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PROJECT: 17BP.12.H.2

CONTRACT: DL00166

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

# ALEXANDER COUNTY

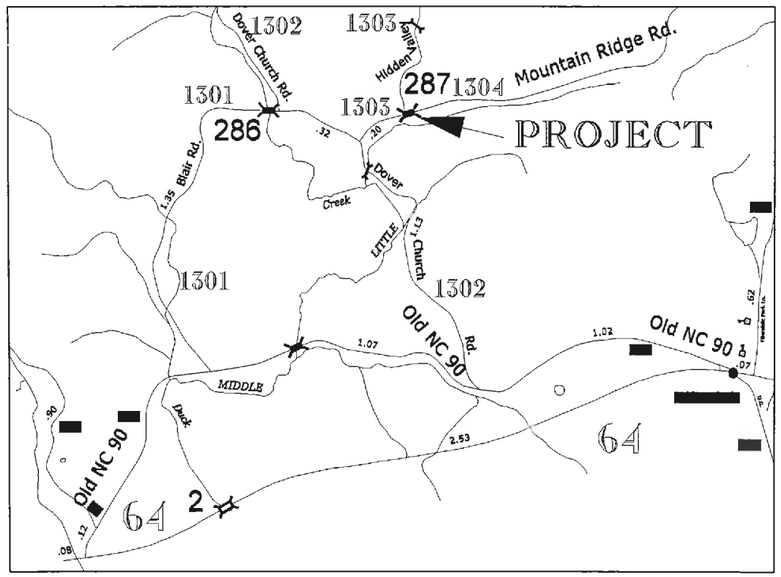
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 17BP.12.H.2 | 1 | |

| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
|---|---|---|
| 17BP.12.H.2 | | P.E. |
| | | CONST. |

***LOCATION:*** ***ALEXANDER COUNTY:***

***BRIDGE #287 ON SR 1304 (MOUNTAIN RIDGE ROAD) OVER WHITE CREEK***

***TYPE OF WORK:*** ***BRIDGE RECONSTRUCTION: PARTIAL SUPERSTRUCTURE REPLACEMENT AND PARTIAL SUBSTRUCTURE RECONSTRUCTION.***




***VICINITY MAP – ALEXANDER CO.***

***DESIGN DATA***

ALEXANDER COUNTY
#287 ADT 2013 = 30

***PROJECT LENGTH***

ALEXANDER COUNTY
#287 = 0.017 MILE

*Prepared in the Office of:*
***DEPARTMENT OF TRANSPORTATION***
***DIVISION OF HIGHWAYS***
*STRUCTURES MANAGEMENT UNIT - PRESERVATION & REPAIR GROUP*
*1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610*

STEVE RACKLEY
*PROJECT ENGINEER*

*2012 STANDARD SPECIFICATIONS*

*LETTING DATE:*
NOVEMBER 28, 2017

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

STEVE RACKLEY
*PROJECT DESIGN ENGINEER*

PROJECT: 17BP.12.H.2

CONTRACT: DL00166

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

# ALEXANDER COUNTY

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | | 1A | |

| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION |
|---|---|---|
| 17BP.12.H.2 | – | P.E. |
| – | – | CONST. |

***LOCATION:*** ***ALEXANDER COUNTY:***

***BRIDGE #287 ON SR 1304 (MOUNTAIN RIDGE ROAD) OVER WHITE CREEK***

***TYPE OF WORK:*** ***BRIDGE RECONSTRUCTION: PARTIAL SUPERSTRUCTURE REPLACEMENT AND PARTIAL SUBSTRUCTURE RECONSTRUCTION.***

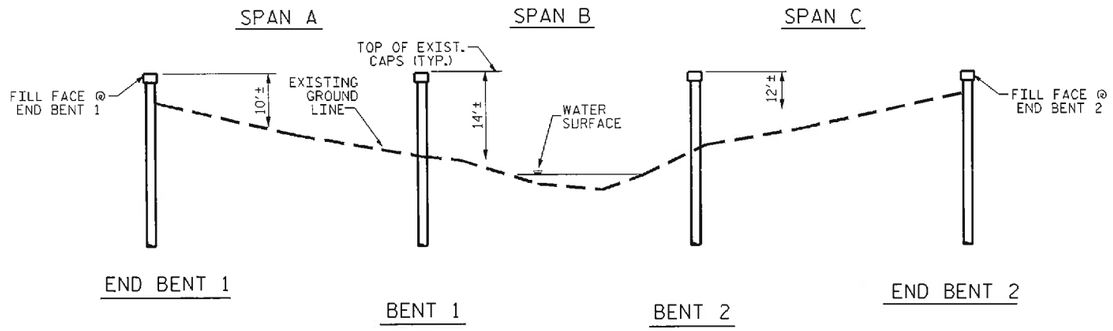
## INDEX OF SHEETS


| | |
|---|---|
| 1 | TITLE SHEET |
| 1A | INDEX OF SHEETS |
| S-1 | GENERAL DRAWING |
| S-2 | BILL OF MATERIAL AND LOCATION SKETCH |
| S-3 | TYPICAL SECTIONS |
| S-4 | FRAMING PLAN |
| S-5 | STRUCTURAL STEEL DETAILS |
| S-6 | SUBSTRUCTURE |
| SN | STANDARD NOTES |

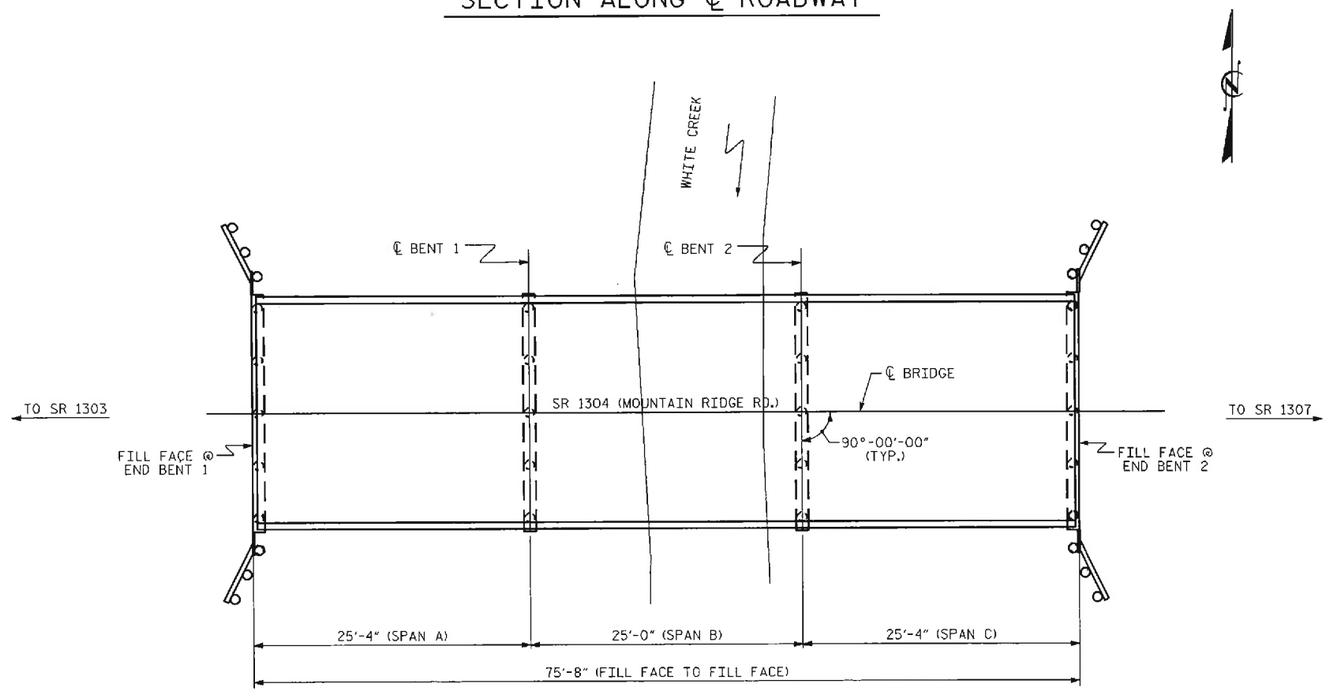
## NOTES

PLAN INFORMATION IS TAKEN FROM THE STANDARD BMD-13 AND THE ROUTINE INSPECTION REPORT DATED 9/20/2016. THE CONTRACTOR SHALL FIELD VERIFY THE BRIDGE SPAN LENGTHS PRIOR TO FABRICATION OF THE STEEL BEAMS.

BRIDGE ORIENTATION CONFORMS TO THE ROUTINE INSPECTION REPORT DATED 9/20/2016.




## SECTION ALONG ℄ ROADWAY




## PLAN

## SCOPE OF WORK

- REMOVE EXISTING BRIDGE SUPERSTRUCTURE.
- PARTIALLY DEMOLISH EXISTING CAPS AT EXTERIOR BEAM SEATS.
- INSTALL STEEL I-BEAMS ON EXISTING SUBSTRUCTURE.

I HEREBY CERTIFY THAT THIS STRUCTURE WAS REHABILITATED ACCORDING TO THESE PLANS OR AS NOTED HEREIN.

RESIDENT ENGINEER DATE

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS PACKLEY

DRAWN BY : RB DATE : 10/11/17
CHECKED BY : SDR DATE : 10/12/17

26-OCT-2017 11:12
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PROJECT NO. 17BP.12.H.2
ALEXANDER COUNTY
BRIDGE NO. 287
SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

# GENERAL DRAWING
FOR BRIDGE OVER WHITE CREEK ON SR 1304 (MOUNTAIN RIDGE ROAD)

| REVISIONS | | | | | | SHEET NO. |
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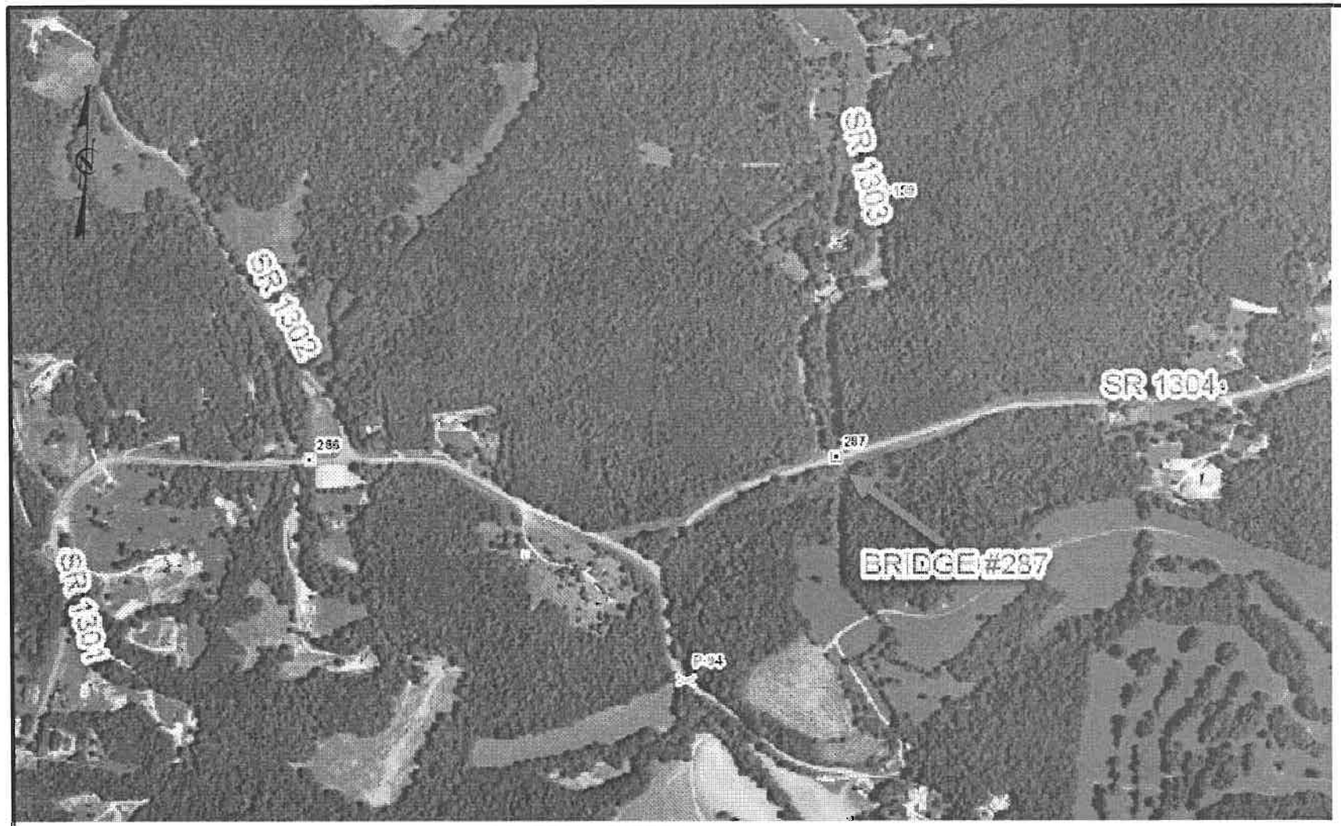


## LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION, ONLY. THE CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING THE BRIDGES, ROADWAYS, UTILITIES, THE SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

## NOTES

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

THE EXISTING STRUCTURE CONSISTS OF 3 SIMPLE SPANS: 1 @ 25'-4", 1 @ 25'-0", 1 @ 25'-4"; 24'-3" CLEAR ROAD WIDTH AND PRECAST PRESTRESSED CONCRETE CHANNEL BEAMS; END BENTS AND INTERIOR BENTS: PRECAST PRESTRESSED CAPS ON TIMBER PILES. THE EXISTING BRIDGE IS CLOSED TO ALL TRAFFIC.

REMOVAL OF THE EXISTING BRIDGE SUPERSTRUCTURE SHALL BE PERFORMED SO AS NOT TO DAMAGE THE EXISTING SUBSTRUCTURE AND IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE EXISTING BRIDGE SUPERSTRUCTURE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

FOR PARTIAL REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

NCDOT FORCES SHALL MAKE REPAIRS TO THE CONCRETE BENT CAPS AS NECESSARY. THE CONTRACTOR SHALL COORDINATE HIS WORK SCHEDULE WITH THE ENGINEER TO AVOID CONFLICTS.

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.

## TOTAL BILL OF MATERIAL

| | PARTIAL REMOVAL OF EXISTING STRUCTURE AT BRIDGE #287 | APPROX. 77,000 LBS STRUCTURAL STEEL |
|---|---|---|
| | LUMP SUM | LUMP SUM |
| SUPERSTRUCTURE | LUMP SUM | LUMP SUM |
| END BENT 1 | —— | —— |
| BENT 1 | —— | —— |
| BENT 2 | —— | —— |
| END BENT 1 | —— | —— |
| TOTAL | LUMP SUM | LUMP SUM |

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

PROJECT NO. 17BP.12.H.2

ALEXANDER COUNTY

BRIDGE NO. 287

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
FOR BRIDGE OVER
WHITE CREEK
ON SR 1304
(MOUNTAIN RIDGE ROAD)

| REVISIONS | | | | | | SHEET NO. |
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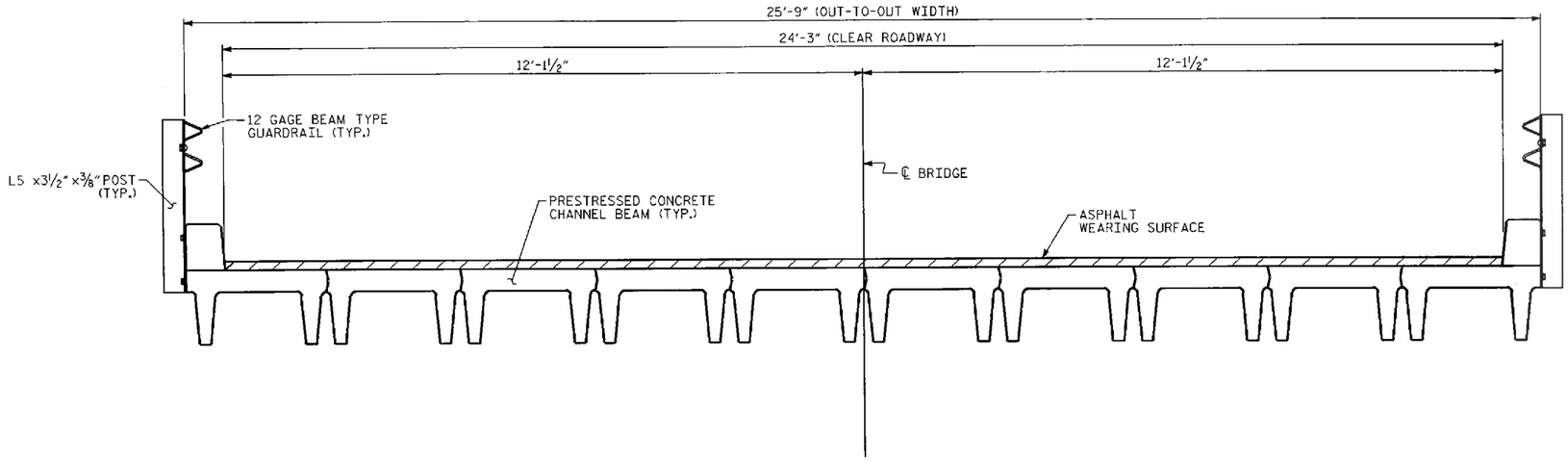
## NOTES

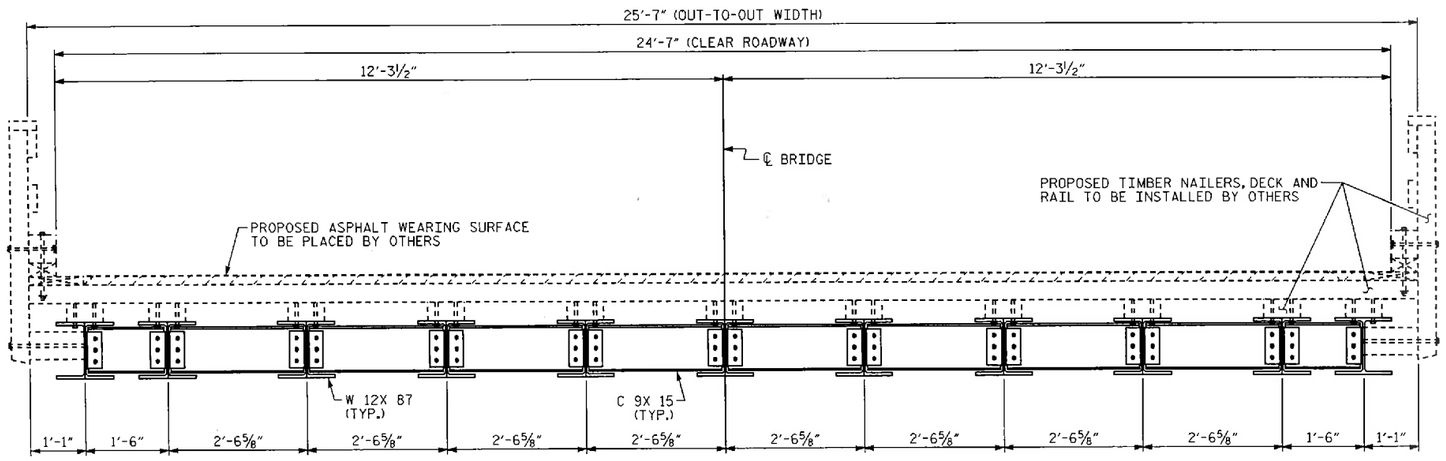
ASSUMED LIVE LOAD = HS-20 OR ALTERNATE LOADING. THE CONDITION OF THE SUSTRUCTURE MAY CONTROL BRIDGE LOAD RATING.

TWO LINES OF DIAPHRAGMS PER SPAN ARE REQUIRED AT SPACING SHOWN ON FRAMING PLAN.




## EXISTING TYPICAL SECTION

(ALL FEATURES SHOWN SHALL BE REMOVED BY THE CONTRACTOR)




## PROPOSED TYPICAL SECTION

PROJECT NO. 17BP.12.H.2

ALEXANDER COUNTY

BRIDGE NO. 287

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

TYPICAL SECTIONS

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

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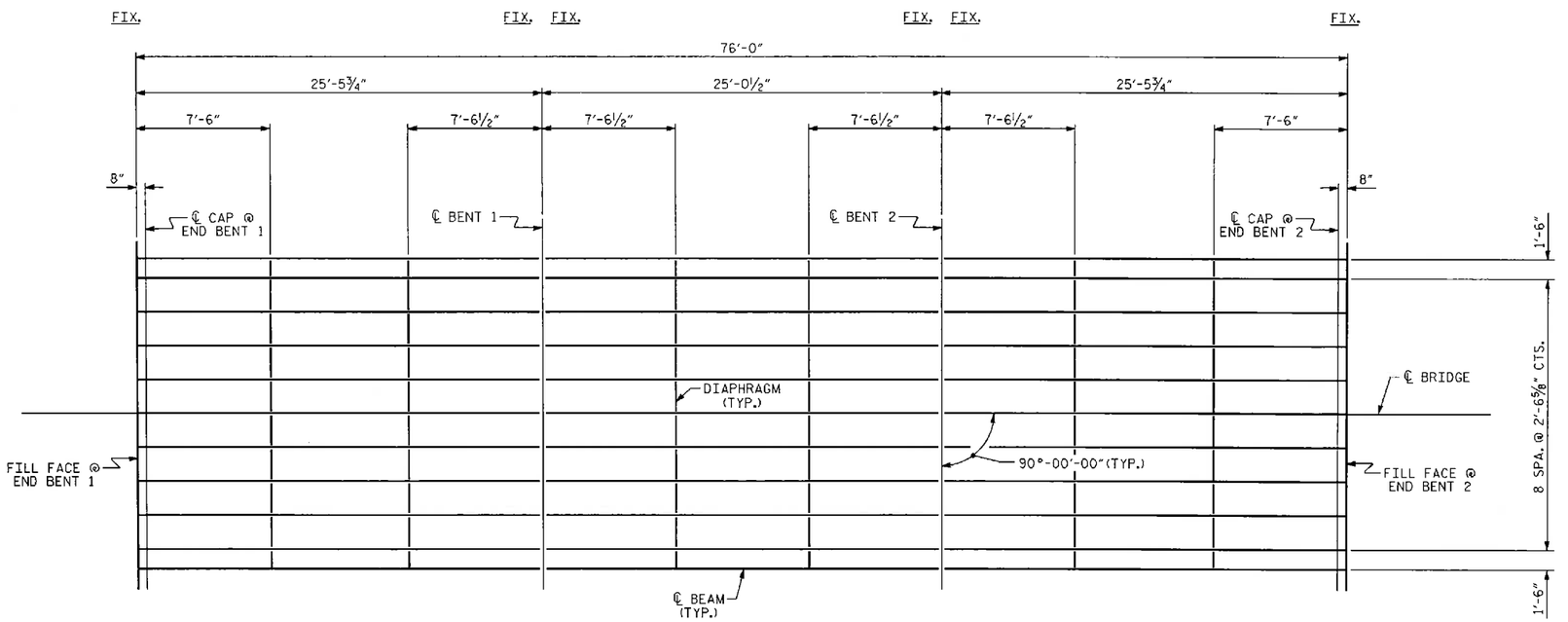


FRAMING PLAN

PROJECT NO. 17BP.12.H.2

ALEXANDER COUNTY

BRIDGE NO. 287

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

FRAMING PLAN

DRAWN BY : RB DATE : 10/11/17
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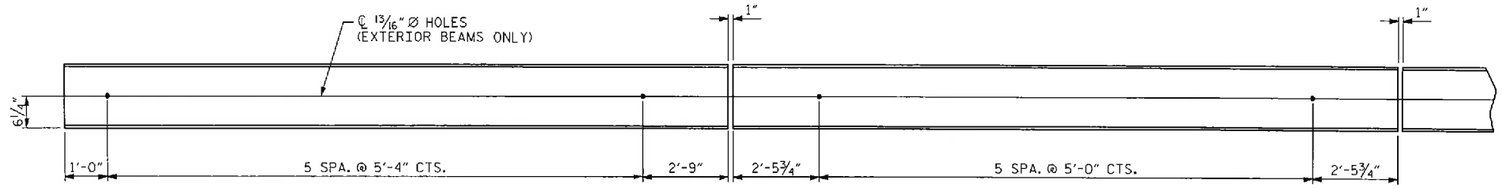



SPANS A & C

SPAN B

# DETAIL OF EXTERIOR BEAMS SHOWING RAIL BLOCK HOLE SPACING

## NOTES

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50 STEEL AND PAINTED IN ACCORDANCE WITH SYSTEM 1 OF ARTICLE 442-8 OF THE STANDARD SPECIFICATIONS.

ALL FIELD CONNECTIONS TO BE ⅞" DIA. HIGH STRENGTH BOLTS UNLESS OTHERWISE NOTED.

AT ALL POINTS OF SUPPORT, NUTS FOR ANCHOR BOLTS ARE TO BE TIGHTENED FINGER TIGHT AND THEN BACKED OFF ½ TURN. THE THREAD OF THE NUT AND BOLT SHALL THEN BE BURRED WITH A SHARP POINTED TOOL.

NO SHOP CAMBER REQUIRED, TURN NATURAL MILL CAMBER UP.

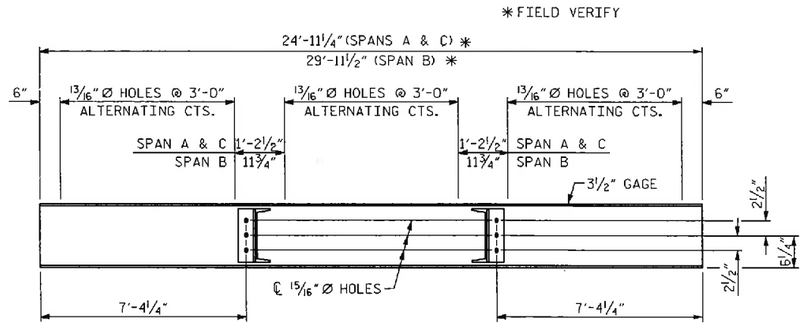
ALL SURFACES OF BEARING PLATES SHALL BE SMOOTH AND STRAIGHT.

TENSION ON THE ASTM A325 BOLTS SHALL BE CALIBRATED USING DIRECT TENSION INDICATOR WASHERS IN ACCORDANCE WITH ARTICLE 440-8 OF THE STANDARD SPECIFICATIONS.

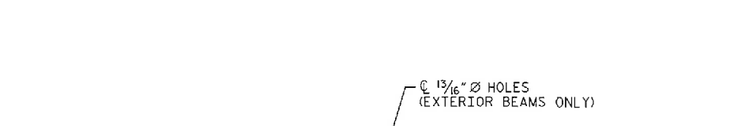
BEARING PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ALL WELDING SHALL BE IN ACCORDANCE WITH CURRENT APPLICABLE AWS AND NCDOT STANDARD SPECIFICATIONS.

ALL WELDS WILL BE INSPECTED AND TESTED BY THE NCDOT MATERIALS AND TEST UNIT IN ACCORDANCE WITH THE CURRENT AWS BRIDGE WELDING CODE AND STANDARD SPECIFICATIONS.

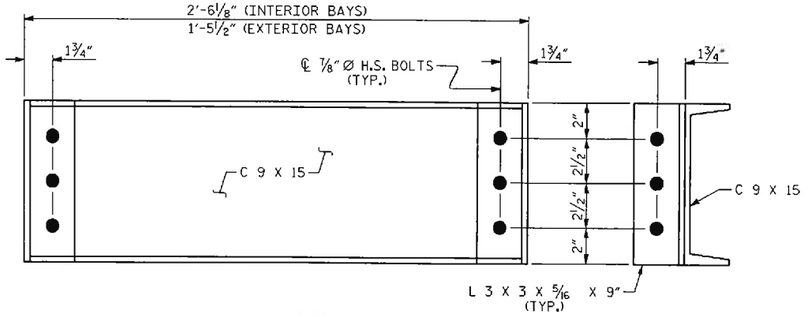



ELEVATION




PLAN OF BOTTOM FLANGE

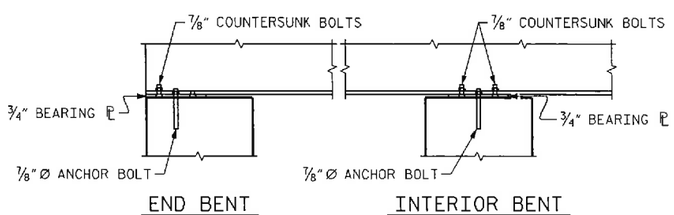
## BEAM DETAILS




ELEVATION

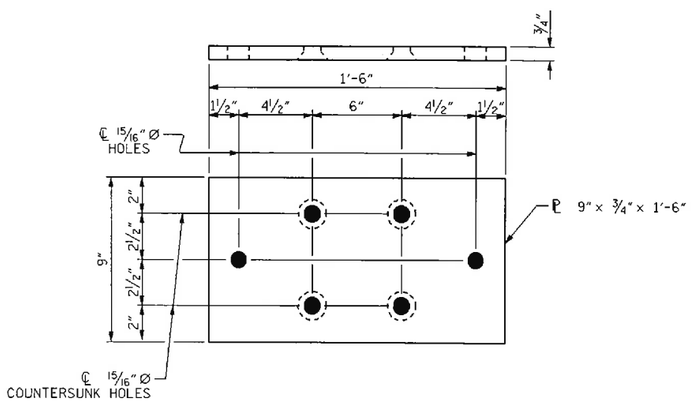
END VIEW

## DIAPHRAGM DETAILS




END BENT

INTERIOR BENT




## BEARING PLATE

M1 ( 44 REQ'D )

USE THE SAME PLATE AT ALL BEARINGS

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

PROJECT NO. 17BP.12.H.2

ALEXANDER COUNTY

BRIDGE NO. 287

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

STRUCTURAL STEEL DETAILS

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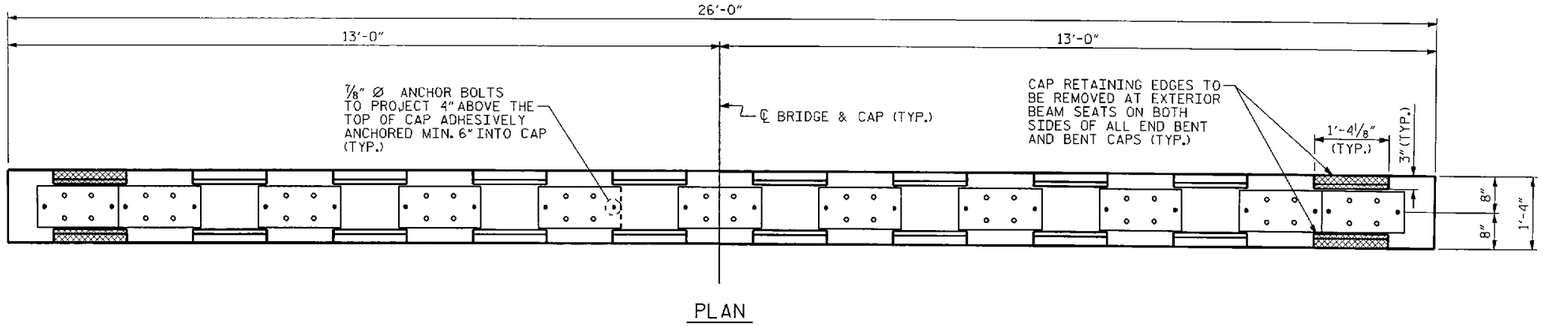
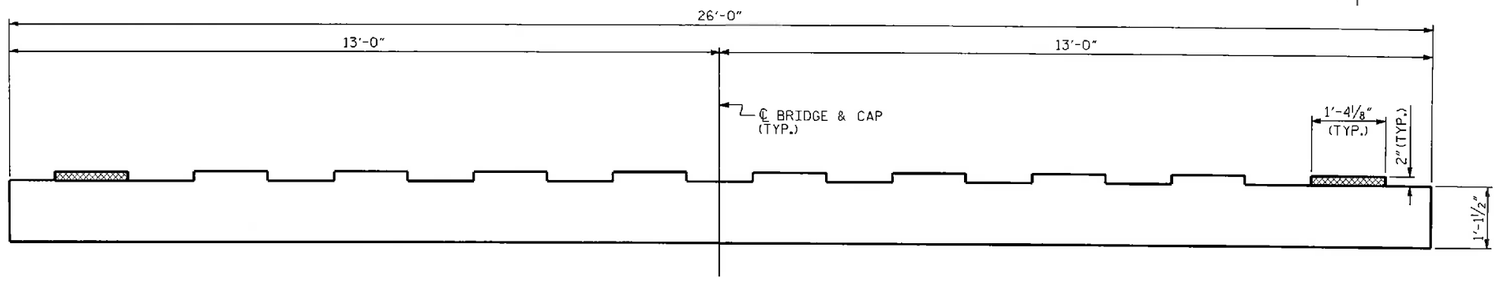



PLAN

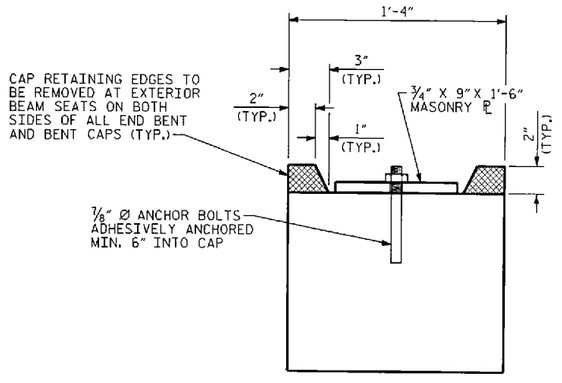
A




ELEVATION

A

EXISTING CAP




SECTION A-A

## NOTES

THE CAP RETAINING EDGES AT THE ENDS OF THE EXISTING BENT CAPS SHALL BE REMOVED TO ACCOMODATE THE PLACEMENT OF THE PROPOSED STEEL BEAMS. THE PROPOSED BEAM SEATS SHALL BE MADE SMOOTH AND LEVEL WHERE THE CAP RETAINING EDGES WERE REMOVED. PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "PARTIAL REMOVAL OF EXISTING STRUCTURE AT BRIDGE #130".

ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM A449. NUTS SHALL MEET THE REQUIREMENTS OF AASHTO M291-DH OR AASHTO M292-2H. WASHERS SHALL MEET THE REQUIREMENTS OF AASHTO M293. SHOP DRAWINGS ARE NOT REQUIRED FOR ANCHOR BOLTS, NUTS AND WASHERS. SHOP INSPECTION IS REQUIRED.

THE CONTRACTOR SHALL USE ADHESIVELY ANCHORED ANCHOR BOLTS. LEVEL 1 FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE ANCHOR BOLTS IS 36 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.

NORTH CAROLINA PROFESSIONAL SEAL 20724 ENGINEER STEVEN DOUGLAS RACKLEY

PROJECT NO. 17BP.12.H.2

ALEXANDER COUNTY

BRIDGE NO. 287

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

| REVISIONS | | | | | | SHEET NO. |
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# 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. FINS 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.


REV. 6-16-95 EEM (c) RGW REV. 5-7-03 RWW (c) JTE REV. 10-1-11 MAA (c) GM
REV. 6-16-99 RWW (c) LES REV. 5-1-06 TLA (c) GM

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ENGLISH

JANUARY, 1990

STD. NO. SN