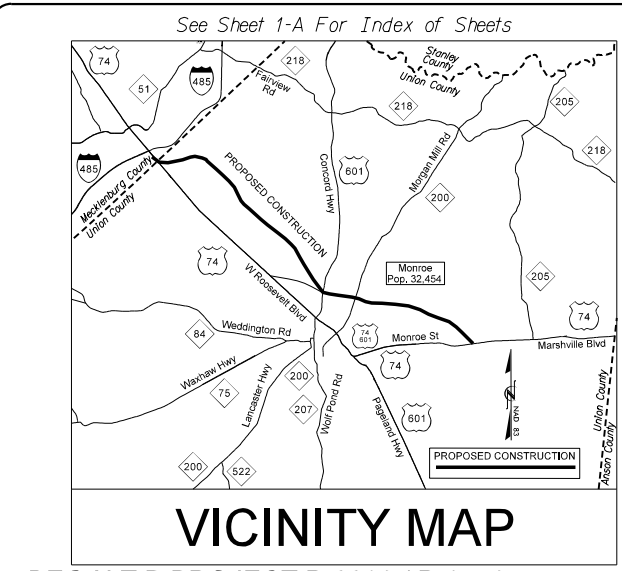


09/08/99

TIP PROJECT: R-3329 / R-2559

CONTRACT: C202587



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MECKLENBURG & UNION COUNTY

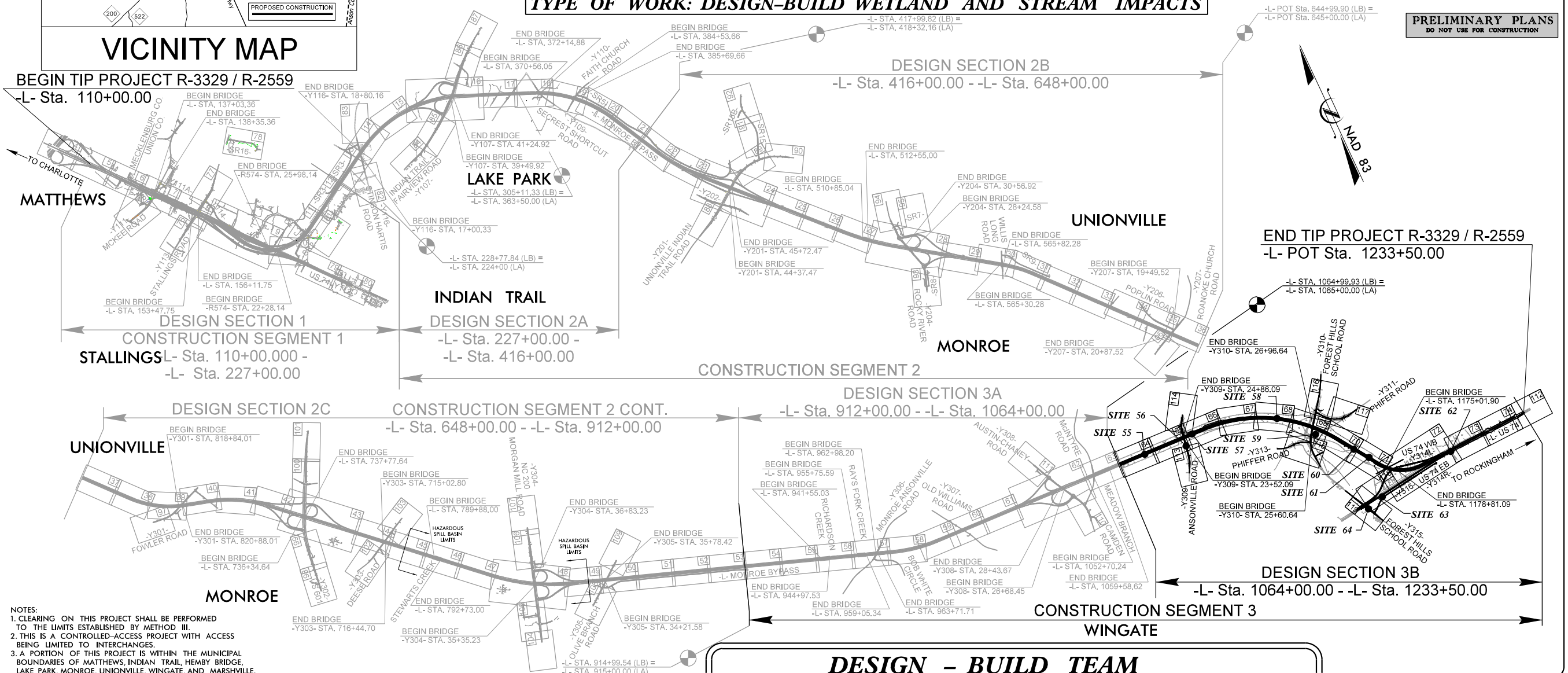
LOCATION: US 74 BYPASS FROM US 74 JUST EAST OF I-485 NEAR MATTHEWS AND STALLINGS TO US 74 JUST EAST OF WINGATE AND WEST OF MARSHVILLE

TYPE OF WORK: DESIGN-BUILD WETLAND AND STREAM IMPACTS

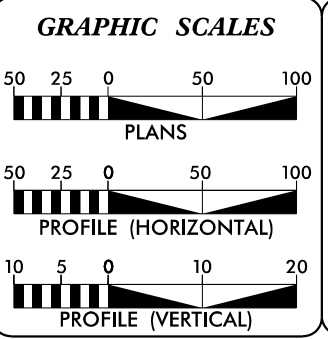
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-3329 /R-2559	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34533.5.TA1			

PERMIT DRAWING
SHEET 217 OF 267

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



- NOTES:
- CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.
 - THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.
 - A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF MATTHEWS, INDIAN TRAIL, HEMBY BRIDGE, LAKE PARK, MONROE, UNIONVILLE, WINGATE, AND MARSHVILLE.



DESIGN DATA

ADT 2013 =	64,100
ADT 2035 =	95,600
DHV =	8%
D =	55%
T =	18%*
V =	70 mph

*TTST 11% DUAL 7% FUNCTIONAL CLASS.: FREEWAY

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-3329 /R-2559.....	18.1 mi
LENGTH STRUCTURE TIP PROJECT R-3329 /R-2559.....	*1.6 mi
TOTAL LENGTH TIP PROJECT R-3329 /R-2559.....	19.7 mi

* LENGTH OF STRUCTURES BASED ON WB LANES

DESIGN - BUILD TEAM

PLANS PREPARED BY :

RUMMEL, KLEPPER & KAHL, LLP
900 RIDGEFIELD DRIVE, SUITE 350
RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO. F-012

2012 STANDARD SPECIFICATIONS

LETTING DATE:
OCTOBER 28, 2010

J.T. Peacock, Jr., P.E.
PROJECT ENGINEER

Stephen E. Roberts, P.E.
PROJECT DESIGN ENGINEER

CONTRACTOR :

HYDRAULICS ENGINEER

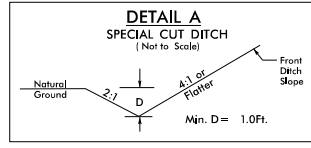
SIGNATURE: _____ P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

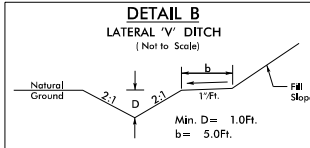
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ENGLISH

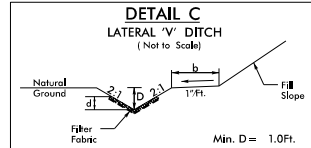
PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 3B-2E
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
PERMIT DRAWING SHEET 218 OF 267	



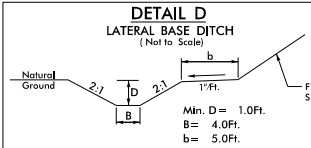
- L- STA. 1064+00 TO STA. 1071+50 LT
- L- STA. 1065+00 TO STA. 1066+50 RT
- L- STA. 1091+50 TO STA. 1095+00 LT
- L- STA. 1102+50 TO STA. 1106+50 RT
- L- STA. 1104+00 TO STA. 1107+00 LT
- L- STA. 1125+00 TO STA. 1124+50 RT
- L- STA. 1156+50 TO STA. 1158+50 LT
- Y309- STA. 12+50 TO STA. 13+50 RT
- Y309- STA. 28+00 TO STA. 29+50 RT
- Y309- STA. 30+50 TO STA. 32+00 RT
- Y310- STA. 13+18 TO STA. 14+50 LT
- Y310- STA. 33+00 TO STA. 35+00 LT
- Y310- STA. 39+00 TO STA. 39+92 RT
- Y310- STA. 38+50 TO STA. 40+50 RT
- Y313- STA. 14+74 TO STA. 15+50 LT
- Y313- STA. 14+91 TO STA. 15+50 RT
- Y314L- STA. 29+50 TO STA. 38+00 RT
- Y314L- STA. 30+50 TO STA. 31+00 LT
- Y314L- STA. 37+50 TO STA. 41+00 LT
- Y314R- STA. 16+50 TO STA. 18+00 LT
- Y315- STA. 11+92 TO STA. 14+50 RT
- Y314R- STA. 18+50 TO STA. 27+00 RT
- Y314R- STA. 23+50 TO STA. 25+85 LT
- Y314R- STA. 29+50 TO STA. 32+60 RT
- Y314R- STA. 33+00 TO STA. 37+50 RT
- Y316- STA. 13+00 TO STA. 15+00 RT
- Y316- STA. 24+20 TO STA. 25+50 RT
- DR2- STA. 10+25 TO STA. 10+50 RT
- DR2- STA. 10+25 TO STA. 10+50 LT



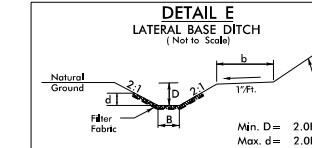
- L- STA. 1064+00 TO STA. 1065+00 RT
- L- STA. 1072+50 TO STA. 1073+50 LT
- L- STA. 1110+30 TO STA. 1112+00 LT
- L- STA. 1158+00 TO STA. 1159+51 RT
- Y309- STA. 15+82 TO STA. 16+70 RT
- Y309- STA. 16+63 TO STA. 17+19 LT
- Y309- STA. 25+35 TO STA. 28+00 RT
- Y310- STA. 22+80 TO STA. 24+50 RT
- Y310- STA. 29+00 TO STA. 33+00 LT
- Y311- STA. 21+00 TO STA. 26+82 RT
- Y314R- STA. 15+50 TO STA. 16+50 LT
- Y315- STA. 15+01 TO STA. 16+50 LT
- Y316- STA. 11+50 TO STA. 13+00 RT
- Y316- STA. 20+50 TO STA. 21+20 RT
- Y316- STA. 25+50 TO STA. 29+00 RT



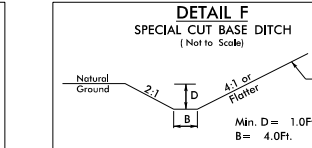
- L- STA. 1137+00 TO STA. 1137+50 LT



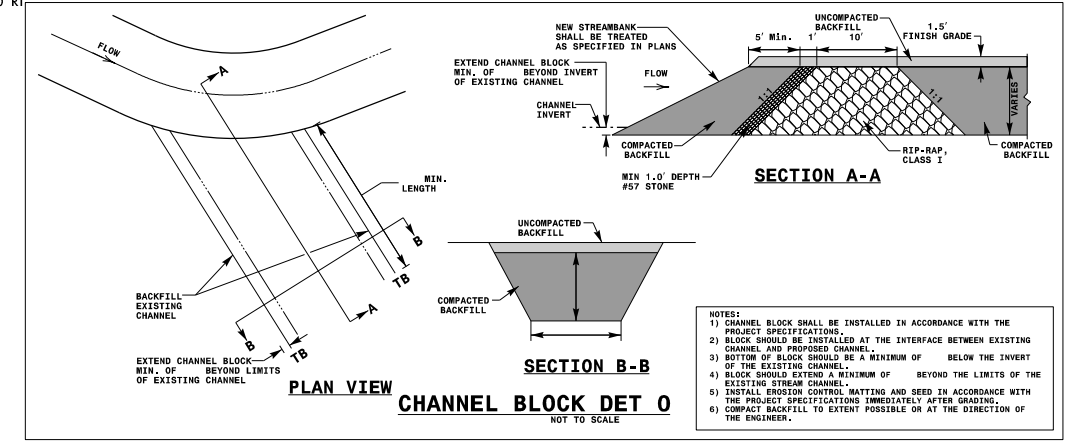
- L- STA. 1071+50 TO STA. 1072+50 LT
- L- STA. 1074+00 TO STA. 1076+00 RT
- L- STA. 1095+30 TO STA. 1096+50 RT
- L- STA. 1097+00 TO STA. 1097+94 LT
- L- STA. 1106+50 TO STA. 1111+50 RT
- L- STA. 1108+00 TO STA. 1110+30 LT
- L- STA. 1140+00 TO STA. 1141+50 RT
- L- STA. 1159+00 TO STA. 1162+70 LT
- L- STA. 1161+80 TO STA. 1164+00 RT
- L- STA. 1198+50 TO STA. 1200+00 RT
- L- STA. 1201+41 TO STA. 1205+50 LT
- Y309- STA. 17+00 TO STA. 18+50 RT
- Y309- STA. 20+00 TO STA. 21+00 RT
- Y309- STA. 22+00 TO STA. 23+49 RT
- Y310- STA. 16+50 TO STA. 19+68 LT
- Y310- STA. 21+00 TO STA. 25+60 LT
- Y310- STA. 27+30 TO STA. 29+00 LT
- Y310- STA. 27+50 TO STA. 31+25 RT
- Y311- STA. 10+50 TO STA. 18+50 LT
- Y311- STA. 23+00 TO STA. 24+38 LT
- Y311- STA. 11+00 TO STA. 17+65 RT
- Y313- STA. 17+00 TO STA. 22+50 LT
- Y313- STA. 18+50 TO STA. 22+77 RT
- Y315- STA. 16+50 TO STA. 18+66 LT
- Y316- STA. 29+00 TO STA. 29+72 RT



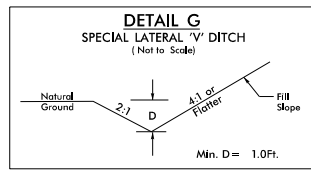
- L- STA. 1076+00 TO STA. 1076+50 RT
- L- STA. 1159+51 TO STA. 1161+80 RT
- L- STA. 1164+00 TO STA. 1165+00 RT
- L- STA. 1201+93 TO STA. 1206+00 RT
- Y309- STA. 18+50 TO STA. 20+00 RT
- Y309- STA. 21+00 TO STA. 22+00 RT



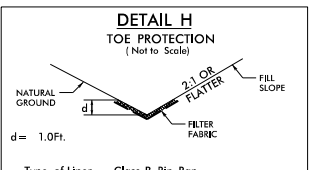
- L- STA. 1140+00 TO STA. 1141+20 LT
- L- STA. 1194+50 TO STA. 1198+50 RT
- Y311- STA. 24+38 TO STA. 27+00 LT



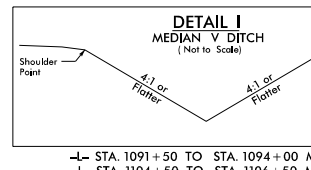
DETAIL O NOT USED IN SECTION 3B



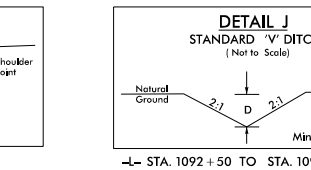
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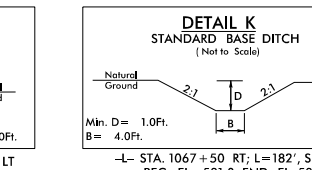
- L- STA. 1096+50 TO STA. 1098+50 LT
- L- STA. 1201+00 TO STA. 1201+78 RT
- L- STA. 1166+00 TO STA. 1167+65 RT
- Y314L- STA. 24+85 TO STA. 28+00 RT
- Y31R- STA. 11+00 TO STA. 12+50 LT



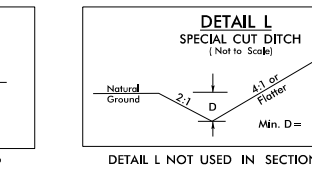
- L- STA. 1091+50 TO STA. 1094+00 MED
- L- STA. 1104+50 TO STA. 1106+50 MED
- L- STA. 1130+00 TO STA. 1135+50 MED
- L- STA. 1157+50 TO STA. 1159+50 MED
- L- STA. 1201+50 TO STA. 1203+00 MED
- L- STA. 1219+50 TO STA. 1223+00 MED



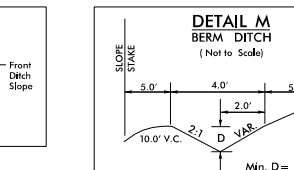
- L- STA. 1092+50 TO STA. 1094+50 LT
- L- STA. 1127+50 LT; L=85', S=0.47%
- BEG EL=590.40, END EL. 590.0
- L- STA. 1149+50 LT; L=120', S=0.79%
- BEG EL=579.65, END EL. 578.7
- L- STA. 1186+11 TO STA. 1188+00 RT



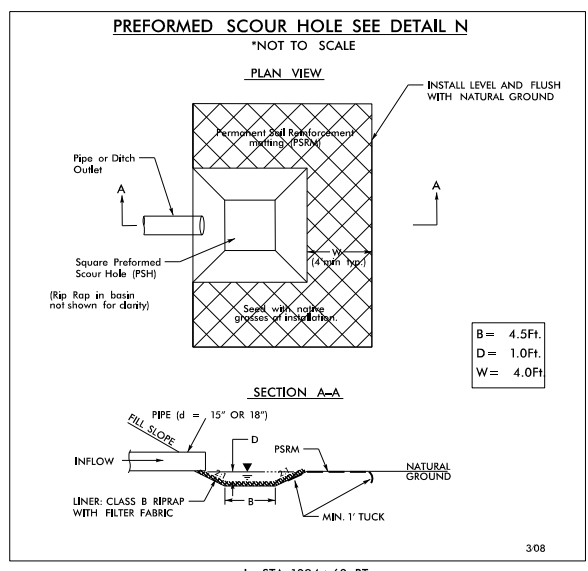
- L- STA. 1067+50 RT; L=182', S=0.55%
- BEG EL=531.0, END EL. 530.0
- L- STA. 1068+00 LT; L=101', S=9.85%
- BEG EL=543.2, END EL. 532.6
- L- STA. 1071+23 RT; L=89', S=0.90%
- BEG EL=533.8, END EL. 533.0
- L- STA. 1072+50 LT; L=82', S=10.00%
- BEG EL=543.2, END EL. 535.0
- L- STA. 1094+50 TO STA. 1096+50 LT
- L- STA. 1094+50 RT; L=20', S=0.55%
- BEG EL=555.4, END EL. 555.3
- L- STA. 1095+30 RT; L=24', S=0.50%
- BEG EL=554.9, END EL. 554.8
- L- STA. 1103+35 TO STA. 1108+00 LT
- L- STA. 1131+00 LT; L=150', S=1.09%
- BEG EL=584.4, END EL. 582.8
- L- STA. 1137+50 LT; L=320', S=0.60%
- BEG EL=585.4, END EL. 583.5
- L- STA. 1147+54 TO STA. 1148+57 RT
- L- STA. 1194+50 TO STA. 1197+00 RT
- L- STA. 1198+42 LT; L=41', S=4.63%
- BEG EL=519.5, END EL. 517.6
- L- STA. 1211+80 LT; L=40', S=1.03%
- BEG EL=537.1, END EL. 536.7
- L- STA. 1216+57 LT; L=40', S=0.30%
- BEG EL= 541.1, END EL. 540.9
- Y310- STA. 19+56 TO STA. 19+68 LT
- Y310- STA. 24+30 LT; L=150', S=3.03%
- BEG EL=585.95, END EL. 581.4
- Y311- STA. 18+75 TO STA. 19+00 RT
- Y314L- STA. 31+00 LT; L=305', S=0.75%
- BEG EL=563.5, END EL. 561.2
- Y314R- STA. 25+85 LT; L=279', S=0.36%
- BEG EL=565.1, END EL. 564.1
- Y314R- STA. 30+00 TO STA. 31+31 LT
- Y314R- STA. 33+00 TO STA. 34+35 LT



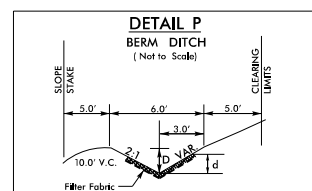
DETAIL L NOT USED IN SECTION 3B



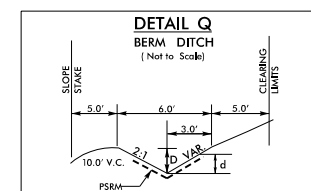
- L- STA. 1120+50 TO STA. 1124+50 RT



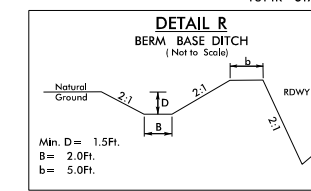
- L- STA. 1094+63 RT
- Y310- STA. 21+60 RT
- L- STA. 1171+50 LT
- L- STA. 1195+50 LT



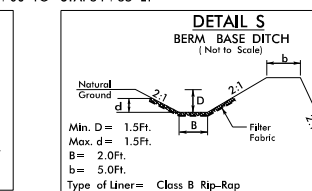
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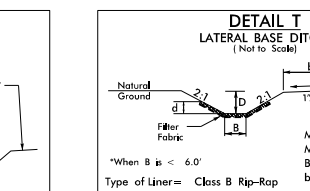
DETAIL Q NOT USED IN SECTION 3B



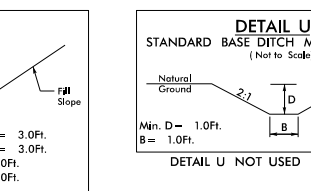
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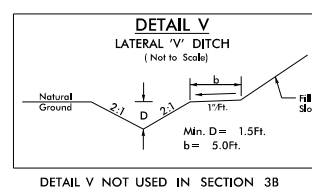
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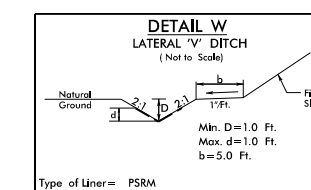
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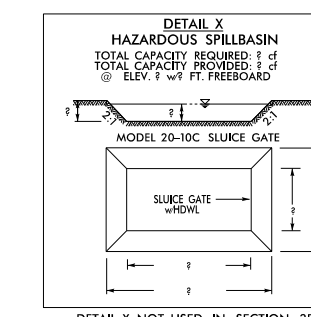
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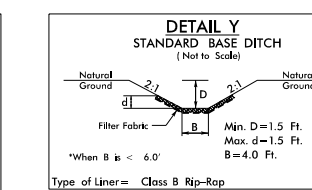
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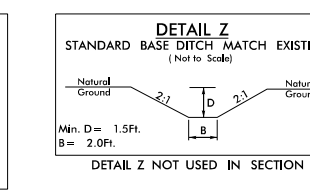
- Y309- STA. 13+50 TO STA. 15+82 RT



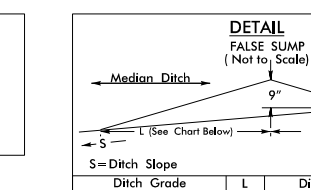
DETAIL X NOT USED IN SECTION 3B



- L- STA. 1110+30 LT; L=122', S=1.95%
- BEG EL=572.0, END EL. 569.6
- Y314R- STA. 30+50 LT; L=40', S=3.13%
- BEG EL=561.00, END EL. 559.75

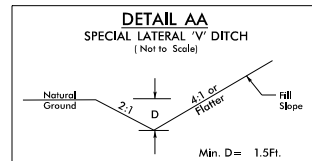


DETAIL Z NOT USED IN SECTION 3B

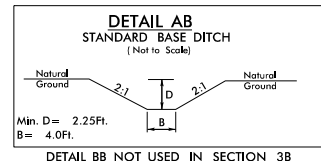


S=Ditch Slope	L	Ditch Grade	L
0.0% To 2.0%	20'	Over 4.0% To 6.0%	40'
Over 2.0% To 4.0%	30'	Over 6.0%	50'

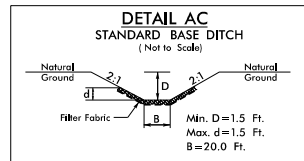
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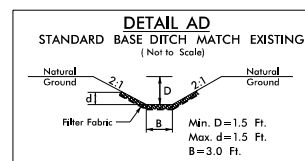
DETAIL AA NOT USED IN SECTION 3B



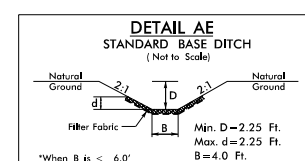
DETAIL BB NOT USED IN SECTION 3B



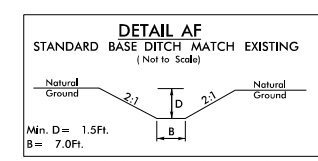
Type of Liner = Class B Rip-Rap
DETAIL AC NOT USED IN SECTION 3B



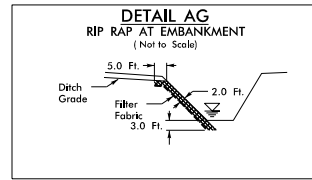
Type of Liner = Class I Rip-Rap
DETAIL AD NOT USED IN SECTION 3B



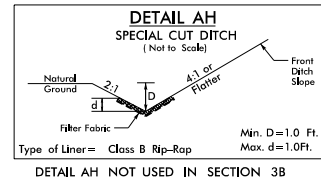
Type of Liner = Class B Rip-Rap
DETAIL AE NOT USED IN SECTION 3B



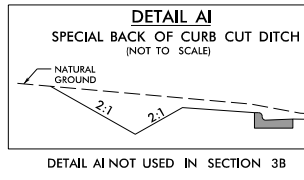
DETAIL AF NOT USED IN SECTION 3B



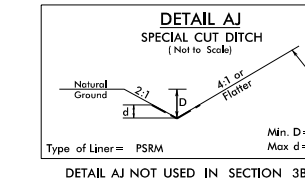
DETAIL AG NOT USED IN SECTION 3B



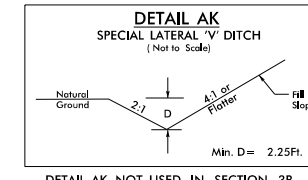
Type of Liner = Class B Rip-Rap
DETAIL AH NOT USED IN SECTION 3B



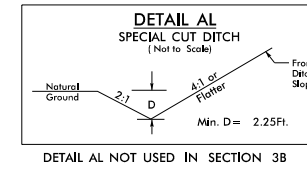
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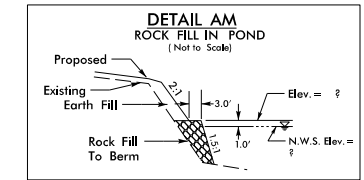
Type of Liner = PSRM
DETAIL AJ NOT USED IN SECTION 3B



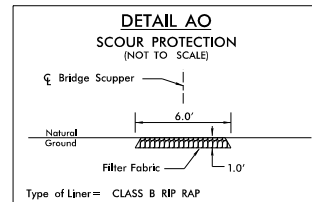
DETAIL AK NOT USED IN SECTION 3B



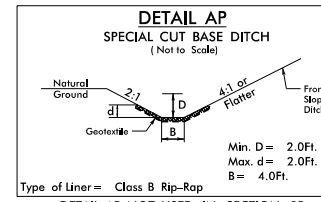
DETAIL AL NOT USED IN SECTION 3B



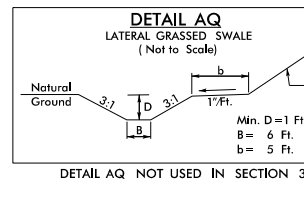
DETAIL AM NOT USED IN SECTION 3B



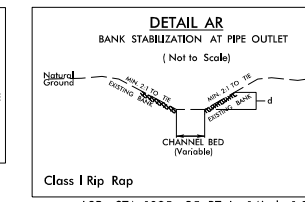
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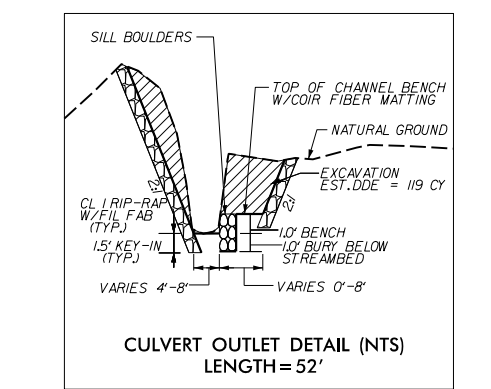
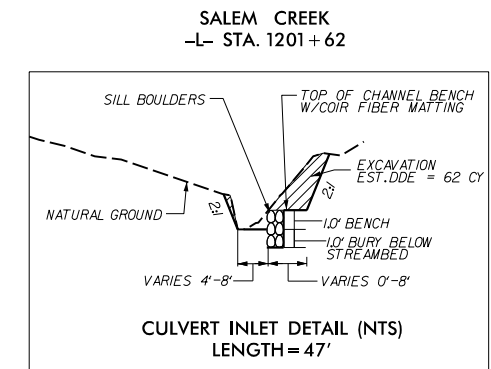
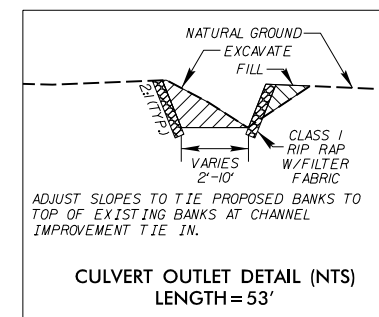
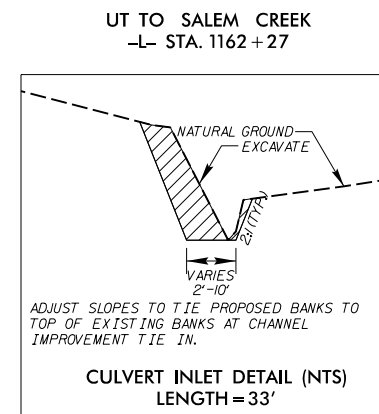
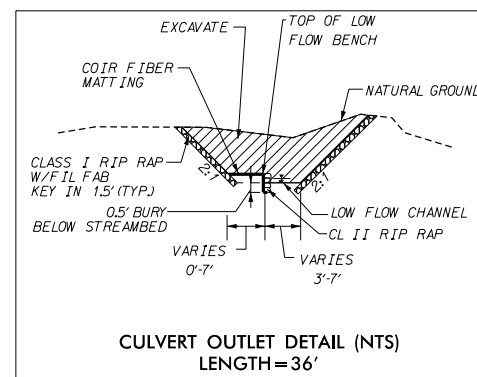
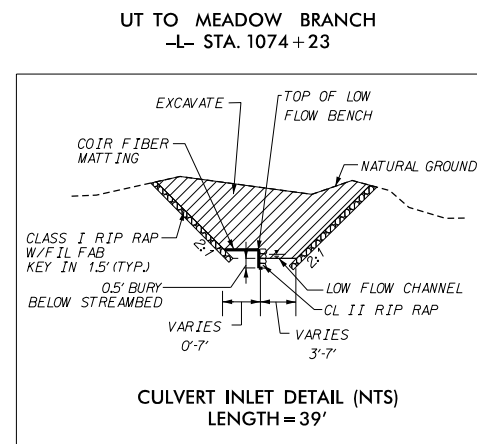
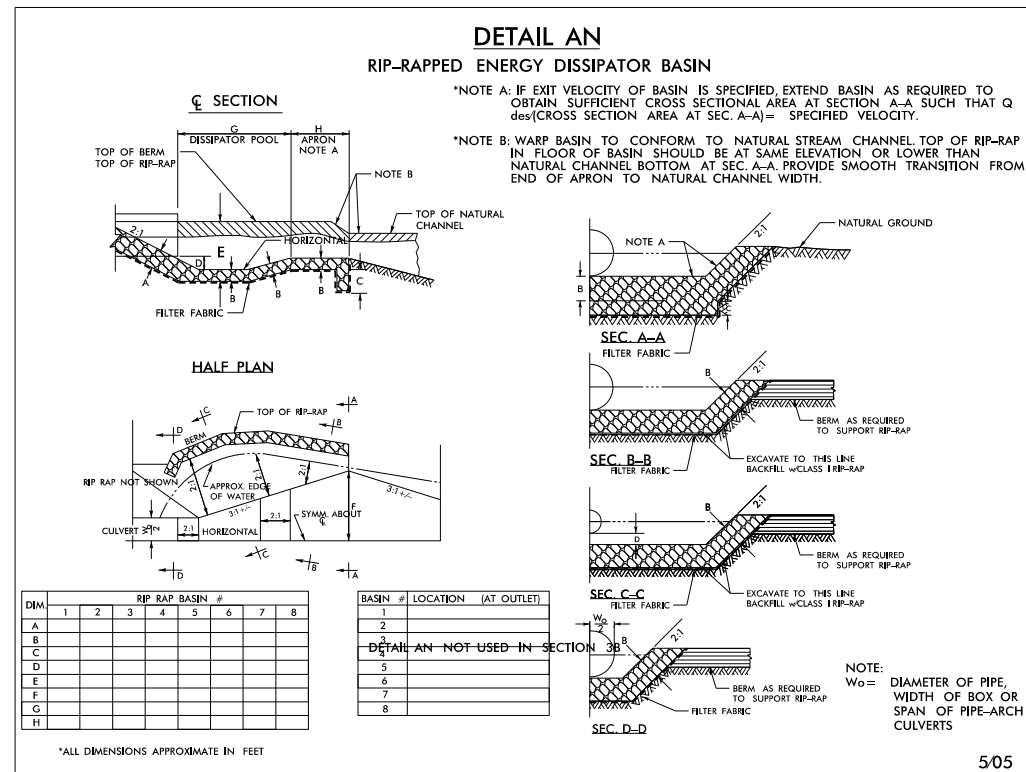
Type of Liner = Class B Rip-Rap
DETAIL AP NOT USED IN SECTION 3B



DETAIL AQ NOT USED IN SECTION 3B



Class I Rip-Rap
-L3B- STA. 1095+25 RT, L=14', d=1.0'
-Y309- STA. 19+08 LT, L=16', d=0.8'
-Y310- STA. 22+83 RT, L=12', d=1.2'
-Y316- STA. 11+98 RT, L=16', d=1.5'



8/17/99

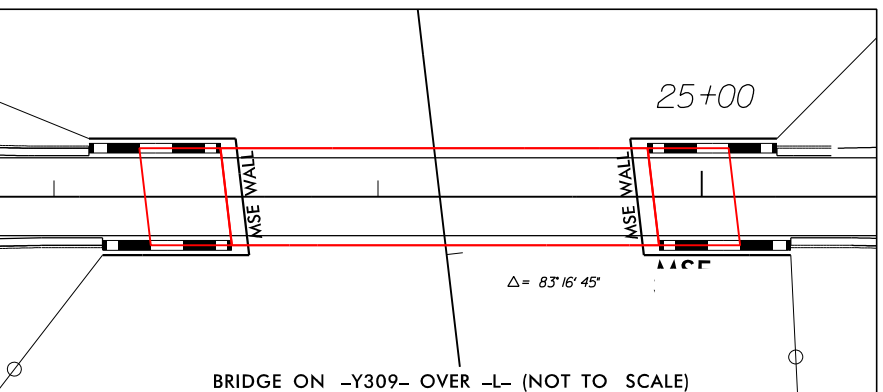
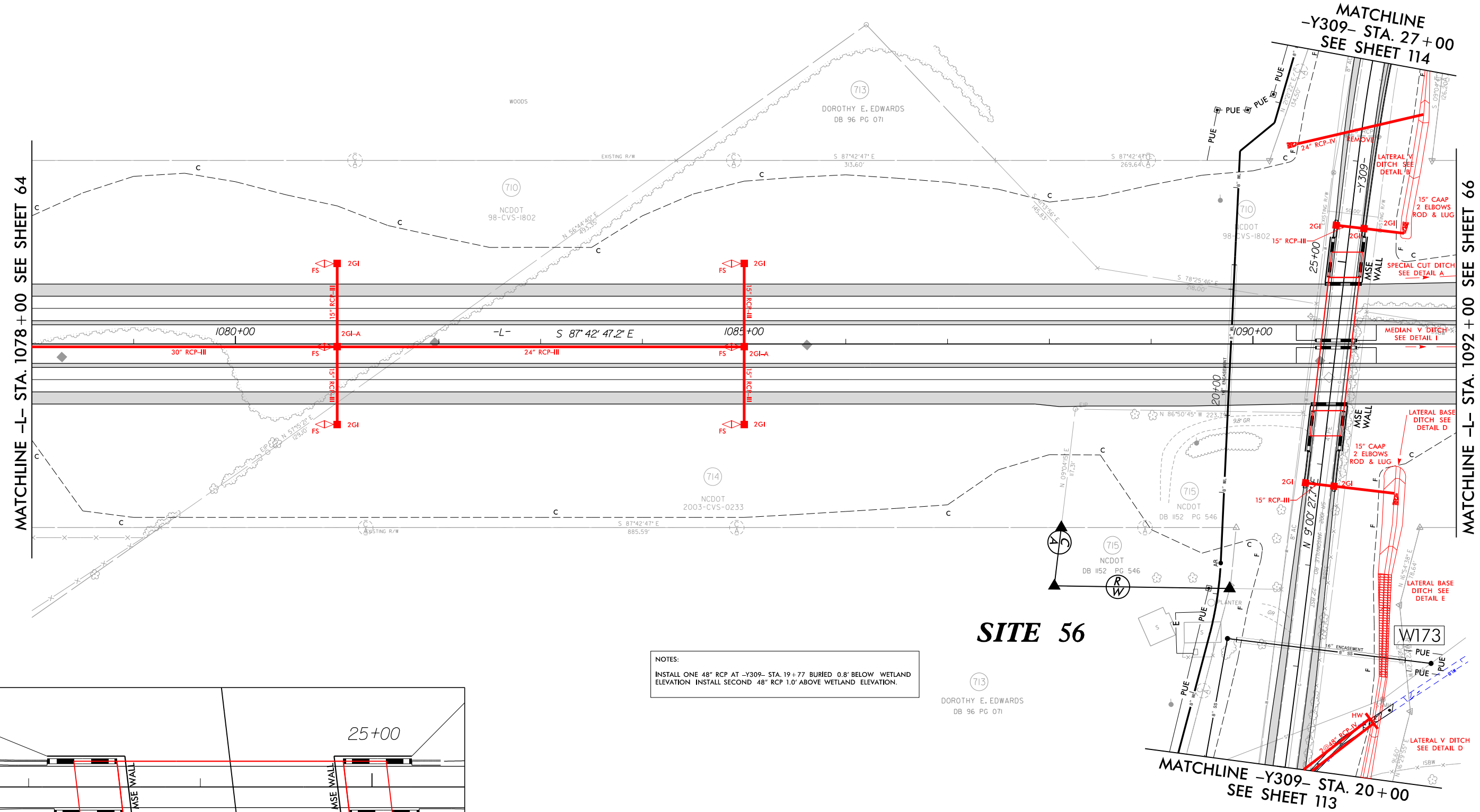
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- DENOTES FILL IN WETLAND
- DENOTES MECHANIZED CLEARING
- DENOTES EXCAVATION IN WETLAND



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PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 65
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/R ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
PERMIT DRAWING SHEET 224 OF 267	



NOTES:
 INSTALL ONE 48" RCP AT -Y309- STA. 19+77 BURIED 0.8' BELOW WETLAND ELEVATION. INSTALL SECOND 48" RCP 1.0' ABOVE WETLAND ELEVATION.




SITE 56

713
 DOROTHY E. EDWARDS
 DB 96 PG 071

FOR -L- PROFILE SEE SHT. 155
 FOR -Y309- PROFILE SEE SHT. 227

8/17/99

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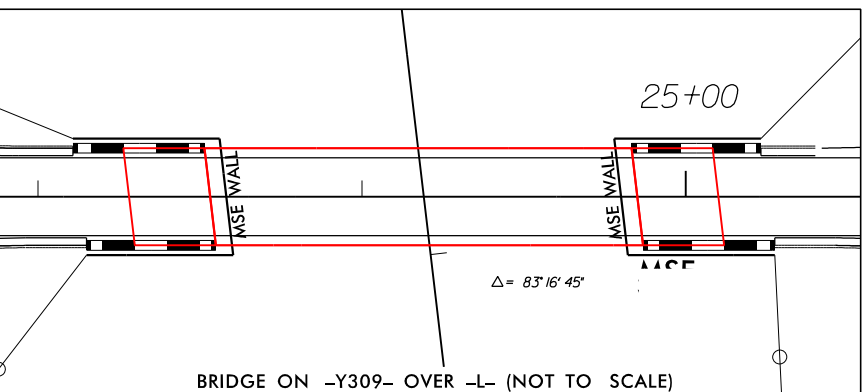
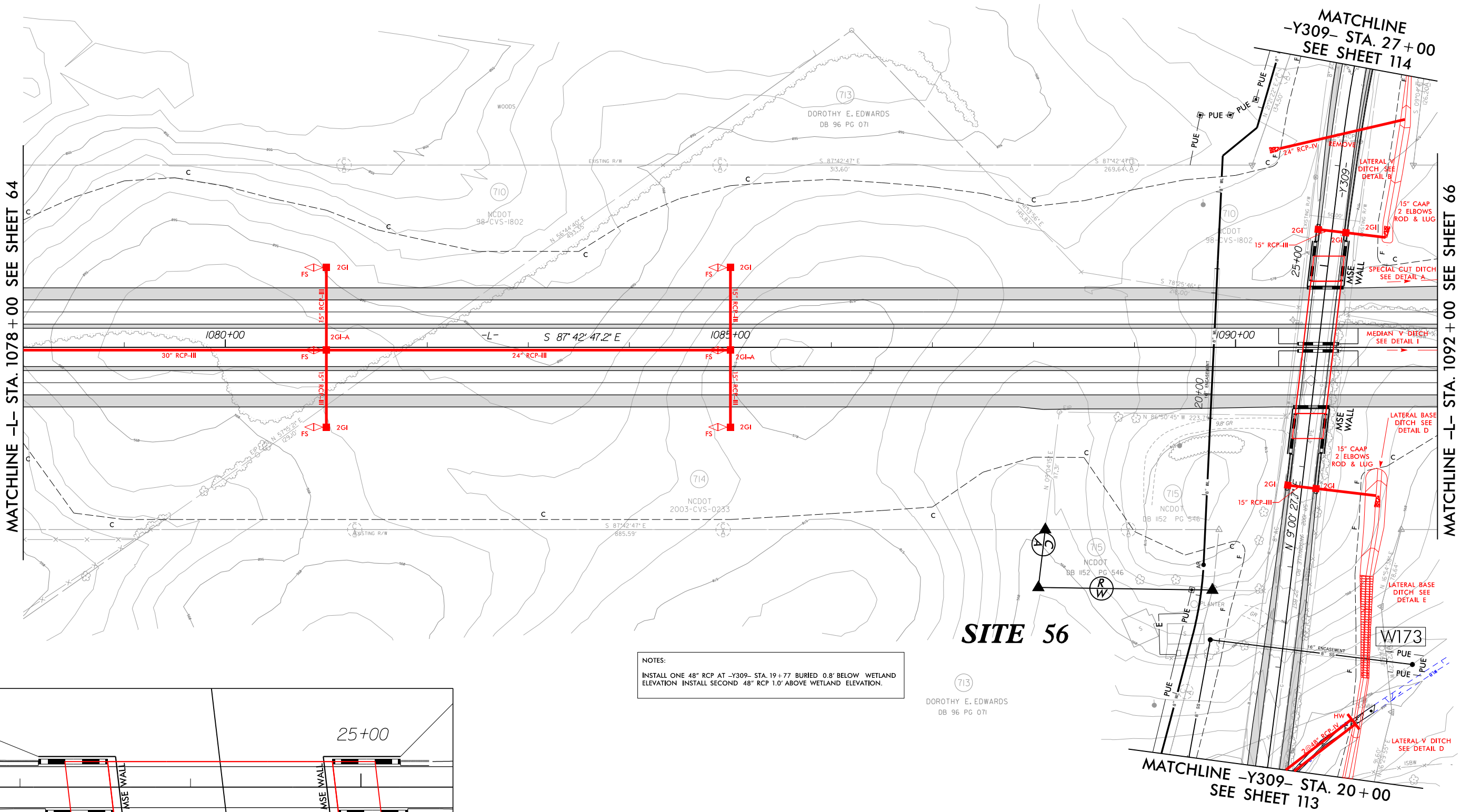
-  DENOTES FILL IN WETLAND
-  DENOTES MECHANIZED CLEARING
-  DENOTES EXCAVATION IN WETLAND



NAD 83

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PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 65
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION PERMIT DRAWING SHEET 225 OF 267	






NOTES:
 INSTALL ONE 48" RCP AT -Y309- STA. 19+77 BURIED 0.8' BELOW WETLAND ELEVATION
 INSTALL SECOND 48" RCP 1.0' ABOVE WETLAND ELEVATION.

SITE 56

713
 DOROTHY E. EDWARDS
 DB 96 PG 071

FOR -L- PROFILE SEE SHT. 155
 FOR -Y309- PROFILE SEE SHT. 227

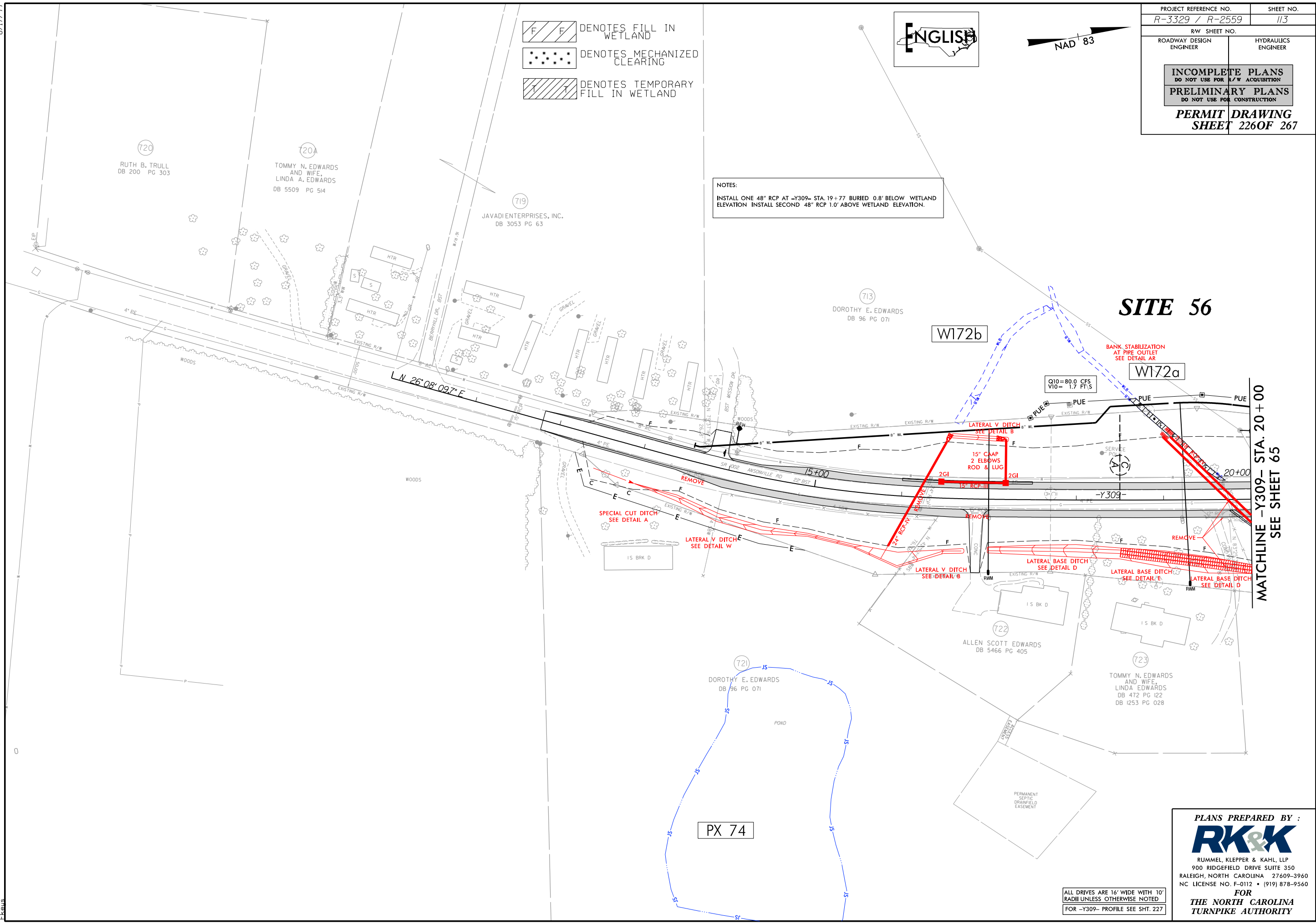
PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 113
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION PERMIT DRAWING SHEET 226 OF 267	

-  DENOTES FILL IN WETLAND
-  DENOTES MECHANIZED CLEARING
-  DENOTES TEMPORARY FILL IN WETLAND



NOTES:
 INSTALL ONE 48" RCP AT -Y309- STA. 19+77 BURIED 0.8' BELOW WETLAND ELEVATION. INSTALL SECOND 48" RCP 1.0' ABOVE WETLAND ELEVATION.

SITE 56



MATCHLINE -Y309- STA. 20+00
SEE SHEET 65

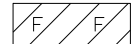

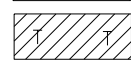
ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED
 FOR -Y309- PROFILE SEE SHT. 227

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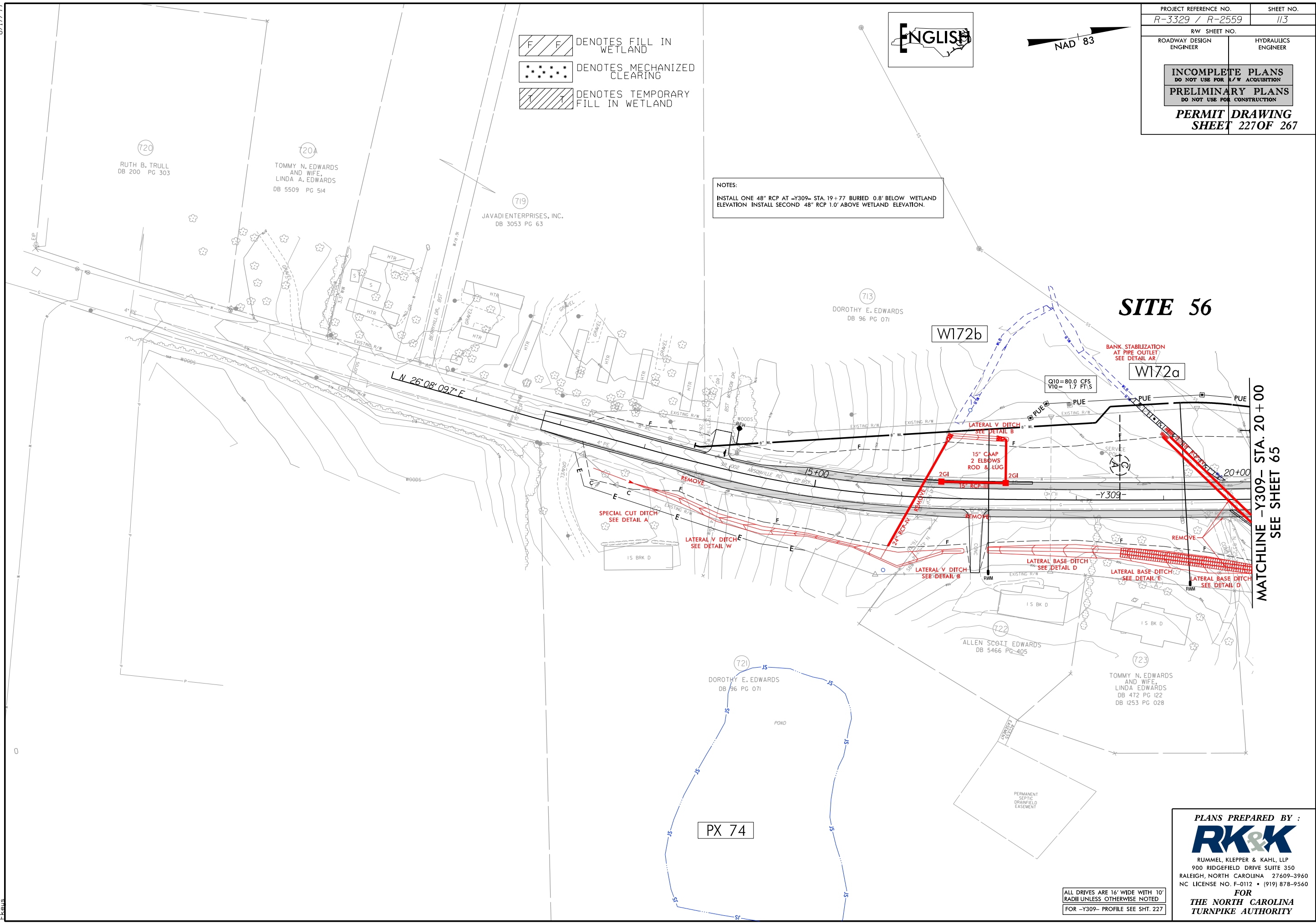
PROJECT REFERENCE NO. R-3329 / R-2559		SHEET NO. 113	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION PERMIT DRAWING SHEET 227 OF 267			

-  DENOTES FILL IN WETLAND
-  DENOTES MECHANIZED CLEARING
-  DENOTES TEMPORARY FILL IN WETLAND



NAD 83

NOTES:
 INSTALL ONE 48" RCP AT -Y309- STA. 19+77 BURIED 0.8' BELOW WETLAND ELEVATION. INSTALL SECOND 48" RCP 1.0' ABOVE WETLAND ELEVATION.



SITE 56

MATCHLINE -Y309- STA. 20+00
 SEE SHEET 65

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ALL DRIVES ARE 16' WIDE WITH 10' RADII UNLESS OTHERWISE NOTED
 FOR -Y309- PROFILE SEE SHT. 227

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PROJECT REFERENCE NO. R-3329 / R-2559		SHEET NO. 66	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION PERMIT DRAWING SHEET 230 OF 267			

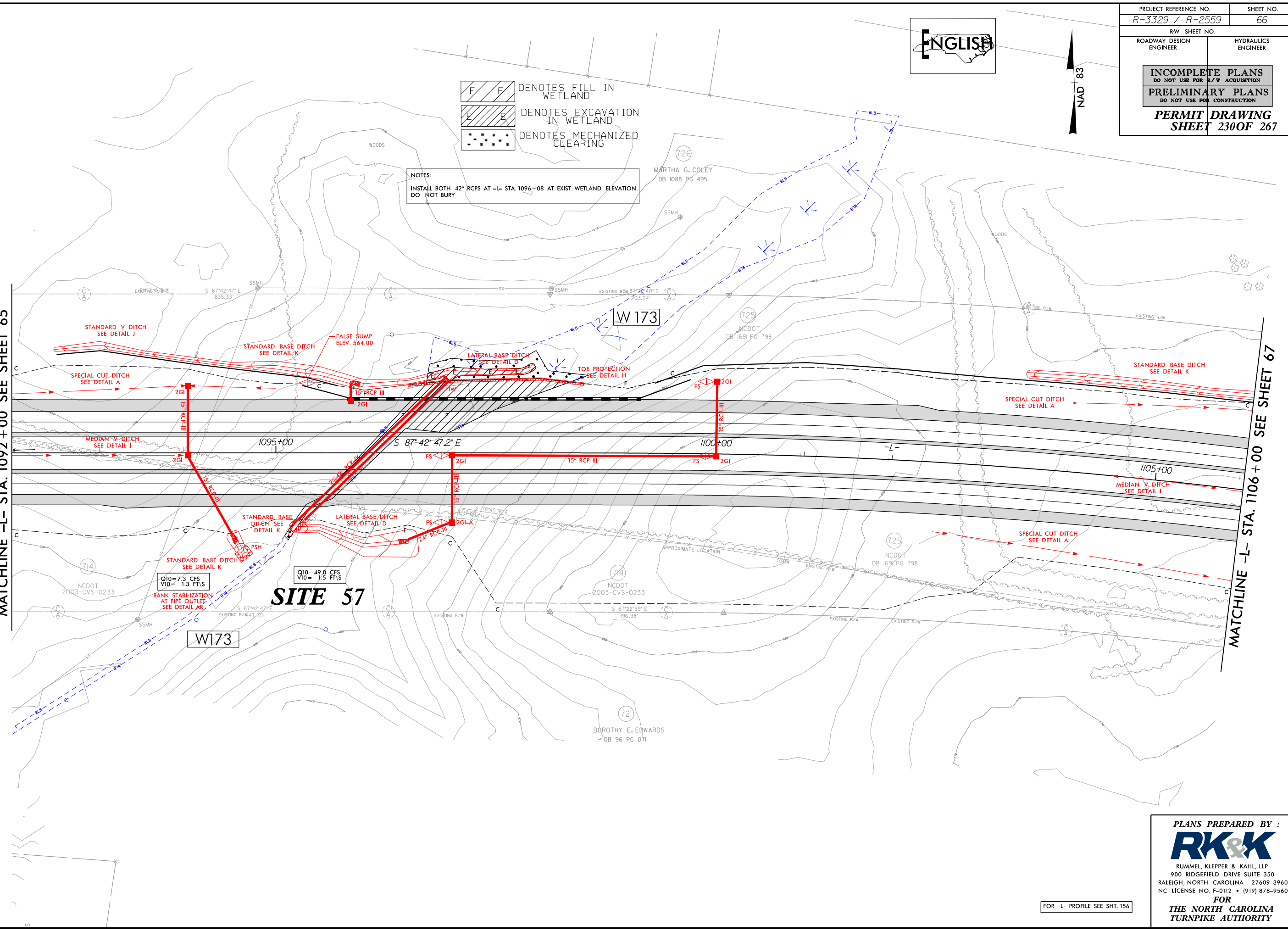


- DENOTES FILL IN WETLAND
- DENOTES EXCAVATION IN WETLAND
- DENOTES MECHANIZED CLEARING

NOTES:
INSTALL BOTH 42" RCPS AT -L- STA. 1096+08 AT EXIST. WETLAND ELEVATION DO NOT BURY

MATCHLINE -L- STA. 1092 + 00 SEE SHEET 65

MATCHLINE -L- STA. 1106 + 00 SEE SHEET 67



SITE 57
 Q10=7.3 CFS
 V10= 1.3 FT/S
 BANK STABILIZATION AT PIPE OUTLET SEE DETAIL AR



Q10=49.0 CFS
 V10= 1.5 FT/S

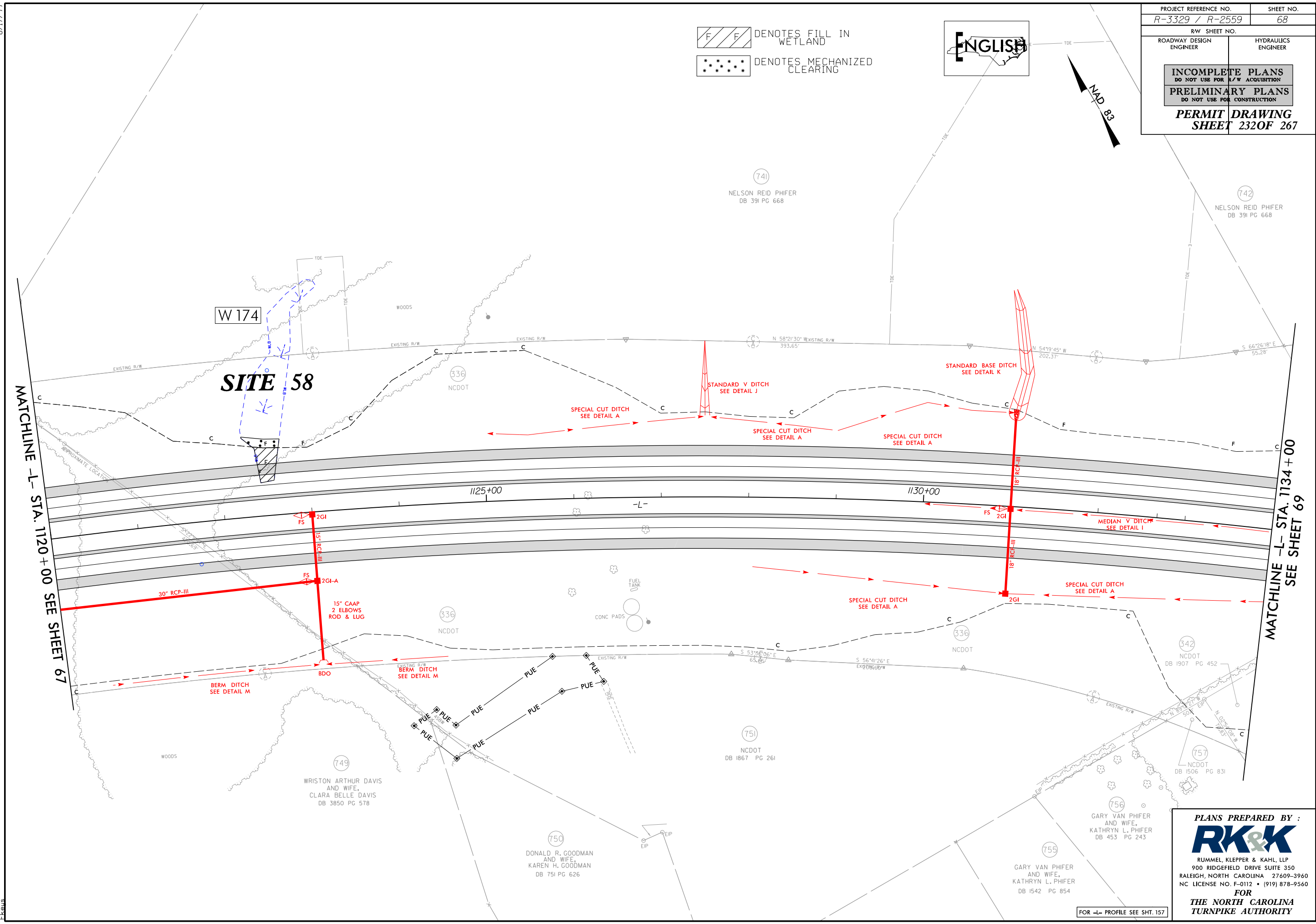
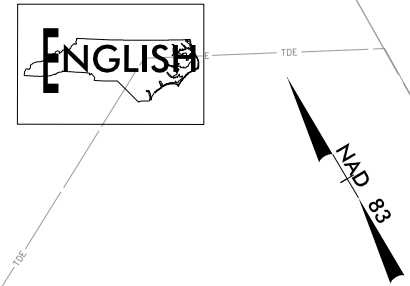
FOR -L- PROFILE SEE SHT. 156

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PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 68
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION PERMIT DRAWING SHEET 232 OF 267	


 DENOTES FILL IN WETLAND
 DENOTES MECHANIZED CLEARING



MATCHLINE -L- STA. 1120+00 SEE SHEET 67

MATCHLINE -L- STA. 1134+00 SEE SHEET 69


FOR -L- PROFILE SEE SHT. 157

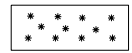
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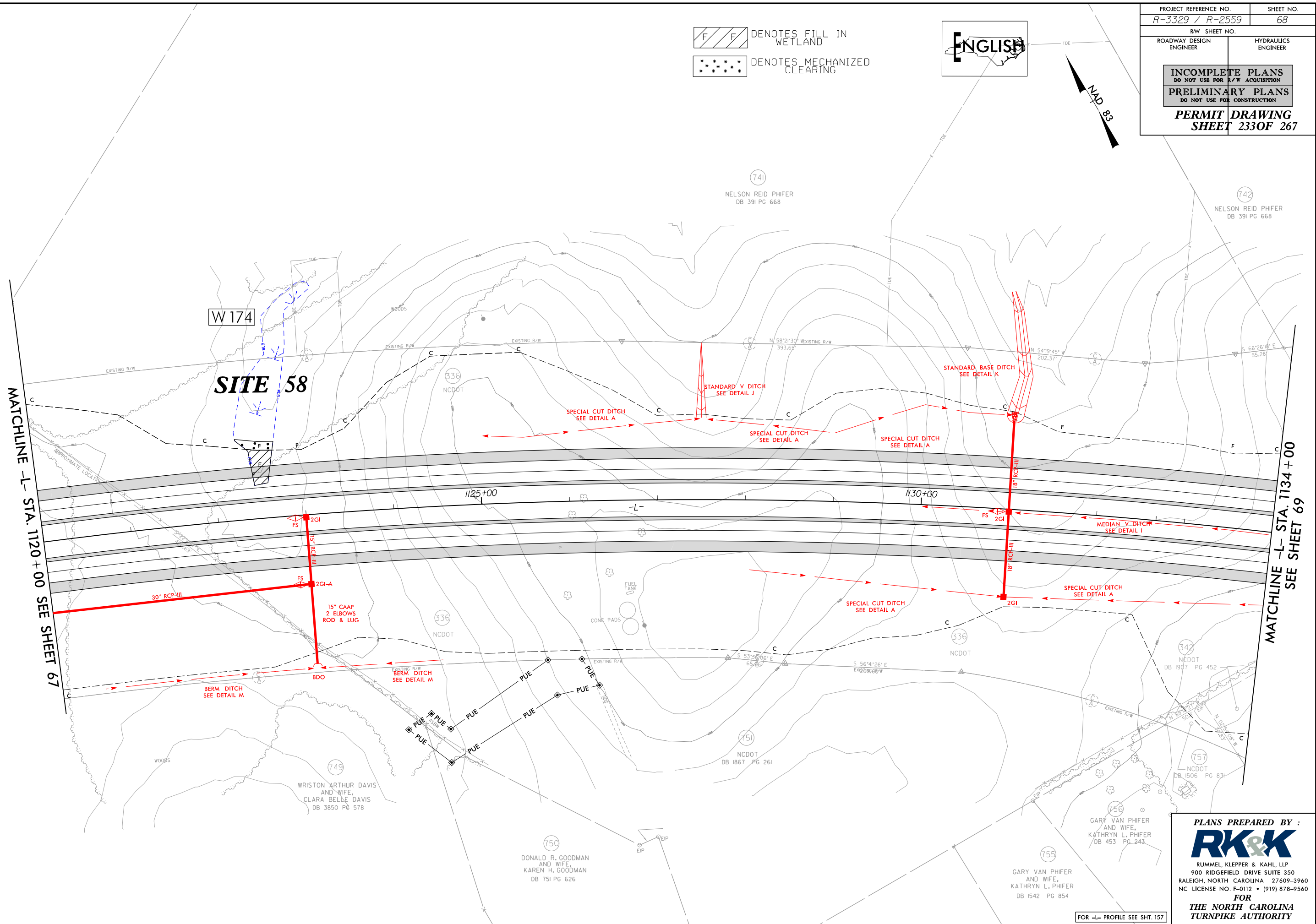
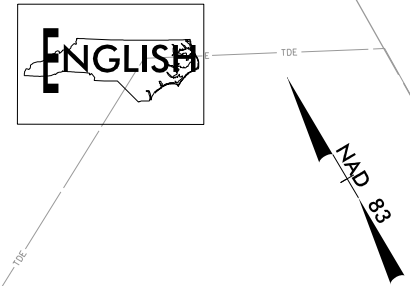
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8/17/99

PROJECT REFERENCE NO. R-3329 / R-2559	SHEET NO. 68
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	
PERMIT DRAWING SHEET 233 OF 267	

 DENOTES FILL IN WETLAND

 DENOTES MECHANIZED CLEARING




MATCHLINE -L- STA. 1120+00 SEE SHEET 67

MATCHLINE -L- STA. 1134+00 SEE SHEET 69

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FOR -L- PROFILE SEE SHT. 157

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