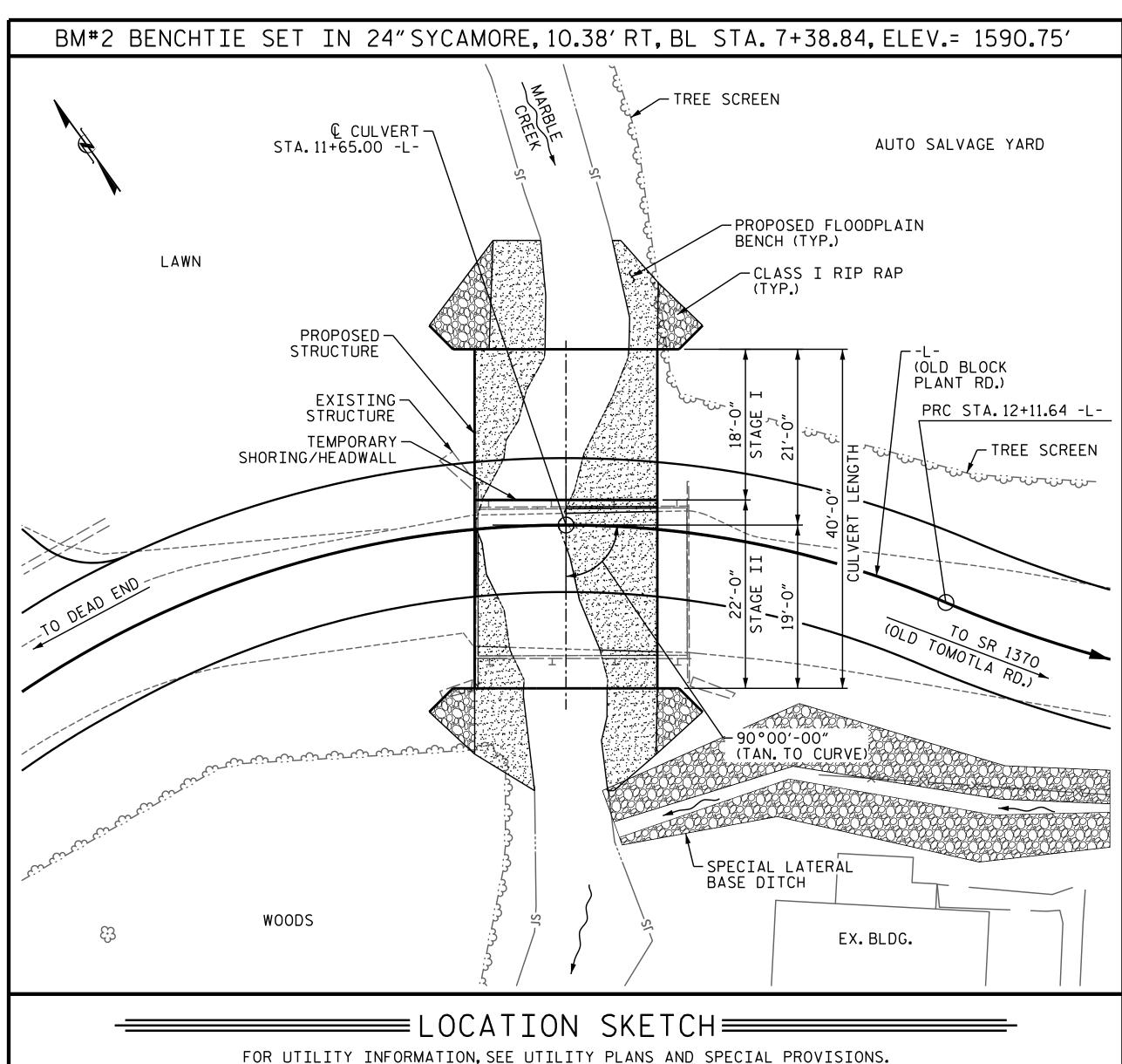
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HYDRAULIC DATA

= 200 CFS DESIGN DISCHARGE FREQUENCY OF DESIGN FLOOD = 2* YEARS DESIGN HIGH WATER ELEVATION = 1588.6 DRAINAGE AREA = 2.12 SQ.MI. BASE DISCHARGE (Q100) = 1000 CFS BASE HIGH WATER ELEVATION = 1591.3
** EXISTING LEVEL OF SERVICE IS BEING MAINTAINED

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE = 500 CFS FREQUENCY OF OVERTOPPING FLOOD = 10 YEARS OVERTOPPING FLOOD ELEVATION = 1590**.**3

<u>J.WHEATLEY</u> DATE : <u>DEC 2021</u>

DATE : DEC 2021

DATE : DEC 2021

___ DATE : DEC 2021

M. HOBBS

T. HARRIS

T. HARRIS

DESIGNED BY:

DESIGN ENGINEER

DRAWN BY:

CHECKED BY:

HORIZONTAL CURVE DATA

PI STA.11+48.02 -L- $\Delta = 76^{\circ}-59'-56.3'' (RT)$ D= 49°-23'-34.5" L= 155.89' T = 92.27'R = 116.00

GRADE DATA

GRADE POINT ELEV. @ STA. 11+65.00 -L- = 1593.36' INVERT ELEVATION @ 11+65.00 -L- = 1584.5' ROADWAY SIDE SLOPES = 4:1.

NOTES

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

MINIMUM DESIGN FILL......2.6'

FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.

FOR CULVERT DIVERSION DETAILS, SEE EROSION CONTROL PLANS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."

THE EXISTING STRUCTURE CONSISTING OF A SINGLE SPAN: 25'-6" WITH AN ASPHALT WEARING SURFACE ON A TIMBER DECK ON STEEL I-BEAMS AND CHANNELS, HAVING A CLEAR ROADWAY WIDTH OF 17'-1" SUPPORTED ON A SUBSTRUCTURE OF TIMBER CAPS. AND TIMBER POSTS AND SILLS AND LOCATED AT PROPOSED STRUCTURE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AT ACTUAL CONDITIONS AT THE PROJECT SITE.

FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

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.

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.

FOR ALUMINUM BOX CULVERT AND FOUNDATIONS, SEE SPECIAL PROVISIONS FOR ALUMINUM BOX CULVERT.

FOR ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES. SEE SPECIAL PROVISIONS.

TOTAL STRUCTURE QUANTITIES REMOVAL OF EXISTING STRUCTURE LUMP SUM CULVERT EXCAVATION LUMP SUM FOUNDATION COND. MAT'L 62 TONS CLASS I RIP RAP 11 TONS

THE DETAILS SHOWN HERE ARE FOR GENERAL LAYOUT ONLY. THE SUPPLIER SHALL SUPPLY DESIGNS AND DETAILS FOR REVIEW AND APPROVAL THAT MEET THE REQUIREMENTS OF AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12, AND ARE SEALED BY A NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER.

THE CONTRACTOR SHALL SUBMIT SEALED SHOP DRAWING PLANS FOR THE ALUMINUM BOX CULVERT, ALUMINUM HEADWALL AND ANY REQUIRED FOUNDATIONS TO NCDOT FOR APPROVAL PRIOR TO CONSTRUCTION.

UNLESS OTHERWISE INDICATED, THE SUPPLIER SHALL DESIGN, DETAIL, AND FURNISH ALL STRUCTURAL ELEMENTS AND HARDWARE.

ALL MATERIALS SHALL MEET THE REQUIREMENTS OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES DATED JANUARY 2018.

THE MANUFACTURER OF THE 21'-10" X 5'-8" ALUMINUM BOX CULVERT SHALL PROVIDE LOAD RESISTANCE FACTOR RATINGS (LRFR) SUMMARY PER NCDOT REQUIREMENTS.

THE CORRUGATED ALUMINUM BOX CULVERT AT STATION 11+65.00 -L- IS DESIGNED FOR A FACTORED RESISTANCE OF 2 TSF. CHECK FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 5 TSF JUST BEFORE PLACING CULVERT.

EXCAVATE FOUNDATION A MINIMUM OF 1.0 FOOT BELOW CULVERT BEARING ELEVATION. PLACE 1.0 FOOT OF CLASS VI FOUNDATION CONDITIONING MATERIAL IN ACCORDANCE WITH SECTION 414 OF THE STANDARD SPECIFICATIONS.

OVER EXCAVATE LOOSE/SOFT MATRIAL IF PRESENT TO SUITABLE BEARING MATERIALS AND REPLACE WITH ADDITIONAL CLASS VI FOUNDATION CONDITIONING MATERIAL.

BACKFILL WITH SELECT MATERIAL, CLASS II OR III MEETING THE REQUIREMENTS OF SECTION 1016 OF THE STANDARD SPECIFICATIONS.

FOR BLASTING ADJACENT TO HIGHWAY STRUCTURES, SEE ARTICLE 410-9 OF THE STANDARD SPECIFICATIONS.

AT THE CONTRACTOR'S OPTION HE MAY SUBMIT TO THE ENGINEER FOR APPROVAL DESIGN AND DETAIL DRAWINGS FOR PRECAST REINFORCED CONCRETE HEADWALL IN LIEU OF THE ALUMINUM HEADWALLS SHOWN ON THE PLANS. THE DESIGN SHALL PROVIDE THE SAME SIZE AND LAYOUT AS USED ON THE ALUMINUM HEADWALL DESIGN. FOR OPTIONAL PRECAST REINFORCED CONCRETE HEADWALLS, SEE SPECIAL PROVISIONS.

> HEREBY CERTIFY THESE PLANS ARE THE AS-BUILT PLANS

PROJECT NO. 17BP.14.R.167 CHEROKEE COUNTY 11+65.00 -L-

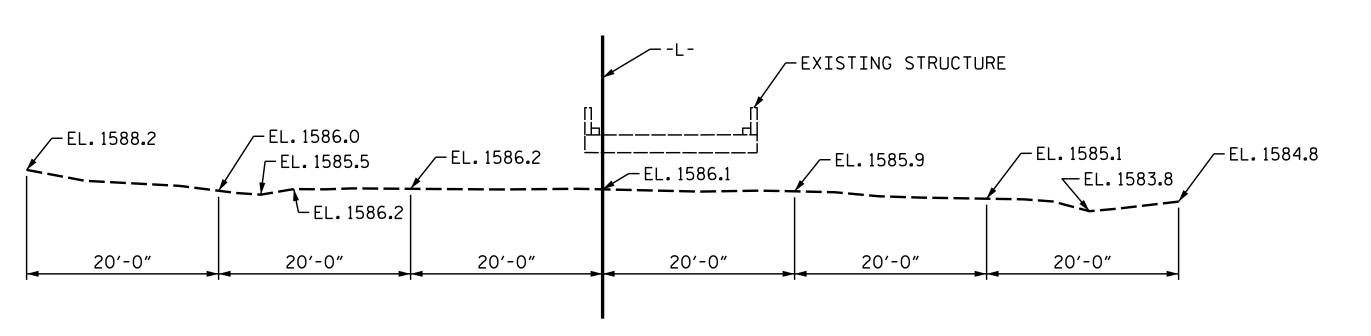
SHEET 1 OF 3 REPLACES BRIDGE NO. 17

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

SINGLE 21'-10" x 5'-8" ALUMINUM BOX CULVER 90° SKEW

SHEET NO. REVISIONS NO. BY: S-1 DATE: DATE: BY:

ALUMINUM BOX CULVERT LUMP SUM LUMP SUM ASBESTOS ASSESSMENT



PROFILE ALONG & CULVERT

DOCUMENT NOT CONSIDERED FINA JNLESS ALL SIGNATURES COMPLETE

ROF ESSIONAL Z

SEAL 19299

Thomas Harris

AS M. H

DocuSigned by

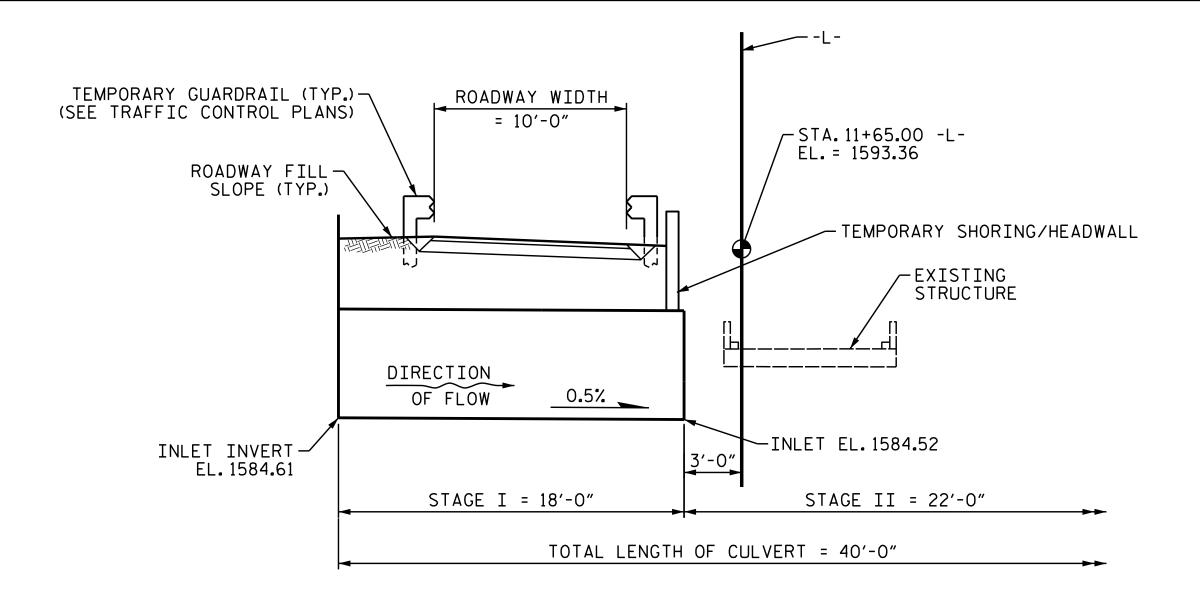
WSP USA Inc. 434 FAYETTEVILLE STREET

SUITE 1500

RALEIGH, NC 27601

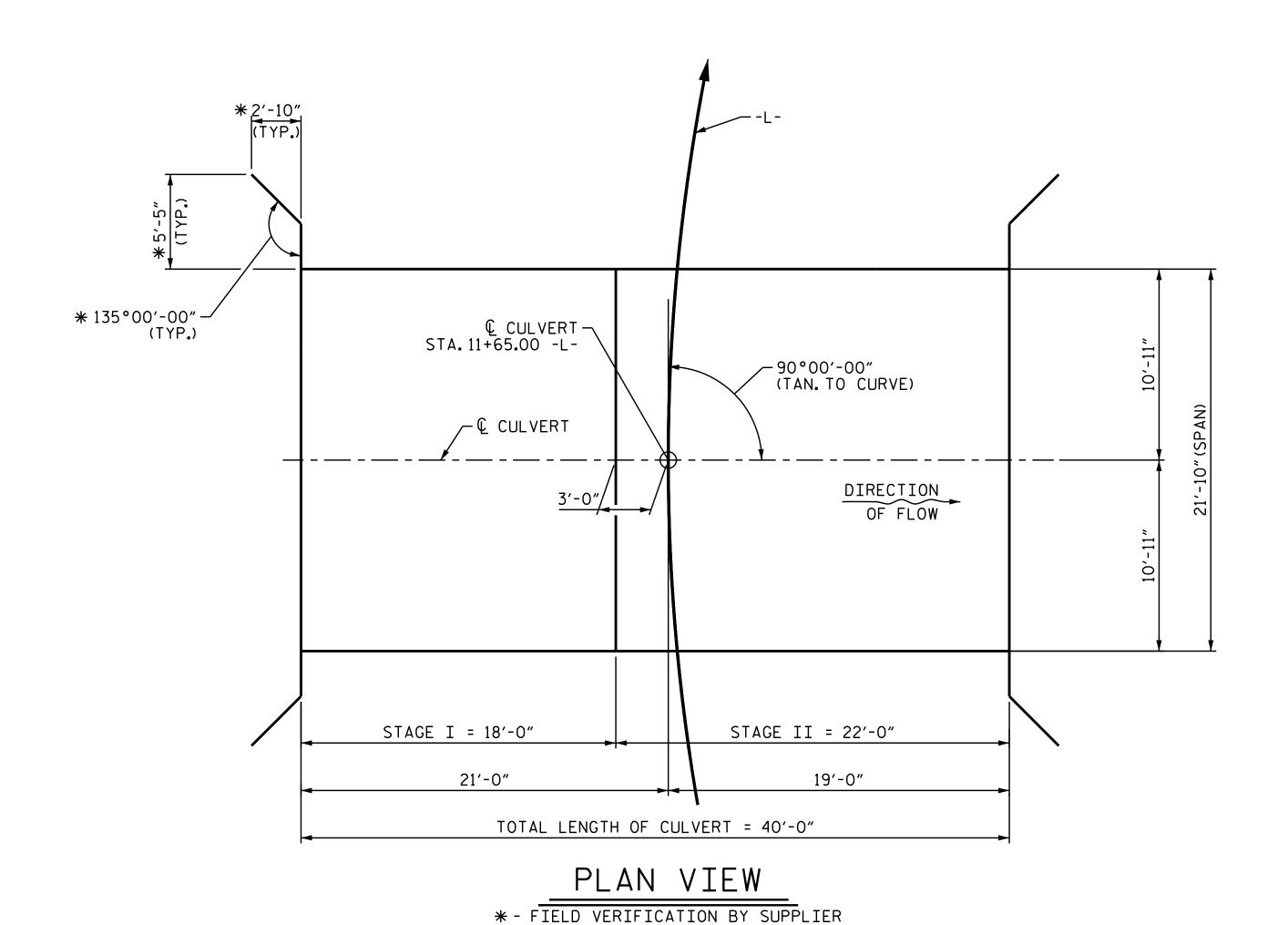
TEL: 1.919.836.4040

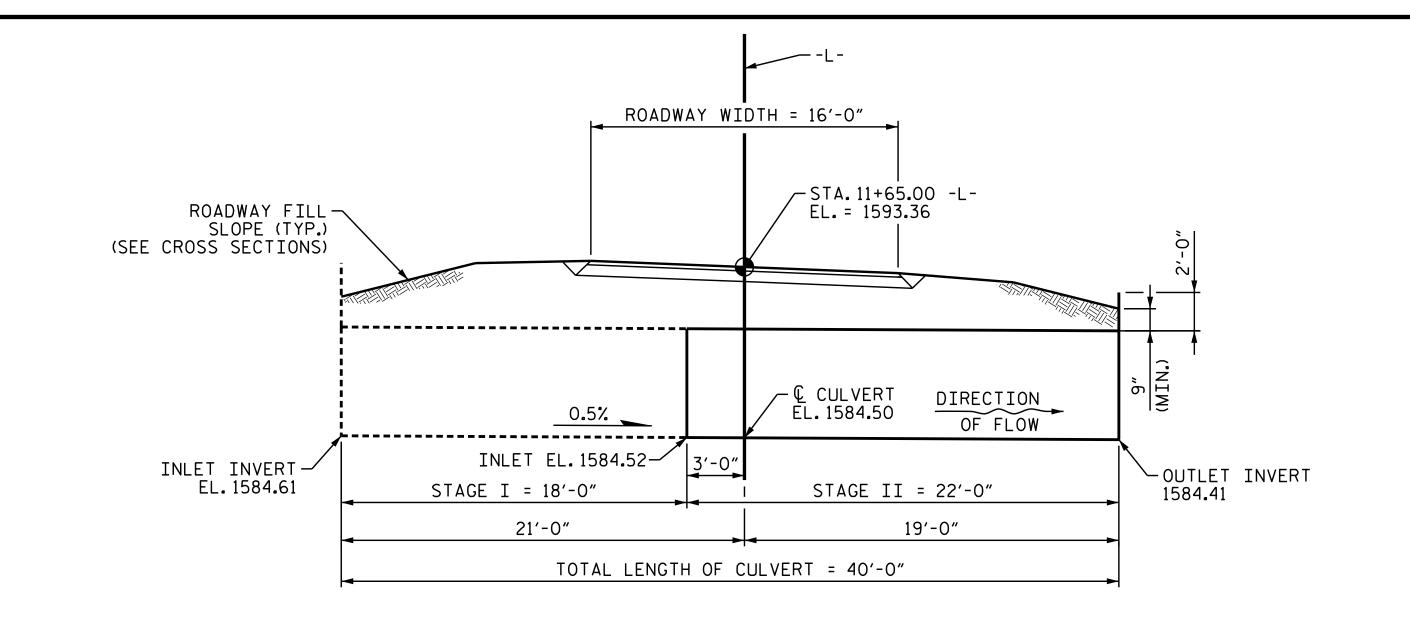
LICENSE NO. F-0165



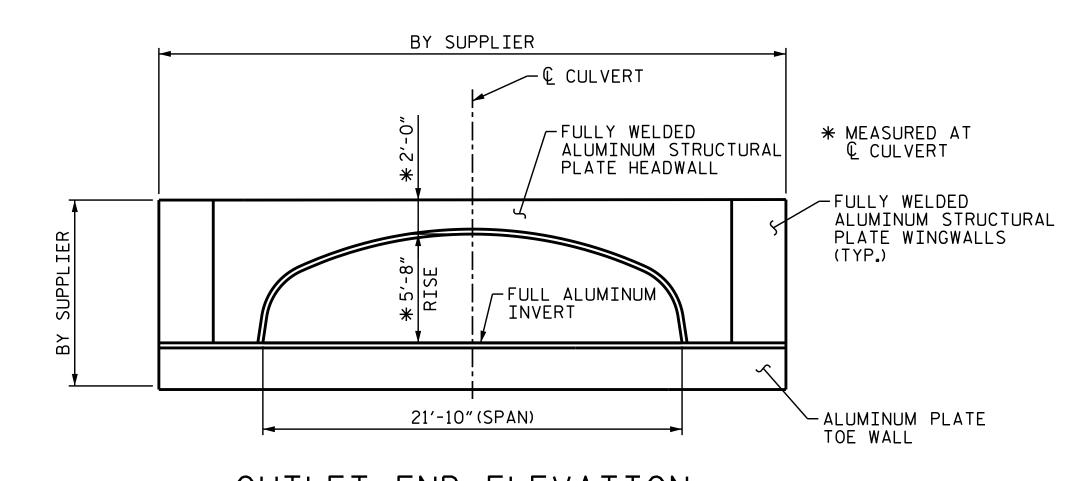
STAGE I - CULVERT SECTION NORMAL TO ROADWAY

NOTE: PARTIAL REMOVAL OF EXISTING STRUCTURE WILL BE REQUIRED. SEE TRANSPORTATION MANAGEMENT PLANS.





FINAL CULVERT SECTION NORMAL TO ROADWAY



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETE

OUTLET END ELEVATION (INLET END ELEVATION SIMILAR) (SILLS NOT SHOWN, SEE SHEET 3 OF 3 FOR SILL LOCATIONS.)

PROJECT NO. 17BP.14.R.167

CHEROKEE COUNTY

STATION: 11+65.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

RALEIGH

SINGLE 21'-10" x 5'-8" ALUMINUM BOX CULVERT 90° SKEW

SHEET NO.

S-2

DATE:

Thomas Hours

19299

REVISIONS

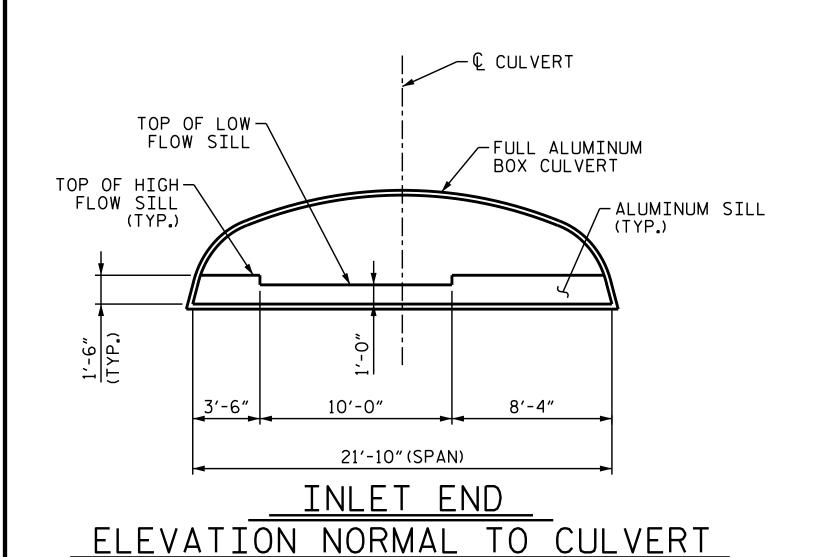
No. BY: DATE: No. BY:

12/1/2021

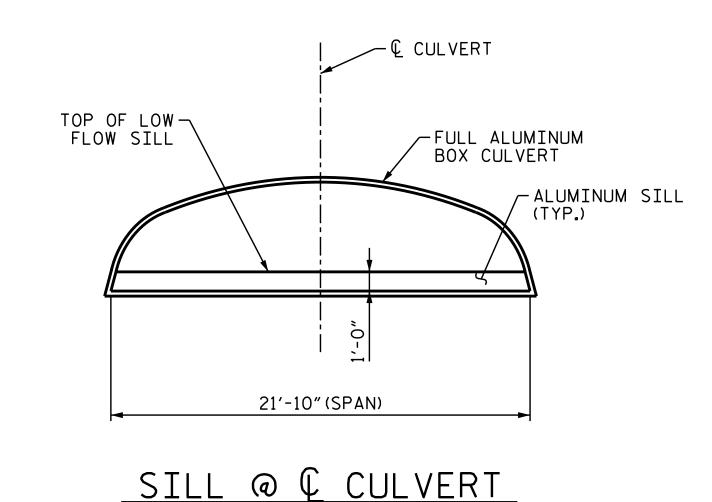
STR. #170

WSP USA Inc.
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
TEL: 1.919.836.4040
LICENSE NO. F-0165

DESIGNED BY: J. WHEATLEY DATE: DEC 2021
DRAWN BY: M. HOBBS DATE: DEC 2021
CHECKED BY: T. HARRIS DATE: DEC 2021
DESIGN ENGINEER
OF RECORD: T. HARRIS DATE: DEC 2021

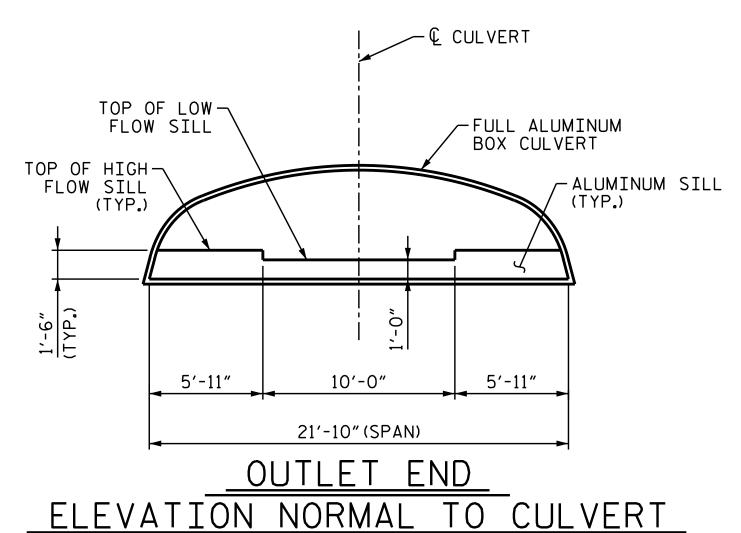


(LOOKING DOWNSTREAM)



(LOOKING DOWNSTREAM)

NORMAL TO CULVERT



(LOOKING DOWNSTREAM)

NOTES

NATIVE MATERIAL EXCAVATED FROM THE EXISTING STREAM BED OR FLOOD PLAIN AT THE PROJECT SITE DURING CULVERT CONSTRUCTION SHALL BE STOCKPILED AND LATER PLACED IN THE PROPOSED CULVERT BETWEEN SILLS TO PROVIDE A CONTINUOUS LOW FLOW CHANNEL.NATIVE MATERIAL IS SUBJECT TO APPROVAL BY THE ENGINEER AND MAY BE SUBJECT TO PERMIT CONDITIONS.

THE STOCKPILED NATIVE MATERIAL SHALL BE PLACED AS SHOWN IN THE "FLOOR SILL LAYOUT" SKETCH TO PROVIDE A 1'-O"DEPTH LOW FLOW CHANNEL BETWEEN LOW FLOW SILLS, AND SHALL BE PLACED TO THE DEPTH OF 1'-6"BETWEEN HIGH FLOW SILL.

SUPPLEMENTAL STONE OF SIMILAR CHARACTERISTICS OF THE NATIVE MATERIAL MAY BE USED AS NECESSARY WITH APPROVAL BY ENGINEER.

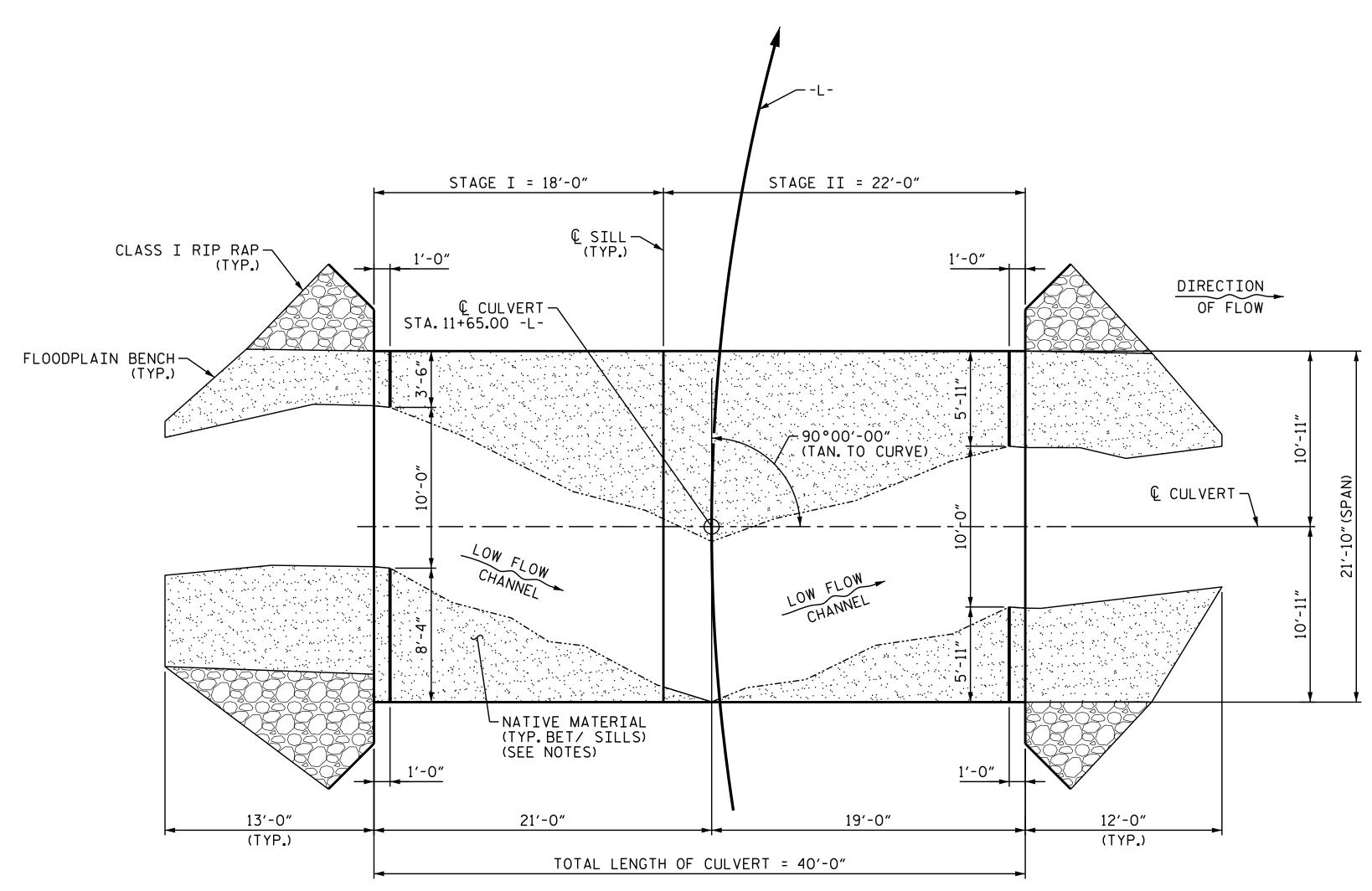
THE ENTIRE COST OF WORK REQUIRED TO PLACE THE EXCAVATED MATERIAL SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE BID FOR CULVERT EXCAVATION.

THE SILLS ARE ALUMINUM AND BOLTED INTO THE CULVERT.

THE ENTIRE COST OF THE ALUMINUM SILLS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE ALUMINUM BOX CULVERT.

TOP OF LOW FLOW SILLS SHOULD MATCH STREAM BED ELEVATION IN LOW FLOW CHANNEL OF STREAM.

DO NOT SET ELEVATION OF HIGH FLOW SILLS ABOVE BANK FILL.



ELEVATION

FLOOR SILL LAYOUT

WSP USA Inc.
434 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
TEL: 1.919.836.4040
LICENSE NO. F-0165

PROJECT NO. 17BP.14.R.167

CHEROKEE COUNTY

STATION: 11+65.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

RALFIGH

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SINGLE 21'-10" × 5'-8"

ALUMINUM BOX CULVERT

90° SKEW

REVISIONS

BY: DATE: NO. BY: DATE: S-3

TOTAL SHEETS

3

3

J. WHEATLEY
M. HOBBS
T. HARRIS
DATE: DEC 2021
DATE: DEC 2021
DATE: DEC 2021
DEC 2021
DEC 2021

DESIGNED BY: DRAWN BY: CHECKED BY:

Thomas Harris 1 2/1/2021 2 STR. #170

STANDARD NOTES

DESIGN DATA:

---- A.A.S.H.T.O. (CURRENT) 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. STRUCTURAL TIMBER - TREATED OR UNTREATED EXTREME FIBER STRESS - - - 1,800 LBS. PER SQ. IN. COMPRESSION PERPENDICULAR TO GRAIN ---- 375 LBS. PER SQ. IN. OF TIMBER 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 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 11/2" 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 $\frac{1}{8}$ " Ø SHEAR STUDS FOR THE $\frac{3}{4}$ " Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - $\frac{1}{8}$ " Ø STUDS FOR 4 - $\frac{3}{4}$ " Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF $\frac{1}{8}$ " Ø STUDS ALONG THE BEAM AS SHOWN FOR $\frac{3}{4}$ " Ø STUDS BASED ON THE RATIO OF 3 - $\frac{1}{8}$ " Ø STUDS FOR 4 - $\frac{3}{4}$ " 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 \(\frac{1}{6}\) 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.

ENGLISH