For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3' above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade. Reduce curb heights, if necessary, to meet the above requirements. No flares may be made in curbs and no additional compensation will be allowed for this work.

For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3' high, Bars M may be omitted.

Section thru curb:
- Chamfer the bottom edge of the top slab 3" at the entrance.
- Do not use permanent forms.

General notes:
- Uncoated or galvanized ~ #6 = 2'-6" Min
- Uncoated or galvanized ~ #5 = 2'-1" Min
- Uncoated or galvanized ~ #4 = 1'-8" Min

Provide bar laps, where required, as follows:
- Provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for the maximum lap length required for uncoated #4 bars.

CONSTRUCTION NOTES:
- Reduce curb heights, if necessary, to meet the above requirements. No flares may be made in curbs and no additional compensation will be allowed for this work.

MATERIAL NOTES:
- Provide Grade 60 reinforcing steel.
- Provide Grade 50 reinforcing steel if required elsewhere in the plans.
- Use uncoated or galvanized bars as required elsewhere in the plans.

GENERAL NOTES:
- Designated according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
- See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SSC-9 MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.