

UNIVERSITY OF NAIROBI

FACULTY OF ENGINEERING DEPARTMENT OF CIVIL & CONSTRUCTION ENGINEERING

PAVEMENT EVALUATION OF KAMPI YA MOTO -ELDAMA RAVINE - KAMWOSOR B77 ROAD

MSC THESIS

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DECLARATION AND APPROVAL

This research is my original work. To the best of my knowledge, I also affirm that this has not been presented for a degree in any other university.

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DEDICATION

I dedicate this thesis to my Husband, Mr Paul K. Rop, and my children, Daville, Neydine and Jantje, for the tremendous support and prayers they have offered since the beginning of my master's studies.

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ABSTRACT

Assessing the performance of pavements is crucial to determining their serviceability and structural integrity. Pavement failure and deterioration begin shortly after the road is opened to traffic. Various factors, including traffic load, soil, environmental, economic, and stress distribution, contribute to this damage. Consequently, failure and deterioration of flexible pavements can be identified by alligator cracks, potholes, ruts, settlement, and localized depression. Evaluating the pavement's condition helps monitor and plan highway sections' maintenance. Kampi ya Moto-Eldama Ravine-Kamwosor road is a class B road constructed by the Kenya National Highways Authority (KeNHA) in 2008, with a length of approximately 79.5 Km. However, the pavement on this road showed severe distress that developed even before its design life of 15 years was attained. Despite frequent maintenance, the distress continued to reappear. The road had not undergone pavement evaluation since its construction. To minimize maintenance costs within the region, it was necessary to evaluate the road pavement to determine the type and severity level of distress and establish the contributing factors of structural and functional failure, thus allowing for suitable intervention measures. The study found that the main issues affecting the project road were potholes, depression, and edge damage. The severity level of these problems, as rated by the PCI, was fair. The road lacked proper drainage, which was identified as a significant factor contributing to pavement failure. The pavement structural survey revealed varying deflection on the homogeneous section, with higher deflections in some areas. To address these issues, it is recommended to install adequate drainage, repair existing damage as a short-term intervention, and provide a 50mm overlay to address all pavement defects as a long-term intervention.

TABLE OF CONTENTS

	ECLARATION AND APPROVAL	
	ECLARATION OF ORIGINALITY	
	EDICATION	
	CKNOWLEDGMENT	
	BSTRACT	
	ST OF TABLES	
	IST OF FIGURES	
A]	BBREVIATIONS	
1	INTRODUCTION	I
	1.1 Background	1
	1.2 The Study Area	2
	1.3 Problem Statement	
	1.4 Objectives	
	1.5 Scope	4
2	LITERATURE REVIEW	5
	2.1 Introduction	5
	2.2 Theoretical review of pavement performance	
	2.3 General review of pavement performance	
	2.3.1 Sources of pavement deterioration and material properties	
	2.3.2 Pavement layers	
	2.3.3 Advantages of drainage in pavement performance	11
	2.4 Drainage systems	. 14
	2.4.1 Factors influencing permeability	
	2.5 Type of pavement defects and their effects	
	2.6 Causes of failures in flexible pavement	
	2.7 Synthesis of literature review	
	2.7.1 Literature review summary	
	2.7.2 Literature gap	
3	METHODOLOGY	32
•		
	3.1 Introduction	
	3.3 Surface condition surveys	
	3.4 Pavement structural condition surveys and analysis	
	3.4.1 Traffic surveys	
	3.4.2 Pavement coring, trenching, logging sampling, and material testing	
	3.4.3 Deflection measurement using fwd	
4	RESULTS ANALYSIS AND DISCUSSION	
•		
	4.1. Introduction	
	4.2. Visual condition/ distress survey	
	4.2.1. Visual condition for Kampi ya Moto –Eldama Ravine –Kamwosor Road 4.2.2. Drainage distress	
	4.3. Surface condition surveys	
	4.4. Structural condition surveys	
	4.4.1. Traffic analysis.	
	4.4.2. Payement coring, trenching, logging sampling, and material testing	JY

	4.4.3. Deflection measurement using fwd	
	4.4.4. Pavement analysis and design	66
5	CONCLUSIONS AND RECOMMENDATIONS	70
	5.1. Conclusions	70
	5.2. Recommendation from this study	70
	5.3. Recommendation for further research	
RI	EFERENCES	72
Αl	PPENDICES	75

LIST OF TABLES

Table 3-1: Pavement Condition Index (PCI) Scale	34
Table 3-2: Classification of Motorized traffic	
Table 3-3: Locations of Traffic Census Station and Types of Survey Carried Out	
Table 4-1: Summary Rut depth measurements	
Table 4-2: Roughness measurements	
Table 4-3: Road Roughness Rating	46
Table 4-4: PCI Rating Scale & Colours: Code (ASTM D 6433-98)	47
Table 4-5: Summary of Findings from Surface Condition Survey	
Table 4-6: Annual Average Daily Traffic (AADT) on Project Road - Both Directions	49
Table 4-7: Summary of motorists interviewed for each vehicle category during the O-D	
Table 4-8: O-D Matrix of Chepketeret Station	51
Table 4-9:Equivalence Factors for the Project Road	53
Table 4-10 - Historical Traffic Growth Rates of Project and Adjacent Roads	54
Table 4-11: Average Annual Growth in New Vehicle Registrations for the 2014 - 2018	3 Period
Table 4-12: Domestic Petroleum Demand for the 2013 - 2018 Period	
Table 4-13: Percentage changes in GDP	56
Table 4-14: Adopted Traffic Growth Rates	57
Table 4-15: Daily Equivalent Standard Axle	58
Table 4-16: Cumulative equivalent standard axle	58
Table 4-17: Logging Findings	59
Table 4-18: Trenching Intervals	60
Table 4-19: Subgrade Properties	
Table 4-20: Summarized Subgrade Properties	61
Table 4-21: Coring Test Results	62
Table 4-22:Summarized Coring Test Results	62
Table 4-23: Deflections data for Homogeneous Sections on sub-network	
Table 4-24: Mean Normalized deflections for Homogeneous Sections on sub-network	65
Table 4-25: Characteristic Deflections, D ₉₀ , of Homogeneous Sections of Bitumen Pav	vements
on Project Road	
Table 4-26: Pavement and subgrade layer Moduli for Homogeneous Sections on sub-r	network
	67
Table 4-27: Overlay Requirements for Various Homogeneous Sections on sub-networl	k67

LIST OF FIGURES

Figure 1-1: Location map of the study area
Figure 4-1: Minor distress (bleeding) and lack of drainage system on Kampi ya Moto
Kamwosor Road (source from the field)42
Figure 4-2: Major distress and lack of defined system. (source from the field)43
Figure 4-3: Major distress on Kampi ya Moto - Kamwosor Road (source from the field) 43
Figure 4-4: Sections with no drainage channels
Figure 4-5: All types and the number of vehicles passing the project road. Error! Bookmark
not defined.
Figure 4-6:Adopted vehicle for traffic analysis that passed the projectError! Bookmark not
defined.
Figure 4-7: Cumulative Mean Difference from Mean (CUSUM) Values of Deflections on
Bitumen Pavement of the Kampi ya mot- Eldama Ravine- Kamwosor (B77) Section64

ABBREVIATIONS

AC Asphalt Concrete

DCP Dynamic Cone Penetrometer test

FWD Falling Weight Deflectometer

GCS Graded Crush Stones

GPR Ground Penetrating Radar

KeNHA Kenya National Highways Authority

NDT Non-destructive Testing

PCC Portland Cement Concrete

PCI Pavement Condition Index

1 INTRODUCTION

1.1 Background

Kenya is a developing country with more than 10,000 km of paved roads. However, many of these roads suffer from pavement failures and deterioration, which require constant maintenance and rehabilitation. The process of flexible pavement failure and deterioration usually begins soon after the roads are opened to traffic. Initially, pavement failure and deterioration signs may not be noticeable, but they may become more pronounced over time. To prevent early pavement failure and deterioration, it is crucial to develop the best methods for planning, designing, constructing, and maintaining these roads. Also, this can be achieved by regularly inspecting and testing the flexible pavement, whether deteriorated/failed or not. Pavement deterioration and failure affect the durability of the road. It commonly occurs due to single or joint action of the following-; traffic capacity and axle loads, meteorological conditions/weather changes or drainage systems/channels, and environmental agents. In addition, the presence of potholes, localized depressions, cracks, ruts, and settlements, among others, define flexible pavement failure and deterioration (Tamrakar, 2019). Therefore, pavement evaluation is always performed to determine the functional and structural conditions of the paved road to plan for maintenance works.

When evaluating the condition of a pavement, there are two main aspects to consider: its function and structure. The functional evaluation focuses on the quality of the ride, comfort for road users, and overall safety of the highway or main road section. The structural evaluation measures the pavement volume by assessing deflection, layer thickness, and material properties. Evaluating the existing pavement is essential since it enables an evaluator to determine pavement adequacy and decide on the appropriate maintenance or rehabilitation methods that consistently meet future demands. The processes for pavement evaluation are broadly classified into visual condition surveys and destructive and non-destructive methods. A visual condition survey involves a reconnaissance inspection done by a vehicle moving on the entire surface of the pavement. To ensure accuracy, a more detailed survey is carried out by qualified engineers and technicians who walk over the whole stretch of the road or a selected area. They measure,

rate and record all distresses found on the carriageway, shoulders of the paved road, and drainage system/channels.

Destructive tests (DT) involve performing simple tests such as coring (by determining the thicknesses of the pavement layer by measuring core sizes) and performing dynamic modulus testing on recovered asphalt concrete (AC) cores or determining the elastic modulus. In contrast, non-destructive tests involve assessing the pavement strength by conducting deflection tests using (Falling Weight Deflectometer) FWD.

Kampi ya Moto-Eldama Ravine- Kamwasor B77 road falls under the jurisdiction of Kenya National Highways Authority (KeNHA) and was constructed in 2008. The project road is located in the South Rift region of the country Kenya and falls under three counties, namely Nakuru, Baringo, and Elgeyo Marakwet. The road length is approximately 79.5 kilometres. As mentioned above, the road has been under a regular maintenance program for quite some time to address the various distress and failures. Despite frequent maintenance measures, including pothole patching, surface dressing, drainage repairs and cleaning, the problems keep resurfacing. As a result, the road surface remains unsuitable for motorists to use. It was crucial to recommend an adequate method to restore the road to good riding conditions. However, the road's permanent restoration cannot be achieved without pavement evaluation exercises. Therefore, my study focused on evaluating the pavement of Kampi ya Moto – Eldama ravine – Kamwosor road to identify various types of pavement distress and determine their causes. Once the pavement distress types and causes were identified, my research proposed appropriate maintenance and rehabilitation strategies based on the field findings and laboratory testing.

1.2 The Study Area

Figure 1-1 shows the location map of the project area.

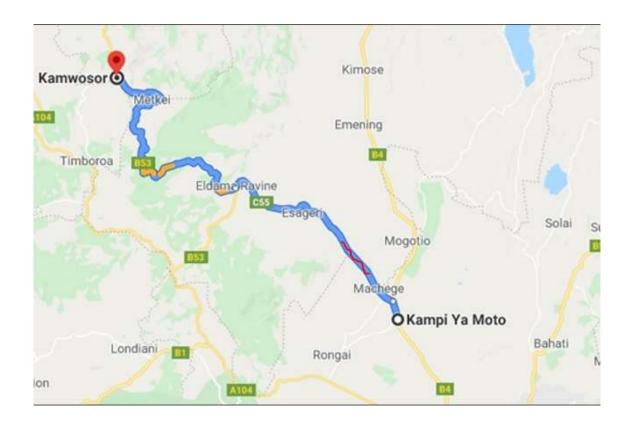


Figure 1-1: Location map of the study area

1.3 Problem Statement

Pavement structure, being complex, is supposed to be protected to serve its design period by providing the needful service to all road users. Flexible pavements deteriorate because of increased traffic loading, poor construction style, low-quality subgrade layers, lack of quality drainage structures, and environmental factors. Pavement evaluation is essential since it is one way of determining a specific road's structural and functional condition before scoping for any intervention measure in case of minor or major failures. Kampi ya Moto- Eldama Ravine-Kamwosor road is one of the roads within the South Rift region which has been in numerous maintenance programs; however, the distresses, such as potholes, depressions and cracks, have been recurring in a very short period even though the process of maintenance has taken place. The project road was built in two different climatic conditions. The first section, from Kampi ya Moto to Eldama Ravine, is dry with minimal rainfall. The second section, Eldama Ravine to Kamwosor, is wet and cold with high rainfall. Several failures have been explicitly observed between Eldama Ravine and Kamwosor, which were thought to be due to the environmental and drainage conditions of that section of the road.

Despite the frequent occurrences of distresses on the Kampi ya Moto - Eldama Ravine - Kamwosor road since 2008, no pavement evaluation has been conducted on this road or any other road in the region to determine the cause of pavement deterioration or failure. It was essential to evaluate this road pavement to identify the contributing factors of structural and functional flexible damage or failure and propose viable maintenance and rehabilitation interventions to address the identified problems.

1.4 Objectives

The general objective of this study was to establish the contributing factors of structural and functional failures on the existing pavement of Kampi ya Moto- Eldama Ravine – Kamwosor B77 Road, a stretch of seventy-nine point-five kilometres. To achieve the general objective, the following specific objectives were considered. They include:

- i. To establish the pavement's type and level of severity and how it affects the pavement performance.
- ii. To identify the cause of pavement failure.
- iii. To establish the scope of maintenance work that will reinstate the road pavement.

1.5 Scope

The scope of the study involved pavement evaluation of Kampi ya Moto –Eldama Ravine – Kamwosor B77 Road, a section of approximately seventy-nine point-five kilometres.

The research identified the pavement's type, severity level, and the cause of these distresses and determined the practical solution and maintenance type.

2 LITERATURE REVIEW

2.1 Introduction

This chapter discusses the literature review of several researchers on pavement performance.

2.2 Theoretical review of pavement performance

(Sharad.S. Adlinge, 2013) stated that the functionality of pavement can be significantly compromised by surface distresses like potholes, cracks, depressions, and ruts. Transportation engineers must identify the root cause of pavement deterioration and failure in a specific area before initiating maintenance and reconstruction activities. Pavement failures and deterioration can be visually identified on the road's surface or associated with underlying pavement layers, requiring field or laboratory tests to be determined. Pavement failure and deterioration can be attributed to a single reason or group of causes. However, in many cases, other pavement distresses are ignored or assumed in maintenance and reconstruction activities, while only a few parameters are considered.

2.3 General review of pavement performance

2.3.1 Sources of pavement deterioration and material properties

(Woods, 2004) cited that pavement failure might be characterized by the following: construction material failure, functional failure, structural condition failure, or unification of the above three factors. He defined structural failure as the absence of the ability of pavement to support or carry loads. This means that the pavement has lost the strength to absorb and transfer the wheel loading throughout the entire structure of the road without causing further pavement damage. Functional failure is a term that may designate the deterioration of the pavement's actual function. These functional failures usually emerge from insufficient skid resistance, inadequate structural capacity, and insufficient serviceability or passenger discomfort. Finally, the pavement material is a crucial element when it comes to pavement stability and durability. Pavement durability cannot be compromised when pavement material properties have been correctly evaluated, and their strength analyzed accordingly. Pavement materials failures occur due to the ruin or loss of material on the road carriageway/pavement surface. Improper grading

tests underneath pavement materials and unsuitable surfacing materials also lead to material failures.

(Harishchandra, 2004) investigated and noted that pavement distresses such as cracks (alligators, longitudinal or transverse cracking), depressions, hanging road edges, potholes, ruts, and corrugation are significant for road pavement defects. It also stressed that road traffic loading, age of the pavement, geometry of the road, climate, drainage systems, construction quality, construction materials, and maintenance strategies play a significant role in contributing to the road pavement's deterioration and failure process. This means that if the road is newly constructed or recently maintained, the road will commence with the failure process if the above distresses are not intently considered to be taken care of during the planning of construction and maintenance period.

(Caltrans, 2001) grouped flexible pavement failures and deterioration into two critical types: pavement surface texture failures, and pavement deformation failures. Surface texture failures are those which indicate that the surface of the pavement does not perform its function as designed. However, it may only be noticeable once visually surveyed since the road pavement may still be structurally sound. These failures include Raveling, bleeding, cracking, and stripping, which if dug deeply, are attributed to the pavement materials' properties. He also emphasized that deformation failures may be due to traffic or environmental influences. These failures and their causes include corrugations and shoving- caused due to weak base coarse, ungraded aggregates and extensively soft asphalt; depressions – caused by poor compaction action, settlement of foundation soil, and unevenness of subsequent layers thickness; potholes caused due to pavement fatigue and untreated alligators cracks; and rutting- caused due to improper mixing of material, absence of compaction of pavement layers, moisture infiltration, and inadequate layer thickness. All these types of deformation failures rely on severe underlying structural or material problems.

(T. M. Nyang'au, 2018) noted that the failure of flexible pavement has been widespread in Kenya, a leading worry for road users and the government of Kenya. They categorized bituminous pavement failures and deterioration in Kenya as one of the discomforting conditions

for road users. As a result of this road discomfort, road users suffer an increase in vehicles operation costs, an increase in the price of transportation of goods and services, expansion of road safety hazards (an increase in road accidents leading to people losing their lives and properties), delaying of goods delivery to different destinations, delaying journeys to a particular destination as vehicles have to be driven slowly on the failed pavement sections, high maintenance cost for vehicles; increase in budgets and funds spending by government on pavement maintenance and reconstruction.

(Magdi, 2016) stated that traffic loading, unsuitable drainage, heaving subgrade soils, and using poorly graded materials in construction are the leading causes of pavement failures. This means that moderate traffic loading on a given road, provision of best-graded construction materials, and creation/construction of suitable defined drainage within the paved road will eventually minimize early pavement failures and deterioration.

(Abuye, 2019) pointed out that the main pavement failures and deformations that frequently affect paved roads are cracks, such as fatigue cracking and alligator cracking, potholes, depression, corrugations, and ruts, among others. They stressed that these failures and deteriorations affect riding quality and road safety, which sometimes endangers road users, especially when the vehicles pass these defects (potholes) at very high speed.

(Ahmed, 2008) also noted that potholes result from an expansion and break in the road surfacing. Formed due to severe alligator cracking. They are signs of pavement structural surface failure. Immediately rainwater enters pavement layers, the underneath layer (base, subbase, or subgrade) gets soaked and becomes unstable to provide support to the pavement surfacing layer, and as a result of these layers being ruined, potholes area and depth grow at high speed, thus becoming unsafe to the road users. His elaboration means that the desirable mixed properties of asphalt concrete have lost stability, durability, flexibility, skidding resistance, impermeability and workability as a result, the deterioration hastens, and the pavement condition worsens.

(Sharad.S. Adlinge, 2013) stated that, for flexible pavement structures to be adequate for road users to use, they should be constructed with several layers of naturally graded granular material

covered with either one or more well-prepared waterproof bituminous surface material layers. As the name suggests, flexible pavements will tend to change/ deform if a load is applied that defeats their capability for it to be able to support the imposed weight. For example, the heavy load that is felt on the tyre of the vehicle. The main quality objective when designing and constructing flexible pavement is being readily available and friendly to the construction cost. The specific objective is to avoid the excessive bending of any layers, be it on the surface or underneath layers.

The pavement fails when the layers are overstressed. From theories discussed previously, the distribution patterns of loads in flexible pavement layers change from one particular layer to another. This is because pavement layers have different strengths based on the material and the thickness of the layer produced or laid on the road. The pavement layers are arranged in order of flexibility from the least to the most flexible in flexible pavement structures. The topmost layer, the surface or bituminous layer, is the least flexible. On the other hand, the lowest layer underneath, categorized as the weakest material in the flexible pavement structure, is the most flexible. The vehicle is designed in such a manner that the load is experienced on the wheels. When the wheel load is applied to a smaller surface, and the process keeps on recurring, the level of stress experienced is too high compared to the load of the wheel applied to a more extensive area, thus experiencing lower stress levels. For a flexible pavement layer to achieve its aim in a particular area, the level of stress applied should be minimal since the low-strength material laid will automatically withstand the magnitude.

2.3.2 Pavement layers

(Sikdar, 1999) described that potholes occur because of the underlying problems in the pavement layers, which were attributed to inadequate pavement components. As defined by (Caltrans, 2001), Rutting is the permanent sink of the road surface caused by the wheels of a vehicle. These occur due to the deformation of either surfacing materials of the pavement (subbase layer and base layer), the underlying subgrade layer, or a combination of all these layers mentioned. To develop optimal maintenance plans, it is vital to know the original cause of this deformation. For instance, identify which layer of the pavement causes rutting. Once

variation in the road surface's transverse profile is recognized, the level of rutting has reached its optimum stage. Due to the above, ruts increase the chance of the occurrence of potholes since there will be an increase in wetting of the upper pavement layers due to stagnant water in the depression. It also decreases road safety and road user comfort.

(Minkwan Kim, 2009) cited that the most used type of pavement for low or medium-volume roads is flexible pavement structures. Flexible pavement structures and rigid pavement structures are both crucial for constructing roads. Rigid pavement structures are often used in areas with heavy traffic flow and large vehicles because they are more durable and sturdier. On the other hand, flexible pavement structures are also essential as they are more suitable for high-volume roads. When heavy loads are applied repeatedly, it becomes crucial to analyze the behavior of the subgrade soil and unbound aggregate layers that comprise the foundation of the flexible pavement structure.

When a wheel load is applied to the pavement's surface, it spreads the stress from one layer to another through a grain-to-grain transfer. This process decreases the stress with depth as the load is distributed over a larger area. Flexible pavements generally have many layers, and their design uses a layered system to take advantage of the stress distribution characteristic. However, this also means flexible pavement structures are susceptible to rutting due to heavy traffic and severe environmental conditions. These structures are characterized by negligible flexural strength and are flexible in structural actions under the loads imposed on them.

(Izabela Skrzypczak, 2018) Stated that the main reasons for the flexible pavement failures are fatigue cracking, rutting, and thermal cracking. She expounded further that flexible pavement structures' fatigue cracking happens due to the horizontal tensile strain at the bottom of the asphaltic concrete (AC). The failure principle narrates the allowable number of load repetitions to tensile strain, and this relation can be determined in a laboratory fatigue test on asphaltic concrete specimens. Rutting occurs only in flexible pavement structures when the rut depth is well-defined, indicating permanent deformation along the wheel load. In the case of the well-constructed flexible pavement structure, the heavily loaded traffic will impose its weight on the

structure; thus, the consistent application of wheel load makes rutting one of many major distresses in the flexible pavement.

She also stated that in the case where existing pavement structures experience surface and structural deterioration, it is due to the influence of climatic conditions or traffic load. The type of materials used in the pavement structure construction and the type of pavement will determine the condition of the pavement and, thus, damage. For instance, in the flexible pavement structure, the aforementioned structural damages are usually encountered, especially when deformation occurs in the subgrade of the flexible pavement structure; it tends to transfer the problem to the upper layers. It is said that when the surface layer experiences load, it transfers to the other layer through grain-to-grain contact. Note that the flexible pavement structure always carries low flexural strength. Therefore, flexible pavement has a lower construction cost than rigid pavement structures; the repair cost is also consistently low. Also, the flexible pavement has a shorter life span than the rigid pavement, which is durable with a high maintenance cost. In the design of the flexible pavement, some specifications need to be followed. It is insufficient for the road to be completed with only two subgrade layers and then surfacing. The layers are supposed to be laid according to the specifications provided, and the strength of the layers should be considered.

(Qiao Sun, 2022) cited that the depth of the pavement foundation, the structure of the foundation, the pavement humidity and temperature, the grade of the pavement asphalt, the flow of the traffic and the type of traffic and the depth of the foundation are some of the factors that influence the current condition of the pavement and the pavement performance in terms of its structural and functional performance. The type of loading and the nature of the pavement, in terms of moisture the pavement layers can hold, are primary factors that lead to deformation to a particular magnitude. These damages and deformation lead to pavement roughness; thus, the driver and passengers' comfort are compromised when using the road with such deformation. In order to minimize the situation, it is advised to conduct pavement evaluation/assessment as often as possible when planning or before the commencement of the rehabilitation/construction or maintenance process.

2.3.3 Advantages of drainage in pavement performance

(Kaare, 2012) stressed that the deterioration and failures of flexible pavements are always achieved with the help of heavy traffic axle loads and climate conditions. In addition, they examined the effect of poor drainage systems on paved roads and noted that the strength of the road pavement decreases with an increase in moisture content.

(Magdi Z., 2014), wanted to discover why pavement failure sometimes occurs in the first five years of pavement life due to insufficient drainage. It was revealed that there are at least four reasons which link to the premature deterioration and failures of pavements. These four factors include the inadequate design of drainage systems or channels, poor maintenance plans of paved roads, inferior quality materials for construction use, and poor construction methods. Therefore, concentrating on the above reasons and properly providing good intervention will generally minimize flexible pavement deterioration and failures.

(Tiza, 2016) emphasized that drainage is an imperative factor affecting road pavement performance. Premature distress and functional or Structural failures of the pavement can be caused if there is excessive water content in the pavement underneath layers (base, sub-base, and sub-grade soils). This means that pavement structure will only survive the process of early deterioration and failure if drainage systems are sufficiently installed and properly maintained. For instance, in the scenario where the roads are constructed in water-prone regions, it will be significant to introduce adequate drainage structures to avoid water penetrating the pavement structures.

(Zishan, 2016) categories highway drainage systems into surface drainage, sub-surface drainage, cross drainage works and disposal of acceptable quality of water. He defined surface drainage as a type of drainage that removes and diverts the surface water away from the pavement surface structure, pavement shoulder, slope of embankments and cuts, and adjoining section that is road reserve, whereby it is generally collected in existing side drains and then disposed away to the nearest stream, river or watercourse. Sometimes, the water that runs

longitudinal, parallel to the road structure, will at some point need cross drainages such as box or pipe culverts (constructed in appropriate size) and stable bridges for the smooth disposal of the surface water from the side drains of the road.

In a scenario where the subgrade layer is soaked and saturated, it will tend to divert and withdraw excessive water from the layer in sub-surface drainage. He noted that the presence of seepage of groundwater fluctuating, rainwater percolating, and capillary water movement and movement of water through water vapour would be taken care of if a sub-drainage structure is introduced. In sub-surface drainage of paved roads, there is an attempt to minimize the variation of moisture in the subgrade soil. (Veeraragavan., 2010) He emphasized that subsurface drainage design is critical in flexible pavement roads, mainly where the road is constructed in areas with a high-water table. An ideal pavement system performance can be accomplished by averting water penetrating by means of producing a well-designed subsurface drainage system.

In low-lying areas, groundwater can be a vast troublesome for pavement. In these particular areas, water may force its way out by seeping upwards from a high ground water table through the existing cracks or flow laterally from the pavement edges, especially where the pavement shoulder has worn out. Therefore, it is appropriate to consider installing sub-surface drainage systems to the pavement structure, especially if constructed in a permanent or seasonal highwater table section, to avoid the early occurrence of pavement deterioration and failure. When the soaked section gets saturated with water, and combined with the likes of traffic loads, very cold temperatures, and the presence of void in the payement, it can drive a permissive impact in both pavement system performance and material properties. In addition, it was also emphasized that the most significant source of excess water in the pavement structure was literally infiltration through the cracks, surface joints and many other defects that can be seen on the surface, which provide an easy water path. As the pavement road ages, it deteriorates very fast, and in case of cracks, they transform into bigger potholes. Sometimes, when the cracks are near the pavement structure's edge, they change into edge deterioration, thus leaving the pavement structure in a destructive shape. Therefore promoting even more free flow of water into the pavement structure. The indication above shows how the pavement condition can allow more water into the pavement structure, which further promotes rapid development of unwanted moisture that contributes to more damage and failures.

When the main road is constructed, at some point, it will tend to cross a stream or a river; therefore, in such a scenario, a drainage structure must be introduced to ensure the free movement of water and smooth traffic flow. These structures are termed cross drains. Side drains sometimes divert water away from the flexible pavement through cross drains. Usually, cross box/pipe culverts and bridges are generally constructed to take care of the water that tends to cross the paved road. They are generally built to a specific standard according to the magnitude of the flow. Higher discharge is always taken care of by the bridges. Finally, the vast rapid urban developments have led to diverting the course of water that may tend to flow in the particular path to either stagnate or destroy any constructed structure, for instance, pavement, to give its way to the nearest disposal points. Due to that, it was clear that urban stormwater management practices should be employed for the benefit of stormwater control and pollutant removal capabilities. He emphasized that the quality of stormwater should be checked to confirm if it meets its specified standards before it is disposed of. In the case of drainage in the urban area, before water is disposed of, urban stormwater management practice is supposed to be adopted to eliminate all high pollutants, especially litter, that will tend to block the drainage path before exposing them to the nearest disposal area.

The detrimental effects of water in the pavement system:

Water is destructive when it finds its way to the pavement structure. Thus, it will tend to compromise the performance of the pavement structure. When water links itself to the pavement structure, numerous failures and deterioration generally occur, leaving the pavement structures in terrible condition, affecting the road user comfort (both the passengers and the drivers). It also tends to appraise the cost of maintenance and vehicle operations upwards.

Below are some bad results that will likely occur on pavement structures when water is introduced to their layers. They include:

a) Stagnant water on flexible pavement damages it by reducing tensile strength.

- b) The base and subbase layers lie beneath the surface of the pavement structure. These layers must be well-laid at varying thicknesses and appropriately compacted to eliminate any chances of voids within them. However, when saturated with water, the maximum moisture content of these layers increases, reducing their stiffness and strength to support the upper layer of the pavement structure. This leads to rapid pavement deterioration.
- c) If the base of a pavement structure is treated with cement or lime, the modulus of the pavement may be reduced by up to 30%, depending on the plastic index (PI) percentage. This reduction in modulus could lead to an increase in erosion.
- d) Fine-grained soils in saturated roadbeds can experience a reduction modulus of over 50-70 per cent.

2.4 Drainage systems

(Guyer, 2013) state that water in the pavement structure is detrimental to pavement performance. The presence of water causes deterioration of the surface or underlying materials. It also washes away pavement material depending on the water's magnitude. Pavement failure is a common issue in flexible pavements. The primary cause of such failure is the saturation of pavement layers with water, including the base, subbase, or subgrade. This weakens the pavement's performance, making it vulnerable to damage. In the case of rigid pavements, the concrete slab installation can prevent water from seeping through the surface. However, the water may still move due to the pressure caused by loadings. This movement of water may gradually wear away the subsurface material of the rigid pavement structure, leading to openings beneath the concrete surface. Lack of subsurface drainage in the pavement structure also leads to secondary damage, such as the early formation of cracking or swelling of the flexible pavement materials, thus reducing the life span of the pavement structure.

During construction or maintenance, it is essential to take care of two water sources that may lead to an early stage of pavement deterioration. These sources include water that infiltrates the pavement layer and underground water. If left unchecked, these sources can cause significant

damage to the pavement. Regarding pavement drainage, infiltration is the leading cause of severe deterioration in most pavement structures. This occurs when water seeps into the pavement structure through cracks, potholes, or edge damage. In the case of underground water, it is crucial to allow underground water in the pavement structure to move freely. Failure to do so, water weakens the pavement layers and reduces their ability to support each other. As a result, the pavement becomes unstable and loses its strength.

Numerous cracks, potholes and shoulders hanging may have resulted from many factors, such as through the cracks or joints of the road carriageway, surface water may have been penetrating the pavement layers in the infiltration process, thus weakening the pavement structures and causing the development of potholes. In addition, the surface water may have also penetrated the pavement layers through the shoulder and adjacent areas, leading to eroding of pieces of layers at the edge of the pavement structure, thus leading to shoulder hanging. Finally, water may also have penetrated the flexible pavement through pores developed or by the movement of water from ditches and other surface channels near the road pavement, causing the development of a single or combination of the above-mentioned destresses.

The leading cause of pavement deterioration is poor drainage. It is essential to have a free-flow path under the pavement surface in areas with high water tables. Sub-surface drainage facilities are crucial in such areas since they help control infiltration by diverting or moving away water that enters the pavement surface through cracks or surface flow, especially during rainy seasons. Additionally, they enable underground water movement by reducing the amount of water that enters the pavement layers, including the base, subbase, top, and bottom subgrades, or by lowering the water table in areas prone to high water levels. It is necessary to perform both subsurface drainage functions regularly. In some cases, the two may be combined into a single subsurface drainage system to achieve optimal drainage performance. (Guyer, 2013) state that Darcy's empirical Law expresses water flow through the soil. The Law states that the velocity of the flow of water is directly proportional to the hydraulic gradient, as shown in equation (2.1) below

v=ki....(2.1)

Whereby

v- is defined as the velocity flow of water

i- is defined as the hydraulic gradient

k-is defined as the coefficient of proportionality, known as the coefficient of permeability

Equation (2.1) above can be further expanded to accomplish the flow rate through an area of soil.

 $Q=kiA_2....$ (2.2)

Whereby

Q -is defined as the flow rate, and A is defined as the flow rate through an area of soil.

The velocity of the flow of water (v) and the degree of discharge through a porous media are directly proportional to the hydraulic gradient (i). The narrative above was stated in Darcy's Law. Therefore, the flow must be either laminar or nonturbulent to make the statement accurate and practical. Moreover, the research indicates that Darcy's law is more operative for various types of soils and hydraulic slopes. However, generous margins have been used to permit turbulent flow in emerging conditions for subsurface drainage. The requirements of these subsurface drainages will depend severely on the permeability of the soils used in the pavement structure. Due to the above, it is accurate to evaluate the result of various factors on the permeability of soils as far as pavement drainage is concerned. This will be highly focused on the materials prone to water saturation on the pavement structure (drainage layers), including the base and subbase material.

2.4.1 Factors influencing permeability

Turbulent flow depends severely on the permeability of the soil. There are quite factors that influence this permeability, and they include

i. Value of Permeability.

The permeability value depends principally on the features of the porous materials in the pavement structure. Nonetheless, the value of the permeability is also considered a role of the properties of the liquid. Therefore, based on the flow through porous media similar to the flow

through a bundle of capillary tubes, an equation illustrating the effect of the soil and pore fluid/water properties on permeability was industrialized. This is shown in equation (2.3) below.

$$k = D_s^2 \frac{\gamma e^3}{\mu(1-e)} C. \tag{2.3}$$

ii. Significance of pore fluid and temperature.

Water is considered the primary pore fluid when designing subsurface drainage systems for flexible pavements. Hence, when the permeability is cited in this analysis, the assumption is that pore fluid is water. Equation (iii) above shows the relationship of the permeability effect of the water based on its unit weight viscosity; thus, it is concluded that the permeability is directly proportional to the unit weight of water and the viscosity. (Guyer, 2013). Essentially, the unit weight of water is expected to be constant. Nevertheless, the density of water will always tend to differ with temperature.

iii. Influence of grain size.

The above Equation (iii) recommends that permeability tends to vary with the square of the unit diameter. The statement above is based on the availability of voids on the drainage layers that are associated with the distribution of the grain size of the soil. To avoid the presence of a void in the drainage layers, the grain size of the soil should be significantly less. This will restrict the formation of a waterway, thus lowering the permeability effect. Lack of consistency in layer arrangement contributed to compromising the grain size of the pavement; thus, deterioration occurs.

iv. Impact of void ratio.

Further to grain size and soil structure, the void ratio or porosity of soils, though insignificant, often substantially affects permeability. It is proclaimed that the magnitude of saturation of the soil is a ratio of the volume of water to the volume of the void. This can be elaborated further

by stating that the soil's void ratio can successfully dictate the quantity of fluid trapped/stuck inside the soil. It is certain that once the soil has become saturated/ soaked with water, it simply becomes denser; thus, it will not allow more water to penetrate because it has enough water retained there. Furthermore, the rate of permeability at this juncture will automatically be lower. The above shows that the volume of water in the soil highly depends on the void ratio, which is the essential element to consider when selecting a good pavement layer. In the case where water is restored as a tiny film following the soil particles, which are imprisoned by the small water vessel, then water trapped/ stuck in the soil cannot be forcefully eliminated from the soil. Therefore, effective penetrability must be recognized in order to ascertain the quantity of water that can be taken out from the soil. So, effective penetrability can be defined as the ratio of the volume of the voids that can be eliminated forcefully under severe flow to the total volume of soil. However, to avoid soil being saturated with water due to the availability of voids in the drainage layer, it is essential to introduce surface drainage. In pavement roads, a saturation of the pavement soils is not adequate when it comes to performance. Saturated soils are considered to be unfit. Thus, the strength of supporting abutting layers is usually lowered.

v. Effect of structure and classification of pavement layers.

Alluvial deposits are usually demonstrated in a manner that horizontal layers formed differ in grain size distribution and penetrability. Usually, these alluvial deposits are considered more permeable in the flat route than in the vertical route. Pavement layers are generally spread and mechanically compressed horizontally, resulting in an entirely different permeability effect in the steep path than in the horizontal route. Naturally, the relatively impermeable layer usually disrupts the vertical water drainage from the pavement. Usually, the base and subbase materials have higher permeability in the pavements than subgrade materials. Therefore, the best flow that can successfully be effective when withdrawing/ removing water from the pavement structure (especially underneath layers) without any interruption is considered to be horizontal flow.

Other factors that contribute to functional and structural pavement failures include

i. Volume and rate of subsurface flow

It is crucial to maintain the drainage structures properly. The pavement structure relies primarily on infiltration and groundwater as sources of water. Typically, the flow from infiltration is considered more significant than groundwater, as the latter directs water into the collector drainage systems from the subgrade. The infiltration water flow highly depends on surface conditions, rainfall duration, pavement layer properties, and the drained area. Therefore, it is recommended to pay close attention to these factors

in order to address drainage issues when designing the subsurface drainage system.

ii. Pavement surface condition.

The amount of water penetrating the pavement structure is highly influenced by the nature of the existing pavement surface. It assumed that all rainwater falling on the paved section is a runoff, thus considered in the design of surface drainage facilities. Suppose in the new well-designed and constructed pavements, the designer does not assume 100 per cent runoff. In that case, a bad conservative assumption for the design of surface drainage facilities is probably encountered. When designing subsurface drainage facilities, the designer should focus on the infiltration rate as it is attributed to the deterioration of the flexible pavement. Research has revealed that well over 50 per cent of the rainfall can flow through the pavement surface for badly deteriorated pavements.

iii. Effects of rainfall on the pavement.

The amount of water entering the flexible pavement will be directly proportional to the intensity and rainfall time. Therefore, the process should be considered on relatively low-intensity rains when designing the subsurface drainage facilities. This is because high-intensity rainfalls are estimated not significantly to increase the adverse effect of water on flexible pavement performance. Furthermore, excess rain runs off as surface drainage when the base and subbase are saturated. As a result, the saturated base and sub-base, at some point, get weaker and lose stability, leading to pavement deformation. In addition, the cracks in the pavement of the project

roads contributed to the pavement sub-base and base being soaked with water as water penetrated the layers during rains by infiltration.

iv. **Period for drainage**.

After noticing water on the pavement layer, one might become anxious to know when it will drain out. The drainage systems in the pavement structure play a significant role in achieving this. To ensure that the water flows freely from the pavement structure to the nearest disposal destination, certain factors must be taken into consideration. These factors include the thickness of the pavement layers, the length of the drainage path, the gradient of the drainage path, and the penetrability of the pavement layers. Moreover, the pavement should be designed to facilitate speedy water drainage to prevent the pavement layer from soakage and saturation. This is because holding a large amount of water for an extended period can lead to the degradation of the pavement structure and reduce its lifespan.

v. Extent and slope of the drainage path.

Based on the discussion above, it is clear that the duration for adequate drainage is determined by achieving the appropriate gradient for the drainage path and attaining the desired length. These are the most critical aspects of the drainage system. Additionally, the size of the drainage system should be designed based on the flow's magnitude and regularly evaluated and monitored.

vi. Effect of vegetation on the drainage of the pavement structure

The presence of vegetation on the road edge or the drainage of the pavement structure will not only reduce the sight distance of the vehicle user but also promote the blockage of the road's drainage system. When the drainage system of the pavement structure is blocked, the flow of water is compromised; thus, the water forcefully tends to find its way over the carriageway of the flexible pavement. In case of the presence of pavement defect on the surface that will contribute to allowing water to penetrate the pavement layers, the expedition of the pavement deterioration occurs immediately.

vii. Effect of litter on the drainage of the pavement structure

Litter in the road reserve can be very inappropriate regarding pavement drainage. Furthermore, litter can be very unsafe as it can block side drains that usually enable the excessive water from the pavement surface during rains to flow freely to the nearest stream/ river. Sometimes, this litter, when stockpiled, vanishes the water path, thus making most of the drains undefined.

viii. Frequency of flow.

For the adjusted drainage channel parallel to the paved surface of the road to be considered sufficient, it must be constructed/ created to handle the maximum flow rate possible. Also, it must be frequently maintained to enable the free flow of water to the nearest disposal destination. As for the project road, the side drains and round culverts (access and cross) were not well-defined. As a result, water tends to cross over the road surface.

2.5 Type of pavement defects and their effects

(Neero. G.S, 2013) identified the types of pavement defects that affect the performance of the pavement structure. They include

a) Potholes

Potholes are severe pavement defects that pose a significant risk to road users. They occur when unattended cracks allow water to penetrate the pavement layer, leading to further deterioration. Potholes can cause extensive damage to vehicles, especially when drivers are unaware of their presence or travelling at high speeds. Additionally, they can compromise road safety by increasing the likelihood of accidents resulting in severe injuries or fatalities.

b) Patches

Patches are portions of the pavement surface that have been removed and replaced. They fix any pavement surface defects or cover an exposed trench. However, patched areas often end up incompatible with the surrounding pavement surface, leading to further damage and deterioration. Engineers view patches as a temporary solution to pavement repair and road

safety. Still, they fail to realize that low-quality patches and inappropriate patching methods can lead to more damage and deterioration of the pavement surface before maintenance planning is finalized. Potholes are the main reason why engineers undertake patching processes. Although patches are considered temporary, they can last long if high-quality patches and a standard procedure are used. If the pavement surface deterioration comes from the underlying layers, then reconstruction is the most appropriate remedial practice, not patching.

c) Depression

The settlement of the underlying layers usually causes depression in the pavement. This may be due to inadequate compaction, particularly in the base, subbase, or surface layers. When a depression forms on the road, it can cause discomfort for road users and potentially lead to severe road deformation. Surface water may stagnate in the depression and lead to the formation of large potholes, which can cause severe accidents. If not addressed early on, this can result in road roughness.

d) Pavement cracking

Pavement cracking can cause a significant increase in water penetration through the road surface. Once the water has soaked through the pavement layers, it can cause damage to the layers underneath. If left unaddressed, continuous traffic loading on the weakened pavement layer can lead to the formation of potholes, which may result in severe accidents. Examples of these types of cracking include longitudinal, alligator, and transverse cracking.

e) Rutting

Over time, the excessive weight of heavy trucks or inappropriate base construction can cause a lined depression in a flexible pavement structure called rutting. The presence of ruts is hazardous as they can cause a vehicle to skid if filled with water, pulling the car towards the depression and potentially leading to a loss of control and severe accidents.

f) Roughness

Road roughness is a type of deformation that can affect the stability of a vehicle, as well as the drainage systems and channels of the road. It is measured in the International Roughness Index, or IRI (m/km). Road roughness is usually linked to other defects, such as rutting caused by permanent deformation within the pavement layers due to consistent wheel traffic. This can lead to a change in the pavement's vertical position, causing depressions. The International Roughness Index is typically obtained from a longitudinal road view.

Road roughness indicates that the road is deteriorating or has already deteriorated. When driving or riding on a rough road, especially in a motor vehicle, the user can experience discomfort. This is because roughness is often accompanied by other defects such as cracking, potholes, and environmental factors. The International Roughness Index measures how much these defects combine to cause discomfort for the road user.

g) Corrugations

Road corrugations are usually caused by insufficient compaction of the pavement layers, including the sub-base, base, and surface layers. These corrugations can make the road surface very rough, causing discomfort to road users. In some cases, vehicles travelling through such areas at high speeds may become unstable, leading to severe accidents.

h) Ravelling

Ravelling occurs due to loose debris on the flexible pavement structure, thus leading to road roughness that will eventually cause discomfort to the road user. Also, water collected in the ravelled locations may result in the vehicle Hydroplaning and loss of skid resistance.

i) Bleeding

Bleeding is a pavement defect that affects the skid-resistance element of a pavement design. This defect usually occurs in areas with high temperatures, especially during hot weather. When the bitumen's viscosity becomes lighter, the traffic tends to push the bitumen to the surface, causing bleeding.

j) Polishing

Pavement Polishing is when the protruding rough/angular particles of pavement aggregate become polished over time. When surface dressing a particular road, especially a high-trafficked highway, laying the aggregate is usually difficult (Tamrakar, 2019). The pavement will suffer polishing whenever the aggregates laid are subjected to excessive studded tire wear. The excessive and speedy traffic tends to remove the laid aggregate meant to lower surface friction, which is an essential component of the skid resistance of the flexible pavement, thus becoming unsafe.

k) Swell

A swell generally tends to raise the pavement surface upwards. The bulging of the pavement layers is usually caused by either frost heaving or by moisture. It always originates from the lowest layer of the pavement structure, which is the subgrade layer. Subgrades with a high plasticity index and too much clay soil can generally swell and heave. In order to repair such defects, especially when they are very extreme, the reconstruction process should be premeditated.

All these pavement defects mentioned above occur due to a single factor or combination of various factors discussed in this report.

2.6 Causes of failures in flexible pavement

(Sharad.S. Adlinge, 2013) state that Failure of the flexible pavement road transpires due to several factors, including water interference, stress from heavy vehicles loaded with goods, expansion and contraction from seasonal temperature changes, and exposure to heat from the sun. These factors were further broken into the following:

a. Use of substandard quality and inadequate materials for construction

The quality of materials used in the construction and maintenance of roads is crucial for their performance. Unfortunately, the use of low-quality materials such as substandard subgrade with low bearing strength or incorrect grading of base or subbase layers can reduce the road's

lifespan. These low-quality materials can cause early failures and deterioration, especially in newly constructed or newly maintained paved roads. The absence of pavement failures and deterioration improves road users' safety comfort and prolongs the road pavement's life span. Also, when the pavement layers' thicknesses are inadequate, or the loads imposed on it have maximum loading that was not designed to hold, the excess stress developed due to surface forces can lead to pavement deformation or failures. Furthermore, if the subgrade material cannot provide stability, it may be due to improper compaction or material weakening caused by water infiltration. This can result in the transfer of pavement damage from the subgrade layer to the topmost layer, leading to more severe pavement reconstruction costs that cannot be avoided.

b. Application of hefty traffic on the wrong class of road.

Engaging heavy-loaded traffic on the pavement surface, especially on the wrong traffic class of the road, is another main factor that causes deformation/deterioration of the pavement surface. (Croney P, 1998) stated that pavement deterioration that arises from deformation is usually linked with cracking brought about by heavy vehicles. Failures such as cracking and depressions/ruts on pavement will automatically be increased due to heavy traffic loading. Thereafter, cracks or depressions will enable the surface water to penetrate the pavement surface or stagnate on the road surface. This contributes to the early development of potholes that expend the road deterioration to approximately higher levels.

c. Climatic changes

Rainfall and annual variations in temperature are some of the few climatic factors that significantly impact pavement failures and deterioration. The pavement layers' loss of strength and steadiness is always influenced by rainfall. Since most pavement structures around the country are designed based on a specific climate situation of a place or area, rain's effect on road pavements can sometimes be destructive and unfavourable. Also, rainfall is well recognized as one of the main factors contributing to soil erosion, raising the water table,

especially on the roads constructed in swampy areas with no subs drainage systems, and infiltration especially in areas where paved roads are being developed without drainage structures or where the road have cracks which they have not been attended to on time. Long rains of low intensity are recognized to be more adverse compared to short rains. This is because, in the season of long rains, the moisture absorbed by the soil is superior during this condition than when there are short rains with high intensity.

d. Poor drainage

Drainage systems in pavement structures are always categorized as one of the main contributors to how long the pavement will last in a case recently constructed. Without the introduction of the drainage system, the life span of the pavement is usually wanting, thus, the design period is automatically reduced. Drainage structures within the paved roads must be well-designed, built/constructed, and well-maintained. When a road fails, the primary factor that is estimated to cause the failure is inadequate drainage systems. It is assumed that the absence of drainage systems in the pavement structure expedites the deterioration and failures of the pavement surface. Poorly designed and maintained drainage systems will sometimes channel water directly to the carriageway of the road or keep it at a standstill due to its incapability of free flow. Excess water standing on the road surface combined with traffic action led to pavement distress.

e. Poor workmanship and supervision during road construction and maintenance.

Effective supervision and quality workmanship are critical in ensuring that flexible pavements are durable and do not deteriorate quickly. This means that the design specifications must be consistently followed and met during the early stages of construction and maintenance. Failure to adhere to these specifications will result in premature failures and deterioration of the flexible pavement structures, which means that the design life of the road will not be achieved.

Engaging contractors who understand highway engineering quality work and promoting coordination between the supervisory and contractor's teams is essential. A policy on selecting

eligible site agents should be documented in all road works, and regular, thorough training for the supervisory team should be considered and certified. By doing so, premature failures and deterioration of the flexible pavement will be minimized.

Regular site/field visits should also be promoted, especially in areas where maintenance and construction of paved roads have been done well. This will ensure that the supervisory team is well-equipped with the necessary skills and knowledge to promote the durability of the road.

f. Frequent maintenance of road

Routine maintenance should be carried out occasionally when the flexible pavement structure is new to ensure that the constructed pavement road meets its design life. For instance, a constructed road will need frequent checks to maintain its condition. It is considered that the cost of maintaining a road is usually significantly small compared to when the road has completely failed. However, many charges will be incurred for pavement reconstruction when it fails, with its attendant economic drain on the government. In Kenya, we have road agencies entitled to always provide safe, adequate and motorable roads throughout the years. Through these road agencies, the Kenya government regularly supports road infrastructure by providing them with enough monies to maintain all roads-paved and unpaved- within the country, frequently occurring each financial year. Also, new road maintenance programmes have been formulated within the country through road agencies. This maintenance programme includes the introduction of performance-based contracts (PBC)- hybrid performance-based contracts (HPBC) or pure performance-based contracts (PPBC), framework contracting contracts (FCC), and routine and periodic maintenance contracts. The programmes are categorized into longterm and short-term programs that care for paved and unpaved roads nationwide. This road maintenance programme enables the agencies to reduce the frequent occurrence of quick recurrence of these distresses that, when not attended to, lead to totally deforming the flexible pavement surface into terrible condition.

g. Inadequate geotechnical tests

A sound geotechnical investigation should be carried out before any construction work occurs. All the test results attained from the good geotechnical test on the soil samples obtained from several locations on the particular sites for flexible pavement construction should be trusted and used. In addition, all other relevant data needed from the site for flexible pavement construction should also be obtained and utilized. The outcome of a preliminary geotechnical examination of the project's lifespan cannot be over-emphasized.

h. Financial cost

A pavement cannot be completed if the cost of construction is not implemented. Flexible pavement roads constructed with no constraints in cost tend to have a high level of adequate performance and are considered very durable and attractive. In many cases, especially in some countries like Kenya where the prices of construction commodities tend to fluctuate from one period to another, the contractors who may have tendered the contract during a specific period when an item (for road construction) was less expensive when it comes to awarding of this particular contract the contractor tends to have difficulty in delivering the contract due to variation as mentioned above. The buying price of a specific commodity/item may have changed and become more expensive. For instance, the cost of bitumen in some regions of the world can be more accommodating than in other parts. Thus, those areas where the bitumen is cheap tend to perform excellent pavement road construction. Most contractors will want to see the profit that they will receive after completing the contract. Due to this, they will tend to produce a low standard of the product (low standard flexible pavement) that will sometimes lead to high repair costs. Also, regarding the reconstruction of the pavement layers, underquoting of the different bill items leads to more substandard services that are usually identified at the end of the project. Financial costs in flexible pavement construction and maintenance are always more challenging factors that should be examined intently. As the engineers plan for the reconstruction or repair of a particular flexible pavement road or structure, they should keenly be more advanced in terms of how to compensate the client who is responsible for doing the work in case of price variations in order to produce an excellent flexible pavement structure that will cover its design period without the occurrence of any damages and failures.

2.7 Synthesis of literature review

2.7.1 Literature review summary

The above elaboration has shown that many variable factors cause pavement failure and deterioration, and if looked at keenly, a solution to these defects can be found.

Poor drainage systems/channels, lack of proper maintenance, and climate change are critical factors in flexible pavement failure and deterioration. For a specific pavement structure to survive and be able to achieve its maximum design period, the element of providing flexible survival techniques should be presented clearly, thus promoting its stability and durability. This will be achieved by providing suitable design and installation of adequate drainage systems in the pavement structure; thus, it will assist in minimizing the problem of pavement failures and damages. Rainwater that always stands or finds its way out to the drainage through the road carriageway in the process of infiltration due to improper drainage system installation will eventually flow freely to its final destination.

A well maintained and constructed flexible pavement structure is considered essential for both the social and economic development of communities. This means that it not only improves the livelihood of communities by reducing travelling times and reducing traffic delays, but it also ensures that the safety of the passengers is not compromised. However, a road with various pavement defects tends to increase vehicle operating costs compared to a well-maintained and constructed road free of defects. Therefore, propagating proper maintenance of these paved roads is always considered the best remedy for pavement failure and deterioration. Still, these maintenance operations are sometimes conducted differently, thus failing to meet the standards of maintaining a given road. For instance, engaging non-technical personnel to solve a problem of road deterioration and failures will apply a different way of taking care of the issue that may not have been documented or specified, thus promoting more early deterioration and failures of the pavement structure. Also, without proper supervision and coordination between the teams

undertaking maintenance exercises, it will result in substandard outcomes during the contract's completion period. In order to achieve the above, it is important to understand how all the flexible pavement deformation and defects occur so as to recommend the most appropriate formula/way of planning and implementing the process of construction and maintenance to reduce any emerging risks of early deterioration. As discussed in this chapter, the government of Kenya has supported road infrastructure by formulating road agencies whose mandate is to provide adequate, safe roads for the public to use. One way of fulfilling these agencies' input is through the government's help, ensuring that all the roads are taken care of, be it temporary or permanent repairs.

An inventory road survey usually assists road engineers in familiarizing themselves with the previous and current condition of the specific road. The recorded condition, when integrated, enables them to come up with the correct intervention procedure that will assist them in scoping maintenance work of that particular road.

Therefore, once the problem of the existing pavement failure and deterioration is found through the process of pavement evaluation, a proper maintenance policy must also be put in place to develop an efficient maintenance process. As for climate change, engineers should refrain from assuming the methods and materials that are supposed to be used when undertaking construction works in a different part of the country. For instance, the material used for construction in the western and central parts of Kenya is sometimes not eligible in regions like the North-eastern and northern parts of the country. This is because areas in the central and west experience a lot of long rains with high intensity, and the water table within these areas is too high, unlike regions in the northern and north-eastern, which experience short showers with low intensity and the water table is too low.

As per the above discussion and citations, pavement defects in my project areas, such as concentrated potholes, depression, pavement cracking (longitudinal, transverse, and alligator cracking), settlements, ravelling, ruts, and corrugation, will be severely minimized if the factors affecting the pavements will be taken care of accordingly.

Therefore, pavement evaluation should be addressed even if done on a particular road or area. Thus, consistent assessment of the pavement performance should be conducted to help expand the knowledge of providing the best planning procedure for adequate maintenance and construction action.

2.7.2 Literature gap

A flexible pavement structure comprises multiple layers compacted to a specific designed thickness depending on the pavement type. This structure is placed on top of the natural or improved subgrade and is responsible for spreading, distributing, or transferring the vehicles' weight to the subgrade layer. To be considered excellent, a pavement structure should provide a comfortable riding surface, satisfactory skid resistance, and minimal noise pollution. (Ashfaq Majeed Naik, 2018)

It has been noticed that pavement evaluation has been conducted on many paved roads all over the world. However, most results show that pavement layers deteriorate because of weather, construction materials, and lack of adequate and suitable drainage systems. Also, generalizing the intervention process by estimating the maintenance process has led to a need to solve the problem of pavement deterioration and failures. It is, therefore, better to concentrate on the issues affecting pavement failure and damage to make the process of pavement evaluation more effective and valuable. Thus, the research will focus on the pavement evaluation of Kampi ya Moto- Eldama ravine- Kamwosor B77 road, a stretch of 79.5km. The type and level of severity of pavement distress will be identified, its structural and functional condition will also be determined, and the possible cause of this failure and provision of effective treatment and maintenance type will be determined and proposed in this process.

3 METHODOLOGY

3.1 Introduction

This chapter discusses the methods used to evaluate pavement on Kampi Moto- Eldama Ravine-Kamwosor B77 Road. It concentrated on various methods such as visual and surface condition surveys, determination of Pavement Condition Index (PCI), pavement structural condition surveys, and analysis of pavement evaluation based on the study's objectives.

3.2 Visual survey

The visual survey was conducted on 5th June 2020 to evaluate the road drainage systems and observe whether they were working. Also, the road carriageway and shoulders were visually surveyed to determine the type of distress within the project road. The activity was conducted by walking and driving slowly throughout the project road. Visual survey of Kampi ya Moto Eldama Ravine -Kamwosor road involved taking photographs of the identified distresses and the condition of the drainage of the road.

3.3 Surface condition surveys

A surface condition survey was conducted on 5th June 2020 to assess road riding quality and document surface distress. A surface condition survey is usually based on roughness measurements, rutting and surface irregularity tests, and surface distress determination. My research used laser technology to determine road roughness. In addition, rutting and surface distress were collected using automatic and manual methods.

The Hawkeye-2000 Digital Laser Profiler (DLP) that was used in this survey was automatic equipment that performed roughness and rutting measurements using Laser Profiler Beam (LPB) and pavement surface distress logging using Pavement Logging Video Cameras (PLVC).

(i) Roughness measurement

Roughness data was collected using the Hawkeye-2000 Digital Laser Profiler, which met the requirements of (AASHTO, 1996) PP 37-04 and ASTM E950 -98. The roughness measurements were in m/km.

(ii) Rut measurement

Rutting tests were conducted with the Digital Laser Profiler in compliance with ASTM E1703 / E1703M - 10 (2015). The average rut measurements were in mm.

(iii)Collection and quantification of surface distress data

The Hawkeye 2000 has four (4) pavement and asset logging video cameras (PLVC), namely the pavement, center, driver on the right, and guide. The road surface distress data were collected using pavement and center cameras. Identification, measurement of intensity, and determination of the severity of surface distress were made under RDM_V, 1988, and ASTM D 6433 -07.

(iv) Determination of pavement condition index (PCI)

The pavement condition index (PCI) is usually a calculated value obtained from the surface distress for a precise pavement section, which is attributed to pavement surface condition. It was determined based on the type and level of severity of distress and the number of pavement distress observed.

Below are the steps followed when finding the pavement condition index (PCI) value;

- Through visual survey and manual measurement of identified sections with distress, the type, extent of existing distresses, and severity level were integrated and noted down accordingly.
- ii. The densities of each type of distress identified were then calculated. Then, using a set of curves proposed by the ASTM, the density values calculated were interpreted into deduct value and corrected deduct value.
- iii. Calculating the pavement condition index (PCI) value was also done in an iterative process (aiming at achieving the desired result), which was further analysed by a numerical value between 0 and 100. In this case, 0 represents the <u>failed or possible bad</u> condition, and 100 represents the <u>good or best possible condition</u>.

A direct survey was considered to be performed in the case of a tiny pavement section. Radom-selected areas were surveyed for the extensive paved sections;

- i. The entire selected section of the pavement surveyed was characterized into sample units.
- ii. The test was done on a certain number of selected units based on the number of sample units in the flexible pavement section.
- iii. The type, extent, and level of severity distress of the pavement in each section were noted using the ASTM Standard D6433 method.
- iv. The pavement condition index (PCI) of each tested sample unit was calculated using the method defined in the standard D 6433 method. Note that the amount of distress and the densities of the distress for each tested section were involved in this calculation. Determination of deducting value was found using the value originating in the above. Whereby the values were minus from one hundred (100) to attain the pavement condition index (PCI) value.
- v. The PCI of the pavement system was expected to be equivalent to the PCI of the sampled areas in the case where the samples surveyed are representative of the general section

ASTM D6433-98 provides a systematic method for calculating the PCI value related to the pavement condition, as shown in Table 3-1

Table 3-1: Pavement Condition Index (PCI) Scale

PCI Range scale	Pavement Condition
85-100	Good
70-85	Satisfactory
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious

PCI Range scale	Pavement Condition
0-10	Failed

Note* code from (ASTM D 6433-98)

3.4 Pavement structural condition surveys and analysis

The pavement structural condition survey and analysis were conducted to determine the residual structural strength of the existing pavement structure and establish the most viable maintenance intervention measures. The tasks under the structural condition survey included deflection measurement, traffic surveys and analysis to develop design loading, pavement and subgrade logging, material sampling, and laboratory testing used to establish the layer thickness, strength, and structural condition analysis.

3.4.1 Traffic surveys

The design traffic loading forms a crucial input parameter in the back analysis of deflection data for the structural evaluation of the pavement. Traffic surveys can be done in different ways but will depend on the availability of various factors to determine which method will be the best to adopt. Factors that one is to consider when choosing a suitable method include the availability of budget to perform that exercise, availability of personnel, availability of instruments, and magnitude of the traffic on the project road. Traffic surveys can either be done manually or automatically.

In the case of my research, secondary traffic data was obtained from Kenya National Highways Authority to assist in getting daily equivalent standard axles (DESA). The traffic survey involved carrying out classified traffic counts to determine the nature of traffic in terms of volumes and composition. It also involved an origin-destination survey that was used to determine the equivalence factors of adopted categories of vehicles.

This project's classified manual traffic count was conducted at one census point at Nyaru (Chepketeret) from 16th October 2018 to 22nd October 2018. *Appendix 1* shows the summary of traffic count data.

i. Data collection method

All vehicles were manually counted and recorded. The two lanes were considered together since the carriageway was 6.5 m wide.

ii. Traffic classification

Traffic classification was necessary to enable the determination of the levels of utilization of the project road and the distribution and supply of traffic. Therefore, the adopted traffic classification is given in Table 3-2. This classification was based on that of the MOR with additional classes as deemed necessary on-site.

Table 3-2: Classification of Motorized traffic

Vehicle Category	Description			
Motorcycles	All mopeds and other motorcycles			
Cars	Saloon cars and station wagon passenger cars.			
Pick-ups, Jeeps, 4WDs, Vans,	All pick-ups, 4 WD cars, and private vans			
Matatus and Minibuses	All public service matatus and minibuses with a seating capacity of between 14 to 33			
Buses	All public service buses with a seating capacity of more than 33			
Medium Goods Vehicles (MGV)	All trucks with two axles			
Heavy Goods Vehicles (HGV_R)	All trucks with 3 - 4 axles			
Heavy Goods Vehicles (HGV A)	All trucks with 5 - 6 axles			
Other Vehicles	Tractors, construction equipment, etc.			

The vehicle category and description in Table 3-2 were modified to fit the project study. This was based on the vehicle type that passed the project road.

iii. Traffic survey station

Due to the minimal traffic along the project road that was caused by the condition of the road, the traffic survey station that was more effective was at Nyaru area, a place known as Chepketeret, as shown in Table 3-3.

Table 3-3: Locations of Traffic Census Station and Types of Survey Carried Out

Road Ref. No.	Location	Type of Survey
B77	B77 at Chepketeret (Nyaru- along Nyaru -Kapi ya Moto road)	

iv. Traffic counts

Day and night traffic counts were conducted from 7:00 a.m. to 7:00 p.m. and 7:00 p.m. to 7:00 a.m., respectively. In addition, the traffic passing the survey station from each direction was continuously recorded through manual tally counting.

Traffic analysis was carried out from the census station, and the results were used to describe traffic characteristics along the project road. First, the Average Daily Traffic (ADT) was calculated as the average flow for the seven-day counts and then adjusted to 24-hour flows using 24/12-hour traffic flow factors determined from the night counts. Next, a seasonal variation factor of 1.0 was applied to the ADT to estimate the Annual Average Daily Traffic (AADT) as the fundamental factor for the project area could not be determined due to a lack of automatic counts data for major roads in the area.

v. Origin -Destination Surveys

O-D surveys were conducted simultaneously with the traffic counts at the locations shown in Table 3-3 (for seven days from 7:00 a.m. to 7:00 p.m.) to determine the existing "quantities" of travel between various locations and relationships between the quantities and types of travel. The roadside Interview Method was selected for the surveys as it could supply detailed and accurate information since it was gathered directly from motorists without needing to infer anything from their behaviour. The following information was collected from them: -

- Vehicle type and number of axles
- Trip origin, destination, and purpose
- Number of vehicle occupants

- Types of commodities conveyed, particularly for trucks
- Vehicle loading capacity and utilization.

The survey data obtained from the station were analyzed.

vi. Axle Load Surveys

• Axle Load Measurements

Seven-day axle load surveys were conducted at O-D stations to estimate the number of equivalent standard axles currently using the project road. A portable weighbridge was used to measure the axle loads for different vehicle categories, and the data obtained was processed to determine the 85th percentile equivalence factor for each vehicle type.

• Equivalence Factors

The EF values for each axle were summed for each vehicle category and used with AADTs to compute the Equivalent Standard Axles (ESA) on the project road. The cumulative frequency distribution of the axle loads for each vehicle category in each direction, as shown in *Appendix* 2 of this report, was plotted. The 85th percentile load was determined, which gives the best compromise for design since it is only exceeded by 15% of the axle loads on the road.

$$EF = (LS \div 80)^{4.5}$$

Where EF- Is the Equivalent Factor of the single axle considered LS –Is the Load in KN on the single axle considered

vii. Adopted growth rate

• Growth Rate

Using the economic survey reports of 2013, 2014 and 2019 by the Kenya National Bureau of Statistics, the indicators, including registration of vehicles fuel consumption and transport demand elasticity approach, together with the past trend in traffic growth on the project road, were considered and used to arrive at plausible figures for traffic growth rates.

viii. Design traffic loading

The traffic loading – Cumulative Standard Axles (CSA) was obtained based on the estimated daily equivalent standard axle (DESA) and the adopted growth rate. The following Equation 3.1 was used

$$CSA = 365 t_b (1+r)^n - 1 \dots Equation 3.1$$

Where,

tb = Daily Equivalent Standard Axles

r = Growth rate (%)

n = Number of years

3.4.2 Pavement coring, trenching, logging sampling, and material testing

The existing pavement structure was established by conducting coring, trenching, logging, sampling, and material testing. The samples were collected for laboratory testing to determine the strength of the bond between the base layer and assess the pavement's drainage characteristics.

Logging was conducted to determine the thickness of the pavement layers.

Trenching was performed at various intervals of approximately six (6) of the entire road.

Trenching and coring were concentrated on areas where the pavement had wholly deteriorated and sections with less deterioration.

A coring machine was used to extract cylindrical samples of road-based materials from the pavement. The machine drills a hole into the pavement and extracts a cylindrical sample of the material, which was then transported to a laboratory for testing and analysis.

Coring a roadway was done to verify the existing pavement structure conditions and depths. This information was then used to select an appropriate treatment or confirm the adequacy of a proposed resurfacing method. Cores were taken in areas with numerous defects and without defects, and the procedure in the field was carried out in the carriageway of the project road.

3.4.3 Deflection measurement using FWD.

Deflection measurement is usually conducted with various equipment: stationary, impact, vibratory, or impulse load type. Deflection measurements in this report were performed using Primal FWD with nine geophones that meet the requirements of ASTM D4694 – 09 and the test method as defined in ASTM D 4695-96. (ASTM, 2009).

The deflection measurements were conducted on 31/05/2020 on outer lanes at intervals of approximately 100 m on the outer wheel path (OWP) at an offset of about 0.7m from the edge of the carriageway. At each drop point, readings were taken for the nine (9) consecutive geophone points of 0, 20, 30, 60, 90, 120, 150, 180, and 200 cm.

A summary of the deflection measurement is attached in *Appendix 3* of this report.

(i) Preliminary analysis by normalising

The target load during testing was 50 KN, which resulted in a standard pressure of 707 KPa. In the field, attempts are made to test at this pressure as much as possible. Due to the gradient and the nature of the road surface, the resultant pressure is slightly lower or above this pressure in most cases. The FWD deflection data were normalized to a standard pressure of 707 KPa using the linear *equation 3.2*.

$$d_n = \{d_i \times L_t\}/\{L_i\}$$
 Equation 3.2 Where:

- d_i is the deflection reading for the sensor located i mm from the centre.
- ullet d_n is the normalized deflection reading for the sensor located i mm from the centre.
- L_i is the load level applied during the test
- L_t is the target load level of 707KPa based on the standard axle of 10-ton

Further, the normalized deflections were used to establish homogenous sections using the cumulative sum of difference from mean (CuSUM) method of the central deflections.

(ii) Pavement analysis parameters and criteria

The deflection data was analysed using RoSy Design Software. The necessary input parameters and the criteria for analysis of the outputs were as follows.

a. Pavement analysis parameters

The following design parameters were considered during data input for RoSy Design analysis:

- i. Existing road lane width of 3.25 m with a carriageway width of 6.5m
- ii. Pavement design temperature of 30°C.
- iii. Existing pavement as established from as-built records.
- iv. Fatigue laws as presented in RDM Part III.
- v. Daily ESA as established from the traffic surveys and
- vi. Pavement analysis for 7, 10, and 15 years design period.

b. Pavement Analysis Criteria

The pavement analysis was carried out under conditions in RDM part III and V and, therefore, compared to elastic moduli in section 8.2.3 of Road Design Manual Part III for Material as follows:

- i. Asphalt concrete type II -2500MPa;
- ii. Cement-treated Graded Crushed Stone as a base -4000 MPa;
- iii. Cement improved gravel (base quality) as Subbase 2000 MPa;
- iv. Subgrade Strength S4 125 MPa.

Additionally, the pavement was checked for residual life and strength, critical layer and overlay requirements for each homogenous section as the basis for maintenance, rehabilitation/strengthening intervention recommendations.

4 RESULTS ANALYSIS AND DISCUSSION

4.1. Introduction

This chapter analyses and discusses the results obtained from the exercise following the methods from Chapter Three above.

4.2. Visual condition/ distress survey

Visual observations made during the reconnaissance visit were recorded in picture format. The distresses on the pavement's surface were captured as shown in Figures 4-1, 4-2 and 4-3.

4.2.1. Visual condition for Kampi ya Moto -Eldama Ravine -Kamwosor Road

The minor distress observed that did not reflect on the structural state of the road included bleeding of the asphalt concrete (AC) surface, as depicted in Figure 4-1. The road also exhibits several major distresses, including potholes, eroded edges, block cracking, depression, rutting, lack of shoulders, and poor drainage, as illustrated in Figures 4-2 and 4-3.

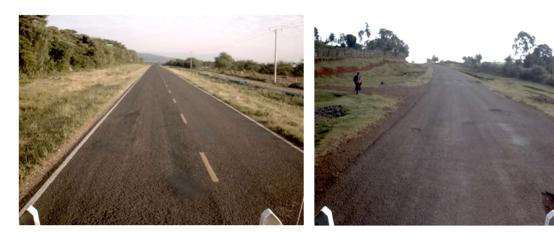


Figure 4-1: Minor distress (bleeding) and lack of drainage system on Kampi ya Moto-Kamwosor Road (source from the field)



Figure 4-2: Major distress and lack of defined system. (source from the field)



Figure 4-3:Major distress on Kampi ya Moto - Kamwosor Road (source from the field)

Based on field observations, as shown in Figures 4-1, 4-2, and 4-3, it was concluded that the surfacing distresses were caused mainly by drainage issues. There were sections noted with water oozing through a poorly bonded pavement layer. The visually surveyed surfacing distresses were found at kilometres 3, 14, 55 to 67, and 72 to 79.5.

4.2.2. Drainage distress

The non-existence of drainage structures was considered the primary defect observed along the entire project road. It was assumed that emerging potholes within the asphalt concrete were evidence that they were formed due to lack of proper drainage systems. The drainage distress will eventually be created when the road lacks surface and sub-surface drainage.

Once the road drainage is generated, it is supposed to be maintained to prevent the flow of surface water to the pavement layers, thus causing the pavement to deteriorate. In addition, surface drainage will tend to preserve the road surface from water parches, collect the drained-off water from the road surface, increase road stability and carry collected water by using the gravitational force into the nearby river. Likewise, sub-surface drainage will tend to prevent and control the moisture content of the road sub-grade, maintain the bearing capacity of the sub-grade soil by restricting the entry of water into it, and reduce the capillary rise because sometimes, due to capillary action, the water rises into the sub-grade from the groundwater.

Factors that increase the sub-soil moisture content are:

- Increase in the groundwater table in the pavement structure.
- Water seepage from attached sections.
- Filtration of Surface water through existing cracks and joints.
- Capillary action caused whereby moisture rises above the groundwater table.

After conducting a visual and surface condition survey, it was discovered that the road lacked proper drainage, which was deemed necessary. The drainage condition for the entire road was found to be very poor and was therefore labelled as undefined. During the visual survey, certain sections were observed to lack longitudinal drainage, which caused water to alter its course and flow above the road carriageway. This resulted in water seeping into the pavement structure, weakening the underlying layers. Figure 4-4 depicts the undefined drain condition of the road carriageway as a result of the investigation conducted in the field. The road's drain condition was categorized as BAD, which likely contributed to the deterioration of the pavement structure.

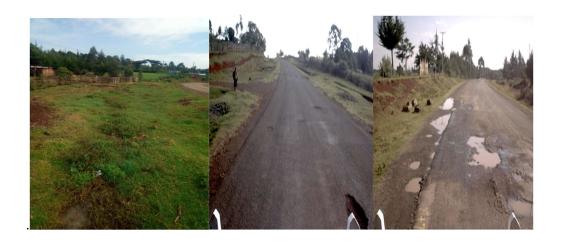


Figure 4-4: Sections with no drainage channels (Sourced from the field)

4.3. Surface condition surveys

A survey was done to assess the quality of the road surface and identify any damage. This helped determine the severity of pavement distress by measuring road roughness and rutting. The results were used to calculate the pavement condition index.

Based on the observations made during the study, it was noted that some parts of the road were in good condition, while others had visible pavement damage. Despite the localized damage in certain areas, the road remained stable, especially in the sections where repairs had been carried out. The shoulder of the road was worn out throughout the entire study area. Furthermore, a large number of sections had a hanging edge that was about 200mm deep.

a) Rutting measurements

Based on the survey conducted on the project road, rut depths were measured and recorded.

Data analysis revealed that the average rut depth for the road section was 4.1mm, indicating a low severity rating for the road. Table 4-1 shows the summary of rut depth measurement.

Table 4-1: Summary Rut depth measurements

			Min Rut	Max Rut	Mean Rut	Road Section
Road Sections / Lanes	Lane	Points	Value	Value	Value	Mean RUT
Kampi Ya Moto - Kamwosor (B77)	LHS	121.0	0.7	11.0	4.6	
Kampi Ya Moto - Kamwosor (B77)	LHSb	23.0	0.5	7.7	3.7	
Kampi Ya Moto - Kamwosor (B77)	RHS	648.0	0.2	18.7	4.0	4.1

b) Roughness measurement

Roughness data was collected and noted in m/Km, summarized in Tables 4-2 and 4-3, which detail the International Roughness Index (IRI) and rating description of road roughness, respectively.

Table 4-2: Roughness measurements

Road Sections / Lanes	Lane	Points	Min IRI Value	Max IRI Value	Mean IRI Value	Road Section Mean IRI
Kampi Ya Moto - Kamwosor (B77)	LHS	515.0	1.6	13.4	4.5	
Kampi Ya Moto - Kamwosor (B77)	RHS	464.0	1.5	9.6	4.1	4.2
Kampi Ya Moto - Kamwosor (B77)	LHS	798.0	1.6	19.1	4.1	

Table 4-3: Road Roughness Rating

RATING, m/km	RATING Description
0-2	Very Good
2-4	Good
4-6	Fair
6-10	Poor
Above 10	Bad

Sourced from highway development & management(Bituminous roads deterioration) 2015; modified to fit my study section

Based on the data summary, it was found that the average International Roughness Index (IRI) of the entire Kampi ya Moto Eldama Ravine Kamwosor road was 4.2 m/km. According to the road roughness rating chart in Table 4-3, this indicates that the road was in fair condition. This suggests that some parts of the road were less damaged than others. However, it is essential to note that an IRI of 4.2m/km means improvements are needed to restore the road's rideability.

c) Determination of pavement condition index of the study road.

The PCI (pavement condition index) is a numerical rating calculated based on the level of surface distress of a particular pavement section. It is a helpful indicator that shows the condition of the pavement surface, ranging from 0 (Failed) to 100 (Good). The value was calculated based on the type and level of distress present, which is closely linked to the material properties of the pavement. When the pavement's material properties are compromised, stability is lost, and the pavement becomes weaker. In this report, ASTM D6433-98 was used to determine the PCI values, which were rated according to Table 4-4. Table 4-5 summarizes the PCI values and ratings for the Kampi ya moto-Eldama Ravine-Kamwosor road section.

Table 4-4: PCI Rating Scale & Colours: Code (ASTM D 6433-98)

PCI Range scale	Rating colour	Pavement Condition
85-100		Good
70-85		Satisfactory
55-70		Fair
40-55		Poor
25-40		Very Poor
10-25		Serious
0-10		Failed

Table 4-5: Summary of Findings from Surface Condition Survey

	Average	Average	PCI	
Road Section	IRI	Rut	Value	Rating
Kampi Ya Moto - Kamwosor (B77)	4.2	4.1	55	Fair

Table 4-5 displays a PCI value of 55 for the study road, rated as fair.

In summary, it was generally seen that the surface distress observed was bleeding of the AC surface. In contrast, structural distresses observed on the road included numerous potholes, eroded edges, block cracking, depression, rutting, and poor drainage. In addition, the road width

was too narrow. As a result, the road had an average IRI of 4.2 m/Km, rated as **Fair**, a mean rut depth of 4.1 mm, rated as being of **Low Severity**, and a mean PCI of 55, rated as **Fair**.

4.4. Structural condition surveys

4.4.1. Traffic analysis

The traffic data collected were recorded and analysed as follows;

a) AADT findings

Based on the traffic count results, the AADT of the type of vehicles along the project road was obtained and presented in a graph, as shown in Figure 4-5.

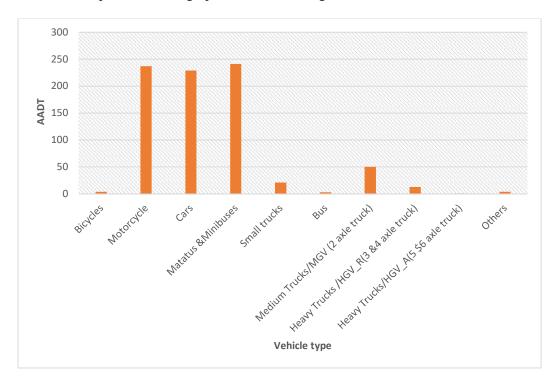


Figure 4-5: AADT of various vehicles along the project road

From Figure 4-5, the highest AADT was the matatus, followed by the motorcycles and cars, with 241,237 and 229, respectively. The high number of Matatus and minibuses in this section was due to the trend of public drivers offering public transport services to people living within the project road. The lowest were bicycles, buses and heavy trucks/HGV_A, with 4, 3 and 1, respectively.

Table 4-6 shows the project road's Annual Average Daily Traffic (AADT).

Table 4-6: Annual Average Daily Traffic (AADT) on Project Road - Both Directions

Survey Station	Direction movement	Bicycles	Motorcycl e	Cars	Matatus & Minibuses	Small trucks	Bus	Medium Trucks/M GV (2- axle truck)	Heavy Trucks /HGV_R(3 &4 axle truck)	Heavy Trucks/H GV_A (5 & 6 axle truck)	Others
	To Nakuru via Eldama										
At	ravine	2	125	106	123	10	2	22	5	0	2
Chepketer et along Nyaru	From Nakuru via Eldama										
Kamwosor	ravine	2	113	123	118	12	2	29	9	1	1
TKIIII W USUI	Total AADT	4	237	229	241	21	4	51	14	1	4

^{*}Data source from Kenya National Highways Authority (KeNHA)

Based on Table 4-6, the AADT within the project road was low due to the poor road condition that discourages motorists from using this section.

b) O-D survey findings

(i) Categories of Vehicles in O-D Interviews

The numbers of motorists interviewed for each vehicle category are shown in Table 4.7.

Table 4-7: Summary of motorists interviewed for each vehicle category during the O-D survey

Station	Vehicle Category										
	Buses	Buses MGV HGV_R HGV_A Total									
Chepketeret	3	100	60	3	166						
Total	3	100	60	3	166						

(ii) O-D Matrices

The O-D matrix of the data collected at the survey station for the major town (concentrating on the project road) was given in Table 4.8.

Table 4-8: O-D Matrix of Chepketeret Station

						Destinati	on							
	Town Name	Nairobi	Nakuru	Eldama ravine	Torongo	Kamwosor	Metkei	Nyaru	Chepkorio	Kaptagat	Biwott	Eldoret	Others	
	Nairobi	0	0	0	0	0	0	0	0	1	0	0	1	2
	Nakuru	0	0	0	0	0	0	0	0	1	0	2	1	4
	Eldama	0	0	0	0	0	0	1	0	1	0	17	0	19
	Ravine													
	Torongo	0	0	0	0	0	0	1	0	0	0	2	0	3
	Kamwosor	0	0	0	0	0	0	3	0	0	0	14	2	19
. s	Metkei	1	0	0	0	0	0	2	0	0	0	1	0	4
Origin	Nyaru	1	0	3	0	2	1	0	0	0	1	0	2	10
	Chepkorio	1	0	0	0	2	0	0	0	0	0	0	1	4
	Kaptagat	1	0	1	0	0	0	0	0	0	0	0	0	2
	Biwott		0	0	0	0	0	2	0	0	0	0	1	3
	Eldoret	1	10	20	1	27	1	0	0	0	1	0	5	64
	Lodwar	0	0	1	0	0	0	0	0	0	0	0	0	1
	Chepsikor	0	0	0	0	1	0	0	0	0	0	0	0	1
	Others	3	1	0	0	5	0	1	0	1	3	4	12	30
	Total	8	11	25	1	35	2	10	0	4	5	40	25	166

<u>Note</u>: The table shows the number of trucks (Buses, MGV, HGV_R and HGV_A) passing the project roads

(iii) O-D Matrices for Vehicles interviewed at Chepketeret B77

From the O-D matrix, the highest percentage of truck type was the MGV at 60.24%, followed by HGV R at 36.14% and finally HGV A and bus at 1.80%

(iv)Trip Purposes

The trip-generating activities were basically trade/business.

(v) Type of Goods

The percentage compositions of goods transported by vehicles intercepted at the O-D stations are shown in Figure 4.6.

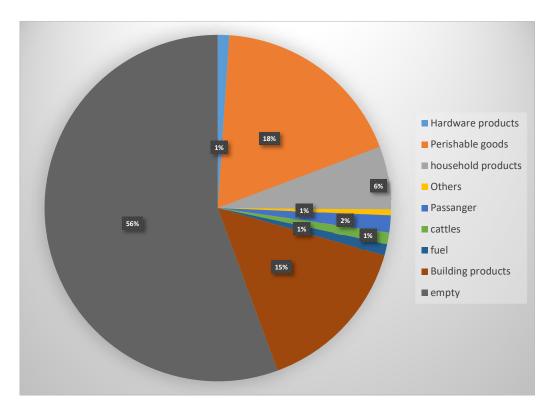


Figure 4-6:Types of Goods/Products Transported/Identified for each sampled vehicle at long the project road.

The pie chart recorded that the empty trucks surveyed were the highest at 56%, followed by the trucks carrying perishables goods at 18%, and finally, the building products such as Stones,

timbers and poles at 15%. The remaining products have the lowest percentage, ranging from 1% to 6%.

c) Equivalent factor

The number of vehicles measured are as shown in Table 4-9. Cumulative frequency distribution of the axle loads for each vehicle category in each direction was plotted and the 85th percentile load, which gives the best compromise for design since it is only exceeded by 15% of the axle loads on the road, was determined.

$$EF = (LS \div 80)^{4.5}$$

Where EF- Is the Equivalent Factor of the single axle considered

LS –Is the Load in KN on the single axle considered

Table 4.9 below gives a summary of the adopted 85th percentile axle loads and corresponding equivalence factors (minimum, maximum, median) for each vehicle category.

Table 4-9: Equivalence Factors for the Project Road

Vehicle Category	No. of vehicles	Equivalence Factor								
Category	venicies	Minimum	Maximum	Median	Adopted					
Bus	3	0.31	0.67	0.62	0.62					
MGV	100	0.00	15.94	1.54	1.54					
HGV 1	60	0.00	19.80	3.24	3.24					
HGV 2	3	5.63	13.72	8.54	8.54					

^{*}Source of primary data: KeNHA.

Based on the cumulative frequency distribution of the axle loads for each vehicle category in each direction, the median was identified as the adopted equivalence factor. This was determined by taking the 85th percentile load into account, as it is only exceeded by 15% of the axle loads on the road. This approach provides the best compromise for design purposes.

d) Adopted growth rate

The growth rates of the various categories of vehicles were derived based on the following.

• Historical Traffic Growth

For this analysis, the historical traffic data of the project and adjacent roads was fitted to the geometric model, and growth rates for the various categories of vehicles at low (L), medium (M), and high (H) levels which were obtained from the Kenya National Highways Authority are shown in Table 4.10.

Table 4-10 - Historical Traffic Growth Rates of Project and Adjacent Roads

Road	Histo	orical	Grow	th Ra	tes of V	Vehicl	es (%) Leve		w (L)	, Me	diun	n (M)	, and	High	(L)
	Cars			LGV		MGV		HGV			Buses				
	L	M	Н	L	M	Н	L	M	Н	L	M	Н	L	M	Н
B77 Eldama ravine- Nyaru	5	6	7	4	5	6	6	7	8	5	6	7	5	6	-
Adopted	5.	6	7	2	5	6	6	7	8	5	6	7	5	6	-

^{*}Source of Primary Data: KeNHA

• Economic Indicators of Traffic Growth at the National Level

(i) New Registration of Motor Vehicles

The average annual growth in new vehicle registrations between 2008 and 2018, as indicated in the Economy Survey 2013, 2014 and 2019, is shown in Table 4.11.

Table 4-11: Average Annual Growth in New Vehicle Registrations for the 2014 - 2018 Period

Vehicle type	Saloon Cars	station wagons	Pickups	trucks/ lorries	Buses & coaches	Minibuses /matatu	trailers	Wheeled tractors	Others
2008	18686	24747	8983	6691	1243	5206	2100	1262	797
2009	16930	27599	7120	6037	1057	4483	2883	1115	2575
2010	16165	37553	6975	4924	1264	3600	2379	1161	3648
2011	11026	31199	7442	5247	1662	451	2556	1179	2724
2012	12985	39862	7945	7821	1638	78	3761	1386	1753
2013	16343	48662	9819	9570	2062	235	3973	1902	1451
2014	15902	53542	12568	10681	2210	213	2925	2032	2533
2015	14369	54120	13878	13785	2342	581	3905	2259	2522
2016	12490	46123	12722	9632	1765	516	2829	2478	1618
2017	11376	55322	9866	7460	1072	459	1953	2703	860
2018	10504	64179	11220	6514	1065	812	2083	4040	1619

*Provisional; Source of Primary Data: Economic Survey 2013,2014 and 2019 prepared by KNBS

The number of newly registered motor vehicles increased by 5.2% from 282,672 in 2017 to 297,289 in 2018, mainly due to higher registration of motor station wagons. New registration of motor vehicles increased by 12.0 % from 91,071 units in 2017 to 102,036 units in 2018. The number of newly registered station wagons rose for the second consecutive year to 64,179, while panel vans and pick-ups increased by 13.7% in 2018. Similarly, newly registered trailers increased by 6.7% to 2,083 units, while wheeled tractors rose by 49.5% to 4,040 units in 2018. The number of new mini-buses registered almost doubled from 459 in 2017 to 812 in 2018. The registration of saloon cars continued to decline, with 10,504 units registered in 2018. In addition, the number of newly registered lorries, trucks, buses, and coaches declined for the third year to 6,514 units and 1,065 units, respectively, in 2018. The general decline in new registration of buses, lorries and trucks is partly explained by the availability of rail freight and passenger services since 2017.

(ii) Fuel Consumption

Table 4.12 shows the annual growth rates of motor spirit and light diesel consumption. The positive increase in the consumption of these products indicates an increase in traffic and vehicle trips in the country.

Table 4-12: Domestic Petroleum Demand for the 2013 - 2018 Period

Survey Year	Fuel Consumption '000 in Cubic Metres	Growth Rate %
2008	1701.1	
2009	2141.7	25.90
2010	2012.5	-6.03
2011	1955.7	-2.82
2012	1879.1	-3.92
2013	2071.5	10.24
2014	2343	13.11
2015	2476	5.68

2016	2715	9.65
2017	2845.2	4.80
2018	3140.4	10.38
		6.70

^{*}Provisional; Source of Primary Data: Economic Survey, 2013,2014 & 2019 prepared by KNBS

• Transport Elasticity Coefficients

Econometric experience indicates that demand for transport tends to move with the economic growth rate as measured by GDP but at a slightly higher rate than the aggregate national or regional GDP values. This relationship is generally referred to in transport economics as the income elasticity of demand for transport over time measured by a change in transport demand due to changes in income. Analysis of the growth rate in transport and storage correlated with changes in GDP in the last ten years from 2008 to 2018 in Kenya is shown below in Table 4-13:

Table 4-13: Percentage changes in GDP

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Average
GDP at												
market	1.5	2.8	5.8	4.4	4.6	4.7	5.4	5.7	5.9	4.9	6.3	4.7
prices												
Transport												
and	3	7	6.2	4.7	4	6.6	5.5	8	6.5	7.2	9.9	6.2
storage												
Elasticity												
for												
transport												
&	2.0	2.5	1.1	1.1	0.9	1.4	1.0	1.4	1.1	1.5	1.6	1.4
storage												
versus												
GDP												

Source of primary data: Economic Survey 2013,2014, and 2019. Prepared by KNBS

The average elasticity for transport and storage versus GDP was 1.4, as shown in Table 4-13. This means that for every 1% growth in GDP, the transport sector grew by 1.4% between 2008 and 2018. Therefore, the expected traffic growth rate for the project road was estimated from

the product of average elasticity for transport and storage and GDP growth rates, assuming transport elasticity 1.4 persists at the same value in the foreseeable future.

The future adopted growth rates for various categories of vehicles were derived from linear regression analysis. The adopted growth rates scenarios were categorized as Low, Medium and High, as shown in Table 4-14:

Table 4-14: Adopted Traffic Growth Rates

Period	Vehicle Category	14. Айоріва 1таў	Growth Rate			
		Low	Medium	High		
	Cars	5.2	7.4	9.6		
	Vans&Pick-ups	5.2	7.2	9.1		
	Matatus	2.7	4.1	5.4		
	Minibus	2.7	4.1	5.4		
2019-2023	Bus	2.7	4.2	5.4		
	LGV	6.1	8.4	10		
	MGV	6.1	8.4	10		
	HGV	4.3	7.6	11.1		
	M/Cycles	4.3	7.6	11.1		
	Cars	4.3	6.1	8.6		
	Vans&Pick-ups	3.8	5.9	7.9		
	Matatus	1.5	2.7	6		
	Minibus	1.5	2.7	6		
2023 - 2033	Bus	3.7	5.9	9.1		
	LGV	3.7	5.9	9.1		
	MGV	3.8	5.9	9.1		
	HGV	3.6	4.9	8.5		
	M/Cycles	3.6	5.8	9		
	Cars	3.4	4.5	5.4		
	Vans&Pick-ups	3.2	4.4	6.5		
	Matatus	3.8	5.4	6.5		
	Minibus	2.8	4.5	5.6		
2034-2039	Bus	2.5	4.5	5.6		
	LGV	3.3	4.6	5.3		
	MGV	3.3	4.6	5.3		
	HGV	2.7	2.7	3.2		
	M/Cycles	3.6	4.9	5.2		

^{*}Sourced from KeNHA-(Elasticity of transport demand is assumed to remain constant throughout the analysis period).

For the study, the growth rates for the ten (10) years between 2023 - 2034 were adopted as the representative growth rates for the road during the design period.

e) Daily equivalent standard axle

Based on the equivalent factor obtained, the estimated daily equivalent standard axle (DESA) of Kampi ya moto- Eldama ravine- Kamwosor road is as per Table 4-15.

Table 4-15: Daily Equivalent Standard Axle

TRAFFIC CLASS.	AADT	EF	DESA
BUS	4	0.62	2.48
MGV	51	1.54	78.54
HGV1	14	3.24	45.36
HGV2	1	8.34	8.54
		Totals	134.92

f) Design traffic loading

To obtain the traffic class for the road, the cumulative equivalent standard axle for the road for 15 years was calculated, as shown in Table 4.16. The following formulae was used.

$$CSA = 365 t_b \frac{(1+r)^n - 1}{r}$$
Where,
$$tb = Daily Equivalent Standard Axles$$

$$r = Growth rate (%)$$

$$n = Number of years$$

Table 4-16: Cumulative equivalent standard axle

TRAFFIC CLASS.	DESA	CSA
BUS	2.48	20,909.62
MGV	78.54	662,194.31
HGV1	45.36	354,586.18
HGV2	8.54	66,758.51
	134.92	1,104,448.62

After analysing the data, it was determined that the daily equivalent standard axle was 134.92. Based on the data obtained, the cumulative standard axle for the project road was 1.1*10^6 CSA. According to RDM Part III, the project road falls under traffic class T4.

4.4.2. Pavement coring, trenching, logging sampling, and material testing

Coring, trenching, logging, sampling, and material testing were conducted to establish the existing pavement structure and sample materials for laboratory testing.

i. Logging findings

The thickness of each pavement layer, starting from surfacing material, base material and subbase material, was recorded as shown in Table 4-17.

Table 4-17: Logging Findings

Road Section	Logging Points	Surfacing	Base Material &	Subbase
		Material and	Thickness, mm	Material &
		thickness, mm		Thickness, mm
	Km 12+ 640	70 mm AC	120 mm GCS	200 mm HIG
Kampi ya Moto	Km 36 + 500	50 mm AC	100 mm GCS	150 mm HIG
- Kamwosor	Km 50+ 450	50 mm AC	100 mm GCS	120 mm HIG
Road (B77)	Km 57+150	120mm AC	150mm GCS	100 mm GCS
	Km 65+400	50 mm AC	100 mm GCS	125 mm HIG

^{*}AC: Asphalt Concrete, GCS: Graded Crushed Stones, NG: Natural Gravel, HIG: Hydraulically Improved Gravel

According to the sample taken from the field, the thickest asphalt concrete (AC) was found at km 57+150 with a thickness of 120mm. On the other hand, the thinnest AC was recorded at km 36+500, 50+450, and 65+400 with a thickness of 50mm. The 120mm thickness of AC could be due to repeated maintenance programs carried out in that section. The base and subbase material thickness ranged from 100mm to 150mm and 100mm to 200mm, respectively. The subbase material varied along the road, with improved gravel found at

12+640, 36+500, 50+450, and 65+400, while graded crushed stones were located at km 57+150.

ii. Subgrade material test results

Trenching was performed at various intervals, as shown in Table 4-18.

Table 4-18: Trenching Intervals

Road Name	Length	Average Trenching Interval (Km)
Kampi ya Moto – Kamwosor Road (B77)	79.5	6

The trenching intervals at specific chainages for the subgrade layers, including native subgrade, top subgrade and bottom subgrade layers, were recorded. The analysis of the data obtained from the laboratory test was recorded in terms of the plasticity modulus, plastic index, maximum dry density (MDD), optimum moisture content (OMC), California bearing ratio (CBR) and subgrade class as indicated in Table 4-19.

Table 4-19: Subgrade Properties

								Atterberg Limits					Compaction T 99			
Section	layers							LL	PL	PI	LS	PM	MDD	OMC	4 days	Swell
		20	10	5	2	425	75									
		mm	mm	mm	mm	μm	μm	(%)	(%)	(%)	(%)		(Kg/m³)	(%)	soak	
			KAMPI YA MOTO - KAMWOSOR B77 ROAD													
Km 12+640	NSG															
LHS		100	97	96	91	87	79	46	23	23	11	2001	1445	21.4	7	0.2
Km 36+500	NSG															
RHS		100	95	92	88	84	75	37	19	18	9	1512	1490	20.8	19	0.1
Km 50+450	NSG															
LHS		100	99	98	97	96	92	48	24	24	12	2304	1155	25.4	6	0.3
Km 57+150	TSG															
RHS		-	-	100	97	84	71	77	40	37	18	3108	1291	33.3	5	0.6
Km 65+400	TSG															
RHS		100	98	95	93	86	78	55	33	22	11	1892	1325	18.4	11	0.2

Km 65+400	BSG									·						
RHS		100	99	99	98	97	96	58	35	23	12	2231	1110	20.0	6	0.3

The above-existing subgrade layers are summarized in Table 4-20.

Table 4-20: Summarized Subgrade Properties

Road ID	Chainage	Layer	PM	PI	CBR	SG class
Kampi Ya Moto – Kamwosor Road (B77)	Km 12+640	NSG	2001	23	7	S2
Kampi Ya Moto – Kamwosor Road (B77)	Km 36+500	NSG	1512	18	19	S5
Kampi Ya Moto – Kamwosor Road (B77)	Km 57+150	TSG	3108	1291	5	S2
Kampi Ya Moto – Kamwosor Road (B77)	Km 50+450	NSG	2304	24	6	S2
Kampi Ya Moto – Kamwosor Road (B77)	Km 65+400	TSG	1892	22	11	S4
Kampi Ya Moto – Kamwosor Road (B77)	Km 65+400	BSG	2231	23	6	S2

^{*}TSG: Top Subgrade, BSG: Bottom Subgrade, NSG: Native Subgrade,

Based on the results obtained, the plastic index (PI) was satisfactory, but the subgrade materials' California Bearing Ratio (CBR) differed from one section to another. The CBR of the subgrade properties ranged from 5 to 19, with 5% being the minimum and 19% being the maximum. According to the RDM Part III, the CBR of subgrade ranging from 5 to 10 belongs to the Subgrade class S2, as indicated in Table 4-20. The lower CBR shows that the subgrade layer had a lower bearing strength, which cannot support the upper layers sufficiently. Therefore, the subgrade material was rated as inadequate for the study road.

iii. Pavement coring test results

Table 4-21 represents the pavement coring test from the recovered aggregate obtained from the site. The core thickness, density, core air void and the percentage grading test for sampled chainages were recorded. Table 4-22 shows the summarized coring test results.

Table 4-21: Coring Test Results

		Core	Core	Max.		Binder		%		%	%	%	%	%	%	%	%	%
Road	Sampling	Thickness,	Density,	Theoretical	Core air	Content	% pass.	pass.	% pass.	pass.								
Name	Location	mm	gcc	Density, gcc	voids %	%	28	20	14	10	6.3	4	2	1	0.425	0.3	0.15	0.075
	12+640	60	2.191	2.380	7.9	5.4	100	100	100	84	75	73	58	31	14	11	7	5
Kampi Ya	36+500 LHS	50	2.287	2.397	4.6	5.4	100	100	98	77	60	48	37	25	14	11	7	5
Moto-	50+450 LHS	50	2.241	2.396	6.5	5.6	100	100	86	64	39	30	25	21	17	13	8	5
Kamwosor	57+150 RHS	90	2.045	2.265	8.3	5.0	100	100	98	82	67	50	29	16	8	5	3	1
B77 Road	65+400 RHS	50	2.237	2.351	4.8	5.8	100	100	98	73	46	33	25	18	11	10	7	5

Table 4-22:Summarized Coring Test Results

		Average Core	Average Core	Average Core air	Average Binder
Road Name	Chainage	Thickness, mm	Density, GCC	voids %	Content %
	12+640	60	2.2	7.9	5.4
	36+500 LHS	50	2.3	4.6	5.4
	50+450 LHS	50	2.2	6.5	5.6
	57+150 RHS	90	2.1	8.3	5.0
Kampi ya Moto – Kamwosor Road (B77)	65+400 RHS	50	2.2	4.8	5.8

Based on the result of 5 tests performed, the core air void percentage of the four sections were sufficient, thus ranging from 3 to 8%. At km 57 +150, the core air void percentage was too high beyond the upper limit specification for type II pavement.

iv. Pavement material properties analysis

Pavement material properties are one of the most significant elements in the pavement structure. From the field test, the materials' layers varied based on the material type and thickness at specific sections. In some areas where the pavement was stable, it was noted that the layers were adequately laid in the proposed thickness, and the level of compaction was well-defined. Whereas the sections with defects when the coring test took place, the base and sub-base thickness and particle size distribution were compromised. In this section, visually, it was noted that the surfacing layer had numerous cracks. This allowed water to penetrate, thus affecting the stability, which also led to an assumption that the compaction level was inadequate during the laying process, especially when doing the maintenance program of the project road. For instance, in some areas, especially at Km 57+150, the grading per cent passing of sieve 0.0075 was 71%. This means that there were too many fines thus, making it insufficient. Furthermore, water in the pavement promoted saturation of the underneath base and sub-base layer, thus lowering the strength of the layers designed to support the abutting topmost layer.

Surfacing thickness varied from section to section. Also, from the coring and trenching test, it was noted that the material properties were varying; that is, the grading of the pavement base and subbase layers were porous; thus, voids were formed that allowed water to weaken these layers, leading to diminishing support provision to the surfacing layer.

4.4.3. Deflection measurement using FWD

i. FWD data normalisation and determination of homogenous sections

Normalization was conducted on FWD data from the test load to the standard load of 50 KN, equivalent to an average pressure of 707 KPa. The normalized central deflections were used to establish homogenous sections on road sections using the Cumulative Sum of Difference from

the mean Method (CUSUM). The roads were divided into homogenous sections from the CUSUM computations and graphs, as presented in Figure 4-7

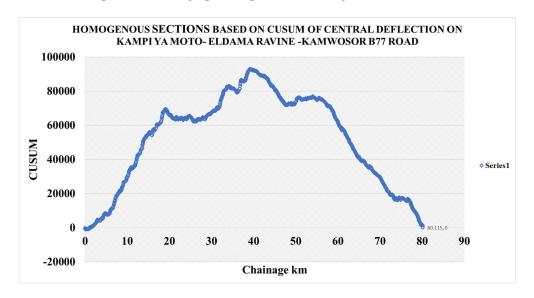


Figure 4-7: Cumulative Mean Difference from Mean (CUSUM) Values of Deflections on Bitumen Pavement of the Kampi ya mot-Eldama Ravine- Kamwosor (B77) Section

The computed CUSUM value is graphically presented in Figure 4-7, indicates that the existing bitumen pavements on the project road have the following homogeneous sections: -

- Km 0+000 Km 18+000
- Km 18+000 Km 30+000
- Km 30+000 Km 40+000
- Km 40+000 Km 80+100

The FWD data is summarized in homogenous sections, as shown in table 4-23.

Table 4-23: Deflections data for Homogeneous Sections on sub-network

HS	Length (Km)	d1	d2	d3	d4	d5	d6	d7	d8	d9
Km0-18	18.0	958	701	540	232	128	86	65	55	47
Km18-30	12.0	804	574	429	170	95	66	50	44	35
Km30-40	10.0	911	657	493	204	118	81	62	54	45
Km40-80.1	40.1	667	434	303	117	79	60	49	43	36

The mean normalized deflections for the homogeneous section were calculated, and the results are shown in Table 4-24

Table 4-24: Mean Normalized deflections for Homogeneous Sections on sub-network

Road		Length									
ID	HS	(Km)	nd1	nd2	nd3	nd4	nd5	nd6	nd7	nd8	nd9
	Km0-18	18.0	943	6356	4238	821	8	78	511	427	46
	Km18-30	12.0	792	5205	3369	600	6	60	397	337	35
B77	Km30-40	10.0	897	5954	3871	721	7	75	495	418	44
	Km40-80.1	40.1	657	3930	2377	412	5	55	385	331	35
	Mean		822	5361	3464	638	6	67	447	378	40

Based on the mean normalized deflections for homogenous sections of the project road, higher mean defections were encountered between km 0-18 and the least at km 40-80.1. This means the road was weaker between km 0-18 compared to km 40-80.1.

ii. Characteristic Deflection, D90

The characteristic deflection, D₉₀, is a required input for calculating the existing pavement's Equivalent Modulus, Eq. This deflection was determined using the expression given below: -

$$D_{90} = D_m + 1.3s$$

Where:

 D_m is the mean deflection, and

s is the standard deviation.

The characteristic deflection of the homogenous sections of bitumen pavements on the project road is shown in Table 4-25.

Table 4-25: Characteristic Deflections, D₉₀, of Homogeneous Sections of Bitumen Pavements on Project Road

Homogenous Section	Length	Mean Deflection, D _m	Standard Deviation	Characteristic Deflection, D ₉₀
(Km - Km)	Km	(µm)	(µm)	(µm)
Km0-18	18.0	1492	494	2134
Km18-30	12.0	1200	426	1754
Km30-40	10.0	1387	472	2001
Km40-80.1	40.1	910	260	1248

The deflection levels for km 0-18 and km 30-40 were too high, with 2134 μ m and 2001 μ m, respectively. This was followed closely by 1754 μ m and 1248 μ m, represented in km 18-30 and 40-80.1. The higher deflection means a poor surface condition. Thus, the structure design of the project road was inadequate.

4.4.4. Pavement analysis and design

(i) Introduction to pavement analysis and design

Pavement analysis was carried out to determine pavement structural response parameters such as pavement and subgrade moduli, critical pavement layers, and overlay requirements. The required pavement analysis parameters included the existing pavement structure derived from pavement logging and design traffic loading in determining the above parameters.

(ii) Pavement and subgrade layer moduli

The daily equivalent standard axle (DESA) obtained from the traffic surveys and other design parameters, as aforementioned in chapter three, were considered during data input for RoSy design analysis for pavement and subgrade moduli calculation, and the results were tabulated in Table 4-26, as shown.

Table 4-26: Pavement and subgrade layer Moduli for Homogeneous Sections on sub-network

Road Section	HS	Surfacing Elastic Modulus (MPa)	Base Elastic Modulus (MPa)	Subbase Elastic Modulus (MPa)	Subgrade Elastic Modulus (MPa)	Critical pavement layer
Kampi	Km 0-18	3668	575	175	110	3
Ya Moto	Km 18-30	3512	595	137	159	3
-	Km 30-40	2705	647	170	132	3
Kamwoso	Km 40-80.1	4022	785	212	393	3
r Road						
(B77)	Mean	3476	650	173	199	3

The results showed lower elastic modulus between km 0-18, km 18-30, and km 30-40. The decrease in the stiffness modulus resulted in pavement damage. In addition, the subbase elastic modulus was also found to be too low across the homogeneous sections, indicating that the subbase material could not provide sufficient support to the upper layers. Similarly, the subgrade material was found to have a lower elastic modulus between km 0-18.

The critical pavement layer of the entire road was 3, as indicated in table 4-26. From the Elastic modulus, the overlay requirements for various homogenous sections to strengthen the road surface were obtained and tabulated in Table 4-27

Table 4-27: Overlay Requirements for Various Homogeneous Sections on sub-network

		7 -Year	10- Year	15-Year
Road ID	HS	Overlay	Overlay	Overlay
	Km0-18	55	70	85
B77	Km18-30	75	90	105
	Km30-40	75	90	105

		7 -Year	10- Year	15-Year
Road ID	HS	Overlay	Overlay	Overlay
	Km40-80.1	80	90	110

Note: For thicknesses more significant than 60 mm, the overlay material is DBM; for thicknesses less than 60 mm, the overlay is Asphalt Concrete Type I.

The AC surfacing had moduli values that conform to AC type II. In contrast, Moduli values for the GCS base and HIG subbase did not meet the minimum threshold indicated in Road Design Manual Part III. Therefore, the native subgrade material lies mainly in subgrade class S2. The minimum and maximum overlay requirements for a 7-year design period were 55 and 80 mm, respectively, with an average of 73 mm. For a 15-year design period, the minimum and maximum overlay requirements were 85 and 110 mm, respectively, with an average of 103 mm.

Despite numerous maintenance activities within the project road, the analysis has shown that the pavement structure along Kampi ya Moto - Eldama Ravine – Kamwosor has reached a point where a severe rehabilitation process is highly needed. This is based on the results of the residual life of the pavement that varies from section to section, with the lowest having zero. From the visual survey, it was noted that most of the sections on the carriageway were damaged, thus characterised by defects like concentrated potholes, emerging cracks, and hanging shoulders that lead to the narrowing of the pavement surface. It was also noted that the drainage channels were undefined, and where the drainage system was identified, they were not well maintained.

Further, it was observed that in some sections, especially along the Eldama ravine – Kamwosor, the trenching results showed that the CBR of the subgrade was found to be lesser than the required subgrade CBR, which is supposed to be 8% and above.

It is now confirmed that the lack of a defined drainage system abundantly contributed to the deterioration and failure of the pavement of the study road. Also, the discussion on inadequate drainages has been extensively elaborated in many research documents; thus, one of the

significant interventions to be considered to enable pavement life to achieve its purpose is to provide adequate drainage channels.

Despite well-graded pavement material satisfying appropriate pavement properties needed in a specific area/section, water significantly contributes to pavement failure. No matter what transpires, it largely affects the existing material properties of the pavement layers, thus leading to fast deterioration even before the pavement structure serves its purpose. Therefore, the provision of suitable materials that may fit the specific area or section of the road, based on the availability of the material and climate of the site, should be made as one of the most prioritised aspects in road construction, rehabilitation and maintenance.

Therefore, it is necessary to provide adequate interventions to maintain the road's serviceability function and promote safety.

In summary, the daily equivalent standard axle for the road was found to be 134.92, as shown in Table 4-15. The calculated design traffic loading for a 15-year design period was approximately 1.1 million cumulative equivalent standard axles, which, according to RDM Part III, falls in class T4. The proposed pavement structure type for the project road for future rehabilitation is Type 7, considering subgrade S2 as the native subgrade, while the top and bottom are to be improved to S4 with a thickness of 300mm. The base and subbase layers are GCS of 150mm and cement-improved material of 150mm, respectively.

5 CONCLUSIONS AND RECOMMENDATIONS

5.1. Conclusions

As per the assessment conducted for Kampi ya moto –Eldama Ravine- Kamwosor road, it is concluded that:

- i. The project road exhibits various types of pavement distress, including potholes, cracks, depressions and edge damage. The severity of the distresses was assessed based on road roughness, rutting and pavement condition index, rated as fair.
- ii. The leading cause of pavement damage was inadequate drainage, which raised the moisture levels in the underlying layers. This led to the weakening of these layers and a subsequent reduction in their ability to provide adequate support to the upper layers.
- iii. The lower elastic modulus in homogeneous sections indicates that the pavement has deteriorated. Therefore, the proposed intervention will prioritize the homogeneous sections with much damage. An excessive maintenance rate is proposed for the project road based on the homogeneous sections to restore the road to its functional and structural condition.

5.2. Recommendation from this study

As per analysis, the recommended intervention based on a 7-year overlay design will be proposed for implementation as follows:

- a. Carry out repairs on potholes, shoulders, and failed sections as a short-term intervention
- b. Maintain all the existing drainage, and in a case where the drains are not defined, drainage should be designed to enable the free flow of water.
- c. Based on overlay requirements, the proposed long-term intervention is to lay a 50 mm
 (0/20) asphalt concrete Type I binder course.
- d. Apply single seal surface dressing 10/14 mm pre-coated chippings as routine maintenance.

5.3. Recommendation for further research

Based on the results and analysis, it is evident that drainage systems significantly impact the performance of pavement. All the other components associated with the pavement structure are affected without proper drainage channels. To ensure the durability of the pavement structure, it is highly recommended to emphasise the types and adequacy of drainage systems on paved roads in specific locations.

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APPENDICES

APPENDIX 1: TRAFFIC COUNT DATA

Census Station	Lane	Road Name	Date	Time	bicycles	Motorbikes	cars	matatu	Small trucks	bus	MGV	HGV R	HGV A	OTHERS
Chepketeret	LHS	Nyaru-Kamwosor	16/10/2018	Day	0	23	66	33	9	1	16	1	0	1
Chepketeret	LHS	Nyaru-Kamwosor	17/10/2018	Day	1	99	73	106	22	1	32	3	1	2
Chepketeret	LHS	Nyaru-Kamwosor	18/10/2018	Day	2	137	78	123	14	2	34	4	0	6
Chepketeret	LHS	Nyaru-Kamwosor	18/10/2018	Night	0	10	35	21	1	0	4	1	0	0
Chepketeret	LHS	Nyaru-Kamwosor	19/10/2018	Day	1	149	103	133	4	1	21	7	0	1
Chepketeret	LHS	Nyaru-Kamwosor	20/10/2018	Day	5	146	158	177	5	4	16	8	0	4
Chepketeret	LHS	Nyaru-Kamwosor	20/10/2018	Night	0	20	33	9	0	0	0	0	0	0
Chepketeret	LHS	Nyaru-Kamwosor	21/10/2018	Day	1	140	104	108	6	1	10	2	0	0
Chepketeret	LHS	Nyaru-Kamwosor	22/10/2018	Day	3	149	90	151	6	1	18	7	0	3
Chepketeret	RHS	Nyaru-Kamwosor	16/10/2018	Day	1	48	33	36	11	2	11	1	1	0
Chepketeret	RHS	Nyaru-Kamwosor	17/10/2018	Day	3	108	91	73	20	1	44	4	3	1
Chepketeret	RHS	Nyaru-Kamwosor	18/10/2018	Day	2	141	89	136	14	2	42	8	1	. 2
Chepketeret	RHS	Nyaru-Kamwosor	18/10/2018	Night	0	14	23	10	8	0	8	0	0	0
Chepketeret	RHS	Nyaru-Kamwosor	19/10/2018	Day	2	130	131	139	5	0	28	14	2	. 1
Chepketeret	RHS	Nyaru-Kamwosor	20/10/2018	Day	3	15	187	174	9	4	25	18	1	. 1
Chepketeret	RHS	Nyaru-Kamwosor	20/10/2018	Night	0	24	30	14	0	0	0	1	0	0
Chepketeret	RHS	Nyaru-Kamwosor	21/10/2018	Day	0	139	175	105	9	4	18	5	0	1
Chepketeret	RHS	Nyaru-Kamwosor	22/10/2018	Day	4	169	102	137	6	0	26	9	0	2
		Total		•	28	1661	1601	1685	82	24	353	93	9	25

APPENDIX 2: AXLE LOADING DATA

											Max	Avarage
						Avarage				Min Equivalent	Equivalent	Equivalent
				Avarage of 2nd	Avarage of	of 4th	Avarage of	Avarage of		Axle Load	Axle Load	Axle Load
Section ID	TYPE	Count of Index	Avarage of 1st Axle	Axle	3rd Axle	Axle	5th Axle	6th Axle	Total Axle	factor	factor	factor
	Bus	3	4337	6890					11227	0.31	0.67	0.62
Nivorus Komasson	MGV	100	3588	5823					9411	0	15.94	1.54
Nyaru-Kamwosor	HGV R	60	4896	6054	5656				16606	0	19.8	3.24
	HGV A	3	6160	9097	9080	5943	9203	6705	46188	5.63	13.72	8.54

APPENDIX 3: FWD DATA

								_			Management Real Street			_					Nurfacing (Election	Section behavior	Nahgrade			
	No.	End?rochings End?sChings	Lone	Section IES	(m)	Rein Servence	T Vr Overley	18 Ye Charles		DENA	Date (Xxxxx)	mont (a	Legar	Air Temp) Laper H		Laper Ht.2 Mindules	z Medalas i Medalas)		and the the the	and and and and into CLMCM	4
	877	2 MM	-	J Keet IX	_	9 21	7.8	10 3	9	326	71.00/2020 71.00/2020	2	9E	20		6.0 95.4	567	70 121	200 180	5.2 (20.3 5.8 (10.3	62.6 126 82.5 211	10 062.61 #305.7 309.0 #62.9	4 4.6cm 30.9ct 300.4 PTR.34 28.137 0 -520.4305	
	87T		- 2			9 27	7.8	10 2	0 8	134	2159/2020	29	0	2 20	4 3	6.0 MG/s	660	70 126 70 126	200 159 200 AG	7.6 699.6 3.7 2598.6	100.0 100	2 609.00 6079.0 270E.0 600.0	4 4 5 7 7 34 5 74 5 75 5 7 7 5 5 7 7 7 7 7 7 7 7 7	10.
	877 877	9 MS 17	2	1 Keels IX 1 Keels IX	1 2	10 F	7.8 7.8	10 2	0 8	136 136	3109:3030 3109:3030	29	60	2 25 5 15	3 3	6.5 (B)	6/87 7188	70 126 70 126	280 60	5.7 2500.6 8.7 276.4	100.0 130 106.7 187	13 663.33 4698.3 2658.7 337.3 11 749.4 4622.1 3228.6 639.3	2 4.590° 34.514 396.33 333.17 36.18 130 460.1901 4 4.6006 39.331 396.49 279.24 29.39 233 403.980	4
	877 877	9 808.11	9	1 Keelt IX 1 Keelt IX	2			19 3			7109:2020	2	92			100	7198	701 129	200 126	6.3 272.9 7.9 163.5	97.2 109 40.3 115	17 797.00 6922.1 5230.8 636. 12 2023.1 6471.8 7652.8 557.1	1 5.8782 30.817 2018 202.52 203.07 200 010.710.7107 2 3.00 20.817 2018 216.10 29.307 200 010.710.7107	-
	B77	9 MM 10 9 NOT 17	2	1 Keelt IX	1			10 3	0 8	L 134	3100/3630 5100/3630	2	92 60	3 20 3 15	3 1	184	752 796	70 126 70 126	300 127 300 50	N.T. 162.1 N.O. 681.0	80.8 10.3 87.6 10.3	10 2013.2 6329.2 4027 366.3 1.8 624.39 4087.9 3686.0 323.1	9 4.6412 36.817 201.8 206.67 20.100 210 406.726 8 3.6112 46.567 406.23 516.57 34.220 406 443.6424	and.
	877	9 808.11		1 Keeb II		P 27	7.0	13				1	96	1 25		1.8	642	70 120	200 (19)	6.1 909.2	77.4 93	2 264.70 5264.4 2660.7 742.5	2 5.6352 60.967 696.25 516.57 34.225 696 766.6966 2 7.6270 62.641 307.2 416.54 20.125 696 756.6761	2
	877			1 Keeth St 1 Keeth St		(8) 31 (8) 91	7.5	10	0 8	154		1	79	3 13	3	8.7 18.6	710 710	70 121		9.3 (808.7 6-9 252.5	52.6 116	12 795.48 31529.7 5790 796.4 (c) 8216.19 5792 8945.4 751.7	7.9% 81.307 645.42 dex.10 36.76 865.42 des.42 36.76 865.42 des.42 dex.42 36.76 865.42 des.42 dex.42	-
	877	9 908 17		1 Keeb IX	-	(R) 31	7.5	13	0	134	73/00/2020	2	82 82	2 24		1.0 95.0	679	70 120	200 20	12 88.0	62.6 125	10 700.09 4752.4 5236.0 576.3	3.4690 90.203 430.34 452.50 44.004 600 713.232	8
	877 877	9 9061	9	1 Kenth (8 1 Kenth (8		ESC 97	7.0	10 2	0 8	134	71-09-3630 71-09-3630	29	0	3 15 3 15	A 1	1.0 19.4 1.0 19.4	1729 1942	70 126	300 179		100-0 107 100-0 104	14 TREAZ 4979-2 3210 608-0 12 TREAZ 2183.3 3440-7 643.5	2 5.4946 47.801 498.57 600.11 50.849 804 457.8015 7 6.6608 76.53 523.03 455.53 52.800 804 457.7245	
	8.77 8.77	9 900.0	9			cm 21	7.8	19 3			3109/3020	1	26	2 25	4 2	1.8 95.0	792 712	70 120 70 120	200 1300	143.3	59.A 93	4 1137.3 7392.9 dell'A Bend 1 1136.3 7396.3 6721.2 876.4	8.8073 106.20 200.09 603.13 68.600 979 603.622 8.4250 107.2 700.09 606.2 606.29 979 124.800	-
	877 877	9 804.0	9	3 Keeb IX 3 Keeb IX	10	108 F	7.0	10 3	0 B	1. 134 1. 134	7109-2020 7109-2020	19	0	9 13 9 18	4 1	EA 184 EA 184	750 710	70 126 70 126	380 18 380 18	9.2 1359.6 R.O. 1679.6	100.0 99 208.4 100	19 685.34 6367.7 5366.5 755.2 19 665.84 6668.9 5278.8 717.6	7.6413 76.53 481.32 409.22 46.998 3008 219.799 1 8.3776 48.413 487.46 300.79 48.96 3008 313.930	No.
	877	9 800.0	2	J Keelt IX	10	907	7.0	10 2			1100/2020	9	79			1.0		70 120	200 163	9.2 171.8 3.6 350.2	12.2 95 12.8 93	1 1125.5 7805.1 4656.7 766.7 17 1126.4 7356.4 4906.9 162.4	7 6.566 71.666 5.79 dm4.13 d8.893 5097 d0.534c7 5 6.3317 76.213 562.78 501.68 503.69 5097 507.5643	2
	877 877			1 Keet St. 1 Keet St.	13			10 3	0 8	134	F1-09/3030	200	0	8 18		1.0 IB.s	71.0	70 129	380 579	1.8 25m o	900-0 1-05 100-0 1-05	10 600.27 4304.9 2509.3 365 10 600.87 4364.9 2369.2 887.3	2 3.8783 as the diff.ms 882.01 36.708 1208 318.981 2 3.8783 as the diff.ms 882.01 36.716 1208 217.4882	
	877	9 800.0		1 Kenth ER	12	225 27	7.8	10			2109(2020)	2	80	2 18		1.2 18.6	713	70 120	200 90	N.E. 300.7	81.1 124	2 604.79 605.13 2679.3 312.5	8 5.60m 80.471 420.11 555.17 80000 1206 49.52409	4
	877 877	9 9061	0	1 Kent-IX 1 Kent-IX	10			10 3	0 8	134	11-09/3630 11-09/3630	2	70	9 24 1 13	9 9		710	70 129	200 80		82.0 104 32.0 88	10 795.04 9112.2 N17.2 629.2 19 2000.9 6097.3 doll0.2 7612.2	2 6.50K 66.717 66"40 600.3 64.000 1500 78.2476 2 8.66.21 66.876 576.7) 62.230 68.890 1400 186.4560	
	977 977	g 800.10	9	1 Keeb 18 1 Keeb 18	12	192 23	7.8	10 2	9 8	124	71 00: 30:30 71 00: 30:30	2	20	1 18	1 2	7.2 19.4	710 673	70 121	200 201	E.K. 166.7 7.0 895.9	27.8 95 25.6 97	2 200.4 TESS 2 FT 20 4 10 10 10 10 10 10 10 10 10 10 10 10 10	9 84150 90.300 600.40 96.027 52.800 1600 601.601 8 84750 48.717 440.80 800.70 70110 1700 770.000	12
	877 877	9 9061	9	1 Keeb 28 1 Keeb 28	15	190 97 190 97	7.0	19 3	0 8	134	91-09-3630 91-09-3630	2	2	3 25 3 18	3 2	7.3 46.4 0.8 18.4	640 730	70 126 70 126	200 5	9.7 NO.8	21 A 41	1 Mil. St. 1988 1 St. 17 St. 1	4 8.87% 76.57 667.69 685.5 60000 1380 662.634 3 16.500 96.657 656.34 665.27 308.69 3600 856.286	42
	RTT RTT		2	1 Keels (8 1 Keels (8	30	(S) 37	7.5	13				29		2 26		0.0 18.0 0.0 90.0	686	70 128 70 128		4.8 672.6 3.7 2586.6	190.8 123	2 THE STREET STREET STREET	\$ 7,000 \$0,077 578.71 \$02.00 \$0.000 3000 WELSELD \$1,000 300.000 \$0.0000 \$0.000 \$0.000 \$0.000 \$0.000 \$0.000 \$0.000 \$0.000 \$0.000 \$0.0000	
	B77	9 8011	9	1 Keeb (8	100	(30) 97	7.8	15 3	0 8	134	1100 3030	20	0	2 18	.2 2	0.9 19.4	790	70 126	300 179	1.8 25mm.e-	130.0	14 TIRS 64046 2010.1 602.4	2 24942 17.609 101.04 90.014 TAZE 0000 824.0073	-
	877		2	1 Keet 18	12			12	9	126		12	30	2 2	, ,		423	70 128 70 128			104.1 76 140.8 44	7 100.22 1000.4 Mind.3 100.1	7 7.8173 48.717 348.84 262.52 22.485 2900 553.763.763	-
	877	9 900.0		1 Keet 18	30	1000 91	1.0	19 3	0 8	134	91-09-3830 91-09-3830	218	0	3 18 1 18	2 2	1.0 19.0	796	70 120 70 120	200 179	1.8 25m.e	100-0 109	13 794.66 3173.6 3180.8 272.6 10 779.91 9190.1 5780.3 580.1	7 3.572 46.471 426.45 355.17 41.075 2000 1107.479 4 3.572 46.471 445.89 362.89 41.073 2000 1113.89	2
	B77	9 BOLD	2	1 Keeb 18	- 20	77	7.0	12	9	129	7359.2620	2	83 100	1 2	2 3		713	70 128	281 85	8.6 279.9	75.8 118	4 75 71 8272 7 6365 6 986 4 75 3 70 8578 6 808 7 808 7	4 A.425 7.466 473.9 30.79 41.07 208 1280.00	23.
	877 877	9 9053	9			97	7.9	19 3			7109/3030	9	93	2 10	3 2	1,2 13.4	6/KI 72b	70 129	200 301	9.2 208.9 9.3 222.3	49.5 74 49.7 75	10 11013 Thin.1 N0113 We.3	7 16.287 111.78 729.24 555.82 61.68 230 179.694 4 16.777 119.11 796.99 579.09 65.562 230 200.441	18.
	877		3	1 Keelt IX	23			13	9 8	124		2 2	#E	1 2			712 680	70 126 70 128		5.7 500.6	90.3 IIA 30.8 IIA	1 368.49 3379 3350.7 6363 3 362.89 3275.3 3680 658.6	8 8.4761 70.33 470.39 409.22 41.026 2300 21.01.726 2 8.4762 48.717 439.74 400.3 41.071 2300 2230.409	6
	877	9 905.17	9.	1 Keek 18	28	100 77	1.0	10	9 8	134	73-09-2020	9	83	2 18	2 2	0.5 18.6	786	70 128	200 00	E.S. NO. 2	80.0 100	3 793.62 5233.9 5290.0 579.3	6 A SECTION SECTION AND ASSESSMENT AND ASSESSMENT AND ASSESSMENT AND ASSESSMENT ASSESSMENT AND ASSESSMENT ASSE	a.
	877		- 2	1 Keet 18	22	199 37	T.B.	13		124		1	32	1 8				70 121		6.2 365.2 6.1 265.2	62.8 BS	1 1030 7305.6 4705.3 885.6 1 7305.6 4705.3 885.6	8.364 W. 307 6.36.12 Mes. 00 36.716 2500 2601 327	-
	877	9 901	9			ME7 97	7.8	19	9	134	7109/2020 7109/2020	2	33	1 10		0.5 18.6	712	70 128 70 129	200 160	9.9 239.9 9.7 005.6	107.0	10 Tin.et 6x00.1 5220.0 663.1	7 7.6415 66.717 612.00 NO.13 31.200 Zeo Z75.17	2
Column C	BTT BTT		2	1 Keel-IX 1 Keel-IX	22	90 97	7.8	10 2	0 8	134	73 59 2020 71 59 2020	10	10	8 25 2 18	3 3	0.6 18.6	120	70 126 70 126		7.6 Yes. 7 0.1 201.0	MP.8 61 865-6 33	1 1178.6 BOFR.9 MELS MICK. 12 BOES.2 THE2.8 GRING MICK.	1 8.4200 \$0.200 \$10.22 479.00 \$8.117 2790 \$0.70.111 1 7.7110 74.600 277.40 271.63 27.600 2000 \$10.4.17	15
	R77		9	2 Keelt Ct 2 Keelt Ct	29			19 3			1109/3020	9	50 E			1.2	790	70 126 70 126		2.1 272.8 0.7 863.7	130.9 96	.8 2011.3 7093.7 dx39 2018 .3 11:00.3 7399.3 2118.2 496.3	1 7 7111 96.806 280.0 271.61 22.61 22.61 2800 6804 8 A.9808 90.81 221.61 200.77 56621 2897 6603 311	
	877 877	9 MOL 17 0 MOR 17	-	1 Keeds IX 1 Keeds IX	28 NO	NE 91	7.8	19 3	0 8	134	91-09-3630 91-09-3630	2	80	8 25 5 18	3 3	E.B (00) d 0.3 (18.4	7 m	70 126 70 126	200 115 200 66.1	9.2 299.2 6.6 683.2	79.0 159	13 12mb 7305.7 3045.3 912.0 1.8 401.44 4065.7 2718 465.0	1 A.RTTN SM.470 J16.62 J19.19 17:662 JMST GK20.681 8 4.809 GS.811 500.21 J79.30 JR.108 SKG GK30.319	4
C	877	9 90611	2					10			3109/3020	1	33	20				70 121	200 504	6.7 68.7	96.2 155	2 764.11 470.3 3087.2 402.4	1.00 S.10 260 221.0 20.10 100 467.02	ă
C	877	9 800 17 9 800 17		1 Keet IX	10	100 91	7.8	10 1	0 8	134	11-00-2020 11-00-2020	1	70	5 In.	3 3	0.8 19.4	7.20 7.20	70 120 70 120	300 %	0.3 No.7	49.7 184 49.3 184	1-6 el73.49 del77.1 30et.7 33e.1	1 4.7023 34.603 396.33 155.17 42048 3304 4579.421	4
Column	877 877	9 806.0	2		33			12 2				9	93 90					70 121	200 79	8.6 265.9 Z-0 278.1	62.7 171	9 821.00 8201.4 MARIA 830.2 3 821.00 81079 2019.3 MC19	2 4.8982 39.332 431.81 416.94 42098 3330 4518.43 2 4.8772 44.377 487.48 452.39 44030 3330 4538.44	8
Column	B77	9 MOX.11	9) Keelt IX) Keelt IX	36	10h 27 10h 27	7.8	19 3	0 8	1.76 1.76	7109/3020 7109/3030	19	50	3 12 5 12	A 3	D.P 18.6	752	70 126 70 126	300 183 300 623	9.2 189C.4 9.9 261.1	129.3 193 102.1 106	19 TYZ-87 3-083.8 3652.8 639.3 19 769.63 3-674.7 36-65 639.3	4 AATO M. NO. 2073 SORAT SOA25 3836 4388,403 4 ANDS M. NO. 2073 SORAT SOA26 3836 4558.265	-
Part	8.77 8.77		2		36			12 2	0	1. 124	31100/2020	2	E2 22	2 27				70 128 70 128	200 20					
Part	877 877	9 801.1 9 901.1		1 Keel-18 1 Keel-18	Mi Mi	(E) 37 (E) 57	7.8	10 2	0 8	134		2	40	8 17	4 3	D.B 18.6	776 710	70 126 70 126		1.0 110.0 1.0 110.0	Mb.1 183	26 762.57 3000.4 3400.5 664.5	9 6.509 96.536 652.00 800.03 32.27 3606 6276.875 6 6.5210 60.587 5766.53 290.6 90.116 5608 6276.661	5
Column C	877	9 MM.U		3 Keeb IX	30		7.5	10			3109/300	-	36					70 120	200 271	7.8 276.7	73.2 99	2 No. 42 Sers.7 Note 8 661.0	ASSESS MADE 170.30 310.37 20.330 NOW \$120.331	
Column C	877 877	9 ROLL		1 Keet II	50			19 3	0 8	134	9100-3630 8100-3630	9	29	6 1A	4 3	0.8 19.a 7.7 63.J	724	70 120 70 120	381 16 381 199	0.2 402.0 0.0 400.3	80.2 E5	A 1217.7 8298.2 3389.3 1148 13 8025.1 6897.8 6567.6 788.3	9 0.6298 76.647 636.25 555.17 61.075 8000 5285.796 2 6.6008 55.07 561.84 806.87 80.114 809 5586.06	
Column C	977 977	9 900.11	9			27	7.0	10 2			71 99 2020 71 99 2020	2	107	2 27	A 2	CA 63.2	797	70 121	200 121	4.20 Mrs. 2	99.7 85 90.6 275	1 2005.9 7004.7 806.2 752.9 17 602.62 5806.9 2415.2 902.5	8 5.224 57 522 536.60 518.57 51.200 5000 5804 75 5 5.4200 62.507 526.00 277.00 71.200 6000 5606.53	-
Column C	877			1 Keeb (t	- 0	HE 37	1.5	19 3	0 8	134		10	0	3 17 2 20	4 3	43.2	440	70 124	200 201	R.7 800.5 2.5 513.5	2014 (76.9 200	19 5x1.30 F712.3 2408.8 80.3 1.2 465.12 4079.8 2647.5 F78.2	5 3.8077 41.21 517.66 277.66 51.292 4806 5638.827 5 3.8075 48.476 372.30 355.17 35.200 4300 5514.742	28.
Part	877 877	9 806.0 9 806.0	2	1 Keeb IX	52	100 F		12			71.00°,2020 31.00°,2020	2	10	8 17			750	70 120	280 29	6.2 MO.4	201 122.7 MG	o 11314 74943 47113 1862	13.41 143.1 MC-71 697.19 72.302 4200 1140.300 13.41 143.1 MC-71 697.19 72.302 4200 1140.300	-
Part	877	9 R0617	9	1 Keet IX	- 0	100 31	7.0	19 3	0 8	134	3100 3030 1100 3030	0	113	A 25	3 8	10 41.2	660	70 126	300 170	9.0 369.3	20.0	.1 1290.3 R400.3 ERRD.3 1341.	1 12.879 142.47 AT. 401.0 T. 301 4300 4429.112	À
Part	877 877		2	2 Keels Ct 2 Keels Ct	50	100 27	7.5	13	0 1	136	73-59-3630 73-59-3630	9	10	1 12	3 2	1.5 184	6/80 7/87	70 126 70 126		6.3 T3.1 3.9 T3.6	96.7 37	2 1239 8379.2 3689.2 1386 12 1211.3 8384.3 3386.7 1117	2 16,30F W1.433 586.36 467.43 31.827 4480 7211.627 1 16.226 94.872 586.36 467.43 52.800 4480 76.30.90	2
Part	877 877	9 904 17 8 908 17	9	1 Keeb IX	50	HC 91	7.8	10 3	9 8	134 134	71-09-3020 71-09-2020	2	83 80	3 28	8 8	8.6 63.2 8.5 63.2	790	70 126		n.7 dan.a 1.8 521.3	50.8 TO	A 101.01 6219 63614 TRA	2 8.1231 00.007 398.33 338.73 333.200 4497 7511.284 2 8.1231 38.833 388.33 138.73 333.200 4497 7508.712	29.
Fig.	RTT RTT	9 9003 9 9003	2			100 FT	7.8	12 2				2 2	22	2 17			713	70 126 70 126	200 (0	5.0	560.7 SS	17 2067.7 7067.6 2720.6 1275 10 2067.7 7067.6 2306.7 1277	1 16.57% \$1.577 3.8.57 \$09.27 \$45.90 \$400 \$270.67 1 16.57% \$1.673 3.8.57 \$15.54 \$45.90 \$46.00 \$7.6.30	
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Part	877	9 804.11 9 804.11	2					12			31.00-3030 31.00-3030	2	2					70 128	200 30 200 30	9.5	135.4 56	1 701 TO 6002 1 4030 7 701.0	8 A 2004 74 212 470 81 10 17 17 17 4000 80 20 400 8 A 2004 74 212 470 81 10 10 17 17 19 4000 87 10 17 10 10 10 10 10 10 10 10 10 10 10 10 10	-
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Fig.	MITT MITT	9 NO. 17	2	1 Keel: 08 1 Keel: 08	30	190 27 190 27	7.5	10 3	0 8	136	71 00 (2020) 71 09 2020	13	107					70 121 70 121	200 363 300 303	9.2 259.9 0.8 992.0	19.3 EES	10 NO. TO DESCRIPTION A 100.0	* 2.620k 25.656 190.36 562.6 56620 3000 9205.662 5 2.6961 02.665 25*5 25*63 21.565 9000 8209.225	15
Part	#77 #77	9 80531	9	3 Keeds CK	52	199 97	7.8	12 7			F1-09-2020	13	96	2 28	4 2	1.2 19.4	790 750	70 128 70 128	200 591	0.7 596.7 2.5 261.6	68.1 165	10 583.89 3663.8 2136.7 273.1 16 729.67 6804 3036.3 301.5	2 2.5717 N. 152 2773 256.19 206.20 7020.007 4.2289 40.479 250.20 251.63 254.60 5200 7020.003	2
1	877 877		3	1 Kenth IX 1 Kenth IX	10	190 91	7.8	19 3	0 8	1. 134 1. 134	93.509.2020 93.609.2020	2	30 33	2 28		1.0 13.0	7.00 c/60	70 128 70 128		7.0 261.6 8:0 118.2	58.7 185 116.6 178	14 79.5.39 4988.2 NIAT 2 NIA 1	1 4.3070 (0.470) (20.30 (21.40) (23.40) (33.60 (20.470) (23.470) (33.670) (
27 3 20 4 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	BTT	9 808.0	- 3	1 Keeb 18 1 Keeb 18	36			13	0 8	IM	71-09-3030 73-09-3030	1	86	2 17	1 1	2.0 13.4	712	70 126	200 80	3.1 145.2	180.8 83	10 973.77 84844 4773.4 N23.4	8 A-1019 SC-866 388.4 279.24 29.236 3600 8000 200	2
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1	877	9 800.0	- 2	1 Keel II	36	ME 27	7.0	12	9	124	71/09/2020	9	79	1 12	4	184	738	70 128	200 (0)	9.4 (85.2	60.8 122 61.0	4 90.51 5753.7 367.4 363.6	4 ATHE (C.R.) NO. 21 275.70 254.20 NO. 800.20	-
1	877 877	9 9061		1 Keel-IX	97	198 97 198 97	7.5	19 3	0 8	134	91-00/3030 91-00/3030	1	10	5 28 5 28	4 4	1.2 41.2	796	70 126 70 126	200 201	540.3	90.3 10s 79.6 116	18 787.76 5290 5570 629.2 10 763.33 5130.3 5290.3 613.0	5 A.5000 M.APP NS.4 524.79 35.20 FTG 82.72.813 5 A.5000 M.APP 388.47 524.79 52.27 FTG 82.417	-
1	RTT	2 800.0	9	1 Keed-18	58	GB 31	7.5	10 2				2	67 20:	2 12		9.3 18.6 9.2 18.6	718	70 126	200 25	6.0 216.0 6.0 516.1	F71.6 28	7 2003.3 schill 4756.3 262. 3 200.4 6754 4752.4 263.	8 84810 87.901 898.20 808.00 31.200 9800 8600.013 8 8000 88.717 298.33 318.37 34.220 9800 86.07.870	2
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877 9	801.12	2 1 Keeb IX	6000 7	22 23 20	E3 234	7109.2020	9 197	2 29.1	61.7 (3.2)	589 30	120 200 2247.5 86.7	500.0 100.0 TT25" 690.0 NT1.0 N0.01 6.8172 5".660 509.01 20.252 20.600 5200 11194.7"3. 16.7 276.0 TT3 9 678.7 201.0 502.9 5.2612 62.647 117.06 277.06 24.627 6800 11197.812
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877 0	90819	9 1 Kanti IX	4400 7	10 10 10	85 134 85 134	11/09/2020	20 0	5 18.7	25.0 18.0	760 30 760 30 761 30	126 260 2181.2 679.3 126 260 1791.8 2598.6 126 260 1791.8 2598.6	200.0 101.2 NO.42 NOC.2 NOC.3 NOC.4 690.0 11.201.X22 NOC.2 NOC.5 101.0 NOC.2 NOC.5 101.0 NOC.5 N
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877 9	905 L9 906 L9	9 1 Keeth IX 9 1 Keeth IX 9 1 Keeth IX	0678 Y	7.5 50 30 7.5 50 30	#5 154 #5 154 #5 256	1109 2020	29 8	1 29.2	61.7 63.2	686 70	120: 250: MinT.4 2500.0: 120: 250: 1090.2 96.4 120: 250: 40.0:0 101.2	3900 1312 78.71 5802 807 5812 7.70 601 1790 1771 1780 1781 1780 1780 1780 1780 178
877 0	908 10	0 1 Kandi-EK	6662 91	73 55 30	#B 154	11-09-2020 21-09-2020	0 113	1 18.7	25.0 18.6	790 701	120 200 899.2 96.6	N. 9 ALN 1154.5 5455.7 6250 1110 54746 97.12 642.69 546.2 65.562 6600 11889.57
877	901.12 901.12	2 1 Keet 18	9652 7	10 10	RS 134	11/09/2020	2 118	2 25.4	25.1 IB.e	100 50	(20 200 40.00 10.2 (20 200 2226.5 451.5	
877 9	905 12 905 12	9 1 Kmih (K 0 1 Kmih (K	96/87 Y	20 20 20	80 EM	23.50(2020) 23.50(2020)	2 90	1 29.1	40.7 43.2	689 YO		#2 121.0 26.0 75.0 77.0 267.1 27.1 267.1 2
B77 0	800 13	0 I Kandi EK	6830 31	1.0 30 30	80 194	11-09-3630	0 103	1 18.4	22.0 18.0	746 70	126 290 2123.5 479.5 126 280 2498.2 106.6 126 280 2742.7 99.8	85.0 85.7 ENGS 8779.2 SESS 975.40 16.287 109.97 Tub.87 585.81 71.560 4890 15203.00
877	80112	0 1 Keeb IX	6830 Y	2 22 20	RS 334	11/09/3030	9 100	1 18.4	22.8 18.6	746 70	120 200 2741.7 99.8	59.3 86.2 11/2.4 RAIC 4 9129-7 979-2 16.500 109-90 740.09 594.61 72.542 HRID 11625.225
977	908.12	2 1 Km0 E8			R3 134	11/09/2020	2 50	2 29.8	80.2 63.2 80.4	786 50	120 200 935.6 193.7	11.5 11.5
977 9	908 L9 908 L9	2 1 Kenth IX 0 1 Kenth IX 0 1 Kenth IX	700 F	13 55 30 13 15 20	#5 13d	11:09:3030 11:09:3030	0 100	1 18.4	22.5 18.6	6/80 No.	126 200 HSL7 FFR.0 126 200 HHL3 113.8	51.2 55.8 1659 9655.1 6679 1896.6 12,499 129.27 875.42 758.37 82.160 7800 15075.66
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877 8	905.12	2 1 Keeth IX	73.00		#3 XM	31092020	2 10	5 29.2	43.2	687 706	126 200 1716.0 567.3	96.5 71.8 (000.1 7796.5 (722.2 980.01 9.4290) 96.913 (400.47 523.04 36.751) 7590 (607.178)
877 0	808.17	9 1 Kand IX	7200 91	7.3 3.5 30 7.3 3.5 30	#5 134 #5 134	3109/2020 3109/2020	9 110	1 18.3	22.8 19.6	6,79 TO TO	126 200 1607.6 162.6 120 200 9075.7 126.7	66.1 71.0 1107.3 REG. 2 REG. 4 TOOLS N. THE LOSS OF THE TOOL STATE TOOL SHEAR TO
877 8	806.17 806.19 806.19	0 1 Keels IX 0 1 Keels IX 0 1 Keels IX	T290 F	1.5 .50 .50	85 134 85 134	11 09 3030	9 107	3 18.7	22.8 19.6	740 70	120 200 2003.3 111.8	48.9 71.0 1518.0 8879.4 5786 1348.9 12.128 173.77 K79.84 723.79 83.079 7201 1770.277
9.77	100.17		7500 2	20 20 20	RS 134	13.50(202)	29 6	3 29.6	80.7 S3.2	680 70	120 200 Met.a 2500.0	NO.0 197.5 8096.9 6172.7 5789.2 NO.51 3.7966 NO.89 206.5 27786 26.657 TRID 17774-973
877 8	908 19 908 19	9 1 Keet IX 0 1 Keet IX 9 1 Keet IX	7500 F	7.5 55 30 7.5 55 30	85 134 85 134	7109 3030	20 0	20.7	80.0 83.2 23.7 18.6	686 70	120: 250 99:7.4 2598.0 120: 260: 2676.0 116.6 120: 250: 2696.6 116.6	300.0 107.0 502.1 6156.4 2731.4 300.00 1.8275 0.836 277.40 277.60 25.420 7500 1802.00
977 9	90615	9 1 Keeb (8	79.00 91	10 10 30	83 134	1109 3030	9 90	1 19.61	22.6 12.6	662 70	126 200 20% A 116.6	46.3 59.8 (200.) 820.4 50.0.3 (600.8 8.87%) 60.62 (600.0) 800.79 (60.0) 7600 (700.724)
877 9	906.17		79.00		85 134	1109(303)	9 80	2 29.6	80.0 63.2	667 30	120 200 2175.8 665.6	ma 126.7 823.79 3121.2 5186.6 586.86 3.5108 20.01 117.06 291.6 266.00 7800 PHIS-210
877 8	90115	9 1 Keeb DI	T5:00 F		#3 134	1109/3030	9 79	1 28.6	80.8 63.2	758 70	126 280 22 No. 652 I	66.5 118.9 822.09 5239.1 5267.9 563.6 5.6966 56.976 152.91 280.4 28.596 7500 FHIRMORE
877 9	908 LP 908 LP	9 1 Kenth EX 9 1 Kenth EX	7600 9	7.5 3.5 30 7.5 3.5 30	#5 134 #5 134 #5 134	11 09 2020 11 09 2020	1 42	1 10.2	23.8 13.6	TIM NO.		20.8 110.0 752.0 400.7 2132.0 400.00 5.0000 50.000 200.00 200.0 52.7 7600 2010.052 20.7 117.6 740.4 4012.7 5252.2 422.14 3.712 50.000 272.30 200.4 33.200 7603.402
877 9	90612	2 1 Kmb IX 2 1 Kmb IX	26/92 21	20 20 20	RD 534	13 59: 31.30	9 192	2 29.8	40.7 43.2	679 70	120 200 1903.8 563.9	Red 91.9 2013 84913 4277 24235 24701 26.90 491.44 48922 29335 3690 29293340
9.77	800.10	3 1 Keeb IX	26/9 2	20 20 20	E3 134	13 500 2020	9 192	3 25.3	40.7 (3.2	790 70	120 200 1507.1 599.3	
877 8	908 17 908 17	9 1 Keet IX	7900 21	7.5 50 50	#5 13d	3109 3030	9 120	2 18.9	26.7 18.6	78 70	126 200 (198.7 166.7 129 200 (194.9 142.1	55.4 MIN 1252.5 R311.8 3773.2 MIN.79 8.6796 101.7 647.35 586.2 65.562 MIC 20094.05
877 9	808.13	9 1 Keeth EK		13 13 29	#D 134	1109 2020	29 9	3 28.9	40.7 43.2	660 700	120 200 Well a 2500.6	2000 157.5 004.00 2000.2 2557.5 572.67 8.4760 N.215 515.22 688.11 64590 7000 2010.675
arr a	908.17	2 1 Keelt IX	7990 31	20 20	85. 134	1100(303)	29 6	1 29.6	ED.R E3.2	667 70	120 200 Well 2500.0	15.0 15.0
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877	805.10	2 1 Keeb IX	12.00	12 10 10	ED 134	31-09-3630 31-09-3630	9 90	2 26.9	61.1 63.2	662 70	120 200 1976 80.0	74.0 74.0 200.2 7300.7 6031.2 294.30 8.300. 86.201 201.00 602.10 60.001 2020 2120.700
877 8		2 1 Kenth IX	32.90 2		83 534	1109.2020	8 82	3 28.9	61.0 61.2	711 70	120 200 2000 417.7	27.0 73.0 500°.0 7201.0 6000°.7 526.17 8.6720 87.662 536.30 60.027 62.000 8000 23.562.955
RTT 8	BOL 19	0 1 Kenth EK 0 1 Kenth EK	3210 Y	13 30 30	85 156 85 156 85 156	21/09/2020	2 29	1 18.3	25.8 13.6	727 708	120 200 200.7 154.7 120 200 4013.3 151.9	The This 1962 5 Time 2 (807 A (96.87 16.26 168.87 A68.87 566.09 61.562 8200 21853.89 This This 1964 1964 1774 2 (878.5 168.68 16.267 168.28 A67.9 856.00 62.566 8200 22177.567
477	BOE 13	0 1 Kamb (8 0 1 Kamb (8	200 F	10 10 10	ED 134	1149/3030	2 20	1 70.1	41.0 43.7	440 70	120 200 4013.5 151.9 120 200 5276-6 652.6	W. 1 114 M. 100
877	80819		3200 2	23 23 30		2109.2020	2 62	2 28.7	61.7 61.2	677 30		1.5
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877	90512		30% 7 30% 7	10 10	#B 134	71 (07 3130) 71 (07 3130)	10 0	1 20.0	61.2 63.2	440 30	120 200 400 5 00.2 120 200 0.778 8733	596.6 76.5 756.57 526.2 5796.2 836.26 8.68.26 77.60 696.27 696.22 41.075 5696 21.766.692 809.8 76.2 762.6 762.6 21.766.692 76.607 696.2 762.6 76
877 8	908 LT	2 1 Km2-15		25 25	80 134	2169/2620 2169/2620	2 18	4 19.6	28.1 23.6	765 700	120 200 KDL6 M5.6 120 200 KPL8 M6.8	506.2 56.6 1125.5 7552.3 5096.3 562.8 8.5621 76.766 459.36 5756.2 86.000 8603 27562.776
877	908 19	0 1 Kmth IX 0 1 Kmth IX 0 1 Kmth IX	NO.00	13 39 30	#5. 134 #5. 134 #5. 134	F1-09-3830 F1-09-3830	9 10	4 19.0	28.0 29.0	7'88 70	126 200 621.6 105.6 126 200 601.5 566.5	511.7 59.2 1170.3 7799.3 3296.6 1202.9 N.6112 80.303 690.46 580.00 44.962 8001 22:00.3.506
*77	908 LP 908 LP	9 1 Kanti EK	X790 7 X790 7	7.5 5.5 XO	#5 134 #5 234	1109 3030	7 61	2 24.1	41.7 41.3	6.76	120 280 2011.6 679.3 120 280 21.85.4 679.6	500.8 No.1 1110.4 7600.5 3500.6 3625.2 0.1256 76.963 420.11 Mt7.45 34.225 8700 22041.450
877			NO. 2	20 20 20		1100.000	2 22	10.1	20.7 23.6	790 700		2014 May 1200 MODE TOTAL STATE
877 8	805.13	2 I Kent IX	2002 31	7.5 55 30 7.6 55 30	85 134	1109 300 1109 300	3 29	6 19.2	26.7 25.6	120 30	120 200 199.9 MA.4 120 200 1299.2 TALE	207.7 00.8 1292.9 2073.3 5292.3 1322.1 13.750 1303.2 723.21 27939 66.600 3800 26236.500
877 6	806.12 806.15 806.12	9 1 Keeth SK 9 1 Keeth SK 9 1 Keeth SK	2010a 3. 2010a 3.	73 55 30	#5 134 #5 134 #5 256	31-09-3630 31-09-3630	17 0	3 24.3	60.7 63.2 60.7 63.2	718 70		279.2 68.1 9023.1 7262.2 679.3 979.2 9.569.0 88.791 579.71 501.88 56.716 8889 28661.66 279.8 68.5 989.8 700.2 679.2 934.65 9.1236 67.678 562.59 694.15 55.790 8009 28679.864
977	80517	2 1 Keeb IX	9000 2	10 10	#D 124	1109.2020		2 19.2	26.1 23.6	700 700	120 200 met.o. 100.2	20.4 20.5
877 9	908 LD	9 1 Keeth IX 9 1 Keeth IX 9 1 Keeth IX		13 33 30	85 156 85 156	1109:3(3)	2 10	3 19.2	26.9 23.6	688 70	120 200 865.6 161.5 120 200 2193.5 643.5	N.S. SAN HAR THAN THAN STREET PART NAME AND STREET STREET STREET STREET
877 8	908 15	0 1 Kamb-CK			8h 1h0	11-09-3130 11-09-3130	8 0	4 28.4	40.9 45.2	6.56 70	120 200 2109.3 443.9	240-0 51.2 [190-0 50010 66:80.1 [090.9 1.96. 7.466] 481.12 467.63 47.956 9500 36.301.548
877	908.19 908.19	2 1 Keeb IX	15 20 21 10 00 21	20 20	#5 154 #5 154	7100 300 7100 300	2 2	2 20.1	26.0 23.0	65 30	120 200 2254.8 661.6 120 200 11.50.2 501.8	202 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5
877 8	90819	2 1 Keep (K	1000 Y		BS 134	1159/2020	2 20	3 19.2	39.0 23.0	736 70	120 200 50H O NOA 120 200 21H A 617.0	100-2 100-8 700-27 (700-8 5200.1 720-21 72077) 50-277 539 460.11 48.000 5204 26403.578
877 0	808 LD	0 1 Kmth 58 0 1 Kmth 68 0 1 Kmth 68	90 ms	13 30 30	85 134 85 234		0 93	h 28.9	43.2	648 70	120 380 2191.8 487.6	18
877	808.13	2 1 Keeb (8	9680 F	3 33 30	80 134	11:09:3030 11:09:3030	2 40	2 20.4	80.7	100	120 200 22/11 669.4 120 200 20000 2300.0	672 007 007 0100 1 007 1 00 00 1 007 1 00 00 1 00 00 1 00 00 1 00 00 1 00 00
877 8		2 1 Keeb IX		13 35 30		71.09 2020	29 61	2 19.4	26.7 23.6	727 706	120 200 2000 2000 0 120 200 2144.2 673.1	2010 1274 No. 32 2402 2 100 7018 2 1400 2400 4400 3 4400 500 2781400
977 0	904 13 904 15 904 15	9 1 Kmili IX 9 1 Kmili IX 9 1 Kmili IX	9000 91	1.0 50 30	85 234 85 234 85 234		0 79	3 20.3		679 70	120 200 2000 2500.0 120 200 2146.2 475.1	42.8 101.0 803.52 3431.3 3190.7 EMIRC & ROSE & ROSE 401.23 555.27 55.207 9690 27925.408
877	90817	9 1 Keeb (8	9000 7	2 20 20	E5 134	21-09-2820 71-09-2820	1 79	3 28.4	20.0 43.2	780 70	128 280 2880 2982 120 280 2982 67.1 128 280 2884 2 683 128 280 2884 2 683 128 280 8773 8934	66.5 H3.7 No.60 2500 No.21.4 NO.21 0.4270 No.130 435.11 ETBAS SELTS NO.02 12331615
877 9	80517	2 1 Km0 IX 9 1 Km0 IX	90.00 Y		E3 134	2109/2020	3 52	1 18.7	28.8 25.6	780 70	126 200 568.4 193.8	70.2 U.T.O. NO. 8 NO. 8 DULA NO. 8 AND SCHOOL 20.30 2048 20330 9600 27756875
BTT 0	808.12 808.15 808.15	0 1 Kardi EK	100,000 91	1.5 50 30	#5 134 #5 134	11/09/3030	2 96	9 27.9	Mr.a 49.3	130 TO 100	126 200 5885,8 293,8 126 200 266,2 565,3 126 200 263,5 393,2	120.1 100.0 T14.00 4040.0 3110.6 751.40 43900 41.40.1 200.00 302.02 23.420 9090 270.04.00
877 0	904 LD	0 1 Kandi (8 0 1 Kandi (8	90,00 2	13 30 30	#h 154	1109 3130	4 20	3 26.6	39:a 43.2	470 70	120 200 253.5 291.2 120 200 236.2 155.5	187.7 188.1 764.09 4764.3 3140.2 362.07 4.6997 41.863 280.00 2364.20 4690 27567.900
977					ED 134		2 72	7 701	23.1 23.6		100 200 200 100 100 1	ALL THE DESIGNATION OF THE PROPERTY OF THE PRO
877 8	908 LD	9 1 Keeb EK	9930 31	13 30 30	85 134 85 134	11 00 3130 11 00 3130	2 33	2 28.0	29.3 25.6 39.3 43.3	6/8 70 6/67 30	126 200 29.8 DE2 126 200 1871.2 HE.Y	223 9 49-2 1100 9 7666.2 3216.3 1106.9 166660 46.767 313.23 42466 52,809 4980 2008.956
#77 · · · · · ·	90613	0 1 Kandi-EK	9900 31	1.8 80 30	E10 E140	11-09-3130	2 29	2 28.6	56.3 43.2	662 70	120 200 1931-9 296.6 120 200 1996.2 163.1	527 a 49.5 1092 7md1 X305.4 1155.5 16.715 41.625 525.15 452.19 51.827 9900 29904.742
877	90512	9 1 Keeb IX	30002 F	12 12 20	E3 134	1109.2620 1109.2620	2 107	2 20.6	29.2 29.6	796 70	120 200 MHL 100.1	21 [26] [18] [20] [20] [40] [40] [40] [40] [40] [40] [40] [4
877 8	905 12 905 12	2 1 Keeb IX	200.02	2 20 20	83, 134	2169/3030	1 60	1 26.0	27A 63.2	668 70	120 200 1746.0 316.7	96.9 381.3 661.62 6202 2717.3 662.99 2,8778 26.371 182.31 183.31 13.68 16002 NGR3.335 200.3 159.7 684.59 679 2804.4 611.77 56615 26.403 198.36 183.31 54.624 16002 NGR3.335
Ø77 Ø	90610	0 1 Kandi-EK	909 62 91	1.5 50 30	#5 156 #5 156 #5 156	11-09-3035	1 59	9 28.1	27.6 49.2	T29 90	120 200 1768.9 188.7 120 200 1836.1 198.4	56.5
877 9	908 LD	9 1 Kenth EK	20090 2	2 29 30	RS 134	7109 2020 7109 2020	9 97	1 29.2	25.2 23.6	687 70	(20 200 2002.2 60.1 (20 200 260.4 66.4	76.7 (65.7 1626.8 9007.4 6490.8 1379.7 14.779 142.62 911.39 753.31 86.600 142.00 80742.899 76.7 (65.2 1606.2 9693.5 6420.1 136.6 14.500 1406.19 893.7 753.51 86.600 142.00 31.002.899
877	BOX LD	2 1 Km2.00			80 TM	7150-2620	14 6		23.1 23.8 27.8 63.2		120 200 3665.6 66.4 120 200 3025.9 609.7	207.7 71.8 779.91 5229.9 2290.7 \$21.66 9.0621 \$6.026 579.66 \$99.17 200.89 16290 31368.565
MIT 0	BOLLS BOLLS	0 1 Keeth SK 0 1 Keeth SK 0 1 Keeth SK	30000 31	7.5 3.5 3.0 7.5 3.5 3.0	#5 134 #5 134	3109-3630 I	28 0	2 28.6	27.0 43.2	680 700 760 90		. 277 2 77.5 77.5 1 57.0 5 57.
877	80137	9 1 Keet 15	2068 2	20 20		11/09/2020	2 33	6 29.1	23.1 23.6	688 70	120 200 178.4 159.7	206.3 06.6 [196.7] 2097 7596.3 [120.1] 13.69 [196.0] 186.2 97247 [29.30] 16608 [2171.646
477	90817		2000 91 2000 91		#3 IM	3109:2020 1109:2020	2 70	2 20.7	29.1 25.6	682 30	128 200 2104.0 171.7 129 200 1811.0 502.0	87.2 83.7 1567.6 2010 7990.9 1356.2 13.700 135.50 1676.3 972.87 138.3 1680 5276.330 83.1 74.1 8070.2 7222 6713.3 996.87 13.49 123.40 887.77 783.22 77.202 16890 15276.800
877	901 L9 901 L9	9 1 Keeb IX	20090 21 20090 21	13 15 30 13 10 30	#5 £34	11 (9) 3(2) 11 (9) 3(3)	8 83	3 28.1	BLJ 41.2	799 70	120 200 1813.4 367.4 120 200 1861.8 577.4	86.5 74.5 5079.2 720.5 4713.5 996.87 51.69 5276.89 587.77 761.23 77232 56690 55279.899 64.5 74.5 1109.7 7666.9 6901.9 1004 12.062 131.04 991.30 764.39 78.23 10090 33614.59
877 8	808.10	0 1 Keeb IX	2900 2	20 20	#5 156 #5 156	11 00:3120	9 82	1 29.5	25.6 25.6	640 70	126 200 (0-8) 2 127.7	15. 15.
877	808.10	2 1 Km0.58	20000 9		RS 134	21 09 2020	87	1 20.7	29.4 29.6	680 70	120 200 360.9 129.6	47.3 32.8 1200 8738.4 3778.1 1778.1 34.90 137.90 998.70 MILAT STORY 10008 MARCHARD
877 9	908 LD	0 1 Keeth SK 0 1 Keeth SK 0 1 Keeth SK	30798 91	23 25 25 23 25 25	Wh 134	7109(303) 7109(303)	9 100	3 28.2	97.8 43.2 97.8 43.2	713 70	128 280 108.1 658.0 120 280 118.2 664.8 126 280 661.7 663.9 128 280 665.7 163.9	13
877	808.13	2 1 Keeb IX	2001 7	25 25 20	85 134	11 09 3030	1 33	2 20.7	29.6 29.6	700 30	126 200 4652.7 162.8	112.5 K1.8 K79.30 FW-6.2 FFE2.1 BBEAT RADIO KT-REW AND 42 679.71 55.739 10001 54090.80
877			200		RS 334	11/09/2020	36	2 29.7	25.6 25.6	780 %	126 200 849.3 172.6	2003 R3.0 R79.4e F166.1 F166.2 RFT.8 R.5111 R7.899 A4D.42 ATR.71 36.716 16808 250898.696
877 9	904 17 904 15 904 15	9 1 Keeh IX 0 1 Keeh IX 9 1 Keeh IX	13900 F	1.0 10 10	85 136 85 136	71-09-2020 71-09-2020	7 0	6 28.9	96.3 63.2	682 70	120 280 2679.2 506.3 120 280 21814 111.2 120 280 5062.2 609.4	15.5 15.5
877 0	BOI 19	9 1 Kmd-18	11000 91	19 19 30	#5 I.54	11-09-2020	3 10	3 20.3	28.5 25.6	781 70	126 200 9002.2 699.4	127.2 271.0 455.26 2565.1 36.06 355.83 4.3657 47.646 356.69 274.8 27.36 1.000 35524.712
877 9	905.17		13090 7		RS 136	13 09:2020	3 3	3 20.3	26.8 23.8	729 30		123.4 286.6 622.47 2356.1 3626.1 528.76 6.3627 86.728 512.91 267.69 26.662 1.8980 35186.996
877	901.0	9 1 Kmth IX 9 1 Kmth IX 9 1 Kmth IX	1 1000 7	7.5 25 30 7.6 55 50	#3 156 #5 156	71-09-2020 F1-09-2020	10 0	2 28.6 2 28.6	55.0 (1.2 56.0 (1.2	797 70 6.79 70	126 290 6721.7 855.7 120 290 61.36.5 826.4 120 290 1062.9 196.1	257.5 129.7 51.54 545.4 2561.1 504.5 5.508 55.50 544.62 508.0 51.292 1200 54081.102
877 9	90610	9 1 Kmth Et	3 1299 91	13 15 30	85 154 85 154	11-09-3030	1 10	3 20.9	28.1 29.6	T96 70	120 200 1002.9 109.1	90.6 88.0 864.39 6345.3 8022 933.26 16.566 113.7 776.8 548.2 60429 11390 56766.528
877	90512		11299 2	20 20	#3 IM	1) 59 2020	1 56	3 20.9	28.1 23.6	790 30	120 200 56.50.3 295.5	13.14 200.6 42.14 220.5 220.5 220.5 230.7 240.5 250.
277	90012	9 1 Keet IX	11300 Y	72 33 30 73 33 30	ES 134	1109.2020	. 3	20.7	80.2 63.2 20.9 63.2	700	120 200 1976.4 406.2 120 200 2098.7 423.4	77.0 77.0 27.0 1.000.7 MILES 107.29 S.5750 W.421 MILES 107.12 35.672 11000 1980.308
877	90813	0 1 Kenth EX		7.5 2.5 2.0	#5 234 #5 234	31 09 3130 11 09 3130	0 90	3 28.7	20.0 23.0	797 70 710 70	120 200 0021.0 143.4	72 86.1 902.0 A07.1 Met.2 198.5 198.5 1297 (5.397 A03.0 355.6 27.00 13.00 198.5 13.0 198
RTT 9	90512	2 1 Keeb CK	338E 2	20 20 20	R3 534	21/09/2020	9 90	3 29.7	25.0 25.0	720 30	120 200 4271.9 110.1	\$2.8 KA.T \$580.1 Table Table 12.00 12.00 12.00 1.000 1.000 1.000 1.000
877	90115	9 1 Km0.05	11590 2	20 20	RS 134	11 (01 212)	32	1 79.1	90.0 63.2	678 70	126 200 2013.1 606.0	98.4 76.7 916.86 6462.7 65.67 839.47 7.96 80.344 546.97 655.57 66.998 13.900 546.22.55
877	808.10 808.10 808.10	0 1 Keeb IX	11500 9 15000 F		#5 234 #5 234 #5 239	71-09-2020 71-09-2020	9 90	9 20.6	25.5 25.6	792 70 790 70		113.0 79.7 969.29 6590.3 6291.3 307.29 8.2665 86.203 579.71 679.71 69875 11900 56.000.596 68.7 179.3 809.17 5429.4 5260.3 691.27 8.3617 56.817 240.72 206.47 193.97 13600 5640.323
RIT B	80112	2 2 Seet 15	1,2500 7	12 12 29	R3 136	73/00/2020	3 70	20.3	22.2 22.6	750 20	120 220 1172.6 157.6	65.7 179.5 809.17 5429.4 5360.1 651.27 5.3677 51.877 261.73 266.73 266.47 19.557 13660 560.83.23 65.4 179.6 879.67 5360.7 5181.5 813.13 5.3660 55.7 271.6 286.77 19.557 13660 560.8666.
9.77	90819	9 1 Keeb IX	13000 31		R3 134	1109/2020	33	20.7	TF-8 63.2	729 30	126 200 1890.4 901.2	THA 200 NO.24 3 NO.1 (200.2 3 NO.13 2 STIT 27-007 200.09 177-09 36-000 1 NOW MATERIAL
977	BOE 17	0 1 Km0 EK		73 25 30 73 20 30	#5 134 #5 134	71 (0) 2020 11 (0) 2020	1 76	3 20.1	29.5 (53.2 29.2 (29.6)	712 70 728 70	120 200 1007.0 562.7 120 200 4044.1 157.7	99.0 219.2 894.77 3898.7 2219.3 311.00 2.9309 26.971 206.09 264.87 13.69 13609 36083.50 79.3 83.5 98149 6653.1 4567.7 273.15 7.9808 88.628 586.56 517.52 59.40 13009 36294443
877 9	90117	0 1 Keed-08	11400 91	20 20 30	B3 134	33 59 3130	1 79	3 20.3	25.1 25.6	792 79		79.3 83.7 999.32 6417.4 42.62 846.4 7.63.79 79.796 3.79.71 NO.69 39.716 1.000 McC14.00
877	BOLLD	B I Keeb IX	12900 2	25 25 20	E3 134	1100:3030	3 52	6 29.2	99.2 63.2	667 70	120 200 2011.7 493.6	246.1 47.0 [256.1] SHEE SERRS 1522.1 52.60 [19.11 750.62 648.78 70.607 17900 3696.779
877	90513	9 1 Keeb IX	12900 31 13002 91	73 55 30 74 55 50	#5 13d #5 13d	71 (0) 2(2) 71 (0) 2(2)	1 13	6 29.3	29.7 23.0	680 TO	126 200 (H12.2 491.5 126 200 NR.2 487.5	10.0 10.0
877	806 15	9 1 Keeds EK	13002 9	20 20 20	#3 13d	1109.3020	0 80	1 20.1	29.7 29.0	710 70	120 200 3717.8 121.0	75.4 96.1 E275.2 B361.2 8762.7 1362.0 B.5886 72.862 440.80 555.17 P0210 13860 86964.250
877 8	908 15 908 12	2 1 Keet CK	123.90 9	10 10 10	#5 E54	21.09.2020	12 6	6 29.1	N.4 41.2	790 70	120 200 20'9.7 656.7	295.2 54.6 2005.4 7062.8 4905.8 596.87 5.6710 79.712 515.22 416.94 46.890 12000 95713.496
877	908 LT	9 1 Keelt IX	122 90 31	23 23 30	#5 134 #5 134	11/09/2020	13 8	6 29.1	58.3 63.2 73.0	050 70	126 200 2003.7 651.4 120 200 136.9 N2.3	286. Mai 90.70 1981.0 871.2 579.2 548.6 77.0 87.4 88.0 5679 1230 985469 175.5 6.0 10.2 10.2 10.2 10.2 10.2 10.2 10.2 10
877	808.10	9 1 Keet II				1109300	1 60	4 20.1	29.9 29.6	791 70	129 280 341.4 314.4	176.1 76.4 156.9 1187 768.1 971.5 21.307 2589 168.8 118.8 149.8 12380 8078.279
877 9	808 LD 808 LD	0 1 Kenth EK 0 1 Kenth EK	12290 F	22 23 20	85 134 85 134	73-00-2020	2 10	3 28.7	35.0 (13.2	100 20	120 200 342.4 318.6 120 200 1792.5 561.3	176.1 26.4 156.9 1187 2561.2 271.2 2.247 2.547 156.6 118.3 160.6 1.230 4671.236 27.4 46.1 1171.7 2171.7 1171.2 1171.0 13.642 161.1 211.0 27.54 22.66 1.270 47.64 27.6 27.64
877	908 L9 808 L9	8 1 Keelt IX	12290 9	25 25 20	#3 I34 #3 I34	1100 3030	9 90	1 28.7	91.1 61.2	640 30	126 200 1833.4 575.6 126 200 340.4 517.4	27.5 66.5 [1.00.1 8068.9 5128.2 [192.4 [2.001 1.0]. 911.85 772.12 89564 [1.298 41201672 21.2 21.2 21.2 21.2 21.2 21.2 21.2 21
877	80815	0 1 Kandi EK	12882 91	10 10 10	85 134 83 134	1109/3030		0 20.2	36.2 21.0	670 701	126 260 546.4 217.4 126 260 891.9 124.9	270.0 41.1 170.0 9753.3 4891.3 920.1 13.790 181.00 181.00 181.00 12.00 181.00 275.00 181.00 12.00 181.00 18
877 9	90819	2 1 Keelt IX	12500 2		ED 334	1109 3020	2 2	4 28.9	16.2 61.0	450 70	120 200 2001.7 892.6	7.2 Med. 1 (8) 1064.5 (8) 11.2 (10.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1
877	90112	2 I Smit IX	12500 91	10 10 30	#5 EM	73.09(2020)	2 8	6 28.5	81.2 61.6	682 70		
877	908 LD	9 1 Kenth EX 9 1 Kenth EX	12600 F	2 20 30 30 30 30 30 30 30 30 30 30 30 30 30	#5 254 #5 254 #5 234	11 09 2020	62	3 21.4 3 21.4 3 28.9	26.6 25.0 26.0 25.0	78 70	126 200 1008.7 209.9 129 200 1042.6 200.3	86. 187.4 56.2 355.4 362.5 366.6 366.6 367
877 9	80110	D 1 Keeb D	12790 7	20 20	R3. 134	1109/3030	20 0	2 28.9	38.3 63.6	718 70	120 280 Web at 2500.0	390.0 136.5 646.9 6423.3 2966.3 317.52 5.266 56.000 598.33 502.69 56.101 12700 471974.56

B77	9 90115	0 1 Keeb 68 12	790 97.5	9 30	85 EN 3109/3020	20 0 5 29.0 59.3	63.6 640 50 120	0 200 Well-to 2500.0 30	D.0 178.0 683.19 4152.6 2996.6 Fin.11 3.620	\$0.325 \$88.47 M(7.45 \$5.260 \$1.2700 45607.5KG
877	9 90019	9 1 Kent IX 12	900 FTA	3 30	ES IN 2109-2020 ES IN 2109-2020	8 12 8 21.4 20.3	23.6 750 70 12	200 979.1 No.2 25 200 989.8 NO.6 25	6.8 56.5 3096.3 TNGS.3 3296.6 (200.1 12.75) 9.1 56.2 96.62 7098.3 3296.1 (2206.6 12.24)	121.80 NO.30 00482 14.118 13800 81291.131 121.80 NO.30 008.80 71.50 12800 61804.55
B27	9 8013	2 3 Keelt IX 32	7980 97.5 1980 97.5	30		8 20 3 26.8 36.4	63.61 672 70 128	380 3380.8 766.9 13 300 861.2 794.2 13	8.7 181.7 655.8 456.4 FIRE 4 651.56 5.656 8.7 181.8 665.77 6669.9 5252.2 679.72 6.125	60.671 620.67 809.22 61.026 12900 61365.129
877	9 8015 9 8015	0 1 Keeb (K 12	9480 97.5 5500 97.5	9 30	85 134 51.00/3020 85 134 51.00/3020 85 134 21.00/3020	6 20 3 20.8 30.4 4 13 3 20.9 20.5 2 20 6 20.6 27.6	83.6 679 70 120 83.6 689 70 120 23.6 726 720 120	200 200 700.8 706.5 12 0 300 96.81.2 759.2 12 200 791.3 613.4 25	8.7 183.5 dp3.77 dodm.6 X352.2 e78.72 d. 1251	0.3.22 000.80 020.00 05.00 1.2900 07203.400 0.120.22 200.40 048.00 25.200 1.2000 07203.400
877	9 90(1)	9 1 Keelt 05 13	D00 97.8	2 30	RS 134 73 09 30 20	2 No 8 21.6 27.1	25.0 6/6 70 129	200 238.3 400.3 23	0.1 00.8 1279.2 879.7 6130.7 1297.4 52.90	40.471 426.47 809.27 41.02b 12900 42364.12b 63.27 430.40 42466 45.8b 13900 42234.400 1.28.27 752.45 6463.3 73.28b 13900 45234.40b 128.27 753.47 457.45 72.262 1.8000 46324.63b
977	9 80413	2 1 Keeb (5 13 0 1 Keeb (6 15	DRT 37.5	9 30	85 134 71.00 31.20 85 134 71.00 31.20	11 6 6 29.2 59.3 12 6 6 29.2 59.3	616 679 70 127 616 700 700 127	0 200 8003.3 524.4 53 0 200 4150.2 550.0 34	9.1 SEC 100 MOR MARKS NORM INCA 14.000 8.0 SEC 101.81 8708.1 MINC. 2 123.7 14.310	1 173.77 809.7 069.80 87.673 1.3097 6.6073.65 1 179.33 849.21 664.62 72.342 1.8097 66394.664
877	9 800.12	9 3 Keeth St 13 0 1 Keeth St 13 9 3 Keeth St 13	288 87.8	9 30	#5 134 E1/09/2020	9 189 1 20.0 27.6	23.6 640 70 121	200 3671.6 99.4 4	P.S 93.5 1609 11367 7000.6 3622.6 14757	133.77 888.3 068.88 87.673 1.807 64894.64 1183.31 888.21 06483 72.842 1.807 64894.644 1.80.68 978.68 588.90 86600 1.5380 6860.1828 1.80.6 977.4 781.27 18398 13398 6223.350
877	9 9013		200 97.5 200 97.5	30 30	ES 134 3169/3030	1 50 5 21.6 27.5 11 6 1 20.3 56.8	23.6 466 30 12	1 200 321.1 567.6 20 1 200 1200.0 578.1	8.7 43.2 1983.4 12867 T188.4 2669 14852	1 100.0 171.0 111.01 111.00 117.00 00.011.00
877	9 NOL12 9 NOL12	9 1 Each IX 15 0 1 Each IX 15 0 3 Each IX 15 0 1 Each IX 15		5 30	85 1M 21-09/3020 85 1M 21-09/3020	11 0 5 20.0 50.0	41.6 71.0 70 121	0 280 13797.5 528.5 12 0 280 860.9 627.7 28 0 280 6635.5 229.2 6	9.9 109.0 656.79 4366.4 2001 296.33 3.735 0.3 109.0 666.39 4257.3 2977.3 425.7 6.56.0	5 56.500 370.50 352.00 352.00 152.07 86.295.500 5 56.503 568.4 367.47 56.160 152.07 66627.646 6 56.500 686.29 367.42 36.160 13800 66.75.522
877	9 8013 9 8012	9 1 Keet IX 13	MIN 97.5	9 30	#5 1M 2169-2620 #5 1M 2169-2620	1 80 1 20 22	23.6 70 70 12	200 9639.2 29.2 6 200 9639.2 292.6 6		
8.77	9 80115 9 80115	2 1 Km0-05 33	190 YTA	30	85 1M 7159-2620 85 1M 7159-2620	9 50 2 20.0 50.3 0 50 3 20.0 20.3	63.6 752 30 E2	200 873.2 182.6 9	6.8 STO 1210.8 RINKY RISTS 700.31 A.2655	80.471 380.47 306.87 33.28 12930 4675732b.
877	9 8013	9 1 Kenth IX 13 0 1 Kenth IX 13 0 1 Kenth IX 13 0 1 Kenth IX 13	NAME 97.5	9 30	85 1M 8169-3620	0 100 1 22.2 28.4	23.6 640 30 12	200 873.2 182.6 9 200 873.7 883.1 10 300 888.6 82.7 3 200 8873.1 83.0 3	6.2 Ph T \$660.1 \$1679 TRUE # \$752.2 \$7660	MILETI 1888.67 MILETI 11.200 1.1700 36.75.75.25. MILETI 17.20. 1.1700 67.25.36. MILETI 17.20. 1.1700 67.25.3.541 1.170. 1.170. 67.25.3.541 1.170.
B277	9 80(12	2 1 Kmit (5 13	Mill 97.5	30	#5 134 23:00:2020	2 100 1 22.2 26.0	23.0 662 30 12	200 31.77.1 31.0 3	6.8 25.6 1576.7 12968 7561.7 3056.6 16.2K	18452 18146 S28.16 96.839 1.3601 \$6901.611
877	9 80E17	9 1 Earth St 15 0 1 Kenth St 15 0 1 Kenth St 15 0 1 Kenth St 13	798 97.5 798 97.5	n 30	85 134 7169-3630 85 134 7169-3630	9 NO 3 29.2 NO.4 6 10 2 29.3 NO.4	41.0 480 10 120 41.0 480 10 120		0.3 08.7 1379.4 9689.1 6799.2 13877.7 16.777	10452 10546 ASA-16 SA-070 1.001 0.091151 1.001 1.
877	9 90115	9 1 Keeb 01 15	909 97.5 909 97.5	30	85 IM 2109-3030 85 IM 2109-3030	9 99 1 22.4 27.2	23.6 790 30 120	0 300 NESS 62.0 N 0 200 NESS 60.1 N	9.3 99.7 1380.3 9580.3 6230 1778.7 13.960 8.1 30.0 1378.6 9590.9 6230.3 1702.8 14.360	1 179.27 NOR.14 668.50 74.518 1.800 NOR.2.700
877	9 8013 9 8013	2 1 Keels IX 13	900 973 900 973	2 20	ES 1M 31092020 ES 1M 31092020	1 0 4 204 30.7	23.6 79 30 12 43.6 677 30 123	0 200 2752.5 MA.5 23	1.0 23.0 209.7 7479.8 2720.4 1209 1229	12340 XIII.II 660.00 70.60 1300 1300.10
877	0 90115 0 90115	9 2 Kenth IX 35 0 1 Kenth IX 15 0 1 Kenth IX 15 0 1 Kenth IX 14 9 2 1 Kenth IX 28 9 1 Kenth IX 18	97.5 987 97.5 999 97.5	30		8 0 6 28.3 37.4 8 0 6 28.3 37.4	41.0 6.72 70 128 41.0 6.60 70 128 23.0 700 700 128	200 2752.5 565.5 23 5 360 2764.7 566.5 23 5 360 676.1 266.9 66 5 200 275.5 52.5 32.5	1.0 93.0 5095.7 7459.9 9190.0 1209 1229 8.0 54.0 5096.3 7686.4 5696 126.2 12.75	12419 KID.29 66482 14318 13997 NEBPARK
877	9 90012	9 3 Kenth EK 38	DED 97.8	2 30	#3 IM 2109/3000	9 100 2 22.7 27.4	25.0 718 70 120	200 2079.0 52.6 277	2.0 53.3 2007.0 7287.3 2009.7 973.66 6.7530	4127 198.30 368.87 366.26 14KK 52306.265
877	9 800.15	2 1 Keet IX 18	27.5	30	#3 TM 2109/2020	2 80 3 200 36A 2 20 1 200 302		D 200 26/7.6 M7.5 8	1.7 107.1 313.30 1173 2156A 661.37 3.365	SERVE NO. 77 2914 30314 14100 52405471
877	9 90115 9 90115	0 1 Kard-CK 14	190 97.5 290 97.5	0 30	#5 134 21.09/2020 #5 134 21.09/2020 #5 134 21.09/2020	2 79 5 28.6 56.7 2 19 2 22.5 27.6	43.6 709 30 120 23.6 709 30 120	200 (46.7) 566.9 26	6.0 100.0 1207.0 Tellin 3621.4 697.51 5.327 6.0 100.0 1207.0 Tellin 3652.4 1300.0 12.662	1 113.61 703.60 FTU.37 8.5.562 14308 5286.337
8.77	9 8613 9 8613	9 1 Kenth St 16 9 1 Kenth St 16	290 97.5 1580 97.5	30	85 IM 2169:2020 85 IM 2169:2020	2 33 2 22.5 27.6	23.6 686 30 12 53.6 686 30 12	200 530,4 573,4 36 200 2230,1 400,4 33	7.2 36.3 206.3 3622.6 3665.6 1298.3 11469 1.1 203.6 868.82 2011.6 2128.7 862.00 1,877	36.970 586.77 NG.32 35.200 14200 5286.327 113.41 703.40 571.37 6.540 1420 5281.800 3.355.50 684.81 65.64 5.640 1420 1520 5381.800 30.85 586.41 66.42 56.60 1420 1420 1500.80
877	9 90112	2 1 Kent (5 36	(580 97.5 (680 97.5	20	E) IM 2159-2620 E) IM 2159-2620	2 3 2 20 10d a			1.1 203.1 302.00 3290.4 2120.8 303.22 3.760	B.Ch 36442 19879 34220 14800 19298319
877	9 8013 9 8013	9 1 Keeth SK 3-6 0 1 Keeth SK 3-6 9 1 Keeth SK 3-6 9 1 Keeth SK 3-6	MIN 97.5	9 30	85 134 21.50(2020) 85 134 91.60(2020) 85 134 21.50(2020)	6 10 2 22.1 27.8 5 10 2 27.1 27.8	23.0 700 30 120 23.0 730 300 130	0 200 891.8 891.6 68 0 200 977.8 678.6 90	7.0 08.1 728.00 3367.5 306.0 986.87 0.000 8.7 08.5 762.0 3667.5 3962.5 306.08 0.6120	99.4% 36442 198.73 34.220 16806 55276818 99.4% 517.66 277.86 28.100 14466 55187.318 50.983 5524 277.86 29.100 14466 55183.318 39.765 689.77 618.81 60000 14466 51736.588
877	9 90512	9 1 Seelt 55 18	H60 27.5 H60 27.5	2 30		2 30 2 30.0 56.0		200 1096.7 567.4 27	9A 43.5 1375A 9617A 6512.5 125A.9 9.989	76.760 699.57 616.94 60000 14650 51756.958
R77	9 80K19	2 1 Keels (X 18	1686 97.5 1480 97.5	9 30	85 UM 2169/3030	4 22 2 NA NA	23.6 790 30 12 23.6 790 90 12	0 200 1398.8 869.7 23 0 200 9679.7 214.8 8	6.7 S6.7 1376.6 9317.3 6798.7 1279.7 9.939	NI.628 683.32 628.66 62068 1.666 Millio Mil
RTT	9 90112	2 3 Keeb St 38	PORT 77.5	2 20	85 SM 2109/3000	3 20 3 23 24	23.6 792 70 120	0 300 M/S6.9 228.0 5 200 2275.0 80.4 5	6.7 (66.7 1376.6 5917.3 6796.7 1279.7 9.509 9.3 (15.6 751.62 4414.2 2669 379.36 4.409 8.7 (21.7 753.59 4459.3 2679.3 346.43 4.531)	#1.629 581.52 52346 52038 1.619 5636.502 51.141 573.59 524.29 51.300 16400 54104.717 35.473 586.67 552.63 56.181 16400 54004.717 58.30 58.47 52.27 31.200 16705 5638.200
877	9 80137 9 80137		1780 97.5 1780 97.5	20 20	#5 134 F1-09-3620	3 50 3 20.3 50.0 3 50 3 20.4 50.0	51.6 680 30 12 51.6 688 30 12	0 200 2750 87.4	13 121.7 756.55 675.2 5791.3 762.07 4.71.0 6.1 126.7 757.22 5058.4 5356.3 576.21 4.8271	St. Co. 10a.07 10a.27 11.29 14700 M24.20
#77	9 80115		730 97A MM 97A MM 97A	30	85 134 7160/3030 85 136 7150/3030 85 134 7160/3030	20 0 1 22 23	25.0 76" 70 12		0.0 153.2 WCT.87 PRETN STOTA FILES 5.365 0.0 129.8 911.81 SRRZA STOTA 98114 5.365	91.4% 195.69 155.77 07.27 14780 Mc204270 94.70 772.00 Mc7-00 07.27 16780 NGC-01000 M4595 M757.00 M657.3 15.20 16980 Mc30.776 42.50 420.11 178.54 41.00 14980 Mc30.786
877	2 201.12	9 1 Keelt SK 18	1930 27.5	30	#3 1M 7109/3630	9 112 1 263 764	514 440 30 12	1752.1 562.2 5	64 119.1 914.77 8792 MHZ 1 983.88 A 800	42 No. 420 11 FTR.34 4102b 1490b 34004.870
R77	9 90135 9 90135	9 1 Keels (K 18	1990 FT.F	30	83 334 3359-3120 83 334 3359-3120	2 116 1 28.4 28.1	ELE 440 30 12	1 300 1781.7 562.0 5 1 300 547.2 666.4 54	A 119.8 959.92 FTTS.8 3686.3 986.10 5.8398	10 NO. NOT 420 11 179.34 420.08 1.8900 MINTA 464
877	9 90117		DEE 97.5	9 30	#1 134 71.59/2020 #5 134 91.69/2020 #5 134 71.59/2020	7 6 6 22.7 26.3	23.6 6.00 30 120	200 9170 995.8 33	1.6 64.0 974.82 6763.7 6366.1 807.29 7.366	61.387 628.21 778.36 62358 1.9900 5605.646 18.819 157.06 30.252 27.01 1800 5808.7.12 18.819 15.819
877	9 8013 9 8013	9 1 Keel-18 13	190 97.5 190 97.5	9 30		9 110 3 28.4 59.0 9 100 3 28.1 59.0	53.6 448 70 12 53.6 738 70 12	200 1896.7 577.8 5 200 1896.7 696.7 6	5.3 99.34 6673.8 677.2 679.86 6.228	10.711 206.09 36214 13.69 13300 354C4.096
877	8 808 19	9 1 Keel IX 15 0 1 Keel IX 15 0 1 Keel IX 15 0 1 Keel IX 15	(DMD 97.8)	9 30	85 154 F1-09-3630	2 100 1 20.3 56.0 2 10 6 20.6 20.4	23.6 298 70 128 23.6 446 70 128 23.6 790 70 128	1 300 555a Maa 25	2.5 00.7 000.00 6517.1 6730A 680.91 6.3679 2.5 63.0 1130.4 8060.0 5621 146.7 13.679	In T12 200-200 16224 12.00 12.000 25062 2000 154.64 001-36 768.87 56.276 150.08 8662 6.70 150.08 8662 6.70 150.08 8662 6.70 150.08 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00 8660 6.70 12.00
877	9 80115 9 80115	0 1 Kmb-IX 15	(200) 97.8 (190) 97.8	9 30	85 1M 2169/3020 85 1M 2169/3020	2 39 6 23.6 28.3	23.6 790 50 120 43.6 440 70 120	0 200 194.8 Ma.3 21 0 200 2003.6 104.3 15	8.2 68.9 1138.4 8179.3 3958.8 1468.8 14.042 8.6 78.6 884.67 3988.7 4128.2 988.89 16.717	138.31 962.89 364.39 77.252 13308 56.961.108
877	9 90117		1990 37.5	20	#3 1M 2109/2020	2 30 5 26.2 56.2		200 2646.4 553.7 12		
877	9 80E19	8 1 Keel (8 35	600 97.5 600 97.5	30	85 134 93-09-3630 85 134 93-09-3630	1 60 3 21.6 28.8	23.6 720 30 120	0 200 808.4 611.2 7 0 200 6°C2.9 Mc.4 7	1.0 N13.2 Not.22 2118.1 (Not.) 212.1 Lepte	18.523 118.9 506.30 6.8630 13600 36.523.440
8.77	9 90115	9 3 Keeh (8 35 9 1 Keeh (8 15 9 3 Keeh (8 35	1000 97.0	2 29	#3 134 21:09:3020	20 6 5 20.6 57.2	63.6 792 30 120	200 539.5 2500.0 33	0.0 97.6 Nin.12 3402.5 2429.5 No.0 A.900	1 18.523 118.9 508.50 6.8650 13.600 Mo123.640 1 18.523 118.9 508.50 6.8650 13.600 Mo124.7% 1 75.790 548.40 672.50 464006 13850 5500-208
877	9 800.13		NR 27.2	9 30	EL UN 2169/2020	20 6 3 20.1 27.6	61.0 662 70 12			
877	9 90135 0 80135		6600 97.5 6600 97.5	9 30	#5 1M 2169-2620 #5 1M 2169-2620	1 70 3 21.4 28.7	23.6 728 30 128 23.6 736 50 128	0 200 4079.7 806.7 8 0 200 4091.5 807.1 8	8.2 206.1 650.8 4596.7 2639.3 262.50 4.002 0.8 202.6 656.79 4214.9 2660 260.07 4.002	5 (0.81) 581.21 21.63 23.685 13600 55:06.197 (**466 588.1) 218.30 24.64* 13600 55:09.7% (**5.59 55:68 50:13 29.58 13700 55:75.296
877	9 9012 9 9012		7780 97.5 7780 97.5	9 30	85 134 2100-2020 85 134 2100-2020	9 6 1 28.7 56.0 9 6 2 28.7 56.1	63.6 68° 30 12 63.6 688 30 12	200 St.Nr.8 768.4 17 200 F782.6 798.9 17	8.4 118.7 MG.82 298.8 2581.6 NG.07 3.6152 8.2 118.7 NR.81 2978.1 2562.2 NR.14 5.698	2 33.89 336.48 NO.12 20.38 13700 32271296
877	8 8012 9 8012		900 97.5 900 97.5	2 30	85 136 7159/3020 85 136 7159/3030	3 126 3 214 254		200 M21.0 SS.0 2	68 6734 398.71 4788A 2766.2 212.1 1.3673	[9.26] [26.82 [19.1 8.9088 [17008 55008.127]
877	9 80415	0 1 Kenth 68 15 0 1 Kenth 68 15	900 973 900 973	9 30	85 134 51-09-3130 85 134 31-09-3130	9 120 5 21.6 29.3 8 6 2 28.8 56.8	23.0 750 50 120 63.0 75a 70 120	0 200 5021.0 107.0 2 0 200 5042.1 108.7 2 0 200 2014.2 89.4 29	K.9 (852.7) 790.7) 6776.8 (2760.9) 2291.17 (1.367) K.9 (207.1) 686.43 (3399.9) 2916.8 (261.29) 2.8269	19.361 196.79 106.3 8.8000 1.7000 5.607.825
877	9 801.12		NTR 97.5	9 30	85 IM 2169(2020)	2 2 2 26.8 36.8	43.6 73.2 30 12		E3 275.6 \$83.47 \$381.8 2938.9 239.08 2.339	28.197 118.9 9EAN4 3.8652 1.9996 MoST-296
877	9 900.17 9 900.17	0 1 Keeb 01 39	098 37.5 098 37.5	30	#5 234 23.00-2620 #5 234 23.00-2620	9 100 2 20.2 20.0 9 100 2 20.2 20.0	23.6 6.69 30 120 23.6 6.70 70 120	200 231.2 127.3 21 300 201.6 131.6 31	7.8 28.2 1828.3 11379 8180.3 2843.2 19.305 1.8 28.1 1850.2 11686 9775.9 2113.9 19.876	E 177.79 1191.9 954.26 907.77 14608 54097.50
W77	8 90015 9 90115	9 1 Kenth St 36 0 1 Kenth St 56 0 1 Kenth St 56 0 1 Kenth St 36	490 FTA	30	85 1M 21-09-3120 85 1M 21-09-3120	2 22 6 29.4 56.4	61.6 6.76 70 12	200 2160.1 217.8 21 200 217.6 278.7 28	1.5 43.4 1258.4 9156 6F65 0962.6 14.60	150 150
877	9 8012 9 8012	2 3 Keeh (5 35	200 37.5 200 37.5	3 30		3 23 3 234 293	23.6 722 70 12	200 241.0 651.8 20 200 70.7 671.0 20	E.0 ME.1 9079.2 7900.9 3673.7 3200.1 36.9 0.7 ME.2 8098.9 5680.1 5680.2 1460.9 16.207	177.77 1105.7 200.07 200.07 18200 27012.507
877	0 NOL15	0 1 Km0 CK 14	200 97.5 600 97.5	9 30		3 23 3 23.4 29.4 50 4 3 20.4 20.5	23.0 6/6 70 12	0 200 849.0 891.8 20 200 736.7 671.8 20 0 200 6036.8 1136.6 60	0.7 No.2 SUM.P TAPE 1 NO.2 146.5 16.20	7 171.13 1676.1 864.77 99.743 16200 59306.408
877	9 90517	3 Kemb 18 25 2 1 Kemb 18 25 2 2 Kemb 18 25 25 25 25 25 25 25 2	200 27.2	30	#3 EM 23:09:2020	20 6 3 20.6 27.4	63.6 662 50 120	200 6271.0 1106.0 79	0.1 90.5 56.0.26 4087.6 2698.7 521.14 7.7928	71,700 439.36 480.3 41626 14930 17794.162
877	9 90615	2 1 Kmit IX 36	600 97A 600 97A ASD 97A	9 30	#5 134 31,00 30,00 #6 134 51,00 30,00 #6 134 51,40 30,00 #1 134 51,00 30,00	9 8 5 20.7 29.6 9 0 5 20.6 29.6	23.6 739 30 123 23.6 740 30 123	0 200 963.2 764.3 30 200 963.7 713.2 80	6.3 73.7 774.94 3866.3 607.8 826.17 8.8788 6.2 76.3 762.67 7764.8 6044.2 826.17 8.8888	85 (25) 262 79 (71) 67 (87) 32 (80) 16403 (777) 7602 7 67 662 (77) 71 67 (89) 12 (80) 16403 (777) 760
877	9 90819	0 3 Kmth (K 36	P00 97.5	9 30	85 134 3149-3130	1 50 5 28.2 57.6	610 667 70 120	0 300 1888.1 899.7 10	6.2 167.2 569.62 6906.5 2671.A 667.83 5.6966	8 63.500 659.56 609.22 6200B 16930 F1523.888
877	9 80113 9 80113	9 1 Keelt IX 39	680 FTA	3 30	83 IM 2169-2620 83 IM 2169-2620	2 100 3 20.7 20.8 2 100 3 20.7 20.6	23.0 0.00 70 120 23.0 700 70 120		7.3 181.7 278.99 2907.3 2621.6 467.87 3.8956 8.8 34.9 1136.9 9227.3 6416.7 1339.8 13.306	1 105.77 NO.36 705.79 55.676 16000 57305.775
877	9 80115 9 80115	9 1 Kent IX 36 0 1 Kent IX 16 9 1 Kent IX 35 9 1 Kent IX 35	68 27.5 672 27.5	5 30	85 134 21:09:2020 85 134 21:09:2020 85 134 21:09:2020	3 100 3 21.6 27.6			8.1 53.0 [3:81] 9208.4 8358.1 [323.6 [32:95]	137.43 967.67 767.56 92.89 19601 76.964.807 641.54 423.67 773.54 13.17 18672 75.3313.419 647.54 62.89 648.61 62.
877	9 8013	0 1 Kent IX 10	M/GZ 97.8	9 30	85 (N F109-3120	20 0 1 20.1 50.0	41.6 276 70 125	200 900.0 2500.0 30	0.0 139.3 673.20 4302.4 2922.3 363.4 3.6300	A 1 M A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A
R77	9 80812	2 3 Keelt IX 35	830 27.5	30		2 M 1 21.6 No.1		200 29633 135.0 6	CA 88.8 1008.8 2062.8 4650.3 836.73 8.3455	ELETT 186.36 (86.67 STRIP 16800 SKNLL902
877	9 9013 9 9013	0 1 Kand-01 10	H30 27.5 H36 27.5	3 30	85 134 21.07.2820 85 134 51.09.2820 85 134 21.09.2820	9 80 1 25.7 80.9 9 80 3 26.9 87.3	63.6 750 70 120	0 200 499.2 111.7 d 0 200 2536.9 528.3 5	7.8 STA 3089.3 SRPT.8 SETS 300.98 SETS 8.2 104.8 SE2.36 SRPC.8 STTS.3 TOT 6.8FTS 8.4 104.3 SC6.47 STS3.3 STTS.3 SPR.93 8.758	B1.628 562.79 865.27 91.627 10800 85751.998 75.231 686.27 92.230 67700 16996 85751.133 75.262 85761.133 85761.133 85761.133 85761.133 85761.133 85761.686 85761.686 85761.686 85761.686 85761.686 85761.686
877	9 80135	9 3 Keelt IX 39	97.5 1088 97.5	30	#5 1M 2169-2620 #5 1M 2169-2620	2 30 3 20.0	43.6 689 70 12	200 2004 524 5 200 273.2 554 5	1.0 104.5 NO.47 1393.5 1778.5 698.93 0.7155 0.0 43.8 1879.9 12617 8736.9 1860 13.716	72.92 49.44 492.99 49.96 16896 990.7418
RTT	9 80137 9 80137	9 1 Km0.55 17 9 1 Km0.55 17	500 27.5 500 27.5 500 27.5	30		9 129 1 20.3 80.1 9 129 1 20.0 80.1 4 20 5 20.0 80.5	23.6 6th 70 12 23.6 6.77 30 12 24.1 70 10	200 273.2 25.0 3 200 273.7 66.2 3 5 200 40110 858.6 20	E3 44.3 1900.9 12100 7900.8 3610.3 13.300	123.60 788.73 668.38 78.20 17800 60008.600
877	9 8013 9 8013		5000 STA	9 30	85 136 91/09/3020 85 136 91/09/3020 85 136 91/09/3020	1 20 3 20.0 50.3 2 50 3 20.0 50.3	418 440 TO 12	0 300 6011.0 818.6 20 0 300 566.3 829.9 9	1.3 179.4 NOT-49 2590.3 2566.5 612.48 4.5311	123.60 786.73 668.30 78.20 17000 00008.600 6s.726 117.66 86.13 29.136 1700 40714.475 6s.896 369.13 29.4 28.136 1700 40704.475 6s.761 608.34 806.60 97.601 17300 6076.2.111
H277	8 900.03	8 1 Km0.08 17	10aa 97.5	30		8 80 1 201 801	23.6 7(0) 30 12	200 Bull 179.6 6	3 100.4 2010.4 NO.4 ACT.7 700.01 8.30.01	BONG ASSEM NO. 80 57 AND 17300 ACRES 151
B77	9 90(15) 9 90(15)		280 97.5 250 97.5	30	85 134 31.09/3030 85 134 31.09/3030 85 134 21.09/3030	2 90 1 20.7 No.3 20 0 5 20.0 No.0	23.6 7(0 30 12) 43.6 4.77 30 124	0 300 9634.3 1176.3 31	EA 98.1 2021.1 7886.6 4685.5 388.52 8.208 8.3 118.0 467.69 4266.1 2998 526.72 4.2864	\$1.751 608.M
877	0 90112 0 90112	9 1 Kenth (8 17 9 1 Kenth (8 17 9 1 Kenth (8 17 9 1 Kenth (8 17	230 97.8	30	#5 1M 7109-2020 #5 1M 7109-2020	3 10 3 20.0 50.0	63.6 70 30 120	200 3071.9 127.3 13 200 6228.2 271.8 6	9-8 118.6 6/8-1 6268.2 2948.8 577.52 6.286	27 No. 2 26 NO 234.19 21.513 17210 60742.846
H77	9 80(1)	9 1 Keelt (5 17	930 973 930 973 940 973	30	RS 134 21-09/2020 RS 134 21-09/2020 RS 134 21-09/2020	1 20 1 20.1 80.1	23.6 T20 30 120	200 5/28.2 271.8 6 200 5/28.9 221.4 7 200 278.0 122.1 8	7.1 101.2 316.7 5053.8 3692.1 307 6.30 0.4 104.3 797.39 3429.4 3660.7 304.67 6.3069 6.8 97.6 333.69 3383.3 3747.3 321.14 7.4306	8 80.907 431.81 362.89 29.113 179.00 69014.33
877	BOE 13	9 1 Kent IX 17 0 1 Kent IX 17 0 1 Kent IX 17 0 1 Kent IX 17	700 FTA	9 30	85 134 3169-3130 85 134 3169-3130	0 10 1 29.4 39.7 0 70 1 29.1 10.4	610 675 70 121 610 678 70 175	D 200 200 0 122.1 5	6.8 97.6 303.69 5583.3 3767.3 723.14 7.4708	40.907 475.37 No.249 P9.113 17900 400014.32 70.766 510.40 470.87 470.75 17500 400001.376 81.544 566.57 686.57 316.27 17500 40001.376 40.652 566.67 686.57 27.00 17509 46678.612
877	9 80113	8 1 Kesh (K 17	900 97.h 900 97.h	9 30		12 8 3 22.6 29.8		0 200 2612.5 Min.2 h 0 200 886.0 366.5 23	6.6 99.0 36.0.36 3674.1 3625.7 563.89 7.3938 0.0 76.0 378.64 6080.0 4136.0 327.19 7.8731	80.002 506.02 20.252 27.30 179W 005TRAIL
#77 #77	9 80015 9 80015	0 1 Keeb (K 17	Name 27.5	n 30 n 50	#5 1M 11/09/2020 #5 1M 11/09/2020	12 8 5 22.5 29.7 0 100 5 98.4 99.6	21.6 728 20 125 43.0 6% 70 125	0 200 090.0 354.3 33 0 200 080.1 592.6 6	9.3 77.3 363.27 7988.3 4608.6 388.52 7.367 8.3 93.7 2007.7 6675.3 4230.6 689.33 5.6396	50.00 540.54 277.00 50.014 1760 44.01.776
877	9 906 15	9 1 Keelt (K 17) 0 1 Keelt (K 17) 0 1 Keelt (K 17) 0 1 Keelt (K 17)	500 97.6	9 30	85 EM 11009-2020	g 193 3 30.3 50.9	43.6 689 70 121	0 200 (860.3 860.0 6 200 869.9 202.6 8	1.7 94.9 104°.7 86°1.2 4218.4 892.86 5.6998	Mallah 1/8 77 256.8 25.625 17990 66.151.279 53.80 548.34 277.86 53.144 17886 64.671.776 15.666 64.671.776 15.666 64.671.776 15.666 64.671.776 17.666 64.676.272 17.672 640.36 158.73 17.136 17.000 64.676.272
877	9 90015		NOR STA	20	85 IM 2109:300 85 IM 2109:300	2 39 5 20.6 20.6 2 39 5 20.6 20.6	316 727 30 12 316 78 30 12	200 8008.2 200.7 9	12 124.1 796.07 4779.3 8099.3 423.7 6.7966 12 124.1 796.07 4807.4 2130.3 479.30 6.9769	24.212 420.81 M2.42 29.112 1.7900 44.795.412
R77	9 RG15 9 RG15	9 1 Keels (5 17	NG 97.8	30	85 156 3169-3129 85 156 7169-3139		51.6 satt 30 12	280 21912 8016	6.7 96.1 892.12 3937 866.8 752.55 7.833 7.8 93.9 886.21 6027.6 3906.2 786.69 7.392	79.712 510.09 06.527 05.96 1790C 64716.50K
R77	9 90012	9 1 Keelt 15 18	DIR 27.6	9 30	RL 1M 7109/2020	9 80 3 28.4 58.7 0 80 5 28.4 58.8 0 122 5 25.6 50.8	#3.6 688 70 120 #3.6 687 70 120 #3.6 736 70 120	200 0.76.0 123.0 5	0.3 BELV 1290.9 B329.3 X290.0 794.77 2.3920	79.213 400.81 MC-40 79.113 17800 64389.661 79.712 50.69 86.27 40.80 1790 46756.588 86.625 50.69 66.27 46.80 1790 4675.576 80.675 50.69 66.27 51.82 18000 6426.5.57
H77	2 2012		D00 37.5	9 30	83 IM 3159/2020	9 122 3 20.1 50.6	31.6 79P 70 121		9.3 109.0 1272.2 8793.4 5231.8 777.7 7.470	\$1.201 \$10.50 \$60.27 \$12.00 \$10000 \$2500.200 \$10.000 \$10.000 \$2500.200 \$10.000
877	9 9013 9 9015	9 3 Km19-99 DK	CHE 76.1	9 60	105 1M 7109-2020 105 1M 7109-2020	9 100 3 20.0 50.0 0 10 5 20.0 50.0	#3.6 79° 30 120 #3.6 79° 30 120	0 200 2013.0 600.3 2 200 1290.3 271.3 7 200 1190.3 80.3 2	7.2 366.2 769.69 ROERY SITE 466.76 4.9985 5.3 363.1 764.36 ROOL4 SIRO.1 486.76 4.9985	54.974 388.47 367.49 36.229 19090 42834479.
877	g 80115 g 80115	9 2 Km(3:20 IS	299 76.1 299 76.1	90	165 IM 7159-2620	9 139 8 23.4 33.2 9 139 8 23.3 14.2	214 798 20 121 214 659 50 121	1 200 5196.3 88.3 2 1 200 5171.1 82.8 2	2.0 8.3.2 1790.3 11862 7656.0 1290.3 12.00 1.0 83.1 8656.2 11131 7180.2 1230.2 12.300	132.09 1079 911.1 108.40 132.00 46806.FTS
R77	9 9013 9 8613		290 36.1 290 36.1	7 90 7 90	105 134 7169-3030 105 134 7169-3030	9 110 3 26.2 56.6 0 110 5 26.2 56.6			1.3 96.1 1502.1 909.9 996.5 177.2 11.9 0.8 61.7 (102.9 996.2 996.9 197.8 11.9	MATA 1888, 1288, 1288, 1388, 1888,
B77	9 RG13	0 2 Km19-50 IX	210 %1 MC %1	9 90		9 110 5 29.3 58.6 9 90 2 20.7 55.6		0 300 1912.9 124.7 4 1 200 262.1 168.8 23	0.0 0.1.0 11.102.0 9082.2 9980.0 1097.0 11.99 8.0 23.0 3648.4 11.90 7882.2 1783.4 14.82	128.27 878.68 768.89 79.207 18298 658093.877 128.27 823.4 803.63 300.72 18800 46.723.800
877	9 90619	9 2 Km(3:59 18	982 76.1	7 10	105 IM 1109/2020	9 83 2 20.7 31.2	21.e 664 70 121	200 207.0 003.0 23	A 23.3 MORA 11 No. 760.3 1733.4 1475	129.17 9 E. St. 10.50 10.50 GC
B77	9 80(1)	9 2 Km19-99 18 0 2 Km19-99 18	676 76.1 676 76.1	90 90	165 1M 21.00/2020 160 1M 21.00/2020 160 1M 21.00/2020 163 1M 21.00/2020	2 23 2 2 26.3 56.3 2 23 2 26.4 56.4	41.6 4.60 70 124 41.6 6.70 70 125	200 1830a 273.0 31 200 1861.7 284.6 29 0 200 660.8 284.6 8 2 200 475.2 200.2 8	1.0 66.7 1166.7 7989.7 3666.7 1279.7 12.128 8.1 66.9 1126.4 7828.6 898.2 1262 1146	10s.28 66:49 60227 85.50 136% 65%2367
877	9 90019	2 2 Km19-50 28 2 2 Km19-50 18	1600 76.1	90	105 IM 2109-2620	1 30 3 20.5 51.0	21.6 Tib 70 121	200 690.5 29.5 8	0.2 No.9 100.70 0402.7 8416.8 129.71 9.2470	BLF2 448.N 478.99 49.873 138.00 49.473.400.
877	9 8012 9 8012	2 2 Kerth 20 19	1000 TAJ	90	100 1M 7150-2020 100 1M 7150-2020	1 40 5 214 11.2	23.6 738 20 52 83.6 738 20 52	200 4752 2622 8 200 5891 2904 11	1.3 172.9 002.42 2902.9 2902.0 443.00 4.000	11.00 172.00 101.72 11.200 10700 0074.00
877	9 ROLLD 0 ROLLD	0 2 Km/9.59 DE	76.1	9 90 9 90	105 134 91.09/3030 105 134 91.09/3030 105 134 91.69/3030	1 50 2 27.6 MA 1 50 2 27.6 MA	41.0 440 70 120		1.3 172.9 602.62 2962.9 2962.0 603.00 6.3660 0.0 173.2 596.81 5868.3 2153.1 466.00 4.79	SERRE SALAS SERVE NS 27 18780 64245.75
877	0 90115 0 90115	9 2 Km19-99 19 9 2 Km19-99 19	900 56.1 900 56.1			7 8 6 20.3 12.3	314 486 70 121 214 712 70 121	0 200 ERIZA 800.9 33 0 200 ERIZA 800.1 43	RA 67.5 805.84 6625.9 6FWL1 1525.0 13.876 6.7 67.9 865.27 6856.3 8156.2 1676.7 14.826	12447 MAN 7033 SILE 1800 GRANE
877	9 NO.15 9 NO.15		25.1	7 90	100 134 21409-2020 100 134 21409-2020	4 20 8 20.6 36.2 4 20 6 20.6 30.3	(6.6) 6/56 30 120 61.6 6/76 70 121		7.9 95.1 [180.4 SHC.4 F761.7 [356.5] [2.96] 2.4 46.7 [190.3 SASS.4 SHIS.2 [1808 [3.4]	123-32 TS-60 (407.18 15.118 1500) 60000-120 (127.19 15.118 1500) 60000-120 (127.19 15.118 1500) 60000-120 (127.19 15.10
877	9 90015	0 2 Km19-10 29	KORT No. 3	9 90	105 114 71-09/3030	4 20 4 20.1 N.1	314 700 201 120	9 300 621.0 671.8 36	2.3 33.8 2079.2 T20.7.0 3626 EZFT.3 SL40	19040 729.34 447.49 69429 1900° distance.
R77	9 90112	9 2 Km19.50 29 9 2 Km19.59 29	26.1	90	105 IN 1109-3030	4 20 4 20 10	21.6 718 30 128	200 667.2 665.3 26	LA 34.1 2066.4 7777 3451.8 1291.4 11.911	116.86 TXT.17 623.61 69-629 1960T 6995.3.56P
877	9 806.15 9 806.15 9 806.15	9 2 Km(3-39 29 9 2 Km(3-39 29	505 36J 505 36J	7 90	165 1M 3160-3620 165 1M 3160-3620 165 1M 5160-3630	9 80 3 27.3 27.4 9 79 3 27.6 27.3 1 70 3 24.3 14.8		0 200 997.0 517.6 8 0 200 998.1 529.3 8 0 200 7276.8 266.8 3	22 135.1 785.4 4875.3 3181.5 651.77 7.8375 8.2 136.6 788.56 4898.5 5226.4 686.66 1.96	92.839 A02.9 STLUT 79.40 19875 0799.422
877	9 80619	9 2 Km(8.59 29 9 3 Km(8.59 29 9 2 Km(8.59 29	605 36.1 000 36.1	9 80	165 1M 2169/3020 165 1M 2169/3030	9 79 3 27A 27.3 1 70 3 24.3 11.8	51.6 713 50 128	0 200 998.1 528.5 8 0 200 7278.8 268.8 8 0 200 7587.6 272.4 8	8.2 139.6 768.56 5793.7 3236.6 596.66 7.9 8.5 123.3 323.31 5466.7 3652.8 642.86 7.367 1.1 126.3 508.36 5462.2 3613.6 687.79 7.2866	\$ \$2.500 \$0.50 \$71.07 \$9.40 \$190.0 \$190.622 7 \$2.60 \$50.00 \$72.71 \$1.700 \$100.0 \$000.610 8 \$2.61 \$50.00 \$72.00 \$12.00 \$150.0 \$190.676
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#7T	9 80119	8 2 Km19-59 94099 31	h.1 79 80 166	114 21-09-2020 8	59 3 26.5 27.2	46.6 797 70 126	300 2191.7 124.3	79.4 153.5 442.47 PHIZ-9 ZPIC.5 NOL-97 5.265K 57.52	2 429.11 FFR.54 41.075 19299 69781.548
RTT	9 900.12	9 2 Km19-39 (1920) 5	6.1 79 90 10S	EM 2150(2020)	42 2 20.6 27.2	SEA 679 70 120	200 2011.9 479.4	68.1 156.6 292.79 2863.2 2821.6 486.79 3.6821 55.8	9 496.29 F79.A2 SKI37 19299 69962.918
877	9 900.15	9 2 Km(3-59 2968 3	A1 79 90 365	IM 2100/2020 6	10 1 20.2 20.8	718 728 70 120 718 729 720 120	200 990.2 673.3	207.1 262.9 452.90 2673.3 5030.3 269.57 2.5717 25.63	6 162.11 154.62 15.69 19603 60703.670
877	9 80135 9 80135	3 2 Km/3-55 2900 3 0 2 Km/3-55 2000 3	51 79 80 568 51 79 80 108 51 79 80 108	1M 7159(303) 8 1M 7169(303) 29	2 2 20.1 20.0 0 3 20.0 17.3 0 3 27.6 17.4	#1.6 729 70 120 #1.0 700 70 120	230 11828.5 60.7.4 230 4046.5 2548.6 230 4046.5 2548.6	100.4 261.5 MH.R.C 2801.4 DAM.1 280.57 2.5117 25.69 380.0 164.2 TO.0.0 4664.5 NH.C.2 384.70 3.6122 A.2. 380.0 164.1 MH.L? 8695.2 NCTL 0 251.60 3.6968 ML.13	2 641.50 Seade 41.071 14900 GERN.512
9.77	9 80(12		5.1 79 90 165	IN 2109:2020 29	8 3 274 274	me 711 70 120	200 6040.7 2500.0	2003 1053 00537 40052 2073.5 2254b 3.4560 56.55	6 ARLES 393.78 ALOTS 19930 66813.317
877	9 800.10	9 2 Smith 59 2968 3		1M 2109-2020 1		23.6 796 70 520	200 526.7 523.1	. 3603	N 166.00 162.14 13.600 19605 68683.95
BTT	9 8013 9 8015	9 2 Ker(8-50 2968 5 9 2 Ker(8-50 29700 5 9 2 Ker(8-50 29700 5	6.1 79 80 366 6.1 79 80 106	1M 9109/2000 5	19 19 20.3 31.0 19 5 20.7 27.1	46.0 640 70 120-	200 296.2 696.4 200 6836.0 5635.6	79:9 20:2.5 M10.30 2318.3 2308.8 311.08 3.7331 42.14	77 290.28 236.8 26.64° 19700 67606.780
RTT	9 800.10	2 2 Km13.53 27783 5 0 2 Km13.53 27833 5	5.1 79 90 505	1M 7109/3000 5	18 3 2h3 372 30 1 2h2 11.8	95.6 79P 70 126	200 NULA 1161.5 200 72844 124.5	115.9 201.0 309.41 2802 3630 302.20 3.908 40.67 62.0 123.0 701.0 4000 222.0 625.7 5.8761 65.67	9 889.11 262.52 23.629 19700 67264.989
877						714 726 70 120		66.2 122.2 761.00 6975.2 3386.3 679.84 5.5790 60.00	0 479.79 709.79 42.000 19900 473.93.51
877	8 80135 9 80135	9 2 Km19-99 19999 %	6.1 79 80 MR 6.1 79 80 MR 6.1	134 (11-09/2020) 3	23 3 26.3 37.4	21.6 72h 70 120 40.0 640 70 120	300 16/9-4 56-7	156.5 211.5 456.31 2762.7 IXXX-3 X36.76 5.8665 17.86	0 230 a0 239,56 21,510 14900 64630.52
R77	9 8012	9 2 Km (3-53 2999) 3 9 2 Km (3-53 2899) 3	61 79 90 105	1M 71-09-2020 29 1M 71-09-2020 2	6 2 26.5 57.5	80.0 6.79 TO 120	200 2108.7 764.4 120 12021.8 767.2	717.0 203.7 402.40 2607.7 0330.3 204.62 3.186 05.70 108.2 033.0 662.00 4622.7 5208.1 668.12 6.4700 64.13	1 249.72 211A1 20.100 19900 06501.765
877	8 8012	9 2 Km(9.00 2000 2	A1 77 80 168		21 1 214 11.4	21A 735 30 100		136.4 104.6 cft.32 4704.2 3267.8 489.32 0.6129 06.38	2 479.74 279.62 27.139 20006 64293.5K
977	0 80019	9 2 Km(9.50 2000 5 0 2 Km(9.50 3000 5	6.1 79 80 305 6.1 79 80 105	1M 3100-3020 3 1M 9100-3020 0	83 3 36.7 37.2	21.6 TIS NO 100 400 400 400 100 100 100 100 100 100	127 (041.) 511.9	66-9 161-6 719.9 6663.e 3652.3 333.79 3-6923 37.72	2 439.11 579.34 42.048 20100 46.243.176
#77	9 90(1)	9 2 Km13-59 20190 5 9 2 Km13-59 20200 5	51 79 80 105	1M 2109/3000 0 1M 2109/3000 0	10 3 20 273	40.6 7th 30 100	125 1790.8 560.6 125 116.00.5 522.6	79.0 109.2 724.12 4699.2 NOT 2 751.66 9.3006 78.65	19 628.67 Stade 62.08 20100 66293.690
877	9 20132	9 2 Sm(8.59 3000) 3	1 79 50 168 61 79 50 168		90 1 20 112 90 1 22 102	214 757 20 100	125 187(13.9 173.8 125 6866.3 807.6	195. St. 95.0 Section Sect. 105. Sect. 185.1 Acres 185.2 Sect. 185	7 22.56 177.59 15.69 2620 06362.821
977	9 80(13 9 80(13 9 80(13		6.1 77 80 268 6.1 79 80 508	1M 7109/3(3) 0	83 3 26.2 56.8	46.6 795 30 100	129 182(1.9 FTS.9 129 6866.9 NOTA 129 NOSA FTS.4	68.5 161.8 761.6 4162.1 2656.7 477.29 4.714K 68.5	6 317.66 256.9 21.813 20290 666°3.702
877	9 80015	9 2 Km19.59 3(299 3) 9 2 Km19.59 2(90) 3	h1 79 90 105	IM 3109-300 8 IM 2109-300 9	87 3 2kJ 578	80.0 727 NO 100	129 141.32.4 200.7	00.9 100.3 Th 0.37 0077.3 2000.7 000.9 0.8772 30.39	10 124.00 202.52 21.510 20200 00450.15
BITT .	9 90517	9 2 Km(9.59 2000) 5	1 79 90 105		2 26.4 35.4	TLA T29 30 100	125 5.56.5 867.6 125 90.52.7 788.4	680A 178.1 809.61 3073.9 2197.2 340.8A 6.9923 48.3	0 102.91 277.00 28.100 2000 003.3312
877	0 8015	9 2 Km (9-89 2049) 59 9 3 Km (9-89 3049) 51 9 2 Km (9-8) 3093 5 9 2 Km (9-8) 2093 5	6.1 79 90 148 6.1 79 90 148	134 9109/3000 E	60 3 25.9 M.A	71.6 T29 300 1000 00.0 706 50 1000	125 9032.7 769.4 125 9030.1 862.6	690.h 1391.1 809.41 3075.9 3297.2 560.36 4.962.0 403.0 103.0 203.4 416.69 203.1 1740.0 210.3 1.7177 16.89 90.0 203.1 203.0 2703.0 2703.0 2703.0 230.0 1.8380 18.40 162.3 162.3 262.10 2792.0 220 320.2 3.6716 10.11	0 110.47 100.1 TX29 20900 44493.79T
877	9 80015	9 2 Km/3-59 2000 %	A1 79 80 165	IN 2100-3030	50 3 263 HA	11A 700 900 100	129 6730.1 862.6 129 1230.0 811.9	142.5 183.2 423.50 2792.5 2210 179.22 1.4750 18.00	2 162.51 134.67 13.08 20000 0000.107
8.77	9 800.19		11 79 90 105	IN 31092000 1	30 3 28A 31.8	714 70 100			
877	9 ROLLS 9 ROLLS	8 2 Km(8.55 2009 3	11 72 80 105 11 79 90 105	1M 7109/300 4 1M 7109/300 5	20 1 20.0 50.5 20 1 20.0 50.5	866 T21 30 186	127 1979.2 109.6	127.0 102.1 102.12 2207 1419.5 222.71 2.0018 21.9	9 136.79 113.82 T829 2009 6f106.917
877	9 90122	0 2 Kerl 8-80 2009 5 0 2 Kerl 8-80 2009 5 0 2 Kerl 8-80 2000 5	A.I. 72 90 505		80 2 26.7 26.8	21.6 729 20 100	122 157.96.2 1096.6 129 1099.5 1008.8 120 11651.7 562.8	121.9 (02.1 10.2.12 12.07 14.01.0 22.07 1 1.00.18 21.0 118.7 (02.00 14.7.00 2222.0 14.07.0 21.04 24.00 21.07 56.1 85.0 977.70 8505.1 4505.4 857.0 859.0 85.04 56.1 84.0 98.57 8505.7 4522.7 18.0.8 8.200 85.00	6 525.07 668.03 47.958 20908 6-0003.09
RTT	9 80019		11 79 90 105	IM 7109/2020 9		21A 778 30 100		32.8 84.6 968.52 6768.7 6622.7 368.6 8.2009 80.36	6 525.25 688.23 4KRW 2000 650K1.212
877	9 80139	9 2 Km(8-89 3903 5 9 2 Km(8-89 3903 5 9 2 Km(8-89 2809 5	A1 79 80 508 A1 79 80 108 A1 79 80 108	IM 21092020 2	60 3 20.0 50.5	65.6 71a 30 100 100 100 100 100 100 100 100 100	129 8527.4 959.1 129 8309.0 880.6 129 2012.5 513.6	98.3 204.3 463.31 3099.9 2093.3 233.5 3.8779 43.87	70 526.00 201.4 20.536 200.20 06753.115
8.77	9 90(15)	9 2 Km19.59 2399 5	A.I 79 90 505	134 71/09/2020 9	120 3 20.1 52.6	214 791 30 100	125 2012.0 513.6	67.6 129.0 Mis.20 5600 2190.7 622.16 7.106 76.70	n 3.99 485.39 46.978 2.999 6-6728.21
B.TT	9 80612		LI 79 90 165	TM 7109/2020 9	120 3 25.3 52.5	31A 712 NO 100	129 2614.9 128.9	89.2 123.3 877.89 3676.1 8976.3 682.77 7.2232 76.71	2 586.92 625.32 67958 23006 66606.557
877	9 80(1)	9 2 Km(3-59 21180 5 0 2 Km(3-50 21180 5	6.1 79 80 368 6.1 79 80 366	134 7159/3030 g 134 7159/3030 g	80 1 20.2 27.8 80 1 20.3 27.1	60.0 ARE NO 100	120 20-10 527.3 120 60'9.3 602.5 120 20-71 779.8	27.3 107.2 692.20 4309.2 2773 829.00 6.7134 76.00 27.3 167.8 682.20 4368.9 2780.9 823.10 6.7134 76.00	3 535.00 455.50 4795a 21000 6405.570
877	9 800.10		A.1 79 90 165	IM 2109:3(3) 9	113 3 26.3 31.2	31.6 TID 30 100	129 20,97.1 279.8	NO.7 209.7 640.99 FIGS.8 2262.4 286.54 2.686 26.75	H 176.80 146.7 15.69 2136 66359.557
877	9 8013	8 2 Km/3-59 2128 3	A1 79 80 168	1M 2169/3020 9	10.2 3 26.4 31.1	71A 736 NO 100		80 A 200.0 662.61 5961 279.1 286.56 2.500 26.75	N 176.70 162.14 15.09 21308 66209.368
877	9 801.0	0 2 Km19.50 21240 5	A1 79 90 168 A1 79 90 168 A1 79 90 168	1M 9100/3020 0	90 3 20.0 M.S	45.0 6.93 No 100	125 1538.8 XH.3 129 4878.9 NH.3	50-3 163.3 127.68 68946 5013.3 667.83 4.6086 63.81	1 277.41 256.19 20.5 m 212m 646.32.66
877	9 800.05	9 2 Kerth 59 2128 5 9 2 Kerth 59 2129 5 0 2 Kerth 59 2129 5 9 2 Kerth 59 2189 5 9 2 Kerth 59 2189 5		1M 3109-3130 8	90 3 23.0 31.3 90 1 24.0 11.3	31.6 T13 30 100	120 NOS.7 895.7 127 NOS.7 NOS.0	70.3 180.4 589.47 5797.6 2346 539.83 2.6943 28.73 72.4 189.3 662.62 5866.3 2386.2 542.9 2.7386 20.63	1 166.60 186.7 11.750 216E APRILION
877	9 8013	2 2 Km/3-59 21500 %		IM 7100/3020 8		#10 70 NO 100	129 1902.4 487.7	202.3 113.3 123.34 123.44 123.24 40.27 1.33.44 23.27	1 136.70 136.10 11.736 21.000 AFRICAGE
877	8 80(15 9 80(15	9 2 Km/9-59 21599 %	6.1 73 80 305 6.1 79 80 105	IM 3109/3030 3 IM 3109/3030 3	23 3 26.4 27.7 23 5 26.4 27.7	65.0 640 NO 100	120 1002.6 603.7 120 1001.6 600.3 120 796.9 696.3	282.5 118.8 528.24 328.4 3398.4 681.37 3.3314 26.97 289.8 109.9 807.44 5230 3346.3 686.76 5.4908 26.97	1 136.79 108.1 3.9615 21930 66897.79K
877	9 8013	9 2 Kmill-NR 21590 3 9 2 Kmill-NR 21590 3 9 2 Kmill-NR 21490 3 9 2 Kmill-NR 23402 3 9 2 Kmill-NR 23402 3 9 2 Kmill-NR 23402 3 9 2 Kmill-NR 23400 3 0 2 Kmill-NR 23400 3	61 79 90 106	134 3160-3130 0 134 3160-3130 0	79 3 20.3 52.7	31.6 TH NO 100	120 1192.6 603.7 120 1197.6 604.3 120 794.9 694.3 120 894.9 229.2	Mod.	7 214.62 177.59 13.69 29.62 MAICHAYS
877		9 2 Km(8:59 23662 5 9 2 Km(8:59 23686 5	17 80 168		100 1 26 56	23.6 7.0 NO 100 60.6 7.0 NO 100	125 1549.1 142.9	174 MAY 11874 THESE PRINS 275.79 AND THE	2 22 CM 20 20 21 2 20 2 2 20 CM 20 20 20 20 20 20 20 20 20 20 20 20 20
B77	9 ROLLD 9 ROLLD	9 2 Km19.59 2368 % 9 2 Km19.59 2368 %	1 72 80 105 1 77 80 105 1 77 80 105 1 77 80 105 1 77 90 105	IM 3109/3000 8 IM 3109/3000 0	100 1 264 563 100 3 264 563	40.6 T23 NO 100	125 1614.2 167.6	17.5 (86.5) 11.62.6 7323.8 3990.6 273.70 (8.622) 7.529 18.3 (22.2) 11.96 7323.8 3990.6 276.27 (8.673) 7.529	N 15.6% NS.811 4.8081 230% 05542.40E
877	0 80010 9 80010	9 2 Km29-59 22800 50 9 2 Km29-59 22800 50	179 80 105	134 91-09-3030 0 134 91-09-3030 0	89 3 25.2 53.4	31.e 724 50 100	127 26-0.0 513.2 129 2004.1 517.8	64.3 294.8 527.79 3172.4 1976 236.83 1.4996 19.34	1 126.92 121.54 8.9000 21008 65299.987
877	9 8013			1M 3100-3000 1	32 3 20.3 56.2	85.6 T17 NO 100	122 204.2 717.8 123 8188.0 698.4	86.7 STR.7 STR.7 2065.7 2066.4 276.79 2.2642 21.82	2 196.52 125.54 8.808 2300 4000 50 2 196.52 18.7 11.734 22900 4.809.00
BITT	9 80135 9 80137	3 2 Km19.59 27999 %	61 77 90 165 61 79 80 165	1M 2109/3020 1 1M 2109/3020 1		at.e 796 NO 100	125 RUTA MA.4 129 11588.0 627.8	81.7 106.3 417.3 2601.4 3626.1 226.24 2.1431 21.82	2 156.33 116.99 11.736 23930 66363.252
BTT	9 8013 9 8013	0 2 Km19.50 22990 5 0 2 Km19.50 22990 5 0 2 Km19.50 22990 5	A1 79 80 168 A1 79 80 168 A1 79 80 168	1M 3109/3000 1 1M 3109/3000 0	79 3 26.4 10.7	31.6 793 NO 100	129 11508.0 427.8 129 2609.9 667.2	\$1.7 \$10.3 \$17.5 \$201.4 \$12.01 \$20.21 \$1.01 \$21.02 \$1.00 \$1.00 \$1.00 \$17.6.3 \$2.00 \$2.00 \$1.00 \$	6 2ac.39 23a.19 21.000 23000 accession
877	g 8012		61 79 90 105 61 79 90 105	1M 2100/3000 0		#1.6 APD NO 100	122 219.4 265.5		
BIT	9 90E15 9 80E15	0 2 Km19-50 2218 3 0 2 Km19-50 22200 5 0 2 Km19-50 22200 5	62 77 80 105 105 115 115 115 115 115 115 115 11	IM 31.09/3630 0	100 3 27.8 38.4 1133 5 24.2 88.1	86.6 6/8 NO 100	128 3030.7 206.2	50.2 (0.5.9 T15.89 4T22.4 2000.2 251.1 1.6659 12.87 50.6 128.7 996.9 6607.7 4657.6 995.86 5.5056 56.69 50.6 128.9 590.31 6668.2 6077 597.42 3.872 59.38	T 95.138 106.1 THZ2 22308 6793609
877	9 80015	0 2 Km/9-50 22200 %	A1 79 80 108 A1 79 80 108		100 3 263 56.5	31.6 740 NO 100	122 30.90.7 26.6.2 129 10.90.8 20.7.3 129 1960.0 20.2.8	39.8 129.7 9%.3 6407.7 4057.8 991.88 5.9300 58.65	19 185.47 277.86 23.629 22380 66161.883
877	9 80119		179 90 108	1M 7100-2020 4	30 Z 274 574	614 78 NO 100		219.8 120.8 117.20 2112.2 1240.1 201.88 4.2430 46.13	6 412.39 M289 FT 139 22800 466 LTT2
8.77	9 8013		17 50 165 14 79 50 165	1M 2100-2020 4	30 2 27.3 37.7 139 3 264 56.7	46.6 T11 NO 100	120 1347.8 889.3 120 1897.6 277.6	712.6 122.1 NOR.41 7900.1 3232.2 993.88 8.3069 40.08 80.1 186.0 822.30 7520 3246.3 445.41 4.9987 54.08 80.0 186.2 755.42 7456.6 3212.9 486.34 4.8772 30.34	2 412.18 362.89 27.139 22830 66885.976.
877	9 8015	0 2 Km/9-50 22000 %	6.1 79 80 106 6.1 79 80 106		1 139 5 26.6 36.7 1 139 5 26.6 36.7	91.6 T22 NO 100-	120 1547.8 466.3 120 1891.3 273.6 120 1891.6 273.7	20.1 (20.4) 22.3c 2500 (246.3 461.4) 4.900 54.60 50.0 (20.7) 700.67 3450.6 (2717.0 450.54 4.9777 70.54	1 100.00 124.70 14.220 23818 0681.116
RTT	9 80(12		A.I. 79 90 365	IM 2109-2020 9		40.0 640 NO 100	129 5620.2 559.2	377-8 120-8 37-2-8 1112-2 500-1 98-88 5-200 5-10 5-10 5-10 5-10 5-10 5-10 5-10 5-	1 420.01 270.02 28.137 22300 04804.970
BIT	9 8013 9 8013	9 2 Seci 5.00 2200 39 9 2 Seci 5.00 2200 39	6.1 79 80 505 6.1 79 80 105	IM 3100:300 0	0 3 26.4 36.9	85.6 6.80 NO 100 21.6 702 NO 100	128 SETTO MA.E 129 DETT 9 POLS	No.3 124.0 No.32 NNO.3 NTZ.2 FR.74 N.712 68.47	1 420.11 F70AZ XX.117 ZZND 6-000.5K
877	9 80(15)	9 2 Km29-99 23689 %	ht 79 80 168 ht 79 80 168 ht 79 80 168	1M 9109-3130 9	0 3 26.4 56.9	71.6 700 NO 100-	2 TAX	210.5 100.7 No. 10 000.3 2020 077.51 0.3517 00.71 212.6 111.1 No.20 2000.2 2020.1 077.51 0.0120 00.03	17 439.74 803.79 42008 23000 6629.668
877	9 80(12)	g 2 Km(9.59 2269) 5	LI 79 90 365	134 71:09:2020 3	(6) 2 26.2 FT/4	80.0 68° NO 100	129 1190.9 291.6	500.5 123.6 MR N 350.14 3100.5 MR 14 8422 MR N 350.1 121.6 MR N 15 8422 MR N 15 842	0 do-se din.22 do m 23cm agras.220
BTT	g ROLLD g ROLLD	9 2 Ke/8/9 23/9 5	ALI 72 80 168 11 79 80 168 15 79 80 168 11 79 80 168	IM 3109-3030 3 IM 3109-3030 9	10 2 28.2 FFA 10 5 26.3 M.0	60 678 NO 100	129 1221.4 606.4 129 11034.9 298.6 129 11042.8 806.9	280.0 124.8 526.17 2528.0 2130.0 36.0 6.000 56.50	2 439.34 409.22 44.992 23/09 64.998.347
877	9 80(15)	9 2 Km19-99 22900 %	61 79 80 166 61 79 80 168	1M 2100-3030 9	10 J 263 10.0	71a 79 NO 100-	125 11932.8 801.3	40.5 75.0 1016.7 TROS. 0006.3 003.37 E-0707 06.57 40.5 76.0 1076.5 TROS.4 0006.7 PROSZ 8.8172 07.61	8 179.71 419.32 47.918 23908 66397482
977	9 80112	9 2 Km19-99 2268 5 9 2 Km19-99 2268 5	5.1 77 90 105	134 3159:3630 9	112 2 20.0 28.4	86.6 792 NO 100	129 9877.0 521.6	48.1 207.6 669.29 4291.1 2698.1 386.67 3.6908 61.2	1 500.21 277.00 27.00 2207 AGRICAN
877	g R0(1)	0 2 Km/8-50 2300 %	6.1 75 80 365 6.1 79 80 565	134 3159/3630 g 134 9169/3630 4	112 2 262 564	85.0 AN 30 100 31.4 707 NO 100	120 BFSt 522.6 120 109.0 463.3	\$2.2 264 8758 \$2017 3600 \$1017 \$4000 \$6.00 \$6.00 \$7.00 \$6.00 \$7.00 \$6.00 \$7.00 \$6.00 \$7.00 \$6.00 \$7.00 \$6.00 \$7.00	8 799.39 779.24 26.697 22977 6639.5.129
877	9 80115	9 2 Km19.00 2800 %	A.1 79 80 168	134 11-09/3030 4	19 3 24.3 10.7	31a 728 300 100	129 621.7 104.9	336.9 139.5 719.9 4577.4 2723.9 430.67 3.3916 27.49	7 126.92 90.404 3.8672 2.8611 66761.809
RTT.	9 900.19	9 2 Km19.59 2301 5 9 2 Km19.59 2309 5	5.1 77 90 305	1M 2100/2020 0	129 3 26.9 36.0	46.6 T22 30 100	122 3664.7 288.6	29.2 226.9 298.29 4979.2 2890.8 M2.9 1.8982 18.62	2 126.82 106.1 T822 23096 66778.821
877	9 90015		51 79 80 509	TM 3100/2020 9		85.0 710 NO 100	127 209.0 279.7	27.0 271.0 779.02 2912.7 2014.0 2018.0 LX300 18.02	7 125.82 106.1 T821 2896 A6771A67
B77	9 80t 15 9 80t 15	8 2 Km19.58 21202 3 0 2 Km19.50 21202 5 0 2 Km19.50 21200 5		134 21.09/2020 1 134 31.09/2020 1	79 1 26.2 56.8 63 5 24.2 56.0	31.6 T12 NO 100-	125 20'96.2 1729.6 129 2094.6 1749.4 129 9629.2 1206.9	TLA 126.4 566.31 SETR.4 2608 SEL11 5.1456 ST.72 56.3 154.6 526.80 FTFG.7 2545.2 SEL97 4.6997 SEL97 F13.4 186.6 SER.66 2805.2 2658.9 ETT.20 5.FTZ 6.5.2	0 5%-33 MC-43 27139 2530 66394400
RTT	9 805.12	8 2 Km(3.50 21200 5	M 77 90 165	3M 3169/300 29	8 3 23 572	866 A29 30 186 866 A29 300 186	129 36.26.2 1200.3	213.1 180.0 408.64 2803.2 2008.0 477.23 3.572 43.2 40.0 179.1 413.32 2802.4 2042.4 401.57 3.7527 40.65	2 628.69 No.289 ST.199 25299 AFRICAGE
877	9 9013	9 2 Km(3.59 2529) 5 9 2 Km(3.59 2595) 5 9 2 Km(3.59 2595) 5	6.1 79 80 105 6.1 79 80 106	IM 2100/2020 2 IM 2100/2020 1 IM 2100/2020 1		TIA 680 30 100	122 7505.6 2018.8 123 828.6 690.1	98.8 179.1 413.37 2882.4 2862.4 491.87 3.7397 50.69 180.3 51.7 2000.0 7560.2 3180.3 1262 13.777 126. 180.4 50.1 1000.1 7560.3 180.3 1274 1 13.40 168.4	A 975 TO 77222 ST 40 23400 APRIL 255
BTT	9 80615	0 2 Km19.50 23882 5 0 2 Km19.50 23882 5 0 2 Km19.50 23882 5 2 Z Km19.50 23589 5 2 Z Km19.50 23589 5	51 79 80 508 51 79 80 108 51 79 80 108	134 91-00-2020	70 6 20.0 10.6 43 6 20.6 10.6	91.6 6H7 NO 100	122 K38.6 692.1 129 KM.1 696.7 120 Z75.9 993.1	110.0 50.1 2005.1 7505.0 2530.2 270.1 13.462 140.4	15 992.89 TT9.84 KT-85 23900 64209.912
877	9 805.19 9 805.19	9 2 Km(0.59 21500 5			23 4 274 273 23 4 274 274	MA 78 NO 180	120 279.9 991.1	230.8 88.4 96.96 6.589.8 886.9 964.90 8.1437 75.46 286.2 85.1 928.83 6.254.7 4286.9 864.87 7.9036 66.90	0 196.17 NO.17 NO.114 21900 00004725
RTT	9 8013	9 2 Kertis-89 2368 5 0 2 Kertis-80 2368 5 0 2 Kertis-80 2368 5		1M 21092020 2	80 3 20.7 10.5 10 1 20.8 10.5	216 7C NO 100	125 1167.6 795.7 129 1261.7 629.8	190.5 97.1 277.20 277.20 Mills 527.16 4776 20.77	2 216.62 168.87 13.69 2365 MACE-OF
877	9 80115	0 2 Km/9-99 2568 %	5.1 TF 80 565	134 91-09-2020 1 134 31-09-2020 0	10 3 21.3 11.5	71.6 T28 NO 100	129 1201.7 429.8 129 2441.9 809.8	190.8 100.0 R76.44 Not7.4 R742.9 606.49 6.7140 R7.36	5 234.62 369.87 34.668 23608 66797.935
877	2 20012					#LC 788 30 100	125 2630.2 804.6	1916 1751 451.51 200.4 300.4 300.7 17107 300.6 300.6 300.7 17107 300.6 300.6 300.7	9 190.24 162.14 16.666 2FTSD 6673.156
RTT	9 NOLID 0 NOLID		A1 73 80 105 A1 77 80 105 A1 77 80 105	IM 3169(300) 2 IM 5169(300) 2	20 6 20.7 36.5 20 6 20.8 56.7	21A 752 20 100	120 1862.8 983.3 120 1851.7 8000.3	213-9 72-9 887-2 828-2 428-3 481-4 9.08.21 82.20 213-9 75-5 889-33 63649 4212-7 936-17 9.3871 87-88 139-2 138-7 685-6 4315-3 936-9 538-72 55486 59.34 121-7 133-7 687-6 4363-3 2673-7 517-22 3.2866 58.87	9 307.7 589.00 78.117 2.808 nd875.128
877	9 8013	0 2 Km/3.00 2.000 %	17 80 106 11 79 80 108	1M 9109-309 2	40 1 26.5 57.1	60.0 AAT NO 100	125 2542.0 104.2	199.2 179.7 649.64 4113.1 3699.3 \$36.72 8.1434 93.14	1 548.84 277.86 28.558 2.9900 64822.916
877	9 80(12)	9 2 Km19.59 23990 3				45.6 6/8 30 100	129 29/12.0 898.2 129 2001.8 996.2	121.7 121.7 667.69 4369.3 2679.7 857.52 3.2640 56.67	5 Add. 77 277.06 29.106 29900 Addits 700
877	9 90135 9 90115	0 2 Km(0.50 2800 3 0 2 Km(0.50 2800 3	AL 79 80 508	1M 2169/3020 1 1M 2169/3020 1	50 5 20.8 30.3 50 5 20.8 50.2	71A 717 NO 100	129 1536.0 MS.1 129 1136.3 967.4	178 1 MA 21 MAR 2417 4 499 30 4 499 31 MAR	N 180.47 290.4 NO.214 28000 04.082.802
877	9 80015	9 2 Kmch.00 20000 %	A1 79 80 568 A1 79 80 168 A1 79 80 168	134 3109-3120 0	80 3 26.7 87.2	60.6 T13 NO 100	122 14596.0 889.1 129 1139.3 967.4 129 7912.2 401.3	66.8 175.1 669.39 6291.1 3690.0 691.27 6.6612 61.66	2 243 211A1 224% 241W 641W F
877	9 80615					86.6 6/h 50 100	122 71.06.5 676.5	68.3 186.7 668.41 4396.7 3659.2 43667 3.96 61.2	2 262 2124 2131 24100 6678 DE
877	9 BOLD 0 BOLD	9 2 Km(3),59 24289 70 0 2 Km(3),59 24289 70	6.1 77 80 168 6.1 79 80 168	1M 7109/300 9 1M 7109/300 0	110 3 26.4 35.4 1 80 3 26.4 35.6	714 741 NO 100	129 1662.5 178.5 129 1693.1 151.4	36.0 100.0 1122.5 PHET ROWS 201.50 & 700.0 40.47	77 470.80 42446 49876 24389 64790.997
877	9 90(19	9 2 Km/3-19 24199 %	h.1 79 90 10h	EN 3109-2020 0	90 3 2b.7 3b.b	60.0 667 30 100	129 1741.9 874.1 129 1868.8 897.1	13.7 1 13	7 310.69 482.09 461962 24900 6-6902.22
877	9 80115	9 2 Km (3.50 24500 5)	6.1 79 90 108 6.1 79 90 100	IN 91092000 9 IN 91092000 1	10 1 26.7 Mg/	114 TW NO 100	122 (868.5 897.1 129 208.1 526.1	77.7 106.0 X78.40 X78.24 303.3 702.50 7.9526 81.29	170 at 470 at 470 at 170 at 17
877	9 8013 9 8013	9 2 Km(3.50 25600 3) 9 2 Km(3.50 25600 3)	M 77 80 108 M 77 80 108		33 8 26.0 30.2 33 3 26.0 30.0	71A 727 30 100	125 598.1 528.1 129 611.2 368.2	170-4 87.9 1176.1 7969.2 3079.7 307.79 8.1776 90.70	7 250.70 425.00 45.000 256.00 6575.7000
877	9 90019	0 2 Km19-90 24690 %	6.1 77 80 206 6.1 79 80 506	1M 3109/3(20) 1 1M 3109/3(20) 0	80 3 27.6 56.4	40.0 A81 NO 100	129 6833.1 699.1	Third	to 310.41 NORRY 31.340 24696 65461.138
877	9 801.15 9 801.15	2 2 Km(3-52 26/8) 2 2 2 Km(3-52 26/8) 2	1 77 90 165 1 77 90 165	1M 2169-2020 9 1M 2169-2020 2	10 1 20.1 30.3	114 Th 10 100	125 1841.5 409.7 125 1876.5 398.4	79.8 106.1 486.4 4692.3 2969.8 496.37 4.4696 47.46	27 AM 17 NO. 89 23 750 24670 (1997) 110
877	9 801.15 0 801.15	9 2 Km(3.59 2800) 79	77 95 MSS A1 77 90 SIGN A1 79 90 SIGN	IN 2159-2620 2	30 3 23 33 100 1 23 50	71A 750 30 100 404 640 30 100	125 1865.9 1963.5 129 1678.0 276.1	795.0 83.0 86.00 8000.0 801.2 807.29 8.212 96.20	6 6/2-07 30% 367% 28/00 667%1966
877	0 80615 0 80615	9 2 Km(9.89 34799 %	6.1 75 90 568 6.1 75 90 508	134 31-00/3030 0 134 31-00/3030 0		40.6 AN NO 100	127 96'9.0 27'6.1 127 87'3.6 286.2	195.4 \$1.3 \$165.73 \$100.13 \$161.2 \$17.20 \$1.30	0 470.80 FFEA2 FRID 24700 65683.007
877	9 8013	2 2 Km13-59 24790 5 2 2 Km13-59 24930 5	51 72 90 505 51 72 90 505	134 3109/2020 0 134 2109/2020 0	130 3 20.0 27.0 90 1 20.1 10.0	73.6 7.6 80 100	120 875.6 286.2 120 978.1 566.4	73.7 122.3 233.00 2367.2 3677.4 247.50 34940 3447	75 436.20 MC-42 ML10 2400 AME 190
RTT	9 8012	2 2 Km(3.55 2500 3	55 355 355 355 355 355 355 355 355 355		100 3 26.4 36.9	21.6 718 20 100	129 633.3 529.6 129 9694.3 806.3	71.7 124.1 311.0 3393.1 3177.1 39.31 3.409 36.30	6 769.4 129.73 36.161 24600 06091.342
877	0 80610 9 80615	9 2 Km19-99 34H99 %		1M F100/3(3) 0	170 5 26.3 M.S	W.C. 7(8 NO 100)	129 9094.3 806.3 129 1096.8 101.2	27.2 EDR.7 679.32 6387 2649.9 279.79 28778 59.19	77 Day 77 No. 79 St. 50 No. 74 Cont. Apr. 70 Cont. 70 Con
877	2 30013	9 2 Km19.59 25002 5	6.1 77 80 165 6.1 77 80 165	IM 2109/2020 9	112 3 26.4 56.9	21.6 752 30 100	125 1876.9 406.9	71.7 [24.1 M11.8 9391.1 M27.1 M8.31 3.408 85.80 77.1 [30.7] GT.S.U GETT 26.1.8 27.5 79 2.47% IN.18 80.7 [30.4 68.38 428.2 250.2 26.8 25.8 58.2 80.1 80.2 13.4 250.2 250.1 28.0 3.1111 80.39	1 1-00.77 2-01.4 20.13b 2-0000 6541.7.11b
877	9 80£15 0 80£15	9 2 Km(3.59 2390) 3	M 72 80 208 M 79 80 108	134 2169/2020 9		21A 713 20 100 400 640 30 100	125 [No.6.1 65-6.7 129 No.34.1 250.0	MA BOA 215.87 18/CA 2223.1 87.50 1.7966 (R.C)	150.00 NO.12 NO.214 280E 05761.00E
877	0 80115 0 80115	9 2 Ker(8-89 2500 3 0 2 Ker(8-80 2500 5 0 2 Ker(8-80 2500 5	5.1 72 80 305 5.1 70 80 108 5.1 70 80 108	134 9109/3099 0 134 9109/3039 0	100 3 26.2 56.5	(6.6 128 N)	122 2964.1 654.7 125 9634.1 264.6 125 578.8 275.7	10.4 (2.40) X14.07 (494.5 N20.4 191.56 (2.49)) 12.46 10.4 (2.10) NS. 70 (120.5 N20.4 191.56 (2.49)) 12.46	9 229.87 209.47 203.00 203.00 45-04.709
877	9 8013			TM 7109/3020 9	80 3 267 562	26.8 TH NO 100	129 120B.7 NA.E	M.8 M.10 113.77 3307.8 2122.1 MT.30 3.7962 68.67 10.4 20.09 83.462 690.3 823.4 293.3 24391 82.69 M.A 25.4 M8.7 5.510.3 513.3 543.1 568.2 513.0 11.2 20.14 86.2 866.4 286.7 286.7 511.00 2.2717 20.82	2 126.82 100.00 3.80.72 21300 66296.200
RTT	9 80E15 9 80E15	9 2 Km(8.59 25200 3	61 77 80 105 61 79 80 105	1M 3109/3000 9 1M 9109/3000 1	70 3 26.8 36.2 70 3 26.7 36.6	26.8 725 300 300	129 6039.4 569.4 129 2123.0 569.1	72.2 223.3 Mc7.00 Midas 2296.8 MT.50 2.808 25.82	2 126.82 ESS.19 5.86.72 25300 66993.275
877	9 806 15 9 806 15	9 2 Km(0.50 23300 3) 9 2 Km(0.50 23100 3) 9 2 Km(0.50 23100 3) 9 2 Km(0.50 23100 3) 9 2 Km(0.50 23100 3)	A1 79 80 568 A1 79 90 168 A1 79 80 168	134 9109/300 1 134 9109/300 9	6 5 20.7 Mod	60.0 762 NO 100	125 2123.00 No.1 125 1976.1 483.4	T1-2 223.8 Mel 30 Mel 4.8 2246.8 Mel 30 2.8008 22.807 100.7 104.8 506.12 8774.4 2329.3 404.40 4.8111 47.44 276.1 108.0 588.5 586.5 262.4 404.0 4.811 47.44 276.2 276.4 272.3 3623.6 2246.8 311.0 3.4289 88.60	N 317.69 279.24 27.89 28800 A6TU1342
R77	9 900.15	9 2 Sm(3:59 2560) 3		134 2160(3030) 0		26.8 750 50 100	127 366.1 666.7	FIG.1 188.0 568.9 568.9 262.4 494.81 4.600 0.72 FFA 288.4 F72.1 5625.6 2298.8 511.00 3.6289 58.60	2 2652 279.36 23.669 23608 66509.439
B77	9 80115 0 80115	9 2 Km19.50 2568 39 0 2 Km19.50 25689 39 0 2 Km19.50 25689 39	A1 73 90 105 A1 73 90 105 A1 75 90 105	3M 7309/3000 9	97 1 26.3 56.7	36.8 T/S 30 186	129 9030.1 601.4 129 9071.1 8090.0	99-4 208.0 278.0 787.7 2388.4 123.22 3.914.6 68.51 790.0 209.0 807.5 2121 1881.2 233.51 2.500.0 204.0 181.2 208.2 807.5 3121 1881.2 220.7 3.500.0 235.7 3.500.0 3.000.0 10.000.0 <	4 277.41 287.89 23.429 23.60 66333.242
877	0 8015	8 2 Km19-50 25689 5	11 T9 80 100	134 31-09-2020 5	10 1 22 21	40.0 6.67 NO 100	120 12022.3 1096.6 120 1796.7 263.7	116.2 No.2 357.79 2121 1166.2 236.78 2.5006 26.97	1 176.90 156.62 15.60 25600 65-00.12b
877	9 90019				140 3 26.3 35.2	36.8 727 50 100	129 1796.7 269.7	36.7 RELA ALLES SALAN 2018.9 123.77 1.3656 In.45	2 118.47 108.19 TX20 23600 66103.308
877	9 8012	9 2 Km(3.59 2569 5) 9 2 Km(3.59 2569 5) 9 2 Km(3.59 2569 5) 9 2 Km(3.59 2569 5) 9 2 Km(3.59 2569 5)		19 7109-2020 9 19 7109-2020 18		26.8 712 50 100 66.6 640 30 500	128 1798.0 279.8 129 998.6 1177.2		
877	9 80(15)	0 2 Km19.50 2568 5 0 2 Km19.50 2568 5	AL 27 50 365 11 77 60 565 11 77 50 165	134 31409-26201 11		#6.6 6AD 30 100 #6.6 6AD 30 100	129 804.6 1177.2 129 6144.2 1286.6	317.8 183.3 462.3e 4131.4 2710.2 33e.72 5.633e 48.51 589.2 184.3 448.5e 4124.2 2eee.6 32e.72 5.623e 58.5e 40.6 2ee4.7 659.3e 4125.2 2eee.8 282.8 2.9717 2e.57	H 198.30 (34.42 12.712 230% 42500.37
B.TT	9 806.17	9 2 Km(9.59 25930 5	1.1 77 90 105	134 2109:2021 9	120 E 26.7 Mod	36.8 TW 30 100	122 2768.1 371.6	49.4 264.7 469.76 4159.2 2999.9 262.8 2.9717 29.37	9[190.26] 369.87 [15.69] 23900] 62779.300

B 77	9 90813	8 2 Keri 3-59 2500 56.1	T) 90 10% 1N 1169-2030	0 113 3 26.6	25.8 26.8 748 50	100 125 2040.4 362.2	60.8 263.7 663.87 4187.6 2410.2 265.61 2.6529	39.250 199.30 509.87 146.68 239.00 62567.279 92.379 396.69 517.52 386.72 239.99 6297.419, 92.623 296.69 539.6 386.72 239.99 6597.450
877	9 900.13 9 900.13	9 2 Km(3.59 2509 561 9 2 Km(3.59 2509 561	77 80 308 1M 2109/2020 77 80 308 1M 2109/2020	1 20 1 20.2	27.2 (6.6 700 30) 27.2 (6.6 6.00 50)	100 129 219.9 T24.1 100 129 2191.9 T22.4	103.0 MLO 96.09 6.99.2 4120.0 990.02 8.999* 117.0 76.1 969.27 6.96.7 4306.8 987.29 8.999*	W. AZ2 THE 60 THE STATE THAT THE ADDITIONS
877	9 80E15	9 2 Kerl 9-19 26002 76-1		1 60 4 26.1 1 60 4 26.5	M-2 363 676 30	100 125 1615.5 NO.6 100 125 150.6 702.5	202.0 97.6 999.0 6792.0 639.2 3099.0 \$14.00	117.28 T21.31 NOAM HOADS 26000 ACRESON
877	9 90015 9 90015	9 2 Km19.59 2880 %1 9 2 Km19.59 2880 %1 9 2 Km19.59 20180 %1	75 80 368 3M 314933837 75 80 168 1M 514053830 77 80 368 3M 31493830	1 61 6 263	56.2 56.8 T10 50 57.0 46.6 700 50	100 125 1746.6 792.5 100 125 9736.6 1340.9	202.6 109.0 422.52 4452.5 3652.2 468.90 3.972	\$1.721 \$24.90 \$77.87 \$0.020 26000 65.073.00 \$1.721 \$24.90 \$77.86 \$0.100 \$10.00 65.00 66.00
877	9 808.12		77 90 105 IM 1159/2020	2 2 1 23		100 121 200.7 1160.0	266.2 107.1 709.76 4268.2 2690.1 772.67 5.800	111-22 721.51 50-34 60-35 2000 6728-1401 114-11 721.51 871.57 60-35 2000 6748-13-05 20-22 20-39 272-6 23-36 2000 6758-562 50-20 101-56 279-24 77.56 2000 6717-1521
877	9 B0513	9 2 Km(8.69 2628 76.1 0 2 Km(8.69 3628 76.1	79 80 268 3N 33952820 79 60 168 18 314 51652820 77 80 268 3N 51652820	2 29 3 26.2 2 90 5 24.3	No.2 No.8 TW NO.	100 129 1296.2 665.2 100 129 1299.8 666.4	221.0 162.5 676.51 4359.2 2696.7 355 6.1231 225.2 166.4 679.41 4856.4 2659 365.6 6.2415	90.900 \$12.00 \$08.00 \$2.20 \$2000 \$600*\$4828, 90.800 \$05.60 \$12.00 \$13.00 \$20.00 \$600.00 \$2.367 \$265.0 \$25.00 \$25.00 \$2.367 \$265.0 \$25.00 \$2.367 \$25.00 \$2.367 \$25.00 \$2.367 \$25.00 \$2.367 \$25.00 \$2.367 \$25.00 \$2.367 \$25.00 \$2.367 \$25.
RIT	9 908.19	9 2 Km/9.59 26590 76.1	77 90 105 1M F169-3030	3 79 3 20.3	87.4 39.9 TIL 80	100 125 1758.8 699.2	90.3 ESL3 NO 4713.3 NOS.4 NR.06 4.4000	\$2.367 265.0 255.00 25.600 6295.8467
877	9 90519	9 2 Keri 9.59 2659 76.1 9 2 Keri 9.59 2669 76.1	75 80 268 IN 2169/2020	9 80 3 253	97.3 (8.9 798 30 36.3 (8.9 792 80	100 120 1817.1 706.7	90.4 130.7 70.08 4693.2 307.2 308.04 4.408.	\$2.167 200.0 220.00 21.010 200.00 62000.000
RIT	9 90015 0 90015	8 2 Km/9-98 26494 76.1	T9 80 146 114 1140/3130	3 13 2 26.2 4 10 2 26.3	No.3 No.8 Till NO	100 125 900.0 NM.6 100 125 800.7 407.3	570.3 160.0 Th 6.27 6713.3 2009.4 671.68 3.8775 489.3 160.1 777.6 6700.3 2009.1 677.23 3.9180	M.B.T 221.95 177.95 154.96 26600 6200.4673 M.B.T 224.95 177.95 164.23 24600 4200.567 M. 135 221.95 286.73 234.62 26600 6000.567 M.B.T 221.95 286.73 24.62 26000 6000.57 M.B.T 221.95 286.73 286.73 M.B.T 221.95 286.73 286.73 M.B.T 221.95 286.73 M.B.T 221.95 286.73 M.B.T 221.95 286.73 M.B.T 221.95 M.B
877	9 80(1)	9 2 Km(3)39 2659 36.1 9 2 Km(3)39 2659 36.1	77 90 168 134 71.00.2020 77 90 168 134 71.00.2020	2 112 1 2.6	AT 2 20.5 THE 20	100 120 000.0 213.6 100 120 1271.1 172.5	68.8 116.7 999.6 6299.6 6019.3 786.82 4.9029	95.753 220.94 208.79 23.629 26900 65909.367
RTT	8 90819 9 90819	9 2 Km19-59 2000 56.1 9 2 Km19-59 2000 76.1	77 80 108 IN 2159/2020	9 110 3 26.2	35.8 36.8 759 30	100 125 20c7.5 355.7 100 125 730.0 571.7	20.3 [10.7] 950.2 7902.3 7000.9 623.90 6.6906	47.801 475.59 595.79 40090 20000 45457171K
877	9 80015 9 80015	0 2 Km18-50 26680 76-1 0 2 Km18-50 26790 76-1	77 80 103 1M 21.552.2020 77 80 103 1M 11.65.2020 77 80 103 1M 11.65.2020	2 40 2 20.3	25.5 No.5 T20 NO	100 125 726-0 571.7 100 125 12673.5 654.9	27.4 111.7 909.23 0018.6 39.02 008.12 0.8129	87.861 675.97 591.79 40.090 28600 6557.718 91.417 675.99 681.3 40.090 28600 65483.746 91.317 584,0 523.46 27.683 26700 6575.307 93.207 660.67 512.75 356.72 26700 65721.607
877	2 20012		77 90 MS IN 1169-2620;	9 83 3 25.7	FFA 38.9 792 80	100 120 1702.6 669.6	NO.7 70.8 8070.9 T200.2 8917.6 900.02 8.9720	\$5.30% 660.62 \$12.76 \$56.72 26700 66211400
RTT .	g 90615 g 90615	9 2 Km/8-89 2698 76.1	75 80 568 5M 51693630 75 80 506 5M 51693630	9 120 3 26.1	M. 2 MA TES NO	500 125 Nov.2 33.5.7 100 125 Nov.4 522.8	40.2 (80.9) Total (700.8) 2007 450.81 4.3011	\$0,225 \$70.00 \$58.75 \$42.20 \$3800 \$4200.257
877	9 90019	9 2 Km18-99 2000 76.1 9 2 Km18-99 2000 76.1 9 2 Km18-99 2000 76.1 9 2 Km18-99 2000 76.1	77 80 385 114 7169/3630	0 10 3 25.6	37.0 10.0 64T NO	100 125 5194.6 065.2 100 129 5135.6 519.2	62.2 164.6 665.66 4714.7 2785.9 4N-02 4.3711	\$2,225 150,00 188.75 34.225 26800 4620,237 \$8.891 344.42 82281 342.25 26800 46281,625 \$8.581 \$7.201 \$12.81 31.288 2689 4681,7446 \$2,221 \$88.67 \$18.73 \$12.28 2689 4681,7446
877	g 90615	9 2 Kerith 59 2009 561 9 2 Kerith 59 2700 561	77 90 305 136 7160/2020 77 90 305 136 136 7160/2020	1 10 1 20	57.8 30.9 707 30 55.8 30.8 700 30	100 120 51314 513.7 100 120 203.4 713.7	ASA 1850 66539 4365 2028 4862 43925	32,223 180,47 179.73 11.28 26970 66871.545
877	9 90615 9 90615	9 2 Km19-99 27090 76.1	79 80 168 114 21-01/3630	2 60 3 26.8	33.8 No.8 T27 NO	100 125 2171.5 774.5	189A 97.9 821.22 3628.3 3698.7 861.00 8.1231 362.3 96.9 833.64 3367.2 2997.8 688.33 6.366	57.722 196.49 296.4 28.198 27506 66081.805 98.205 572.05 296.4 29.136 27506 64047409 61.23 27504 225.81 21.515 27500 640284411 60.316 27504 225.81 21.517 27500 64028.33
877	9 80415 9 80415	9 2 Km13-78 27139 36.1 9 2 Km13-79 27139 36.1	77 80 LDS LM F109/2020 77 80 LDS LM F109/2020	9 113 2 253	27.8 39.9 71.7 90 27.8 99.9 700 900	100 121 6297.1 258.7 100 127 80%.1 568.4	49.8 159.6 X28.12 5200 X585.7 470.16 3.9100 47.2 156.7 806.42 1566.3 5156.6 400.50 5.8775	#1.21 250.49 250.45 21.513 27500 04204.411
RTT	2 200.12	9 2 Km/9/99 27290 76.1	79 90 105 IN \$109:2020			100 125 grass Mar. 7		
877	g 80815 g 80815	0 2 Km(0.50 2720 36.1 0 2 Km(0.50 2720 36.1	79 80 508 1M F169/3030 79 80 508 1M F169/3030	9 80 3 24A	58.7 No.8 TSN NO.	300 120 4052.6 600.8 100 120 1590.6 648.6 300 120 1690.9 607.2	78.1 256.9 318.89 3617.2 2176 362.9 3.6736 77.4 167.1 828.1 3626.6 2897.8 671.60 6.8098	\$1.06.2 No. 21 201.8 25.620 27200 66723.891 71.298 691.40 604.64 604.02 27200 66701.800 71.298 691.40 604.64 60.06 27200 66805.200
RTT	9 90012	2 2 Km19.99 27249 56.1	75 90 1ds 1M 5169/2620	9 50 1 20.8	26.7 29.9 6/9 30	100 120 1609.9 667.2	66.2 103.9 X28.1 1520 3629.3 KTR.T2 A.9908	71.200 SW.46 654.96 65.96 21299 65579.296
877	9 BOLIS 9 BOLIS	9 2 Km(9.09 27900 76.1 9 2 Km(9.09 27900 76.1	77 90 265 3M 1369:2020 77 90 265 3M 1369:2020	1 86 3 267	55.5 St.0 T28 SO	100 125 10.78.8 897.6		
#17			77 80 308 334 334 33692830 77 80 308 314 31602830 77 80 308 314 31602830	1 30 3 253	50.0 10.9 T20 NO		120.0 103.8 705.01 3400.3 MM-6 682.77 5.0046	50.141 517.6s 234.8 23.4st 27660 ed223.ed8
877	9 90(15	9 2 Km(3/39 2750) 56.1 9 2 Km(3/39 2750) 56.1	77 90 505 1M 3169-3630 77 90 505 1M 3169-3630	4 12 2 201	M.1 NA 720 NO	100 120 1962.9 763.4 100 120 1075.0 No.4	236.7 163.1 76.67 6779.2 NOR 673.67 48777	\$5.000 \$40.84 \$02.52 \$2.600 \$75.00 \$6220.500 \$15.541 \$17.60 \$256.0 \$256.00 \$256.00 \$256.00 \$6225.000 \$6225.000 \$25.200 \$6225.0
RTT	0 90010 0 90010	9 2 Km18-59 2368 36-1 9 2 Km18-59 27799 36-1	75 80 568 3.9 73.69.2020 75 80 168 130 73.69.2020	4 12 2 24	50.1 36.8 739 50	500 525 1556.4 875.2 100 529 1566.0 863.3	317.2 163.5 738.54 6878.4 8098.1 696.5 6.8982 131.2 86.0 883.36 6127.3 6119.6 873.15 8.8997	STARK 2073 MAZAR SLTDM 27003 MISSAND
877	9 80615 9 80615	9 2 Sections 27790 561 9 2 Sections 27790 561	79 80 105 EN 91-09-3030 79 80 105 EN 91-09-3030	2 10 3 20.4	No. 2 10.0 TO NO.	100 125 EDB.A MIL.3	110.9 SEG RES. 627.3 410.6 \$73.15 \$4000 110.9 SEG RES. 6200.9 4187 \$70.40 \$4021	90.707 FOLDS 60:440 44:090 27790 64:079.902
877	9 908.12	9 2 Km/h/9 27000 76.1		9 118 3 262	25.5 26.5 720 50		57.7 ST.7 SOM.9 7178.8 4756.8 526.17 9.8583	#C.866 2012 36234 31736 27601 66118.726 #R.761 50-61 62446 46.080 27750 66236.761 #R.367 55236 65466 46.080 27750 66236.761 11656 75237 55431 47479 27800 66868.366
877	9 90015 9 90015	9 2 Km(8.59 22900 36.1 9 2 Km(8.59 22907 36.1	77 80 120 130 130 130 130 170 170 80 120 134 13.59.2020 77 80 120 134 13.69.2020 78 80 120 134 13.59.2020	1 40 2 24.6	50.9 56.0 734 50 56.2 58.9 740 50	100 125 897.8 865.5 100 125 2617.7 788.5	50.9 87.0 50%.9 7267.3 6623.3 567.58 9.9196 157.3 73.3 96.5.47 6.583.3 6303.2 996.92 9.0623	40.579 640.42 No.59 No.716 27997 of 187006
277	9 90119	9 2 Kerl 9.19 2507 36.1	77 80 106 1M 7109/2020	1 0 1 24	M.7 59.9 792 30	100 127 2674.1 799.0	140.7 73.1 964.69 KETS.3 4695.4 996.63 9.6K21	1517 TRIT 40229 87479 77800 06995296 01379 06126 80149 56776 77897 05189006 01379 05145 2847 26379 27897 05189006 29379 05145 2847 20379 28000 0518632
877	9 8013 9 8013			9 118 3 26.1 9 118 3 26.1	56.4 36.8 700 300 36.4 36.8 700 300	300 120 2901 1 420.0 300 120 2901 7 416.7 100 120 367.4 567.4	N.2 Sh.2 N2.30 M2.40 2001 200.17 2.4600	28.57 22.56 28.77 173.07 2800 AFET AF
877	0 800 10 0 800 10	9 2 Km18-59 2Km9 %-1 9 2 Km18-59 2Km9 %-1 9 2 Km18-59 2Km9 %-1	772 80 80 148 21.00.2820 79 80 68 144 31.05.2820 79 80 68 14 31.05.2820	0 113 3 25.7	27.2 20.0 TIE NO	100 123 No.51 4 No.54 100 123 No.52 407.4	11.2 (Sh.) M2.9 M(1.4 201 279.17 2.68% 67.0 (62.4 596.3) 13.51.1 (996.3 38.0 0 1.347) 69.5 (88.5 56.2) 13796.2 (98.6 1.347) 68.7 (88.5 56.2) 13796.2 (98.6 1.347) 68.7 (88.5 56.2) 13796.2 (98.6 1.347)	13.5% 113.0 113.02 7320 29090 66797.285
877	2 90015			9 50 2 20.0	50.0 50.0 720 500	100 125 800.8 NH.0	48.7 [96.1] 469.12 4169.3 269.2 599.40 3.731	#1.514 241.26 279.24 26.862 28208 44.902.409
B77	9 90819 9 90819	9 2 Section 200 200 361 9 2 Section 2 200 361 9 2 Section 2 200 361	77 80 305 1M 2109/2020	9 86 1 266	55.5 St.5 Tid 30	100 125 6161 699.3	MA 1950 527.28 4191.4 2695.2 299.46 3.6738	81.316 200.30 279.24 21.620 20203 66209.861 61.479 201.30 262.53 26.602 20300 6626.1370 61.479 581.23 279.24 27.30 20300 66271.60 67.361 626.33 279.24 29.110 20430 66206.264
877	0 80615	8 2 Km/9-78 28380 36.1	79 80 268 3N 33692800 79 80 168 114 5165280 79 80 268 114 5165280	9 120 3 254	M.6 10.9 720 NO	100 125 4227.5 31.5.9	65.6 190.0 627.24 4151.4 2635.2 398.66 3.479. 41.1 190.9 790.64 4790.9 2837 398.66 3.00 43.4 180.8 266.76 4822.1 2910.4 486.37 4.6412	41.979 NO. 21 279.24 27.38 28.900 44277.48
3.77	g 90019 g 90019	9 2 Km(8.59 2808 56.1 9 2 Km(8.58 2808 56.1	72 90 108 13M 23.00/2020 72 90 108 13M 23.00/2020	8 20 3 269 3 22 1 234	55.2 56.8 750 50 55.6 56.8 713 50	500 520 26017 5065.8 500 527 55477 5056.9	172.7 83.4 20.30 300.3 2123.3 72230 6.8770	AC-803 479-74 279-82 29-110 29-120 64790-966. AC-907 447-80 36-249 29-110 29-120 64276-828
877	9 NS 13 9 NS 13	9 2 Km(8/50 28/50 36.1 9 2 Km(8/50 28/50 36.1					206.2 115.2 653.30 5453.8 2795.6 752.56 6.8278	60.907 600.90 502.87 79.115 296.00 66276.618
*IT				2 10 1 20.2 2 10 5 20.2	Mr. 5 50.0 700 90		567.6 E26.8 609.56 4266.1 2851.6 995.62 6.5250	66.767 610.56 680.3 640.00 280.00 66175.645 64.156 601.80 680.3 640.00 280.00 6486.1475 66.717 610.81 591.79 60.090 286.00 66757.545
877	9 90512 9 90512	9 2 Km(3.59 2800 36.1 9 2 Km(3.59 2800 36.1	77 80 408 134 23-09-2020 77 80 408 134 23-09-2020	9 127 1 263	10.2 50.3 600 50 10.1 30.3 600 30	500 125 14528.4 501.6 500 125 607.8 210.5	200.2 73.2 10(0.3 920.3 3073.7 994.30 7.3077	76.27 476.26 496.2 41.073 29600 45.672.221
RET	8 90015 9 90015	9 2 Km19.59 2869 36.1 9 2 Km19.59 2869 36.1	73 80 168 1M 5169/2020 77 80 108 1M 5169/2020	d 50 2 26.7	33.3 33.8 792 30	100 125 11-62.4 666.5 100 125 11-66.9 651.3	639.3 186.4 3026.1 6296.3 3686.3 386.14 6.4290 639.8 186.3 5002.4 6296.3 3677.1 365.6 6.4290	\$1,000 (0.00 to 0.00 t
877	9 80013	9 2 Km/3-19 2000 76.1	77 80 100 100 1100-3130 77 80 100 1100 3130	9 83 3 24.1	20.4 20.0 am 20	100 120 14C1 78C1	36.2 100.1 NO.9 100.1 NO.4 130.21 2.4000	76.760 201.0 002.0 40.00 2000 60.001614
877	2 2012	9 2 Km(9.79 2000 76.1	75 90 305 334 3150:3030	9 87 3 26.2	25.3 26.8 799 30	100 129 1962.0 779.3	79.2 99.1 325.61 3276.4 3729.5 739.82 7.9936	76.712 307.7 656.76 66096 20006 66076.82
877	g 90519 g 90519	6 2 Km19.59 2899 36.1 0 2 Km19.50 2899 36.1	77 80 208 334 8150/2820 79 80 208 334 8160/2820	9 126 3 26.3 9 120 3 26.4	25.4 39.9 T(0 50 25.3 59.9 T(0 50	100 125 No.6.2 No.6.7 100 125 4100.5 No.4	42.2 201.6 752.67 4713.3 2791.6 451.27 5.3436 42.1 204.5 784.79 4704.5 2606.4 478.54 5.1436	98.315 396.53 567-03 37139 22990 9007-2288 98.335 396.53 567-03 37139 22990 66003.97 67.500 668.27 552.76 56.776 29900 66003.97 67.500 668.31 552.76 56.776 29900 6600.3153 67.500 668.31 552.76 56.776 29900 6600.3133
8.77	9 90010	9 2 Km19:09 29000 56.1	79 90 168 1M F1-09-2620	9 22 3 20.8	30.0 30.0 TS0 50	100 120 1069.5 552.1	116.0 103.1 890.7s 3607.9 5770.7 752.9s 8.0828	87.899 AdR-27 512.76 36.718 29000 06183.431
877	9 90012 9 90012	9 2 Section 2000 561 9 2 Section 2000 561	77 90 105 3M 2109/2020 77 50 105 1M 2109/2020 79 60 105 1M 2109/2020	9 90 1 262	55.8 56.9 713 50 57.2 56.9 720 80	100 123 1334.2 699.3 100 123 1096.4 626.4	71.5 101.5 305.61 3592.6 3799.2 586.42 8.6212 131.2 88.7 1027 8781.7 4287 322.96 7.923.6 148.4 89.8 10.39 4.896.7 4296.9 32.21 2.420.	71.460 612.30 52429 52.27 26100 66.03.556
877	9 90615 0 90615			1 60 3 24.3	87.5 39.9 700 90	100 120 1096.4 629.4 100 120 1046.3 629.4 100 120 2122.0 779.4	148.4 89.8 1839 6898.7 6796.8 728.21 7.4700	76.53 3%s.33 354.57 33.248 29500 46742.848
877	9 NOL15	0 2 Ke/3-59 2900 36.1 0 2 Ke/3-59 2900 36.1	77 60 108 1M F109/3030 77 60 108 1M F109/3030	1 60 3 203	30.0 No.0 T10 NO.	100 125 2726.6 768.7	149.4 76.61 SERRY 600.7 4773.3 348.4 7.366	74. Sect. 432.30 524.29 52.27 29300 56653.556 763.3 246.33 536.37 33.28 29300 66753.546 50.569 628.63 553.7 33.280 29300 66752.546 90.569 628.63 552.9 363.15 29300 66752.346
877	g 90015 g 90015	9 2 Km19.59 2909 56.1 9 2 Km19.59 2409 56.1	73 80 108 134 11.09.2020 75 80 108 134 11.09.2020	9 80 2 202	36.3 20.8 729 30	100 125 1001.9 575.5 100 125 1593.7 429.6	99.1 383.0 884.24 2728.3 2786.4 892.89 8.939 82.9 194.2 862.89 3356.3 8660.7 661.00 6.6129	85.613 439.34 39a.06 4102a 25299 67383.863
877	9 90019	9 2 Km13-19 2960 36.1		9 100 1 20.1	M-2 36.8 713 30	100 125 997.1 204.9	66.3 127.8 803.3 3367.8 339.3 695.6 A.7356	76-76-7 520-20 400-21 40-76 29-804 6-7207-56-
9.77	9 90515	0 2 Km19-10 2968 76.1 9 2 Km19-10 2968 76.1	79 90 105 1M 3159-2630	8 100 3 21.5	36.1 36.8 T29 30	100 121 1626.0 116.7	69.5 127.0 \$28.25 3503 3621.4 864.56 9.9905	\$5.907 \$48.01 \$50.01 \$1.00 \$200 \$570.350 \$50.00 \$1.00
877	9 80813 0 80813	9 2 Km19.00 2000 56.1 0 2 Km19.00 2000 56.1 0 2 Km19.00 2000 56.1	75 80 128 134 5140-3030 75 90 128 134 5140-3030 75 90 128 134 5140-3030	7 6 2 24.8 8 0 2 24.8	M.4 59.9 750 NO M.3 59.9 750 NO	100 125 1419.1 551.3 100 125 1443.3 Mc.4	411.2 157.5 666.97 4115.1 26.02.2 347.52 6.3317	73.300 696.51 667.63 47.958 298.90 6736.3111 73.268 696.57 667.63 48.860 298.90 67386.875
877	9 HOLLS 9 HOLLS	0 2 Km19.00 2960 56.1 0 2 Km19.00 2960 56.1	77 80 508 EM 8140 3160 3160 77 80 508 EM 8160 3160	9 980 3 29.4	M-0 NA T20 NO	100 125 61-613 Ma.7 100 125 997.8 273.6	22.3 100.3 876.67 7476.6 3472.2 622.16 6.9000	7s. St. J. Jul. 47 479.79 32.000 290.000 67172.341
877	9 80513	8 2 Sections 20100 36.1	77 90 101 114 7150/2020	9 100 1 267	36.2 38.9 Tib 30	100 121 6763.6 612.7	NA 1727 T28.79 4663.8 2978 498.2 5.6200	MAPP 620.11 270.02 28.127 29700 67100.682
RTT .	9 90615 9 90615	9 2 Km19.50 2999 36.1 0 2 Km19.50 2980 36.1	79 80 508 134 51505/2020 79 80 106 134 51505/2020	9 100 3 263	No. 4 10.10 (10.00)	100 120 8FM-0 704.6 100 120 1264.7 827.9	34.8 172.7 773.79 3665.8 2079 363.3 3,0207 31.9 174.6 702.00 4381.1 2073.1 386.02 4,872.7 311.2 43.5 1286.3 273.6 2670.2 1423.1 13,372 302.6 43.2 1179 2873.1 5000.3 182.2 13,372	56.866 412.00 562.00 SKIRT 20700 47119.357
877	9 90815	8 2 Km/3-58 2900 56.1	T7 90 1ds 1M 1109-3030	1 66 6 21.8	56.2 36.8 680 50	100 125 1927.0 875.1	500.6 63.2 1139 5493.1 6000.5 1362.2 13.000	113.40 640.82 894.12 33.793 29600 67913.450
RTT	9 90817	9 2 Km(3-59 2909 36.1	77 90 505 3M 1169/3630	9 100 3 20.3	Mr. at 196.9 792 30	100 129 9942.0 801.9	32.6 202.1 606.79 606.1 2690.2 617.13 3.6200	58,679 590,33 55517 57139 29998 6792165T
877	9 BOLLS	9 2 Km/hh9 2909 76.1 0 3 Km/H-99 NESC 71.0	73 80 305 1M 3109/2020 73 80 306 1M 5109/2020	9 100 1 20.1 0 133 3 23.3	36.0 25.0 658 30 36.4 36.8 700 50	300 329 869.2 860.7 300 329 2797.9 288.9 300 329 2629.6 317.4	27.4 226.8 772.47 4776.9 2690.8 499.30 5.8340	71.8so 691.66 609.22 65096 10000 67706.617
877	9 90012	9 2 Km/H-69 30002 7100 9 2 Km/H-69 30000 7100	77 80 165 1N 3109260 77 80 168 1N 1109260	9 122 3 21.6	Mr. d Mr. 717 20		48.4 239.7 771 4622.1 2690.1 463.09 3.8793 289.2 82.0 1282.1 7794.1 498.9 912.01 16.287	71.466 699.77 619.96 46096 20002 67796.218
RTT	9 900.15	9 7 Km/H-88 NGS 73.0 9 3 Km/H-89 NGS 73.0	77 50 168 IM 3160 3830 79 80 168 IM 3160 3830	1 M6 4 23.5 0 60 1 23.5	56.3 35.9 6/80 30 56.3 56.9 6/80 50	100 125 757.5 286.7 100 125 1262.0 651.4	2802 83.7 1163.9 7361.3 4766.3 883.73 5.6136	15.14 0.000 0.0
877	9 90515	9 3 Km/10-69 NIDIO 71-0	79 90 505 1M 7109/3030	0 90 1 21.5	30.3 30.8 120 30 30.3 30.8 120 30	100 129 1333.6 609.9	280.2 83.7 1340.5 7561.5 4756.7 583.73 9.8196 66.6 89.6 988 6681.7 4126.2 862.40 6.8111 72.8 961.0 90.9 6.896.3 4297 201.47 6.8768	90.200 64C-00 523-04 906-03 90200 660-03-04
877	9 90819	2 J Km/0040 20500 7100	77 90 105 134 7109-2020	4 20 3 24	56.1 (0.9 6/0 30		176.0 81.0 769.71 3792.0 2000.0 901.03 9.0700	DETAIL ONLINE THART ALONG MINES GREEN THE
877	0 90013 0 90015	9 3 Km/90-89 30839 71.0 9 3 Km/90-89 30838 71.0	79 90 MM IM F109/2020 79 90 MM IM F109/2020	2 40 4 26.1 2 40 4 26.1	Mr.7 38.9 734 30 Mr.7 36.9 448 50	100 125 1679.1 1175.3 100 125 1636.7 1167.1	217.6 91.5 945.79 2719.4 3078.9 628.71 8.8006. 217.6 91.3 945.73 6.596.2 4398.3 1117.1 11.879	113-64 721.51 No.344 No.40 No.40 46004 46004, 736.
877	9 90015	8 3 Km/S048 336K 110 9 2 Km/S048 336W 110	77 80 505 EN 7169/3030 77 80 505 EN 7169/3030	2 39 6 26.2	50.7 50.8 6.76 50 50.7 50.8 659 50	100 129 25-03.3 12-0".5 100 129 1206.1 006.7	280.7 56.8 913.70 6666.6 6642.6 1127.7 12.601 179.6 184.2 900.90 3823.4 2723.2 716.00 8.4298	113.46 TST-17 36.544 81.686 39601 0F161.275
877	9 8013 9 8013 9 8013	9 J San (0-80 Stem 110) 9 J San (0-80 Stem 110) 9 J San (0-80 Stem 110)		1 26 1 20		100 125 1264.1 666.5 100 127 1182.6 655.6	170.0 100.2 900.90 300.0.4 2120.5 716.0° 8.4698 170.0 100.0 900.07 3000.7 2102.1 721.10 8.3111 71.0 124.1 755.25 500.3 27770 423.7 4.0403	ET-800 313.22 40.27 47916 30690 40491.817
877	0 904 15 0 904 15	9 3 Km/80-00 33660 1140 9 3 Km/80-00 33660 1140	77) 90 M8 IM F160-2020 77) 90 M8 IM F160-2020 77) 90 M8 IM F160-2020	9 99 5 24.2	M-2 No.3 6/81 NO	100 129 1106.9 FT3.0 100 129 1207.9 623.6	75.9 124.0 755.29 5083 2577.9 623.7 6.0840 76.2 123.0 754.36 1250.1 1450.1 1450.1	76.55 485.52 416.54 41075 78608 40785.866
877	9 90619	2 2 Km/0-68 30790 7100	79 90 365 IM 7169/2620	1 0 1 20	M.R 38.9 712 NO	100 129 1295.2 800.3	182.2 109.0 366.61 366.0 3662.0 707 7.8116	81.546 542 TO 525.04 STORE NOTED OFFICE ST
877	9 90819	9 3 Sec/0-60 NOV0 710 0 3 Kec/0-60 NOV0 710	73 90 105 IM 11-01/2020 79 90 108 IM 51-01/2020	1 60 1 25.8	25.0 25.7 6/8 30 25.0 36.0 704 80	306 1,22 1,201,2 NO.3 106 1,25 1,987,2 NO.4 106 1,25 683,2 175,7 100 1,25 6,39,2 643,6	181 181 188 1 258 3 367 183 1 268 1 26	79.712 551.50 509.6 55.739 30700 00528.640.
877	9 90419		79 90 108 1M 11409-2020	9 80 3 24.0	55.0 No.0 T18 50	100 12h 0.7h.2 649.0	76.9 261.2 550.76 5506.4 2121 262.6 1.7757	C.ON. 13.0.0 C.O.3.0 C.O.5.0 Sept. SCI. Sept.
877	9 900.15 9 900.15	3 3 Km/H-23 5390 710 3 3 Km/H-23 5390 710	77 90 1465 334 33.69.2020 77 90 1465 334 33.69.2020	1 30 1 20	M.J. 20.5 726 80	100 120 11950 86.7 100 120 12024 679.4	171.0 101.4 807.64 205.1 30804 700.54 7.2252 135.4 101.0 808.00 786.4 7808.5 700.54 7.2252	75.131 NC3 468.11 46.00 NNO MC81.827
877	9 9013 9 9013 9 8013	2 J Km/0-89 1500 1500	77 50 50 1M 715923030 77 80 105 1M 316923030 77 80 105 1M 310923030	9 185 3 233	M.A 30.5 738 80 M.2 36.8 738 80	100 120 1203.0 175.4 100 120 1071.0 M3.2	00.0 101.0 779.07 5223.0 369.7 90.50 5.6552 70.0 100.0 790.1 5223.0 501.0 97.42 5.6552	81.22 641.00 Stade 4102h FREE 00'01'446
877	9 80615 9 80615	0 3 Km/80-89 33062 71.0 9 3 Km/80-89 31188 71.0	77 80 105 134 F1:09:2020 77 80 105 134 F1:09:2020	9 40 3 24.6	36.3 36.8 713 80 34.0 28.0 480 8	100 125 1075.5 A55.2 100 125 1811.6 466.5	70.9 130.5 765.1 3220.9 3911.4 397.42 5.6552 125.6 76.5 506.7 6623 4254.1 577.6 8.8666	81.72 861.80 789.06 41000 13800 66907.600 6.227 641.80 789.06 41000 13800 66907.600 6890.760 6890.700 6890.700 6890.700 6890.700 6890.700 6890.700
RIT	9 90812	8 2 Km/0-89 21190 73.0	77 90 505 334 3369/2020	1 8 1 20	36.0 35.0 6/6 30	100 120 1771.7 721.1	360A 863 5003 6987 626 3633 6468	\$6.265 520,07 655.57 655.00 31330 646.62
877	9 90513 9 90515	9 3 Km/N-89 3128 750 9 3 Km/N-99 3128 750	79 80 208 1M F159/2020 79 80 108 1M F159/2020	1 70 6 26.1	56.3 36.8 660 50 56.3 36.8 6.76 50	100 120 17%(9 726.7 100 120 1822.1 710.2	200.0 43.6 1180.0 375.0 6000.1 1278.7 13.360 210.0 44.0 1180.0 8020.4 6130.2 1396.0 13.207	128.64 T29.24 FF9.09 NAATZ FIZZE TGT98.858
877	9 90015	9 J Km/0:40 JUND 710	79 90 LOS LN 2109/2020	9 120 3 26.1	33.0 30.7 680 30	100 125 250R.9 279.7	66.3 93.0 1201.8 7162.3 4136.2 732.96 6.7996	76.52 685.52 652.59 67.958 21.950 TERRATT
977	9 90012	9 3 Km/H-83 21590 7500 9 3 Km/H-83 21692 7500	77 90 345 IM 1159/2020 77 90 346 IM 1159/2020	8 120 8 20.2 9 120 2 24.6	30.0 30.0 713 50 30.0 30.0 710 50	100 120 846.8 128.9 100 120 2411.4 173.4	201 924 20019 7217 6018 7777 74615 65.7 80.1 804.7 560.1 2000.4 777.4 7.746	71.700 100.00 100.01 00.000 11.000 71.000.000
977	g 90(15 0 90(15	9 3 Km/0-69 31662 710	79 90 10% 114 5169/3830	9 126 3 24.6 9 126 3 24.1	96.8 36.8 T38 90 87.0 36.8 T30 90	100 125 2611.6 273.4 100 125 260.2 575.5	49.2 803.1 996.79 3408.1 2089.6 231.64 1.7140 49.6 903.7 903.76 3417.2 2007.4 226.24 1.8340	\$1.00 (20.0) (20
877	9 80015 9 80012	9 J Km/0-69 J1690 71.0 9 J Km/0-69 J1690 71.0	77 90 108 1M 7109-2020 77 90 108 1M 7109-2020	10 6 2 21	30.3 30.9 6/8 30 30.3 30.9 70° 30	100 120 1547.1 606.7 100 120 1597.2 621.2	718.6 198.6 589.82 3398.4 2207.6 334.62 24948 499.4 199.8 779.58 3362.2 2382.8 334.62 24948	21.622 126.62 126.1 6.665 2165 Teachers
877	9 90815	9 J Km/10-83 J368 73-0 9 J Km/10-83 J368 73-0	77 50 168 1M 3150/3820 79 60 168 1M 1160/3820	8 100 3 26.1 9 100 5 26.2	27.4 36.8 738 30	100 125 000T T 452.2 100 125 000T T 468.9	38.4 2014 687.77 6273.8 2670.8 6114 6.3673	2.5327 [18.07 18.1] AMDI JURN JURN JURN JURN JURN JURN JURN JURN
877	9 90015 9 90015	0 7 Km/0-68 7560 7500 0 7 Km/0-68 71700 7500	79 80 505 1M 9140-3830 79 80 105 1M 9140-3830	1 0 100 2 26.2	57.4 No.5 780 NO. 59.3 St.9 712 NO.	100 125 NHLT 468.9 100 125 ZNRA HC.4	362 720 978.77 87544 6474 962.72 16445	101.7 6719 355.02 606.28 51300 7000.1410
877	9 80619	2 2 Km/30-80 21790 7100	77 80 505 134 7159/2020	1 50 3 20.7	35.4 35.9 6.67 30	100 125 1935.6 760.7	127.8 72.8 965.29 6560.3 6500.3 650.92 8.7557	TRACE OF STREET, STREET, STREET,
B77	9 90515 9 90615	9 3 Km/9-69 31862 710 9 3 Km/9-69 31862 710	77 90 105 134 71-09/2020 79 80 108 134 91-09/2020	1 30 4 261	57.6 36.0 650 300 57.6 36.0 660 300	100 120 1703.4 712.6 100 120 1938.1 701.6	177.1 67.9 979.76 6779.9 4456.1 999.56 16.207 182.6 67.7 979.76 6679.7 4382.7 1001 30-47	104.47 689.41 371.27 61.69 1200 73162.70
877	0 90813	0 3 Em/8-88 31998 110 0 3 Em/8-88 31998 710	T9 60 168 1M 8169-3630	9 170 3 20.1	36.4 39.9 640 90	100 125 1930.1 179.8	22.7 110.6 1120.3 8001.0 7013.3 704.77 2.3717	24.738 198.30 108.87 13.600 2370.938
877	8 900.15 8 900.13	2 3 Km/0-89 33999 71.0 2 3 Km/0-89 33003 71.0	77 90 MS IM 71.00 MS 77 90 MS IM 71.00 MS	2 170 3 20.1 2 100 3 20.8	36.5 36.8 480 30 36.5 36.8 720 80	100 120 2046.0 177.0 100 120 1000.0 107.0	22.4 106.7 1207 2776.1 2762.6 777.7 2.5717	2341 6347 77.22 1963 5290 7231682
B77	@ BOS 15	0 3 Km/10-69 33003 1100	79 80 108 114 8109/3030	Ø (83 3 25.0	M-4 N-8 794 NO	100 129 100s.3 157.3 100 129 1098.1 157.2	ELP 1004.9 982.71 6884 F707.8 366.13 0.3c70 ELP 11164 8001.4 6462.7 3602.1 173.22 0.3c70	\$2841 65407 77.202 3.9139 32615 72696.589 \$1407 65407 77.203 5.9139 52615 726V4.809 \$2.99 2673 262.53 27.56 5260 730V4.536 20.673 27.60 27.60 5260 730V4.546
877	8 80415 8 80415	9 3 Km/H-83 3.200 110 9 3 Km/H-83 3.200 110	77 80 105 134 71-07-2020 77 90 105 134 71-07-2020	9 179 3 20.1	36.3 29.8 464 30 36.4 29.8 469 30	100 120 1966.8 167.2 100 120 2021.0 196.1	20.3 74.3 1600.9 11804 7140.7 MIZA.2 3.8668	21.000 240.73 262.53 27.88 8283 7556.558 21.073 231.62 278.24 28.378 28.378
R77	9 90012		79 90 105 IN 1169/2020	9 300 3 203	36.2 36.8 T18 30	100 121 2131.2 107.5		
877	g 80015 g 80015	9 3 Km/N-88 5228 710 9 3 Km/N-89 52580 110	75 50 508 1M 5169/3030 75 50 508 1M 5169/3030	9 80 2 26.8	58.2 56.8 711 80 56.0 50.9 640 80	500 525 536.7 256.8 500 525 576.9 692.4	311.7 Side 1638.3 SST1.7 SKIN SELON ATM	90.200 6/06.12 NO.80 35.739 51230, TSTRLOP 96.697 640.30 371.37 62.660 52300 79406.177 96.206 642.60 548.2 59.60 52300 36001.602
877	9 80819	9 J Km/N-69 52569 15.0	77) 80 508 134 91409-2630	9 90 3 24.9	M.1 10.9 676 NO	100 120 12021 662.3	Th.1 Sh.e MH.69 PHC7.6 PHD.6 RM.73 R.756	96.204 64E-67 54E-2 59-60 52830 7640150E

877	e Notes	0 2 Em/0-00	12000 TSO	79 90	109. 194	1109-3030	9 140	1 26.0	26.0	75.9 80	100	125 2699.91 263.8	10.3 91.8 (200.2 7079.4 0103.2 83	2.00 7.0000 (th.200) 5.00 (472.10 44.010) 12.000 (th.404.000)
877	9 908.10	2 2 Sm/30-89	12808 75.0	72 90	109 134	1109:3(3)	9 139	2 20.0	26.2	689 30	100	125 2007.0 255.9	Mad Mid 11952 7823.5 NOS.7 NO	18 17 18 18 18 18 18 18
RTT	9 905.19	0 3 Km/0-88 0 3 Km/0-88 0 3 Km/0-88	32590 71.0	77 90	105 IM	7109/3030	1 60	8 26.7	36.3 39.9	687 30	100	125 1831.9 683.4	235.8 235.2 270.2 2802.4 10	ES. P. 1.146 105.47 ASC.42 679.79 203.09 32500 77762A3A
RTT	9 808.10	2 3 Km/9-48	32500 75.0 57607 75.0	79 90	165 IM	3109.3020	0 183	6 25.6	36.3 35.9 50.6 36.3	679 30	190	129 1676.7 MILE 129 907.9 866.4	136.4 53.1 1229.9 EFFEA 3687.4 13	(2.9 (6.71) 96.90) 576.71 96.527 46.000 12900 77051,278
#77	9 8013	9 2 Km/9-49	1360 110	77 80	168 EN 168 EN 168 EN	1109.3(2)	0 100	7 27.7	20.4 26.3	200 200	100	129 913.1 673.4	40.7 SEC. N 90.34 SEC. J 900.2 SE	1.00 N.8000 N.301 N.9.10 MR.22 CTOM TAKE TYPESHIR
877	9 80013	2 2 Km20:00	13189 710	79 90	105 134	1100.3030	1 20		36.9 39.9	666 30	100	129 1899 2 397.6	123.4 No. 1180.4 8178.4 2730.7 39	12.1 N. (2000) Bis 1200 1402.70 (270.700 12.000) 12.000 70.004.000
877	9 90139		336M 750	77 90			1 70	8 26.6	36.9	688 30	100		136.1 36.1 1187.9 8302.7 3636 TO	77.7 N. 8907 ST. 800 378.64 678.71 33.783 33690 78936.27
877	9 80615	0 3 Km/HdB	1200	79 90	105 134 106 134 105 134	71-09-2020 71-09-2020	0 130	3 24.7	40.4	6.76 30	336 336	125 2642.6 973.5 125 763.6 404.3	41.0 61.6 1310.3 9200.1 9900.8 11	17.0 11.0KF 153.46 729.36 657.69 66.599 129.16 79110-656
R77	2 20112 2 20112	2 2 Km/N-82	32036 7500	79 90	105 IM	71 09 2020 71 09 2020	9 122	21.7	40.7 26.8	792 30	100	120 873.8 681.3 120 8172.1 230.3	\$6.6 66.7 [139.2 9172.3 66.61]	362 13.275 119.11 790.99 625.61 67.679 32016 30079.615
877		0 3 Km/S-60 0 3 Km/S-60 0 3 Km/S-60	12990 75.0	75 90	105 134		9 133	26.7	25.0 25.9	689 800	100		96.5 West (177.7) 7902 9090.4 76	C1 5.900 50.01 496.51 486.5 41.05 52900 8684400
877	9 90615	0 2 Km/9-49	1299 710 1898 710	73 80	208 236 209 236 208 236	7109/3030 7109/3030	9 83	3 26.7	12.4 TR.9	797 30 710 30	100	125 2613.1 253.6 125 1511.6 783.4	70.3 87.1 WERES OCTUB 4506.8 92	1.24 16:777 116.36 79C49 448.39 70487 18000 82986.839
877	9 90419	9 3 Km/30-83 9 3 Km/30-83 9 3 Km/30-83 9 3 Km/30-83	230E 250	77 90	109. 134	7109-3030	0 83	3 26.0	40.8 76.R	718 90	100	129 1696.0 792.7	77.3 96.9 999.87 6555.2 6236.3 90	100 16312 11341 7549 66530 69429 1800 8116450b
977	9 90112	2 2 Km/30-82	330W 73.00	79 90	105 134	7109:3030	2 118	3 20.6	25.0	600 30	190	125 1021.3 417.7	68.2 101.7 383.3s sons.7 3990a 70	0.04 7.043b 87.658 668.27 567.02 36.71b 58090 88.276.764
877	9 9015	3 3 Km/9:48	13099 73.0	73 90	265 336 266 134 265 134 265 134	73.09.2020 71.09.3030	8 118	3 20.6	39.8 39.8 39.8	792 30 689 30	196	127 19% N 62% 3 127 N23 A N1.4	48.3 194.7 688.30 4895.3 2698.3 48	137 7.8779 W.AZ1 64D.09 312.76 3TANK XXXV 31.001328
277	9 80119	0 1 Kan-70-40	110E 110	79 80	100 114	1109 3020 1109 3020	0 110	20.4	NO. 10.0	200 300	100	129 MH4.2 194.2	80.5 194.7 (80.0) 600.5 (800.5 Ex	1.01 4.7140 35.00 612.00 Maile 99115 1030° 91101800
277	0 90010	0 1 Km20040	1100 710	73 90	100 134	7109 3030	0 170	20.7	36.0 20.9	710 200	100	129 1277 1 297.61	27.4 200.00 100.00 1717.4 40	421 4 4000 57 779 Sac 47 578 79 54 100 77900 97 799 479
877	9 8013	9 3 Km/H-83 9 3 Km/H-83 9 3 Km/H-83 9 3 Km/H-83 9 3 Km/H-83	3100 710 3100 710	77 80	109 136	7109/3030	2 130	25.6	36.0 39.9 39.4 36.0	726 30	196	125 1790.0 259.4 125 1904.0 129.0	20:0 183.3 NO. 67 NOT. 2 NO. 6	ERT 6.4090 70.309 150.69 152.01 36.100 11300 R1339.0K
RTT		0 3 Km/10-68	33600 750	79 60	106 134	1109300	9 110	3 24.9	39.4 36.8	712 90	100		\$4.3 1319 795.42 55K3.5 2019.3 SE	1 do 0.0000 06.150 450.80 570.02 57159 33400 31902.998
877	9 80112	0 3 Km/H-00 0 3 Km/H-00	116E 710	79 90	205 134 206 134 205 134 205 134	71-09-3030 71-09-3030	0 11.9	3 24.9	39.4 No.2	796 90	100	122 M16.1 Min.3	256.2 100.4 707.30 3774.4 2379.3 34 256.2 52.0 1182.6 7828.6 3077.6 30	1,000 1,00
W-7		9 1 Km/30-88		77 90	105 136	1109.3630	2.5	20.3		796 300	100		ZNA SIN HELA TERM NUTA B	B.4 7.37(4) 77.00 525.01 863.27 33.760 33696 81505600
877	9 8013	9 3 Km/31-80 9 3 Km/31-80 9 3 Km/31-80 9 3 Km/31-80 9 3 Km/31-80	23690 75.00 23600 75.00	79 90	365 134 365 134 365 134 365 134	71 09 2020 71 09 2020	9 112	5 20.2	20.2 20.9 20.4 61.2	792 30 672 30	100	125 776.7 NO.2 125 1742.0 472.4	236.1 R4.1 1146.8 7521.4 7629.7 B 48.1 76.8 1127.3 9109.4 8127.3 ED	0.9 9.7357 W.423 278.44 (80.43 21.827 1360E 82774.48
877	9 90615	9 7 Km/10-89	1962 750	79 90	106 134	7109300	0 183	3 23.9	20.3 61.3	680 30	9380	129 2016.1 861.7	No.8 56.0 1170.3 9256.3 6229.5 11	16.7 [6.642] 91.617 596.50 dRs.67 52.807 2.802 83.074.528
877	9 90012	2 2 Km/30:40	3,1790 73,0	79 90	106 134	1109/3(3)	2 33	20.6	21.0 20.9	758 30	100	129 H239 A 1232 A	137.8 124.6 526.8 3607.3 2572.6 69	8.64 3.972 39.392 462.08 855.17 FT.159 3.7500 K5096.628
877	9 90512	2 3 Km20-88	31790 71.0	77 90	205 234	1109.3030	2 22	2 25.6	21.2 20.9	728 30	100	125 5295.4 1279.9	190.3 100.6 528.77 3620.6 2000.3 30	197 3.6152 MI.671 628.11 MIZER 27.138 32700 MINCHAR
877	9 908.19	9 3 Km/H-09 9 3 Km/H-09	1986 710	77 50	108 134	31693(2)	32	3 23.3	59.2 61.3	682 30	100	129 1989.2 415.8	189.4 89.2 987.62 6799 6616.8 78	8-62 7-2252 71-866 470-31 Res-26 F9-115 19804 R708-4-125
877	9 80119	0 2 Km/9-40	3.9900 75.01	79 80	165 156 165 156 168 156	1109 2020	0 80	3 21.8	36.2 29.4	640 30	190	125 21.99.7 779.7	77.6 116.0 797.32 2112.2 MIT2 79	6.62 7.3232 75.860 401.81 99.800 79.113 1800 309.6123 6.63 7.3477 73.200 409.76 300.00 300.00 3180 302.4660 8.8 6.8 50.12 300.1 300.21 300.21 300.20 300.0
877	2 2013	9 3 Km/SHB 9 3 Km/SHB	27900 750	72 90	205 234	3109/3020	9 79	1 23.9	36.6 35.6	6/90 300	100	129 2296.0 829.7	20.2 105.6 751.46 2022.8 3600.5 26	1.88 4.890° B. T28 500.21 262.52 25.420 19900 85250.920
1877	9 8013 9 8013	2 2 Km/9548	3808 TLO	77 90	165 136	1109:2020 1109:2020	9 120	1 27.8	35.5 (65.6)	713 30	100	125 NISA 276.3 125 NISAS 296.3	40.7 385.3 3045.7 4454 4422.7 67	172 3.8782 80.671 636.29 362.69 37.158 34000 KINGS SP
877		0 3 Km/H-00 0 3 Km/H-00	34000 71.0	79 90	106 134	1109:3020	0 113	3 27.4	35.5 46.0	T12 NO	100		48.3 383.9 3003.2 683a.2 4339.8 67	140 5.8783 40.471 400.29 362.69 57.199 54000 85751.422
877	9 901.19	9 3 Km/SHB 9 3 Km/SHB	342.00 75.0	77 50	205 134 205 134 205 134	73 69 3020	20	20.8	35.6 25.4	796 30	100	127 1361.7 696.6	NAS 133.2 T22.79 4677.7 2789.4 67	\$77 3.8781 88.671 488.29 86.289 37.139 38.000 \$2089.39 4.60 3.8781 88.671 488.29 86.289 37.1139 38.000 \$279.147 518 5.7169 88.670 517.09 37.736 26.882 34.090 \$279.147 518 5.7169 88.670 517.09 37.736 27.39 340.00 \$289.8737
R77	2 20012	1 1 En Tel	34230 71.0 34230 71.0	73	100 134	1109.2020 1109.2020	2 22	2 20.7	35.1 25.4 27.1 98.0	728 20	100	125 1341.0 693.1	267.6 139.8 755.29 4861.4 2715.7 43 247.6 139.8 755.29 4821.2 899.1 28	10 1410 9 TO 17 17 17 18 104 10 10 10 10 10 10 10 10 10 10 10 10 10
877	9 800.15 9 800.15	9 7 Km/9-49	14299 75.0	73 90	105 134 106 134	1109:3(3) 1109:3(3)	5 13	3 26.3	87.4	128 30 489 30	190	125 1347.8 912.3	222.0 104.1 721.77 duta.0 2003.1 23	1.01 1.01
877	9 80119	8 3 Km/H-H3 9 3 Km/H-H3	34299 75.0	77. 90	109. 134	71092020	1 59	3 26.7	35.6 35.4	790 30	196	125 2641.9 1029.3	200.2 120.6 643.62 2979.1 2680.0 60	LET A-1902 75.131 539 568.13 60.938 316799 32-67.5793
RTT	9 90(1)	3 3 Km/N-83	34299 71.0	73 90	105 174	7109:2020	3 30	3 26.3	15.7 25.4	712 90	190	125 258.6 1258.7	190.2 130.3 (007.3) 2907.3 2730.2 (0	EGG A-9909 76.047 510.09 492.39 49.96 34290 33254.915
877	9 9013	9 7 Km/H-88	2812 750	73 90	265 336 268 154 268 154 268 134	71 09 3030 F1 09 3030	2 18	2 22	27.5 65.6	712 80	190	129 17-81.2 12/91.4 129 1912.9 1918.9	207.2 219.1 219.87 2719.2 3830.3 38	EAS A.409 51.809 518.80 508.80 508.80 31.292 34613 \$2300.538 1.23 6.4000 50.901 508.77 80.13 23.130 34419 \$2300.238 1.24 2.5248 88.301 510.522 480.9 44090 34499 \$2502.480 1.74 5.300 88.777 510.22 680.3 44090 34499 \$2502.480
877	9 80815	9 3 Km/H-49	340mm T140	13 80	100 134 100 134	71093030 71093030	1 10	4 24.1	36.3	780 90	100	129 1996.01 623.3	150.0 50.0 (150.4 000.3 1400.4 50	78.2 8.3678 88.307 815.32 488.2 44408 34408 \$2707.400
877	9 80119	0 3 Km/93-00 0 2 Km/93-00	346m T50	72 90	105 134	1109.3(3)	1 00	6 26.7	36.2 25.4	682 50	100	127 200.2 463.4	139.2 29.2 1196.2 795.2 2796.2 20	17.6 9.1949 \$1.277 \$13.27 400.3 44.000 34690 \$250.5.120
877	8 801.13	2 2 Km20:48	3600 750 3400 750	77 90	105 134	7109/2020	2 18	2 2.5	27.8 M.O.	720 300	190		206.8 126.6 146.66 4162.3 2867.3 65	198 7.8116 MLAZE NUT.S 614.74 F9.113 34000 MT162.506
877		8 3 Km/10-69	34680 TSO	79 80	10% 194	71-09-3630	19 0	4 26.1	27.8 46.61	796 90	180		NO.0 101.8 NO.79 4013.9 2700.0 65	1.77 7.3477 71.89 6HL46 60H.22 59315 54600 82H03.96
877	9 80110 9 80110	0 3 Km/00-80 0 3 Km/00-80 0 3 Km/00-80 0 3 Km/00-80 0 3 Km/00-80	34790 T1.0	77 90	565 134 566 134 565 134 565 134	71-09-2020 71-09-2020	10 0	21.9	Mr. b 196.4	709 30	336	129 4944.2 1722.8 129 12142.7 1439.9	289-0 136-0 591.73 3371.9 2389.3 187-5 187-8 528-9 1366-7 236-6 99	555 7.0615 76.712 516.00 402.00 40.00 MYSD 82764.646
477		2 1 Km/0-00		70	100 134	1100 300	1 71			100	100	120 10027 10007	TO A 197 OF THE R. LEWIS CO. L.	12 A 70 M 12 M 1
877	9 80115	9 3 Km/N-80 0 3 Km/N-80 0 3 Km/N-80 0 3 Km/N-80 0 3 Km/N-80	1000 710 1000 710	79 90	305 336 306 136 305 136 305 336	71.09:3030 11.09:3030	3 20	2 26.6	27.8 SEC.	640 NO	100	125 1633.1 663.3 125 1632.7 661.6 125 2662.8 669.2	202.6 123.0 758.21 4658.7 202.6 23 258.7 126.07 126.69 4622.7 2028.7 25	167 4 3945 98.611 680.52 414.94 41.03b 14800 52.61.940
877	9 90119	0 3 Km/10-00	3-8H00 75-01	19 90	105 156	11-09-3030	1 60	3 26.4	27.4 29.4	640 30	100	129 2002.8 899.2	296.4 SELO 760.17 5003 3417.2 mm	8.12 6.5917 ah.feo 658.16 809.22 440000 54900 82404.650
877	9 80119	9 2 Km2048	3,0100 71.0	79 90	109. 134	7109:2620	1 60	3 26.3	17.2 19.4	792 30	196	125 2013.9 909.4	160.0 162.2 764.0 7366.7 MTC2 67	8.72 8.8129 86.983 678.76 809.22 66.098 36990 SCHYDAIT
RTT	2 30(1)	2 2 Km/30-82	23000 75.0	79 90	105 134	3109 2020	7 3	2 26.0	17.9 M.C	729 90	100	125 1352.6 527.3	295.7 136.2 702.09 4152.1 2996.7 d	7-8, 5, 500, 5177, 51-22, 501, 51600, 5000, 5000, 5175, 527, 527, 527, 527, 527, 527, 527, 5
877	9 80(1)	0 7 Km/0-00 0 7 Km/0-00	1800 150	79 90	10% 136 10% 136 10% 136	7109-2020	9 79	1 24	N.0 (0.0)	6/8 30	196	129 96/85 962.1	The 133.1 673.09 436.5 2706.7 43	Lia 4,990 N. Nº 564,62 124,29 31,28 31900 82211,698 618 [617] 167,2 713,76 7640 44,59 3190 3190 3228,647 104,1 16,27 383,31 467,33 363,44 52,58 3190 3220,5236,479 1,56 3,796 36,67 312,68 679,99 46,990 31330 8236,479
877	9 80119	0 3 Km/70-00	15000 750	77 80	100 134	1109 3030	27	6 23.6	36.2 25.4	700 00	100	125 MOTA 1296.2	200.0 00.1 000.7 000.0 4200.1 00	ELS 18:715 18:12 TEN.90 STW390 GENIS NEWS RESIDENT
277	9 800.00	9 3 Km/H-88 9 3 Km/H-88	11100 7100	73 90	100 134	7109-2620	4 79	1 71	16.7 mm	770 300	100	170 1971.0 483.6	416.7 134.6 7m.42 3117.2 5717.8 61	10 A 700 70 ACT 100 OF STREET STREET STREET
877	9 80612	2 2 Km/30-82	11200 7140	73 90	169 136	1109 2020	8 29	2 20.3	16.7 (6.6)	719 30	190	125 16907 807.1	296.0 134.9 TTS.51 2003.6 2173.6 60	102 A.7900 76.007 110.00 679.70 66300 15200 5200.1667
877	9 80(15)	0 3 Km/H-03 0 3 Km/H-03	31244 11-0	79 80	50% 134 50% 134 50% 134 50% 134	33 69 2020 31 69 2020	4 20	3 23.0	30.8	719 30 689 30	396	125 3694.5 2099.5	280-3 123.0 669.39 4191.4 2718 6Z	ROZ B. 7960 75,007 310,00 60,000 60,000 35300 ACBALLAD 1.6 7,002 86,70 386,70 675,71 11,827 31500 ACBALLAD 1.9 7,000 8,700 8,700 30,000 30,000 30,000 30,000 1.07 8,6120 90,000 30,0
RTT .	9 805.15	9 3 Km20-89 9 3 Km20-89	35299 75.0	77 90	105 134	2109.3030	3 10	3 23.8	36.7 39.4	735 300	100	120 1201.1 1091.1	209.8 123.0 005.64 4361.7 2828 65	1.98 7.898 KT-898 660-62 494.19 31.789 35299 KE204.589
B77	9 90112	2 3 Km/9/49	336E 710	77 90	105 IM	3159.2620	12 8	4 25.4	55.0 SEC	798 30	100	127 892.7 1776.6	296.6 98.9 608.13 4352.6 2977.3 To	EGT RASSE WIRSH AURIZT SETING SETING BORDE
877	9 9013	9 7 Km/N-88 9 7 Km/N-88	136E 710	77 90	208 134 208 134 208 134 208 134	7109-2020	4 70	5 20.6	TKA SEC	688 NO 680 NO	136	129 9967.2 9665.9 129 9666.6 9012.6	296.7 99.8 645.62 6232.5 2996.6 65	286 8.499 85.791 64C.42 505.6 37.000 5061 37.001.527 4.66 8.306 502.42 779.34 643.6 64.00 50.000 31.004.00 177 8.306 503.31 779.34 653.0 67.07 509.0 37.00.40 177 5.326 86.40 579.71 696.47 506.0 506.0 51.07.527.
877	9 80112	9 2 Km/30-00	1109 710	19 90	205 234	7109/3030	2	1 26.1	30.0 29.4	650 30	100	129 9677.2 1119.8	240.7 99.9 (693.2) 4477.1 3090.1 73	77 9.1540 103.31 729.34 423.41 47.470 15499 3276.920
877	9 908.10	9 3 Ke-30-88	25000 750	77 90	105 134	1109.3020	1 22	20.3	29.7 (6.6)	718 30	100	125 2006.2 2015.2	208.0 176.7 655.0 4266.2 2622.7 65	177 7.2252 MIAZN 579.71 GRA43 NORS 19600 NIATING
BIT	9 80613 9 80613	2 7 Km/30-82	33688 75.0	77 90	168 136	11092020 11093020	1 33	1 23.3	TO SEC	656 30	100	125 807.5 802.5 125 678.60 857.6	309.3 139.0 643.33 4133.2 2833.9 62 80.2 239.5 648.59 2723.3 2246.7 25	1.56 7.0013 77.00 230.06 670.09 69.075 23000 81333.60F
#7T		3 3 Km/30-83 0 3 Km/30-83	33688	15 60	50% 134 50% 134 50% 134 50% 134	81-09-3630	0 103	3 25.8	36.3 99.4	790 90	100		NO.2 209.5 44 8.70 FT25.5 2246.7 F5	Lina 7.64(1) 77.02 506.00 670.09 470.07 150.00 83.015.600 171 4.877 57.702 420.40 505.17 27.100 150.00 83.015.600 173 4.8900 50.879 420.60 505.17 27.100 750.00 83.221.613 100 5.800 62.804 605.00 506.00 29.113 170.00 83.221.613
877	9 80015	9 3 Km/H-88 9 3 Km/H-88	3168 710 1168 710	77 90	105 134	1109-2020 1109-2020	9 100	20.0	36.5 39.4	790 90	100	129 5190.2 568.3 129 1890.1 627.3	NO. 201.2 642.67 5779.7 2362.4 No.	78 6,990 Na. 87 428.69 195.17 37.190 23696 21,221.813
-		9 7 Km/30-00		77 90	100 134	1109,300		20.0	TO SEC	100	100		70.5 70.5 70.5 70.5 70.5 70.5	100 1.000 42.000 400.00 Mark PATES 1000 MIN-112
877	9 8013	9 7 Km/10-88 9 7 Km/10-88	2500 710 2500 710	73 80	50% I.M 50% I.M 50% I.M 50% I.M	13.09/2020 13.09/2020	22	1 214	30.0 M.C	200 NO	190	129 SCR 8 879.2 129 2047.8 813.2	30KA 001.7 NG2.56 30KR 7 2362.4 NO	LRI 1.3659 M. SET 417-90 SHADE SKILT? 17800 SECURATION OF A 2411 A**SET 477-30 SHADE 44.00° I STRUCT SKILTS
BTT .	9 900 10	9 3 Km/10-49	3.70(0) 75.0()	19 90	106 114	3109300	3 29	3 23.7	36.3 39.4	790 90	190	129 22N3.8 X29.0	2018 103.7 578 3125.9 2270.3 90 407.4 124.0 546.3 1807.8 2278.3 31	8.51 8.306K 66.717 667.60 Made 4204K 19900 KUUS.588
R77	9 90119	0 3 Km/H-00 0 3 Km/H-00	31000 1100	79 90	105 134	11.09.2020	29 6	8 25.3	40.7 (60.6)	733 30	100	125 639.0 150.6	417.4 124.0 546.5 3507.6 2756.1 33	1.79 S.A.129 75.111 515.08 667.07 \$4.978 36000 30176.07K
BTT .	9 90115	2 7 Km/Hd8 0 7 Km/Hd8	NOTE THE	73 90	168 156	7109-2020 7109-2020	29 0	4 234	80.7 St.6	6/0 NO	196	129 9673.1 2368.3	270.4 153.8 523.82 1309 2700.6 25	1.58 6.50E 71.29E 113.22 672.39 46.00E 360E 79E3.325
277	9 80119	0 7 Km/10-00	MOSS 11-0	19 60	50% 134 50% 134 50% 134 50% 134	1109 3030	1 40	F 20.7	No. 3 194.4	450 30	100	129 2047.9 427.7	125.8 62.6 1118.7 7658.7 8665.3 11	1.0
277	9 90119	0 3 Km/H-00 0 3 Km/H-00	3470E 7340	73 80	100 110	1100 3030		1 77	40.8 95.0	689 30	100	125 9215.2 1399.2	715.7 176.7 576.8 5763.8 7866.6	The The ST FT STREET SING SETS DONE WITTERN
877	2 30(12	2 2 Km/R/d2	36200 73.0	79 90			1 76	3 29.7	40.8 95.0	712 30	100	129 2798.1 899.7	129.4 Date: 212.71 2806.7 2806.8 No.	14 7.266 80.200 586.36 517.02 55.700 56201 S0005.527
877	9 80(1)	9 3 Km/10-89 9 3 Km/10-89	368E 750	79 90	105 136	1109-300	2 33		35.6 25.6	676 70	100	129 26/87 7954	260.1 77.6 907.37 6272.4 4368.4 87	148 S.3111 St.200 S78.71 GRAD SERIO NINE MICHIGAN
877	9 80115	9 3 Km/90-89	368E 710	75 60	105 136 106 136 105 136	71-09-3030 71-09-3030	2 33	31.9	39.7 39.4	6/% 30	5.00	125 2768.1 718.6	364.5 77.6 WEES 8333.9 6365.6 83	646 8.3111 87.309 578.71 698.43 373.80 363.93 80284.898 4.66 8.3111 80.309 578.71 678.27 318.27 368.01 30000.398 5.67 8.306 58.30 678.99 4.72 30.209 30000.398 502 16.270 300.79 4.68.27 99.11 300.89 30.209 81.321.488
477	9 805.13	2 2 Km/0-62	360 T10	77 90	105 134	7150 3030	2 20	201	E. S.	200	100	129 1976.7 NGA	135.2 ALC 1236.1 7786.1 3066.8 30	12 10 22 male 180 M CT 17 CT 10 NOTE SOULLE
977	9 80(1)	9 3 Km/9549	360M 750	70			1 70		30.2 25.4	717 70	100		117.8 A2.7 1210.3 NIBS 1210.4 3 636.4 126.4 76.36 4071.8 2012.3 72	140 1 110 40 mm 40 mm 70 41 077 1107 MM
877	9 800 15	0 7 Km/10-00 0 7 Km/10-00	36698 75.01	79 90	105 134	1109-3030	4 29	2 24.9	36-2 39-4	729 900	396 980	129 1279.4 462.5	216.0 155.7 Ted.17 4460 2555.0 15	6.03 3.9796 60.969 667.66 593.79 41.075 364W 51.97.79 6.23 6.0006 66.003 467.66 606.3 42.08 364W 51.936.56
RTT	9 901.19	0 1 Km/H-00 0 1 Km/H-00	366E 750	77 90	205 136 205 136 205 136	1109:3(3)	9 72	3 25.2	40.0	719 30	190	129 1776.6 427.9	196.2 99.7 1288.6 HORS.8 2127.8 96	1.00 E.6650 70.121 681.52 891.79 60000 7000E 82791.79 Lin E.6620 75.121 681.52 891.79 60000 7000E 82791.09
BZT	9 305.15	2 2 Km2048	3668 750	79 90			3 79		70.9 60.6	682 30	200	128 1730.7 427.6	200.0 65.0 1185.0 7606.0 4636.7 39	Lin 8.0626 75.131 685.32 593.79 40090 heigt \$25.98.09
877	9 908.19	2 2 Km/0-88	3600 710 3600 710	73 50	105 134	33.09.2020	9.7	2 26.7	36,2 25,4	685 30	100	129 2023.0 669.2	116A 126.3 K23.39 4967.1 2993 68	130 T.506 78.112 539 86.027 48.881 38618 82296.679
877	9 80115	9 2 Km/NH30 0 3 Km/HH30 9 3 Km/HH30	MAIZ 150	73 90	365 136 166 136 166 136	1109 3030	9 149	3 24.3	36.7 PE-6	640 30	100	125 2013.0 649.3 125 2013.4 699.7 125 1277.6 114.8	38.5 43.7 2150.5 15007 9075.2 18	FT.4 12.008 161.7 595.36 452.79 44.000 369.17 83644 36
977	9 905.13	2 2 Km/N/49	3912 710	79 90	105 134	7159 2020	9 116	3 25.6	16.7 (0.0)	659 90	190	129 261.6 183.0	76.8 61.8 2026.4 16259 8711.8 18	LOS T.3 ML 79.712 3.39 86.0.27 48.800 3800 37286679 2.23 7.4809 83.344 376.80 478.73 303.80 300.00 427044409 7.24 2.150.2 150.7 580.80 52.20 450.00 300.12 3804.80 11.5 3.1409 98.809 562.79 452.30 42.00 300.12 3804.30
RTT	9 NOLD	0 3 Km/10:00 0 3 Km/10:00	3090 710	79 90	165 136 166 154	33.09.2020 31.09.2020	3 93	8 29.2	30.1 25.4	6.79 30	196	125 876.7 806.7 125 966.5 455.1	200.2 23.3 1575.2 8560 7795.7 36	77.6 14.002 110.30 626.29 625.23 44.962 36900 85.764.89T
977	9 80115	0 3 Km/0-00	1700	19 90	105 154	11-09-3130 11-09-3130	1 10	4 24.1	36.3 39.4 39.3 46.0	718	100	129 900.5 405.3 129 2041.9 502.3	238.5 St.5 (198.5 SOMA 760°A (5)	77.6 14.882 115.36 050.29 053.33 44.992 36794.897 77.7 14.816 25.62 06.29 06.27 44.992 36794.897 77.7 14.816 25.62 06.27 678.7 27916 2790 27906.100 15.9 11.160 167.42 669.38 67.90 66.90 17.90 27.9
877	9 90119	8 3 Km/H-49 9 3 Km/H-49	7700 1100 7700 110	73 80	105 114	1109 3030	1 10	4 24.7	20.4	790 90	100	129 2394.0 862.7	1911 23.01 1293.4 2213.2 7043.4 12	13.9 13.360 187.67 600.30 679.99 40.000 27902 6790.300
877	3 8013	2 2 Km/30-83	JT180 710	73 90	105 136		2 12	2 23.5	19.9 29.4	717 90	190		830.4 186.7 689.29 4113.1 2560.9 49	102 4.990 36.90 107.00 254.8 25429 17500 17500.470
877		8 3 Km/9548 9 3 Km/9548	F79.00 75-01	79 80	106 156	71-09-303h	3 13	2 24.0	36.3	799 90	100		323.6 197.9 696.2 4214.9 3600 47	1.69 S.EDRO NI. NO 524.99 262.52 25.425 57930 87981.655
877	9 80113 9 80113	0 3 Km/0-00 0 2 Km/0-00	77280 71.01	79 90	50% 134 50% 134 10% 134 50% 134	11-09-3030 11-09-3030	17 0	2 26.9	18.0 dt.0	776 30	100	129 21/9.3 T14.6 129 2362.6 T29.2	THE R PROPERTY AND THE PARTY A	LOC 4,8900 30,945 317,06 234,87 214,20 17,900 X79856,89 4.60 3,6300 10,300 134,40 26,23 214,20 214,20 27,700
977		2 1 Km/0-47	170m 750	73	100 134	1100 N.W.		4 26.7	M.4 20.4	78 30	100		100 A	THE TAKE THE PERSON AND THE PERSON NAMED
877	9 80(15	9 3 Km/RHB 9 3 Km/RHB	31200 75.00 31200 75.00	79 90	506 134 506 134 506 134 505 134	71 09 2020 11 09 2020	8 0	4 24.3	M-8 79.4 M-8 79.4	79E 30	196	129 2198.0 1002.8 129 2988.0 1198.0	345.4 116.1 655.8 436.7 360.2 W	142 7-264 N.M.1 698.27 62646 41.071 17299 NAPAGES
877	9 90619	9 3 Km/10-88	776KD 75.00	79 80	105 134	11-09-3030	2 33	3 26.4	39.1 46.0	797 80	0.000	129 2746.2 796.2	247 S 100 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S	LAS 9-3000 St-300 State NO.13 28.356 ST000 State-1-003
R77	9 908.19	9 3 Km/H-48 9 3 Km/H-49	2780E 75.0	79 90	105 134	1100:3020	2 30	21.7	29.2 66.0	738 30	200	125 897.4 824.7	349.5 90.4 392.27 5901 3925.7 53	Lod 0.3508 30.800 150.00 NO.13 28.350 F100 NO.03.440 Lod 0.300 50.800 150.01 NO.23 28.350 F100 NO.53.411 0.50 3.50 40.470 30.62 316.37 S2.27 F7000 NO.57.681
RTT.	9 901.19	2 7 Km/30-89	27500 75.0	73 90			9 190		36.1 29.4	729 90	100	129 1997.8 719.1	27.4 209.7 121.77 2001.9 2100.3 22	136 3.90 (R.Ch) 36442 31637 3227 37900 R657484
877	9 80E13	9 7 Km/30-60 9 7 Km/30-60	77500 7100 F7600 7100	72 50	105 136 106 136 105 136	3169.3020	9 190	3 23.7	36.2 35.4	712 30	196	129 2011 0 733.1 129 7008 9 668.6	27.8 206.5 Tot.65 2008.5 2128.8 25	Lin 3.09 (8.4%) 386.62 (18.57 31.29) 17500 (8805.62) 1.77 (3.500) 67.001 457.09 (08.22 42.00) 7560 (8.706.00) 1.79 (3.570) 67.77 (880.22 42.00) 7560 (8.706.00) 1.70 (3.520) 67.02 498.74 (880.22 42.00) 77500 (8.606.00) 1.70 (3.520) 67.02 498.74 (88.30 41.07) 77700 (8.604.00)
877	9 8013	2 2 Km/0-01	FREE 110	73 80	105 134	1109 3030	9 80	21.0	20.0	740 90	100	120 7291.6 491.3	66.9 183.2 689.32 4223.9 Tel3.9 00	197 3.8990 48.717 483.52 409.22 4100b 179/2 Well-00
877	9 90137		27790 75.0	77 90			12 0	2 23.2	36.0 25.6	792 30	100	129 1772.0 661.1	486.1 175.8 279.17 2393.4 2395.8 49	5.75 5.8500 45.882 476.76 396.00 41.075 57700 36.004.000
MITT.	9 900.15	2 2 Km/R-83	27790 710	73 90	105 154	1109:3(2)	1 80		36.0 25.4	709 30	100	125 2014.7 807.4 125 810.01 791.4	208.3 179.2 159.3 1599.4 2568.8 4	66.3 3.8792 65.909 659.36 599.79 62008 F7700 96203.091
877		9 3 Km/80-88 0 3 Km/80-89 9 3 Km/80-88 9 3 Km/80-88	37km 71.0	79 80	105 136 105 136 105 136	F1-09-2630	2 10	3 26.4	18.1 -00.0	729 90	190		260-0 78.3 978.4 6425.3 4282.3 96	84.3 3.8731 40.807 439.73 90.73 420-80 97730 86201489. 1.54 [1.62] 117.23 883.90 60.3 72.562 97800 8640.327 1.67 [1.66] 137.79 883.90 60.3 72.562 97800 8640.327 1.68 [1.62] 137.79 866.90 66.80 97800 8660.622.
R77	9 90(15	2 2 Km/00-80	17500 7150	77 90	105 134	33.69(2020)	2 10	26.4	56.0	730 30	300	125 1198.2 785.8	367.5 78.6 909.36 6495.3 6275.4 99	AT 11.00 118.19 800.39 606.3 72.562 17000 Mo00.622
27	9 80(1)	2 3 Km/0-80	27900 71.0 27900 71.0	77 90			100		19.3 29.4 19.3 29.4	680 30	100	129 2098.1 999.9	70.0 SALO STARK THEAT BLOCK PR	AN 18-200 SHART TO ST ANNEX SHARE STREET SHARE S
877	9 80(1)	0 7 Km/0-03 0 7 Km/0-03	18000 T5-0	79 90	105 134 106 134 105 134	1100 2020	9 110	3 24.1	N.1 (0.4)	500 30 717 NO	100	120 263.0 979.0 120 963.4 203.0	200.6 83.7 828.17 7603.4 8062.7 90 46.9 109.7 999.39 6.699 4108.3 00	43 10.22a 109.63 7.0.09 000.07 46.450 779.00 36.727.77 4.50 6.1211 44.154 479.39 42.464 43.40 50.00 36.00.150 7.79 6.3006 66.005 56.45 46.001.1 56.500 10000 36.00.150 7.79 6.3006 7.75 46.150 50.005 50.005 50.005 57.75.641
877	9 80415	9 2 Km/90-69	1600 750	77 90	105 134	1109.2020	9 110	26.0	28.4 40.0	738 30	200	125 1010.3 100.6	40.4 116.7 1001.4 4664 4302.7 six	1.79 A.MIGE SA.302 SHC-66 66033 4KKWD 100000 NTS78.942
B77	9 90112	0 3 Km/H-03 0 3 Km/H-03	210.00 75.01	73 90			2 139	2 26.6	15.2 25.4	738 30	190	129 1736.7 294.6	36.0 102.1 1132.4 7523.1 3090.4 76	130 A THEF AS 22 409 NO SEARCH SALES THE SALES
R77	9 NOLID 9 NOLID	0 3 Km/H-03 0 3 Km/H-03	252.00 25.0	77 80	108 136 108 136 108 136	7109:2020	9 130	3 26.6	32.2 25.4	792 30	100	129 1616.0 269.9 129 1616.0 466.7	27.8 103.1 1089.1 7277.6 4966.7 TO	\$23 3.7837 \$2.565 \$40.20 \$80.3 \$43.00 \$9230 \$7507.977 \$10.0 \$8.023 \$17.642 \$82.70 \$80.27 \$47.00 \$9230 \$0.004.807 \$2.27 \$4.507 \$8.007 \$10.00 \$1
877	0 90815 9 80815	9 3 Km/9-49	110	17 60	106 116	3109/3030 3109/3030	0 113	36.3	M.0 00.0	710 30	100	127 1611.6 466.7	60.0 1293 BMC7.2 No.00.9 00	10 4 600 0 10 10 10 10 10 10 10 10 10 10 10 10
477		0 3 Km/SHB 0 3 Km/SHB	16299 T1.0	10	100 114	71:09:3030 71:09:3030	113	26.4	36.7 disc 35.0 35.4	190 30	100	129 1949.5 dbs.6 129 2187.9 999.4	200 A 24 CO 1078 2 2004 2006.7 WH	TAN TO BE AND THE ST AND SECURITY TO SECUR
877	9 9013	2 2 Km/0-02	10m 110	73 50			1 50	6 26.7	19.0 19.4 19.1 19.4	679 30	100	129 2041.7 100CA	207.8 54.0 1079.2 7561.8 7561.1 37 213.9 53.8 2588.4 7478.7 3198.7 13	TA 12862 11729 TELE 60313 TOAT 1920 TELE
877	9 80115 9 80115	9 3 Km/H-03 9 3 Km/H-03	75.00 TS.00	73 80	105 150	11-09-3020	1 59	2 24.6	39.3	729 30	196	125 908.7 316.3	410.1 NS.6 1347 9-800.4 (HIGH # 16	8.31 6.1677 87.459 386.36 dHL13 32.805 38830 WHITESO
877	9 90819	0 3 Km/0040 0 3 Km/0040	51000 T1.0	79 90	105 136 106 136 108 136	11-09-3030	1 60	2 24.6	39.5 00.0	71.9 30	100	128 829.1 274.9	276.3 NS.6 1291.9 2368.3 4768.3 TS	FT.A. 12,662 117.29 T27.77 683.13 70.607 162.99 28961.22 1.10 6.1477 67.603 186.36 694.13 12.80 16420 90271.609 164.03 16
R77	9 90(15	2 2 Km/N:42	26500 75.0	79 90		7.159.36.30	9 100	3 23.6	85.2 29.4	792 30	100	128 1424.2 515.2	47.8 St.4 \$389.3 \$824.7 \$736.9 MI	179 N.3682 382A2 713.39 802.23 A3.317 38380 90763.808
877	9 808.19	9 7 Km/30-88	1000 110	79 90	105 134	73.59 2020	9 99	20.1	10.1 29.4	640 30	190	120 1804.0 906.1 120 8844.0 213.7	T2.7 86.9 W.S.S.2 8626.9 6795.3 RT	47 5 1840 W.Sec 607.31 568.81 64.530 36900 9086.325
W77	9 800.00	2 1 Emiliar	7500 7500 78000 7500	73 80	100 130	11-09-3630 11-09-3630	0 100	1 24.1	96.7	727 90	100	125 3694.5 213.7 125 3670.1 250.7	10.0 100.7 120.0 700.0 EX	Tab. 4 M(9) 41.21 200.50 204.8 23.420 200.00 40.00.250
877	9 80615 9 80615	9 3 Km/80-88 0 3 Km/80-89 0 3 Km/80-89 9 3 Km/80-88	280.79 71.0	19 90	108 134 108 134 108 134	1199:3(2)	0 140 0 140 2 90	1 21.1	38.7 dt.0 36.7 29.4	6/8 30	190	129 9670.1 250.7 129 1609.1 961.1	The 718 1170 2010 don't up	6.47 6.10.00 MEANO 60°.33 MEANI 64.100 10000 90006.521 8.00 4.304.0 40.104 200.30 24°.20 226.20 10000 90.02.21 5.30 4.304.0 81.31 220.31 224.32 236.00 96.02.130 06.3 5.00.2 5.00.2 46.00 100.79 95.21.70
877	9 90513		18079 710	73 30	205 134	1109/3030	2 72	1 23	36.9 25.6	687 30	100	125 2166.7 897.8		
MITT	9 90615	0 3 Km/0-80 0 3 Km/0-80	75020 750	77 90	105 134 105 134	11.09.3(3) 11.09.3(3)	2 30	2 26.0	17.8 St.0	728 30	200	129 1291.6 629.6 129 16.9.7 MIL.9	313.7 HRS 872.41 3657.8 360.7 76	1.13 3.2040 N.NY 148.84 NR.83 15.248 198.20 92461.609
877	9 80(1)	0 3 Km/0-00	1000 110	79 90	10% 134	11-09-3630	0 93	3 34.3	37.8 (E.O.	729 30	190	125 16.56.7 541.9	60-A 118.9 855.73 5365.4 3629.3 59	5.10 5.30m N. NO 545.66 NEAD 512.00 10020 92061409 6.55 5.30m N. NO 546.86 NG.13 35.20 10020 92744.125 8.89 7.MTT 75.96.3 523.03 66743 49875 10090 92806.65
		21 71 Km/10-00	1007	771 90	105 334	7159 2020	21 33	21.9	26.7	720 30	186	125; 140 N.O. 663.8	TEAL THE SEC. OF STREET SEC. 1	181 7 MT1 26/60 520.01 MCA0 49/85 1869 9280A01
DETT.														

B77	8 90819	0 3 Km/10-03 33000	11.0 79 90 108 13	1 1109/3030	10 3 24.5	M.4 PL4 TID	50 100 125	200.0 390.9 119.	100.3 X23.3e X593.3 3657.3 366.00 7.4000 78.766 X10.48 455.33 49X75 10000 92X54.00
877	9 90517	9 7 Km/0-60 79000 9 7 Km/0-60 79000	710 79 80 205 33 710 79 80 205 13	1 7109:3020 1 1 7109:3020 1	60 6 20.5	27.7 Mid 717	30 100 122	2981.2 967.2 198. 2891.1 688.1 162.	53.5 127.6 8663.9 975.2 197.8 16.226 96.767 576.75 598.8 51.827 598.0 51.86.762 53.2 1186.3 875.2 576.7 1276.3 16.642 87.693 596.8 496.43 51.827 598.0 575.808
877	9 800.13 9 800.13	2 2 Km/0-60 29130 9 2 Km/0-60 29130		6 3109-3030 7 4 3109-3030 4	2 8 21.8	36.0 25.4 TB	30 100 125	31.98.8 11.01.4 280. 3114.9 \$566.3 234.	THE R. P. LEWIS D. LE
877	9 90119	9 3 Km/0-69 29189 9 3 Km/0-69 29002	11:0 79 80 168 13 11:0 79 80 18 13 11:0 79 80 18 13 11:0 79 80 26 13	4 3109/300 4 3109/300 9	9 3 21.9 120 3 24.9	M.0 Pt.0 TID	NO 100 125	2721.0 2004.3 256. 6721.1 209.1 62	181.3 T97.33 6894.6 3189.4 689.12 0.4991 0.582 383.4 308.83 30.110 39100 95004.310
RTT	g 80415	9 7 Km/0-88 FIDSC		4 3109/2020 9	110 3 263	27.7 (66.6) 730	NO 100 120	9072 9 MAR 80	2864 4862 4363 26763 402 00 43000 56420 58631 55873 2520 2620 65204213
877	9 90(17	9 7 Km/0-60 79500 9 7 Km/0-60 79500	110 72 50 105 131 110 72 50 105 131 110 77 50 105 131	4 7169(2020) 9	118 8 218	15.3 Ph.4 TSZ	20 100 120	993.6 396.1 46. 4913.1 396.2 47.	1851 Maria 2225 2264 37.5 2 5.86 5 67.1 42.87 17.5 1 97.10 1852
R77	9 800.19	9 J Km/95-88 21930	75.0 77 90 105 13	1 21092020 0	136 1 26.7	27.2 (86.6 TW)	80 100 120	30,02 dr 300,0 30	116.0 T98.67 665.6.2 2569.2 267.60 2.2660 25.696 162.68 115.62 T820 79600 95601.566
877	9 90113	2 7 Km/0-89 21600	110 TP 80 305 1N	11092020 9	136 3 26.7	17.4 Mile 76	30 100 125	4044.2 287.6 M	25.5.7 TA30 4579 2529.7 286.99 2.2642 26.755 156.6 115.87 TX21 25400 95563.256
877	9 905.13 9 906.13	9 7 Km/0-88 29580 0 7 Km/0-88 29580	71.0 77 90 345 33 11.0 79 90 346 35 11.0 79 90 346 33	1 31,59(2020 1 4 9169(2020 2	67 3 26.2 60 8 26.2	55.2 Ph.6 727	NO 100 125	276.5 998.6 180. 279.5 988.9 141 2796.1 998.1 255	12.0 46.1 45.0 36.6 36.5 36.6 4.7 45.6 46.7 36.6 36.1 46.7 36.6 36.1 46.7 36.6 36.1 46.7 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 36.6 36.1 3
RTT	9 90115	9 3 Km/0-83 2960 9 3 Km/0-83 2960	71.0 77 90 103 131 71.0 77 90 163 131	4 7169-2620 3 4 7169-2620 4	20 6 26.3	58.0 (60.0 750 58.0 (60.0 720	20 100 120	2798.1 \$008.1 210. 299.1 \$020.9 230.	71.5 858.66 5676.3 5677.3 761.86 7.9626 65.969 566.62 362.52 26.66° 39668 9563.677
877	9 90535 9 90555	2 3 Km/0-60 79/60 0 3 Km/0-60 79/60	710 77 90 105 13	4 7169/2020 1 4 7169/2020 0	76 3 26.1	12.6 25.6 cm	20 100 121	5067 D 621.6 % 2821.8 711.4 97	1950 1954 3654 7 21567 40219 6.50'S 49.0'S 210.51 27786 28.10S 290% 91273.67
877	9 801 E5	0 7 Km/0-60 F96/6 0 7 Km/0-60 F96/C	710 77 90 303 331 11.0 79 90 100 131 11.0 79 90 305 331	4 3109-300 0 4 3109-300 0	70 5 24.1	19.5 Ph.4 Tib	NO 100 125	2821 N Thi.4 97: 1864 J 301.6 T2:	IRMO Mil-14 Mil-17 Mil
877	9 90012	2 2 Kedfeld 2902		4 3109/3030 0	82 3 21A	36.0 St.0 TED	20 100 120		100.3 T23.73 4809.3 \$252.2 \$91.68 4.8972 \$8.800 409.23 \$79.62 \$3.200 \$9800 \$0000.562
977	9 80(1)	9 7 Km/H-63 790N 9 7 Km/H-63 790N	710 77 90 105 13	4 F169(2020) 1	g)) 21.8	12.9 PL4 600	NO 100 125	2094.7 X24.4 345. 2091.6 X79.7 340.	89.3 MTH. No. 3178.2 FTHE A 502.35 TABLES SALTET AND AS FTW. NO. 300.001 19998 99879.728
877	9 80115	0 3 Kan-30-63 63000	710 77 90 108 137 110 77 90 108 11 110 77 90 108 13 110 77 90 108 13	4 3100-3030 3	29 3 24.6	36.5 (Ed. 748)	NO 100 125	1594.5 524.6 272	Bill St. N. Bill Title
877	9 80(12)	9 3 Km/NH 43000	71.0 73 90 105 13	11093030 4	12 1 21.6 30 1 22.0	58.6 (60.0 T28	30 100 120		152.5 764.11 4993.9 5175.6 622.16 7.2066 79.712 546.49 479.99 48.690 49200.079
877	9 90117	9 4 Km(0.80.1 60.00 9 4 Km(0.80.1 40.00	79.2 80 90 130 15 79.2 80 80 130 13 79.2 80 80 130 13	4 71.09/3020 2 4 91.09/3020 2	10 1 20.6	22.6 23.6 TW	No. 100 125	1139.8 699.4 235. 1181.5 701.5 202. 1780.6 861.1 FTG.	161.1 161.5 161.7 176.6 176.6 176.5 18.7 1
877	9 80119	9 6 Kentili 83.1 6030 9 6 Kentili 83.1 6030	79.2 88 80 530 53 79.2 88 80 50 530 5M	4 9149-3630 7 4 9149-3630 3	6 5 26.2	N.0 66.0 T20	NO 100 125		186.9 (893.2) 8695.2 2977.3 351.86 6.8896 66.883 667.66 593.79 80.093 80300 90364.796
877	9 80517		79.2 80 90 130 13	4 7100/2020 a	16 2 22.7	M.1 23.6 728	20 100 125	204.X 225.7 642.	18.1 18.1
877	9 90117	0 4 Km(0.80.1 40.00 0 4 Km(0.60.1 40.00	59.2 30 50 130 15 79.2 80 90 130 15 79.2 80 90 130 15	4 31.50(303) a	13 2 22.8	38.2 33.6 TXD	NO 100 125	876.3 529.7 630 1311.6 434.3 416.	187.3 696.17 6286.3 2616.4 676.18 5.1616 56.976 586.67 192.83 54.225 86900 95829.846
877	9 90119	9 4 Ken(0:83.1 40699	79.2 80 90 130 13	4 1109/3030 4	2) 2 26.3	18.1 (E.6) T27	NO 100 125	1612.1 667.3 235.	127.8 792.67 5094 5183.5 503.28 6.1845 66.136 610.56 578.54 79.115 60400 90575.726
877	9 80415	9 4 Sm(0.80.1 4009)	79.2 88 90 130 15	4 31.09/2020 4	20 22.8	16.2 23.e 797	30 100 129	296.1 450.3 500	139.8 799.36 3157.5 3142.2 317.52 A.MASS A6.336 428.69 559.79 33.200 (60996 95794.000)
R77	9 90115	9 4 Km(0.83.1 4369) 9 4 Km(0.83.1 4360)	79.2 80 80 120 13 79.2 80 80 5.00 130 79.2 80 90 130 13	4 31.09/3030 4 4 31:09/3030 0	10 2 20.8 10 3 25.4	35.0 25.0 700 27.0 46.0 71.7	30 100 125 30 100 125	76.3 555.6 635. 189a.2 89a.0 77	195.6 765.79 7121.2 7130.8 377.52 6.06.09 66.150 6.06.09 867.49 35.20 66.09 927.17.67 195.4 762.14 6805.6 5226.6 601.56 6.7536 75.101 515.22 652.56 66.09 66600 927.06.600
877	9 80112	2 4 Section 1 4000 2 4 Section 1 4000	79.2 80 90 130 15 79.2 80 90 130 15	6 2169/2020 9 11169/2020 2	82 8 20.0 60 8 22.0	17.0 90.0 T18	NO 100 122	1870.0 628.0 82, 1872.0 783.1 246.	132.6 763.6 603.2 309.1 603.6 5.7356 75.03 75.03 60.09 60.09 60.00 90.62.80 117.6 763.81 603.2 3071.5 676.72 3.731 62.64 356.56 653.53 66.60 6750 90.65.41
377	8 8013 9 8013	0 4 Km(0.83.1 43790 0 4 Km(0.83.1 43930	79.2 80 50 130 13	1 1109/3020 1 1 1109/3020 0	£2 3 23.6	36.6 33.6 T26	20 100 121	2667.9° 750.3 135. 2634.3 971.3 26	125.7 750.1 4790.7 500K.7 664.76 7.5716 81.766 25430 46787 46.078 86700 95665.306
877	9 80013	0 4 Kenth 80.1 43600 0 4 Kenth 80.1 43600	79.2 80 80 120 13 79.2 80 80 120 13 79.2 80 80 120 13	4 11-00-3120 0 4 11-00-3120 0	129 3 21.6 129 3 26.6	18.3 dild 724	NO 100 125	2016.7 250.7 251. 2016.7 971.7 20 2016.7 991.0 50	1149 795.1 278.3 200.7 864.8 7.3314 8.364 354.8 667.0 667.8 875.0 9584.30.8 Sact Sac. 9 136.4 506.5 352.6 1.277 6.187 52.6 7.277 576.2 24.19 686.2 95.64.2 1.19 686.2 95.64.2 Sact Sact Sact Sact Sact Sact Sact Sact
B77	9 90615	9 4 Km (0.80.1 43900	79.2 80 90 130 13	1 2109/2020 2	N 1 23	36.4 23.6 660	50 100 120		
B77	9 90815	2 4 Sentition 1 4200	79.2 59 50 130 13 79.2 80 50 130 13 79.2 80 90 130 13 79.2 80 90 130 13	4 F169(3030) 2	(E) 3 20.2	36.3 33.6 650 36.0 350	NO 100 125 NO 100 125	1973.2 1176.6 139. 409.4 56.2 de 4743.1 566.1 de	\$196.2 \$28.77 \$333 \$279.1 \$88.00 \$.1231 \$6.867 \$58.00 \$60000 \$60000 \$7586.541 \$623.8 \$86.00 \$60000 \$7586.541 \$623.8 \$86.00 \$60000 \$7586.541
877	9 90119	0 4 Km(0.83.1 4300 0 4 Km(0.83.1 4300 0 4 Km(0.83.1 4300	79.2 80 90 130 130	11109/2020 0	107 3 26.5	56.0 66.0 757	N) 100 125	CO.1 306.1 (R.	15.42 25.77 2.102 27.94 27.00 6.121 6.372 45.33 36.34 50.00 6.000 6.000 5.75 5.00 6.25 6.35 6.35 6.37 5.36 6.35 6.37 6.35 6.
877	9 90(15			4 7100/2020 9	6 2 22.7	MA 234 752	70 100 120 No. 100 170	991.7 799.1 34E	176.4 506.30 756.3 2479.3 481.41 3.3660 33.89 30.44 339.73 33.20 4309 91244.71
877	9 806.13 9 806.13	0 4 Km/00/83.1 43099 0 4 Km/00/83.1 41200	792 82 90 130 13 762 88 90 130 13 762 88 90 130 13 762 88 90 130 13 762 88 90 130 13	4 3169/2020 9 4 3169/2020 0	113 3 26.3	M.A 314 750 5x.7 464 750	30 100 125 50 100 125	1909.9 605.1 336. 6142.9 363.3 46.	Chapter Chap
877	9 80113	0 4 Km(0:80.1 4120)	79.2 80 80 130 13 79.2 80 80 130 130	6 3169-3630 0 4 3169-3630 0	110 3 26.6 180 5 22.5	36.3 Ele 440	NO 100 125	9-61.3 36.3.3 46. 26.9.7 473.9 59.	279.2 (80.30) 5005 (236.5 60.76 5.0021 (86.00) 620.00 (86.00) 61.075 (61.00) 91.104.010 (80.00) 62.001 (80.00) 62.001 (80.00) 61.000 (80.00)
3177	9 80(15	2 4 Km(0.83.1 41300	79.2 88 80 130 13	4 1109,2620 g	22 2 22.4	Ma 234 736	80 100 125	1028.1 NC.8 66.	TNA 85.36 262.7 3651.1 365.27 5.3656 40.969 475.79 418.84 44.006 41830 90724.779
877	9 80115 0 80115 0 80115	0 4 Ken0038.1 4130 0 4 Ken0088.1 4140 0 4 Ken0088.1 4140	79.2 80 80 120 13 79.2 80 80 120 13 79.2 80 80 120 13	4 F109-2020 1 F109-2020 1	50 8 264	18.8 46.0 TH	NO 100 125	2000 0 600.0 131. 2000 0 600.0 131. 2000 0 600.7 131. 2070.0 100.8 60	111.0 MM. 0 3M2.0 3M2.0 002.0 7.010 70.712 554.0 00410 5280 6160 0080.00
877	9 90112		79.2 80 90 130 15	4 31/09/2020 9	123 1 22.2	36.3 33.6 6/9	N 100 125	203.4 201.8 60	374.6 600.70 3593.3 2042.4 280.58 2.7717 52.888 2778 234.59 203.00 81459 994.53.56
877	9 90419	2 4 Km(0.83.1 41690 2 4 Km(0.83.1 41600	79.2 88 80 120 131 79.2 88 80 120 131	1169300 0	123 3 22.2	MA 23.6 750 56.9 66.6 750	30 100 125 30 100 125		200.5 628.23 2788.5 2176 201.09 209.01 20.73 23181 23.533 6089 90872.MC
877	9 905 13 0 905 13	9 4 Kan-00-90.1 41600	79.2 80 90 130 13 79.2 80 90 120 13 79.2 80 90 130 13	4 11-09-2020 0	129 3 26.3 130 3 26.4	38.9 GE/G T94	30 100 125 30 100 125	36.77.2 316.4 36 1776.9 312.8 37	565 1 625.5 5600 2125 097.96 2.1611 20.519 190.36 177.59 156-06 43600 90062.975
877	9 HOLLD	2 4 Km(0.60.1 41790 2 4 Km(0.60.1 41790	79.2 80 90 530 33	1 1169/2020 0 1 2169/2020 0	NO 1 22.7	36.0 23.6 79°	30 100 122	2013.7 104.0 TA 203.7 658.7 No.	171.3 649.0 1901.9 2113.4 643.1 64311 69.0 101.91 291.4 293.0 6000.820
877	g 808.13 g 808.15		79.2 NB NO 3.30 IN 79.2 NB NO 1.20 IN	6 9109/3030 1 4 9109/3030 2	53 2 26.3	29.4 (6.6 Tip.	NO 100 129	978.6 122.6 411.	112.1 978.77 F738.4 SPSTA ASS.77 S.7557 MARY 256.33 158.73 34.220 43808 WILLIAMS
877	9 90119	0 4 Km(0:80.1 4180) 0 4 Km(0:80.1 4290)	79.2 88 80 120 15 79.2 88 80 120 15	6 8109/3020 2 6 8109/3020 8	50 2 24.5	Mr.4 (00.0) 729	NO 100 125	978.6 522.6 415. 1898.6 315.3 415. 978.8 279.7 445.	112.7 964.91 9724.3 3629.3 641.37 5.8569 98.333 464.23 347.43 31.203 4080 90014.805
BIT	9 80112	2 4 Km(0.83.1 4290)	79.2 88 90 130 13	1 2109/2020 1	8 2 22.6	26.6 22.6 650	30 100 120	971.8 F79.3 MIL	185.0 663.00 FHS.0 2656.0 655.36 5.0621 55.361 556.00 806.03 51.252 62500 90621.656
877	9 90135 9 90135	9 4 Km(0.69.1 4200 0 4 Km(0.69.1 4200	792 80 80 130 131 742 80 80 130 131	11.09(2020)	50 3 26.6	20.3 Mid 720	20 100 125	2149.8 T29.4 125. 626.3 1600.6 55	128.8 (17.46 4696.1 3197.8 369.14 5.2656 56.976 486.25 355.17 38.17 82.300 86953.216
877	9 80415	9 4 Kerilli (0.1 4200)	992 30 50 130 10 792 80 90 130 13 792 80 90 130 13 792 80 10 13 13	11093030	10 1 22.4	16.3 23.6 650	NO 100 125	\$29.3 (R7.8) ETK	Sec.
877	9 80(1)	2 4 Km/0.83.1 4200 2 4 Km/0.83.1 4220	79.2 80 90 130 13	1150(303)	56 B 22.4	36.6 23.6 79C	NO 100 125 NO 100 125		103.6 367.81 3458.3 530.7 662.86 7.3926 78.706 348.81 678.71 503.09 62000 80079.006
877	9 90137 9 90137	9 4 Kani01-89.1 42200	79.2 80 90 130 13 79.2 80 90 130 134	4 31.09.3630 3	29 2 20.8 29 3 20.8	59.0 (80.0 T10	NO 100 125 NO 100 125	1778.6 676.6 366. 1606.6 511.3 369.	151.8 TB_2 657.1 785.1 617.0 7.618 5.628 18.57 685.1 6.98 637.0 678.0
877	9 90115	9 4 Km (0.80.1 4250) 9 4 Km (0.80.1 4250)	79.2 80 80 130 15 79.2 80 90 130 13	6 31/09/2020 0 6 21/09/2020 0	11.7 h 22.6	M.J Ste 727	30 100 120	2752.6 585.2 50. 2662 60.7 51	199.7 589.82 1193.7 077.5 211.00 6.2014 50.917 364.62 116.57 31.200 62300 99793.718
R77	9 80615 9 80615	9 4 Km(0:80.1 42880 9 4 Km(0:83.1 42880	79.2 88 90 130 131 79.2 88 90 130 131		8: 2 21.1	35A 656 776	NO 100 129	1723.6 579.7 835 1776.6 569.2 829.	190.2 750.25 4359.9 2570.0 473.09 5.8500 40.092 470.81 700.00 41.073 42800 89021.9C
877	9 90415	9 4 Km(0:80.1 4200) 0 4 Km(0:80.1 4250)	79.2 88 80 3.20 13 79.2 89 80 120 13 79.2 89 90 130 13 79.2 89 90 130 13 79.2 90 30 130 13	4 9169/3020 9 4 9169/3020 3	0 2 28.3	10.0 (0.0 TIM	NO 100 125	1776-6 569.2 829. 973.0 600.8 630.	1812 75.2 1819 275.6 471.6 5.500 0.021 48.2 5.500 18.2 5.500 18.2 5.500 18.2
877	9 80110	2 4 Section 1 42500	79.2 80 90 130 13	4 3159(202) 3	60 2 20.2	55.8 Std 758	50 100 120	576.6 63.6.2 633.	127.8 888.70 3428.6 3185.7 625.7 6.3017 71.205 698.87 656.96 66.078 62800 896/06.531
877	9 80815	9 4 Kenill-83.1 43689 9 4 Kenill-83.1 43689	79.2 88 80 130 13 79.2 88 80 130 131	4 1100-3030 g	60 8 20.3 63 8 20.6	99.2 (60.0 T23 99.3 (60.0 649)	NO 100 125	1879.00 356.7 89 1869.1 866.7 83	## 1 000 4 500 1 001 2 001 2 001 2 001 0 000 0 000 0 000 0 000 0 000 0 0 0 0 0
877	9 90415	0 4 Kan-00-R3.1 436.00	79.2 89 90 130 15	4 71-09-2020 11	6 5 22.3	M.1 21e 7te	30 100 125	17e8.2 90.0.3 PM.	218.2 470.90 2492.4 2864.8 383.52 4.6510 31.309 364.62 516.57 52.27 42699 36561.699
877	9 80132 9 80132	9 4 Km(0.61.1 42cm) 9 4 Km(0.61.1 42cm)	79.2 80 80 130 131 79.2 80 80 130 131	1 1109:3030 14 1 1109:3030 4	12 2 21.5	M.1 21.6 780 M.2 866 750	NO 100 125	1912.0 909.0 421. 3070.0 2090.1 188.	200.2 60°-2 2818.9 3916.6 254.71 4.8911 50.801 206.00 808.01 21.202 6269 80227.006 82.01 86.8 5027.006 82.01 80.00 80227.006
B77	9 90512	0 4 Km(0.83.1 4200	79.2 80 90 130 13		12 4 23.5	29.4 (65.0 T28	20 100 120	(E)17.6 11.77.6 200 (E)12.6 700.0 80	EL4 816.3 5983.2 898.6 823.66 2.7131 72.862 667.66 596.06 593.13 62800 80942.880
877	9 8013	9 4 Km/00-83.1 42900	79.2 80 90 130 13 79.2 80 90 120 01 79.2 80 90 130 13	1109300 14	6 2 22.8	10.5 Et.a 700	NO 100 125	1143.7 683.8 NO.	E.L. Maj. Mod. Mod. ELL
R77	9 80112	9 4 Km(0.83.1 4300)	79.2 89 90 130 13	1100200 4	12 3 264	26.6 25.0 71.7	30 100 120	2042.0 479.1 279.	185.4 629.27 4003.4 2598.5 333.79 5.8792 40.892 429.39 393.79 40.090 43006 80771,178
877	9 800 13 9 900 13	0 4 Km/0.85.1 4300b	79.2 88 80 130 13 79.2 88 80 130 130	4 1169/2020 3 4 1169/2020 0	20 3 26.7 60 5 22.5	25.0 SEC 778	NO 100 125 NO 100 125	2010 001 2H 0230 024 %	109.0 601.30 4113.1 2667.3 391.66 6.0818 66.303 479.90 800.3 41.075 43006 30631.139 203.3 541.37 5564.1 22.08.8 477.2 4776 33.90 800.4 552.01 54.225 45300 30601.325
R77	9 90132	2 4 KmW-83.1 43130	79.2 88 90 130 13	4 7159-2620 9 4 7159-2620 9	72 3 22.4	15.7 25.6 6.69	20 100 125	(0-07.0) 641.4 No. 1413.2 467.5 64	1940 AU 19 (11) 2672 271 8 8874 8 80 4 27 8 10 1 1050 8 200 1050 1050 1050 8 201 1050
877	9 9013	2 4 Sec(0.63.1 45200 2 4 Sec(0.63.1 45200	79.2 88 90 130 15 79.2 88 90 130 15		100 3 21.5 100 3 21.6	27.3 (6.6 TE)	NO 100 122 NO 100 122	1924.8 904.9 67	THE WIND SCHOOL STATE SALES SHOULD AND ASSESS ASSESSED SANDARS.
877	9 90(1) 9 90(1) 9 80(1)	0 4 Kerilli 89.1 41500	79.2 89 80 130 13 79.2 89 80 130 13 79.2 89 90 130 13	4 3109/3020 0 4 2109/3020 0	120 1 22.6	15.a 25.e 750	NO 180 125	2103.8 NO.8 47 2103.9 MA.7 42	611.5 515.56 2818.6 1476.8 199.08 1.9983 21.822 176.56 162.14 156.66 61580 90.795.306
B77	9 9013	2 4 Sm(0.83.1 43600	79.2 88 90 130 13	1 1100/2020 1	41 1 26.7	2K.2 86.0 792	20 100 125	236.7 583.6 66 960.6 700.1 92	Min. CT.1.0 ACT.1.7 CL.1.1 No. 1.8 £ £2.1.0 CL.2.1 No. 1.8 £ £2.1.0 ACT.2.1 No. 2.1.0 ACT.2.1 No. 2.1.0 ACT.2.1 ACT.2.1 <t< td=""></t<>
B77	9 BOLIS 0 BOLIS	9 4 Km(0)83.1 43680	792 88 80 130 13 792 88 80 130 130	8 3109/3030 1 8 9109/3030 2	60 J 26.7	18.7 (E.C. TS)	NO 100 125	18129.1 T1a.9 96. 4819.2 900.0 109	244.6
877	9 90619	0 d Kan-00-80.1 43900	79.2 80 90 130 151 79.2 80 90 120 151	4 21-09-2020 1	49 3 22.6	22.3 22.6 790	NO 100 125	60-01-3 807-3 100. 80-02 JTRA 75	NILA 589.93 2303.7 169EA 523.22 6.400 50.223 340.47 567.43 35.200 45904 56.763.877
877	9 90812	2 4 Km/0.83.1 4360 2 4 Km/0.83.1 4360	792 80 90 130 792 80 90 130	4 91-09-2020 1 4 91-09-2020 1	70 2 26.4 67 2 26.4	58.1 (65.3 T/G) 58.2 (65.3 T/65)	30 100 120 30 100 170	REST, O. 1982 1	2012 69.21 290.2 293.2 18.11 1.00 (0.81) 1.02.0 (0.13) 11.20 (0.80) 8.01.210
#77 #77	9 900.15 9 900.15	0 4 Km-00-80.1 436.00	79.2 88 80 3.30 33 79.2 88 80 30 330 33 79.2 88 80 30 330 33	4 11-09-3030 0	80 8 22.4	23.3 23.6 762	30 100 125 80 100 125	8010 No.2 16. 8110 No.2 15.	193.3 Not. 2s Not. 9 2293.8 430.50 3.3882 40.471 420.09 EFE.34 40099 40090 40001.836
877	9 800.15	9 4 Km(0)-93.1 4 to-00 9 4 Km(0)-93.1 4 1930	79.2 RB 80 120 131	4 91-09-2020 0 4 91-09-2020 1	77 3 22.4	35.0 35.6 7% 35.0 86.7 7%	30 500 125 30 500 125	#875.0 769.5 78. #751.0 N66.2 75. #809.8 509.1 31. 1796.4 N66.5 179.	251.2 863.21 2562.2 2562.2 2561.3 1.00 26.21 1.05.00 26.4 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.044 2.000 80.045 2.000 80.045 80.
R77	9 80615 9 80615	9 4 Km(0.89.1 43800	79.2 80 90 130 10 70.2 80 60 130 10		dt 1 21.2	26.0 (6.7 79)	30 180 125 30 180 125	1760 Mas 197. 1261.9 750.9 806.	1218 Th.M 609.4 MCL3 FEAC ARROW 80.671 NO.4 52429 52.27 63900 X760.800
977	9 90615	0 4 Km-00-80.1 4.9980 0 4 Km-00-80.1 4.9980	79.2 80 80 130 19 79.2 80 80 130 19	4 F109/3030 15	0 1 22.4	25.3 25.6 712	NO 180 125	1281 F 798.9 NO.	121.8 78.8 60.94 90.10 97.10 5.899 90.07 98.8 50.27 5.27 5.090 5.000
R77	9 80132	0 6 Km-80-83.1 6.9930 0 6 Km-80-83.1 6.9930	79.2 88 80 130 15 79.2 88 90 130 13	11109.2020 9	M 1 23	36.0 db.3 720	30 100 120	1411.8 812.3 882 7271.6 872.3 62	202.0 567.00 3898.7 2120 528.76 3.7960 60.367 380.20 262.52 26.660 48900 87004.126
877	9 90119		79.2 88 80 130 131 79.2 88 80 130 131		79 3 20.3 6 3 20.3	19.7 (85.7 TSH 17.4 17.6 797	90 100 129 90 100 129		
877	9 900 13 9 900 13	9 4 Km (0.00.1 44130 0 4 Km (0.00.1 44130	79.2 80 80 130 13 79.2 80 80 120 13 79.2 80 90 130 13	4 91-09/2020 29 4 91-09/2020 29	8 3 22.4	19.3 23.6 718	90 100 125	200.5 1676.0 60K 2676.0 1676.0 665.	20.12 15.26 2175.4 235.1 316.26 3251.6 22.47 27.56 27.78 29.38 40.00 32.06.00 20.1 15.20 20.1 20
977	9 80132	2 4 Ken(0.53.1 44230 2 4 Ken(0.53.1 44230	79.2 XB 90 130 IN	4 3159/2020 9 4 3159/2020 9	129 5 26.8	29.2 (6).2 T20 29.2 (6).2 T20	70 100 125 70 100 125	3638.5 234.5 37 3626.5 284.9 39	
B77	9 80(1)	9 4 Km(0.80.1 4425° 9 4 Km(0.80.1 4425°	79.2 88 80 130 13	1 1109 2020 8 1 1109 2020 9	123 3 22.6	33.8 33.6 75C	20 100 125	2794 9 No.2 1 65. 2191 5 559 5 40.	APIG MARY ROOM 1773-4 164-96 SAPIT HAWN KYLYN WARM ARRIV MARY MINISTRE
877	9 800.12	2 4 Ken9193.1 4460.	79.2 89 90 130 13 79.2 80 90 130 13 79.2 80 90 130 13 79.2 80 90 130 13	11109/2020 7	6 2 20.2	704 TO	20 100 120	1700.8 210.4 290.	ATIC MILE SERVICE TO A SHEET REST SERVICE SERV
B77	9 90137	2 4 Km (0.83.1 4460)		4 3109/2020 7		29.2 86.7 736	30 100 120		
877	9 90139	9 4 Km(0):83.1 6098 0 4 Km(0:83.1 4098) 0 4 Km(0:83.1 4098) 0 4 Km(0:83.1 5000) 0 4 Km(0:83.1 5000)	79.2 89 80 130 13 79.2 80 80 130 13 79.2 80 90 130 13	1 11.09/3030 0 1 11.09/3030 0	100 3 22.4	11.3 13.6 6%	NO 100 125	966.7 \$06.2 58. 603.3 \$00.2 58. 802.6 266.1 379 606.9 288.7 \$02.	1814 764,00 4884 2804 187.2 64.20 75.21 187.4 68.922 12.00 68.90
877	9 90115	9 4 Km-00-80.1 44600	79.2 80 90 130 13	1109300 29	4 24	20-3 60.7 TSS	NO 100 120	60 (2.6 36 65.1 3.50 60 (2.9 20 65.7 60)	111.6 373.31 3464.4 2796.7 346.86 7.802 82.861 596.89 500.80 52.802 44600 87796.516
877 877	9 80115 9 80115 0 80115	2 4 Kenth 80.1 44780	792 80 90 120 15 792 80 90 120 15 792 80 90 120 15	4 7150/3020 28 4 7150/3020 9 4 7150/3020 0	113 3 27.6	22.6 22.6 6/9 23.7 23.6 6/9	50 100 120 50 100 120 50 100 120	2011 X 389.7 89. 2011 X 389.7 89. 2020 6 902.3 89.	323.5 585.96 568.7 2090.3 523.22 4.4090 50.341 885.4 524.73 56.181 44700 8136.130
877	9 800.15	0 6 Kan-60-80.1 44790	79.2 89 80 130 131 79.2 80 80 130 131 79.2 80 90 130 131	4 71-09/3030 0 4 71-09/3030 0	109 9 20.7	20.7 23.6 6/00	NO 100 125	2629.6 290.3 de. 7167.8 529.3 de.	
B77	9 90612	9 4 Kerthist 1 4800 9 4 Kerthist 1 4800		1 1109:2020 1	70 1 21	2010 III.2 TIE	20 100 125	7047.8 593.6 73	2010 ML FT MET.2 2176 68006 3-6009 66.156 675.79 680.2 61026 64600 82602.221
E77	9 90115	9 4 Kerill 83.1 4890 9 4 Kerill 83.1 4890	79.2 80 90 130 15	4 2109/3020 1 4 2109/3020 1	66 1 21.8 66 1 21.8	25.2 25.6 718 25.1 25.6 722	NO 100 120	1676.9 No. 0 109:	143.2 AZEST 4178.0 2770 MEAST 1366 M.366 578.70 AZEST 31800 ASTRON X2879.001
877	0 80015	9 4 Kan-91-93.1 41000	79.2 89 90 120 13 79.2 80 80 120 13 79.2 80 80 120 13 79.2 80 80 120 13	4 3109:3030 5	10 1 25.4	60.3 60.3 T28	N) 100 125	400.7 12% a 200.	16.12 66.62 61.74 277 66.64 1.56 6.364 1.56 6.75 7.52 7.52 6.75 7.52 7.5
877	9 90112	9 4 Ker(0:80.1 45000	79.2 RB 90 130 IN	4 3169(303) 4	13 3 20.4	40.4 60.7 708 10.0 10.4	NO 100 120	\$23.9 1105.9 166.	174.0 (88.0) 317.8 2073.9 417.13 4.3111 (8.72) 389.13 279.24 23.420 (8800) 81.797.602
877	9 80(1)	0 4 Km/00/00.1 43000	79.2 80 90 1300 137 79.2 80 90 130 137 79.2 83 90 130 137 79.2 83 90 130 131	1 11:09:2020 17 4 11:09:2020 18	0 3 21.8	35.5 35.6 726 35.6 35.6 736	No. 180 125	1179 9 2611.1 330. 1179 9 2500.0 330.	15C1 6C4 1112 2000 86C2 1900 6160 2000 2000 2000 2000 2000 8000 8000 80
877	9 80113	9 4 Km 00 83.1 41200 9 4 Km 00 83.1 41200	79.2 88 90 130 IN	4 3159-3620 0 4 3159-3620 0	170 3 24.7 170 3 24.8	40.2 40.3 712 40.1 40.3 730	NO 188 125	2009-0- 010-0- 22 2003.3 033.9 22	SCLO ROSCY 6506.1 5500 602.00 5.8782 75.208 578.71 688.11 67.86 60380 81396.417 501.81 508.71 6598.3 602.81 506.417 501.81 508.71 6598.3 602.81 602.8
877	9 90112		79.2 88 90 130 13 79.2 88 90 130 15		20 3 22.6	15.4 25.6 790	NO 186 125 NO 186 125	13671.7 1363.9 %	
B77	9 800 15	9 4 Km (0.85.1 4529) 9 4 Km (0.85.1 4MIC)	79.2 89 90 130 137 79.2 89 90 130 137 79.2 80 90 130 131	1109/2020 2 1109/2020 0	79 3 20.4 79 3 20.4	10.5 TEA 688 TOTAL TOTAL	20 180 125	2911.1 1979.7 142 7714.1 912.1 66	
877	9 908.19	9 4 Kenth-93.1 4MIC	79.2 80 80 330 35	1 1100.3030 9	79 3 36.3	#0.0 (f) T/b	NO 100 125	2(2) 200.5 (0)	179.1 647.92 6187.6 2690.6 120.72 0.3917 70.047 101.09 40.027 68.891 6962 81679.620

977	al south	a 4 v - m m 1	darm 2	max mm	ma 1	ran ra	2140 TOTAL	tal al	al mal	10 to	er l seel	chall channel towns I	and the state of t
877	9 80512	2 4 Ker(0:89.1	41000 7	92 80	10	130 13	1109.300	11 8	3 22.6	12.4 23.6 T	2 80 100	120 1362.7 773.4	1914 1975 50.17 259.5 212 62.7 548.6 77.27 62.11 178.2 51.17 6497 8680.79 178.5 184.5 184.6 186. 200.5 64.85 5.171 18.37 62.67 178.5 6600 6100 6100 600.78 187.5 125.0 64.8 6113.1 2713 88.5 6.89 60.90 67.9 10.70 10.70 16.27 16.20 6009532
877	9 80519	9 4 Km(0) 93.1		92 88	10	120 13		2 30	3 26.4	29.3 (6.3 T	17 30 180		88.7 172.0 448.70 4115.1 2718 38.54 8.586 40.707 407.70 367.47 54227 47800 3079528
BIT	9 808 15 9 808 15	2 4 Km(0)83.1	43030 7 47790 7	92 82	10	130 13	71-09/3030 71-09/3030	2 36	3 26.3	70.0 (6.3 T 19.2 19.6 T	70 NO 100 19 NO 100	129 9693.7 1197.2 129 1192.01 804.8	81.5 131.0 621.3 4187.6 2773 578.79 6.8908 67.813 437.89 367.43 53200 47800 56232423
877	9 808.15	2 6 Km(0) 83.1 2 6 Km(0) 83.1 2 6 Km(0) 83.1		19.2 RB	90	130 13 130 13 130 13	1169/300 1169/300	29 6	2 21.6		20 20 200 10 20 200 27 20 200	125 9657 1135.2 125 18120 8043 1 125 18788 821.3	1813 1310 523 487.5 7775 7574 4566 7.811 1056 57.61 1310 5250 5260 5250
877	9 80(1)	2 4 Km(0:83.1	47700 7 43600 7	92 88	90	130 13	7150/3030 2150/3030	29 6	2 21.5	10.3 25.6 T	27 30 100 th 50 100	125 175.8 821.5 125 856.7 86.5	06.0 264.4 05.91 200.8 1712.5 25.77 2.8500 26.00 192.51 162.14 15.00 8750 7667.00 06.7 193.0 092.21 293.5 200.6 87.23 6.3507 70.33 675.39 682.3 41.071 4300 7607.300
877		2 4 Emmin	47000 7	10.7	90	120 13		2 50	1 71.0	TO 201 T			ALL THE PARTY TH
877	9 90515 0 90615	9 4 Km/80-89.1	47900 7	19.2 XB	10	130 EN	91.59/3030 91.59/3030	9 20	3 21.6	82.4 33.6 T	97 50 196 19 50 196	125 7617.5 603.6 125 2109.1 1374.5	Th.2 2011 FPA.10 2001A 30Th.2 No.4.11 4.600b NI.NVV 580.47 510.57 510.57 510.00 47900 79032 00
877	9 80115	9 4 Km(0)-80.1 9 4 Km(0)-80.1 9 4 Km(0)-80.1	47900 7	19.2 88	90	130 13 120 15 130 15	11-01/2020	4 20	20.7	52.0 25.6 T	12 20 100	125 2171.9 1613.2	### 250.0 Act 200.0 Act 20
877	9 905.12		45000 7	92 88	90	130 IN	1100/300	15 6	3 23.7	20.2 (E.2	22 30 100		
877	9 80113	2 4 Km (0.83.1	414 00 7	192 RB	90	130 13	7150/3020 7169/3020	4 12	3 23.6	12.7 13a 6	80 80 180	125 9251.8 DRIPL4 125 1369.2 1601.6	18.4 26.2 50.4 2429.2 1.50 18.5 18.0 41.80 12.80 25.45 25.15 40.00 1773.100
877	g 80815	2 6 Kmill-83.1 2 6 Kmill-83.1 2 6 Kmill-83.1	41230 7	92 88	90	130 13 130 13 130 13	1109:3030	9 10	3 20.7	12.7 33.6 T	27 30 100	125 1356.8 155.5	1864 1864 1862
877	9 805.15		46200 7	92 83	90			1 50	3 21.6	40.2 40.2 T	18 90 190	125 1625.7 692.6	MR.4 99.9 902.49 PHIT-9 2796.2 TEN-28 7.8988 HI 566 529.29 402.09 40.06 402.00 TT964.923
877	9 80415	2 4 Km(0.83.1 0 4 Km(0.83.1 0 4 Km(0.83.1 2 4 Km(0.83.1	46200 7 46200 7	92 89 92 89	90	130 13 130 13 130 13	7149/3020 7149/3020	33	2 21.6	10.0 TA T	52 30 186	122 109(9 664.8 123 1791.5 Else, 4	125.4 1806 127.4 1864.2 1862.4 1862.4 1862.4 1877 3.59 487.4 1879.6 1862.0 177.4 187.6
877	g 80615	2 4 Km/00/83.1	44700 7	92 80	90	130 131	71 (0) 2020	2 60	3 23.6	22.1 23.e 7	17 80 180	120 2151.6 1290.6	No.
877	8 80510	2 4 Km(0:83.1	40600 7	9.2 89	90			22 6	4 21.8	80.2 80.3 T	22 20 100		10.0 103.1 203.5 203.5 2718 70.28 3.4700 105.07 268.70 52.00 004.07 70.07
377	9 8013	2 4 Km(0:83.1	80600 7 46000 7	19.2	90	132 13	7140/3030 1140/3030	29 6	4 21.8	80.2 80.3 T	10 30 100	125 9377.9 2588.6 125 1486.9 883.5	5003 100.1 FT3.09 5000 2070.9 T17.61 9.2459 100.29 T30.62 640.00 T1.500 6640 70.712.011
877	9 8013	9 8 Km (0.83.1 0 4 Km (0.83.1 0 5 Km (0.83.1 0 5 Km (0.83.1	44400 7	9.2	80	130 13 130 13 130 13	1109-3030	9 20	3 2.4	NEA NA 6	NO 100	125 (AMA 800.2	100.00 100.5 171.00 180.0 200.0 771.01 2,520.0 100.20 770.01 2,600.0 100.00 171.00 2,600.0 171.00 2,600.0 171.00 2,600.0 171.00 2,600.0
877	9 80(12)	2 4 Km/00/80.1	410/E	19.2	90		1150-2020	9 2	1 20.7	98.9 mm.2 T	10 50 100	129 2007.4 1189.7	20.0 1014 No.22 12012 2007 4 det col 5 3576 55 474 130 40 100.00 100.00 7000 100.0
877	g 808.15 g 808.15	2 4 Km(0) 83.1		19.2 NB	90	130 131			2 20.7	18.5 (65.7 T	m 20 180	125 2738.6 1246.1 125 1148.7 495.7	04.2 137.8 273.0 198.5 27.5 494.2 5.200 36.00 27.23 214.27 21.20 40600 77.733413
877	9 B(615-	9 4 Km(0.83.1 0 4 Km(0.83.1 0 4 Km(0.83.1 2 4 Km(0.83.1		F9.2 RB	80	130 13 130 13 130 13	11(0/3020	3 20	3 25.3	12.4 33.6 T	14 90 100	125 1149.7 695.7	06.2 37.5 575.0 198.5 51.0 68.1 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.
877	0 NOL15	9 4 Km-80-83.1	44790 7 49802 7	90.2 RB	90	130 130	7149-3130 7159-3130	9 29	3 23	12.6 33.6 T	10 90 180	125 1177.0 700.0 125 1092.1 979.9	197.0 193.1 622.52 6987.9 2600 694.9 5.2650 544.76 564.62 508.65 52.27 66700 THERASE
977	2 3012		4992 7	92 39	90	130 130	1109/3030	2 12	2 21.2		98 30 100		4E.R 197.8 642.67 3961 2600.2 67.83 6.8772 6.728 306.21 296.8 26.67 6600 79127500
877	g 80515	2 4 Km(0.83.1		92 89 92 89	90	130 130	7169/3020 1169/3020	9 139	3 75.6			120 2008 5 2018 6 120 2017 8	50.7 120.3 953.17 6072.9 3786.4 550 3.800 33.80 580.47 552.03 33.200 66690 753053660
WITT .		2 4 Km(0:50.1 2 4 Km(0:50.1 2 4 Km(0:50.1			90	130 13 130 13 130 13	11-09-3030	9 129	3 21.6		96 NO 100 10 NO 100		137.5 472.6 786.1 300.2 673.0 437.7 8.73.6 82.3 12.5 246.7 366.7
877	9 80113	2 4 Km(0:83.1	4700 7 4700 7	92 80	90	130 13	2109/3020 2109/3020	9 9	2 20.0	60.2 66.2 T	17 30 100 30 30 100	122 10.49.9 1130.3 122 5433.2 1364.9	103.4 103.6 466.79 4390.3 NCTLS 1002.86 2.4230 76.003 NCTS 416.04 43.026 KNGS 75179.330
877		2 4 Km(0.00.1			90	130 13	7160 300 7160 300	2 00	1 73			122 1836.2 1180.1	80.7 104.8 006.70 002.7 800.1 004.00 7.7101 77.80 NY.3 44.501 44.000 47.00 75.04.502
877	9 908.15 9 808.15	2 4 Km(0.85.1 2 4 Km(0.85.1 2 4 Km(0.85.1	673 M 7	19.2 X3	90	130 13 130 13 130 13	91.09(3030 91.09(3030	2 30	3 21.4	10.2 15.6 T	12 NO 1981 20 NO 1981	125 1896.5 1185.1 125 1881.0 1118.7	100.5 100.4 100.5 100.2 100.5 100.
東次	9 90117	2 4 Km(0:83.1	47289 7	92 88	90	132 13	11/07/2020	1 (0)	3 29.7	40.2 46.2 T	18 30 100	125 866.2 858.8	96.5 20.1 40.50 296.84 296.3 486.67 1.6948 46.717 210.22 40.335 47956 47360 76204.257
877	806.13		47290 7	19.2	90			2 60	3 26.8	40.4 (6.7 T	C 30 186		
877	9 90(1)	2 4 Km(0:50.1 2 4 Km(0:50.1 2 4 Km(0:50.1	47987 7 47987 7	92 89 92 89	90	130 13 130 13 130 13	3109/300 3109/300	4 20	1 24	52.5 ISA S	E 30 100 C 30 100	120 2967.8 1636.0 120 4967.6 1501.1 120 2296.1 717.5	\$2.5 \$2.5 \$3.6 \$2.5 \$3.6 \$3.6 \$3.5
877	9 90019	2 4 Km9033.1	47900 7	92 88	90	130 150	1169/3030	19 9	2 26.7	60.0 St.7 T	10 100	120 2366.1 717.0	102.2 206.7 517.64 5226.9 2001.7 505.52 4.2240 45.811 526.00 205.60 26.500 47400 75406.600
877	9 80819		47900 7	92 88	10			17 8	2 28.4	60.3 60.3 7	C 30 186	129 2306.0 568.2	
877	9 8013	9 4 Km(0)80.1 9 4 Km(0)80.1 9 4 Km(0)80.1 2 8 Km(0)80.1	47887 7 47887 7	92 88	90	130 131 130 134 130 134 130 131	7169/3000 1169/3000	2 8	7.4	19.2 35.e 7	17 50 196 22 50 166	125 ISSA 1551 1	224.6 38.7 89.7 4.679 M36.0 28.7 83.8 28.7 83.7 83.7 83.7 83.7 83.7 83.7 83.7 8
977	9 90115	4 4 Km (0.43.1			60	130 130	3140-3030	1 40	3 24.2	40.2 40.3	24 20 100	129 1503.5 402.5	18.8 98.2 98.2.72 PHER SHIPS NEED ASSOCIATION SELECT STATE STATE OF THE STATE
877	9 80(12)	2 t Kest0 83.1	4766 7	92 xs	90	132 13	1109 3030	2 80	3 26.7	80.2 80.2 T	22 20 100	125 1549.5 462.5 126 2290.2 721.8	81.2 91.9 88a.21 8891.7 8602.1 NO 6.8906 96.136 628.11 562.89 29.110 67606 75897.346
877	9 80E15	2 4 Km(0.83.1		92 83 92 83	90	130 15	21.00/3030 21.00/3030	9 18	2 2.1		36 30 100 0 30 100	125 896.2 527.7	151.3 157.8 201.0k 4361.7 201.4 404.3 4.6139 49.676 348.77 806.89 32.27 47500 75629.128
877	9 8013	9 4 Km(0.83.1 0 4 Km(0.83.1 0 4 Km(0.83.1 2 4 Km(0.83.1	67790 7 67900 7	92 88	90	130 13 130 13 130 13	11-00-3120 11-00-3120	2 83	3 21.3	10.0 10.0 T	NO 100	125 886.5 527.7 125 1112.1 662.6 125 262.2 767.1	157.5 157.5 157.6 158.7 257.6 158.7 158.
977	9 90115 9 90117	2 4 Km(0) 42.1	£260 7	92 99	90	130 IN	7149/3030 7149/3030	2 73	3 26.6	TO 00.7	27 20 100	125 2662.2 76.7.1 125 2129.6 86.6	04.1 105.0 827.20 400.7 200.4 623.00 5.7527 56.974 572.20 528.72 52.70 470.0 7500.400
877		2 4 Section 1		92 10	10	130 130	7159-2020	12 0	2 2.7	12.9 33.6 T	20 100	125 1879.0 448.3	00.0 203.0 773.70 486.0 200.3 404.0 4.007 27.732 366.62 316.57 34.739 4700 71076.000
BTT	8 806.13 9 806.15	9 4 Km(0:83.1 9 4 Km(0:83.1	47900 7	19.2 RB	90	130 130	3169-3130	11 6	2 26.7	15-8 35a T	26 20 200 20 30 100 20 30 100	125 1876 648.5 126 1867.1 665.2	103.6 203.6 773.96 4868.6 2083.3 436.81 4.997 97.522 366.62 316.57 34.229 47900 75006.886 16.2 266.9 76.5.13 4861.4 2868.8 436.8 48997 96.866 364.62 316.57 33.268 47900 75006.806
877	9 90115	9 4 Kmith 83.1 2 4 Kmith 83.1	deca 7	19.2 HB	90	130 130 130 130 130 130 130 130	11 (n/3)(2)	3 13	3 25.6	80.0 (80.0 T	D 50 100	125 1686.0 856.7	00.6 201.6 77.0 486.8 201.0 58.81 4807 07.0 17.0 186.0 18.17 5.20 4700 190.0 1
977	9 90015		6000 7	19.2 NO	90	130 13	11.59/3020 11.59/3020	1 22	3 23	50.1 90.2 T 52.2 33.6 T	22 NO 100 26 NO 100	125 1560.1 64.6.2 125 1396.7 663.7	
877		2 4 Sm(0.93.1	4937	92 10	10	130 130		1 50	2 22.8	12.8 23.6 6 10.2 (6.3 7	m 80 m	127 1632.5 663.6	12.3 100.0 700.01 4402.3 2040 470.00 1420W 49.40 152.00 2770W 30.044 4000 77900.011
B77	8 806.13 8 806.15	2 4 Km (0 H3.1 0 4 Km (0 H3.1 2 4 Km (0 H3.1	61010 7	19.2 38	90	130 1N 130 1N	51 59 3020 51 59 3030	0 183	3 26.6	39.2 dt.3 7	10 100	129 1632.3 665.4 129 21.914 185.0	III.2 58.5 78.8] 462.3 24.6 58.52 58.50 58.50 57.51 77.9 50.10 57.5 75.5 22.5 22.5 22.5 22.5 22.5 22.5
877	9 805.12	2 4 Sm(0:83.)	46200 7	92 88	90	130 IN	1150:300	9 179	3 26.7	M.1 (6).2 7	th 30 100	120 2636.7 173.9	22.5 205.9 11.62.2 700s.6 4790.9 480.0s 24840 50.8s 231.69 231.63 79357 68280 7561.355
877	9 80613	2 4 Km(0:83.1		92 89	90	130 13	7159:3020 2169:7070	9 100	3 23		26 20 100	125 1913.4 217.4	27A 100.2 90.34 3150.3 260.7 202.8 3.6000 10.733 220.84 550.03 66296 75751.566
877	9 80113	9 4 Km(0:83.1 9 4 Km(0:83.1 9 4 Km(0:83.1 9 4 Km(0:83.1	4880 7	19.2 NO 19.2 NO	90	130 13 130 18 130 18	71.69(3030 71.69(3030	0 83	3 20.3	55.3 25.6 T 56.3 46.3 T	29 30 100	129 1599.0 262.7 129 6679.6 559.9	11.5 27.7 86.8 2 392.8 282.1 202.2 202.2 202.2 202.0 2
877	9 800.10	2 4 Km(0:83.1	4602 7	92 88	10	130 33	1109:3030	2 50	3 23.9	38.3 (6.2 T	28 30 100	127 40.75.1 559.2	46.0 183.0 468.70 4280.7 2780.7 48000 3.7351 88.05 279.20 279.24 23.427 48627 TR.14.98
377	9 905.15	2 4 Sm(0:83.1		92 88	10		1159/2020	9 120	3 21.6	19.7 33.6 T	12 50 100		
877	9 8013	2 6 Km(0:83.1 0 6 Km(0:83.1 2 6 Km(0:83.1	48000 7 48000 7	10.2	90	130 13 130 13 130 13	7149/3030 7149/3030	2 113	3 20.9	22.8 23.6 T	5 30 100	127 NISC 5 SER.4	8.5 195.6 75.6 195.1 276.6 195.2 195.2 175.1 18.5 19
877	0 90010	2 4 Km/80/83.1	4900 7	19.2 89	90	130 131	1169.2020	1 22	1 21.9	20.1 (E.2) 7	E 90 100	120 1040.9 8100.9	100.7 137.4 429.70 4990.71 2020 355.79 5.5771 56.470 590.51 547.47 54.272 49907 7535.340
877	9 80512		490/07	92 89	10		1109/2020	2 192	20.9	15.9 23.6 7	21. 20 100	125 1297.1 667.6	55.7 166.7 709.97 681.7 21.90.8 736.11 5.3080 62.304 641.89 596.06 40097 68409 75291.990
877	9 8013	9 8 Km (0.83.1 9 8 Km (0.83.1 9 8 Km (0.83.1 9 8 Km (0.83.1	4900 7	92 K2	90	130 13 130 13 130 13	1109/3020 1109/3020	9 239	3 2.6	22.9 22.6	19 30 180 18 50 180 18 50 180	122 30% 0 67% 3 123 10/3 2 522.3	
877	9 8013 9 8013	9 4 Km-60-83.1			90	120 IN	1100 3030 1100 3030	9 220	5 25.7	79.3 40.5 7	18 70 100	126 1018.2 522.5	20.5 ETB.S 1146.5 630.1.3 3469.6 296.04 4.2280 30.91 156.40 308.63 20.55 60000 TR60.71
877	9 80(12)	2 4 Km/0/83.1	4890 7	19.2 HB	90		1109.300	2 100	21.2	10.9 23.6 7	W NO 100	125 1091.6 M5.3 125 1854.5 266.2	M. 2 MA. 2 TO A 2 ASSA STREET PART 1 ACRES 17 NO. 1
877	9 80E10 9 80E10	9 4 Km(0:83.1 9 4 Km(0:83.1		92 80 92 80	10	130 13 130 13 130 13	3169/3030 1169/3030	2 162	3 21.3		29 30 100	125 1899.4 362.3 125 5266.1 1669.7	15.5
877	0 90819	9 4 Km/80-83.1			90	130 19	11-09-3030	9 8	3 24.0	39.4 46.3 T	94 90 000	125 S266.1 1629.7	20.8 IDs.7 496.7 2467.0 1421.0 IBS.82 1.6882 12.827 79.260 86.80 1.91.0 4900 Tha21.650
877	8 80115	2 4 Km(0.60.1 2 4 Km(0.60.1		9.2 89	90	130 130	1109-3030	12 8	3 26.1	99.5 60.5 7	ab 90 500	125 5621.5 (829.5) 125 8641.7 562.9	161.2 S29.4 600.76 2467.9 1614 500.39 1.6952 12.827 79.269 80.919 3.919 69800 79.291.316
977	9 908.13	2 4 Keeping	#15.00 7 #15.00 7	22	20	130 15	1169/3030 1169/3030	0 112	1 214	52.4 33.6 T	70 100	125 3941.7 542.5	THE
877	9 806 15 9 806 15	2 4 Km(0:83.1 9 4 Km(0:83.1	44D86 7	92 X8	90	130 15 130 15 130 15 130 15	33.69/3020 11-09/3020	9 119	3 26.3	12.7 23.6 T	20 30 100 81 50 100 30 50 100	129 N.S. 9 No.4.0 129 49-7 109.1	No. 175.1 184.2 173.1 289.1 287.2
877	9 R0115	0 4 Km(0:80.1 2 4 Km(0:80.1		19.2 89	90	130 IN	1109-3630	9 110	3 26.6	40.0 40.3 T	10 NO 100-	125 ENG.8 274.2 120 1323.0 225.1	67.7 No. 4 650.79 3579.4 2779.1 346.40 4.60m 51.609 390.30 562.89 371.19 493.0 72899.128
877	9 808.12 9 808.12	2 4 Km(0.83.1	#ICHO 2	19.2 88 19.2 88	90	130 IN	21,69(3030 21,69(3030	9 159	2 20.2	10.0 10.0 T	28 50 186 p 50 186	125 1323.0 223.1	20.0 20.0 920.0 9710.0 300.0 300.0 300.0 300.0 300.0 300.7 201.0 52.7 9520 71551720 80.0 270.7 201.0 52.7 9520 71551720 80.0 270.7 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 52.0 9520 71551720 80.0 270.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71501720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520 71551720 80.0 9520
277		2 4 Kmm30.00.1	#10.00 T	22		120 13		9 700	1 71	m 2 m 2	C 20 180	125 1626 201.0	THE STATE OF
877	9 90E15 9 90E15	9 4 Km-00-83.1	41630 7	19.2	10	130 15 130 15 130 15	91-09/3030 91-09/3030	0 (10)	3 21.6	99.7 dt.7 T	10 10 100	125 16710 668.6 125 1690.5 671.5	12.7 201.5 E017.2 6551.5 Mel' 9 Nol 11 4.9922 Nol 10 Mil 4.592.7 Nol 198.4 159.77 34.225 49420 THESSES
877	2 90137	2 4 Km(0) 85.1 0 4 Km(0) 83.1 2 4 Km(0) 83.1	41678	19.2	90	130 13	1109:2020	9 128	3 21.6	22.2 22.6 2	n 30 100	125 1677.0 668.6 125 1696.5 671.8 125 2656.6 566.7	114 2014 100.0 400.1 300.1 3010 43111 50.01 100.01 100.01 3520 4000 7001000 117 2013 1072 400.3 30070 30411 43001 50.01 50.01 100.0
877	9 90(15			92 88	90	130 13	1159:3030	9 120	3 20.9		ID 30 136		
877	9 9013	2 4 Km (0.83.)	696C 7	19.2 NO NO	90	132 15	3169/300 3169/300	9 197	2 26.1	60.2 60.2 T	20 NO 100	125 1798.2 192.6 125 1948.4 200.1	23.2 20.2 20.2 20.2 20.2 20.2 20.2 20.2
R77	9 80512	2 4 Km (0 HS.1 0 4 Km (0 HS.1 2 4 Km (0 HS.1	47090 2	9.2 80	10	130 13 130 13 130 13	11(0)(3)(3)	2 90	2 20.9	12.5 23.6 7	22 30 100	125 1862.5 1198.5	13
B77	9 90(1)			92 89	90		7159/3030	2 80	3 75.8	12.5 23.6 7	97 30 100	129 1923.0 1146.7	
R77	9 8013	9 4 Sm(0:83.1 9 4 C=01-83.1 9 4 Sm(0:83.1 9 4 Sm(0:83.1	4900 7	92 88	90	130 13 130 13 130 13	1100:300 1100:300	9 192	2 26.4	60.7 (60.7 T	27 30 100	125 STRO MAR	26.1 10.2 1.01.6 1.01.
877	9 80(1)	2 4 Km-00-83.1	emm 7	92 30	90	130 130	1109.3030	1 60	2 20.4	31.9 23.6	R) 30 106	129 911.9 900.4	M2.9 EX.8 2087-1 720.9 decit.4 MEX.10 7.3926 77.80 X10.69 deb.21 44.000 g/m/m 76.02.1.177
RTT	9 90(1)	2 4 Km(0:83.1	enn 7	92 88	90		1109-2020	1 60	3 20.4	22.9 22.6 7	14 30 100	125 649.7 599.7	197.4 BEST 1188.7 2618.4 6736.9 BELDO 2.8779 BLAZO 546.50 495.30 45.86 499/R 25608.688
877	2 8013	9 4 Km(6) 83.1 9 4 Km(6) 83.1	2000 2	92 X3	90	130 131 130 131 130 131	1100.2020		2 26.0	20.2 (E.2 T	57 50 186 6 50 186 0 50 186	129 1775.8 No.2 1 129 1812.4 No.4	58.3 281.0 829.42 2311.4 2608 677.3 4.7% 28.40 88.40 88.12 26.24 58800 26.57.36
877	9 8013	9 4 Km (0.85)	200.00	19.2	90	130 130	1109-3120	9 179	3 29.4	11.2 21a T	m 80 100	125 1045.7 245.9	22.5 S07.4 974.83 Not2.5 Not2.7 212.5 3.6000 Na.817 249.72 208.47 208.00 Natural Pro-
877	9 90519	9 4 Km(0.85.1 9 4 Km(0.85.1	20130 7	92 88	10			9 170	3 20.4	21.2 23.6 T	27 300 300	125 1068 7 185.6 125 1897.0 296.2	18.5 25.0 25.0 25.0 25.1 25.0
877	9 90612	2 4 Km(0:83.1 2 4 Km(0:83.1	300M 7	19.2 NO 19.2 NO	90	130 13	71/09/2020	9 280	5 26.2	10.7 (E.2 T	17 80 100	120 879.0 209.4 120 877.8 271.8	8.4 201.6 1677 929.6 860.6 201.19 5.6209 30.639 396.33 519.73 36.229 56206 75909.215
877	9 8013	9 4 Km(0)43.1		92 88	90	130 130 130 130 130 130	1100-3030	9 169	3 20.7	11.3 23.6	17 NO 200 26 NO 100 36 NO 100	125 1936.7 296.9	Sec.
877	9 90510	9 6 Km-80-83.1 2 6 Km-80-83.1	20200 2	92 83	90			2 162	2 20.7	21.6 22.6 7	A 70 10 10 1	125 1936.7 296.3 125 1766.2 265.3	MAJ 179.3 92244 ROSSA 3739.2 898.66 5.3002 45.692 450.81 886.3 4208 56300 56300.200
877	9 80E15	9 4 Km(0:80.1 9 4 Km(0:80.1		92 88 92 88	90	130 15	1109.3020	9 130 0 130	3 23.6	862 862 T	17 50 100	120 FM.1 201.3 120 FM.3 207.5	55.9 294.5 294.8 4278.3 2496.1 355.5 4.600. 34.676 498.23 355.17 36.10 50406 3688.39 36.8 263.7 364.00 4378.9 2545.2 364.11 4.4008 35.89 412.10 362.09 371.19 10400 36813.275
877	0 800 15 0 800 15	0 4 Km/00/00.1	30600 7 30800 7	92 20	60	130 131 130 134 130 134 130 135	1149/3020 1149/3020	0 100	3 20.3	11.2 234	17 50 200 15 50 500 15 50 500	120 1044 4 204 5	
877	9 90815	0 4 Km(0)40.1 2 4 Km(0)40.1	3000 7 3000 7	19.2 RB	90	130 130	1159.300	9 147	3 20.4	31.7 33.6 T	27 80 100	125 1946.4 258.5 125 2825.2 264.1	20.0 TOUR 270.0 270.0 270.0 20120 3.700 0.700 10.77 20.00 34.77 20.00 34.77 20.00 34.77
B77	g 80512		2000	92 80	10	130 131	7109.3030	9 129	2 25.1	27.7 (0.2		127 1989 (278.0)	
RTT	9 90515	2 4 Km (0.83.1 0 4 Km (0.83.1 2 4 Km (0.83.1	20602 7	92 88	90	130 13 130 13	7169/3020 7169/3020	8 179	3 20.2		60 NO 100	125 1861.6 962.6 125 2198.5 264.6	17.5 594.0 2016.0 2016.0 2016.0 2016.0 3610.0 18277 50.01 185.20 503.0 27.10 5060.0 77108.200.0 33.3 51.0 505.0 3610.0 3610.0 3610.0 48.00 4.470 50.00 185.0 2016.0 2016.0 3610.0 7728.650.0 3728.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.650.0 3728.000.0 3728.650.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0 3728.0
977	9 80115	0 4 Km (0.00.1	3300 7	92 88	90	130 15		0 100	3 20.0		- NO 100	125 2018.5 268.6 125 2018.1 263.7	50.5 181.5 702 50.00 3480.7 68.62 4.3470 10.300 396.60 30.13 30.144 50.00 7726.646
877	9 8012		300 7 3000 7	92 89	90	130 13t	1109/3020	1 36	1 200	31.3 33.6 T	2 50 IR	127 2017.8 907.8	
877	9 80515 9 80515	2 6 Km(0/83.1		19.2 NB	90	130 130	1109/3030 1109/3030	1 30	3 20.0		20 30 300	120 2033 104.0 120 1031.0 204.2	22.7 185.0 279.13 3660 2650.9 86.62 6.8982 35.363 36.62 52529 31,792 50800 7669.27
877		2 4 Km(0) 93.1 0 4 Km(0) 93.1 2 4 Km(0) 93.1		92 88	90	130 13 130 13 130 13	11093030	9 160	3 (8.3		29 90 100		21.7 160.0 279.11 3880 2593.4 88.62 4895 93.61 366.42 52.29 31.75 5880 7893.77 17.6 26.4 37.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7 1
877	9 80115	2 4 Km(0:00.1	3060b 7 7 2000 7	9.2 80 9.2 80	90	130 131	1109:3630 1109:3630	2 122	3 264	31.4 31.2 7 27.8 96.7 7	N 100	120 1136.6 226.7 120 8796.7 622.7	301 2712 908 N 1902 8713 4713 5.368 9182 487.66 4813 4608 5900 7729426 362 2619 423.27 5692 228.2 4262 5.787 4786 475.9 4813 4107 5800 7708.0
977			7 2000 T	92 99	80			9 70	1 214	17.0 M.2	20 20	129 4097.0 429.1	
BTT	9 90515 0 80615	2 4 Km(0) 93.1 0 4 Km(0) 93.1 3 4 Km(0) 93.1	91100 7	19.2 83	90	130 13 130 13 130 13	31.59(303) 31.69(303)	0 100	3 18.6	12.2 91.2 7	27 80 106	129 8652.5 655.1 129 20%.0 667.4 129 20%.0 665.8	No. 2013 673.1 1754.1 2751.1 477.7 33.00 57.7 47.50 60.2 2010 60.47 70.00 2010
877	9 80115	9 4 Km(0:83.1	2118 7	92 88	90	130 150	1149.300	9 197	3 18.7	12.2 21.2 7	20 20 100	125 2598.5 465.8	38.6 20.3.7 645.50 3897.6 2427.4 430.67 3.6823 58.639 396.30 359.73 36.180 50.08 36.721.647
477	9 805.15			92 80	90			2 93	3 26.3	27.0 ML2 T	N 188	125 709.3 779.1	MLI 186.1 76.07 686 298.7 61.68 5.200 51.07 88.4 5520 5120 5120 5120 7675456
877	9 BOL13	9 5 Km(0:83.1 9 6 Km(0:83.1 9 6 Km(0:83.1 9 6 Km(0:83.1	71200 7 71300 7	19.2 H2	90	130 131 130 131 130 131 130 131	3149/3020 1149/3020	4 11	2 20.1	57.1 (65.2 T 52.0 91.2 T	C 80 190 20 80 180	125 7071.6 400.7 125 Ian's II-0.8	Mar. Mar. Mar. Mar. Mar. Cal. Mar.
877	9 90619	9 4 Km (0.40.1	21300 7	19.2 88	90	130 130	1149-3030	4 20	3 20.2	12.2 31.2 6	Md 300 500	125 1955.5 1146.9	29-2 216-0 466.83 2663 3602.5 349.97 4.2664 46.995 500.21 26749 25.425 51980 76113.596
877	9 90117	2 4 Km(0.83.1		92 88	10	130 15	1109/2020	2 82	3 26.7	17.8 (0.2 T	26 30 100	125 7657.6 668.2	90A 183.8 666.97 4171.4 2608 796.11 6.6629 77.00 596.97 679.99 46.890 21.600 77989.126
877	g 80612 g 80615	2 4 Km(0) 83.1 0 4 Km(0) 83.1 0 4 Km(0) 83.1	21490 2	92 88 92 89	90	130 13 130 13 130 13	33.60/3020 11.60/3030	2 80	2 26.6	27.8 (E).7 T	21 30 100 29 50 100	120 268.9 603.1 120 168.8 296.3 120 1748.9 326.3	96.0 176.4 659.87 4214.8 265.2 586.27 6.7900 76.790 536.30 478.73 458.73 53480 7386.780
877	9 80615	2 4 Km (0.83.1	31482 7	92 50	90	130 19	11-09-3630 11-09-3630	9 136	3 20.1	12.3 FL2 T	p 50 100	125 (ME.S. 296.2 125 (254.9 126.3	60.2 2017 70.62 430.1 260.2 10.10 1.000 00.711 200.40 201.43 204.00 10.00 00.40
877	9 8013			92 89	90			9 186	2 26.4	M.7 95.7 T	10 30 100	125 2197.4 299.7	25.4 255.4 255.7 5663.2 3252.2 367.64 4.2289 51.809 588.67 359.79 35.200 53668 5684.110
B77	9 90512	2 4 Km(0.83.1		92 88 92 88	10	130 15	71-09/3020 71-09/3020	9 100	3 26.6		D 30 100	129 2962 1 198.1 129 19679.0 198.0	284 284 8083 8803 5363 7971 4.679 50.23 570.0 5026 5420 5600 5600 7600777
877	9 800.15	9 8 Km(8):83.1 9 8 Km(8):83.1 9 8 Km(8):83.1 9 8 Km(8):83.1	31790 7	19.2	10	130 15 130 15 130 15 130 15	91-00-3630	0 120	3 39.3	12.3 31.2 7	26 10 100	125 (1979.) (194.0	28.4 20.4 20.92 30.92.1 52.03 75.71 43.679 52.32 57.50 52.20 57.20 52.20 57.20 52.20 57.20 52.20 57.20
977	8 80415 8 80415	9 4 Km-00-83.1	31790 7 31802 7	19.2 NB	90	130 130	1109/3030 1109/3030	9 110	3 21.8	12.2 31.3 7 27.8 40.3 7	E) NO 100	129 1896 P 169.1 129 898.0 273.0	
877	2 80(1)	2 4 Km(0.83.1 2 4 Km(0.83.1	718E 7	92 20	90	130 131	7109/3030 7109/3030	9 100	2 21.5	N.1 (0.2	20 100	125 898.6 FF3.6	21.8 20.0 20.0 (20.2) 20.0 (27.2) 3.200 (40.2) 40.00 (27.2) 40.00 (27.2) 40.00 (27.2)
877	9 80(15) 9 80(15)	2 4 Km(0.83.1	31800 7 31800 7	92 89	90	130 130		9 129	2 20.7	12.0 21.2 T 12.0 21.2 T	S 30 100	125 2013.8 128.6 128 209.2 121.3	86.0 183.8 88.0 489.2 203 CR.16 5.0021 98.310 412.10 193.17 FT.190 5.007 76.794.911
B77	0 90019	9 4 Km(0:83.1 9 4 Km(0:83.1	3100 7	19.2 XB	10	130 13 130 13	1109/3030 1109/3030	9 129	2 20.3 3 20.4	12.8 91.2 T	10 90 100	125 200.8 128.6 125 209.2 121.3	10.1 31.6 10.1
100	#] NOL13	1 (Kedt 83.)	3200 7	74 10	90]	1301 15	3359:2000	71 100	31 23.9	MA M3	20 100	121 3966 255.21	NOT SHOULD SHOULD SHOW SHOULD SHOW SHOULD SHOW SHOULD SHOW SHOW SHOW SHOW SHOWS

7	8 80015 8 80015	9 4 Km-80-80.1 9 4 Km-80-80.1	3.2000 3.2000	792 8	90	130 134 130 134	71-09-2020 71-09-2020	2 133	2 20.0	5K.6 00.3 32.0 31.2	710 3 716	NO 500	125 MIZ 9 342.4 125 1829 251.2	36.2 294.5 766.09 4751.5 2667 5 36.5 205.5 366.52 4767 715.6	8-97 6.46/80 34.60% 572,39 518 11.27 4.7% 56.806 620.11 562 15.36 6.8772 56.806 620.07 773 86.25 5.8796 86.002 601.00 774 11.70 6.0006 66.002 601.00 774 11.50 6.3311 56.309 566.62 516	79 36.180 5,3000 89 29.112 5,3000
-		2 4 Km(0.80.1	3.2092	79.2 8	90	\$30 \$36 \$30 \$36 \$30 \$34	1100/3020	8 0	2 29.3	12.1 31.2	739 3	100	179 657.4 557.1	786.3 203.7 827.17 6979.2 2021.8 (N.14 6.8772 36.866 628.67 579.	62 400H2 530H
-	9 RG 15 9 RG 15 9 RG 15	0 6 Km(0) 80.1 0 6 Km(0) 80.1	32218 32218	792 8	90	120 IM	71-09-3630 F1-09-3630	9 120	3 26.2	28.4 (60.2 28.4	713 3	NO 100 NO 100 NO 100	125 698.8 119.2 125 688.0 166.9 127 1286.0 265.7	62.6 169.2 No.67 1893 2713.7 1	90.23 3.8796 sh.682 set.89 278	34 38.137 33239 34 40000 37739
7		2 4 Km(0):83.1	32290	79.2	8 90	130 136		9 167	8 29.2	32.1 31.2	720 3	100	12h 15wh 6 245.7	56.8 200.2 883.23 5094 2900.6	113.0 4.3711 N. NOV 104.62 516.	37 52.27 52298
	9 90512	9 4 Km(0.83.1	12240	79.2	90	130 IM	11/09/2020	9 100	3 20.7	12.2 31.2	TIRE	100	127 1683.2 278.7			
-	9 90615 9 80615	9 4 Km(0)-83.1 9 4 Km(0)-83.1	7,28/80	79.2 8 79.2 8	B 90	130 IM 130 IM	7109-2020 7109-2020	9 0	2 23.9	58.3 90.3 58.3 90.3	T28 3	NO 100	125 1791.6 367.8 125 1845.5 594.2	E20.3 177.6 207.99 5613.8 2790.8 607.5 181.3 661.4 4M2.1 2769.4 56.8 280.3 562.69 2879 2760.8 66.1 281.2 562.68 208.5 2773.4	17.X3 9.2610 99.A11 680.X2 68	1.3 41.0% 53830
	9 900.15	9 4 Km(0:80.1	526MH 526MH	792 8	90	130 EM	1109 2020 1109 2020	9 197	1 20.7	52.2 25.2 52.2 25.2	Tin 5	100	125 2537.1 663.9 125 278.6 693.9	58.8 206.3 252.62 2872 2756.8 2 66.1 201.2 552.62 3058.3 2776.6	BL18 2.4895 28.519 216.62 208	77 36628 538PF
		2 4 Km(0) 83.1	120.00	792 8	90	130 134	71 09 2020 71 09 2020 11 09 2020	9 130		96.7 96.7 96.7	Tin 3	NO 100		26.2 226.2 976.87 2478.2 2778.4 C	N.67 6 STOT St. 61 52 64 200	24 29112 3269
7	9 800.19 0 900.15	0 4 Km-00-80.1 0 4 Km-00-80.1 0 4 Km-00-80.1	131/8	79.2	90	\$30 \$36 \$30 \$36 \$30 \$34	1109-3030	9 150 0 143 9 160	3 24.2	58.5 46.3	797 3	100 100	120 2007.5 212.7 120 5241.8 222.1	20:0 212.0 00440 5802.0 5235.8	20.62 4.5997 50.471 628.68 573 0.41 3.2040 62.204 401.50 505 60.70 0.4908 80.577 640.34 512 07.82 0.4908 82.477 640.34 512	de 400H0 13640
	9 80015	2 4 Km-00-80.1	52790 52790	792 8	90			9 100	2 20.7	71.8 71.2	TIR S	100 100	129 PM.4 218.6 129 BFS.2 288.9	26.2 26.0 W S Non Cas 1	CX LONG CAL SC C 10	32 Frank 52780 Re 36738 32780
7	9 80015	0 4 Km(0)80.1	3.280E 3.280E	792 8 793 8	90	\$20 \$36 \$20 \$36 \$20 \$36	1100/3030 1100/3030	9 19	2 26.0	26.2 G1.2 26.3 G1.2	729 3	100	122 1997.5 NOLE 125 2807.6 NO.6	767.2 186.0 NO.33 NOTS 9 2696.7 1	11.79 6.3017 74.215 520.03 667 61.80 6.6129 75.171 521.17 667 52.59 6.9625 56.976 596.33 667 98.60 6.6135 56.976 596.33 667	82 \$5.76 3.290K
7	0 90115	0 4 Km0083.1	12K00 12K00	792 8	80	130 134	1109/3030	4 10	2 240	58.3 61.3	T10 3	NO 180	129 2807 K 500 A 129 1965 7 196 I	779-a (a.1.) 30-4.47 3073-9 2906-a (80.80 0.6020 70.071 520.07 667	#3 46/930 5/3000 #3 58/152 5/3000
7	9 80615 9 80615	0 4 Km(0) 83.1 2 4 Km(0) 83.1	32000	79.2	8 90			9 127	3 20.0	11.8 23.2	760 3	100	125 1936.0 151.0	48.4 203.7 723.76 4322 2723.8	W. 60 S. 62 ST. DE STE DES ST. 36".	42 33.122 3.2090
	9 90815 9 90815	2 4 Km/8038.1 0 4 Km/8048.1 0 6 Km/8048.1 2 8 Km/8088.1	3.5000	792 8	90	\$30 EM \$30 EM \$30 EM	7169/2020	9 80	3 25.0	36.7 61.8	720	100	129 HISTA 662.2 129 HISTA 663.1	202 1710 TRAM 4623 2 2022	81.87 5.26.50 60.671 628.11 579. 61.09 5.8821 57.732 606.27 570 66.3 4.7% 56.678 566.4 512 63.90 6.66% 51.809 566.6 52.6	24 40000 23000
-	9 NOL15 9 NOL15	9 4 Km0040.1	3.3046	79.2	8 80	130 134	1109/3030	0 113	3 28.0	12.1 21.3	739 3	100	129 2091.8 891.2	12.0 10% o 794.04 4704.3 2990	848.7 6.7% SEARS MIR.4 572	81 11.207 1.30W
7	9 900.15	2 4 Km(0:83.1	3.9090	79.2	90	132 114	2109202	9 119	3 20.0	12.2 33.2	790 3	100	128 2179.2 617.1	10.0 176.0 721.77 4100.0 2706.7	B.50 S.BON 10.800 566.62 526	29 3128 3398
+	g 90815 g 90815	0 4 Km(0)-83.1	31290 31290	79.2 8 79.2 8	90 90	\$30 134 \$30 134	71 09 3030 11 09 3030	8 0	2 20.9	27.7 (1.8 27.7 (1.8	776 3	NO 100	122 20'Tuo Ma.e 123 2001.9 100.9	750.0 187.0 525.6 5801.6 2180.1 771.1 188.2 427.17 5801.6 8177.0 41.6 163.0 586.50 5291.4 5308.1 60.2 186.0 86.30 5291.4 5212.9	E-40 4.70-00 10.327 394.42 124	29 12-27 11300
Ť	9 90(15 9 80(15	0 4 Km(0:80.1 2 4 Km(0:80.1	312%	79.2	90	230 IM	11-09/3030	9 130	3 20.1	12.5 31.2	799 3	100	129 28.80.7 279.7 129 21.19.8 294.8	48.4 (n2.6 HH-m 52H3.4 K308.3)	H. 46 6.1211 72.862 F19.22 465	23 303(P 312%)
	9 80513		3.563b	792 9	90			1 36	2 22.8	27.4 61.2	796 3	100 100	122 23.9.5 293.5 123 238.9 159.6			
	9 800.15 9 800.15	0 4 Km(0)-83,1 0 4 Km(0)-83,1 9 4 Km(0)-83,1	2363b	792 3	90	\$20 136 \$20 134 \$20 136	1100 3130 1100 3130	2 (0)	3 21.3	27.5	TID 3	100	129 E SL 3 602.6 129 1501.6 551.9	389.6 127.6 TTLS 4958.3 2909.6 3	21.18 5.26.50 58.36 290.26 298 14.62 4.36.77 54.678 412.36 776 19.17 4.22.67 54.678 412.36 779 19.66 3.280 38.682 277.42 287	73 26628 33630
_	9 9013	9 4 Km (0.83.1	33687	79.2 8	90	130 IM	1109/2020	9 130	3 20.1	10.1 F1.2	T98 9	NO 100	125 1501.0 511.3 125 1502.5 562.5	48.1 PM.2 6/8.1 MTL8 20/8.2 / 46.2 PTL0 6/2.47 1,780 20/8.8 /	04.02 4.36.07 54.000 412.10 576	A2 40090 53697
	9 90(12	2 4 Km(0:88.)	33662	79.2	90	130 134	71092020	9 179	3 26.6	27.3 61.8	736 3	100	129 2246.9 No.2	17.1 209.7 N23.19 4858.4 2776.6 1	HAR 1388 HARZ 277.47 287	25.6C 136C
	9 900 15 9 900 15	9 4 Km(0)/03.1	3.56/62 3.56/60	792 8	90	\$30 134 \$30 134	7109/2020	9 170	3 264	27.6 E1.8	T30 3	100	122 20% J 668.6 129 8/9.2 715.7	17.3 36.7 38.71 475.3 256.2	BA6 3.188 B.82 277.47 287	29 23.697 33600
	9 90513	2 4 Km(0:83.1 2 4 Km(0:83.1	336.60	79.2	8 90	130 134	3169.3030	12 6	2 20.1	12.2 21.2	716	50 100 50 100 50 100	120 857.8 713.4	17.3 366.7 288.73 675.8 2565.2 685.3 286.1 776.62 616.10 2462.4 772.4 262.7 362.34 6477.7 2662.4 26.3 361.6 376.64 3136.1 2628	ELTR 64032 36,976 296,22 220	72 27.130 3.3680
	9 800 10 9 800 10	2 4 Km(0.83.1	3.5600	792 8	90	130 134	1109202	9 170	1 26.5	56.7 61.8	729 3	100	129 3636.1 228.1	26.5 363.6 328.66 3138.3 2628	18.15 4.367° 10.300 180.47° 128	77 75.248 5.5600
	9 800.15	0 4 Km(0:83.1	3.5630 3.5930	79.2 8 79.2 8	8 90 8 90	\$30 1M \$30 1M	F1-09-3630	9 167	3 26.3	10.7 (SLR 12.4 (SL2	T30 3	NO 100	129 834.9 226.9	20.0 200.0 300.00 3700.7 20.00.0 20.0 20.0 20.0 20.0 20.0 2	98.00 2.40°C 10.660 2.60.12 251	A3 2646° 3.9930
	9 90813	2 4 Km (0.83.1 0 4 Km (0.83.1 0 4 Km (0.83.1 2 4 Km (0.83.1	3,7990	792 8	90	\$30 XM	11-09-2020	9 159	2 29.6	12.2 23.2	790 9	100	122 976.7 261.2	20.8 IDM.0 300.50 FFELT 20.70.4 20.1 IDM.0 500.20 D00.0 2230.1 20.9 IDM.0 500.51 GFELZ 20.00.1 20.1 IDM.0 1106.8 700.1 500.1 20.1 IDM.0 1106.8 700.1 20.1 IDM.0 1106.8 20.1 IDM.0 1106.8 20.1 IDM.0 1106.8 20.1 IDM.0 1106.8 20.1 IDM.0 1106.8 20.1 IDM.0 1106.8 2	05.13 2.5100 SC-008 240.52 251.	A1 264C 1990
	9 800.12 9 800.12	2 4 Km(0.83.1	3-8000 3-9000	792 9	2 20	130 134	1109.2020 1109.2020	2 200	1 23	27.2 S1.2	790 3	100	122 2990.3 506.7 122 1839.2 963.2	11.8 224.1 2066.4 6879.6 2730 1	1.18 4.204 (0.30 124 W) 274	24 23.629 3.600
	9 8013 0 9013 9 8013	0 4 Km(0:83.1 0 4 Km(0:83.1 0 4 Km(0:83.1	543.00	792 8 793 8 794 8	90	\$30 EM \$30 EM \$30 EM	11-09-3030	4 139	3 21.3	12.9 31.3	730 3 730 3	NO 1000 NO 1000	127 1879.7 66.1.2 129 1601.8 209.6 129 1697.8 209.6	40.1 NO.4 649.90 SMc.3 2120 /	P. 50 4.36.57 10.325 368.4 567.	43 27139 34300
	9 90512		34280 34280	79.2	90	130 134	1109:303X	2 130	1 211	18.0 SLB	732	100	129 6176.8 306.1	56.7 MCLO 645.41 5399 (798.1	Dad 1 (22) 18 80 20 30 272	76 27.00 MODE
	9 80012	2 8 Km(0.81.1 0 0 Km(0.81.1 0 0 Km(0.81.1 2 0 Km(0.81.1	34200	79.2 8 79.2 8	90	130 IM 130 IM	71.09/2020 11.09/2020	g 120 g no	1 21.1	28.4 43.8	738 3 738 3	100	125 (C)1.7 156.6 125 (C)1.8 176.1	22.1 20.0 1 20.0	36.28 3.2652 48.314 386.21 277	77.78 NO.01
	9 90815	9 4 Km (0.83.1	14299	79.2	90	\$30 EM	1109.3030	9 12	3 20.4	52.4 51.2	720 3	100	125 2671.9 574.3 125 2671.9 600.6	78.5 224.0 MR.47 3323.9 279.3	(7.17 4.990) MAPP 412.00 103.	17 79110 54700
	9 80517	2 4 Km(0) 83.1	24600	792 8	90	130 134	1100/2020	2 130	3 22.4	17.2 (3.8	730	100	129 2747.8 691.9	NO.0 202.1 300.40 4300.3 2630.5	DAZ AMIR SAFE MAA 112	E1 36229 36606
	9 808 15 0 808 15 0 808 15	2 4 Km(0.83.1	7460E	79.2	90	130 IM	7109/3030 7109/3030	0 100	2 22.3	22.8 23.2	T39 3	NO. 100	120 2044.0 599.2 120 1832.7 691.8 120 1898.4 672.4	NA 200.1 522.21 4577.4 2679.3 1	27.74 4.9980 34.976 369.4 552 62.99 4.776 86.471 470.81	21 35,207 54600 1.3 4100b 54800
	9 BOLLS	0 4 Km(0) 83.1 0 4 Km(0) 83.1 0 4 Km(0) 83.1	34500	79.2	90	\$30 136 \$30 136 \$30 136	11-09-3030	0 103	3 29.2	31.8 31.2	754 3	100		No. 9 203.8 NO. 10 200.3 2006.3	71.74 6.8682 54.876 388.4 552 62.09 4.776 88.471 490.33 488 62.19 6.71-04 38.670 640.30 591 86.54 5.2452 94.990 517.68 500	79 42040 54900
	9 90012		7-90-00 7-90-00	79.2	90 90	130 EM	2169/3030 2169/3030	9 130	8 22.7 8 22.7	56.9 ELB	7/0	100	120 SCHA 201.2 120 SCHA 201.7	28.2 61.3.2 838.36 3293.4 809.3	M.34 3.2652 96.953 317.06 NO.	13 29.1% 54600
	9 90515	2 f Sm(0.53.)	34790	79.2 9 79.2 8		130 IM	1100 2020 1100 2020	9 92		21.4 23.2	718 3	100	129 2001.0 529.1 129 2007.0 544.2	96.0 26.1 211.73 336.4 2073.9	3.79 3.693 \$2.97 395.13 277	76 29.13b 34730
	9 80115 9 80115 9 80115	2 8 Sm(0.83.1 2 8 Sm(0.83.1 0 6 Sm(0.83.1 2 8 Sm(0.83.1	34790 3480	79.2 8	90 90	\$20 1M \$20 1M \$20 1M	11-09-3030	0 90	3 20.3	22.6 93.2 22.6 93.2	T100 3	NO 180 NO 180	127 2001.5 529.1 127 2001.6 566.2 128 6738.5 569.5	31.2 ITS-9 308.52 3225.1 3079.4 66.0 205.1 351.73 3508.4 2073.5 67.6 206.5 527.79 352.5 3009.6 68.0 ITS-6 656.61 5671 2121	D.82 3.3916 45.063 317.06 277	No. 30,704 34730
	9 900.12		2000	792 8	90			9 190	1 212	27.5 51.8	761 7	100 100	127 9236.1 799.1	NO. 2 200 468 N FROM 2795.7	73.22 3.96 (S.3n) 3:00.77 Fig.	37 10.27 14900
	9 808 10 9 808 10 9 808 10	0 4 Km(0) 83.1 0 4 Km(0) 83.1 0 4 Km(0) 83.1	2.8990	792 8	90	\$30 EM \$30 EM \$30 EM	7159(2020)	9 116	3 20.6	11.0 31.2	728 3	100	125 2613.2 613.7 125 2613.9 623.3	29.7 400.70 2316.7 200.7	25.22 5.00 05.36 5.00.77 516. 17.04 6.2564 36.945 566.62 526. 17.04 6.2564 36.945 566.62 526. 16.52 5.8775 67.646 546.88 806.	29 36229 56900
_	9 80013	9 4 Km/0/83.1	3300	792 8	90	130 IM	7109.3030	9 179	1 20.7	17.2 (1.8	729 3	100	129 2047.4 113.4	[E.P. 201.5 76.13 496.5 206.1	M.12 1.8779 (Case 149.34 NR.	82 30314 33011
	2 2012		33003	792 8	90	130 134	7109/3030	2 167	3 23.7	17.2 63.8	TIR S	100	129 2193.6 552.9			
	9 800 15 0 800 15	0 6 Km(0:80.1 0 6 Km(0:80.1	3.5(160 3.5(160	79.2 8 79.2 8	90	\$30 \$36 \$30 \$30 \$30 \$36	11-09-2020 11-09-2020	9 107	2 20.2	15.7 31.2 16.4 91.2	76 3	NO 180	129 129019 283.6 129 1712.0 N2.6	\$6.3 276.8 718.96 2981.8 2291.7 \$6.6 279.6 689.12 2981.9 2315.3 1 \$5.2 175.7 598.81 5828.2 3839.3 \$5.2 177.2 588.81 5828.2 3839.3	8:37 4.3211 No.698 30.4 102	29 33,200 53000 81 36,160 53000
	9 90112	9 4 Km(0) 83.1 9 4 Km(0) 83.1	35290	792 8	90	130 134	3109/2020	9 190	3 21.3	50.8 61.8	792	100	125 4031.5 222.6	32.2 174.7 979.89 S886.3 3406.0 (C.83 3.712 66.000 679.76 609.	22 42040 115204
	9 90512	2 4 Km(0.93.1	35200	79.2	90	\$30 134 \$30 134	11 09 2020 11 09 2020	9 139	3 21.4	10.0 (1.0 11.0 (1.2	729 9	100	127 4917.7 229.6	32.8 171.2 964.31 NGS.2 3439.3	PER 3 ARSE 50.907 639.76 609.	22 42048 55308
	9 808 13 9 808 13	9 4 Km(0.83.1 0 4 Km(0.83.1 0 4 Km(0.83.1	31530 31530	79.2 8 79.2 8	90	130 1M	11-09-3030	0 170	3 29.3	10.2 91.2	700 3	100	129 9:0.3 (86.2 129 971.5 (82.9	23.6 233.5 865.2 6676.9 5767.5	12.19 6.40mm 56.60x 190.33 502	80 11130 33330
	9 806.15 9 806.15	9 4 Km 80-83.1	35682	79.2 8	90	130 134	11093030	0 140	3 29.1	30.8 61.8	760 9	100	12) 649.3 228.7 12) C28.9 223.6	51.8 216.1 990.22 9755.7 5252.2	20:47 4.9623 56.966 412.50 566. 62.59 4.4666 54.658 596.53 562 63.52 4.9629 43.979 568.13 279. 71.18 4.6432 43.663 509.33 262	24 36.692 33600
	9 90515 0 90615	0 4 Km(0:80.1 0 4 Km(0:80.1 0 4 Km(0:80.1	336m	79.2 8 79.2 8	90	130 134 130 134	1109.2020 1109.2020	9 129 0 120	1 7.6	30.8 £1.8 31.4 33.2	736 3	100 100	129 1862.9 217.6 129 2894.2 887.2	61.9 193.1 794.64 479.3 2607 46.8 193.5 764.11 4764.5 2679.4	N. 02 3.2040 NO. 471 429.69 179	82 400W 234W
	8 80815	0 4 Km-00-83-1	3.5gms 3.5uan	792 8	80	\$30 EM	11-09-3030 11-09-3030	0 120	8 25.1	31.4 31.2	790 9	100 1000 100 1000 100 1000	129 2014.2 107.2 129 2036.7 109.3	61.9 193.1 794.64 (233.3 2893 64.8 193.3 764.11 (776.1 2379.4) 20.9 64.67 172.87 (2322 2389.8) 20.2 66.1 173.84 (236.4 223.1)	PR.50 5.2046 48.471 628.68 562	81 400H3 334W
	9 80(15 9 80(15	0 4 Km(0:80.1 9 4 Km(0:80.1	230.00	792 8	90	130 IM 130 IM	1109.2020	9 100	21.6	27.0 S1.0	76 3	100	129 2136.7 515.9 129 2236.2 368.1	20.2 60.1 774.94 4299.4 2223.1	73 77 2412b 01900 152.01 808	82 30,714 5780E
	9 80015 9 80015	0 4 Km(0:80.1 0 4 Km(0:80.1	330.00	792 8	90	130 136	1109/3030	9 110	2.6	30.8 31.2	739	100	129 2030.1 419.2 129 2041.0 666.3	50.0 50.1 50.20 3799.0 500.1 50.5 50.5 50.5 50.5 50.5 50.5 5	\$2.29 S.4000 35.976 405.27 362	29 400H2 33HP
_	0 80115	0 4 Km(0:83.1	3.56,000	79.2	90	130 IN	11-09-3030	0 100	1 2.6	NO.9 91.2	T20 9	NO 180	125 2041.6 686.3 125 696.7 281.3	No. 5 103.1 NG.76 5136.2 Date 8 1	C.29 4.40% SLOW FM.33 555	17 400H 1999
	9 805.12	0 4 Kmith 83.1 2 4 Kmith 83.1	2.5600	79.2	2 90	130 1M 130 1M	3109.2020	9 120	h 23.7	27.4 63.2	TIR 3	100	125 896.7 281.3 125 806.2 278.1	\$8.1 20.5 o 82.3b 4952.7 2007.5	12.48 3.912 40.900 475.90 485	94 4100h 1990b
	9 908.17	2 4 Km(0:83.1	3.9993	792 8	90	230 IM	1109/2020	9 102	3 29.7	10.7 11.2	728	100	125 2567.1 651.3	56.2 301.8 555.67 3395.9 1796.9	29.22 S. 60(N) 30.341 NO.4 512	21 36.180 37900)
	9 90013	9 4 Km(0) 83.1 9 4 Km(0) 83.1	3.7000 NKC00	79.2 8 79.2 8	90 90	\$30 \$36 \$30 \$30 \$30 \$36	7169 3030 7169 3030	9 190 9 170	3 20.7	30.7 75.2 35.8 41.8	7(0) 3 7(0) 9	50 100 50 100	122 2004.0 695.1 123 6074.4 277.1	68.2 S28.1 S28.76 3127.1 S822.5 364.4 S58.4 76.36 4232.9 2540.8 1	15.67 6.9625 56.676 696.25 352 18.19 1.8660 61.979 126.99 296 25.22 1.8660 61.979 526.99 296 86.97 4.9620 56.688 186.47 552	1.4 29.1% NEED
	9 9003	0 4 Km(0:83.1 2 4 Km(0:83.1	24028	792 3	90	130 134	3109/3020	9 123	3 25.9	10.7 61.8	T20 3	100	125 #35.6 297.1	36.8 303.8 201.46 4365.3 2502.2 I	25,22 3,3060 41,679 526,99 29	1.4 29.13b N620
_	9 90012	9 4 Km(0) 83.1	364 30 364 30	792 8 792 8	1 90	130 134 130 134	11/27,3030	9 127	1 20.2	N0.0 33.2 N0.0 33.2	738 3	50 100 50 100	129 13636.7 132.3 129 1396.2 133.2	25.8 279.1 MELST 6804 2560.8	8.42 4.9020 10.341 188.47 102	81 35.287 No.000
	9 80615 9 80615	9 4 Km(0:83.1 9 4 Km(0:83.1	36213	79.2 8 79.2 8	90	\$30 114	F1-09-3030	9 130	3. 23.4	36.7 61.9	740 3	100 100	125 12903.7 271.3	56.4 201.0 836.39 4177.4 250E.8 I	(0.37 4.4r/R) 56.676 5%.33 33%	79 36.181 56219
	9 800.12 9 800.12	2 4 Km(0:50.1 2 4 Km(0:50.1	36213 36538	792 8	90	130 IM	1109.2020	2 110	2 21.0	56.5 61.8 51.1 51.2	790 3	100	127 (E)T-0 266.7 127 (2)T66 (E)C.7	10.4 204.1 629.17 1671 2187.4	6.47 4.9627 01.341 080.47 052 65.57 4.4690 56.974 196.33 539 66.47 6.2864 31.341 186.47 139 52.4 2.7556 56.256 286.69 553	21 DLM NATE
	9 80113	2 6 Km(0.83.1	26020	79.2 9 79.2 8	90	130 136	1109:3(3)	9 110	2 254	23.2	TNI	100	129 2617.5 608.8 129 1694.2 504.7	M.1 200.8 (00.61 3699.1 21.76)	M. NO. 2 TO NO. 200 210.02 DO.	22 18.36 36.800
	9 80135 0 90135 9 90135	0 4 Km(0:83.1 0 4 Km(0:83.1 0 4 Km(0:83.1	NAME .	792 8	80 80	\$30 EM \$30 EM \$30 EM	11 09 3030 11 09 3030	1 63	3 20.7	16.8 41.8 16.9 41.8	792 3	NO 100 NO 100 NO 100	125 2617.5 688.8 125 16864.2 504.3 125 1687.6 104.2	73.9 207.1 (00.3) 3304.6 7408.2 3	96.36 2.7536 96.256 216.62 183. 16.40 2.8948 27.487 192.31 166. 16.62 2.8778 28.579 190.26 166.	87 15.60 56400 87 15660 56400
	9 800.12		26500	792 8	90	230 334	1109.3030	8 0	2 19.2	21.2 21.2	767 3	100	129 971.6 273.2			
_	9 90815	9 4 Km(0) 88.1	36800 34600	79.2 8 79.2 8	90 90	230 IM 230 IM	11-09-2020 11-09-2020	9 89	3 20.4	21.2 21.2 20.3 61.9	796 3 798 3	NO 100	125 768.8 608.9 129 8166.4 597.1	No.4 196.5 750.62 486.6 7707.5	PLAN S. STATE MARKS 2013 200	72 21.513 NORTH
	9 90619	9 8 Km(0.80.1 9 8 Km(0.80.1 9 8 Km(0.80.1 9 8 Km(0.80.1	34400	792 8	90	530 134	1109/2020	9 99	3 20.3	18.2 41.8	725 3	100	125 26919 273.4	752.0 195.0 729.00 4677.7 2650.2 20.4 196.1 755.00 666.0 2705.3 52.4 196.9 696.2 6123.0 2610.9 36.3 263.0 675.61 2676.1 2627.4	0.83 4.264 (0.81) 500.21 25	6.8 26.64° NextO
	9 90813	2 4 Km(0:83.1	34790 34790	79.2 3	90	\$30 SM	71-09-2020 71-09-2020	9 110	2 18.9	21.4 23.2 21.4 23.2	733 3	100	120 2036.9 606.7	20.3 203.5 afra 43 2070.1 2477.4	0.78 0.720 (0.811 500.21 267 0.82 0.704 (0.811 500.21 267	25.420 56500 20 36.400 36700
	9 808 15 9 808 15 9 808 15	0 4 Km(0) 83.1 0 4 Km(0) 83.1 0 4 Km(0) 83.1	36798 MIKE	792 8	90	\$30 \$36 \$30 \$36 \$30 \$36	7109-2020 7109-2020	1 59	3 22.7	15.1 41.8	758 3	100	129 29.77.0 475.1 129 19622.7 998.6	79.2 223.6 NSS.59 NSS.2 2368.1 (FL27 5.990K 45.692 429.69 555	17 21-207 NIRCE
	9 80(1)	0 4 Kmitt-80.1 0 4 Kmitt-80.1	340400 340400	792 8	90	120 EM	1109-2020 1109-2020	1 43	3 20.7	55.2 61.9 51.2 51.2	710 3	100	125 [1894.5 6/6.2 125 [1866.4 60.1]	90.3 198.6 90.87 298.2 2480.7 75.2 221.6 563.90 3423.2 2368.2 80.7 266.8 562.56 388.7 2208.2 82.3 286.0 461.50 3892.2 2422.2	01.61 1.6946 41.692 419.96 362	A1 71.600 NOTE
	9 80135 9 80135	0 4 Km(0:80.1 0 4 Km(0:80.1	3690	792	1 90	130 134	1100 2020 1100 2020	2 112	2 25.6	31.2 33.2	73h 3	100	129 28'3.0 893.4 129 8'712.8 422.9	89.7 279.8 899.89 2798.4 2362.4) 89.4 202.0 664.97 2997.3 2419.3	14.05 3.180 ET.No. 250.39 210.	AT ZI dair Newson
_	9 80013	0 4 Km:00:83.1	27000 27000	79.2 8 79.2 8	8 90 8 90 3 90	\$30 536 \$30 536 \$30 536	1109 3030	9 123 9 80 9 80	3 23.3	18.1 41.8	740 3	100	129 6712.8 622.9	80-7 279.8 898.69 2756.4 2262.4 50-4 22.2.0 664.97 2997.3 2419.5 50-6 231.2 666.3 2979.3 2419.5 50.8 187.8 500.34 698.5 2410.7	80.43 3.4280 36.817 297.8 25A	19 30.10 17000
	9 80(15) 9 80(15)	0 4 Km(0) 83.1 2 4 Km(0) 83.1	2700	79.2	90	\$30 134 \$30 334	1109/3030	9 170	2 25.1	30.2 31.2	727 3	100	129 8998.6 692.3 128 1798.1 292.8	60.8 197.1 200.34 690.3 200.3	C.48 5.6200 39.303 429.11 392	89 29313 3709
	2 905.12		2705	792 8	90	120 134	33.09.2020	9 130	2 25.1	30.7 33.2	790	100	129 1936.8 295.6			
_	9 90815	9 4 Km(0) 83.1	97288 97288	792 9	90	130 IM 130 IM	1100/3030 1100/3030	9 80	3 21.6	15.3 (1.8 15.2 (1.8	726 3 726 3	NO 100	120 7736.1 679.8 129 6079.0 672.2 120 2595.8 525.2	44.4 2m.7 Ma.20 100.4 200.4	64.11 4.7140 56.974 596.33 259 64.11 4.7140 56.974 596.33 524	77 3120 1730 79 3120 1730
	9 80115 9 80115 9 80115	0 4 Km(0)-85.1 0 4 Km(0)-85.1 0 4 Km(0)-85.1	27500	79.2	90	A.82 3.75	11/09/2020	9 92	3 19.3	50:A 13.2	730 3	100	120 2368 523.2	96.1 36.6 479.33 Z864.3 3696.8 J	64.11 4.7148 56.976 596.22 159 64.11 4.7148 56.976 596.32 159 75.27 1.6758 61.663 566.21 259 86.54 1.6758 61.663 566.21 259	6.8 26.692 57930
_	2 801.17		27500 27500	792 8	90	\$30 \$34 \$30 \$34	7169/2020 7169/2020	9 90	2 (8.2	No.6 23.2	780 3	NO 100	129 2019.8 554.7	70.2 308.7 474.62 2801.4 1712.5 3	N. 54 14790 61.063 500.21 25	48 77.00 97830
	9 900.15 9 900.15	0 4 Km(0) 83.1 0 4 Km(0) 83.1	97920 97920	792 8 792 8	8 90 9 90	\$30 1M \$30 1M \$30 1M	7109-2020 7109-2020	9 E2 0 80	3 22.6	35.2 61.3 55.7	Tib 3	100	122 2611 673.1 125 2616 806.5	56.0 392.0 509.00 2818.0 3665.4 62.3 375.6 500.14 2864.3 3696.8	712 8.6126 (8.676 117.66 26.5 262 8 1.718 (4.360 112.41 26.5 264 2 9.3656 (8.318 62.11 MC* 26.10 3.6821 (7.722 606.25 138	a0 28.350 37421
_	9 90132	0 4 Km(0:83.1 0 4 Km(0:83.1	27500 27500	79.2 8 79.2 8	90	130 134	1109 3030	29 6	3 19.6	29.8 21.2 29.8 21.2	729	100	129 2246.9 2627.3 129 2256.1 2746.8	295.2 186.1 429.82 246.7 1715.8 275.1 185.6 417.2 2357.9 1898.1	D4.2 3.3656 36.333 428.11 367	22 27 130 27300
	9 80137 9 80137	9 4 Km(0:83.1 9 4 Km(0:83.1	77680 77680	792 3		130 IM	1109/2020 1109/2020	2 176	3 23.8	30.2 51.2	713	NO 1000 NO 1000	120 2256.1 2756.8 120 3076.0 171.6 120 1632.8 406.6	22.2 200.9 200.4 3208.1 2718 2	91.87 1.4289 81.814 277.47 287	23 23.60F 3760D
_	9 80013	9 4 Ken0080.1	375600 377700	792 8	90	130 134	1109 3130	0 180	3 20.1	M-2 41.8	T20 3	100	129 1622.8 409.4	96.8 NEGO 1831 N259.1 2725.9 1	91.87 1.4289 90.510 277.43 287 91.40 3.9910 91.27 277.47 276 75.79 3.6613 91.817 2718 206 75.79 3.6600 83.9 2718 236	6.9 21.669 37600
	9 800.15 9 800.15	0 4 Km (0.80.1 0 4 Km (0.80.1	27790	792 9	8 90	130 134	1109 3030	9 113	2 20.2	29.1 21.2	739 3	100	120 2596.8 275.8 120 2696.0 992.2	NO.2 NO.2 (NO.4) 2463.8 219.3	73.77 3.0000 23.9 227.8 234	19 21313 37780
	9 80£15 9 80£15	0 6 Km(0.83.1 0 6 Km(0.83.1	27800	79.2 8 79.2 8	90	230 134 130 134		9 200	2 222	30.1 (0.8	Tia 3	NO 586	129 791.8 F96.9 129 812.9 304.7	12.6 1903.5 701.67 ACTS.5 1900.2	GAS 2,8717 SLWS 2018 218	19 29357 37900
_	9 900 15	9 4 Km(0.00.1	979000 979000	79.2	80	130 134	11-09-2020 11-09-2020	9 199	3 22.8	29.2 23.3	799 3	100 100		13.6 1881.5 791.63 6074.5 8883.5 13.6 1181.1 794.36 6174.6 1962.2 61.5 1881.7 794.56 687.4 2883 66.6 186.2 818.27 886.5 8852.2	MAR 1/8 (1/82) 16.817 249.72 229	52 27.98 57940
	9 90117	0 4 Kmill-83.1 9 4 Kmill-83.1	27000	792 8	90	\$30 134	1109.2020	9 129	2 20.7	29.1 21.2	796 3	100	129 1967.5 306.7	60.0 ISS.2 328.27 3066.0 3052.2 (774 4228	24 28.150 2750
_	9 80015 9 80015	0 4 Km(0:83.1 0 4 Km(0:83.1	THOSE	792 8	90	\$30 134 \$30 134	1109200 1109200	9 120	1 21.0	25.6 (C.2)	729 3	NO 100	129 50 75.30 305.6 129 5000.3 216.3	50.0 20.0 TULE 420.1 20.01 1	0.29 14(26) 01.995 1(*A) 277	No. 28.150 10000
	9 90017	0 4 Km(0)-80.1	31000	79.2	90	130 134	71 GP 3030	9 159	3 20.0	28.7 21.2	738	100	129 913.8 289.1	96.3 286.5 TICA 6287.3 2888.1 60.0 276.8 TICAT 6281 2369.2 26.9 587.5 TICATO 2988.5 2280 11.4 276.5 TICATO 2983.7 2268.1	M. 52 1.7962 63.36 156.69 306.	R9 35,200 500W
_	9 90112	0 4 Km-01-83.1 3 4 Km-01-83.1	1800	792 3	90	130 134	23.59(2020)	9 170	2 20.1	28.8 23.2	790 3	100	122 979.1 266.2	31.4 570.2 714.89 2913.7 2168.0 3	CAD DATE SATE SATAL DELM	12 352m 100m
_	9 80615 9 80615 9 80615	0 4 Km(0) 83.1	7929E 7929E	79.2 8 79.2 8	9 90	\$30 IM	1109/3030	9 139	3 22.7	19.3 GLB	750 3 740 3	NO 100	125 5279.2 281.4 125 6809.5 2919.9 125 7627.6 2649.7	20.0 1236.2 277.62 2326.3 2864.8 20.3 20.4 20.3 2264.0 1038.2	77.87 [1.8340] 26.971 [190.24 [177. 17.87 [1.8340] 25.874 [190.36 [177.	39 116B 1928
	9 80(1)	0 4 Kmi0-83.1	11210	79.2 8	90	130 134	1109300	20 0	4 20.3	28.0 31.2	729 9	100 1000 100 1000 100 1000 100 1000	129 7917.6 2647.7	35.8 1206.2 277.62 2326.3 2664.8 35.5 1112.5 256.3 226.4 0562.5 352.5 175.9 264.79 2263.6 2712.5 217.4 176.2 326.79 2263.6 2712.5	03.5 3.023K 25.694 206.09 DX	31 (8.50 3829)
_	9 80632 9 80632	0 4 Km(0.53.1 0 4 Km(0.53.1	250% 25030	792 8	90	230 IM	1109.3030 1109.3030	20 0	2 20.6	20.0 23.2 36.7 63.8	739 3	100	125 8033.5 2667.3	917A 1742 558.75 2683A 1712.5 3 66.2 203.3 607.35 3671A 2681.2 (M.AT 3.2452 27.467 299.69 183.	21 29.207 2829
	9 80135 9 80135	9 4 Km(0:50.1 9 4 Km(0:50.1	78000	79.2 B	90	230 134 230 134 230 134	7159/2020	18 8	2 22.8	17.1 61.2 80.0 91.2	728 3	50 186 50 180	125 WT67 GMA 125 266.6 665.1 125 2667.6 691.6	851.7 201.5 896.72 5671.6 2081.7 66.0 2082.7 66.2 201.5 662.67 5626.2 2121 6	EGR 3.500 M.ST 441.89 579	AZ 27139 39430

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877	9 80615	2 4 Km(0:83.1	180E 7	92 88	0 130 134 F109-3030 0 130 134 F109-3030	9 160 1 22.8 57.9	61.8 T20 NO 100 120 1740 61.8 T30 NO 100 120 1740	200.0	6 AGR2 753-15 4897 2254-3 341.98 3.98 51.00 51.00 51.517 33.240 5000 5000.2507 3 ML2 753.6 5193.7 2322-2 233.7 3.002 51.007 500.47 533.7 33.200 5000 5000.2507 3 23.7 290.4 1794-1 3417-3 333.8 3.002 51.00 51.00 51.00 500.7 350.0 350.0 5000.100.70
877	9 80619		26790 7	92 80	0 130 IM 7100/300	29 6 6 20.2 29.7	21.2 727 30 100 125 2150		3 20.1 20.4 20.1 May
877	9 90515 9 90515	2 4 Km(033.1	29790 7 20000 7	92 88 9	0 130 134 3109/3020 0 130 134 3109/3020	20 6 3 20.3 20.7 17 6 2 22.4 17.0	31.2 72° 50 100 122 27°3 61.5 700 50 100 123 27°5	2 2124.8 277.0	3 201.2 201.62 200.61 3477.4 339.36 4.3677 49.30 549.77 300.60 31.248 50700 60707.364 2 226.0 306.40 4071.3 2070.7 49.00 6.4000 70.331 510.69 407.83 44.000 50900 60907.344
877	9 HOL15	3 4 Km(0)83.1 0 4 Km(0)83.1 3 4 Km(0)83.1	1000 7	9.2 89		17 0 2 22.4 87.0	81.8 708 NO 100 125 27% 81.8 752 50 100 125 2004	2 21763 3777 9 609.3 660.3 7 728.3 909.	8 201.2 204.4 1994.1 1476 378.5 8.07
977	9 90112	2 4 Km(0) 83.1	2000 7	92 99	0 130 134 7109/3020 0 130 134 7109/3020		51.2 725 80 100 122 263	91.0 79.	3 In2.8 R04.30 200.8 270.8 271.60 4.8000 56.974 308.4 152.01 252.00 59900 60236.571
877	9 90(1)	2 4 Km(0.83.1		92 89	0 130 1M F160-3630 0 130 1M F160-3630		81.2 TIN NO 100 120 2718 61.8 TIN NO 100 120 120 1 1000		3 503.1 003.90 20033 1712.3 321.00 4.0000 56.003 303.4 32.01 34.225 30000 60004356
877	0 80015	0 4 Km:00:00.1	7900 7 7900 7	92 88	0 130 131 31.00.2020 0 130 131 31.00.2020 0 130 131 31.00.2020	10 6 6 22.6 37.2		P 2790.1 00DL	1 106.5 KE No. 2068.5 KE 2 RELEASE NO. 100 NO. 100 NO. 10 NO. 110.57 FLOW 19800 46677.511
877	9 R0135 9 R0137	9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1		92 89		20 6 2 1 10.8 20.4	81.8 T18 80 100 122 140.4 31.2 T18 80 100 125 366		2 58.1 89.1 290.2 171.2 31.00 5.00 1.00 1.00 1.00 1.00 1.00 1.00
877	9 90115 9 90115	2 4 Km/0383.1	7900 7	92 30	0 130 1M F169-3630 0 130 1M F169-3630		21.2 686 50 100 120 366 61.8 76 50 100 120 276	NOTE 371	3 [86.1] Sec.10 24274 [866.4] SEL10 3.6821 80.471 82681 Sec.40 20.115 58000 87224.125
877	9 80015	3 4 Km(8) 83.1 0 4 Km(8) 83.1 0 4 Km(8) 83.1		92 88 1	0 330 334 71.09.3620 0 130 134 71.09.3620 0 130 134 71.09.3620	17 6 2 20.7 87.2	d1.5 790 NO 100 125 2794	0 700.0 942.	5 16.1 16.1.2 1
R77	9 900.15	2 4 Km(0:83.1	2108 7	9.2 88	0 130 134 F169-3830 0 130 134 F169-3830	15 1 22 27 4	61.8 640 30 100 120 2011		9 1814 88.25 300.3 200.2 4242 3.021 36.29 386.31 32.20 3420 4600 6681.002
877	9 90(15	2 4 Kmm231	7100 7	92 93	0 130 IM 71.09.300 0 130 IM 71.09.200	20 0 1 10.8 20.3 20 0 1 10.8 20.6	21.2 T27 50 186 125 846 21.2 792 30 186 125 187	2 61 sh 2 550.	THE SHOP IN THE PROPERTY AND SHOP IN THE PROPERTY AND SHOP AND SHOP IN THE PROPERTY AND SHOP
877	9 908 19	9 4 Km(0:83.1 9 4 Km(0:83.1		92 83 92 83	130 134 1149 3130	0 113 3 21.6 87.7	#1.8 T99 NO 100 125 NO	9 3688.1 T26. 6 229.0 60.	2
877	0 90415	9 4 Km(0) 80.1 9 4 Km(0) 80.1	79615 7 79689 7	92 80	0 130 134 3109-3030	0 110 J 21.J 37.7	61.8 77H 80 100 122 5015 53.2 712 80 100 122 10.27	7 195.1 45.	9 120.2 601.21 5770.7 21.21 NR-48 5.7151 61.06.0 NR.21 270.24 25.420 99615 69626.845
877	9 90012 9 90012	2 4 Km(0:83.1		92 89	0 130 1M F150-3120 0 130 1M F150-3120	9 120 3 184 207 9 113 8 184 207	51.2 TH 50 100 120 162 51.2 TH 30 100 120 167	7 708.61 67	A SEAT SEA SE 2024 1795 1 2011 1 1000 F 80 20 N 2
877	0 800 13	0 4 Km(0:83.1 0 4 Km(0:83.1	PME 7	92 88	130 134 71-09-3020	0 80 3 20.5 57.8	41.8 710 30 100 125 7700	y 678.1 12.4 4 dire.b 62.1	3 Bild No. 13 7 Bild 1179 28137 4.5412 47.444 156.49 NO. 83 11.290 19803 44885 706
877	0 90419	0 4 Km(0)80.1 2 4 Km(0)80.1	79600 7	9.2 88 9	0 130 134 21-09-2620	0 79 3 20.4 37.8	G1.8 749 50 186 129 5271 51.2 718 50 186 120 5271	NO. 0 651	6 CC 2 98.34 2C 2 30.75 30.84 80.78 30.82
877	9 908.15 9 908.15	2 4 Km(0.83.1	79000 7	92 89	0 130 1M 7169-2020 0 130 1M 7169-2020	2 22 2 2 20 2 20 20 20 20 20 20 20 20 20	21.2 738 80 800 120 875 21.2 780 80 100 120 860	2 1024.0 9K	3 195.6 No. 47 3406.1 2262.4 No. 97 3.8790 46.883 430.81 No.287 40000 59690 6666.7447
877	0 80019	9 4 Km(0:83.1		92 80 92 80	130 LN (1109/3030)	9 150 5 29.1 ST.6	71.2 790 50 100 122 560 41.8 720 50 100 125 22.0	00 286.3 25.0	3 1710 527.79 3384 2307.4 663 3.8060 40.002 663.00 562.89 381.07 596.00 66174.212 4 203.5 763.80 7604.0 2066 203.83 4.7% 56.866 766.50 102.61 33.266 766.00 44084.836
877	9 80(19	0 4 Kmill-83.1 2 4 Kmill-83.1	2000 7	9.2 88 6	0 130 1M F109-3030	0 140 5 20.0 27.5	#1.8 TIT 90 100 129 2010	7 862.4 27.	4 (81.5.) 95.5.0 (96.5.) 250.0 (19.5.) 47% (8.50) (96.5.) 152.0 (15.2.) 950.0 (10.6.) 161.0.1 (10.5.) 17.0.1 (1
877	9 ROLLS 9 ROLLS	2 4 Ker/0303.1	2990 2 2990 2	92 88	0 130 134 7150/3020 0 130 134 7150/3020	1 10 1 20 20	21.2 75C 50 106 125 1040 21.2 750 50 106 127 405		3 203.6 818.69 2319.8 2360.7 336.62 3.7665 81.867 300.21 279.26 28.308 59900 65809.75 9 293.0 893.7 2862 1686.7 296.90 3.3916 61.23 290.20 256.8 27.00 59900 65672.568
877	9 8013 9 8013	2 4 Km/0083.1	9000 7 9000 7		0 130 1M 2109/2020		81.8 727 30 306 125 186.5 81.8 719 30 100 129 800.5		3 NO.2 NO.30 1976 1225.3 212.1 24791 Badri 277.42 2943 24467 46000 4406.1315
877	9 900 15	9 4 Km(0) 93, 1 9 4 Km(0) 93, 1 9 4 Km(0) 93, 1	10000 7	9.2 88 1	0 130 1M 2109-2020 0 130 1M 2109-2020 0 130 1M 2199-2020	1 50 5 20.0 57.6	GLS 715 90 160 125 MICK	2 679.3 NL	2 FNS 36.8 (FN 122.3 31.1 151.4 151.
R77	g BOL12	2 4 Km(0:83.1	100.00	92 88	0 130 134 1109:3620	9 97 3 18.8 29.6	51.2 Tel 80 100 127 51.80	2 472.2 56.	2 212.4 ANS.19 3779.7 2509.3 PRINT 4.4000 09.476 3152.51 203.60 29.376 46000 42.003.51
277	9 80512	2 4 Km(0.80.1		92 80	0 130 134 2109/300 0 130 134 2109/300	9 90 3 29.2 20.3 27.2 20 6 2 20.3 27.3	(1.2 712 50 100 120 20.5 (1.8 720 50 100 122 20.5		2 2012 89479 58911 2003 57471 4.7841 57.481 524.99 27924 28.599 66000 62304.679
B77	9 90015 9 90015	0 4 Km/80-83.1	HODBS 7	92 80 92 80	0 330 334 71.00.2020 10 130 134 71.00.2020 0 330 334 71.00.2020	28 6 2 29.3 87.6	41.8 729 90 100 129 979	7 MM.1 MTD. 9 WG.2 MSS.	4 2840 47.41 2814 1918 1811 4811 4811 1281 121 281 1714 1714 1714 4618 6414 181 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
RTT .	0 80(12	9 4 Km(030.1 0 4 Km(030.1 2 4 Km(030.1 2 4 Km(030.1	100 PT	9.2 30	0 130 134 3169:300	1 60 1 20.1 20.6	F1.2 T2" NO 100 129 4034	2 761.2 96. 2 729.2 96.	2 M2.6 695.91 2NG.7 1331.8 JULIS 6.0025 67.660 500.36 205.60 31,292 66297 61.005.997
1000 E	9 80113	2 4 Kmmma		92 80			31.2 710 50 100 120 300 81.8 710 50 100 120 7610	7 462.2	
877	9 900.13 0 900.15	9 4 Km(0)83.1 9 4 Km(0)83.1 9 4 Km(0)83.1 9 4 Km(0)83.1	1000 7	92 88	0 130 1M 1109389 0 130 1M 1109389 0 130 1M 1109389	0 80 3 21.8 No.3	41.8 TIC 80 100 129 6797	7 403.0 66.	5 274 TS47 M162 M174 2800 378 42 20 20 20 20 20 20 20 20 20 20 20 20 20
877	9 808.15	9 4 Km(0) 83.1	sona 7	92 80	0 130 134 3169-3630	9 99 3 38.4 29.5	244 70° 80 100 120 200	F 579.6 00.0	A 193.6 648.70 F708.5 25-0 641.88 3.FT2 62.866 628.67 562.89 60000 66900 6040.6.75K
F77	9 BOL15 9 BOL15	2 4 Km/Erra	90500 7 90500 7	92 20		9 100 3 20.2 20.0 9 100 3 20.2 20.0	244 717 30 180 120 2552 61.8 7th 30 180 120 120		3 1931 46333 3897.6 2439.3 486.62 5.7977 45.692 469.39 579.62 41673 46900 60273.706
877	g 90119	9 4 Km (0.83.1 9 4 Km (0.83.1 9 4 Km (0.83.1 9 4 Km (0.83.1	60600 7	92 88 9	130 134 (1)-09/3030	8 136 3 25.2 27.8 0 149 3 25.2 27.8	41.8 797 30 100 129 0973		2 SEC. 90 SEC. 90 SEC. 92
877	0 90015	9 4 Km-90-83.1	som 7	92 80	0 130 1M 11-09-3030 0 130 1M 11-09-3030	1 50 3 18.9 29.3	24A ANS 30 100 127 360	0 882.9 190. a 983.9 136.	2 276.1 276.20 2896.1 1309.8 284.92 3.3492 M.462 280.00 236.8 27.M 46699 60019-662
177	9 800.15 9 800.15	2 4 Kerth 83.1	100m 7	10 10	0 130 IM 7109-300 0 130 IM 7199-300	1 63 3 18.6 29.3 19 6 3 22.6 33.3	24A 729 80 100 122 1750 41.8 728 80 100 122 1750		A 180 T SEC N 279 2 179 2 179 2 180
877	@ BOL19	0 6 Km(0:80.1 0 6 Km(0:80.1	HORSE 7	9.2 88 9.2 80	130 EN F1-09-3130	16 0 2 22.6 55.4	41.8 700 50 100 125 2708		4 228.5 679.69 2628.6 1708.7 576.71 6.7% 50.361 566.62 800.33 29.336 66900 800.01900
877	9 90(1)	9 4 Kmill-83.1 9 4 Kmill-83.1	acress 7	92 80 1	130 134 9109/3030	29 0 5 18.8 28.8	24A 736 30 100 125 26K	4 3683 4124 2 2683 489	a 219.0 507.44 219.64 5421 0 512.20 4.2041 49.476 546.77 240.4 52.27 66900 56704.226
RET.	9 80610	9 4 Ker/0:83.1	100mm 7	12 20 1	0 130 134 1159:3030	3 18.8 28.8	244 76 90 100 127 263		
GIT 1	9 80(1)	2 4 Km (0.80.1	6.0000 7 6.0000 7	92 80 92 80	00 130 134 33.09.2820 00 120 134 31.09.2820 00 130 134 31.09.2820 00 130 134 31.09.2820	9 203 3 223 35.7 9 203 3 223 35.8	61.8 798 30 300 122 1556 61.8 746 50 100 122 1540	2 100.8 12.6 7 100.4 12.6	4 99(3.4) 1391 706.6 3170 03.82 3.731 40.81 340.84 314.57 32.27 4.000 50701441
877	9 MOK 1.9	9 4 Kmitt-83.1	611M 7	92 89	O 130 134 F1-09-3030	29 0 3 18.3 29.1	24.6 TH NO 100 120 (NA)	0 2629.7 459.	J 201.8 NPS 9 2128.4 1445.4 E28.79 4.2841 51.879 585.47 124.29 35.200 61300 NPS.52.28
877	9 80619	0 4 Kmill-93.1 3 4 Kmill-93.1 0 4 Kmill-93.1	AUR 2		0 130 JM 7109/300	12 8 2 18.2 29.1	26A TIT 80 180 125 1907	2500.0 300.0	8 271.0 SHANN 2328.4 3450.0 SEC.29 A.M/N SC.220 572.00 E24.29 30.200 A1300 SK790.885
B77	9 BOL15	2 4 Km(0:83.1		92 88		9 100 2 221 10.8	81.8 73.4 80 180 122 36.79 81.8 719 80 180 122 56.70	2 300.7 66	4 900.4 [350 7840 879] 01.55 [551] 0.80 [1.51] 0.80 [1.6.30] 10.57 [5.27] 0.80 [900.40] 10.57 [5.27] 0
877	90119	9 4 Kentil 83.1	612%b 7	92 80 9 92 80	0 130 134 21-09-300 0 130 134 21-09-300	0 113 3 18.3 28.6	24.6 711 90 190 129 6040	6 977.3 9 6.2 2 299.2 48.0	9 200.0 T30.47 3590.4 2900.2 M2.9 4.3311 30.341 300.4 352.01 37.139 4.1200 50.044.01
R77	9 80815	9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1	£12% 7	9.2 80 1	0 130 1M 2109.2020 0 130 1M 2109.2020 0 130 1M 2199.2020	9 118 3 183 262	24.6 T18 90 100 125 71.00	6 307.8 45.	4 301 MA-14 1802 2004 2010 1010 1010 1010 1010 1010 10
877	9 80(1)	2 4 Km(0) 83.1	A1885 7	92 80 1	0 330 3M 3169/3000	9 (80 3 22.2 56.7	81.8 T/0 80 106 125 1650		3 09.2 89.06 480.7 2435.2 262.8 1.96 90.80 572.50 528.29 33.200 63600 58303.660
877	9 MG 13	9 4 Kmill 88.1	61500 7	92 88 92 80	0 130 1M 71-09-2020 0 130 134 71-09-2020	9 (80 3 27.5 No.7 9 83 3 18.4 28.4	81.8 TSC 30 100 122 1738 244 720 80 100 125 2644	8 675.2 36. 0 879.3 76.	3 900.2 GHR FO 2800.9 GHR A 388.66 1.8000 12.904 229.87 300.79 21.919 61980 58221.77K
R77	9 90519	0 4 Km(0.80.1 0 4 Km(0.80.1		92 88 9	0 130 134 7109:2020	g 82 h 18.7 28.2	24.6 792 90 100 125 2599	1 367.8 79.1	2 86.1 96.34 692.7 500.0 200.7 5.00 10.0 10.0 10.0 10.0 10.0 10.0 10.0
877	9 90(12	2 4 Km(0) 83.1		92 10	0 130 134 2159-200 0 130 134 2159-200	9 79 3 22.3 36.0	61.8 TIC 50 100 120 8250	1 169.2 66.	8 671.0 602.00 2356.7 1339-7 394.63 23.00 27.007 190.24 177.59 136.00 43000 275.00.40
877	9 80115	0 4 Kmitt-83.1	#3000 7 #3000 7	92 80	0 230 134 5105-200 0 130 134 5105-200	9 90 3 22.3 36.1 9 29 3 12.6 29.2	61.8 720 50 100 122 6297 244 790 50 100 123 2597	2 1197.3 db.	0
877	9 90019	9 4 Km(0:83.1 9 4 Km(0:83.1	£1070 7	92 88 9	130 IM 2169/3000	1 62 2 18.0 29.1	26.0 7107 90 100 120 2722	2 300.0 95.	2 20.0 ST.00 201.0 201.0 MLV MLV LW 01.00 117.00 MRAD 201.00 ANNW MCTA.700
877	9 90(1)	2 4 Km(8) 83.1	6,0007	92 89	130 IM 7199:202	2 30 5 22.5 56.9	61.8 T13 50 100 129 1250		1
877	9 80813	9 4 Km(0)83.1	8 CHIST 7	92 80	00 130 13M 3109/2020 00 120 13M 3109/2020 00 130 13M 3109/2020 00 130 33M 3109/2020	2 30 5 22.3 Mo.8 2 10 5 16.1 29.4	81.8 709 30 100 122 1202 244 707 80 100 123 1277	2 953.7 306.0	3 107-12 177-12 108-3 2017-3 2013 1-2452 F-201 2017-12 2018-12 2018-1 20
877	9 90115	9 4 Km(8):83.1	6.000 T	9.2 80	0 130 1M 2169/3020	2 30 5 18.1 29.8	24a 710 50 100 125 1394		3 1942 496.74 NET-4 2011 Noted 1.8914 No.edy 251.67 20.67 21.915 A1999 55104.877
RTT .	9 80(1)	0 4 Sm(030.1 2 4 Sm(030.1 3 5 Sm(030.1 0 4 Sm(030.1	1200 7		0 130 134 3109:2020	9 180 3 27.6 30.3	61.8 T/G 30 100 125 827	9 233.6 23	1 MEZ WILM 4411 2 ZIMA 2722 1420 MINIS 26130 27147 21400 4200 198744
877	9 80515	9 4 Km(0.83.1	12000 7	92 88 1	0 130 131 71.05.2020 0 130 134 01.05.2020 0 130 134 91.05.2020 0 130 134 71.05.2020	9 167 3 22.7 56.5	81.8 T32 30 100 122 1007 244 721 80 100 125 1700	2 274.9 22.6 2 90/8.4 128.6	A 368.8 91.81 469.2 Z181.8 Z9-27 3.4289 88.316 26.52 Z31.63 Z3.689 6.3000 35669.22
877	9 80115	2 4 Km/0183.1	623300 7	92 80	D 130 134 91-09-3030	2 60 3 18.4 20.3	24a Th 80 100 125 Mil		A 401.8 101.9 (901.5 017.4 361.90 1.028 (7.84) 277.41 387.69 36.600 42300 MTS.5.560
877	2 90515	0 4 Km(0.83.1 0 4 Km(0.83.1	62230 7	92 30	0 130 131 2109-3030	9 112 8 22.6 35.7	62.1 722 90 100 129 1913	8 800.0 SK	3 NOAS FEW 2004 NAMES NAMES ASSESS NAMES N
MTT .	9 80(12	9 4 Km(0:83.1 9 4 Km(0:83.1	62239 7	92 88	0 130 134 31,09:3130 0 130 134 81,09:3130	9 118 3 27.6 35.8	\$2.1 736 50 500 125 21.25 244 649 50 100 125 51.56	2 203.9 31	1 N13 MAM 2017 2008 MIT AND MATE TO DESCRIPT TO BE STATE ATTOM MINTERS
877	0 80810	0 4 Km/0-80.1	62789 7 67389 7	12 AB		1 70 7 18.7 20.0	240 000 NO 100 125 NO	968.1 2116.	3 NO. 4 NO. 7 2003 (NO. 4 NO. 4 NO. 5 NO. 10
877	8 80019	2 4 Km(0) 83.1	62900 T	92 89	0 130 134 7109-2020	9 (55) 5 22.2 55.8	62.1 76C 90 100 125 2126	20 200.7	4 NS.5 NO.51 400.4 230.4 30.00 5.1220 N.N.T 231.49 22.89 20.50 6340 MAGAZIP
277	9 80015	0 4 Km(0)43.1 9 4 Km(0)43.1 9 4 Km(0)43.1		92 80 1	0 130 1M F100-3120 0 130 13 F109-2020 0 130 1M F109-2020		62.1 T1R 30 100 129 2216	0 312.3 25.0	3 NO. 1 70.67 457.6 207.6 26.79 1.000 11.9 20.77 27.80 20.20 4267 1007467
877	9 80512	2 4 Km(0)83.1	62500 7	92 89	0 130 134 7109/300 0 130 134 7109/300	9 77 1 18.1 28.7	246 711 30 100 127 267	679.7 37.1	3 2022 489.01 200.4 200.4 200.4 201.01 4.2280 49.010 366.62 208.01 33.280 4200 33.044.68
877	9 80012	9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1	62ME 7	92 89	0 130 1M 3109.300	1 50 3 20.3 30.6	42.1 714 80 100 129 1014C	642.9 76	8 152.7 98.91 1288.4 1000.8 301.7 81.00 90.01 100.8 200.01 100.00 100.01 100.00
877	0 80010	2 4 Km(0)80.1	62600 7	9.2 80 9	130 IM 7169/300	0 10 3 20.3 10.7	\$2.1 TH NO 100 129 2712	6 652.3 96.1	1 F21 80 9 2011 1983 2019 1429 80 20 20 20 20 2142 4301 1245 8301
877	9 90815 9 90815	2 4 Km(0.83.1	62790 7	92 88	0 130 1M 7169/3630 0 130 1M 7169/3630	1 1 1 11 20	24a 738 30 100 329 1396 24a 729 30 100 120 120	2 1618.0 236.0 2 1621.0 240.	A 2714 511.86 2302.6 1900.6 521.67 5.9916 51.27 500.21 236.8 27.50 62300 51906.936
877	9 80112	0 4 Km (0.00.1		92 89	0 130 134 2109/300	2 22 2 20 20 20 20 20 20 20 20 20 20 20	42.1 709 80 100 125 1179		2 20.1 10.0 0 217.4 100.7 10.19 1.000 01.2 10.2 10.2 10.2 10.2 10.2 10.
877	3 300.12	9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1 9 4 Km (0.80.1		92 88	00 130 134 31.00(2020 00 130 140 3100/300 00 530 134 31.00(2020 00 530 334 31.00(2020	2 29 5 20.7 20.9	42.1 711 20 100 120 120 110C	7 823.4 96.	2 2642 665.76 2004.9 2003.3 271.28 4.8900 56.970 308.4 526.29 51.292 4.2008 50000.760
R77	9 80015	9 4 Kentil 83.1 9 4 Kentil 83.1	62907 7	9.2 88	0 130 134 51.59/3020 10 130 134 51.69/3030	9 118 3 15.7 26.3	244 797 30 100 125 1822 244 790 80 100 125 1-840	2 62% 3 56.1 2 368.1 80:	4
877	9 80815	2 4 Km(0) 83.1	62907 7 63008 7	9.2 80	0 130 130 F109-3130 0 130 134 2199-3130	9 100 2 200 101	24.6 TR9 NO 100 125 1-860 42.1 Tr2 NO 100 125 16.0	7 168.1 NO.	2 2007 Yha seta 2707 Mily sett 3007 2007 2007 2007 2008 2008 2008 2008 2
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877	9 90119 9 90115	2 4 Emili 83.1 0 4 Emili 83.1 0 4 Emili 83.1 2 4 Emili 83.1	67190 7	92 30	0 130 3M 5169/369 0 130 3M 5169/369	9 10 114 264	24.6 79.6 NO 100 120 25.4 24.6 712 NO 100 120 224	1 009.7 83.	2
877	9 80E15	9 4 Km/0321	61200 7	9.2 80	0 130 134 3109-300 0 130 134 3109-300	9 100 2 10.4 10.3	21.0 T12 NO 100 120 200 42.1 T22 NO 100 120 M.O		4 N.7.5 647-62 1807-5 PWR-3 211-08 4.0412 67-644 124-09 277-00 277-00 43200 40001400
877	9 80010	2 4 Km(0)83.1	6.5290 7	92 80	10 130 IM 7109/3000	0 100 3 10.4 10.4	\$2.1 T/C 50 100 120 90.21	1 368.1 473	
877	9 90(1)	9 6 Km(0.83.1	6,5297 7	92 80	0 130 3M 7109/200 0 130 3M 7109/200	1 11 11 21	24a 79 30 186 125 2179 24a 76 80 186 125 2179	2 20.0 TO	4 2013 52430 50637 5563 20637 3.866 57.867 2063 2363 23630 63207 6964428
877	9 BOLLS	9 4 Km(0.83.1 0 0 Km(0.83.1 0 4 Km(0.83.1 2 4 Km(0.83.1	63600 7	9.2 80		20 6 2 18.0 18.0	24.6 746 NO 180 125 2513 62.1 718 NO 180 125 6.35		7 MILT DIAGO 2008.3 (NO.4 EST-76 8.400) N.309 (F2.0) MICE 31.200 4.4000 GONTAGE
877	9 90019	2 4 Km(0)83.1	63600 7	92 80	0 130 1M 7109/3030	20 0 2 18.8 35.6	42.1 T29 90 100 129 4190	7 2008.7 2056.1	4 30.1 31.40 50.1 50.1 50.1 50.1 50.1 50.1 50.1 50.
877	9 90132	2 4 Km(0)83.1	6.000E 7	92 80	0 130 134 7159:300 0 130 134 7159:300	8 120 1 18.1 27.2	24.6 T28 NO 180 125 1868 24.6 T54 NO 180 125 1807	5 575.4 db. 5 429.8 50.0	3 1992 T279 45524 27623 4534 8.802
877	9 80813	9 4 Section 3.1 0 4 Section 3.1 0 4 Section 3.1 0 4 Section 3.1 9 4 Section 3.1	63000	9.2 89	00 130 131 71.092820 00 120 134 91.092820 10 130 134 91.092820 00 130 134 91.092820	00 0 0 10 00 00 00 00 00 00 00 00 00 00	42.1 TRI NO 100 127 1887	0 1200.2 930.	
877	9 80610	2 4 Km(0) 83.1		92 10	0 130 1M 2159:3600	20 0 0 0 00.7 00.0	KL1 720 NO 100 120 NO		2 2010 579.36 2802 5736.2 56179 6776 56409 58647 55240 55240 65000 67721436
877	g 90(15	2 4 Km(0:83.1		92 30	0 130 IM 9159/3000	1 8 2 17.6 28.2	266 716 30 100 122 203		2 200.0 509.60 2200 3636.6 200.60 3.1220 30.352 206.00 309.87 37.002 ANDW STRUASS
877	9 80113	9 4 Ken(0)83.1 9 4 Ken(0)83.1	6.7600 7	92 89	0 130 134 1169/2020 0 130 134 1169/2020	11 g 3 17.9 28.3 9 189 5 18.3 15.4	24a 730 50 100 125 21,26 42.1 740 50 100 129 20,26	2 2229.3 277.1 7 682.7 26.	2 2012 F1.27 280.7 187.3 3108 2207 E.90 21667 F7.39 F1667 4369 4001667
877	9 80112	2 4 Km(0) 83.1	6,5600 7		0 130 134 31.09.2020 10 130 134 31.09.2020 10 130 134 31.09.2020	9 160 3 18.3 19.7	\$2.1 T10 NO 100 120 2936	X 700.3	1 228.1 828.02 478.77 2647.5 M2.9 5.3677 85.763 245.72 254.59 205.00 4.8600 478.02 56
877	9 80012	2 4 Km(0:83.1 2 4 Km(0:83.1	6,7930 7	92 80 1	0 130 1M F109/3030	9 8 3 18.0 29.4	268 798 30 100 129 10052	4 1476.7 279.7	2 2010 175 M 362 1752 36 174 177 187 187 187 187 187 187 187 187 187
877	9 80012	9 4 Kenth R3.1 9 4 Kenth R3.1	6.7900 7	92 88	0 330 3M 3109/3020 0 330 3M 3109/3020	1 6 2 18.1 29.3	24.6 75° 80 100 120 20% 43.1 729 80 100 120 140	2 2568.5 289. 9 860.7 156.0	1 184.9 687.64 3083.3 2097.4 688.3 3.3271 38.800 412.10 355.17 40.091 8.3900 46.001.300
877	9 80619	2 4 Km(0.00.1	8-8000 T	9.2 80 9	0 130 1M 71-09:3000	1 10 1 18.6 18.2	62.1 728 50 500 120 329	NAME 2 227.	3 1834 15347 15149 250 49-02 3,200 98-07 612-0 18317 3410 4400 6544.572
877	9 80512	9 4 Km(0) 80.1 9 4 Km(0) 80.1	640m 7	9.2 88 9	0 130 134 71.09(3020)	17 0 2 18.3 28.3	268 TIP NO 100 120 870	0 683.2 305.	3 190.0 NOT-00 3629.2 2100.3 673.04 5.8100 40.900 450.81 502.89 29313 64000 65406.313
RTT.	9 90015 9 90015	2 4 Km(0:83.1 0 4 Km(0:83.1	64000 7		0 130 334 23.09/3020	1 8 2 182 283	244 689 50 186 122 689 42.1 710 80 186 125 4921		1
877	9 NOL15	2 4 Km(E-13.1	642E 7		0 130 134 31.09.2020 0 130 134 31.09.2020 0 130 134 31.09.2020	2 23 3 18.5 36.5	42.1 TIC NO 180 125 4521 42.1 TIC NO 188 125 4812	6 8087.0 938.7 2 1180.9 129.	3 188.3 188.39 1898.7 200.7 401.61 4.9707 98.30 20.30 27.30 4420 47.00 47.00
877	2 80112	9 4 Km(0:83.1 2 4 Km(0:83.1	1600 7	92 80	0 130 114 2169/2020	9 120 3 18.4 29.2	266 718 80 100 120 127	4 389.7 47	A 2017 613-62 PRTR.1 2627-6 275-79 2-0018 25-006 152-51 36214 36626 4-6289 6601-6902
877	9 NOL15	9 4 Km(0:83.1 9 4 Km(0:83.1	1629	9.2 88	0 130 134 F169/3030 0 130 134 F169/3030	0 120 3 18.3 28.2	246 731 30 100 122 1390		8 NS.7 605.78 FH3.7 289.8 272.2 2.99.0 25.654 182.51 362.14 36628 64289 68647.607
877	9 900 19	0 4 Km(0:83.1	64630 7 64630 7	10 10	0 120 1M F109/3030 0 120 1M F109/3030	1 69 3 (83 862	42.1 747 50 100 125 12771 42.1 797 80 100 120 120 11417		7 MILT STAN 1802.2 2302.4 601.88 5.800 60.671 600.29 192.81 342.29 6400 6605.256
877	9 80(12	0 4 Km(0) 83.1 0 4 Km(0) 83.1	14200 7	92 80	0 130 134 7109/300	20 8 2 15.7 27.2	244 T/D 30 100 122 1973	7 2760.1 621	7 133.6 866.76 2909.6 1009.3 886.62 6.0006 66.717 680.32 290.79 46000 64000 64000 67000.177
877	9 900 15 9 900 15	9 4 Km/80-83.1 9 4 Km/80-83.1	64200 7	92 88	0 330 IM 1100:3020	28 6 6 E7.7 27.8	246 790 30 300 120 721	1 1176.4 3636. 7 413.8 58.	7 183.0 496.21 2737.4 2767.5 451.27 3.6532 66.156 478.36 278.36 41.673 64900 43383.187
977	0 80(15) 0 80(15)	0 4 Km(0) 83.1	6-80-00 7 6-80-00 7	10	0 130 IM F100:300 0 120 IM F100:300 0 IM F100:	9 90 3 UKA MA	42.1 718 80 100 129 7971 42.1 729 80 100 129 806		7 SECTION 18 ST. 277-6 PROP. 2 SECTION 18 SE
877	9 80115	9 4 Km(0) 83.1 9 4 Km(0) 83.1	1400 7 1400 7	92 20	0 130 1M 9109-3130 0 130 1M 9109-3130	2 20 2 12.7 26.8	24a 781 50 180 125 1625	400.7	2 275.2 496.00 2965.3 2066.8 295.90 6.7140 36.000 206.4 124.29 36.101 64700 6500.800
877	9 90135 9 90135	9 4 Km(0:83.1 9 4 Km(0:83.1		92 80	0 130 IM 7109/3000	20 6 2 17.7 36.8	24A 221 NO 186 122 NO 184 123 NO	8 761.6 682. 6 813.6 336.	2 2017 69830 2620 1798.0 20178 63011 50.220 570.00 52629 35200 66700 67701440
877		9 4 Km/80/83.1		92 88 6	0 130 1M F109/3000	9 6 3 (8.3 82.2	42.1 TIC NO 186 125 1040	N N N N N N N N N N N N N N N N N N N	3 (86.1) 558.62 5156.3 2056.6 426.2 5.0821 51.141 356.69 240.4 24.50 440.19 42512.864
877	9 900 15 9 900 15	9 4 Km(0.00.1	6-00279 7 6-00779 7	92 89 92 89	0 130 134 21-09-2020 0 130 134 21-09-2020	9 130 3 18.1 26.2	42.1 770 NO 100 127 NON 24.6 752 NO 100 129 1351	6 X50.3 341.1 6 369.1 42.1	2 1980 814.33 MILLS MEET NOON \$180 840 850 177 281.4 28.39 8839 4225411
877	9 90(15	0 4 Km(0.83.1 0 4 Km(0.83.1 0 4 Km(0.83.1	1075 7	92 80	0 140 1M F109-3620	9 129 3 18.2 26.1	24.6 750 90 100 120 129	4 199.9 40.	2 2011 082 200 CR8 8 30 CR8 8 31 31 4311 52 31 52 30 52 5 52 5 52 5 52 5 52 5 52 5 5 5 5 5
RTT.	9 NOC13	2 4 Km(0):83.1 0 4 Km(0):83.1	68002 7	92 80 92 80	0 130 1M 7159/3820 0 130 1M 7169/3820	9 159 3 18.1 55.4 9 150 3 18.3 33.5	62.1 720 50 106: 128 5236 62.1 750 50 106 129 5037	213.0 27.0 P 200.0 20.0	2 2014 2000.9 86684 7967 J 402.48 5.0821 43.22 439.34 406.3 41626 43962 42963411
877	8 BOLD	9 4 Km(0) 80.1	67000 7	9.2	0 130 1M 1109/3030	20 6 2 22 274	24A 713 80 100 125 200	200.5 3h.1	2 71.6 500.8 600.6 700.7 42.6 3.67.7 43.2 8.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10
	Part 10 1	1,000			and the statement	7 7 74 74		10007	The state of the s

	BTT 9	0 90010	0 4 Km:00:83.1 670:00 79.2	NS 80 530 S	M 91-09-2020 29	6 3 17.2 27.7 24.6 T	13 30 100 120 1344.8 1357.3	615.9 213.6 319.62 2803.6 1729.2 599.66 4.7% 36.676 596.33 559.73 59.113 63380 6206.686
	877	9 80015	a d Kananana sanan yan	80 90 130 1 80 90 130 1	M 9169-2620 1			32.4 26.2 676.6 2829 1750.2 586.40 8.3511 50.341 886.4 155.17 35.200 45206 45764.886 85.8 284.3 667.72 2858.9 1770.4 386.40 4.600 75.341 380.47 367.47 35.200 45206 45.614.600
	877	80612	2 4 Km(0)83.1 61100 79.2	80 90 130 1	M 31092020 1	67 3 17.6 28.2 266 7	SC 30 100 122 12521.6 895.4	77.1 199.2 219.91 3299.3 2168.1 462.99 3.98 40.879 317.66 279.24 30.214 639.00 412(6.11)
	877		9 4 Km/0-83.1 63600 79.2	80 60 130 1 80 10 3		8 2 20.1 36.0 52.1 7	56 50 100 125 1460.1 915.7 56 50 100 125 100.7 815.1	NO.2 197.9 NO.17 336.17 2360.3 481.06 6.8412 66.965 317.06 276.26 85.316 659.00 66612.516 1166.4 273.1 665.69 366.9 2608.2 369.97 6.2564 69.476 348.84 291.4 293.36 659.00 46819.791
	B177 8	9 90619		NO 130 1	M 3109/2020 29		C NO 100 125 3963.1 X33.6	1156.4 265.0 622.32 3569.4 2562.9 359.36 6.2289 47.666 312.91 265.69 29.336 65600 40676.916
	R77 0	9 MG 13	0 4 Km(0)-83.1 8.5500 79.2 0 4 Km(0)-83.1 8.5500 79.2	HS 90 130 1		50 5 17.5 27.7 24.6 T	78 NO 100 120 753.6 15 NO 100 120 1635.7 1006.6	301.0 100.7 MG2.0 0016.9 3650.2 NR.29 5.7507 30.859 50.013 52.27 65500 8050.50 123.6 163.8 607.0 9953.7 2360.8 305.06 5.8500 36.862 293.4 51.292 65500 60076.048
	877	9 806.13	9 4 Kerilli 80.1 8.8987 79.2	80 80 130 3		130 3 20.4 36.7 62.1 7	76 NO 100 127 N.W.O 200.6	29.4 29.4.2 912.8 4423.3 2992.3 803.32 2.9991 40.314 317.66 303.13 50314 43997 4005.9443
	RTT 8	9 90513	9 4 Section 33.1 67780 79.2	NI NO 130 I	M 7150/2020 2			THE 2013 TIZAT SITES 26018 36127 S.HIZD STAND SMITT NO.13 26220 AFTER MONREY
	877 8		9 4 Keriti 83.1 6.500 79.2	NO 80 130 1	M 2109-2020 0	1339 31 17.81 29.4 24.6 T	20 50 100 125 1562.6 294.1 50 50 100 125 1568.1 424.0	40.7 267.7 759.29 4191.4 2408.8 364.11 4.3687 48.476 548.77 301.3 54.22 68700 40762.666 20.3 526.4 561.83 450.7 2466.4 28.34 3.866 36.482 266.3 256.36 22.486 43000 40762.366
	877 9	9 905.12	2 4 Keriti 83.1 65800 79.2		M 2109-2020 9		76 70 100 127 259.6 85.6	21.7 NO.7 SCLAZ 475.2 2696.6 ZHIST 3.8662 27.867 ZHIST ZHIS ZHISB ASSOC 40904.602
	877 S	8 805.15 9 805.15	9 4 Km(0)83.1 6,7900 79.2	80 80 130 3 80 50 1	M 5169-2620 1 M 5169-2620 1	76 3 IAA 28.2 24A 7 43 3 IA.7 28.2 24A 6	96 30 100 120 236.6 787.4 A6 30 100 120 244.1 807.8	90.0 290.1 402.47 2307 3400.5 311.00 5.8779 40.811 540.34 20.56 11.20 4.9900 40.003.807 97.6 290.7 403.61 2802.6 1006.8 307.50 5.000 40.811 540.34 203.63 11.20 4.9900 40.003.276
	877 8	9 804 13	9 4 Ken90-83.1 64000 79.2	NS 90 130 1	M 3109-2020 0	120 3 20.0 50.1 62.1 7	(8) 30 100 120 4(91.7 248.4	27.1.3 No.6.49 6360 279E.3 NO.8.3 4.4997 60.471 640.50 586.00 79.113 64000 6629E.56
	877	9 90815	2 4 Km(0.83.1 00000 79.2 2 4 Km(0.83.1 00000 79.2	80 90 130 1 80 90 130 1	M 91092620 9	100 3 266 M.3 GC1 7 100 2 16.8 26.7 246 7		M.2 26.3 Mil.36 \$732.4 2623.8 SW-26 5.6256 Mil.367 \$10.21 593.76 \$10.75 MIRST MIRST MIL.37 MI
	877 0		9 4 Kentili 83.1 84098 79.2	NO 90 130 I	M 91693830 0	99 9 18.9 28.2 24.6 T	28 90 100 125 19611.6 299.6	49.9 191.5 797.57 4279.3 2499.3 424.2 5.6209 56.916 580.47 809.83 51.248 64098 40391.586
	877 0	2 804.15	9 4 Kentil 88.1 86217 79.2	80 90 130 1	M 2109-2020 0	170 3 203 561 621 7	98 NO 100 120 100m.0 201.1	22.5 777.1 666.6 3496.1 2562.2 126.66 1.5671 13.570 138.97 133.82 8.8080 66217 40206.8380
	877	8 800.12	2 4 Kenthista 1 66297 792	N2 90 130 1	M 2159/2020 1	50 3 56.8 26.0 26.0 7	96 20 106 122 1.001.6 643.2	66.4 139.2 586.96 2634.1 2577.2 361.07 3.8602 59.303 296.33 524.29 57.139 56297 6000.4462
	877 0	9 90615	0 4 Km/00-R3.1 00400 79.2	N3 90 530 I	M 91/09/38/30 2	33 3 28.4 88.1 62.1 7	TR NO 100 120 127 NTT-6 R70-0	180.5 189.9 KD4.79 8362.6 2718 751.66 6.8800 86.503 875.79 624.66 66.962 66600 76651.613
	877	9 800.12	2 4 Km(0/83.1 66600 79.2	80 90 130 I	M 3169/2020 1	60 3 20.3 30.2 63.1 T	20 30 100 122 3034.1 901.8	120.0 153.7 201.00 200.0 200.0 500.7 501.70 3.0700 40.00 40.70 40.00 40.00 50400 200.70 200.00 200.7
	877	9 BOL15	2 4 Km(0.83.1 66500 79.2	82 90 130 1		79 3 17.5 27.6 24.6 7	90 NO 100 122 2004.0 TG.3	26.5 H.S.7 467.66 2829 2767.5 271.18 6.8997 46.807 476.50 893.79 46.992 66.990 59523.200
	877 0			80 80 130 1 80 80 130 1	M 91/09/2020 29	6 2 20.2 M.A 62.0 T	29 NO 100 125 M24.6 919.4 (2) NO 100 125 M26.3 912.3	201.1 296.8 NOT.11 2968.4 INSERT MELGE 1.7960 GLEAT NEL 21 262.52 25.425 46600 MISSELDE 200.1 201.1 607.36 202.7 (200.7 MAGE 1.8073 GLETS 109.11 279.24 36.602 46600 MISSELDE
	877 8	8 80619	2 4 Ker(0.83.1 600% 79.2	NO 100 1	M 2159/2020 0		27 30 100 122 279.1 367.4	(H) 1750 67538 6051.7 2670.3 66138 63673 (R)36 368.77 255.57 33.200 56076 26153.622
	877 S	9 90615	9 4 Km(0)83.1 66690 79.2 9 4 Km(0)83.1 66600 79.2	83 90 130 3 88 90 130 1	M 7169/2620 9	89 3 572 273 246 7 89 3 213 103 411 7		75.0 177.8 606.36 3879.4 2557.3 477.74 8.2289 86.728 568.77 808.83 56.220 46696 57968.832 52.8 266.1 465.33 3802.3 2808.1 480.06 5.3883 46.136 458.74 408.23 41.006 46600 57906.828
	R77 9	9 905.15		90 130 J	M 3109:3(30 g		12 30 300 120 120 266.7 602.5	55.1 262.2 643.66 5797.9 2356.7 406.53 3.8002 63.22 659.56 606.3 62.048 66800 57542.56
	877		9 4 Km(0.90.1 sopre 79.2	80 50 130 1 80 50 130 1				Sta 250 711.52 45043 260.6 20.78 1.790 (C.H.) 18.77 XC13 11.28 4699 17643.51
	877	0 80615	9 4 Km-00-83-1 67000 79-2	80 90 130 I		59 3 25.3 39.2 42.1 7 50 1 20.4 39.3 42.1 7	10 NO 100 123 1071.3 NH.3	76.3 276.1 576.67 5226.3 2675.5 Str. Ad 6.2864 48.36 582.61 581.33 26.356 47000 57408.596
	877			80 90 130 1	M 2109/3030 2		Sel 30 100 120 ATLA 453.8	
	877 B		9 4 Km(0)80.1 KTSC 79.2 9 4 Km(0)80.1 67200 79.2	80 90 130 1 80 90 130 1	M 7169(3030 9 M 7169(3030 0	23 3 (*.) 28.3 28.6 7 83 3 28.9 38.9 43.1 7	98 NO 100 120 ANLO 609.4 11 NO 100 123 7491.6 MA.S	270.0 105.3 047.52 4287.0 2050.9 500.00 4280.0 31.341 575.59 510.37 36.161 47087 56572.771 50.3 204.0 505.51 1255.0 2060.0 371.10 5420.0 46.507 459.76 550.00 59113 47200 5670.001
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	877		9 4 Km(0.00.1 s720 792	80 130 1 80 130 1	M 2109/2020 0		20 10 142 1240 1004	M-2 E214 MC 87 4452.3 2073.9 286.99 3.386 23.97 214.62 1773.9 33.96 4726 34462.98
	877	0 900 17	0 4 Ke-00-83.1 67600 79.2	80 80 130 E	M 9109-3030 9	0 2 22.3 36.9 43.1 7	20 80 100 125 200.7 572.6	777.8 199.5 No. 29 3181.3 1971.7 80.32 6.3676 (0.81) 500.21 302.32 25.629 47800 No.23.656
	877 0	2 90812	9 4 Kenth 80.1 67892 79.2	80 80 130 I	M 7199-2620 9	179 3 16.1 26.4 26.6 7	(41) 50 100 129 2634A 145.2	20.0 200.4 1110.2 5719.4 2000.8 571.18 6.809 56.800 620.11 56.209 60.000 6.7012 56.866.236
	877	9 90619	4 A Kerdicki 8700 792	90 90 130 I	M 3160/3630 9	179 3 16.3 28.3 26e T		PA 904.9 120.1 5529.1 2020.1 362.7 4.8000 20.800 452.0 555.7 41071 4765 5755.121
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	877		9 4 Kee(0.88.1 87780 79.2	89 90 130 1	M 7169.3030 17			200.0 200.0 200.1 200.0 200.1 200.0 200.0 10.0 1
Column C	R77 8	9 80412	8 4 See(0.80.1 87900 79.2	90 90 130 1	M 3150(3130) 9		17 20 100 120 201.1 179.6	20.6 20.0 ECT. 3 SECS.7 2317.6 516.62 6.3623 40.823 281.29 281.29 24.6C 9.700 5666.7.700
Column C	877	9 904 17	9 4 Ker(0) 89.1 x7999 79.2	30 90 130 1 30 90 100 1	M 2100-3030 9	1.9 3 21.6 30.4 62.1 7	14 30 100 125 250 200.0 8074.2	795.7 286.8 500.7 500.9 2011.7 525.76 6.7100 (6.81) 500.21 256.8 26.60° 6.700 56071.200 112.7 276.9 606.0 2276.2 1712.5 500.56 5.90 6.440 500.71 500.2 152.00 5.70
	827	2 90515	9 4 Kes8080.1 87900 79.2	NO 130 I	N 7109/2020	67 3 16.9 26.0 7	12 50 100 122 2794.1 1145.1	184 Z'8.5 60.52 2307 1766.7 589.36 3.98 47.666 548.77 88.63 55.28 4.7900 56.206.212
Part	877 8	9 BOL17	9 4 Km(0.83.1 6803 79.2 9 4 Km(0.83.1 6803 79.2	80 90 130 I	M 7109/2020 9	100 3 22.6 Me.0 42.1 7 100 5 22.6 Me.0 42.1 7	727 300 1000 1220 5600.51 400.3 700 500 1000 1230 4712.00 590.9	68.6 403.9 807.01 2728.3 3459.3 346.90 1.7797 28.673 136.6 138.90 31.730 43611 35904.159 46.9 423.00 514.90 2700.7 1490.4 128.50 1.8500 21.00 128.51 146.7 11.730 43611 35904.730
	RTT 8	9 800.12		N2 90 130 I	M 3159-2620 8	100 3 10.3 27.8 266 T	TR 20 100 122 2173.2 415.3	68.4 185.0 6FR.16 4113.5 2008.4 4FR.25 6.4000 4T.465 317.00 202.32 30.216 68098 35614.870
Part	B77 8		2 4 Kesti 83.1 6000 79.2 2 4 Kesti 83.1 6000 79.2	82 90 130 1 83 90 130 1				66.7 [76.2] 660.7 6716.9 2696.5 669.61 6.266 66.728 599.37 256.8 26.756 68966 35503.566 111.8 260.0 357.76 269.2 369.62 359.03 66.72 359.00 66.73 36.267 36.100 66.720 35.221 36.20
	877 8	9 904 15	0 4 Kentil-Rt.1 6K280 79.2	83 80 130 1	M 9169/3830 4	26 8 26.8 M-2 62.1 T	20 90 100 125 1-028-8 1012-8	112.3 294.6 596.92 2692.6 3669.7 877.06 4.9980 87.722 428.13 578.62 57.139 48200 56761.836
	877	8 80512	2 4 Km(0:83.1 KKS00 79.2			90 3 16.3 26.3 26.6 7	PC 20 100 125 527.0 657.4	NEA 183.0 659.79 4359.3 2516.4 330.25 3.4650 36.330 687.66 48E.5 40.978 58300 36301.177
	877 S	9 800 LD	9 4 Km(0.83.1 48600 79.2 0 4 Km(0.83.1 48600 79.2	80 90 530 3 80 90 530 8	M F150-2620 9	100 3 223 35.7 42.1 7 80 3 224 55.7 42.1 7	92 50 100 120 7042.5 Mo.1 70 NO 100 120 7062.5 FFE.5	98.2 [198.1 [718.94 4459.3 [256.2 473.68 5.8569] SHAT3 499.27 423.64 444001 48800 36800.512 80.8 [194.0 [728.66 4393.3 [266.2] 491.27 6.06.12 [72.466] 313.22 422.39 44400] 48800 36390.372
	RTT 0	9 90813	9 4 Km(0180.1 68500 79.2	N2 90 130 I	14 21-09-2020 0	97 3 16.4 26.0 24.6 7	G 50 500 120 229Lo 345.7	66.8 200.8 643 5897.6 2529.3 427.7s 4.7% 36.688 589.4 559.75 58.137 68390 36276.568
Part	977 g							70.4 199.0 624.13 390.4 2549.2 454.0 43572 54.9% 390.33 539.73 20113 48500 54131496.
Part	B77 0	0 90615	0 4 Km-80-83.1 68600 79.2	80 80 130 1	N 91-09-2020 0	90 5 27.6 10.3 62.1 T	19 30 100 125 7044.7 450.7	52.5 SSS.5 Non-47 5.990 2125 Not.55 4.6412 48.56 548.77 Not.53 No.514 48600 55767.517
Part	877 8	9 80815	9 4 Ken0030.1 88790 79.2 9 4 Ken0030.1 88790 79.2		M 9109-2620 9 M 9109-2620 2	10 3 16.0 26.5 24.6 7 10 3 16.1 28.4 24.6 7	97 80 100 125 NO. 1174.0 97 80 100 125 NO.1 1176.0	112.6 100.5 970.15 9700.5 9700.5 970.6 970.6 10.000 00.717 000.50 000.5 000.0 00700 55500.50 509.1 102.8 500.30 3623.6 2690.2 367.97 0.1231 00.503 607.00 500.00 61000 00700 55200.50
	B77 9		9 4 Km(0.00.1 10000 79.2	NS NO 130 I	M 7169-2620 g	N) 1 217 101 621 7		52.3 180.8 521.22 550.4 560 611.56 6.500 76.213 510.00 60.27 47.916 66000 35328400
	877 0	90619	0 4 Kan-00-R3.1 6/6/80 79.2	NO 80 130 I	14 3109-3030 9	129 3 15.4 26.2 246 7	107 No. 100 100 175 1001 5	46.8 176.3 934.33 NSS 3189.4 NSS.31 5.930k 46.682 470.81 NSS.70 40.86 46900 35500.548
	877 8		2 4 Km(0.83.) 68990 79.2	M3 90 130 1		127 8 15.6 26.1 266 7	SC 80 186 122 1652.2 MC.7	86.6 175.1 NO.46 2112.2 1206.1 S12.56 SASIZ AS-NO 409.76 406.3 40.06 ASSOC 1545.552
	MIT S		2 4 Section 1 1900 792	80 90 130 1				79.2 167.6 677.66 6262 2779 677.20 3.98 61.879 500.21 279.26 28.358 4/9000 35296.806
	877 0		9 4 Ker/0/83.1 69680 79.2	NO 90 130 1	N 1109-3630 2	(0) 3 15.3 26.0 T	78 50 100 125 1145.6 1215.2	152.6 200.5 494.92 2982.1 2006.7 441.89 5.2658 66.397 665.39 579.62 41.026 69930 52994.825 156.4 201.0 499.20 52994.825 156.4 201.0 489.20 52994.825 156.4 201.0 489.20 52994.825 156.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.20 52994.825 169.4 201.0 489.2 201.0
Part	877 9	9 90815					97 NO 100 120 RFT2-6 SES.1	
Part	877 S	9 80615	9 4 Kerill-83.1 (1938) 79.2 9 4 Kerill-83.1 (1938) 79.2	80 80 130 1 80 80 130 1	M 9109-2620 a M 9109-2620 2	19 2 20.4 Med 67.1 7 19 8 10.6 27.8 246 7	78 50 100 120 2016.6 695.1 79 50 100 120 120.02 961.8	877.1 38.1.6 329.13 692.1.8 2989.1 580.30 8.3940 70.91 507.3 667.03 66.990 64900 82708.439 89.2 198.1 680.43 1009 2006.2 448.41 4.9980 87.722 420.31 362.69 42040 44900 82421.646
Fig. St.	877		9 4 Ken80.89.1 e/m99 79.2	90 130 I		30 3 15A 27A 24A T	T 30 100 122 1296.6 800.8	20.7 200.7 50.5 0 1000 2000 460.90 8.509T 30.629 620.62 570.62 620.00 640.00 52135.00
Part	877		9 4 Kee(0.85.1 19980 79.2					H. D. 134.1 708.13 4352.1 808.7 603.79 E-8310 98.077 640.83 179.09 61.562 44480 12300.19
Part	877		9 4 Km (0.80.1 e1680 79.2 9 4 Km (0.80.1 e1680 79.2	80 80 130 1 80 80 190 1		60 8 15.5 27.4 19.2 7 60 8 15.5 27.2 16.7		200-8 170-2 40-6-17 364-6-8 2200-8 347-90 4-904 80-423 336-86 479-99 31-827 44400 31-883-111
Part	3.77	9 90117	4 4 Km(030.1 49001 79.2	80 90 130 1	M 2159-2620 g	167 3 20.4 20.0 52.1 7		27-2 26-7 800.34 4100.2 2123.2 801.79 43000 57-722 410.90 50400 50113 49000 51700.642
Part	877 0	8 NOLES	9 4 Earth 83.1 (1968) 79.2	80 80 130 1 80 80 130 1	M 91409-2020 0	190 3 14.5 26.1 18.2 T		78.7 78.7 48014 236.3 75.79 32.00 32.00 34.00 35.00 36.00 30.00 30.00 3400 31.78.18 64.5 226.1 579.90 5707.3 2342.4 388.51 7.825 86.136 642.40 540.40 42.581 440.00 31.96.01
Part	877	9 90019	9 4 Kerith Rt. 1 steller 79.2	N3 90 130 I	M 3169-3630 9	90 3 163 278 182 7	G 50 100 123 20%0 894.6	67.3 224.8 NO. 79 5788.8 2517.4 STRAD 7.2846 87.898 6847 348.2 64.539 64690 51.67.808
Part	877		3 4 Section 792	90 90 130 I	M 7159-2620 9	90 3 2LJ 35.5 GLI 7		11.0 200.0 50.00 171a.1 271b.1 10.00 4.0012 4.001 10.00 10.07 52.2 4900 110.249
Part	877		0 4 Km (0.83.1 g (0.00 70.2	83 90 130 t	M 1109-3030 8	113 A 143 278 182 7	20 NO 100 125 122364 185.4	35.4 205.6 704.90 6422.7 2676.3 507.00 3.00 45.811 532.91 277.06 30.514 44000 51000.57
Part	9.77	9 90519						1151.2 260.2 509.56 2756.6 2629.6 557.06 6.5513 50.225 566.62 552.63 55.286 76000 51093.552
The column The	B77 9	9 90615 9 90615	9 4 Km(0.85.1 7000 79.2 9 4 Km(0.85.1 7000 79.2	80 90 120 1 88 90 120 2	M 7109-2620 28	8 2 21.6 M-2 423 2 90 5 148 20-3 182 7	98 NO 108 123 NO24,2 871,3 20 NO 100 120 276,3 507.4	The DILE 02-TO 2818-7 [706.7 MR-48 1.7042 01.81] \$24.00 \$25.00 \$22.7 7000 \$12.65.70 \$10.81
Fig.	877 8	8 90615	9 4 Km-80-83.1 330/8 79.2	N2 80 120 1	M 3169/3020 0	83 3 16.8 26.0 19.2 7	927 90 100 129 2091.7 423.9	TH.2 STALE EXT.2 2755.3 SHIFT. 2008.07 SLETSE ELETTS 20180 20180 31.290 76090 NORMACTS
Fig.	877		4 4 Km(0.83.1 2015) 79.2	N3 90 130 1	M 2100-2020 20		T NO 100 120 18417 19524	030.7 104.8 427.0 2719.2 1044.8 499.0 4.0006 76.00 907.0 407.00 44.002 76094 50244.21 427.7 104.8 421.44 2719.2 1044.8 499.0 4.0006 76.00 907.0 402.00 44.002 76094 2004.844
Fig.	877		8 4 Ker(0.83.) 70500 79.2	32 SO 130 S		79 5 15.2 26.0 18.2 7		98.7 261.9 318.06 3363.4 2998.3 436.47 3.4698 46.156 439.36 178.36 43.638 76.900 29603.722
Fig.	877	9 806.12		N2 90 130 I	M 9169/3030 29		12 30 100 120 121 1224 2500.0	300.0 10.7.5 761.76 3569.7 2296.7 312.56 6.7900 77.00 546.57 660.27 47956 76000 29106.5%
Part	877 8		9 4 Kee(0.80.1 70600 79.2	80 90 130 I	M 3169-3130 29			300.0 120.2 500.79 3504.1 2210 326.72 A.0191 76.70 3504.0 270.99 48.000 2502.116
Part	BTT 6		9 4 Km-80-88.1 50949 79.2	80 80 130 I	14 9169(3)(30 19	0 3 10.3 27.8 10.2 7	60 50 100 125 Iset 3 (819.2	NO.0 142.8 522.00 5400.0 2246.7 536.29 6.8976 65.628 542.79 455.30 52.800 76900 26322.516
Feb	877	9 80(15	4 4 Km (0.00.1 70.00 70.2				26 NO 100 127 NULL NO. 1	67.1 306.6 506.2 5118.3 5973.7 567.64 6.9992 56.471 476.81 686.3 6208 70006 252752.515 71.0 294.7 506.36 5134.3 2006.2 561.79 5.6209 52.504 667.66 607.22 41.026 70006 27983.206
Feb 10 10 10 10 10 10 10 1	877		9 4 Section 1 2020 792	90 130 1	M 2159-2620 3	18 3 13.6 27.0 18.2 7		255.0 166.7 256.76 2272.1 209.2 476.16 3.8781 46.16 476.81 276.82 42.08 20700 27764.807
Feb 10 10 10 10 10 10 10 1	877	9 90415	9 4 Km(0.83.1 70790 79.2	80 130 I	M 2109-2020 0	70 1 20.1 20.1 21.1 7	90 90 100 120 WILL GOLD	66.1 197.2 600.70 2903.0 2070.3 280.23 7.566 86.250 296.80 800.80 52280 76706 27680.716
Fig. St. Mil. St. Mil. St. Mil. Mil	R77 8	9 90619					10 30 100 120 W41.0 551.3	
Fig. St. Mil. St. Mil. Mi	R77 0	8 800 15	0 4 Ker-80-80.1 708-90 79.2 0 4 Ker-80-80.1 708-90 79.2	80 80 130 1 80 80 130 1	M 1109-3630 0	90 5 15.7 36.4 18.2 7	© NO 100 120 2213.4 568.1	TH.8 206-0 MILET \$206.2 SHEAR \$74.71 6.2666 N. NOV \$70.00 \$24.29 \$71.50 70000 26.76.688
Fig. St.	877	9 90019	8 4 Kes80-88.1 73009 79.2	NO 90 110 I	M 31093030 0	9) 3 284 352 4C.1 7	70 30 300 120 75-014 423.8	52.6 FT2.0 FT5.13 SUE.3 FT3E.2 ZE2.71 2.409C ZT.667 FM.30 E55.31 34.628 75000 Ze005.82
277 2 M113 3 4 [See Set 1] 7128 712 M1 50 102 M1 1100 M20 23 4 2 144 M1 132 715 M1 132	877		8 4 Section 1 7100 792	80 80 130 I				70 A 2710 M2 61 12913 FP9 12148 1877 8180 26148 20148 1227 7898 2617148
277 2 2 5113 3 4 546-6651 1728 752 51 50 150 151 1100-2020 23 8 2 1 144 264 254 255 255 255 255 255 255 255 255 25	877	9 80615	0 4 Km0083 1 7100 79.2	NS 90 130 1	M 91-09-2020 0	6 2 20.0 Med 415		62.1 274.6 359.3 3428.1 2642.4 359.36 3.08 67.444 348.77 302.3 33.240 2598.3344 2598.3 348.7 322.8 2598.3 2
277 2 M113 3 4 [See Set 1] 7128 712 M1 50 102 M1 1100 M20 23 4 2 144 M1 132 715 M1 132	877	90515	9 4 Section 1 7128 79.2		M 2109200 29		C 30 880 120 274L3 192.6	CAT 8 288.2 528.77 SUT 2 1789.0 SELES 1.8136 26.810 269.3 231.67 22.676 7536 23172.678
	R77 8	9 BOL13 9 BOL15	9 4 Km(0.00.1 71200 792	80 50 130 1 80 50 120 1	M 1109/3020 29	6 2 144 364 182 7	(E NO 100 122 KULA 968.8 14 NO 100 127 KULA 972.2	DBS DAT 61.66 2718.2 273.2 273.1 28.27 3.077 9.402 26.9 271.0 24.07 2729 2872.586 DB.7 DT1 698.9 2892.3 146.4 26.13 3.2452 36.49 26.98 223.81 24.67 7029 2872.718
	877 8	90617	9 4 Km-80-80.1 71600 79.2	22 60 120 1		6 2 20.4 36.5 ELP 7	G NO 100 127 2541.5 655.6	775.3 296.5 799.60 8299.4 2655.7 451.27 4.8372 54.658 386.47 559.79 54.220 70.60 26775.186
ET 2 MID 4 (Section 1) 1/20 N2 M	877	9 80010					98 30 100 122 130.5 200.1	
27 9 50(2) 9 45,000(3) 10(0) 72 20 30 30 30 30 30 30 3	877 8		9 4 Km(0.88.1 716% 79.2	30 50 130 1			C 30 100 129 1861.7 23-0.4	356.8 164.7 450.00 2004.5 1900 454.81 5.8000 M. RET 410.00 MCAS 29313 71690 20131.290
	877	9 806.13	9 4 Km(0.80.1 71000 79.2	20 90 130 1	14 2109/2020 3	29 3 20.1 36.2 41.9 7	78 NO 100 120 14271.7 794.7	200.4 NRCO 472.27 2103.9 (MAJ.) 211.08 1.9139 (81.91) 317.08 279.24 36.602 7.8030 2790.247

an I		al 415-man 100ml	100	500 SH 5100 W	ml 41 41 41 44	and the land and and	and one of money and	and the state of t	con now markets
877	9 80(15)	9 4 Kentista.1 71790	79.2 80 90	130 1M 2150.20		26.7 18.2 790 90 100	120 1136.7 1310.1 41 120 2131.0 513.5 49	133.5 672.40 2872.7 300.3 462.88 3.5398 484.23 489.27 63.53 48 	978 71700 2286.60°
877	9 900.10	9 4 Km(0) 80.1 71800	79.2 80 90	130 SM 2169/26 130 SM 2169/26	D 7 5 2 18.8 D 8 6 2 18.8	M.2 61.5 TH 30 300 M.3 61.5 TR 30 300	125 2131.0 113.1 69	18 182.1 509.29 4304.9 2718 347.91 4.9191 76.962 310.09 46.27 46.	978 7280 227M.M
877	9 906 L9 9 906 L9		76.2 80 50 76.2 80 80	130 114 1169:20	D 0 120 3 14.7	36.3 (6.8 T28 30 586 56.9 18.2 T46 30 506 26.3 18.2 T36 30 586	120 2(%.1 366.3 366 120 1730.3 373.3 8		290 73900 22591,145
R77	9 80135 9 80135		79.2 80 90 79.2 80 90	130 1M 7169:36 130 1M 7169:36		28.7 13.2 T36 50 300 36.6 40.7 720 50 300	122 1887.0 893.3 St 129 203.6 500.9 860	22 20.3 623.2 5860 2360.3 52.75 3.7562 61.80 31.758 27.78 27.78 28.75 37.87 37.77 37.87 37.77 37.77 37.77 37.77 37.77 37.77 37.77 37.77 37.77 37	292 73900 22900.09K
877	9 8013	9 4 Km(0:83.1 7200 9 4 Km(0:83.1 7200	792 88 90	130 IM 1159/30	0 12 0 2 19.9	36.7 (1.9 720 30 100	125 2512.7 623.8 82 129 188.9 623.1 8	2 182.1 MORAT 2503.1 2966.3 461.88 3.6209 36.976 368.4 367.62 35.	200 72006 22365,250
877	0 80115	0 4 Km:00:83.1 73089 0 4 Km:00:83.1 73089	79.2 R3 80 79.2 R3 80	130 1M 2169/30 130 1M 2169/30 130 1M 2169/30	D 0 150 5 14.7 D 0 180 5 14.7	28.5 18.2 74C NO 180 28.6 18.2 74C NO 180	125 (896.0 425.1 M 125 1797.6 668.3 75	1.4 200.5 60%.17 4251.1 2070.9 438.34 4.8725 54.078 606.25 159.75 50 10 190.5 679.43 4251.1 2070.9 438.34 4.8735 54.078 596.23 159.73 86	110 730W 224W379 110 730W 224WA40
BIT .	9 800.13	0 4 Km(0.83.1 1200 0 4 Km(0.83.1 1200	79.2 30 90			36.2 51.9 718 30 100	129 9921.9 1716.2 99	73 183.1 1866.42 2903.1 2063.3 661.88 3.6396 36.975 386.4 MC-0.0 33.4 43.0 36.0 43.0 36.0 43.0 36.0 43.0 4	DE 7220 2207.56T
877	9 BOLIS	9 4 Km(0.83.1 T238) 9 4 Km(0.83.1 T2589	79.2 83 90 79.2 88 60	130 1M 2109.20 130 1M 2109.20 130 1M 2109.20 130 1M 2109.20	D 20 0 0 10.2 D 11 0 5 14.7	26.8 18.2 748 80 186-	129 7063 1792.6 86 129 1784.0 306.2 88	3 1619 411A 26015 2611 6733 5.560 5.577 473.9 6813 41.1 101A 6212 2753 031A 4713 531A 6471 4313 5317 673 101A 6213 5375 2753 031A 4713 531A 6471 423 531 5317 673 101A 101A 101A 101A 101A 101A 101A 101A	071 72308 219/T-96 110 72300 213/03/878
R27	9 MOS 15	0 4 Km(0:83.1 1258) 0 4 Km(0:83.1 1268)	79.2 88 90	130 IM 316938		25.6 18.2 722 50 100	122 1703.9 2322.6 33	18 183.1 428.30 2473.9 1799.6 462.99 3.6209 38.629 412.30 367.62 28.	137 72800 21903.990
877	9 ROLLD	9 4 Km(0:83.1 T2000 9 4 Km(0:83.1 T2000	79.2 80 90 79.2 80 90	130 1M 2169:30 130 1M 2169:30		Mr.a 61.9 712 30 100 Mr.4 61.9 780 30 100	120 N.M.O 1276.2 120 120 NOM 1287.3 148	EA 155.9 527.79 5555.1 2406.8 512.8 5.5300 40.897 445.80 595.79 41. E7 151.8 565.51 5696.2 2476.5 527.52 5.7557 45.22 456.74 480.5 421	071 72830 30762375. 088 72830 30764356.
877	9 90(1)	0 4 Kan-90-93.1 138/90	79.2 80 90	130 114 73-09-20	D 0 183 5 16.7	21.9 19.2 796 90 100	125 510.9 166.1	2.7 151.8 863.9 3698.2 2638.3 878.2 5.7937 6.527 499.9 681.0 42.2 9988.2 9888.2 9888.2 9888.2 241.0 25	44° 738'8 30424.123
877	0 90019	9 4 Km (0:40.1 12cm 9 4 Km (0:40.1 12cm	79.2 88 90 79.2 88 90	130 IN 2169-26 130 IN 2169-26		21.8 19.2 T90 90 100 Ma.1 (1.9 TSC NO 100	120 510.0 172.1 2 120 100.0 800.2 80	to \$10.01.6 \$60.06 6800.0 2356.7 \$6.06 1.6600 27.67 240.07 216.19 26. to \$10.00 \$20.00 \$662.0 \$770.0 \$780.02 77.00 77.00 \$10.00 \$72.00 \$1	ACT 7269 2969 9
MIT.	9 808 19 9 808 19	9 6 Ken(0.83.1 1268 9 6 Ken(0.83.1 12790	79.2 80 90 79.2 80 90	130 1M 7169-36 130 1M 7169-36		56.6 61.6 720 50 500 20.7 19.2 710 50 100	120 100E.8 NI.E.6 NI 120 4092.3 009.4 TI	13 103.2 829.29 3801.9 3686.3 TITAL 7.2006 26.067 523.13 467.63 46	918 7240K 20802.599
877	9 BOLLS	9 4 Kmitti-R0.1 72790	79.2 89 90	130 IN 910936	1 40 1 149	20.8 18.2 720 80 180	120 8793.0 274.0 70	13 101.2 33.5.9 3801.8 3681.3 717.61 7.366 76.67 321.10 467.81 467.81 467.82	000 72700 2070130 0001 72700 2070930
877	9 90115		79.2 80 90	130 IN 3109-30 130 IN 3159-30	D 9 100 3 19.7	36.7 (5.9 736 30 100	122 5712.8 300.6 6	A 20.5.8 752.85 4559.2 2790.9 439.34 4.8982 59.303 402.08 590.79 414	071 72908 20033,310
877	9 900 13 9 900 13	0 4 Km-00-80.1 72800 0 4 Km-00-80.1 72800	79.2 88 80 79.2 88 80	130 134 916928 130 134 916938 130 134 916928 130 134 216928	D 0 100 3 15.2	20-9 18-7 795 NO 100-	125 6871.2 568.5 6 126 1196.9 271.3 5	3 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	075 72808 20803.629 098 72808 20809.046
877	9 90119	0 4 Km(0.80.1 7208 0 4 Km(0.80.1 7300	79.2 88 60	130 134 F109/26	D 9 133 3 13.3	20.8 19.2 798 90 190	129 124.4 203.3 B	A 162.6 998.83 9968.9 5790 357.52 5.9596 66.136 661.80 578.34 661	000 7200 3070 79C
877	9 80115		79.2 88 90 79.2 88 90			35.1 81.9 729 30 186	125 ATRIA 1100.3 211	23 113.9 663.07 4392.4 2022.3 687.31 7.6779 87.893 668.34 806.89 34	750 7300 2003.650 750 73000 2003.650
877	9 906.15		79.2 RB 50 79.2 RB 50	\$30 SM \$150.30 \$30 SM \$140.30 \$30 SM \$150.30	0 14 0 3 163	21.9 18.2 738 80 186	125 1768.9 2688.7 5.3 129 1768.9 2168.7 296	13 104.0 60.7 3791.0 7173 560.30 5.750 75.33 520.30 624.04 67.7 157.4 462.3 5094.5 206.2 158.72 64.75 64.75 82.15 877.3 64.04 67. 151.5 56.6 67.6 58.07.7 206.3 98.04 8.07.7 58.05 58.06 58.75 58.75 58.04 58.04 58.04 58.05 58.06 58.05	918 73000 20243.79
8.77	9 805.13	2 4 Km(0.83.1 1120)	79.2 89 90	130 15 2150:20	0 20 0 0 20.7	21.8 18.2 738 30 186 21.9 18.2 718 50 186 55.2 61.5 720 50 186	120 7036.2 2796.2 43	13 132.9 (67.42 3063.7 3050.3 (68.44 6.3917 76.96) 354.86 (678.7) 30	HP 75300 1963.6
877	9 800.05	9 4 Km(0.83.1 1120)	79.2 89 90		0 20 0 3 20.4	20.7 61.9 737 300 1001	125 Rhm.1 2500.6 336	A 163.1 899.57 3109 2093.7 309.06 6.6129 77.89 356.56 679.71 31.	827 75300 SHITLING
877	9 BOE 15	0 4 Km(0:83.1 T150) 0 4 Km(0:83.1 T150)	79.2 88 80 79.2 88 80	130 134 3169/30 130 134 3169/30 130 134 2169/30	D 20 0 6 14.9	21.8 18.2 71.0 30 380 21.9 18.2 71.0 30 180		5.5 20.2.1 279.1 229.2.8 306.6.8 98.20 4.7% 50.975 68.02 198.70 79 3.5 184.6 270.7 200.7 100.9 200.2 4770 104.0 480.3 108.70 200.2 200.	117 7330 DANKLASO
877	9 900.13	9 4 Km(0-93.1 73692 9 4 Km(0-93.1 73692	79.2 89 90	130 IM 1159:30		18.8 63.9 712 30 186	122 268.8 2798.3 28	3 117.6 362.36 3255.9 2152.6 #M.66 6.6761 82.661 662.62 586.6 36	7ME BURNESE
R77	9 8013 9 8013	2 4 Km/0033 7350 2 4 Km/033 7350 0 4 Km/0331 7350	75.2 80 90 75.2 80 90	130 IM F160:20 130 IM F160:30 130 IM F160:30	20 29 5 6 20,6 00 2 300 5 154.6 00 2 100 5 144.6	21.5 18.2 729 50 1881 21.5 18.2 729 50 1881 21.5 18.2 729 50 1882	129 7934 20214 48 129 12967 80034 29 129 13461 10493 107	33 10.00 360.99 3272.1 23.76 360.51 6.7960 80.577 650.50 37.762 33. 38 161.5 579.59 3509.4 2262.8 498.60 5.8560 62.864 412.10 562.63 39.	213 2330 1762.73
877	9 90015 9 90015	0 4 Ken(0.83.1 73600 0 4 Ken(0.83.1 73600	79.2 80 90	130 EM 9169/30 130 EM 9169/30	D 00 100 3 20.2	21.7 18.2 729 NO 100 52.8 61.8 752 NO 100	129 821.1 201.6 2	.9 16.1 275.9 256.4 256.2 68.6 3.000 3.236 42.2 8 45.5 7 7 16.1 8 16.2 8 45.2 1 16.2 1	02b 7.800 1770s.179
377	9 80010	9 4 Kentiliki 1 1368	79.2 88 90	130 IN 7159/20	D 9 167 3 20.6	15.2 83.8 120 50 100		37 267.3 2007.4 2008.7 2675.2 498.33 3.4878 45.672 475.39 456.94 440	09H 73H0E DE2L2.20P
B77	9 900 15 9 900 15		79.2 88 90 79.2 88 90	130 1M 2109.20 130 1M 2109.30 130 1M 2109.30 130 1M 2109.20	D 0 120 3 26.4 D 0 113 3 16.4	21.2 18.2 7% 80 180 21.2 18.2 762 80 180	129 1162.9 191.3 M	10 201.0 107.07 1284.0 16.00.7 122.29 4.0412 0.120 548.04 291.4 54. 12 273.0 104.12 5383.7 1712.5 538.54 4.022 0.120 548.54 291.4 54	220 73780 EX36379 248 73780 EX362.244
877	9 90519		79.2 80 90	130 134 3169/38	D 9 163 3 20.5	23.7 dis 719 50 100	12h 2011 1 HHL4 21	A 220.1 209.17 4161.6 2770.0 459.36 5.4600 45.052 475.39 42646 440	ON 7501 DISCUSSIO
877	9 90019	2 4 Km(0.83.1 1988 2 4 Km(0.83.1 1988	762 80 90	\$30 SM \$10030		21.2 (8.2 750 30 300 21.2 (8.2 750 30 300	120 2021.8 623.6 2 120 1998.2 758.8 W	2 201 50.00 50.01 200 4 50.01 5.000 40.01 40.01 40.01 50.01	0.00 7.000 DC364.129
877	9 900 15 9 900 15	2 4 Km(8) 83.1 7.993 0 4 Km(8) 83.1 7.993	79.2 80 90 79.2 80 90	\$30 SM \$169:36 \$30 SM \$169:36		21.2 18.2 750 80 188 21.1 18.2 724 80 188	120 1998.2 TTh.9 97 120 2364.0 TSh.4 98	1.0 200.7 572.1 5190.6 2042.4 499.55 5.6946 46.303 490.44 400.3 490	975 77900 DKID4.702
877	9 90015	9 4 Km(0-80.1 7400) 9 4 Km(0-80.1 7500) 9 4 Km(0-80.1 7400) 9 4 Km(0-80.1 7410)	79.2 89 90 79.2 80 90	130 1M 216928 130 1M 2169-36 130 1M 2169-36 130 1M 2169-36	(b) d (20 h 20.1 (c) 20 e 2 20.2	\$2.4 d1.6 720 NO 1860 \$2.4 d1.5 720 NO 1861	127 1814.2 469.3 47 127 1241.0 804.6 1211	13 201.7 cm 19 1296.3 1726.2 201.41 1.4906 39.908 204.3 251.63 22. 18 201.3 cd 8.39 1296.3 (702.8 306.48 1.5716 20.908 206.3 751.63 75	4% 7400 DC13496
877	g 800.15	9 4 Km(0:83.1 741.00	79.2 80 80	130 134 2109/30 130 134 2109/30		20.8 18.2 72b 50 180 20.7 18.2 770 50 180	125 541.4 1195.2 29 125 596.0 1175.2 41	27 SWLD 514 2445.2 1524 365.57 6.8772 37.722 626.69 555.17 614	071 2000 1700.67
877	9 906 15	9 4 Km (0.83.1 74200	79.2 89 90	130 114 5149/20	D 0 80 5 20.2	12.1 (1.9 TO NO 100	129 996.0 1179.2 410 129 13409.2 887.1 N	37 261.8 888.92 3693.1 2003.8 420.47 5.4998 45.692 475.99 414.04 411	60h 74300 17971.68
R77	9 800.15		79.2 80 90	130 IM 2169/3	0 (1.2) 20.1	32.0 63.5 7.0 NO 100	125 2273.2 560.4 4	22 24 100	60h 76200 17504.666
877	9 800.17 9 800.17	9 4 Km(0:80.1 1629)	79.2 80 90 79.2 80 90		D 0 100 2 16.4 D 0 10 2 16.2	20.7 (8.2 TH NO 200 20.7 (8.2 TH NO 200	129 50.00.0 M2.0 50 129 600.0 304.1 50	13 297.8 779.96 4060.7 2356.7 436.02 5.3660 42.366 439.76 279.36 446 13 286.8 770.3 4356.3 2560 436.02 5.4690 45.22 476.80 586.00 446	000 NOV 17608-209 000 NOV 17609-209
#77	9 90615	0 4 Kan-90-99.1 74690	79.2 88 90	130 134 1140/30	D 0 80 3 (9.9)	32.0 di.9 790 90 100	125 12210 100.0 10		
877	9 900.15 9 900.15	9 4 Kenthini 1 7668 9 4 Kenthini 1 7668	79.2 80 90 79.2 80 90	130 1M 2109.20 130 1M 2109.20 130 1M 2109.20 130 1M 2109.20		22.1 61.6 T20 30 380 21.1 18.2 700 80 180	129 129.2 202.6 129 129 818.9 256.9 5	2 1859 NO. 17 4152.1 2625.8 6737 S.DECK 71.000 695.77 42656 471	927 7465 PROJETS
877	9 80137	9 4 Kentikiki 1 1985 9 4 Kentikiki 1 1988	79.2 HB 90 79.2 HB 90	\$30 134 2150/30 \$30 134 3160/30 \$30 534 3150/30		21.0 18.2 736 50 500	120 8661.1 272.5 61 120 2763.7 724.4 1.N	2 183.8 522.21 4695.2 2755.7 512.86 8.8669 75.286 325.10 4693.1 495.1 155.8 75.8 155	ET 240T 19183.706
877	9 80(1)	9 4 Km-00-K0.1 740-00 9 4 Km-00-K0.1 740-00	79.2 88 80 79.2 88 80	130 134 F169/30 130 134 F169/30	D 2 40 3 18.3	52.8 GL9 T97 SQ 100	129 2696.7 609.1 131	15 157.4 NOLES 4501.7 2557.5 551.11 6.0000 45.002 620.05 567.45 58. 1.7 157.4 NOLES 4501.1 2570.0 580.25 0.1251 40.000 410.00 555.17 58.	127 7800 PULLER
877	9 800.05	9 4 Km(0:50.1 75000 9 4 Km(0:50.1 50700	79.2 80 90	130 15 7159.20		21.6 18.2 736 30 100	122 98.2 1697.9 997	7 183.3 NRAN 280.4 1806.3 NR2.39 S.2606 42.864 476.81 FFR.34 416	62h 24700 DEWEARE
877	9 8013	0 4 Km/01-93.1 14799 0 4 Km/01-93.1 14999	79.2 80 90 79.2 80 90	130 1M F169/36 130 1M F169/36	D 29 8 6 16.2 D 1 70 1 20.2	23.3 18.2 798 30 100 12.7 61.9 722 50 100	129 111.2 1616.2 95 129 90.22.0 864.7 78	22 1817 50182 20024 1551.8 799.00 5.5000 63.22 459.76 506.00 46 33 223.3 400.00 3466.4 2207.4 466.3 6.6000 76.766 576.44 508.4 35	799 24900 DANTS41
877	9 80(15	0 4 Km(0.80.1 1000 0 4 Km(0.80.1 1000	79.2 89 90	130 IM F169/36		52.5 63.9 730 30 300	129 8123.8 513.9 77	121 121 121 122 123	739 24000 1809.10
877	9 90019	9 4 Km(0:83.1 7690	79.2 80 90 79.2 80 90	130 IN 1169/36 130 IN 1169/36		21.7 18.2 TM NO 1881 21.7 18.2 TM NO 1881	120 1768.9 2288.6 30 120 1768.9 2288.6 30	18 200.8 202.80 2120.4 1736.1 260.57 4.6230 36.476 596.33 359.73 38 18 200.8 202.80 2120.4 1736.1 260.57 4.6230 36.476 596.33 359.73 38	127 24900 DEBALOR
877	0 800 19 0 800 19	9 4 Kan-90-99.1 79000		130 134 11-09/30	D (20 3 09.7	25.8 dl.9 790 90 500	125 1740.9 2580.0 30 129 50.0-1 221.4 40	A 227.9 1185.6 4065.4 1996 499.50 6.2455 72.862 525.10 455.50 47	95a 79000 EXIIA-300
877	9 8013	0 4 Km(0:00.1 7500) 0 4 Km(0:00.1 71100	79.2 88 80 79.2 88 80	130 1M 2169-20 130 1M 2169-20		22.0 (3.2 TW NO 200 22.0 (3.2 TW NO 200	129 3623.3 231.3 40 129 206.7 979.3 621	2	978 75300 DEDG-200
277	9 NOL19	0 4 Kentil N3.1 71130 0 4 Kentil N3.1 71200	79.2 88 90 79.2 88 90	130 1M 710938 130 1M 710938		22.0 18.2 750 50 500 21.0 41.9 750 50 100	125 6817 993.6 36 125 1981 124.3 79	1.7 163.7 295.73 3361.8 2609.8 494.1 6.1942 71.666 425.44 485.3 49 1.9 123.3 1149.8 6009.3 1233.6 629.86 7.96 87.642 576.64 405.30 46	E-75 25200 E5174.736
877	9 80119	9 4 Km(0:80.1 71200	79.2 88 90	130 134 9149/20	D 2 10 2 20.0	21.1 41.9 734 30 180	129 1973.0 MILZ 78	12 1011 11412 PHICT. STRD. 400-04 B.0828 RT.808 FT.804 460-27 4T1	91a 75201 05906.525
9.77	9 900.15	0 4 Km(0:83.1 71200 0 4 Km(0:83.1 71200	79.2 80 90	130 1M 2169-20 130 1M 2169-20		21.3 12.9 2.0 30 100	129 1373.0 Mil.2 76 129 77.0 999.3 72	2 131.1 1141.2 261.7 1261.6 186.6 186.2 87.60 178.4 46.27 47. 22 139.9 751.62 286.2 1786.0 851.68 5.60 57.52 586.67 255.6 31.	292 75299 55906,739
877	9 800.15 9 800.15	0 4 Km(0:83.1 T1200 0 4 Km(0:83.1 T1602	79.2 80 80 79.2 80 80	130 3M 2169-28 120 1M 2169-2 130 1M 2169-2 130 3M 2169-2	D 19 19 20.4	21.3 12.8 760 200 100 12.0 61.9 727 90 100	129 36.4 206.3 655 129 5667.3 1166.6 166	24 1655 73.70 390.2 391.6 42.60 4.60 7.72 586.7 395.6 13.1 13.2 4.6 17.2 586.4 395.6 13.1 13.2 4.6 17.2 586.4 395.4 13.2 4.6 17.2 58.5 58.6 18.7 45.5 4.6 17.2 13.2 13.2 13.2 13.2 13.2 13.2 13.2 13	290 73290 DRIBLAND 0000 73400 DR756-762
977	9 90015	0 4 Kenill-R3.1 11602 0 4 Kenill-R3.1 11600	79.2 83 80 79.2 80 80	130 1M 3160-30 130 1M 2160-30		12.1 (21.0 T/d) 50 100 13.0 13.0 13.0 100	129 52% 2 1218.4 166 129 566.5 662.7 56	1.3 1296.1 679.44 4296.4 2966.5 677.31 7.2212 76.663 507.3 467.83 47	75400 DANGE BASE
BIT	2 30515	9 4 Km(0383.1 73500	79.2 88 90	130 IM 7109:30	0 9 72 3 16.6	21.0 12.9 712 20 100	129 796.1 953.1 9	13 123.8 672.36 4661.8 2990 636.3 7.3336 81.366 586.36 679.71 36	710 75900 DERESTER
877	9 9013	3 4 Km(0.83.1 Th(0) 0 4 Km(0.83.1 Th(0)	79.2 80 50 79.2 80 50	130 134 9159:26 130 130 9169:28 130 134 9169:26 130 134 9169:26	D 9 100 5 20.1 D 0 100 5 20.2	52.2 (61.8 728 NO 100 52.2 (41.8 750 NO 100	122 7033.5 233.5 4 123 7033.5 341.6 di	1942 771.09 4594.4 270.7 698.6 5.6906 75.131 5.90 657.6 467.67 5.9 191.1 5.9	928 73600 DEBLOOK
877	9 90512	9 4 Ken/00/80.1 11790	79.2 88 90	130 IM 2109:30	D 82 13.9	21.3 12.9 759 30 100	127 70.79.91 469.4	00 203.1 077.00 5589.4 2129.0 451.27 5.2000 59.555 420.11 555.17 410	071 75700 1889.87
877	9 900 13 9 900 13	9 4 Km(0:83.1 75700 9 4 Km(0:83.1 75800	79.2 88 90 79.2 88 90	130 IN 7169:36 130 IN 7169:36		21.2 12.9 730 30 100 21.7 41.9 710 30 100	127 588.7 452.2 N 129 2019.4 803.6 211	14 2061 649.09 3462.3 2090.3 417.13 5.6200 57.722 412.10 1997.3 39	113 79700 18297.836
877	0 806 19	9 4 Ker/80-93.1 75900	79.2 88 90	130 [14] 21-00/30	0 20 3 20.4	51 A G1.9 T29 NO 1000	129 269.4 863.6 211 129 2966.0 899.4 211	1.3 123.5 T24.72 4169.4 2kth.2 669.02 7.962K 7k.7k.5 513.22 452.59 45	2.96 77808 BR293.883
877	9 800.12	0 4 Km(0.83.1 75900 0 4 Km(0.83.1 75900	79.2 80 90 79.2 80 90	130 IM #16928	D 3 23 8 13.7 D 2 13 6 13.7	21.3 12.9 TH 30 380 21.2 12.9 TH 50 380	125 727.7 11.96.6 210 125 823.6 1198.6 280	B 124.0 753.71 4142.3 363.8 686.99 8.880 78.96 587.3 622.90 622.90 4.880 78.96 78.97 987.2 622.90 4.880 78.96 78.96 78.97 4.820 4.820 78.96 78.96 78.96 78.97 4.820 78.97 4.820 78.97 <	181 79900 18001-000 180 79900 17773-717
B77	9 800 15 9 800 15	9 4 Km(0.80.1 36002 0 4 Km(0.80.1 16002	79.2 88 80 79.2 88 80	130 IM 3169/30 130 IM 3169/30	0 20 6 6 19.5	31.6 (1.9 T26 30 100 11.7 (1.9 T26 30 100	125 531.9 1380.4 1313 127 600.1 2560.0 50	1.3 162.2 666.97 3391.8 FME 445.61 5.8369 56.803 467.66 391.79 410	073 200K 17501.465
877	9 80019	0 4 Km(0:83.1 7600) 0 4 Km(0:83.1 7660)	79.2 89 90	130 EN 5169-36 130 EN 5169-36	29 6 5 28.6 D 0 83 3 13.3	21.0 12.0 720 30 100 21.0 12.0 700 30 100	125 (CNE.3) (25.1) T	1.5	139 26000 17376-412
B77	2 20119	9 4 Km(0:80.1 76290	79.2 89 90	130 IM 2159:30	D 2 29 3 15.2	21.0 12.9 720 90 100	129 200.6 1120.6 182	0 2001 662 to 2100.2 1920.0 480.03 4.999° 36.866 406.27 552.61 29	213 26930 17201.779
877	9 908 15 9 908 15	9 4 Kentiniki 1000 9 4 Kentiniki 1100	79.2 89 80 79.2 89 80	130 IM 5169-26 130 IM 5169-26	D 2 40 5 38.2	21.8 61.6 720 30 380 21.8 61.6 770 80 180	129 2090 363 18 129 2031 3684 18	23 1520 380.3 4713.3 7229.9 91.46 8.917 72.92 498.79 92.20 442.70 151.2 86.83 4722.4 2718.7 580 8.827 72.90 871.3 92.20 442.70 151.2 86.83 86.24 2718.7 2718.9 8.92 8	1962 NAME (TREE, TREE
877	9 90019	0 4 Km(0.83.1 5650 0 4 Km(0.83.1 5650	79.2 80 90	130 IN 910936 130 IN 910936	0 1 60 3 13.6	21.5 12.6 738 30 186	120 547.6 983.6 175 120 588.6 977.6 38	2 196.0 NC 31 4062.4 2256.5 446.99 5.5109 NC 507 426.65 567.63 400	040 NAME (74/71
H77	9 8013 9 8013	0 4 Kertil (0.1 7660 0 4 Kertil (0.1 7660	79.2 88 90 79.2 88 90	130 IN 3169-36 130 IN 3169-36		21.0 12.5 72.5 50 180 20.9 21.9 719 30 180 20.9 21.9 719 30	122 Note 5 27 94.5 No. 1 122 Note 1 27 94.6 No. 1	101 101 00 501 NT 2000 T 100T 5 501 T 5 2000 AL SET 601 ND 2T 5.0 AL SET	137 Nett 1723.500
877	0 90015 0 90015	0 4 Km(0:00.1 76600	79.2 88 80 79.2 88 80	130 IM 2109:30	D 0 133 1 10.2	20.0 (0.0 T10 50 100 20.0 12.0 T10 50	127 8566.1 2760.0 30 127 8764.2 165.6 5	50 107.0 107.44 345.3 1005.5 361.79 5.3656 45.977 645.90 576.34 50	7.00 NAME 17801.730
377	2 90512	2 4 Km(0:80.1 76892	762 88 90	130 IM 2159:20	0 1 50 5 15.2	20.5 (2.6 7.0 50 500	529 297.9 794.8 26	1316 Mil. PT 2466.7 Mil. P. V. S.	882 NOO ITHEAM.
B77	9 90(15 9 90(15	9 4 Kerthist 1 1000	79.2 80 90 79.2 80 60	130 1M 210928 130 1M 1169-38 130 1M 1169-38 130 1M 2109-38	D 0 100 5 20.1 D 0 100 5 20.2	52.0 61.0 790 90 100 52.1 61.0 792 90 100	120 19018 178.7 22 120 19064 178.2 22	1.7 6/00.9 11/01.8 641.6.2 26/9.2 152.00 1.4752 20.177 130.6 140.7 12 1.7 602.9 11/02.8 6400.2 26/90.3 152.00 1.9/02 20.177 130.6 140.7 12	712 76601 EX103-689 712 76601 EXB(7.127
877	9 90115 9 90115	0 4 Km-00-K0.1 Tours 0 4 Km-00-K0.1 Tours	79.2 89 90	130 1M 110936 130 1M 110936	D 2 60 3 12.8	19-9 12-9 T17 NO 1000	129 Mailt o 1140.1 13	5.5 199.0 NO.19 2909.a 1900 426.2 4.6997 33.59 396.33 124.29 34.	225 Novem EX249.111
877	g 900,13 g 900,13	0 4 Km(0:83.1 756.89 0 4 Km(0:83.1 766.99	79.2 80 90 79.2 80 90			19.8 (2.8 72° 30 586 19.4 (2.9 73a 30 586		100. 100. 100. 100. 100. 100. 100. 100.	200 NOW 17704.100
B77	9 90615	2 4 Kerill 83.1 5688	79.2 80 90 79.2 80 90	130 IM 2160/3	0 9 110 3 12.5		125 1646.5 456.5 51 125 966.5 2247.6 51	(a) 2012 605 12 5861 5 2210 FTL 18 6 M/N 96.801 570.00 216.57 36.	181 NEW 17549-065
877	9 900.15	9 4 Km-80-83.1 77000 9 4 Km-80-83.1 77000	79.2 89 90	130 1M 7109.3 130 1M 9109.3 130 1M 1109.3	0 20 0 5 19.7 0 20 0 5 3 28.7	29.4 12.9 730 300 1880 52.4 61.9 720 300 1880 52.5 61.5 714 300 1880	12 1004 2303	73 2612 628.12 386.6 2700 771.8 6.8475 38.841 372.0 181.8 8.847 372.0 181.8 1	358 73000 168K3.328
377	9 80512	9 4 Km(0)80.1 770%	79.2 89 90		D 9 113 3 12A	FF.4 12.9 TH2 NO 100	125 [767.4] 564.2 56	18 2012 Th. 34 4395.7 2557.8 451.27 4.8980 36.976 272.30 526.29 37	139 730% \$1406.014
877	9 800 E3	0 4 Ker-80-KB-1 TT096 0 4 Ker-80-KB-1 TT080	79.2 88 80 79.2 88 80	130 134 2169/30 130 134 3169/30 130 134 3169/30	D 0 80 3 19.3	22.2 61.9 T28 30 386 22.2 61.9 T19 30 186		3.3 200.0 690.02 200.0 680.02 200.0 680.0 87.0	28 71380 16704468
877	9 900.00	9 4 Km(0.60.1 T1200 9 4 Km(0.60.1 T1500	79.2 88 90	130 1M 3169.30		55.2 (6).8 T(0) 50 180 10.7 17.0 770	120 EPS.1 521.8 00	18 2012 5984 5272.1 5987.5 MES 6.802 98.60 56442 55281 54	229 77300 3620,000
B77	9 900.13	9 4 Kentil 88.1 7798 9 4 Kentil 88.1 7798 9 4 Kentil 88.1 7788	79.2 88 90 79.2 88 80 79.2 88 60		0 20 6 3 12.7 0 20 6 3 12.7	77.7 12.5 T28 20 100 75.6 12.5 T28 20 100 51.6 61.9 T18 20 100	129 2794.1 NOS.4 90 129 290.4 NOS.7 479 129 11592.2 NOS.7 940	A 166.2 503.64 2628.4 3830.3 496.3 5.8781 80.682 661.30 355.17 80 (1 162.7 503.61 266.7 1838.9 491.27 5.6996 63.869 430.81 362.89 41.	075 71300 13308.712
877	0 90015 0 90015	0 4 Ker(0.83.1 77000 0 4 Ker(0.83.1 77000	79.2 88 80 79.2 88 80	130 134 2150/20 130 134 3160/30 130 134 3150/30	D 0 0 0 19.0	31.6 61.9 T18 50 100 31.6 61.9 50	129 11992.2 5698.7 640 129 9295.0 5547.4 995	[4] 131.2 592.66 2467.3 3696.8 481.27 5.7557 46.865 680.32 409.23 420	000 77000 15114.50b
877	9 805.53	8 4 See(0.60.1 T2580	79.2 88 90		0 17 6 3 12.0	29.7 14.5 TXC 200 188	120 22'8.6 2676.7 211	2 152.7 M2.12 2500.3 2500 347.52 5.3000 A5.422 460.52 350.79 440	052 77500 1440A500
877	g BOE 15	9 6 Kerniti-M. 1 77930 9 6 Kerniti-M. 1 77330 9 6 Kerniti-M. 1 77330 9 6 Kerniti-M. 1 77347	79.2 88 80 79.2 88 80	130 3M 2169/30 120 1M 1149/3 130 3M 3169/30 130 3M 2169/3	D 16 6 5 123 D 2 50 5 183	29.5 (1.0 T18 50 100 29.7 (1.0 T19 50 100	120 2199.5 2798.5 50 120 19940 854.5 100	44 153.5 429.57 2606.5 2607.2 153.79 4.040 46.717 475.99 596.00 440 12 154.4 563.64 2458.2 1547.5 552.29 4.4698 34.476 484.25 553.17 56.	190 77900 16903.00c
877	9 HOLLD	9 4 Kerilli S. 1 7007 9 4 Kerilli S. 1 7700 9 4 Kerilli S. 1 7730 9 4 Kerilli S. 1 7730 9 4 Kerilli S. 1 7730 9 4 Kerilli S. 1 7700 9 6 Kerilli S. 1 7700	79.2 80 90	130 IM 2169/30	D 3 23 3 19.6	29 d 41.9 TID 30 100	129 13ME-4 NC.1 90	F NO. 6 2014 DOLGO 2003A 1973 J ME S 4.9925 50.89 412.00 305.17 57.	159 750F 118F7566
877	9 80615	9 4 Km(0:80.1 17790 9 4 Km(0:80.1 17790	79.2 88 90 79.2 88 90	130 IM 210938		79.2 12.9 TID 30 100 79.1 12.9 720 30 100	122 7500.0 1580.0 140 129 8170.0 1582.6 159	2 100.0 00.00 310.2 2100.3 400.00 4.0011 07.440 300.00 27.00 10.	200 77500 12000.FTE
877	9 900 15 9 900 15	0 4 Kmill-Kl.1 7768	79.2 NB 80	130 IM 5169:36 130 IM 5169:36 130 IM 5169:36		29.3 61.9 720 50 186 29.3 61.9 730 50 186	120 N175.0 1542.6 151 120 8471.6 N11.2 N 120 8492.0 N01.6 S	.9 160.0 MT-04 300.5 200.3 88.00 5.3111 47.66 58.34 277m 5 90 36.2 92.50 416.3 200.4 200.0 150.0 150.0 40.0 150.0 271.0 15 10 30.5 46.5 200.7 175 175 26.0 150.0 150.0 150.0 271.0 150.0	292 77908 12563,990
877	9 800.15		79.2 RB 80 79.2 RB 80	130 150 2109/20		29.5 61.9 71.7 20 180 18.5 12.9 726 50 180	120 8997.0 500.0 50 120 7098.1 999.2 340	13 103.4 693.27 1200.7 2100.3 605.7 3.609 20.603 107.60 205.60 20	139 77900 12390.149
877	9 900.15	9 4 Km(0) 83.1 77900	79.2 NS 90 79.2 NS 90	130 IM 2150/3		\$8.4 \$2.6 T18 \$0 \$80 \$0.1 \$1.0 T10 \$0 \$80		A 185.0 683.52 3118.1 2007.4 CG.18 5.0271 36.800 388.4 888.83 35.	200 77900 [11895.606.]
877	9 90419	9 4 Kenthini 1900	79.2 88 90	120 134 9140936	D 5 13 2 18.4	NO.3 41.9 T/h NO 100		1.7 104.1 N24.21 N00.3 N10.3 N0.11 N.712 M.APH N0.31 N12.01 N.	200 79000 11409.54K
B77	9 ROLLS 9 ROLLS	8 4 Keel083.1 7528.	76.2 80 90	130 IM 7169/30 130 IM 7169/30	0 12 6 2 11.2	17.2 52.8 750 80 500 17.2 52.8 750 80 500	122 1261.6 2617.2 29	A 139.6 423.91 3399.9 21.21 496.78 4.8982 31.809 364.62 306.83 35.	202 78208 11881.000
R77	9 9013 9 9013 0 9013	9 4 Km(0.83.1 7528 9 4 Km(0.83.1 7522) 9 4 Km(0.83.1 7522)	79.2 80 90 79.2 80 90				122 2727 103.1 278.8 53 122 2727 103.3 111 122 283.0 103.4 111	10 199.3 472.90 3099.9 2121 494.2 4.8993 31.899 364.42 309.83 31. 14 199.3 479.44 2993.8 2508.2 434.81 5.6823 35.899 389.47 359.29 27	290 78308 11372.831 139 78220 11286.698
877	0 80015	9 6 Ken(8) 83.1 75C20 9 6 Ken(8) 83.1 75C20 9 6 Ken(8) 83.1 75C30	79.2 88 80 79.2 88 80	130 IM 216930 130 IM 216930 130 IM 216930	D 3 30 3 19.3	\$0.9 61.9 738 300 3800 31.0 61.9 730 300 580 56.7 12.9 730 500 580	125 993.0 988.9 15 129 928.1 927.1 98	64 193.5 affice 250.2 0.0320 3.0821 353.9 580.47 187.9 187.9 14 162.5 667.8 250.8 250.8 643.0 5.0821 353.9 580.4 187.7 72 15 263.5 250.3 250.7 1880.4 189.5 6.7 15.01 150.8 20.00 15. 15 263.6 250.7 1880.4 189.5 6.7 15.0 15.0 20.00 15.	280 78230 11168.625 280 78300 20024.276

877	g 90E19	0 4 Keell	189.1 78300	792	83	80	130	N 2109-3030	2 00	.3	10.9	30.0	2.0 740	30	100	129	59/52.7	76.0.2	129.3	214 7 514 96 2004 9 2004 8 590 46 4.8772 51.341 536 49 20348 51.248 76300 10040 96
877	9 90517	g d Keelt	1883	792	33	90	130	M 3109/3020	8 0	2	19.9	31.0	1.0 700	90	190	129	2196.7	205.6	278.0	173.4 676.1 7863.2 2103.1 661.88 5.6300 NI.NO 508.77 27776 28.178 79600 10034.88
877	9 80612	9 4 Keelli	1881 7989	792	10	90	130	N 7109 3030	9 0	2	19.3	20.0	1.9 736	90	190	129	229.9	279.2	227.0	173.2 663.61 7703.2 2309.2 604.81 4.000 50.001 340.04 279.24 27.00 76400 10700.000
877	9 800.15	2 4 Kmill	DESCRIPTION OF TAXABLE PARTY.	79.2	30	90	130	M 7159/2020	9 133	1	10.7	17.8	29 790	30	190	120	12(3.1	200.7	61.30	194.3 365.33 6828.4 2628 461.88 6.9930 56.976 283.4 316.37 37.139 76630 10474.417
877	8 90815	0 4 Kandi	NRB.1 Tagree	792	*3	90	130	N 3109-2020	9 130	3.	10.7	13.8	Z# 71#	90	380	1.29	1017.2	295.6	62.6	[97.3 RID.3 4568.3 2670.9 417.13 4.8339 30.229 366.62 NO.13 33.200 76690 NO.6712
8.77	9 800.17	9 4 Keeli	188.1 78688	79.2	32	90	130	M 3109/2020	3 29		19.7	75.8	1.9 TH	30	200	125	6079.2	2079.9	138.4	183.6 (89.2) \$290.3 \$290.6 \$40.41 5.6200 56.974 \$72.30 \$16.57 \$2.27 78600 \$10264.742
9.77	9 30137	g d Keett	188.1	79.2	83	90	130	M 1109/2020	3 30	2	19.7	25.8 6	1.9 712	30	300	1.25	9577.4	1198.2	165.6	1983 4754 22954 2121 427 74 4775 31.341 255.49 30830 21.292 78600 9909.190
8.77	9 80517	2 4 Kmill		79.2	32	90	130	M 2109/2020	1 30		28.1	12.4	29 718	30	190	120	20.98.2	956.2	129.8	24.1 62.6 210.5 262.5 10.25 1.00 6.01 1.00 27.5 11.20 70.0 90.00
877	9 90619	0 4 Keell	1683.1 76780	79.2	10	90	130	N 9109300	2 90		18.2	15-6	2.0 713	90	100	1.25	11294.9	X22.6	90° A	297.2 414.39 2519.3 9600.5 539.30 4.6412 49.811 530.91 277.96 51.290 79700 9030.7415
877	9 90117	2 4 Keeft		79.2	10	90	130	N 3109-3030	17 8	2	19.7	31.5	1.9 728	30	390	125	2828.6		195.7	222.9 AND RE PRES 2228.1 PRES AS ARTES SAMEN MR.4 224.29 34.229 769.20 91.13.8609
877	9 90812	2 4 Kmill			13	90	130	H 1109/2020	18 8	2	19.8	21.A 4	1,9 790	30	100	129	2010.7		550.2	279.0 444.44 3607.0 2126.0 279.71 4.7100 30.220 270.00 216.57 23.200 700.00 80%.4182
877	9 90137	g d Keell		79.2	12	90	532	N 7109 2020	10 0		10.7	13.3	18 TID	30	390	1.25	1099.1	2065.6	295.8	21.3.7 413.33 2892.6 36.39 292.29 4.8712 51.341 586.47 506.03 51.201 78930 5680.409/ 214.8 400.73 3436.2 1946.7 501.79 4.7149 52.223 572.30 506.03 51.201 79930 8231.4962
877	0 90415	0 4 Keedi		79.2	13	80	130	M 2109-200	10 0	2	10.7	19.2	1.0 722	30	100	1.29	13/19.3		210.7	214.8 401.79 2418.2 1996.7 701.78 4.7146 50.223 270.89 308.89 21.200 70900 8211.4962
8.77	9 90012	g d Keedi		79.2	30	90	130	N 7109 2020	2 33		28.6	31.1	1.9 797		200	1.25	E-62.00		136.7	104.5 MA. 9 200.5 1334.2 20'-03 2.8366 52.865 234.62 103.33 15666 7605 7608.868
877	9 90019	2 4 Kedi			10	90	132	H 2359:2020	7 6	- 1	28.6	22.7	1.9 729	50	100	1.29	10777.6	1229.9	140.4	NSS 104.0 216.3 1790.3 261.0 2890 10.00 221.0 100.31 1560 7000 700.014
R.TT	9 800.17	2 4 Km8		79.2	32	90	130	M 3159,2620	1 3		18.7	13.8	739	30	190	125	209.1	793.8	N.A.	201.0 BG.M 200.0 200.0 201.0 2.00 St.
877	0 90815	0 4 Kandi			*3	90	130	M 1109/300	1 40	- 1	10.3	19.0	2.0 728	90	100	1.25	26/12-61		100.2	268.7 454.92 2864.9 1822.9 NR.50 2.8776 NL.012 229.87 208.79 203.10 76930 4797.6079
M/T	0 800.15	0 d Kenti			10	90	130	N 1109 3130	20 0		29.2	31.7	1.9	20	100	1.25	6912.2		190.8	296.8 [898.92] 2403.6 [196.8 [866.00] 5.6756 [42.647] 586.21 [279.24] [27.98 [79280] 6616.7221
877	9 90137	2 4 Kmill		79.2	32	90	132	H 3109.2020	3 20	-	29.2	75.8	1.9 792	30	396	125	109.7	987.2	300.7	987.0 872.01 2392.9 3331.8 289.87 5.8316 (4).23 289.89 279.24 25.629 79200 686.7 TSK
877	9 90(1)	9 4 Kmill			32	90	130	M 3109-3030	2 32		10.4	16.7	770	300	180	125	1921.0		179.3	299.4 NO.50 200.2 1709.8 FM.71 4.2500 00.50 500.50 20.50 FM.60 FM.6052 200.1 No.60 500.2 1006.8 FM.71 4.2501 00.50 500.50 20.50 227 70200 500.6 1701
877	0 8013	0 4 Km/8		79.2	N3	90		N 11093E30	2 13	- 1	10.4	10.0	1.6 760	90	100	1.25	9821-01 9826-2		120.9	276.1 516.96 5006.2 596.8 576.71 4.2662 60.56 540.86 20.565 52.27 74280 5106.1991 276.6 459.17 2719.2 5346.8 56.43 4.625 40.831 512.61 506.13 50314 7460 5182.1212
877		9 4 Km2		792		90	130				10.0	M0.7 6	1.0	- 20	100	125			138.0	
W.7	9 90(12	2 4 Keets		794		-	3,82	M 3109/2020 M 3109/2020	4		10.5	50.8	100	-	100	147	(CILL)			2017 467-84 27027 10319 36411 4.2289 47-841 588.85 301.13 31.252 7980 4007-848 2016 486.86 27644 17809 360.57 4.3617 40.811 510.45 20548 50.27 79800 4002.8246
977	9 9013	9 4 Km/8			10	90	130	N 1109 3130	4 22		10.7	12.0	2.6 730	20	100	125	9002.4 1909a.7		199.2	278.0 498.90 2818.9 2818.9 278.2 278.10 4.2842 46.228 548.84 285.83 28.29 769.00 4212.4619
977	9 808.10	9 4 Kmill			10	80		H 1107303	4 7		19.4	90.7		90	100	179	700.0	40.2	06.6	180.1 (HC.2) 4150.8 2723.8 490.55 4.8905 SLEEK NO.4 259.71 55.205 78070 4132.4441
477	9 90012	g d Keell			***	80	170	N 3109-2020	4 71	-	10.4	20.2	10 700	-	100	170	9.30	61.2	40.0	183.7 060.64 429.1 3670.9 401.41 4.8775 30.341 303.4 159.75 34.225 79600 4027-0645
977	9 9012	2 4 Keeli			***	80	130	N 1109 2120		- 1	10.1	13.7	18 770	20	100	170	1000		167.8	560.9 562.3 1875.3 1217.6 256.52 3.1228 56.817 251.69 206.79 23.668 79750 3556.1762
977	9 80(12	2 4 Keeli		79.7	**	90	120	M 2109 2020	20 0	- 1	22.4	12.1	10 277	20	100	173	1995.01		928.A	NO. 0 297.77 1807.2 1209.8 280.99 3.0613 33.9 207.72 208.79 23.669 79700 NORLNESS
877	9 90013	g d Kenili		79.2	83	90	130	M 1109 3020	9 120	3	19.1	29.8	1.0 790	30	100	120	10 600.71	300.9	30.3	203.1 753.20 4113.1 2505.0 NY 30 3.00(1) 30.400 200.30 231.40 25.400 70000 No. 4230
9.77	9 90619	2 4 Keeff	183.1 79600	79.2	93	90	130	N 2109/2020	9 113	1	29.2	29.7	1.0 790	90	200	129	1029.3	528.9	40.4	276.6 751.46 4106 2406.8 514.62 3.156 27.563 265.3 259.56 23.469 76000 5036.4662
877	9 90517	g 4 Kmill		79.2	10	90	130	N 2159/2020	9 120		11.4	19.0	10 707	30	200	129	907.6	273.61	20.0	1834 99439 67333 27973 69431 64539 38.803 58340 27929 35314 78900 5152.2789
977	9 90(1)	2 4 Kmill		79.7	10	90	130	N 3159202	9 113		11.3	15.1	19 797	30	100	129	3208.9	294.9	85.6	179.7 872.40 4643.6 2723.9 680.34 64039 49.476 340.34 262.32 29.336 79900 3200.4631
877	9 80015	9 4 Kmill			83	90	130	3109 3130	0 133	3.	19.2	30.1	1.0 718	30	100	129	greex.	26.6.1	10.7	473.75 794.97 FREEZ 3799-6 229.76 S.EE(5) DESCT 207.8 208.79 (K.SE) 808.90 (12-0-8111)
877	9 90615	9 4 Keett	189.1 90009	79.2	10	90	130	M 3109-3030	9 130		19.2	30.0	1.0	30	190	129	9076.6	279.8	33.7	60.5.8 TO COS 2008.9 2152.4 229.78 5.0615 36.817 217.9 200.79 DL30 600.90 3176.6690
877	9 90612	2 4 Keett	188.1 80619	79.2	10	90	130	N 7109/3020	3 29		19.1	29.3	1.0	30	300	129	12729.6	879.4	205.4	\$23.8 \$65.99 2502.0 1690.4 \$21.69 4.4698 \$1.361 \$50.67 \$19.70 \$1.200 \$60.17 \$790.4608
RTT	9 90615	2 4 Kmill		79.2	30	90	130	M 21092020	29 6	4	11.7	16.0	2.0	30	190	129	2233.00	6677.7	967.8	191.2 191.30 2302.9 1414 404.30 5.3271 40.307 420.40 567.40 40090 901.10 2533.1000
877	0 80015	0 4 Kmill	169.1 90015	79.2	83	90	130	N 3109300	9 29	3.	29.3	29.3	1.0 708	30	100	126	130302		200.3	NUM-4 DEX09 2.529.3 23-06.2 523-22 4.5311 30.341 NUM-4 259.79 34.225 NULLS 299.7.9006
RTT.	9 90139	g d Kendi	188.1 100.19	792	10	90	130	N 3109/3020	29 6	4	11.8	16.0	197	30	100	1.29	174h.K	2762.4	1470-2	261.5 318.69 2068.5 1778.7 392.59 3.1436 39.395 412.39 359.75 39.115 80115 1516.7902