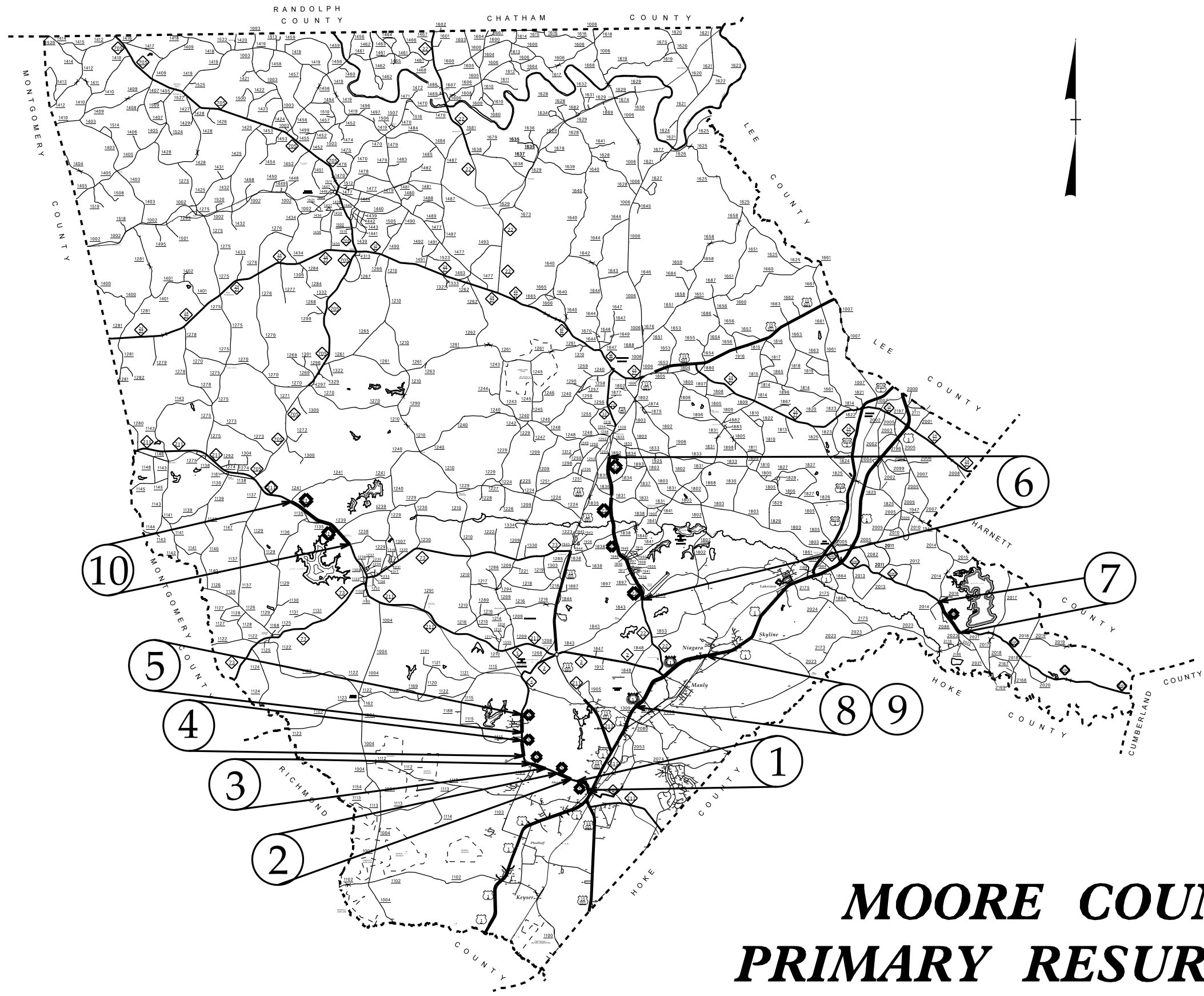


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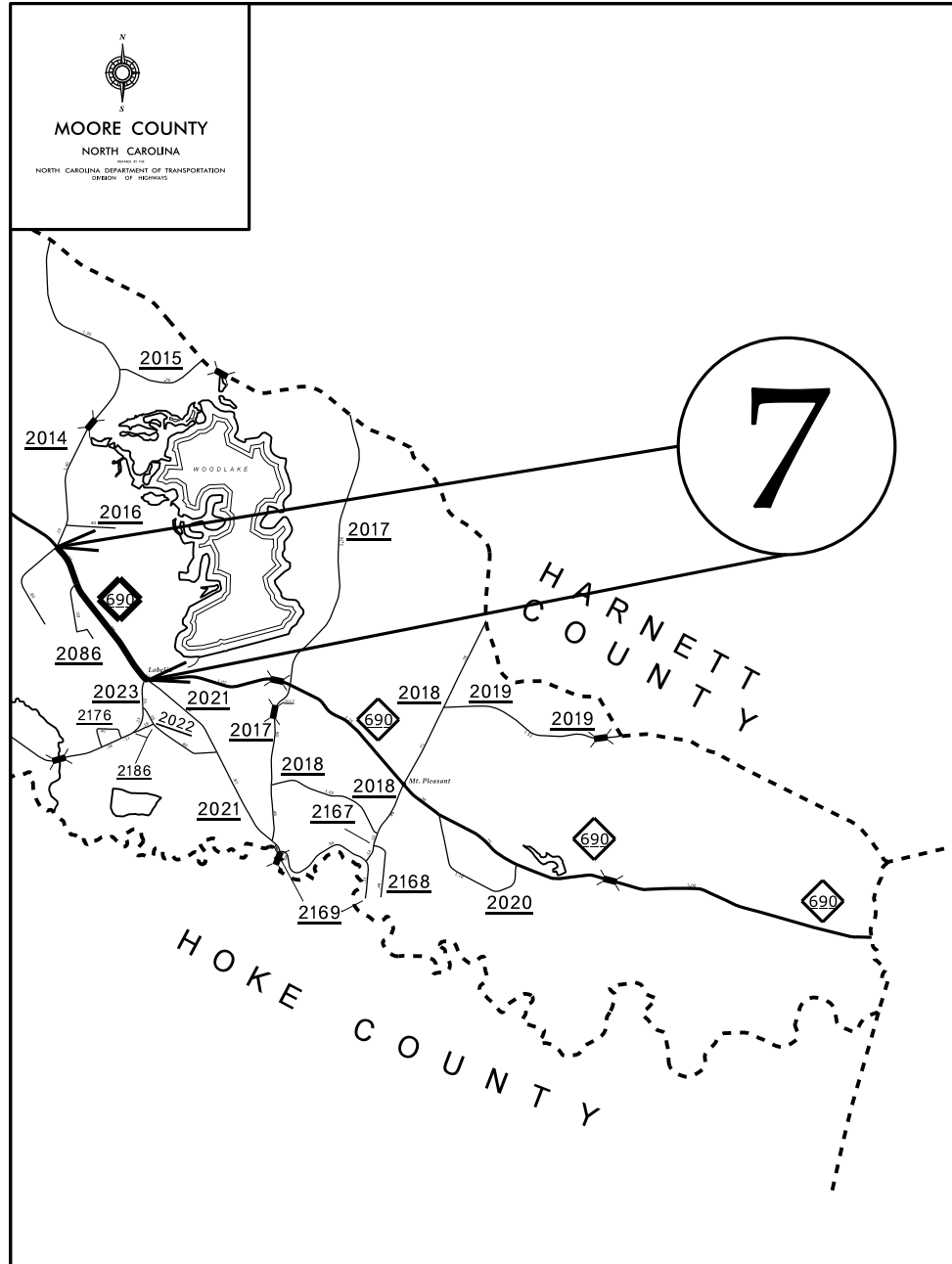


# MOORE COUNTY PRIMARY RESURFACING

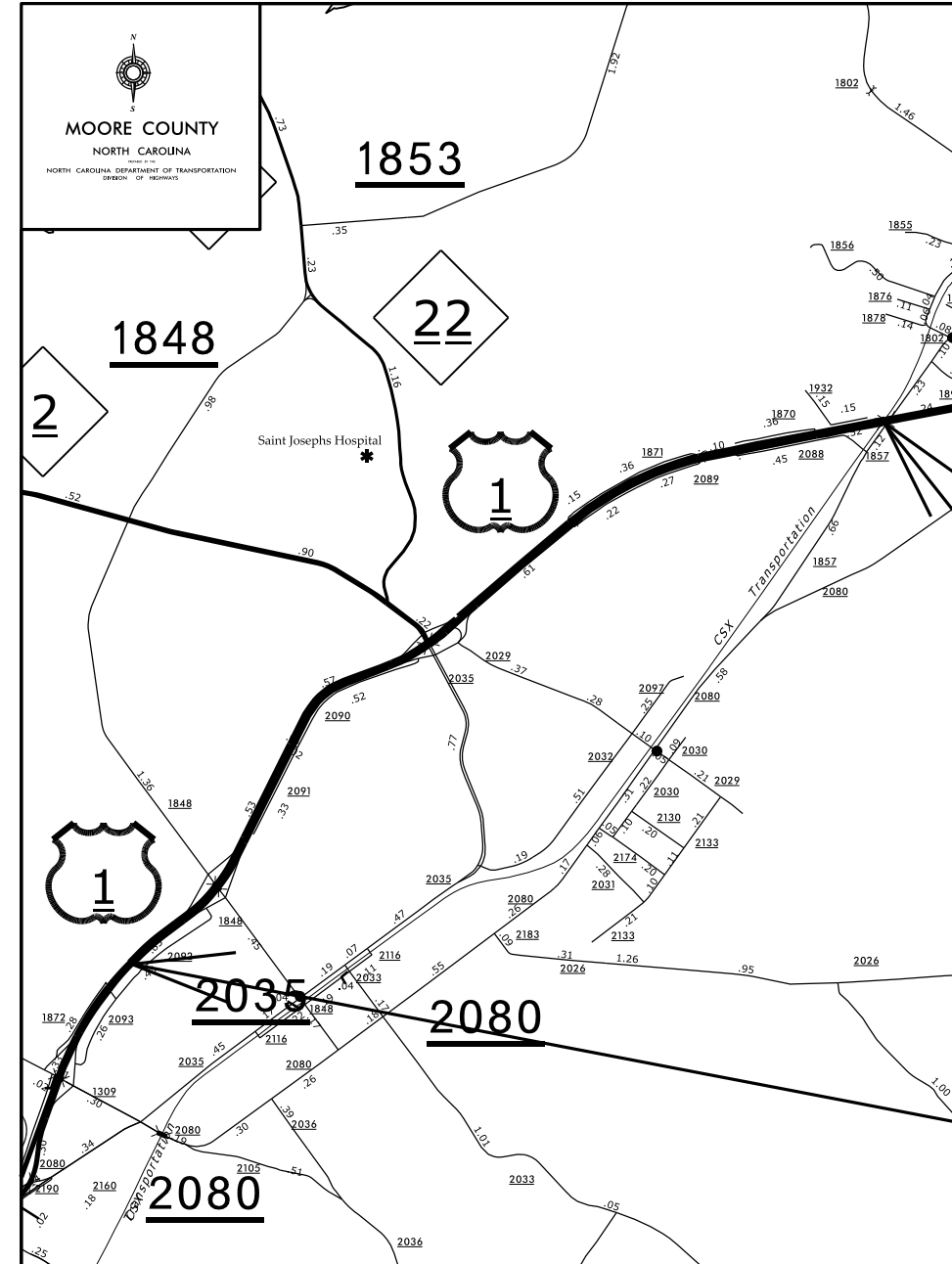
22 AUG 2021 16:35  
C:\Users\moore\OneDrive\Documents\2021\Submittals\Primary\Moore\_Primary\_October2021\_Maps\_Typ.dgn



# Map 7



# Maps 8 and 9









**TYPICAL SECTION NO.5**

**CRAINS CREEK FIRE DEPT. BUILDING**

**EXISTING CONCRETE PAD**

**EXISTING ASPHALT  
MILL/FILL 1.5" S9.5B**

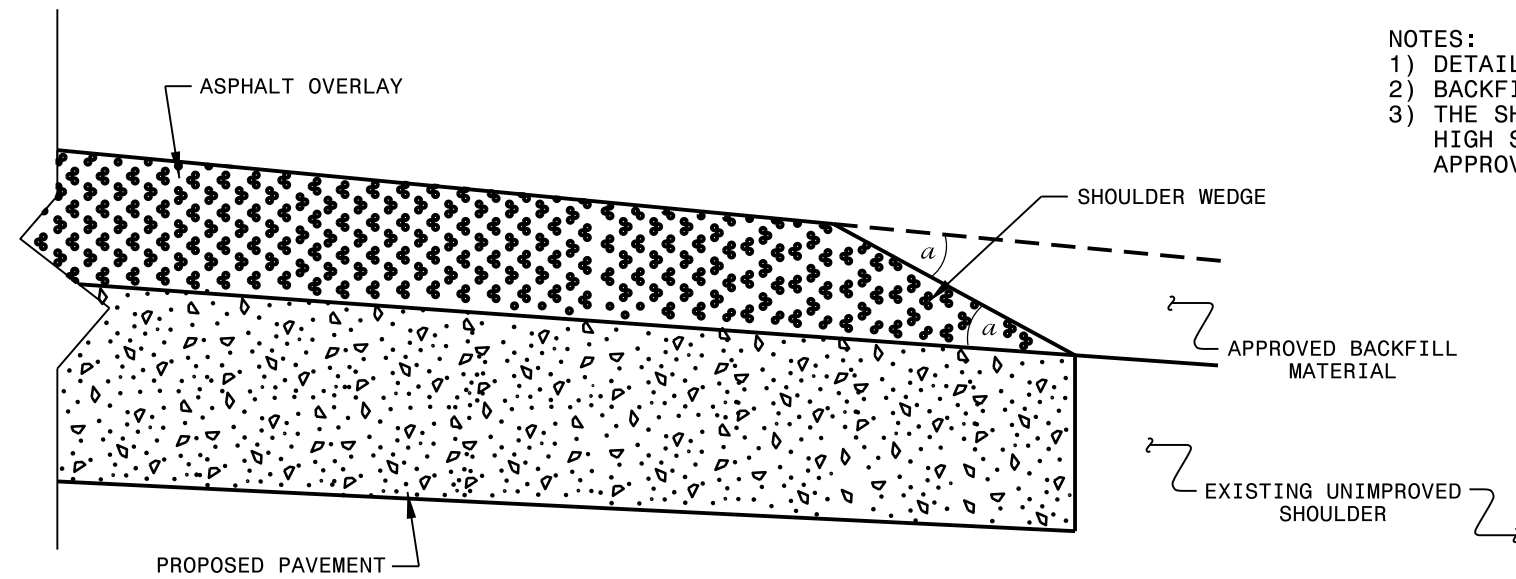
**NC 690**



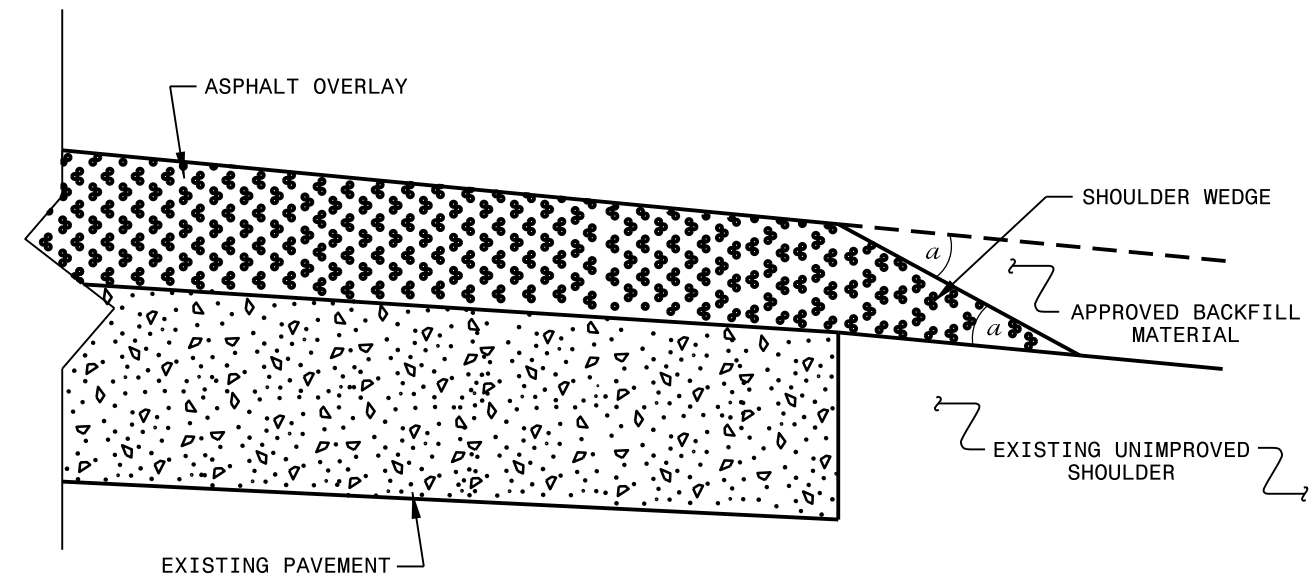


**NOTES:**

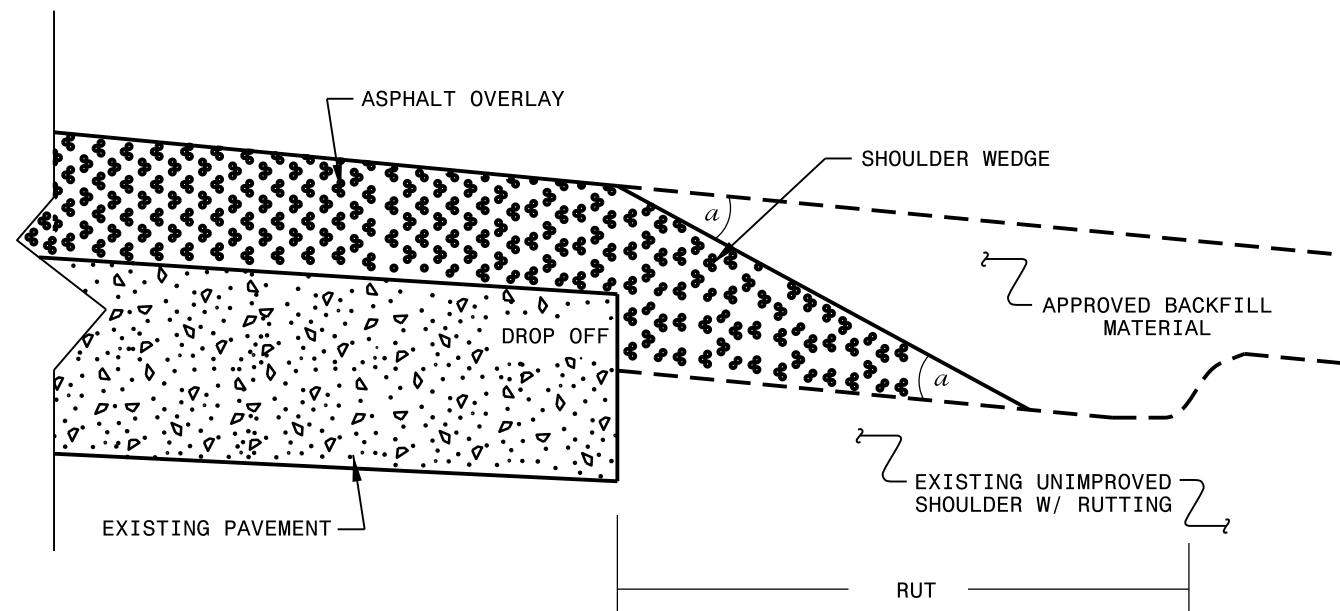
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or  
 with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn	

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.08.08.10631	10	

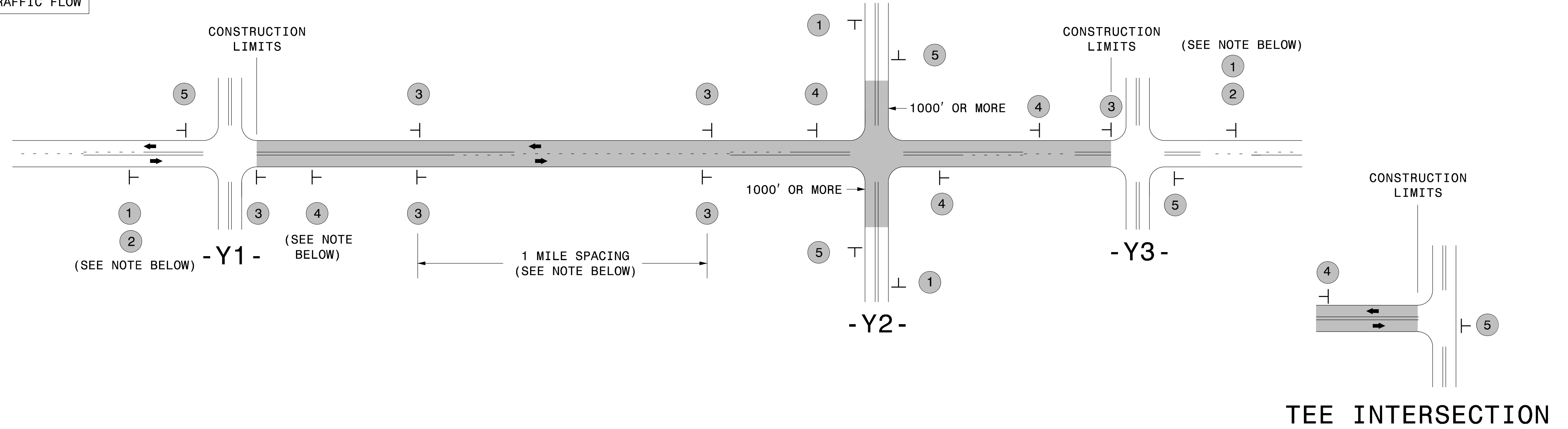
### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1775500000-E	1838000000-E	1838500000-N	1840000000-E	1881000000-E	2143000000-E	2830000000-N	2845000000-N	5255000000-N	7444000000-E	7456000000-E															
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MATCOAT, #78 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	MILLED RUMBLE STRIPS	GENERIC PAVING ITEM - MILLED RUMBLE STRIPS (12")	BLOTTING SAND	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2 PAIR)															
												MI	FT	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	SY	GAL	WK	LF	LF	TON	EA	EA	LS	LF	LF													
2022CPT.08.08.10631	Moore	1	NC 5	FROM PVMNT JT 0.21 MI FROM US 1 TO PVMNT JT BEFORE RR TRACKS	1	2	2WU	NO	NO	0.4	25			5,867	200	532		36																											
<b>TOTAL FOR MAP NO. 1</b>												<b>0.4</b>				<b>5,867</b>	<b>200</b>	<b>532</b>		<b>36</b>																									
2022CPT.08.08.10631	Moore	2	NC 5	FROM PVMNT JT AT ENTRANCE TO BUILDERS FIRST SOURCE TO FIELDS DR	1	2	2WU	NO	NO	0.801	30			12,777	1,200	1,268		85																											
<b>TOTAL FOR MAP NO. 2</b>												<b>0.801</b>				<b>12,777</b>	<b>1,200</b>	<b>1,268</b>		<b>85</b>																									
2022CPT.08.08.10631	Moore	3	NC 5	FROM PVMNT JT 0.12 MI W OF FARRELL PKWY TO PVMNT JT AT SR 1103 (SAND PIT RD)	1	2	2WU	NO	NO	0.404	30			7,553	600	739		50														1,200	1,200												
<b>TOTAL FOR MAP NO. 3</b>												<b>0.404</b>				<b>7,553</b>	<b>600</b>	<b>739</b>		<b>50</b>																				<b>1,200</b>	<b>1,200</b>				
2022CPT.08.08.10631	Moore	4	NC 5	FROM PVMNT JT 0.06 MI E OF SR 1165 (TURNING LEAF WAY) TO PVMNT JT 0.18 MI E OF SR 1115 (LINDEN RD)	1	2	2WU	NO	NO	0.46	28			7,654	320	694		47																											
<b>TOTAL FOR MAP NO. 4</b>												<b>0.46</b>				<b>7,654</b>	<b>320</b>	<b>694</b>		<b>47</b>																									
2022CPT.08.08.10631	Moore	5	NC 5	FROM PVMNT JT 0.07 MI E OF AMPERSAND DR TO PVMNT JT AT BLAKE RD	1	2	2WU	NO	NO	0.65	26			11,065	1,285	1,018		68																											
<b>TOTAL FOR MAP NO. 5</b>												<b>0.65</b>				<b>11,065</b>	<b>1,285</b>	<b>1,018</b>		<b>68</b>																									
2022CPT.08.08.10631	Moore	6	NC 22	FROM TRAFFIC CIRCLE AT AIRPORT TO PVMNT JT AT 15-501 (INCLUDE CIRCLE TO THE END OF THE MONOLITHIC ISLAND ON EACH LEG OF TRAFFIC CIRCLE)	1,2	2	2WU	NO	NO	5.33	25			91,734	14,279	9,621		645																											
<b>TOTAL FOR MAP NO. 6</b>												<b>5.33</b>				<b>91,734</b>	<b>14,279</b>	<b>9,621</b>		<b>645</b>																									
2022CPT.08.08.10631	Moore	7	NC 690 (LOBELIA RD)	FROM PVMNT JT AT SR 2014 (MCLAUCHLIN RD) TO SR 2021 (MORRISON BRIDGE RD) INCLUDE ASPHALT APRON AT CRAINS CREEK FIRE DEPT (4525 LOBELIA RD SEE TYP #5)	1,5	2	2WU	NO	NO	1.34	24			20,023	1,422	1,652		111	100																										
<b>TOTAL FOR MAP NO. 7</b>												<b>1.34</b>				<b>20,023</b>	<b>1,422</b>	<b>1,652</b>		<b>111</b>	<b>100</b>																								
2022CPT.08.08.10631	Moore	8	US 1 NBL	FROM PVMNT JT 0.29 MI SOUTH OF SR 1848 (W PENNSYLVANIA) TO PVMNT JT AT BRIDGE OVER SR 1857 (VALLEY VIEW RD)	3	2	MD	NO	NO	3.13	31			62,254	625		5,809	349																											
<b>TOTAL FOR MAP NO. 8</b>												<b>3.13</b>				<b>62,254</b>	<b>625</b>		<b>5,809</b>	<b>349</b>																									
2022CPT.08.08.10631	Moore	9	US 1 SBL	FROM PVMNT JT AT BRIDGE OVER SR 1857 (VALLEY VIEW RD) TO PVMNT JT 0.29 MI SOUTH OF SR 1848 (W PENNSYLVANIA AVE)	3	2	MD	NO	NO	3.16	31			62,946	713		5,882	353																											
<b>TOTAL FOR MAP NO. 9</b>												<b>3.16</b>				<b>62,946</b>	<b>713</b>		<b>5,882</b>	<b>353</b>																									
2022CPT.08.08.10631	Moore	10	NC 211 WEST	FROM PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1241 (HOLLY GROVE SCHOOL RD)	4	2	2WU	NO	NO	2.65	42		5.28	739.00			5,036	302	40	54,505.00	19,077	3.00																							
<b>TOTAL FOR MAP NO. 10</b>												<b>2.65</b>	<b>5.28</b>	<b>739.00</b>		<b>5,036</b>	<b>302</b>	<b>40</b>	<b>54,505.00</b>	<b>19,077</b>	<b>3.00</b>																								
<b>TOTAL FOR PROJ NO. 2022CPT.08.08.10631</b>																<b>18,325</b>		<b>5.28</b>	<b>739.00</b>	<b>281,873</b>	<b>21,144</b>	<b>15,524</b>	<b>16,727</b>	<b>2,046</b>	<b>140</b>	<b>54,505.00</b>	<b>19,077</b>	<b>3.00</b>	<b>33,317</b>	<b>33,317</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>3,900</b>	<b>3,900</b>									
<b>GRAND TOTAL</b>																<b>18,325</b>		<b>5.28</b>	<b>739.00</b>	<b>281,873</b>	<b>21,144</b>	<b>15,524</b>	<b>16,727</b>	<b>2,046</b>	<b>140</b>	<b>54,505.00</b>	<b>19,077</b>	<b>3.00</b>	<b>33,317</b>	<b>33,317</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>3,900</b>	<b>3,900</b>									



# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

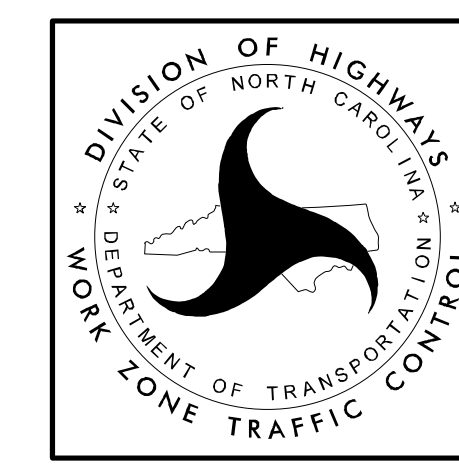
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             W20-1 48" X 48"            PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             W20-7 A 48" X 48"            PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

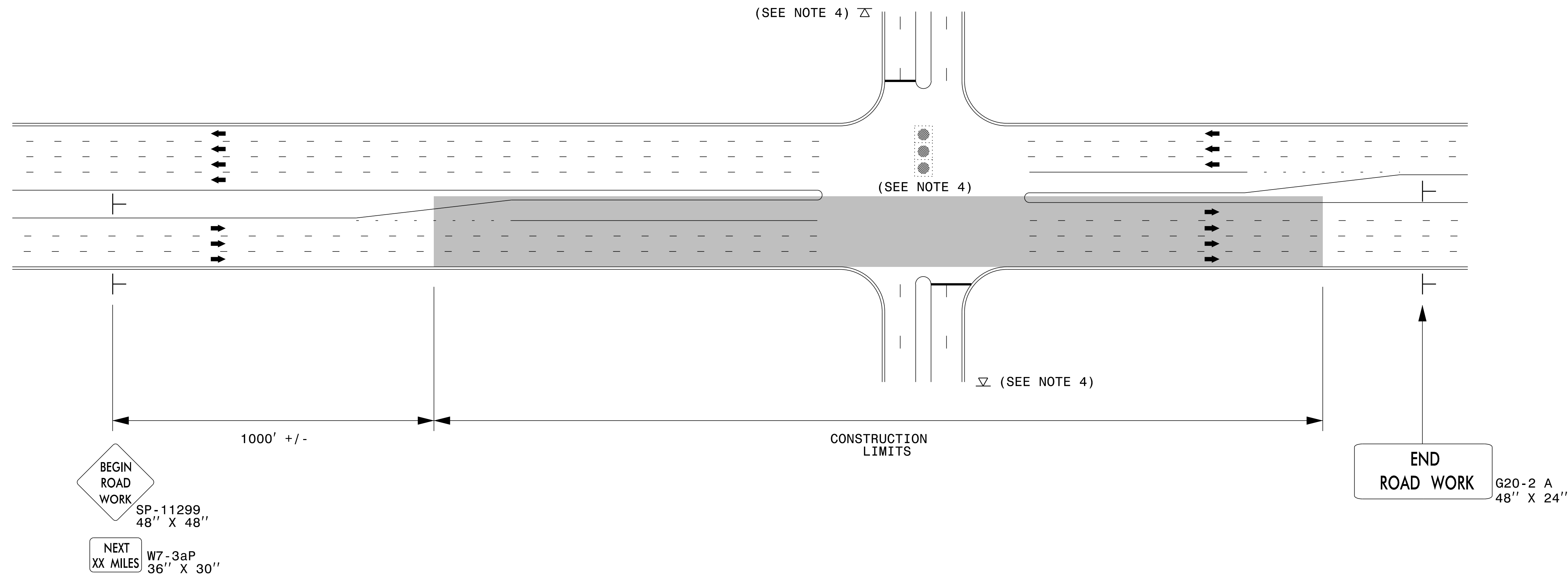
### MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

## URBAN / SUBURBAN WORKZONES

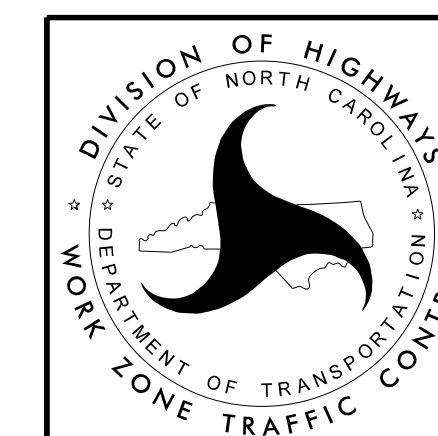


### NOTES:

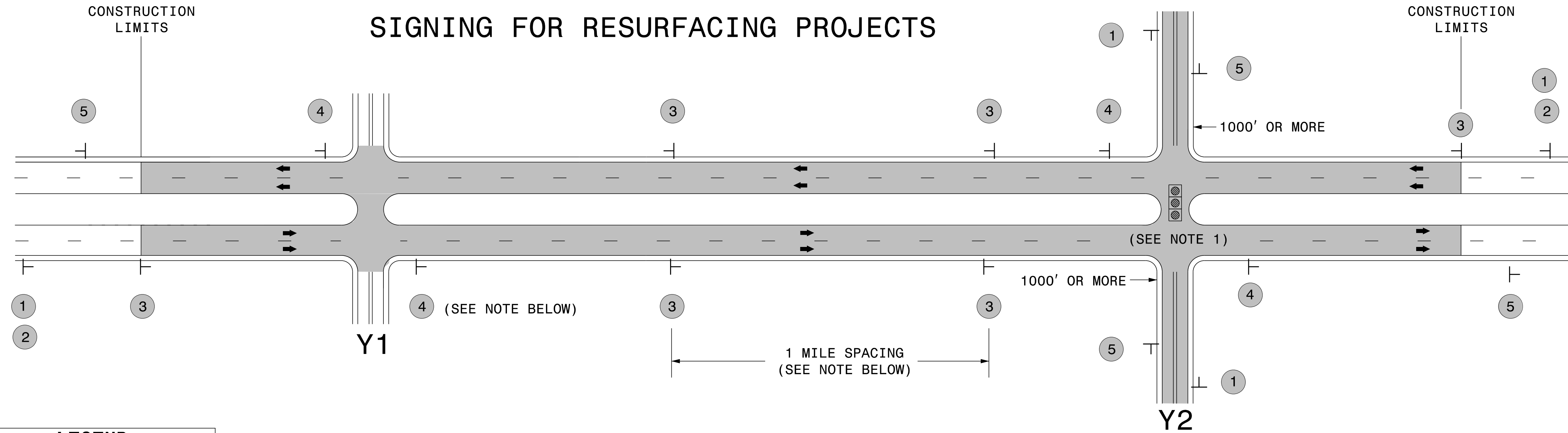
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

### LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

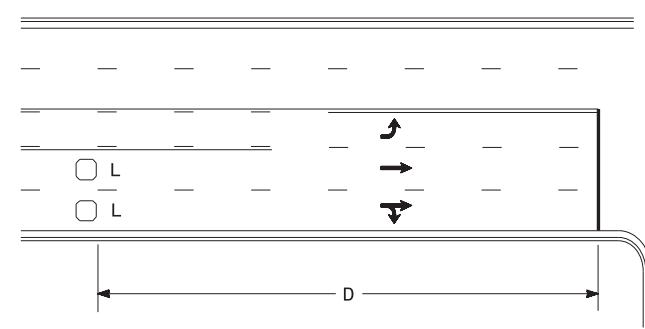
### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.</li> </ol>
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/23/2015  
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User:rmgarrrett

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**

### High Speed Detection (≥40 mph)

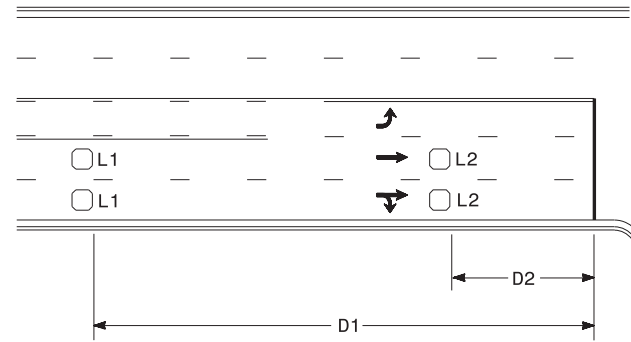


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

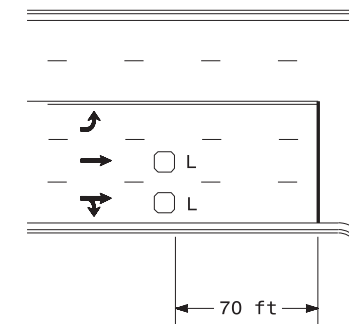


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft  
Wired in series  
L2 = 6ft X 6ft  
Wired in series

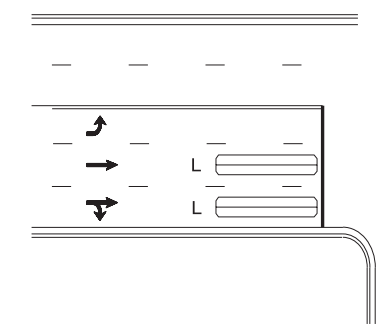
"Stretch" Operation

### Low Speed Detection (≤35 mph)



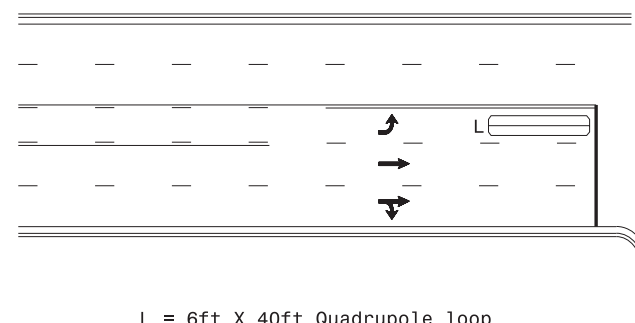
L = 6ft X 6ft  
Wired in series

OR



L = 6ft X 40ft  
Quadrupole loop, wired separately

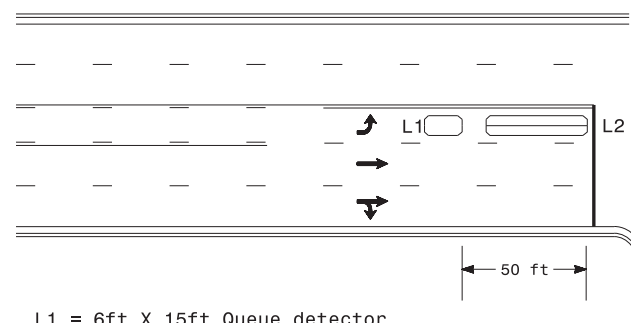
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

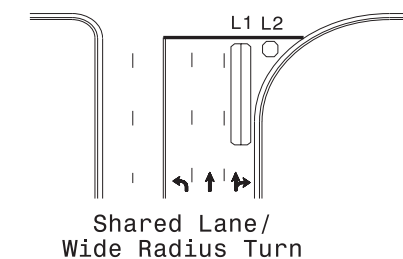
OR



L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

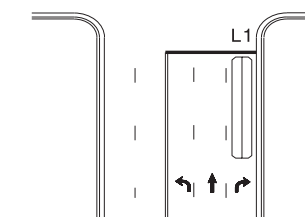
Queue Loop Detection

### Right Turn Lane Detection

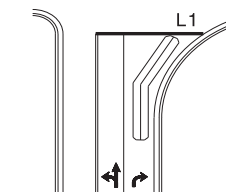


Shared Lane/  
Wide Radius Turn

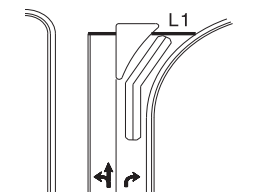
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

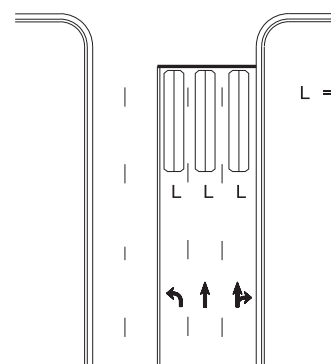


Wide Radius Turn



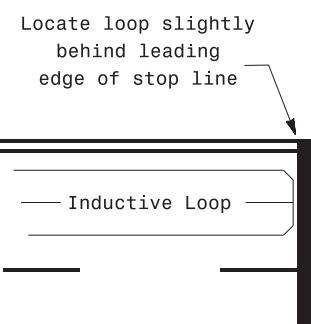
Channelized Turn

### Side Street Detection



L = 6ft X 40ft  
Quadrupole loop  
Wired to separate  
detectors/channels

### Presence Loop Placement at Stop Lines



Note:  
Loop may be located in advance of stop line under any of the following conditions:  
1) stop line is greater than 15' from edge of intersecting roadway  
2) loop detects a permissive or protected/permissive left turn  
3) for an exclusive right turn lane

### Recommended Number of Turns

Single 6' X 6' loop  
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:  
Lead-in < 150', use 2 turns  
Lead-in > 150', use 3 turns

	<p>Prepared In the Offices of:</p> <p>PLAN DATE: September 2020 REVIEWED BY: JPG</p>					
	<p>PREPARED BY: PLA REVIEWED BY:</p>					
<p>SCALE</p> <p>N/A</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>INIT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	INIT.	DATE			<p>Typical Signal Loop Locations</p> <p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER 029904 JASON P. GALLOWAY</p> <p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>
INIT.	DATE					