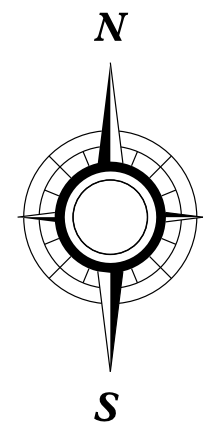
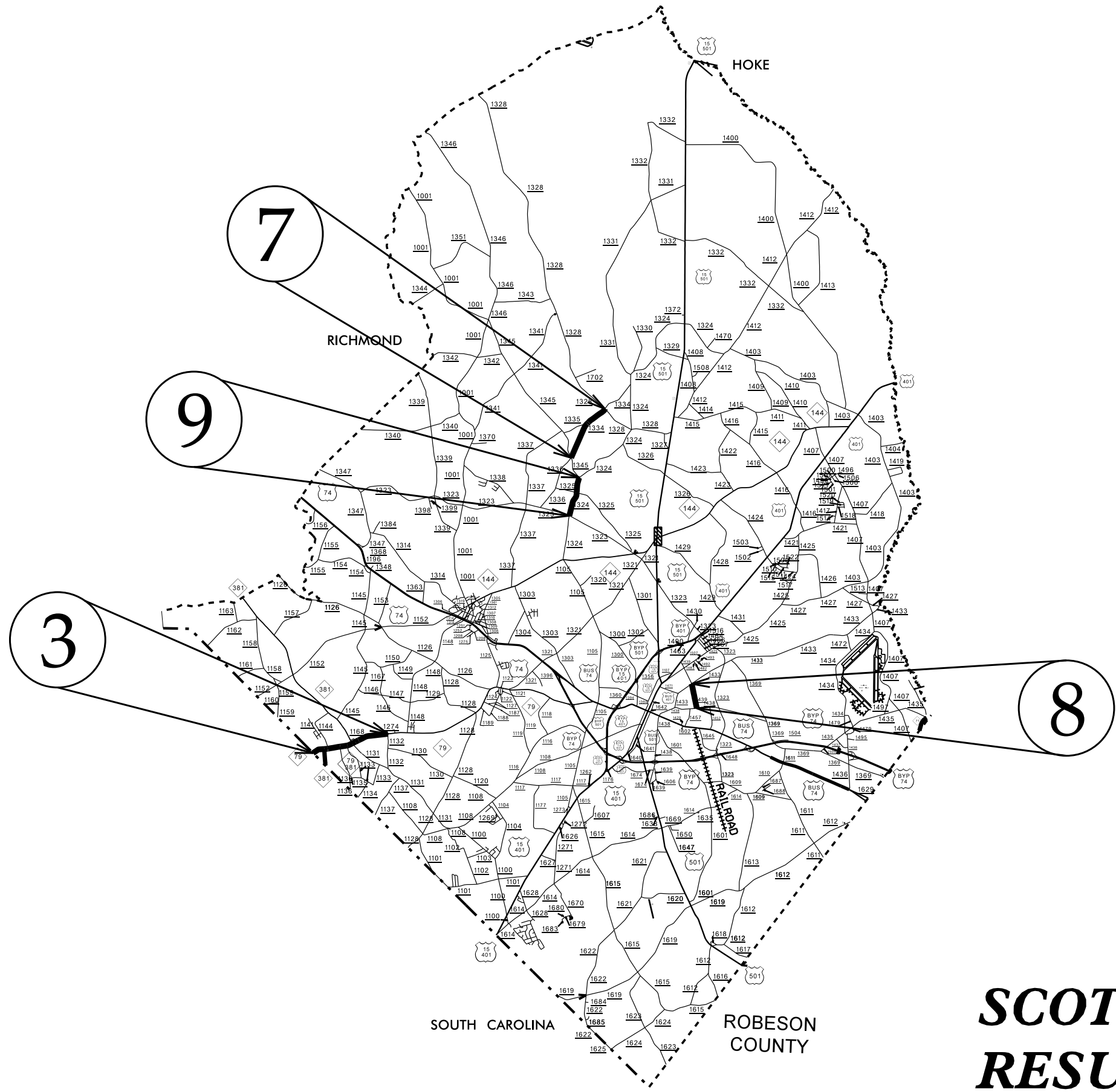


- 1
- 2
- 4
- 5
- 6

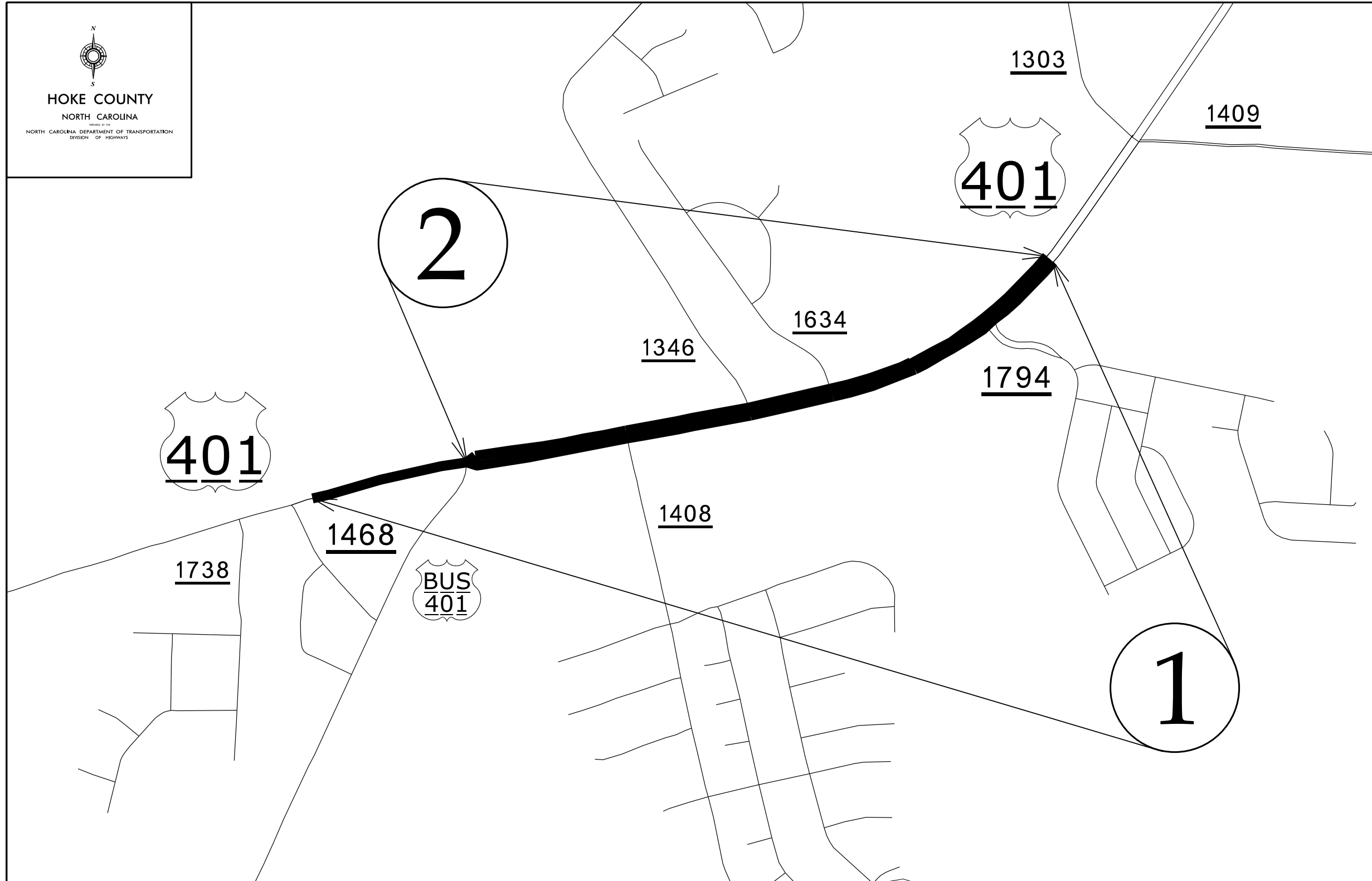


HOKE COUNTY RESURFACING

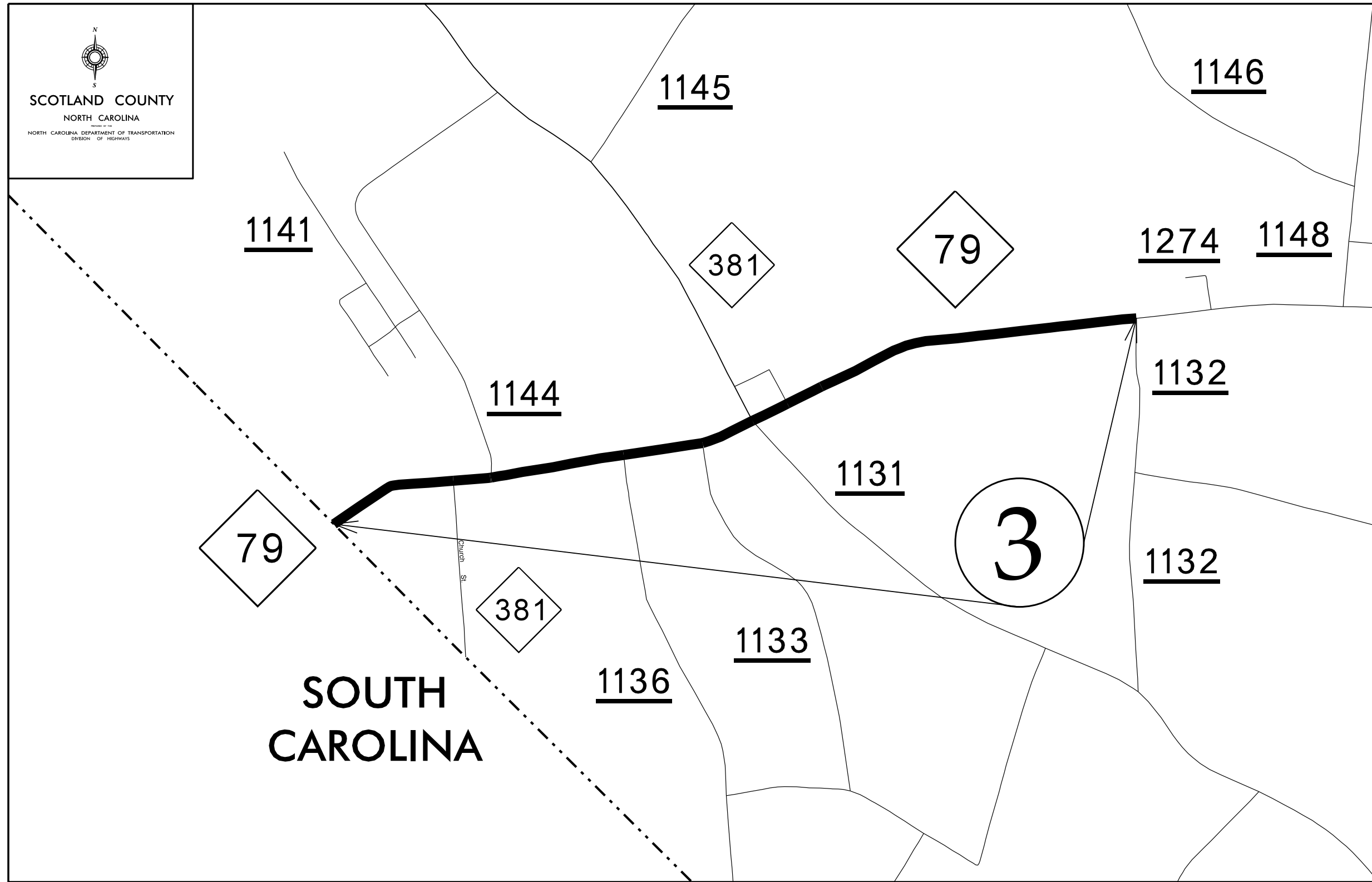


SCOTLAND COUNTY RESURFACING

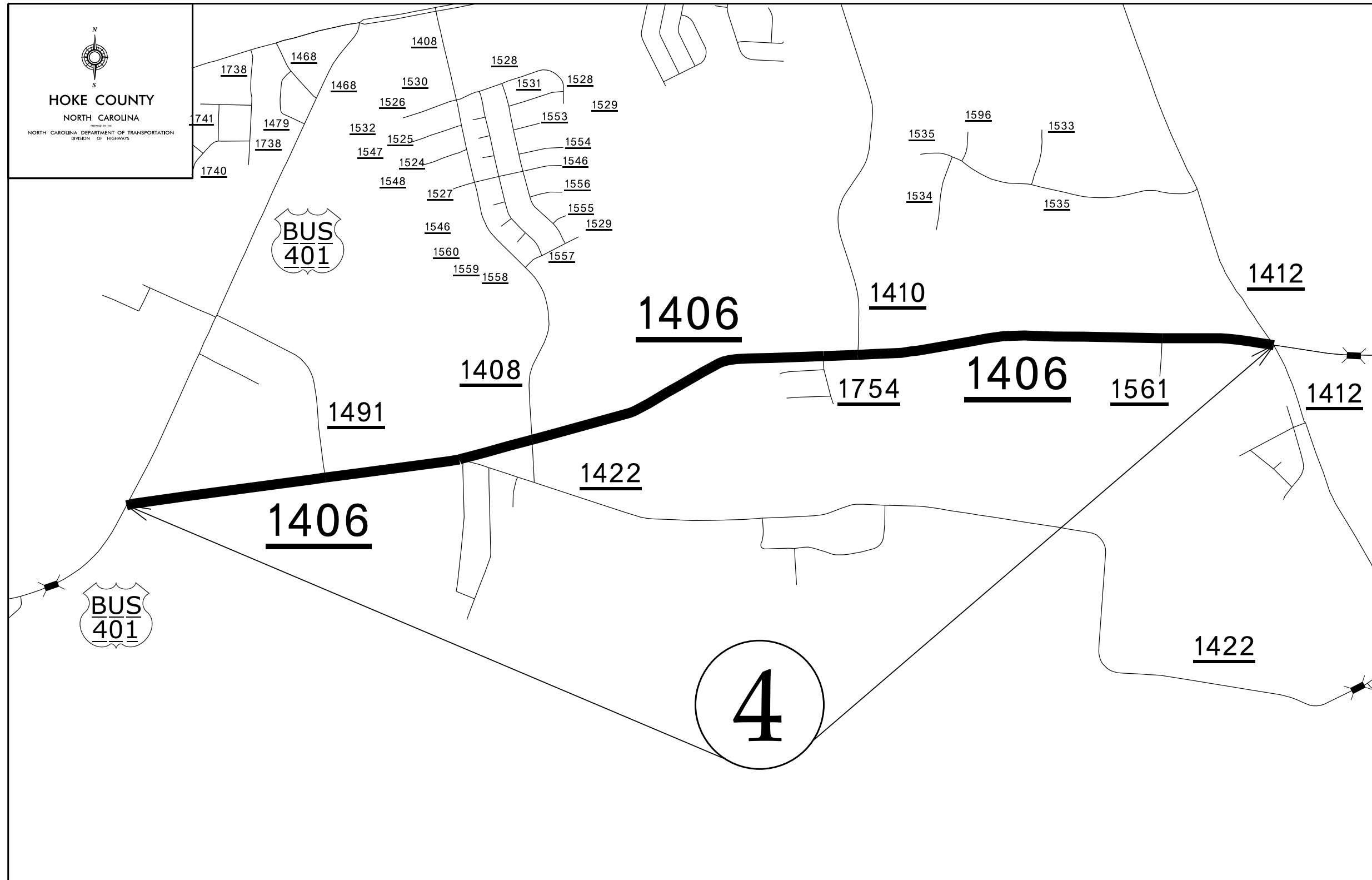
Maps 1 and 2



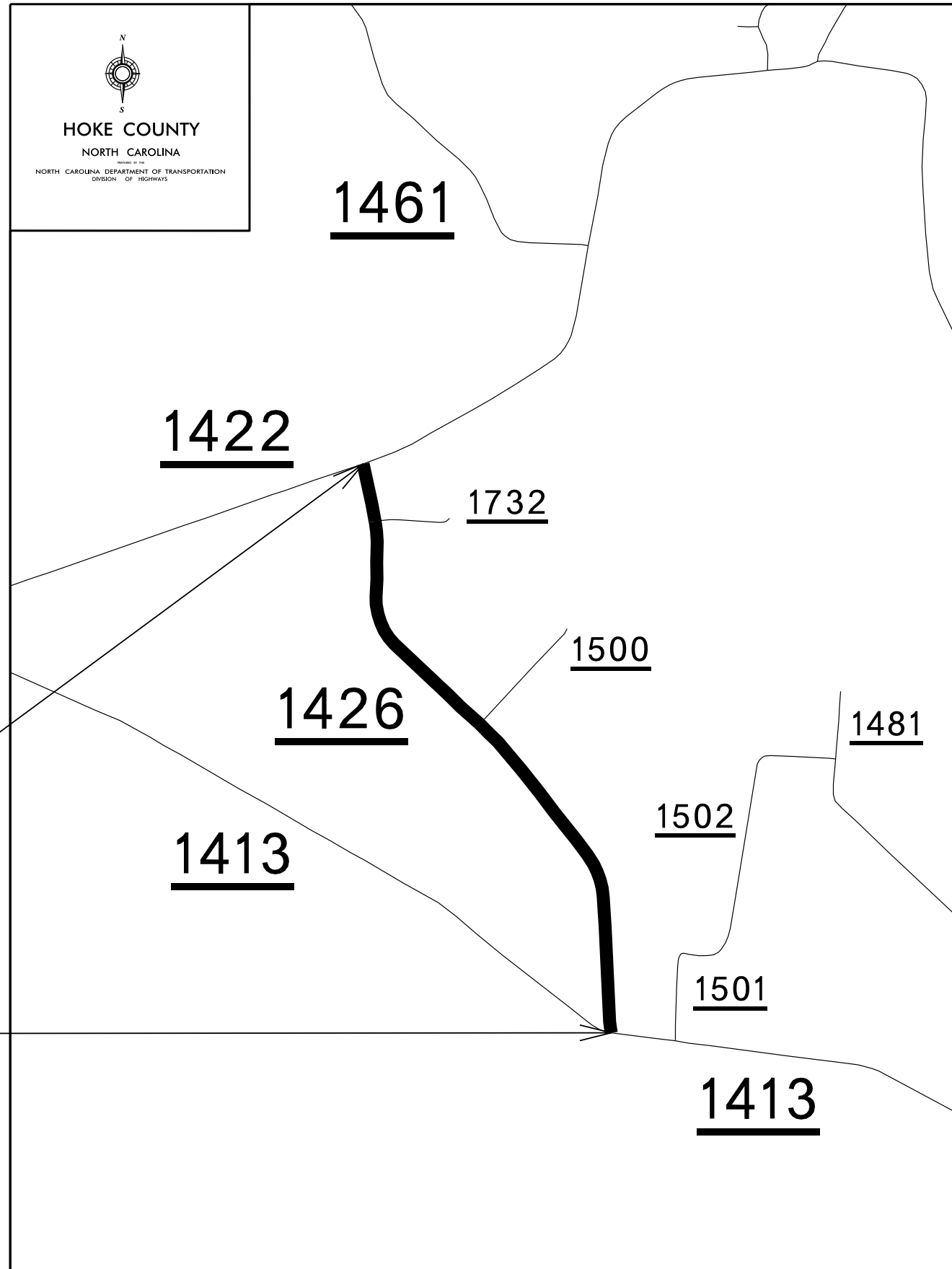
Map 3



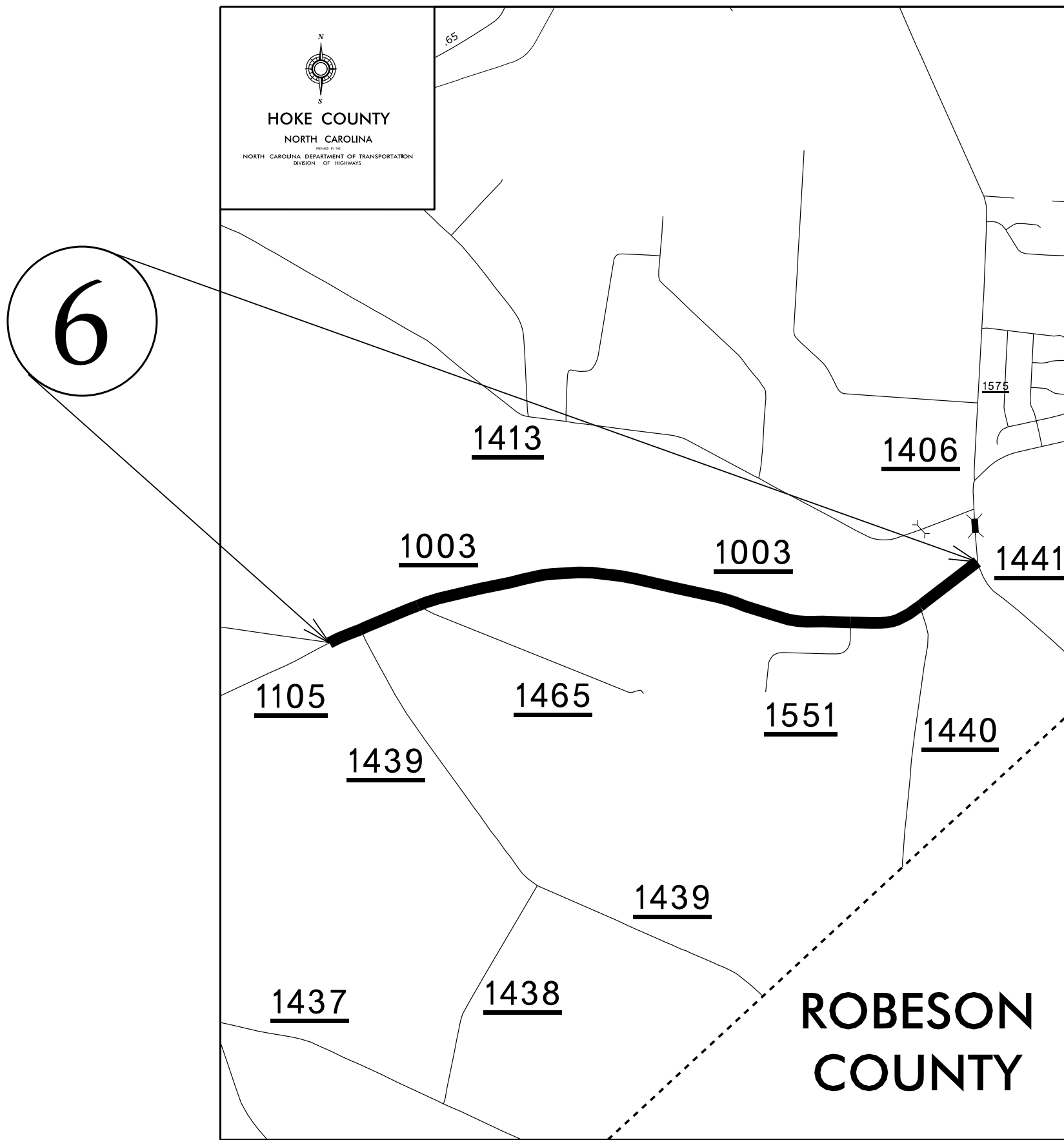
Map 4



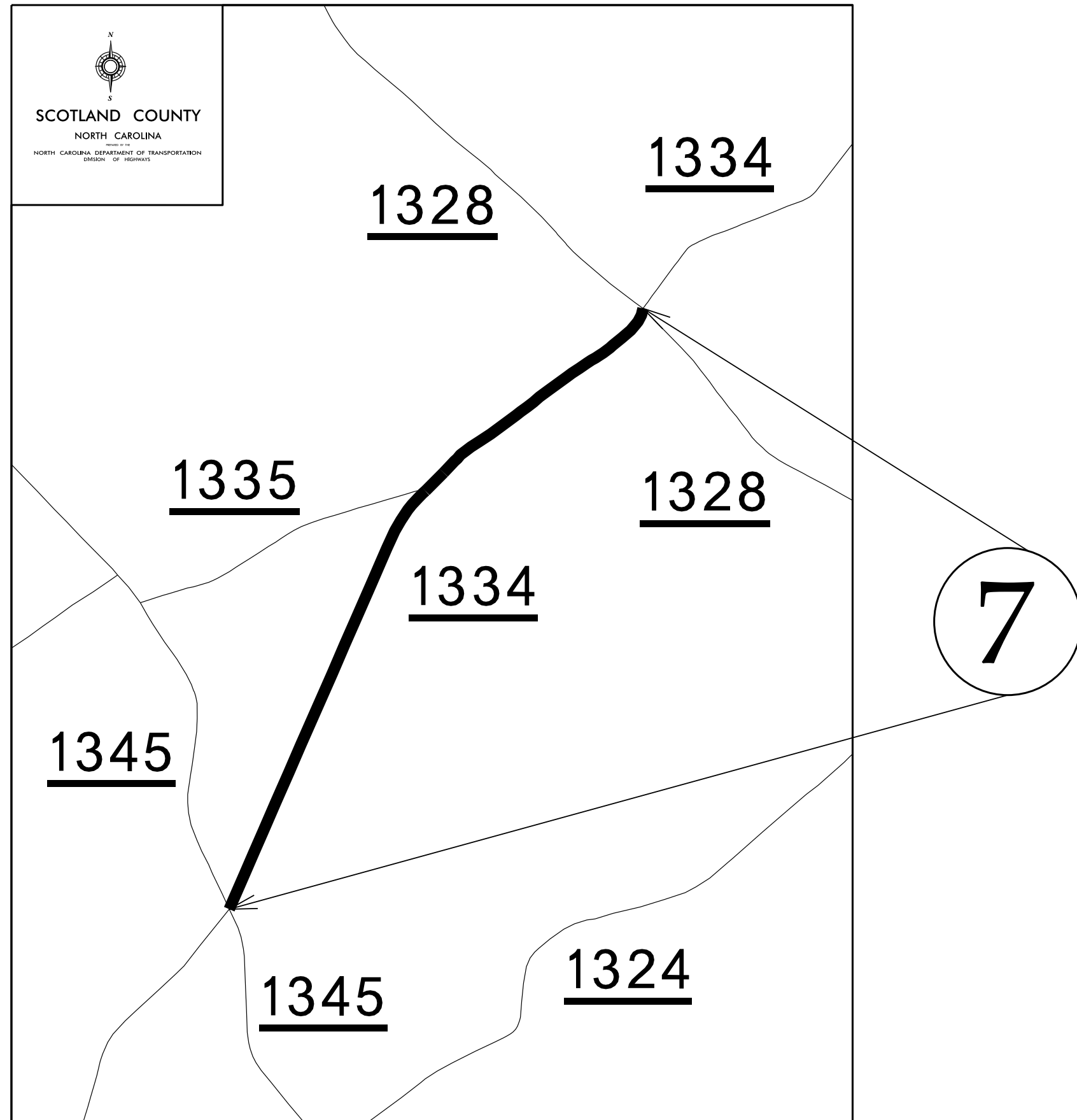
Map 5



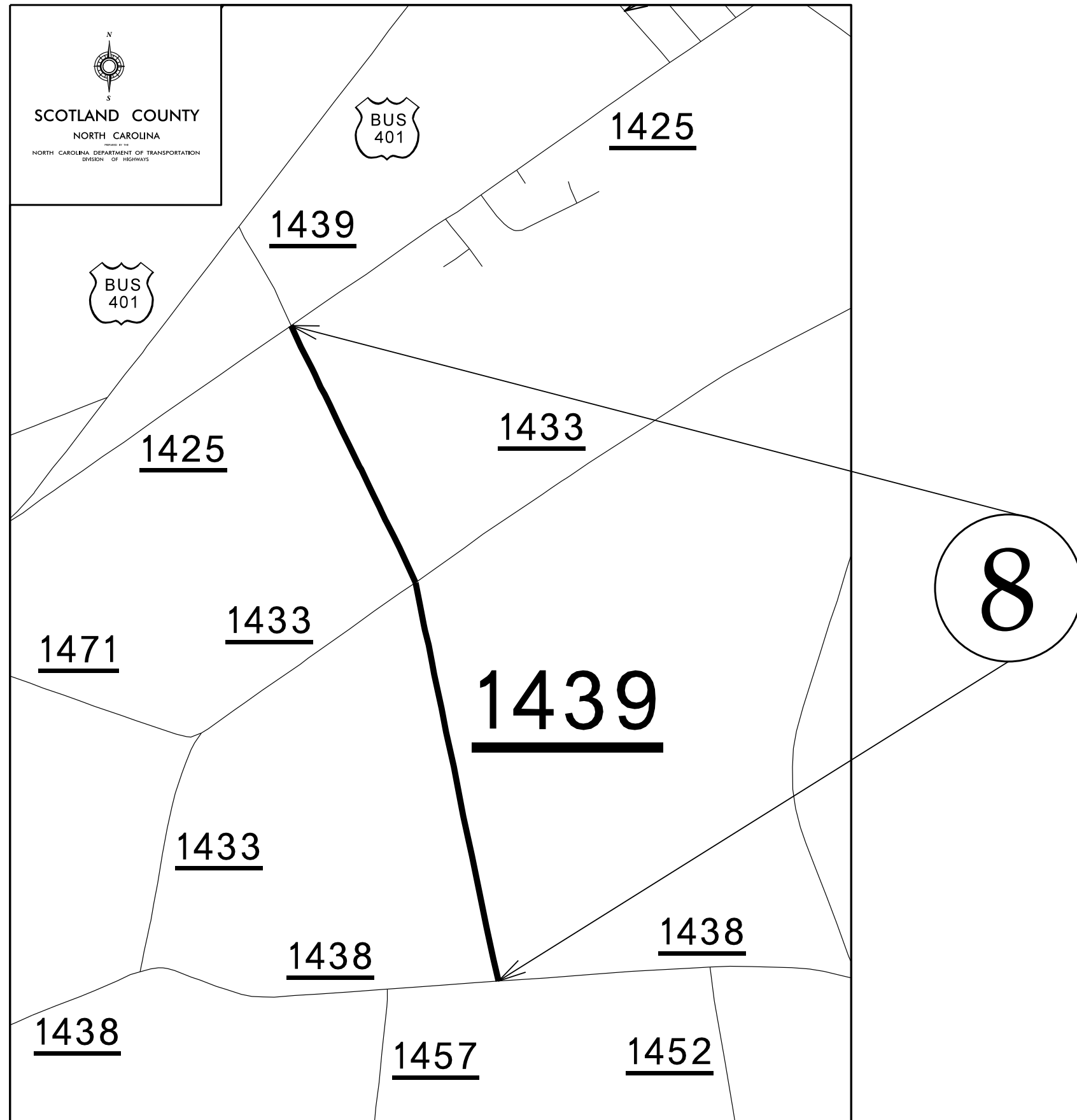
Map 6



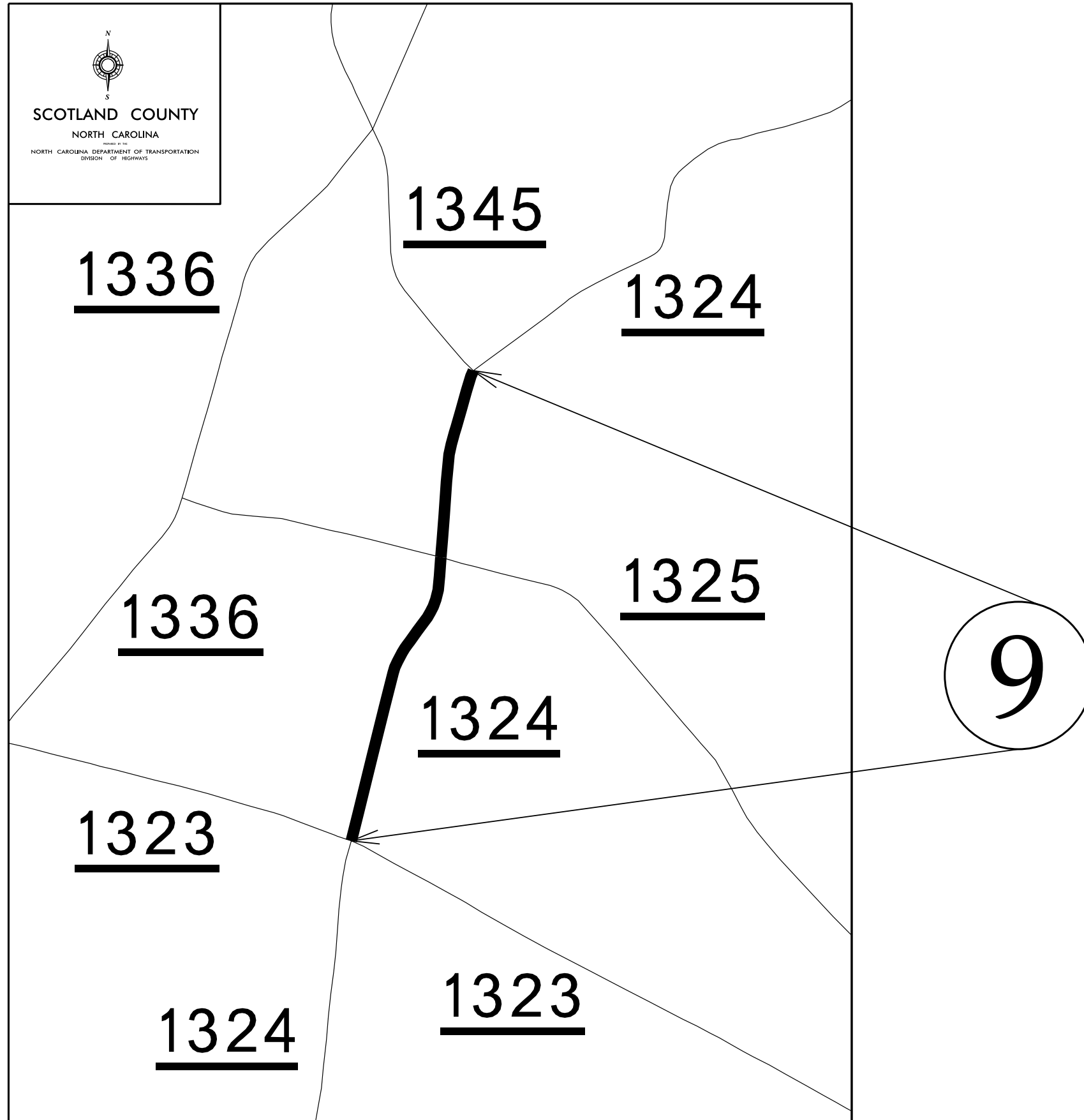
Map 7




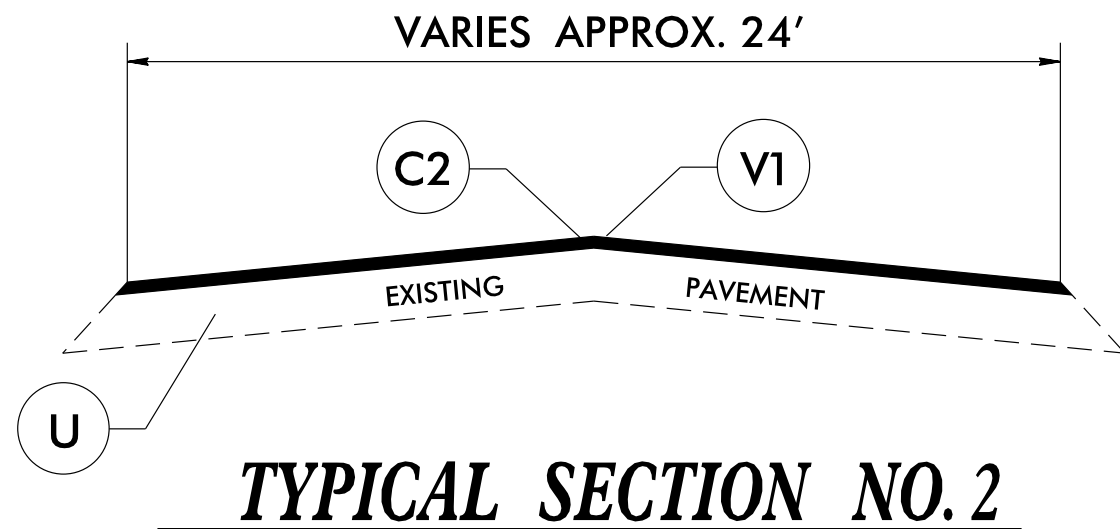
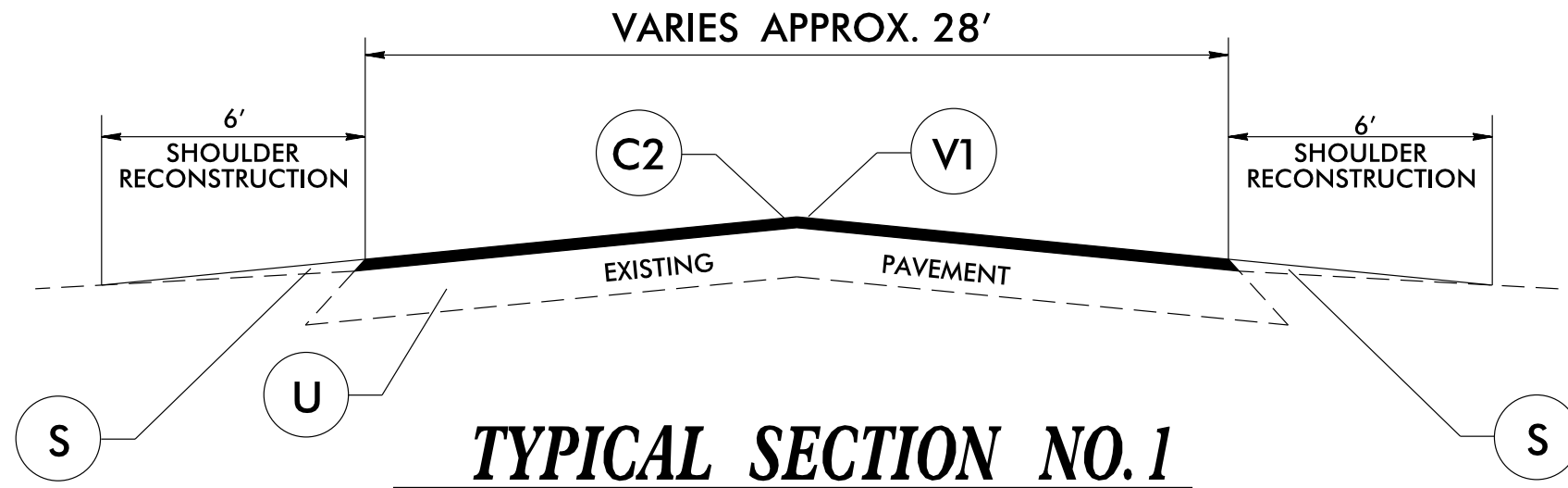
Map 8



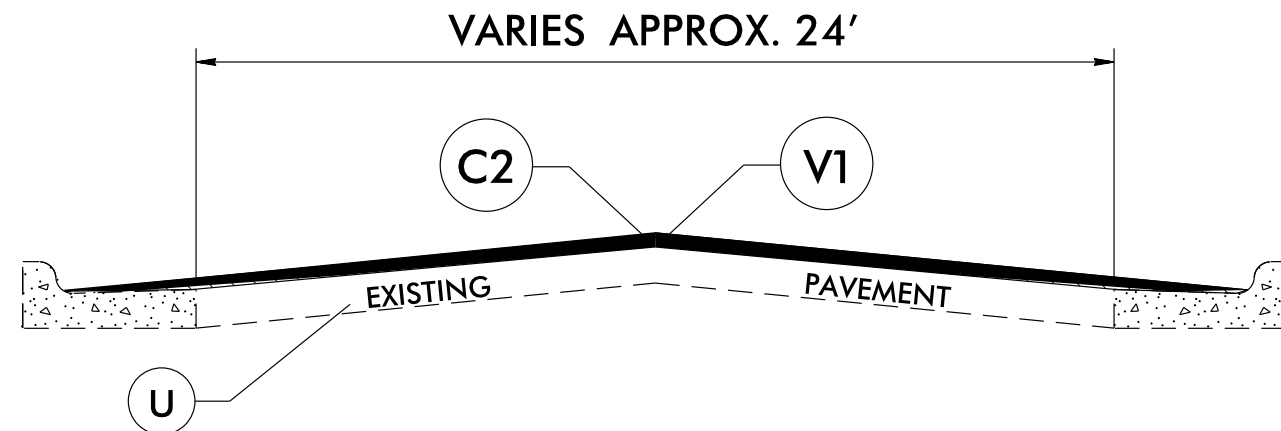
Map 9




 SCOTLAND COUNTY
 NORTH CAROLINA
ISSUED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

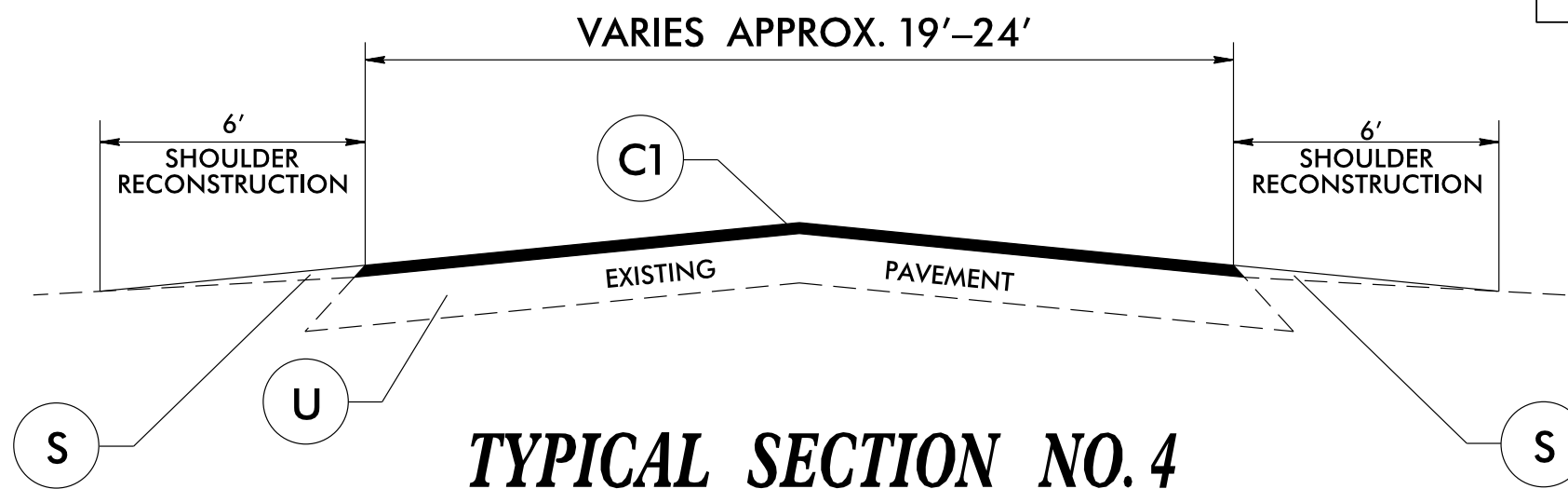


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	MILLING 1.5" IN DEPTH



TYPICAL SECTION NO. 3

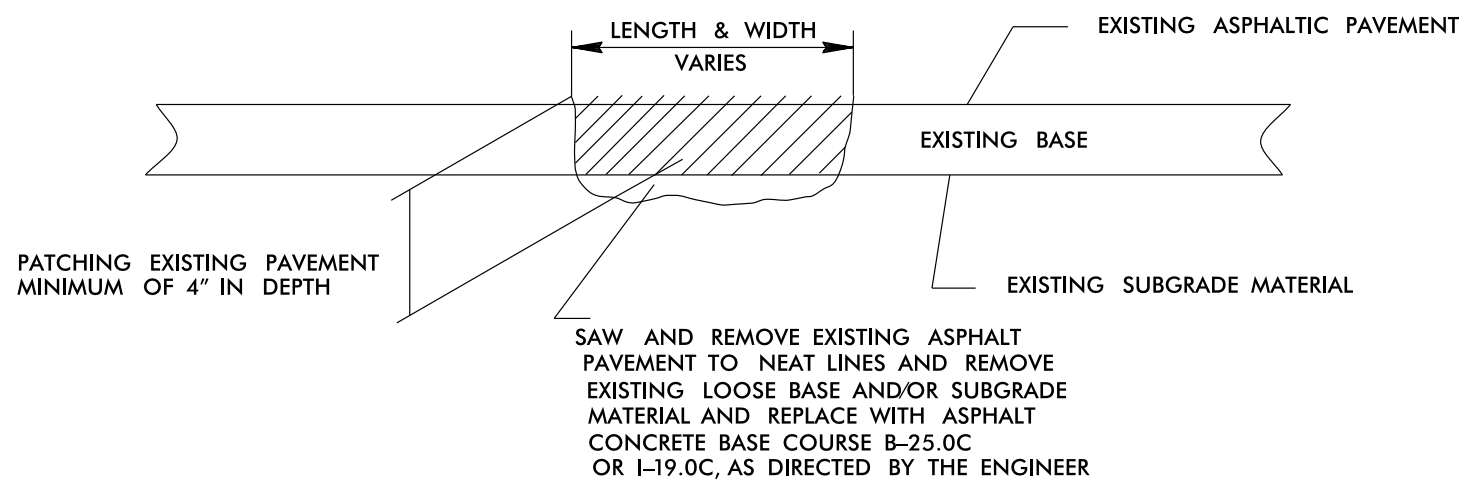
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	MILLING 1.5" IN DEPTH



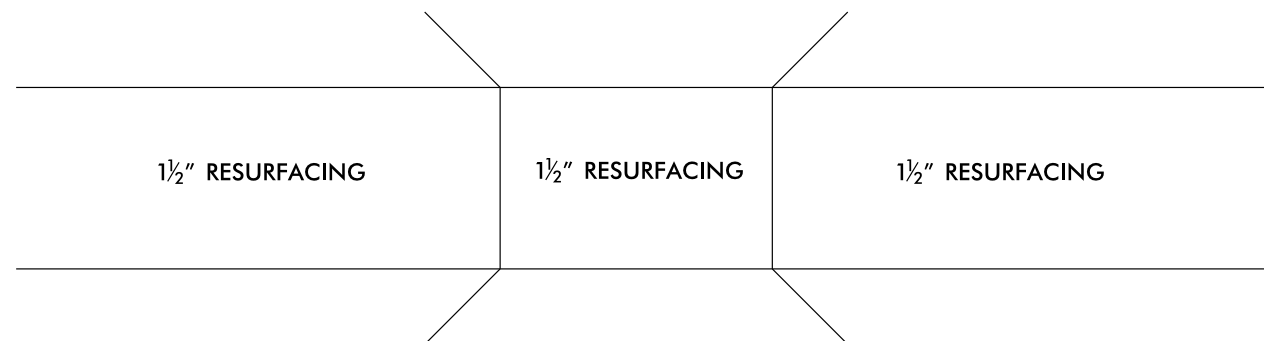
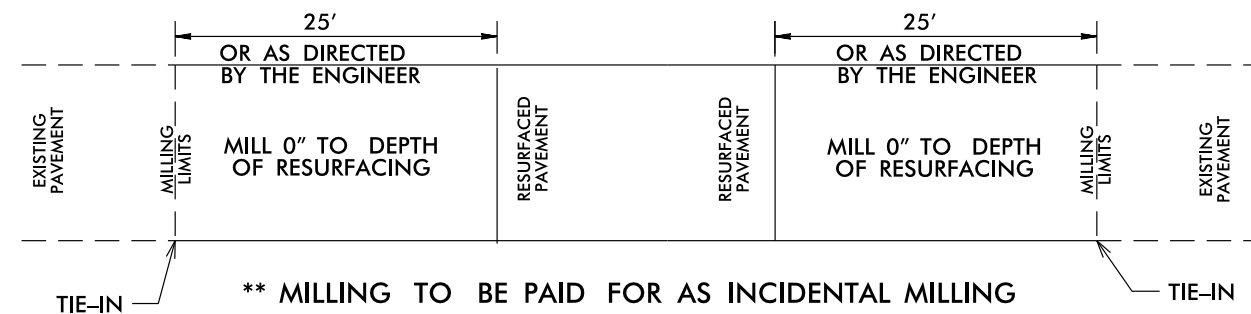
TYPICAL SECTION NO. 4

DETAILS

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



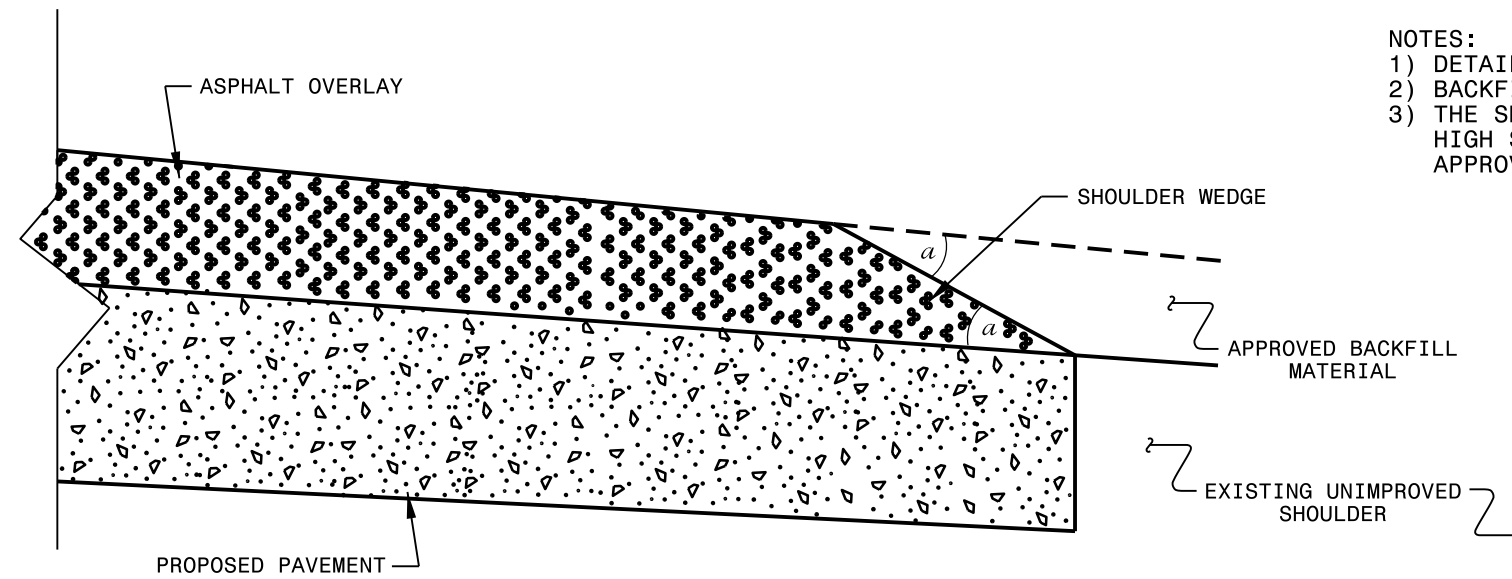
PAVEMENT TIE-IN DETAIL



BRIDGE DRAWING FOR MAP #7 SR 1334 CAMP MONROE RD BRIDGE #10

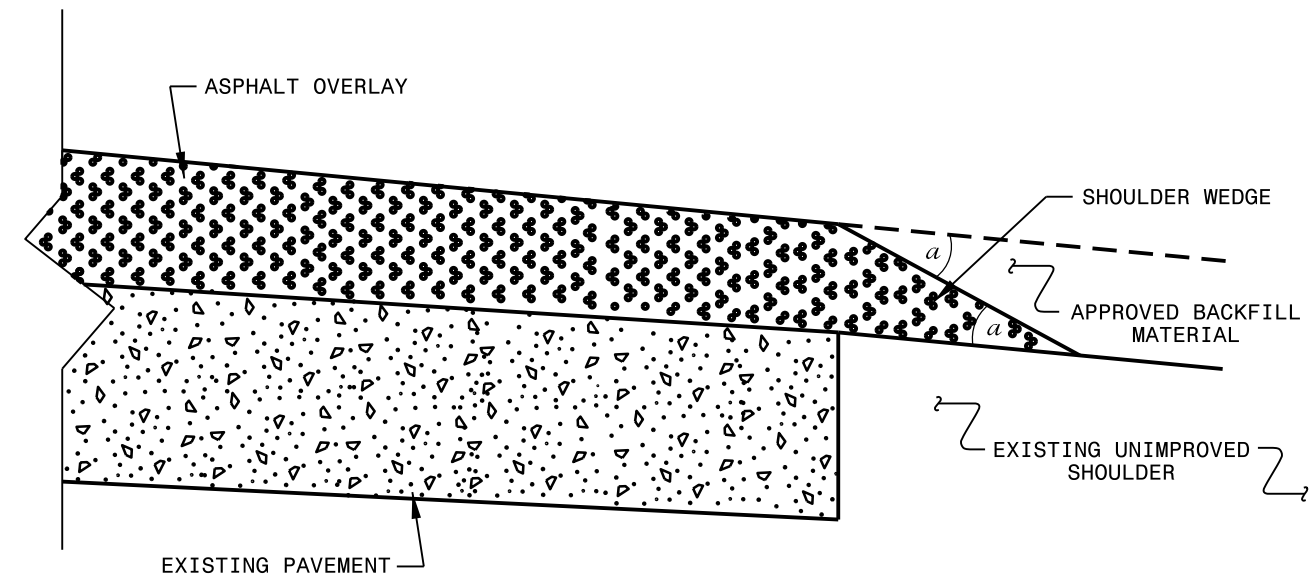
NOTES:

- 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.



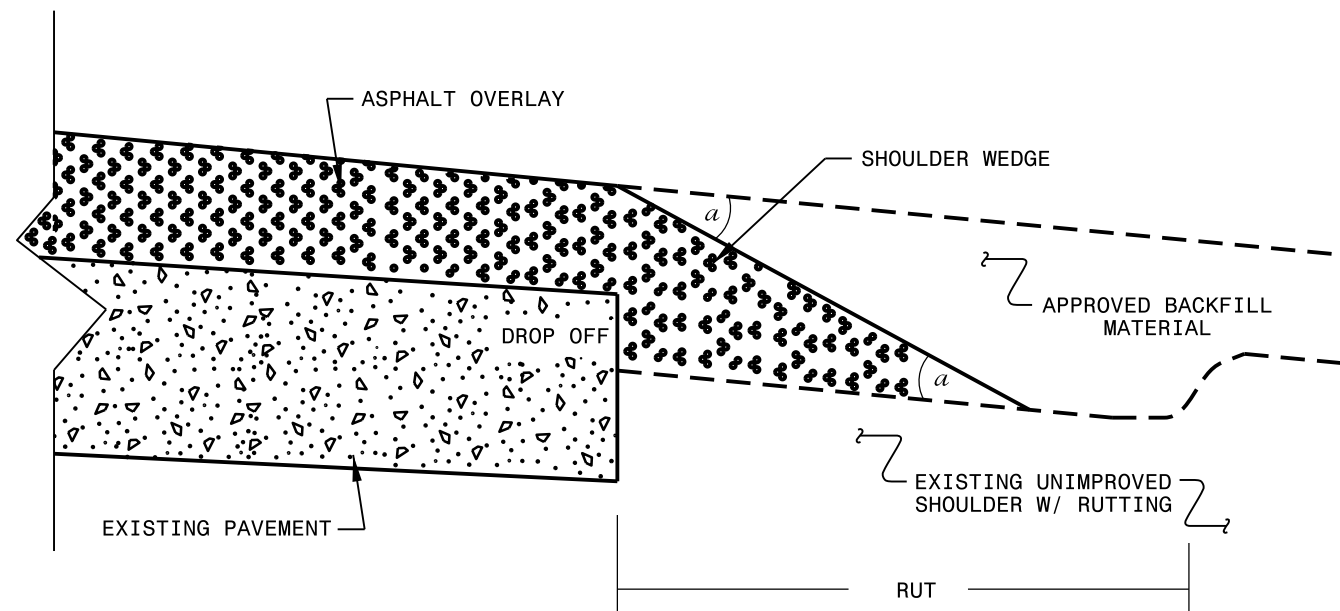
SHOULDER WEDGE DETAIL

(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°

CONTRACT STANDARDS AND DEVELOPMENT UNIT		
Office 919-707-6950 FAX 919-250-4119		
SHOULDER WEDGE DETAILS		
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.
2025CPT.08.10.10471, 2025CPT.08.10.10831 2025CPT.08.10.20471, ETC.	16	

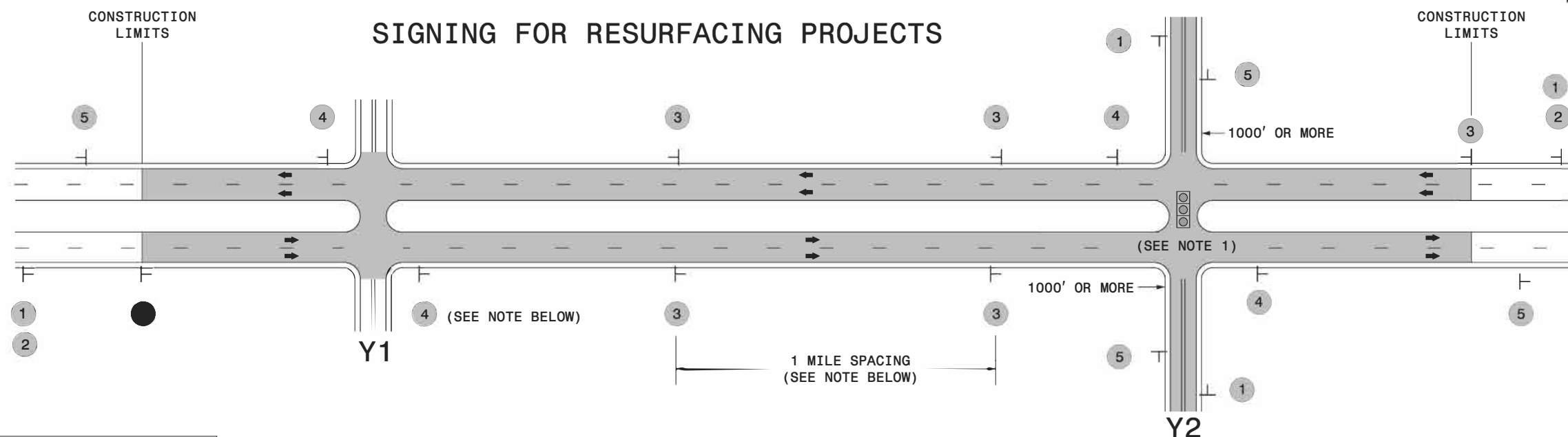
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		WIDTH	BEGIN MP	END MP	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	5255000000-N	7444000000-E	7456100000-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	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)												
								MI	FT														SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LS	LF	LF
2025CPT.08.10.10471	Hoke	1	US-401 N	FROM PVMT JOINT 900 FT NORTH OF SR 1468 (RILEY ST) TO 650 FT NORTH OF SR 1794 (ROYAL BIRKDALE DR.)	1	2	MD	1.12	28	12.72	13.84		2.24	314.00	20,245	7,380		2,320	137			2		0.5	1,872	60									
TOTAL FOR MAP NO. 1								1.12					2.24	314.00	20,245	7,380		2,320	137			2		0.5	1,872	60									
2025CPT.08.10.10471	Hoke	2	US-401 S	FROM 650 FT NORTH OF SR 1794 (ROYAL BIRKDALE DR.) TO END OF MEDIAN DIVIDE AT US 401 BUS	1	2	MD	0.99	28	4.99	5.98		1.98	277.00	15,975	5,005		1,762	104			2		0.5	1,872	25									
TOTAL FOR MAP NO. 2								0.99					1.98	277.00	15,975	5,005		1,762	104				2		0.5	1,872	25								
TOTAL FOR PROJ NO. 2025CPT.08.10.10471								2.11					4.22	591.00	36,220	12,385		4,082	241				2	2	1	3,744	85								
2025CPT.08.10.10831	Scotland	3	NC-79 (GIBSON RD)	FROM SOUTH CAROLINA LINE TO SR 1132 (DUNC PATE RD.)	2,3	2	2WU	2.07	24	0	2.07				31,366	1,680		2,775	164	6	14	16													
TOTAL FOR MAP NO. 3								2.07								31,366	1,680		2,775	164	6	14	16												
TOTAL FOR PROJ NO. 2025CPT.08.10.10831								2.07									31,366	1,680		2,775	164	6	14	16											
2025CPT.08.10.20471	Hoke	4	SR-1406 / ROCKFISH RD	FROM US HWY 401 BUS. TO SR 1412 (S. PARKER CHURCH RD/POSEY FARM RD)	4	2	2WU	3.89	24	0	3.89		7.78	1,089.00		2,490	5,196		340	50		5													
TOTAL FOR MAP NO. 4								3.89						7.78	1,089.00		2,490	5,196		340	50		5												
2025CPT.08.10.20471	Hoke	5	SR-1426 / TC JONES RD	FROM SR 1422 (PHILLIPI CHURCH RD.) TO SR 1413 (PITTMAN GROVE CH.RD.)	4	2	2WU	1.25	19	0	1.25		2.50	350.00		1,167	1,246		81																
TOTAL FOR MAP NO. 5								1.25						2.50	350.00		1,167	1,246		81															
2025CPT.08.10.20471	Hoke	6	SR-1003 / ARABIA RD	FROM SR 1441 (DAVIS BRIDGE RD) TO SR 1105 (N. OLDWIRE RD.)	4	2	2WU	2.24	23	1.26	3.5		4.48	627.00		2,120	2,670		175	35															
TOTAL FOR MAP NO. 6								2.24						4.48	627.00		2,120	2,670		175	35														
TOTAL FOR PROJ NO. 2025CPT.08.10.20471								7.38						14.76	2,066.00		5,777	9,112		596	85		5												
2025CPT.08.10.20831	Scotland	7	SR-1334 / CAMP MONROE RD	FROM SR 1345 (SNEADS GROVE RD) TO SR 1328 (HOFFMAN RD)	4	2	2WU	1.61	22	0	1.61		3.22	451.00		572	1,761		116	25															
TOTAL FOR MAP NO. 7								1.61						3.22	451.00		572	1,761		116	25														
2025CPT.08.10.20831	Scotland	8	SR-1439 / PRODUCE MARKET RD	FROM SR 1425 (LEES MILL RD) TO SR 1438 (OLD LUMBERTON RD)	4	2	2WU	1.12	23	0.18	1.3		2.24	314.00		1,135	1,341		105	375	4	5													
TOTAL FOR MAP NO. 8								1.12						2.24	314.00		1,135	1,341		105	375	4	5												
2025CPT.08.10.20831	Scotland	9	SR-1324 / SNEADS GROVE RD	FROM SR 1323 (MCFARLAND RD) TO SR 1345 (SNEADS TOWN RD.)	4	2	2WU	1.05	23	1.17	2.22		2.10	294.00		275	1,192		79	33															
TOTAL FOR MAP NO. 9								1.05						2.10	294.00		275	1,192		79	33														
TOTAL FOR PROJ NO. 2025CPT.08.10.20831								3.78						7.56	1,059.00		1,982	4,294		300	433	4	5												
GRAND TOTAL								15.34						26.54	3,716.00		67,586	21,824		13,406	6,857		1,301	524	20	28	1	3,744	85						

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.08.10.10471, 2025CPT.08.10.10831, 2025CPT.08.10.20471, ETC.	18	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	483500000-E	484000000-N			484500000-N				489500000-N		490000000-N					
												24" WHITE PAINT	PAINT MSG SCHOOL	PAINT MSG ONLY	PAINT MSG RXR	PAINT LT ARROW	PAINT STR ARROW	PAINT RT ARROW	PAINT STR & RT ARROW	GENERIC PAVEMENT MARKING ITEM POLYCARBONATE H-SHAPED	GENERIC PAVEMENT MARKING ITEM POLYCARBONATE H-SHAPED	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS				
								MI	FT			LF	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2025CPT.08.10.10471	Hoke	1	US-401 N	FROM PVMT JOINT 900 FT NORTH OF SR 1468 (RILEY ST) TO 650 FT NORTH OF SR 1794 (ROYAL)	1	2	MD	1.12	15	12.72	13.84	312	6			10	20	13		240							
TOTAL FOR MAP NO. 1								1.12				312	6			10	20	13		240							
2025CPT.08.10.10471	Hoke	2	US-401 S	FROM 650 FT NORTH OF SR 1794 (ROYAL BIRKDALE DR.) TO END OF MEDIAN DIVIDE AT US 401 BUS	1	2	MD	0.99	15	4.99	5.98	211	6	4	17	16	11	1	208								
TOTAL FOR MAP NO. 2								0.99				211	6	4	17	16	11	1	208								
TOTAL FOR PROJ NO. 2025CPT.08.10.10471								2.11				523	12	4	27	36	24	1	448								
												16			88				448								
2025CPT.08.10.10831	Scotland	3	NC-79 (GIBSON RD)	FROM SOUTH CAROLINA LINE TO SR 1132 (DUNC PATE RD.)	2,3	2	2WU	2.07	24	0	2.07	132			4					145							
TOTAL FOR MAP NO. 3								2.07				132			4					145							
TOTAL FOR PROJ NO. 2025CPT.08.10.10831								2.07				132			4						145						
												4			145												
2025CPT.08.10.20471	Hoke	4	SR-1406 / ROCKFISH RD	FROM US HWY 401 BUS. TO SR 1412 (S. PARKER CHURCH RD/POSEY FARM RD)	4	2	2WU	3.89	24	0	3.89									16	271						
TOTAL FOR MAP NO. 4								3.89													16	271					
2025CPT.08.10.20471	Hoke	5	SR-1426 / TC JONES RD	FROM SR 1422 (PHILLIPI CHURCH RD.) TO SR 1413 (PITTMAN GROVE CH.RD.)	4	2	2WU	1.25	19	0	1.25	97		4													
TOTAL FOR MAP NO. 5								1.25				97		4													
2025CPT.08.10.20471	Hoke	6	SR-1003 / ARABIA RD	FROM SR 1441 (DAVIS BRIDGE RD) TO SR 1105 (N. OLDWIRE RD.)	4	2	2WU	2.24	23	1.26	3.5									7	180						
TOTAL FOR MAP NO. 6								2.24													7	180					
TOTAL FOR PROJ NO. 2025CPT.08.10.20471								7.38				97		4							23	451					
												4			474												
2025CPT.08.10.20831	Scotland	7	SR-1334 / CAMP MONROE RD	FROM SR 1345 (SNEADS GROVE RD) TO SR 1328 (HOFFMAN RD)	4	2	2WU	1.61	22	0	1.61																
TOTAL FOR MAP NO. 7								1.61																			
2025CPT.08.10.20831	Scotland	8	SR-1439 / PRODUCE MARKET RD	FROM SR 1425 (LEES MILL RD) TO SR 1438 (OLD LUMBERTON RD)	4	2	2WU	1.12	23	0.18	1.3																
TOTAL FOR MAP NO. 8								1.12																			
2025CPT.08.10.20831	Scotland	9	SR-1324 / SNEADS GROVE RD	FROM SR 1323 (MCFARLAND RD) TO SR 1345 (SNEADS TOWN RD.)	4	2	2WU	1.05	23	1.17	2.22																
TOTAL FOR MAP NO. 9								1.05																			
TOTAL FOR PROJ NO. 2025CPT.08.10.20831								3.78																			
GRAND TOTAL												15.34				752	12	4	8	27	36	24	1	448	145	23	451
																24			88				593		474		



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

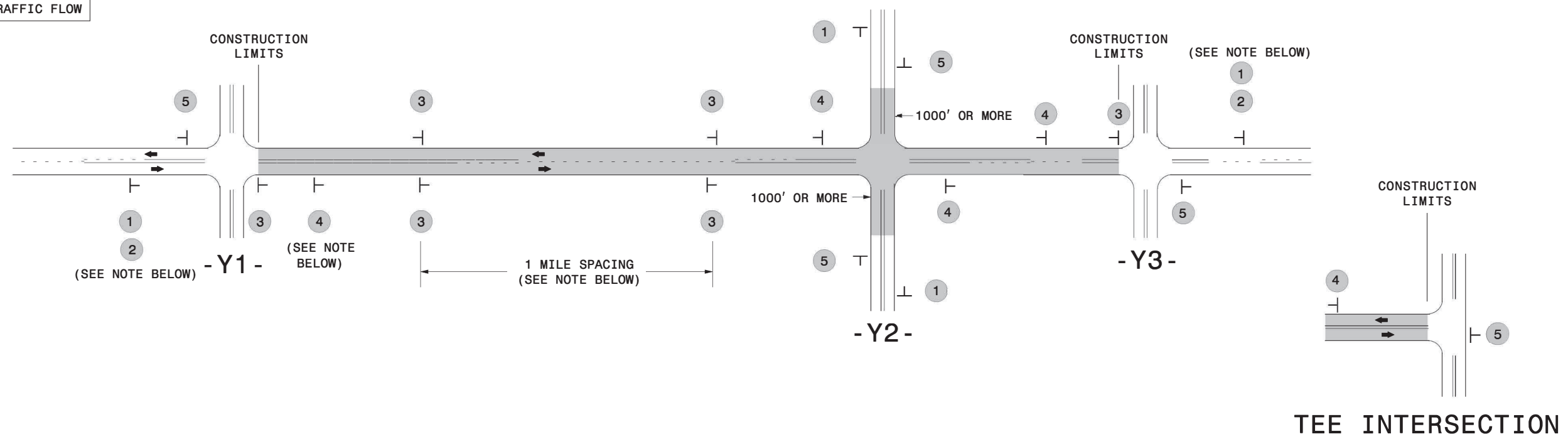
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</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, 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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </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.
	2	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

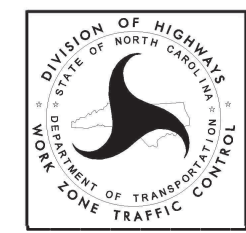
-Y- LINE SIGNING

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.

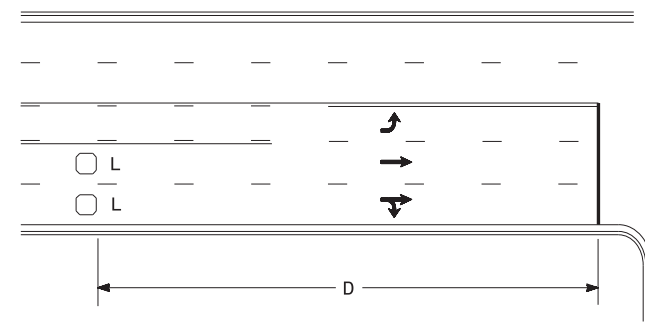
MAPS LESS THAN 2 MILES

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

High Speed Detection (≥40 mph)

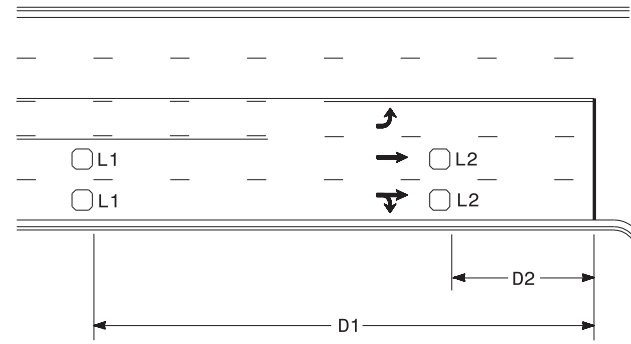


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

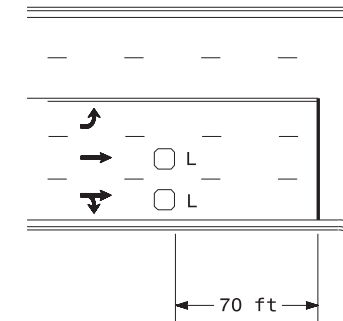


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

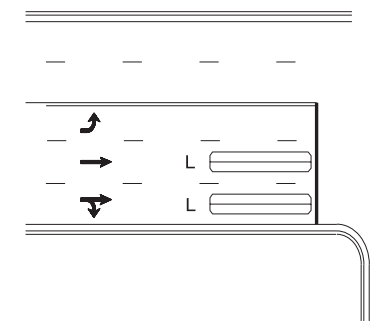
"Stretch" Operation

Low Speed Detection (≤35 mph)



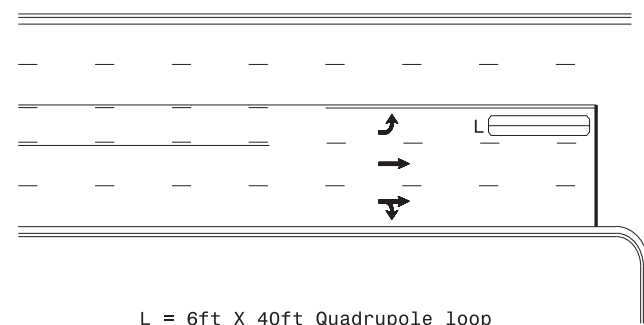
L = 6ft X 6ft
Wired in series

OR



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

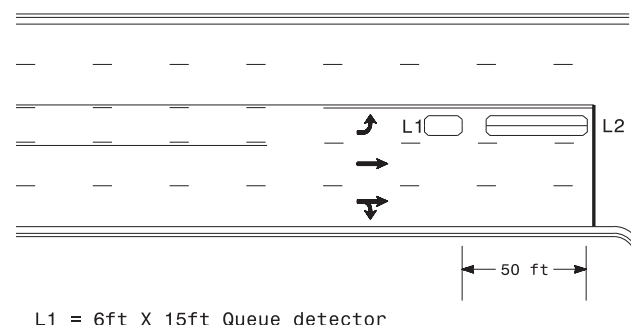
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

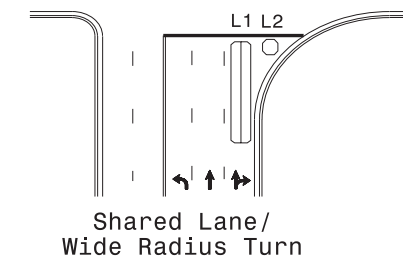
OR



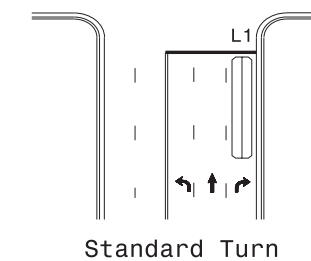
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

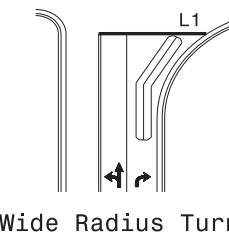
Right Turn Lane Detection



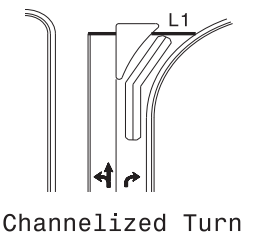
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

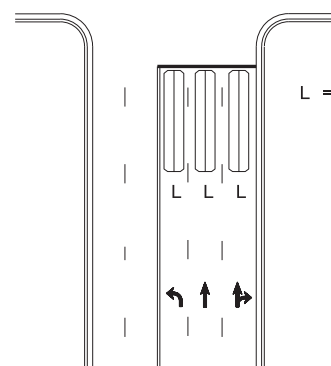


Wide Radius Turn



Channelized Turn

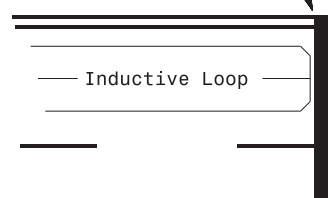
Side Street Detection



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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
SIGNAL DESIGN SECTION

SCALE: N/A

Typical Signal Loop Locations

PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
REVISIONS	INIT. DATE

9/8/2020