

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

GRADE DATA

| | |
|-----------------------------------|-----------|
| GRADE PT. EL. @ STA. 15+83.00 -L- | = 2656.64 |
| BED ELEVATION @ STA. 15+83.00 -L- | = 2644.00 |
| ROADWAY SLOPES | = 2 : 1 |

HYDRAULIC DATA

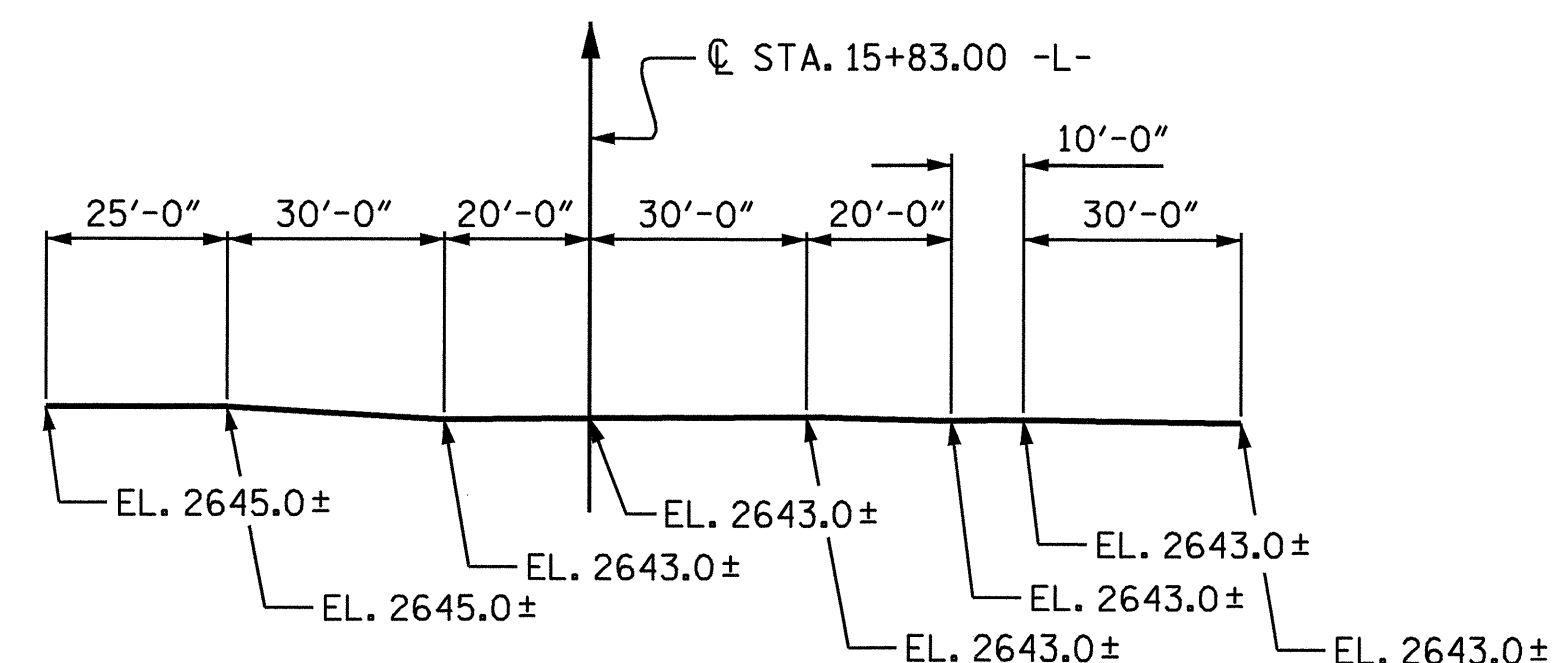
| | |
|-----------------------------|-----------------|
| DESIGN DISCHARGE | = 1200 c. f. s. |
| FREQUENCY OF DESIGN FLOOD | = 25 Yrs. |
| DESIGN HIGH WATER ELEVATION | = 2652.9 |
| DRAINAGE AREA | = 4.11 Sq.Mi. |
| BASIC DISCHARGE (Q100) | = 1800 c. f. s. |
| BASIC HIGH WATER ELEVATION | = 2654.7 |

OVERTOPPING FLOOD DATA

| | |
|--------------------------------|-------------------|
| OVERTOPPING DISCHARGE | = > 2700 c. f. s. |
| FREQUENCY OF OVERTOPPING FLOOD | = > 500 Yrs. |
| OVERTOPPING FLOOD ELEVATION | = 2660.3 * |

* SAG STA. 16+50.00 -L-

LOCATION SKETCH



PROFILE ALONG CULVERT

TOTAL STRUCTURE QUANTITIES

| | |
|---|---------------|
| CONST. MAINT. & REMOVAL OF TEMPORARY STRUCTURE @ STA. 15+83.00 -L- | LUMP SUM |
| REMOVAL OF EXISTING STRUCTURE | LUMP SUM |
| PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT @ STA. 15+83.00 -L- | LUMP SUM |
| RIP RAP, CLASS II | 22 TONS |
| CLASS A CONCRETE | 112.0 CU.YDS. |

NOTES

ASSUMED LIVE LOAD -----HS20 OR ALTERNATE LOADING.

MAXIMUM DESIGN FILL ----- 4.33 FT.

FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.

THE EXISTING STRUCTURE CONSISTING OF 1 SPAN @ 40'-8" AND TIMBER DECK WITH A 3" ASPHALT WEARING SURFACE ON I BEAMS AND A CLEAR ROADWAY WIDTH OF 18'-10" ON A SUBSTRUCTURE CONSISTING OF REINFORCED CONCRETE ABUTMENTS LOCATED AT THE SITE OF THE PROPOSED STRUCTURE SHALL BE REMOVED.

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 SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

THE REQUIRED BEARING CAPACITY OF THE STRIP FOOTINGS IS 15 TSF. THE REQUIRED BEARING CAPACITY SHALL BE VERIFIED.

KEY FOOTINGS FOR THE THREE-SIDED CULVERT AT STATION 15+83.00 -L- AT LEAST 1 FOOT INTO ROCK WITH A MINIMUM THICKNESS AS SHOWN ON THE PLANS.

TO PROVIDE PROTECTION FROM POSSIBLE SCOUR, THE FOOTINGS SHALL NOT BE CONSTRUCTED AT AN ELEVATION HIGHER THAN SHOWN ON THE PLANS.

SCOUR PROTECTION SHALL BE REQUIRED. RIP RAP SHALL NOT BE PLACED ABOVE THE STREAM BED.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18 "EVALUATING SCOUR AT BRIDGES", MAY 2001.

THE SCOUR CRITICAL ELEVATION IS THE AS BUILT BOTTOM OF FOOTING ELEVATION. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR BLASTING ADJACENT TO HIGHWAY STRUCTURES, SEE STANDARD SPECIFICATIONS ARTICLE 410-11.

THE BOTTOM OF FOOTING ELEVATION MAY BE LOWERED IN ORDER TO SATISFY BEARING CAPACITY AND MINIMUM ROCK EMBEDMENT REQUIREMENTS.

FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT, SEE SPECIAL PROVISIONS.

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 15+83.00 -L-."

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.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECT REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE 30 INCH SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO 30 INCH SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.

FOR CULVERT DIVERSION DETAILS AND PAY ITEM, SEE EROSION CONTROL PLANS.

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.

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 CONTRACTOR WILL BE REQUIRED TO CONSTRUCT, MAINTAIN AND AFTERWARDS REMOVE A TEMPORARY STRUCTURE AT STATION 15+83.00 -L- FOR USE DURING CONSTRUCTION OF THE PROPOSED STRUCTURE. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

EXCAVATION OF EXISTING MATERIAL AND DETAILED GRADING IS REQUIRED IN THE AREA ADJACENT TO THE INLET NEAR SIDE OF THE CULVERT TO AVOID IMPACT TO THE EXISTING BUILDING. SEE ROADWAY PLANS FOR GRADING DETAILS. THE CLASS II RIP RAP AND FILTER FABRIC REQUIRED IN THIS AREA IS INCLUDED IN THE ROADWAY PAY ITEMS.

THE CONTRACTOR SHALL SUBMIT THE GUARDRAIL ANCHORAGE DETAILS FOR REVIEW COMMENTS AND APPROVAL.

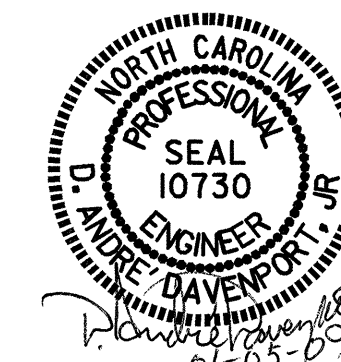
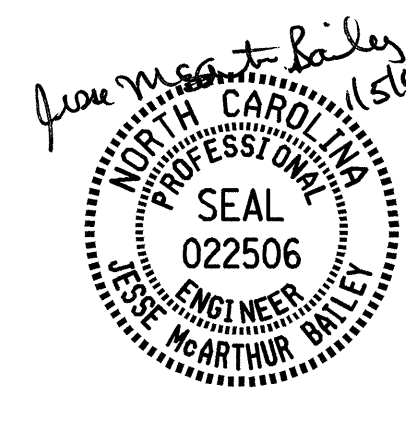
PROJECT NO. B-3806
ASHE COUNTY
STATION: 15+83.00 -L-

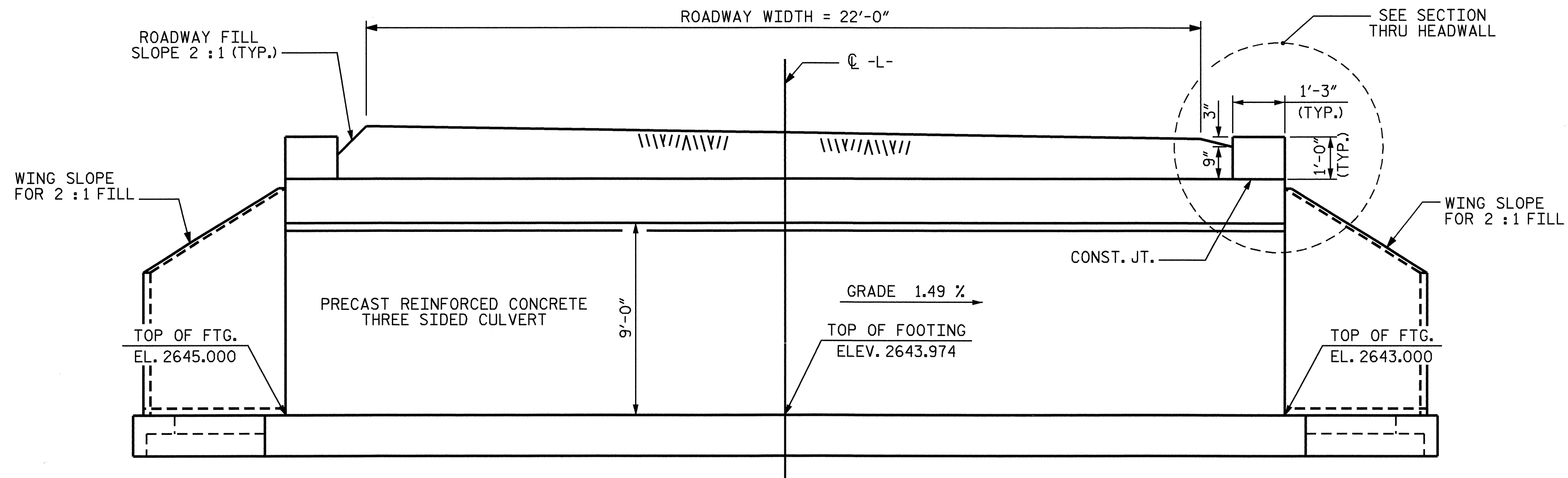
SHEET 1 OF 4 REPLACES BRIDGE NO. 456

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
PRECAST REINFORCED
CONCRETE THREE-SIDED
CULVERT
135° SKEW

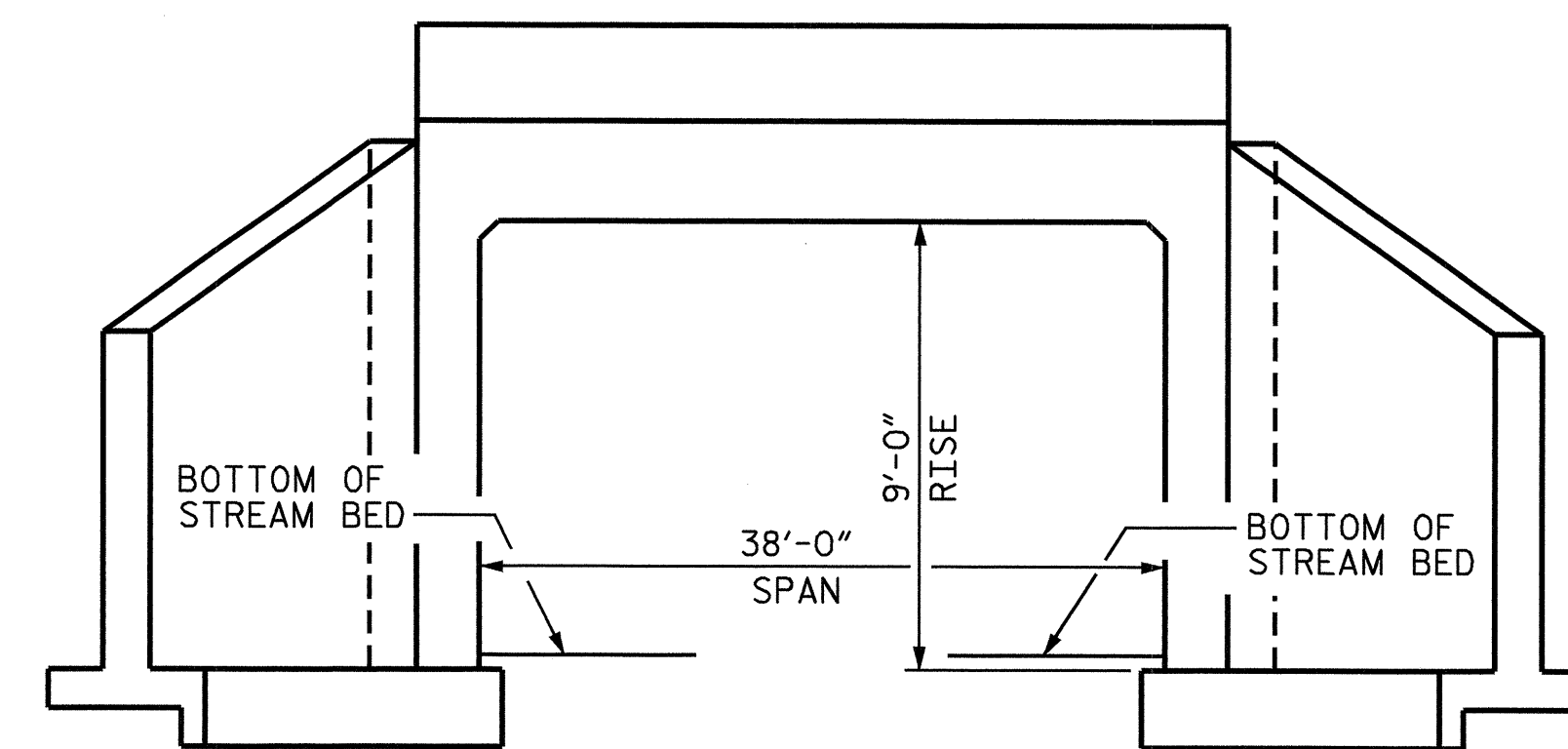
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DRAWN BY : M. G. SHAIKH DATE : 06/05/07
CHECKED BY : H. T. BARBOUR DATE : 06/27/07

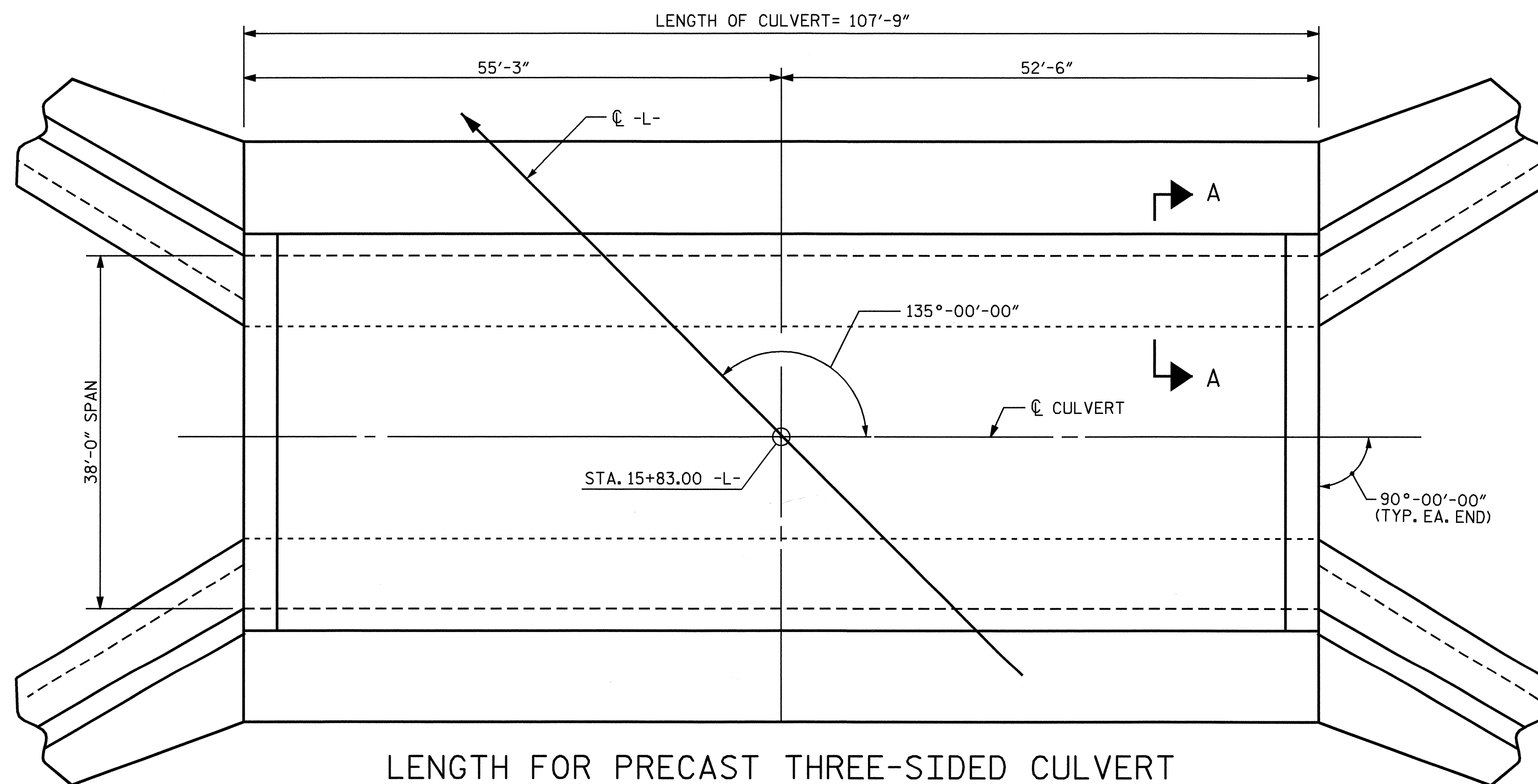




CULVERT SECTION NORMAL TO ROADWAY

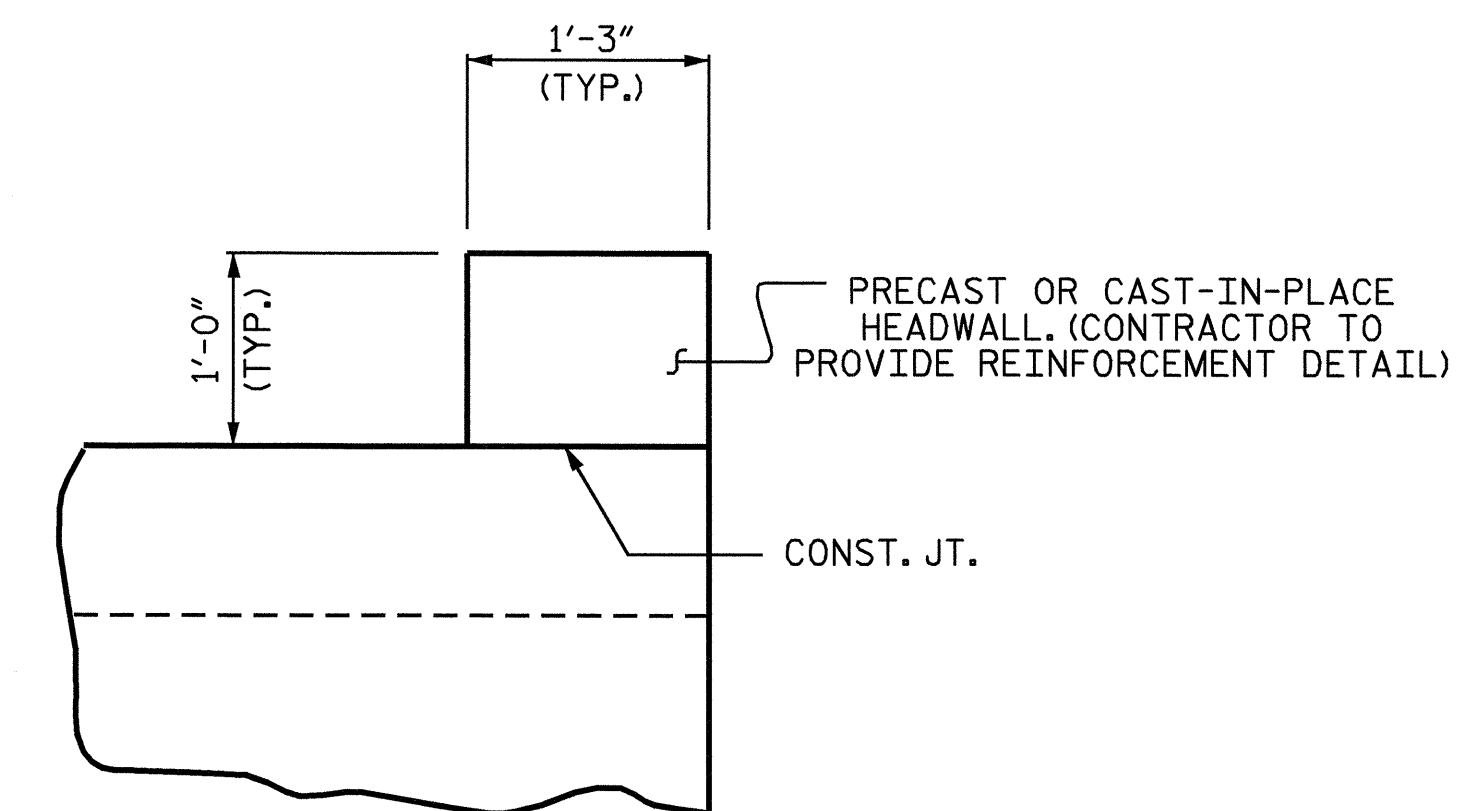


END ELEVATION



LENGTH FOR PRECAST THREE-SIDED CULVERT

NOTE : SEE SHEET 3 OF 4 FOR SECTION A-A



SECTION THRU HEADWALL

PROJECT NO. B-3806
ASHE COUNTY
 STATION: 15+83.00 -L-

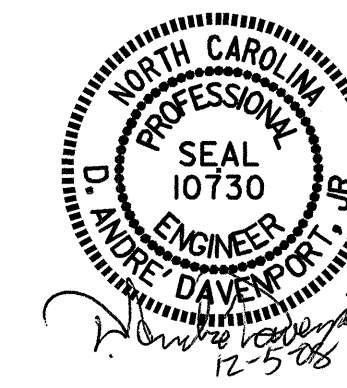
SHEET 2 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 PRECAST REINFORCED
 CONCRETE THREE-SIDED
 CULVERT

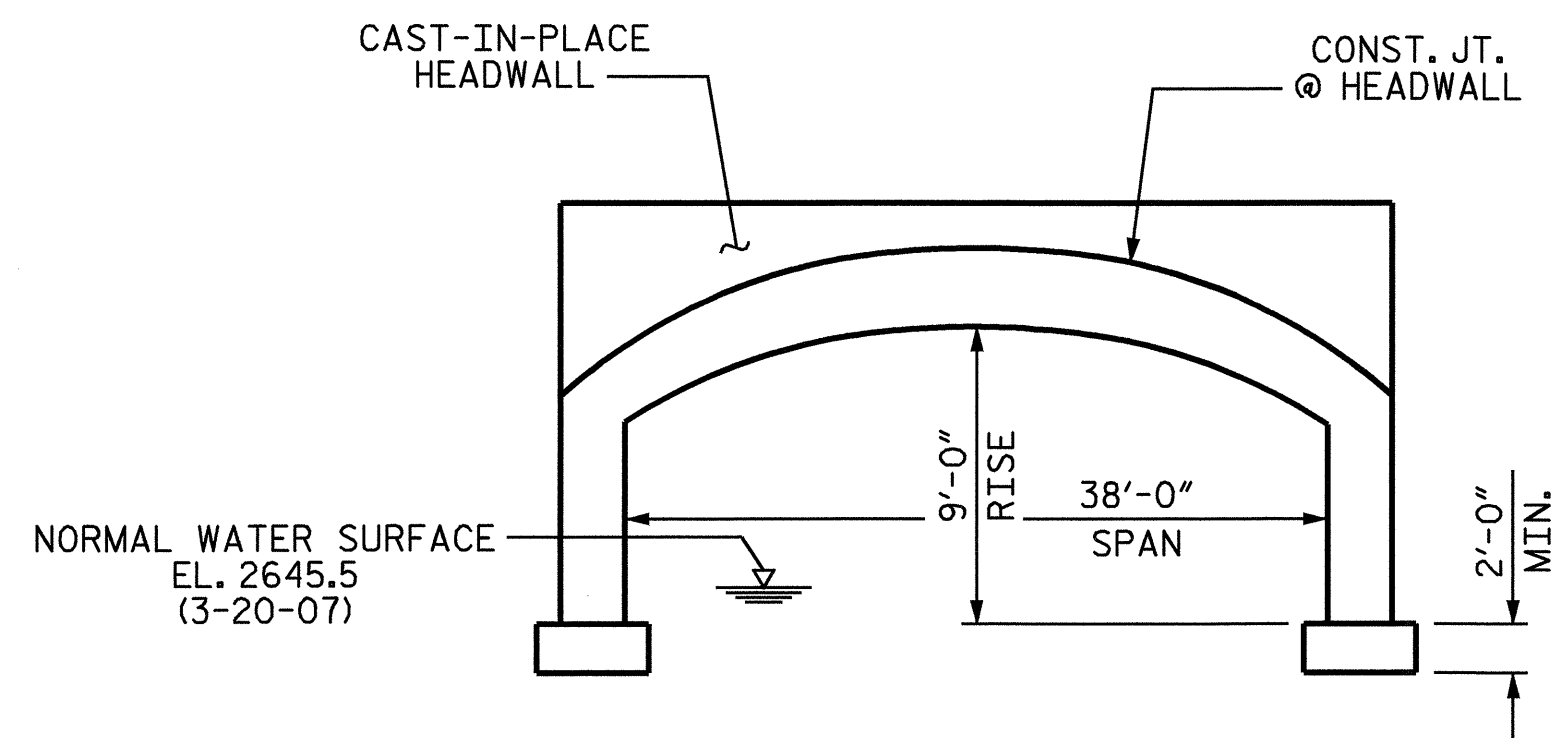
135° SKEW

DRAWN BY : M. G. SHAIKH DATE : 06-07-07
 CHECKED BY : H. T. BARBOUR DATE : 06-27-07

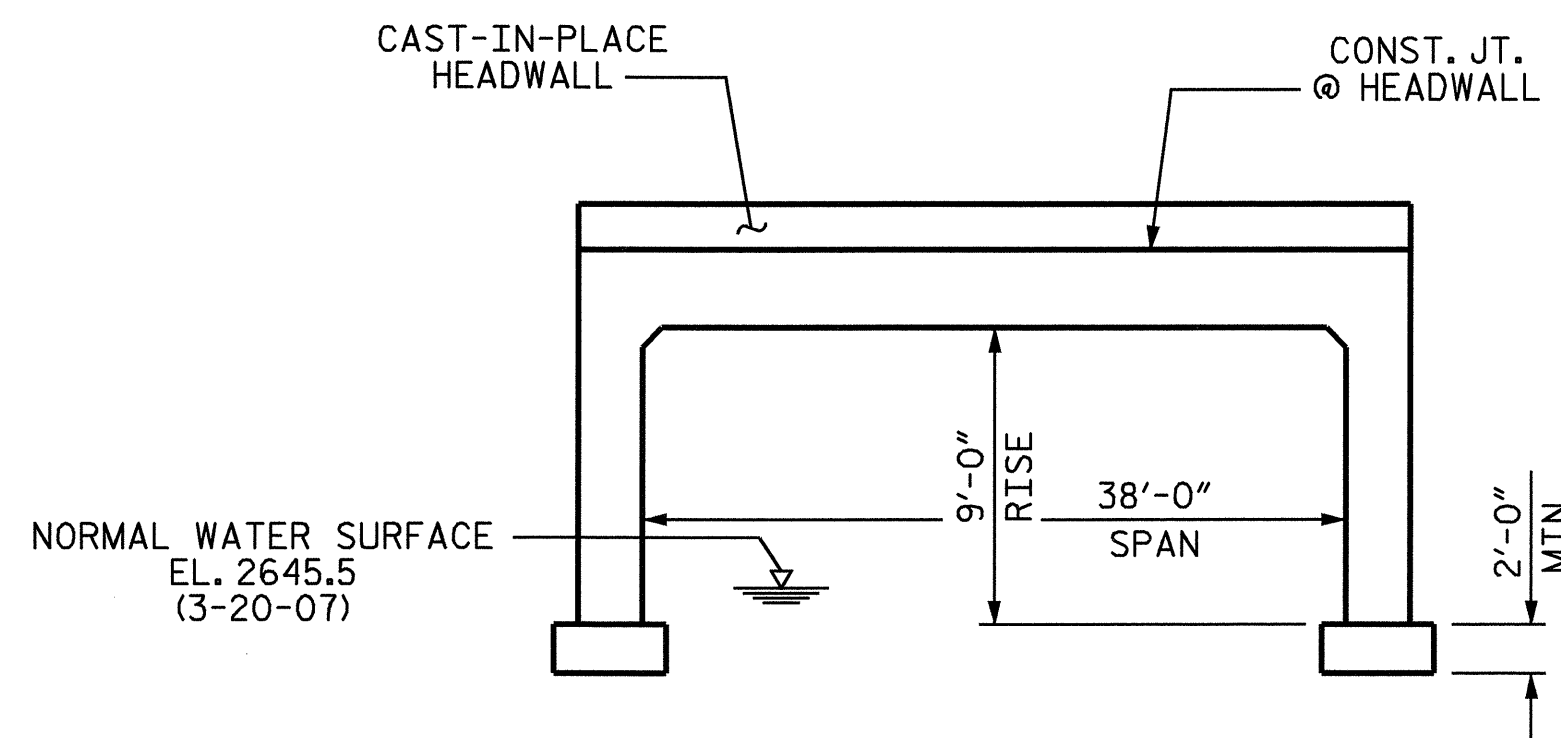
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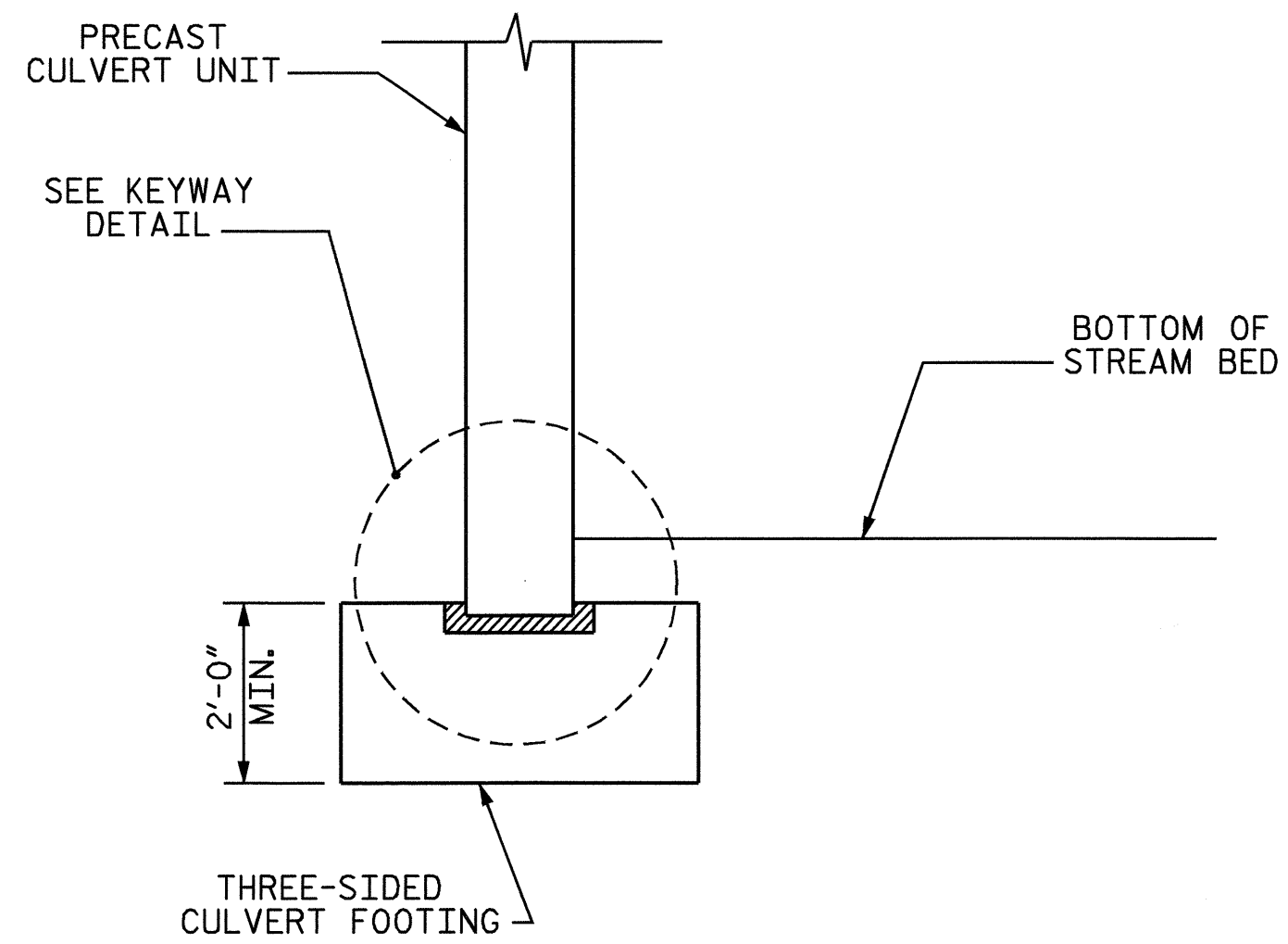


ARCH ALTERNATIVE



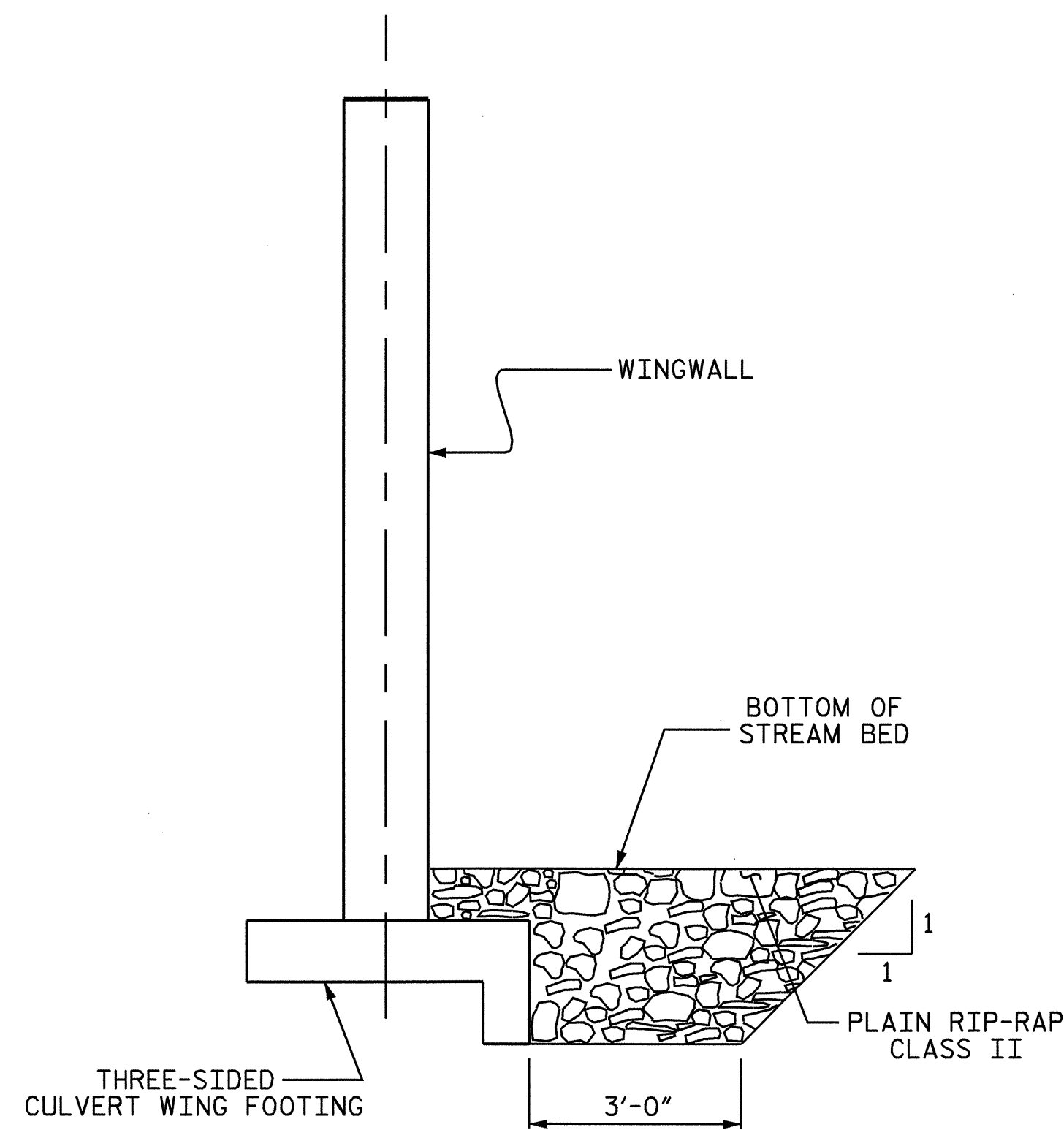
FLAT TOPPED ALTERNATIVE

RIGHT ANGLE SECTION OF PRECAST CONCRETE THREE-SIDED CULVERT

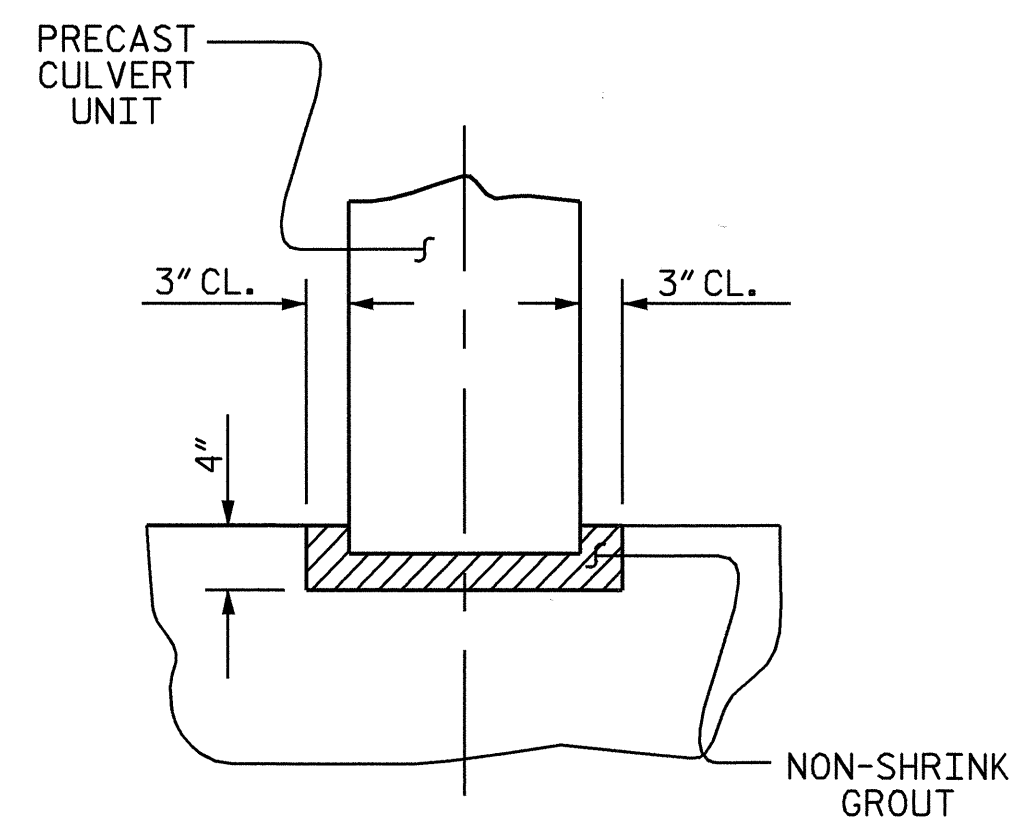


SECTION A-A

FOOTING REINFORCEMENT NOT SHOWN
CONTRACTOR SHALL PROVIDE REINFORCEMENT DETAIL.



SECTION THRU WING WALL



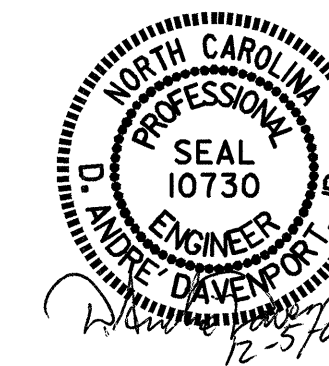
KEYWAY DETAIL

PROJECT NO. B-3806
ASHE COUNTY
STATION: 15+83.00 -L-

SHEET 3 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
PRECAST REINFORCED
CONCRETE THREE-SIDED
CULVERT

135° SKEW



| REVISIONS | | | | | | SHEET NO. |
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| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | 4 |

DRAWN BY : M. G. SHAIKH DATE : 06/08/07
CHECKED BY : H. T. BARBOUR DATE : 06/27/07

NOTES

- THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS SHALL CONSIST OF THE FOLLOWING COMPONENTS:
- A. FERRULES SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 2 1/2".
 - B. 4 - 1" Ø X 2 1/4" BOLTS WITH WASHERS, BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLTS AND WASHERS SHALL BE GALVANIZED. (AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLTS AND WASHERS MAY BE USED AS AN ALTERNATE FOR THE 1" Ø X 2 1/4" GALVANIZED BOLTS AND WASHERS. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)
 - C. WIRE STRUTS SHOWN IN THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS DETAIL ARE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 P.S.I. AS AN OPTION, A 1/16" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

GUARDRAIL ANCHOR ASSEMBLY WITH BOLTS SHALL BE ASSEMBLED IN THE SHOP. BOLT THREADS MAY BE RECUT AS NECESSARY TO INSURE FIT.

THE COST OF THE GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS COMPLETE IN PLACE, SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR PRECAST REINFORCED CONCRETE THREE-SIDED CULVERT.

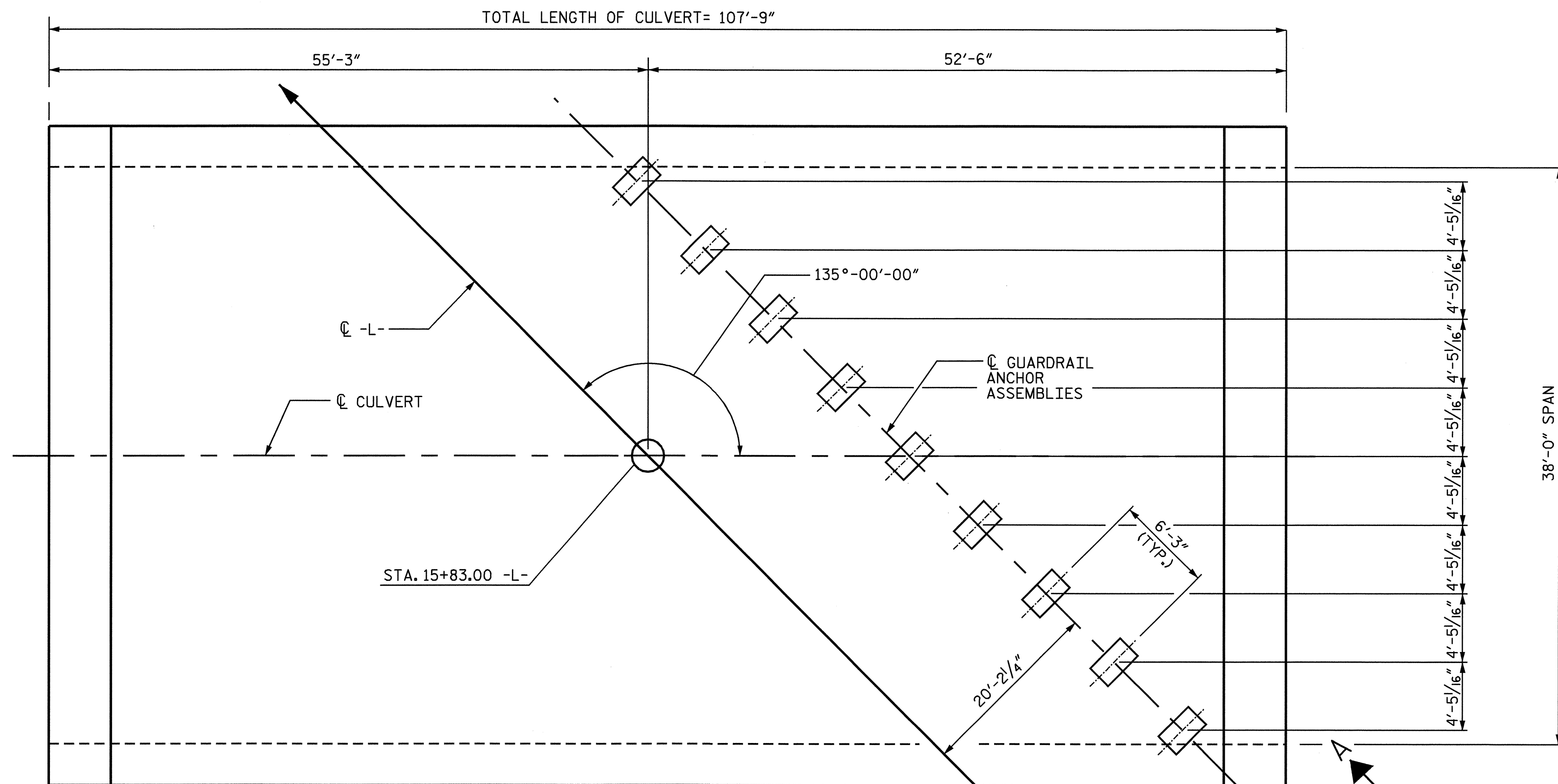
FERRULES TO BE PLUGGED DURING POURING OF SLAB AS RECOMMENDED BY THE MANUFACTURER.

AT THE CONTRACTOR'S OPTION, FERRULES WITH OPEN OR CLOSED ENDS MAY BE USED.

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

SLAB REINFORCING STEEL MAY BE SHIFTED AS NECESSARY TO CLEAR GUARDRAIL ANCHOR ASSEMBLY. CARE SHOULD BE TAKEN TO KEEP THE SHIFTING OF REINFORCING STEEL TO A MINIMUM.

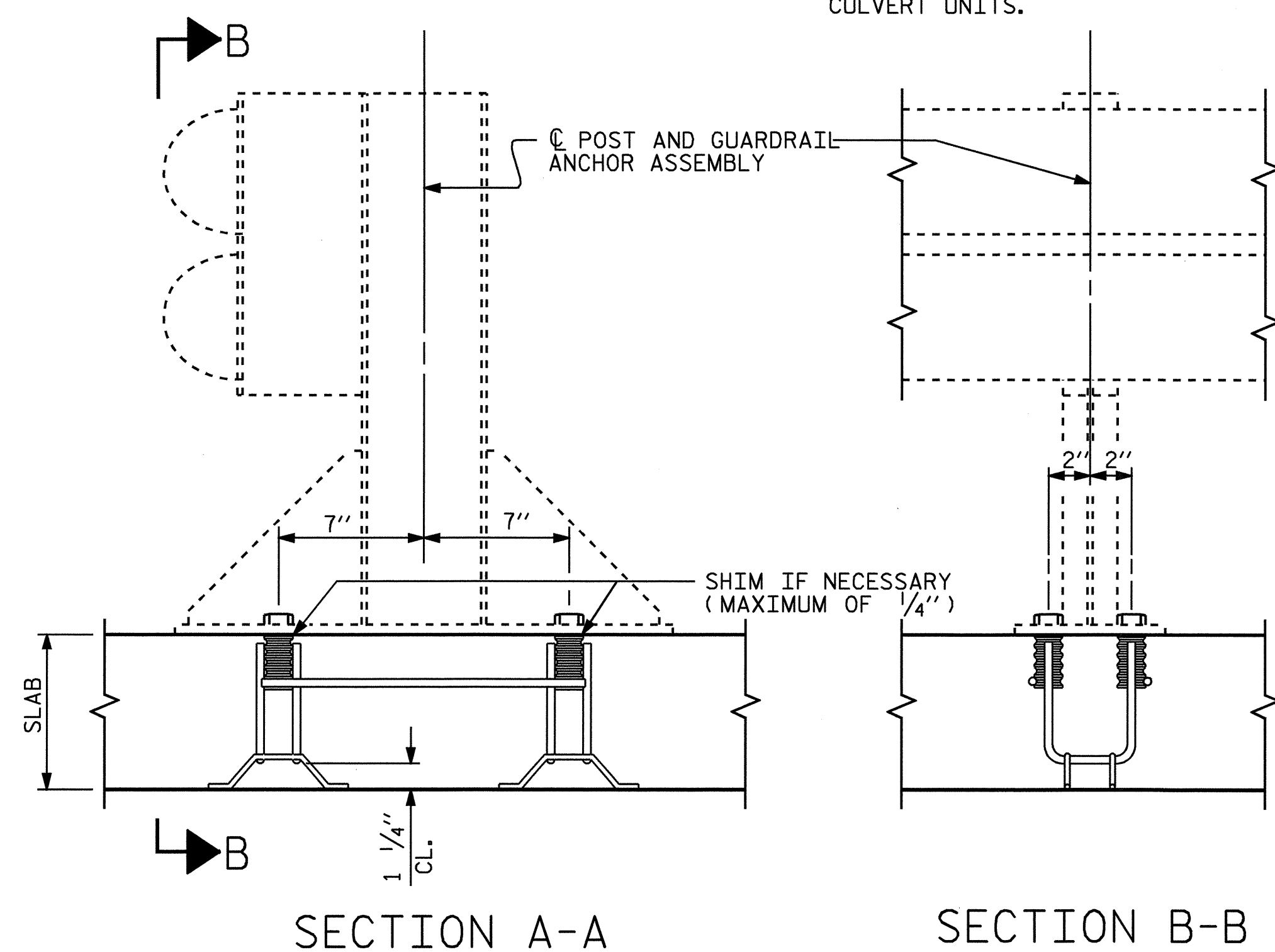
THE CONTRACTOR MAY USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF GUARDRAIL ANCHOR ASSEMBLY. LEVEL TWO FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 1" Ø BOLT IS 21.8 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE SPECIAL PROVISIONS.



PLAN

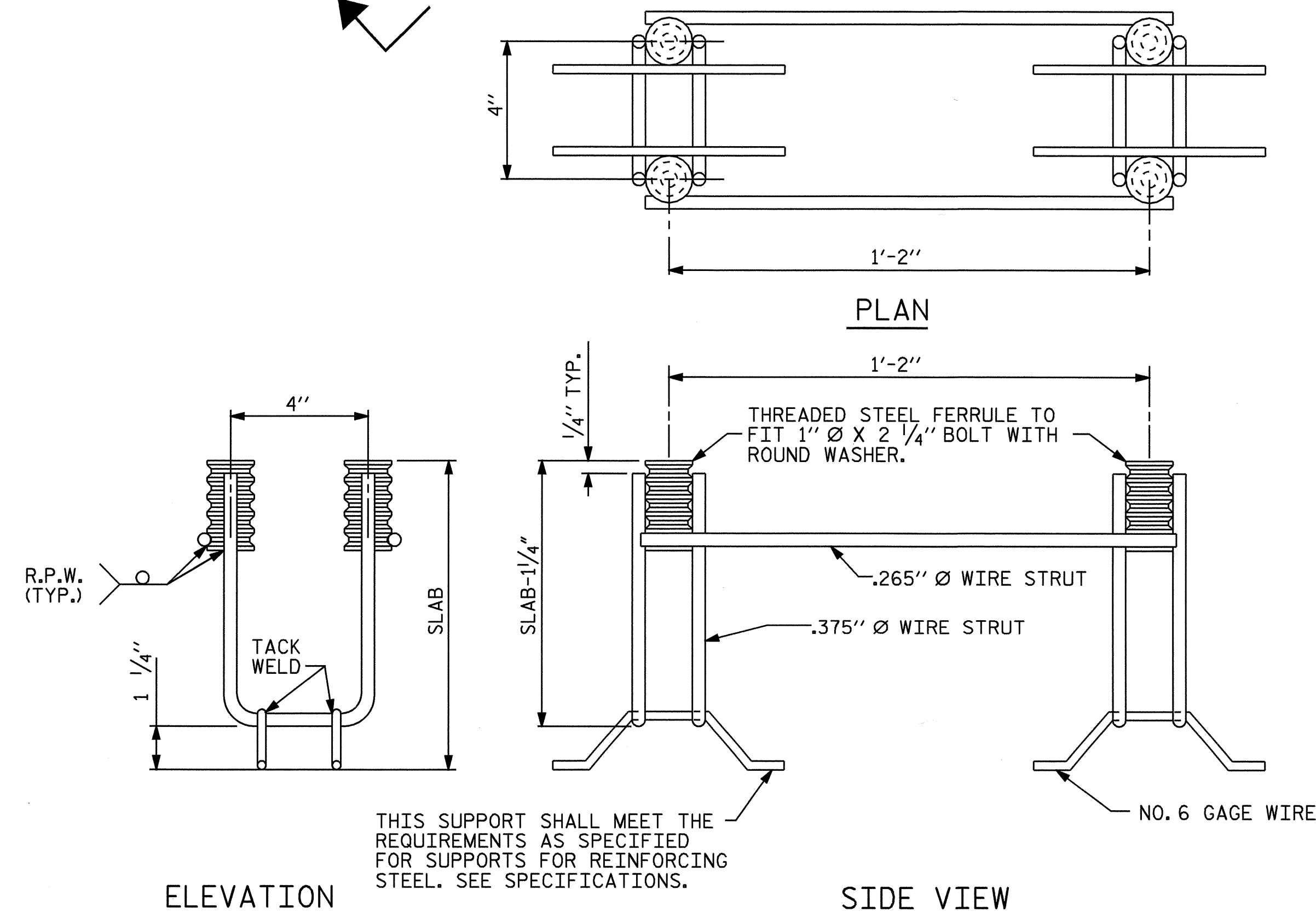
SHOWING : GUARDRAIL ANCHOR ASSEMBLY SPACING.

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



SECTION A-A

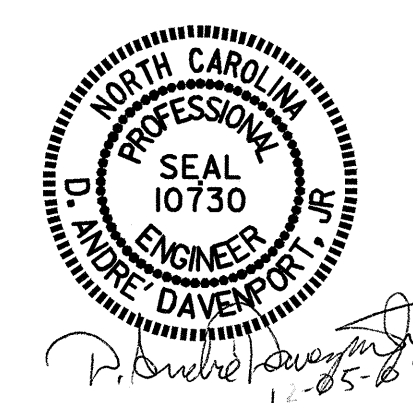
SECTION B-B



ELEVATION

SIDE VIEW

THIS SUPPORT SHALL MEET THE REQUIREMENTS AS SPECIFIED FOR SUPPORTS FOR REINFORCING STEEL. SEE SPECIFICATIONS.



PROJECT NO. B-3806
 ASHE COUNTY
 STATION: 15+83.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 ANCHORAGE DETAILS
 FOR GUARDRAIL ANCHOR
 ASSEMBLY FOR CULVERTS

| | | | |
|----------------|---------------|--------|--------------|
| ASSEMBLED BY : | M. G. SHAIKH | DATE : | 06-08-07 |
| CHECKED BY : | H. T. BARBOUR | DATE : | 06-27-07 |
| DRAWN BY : | FCJ | 6/88 | REV. 7/10/01 |
| CHECKED BY : | ARB | 6/88 | REV. 5/7/03 |
| | | | REV. 5/1/06 |
| | | | LES/RDR |
| | | | RWN/JTE |
| | | | TLA/GM |

GUARDRAIL ANCHOR ASSEMBLY FOR CULVERTS

| REVISIONS | | | | | | SHEET NO. |
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| NO. | BY: | DATE: | NO. | BY: | DATE: | C-4 |
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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 2002 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; CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP; AND CLASS S SHALL BE USED FOR UNDERWATER FOOTING SEALS.

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 WITH THE EXCEPTION OF #2 BARS WHICH MAY BE FABRICATED FROM COLD DRAWN STEEL WIRE. 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.

PLACEMENT OF BEAM OR GIRDER MEMBERS ON TRUCKS FOR HAULING SHALL BE DONE IN COMPLIANCE WITH LIMITS SHOWN ON SKETCHES PROVIDED TO THE MATERIALS AND TEST UNIT APPROVED BY THE STRUCTURE DESIGN UNIT DATED MAY 8, 1991.

THESE SKETCHES PRIMARILY LIMIT THE UNSUPPORTED CANTILEVER LENGTH OF MEMBERS. WHEN THE CONTRACTOR WISHES TO PLACE MEMBERS ON TRUCKS NOT IN ACCORDANCE WITH THESE LIMITS, TO SHIP BY RAIL, TO ATTACH SHIPPING RESTRAINTS TO THE MEMBERS OR TO INVERT MEMBERS, HE SHALL SUBMIT A SKETCH FOR APPROVAL PRIOR TO SHIPPING. SEE ALSO ARTICLE 1072-11.

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.

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