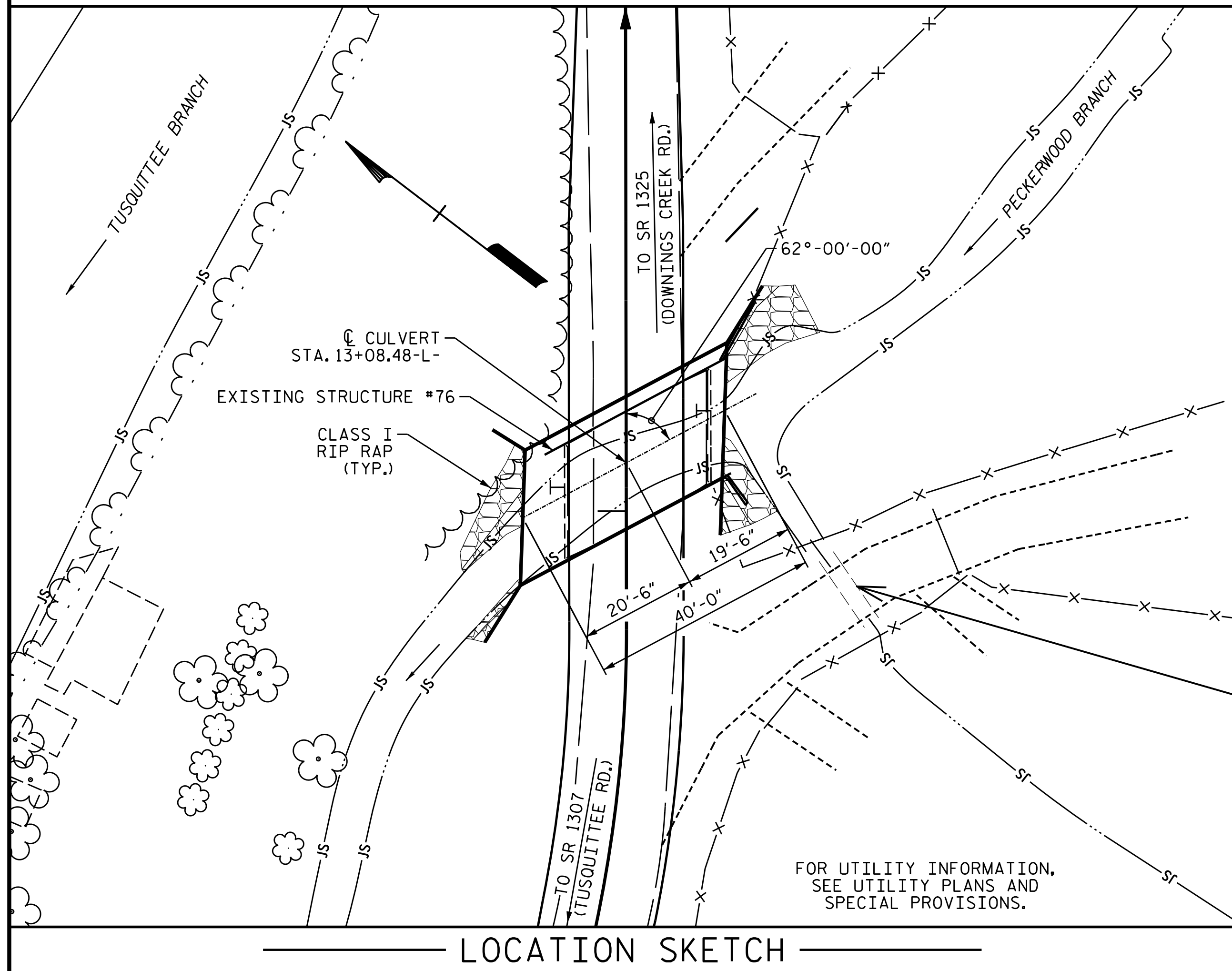


**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

BM2: CHISELED SQUARE ON ROCK, -BL- STA. 10+70.18 23.55' RT ELEV. 1916.04



NOTES

- ASSUMED LIVE LOAD.....HL-93 OR ALTERNATE LOADING.
- MAXIMUM DESIGN FILL.....1.94'
- MINIMUM DESIGN FILL.....1.20'
- FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.
- FOR CULVERT DIVERSION DETAILS, SEE EROSION CONTROL PLANS.
- 3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
- A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."
- THE EXISTING STRUCTURE CONSISTING OF A SINGLE SPAN: 20'-8" WITH AN ASPHALT WEARING SURFACE ON A TIMBER DECK ON SALVAGED I-BEAMS, HAVING A CLEAR ROADWAY WIDTH OF 24'-5" SUPPORTED ON A SUBSTRUCTURE OF TIMBER CAPS, AND TIMBER POSTS AND SILLS SHALL BE REMOVED.
- 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 AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.
- INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS, ANY COSTS RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE AT STATION 13+08.48 -L-."
- 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.
- 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 MANUFACTURER OF THE 20'-6" X 7'-3" ALUMINUM CULVERT SHALL PROVIDE LOAD AND RESISTANCE FACTOR RATINGS (LRFR) SUMMARIES PER NCDOT REQUIREMENTS.
- UNLESS OTHERWISE INDICATED, THE SUPPLIER SHALL DESIGN, DETAIL AND FURNISH ALL STRUCTURAL ELEMENTS AND HARDWARE.
- FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
- THE CONTRACTOR SHALL SUBMIT SEALED SHOP DRAWING PLANS FOR THE ALUMINUM BOX CULVERT, WINGS, TOE WALLS, 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 2012.
- THE CORRUGATED ALUMINUM BOX CULVERT AT STATION 13+08.48 -L- IS DESIGNED FOR A FACTORED RESISTANCE OF 2 TSF. CHECK FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 4.5 TSF JUST BEFORE PLACING CULVERT.
- EXCAVATE 1 FOOT BELOW CULVERT AND REPLACE WITH FOUNDATION CONDITIONING MATERIAL IN ACCORDANCE WITH SECTION 414 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.

LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE	= 600 CFS
FREQUENCY OF DESIGN FLOOD	= 10 YEARS
DESIGN HIGH WATER ELEVATION	= 1914.8
DRAINAGE AREA	= 2.75 SQ.MI.
BASE DISCHARGE (Q100)	= 1200 CFS
BASE HIGH WATER ELEVATION	= 1916.17

GRADE DATA

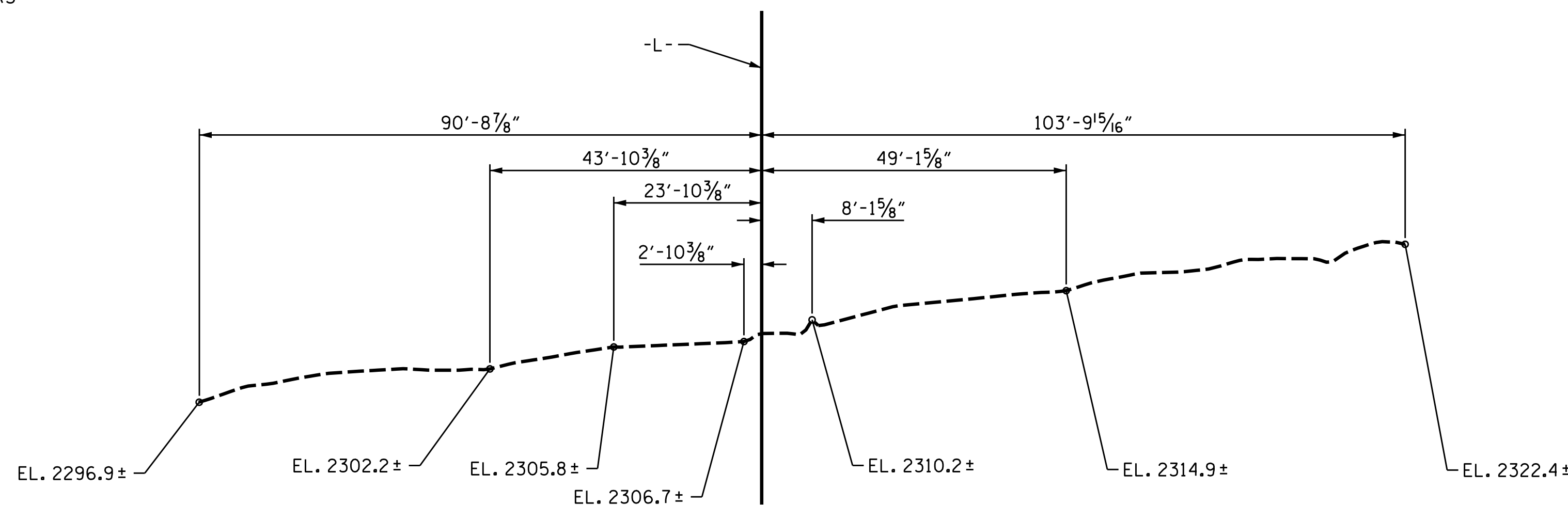
GRADE POINT ELEV. @ STA. 13+08.48-L-	= 1916.27
INVERT ELEV. @ STA. 13+08.48-L-	= 1907.09
ROADWAY SIDE SLOPES	= 2:1

OVERTOPPING DATA

OVERTOPPING DISCHARGE	= 700 CFS
FREQUENCY OF OVERTOPPING FLOOD	= 10+ YEARS
OVERTOPPING FLOOD ELEVATION	= 1915.4
@ UPSTREAM INTERNAL BRIDGE SECTION	

TOTAL STRUCTURE QUANTITIES

ALUMINUM BOX CULVERT	LUMP SUM
CULVERT EXCAVATION	LUMP SUM
FOUNDATION COND. MAT'L	81.0 TONS
REMOVAL OF EXISTING STRUCTURE	LUMP SUM
CLASS I RIP RAP	24 TONS
GEOTEXTILE FOR DRAINAGE	27 SQ.YDS.



PROFILE ALONG CULVERT

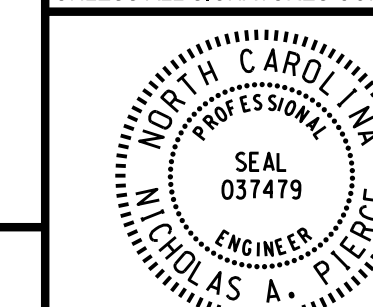
PROJECT NO. 17BP.14.R.88
 CLAY COUNTY
 STATION: 13+08.48-L-

SHEET 1 OF 4 REPLACES BRIDGE #76

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE 20'-6" X 7'-3"
 ALUMINUM BOX CULVERT
 62° SKEW

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

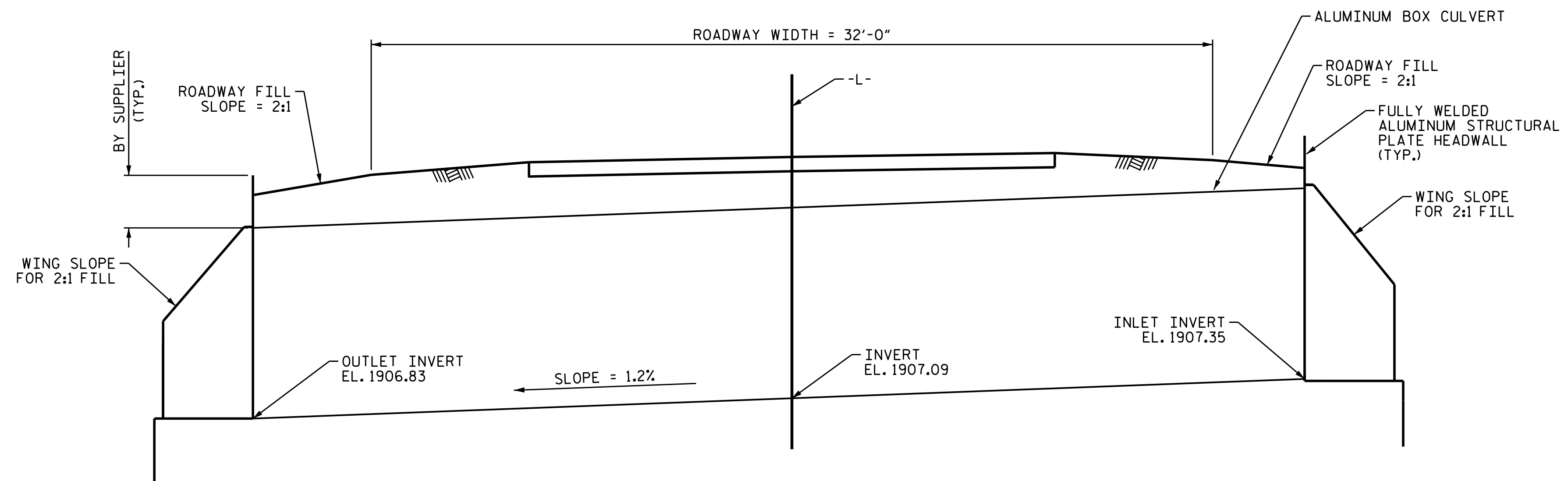


DESIGN ENGINEER OF RECORD:
 Nicholas A. Pierce
 DATE: 7/27/2017

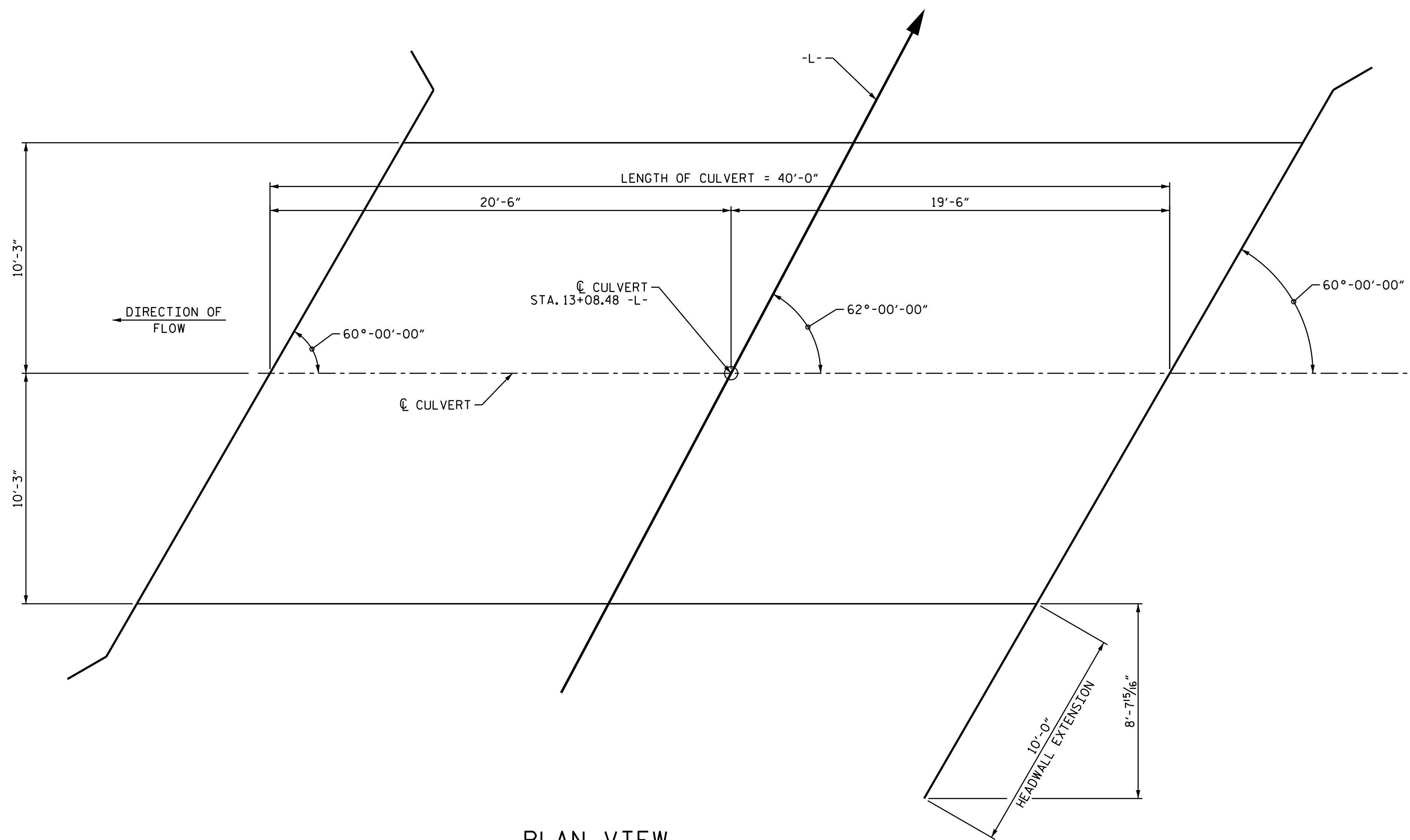
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-1
1			3			TOTAL SHEETS
2			4			4

DRAWN BY : N. PIERCE DATE : 08/14
 CHECKED BY : M. HOBBS DATE : 08/14

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



CULVERT SECTION NORMAL TO ROADWAY



PLAN VIEW

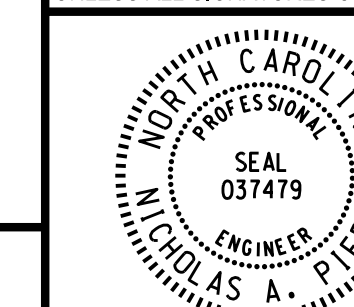
PROJECT NO. 17BP.14.R.88
CLAY COUNTY
 STATION: 13+08.48-L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE 20'-6" X 7'-3"
 ALUMINUM BOX CULVERT
 62° SKEW

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

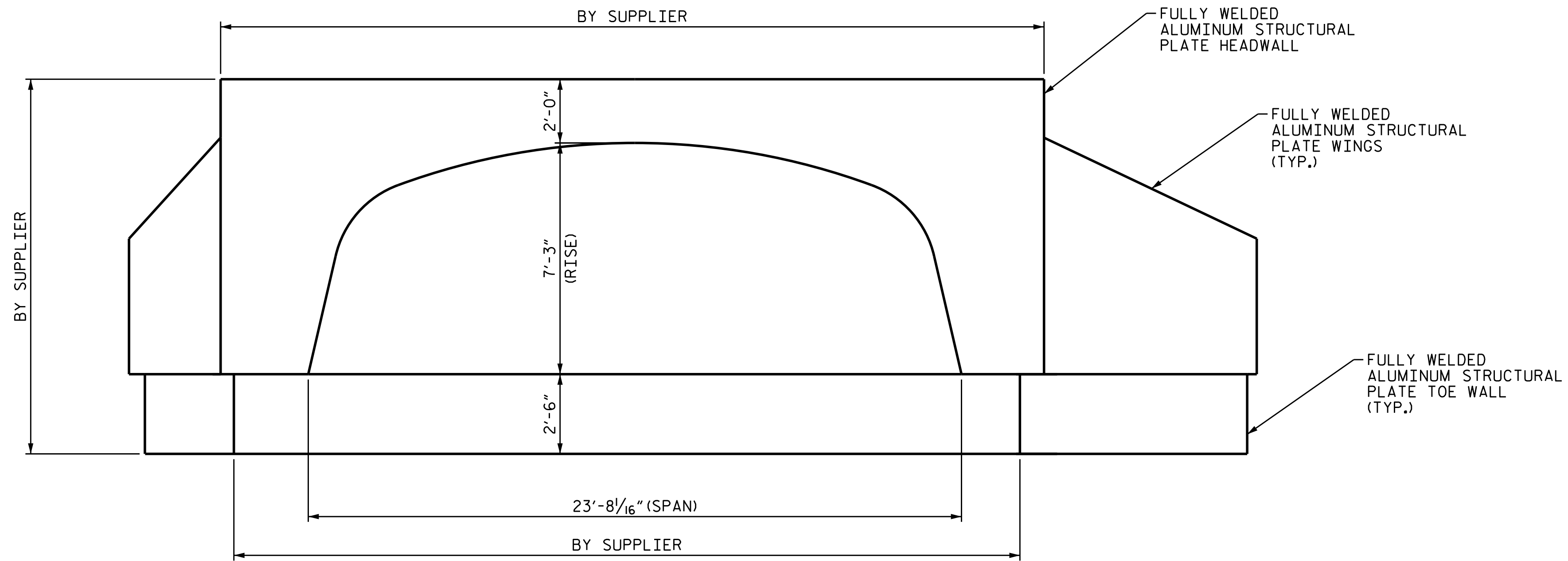


DESIGN ENGINEER OF RECORD:
 Nicholas A. Pierce
 DATE: 7/27/2017

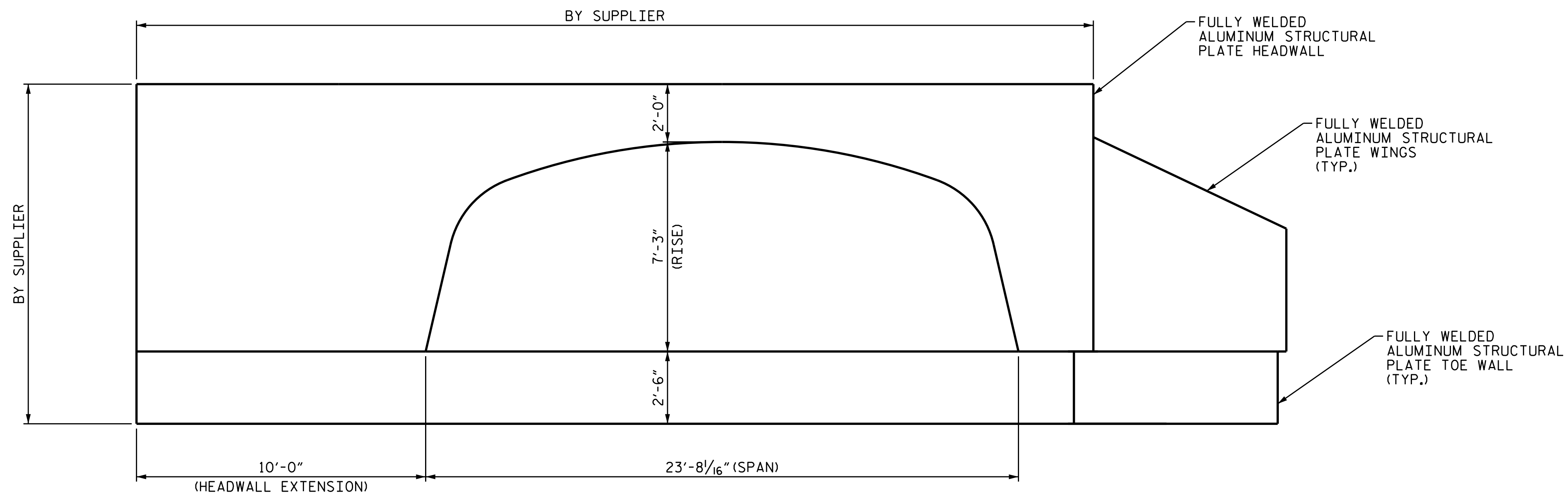
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-2
1			3			TOTAL SHEETS
2			4			4

DRAWN BY : N. PIERCE DATE : 07/2014
 CHECKED BY : M. HOBBS DATE : 09/2014

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



OUTLET END NORMAL TO HEADWALL



INLET END NORMAL TO HEADWALL

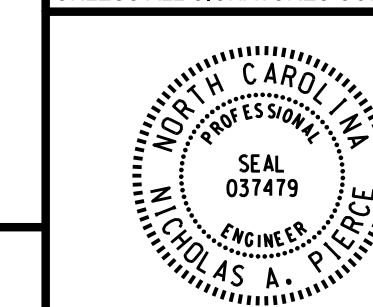
PROJECT NO. 17BP.14.R.88
 CLAY COUNTY
 STATION: 13+08.48-L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE 20'-6" X 7'-3"
 ALUMINUM BOX CULVERT
 62° SKEW

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

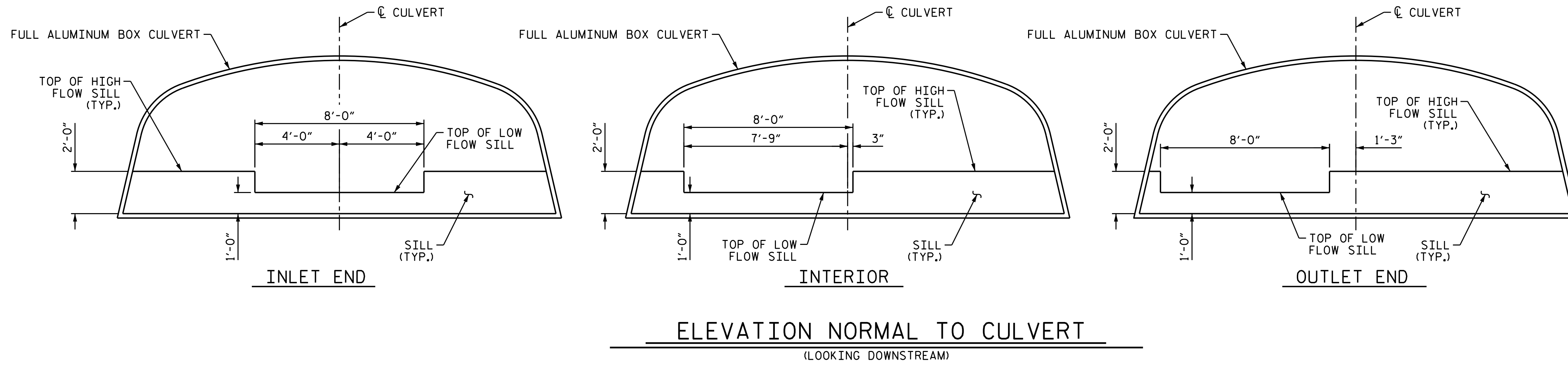


DESIGN ENGINEER OF RECORD:
 Nicholas P. Pierce
 DATE: 7/27/2017

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

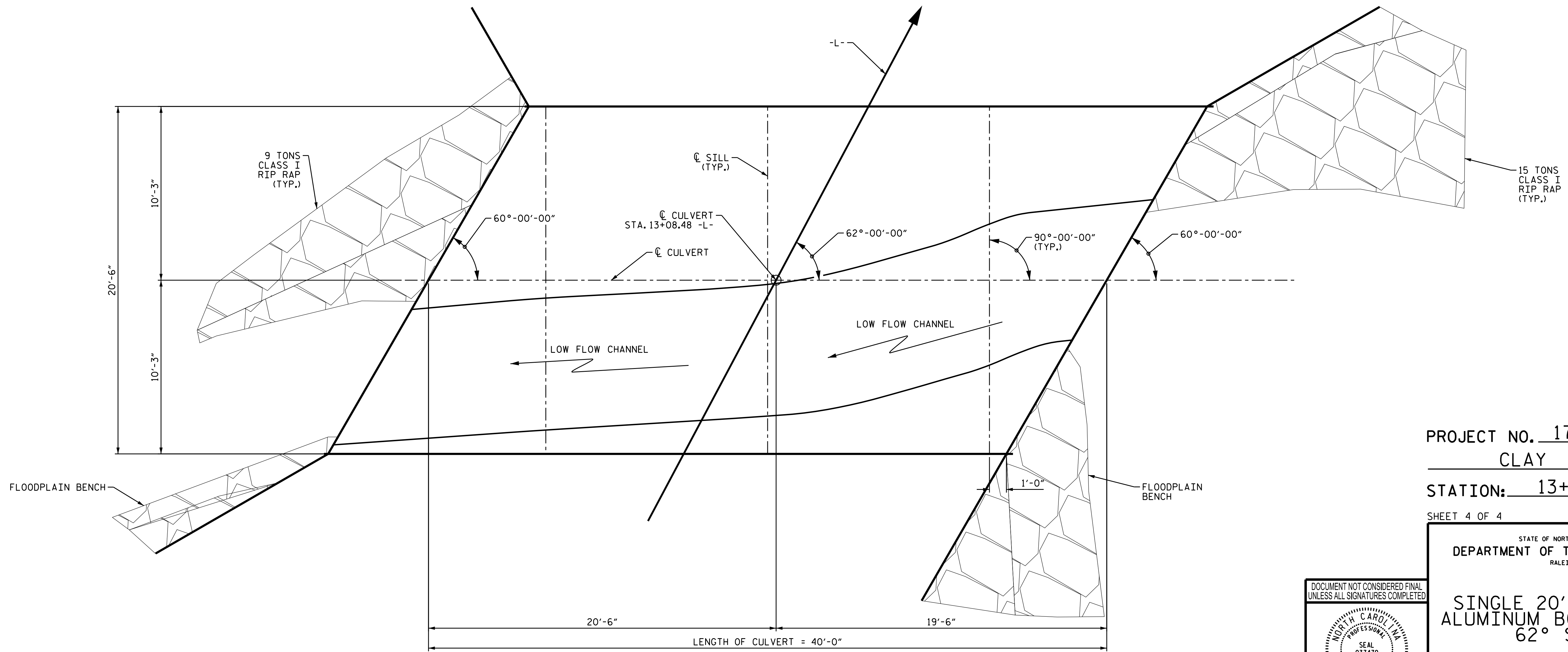
DRAWN BY : N. PIERCE DATE : 07/2014
 CHECKED BY : M. HOBBS DATE : 09/2014

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



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'-0" DEPTH LOW FLOW CHANNEL BETWEEN LOW FLOW SILLS, AND SHALL BE PLACED TO THE DEPTH OF 2'-0" BETWEEN HIGH FLOW SILL.
- SUPPLEMENTAL STONE OF SIMILAR CHARACTERISTICS OF THE NATIVE MATERIAL MAYBE 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. (THALWEG)
- DO NOT SET ELEVATION OF HIGH SILL ABOVE BANK FULL.
- NUMBER OF SILLS DETERMINED BY THE ENGINEER.



PROJECT NO. 17BP.14.R.88
CLAY COUNTY
 STATION: 13+08.48-L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SINGLE 20'-6" X 7'-3" ALUMINUM BOX CULVERT
62° SKEW

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

ENGINEER OF RECORD:
 Nicholas A. Pierce
 DATE: 7/27/2017

wsp
 WSP USA
 1001 MOREHEAD SQUARE DRIVE
 SUITE 610
 CHARLOTTE, NC 28203
 TEL: 1.704.342.5401
 LICENSE NO. F-0165

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

DRAWN BY : N. PIERCE DATE : 07/2014
 CHECKED BY : M. HOBBS DATE : 09/2014

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