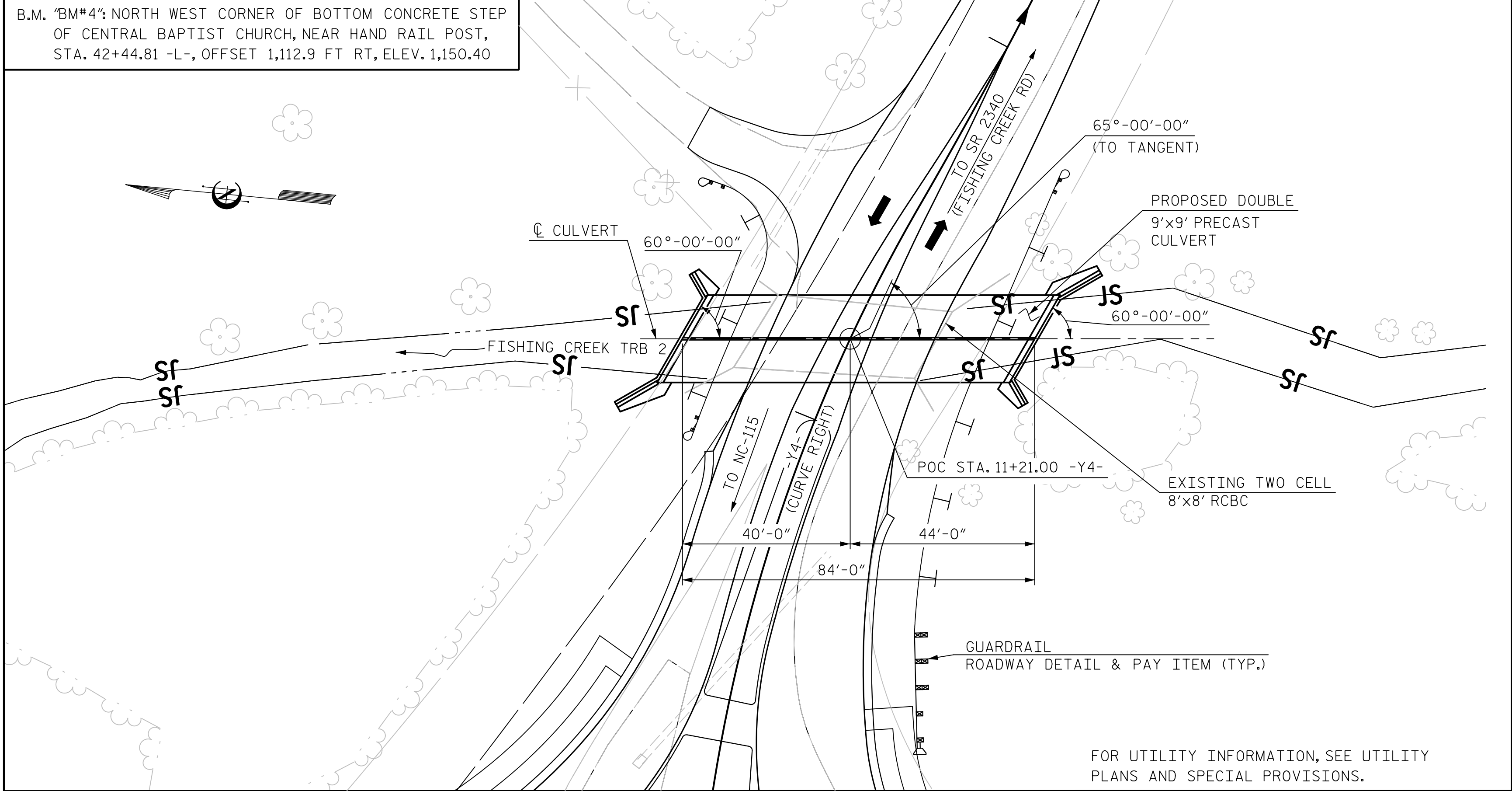


B.M. "BM*4": NORTH WEST CORNER OF BOTTOM CONCRETE STEP OF CENTRAL BAPTIST CHURCH, NEAR HAND RAIL POST, STA. 42+44.81 -L-, OFFSET 1,112.9 FT RT, ELEV. 1,150.40



HORIZONTAL CURVE DATA

PI STA. 10+79.58 -Y4-
Δ = 22°-30'-18.8" (RT)
D = 14°-19'-26.2"
L = 157.12'
T = 79.58'
R = 400.00'

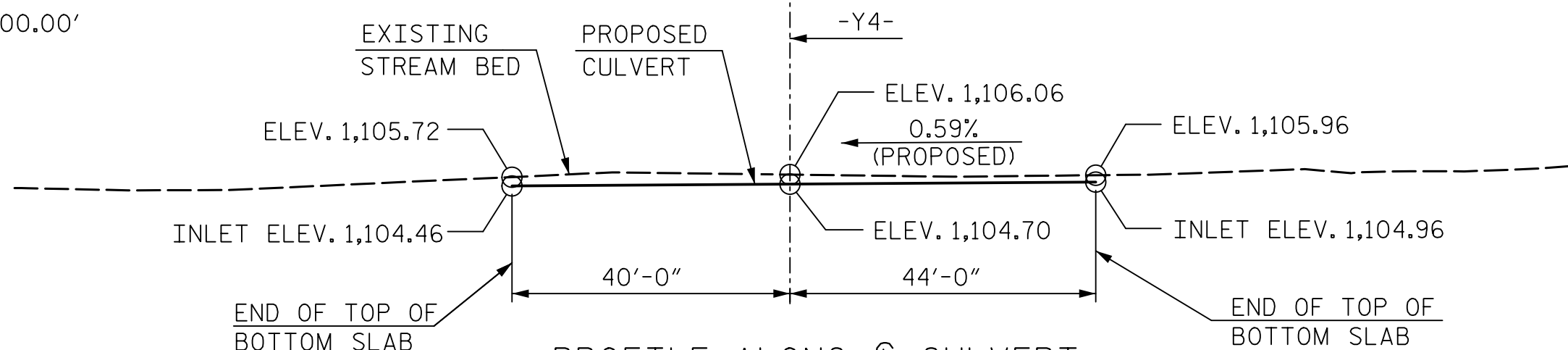
LOCATION SKETCH

GRADE DATA

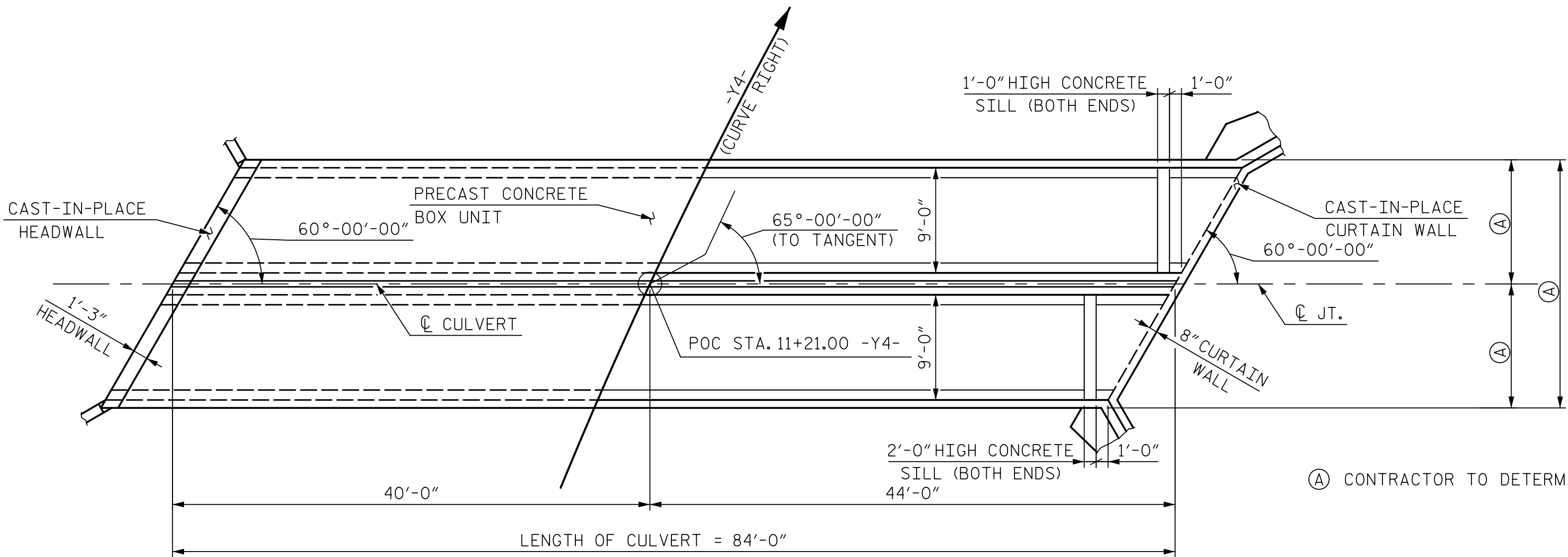
GRADE POINT ELEV. @ STA. 11+21.00 -Y4- = 1,118.74
BED ELEV. @ STATION 11+21.00 -Y4- = 1,104.70
ROADWAY SLOPES 2:1

PROFILE -Y4-
PI STA. = 10+95.00
ELEV. = 1,117.19'
V.C. = 190'

-4.6000% +2.5298%



PROFILE ALONG CULVERT



PLAN - ROOF SLAB

PLAN - FLOOR SLAB

NOTES

ASSUMED LIVE LOAD ----- HL-93 OR ALTERNATE LOADING.

FOR OTHER STANDARD DATA AND NOTES SEE SHEET S-N.

3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.

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.

THE CONCRETE FOR THE PRECAST UNITS SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 5000 P.S.I.. THE CONCRETE FOR THE HEADWALLS, WINGS AND END CURTAIN WALLS SHALL BE CLASS "A" CONCRETE AS PER THE STANDARD SPECIFICATIONS.

CAST-IN-PLACE CONCRETE SHALL BE POURED IN THE FOLLOWING ORDER:

1. WING FOOTINGS, AND CURTAIN WALL.
2. HEADWALLS, WING WALLS.

ALL PRECAST UNITS SHALL BE PLACED PRIOR TO POURING THE WINGS, END CURTAIN WALLS AND HEADWALLS. THE EXTERIOR PRECAST UNITS SHALL BE UNDERMINED TO PROVIDE FOR THE WING FOOTINGS TO BE POURED TO THE DEPTH AND DIMENSIONS AS SHOWN ON THIS PLAN SHEET.

FOUNDATION CONDITIONING MATERIAL SHALL HAVE A THICKNESS OF AT LEAST 1'-0" BELOW THE BOTTOM OF THE PRECAST UNITS. THE MATERIAL SHALL BE FORMED AND SCREED TO THE PROPER ELEVATION AT LEAST 1'-0" BEYOND THE SIDES OF THE PRECAST UNITS.

THE PRECAST UNITS SHALL BE CAREFULLY POSITIONED ON THE PREPARED FOUNDATION CONDITIONING MATERIAL, FEMALE END UPGRADE WITH THE MALE END FULLY INSERTED AND EACH JOINT CHECKED FOR ALIGNMENT PRIOR TO JACKING THE UNIT INTO PLACE. SATISFACTORY FITTING AND PROPER GRADE SHALL BE MAINTAINED AS THE WORK PROCEEDS.

WHEN ANY PRECAST UNIT IS DAMAGED DURING HANDLING, THE ENGINEER AT HIS DISCRETION SHALL REJECT THE UNIT AS BEING UNFIT FOR INSTALLATION AND THE CONTRACTOR SHALL REMOVE SUCH REJECTED UNIT FROM THE PROJECT. MINOR DAMAGE TO THE UNIT MAY BE REPAIRED BY THE CONTRACTOR WHEN PERMITTED BY THE ENGINEER.

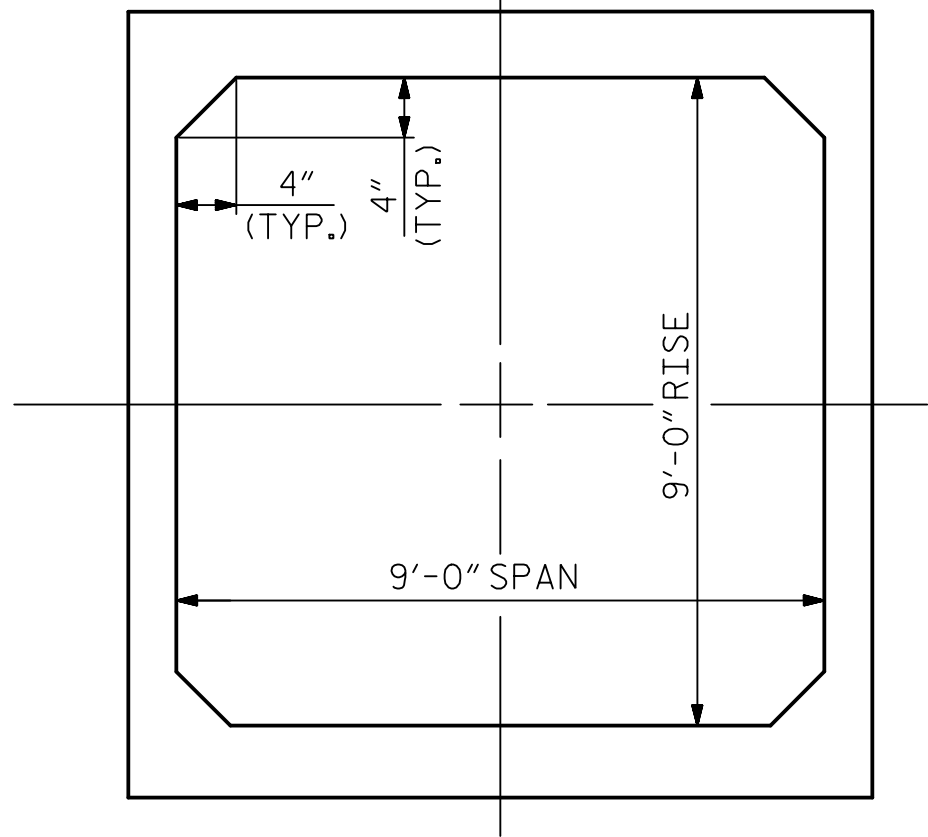
CARE SHALL BE TAKEN DURING BACKFILL AND COMPACTION OPERATION TO MAINTAIN ALIGNMENT AND PREVENT DAMAGE TO THE JOINTS. UNITS WHICH BECOME MISALIGNED, SHOW EXCESSIVE SETTLEMENT, OR HAVE OTHERWISE BEEN DAMAGED BY THE CONTRACTOR'S OPERATION SHALL AT THE DISCRETION OF THE ENGINEER BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE DEPARTMENT OF TRANSPORTATION.

CONCRETE CHAMFERS ON EXTERIOR LONGITUDINAL EDGES OF THE PRECAST UNITS MAY BE AS PER THE FABRICATORS RECOMMENDATION, HOWEVER ALL WORKMANSHIP SHALL PROVIDE CONCRETE COVER OVER THE WELDED WIRE FABRIC AS SPECIFIED ON THE PLANS AND THE CONCRETE CHAMFERS CHOSEN SHALL IN NO WAY FUNCTIONALLY LESSEN THE DESIGN SHOWN ON THE PLANS.

DESIGN EARTH COVER = 5.80 FT.

FOR PRECAST REINFORCED CONCRETE BOX CULVERT, SEE SPECIAL PROVISIONS.

FOR BOX CULVERT EXCAVATION, SEE SECTION 414 OF THE STANDARD SPECIFICATIONS.



TYPICAL SECTION

(ONE BARREL SHOWN)

TOTAL BILL OF MATERIAL

REMOVAL OF EXISTING STRUCTURE @ STA. 11+21.00 -Y4-	LUMP SUM
PRECAST REINFORCED CONCRETE BOX CULVERT @ STA. 11+21.00 -Y4-	LUMP SUM
BOX CULVERT EXCAVATION, STA. 11+21.00 -Y4-	LUMP SUM
FOUNDATION CONDITIONING MATERIAL BOX CULVERT	152.4 TONS

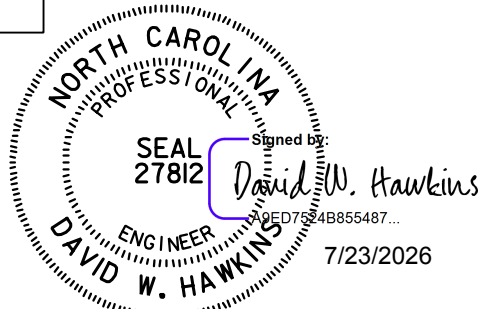
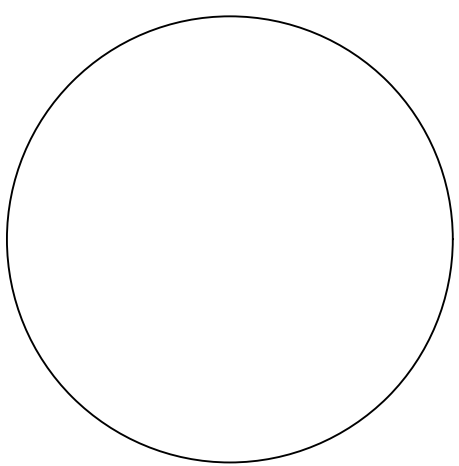
HYDRAULIC DATA

DESIGN DISCHARGE	830 CFS
FREQUENCY OF DESIGN FLOOD	25 YR.
DESIGN HIGH WATER ELEV.	1,112.7
DRAINAGE AREA	1.14 SQ. MI.
BASE DISCHARGE (Q100)	1960 CFS
BASE HIGH WATER ELEV.	1,118.9

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	2,050 CFS
FREQUENCY OF OVERTOPPING FLOOD	500+ YR.
OVERTOPPING FLOOD ELEV.	1,119.4
OCCURS AT SHOULDER PT OF ROADWAY -Y4- STA. 11+00.00	

I HEREBY CERTIFY THESE PLANS ARE AS-BUILT PLANS



HNTB		HNTB NORTH CAROLINA, P.C. NC License No. C-1554 4000 Center at North Hills Street, Suite 500, Raleigh, N.C. 27609	
DRAWN BY	M. WRIGHT	DATE	6/24
CHECKED BY	Z. REINEKE	DATE	6/24
DESIGN ENGINEER OF RECORD	D. HAWKINS	DATE	6/24

DWG. NO. 1

PROJECT NO. R-5759
WILKES COUNTY
STATION: POC 11+21.00 -Y4-

SHEET 1 OF 4 CULVERT NO. 96E2149

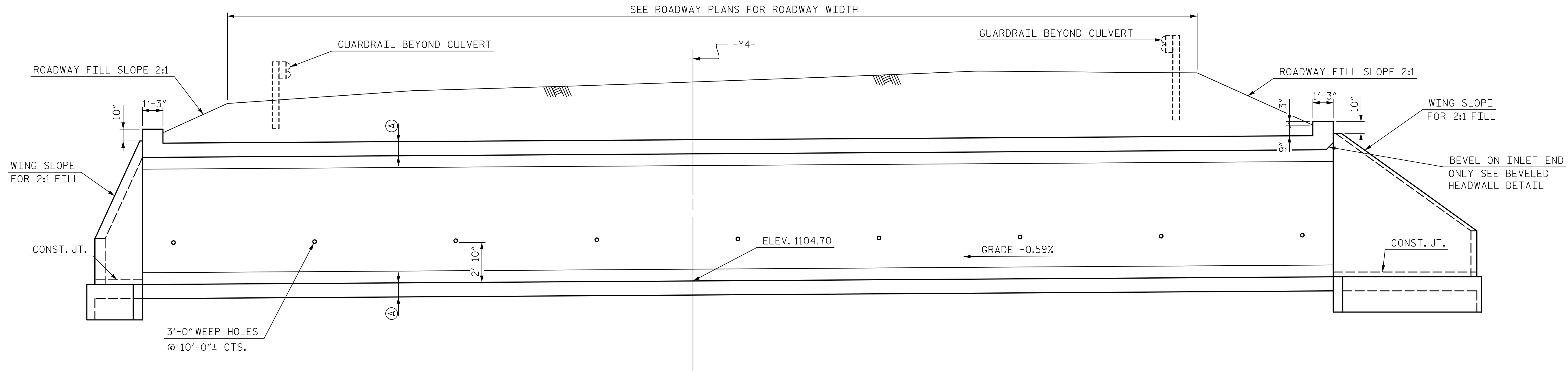
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

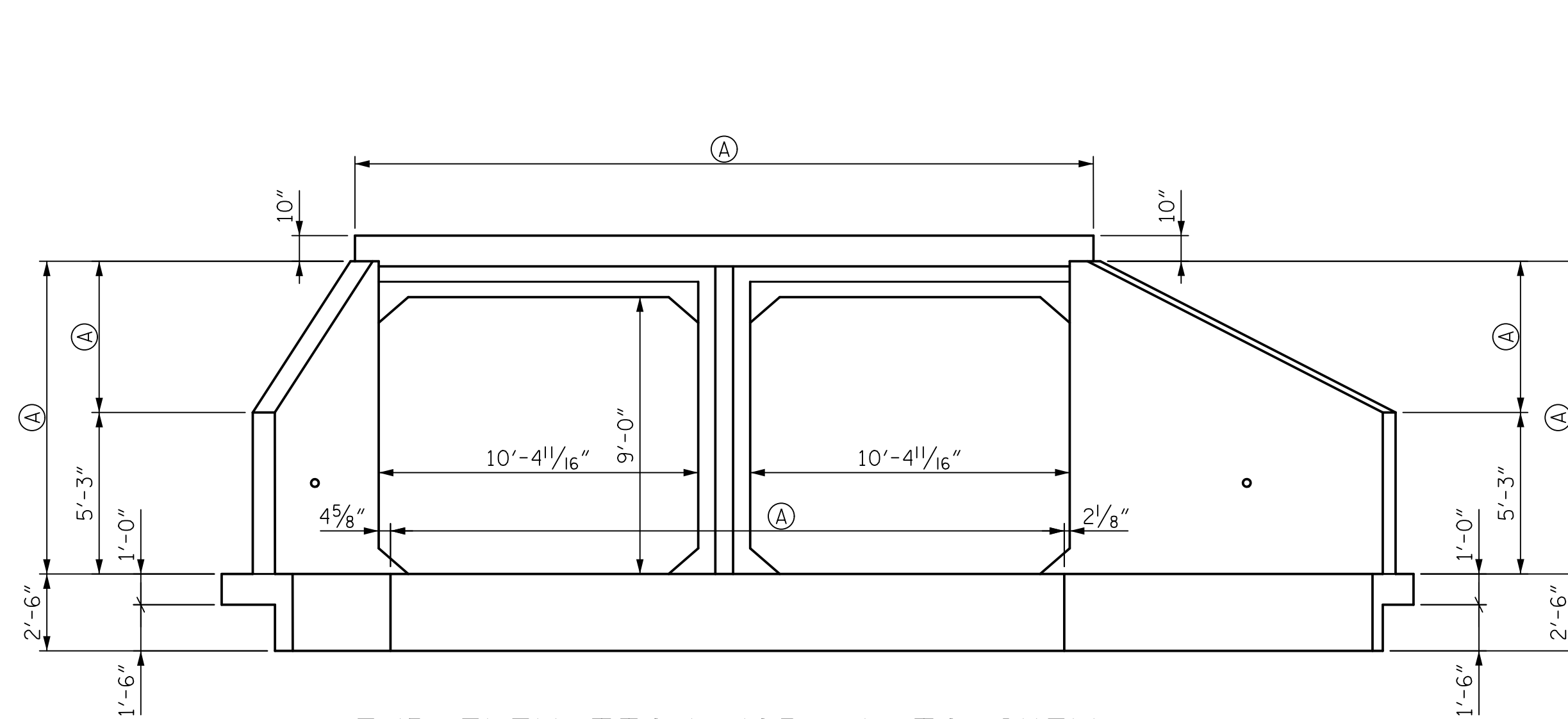
PRECAST REINFORCED
CONCRETE BOX CULVERT
DOUBLE 9 FT. X 9 FT.
60 SKEW

REVISIONS					SHEET NO. C1-1
NO.	BY	DATE	NO.	BY	
1			3		TOTAL SHEETS
2			4		4

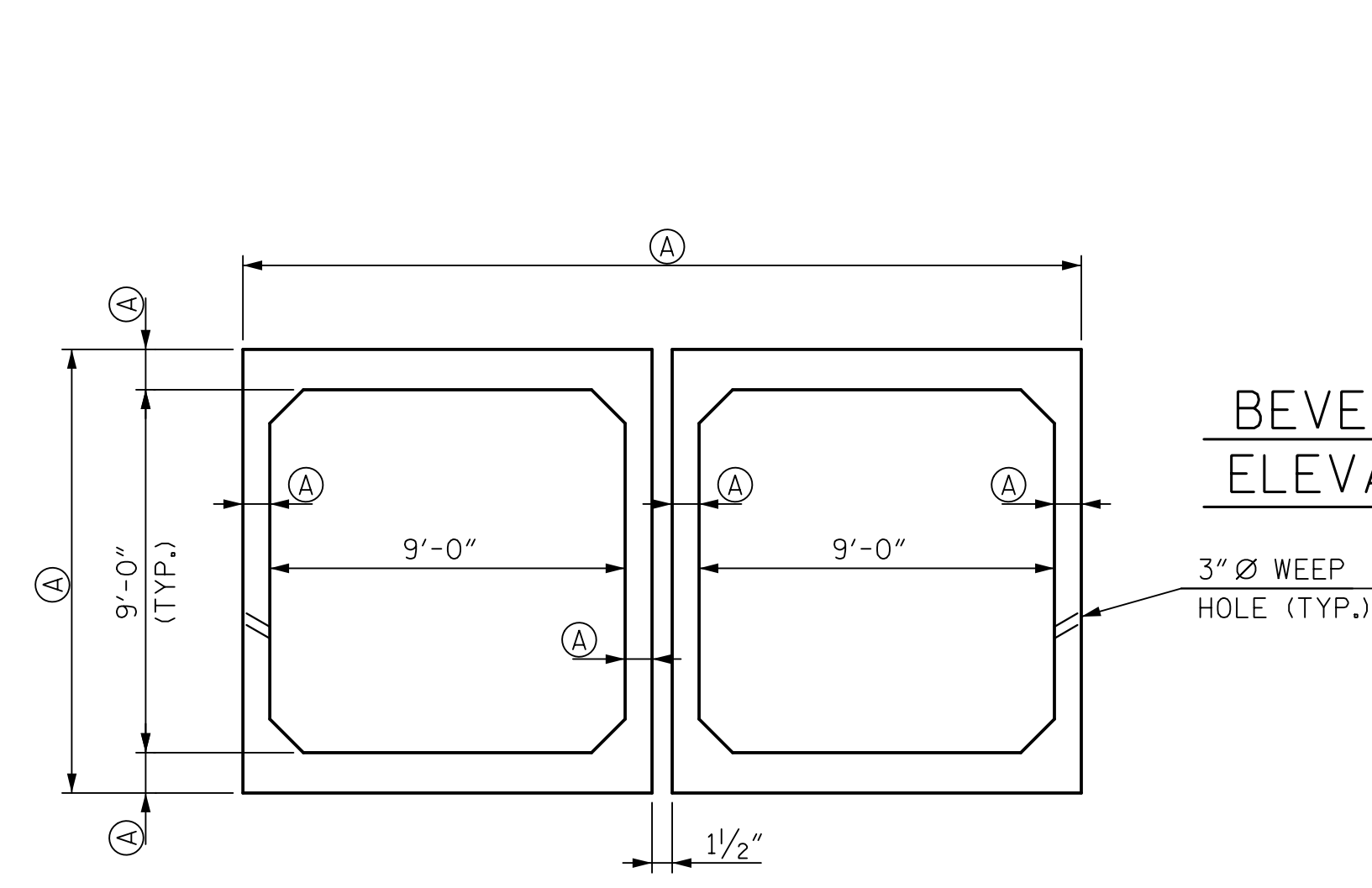
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CULVERT SECTION NORMAL TO ROADWAY

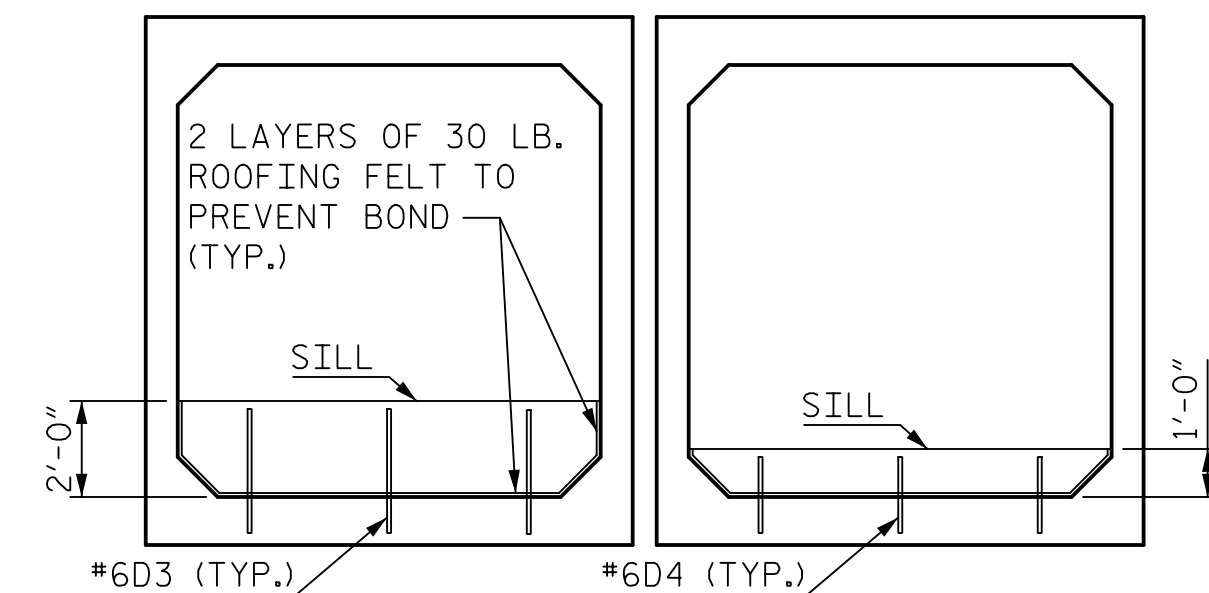
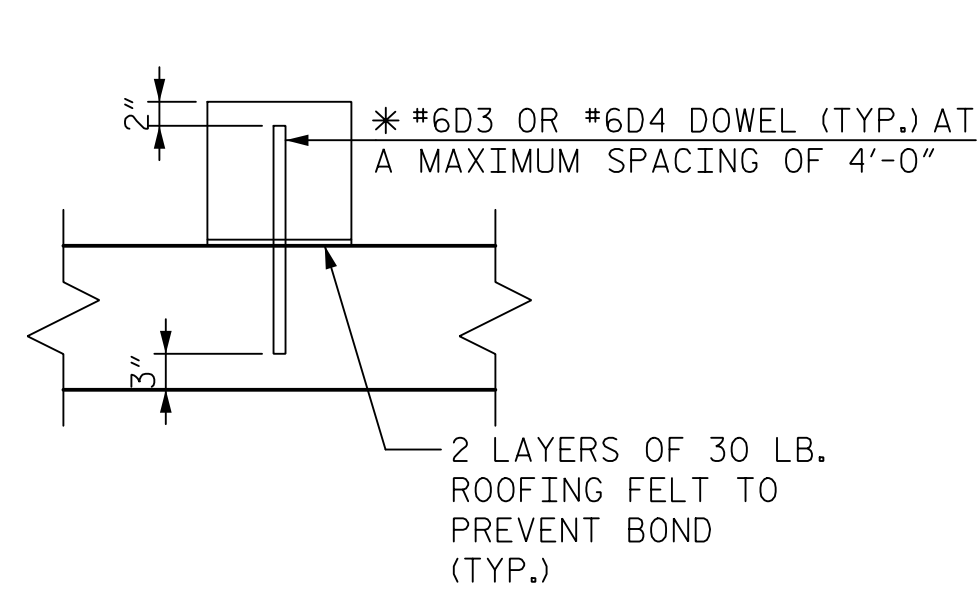


END ELEVATION NORMAL TO SKEW



RIGHT ANGLE SECTION OF
CULVERT PRECAST CONCRETE BOXES

BEVEL HEADWALL INLET END
ELEVATION SECTION DETAIL

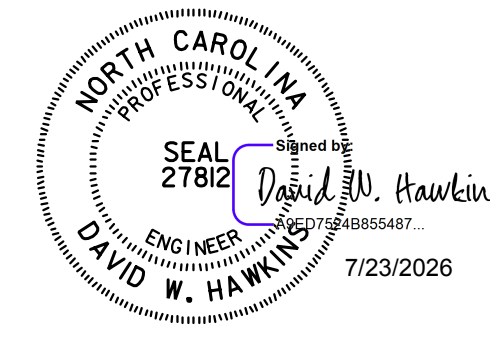


SECTION THROUGH SILL

ELEVATION

*DOWELS SHALL BE INSTALLED WITH AN ADHESIVE ANCHORAGE SYSTEM.
NO FIELD TESTING WILL BE REQUIRED FOR ADHESIVE ANCHORING
SYSTEM, SEE SECTION 420-13 OF THE STANDARD SPECIFICATIONS.

CULVERT SILL DETAILS

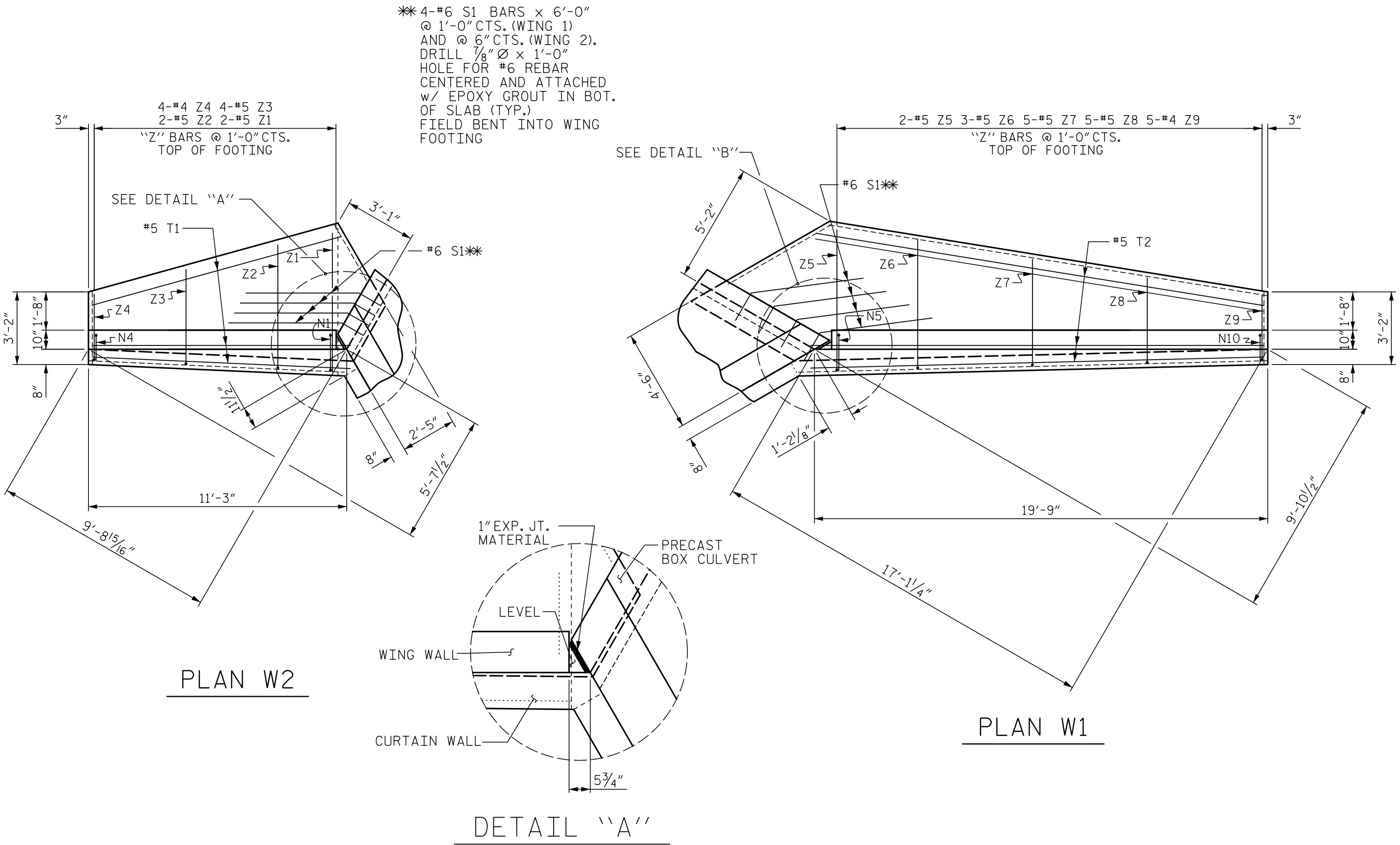


PROJECT NO. R-5759
WILKES COUNTY
STATION: POC 11+21.00 -Y4-

REVISIONS						SHEET NO. C1-3
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS 4
2			4			

HNTB		HNTB NORTH CAROLINA, P.C. NC License No. C-1554 4000 Center at North Hills Street, Suite 500, Raleigh, N.C. 27609	
DRAWN BY	M. WRIGHT	DATE	6/24
CHECKED BY	Z. REINEKE	DATE	6/24
DESIGN ENGINEER OF RECORD	D. HAWKINS	DATE	6/24
DWG. NO. 3			

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BAR TYPES

Diagram 1 shows a bent reinforcement bar with dimensions for various sizes (N1 to N10). The bar has a 6" RAD. and a 9 1/2" dimension. The sizes and their corresponding dimensions are: N1 (9'-8 1/2"), N2 (8'-5 1/2"), N3 (7'-1 1/2"), N4 (5'-4 1/2"), N5 (9'-10 1/2"), N6 (9'-3 1/2"), N7 (8'-4 1/2"), N8 (7'-4 1/2"), N9 (6'-4 1/2"), and N10 (5'-4 1/2").

Diagram 2 shows a straight reinforcement bar with dimensions for various sizes (Z1 to Z9). The bar has a hook (HK). The sizes and their corresponding dimensions are: Z1 (6'-0"), Z2 (5'-5"), Z3 (4'-2"), Z4 (2'-10"), Z5 (6'-2"), Z6 (5'-8"), Z7 (4'-8"), Z8 (3'-9"), and Z9 (2'-10").

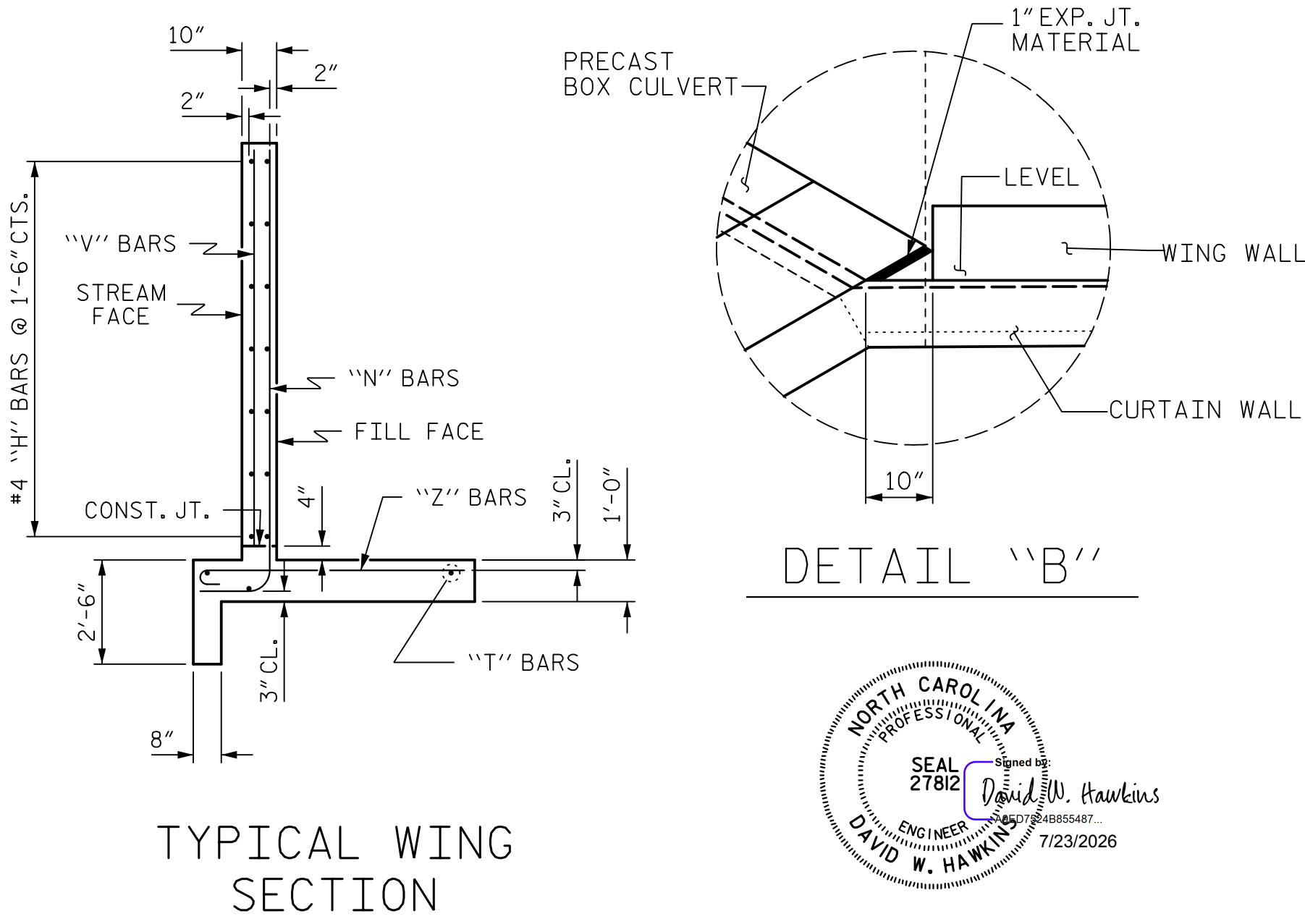
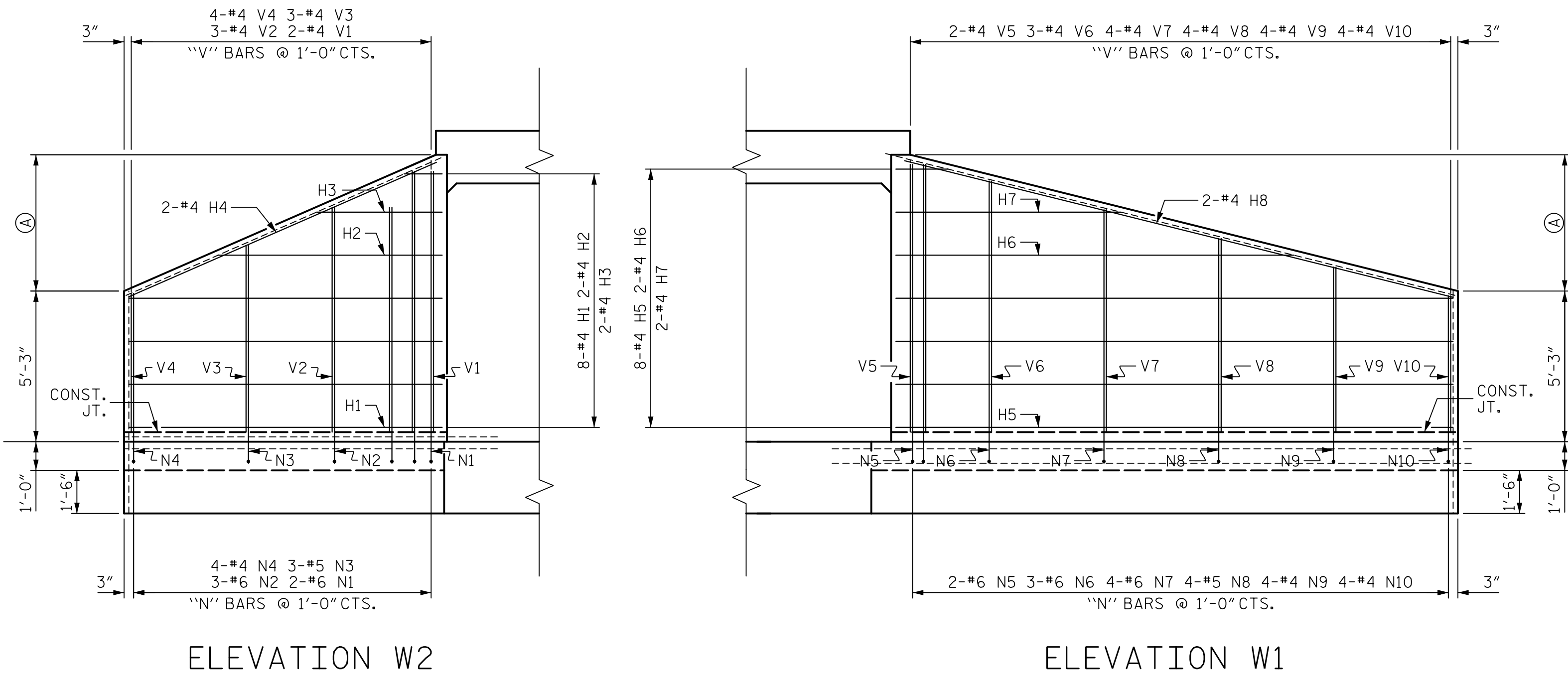
ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
H1	16	#4	STR	10'-6"	112
H2	4	#4	STR	7'-5"	20
H3	4	#4	STR	4'-0"	11
H4	4	#4	STR	11'-0"	29
H5	16	#4	STR	18'-8"	200
H6	4	#4	STR	13'-2"	35
H7	4	#4	STR	7'-1"	19
H8	4	#4	STR	19'-3"	51
N1	4	#6	1	11'-2"	67
N2	6	#6	1	9'-11"	89
N3	6	#5	1	8'-7"	54
N4	8	#4	1	6'-10"	37
N5	4	#6	1	11'-4"	68
N6	6	#6	1	10'-9"	97
N7	8	#6	1	9'-10"	118
N8	8	#5	1	8'-10"	74
N9	8	#4	1	7'-10"	42
N10	8	#4	1	6'-10"	37
S1	16	#6	STR	6'-0"	144
T1	6	#5	STR	11'-3"	70
T2	6	#5	STR	19'-9"	124
V1	4	#4	STR	9'-1"	24
V2	6	#4	STR	7'-10"	31
V3	6	#4	STR	6'-6"	26
V4	8	#4	STR	4'-10"	26
V5	4	#4	STR	9'-4"	25
V6	6	#4	STR	8'-9"	35
V7	8	#4	STR	7'-9"	41
V8	8	#4	STR	6'-9"	36
V9	8	#4	STR	5'-9"	31
V10	8	#4	STR	4'-9"	25
Z1	4	#5	2	6'-7"	27
Z2	4	#5	2	6'-0"	25
Z3	8	#5	2	4'-9"	40
Z4	8	#4	2	3'-4"	18
Z5	4	#5	2	6'-9"	28
Z6	6	#5	2	6'-3"	39
Z7	10	#5	2	5'-3"	55
Z8	10	#5	2	4'-4"	45
Z9	10	#4	2	3'-4"	22

REINFORCING STEEL 2,097 LBS
FOR 4 WINGS

CLASS A CONCRETE	
4 WINGS	30.2 CY
2 HEADWALLS	2.3 CY
2 END CURTAIN WALLS	4.1 CY
4 SILLS	2.0 CY
TOTAL	38.6 CY



PROJECT NO. R-5759
WILKES COUNTY
STATION: POC 11+21.00 -Y4-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD WINGS
FOR PRECAST
CONCRETE BOX CULVERT
H = 9'-0" SLOPE = 2:1
60° SKEW

ASSEMBLED BY : D. HORTON	DATE : 6/24
CHECKED BY : Z. REINEKE	DATE : 6/24
DRAWN BY : CCJ	12/99
CHECKED BY : RWW	03/00
REV. 6/19	MAA/THC

Ⓐ CONTRACTOR TO DETERMINE. BAR LENGTHS ARE BASED ON AN ASSUMED WING HEIGHT OF 4'-9". IF WING HEIGHT DIFFERS FROM ASSUMED HEIGHT, CONTRACTOR SHALL ADJUST "H", "N", AND "V" BAR LENGTHS ACCORDINGLY.

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DRAWN BY	D. HORTON	DATE	6/24
CHECKED BY	Z. REINEKE	DATE	6/24
DESIGN ENGINEER OF RECORD	D. HAWKINS	DATE	6/24
DWG. NO. 4			

REVISIONS					SHEET NO. C1-4
NO.	BY	DATE	NO.	BY	
1			3		TOTAL SHEETS
2			4		4

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS.....	AASHTO (CURRENT)
LIVE LOAD	SEE PLANS
IMPACT ALLOWANCE.....	SEE AASHTO
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 AASHTO
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 2024 "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 ¾" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1½" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A ¼" 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 ¼" 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 ⅞" Ø SHEAR STUDS FOR THE ¾" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - ⅞" Ø STUDS FOR 4 - ¾" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF ⅞" Ø STUDS ALONG THE BEAM AS SHOWN FOR ¾" Ø STUDS BASED ON THE RATIO OF 3 - ⅞"Ø STUDS FOR 4 - ¾" 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 ⅝" 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 ⅛" 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.