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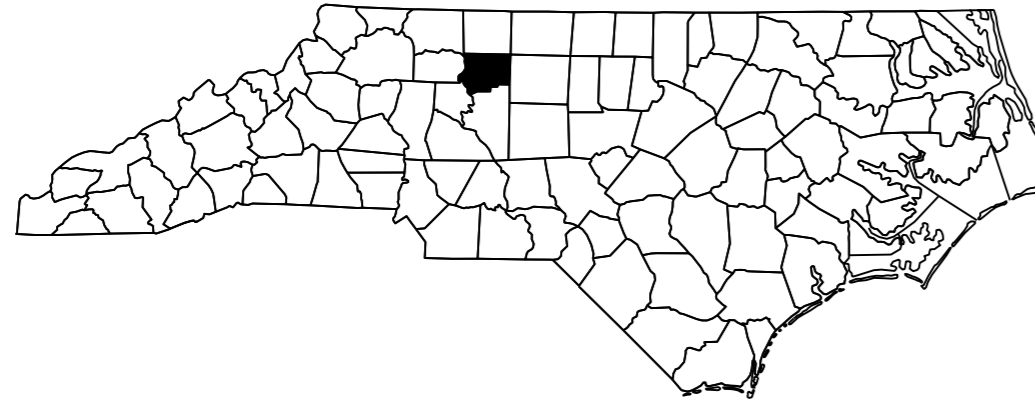
**This file or an individual page
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PROJECT: I-5767

CONTRACT NO: C203779

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

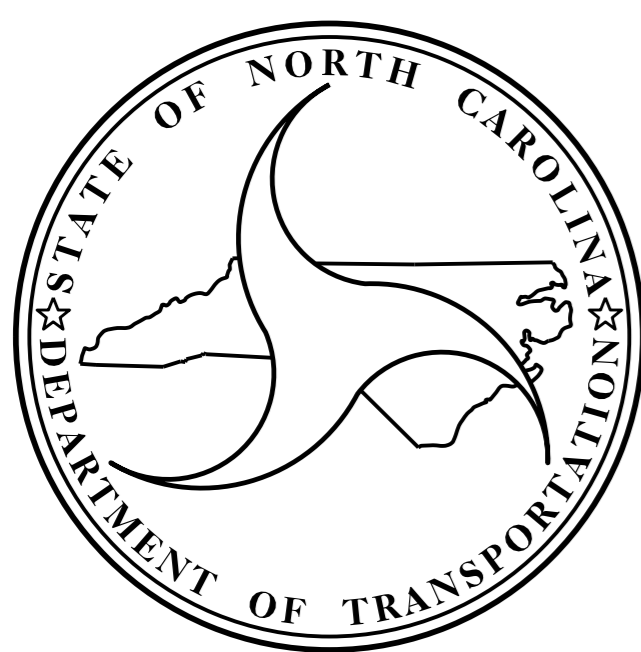
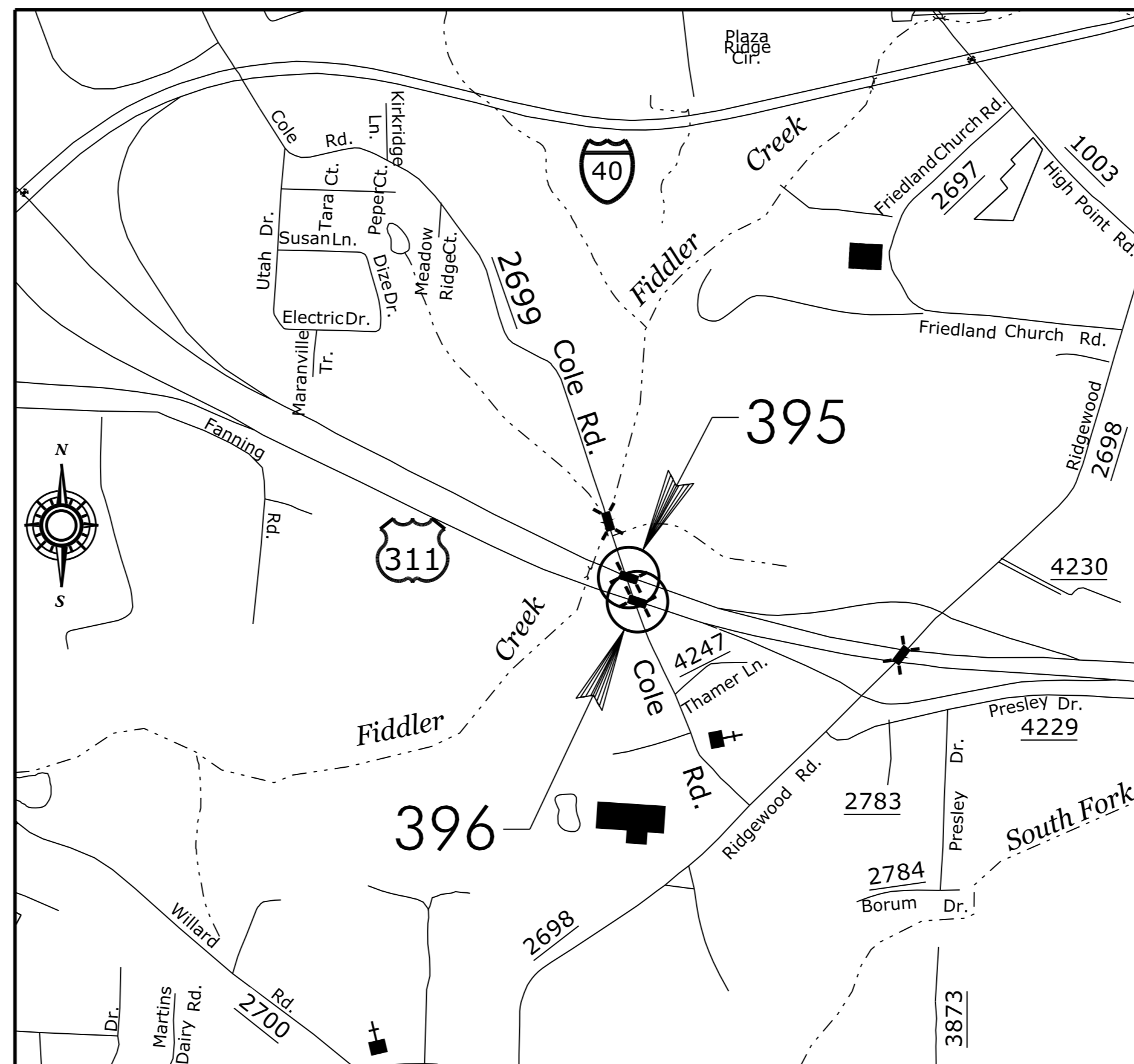
FORSYTH COUNTY



**LOCATION: BRIDGE #395 ON I-74, US-311 (WBL) OVER SR 2699 (COLE ROAD)
BRIDGE #396 ON I-74, US-311 (EBL) OVER SR 2699 (COLE ROAD)**

**TYPE OF WORK: BRIDGE PRESERVATION - EPOXY OVERLAY, JOINT DEMOLITION
& PAINT ENDS OF GIRDERS.**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5767	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
53010.1.1	NHPP-0074(174)	P.E.	
53010.3.1	NHPP-0074(174)	CONST.	



DESIGN DATA

BRIDGE #395 ADT 2011 = 12,500
BRIDGE #396 ADT 2011 = 12,500

PROJECT LENGTH

BRIDGE #395 - 0.04 MILE
BRIDGE #396 - 0.03 MILE

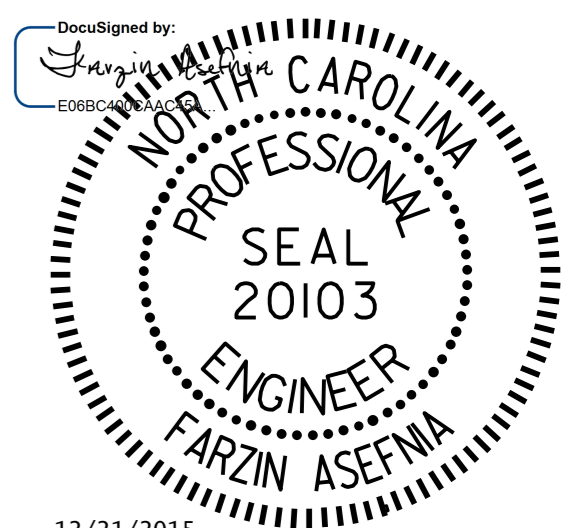
Prepared in the Office of:
**DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

STRUCTURES MANAGEMENT UNIT
1000 BIRCH RIDGE DR. RALEIGH, N.C. 27610

E. E. MURRAY, P. E.
PROJECT ENGINEER

2012 STANDARD SPECIFICATIONS

LETTING DATE:
FEBRUARY 16, 2016

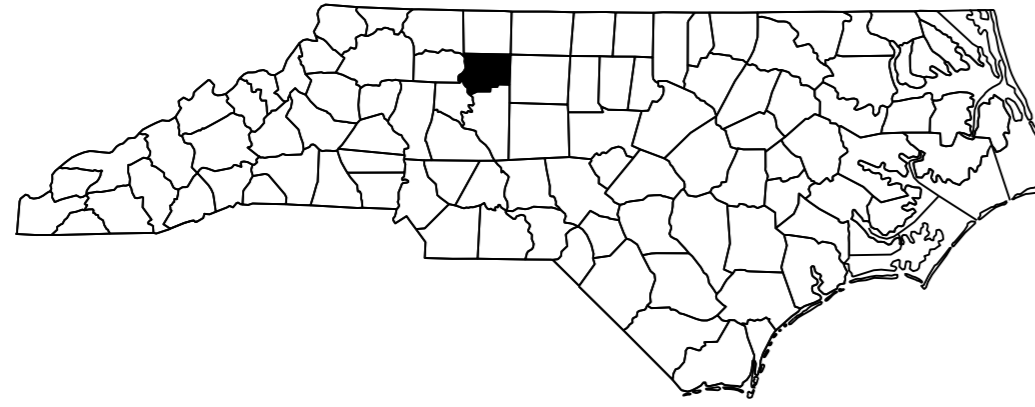


FARZIN ASEFINA, P.E.
PROJECT DESIGN ENGINEER

PROJECT: I-5767

CONTRACT: C203779

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS



FORSYTH COUNTY

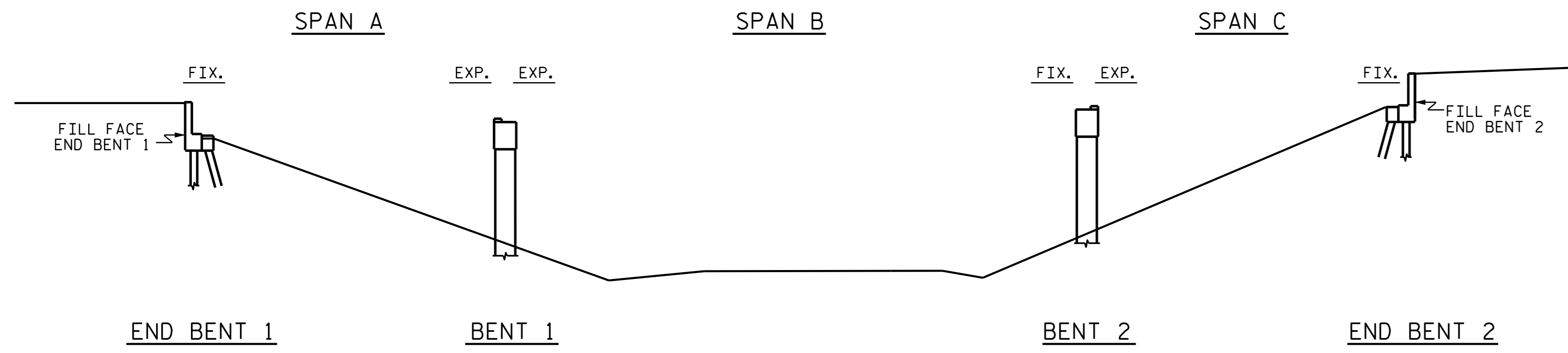
**LOCATION: BRIDGE #395 ON I-74, US-311 (WBL) OVER SR 2699 (COLE ROAD)
BRIDGE #396 ON I-74, US-311 (EBL) OVER SR 2699 (COLE ROAD)**

**TYPE OF WORK: BRIDGE PRESERVATION - EPOXY OVERLAY, JOINT REPLACEMENT
& PAINT ENDS OF GIRDERS.**

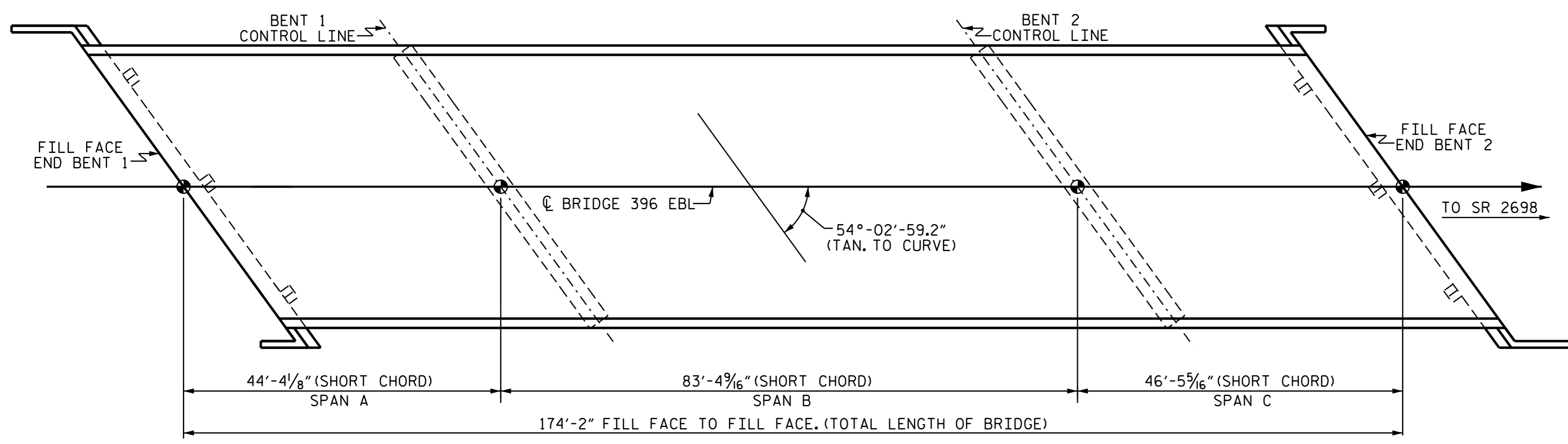
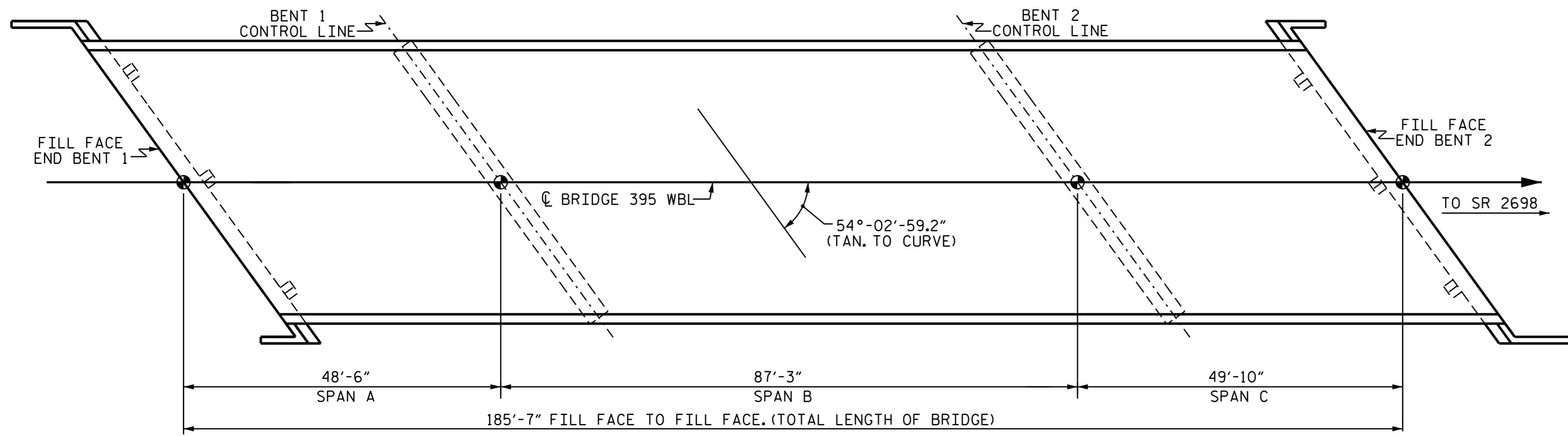
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5767	1A	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
53010.1.1	NHPP-0074(174)	P.E.	
53010.3.1	NHPP-0074(174)	CONST.	

INDEX OF SHEETS

- 1* TITLE SHEET
- 1A* INDEX OF SHEETS
- S-1 THRU S-7* STRUCTURAL PLANS
- SN* STANDARD NOTES



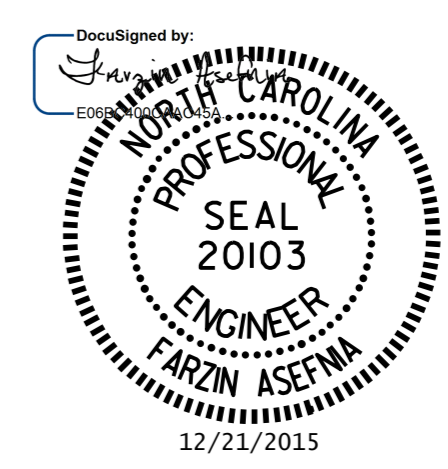
SECTION ALONG ROADWAY
 (EXISTING GROUNDLINE IS FROM BRIDGE 395
 ORIGINAL PLANS ALONG C SURVEY, MAY 1997)



PLAN

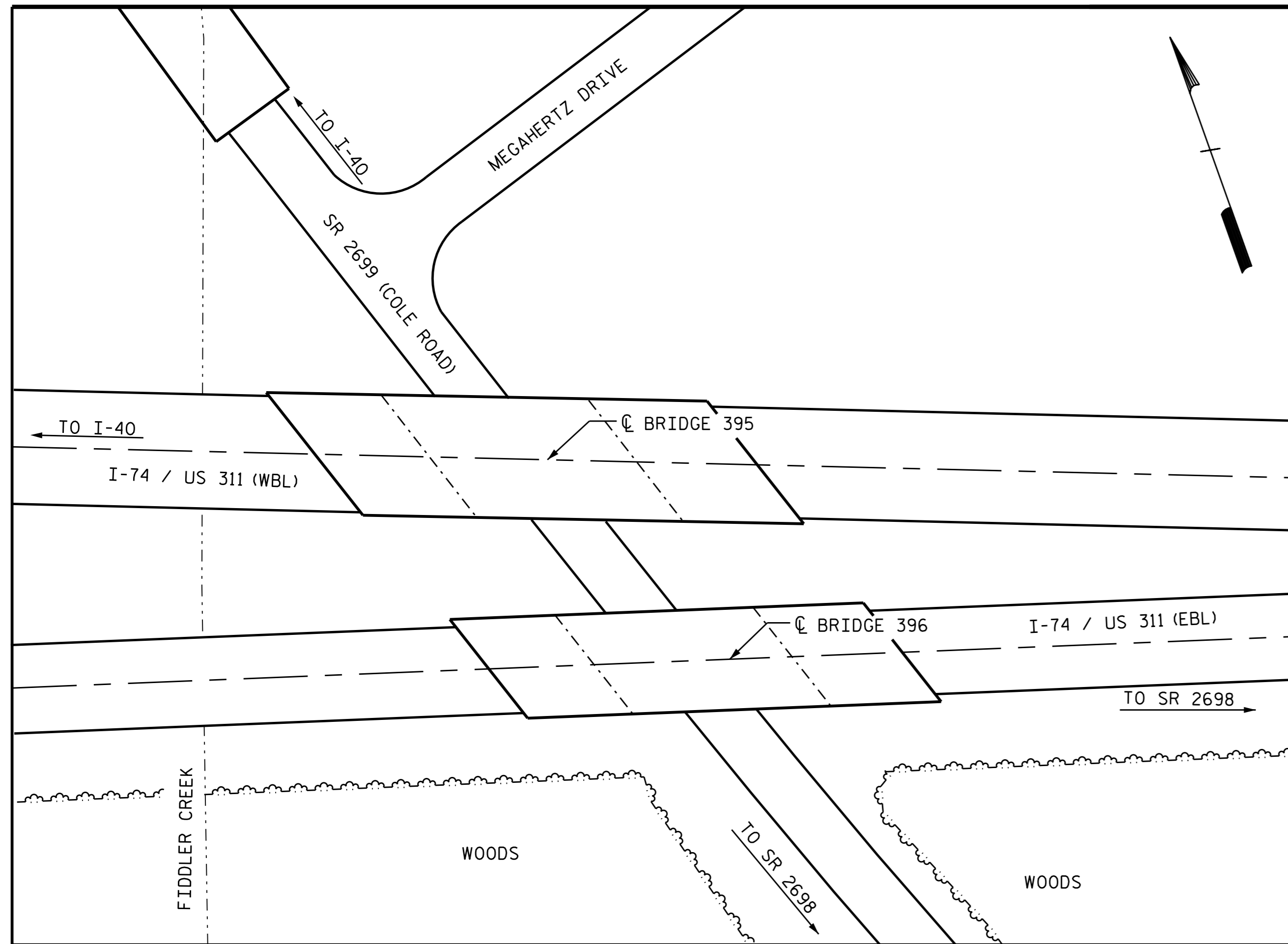
PROJECT NO. I-5767
FORSYTH COUNTY
 BRIDGE NO. 395 (WBL) &
396 (EBL)
 SHEET 1 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 GENERAL DRAWING
 FOR BRIDGE ON I-74, US 311
 OVER SR 2699



DRAWN BY : D.A. DAVENPORT DATE : 10/14/15
 CHECKED BY : F. ASEFNIA DATE : 11/15

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			7



LOCATION SKETCH

INFORMATION INDICATED ON THE LOCATION SKETCH SHALL BE CONSIDERED GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL CONFIRM, THROUGH OTHER SOURCES, SPECIFIC INFORMATION REGARDING THE BRIDGES, ROADWAYS, UTILITIES, SURROUNDING AREA, AND ANY OTHER ASPECTS THAT MAY BE NECESSARY TO PERFORM AND COMPLETE THE PROJECT.

NOTES

EXISTING DIMENSIONS AND BRIDGE CONDITION ARE FROM BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL FIELD VERIFY THE INFORMATION SHOWN ON THE PLANS AND NOTIFY THE ENGINEER IF ACTUAL DIMENSIONS AND CONDITIONS DIFFER.

EXISTING JOINTS AND DECK DRAINS SHALL BE SEALED PRIOR TO BEGINNING SURFACE PREPARATION OF BRIDGE DECK.

FOR CLEANING AND PAINTING OF BRIDGE AND POLLUTION CONTROL, SEE SPECIAL PROVISIONS.

FOR CONCRETE DECK REPAIR FOR EPOXY OVERLAY SYSTEM, SEE SPECIAL PROVISIONS.

FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.

FOR OVERLAY OF BRIDGE WITH EPOXY OVERLAY SYSTEM, SEE SPECIAL PROVISIONS.

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.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL STATE AND FEDERAL SAFETY REQUIREMENTS.

FOR CONTROL OF TRAFFIC AND LIMITS ON PHASING OF CONSTRUCTION, SEE TRANSPORTATION MANAGEMENT PLAN SHEETS.

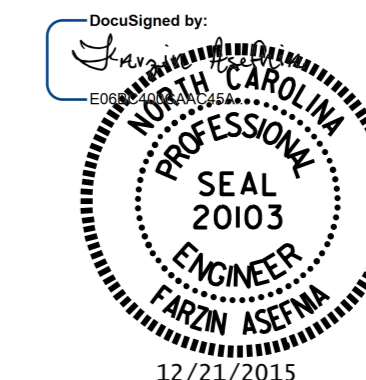
LONGITUDINAL CONSTRUCTION JOINTS OF OVERLAYS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES.

TOTAL BILL OF MATERIAL

BRIDGE NO.	POLLUTION CONTROL	FOAM JOINT SEALS	PAINTING EXIST. WEATHERING STEEL STRUCTURE FOR BRIDGE #	BRIDGE JOINT DEMOLITION	CONCRETE DECK REPAIR FOR EPOXY OVERLAY	EPOXY OVERLAY SYSTEM
	LUMP SUM	LUMP SUM	LUMP SUM	SQ. FT.	SQ. FT.	SQ. FT.
395	LUMP SUM	LUMP SUM	LUMP SUM	114	5	11,576
396	LUMP SUM	LUMP SUM	LUMP SUM	90	5	8,784
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	204	10	20,360

PROJECT NO. I-5767
FORSYTH COUNTY
 BRIDGE NO. 395 (WBL) & 396 (EBL)

SHEET 2 OF 2



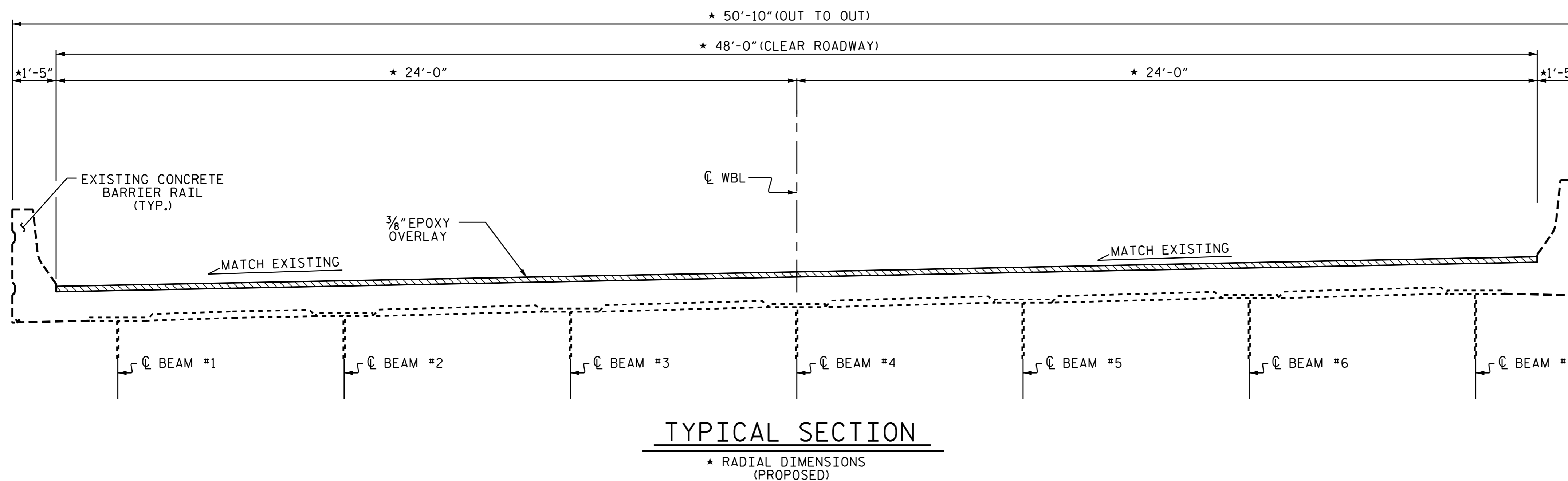
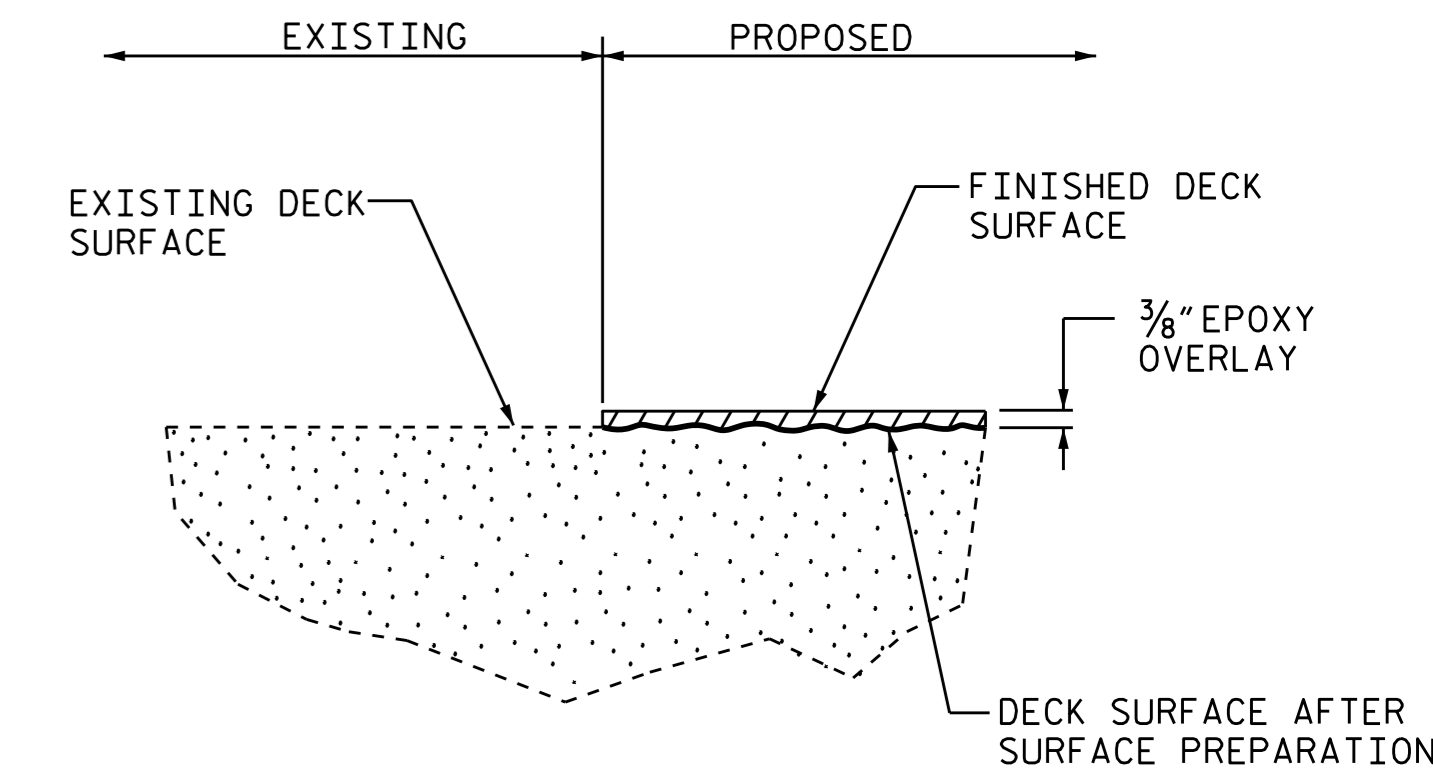
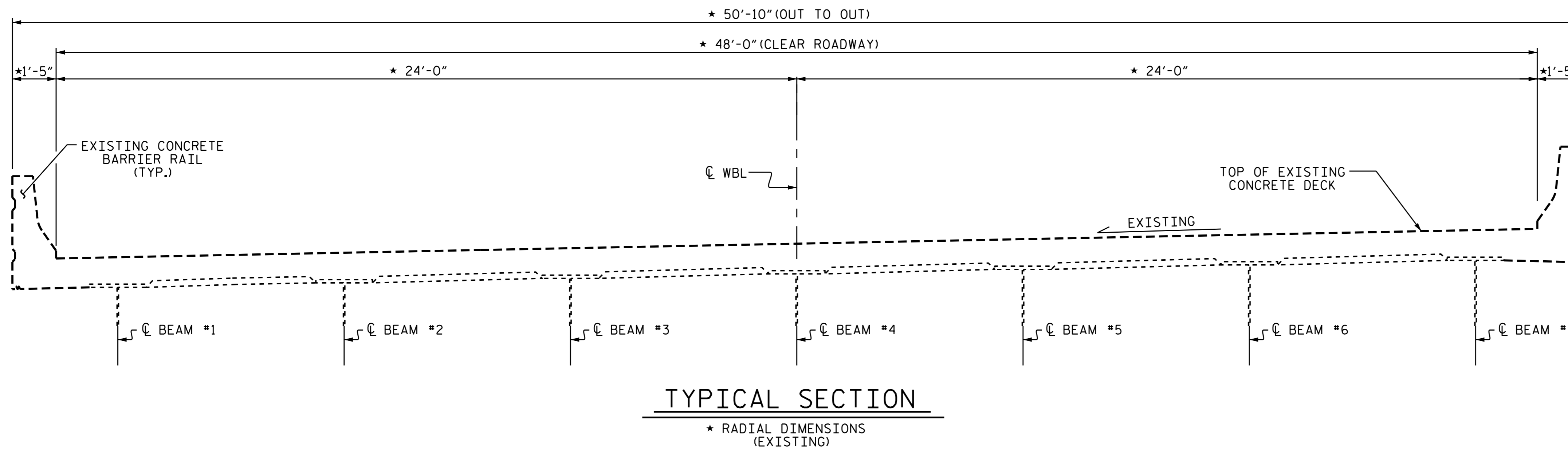
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON I-74, US 311
 OVER SR 2699

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			7

DRAWN BY : D.A. DAVENPORT DATE : 10/14/15
 CHECKED BY : F. ASEFNIA DATE : 11/15

NOTES

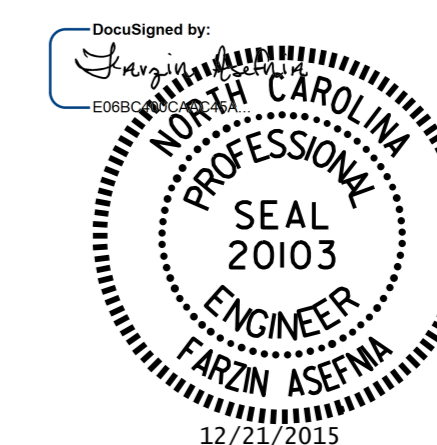
THE WORK STAGING ON THIS PLAN SHEET INDICATES THAT THE RIGHT LANE OVERLAY WORK IS PERFORMED FIRST, FOLLOWED BY THE LEFT OVERLAY LANE WORK. THE CONTRACTOR MAY ELECT TO SEQUENCE THE WORK DIFFERENTLY, BUT THE DIMENSIONS OF THE WORK ZONE AND CLEAR ROADWAY AREAS SHALL MATCH THAT INDICATED ON THIS PLAN SHEET, RESPECTIVE TO THE LANE WHERE THE WORK IS BEING PERFORMED.



PROJECT NO. I-5767
FORSYTH COUNTY
 BRIDGE NO.: 395 (WBL)

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**TYPICAL SECTION &
 EPOXY OVERLAY DETAIL**

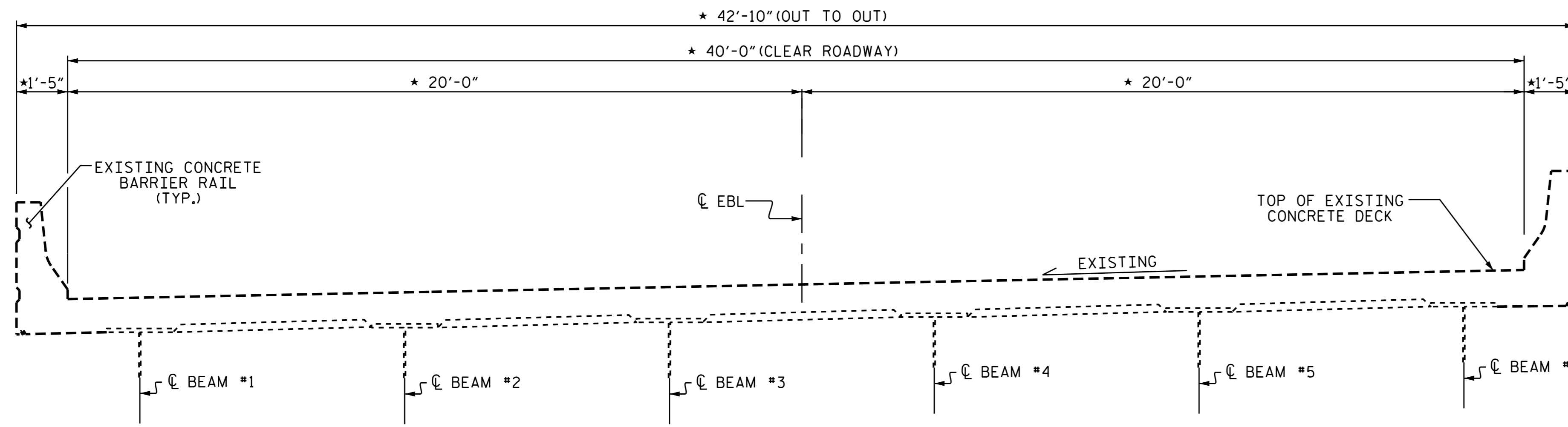


REVISIONS						SHEET NO. S-3
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 7
2			4			

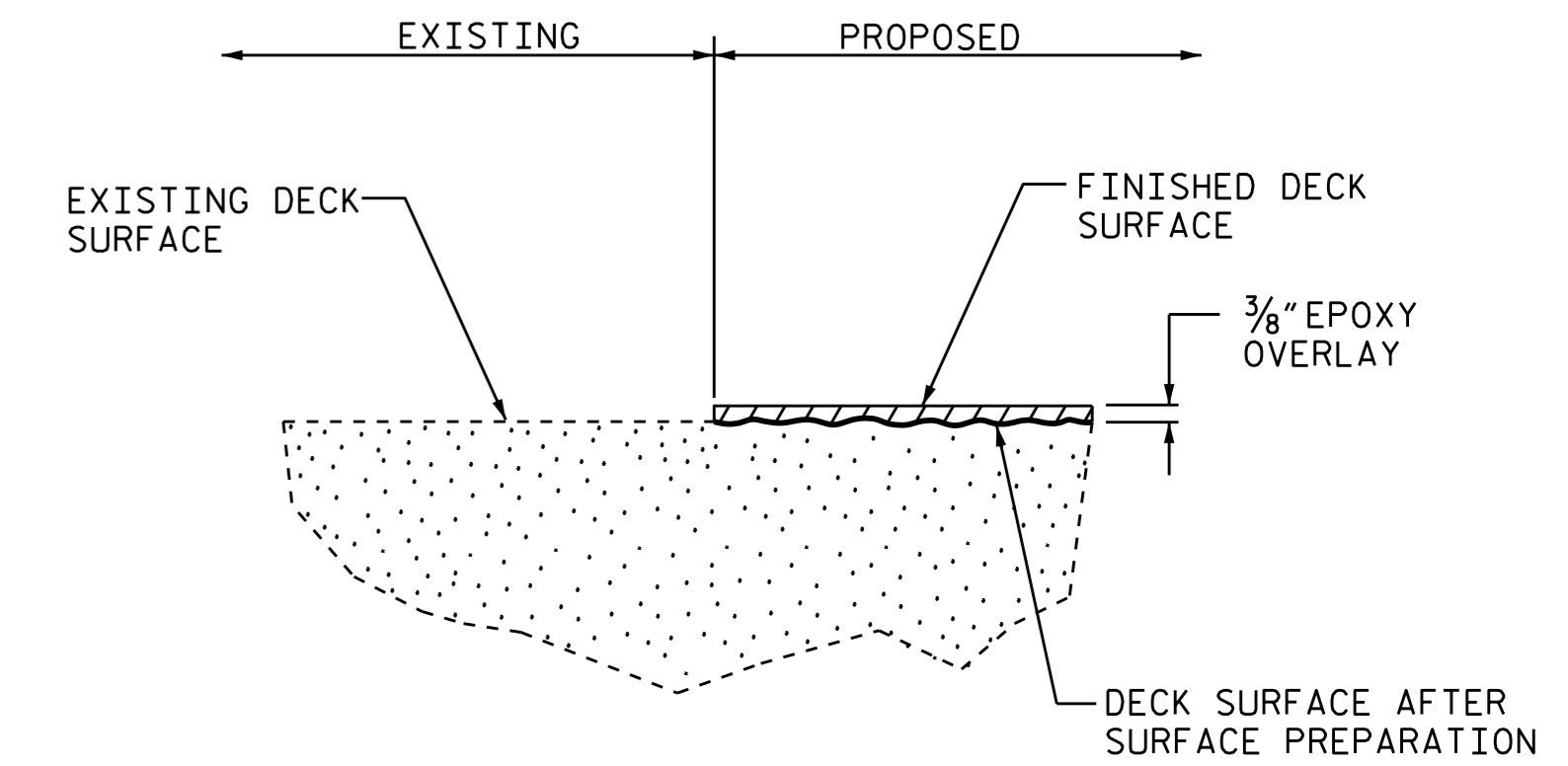
DRAWN BY : D.A. DAVENPORT DATE : 10-11-15
 CHECKED BY : F. ASEFNIA DATE : 11/15

NOTES

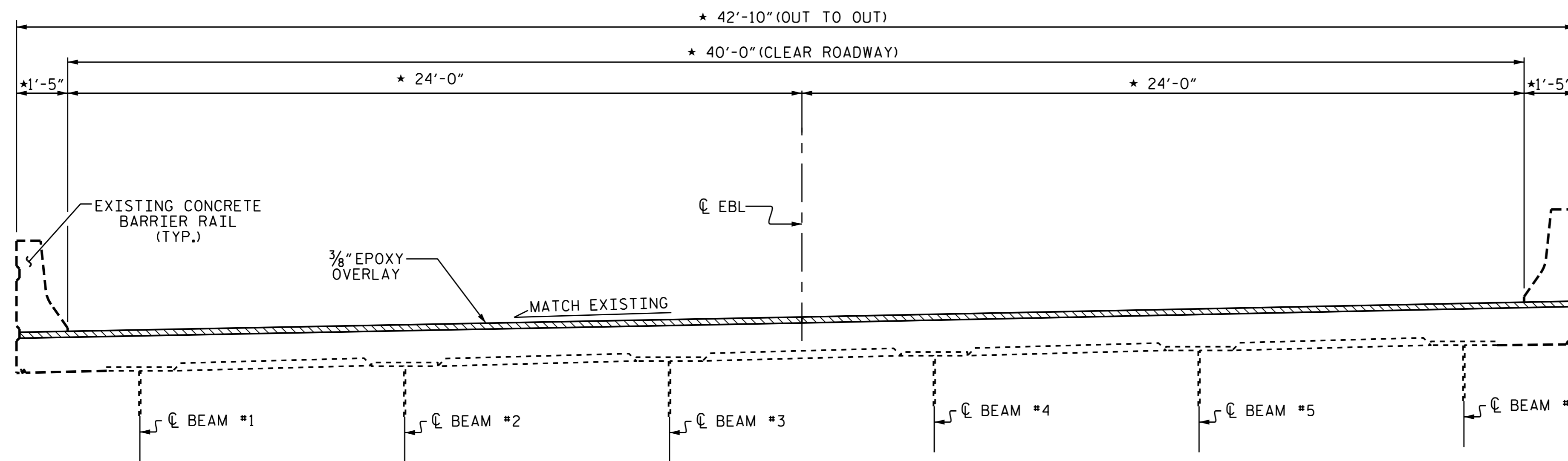
THE WORK STAGING ON THIS PLAN SHEET INDICATES THAT THE RIGHT LANE OVERLAY WORK IS PERFORMED FIRST, FOLLOWED BY THE LEFT OVERLAY LANE WORK. THE CONTRACTOR MAY ELECT TO SEQUENCE THE WORK DIFFERENTLY, BUT THE DIMENSIONS OF THE WORK ZONE AND CLEAR ROADWAY AREAS SHALL MATCH THAT INDICATED ON THIS PLAN SHEET, RESPECTIVE TO THE LANE WHERE THE WORK IS BEING PERFORMED.



TYPICAL SECTION
* RADIAL DIMENSIONS (EXISTING)



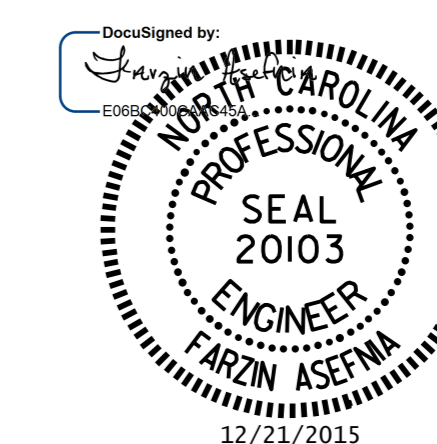
DETAIL FOR EPOXY OVERLAY



TYPICAL SECTION
* RADIAL DIMENSIONS (PROPOSED)

PROJECT NO. I-5767
FORSYTH COUNTY
BRIDGE NO.: 396 (EBL)

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
TYPICAL SECTION & EPOXY OVERLAY DETAIL






REVISIONS						SHEET NO. S-4 TOTAL SHEETS 7
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			

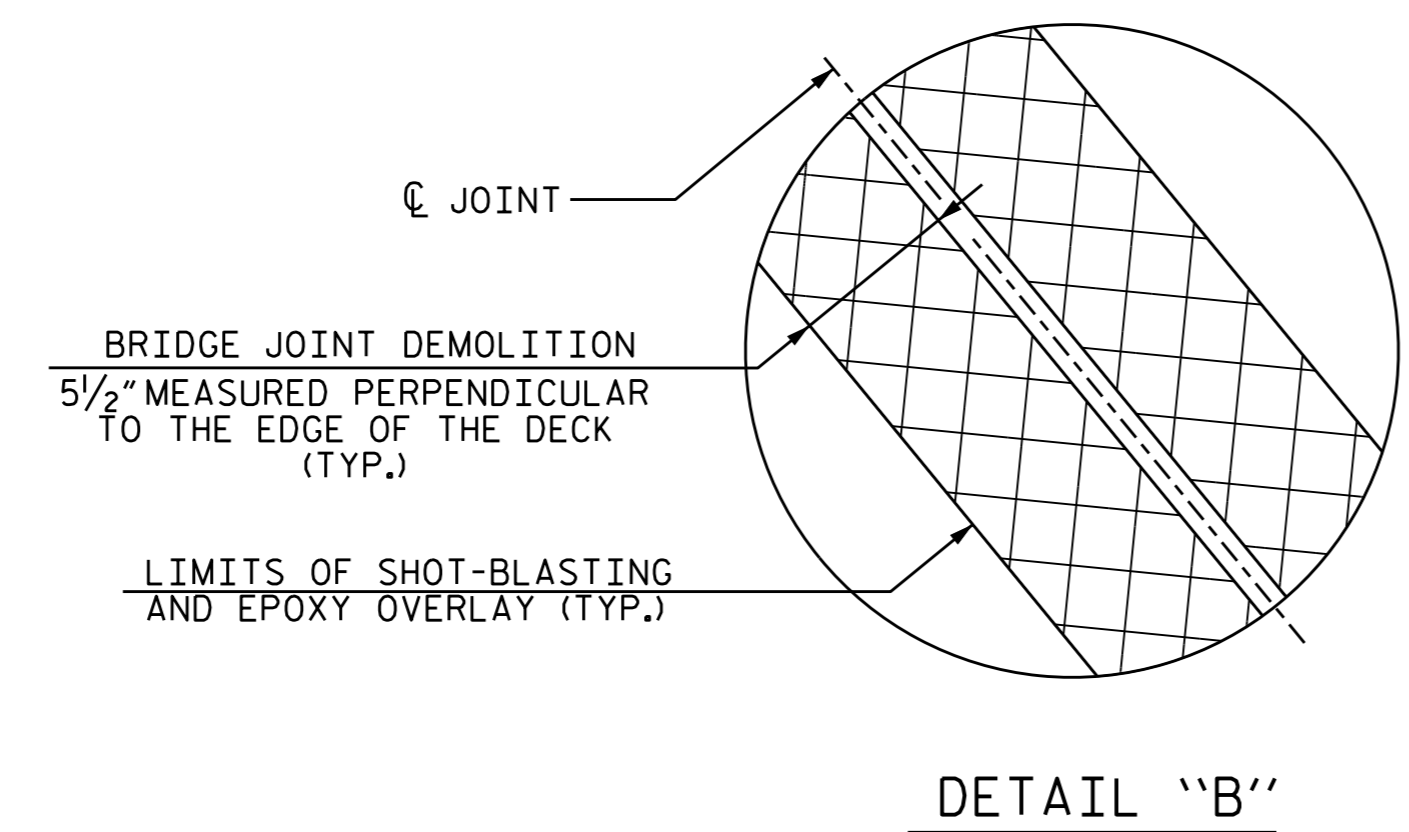
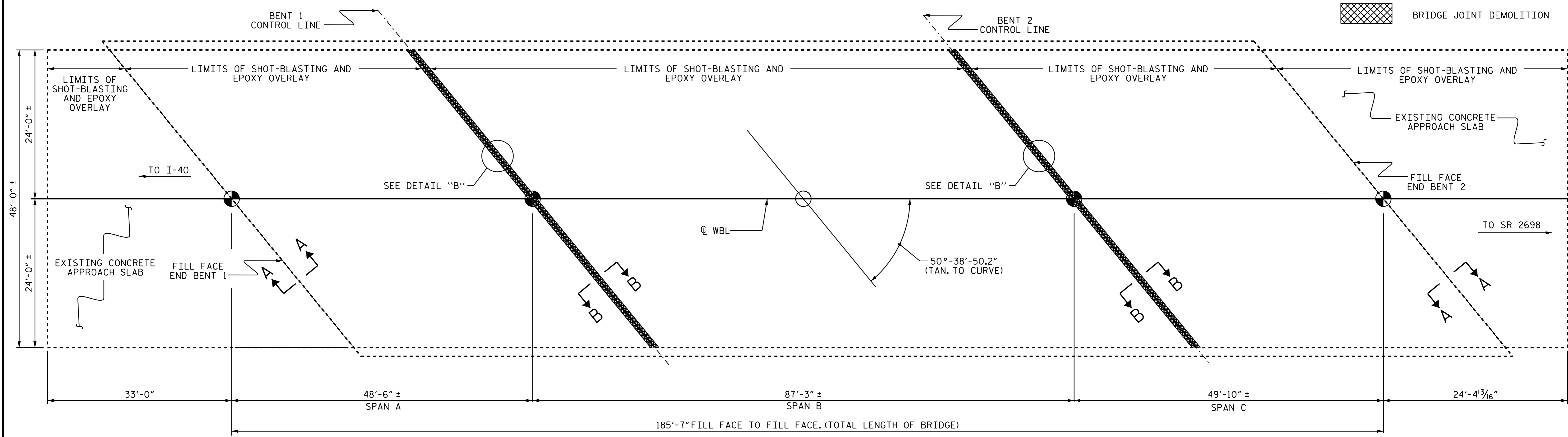
DRAWN BY : J.D. HAWK DATE : 10-14-15
CHECKED BY : F. ASEFNIA DATE : 11/15

SUMMARY OF QUANTITIES

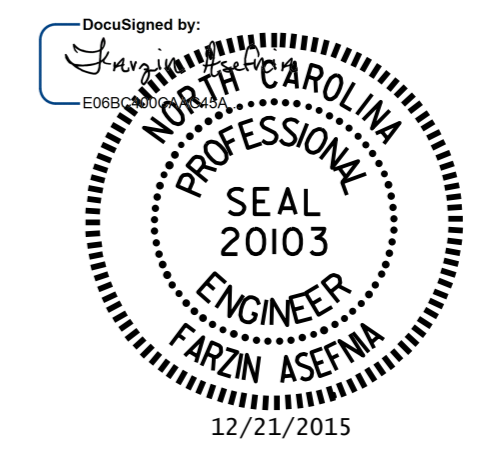
	ESTIMATE	ACTUAL
CONCRETE DECK REPAIR FOR EPOXY OVERLAY	*5.0 SO. FT.	
BRIDGE JOINT DEMOLITION	114 SO. FT.	
EPOXY OVERLAY SYSTEM	11,576 SO. FT.	

NOTE:
 FOR BRIDGE JOINT DEMOLITION, SEE "JOINT DETAILS" SHEET.
 FOR SECTIONS A-A AND B-B, SEE "JOINT DETAILS" SHEET.
 * CONCRETE DECK REPAIR FOR EPOXY OVERLAY IS NOT ANTICIPATED, TOKEN PAY ITEMS ARE INDICATED FOR PRICING PURPOSE IN CASE UNANTICIPATED REPAIR AREA ARE ENCOUNTERED.

-  CONCRETE DECK REPAIR FOR EPOXY OVERLAY
-  EPOXY OVERLAY
-  BRIDGE JOINT DEMOLITION



PROJECT NO. I-5767
 FORSYTH COUNTY
 BRIDGE NO. 395 (WBL)



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
**SURFACE PREPARATION
 AND
 EPOXY OVERLAY**

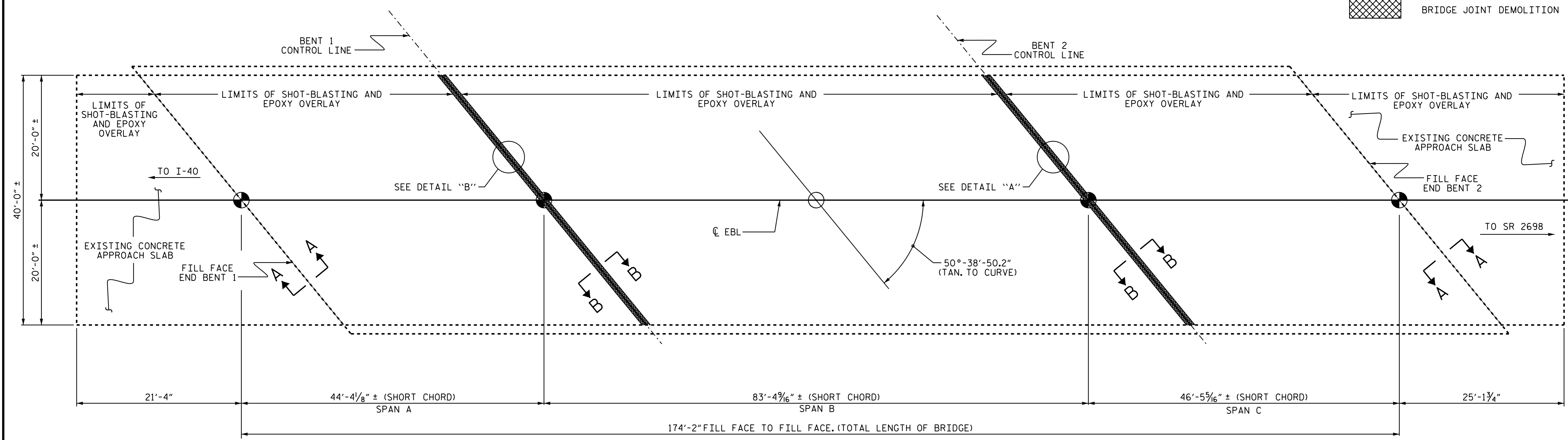
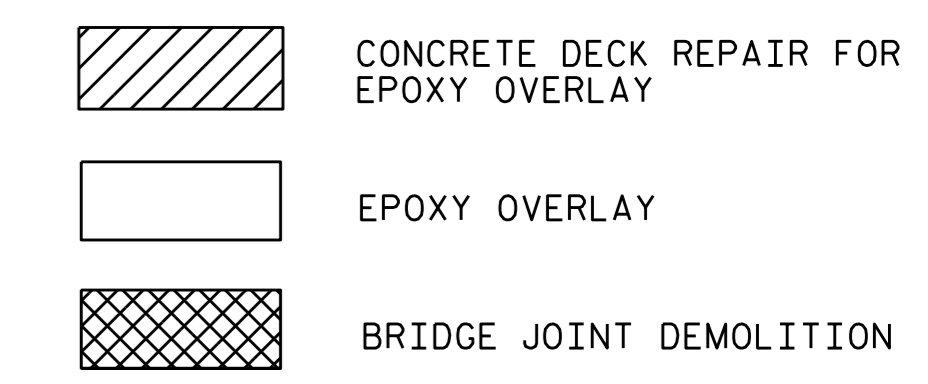
REVISIONS						SHEET NO. S-5
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 7
2			4			

DRAWN BY : D.A. DAVENPORT DATE : 10/14/15
 CHECKED BY : F. ASEFNIA DATE : 11/15

SUMMARY OF QUANTITIES

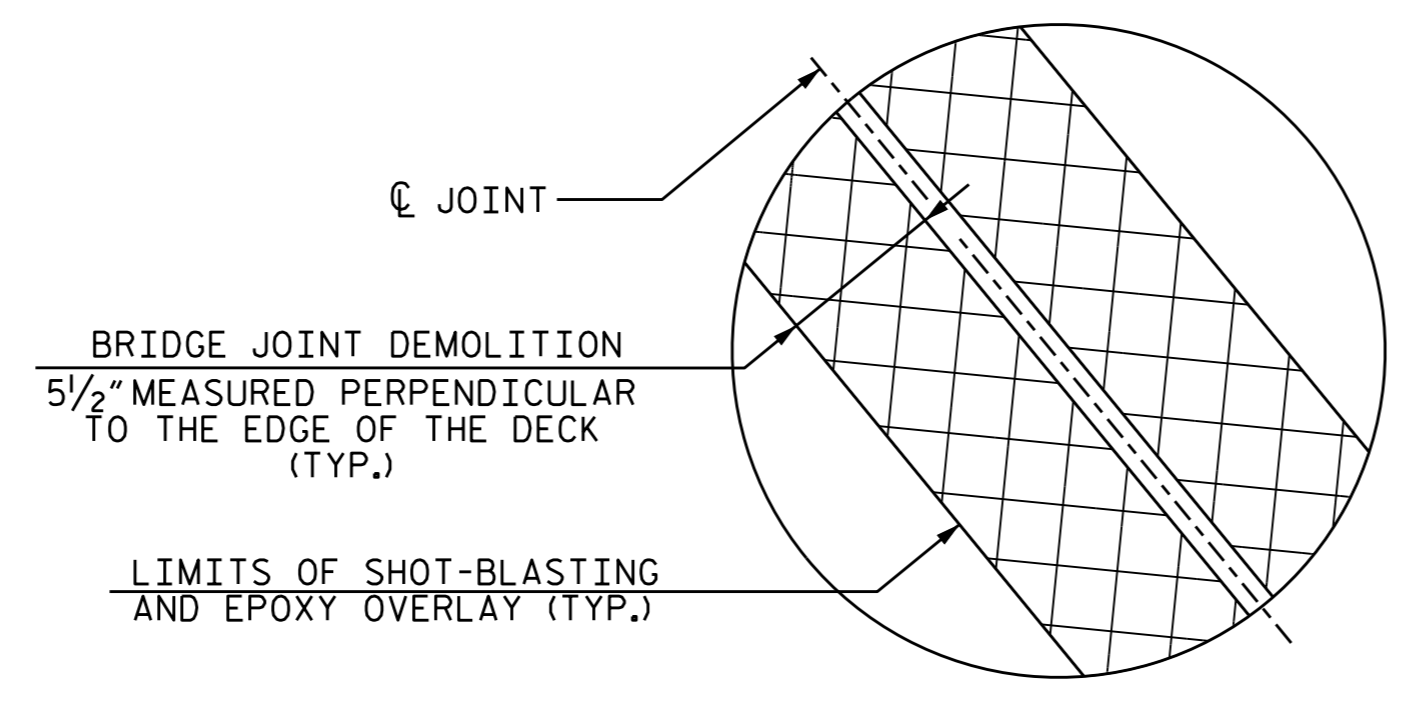
	ESTIMATE	ACTUAL
CONCRETE DECK REPAIR FOR EPOXY OVERLAY	*5.0 SQ. FT.	
BRIDGE JOINT DEMOLITION	90 SQ. FT.	
EPOXY OVERLAY SYSTEM	8784 SQ. FT.	

NOTE:
 FOR BRIDGE JOINT DEMOLITION, SEE "JOINT DETAILS" SHEET.
 FOR SECTIONS A-A AND B-B, SEE "JOINT DETAILS" SHEET.
 * CONCRETE DECK REPAIR FOR EPOXY OVERLAY IS NOT ANTICIPATED, TOKEN PAY ITEMS ARE INDICATED FOR PRICING PURPOSE IN CASE UNANTICIPATED REPAIR AREA ARE ENCOUNTERED.

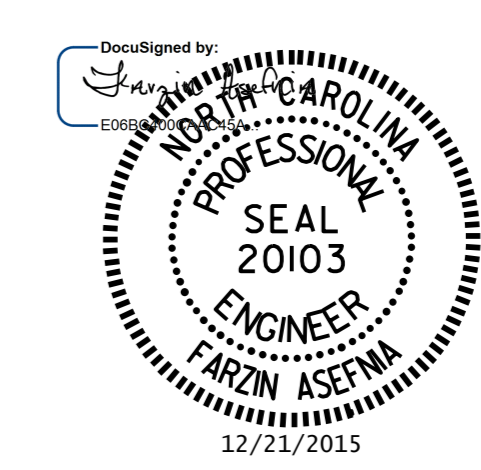


PLAN

PROJECT NO. I-5767
 FORSYTH COUNTY
 BRIDGE NO. 396 (EBL)



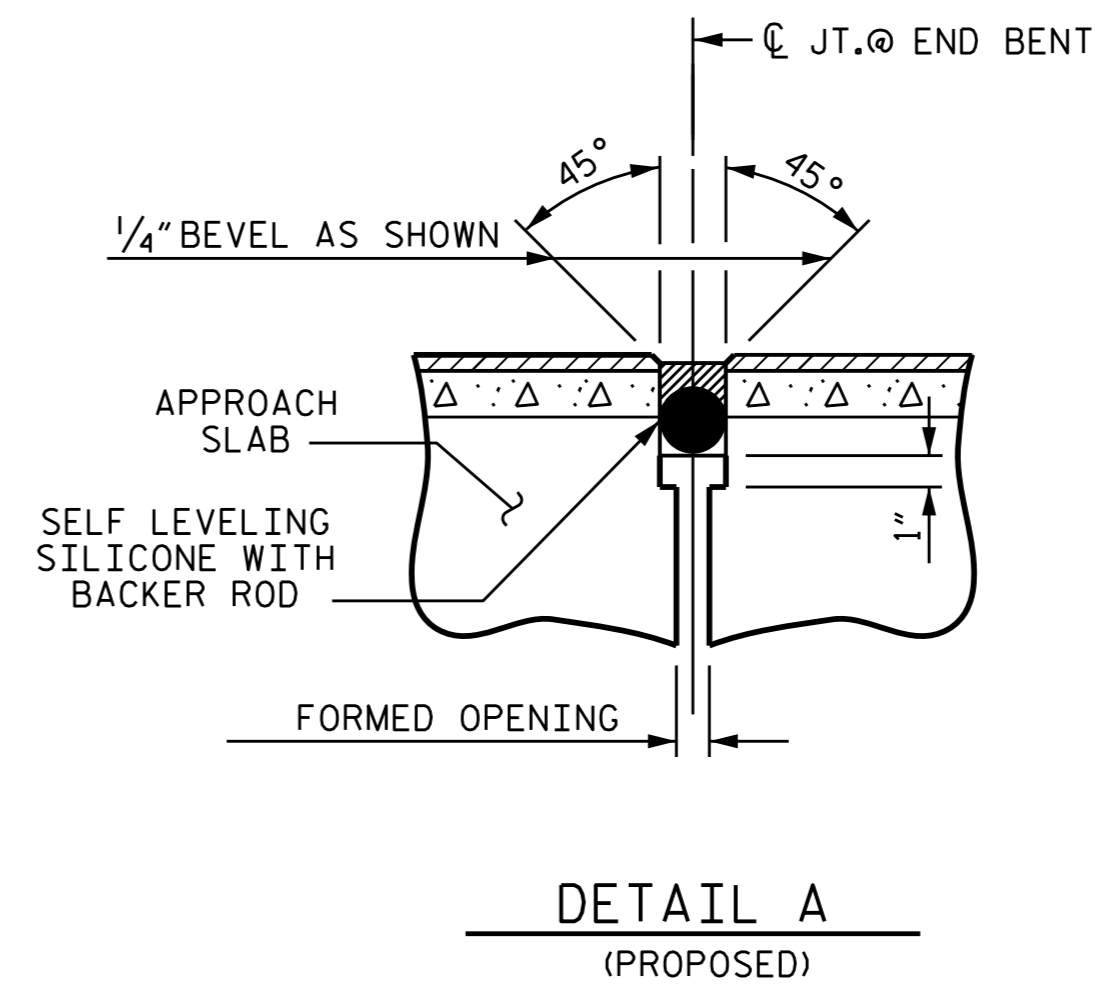
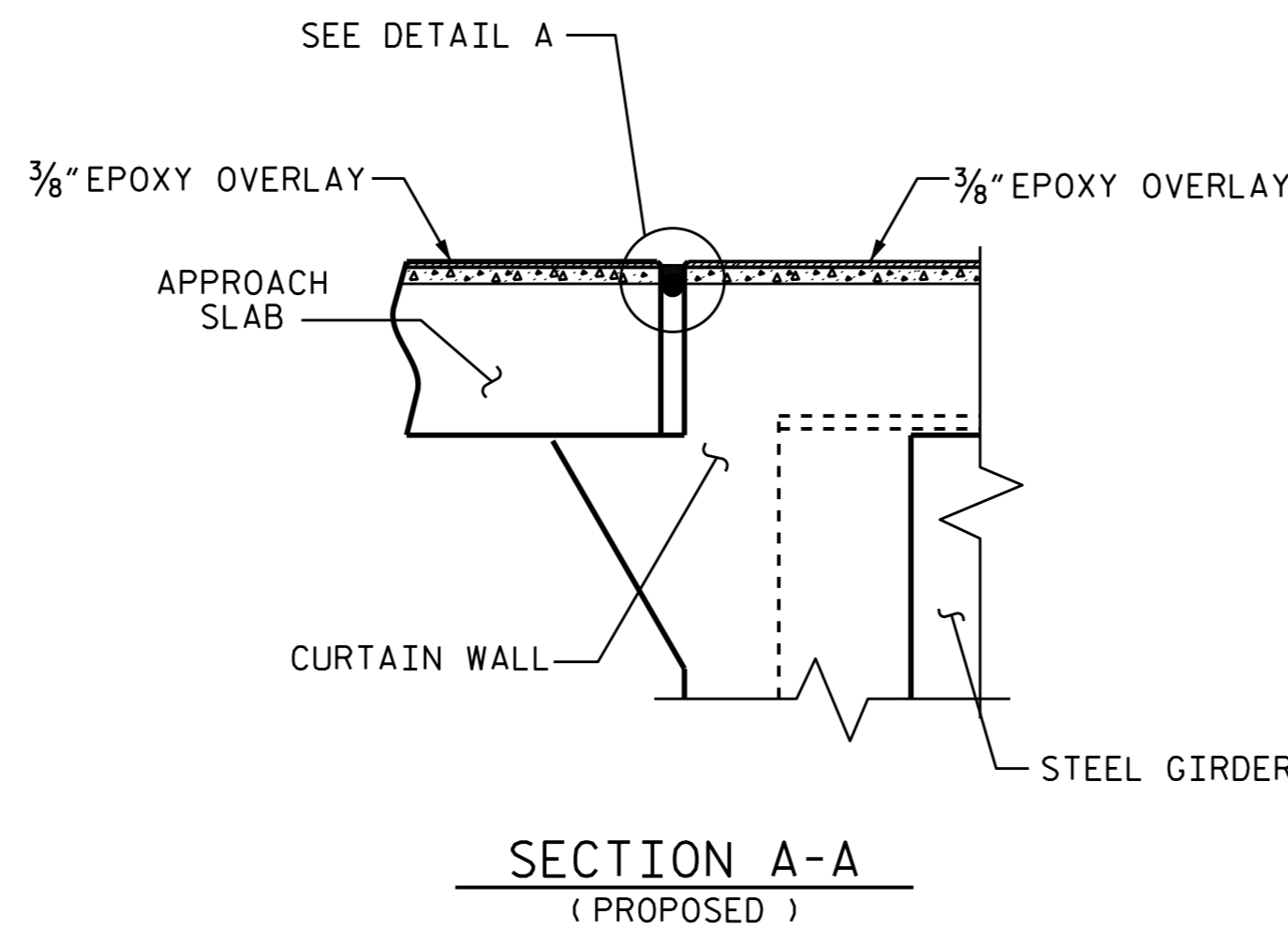
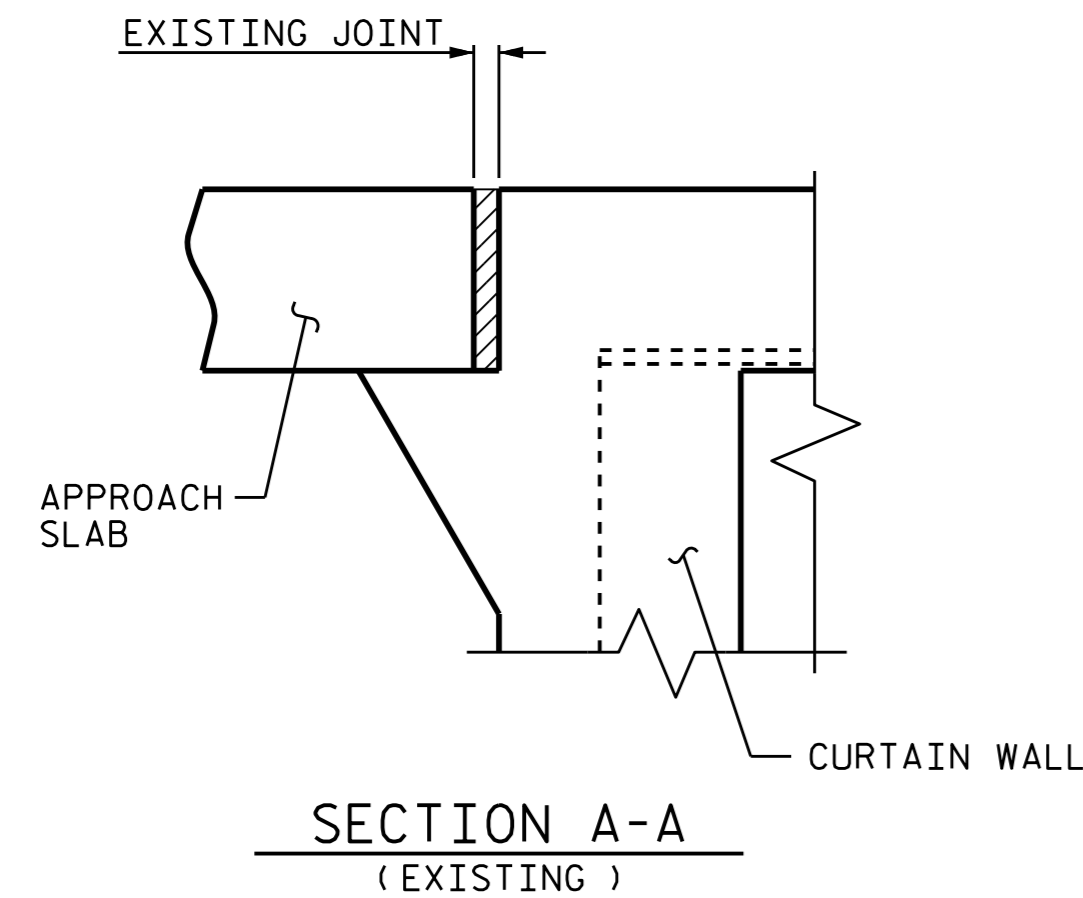
DETAIL "B"



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SURFACE PREPARATION AND EPOXY OVERLAY

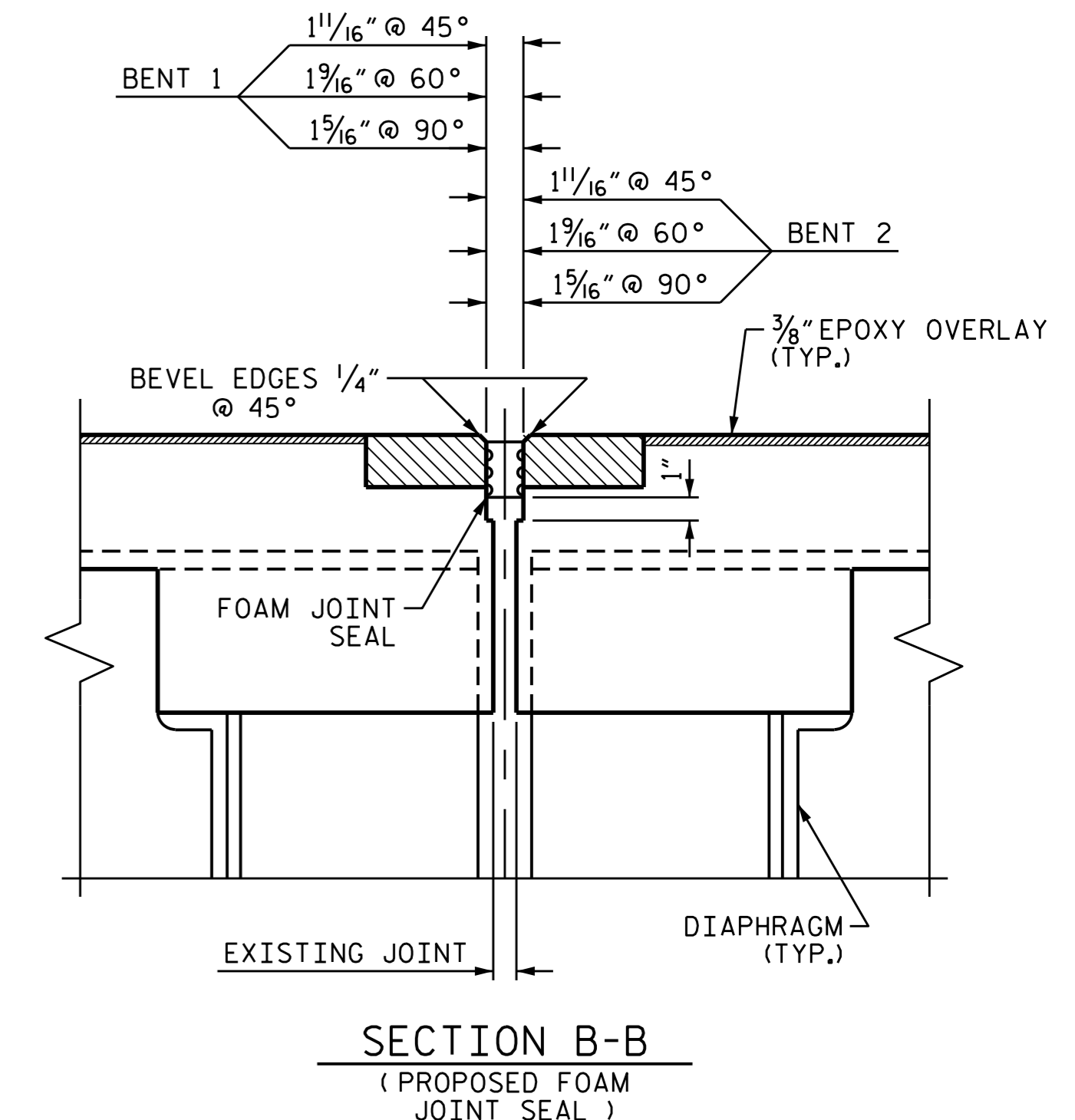
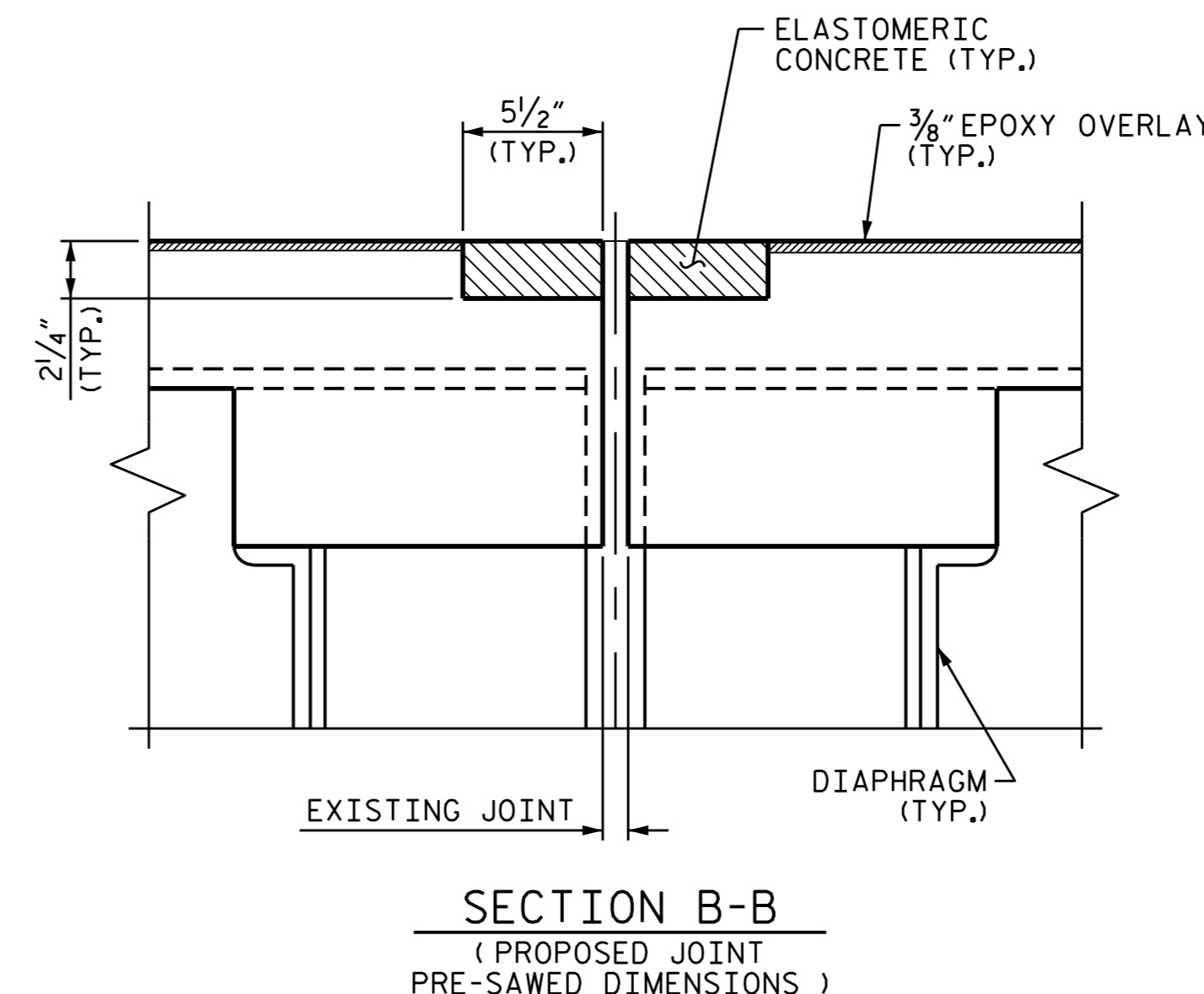
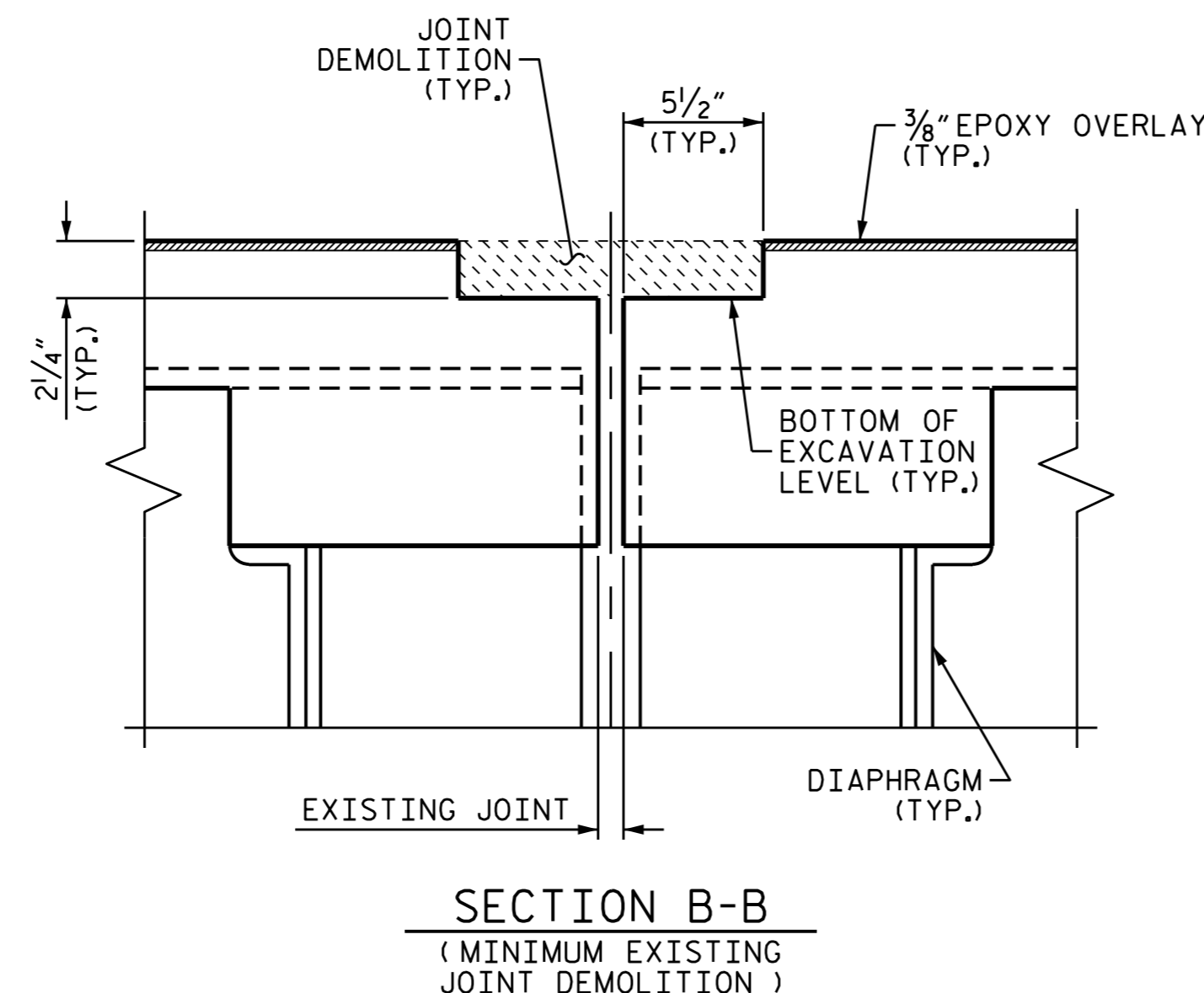
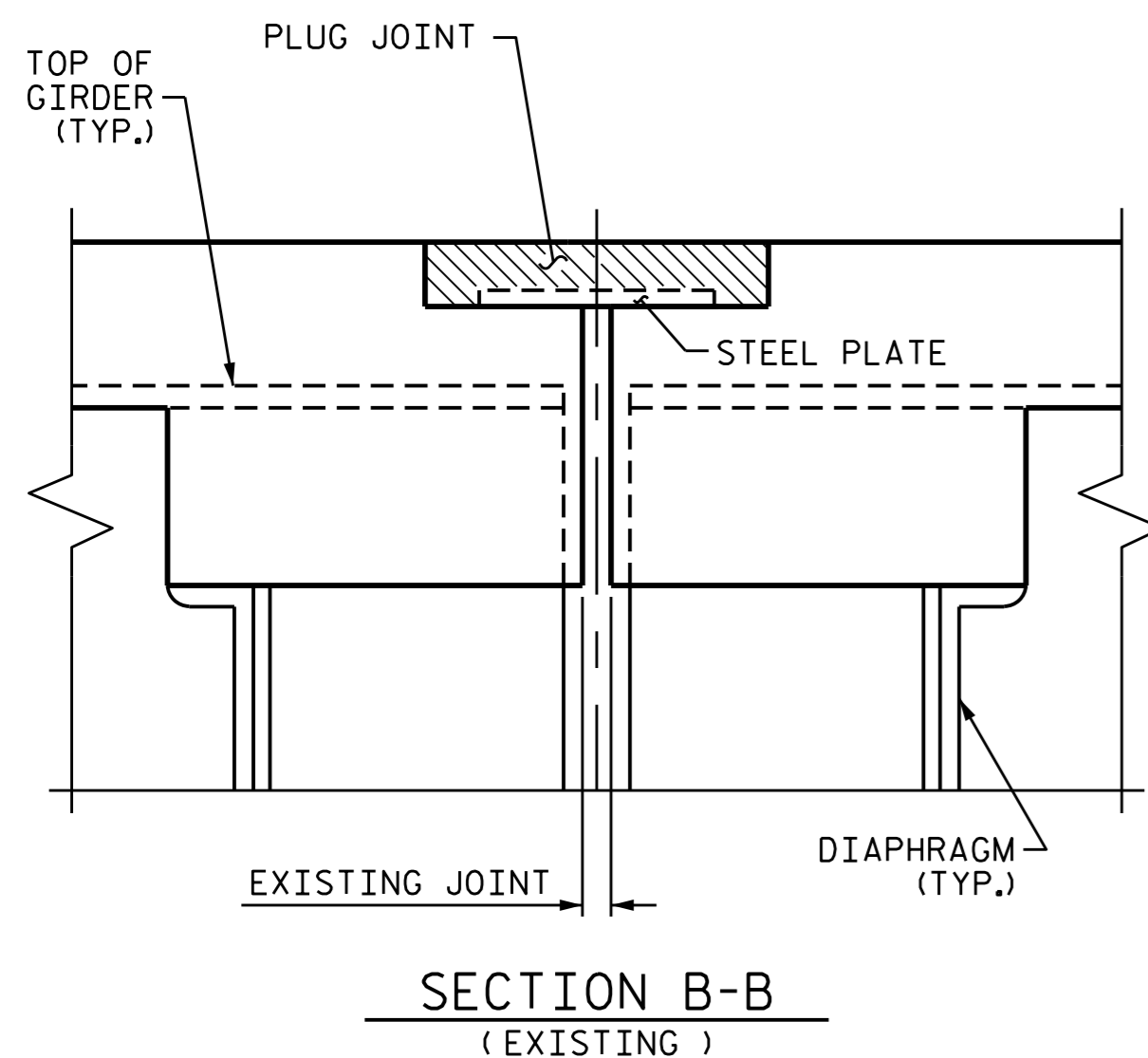
DRAWN BY : J.D. HAWK DATE : 10/15/15
 CHECKED BY : F. ASEFNIA DATE : 11/15

REVISIONS						SHEET NO. S-6
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 7
2			4			



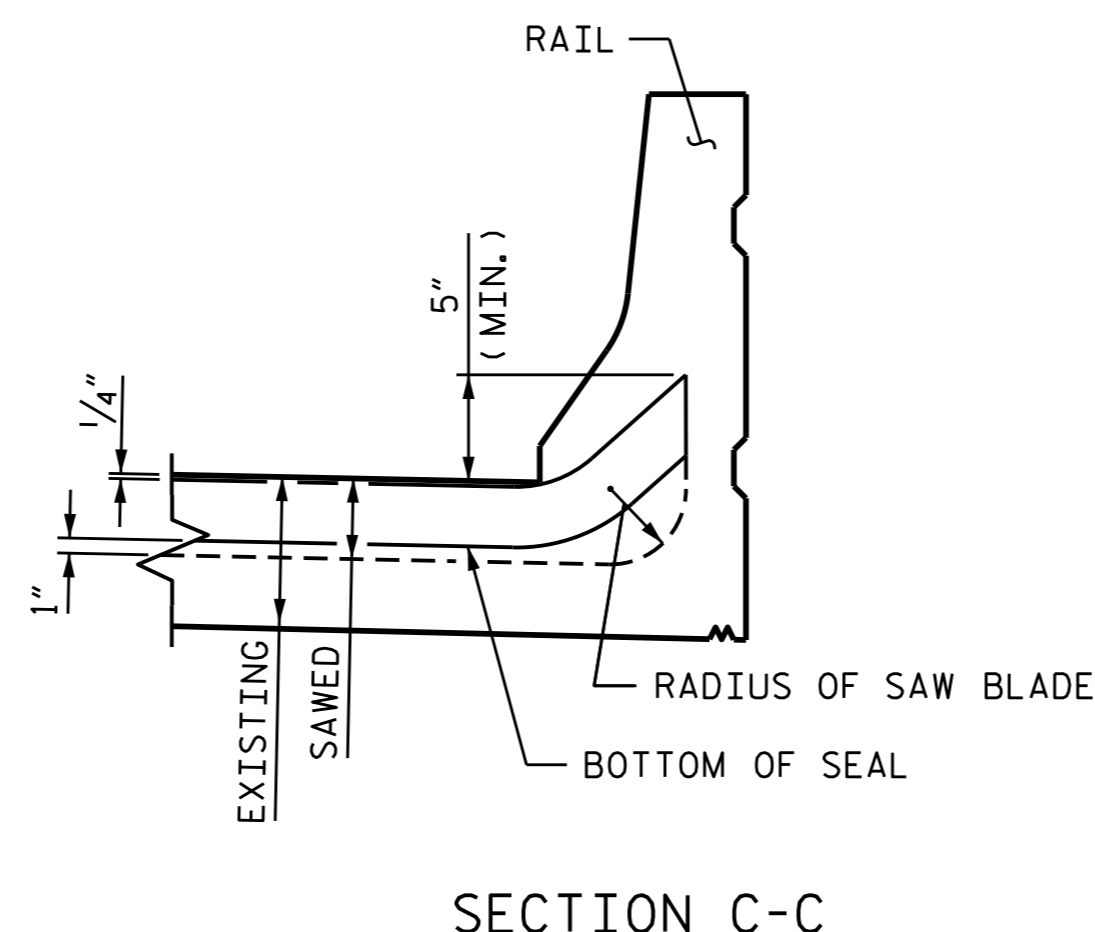
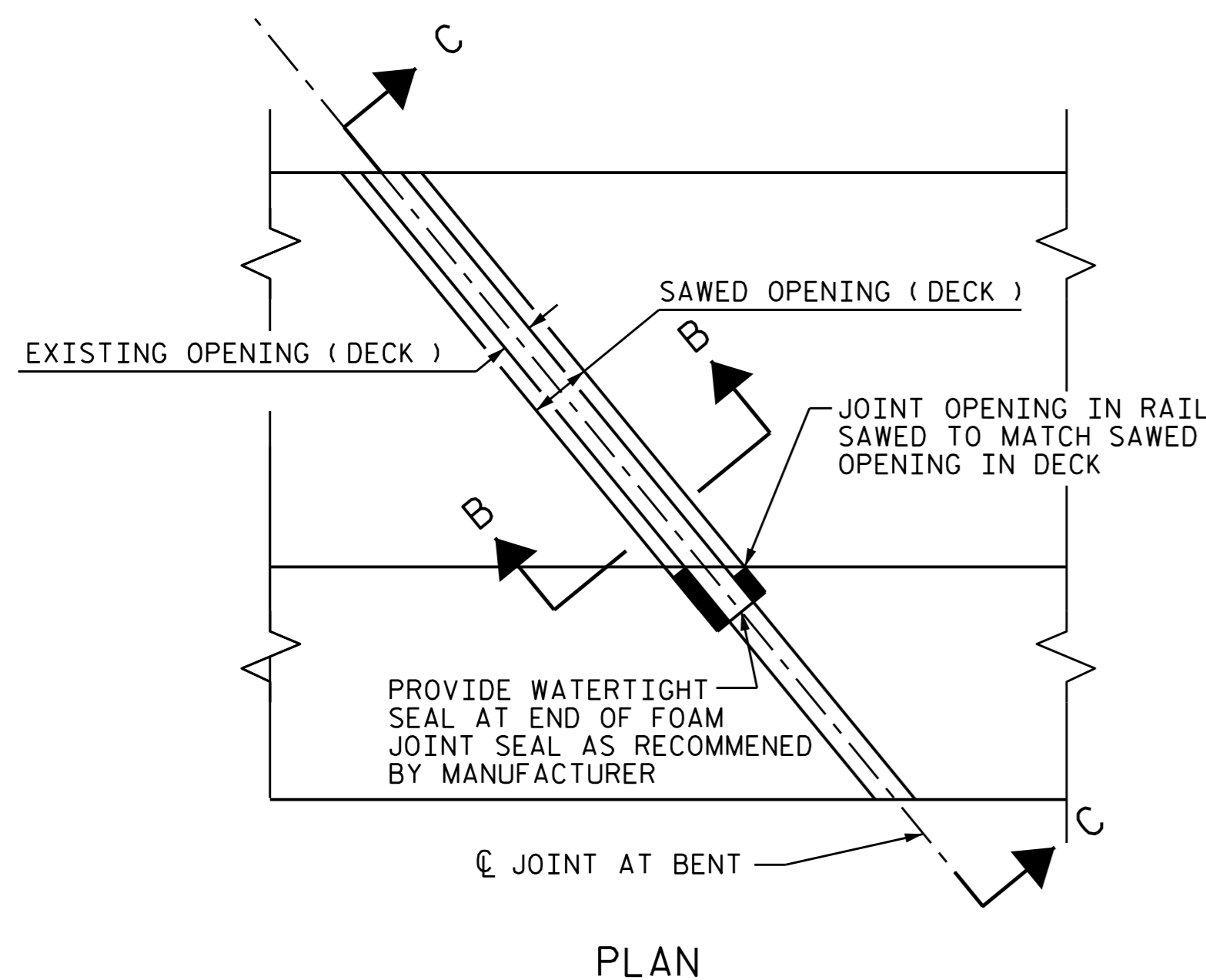
NOTES:
 CONTRACTOR SHALL FIELD VERIFY THE EXISTING FORMED OPENING PRIOR TO OBTAINING JOINT MATERIAL.
 HYDRO-DEMOLITION OR EXCAVATION OF CONCRETE AT THE EXISTING JOINT SHALL RESULT IN THE BOTTOM OF THE EXCAVATION BEING REASONABLY FLAT AND LEVEL, TO PROVIDE SUFFICIENT SUBSTRATE FOR PLACEMENT AND SUPPORT OF ELASTOMERIC CONCRETE.
 FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.
 FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.
 RETAIN ALL EXISTING REINFORCING STEEL. CLEAN AND REPAIR AS NEEDED.
 THE NOMINAL UNCOMPRESSED SEAL WIDTH OF FOAM JOINT SEAL SHALL BE 2".
 THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINTS IN LIEU OF SAWING THE JOINT.

JOINT INSTALLATION SEQUENCE AT END BENTS



JOINT INSTALLATION SEQUENCE AT BENTS

DEMOLISH BRIDGE JOINT AREA TO THE NECESSARY DEPTH, SUCH THAT ELASTOMERIC CONCRETE SHALL BE FOUNDED ON SOUND CONCRETE.



ELASTOMERIC CONCRETE (CU. FT.)*	BR. #395	BR. #396
BENT 1	14.0	9.0
BENT 2	14.0	9.0
TOTAL	28.0	18.0

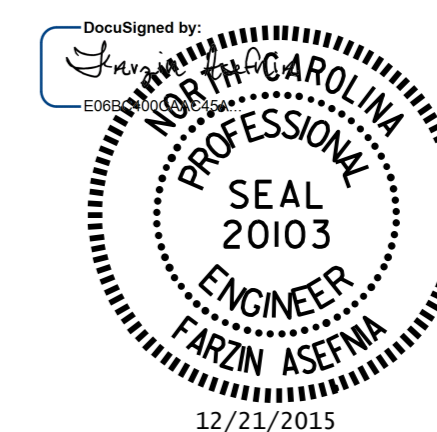
* BASED ON THE MINIMUM BLOCKOUT SHOWN

PROJECT NO. I-5767
 FORSYTH COUNTY
 BRIDGE NO. 395 (WBL)
396 (EBL)

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

JOINT DETAILS

REVISIONS						SHEET NO. S-7
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 7
2			4			



DRAWN BY : D.A. DAVENPORT DATE : 10/14/15
 CHECKED BY : F. ASEFNIA DATE : 11/15

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

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