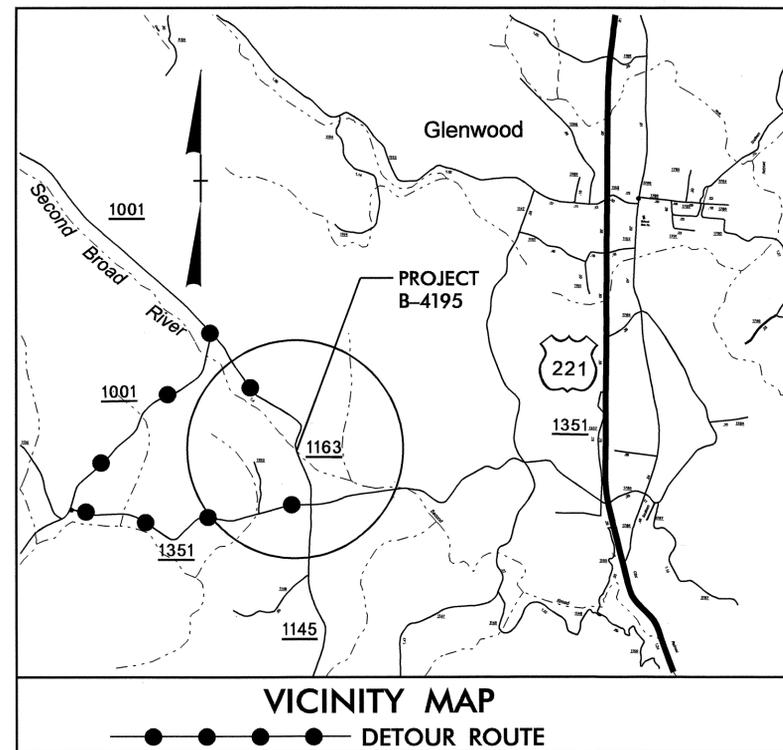


CONTRACT: C201926 TIP PROJECT: B-4195



VICINITY MAP
 ●●●●● DETOUR ROUTE
 NEAREST SHIPPING POINT: MARION ON CSX RR APPROX. 12 MILES FROM CULVERT

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

McDOWELL COUNTY

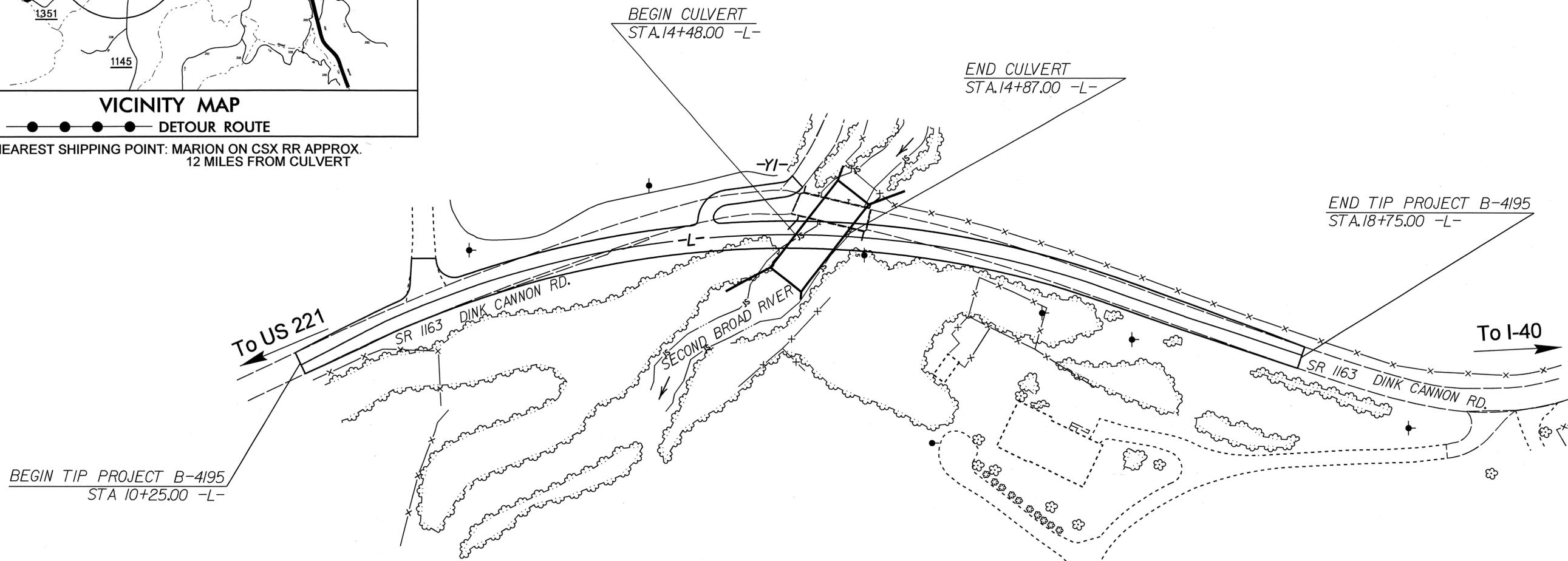
LOCATION: BRIDGE NO. 42 OVER THE SECOND BROAD RIVER ON SR 1163

TYPE OF WORK: GRADING, DRAINAGE, CULVERT, PAVING, AND GUARDRAIL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4195		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33542.1.1	BRZ-1163(3)	P.E.	
33542.2.1	BRZ-1163(3)	R/W & UTIL	
33542.3.1	BRZ-1163(5)	CONSTR.	



CULVERT



**Design Exception required for 45 mph Design Speed & Horizontal Stopping Sight Distance.



DESIGN DATA

ADT 2006 =	700
ADT 2025 =	1100
DHV =	12 %
D =	65 %
* T =	3 %
** V =	45 MPH
* TTST 1 %	DUAL 2 %

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT B-4195 =	0.154 MI
LENGTH OF STRUCTURE TIP PROJECT B-4195 =	0.007 MI
TOTAL LENGTH OF TIP PROJECT B-4195 =	0.161 MI

Prepared In the Office of:
DIVISION OF HIGHWAYS
 1000 BIRCH RIDGE DR. RALEIGH, NC 27610

2006 STANDARD SPECIFICATIONS

LETTING DATE:
 SEPTEMBER 16, 2008

N. N. BULLOCK, PE
 PROJECT ENGINEER

D. R. CALHOUN, PE
 PROJECT DESIGN ENGINEER

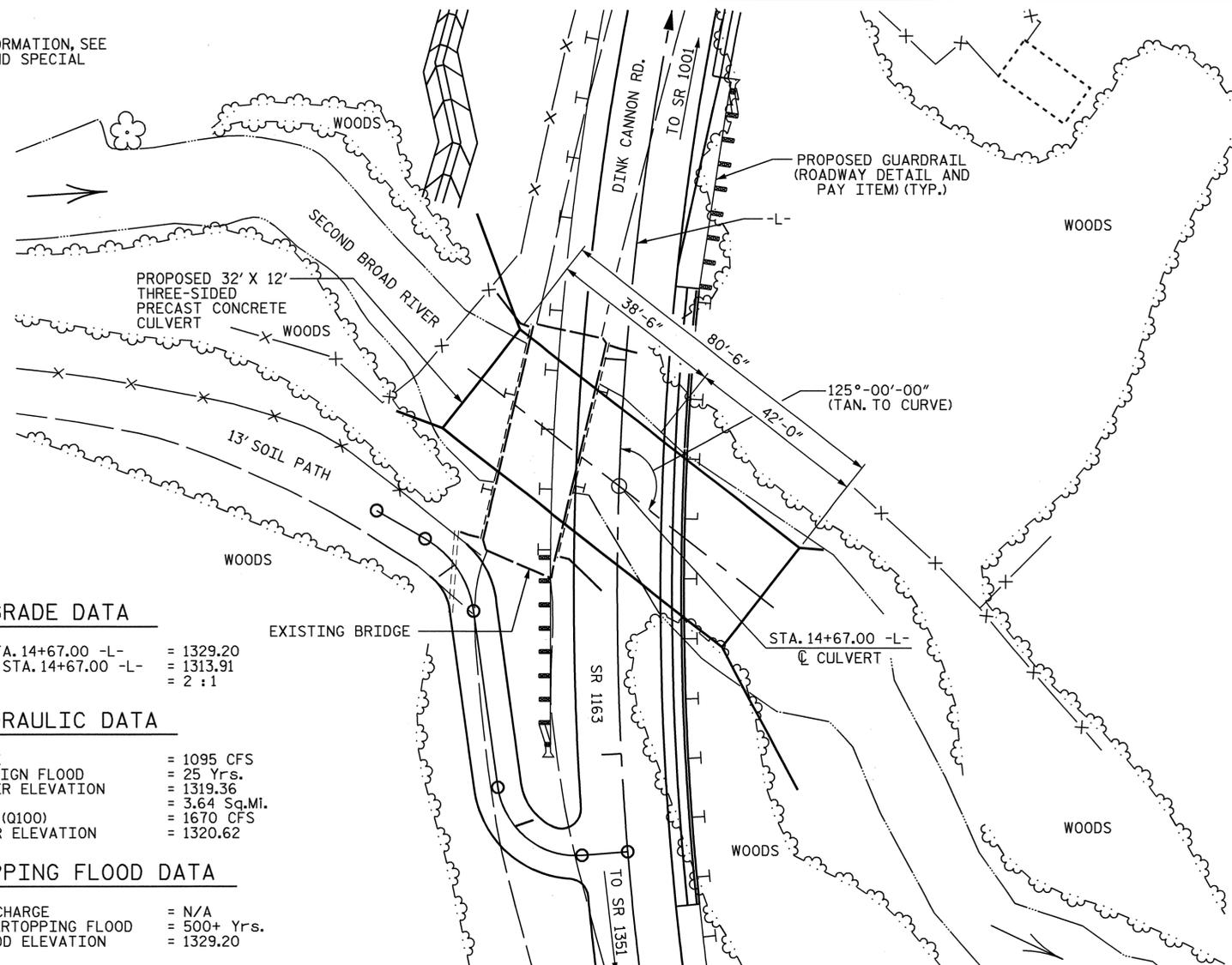
STRUCTURE DESIGN UNIT

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA

STATE DESIGN ENGINEER _____ P.E.
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____
 DIVISION ADMINISTRATOR _____ DATE _____

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.



GRADE DATA

GRADE PT. EL. @ STA. 14+67.00 -L- = 1329.20
 BED ELEVATION @ STA. 14+67.00 -L- = 1313.91
 ROADWAY SLOPES = 2 : 1

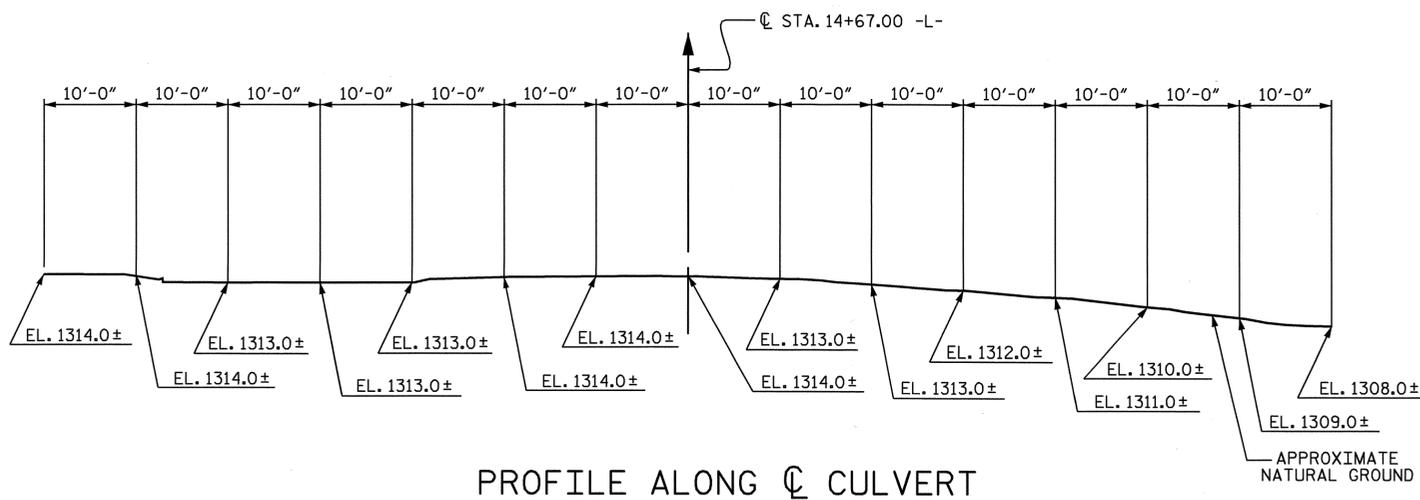
HYDRAULIC DATA

DESIGN DISCHARGE = 1095 CFS
 FREQUENCY OF DESIGN FLOOD = 25 Yrs.
 DESIGN HIGH WATER ELEVATION = 1319.36
 DRAINAGE AREA = 3.64 Sq. MI.
 BASIC DISCHARGE (Q100) = 1670 CFS
 BASIC HIGH WATER ELEVATION = 1320.62

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = N/A
 FREQUENCY OF OVERTOPPING FLOOD = 500+ Yrs.
 OVERTOPPING FLOOD ELEVATION = 1329.20

LOCATION SKETCH



PROFILE ALONG C CULVERT

TOTAL STRUCTURE QUANTITIES

REMOVAL OF EXISTING STRUCTURE	-----	LUMP SUM
PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT @ STA. 14+67.00 -L-	-----	LUMP SUM
CLASS A CONCRETE	-----	61.3 C.Y.
RIP RAP, CLASS I	-----	86.6 TONS



NOTES

- ASSUMED LIVE LOAD -----HS20-44 OR ALTERNATE LOADING.
- MAXIMUM DESIGN FILL ----- 4.04 FT.
- FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.
- THE EXISTING STRUCTURE CONSISTING OF 1 @ 37' AND 1 @ 20' TIMBER DECK SPANS ON STEEL I BEAMS & CHANNELS SUPERSTRUCTURE AND A CLEAR ROADWAY WIDTH OF 19' ON A SUBSTRUCTURE CONSISTING OF END BENTS WITH REINFORCED CONCRETE ABUTMENTS AND PIER LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.
- THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- THE REQUIRED BEARING CAPACITY OF THE SPREAD FOOTINGS IS 15 TSF. THE REQUIRED BEARING CAPACITY SHALL BE VERIFIED.
- FOOTINGS SHALL BE CARRIED AT LEAST 1 FOOT INTO ROCK AND MECHANICALLY CONNECTED TO THE ROCK TO PREVENT SLIDING WITH MINIMUM THICKNESS AS SHOWN ON THE PLANS.
- THE BOTTOM OF FOOTING ELEVATION MAY BE LOWERED IN ORDER TO SATISFY BEARING CAPACITY OR MINIMUM ROCK EMBEDMENT REQUIREMENTS.
- TO PROVIDE PROTECTION FROM POSSIBLE SCOUR, THE FOOTINGS SHALL NOT BE CONSTRUCTED AT AN ELEVATION HIGHER THAN SHOWN ON THE PLANS.
- PIER SCOUR PROTECTION SHALL BE REQUIRED. RIP RAP SHALL NOT BE PLACED ABOVE THE STREAM BED.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18 "EVALUATING SCOUR AT BRIDGES", MAY, 2001.
- THE SCOUR CRITICAL ELEVATION IS THE AS BUILT BOTTOM OF FOOTING ELEVATION. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.
- FOR BLASTING ADJACENT TO HIGHWAY STRUCTURES, SEE STANDARD SPECIFICATION ARTICLE 410-12.
- FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.
- INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 14+67.00 -L-."
- REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
- THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLE OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.
- NO PRECAST WING OR HEADWALL OPTION WILL BE ALLOWED.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

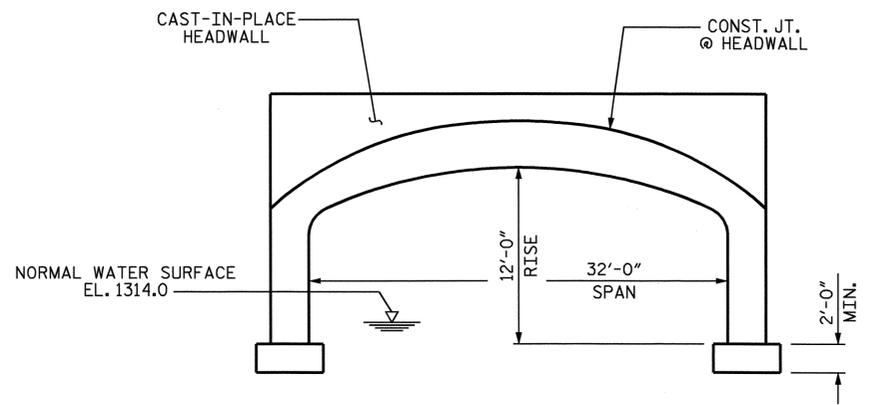
PROJECT NO. B-4195
MCDOWELL COUNTY
 STATION: 14+67.00 -L-

SHEET 1 OF 4 REPLACES BRIDGE NO. 42

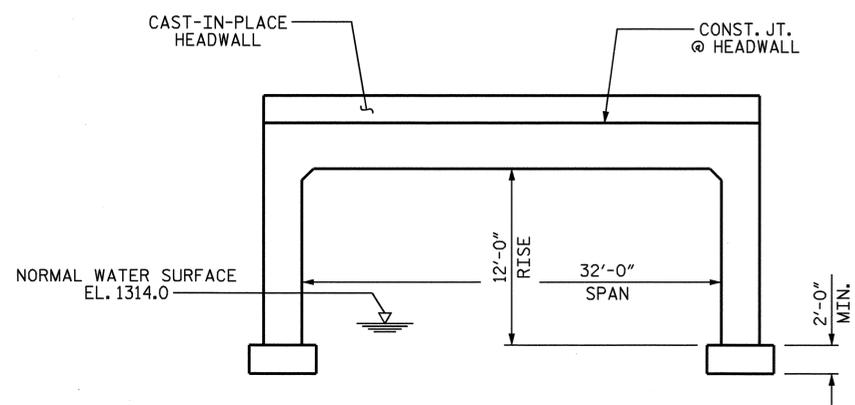
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT
 90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-1
1			3			TOTAL SHEETS
2			4			4

DRAWN BY : A. K. PATEL DATE : 10/16/06
 CHECKED BY : J.D. HAWK DATE : 3/30/07

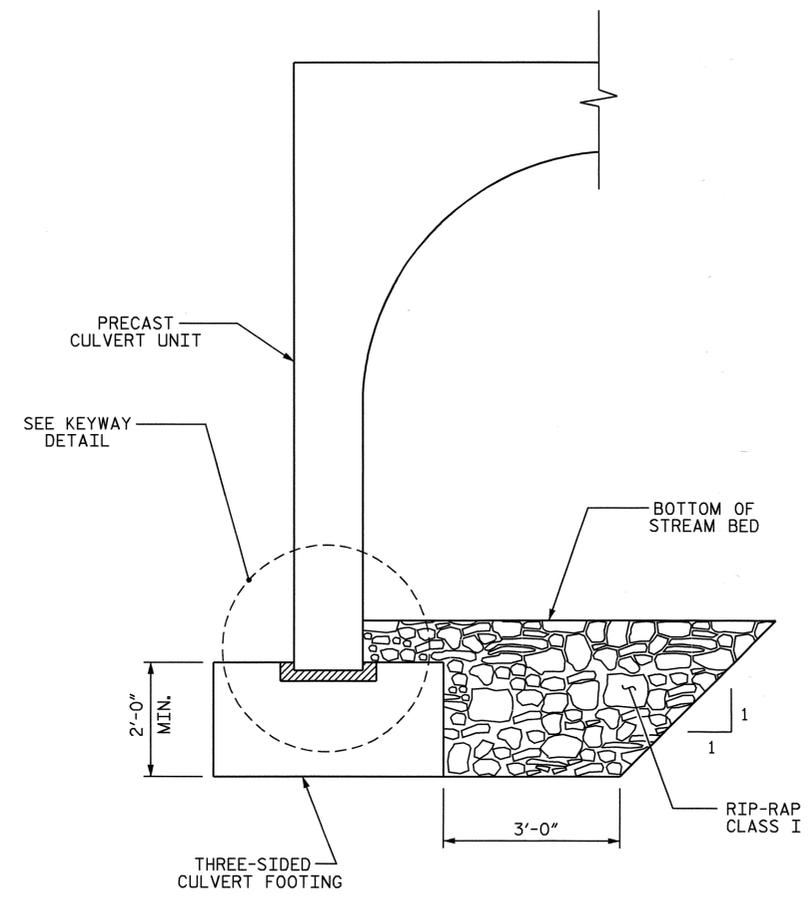


ARCH ALTERNATIVE



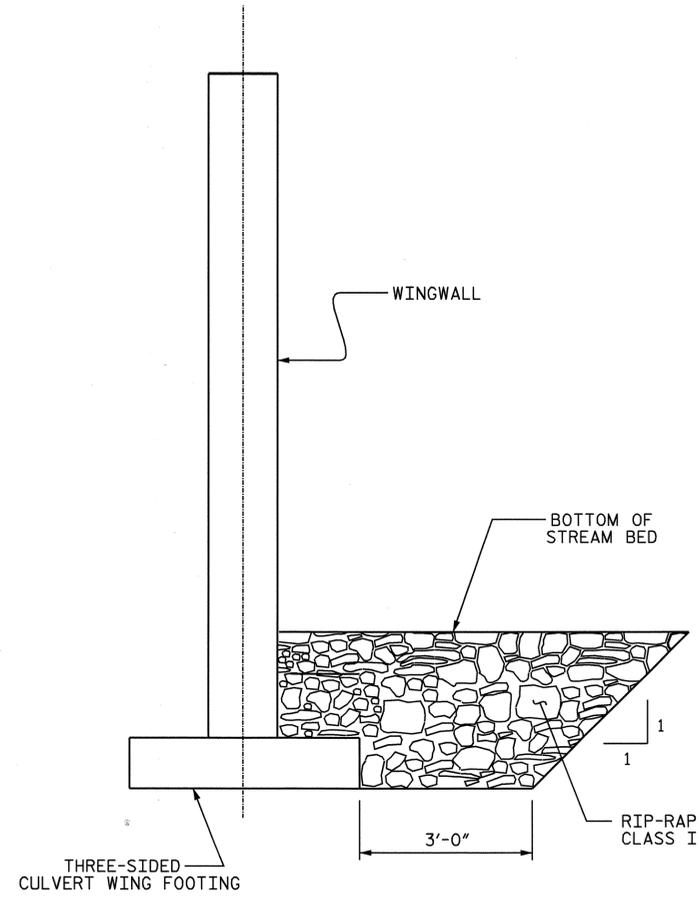
FLAT TOPPED ALTERNATIVE

RIGHT ANGLE SECTION OF PRECAST CONCRETE THREE-SIDED CULVERT

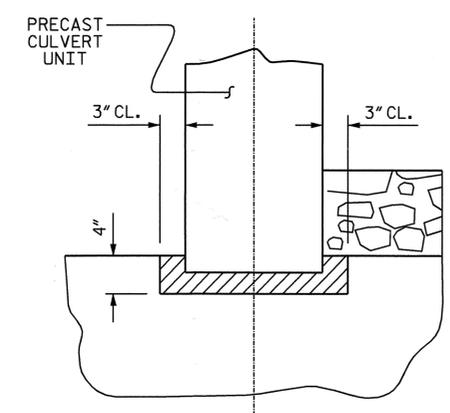


SECTION A-A

FOOTING REINFORCEMENT NOT SHOWN
CONTRACTOR SHALL PROVIDE REINFORCEMENT DETAIL.



SECTION THRU WING WALL



KEYWAY DETAIL

PROJECT NO. B-4195
MCDOWELL COUNTY
STATION: 14+67.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT

90° SKEW

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-3
1			3			TOTAL SHEETS
2			4			4



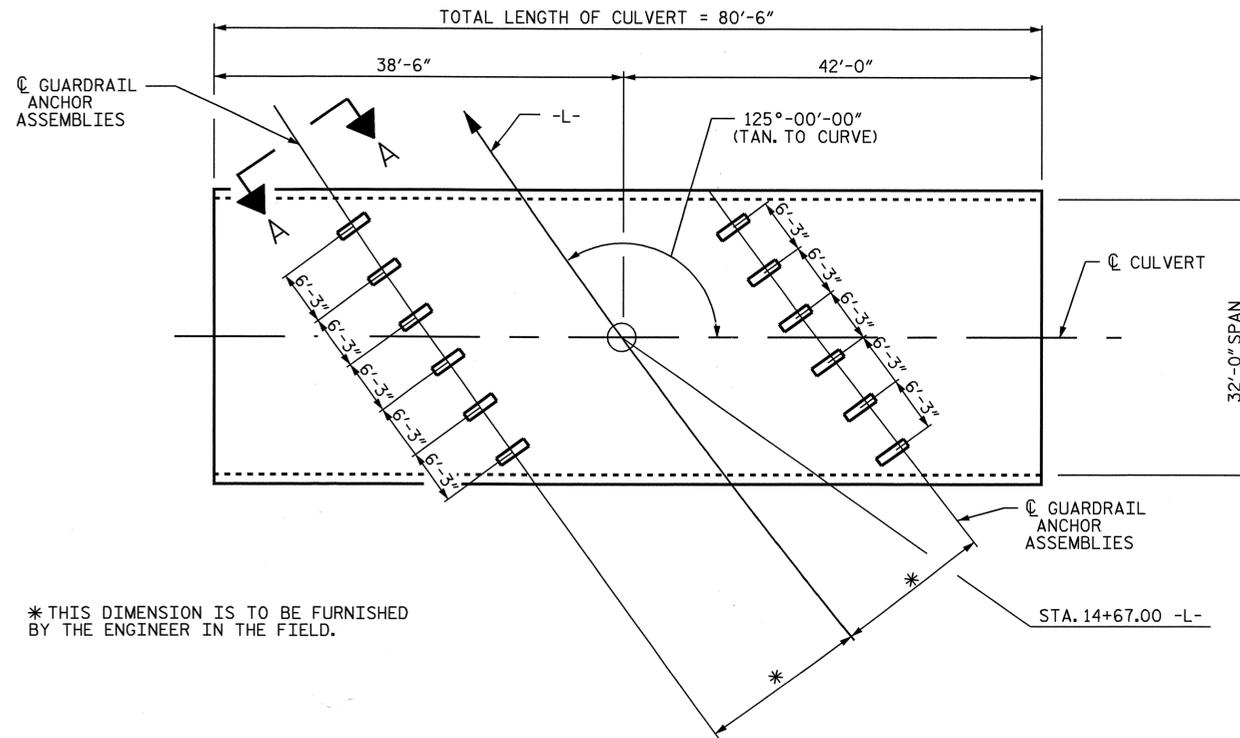
DRAWN BY : A. K. PATEL DATE : 10/16/06
CHECKED BY : J.D. HAWK DATE : 3/30/07

NOTES

ANCHOR BOLTS, NUTS, AND WASHERS, SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307 AND SHALL BE GALVANIZED.

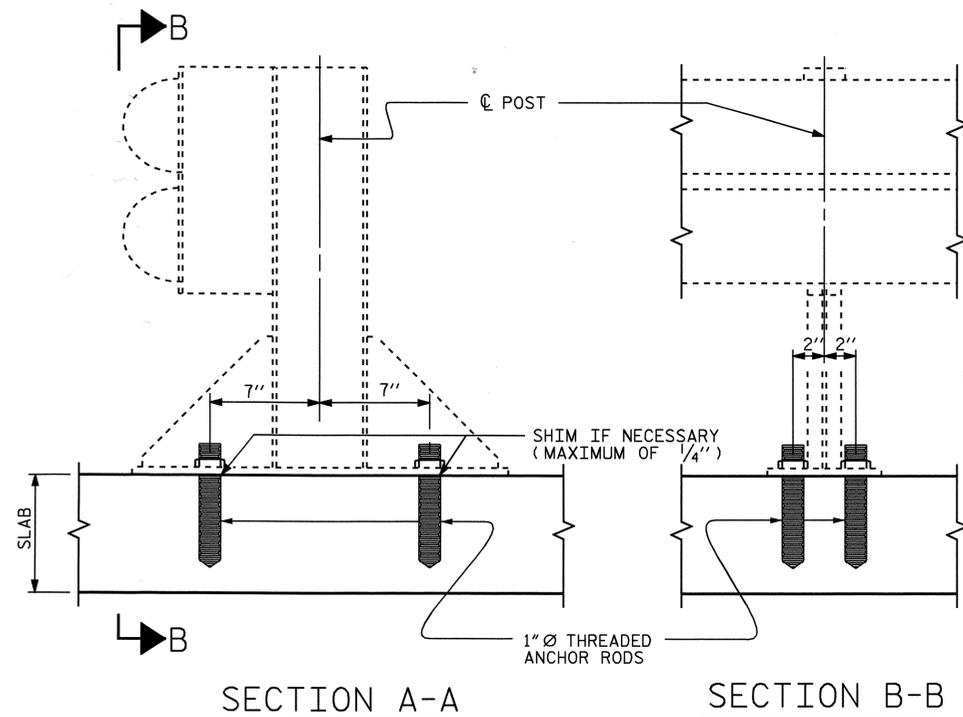
PAYMENT FOR GUARDRAIL, POSTS, AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.

THE CONTRACTOR SHALL USE ADHESIVELY ANCHORED ANCHOR BOLTS FOR ALL GUARDRAIL ATTACHMENTS. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS.



PLAN OF PRECAST CULVERT GUARDRAIL POST SPACING

NOTE: GUARDRAIL POST PLACEMENT AS SHOWN. GUARDRAIL POST AND THREADED ANCHOR RODS MUST CLEAR ALL JOINTS OF PRECAST CONCRETE CULVERT UNITS.



PROJECT NO. B-4195
MCDOWELL COUNTY
 STATION: 14+67.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

ANCHORAGE DETAILS FOR
 GUARDRAIL ATTACHMENT
 FOR THREE SIDED CULVERT



ASSEMBLED BY : J.L. WALTON DATE : 6-08
 CHECKED BY : D.R. CALHOUN DATE : 6-08
 DRAWN BY : FCJ 6/88
 CHECKED BY : ARB 6/88
 REV. 7/10/01 LES/RDR
 REV. 5/7/03 RWN/JTE
 REV. 5/1/06R KMM/GM

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-4
1			3			TOTAL SHEETS
2			4			4

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	-----	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	-----	SEE PLANS
IMPACT ALLOWANCE	-----	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF		
STRUCTURAL STEEL - AASHTO M270 GRADE 36	-	20,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50W	-	27,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50	-	27,000 LBS. PER SQ. IN.
REINFORCING STEEL IN TENSION		
GRADE 60	--	24,000 LBS. PER SQ. IN.
CONCRETE IN COMPRESSION	-----	1,200 LBS. PER SQ. IN.
CONCRETE IN SHEAR	-----	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR		
UNTREATED - EXTREME FIBER STRESS	-----	1,800 LBS. PER SQ. IN.
COMPRESSION PERPENDICULAR TO GRAIN OF TIMBER	-----	375 LBS. PER SQ. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	-----	30 LBS. PER CU. FT. (MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2002 STANDARD SPECIFICATIONS "FOR ROADS AND STRUCTURES" OF THE N.C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP; AND CLASS S SHALL BE USED FOR UNDERWATER FOOTING SEALS.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.

ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.

IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED WITH THE EXCEPTION OF #2 BARS WHICH MAY BE FABRICATED FROM COLD DRAWN STEEL WIRE. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS.

WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE 3/4" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".

EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.

PLACEMENT OF BEAM OR GIRDER MEMBERS ON TRUCKS FOR HAULING SHALL BE DONE IN COMPLIANCE WITH LIMITS SHOWN ON SKETCHES PROVIDED TO THE MATERIALS AND TEST UNIT APPROVED BY THE STRUCTURE DESIGN UNIT DATED MAY 8, 1991. THESE SKETCHES PRIMARILY LIMIT THE UNSUPPORTED CANTILEVER LENGTH OF MEMBERS. WHEN THE CONTRACTOR WISHES TO PLACE MEMBERS ON TRUCKS NOT IN ACCORDANCE WITH THESE LIMITS, TO SHIP BY RAIL, TO ATTACH SHIPPING RESTRAINTS TO THE MEMBERS OR TO INVERT MEMBERS, HE SHALL SUBMIT A SKETCH FOR APPROVAL PRIOR TO SHIPPING. SEE ALSO ARTICLE 1072-11.

WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB.

METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINIS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

ENGLISH

JANUARY, 1990

STD. NO. SN