

PHASE I
GOLF COURSE ROAD, N.W.
(PASEO DEL NORTE, N.W. TO PARADISE BLVD., N.W.)
CITY OF ALBUQUERQUE, NEW MEXICO

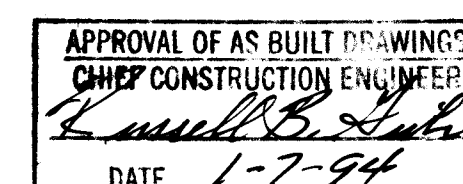
PLANS FOR INTERIM PAVING, SANITARY SEWER
AND
DRAINAGE IMPROVEMENTS

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SITE BASE MAP AND DETAILS
3 - 6	PLAN AND PROFILE SHEETS
7	PASEO DEL NORTE INTERSECTION PLAN
8	PARADISE BOULEVARD INTERSECTION PLAN
9	PASEO DEL NORTE SIGNALIZATION PLAN

WARNING - EXISTING UTILITY LINE LOCATIONS ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. THE LOCATION OF ANY SUCH EXISTING LINES IS BASED UPON INFORMATION PROVIDED BY THE UTILITY COMPANY, THE OWNER, OR BY OTHERS, AND THE INFORMATION MAY BE INCOMPLETE OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

THE ENGINEER HAS UNDERTAKEN LIMITED FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UNDERGROUND UTILITY LINES, MAKES NO REPRESENTATION PERTAINING THERETO AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFORE. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY AND ALL EXISTING UTILITIES. THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES, IN PLANNING AND CONDUCTING EXCAVATION, WHETHER BY CALLING OR NOTIFYING THE UTILITIES, COMPLYING WITH "BLUE STAKES" PROCEDURES, OR OTHERWISE.

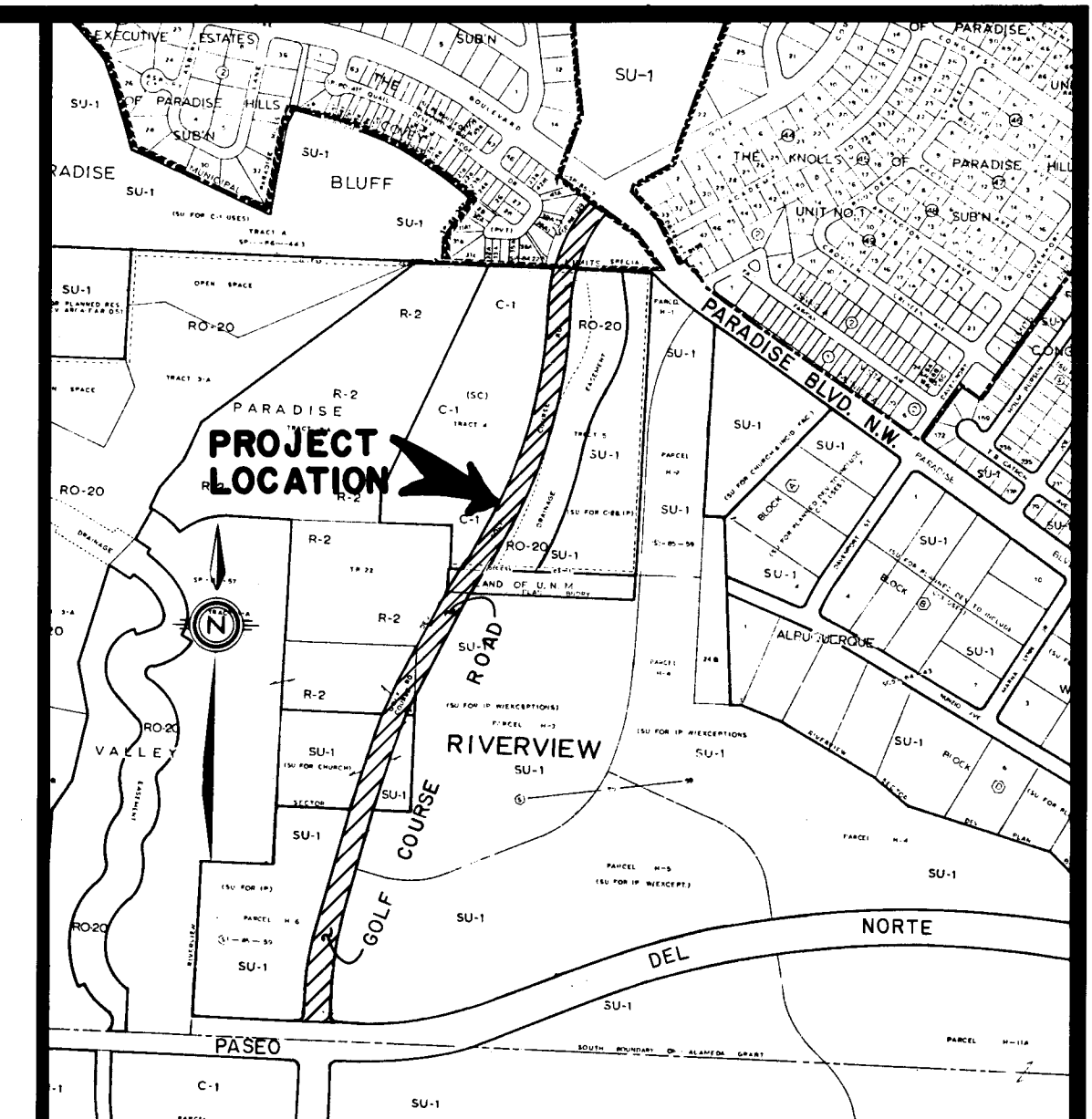


26 3875.90 0194

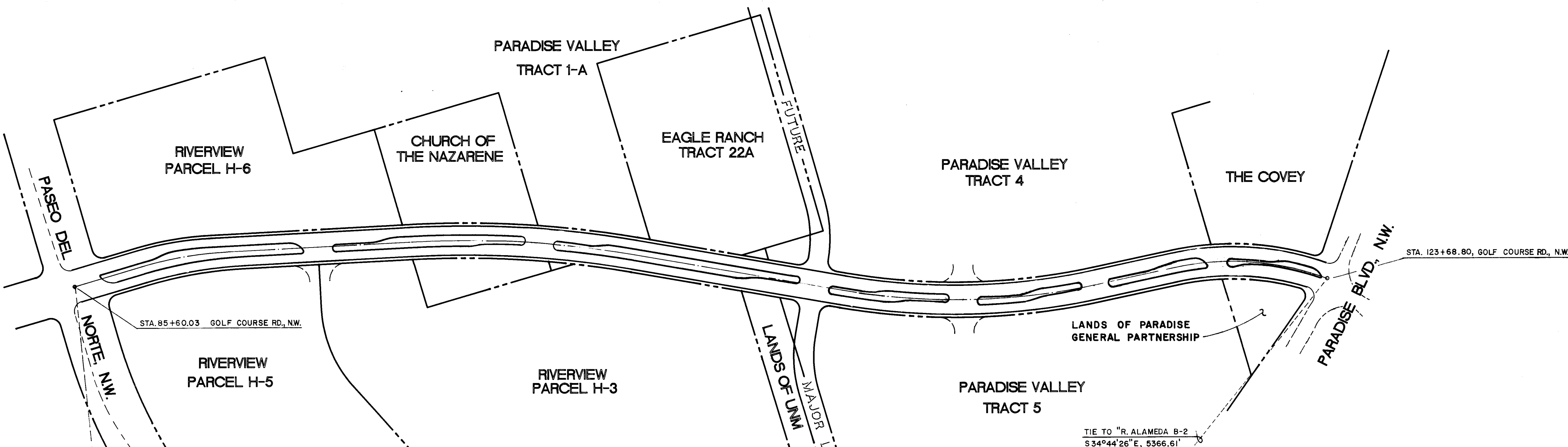
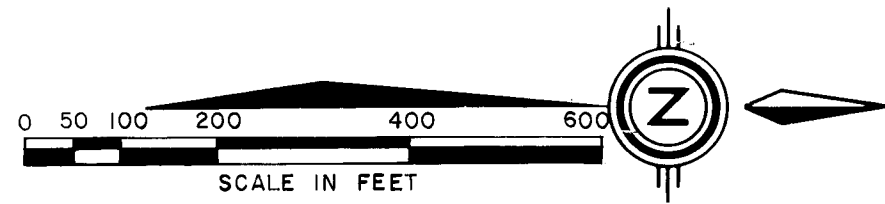
8. CONTRACTOR SHALL PROVIDE ACCESS TO THE RIO VISTA CHURCH OF THE NAZARENE FROM THE NORTH AND SOUTH AT ALL TIMES.

REV.	SHEET	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE

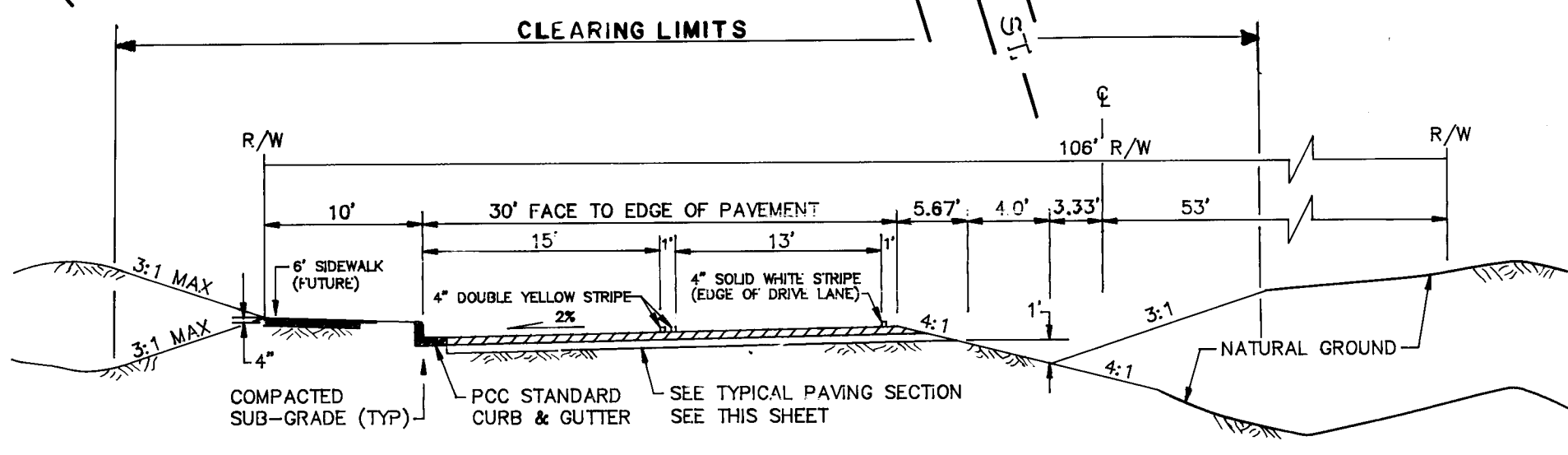
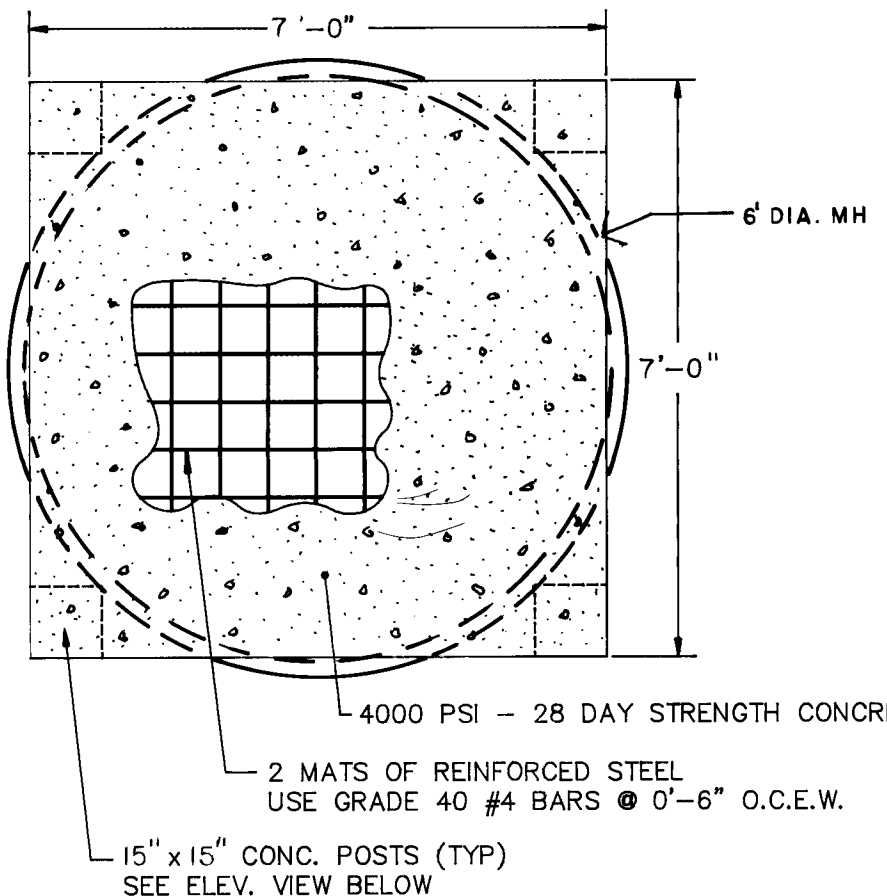
ENGINEER'S SEAL 	DATE: FEBRUARY 1991 SCALE: AS NOTED DESIGNED: MKS, MJY DRAWN: TGO, WJW CHECKED: JOP-03-615 PROJECT NO. 3875.90	APPROVED FOR CONSTRUCTION <i>[Signature]</i> CITY ENGINEER DATE 2/15/91 SHEET OF 9
---------------------	---	--



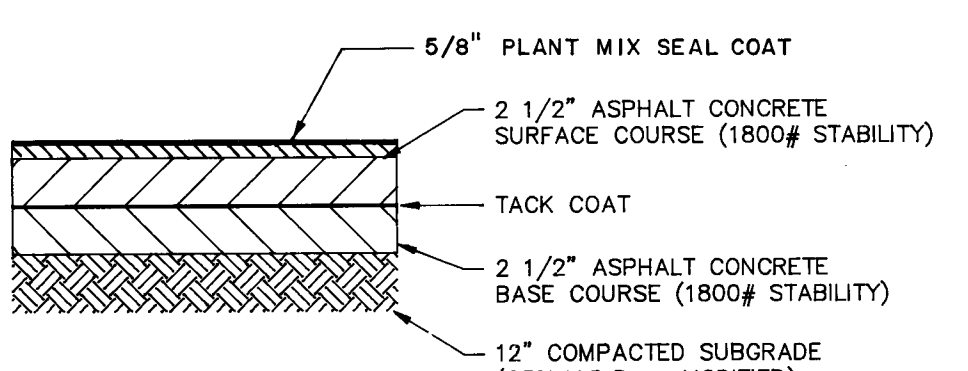
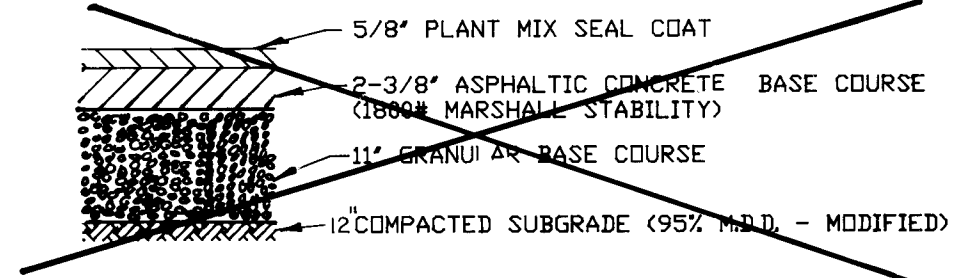
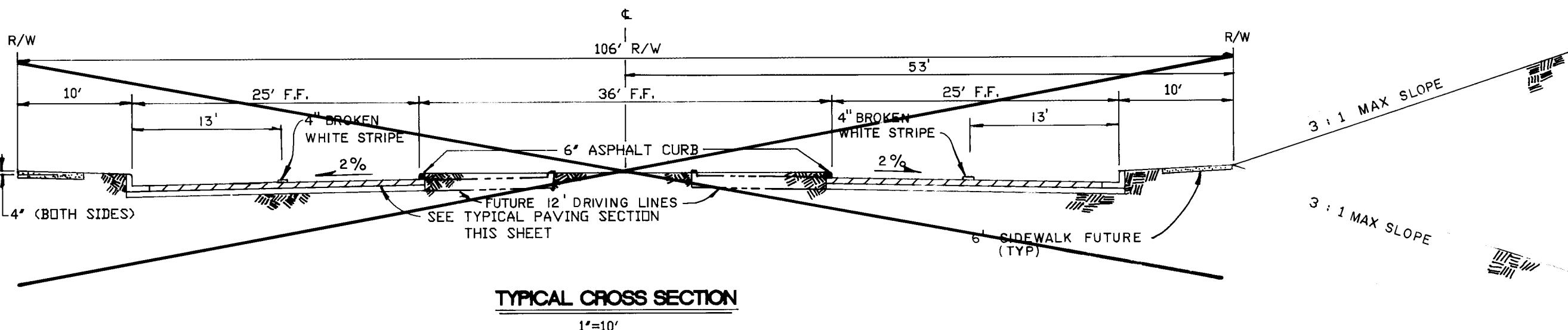
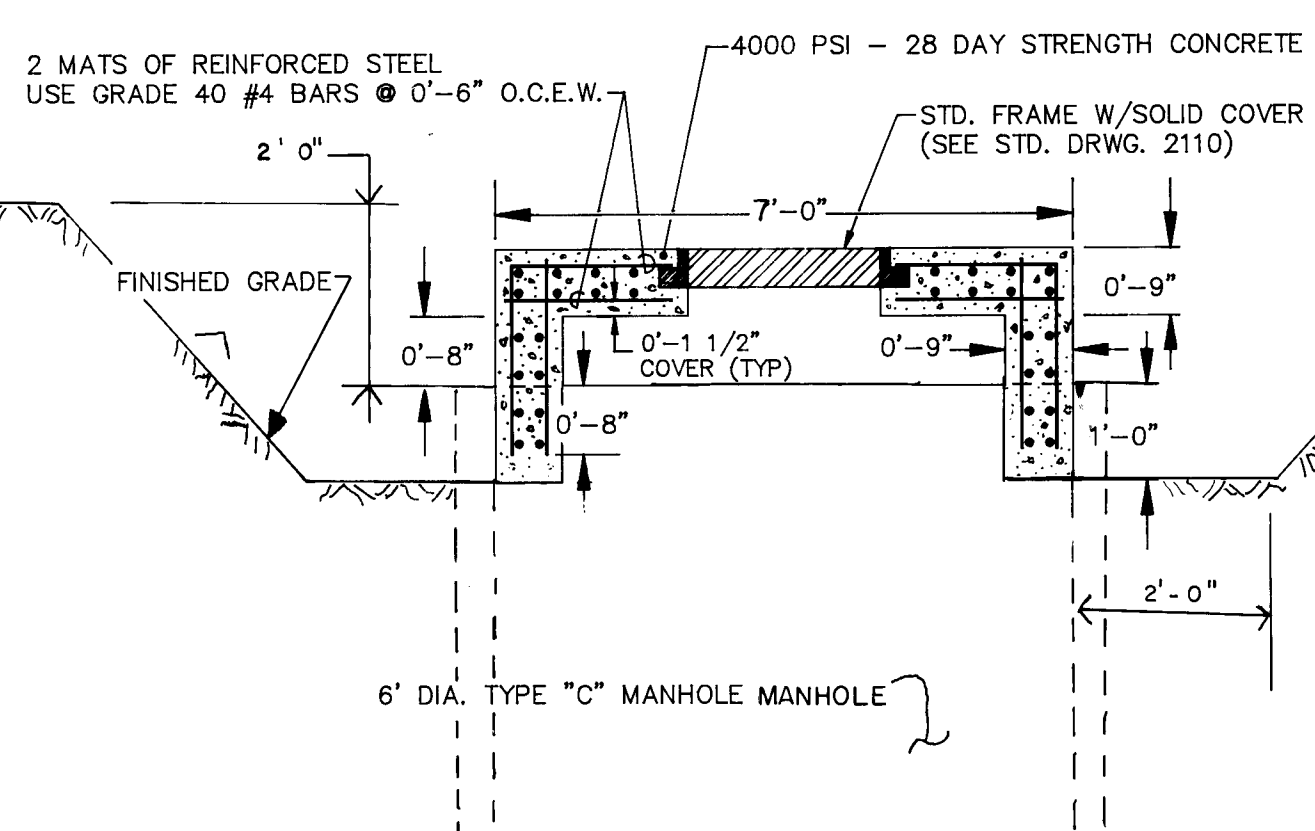
- VICINITY MAP
- GENERAL NOTES:
- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FROM HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986.
 - TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 260-1990, FOR LOCATION OF EXISTING UTILITIES.
 - PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS AND EXISTING PAVEMENT. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMUM AMOUNT OF DELAY.
 - THE CONTRACTOR SHALL FURNISH EMDS ON ALL WATER AND SEWER SERVICE STUBS, CAPS AND PLUGS.
 - THE CONTRACTOR SHALL PROVIDE ALL STRIPING IN ACCORDANCE WITH THESE CONSTRUCTION DRAWINGS. ALL STRIPING SHALL BE PROVIDED IN ACCORDANCE WITH "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION AND THE "NEW MEXICO STATE HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 704 - PAVEMENT MARKINGS, IN ITS 1984 FORM.
 - CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE ENGINEER MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE ENGINEER AND SHALL NOTIFY THE ENGINEER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE ENGINEER. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO SEC. 4.4 OF THE SPECS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A "BARRICADING PERMIT" PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE PASEO DEL NORTE/GOLF COURSE ROAD INTERSECTION AND PARADISE BOULEVARD/GOLF COURSE ROAD INTERSECTION. REFER TO SEC. 19 OF THE SPECS.



NOTE: THE CONTRACTOR SHALL COORDINATE THE WORK SHOWN ON THESE PLANS WITH THE INSTALLATION OF THE WATERLINE BEING BUILT BY OTHERS WITHIN THE GOLF COURSE ROAD RIGHT-OF-WAY. THE WATERLINE IS BEING BUILT BY NEW MEXICO UTILITIES, INC. AND THE PLANS ARE CITY OF ALBUQUERQUE PROJECT NO. 4113.91. THIS COORDINATION EFFORT SHALL BE INCIDENTAL TO THE CONTRACT AND, THEREFORE, NO ADDITIONAL COMPENSATION WILL BE PAID.



DESCRIPTION	NEW	EXISTING
SANITARY SEWER LINE AND MANHOLE	8" SAS	8" SAS
SAS SERVICE CONNECTION (INV. ARE AT 2')	8" SAS	8" SAS
STORM DRAIN LINE, MANHOLE AND INLET	24" SD	24" SD
WATERLINE, FIRE HYDRANT AND GATE VALVE W/ TYPE A VALVE BOX UNLESS OTHERWISE NOTED	10" W	10" W
WATERLINE REDUCER AND BUTTERFLY VALVE	10" W	10" W
WATER SERVICE CONNECTION	10" W	10" W
TEE	10" W	10" W
CROSS AND BEND	10" W	10" W
CAP AND PLUG	10" W	10" W
GAS LINE	10" W	10" W
UNDERGROUND TELEPHONE	10" W	10" W
POWERPOLE	10" W	10" W
CABLE TELEVISION	10" W	10" W
UNDERGROUND ELECTRIC	10" W	10" W
CONCRETE CURB & GUTTER	10" W	10" W
ASPHALT CURB	10" W	10" W
AIR RELEASE VALVE	14" ARV	14" ARV

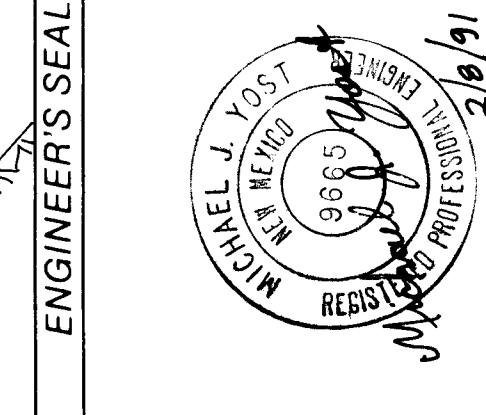


SPECIAL DROP INLET MANHOLE
86+70.00, 70.19' RT., GOLF COURSE ROAD
100+06.82, 59.51' LT., GOLF COURSE ROAD
120+21.51, 49.29' LT., PARADISE BOULEVARD
N.T.S.

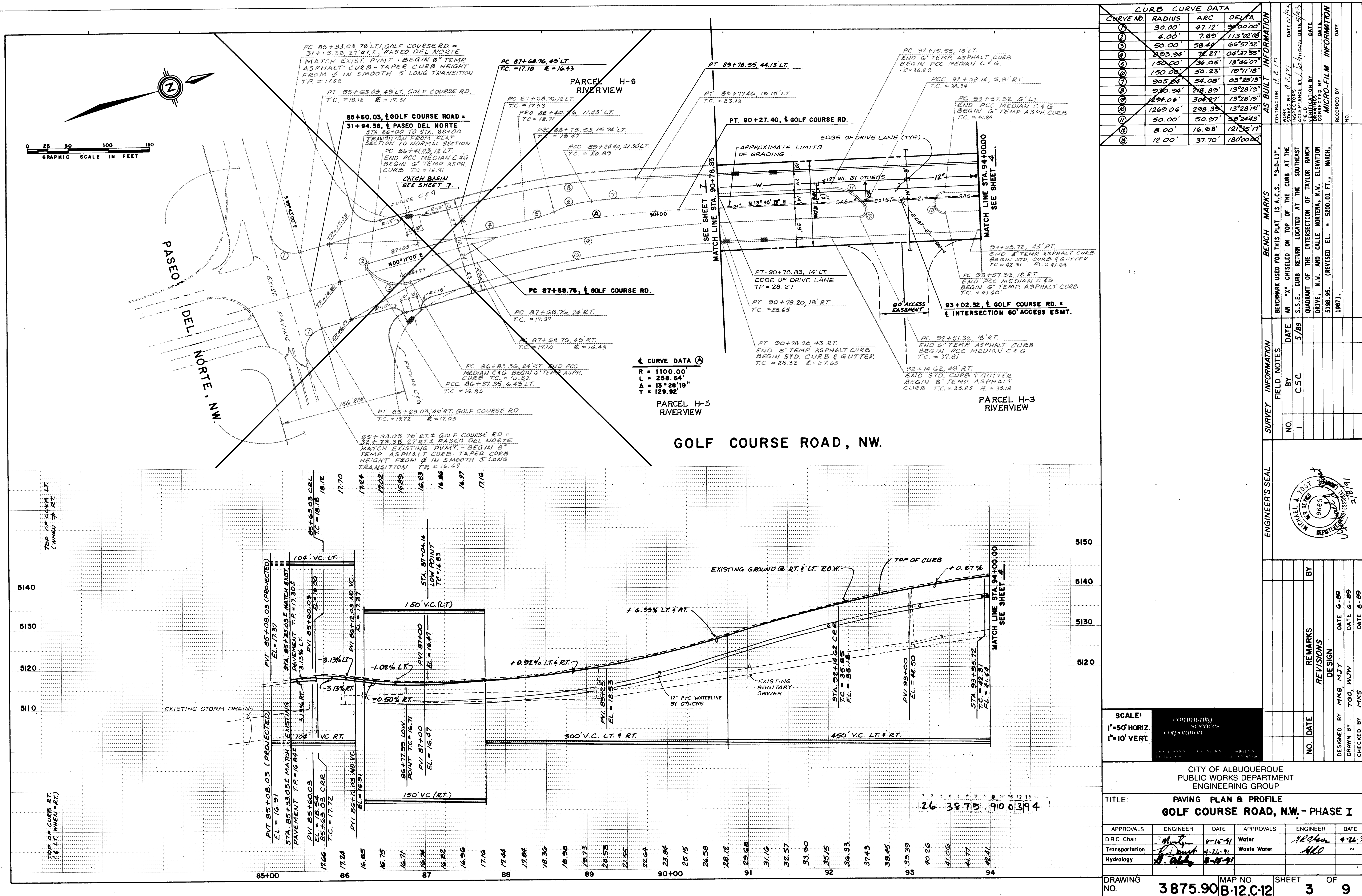
SCALE:
1" = 200'

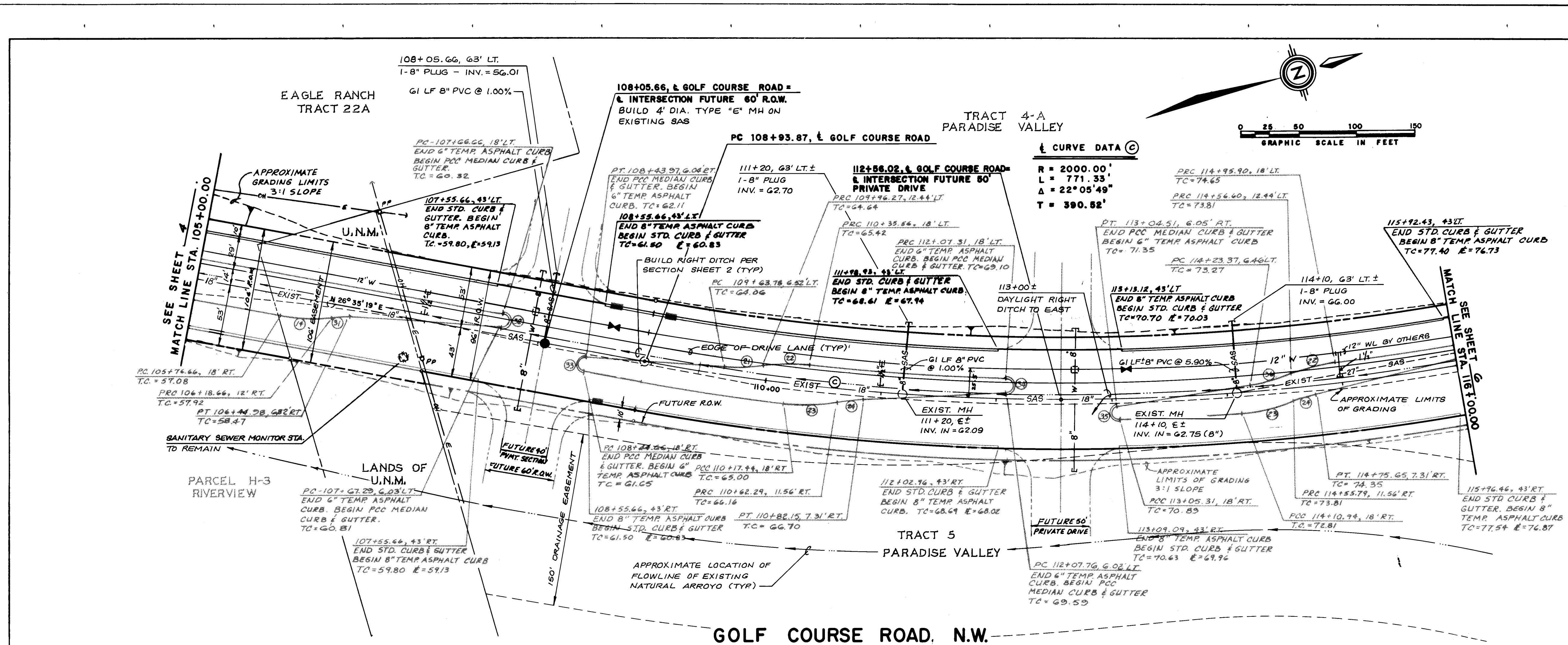
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP					
TITLE: SITE MAP GOLF COURSE ROAD, N.W. - PHASE I					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. Chair	<i>[Signature]</i>	2-15-91	Water	<i>[Signature]</i>	4-25-91
Transportation	<i>[Signature]</i>	9-21-91	Waste Water	<i>[Signature]</i>	"
Hydrology	<i>[Signature]</i>	8-15-91			
DRAWING NO.	3875.90	MAP NO.	B-12,C-12	SHEET	2 OF 9

AS BUILT INFORMATION	BENCH MARKS	SURVEY INFORMATION
CONTRACT NO. CC-77	BENCHMARK USED FOR THIS PLAT IS A.C.S. "3-D-11", AN "X" CHISELED ON TOP OF THE CURB AT THE S.S.E. CURB RETURN LOCATED AT THE SOUTHEAST QUADRANT OF THE INTERSECTION OF TAYLOR RANCH DRIVE, N.W. AND CALLE NORTENA, N.W. ELEVATION 5198.95. (REVISED EL. = 5200.01 FT., MARCH, 1987).	FIELD NOTES BY CSC
WORK BY CC-77	DATE 5/89	NO. 1
DESIGNED BY	DATE	
DRAWN BY	DATE	
CHECKED BY	DATE	
RECORDED BY	DATE	

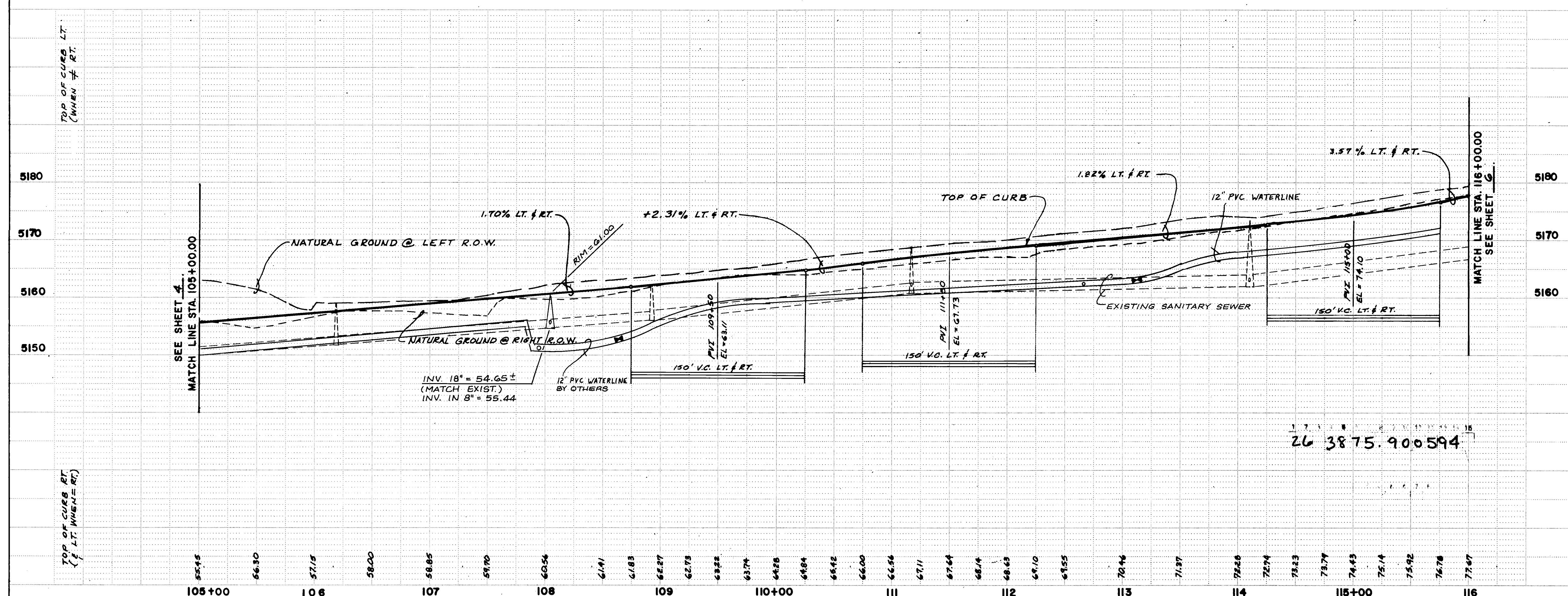


REVISIONS	BY	DATE
DESIGN	DATE 6/89	
DRAWN BY T.G.O., M.J.W.	DATE 6/89	
CHECKED BY M.J.W.	DATE 3-90	





CURB CURVE DATA			
CURVE NO.	RADIUS	ARC	DELTA
1	12.00'	37.70'	18°00'00"
2	150.00'	42.57'	16°55'37"
3	150.00'	32.93'	12°34'45"
4	150.00'	39.81'	15°05'26"
5	150.00'	45.82'	17°30'09"
6	150.00'	47.81'	18°47'52"
7	150.00'	20.86'	10°15'37"
8	6.00'	18.22'	17°00'01"
9	6.00'	18.16'	17°25'46"
10	6.00'	18.40'	17°54'06"
11	6.00'	18.04'	17°18'45"
12	150.00'	33.67'	12°51'40"



BENCH MARKS			
NO.	DATE	BY	REMARKS
1	5/89	CSC	AS BUILT INFORMATION

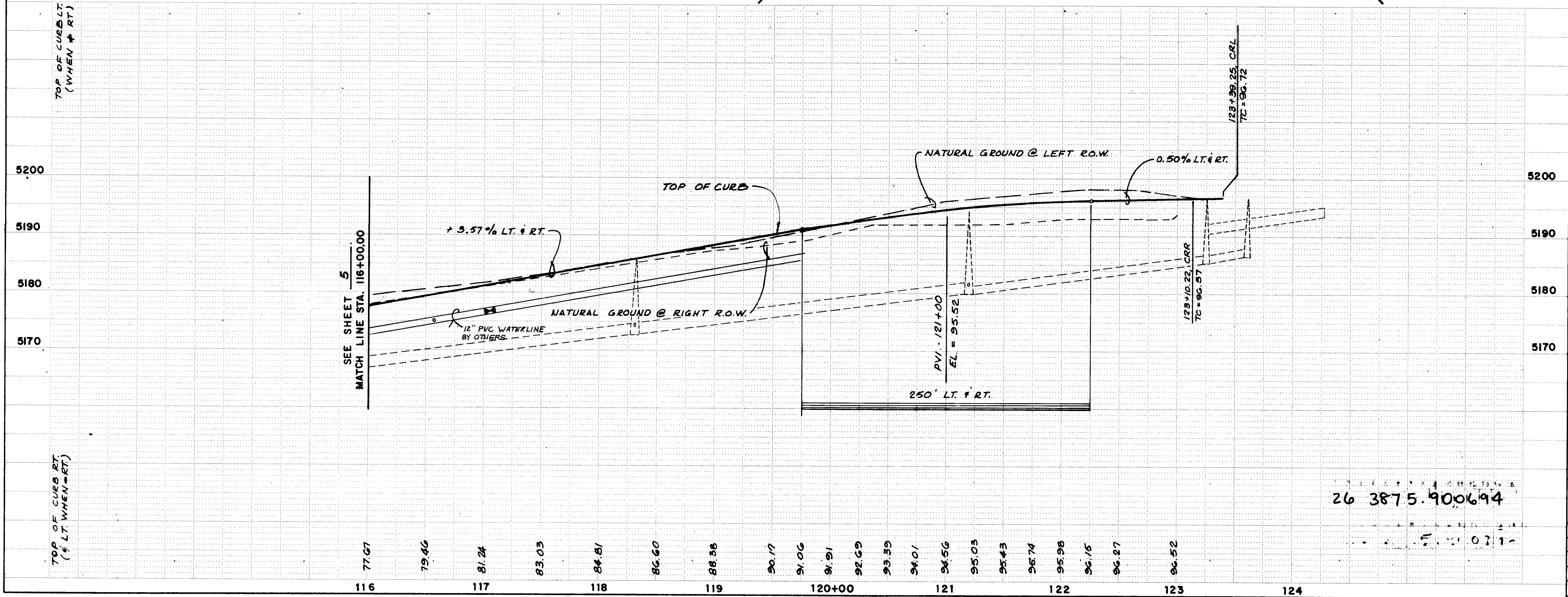
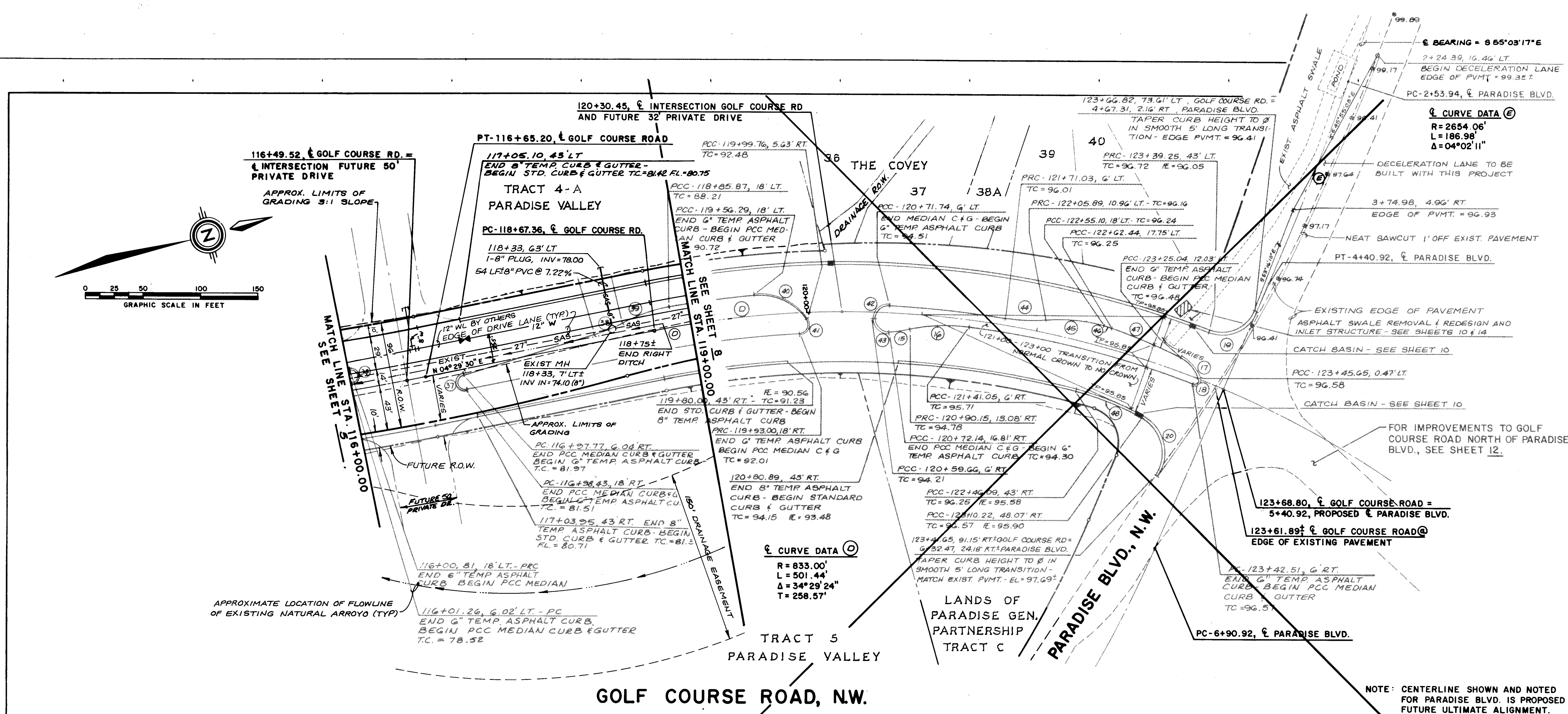
SURVEY INFORMATION			
NO.	DATE	BY	REMARKS
1	5/89	CSC	AS BUILT INFORMATION

ENGINEER'S SEAL			
NO.	DATE	BY	REMARKS
1	5/89	CSC	AS BUILT INFORMATION

REVISIONS			
NO.	DATE	BY	REMARKS
1	5/89	CSC	AS BUILT INFORMATION

DESIGNED BY	MKS, MJK	DATE	6-89
DRAWN BY	TGO, WJW	DATE	6-89
CHECKED BY	MKS	DATE	6-89

DRAWING NO.	3875.90	MAP NO.	B-12,C-12	SHEET	5	OF	9
-------------	---------	---------	-----------	-------	---	----	---

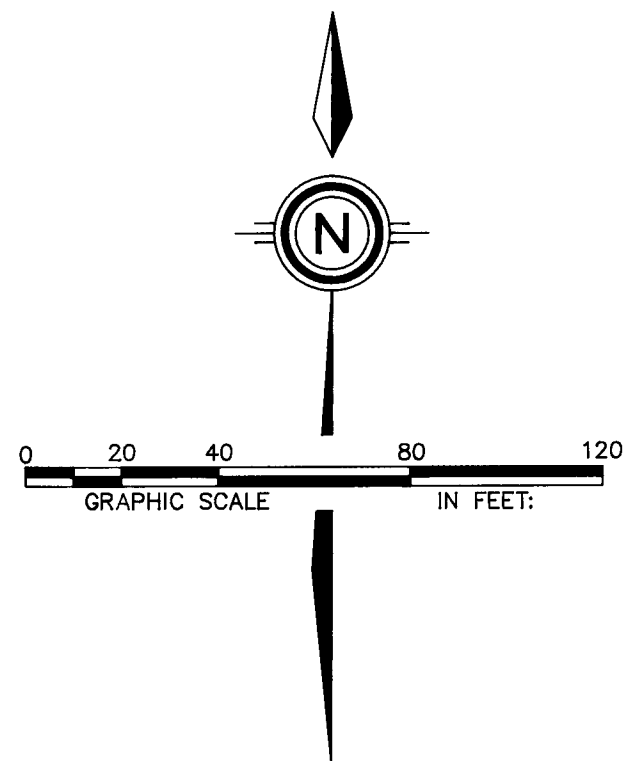


CURVE DATA			
CURVE NO.	RADIUS	ARC	DELTA
15	150.00'	18.09'	06°54'30"
16	150.00'	51.06'	19°30'00"
17	30.00'	24.43'	40°36'25"
18	4.00'	8.94'	128°14'21"
19	30.00'	47.24'	80°13'07"
20	35.00'	58.33'	95°28'43"
21	6.00'	18.40'	175°34'06"
22	6.08'	18.20'	173°45'05"
23	150.00'	28.90'	08°53'39"
24	150.00'	45.59'	17°24'53"
25	50.00'	32.08'	59°40'58"
26	8.00'	17.15'	122°50'31"
27	12.00'	18.94'	90°24'56"
28	18.90'	18.54'	97°24'39"
29	50.00'	35.65'	13°37'02"
30	150.00'	50.79'	15°23'59"
31	100.00'	7.50'	04°17'50"
32	525.00'	64.01'	06°59'08"
33	250.00'	60.97'	13°58'20"

BENCH MARKS		SURVEY INFORMATION	
BENCHMARK USED FOR THIS PLAN IS A.C.S. 3-D-11". AN "X" CHISELED ON TOP OF THE CURB AT THE S.E. CURB RETURN LOCATED AT THE SOUTHEAST QUADRANT OF THE INTERSECTION OF TAYLOR RANCH DRIVE, N.W. AND CALLE NORTENA, N.W. ELEVATION 5198.95. (REVISED E.L. = 5200.01 FT., MARCH, 1987).		NO.	DATE
		1	5/89

ENGINEER'S SEAL		REVISIONS	
MICHAEL J. YOST REGISTERED PROFESSIONAL ENGINEER NO. 8957 EXPIRATION DATE 12/31/91		NO.	DATE
		1	5/89
		2	6/89
		3	6/89
		4	6/89

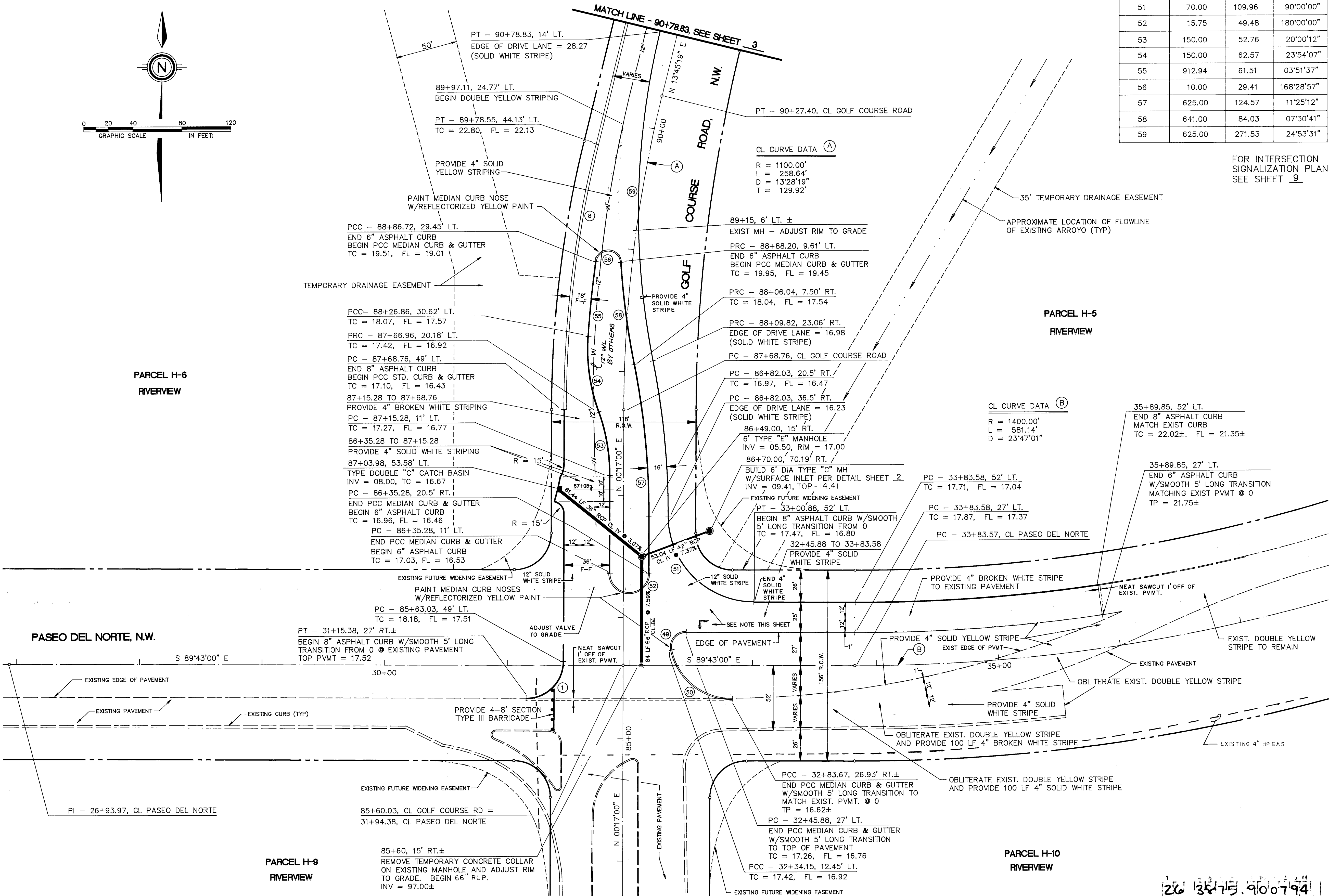
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP					
TITLE: PAVING PLAN & PROFILE GOLF COURSE ROAD, N.W. - PHASE I					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. Chair	C. M. H.	5-84	Water	M. H.	4-85
Transportation	P. D. K.	7-84	Waste Water	H. H.	"
Hydrology	B. A. H.	8-84			
DRAWING NO.	3875.90	MAP NO.	B-12,C-12	SHEET	6 OF 9



CURB & EDGE OF DRIVE LANE CURVE DATA			
CURVE NO.	RADIUS	ARC	DELTA
1	30.00	47.12	90°00'00"
8	930.94	218.89	13°28'19"
49	12.00	21.42	102°15'01"
50	50.00	68.50	78°29'54"
51	70.00	109.96	90°00'00"
52	15.75	49.48	180°00'00"
53	150.00	52.76	20°00'12"
54	150.00	62.57	23°54'07"
55	912.94	61.51	03°51'37"
56	10.00	29.41	168°28'57"
57	625.00	124.57	11°25'12"
58	641.00	84.03	07°30'41"
59	625.00	271.53	24°53'31"

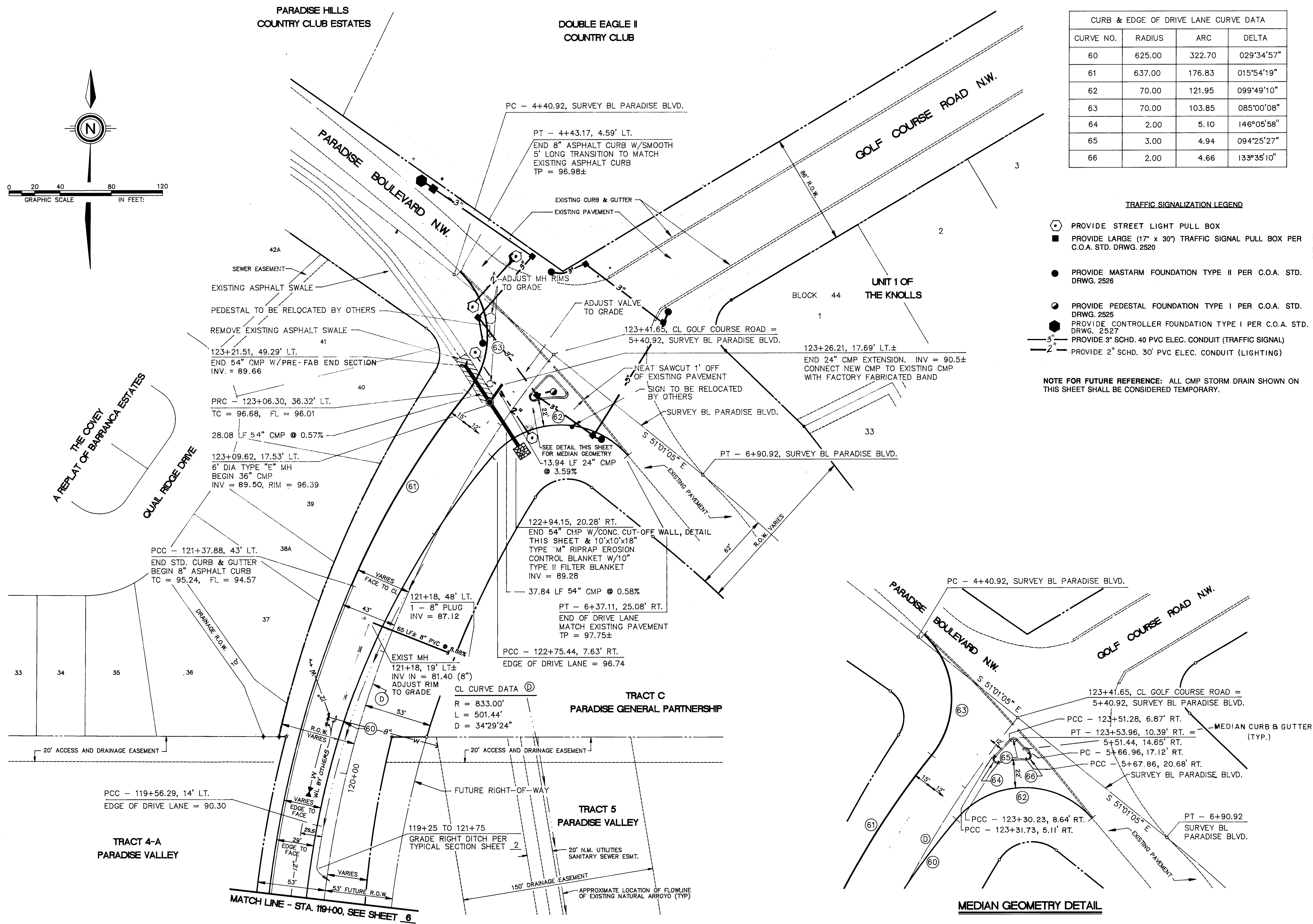
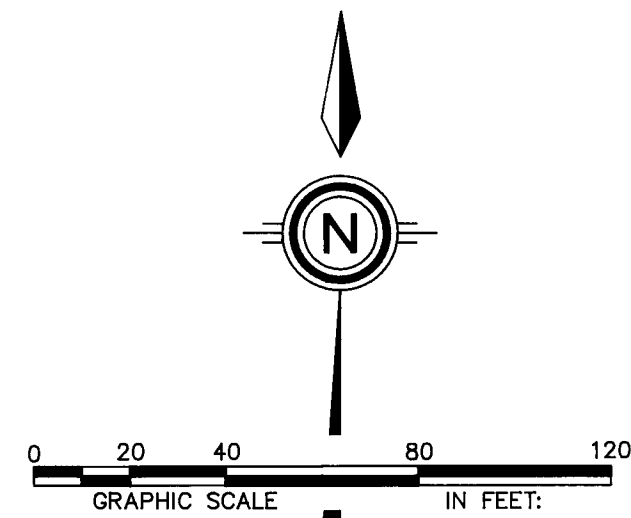
FOR INTERSECTION
SIGNALIZATION PLAN
SEE SHEET 9

NOTE:
ALL DIRECTIONAL ARROWS TO BE
PROVIDED IN ACCORDANCE WITH
THE MANUAL ON UNIFORM TRAFFIC
CONTROL DEVICES.



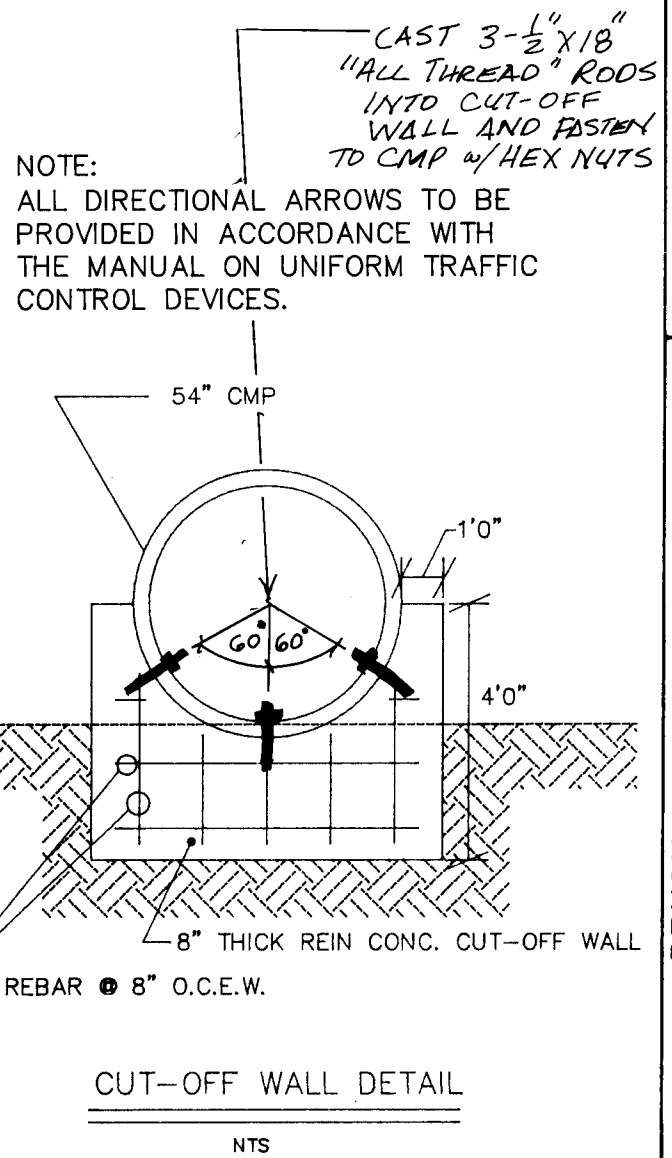
AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL		REVISIONS		DESIGN	
CONTRACTOR	DATE	AN "X" CHISELED ON TOP OF THE CURB AT THE	DATE	BY	FIELD NOTES			NO.	DATE	BY	DATE
WORK BY	DATE	S.S.E. CURB RETURN LOCATED AT THE SOUTHEAST	DATE	CSC							
INSPECTOR'S	DATE	QUADRANT OF THE INTERSECTION OF TAYLOR RANCH	DATE								
ACCEPTANCE BY	DATE	DRIVE, N.W. AND CALLE NORTENA, N.W. ELEVATION	DATE								
FIELD	DATE	5198.95. (REVISED EL. = 5200.01 FT., MARCH,	DATE								
DRAWINGS	DATE	1987).	DATE								
SUBMITTED BY	DATE		DATE								
MICRO-FILM	DATE		DATE								
INFORMATION	DATE		DATE								

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP					
TITLE: INTERSECTION IMPROVEMENTS PLAN					
GOLF COURSE ROAD, N.W. - PHASE					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRG CHAIRMAN	<i>C. H. B.</i>	8-15-91	WATER	<i>H. D. B.</i>	4-25-91
TRANSPORTATION	<i>E. J. B.</i>	4-26-91	WASTE WATER	<i>N. C.</i>	
HYDROLOGY	<i>S. A. B.</i>	8-15-91			
PROJECT NO. 3875.90 MAP NO. B&C12 SHEET 7 OF 9					



CURB & EDGE OF DRIVE LANE CURVE DATA			
CURVE NO.	RADIUS	ARC	DELTA
60	625.00	322.70	029°34'57"
61	637.00	176.83	015°54'19"
62	70.00	121.95	099°49'10"
63	70.00	103.85	085°00'08"
64	2.00	5.10	146°05'58"
65	3.00	4.94	094°25'27"
66	2.00	4.66	133°35'10"

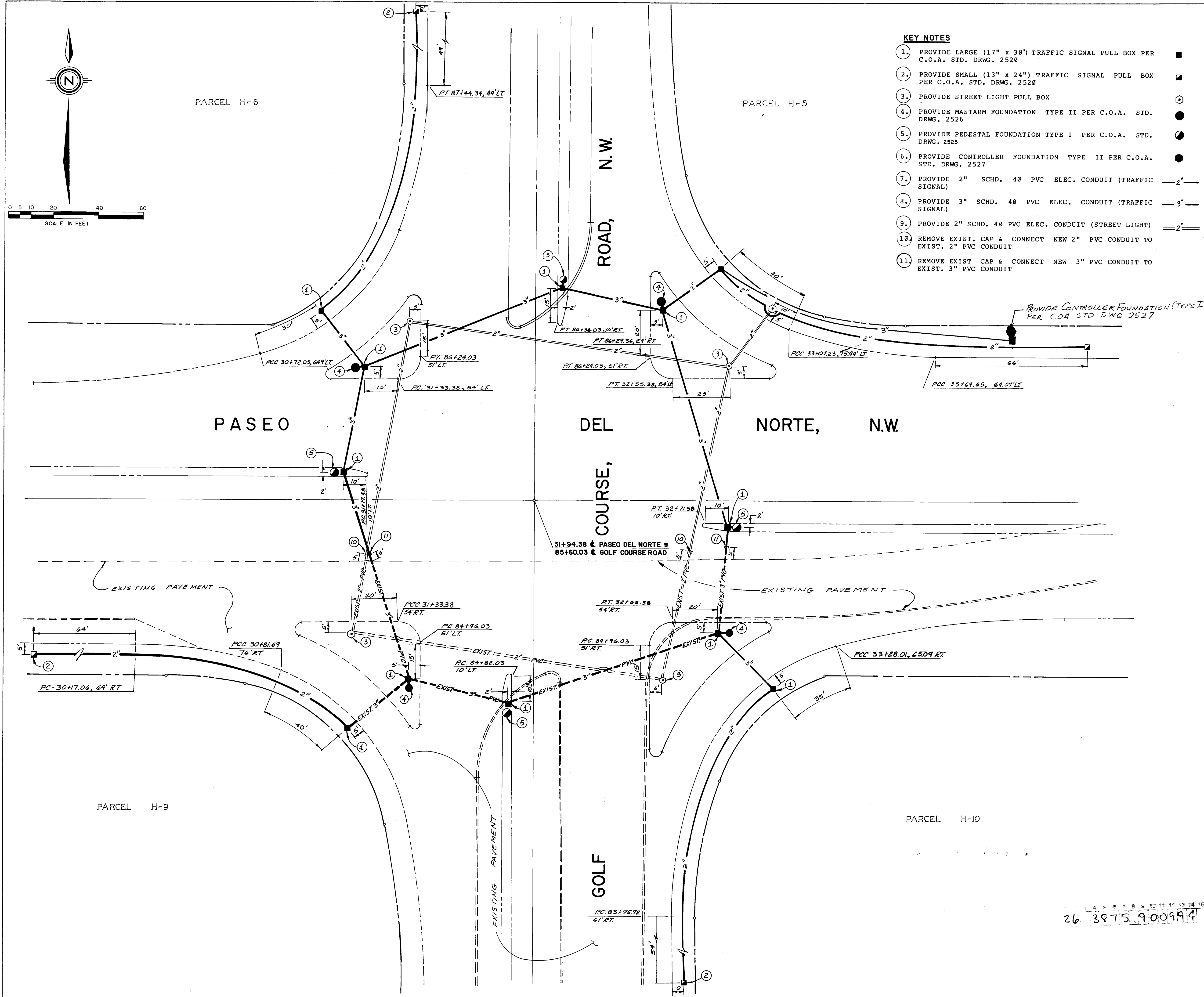
- TRAFFIC SIGNALIZATION LEGEND
- PROVIDE STREET LIGHT PULL BOX
 - PROVIDE LARGE (17" x 30") TRAFFIC SIGNAL PULL BOX PER C.O.A. STD. DRWG. 2520
 - PROVIDE MASTARM FOUNDATION TYPE II PER C.O.A. STD. DRWG. 2526
 - PROVIDE PEDESTAL FOUNDATION TYPE I PER C.O.A. STD. DRWG. 2525
 - PROVIDE CONTROLLER FOUNDATION TYPE I PER C.O.A. STD. DRWG. 2527
 - PROVIDE 3" SCHD. 40 PVC ELEC. CONDUIT (TRAFFIC SIGNAL)
 - PROVIDE 2" SCHD. 30" PVC ELEC. CONDUIT (LIGHTING)
- NOTE FOR FUTURE REFERENCE: ALL CMP STORM DRAIN SHOWN ON THIS SHEET SHALL BE CONSIDERED TEMPORARY.



TYPE II FILTER SPECS.	
SIEVE SIZE	% PASSING BY WEIGHT
2"	90-100
3/4"	20-90
#4	0-20
#200	0-3

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL		REVISIONS		DESIGN	
CONTRACTOR	DATE	BENCHMARK USED FOR THIS PLAN	IS A.C.S. "3-D-11"	NO.	BY	DATE	NO.	DATE	NO.	DATE	DATE
WORK BY	DATE	AN "X" CHISELED ON TOP OF THE CURB AT THE	5/69	1	CBC	5/69					
INSPECTORS	DATE	S.S.E. CURB RETURN LOCATED AT THE SOUTHEAST									
ACCEPTANCE BY	DATE	QUADRANT OF THE INTERSECTION OF TAYLOR RANCH									
FIELD DRAWINGS	DATE	DRIVE, N.W. AND CALLE NORTENA, N.W. ELEVATION									
CORRECTED BY	DATE	5198.95' (REVISED EL. = 5200.01 FT., MARCH,									
MICRO-FILM INFORMATION	DATE	1987).									
RECORDED BY	NO										

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP											
TITLE: INTERSECTION IMPROVEMENTS PLAN											
GOLF COURSE ROAD, N.W. - PHASE I											
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE						
DRG CHAIRMAN	C. M. G.	8-15-91	WATER	A. K. G.	9-15-91						
TRANSPORTATION	J. A. G.	9-26-91	WASTE WATER	A. K. G.	"						
HYDROLOGY	J. A. G.	8-15-91									
PROJECT NO.	3875.90	MAP NO.	B&C12	SHEET	8	OF 9					



- KEY NOTES**
- 1. PROVIDE LARGE (17" x 30") TRAFFIC SIGNAL PULL BOX PER C.O.A. STD. DRWG. 2520
 - 2. PROVIDE SMALL (13" x 24") TRAFFIC SIGNAL PULL BOX PER C.O.A. STD. DRWG. 2520
 - 3. PROVIDE STREET LIGHT PULL BOX
 - 4. PROVIDE MASTARM FOUNDATION TYPE II PER C.O.A. STD. DRWG. 2526
 - 5. PROVIDE PEDESTAL FOUNDATION TYPE I PER C.O.A. STD. DRWG. 2525
 - 6. PROVIDE CONTROLLER FOUNDATION TYPE II PER C.O.A. STD. DRWG. 2527
 - 7. PROVIDE 2" SCHD. 40 PVC ELEC. CONDUIT (TRAFFIC SIGNAL)
 - 8. PROVIDE 3" SCHD. 40 PVC ELEC. CONDUIT (TRAFFIC SIGNAL)
 - 9. PROVIDE 2" SCHD. 40 PVC ELEC. CONDUIT (STREET LIGHT)
 - 10. REMOVE EXIST. CAP & CONNECT NEW 2" PVC CONDUIT TO EXIST. 2" PVC CONDUIT
 - 11. REMOVE EXIST. CAP & CONNECT NEW 3" PVC CONDUIT TO EXIST. 3" PVC CONDUIT

SCALE 1" = 20'		COMMUNITY SCIENCE CORPORATION		ENGINEER'S SEAL		AS BUILT INFORMATION	
				BENCH MARKS			
TITLE: CONDUIT AND PULL BOX PLAN GOLF COURSE ROAD, N.W.-PHASE I		SURVEY INFORMATION		FIELD NOTES		CONTRACTOR	
APPROVALS		ENGINEER	DATE	APPROVALS		ENGINEER	DATE
D.R.C. Chair		<i>Colby</i>	8-15-91	Water		<i>AKO</i>	8-25-91
Transportation		<i>R. Dwyer</i>	8-26-91	Waste Water		<i>AKO</i>	
Hydrology		<i>S. Aldy</i>	8-15-91				
DRAWING NO.		3875.90	MAP NO.	B-12,C12	SHEET		9 OF 9
					REVISIONS		
					DESIGN		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		
					CHECKED BY		
					DESIGNED BY		
					DRAWN BY		</