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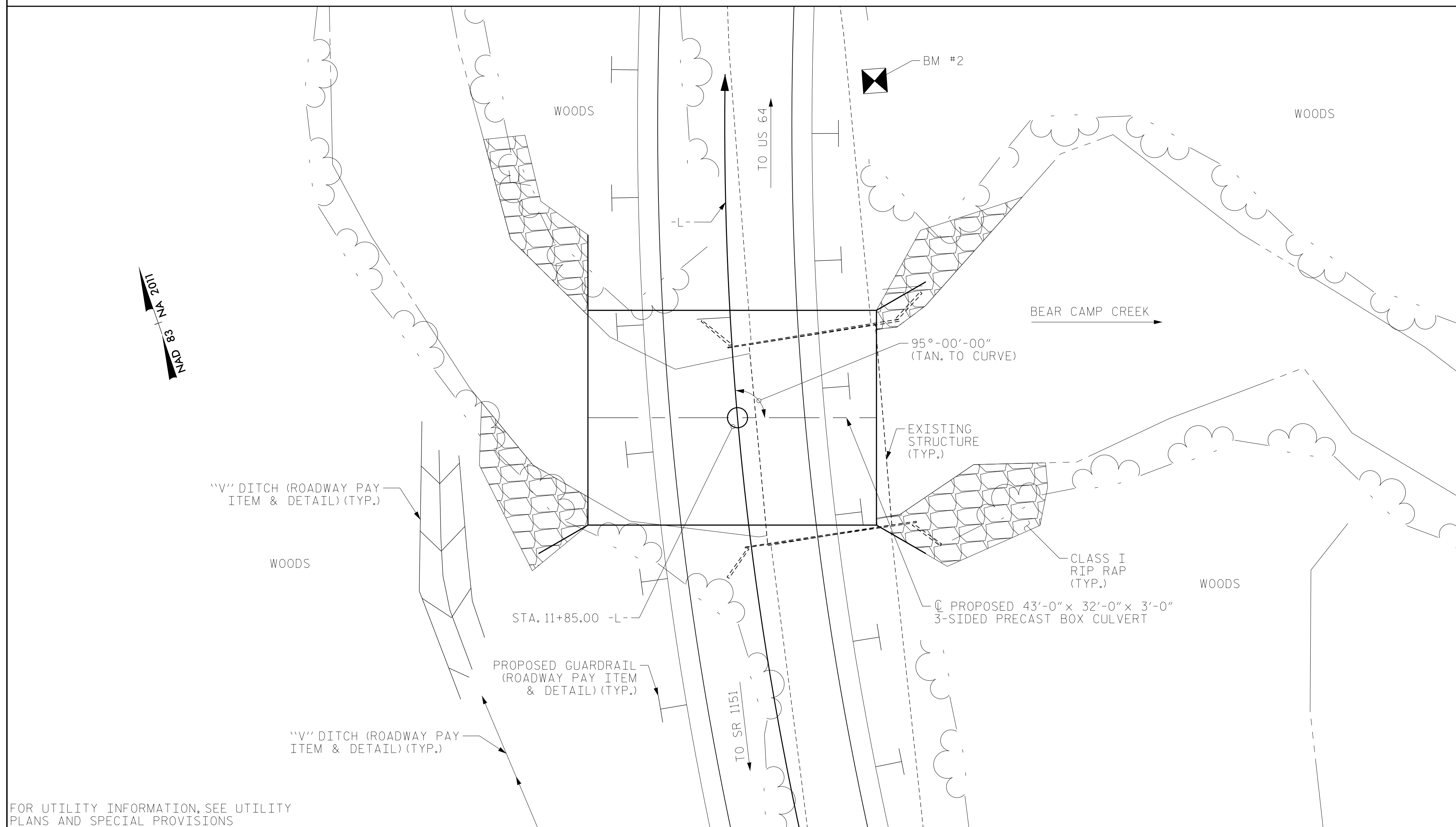
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BENCHMARK #2: RAILROAD SPIKE IN BASE OF 14" POPLAR 7.46' RT. OF -BL- STA. 8+80.44 EL. 3142.33'

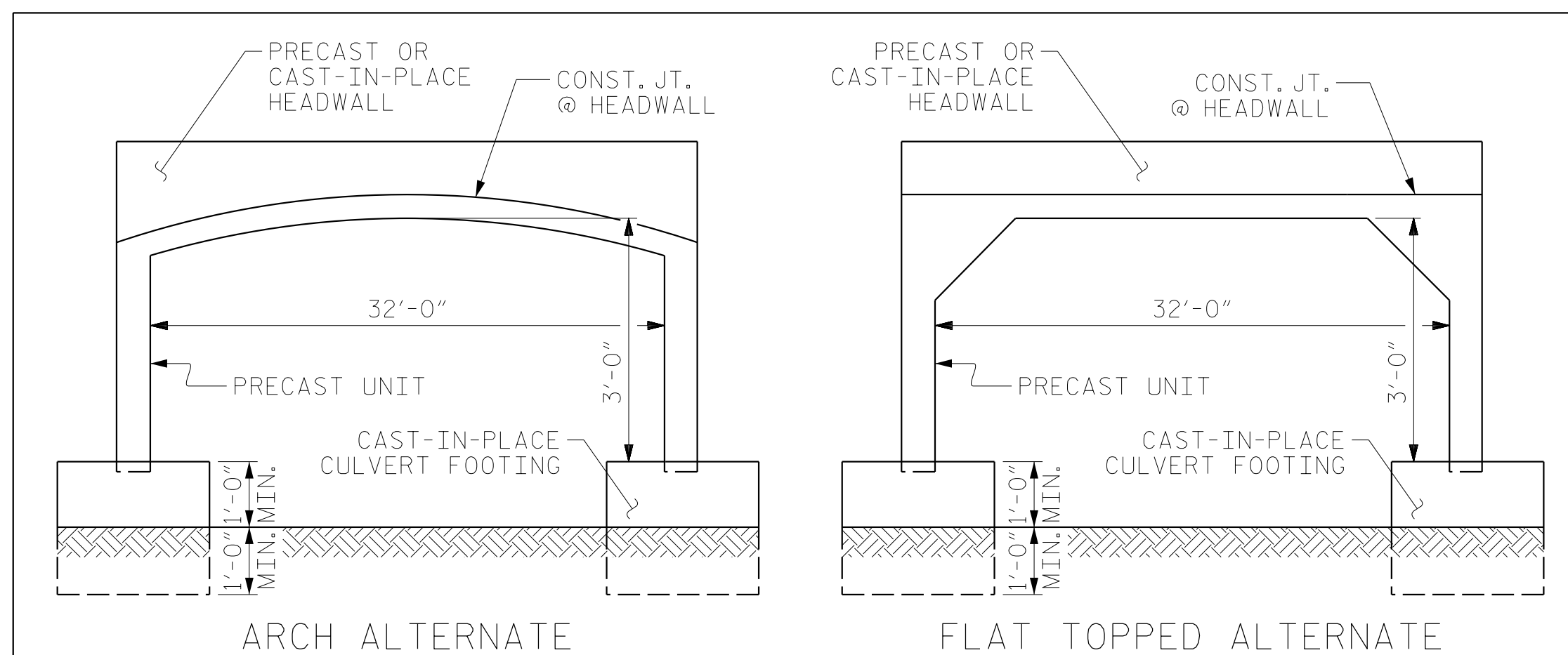
NOTES

- ASSUMED LIVE LOAD= HL-93 OR ALTERNATE LOADING.
- CULVERT IS TO BE DESIGNED FOR A MINIMUM FILL DEPTH OF 0.96 FT. AND A MAXIMUM FILL DEPTH OF 2.55 FT.
- CAST-IN-PLACE CONCRETE SHALL BE POURED IN THE FOLLOWING ORDER:
 1. CULVERT FOOTINGS AND WING FOOTINGS.
 2. HEADWALLS, WING WALLS.
- A THREE FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.
- THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
- FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.
- ALL MATERIALS SHALL MEET THE REQUIREMENTS OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES DATED JANUARY 2012.
- THE DETAILS SHOWN ARE FOR GENERAL LAYOUT ONLY. THE SUPPLIER SHALL PROVIDE 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.
- GUARDRAIL POST LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER TO ENSURE ADEQUATE COVER FOR INSTALLATION.
- AFTER SERVING AS A TEMPORARY STRUCTURE THE EXISTING STRUCTURE CONSISTING OF 2 SPANS @ 15'-3", TIMBER FLOOR ON TIMBER JOISTS SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY NOT POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED CULVERT, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.
- REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL REMOVE THE BRIDGE AND SUBMIT PLANS FOR DEMOLITION IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.
- THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE 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.
- THE SCOUR CRITICAL ELEVATION IS THE BOTTOM OF THE FOOTING ELEVATION. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFETIME OF THE STRUCTURE.
- THE SPREAD FOOTINGS ARE DESIGNED FOR A FACTORED RESISTANCE OF 4.0 TSF. CHECK FIELD CONDITIONS FOR THE REQUIRED RESISTANCE OF 8.9 TSF JUST BEFORE PLACING CONCRETE.
- KEY IN SPREAD FOOTINGS AT LEAST 12 INCHES INTO WEATHERED ROCK OR AT LEAST 6 INCHES INTO ROCK WITH MINIMUM THICKNESS SHOWN ON THE PLANS.
- FOR EROSION CONTROL MEASURES, CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.
- FOR CRANE SAFETY, 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 ASBESTOS ASSESSMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES, SEE SPECIAL PROVISIONS.
- FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.
- THIS STRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH "HEC 18-EVALUATING SCOUR AT BRIDGES."



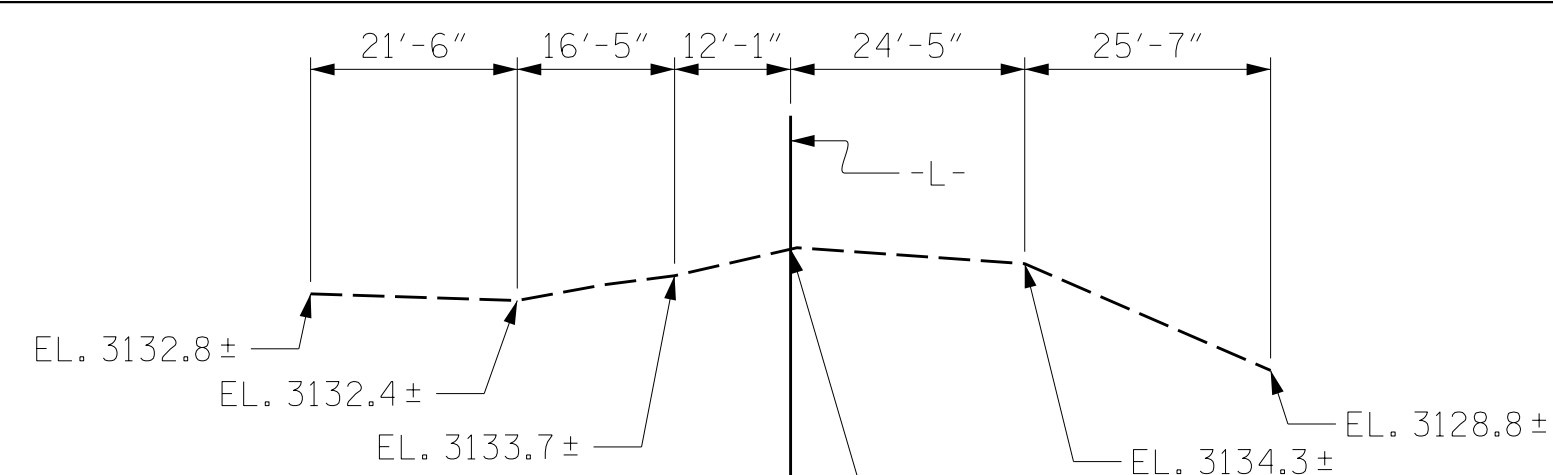
FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

LOCATION SKETCH



RIGHT ANGLE SECTION OF PRECAST CONCRETE THREE-SIDED CULVERT

MIN. REQUIRED WATERWAY OPENING = 126 SQ. FT.
MIN. LOW CHORD ELEV. = 3139.0 @ END OF CULVERT



PROFILE ALONG CULVERT

* CONCRETE AND REINFORCEMENT QUANTITIES INCLUDE CULVERT FOOTINGS, WING WALL FOOTINGS, WING WALLS AND HEADWALLS. THESE QUANTITIES ARE FOR BIDDING PURPOSES ONLY.

TOTAL STRUCTURE QUANTITIES	
REMOVAL OF STRUCTURE AT STA. 11+85.00 -L-	LUMP SUM
UNCLASSIFIED STRUCTURE EXCAVATION	LUMP SUM
PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT @ STA. 11+85.00 -L-	LUMP SUM
CLASS A CONCRETE *	36.2 C.Y.
REINFORCING STEEL *	3200 LBS.
FOUNDATION EXCAVATION	11.1 C.Y.
RIP RAP, CLASS I	76 TONS
GEOTEXTILE FOR DRAINAGE	84 SQ. YDS.

GRADE DATA	
GRADE POINT ELEV. @ STA. 11+85.00 -L-	3142.45
BED ELEV.	3135.00±
ROADWAY SLOPES	VARIABLES
TOP OF FOOTING ELEV.	3136.00

HYDRAULIC DATA	
DESIGN DISCHARGE	550 CFS
FREQUENCY OF DESIGN FLOOD	25 YRS
DESIGN HIGH WATER ELEVATION	3138.2
DRAINAGE AREA	1.56 SQ. MI.
BASE DISCHARGE (Q100)	800 CFS
BASE HIGH WATER ELEVATION	3139.55

OVERTOPPING FLOOD DATA	
OVERTOPPING DISCHARGE	1850 CFS
FREQUENCY OF OVERTOPPING FLOOD	500 YRS+
OVERTOPPING FLOOD ELEVATION	3142.3

PROJECT NO. 17BP.14.R.125
TRANSYLVANIA COUNTY
STATION: 11+85.00 -L-

SHEET 1 OF 4 REPLACES BRIDGE NO. 090

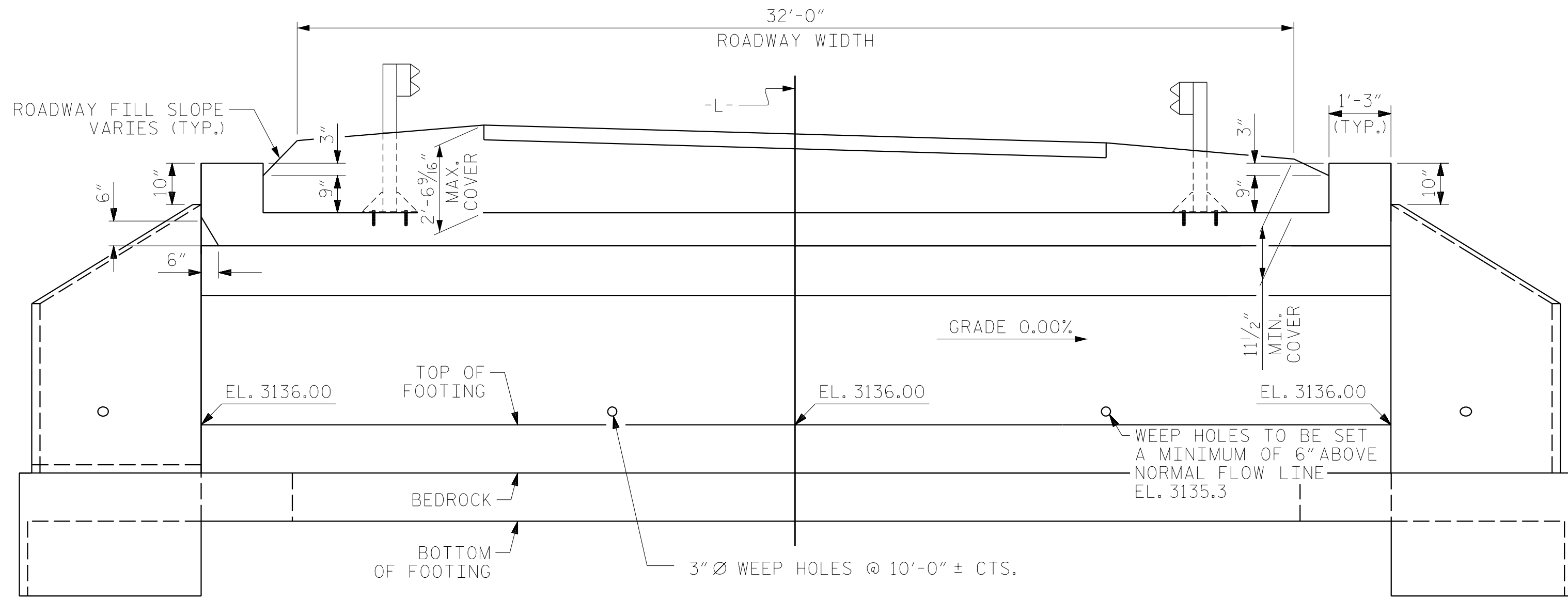


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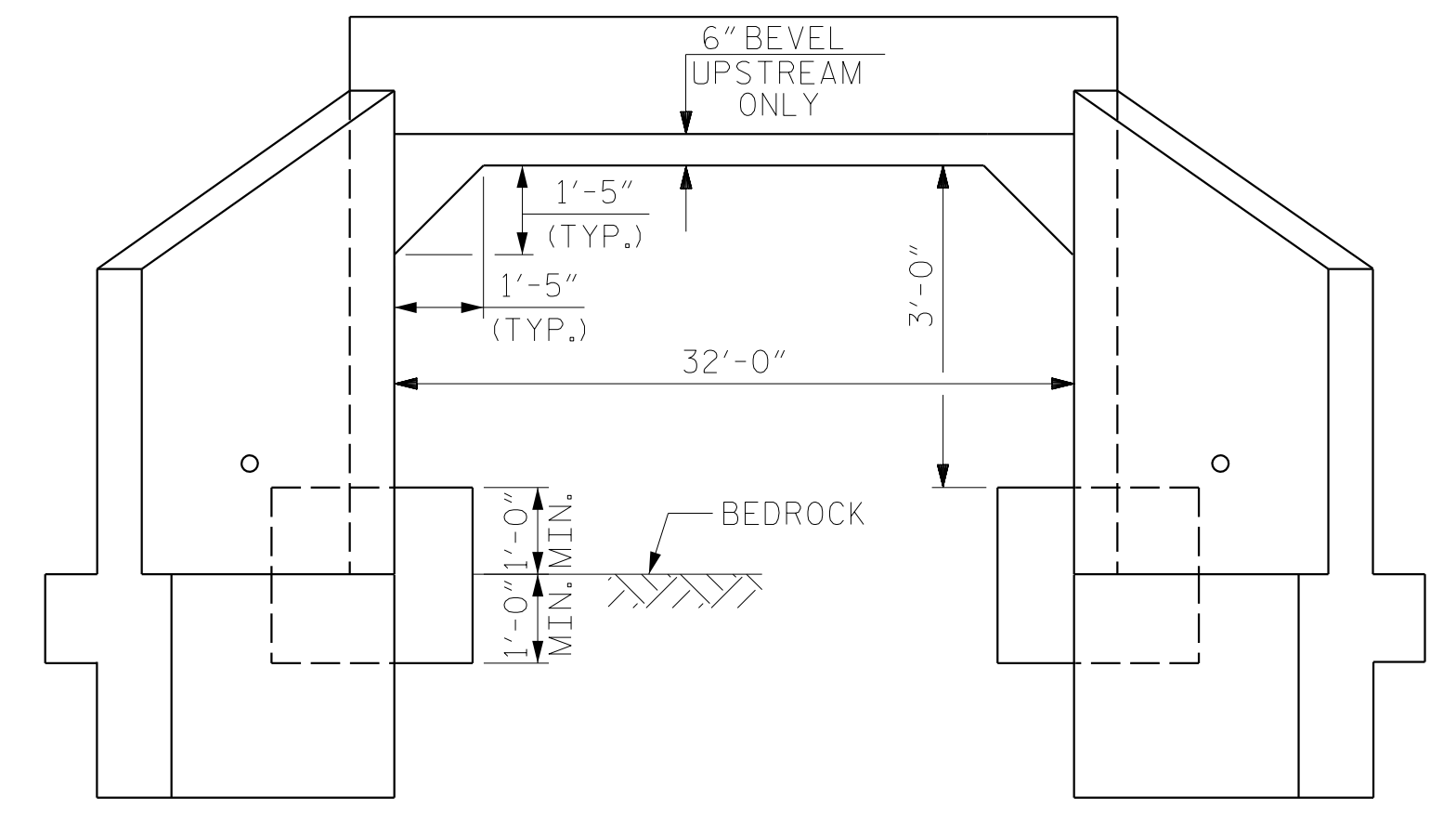
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SINGLE 32'-0" X 3'-0"
3-SIDED PRECAST
BOX CULVERT
FOR BRIDGE OVER BEAR
CAMP CREEK ON SR 1152
BETWEEN SR 1151 AND US 64

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

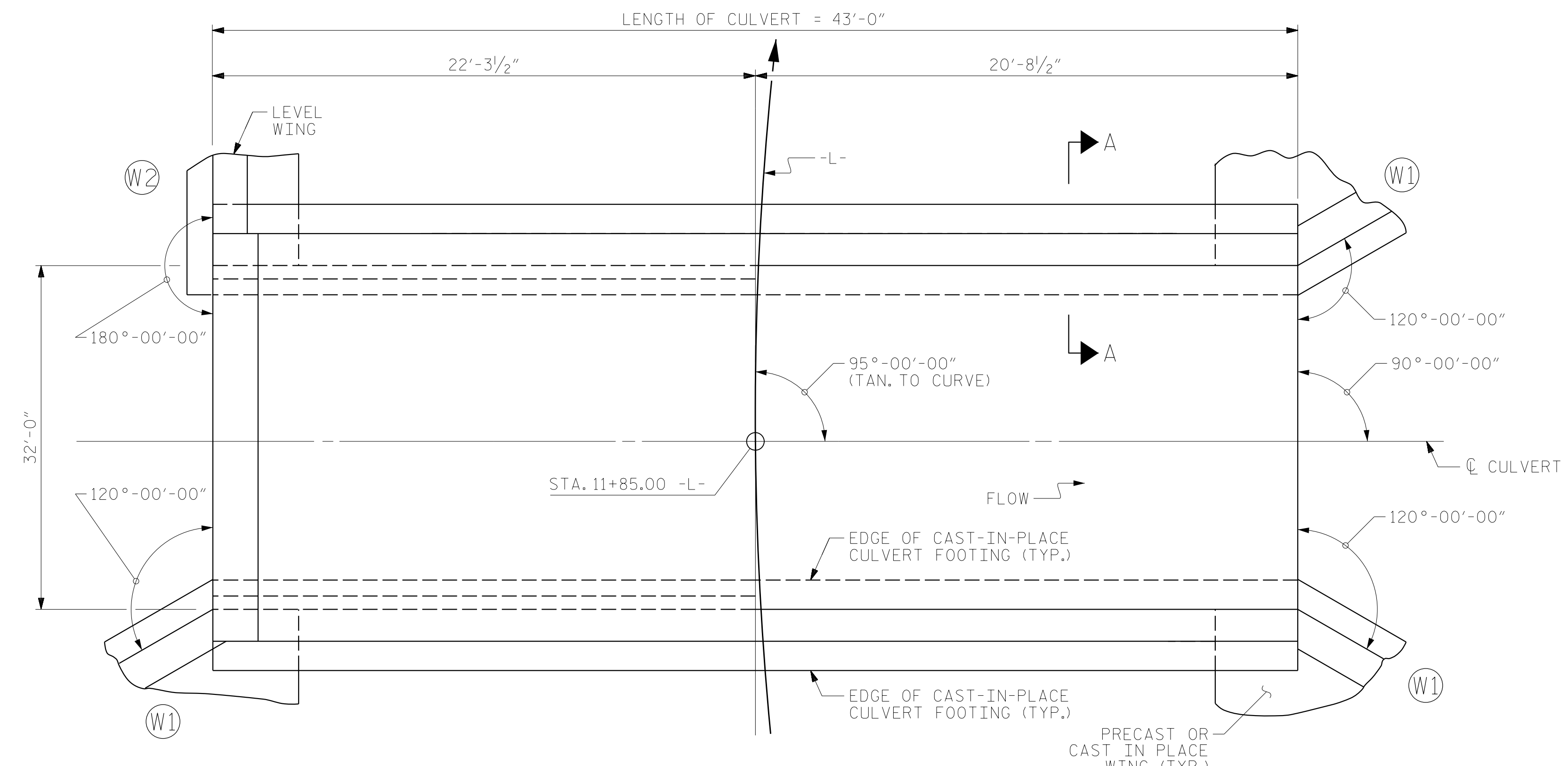
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CHECKED BY : TRP DATE : 10/2014
DESIGN ENGINEER OF RECORD : MAL DATE : 10/2014



CULVERT SECTION NORMAL TO ROADWAY

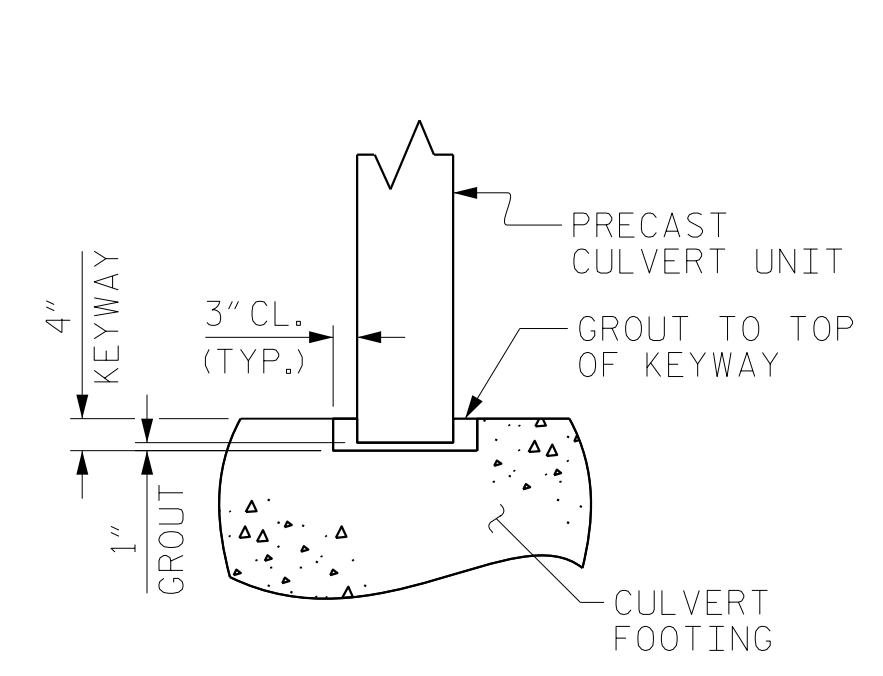


END ELEVATION



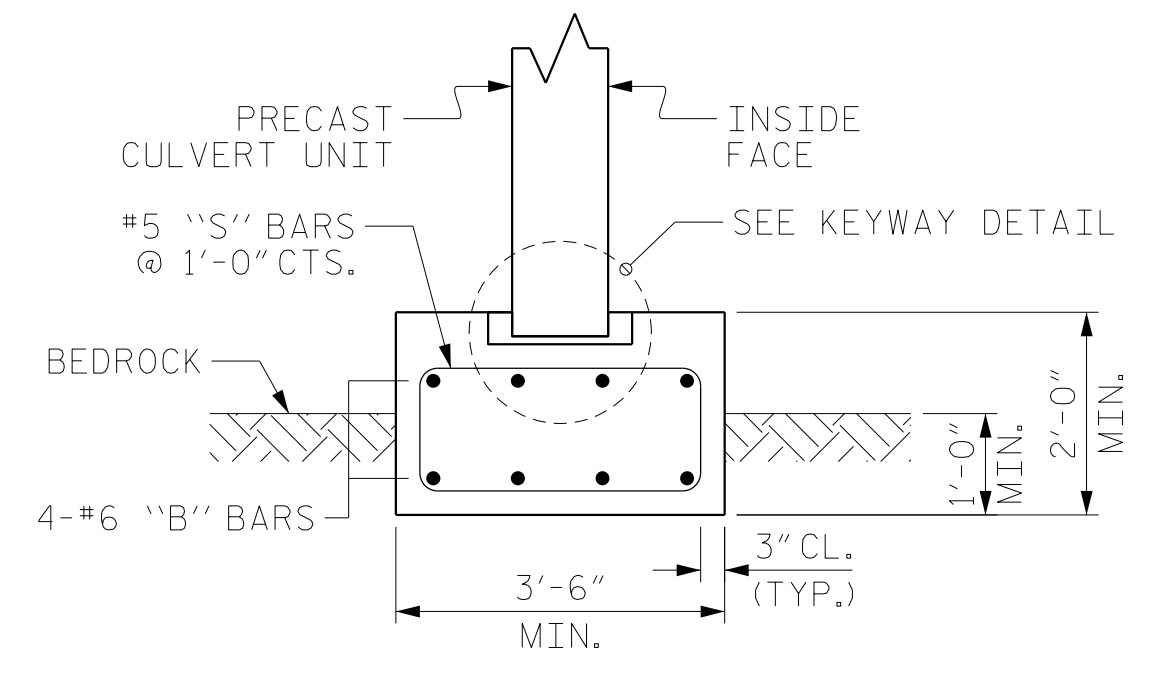
PART PLAN ROOF SLAB

PART PLAN FLOOR SLAB



KEYWAY DETAIL

NOTE: FILL ENTIRE KEYWAY INCLUDING NOMINAL 1" VOID BETWEEN BOTTOM OF KEYWAY AND PRECAST CULVERT UNIT WITH NON-SHRINK GROUT.



SECTION A-A

SIDES OF FOOTING SHALL BE IN CONTACT WITH UNDISTURBED MATERIAL FOR MINIMUM DIMENSION SHOWN
NOTE: REINFORCEMENT SHOWN IS FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL PROVIDE REINFORCEMENT DETAILS TO ENGINEER FOR REVIEW AND APPROVAL.

PROJECT NO. 17BP.14.R.125
TRANSYLVANIA COUNTY
STATION: 11+85.00 -L-

SHEET 2 OF 4

DRAWN BY : MAL DATE : 10/2014
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DESIGN ENGINEER OF RECORD : MAL DATE : 10/2014

NOTES

THE CULVERT SECTIONS AND WINGS SHALL BE DESIGNED FOR FULL DEPTH HYDROSTATIC PRESSURE IF WEEP HOLES ARE NOT UTILIZED. IF PROVIDED, WEEP HOLES SHALL BE LOCATED A MINIMUM OF 6" ABOVE THE NORMAL FLOW LINE AND HAVE A MAXIMUM SPACING OF 10 FEET.

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SINGLE 32'-0" X 3'-0"
3-SIDED PRECAST
BOX CULVERT
FOR BRIDGE OVER BEAR
CAMP CREEK ON SR 1152
BETWEEN SR 1151 AND US 64

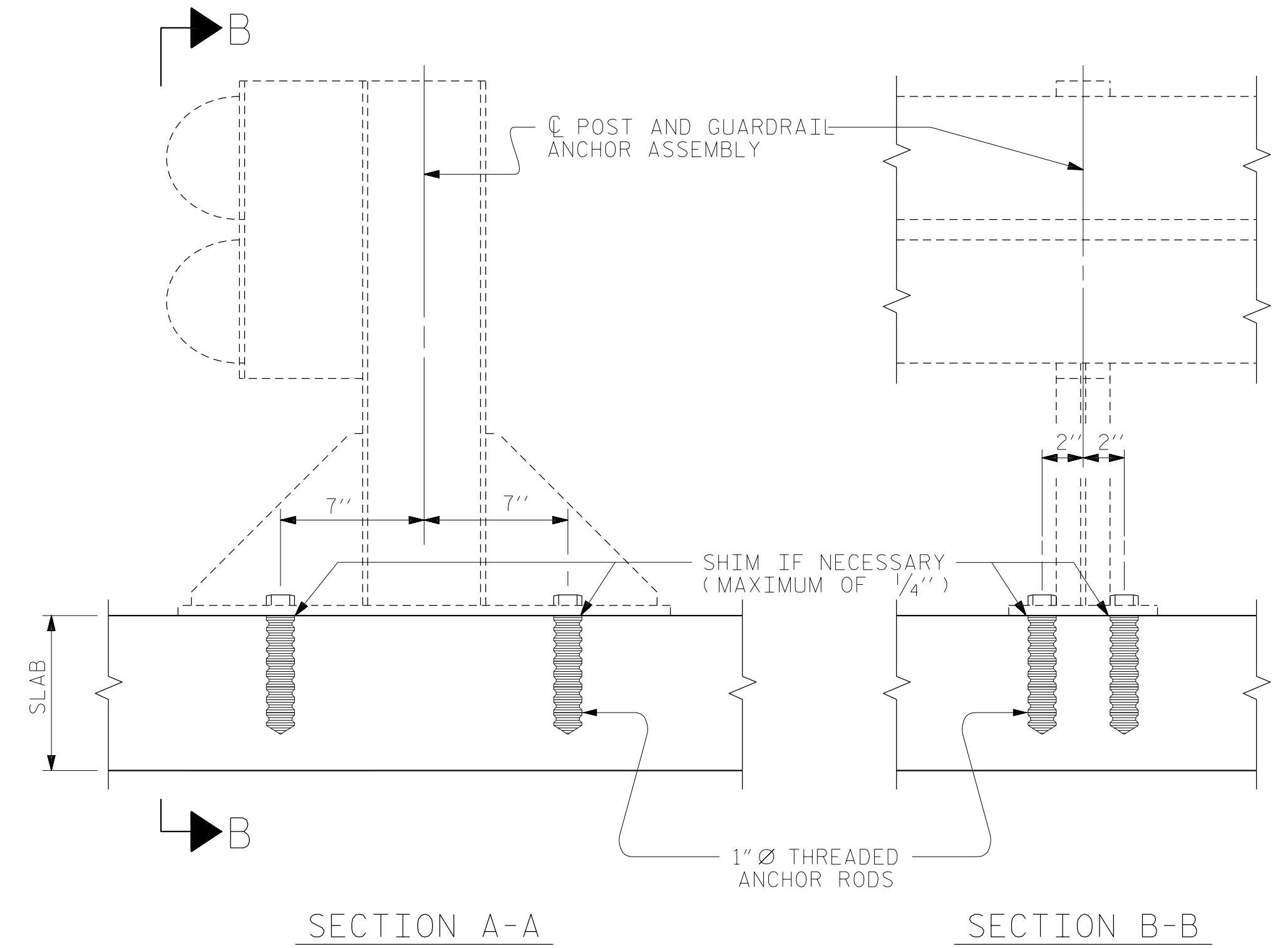
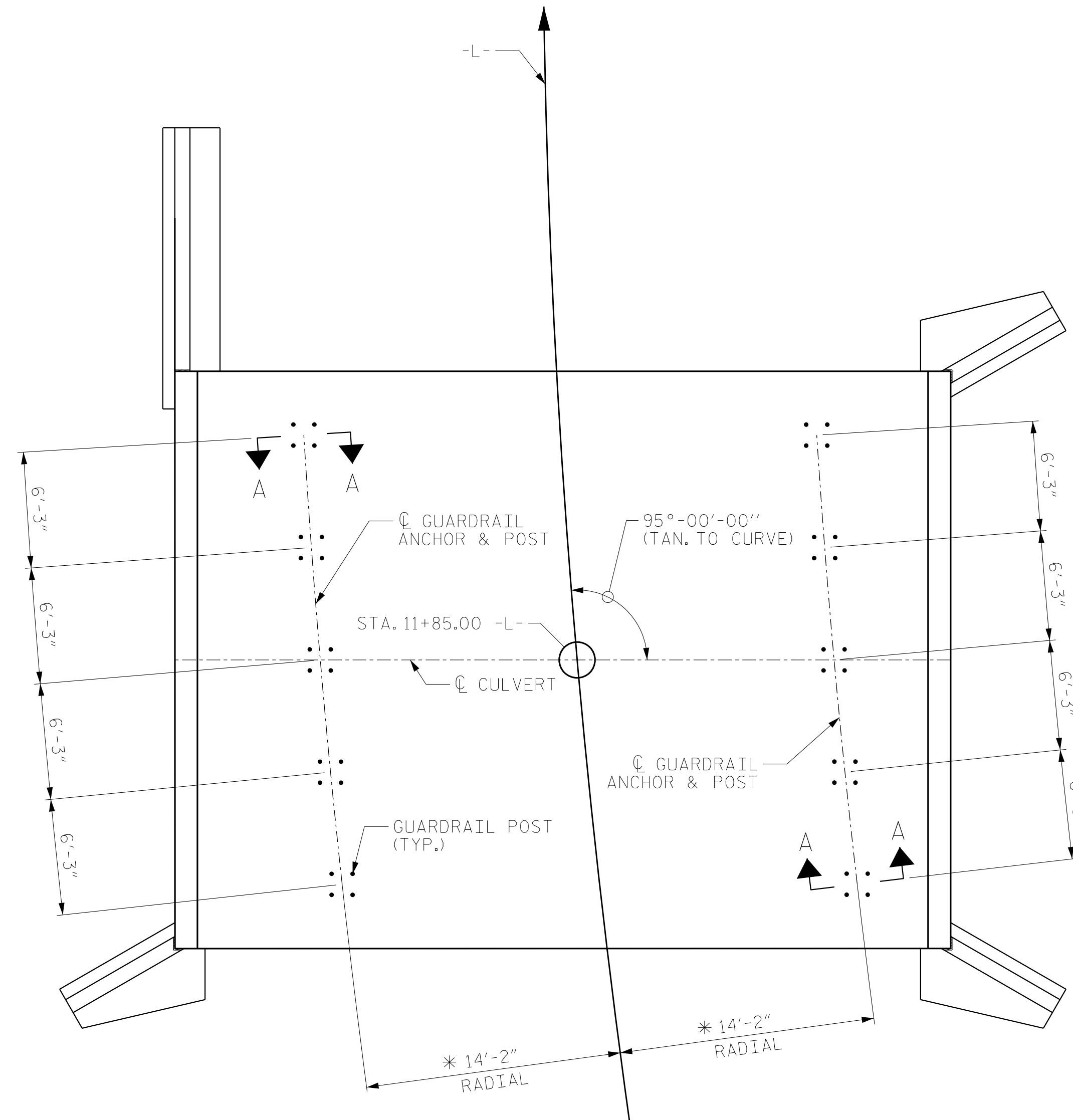
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-2
1			3			TOTAL SHEETS
2			4			4

NOTES

ALL GUARDRAIL ATTACHMENTS SHALL BE MADE USING ADHESIVELY ANCHORED ANCHOR BOLTS. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1"Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS.

ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE 1"Ø AND MEET THE REQUIREMENTS OF ASTM A325. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

PAYMENT FOR GUARDRAIL, AND POST BASE PLATES IS INCLUDED IN ROADWAY PAY ITEMS.



PLAN OF PRECAST CULVERT GUARDRAIL POST SPACING

NOTE: GUARDRAIL POSTS PLACEMENT AS SHOWN. GUARDRAIL POSTS AND THREADED ANCHOR RODS MUST CLEAR ALL JOINTS OF PRECAST CONCRETE CULVERT UNITS.

FOOTINGS NOT SHOWN FOR CLARITY

* THIS DIMENSION TO BE CONFIRMED BY THE ENGINEER IN THE FIELD.

PROJECT NO. 17BP.14.R.125
 TRANSYLVANIA COUNTY
 STATION: 11+85.00 -L-

SHEET 3 OF 4



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

ANCHORAGE DETAILS FOR GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS

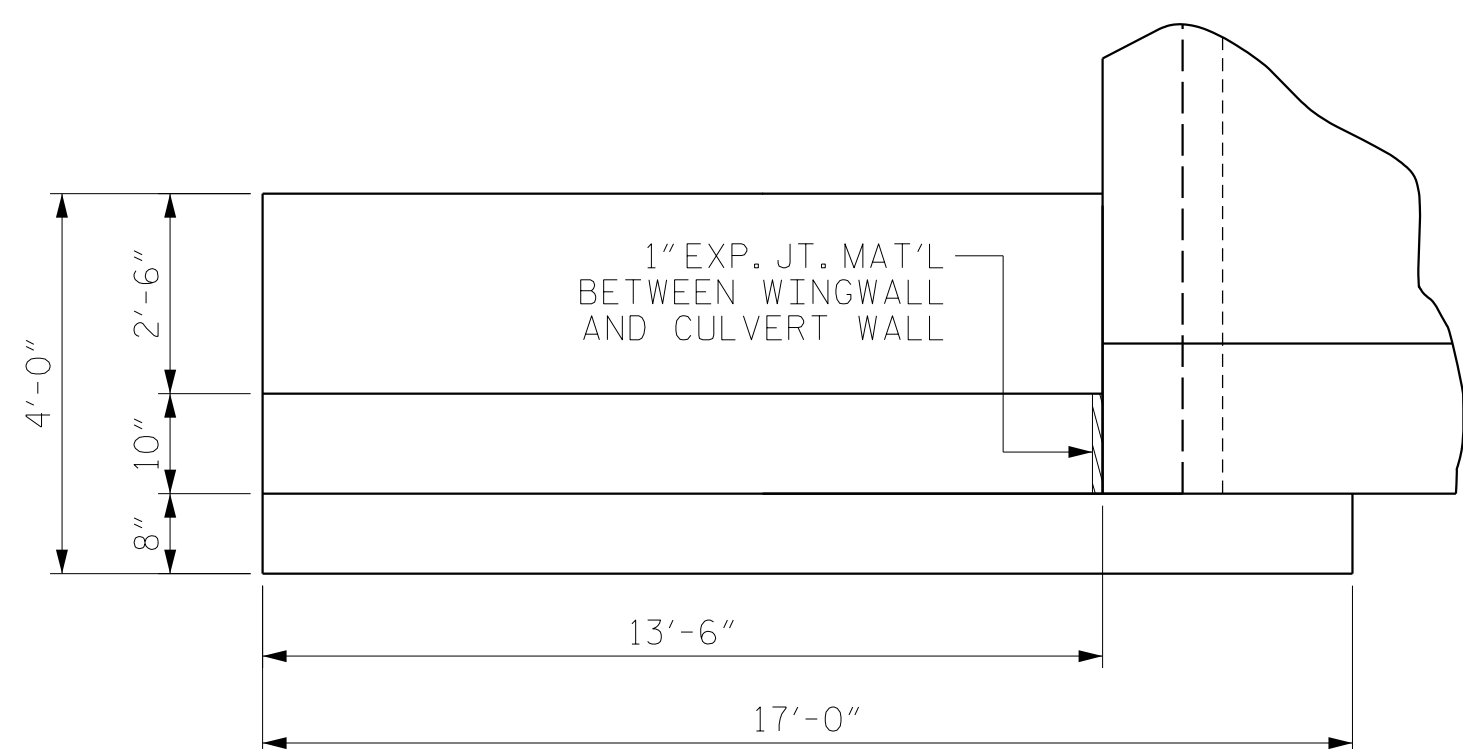
ASSEMBLED BY :	MAL	DATE :	07/2015
CHECKED BY :	JMR	DATE :	07/2015
DRAWN BY :	FCJ	6/88	REV. 5/7/03 RWW/JTE
CHECKED BY :	ARB	6/88	REV. 5/1/06R KMM/GM
			REV. 10/1/11 MAA/GM

REVISIONS						SHEET NO.
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1			3			TOTAL SHEETS
2			4			4

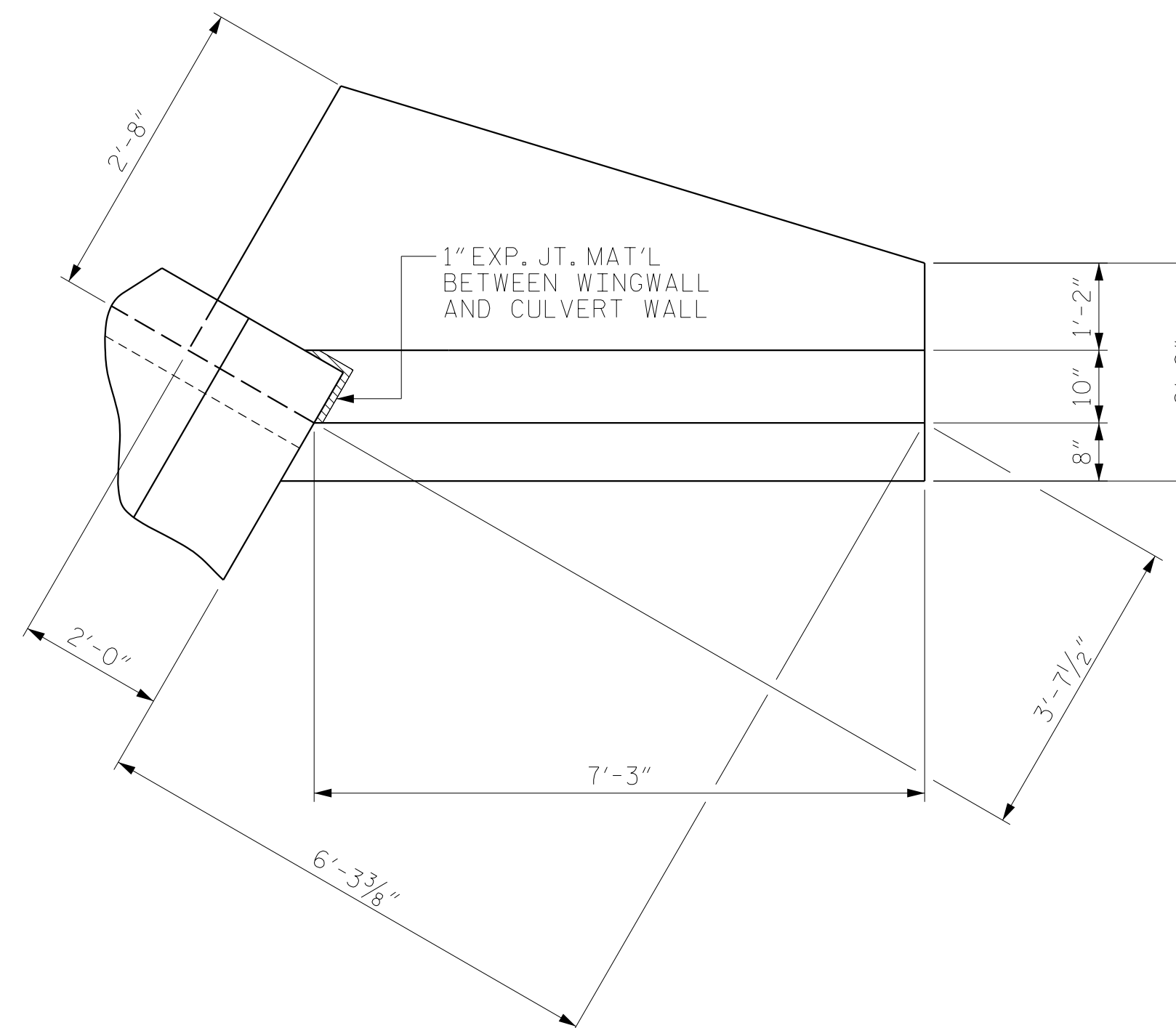
NOTES

SCOUR PROTECTION IS REQUIRED FOR SPREAD FOOTINGS.
 THE CONTRACTOR SHALL SUBMIT THE FOOTING DESIGN TO THE ENGINEER FOR REVIEW AND APPROVAL. PRECAST OR CAST-IN-PLACE WINGS WILL BE ALLOWED.

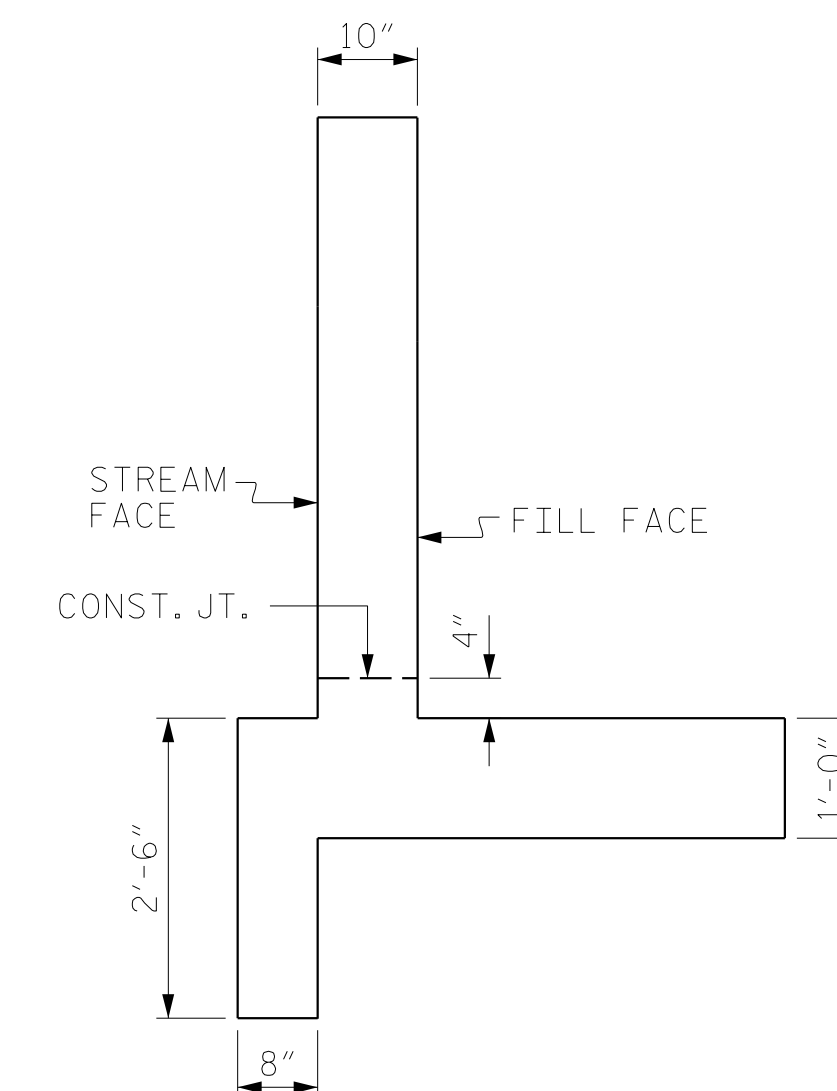
THE CONTRACTOR SHALL SUBMIT WING DESIGN TO THE ENGINEER FOR REVIEW AND APPROVAL. THE ENTIRE COST TO CONSTRUCT THE CULVERT WINGS, INCLUDING CONCRETE AND REINFORCING STEEL, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT"



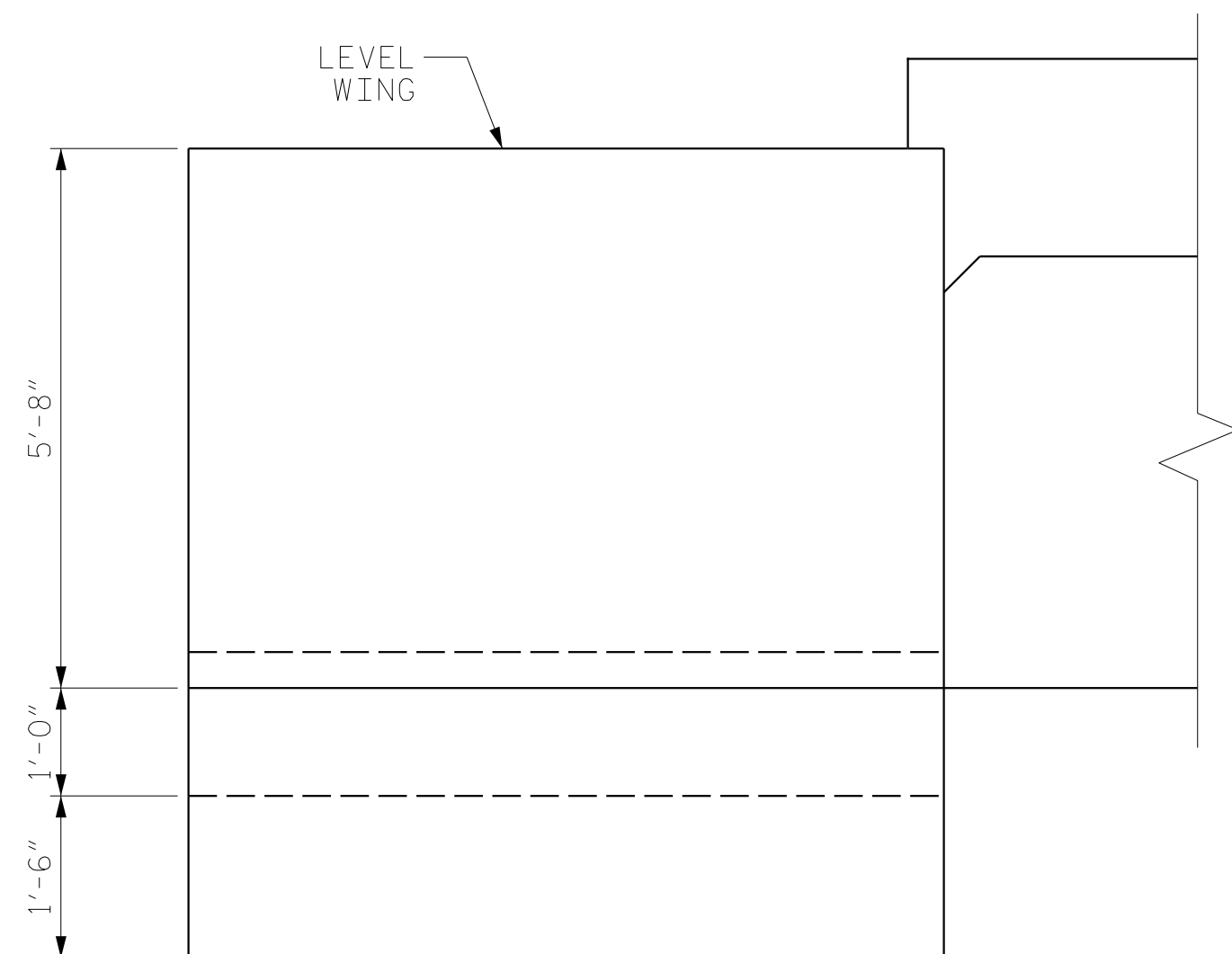
PLAN OF W2
 CULVERT FOOTINGS
 NOT SHOWN FOR CLARITY



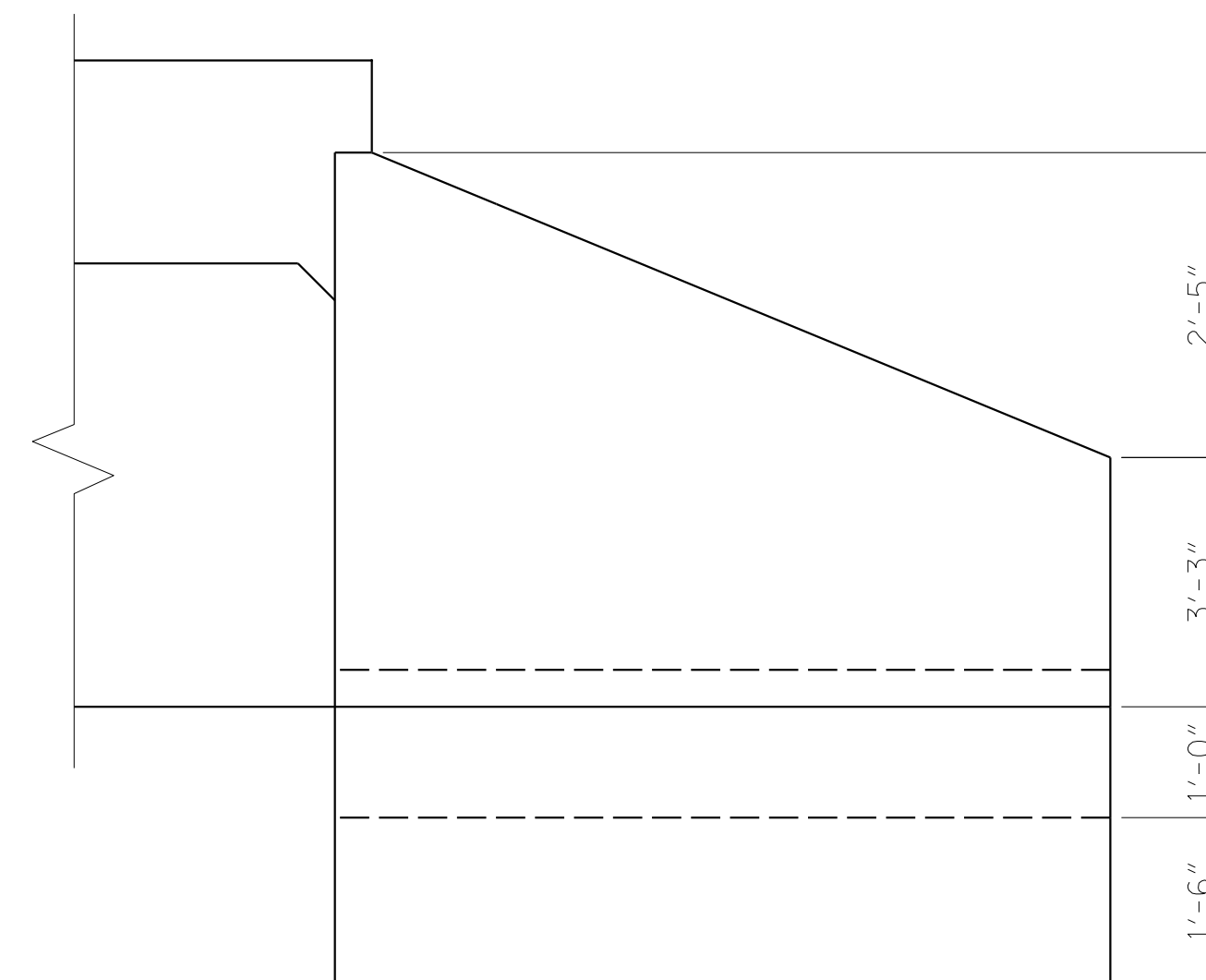
PLAN OF W1
 CULVERT FOOTINGS
 NOT SHOWN FOR CLARITY



TYPICAL WING SECTION



ELEVATION OF W2
 CULVERT FOOTINGS
 NOT SHOWN FOR CLARITY



ELEVATION OF W1
 CULVERT FOOTINGS
 NOT SHOWN FOR CLARITY

PROJECT NO. 17BP.14.R.125
 TRANSYLVANIA COUNTY
 STATION: 11+85.00 -L-

SHEET 4 OF 4

DRAWN BY : MAL DATE : 10/2014
 CHECKED BY : TRP DATE : 10/2014
 DESIGN ENGINEER OF RECORD : MAL DATE : 10/2014

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 WINGS
 FOR
 CONCRETE BOX CULVERT

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

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