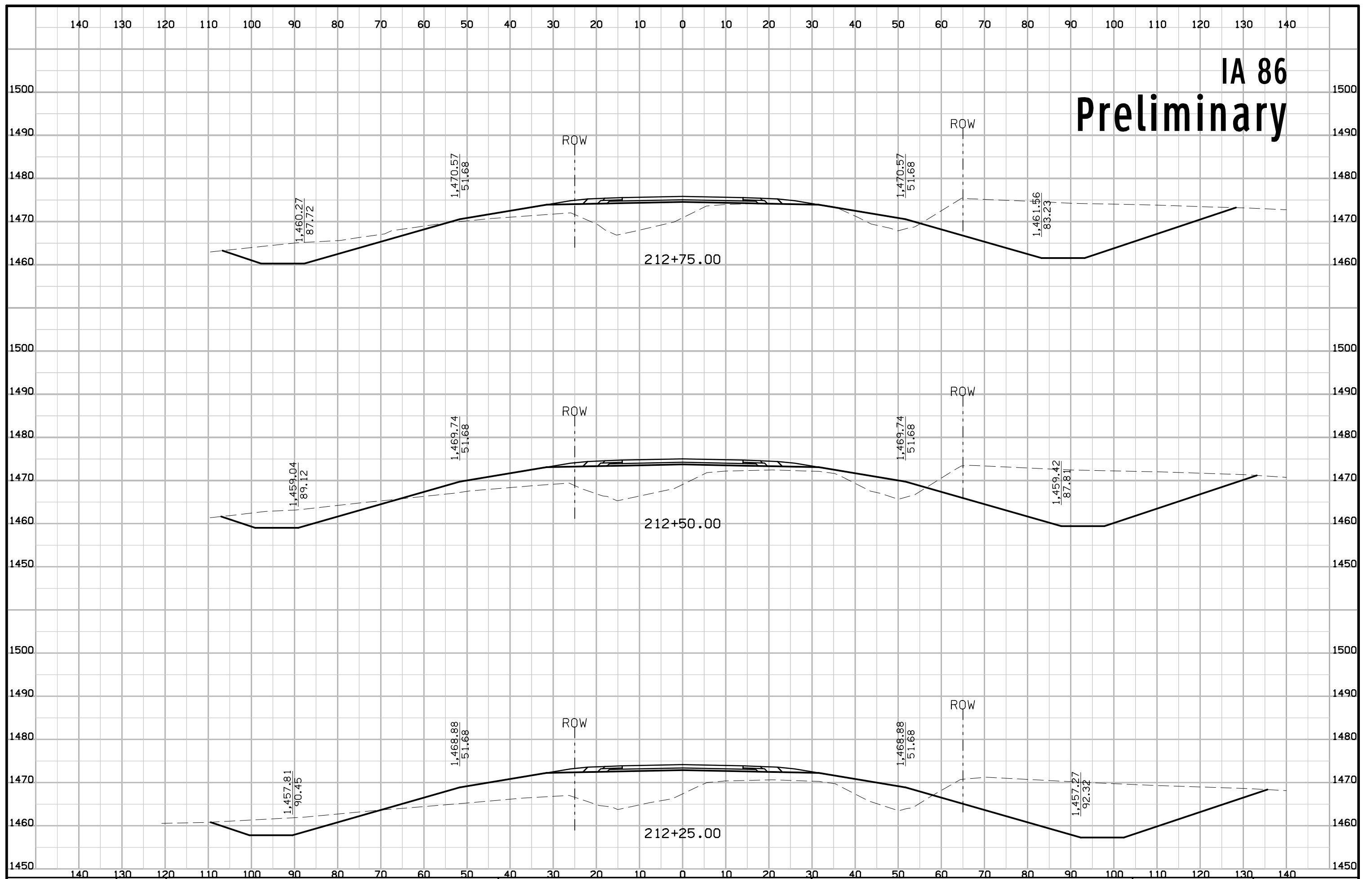




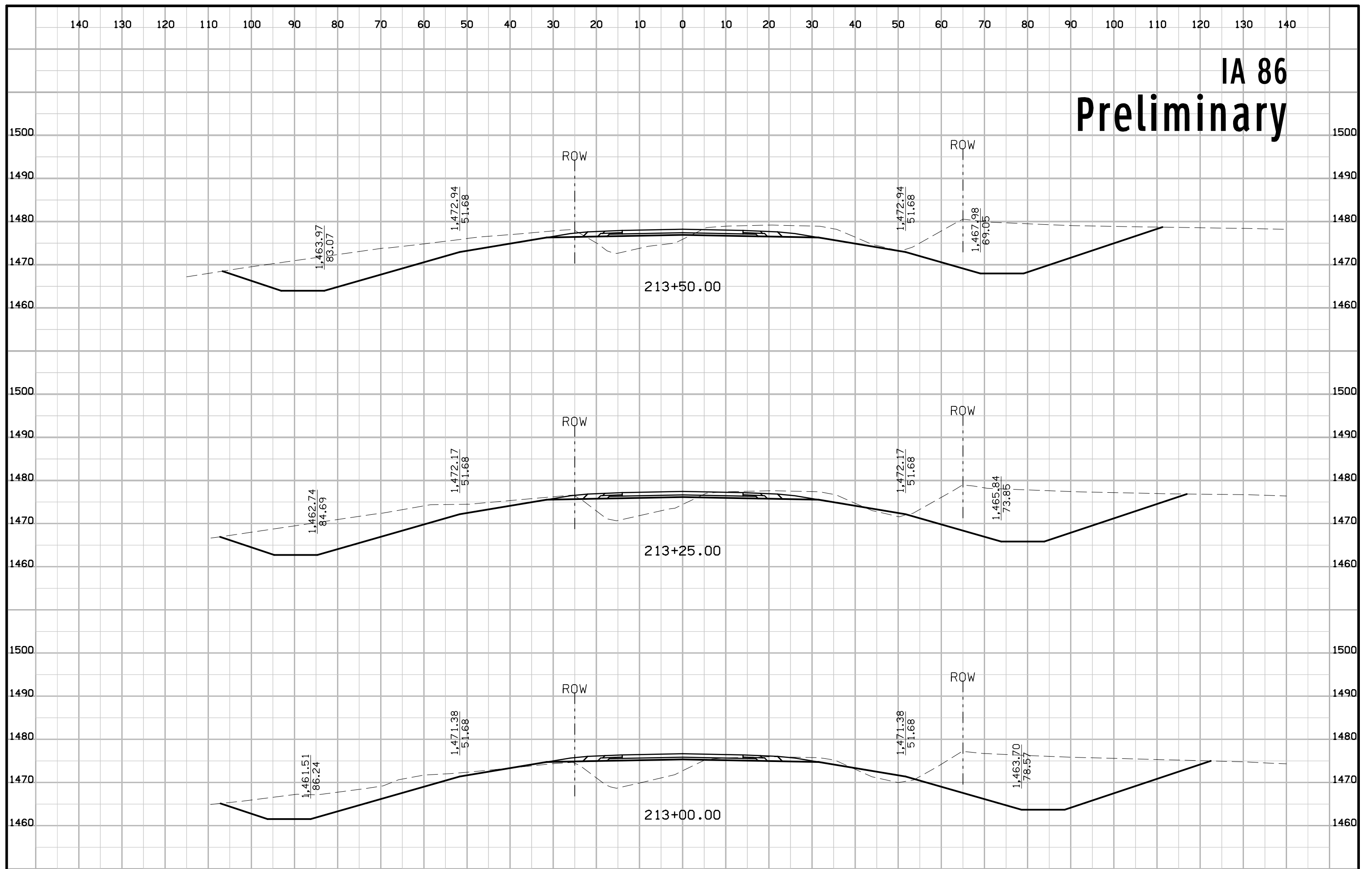
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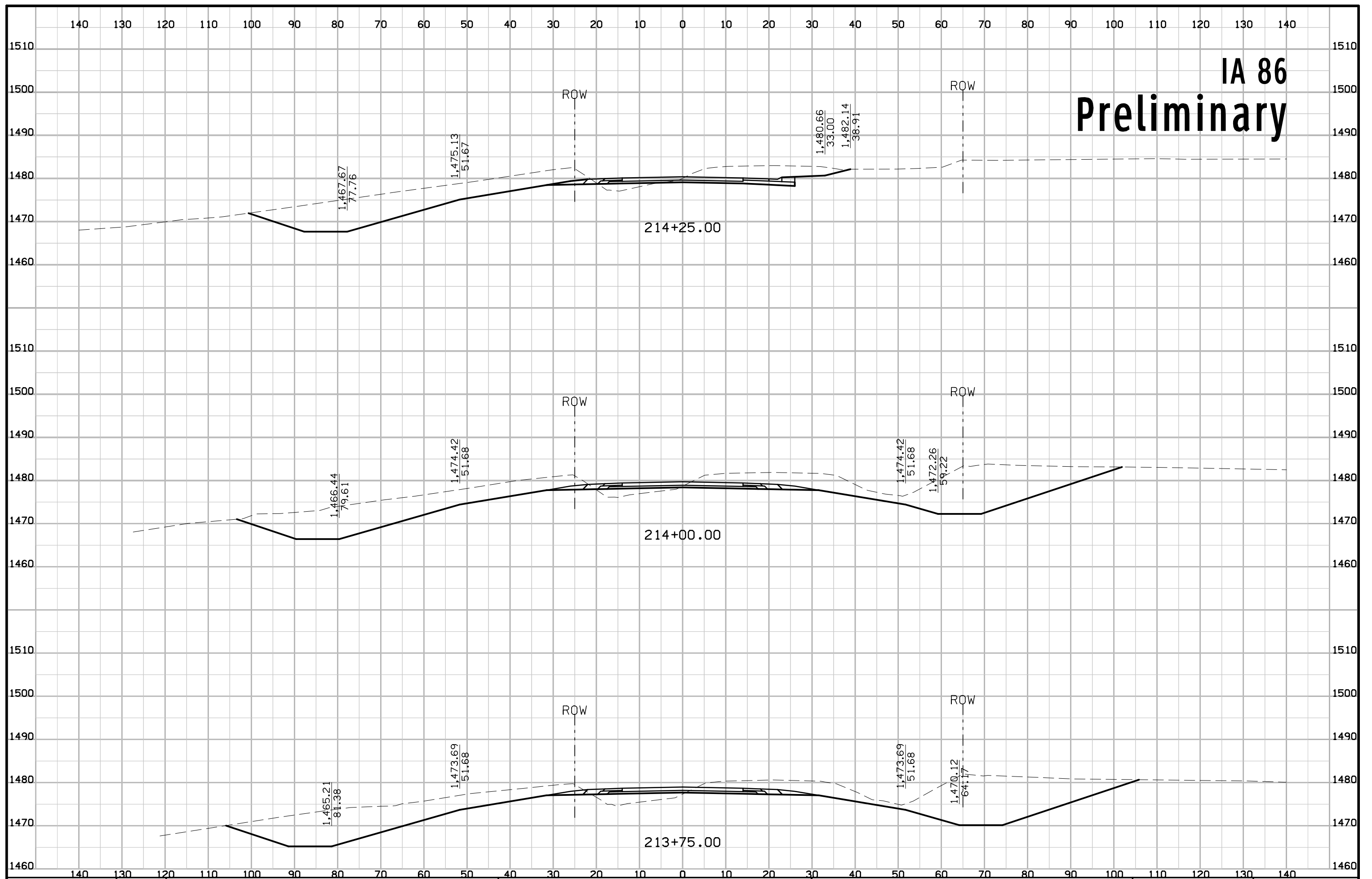
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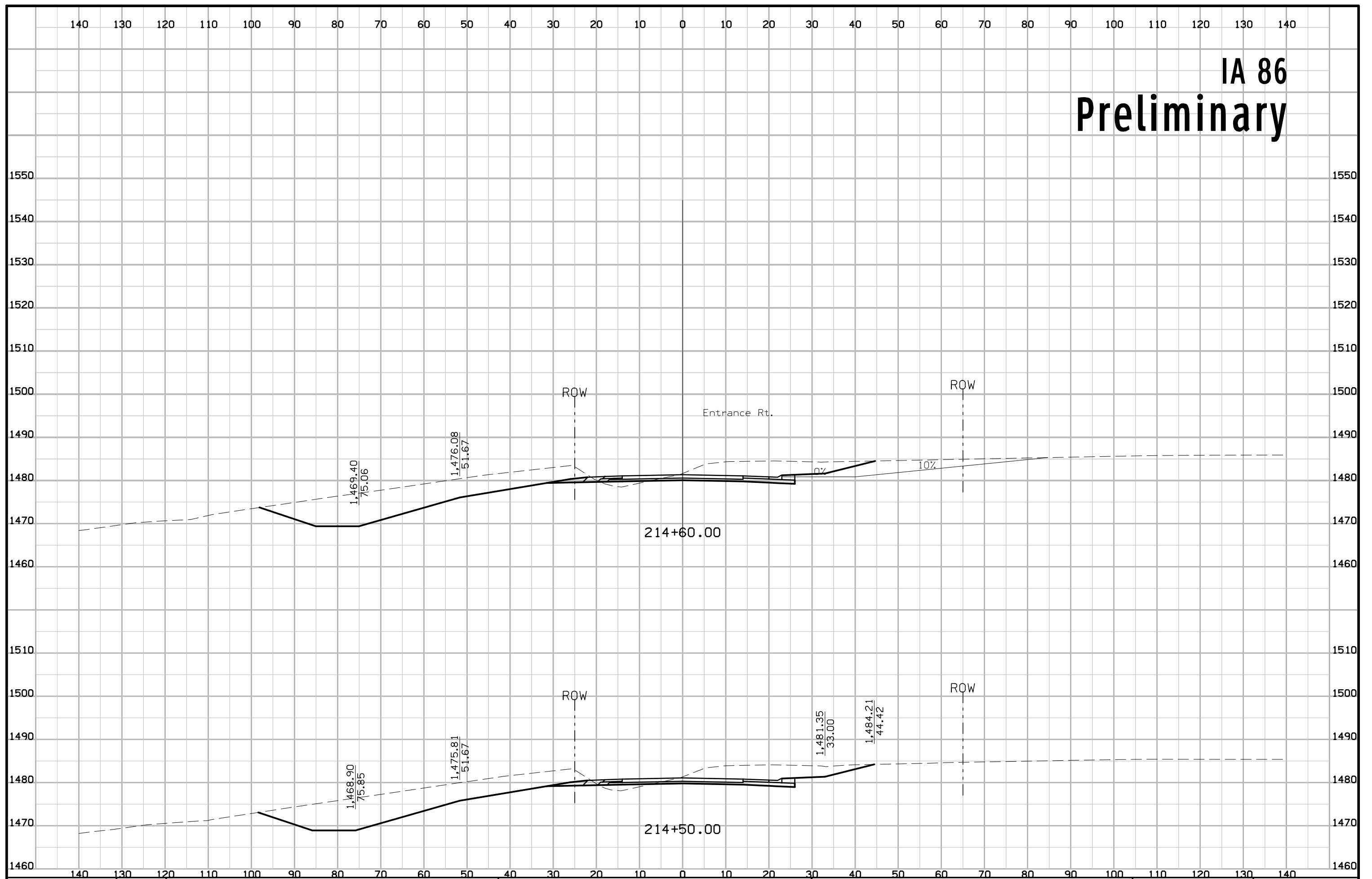
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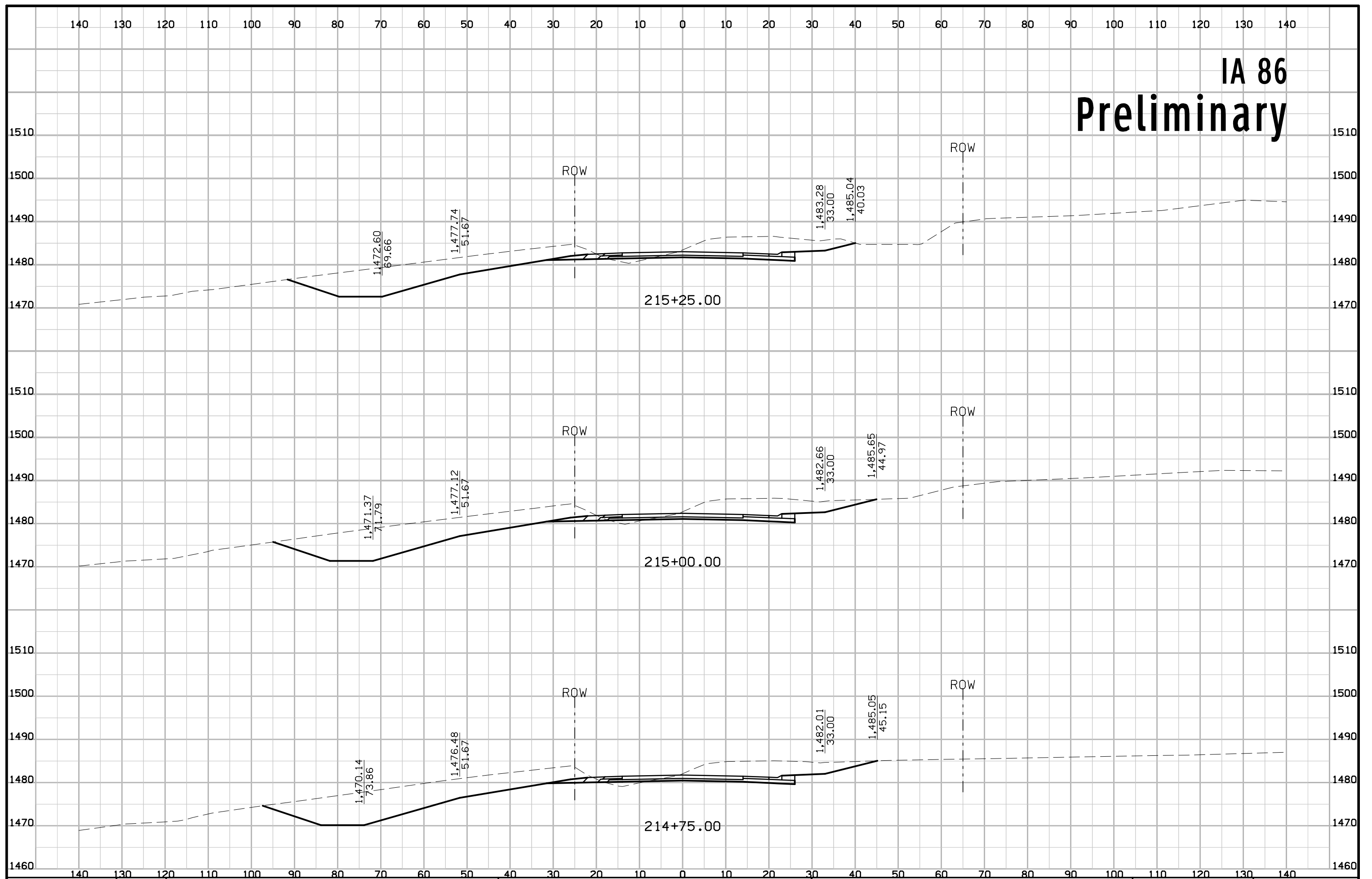
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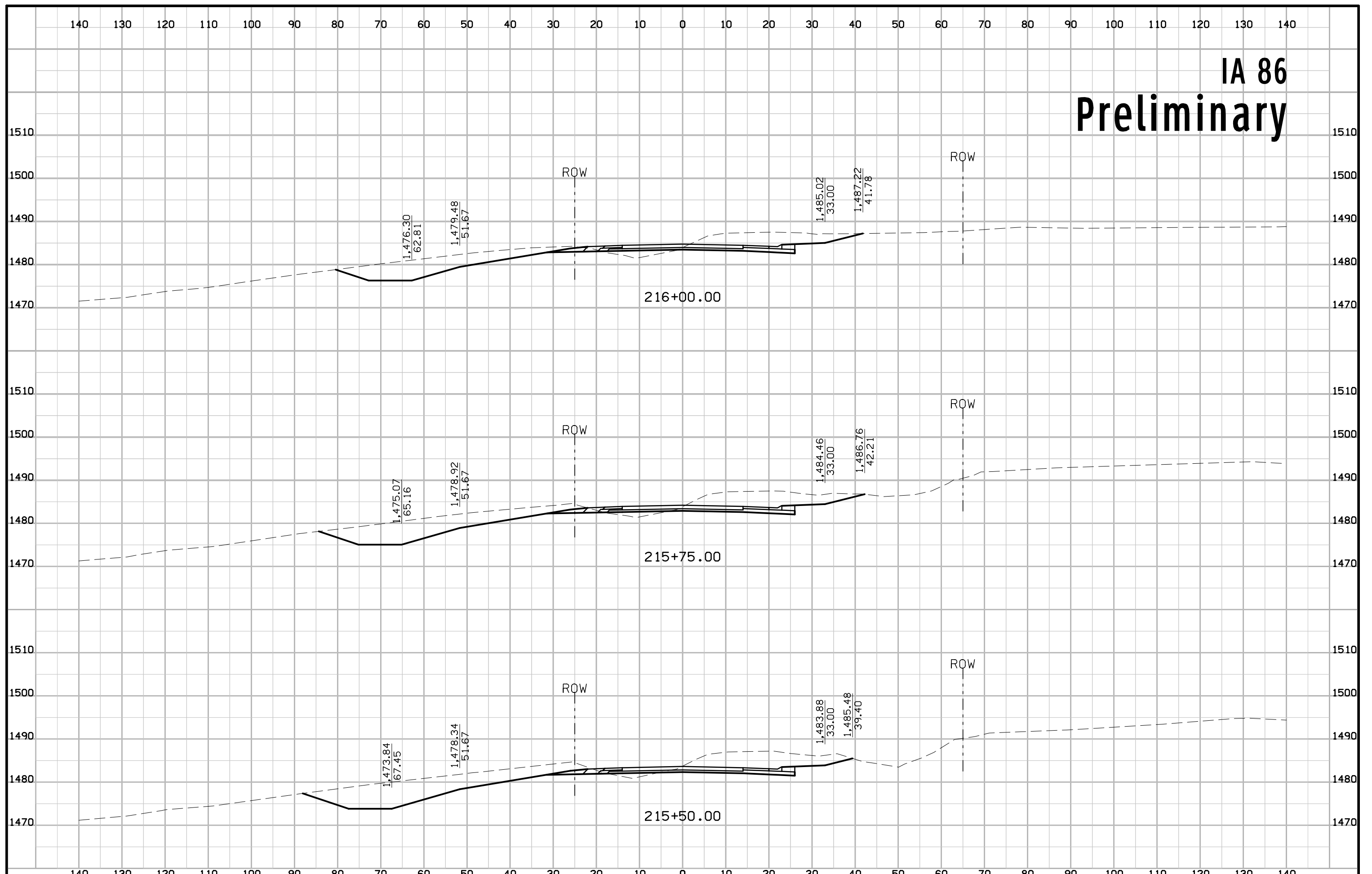
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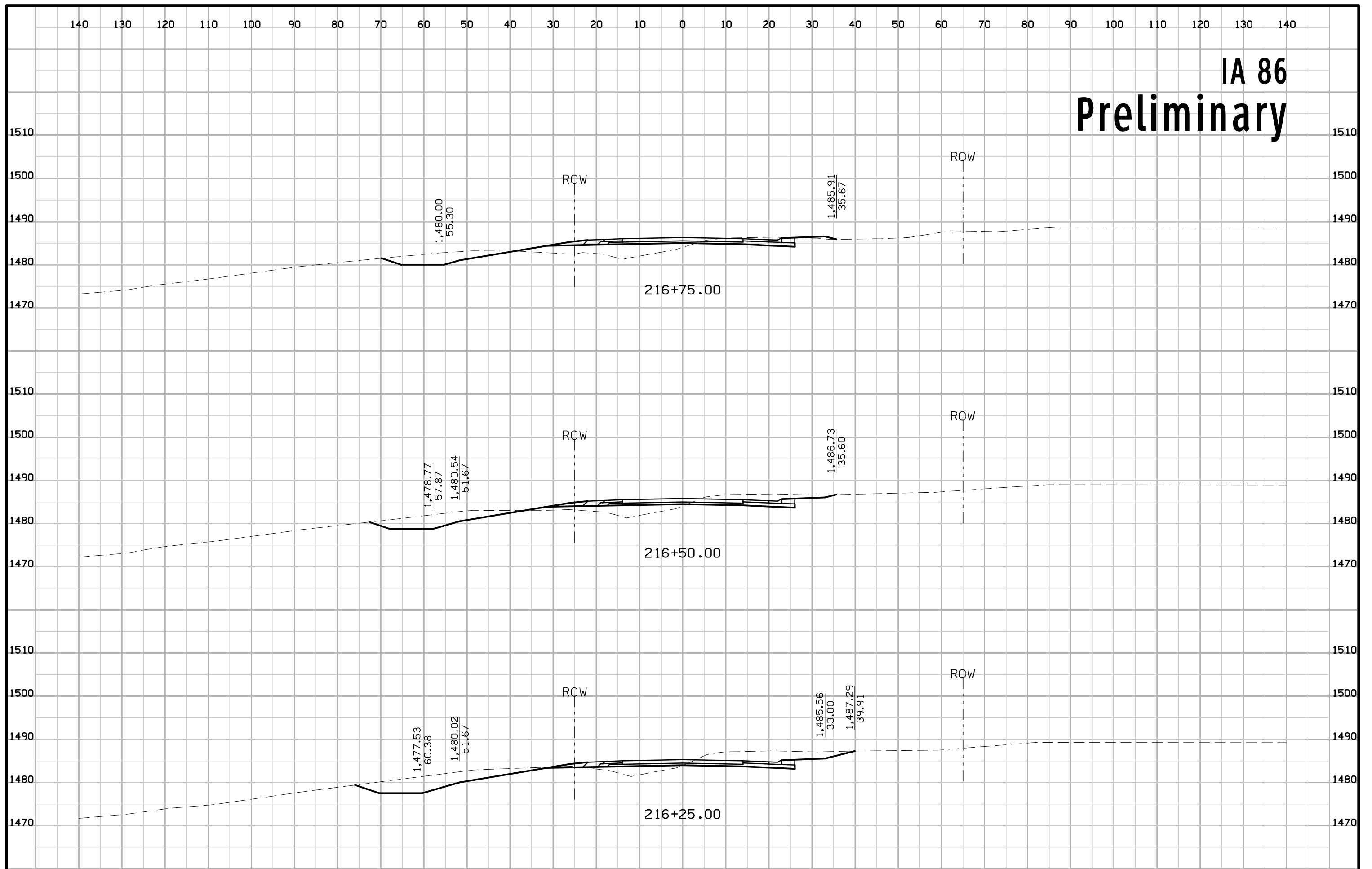
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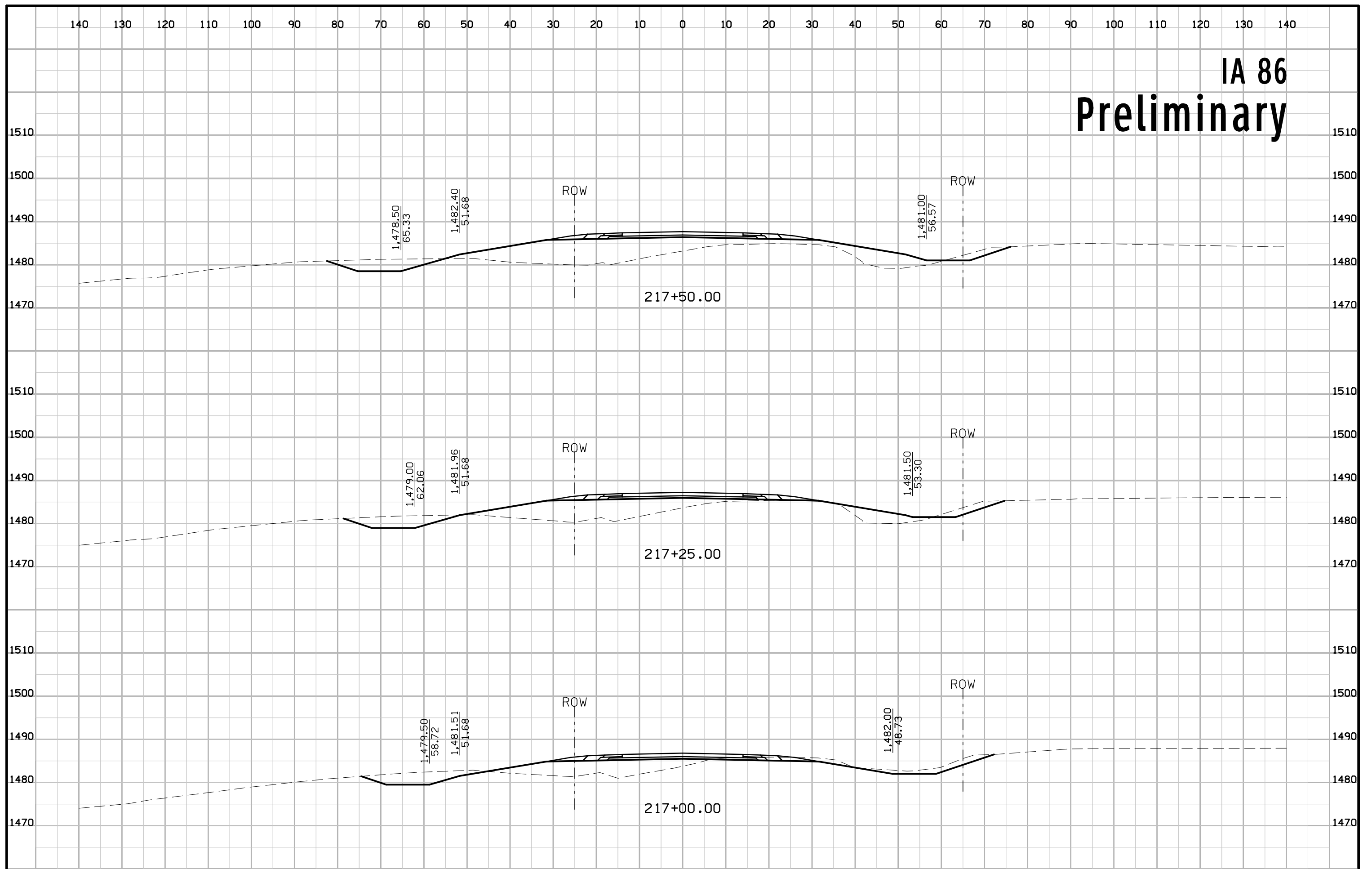
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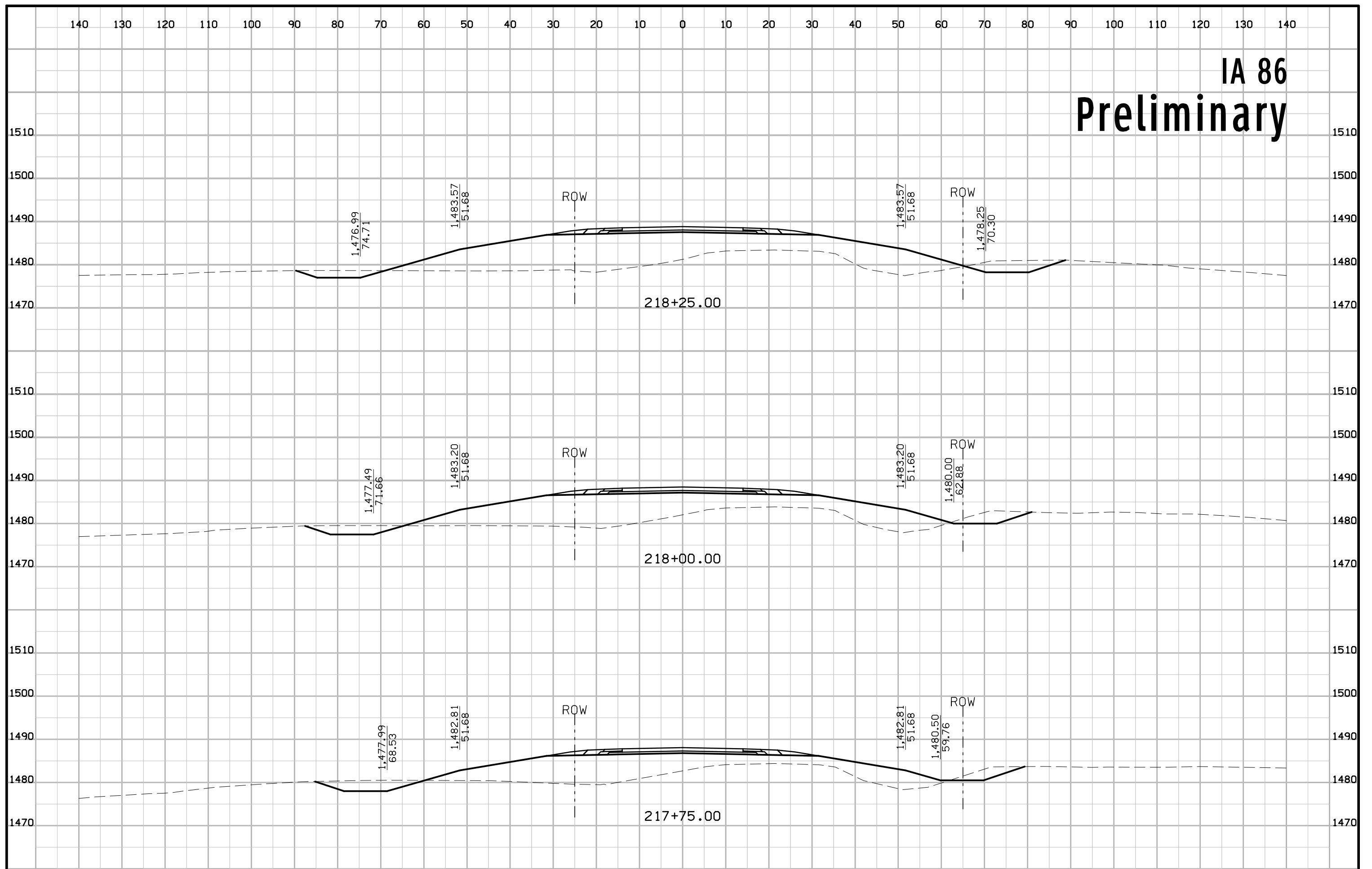
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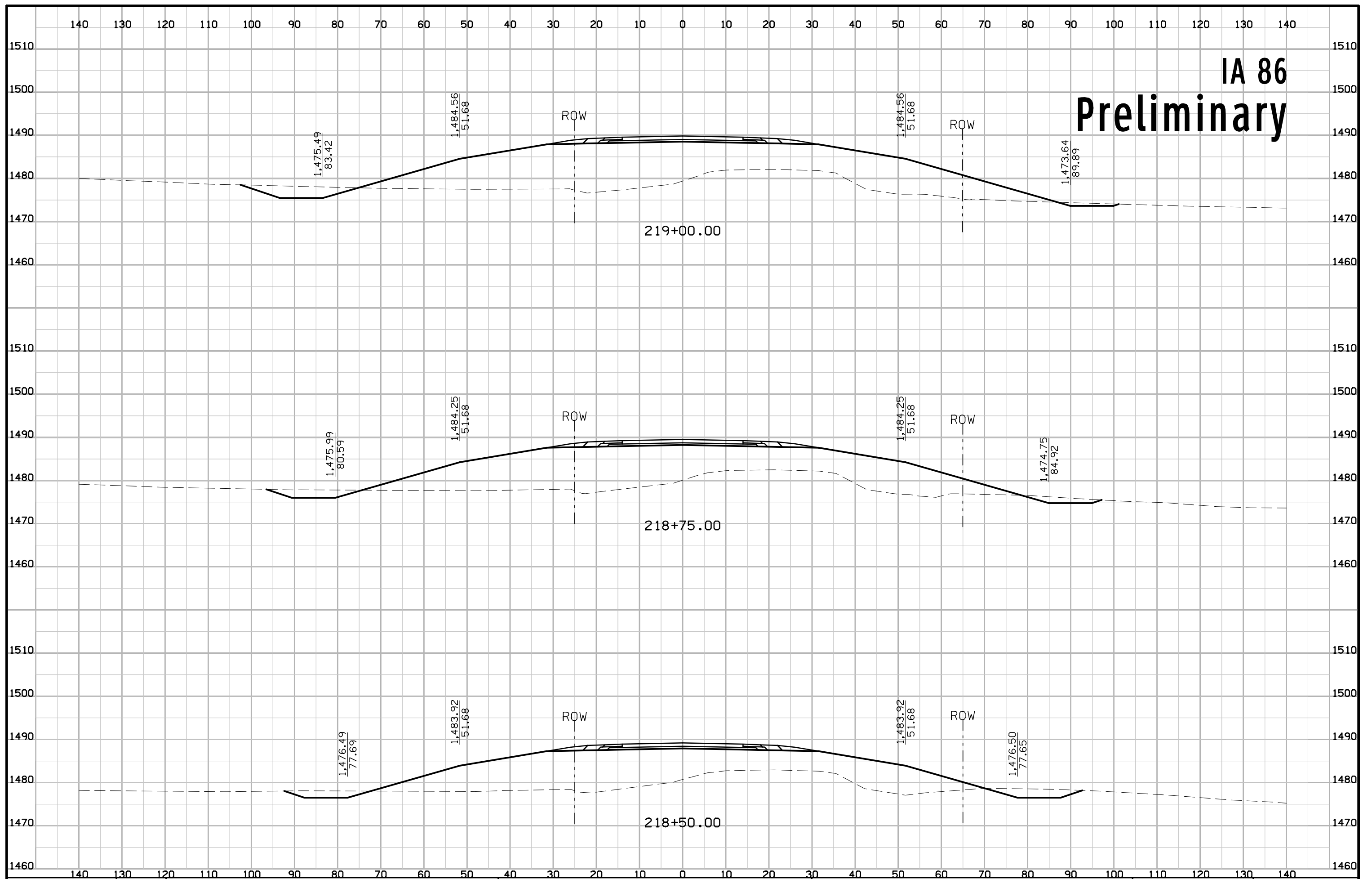
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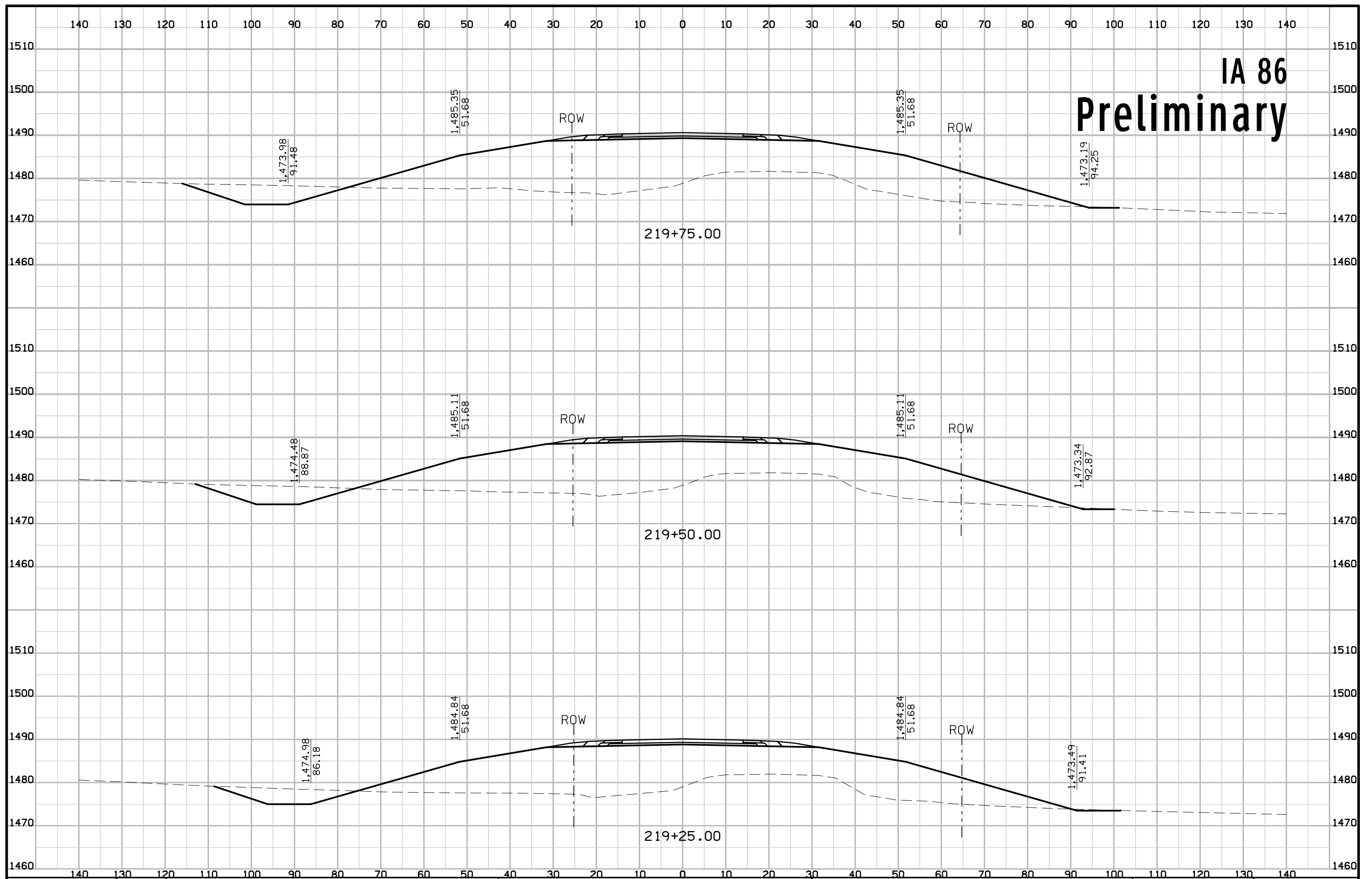
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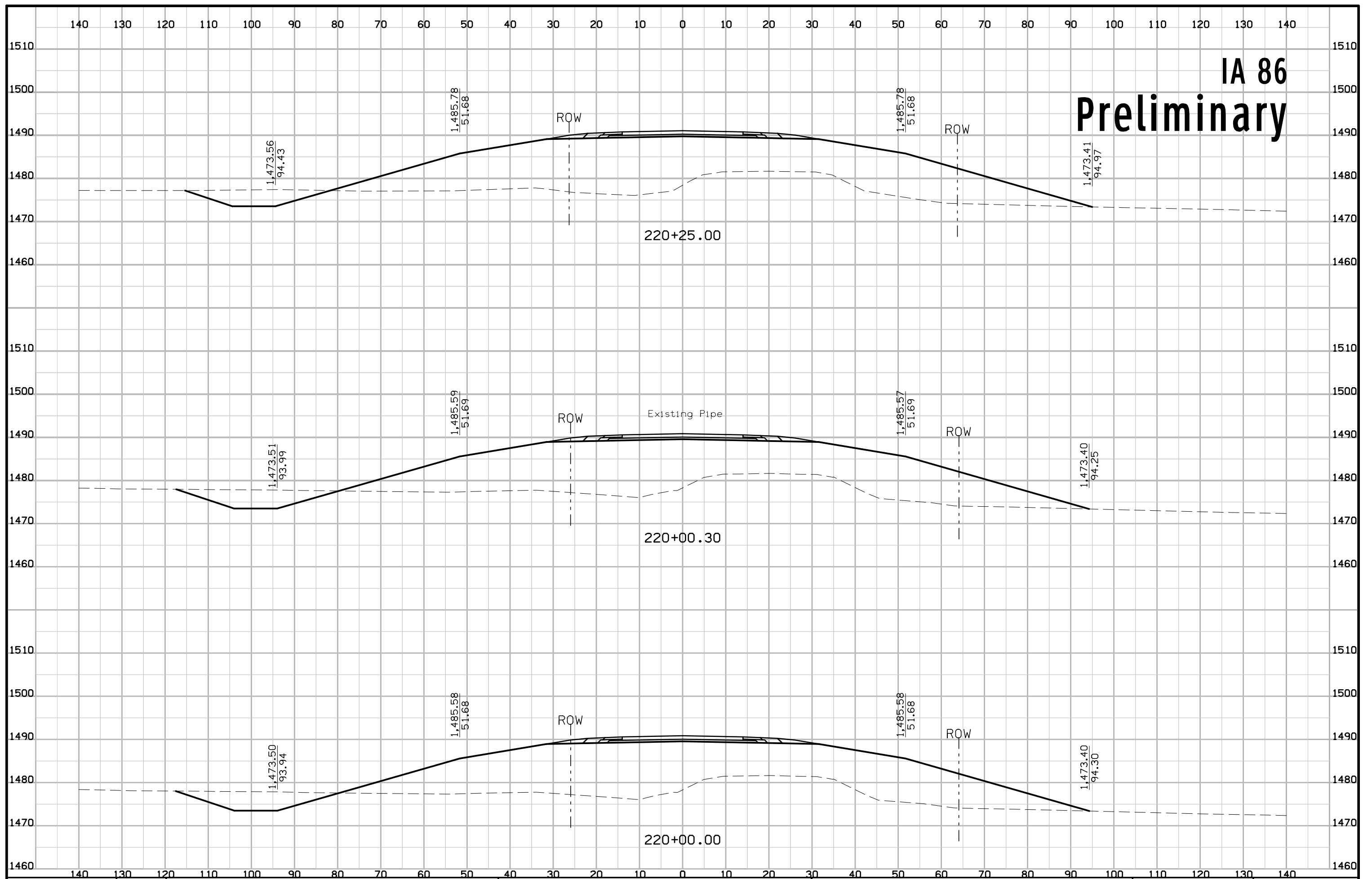
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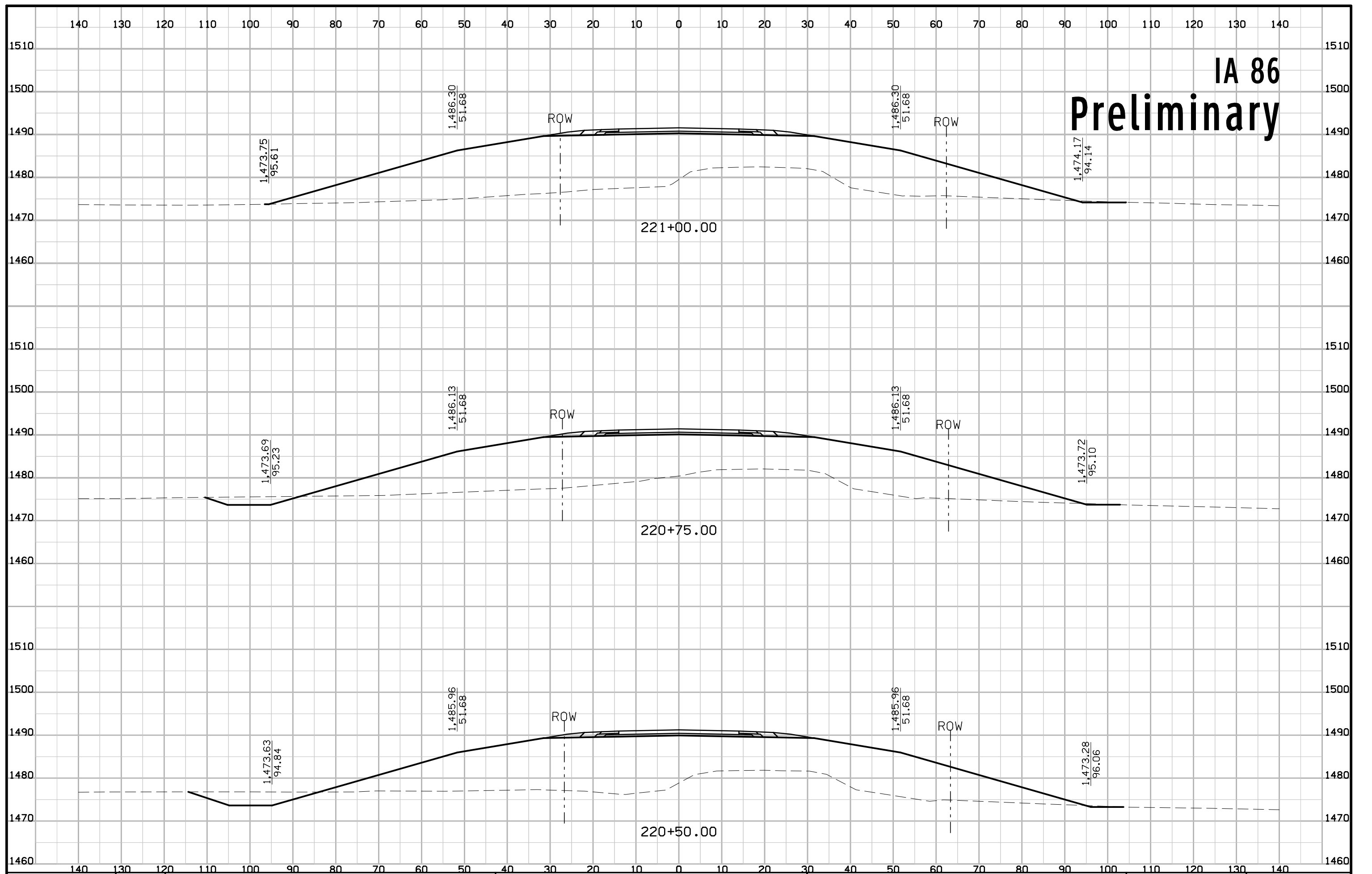
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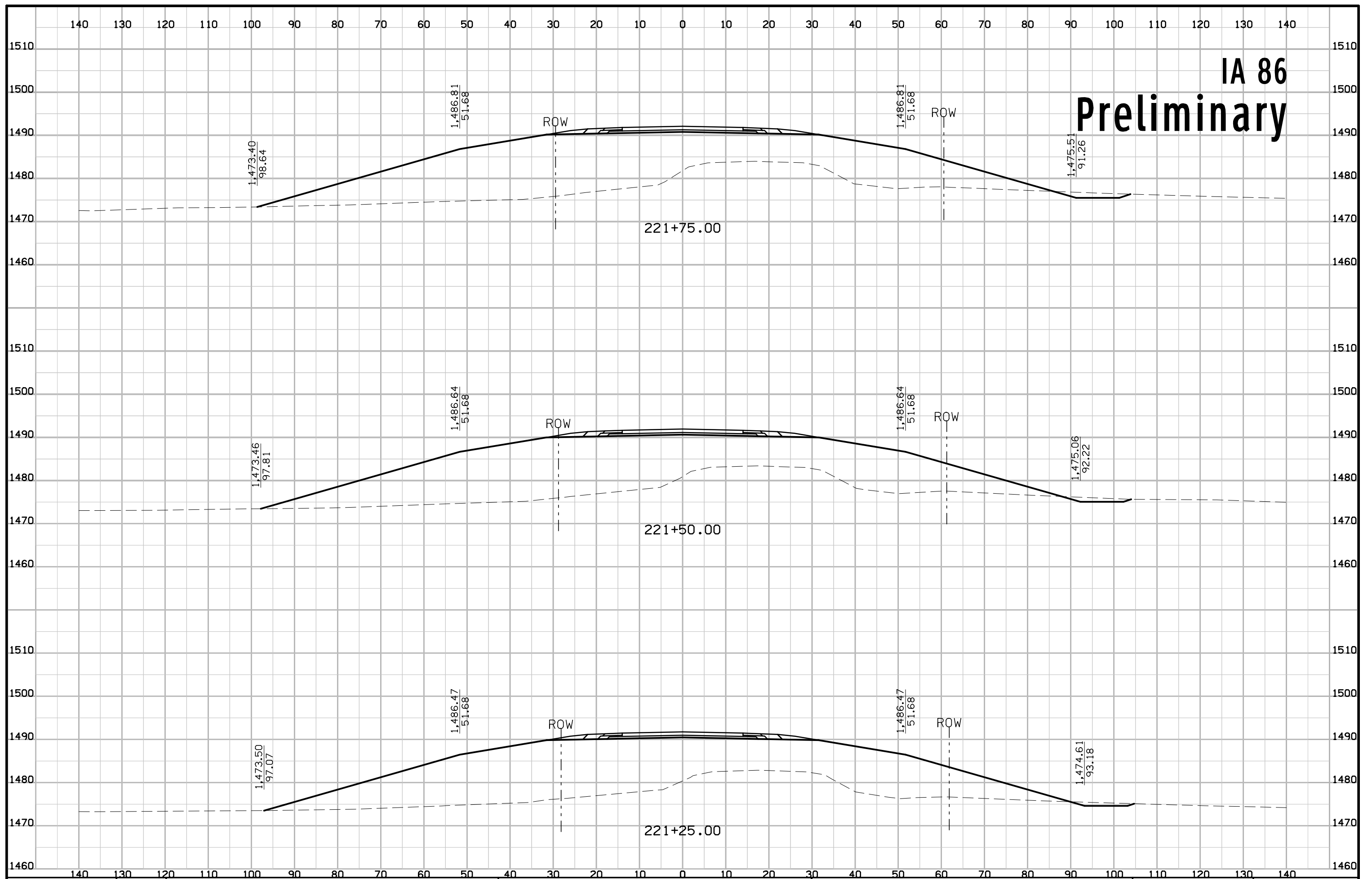


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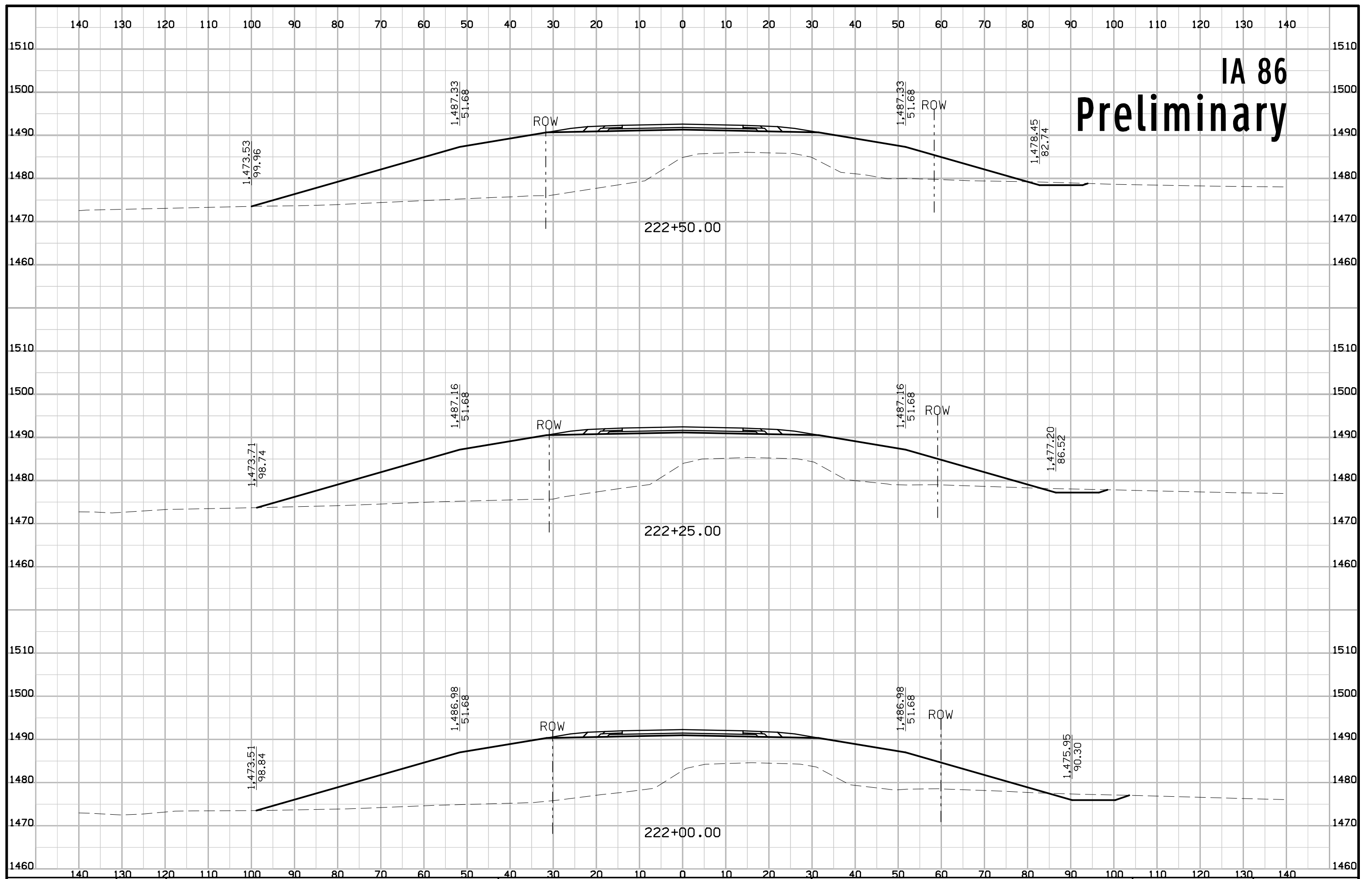


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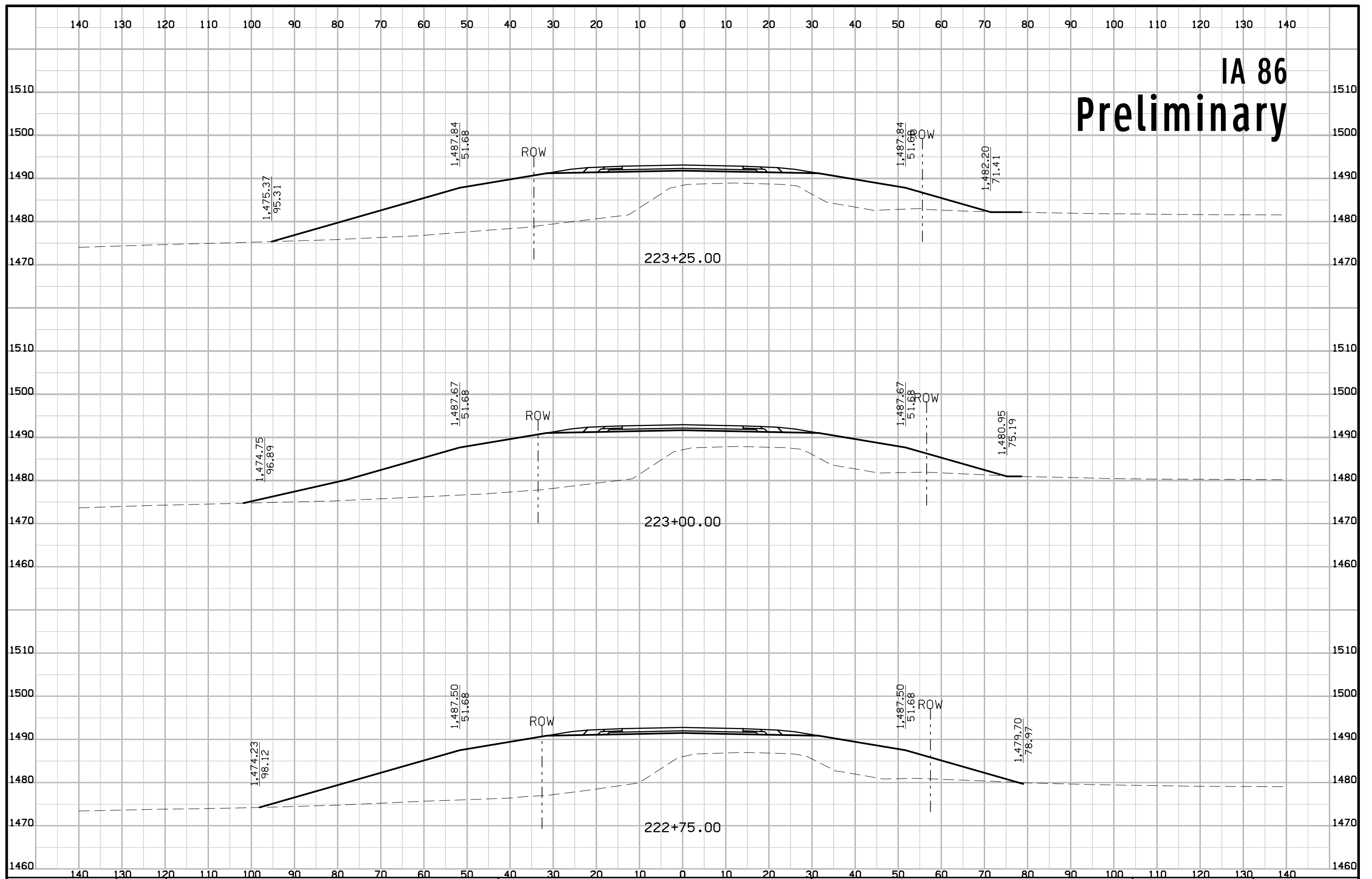
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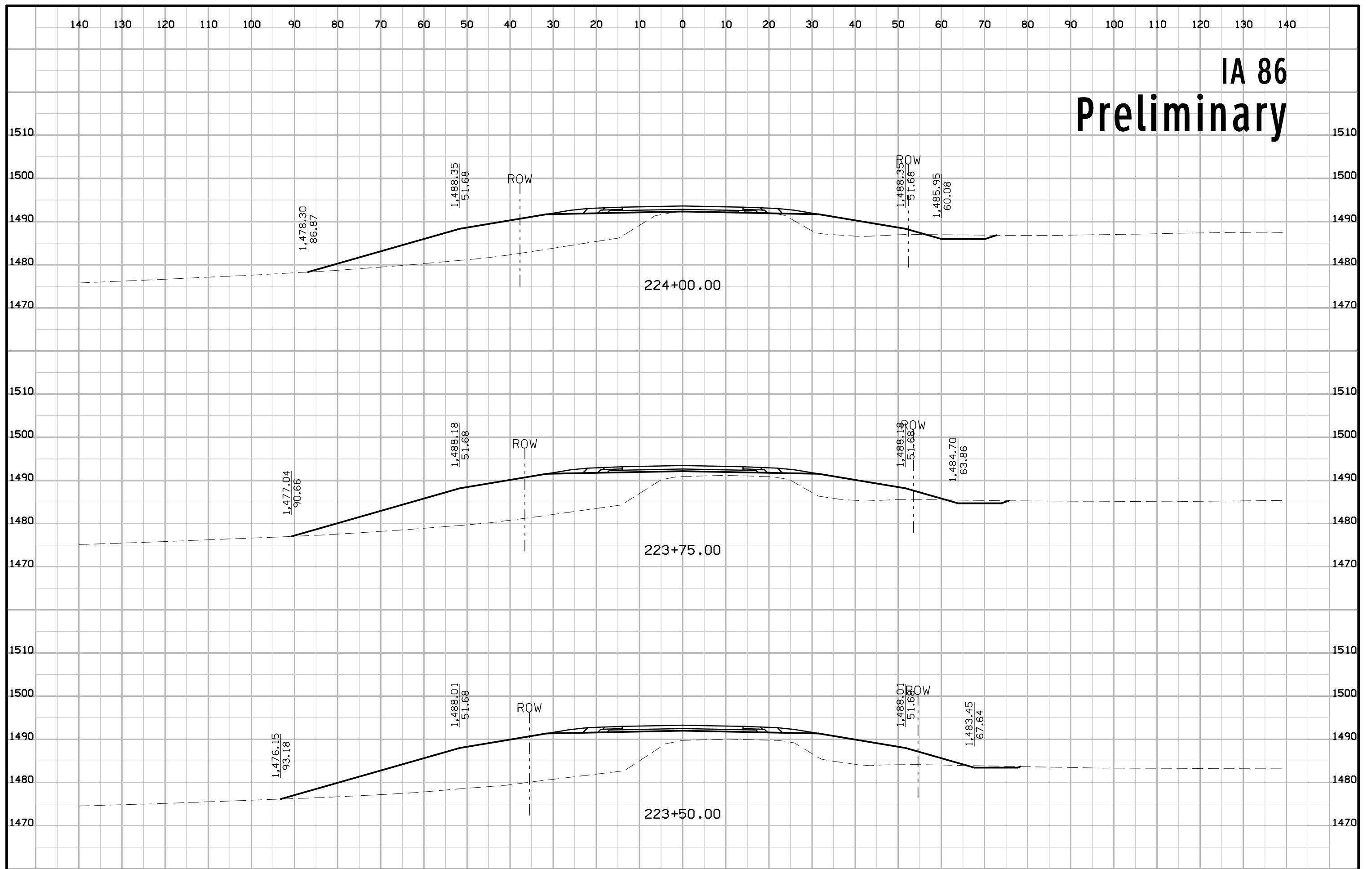
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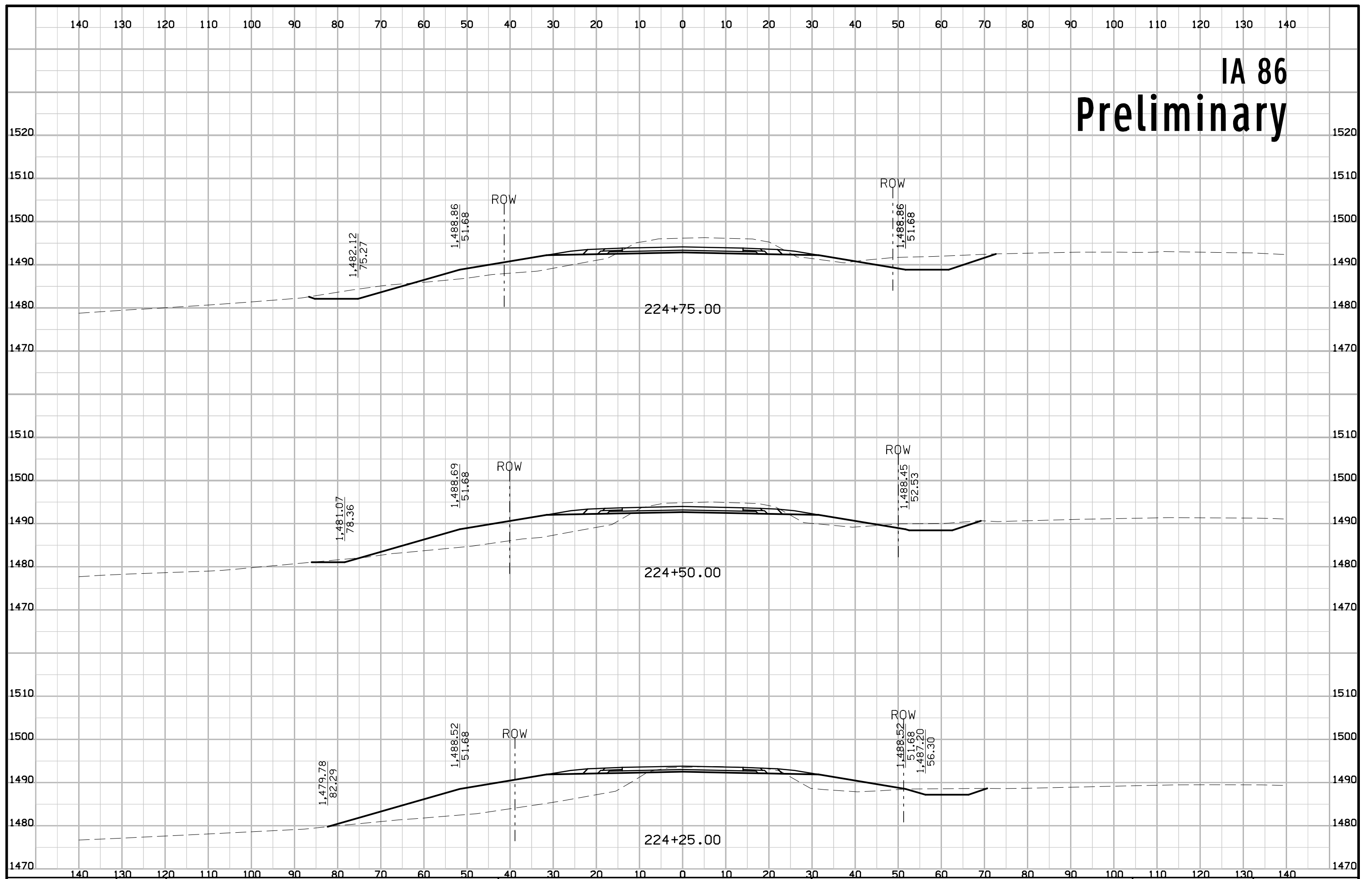
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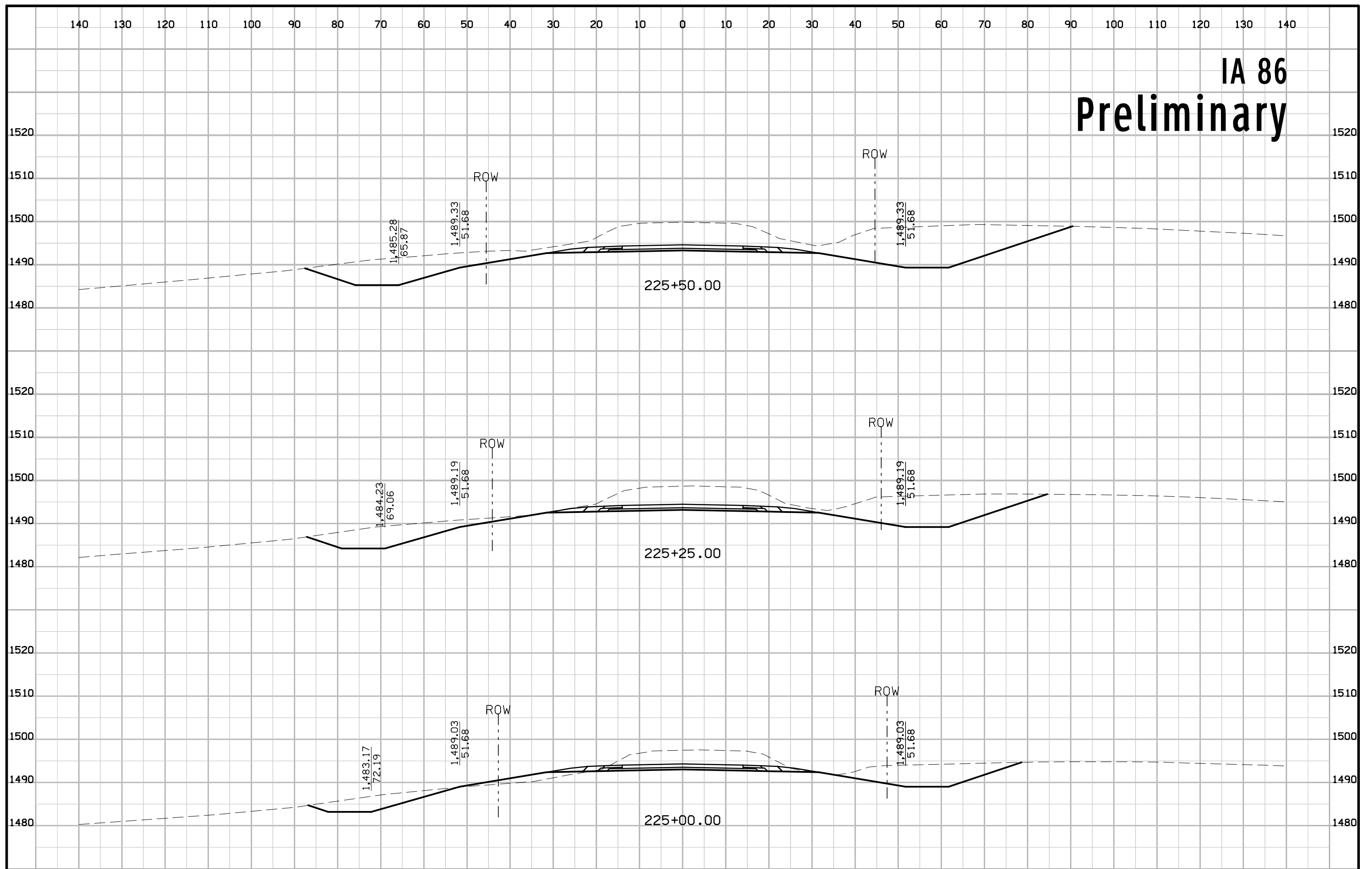
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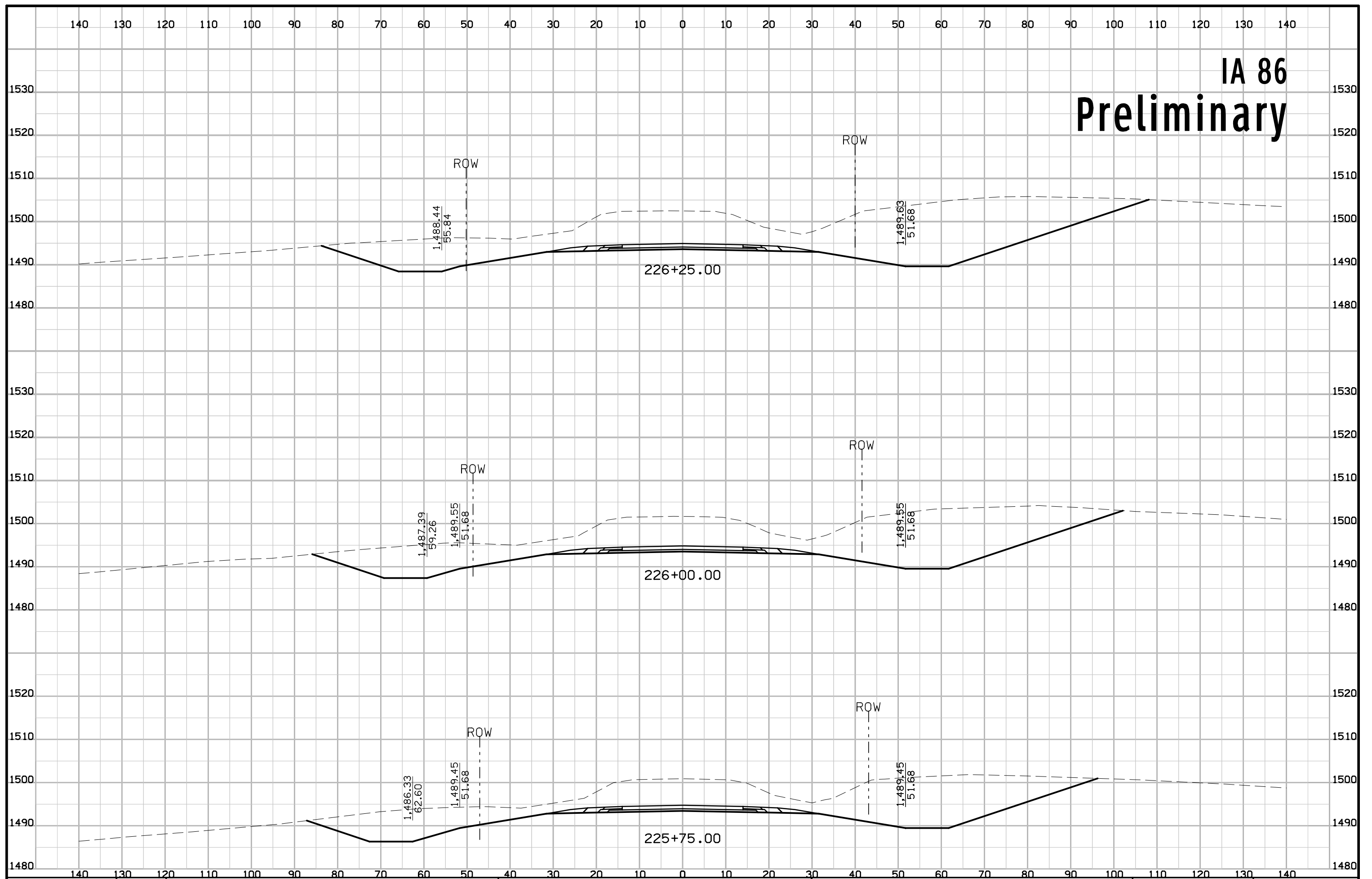
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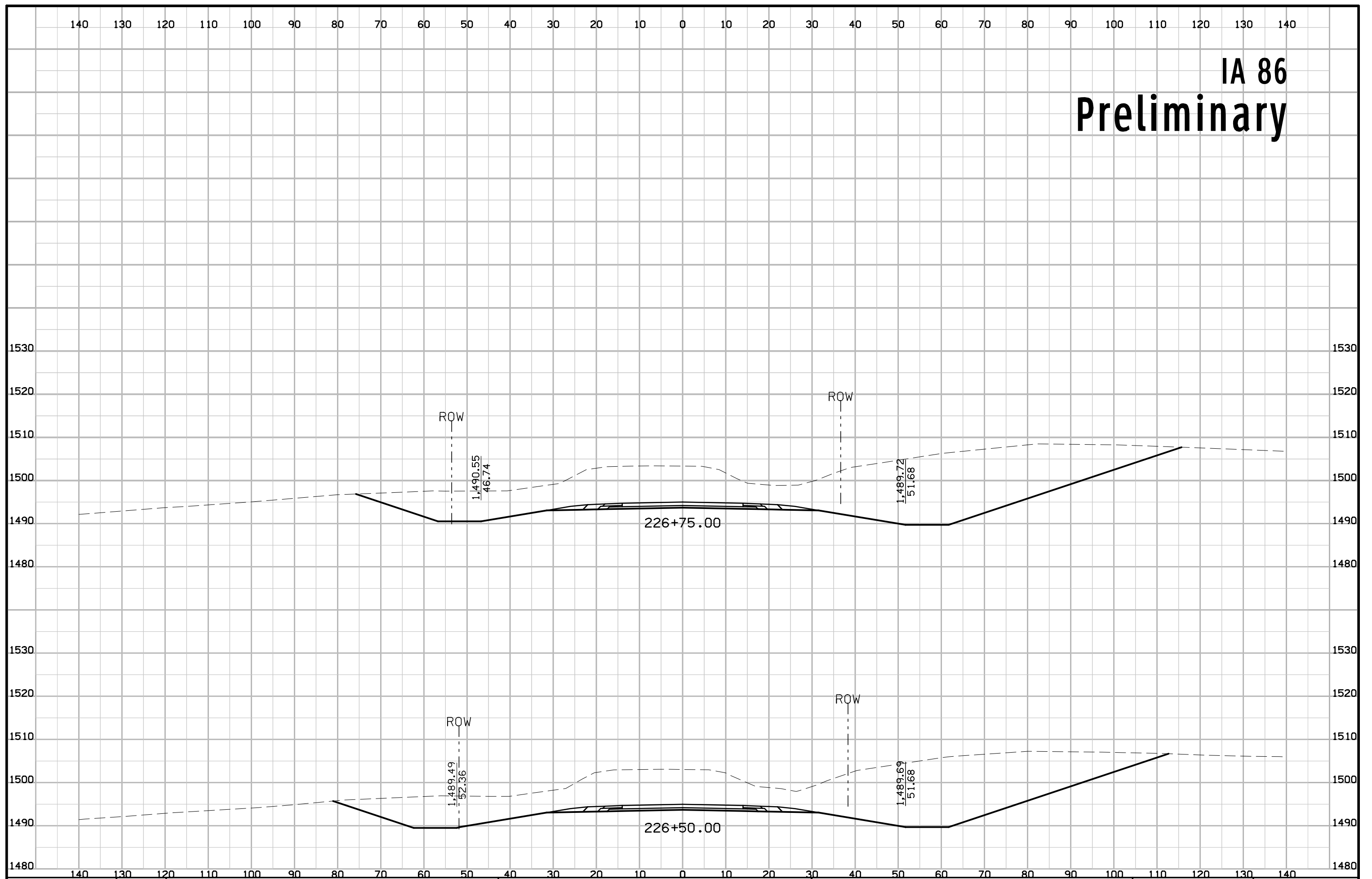
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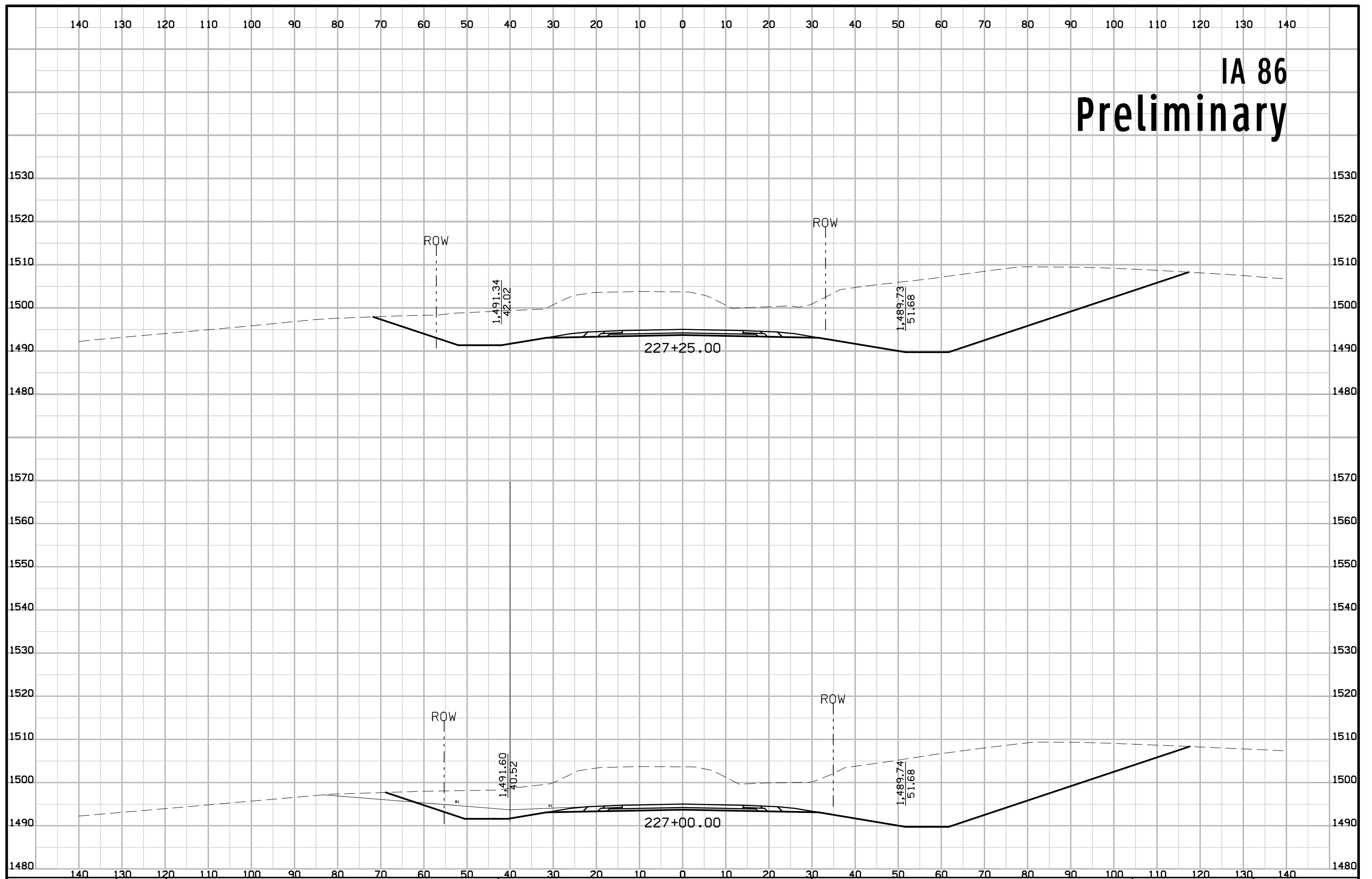
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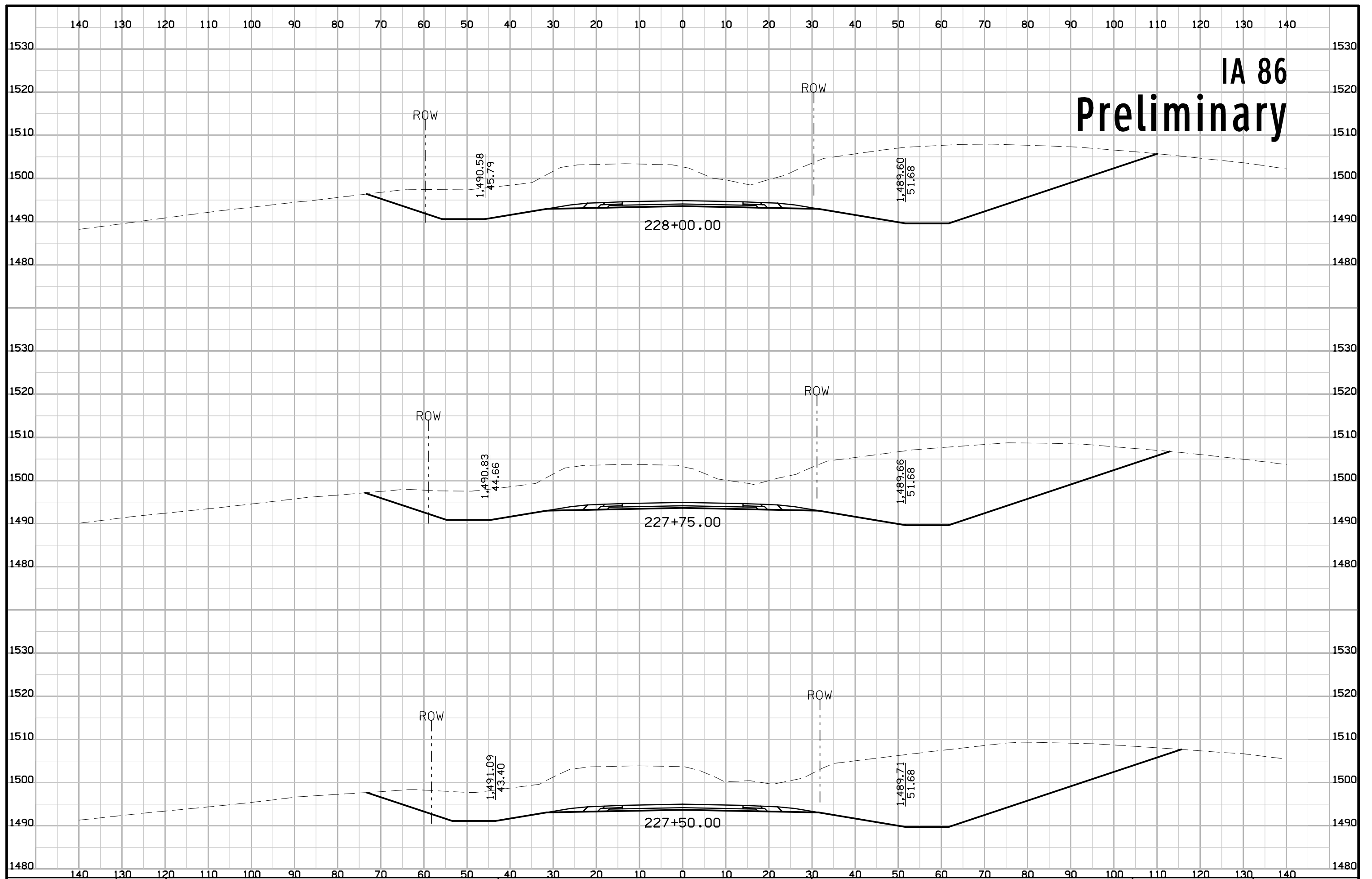
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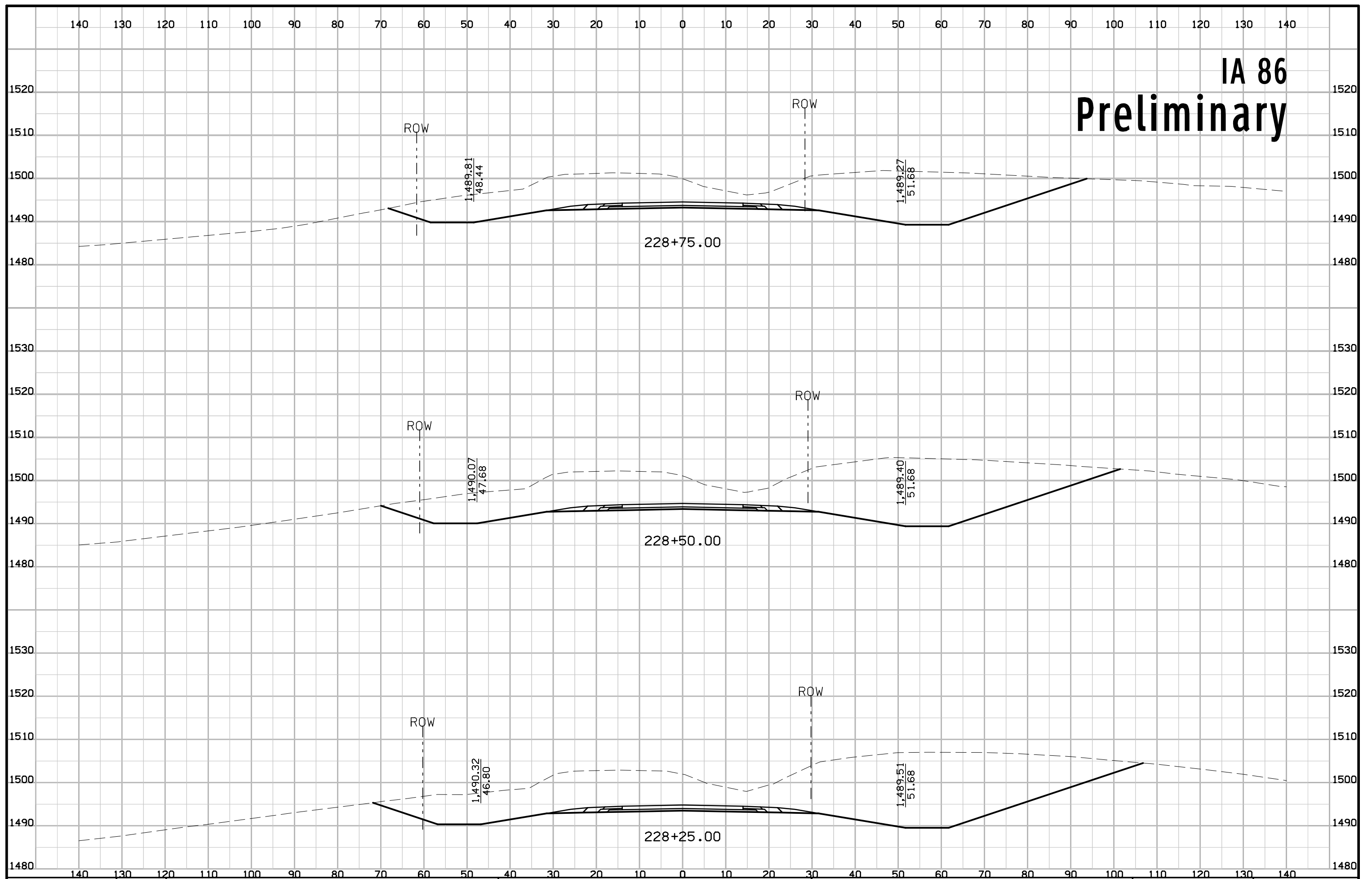
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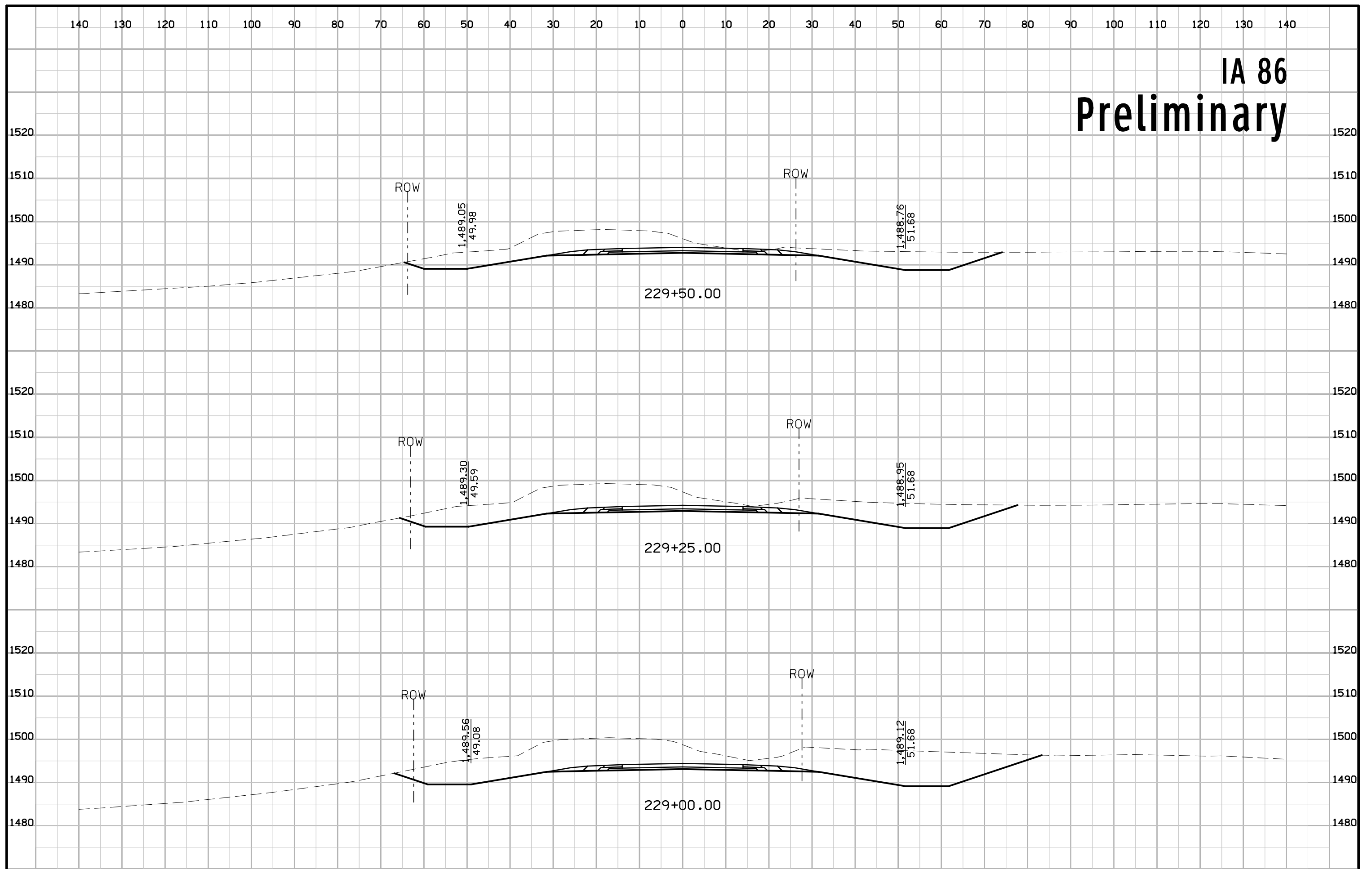
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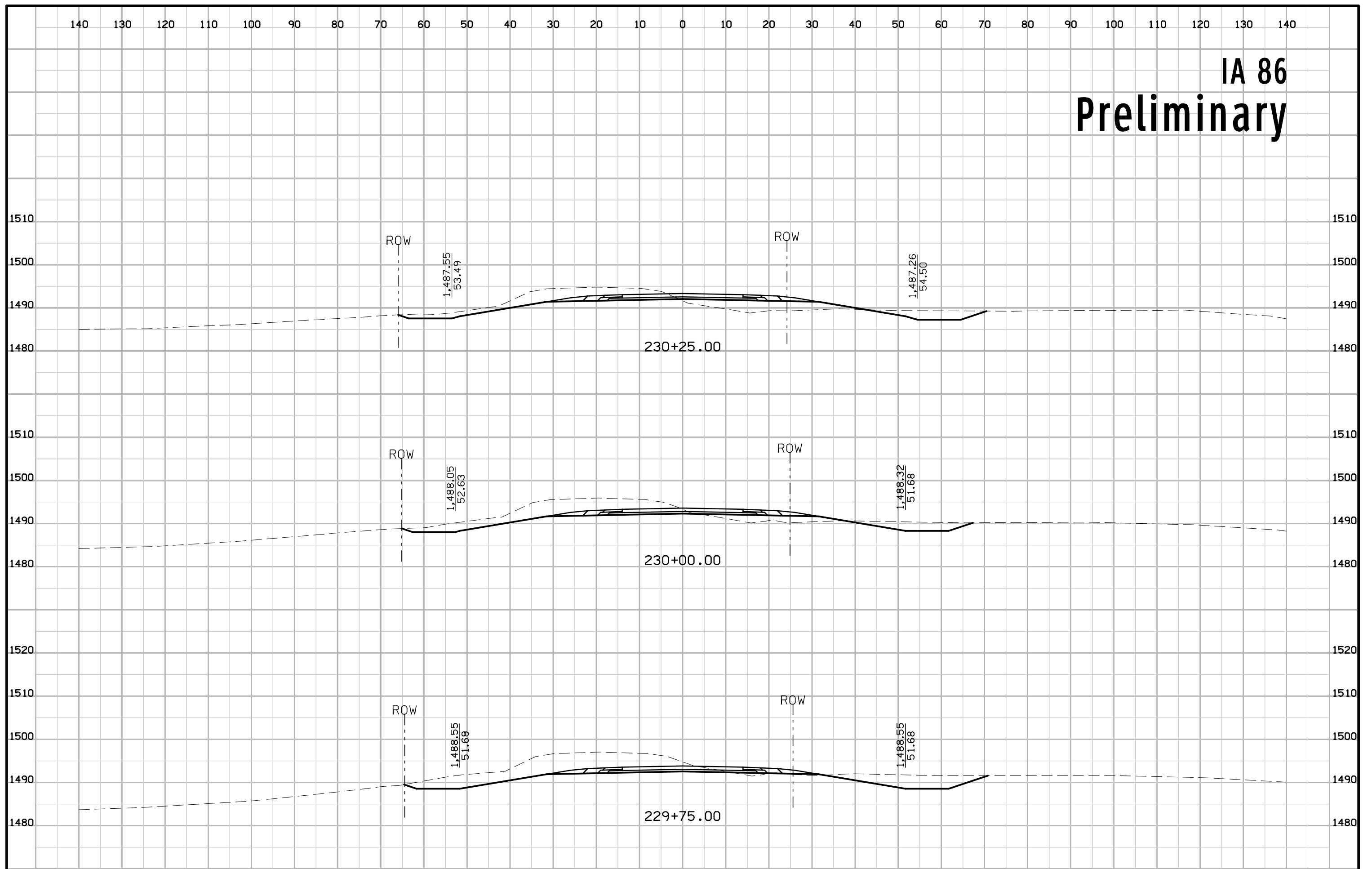
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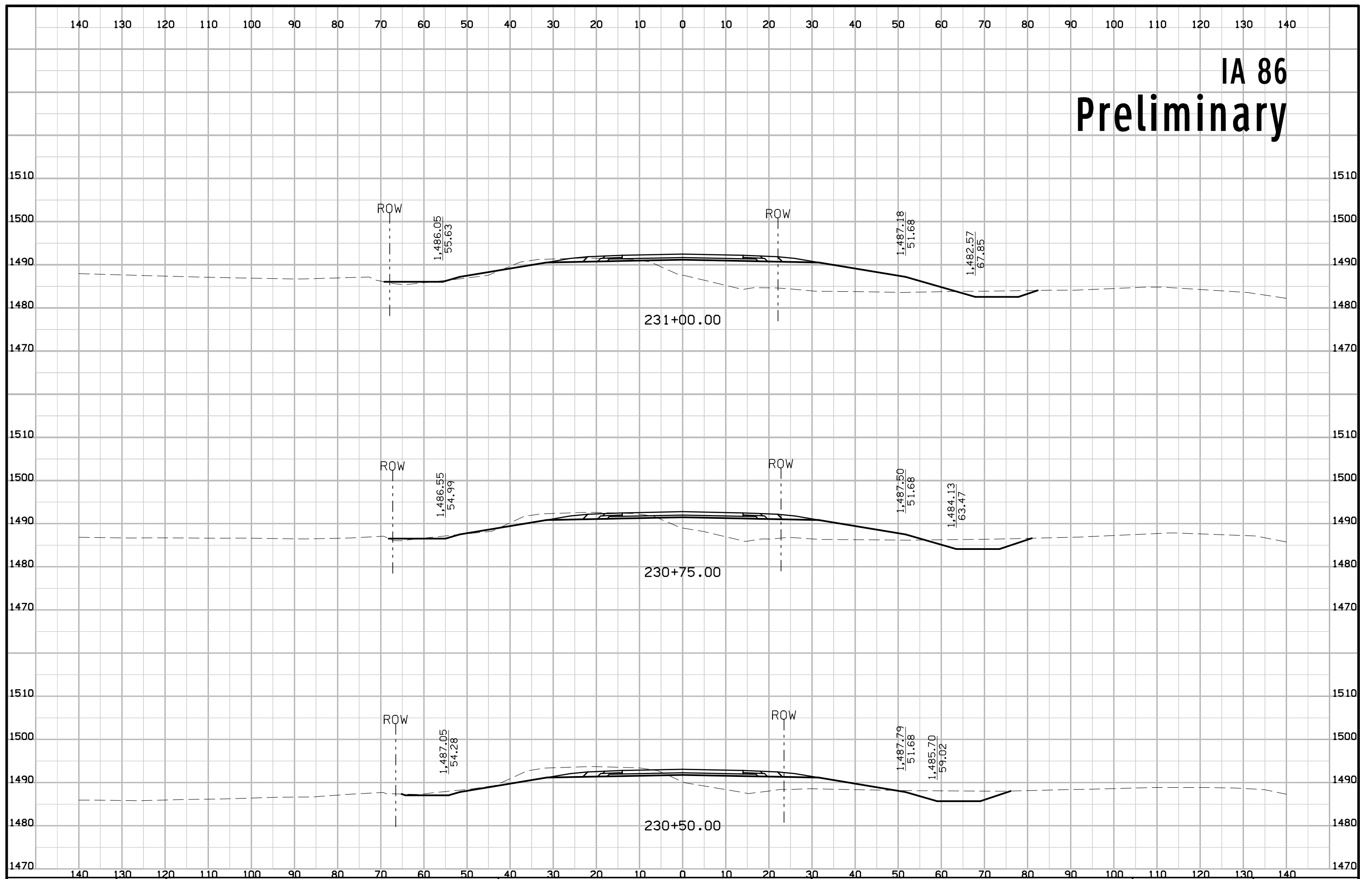
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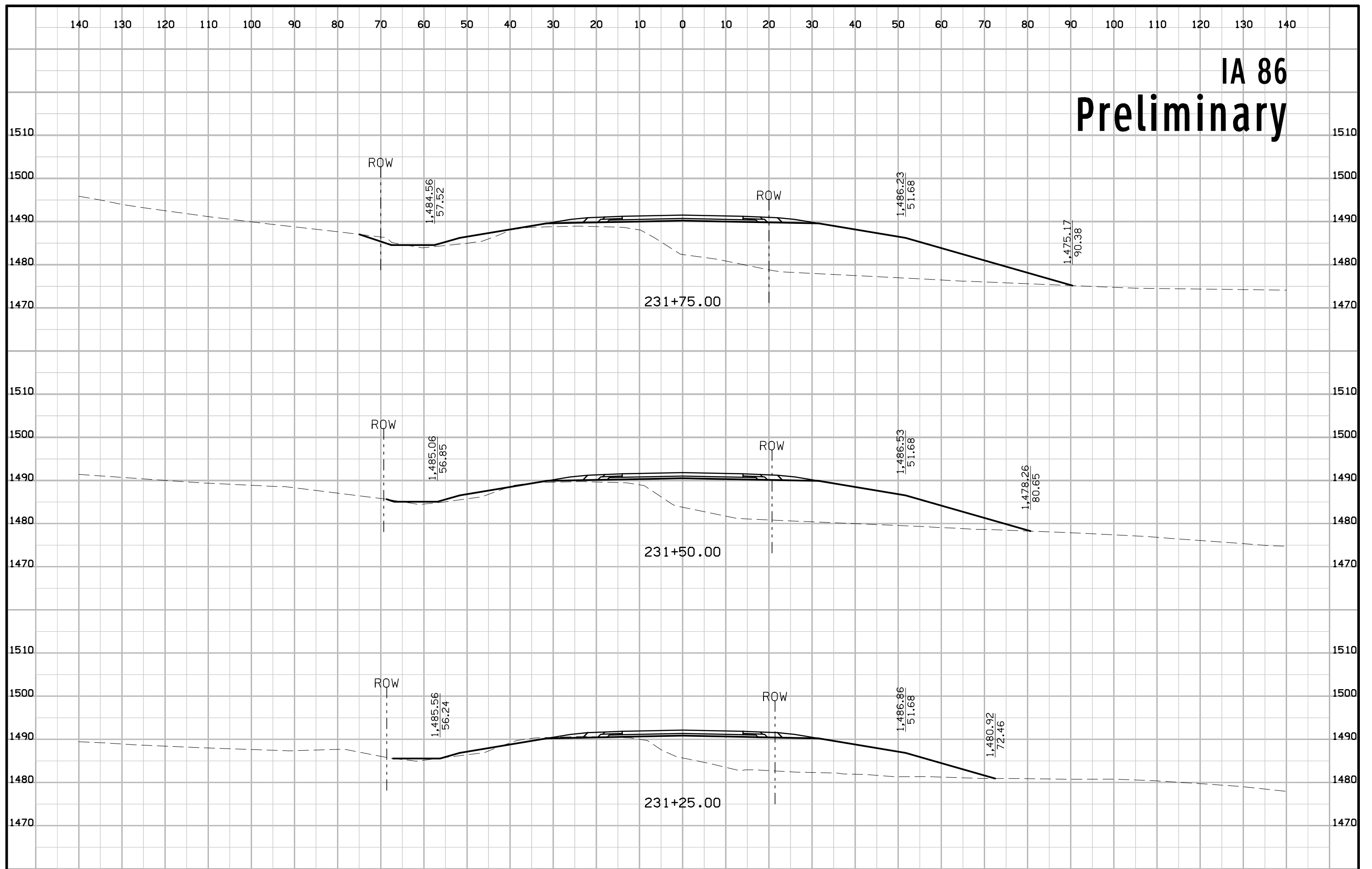
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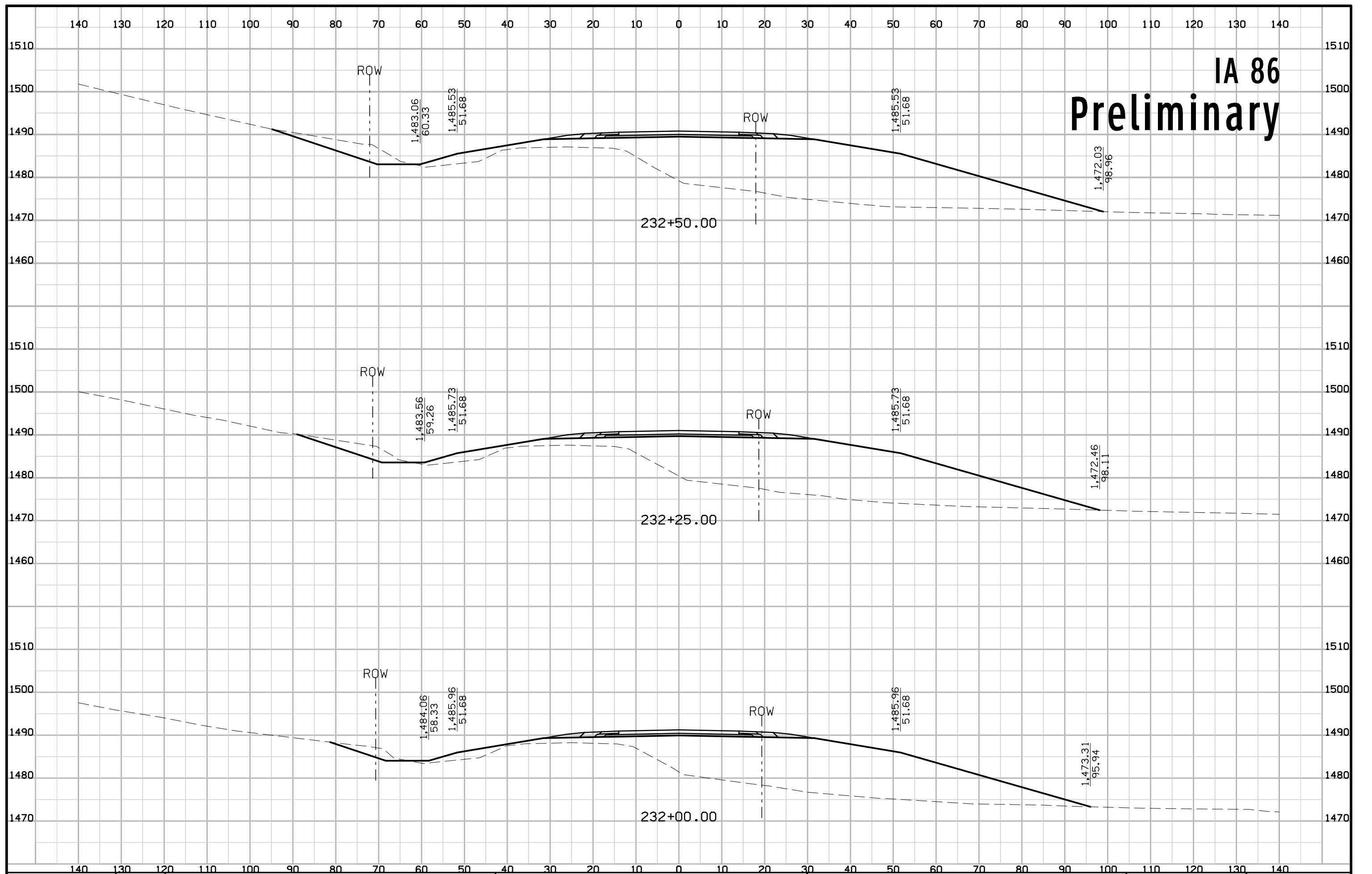
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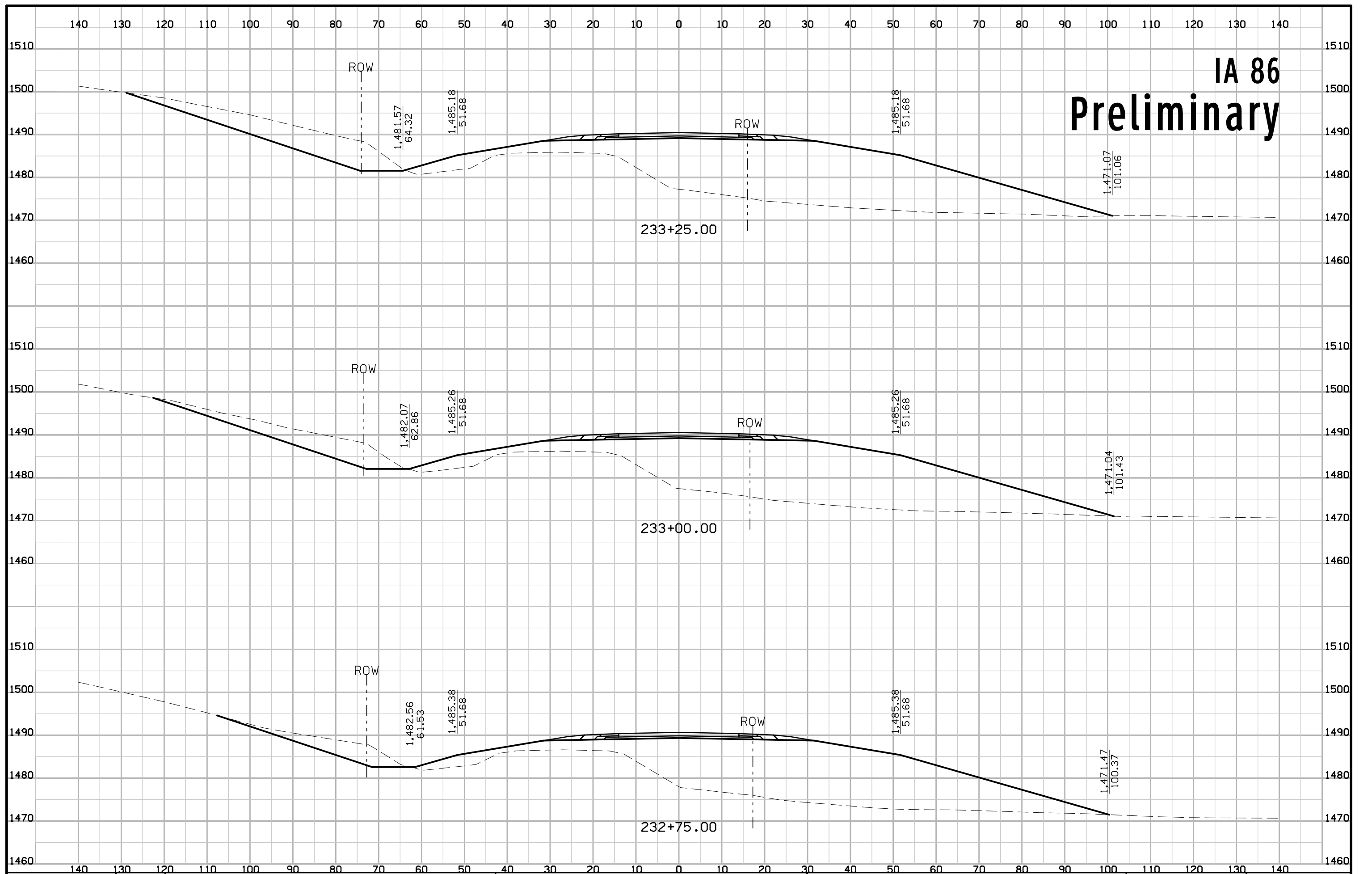
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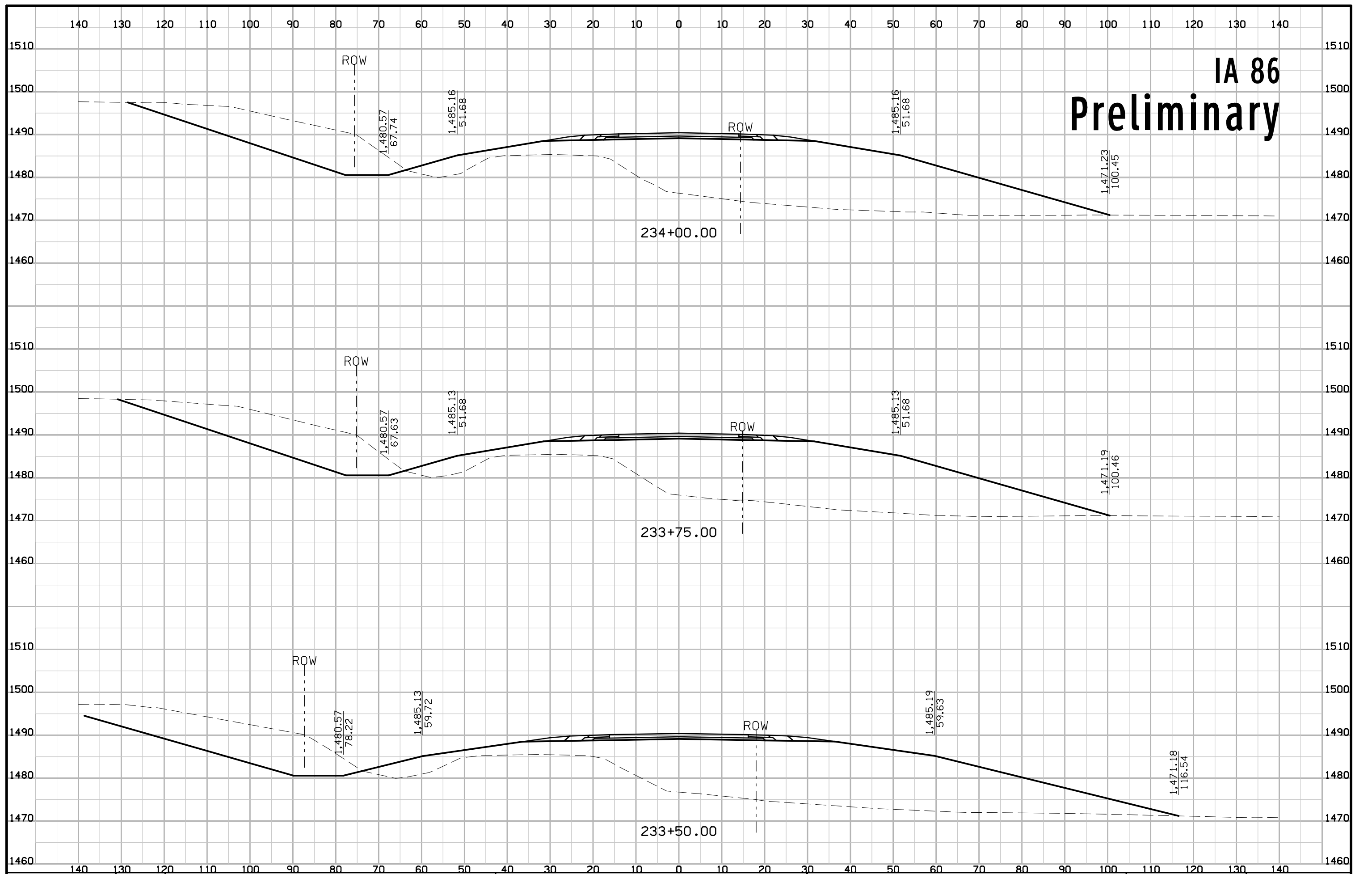
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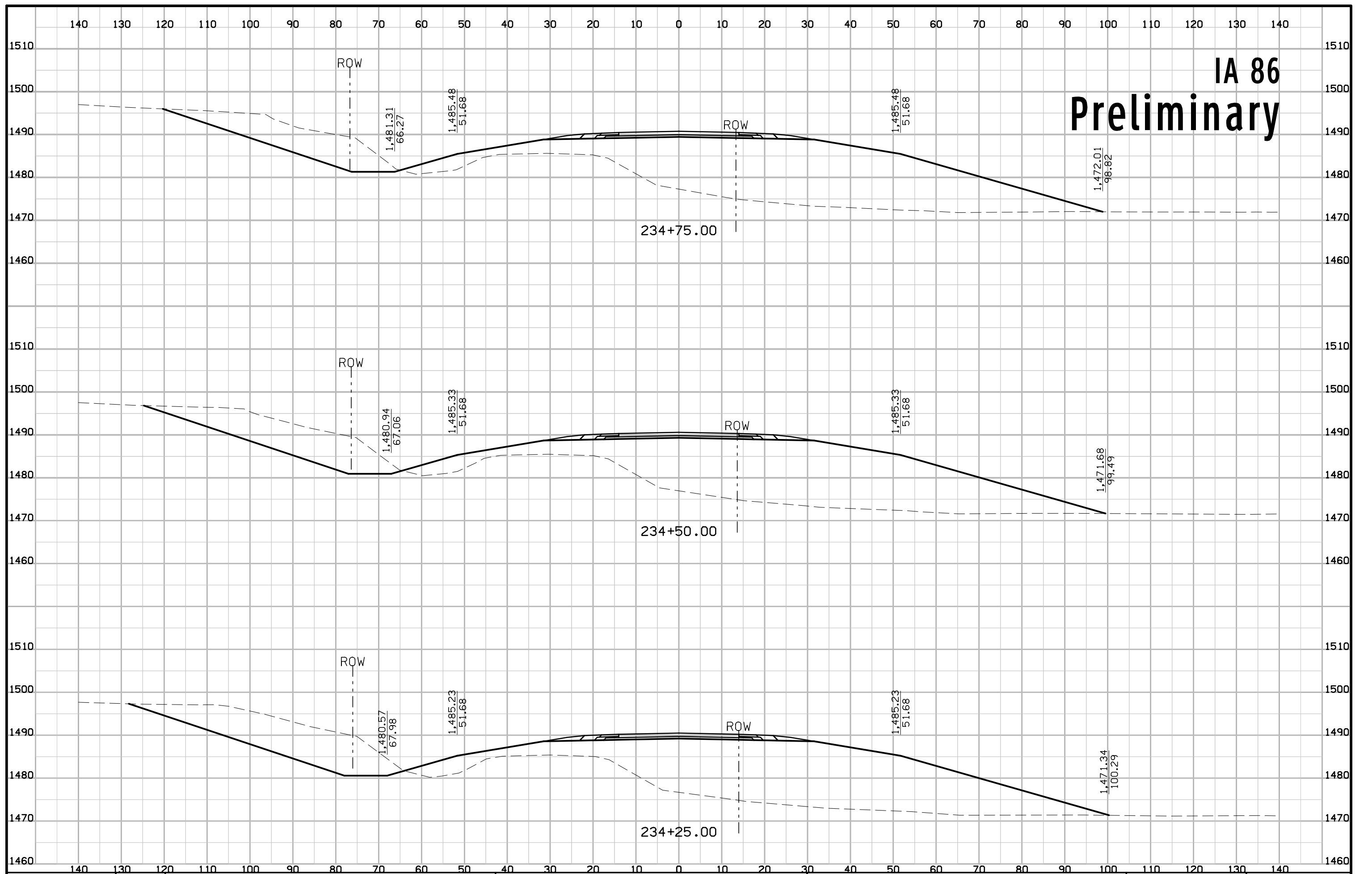
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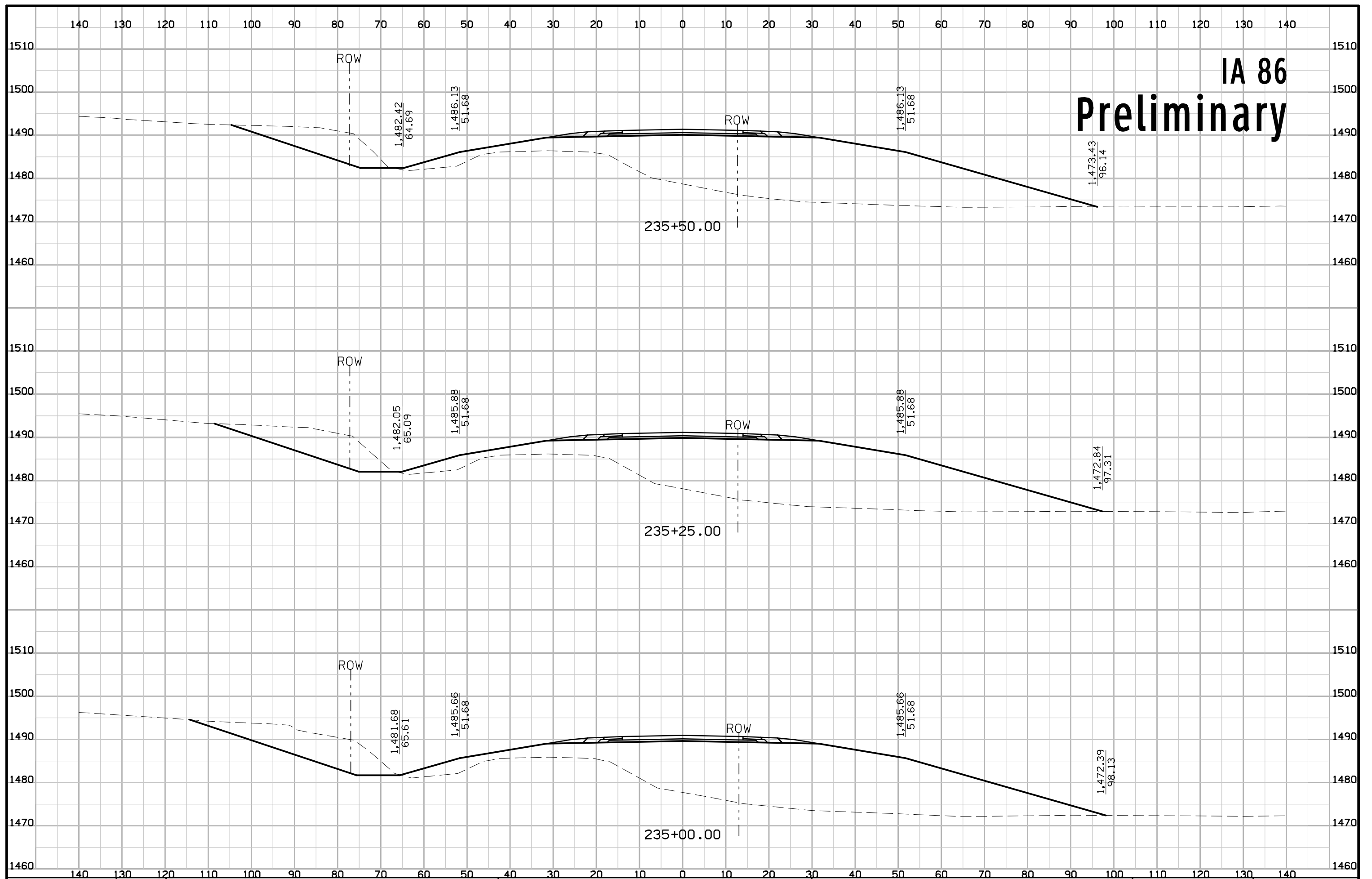
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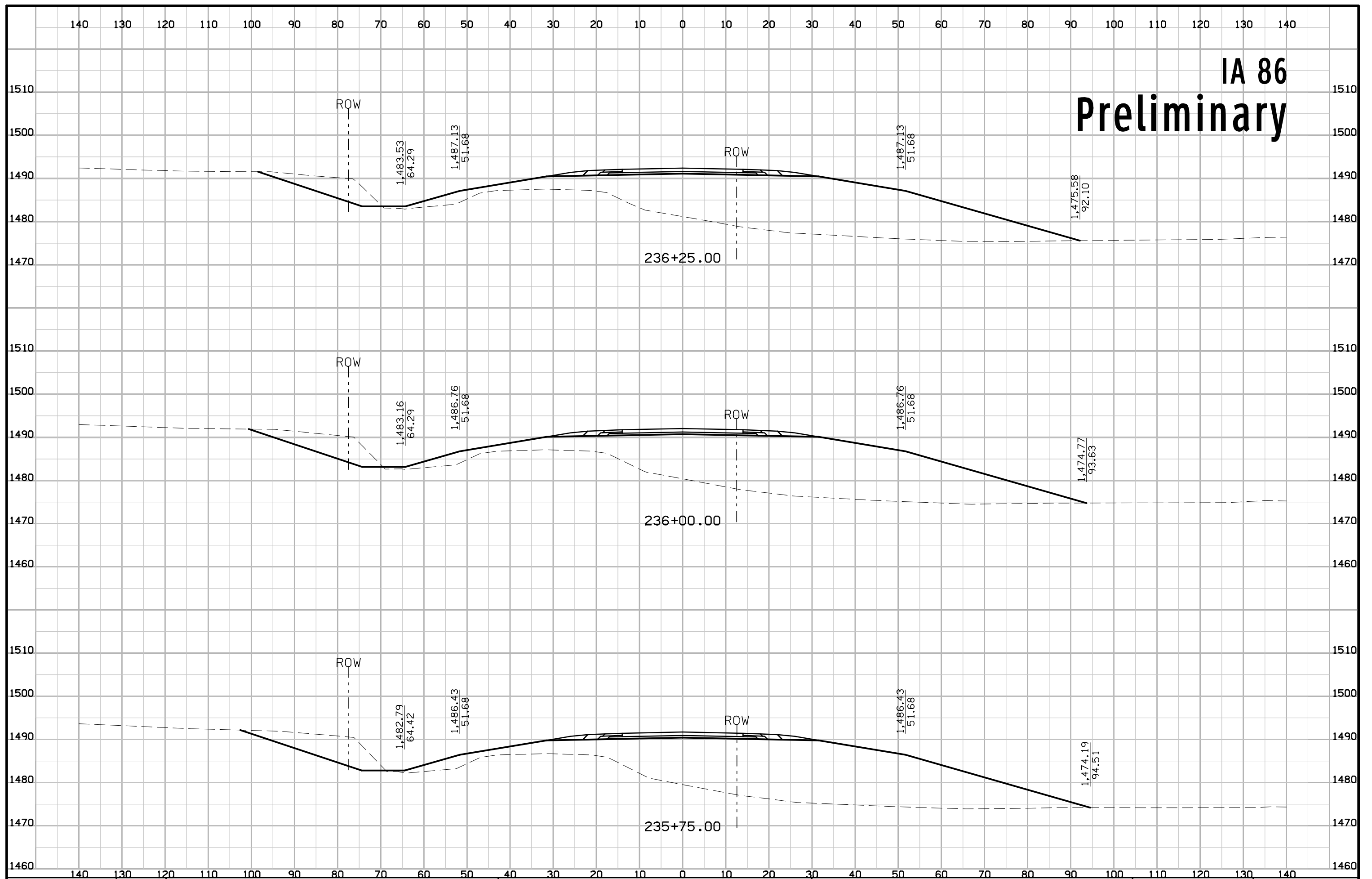
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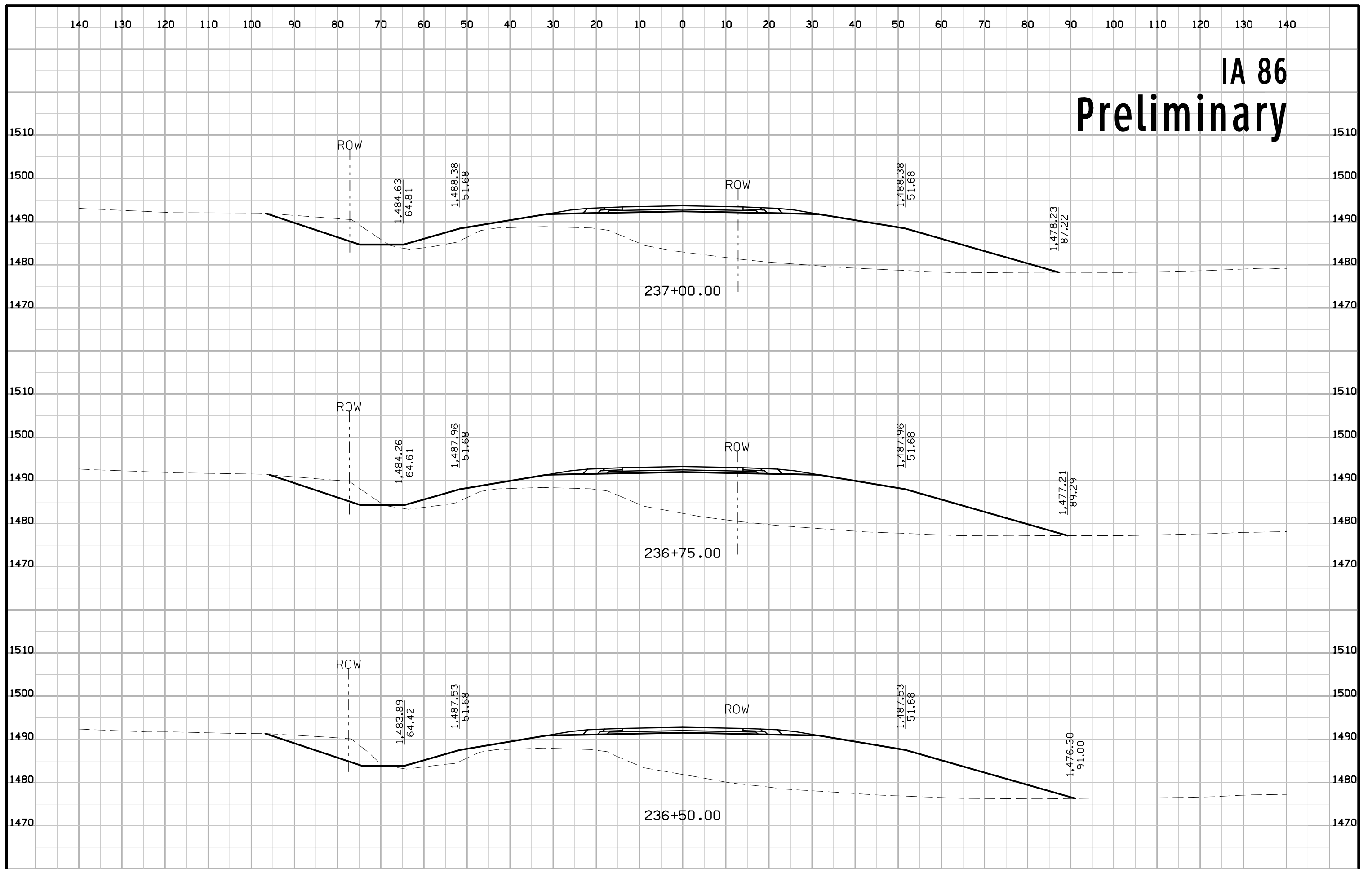
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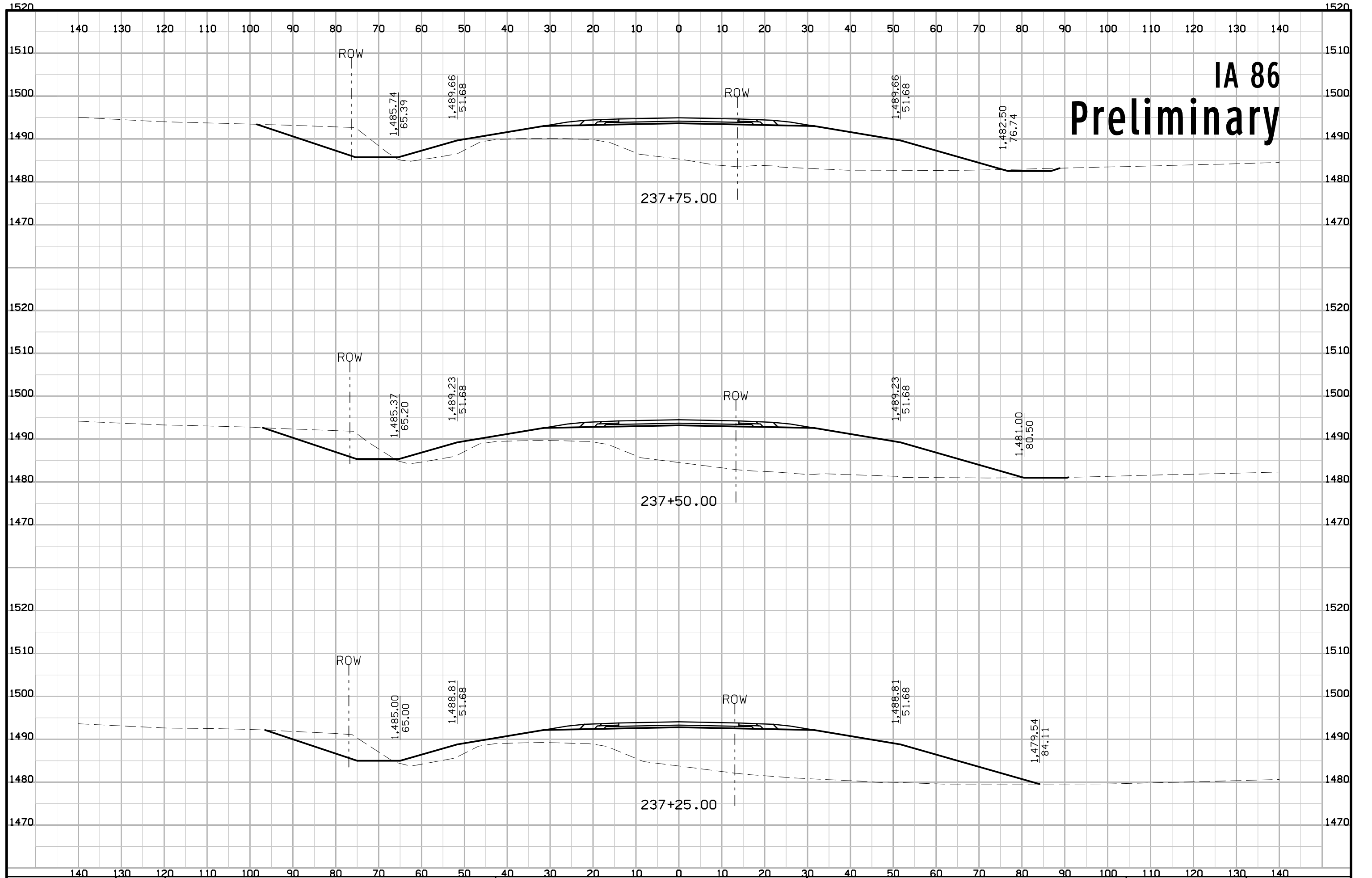
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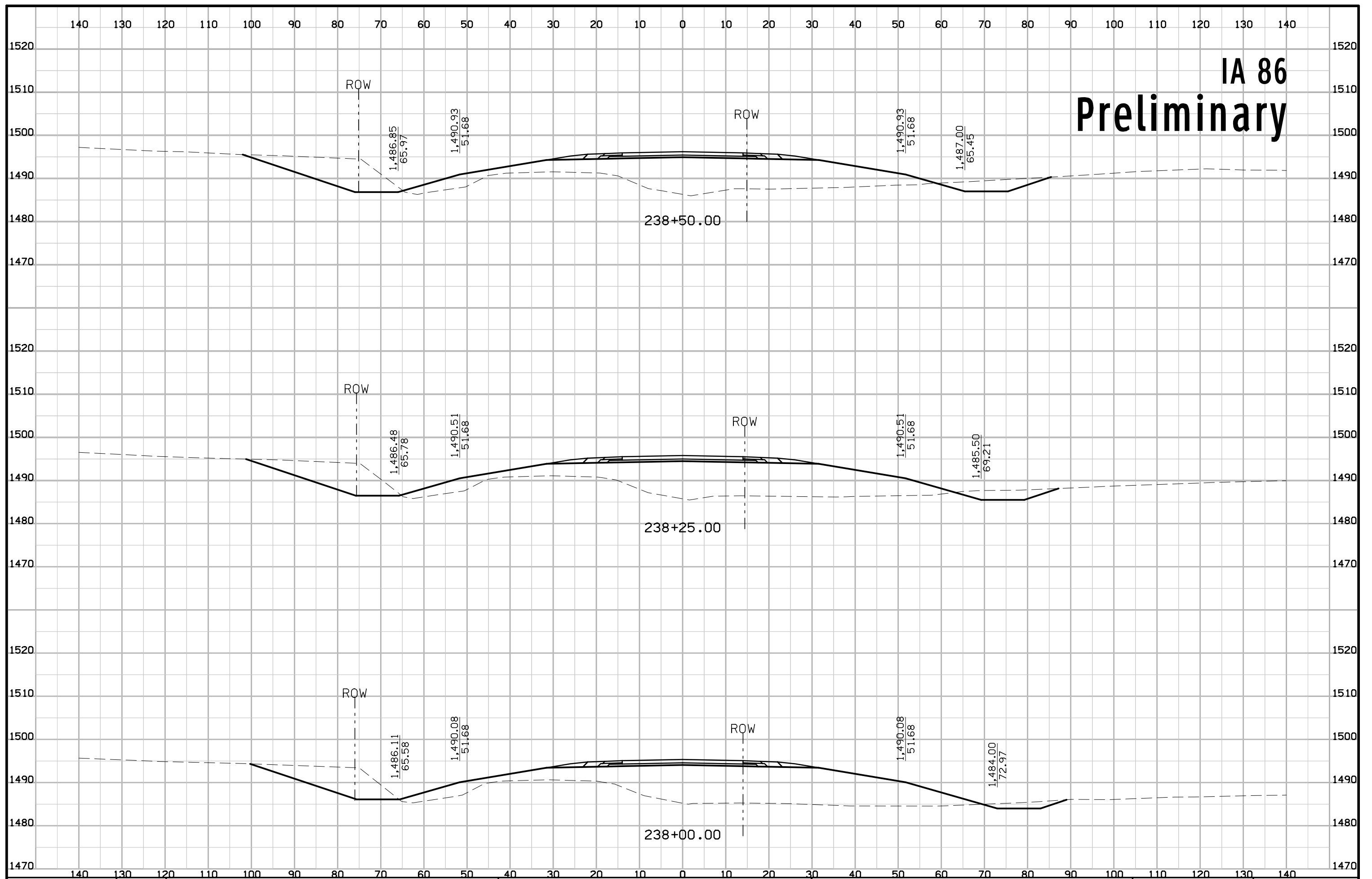
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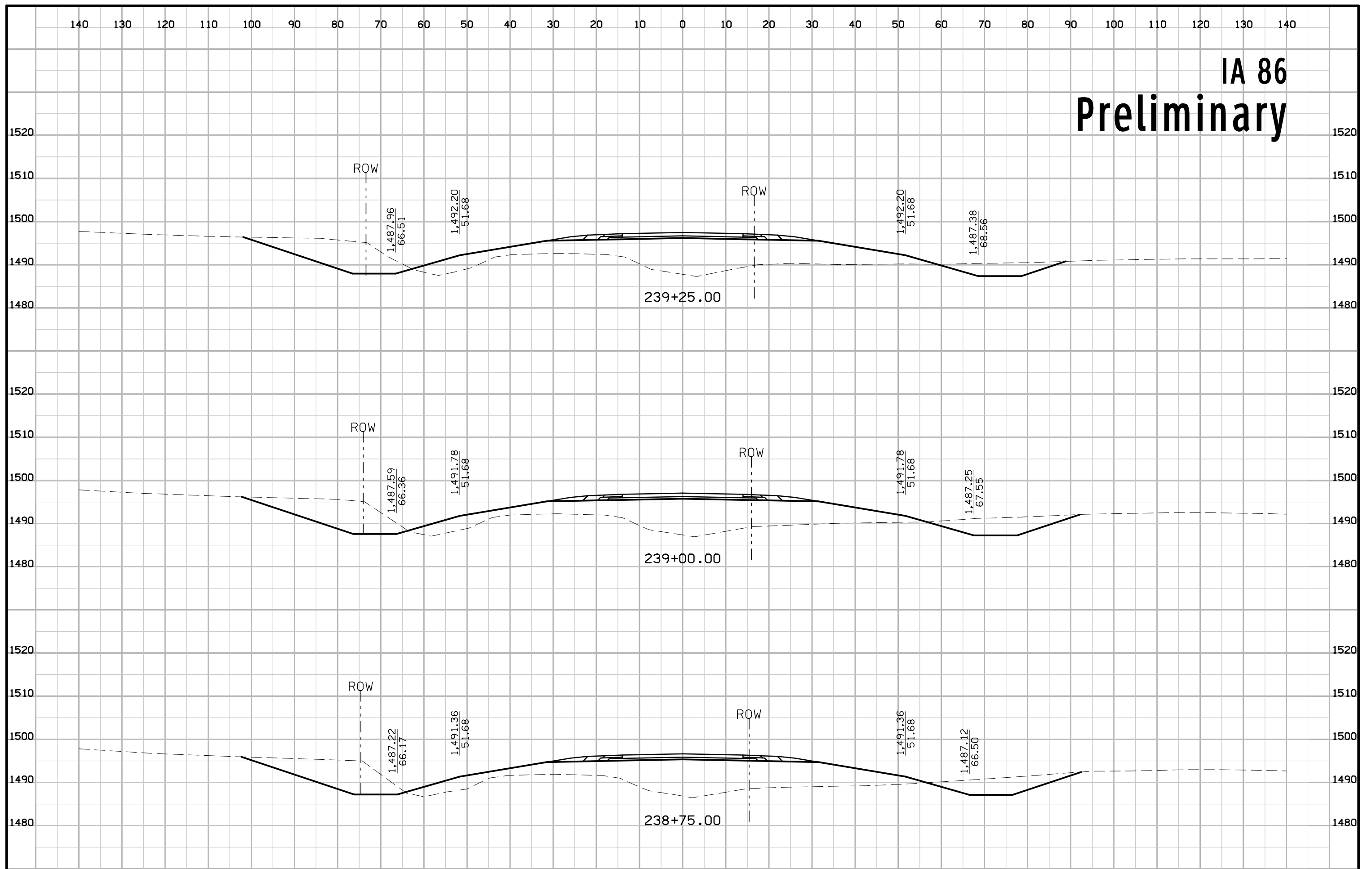
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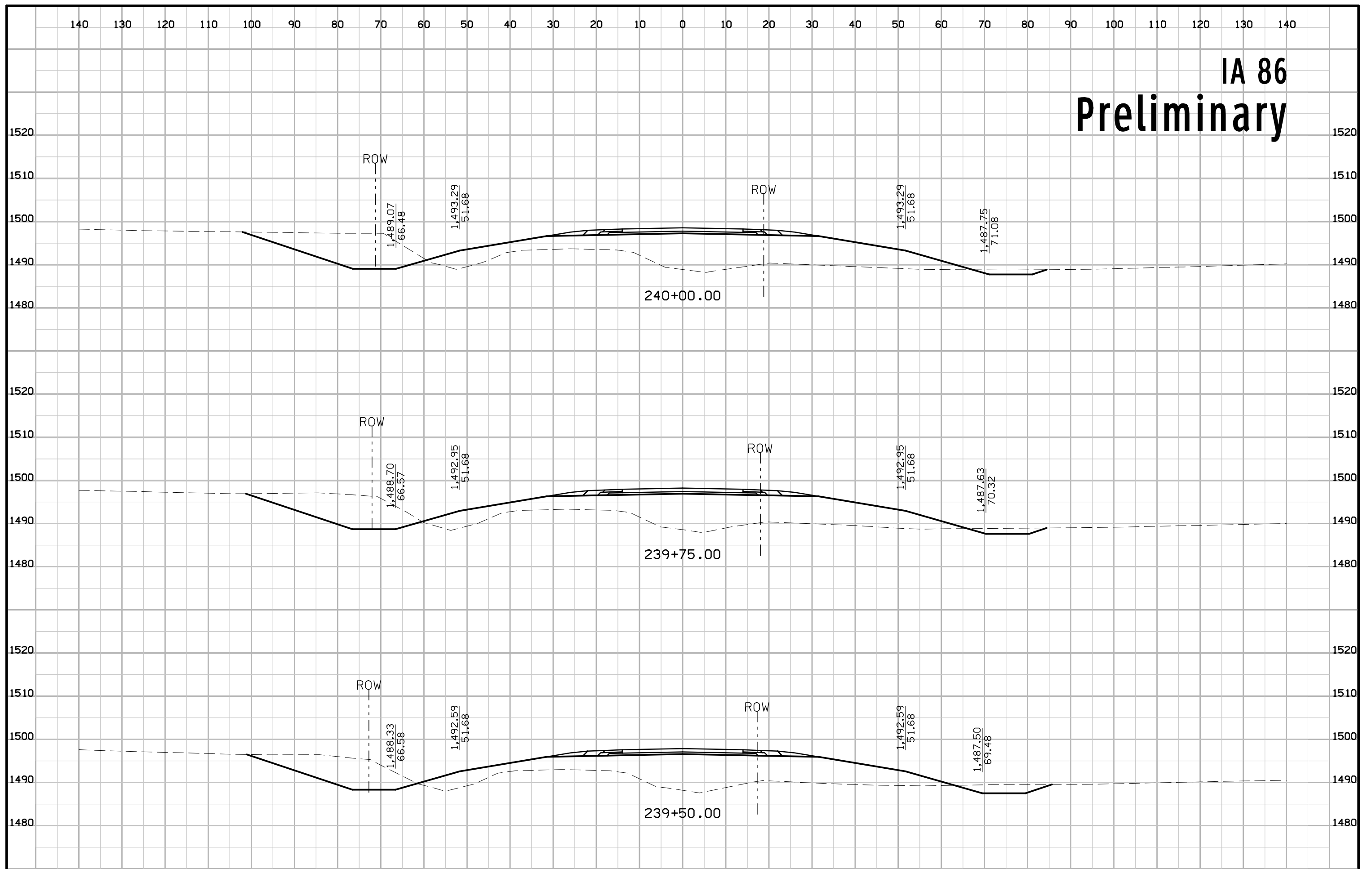
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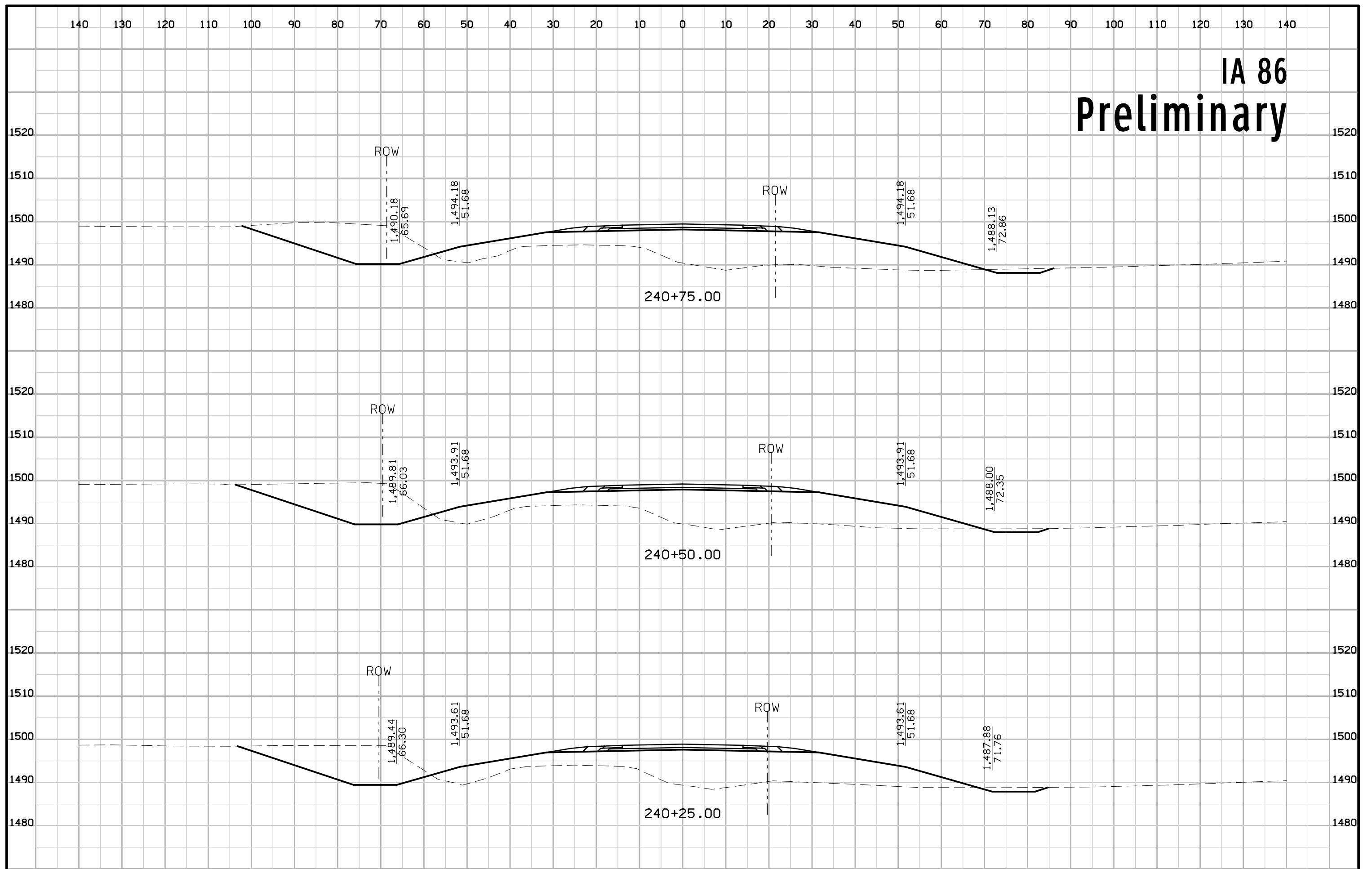
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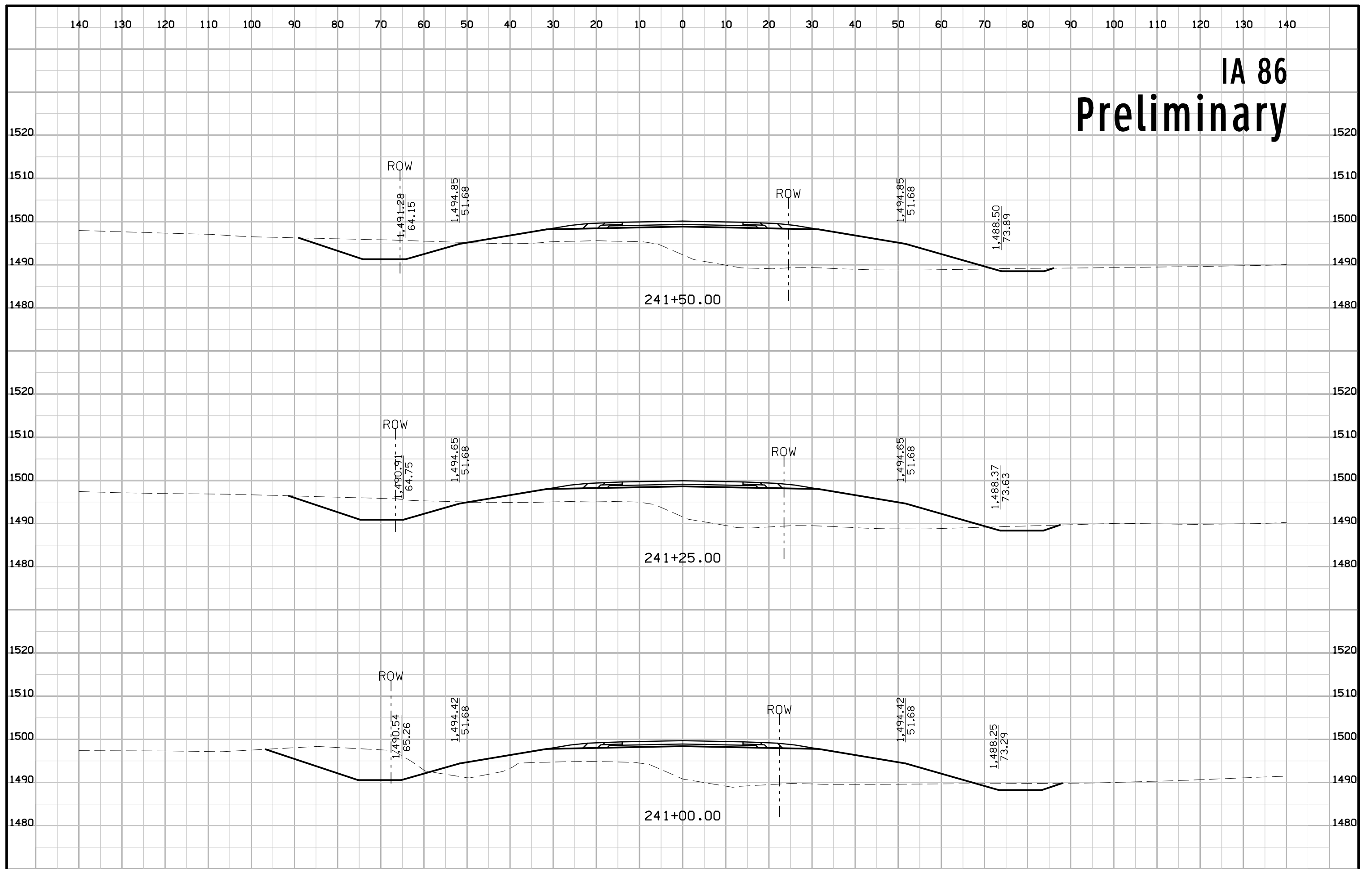
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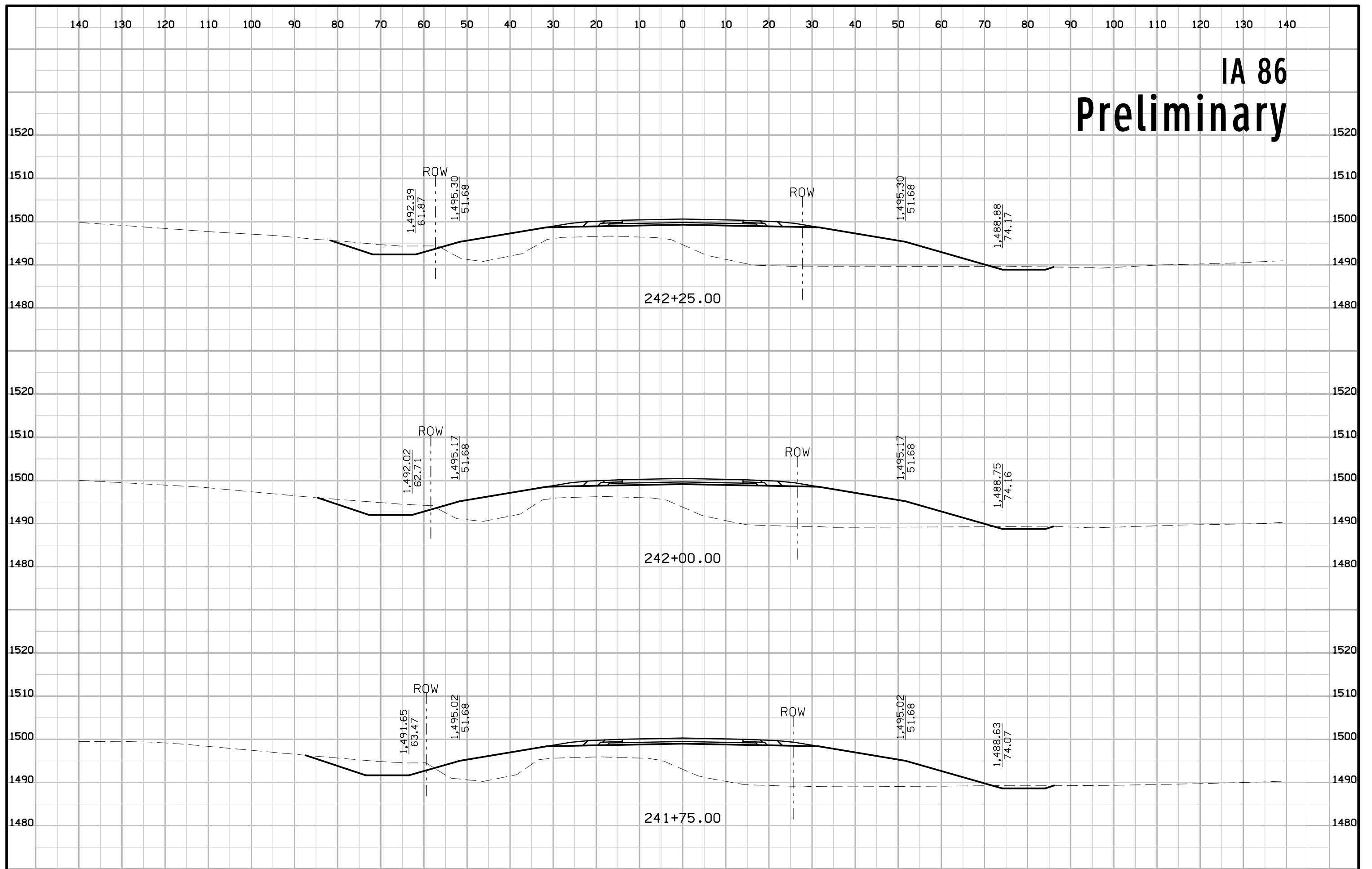
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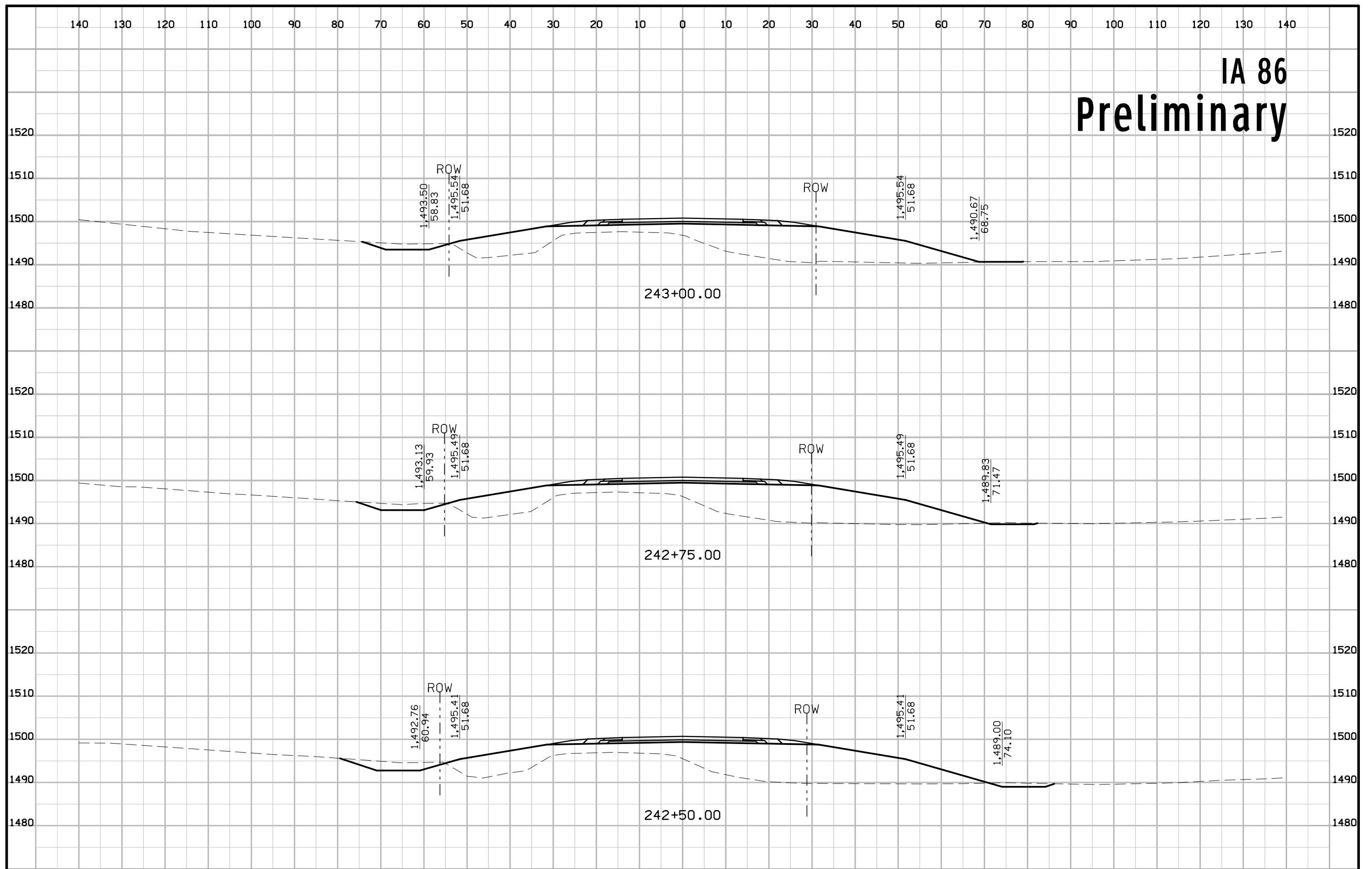
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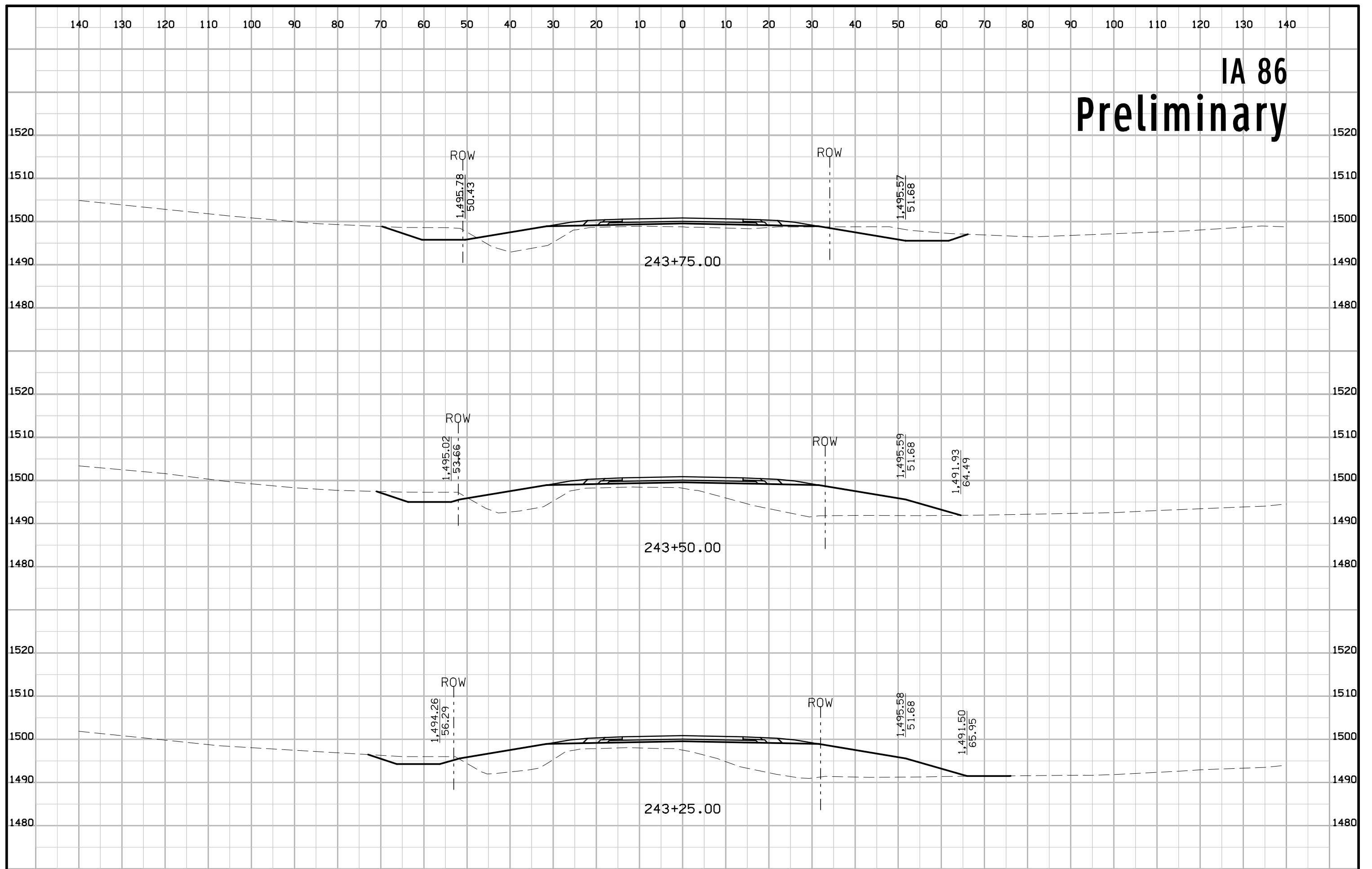
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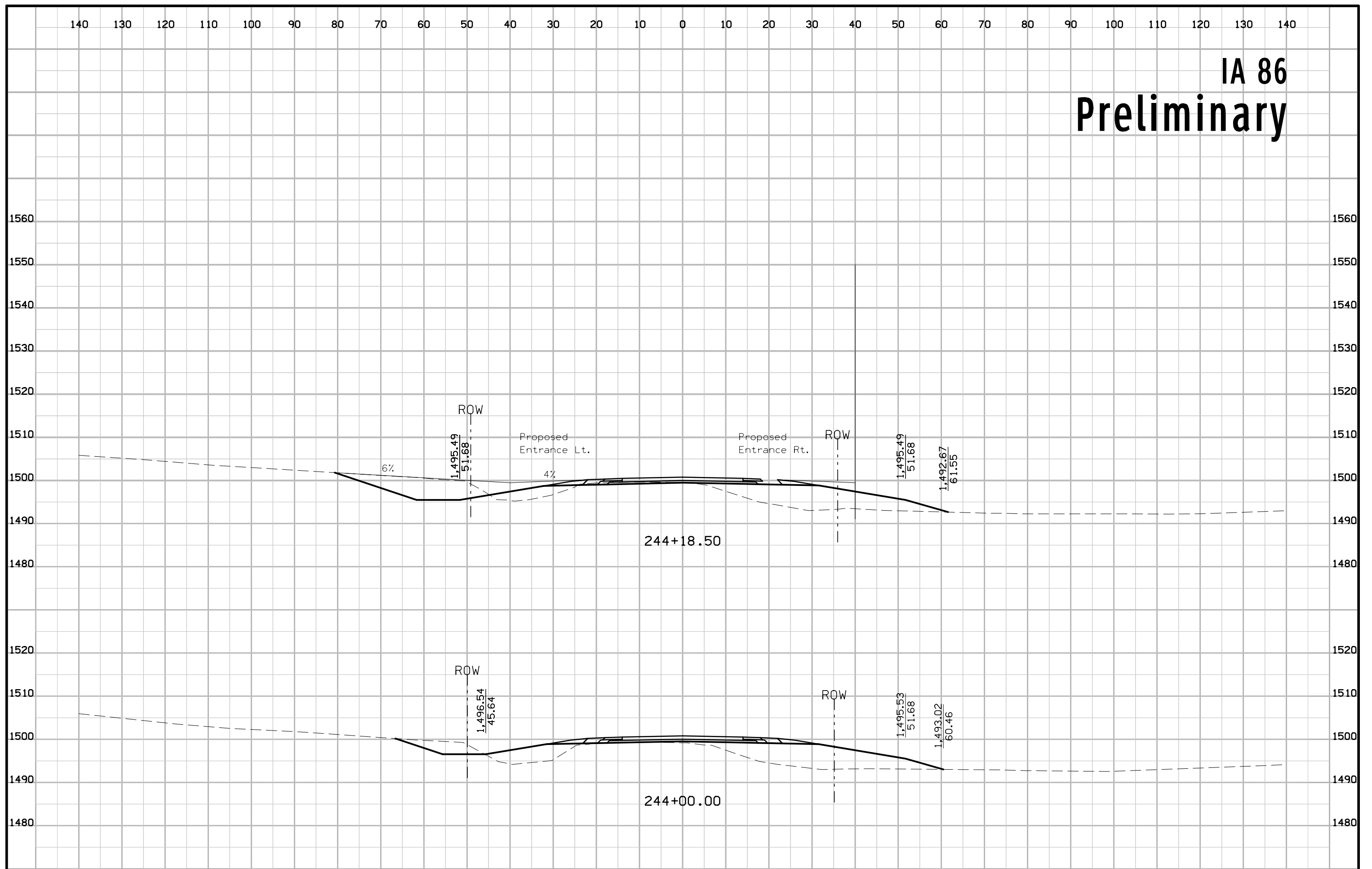
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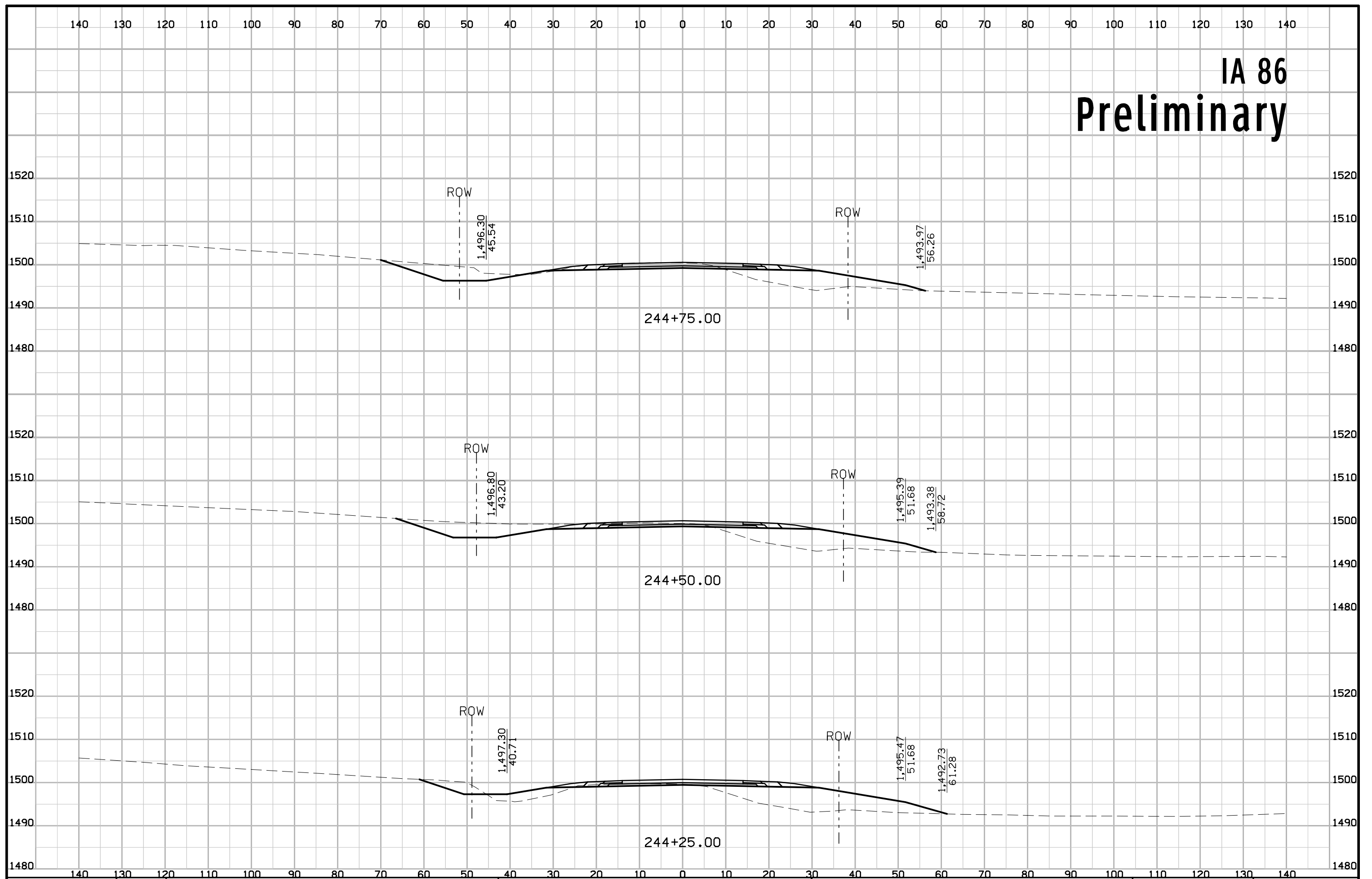
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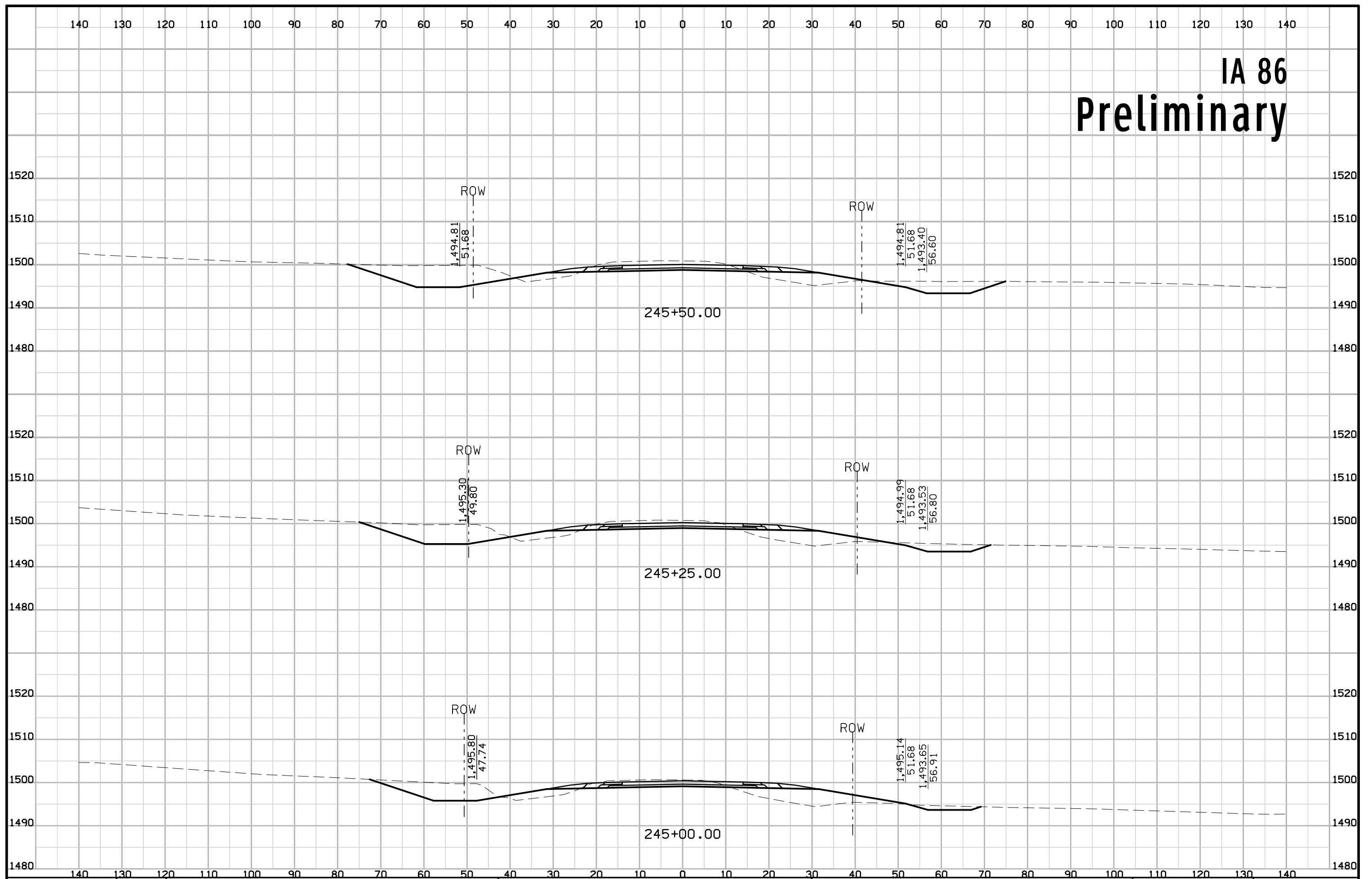
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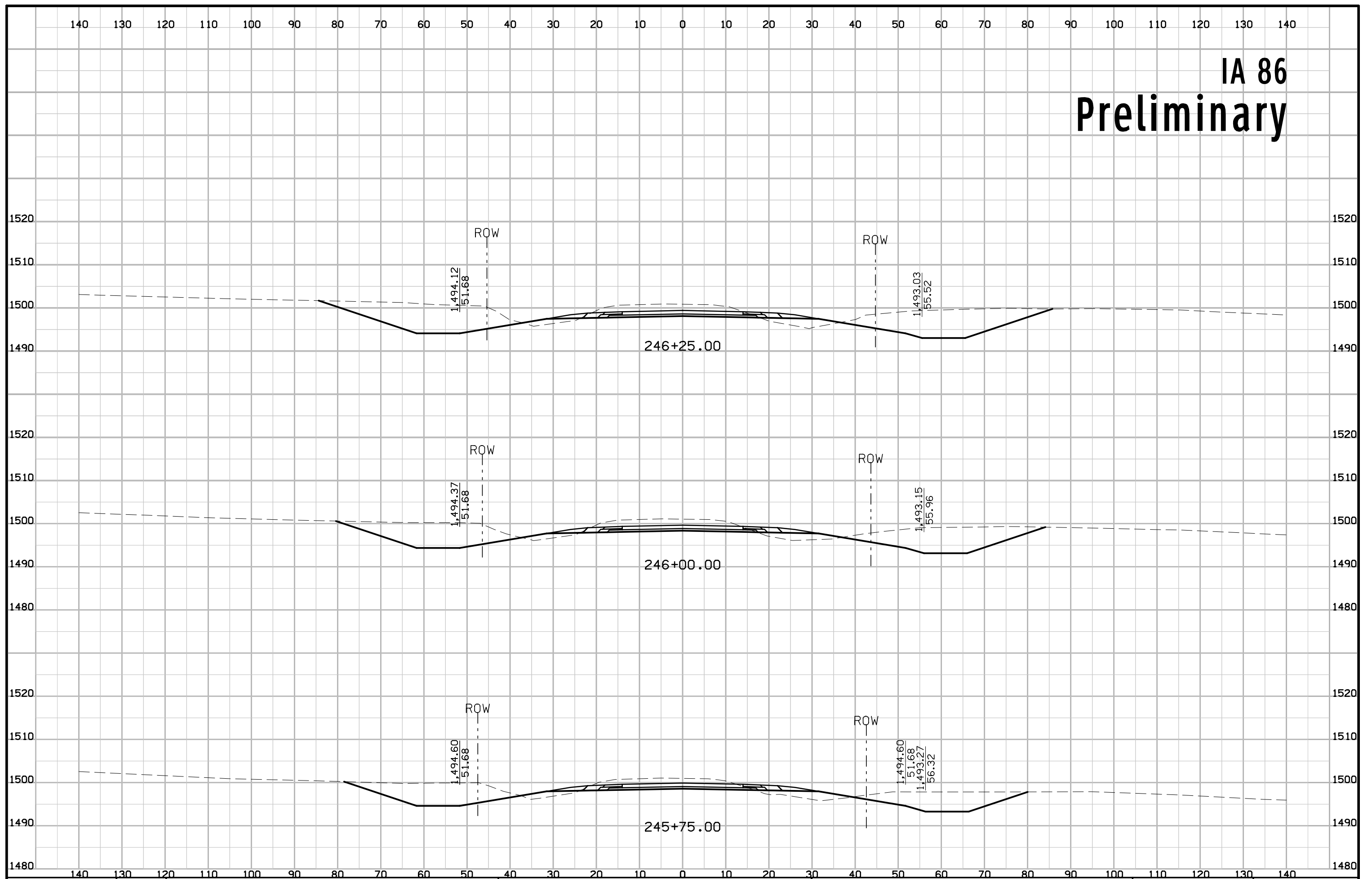
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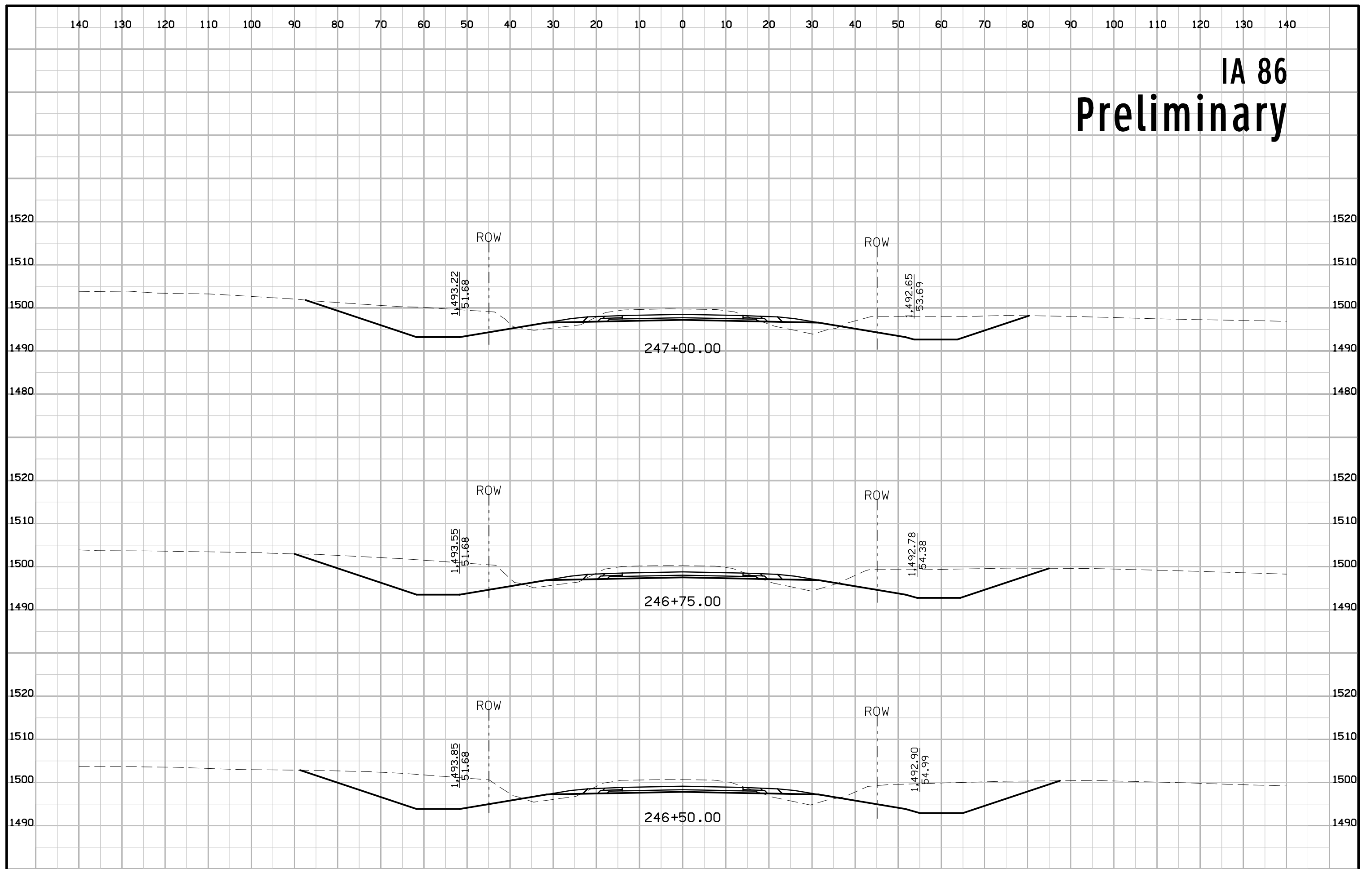
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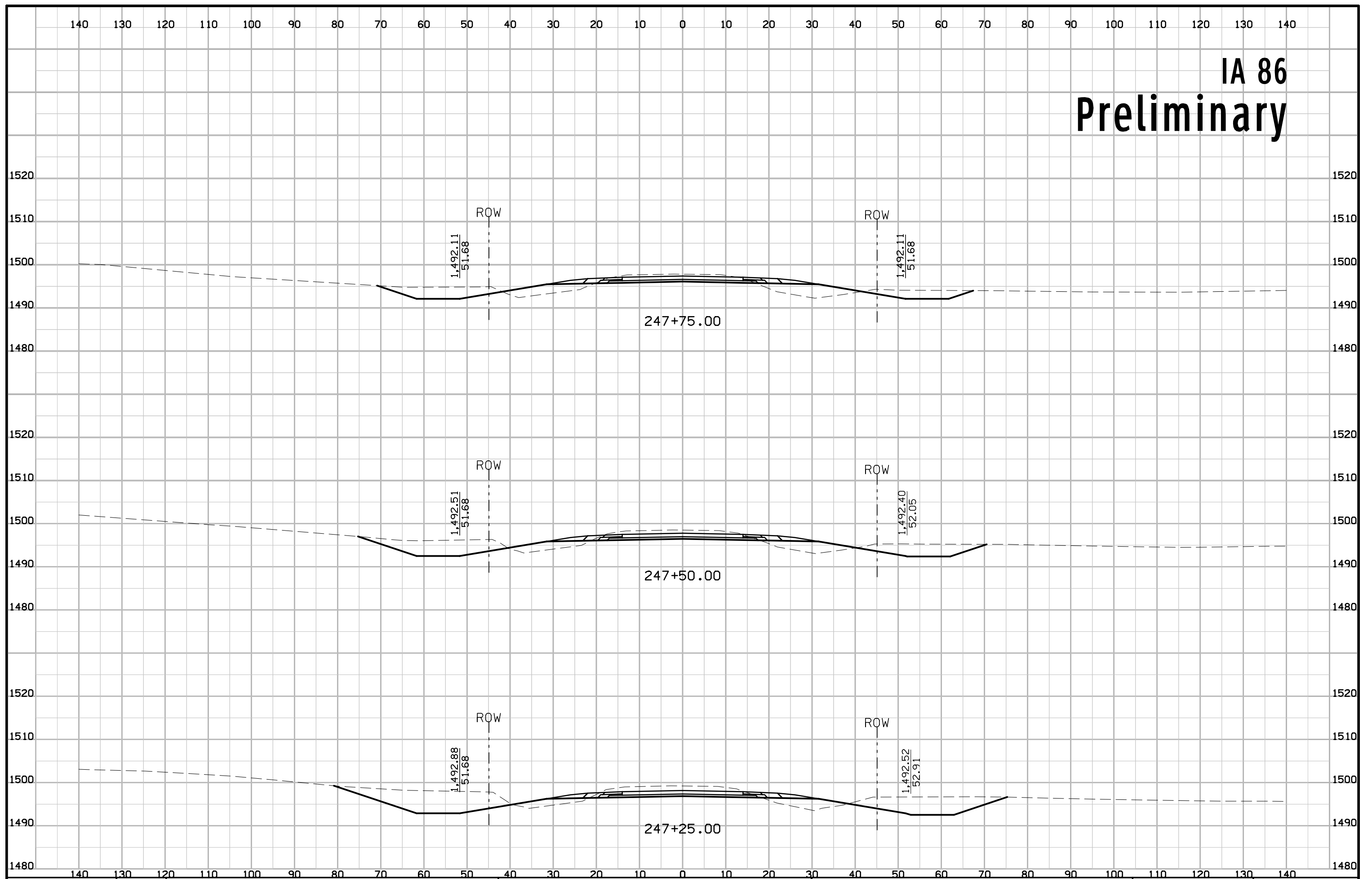
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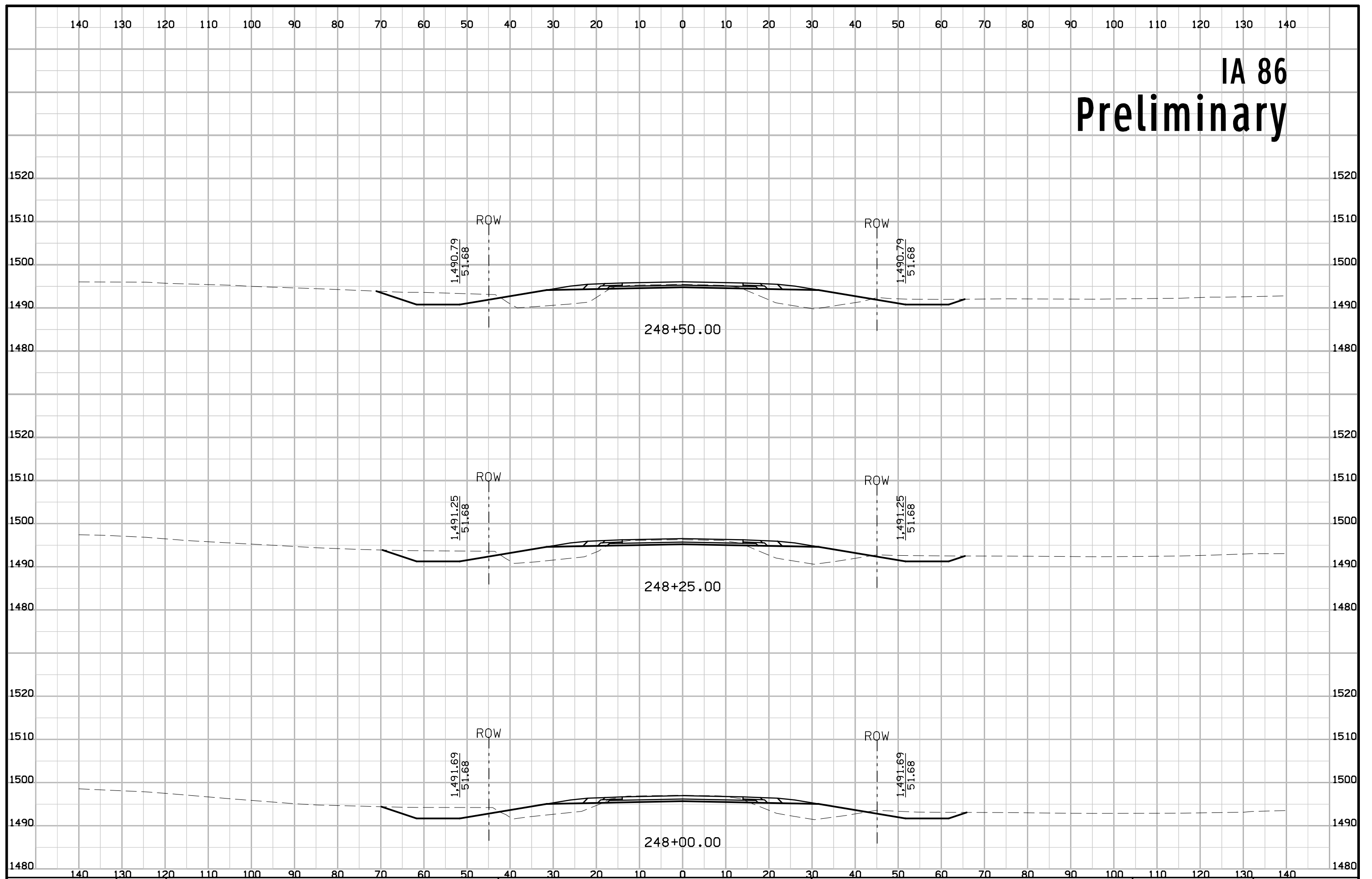
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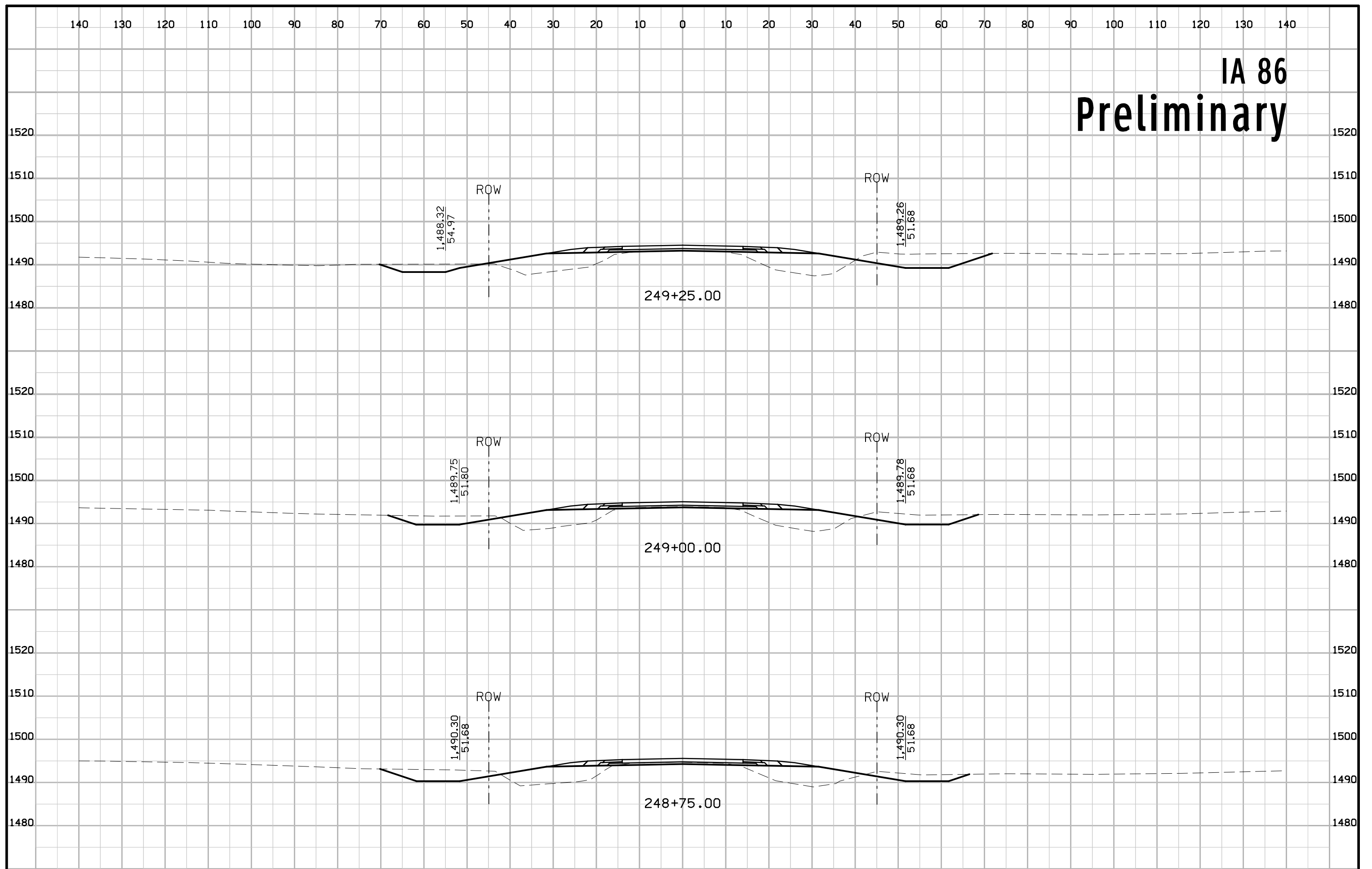
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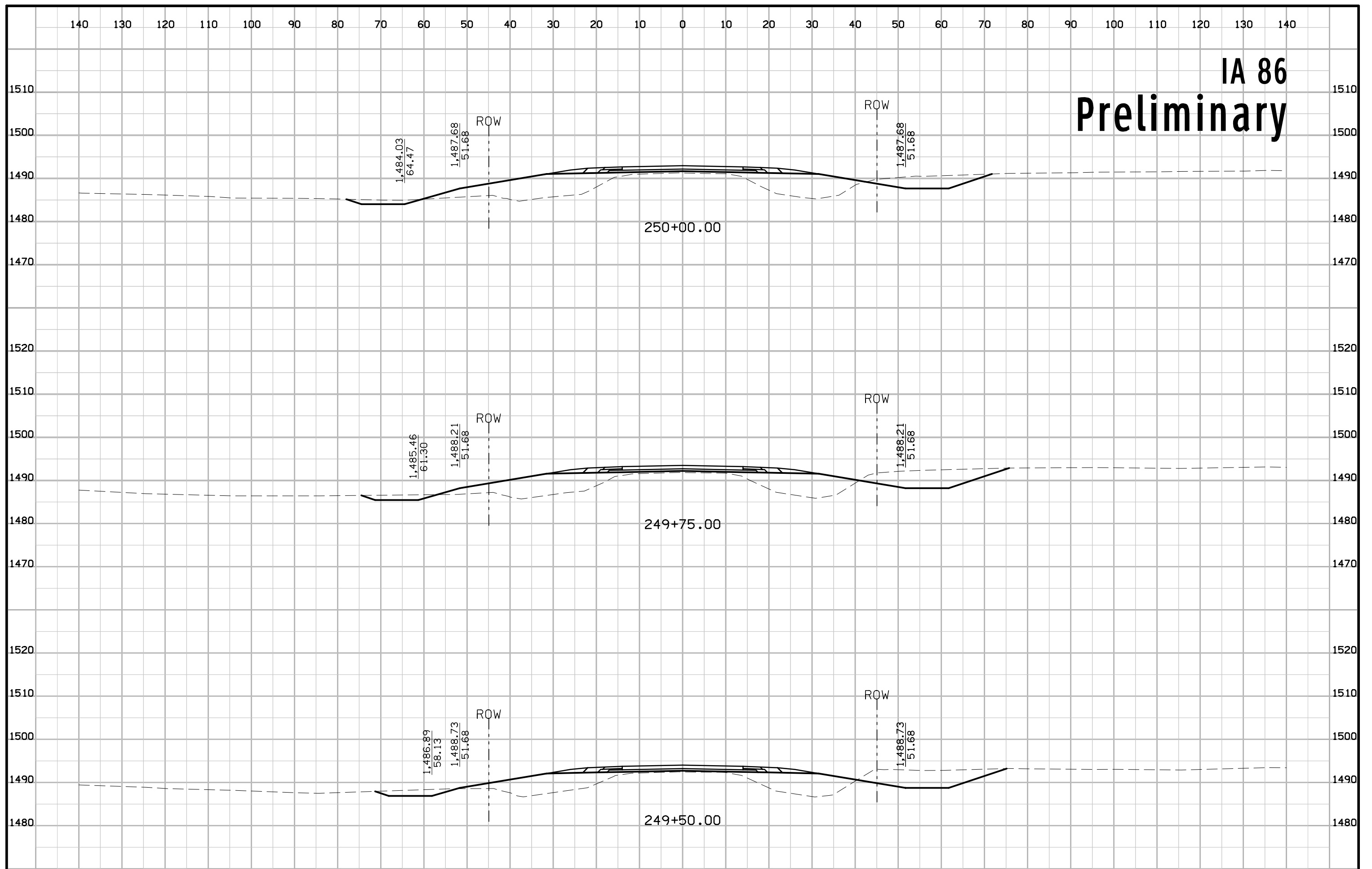
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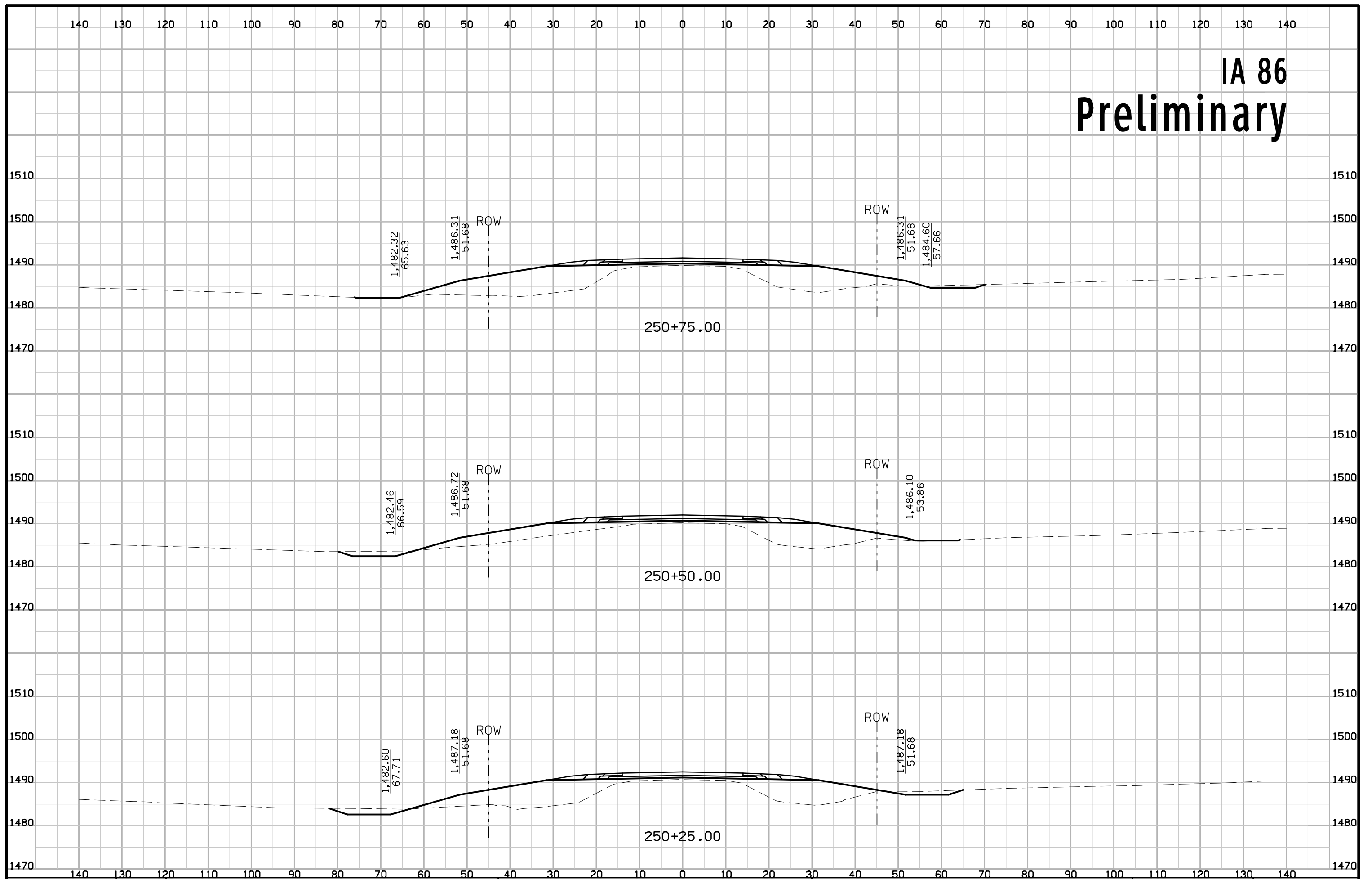
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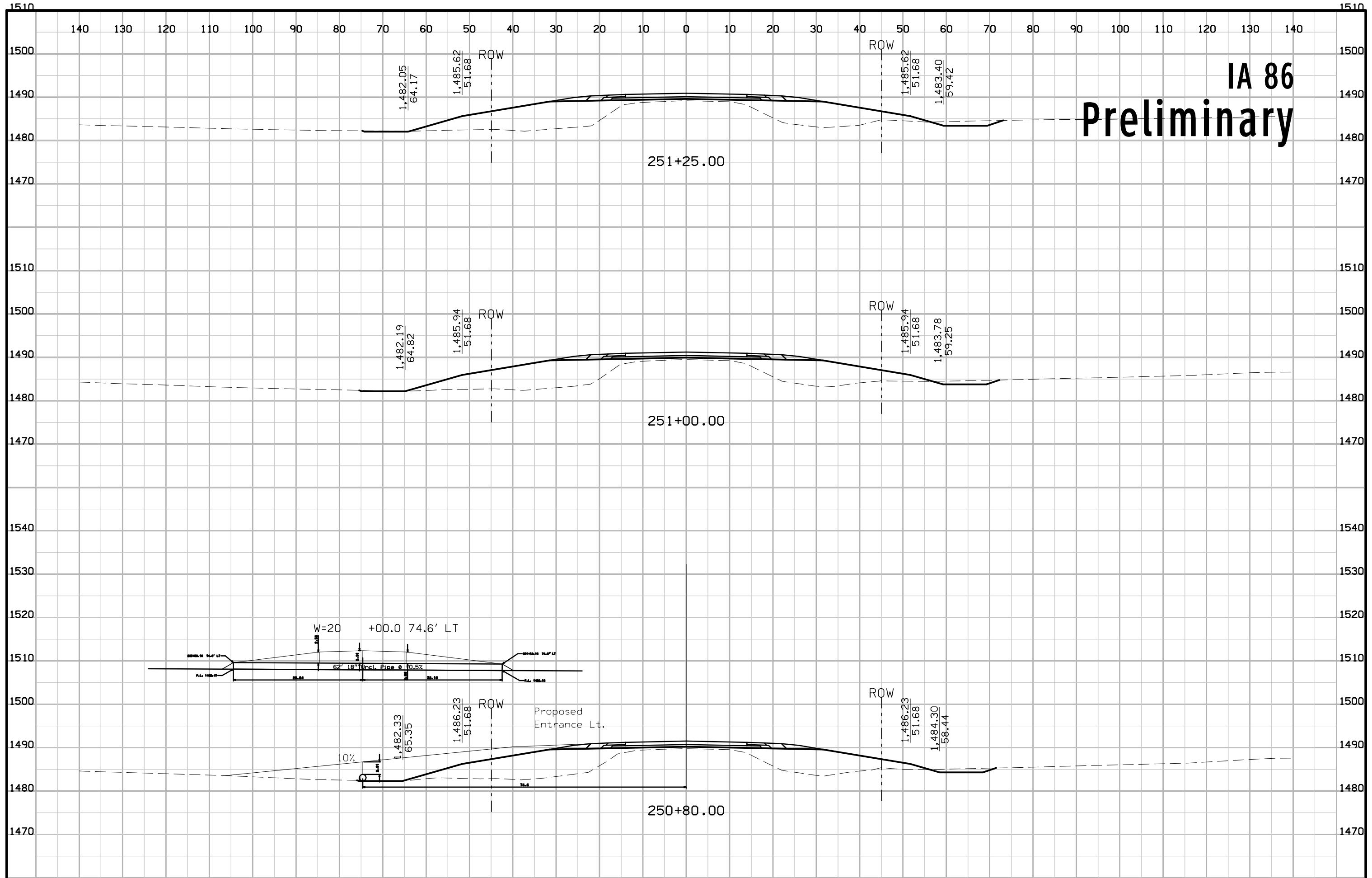


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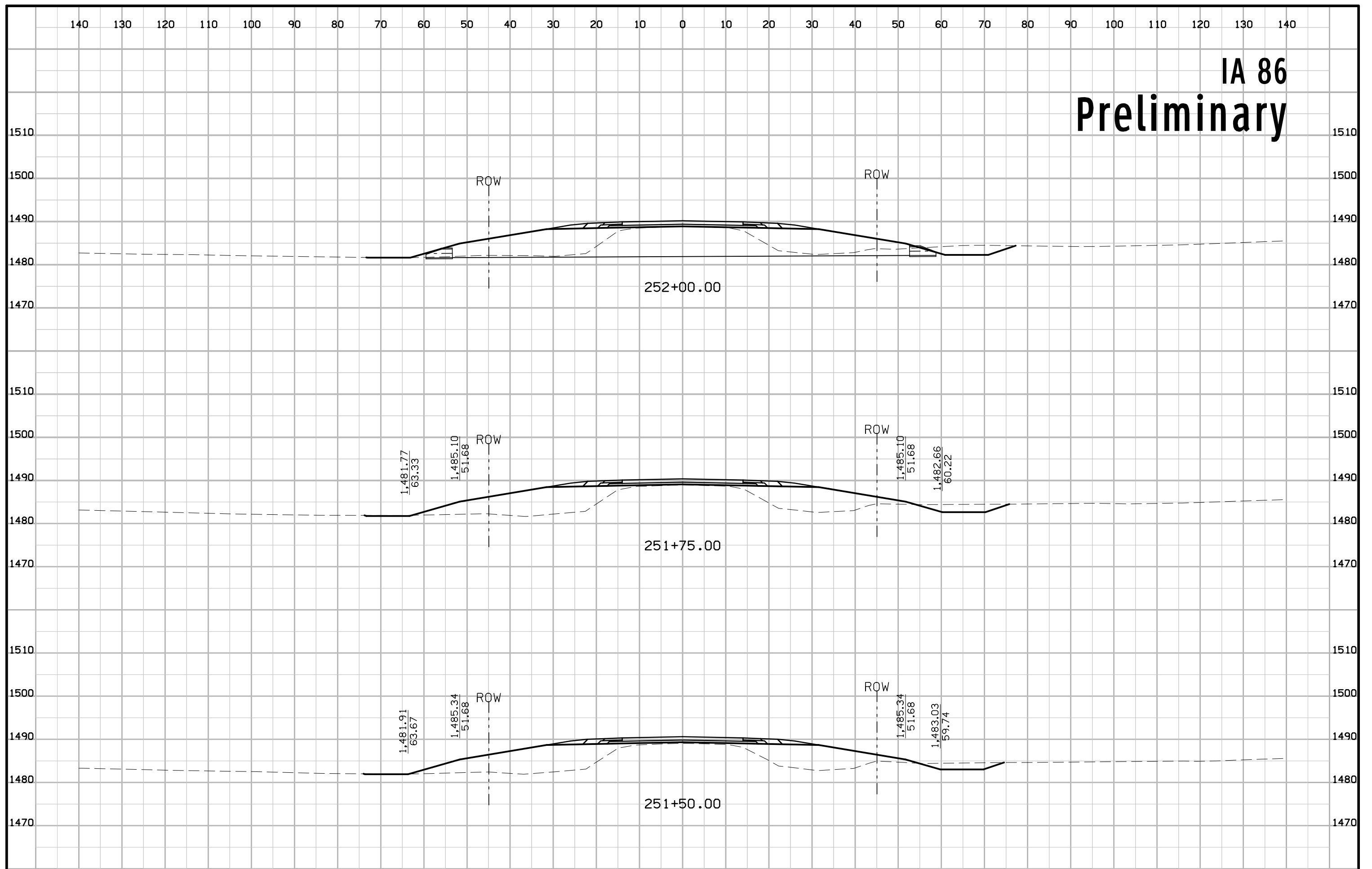


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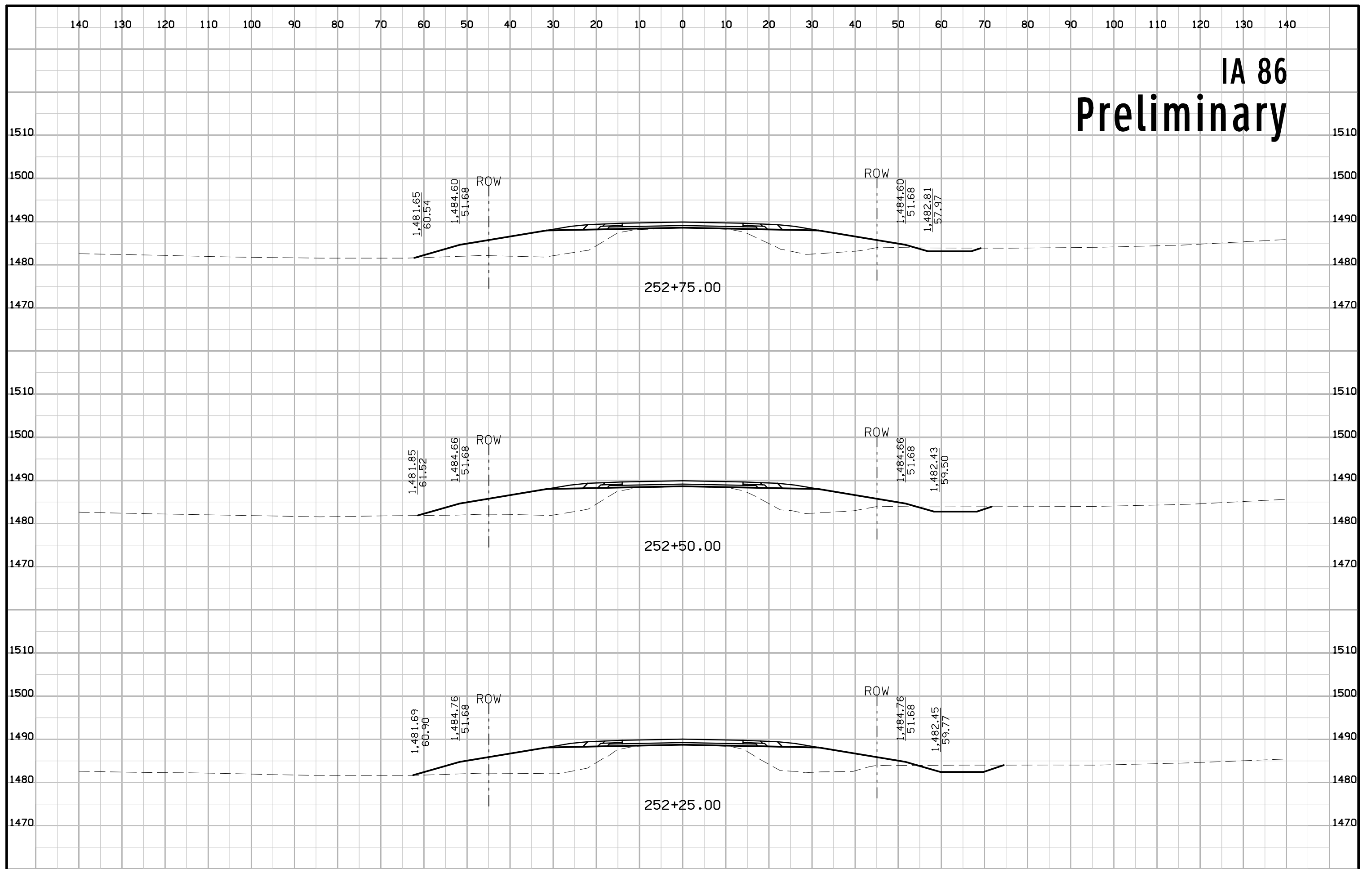




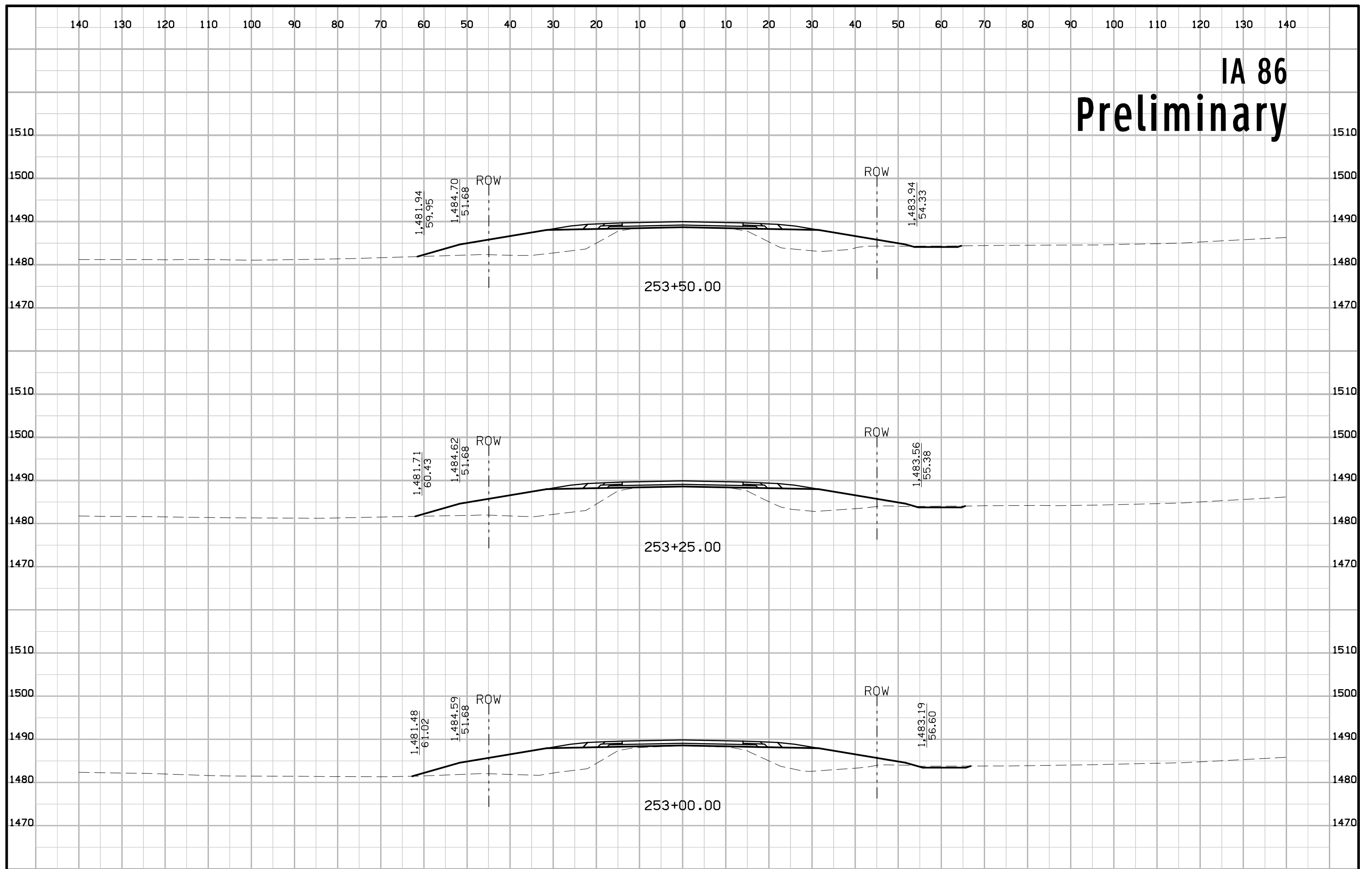
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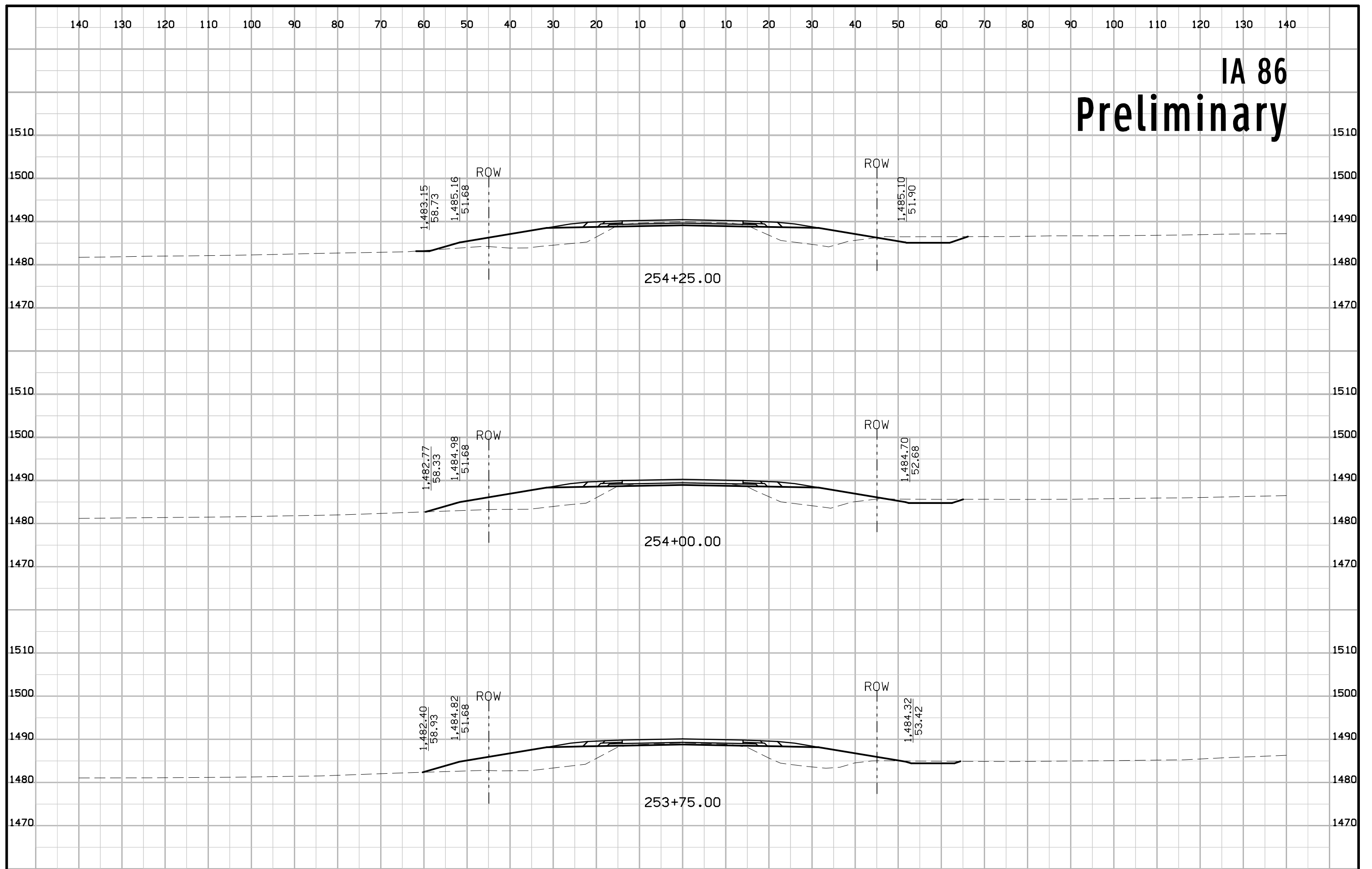
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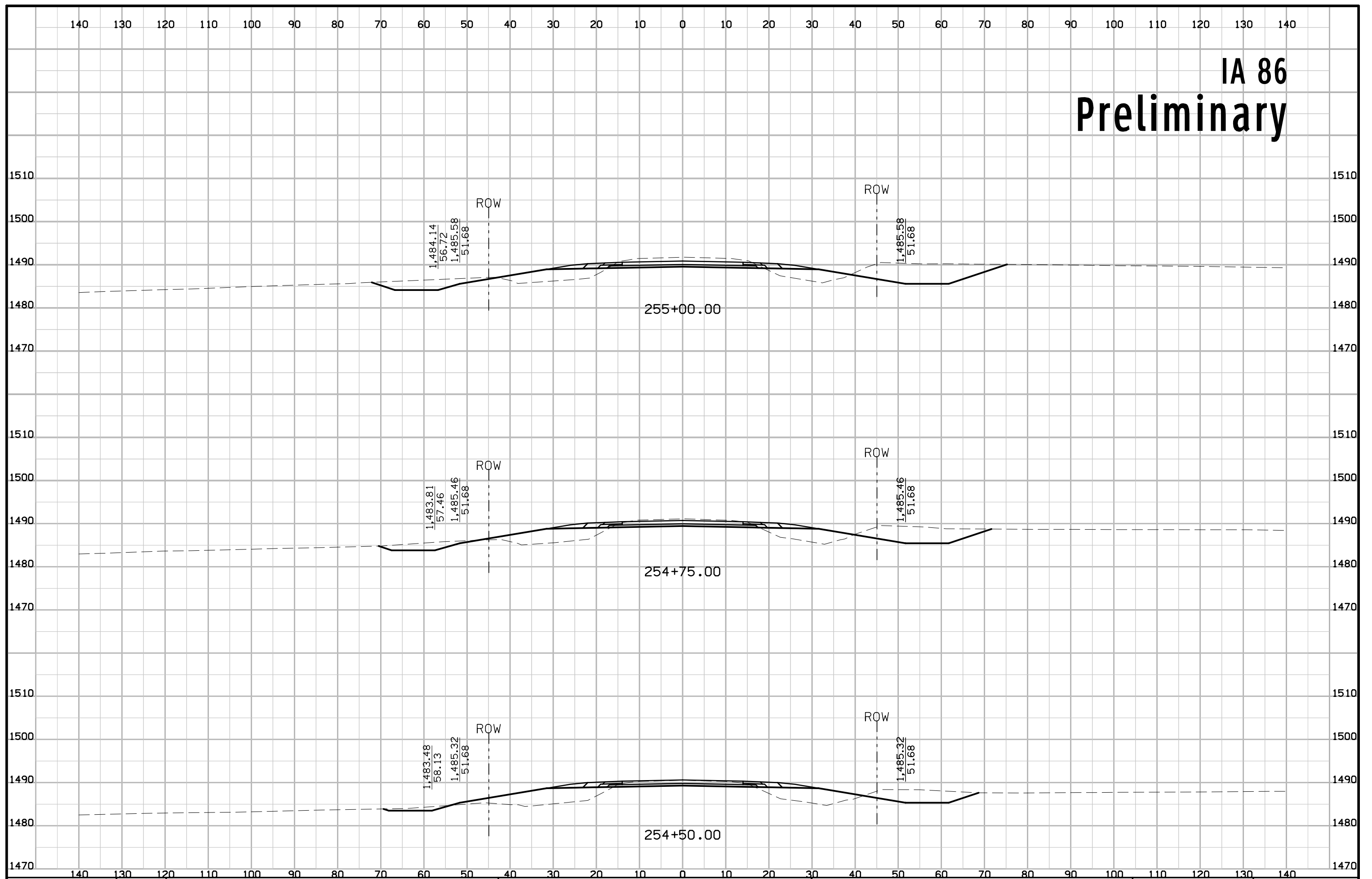
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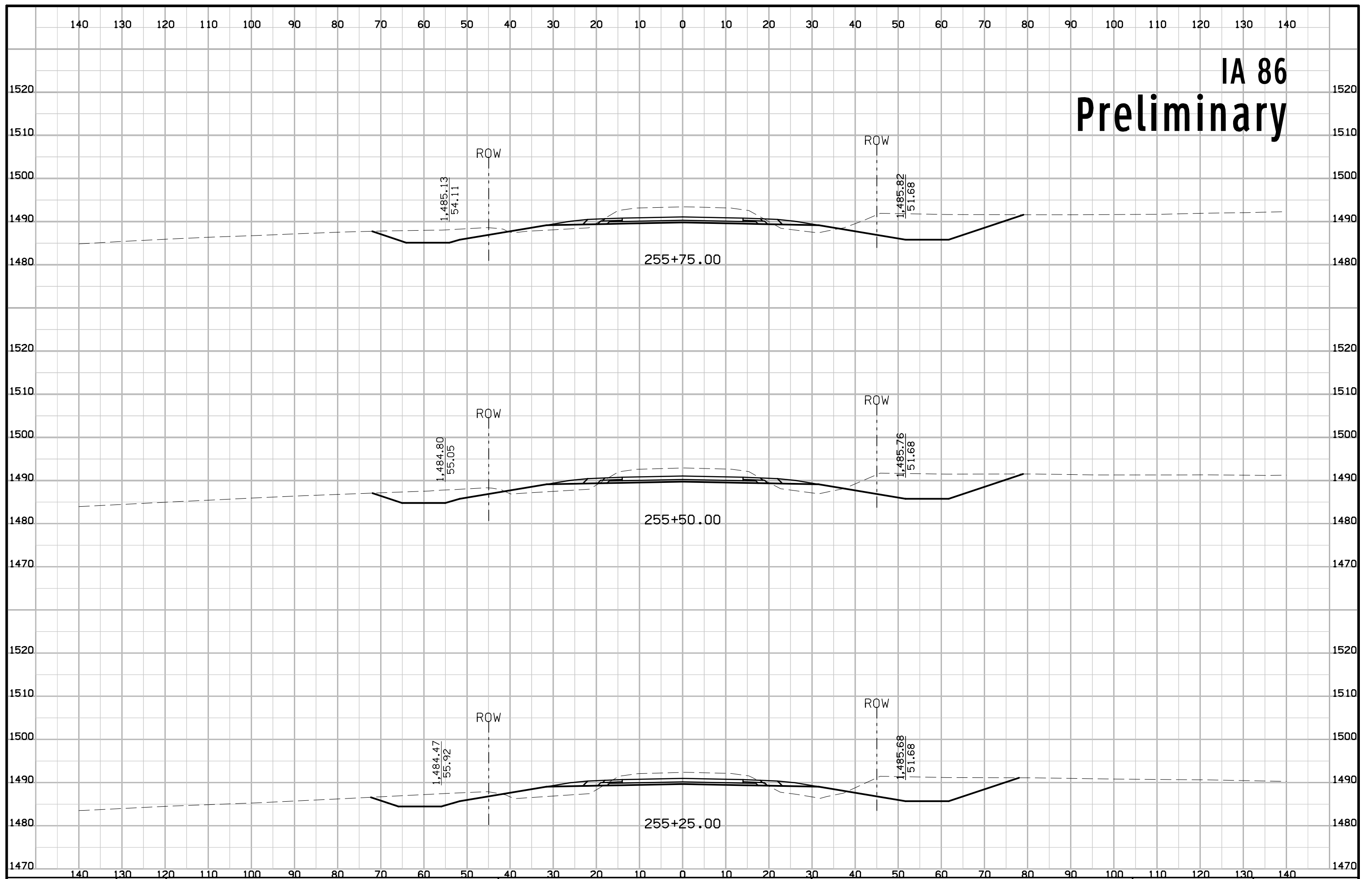
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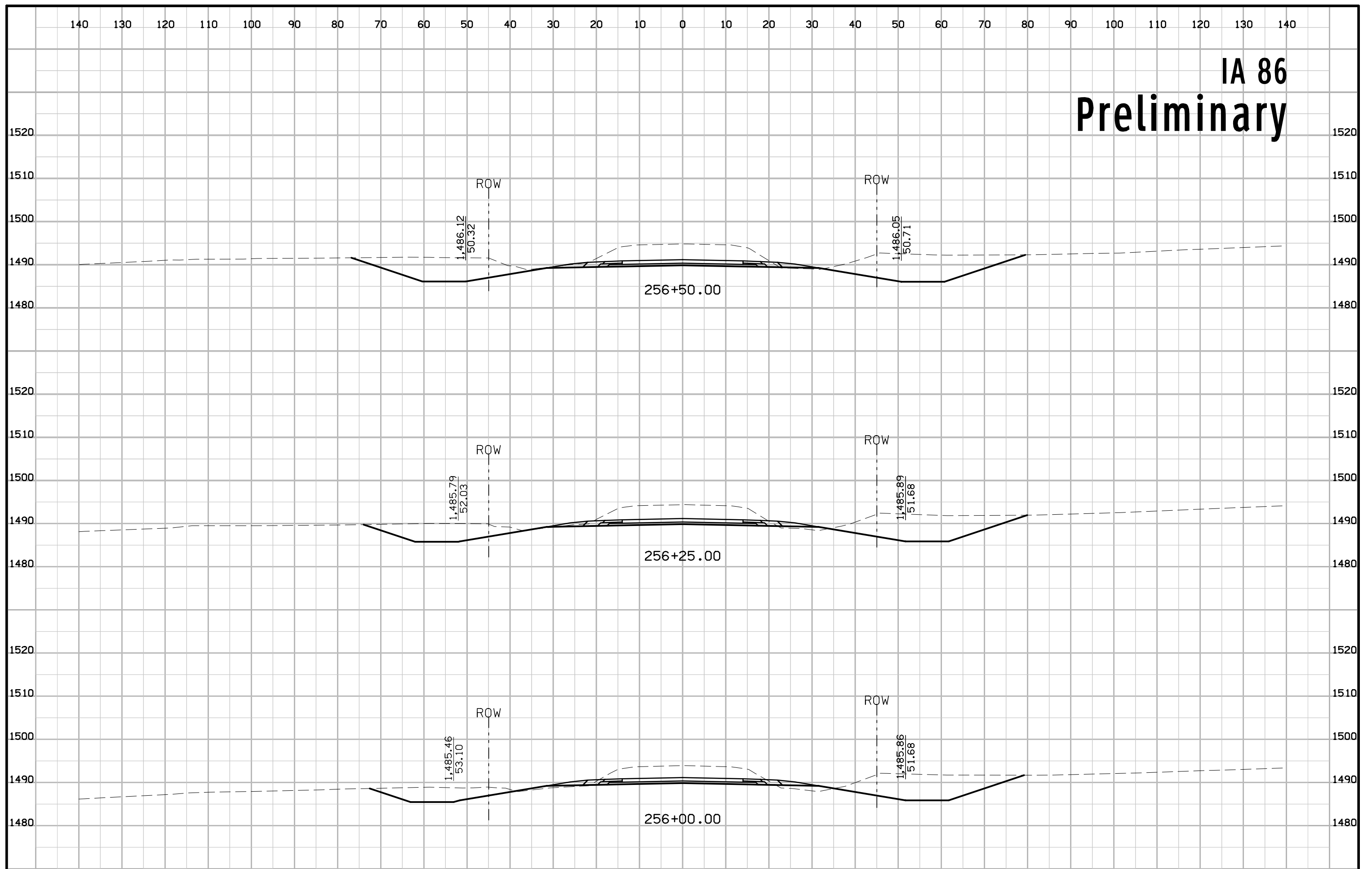
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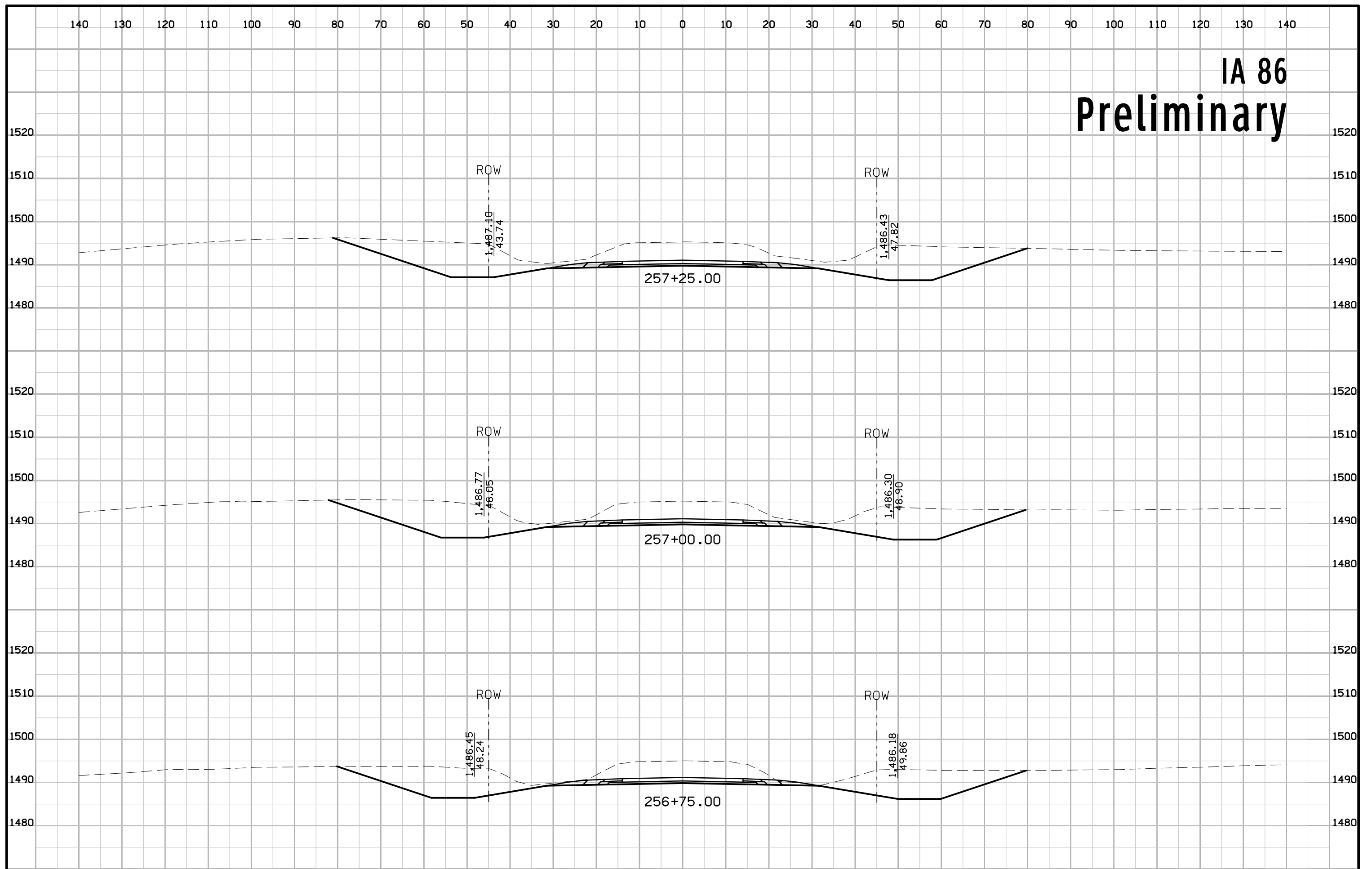
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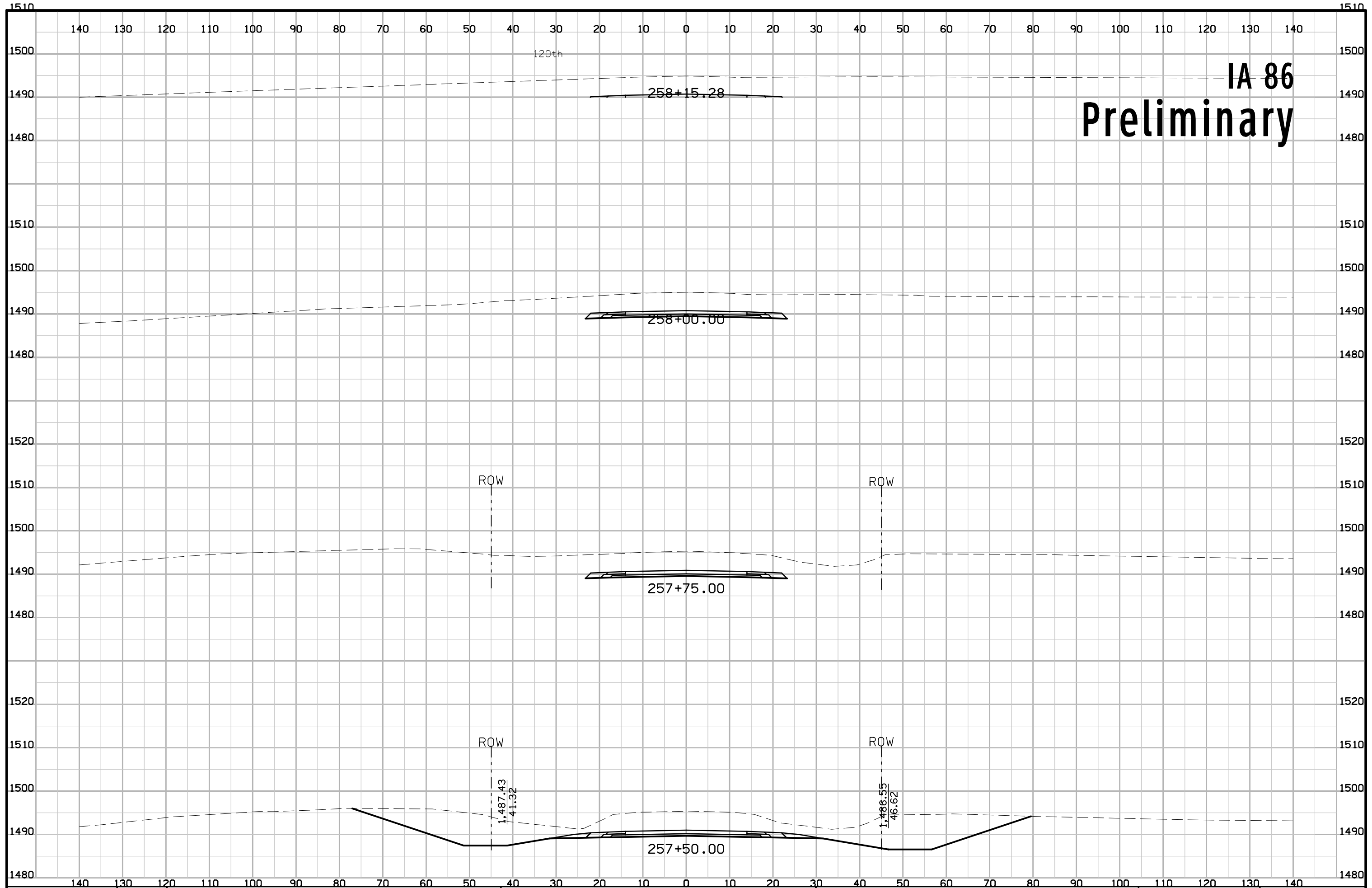


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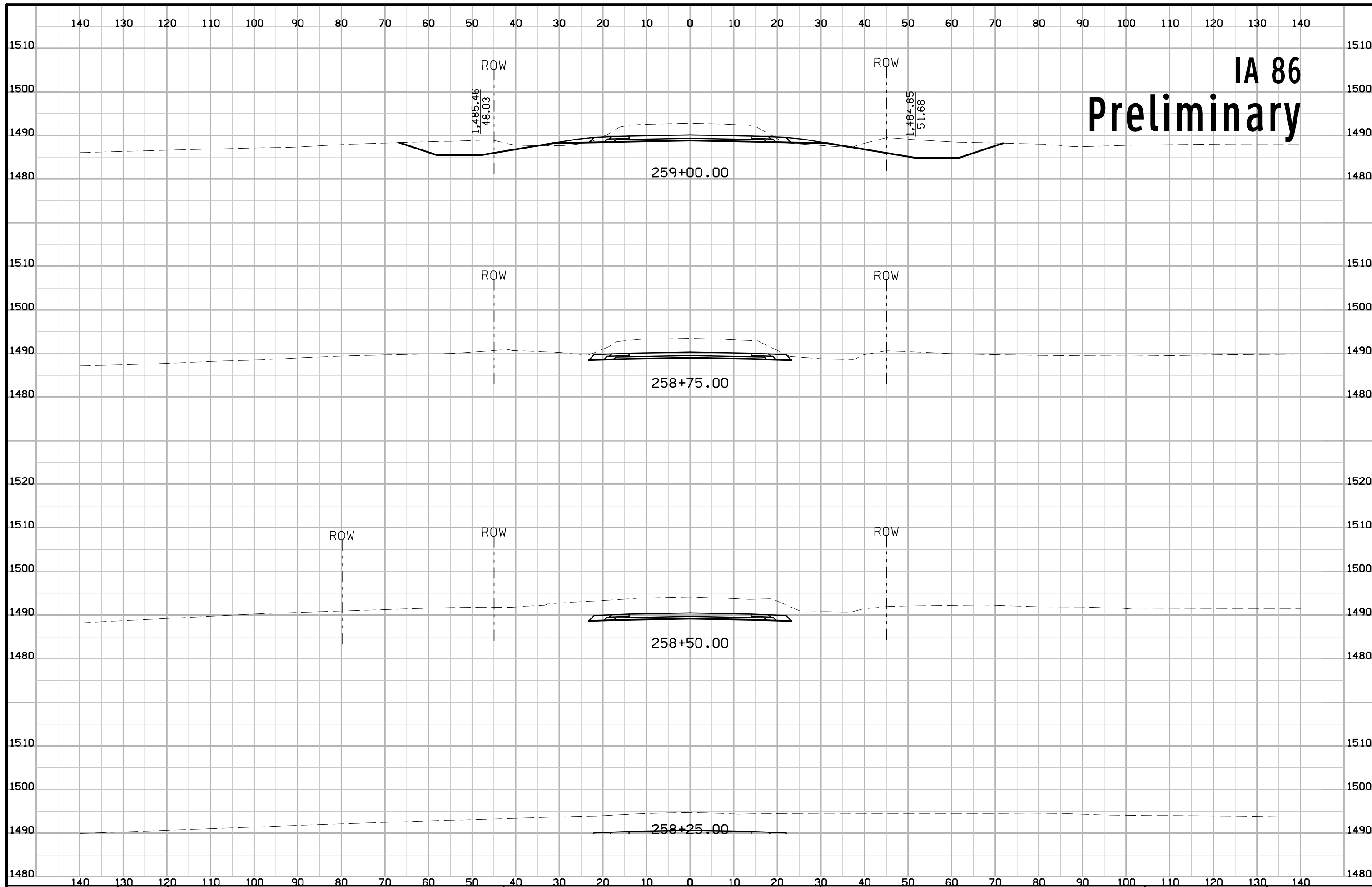


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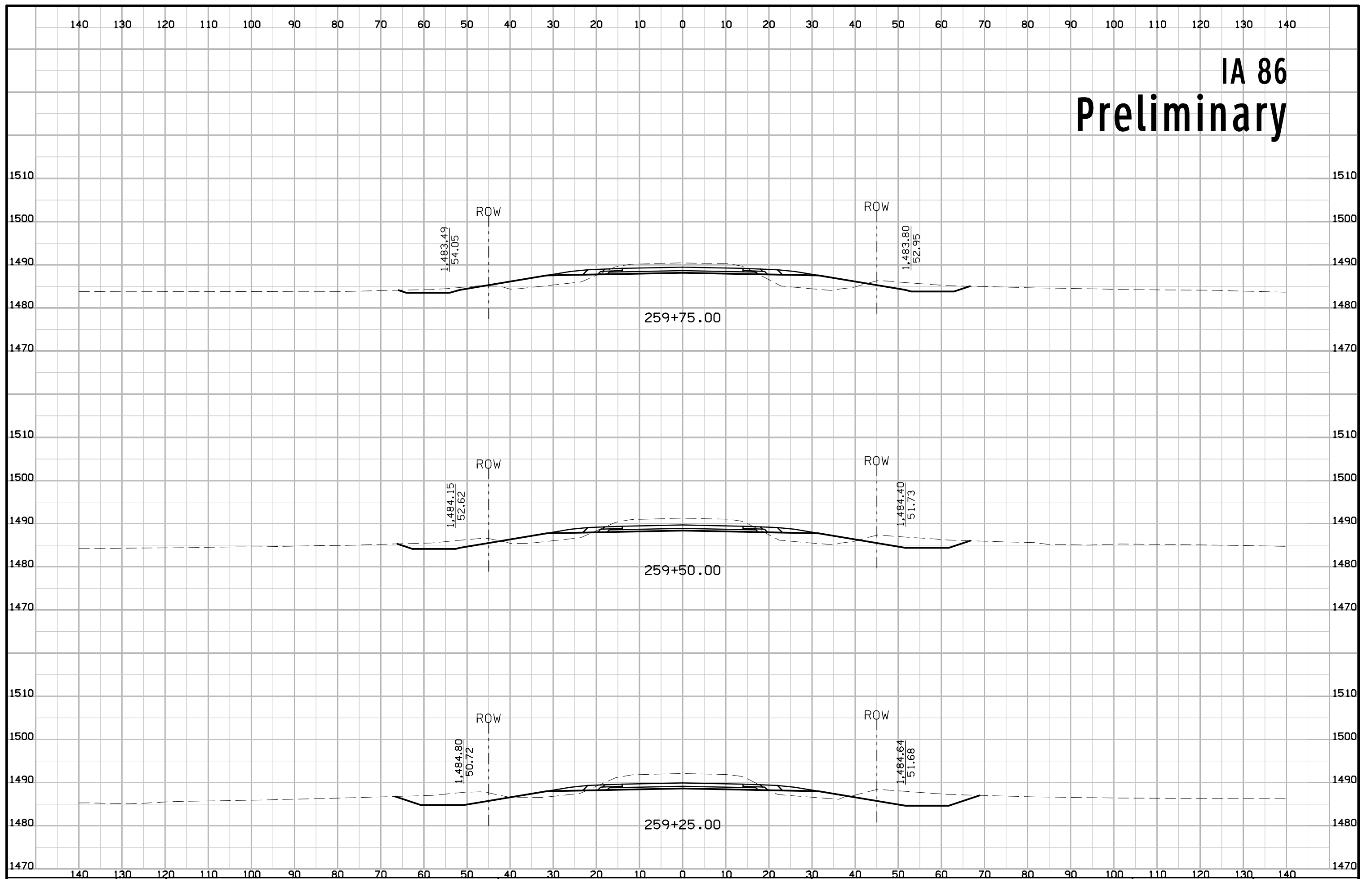


IA 86
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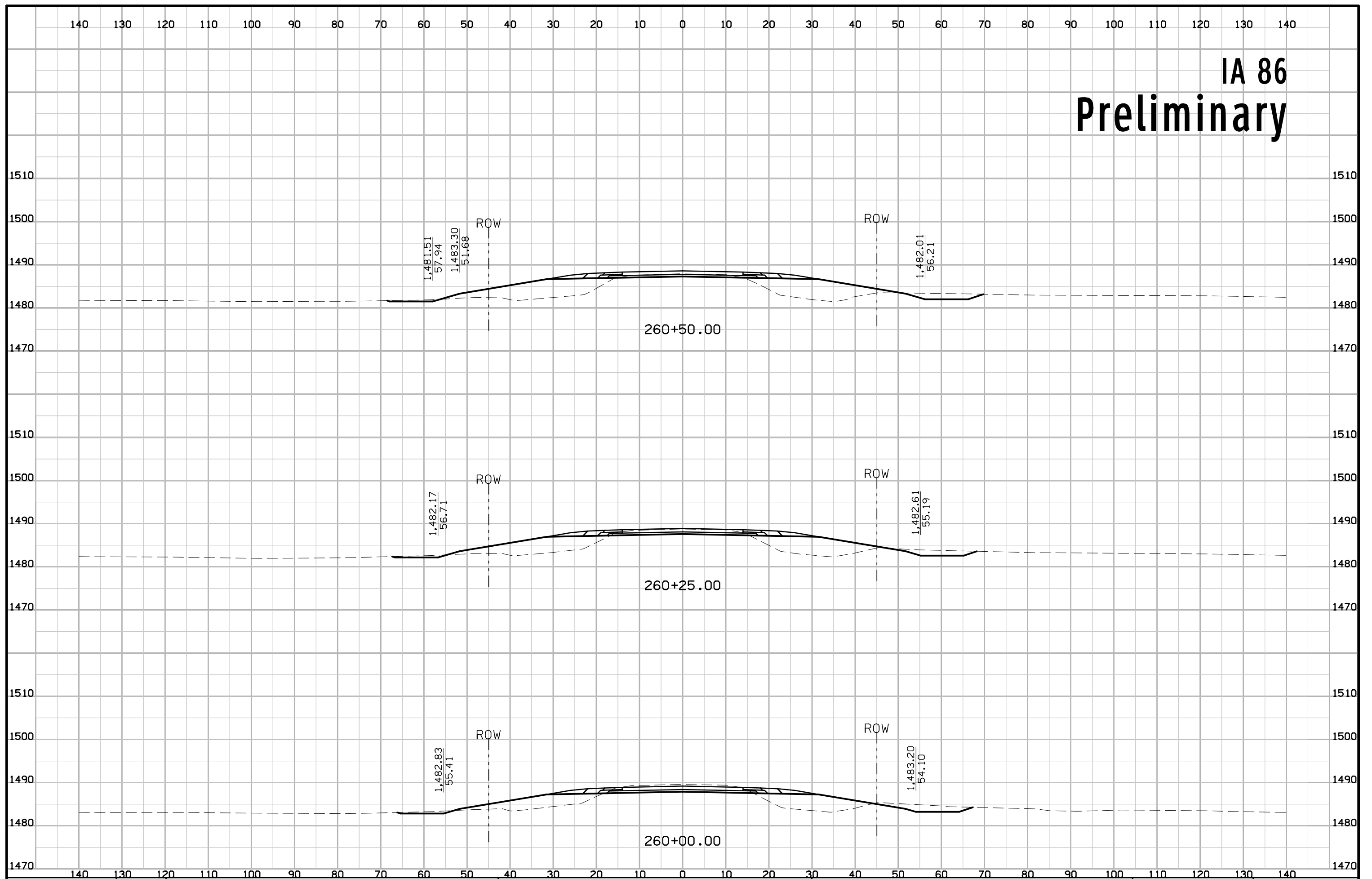


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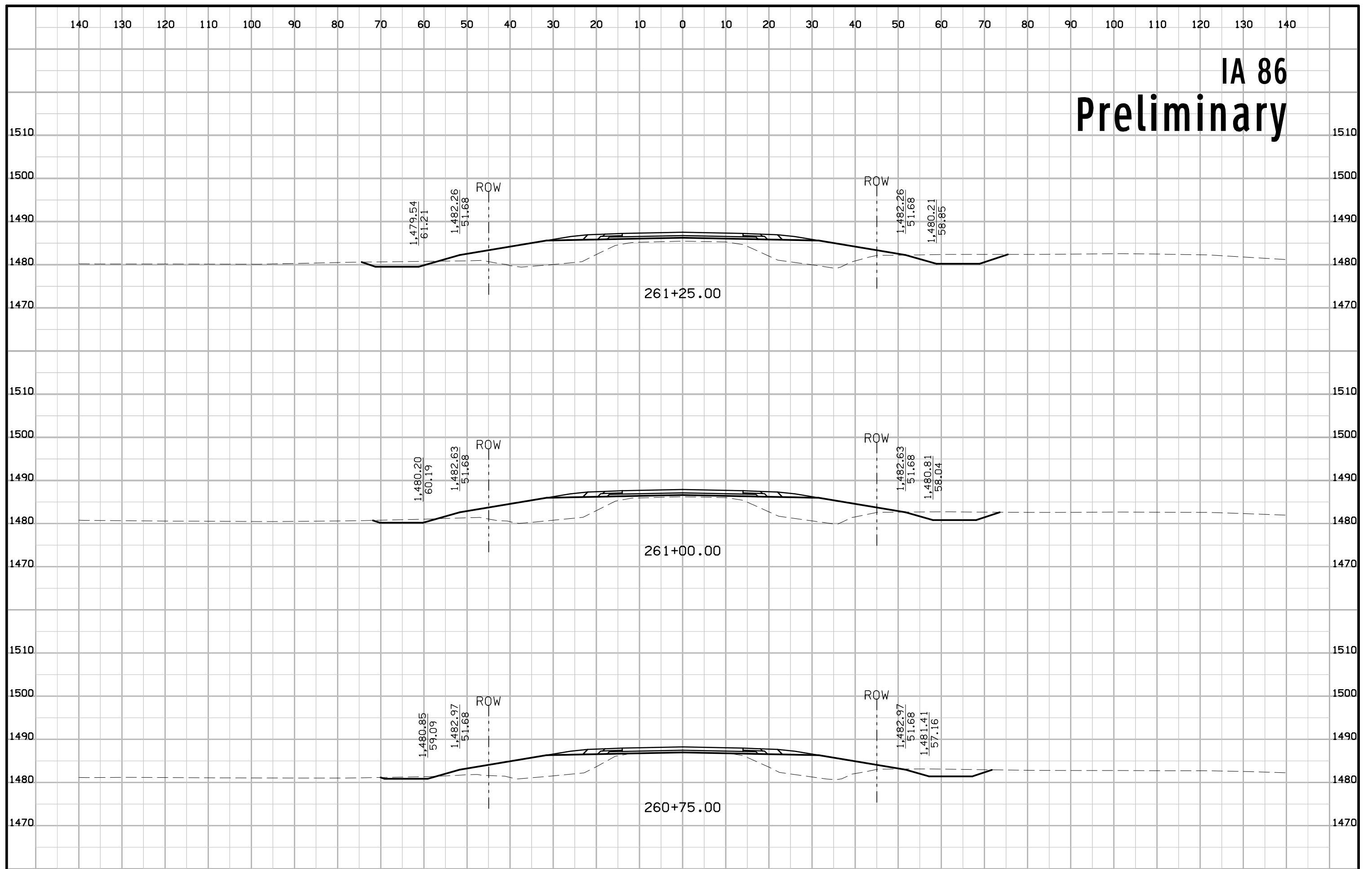
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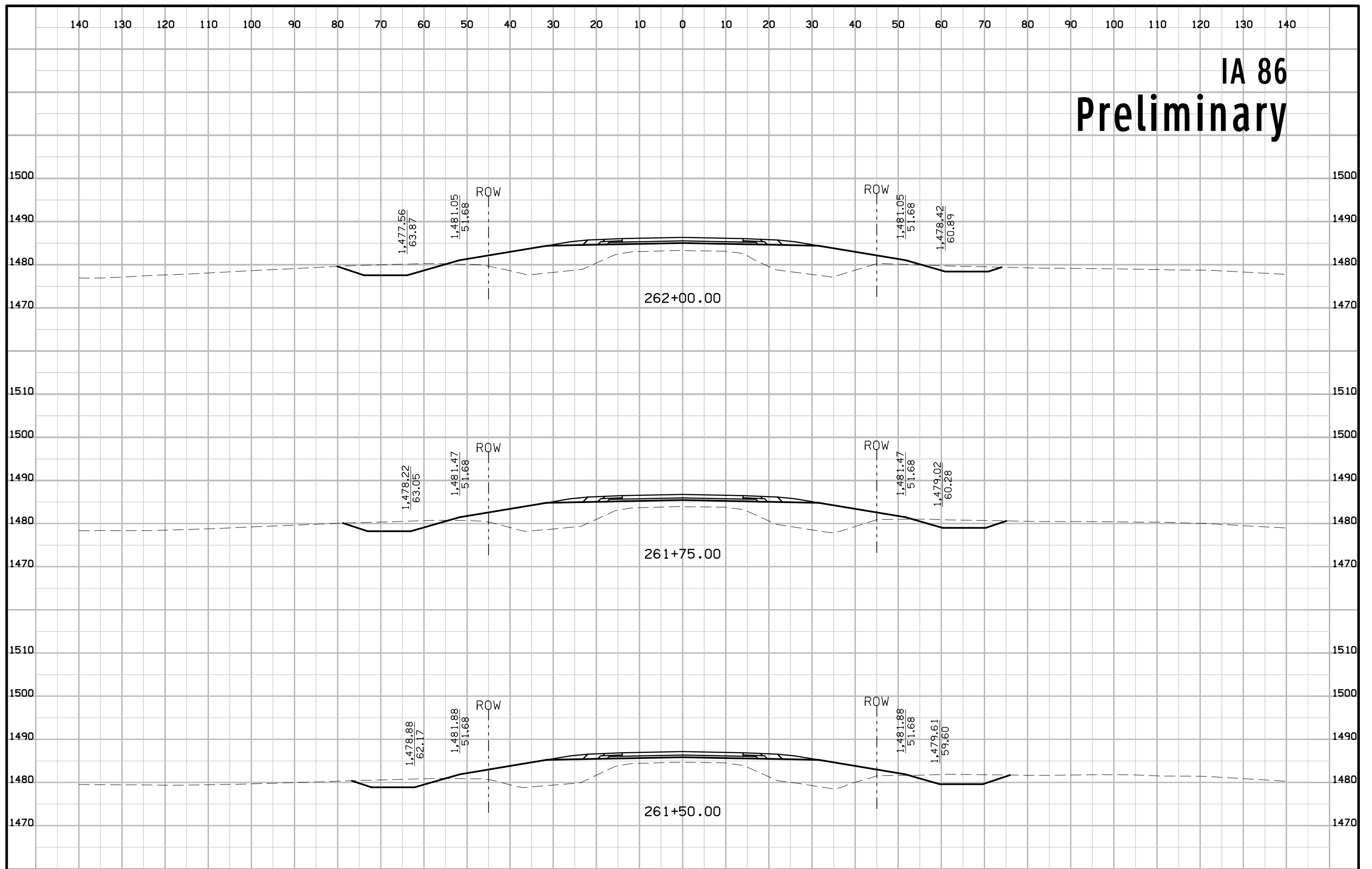
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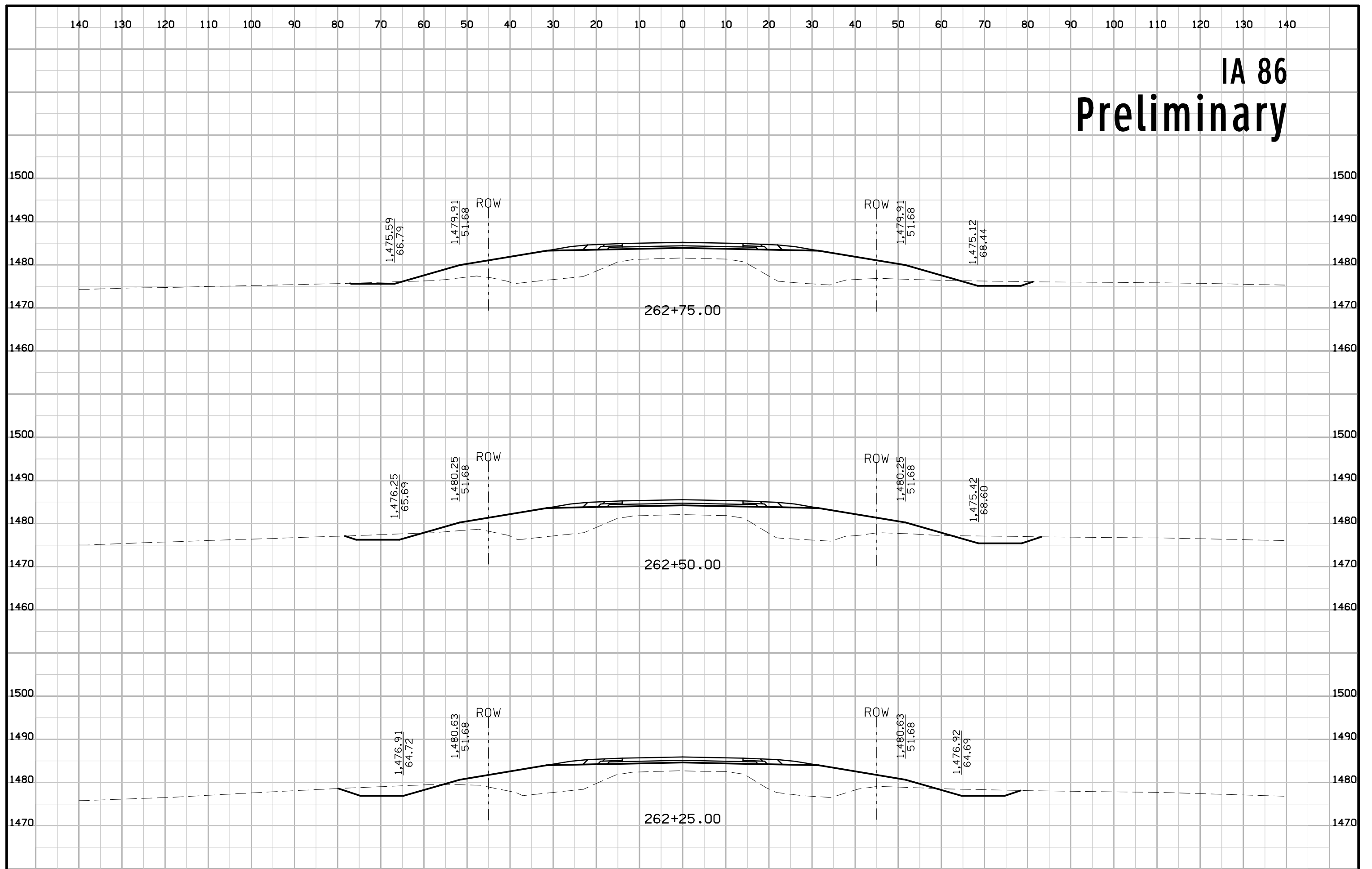
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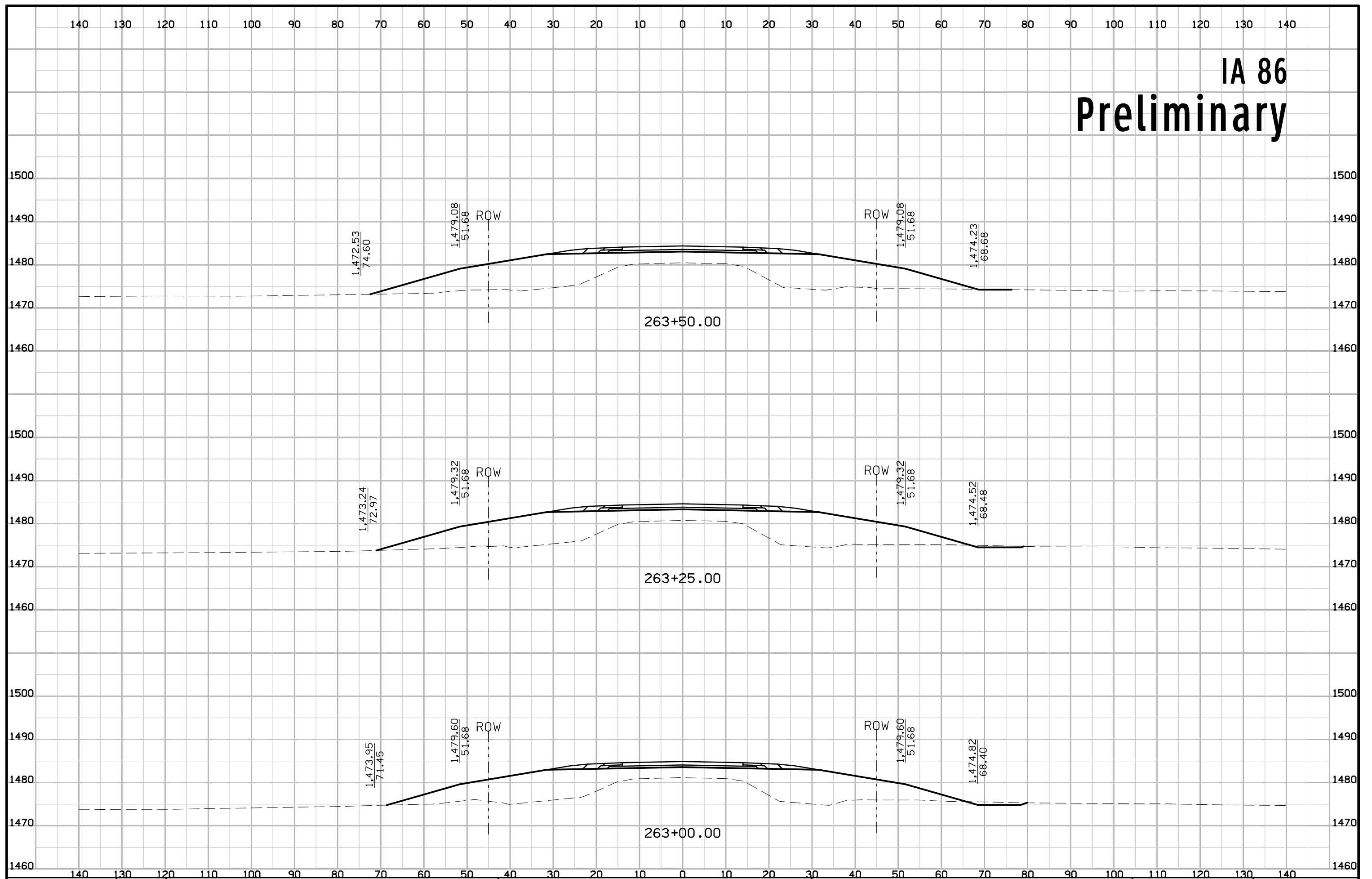
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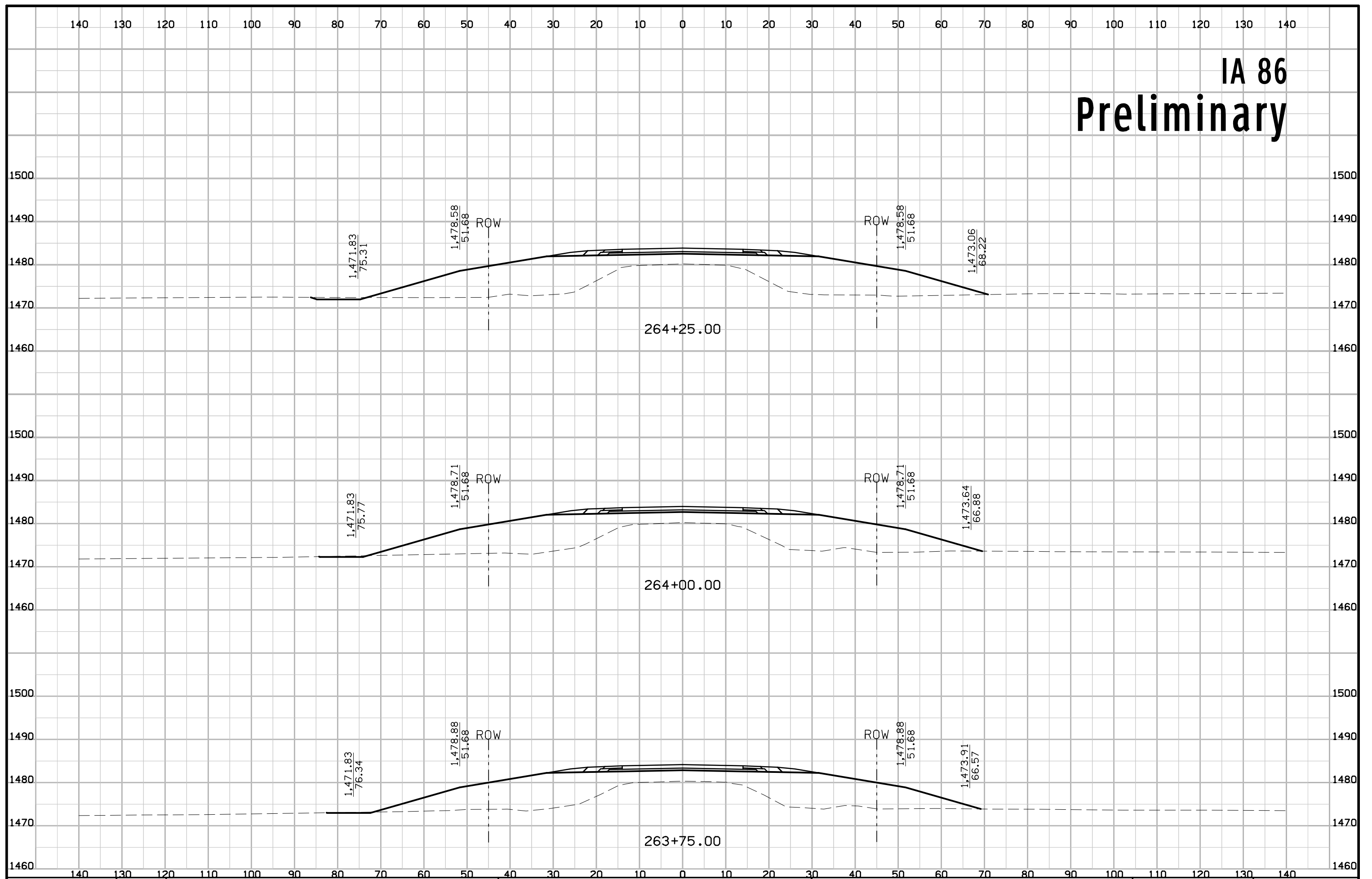
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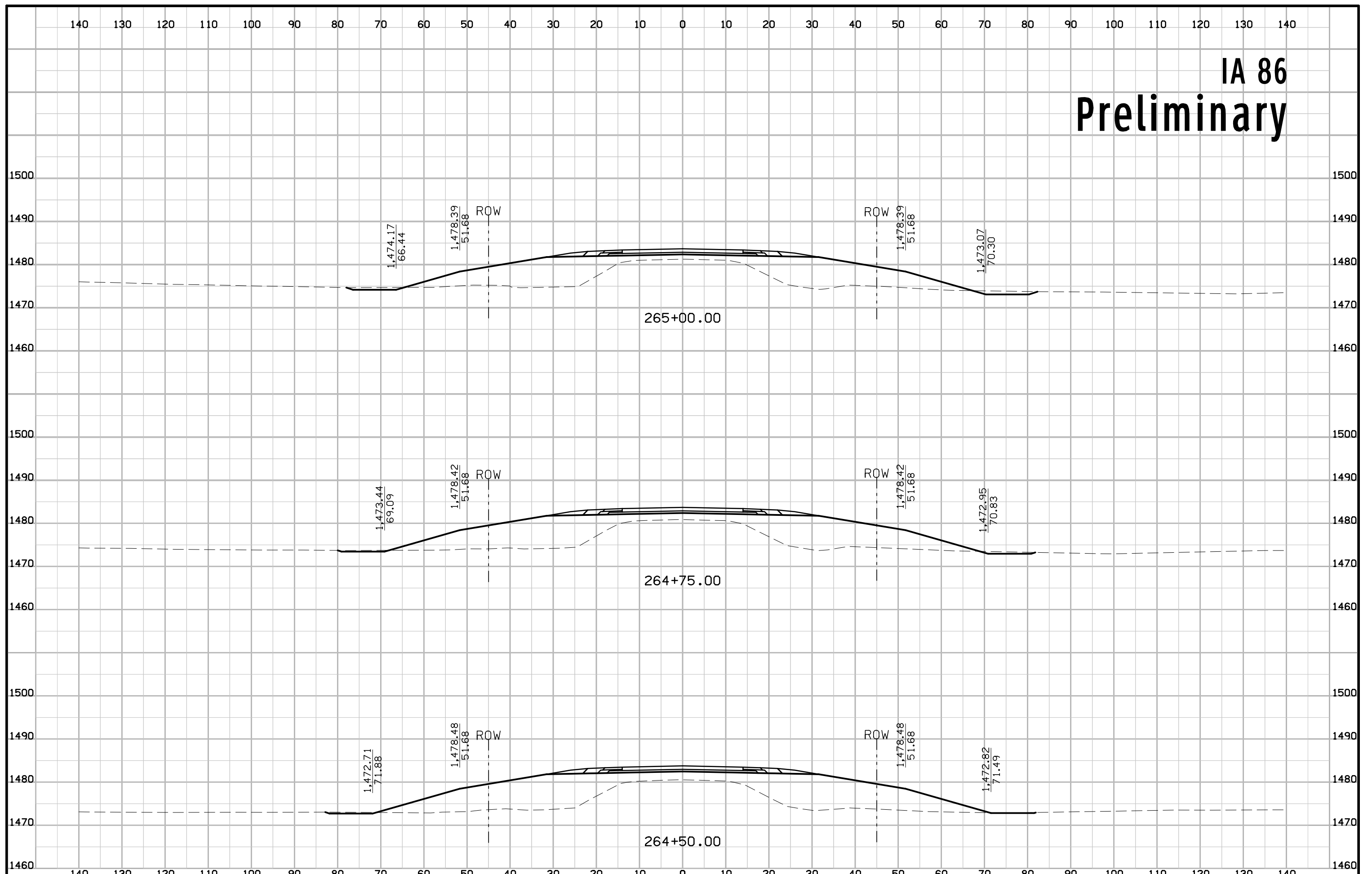
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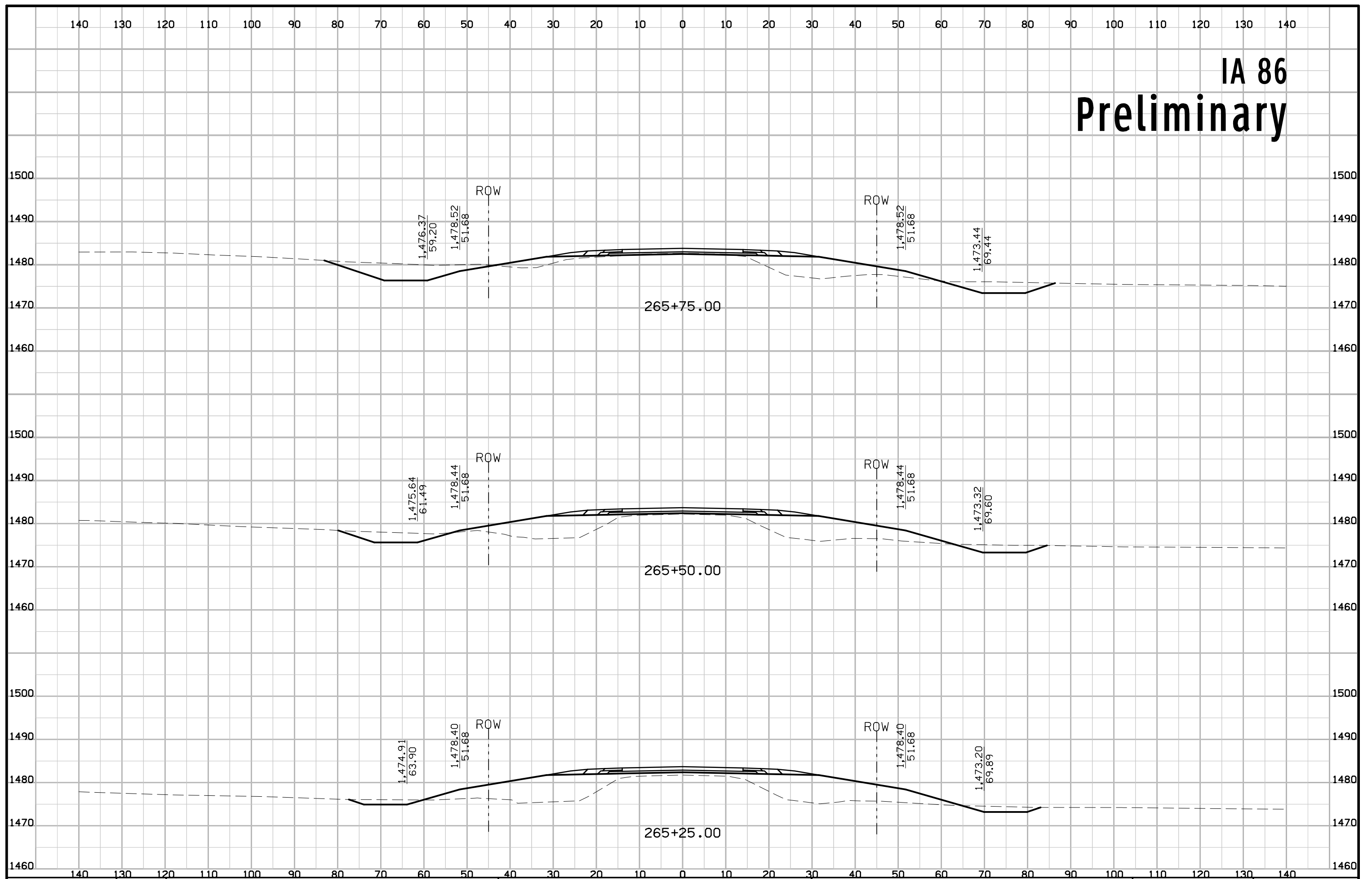
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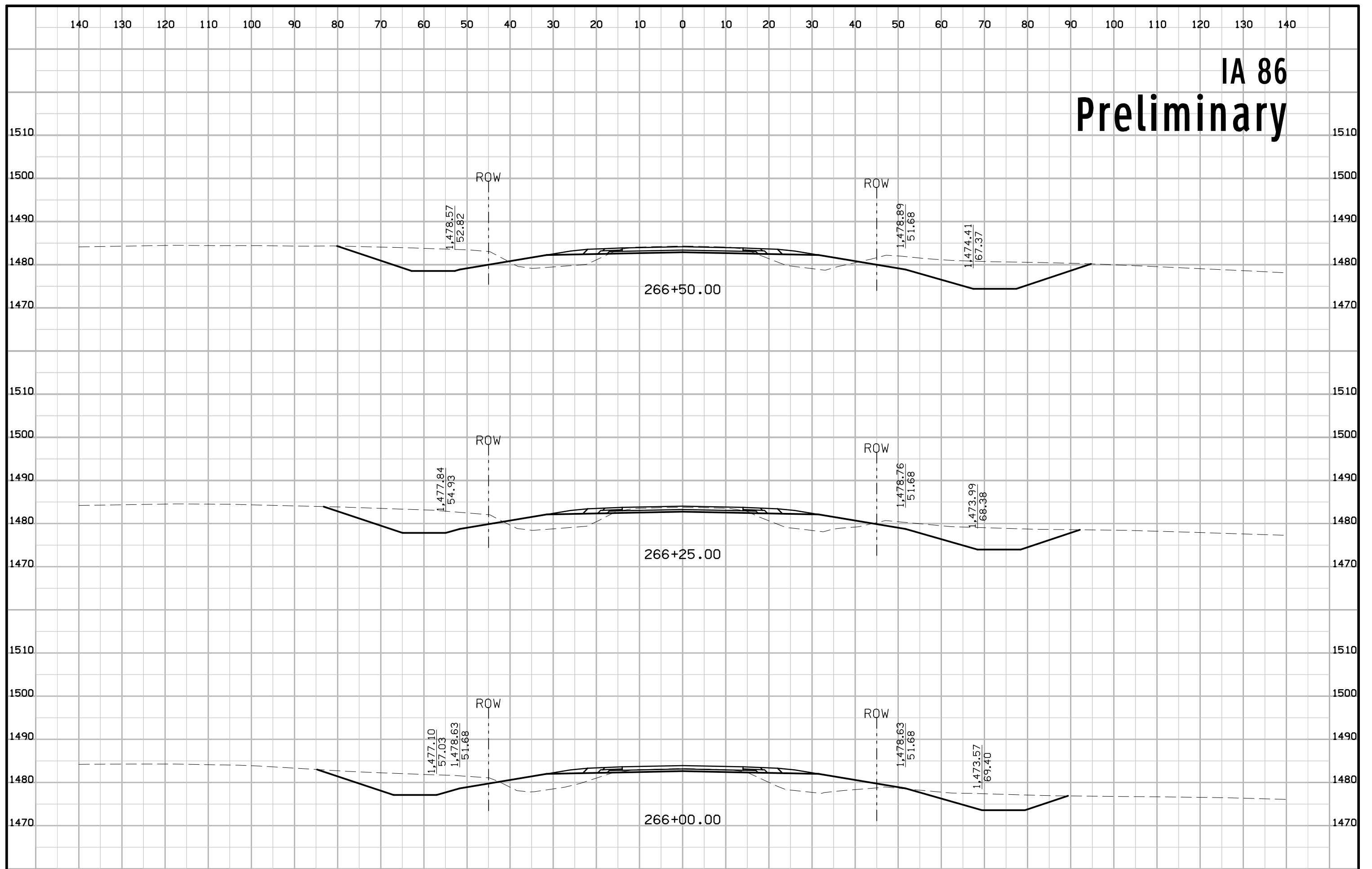
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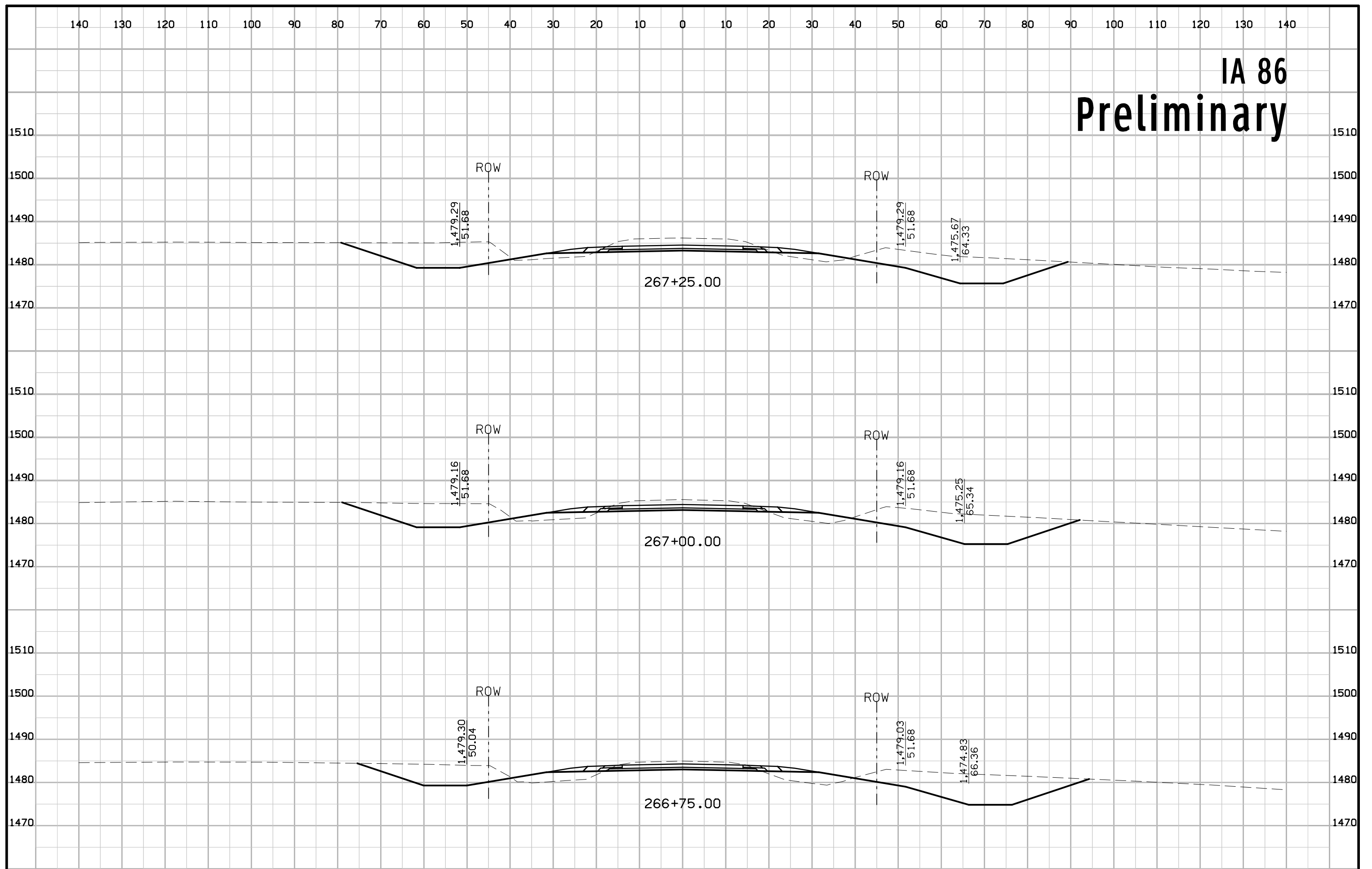
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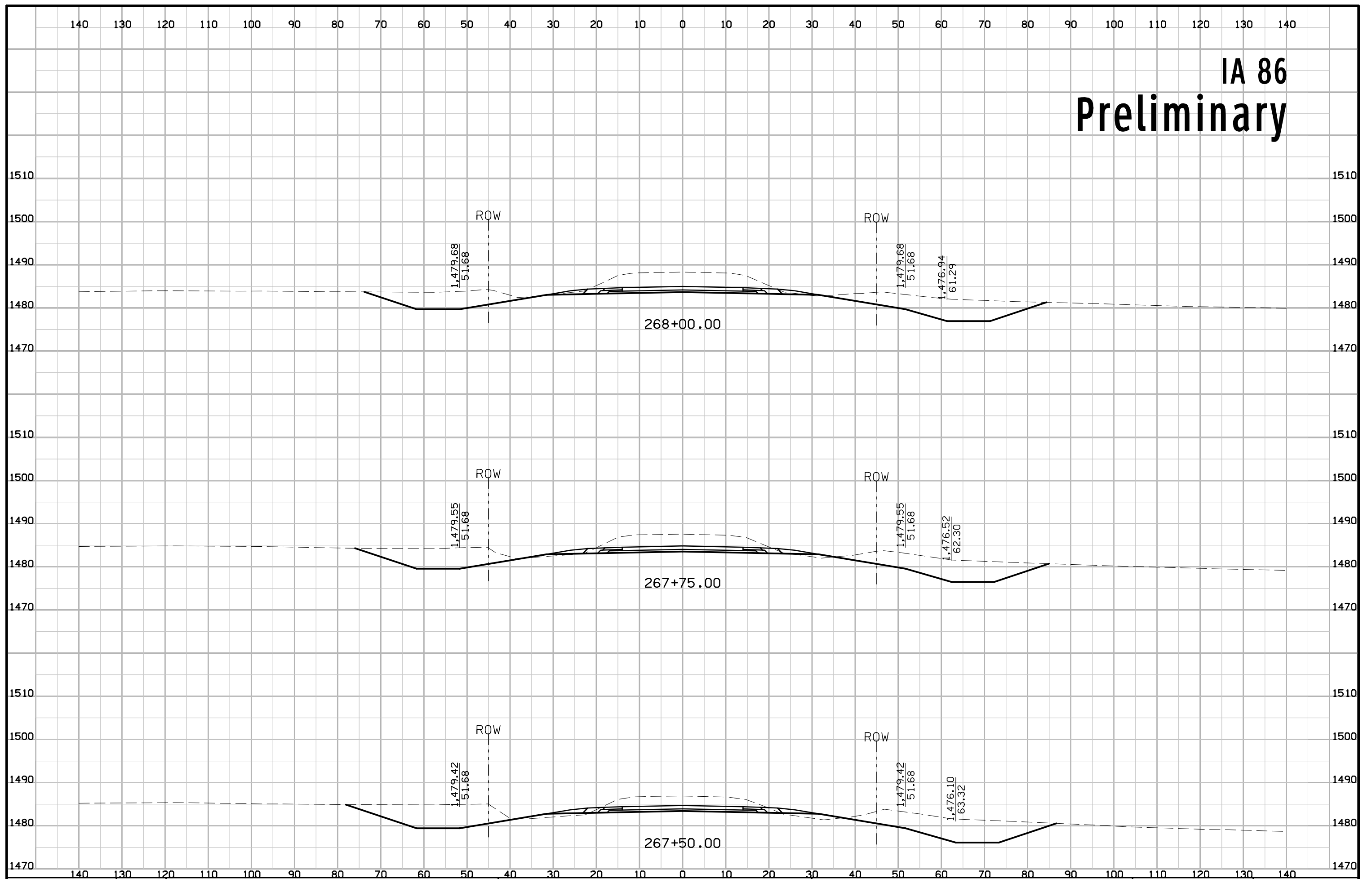
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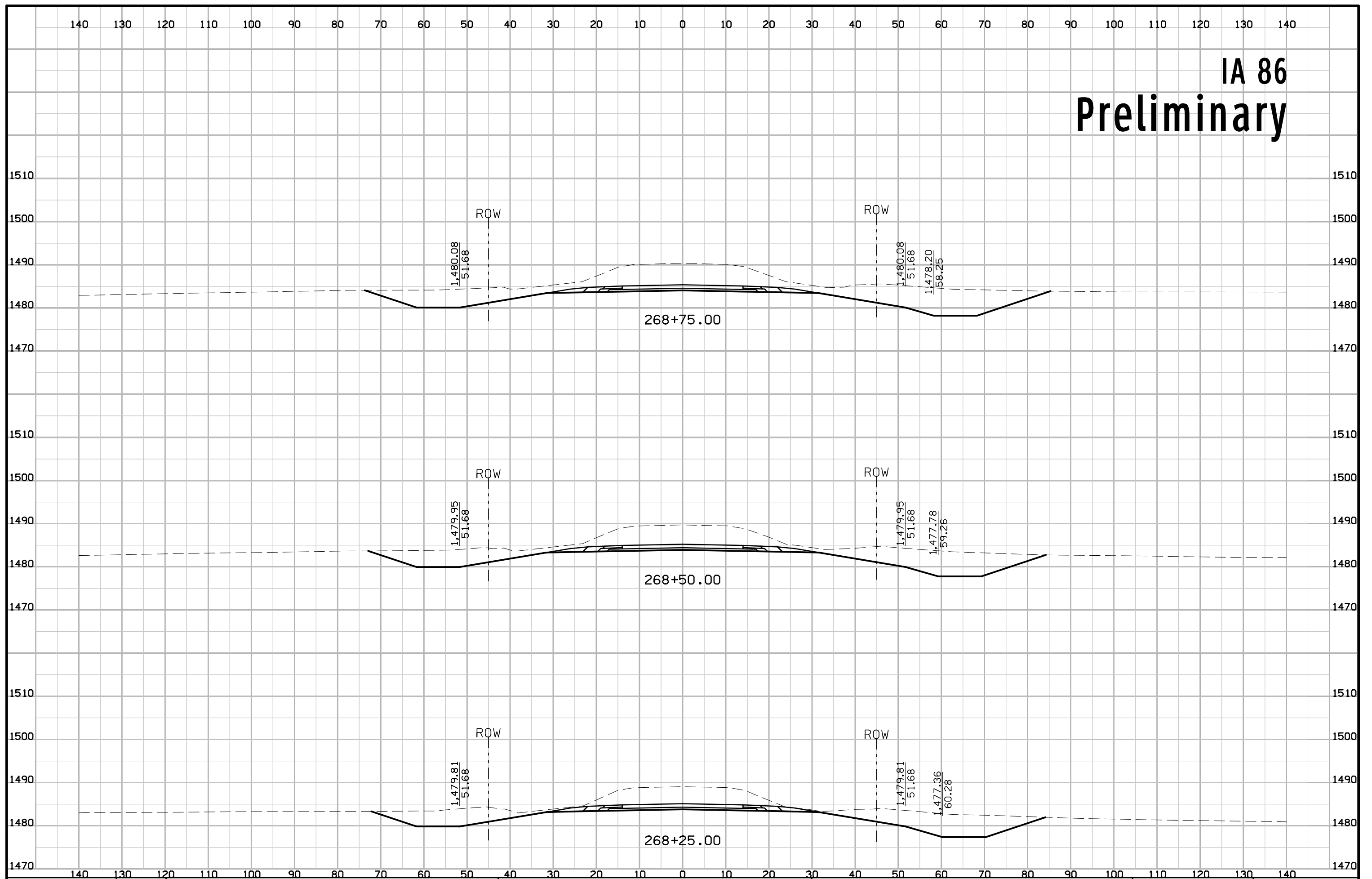
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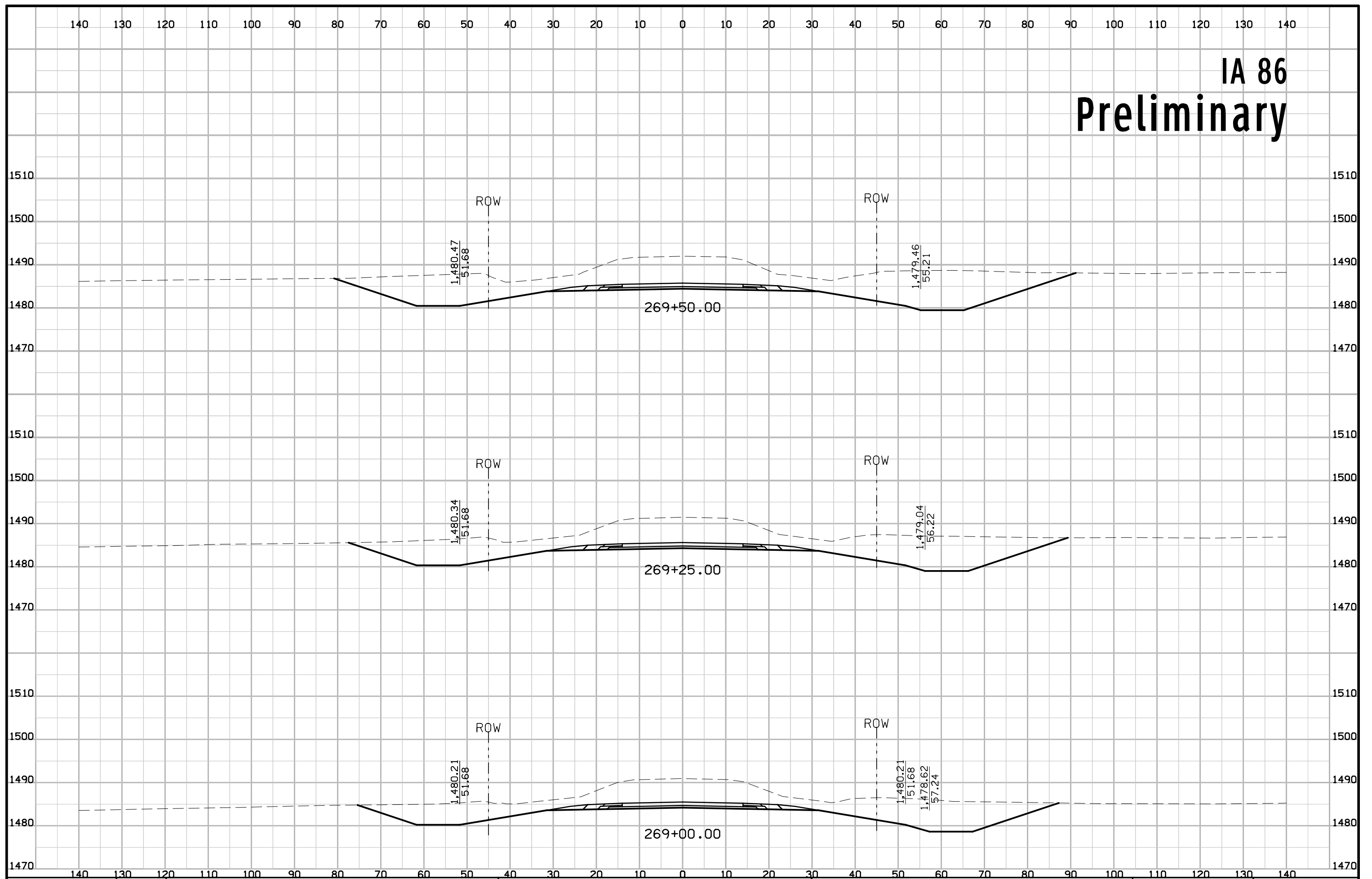
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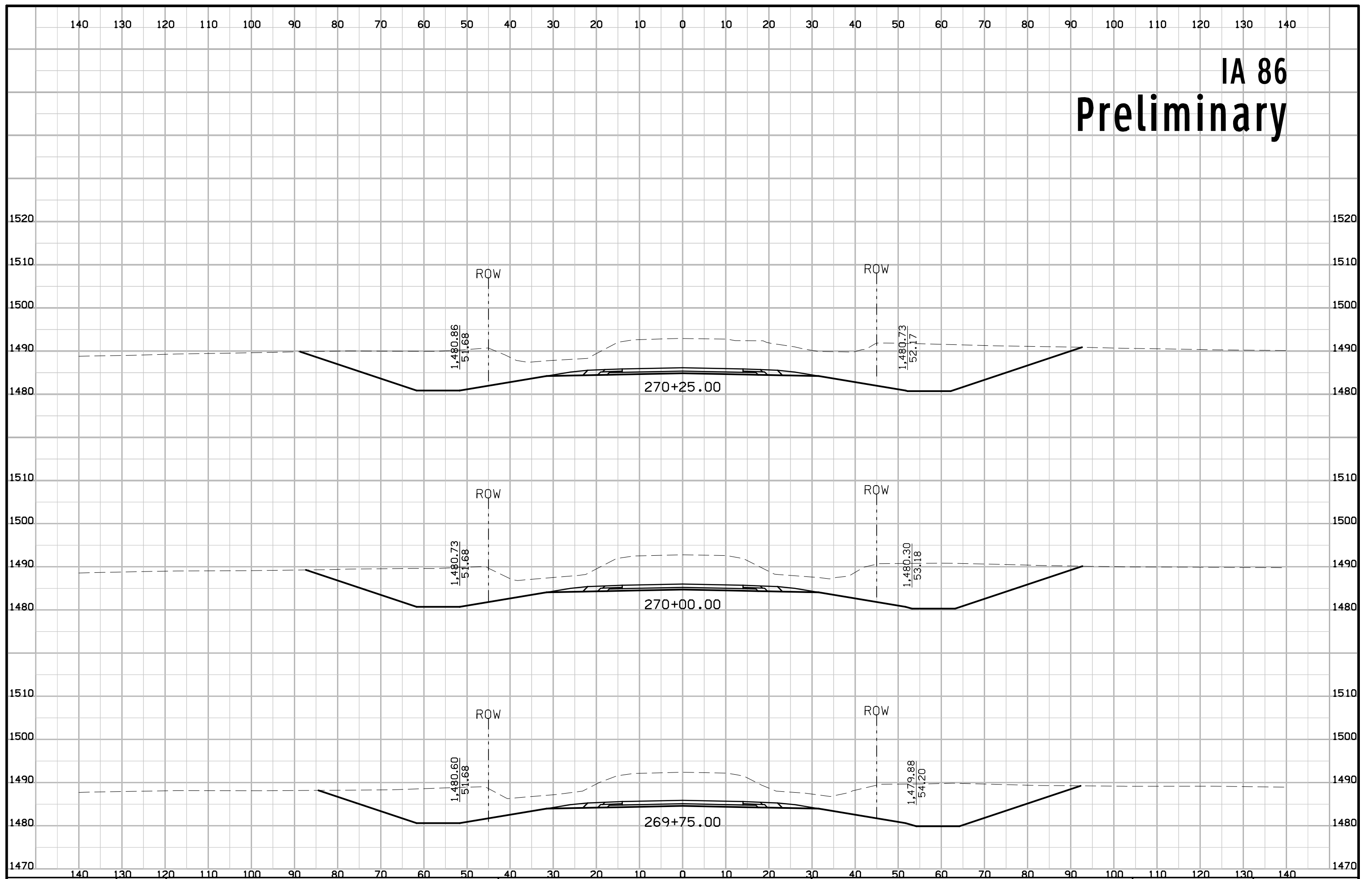
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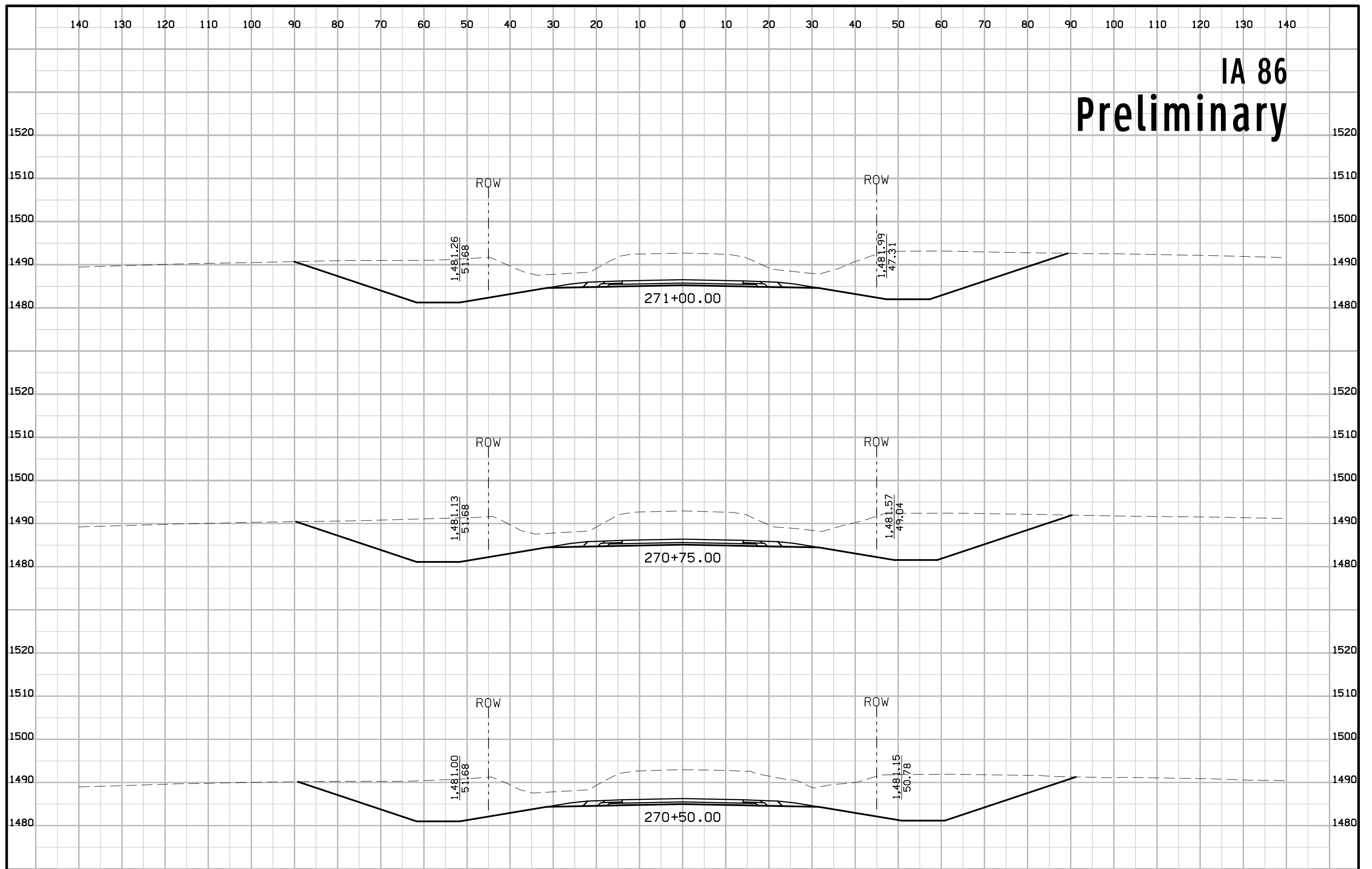
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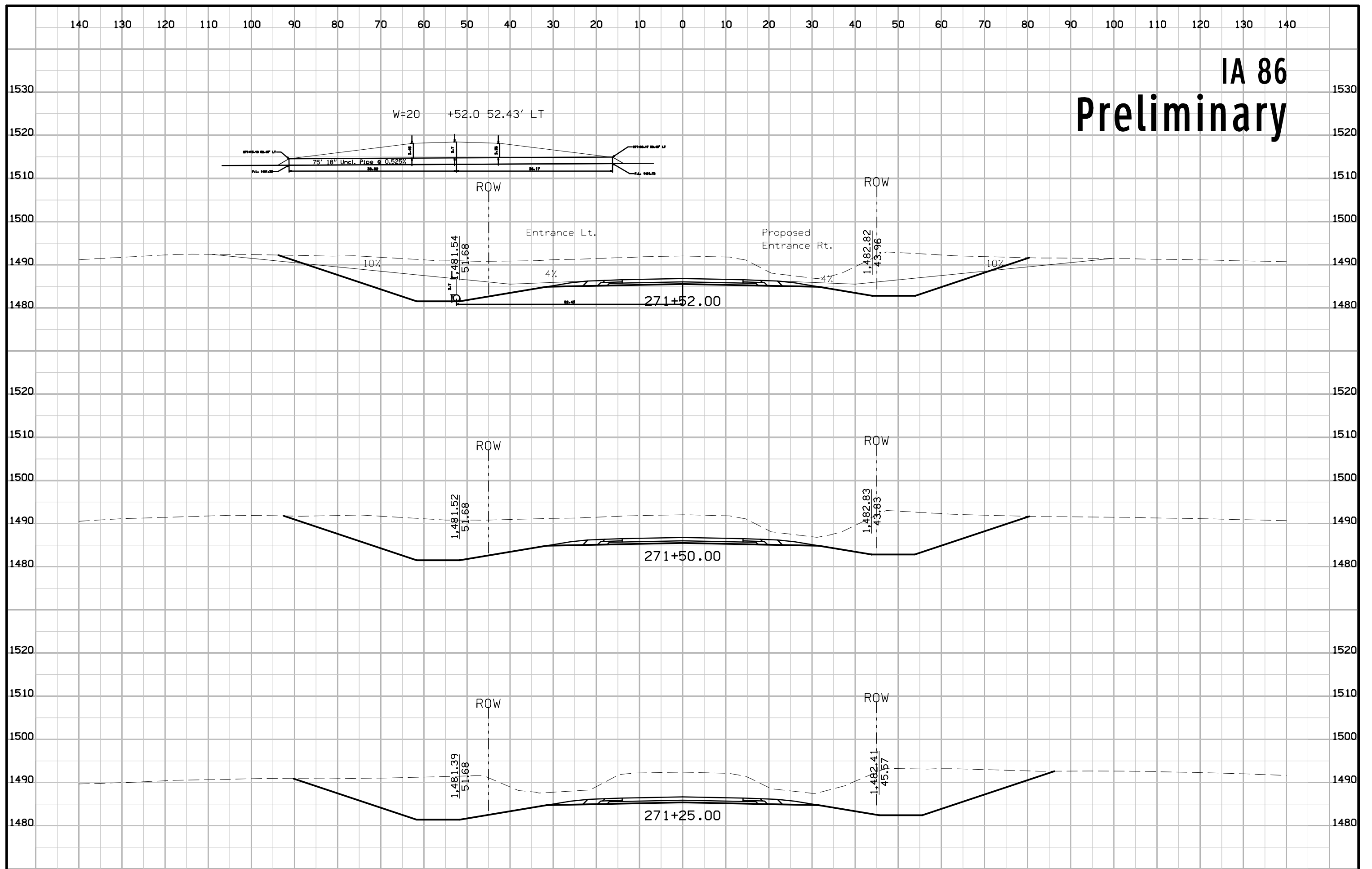
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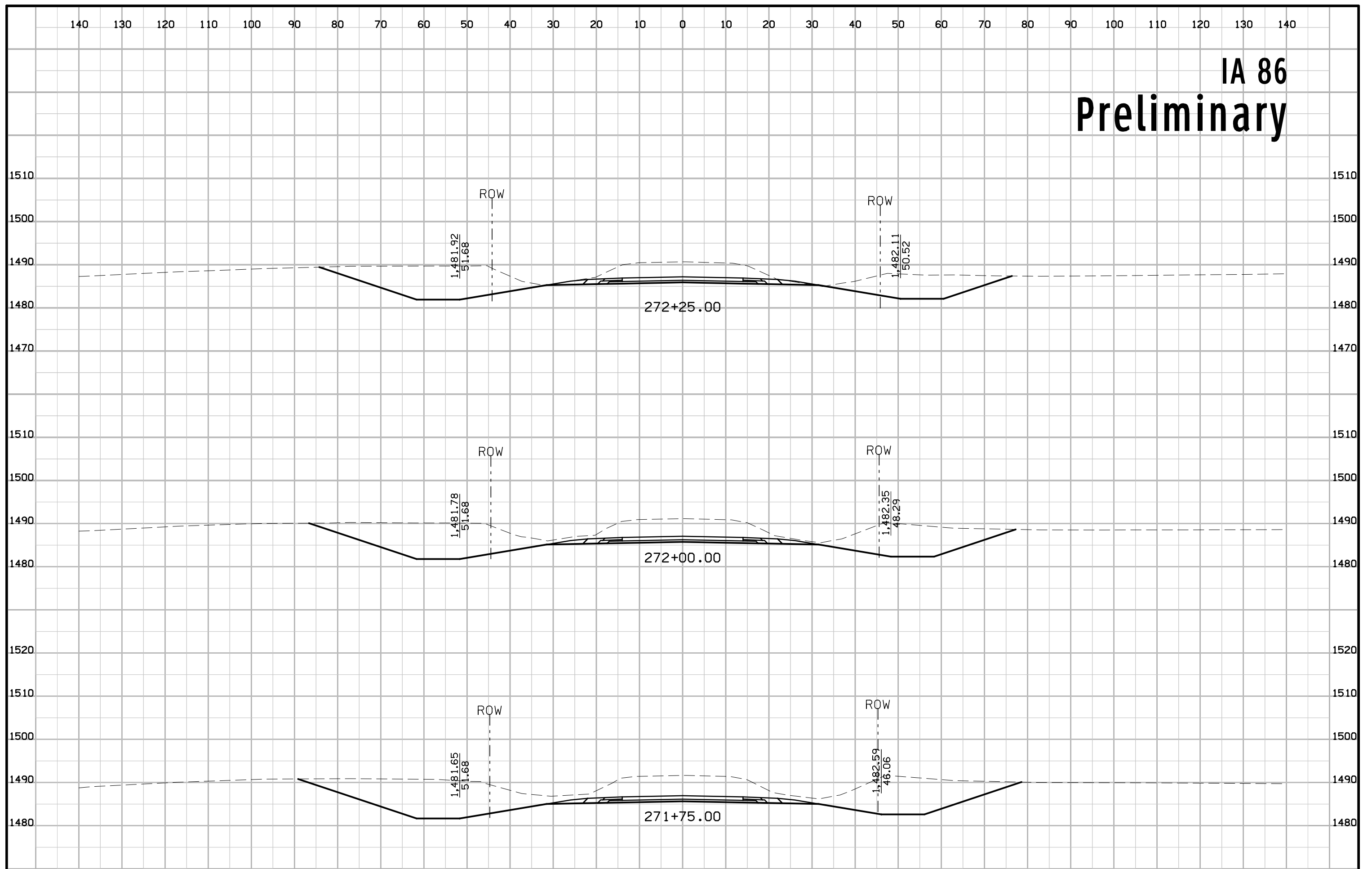
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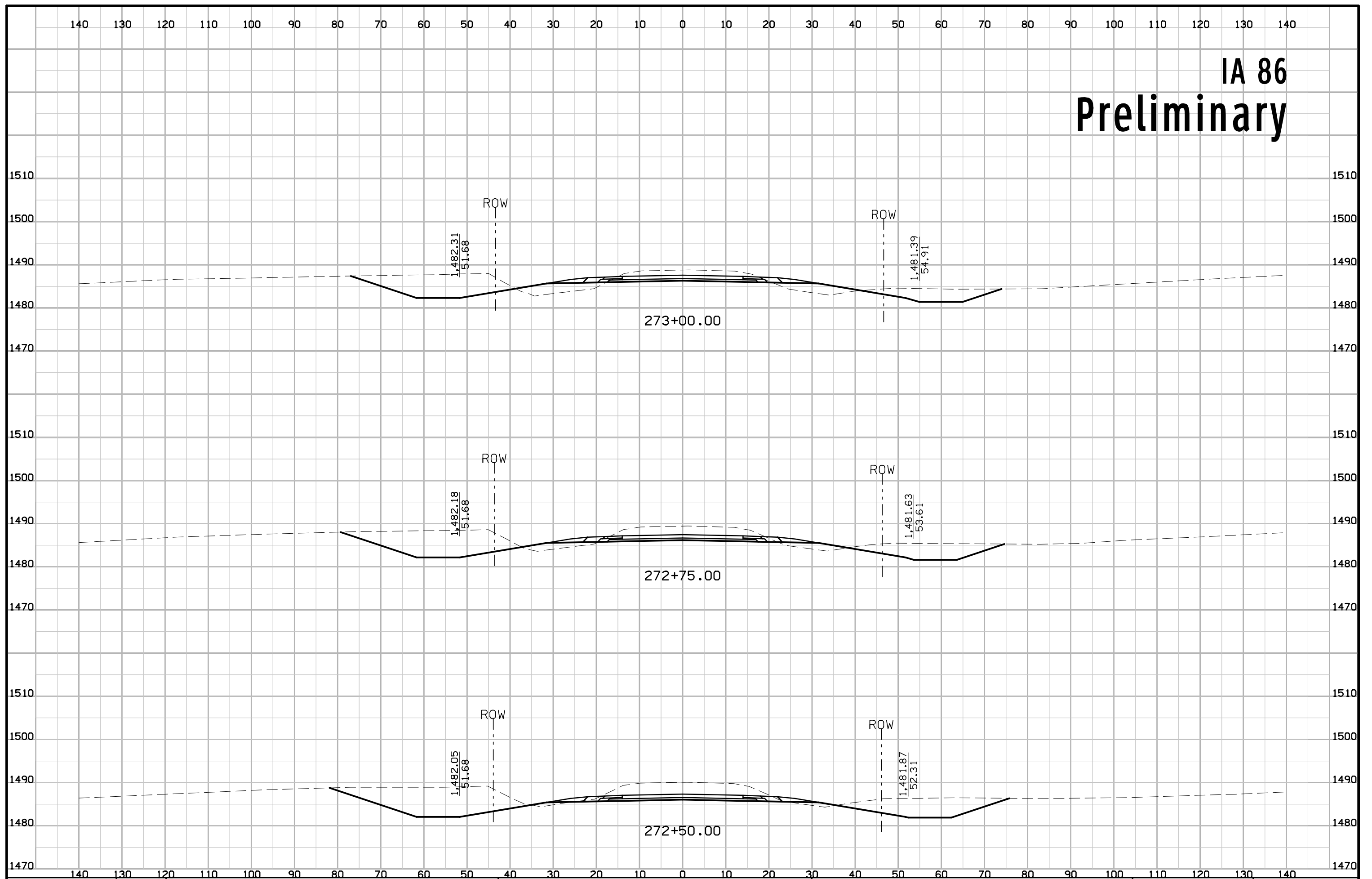
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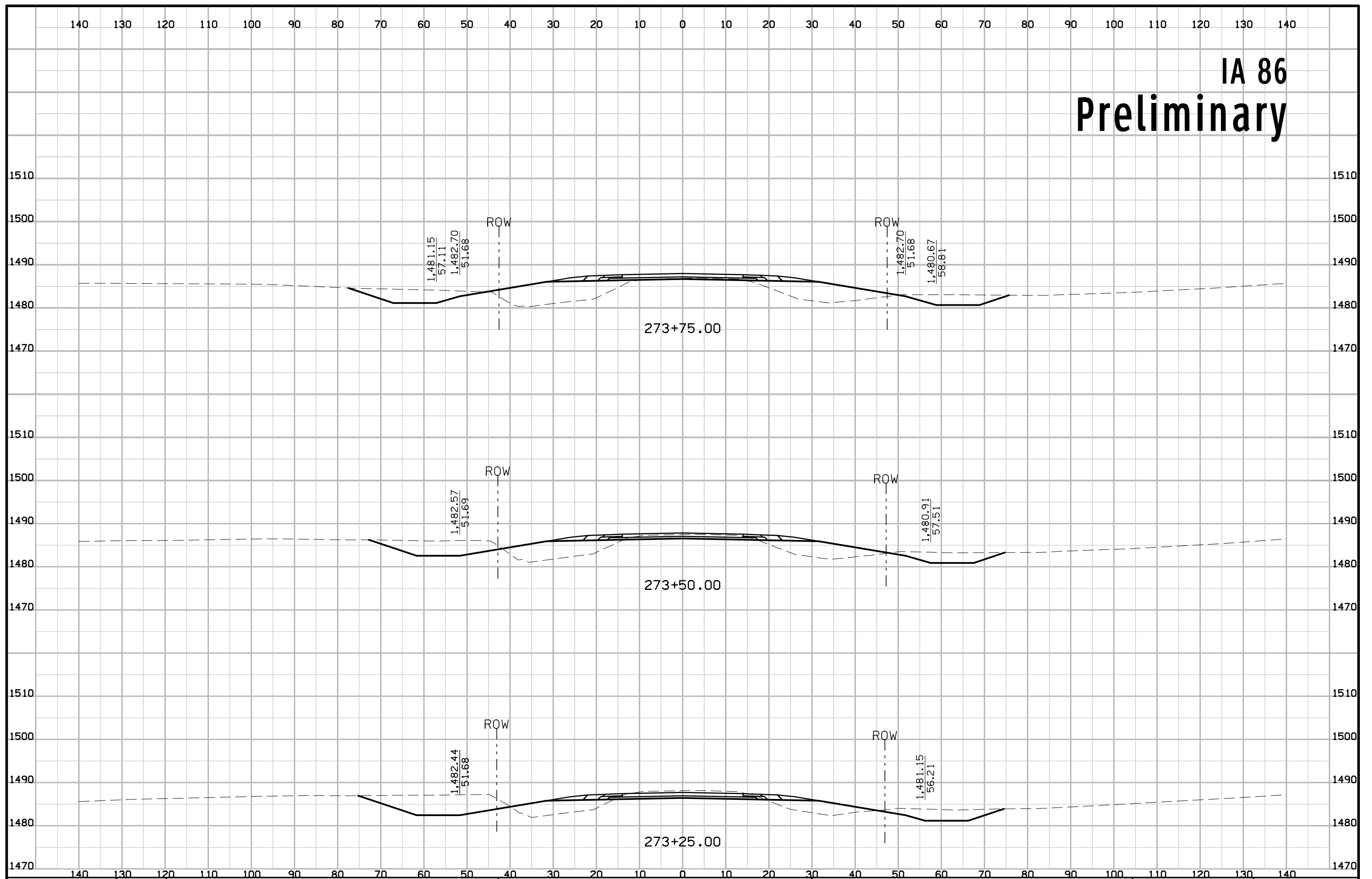
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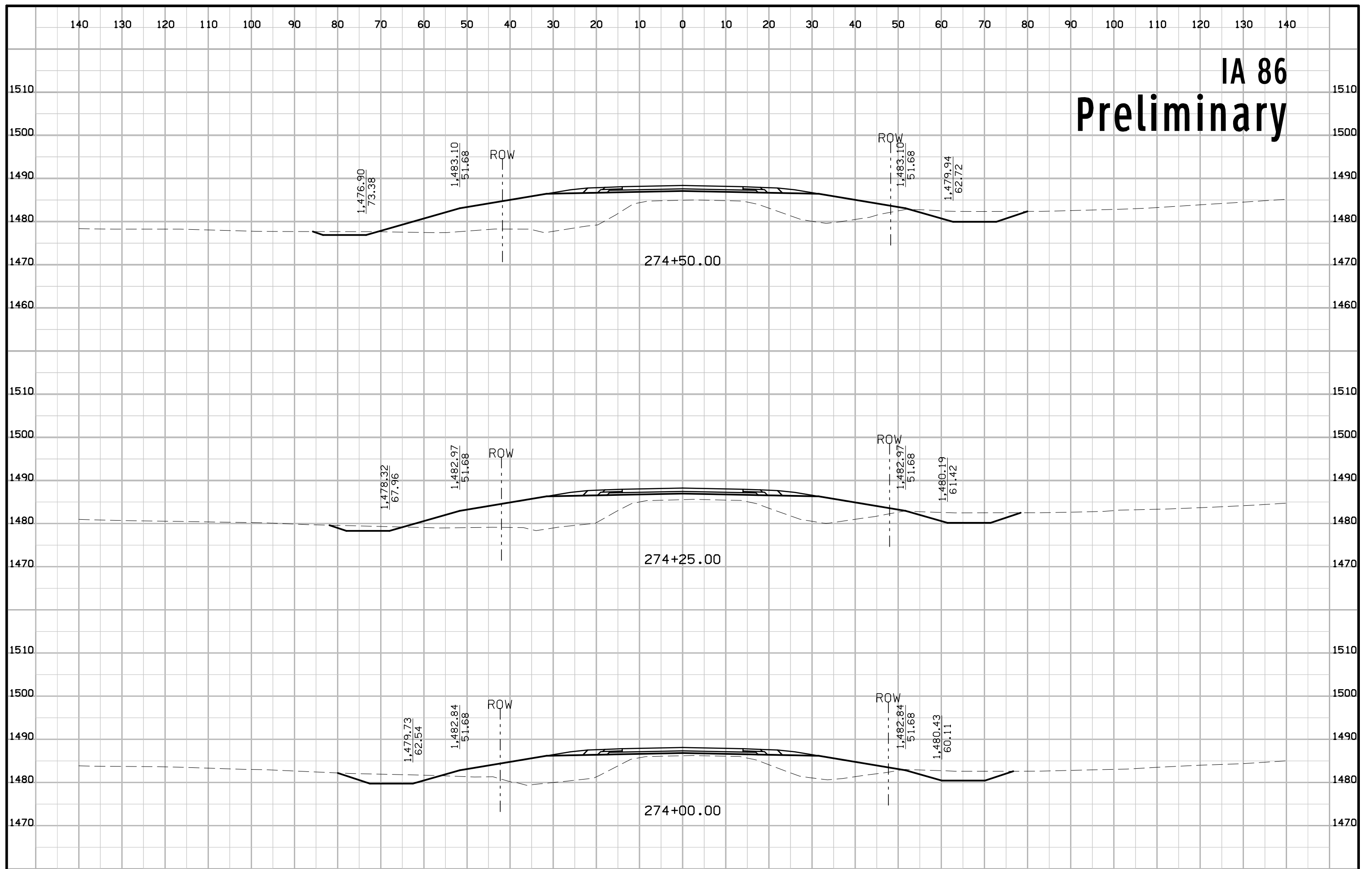
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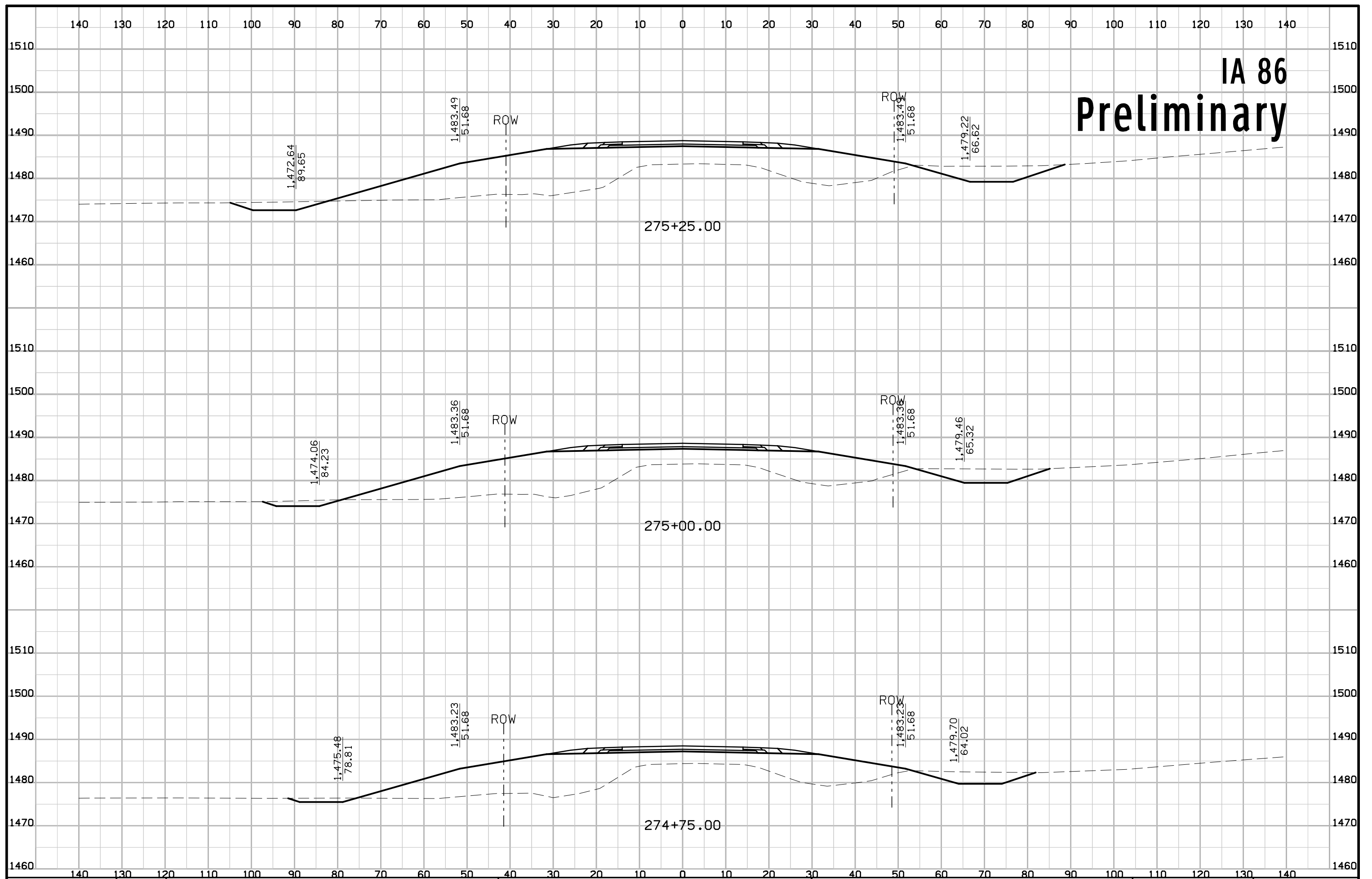
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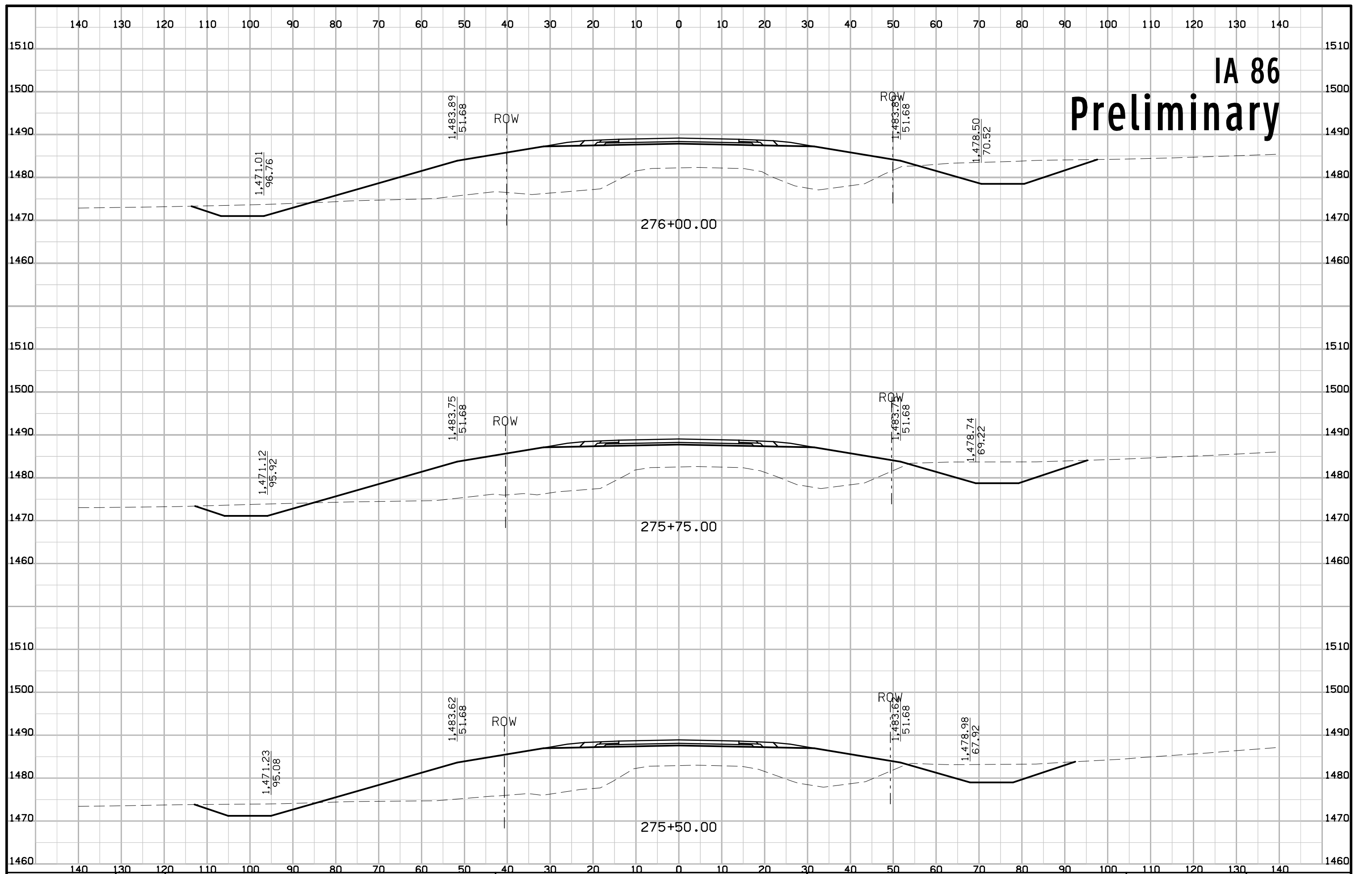
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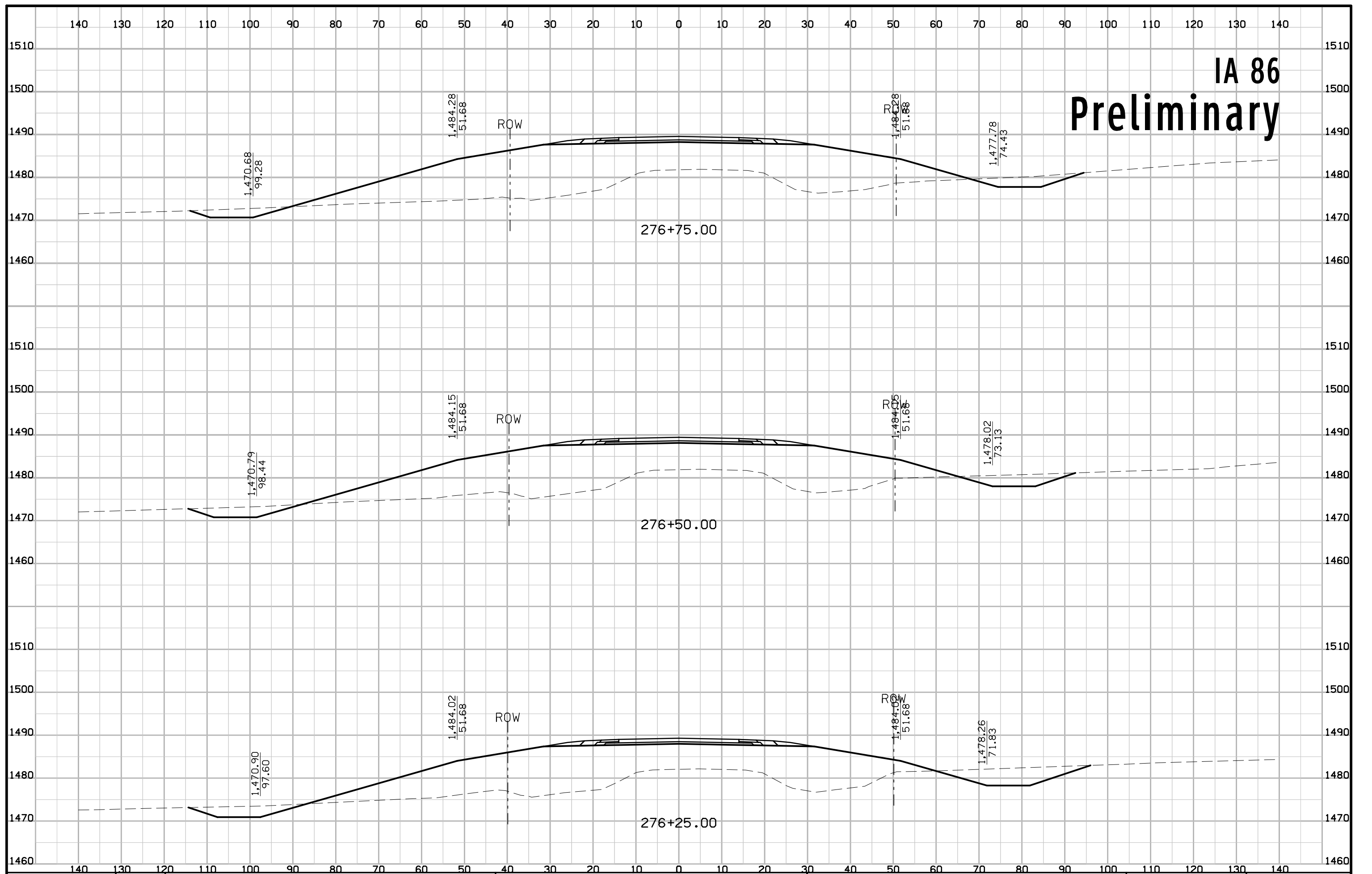
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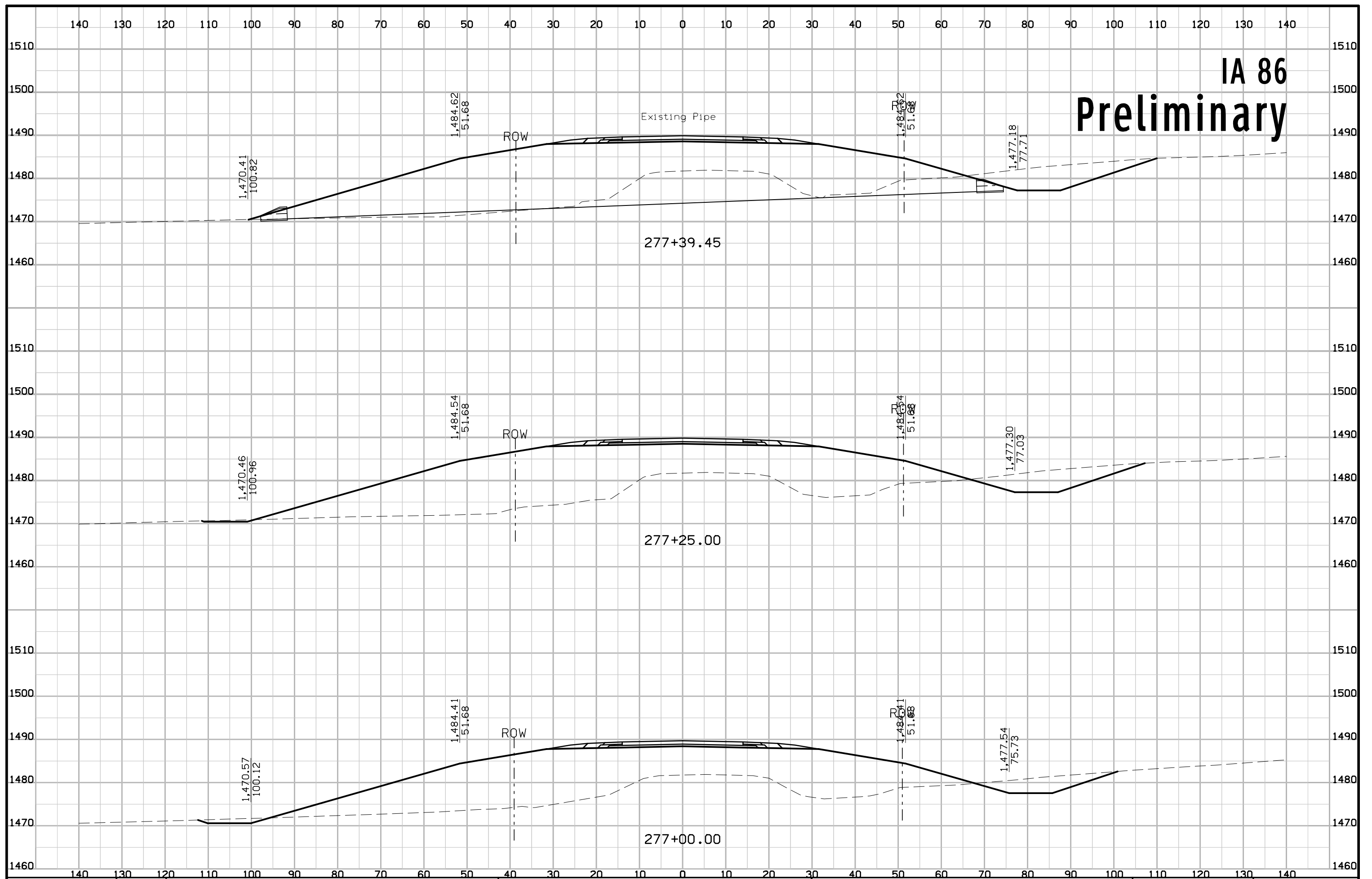
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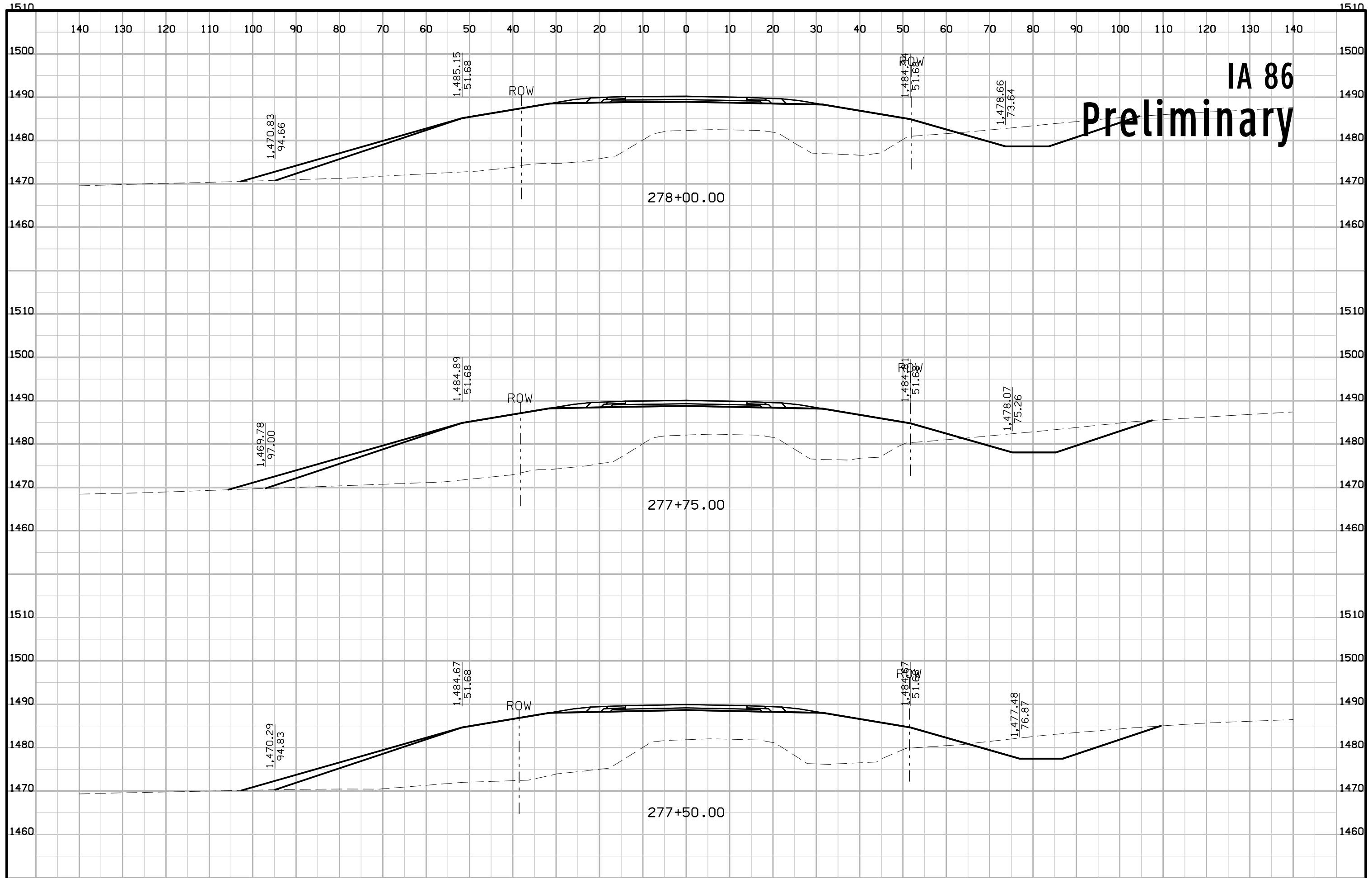


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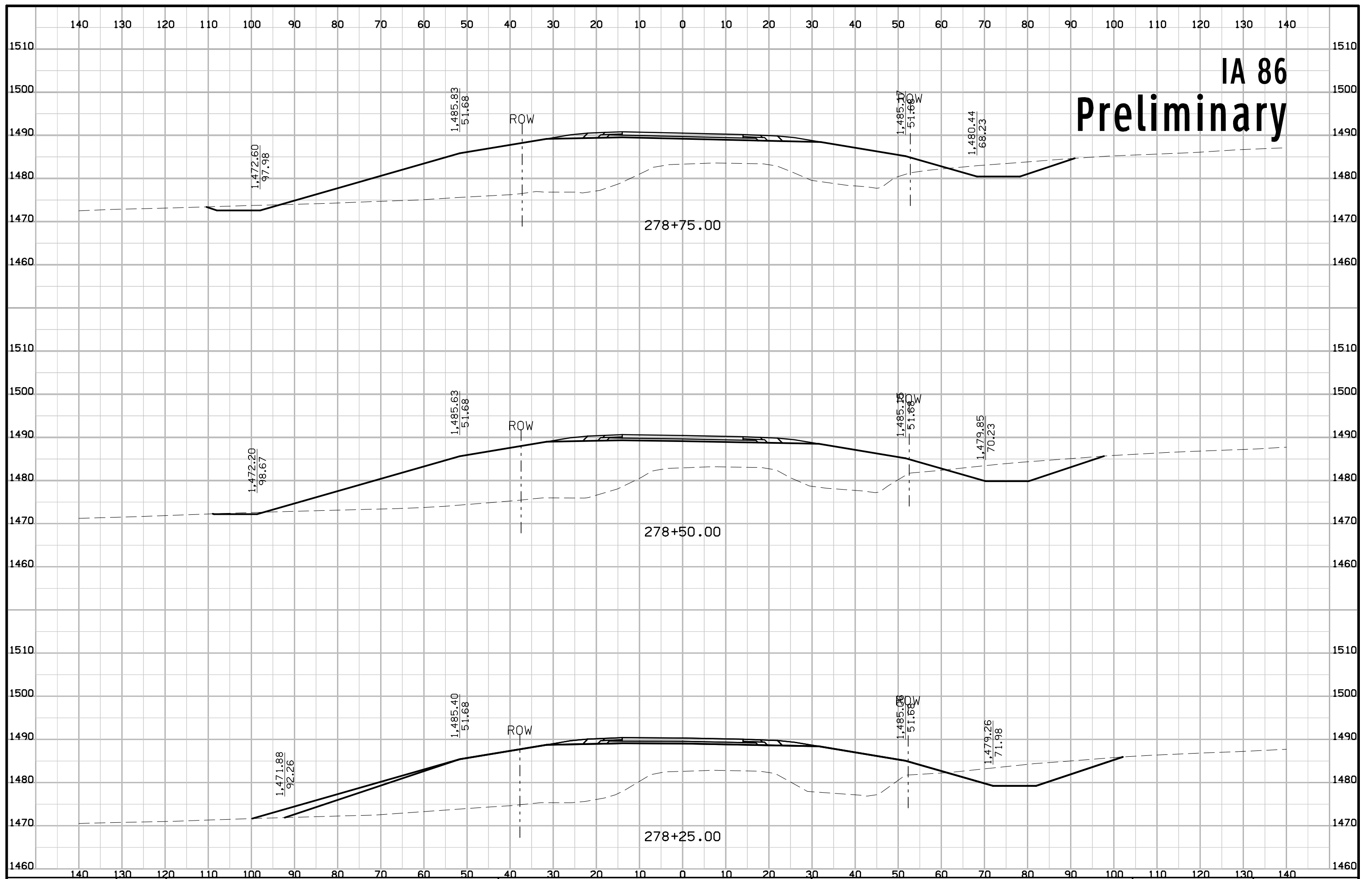
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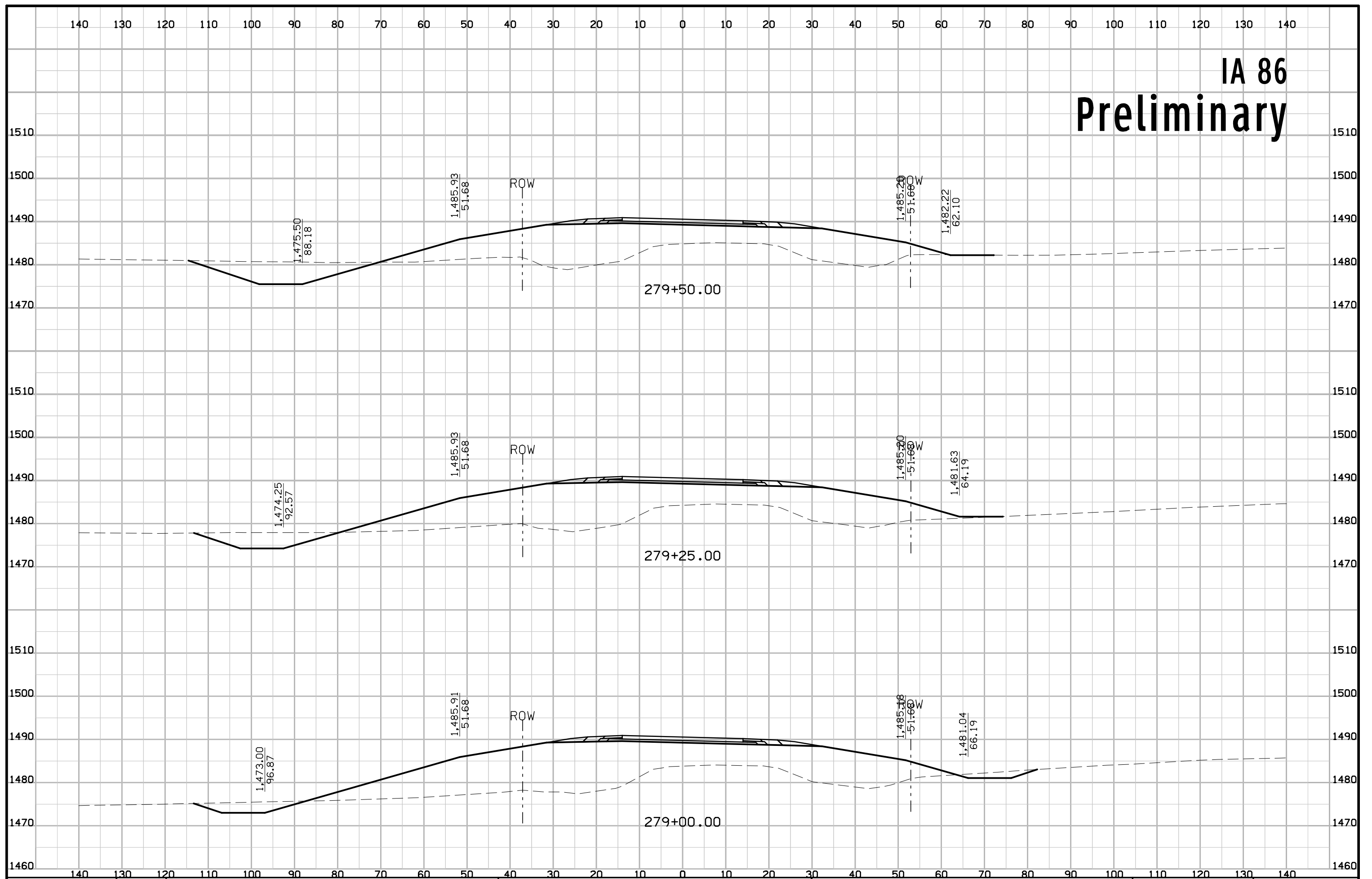


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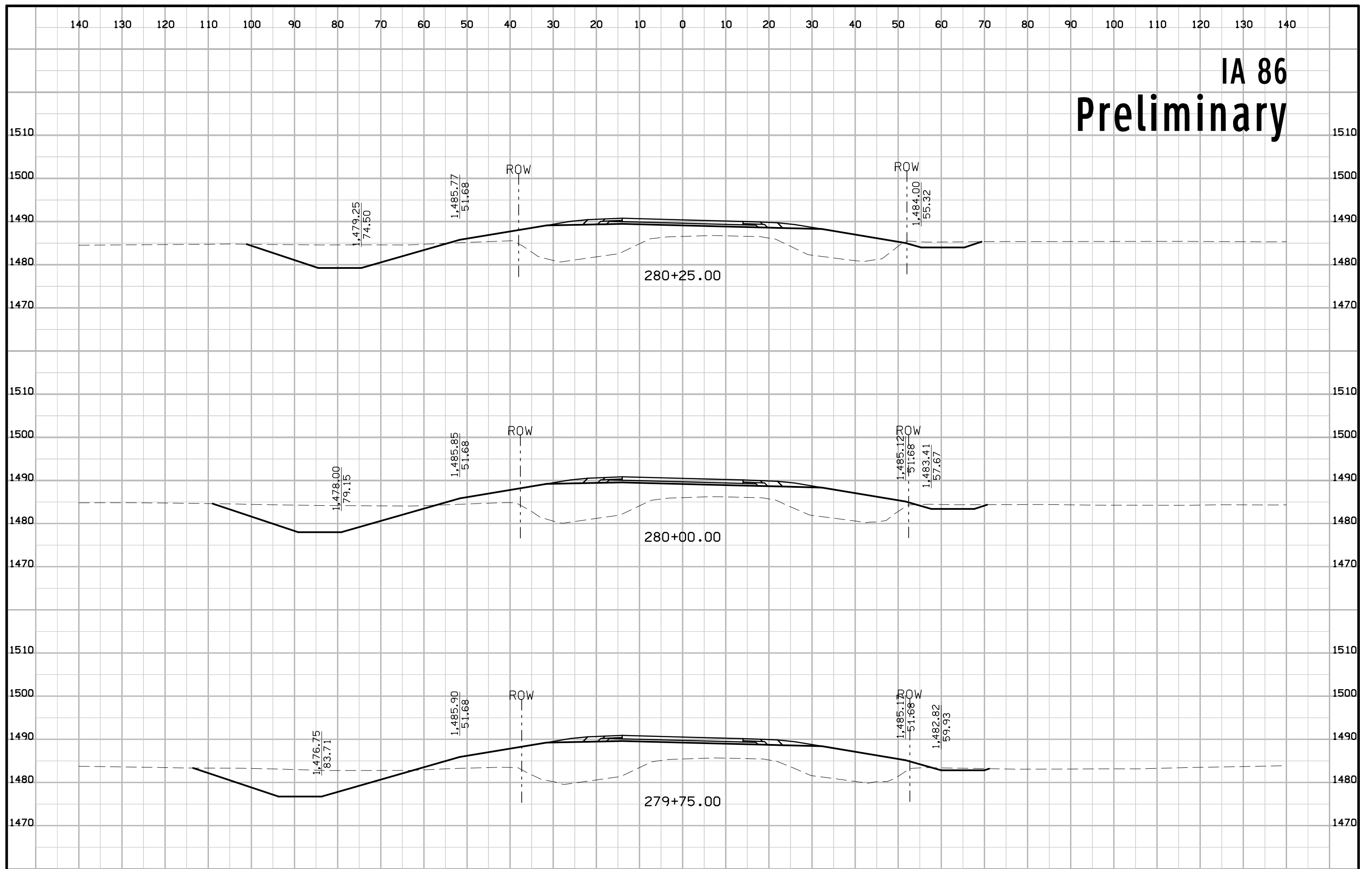
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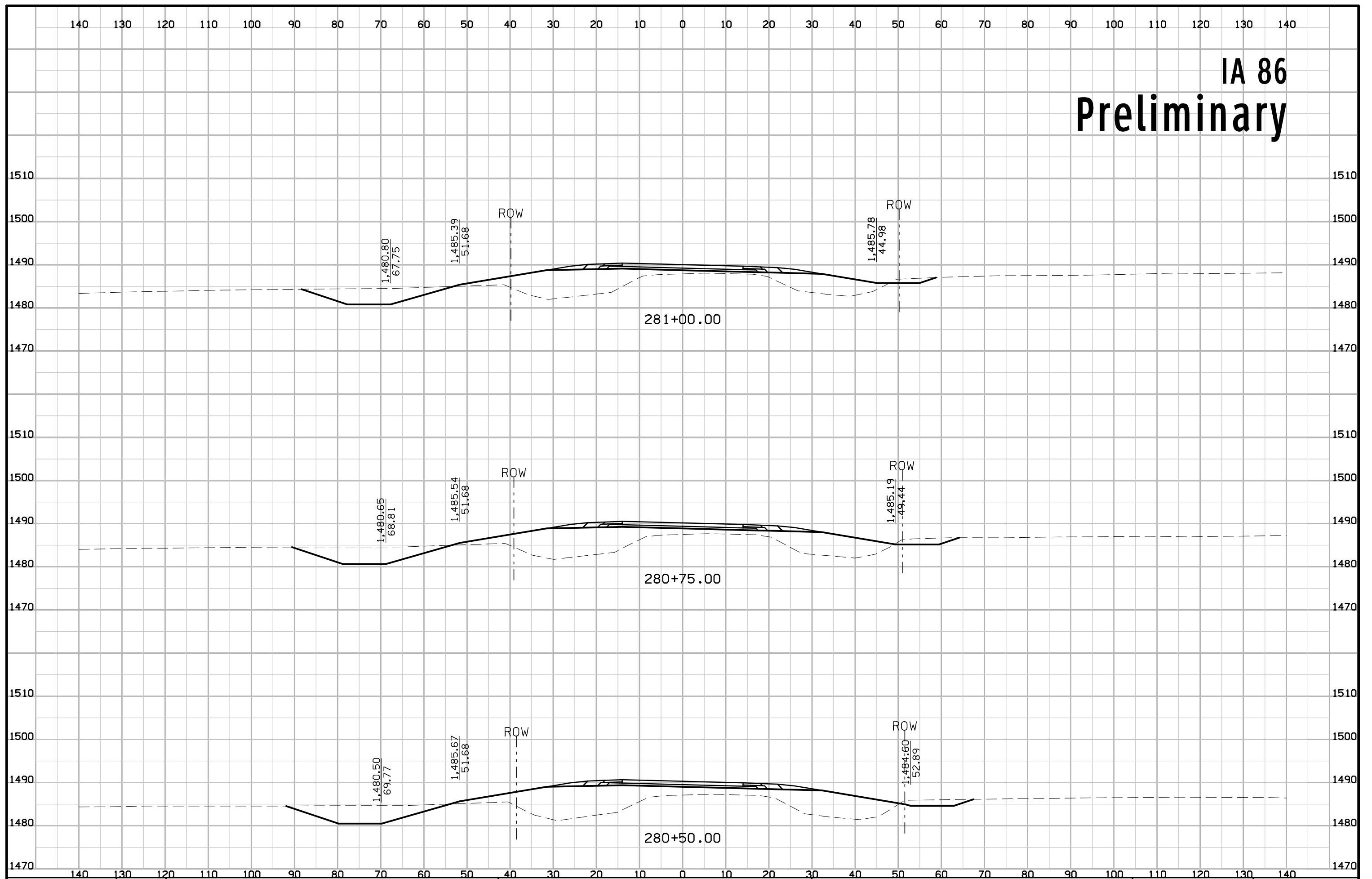
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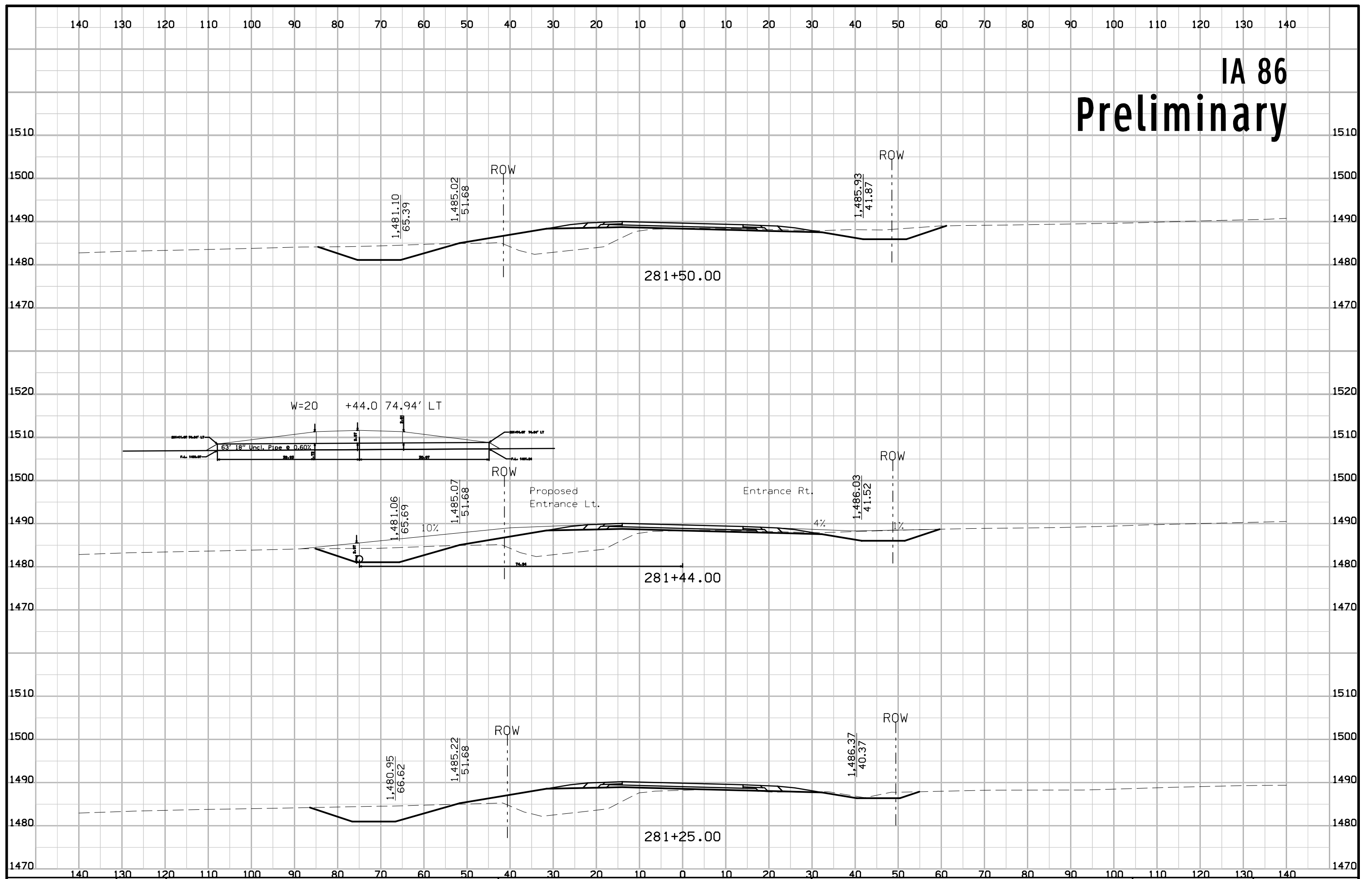
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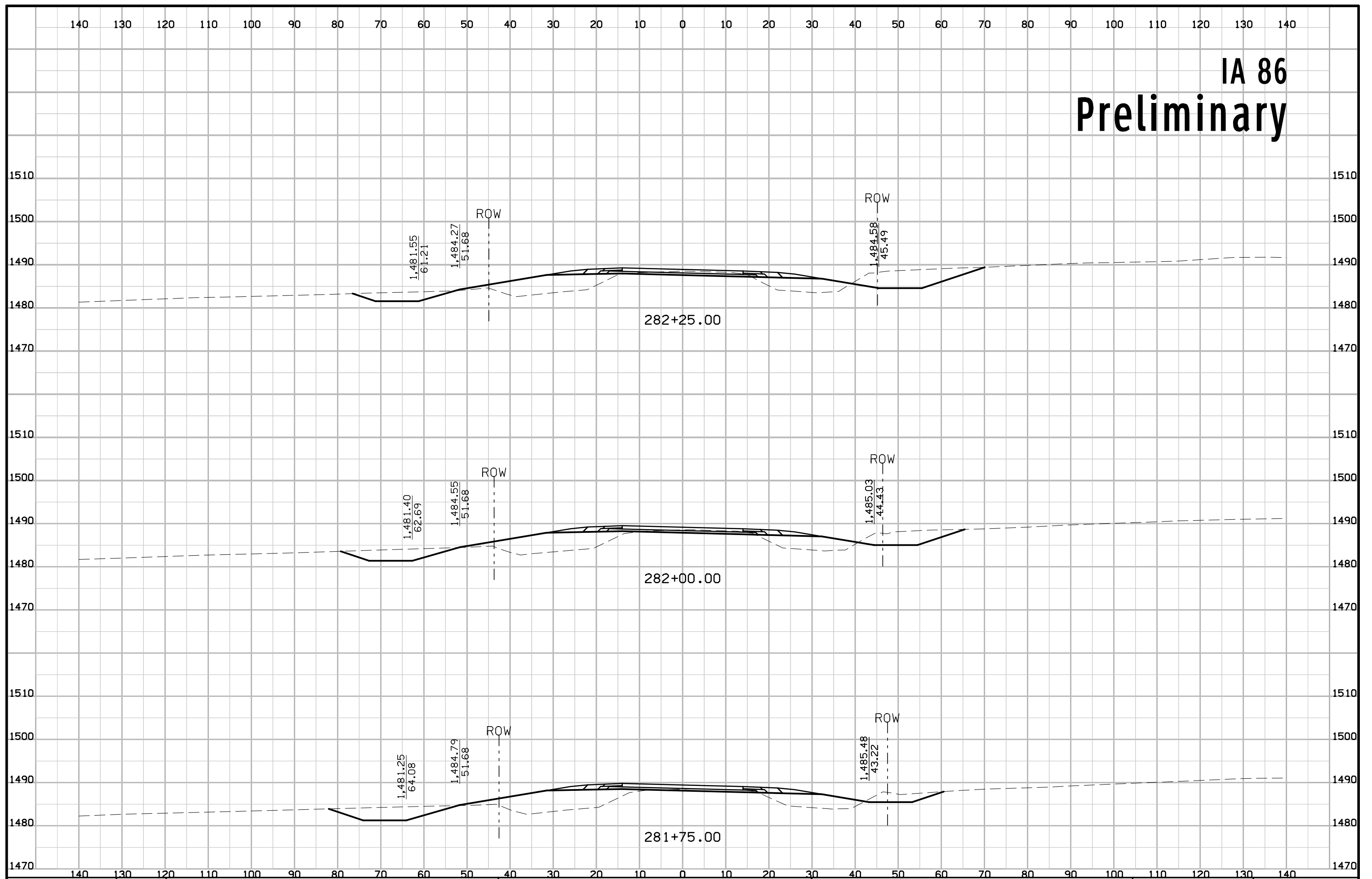
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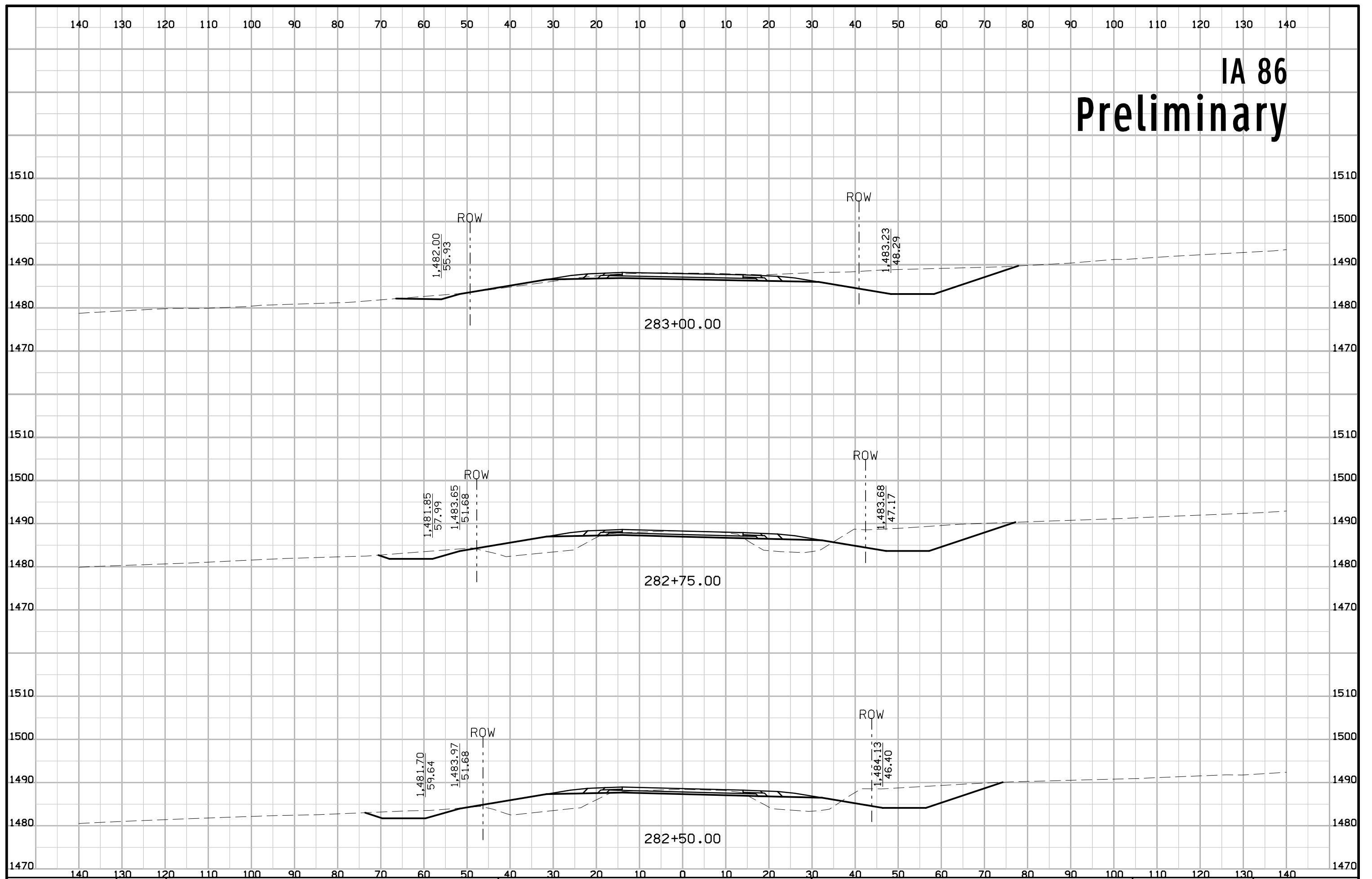
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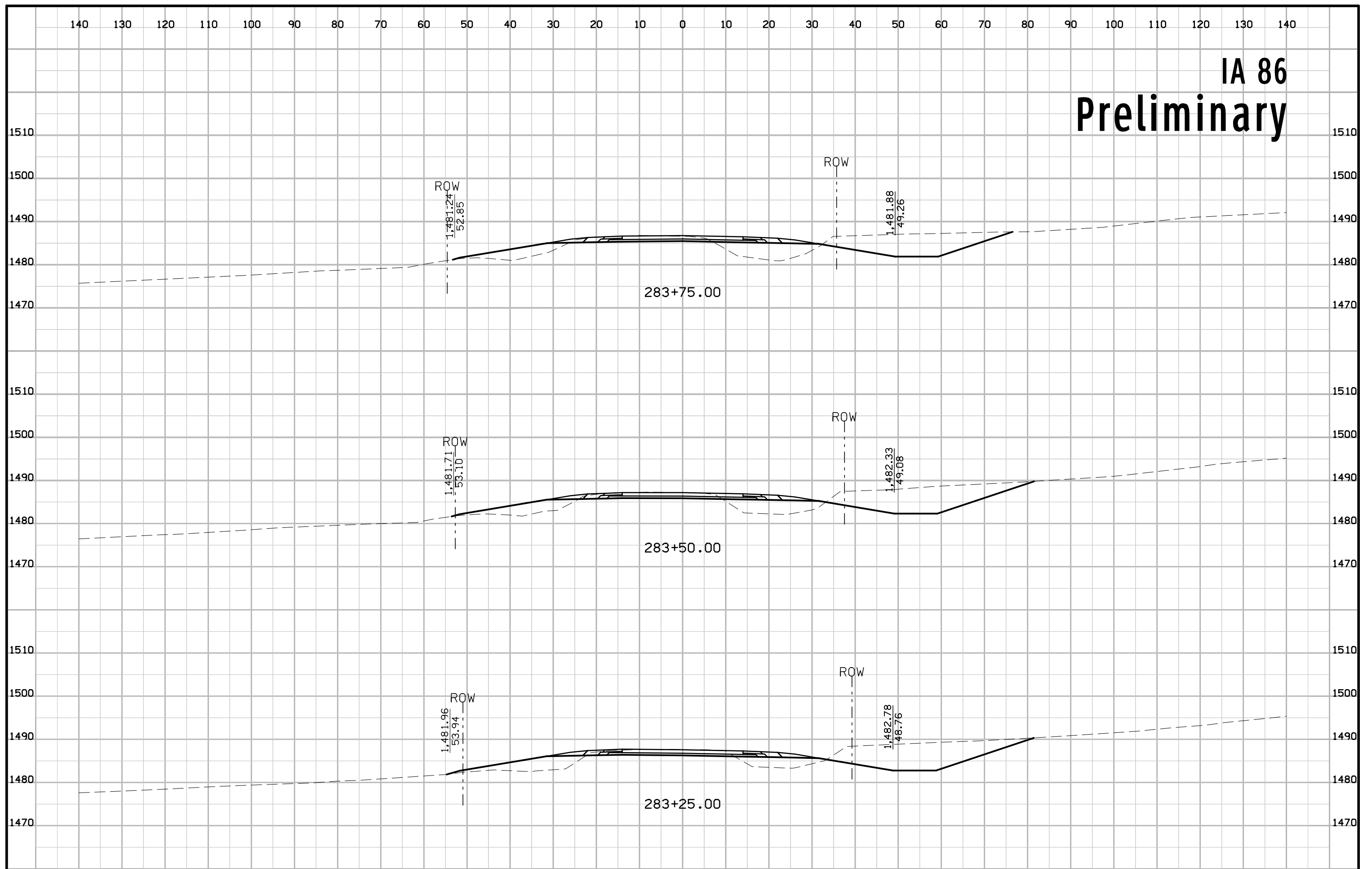
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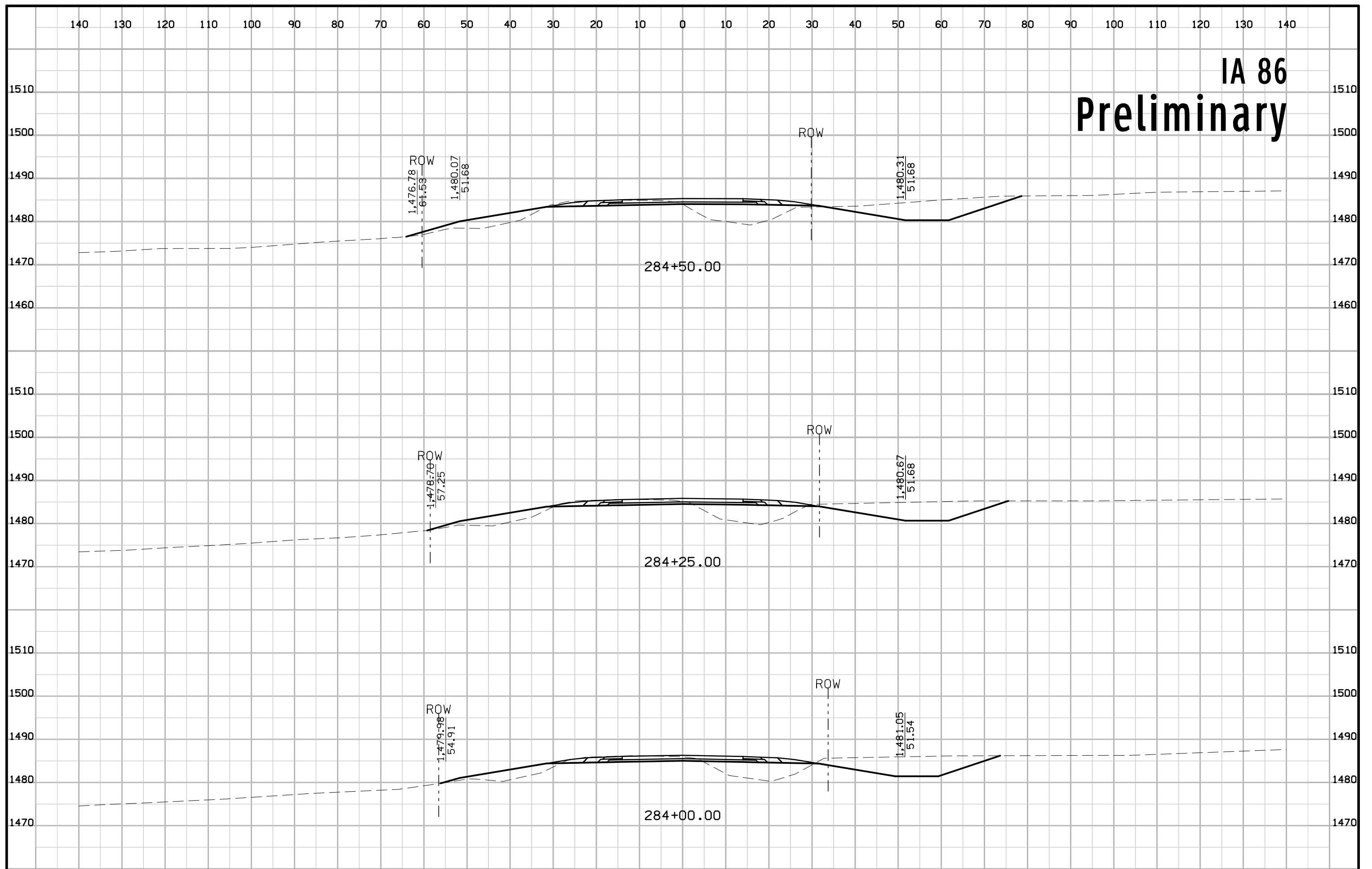
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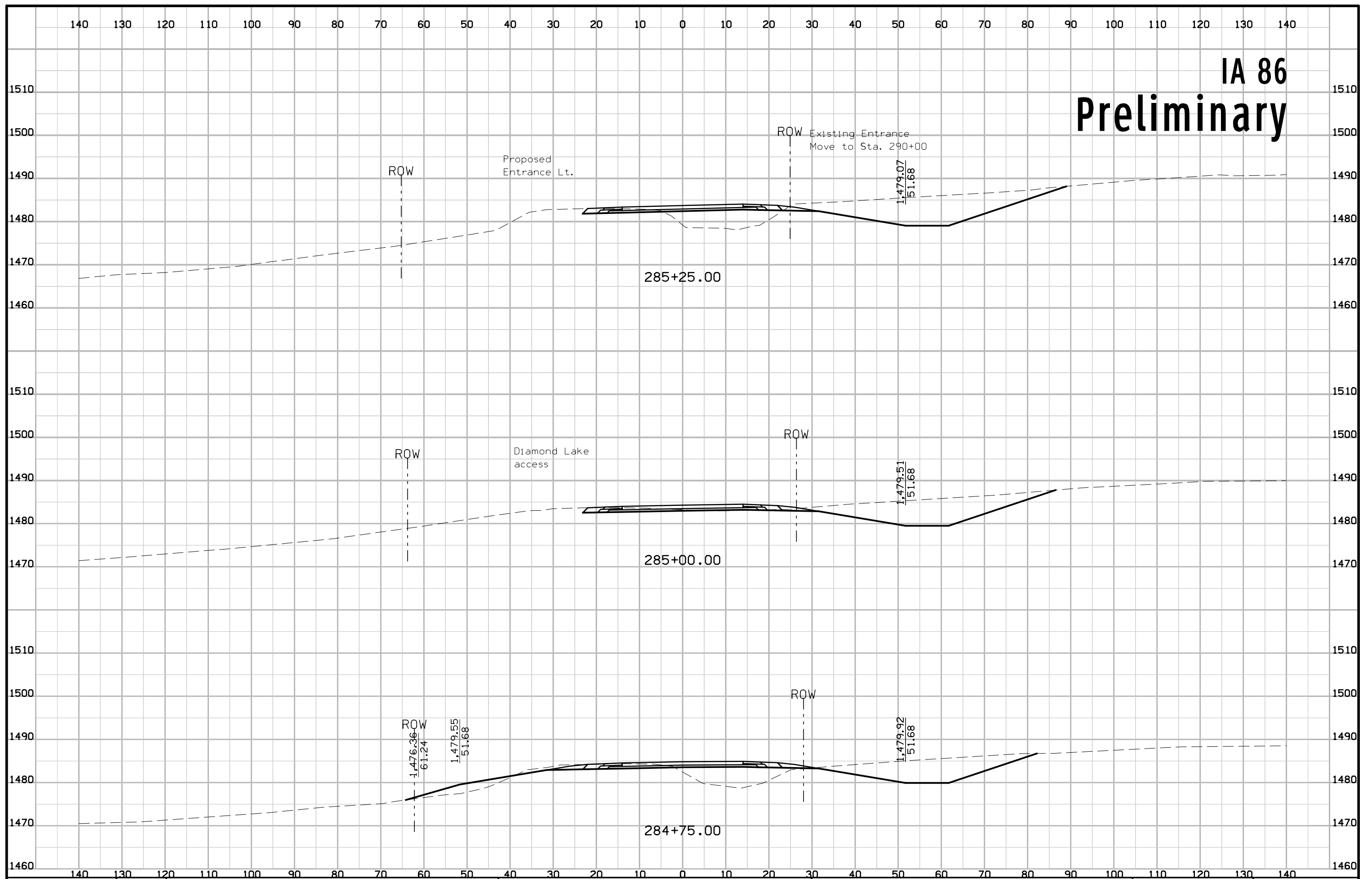
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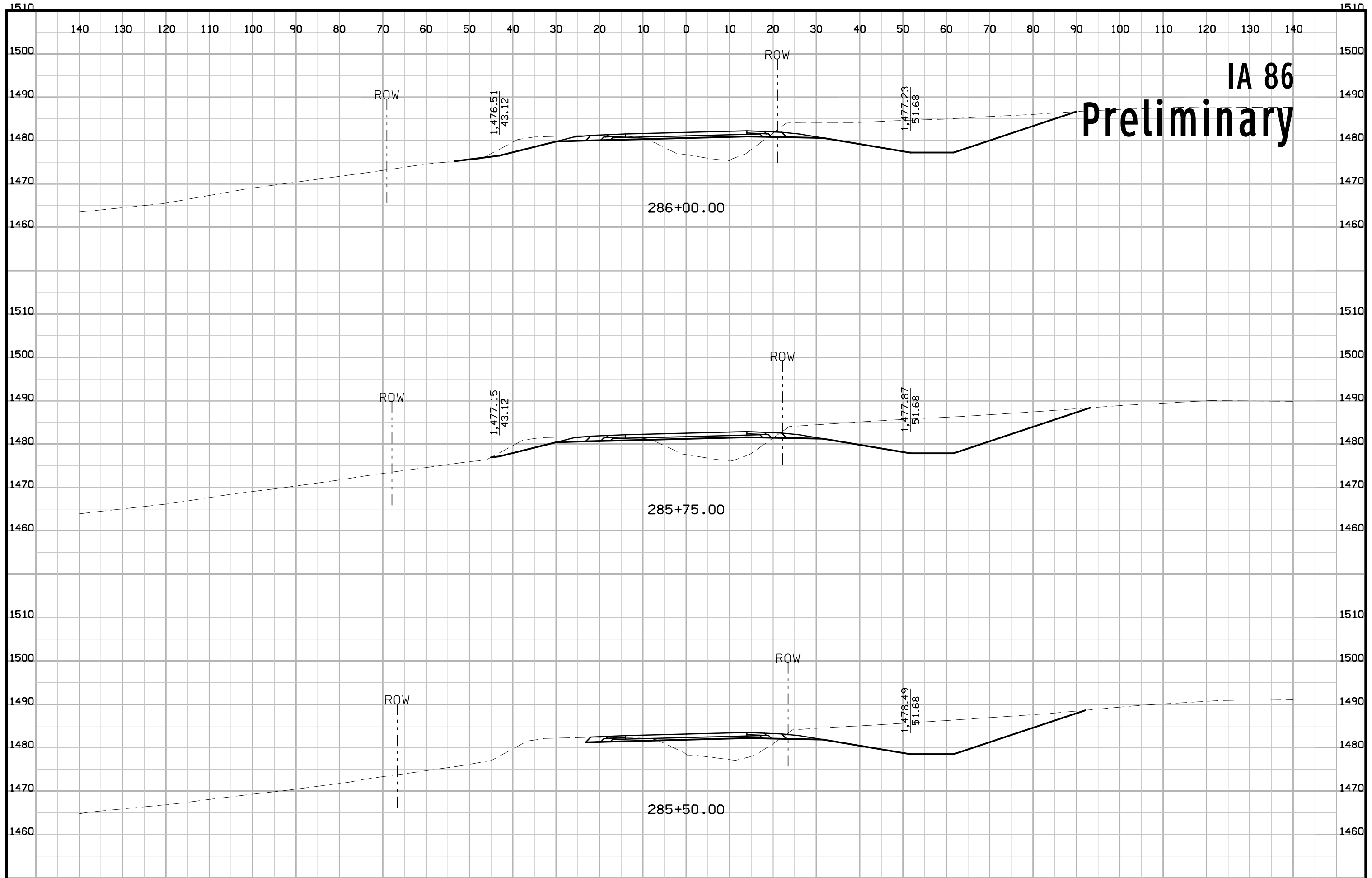


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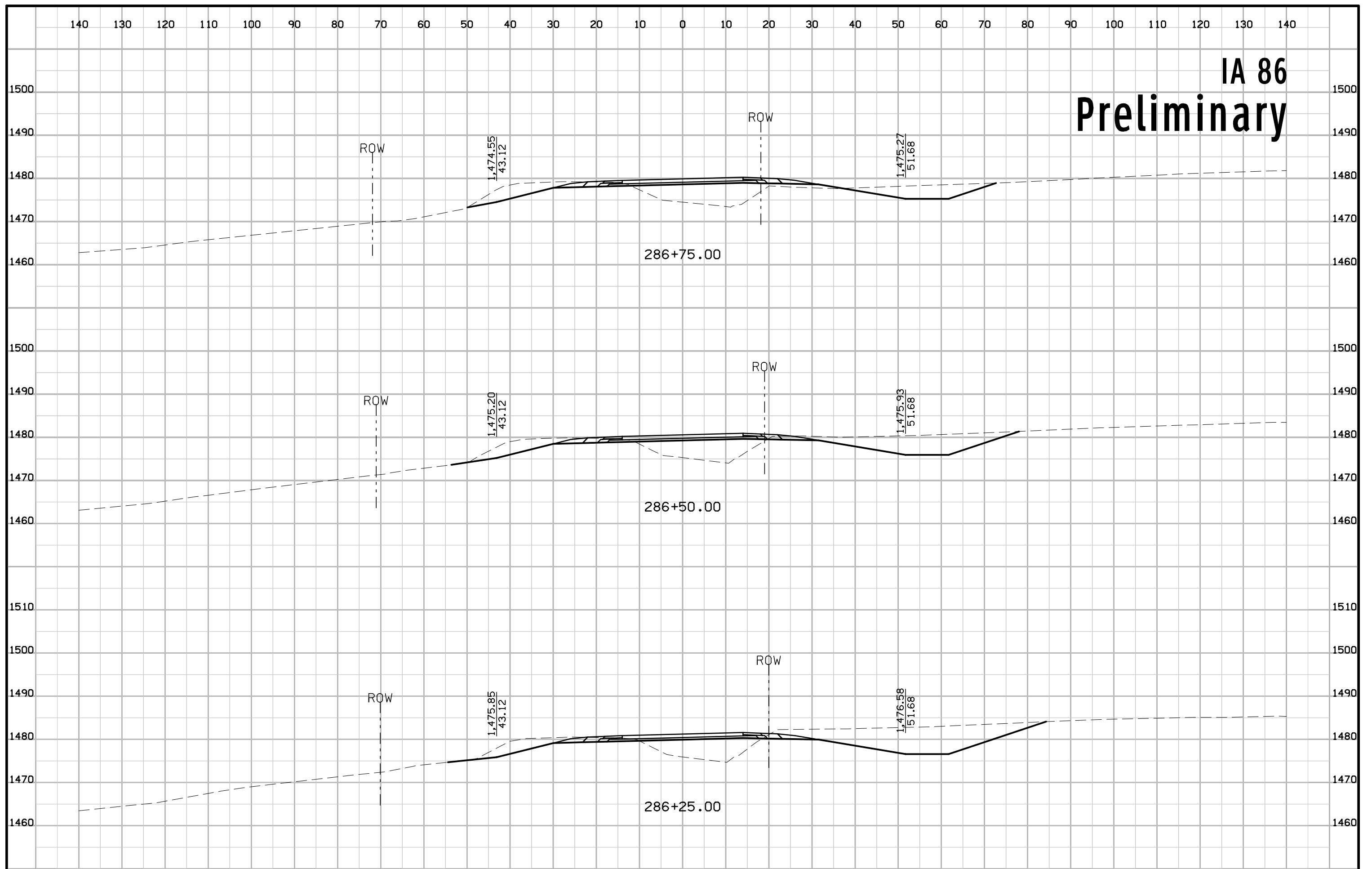




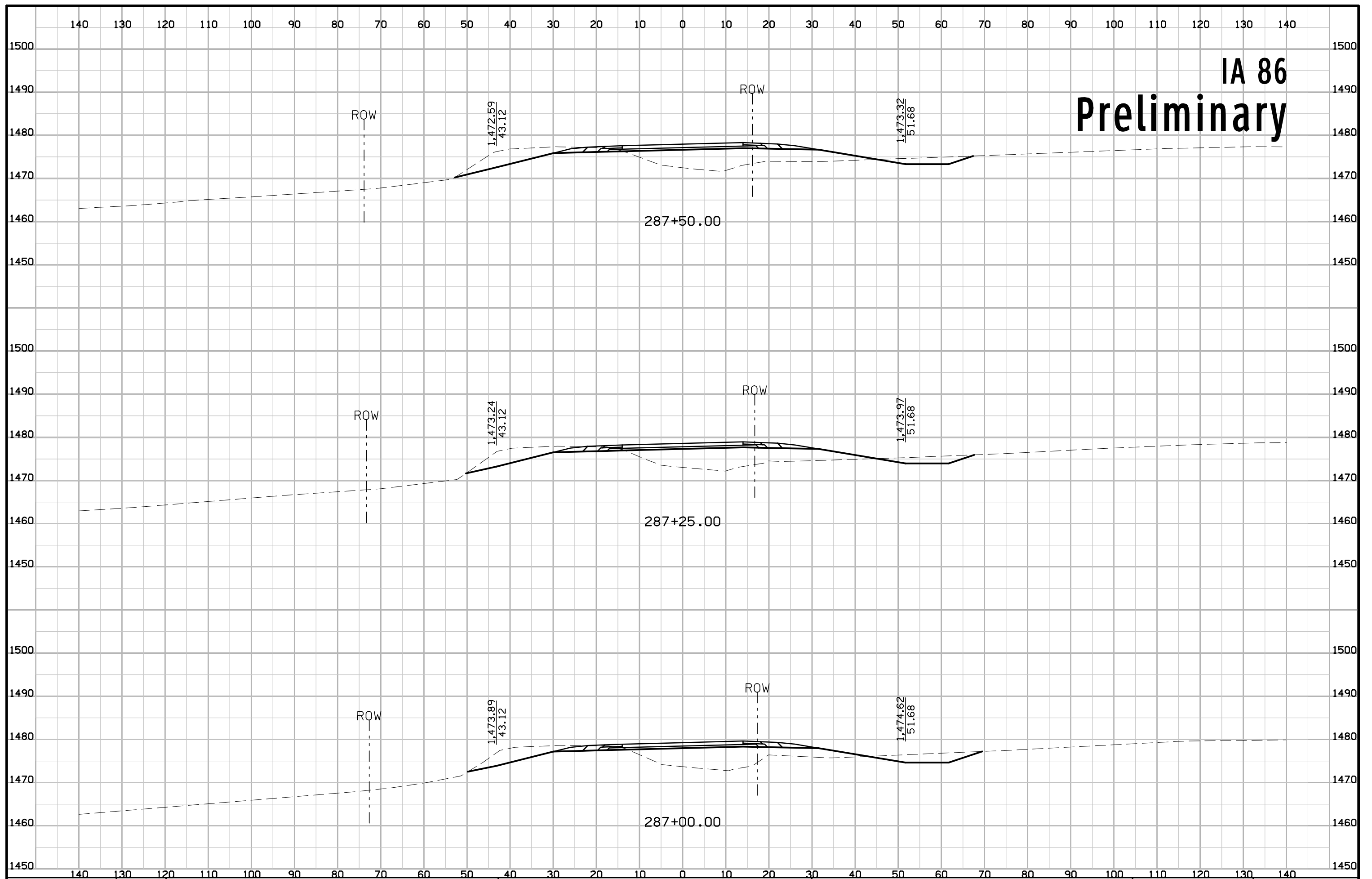
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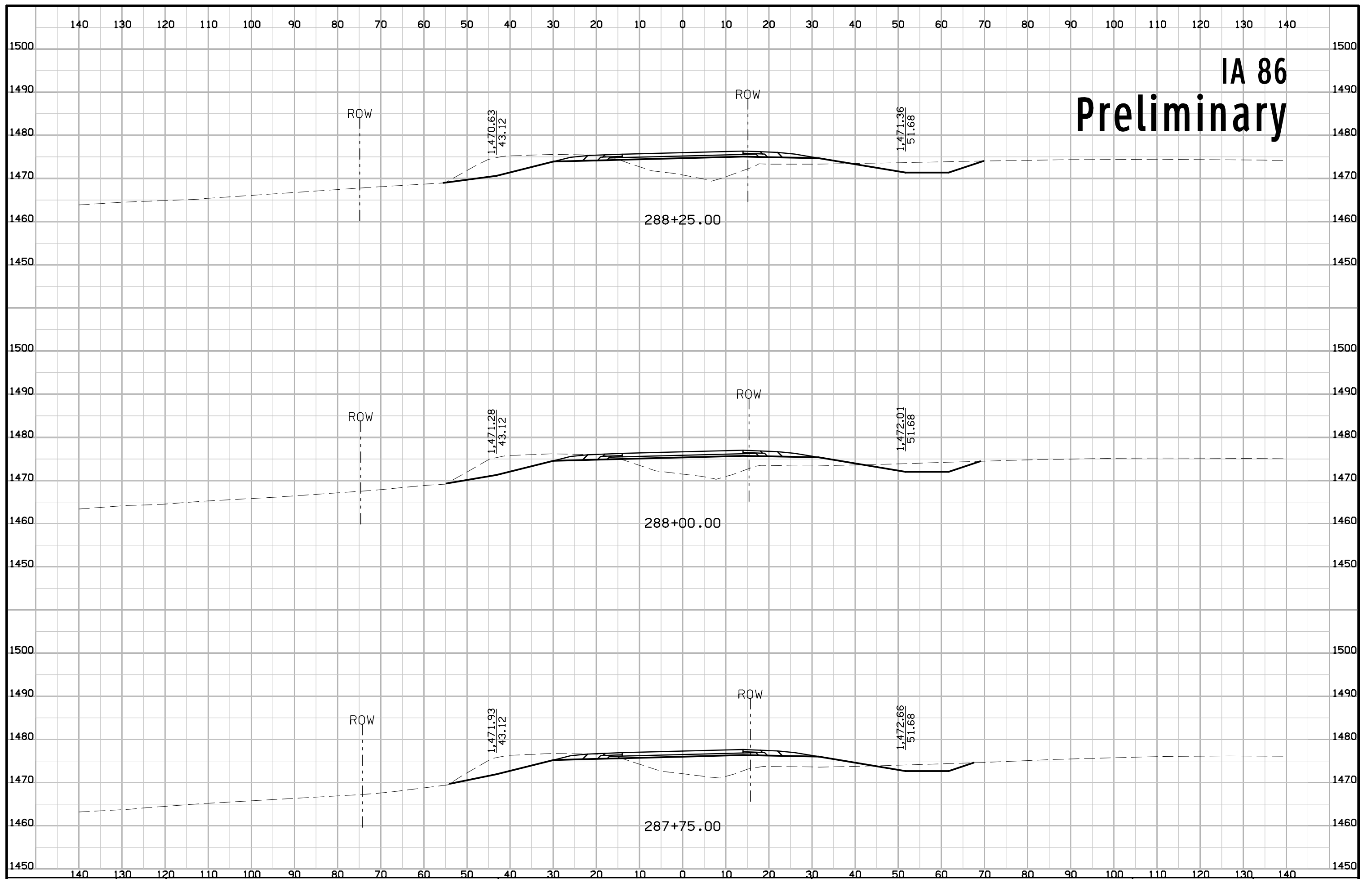
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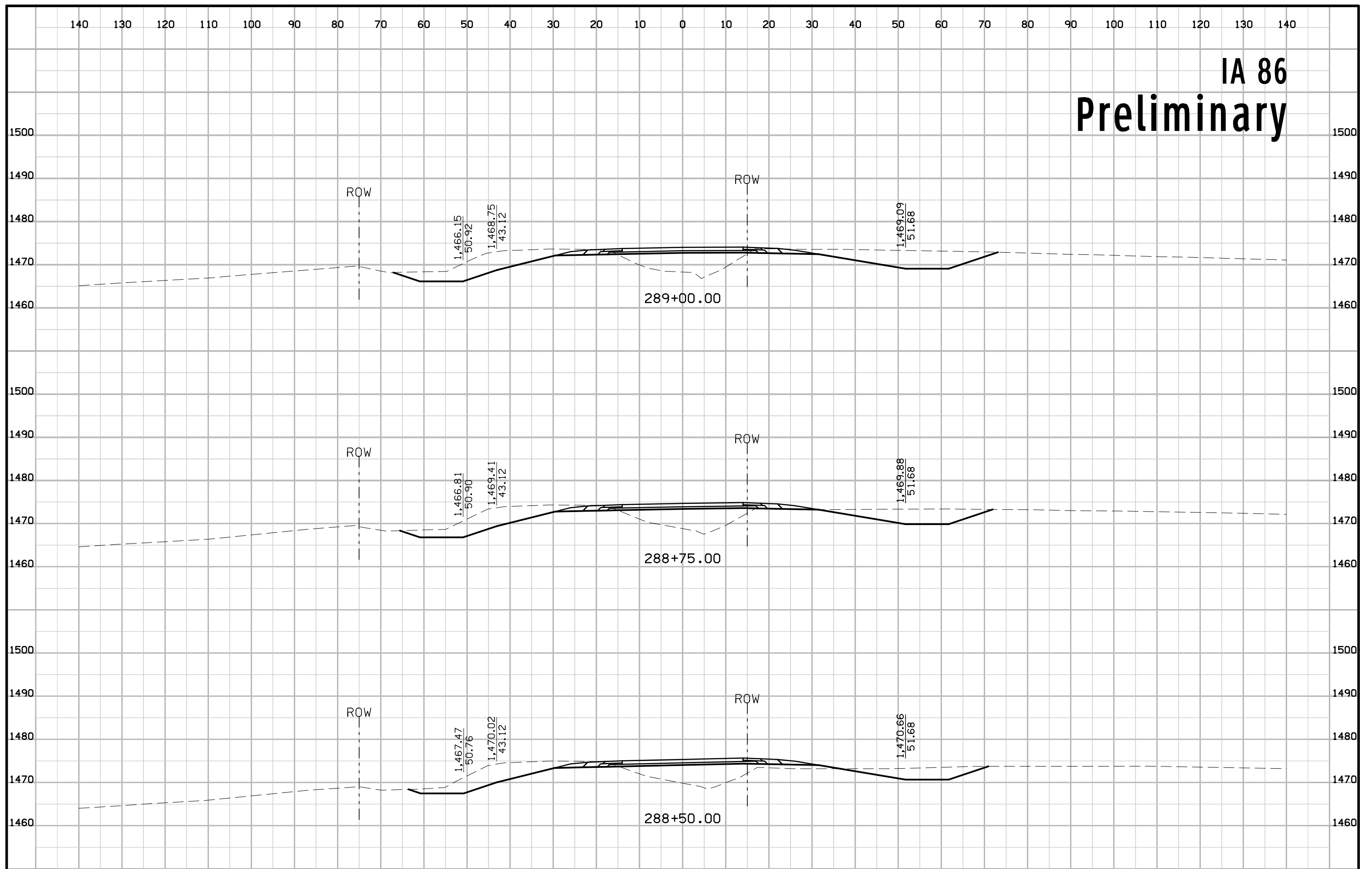
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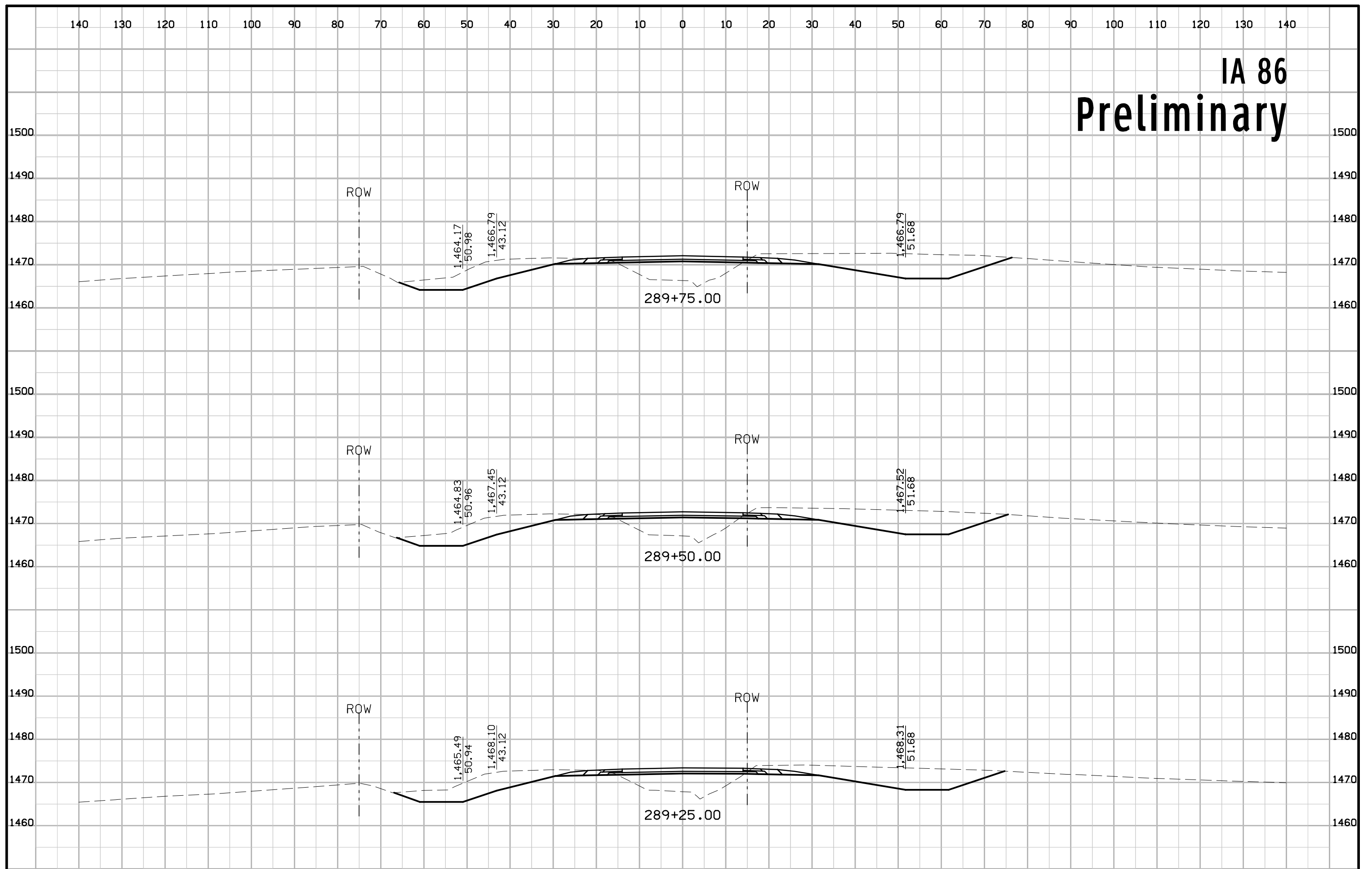
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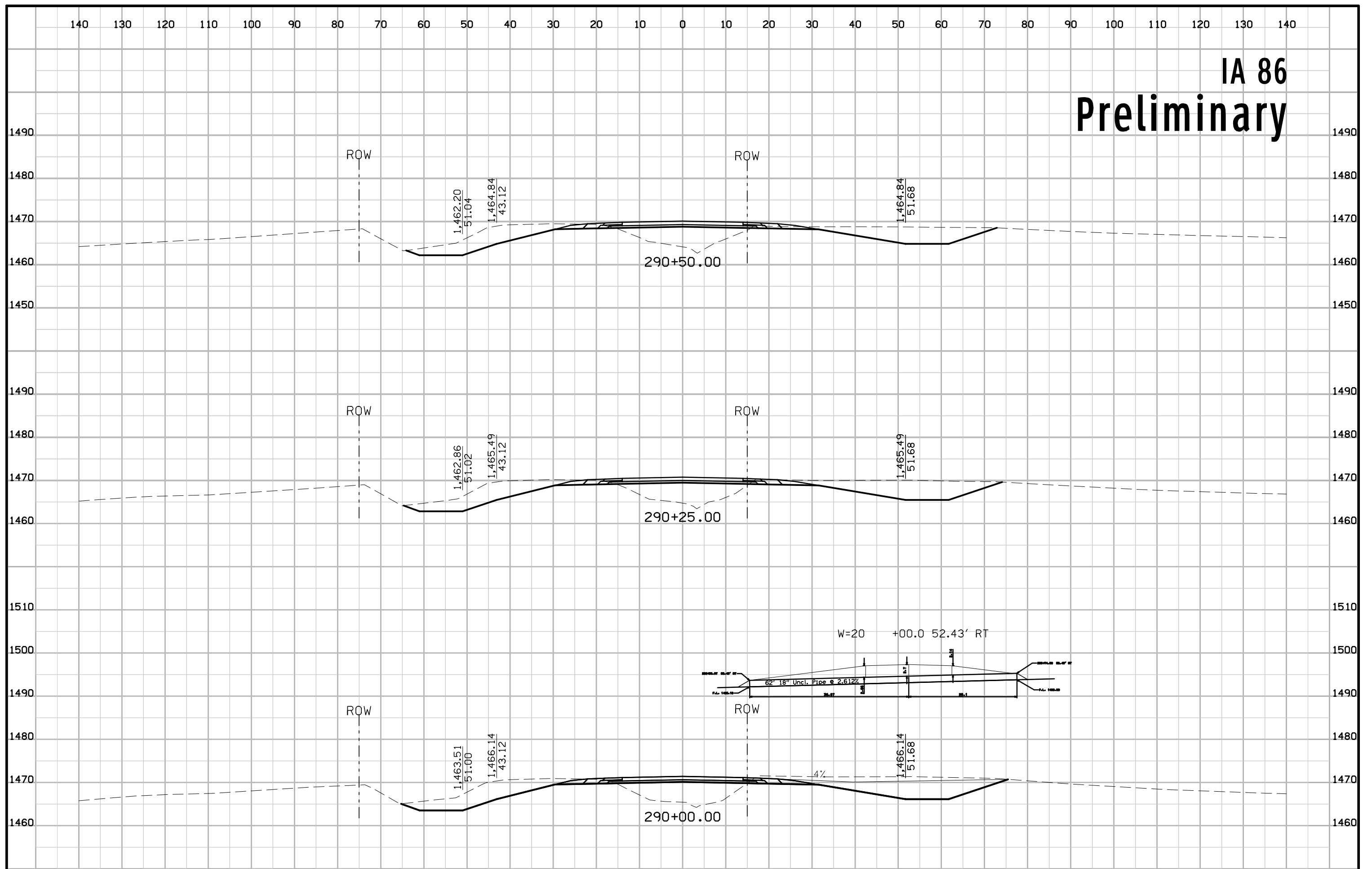
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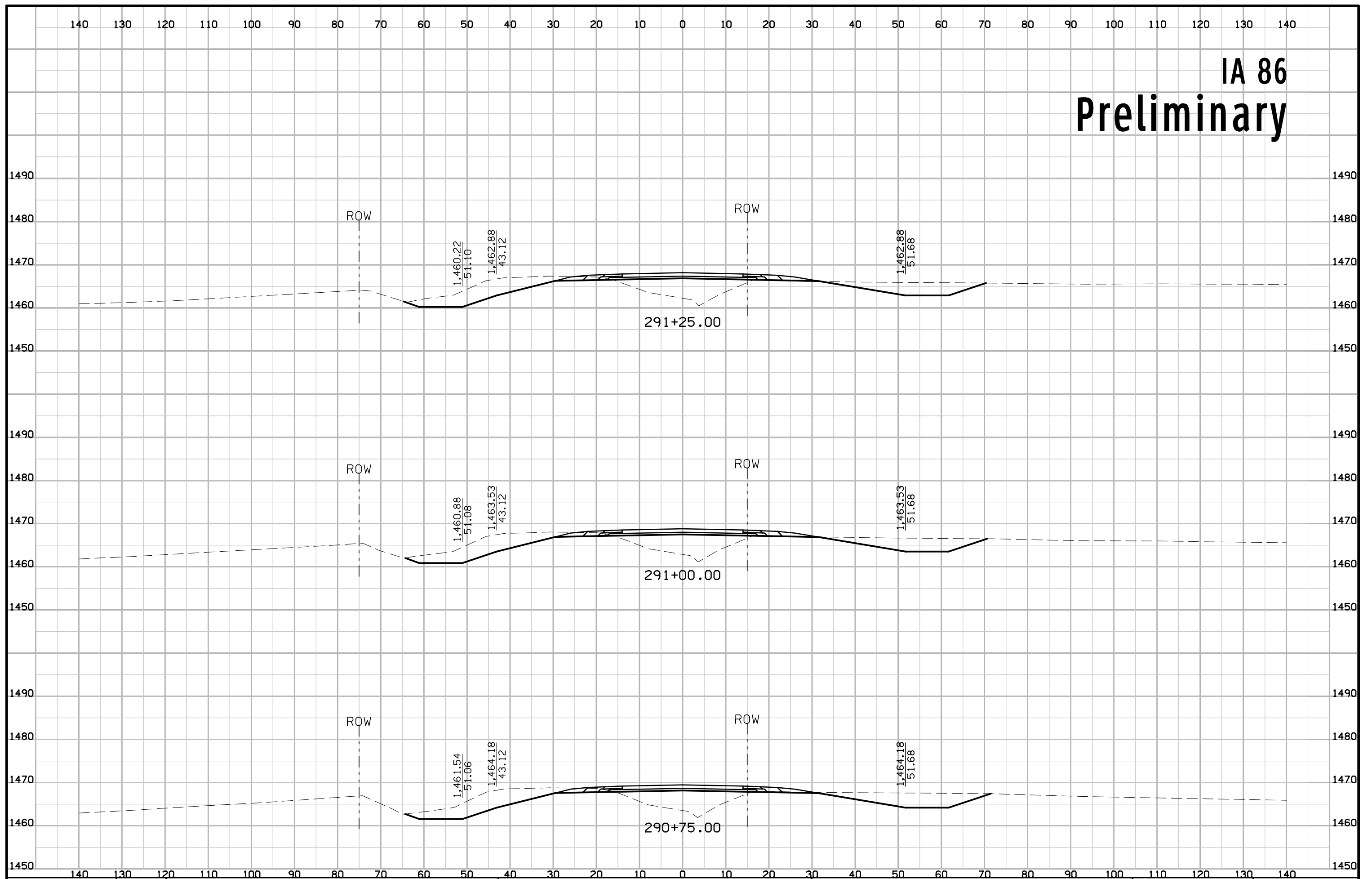
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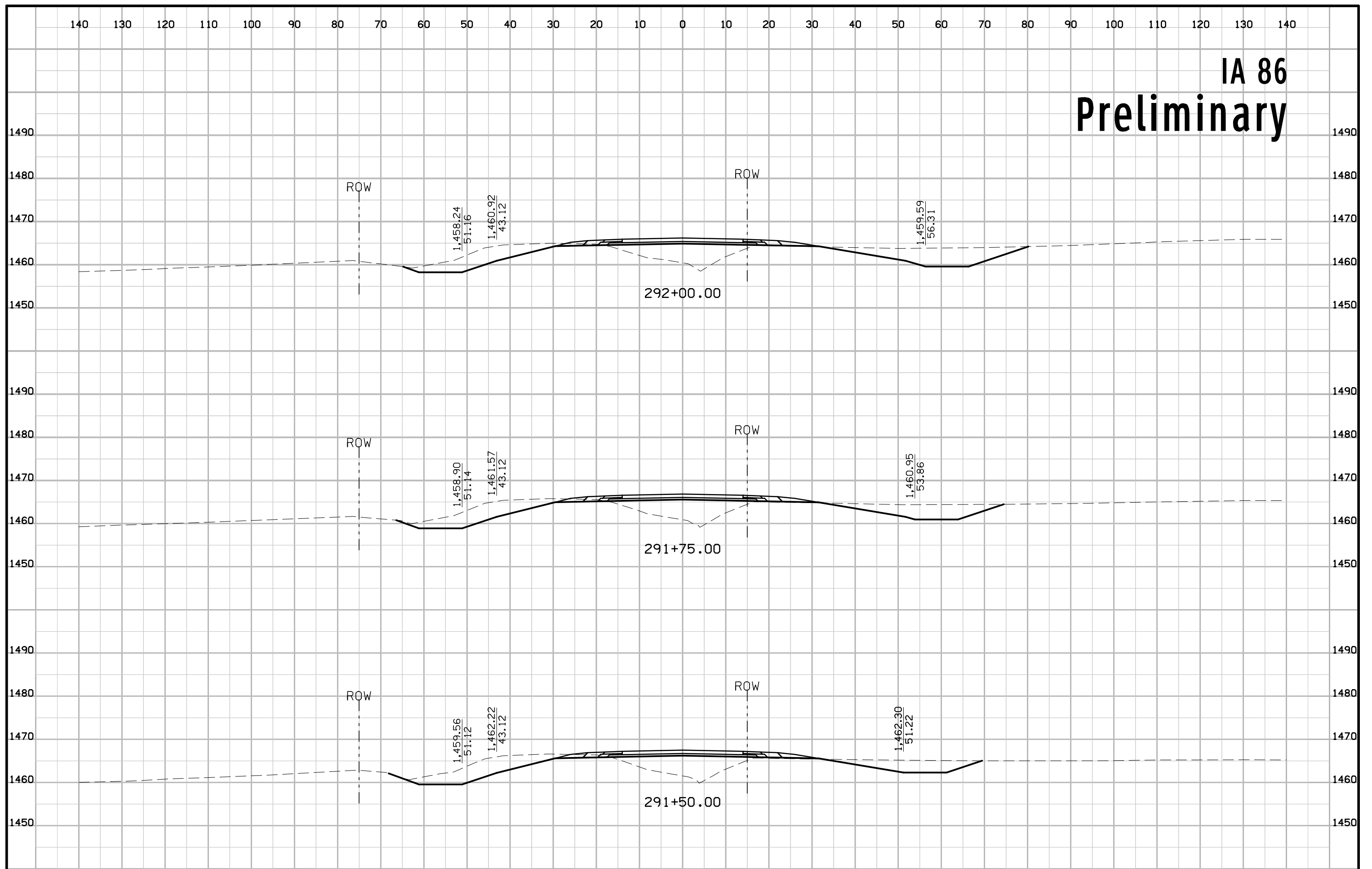
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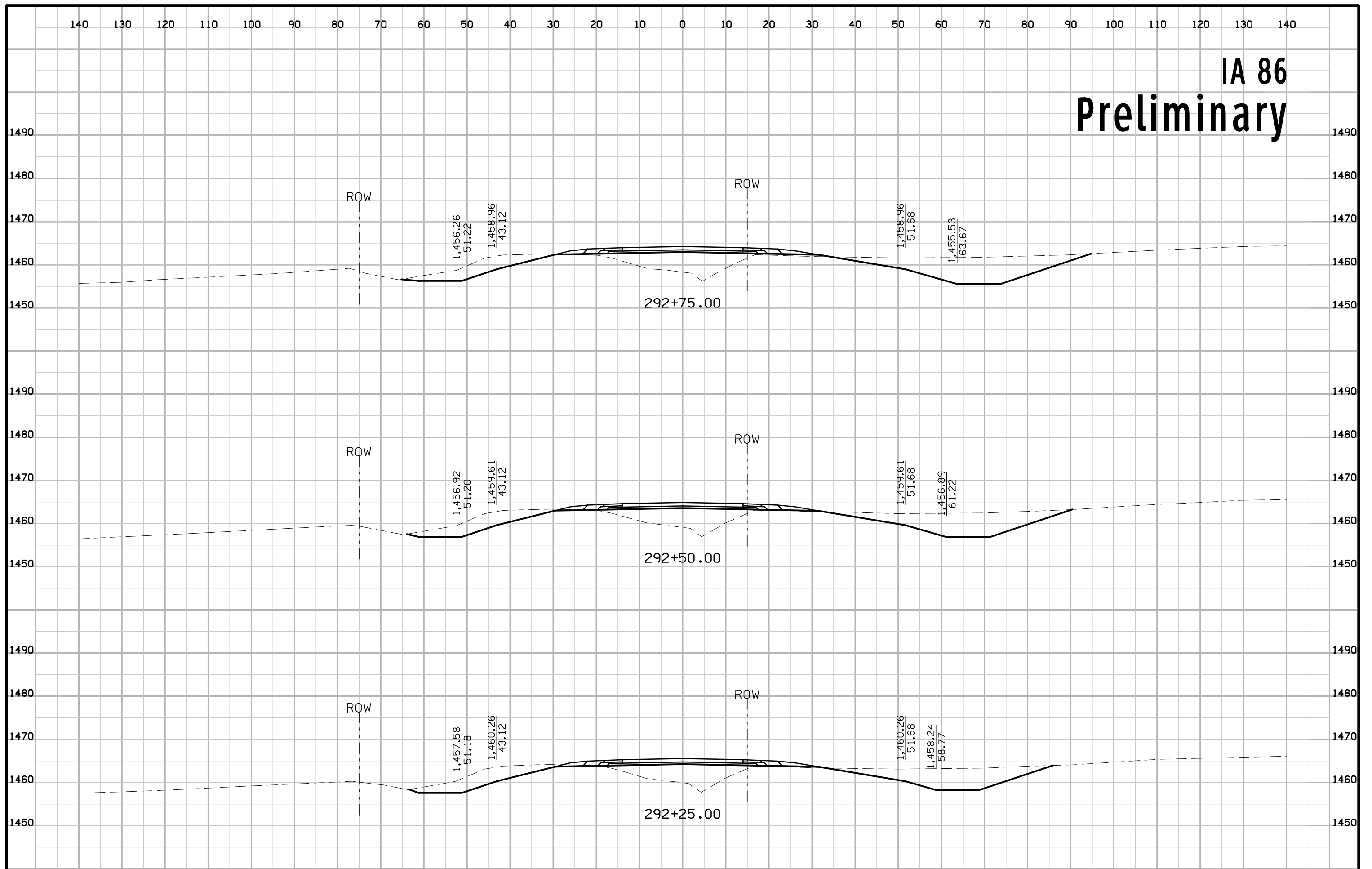
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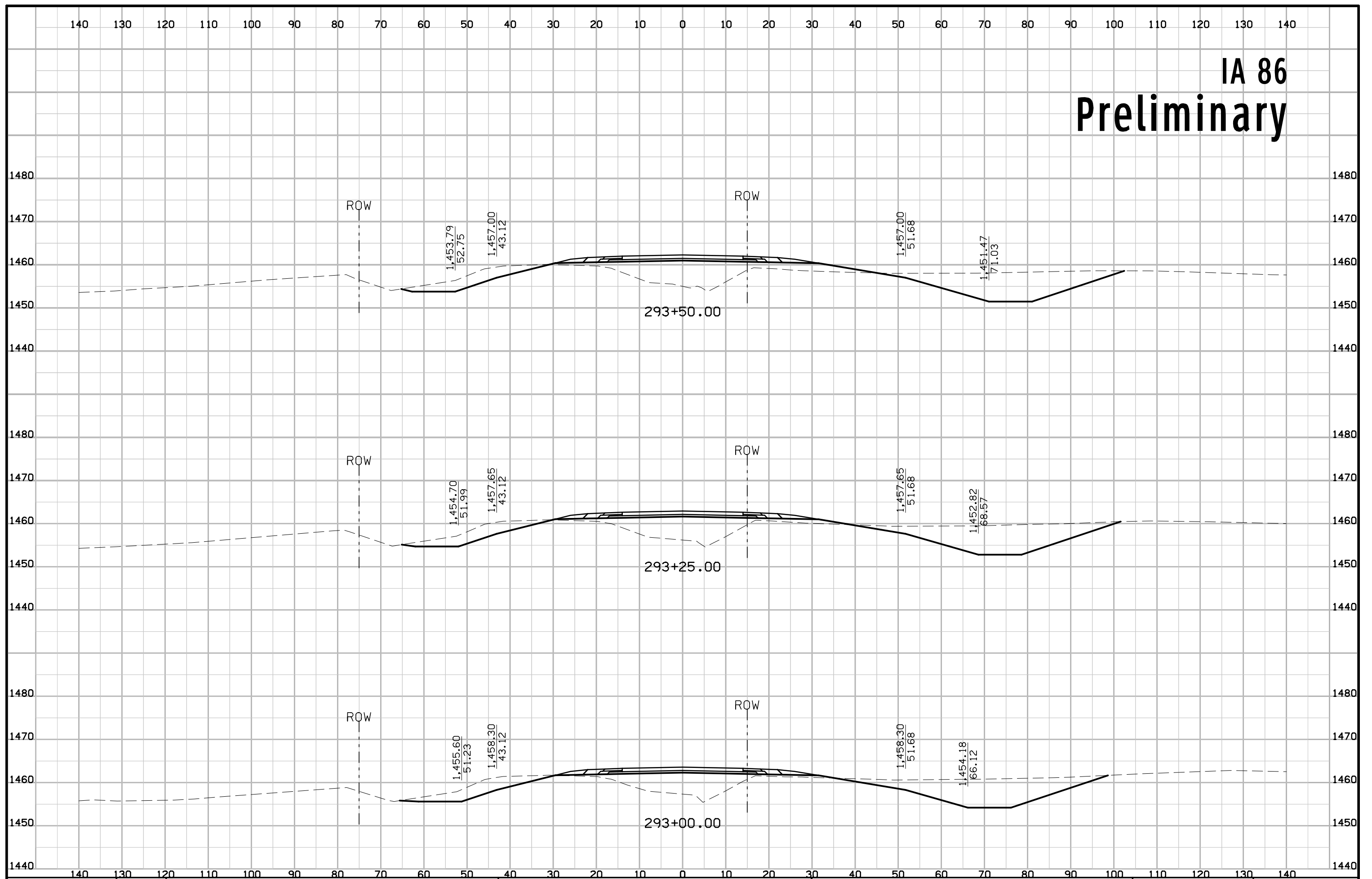
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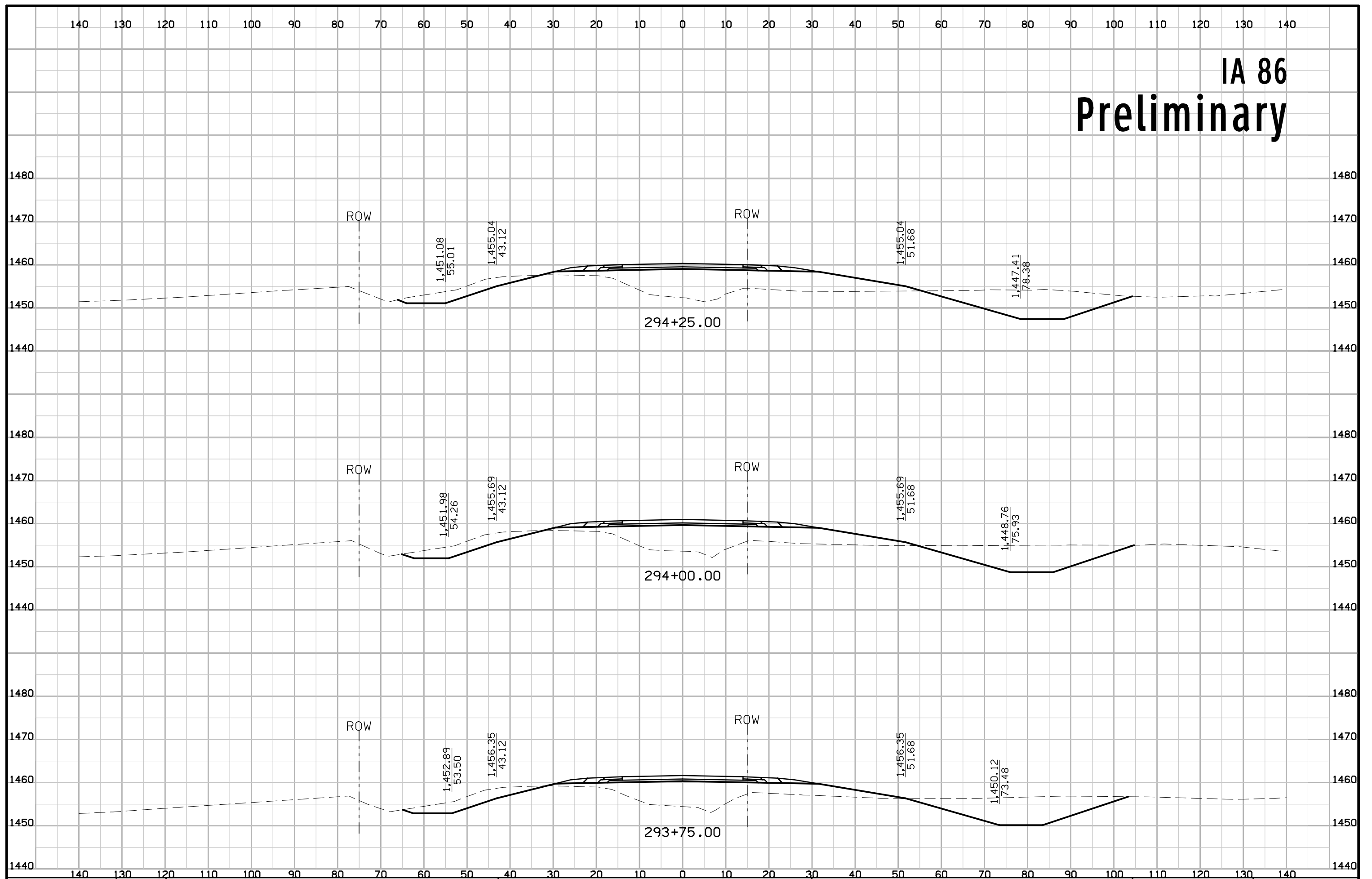
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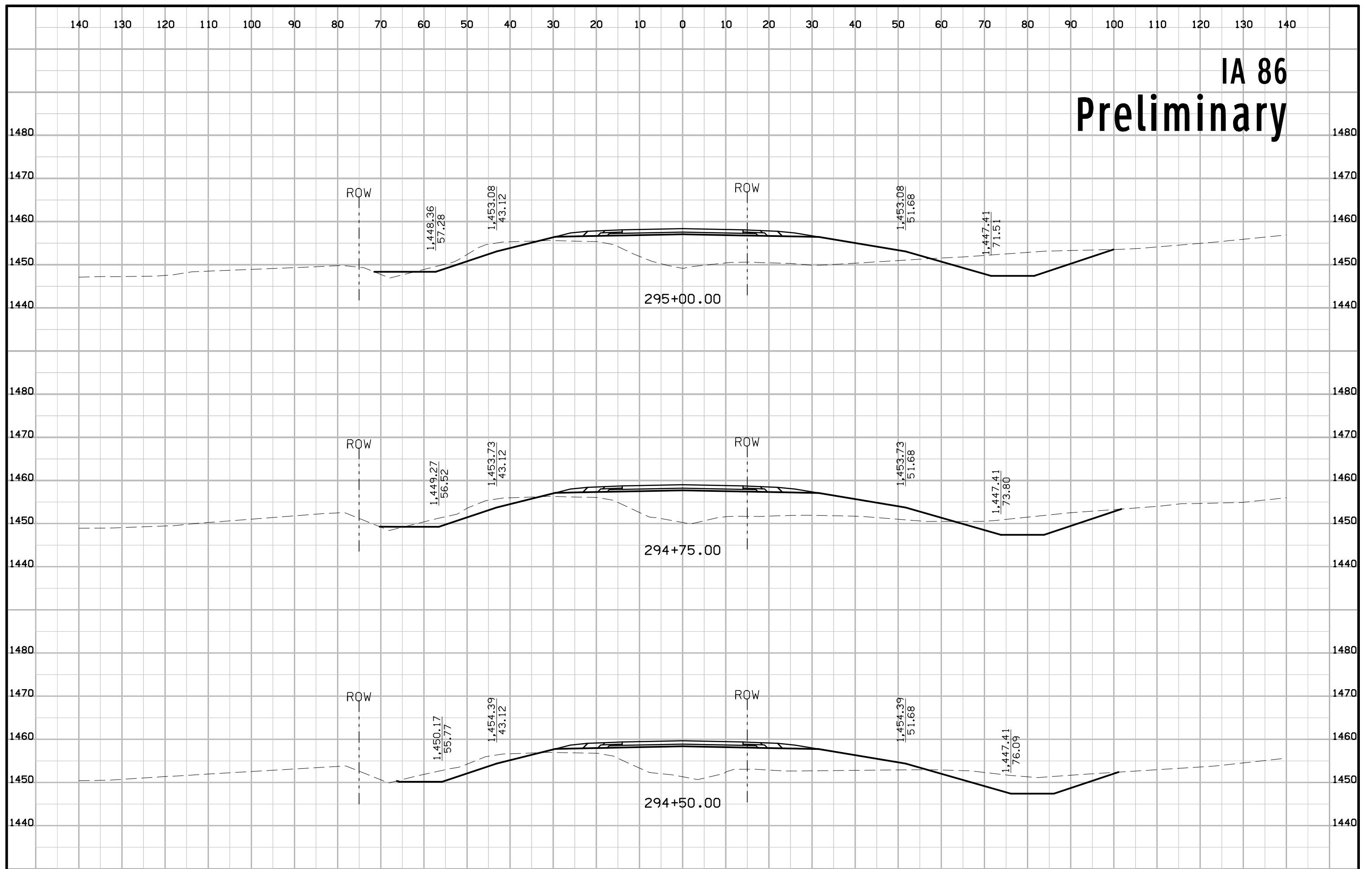
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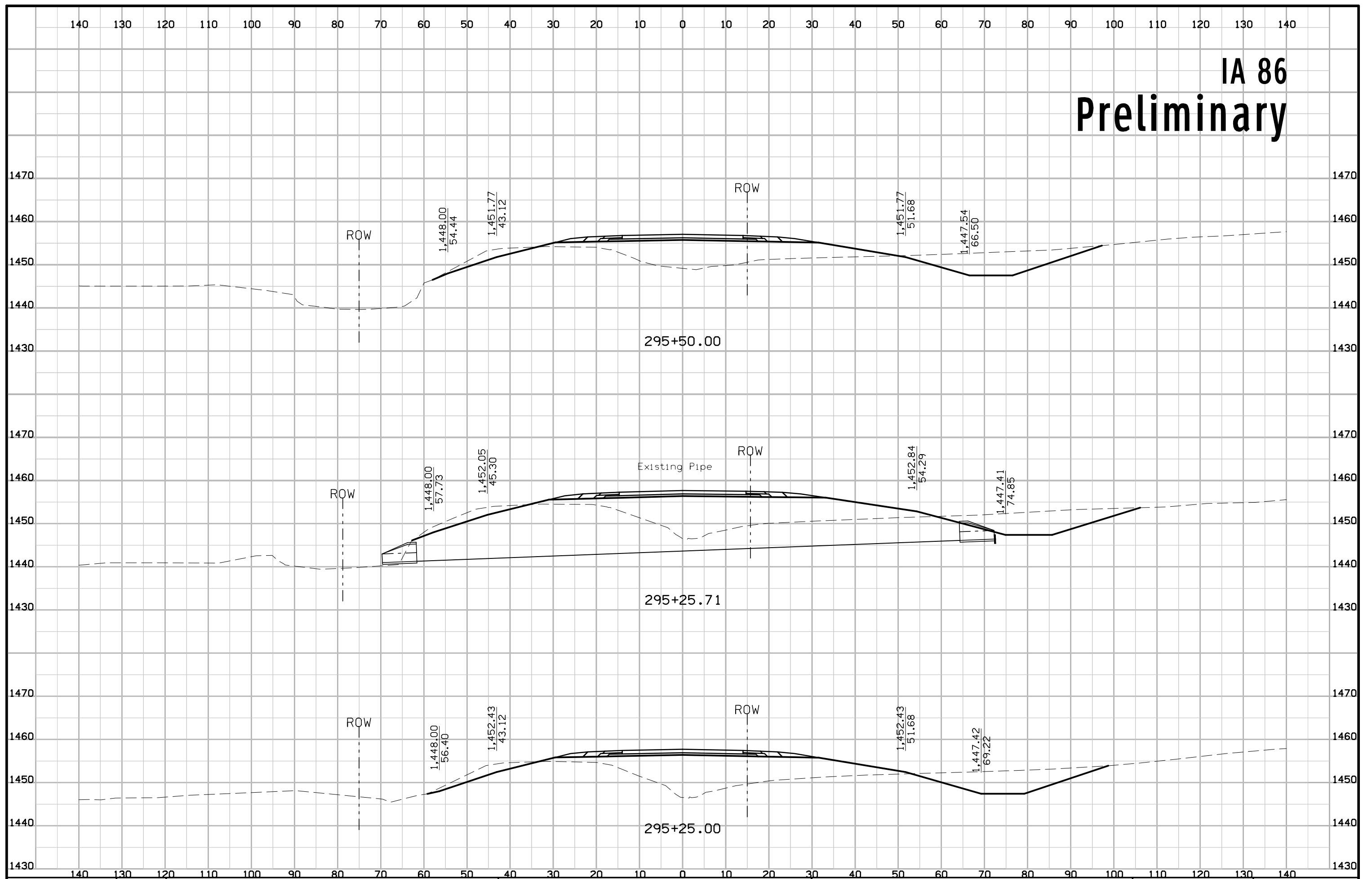
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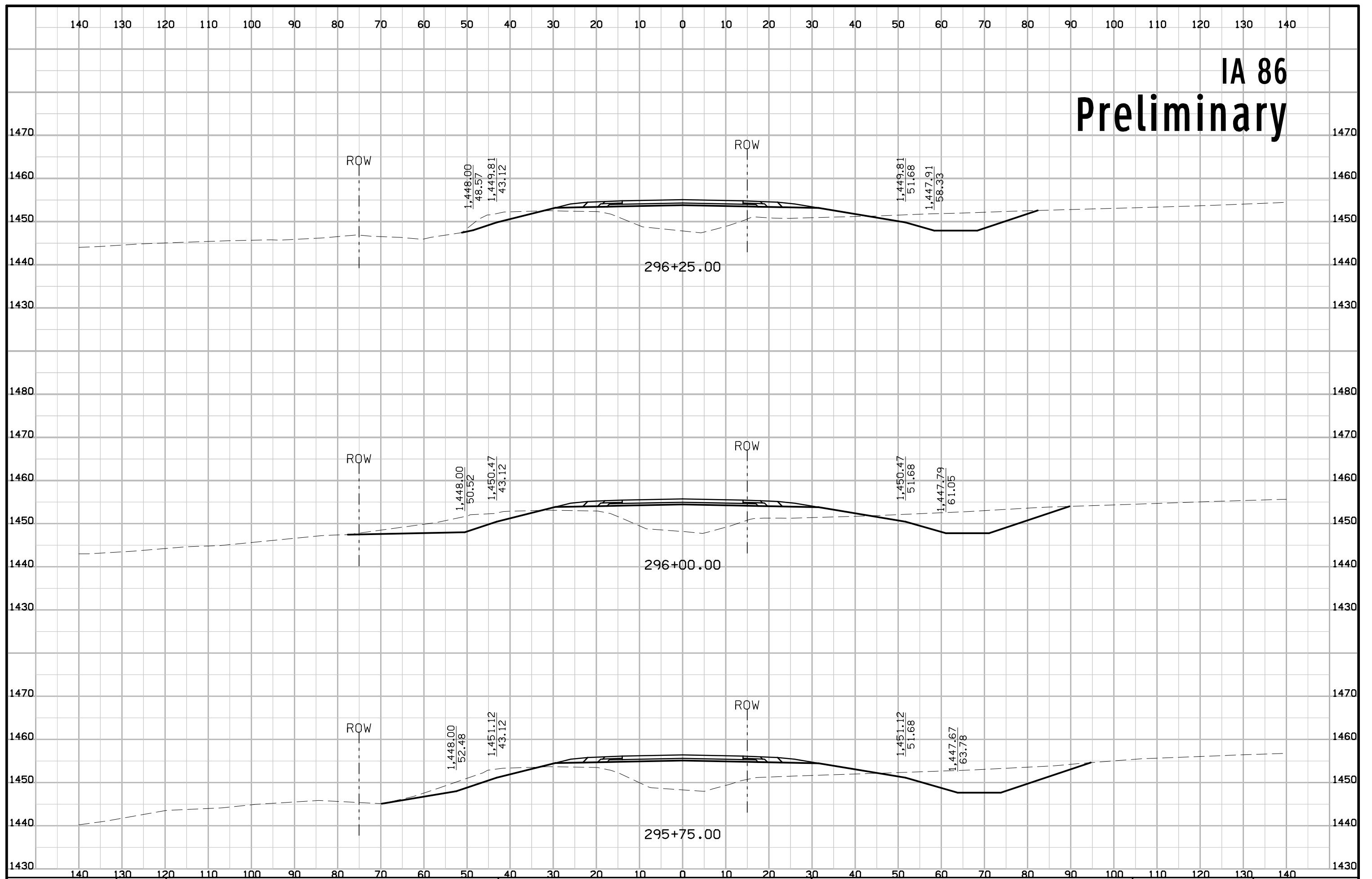
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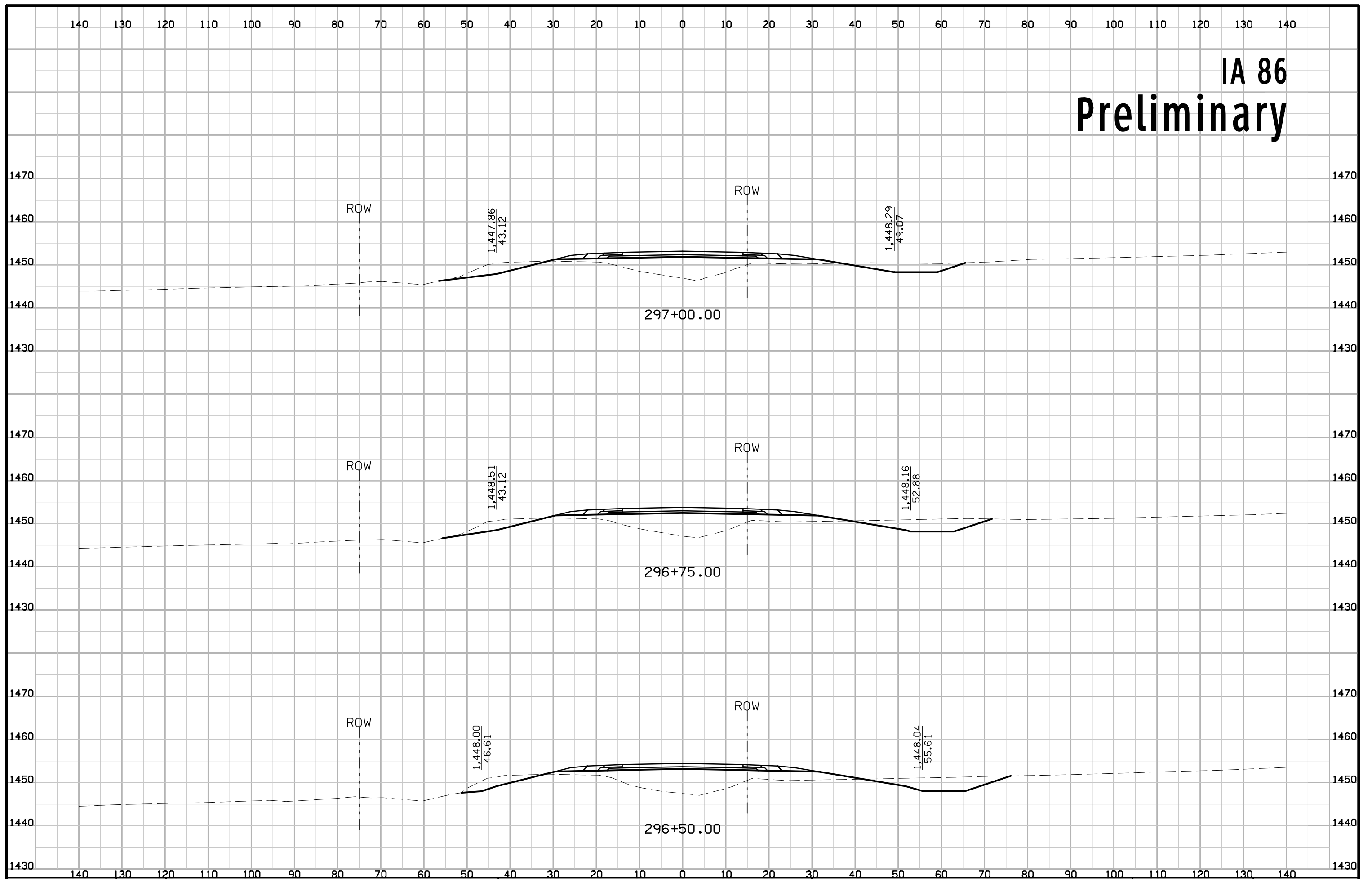
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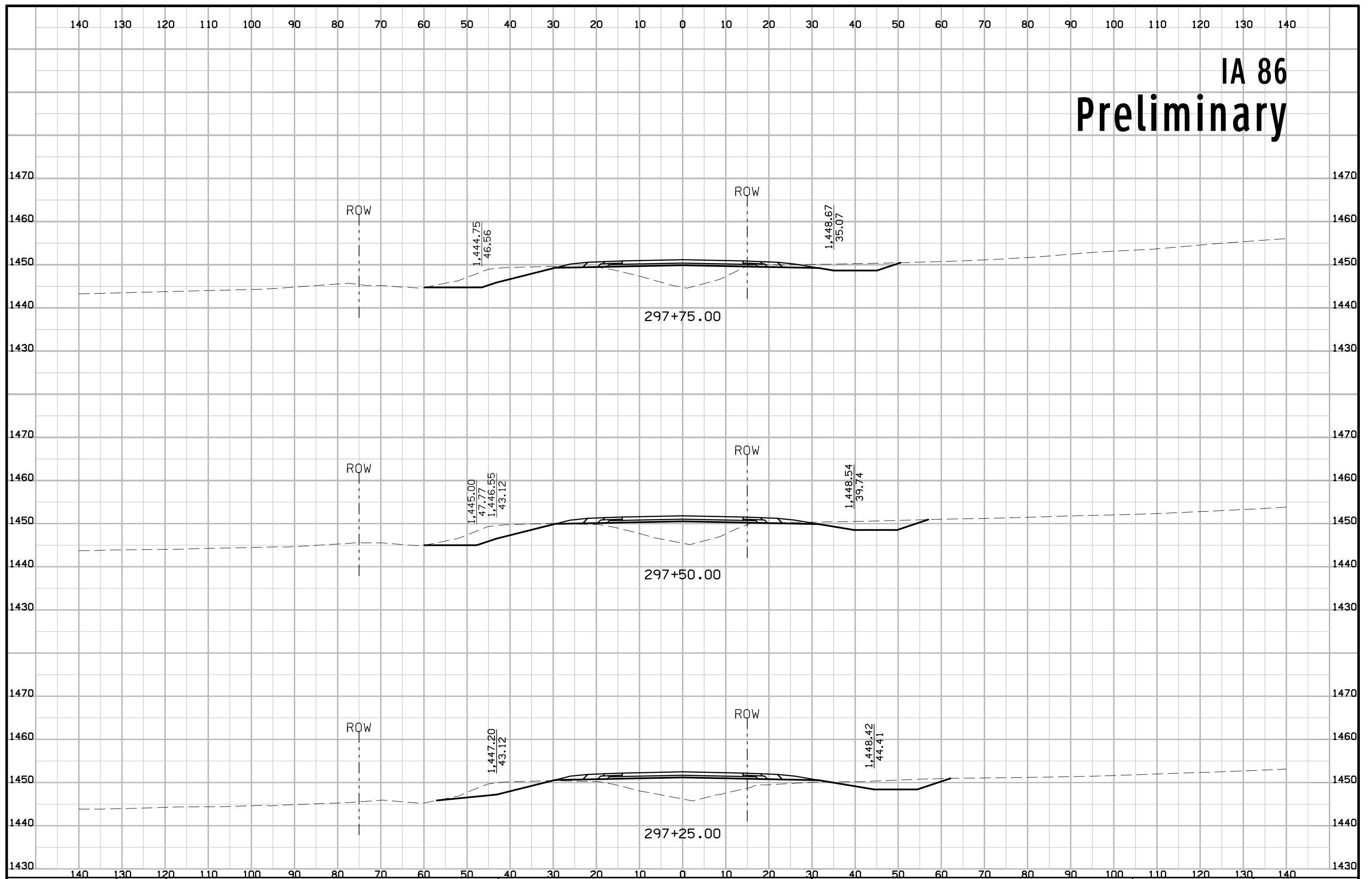
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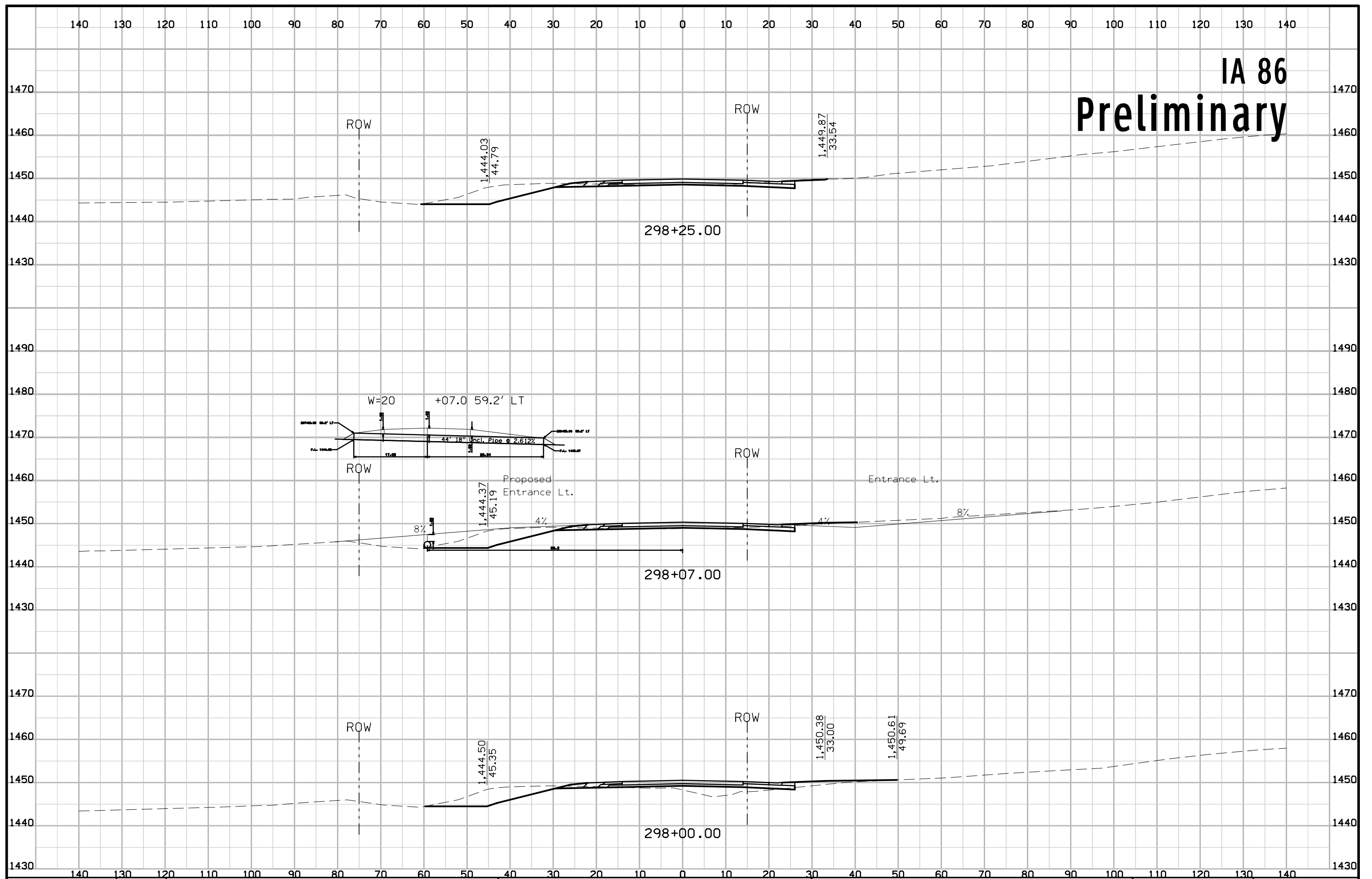
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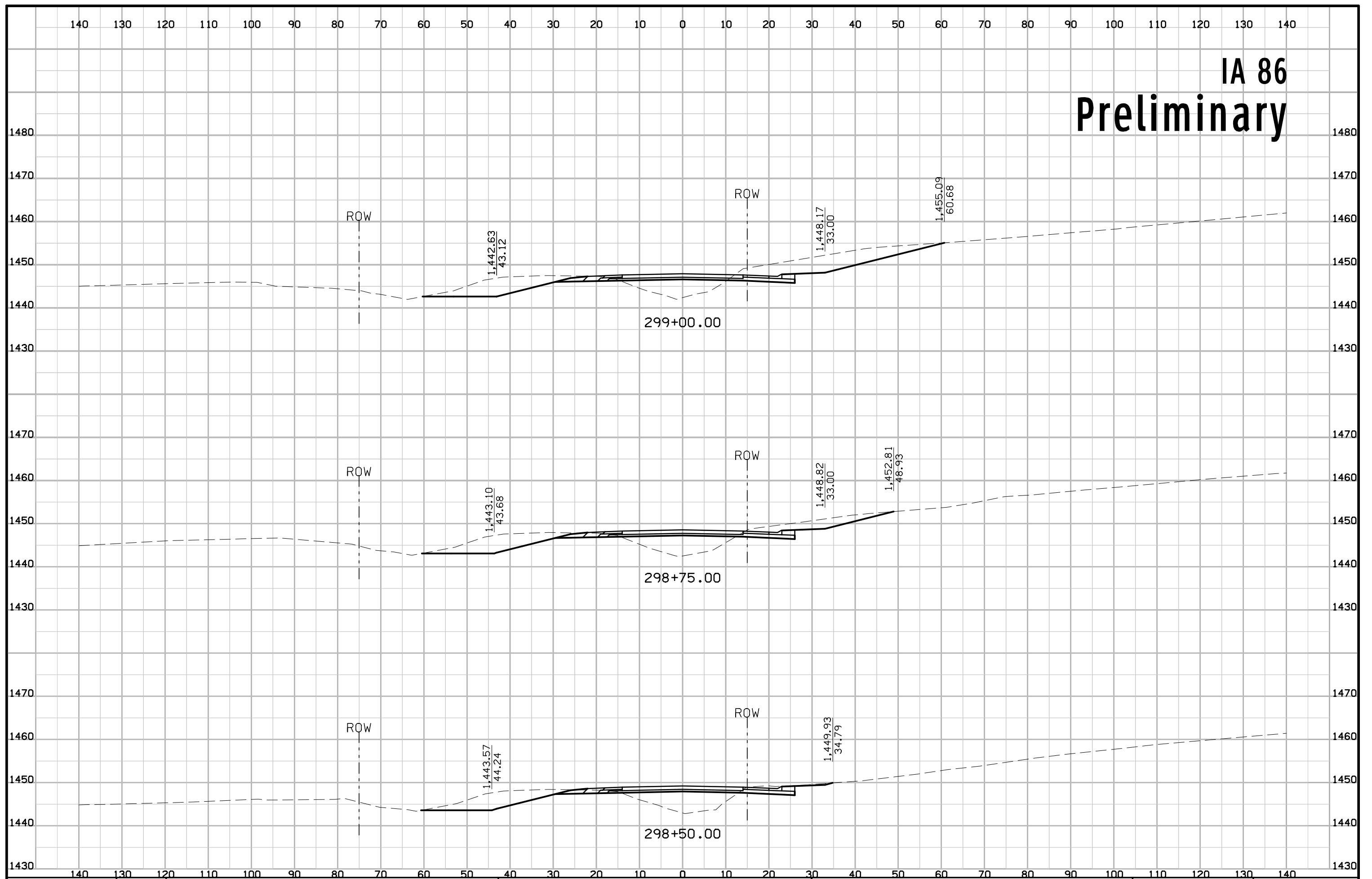
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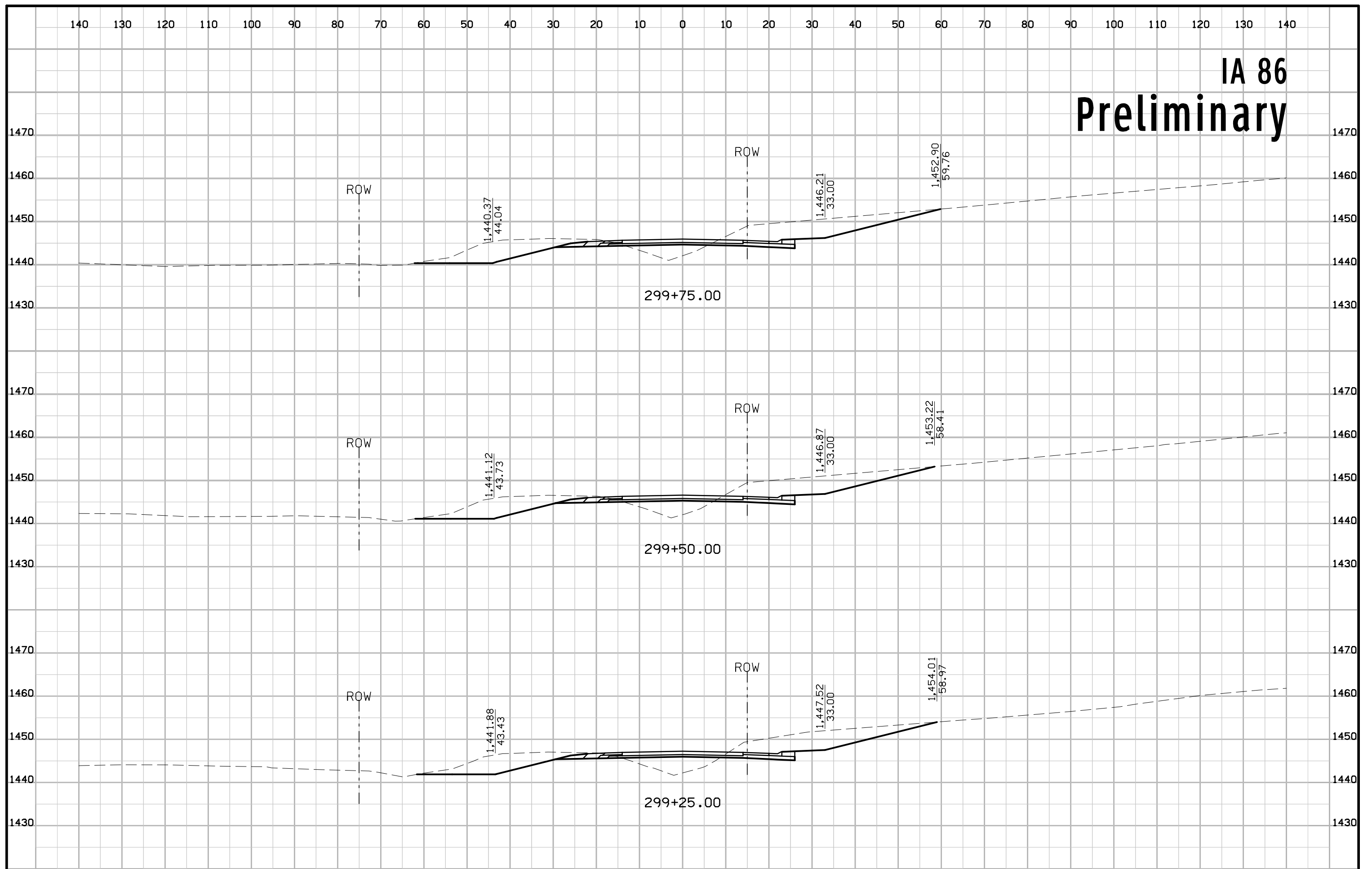
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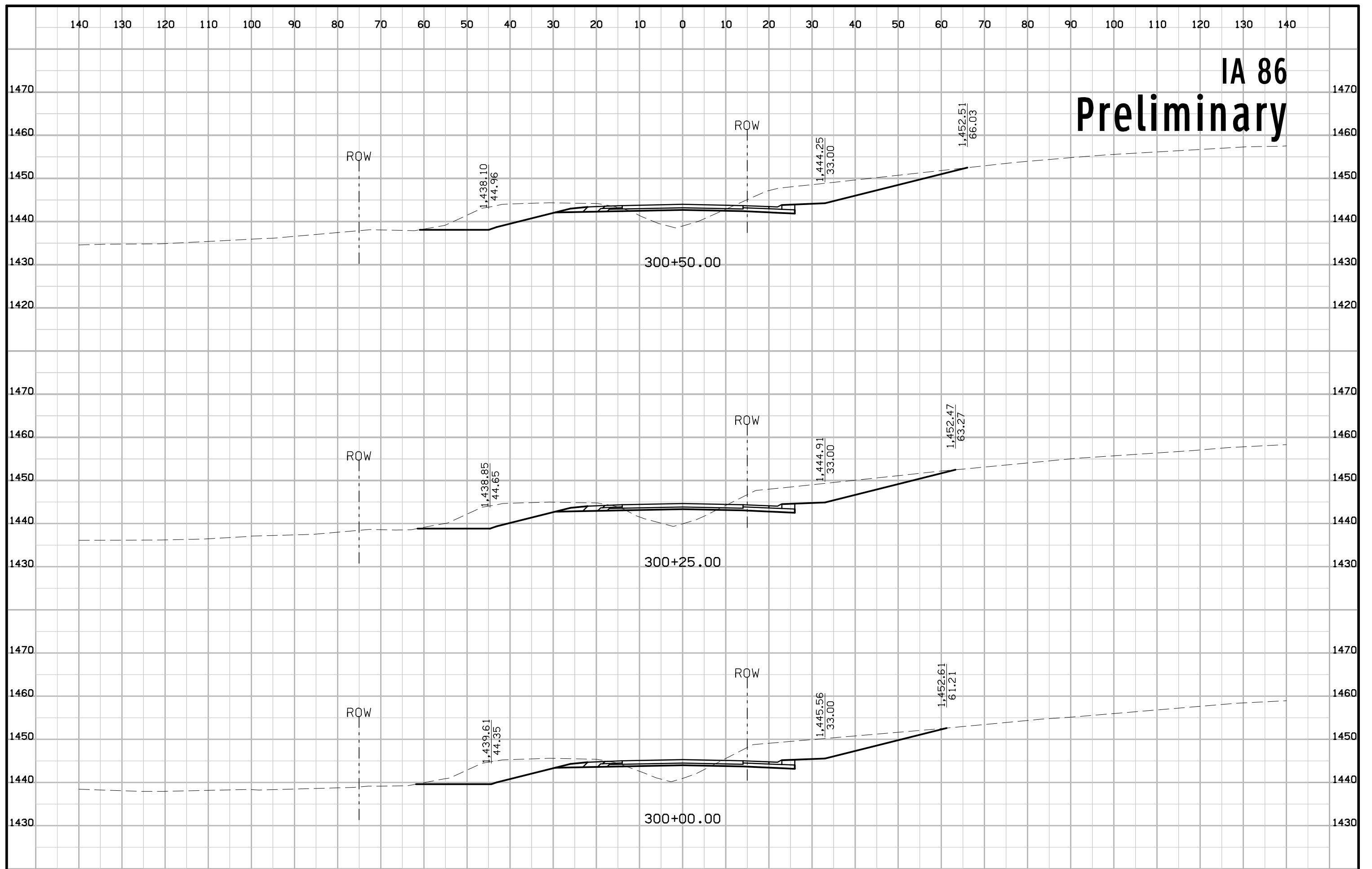
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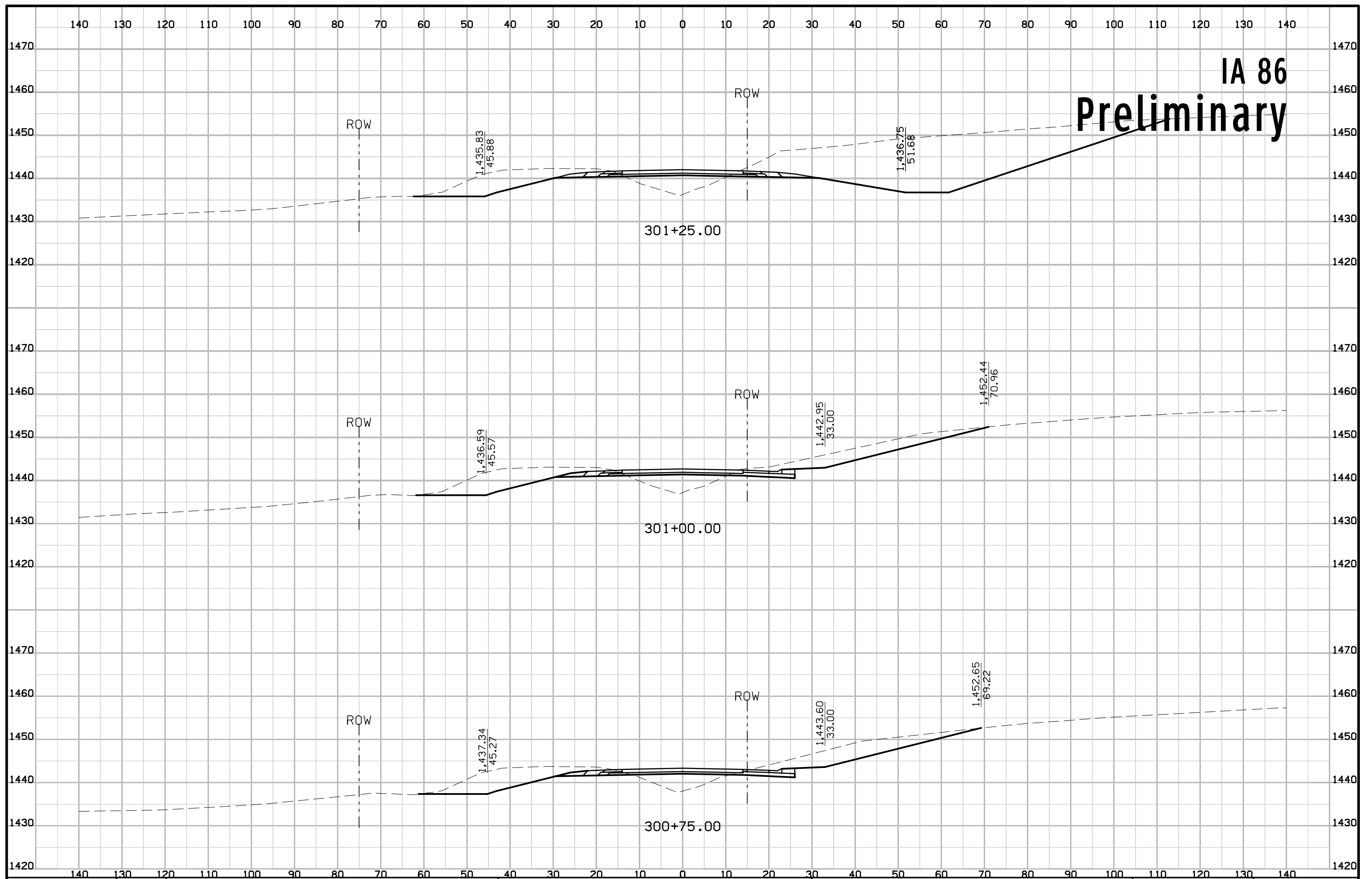
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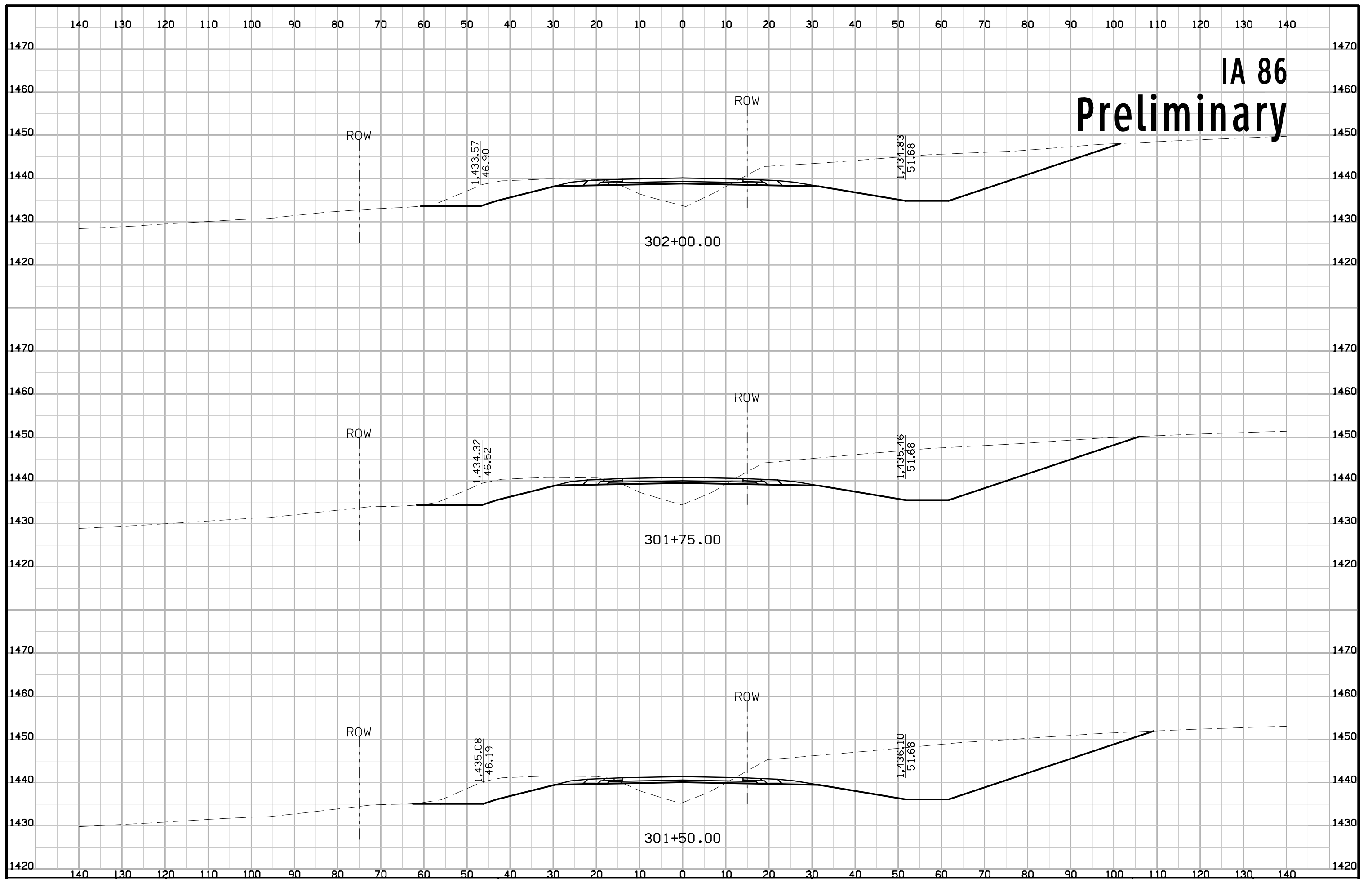
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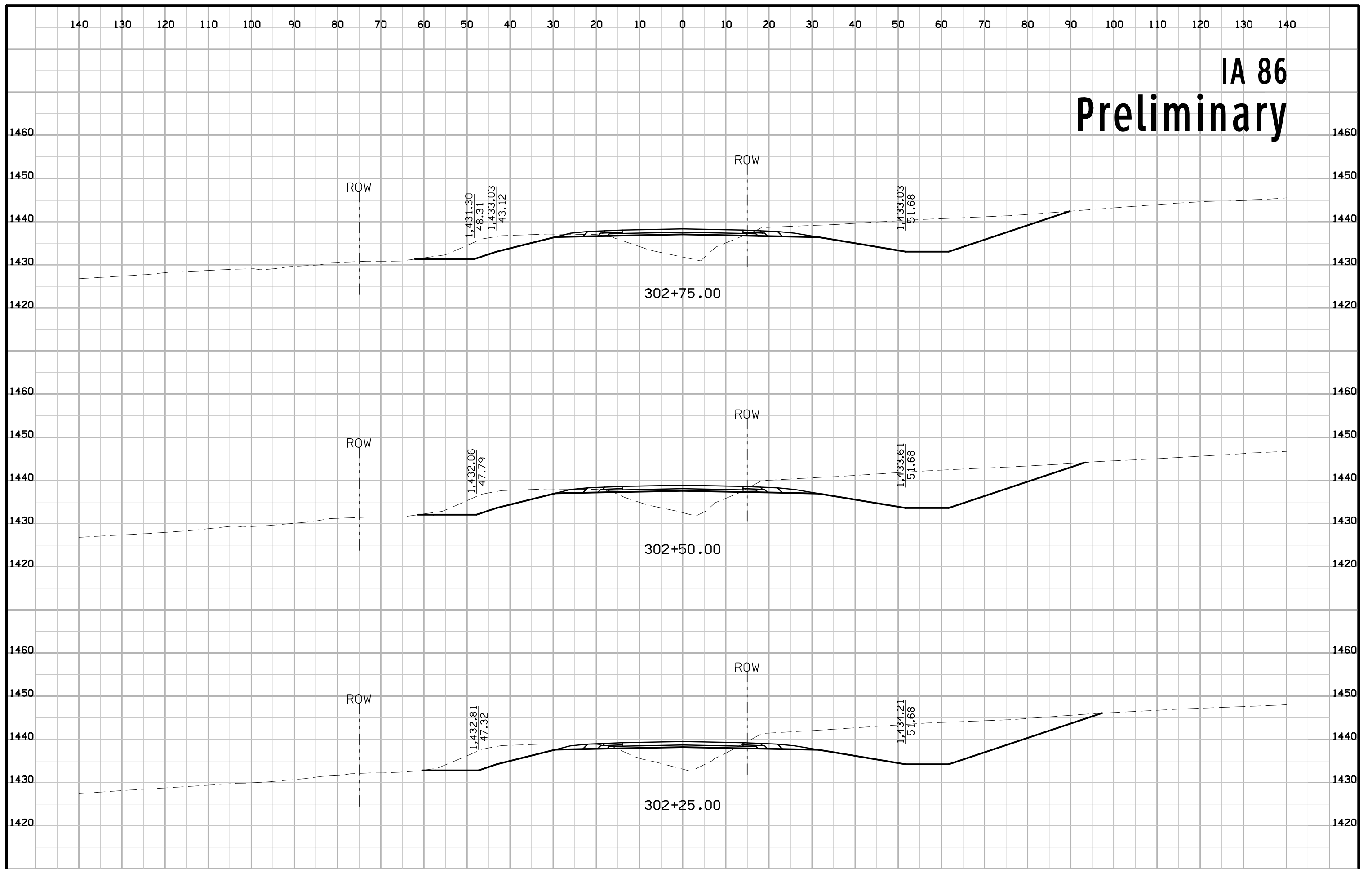
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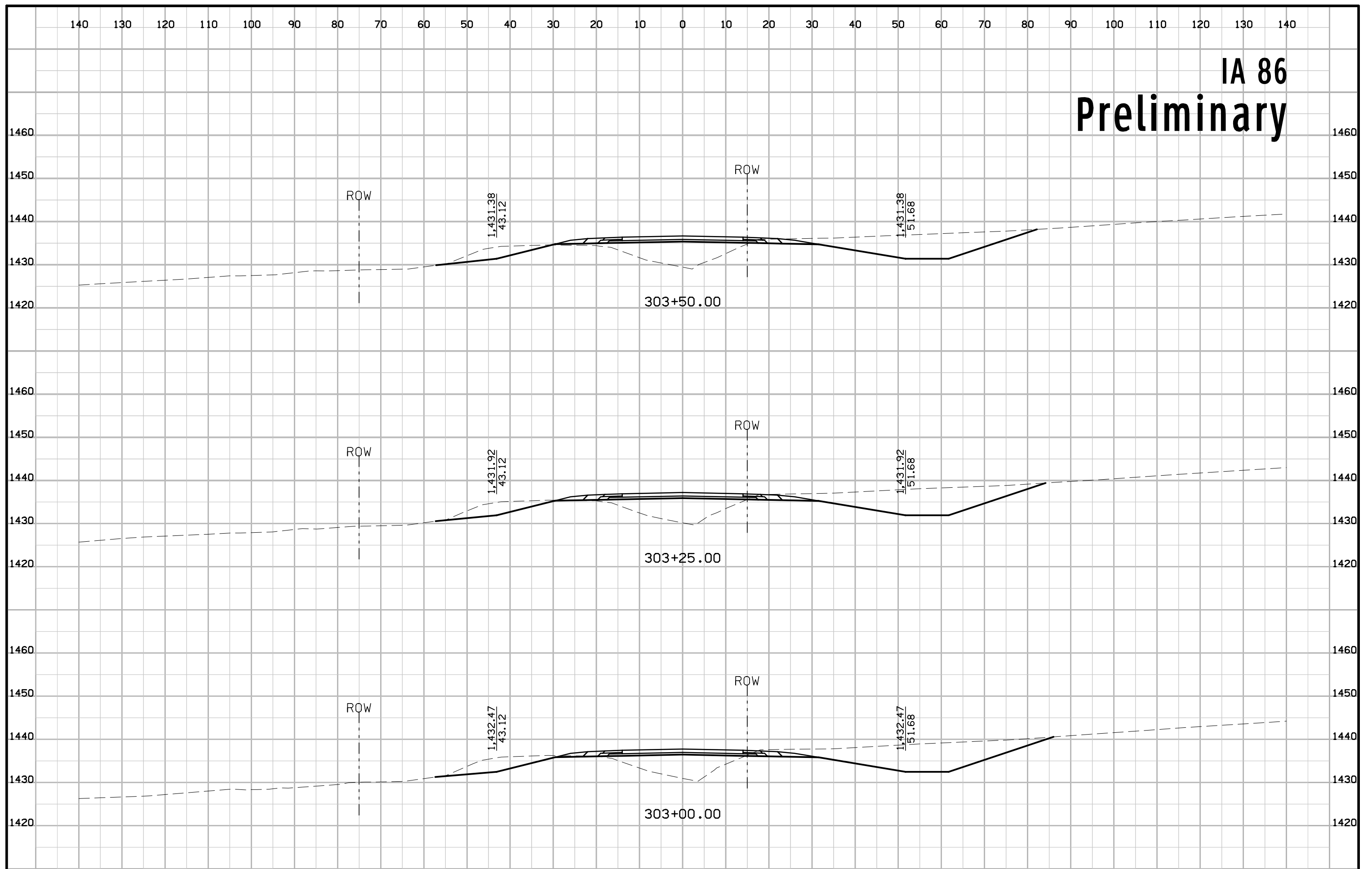
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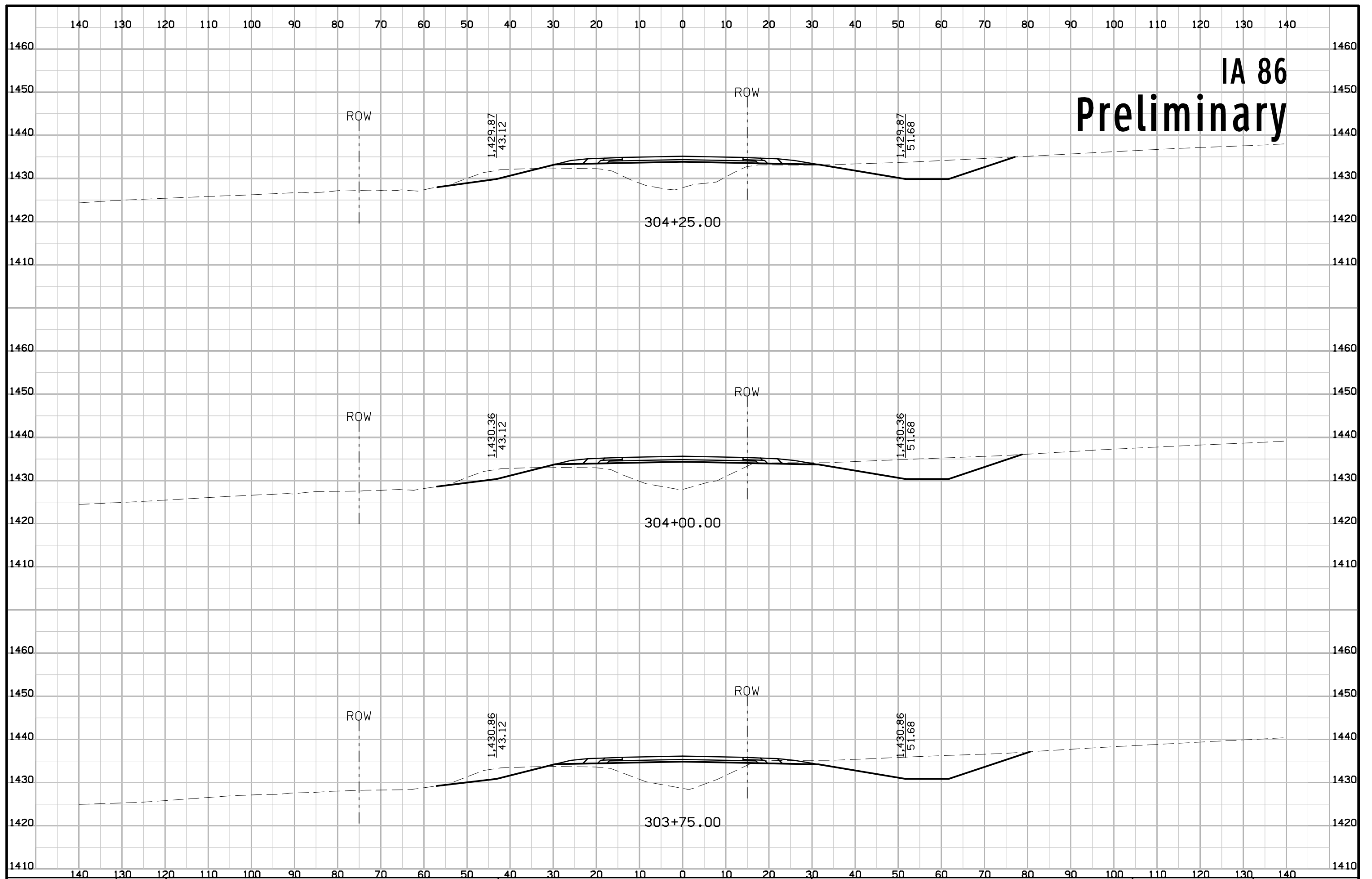
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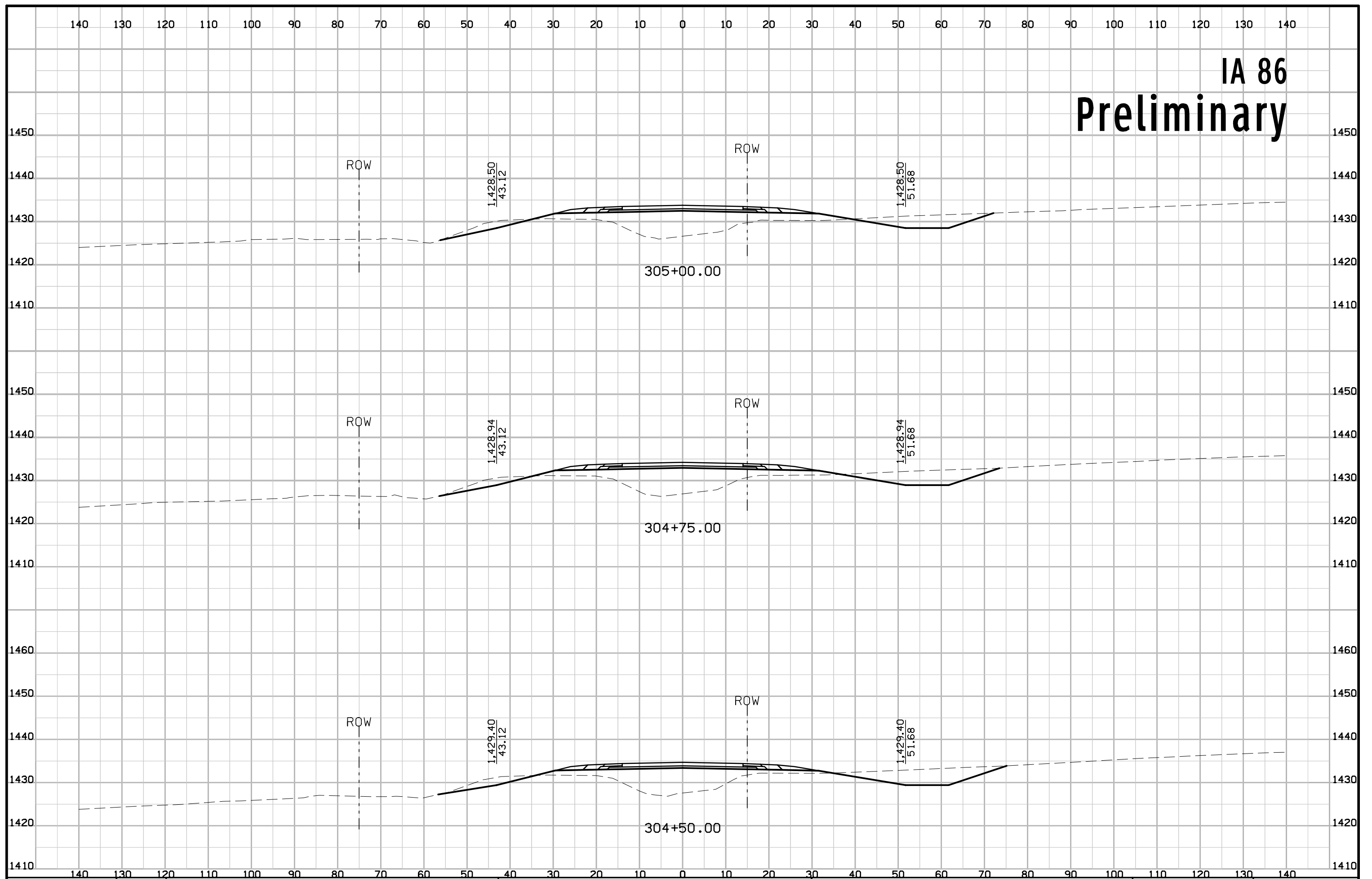
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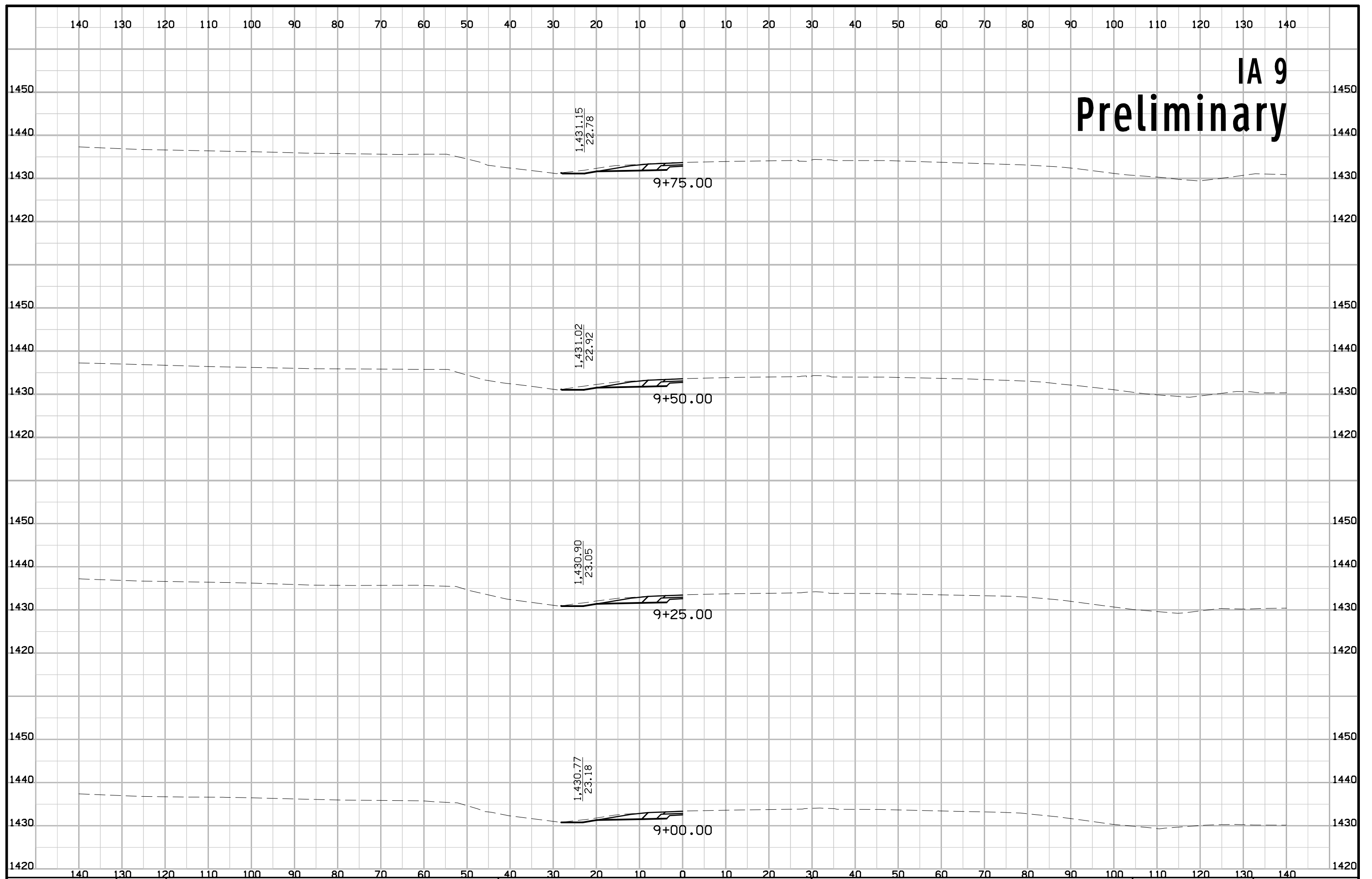
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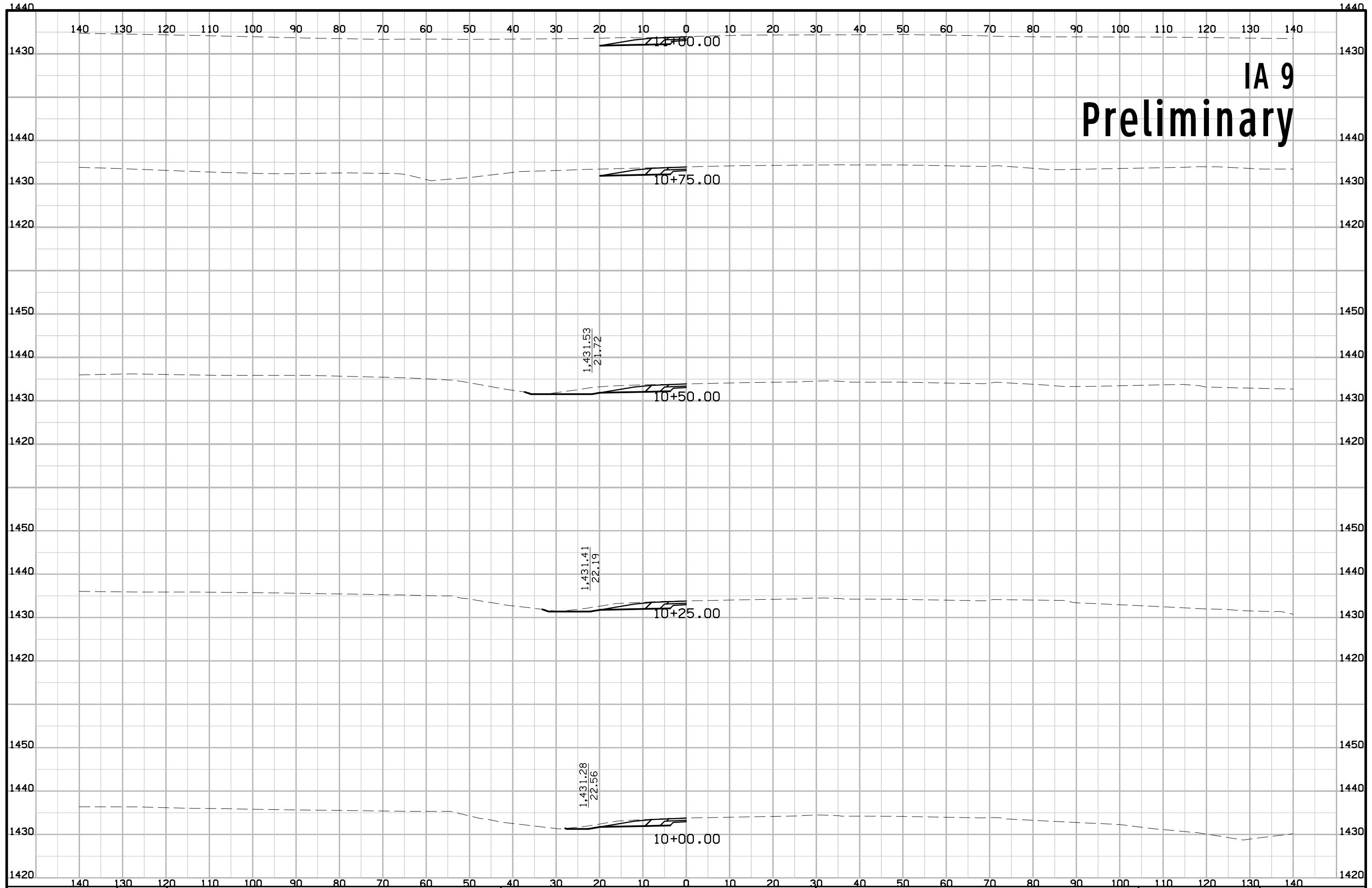


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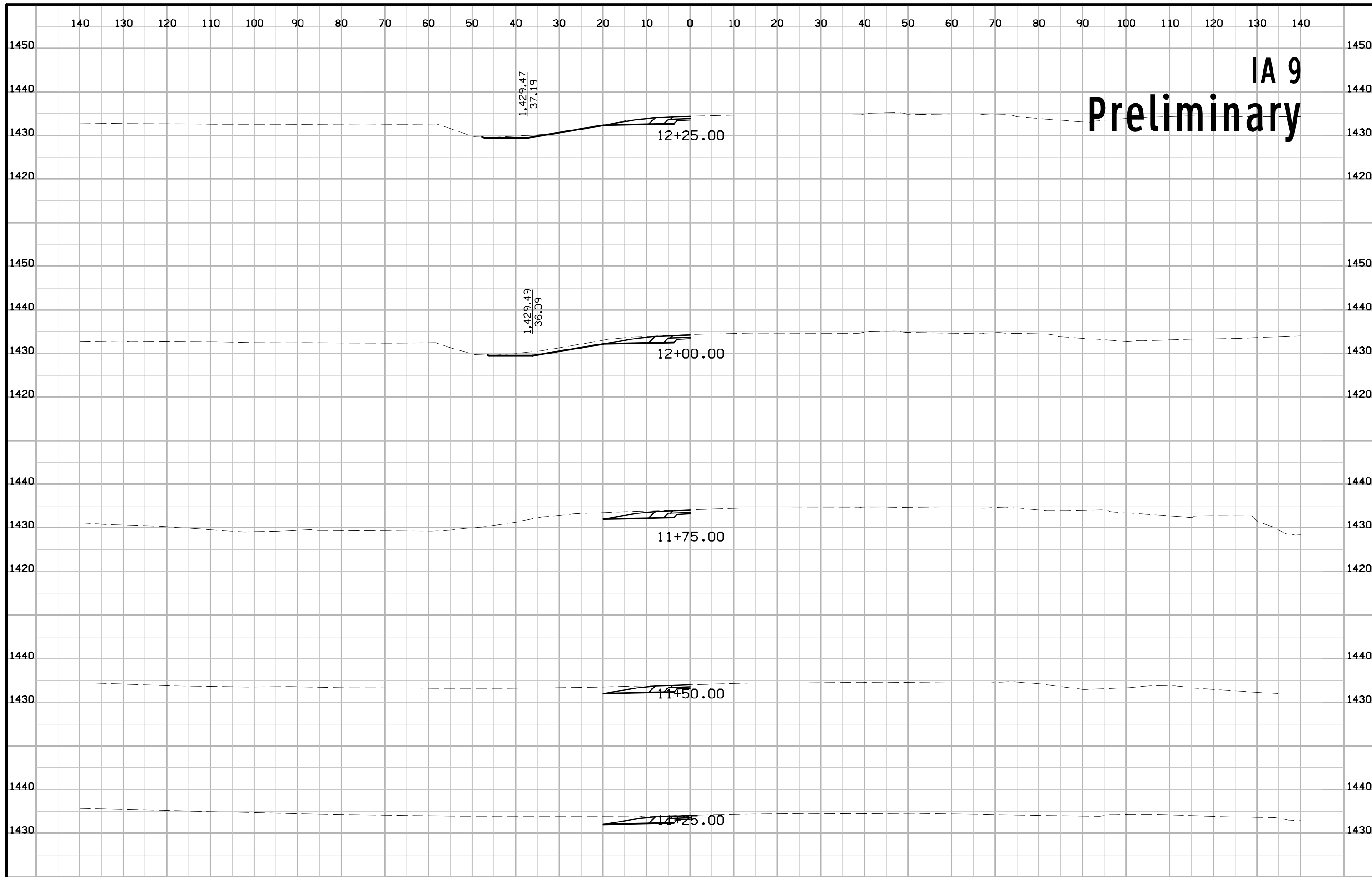


IA 9 Preliminary



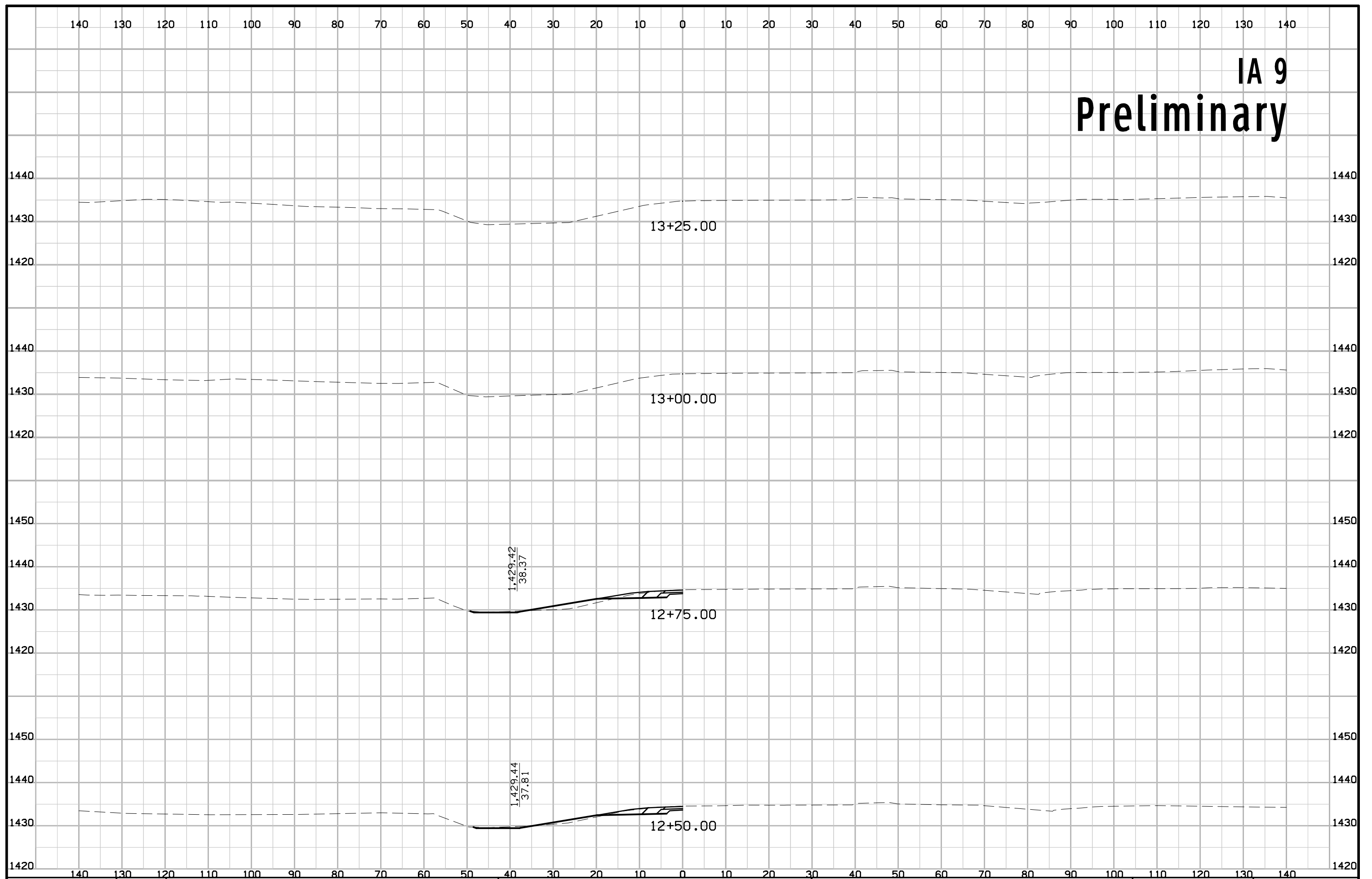


IA 9 Preliminary

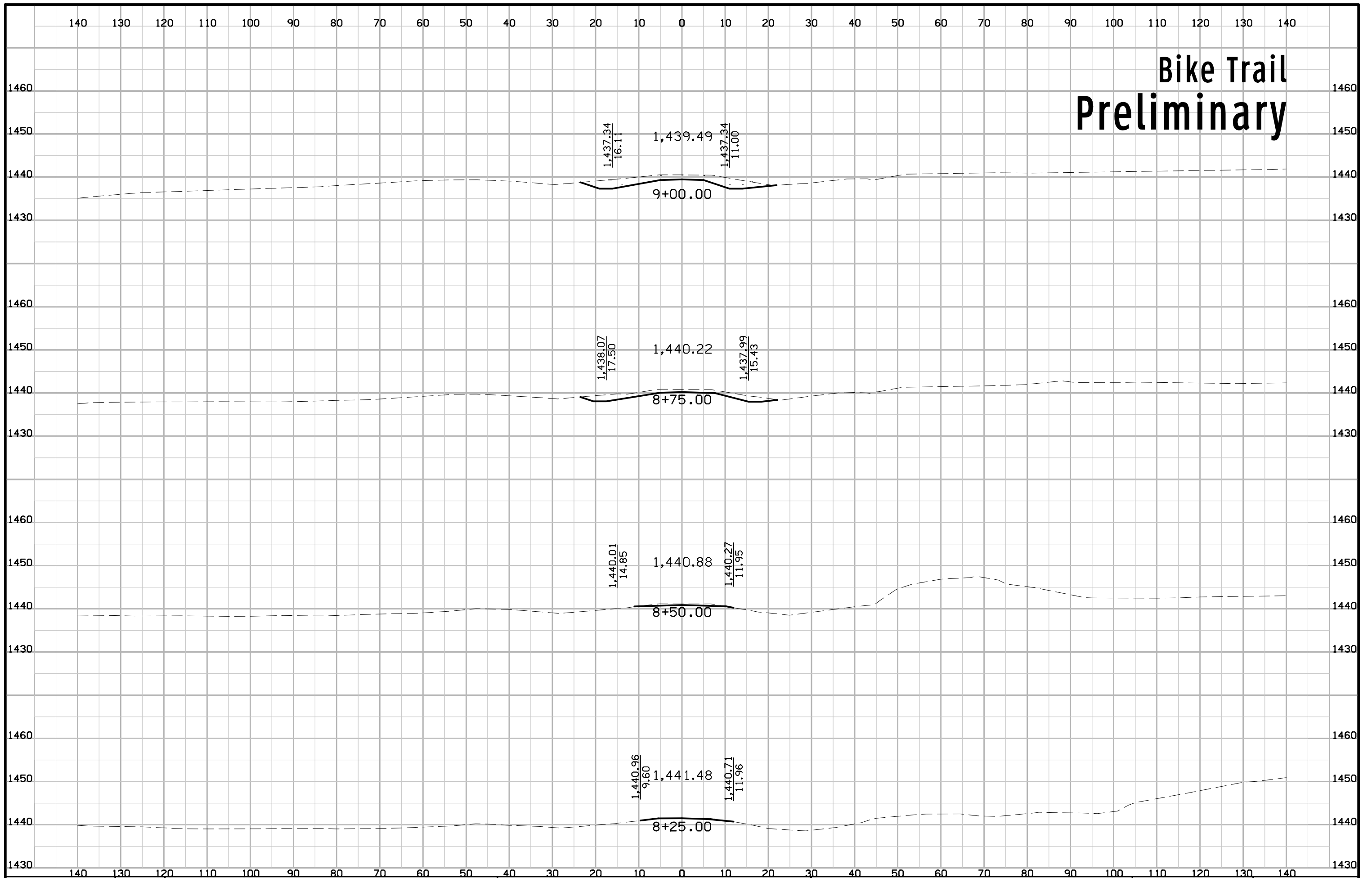


IA 9
Preliminary

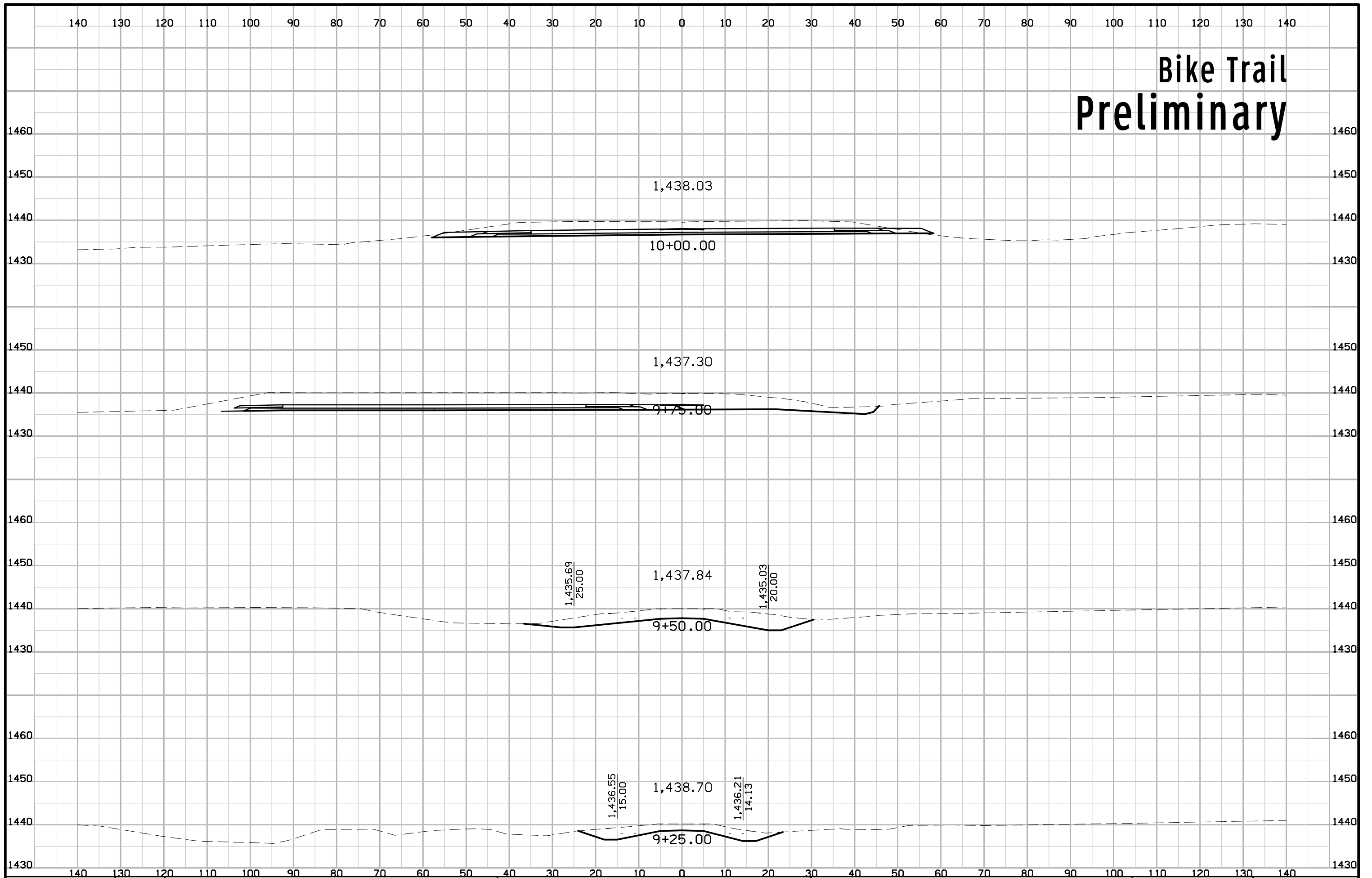
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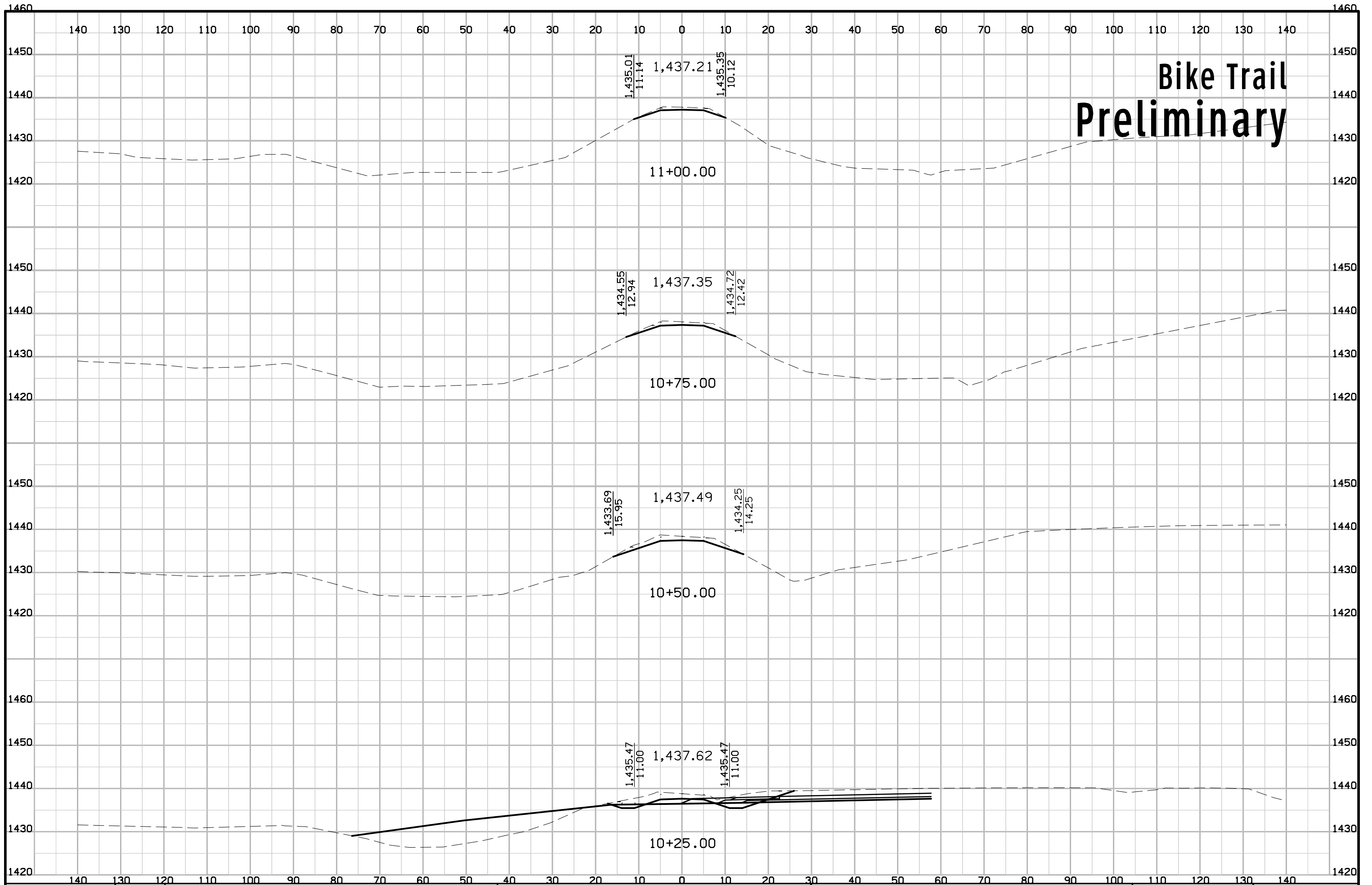
Bike Trail Preliminary



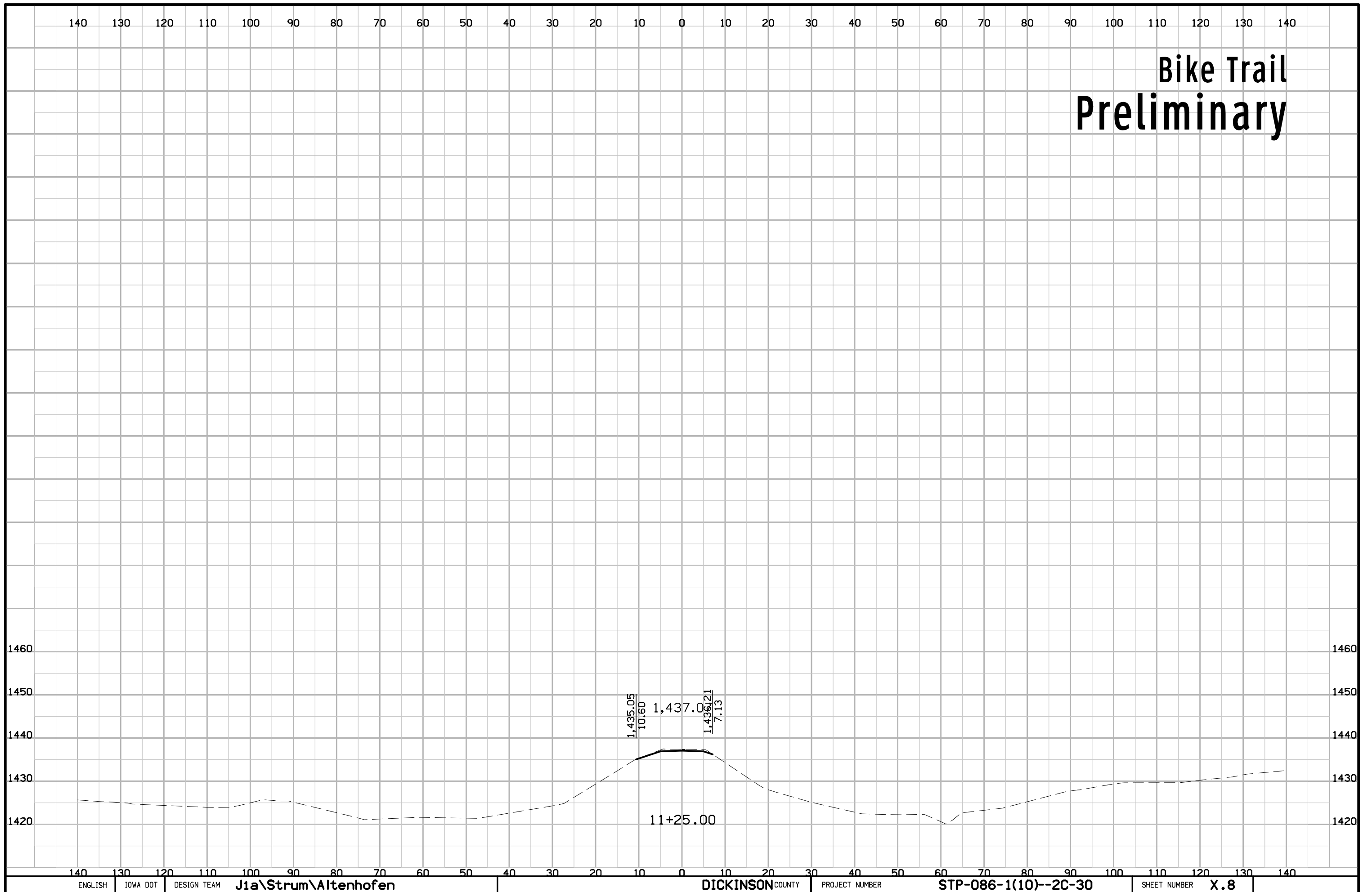
Bike Trail Preliminary



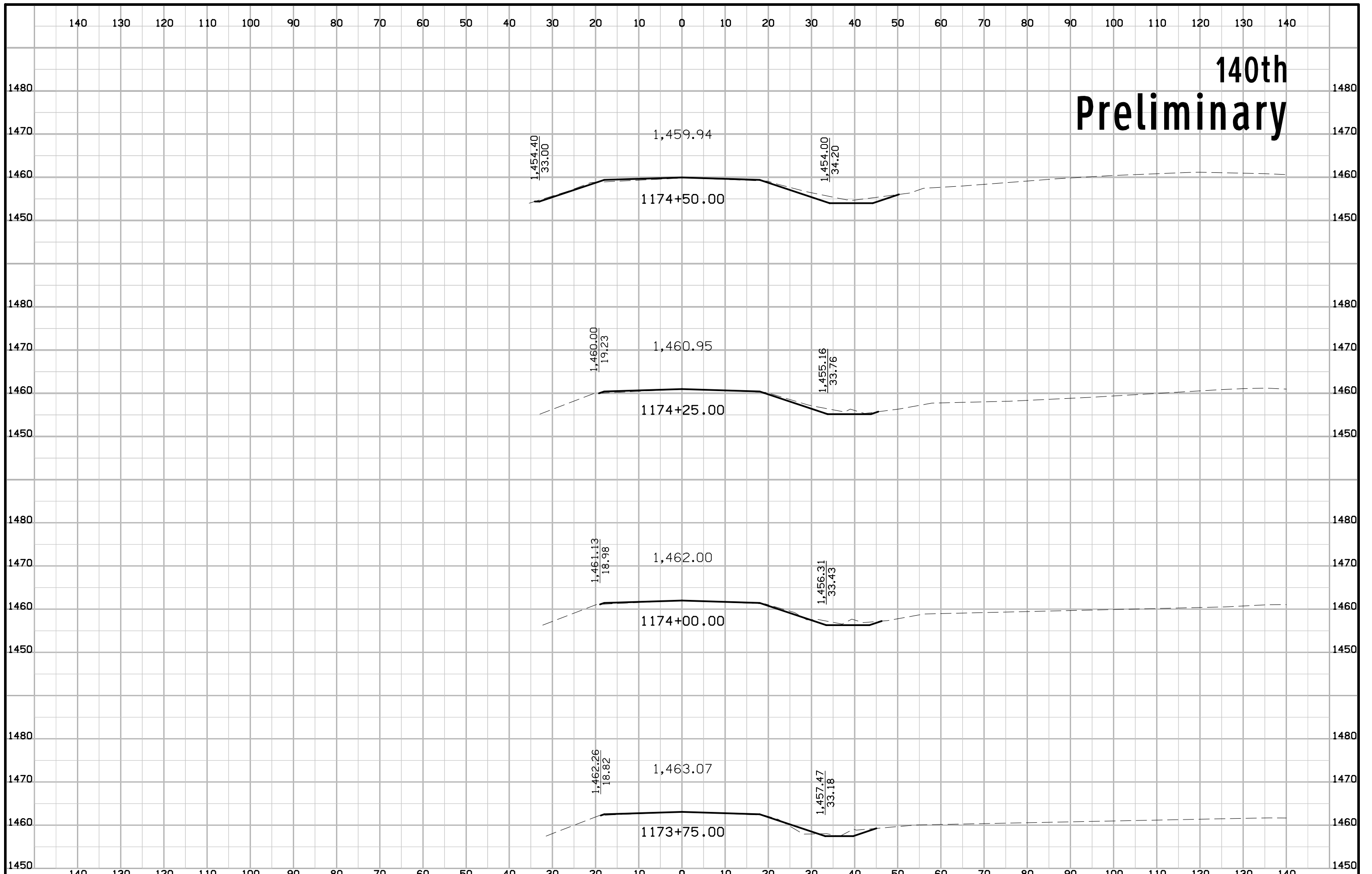
Bike Trail Preliminary



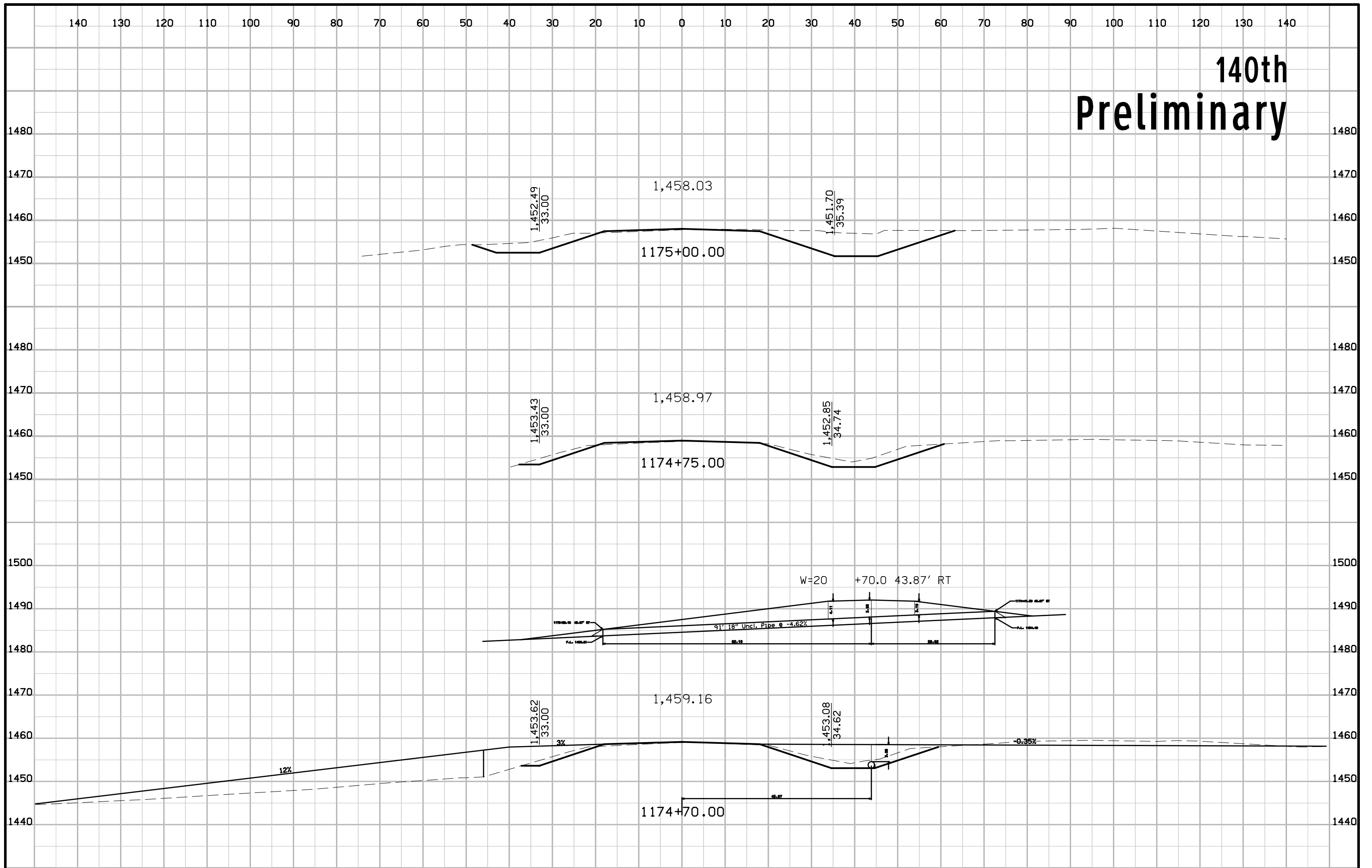
Bike Trail Preliminary



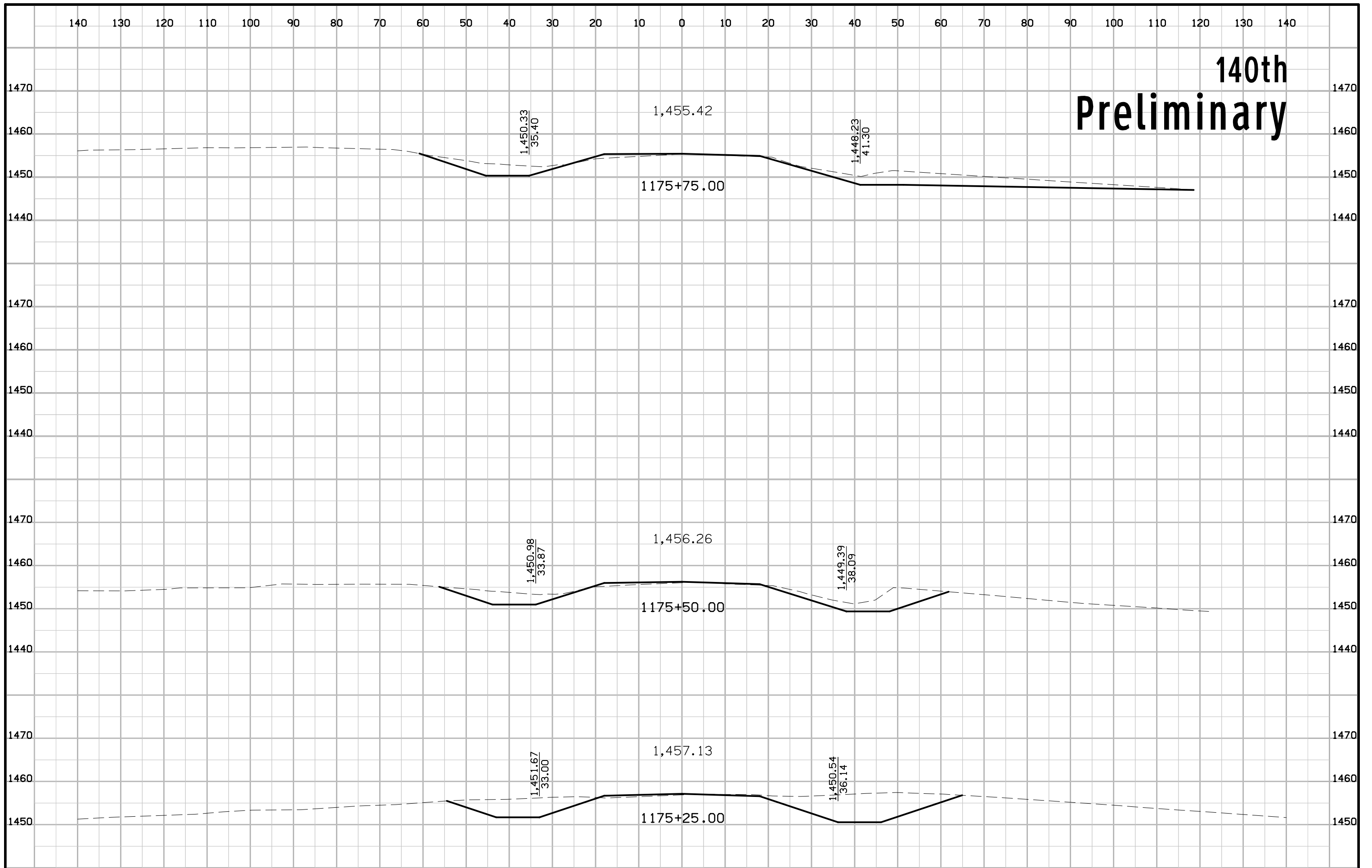
140th Preliminary



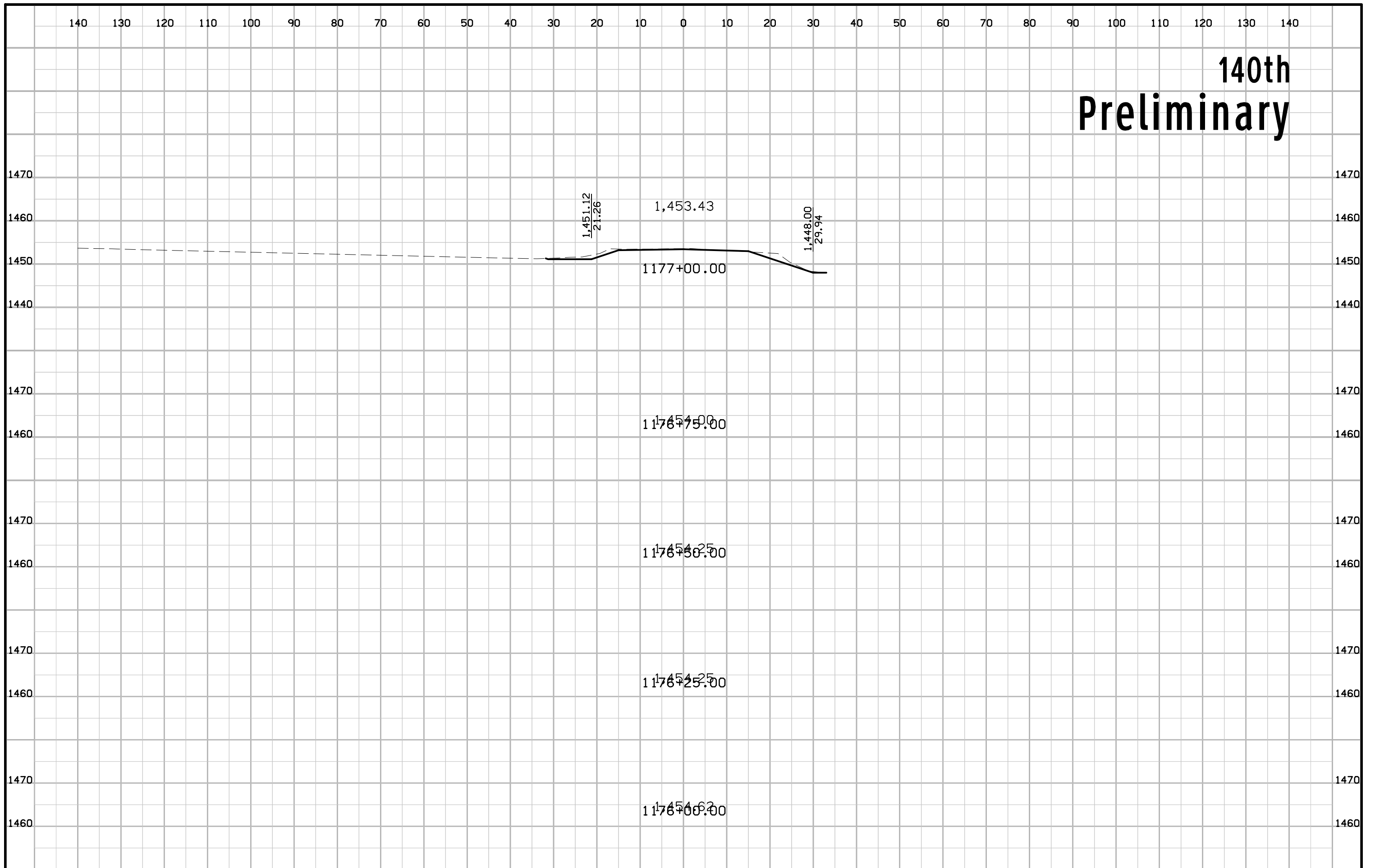
140th Preliminary



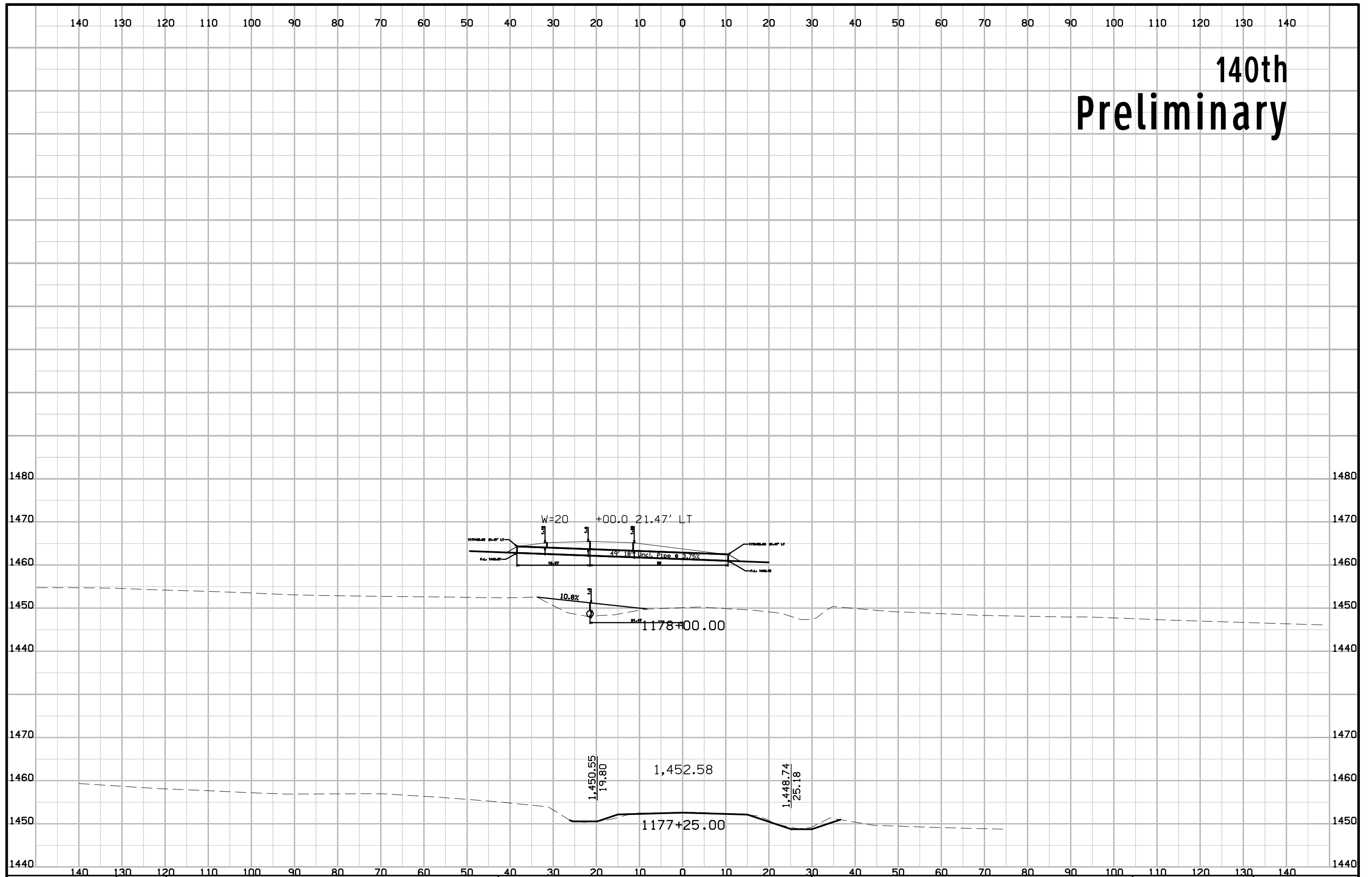
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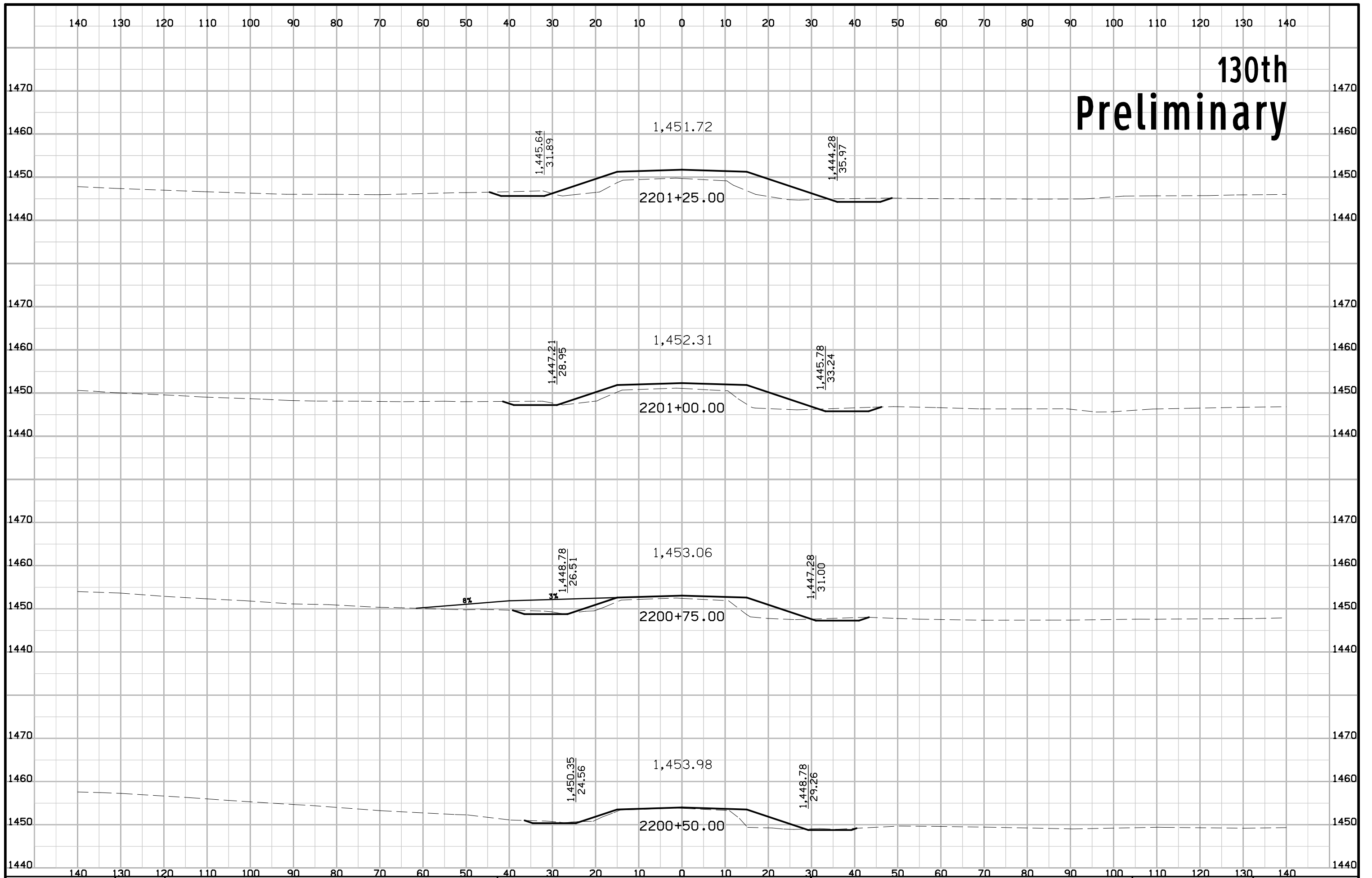
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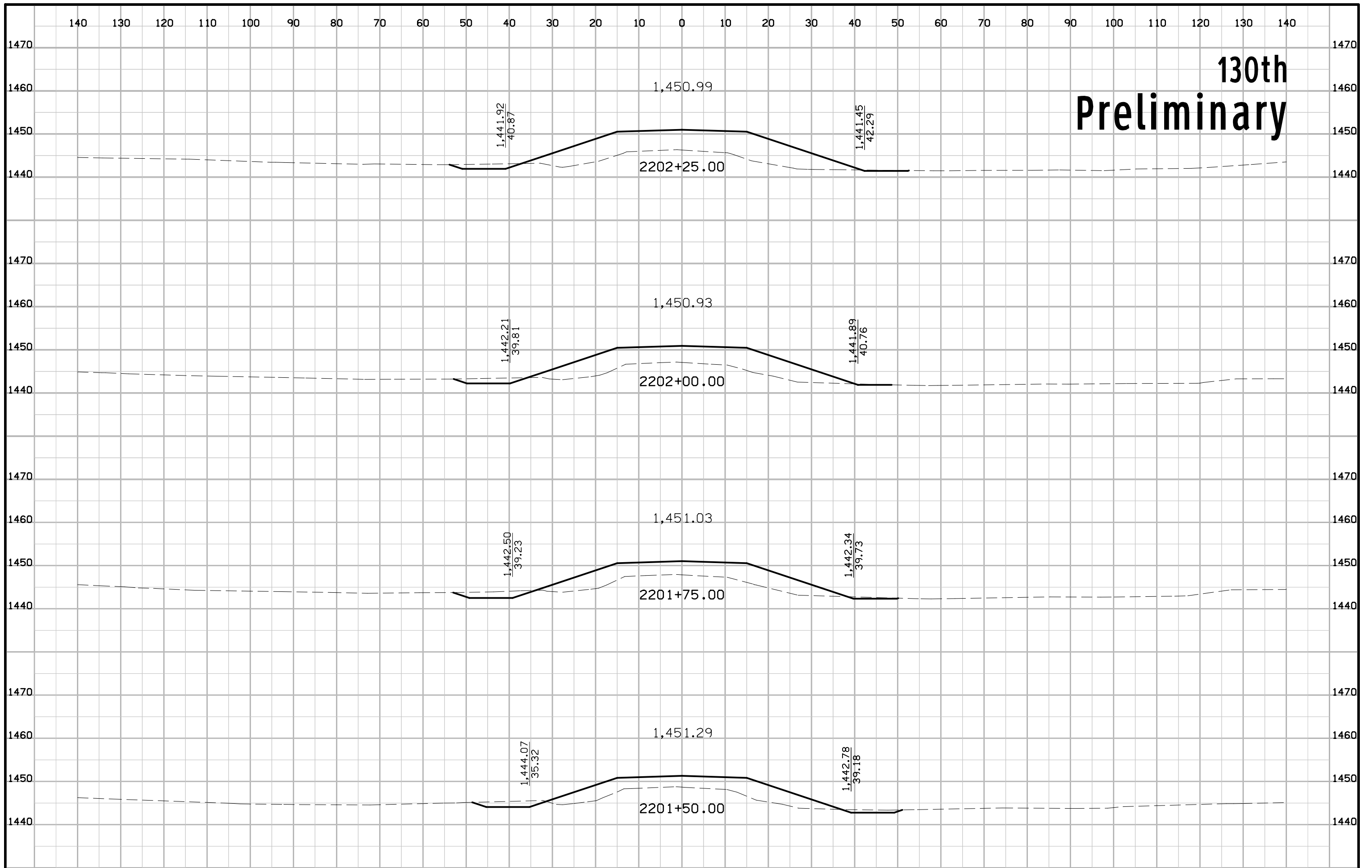
140th Preliminary



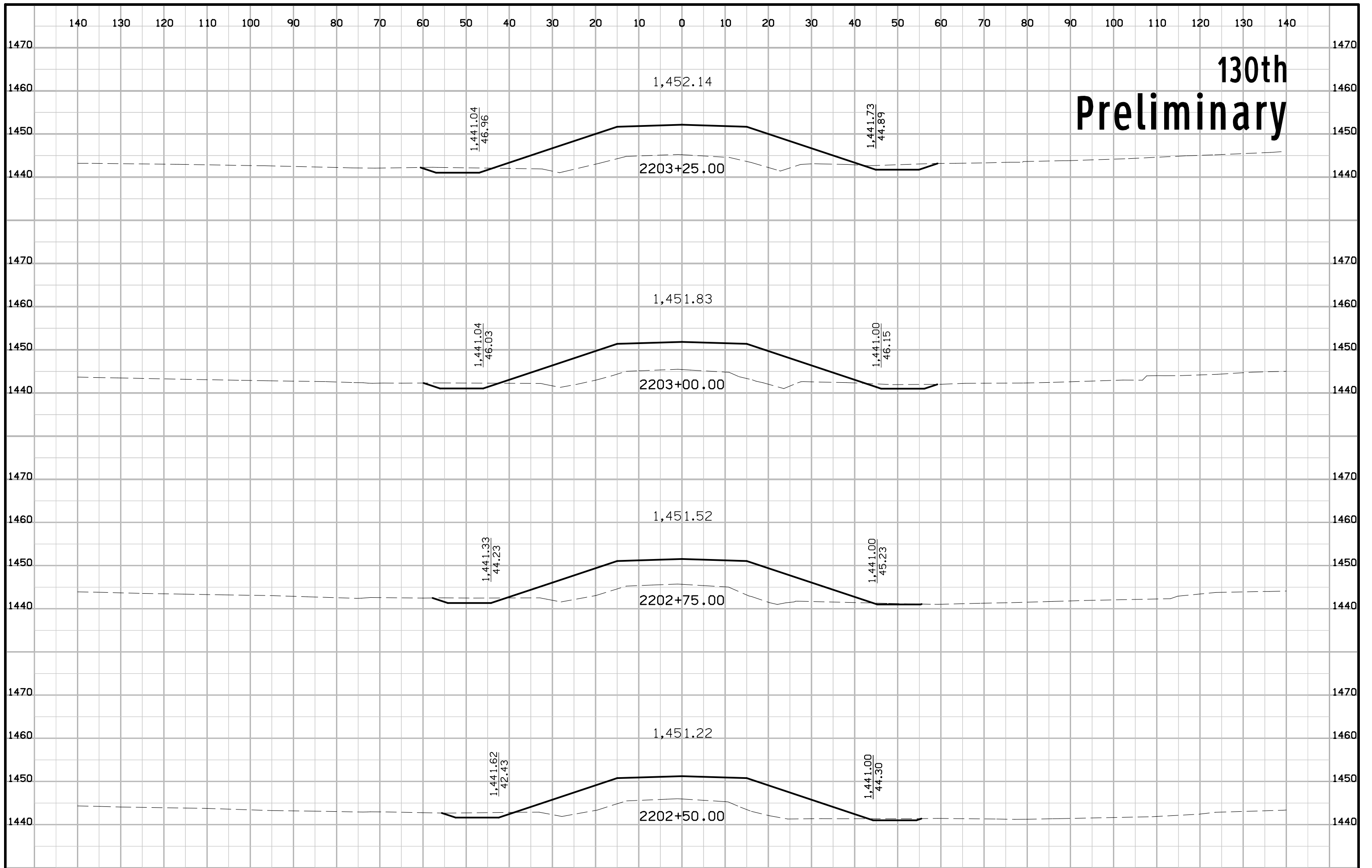
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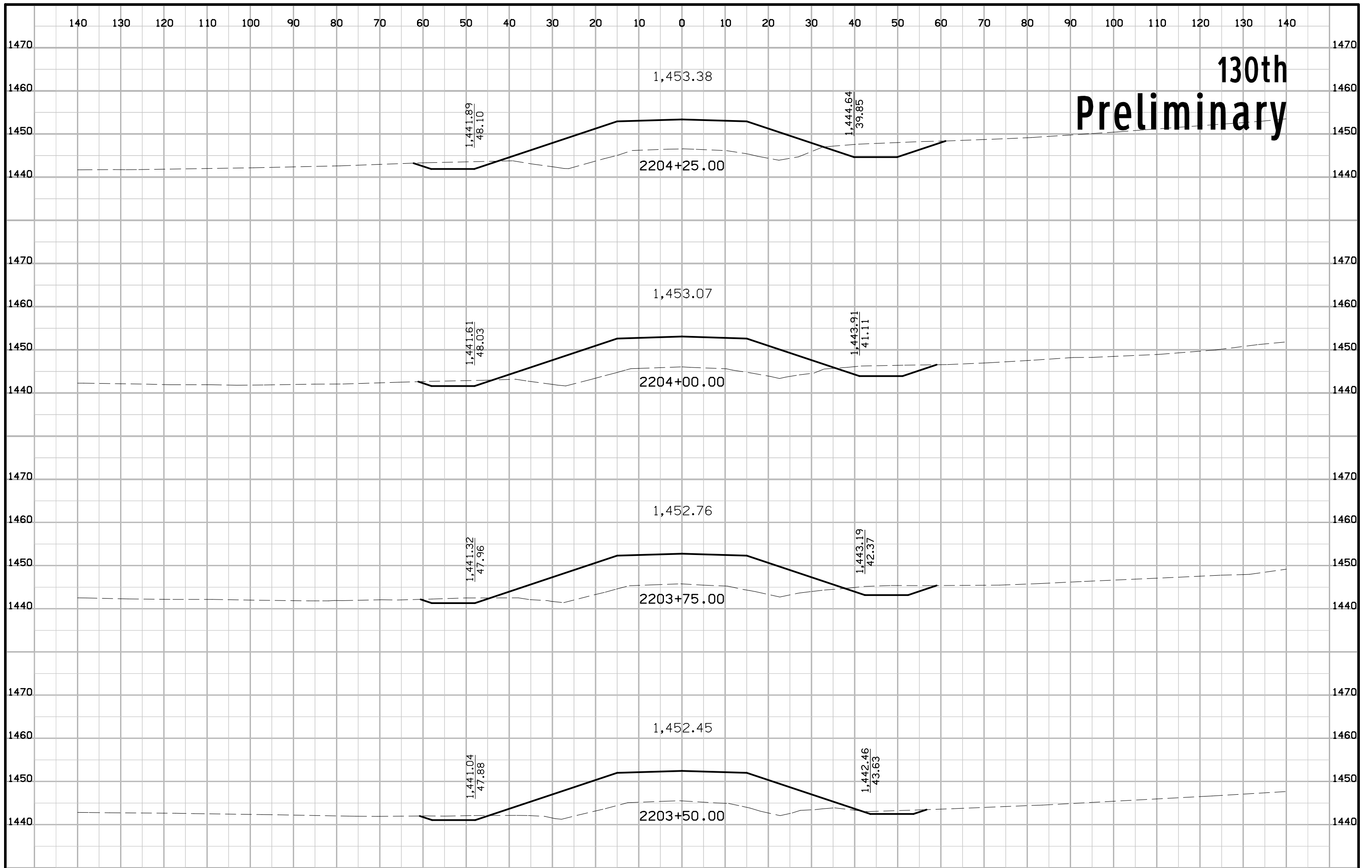
130th Preliminary



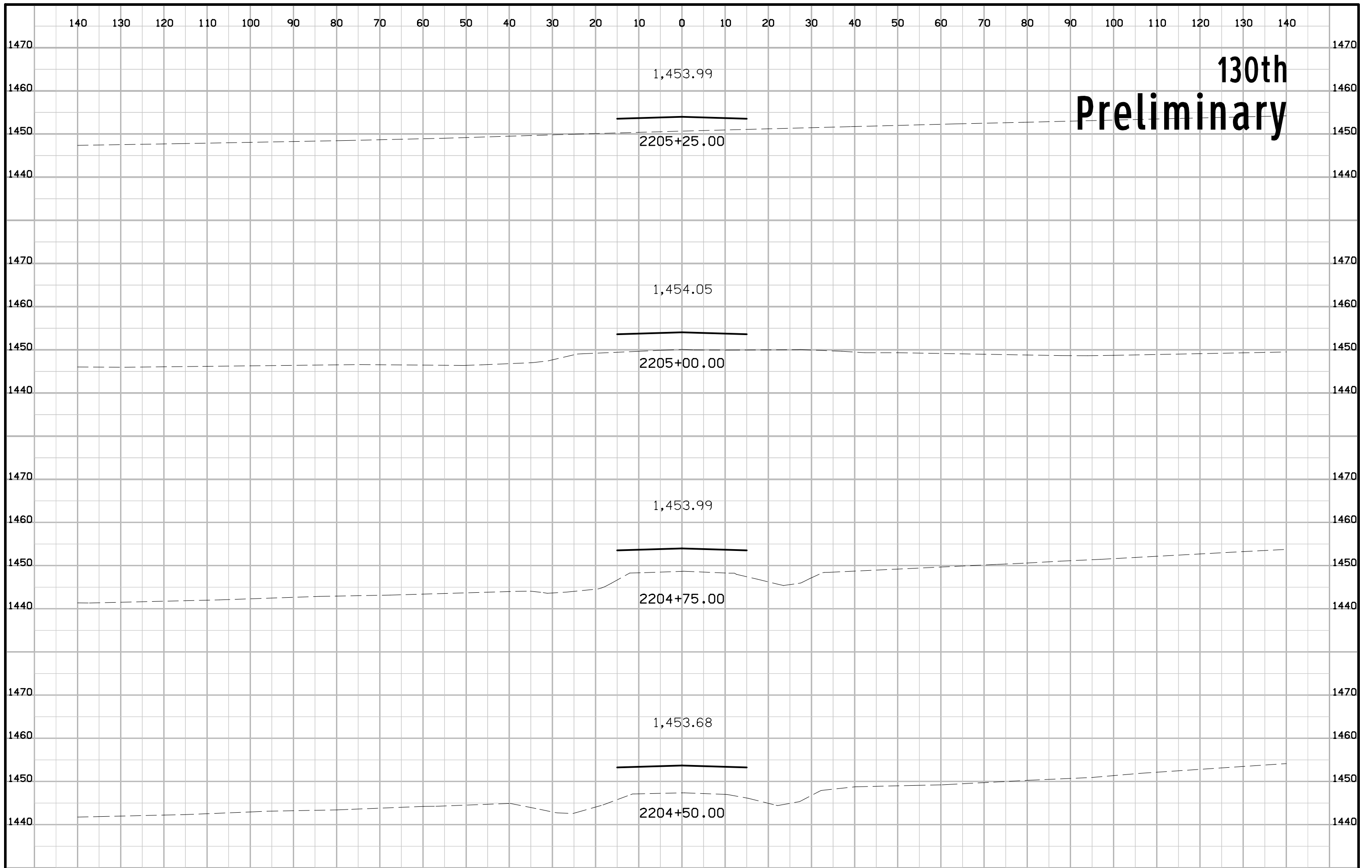
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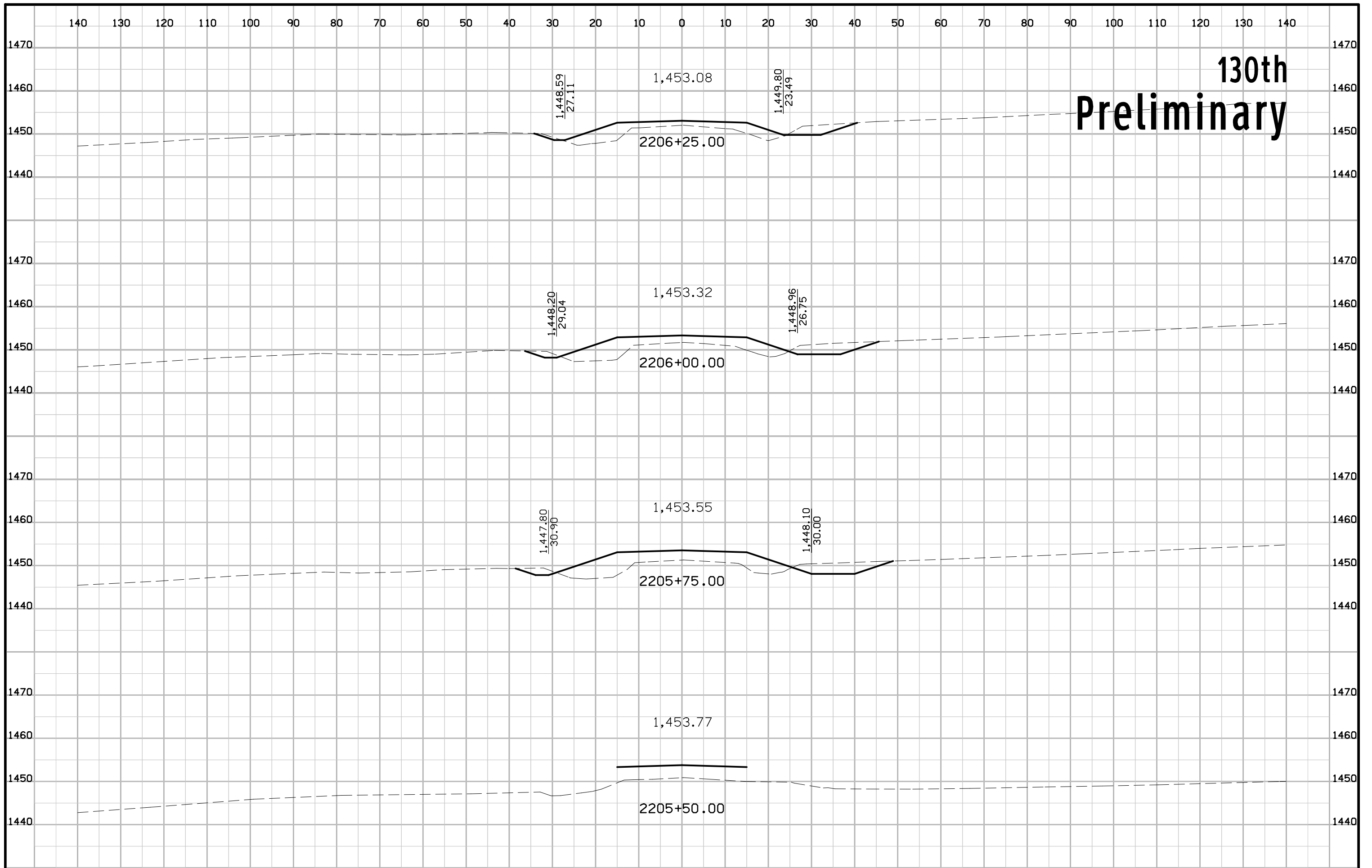
130th Preliminary



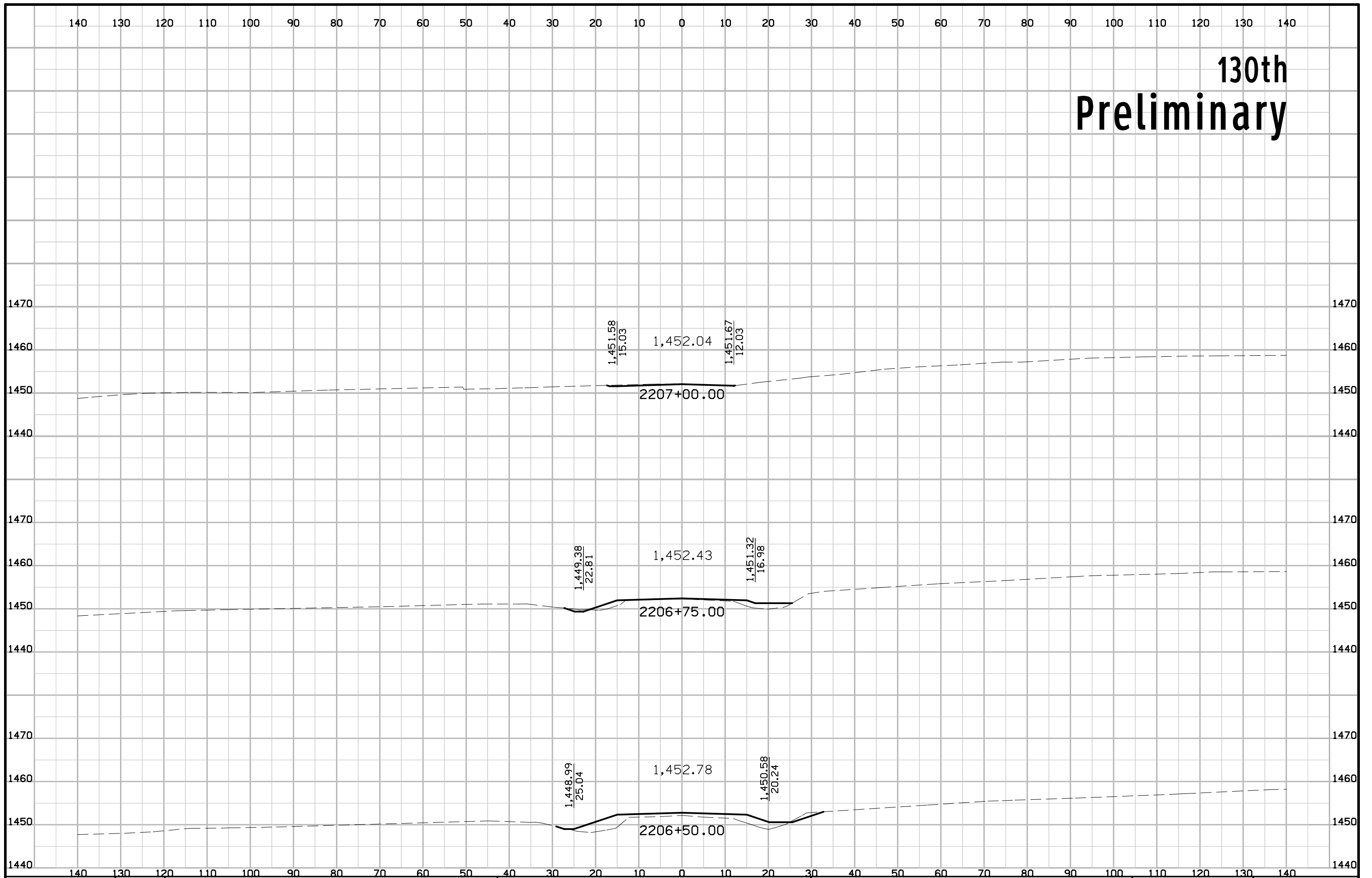
130th Preliminary



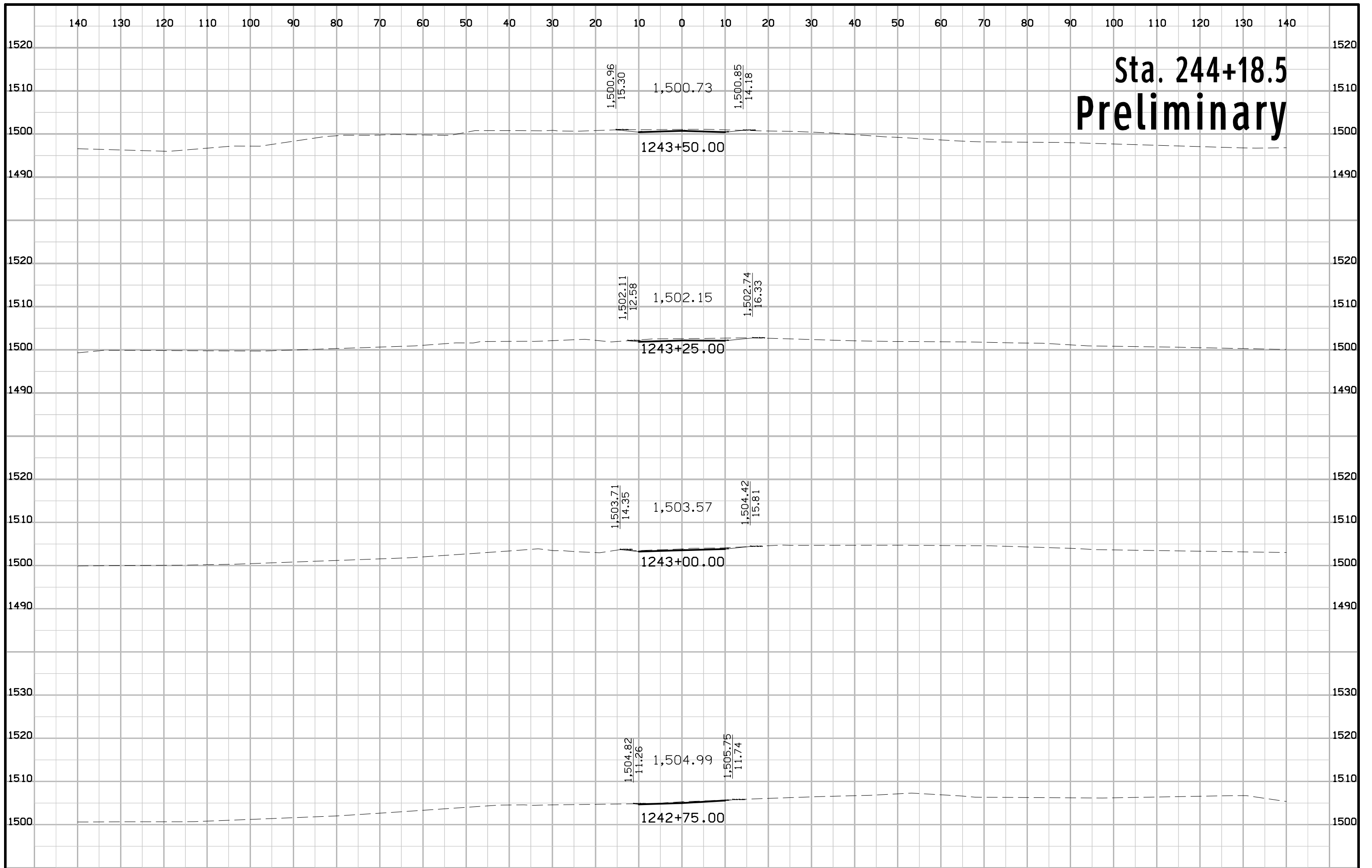
130th Preliminary



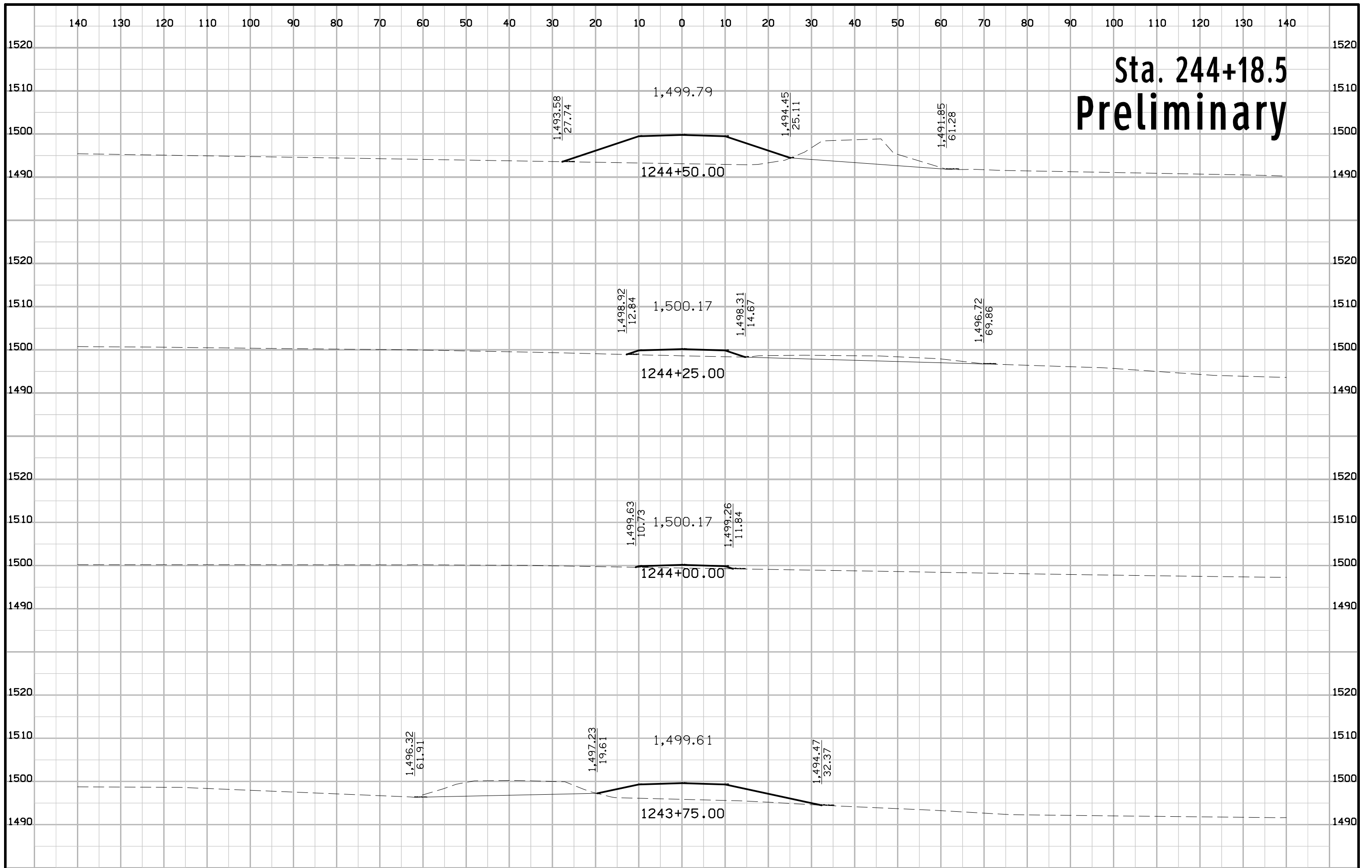
130th Preliminary



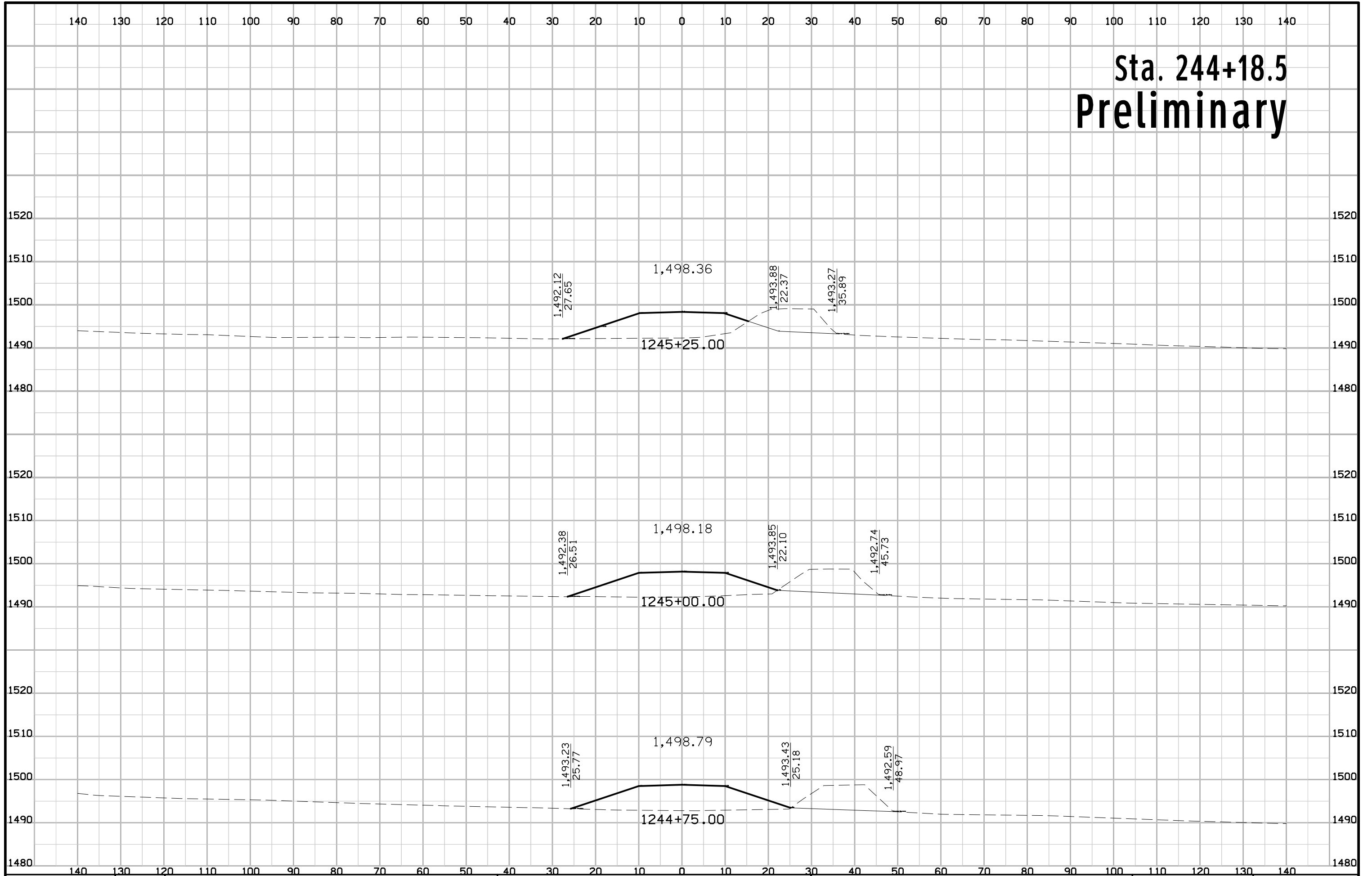
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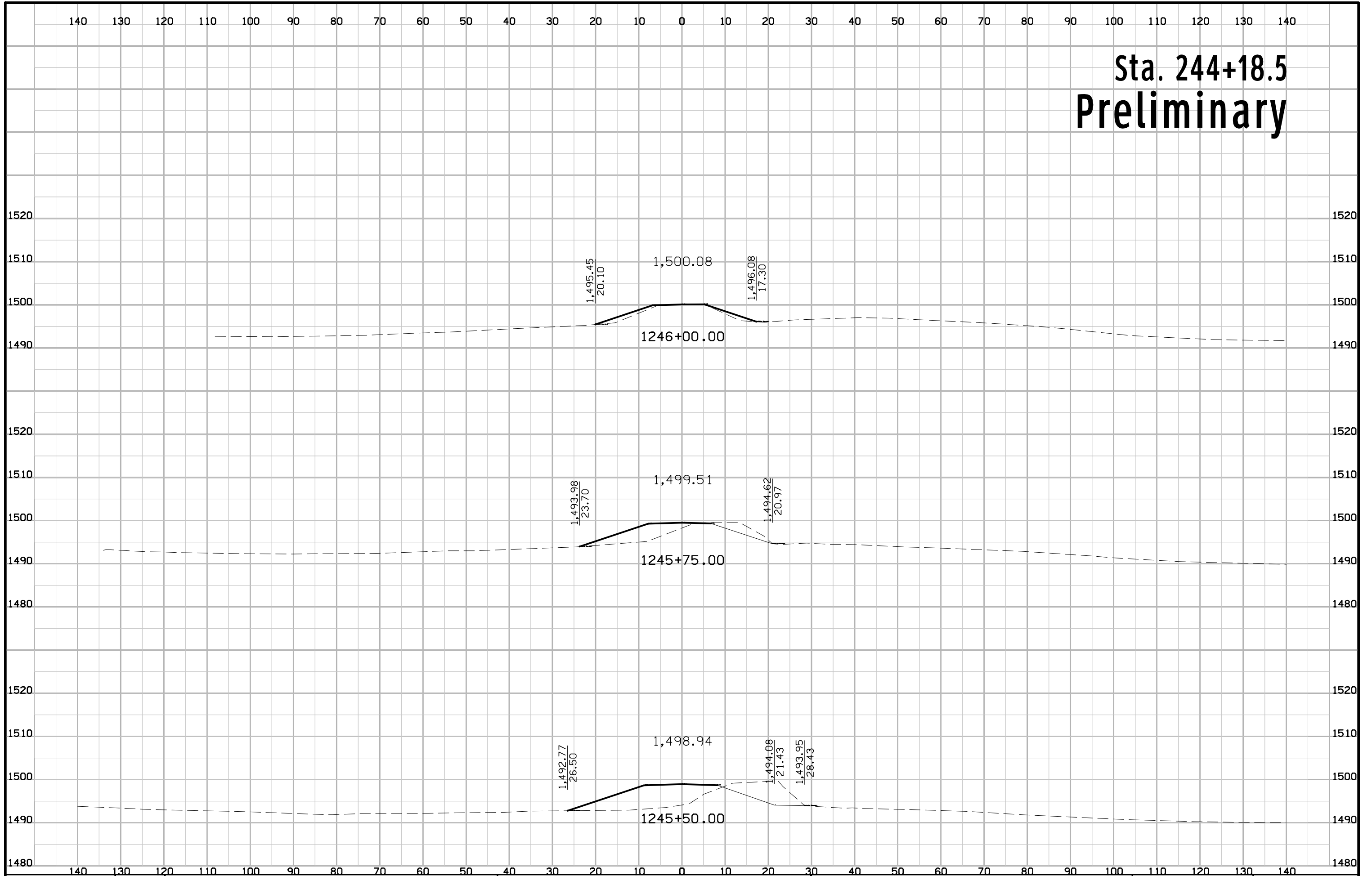
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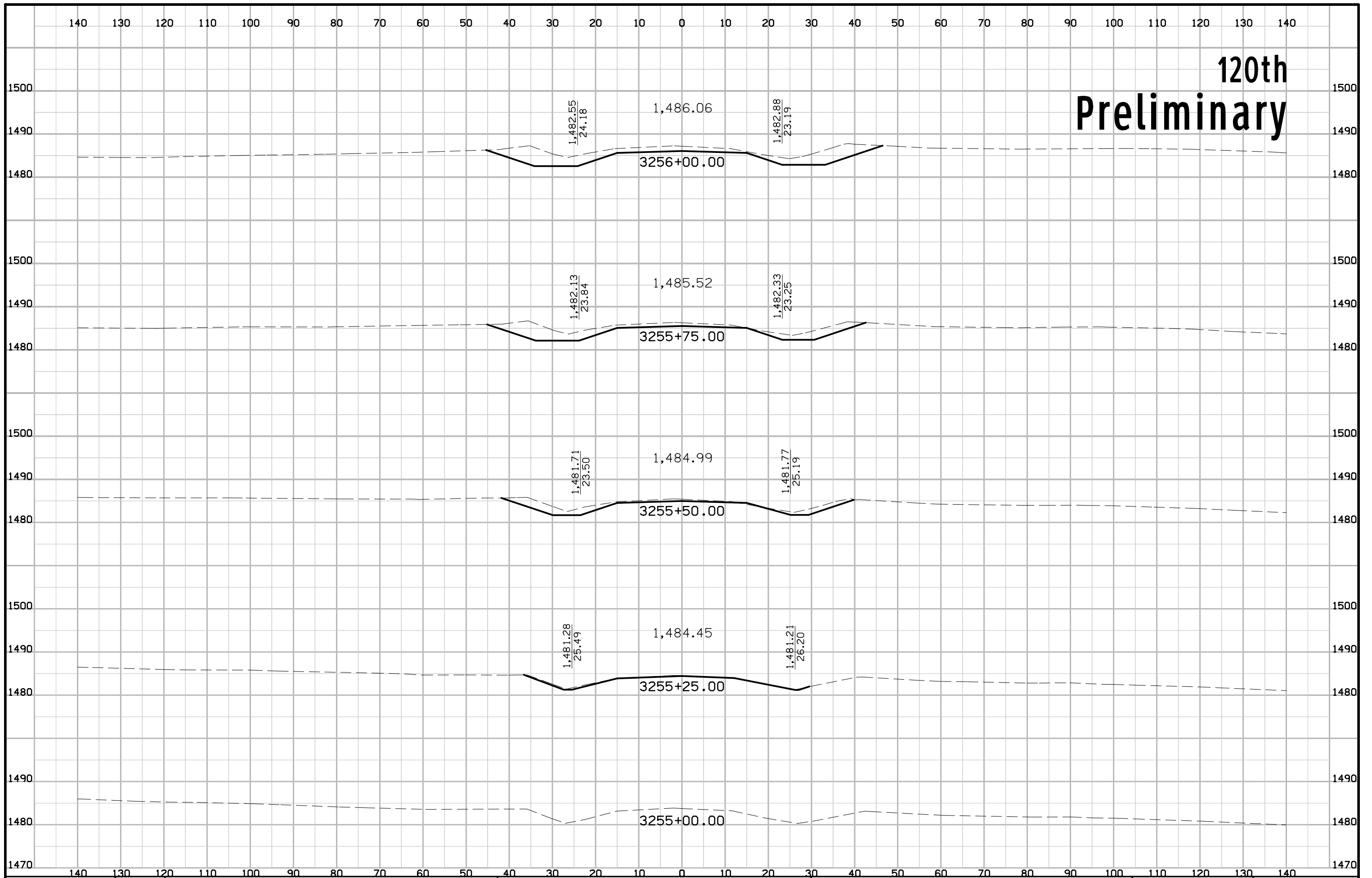
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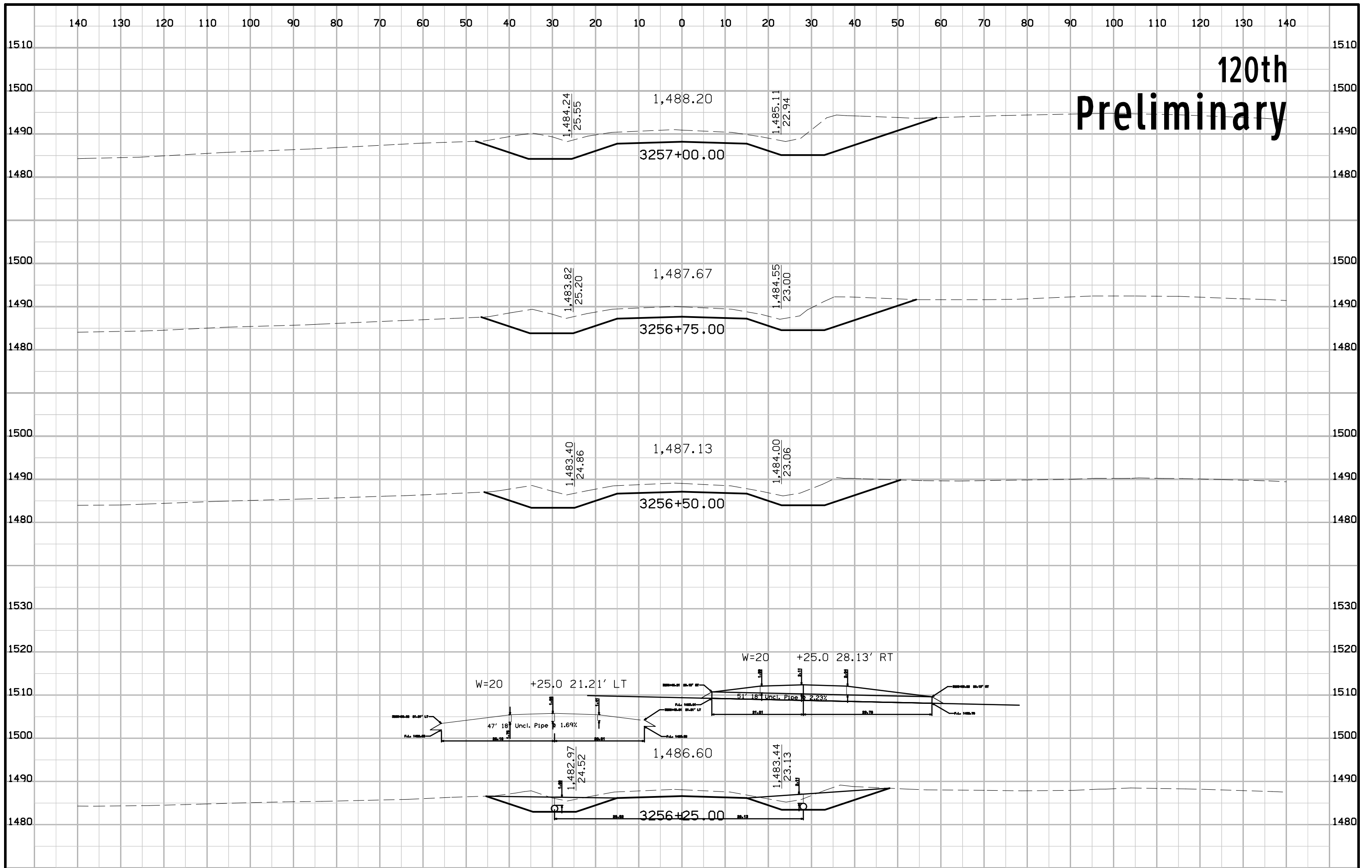
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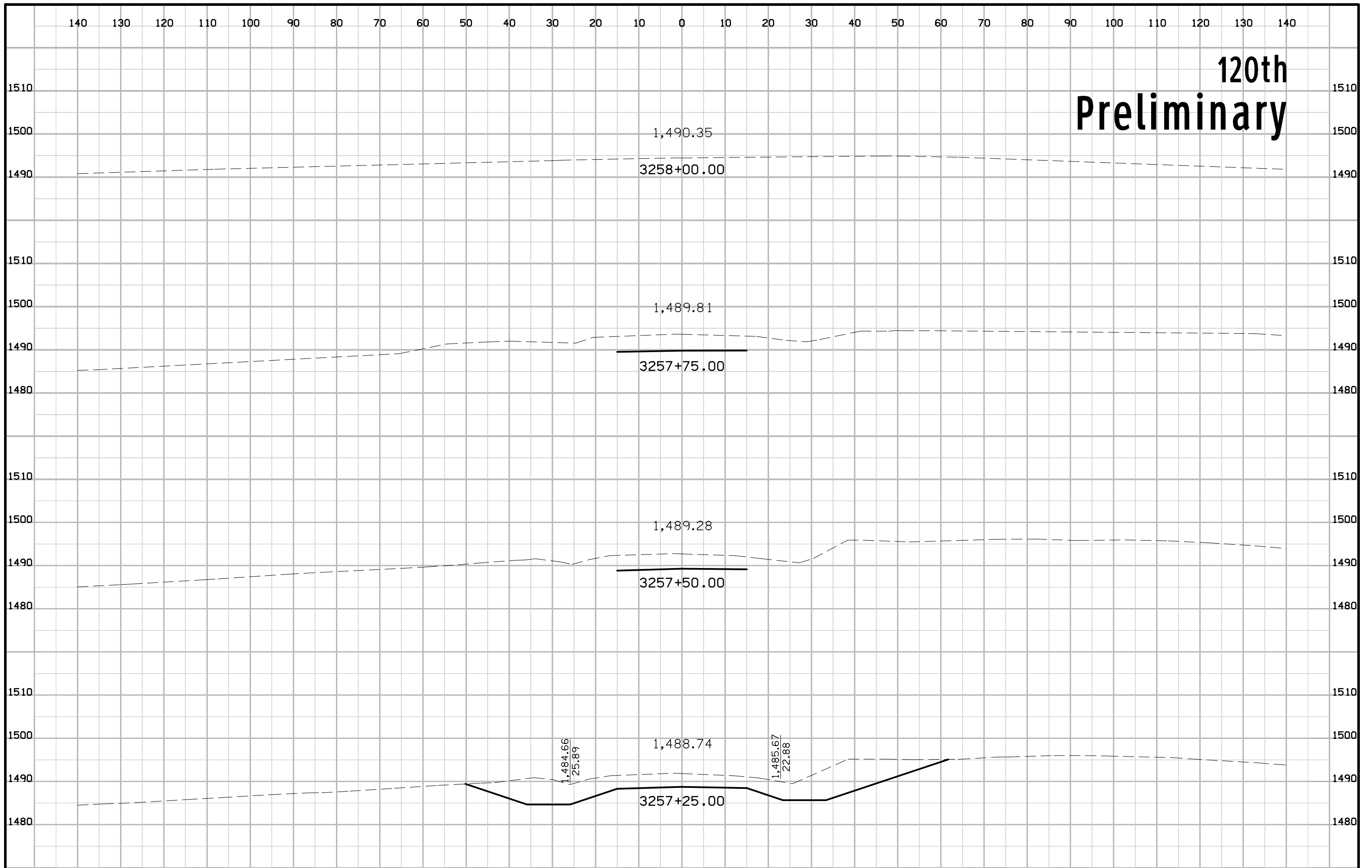
120th Preliminary



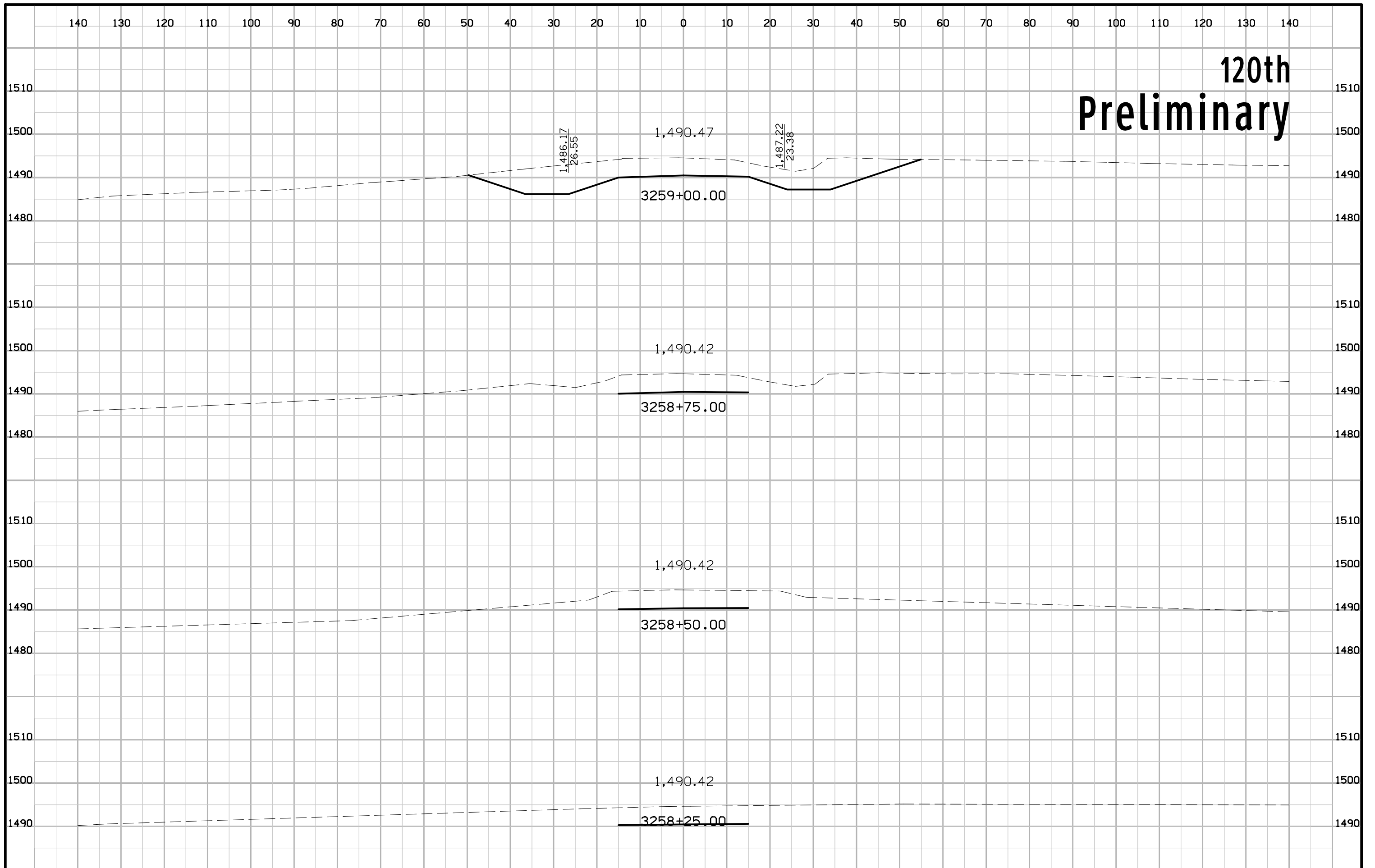
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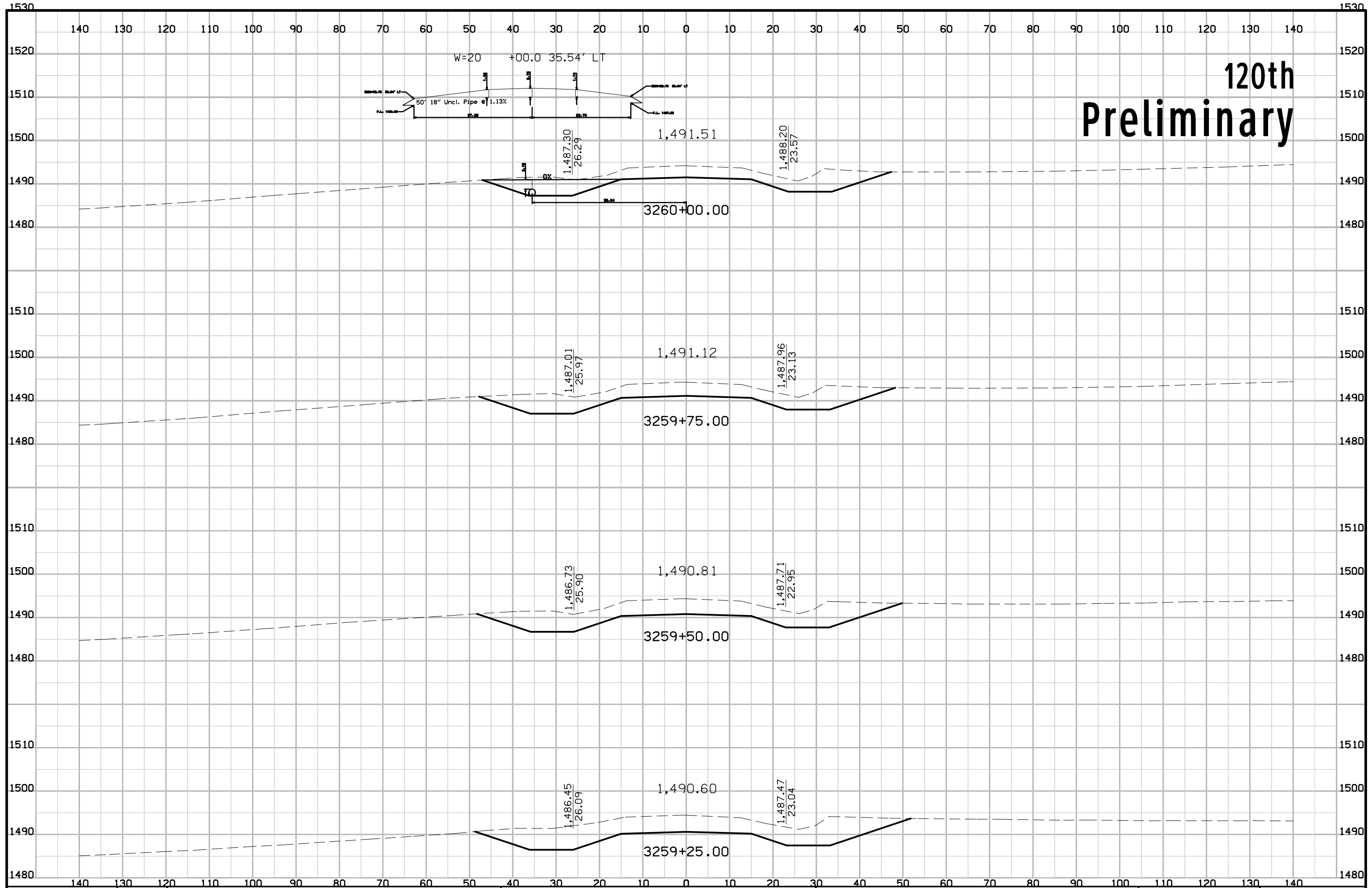


120th Preliminary



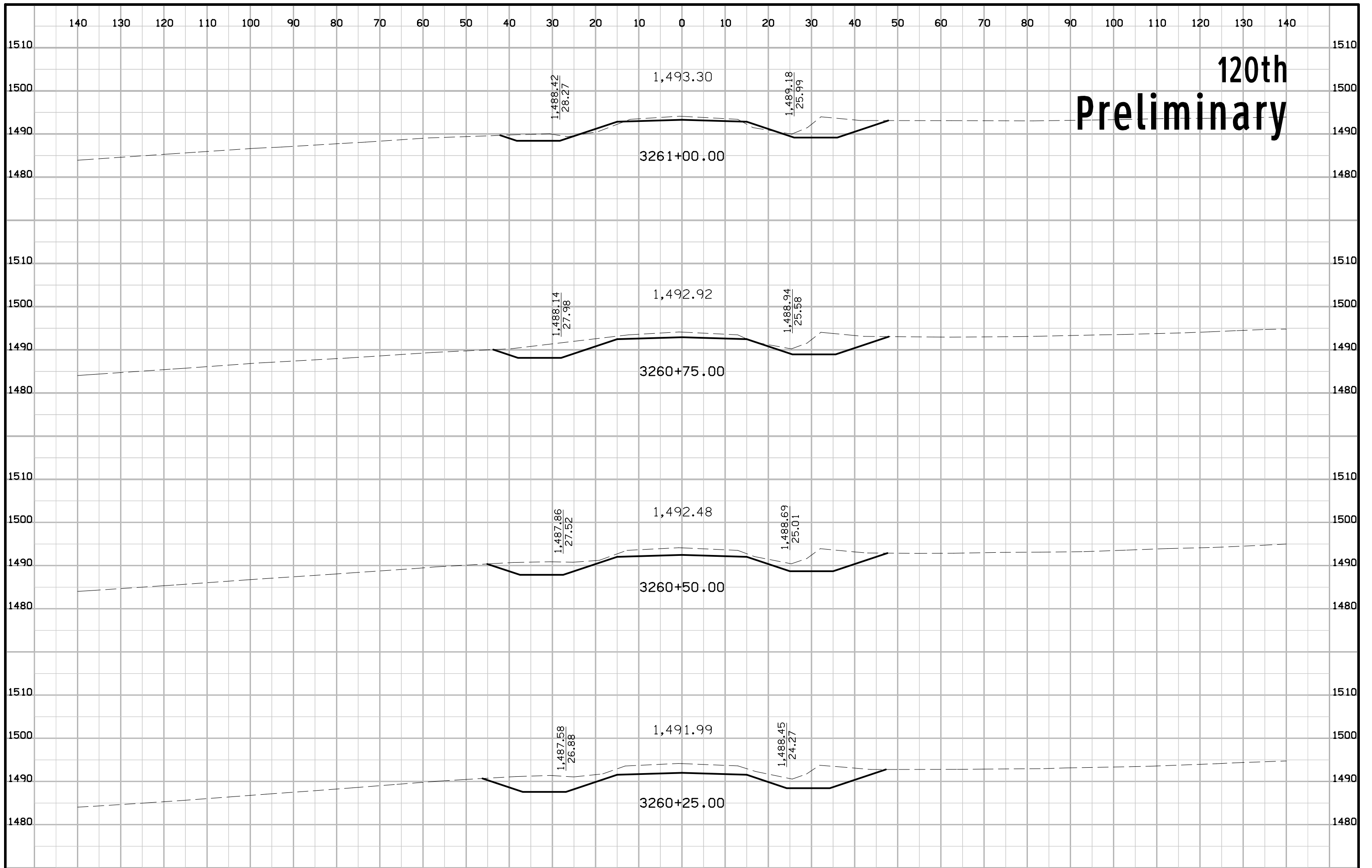
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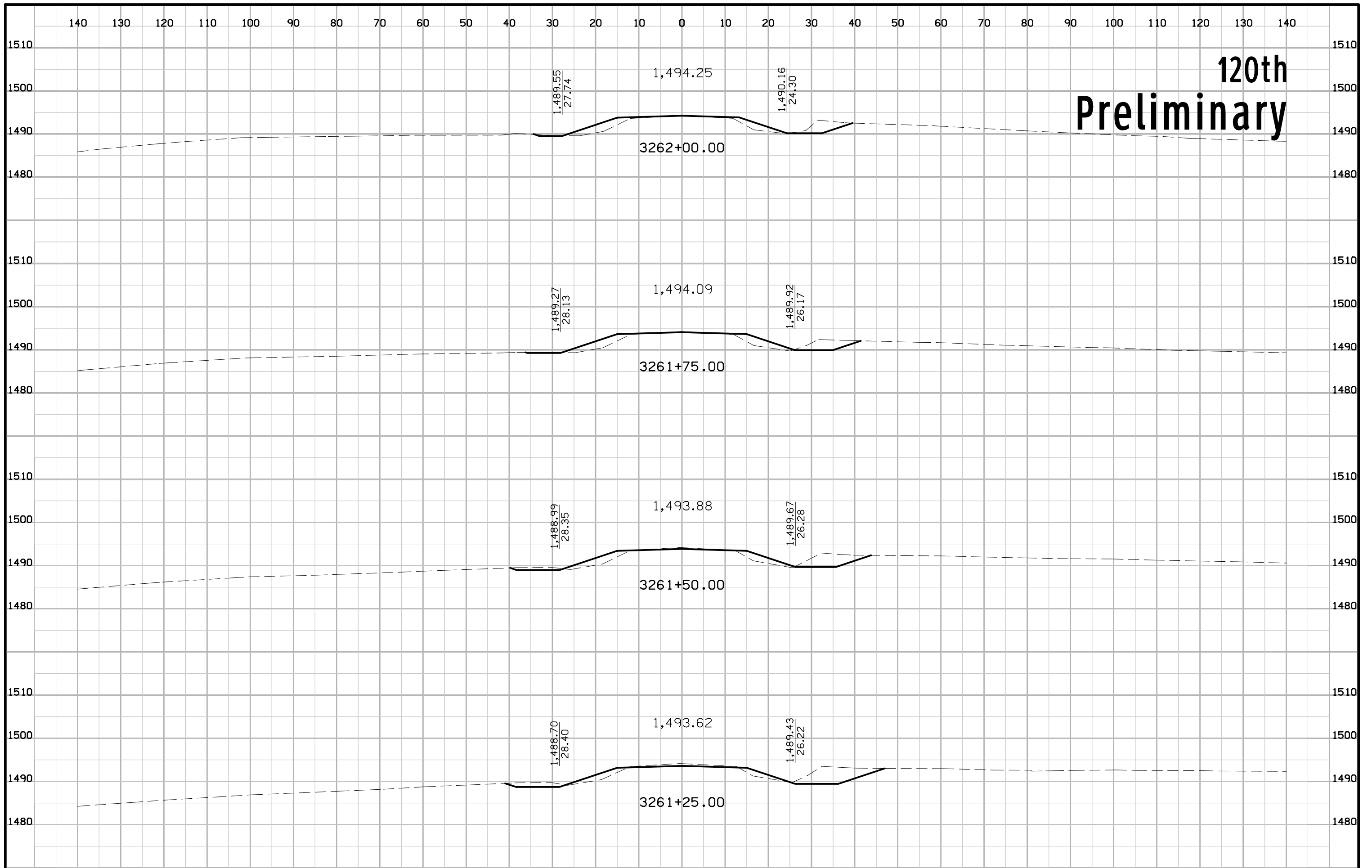


120th
Preliminary

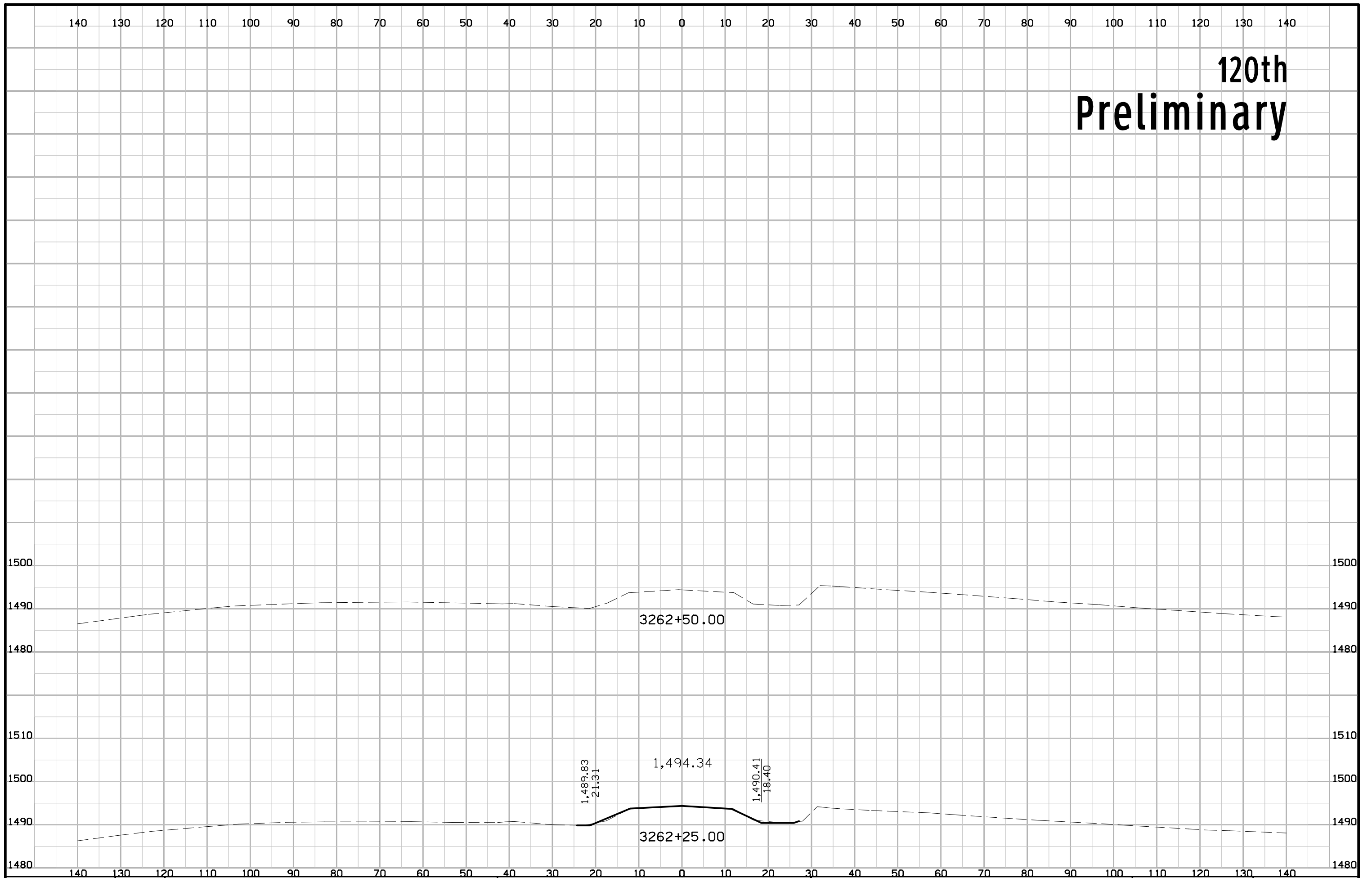
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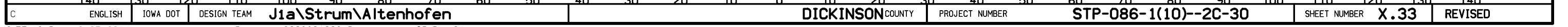
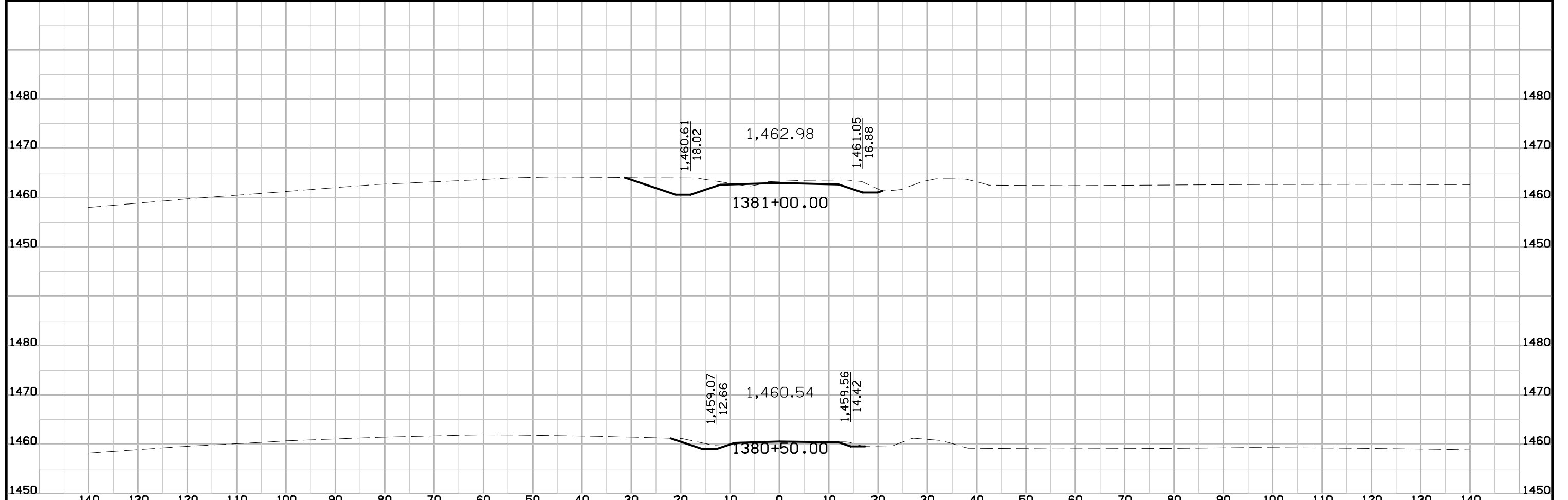
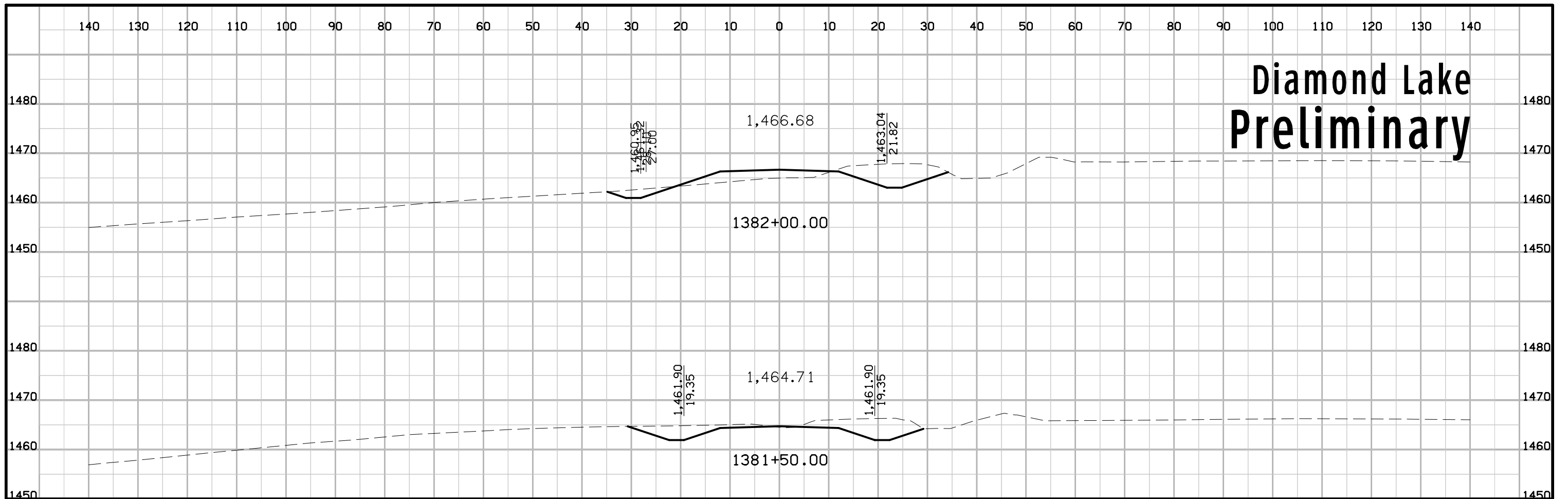
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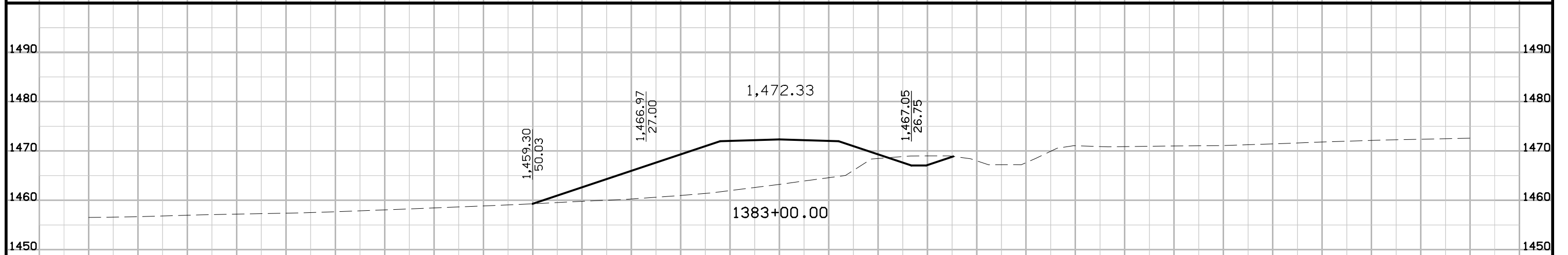
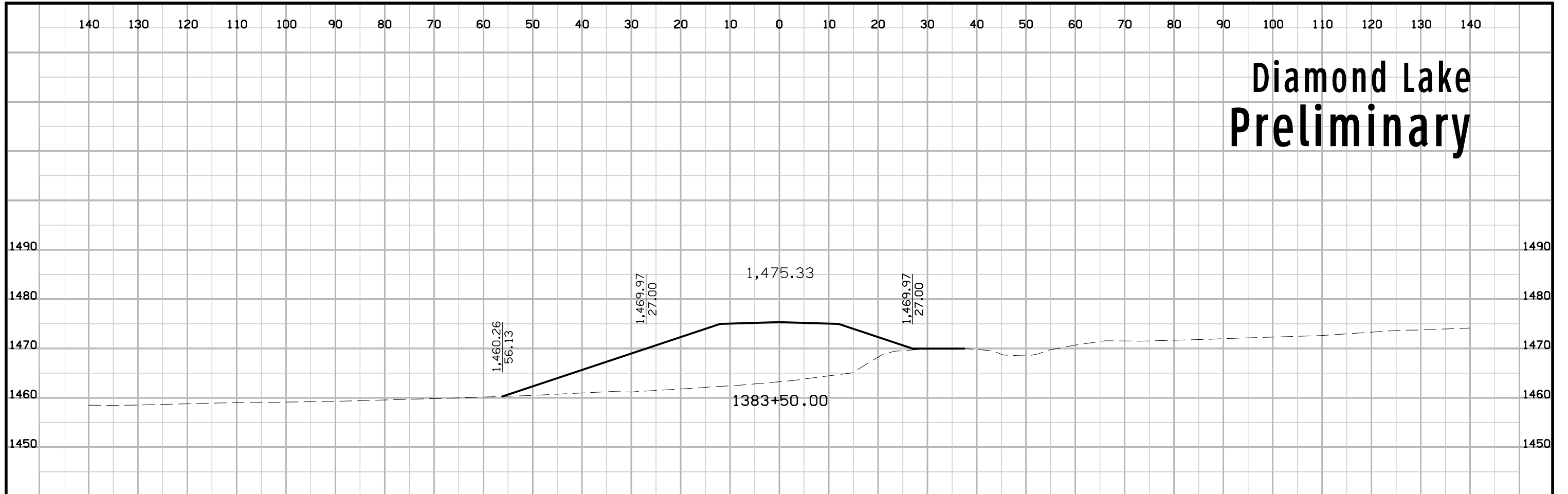
120th Preliminary



Diamond Lake Preliminary



Diamond Lake Preliminary



Diamond Lake Preliminary

