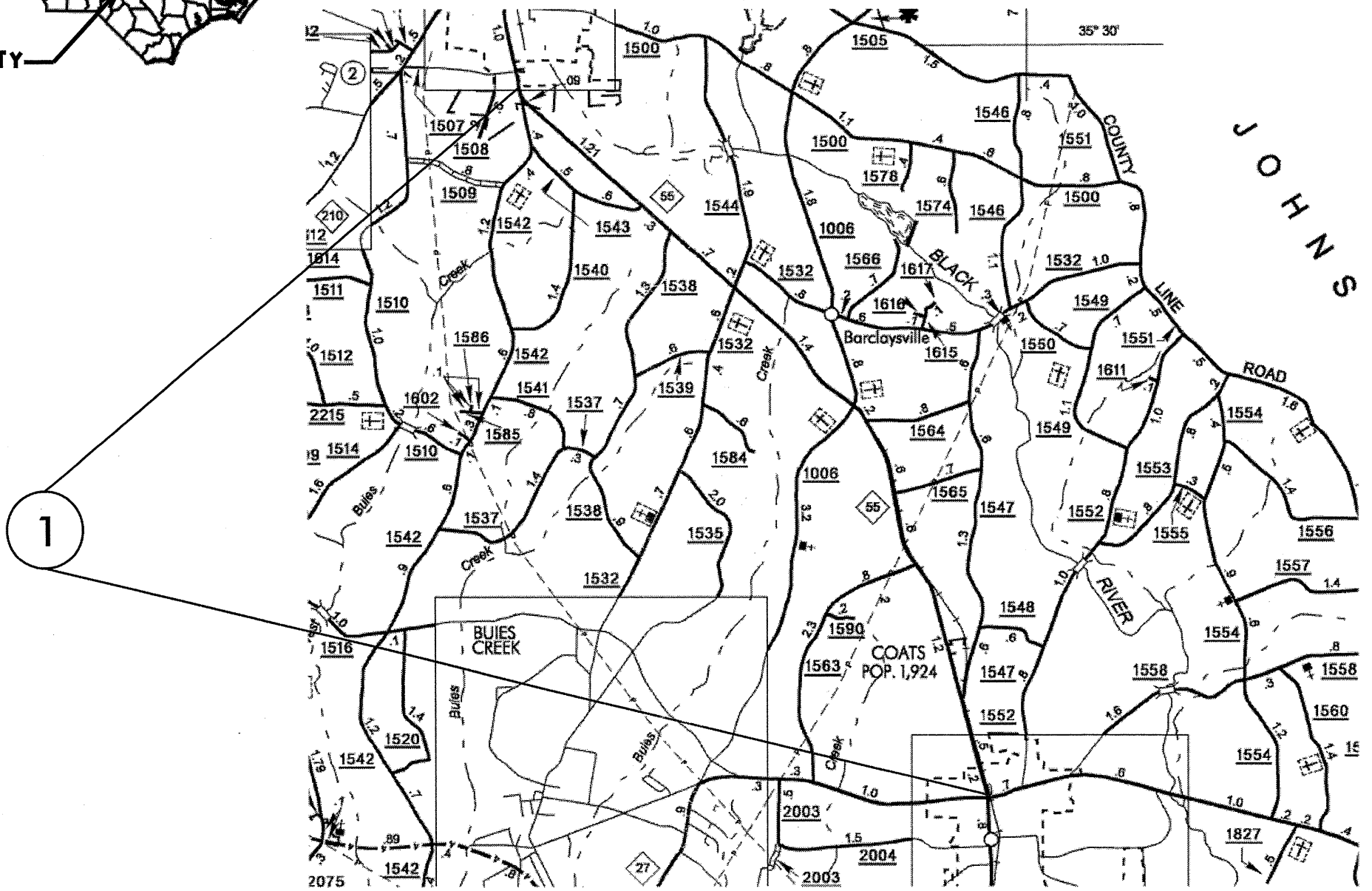
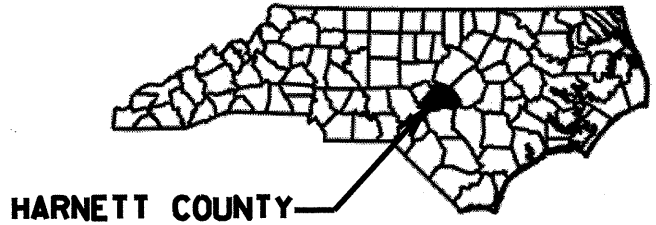
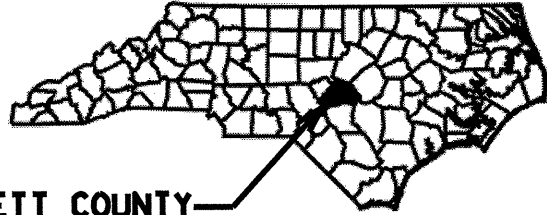


PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	1

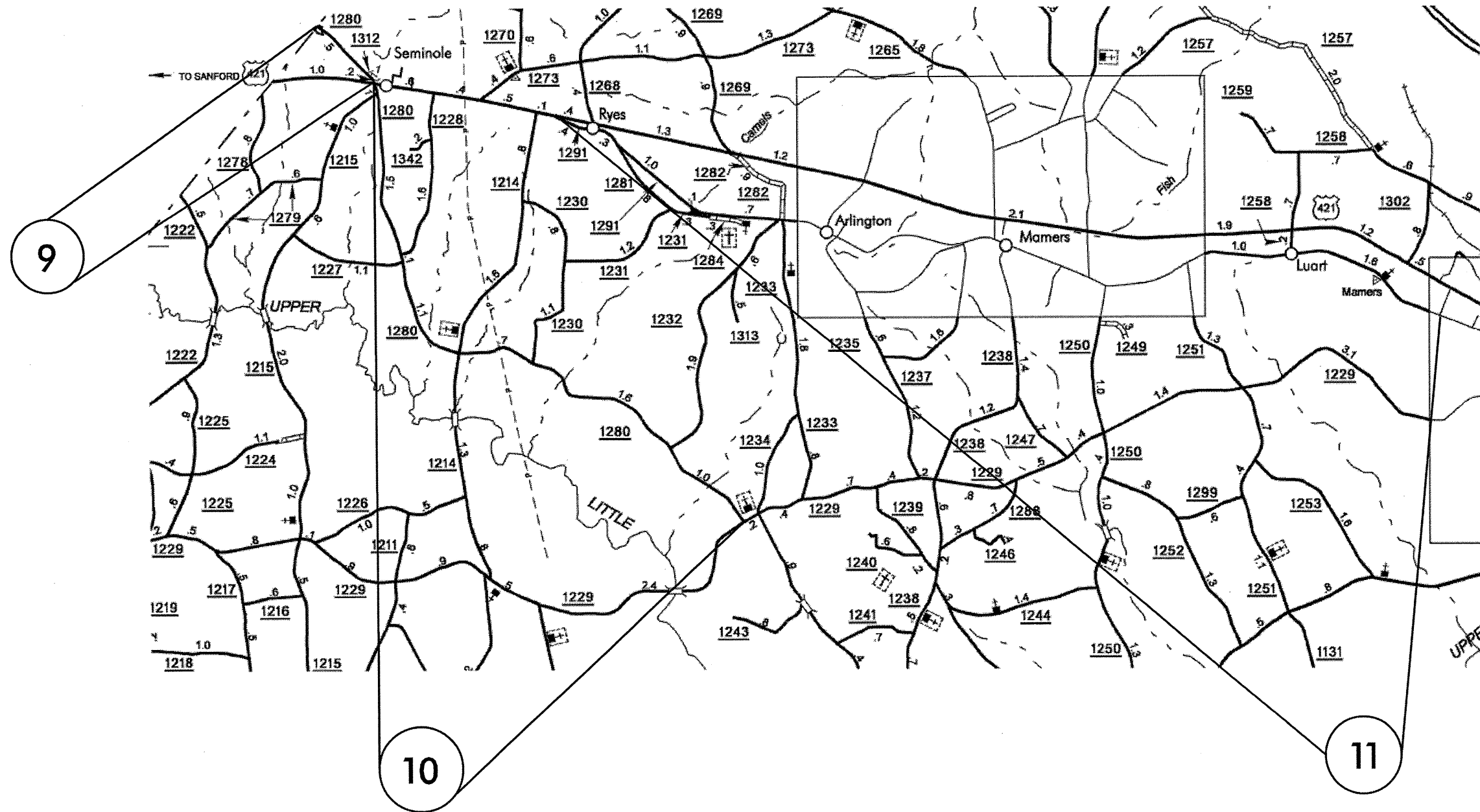
# RESURFACING MAPS - HARNETT COUNTY





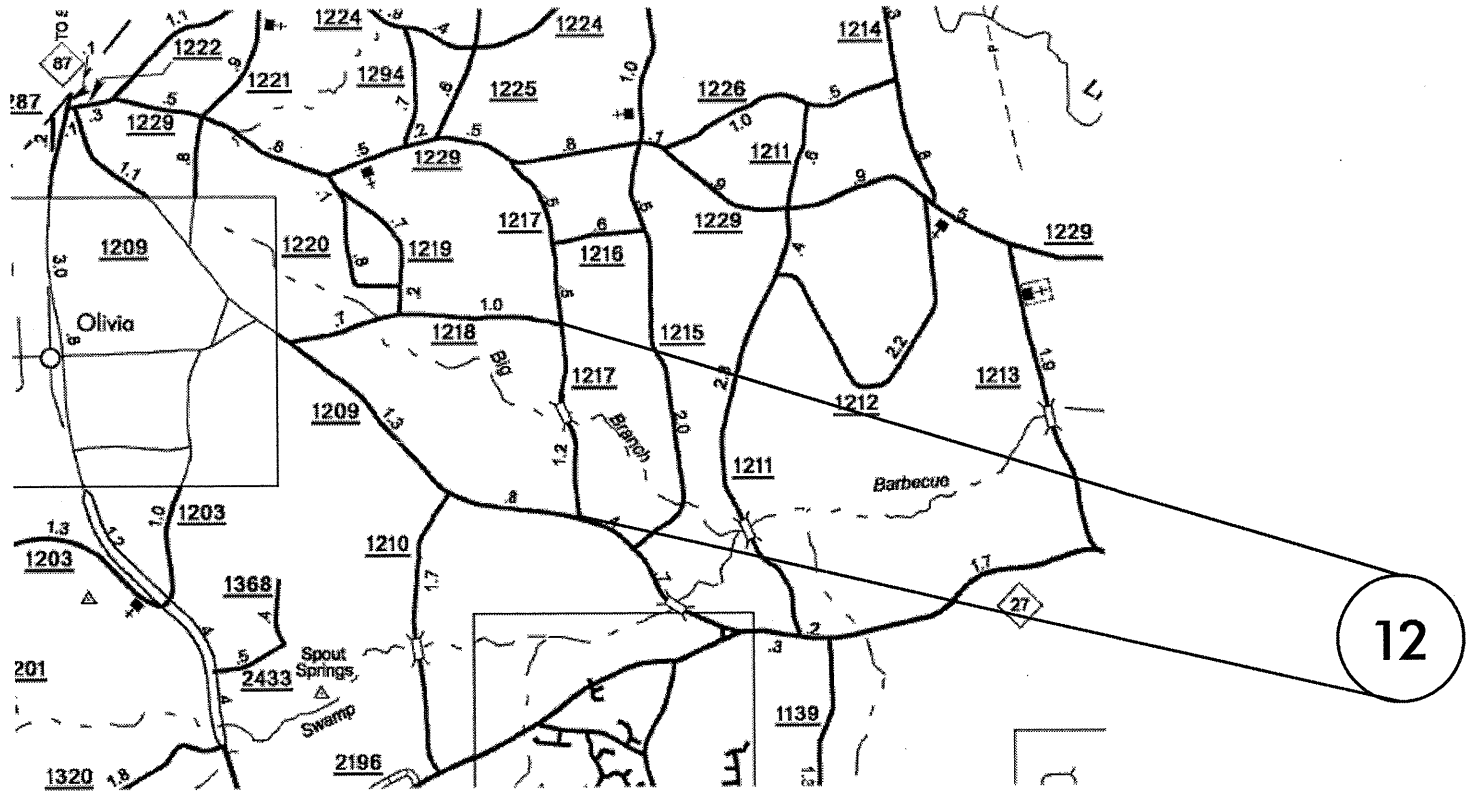
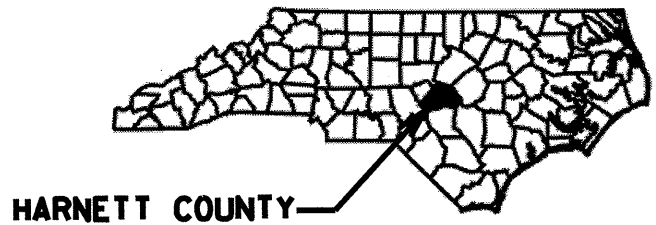
HARNETT COUNTY

# RESURFACING MAPS - HARNETT COUNTY

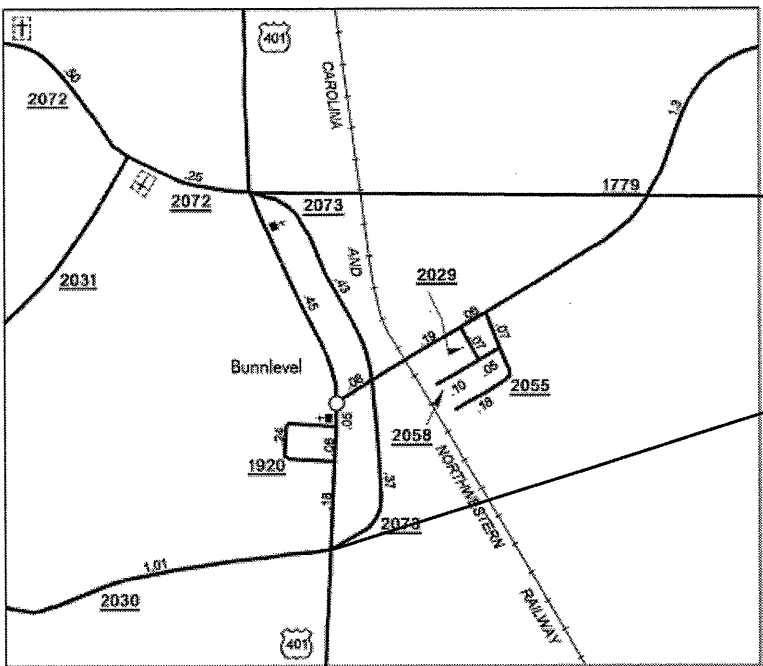
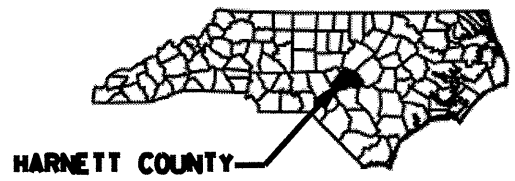


PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	3

# RESURFACING MAPS - HARNETT COUNTY



# RESURFACING MAPS - HARNETT COUNTY

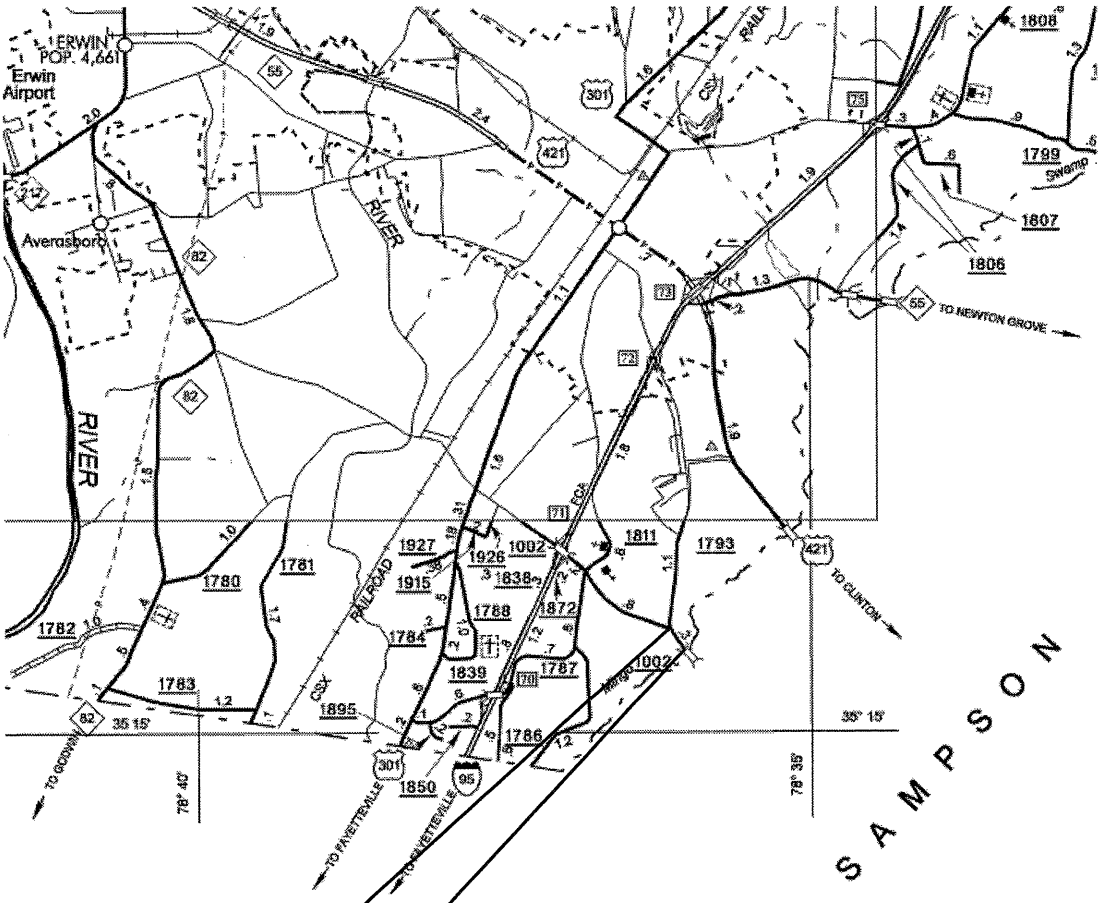
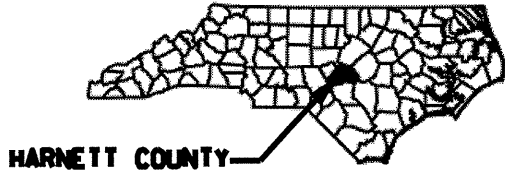


13

Bunnlevel

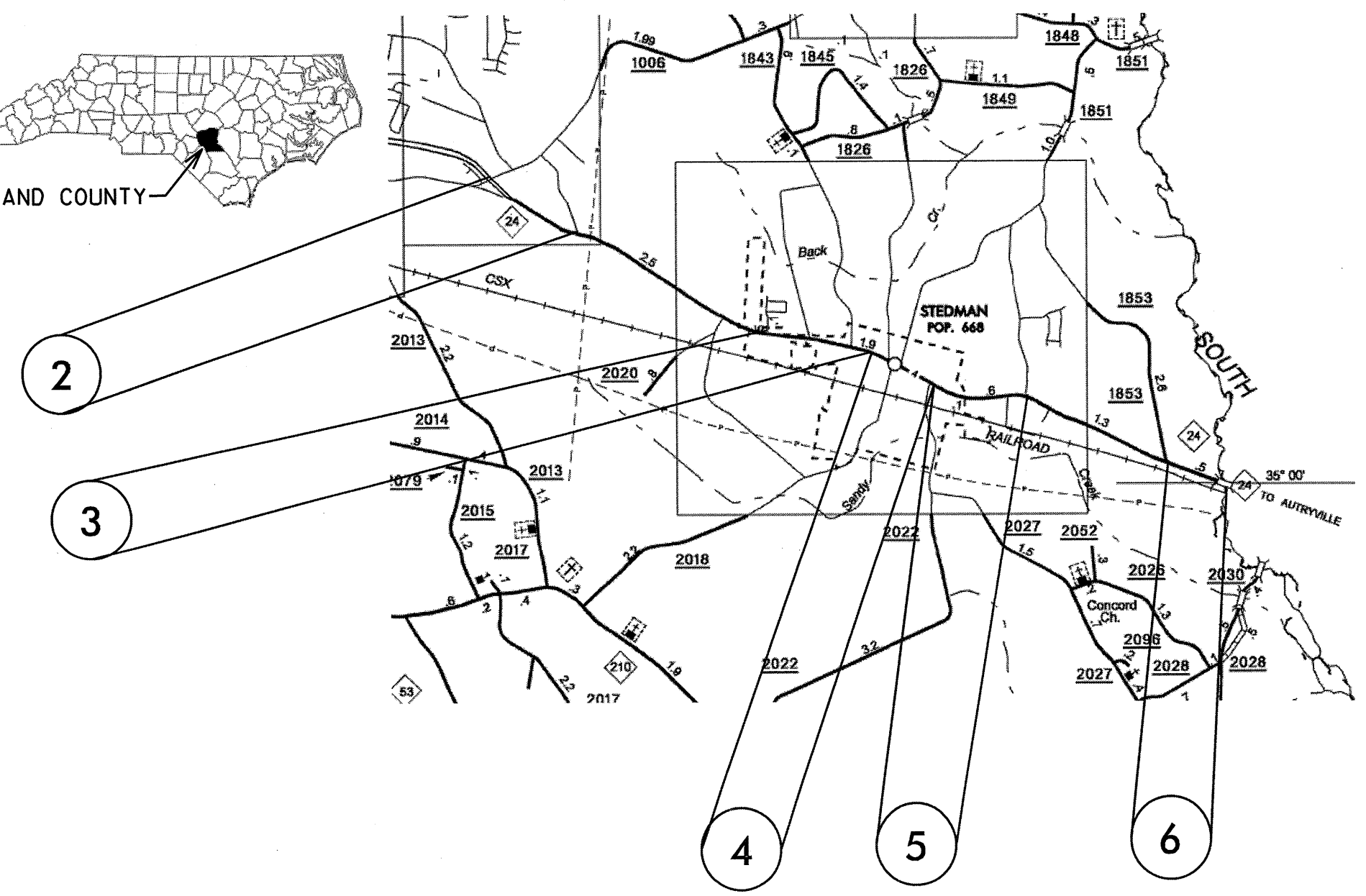
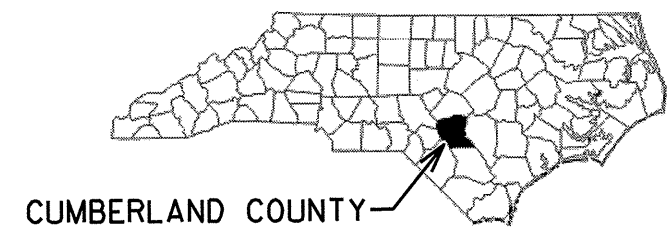
PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	5

**RESURFACING MAPS - HARNETT COUNTY**



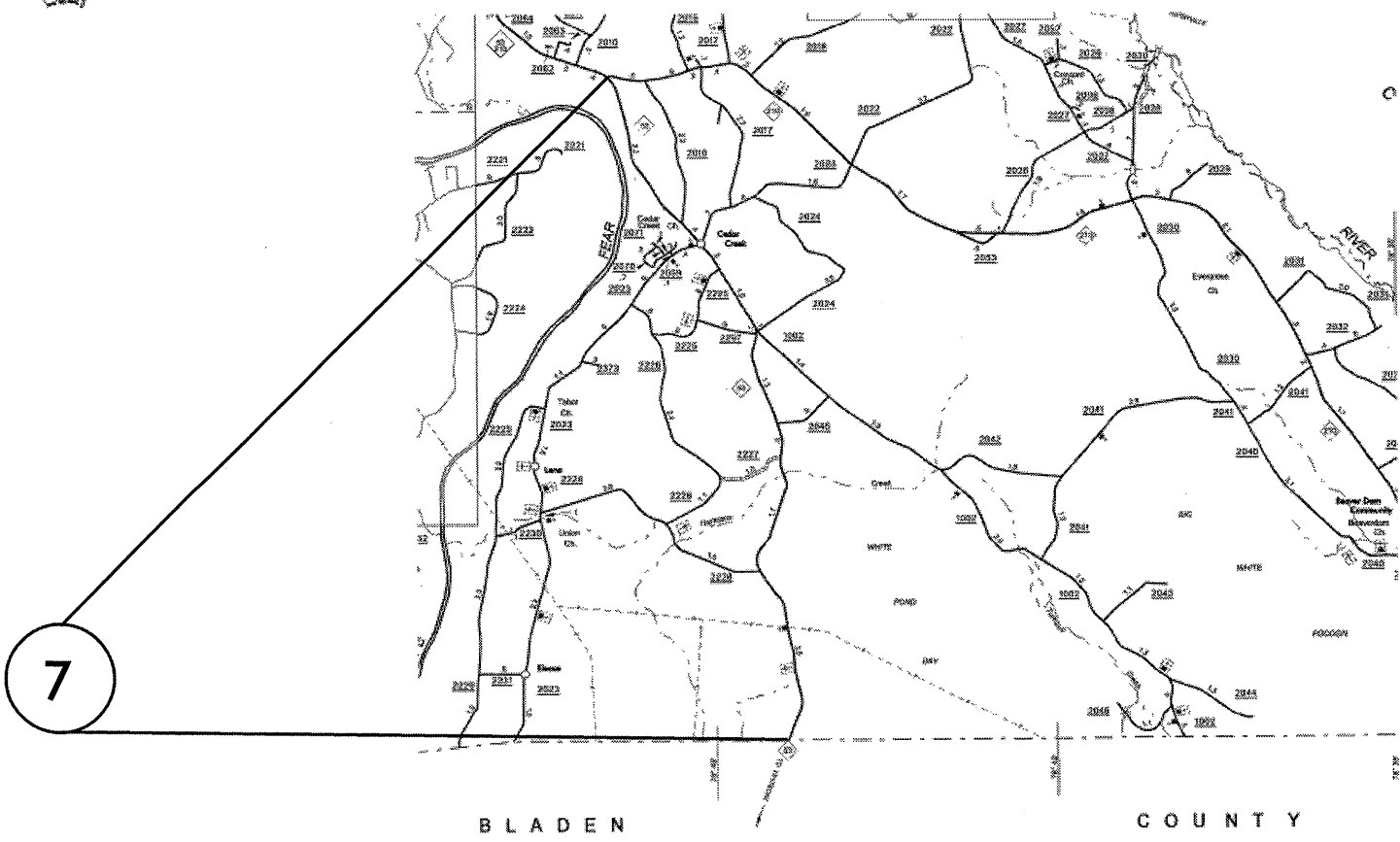
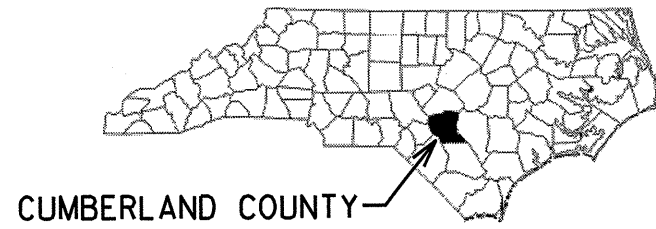
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# RESURFACING MAPS - CUMBERLAND COUNTY

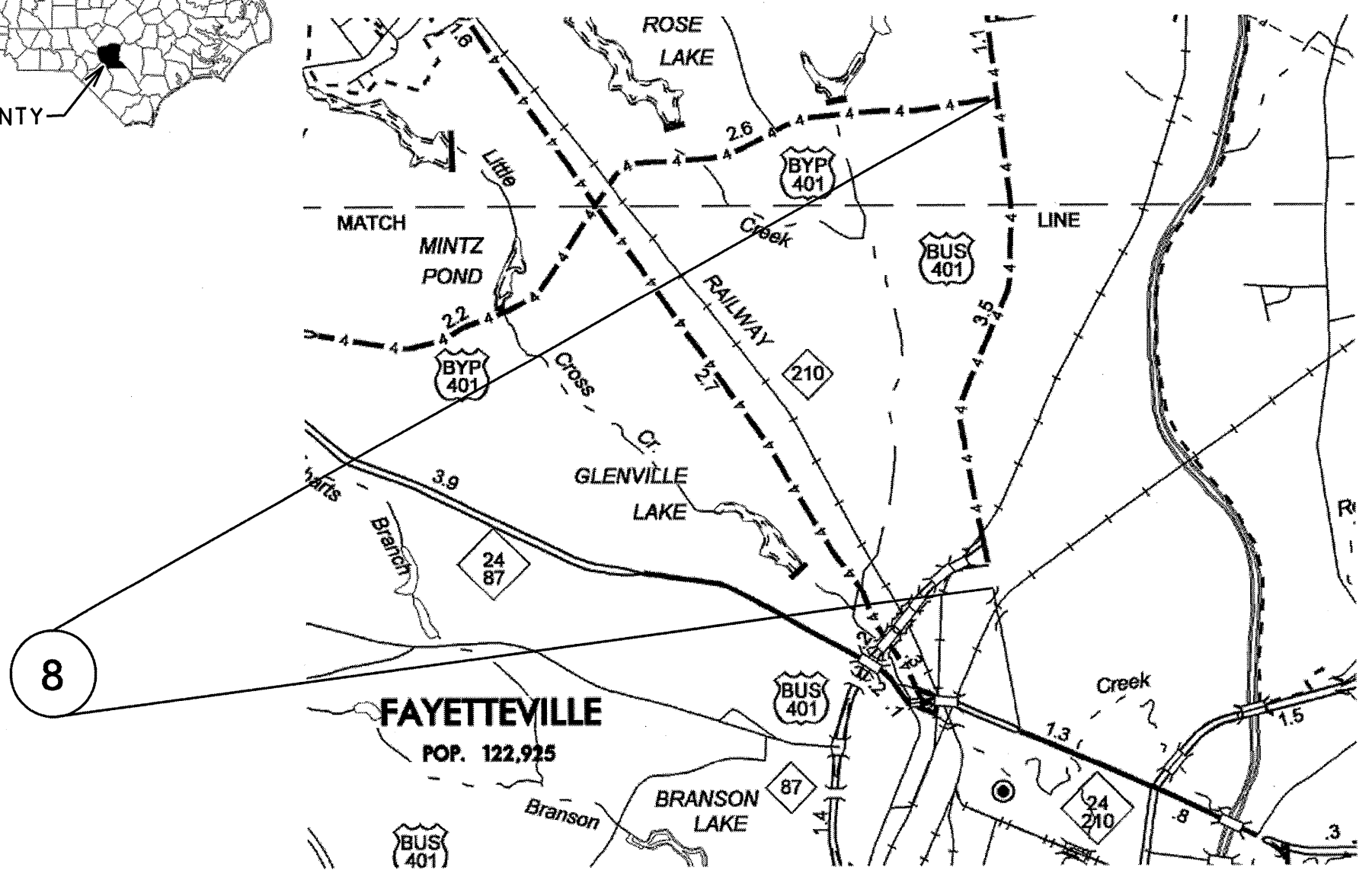
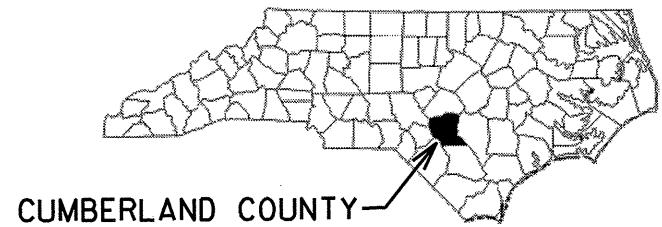


PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	7

# RESURFACING MAPS - CUMBERLAND COUNTY

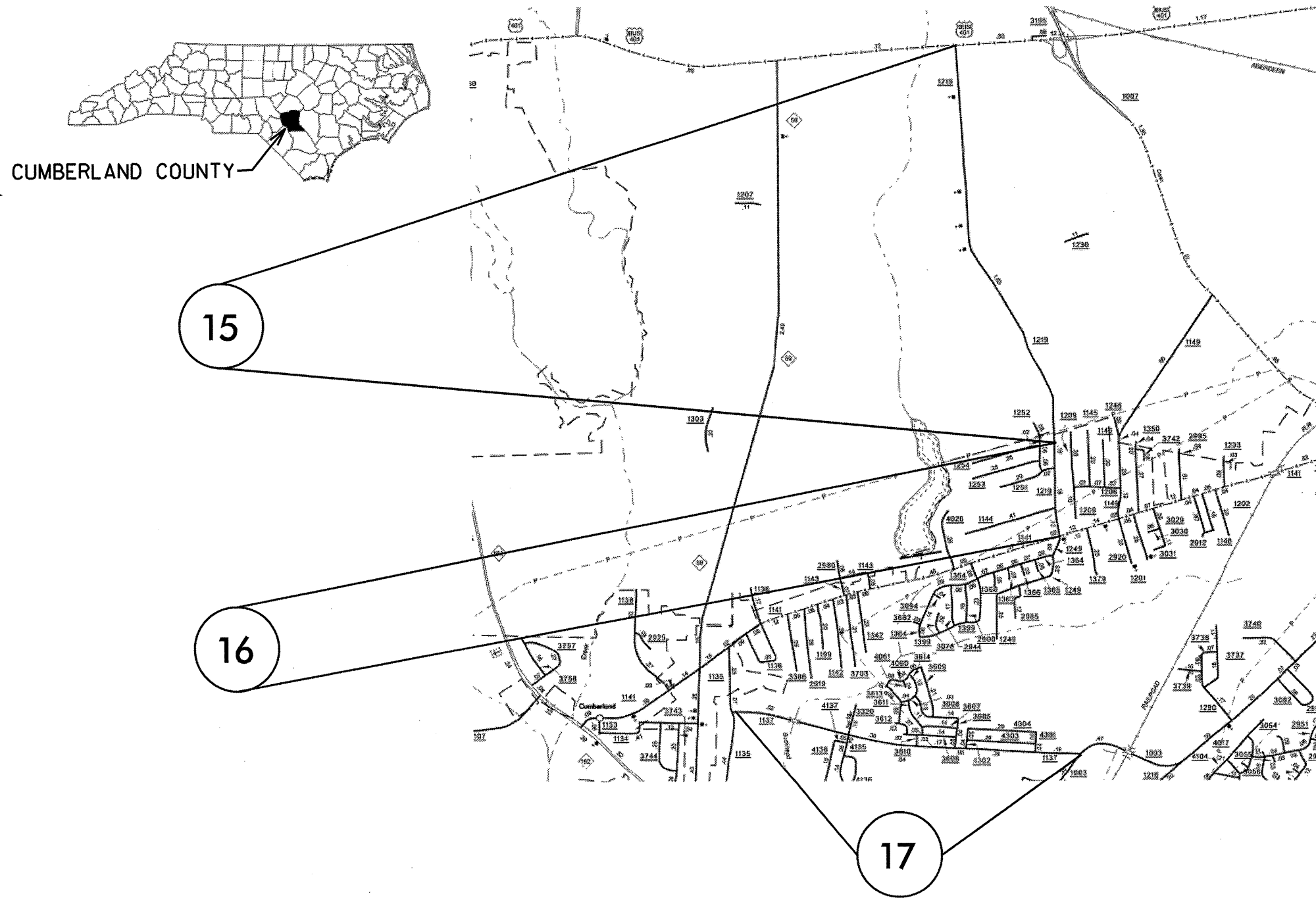


# RESURFACING MAPS - CUMBERLAND COUNTY

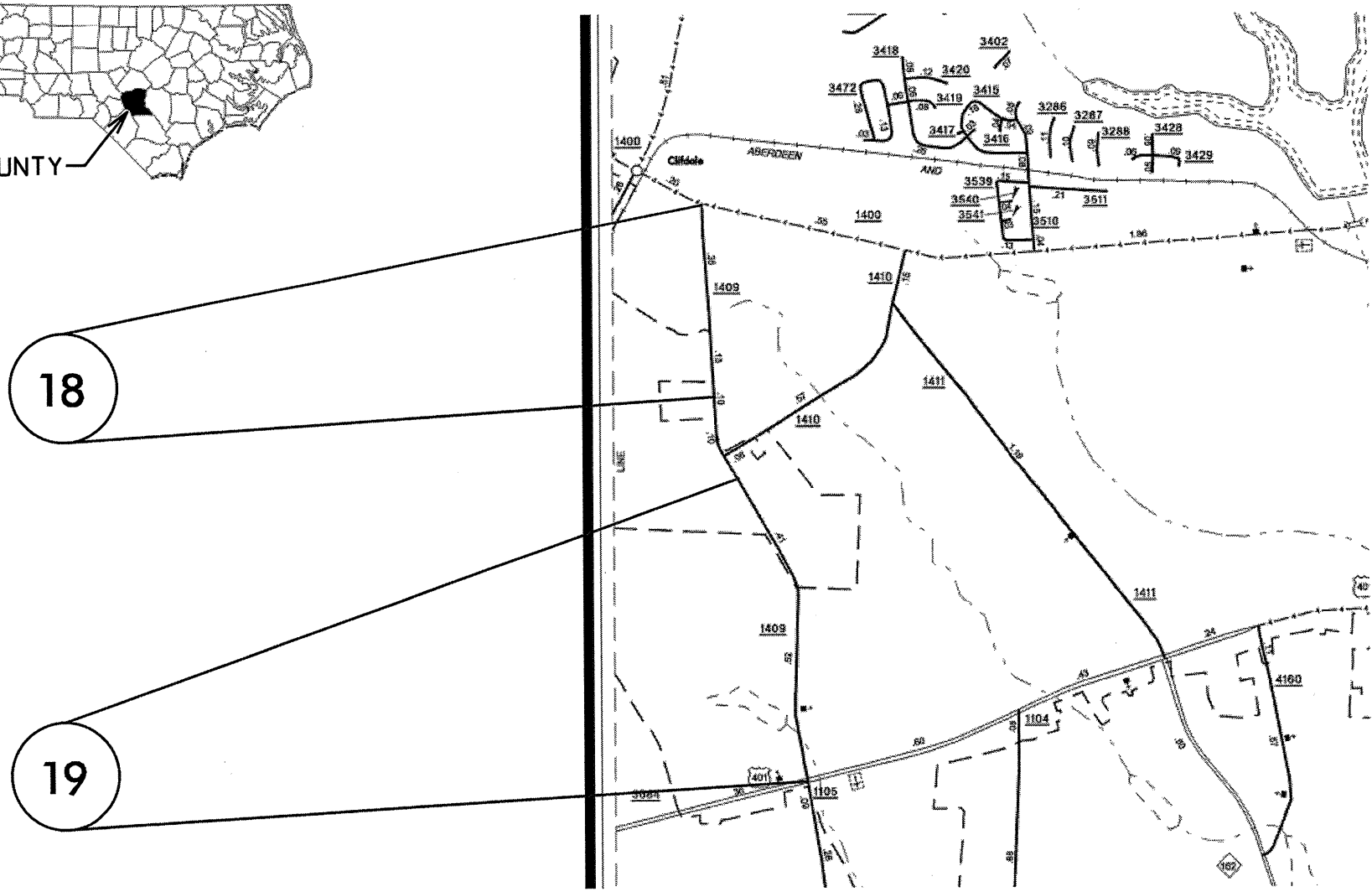
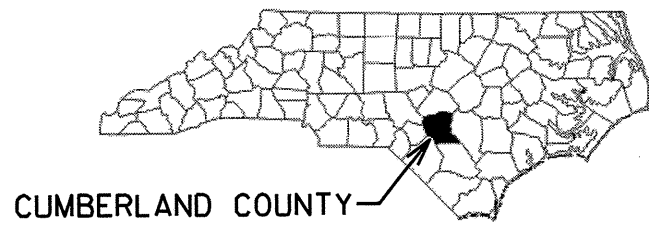




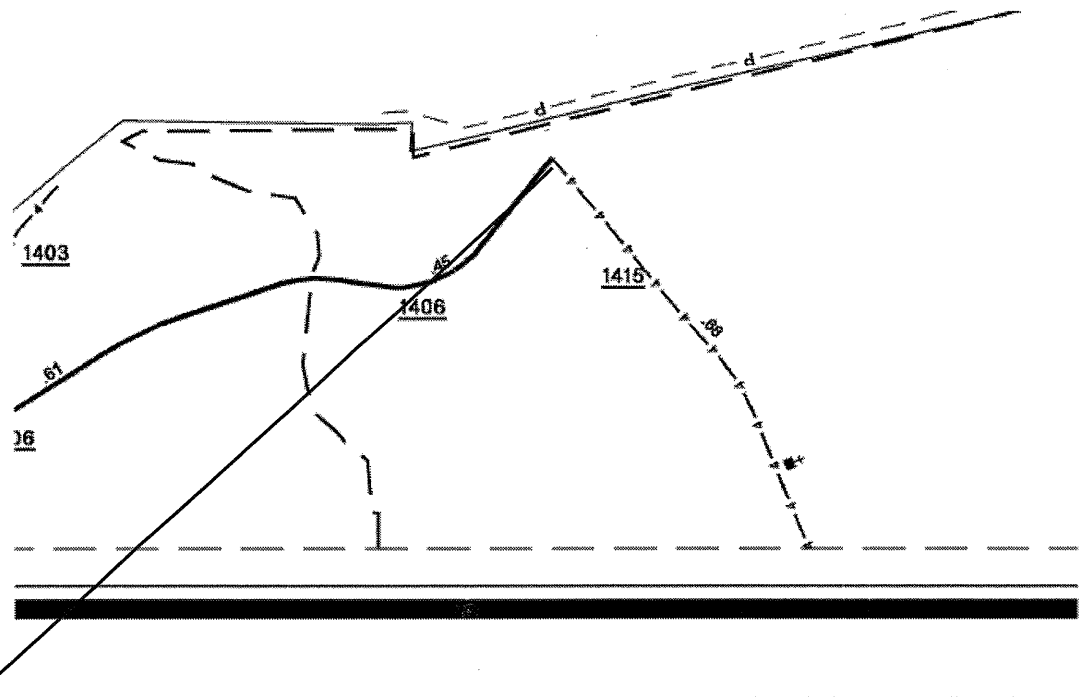
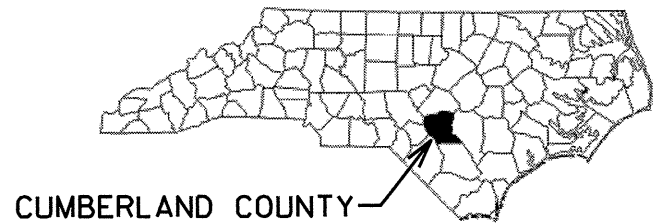
# RESURFACING MAPS - CUMBERLAND COUNTY



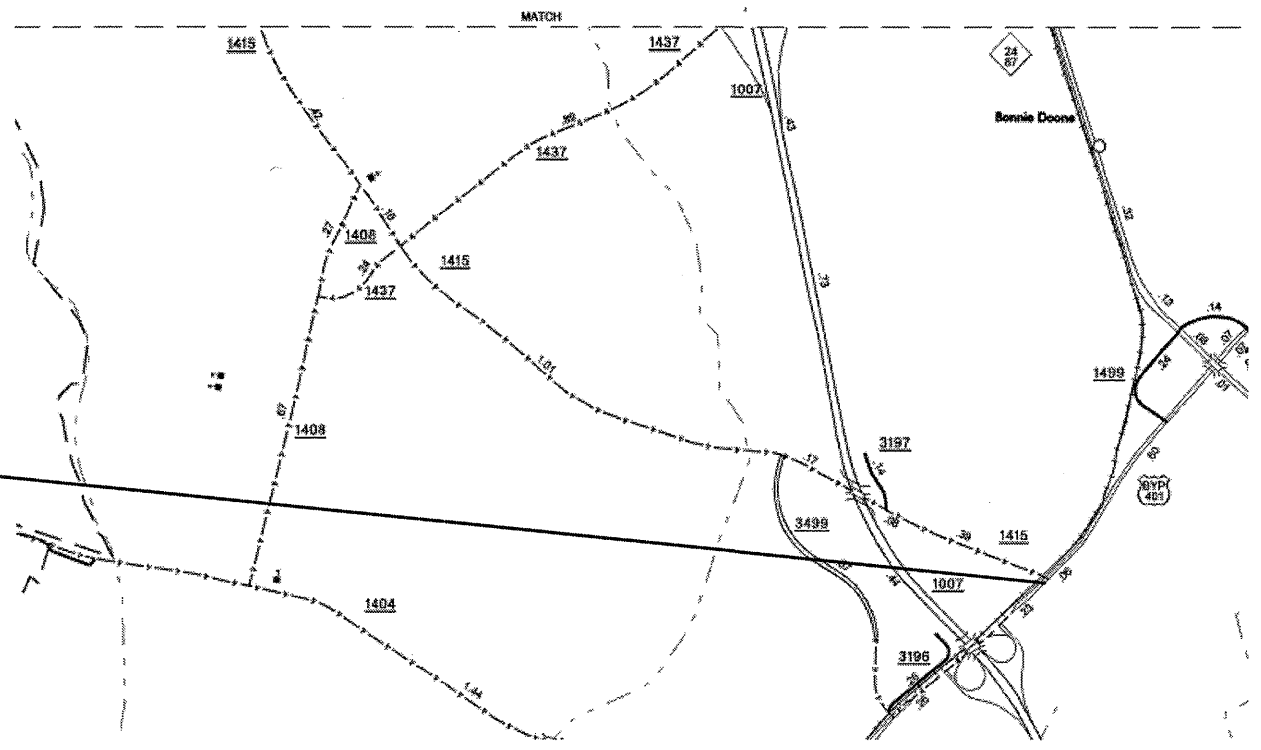
# RESURFACING MAPS - CUMBERLAND COUNTY



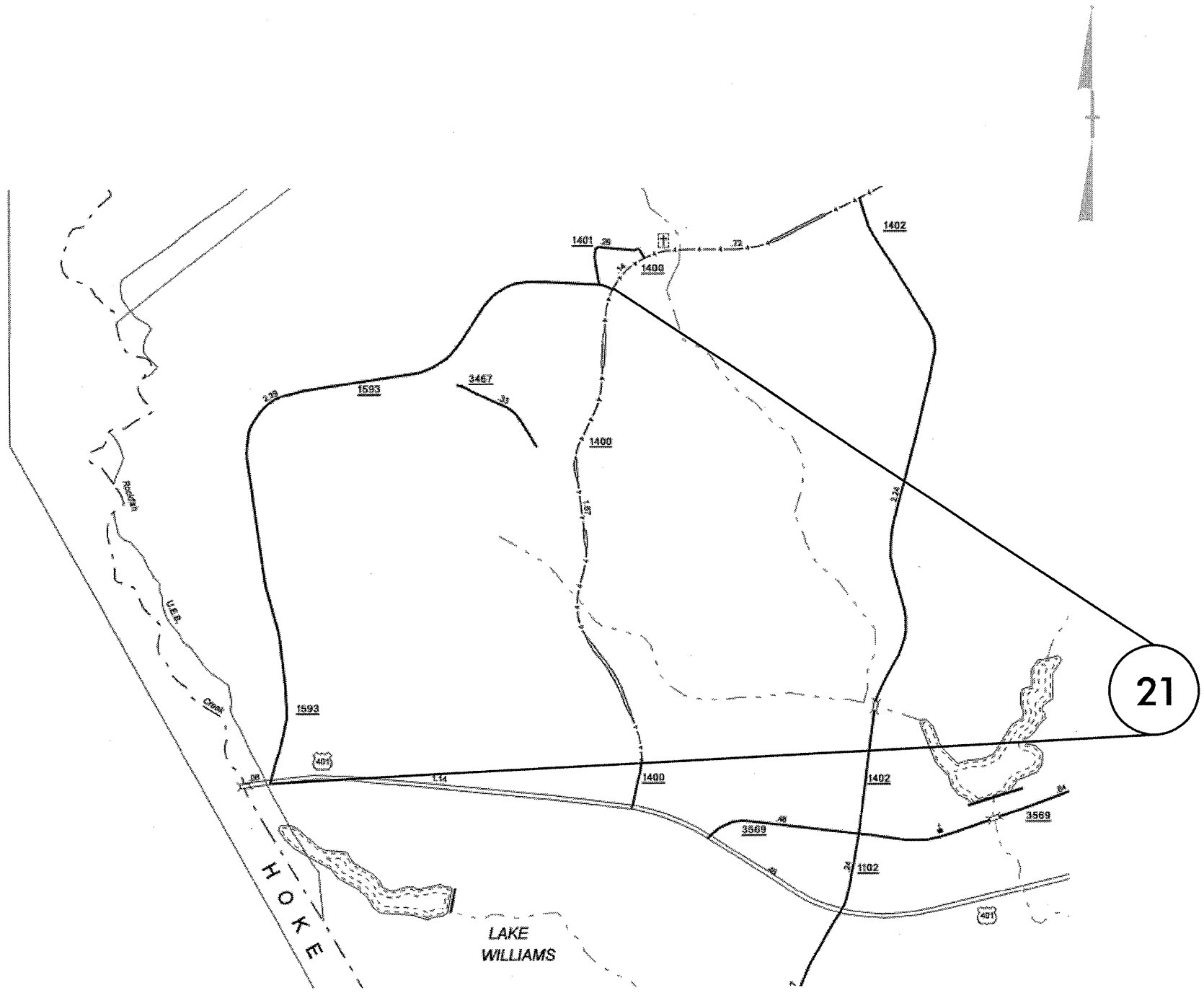
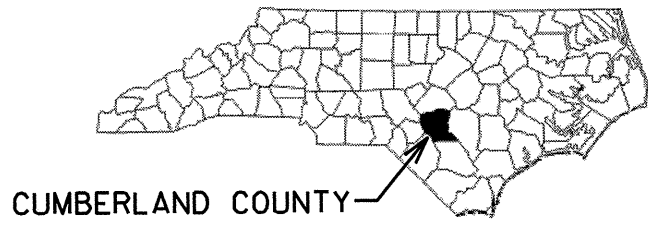
# RESURFACING MAPS - CUMBERLAND COUNTY

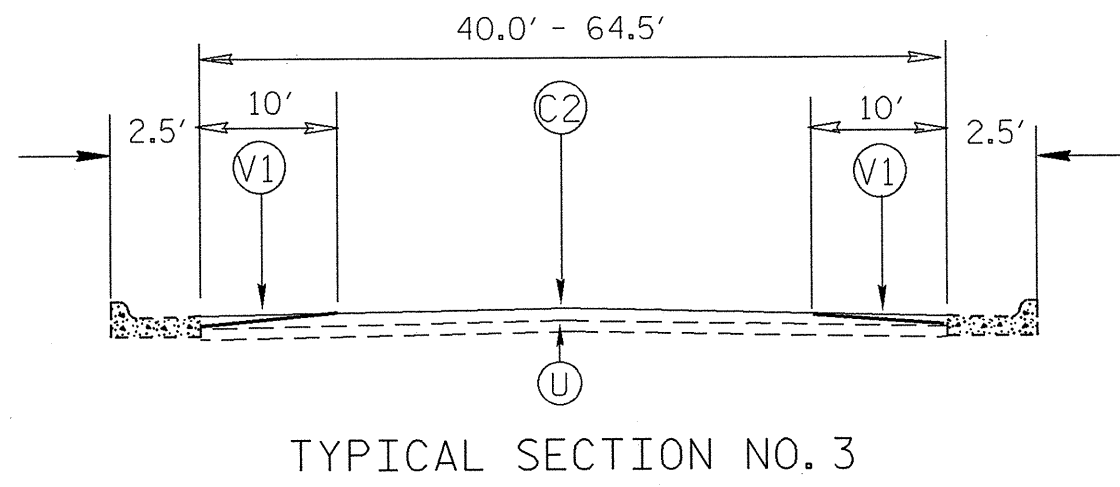
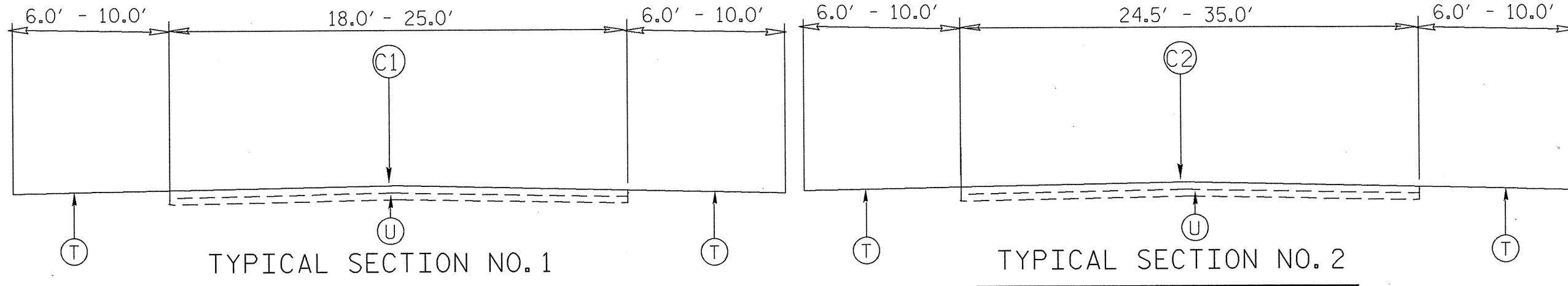


20



# RESURFACING MAPS - CUMBERLAND COUNTY

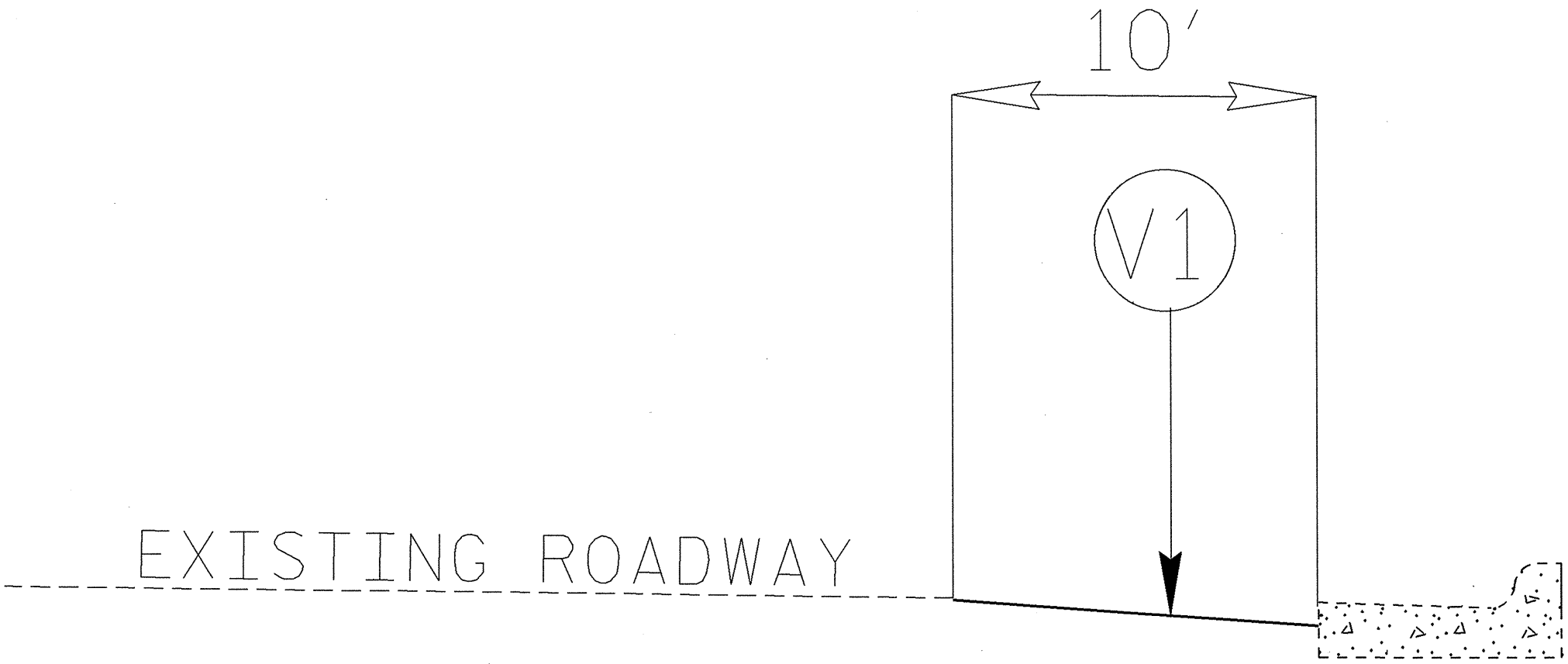




PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.00" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
U	EXISTING PAVEMENT
V1	MILLING AT A DEPTH OF 0" TO 1.50" IN GUTTER AREAS, TO BE MILLED TO A DEPTH OF 1.50" BELOW THE GUTTER AT EP AS DIRECTED BY THE ENGINEER.

PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	14

# CURB MILLING DETAIL

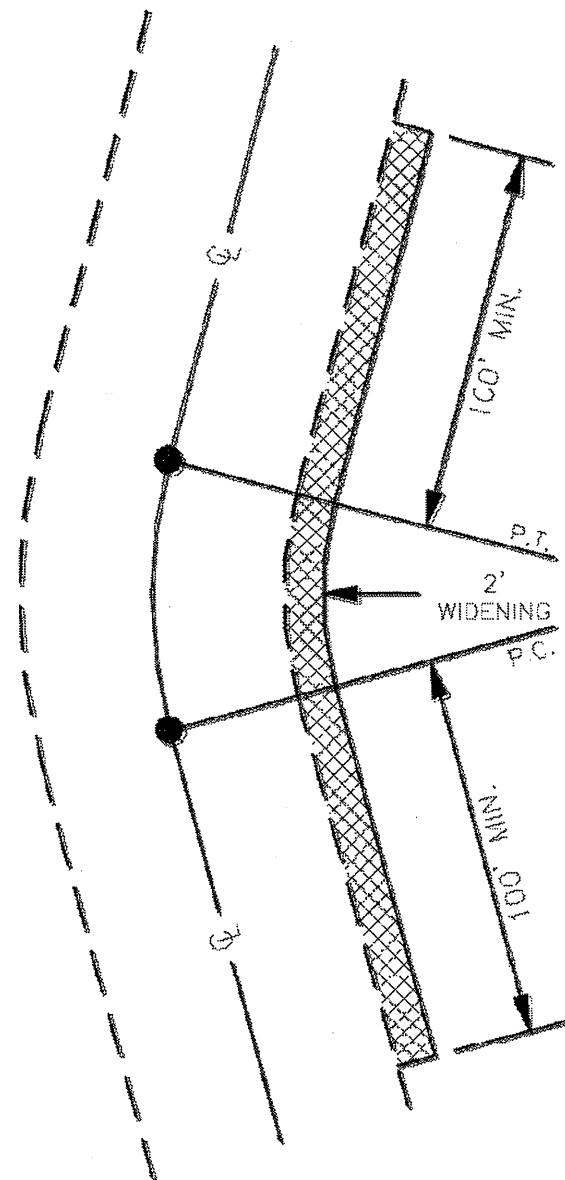


CURB MILLING DETAIL IS FOR MAPS 4, 8, 15, 16 and 20.

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
848.05	Curb Ramp - Proposed Curb & Gutter
848.06	Curb Ramp - Existing Curb & Gutter

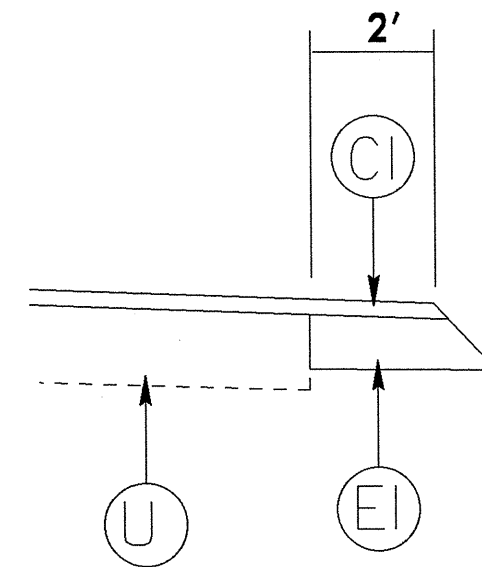
PAVEMENT SCHEDULE	
V1	MILLING AT A DEPTH OF 0" TO 1.50" TO BE MILLED TO A DEPTH OF 1.50" BELOW THE GUTTER AT EP AS DIRECTED BY THE ENGINEER.



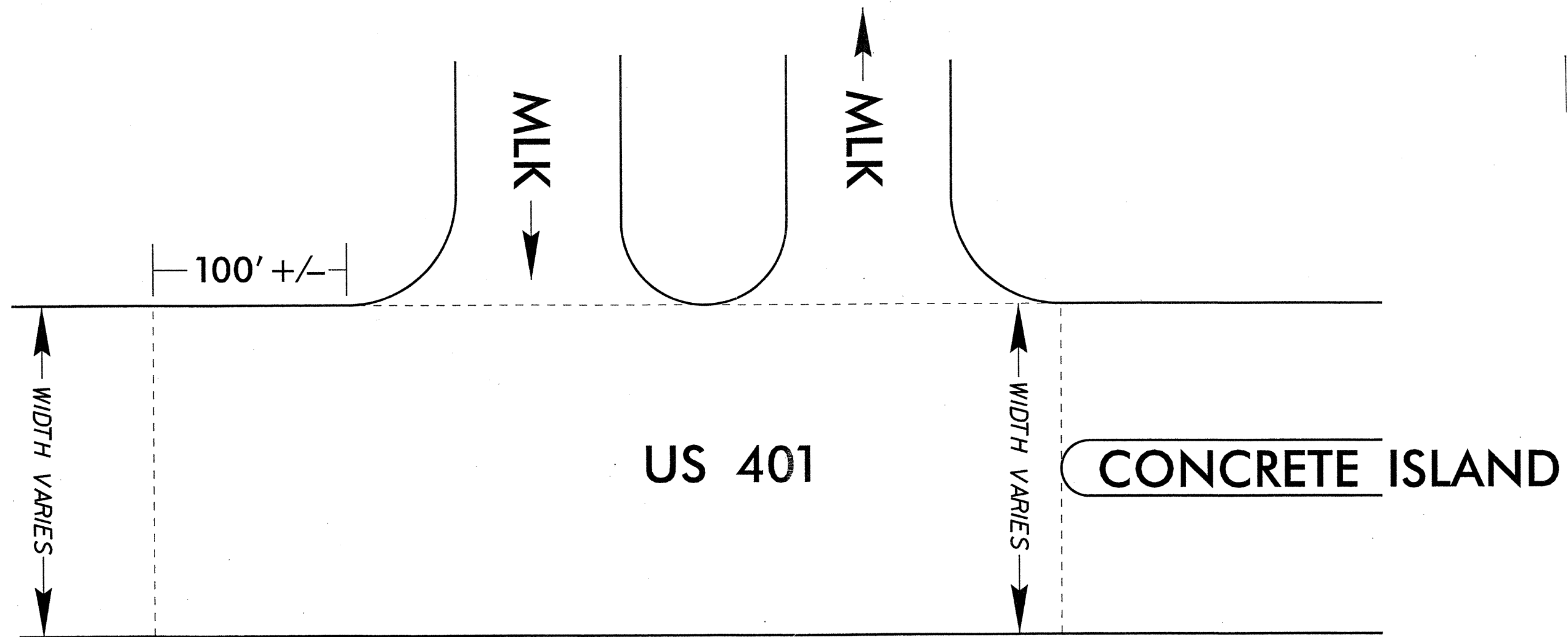
2 FT.  
WIDENING  
OF INSIDE  
RADIUS FOR  
CURVES

INSIDE CURVE WIDENING IS FOR  
MAPS 12 AND 13

INSET FOR CURVE WIDENING



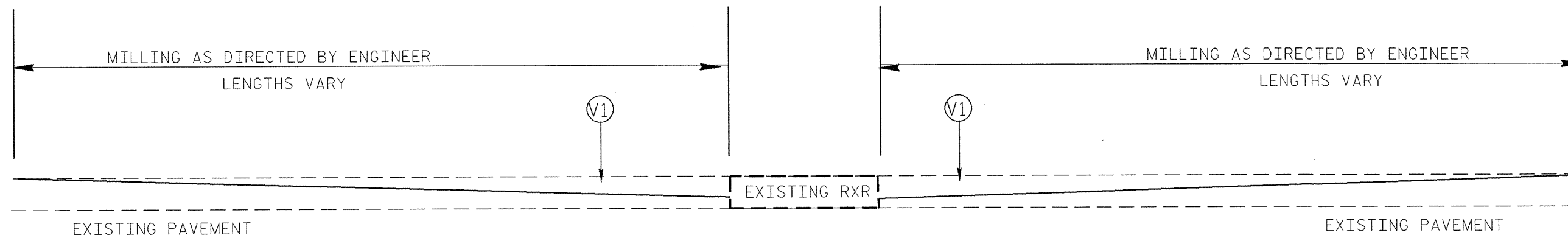
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.00" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
U	EXISTING PAVEMENT
V1	MILLING AT A DEPTH OF 0" TO 1.50" IN GUTTER AREAS, TO BE MILLED TO A DEPTH OF 1.50" BELOW THE GUTTER AT EP AS DIRECTED BY THE ENGINEER.



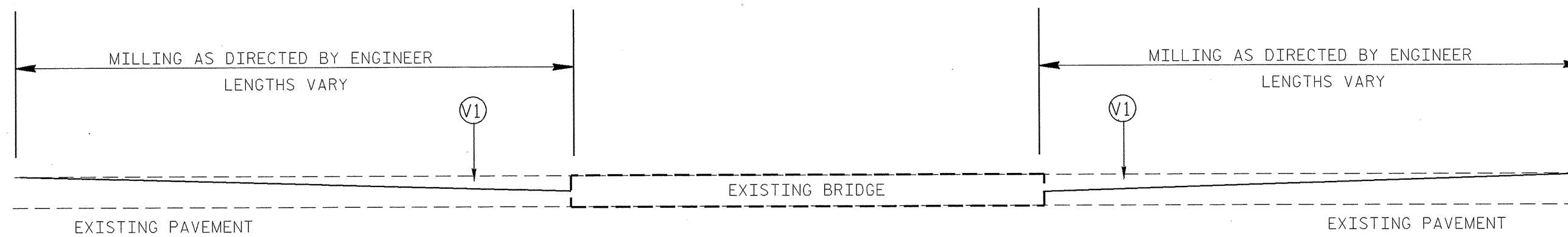
FULL WIDTH MILLING  
AT A DEPTH OF 1.5"  
US 401 MILLING DETAIL



# BRIDGE AND RXR MILLING TYPICAL



\*RXR TYPICAL IS FOR MAP 1



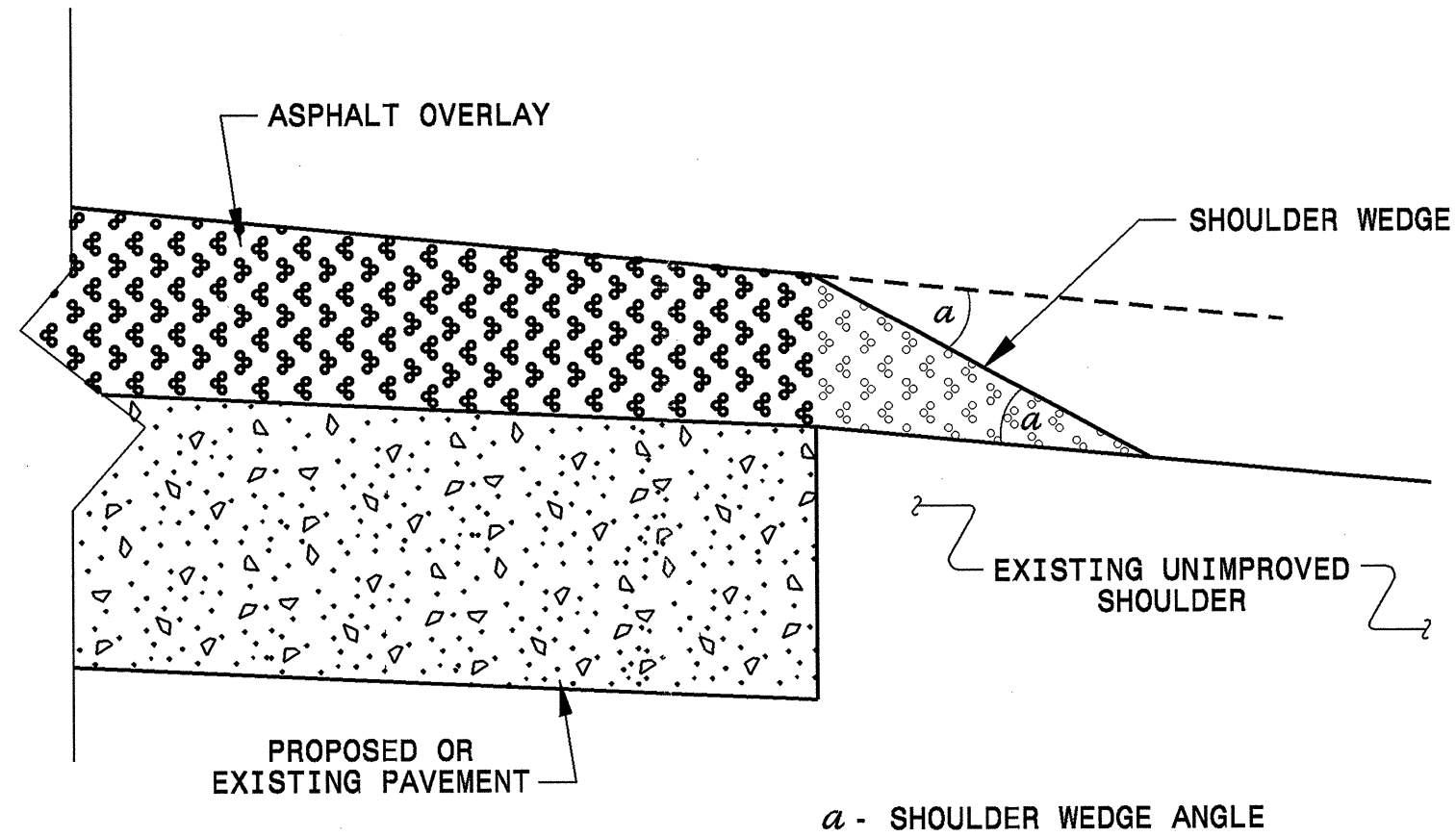
BRIDGE TYPICAL IS FOR MAPS 6, 7, 8, 12, 14, 17 AND 20.

PAVEMENT SCHEDULE	
V1	MILLING AT A DEPTH OF 0" TO 1.50"

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	AGGREGATE SHOULDER BORROW ALLOWED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	BORROW CY	SHOULDER RECONSTRUCTION SMI	1/2" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	RETROFIT EXISTING CURB RAMP EA	CURB RAMPS EA	ADJ. OF MAN HOLES EA	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	MATTING FOR EROSION CONTROL SY	WATTLE LF	POLYACRYLAMIDE (PAM) LB	SEED & MULCHING AC	PAVED TRENCHING (1CONDUIT, 2") LF	UNPAVED TRENCHING (1CONDUIT, 2") LF	JUNCTION BOX (STANDARD SIZE) EA	JUNCTION BOX (OVER-SIZED, HEAVY DUTY) EA	2" RISER WITH WEATHERHEAD EA	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2)(FT) LF					
6CR.10261.74	Cumberland	2	NC 24-A	FROM SR 1006 (MP 21.39) TO SR 1842 (MP 22.27)	2	NO	YES	0.88	28	21	35	1.76		657	139		1,570		94	250				1	88	10	20	0.8	2.13	10	100	1	1	1	1,325	100					
				FROM SR 1883 (MP 24.04) TO BEGIN C&G(MP 25.00)	2	NO	YES	0.96	29	23	38	1.92					340	208		1,505		90	50			2	1	96	10	20	0.8	2.33									
				FROM BEGIN C&G (MP 25.00) TO END C&G (MP 25.48)	3	NO	NO	0.48	40								5,632	278		997		60	50				3					10	100	1	1	1	775	100			
				FROM ENG C&G (MP 25.48) TO SR 1852 (MP 26.31)	2	NO	YES	0.83	28	20	33	1.66					329	278		1,468		88	300					83	10	20	0.8	2.01									
				FROM SR 1853 (MP 27.63) TO SAMPSON CO LINE (MP 28.14)	2	NO	YES	0.51	28	12	20	1.02					329	69		716		43	50					51	10	10	0.4	1.24									
				FROM NC 210 (MP 10.24) TO BLADEN COUNTY LINE (MP 0.00)	2	NO	YES	2.77	32	66	410	20.48					2,065	556		4,836		290	200			1	1	1,024	70	160	7.0										
				FROM NC 210 TO BLADEN COUNTY	2	NO	YES	7.47	25.5											9,387		563																			
				FROM US 401 BYPASS (MP 9.65) TO PVMT JT @ RR BRIDGE(MP 7.23)	3	NO	NO	2.64	64.5								6,433	28,083	139		8,677		521	800	56	1	71	45					80	800	8	8	8	14,500	800		
<b>TOTAL FOR PROJ NO. 6CR.10261.74</b>								<b>16.54</b>		<b>142</b>	<b>536</b>	<b>26.84</b>	<b>6,433</b>	<b>37,435</b>	<b>1,667</b>		<b>29,156</b>		<b>1,749</b>	<b>1,700</b>	<b>56</b>	<b>1</b>	<b>74</b>	<b>51</b>	<b>1,342</b>	<b>110</b>	<b>230</b>	<b>9.9</b>	<b>7.71</b>	<b>100</b>	<b>1,000</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>16,600</b>	<b>1,000</b>					
6CR.10431.74	Hamett	1	NC 55	FROM NC 27 (MP 12.25) TO NEW PVMT JT IN ANGLIER (MP 19.66)	2	NO	YES	7.41	24.5	178	296	14.82			1,042		9,633		578	400			2	2	741	50	120	5.0	17.96	10	100	1	1	1	440	100					
				<b>TOTAL FOR PROJ NO. 6CR.10431.74</b>								<b>7.41</b>		<b>178</b>	<b>296</b>	<b>14.82</b>		<b>1,042</b>		<b>9,633</b>		<b>578</b>	<b>400</b>			<b>2</b>	<b>2</b>	<b>741</b>	<b>50</b>	<b>120</b>	<b>5.0</b>	<b>17.96</b>	<b>10</b>	<b>100</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>440</b>	<b>100</b>		
6CR.20261.74	Cumberland	15	SR 1219-A	FROM PVMT JOINT @ US 401 (MP 2.20) TO BEGIN 2-LANE (MP 0.55)	2	NO	YES	1.65	35	40	66	3.30		1,232	69		3,019		181	500	20	34	1	4	165	20	30	1.0	4.00	30	300	3	3	3	3,120	300					
				FROM BEGIN 2-LANE (MP 0.55) TO SR 1141 (MP 0.00)	2	NO	YES	0.52	25	12	21	1.04					1,291	69		919		55	500				3	52	10	10	0.4	1.26	10	100	1	1	1	1,685	100		
				FROM SR 1003 (MP 0.00) TO SR 1135 (MP 1.53)	1	NO	YES	1.53	20	37	61	3.06					1,291	556		1,702		114	150				4	153	20	30	1.0	3.71									
				FROM SR 1400 (MP 0.00) TO PVMT JT @ APARTMENTS (MP 0.55)	2	NO	YES	0.55	22	13	22	1.10						139		728		44	500					55	10	10	0.4	1.33	10	100	1	1	1	1,520	100		
				FROM US 401 (MP 1.62) TO NEW TURN LANE PVMT JT (MP 1.05)	2	NO	YES	0.57	34	14	23	1.14						139		1,140		68	500			1		57	10	10	0.4	1.38									
				FROM US 401 (MP 0.00) TO FT BRAGG BOUNDARY (MP 3.00)	3	NO	NO	3	44.5								38,072	347		7,251		435	400	49	2	25	16					70	700	7	7	7	8,200	700			
				FROM PVMT JOINT @ US 401 (MP 0.00) TO PVMT JOINT @ SR 1400 (MP 2.40)	2	NO	YES	2.4	25	58	96	4.80						139		3,355		201	250	1			4	240	20	40	2.0	5.82	20	200	2	2	2	750	200		
<b>TOTAL FOR PROJ NO. 6CR.20261.74</b>								<b>10.22</b>		<b>174</b>	<b>289</b>	<b>14.44</b>		<b>41,886</b>	<b>1,458</b>		<b>16,412</b>	<b>1,702</b>	<b>1,098</b>	<b>2,800</b>	<b>70</b>	<b>36</b>	<b>27</b>	<b>31</b>	<b>722</b>	<b>90</b>	<b>130</b>	<b>5.2</b>	<b>17.50</b>	<b>140</b>	<b>1,400</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15,275</b>	<b>1,400</b>					
6CR.20431.74	Hamett	9	SR 1280-A	FROM US 421 (MP 0.71) TO LEE COUNTY LINE (MP 0.00)	1	NO	YES	0.71	25	17	28	1.42			139		884	59	300						71	10	20	0.8	1.72	10	100	1	1	1	275	100					
				FROM US 421 (MP 0.71) TO SR 1229 (MP 6.75)	1	NO	YES	6.04	22	145	242	12.08					625		6,595	442	1,000					5	604	40	100	4.0	14.64	10	100	1	1	1	275	100			
				FROM SR 1304 (MP 8.86) TO US 421 (MP 0.00)	1	NO	YES	8.86	24	213	354	17.72					1,458		10,627	712	500					5	886	60	140	6.0	21.48										
				FROM SR 1218 (MP 1.06) TO SR 1209 (MP 2.23)	1	NO	YES	1.17	18	28	47	3.90					422	139	131		1,082	78	800			1	1	117	10	20	0.8	2.84									
				FROM US 401 (MP 0.00) TO US 401 (MP 0.82)	1	NO	YES	0.82	19	20	33	1.64						278	47		818	57	300				2	82	10	20	0.8	1.99									
<b>TOTAL FOR PROJ NO. 6CR.20431.74</b>								<b>17.85</b>		<b>429</b>	<b>714</b>	<b>37.26</b>		<b>704</b>	<b>2,708</b>	<b>178</b>		<b>20,309</b>	<b>1,368</b>	<b>2,900</b>		<b>1</b>	<b>13</b>	<b>1,785</b>	<b>140</b>	<b>310</b>	<b>12.9</b>	<b>43.28</b>	<b>20</b>	<b>200</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>550</b>	<b>200</b>						
<b>GRAND TOTAL</b>								<b>52.02</b>		<b>923</b>	<b>1,835</b>	<b>93.36</b>	<b>6,433</b>	<b>80,025</b>	<b>6,875</b>	<b>178</b>	<b>55,201</b>	<b>22,011</b>	<b>4,793</b>	<b>7,800</b>	<b>126</b>	<b>37</b>	<b>104</b>	<b>97</b>	<b>4,590</b>	<b>390</b>	<b>790</b>	<b>33</b>	<b>86.45</b>	<b>270</b>	<b>2,700</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>32,865</b>	<b>2,700</b>					





# SHOULDER WEDGE DETAIL

26-MAR-2012 11:26  
C:\misc\shoulderwedge\detail18aug2011.dgn  
PJporter AT CSD237485

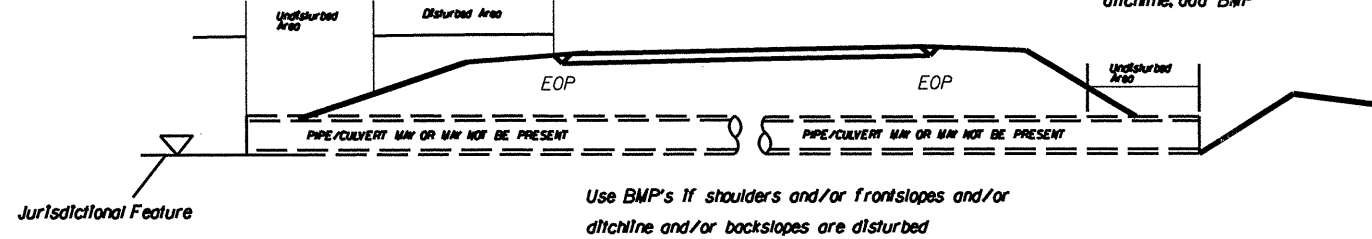
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAIL</b>			
ORIGINAL BY: T. SPELL	DATE: 7-18-11		
MODIFIED BY:	DATE:		
CHECKED BY:	DATE:		
FILE SPEC.: s:\user\details\stand\shoulderwedge\detail.dgn			

# EROSION CONTROL DETAILS

PROJECT REFERENCE NO.	SHEET NO.
6CR.10261.74, ETC	EC-1

If less than 5'-10' Undisturbed buffer from Jurisdictional feature add BMP

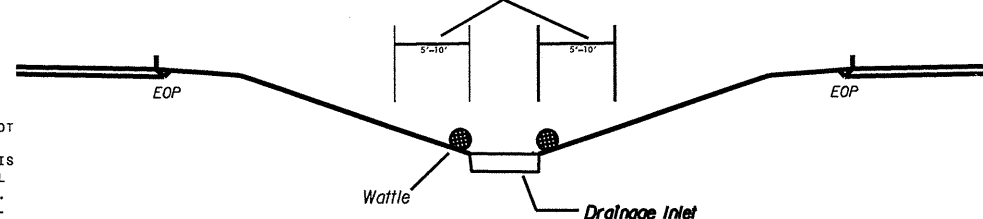
If less than 5'-10' Undisturbed buffer from ditchline, add BMP



Use BMP's if shoulders and/or front slopes and/or ditchline and/or backslopes are disturbed

DETAIL EC1

If less than 5'-10' Undisturbed buffer from Jurisdictional feature add BMP



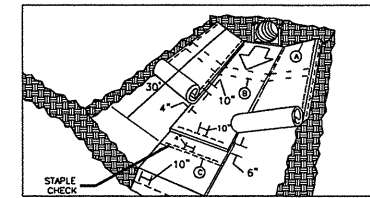
DETAIL EC2

**NOTES:**

1. IF A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM R/W, DITCHLINE, WATER FEATURE, OR DRAINAGE INLET CAN BE MAINTAINED, THEN NO BMPs NEEDED.
2. IF LESS THAN A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM R/W, DITCHLINE, WATER FEATURE, OR DRAINAGE INLET, THEN ADD BMPs.
3. BMP OPTIONS:
  - a. MATTING MAY BE APPLIED AS SHOWN IN NCDOT STD. DWG. 1631.01 TO ESTABLISH BUFFER.
  - b. IF MATTING IS NOT PRACTICAL, OR THERE IS NOT ENOUGH SHOULDER WIDTH, THEN INSTALL TEMP. SILT FENCE AS SHOWN IN NCDOT STD. DWG. 1605.01 AND WATTLES WITH POLYACRYLAMIDE (PAM) WHERE APPLICABLE.

NOT TO SCALE

## MATTING INSTALLATION DETAIL



MATTING IN DITCHES

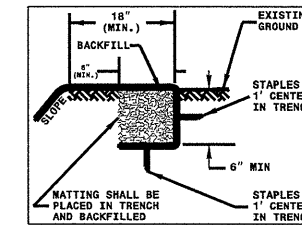
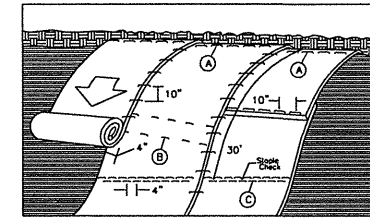
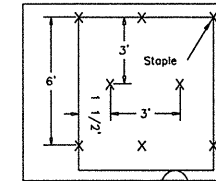


DIAGRAM A



MATTING ON SLOPES



Staple Check Pattern

DIAGRAM C

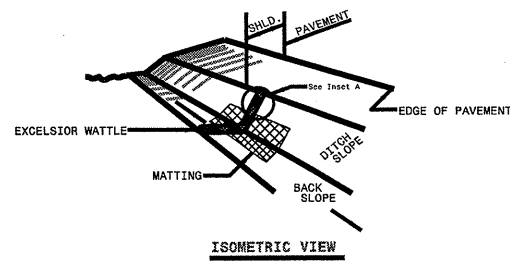
**NOTES:**

THIS DETAIL APPLIES TO STRAW, EXCELSIOR, AND PERMANENT SOIL REINFORCEMENT MAT (PSRM) INSTALLATION. STAPLES SHALL BE NO. 11 GAUGE STEEL WIRE FORMED INTO A "U" SHAPE WITH A MINIMUM THROAT WIDTH OF 1 INCH AND NOT LESS THAN 6 INCHES IN LENGTH.

NOT TO SCALE

DETAIL EC4

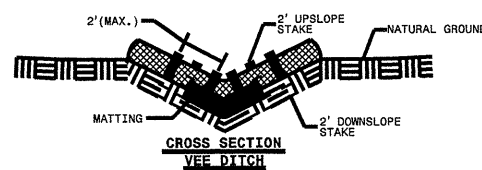
## WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



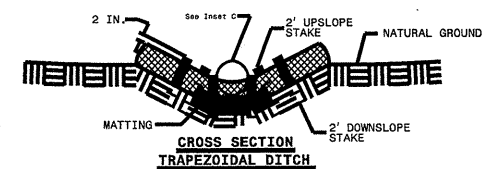
ISOMETRIC VIEW

**NOTES:**

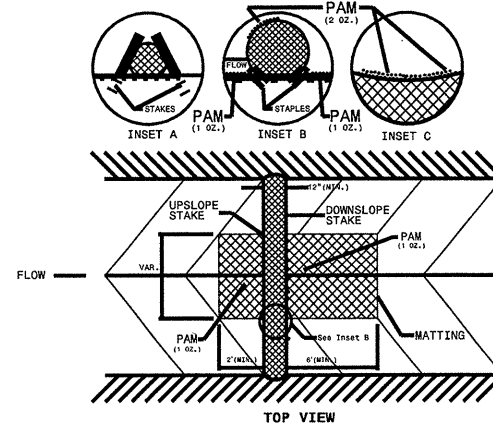
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.
- PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
- INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH



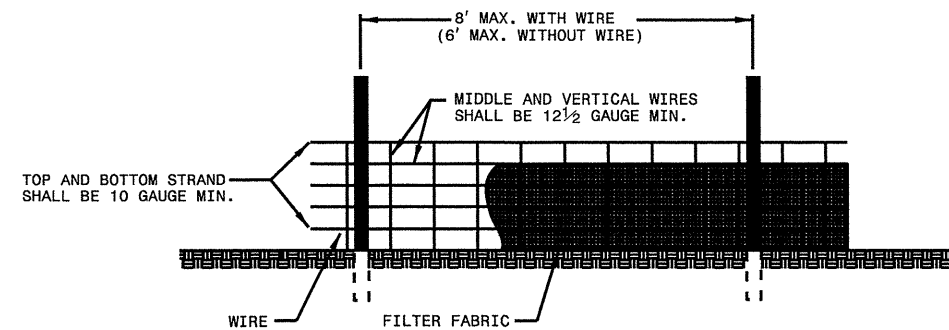
TOP VIEW

DETAIL EC3

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

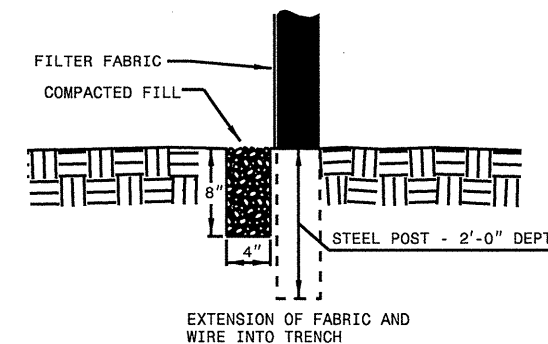
ENGLISH STANDARD DRAWING FOR TEMPORARY SILT FENCE

SHEET 1 OF 1 1605.01



**NOTES:**

- USE WIRE A MINIMUM OF 32" IN WIDTH AND WITH A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
- USE FILTER FABRIC A MINIMUM OF 36" IN WIDTH AND FASTEN ADEQUATELY TO THE WIRE AS DIRECTED BY THE ENGINEER.
- PROVIDE 5'-0" STEEL POST OF THE SELF-FASTENER ANGLE STEEL TYPE.



EXTENSION OF FABRIC AND WIRE INTO TRENCH

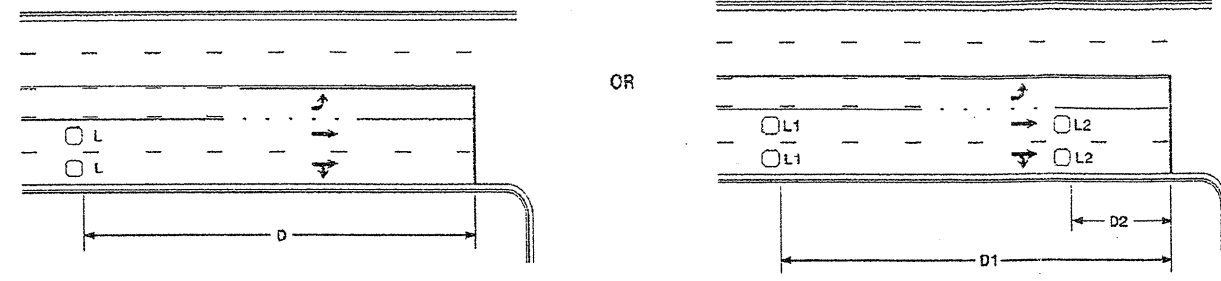
DETAIL EC5

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR TEMPORARY SILT FENCE

SHEET 1 OF 1 1605.01

### High Speed Detection [≥40 mph (64 km/hr)]



Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series for TS1  
Controllers  
Wired separately for TS2,  
170, and 2070L Controllers

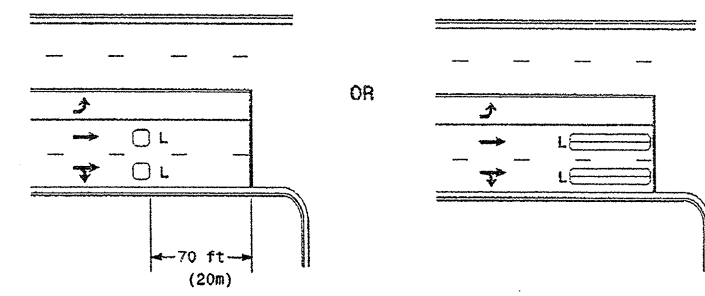
Speed Limit mph (km/hr)	D1		D2	
	ft (m)	ft (m)	ft (m)	ft (m)
40 (64)	250 (75)	80 (25)	300 (90)	90 (27)
45 (72)	300 (90)	100 (30)	355 (110)	110 (35)
50 (80)	355 (110)	110 (35)	420 (130)	130 (40)

L1 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series  
L2 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series

Volume Density Operation

"Stretch" Operation

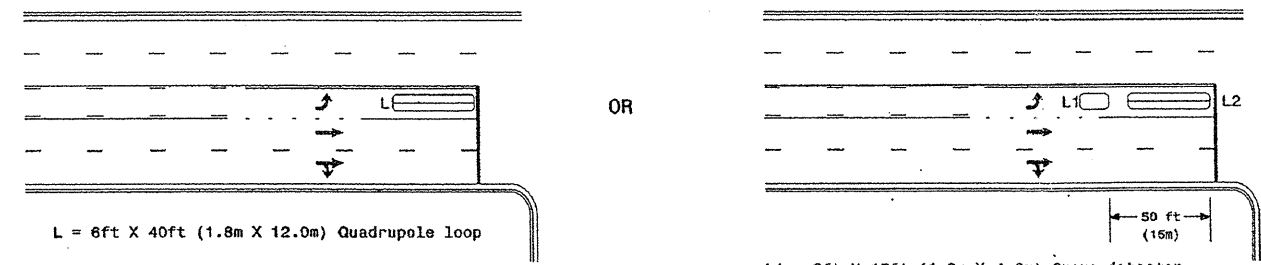
### Low Speed Detection [≤35 mph (56 km/hr)]



L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop, wired separately

### Left Turn Lane Detection



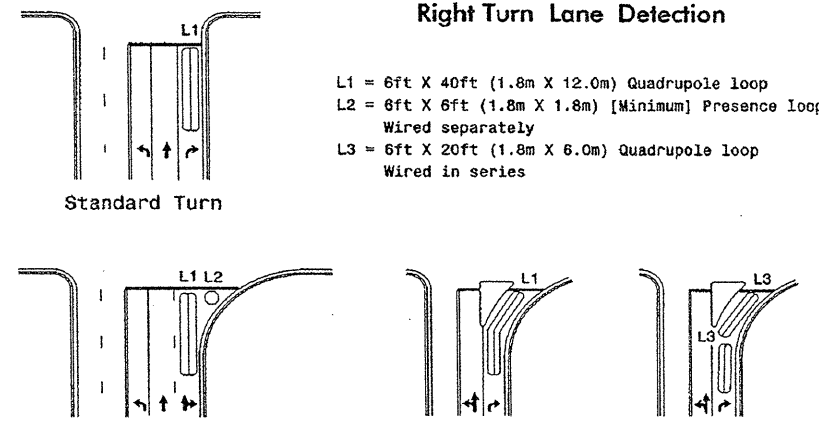
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector  
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

Queue Loop Detection

### Right Turn Lane Detection

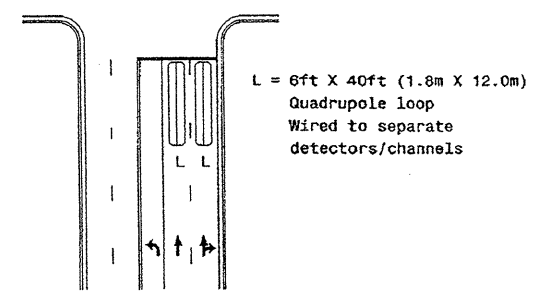


L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

Wide Radius Turn

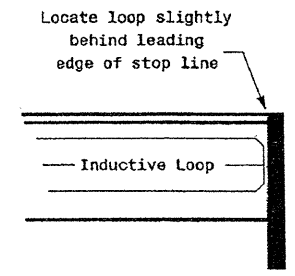
Channelized Turn

### Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop  
Wired to separate  
detectors/channels

### Presence Loop Placement at Stop Lines



Locate loop slightly  
behind leading  
edge of stop line

Note:  
Loop may be located in advance  
of stop line when stop line is  
greater than 15' (4.5m) from edge  
of intersecting roadway; or, when  
loop detects a permissive or  
protected/permissive left turn.

### Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)  
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns  
6' X 15' (1.8m X 4.6m) Loops:  
Lead-in < 150' (45 m), use 2 turns  
Lead-in > 150' (45 m), use 3 turns

	Typical Loop Locations		
	PLAN DATE: June 2006 PREPARED BY: P. L. Alexander	REVIEWED BY: REVIEWED BY:	

199CC-006 4/17/08 Turn (rev) set 10/20/08 P.L.A. 2/11/09