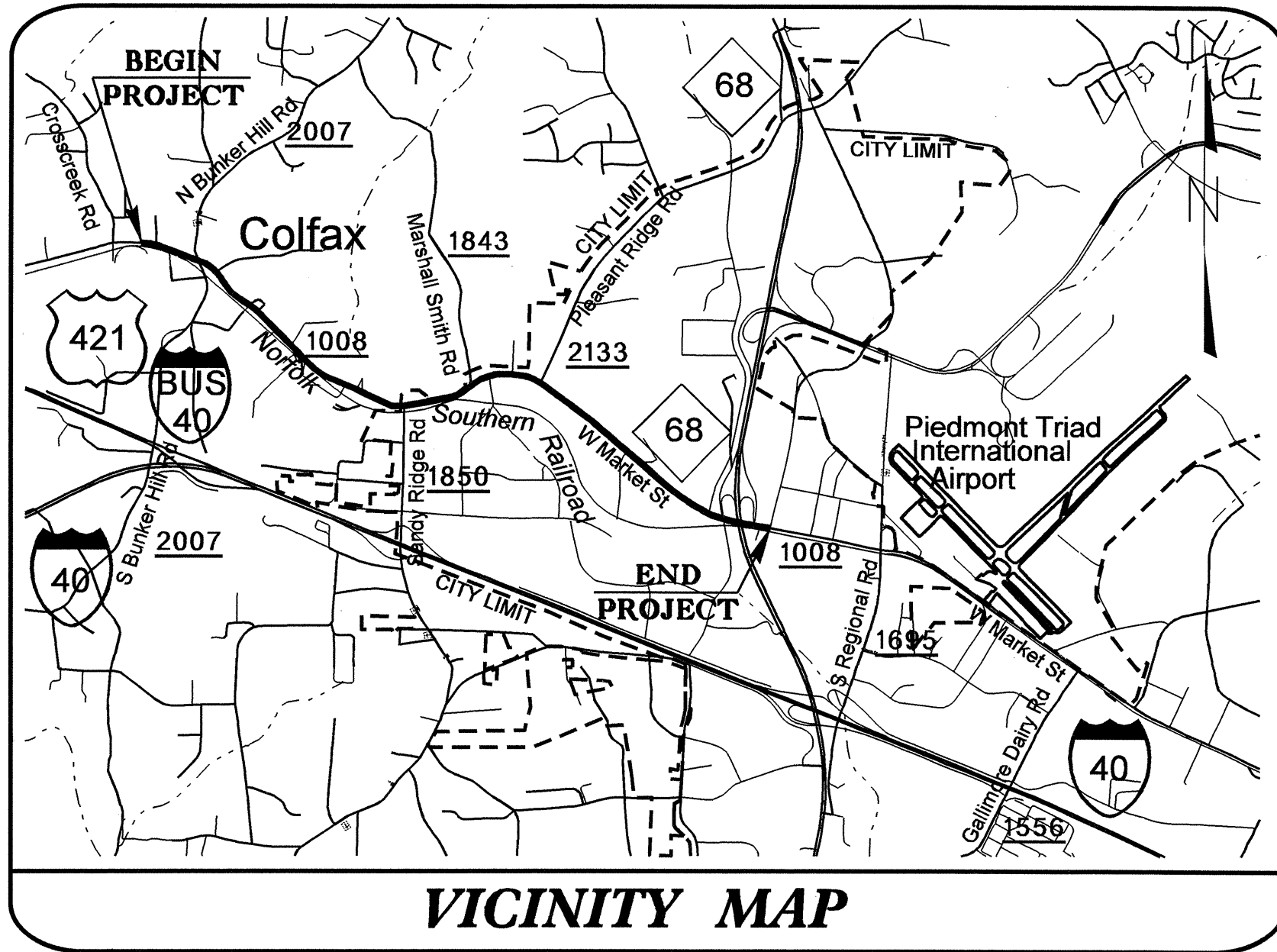


TIP PROJECT: R-2611

CONTRACT: C202648



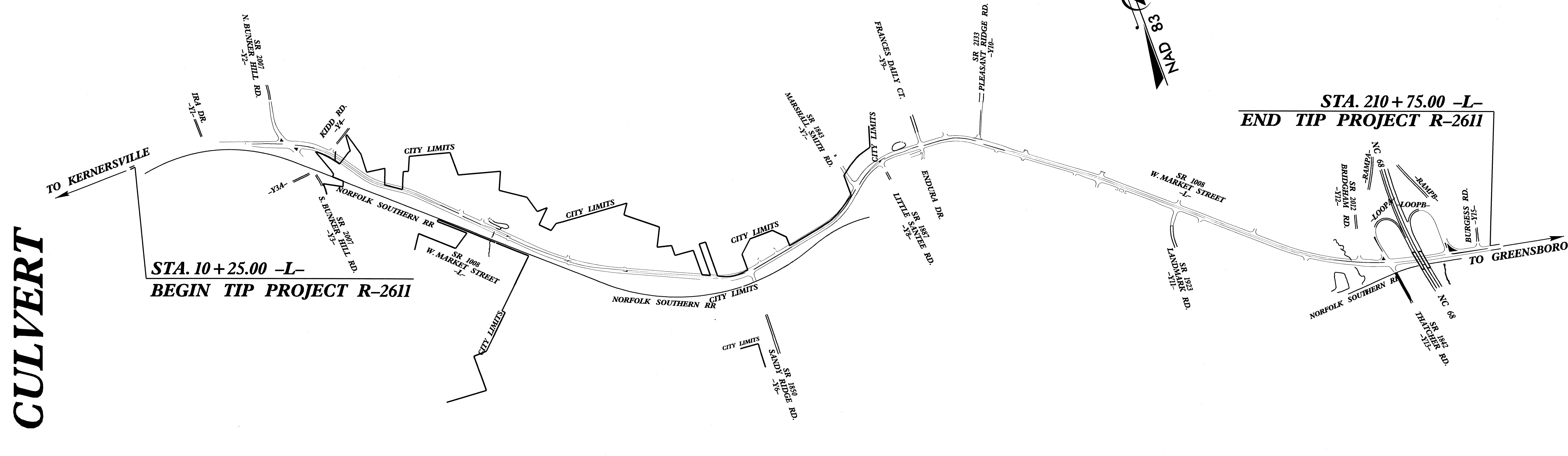
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUILFORD COUNTY

**LOCATION: SR 1008 (WEST MARKET STREET) FROM WEST ON SR 2007
(BUNKER HILL DRIVE) AT COLFAX TO NC 68**

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

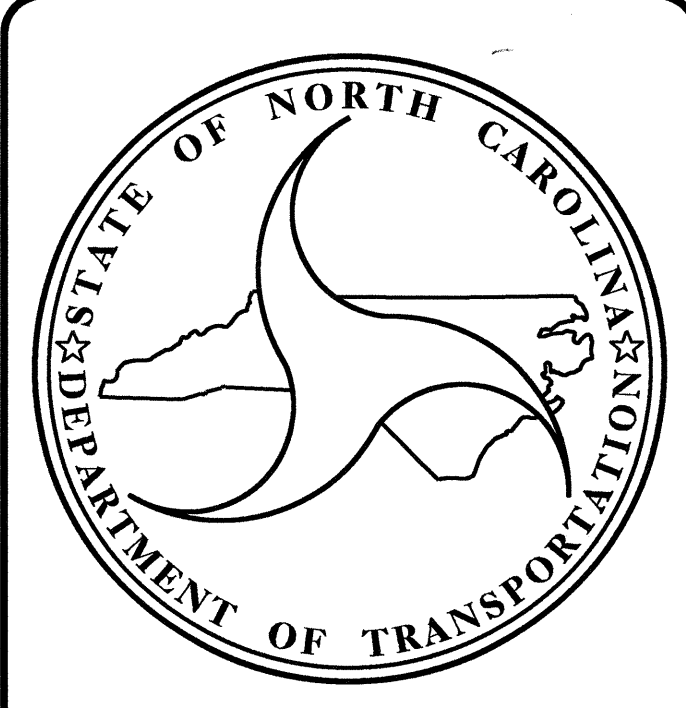
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2611		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34482.1.1	STP-1008(9)	P.E.	
34482.2.2	STPDA-1008(19)	RW & UTIL	
34482.3.1	STPDA-1008(22)	CONST.	



CULVERT

**STA. 10 + 25.00 -L-
BEGIN TIP PROJECT R-2611**

**STA. 210 + 75.00 -L-
END TIP PROJECT R-2611**



DESIGN DATA

ADT 2011	=	24,000
ADT 2031	=	29,500
DHV	=	9 %
D	=	55 %
T	=	6 % *
V	=	50 MPH

* TTST 7% DUAL 4%

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2611	=	3.797 MI
TOTAL LENGTH TIP PROJECT R-2611	=	3.797 MI

PLAN PREPARED IN THE OFFICE OF:

DIVISION OF HIGHWAYS
1000 BIRCH RIDGE DR., RALEIGH NC, 27610

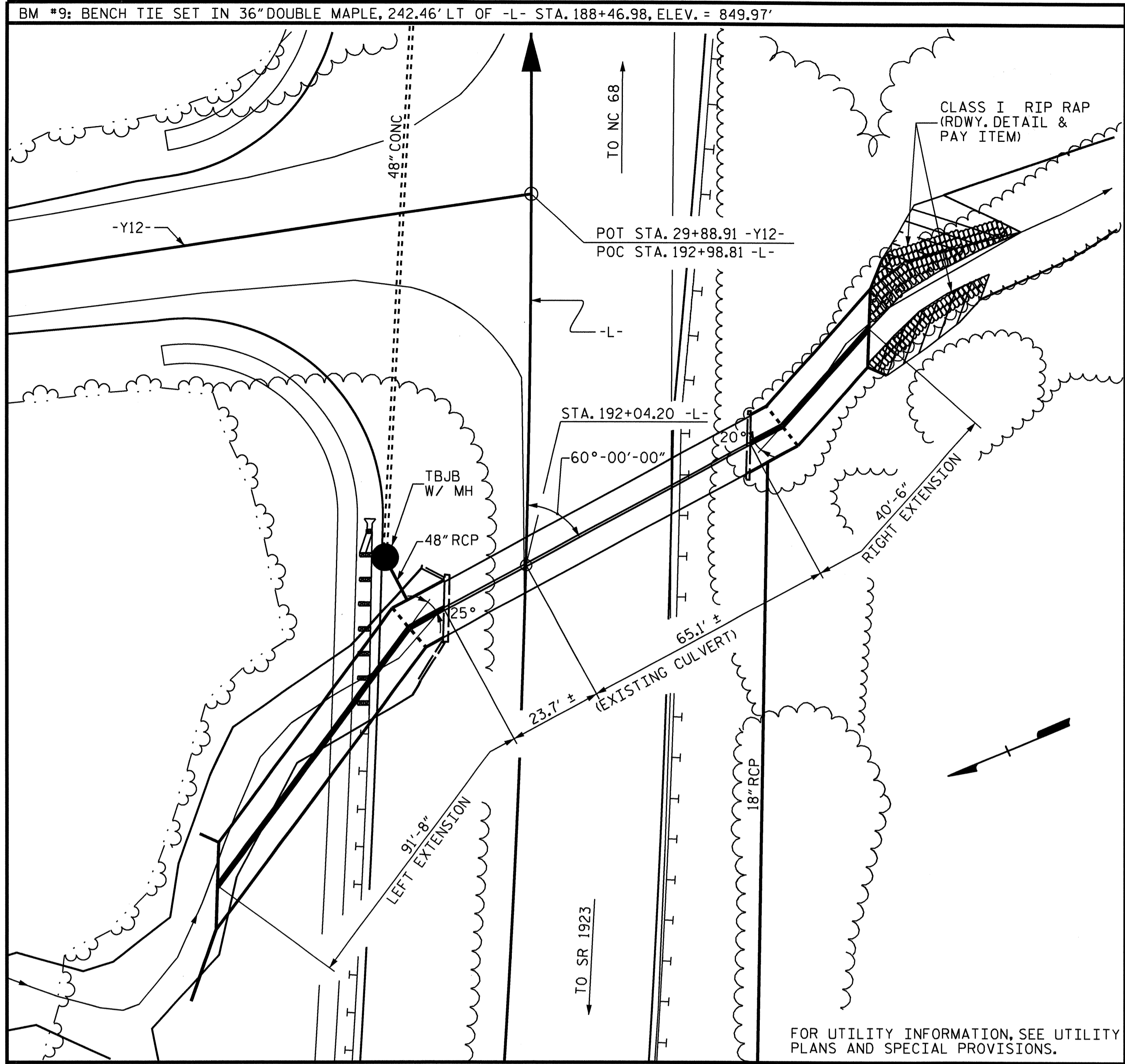
2006 STANDARD SPECIFICATIONS	
LETTING DATE :	J. C. FRYE, P.E. PROJECT ENGINEER
AUGUST 16, 2011	T. H. FANG, P.E. PROJECT DESIGN ENGINEER

STRUCTURE DESIGN UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

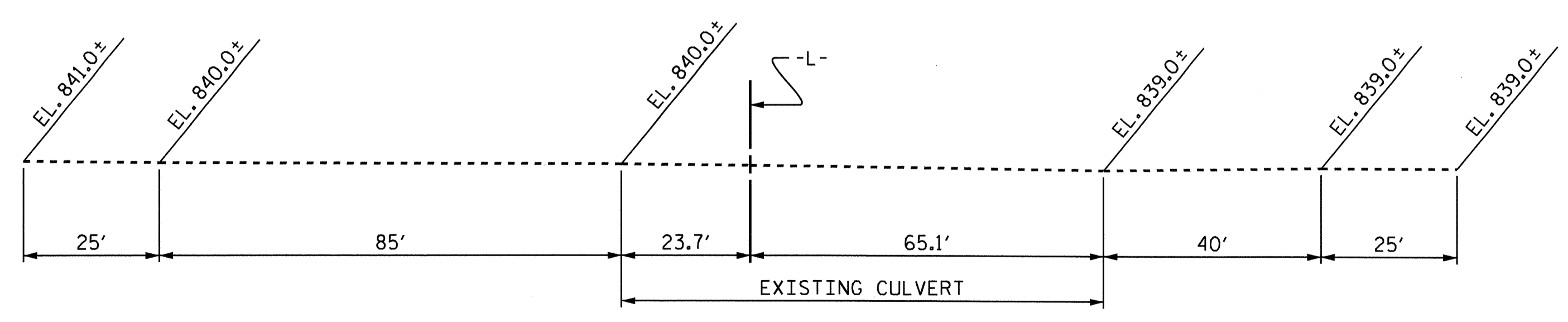
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

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

APPROVED _____
DIVISION ADMINISTRATOR _____ DATE _____



LOCATION SKETCH



PROFILE ALONG CULVERT

NOTES

ASSUMED LIVE LOAD -----HS20-44 OR ALTERNATE LOADING.
 DESIGN FILL-----12.99' (LT EXT), 14.68' (RT EXT)
 FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.
 3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
 CONCRETE IN CULVERTS TO BE POURED IN THE FOLLOWING ORDER:
 1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.
 2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
 FOR CURING CONCRETE, SEE SPECIAL PROVISIONS.

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.
 DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON WING SHEET.
 TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED IN THE BARREL, SPACED TO LIMIT THE POURS TO A MAXIMUM OF 70 FT. LOCATION OF JOINTS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.
 AT THE CONTRACTOR'S OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF EXTERIOR WALL AND BOTH FACES OF INTERIOR WALLS ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.
 IF APPROVED BY THE ENGINEER, THE CONTRACTOR MAY USE THE EXISTING WINGS AS TEMPORARY SHORING FOR THE CONSTRUCTION OF THE CULVERT EXTENSIONS. IN THIS CASE, THE BOTTOM SLAB OF THE EXTENSION SHALL BE POURED AT LEAST 72 HOURS PRIOR TO CUTTING THE WINGS. THE WINGS MAY BE CUT EARLIER PROVIDED THE SLAB CONCRETE STRENGTH HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI.
 DOWELS SHALL BE USED TO CONNECT THE CULVERT EXTENSION TO THE EXISTING CULVERT AS SHOWN. FOR NOTE REGARDING SETTING OF DOWELS, SEE SHEET SN.
 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 USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES 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. PAYMENT FOR THE SAMPLES OF REINFORCING STEEL SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.
 FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.

HYDRAULIC DATA	
DESIGN DISCHARGE	= 1095 CFS
FREQUENCY OF DESIGN FLOOD	= 50 YEARS
DESIGN HIGH WATER ELEVATION	= 851.89
DRAINAGE AREA	= 1.2 SQ. MI.
BASIC DISCHARGE (Q100)	= 1277 CFS
BASIC HIGH WATER ELEVATION	= 854.31

OVERTOPPING FLOOD DATA	
OVERTOPPING DISCHARGE	= 1672 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 500 YEARS
OVERTOPPING FLOOD ELEVATION	= 860.21

ROADWAY DATA	
GRADE POINT ELEV. @ STA. 192+04.20 -L-	= 860.62
BED ELEV. @ STA. 192+04.20 -L-	= 839.78
ROADWAY SLOPES	2:1

F.A. PROJECT NO. : STPDA-1008(22)



PROJECT NO. R-2611
GUILFORD COUNTY
 STATION: 192+04.20 -L-

TOTAL STRUCTURE QUANTITIES	
CLASS A CONCRETE	
LEFT EXTENSION @ 1.379 CY/FT	126.4 C.Y.
RIGHT EXTENSION @ 1.379 CY/FT	55.8 C.Y.
WINGS, ETC.	48.6 C.Y.
TOTAL	230.8 C.Y.
REINFORCING STEEL	
LEFT EXTENSION	17,895 LBS.
RIGHT EXTENSION	8,241 LBS.
WINGS, ETC.	3,421 LBS.
TOTAL	29,557 LBS.
FOUNDATION CONDITIONING MATERIAL	
LEFT EXTENSION	91 TONS
RIGHT EXTENSION	40 TONS
TOTAL	131 TONS
CULVERT EXCAVATION	LUMP SUM

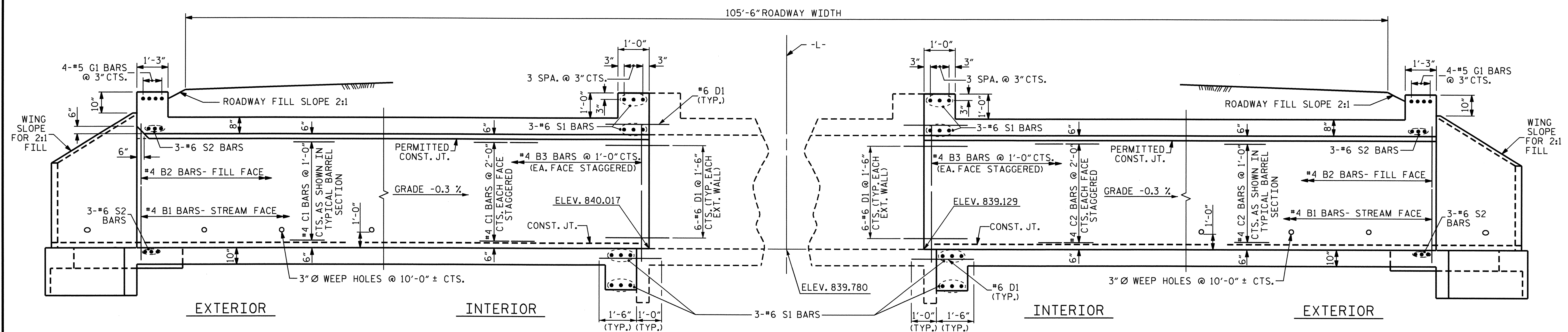
SHEET 1 OF 8

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 BARREL STANDARD
 DOUBLE 6 FT. X 8 FT.
 CONCRETE BOX CULVERT
 60° SKEW

NOV. 1990
 ASSEMBLED BY : W.D. CRUTCHER DATE : 08-11-09
 CHECKED BY : William J. Parker DATE : 03/15/11
 DRAWN BY : C.O. CUEVAS DATE : 8-28-90
 CHECKED BY : M.A.J. DATE : 10-2-90

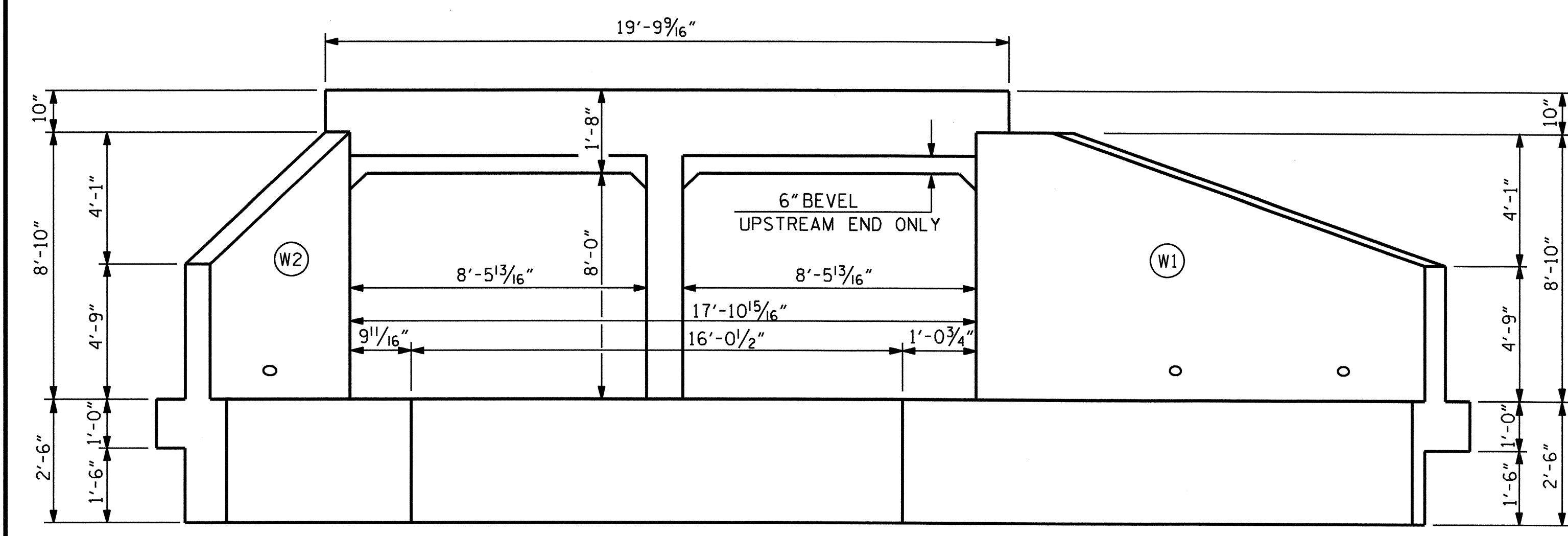
SPECIAL
STANDARD

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			C-1 TOTAL SHEETS 8
2			4			

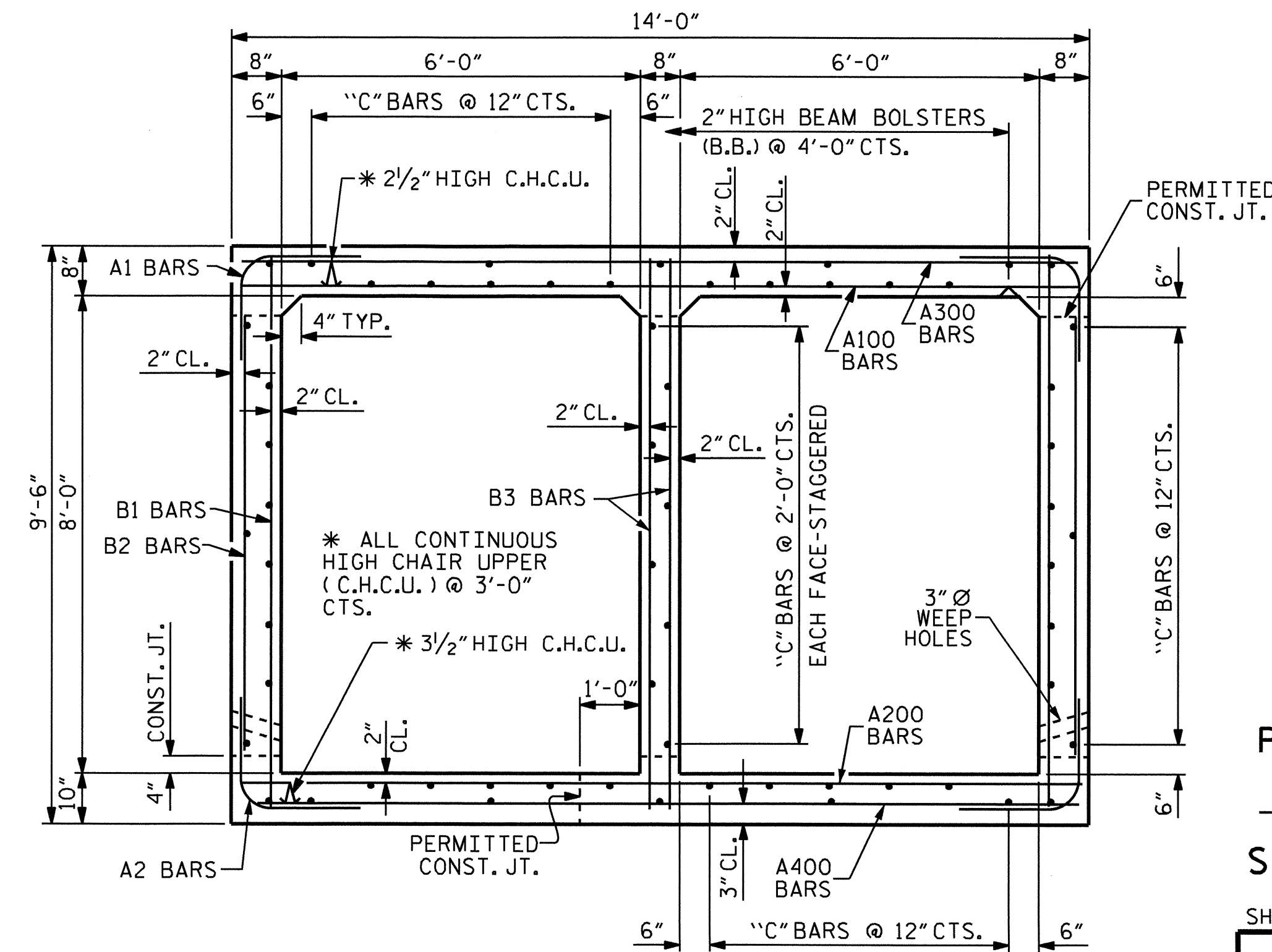


CULVERT SECTION NORMAL TO ROADWAY
 LEFT EXTENSION

CULVERT SECTION NORMAL TO ROADWAY
 RIGHT EXTENSION



END ELEVATION NORMAL TO SKEW



RIGHT ANGLE SECTION OF BARREL

THERE ARE 60 "C" BARS IN SECTION OF BARREL.

PROJECT NO. R-2611
 GUILFORD COUNTY
 STATION: 192+04.20 -L-

SHEET 2 OF 8

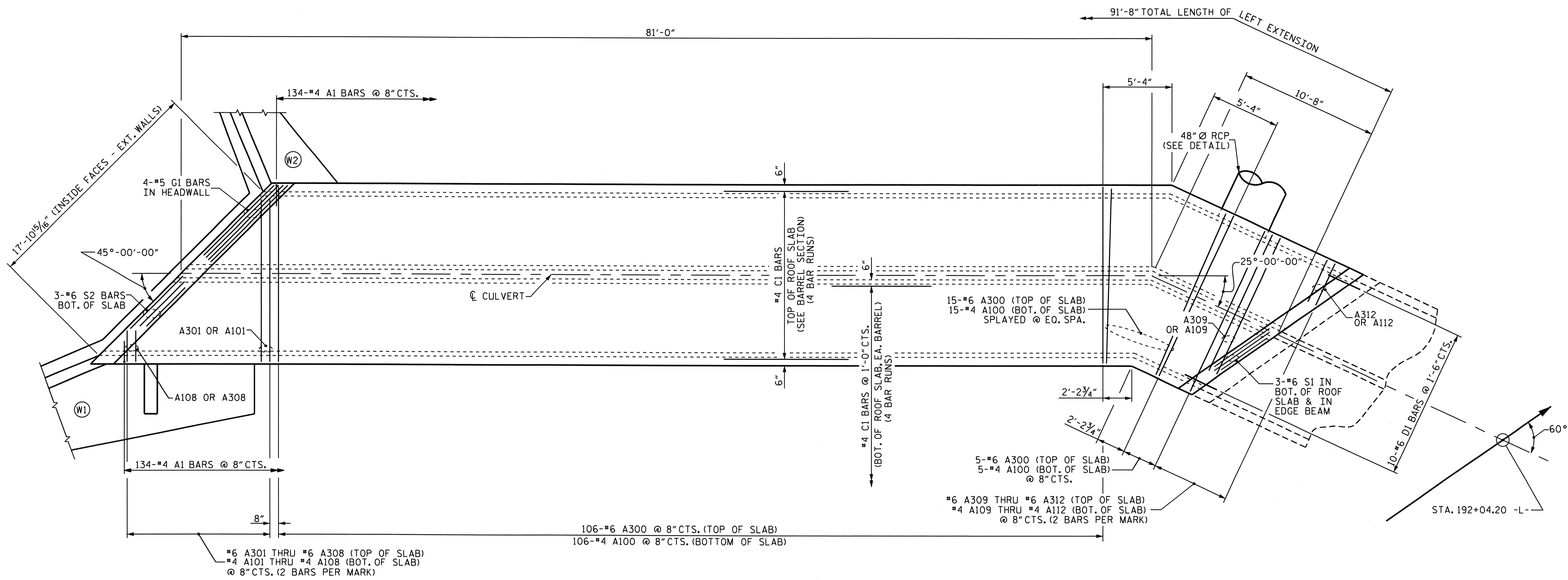
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 BARREL STANDARD
 DOUBLE 6 FT. X 8 FT.
 CONCRETE BOX CULVERT
 60° SKEW



REVISED 11-19-99 BY M.M. CHECKED BY R.W.W.
 REDRAWN 11-30 BY C.O.C. CHECKED BY M.A.J.

ASSEMBLED BY : W.D. CRUTCHER	DATE : 08-11-09	SPECIAL
CHECKED BY : William J. Parker	DATE : 03/15/11	
DRAWN BY : DANNY SHERRED	DATE : 4-11-72	STANDARD
CHECKED BY : HASON A. JUDEH	DATE : 4-17-72	

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-2
1			3			TOTAL SHEETS
2			4			8



PLAN OF ROOF SLAB

"C" BARS TO BE FIELD BENT AS NECESSARY

PROJECT NO. R-2611
GUILFORD COUNTY
 STATION: 192+04.20 -L-
 SHEET 3 OF 8

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**DOUBLE 6 FT. X 8 FT.
 CONCRETE BOX CULVERT**

LEFT EXTENSION

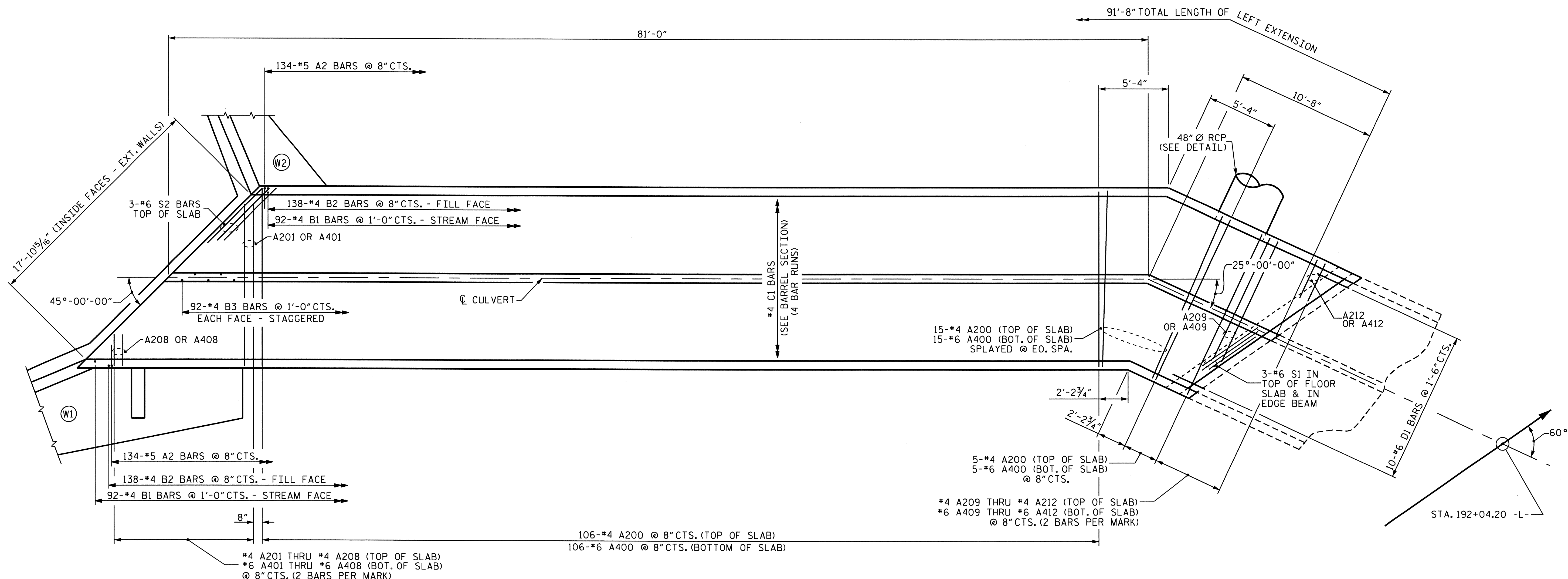
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1			3		
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TOTAL SHEETS: 8



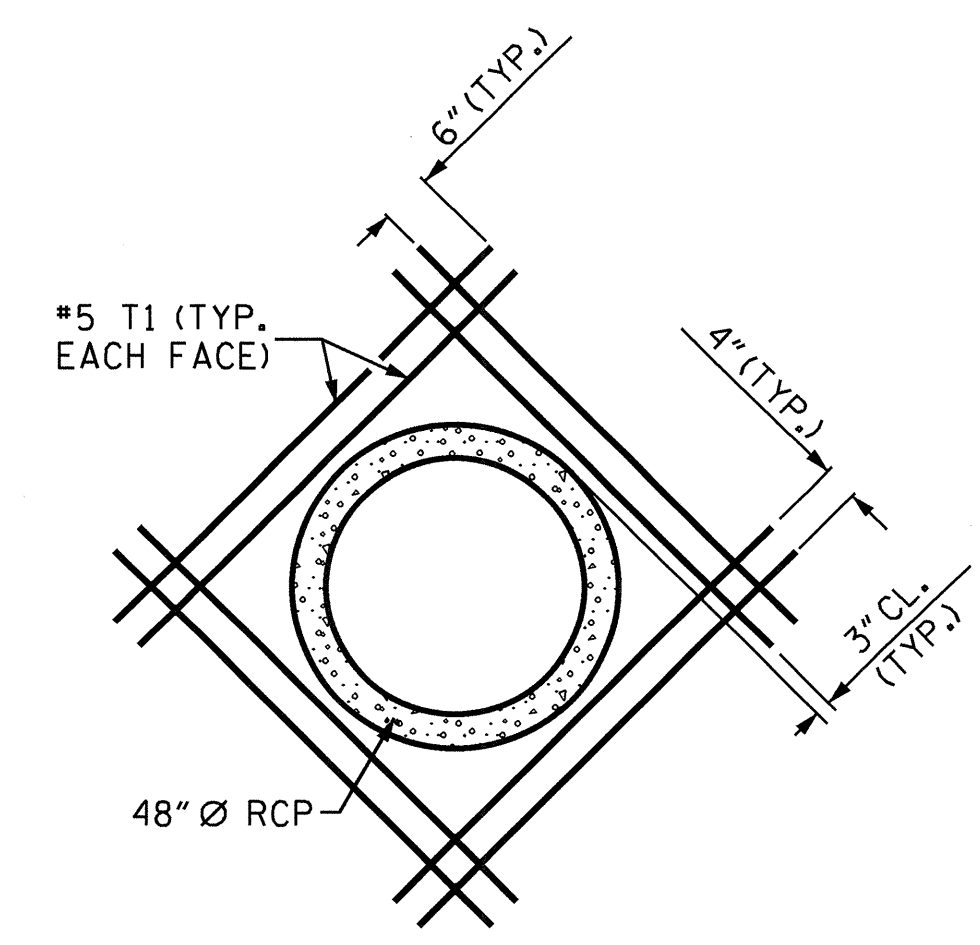
DRAWN BY: W.D. CRUTCHER DATE: 09-09
 CHECKED BY: William F. Parker DATE: 03/15/11

06-MAY-2011 14:05
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PLAN OF FLOOR SLAB

"C" BARS TO BE FIELD BENT AS NECESSARY



DETAIL OF REINFORCING AROUND 48" Ø PIPE

* THE 48" Ø RCP THROUGH THE SIDEWALL OF THE CULVERT WILL BE LOCATED BY THE ENGINEER. THE REINFORCING STEEL WILL BE FIELD BENT AND/OR CUT AS NECESSARY TO CLEAR PIPE.

PROJECT NO. R-2611
GUILFORD COUNTY
 STATION: 192+04.20 -L-

SHEET 4 OF 8

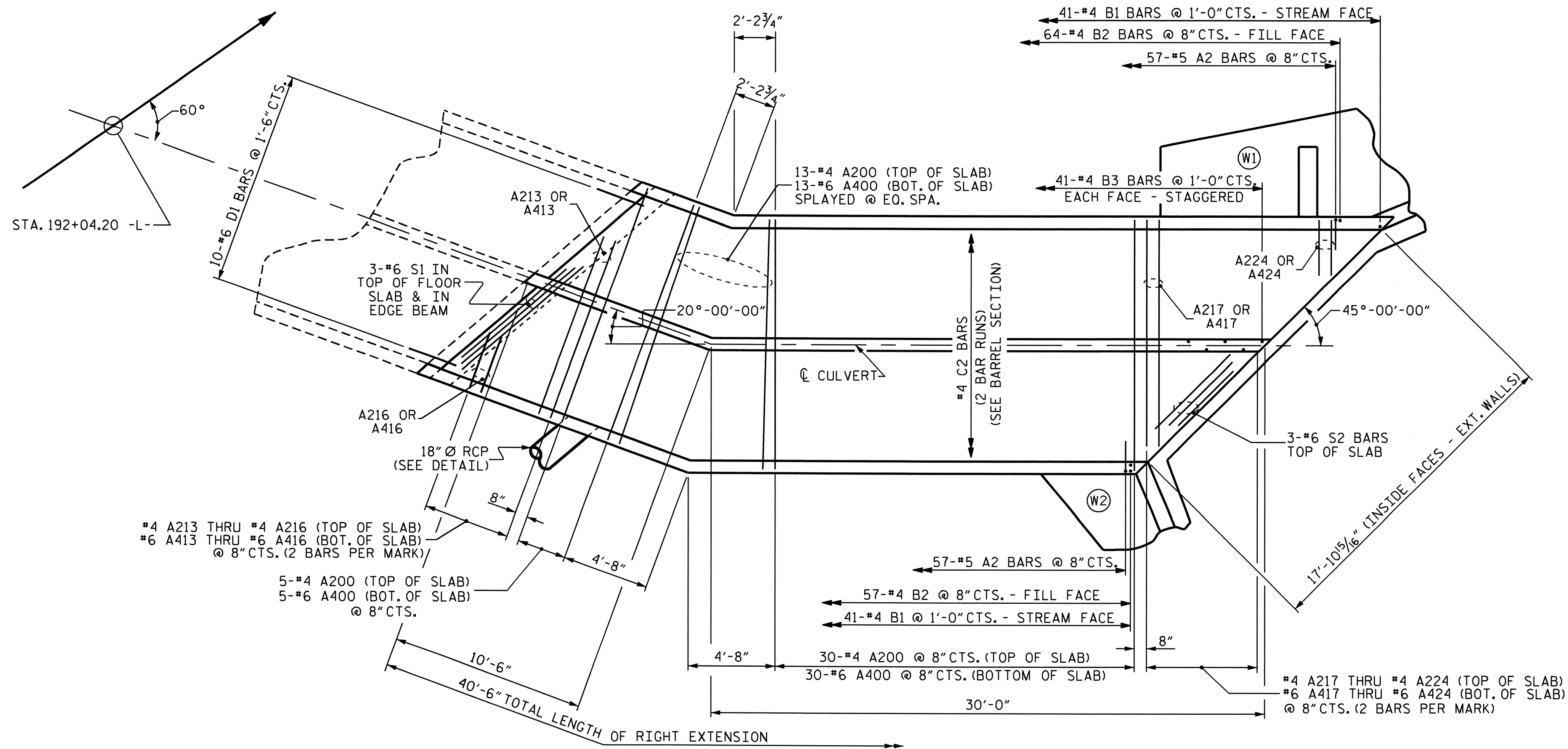
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 DOUBLE 6 FT. X 8 FT.
 CONCRETE BOX CULVERT
 LEFT EXTENSION



DRAWN BY : W.D. CRUTCHER DATE : 09-09
 CHECKED BY : William F. Parker DATE : 03/15/11

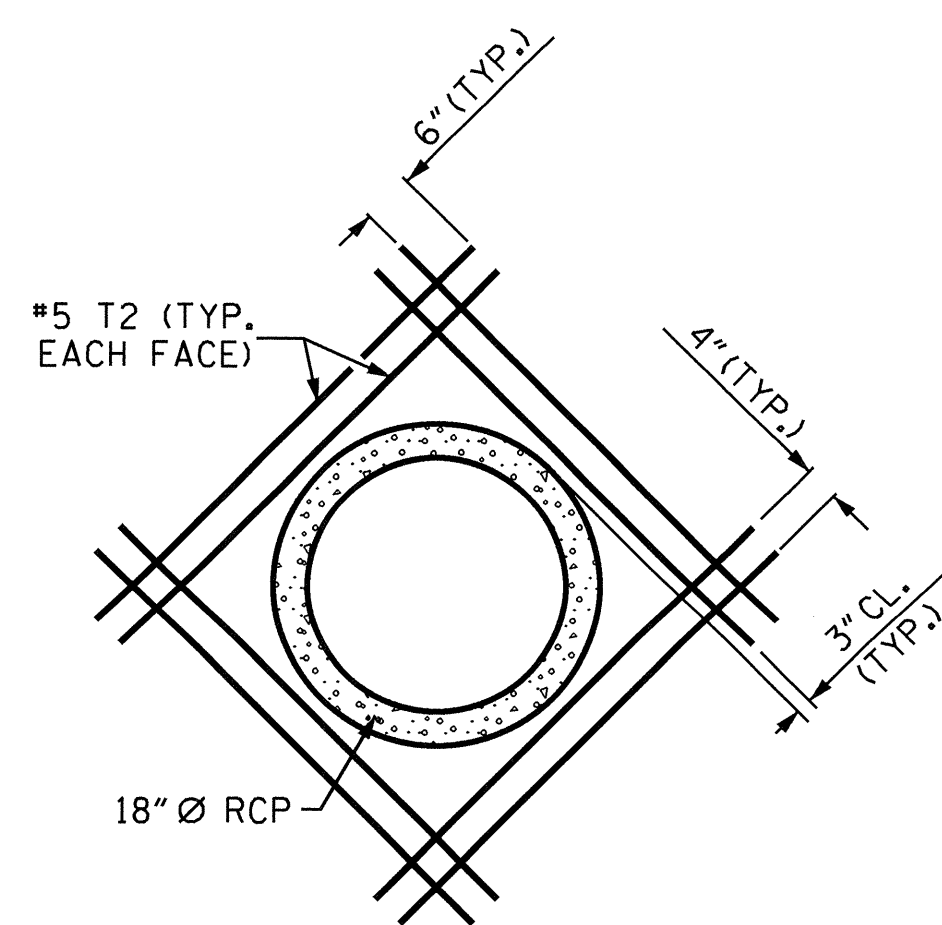
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 8



PLAN OF FLOOR SLAB

"C" BARS TO BE FIELD BENT AS NECESSARY



DETAIL OF REINFORCING AROUND 18" Ø PIPE

* THE 18" Ø RCP THROUGH THE SIDEWALL OF THE CULVERT WILL BE LOCATED BY THE ENGINEER. THE REINFORCING STEEL WILL BE FIELD BENT AND/OR CUT AS NECESSARY TO CLEAR PIPE.

PROJECT NO. R-2611
GUILFORD COUNTY
STATION: 192+04.20 -L-

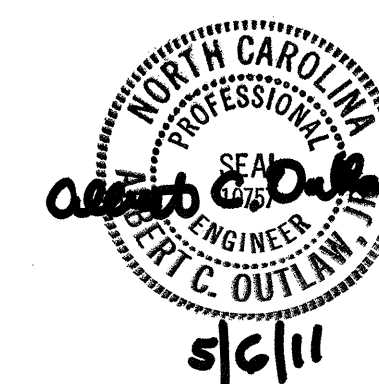
SHEET 6 OF 8

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
DOUBLE 6 FT. X 8 FT.
CONCRETE BOX CULVERT

RIGHT EXTENSION

DRAWN BY: W.D. CRUTCHER DATE: 09-09
CHECKED BY: William J. Parker DATE: 03/15/11

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REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	DATE:
1			3	
2			4	

C-6
TOTAL SHEETS
8

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 2006 "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; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

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. 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.

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. FINISHES 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