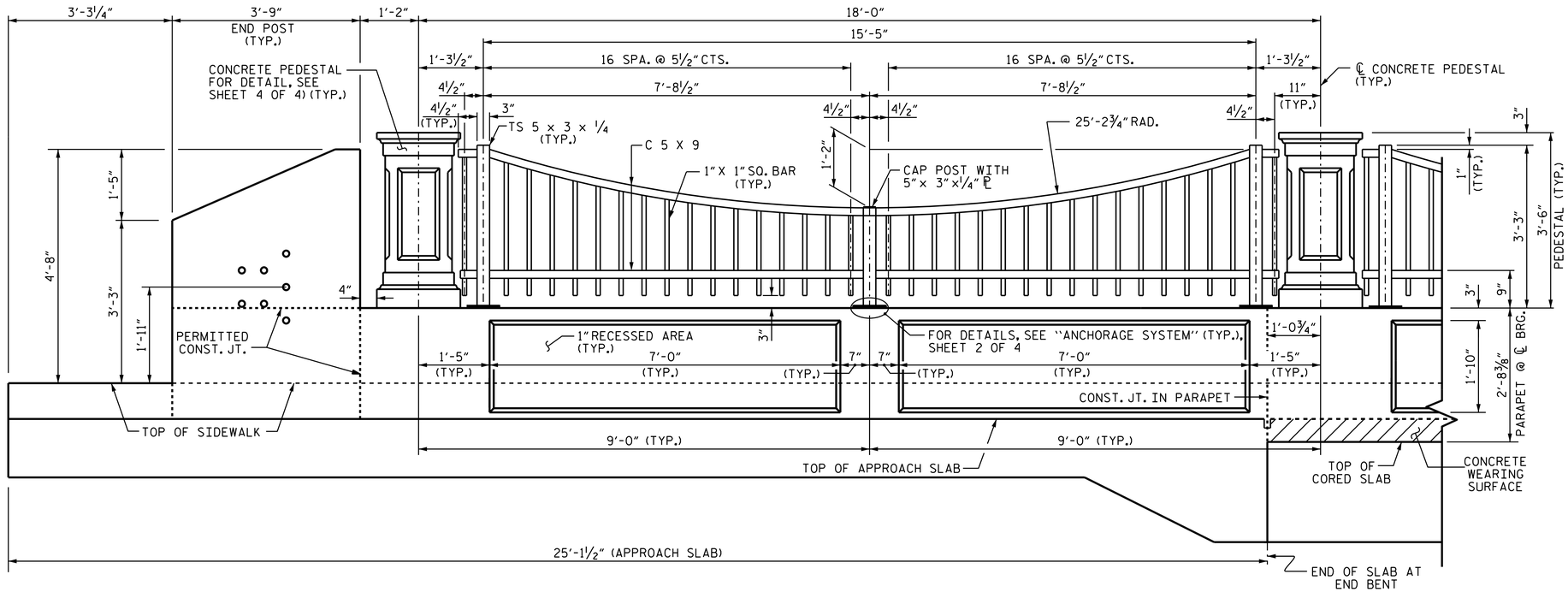

ELEVATION OF PARAPET, PEDESTAL, AND METAL RAIL AT EXTERIOR FACE

(RIGHT SIDE EXTERIOR FACE SHOWN, LEFT SIDE EXTERIOR FACE SIMILAR) (PARAPET REINFORCING STEEL NOT SHOWN FOR CLARITY)
(DETAILS BETWEEN PEDESTALS ON BRIDGE ARE SAME AS SHOWN ABOVE)

NOTES

ALL DISTANCES BETWEEN PEDESTALS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO FABRICATION OF METAL RAILS.

ALL REINFORCING STEEL IN PARAPETS, SIDEWALKS AND PEDESTALS SHALL BE EPOXY COATED.

ANCHOR BOLTS IN THE CONCRETE PEDESTALS SHALL NOT BE SET UNTIL AFTER BOLTS AND ANCHOR BOLT TEMPLATE ARE SUPPLIED BY THE LIGHT STANDARD MANUFACTURER. INSTALLATION OF THE ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "DECORATIVE METAL RAIL AND CONCRETE PARAPET AND PEDESTALS".

THE #5 'S' BARS MAY BE SHIFTED SLIGHTLY AS NECESSARY TO CLEAR THE ANCHOR ASSEMBLY FOR RAIL.

CHANNELS, SPINDLES, BASE PLATES, AND SHIMS SHALL BE AASHTO M270 GRADE 50 STRUCTURAL STEEL.

STRUCTURAL TUBING USED FOR THE POSTS SHALL BE COLD-FORMED WELDED OR SEAMLESS TUBING CONFORMING TO ASTM 500, GRADE B, Fy = 46 KSI.

ALL RAIL COMPONENTS SHALL BE GALVANIZED AND POWDER COATED BLACK. FOR POWDER COATING OVER GALVANIZING, SEE SPECIAL PROVISIONS.

METAL RAILING SHALL BE CONTINUOUS BETWEEN PEDESTALS.

THE CONTRACTOR SHALL SUBMIT A SAMPLE OF A COMPATIBLE EXTERIOR ACRYLIC BASE PAINT TO THE ENGINEER. THE PAINT SHALL MATCH THE RAIL COLOR AS CLOSELY AS POSSIBLE. AFTER ERECTION OF THE METAL RAILS, EXPOSED ANCHOR BOLTS, NUTS AND WASHERS SHALL BE COATED WITH TWO COATS OF THIS PAINT.

THE CLASS AA CONCRETE IN THE PARAPETS, PEDESTALS AND SIDEWALKS SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE VARIOUS PAY ITEMS FOR RAIL AND SIDEWALK.

CONCRETE FOR THE BRIDGE PARAPETS AND PEDESTALS SHALL MEET THE REQUIREMENTS FOR CLASS AA CONCRETE EXCEPT THE MAXIMUM SIZE COARSE AGGREGATE USED IN THE CONCRETE MIX SHALL BE #78M. THE SLUMP SHALL BE WITHIN THE RANGE OF 5" TO 8" WHEN TESTED IN ACCORDANCE WITH AASHTO T119. A HIGH RANGE WATER REDUCER SHALL BE USED. THE QUANTITY OF HIGH RANGE WATER REDUCER PER POUND OF CEMENT SHALL BE WITHIN THE RANGE RECOMMENDED ON THE CURRENT LIST OF APPROVED ADMIXTURES ISSUED BY THE MATERIALS AND TESTS UNIT.

CLASS AA CONCRETE IN PARAPET, PEDESTALS AND SIDEWALK AND SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR.

ALL BAR SUPPORTS USED IN THE PARAPET, SIDEWALKS AND PEDESTALS AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

FOR ELECTRICAL CONDUIT AND ADDITIONAL DETAILS, SEE "ELECTRICAL CONDUIT SYSTEM" SHEETS.

ALL PEDESTALS AND PARAPET ENDS ARE TO BE VERTICAL.

PARAPET SHALL FOLLOW PROFILE OF THE GUTTERLINE.

SHIMS MAY BE USED AS NECESSARY FOR POST ALIGNMENT.

FOR AESTHETIC LIGHTING, SEE SPECIAL PROVISIONS.

FOR DECORATIVE METAL RAIL AND CONCRETE PARAPET AND PEDESTALS, SEE SPECIAL PROVISIONS.

PROJECT NO. B-5129A
PAMLICO COUNTY
STATION: 13+68.50 -L-

SHEET 3 OF 4

NORTH CAROLINA PROFESSIONAL SEAL 22005 ENGINEER A. KEITH PASCHAL

DocuSigned by: A. Keith Paschal
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12/5/2014

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE

CONCRETE PARAPET, PEDESTAL AND METAL RAIL DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-10
1			3			TOTAL SHEETS
2			4			25

DRAWN BY : B. N. BARODAWALA DATE : 3-17-14
CHECKED BY : D. G. ELY DATE : 3-24-14
DESIGN ENGINEER OF RECORD: A. K. PASCHAL DATE : 5-23-14

04-DEC-2014 15:08
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kpaschal