

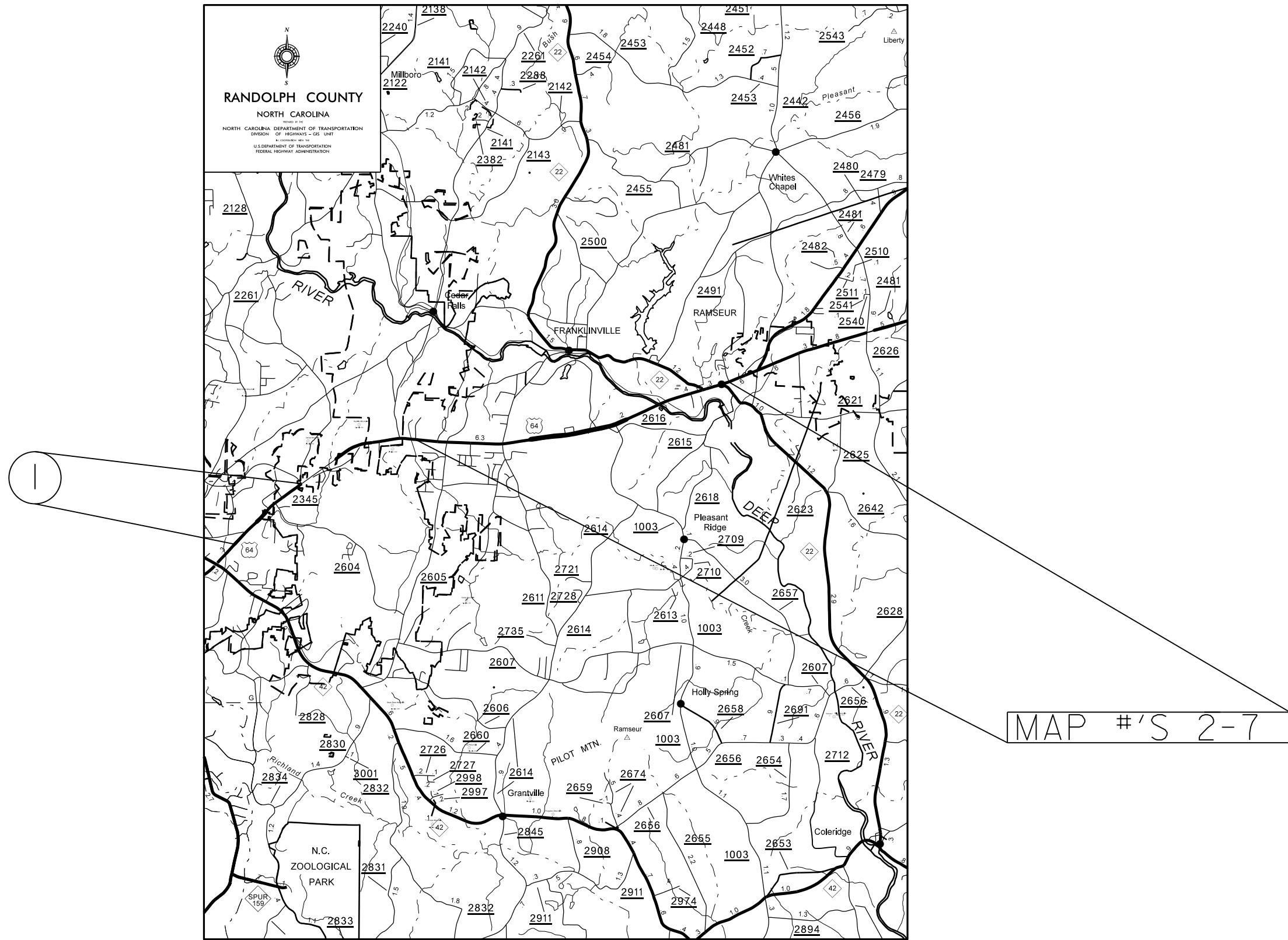
MAP #'S 2-7

RANDOLPH COUNTY

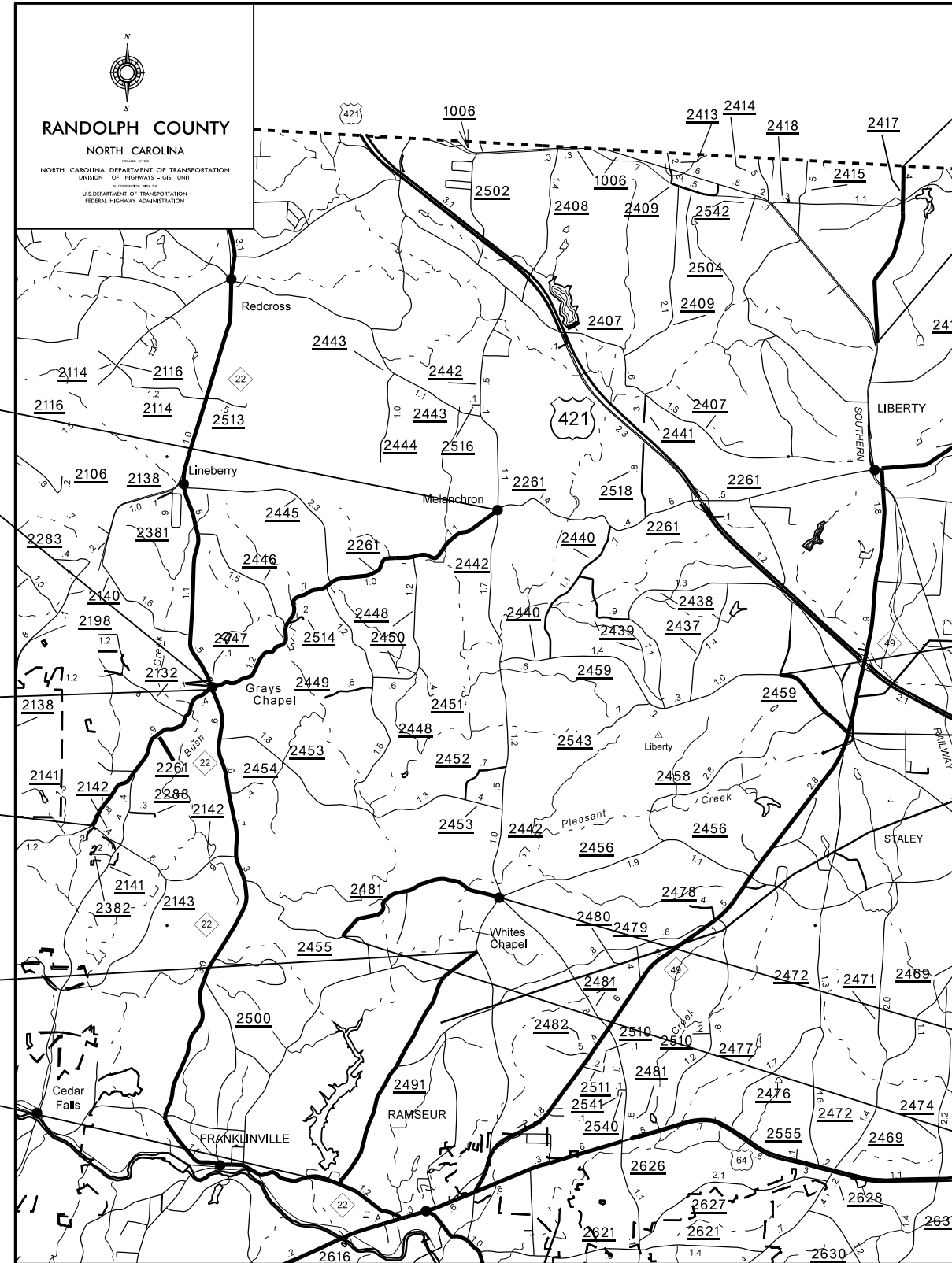
PRIMARY AND SECONDARY RESURFACING MAP

16-DEC-2020 16:53:11
 C:\Users\jgibson\OneDrive\Documents\2021\Randolph\Randolph_Feb2021\Randolph_Feb2021_Map_1.jp.dgn
 040397

MAPS #1-7



MAPS #9,10,11,13,14,15



11

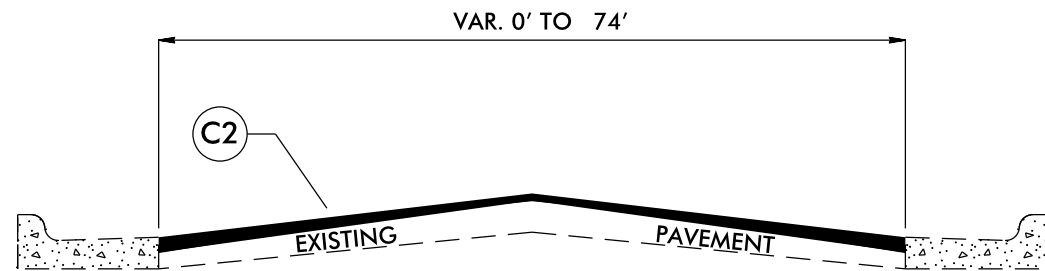
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14

15

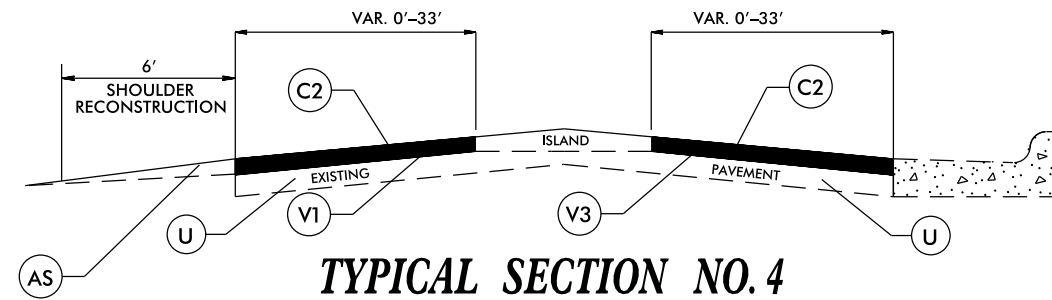
9

13



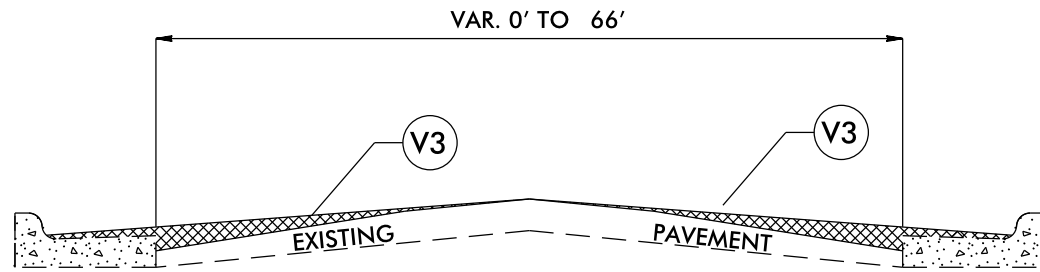
TYPICAL SECTION NO.1

USE FOR MAP#1
USE FOR MAP#2
USE FOR MAP#6



TYPICAL SECTION NO.4

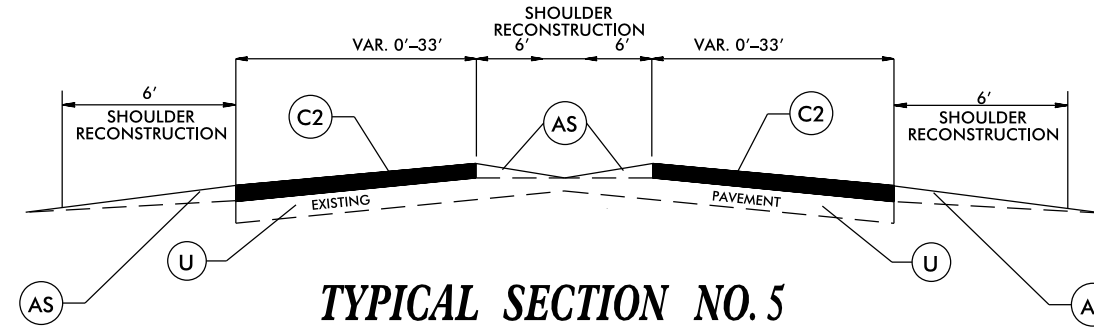
USE FOR MAP#4 @ SR2611 FOXFIRE RD.



TYPICAL SECTION NO.2

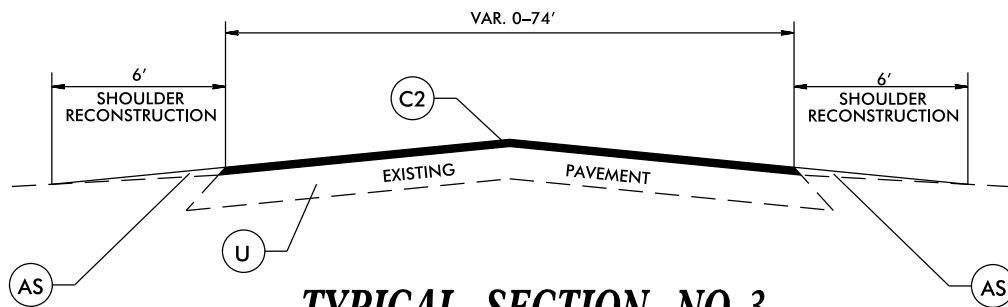
USE FOR SECTIONS WITH CURB & GUTTER OR ISLANDS WITH ASPHALT IN THE CURB AND GUTTER LINE.
0" @ CL OF ROADWAY TO 1.5" BELOW GUTTER LINE & 1.5" IN GUTTER LINE.

USE FOR MAP#1
USE FOR MAP#2
USE FOR MAP#6



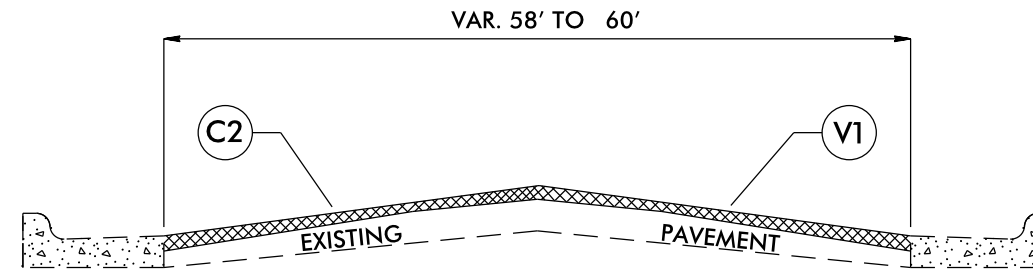
TYPICAL SECTION NO.5

USE FOR MAP#4 FROM END C&G @ SR2611 FOXFIRE RD. TO SR1003 PLEASANT RIDGE RD.)



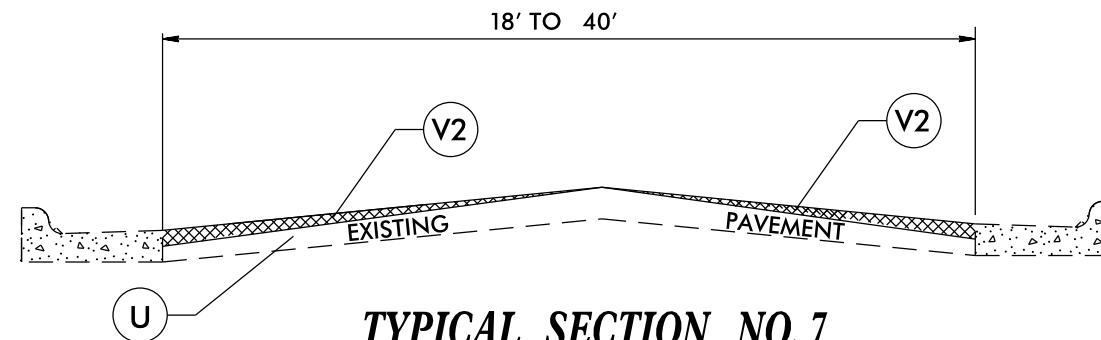
TYPICAL SECTION NO.3

USE FOR MAP#3
USE FOR MAP#5
USE FOR MAP#6



TYPICAL SECTION NO.6

USE FOR MAP#7



TYPICAL SECTION NO.7

USE FOR SECTIONS WITH CURB & GUTTER OR ISLANDS WITH ASPHALT FLUSH @ THE C&G LINE. 0" AT CL TO 1.5" @ C&G LINE.
USE FOR MAP#3
USE FOR MAP#4

PAVEMENT SCHEDULE	
AS	AGGREGATE SHOULDER BORROW
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH
V2	MILLING 0" TO 1.5" IN DEPTH
V3	MILLING 0" TO 3" IN DEPTH

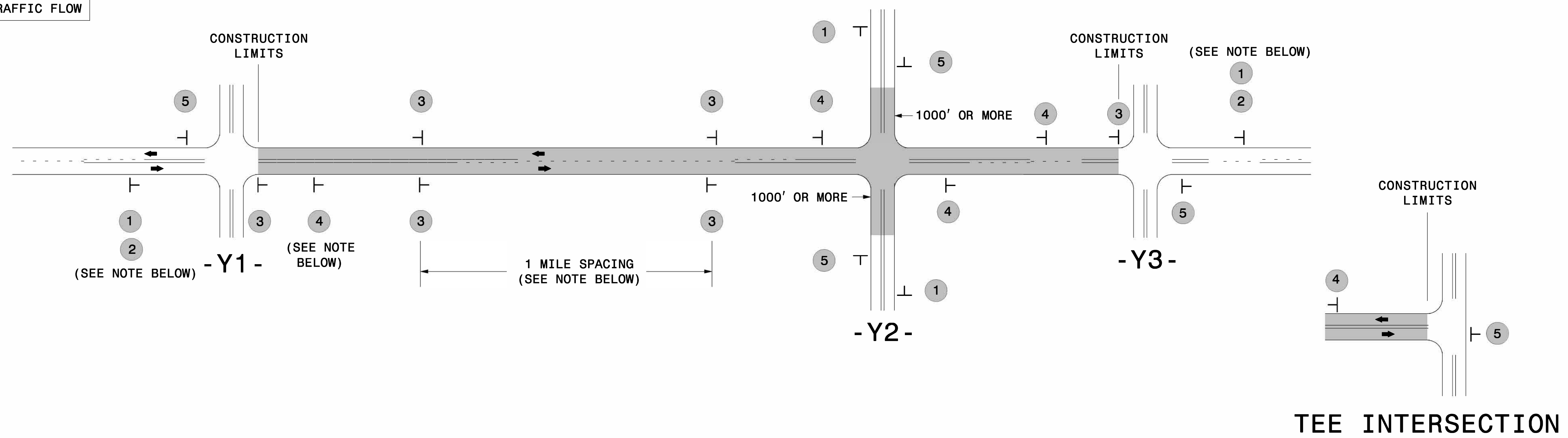
PROJECT NO.	SHEET NO.
2021CPT.08.05.10761	9
2021CPT.08.05.20761	

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-	1260000000-	1297000000-	1308000000-E		1330000000-	1519000000-	1523000000-	1575000000-	1704000000-	1775000000-	1838000000-	1838500000-	2549000000-	2591000000-	2600000000-	2613000000-	2830000000-	2845000000-	5255000000-	6000000000-	6084000000-	6117000000-	7444000000-	7456000000-E													
												SHOULDER RECON-STRUCTION	AGG. SHOULDER BORROW	1.5" MILLING	0" TO 3" MILLING	0" TO 1.5" MILLING	INC. MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	2'-6" CURB & GUTTER	4" CONCRETE SIDEWALK	RETROFIT EXISTING CURB RAMP	REMOVE AND REPLACE CURB RAMPS	ADJUST MAN-HOLES	ADJUST METER OR VALVE BOX	PORTABLE LIGHTING	TEMP. SILT FENCE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2 PAIR)													
MI	FT	SMI	TON	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS											
2021CPT.08.05.10761	Randolph	1	US HWY 64 E	(FROM: PAVEMENT JOINT NEAR MM 17.08 TO: PAVEMENT JOINT NEAR US 64)	1,2	4		NO	NO	1.35	60				11,359		2,431		4,590	275	456																												
TOTAL FOR MAP NO. 1												1.35					11,359		2,431		4,590	275	456																										
2021CPT.08.05.10761	Randolph	2	US HWY 64 E	(FROM:SR2256 DEWEY RD. TO:SR2605 IRON MOUNTAIN)	1,2	2		NO	NO	0.44	68				4,944		1,000		1,671	100	50																												
TOTAL FOR MAP NO. 2												0.44					4,944		1,000		1,671	100	50																										
2021CPT.08.05.10761	Randolph	3	US HWY 64 E	(FROM:SR2605 IRON MOUNTAIN RD. TO: SR2611)	3,7	2		NO	NO	0.82	71	1.64	500.00			400	650		3,300	198	50																												
TOTAL FOR MAP NO. 3												0.82		1.64	500.00			400	650		3,300	198	50																										
2021CPT.08.05.10761	Randolph	4	US HWY 64 E	(FROM:SR2611 FOXFIRE RD. TO:SR1003 PLEASANT RIDGE RD.)	4,5	2		NO	NO	1.66	62	6.57	920.00	1,200	889		1,300		6,350	381	50																												
TOTAL FOR MAP NO. 4												1.66		6.57	920.00	1,200	889		1,300		6,350	381	50																										
2021CPT.08.05.10761	Randolph	5	US HWY 64 E	(FROM:SR1003 PLEASANT RIDGE RD. TO: BRIDGE 0191)	3	2		NO	NO	0.66	72	1.32	200.00				917		2,675	161	50																												
TOTAL FOR MAP NO. 5												0.66		1.32	200.00				917		2,675	161	50																										
2021CPT.08.05.10761	Randolph	6	US HWY 64 E	(FROM: BRIDGE 0191 TO: NC	1,2,3	2		NO	NO	0.59	64	0.26	36.00			17,600		600		2,159	130	50																											
TOTAL FOR MAP NO. 6												0.59		0.26	36.00			17,600		600		2,159	130	50																									
2021CPT.08.05.10761	Randolph	7	US HWY 64 E	(FROM:NC22 TO: S. BRADY ST.)	6	2		NO	NO	0.4	59			15,230					1,600	96	100				50	130	11	3	5	4		50	0.10	1	600	600													
TOTAL FOR MAP NO. 7												0.4				15,230				1,600	96	100			50	130	11	3	5	4		50	0.10	1	600	600													
TOTAL FOR PROJ NO. 2021CPT.08.05.10761												5.92		9.79	1,656.00	16,430	34,792	400	6,898		22,345	1,341	806			50	130	11	20	5	4		1	125	0.40	4	22,200	6,000											
2021CPT.08.05.20761	Randolph	8	SR2128 W O W RD.	(FROM:SR2261 OLD LIBERTY RD. TO: SR2122 WORTHVILLE)	8,9	2		NO	NO	2.81	20	5.62	789.00			200	2,002	3,092		207	336																												
TOTAL FOR MAP NO. 8												2.81		5.62	789.00			200	2,002	3,092		207	336																										
2021CPT.08.05.20761	Randolph	9	SR2459 SANDY CREEK CHURCH RD.	(FROM:NC-49 N TO:SR2436 WALL RD.)	8	2		NO	NO	1	22	2.00	281.00				390	1,125		75	386																												
TOTAL FOR MAP NO. 9												1		2.00	281.00				390	1,125		75	386																										
2021CPT.08.05.20761	Randolph	10	SR2261 OLD LIBERTY RD.	(FROM: SR2142 WALKER STORE RD TO: NC22 N)	8,9	2		NO	NO	2.06	21	4.12	600.00			120	1,450	2,884		193	200																												
TOTAL FOR MAP NO. 10												2.06		4.12	600.00			120	1,450	2,884		193	200																										
2021CPT.08.05.20761	Randolph	11	SR2261 OLD LIBERTY RD.	(FROM: NC-22 N TO: S2442 RAMSEUR JULIAN RD.)	8	2		NO	NO	4.09	21	8.18	1,149.00				1,400	4,753		318	403																												
TOTAL FOR MAP NO. 11												4.09		8.18	1,149.00				1,400	4,753		318	403																										
2021CPT.08.05.20761	Randolph	12	SR2261 OLD LIBERTY RD.	(FROM: SR2261 CENTRAL FALLS RD. TO: SR2261 CENTRAL FALLS RD.)	8,9,10	2		NO	NO	0.57	21	1.14	160.00				780	769		52	300	7,022.00	2,809	1.00																									
TOTAL FOR MAP NO. 12												0.57		1.14	160.00				780	769		52	300	7,022.00	2,809	1.00																							
2021CPT.08.05.20761	Randolph	13	SR2481 LOW BRIDGE RD.	(FROM: SR2455 HARDIN ELLISON RD. TO: SR2442 RAMSEUR JULIAN RD.)	8	2		NO	NO	1.97	20	3.00	398.00				715	2,193		147	100																												
TOTAL FOR MAP NO. 13												1.97		3.00	398.00				715	2,193		147	100																										
2021CPT.08.05.20761	Randolph	14	SR2491 PATTERSON GROVE RD.	(FROM:SR2442 RAMSEUR JULIAN RD. TO:NC-22N)	8	2		NO	NO	2.97	20	5.94	834.00				1,001	3,305		221	620																												
TOTAL FOR MAP NO. 14												2.97		5.94	834.00				1,001	3,305		221	620																										
2021CPT.08.05.20761	Randolph	15	SR2417 LIBERTY GROVE RD.	(FROM: OLD 421 RD. TO: GUILFORD COUNTY RD)	8	2		NO	NO	1.97	21	3.94	533.00				650	2,302		154	160																												
TOTAL FOR MAP NO. 15												1.97		3.94	533.00				650	2,302		154	160																										
TOTAL FOR PROJ NO. 2021CPT.08.05.20761												17.44		33.94	4,744.00			320	8,388	20,423		1,367	2,505	7,022.00	2,809	1.00																							
GRAND TOTAL												23.36		43.73	6,400.00	16,430	34,792	720	15,286	20,423	22,345	2,708	3,311	7,022.00	2,809	1.00	50	130	11	20	8	6	1	125	0.40	4	22,200	6,000											

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

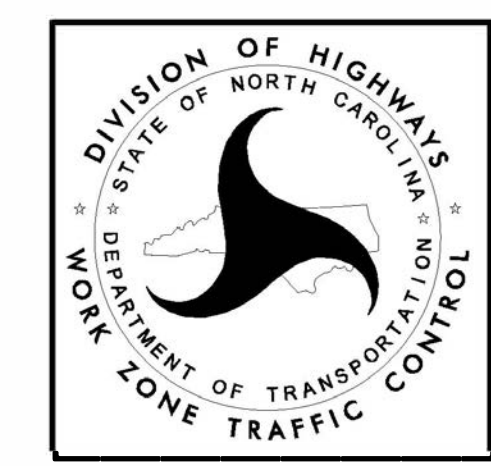
-Y- LINE SIGNING

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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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

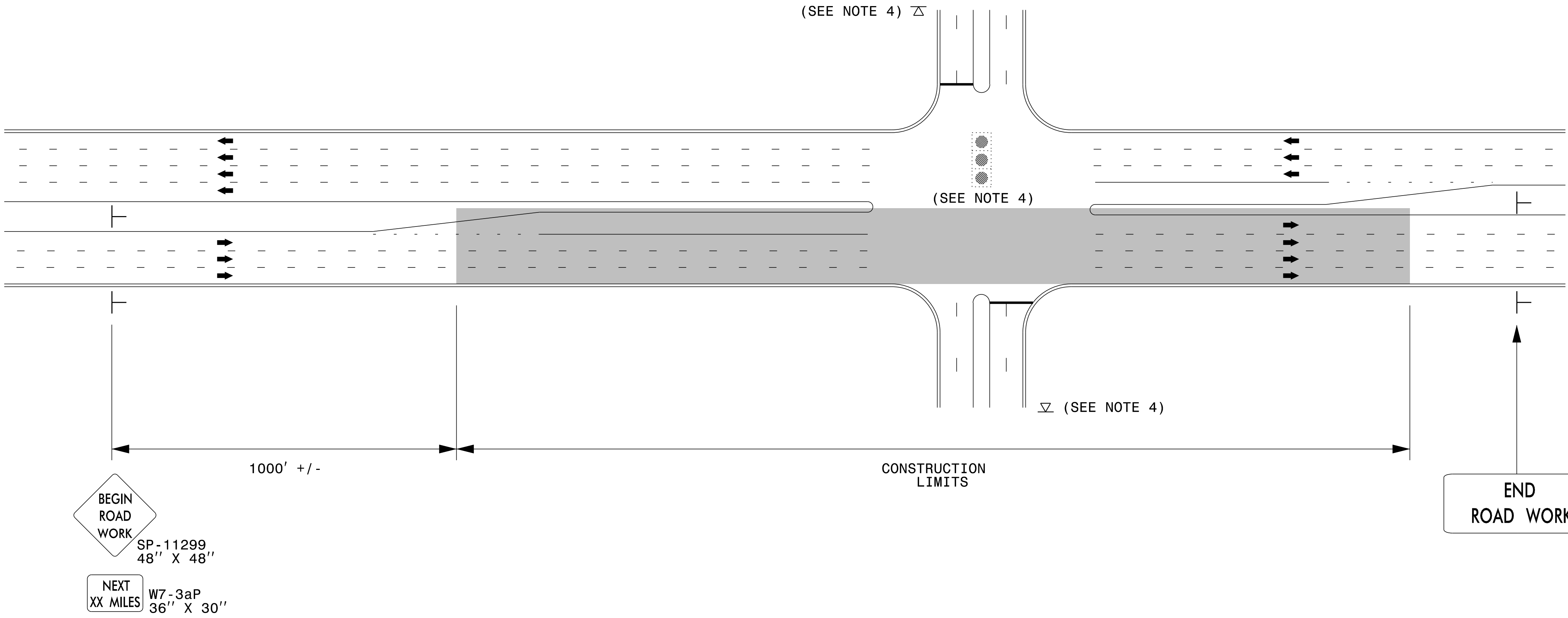
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 S:\TMD\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2L.nxdgn User:kddis

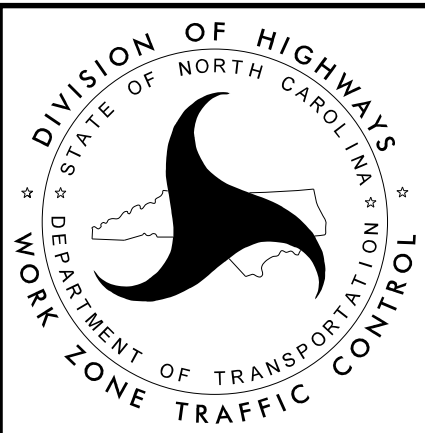
URBAN / SUBURBAN WORKZONES



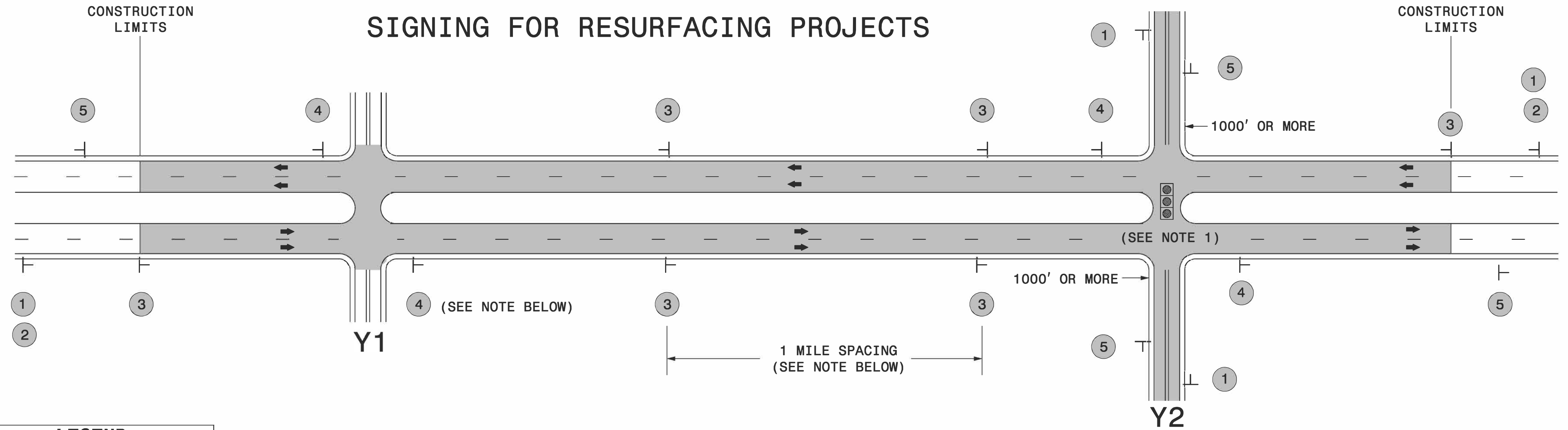
NOTES:

- 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

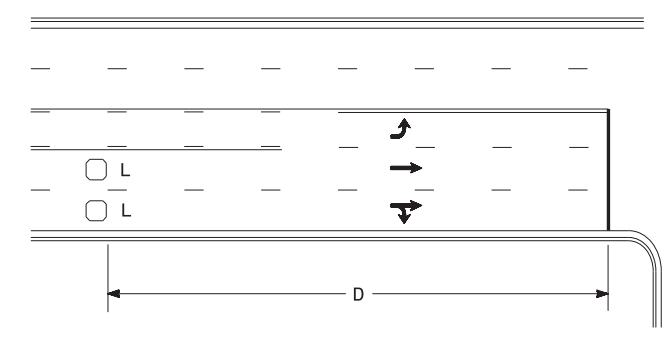
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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>NOTES:</p> <ol style="list-style-type: none"> 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.
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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

High Speed Detection (≥40 mph)

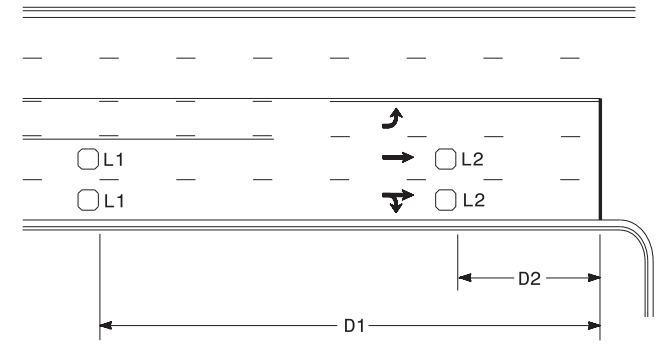


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



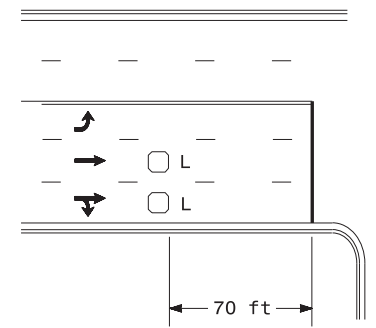
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

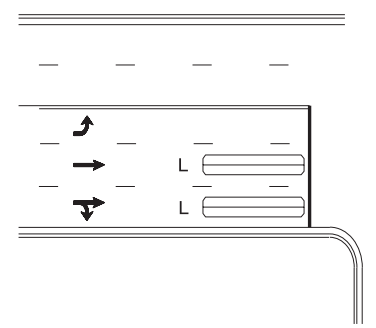
"Stretch" Operation

Low Speed Detection (≤35 mph)



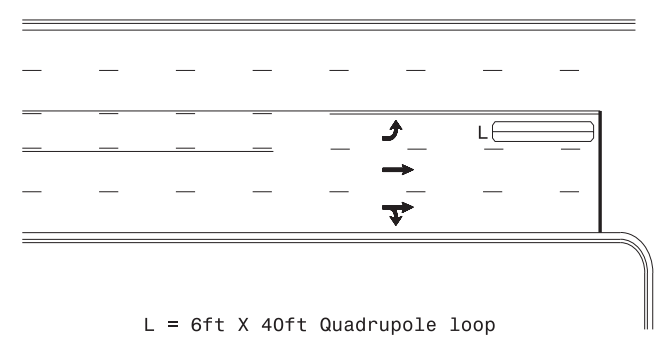
L = 6ft X 6ft
Wired in series

OR



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

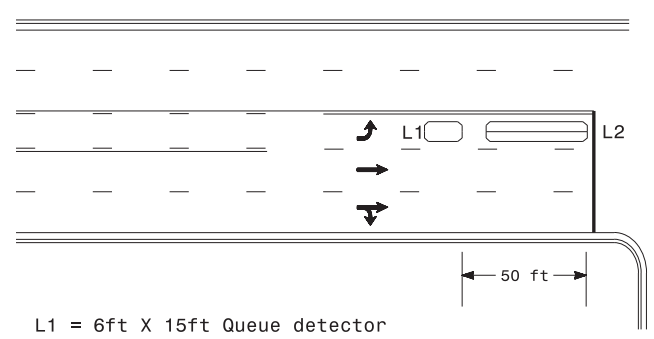
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

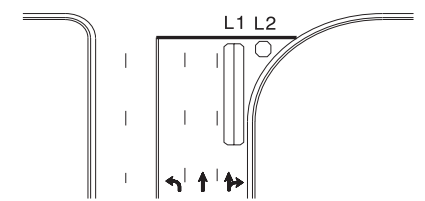
OR



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

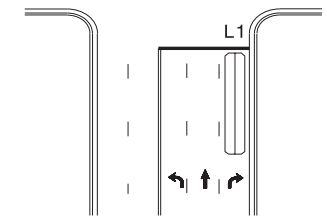
Queue Loop Detection

Right Turn Lane Detection

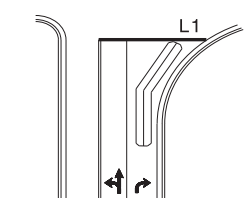


Shared Lane/
Wide Radius Turn

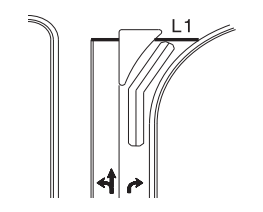
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

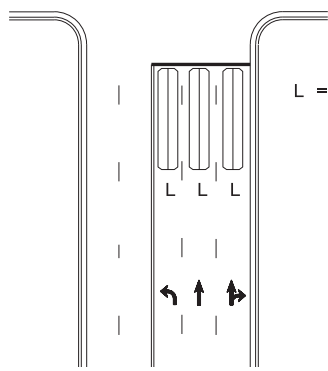


Wide Radius Turn



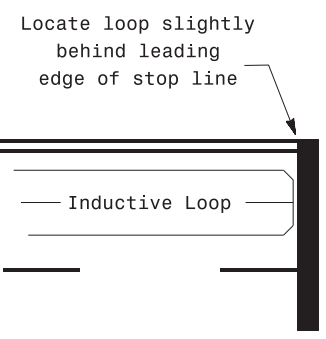
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

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

Typical Signal Loop Locations

	Prepared in the Offices of: 	PLAN DATE: September 2020 PREPARED BY: PLA	REVIEWED BY: JPG REVIEWED BY:
	SCALE N/A	REVISIONS INIT. DATE	REVISIONS INIT. DATE