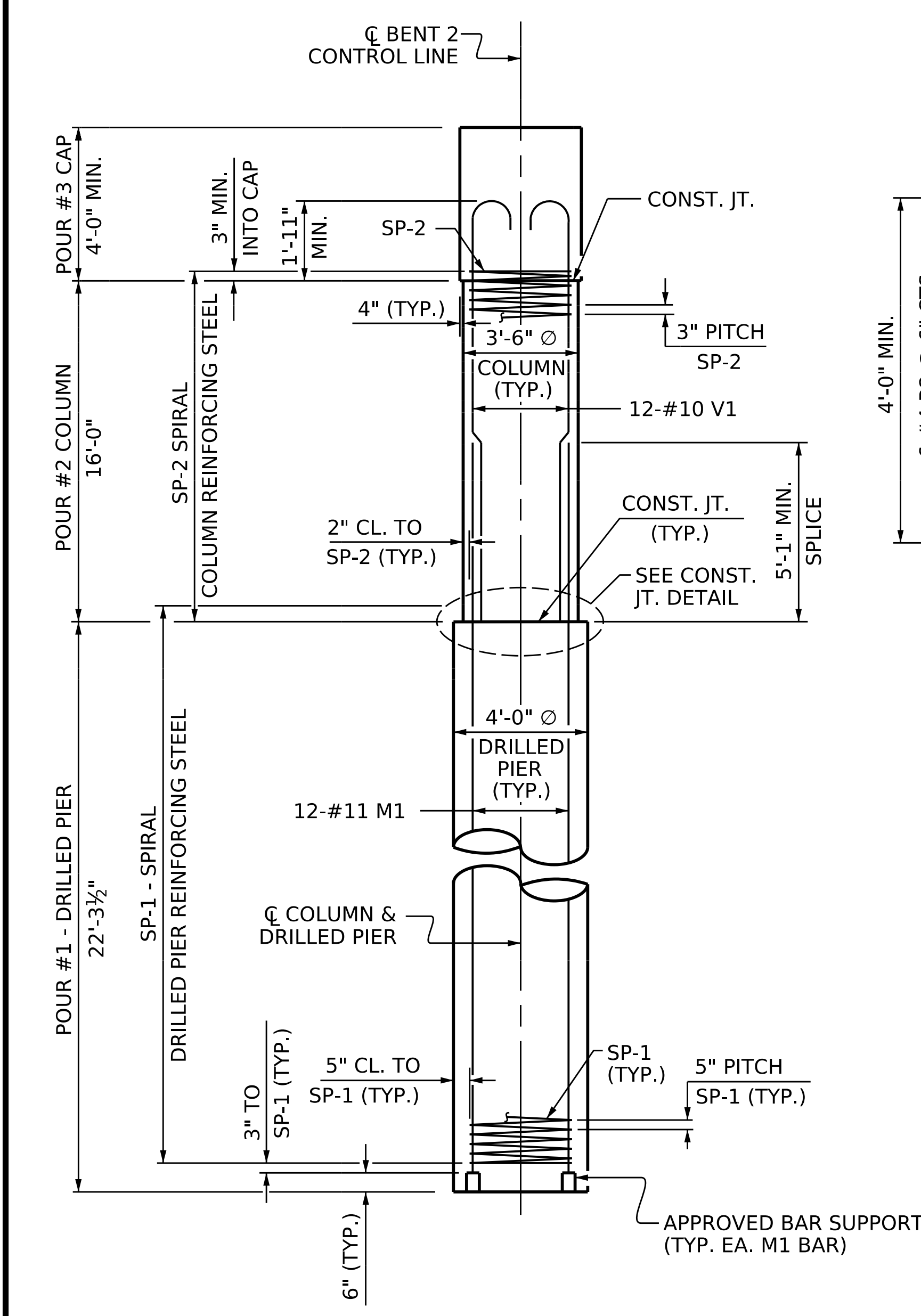
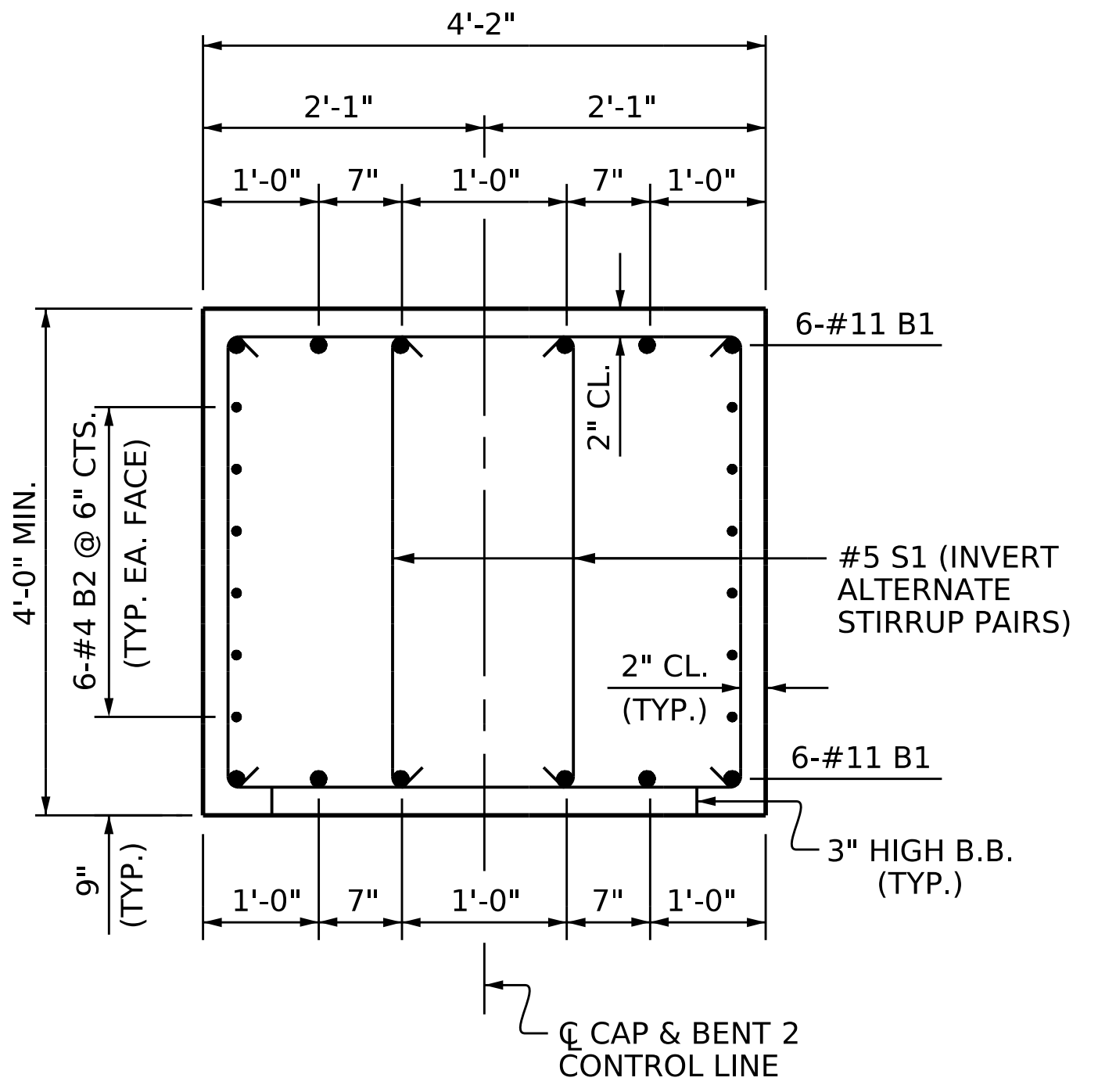


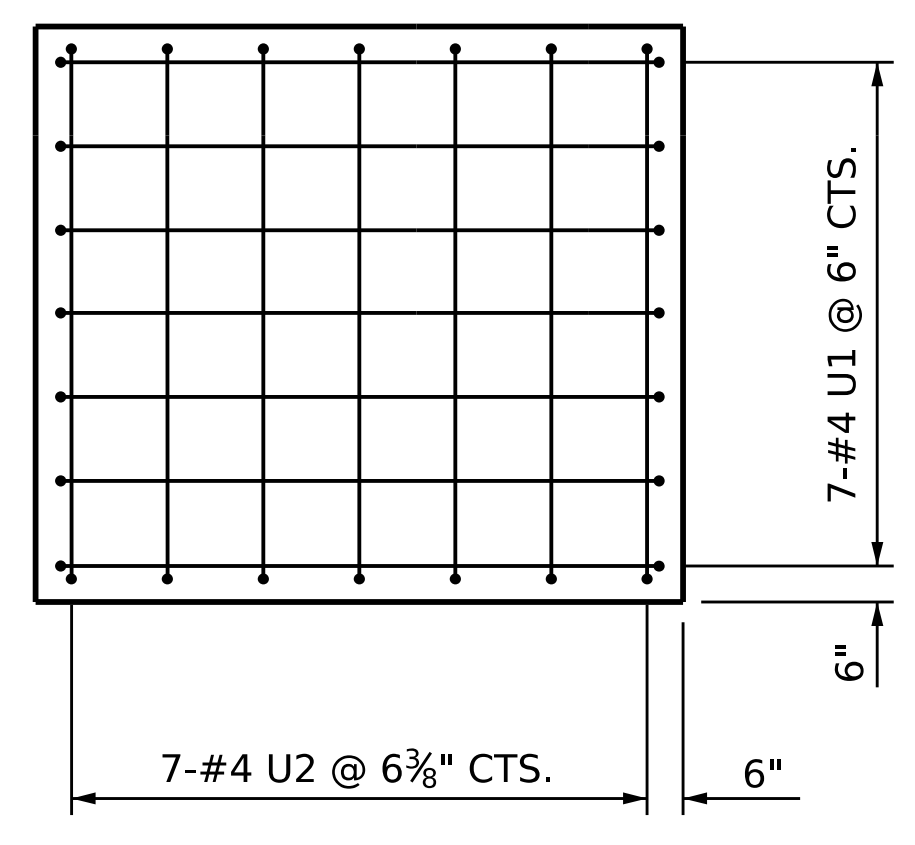
PLAN OF DRILLED PIERS AND COLUMNS



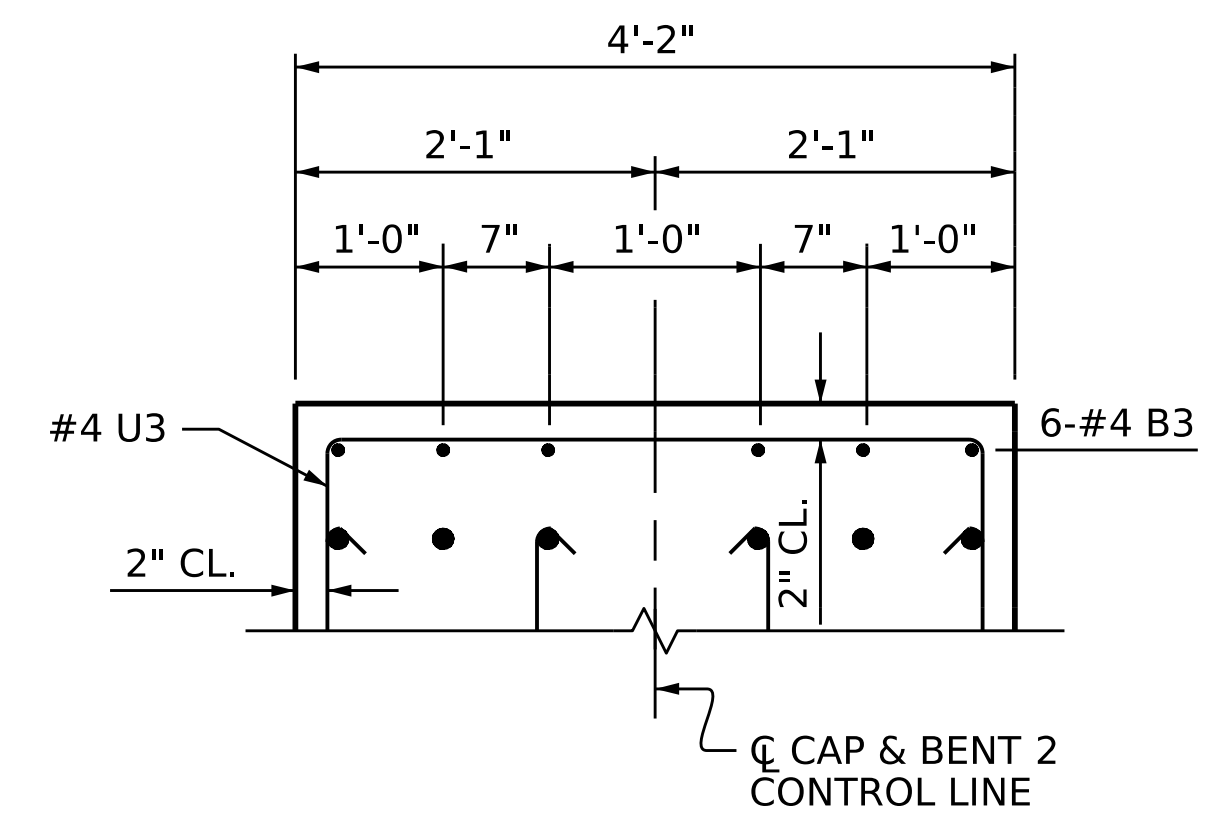
END ELEVATION



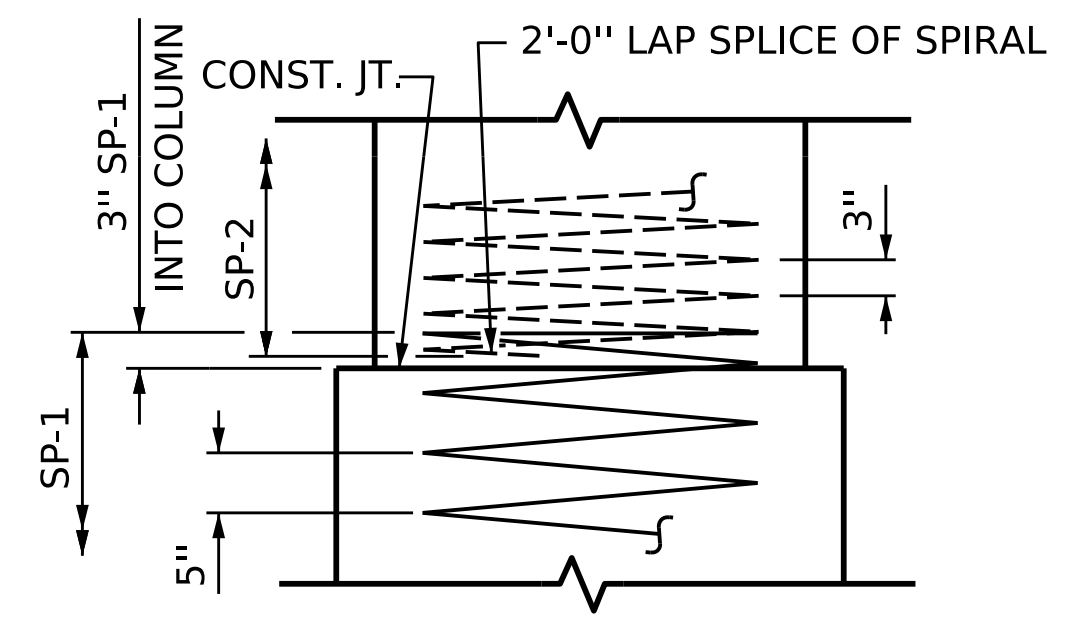
SECTION A-A



VIEW B-B

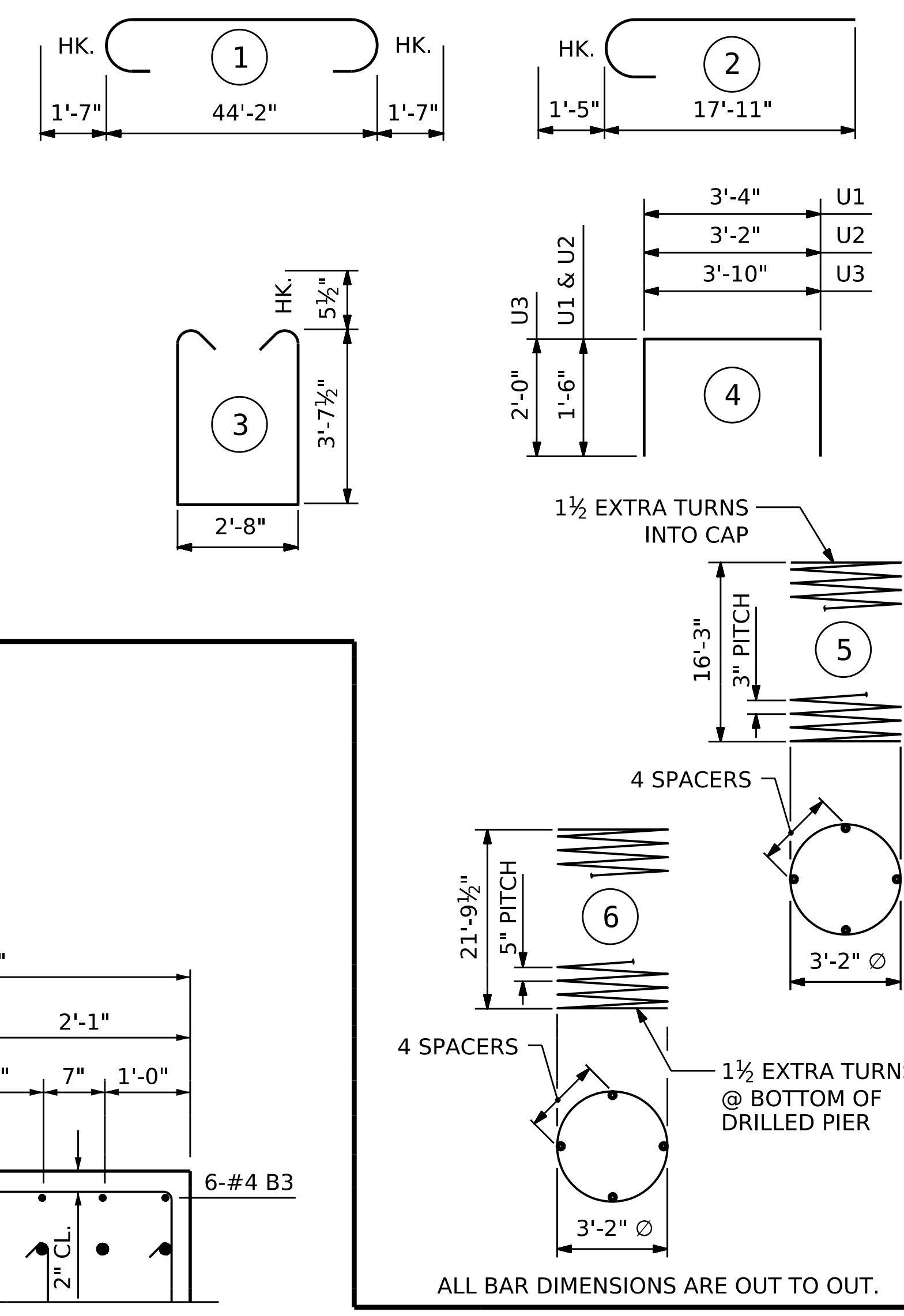


PARTIAL SECTION C-C



CONSTRUCTION JOINT DETAIL

BAR TYPES



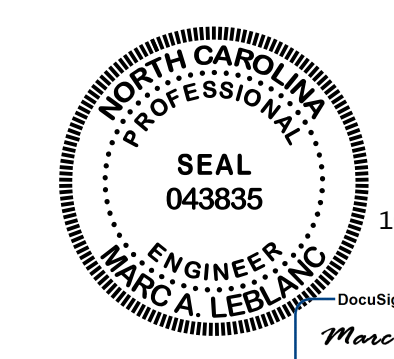
ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

BENT NO. 2					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	12	#11	1	47'-4"	3,018
B2	24	#4	STR	23'-4"	374
B3	6	#4	STR	14'-3"	57
M1	36	#11	STR	29'-11"	5,722
S1	72	#5	3	10'-10"	814
U1	14	#4	4	6'-4"	59
U2	14	#4	4	6'-2"	58
U3	35	#4	4	7'-10"	183
V1	36	#10	2	19'-4"	2,995
REINFORCING STEEL (FOR BENT 2)					13,280 LBS.
SP-1	3	*	6	533'-10"	1,670
SP-2	3	**	5	653'-1"	1,309
SPIRAL COLUMN REINFORCING STEEL (FOR BENT 2)					2,979 LBS.
* * THE SP-2 SPIRAL REINFORCING STEEL SHALL BE W20 OR D20 COLD DRAWN WIRE OR #4 PLAIN OR DEFORMED BAR.					
* THE SP-1 SPIRAL REINFORCING STEEL SHALL BE W31 OR D31 COLD DRAWN WIRE OR #5 PLAIN OR DEFORMED BAR.					
CLASS A CONCRETE BREAKDOWN FOR BENT 2					
POUR #2 (COLUMNS)					17.1 CY
POUR #3 (CAP)					28.7 CY
TOTAL CLASS A CONCRETE					45.8 CY
DRILLED PIERS: (FOR BENT 2)					
DRILLED PIER CONCRETE POUR #1 (DRILLED PIERS)					31.1 CY

DRAWN BY :	GD	DATE :	12/22
CHECKED BY :	KAR	DATE :	12/22
DESIGN ENGINEER OF RECORD :	MAL	DATE :	6/23

PROJECT NO. B-5527
SURRY COUNTY
 STATION: 23+79.00 -LSB-
 SHEET 2 OF 2

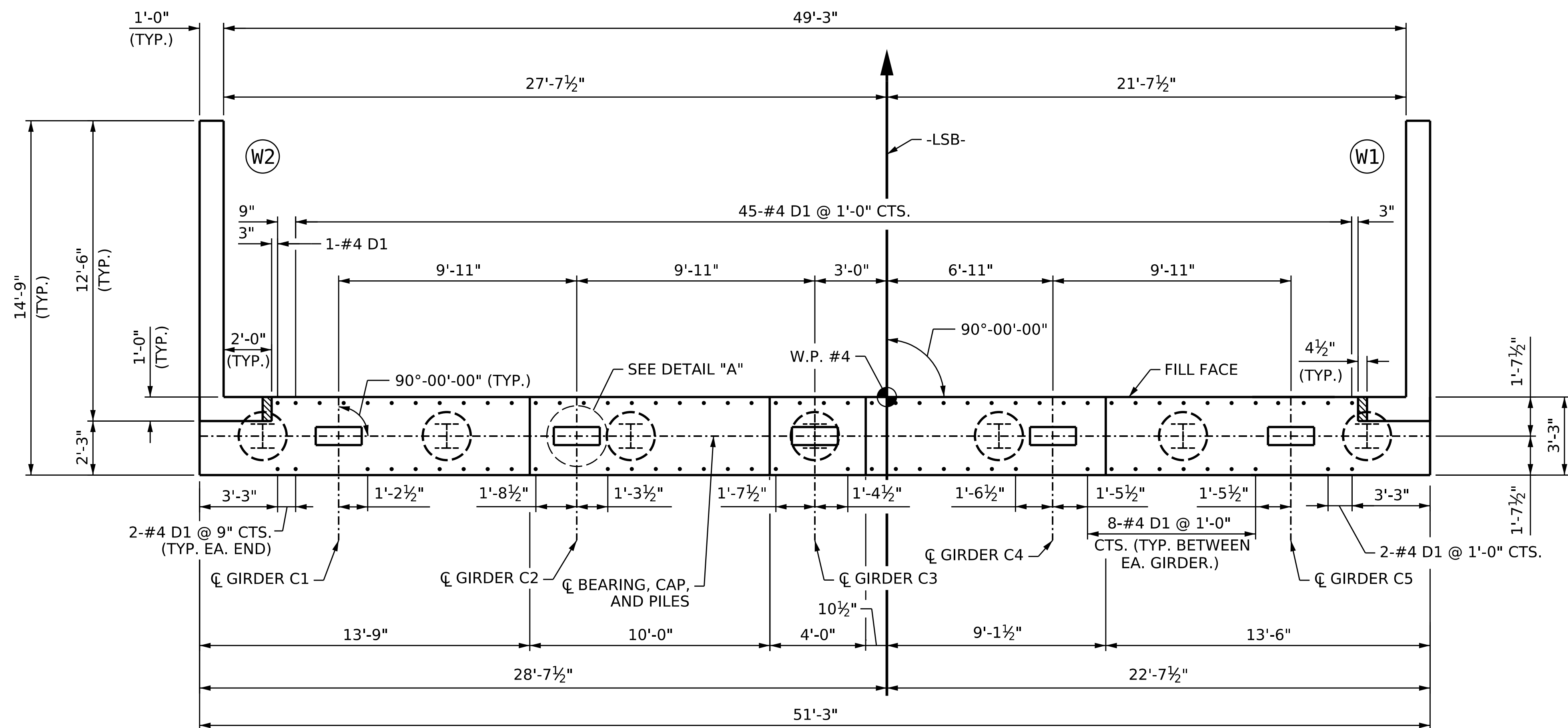


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
BENT NO. 2
DETAILS

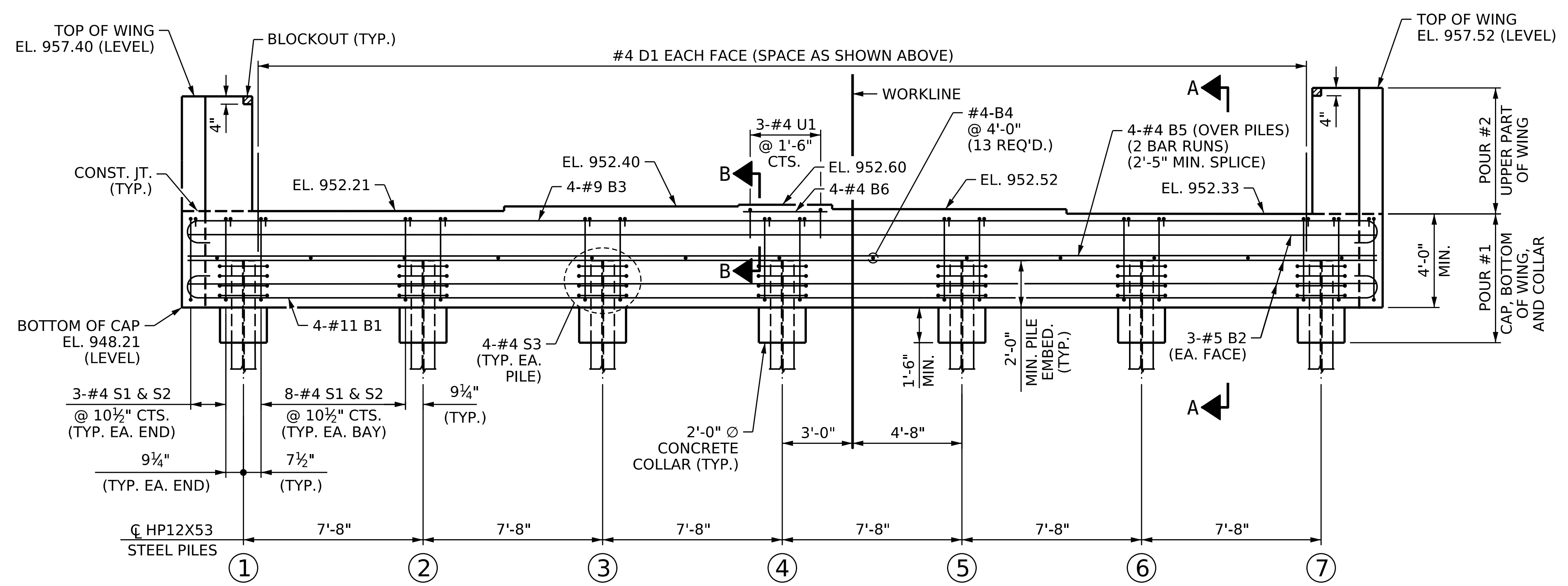


REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	DATE:
1			3	
2			4	

SHEET NO.	S2-27
TOTAL SHEETS	32



PLAN



ELEVATION

NOTES

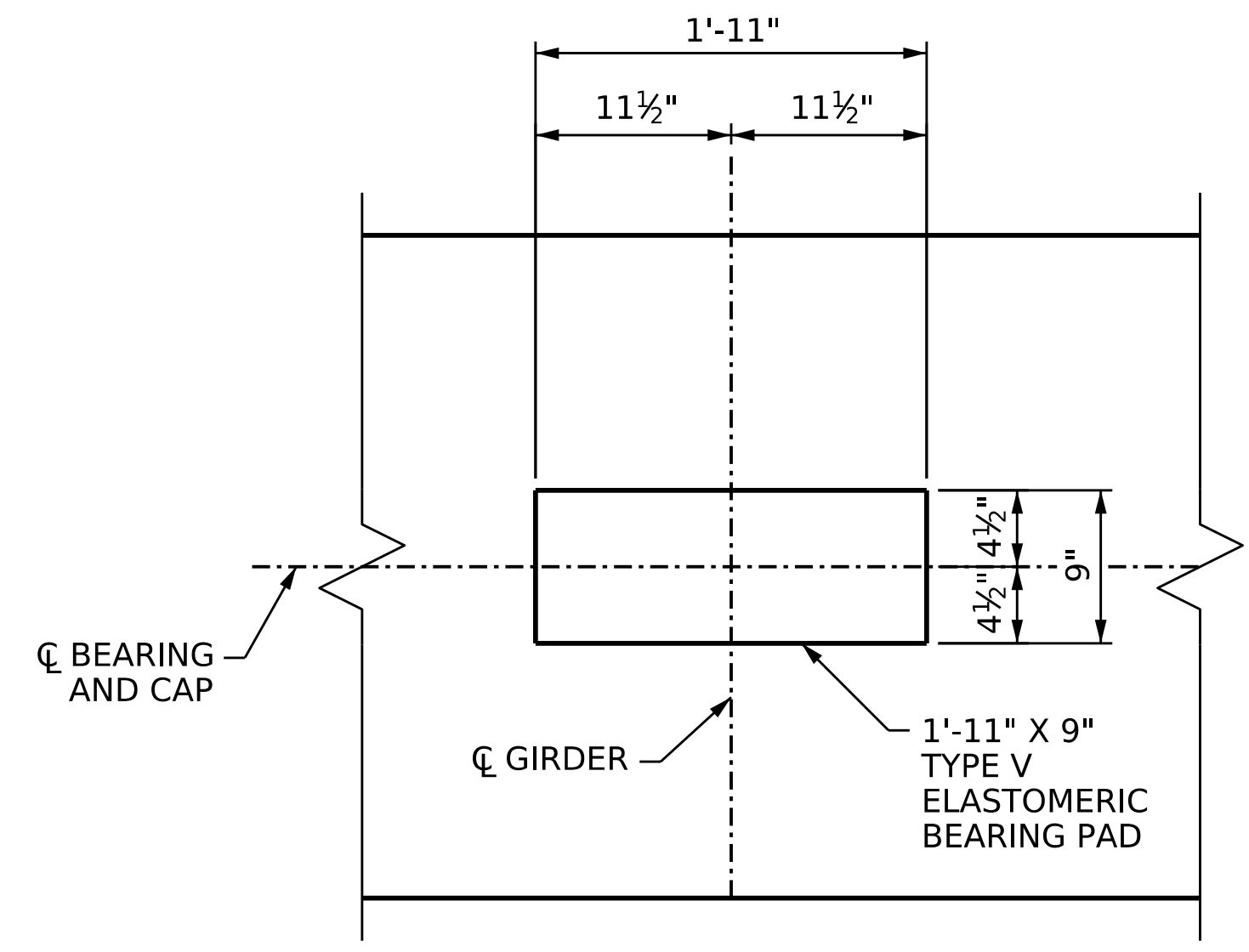
FOR SECTION A-A AND PARTIAL SECTION B-B, SEE SHEET 3 OF 3.

#4 D1 STIRRUP BARS MAY BE SHIFTED SLIGHTLY TO AVOID STIRRUPS IN CAP AND STEPS IN CAP.

SEE SUPERSTRUCTURE SHEETS FOR UPPER PART OF INTEGRAL END BENT DETAILS.

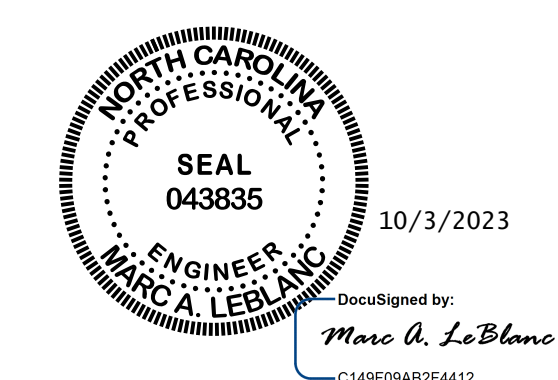
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE CONCRETE BARRIER IS CAST IF SLIP FORMING IS USED.

THE TOP SURFACE OF THE END BENT CAP AND WINGS, EXCLUDING THE BEARING AREA AND EXPOSED AREA OUTSIDE OF CONCRETE DIAPHRAGMS, SHALL BE RAKED TO A DEPTH OF ¼".



DETAIL "A"

PROJECT NO. B-5527
SURRY COUNTY
 STATION: 23+79.00 -LSB-
 SHEET 1 OF 3



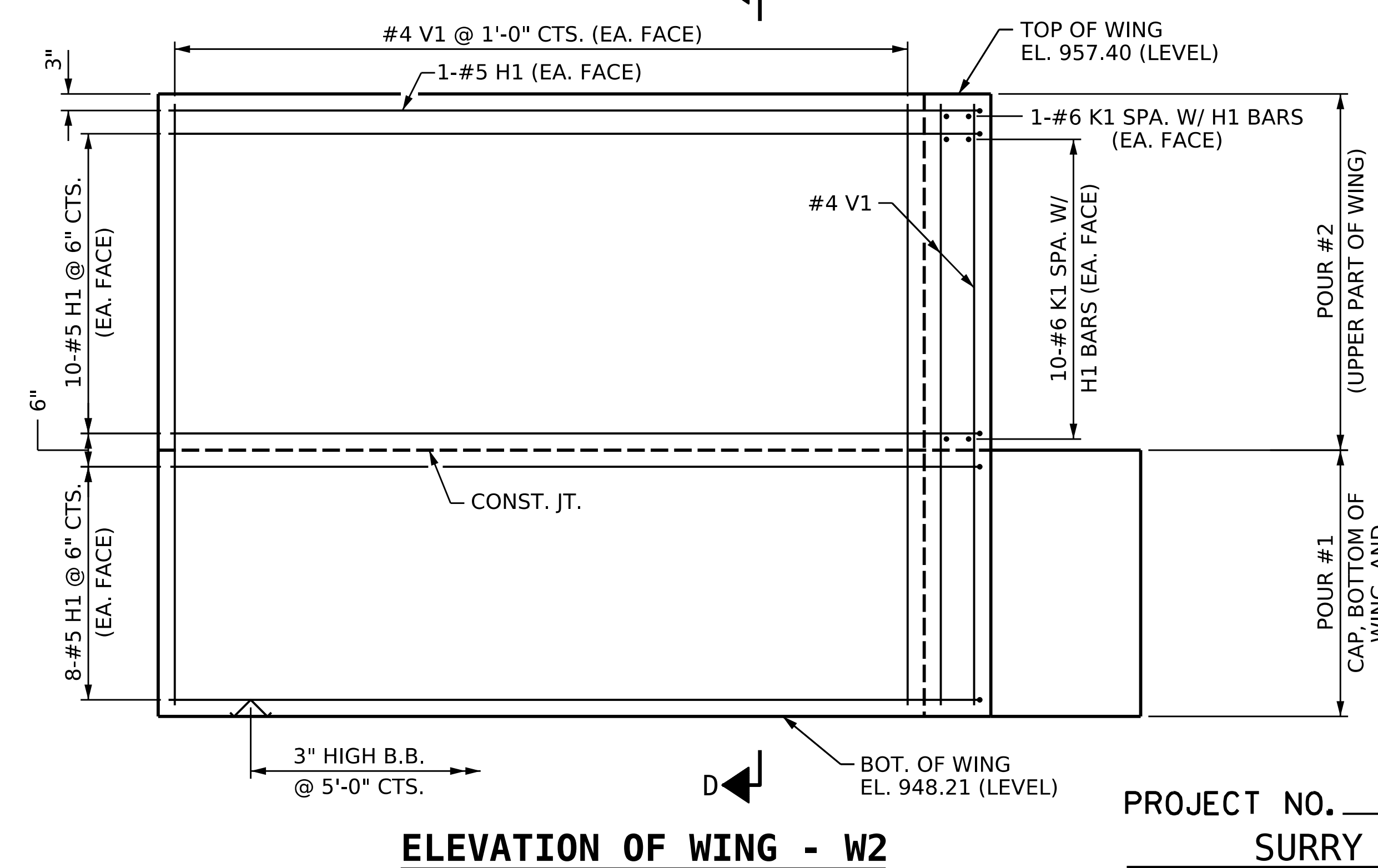
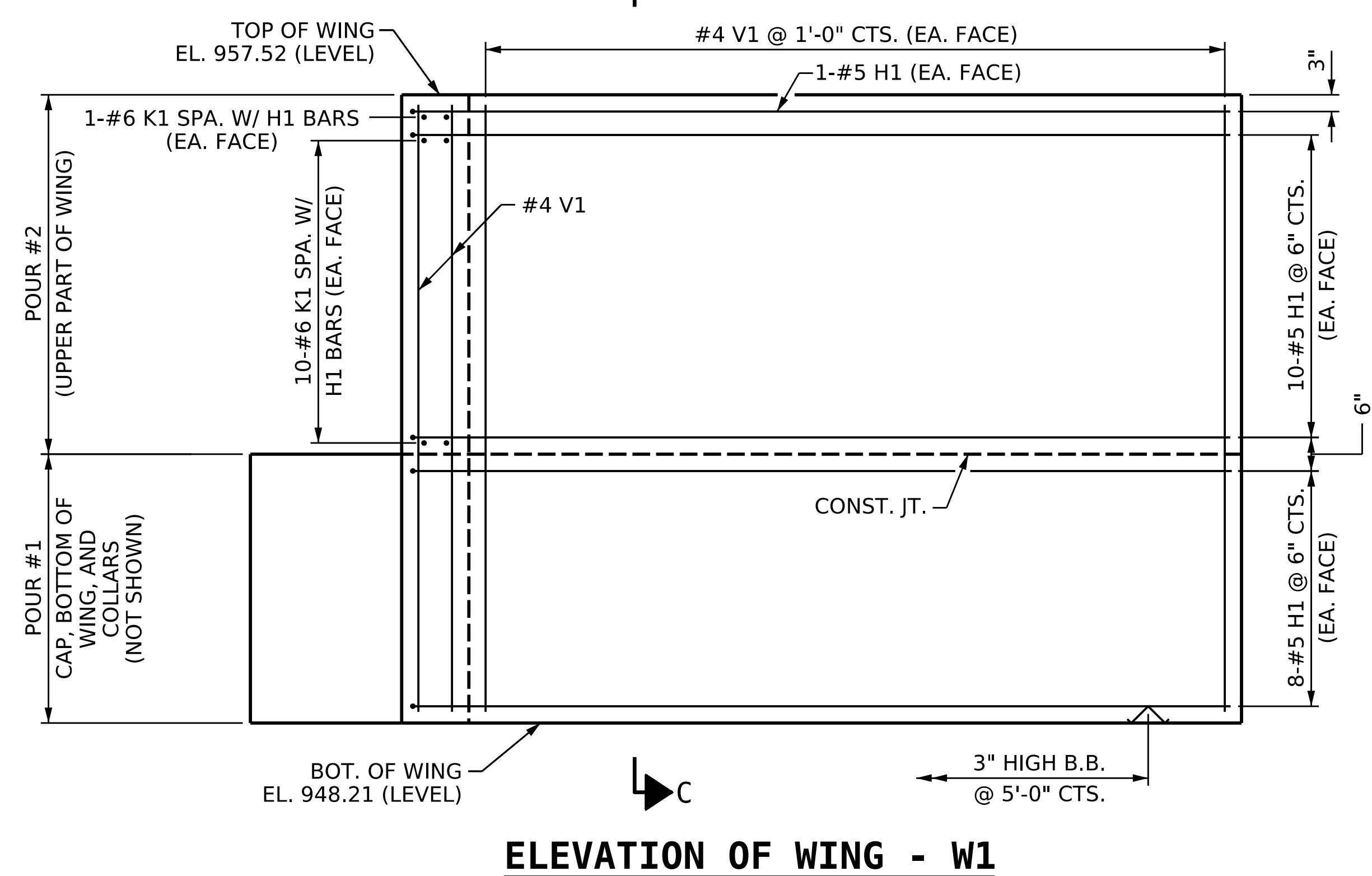
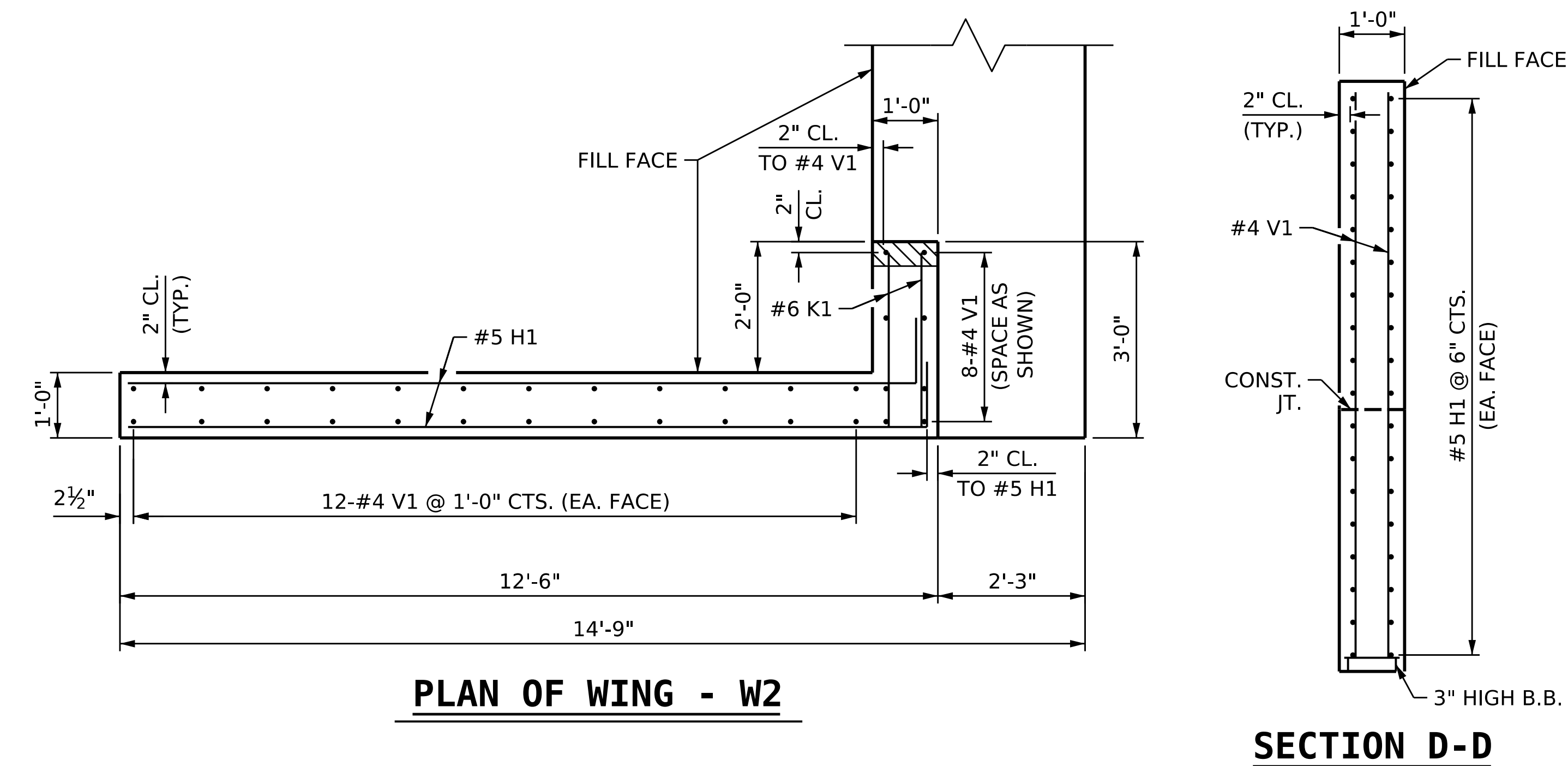
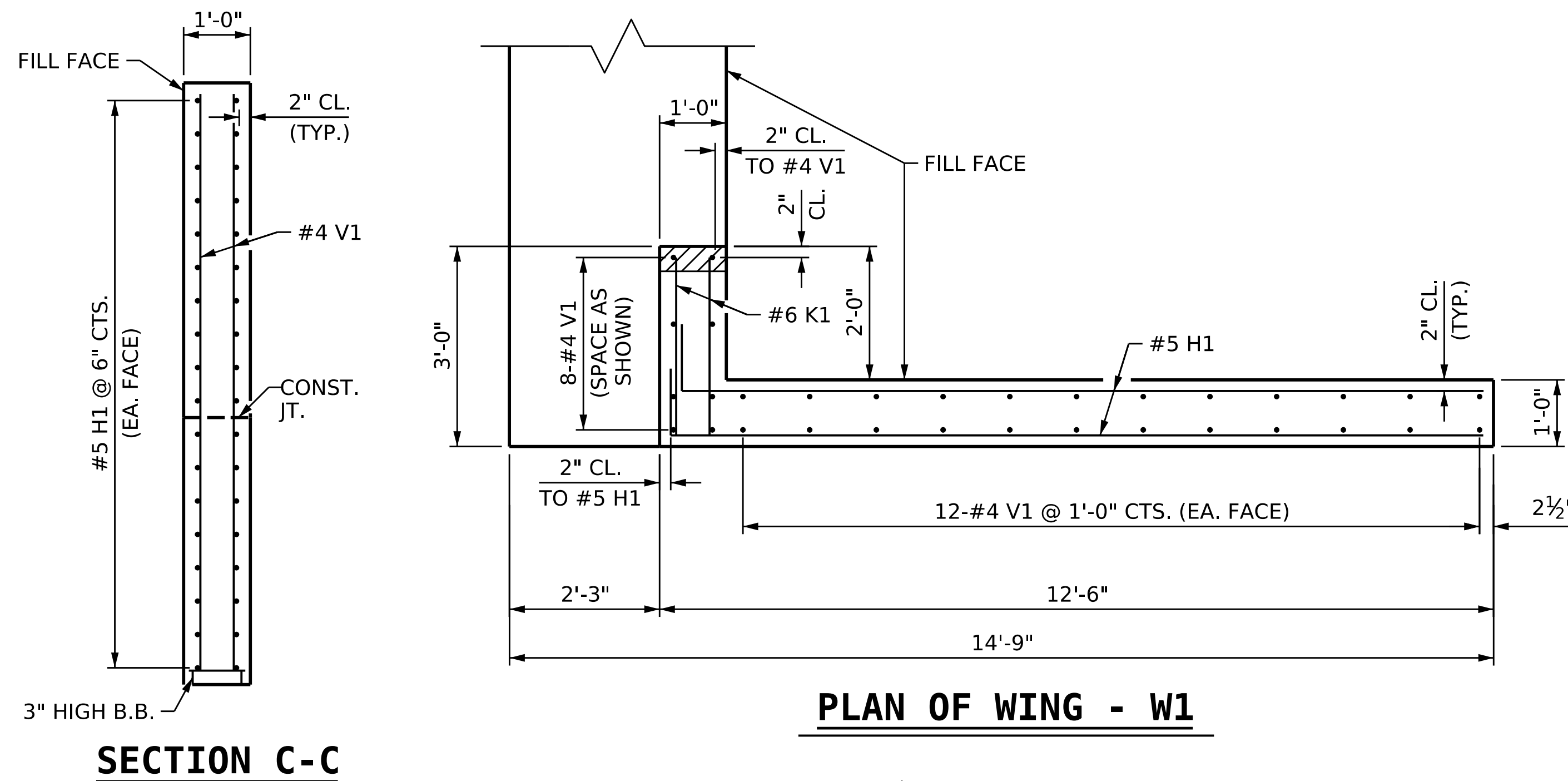
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE

**INTEGRAL
 END BENT NO. 2**

DRAWN BY : HRB DATE : 12/22
 CHECKED BY : MAL DATE : 12/22
 DESIGN ENGINEER OF RECORD: MAL DATE : 6/23



REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	
1			3	S2-28
2			4	
				32



PROJECT NO. B-5527
 SURRY COUNTY
 STATION: 23+79.00 -LSB-
 SHEET 2 OF 3

DRAWN BY : HRB DATE : 12/22
 CHECKED BY : MAL DATE : 12/22
 DESIGN ENGINEER OF RECORD: MAL DATE : 6/23

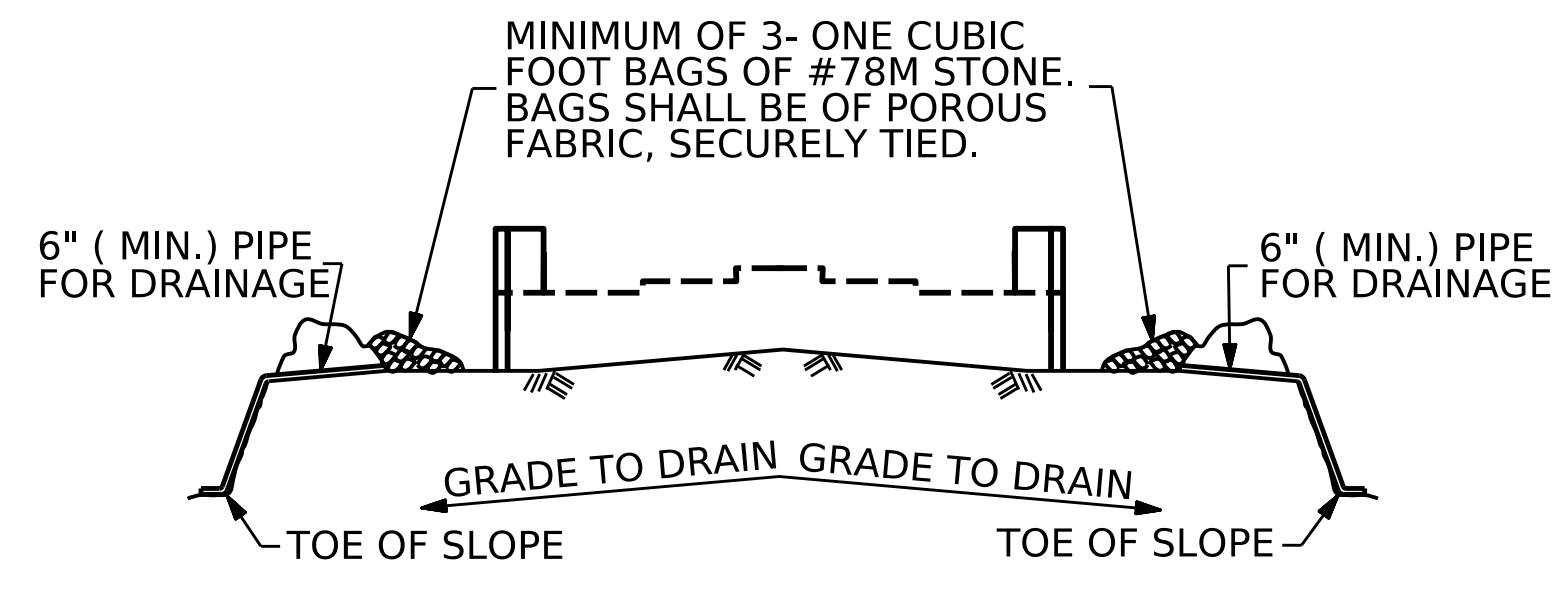
DocuSigned by:
Marc A. LeBlanc
CLASS#043835412

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 UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE

**INTEGRAL
 END BENT NO. 2**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			32

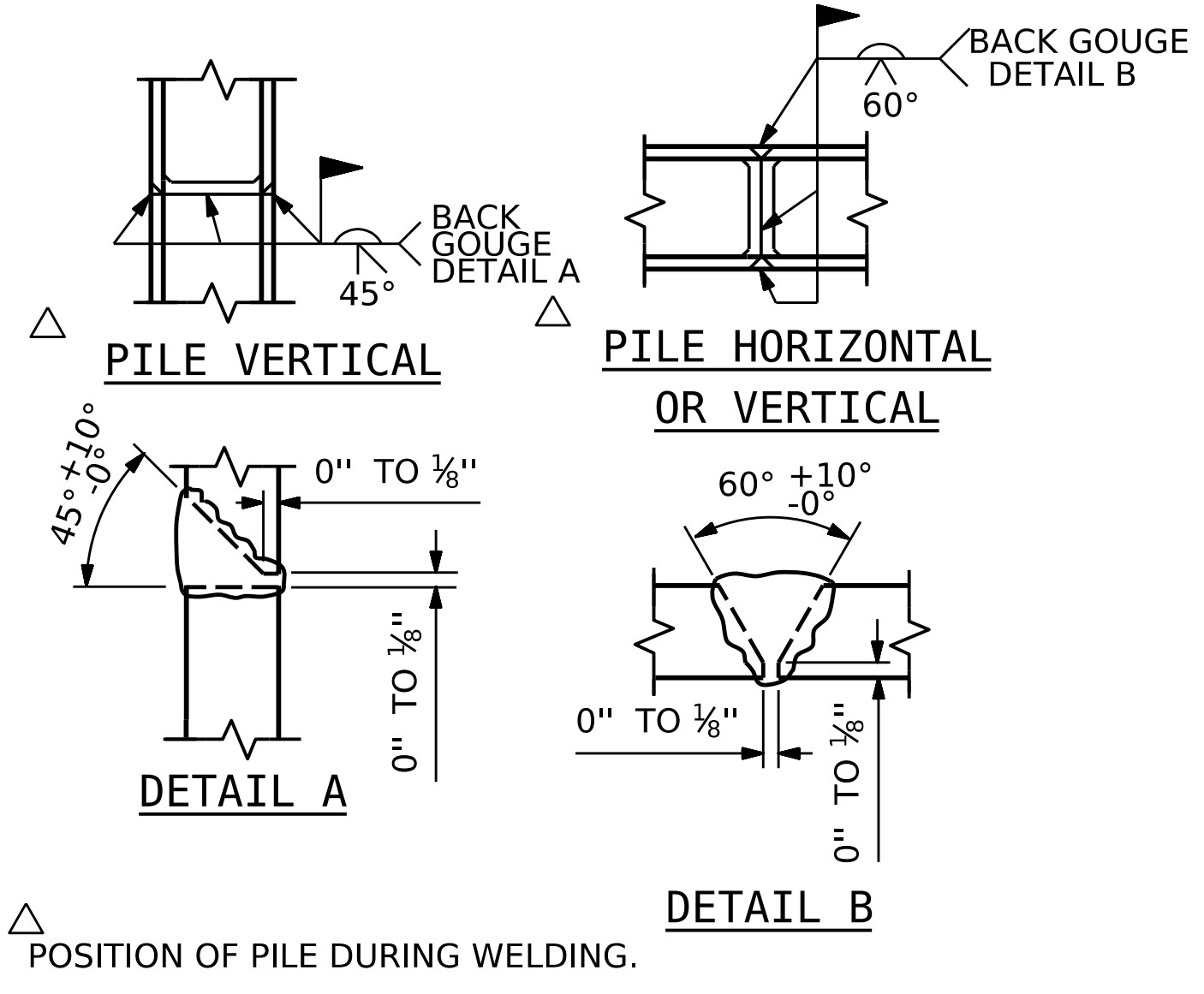


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

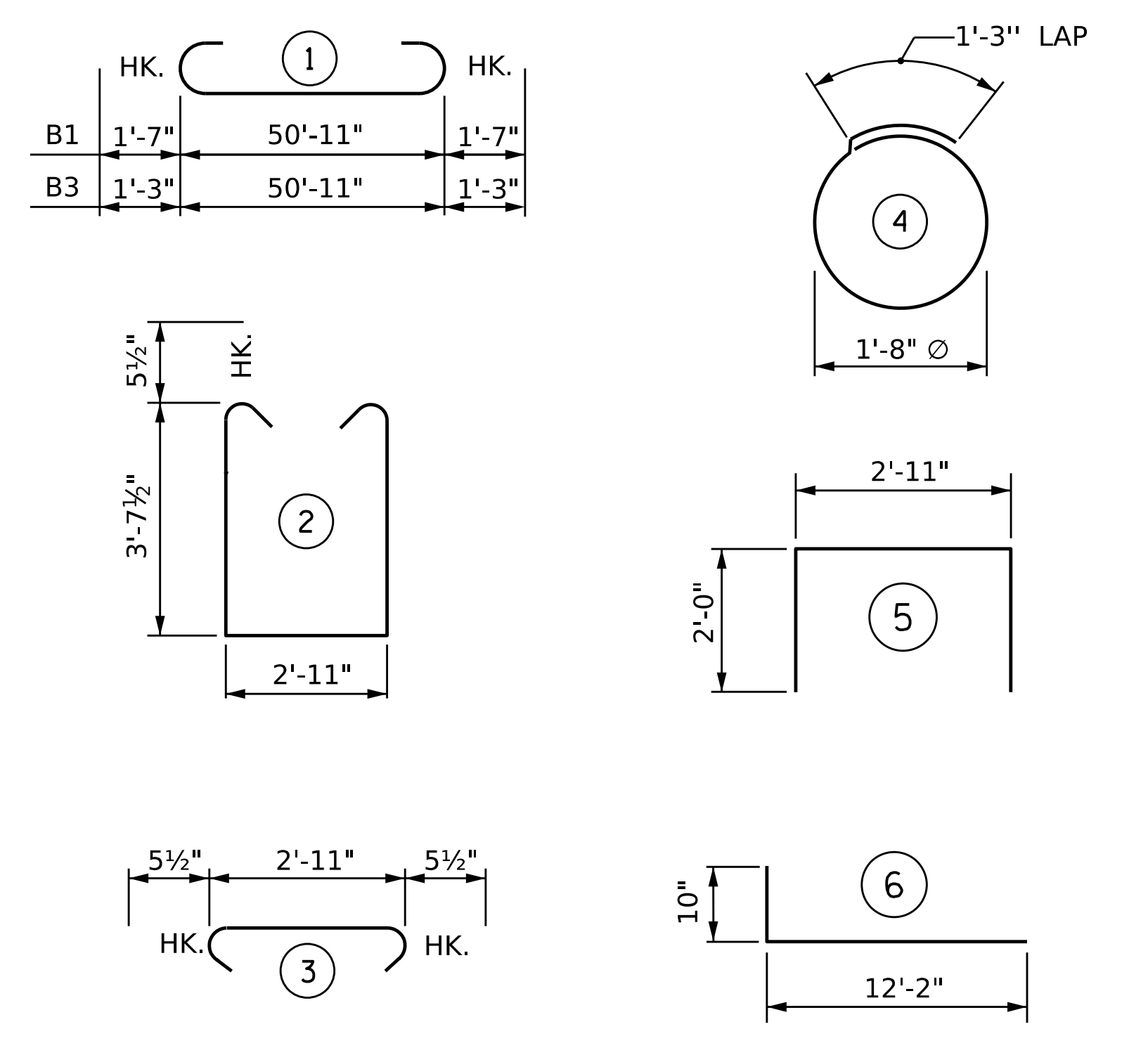
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



PILE SPLICE DETAILS

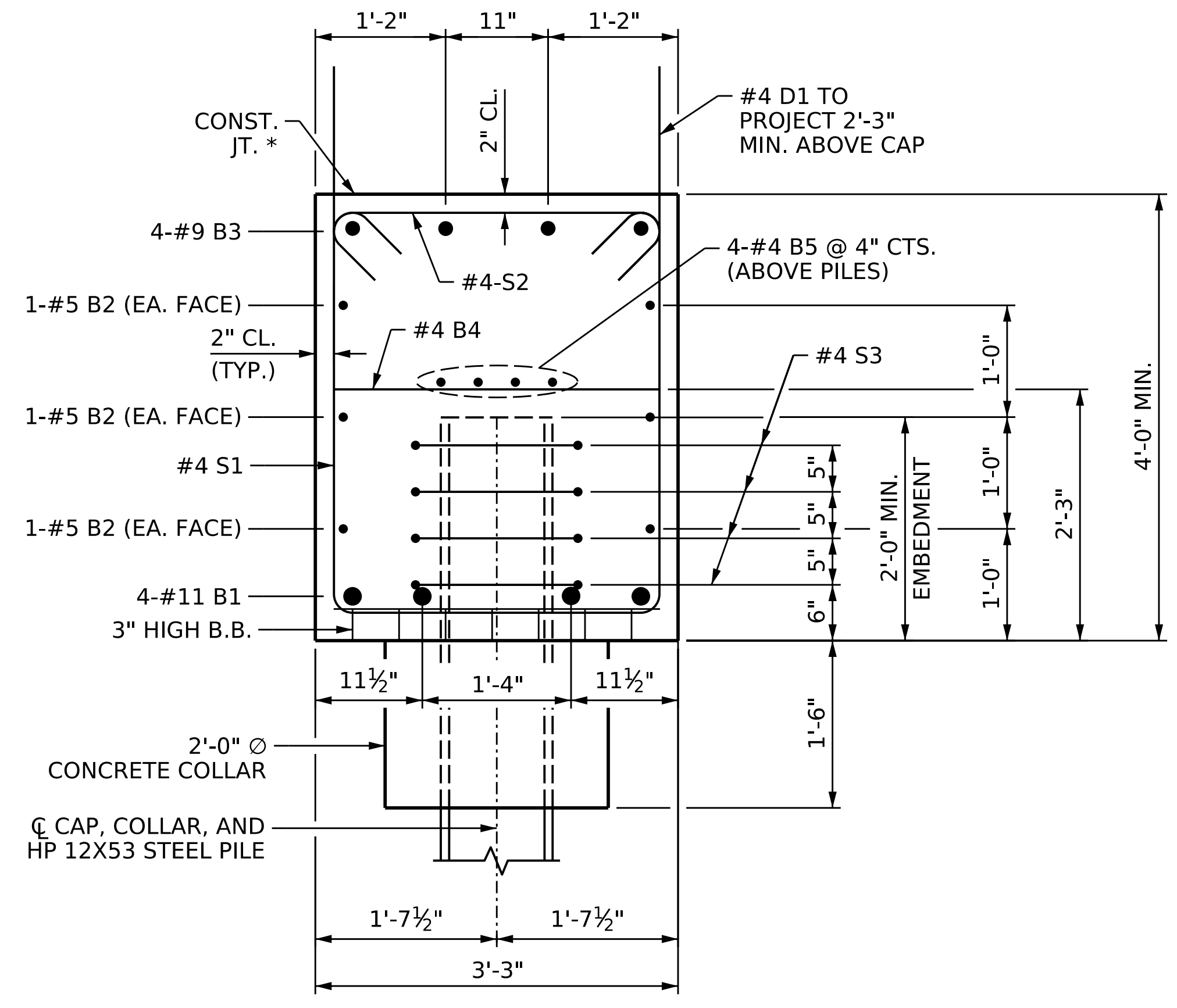
BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

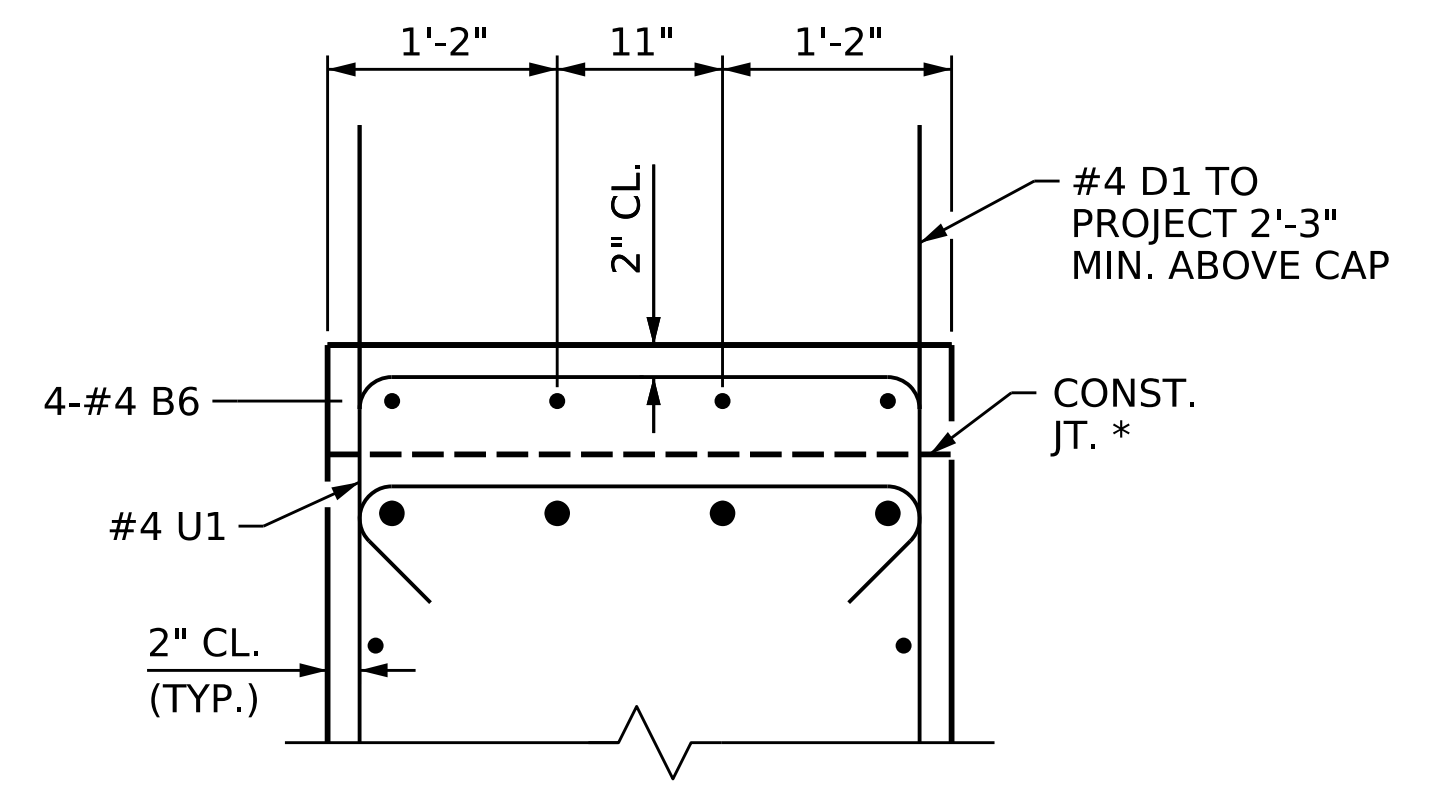
BILL OF MATERIAL

END BENT NO. 2						
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
B1	4	#11	1	54'-1"	1149	
B2	6	#5	STR	50'-11"	319	
B3	4	#9	1	53'-5"	726	
B4	13	#4	STR	2'-11"	25	
B5	8	#4	STR	26'-8"	143	
B6	4	#4	STR	3'-8"	10	
D1	82	#4	STR	4'-3"	233	
H1	76	#5	6	13'-0"	1030	
K1	44	#6	STR	2'-8"	176	
S1	54	#4	2	11'-1"	400	
S2	54	#4	3	3'-10"	138	
S3	28	#4	4	6'-6"	122	
U1	3	#4	5	6'-11"	14	
V1	64	#4	STR	8'-10"	378	
V2	64	#4	STR	8'-10"	378	
REINFORCING STEEL				5241 LBS.		
CLASS A CONCRETE						
POUR #1						
COLLARS, CAP, AND BOTTOM OF WINGS					30.3 CY	
POUR #2						
UPPER PART OF WINGS					5.6 CY	
TOTAL CLASS A CONCRETE					35.9 CY	



SECTION A-A

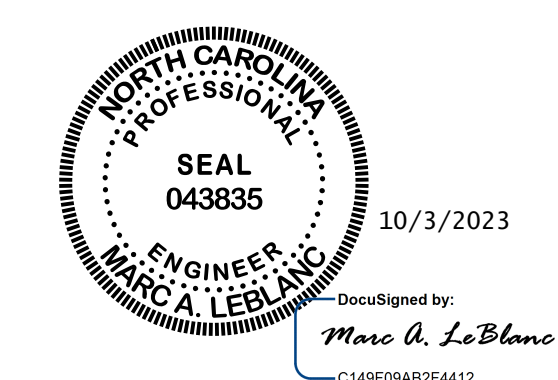
* THE TOP SURFACE OF THE END BENT CAP AND WINGS, EXCLUDING THE BEARING AREA, SHALL BE RAKED TO A DEPTH OF 1/4"



PARTIAL SECTION B-B

* THE TOP SURFACE OF THE END BENT CAP AND WINGS, EXCLUDING THE BEARING AREA, SHALL BE RAKED TO A DEPTH OF 1/4"

PROJECT NO. B-5527
SURRY COUNTY
 STATION: 23+79.00 -LSB-
 SHEET 3 OF 3



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

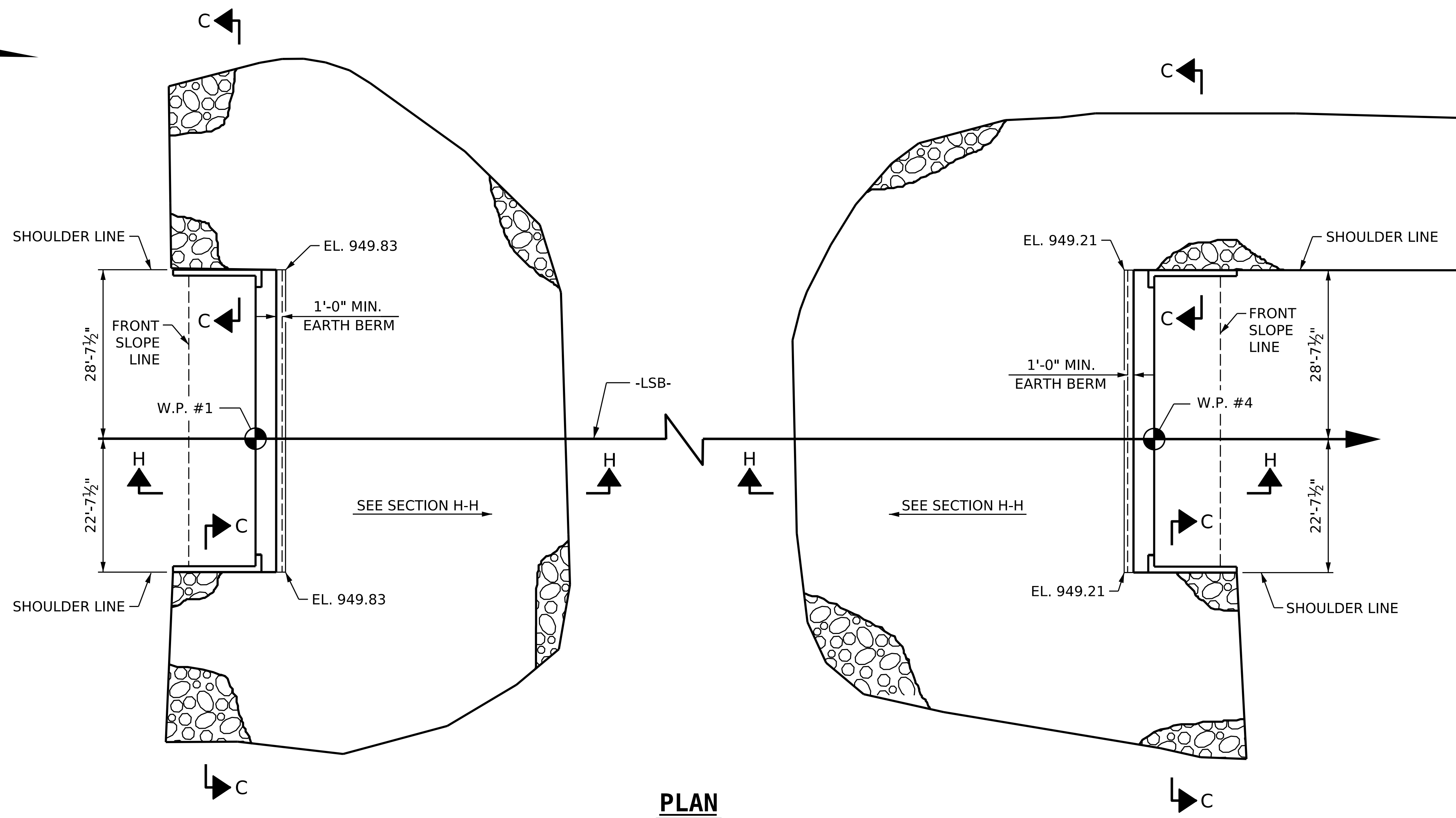
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
INTEGRAL END BENT NO. 2 DETAILS

DRAWN BY :	HRB	DATE :	12/22
CHECKED BY :	MAL	DATE :	12/22
DESIGN ENGINEER OF RECORD:	MAL	DATE :	6/23



REVISIONS				SHEET NO.
NO.	BY:	DATE:	NO.	DATE:
1			3	
2			4	

TOTAL SHEETS: 32

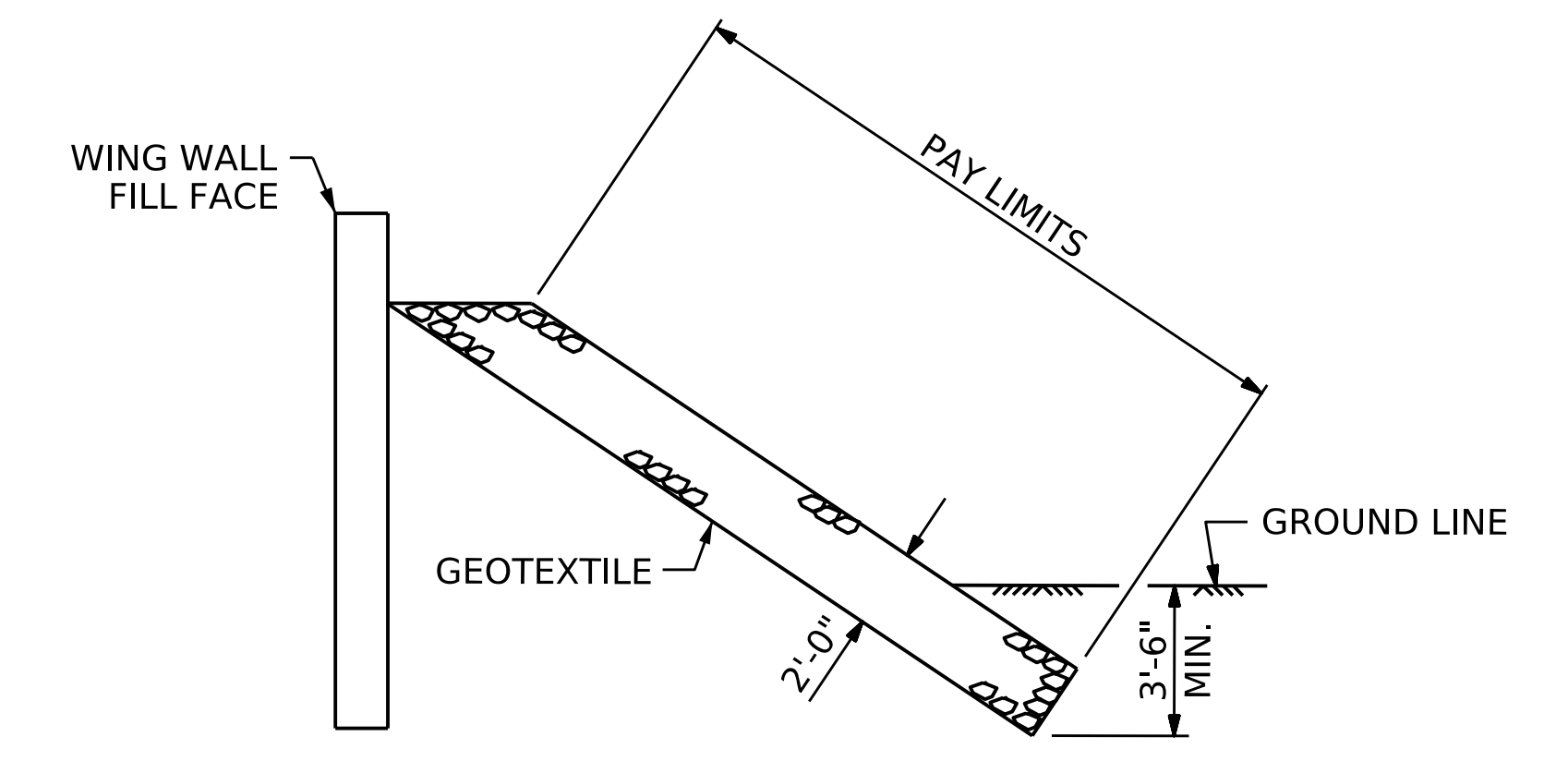


PLAN

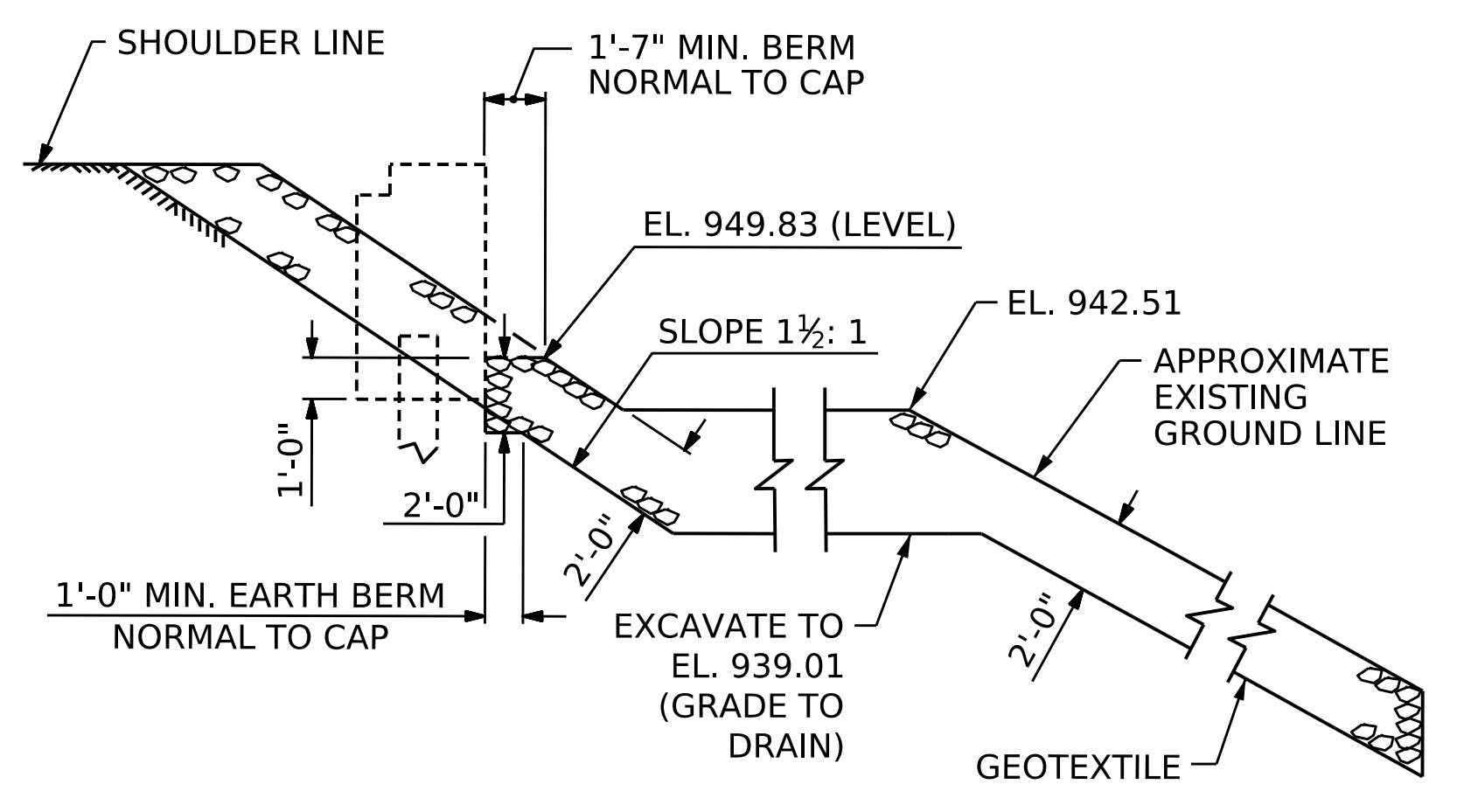
PROPOSED ROCK PLATING
-LSB- STA. 25+50 TO 31+25 LT
(ROADWAY PAY ITEM & DETAIL)

NOTE
FOR BERM WIDTH DIMENSIONS AND OTHER RIP RAP DETAILS, SEE GENERAL DRAWING.

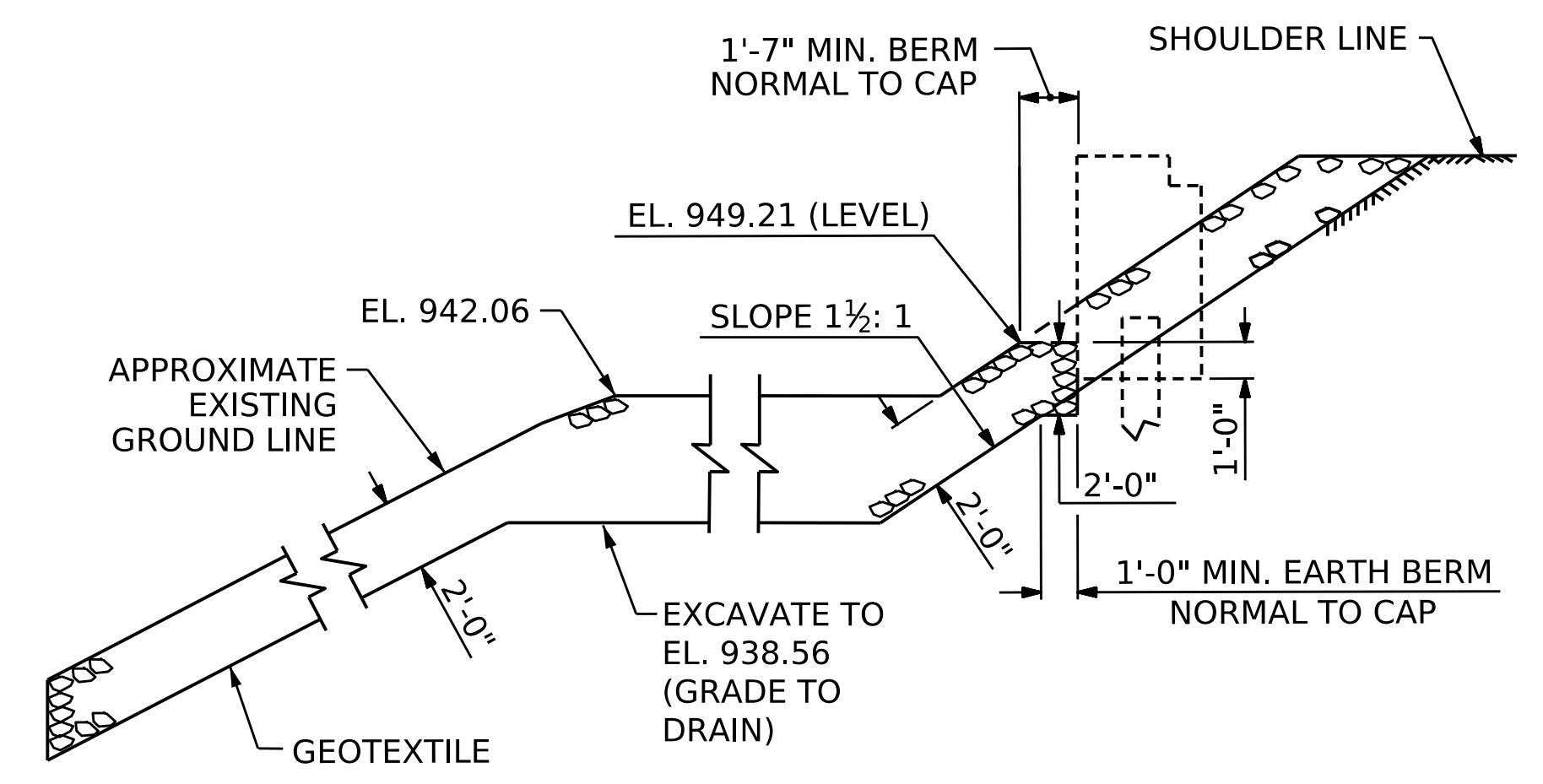
ESTIMATED QUANTITIES		
BRIDGE @ STA. 23+79.00 -LSB-	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE
	TONS	SQUARE YARDS
END BENT 1	724	805
END BENT 2	929	1,033



SECTION C-C

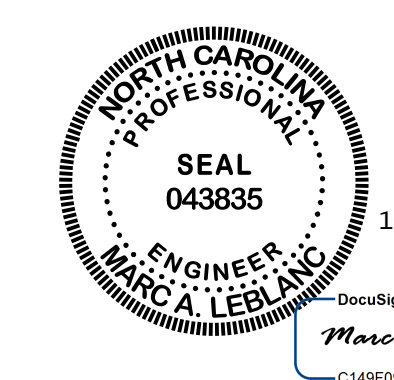


**SECTION H-H
END BENT 1**



**SECTION H-H
END BENT 2**

PROJECT NO. B-5527
SURRY COUNTY
STATION: 23+79.00 -LSB-



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

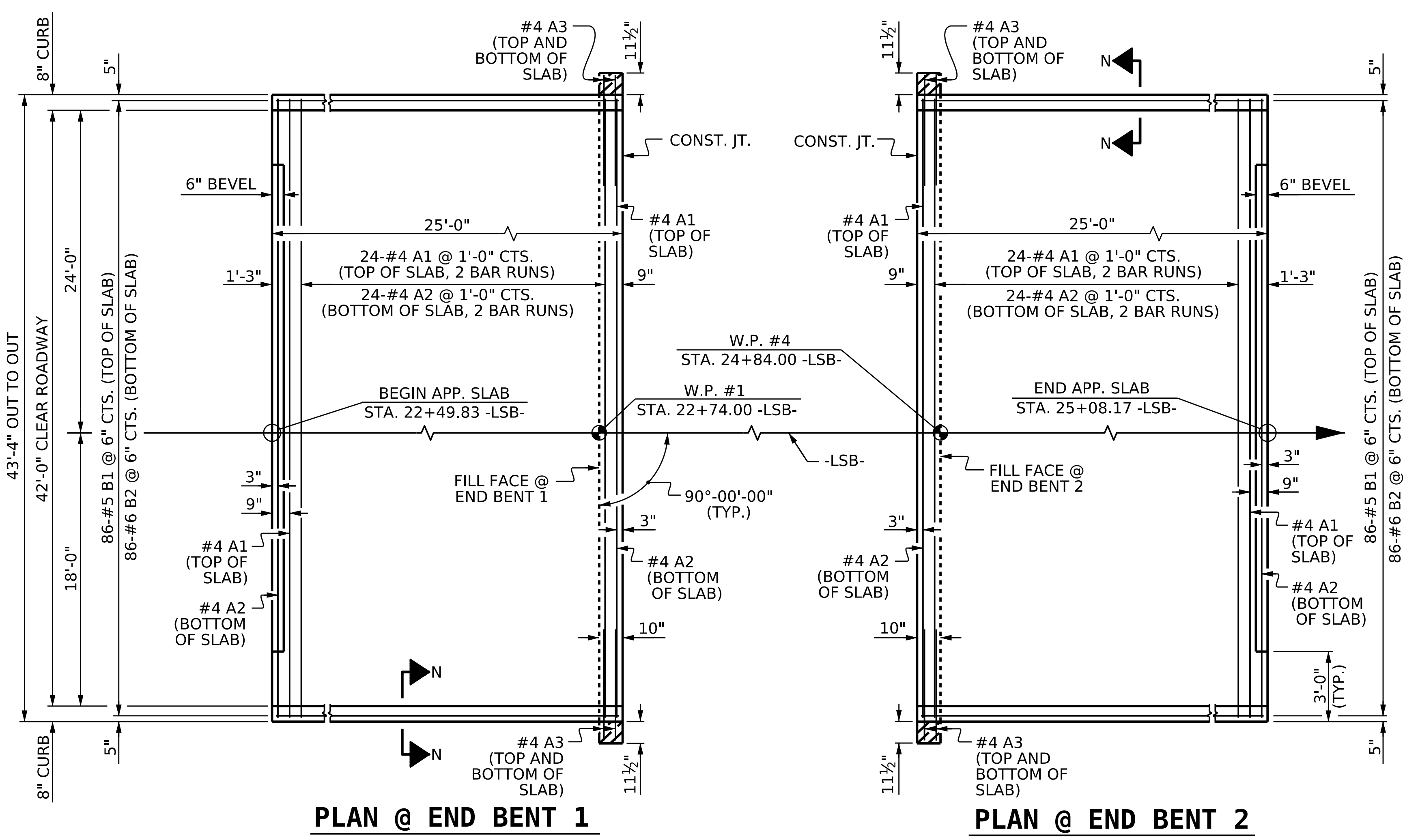
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

RIP RAP DETAILS

DRAWN BY : HRB DATE : 12/22
CHECKED BY : MAL DATE : 12/22
DESIGN ENGINEER OF RECORD : MAL DATE : 6/23



REVISIONS						SHEET NO. S2-31 TOTAL SHEETS 32
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			
2			4			



NOTES

FOR BRIDGE APPROACH FILL, SEE ROADWAY PLANS.

APPROACH SLAB SHALL NOT BE CONSTRUCTED PRIOR TO COMPLETION OF THE BRIDGE DECK.

AREA BETWEEN THE WINGWALL AND APPROACH SLAB SHALL BE GRADED TO DRAIN THE WATER AWAY FROM THE FILL FACE OF THE BRIDGE AND SHALL BE PAVED. SEE ROADWAY PLANS.

THE JOINT OPENING AT THE APPROACH SLAB/DECK INTERFACE SHALL BE SAWED NO MORE THAN 12 HOURS AFTER THE APPROACH SLAB IS CAST. THE JOINT SHALL BE CLEANED OF ALL DEBRIS BEFORE THE SEALANT IS APPLIED. THE JOINT SEALER MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1028-3 OF THE STANDARD SPECIFICATIONS.

AT THE CONTRACTORS OPTION, "TYPE 1A - ALTERNATE APPROACH FILL" (ROADWAY APPROACH STD. 423.02) MAY BE CONSTRUCTED AT NO ADDITIONAL COST TO THE DEPARTMENT IN LIEU OF "TYPE 1 - APPROACH FILL".

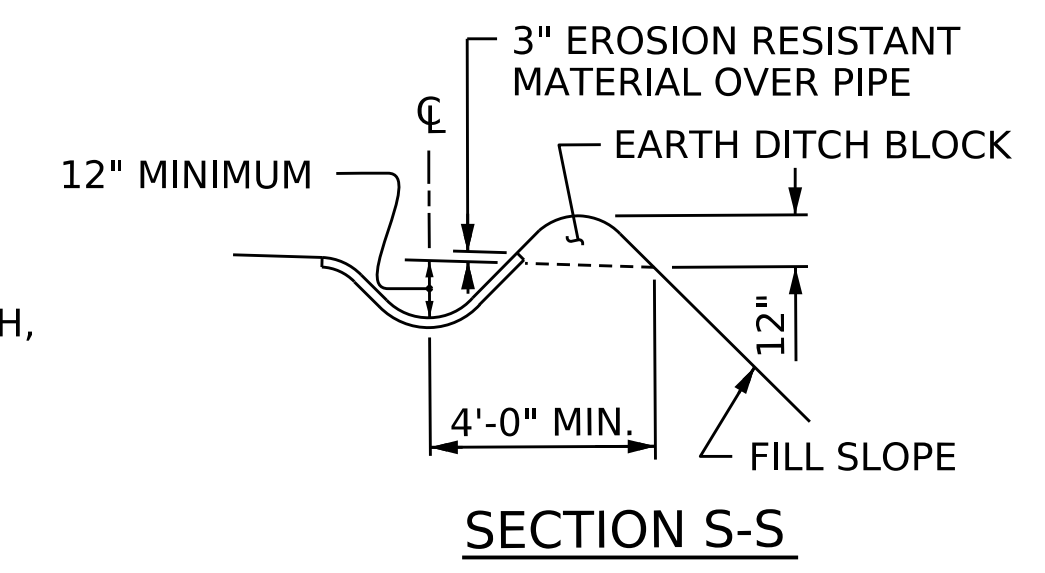
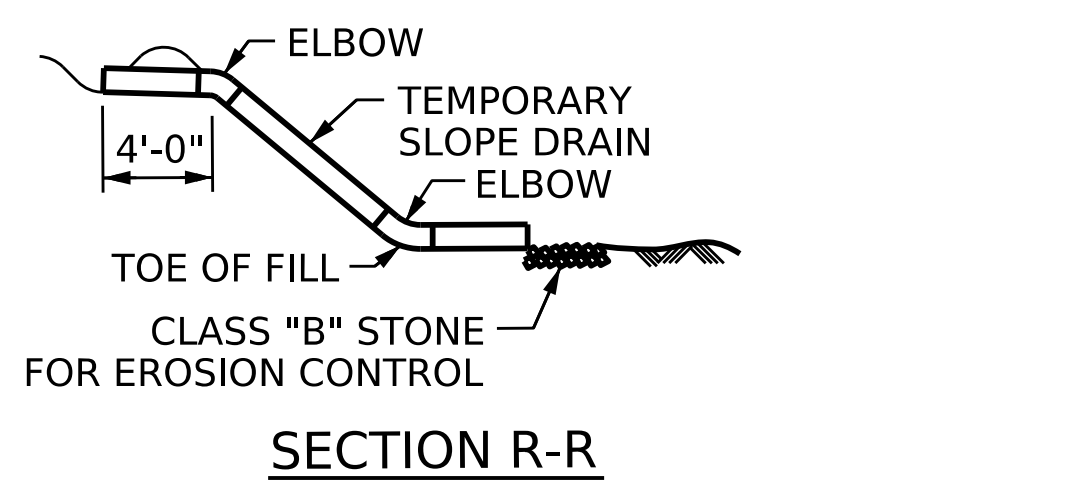
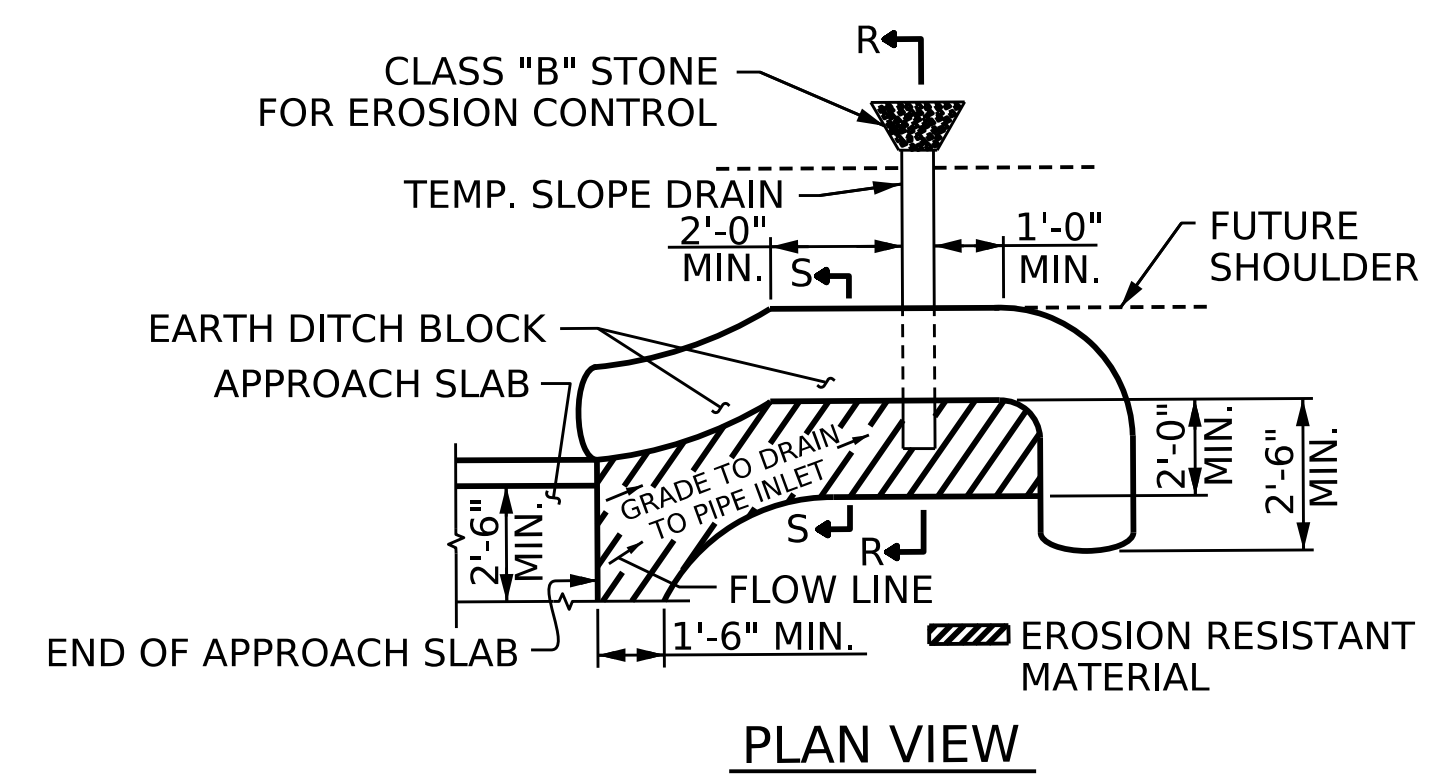
BILL OF MATERIAL

FOR ONE APPROACH SLAB (2 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
* A1	52	#4	STR	22'-6"	782
A2	52	#4	STR	22'-6"	782
* A3	8	#4	STR	3'-0"	16
* B1	86	#5	STR	24'-0"	2153
B2	86	#6	STR	24'-6"	3165
REINFORCING STEEL					3,947 LBS.
* EPOXY COATED REINFORCING STEEL					2,951 LBS.
CLASS AA CONCRETE					47.0 C. Y.

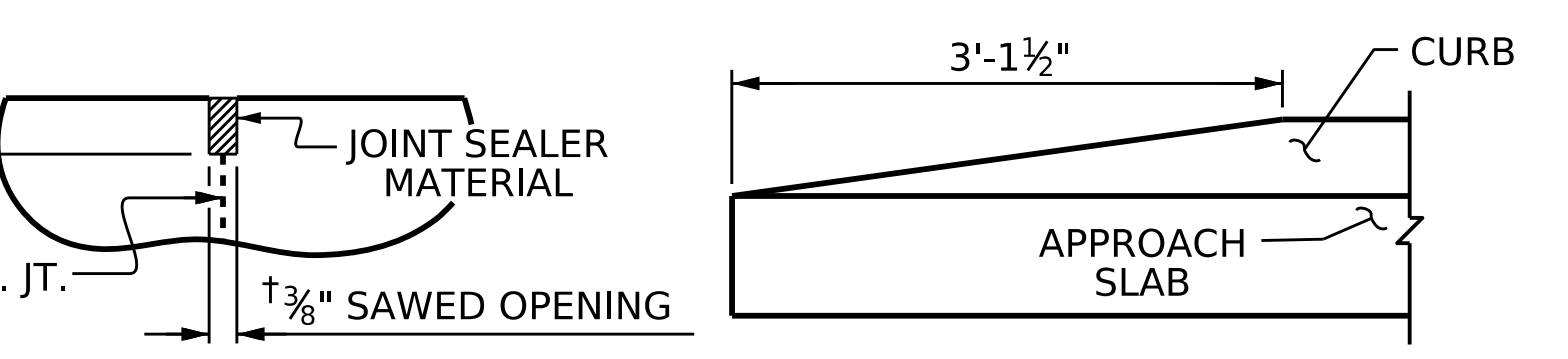
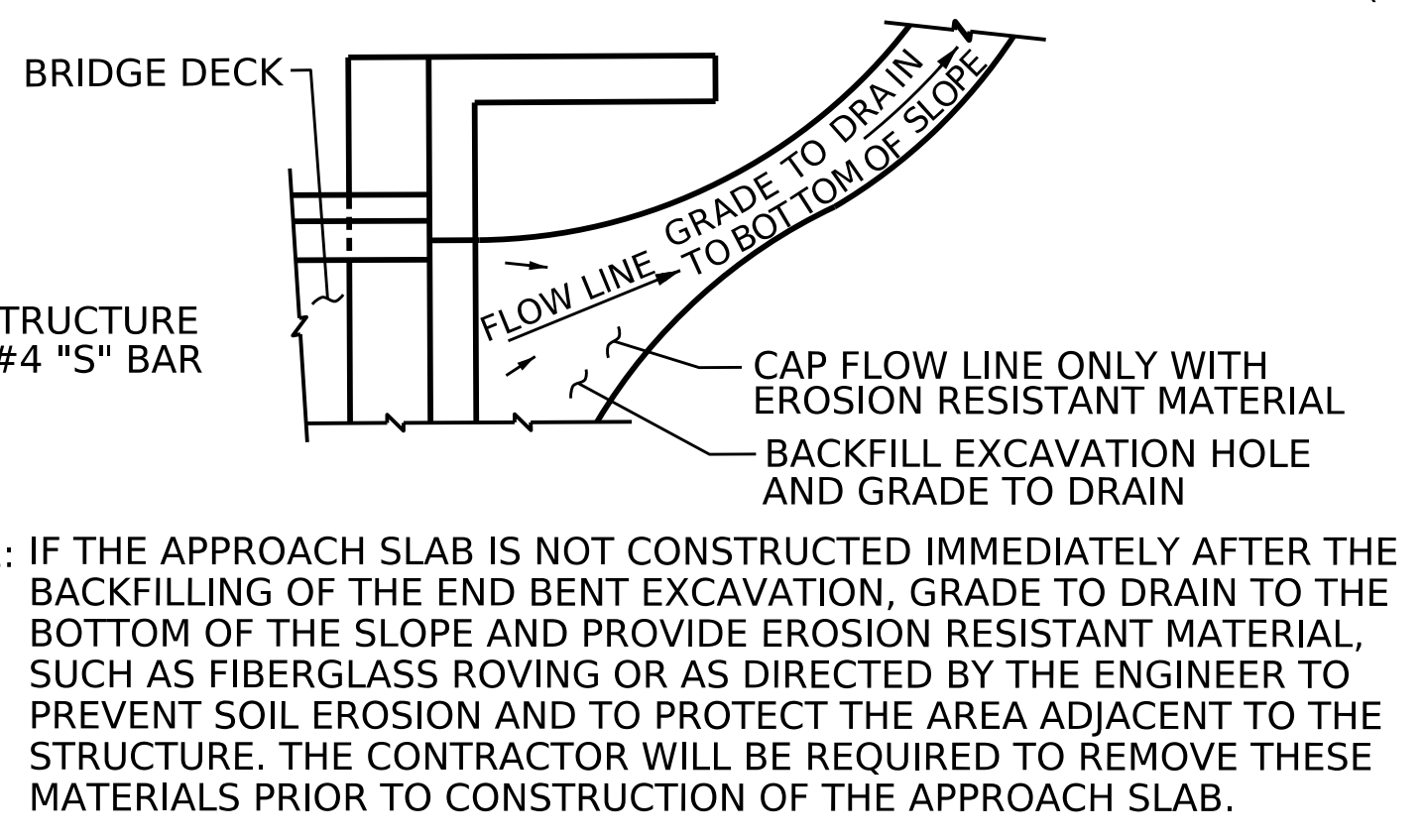
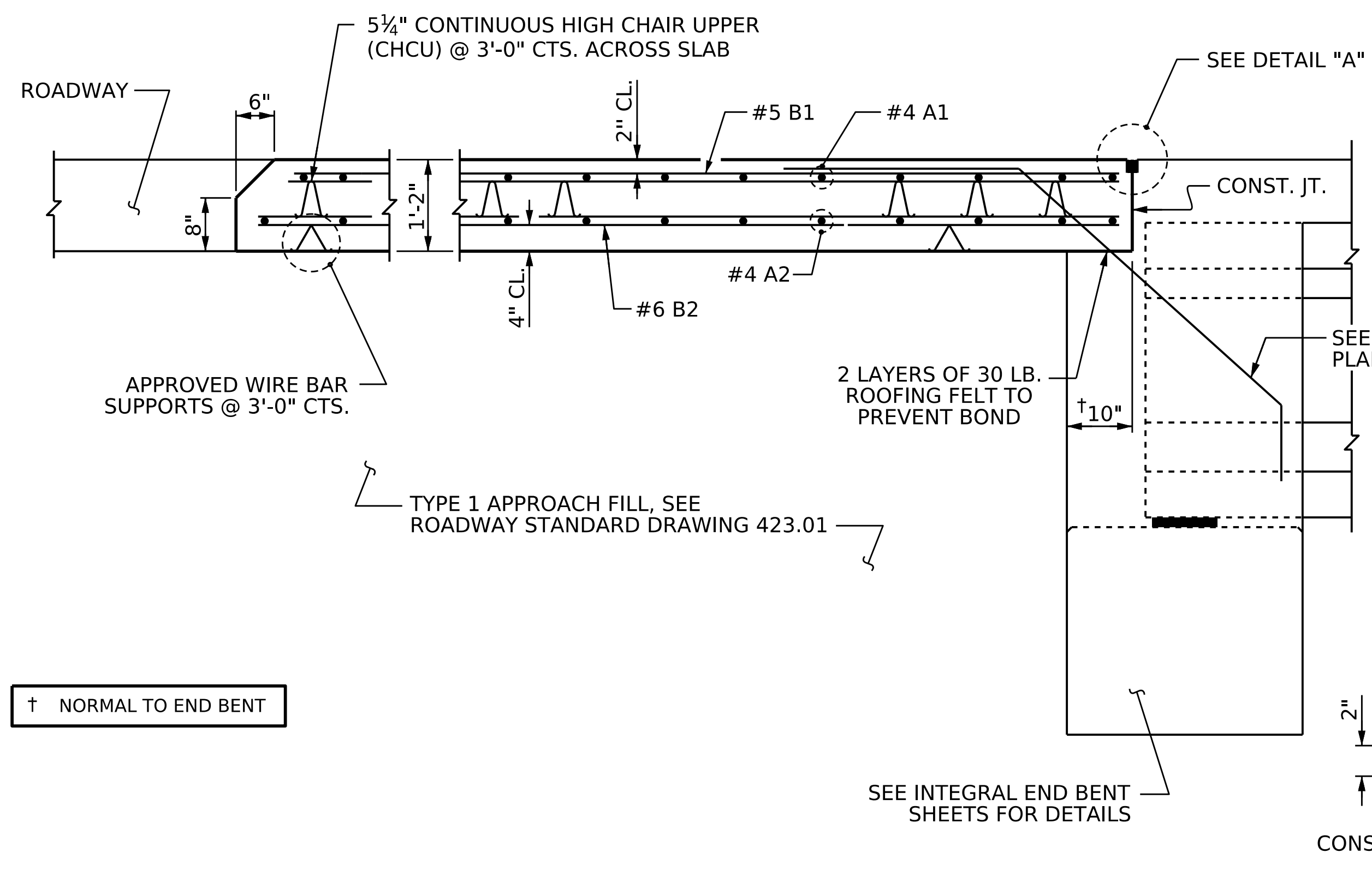
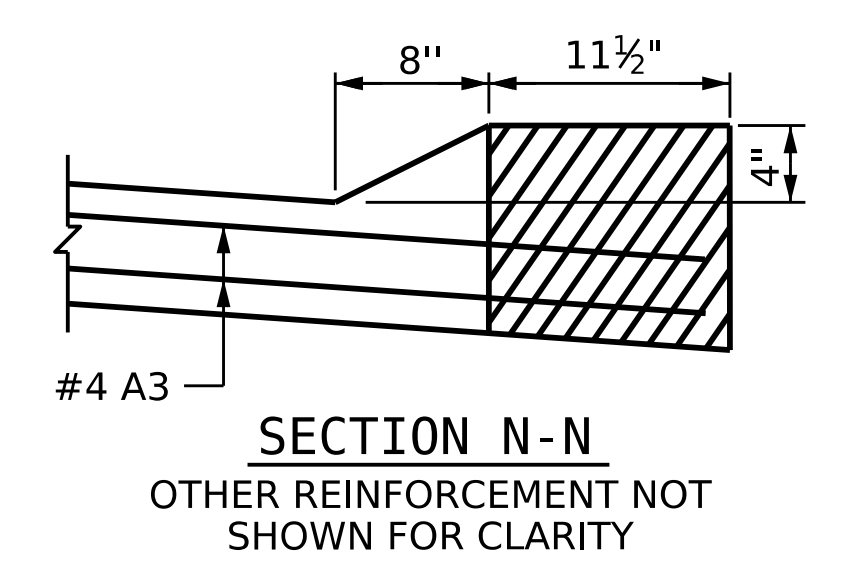
SPLICE LENGTHS

BAR SIZE	EPOXY COATED	UNCOATED
#4	1'-11"	1'-7"
#5	2'-5"	2'-0"
#6	3'-7"	2'-5"

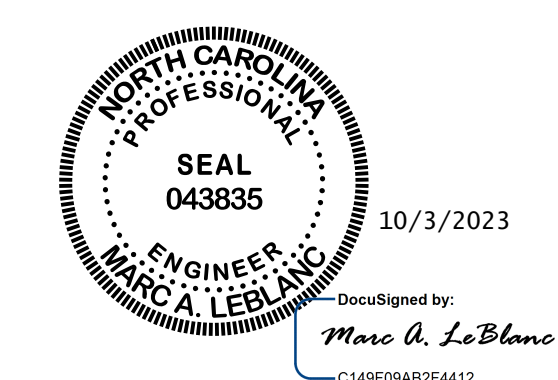


NOTE: IMMEDIATELY AFTER THE CONSTRUCTION OF THE APPROACH SLAB, THE CONTRACTOR SHALL PROVIDE TEMPORARY BERM AND SLOPE DRAIN. CONTRACTOR SHALL GRADE TO PIPE INLET AND PROVIDE EROSION RESISTANT MATERIAL AS SHOWN. THE EROSION RESISTANT MATERIAL SHALL BE EITHER 1) ASPHALT PLANT MIX, TYPE 1 OR TYPE 2, MIN. 2" DEPTH, 2) EROSION CONTROL MAT, OR 3) CONCRETE, AS DIRECTED BY THE ENGINEER. THE SLOPE DRAIN SHALL CONSIST OF A NON-PERFORATED TEMPORARY DRAINAGE PIPE, 12 INCHES IN DIAMETER.

TEMPORARY BERM AND SLOPE DRAIN DETAILS
 (TO BE USED WHEN SHOULDER BERM GUTTER IS REQUIRED)



PROJECT NO. B-5527
SURRY COUNTY
 STATION: 23+79.00 -LSB-



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
BRIDGE APPROACH SLAB FOR INTEGRAL ABUTMENT WITH FLEXIBLE PAVEMENT

ASSEMBLED BY : HRB DATE : 12/22
 CHECKED BY : MAL DATE : 1/23

DRAWN BY : TLA 10/05 REV. 12/17 MAA/THC
 CHECKED BY : GM 5/06 REV. 06/19 BNB/THC
 REV. 07/23 BNB/SNM



REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. S2-32
 TOTAL SHEETS 32

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	AASHTO (CURRENT)
LIVE LOAD	SEE PLANS
IMPACT ALLOWANCE	SEE AASHTO
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 AASHTO
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 2024 "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 $\frac{3}{4}$ " WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO $1\frac{1}{2}$ " RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A $\frac{1}{4}$ " 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 $\frac{1}{4}$ " 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 $\frac{7}{8}$ " \emptyset SHEAR STUDS FOR THE $\frac{3}{4}$ " \emptyset STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF $\frac{7}{8}$ " \emptyset STUDS ALONG THE BEAM AS SHOWN FOR $\frac{3}{4}$ " \emptyset STUDS BASED ON THE RATIO OF 3 - $\frac{7}{8}$ " \emptyset STUDS FOR 4 - $\frac{3}{4}$ " \emptyset 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 $\frac{5}{16}$ " 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 $\frac{1}{16}$ " 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.