Texas Department of Transportation ®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E.
DISTRICT ENGINEER

DENTON COUNTY

FM 1385

FROM: US 380 TO FM 455
CSJ: 1315-01-030

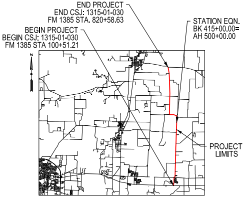
FUNCTIONAL CLASS: URBAN MAJOR COLLECTOR

DESIGN SPEED: 45 mph (FM 1385)
30 mph (CROSS-ST)

PROJECT LENGTH: 12.03 MILES

INDEX OF SHEETS:

ROLL 1: US 380 TO UNION PARK BLVD - STA 100+51.21 TO STA 170+00
ROLL 2: UNION PARK BLVD TO NORTH OF WINN RIDGE RD - STA 170+00 TO STA 245+00
ROLL 3: NORTH OF WINN RIDGE RD TO RANCHETTE RD - STA 245+00 TO STA 322+00
ROLL 4: RANCHETTE RD TO NORTH OF FM 428 WEST - STA 322+00 TO STA 397+00
ROLL 5: NORTH OF FM 428 WEST TO MUSTANG CREEK - STA 397+00 TO STA 558+00
ROLL 6: MUSTAND CREEK TO NORTH OF JOE ALLEN RD - STA 558+00 TO STA 635+00
ROLL 7: NORTH OF JOE ALLEN RD TO NORTH OF FRIENDSHIP RD - STA 635+00 TO STA 713+00
ROLL 8: NORTH OF FRIENDSHIP RD TO STRITTMATTER RD - STA 713+00 TO STA 791+00
ROLL 9: STRITTMATTER RD TO FM 455 - STA 791+00 TO STA 820+58.63


END PROJECT
END CSJ: 1315-01-030
FM 1385 STA. 820+58.63
BEGIN PROJECT
BEGIN CSJ: 1315-01-030
FM 1385 STA 100+51.21
STATION EQN.
BK 415+00.00=
AH 500+00.00
PROJECT LIMITS
N

DENTON COUNTY

LOCATION MAP
N.T.S.

SEPTEMBER 2020

HORIZ SCALE: 1"=100'
0 50 100 150 200

VERTICAL SCALE: 1"=10'
0 5 10 15 20

HOWARD COLUMBUS GIBBS III, P.E.
(TX PE NO. 100239)

DATE SUBMITTED
9/11/2020

DATE APPROVED

DATE REVISED

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 4 OF 9

Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

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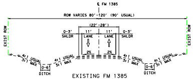
LEGEND:

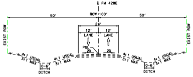
🟨	PROPOSED MAINLANES
🟪	PROPOSED CROSS STREETS
🟪	PROPOSED DRIVEWAYS
▬	PROPOSED SIDEWALKS
🟧	PROPOSED BRIDGE STRUCTURES
▨	PAVEMENT REMOVAL
▨	DISPLACEMENTS
- - -	APPARENT EXISTING ROW
- - -	**PROPOSED ROW**
— - —	**PROPOSED CENTERLINE/BASELINE**
- - -	**EXISTING EASEMENT**
🟦	100 YR FLOODPLAIN LIMITS
▨	FLOODWAY LIMITS
- - -	FUTURE PROJECT (BY OTHERS)
—	STREAM FLOW
→	**DIRECTION OF TRAVEL**
- - -	EXISTING CULVERT
—	PROPOSED CULVERT
XXX-X	CURVE NUMBER
XX	PROPERTY OWNERSHIP LABELS

NOTES:

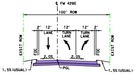
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON EXISTING PLANS AND AERIAL SURVEYS DATED APRIL 2020 AND RECORD PLANS
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB UNLESS NOTED OTHERWISE.
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48121C0270G.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM FIELD SURREY FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. ALL CURBS ARE TYPE II (6") (UNLESS NOTED OTHERWISE).
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
10. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
11. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (MARCH 2020).
12. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (AUGUST 2020).


℄ FM 1385
ROW VARIES 80'-120' (90' USUAL)
(22'-28')
EXIST ROW
0-3' SHLDR
11' LANE
11' LANE
0-3' SHLDR
2%
2%
4:1 USUAL
3:1 MAX
0-6'
DITCH

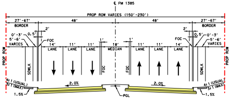
EXISTING FM 1385
TYPICAL SECTION


℄ FM 428E
ROW 100'
50'
50'
24'
12' LANE
12' LANE
PGL
2%
2%
EXIST ROW
4:1 USUAL
3:1 MAX
0-6'
DITCH

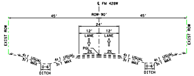
EXISTING FM 428 EAST
TYPICAL SECTION


℄ FM 428E
100' ROW
2'
12' LANE
12' TURN LANE
12' LANE
2'
FOC
EXIST ROW
2.0%
2.0%
PGL
1.5% (USUAL)

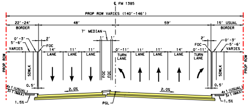
PROPOSED FM 428 EAST
TYPICAL SECTION


℄ FM 1385
PROP ROW VARIES (150'-230')
27'-67' BORDER
48'
48'
27'-67' BORDER
0'-3'
0.5'
2'
5'-6' VARIES
FOC
14' LANE
11' LANE
11' LANE
18' MEDIAN
11' LANE
11' LANE
14' LANE
SDWLK
PROP ROW
4:1 (USUAL)
3:1 (MAX)
2.0%
2.0%
1.5%
PGL

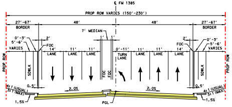
PROPOSED FM 1385
TYPICAL SECTION
STA 327+95 TO 334+85
STA 336+75 TO 341+25
STA 348+75 TO 351+86
STA 354+55 TO 362+47
STA 371+80 TO 373+60


℄ FM 428W
ROW 90'
45'
45'
24'
12' LANE
12' LANE
PGL
2%
2%
EXIST ROW
4:1 USUAL
3:1 MAX
0-6'
DITCH

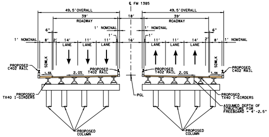
EXISTING FM 428 WEST
TYPICAL SECTION


℄ FM 1385
PROP ROW VARIES (140'-146')
22'-24' BORDER
48'
59'
15' USUAL BORDER
7' MEDIAN
0'-3'
5'-6' VARIES
FOC
14' LANE
11' LANE
11' LANE
0'-11' TURN LANE
11' LANE
11' LANE
14' LANE
0'-11' TURN LANE
SDWLK
PROP ROW
4:1 (USUAL)
3:1 (MAX)
2.0%
2.0%
0.5'
1.5%
PGL

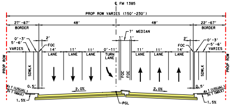
PROPOSED FM 1385
TYPICAL SECTION
STA 317+67 TO 322+15


℄ FM 1385
PROP ROW VARIES (150'-230')
27'-67' BORDER
48'
48'
27'-67' BORDER
7' MEDIAN
0'-3'
5'-6' VARIES
FOC
14' LANE
11' LANE
11' LANE
0'-11' TURN LANE
11' LANE
11' LANE
14' LANE
SDWLK
PROP ROW
4:1 (USUAL)
3:1 (MAX)
2.0%
2.0%
0.5'
1.5%
PGL

PROPOSED FM 1385
TYPICAL SECTION
STA 317+67 TO 322+15
STA 341+25 TO 345+04
STA 362+47 TO 366+91
STA 373+61 TO 378+08
STA 387+48 TO 391+92


℄ FM 1385
49.5' OVERALL
39' ROADWAY
49.5' OVERALL
39' ROADWAY
18'
1' NOMINAL
6"
8'
2'
14' LANE
11' LANE
11' LANE
16'
PROPOSED C402 RAIL
PROPOSED T402 RAIL
PROPOSED TX40 I-GIRDERS
2.0%
1.5%
PGL
ASSUMED DEPTH OF STRUCTURE FOR FREEBOARD = 4'-2.5"
PROPOSED COLUMN
SDWLK

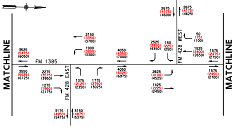
PROPOSED FM 1385
BRIDGE TYPICAL SECTION
STA. 335+04.56 TO 336+54.56
STA. 352+90.21 TO 354+50.21


℄ FM 1385
PROP ROW VARIES (150'-230')
27'-67' BORDER
48'
48'
22'-67' BORDER
7' MEDIAN
0'-3'
5'-6' VARIES
FOC
14' LANE
11' LANE
11' LANE
0'-11' TURN LANE
11' LANE
11' LANE
14' LANE
SDWLK
PROP ROW
4:1 (USUAL)
3:1 (MAX)
2.0%
2.0%
0.5'
1.5%
PGL

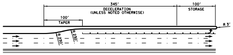
PROPOSED FM 1385
TYPICAL SECTION
STA 323+42 TO 327+95
STA 345+97 TO 348+75
STA 367+36 TO 371+80

LEGEND
(XXXX) 2025 ADT
(XXXX) 2045 ADT
[XXXX] 2055 ADT

TRAFFIC PROJECTIONS BASED ON NCTCOG TDM AND CORRIDOR INFORMATION PACKET PROVIDED BY TPP. UPDATED MARCH, 2020


MATCHLINE
FM 1385
FM 428 EAST
FM 428 WEST
MATCHLINE
3525 (5475) [6050]
3550 (5525) [6125]
2275 (3575) [3950]
1275 (1950) [2175]
3175 (4950) [5475]
3150 (4875) [5375]
2150 (3350) [3700]
1900 (3000) [3300]
1375 (2125) [2350]
1775 (2750) [3025]
4050 (6350) [7000]
4050 (6325) [6975]
2525 (3950) [4350]
150 (225) [250]
2675 (4175) [4600]
2675 (4175) [4625]
50 (75) [100]
1525 (2400) [2650]
2625 (4100) [4525]
1425 (2225) [2450]
1575 (2475) [2750]
1575 (2450) [2700]

TRAFFIC DIAGRAM - FM 1385
N.T.S.


345'
DECELERATION
(UNLESS NOTED OTHERWISE)
100'
STORAGE
100'
TAPER
R 230'
R 3'

TYPICAL LEFT-TURN BAY DETAILS (45 MPH)
N.T.S.

HORIZONTAL ALIGNMENT DATA

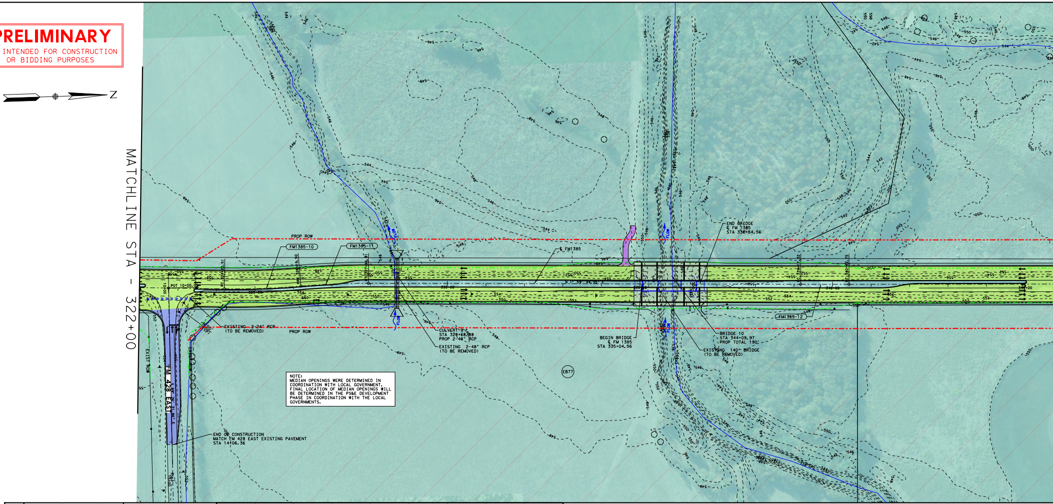
CHAIN NO.	POT STA	POT-NORTHING	POT-EASTING	BEARING	POT STA	POT-NORTHING	PO
FM428E	10+00.00	7,153,396.40	2,460,028.49	S 89° 26' 31.86" E	16+00.00	7,153,390.55	2,
FM428W	10+00.00	7,159,003.55	2,459,810.73	S 87° 07' 23.19" E	14+00.00	7,158,983.48	2,

CURVE DATA TABLE

CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADUIS	PI STA	PC STA
FM1385-10	5° 42' 01.82" (LT)	2° 51' 53.24"	99.57'	198.99'	2000.00'	325+20.09	324+20.51
FM1385-11	5° 01' 30.88" (RT)	2° 51' 53.24"	87.76'	175.41'	2000.00'	327+07.26	326+19.50
FM1385-12	0° 12' 19.19" (LT)	0° 09' 49.33"	62.71'	125.43'	35000.00'	339+80.03	339+17.32
FM1385-13	2° 33' 45.21" (RT)	1° 08' 45.30"	111.83'	223.63'	5000.00'	356+45.61	355+33.78
FM1385-14	2° 33' 45.21" (LT)	1° 08' 45.30"	111.83'	223.63'	5000.00'	358+69.23	357+57.40
FM1385-15	0° 13' 28.28" (RT)	0° 11' 27.55"	58.78'	117.56'	30000.00'	367+13.25	366+54.47

PROP ID	NAME	MAILING ADDR
EB76	ADOLFO I & LAURA A MONSALVE	8409 BANTRY
EB77	YOUSEF TRUSTEE & NABAHANI, BILAL K & AHMAD MOHAMMED HIKMAT SAADI	2702 CORTLANDT
EB78	SHINEY HINEY PARTNERS I	12700 HILLCREST RD
WB30	SANDBROCK INVESTMENTS INC	5601 DEMOCRACY DR
WB32	PICKENS LAKE LLC	2504 LOFTSMOOR
WB33	A1719 LLC	12900 PRESTON RD S

PRELIMINARY
NOT INTENDED FOR CONSTRUCTION
OR BIDDING PURPOSES

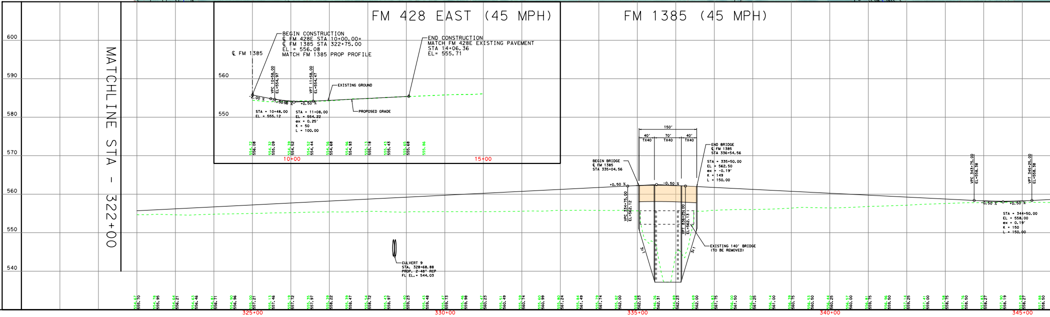

N
MATCHLINE STA - 322+00
PROP ROW
FM1385-10
FM1385-11
FM1385-12
℄ FM1385
POT 10+00.00
PC 324+20.51
PRC 326+19.50
PT 327+94.91
PC 339+17.32
N 1° 59' 44.35" E
FM 428 EAST
S 89° 26' 31.86" E
EXIST ROW
FLOW
EXISTING 2-24" RCP
(TO BE REMOVED)
CULVERT 9
STA 328+68.88
PROP 2-48" RCP
EXISTING 2-48" RCP
(TO BE REMOVED)
BEGIN BRIDGE
℄ FM 1385
STA 335+04.56
END BRIDGE
℄ FM 1385
STA 336+54.56
BRIDGE 10
STA 344+09.97
PROP TOTAL 190'
EXISTING 140' BRIDGE
(TO BE REMOVED)
EB77
END OF CONSTRUCTION
MATCH FM 428 EAST EXISTING PAVEMENT
STA 14+06.36

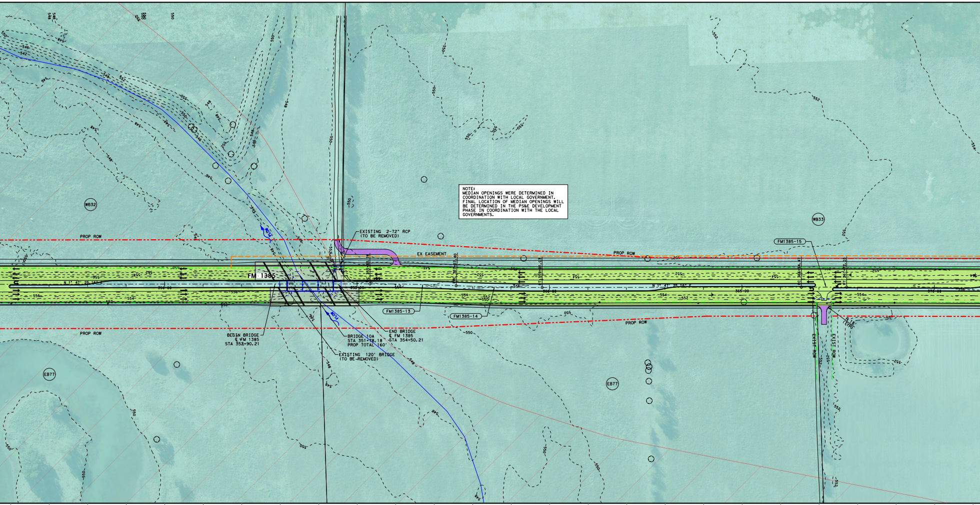
NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

T-EASTING
460,628.46
460,210.23

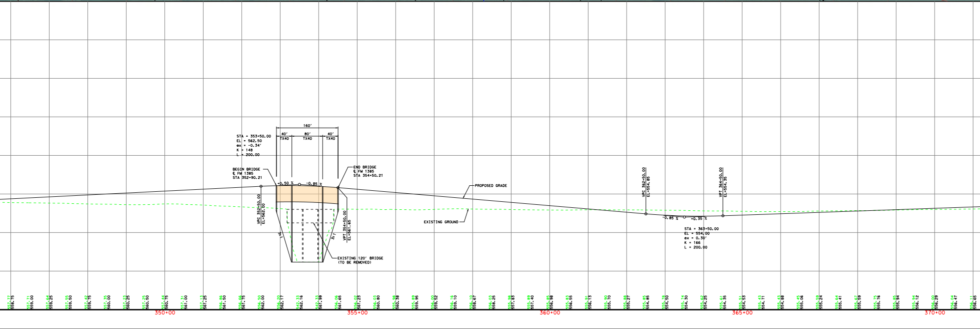
PT STA
326+19.50
327+94.91
340+42.75
357+57.40
359+81.03
367+72.03

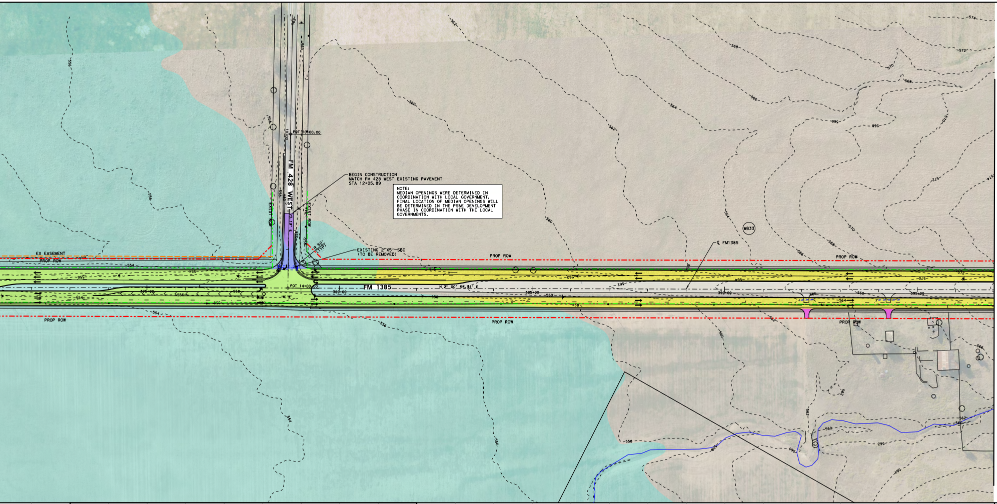
ESS
CT
ST
STE 272
STE 300
LN
TE 1117


FM 428 EAST (45 MPH)
FM 1385 (45 MPH)
600
590
580
570
560
550
540
MATCHLINE STA - 322+00
BEGIN CONSTRUCTION
℄ FM 428E STA 10+00.00=
℄ FM 1385 STA 322+75.00
EL = 556.08
MATCH FM 1385 PROP PROFILE
℄ FM 1385
VPC 10+58.00
EL=554.97
VPT 11+58.00
EL=554.47
-2.00 %
-1.50 %
+0.50 %
STA = 10+48.00
EL = 555.12
STA = 11+08.00
EL = 554.22
ex = 0.25'
K = 50
L = 100.00
EXISTING GROUND
PROPOSED GRADE
END CONSTRUCTION
MATCH FM 428E EXISTING PAVEMENT
STA 14+06.36
EL= 555.71
10+00
15+00
CULVERT 9
STA. 328+68.88
PROP. 2-48" RCP
FL EL.= 544.03
150'
40'
TX40
70'
TX40
40'
TX40
BEGIN BRIDGE
℄ FM 1385
STA 335+04.56
END BRIDGE
℄ FM 1385
STA 336+54.56
STA = 335+50.00
EL = 562.50
ex = -0.19'
K = 149
L = 150.00
+0.50 %
-0.50 %
VPC 334+75.00
EL=562.12
VPT 336+25.00
EL=562.13
3:1
3:1
EXISTING 140' BRIDGE
(TO BE REMOVED)
VPC 343+75.00
EL=558.38
VPT 345+25.00
EL=558.38
-0.50 %
+0.50 %
STA = 344+50.00
EL = 558.00
ex = 0.19'
K = 150
L = 150.00
325+00
330+00
335+00
340+00
345+00

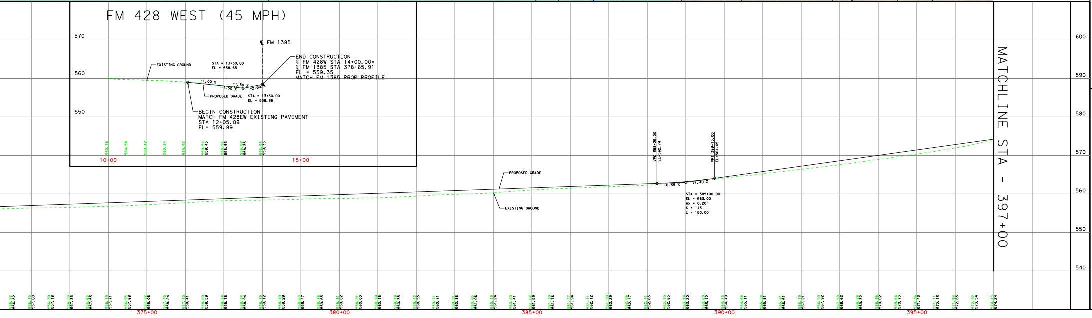

FM 1385
PROP ROW
EX EASEMENT
EXISTING 2-72" RCP
(TO BE REMOVED)
FLOW
BEGIN BRIDGE
℄ FM 1385
STA 352+90.21
BRIDGE 10A
STA 351+78.18
PROP TOTAL 160'
END BRIDGE
℄ FM 1385
STA 354+50.21
EXISTING 120' BRIDGE
(TO BE REMOVED)
FM1385-13
FM1385-14
FM1385-15
N 1° 47' 25.16" E
350+00
355+00
PC 355+55.78
PC 357+57.40
PC 366+54.47
PT 367+72.03
365+00
370+00
WB32
WB33
EB77
EXIST ROW
R 15' (TYP)
546
548
550
552
554
556

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.


160'
40'
TX40
80'
TX40
40'
TX40
STA = 353+50.00
EL = 562.50
ex = -0.34'
K = 148
L = 200.00
BEGIN BRIDGE
℄ FM 1385
STA 352+90.21
END BRIDGE
℄ FM 1385
STA 354+50.21
+0.50 %
-0.85 %
VPC 352+50.00
EL=562.00
VPT 354+50.00
EL=561.65
3:1
3:1
EXISTING 120' BRIDGE
(TO BE REMOVED)
PROPOSED GRADE
EXISTING GROUND
VPC 362+50.00
EL=554.85
VPT 364+50.00
EL=554.35
-0.85 %
+0.35 %
STA = 363+50.00
EL = 554.00
ex = 0.30'
K = 166
L = 200.00
557.77 558.75
557.71 559.00
557.64 559.25
557.55 559.50
557.42 559.75
557.35 560.00
557.23 560.25
557.25 560.50
557.44 560.75
557.31 561.00
557.13 561.25
556.86 561.50
556.66 561.75
556.50 562.00
556.20 562.17
542.33 562.16
542.33 561.99
556.06 561.65
556.02 561.23
556.03 560.80
555.98 560.38
555.89 559.95
556.00 559.52
556.16 559.10
556.10 558.67
556.03 558.25
555.98 557.83
555.89 557.40
555.85 556.98
555.83 556.55
555.91 556.13
555.90 555.70
555.88 555.27
555.85 554.85
555.78 554.50
555.74 554.30
555.62 554.25
555.61 554.35
555.51 554.53
555.43 554.71
555.43 554.88
555.45 555.06
555.59 555.24
555.64 555.41
555.67 555.59
555.75 555.76
555.85 555.94
555.94 556.12
556.00 556.29
556.04 556.47
556.11 556.65
350+00
355+00
360+00
365+00
370+00


FM 428 WEST
EXIST ROW
BEGIN CONSTRUCTION
MATCH FM 428 WEST EXISTING PAVEMENT
STA 12+05.89
R 50' (TYP)
EXISTING 2"X5' SBC
(TO BE REMOVED)
EX EASEMENT
PROP ROW
FM 1385
N 2° 00' 53.34" E
300+00
385+00
390+00
395+00
℄ FM1385
WB33
MATCHLINE STA - 397+00

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.


FM 428 WEST (45 MPH)
570
560
550
℄ FM 1385
EXISTING GROUND
STA = 13+30.00
EL = 558.65
-1.00 %
-1.50 %
+2.00 %
PROPOSED GRADE
STA = 13+50.00
EL = 558.35
END CONSTRUCTION
℄ FM 428W STA 14+00.00=
℄ FM 1385 STA 378+65.91
EL = 559.35
MATCH FM 1385 PROP PROFILE
BEGIN CONSTRUCTION
MATCH FM 428EW EXISTING PAVEMENT
STA 12+05.89
EL= 559.89
10+00
15+00
PROPOSED GRADE
EXISTING GROUND
VPC 388+25.00
EL=562.74
VPT 389+75.00
EL=564.05
+0.35 %
+1.40 %
STA = 389+00.00
EL = 563.00
ex = 0.20'
K = 143
L = 150.00
MATCHLINE STA - 397+00
600
590
580
570
560
550
540
375+00
380+00
385+00
390+00
395+00

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E.
DISTRICT ENGINEER
DENTON COUNTY

FM 1385

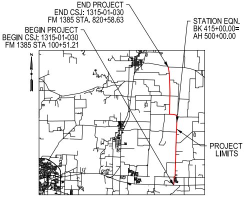
FROM: US 380 TO FM 455
CSJ: 1315-01-030

FUNCTIONAL CLASS: URBAN MAJOR COLLECTOR

DESIGN SPEED: 45 mph (FM 1385)
30 mph (CROSS-ST)

PROJECT LENGTH: 12.03 MILES

INDEX OF SHEETS:
ROLL 1: US 380 TO UNION PARK BLVD - STA 100+51.21 TO STA 170+00
ROLL 2: UNION PARK BLVD TO NORTH OF WINN RIDGE RD - STA 170+00 TO STA 245+00
ROLL 3: NORTH OF WINN RIDGE RD TO RANCHETTE RD - STA 245+00 TO STA 322+00
ROLL 4: RANCHETTE RD TO NORTH OF FM 428 WEST - STA 322+00 TO STA 397+00
ROLL 5: NORTH OF FM 428 WEST TO MUSTANG CREEK - STA 397+00 TO STA 558+00
ROLL 6: MUSTAND CREEK TO NORTH OF JOE ALLEN RD - STA 558+00 TO STA 635+00
ROLL 7: NORTH OF JOE ALLEN RD TO NORTH OF FRIENDSHIP RD - STA 635+00 TO STA 713+00
ROLL 8: NORTH OF FRIENDSHIP RD TO STRITTMATTER RD - STA 713+00 TO STA 791+00
ROLL 9: STRITTMATTER RD TO FM 455 - STA 791+00 TO STA 820+58.63


END PROJECT
END CSJ: 1315-01-030
FM 1385 STA. 820+58.63
BEGIN PROJECT
BEGIN CSJ: 1315-01-030
FM 1385 STA 100+51.21
STATION EQN.
BK 415+00.00=
AH 500+00.00
PROJECT LIMITS
N

DENTON COUNTY
LOCATION MAP
N.T.S.

SEPTEMBER 2020

HORIZ SCALE: 1"=100'
0 50 100 150 200
VERTICAL SCALE: 1"=10'
0 5 10 15 20

HOWARD COLUMBUS GIBBS III, P.E.
(TX PE NO. 100239)

DATE SUBMITTED
9/11/2020
DATE APPROVED
DATE REVISED

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 4 OF 9

Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

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