MINNESOTA DEPARTMENT OF TRANSPORTATION

THE COUNTY OF OLMSTED

CONSTRUCTION PLAN FOR AGGREGATE BASE & BITUMINOUS SURFACING

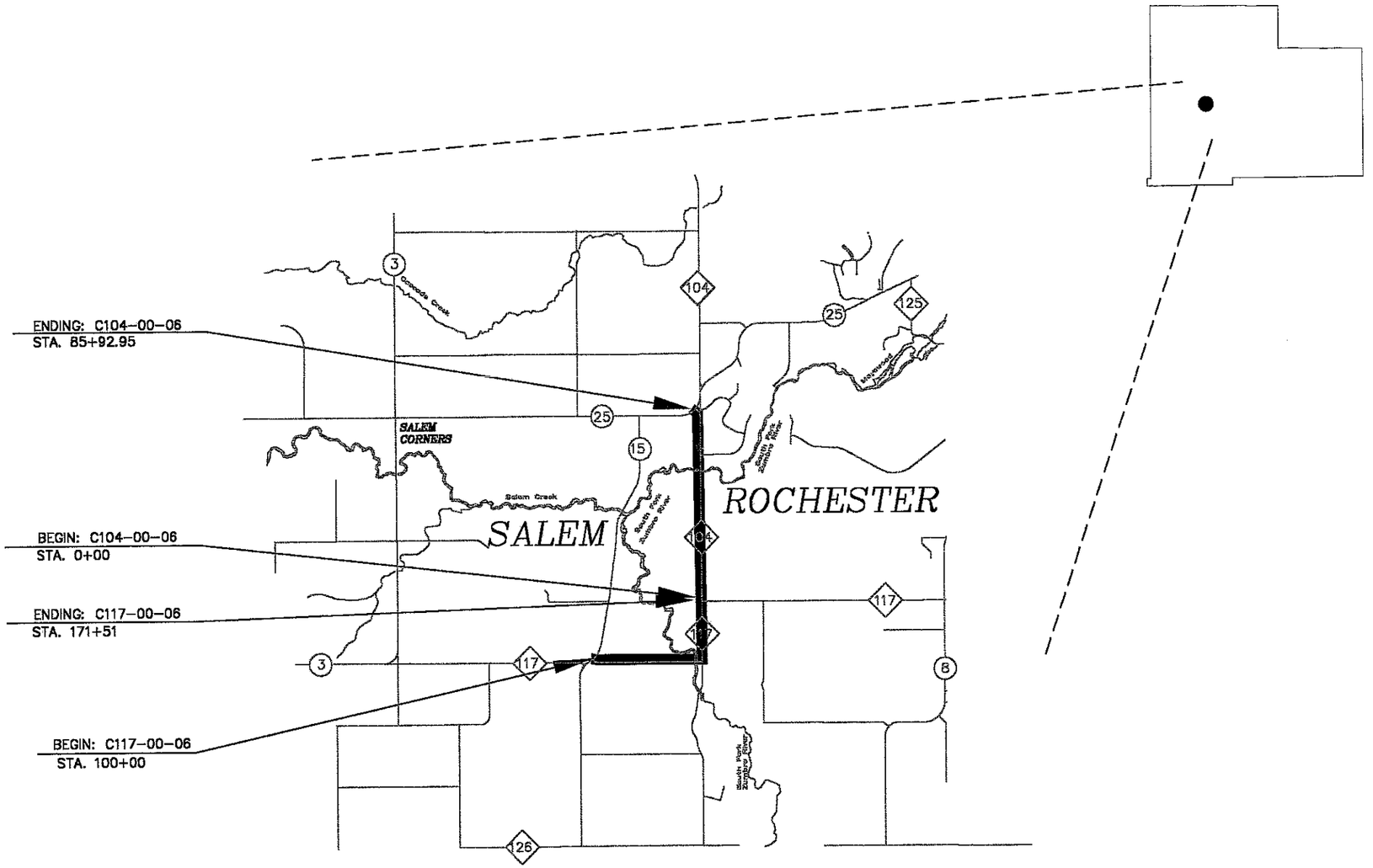
LOCATED ON C.R. 117 BETWEEN C.S.A.H. 15 AND C.R. 104 (GEOGRAPHIC DESCRIPTION)

LOCATED ON C.R. 104 BETWEEN C.R. 117 AND C.S.A.H. 25 (GEOGRAPHIC DESCRIPTION)

FROM APPOX. 2,110' W. OF CENTER SEC. 25 T106N–R15W TO NE COR. SEC. 25 T106N R15W (LEGAL DESCRIPTION)

FROM W. SEC. COR. 19–30 T106N–R14W TO APPROX. 683' N.W. OF W. CENTER SEC. 18 T106N–R104W (LEGAL DESCRIPTION)

(CR 117) C117–00–06				(CR 104) C104–00–06			
GROSS LENGTH	7,151.00	FEET	1.354 MILES	GROSS LENGTH	8,592.95	FEET	1.627 MILES
BRIDGE–LENGTH	227.16	FEET	0.043 MILES	BRIDGE–LENGTH	216.59	FEET	0.041 MILES
EXCEPTIONS–LENGTH	0	FEET	0 MILES	EXCEPTIONS–LENGTH	0	FEET	0 MILES
NET LENGTH	6,923.84	FEET	1.311 MILES	NET LENGTH	8,376.36	FEET	1.586 MILES



MINN. PROJ. NO. .....

GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", AS AMENDED BY THE MAY 2, 1994 SUPPLEMENTAL SPECIFICATION SHALL GOVERN.

INDEX

SHEET NO. 1	TITLE SHEET
SHEET NO. 2	ESTIMATE OF QUANTITIES
SHEET NO. 3	TYPICAL SECTIONS
SHEET NO. 4 – 7	TRAFFIC
SHEET NO. 8	SAWING DETAIL
SHEET NO. 9	PAVEMENT MARKING DETAIL

THIS PLAN CONTAINS 9 SHEETS.

DESIGN DESIGNATION (CR 104)

R = ΣN18(20)
ADT (Current Year) = 377(2000) Design Speed 55 MPH
ADT (Future Year) = 603(2020) Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) = Height of eye 3.5' Height of object 0.5'
D (Directional Distr.) = Design Speed not achieved at:
T (Heavy Commercial) = EST. 4% STA. 82+22.41 TO STA. 85+08.77 MPH <30*
SUBGRADE = K=150 STA. TO STA. MPH
SHOULDER WIDTH = 4'
9 TON DESIGN *STOP CONDITION
SOIL FACTOR = 130%

DESIGN DESIGNATION (CR 117)

R = ΣN18(20)
ADT (Current Year) = 79(2000) Design Speed 55 MPH
ADT (Future Year) = 126(2020) Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) = Height of eye 3.5' Height of object 0.5'
D (Directional Distr.) = Design Speed not achieved at:
T (Heavy Commercial) = EST. 4% STA. 100+81.43 TO STA. 102+81.40 MPH 30*
SUBGRADE = K=150 STA. 142+34.76 TO STA. 150+40.57 MPH 40
SHOULDER WIDTH = 4'
9 TON DESIGN *STOP CONDITION
SOIL FACTOR = 130%

DRAWN BY: *S. HOLMES*

LOCAL AGENCY SIGNATURES:

DESIGN ENGINEER: I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 6/5/00 REGISTRATION NUMBER 19917

Kaye M Brenicke

APPROVED: COUNTY DESIGN ENGINEER

DATE 6/6/00 REGISTRATION NUMBER 10397

Michael Sheehan

APPROVED: COUNTY ENGINEER

~~S.A.P. NO.~~ C104–00–06
~~S.A.P. NO.~~ C117–00–06 SHEET NO. 1 OF 9 SHEETS

STATEMENT OF ESTIMATED QUANTITIES

	ITEM NO.	ITEM	UNIT	QUANTITIES				
				CR 117		CR 104		TOTAL
	2211.501	AGGREGATE BASE CLASS 5	TON	5901		3897		9798
	2211.501	AGGREGATE BASE CLASS 5 MODIFIED	TON	1708		7245		8953
①	2211.601	AGGREGATE BASE TYPE SPECIAL	TON	3415				3415
②	2221.501	AGGREGATE SHOULDERING CLASS 2	TON	3174		3594		6768
	2331.603	SAWED/SEALED JOINT	LIN FT	2496		5160		7656
	2331.603	SEASONAL SAW CUT	LIN FT	600				600
③	2350.609	TYPE MV4 WEARING COURSE MIXTURE	TON	1845		2163		4008
	2350.609	TYPE MV4 NON WEARING COURSE MIXTURE	TON	4696		5529		10225
	2502.521	4" TP PIPE DRAIN	LIN FT	288		384		672
	2502.541	4" PERF PE PIPE DRAIN	LIN FT	13814		16350		30164
	2502.601	PRECAST CONCRETE HEADWALL	EACH	24		32		56
	2563.601	TRAFFIC CONTROL	LUMP SUM	.45		.55		1
	2564.603	4" SOLID LINE WHITE-EPOXY	LIN FT	14048		16752		30800
	2564.603	4" BROKEN LINE YELLOW-EPOXY	LIN FT	1030		1460		2490
	2564.603	4" SOLID LINE YELLOW-EPOXY	LIN FT	800		800		1600
	2564.603	4" DOUBLE SOLID LINE YELLOW-EPOXY	LIN FT	1800		1280		3080
	2580.502	TEMPORARY LANE MARKING	LIN FT	1662		2010		3672

① SEE SPECIAL PROVISIONS FOR GRADATION.

② C.R. 117 INCLUDES 590 TONS FOR 8 RESIDENTIAL, 10 FIELD ENTRANCES AND 1 ROAD APPROACH.
C.R. 104 INCLUDES 662 TONS FOR 8 RESIDENTIAL, 10 FIELD ENTRANCES, AND 2 ROAD APPROACHES.

③ C.R. 117 INCLUDES 279 TONS FOR 8 RESIDENTIAL, 10 FIELD ENTRANCES AND 1 ROAD APPROACH.
C.R. 104 INCLUDES 320 TONS FOR 8 RESIDENTIAL, 10 FIELD ENTRANCES, AND 2 ROAD APPROACHES.

STANDARD PLATES

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION SHALL APPLY ON THIS PROJECT.

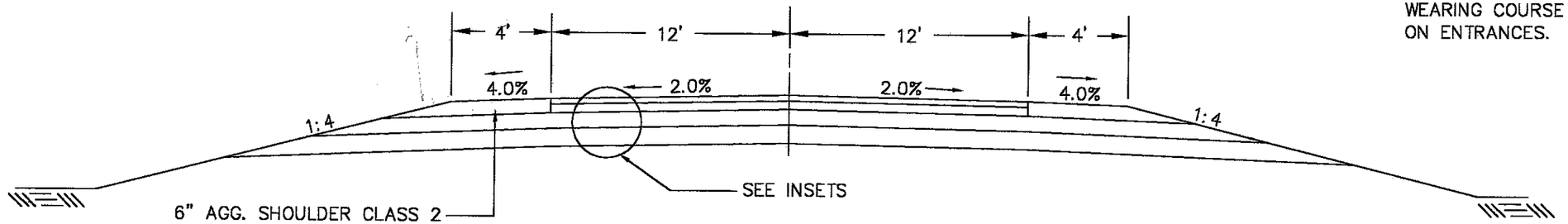
PLATE NO.	DESCRIPTION
8000I	STANDARD BARRICADES
9000C	APPROACHES AND ENTRANCES

CERTIFIED BY Kaye M Brenick PROFESSIONAL ENGINEER REG. NO. 19917 6/5 2000

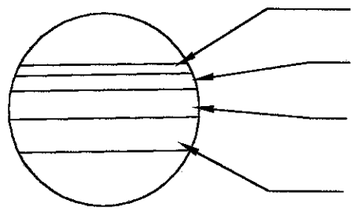
ESTIMATED QUANTITIES

TYPICAL SECTION

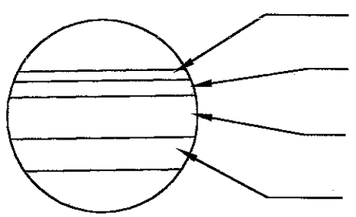
℄



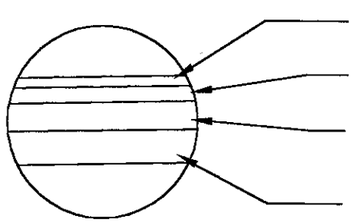
NOTE: PLACE 3" OF BITUMINOUS WEARING COURSE (MVWE45035B) ON ENTRANCES.



C.R. 117 STA. 100+00 TO STA. 144+37.09 (West End of Bridge)
C.R. 104 STA. 56+63.30 TO STA. 85+92.95

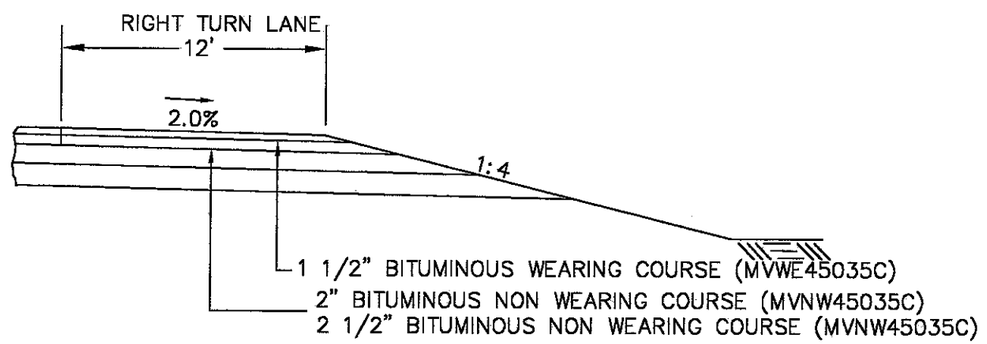


(East End of Bridge)
C.R. 117 STA. 146+64.25 TO STA. 171+51



C.R. 104 STA. 0+00 TO STA. 54+46.71

RIGHT TURN LANE



C.R. 117 STA. 167+71 TO STA 171+51

CERTIFIED BY Kaye M Bierneck PROFESSIONAL ENGINEER REG. NO. 19917 6/5 20 00

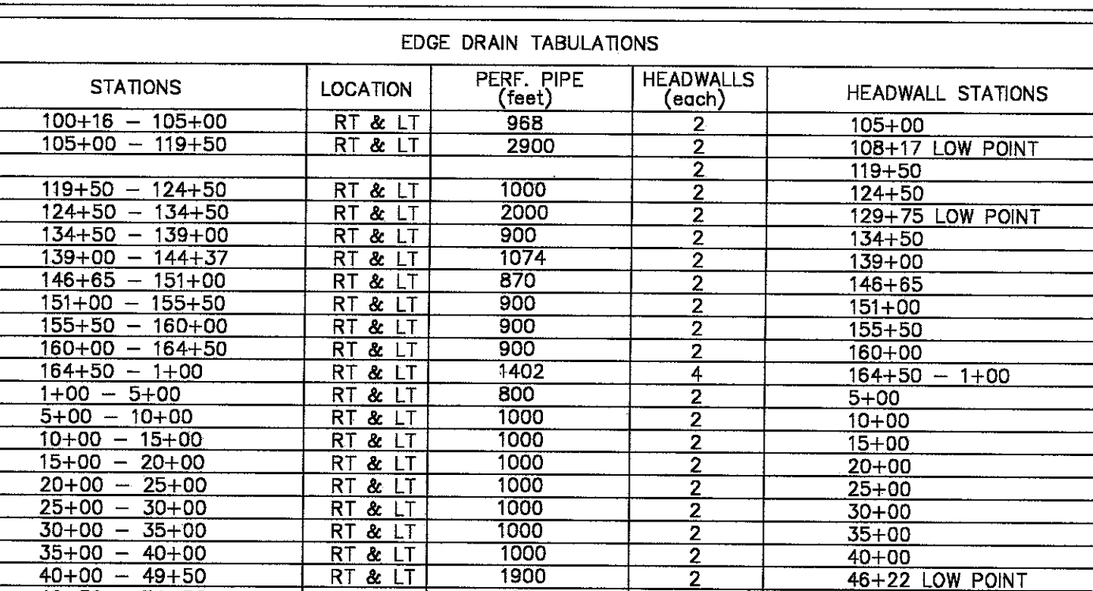
TYPICAL SECTION

C104-00-06/C117-00-06 SHEET 3 OF 9 SHEETS

EDGE DRAIN TABULATIONS

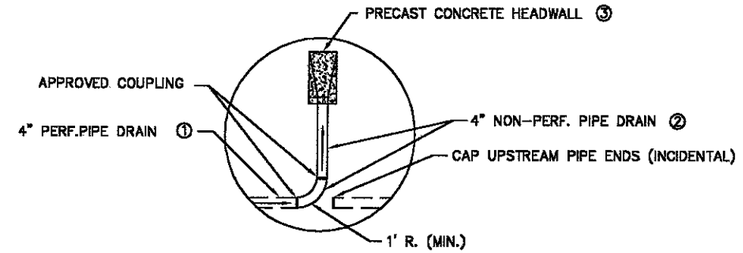
STATIONS	LOCATION	PERF. PIPE (feet)	HEADWALLS (each)	HEADWALL STATIONS
100+16 – 105+00	RT & LT	968	2	105+00
105+00 – 119+50	RT & LT	2900	2	108+17 LOW POINT
			2	119+50
119+50 – 124+50	RT & LT	1000	2	124+50
124+50 – 134+50	RT & LT	2000	2	129+75 LOW POINT
134+50 – 139+00	RT & LT	900	2	134+50
139+00 – 144+37	RT & LT	1074	2	139+00
146+65 – 151+00	RT & LT	870	2	146+65
151+00 – 155+50	RT & LT	900	2	151+00
155+50 – 160+00	RT & LT	900	2	155+50
160+00 – 164+50	RT & LT	900	2	160+00
164+50 – 1+00	RT & LT	1402	4	164+50 – 1+00
1+00 – 5+00	RT & LT	800	2	5+00
5+00 – 10+00	RT & LT	1000	2	10+00
10+00 – 15+00	RT & LT	1000	2	15+00
15+00 – 20+00	RT & LT	1000	2	20+00
20+00 – 25+00	RT & LT	1000	2	25+00
25+00 – 30+00	RT & LT	1000	2	30+00
30+00 – 35+00	RT & LT	1000	2	35+00
35+00 – 40+00	RT & LT	1000	2	40+00
40+00 – 49+50	RT & LT	1900	2	46+22 LOW POINT
49+50 – 54+50	RT & LT	1000	2	49+50
56+65 – 64+00	RT & LT	1470	2	59+06 LOW POINT
64+00 – 69+00	RT & LT	1000	2	64+00
69+00 – 74+50	RT & LT	1100	2	69+00
74+50 – 84+90	RT & LT	2080	4	74+50 – 84+90
	TOTAL	30,164	56	

PLAN VIEW



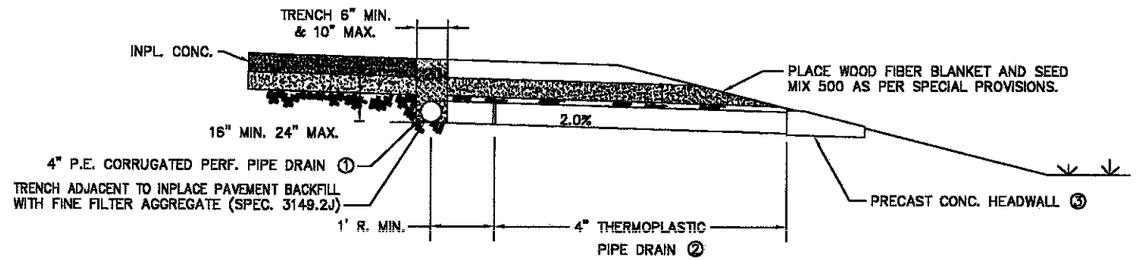
LEGEND

- 4" PERFORATED PIPE DRAIN
- 4" NON–PERFORATED PIPE DRAIN
- PRECAST CONCRETE HEADWALL



DETAIL "A"

X–SECTION VIEW



CONSTRUCTION NOTES

① PAYMENT FOR 4" PERFORATED PIPE DRAIN SHALL BE FULL COMPENSATION FOR TRENCHING, FABRIC WRAPPED P.E. PIPE, INSTALLATION, FILTER AGGREGATE BACKFILL AND COMPACTION, BITUMINOUS OR AGGREGATE CAP, AND ALL OTHER ASSOCIATED WORK.

② PAYMENT FOR 4" NON–PERFORATED PIPE DRAIN SHALL BE FULL COMPENSATION FOR TRENCHING, FURNISHING AND PLACING PIPE AND CONNECTIONS, BACKFILL AND COMPACTION, AND ALL OTHER ASSOCIATED WORK.

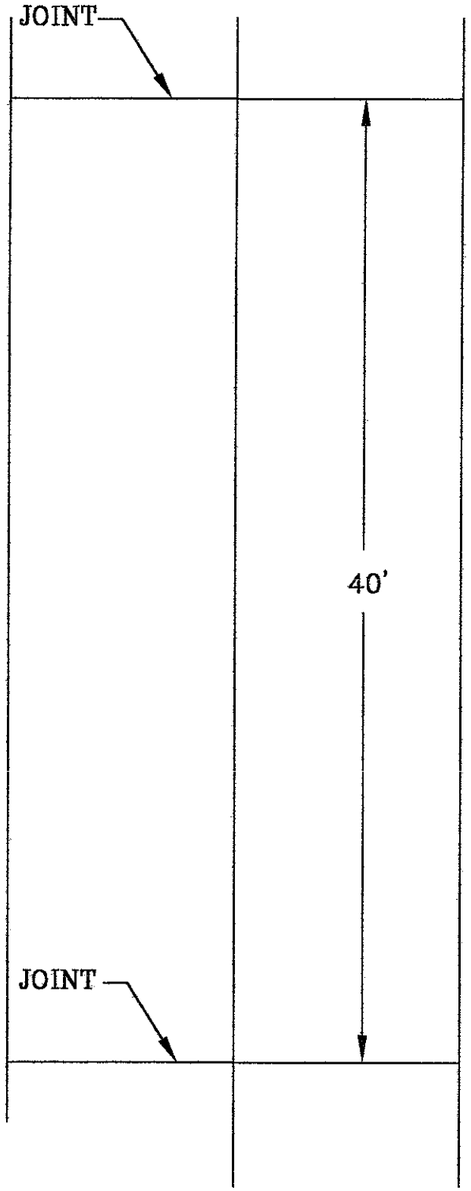
③ PAYMENT FOR PRECAST CONCRETE HEADWALLS SHALL BE FULL COMPENSATION FOR PLACING HEADWALL, WOOD FIBER BLANKET AND SEED, AND ALL OTHER ASSOCIATED WORK.

④ IF AN OUTLET HAPPENS TO FALL WITHIN A CROSS–OVER OR DITCH–BLOCK INCREASE THE LENGTH OF THE PERFORATED PIPE TO A POINT WHERE AN OUTLET CAN BE SATISFACTORLY CONSTRUCTED AS DIRECTED BY THE ENGINEER.

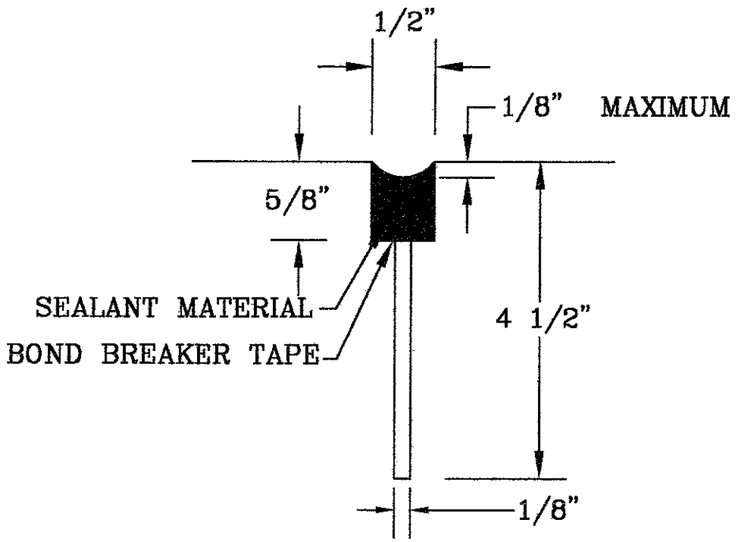
⑤ EXCESS EXCAVATED MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH MN/DOT SPEC. 2104.303.

⑥ NO EDGEDRAINS WILL BE PLACED ON ELEVATED SUPER SIDE AS DIRECTED BY ENGINEER.

TYPICAL SAW CUT



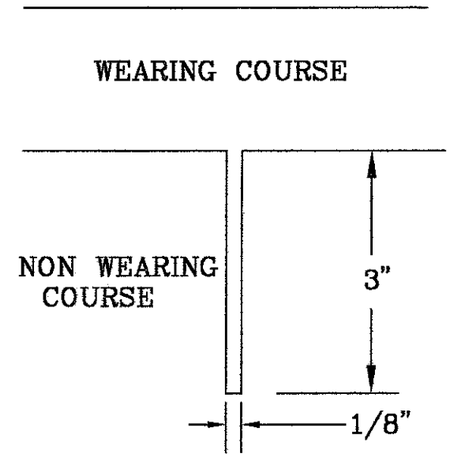
TYPICAL JOINT SECTION



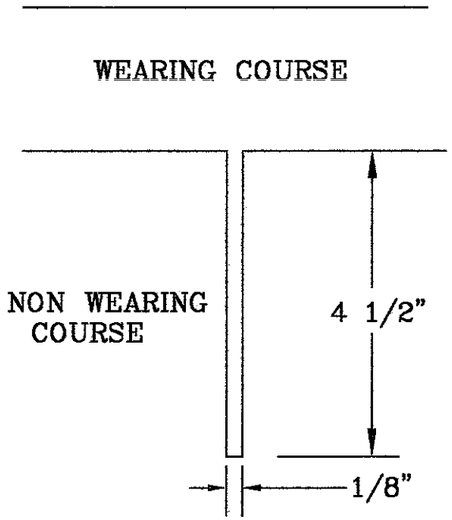
CR 117 STA. 100+00 TO STA. 125+00
STA. 155+00 TO STA. 171+51

CR 104 STA. 0+00 TO STA. 85+80

SEASONAL SAW CUT



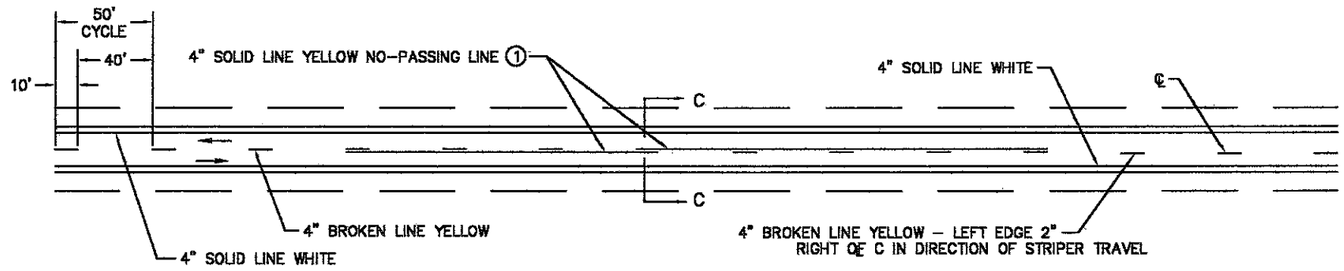
CR 117 STA. 130+00 TO STA. 135+00



CR 117 STA. 125+00 TO STA. 130+00

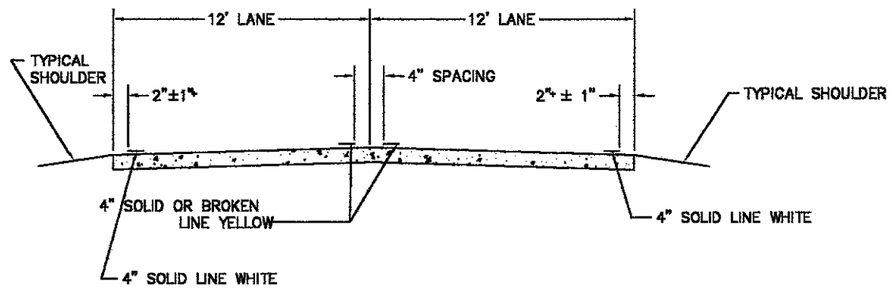
SAW/SEAL JOINT DETAIL

CERTIFIED BY Kaye M Bierneck PROFESSIONAL ENGINEER REG. NO. 19917 6/5 2000 | C104-00-06/C117-00-06 | SHEET 5 OF 9 SHEETS



TWO LANE – TWO WAY TRAFFIC MARKING

① CONTACT TRAFFIC ENGINEER FOR NO PASSING ZONE SURVEY.



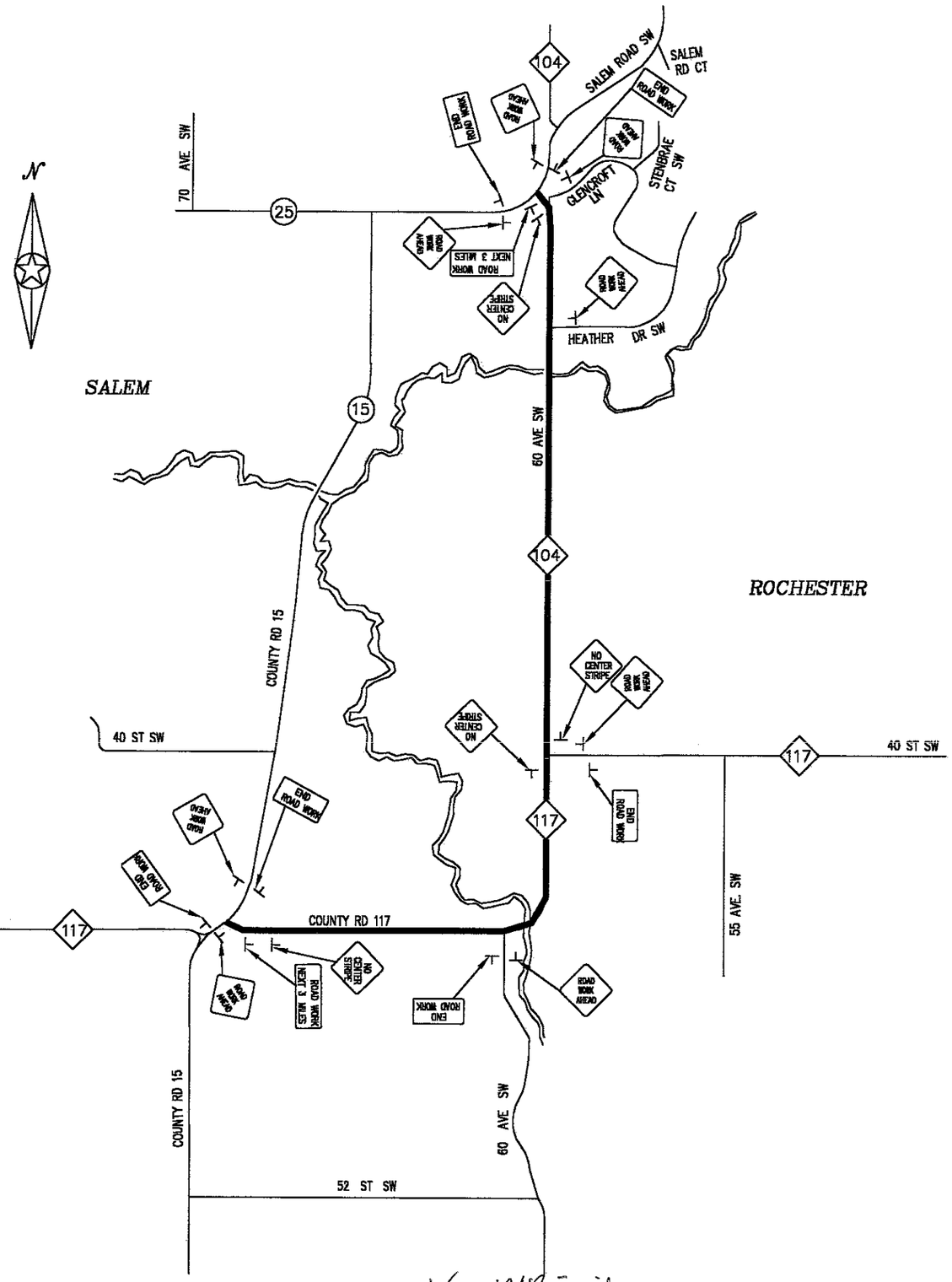
SECTION C – C

CERTIFIED BY Kaye M Bowman PROFESSIONAL ENGINEER REG. NO. 19917 6/5 2000

C104-00-06/C117-00-06

PERMANENT
PAVEMENT MARKING DETAILS

SHEET 6 OF 9 SHEETS



TRAFFIC CONTROL LEGEND

⊥ POST OR STAND MOUNTED SIGN

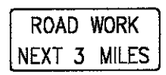
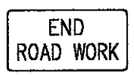
CERTIFIED BY Paul M Bienick PROFESSIONAL ENGINEER REG. NO. 19917 6/5 20 00

C104-00-06/C117-00-06

TRAFFIC CONTROL

SHEET 7 OF 9 SHEETS

ESTIMATE OF TRAFFIC CONTROL DEVICES

DEVICE	NUMBER	SIZE	COLOR	QUANTITY	DEVICE	NUMBER	SIZE	COLOR	QUANTITY
	W8–9	48 x 48	BLK/OR	SEE NOTE #5		W21–X1	48 x 48	BLK/OR	SEE NOTE #5
	W8–11	48 x 48	BLK/OR	SEE NOTE #5		G20–1	60 x 24	BLK/OR	2
	W8–12	48 x 48	BLK/OR	4		G20–2A	48 x 24	BLK/OR	6
	W20–1	48 x 48	BLK/OR	8		REBOUNDABLE PLASTIC DRUM	APPROX. 36"	OR & WH	SEE NOTE #5

TRAFFIC CONTROL NOTES

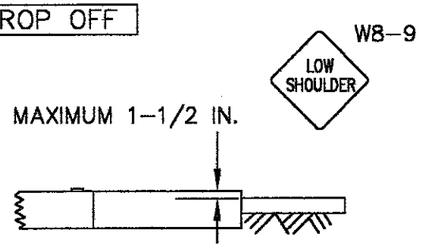
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL FOR THIS PROJECT.
2. THE LOCATION OF SIGNS AND DEVICES WILL BE STAKED BY THE ENGINEER IN THE FIELD.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL DATED JANUARY 1998.
4. CONSTRUCTION ZONE SIGNING SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL INCLUDE, BUT NOT BE LIMITED TO SIGNS FOR LANE CLOSURES, MACHINERY AHEAD, BUMP, DIP, LOOSE GRAVEL, ETC. THE NUMBER AND LOCATION WILL BE DETERMINED BY THE CONTRACTORS OPERATION.
5. THE CONTRACTOR SHALL INSTALL THE FOLLOWING TRAFFIC CONTROL DEVICES AT THE END OF EACH WORK SHIFT AS THE SITUATIONS EXIST AS SHOWN ON SHEET 9. (THESE ITEMS ARE NOT INCLUDED IN THE ESTIMATE OF TRAFFIC CONTROL DEVICES.)

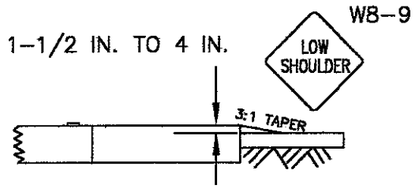
CERTIFIED BY Kaye M. Bienert PROFESSIONAL ENGINEER REG. NO. 19917 6/5 20 00

C104–00–06/C117–00–06

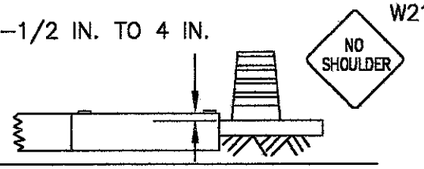
TRAFFIC CONTROL

EDGE DROP OFF



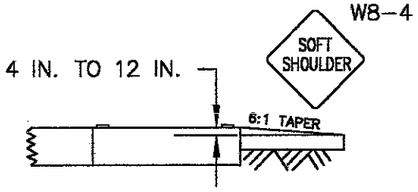


EDGE DROP-OFF WITH TAPER



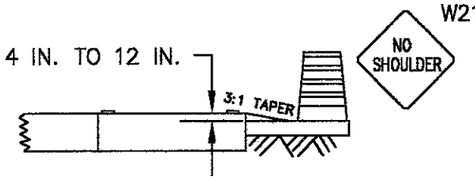
SHOULDER SHALL BE CLOSED WITH APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING.

EDGE DROP-OFF WITH TAPER (SHOULDER - OPEN)



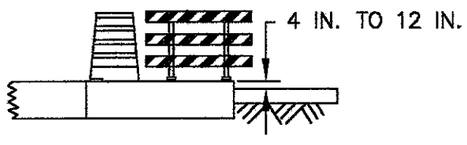
THIS CONDITION WILL NOT BE PERMITTED UNLESS THE 6:1 SLOPE IS COMPACTED SO THAT A VEHICLE MAY SAFELY DRIVE ONTO IT WITHOUT LOSING CONTROL AND IN THE OPINION OF THE ENGINEER THERE ARE NO OTHER HAZARDOUS CONDITIONS.

EDGE DROP-OFF WITH TAPER (SHOULDER - CLOSED)



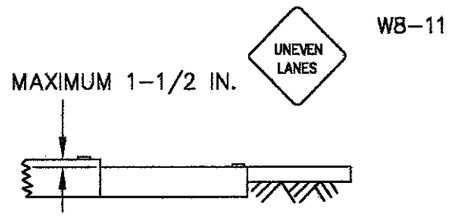
SHOULDER SHALL BE CLOSED WITH APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING.

ADJACENT LANE SHALL BE CLOSED WITH APPROPRIATE LANE CLOSURE LAYOUT SHOWN IN APPENDIX B. CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING AND TYPE III BARRICADES EVERY 1000 FT.

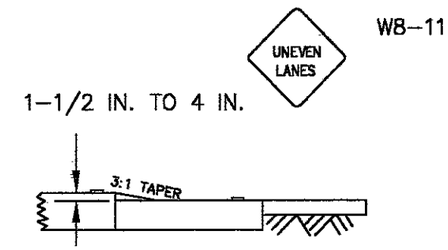


NOTE: SIGNS ARE REQUIRED ONLY ON THE SIDE OF THE ROAD THAT IS AFFECTED BY CONSTRUCTION (EXCEPT SIGNS THAT ARE FOR A LANE CLOSURE ON DIVIDED HIGHWAYS).

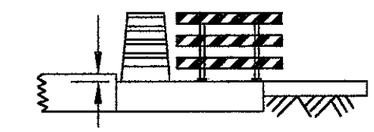
UNEVEN LANES



UNEVEN LANES WITH TAPER



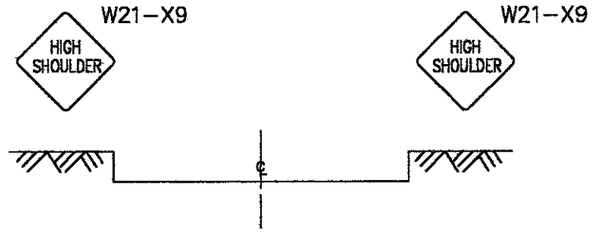
1-1/2 IN. TO 4 IN.



LANE SHALL BE CLOSED WITH APPROPRIATE LANE CLOSURE FROM APPENDIX B. CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING AND A TYPE III BARRICADE EVERY 1000 FT.

NOTE: FOR DIVIDED HIGHWAYS, USE SIGNS ON RIGHT AND LEFT SIDE. SIGN SEQUENCE SHOWN FOR ONE DIRECTION ONLY; OTHER DIRECTION SHALL BE IDENTICAL.

MILLED EDGE



NOTE: MILLED EDGES SHOULD BE TREATED WITH TAPERS, CHANNELIZERS, AND SIGNING AS SHOWN ON EDGE DROP-OFF DETAILS.

GUIDELINES

THESE GUIDELINES ARE INTENDED TO INCREASE TRAFFIC SAFETY USING TRAFFIC CONTROL DEVICES, SAFTEY RELATED APPURTENANCES, AND CONSTRUCTION TECHNIQUES FOR UNEVEN LANES. MILLED EDGES, AND EDGE DROP-OFFS THAT OCCUR IN HIGHWAY WORK ZONES. THE BEST WAY TO INCREASE TRAFFIC SAFETY IS TO MAKE EVERY ATTEMPT TO MINIMIZE EXPOSURE TO UNEVEN LANES, MILLED EDGES, AND EDGE DROP-OFFS; HOWEVER, IT IS REALIZED THAT THIS IS OFTEN NOT POSSIBLE OR FEASIBLE, ONLY WHEN UNEVEN LANES. MILLED EDGES, OR EDGE DROP-OFFS ARE DEEMED NECESSARY, SHALL THE APPROPRIATE PORTION(S) OF THESE GUIDELINES BE APPLIED TO ENHANCE TRAFFIC SAFETY.

APPROPRIATE UNEVEN LANE WARNING SIGNS OR SHOULDER WARNING SIGNS SHALL BE REPEATED AFTER EACH INTERSECTION.

MAXIMUM WARNING SIGN SHALL BE:
- A - 1 MILE WHEN THE SPEED LIMIT IS GREATER THAN 30 MPH AND
- B - 1/4 MILE WHEN THE SPEE LIMIT IS 30 MPH OR LESS.

WHEN SPACE PERMITS, MINIMUM WARNING SIGN SIZE SHALL BE:
- A - 48 IN. x 48 IN. WHEN THE SPEED LIMIT IS GREATER THEN 30 MPH AND
- B - 36 IN. x 36 IN. WHEN THE SPEED LIMIT IS 30 MPH OR LESS.

1. FOR DROP-OFFS OF 1 1/2 INCHES OR LESS, APPROPRIATE WARNING SHALL BE PROVIDED.
2. FOR DROP-OFFS GREATER THAN 1-1/2 INCHES UP TO 4 INCHES:
   - A - THE EDGE SHALL BE TAPERED AND COMPACTED AT A RATE OF 3:1 AND APPROPRIATE WARNING SIGNS SHALL BE PROVIDED; OR
   - B - IF THE TAPER IS NOT PROVIDED, TRAFFIC SHALL NOT BE PERMITTED TO CROSS THE DROP-OFF AND THAT PORTION OF THE ROADWAY SHALL BE CLOSED TO TRAFFIC WITH THE APPROPRIATE WARNING SIGNS AND DEVICES.
3. FOR DROP-OFFS GREATER THAN 4 INCHES UP TO 12 INCHES:
   - A - THE EDGE SHALL TAPERED AND COMPACTED AT A RATE OF 5:1 AND APPROPRIATE WARNING SIGNS SHALL BE PROVIDED, (6:1 TAPER SHALL NOT BE USED AS A TRAFFIC CARRYING LANE);
   - B - THE EDGE SHALL BE TAPERED AND COMPACTED AT A RATE OF 3:1, TRAFFIC SHALL NOT BE ALLOWED TO CROSS THE DROP-OFF, AND THAT PORTION OF THE ROADWAY SHALL BE CLOSED TO TRAFFIC WITH APPROPIATE WARNING SIGNS AND CHANNELIZING DEVICES; OR
   - C - IF A TAPER IS NOT PROVIDED, THE TRAFFIC OR AUXILIARY LANE ADJACENT TO THE DROP-OFF SHALL BE CLOSED TO TRAFFIC WITH THE APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES OR A POSITIVE BARRIER, SUCH AS A PORTABLE PRECAST CONCRETE BARRIER, SHALL BE PROVIDED TO PREVENT TRAFFIC FROM CROSSING THE DROP-OFF.
4. FOR SHOULDER EDGE DROP-OFFS:
   - A - 0-2 FOOT SHOULDER WIDTH AND A 0-12 IN. DROP-OFF; USE GUIDELINES AS SHOWN.
   - B - 2-8 FOOT SHOULDER WIDTH AND A 0-4 IN. DROP-OFF; INSTALL EDGELINE OR USE GUIDELINES AS SHOWN.
   - C - 8 FT. OR GREATER SHOULDER WIDTH AND A 0-4 IN. DROP-OFF; NO TRAFFIC CONTROL REQUIRED.
   - D - GREATER THAN 2 FOOT SHOULDER WIDTH AND A 4-12 IN. DROP-OFF; USE GUIDELINES AS SHOWN.
5. DROP-OFFS GREATER THAN 4 IN. ADJACENT TO TRAFFIC CARRYING LANES ARE PERMITED WITHOUT TAPERS OR POSITIVE BARRIERS FOR:
   - A - PROJECTS WITHIN URBAN AREA WHEN THE SPEED LIMIT IS 30 MPH OR LESS; OR
   - B - SHORT TERM (3 CALENDAR DAYS OR LESS) CONCRETE OR UTILITY REPAIR LESS THAN 50 FT. IN LENGTH WHEN THE SPEED LIMIT IS GREATER THAN 30 MPH.
6. AT NO TIME SHALL THERE BE MORE THAN ONE UNEVEN LANE CONDITION BETWEEN THE TRAFFIC CARRYING LANES WHICH INCLUDE AUXILIARY LANES, TURN LANES, AND RAMP ACCESS OR EGRESS AREA. WEATHER PERMITTING, ALL EXPOSED UNEVEN LANE CONDITIONS WITHIN THE TRAFFIC CARRYING LANES SHALL BE "MATCHED" WITHIN 24 HOURS.
7. MILLING OPERATIONS SHALL BE REQUIRED TO COMPLETE THE FULL WIDTH OF THE SECTION UNDER CONSTRUCTION AT THE END OF EACH WORK PERIOD.

TRAFFIC CONTROL TREATMENT OF LONGITUDINAL JOINTS AND EDGE DROP-OFFS IN WORK ZONES

CERTIFIED BY [signature] PROFESSIONAL ENGINEER REG. NO. 19917 6/5 20 00

C104-00-06/C117-00-06