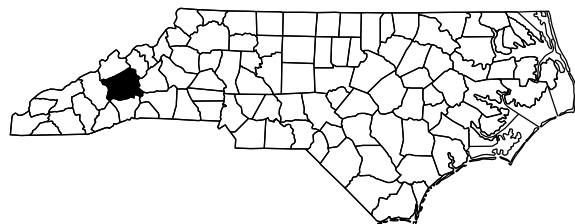


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BUNCOMBE COUNTY

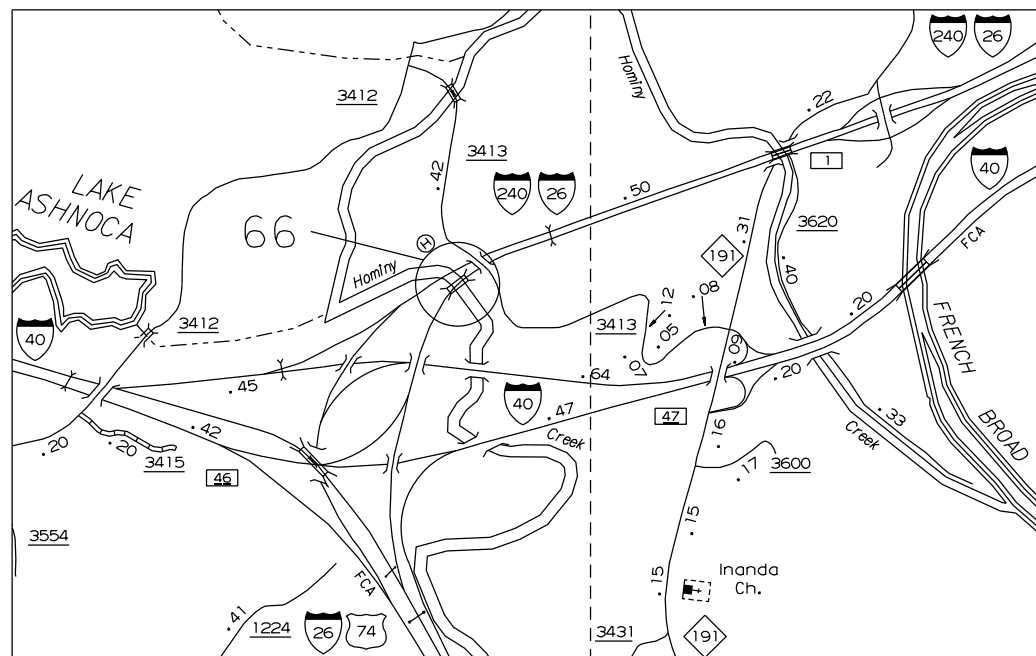


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	41665.12A	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
41665.12A	-	P.E.	
41665.12A	-	CONST.	

LOCATION: BUNCOMBE COUNTY

BRIDGE #100066 ON INTERSTATE 240 EAST OVER HOMINY CREEK.

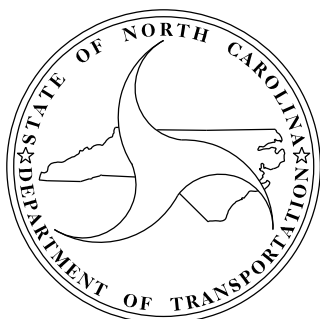
TYPE OF WORK: BRIDGE PRESERVATION - LATEX MODIFIED CONCRETE-VERY EARLY STRENGTH (LMC-VES) OVERLAY, JOINT REPAIR.



VICINITY MAP - BUNCOMBE CO.

PROJECT: 41665.12A

PROJECT: DM00299



DESIGN DATA

BUNCOMBE COUNTY
#066 ADT 2015 =28000

PROJECT LENGTH

BUNCOMBE COUNTY
- #066 = 0.033 MILE

Prepared in the Office of:
DIVISION OF HIGHWAYS
STRUCTURES MANAGEMENT UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

2018 STANDARD SPECIFICATIONS

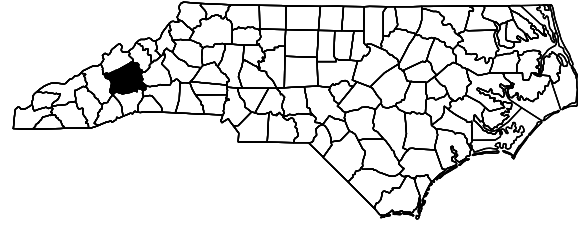
LETTING DATE : JUNE 17, 2020

W. KEVIN FISCHER, P.E.
PROJECT ENGINEER

TIMOTHY M. SHERRILL, P.E.
PROJECT DESIGN ENGINEER

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	41665.12A	1A	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
41665.12A	-	P.E.	
41665.12A	-	CONST.	



BUNCOMBE COUNTY

LOCATION: BUNCOMBE COUNTY

BRIDGE #100066 ON INTERSTATE 240 EAST OVER HOMINY CREEK.

*TYPE OF WORK: BRIDGE PRESERVATION - LATEX MODIFIED CONCRETE-VERY EARLY STRENGTH (LMC-VES) OVERLAY,
JOINT REPAIR.*

INDEX OF SHEETS

I
1A
SI-1 THRU SI-03
SN

TITLE SHEET
INDEX OF SHEETS
DECK SURFACE REPAIR PLANS - BRIDGE NO. 100066
STANDARD NOTES

PROJECT: 41655.12A

PROJECT: DM00299

NOTES

REPAIR LOCATIONS AND ESTIMATES OF QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER SHALL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATION AND DESCRIPTION OF THE REPAIRS.

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 CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN WHAT IS SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATIONS OF THE BRIDGE DECK. THE CONTRACTOR SHALL TAKE CARE THAT ANY CONSTRUCTION DEBRIS THAT COLLECTS IN THE DRAINS IS CONTAINED. DRAINS IN SHOULDERS OF ADJACENT TRAVEL LANE(S) SHALL BE KEPT FREE AND CLEAR OF DEBRIS.

LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES.

WORK ON THE BRIDGES SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL BELOW. THE CONTRACTOR SHALL SUBMIT PLANS FOR CONSTRUCTION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS AND THE PROJECT SPECIAL PROVISIONS.

ANY DAMAGE TO EXISTING REINFORCING STEEL, DURING CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL A COMPLETE SEQUENCE OF TASKS FOR EACH OPERATION AFFECTING THE BRIDGE SURFACE AND/OR TRAFFIC.

RADIAL DIMENSION LIMITS OF THE LMC-VES OVERLAY ARE APPROXIMATE. ACTUAL LIMITS SHALL BE 6 INCHES BEYOND THE LONGITUDINAL JOINT IN THE EXISTING LMC OVERLAY. THE CONTRACTOR SHALL FIELD VERIFY LOCATION.

FOR SCARIFYING BRIDGE DECK, HYDRO-DEMOLITION OF BRIDGE DECK, AND CLASS II AND CLASS III SURFACE PREPARATION, SEE OVERLAY SURFACE PERPARATION SPECIAL PROVISION.

THE CONTRACTOR MUST COLLECT, TREAT, AND DISPOSE OF RUN-OFF WATER FROM THE HYDRO-DEMOLITION PROCESS, SEE OVERLAY SURFACE PREPARATION SPECIAL PROVISION.

FOR OVERLAY OF BRIDGE DECK WITH LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

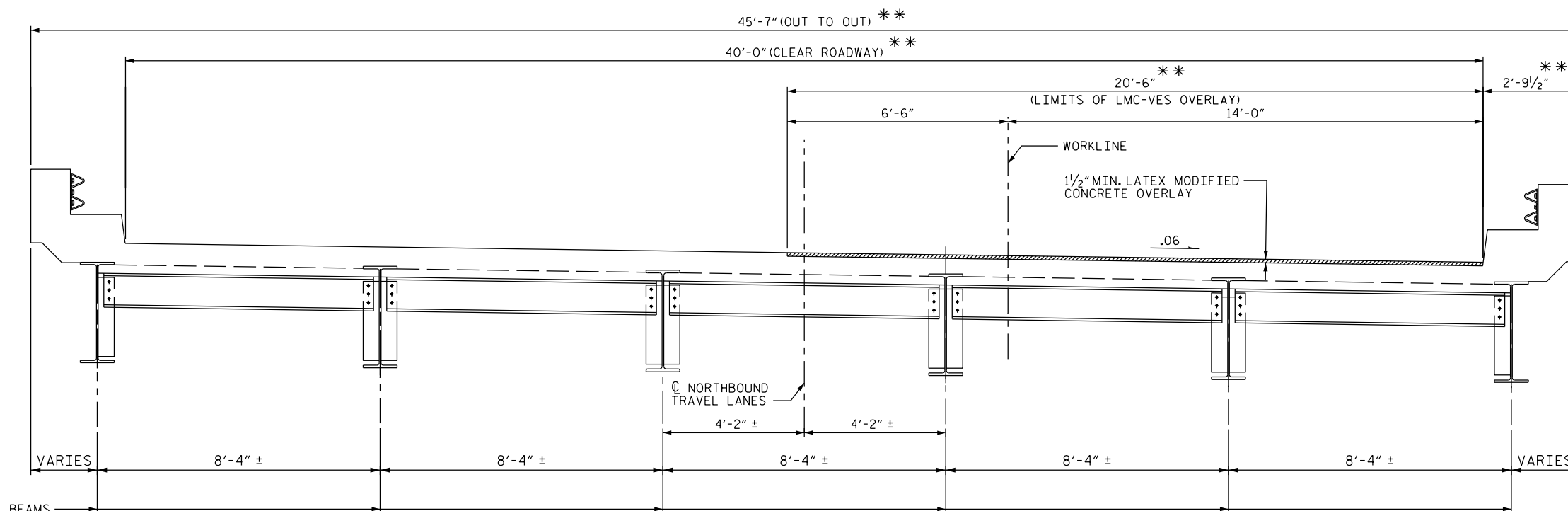
FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

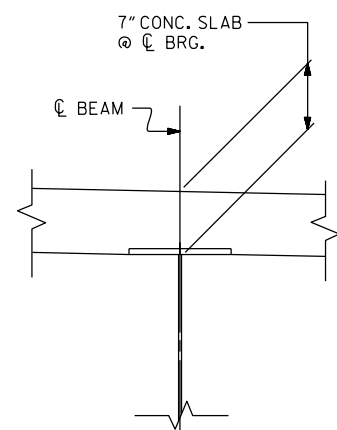
FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

THE BRIDGE DECK SHALL BE TINED. NO SEPARATE PAYMENT SHALL BE MADE FOR BRIDGE DECK TINGING AS THIS IS CONSIDERED INCIDENTAL TO THE PAY ITEM FOR "PLACING AND FINISHING OF LATEX MODIFIED CONCRETE-VERY EARLY STRENGTH".

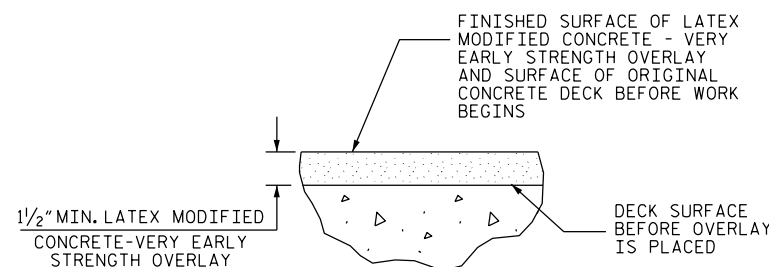


TYPICAL SECTION

(SHOWING DIAPHRAGMS AT EXPANSION JOINTS)
** RADIAL DIMENSIONS TO C-L-



EXIST. SLAB SECTION



DETAIL FOR LMC-VES OVERLAY

(LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH)

PROJECT NO. 41665.12A
BUNCOMBE COUNTY
BRIDGE NO. 100066

DocuSigned by:

Timothy M. Sherrill

AD50B1D977494CC



5/5/2020

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

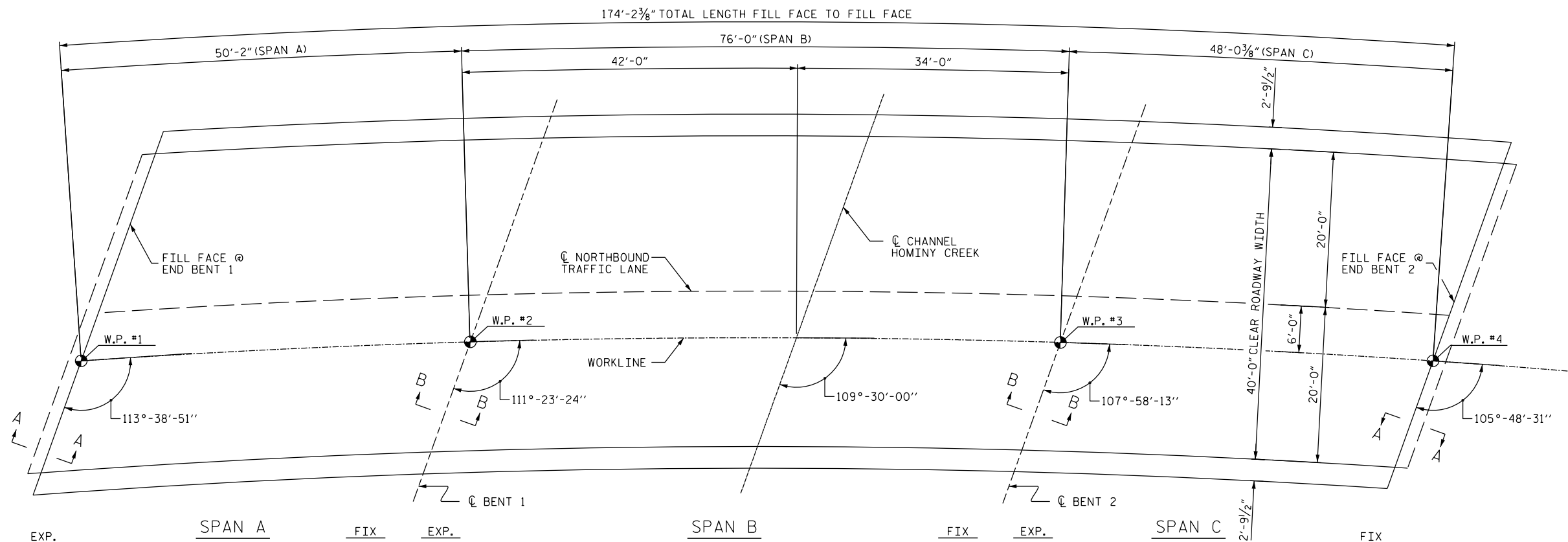
TYPICAL SECTION

DRAWN BY : R.L.PUTEK DATE : 04/2020
CHECKED BY : T.M.SHERRILL DATE : 04/2020

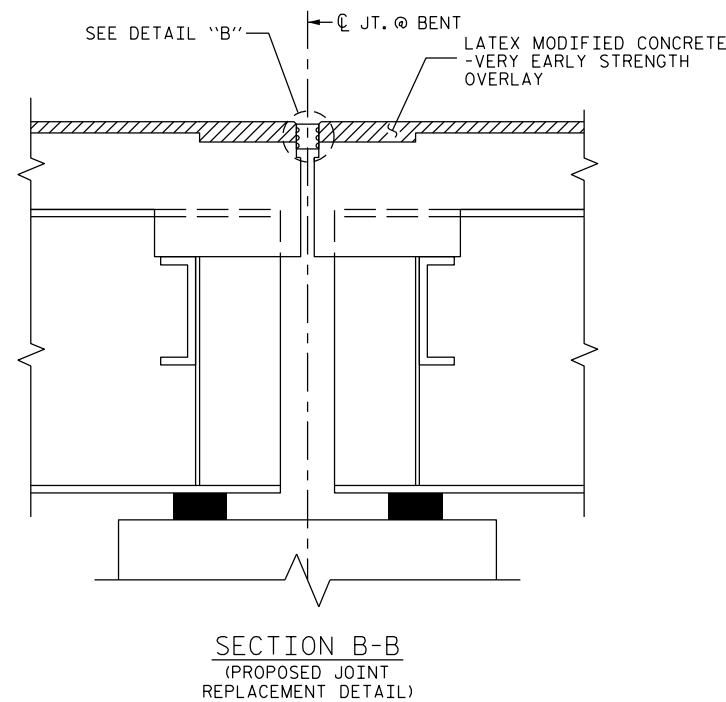
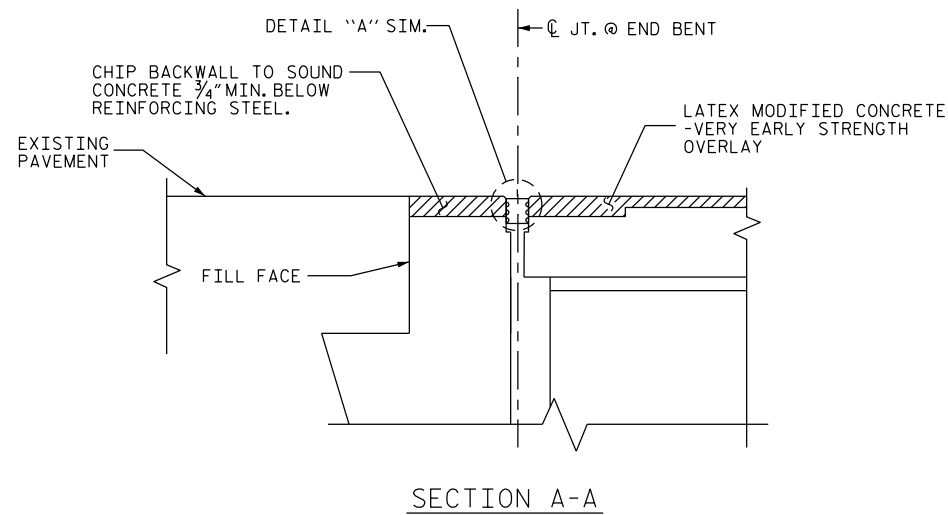
*****SYSTEM*****
*****DCN*****
*****USERNAME*****

NO.	REVISIONS			NO.	REVISIONS			SHEET NO.
	BY:	DATE:			BY:	DATE:		
1				3			S1-01	
2				4			TOTAL SHEETS 3	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PLAN OF SPANS



PROJECT NO. 41665.12A
 BUNCOMBE COUNTY
 BRIDGE NO. 100066

SHEET 1 OF 2

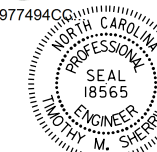
TOTAL BILL OF MATERIAL							
SCARIFYING BRIDGE DECK	CLASS II SURFACE PREPARATION	CLASS III SURFACE PREPARATION	HYDRO-DEMOLITION OF BRIDGE DECK	CONCRETE FOR DECK REPAIR	LATEX MODIFIED CONCRETE OVERLAY-VERY EARLY STRENGTH	PLACING AND FINISHING OF LATEX MODIFIED CONCRETE-VERY EARLY STRENGTH	FOAM JOINT SEAL FOR PRESERVATION
SO. YDS.	SO. YDS.	SO. YDS.	SO. YDS.	CU. YDS.	CU. YDS.	SO. YDS.	LUMP SUM
405	13.1	6.9	405	1	17	405	LUMP SUM

* QUANTITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

** QUANTITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. LOCATIONS ARE ANTICIPATED, AND IF ANY LOCATIONS ARE ENCOUNTERED DURING HYDRO-DEMOLITION, SEE "TYP. "BLOW THRU" CONTAINMENT AND FORMWORK" DETAIL.

DocuSigned by:

Timothy M. Sherrill
 AD50B1D977494C00



5/5/2020

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

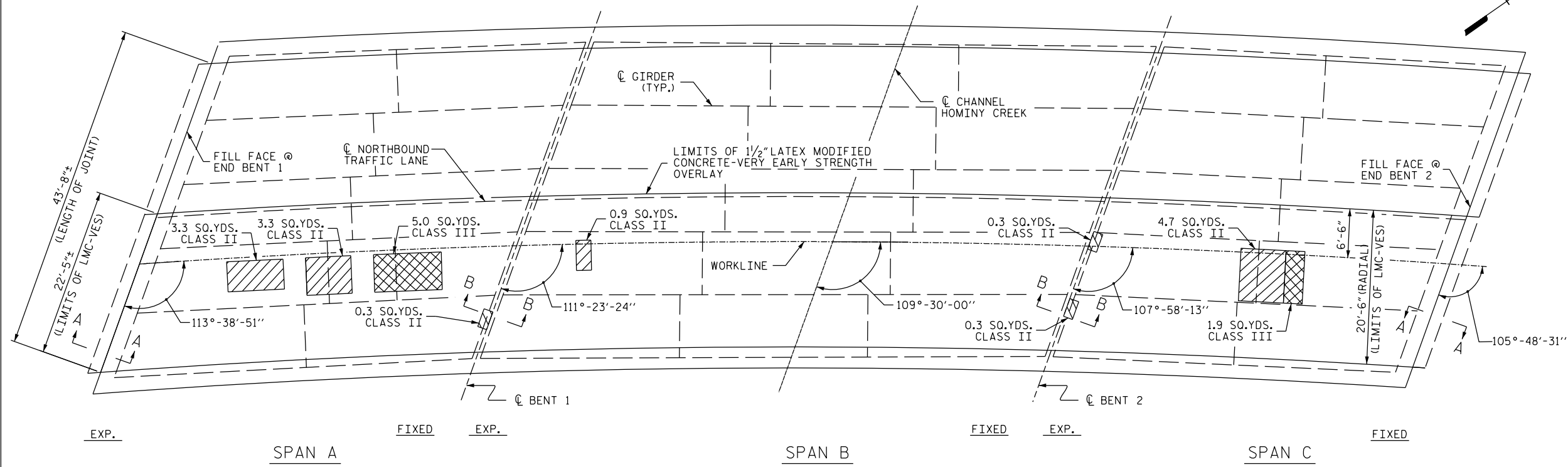
DECK SURFACE REPAIR
 SPANS A, B, & C

DRAWN BY : R.L.PUTEK DATE : 04/2020
 CHECKED BY : T.M.SHERRILL DATE : 04/2020

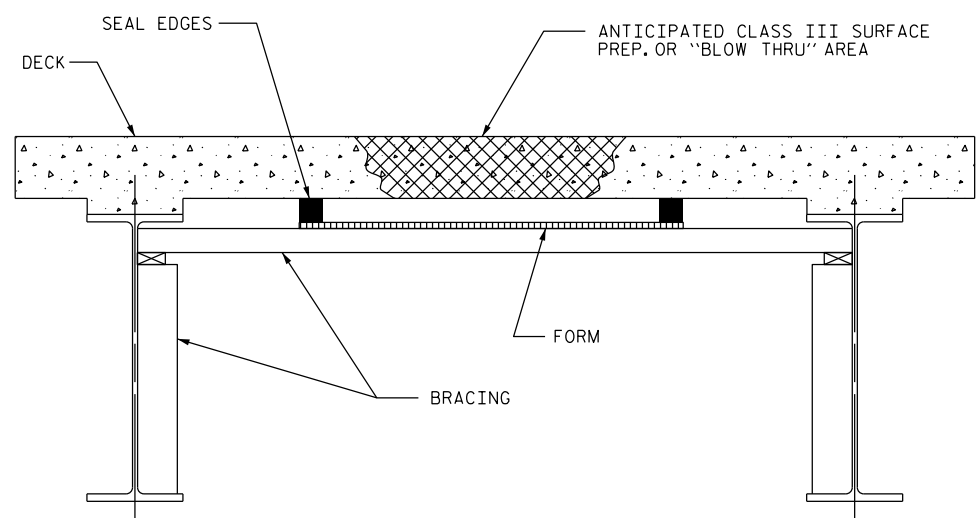
DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-02
1			3			TOTAL SHEETS
2			4			3

*****SYSTEM*****
 *****DCN*****
 *****USERNAME*****

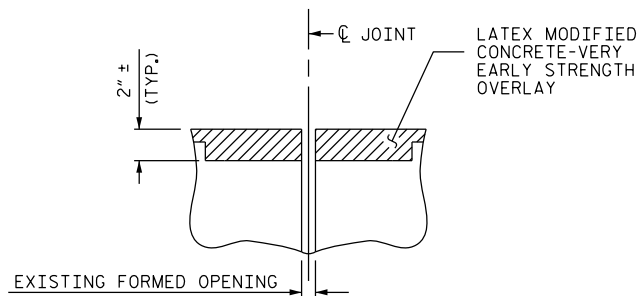


PLAN OF SPANS - DECK REPAIRS

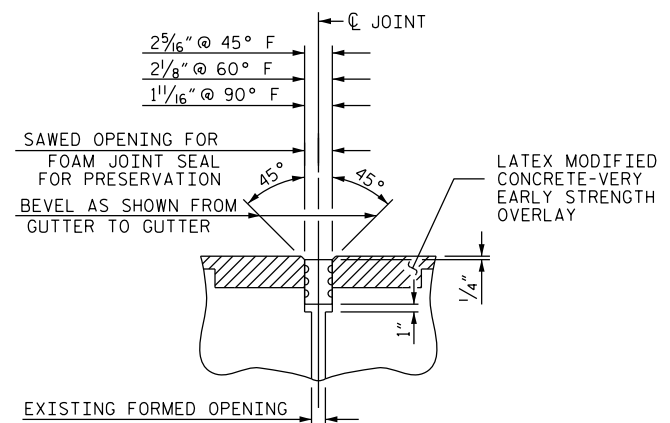


EXAMPLE OF TYPICAL "BLOW THRU" CONTAINMENT AND FORMWORK

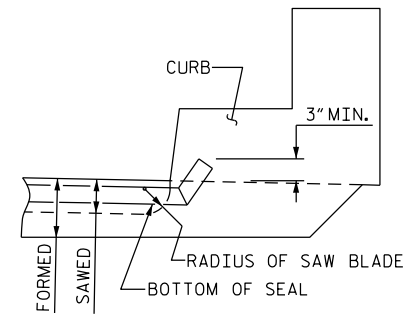
A METHOD TO CAPTURE WATER AND DEBRIS FROM BLOW THRU DURING HYDRO-DEMOLITION SHALL BE INSTALLED IN AREAS INDICATED AS CLASS III SURFACE PREPARATION.
 SUBMIT DETAILS OF PROPOSED FORMWORK FOR APPROVAL PRIOR TO BEGINNING WORK.
 COSTS FOR INSTALLING AND REMOVING FORMWORK SHALL BE INCIDENTAL TO THE PRICE PER SQ. YARD OF HYDRO-DEMOLITION.



DETAIL A
FOAM JOINT SEAL FOR PRESERVATION



DETAIL B
FOAM JOINT SEAL FOR PRESERVATION (EXPANSION)



DETAIL

NOTES

REPAIR LOCATIONS AND ESTIMATE OF QUANTITIES ARE BASED ON THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND DESCRIPTION OF THE REPAIRS AND ENTER THE ACTUAL QUANTITIES INTO THE AS-BUILT REPAIR QUANTITY TABLE.

PAYMENT FOR CLASS II AND CLASS III SURFACE PREPARATION IS BASED ON THE SQUARE FEET OF ADDITIONAL DEMOLITION REQUIRED FOLLOWING INITIAL HYDRO-DEMOLITION OF THE BRIDGE DECK. SEE SPECIAL PROVISIONS.

WHILE LMC-VES OVERLAY IS FOR ONLY PORTION OF THE BRIDGE DECK, FOAM JOINT SEALS SHALL BE REMOVED AND REPLACED FOR ALL JOINTS ACROSS THE FULL WIDTH OF THE BRIDGE DECK.

THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING JOINT OPENING PRIOR TO ORDERING JOINT SEAL MATERIAL. IF ACTUAL JOINT OPENING VARIES FROM THE OPENING INDICATED IN DETAIL BY MORE THAN 1/4", NOTIFY ENGINEER. REVISION TO THE JOINT SEAL SIZE MIGHT BE NECESSARY.

THE MANUFACTURER IS TO PROVIDE THE NOMINAL GLAND SIZE BASED ON EXISTING JOINT OPENINGS AND ANTICIPATED MOVEMENTS.

FOAM JOINT SEALS FOR PRESERVATION SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS.

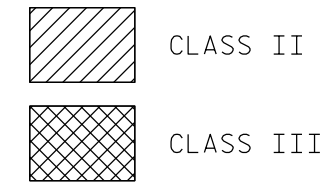
THE CONTRACTOR SHALL TAKE CARE DURING JOINT REHAB OPERATIONS NOT TO DROP ANY MATERIAL BELOW THE BRIDGE WITHOUT PROTECTIVE DEVICES BELOW TO CATCH THE MATERIAL. ANY MATERIAL THAT FALLS BELOW THE BRIDGE SHALL BE CONTAINED, REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO EXTRA COST TO THE DEPARTMENT. IF THE ENGINEER DETERMINES THAT THE PROTECTIVE DEVICES ARE NOT ADEQUATE OR NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINTS IN LIEU OF SAWING THE JOINT.

THE INSTALLATION OF THE JOINT SEAL SHALL BE WATERTIGHT.

FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

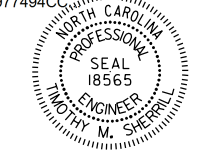
CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING LONGITUDINAL CONSTRUCTION JOINT FROM PREVIOUS LMC OVERLAY AND EXTEND PROPOSED LMC-VES A MINIMUM OF 6" BEYOND CONSTRUCTION JOINT.



PROJECT NO. 41665.12A
 BUNCOMBE COUNTY
 BRIDGE NO. 100066

SHEET 2 OF 2

DocuSigned by:
Timothy M. Sherrill
 AD50B1D977494CC



5/5/2020

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

DECK SURFACE REPAIRS
 SPANS A, B, & C

DRAWN BY : R.L.PUTEK DATE : 04/2020
 CHECKED BY : T.M.SHERRILL DATE : 04/2020

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-03
1			3			TOTAL SHEETS
2			4			3

*****SYSTEM*****
 *****DCN*****
 *****USERNAME*****

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.
	--	27,000 LBS. PER SQ. IN.
	--	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 2018 "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 $\frac{3}{4}$ " WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO $\frac{1}{2}$ " RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 $\frac{7}{8}$ " \emptyset SHEAR STUDS FOR THE $\frac{3}{4}$ " \emptyset STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF $\frac{7}{8}$ " \emptyset STUDS ALONG THE BEAM AS SHOWN FOR $\frac{3}{4}$ " \emptyset STUDS BASED ON THE RATIO OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset 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 $\frac{3}{16}$ " 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 $\frac{1}{16}$ " 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.

ENGLISH

JANUARY, 1990

STD. NO. SN