REGULAR MEETING
CITY OF RIALTO
TRANSPORTATION COMMISSION
AGENDA

Civic Center
Council Chambers
150 South Palm Avenue
Rialto, CA 92376

Wednesday
December 7, 2016
6:00 p.m.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Department at (909) 421-7279. Notification 48-hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting [28 CFR 35.102-35.104 ADA Title II].

Members of the public are given an opportunity to speak on any listed agenda items. Please notify the Public Works Department if you wish to do so. All agendas are posted in the City Hall Administration Building (150 South Palm Avenue, Rialto, CA 92376) at least 72-hours in advance of the meeting. Copies of the staff reports relating to each item on the agenda are on file in the Public Works Department. Please call (909) 421-7279 to inquire about any items described on the agenda.

Based upon the open meeting laws (the Brown Act), additional items may be added to the agenda and acted upon by the Transportation Commission only if it is considered to be a "subsequent need" or "emergency item" and is added by a two-thirds vote. Matters raised under Oral Communications may not be acted upon at that meeting other than as provided above.

CALL TO ORDER _____ **Time:** _____

ROLL CALL

	Present	Absent
Chairperson Dennis Barton	☐	☐
Vice-Chairperson Allan Kirst	☐	☐
Commissioner Stephanie Lewis	☐	☐
Commissioner Kelvin Moore	☐	☐
Commissioner Raymond Onochie	☐	☐
Commissioner John Plasencia	☐	☐
Commissioner Max Tidler	☐	☐
Mayor – Deborah Robertson	☐	☐

MOMENT OF SILENCE / INVOCATION

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

MINUTES FROM THE NOVEMBER 2, 2016 TRANSPORTATION COMMISSION WILL BE PROVIDED FOR APPROVAL AT THE JANUARY 4, 2017 MEETING

ORAL COMMUNICATIONS

POLICE DEPARTMENT LIAISON REPORT — ITEM 1

RIALTO UNIFIED SCHOOL DISTRICT LIAISON REPORT — ITEM 2

Coffee Bean & Tea Leaf Focused TIA — ITEM 3
(Gene Klatt, P.E., Lockwood Engineering) — **ACTION**
Motion
Second
Action Item
Vote

iPad Delivery and Legistar Training — ITEM 4
(Christopher Ellis, Records Coordinator, City Clerk's Office)

Information Item

ENGINEER'S REPORT — ITEM 5

FUTURE AGENDA ITEMS — ITEM 6

1. Discussion on Identifying a Plan for Improvements South of the I-10 Freeway
2. Transportation Planning/Funding Major Improvements
3. Cactus/I-10 Crossing
4. Pepper Avenue Interchange Project
5. Information on Regional Discussions
6. Transportation Plan as it Relates to Active Transportation
7. Metrolink Parking Lot Expansion Project
8. Local Fees for Transportation Improvements
9. Signal Prioritization Plan
10. Future Improvements to Riverside Avenue, Sierra Avenue and the 1-15 Junction
11. Riverside Avenue Bridge Widening Over the UPRR
12. Discussion of Updating Bike Paths
13. Alder Avenue/SR-210 – Proposed Feasibility Study

COMMISSIONER REPORTS — ITEM 7

ADJOURNMENT
Motion
Second
Vote
Time

ATTACHMENTS/HANDOUTS

1. **Staff Report: Coffee Bean & Tea Leaf Focused TIA**
2. **Coffee Bean & Tea Leaf TIA**
3. **iLegislate Overview**

CITY STAFF

Robert G. Eisenbeisz, P.E. Public Works Director/City Engineer
Sergeant Cameron Nelson, Rialto Police Department
Azzam Jabsheh, P.E., Traffic Engineer
Michele Aguirre, Commission Clerk

NOTES

CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT
For Commission Meeting of December 7, 2016

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Focused Traffic Impact Analysis – Coffee Bean and Tea Leaf Development at the Southeast Corner of Riverside Avenue and Easton Street.
DATE:	November 16, 2016

BACKGROUND:

The project is located at the southeast corner of Riverside Avenue at Easton Street as generally shown on **page 2A of the TIA in Figure 1-1** which is included as **Attachment 1**. When first submitted in the scoping agreement, the single use project was relatively small but as a drive-thru generated relatively high traffic numbers. Due to location at an existing intersection with congestion and with that intersection seeing more than 50 peak hour trips, a focused traffic study was requested. There was also concern for the development to the north and the traffic it generates and current restrictions on turn movements at the driveway to that existing development.

This project is the construction of a 1,650 square foot drive-thru coffee shop. The site plan is shown on **page 3B of the TIA as Figure 2-2** which is included as **Attachment 2.** The project has been processed through Development Services Department, the Planning Commission, the Development Review Committee (DRC) process, and was declared exempt from CEQA. However, the adopted Traffic Policy still requires analysis of the traffic impacts to conform to the Congestion Management Program (CMP) and City policy.

The final TIA proposes two driveways. The TIA does not state the size of the driveways. Driveway #1 onto Riverside Avenue right in/right out only and is an existing driveway to the vacant lot. The plan dimension for the driveway is 26 feet wide but the exiting driveway appears to be approximately 40 feet wide. It is along the south property line and immediately adjacent to another driveway to a medical office building to the south. Driveway #2 is onto Easton Street and is right in/right out only. It may or may not be at the location of the existing driveway but is also shown as 26 feet wide. The existing driveway on Easton Street is approximately 40 feet in width.

The trip impacts were estimated using standard ITE rates for drive-thru coffee/donut shop. The trip impacts using standard rates are shown on **page 15 of the TIA in Table 5-1,** which is included as **Attachment 3,** and the project generates 1,351 daily trips with 166 AM peak hour trips and 71 PM peak hour trips before allowance for pass-by trips. Pass-by was allowed at 25% daily, 50% AM and 25% PM peak hour trips due to the nature of the business. With allowance for pass-by trips, the ADT adjusts to 1,013 with 83/53 AM/PM peak hour trips. However, the driveways still have the full impact of all trips (no allowance for pass-by trips). Background

growth to the project year 2018 is included in the analysis. It is noted that cumulative growth traffic for other projects is shown on **page 18 in Table 6-1,** which is included as **Attachment 4,** but it is well below what has been approved for the projects listed. On page **19 in Table 6-2,** which is included as **Attachment 5,** the cumulative projects trip generation is understated based on approved TIA's already accepted by the Commission for four of the projects listed. ADT is approximately 11% underestimated and PM peak hour is 32% underestimated. Adjustment for these additional trips may increase demands on the intersection but also reduce the fair share percentage for this project.

The traffic counts were taken in May of 2016.

The project will be required to complete street improvements along Riverside Avenue and Easton Street although curb, gutter and walk exist (repairs may be needed) and it is unclear if the existing driveways will be modified or relocated.

Four intersections were considered. The intersections are Riverside Avenue at the SR-210 ramps (2), Riverside Avenue at Easton Street and Easton Street at Highland Avenue (east of project site) as well as the two driveways.

ANALYSIS/DISCUSSION:

The project TIA considered six intersections including the two proposed driveways to the project. The TIA also considered roadway segments along Riverside Avenue both north and south of Easton Street to the SR-210 interchange ramps.

The analysis is based on standard coffee/donut shop with drive-thru trip rates. The TIA analyzed existing and forecast peak hour intersection operations to determine potential impacts on peak hour level of service. It used current traffic counts (5 months old).

The queue analysis and operational analysis of the driveways does not seem to consider the LOS E and F for Riverside Avenue at Easton Street and the impact the queue for this intersection will affect the exiting movement from the Riverside Avenue driveway. In the figures, the negative numbers reflect or how the project is capturing trips as a part of the pass-by.

On page 30 in section 10.2, queuing is discussed. No supporting data was included in the TIA in support of the conclusions that only a single car would queue at the driveway. Considering the traffic volume on Riverside Avenue and the proximity of the driveway to Easton Street, (approximately 100 feet) which is signal controlled along with the TIA conclusion that 20% of exiting vehicles will attempt to cross 3 lanes of through traffic to enter the left turn pocket it seems optimistic to assume there will never be more than one car queued to exit. Year 2018 AM peak hour traffic is projecting 272 northbound left turns in a 115-foot long turn pocket. Additionally, the projection is for 905 through movements and 283 right turns for northbound traffic with a projected LOS at F and D on those movements. Again, a single car queue for exiting seems optimistic at best.

There is no discussion of interconnected signals or timing other than to mention that right turn overlap is recommended for eastbound Easton Street at Riverside Avenue and for southbound Riverside Avenue at Easton Street. The Riverside Avenue signals are timed with the signals at SR-210 and as such cannot be changed without consideration of interconnection timing. The first ramp north of Easton Street is approximately 340 feet with 280 feet between the east and

westbound ramps. The southbound Riverside Avenue right turn overlap would not seem to provide any benefit to the project or overall to the intersection as 2018 projections are for 60/158 AM/PM turn movements. The westbound Easton Street overlap would seem to address the 431/623 AM/PM turn movements

The TIA recommends removal of the no left turn restriction at Riverside Avenue/Easton Street for northbound Riverside Avenue in order to allow approximately 20% of outbound traffic to go south on Riverside Avenue. The restrictions were place because the existing lane configuration does not allow U-turns for many vehicles and created conflict in the intersection. The TIA does show the northbound left turn lane moved approximately 8 feet east of the current location. It is noted that conflict with the southbound dual left turn lanes may be created if "NO U-turn" sign is removed allowing the northbound left to make the U-turn. Further, in section 11.3 on page 33, it discusses the need to widen Riverside Avenue and provide an exclusive northbound right turn at Easton Street. The project has indicated a willingness to make an irrevocable offer of dedication of right-of-way for this right turn lane but does not plan on any construction at this time.

Page 36 Section 12, which is included as **Attachment 6,** discusses improvements that may improve operations but the intersection will not operate above current levels of service. The existing intersection of Riverside Avenue at Easton Street is at LOS E or F and roadway segments in the area also are at LOS E or F. Upon completion of this project, the LOS will remain essentially the same. The project itself does not create the problem nor does it solve the larger problems in the immediate area.

The report proposes to pay a fair share of improvements in the total amount of $19,375 toward the installation of two right turn overlap signals for westbound Easton Street at Riverside Avenue and for southbound Riverside Avenue at Easton Street and for the fair share of the northbound dedicated right turn lane at Riverside Avenue/Easton Street. Additionally, the project will make an irrevocable dedication of property for the eventual construction of a right turn only lane at some future date. At the time of construction of this proposed lane, the City would grant exemptions for setback and landscape requirements in order to allow the lane to be constructed. The project will also be required to make the necessary modifications to the northbound Riverside Avenue left turn lane (providing the detailed concept plan is approved by Public Works) including delineation that prevents left turns in or out of the Riverside Avenue driveway by physically blocking such movement.

The TIA indicated streets and intersections currently operate at LOS E or F in the peak hour and will continue to operate at these levels upon completion of the project. The proposed right turn overlap will help to address some of the issues and a dedicated right turn from northbound Riverside Avenue to eastbound Easton Street will help the situation but not completely correct or mitigate the congestion.

Interconnection with the Caltrans signals is being explored and City staff is currently working on this issue. The outcome is at best uncertain at this time. This project, by itself, is not creating the problems and has acknowledged a fair share percentage of the potential solutions to the issue. However, the project does not make any such alterations to the existing intersection and is planning only minor striping changes to the northbound Riverside Avenue left turn lane at this time.

Conclusion

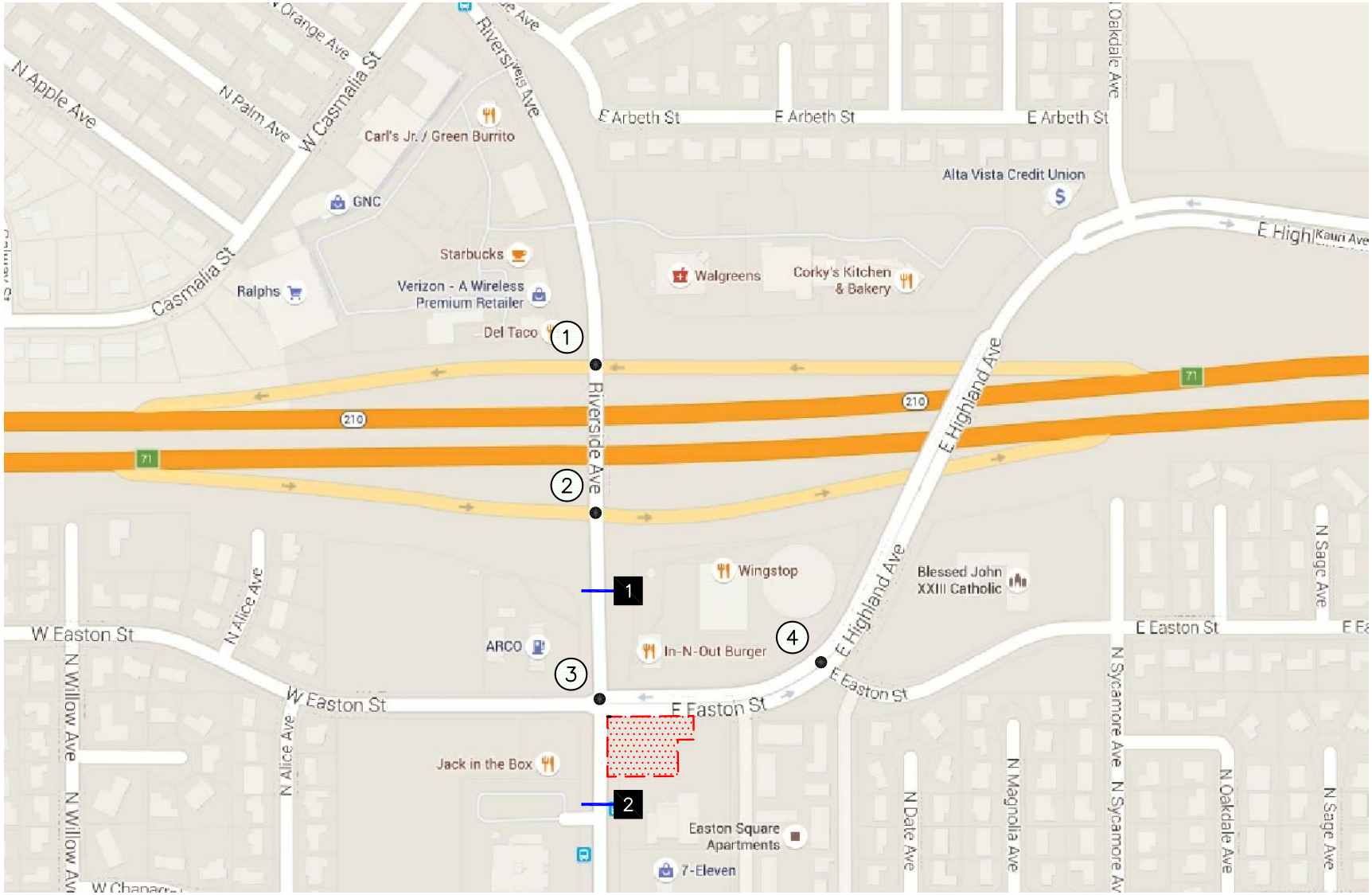
The first scoping agreement was completed March 28, 2016. A revised scoping agreement was completed May 2, 2016. The first TIA submitted August 10, 2016. A revised TIA (#2) was submitted September 19, 2016. A third TIA (#3) was submitted October 31, 2016 and a fourth submitted November 18, 2016. Additionally, two meetings were conducted to discuss options and the report. The project generates 1351 trips with 166/71 AM/PM peak hour trips before pass-by deductions. With pass by deductions the ADT is 1013 trips with 83/53 AM/PM peak hour trips. Pass-by was 25% on ADT, 50% AM and 25% PM peak hour reductions. The TIA analyzed six intersections, two of which were project driveways, to determine the impacts. This was for 2018 project completion only and does not address any traffic issues beyond 2018. The segment LOS north of Easton Street will be LOS E and several legs of the intersection of Riverside Avenue/Easton Street will operate at LOS E or F. The TIA does include data requesting the current restriction of the U-turn for northbound Riverside Avenue at Easton Street should be eliminated but there are alternate was to enter and exit the site that do not rely on the U-turns.

It is proposed in the TIA that payment of normal traffic related DIF fees along with the proposed fair share payment of $19,375, along with making an irrevocable offer of dedication for the eventual installation of a northbound right turn only lane at Easton Street, striping improvements on the northbound left turn lane and contribution to the eventual installation of right turn overlap signals and the construction/improvement of the right turn only lane would be deemed adequate for this project. The TIA does acknowledge that other improvements may be necessary, including widening of Riverside Avenue and creation of northbound trap right turn lane at Easton Street.

RECOMMENDATIONS:
Staff requests that the Transportation Commission:

- Consider the Traffic Impact Analysis and its conclusions.
- Condition the project to make the irrevocable offer of dedication for the proposed northbound right turn lane.
- Accept the fair share contribution to the overlap signals, the northbound left turn lane.
- Condition the project to make such improvements to the northbound left turn lane and physical barriers to prevent unsafe movements in/out of the Riverside Avenue driveway.
- In addition, make such recommendations to the City Council along with the project approval.
- Makes its observations/recommendations to the City Council.

Attachments:
1) Vicinity Map
2) Proposed Site Plan
3) Project Traffic Generation Forecast
4) Cumulative Projects Location & Description
5) Cumulative Project Traffic Generation Forecast
6) Summary of Findings & Conclusions
7) Final TIA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

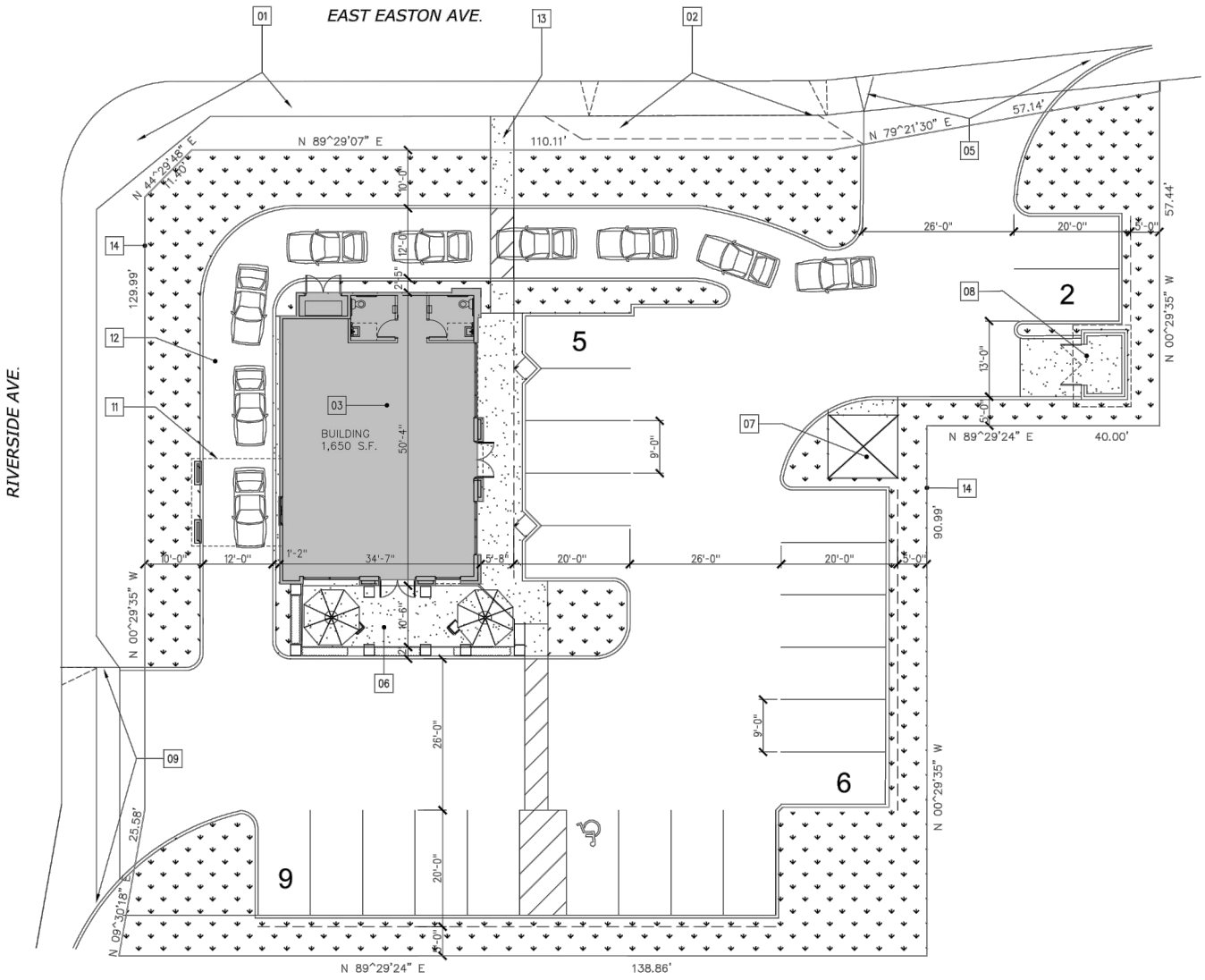
[#] = STUDY ROADWAY SEGMENT

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

THE COFFEE BEAN & TEA LEAF, RIALTO



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SOURCE: BUNDY–FINKEL ARCHITECTS

LINSCOTT LAW & GREENSPAN engineers

NO SCALE

FIGURE 2–2

PROPOSED SITE PLAN

THE COFFEE BEAN & TEA LEAF, RIALTO

TABLE 5-1

PROJECT TRAFFIC GENERATION FORECAST[3]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Factors:							
▪ 937: Coffee/Donut Shop With Drive-Through (TE/1000 SF)	818.58	51.30	49.28	100.58	21.40	21.40	42.80
Generation Forecast:							
▪ The Coffee Bean & Tea Leaf (1,650 SF)	1,351	85	81	166	36	35	71
Pass-By (Daily: 25%, AM: 50%, PM: 25%)[4]	-338	-42	-41	-83	-9	-9	-18
Subtotal	1,013	43	40	83	27	26	53
Total Trip Generation Forecast	**1,013**	**43**	**40**	**83**	**27**	**26**	**53**

Notes:
TE/1000 SF = Trip ends per 1,000 SF of development

3 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

4 The *Trip Generation Handbook*, published by ITE (2014), does not include pass-by rates, so engineering judgment was utilized.

TABLE 6-1

CUMULATIVE PROJECTS LOCATION AND DESCRIPTION[5]

Project Name	Location/Address	Description
1. I-210 Logistics II, LLC	Northeast corner of Base Line Road & Maple Avenue	763 TSF warehouse building
2. Monster Energy	Northeast corner of Miro Way and Locust Avenue	1,100 TSF warehouse building
3. Renaissance Marketplace	Southwest corner of Ayala Drive and Renaissance Parkway	430 TSF shopping center
4. Pepper Avenue SP	Southeast corner of 210 Freeway and Pepper Avenue	462 TSF commercial retail and 180 TSF office
5. Amit Salhotra	East side of Ayala Drive approx. 270 feet north of Base Line Road	8 fueling-position gas station with 3.6 TSF convenience store & 2.31 TSF carwash
6. 2114 W. Highland Avenue	2114 W. Highland Avenue	16 fueling-position gas station with 3.8 TSF convenience store & 2.8 TSF carwash; and 2 TSF retail building

Notes

- DU = Dwelling Units
- SF = Square-Feet

[5] Source: City of Rialto Planning Department and City of San Bernardino Planning Department.

TABLE 6-2

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[6]

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. I-210 Logistics II, LLC	3,368	233	61	294	72	216	288
2. Monster Energy	4,856	335	89	424	104	311	415
3. Renaissance Marketplace	15,773	212	130	342	504	547	1,051
4. Pepper Avenue SP	18,512	468	170	638	575	795	1,370
5. Amit Salhotra	917	18	18	36	25	24	49
6. 2114 W. Highland Avenue	1,911	37	37	74	52	51	103
Cumulative Projects Trip Generation Forecast	**45,337**	**1,303**	**505**	**1,808**	**1,332**	**1,944**	**3,276**

6 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012).

12.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description*** – The project site is a vacant parcel of land located on the southeast corner of Riverside Avenue and Easton Street in the City of Rialto, California. The Project consists of the development of a 1,650 square foot (SF) Coffee Bean & Tea Leaf (Coffee Shop with Drive-Through). The proposed Project is expected to be completed and fully occupied by the Year 2018.

  Access to the proposed Project will be provided via one right-in/right-out only driveway located along Riverside Avenue, and one right-in/right-out only driveway located along Easton Street.

- ***Study Scope*** – The following four (4) key study intersections and two (2) key roadway segments selected for evaluation were determined based on the approved Traffic Scoping Agreement and discussions with City of Rialto staff.

  Key Study Intersections

  1. Riverside Avenue at SR-210 Westbound Ramps
  2. Riverside Avenue at SR-210 Eastbound Ramps
  3. Riverside Avenue at Easton Street
  4. Easton Street at Highland Avenue

  Key Roadway Segments

  A. Riverside Avenue, north of Easton Street

  B. Riverside Avenue, south of Easton Street

  Detailed daily and peak hour level of service analyses were prepared for Existing Traffic Conditions, Existing With Project Traffic Conditions, Year 2018 Without Project Traffic Conditions, and Year 2018 With Project Traffic Conditions at these locations.

- ***Existing Traffic Conditions*** – One (1) of the four key study intersections currently operates at an unacceptable level of service during the PM peak hour. One (1) of the key study roadway segments is forecast to operate at an unacceptable level of service for the Existing traffic conditions.

- ***Project Trip Generation*** – The proposed Project (without pass-by reductions) is expected to generate 1,351 daily trips (one half arriving, one half departing), with 166 trips (85 inbound, 81 outbound) produced in the AM peak hour and 71 trips (36 inbound, 35 outbound) produced in the PM peak hour on a "typical" weekday.

- ***Cumulative Projects Traffic Characteristics*** – The six (6) cumulative projects are forecast to generate a combined total of 45,337 daily trips, with 1,808 trips (1,303 inbound and 505 outbound) forecast during the AM peak hour and 3,276 trips (1,332 inbound and 1,944 outbound) forecast during the PM peak hour.

- ***Existing With Project Traffic Conditions*** – For the Existing With Project traffic conditions, one (1) of the key study intersections is forecast to continue to operate at unacceptable levels of service when compared to the LOS standards defined in this report. However, the implementation of recommended mitigation measures at the impacted intersection mitigates the impacts of the proposed Project. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at an acceptable LOS based on the LOS standards outlined in this report. Both of the key study roadway segments are forecast to continue to operate at an acceptable level of service.

- ***Year 2018 With Project Traffic Conditions*** – The proposed Project will cumulatively impact one (1) of the key study intersections based on the LOS criteria defined in this report for Year 2018 With Project traffic conditions. However, the implementation of recommended mitigation measures at the impacted intersection mitigates the impacts of the proposed Project. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at an acceptable LOS based on the LOS standards outlined in this report. Both of the key study roadway segments are forecast to continue to operate at an acceptable level of service.

  It should be noted that since the intersection of Riverside Avenue at Easton Street currently operates at adverse levels of service and the Project will only cumulatively impact the intersection, and therefore only be required to provide a fair share contribution to the proposed mitigation. The intersection will continue to operate at adverse levels of service with the Project unless the recommended right-turn overlap improvements are included as a Project requirement. This would result in the forecast level of service to return to better than without project conditions.

- ***Site Access and Internal Circulation Evaluation –*** Site access and internal circulation for the Project is generally adequate. The two proposed project driveways are forecast to operate at acceptable LOS C or better during the AM and PM peak hours for near-term (Year 2018) traffic conditions. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks. Additionally, queuing analysis at the Project driveways indicate that Project access is sufficient.

- ***Project-Specific Improvements –*** The following improvements listed below will be constructed by the proposed Project:

  - Eliminate the current "No U-turn" restriction to allow U-turns in the northbound direction at the intersection of Riverside Avenue at Easton Street. It should be noted that this is subject to approved detailed plans showing the restriping of the existing left-turn pocket to provide adequate distance. The restriping is also a Project-specific requirement.

  - Install raised pavement markers and delineators along Riverside Avenue to prevent southbound left-turns/westbound left-turns from entering/exiting the Project site at Project Driveway 1.

- ***Existing With Project Recommended Improvements*** **–** The results of the "Existing With Project" intersection capacity analysis and roadway segment analysis indicate that the Project will impact one (1) of the four key study intersections. As such, the following improvements listed below have been identified to mitigate the Existing With Project impacts at the key study intersection of Riverside Avenue/Easton Street. The proposed Project can be expected to contribute a fair-share to implement the following recommended improvements:
  - Riverside Avenue at Easton Street: Modify the existing traffic signal to include a southbound right-turn overlap and a westbound right-turn overlap.

- ***Year 2018 With Project Recommended Improvements*** **–** The results of the "Year 2018 With Project" intersection capacity analysis and roadway segment analysis indicate that the proposed Project will cumulatively impact one (1) of the four key study intersections. As such, the following improvements listed below have been identified to mitigate the Year 2018 With Project impacts at the key study intersection of Riverside Avenue/Easton Street. The proposed Project can be expected to contribute a fair-share to implement the following recommended improvements:
  - Riverside Avenue at Easton Street: Widen and/or restripe Riverside Avenue to provide an exclusive northbound right-turn lane. Modify the existing traffic signal to include a southbound right-turn overlap and a westbound right-turn overlap.

  It should be noted that while the implementation of an exclusive northbound right-turn lane at Riverside Avenue/Easton Avenue is a suggested mitigation, the need is caused by existing and cumulative conditions. Therefore, the Applicant shall provide and record to the City a 12-foot Irrevocable Offer of Dedication for future construction of the northbound right turn lane as a capital project by the City and consequently this project will not be conditioned to construct the northbound right turn lane.

- The estimated cost for the widening of Riverside Avenue at Easton Street to provide a 12-foot wide exclusive northbound right-turn lane is approximately $125,000 based on the San Bernardino County CMP and the installation of the new traffic signal equipment associated with the right-turn overlap phasing is approximately $30,000 for a total improvement cost of $155,000.

- ***Project-Related Fair Share Contribution*** – The Project's fair-share contribution to offset the Year 2018 With Project traffic at the cumulatively impacted intersection of Riverside Avenue/Easton Street totals **$19,375.00**.

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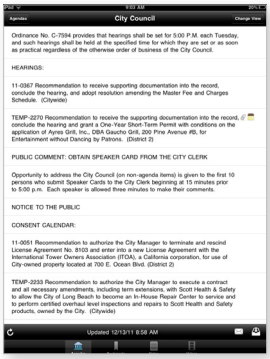

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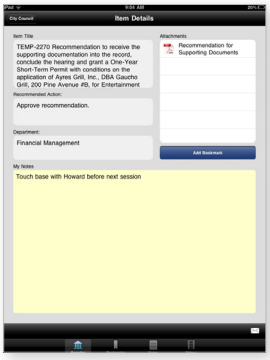

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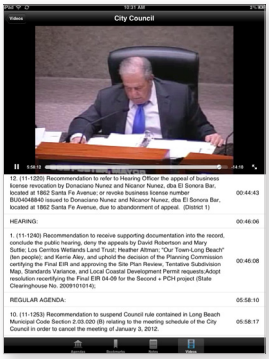

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