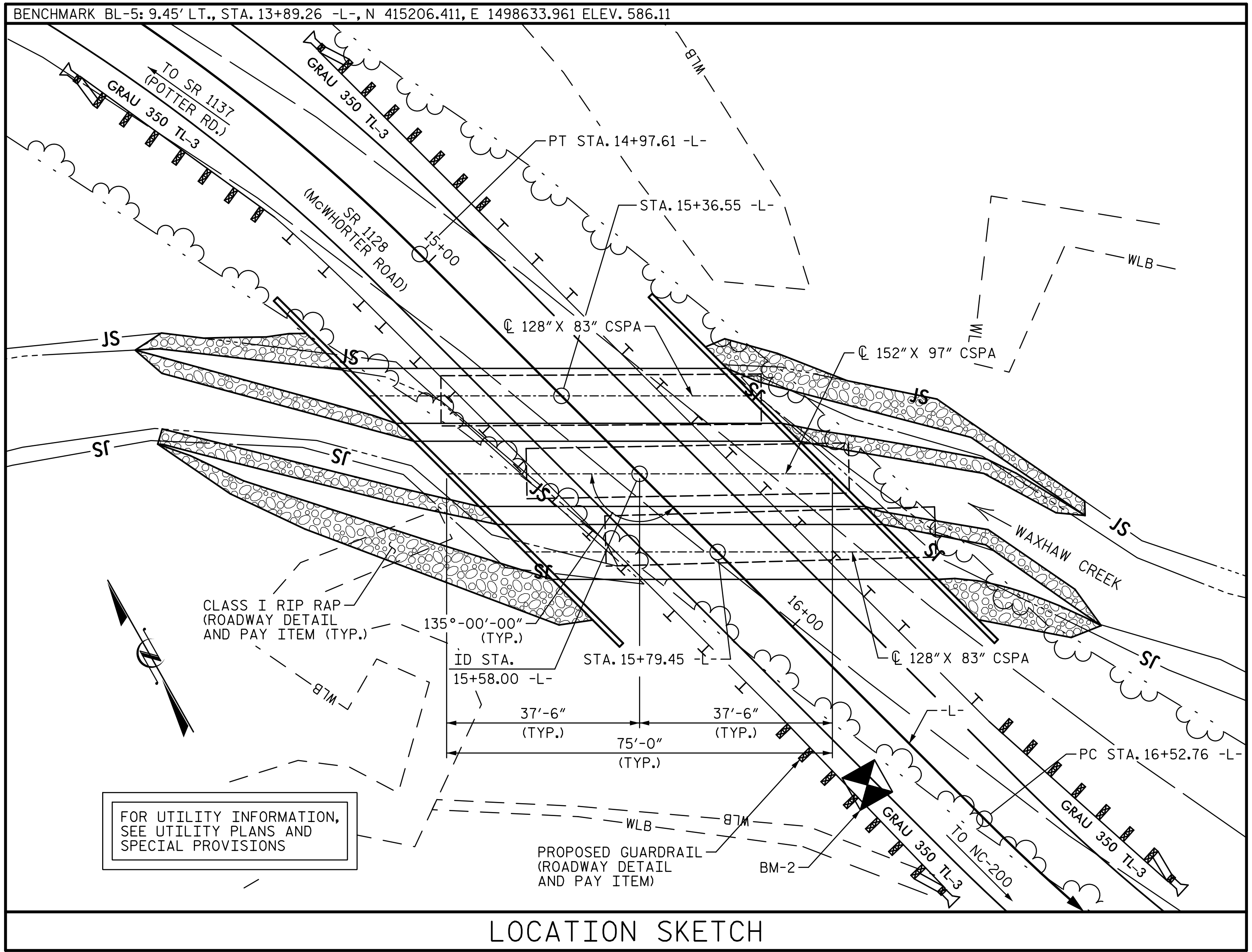
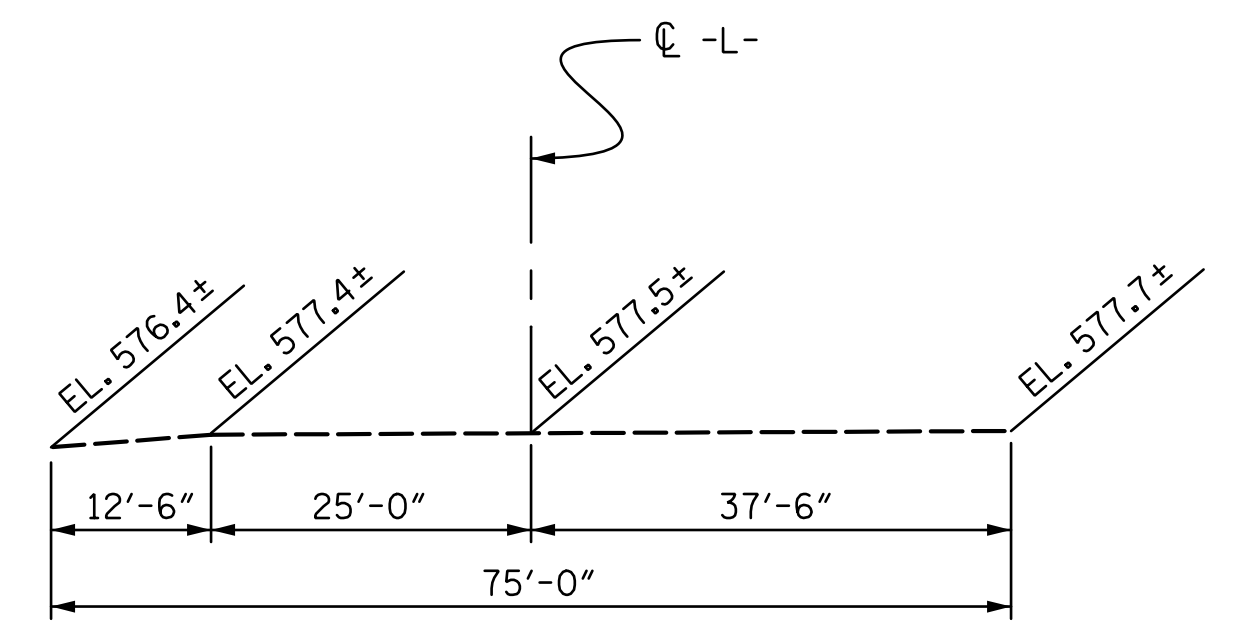


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LOCATION SKETCH



PROFILE ALONG CULVERT

NOTES

ASSUMED LIVE LOAD -----HL-93 OR ALTERNATE LOADING.
 MAXIMUM DESIGN FILL----- 2.7'
 MINIMUM DESIGN FILL----- 2.2'
 MATERIALS SHALL MEET THE REQUIREMENTS OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES DATED JANUARY 2012.
 THE DETAILS SHOWN ARE FOR GENERAL LAYOUT ONLY. THE SUPPLIER SHALL PROVIDE DESIGNS AND DETAILS THAT MEET THE REQUIREMENTS OF AASHTO SECTION 12 AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.
 UNLESS OTHERWISE INDICATED, THE SUPPLIER SHALL DESIGN, DETAIL, AND FURNISH ALL STRUCTURAL ELEMENTS AND HARDWARE.
 THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF THE CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
 THE EXISTING STRUCTURE CONSISTING OF A TRIPLE 60'-6" CORRUGATED METAL PIPE ARCH SHALL BE REMOVED.
 REMOVAL OF THE EXISTING STRUCTURE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE STRUCTURE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATION.
 FOR OTHER DESIGN DATA AND NOTES, SEE SHEET SN.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
 FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
 FOR PLACEMENT OF NATURAL STREAM BED MATERIAL, SEE SPECIAL PROVISIONS.
 FOR CORRUGATED STEEL STRUCTURAL PLATE PIPE ARCH, SEE SPECIAL PROVISIONS.
 FOR CULVERT BACKFILL, SEE SPECIAL PROVISIONS.
 EXCAVATE 1 FOOT BELOW CULVERT AND REPLACE WITH FOUNDATION CONDITIONING MATERIAL AND FOUNDATION CONDITIONING GEOTEXTILE IN ACCORDANCE WITH ARTICLE 300 OF THE STANDARD SPECIFICATIONS.
 THE CORRUGATED STEEL STRUCTURAL PLATE PIPE ARCH SHALL BE INSTALLED ACCORDING TO SECTION 300 OF THE STANDARD SPECIFICATIONS AND ACCORDING TO THE MANUFACTURERS RECOMMENDATIONS. THE CULVERT IS TO BE PLACED ON THE STANDARD 1.0 FOOT BLANKET OF FOUNDATION CONDITIONING MATERIAL WHICH MAY BE SELECT, CLASS V OR VI. ENCAPSULATE THE FOUNDATION CONDITIONING MATERIAL WITH FOUNDATION CONDITIONING GEOTEXTILE, WHICH MAY BE TYPE 2 GEOTEXTILE, BEFORE PLACING BEDDING MATERIAL WHICH MAY BE CLASS II (TYPE 1) OR CLASS III SELECT MATERIAL.
 A MINIMUM BEARING OF 3,000 PSF SHALL BE VERIFIED PRIOR TO CONSTRUCTION OF ENDWALLS. IF NECESSARY, CONTRACTOR SHALL PREPARE AND/OR MAKE GROUND MODIFICATIONS IN ORDER TO SATISFY MINIMUM BEARING PRESSURE.

TOTAL STRUCTURE QUANTITIES	
REMOVAL OF EXISTING STRUCTURE @ STA. 15+58.00 -L-	LUMP SUM
CULVERT EXCAVATION	LUMP SUM
FOUNDATION CONDITIONING MATERIAL	180 TONS
FOUNDATION CONDITIONING GEOTEXTILE	285 SY
CLASS AA CONCRETE	35.2 CY
CLASS A CONCRETE	105.0 CY
REINFORCING STEEL	11,862 LBS.
EPOXY COATED REINFORCING STEEL	5,518 LBS.
128" X 83" C.S. STRUCTURAL PLATE PIPE ARCH, 8 GAUGE	150 LF
152" X 97" C.S. STRUCTURAL PLATE PIPE ARCH, 8 GAUGE	75 LF

▲ GAUGE SHOWN SHALL BE A MINIMUM. SUPPLIER SHALL VERIFY DESIGN. SEE NOTES.

HYDRAULIC DATA

DESIGN DISCHARGE:-----1200 CFS
 FREQUENCY OF DESIGN FLOOD:-----10 YRS.
 DESIGN HIGH WATER ELEVATION:-----585.4
 DRAINAGE AREA:-----5.7 SQ. MI.
 BASE DISCHARGE (Q100):-----2230 CFS
 BASE HIGH WATER ELEVATION:-----587.7

OVERTOPPING FLOOD DATA

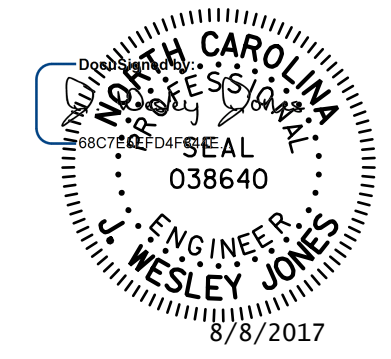
OVERTOPPING DISCHARGE:-----1500 CFS
 FREQUENCY OF OVERTOPPING FLOOD:-----10+ YRS.
 OVERTOPPING FLOOD ELEVATION:-----586.4

GRADE DATA

GRADE POINT ELEVATION @ STA. 15+58.00 -L- -----587.47
 BED ELEVATION @ STA. 15+58.00 -L- -----576.72 ♦
 ROADWAY FILL SLOPES -----2:1 (MAX.)
 ♦ CENTER BARREL INVERT TO BE BURIED 1'-0"

I HEREBY CERTIFY THESE ARE THE AS-BUILT PLANS

 RESIDENT ENGINEER



STV 100 YEARS
 STV ENGINEERS, INC.
 900 West Trade St., Suite 715
 Charlotte, NC 28202
 NC License Number F-0991

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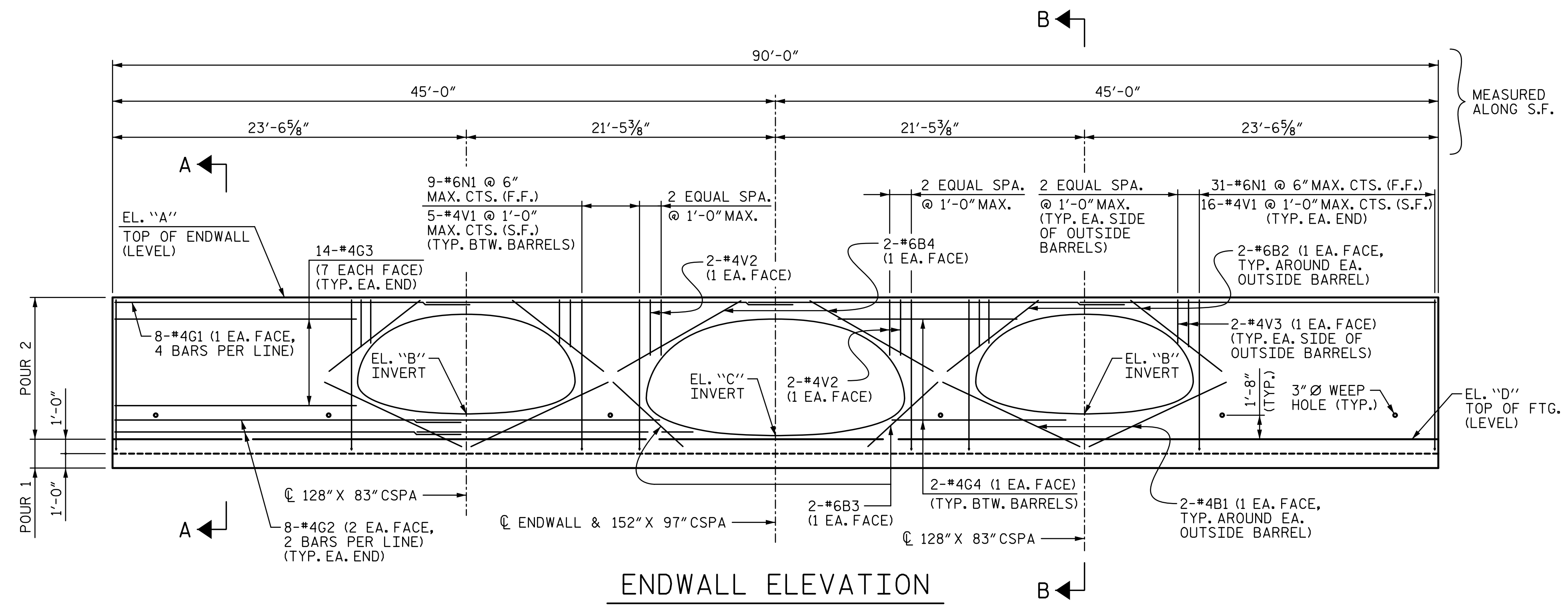
PROJECT NO. 17BP.10.C.1
 _____ UNION _____ COUNTY
 STATION: 15+58.00 -L-
 SHEET 1 OF 3 REPLACES STRUCTURE NO. 189

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
TRIPLE CORRUGATED STEEL STRUCTURAL PLATE PIPE ARCH WITH ENDWALLS ON SR 1128 AT WAXHAW CREEK 135° SKEW

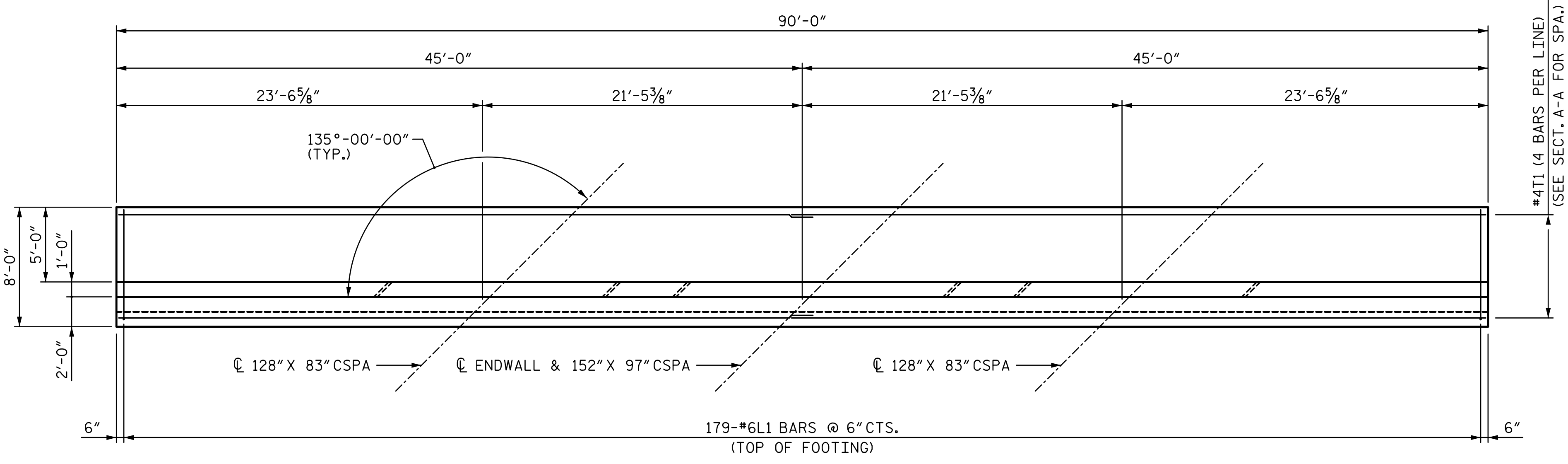
REVISIONS				SHEET NO.		
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			3
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DRAWN BY : LEM DATE : 06-17
 CHECKED BY : JWJ DATE : 06-17
 DESIGN ENGINEER OF RECORD : JWJ DATE : 08-17

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ENDWALL ELEVATION



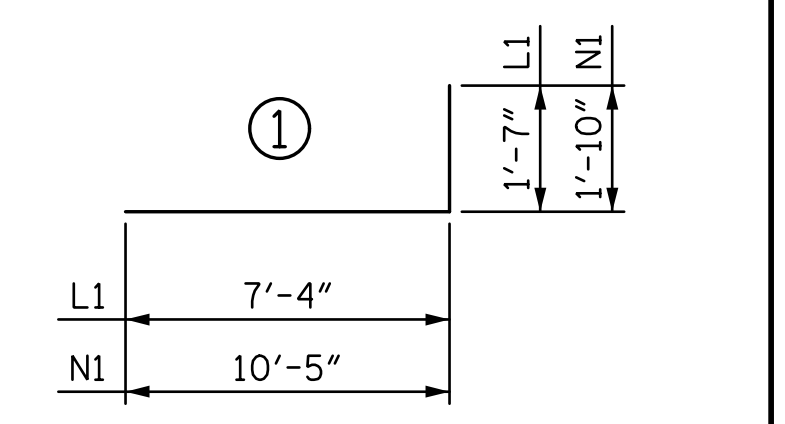
ENDWALL PLAN

(OUTLET ENDWALL SHOWN, INLET ENDWALL SIMILAR)

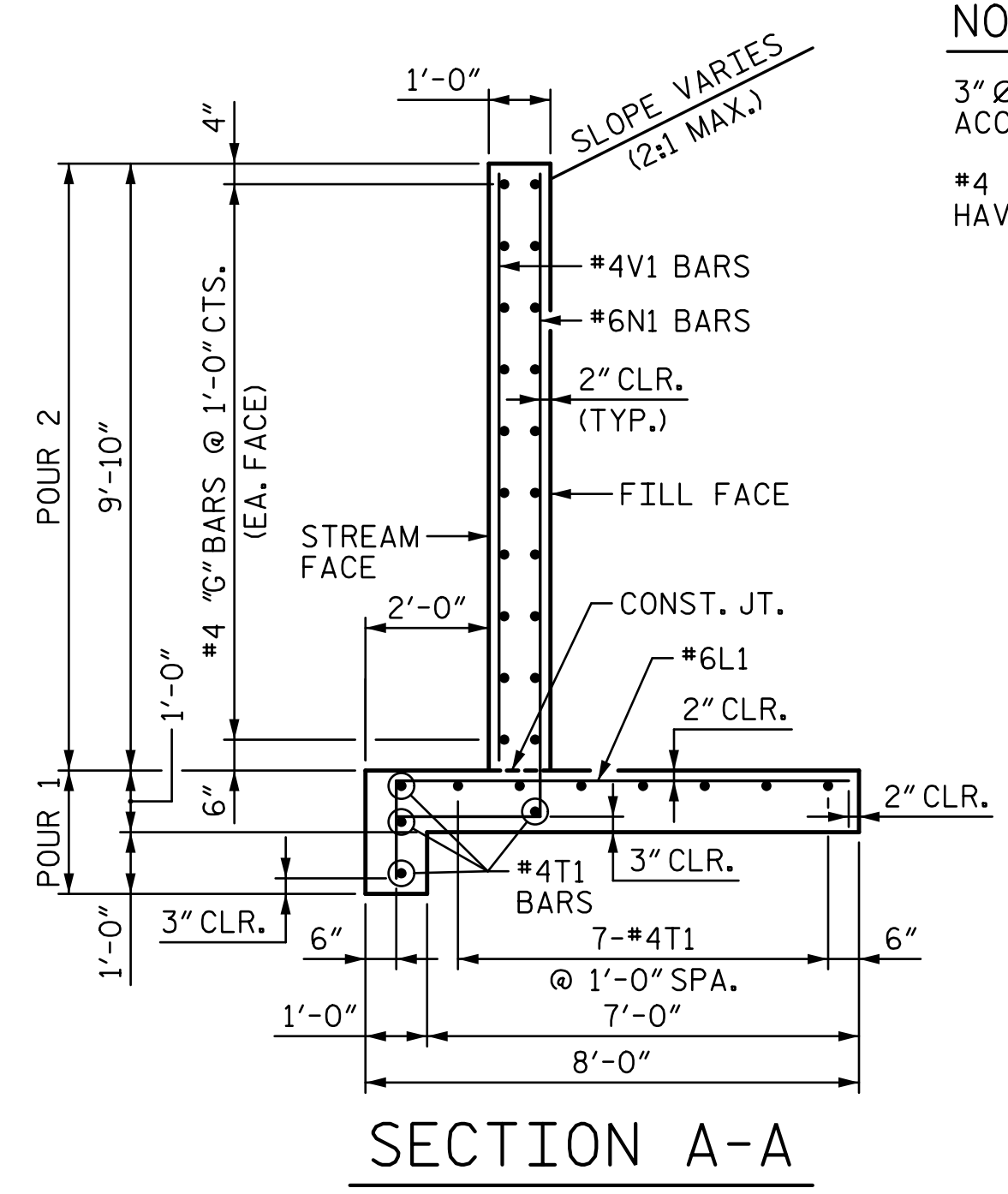
BILL OF MATERIAL FOR ONE ENDWALL

MARK	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	8	#6	STR	10'-6"	126
B2	8	#6	STR	9'-0"	108
B3	4	#6	STR	6'-7"	40
B4	4	#6	STR	9'-10"	59
G1	8	#4	STR	23'-9"	127
G2	16	#4	STR	20'-4"	217
G3	28	#4	STR	15'-8"	293
G4	8	#4	STR	14'-0"	75
L1	179	#6	①	8'-11"	2397
N1	80	#6	①	12'-3"	1472
T1	44	#4	STR	23'-9"	698
V1	42	#4	STR	9'-6"	267
V2	8	#4	STR	3'-9"	20
V3	16	#4	STR	3'-0"	32

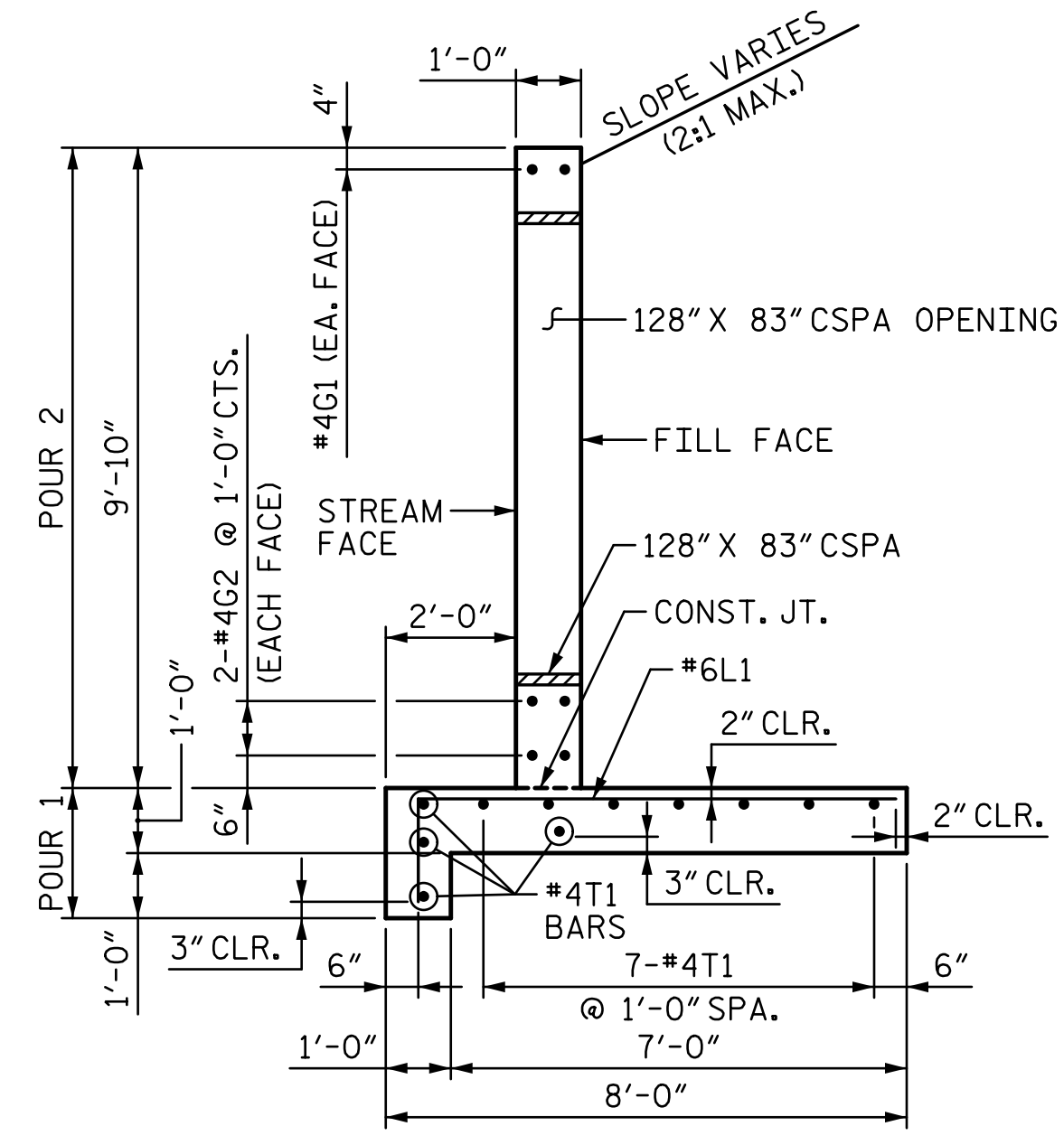
BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT	
REINFORCING STEEL (FOR ONE ENDWALL)	5931 LBS.
CLASS A CONCRETE BREAKDOWN (FOR ONE ENDWALL)	
POUR 1	30.0 CY
POUR 2	22.5 CY
TOTAL CLASS A CONCRETE	52.5 CY



SECTION A-A



SECTION B-B

(BARS AT BARRELS SHALL BE SHIFTED OR CUT, AS NECESSARY, TO WITHIN 2" CLEAR DISTANCE OF BARREL)

NOTES:
 3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
 #4 BARS IN WALL AND FOOTING SHALL HAVE A MINIMUM SPLICE LENGTH OF 1'-9".

I HEREBY CERTIFY THESE ARE THE AS-BUILT PLANS

 RESIDENT ENGINEER

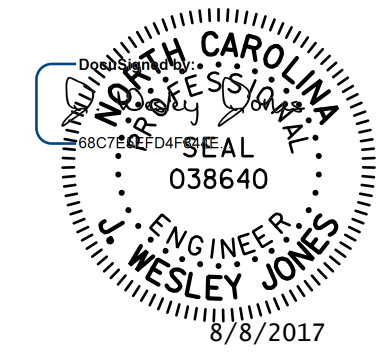
LOCATION	TOP OF ENDWALL EL. "A"	INVERT EL. "B"	INVERT EL. "C"	TOP OF FTG. EL. "D"
INLET ENDWALL	586.42	578.34	576.84	576.59
OUTLET ENDWALL	586.18	578.10	576.60	576.35

NOTE: CONTRACTOR SHALL FIELD VERIFY ELEVATIONS.

DRAWN BY : LEM DATE : 06-17
 CHECKED BY : JWJ DATE : 06-17
 DESIGN ENGINEER OF RECORD : JWJ DATE : 08-17

PROJECT NO. 17BP.10.C.1
 UNION COUNTY
 STATION: 15+58.00 -L-

SHEET 2 OF 3



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 NC License Number F-0991

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STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
TRIPLE CORRUGATED STEEL STRUCTURAL PLATE PIPE ARCH WITH ENDWALLS ON SR 1128 AT WAXHAW CREEK 135° SKEW

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

TOTAL SHEETS: 3

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NOTES

ALL GUARDRAIL ATTACHMENTS SHALL BE MADE USING ADHESIVELY ANCHORED ANCHOR BOLTS. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS, SEE STANDARD SPECIFICATIONS.

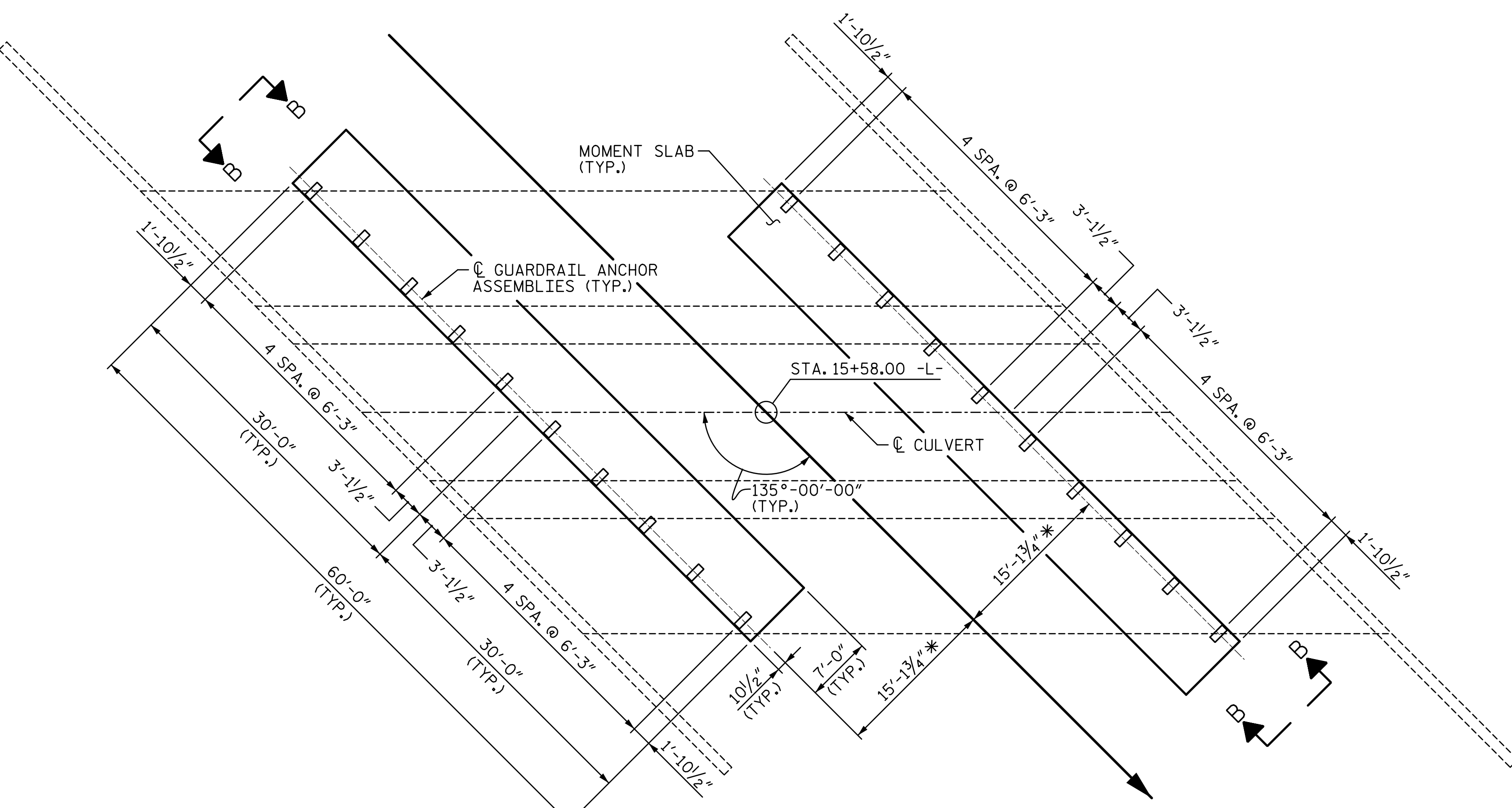
ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE 1" Ø AND MEET THE REQUIREMENTS OF ASTM A325. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

PAYMENT FOR GUARDRAIL, POSTS, ADHESIVELY ANCHORED ANCHOR BOLTS AND POST BASE PLATES SHALL BE INCLUDED IN ROADWAY PAY ITEMS.

THE GUARDRAIL POSTS SHALL NOT BE ATTACHED UNTIL THE MOMENT SLAB HAS ATTAINED AN AGE OF THREE CURING DAYS OR A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI. IN ADDITION, NO FILL MATERIAL, ASPHALT, OR CONSTRUCTION EQUIPMENT IS ALLOWED ON THE MOMENT SLAB PRIOR TO SATISFYING THE MINIMUM CURING AND STRENGTH REQUIREMENTS.

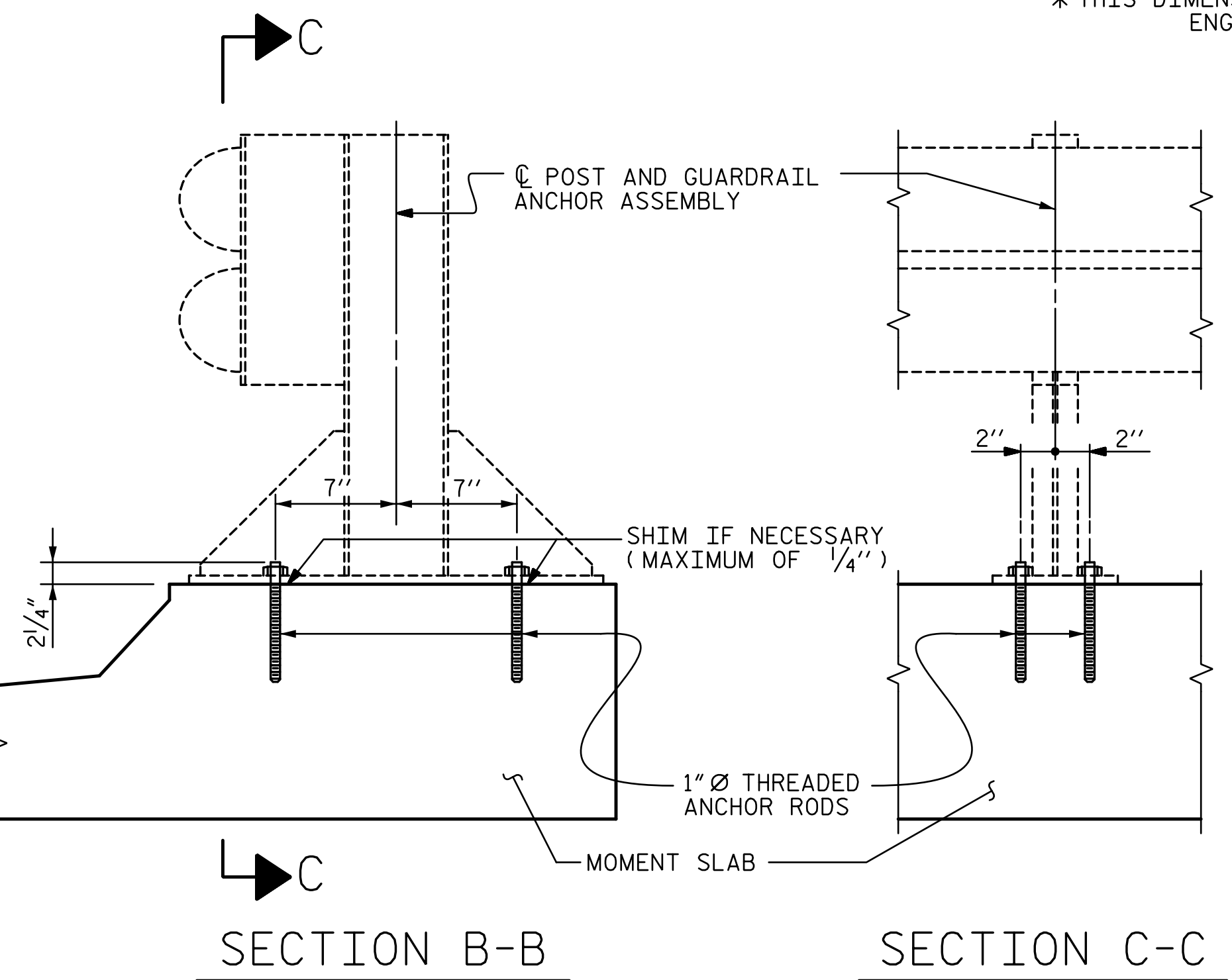
PAYMENT FOR SUBMITTALS, LABOR, TOOLS, EQUIPMENT, MOMENT SLAB MATERIALS, EXCAVATING, BACKFILLING, HAULING AND REMOVING EXCAVATED MATERIALS, AND SUPPLYING ANY INCIDENTALS NECESSARY TO CONSTRUCT THE CONCRETE MOMENT SLAB, SHALL BE INCLUDED IN ROADWAY PAY ITEMS.

ALL REINFORCING STEEL IN THE MOMENT SLAB SHALL BE EPOXY COATED.



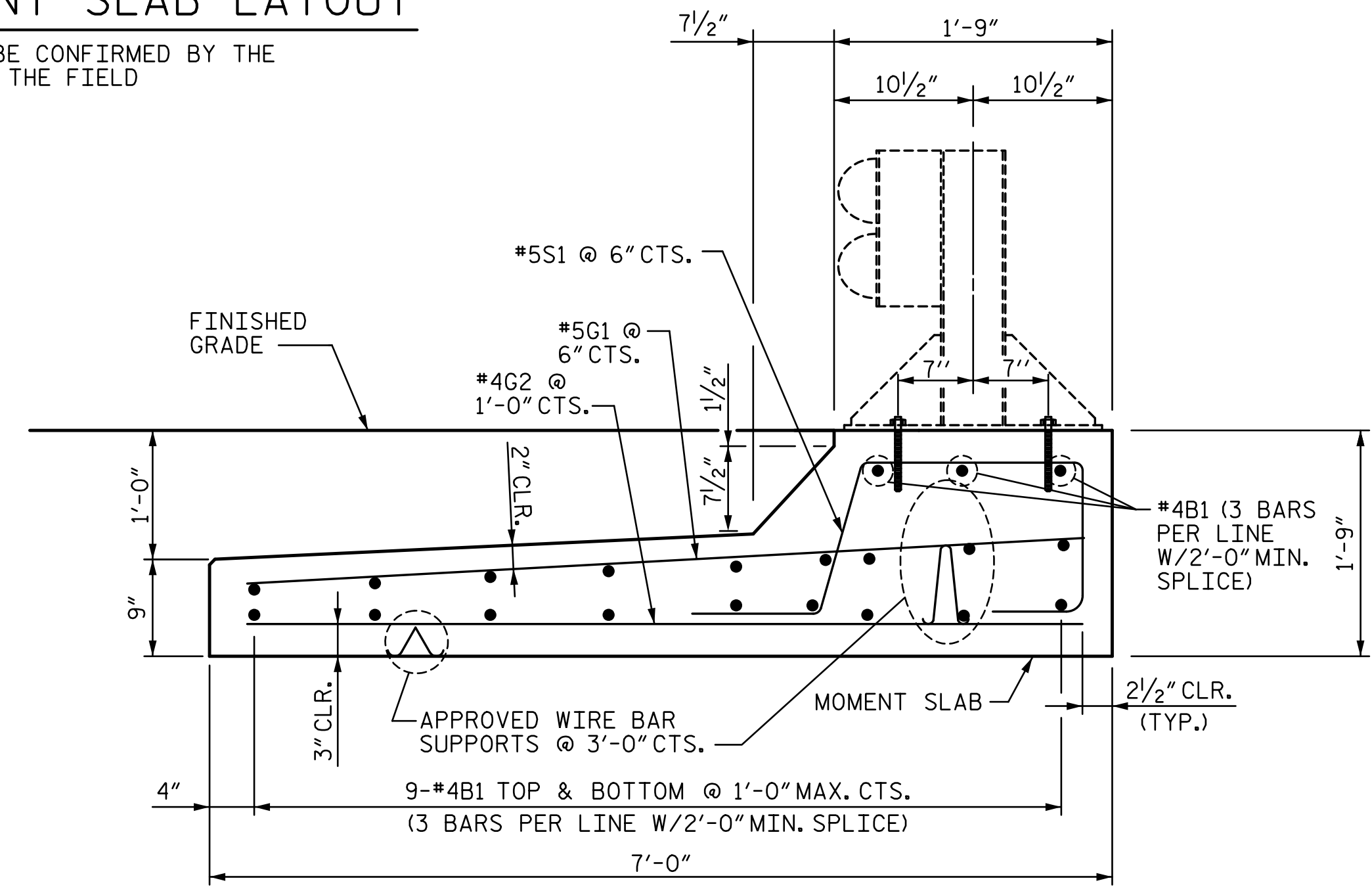
PLAN OF GUARDRAIL POST SPACING & MOMENT SLAB LAYOUT

* THIS DIMENSION TO BE CONFIRMED BY THE ENGINEER IN THE FIELD



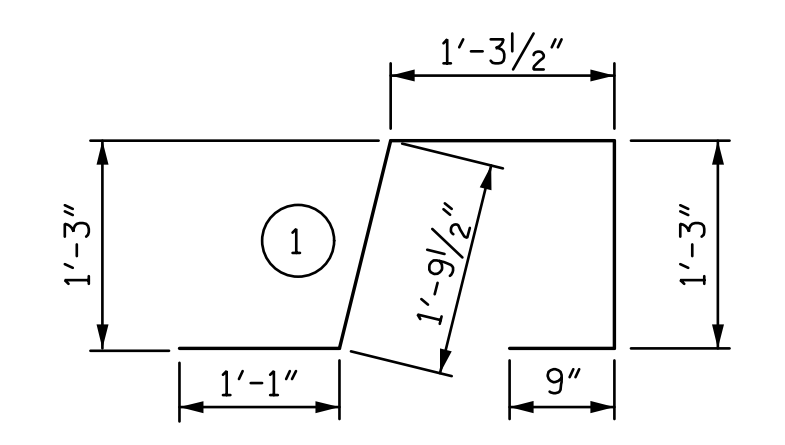
SECTION B-B

SECTION C-C



TYPICAL SECTION THROUGH MOMENT SLAB

BAR TYPES

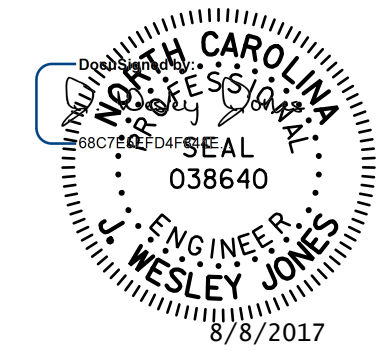


ALL BAR DIMENSIONS ARE OUT TO OUT

BILL OF MATERIAL FOR TWO MOMENT SLABS

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	126	#4	STR	21'-3"	1789
G1	240	#5	STR	6'-7"	1648
G2	122	#4	STR	6'-7"	537
S1	240	#5	①	6'-2"	1544
CLASS AA CONCRETE					35.2 CY
EPOXY COATED REINFORCING STEEL					5,518 LBS.

PROJECT NO. 17BP.10.C.1
 UNION COUNTY
 STATION: 15+58.00 -L-
 SHEET 3 OF 3



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TRIPLE CORRUGATED STEEL STRUCTURAL PLATE PIPE ARCH WITH ENDWALLS ON SR 1128 AT WAXHAW CREEK 135° SKEW

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

TOTAL SHEETS: 3

DRAWN BY : LEM DATE : 06-17
 CHECKED BY : JWJ DATE : 06-17
 DESIGN ENGINEER OF RECORD : JWJ DATE : 08-17

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 2012 "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. 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