

WEDGE EXISTING AS NECESSARY IN ORDER TO MAINTAIN TRAFFIC AND CONSTRUCT IN A MANNER SUCH THAT NO PONDING OF WATER IN THE TRAVEL LANES OCCURS

MATCH LINE SHEET TMP-24  
-L- STA. 665+00

MATCH LINE SHEET TMP-26  
-L- STA. 678+00

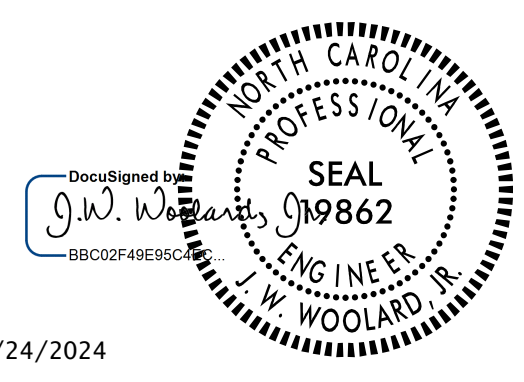
-L- NC 150 RIVER HWY

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PEDEST.  
CROSSWALK HE

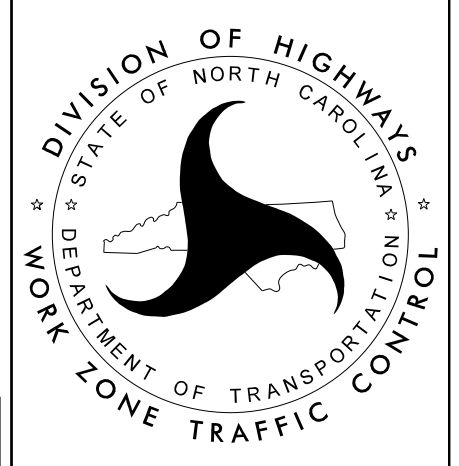


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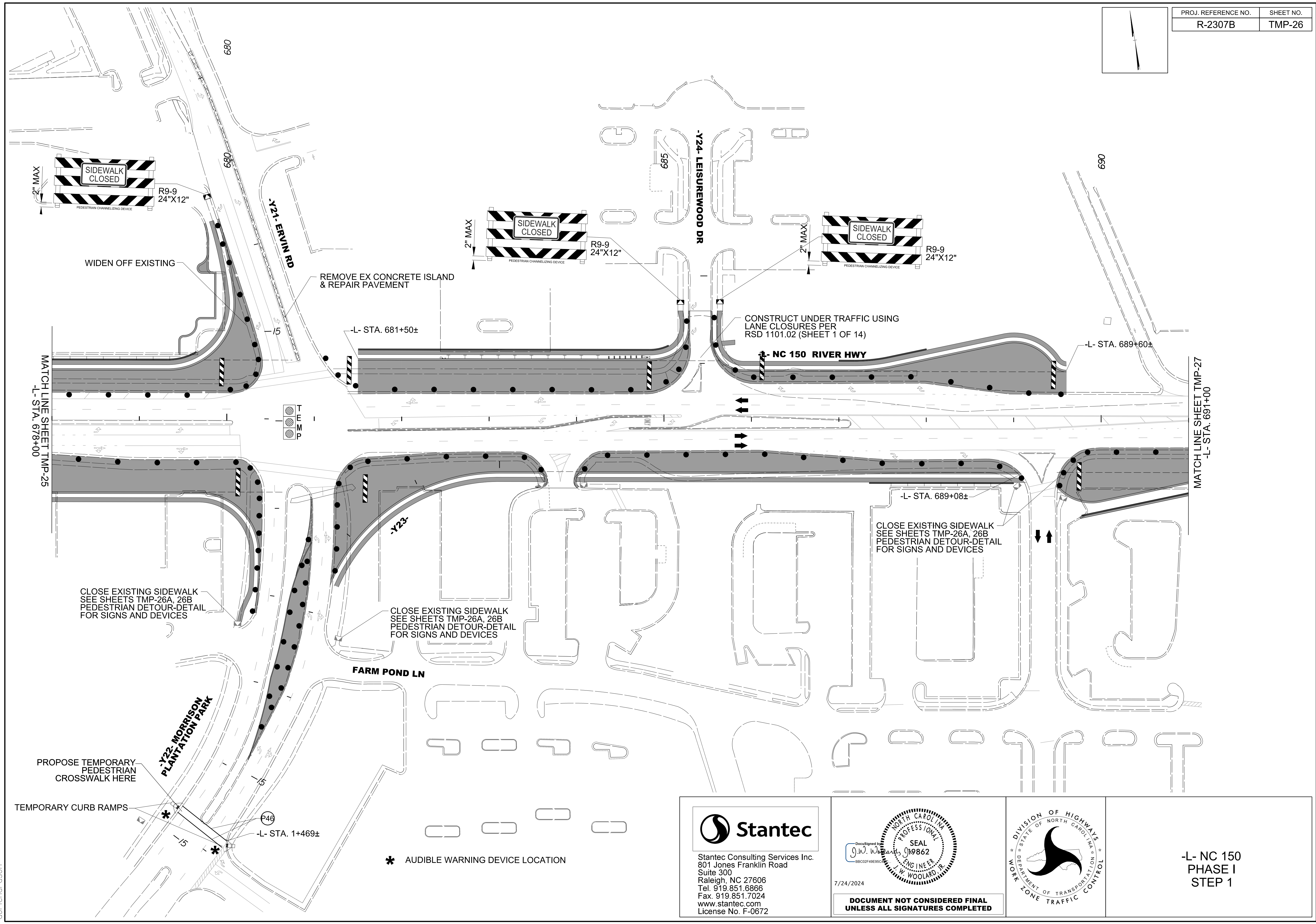
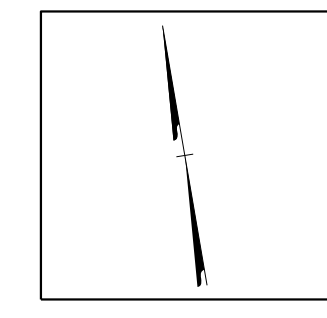


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-L- NC 150  
PHASE I  
STEP 1



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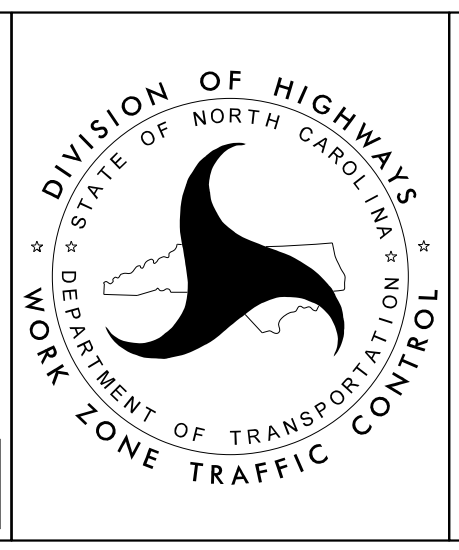
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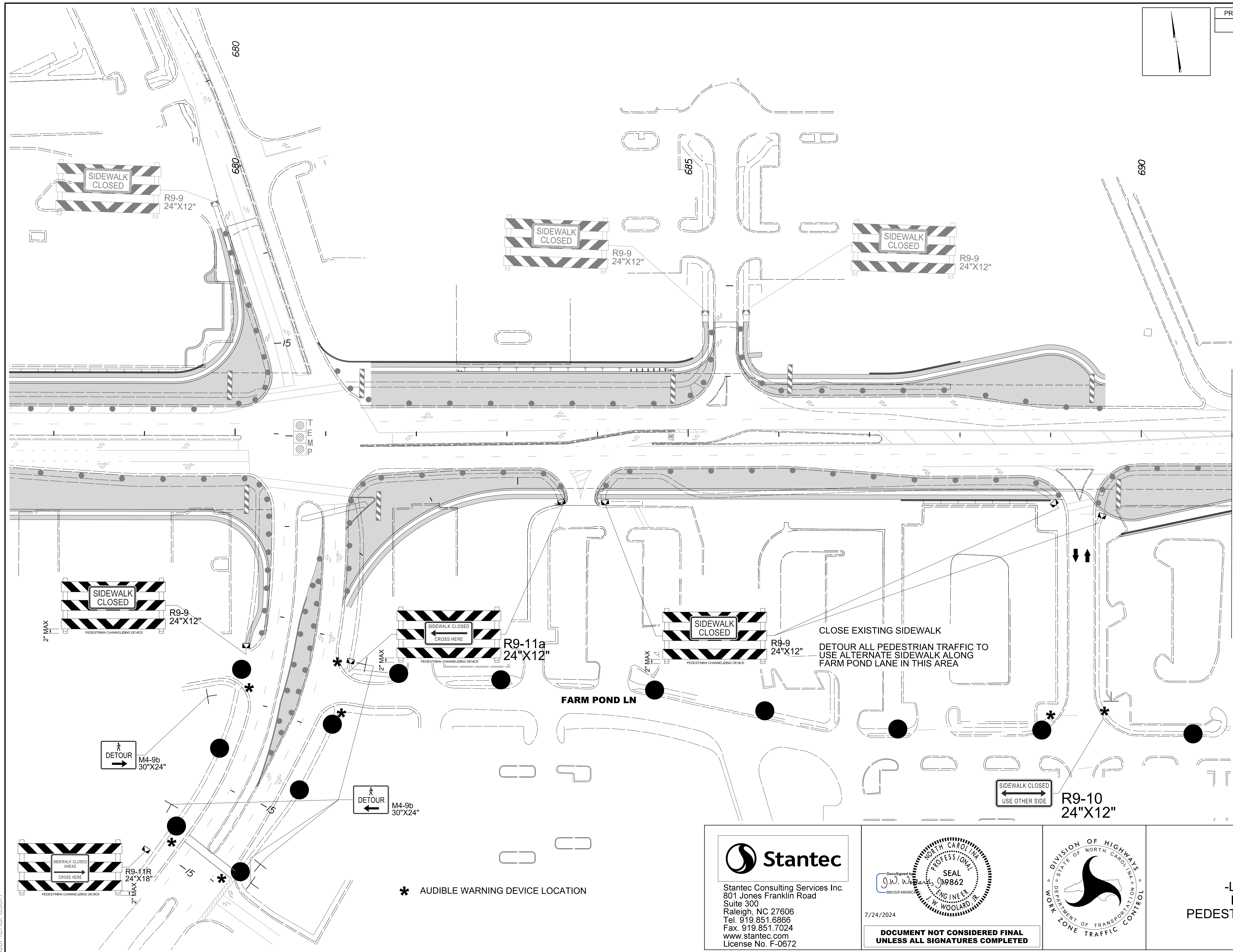
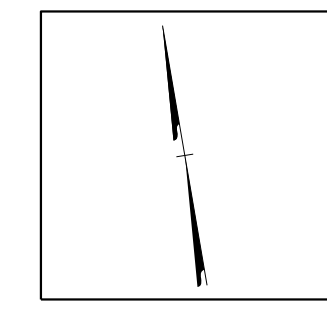
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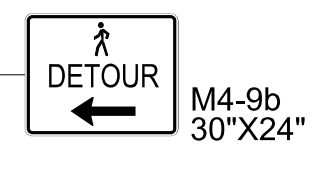
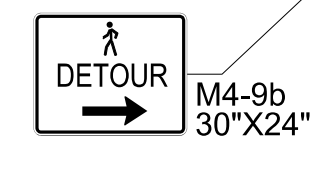
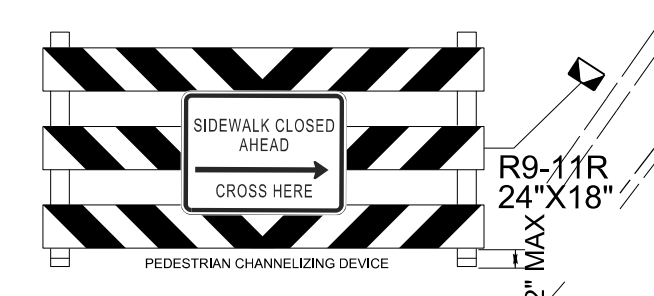


-L- NC 150  
 PHASE I  
 STEP 1



MATCH LINE SHEET TMP-26B  
-L- STA. 691+00

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\* AUDIBLE WARNING DEVICE LOCATION

CLOSE EXISTING SIDEWALK  
DETOUR ALL PEDESTRIAN TRAFFIC TO  
USE ALTERNATE SIDEWALK ALONG  
FARM POND LANE IN THIS AREA

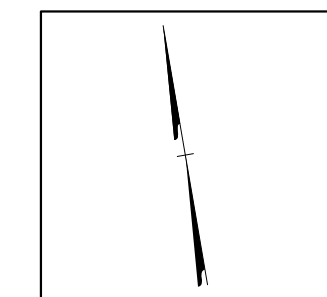
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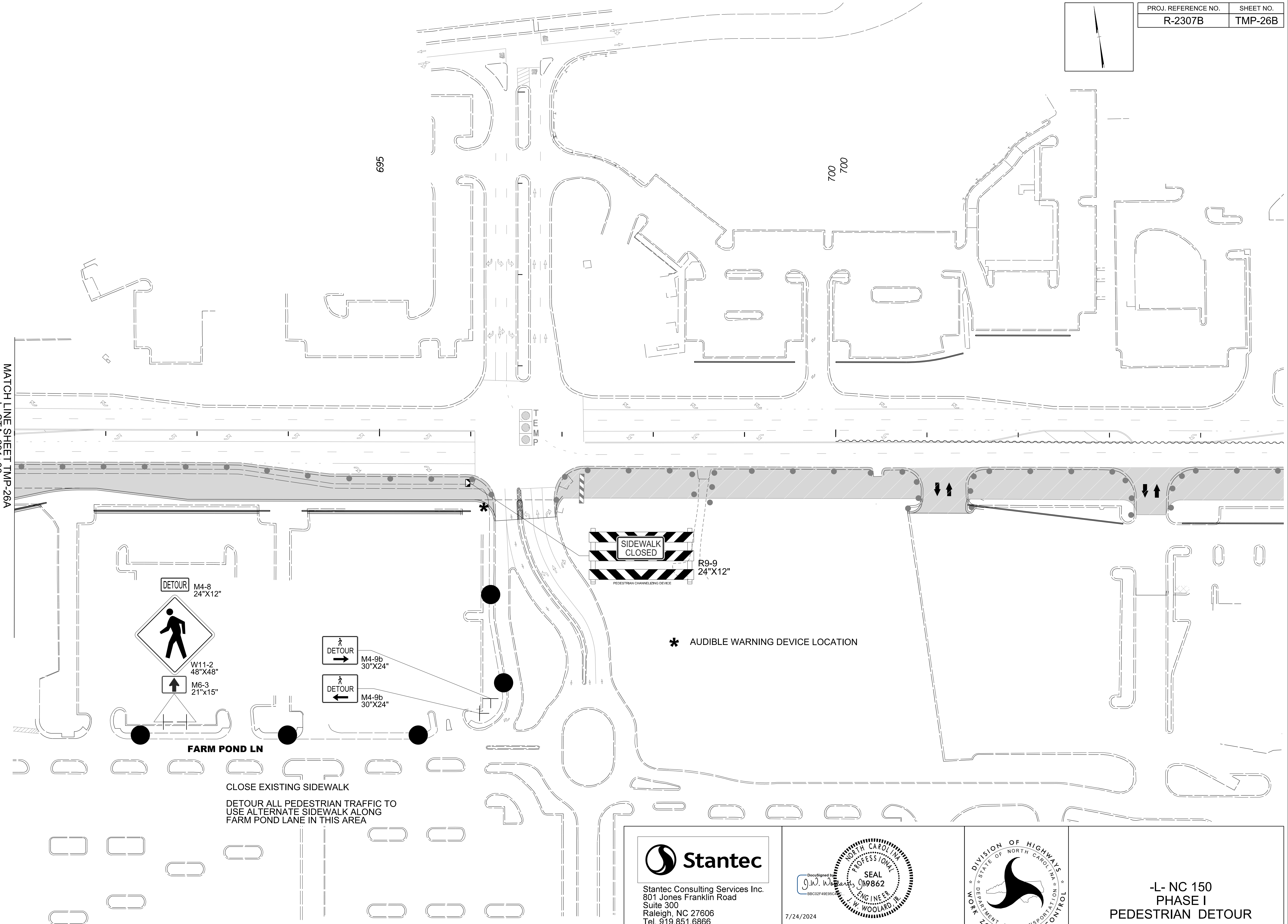
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DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

-L- NC 150  
PHASE I  
PEDESTRIAN DETOUR



MATCH LINE SHEET TMP-26A  
-L- STA. 691+00

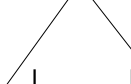


DETOUR M4-8  
24"x12"

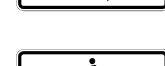


W11-2  
48"x48"

M6-3  
21"x15"



DETOUR M4-9b  
30"x24"



DETOUR M4-9b  
30"x24"



R9-9  
24"x12"

\* AUDIBLE WARNING DEVICE LOCATION

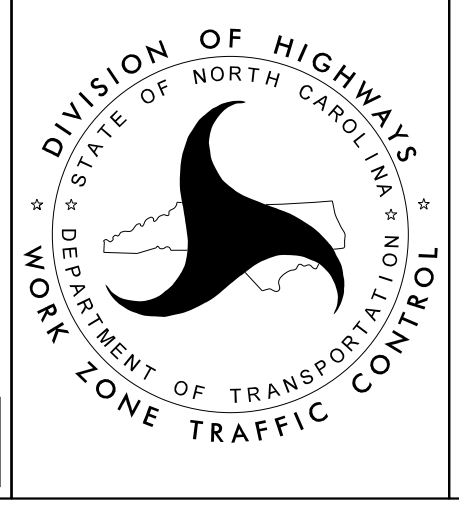
FARM POND LN

CLOSE EXISTING SIDEWALK  
DETOUR ALL PEDESTRIAN TRAFFIC TO  
USE ALTERNATE SIDEWALK ALONG  
FARM POND LANE IN THIS AREA

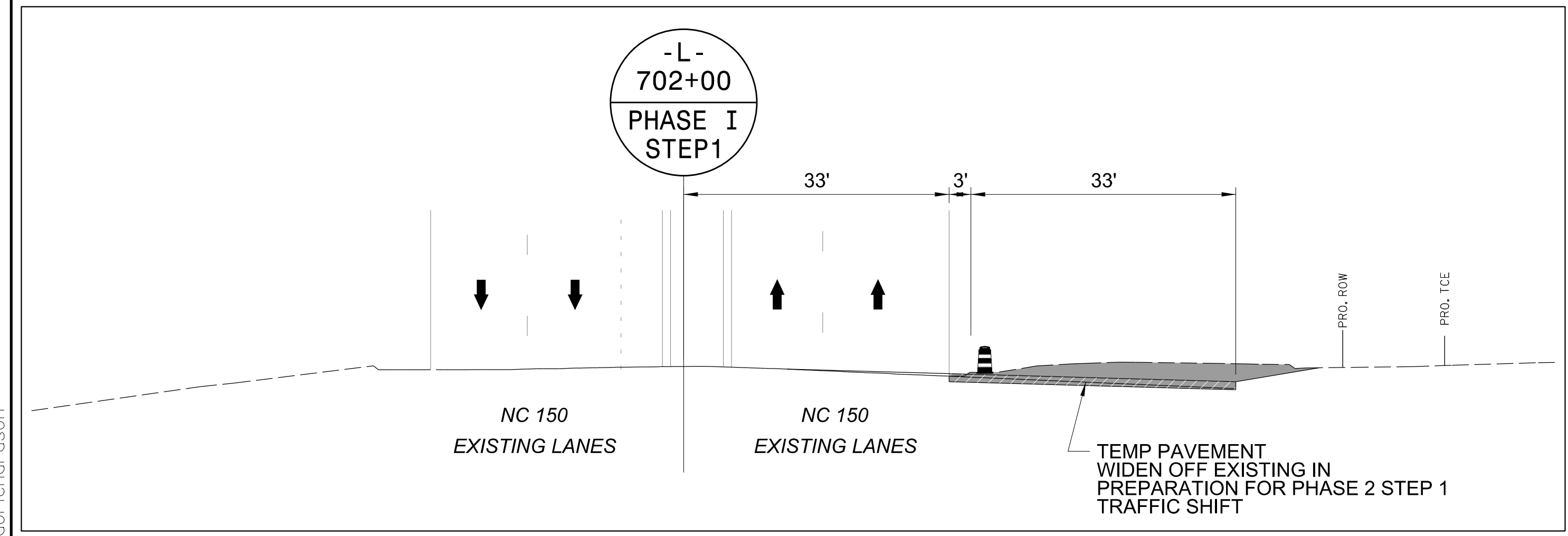
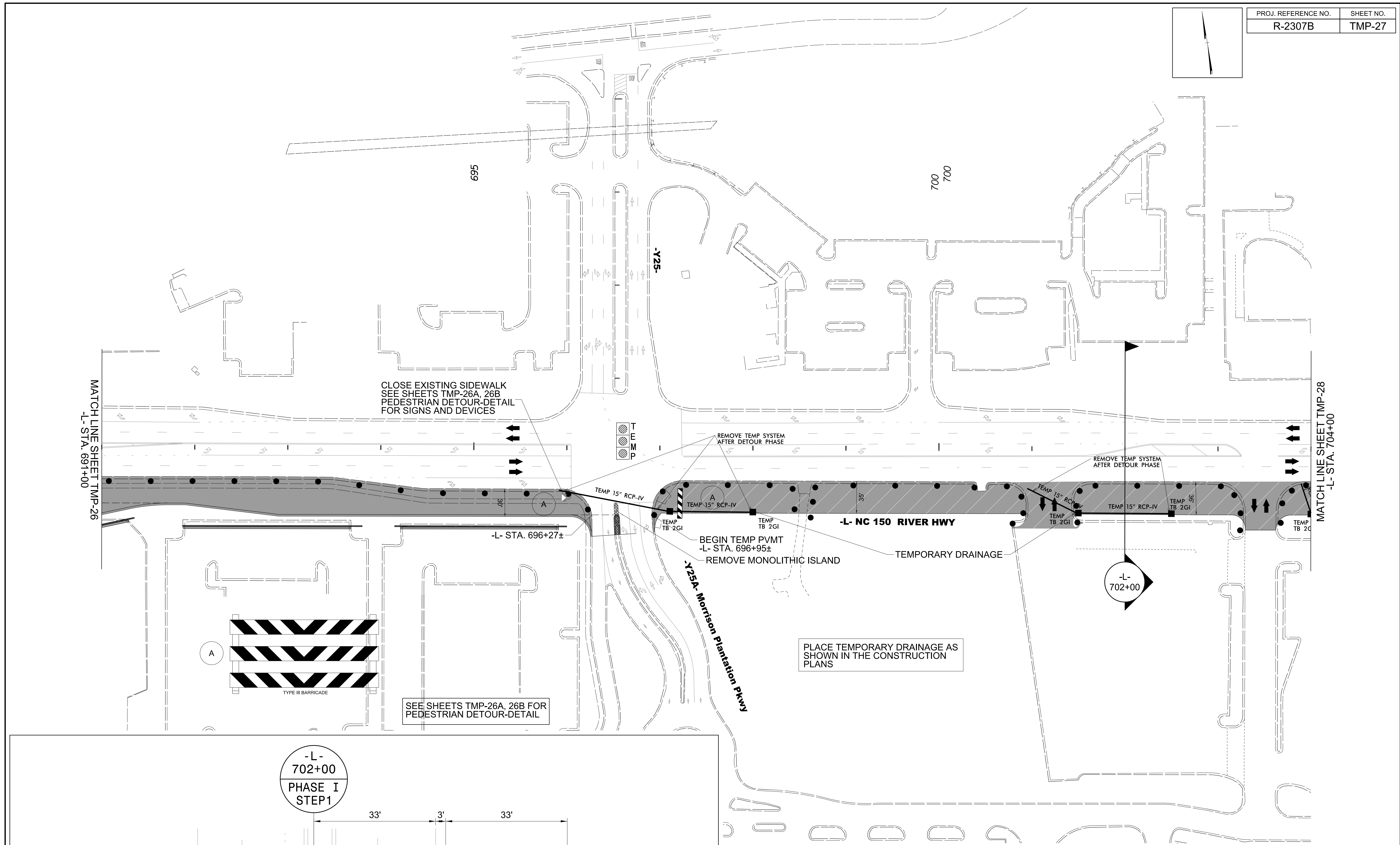
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 PROFESSIONAL  
 SEAL  
 19862  
 ENGINEER  
 J. W. WOOLARD, P.E.



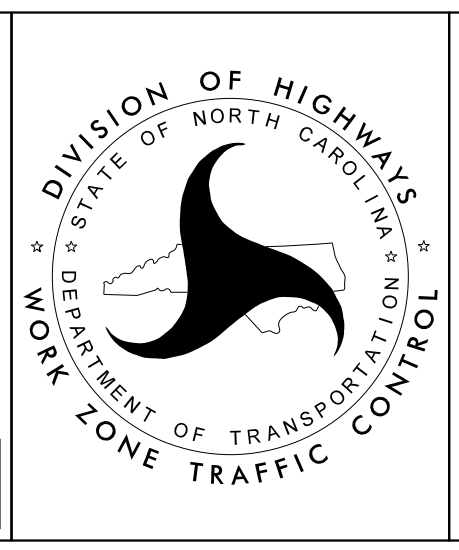
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PHASE I  
PEDESTRIAN DETOUR



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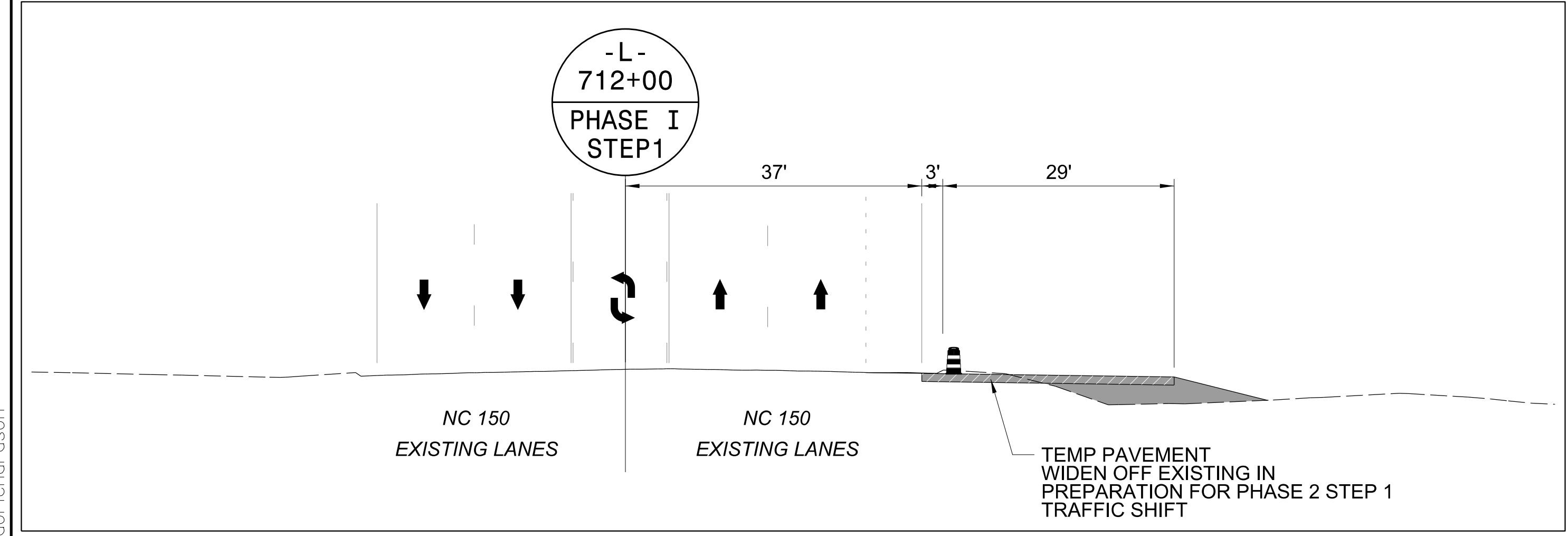
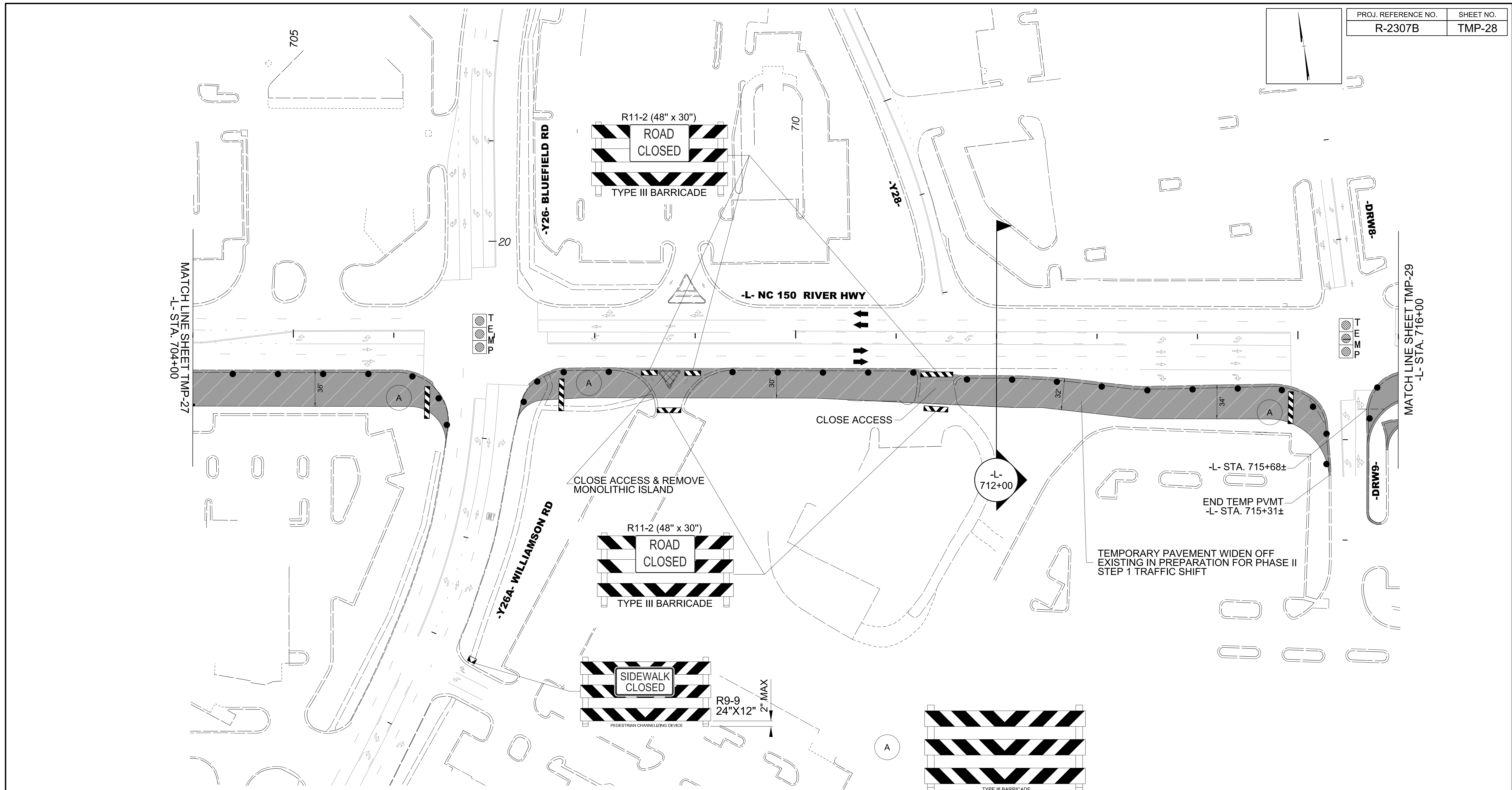
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**-L- NC 150  
 PHASE I  
 STEP 1**

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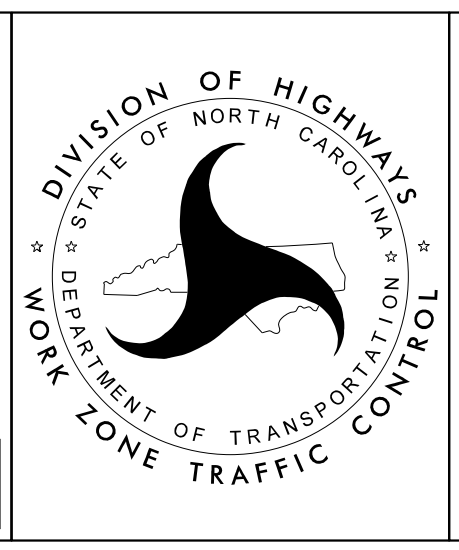


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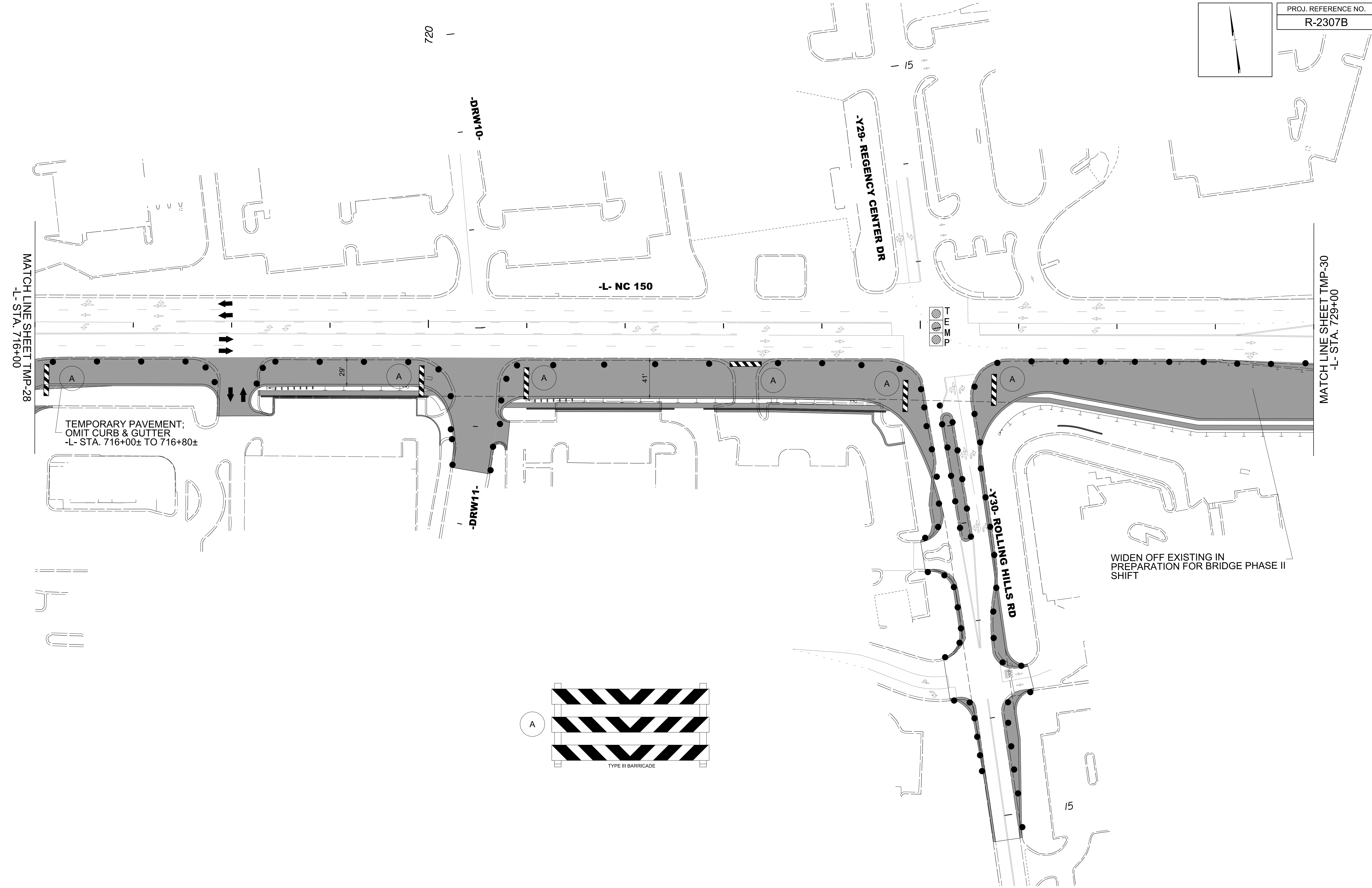
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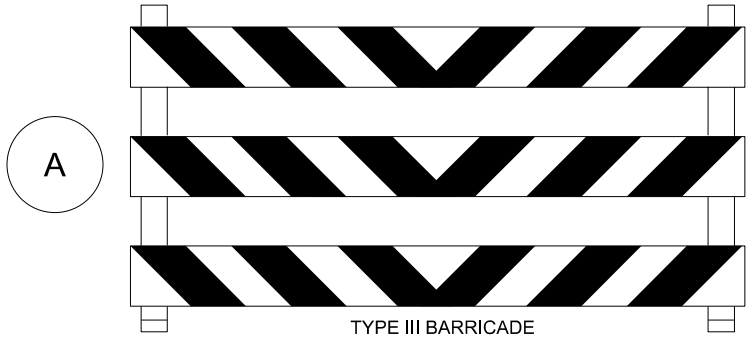
**-L- NC 150  
 PHASE I  
 STEP 1**

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PROJ. REFERENCE NO.	SHEET NO.
R-2307B	TMP-29



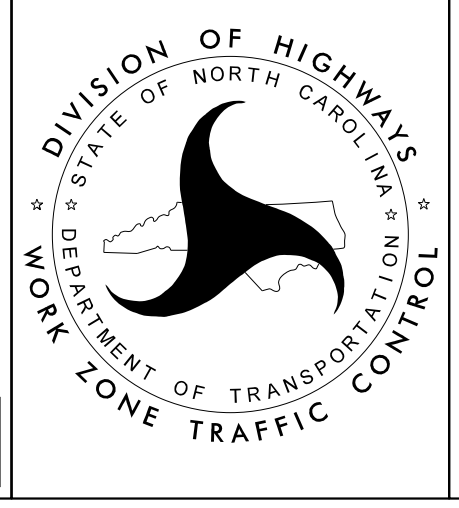
TEMPORARY PAVEMENT;  
OMIT CURB & GUTTER  
-L- STA. 716+00± TO 716+80±



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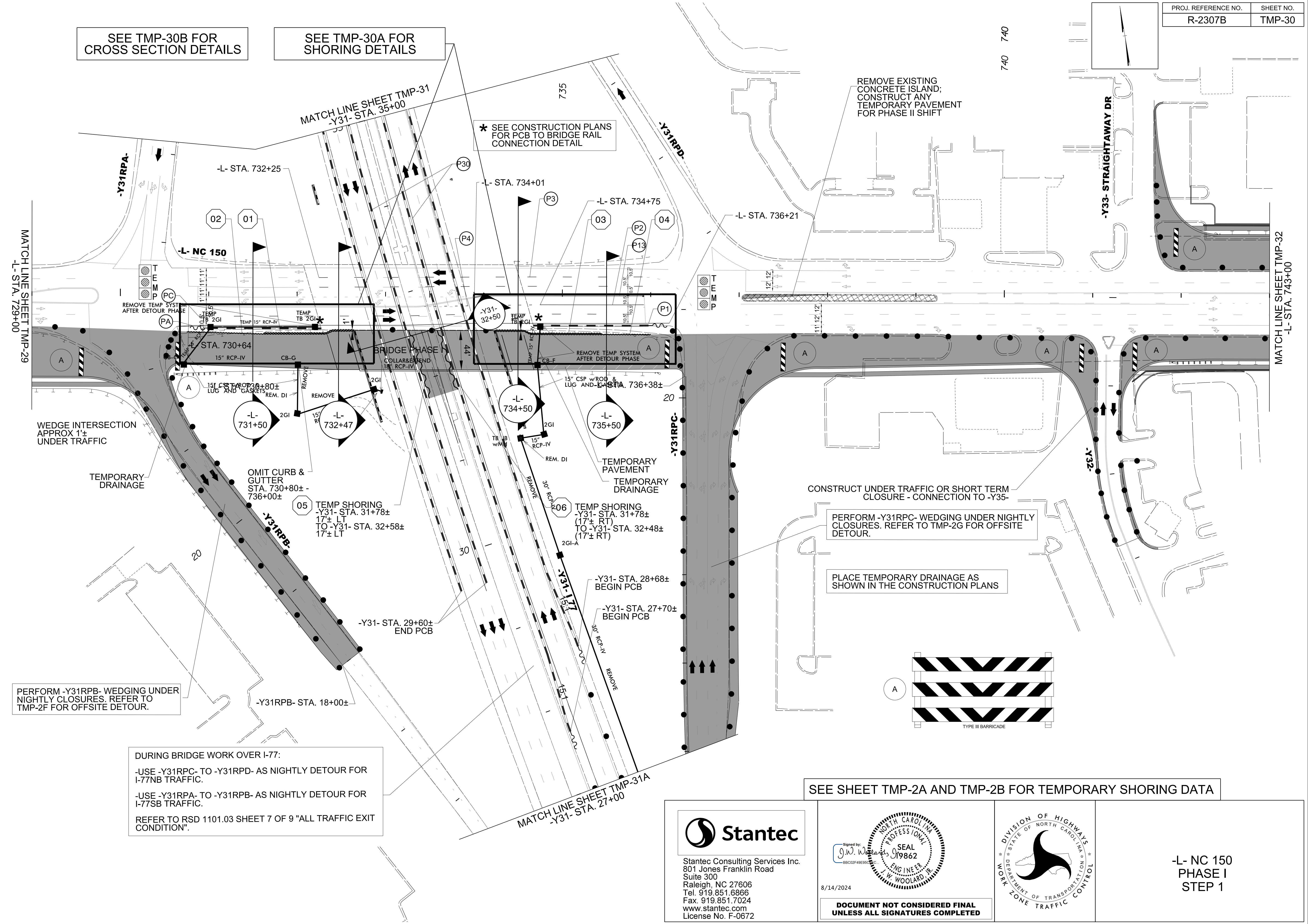
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-L- NC 150  
PHASE I  
STEP 1

SEE TMP-30B FOR CROSS SECTION DETAILS

SEE TMP-30A FOR SHORING DETAILS



\* SEE CONSTRUCTION PLANS FOR PCB TO BRIDGE RAIL CONNECTION DETAIL

REMOVE EXISTING CONCRETE ISLAND; CONSTRUCT ANY TEMPORARY PAVEMENT FOR PHASE II SHIFT

PERFORM -Y31RPB- WEDGING UNDER NIGHTLY CLOSURES. REFER TO TMP-2F FOR OFFSITE DETOUR.

DURING BRIDGE WORK OVER I-77:

- USE -Y31RPC- TO -Y31RPD- AS NIGHTLY DETOUR FOR I-77NB TRAFFIC.
- USE -Y31RPA- TO -Y31RPB- AS NIGHTLY DETOUR FOR I-77SB TRAFFIC.

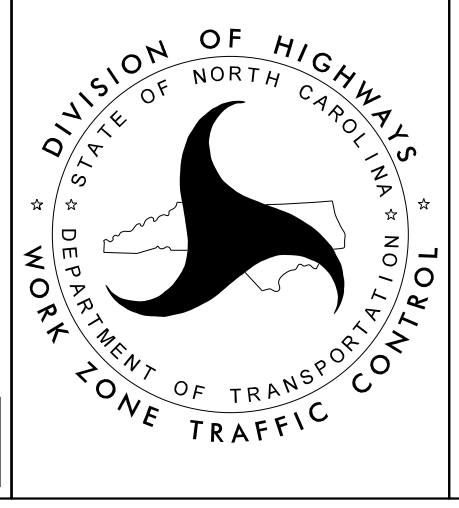
REFER TO RSD 1101.03 SHEET 7 OF 9 "ALL TRAFFIC EXIT CONDITION".

SEE SHEET TMP-2A AND TMP-2B FOR TEMPORARY SHORING DATA

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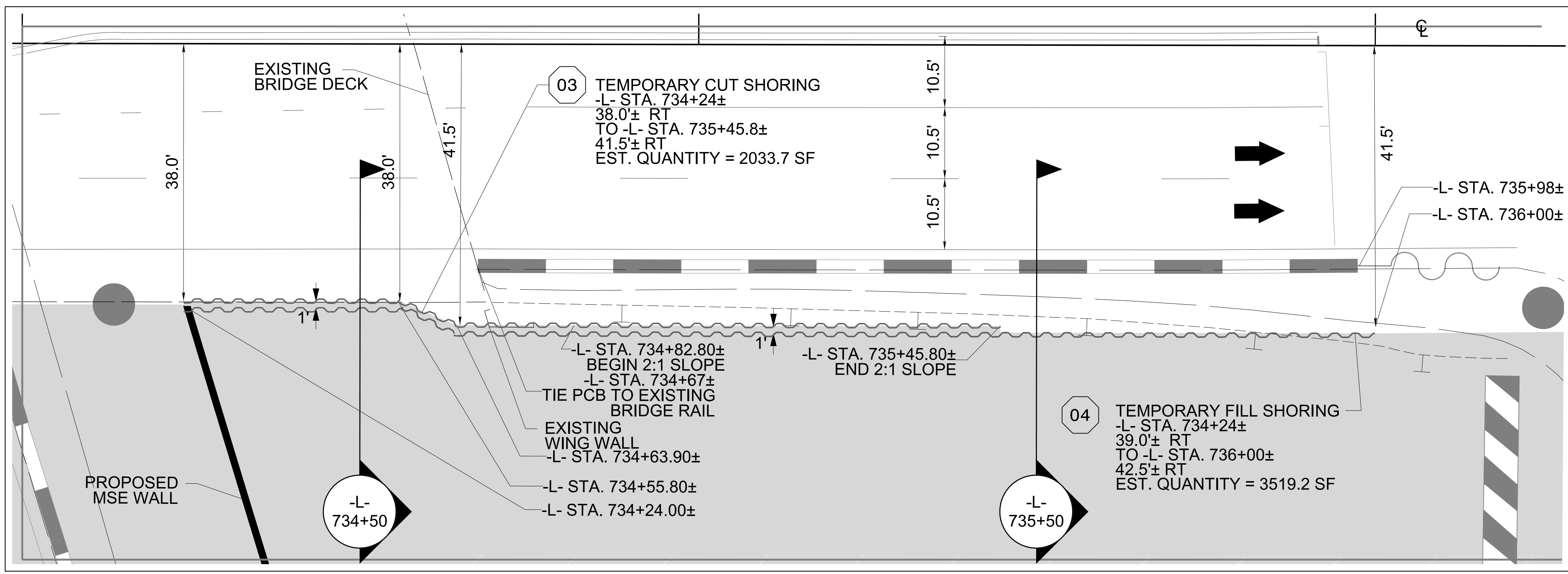
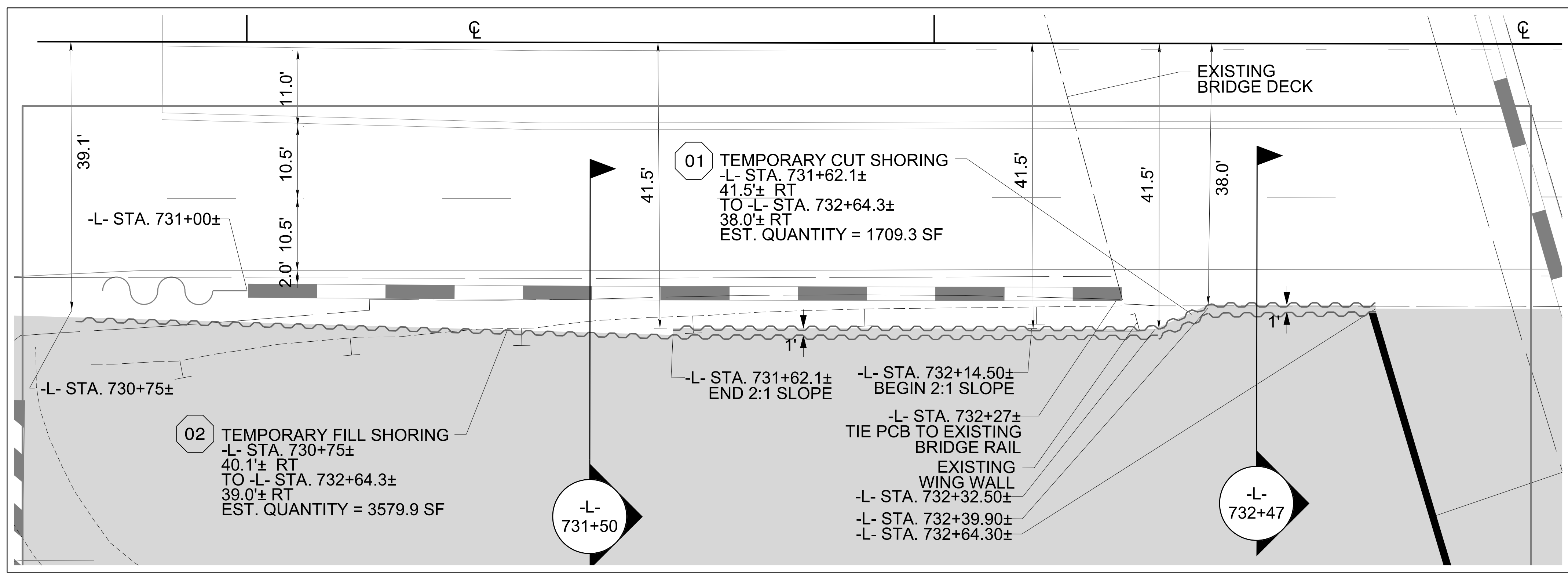
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 ENGINEER  
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-L- NC 150  
PHASE I  
STEP 1





SEE SHEET TMP-2A & TMP-2B FOR TEMPORARY SHORING DATA

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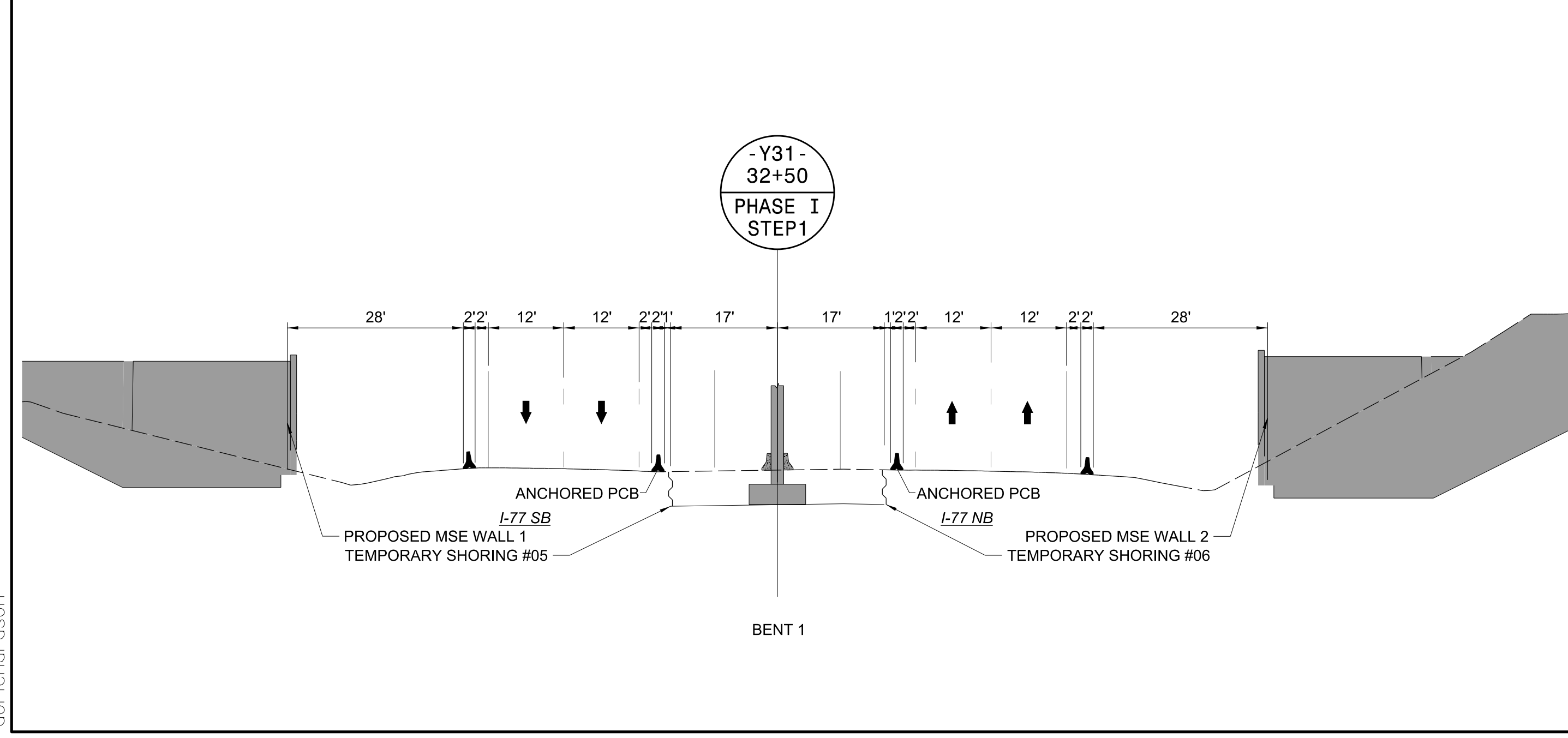
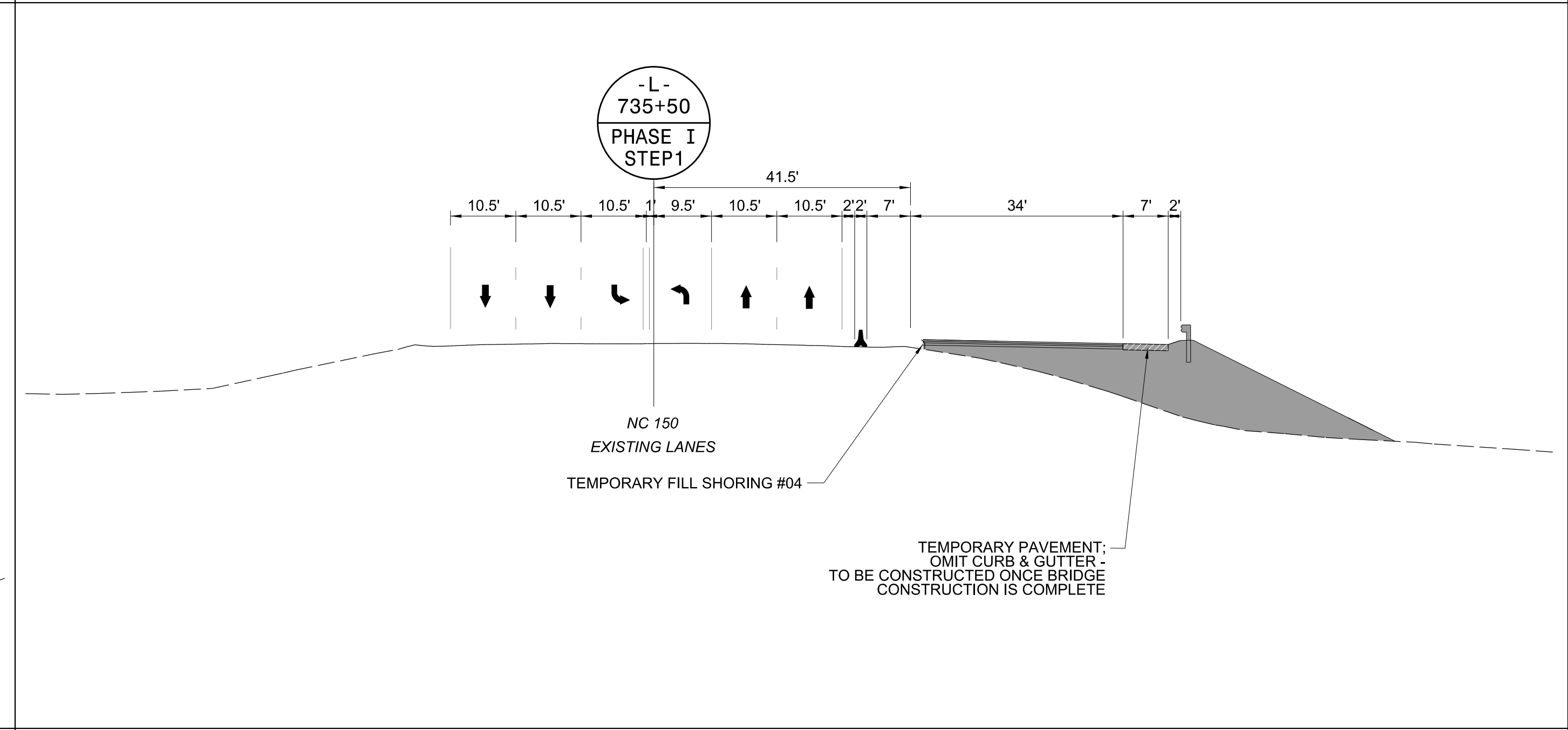
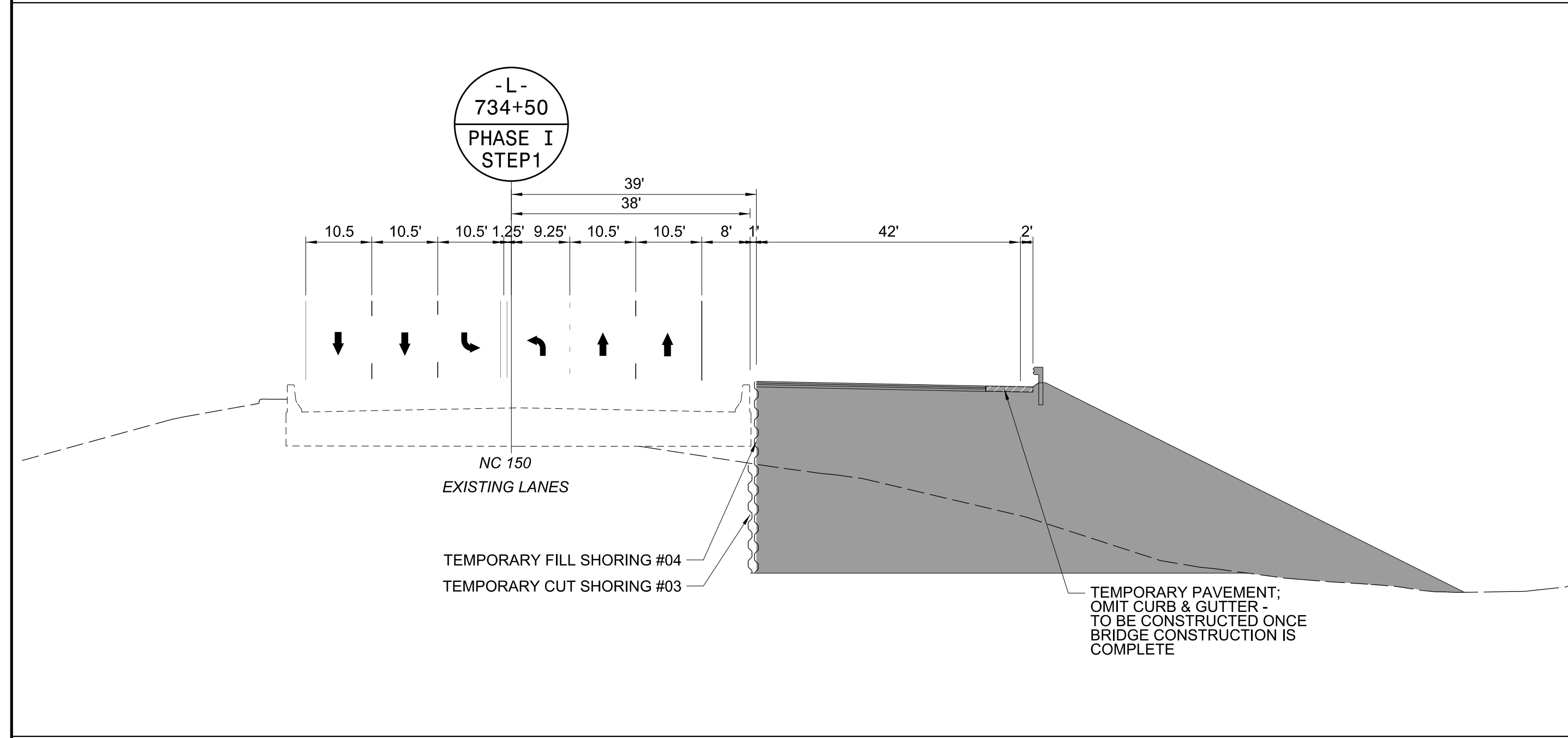
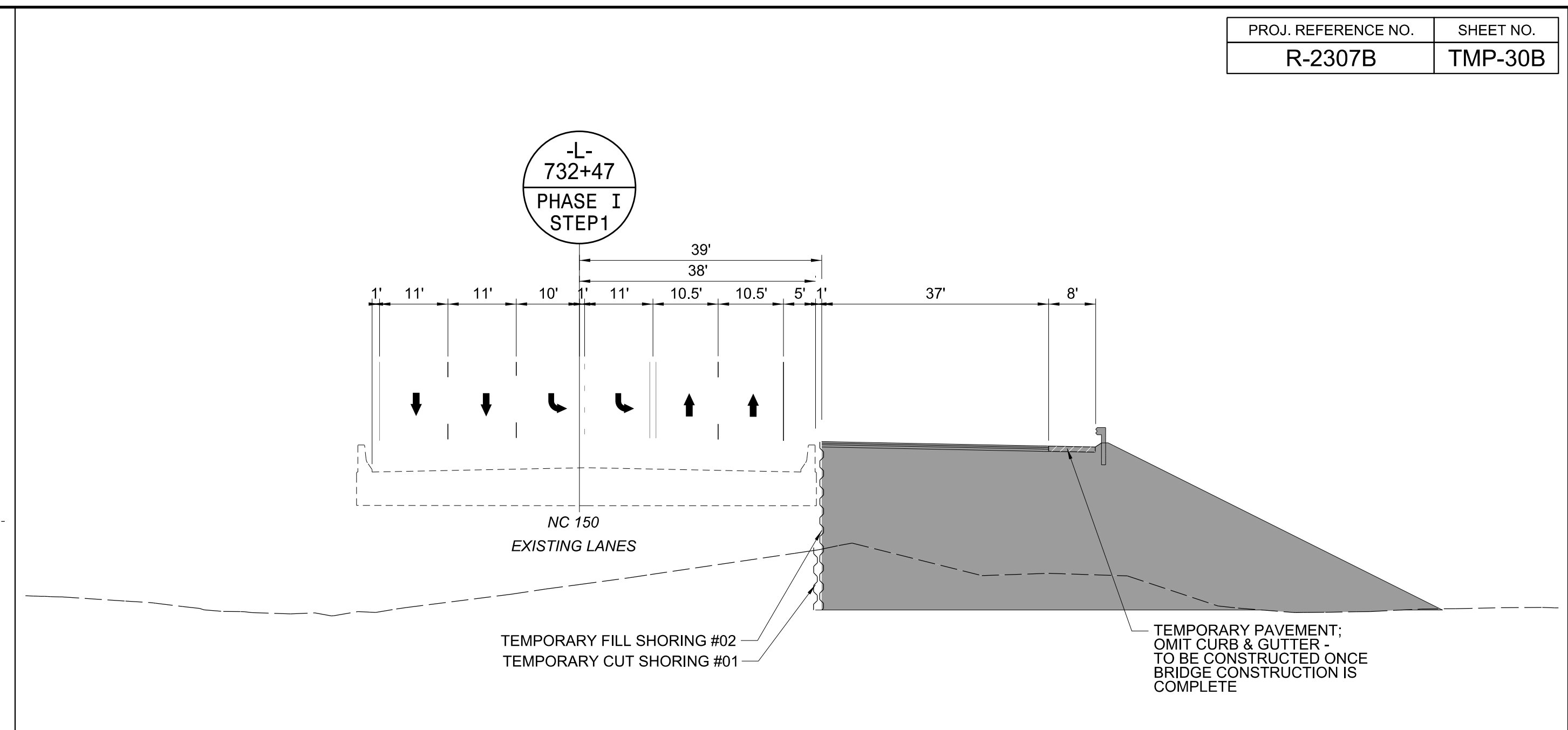
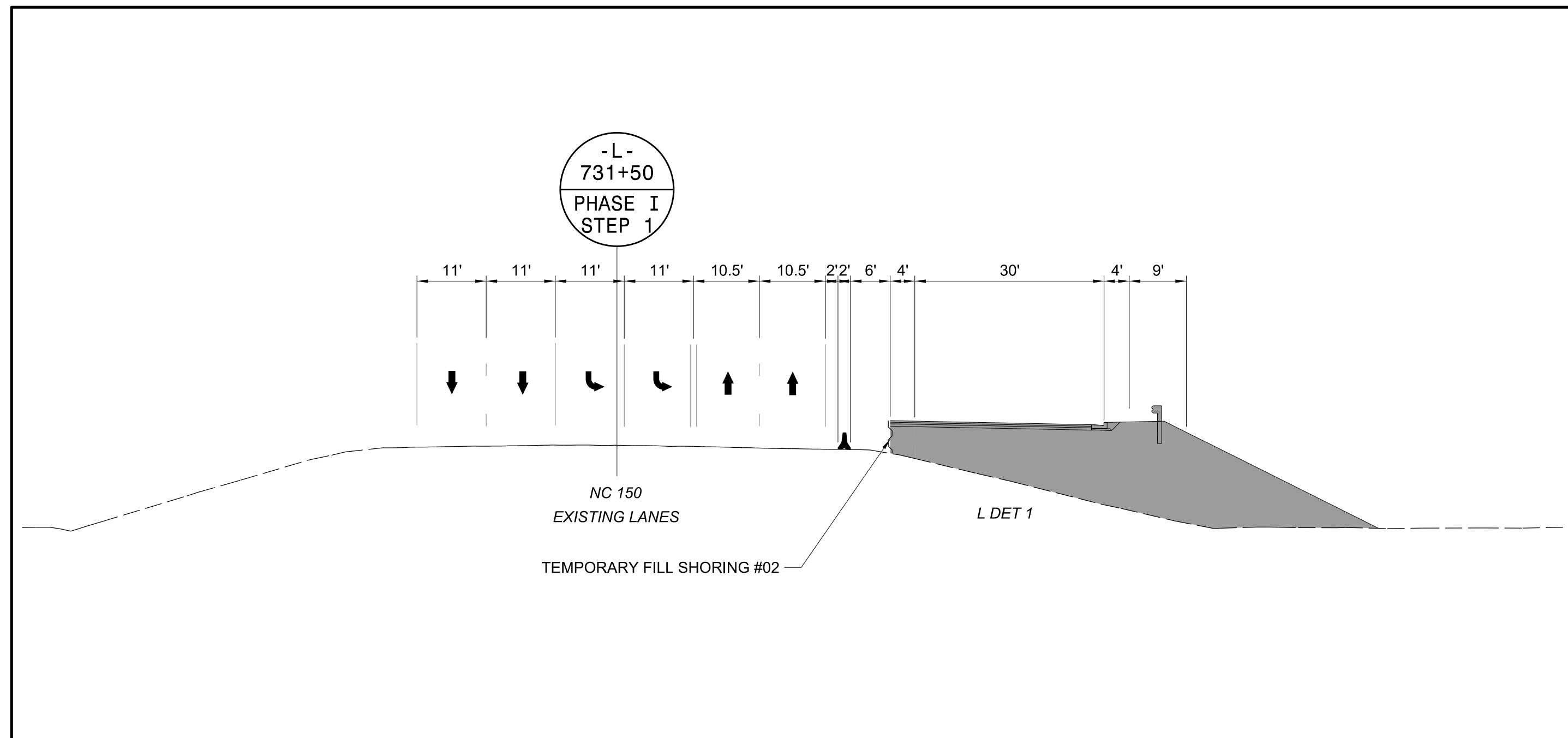
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 WORK ZONE TRAFFIC CONTROL

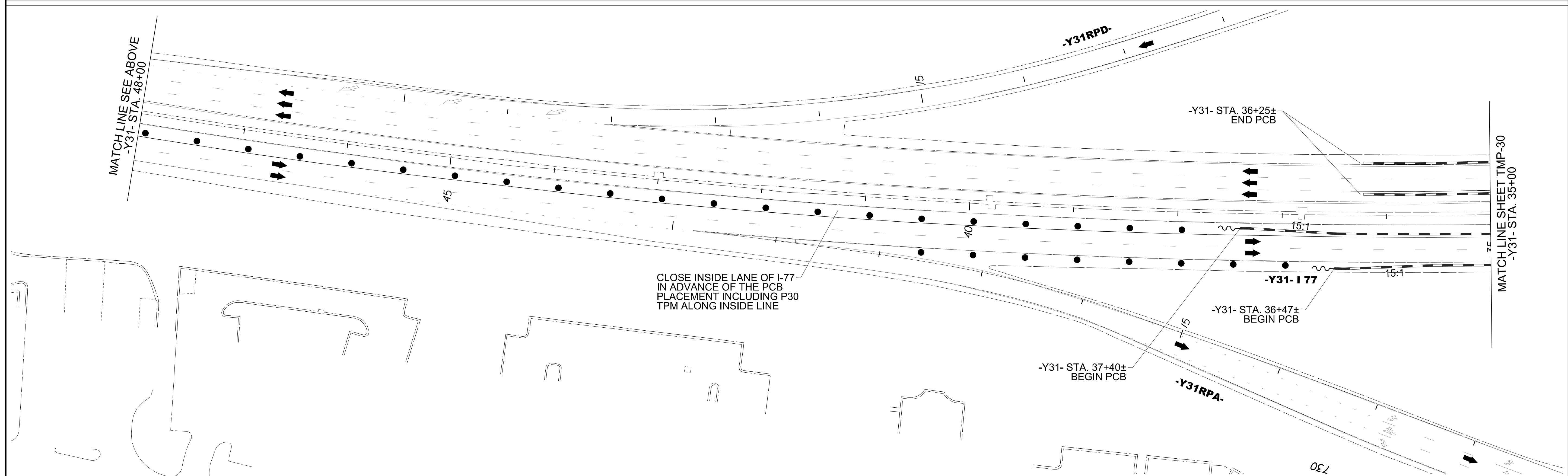
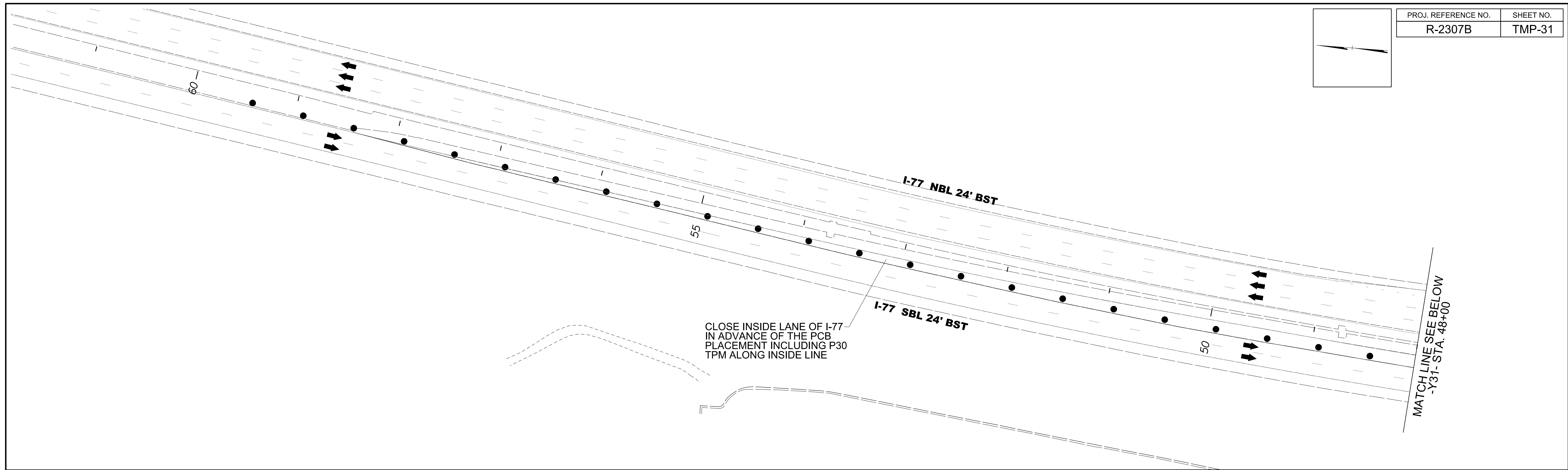
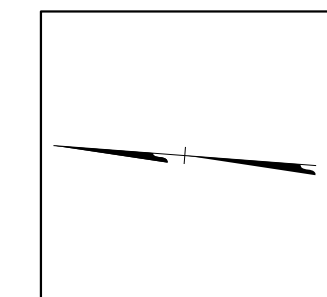
-L- NC 150  
PHASE I  
STEP 1  
SHORING DETAILS

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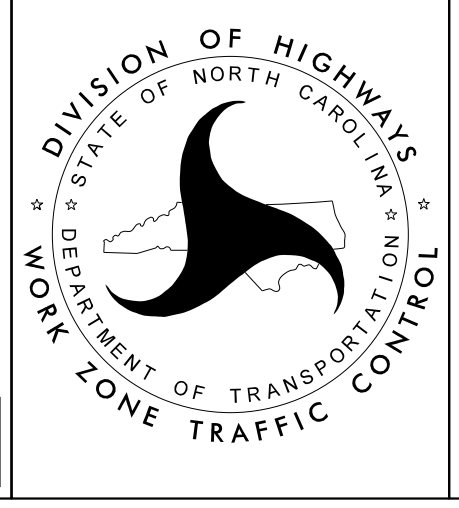
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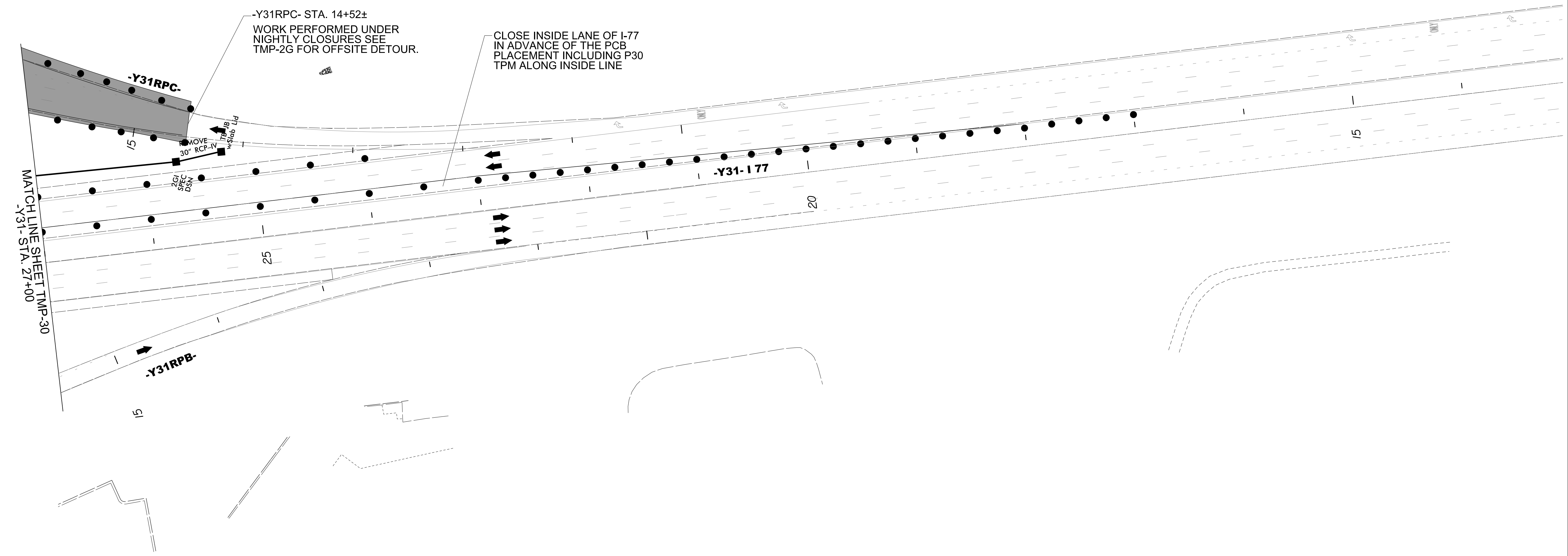
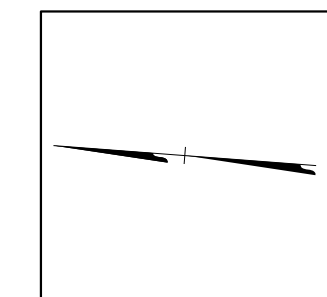
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ENGINEER  
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**-L- NC 150  
PHASE I  
STEP 1**



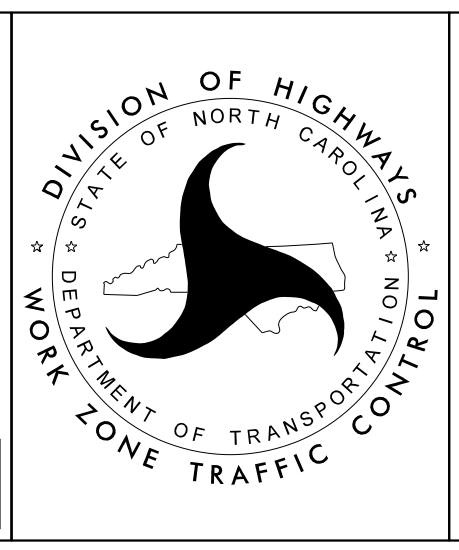
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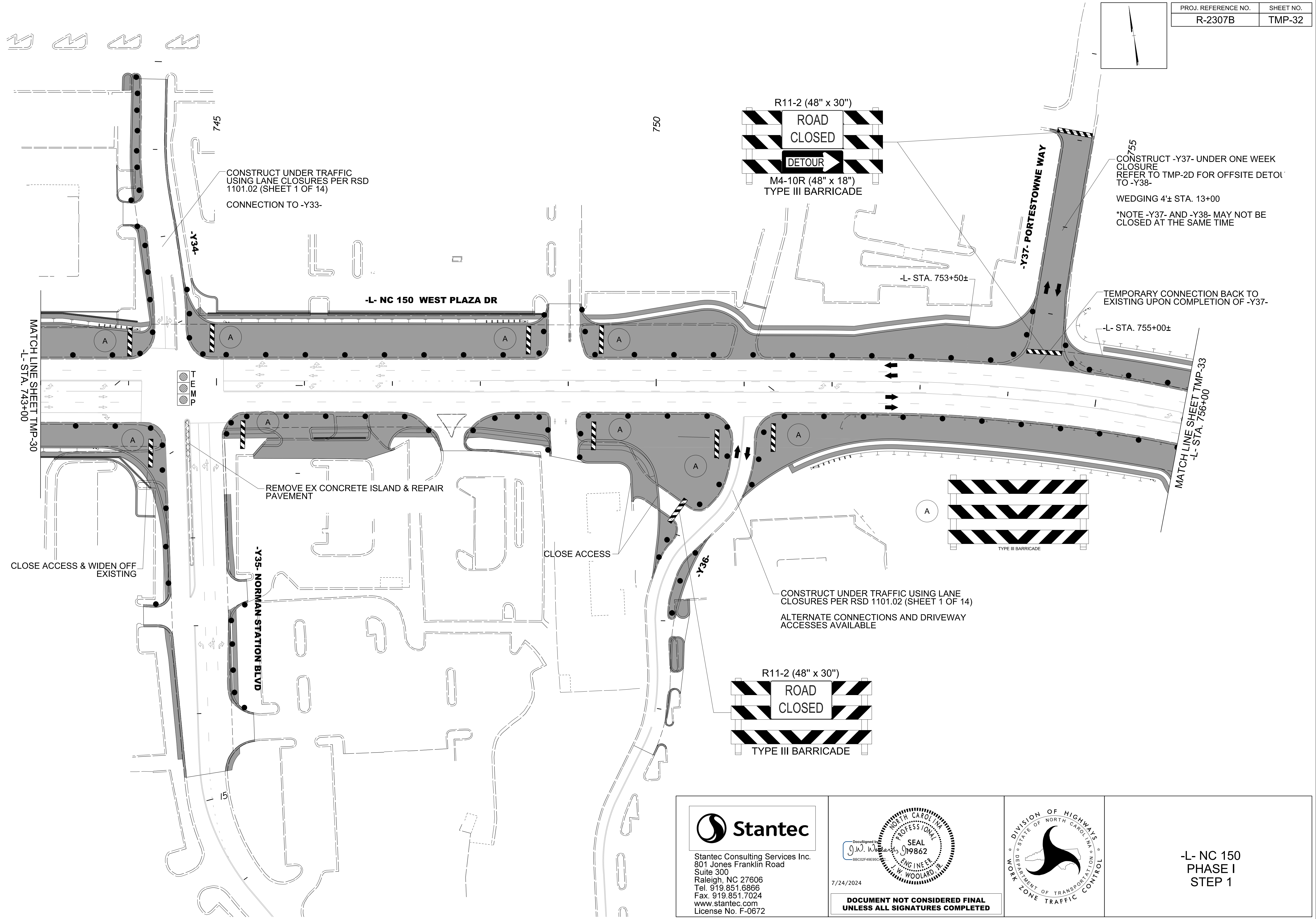
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-L- NC 150  
PHASE I  
STEP 1



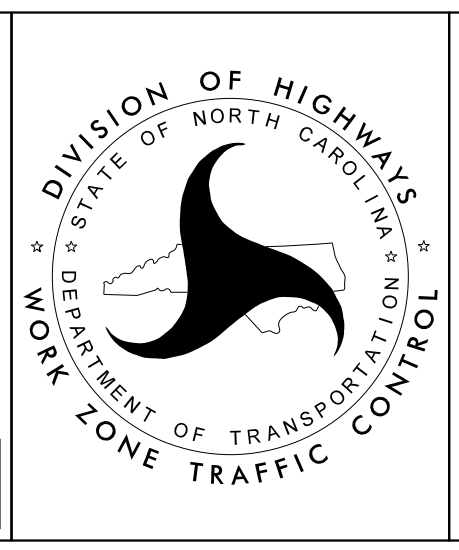
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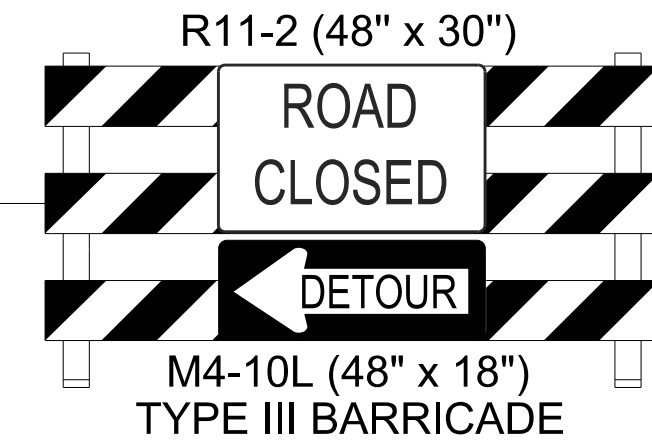
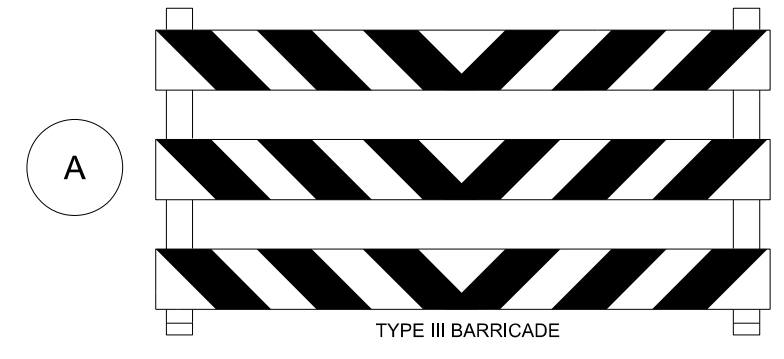
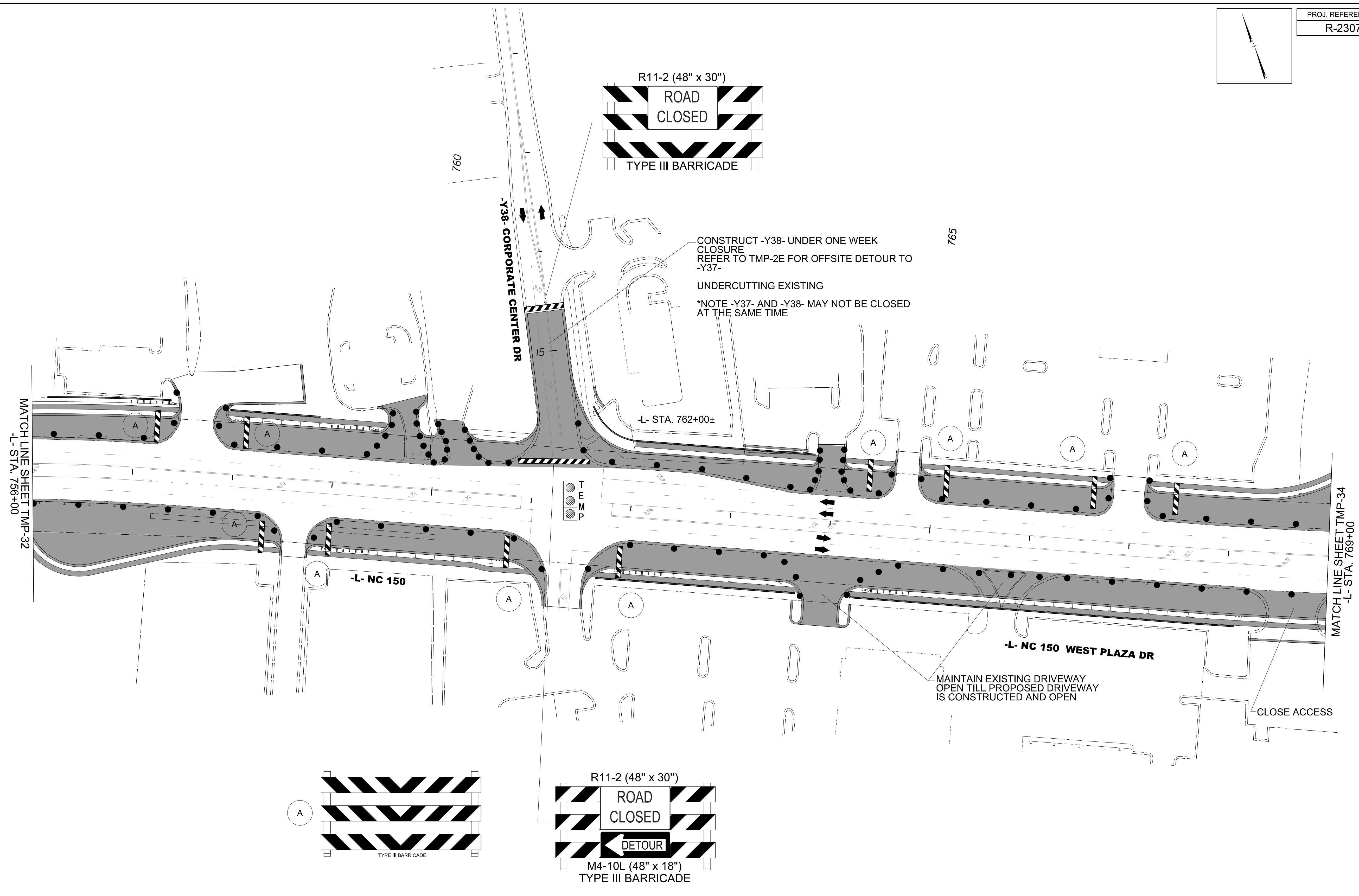
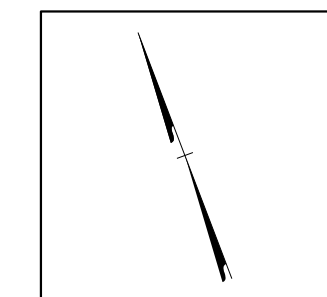
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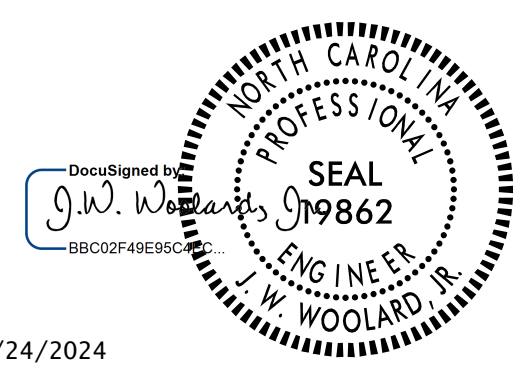


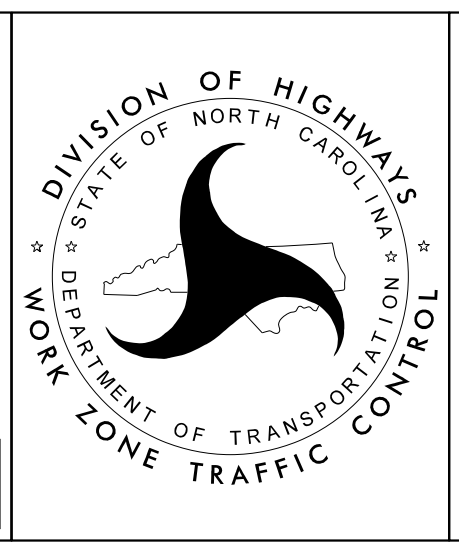
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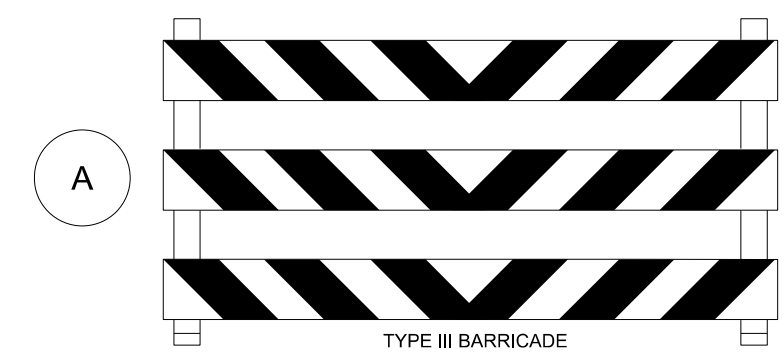
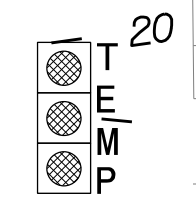
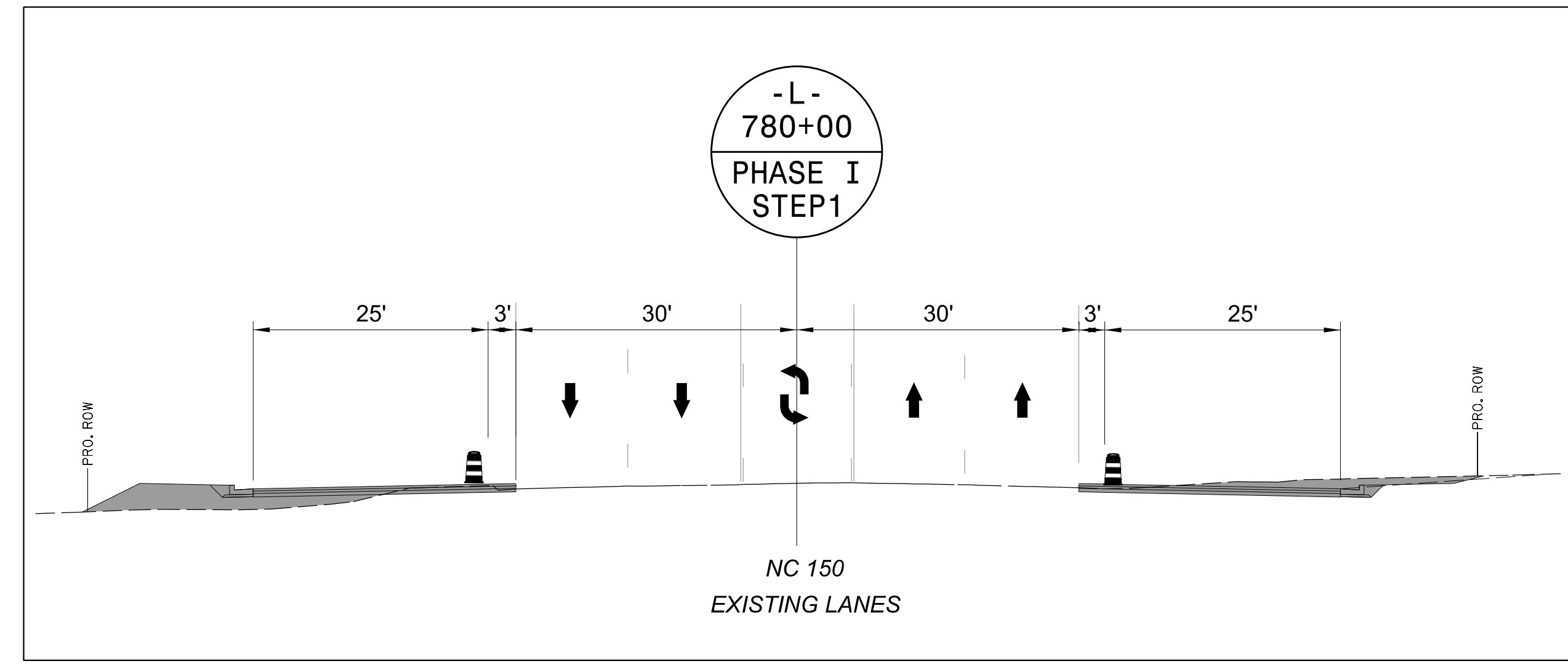
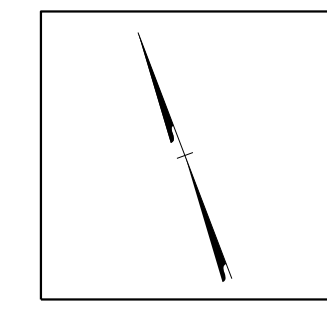
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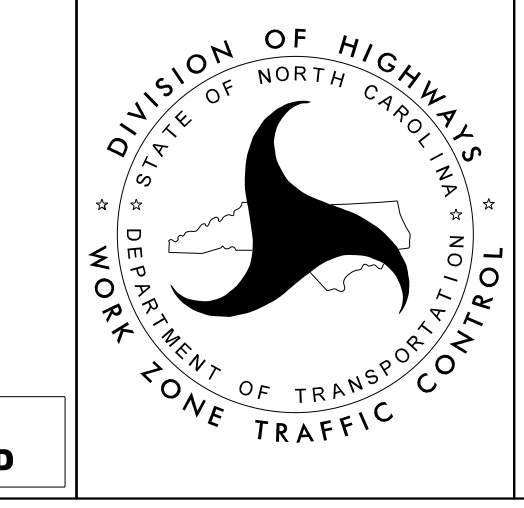


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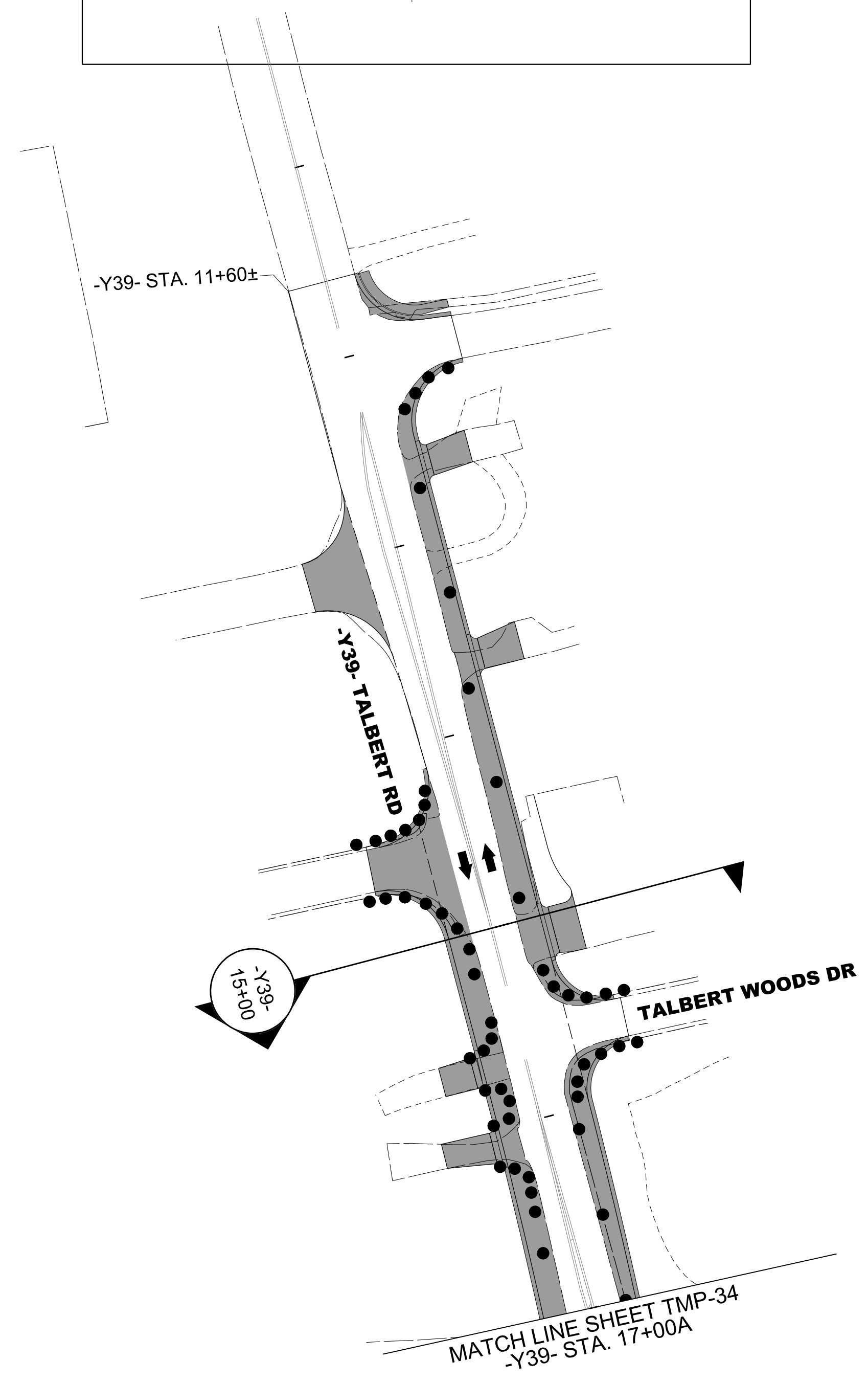
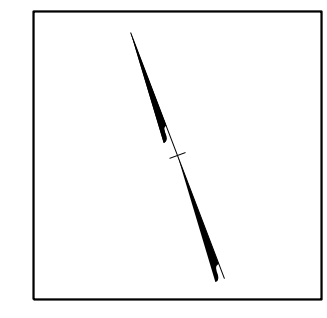
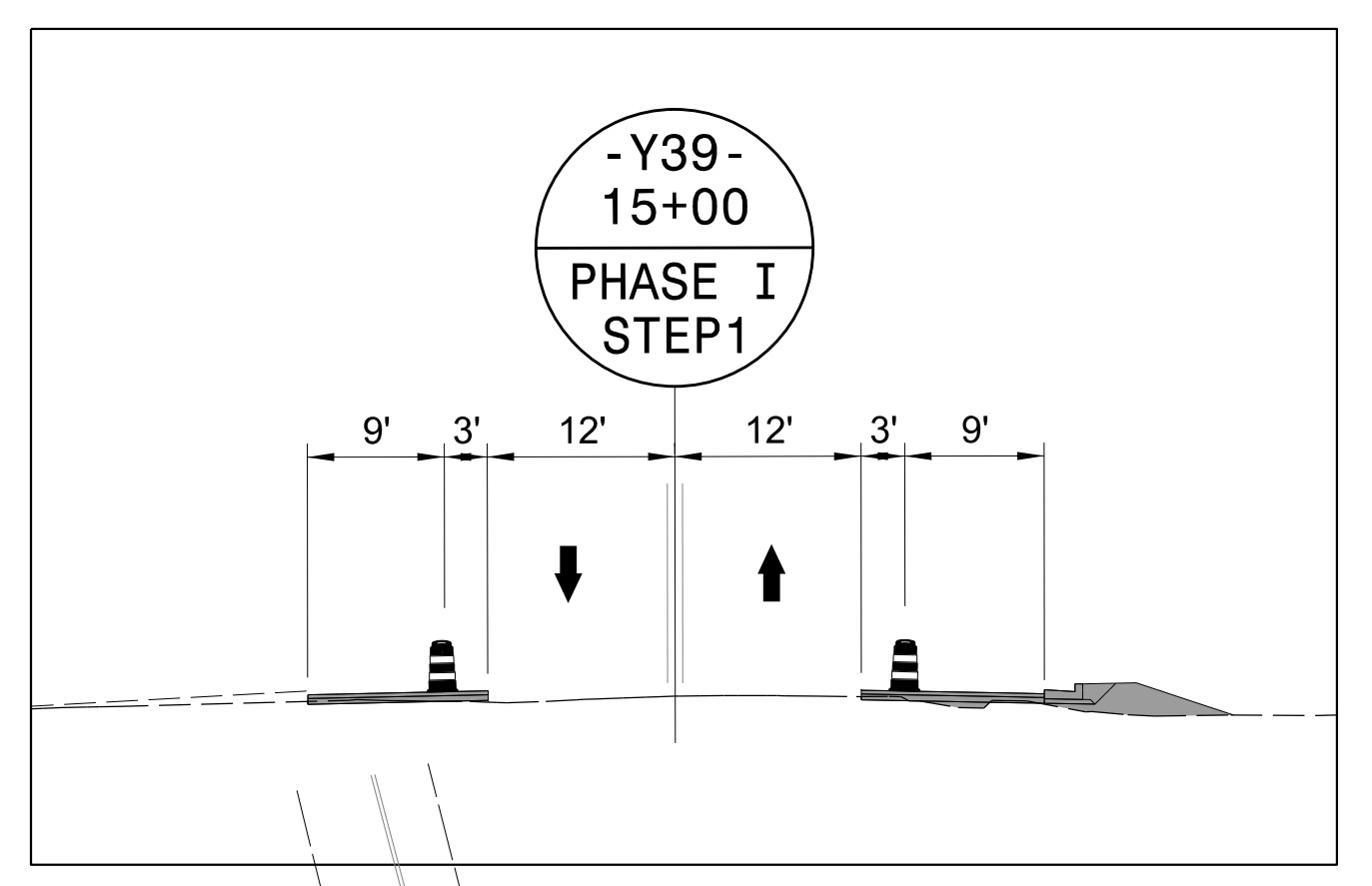
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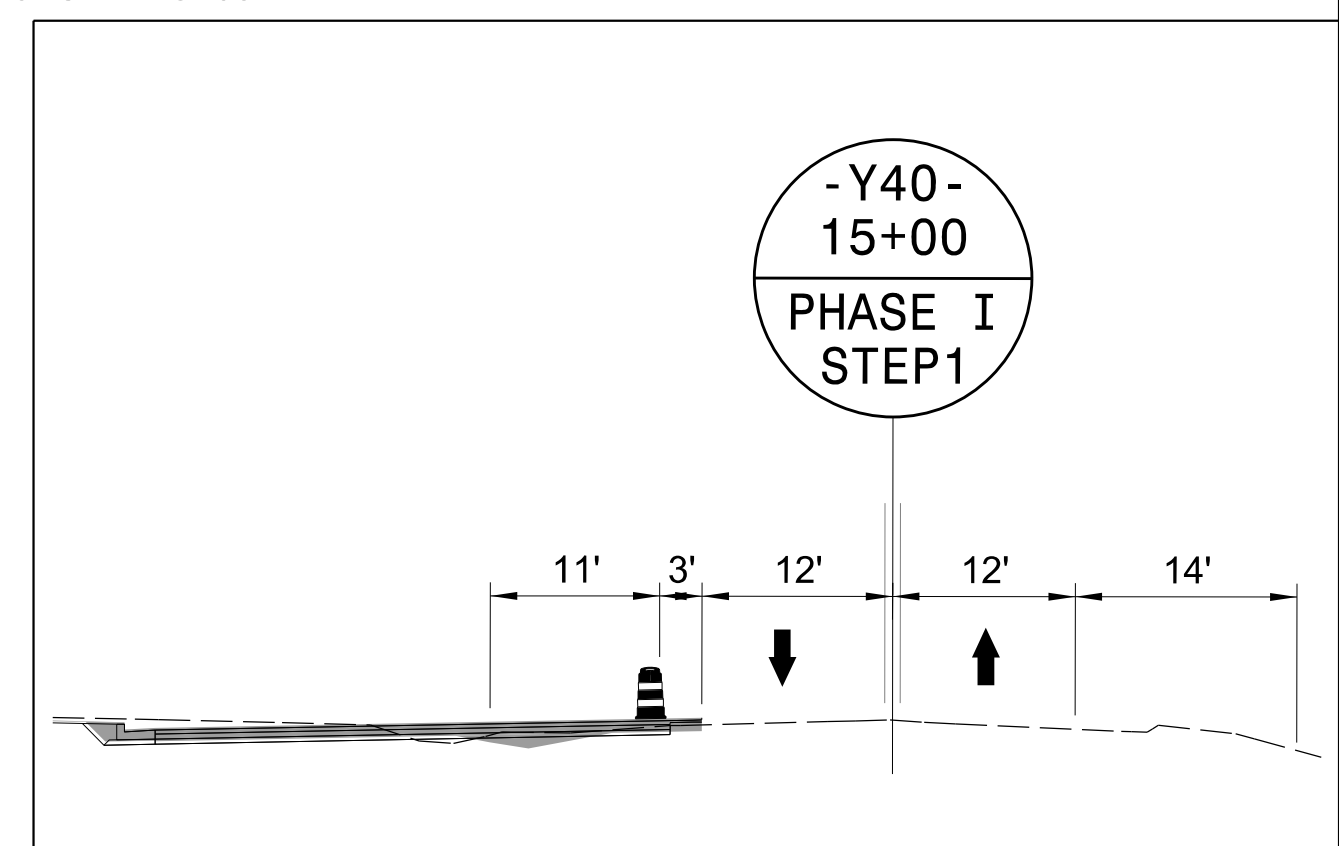
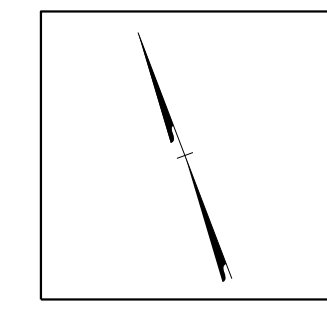
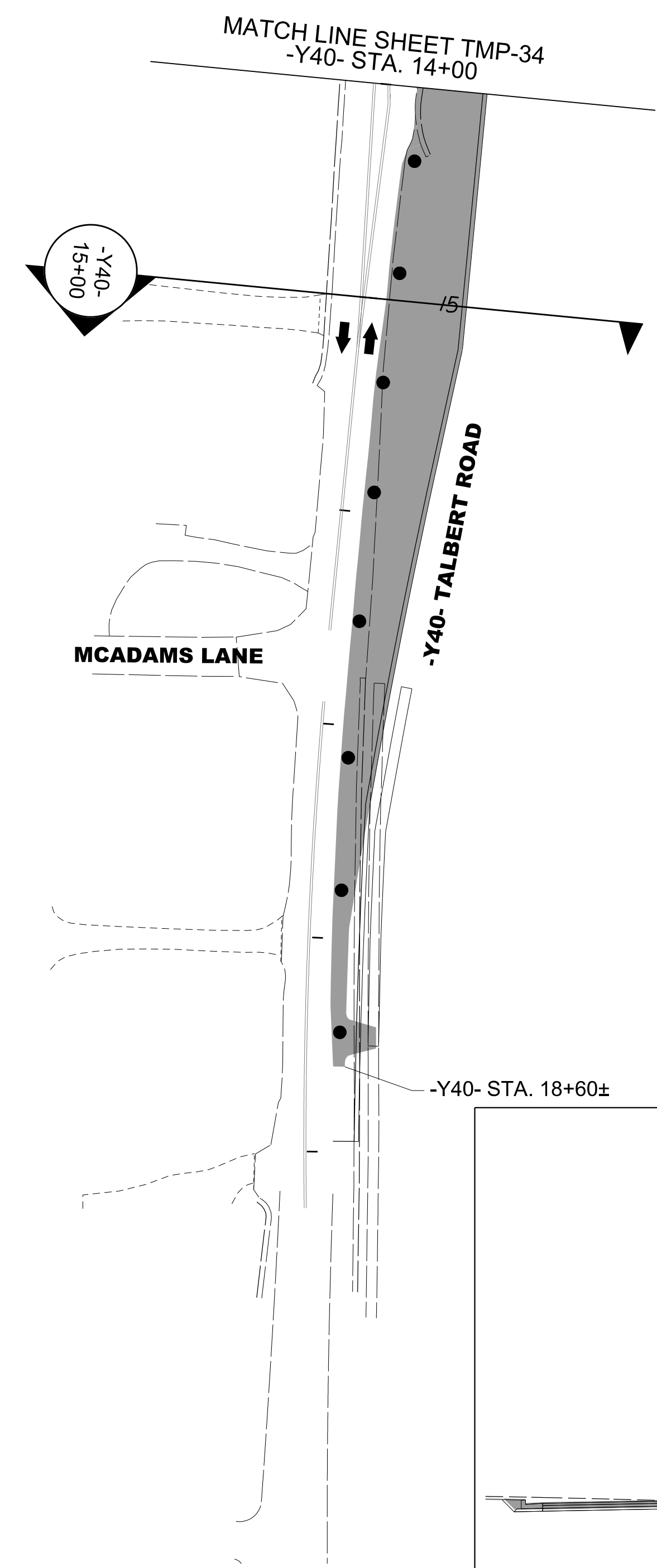
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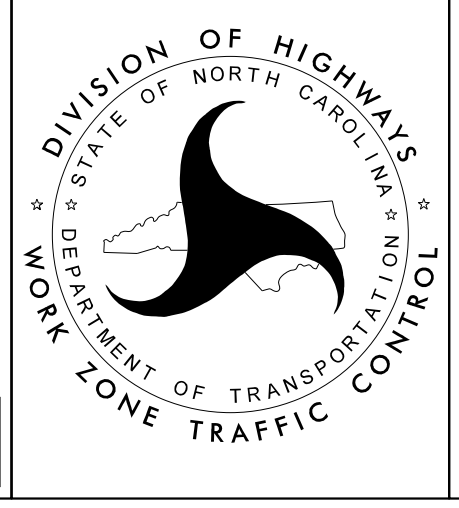
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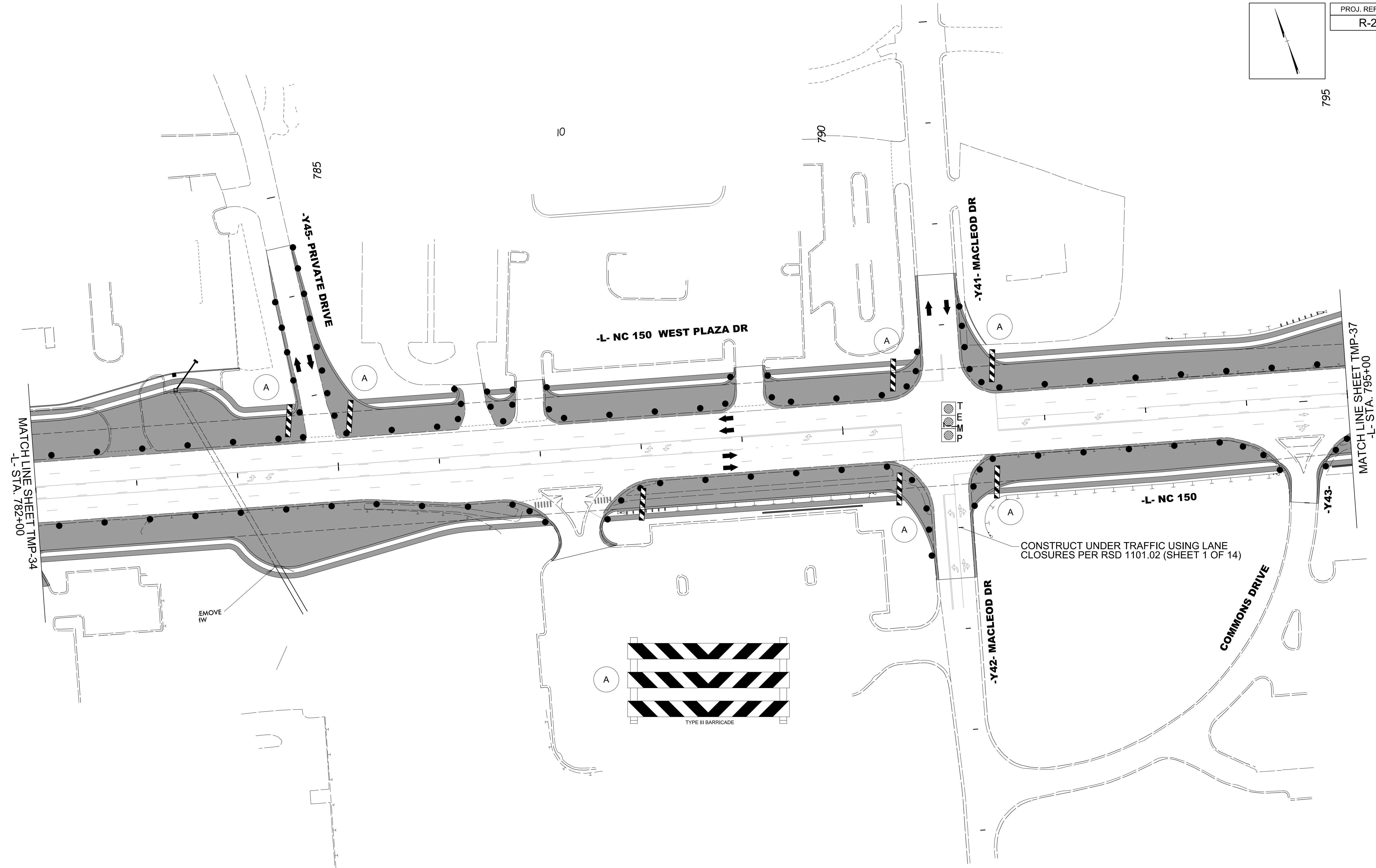
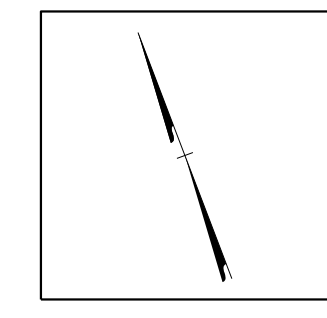
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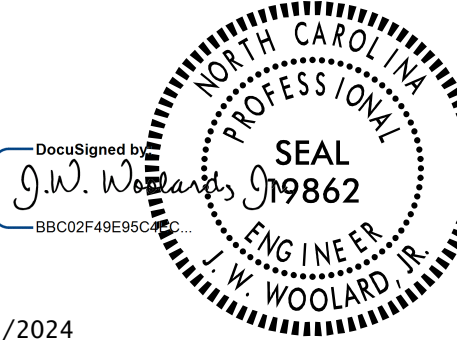
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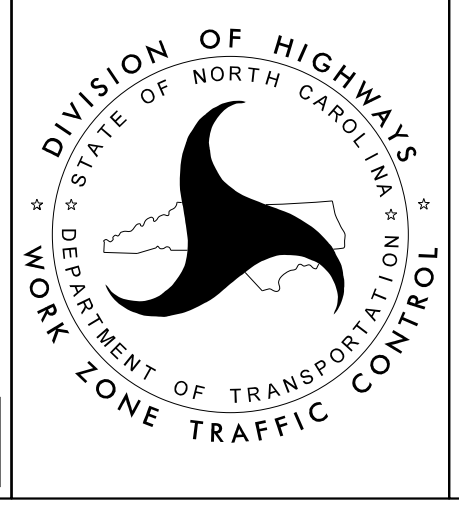




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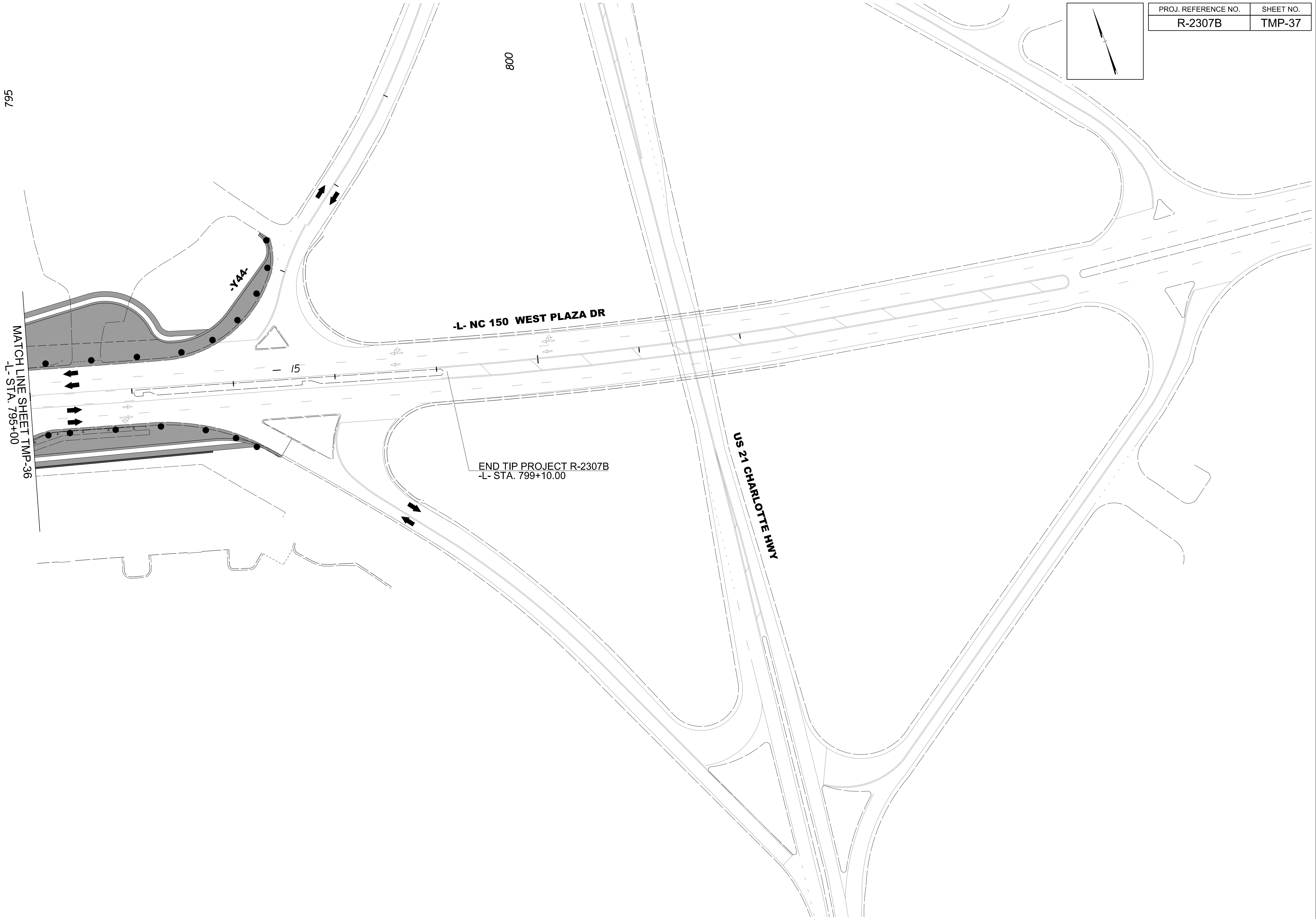
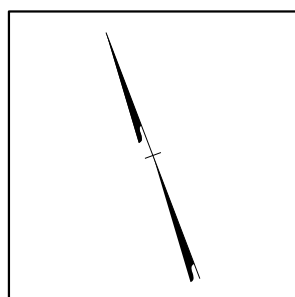
  
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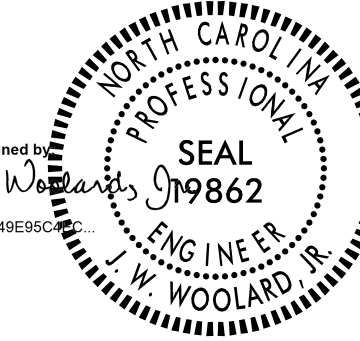
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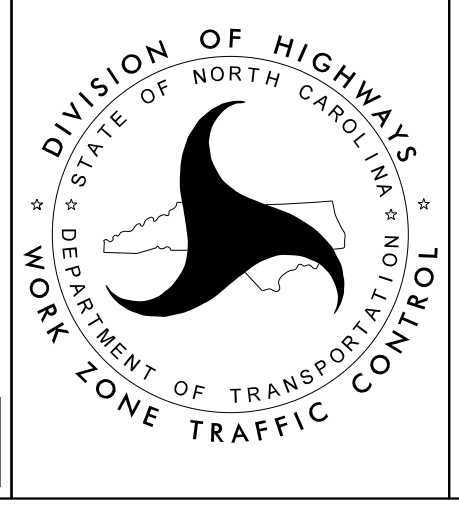
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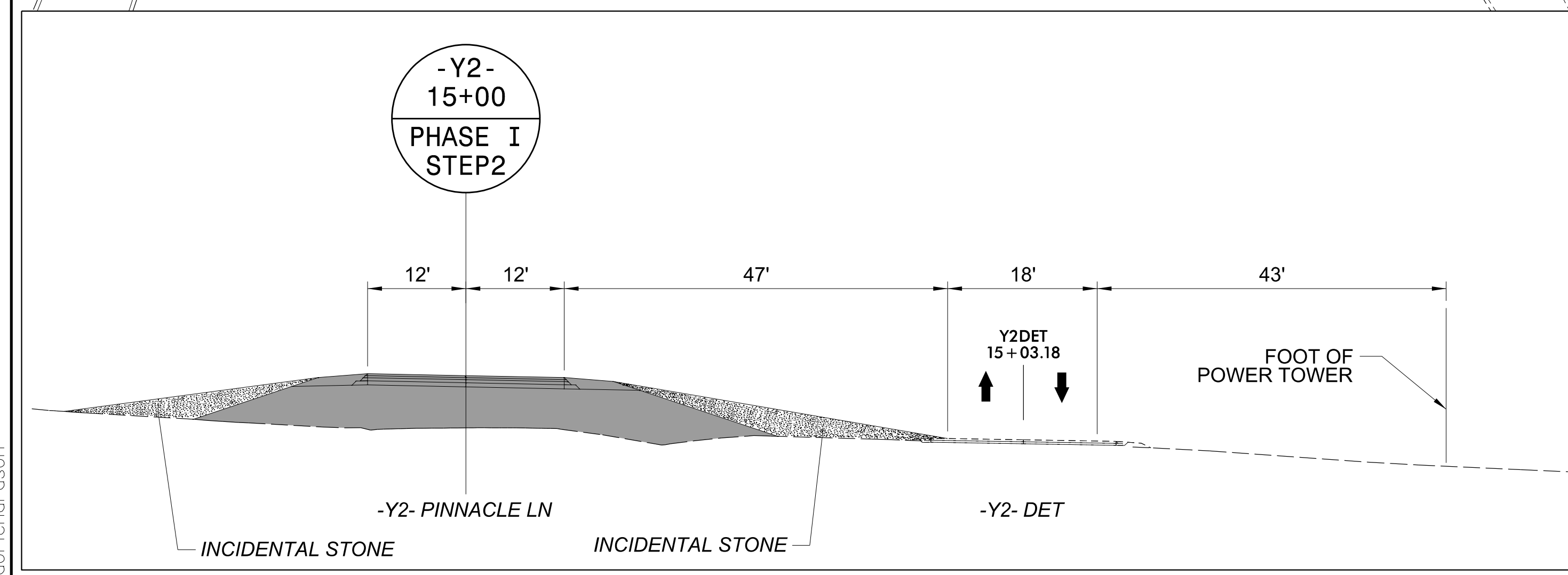
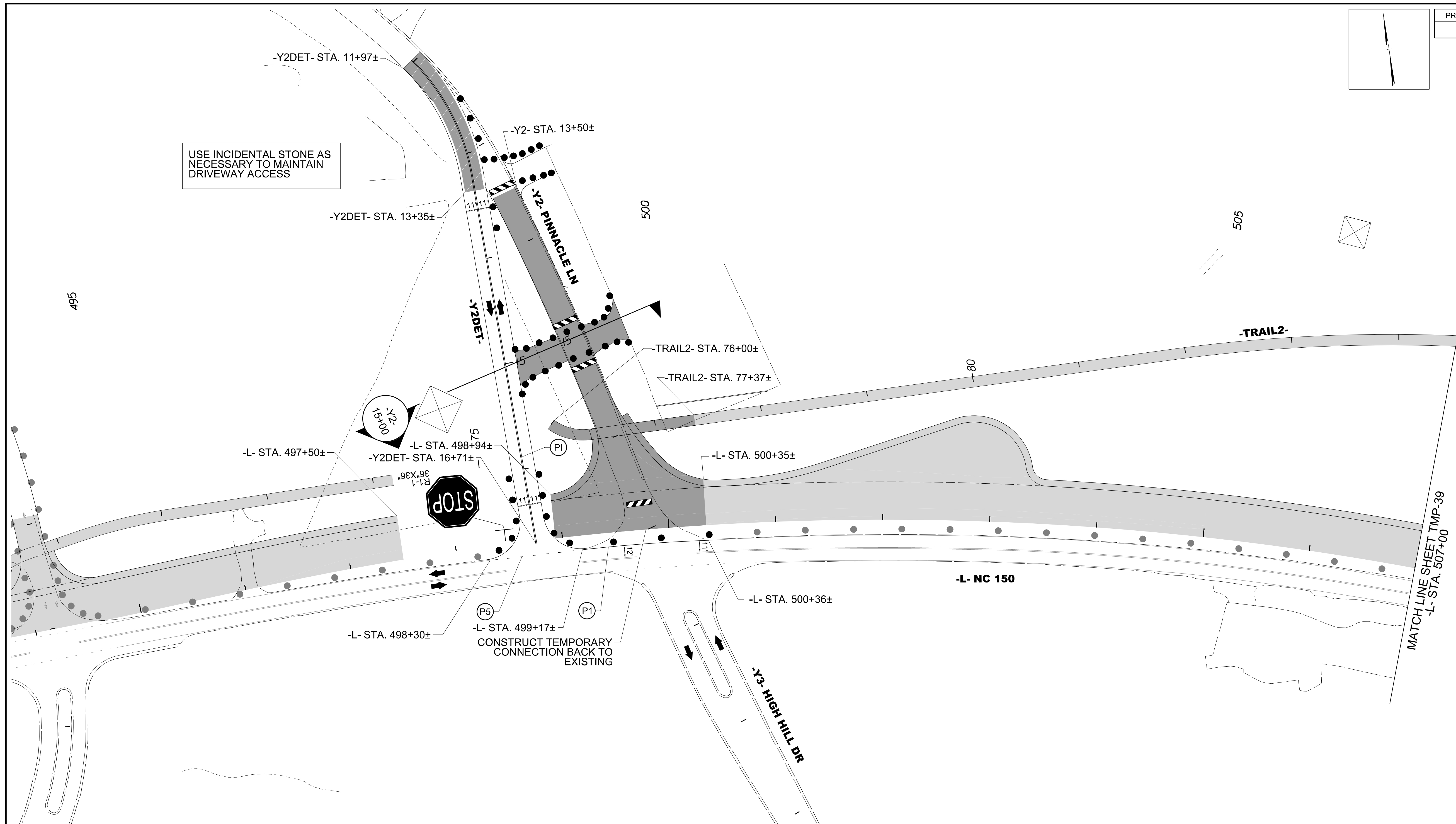
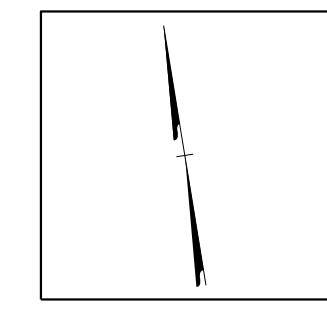
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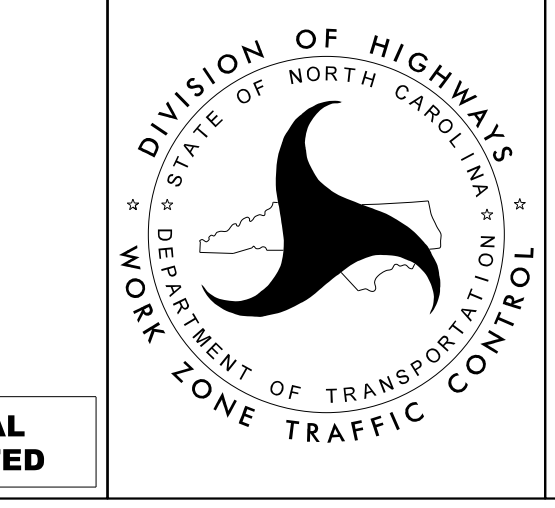
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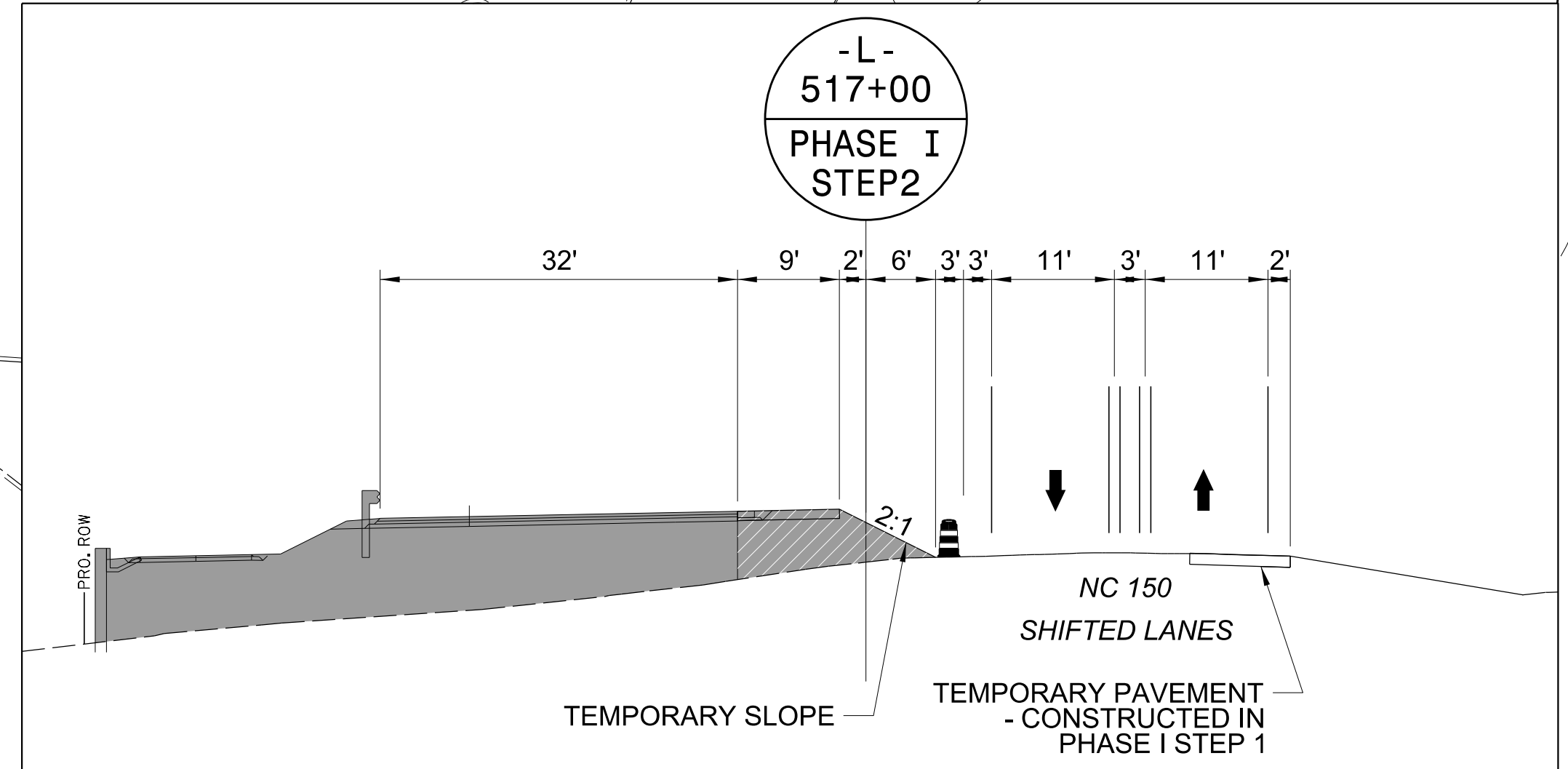
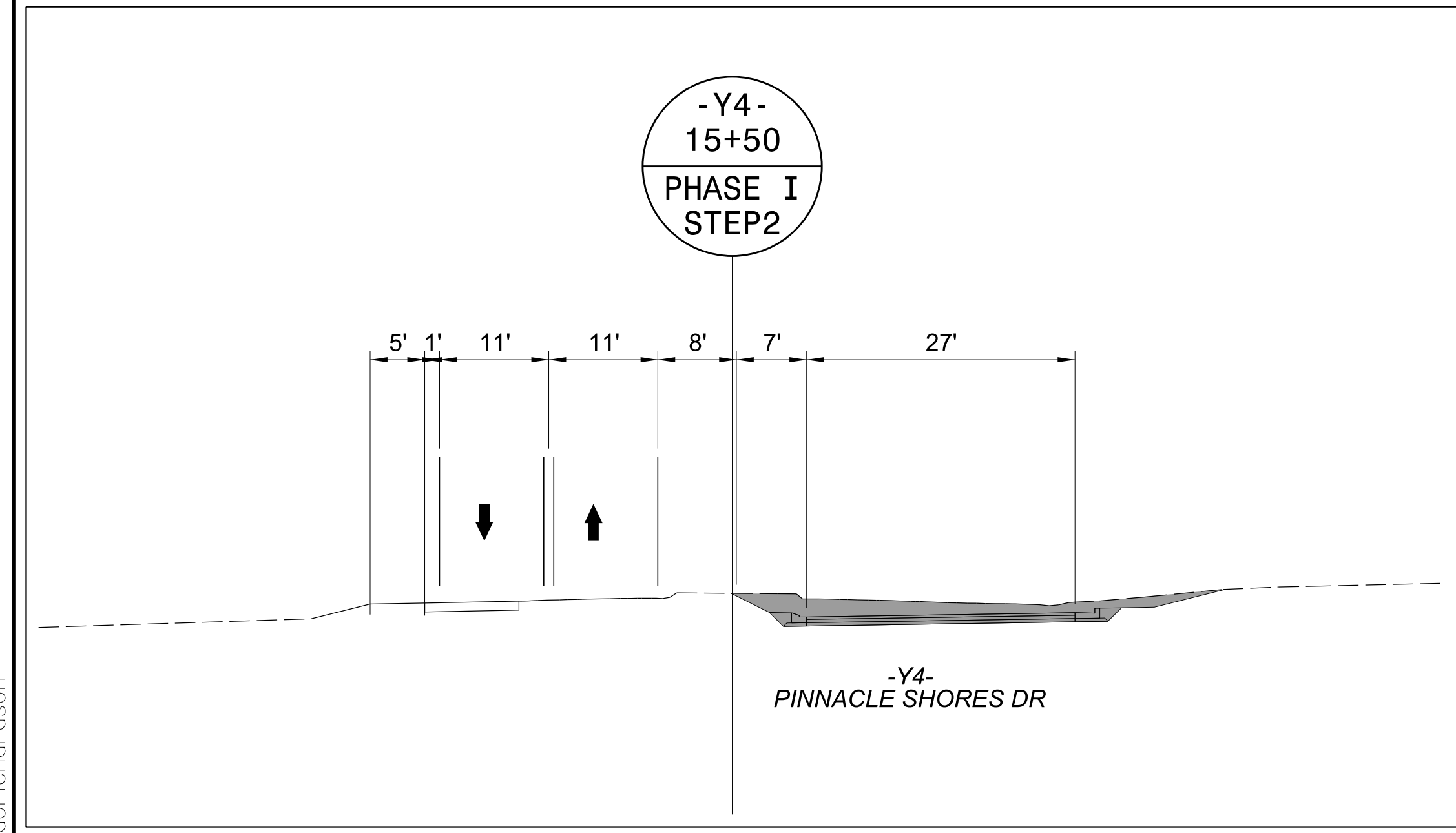
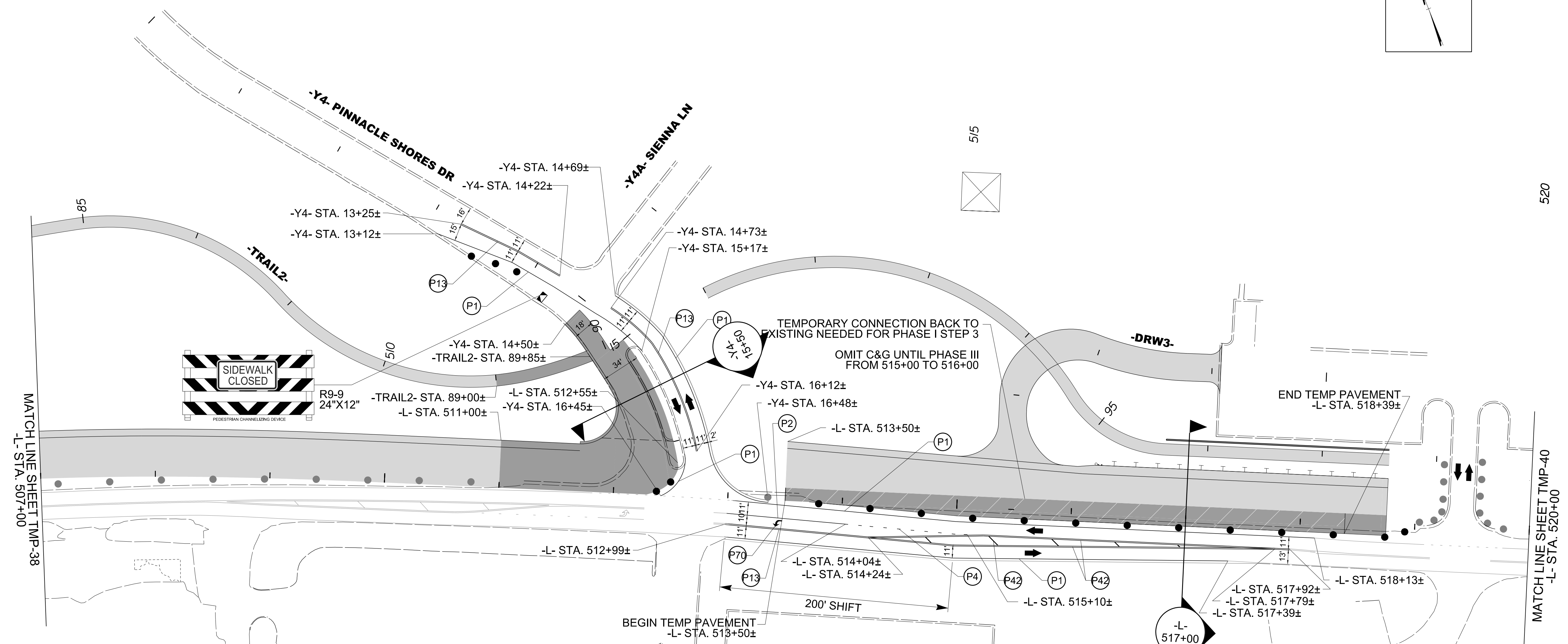
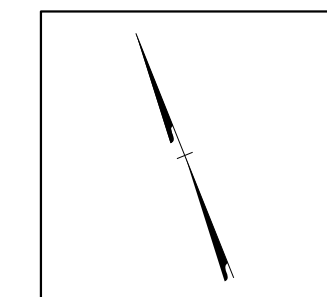
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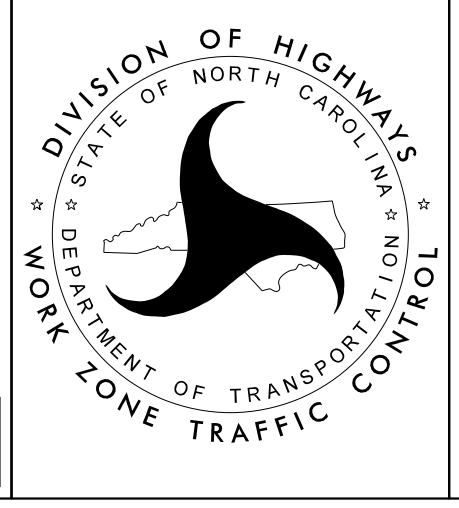
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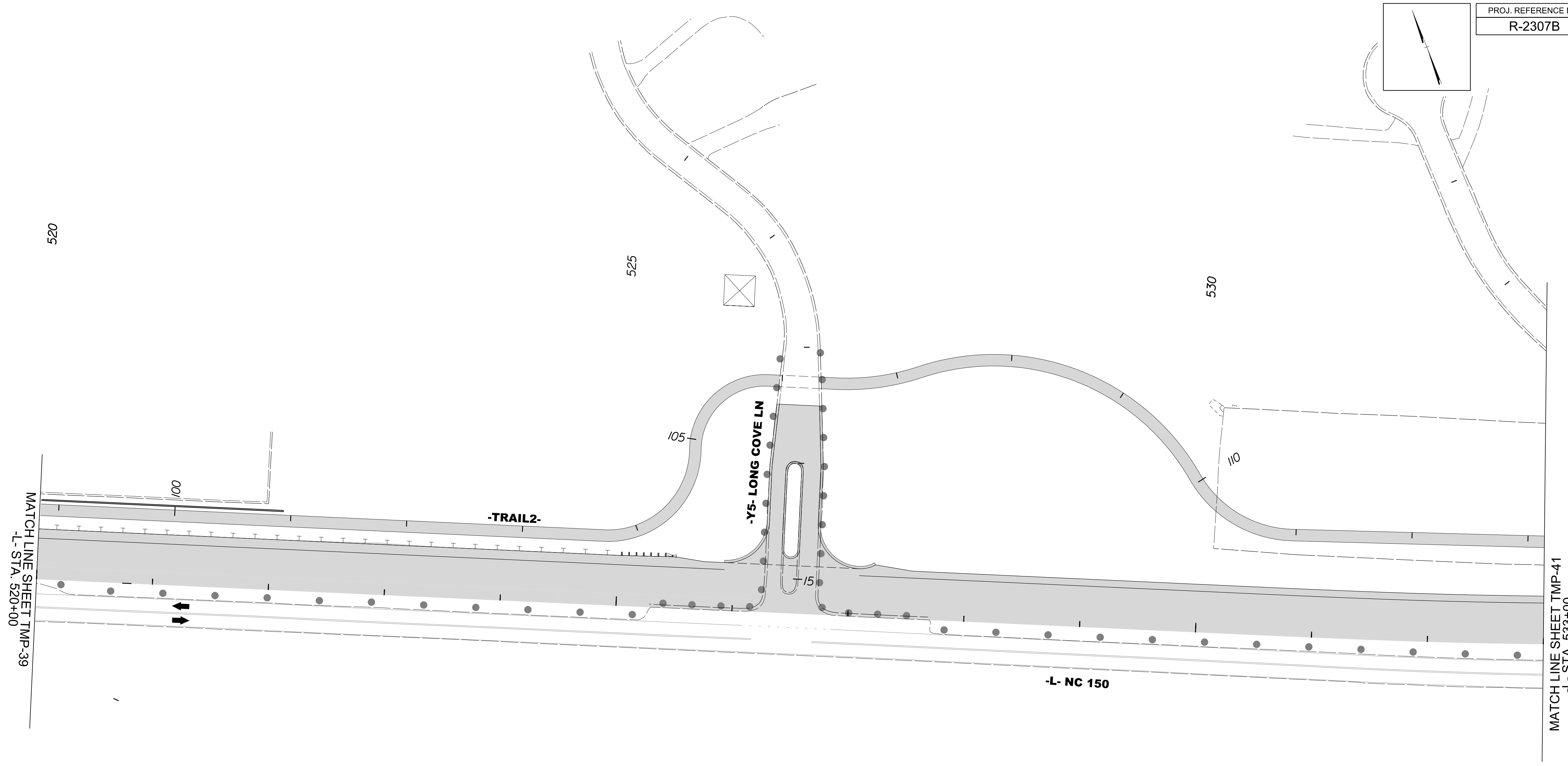
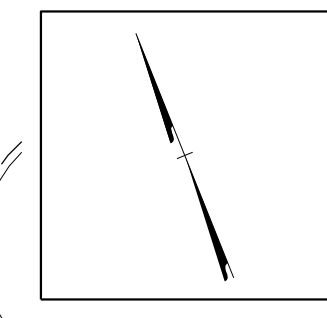
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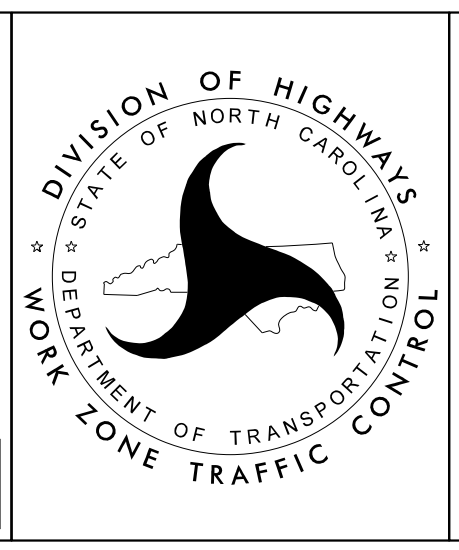
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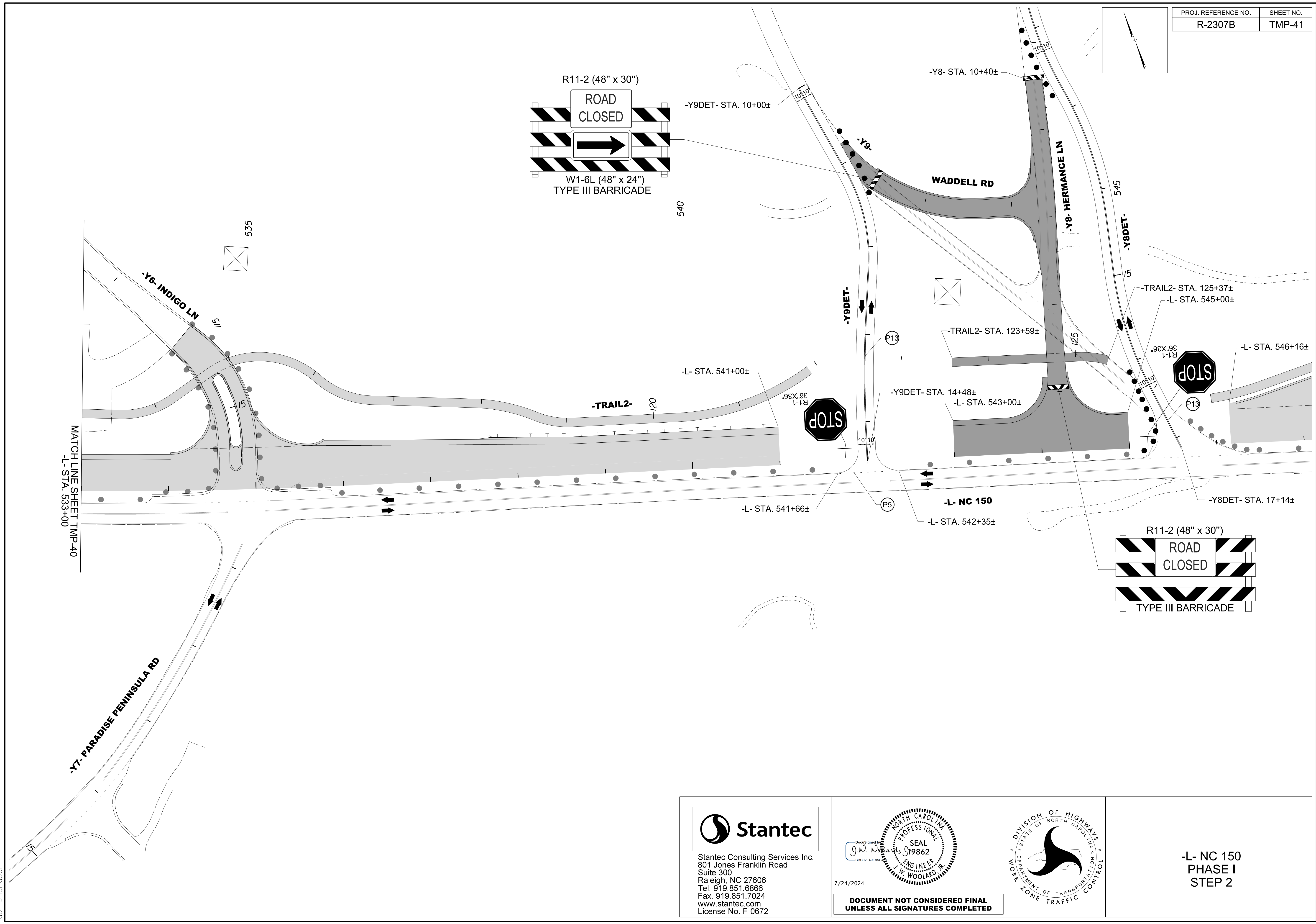
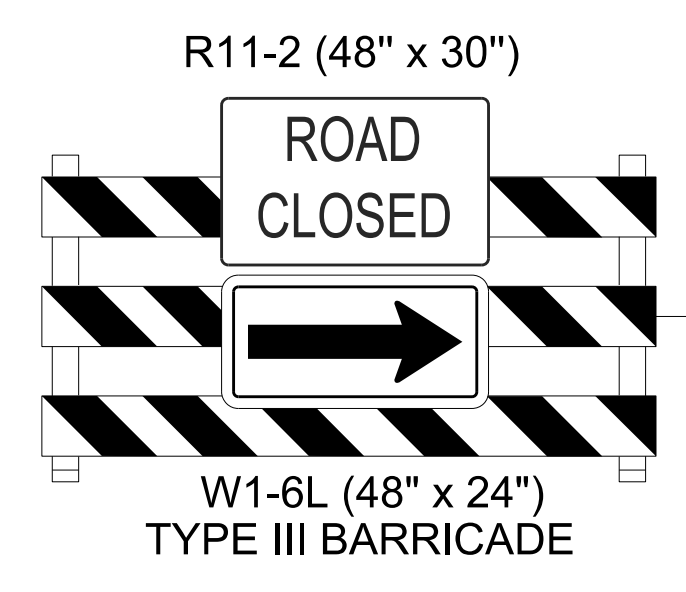
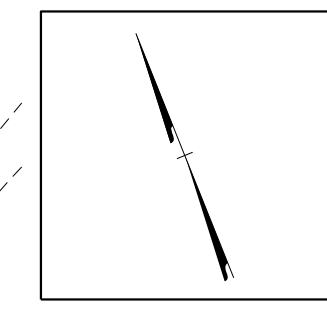
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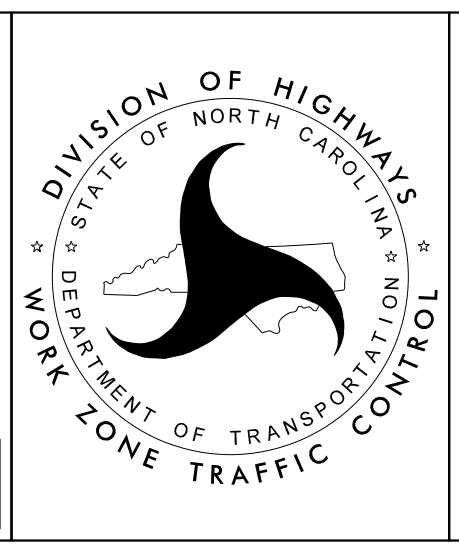
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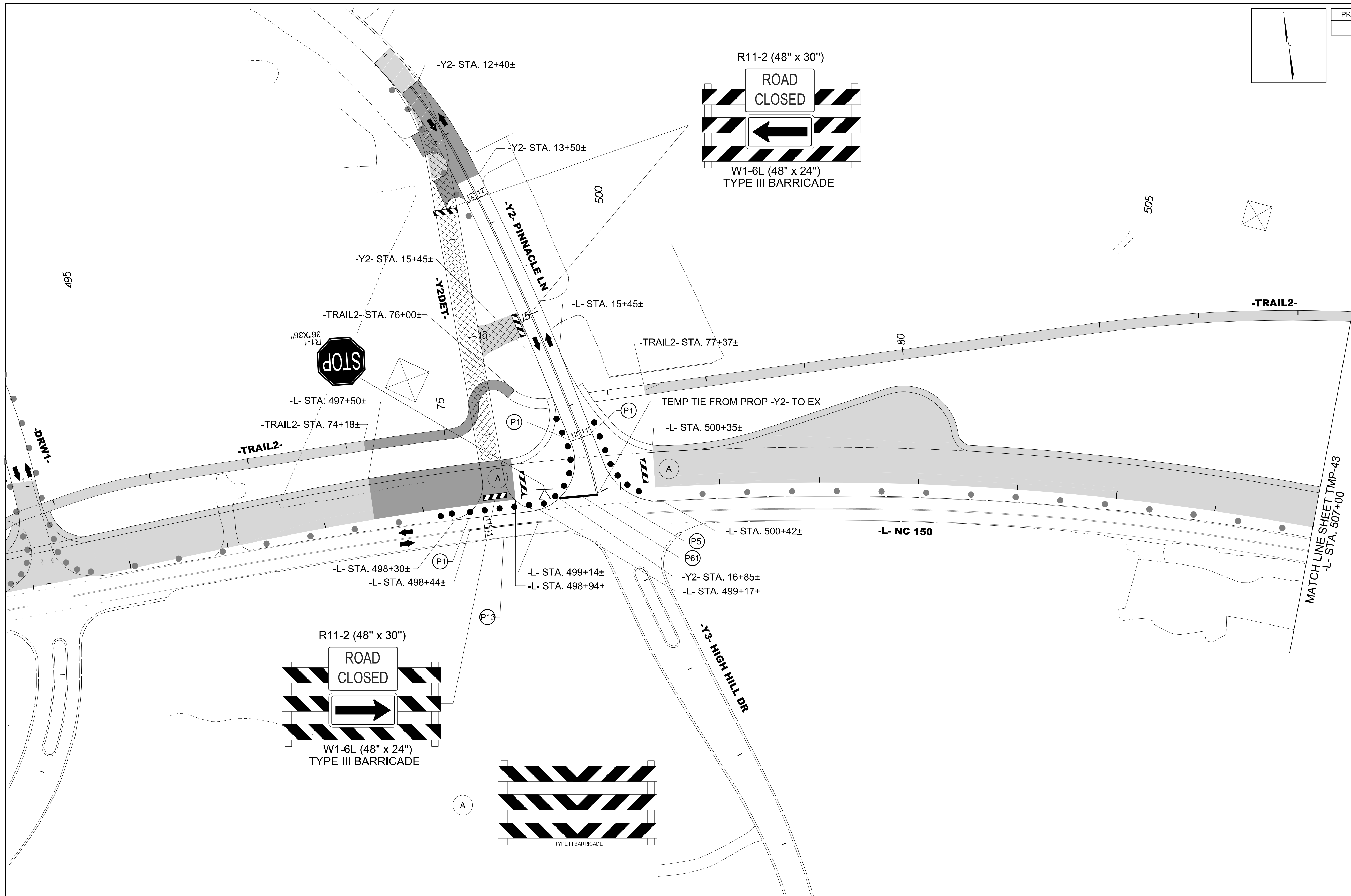
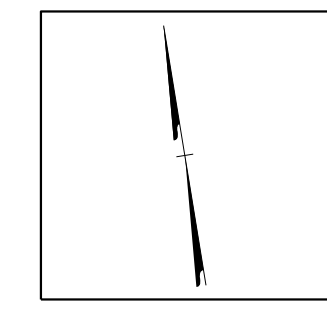
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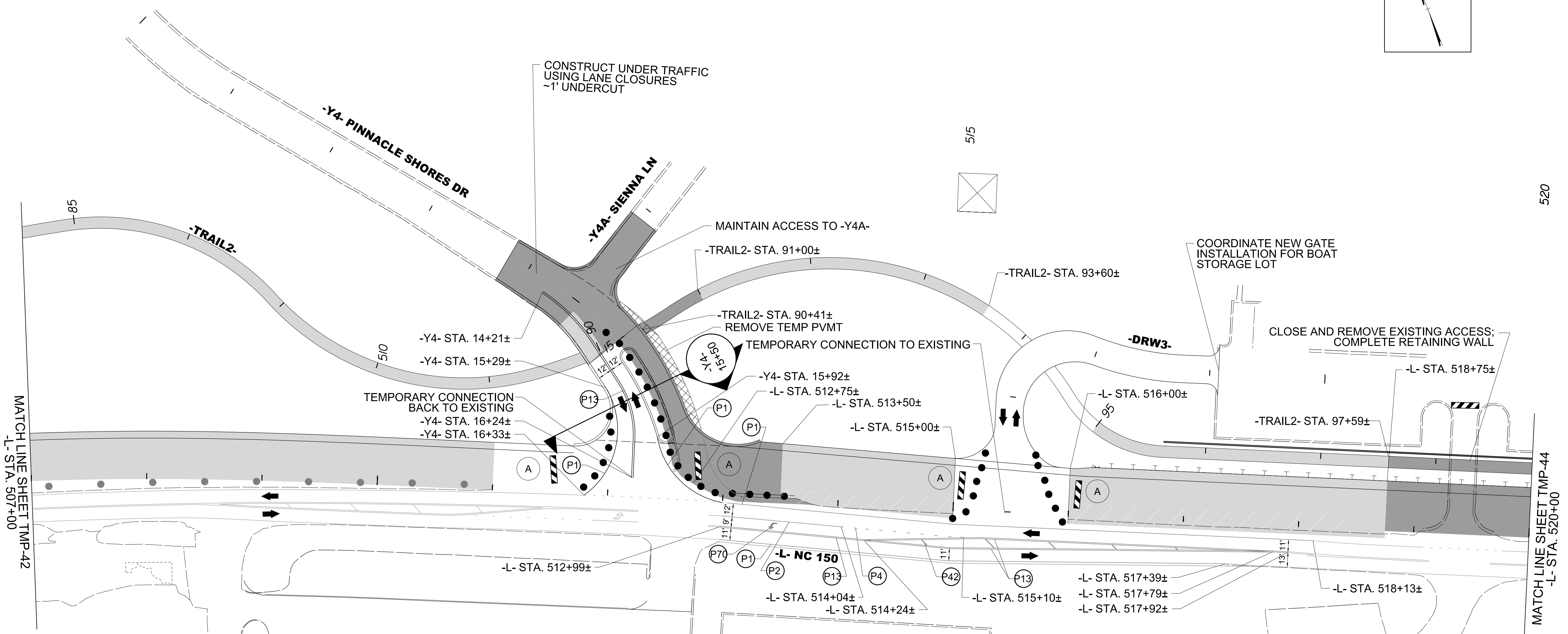
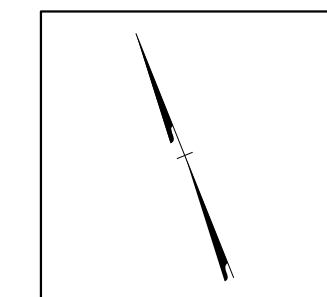
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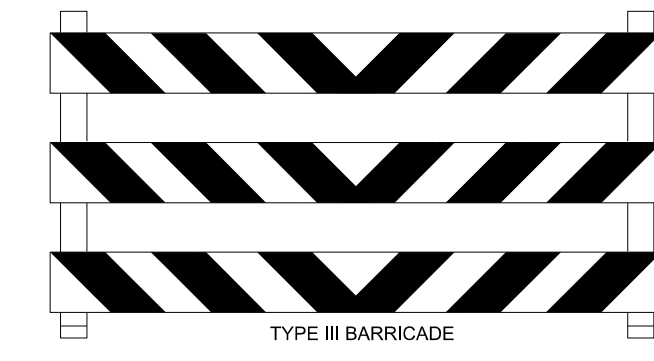
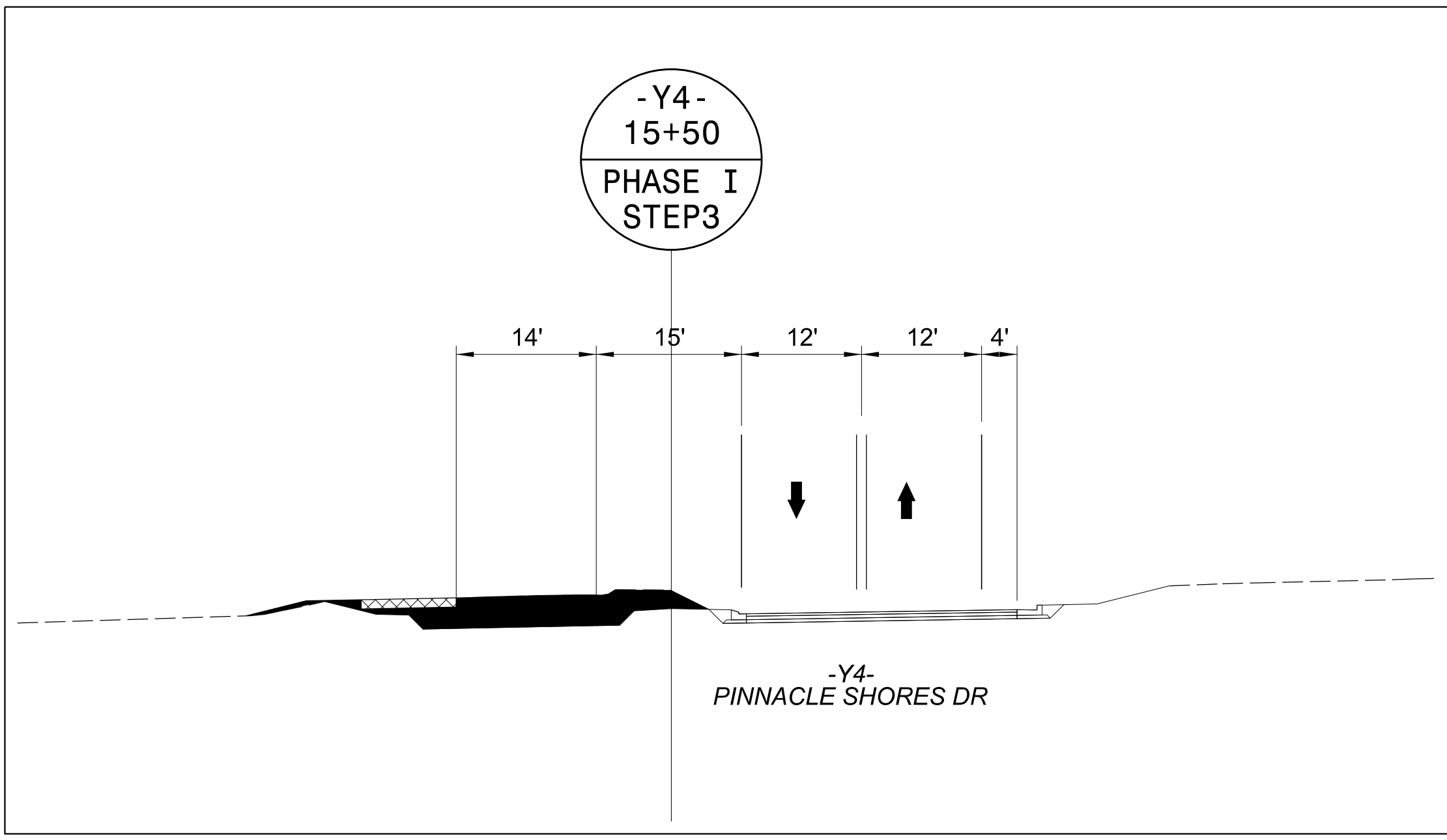
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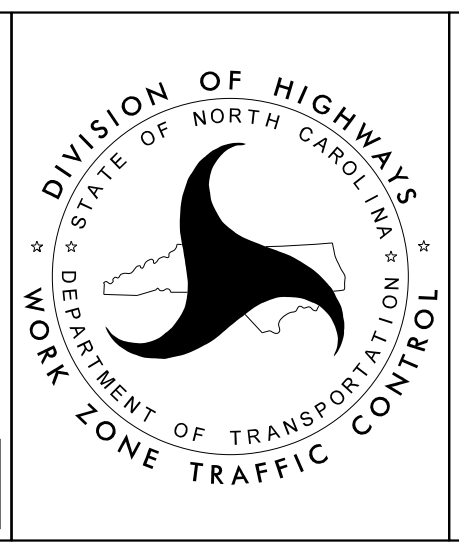
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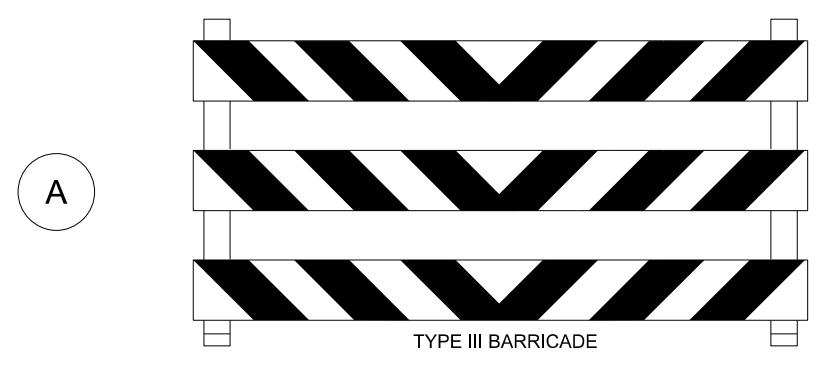
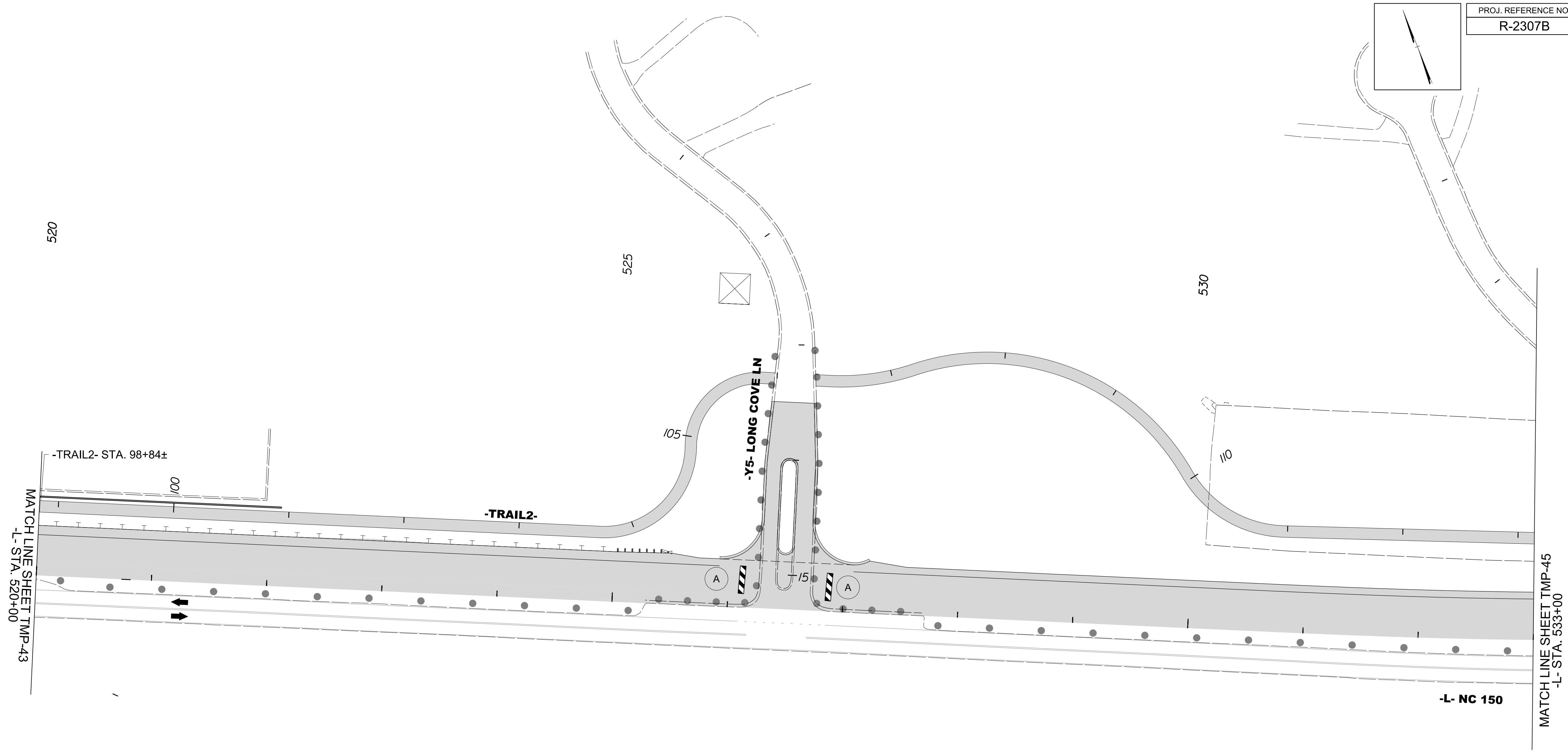
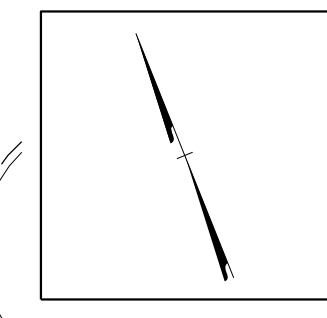
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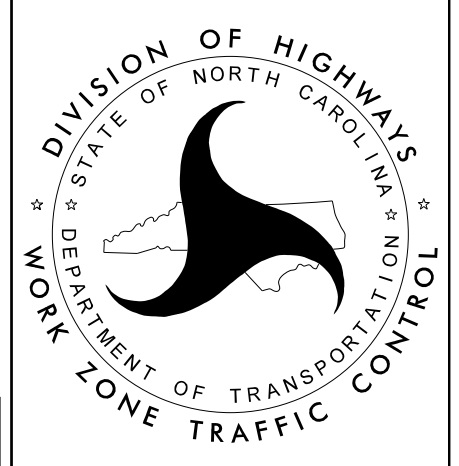
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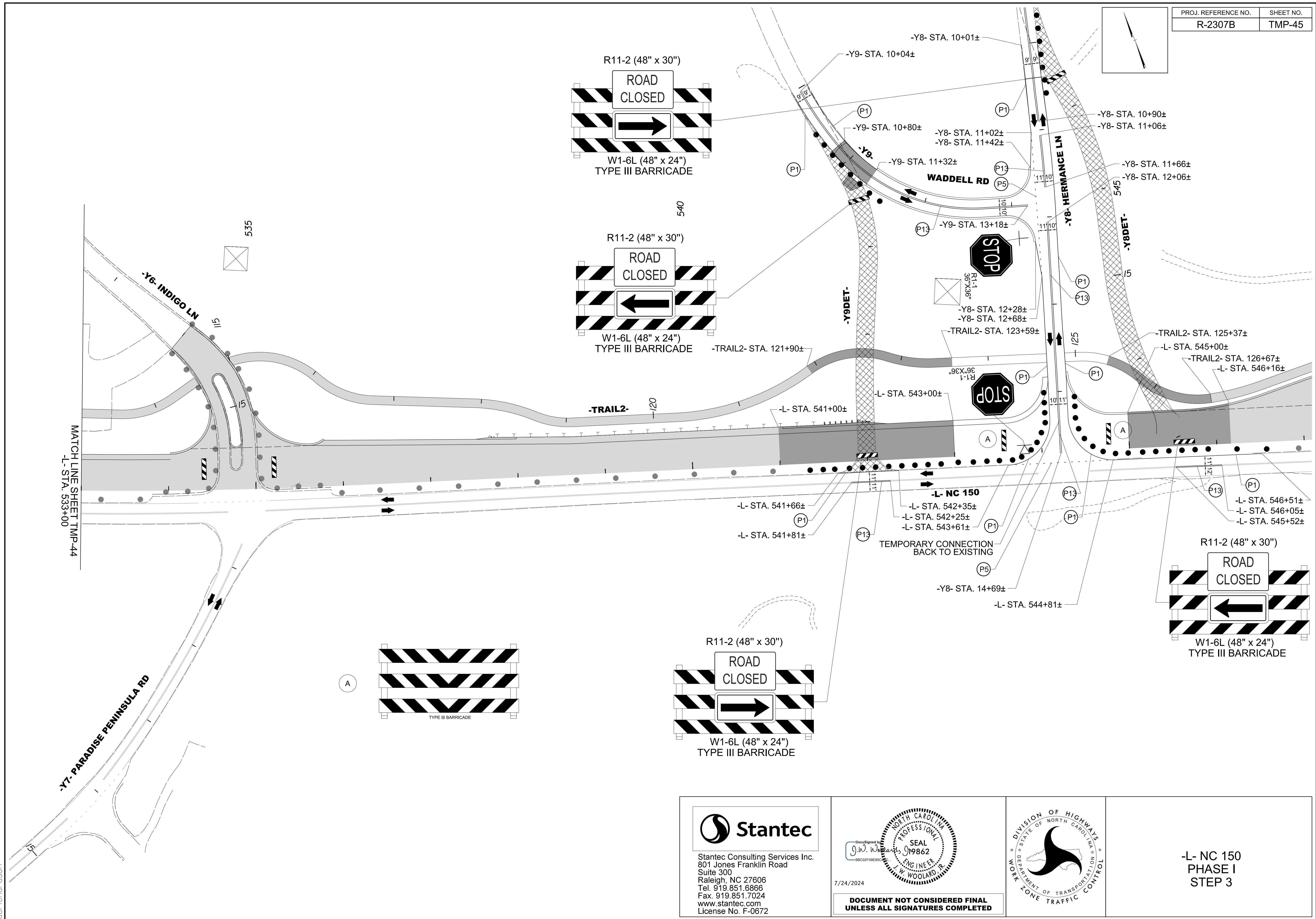
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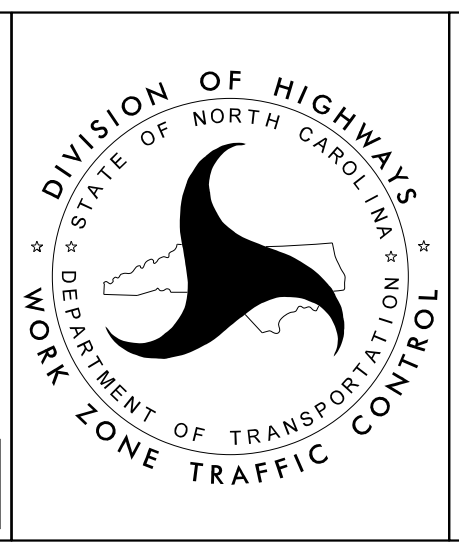
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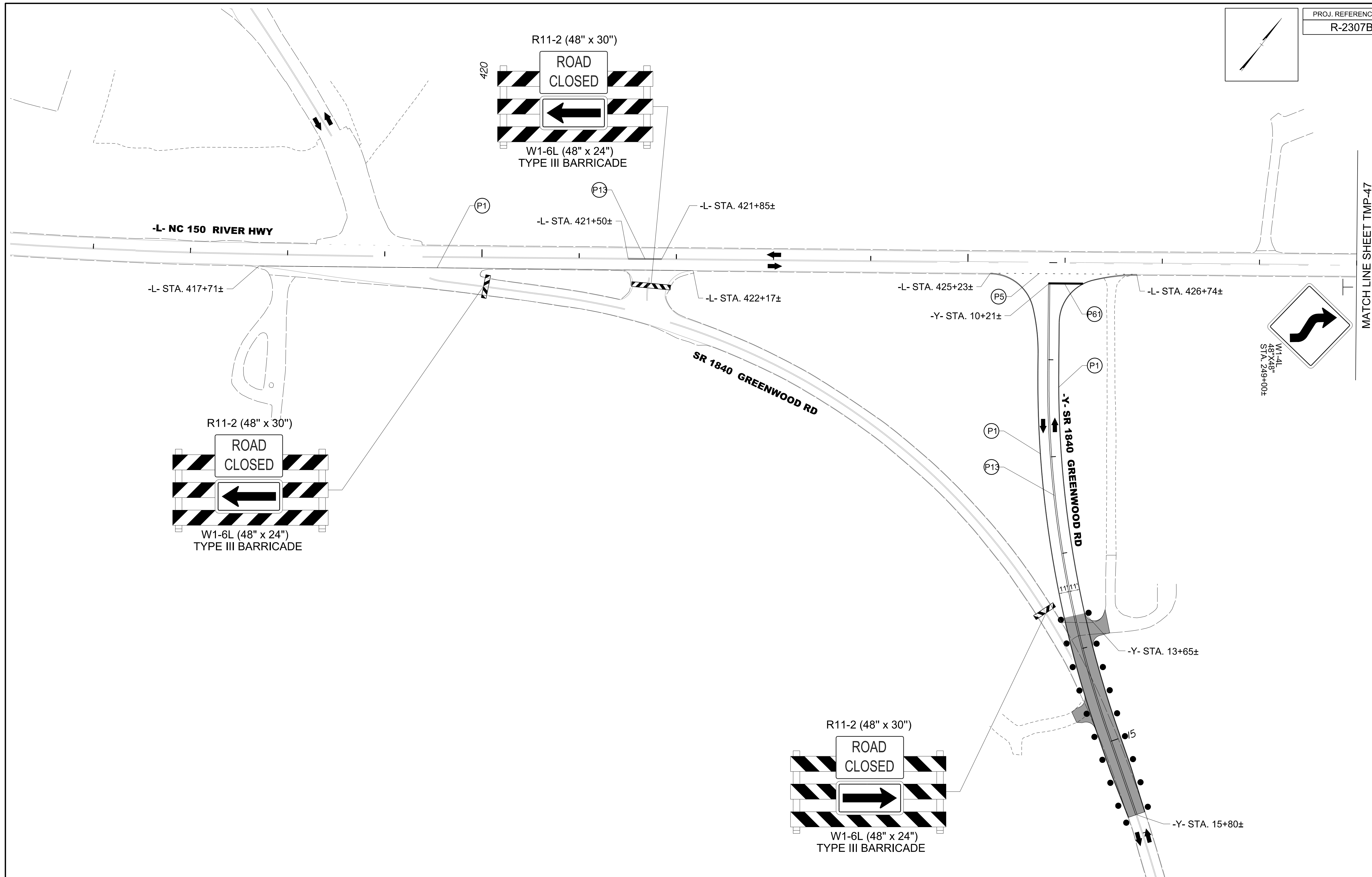
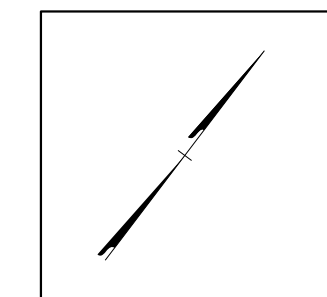
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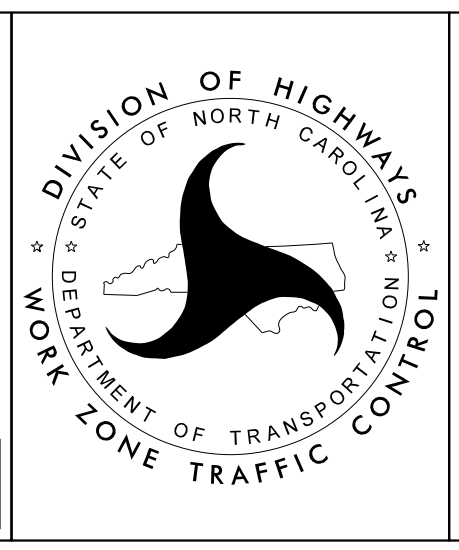
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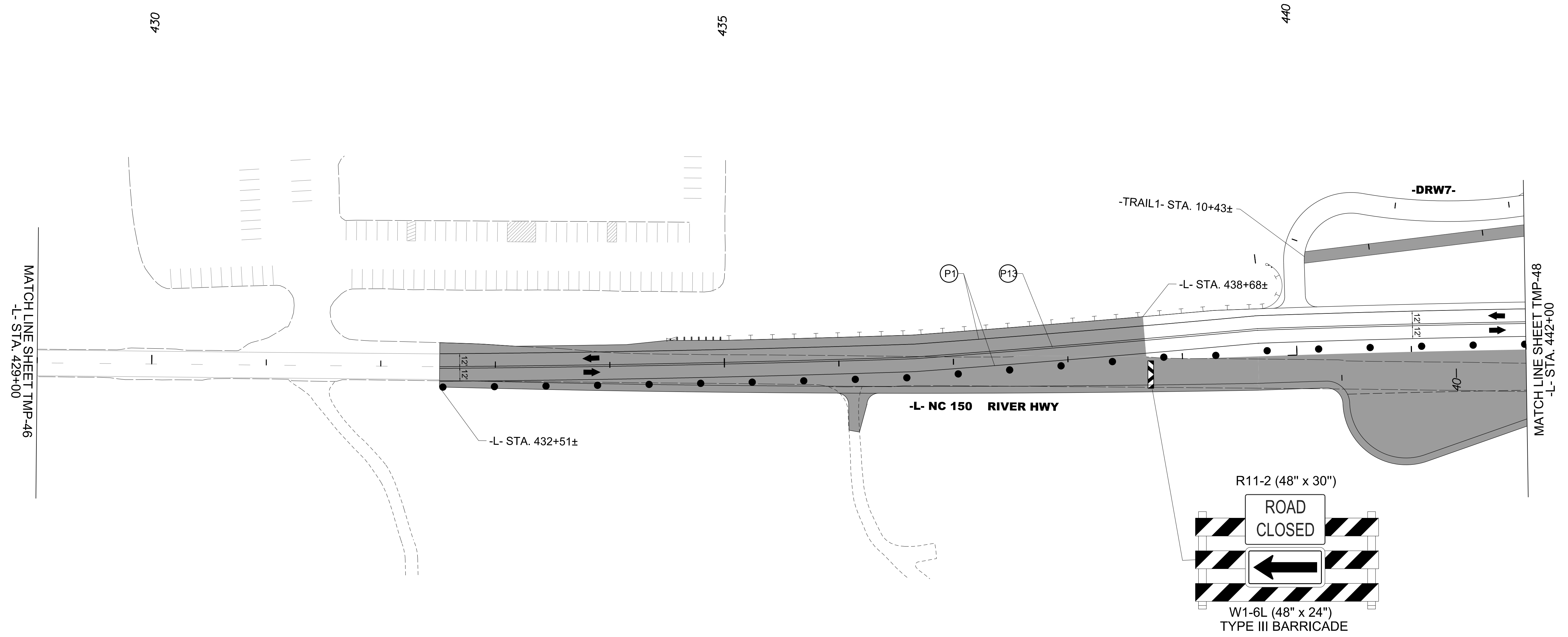
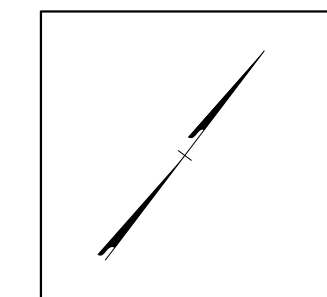
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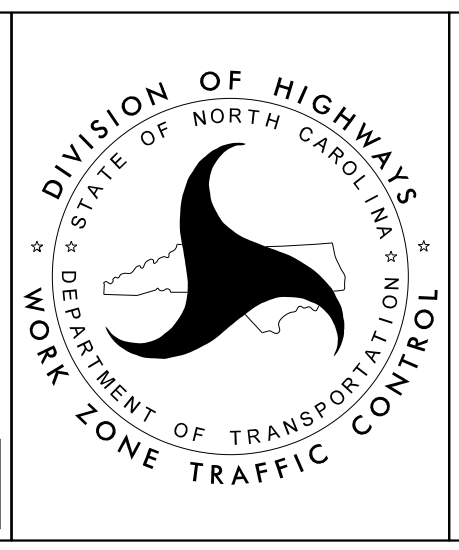
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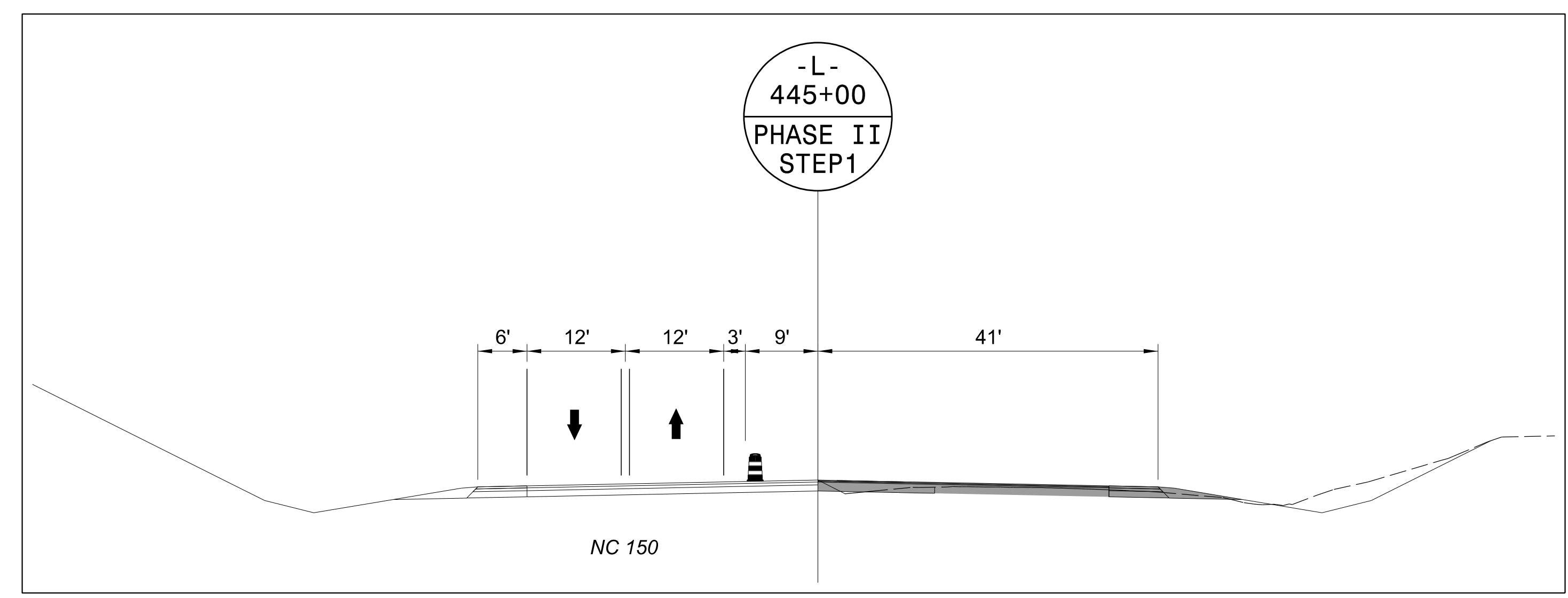
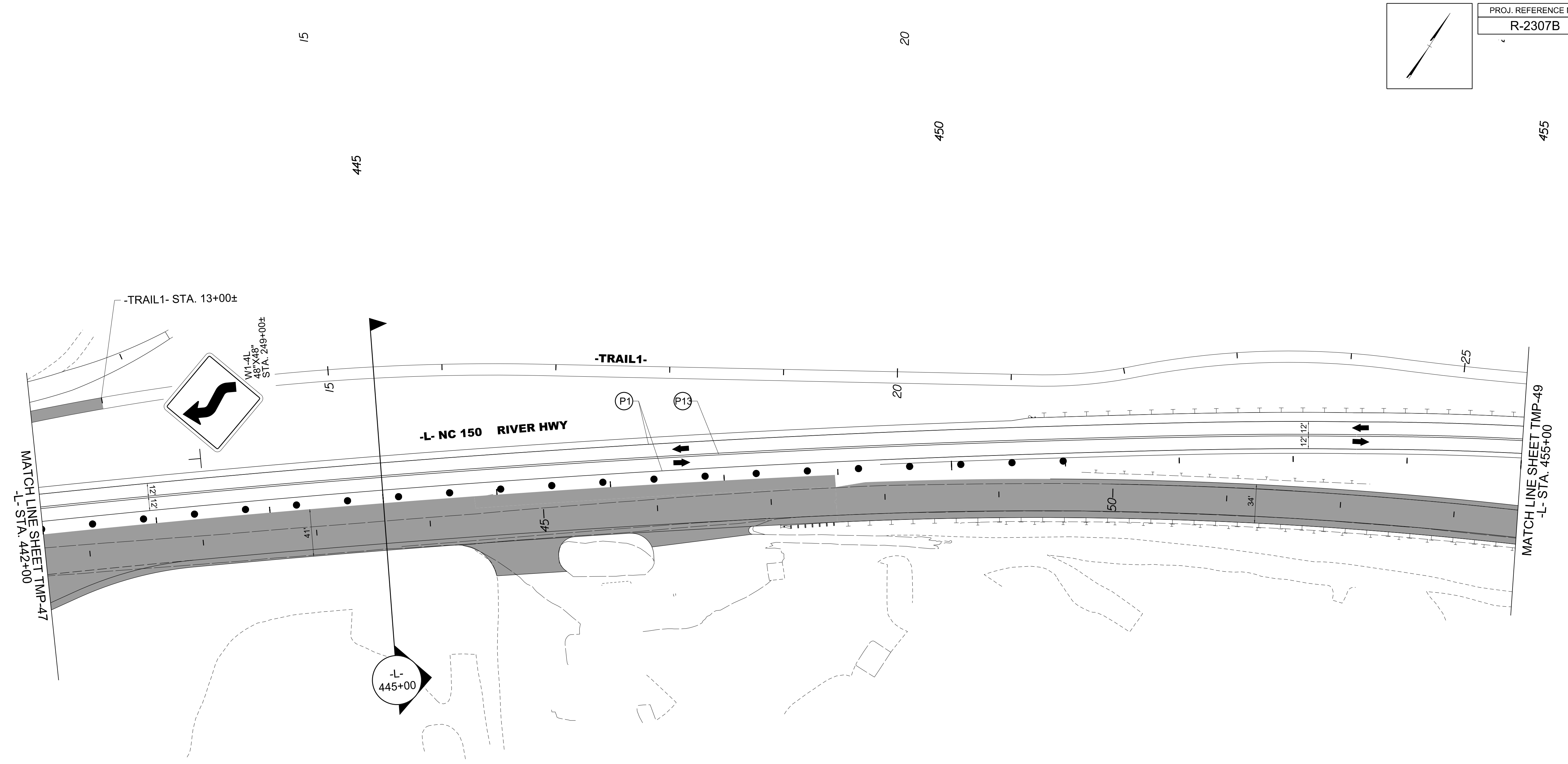
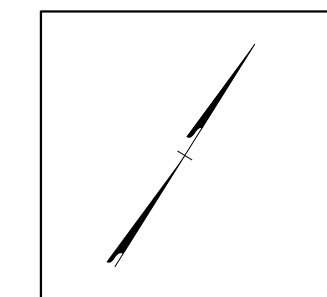
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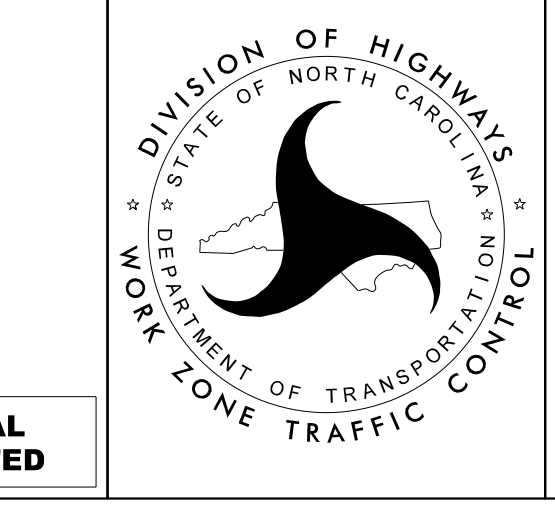
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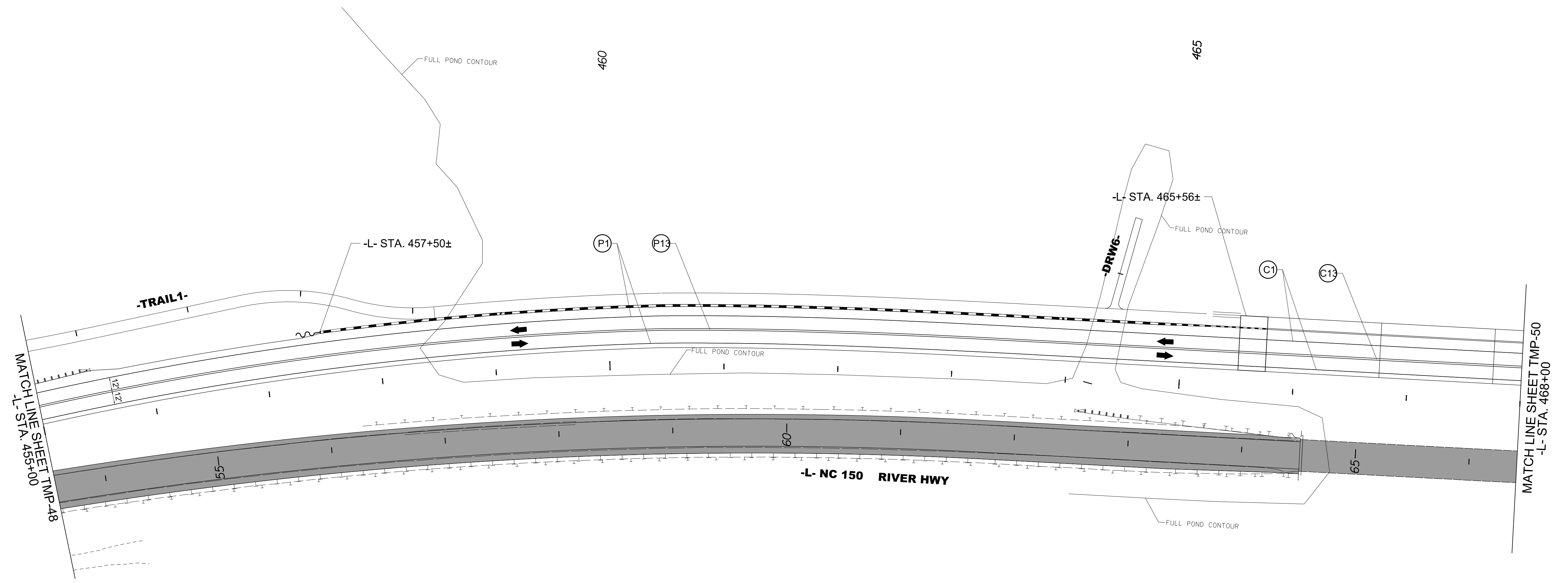
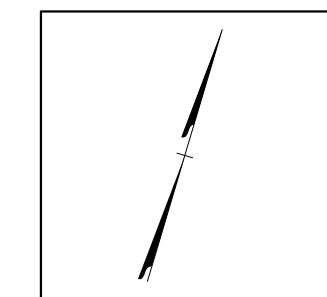
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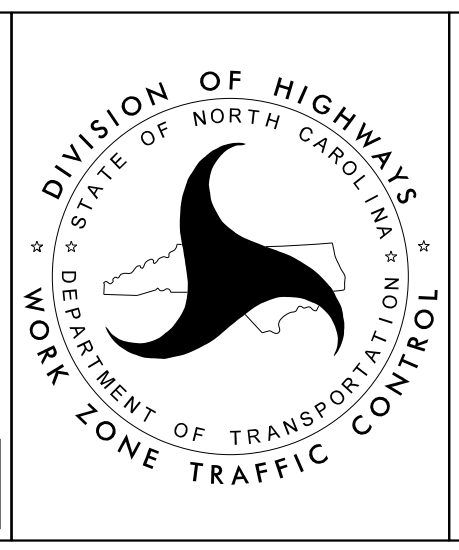
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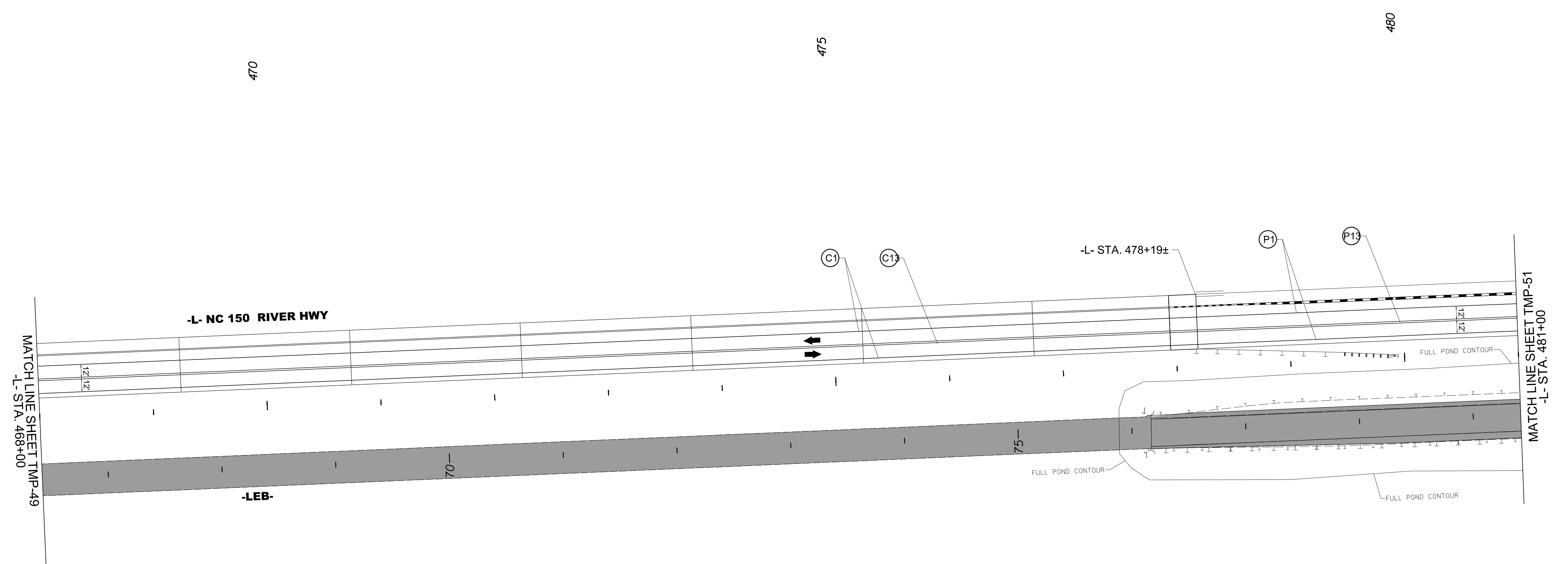
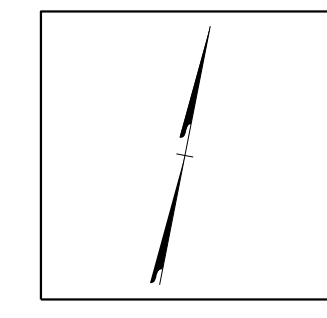
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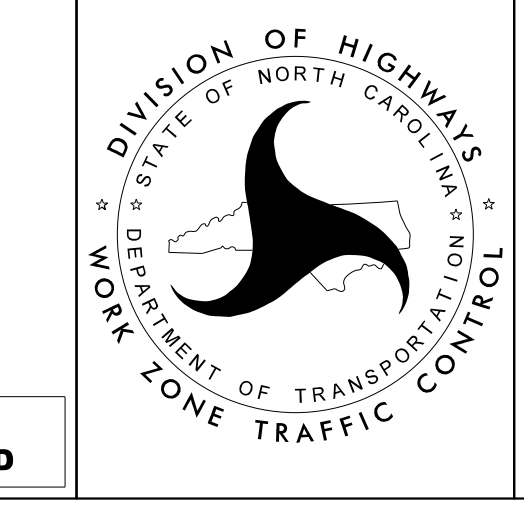
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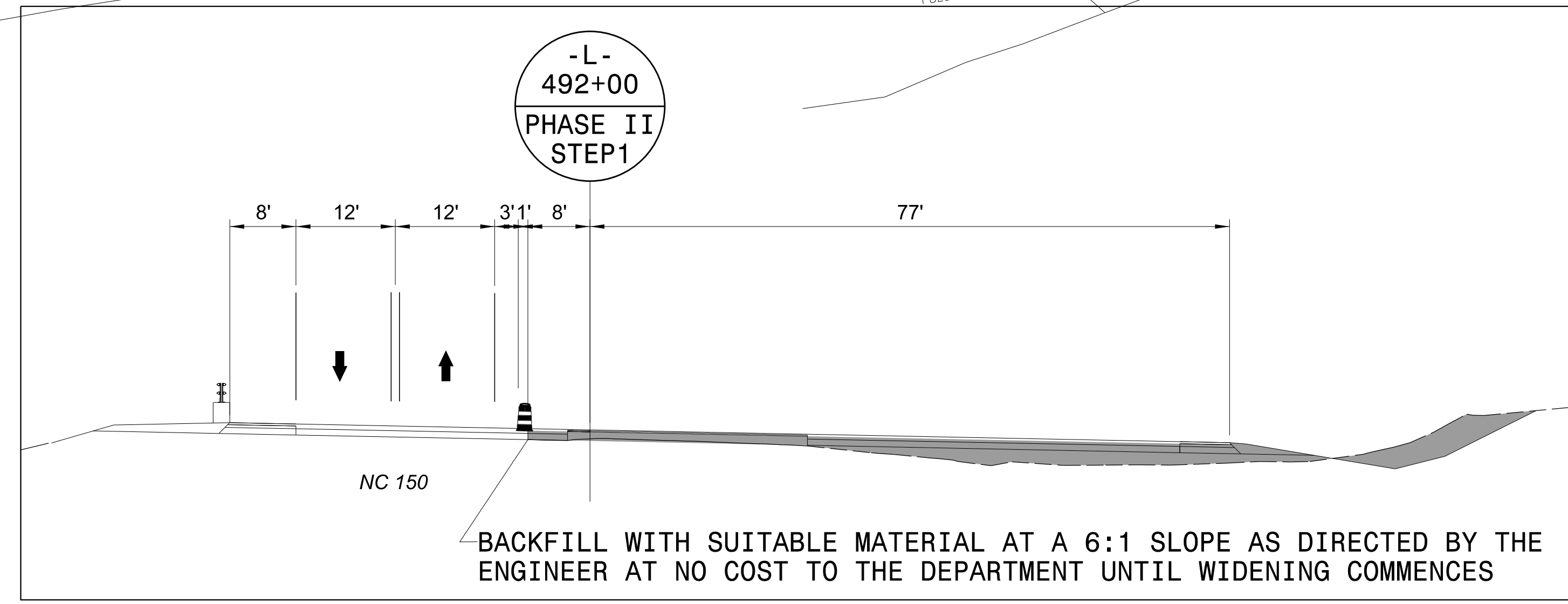
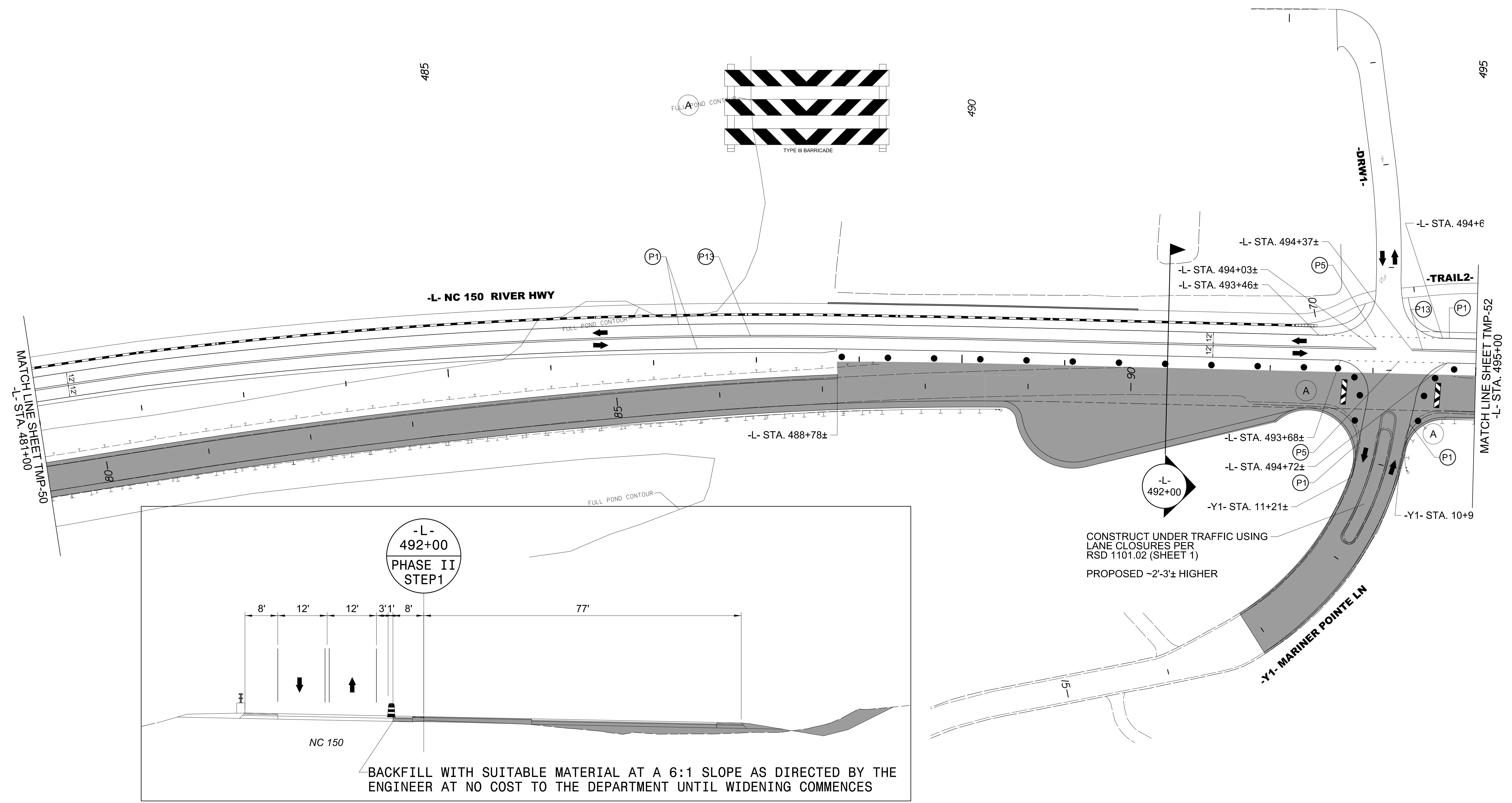
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CONSTRUCT UNDER TRAFFIC USING  
LANE CLOSURES PER  
RSD 1101.02 (SHEET 1)  
PROPOSED ~2'-3'± HIGHER

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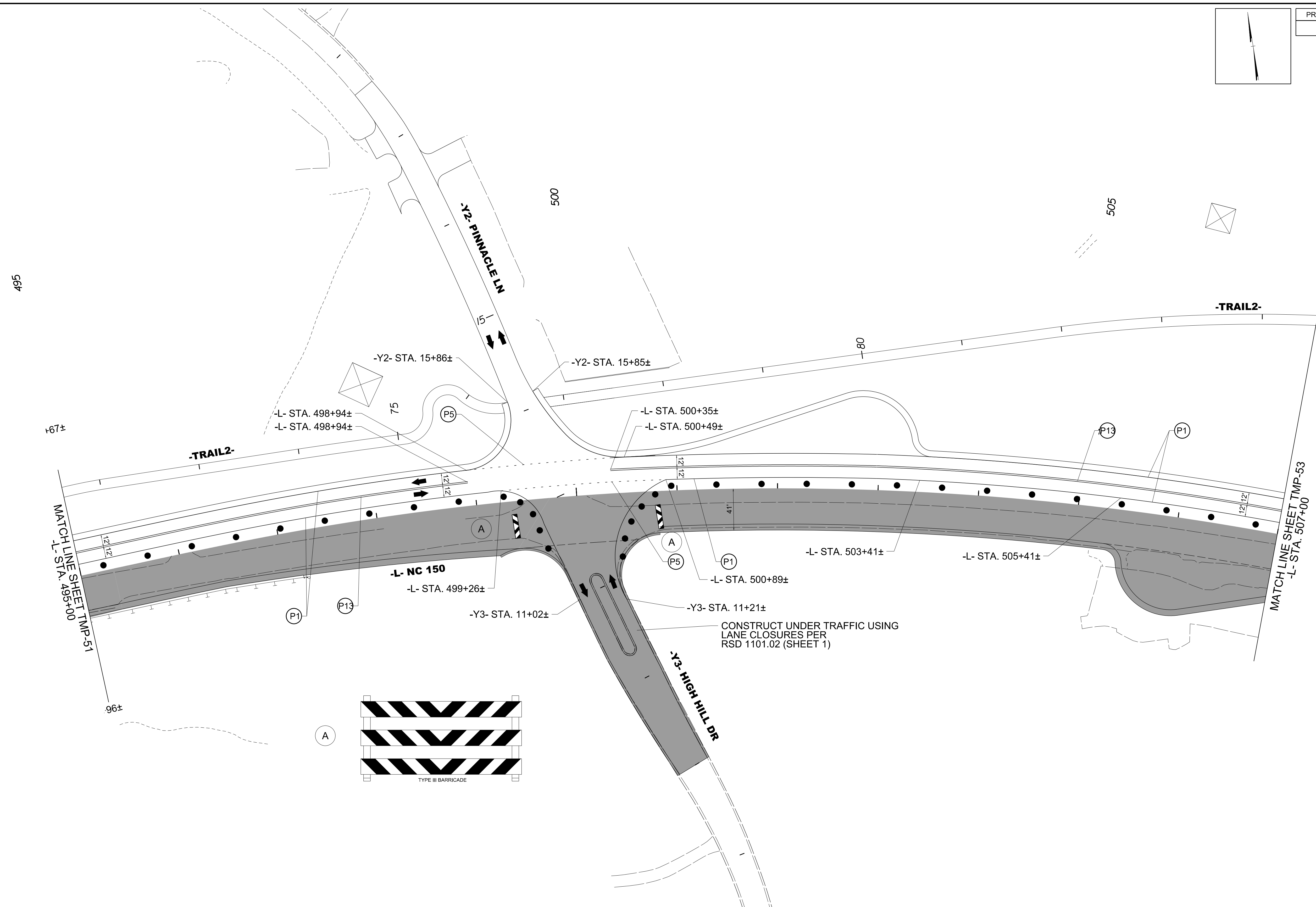
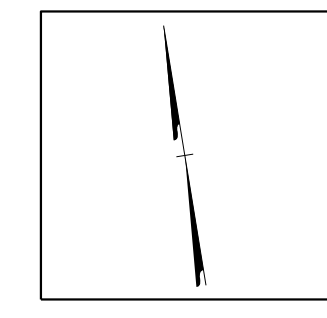
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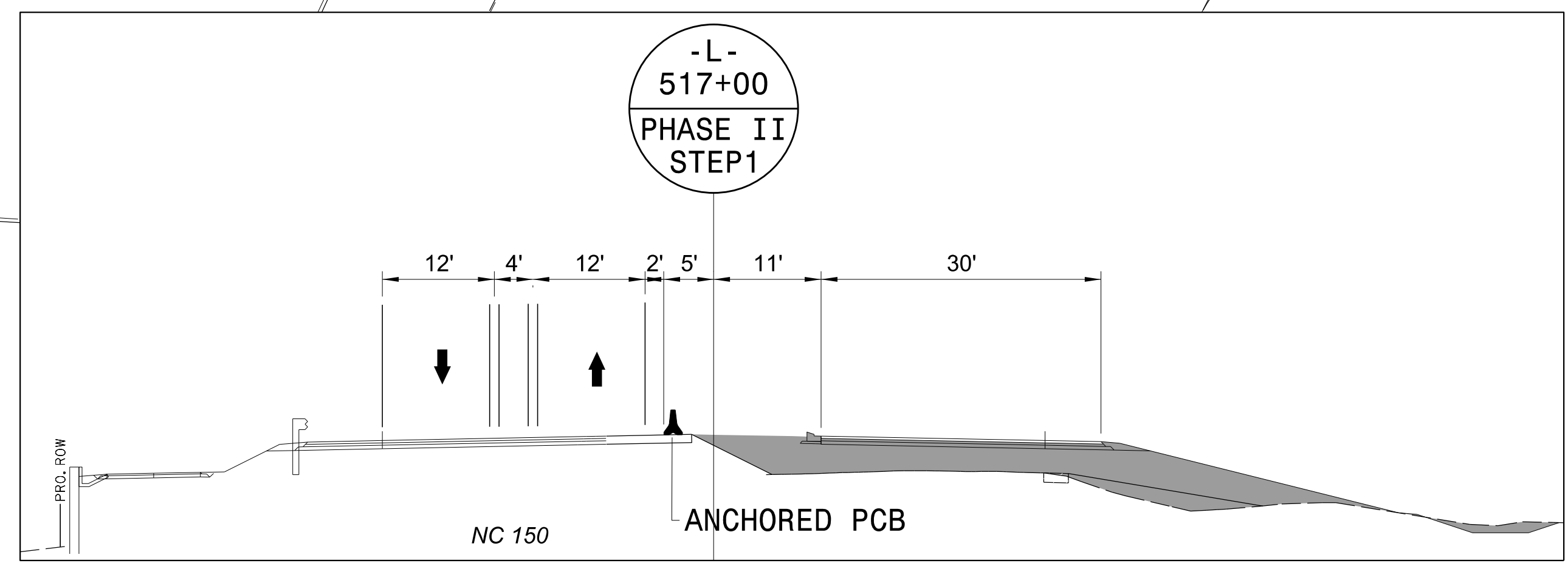
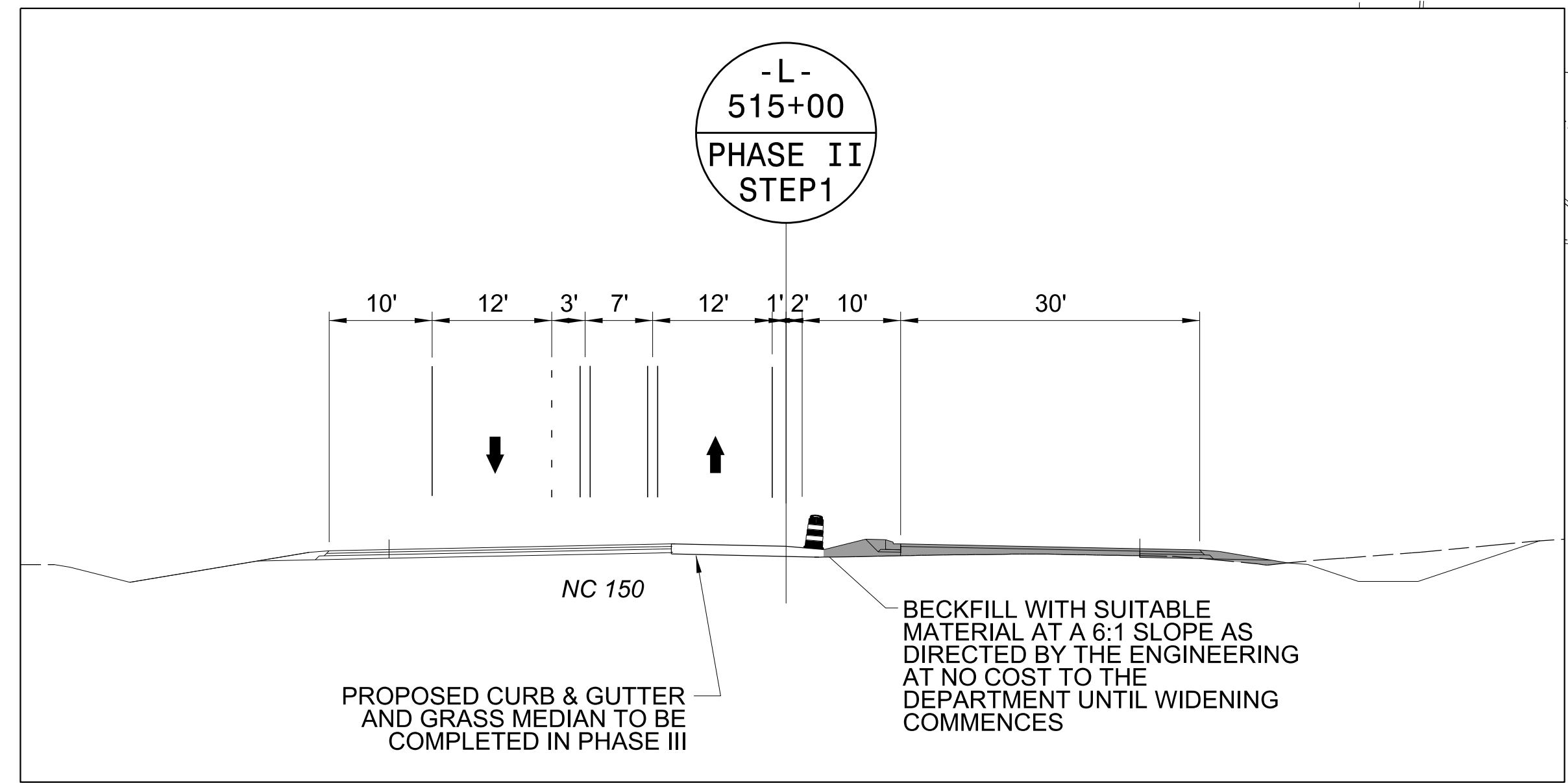
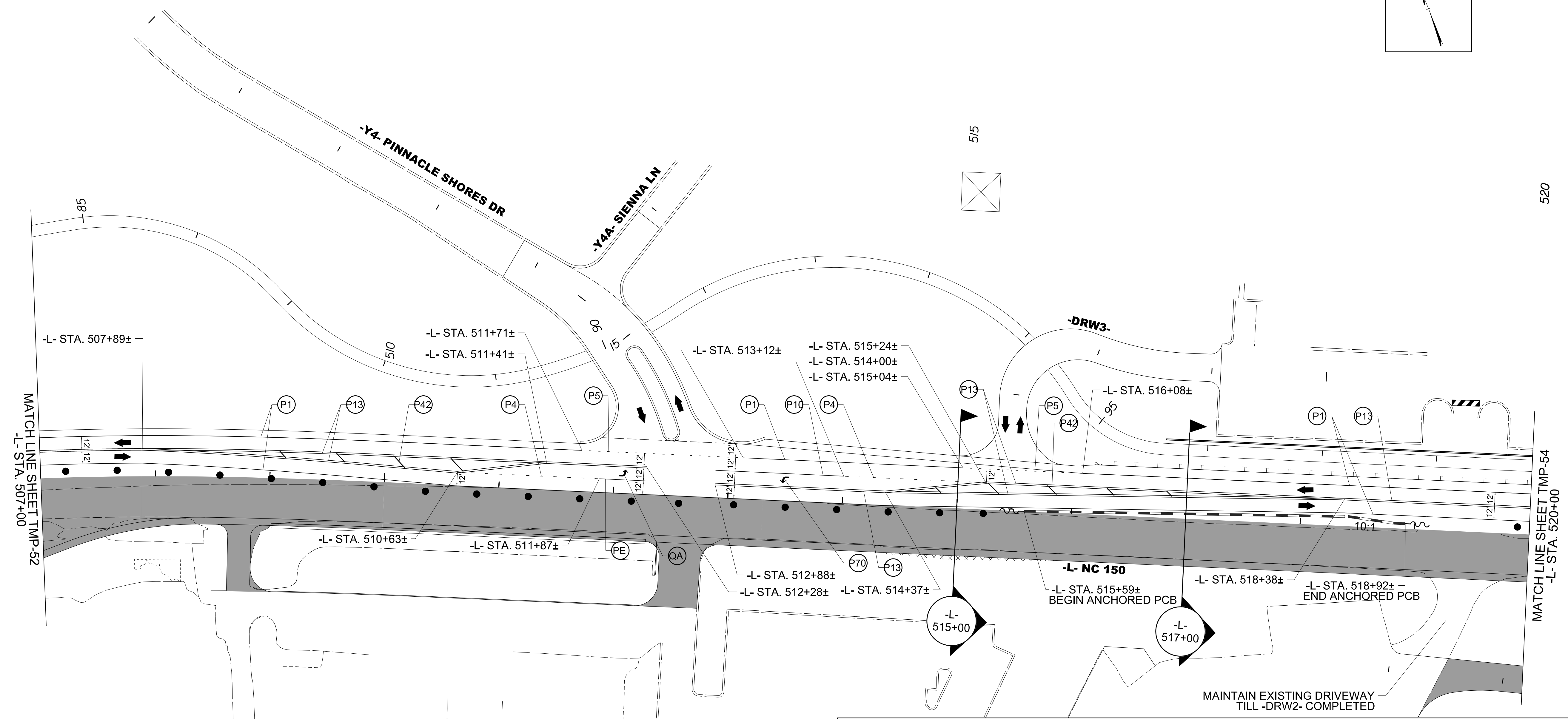
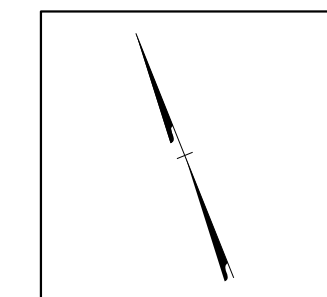
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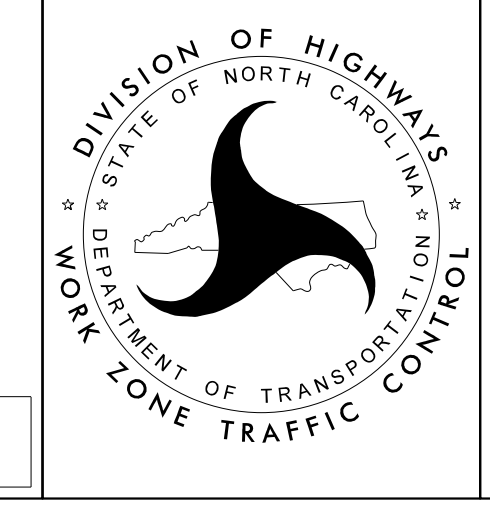
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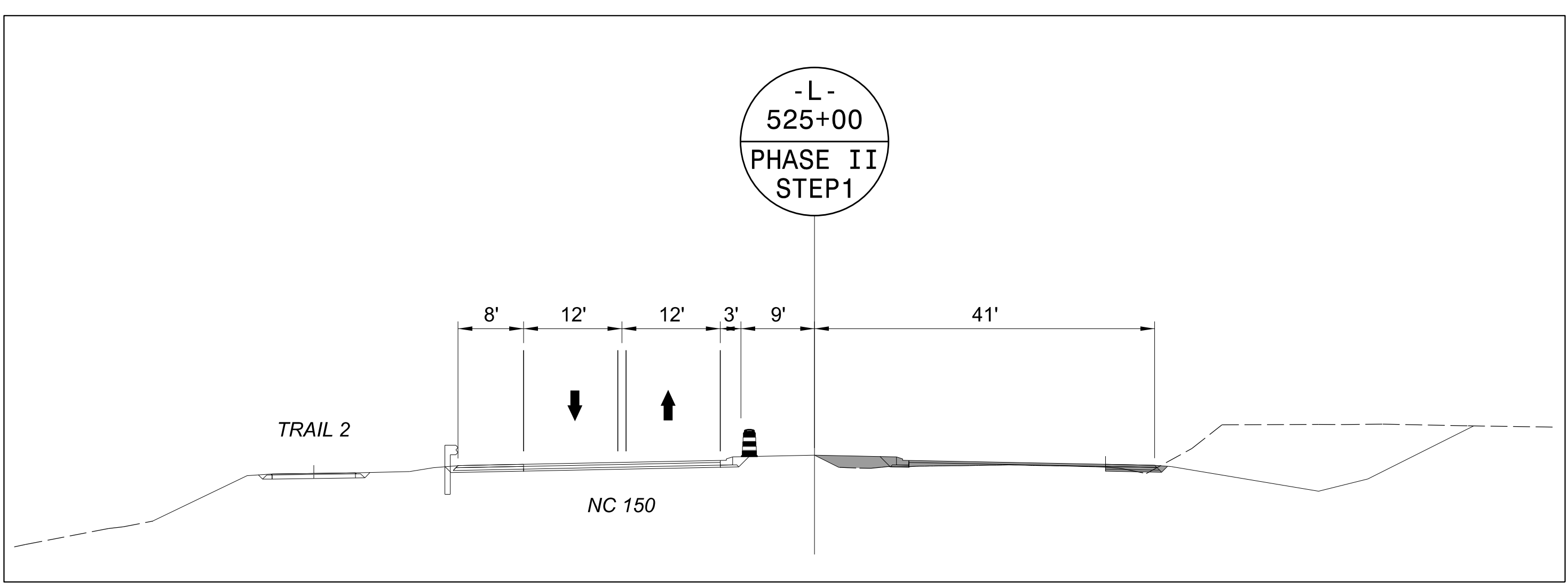
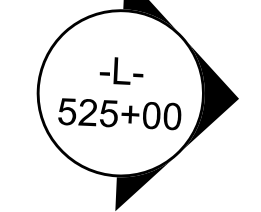
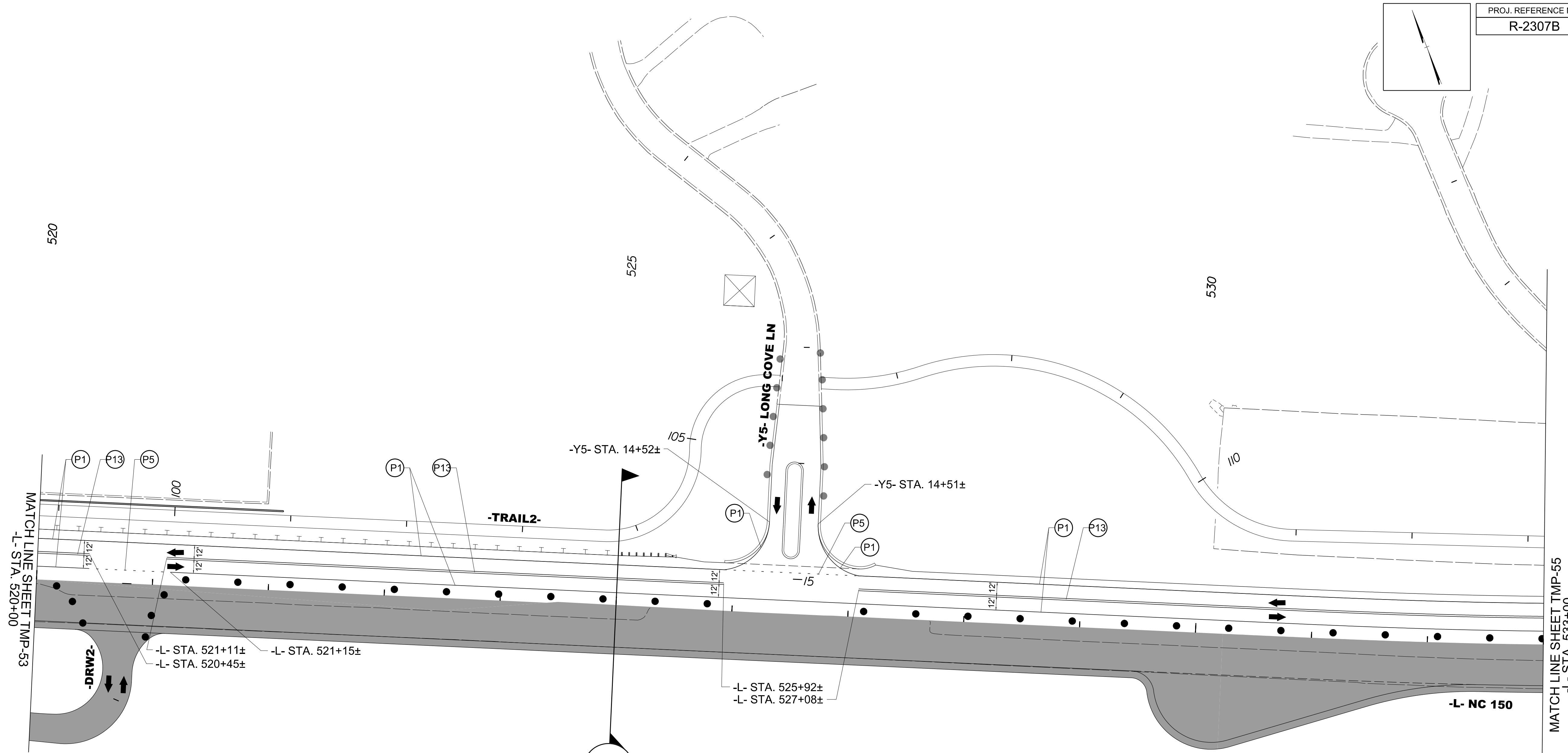
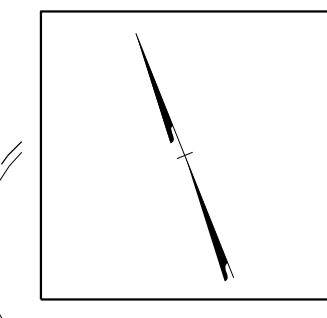
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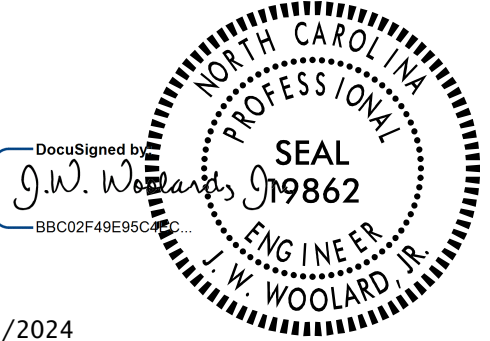


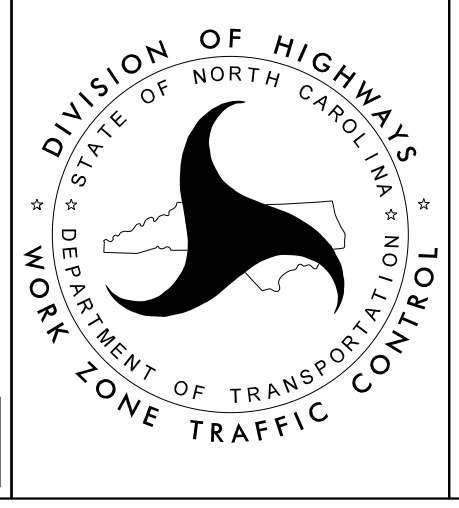
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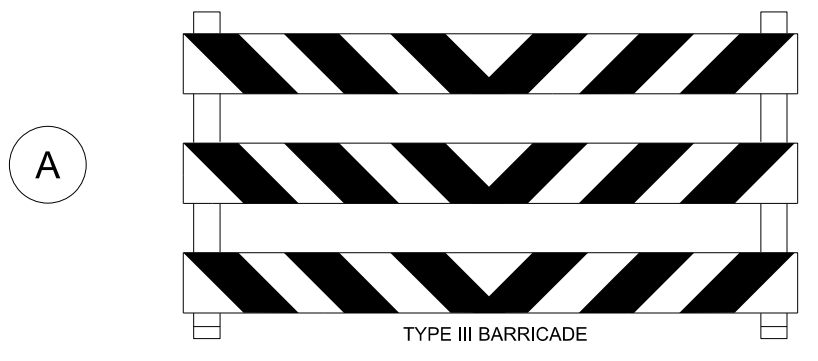
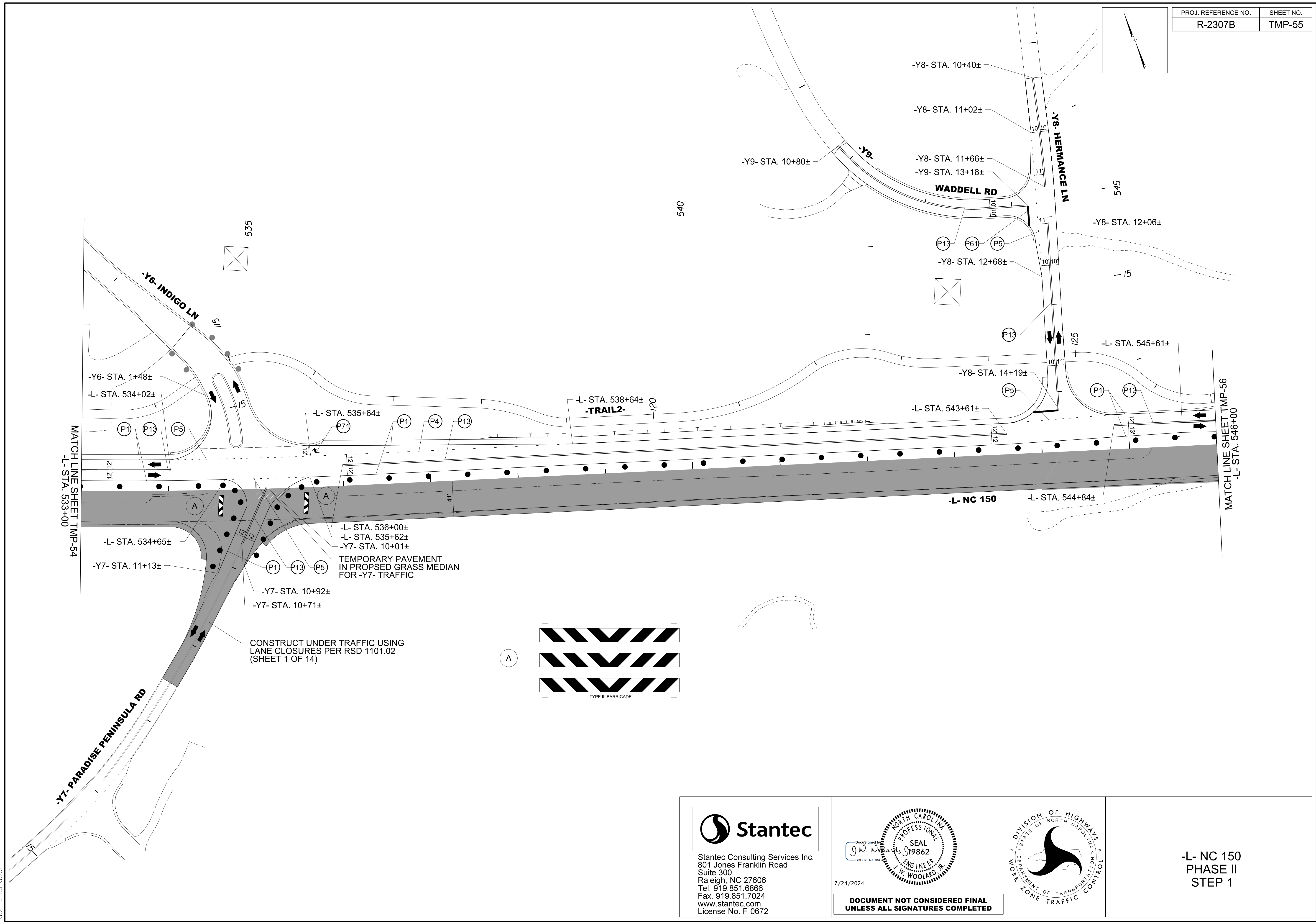
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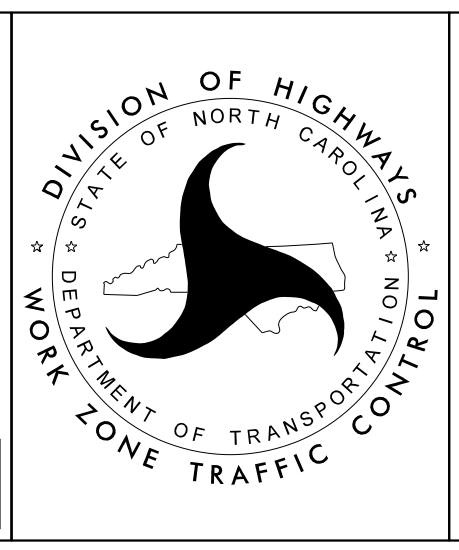


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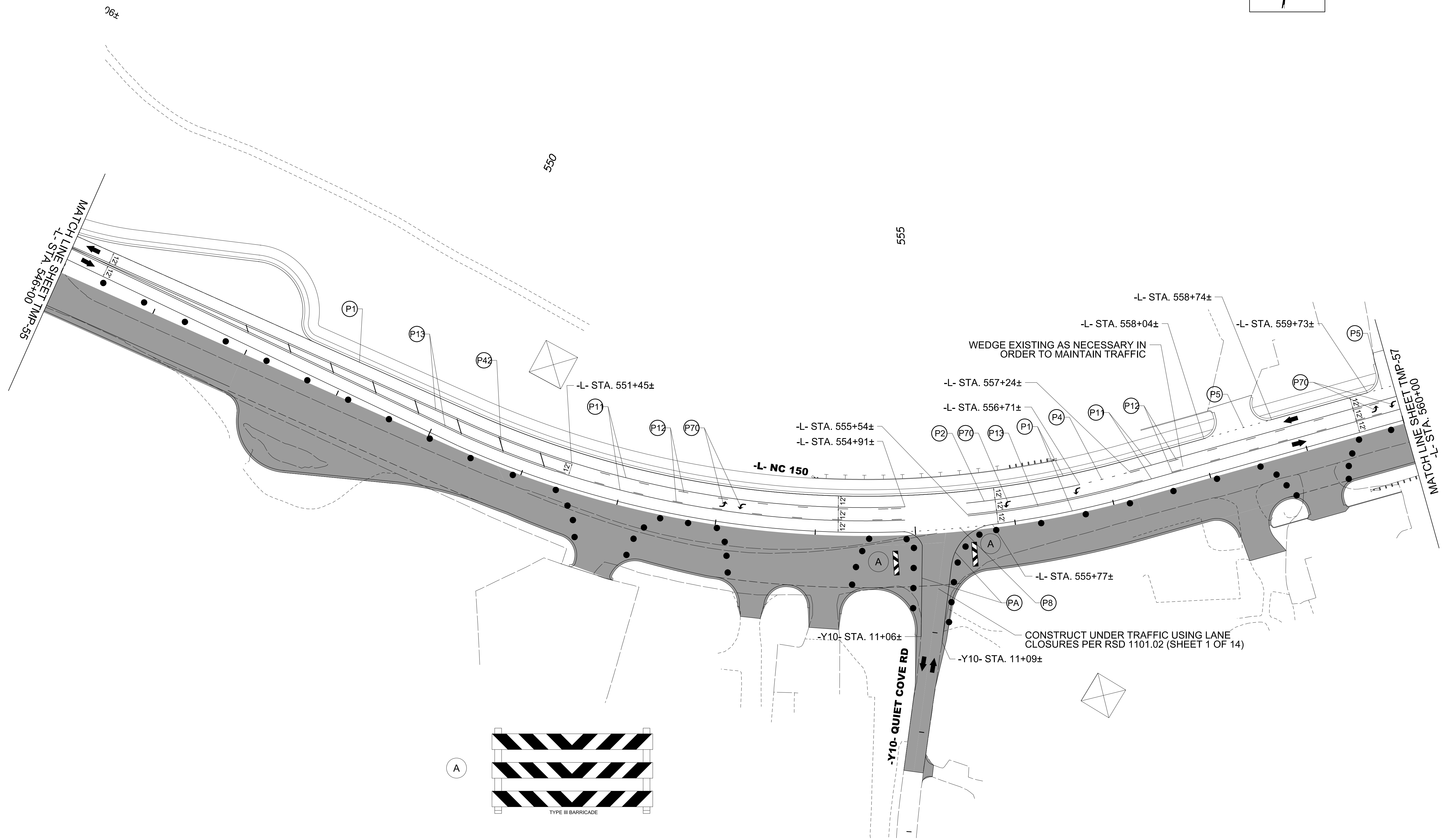
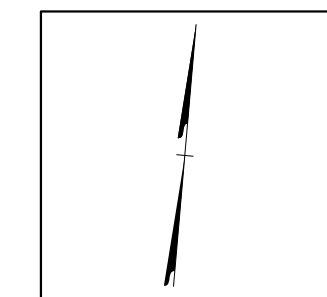
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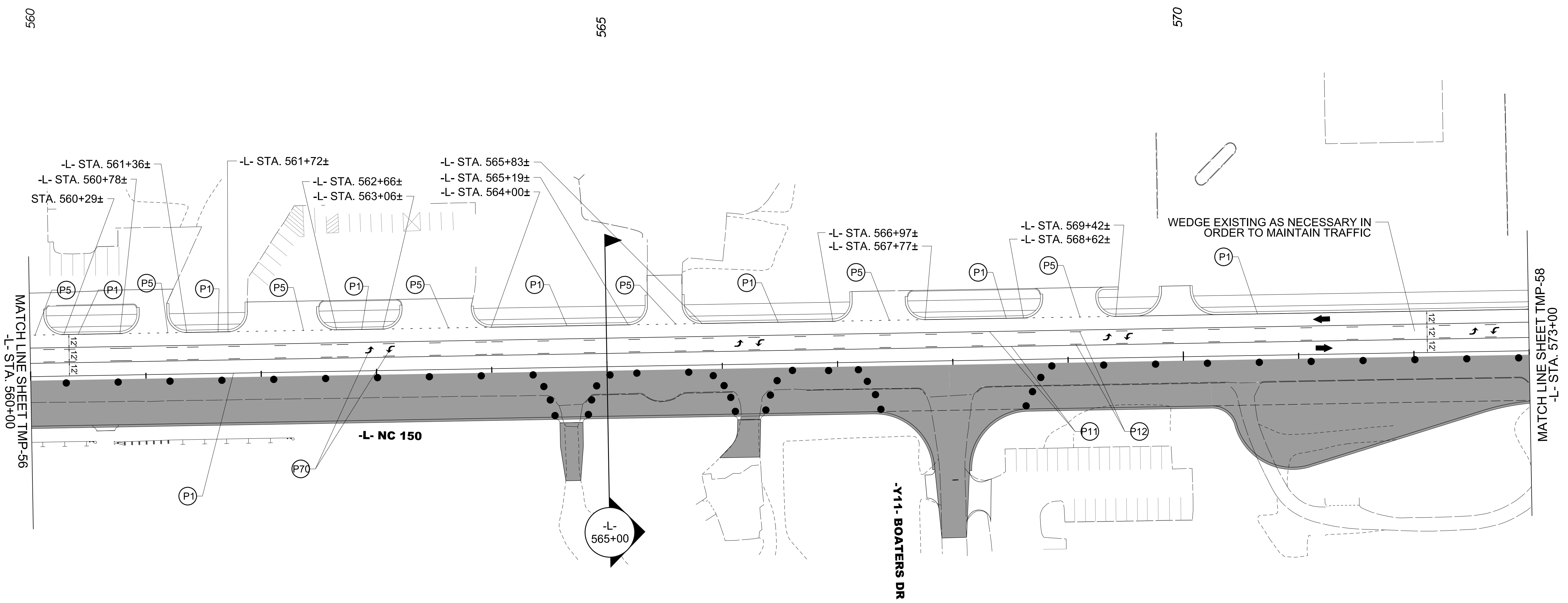
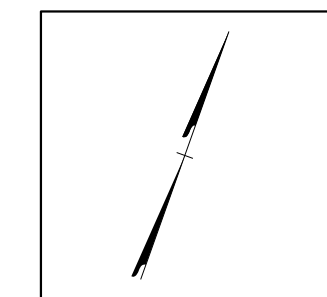


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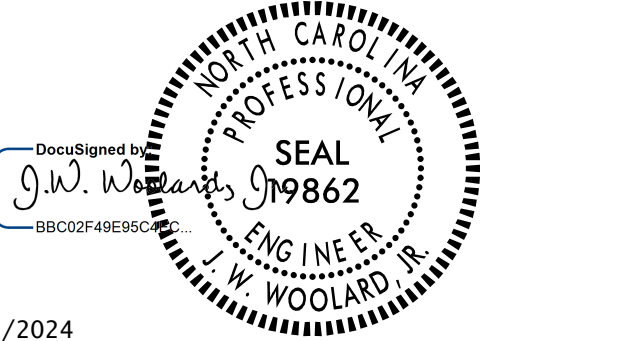


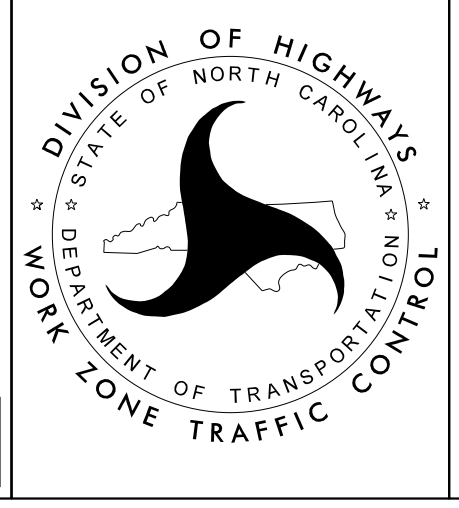
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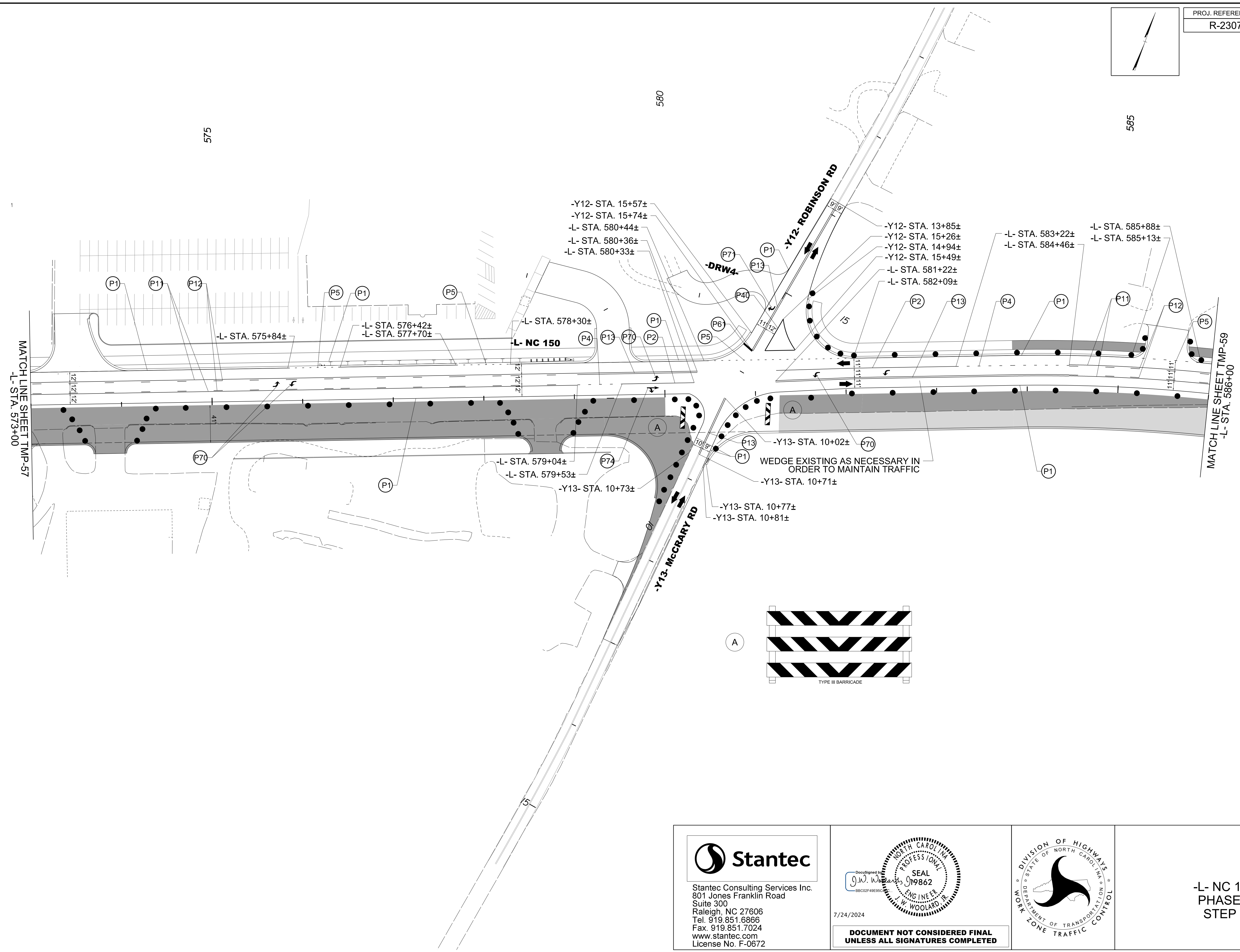
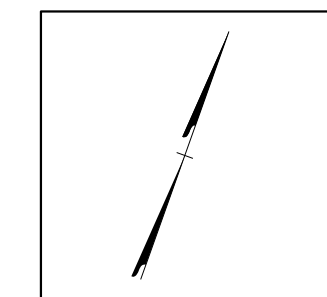


  
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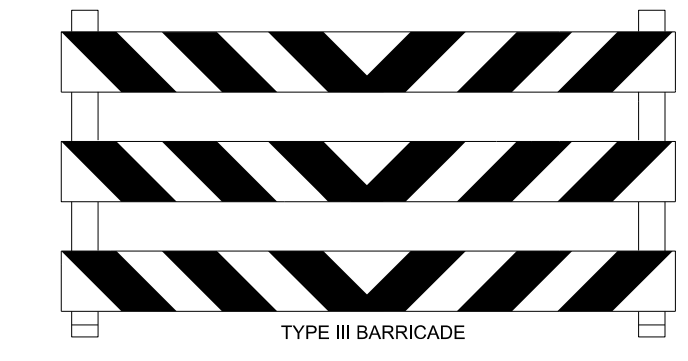
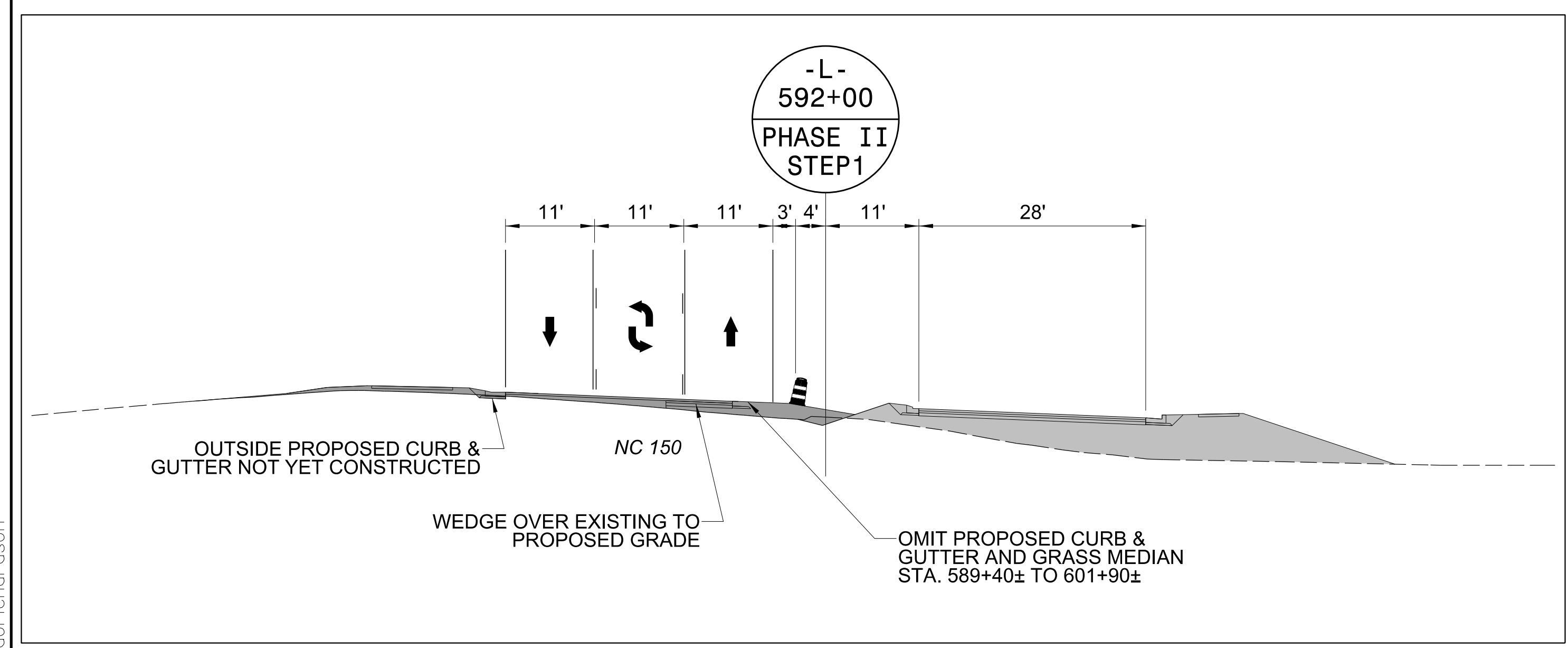
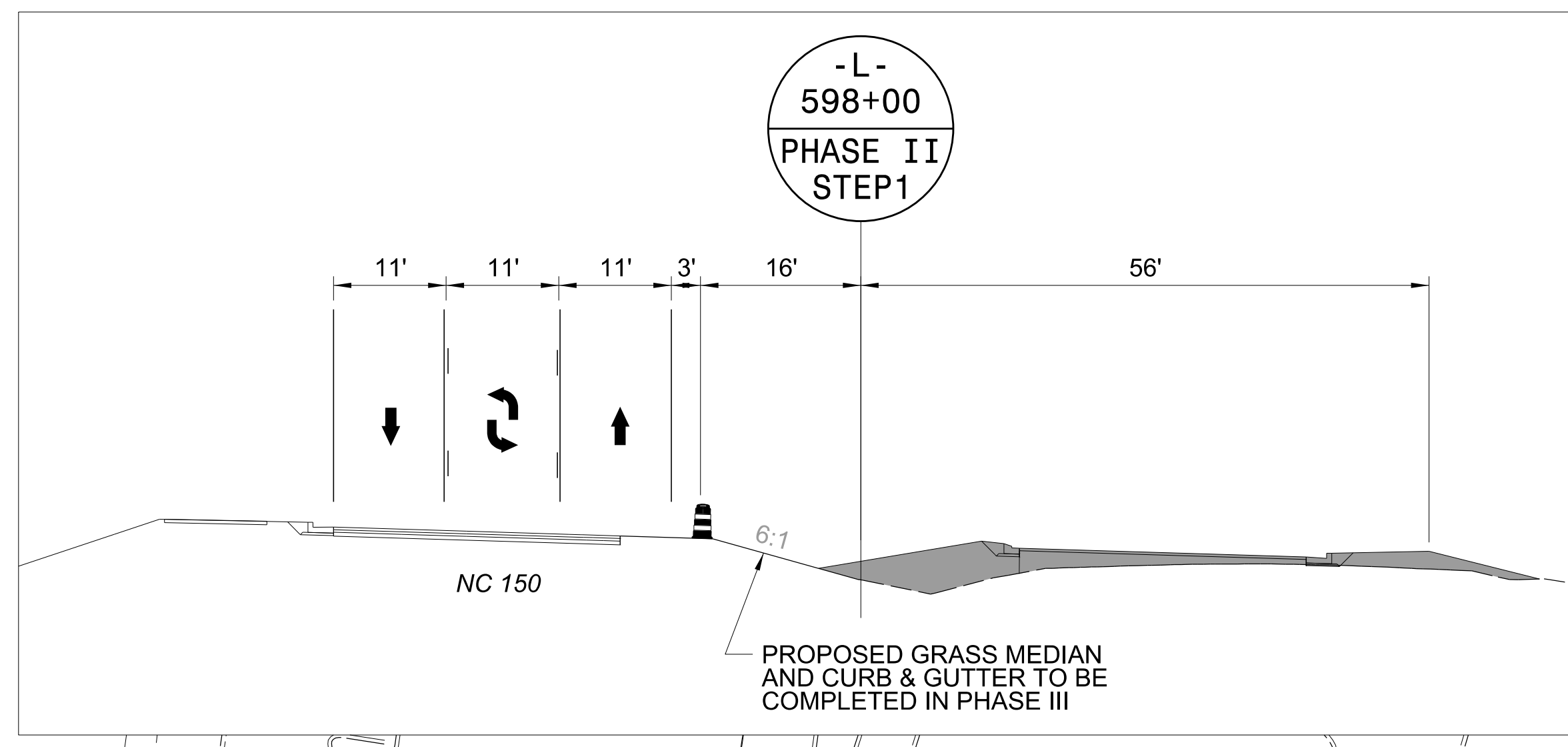
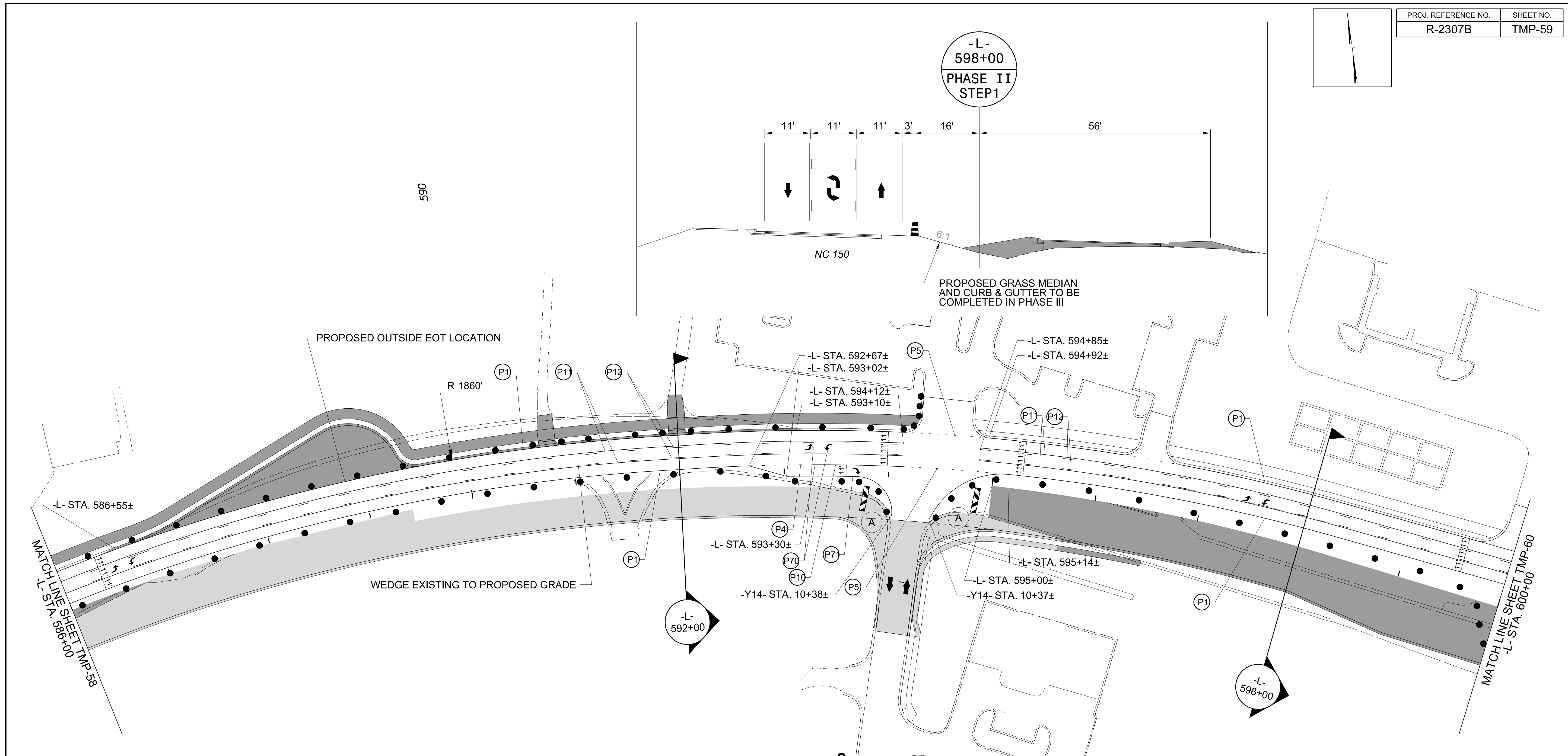
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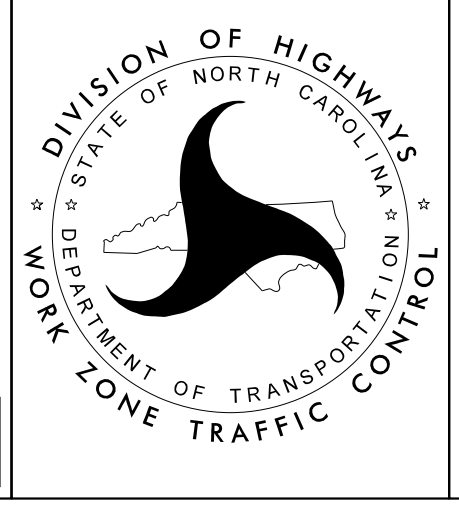
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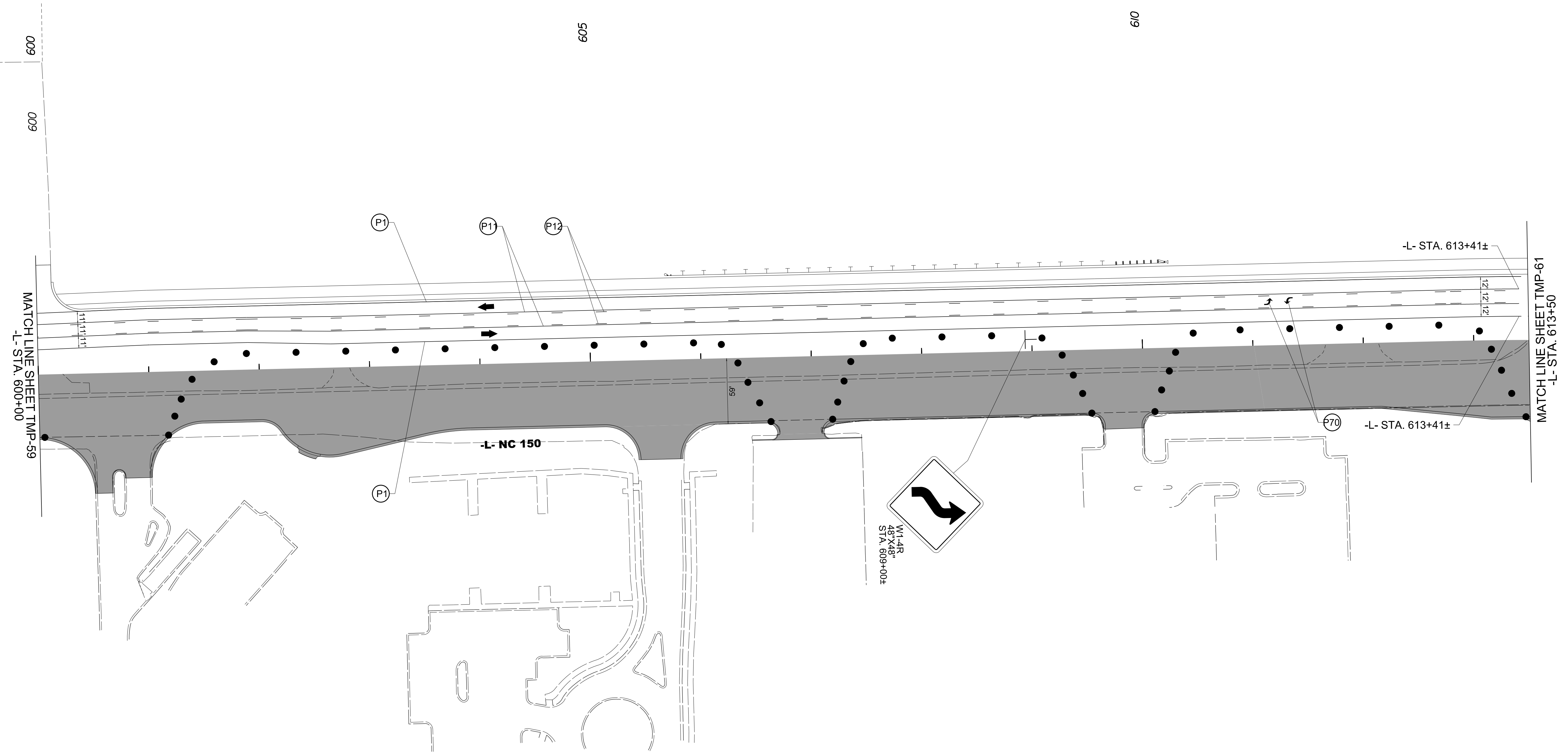
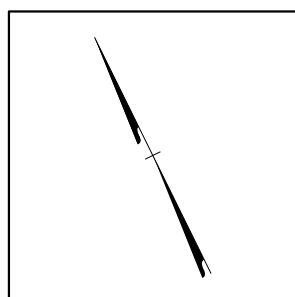
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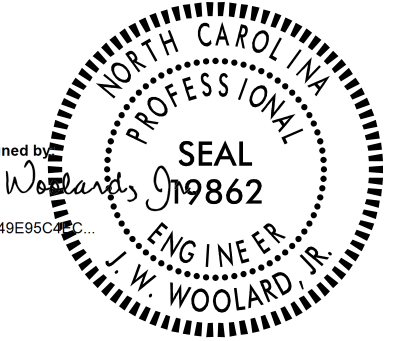


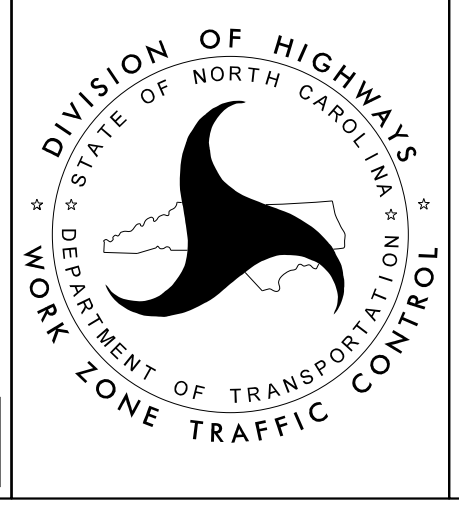
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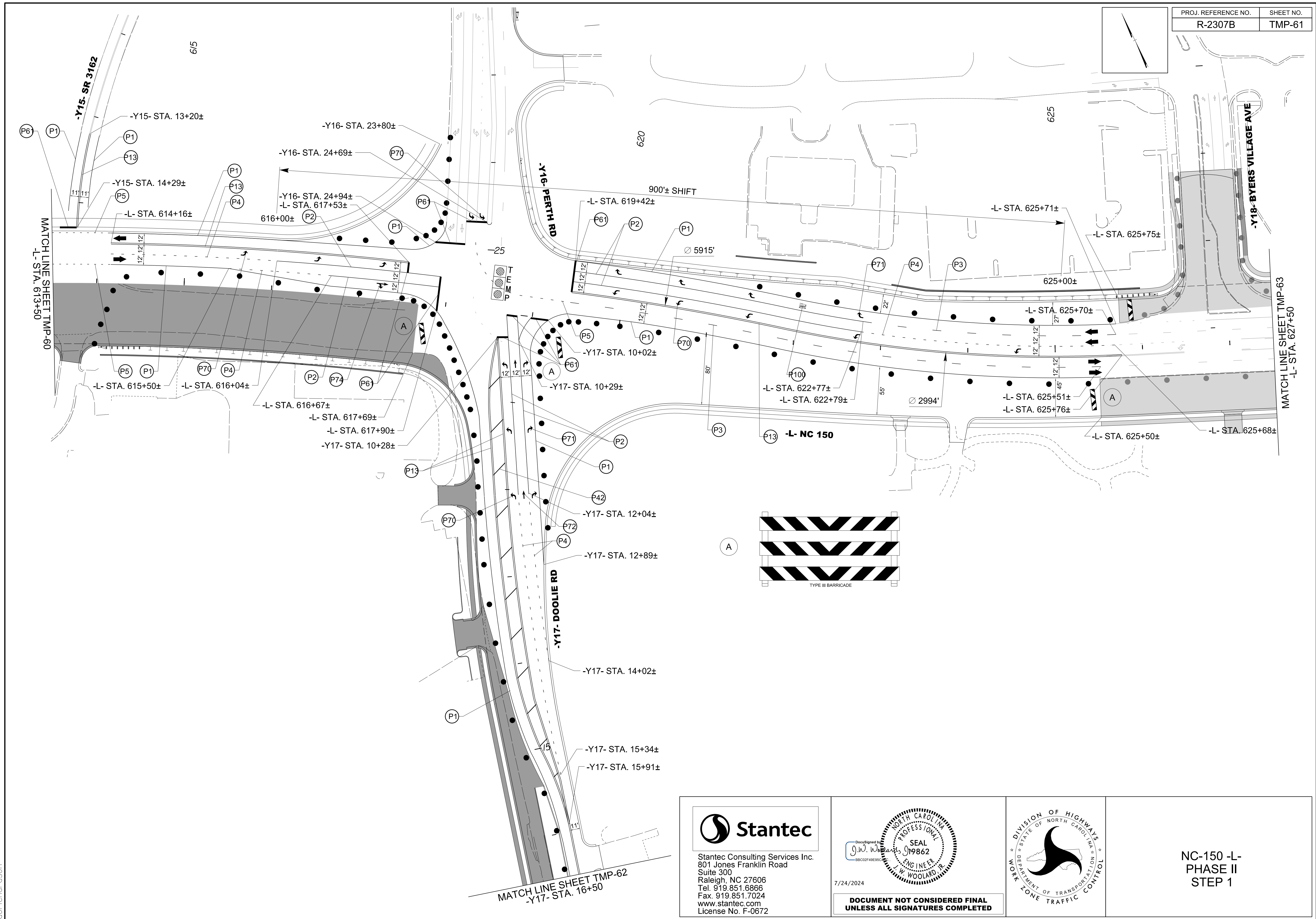
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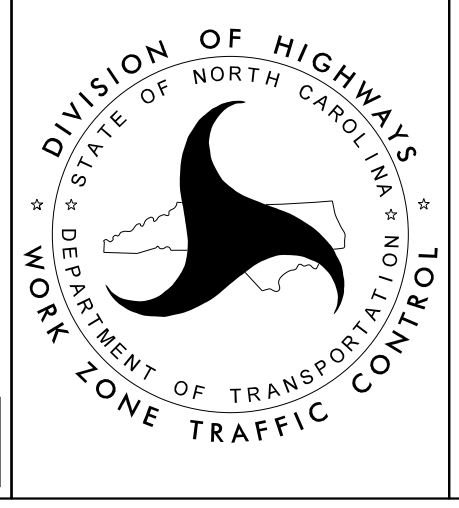
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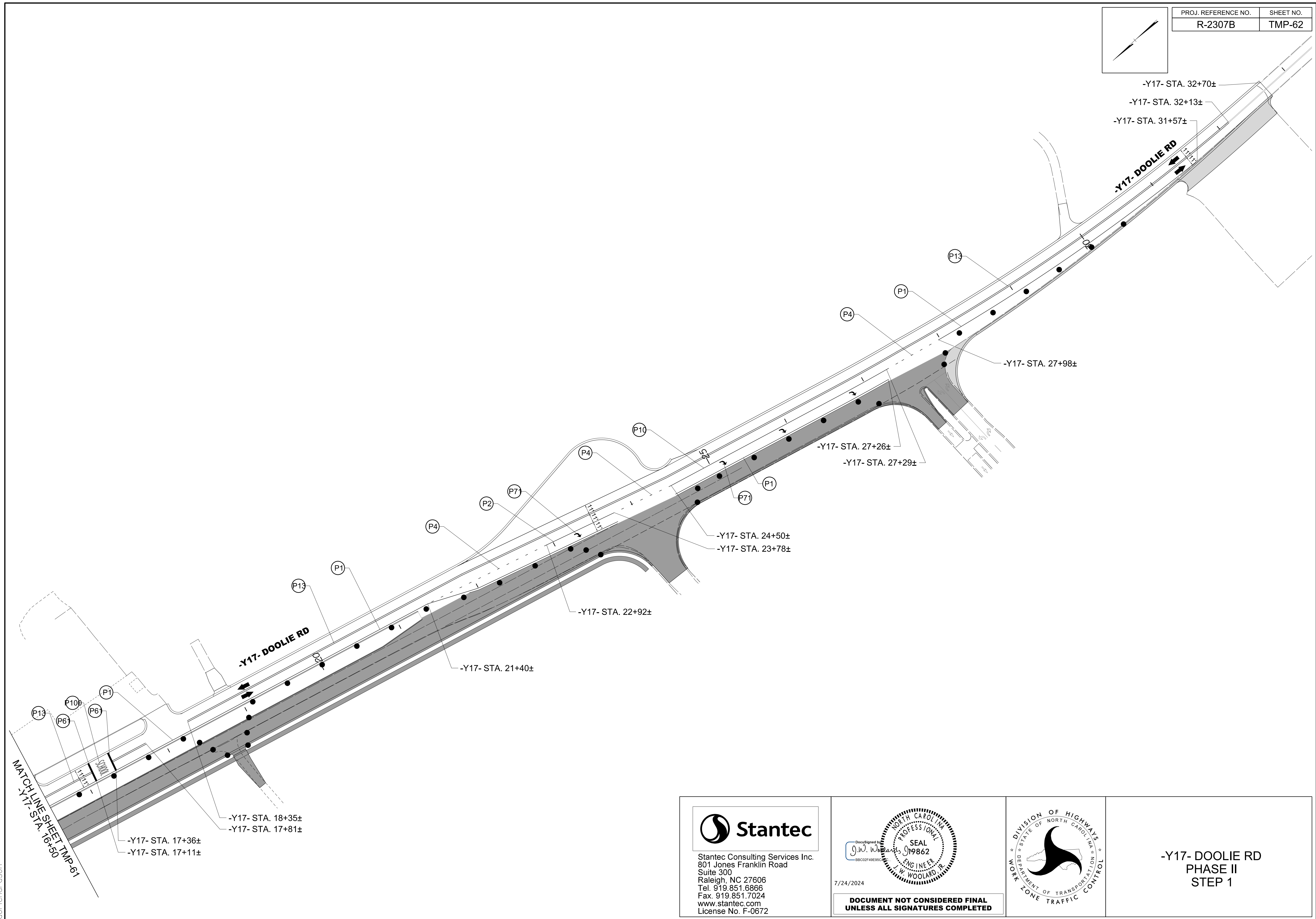
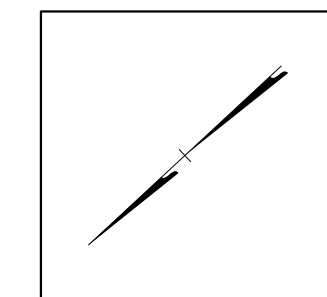
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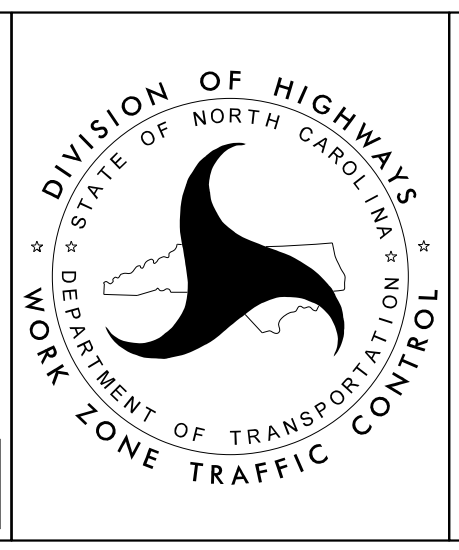
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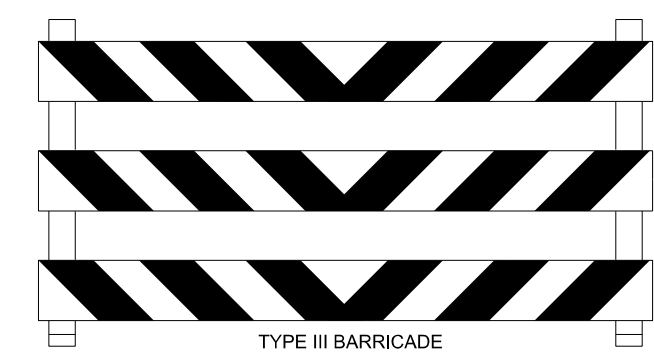
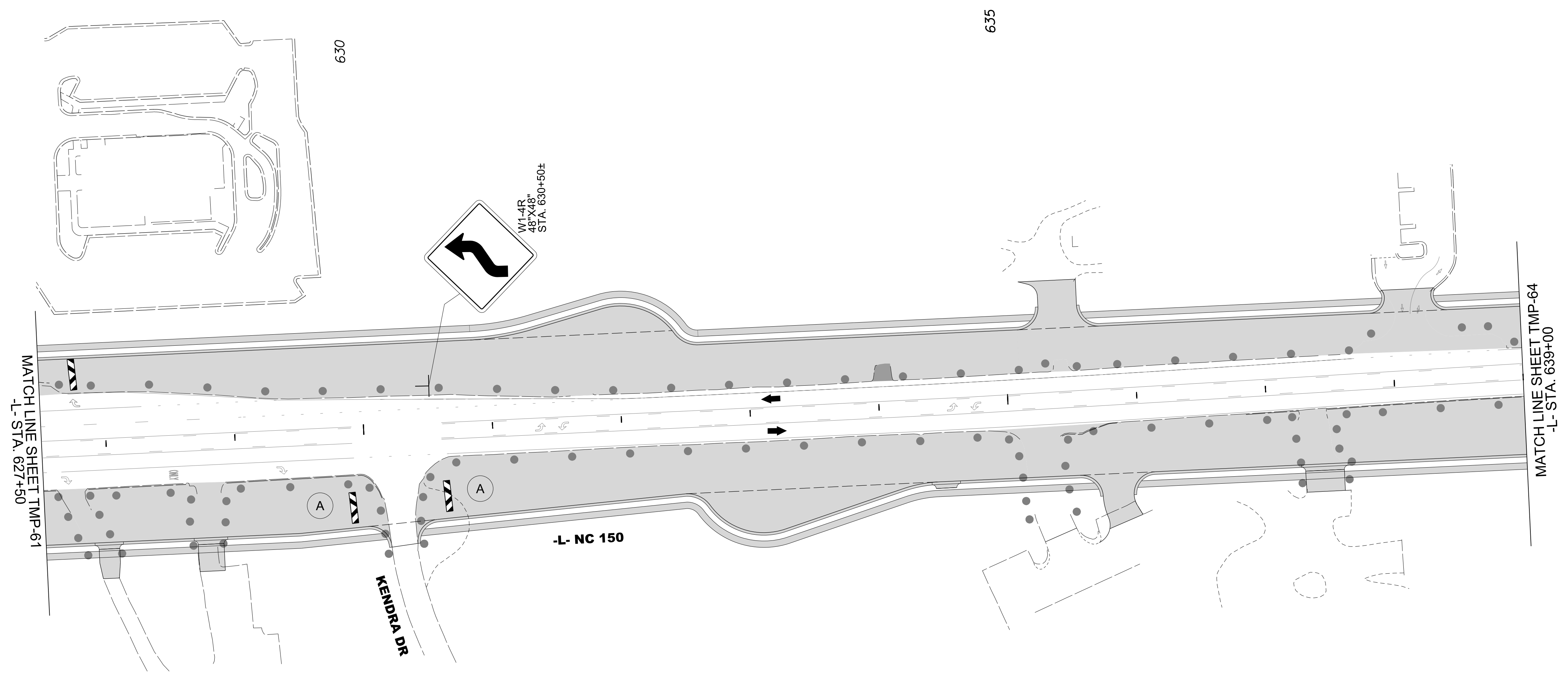
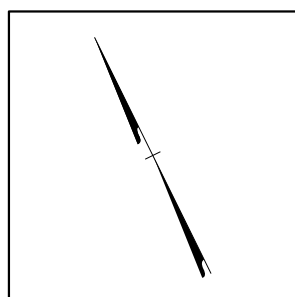
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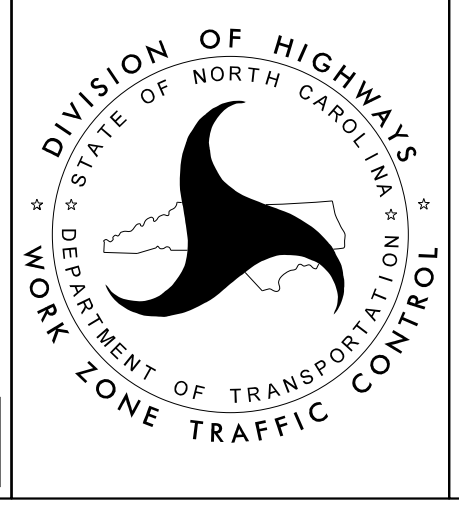


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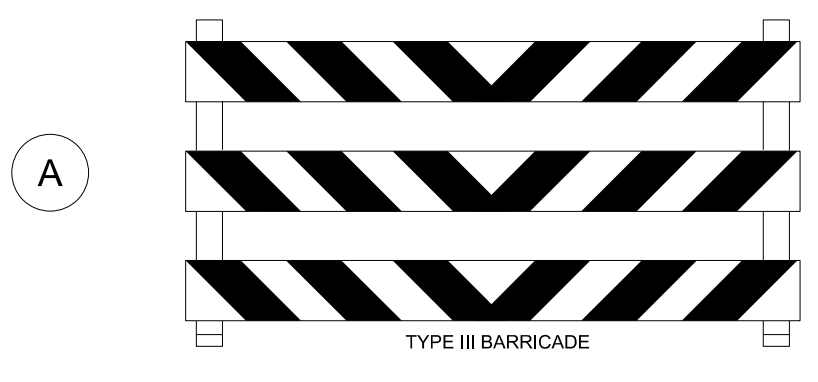
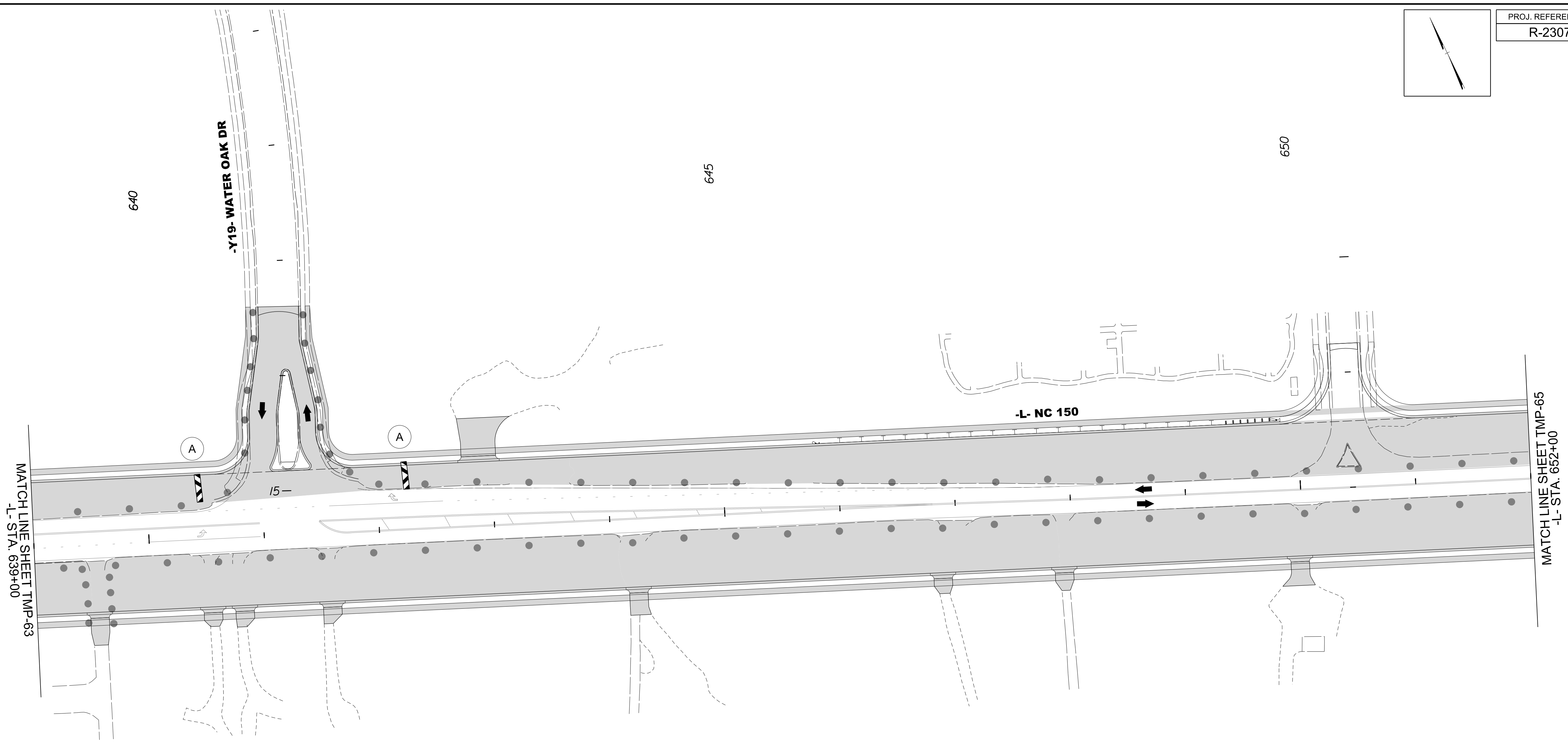
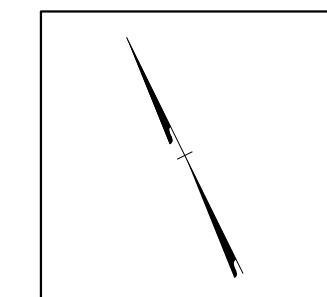
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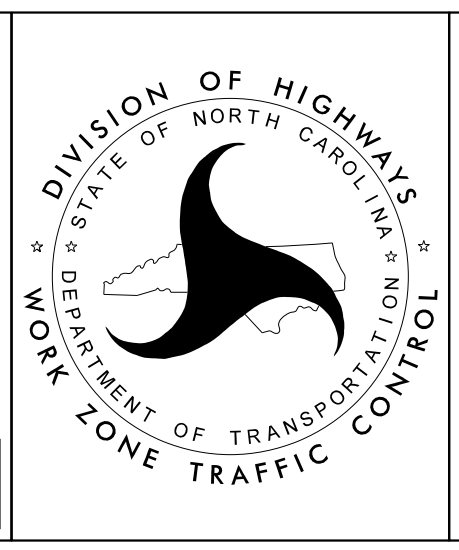
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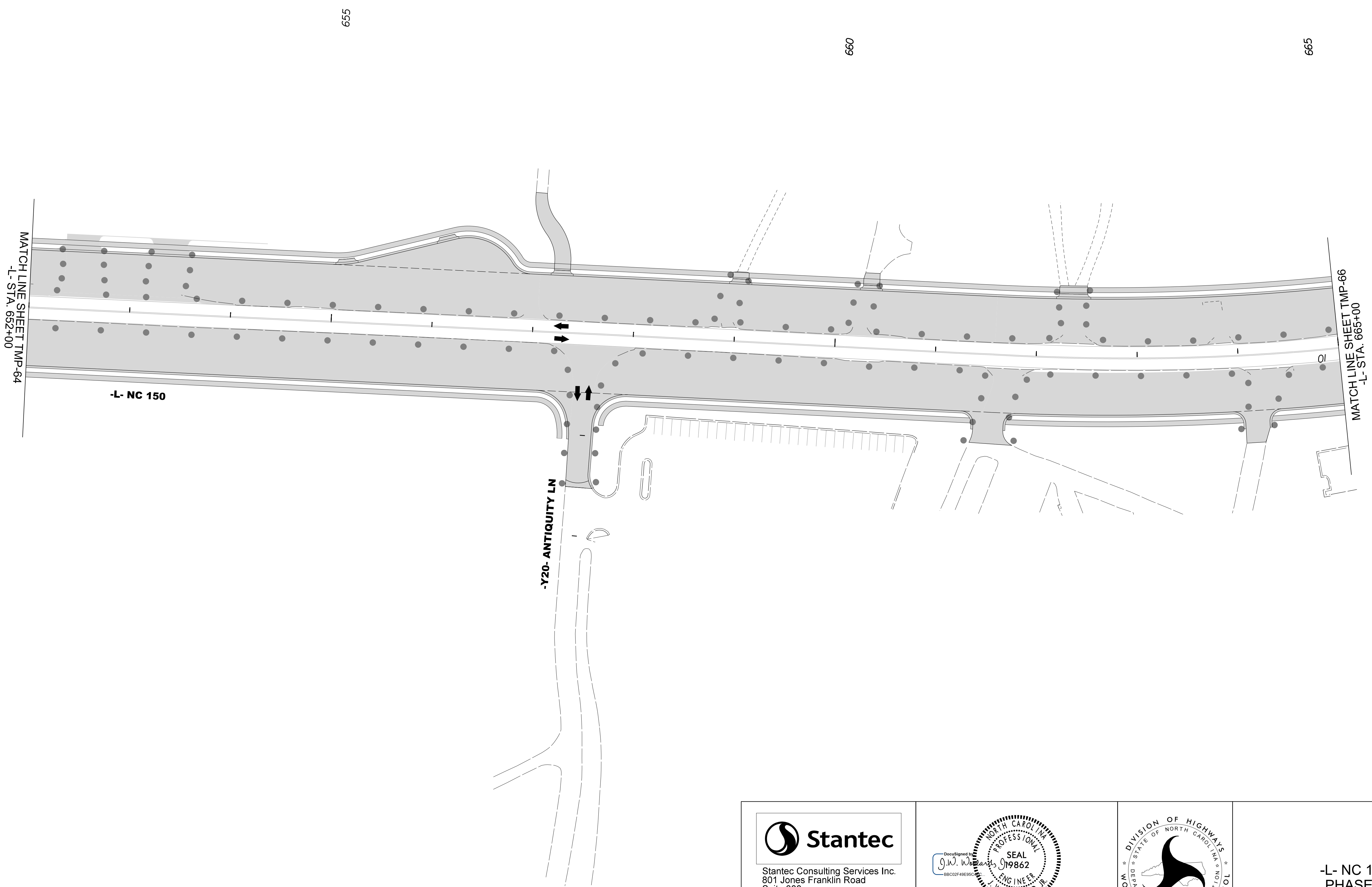
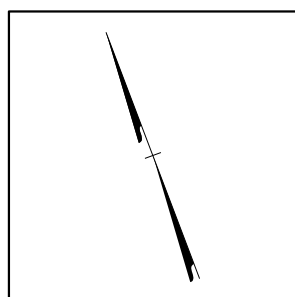
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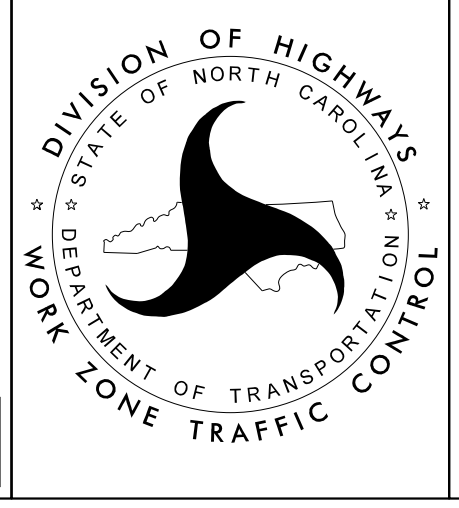
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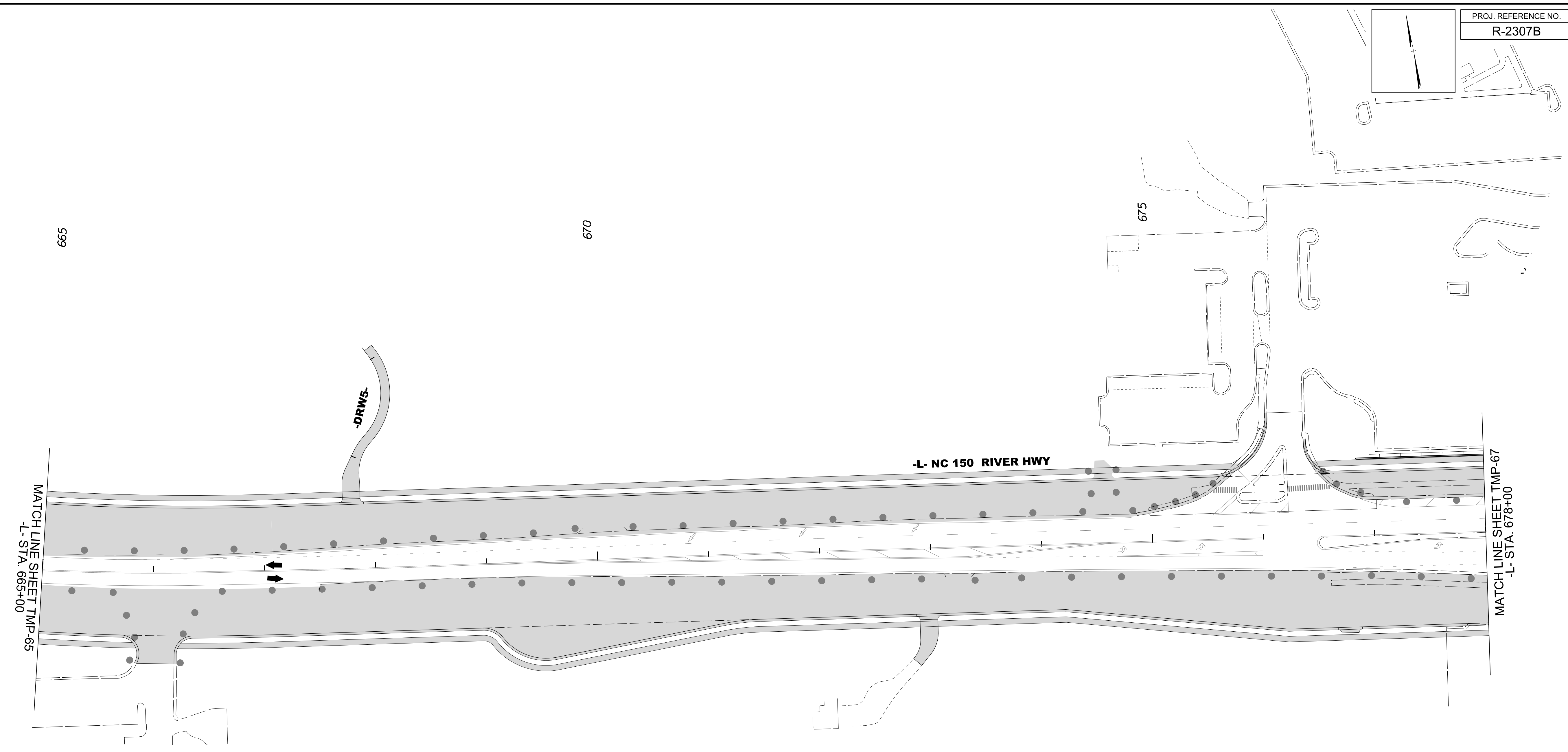
  
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 PHASE II  
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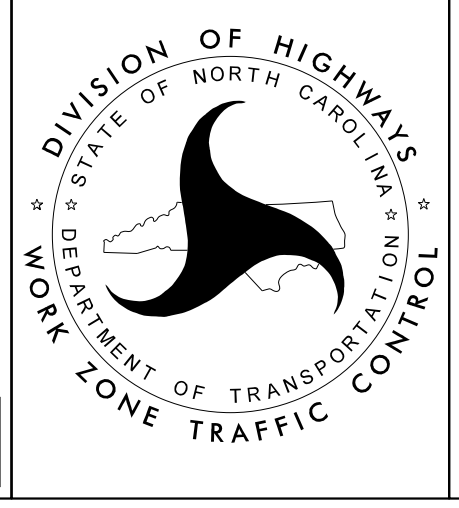


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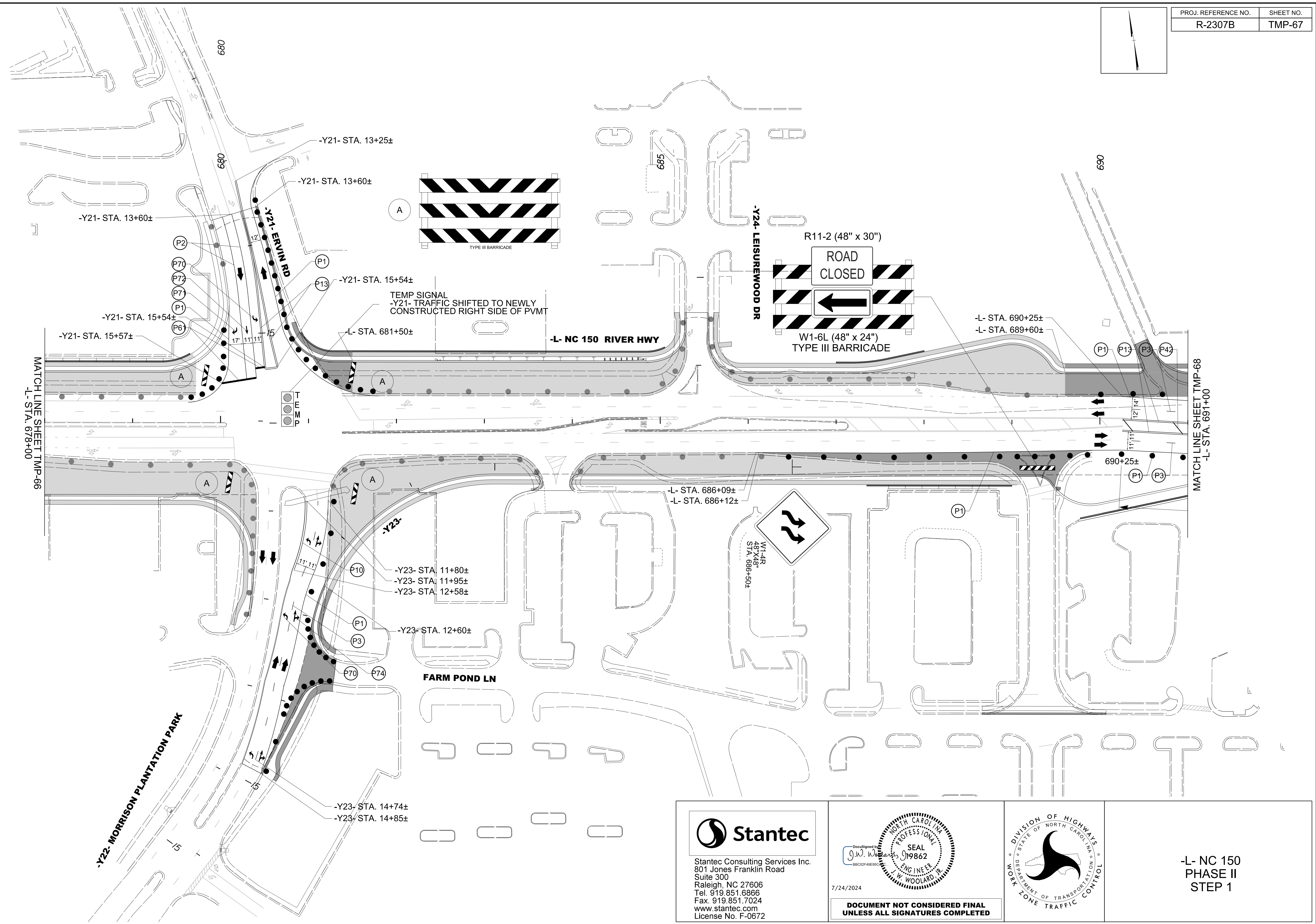
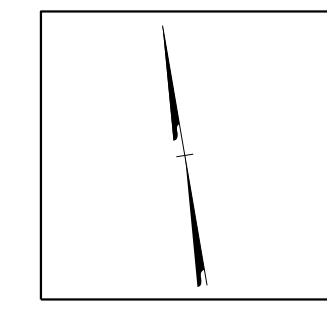
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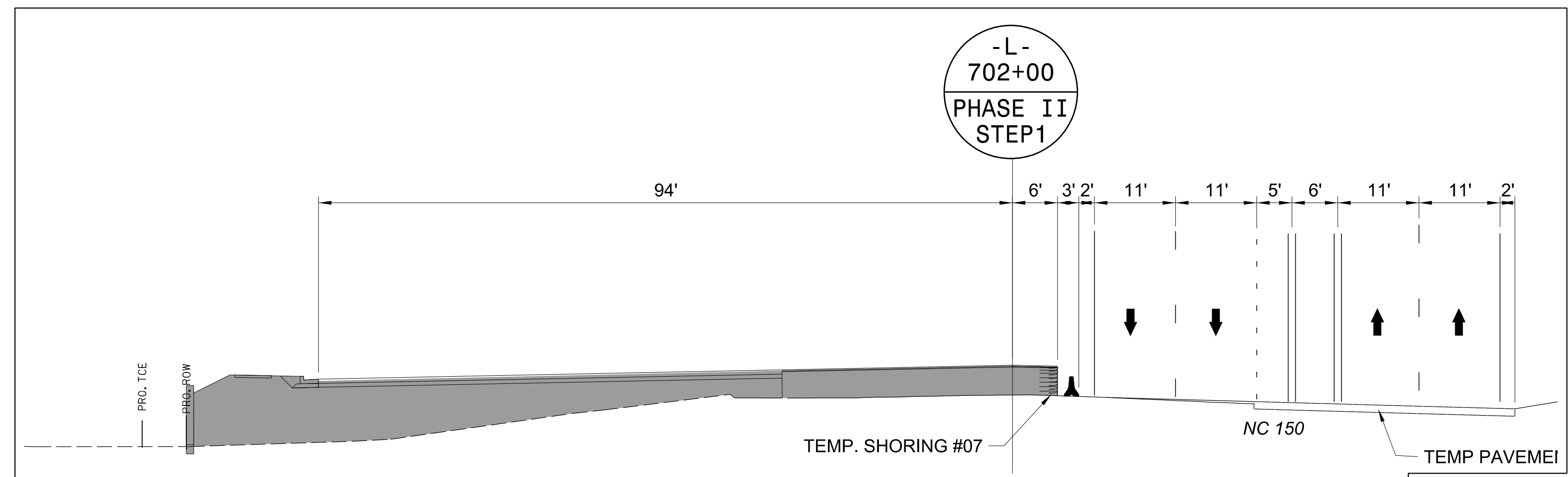
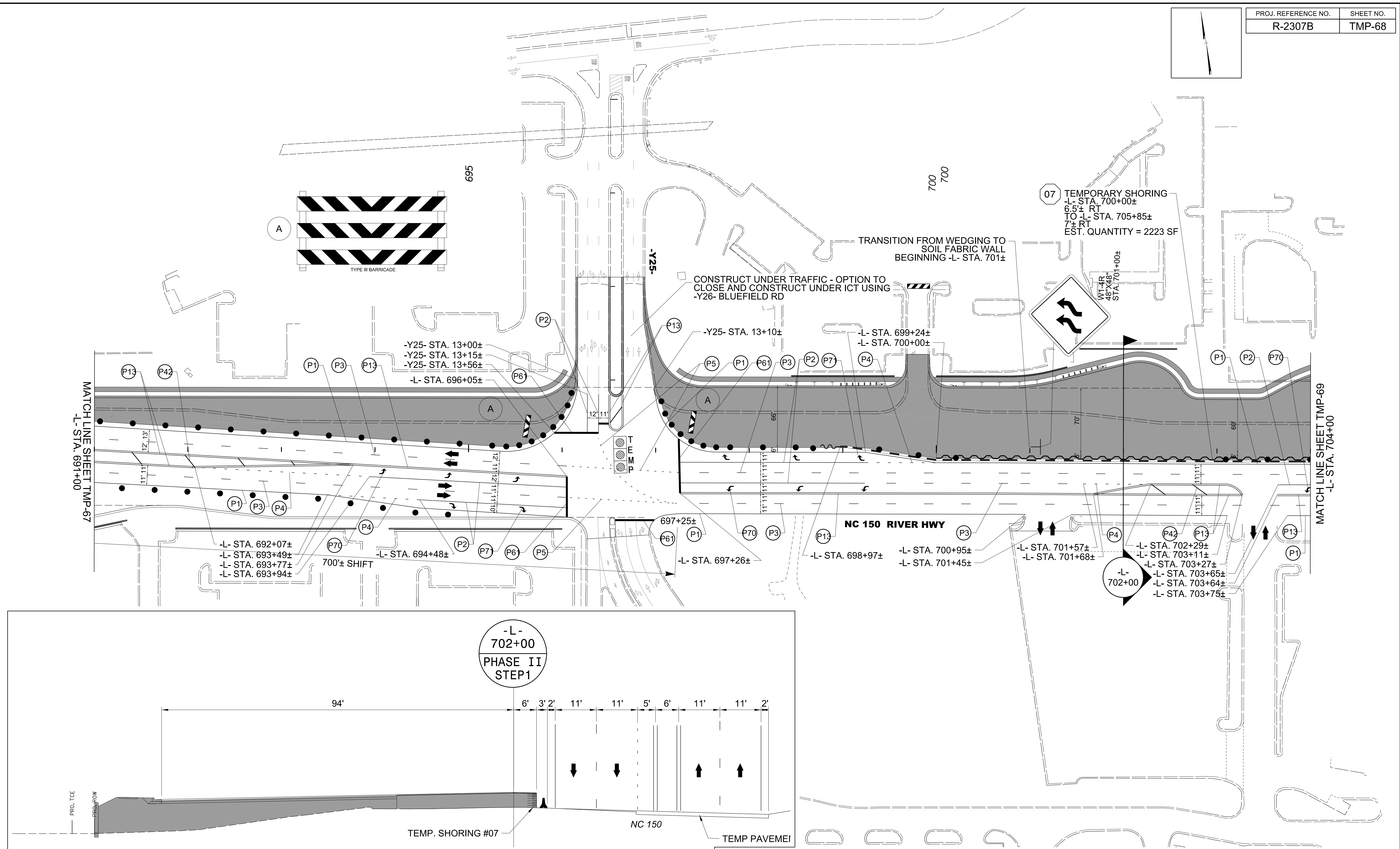
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 PHASE II  
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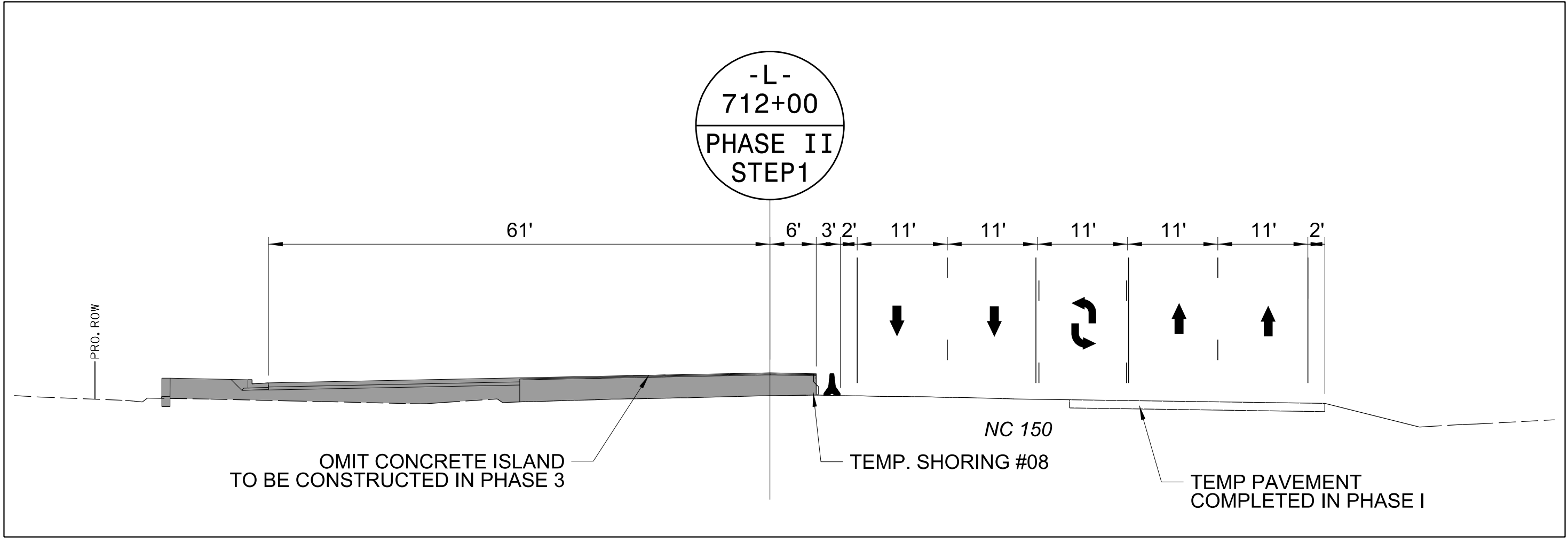
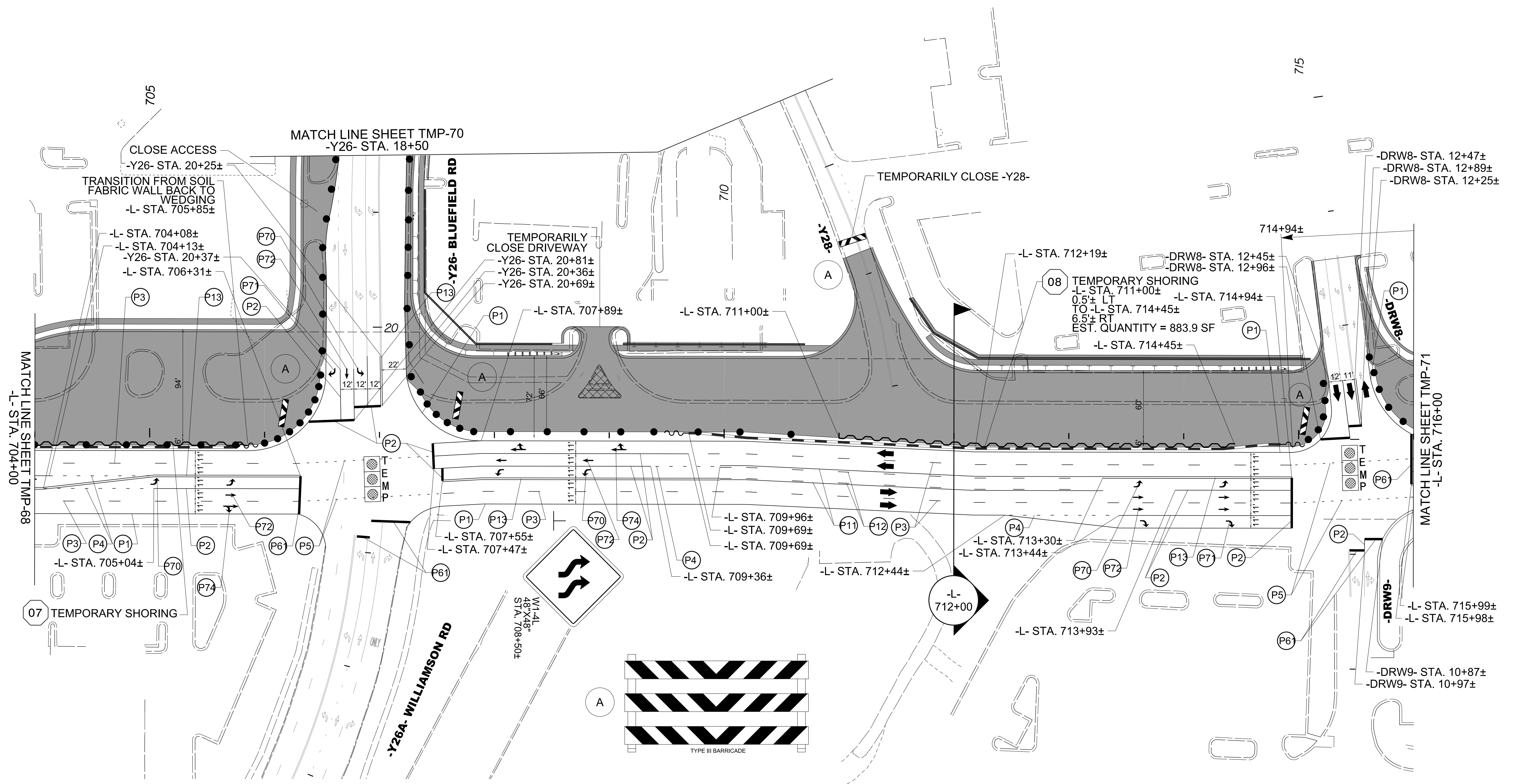
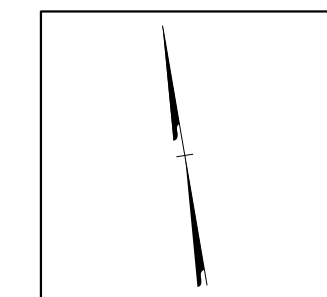
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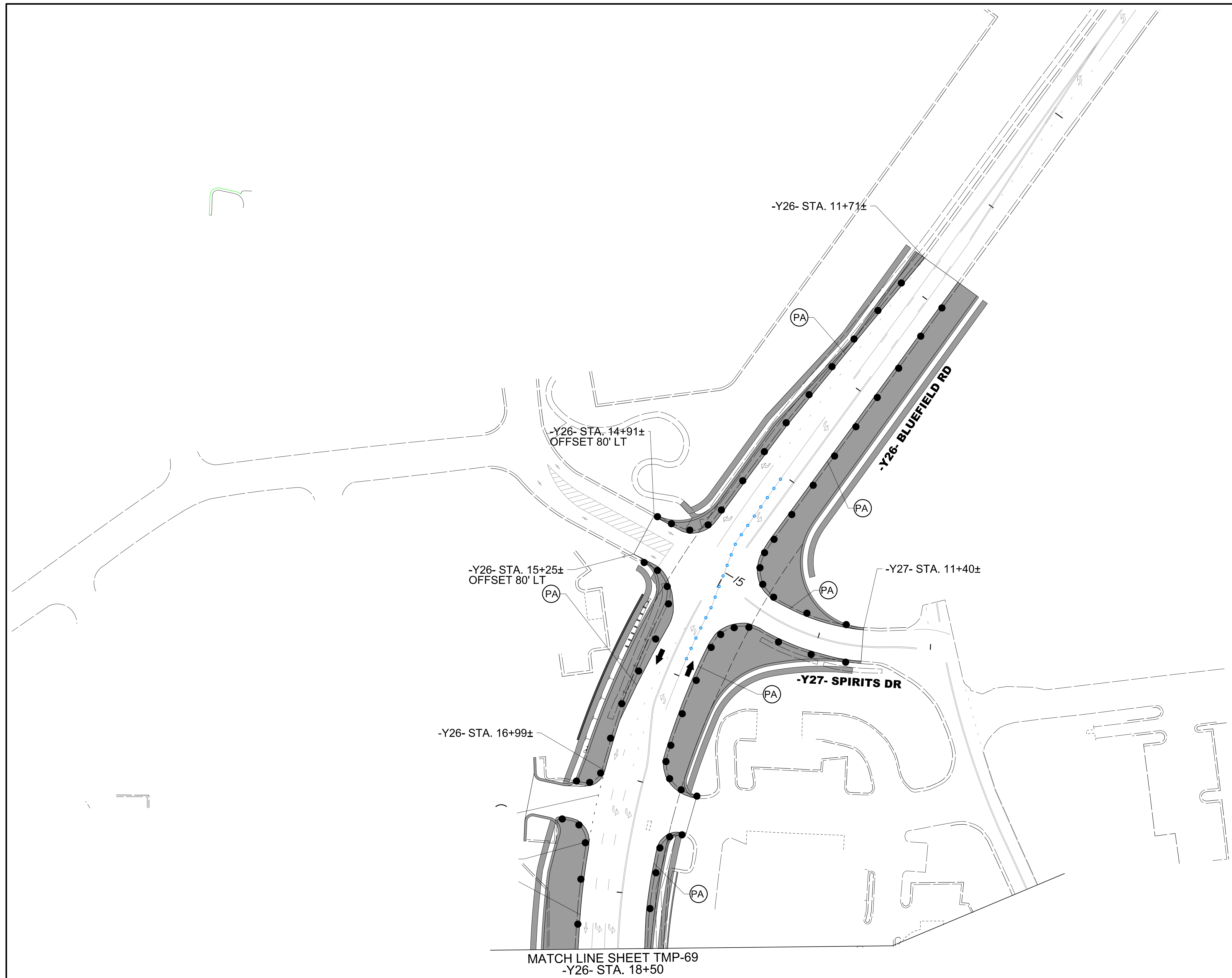
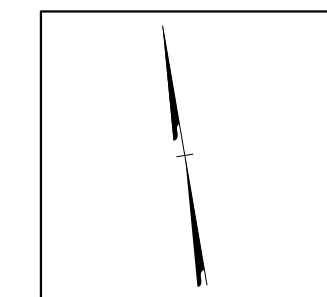
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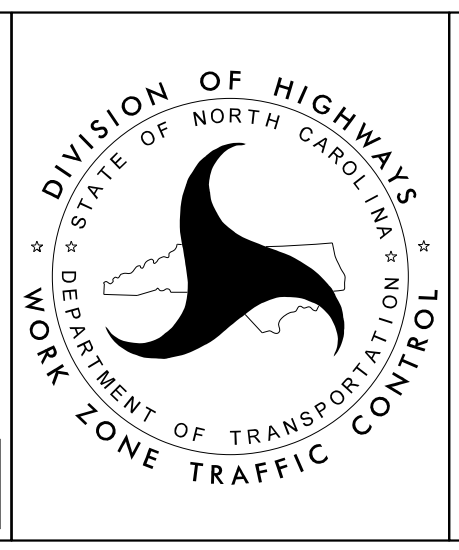


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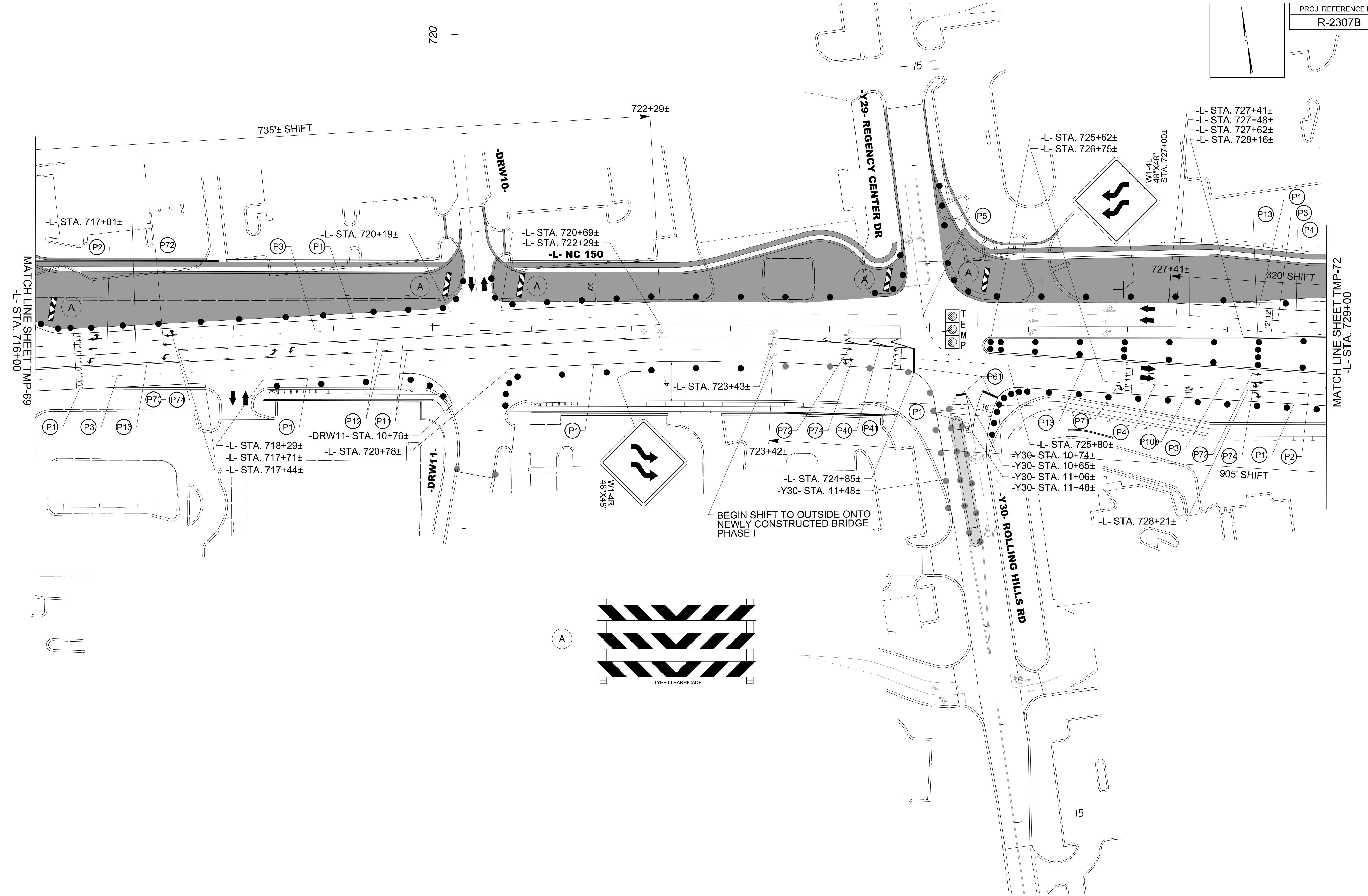
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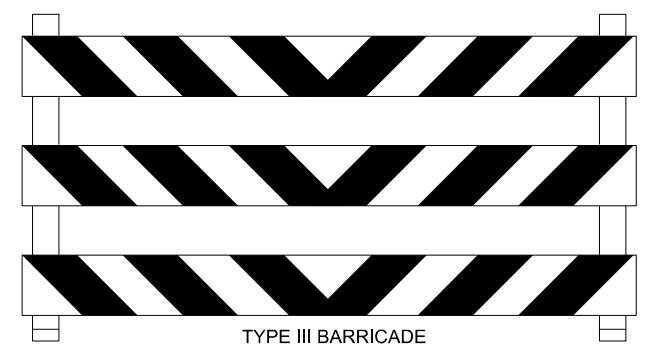


**-Y26- BLUEFIELD RD  
 PHASE II  
 STEP 1**



MATCH LINE SHEET TMP-69  
-L- STA. 716+00

MATCH LINE SHEET TMP-72  
-L- STA. 729+00



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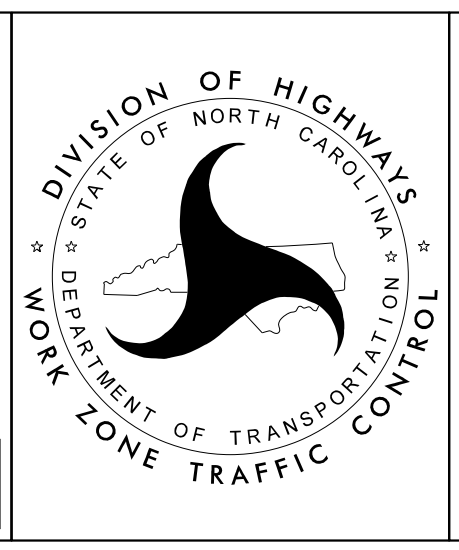
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-L- NC 150  
PHASE II  
STEP 1

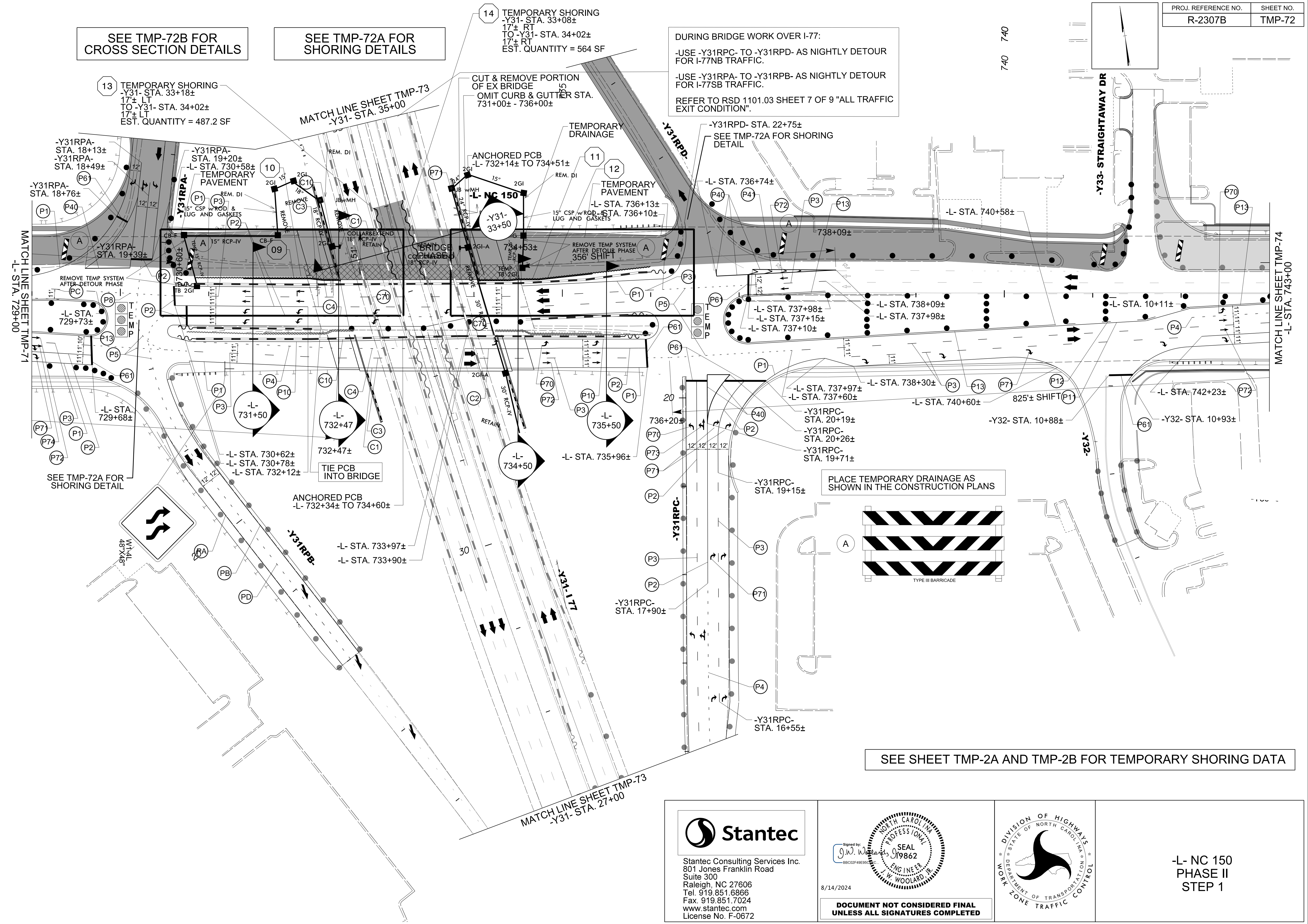
SEE TMP-72B FOR CROSS SECTION DETAILS

SEE TMP-72A FOR SHORING DETAILS

DURING BRIDGE WORK OVER I-77:

- USE -Y31RPC- TO -Y31RPD- AS NIGHTLY DETOUR FOR I-77NB TRAFFIC.
- USE -Y31RPA- TO -Y31RPB- AS NIGHTLY DETOUR FOR I-77SB TRAFFIC.

REFER TO RSD 1101.03 SHEET 7 OF 9 "ALL TRAFFIC EXIT CONDITION".



MATCH LINE SHEET TMP-71  
-L- STA. 729+00

MATCH LINE SHEET TMP-73  
-Y31- STA. 35+00

MATCH LINE SHEET TMP-73  
-Y31- STA. 27+00

MATCH LINE SHEET TMP-74  
-L- STA. 743+00

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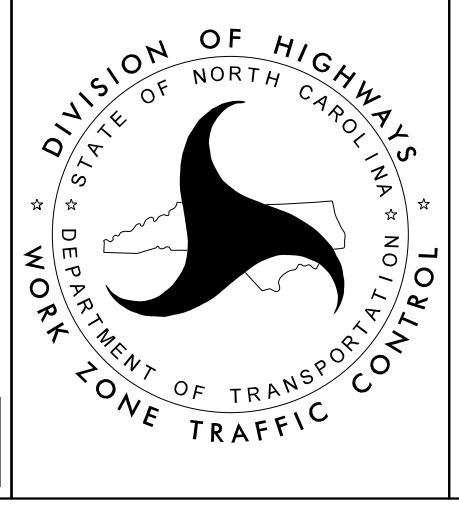
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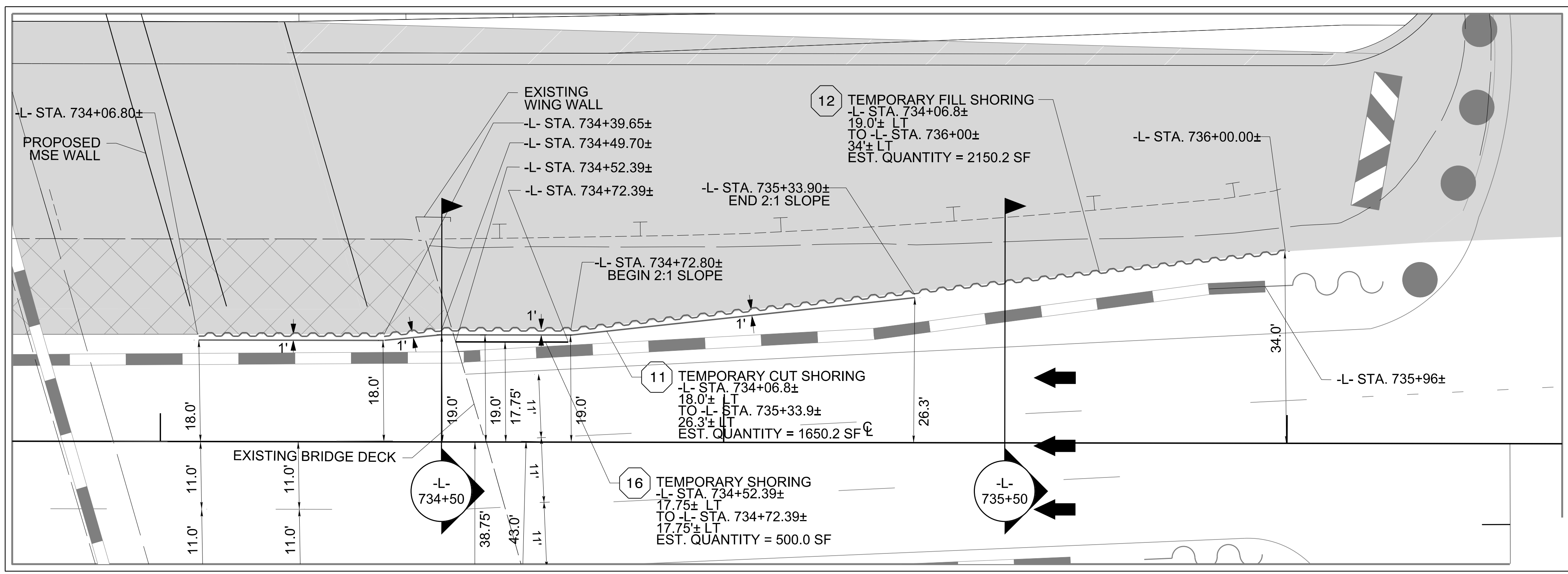
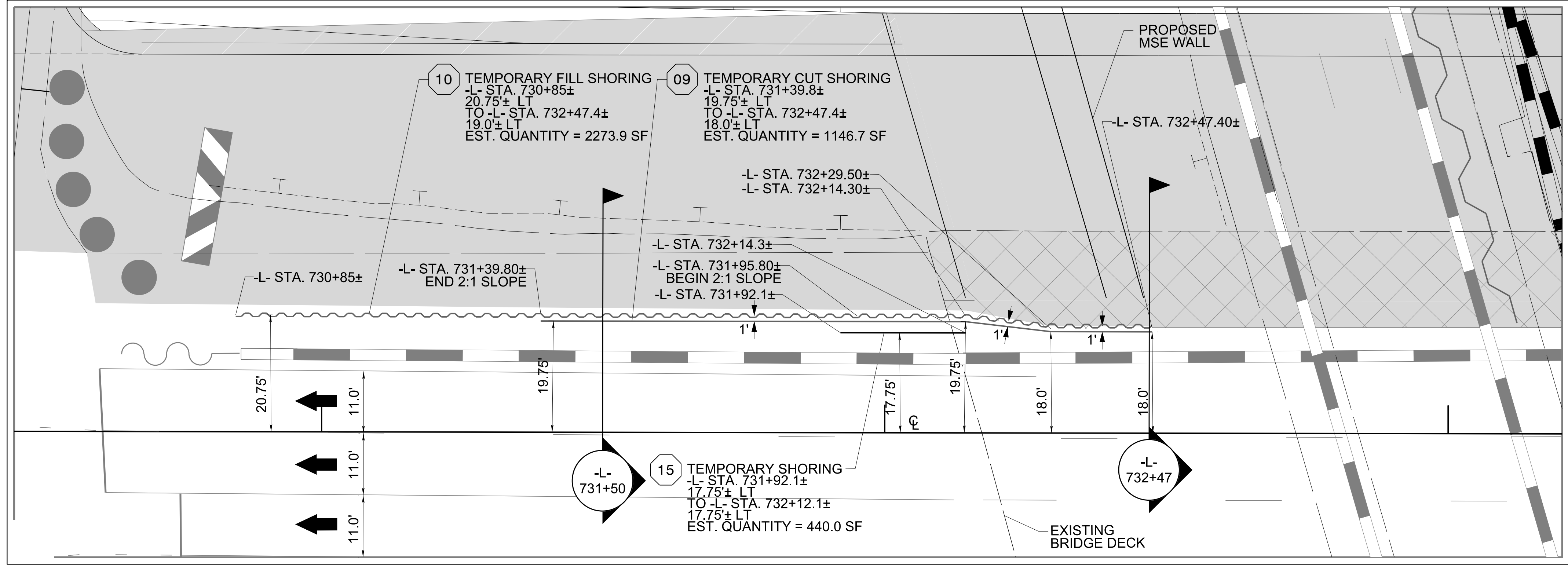
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STEP 1

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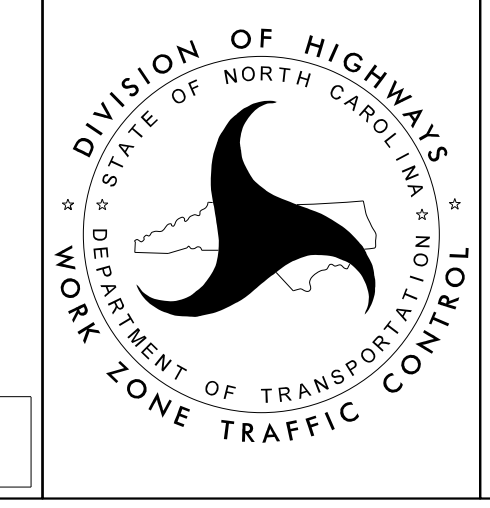
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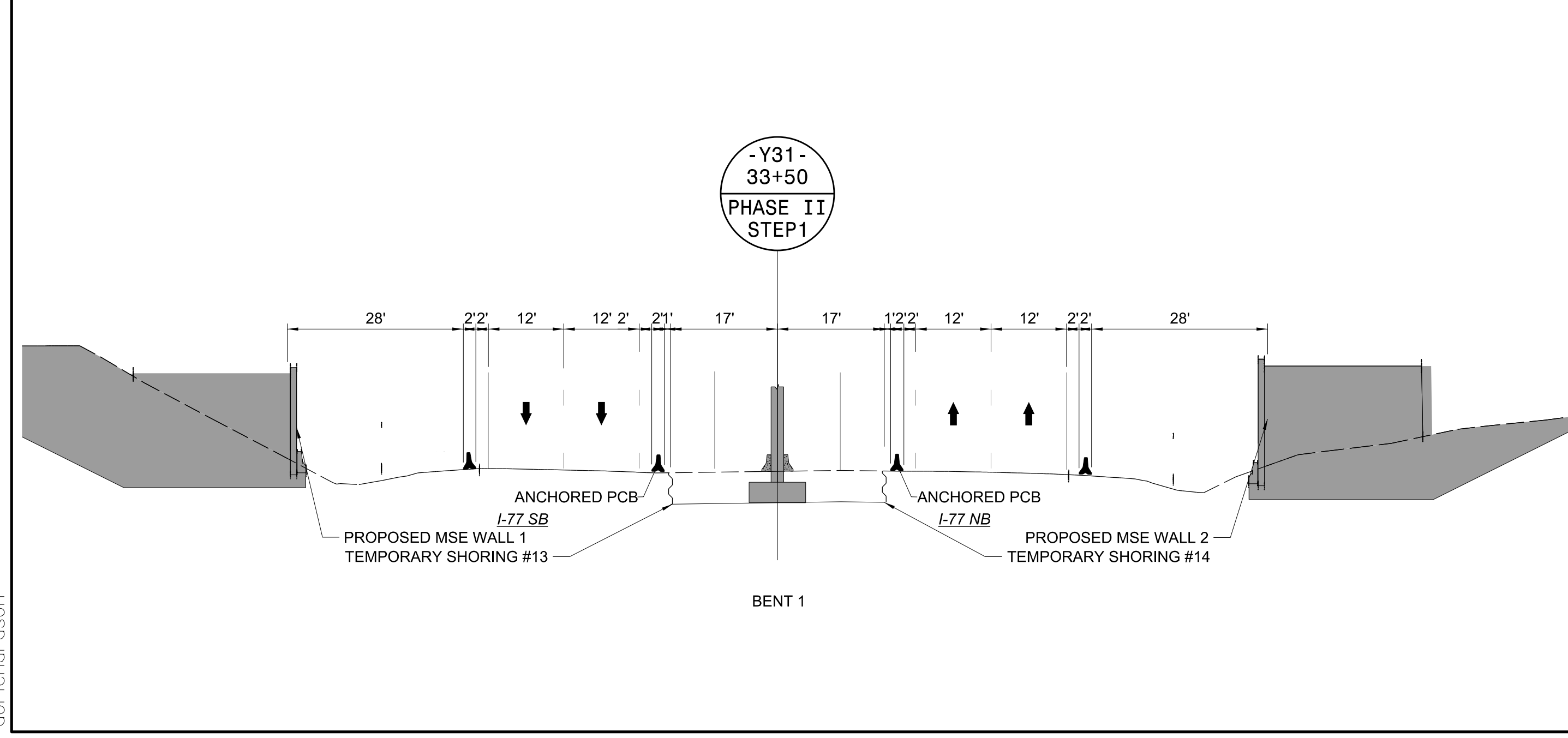
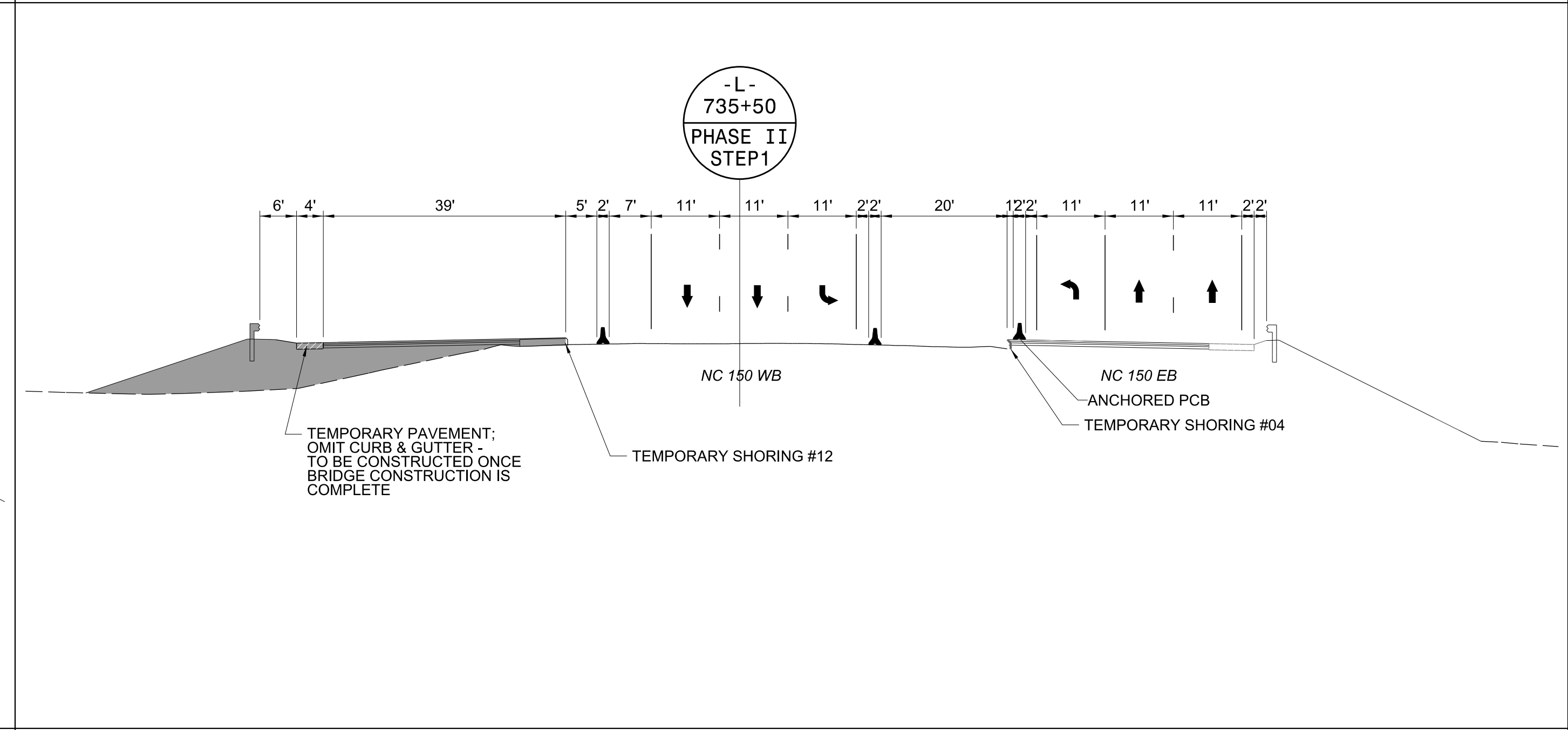
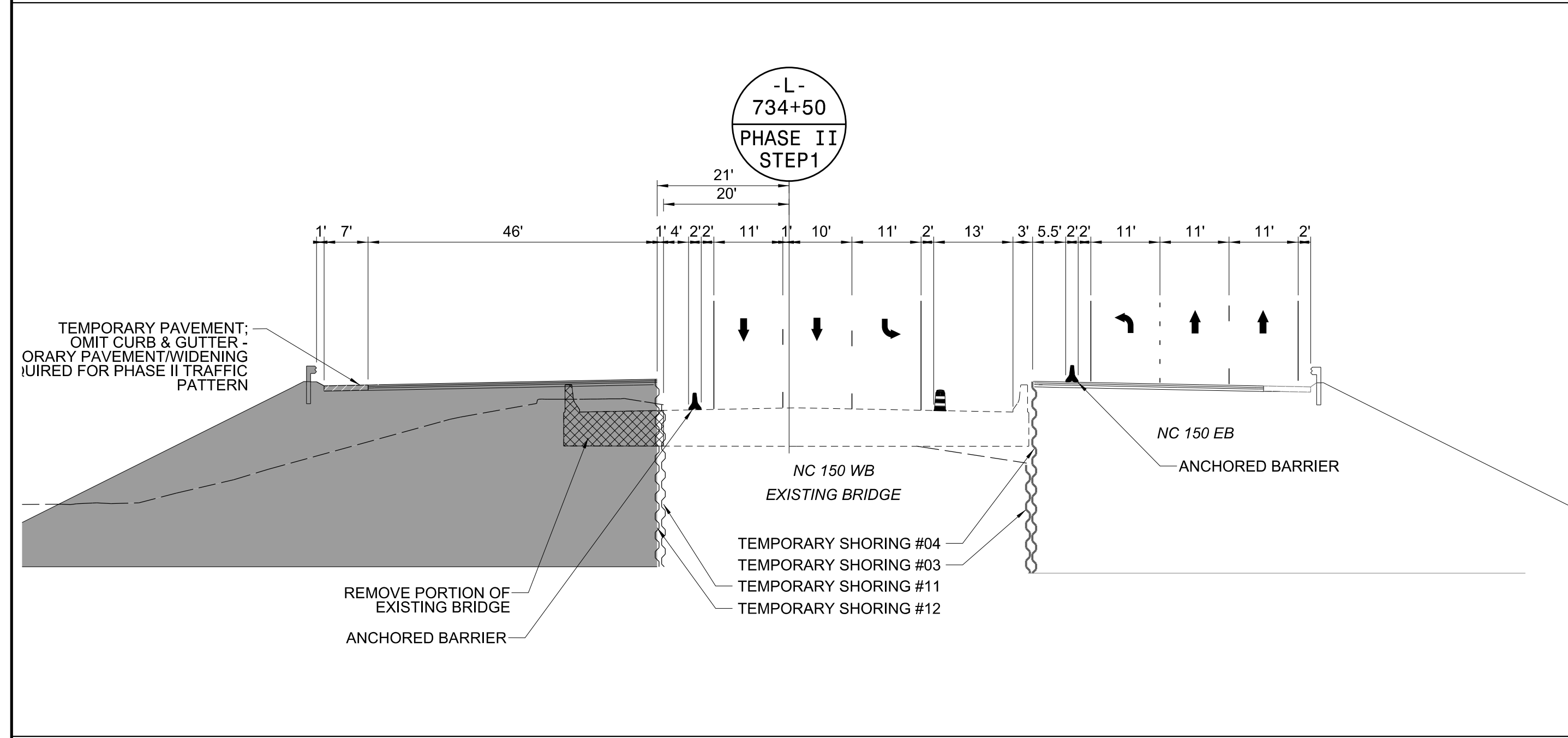
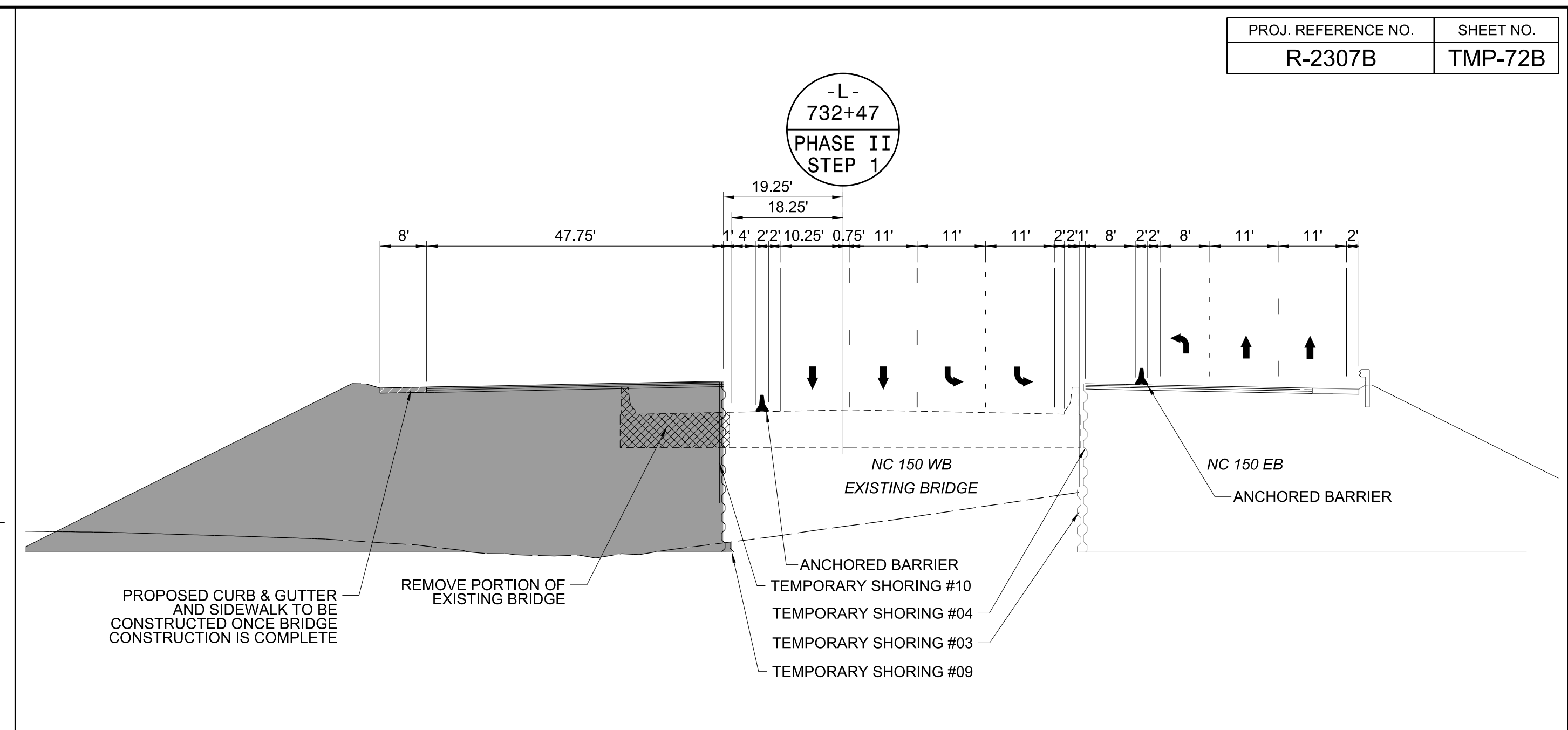
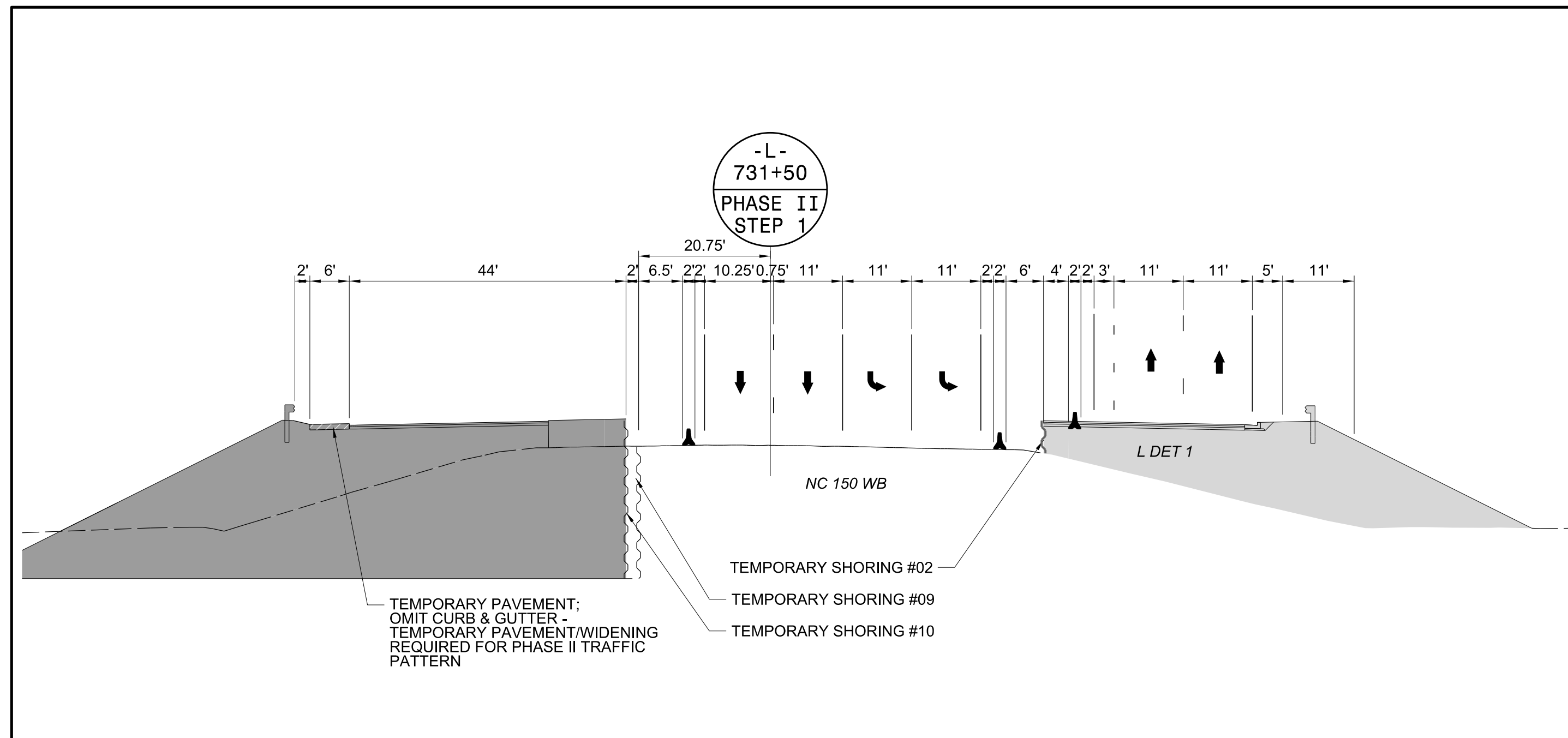
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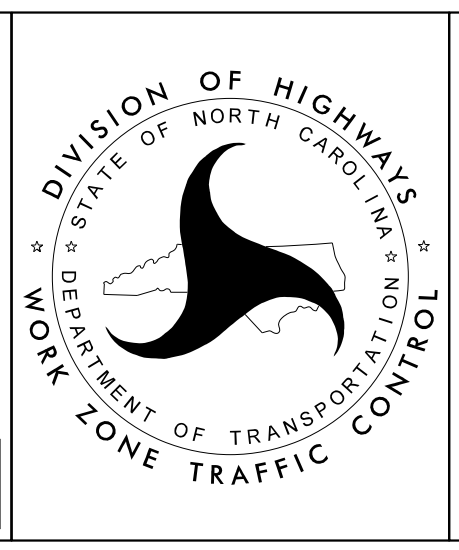


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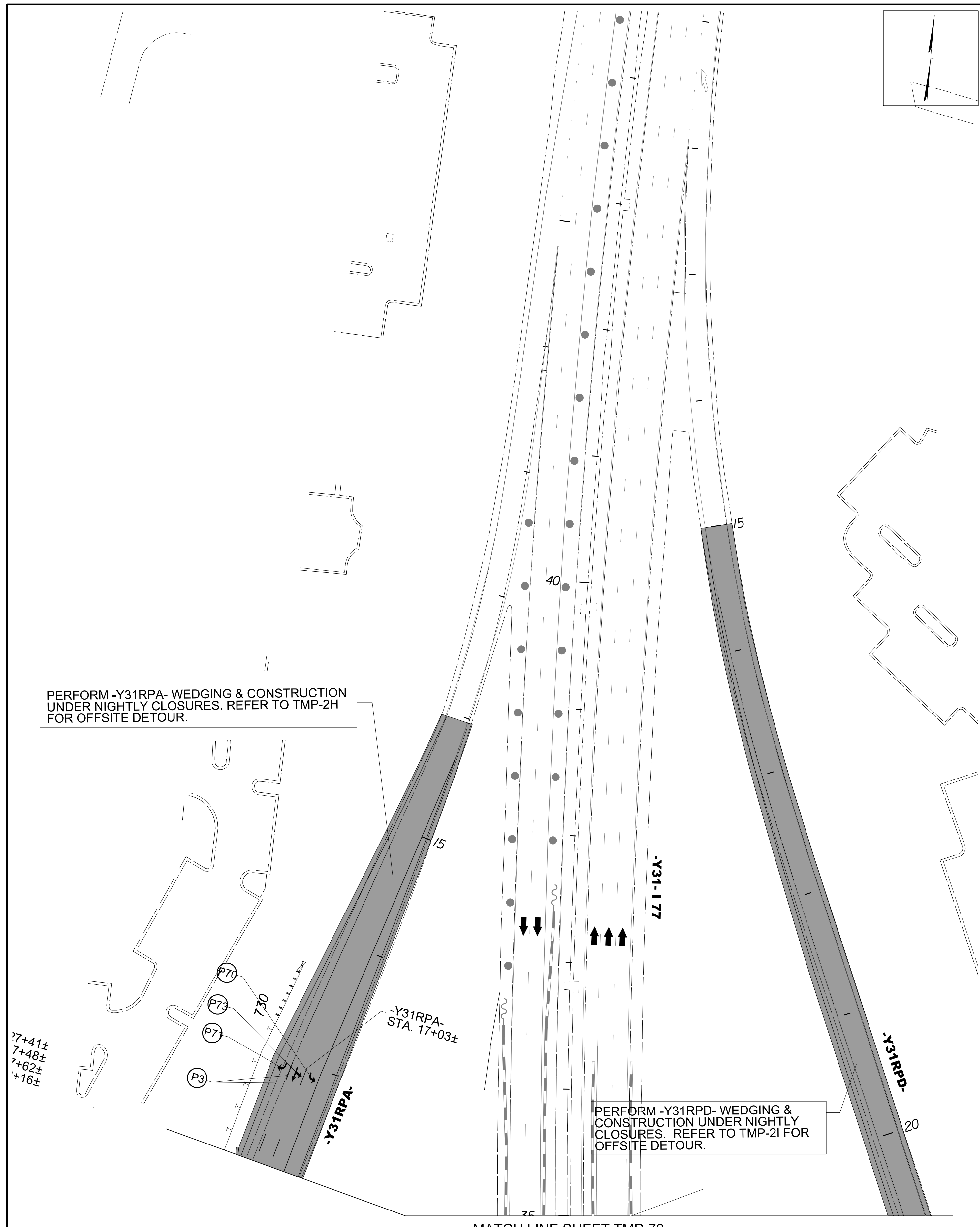
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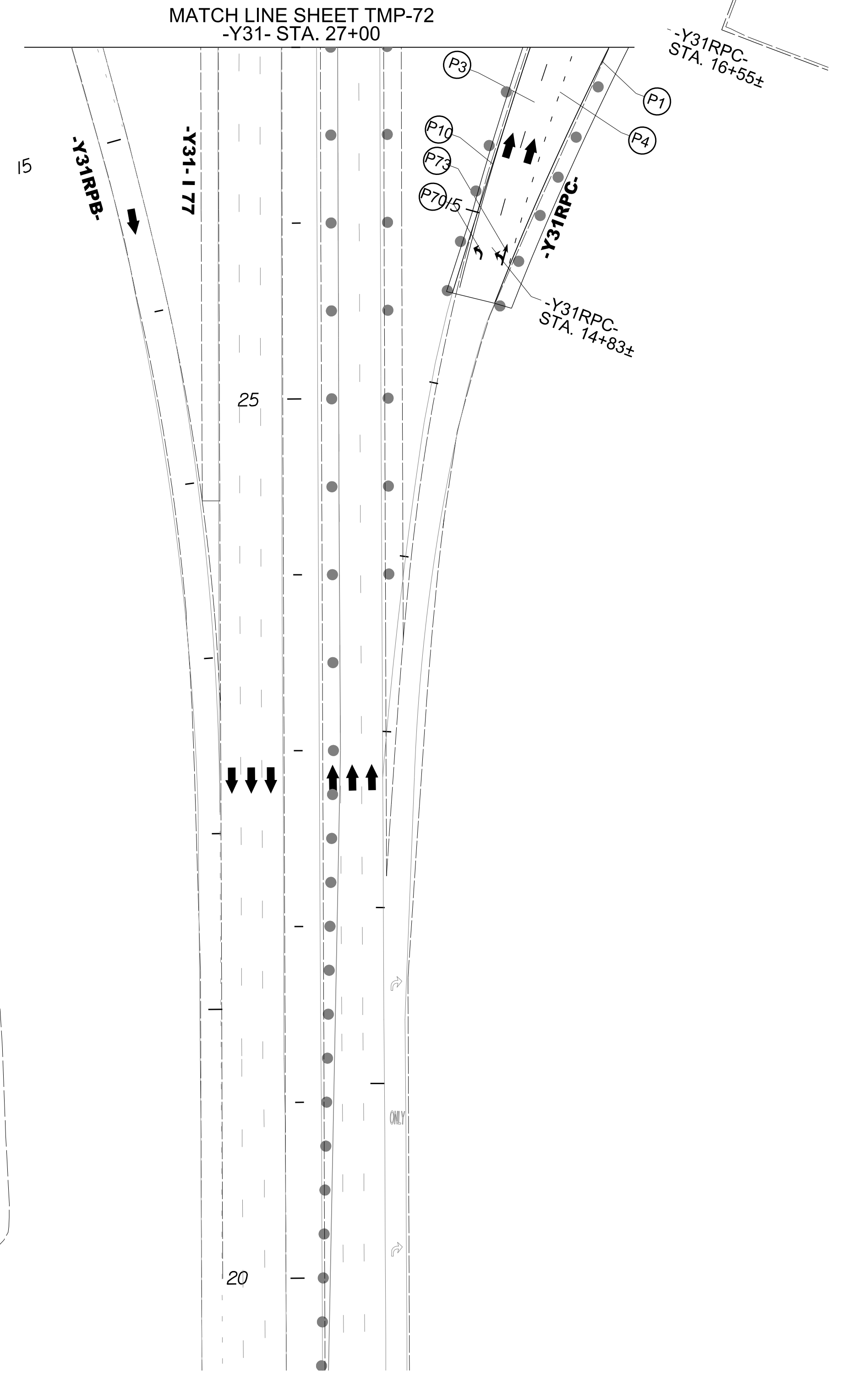


**-L- NC 150  
 PHASE II  
 STEP 1  
 CROSS SECTION DETAILS**

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MATCH LINE SHEET TMP-72  
-Y31- STA. 35+00



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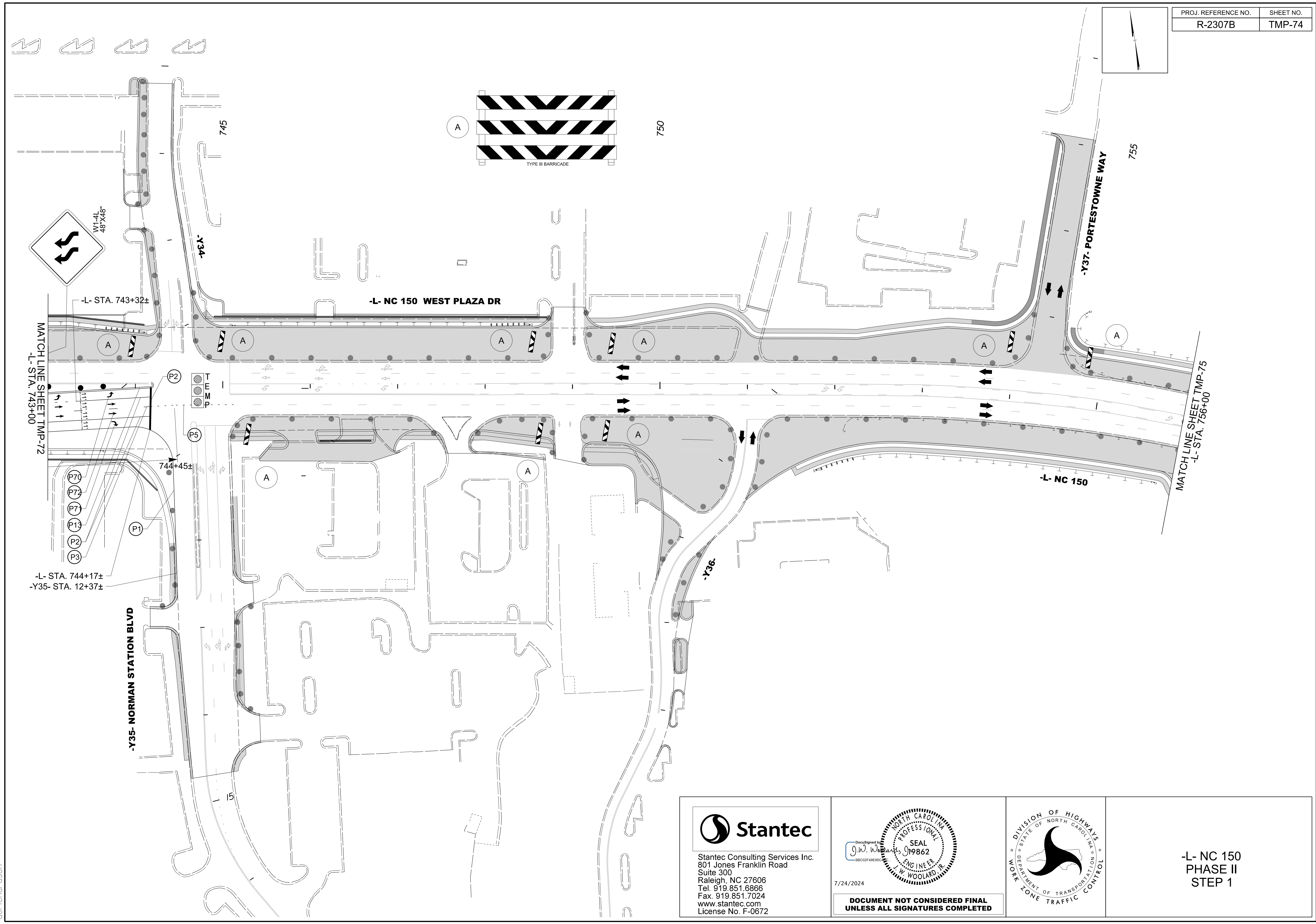
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-L- NC 150  
 PHASE II  
 STEP 1

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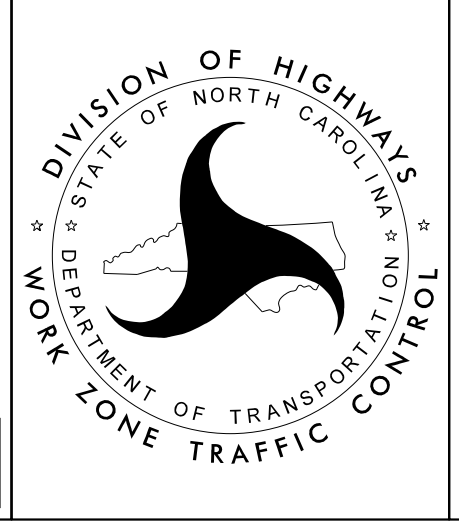
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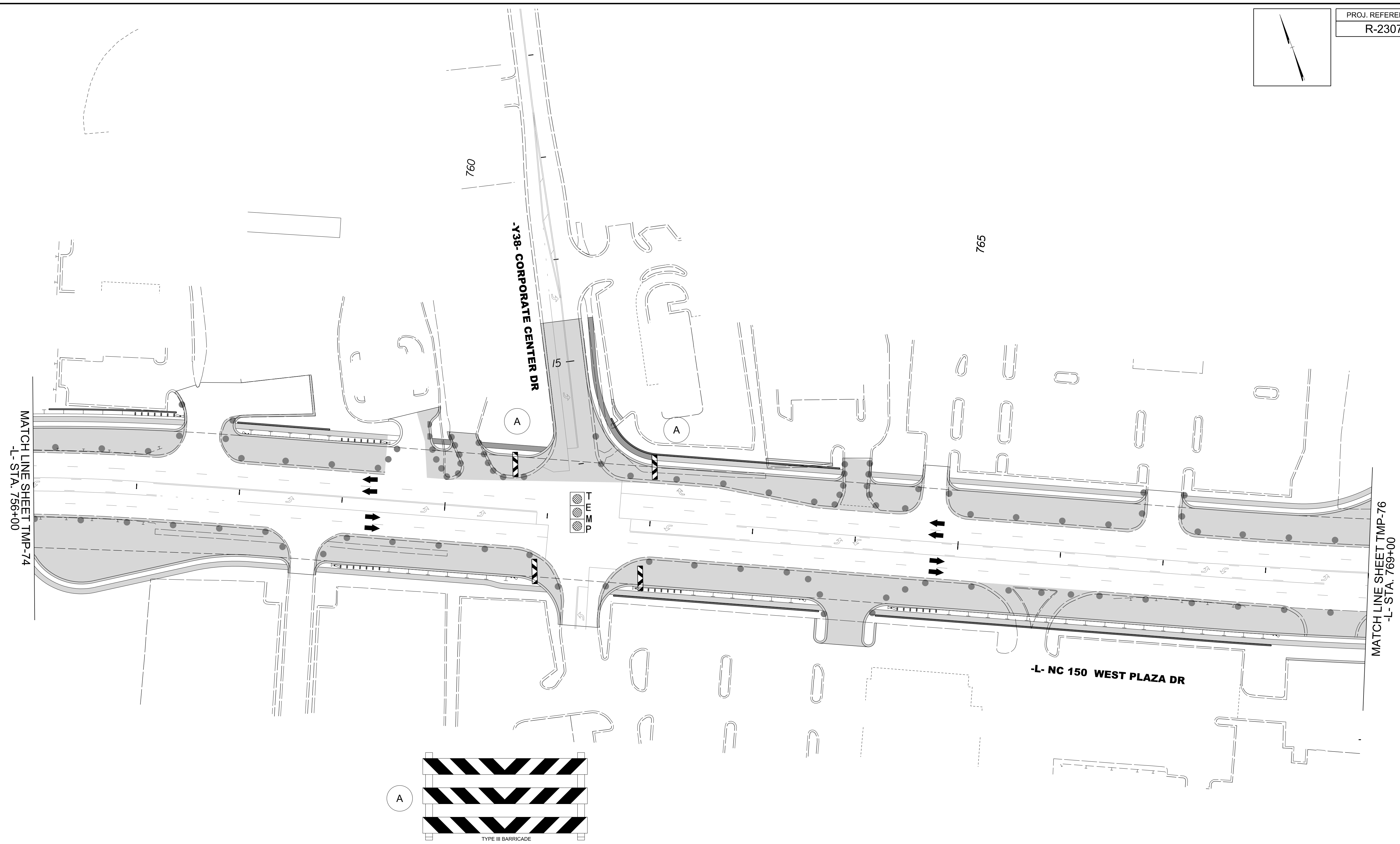
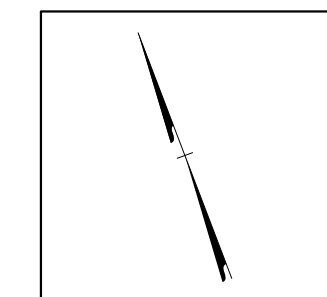
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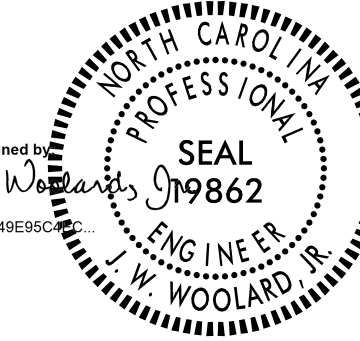


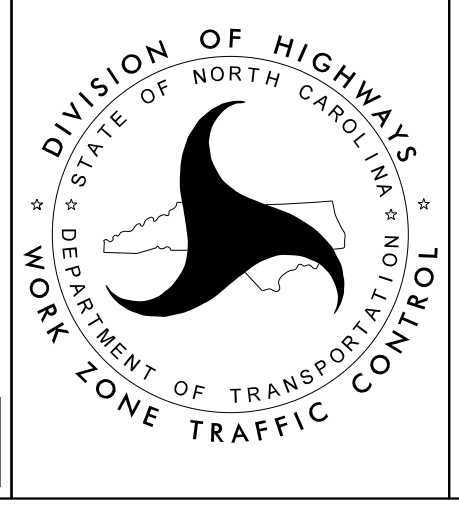
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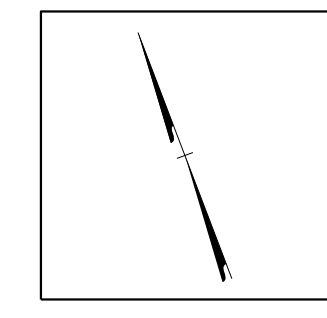
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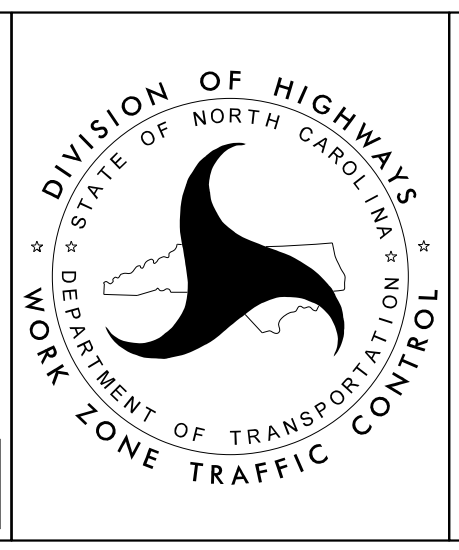
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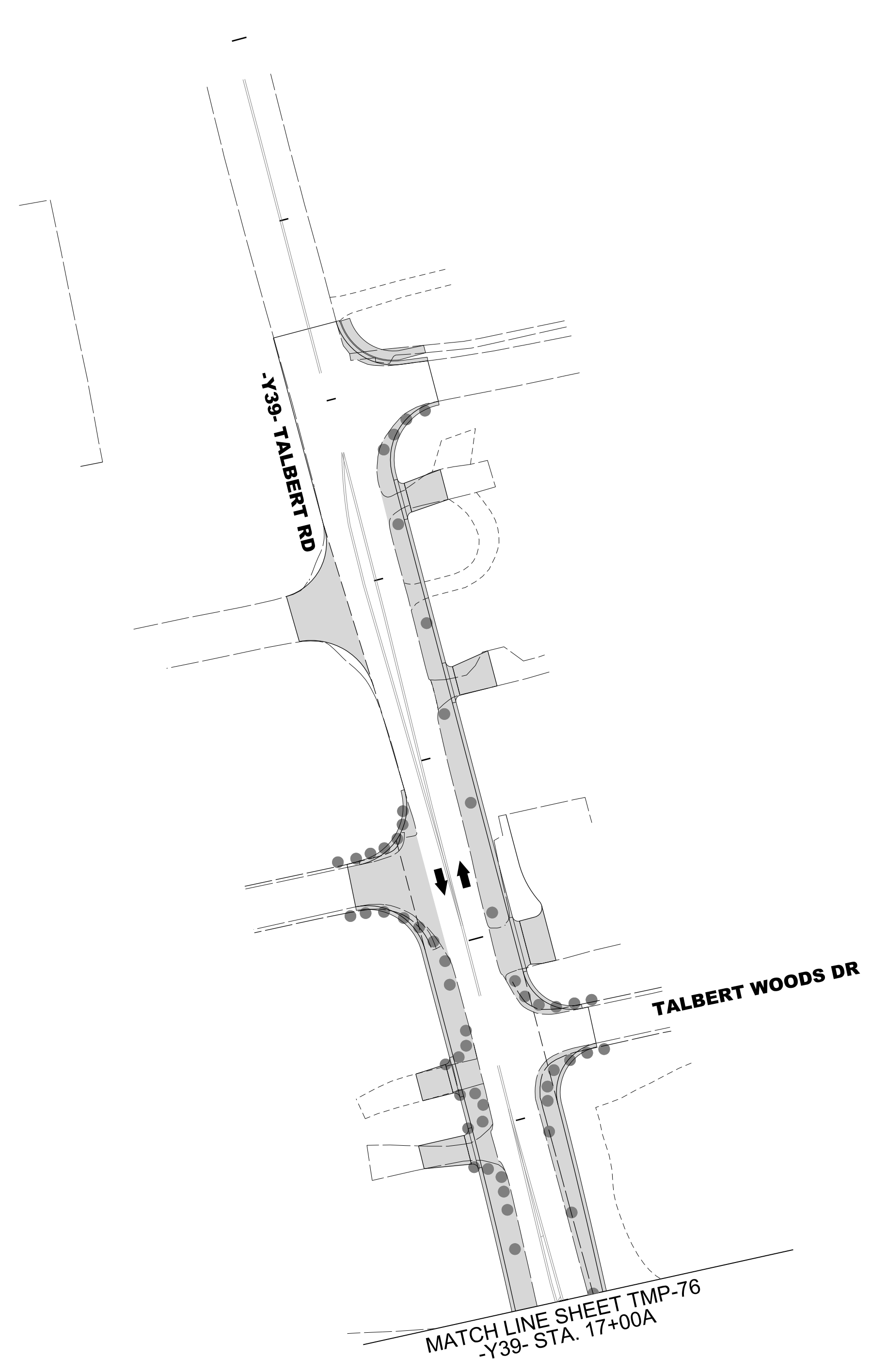
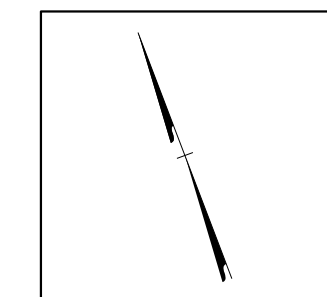
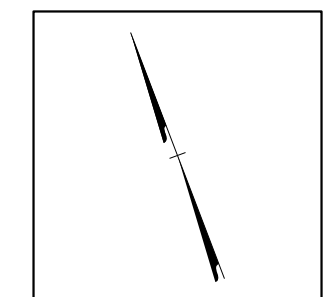
  
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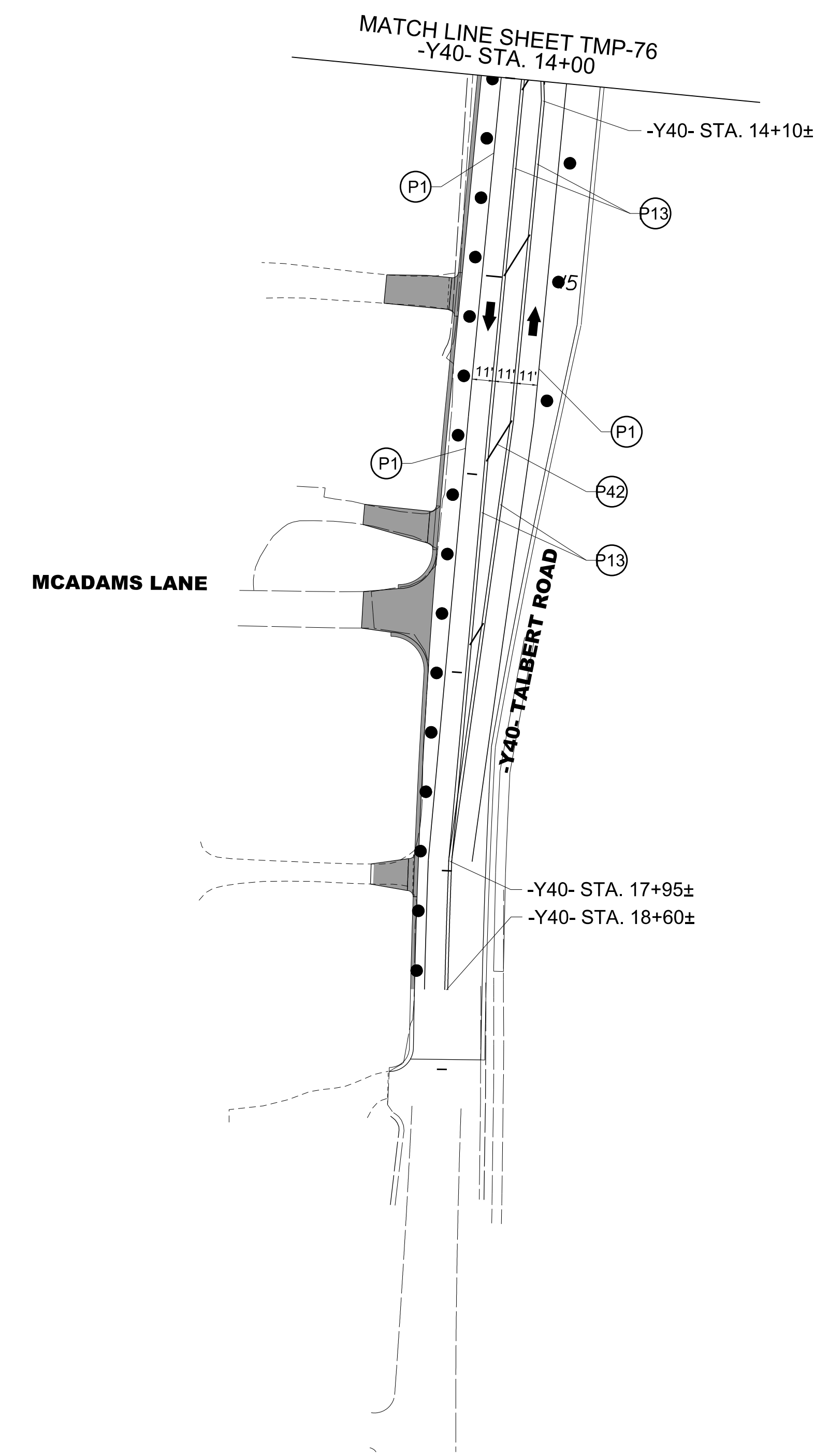


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R-2307B	TMP-77



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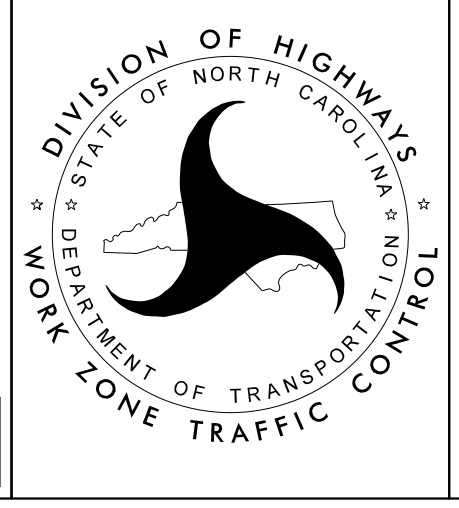
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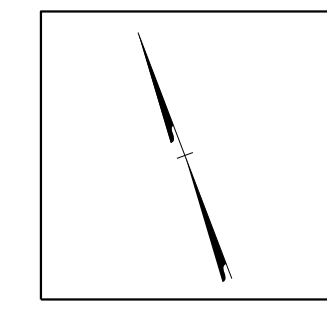
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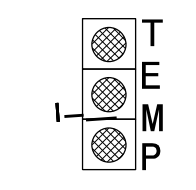
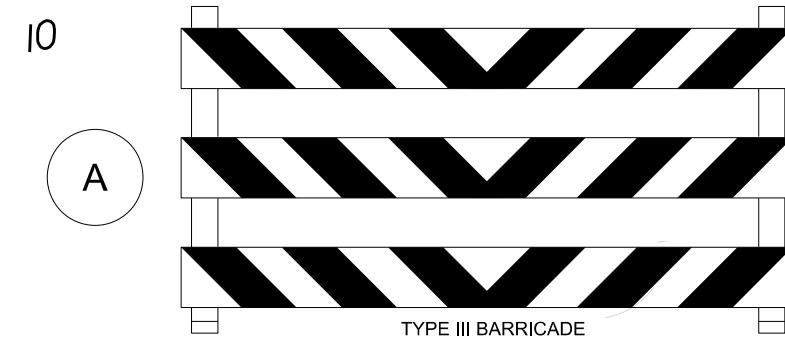
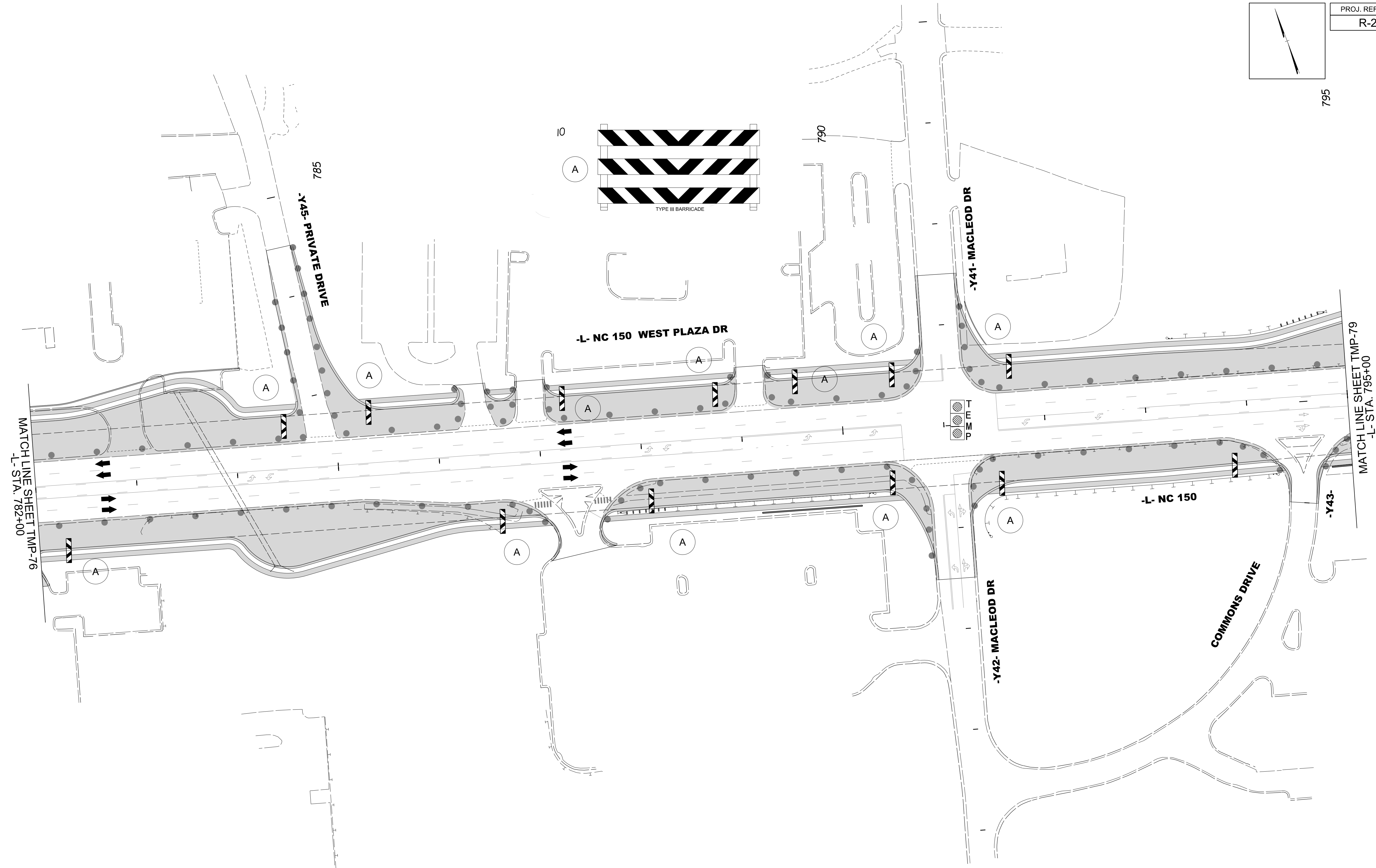
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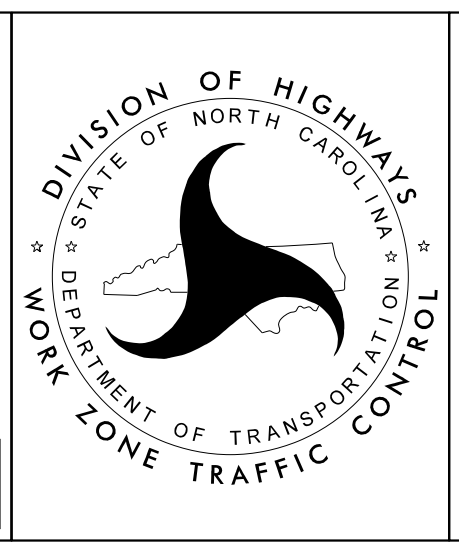
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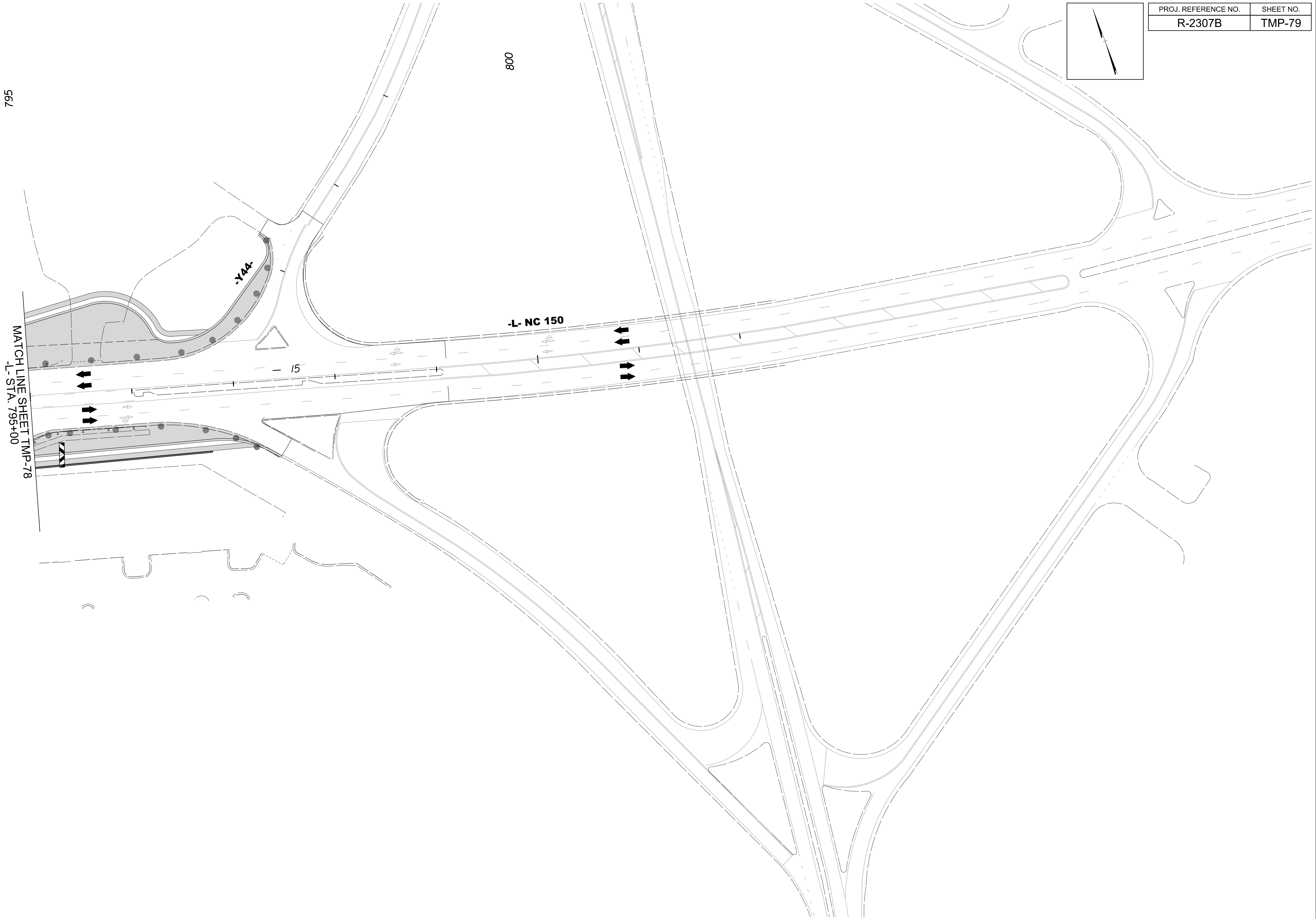
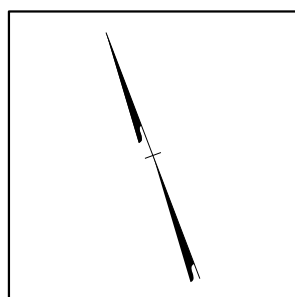
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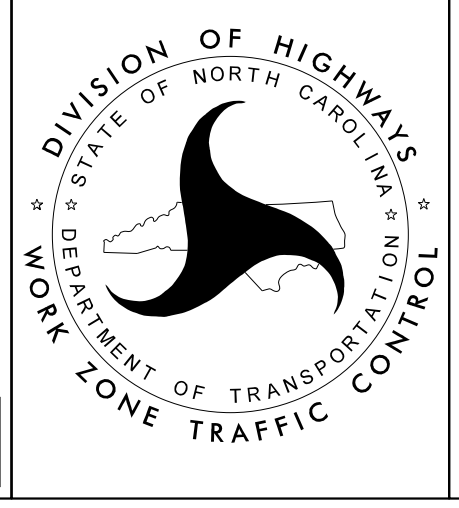
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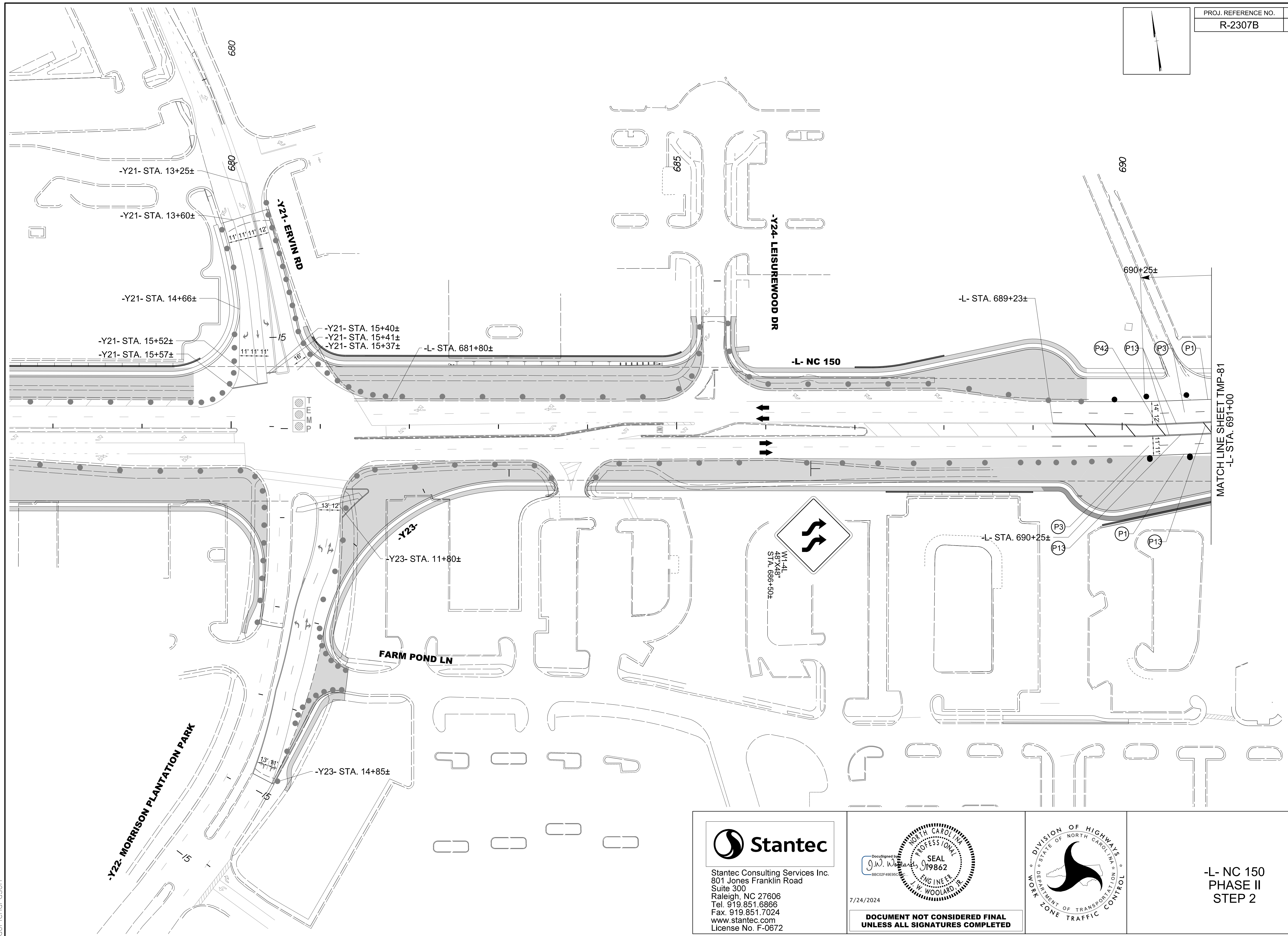
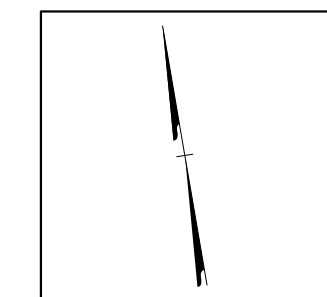
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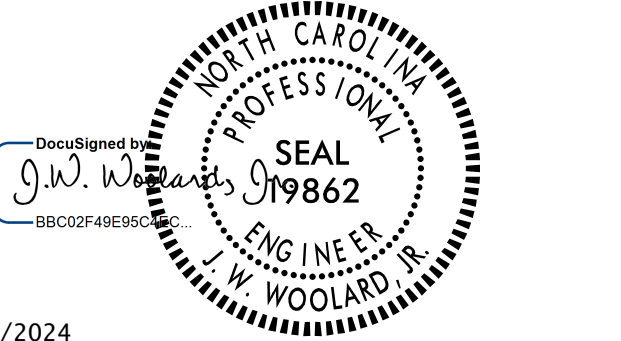
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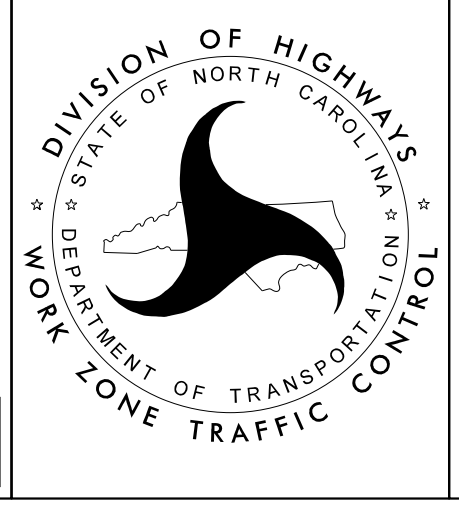
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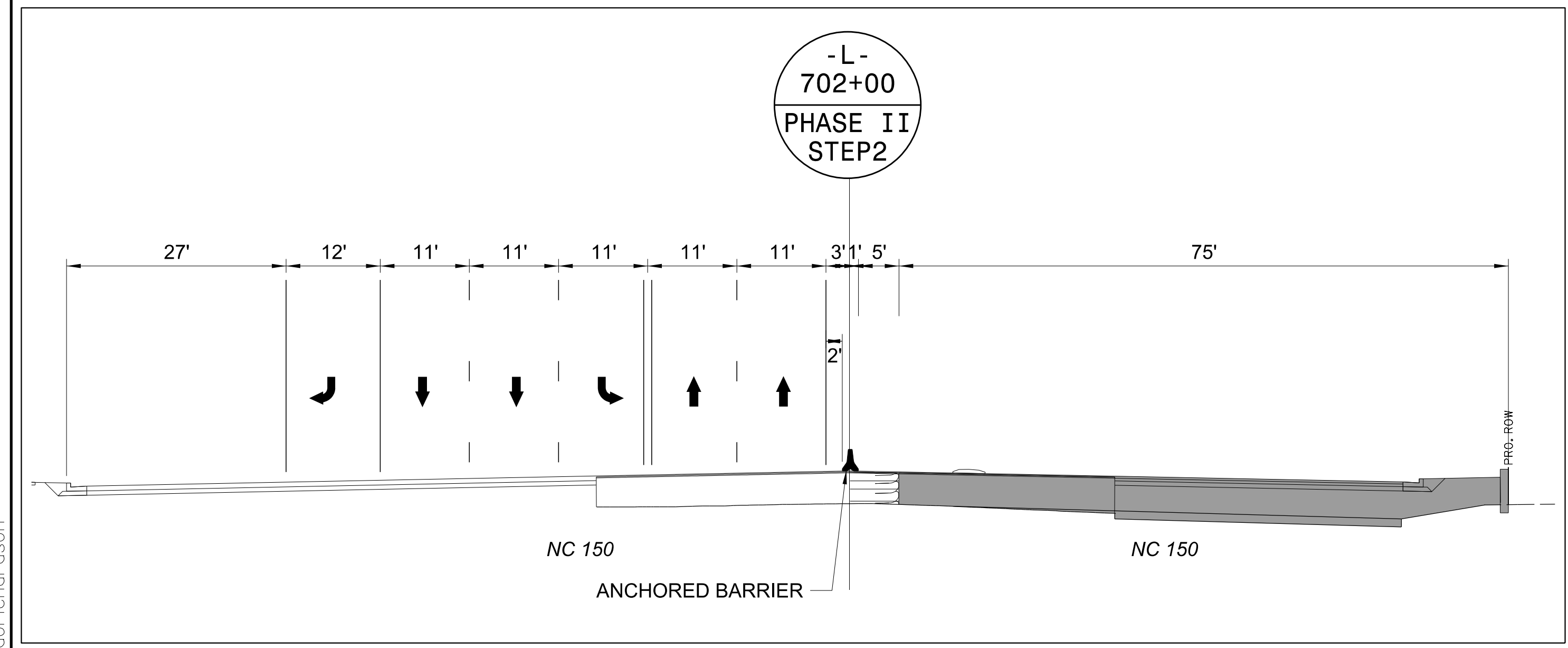
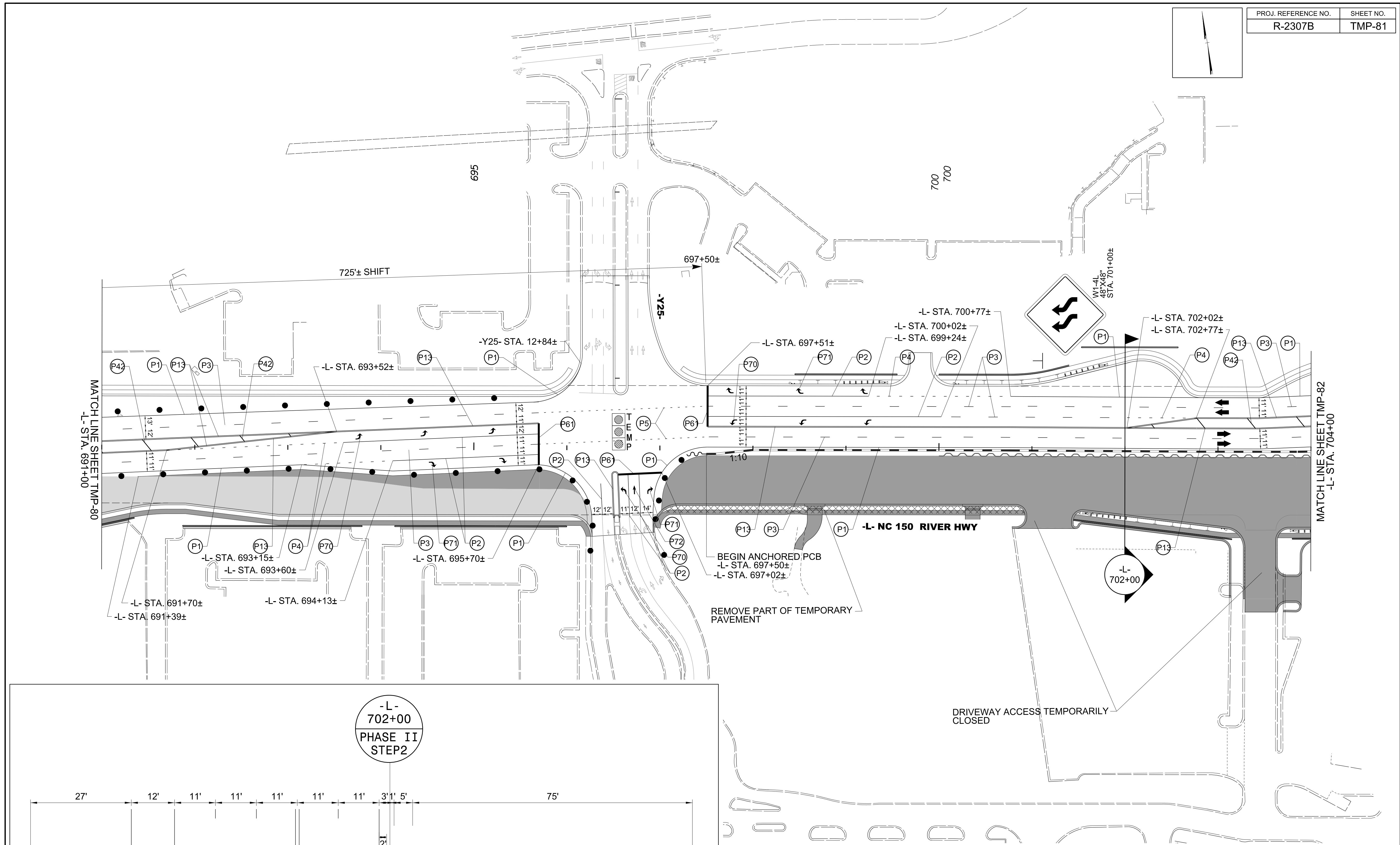
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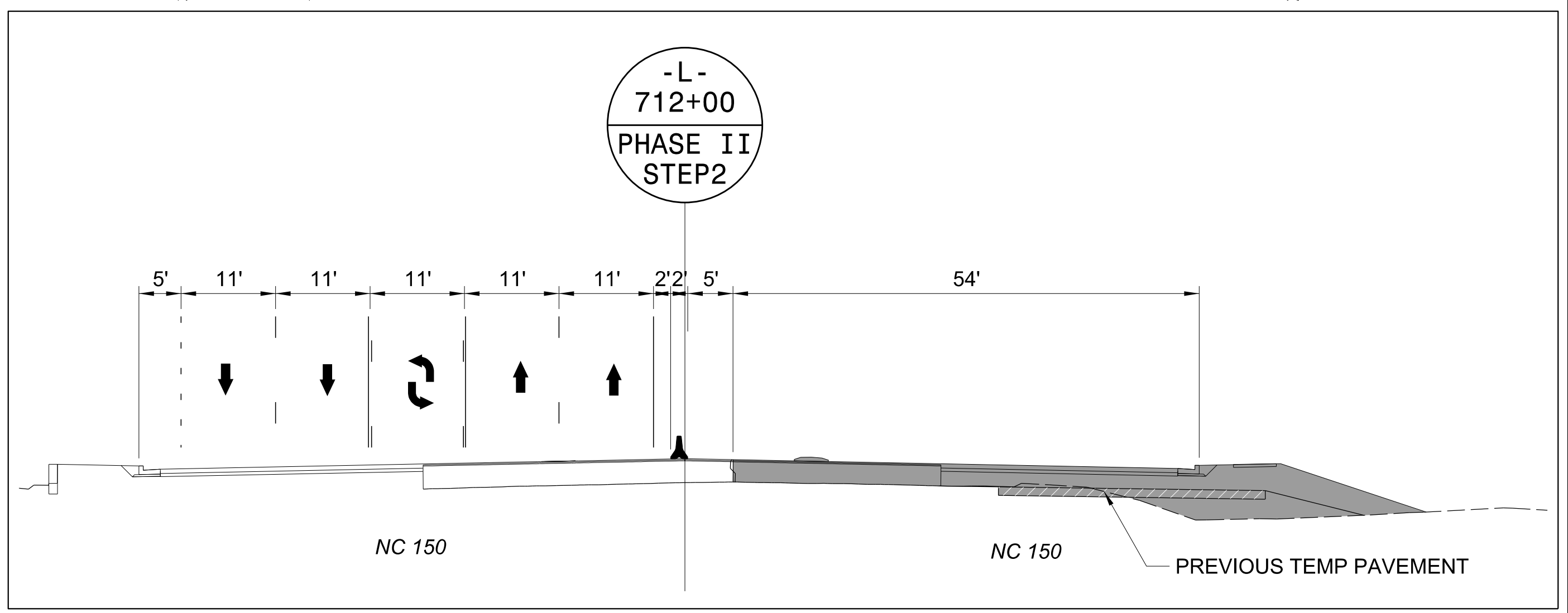
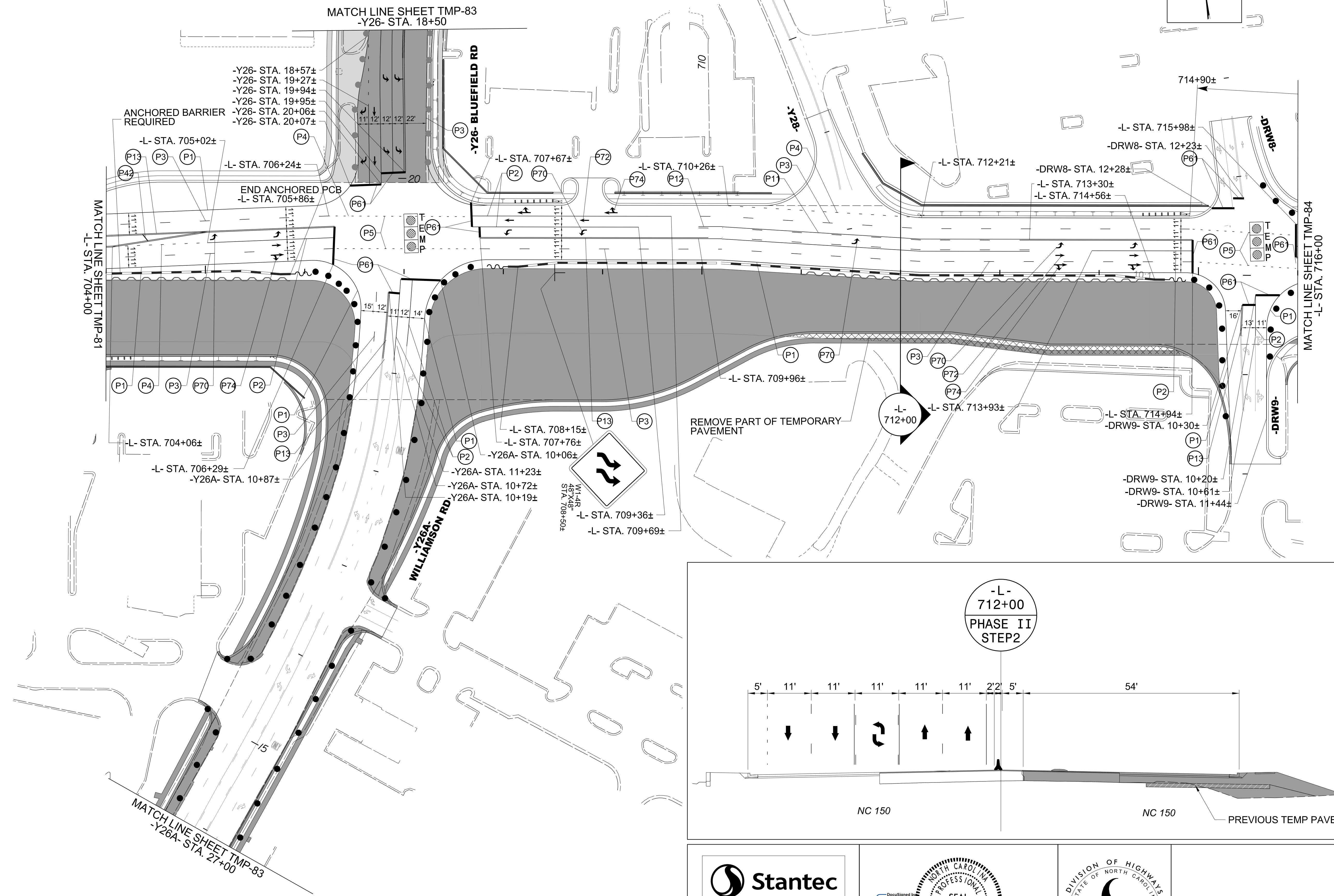
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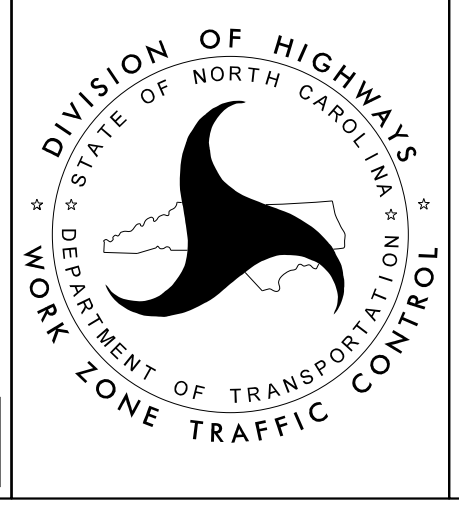


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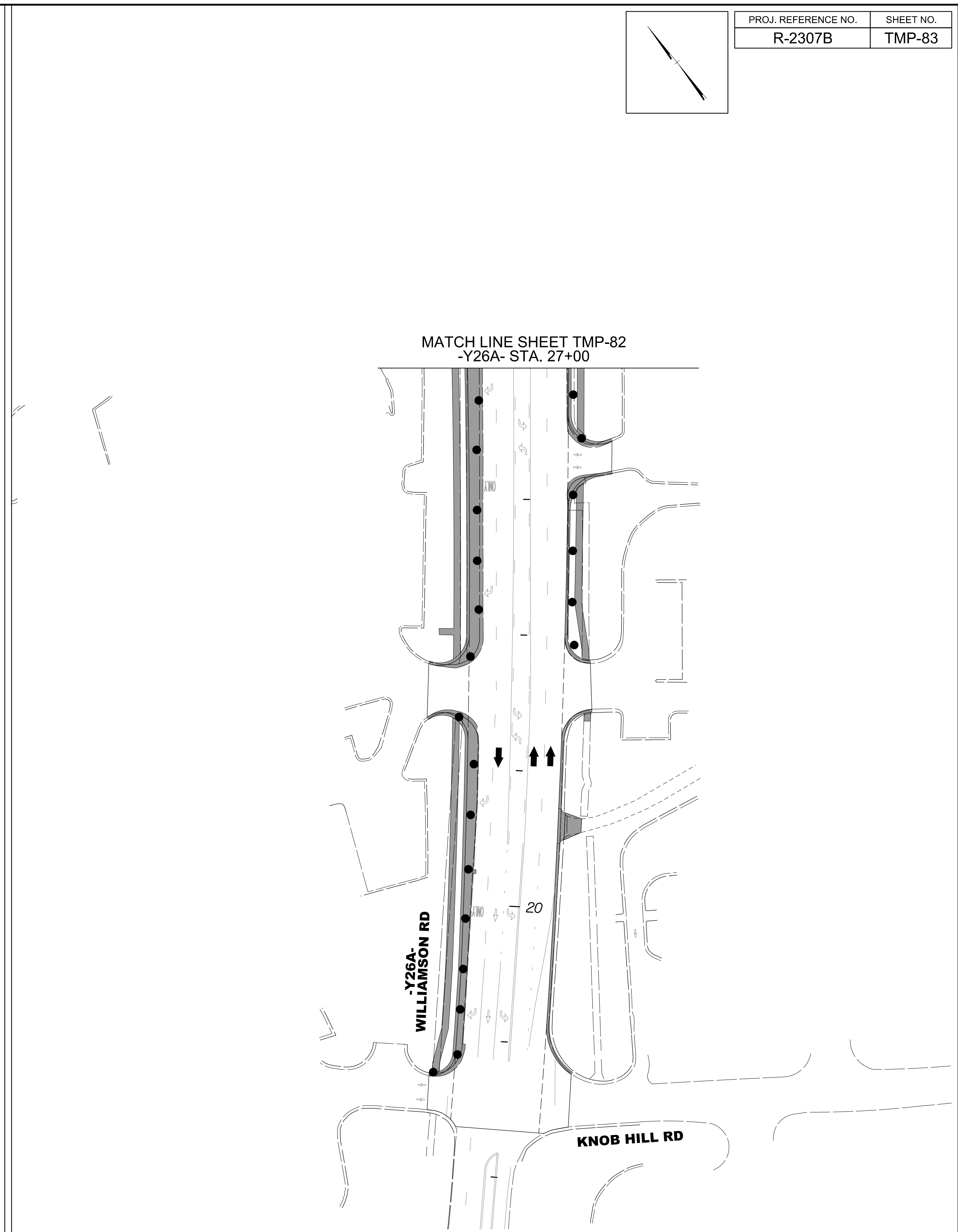
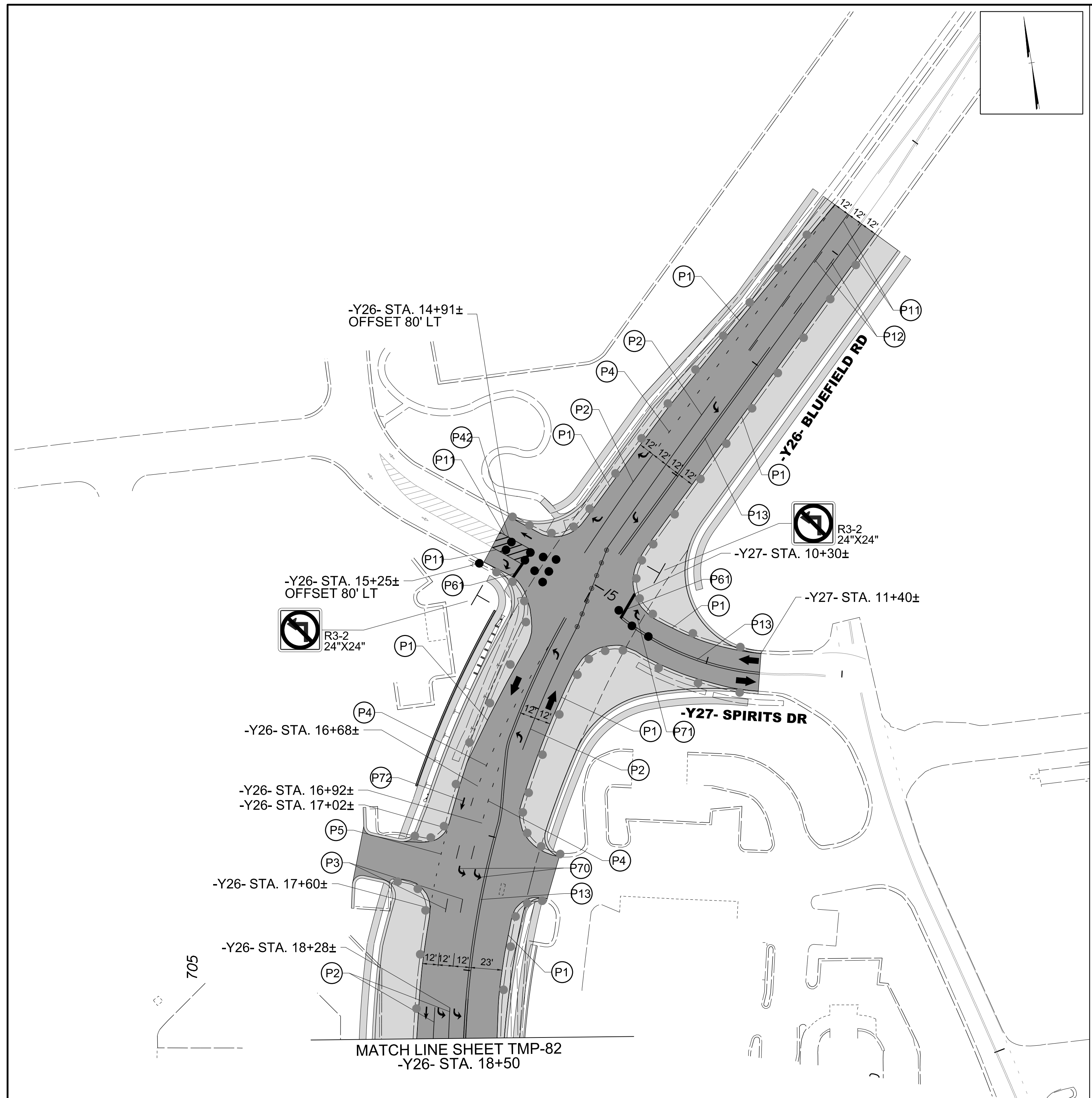
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