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TRACT NO. C203168

STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS

DARE COUNTY

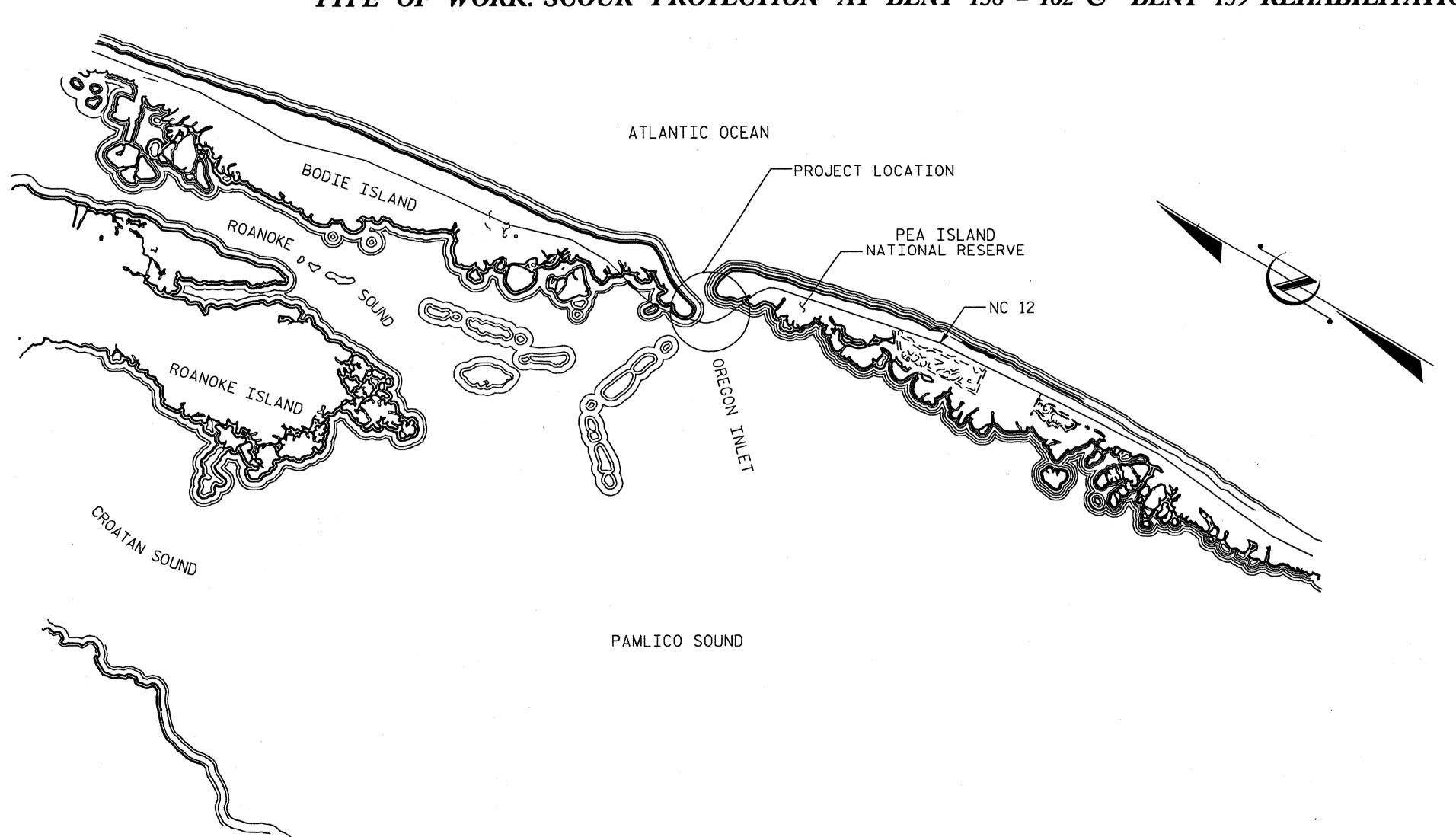
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STATE PROJECT REPERENCE NO. SHEETS

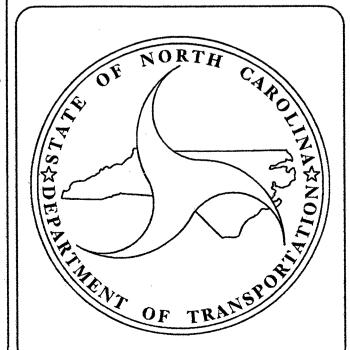
NO.

LOCATION: BRIDGE NO. 11 OVER THE OREGON INLET ON NC 12.

TYPE OF WORK: SCOUR PROTECTION AT BENT 158 – 162 & BENT 159 REHABILITATION.



STRUCTURES



Prepared in the Office of:

DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

LETTING DATE: JULY 17, 2012 STRUCTURES MANAGEMENT UNIT
1000 BIRCH RIDGE DR.
RALEIGH, N.C. 27610

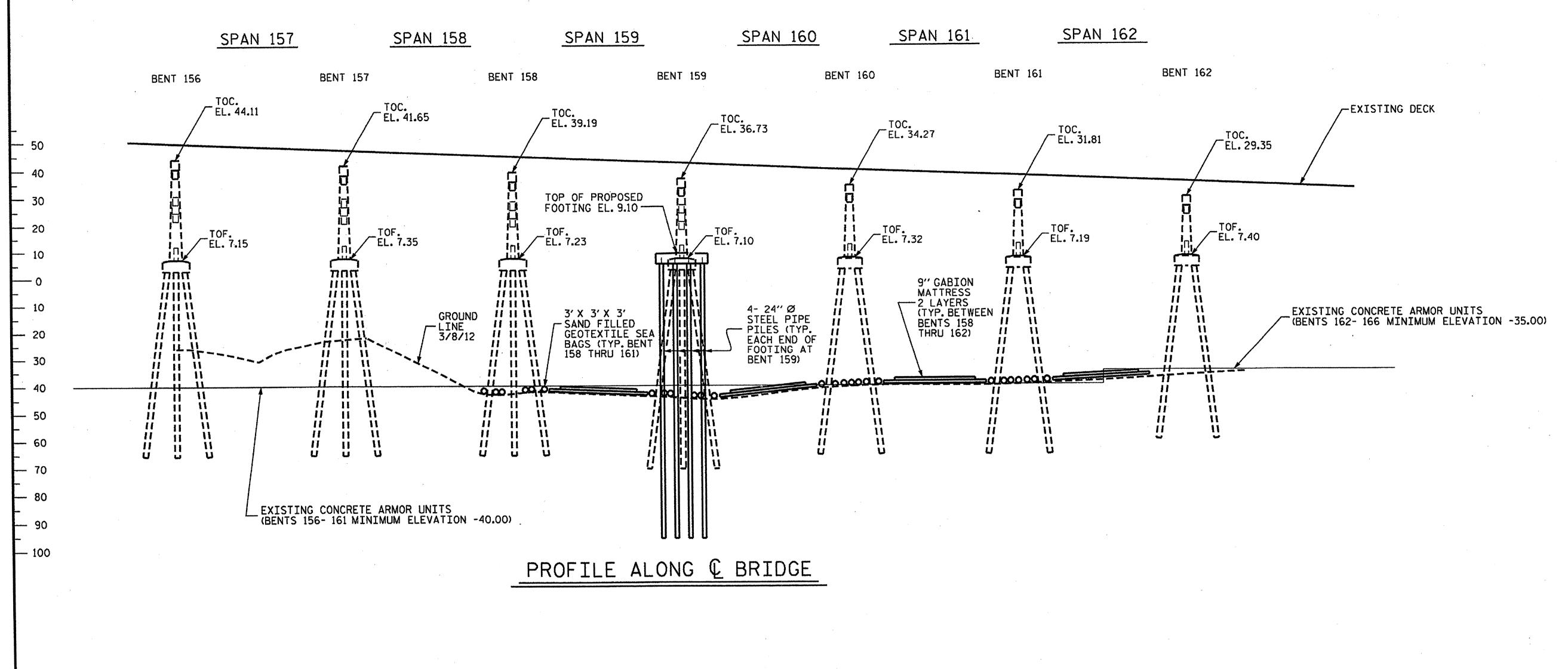
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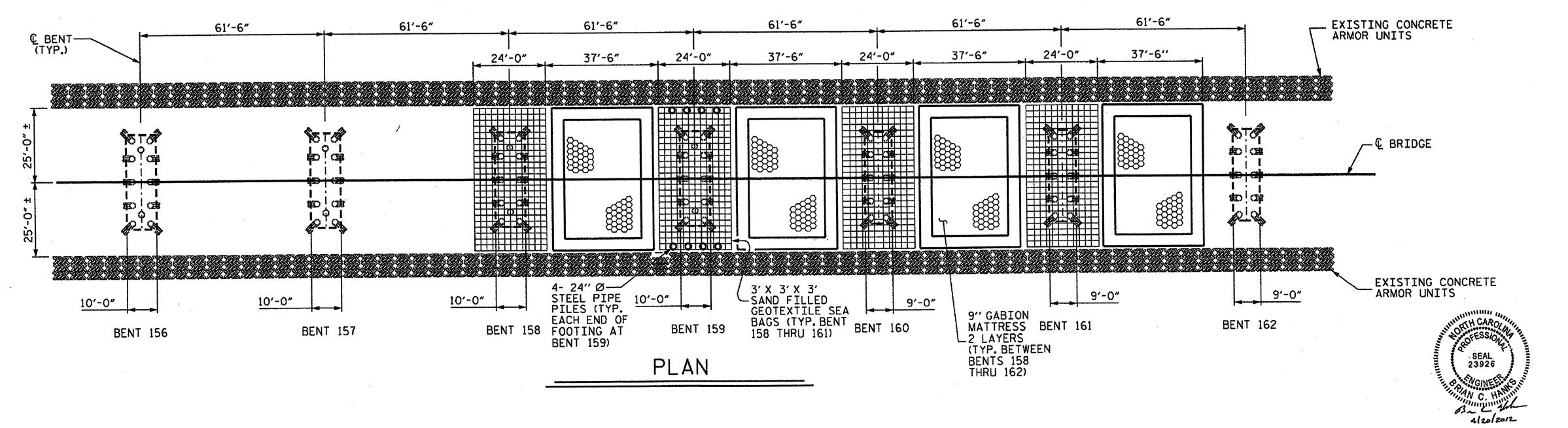
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS ROADWAY SUMMARY OF QUANTITIES FOR CONTRACT - C203099

ItemNumber	Sec #	Quantity	Unit	Description
0000100000-N	800	Lump Sum		MOBILIZATION
4589000000-N	SP	Lump Sum		GENERIC TRAFFIC CONTROL ITEM TEMPORARY TRAFFIC CONTROL
8112730000-N	450	1	EA	PDA TESTING
8175000000-E	420	120.5	CY	CLASS AA CONCRETE (BRIDGE)
8224000000-E	425	8,021	LB	EPOXY COATED REINFORCING STEEL (BRIDGE)
886000000-N	SP	Lump Sum		GENERIC STRUCTURE ITEM CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMPORARY ACCESS
886000000-N	SP	Lump Sum		GENERIC STRUCTURE ITEM PARTIAL REMOVAL OF EXISTING STRUCTURE AT BENT 159
8867000000-E	SP	880	LF	GENERIC STRUCTURE ITEM PP 24 X 0.50 GALVANIZED STEEL PILES
8893000000-E	SP	1,270	SY	GENERIC STRUCTURE ITEM GABION MATTRESS (9" THICK)
8897000000-N	SP	540	EA	GENERIC STRUCTURE ITEM 3' SAND BAGS
8897000000-N	SP	4	EA	GENERIC STRUCTURE ITEM PILE REDRIVES





REHABILITATION OF BRIDGE NO. 11
SHEET 1 OF 2 AT BENT 159 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION GENERAL DRAWING FOR REPAIR WORK ON BRIDGE OVER OREGON INLET

PROJECT NO.

DARE

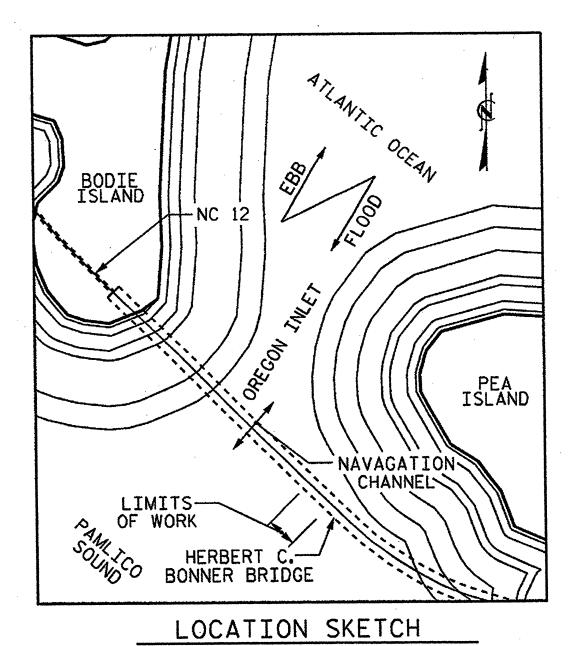
B-5014C

COUNTY

SHEET NO. REVISIONS S-1 DATE DATE: NO. BY: BY:

DRAWN BY: R.W. WRIGHT DATE: 3/12
CHECKED BY: M.A. ALLEN DATE: 3/12

20-APR-2012 09:01 S:\DEV\Squad_D\BonnerBridge\Dare_SD_GD_159.dgn



NOTES:

ASSUMED LIVE LOAD = H15-S12(44).

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

REMOVAL OF A PORTION OF THE EXISTING FOOTING SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL INTO THE WATER. THE CONTRACTOR SHALL 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.

FOR SECURING OF VESSELS, SEE SPECIAL PROVISIONS.

ALL FALSEWORK AND FORMS FOR THE PROPOSED FOOTING AT BENT 159 SHALL REMAIN IN PLACE UNTIL THE ENTIRE FOOTING IS CAST AND CURED.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GABION MATTRESS, SEE SPECIAL PROVISIONS.

FOR SAND FILLED GEOTEXTILE SEA BAGS, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

FOR EPOXY RESIN INJECTION, SEE SPECIAL PROVISIONS.

FOR CONSTRUCTION, MAINTENANCE, & REMOVAL OF TEMPORARY ACCESS, SEE SPECIAL PROVISIONS.

FOR WORK IN, OVER OR NEAR NAVIGABLE WATERS, SEE SPECIAL PROVISIONS.

FOR TEMPORARY TRAFFIC CONTROL, SEE SPECIAL PROVISIONS.

FOR PARTIAL REMOVAL OF EXISTING STRUCTURE, SEE SPECIAL PROVISIONS.

FOR THERMAL SPRAYED COATINGS (METALLIZATION), SEE SPECIAL PROVISIONS.

THE STEEL PILES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS.

NO WELDING WILL BE PERMITTED TO 24"STEEL PIPE PILES.

SUBMIT WORK PLAN FOR REVIEW AND APPROVAL FOR ALL OPERATIONS RELATED TO FOOTING CONSTRUCTION. INCLUDING BUT NOT LIMITED TO: REMOVAL OF CONCRETE. PLACEMENT OF FORMWORK AND FALSEWORK AND CONCRETE POUR SEQUENCE.

DEMOLITION AND CONSTRUCTION OF THE PROPOSED FOOTING SHALL PROCEED IN A CONTINUOUS MANNER WITHOUT DELAYS BETWEEN SUBSEQUENT OPERATIONS.

FOR PILES, SEE SPECIAL PROVISIONS.

DRIVE PILES AT PROPOSED FOOTING AT BENT 159
TO A REQUIRED BEARING CAPACITY OF 280 TONS
PER PILE. THE REQUIRED BEARING CAPACITY IS
EQUAL TO THE ALLOWABLE BEARING CAPACITY WITH
A MINIMUM FACTOR OF SAFETY OF TWO PLUS ANY
ADDITIONAL CAPACITY TO ACCOUNT FOR DOWNDRAG
OR NEGATIVE SKIN FRICTION AND SCOUR.

INSTALL PILES AT PROPOSED FOOTING AT BENT 159 TO A TIP ELEVATION NO HIGHER THAN -96 FT.

THE SCOUR CRITICAL ELEVATION FOR PROPOSED FOOTING AT BENT 159 IS ELEVATION -60 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

THE ALLOWABLE BEARING CAPACITY FOR PILES AT PROPOSED FOOTING AT BENT 159 IS 90 TONS PER

PIPE PILE PLATES ARE NOT REQUIRED FOR STEEL PIPE PILES AT PROPOSED FOOTING AT BENT 159.

IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 55 TO 80 FT-KIPS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT PROPOSED FOOTING AT BENT 159. THIS ESTIMATED ENERGY RANGE DOES NOT RELEASE THE CONTRACTOR FROM ARTICLE 450-5 OF THE STANDARD SPECIFICATIONS.

TESTING THE FIRST PRODUCTION OR TEST PILE WITH THE PILE DRIVING ANALYZER DURING DRIVING, RESTRIKING OR REDRIVING IS REQUIRED AT PROPOSED FOOTING AT BENT 159. FOR PILE DRIVING ANALYZER, SEE SPECIAL PROVISIONS.

CLASS AA CONCRETE SHALL BE USED IN THE PROPOSED CAST-IN-PLACE FOOTING.

ALL BAR SUPPORTS USED IN THE PROPOSED FOOTING AND ALL INCIDENTAL REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

			— TOTA	L BILL	OF M	ATER	IAL					
5.	MOBILIZATION	TEMPORARY TRAFFIC CONTROL	CONSTRUCTION, MAINTENANCE. &	PARTIAL REMOVAL OF EXISTING STRUCTURE @ BENT 159	PDA TESTING	CLASS AA CONCRETE	EPOXY COATED REINFORCING STEEL	GAL	24 X 0.50 VANIZED EL PILES	PILE REDRIVES	GABION MATTRESS (9" THICK)	3' SAND BAGS
	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	EA.	CU. YDS.	LBS.	NO.	LIN.FT.	EA.	SQ.YDS.	EACH
SCOUR PROTECTION											1270	540
BENT 159					1	120.5	8,021	8	880	4		
					-							
	·											
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	1	120.5	8,021	8	880	4	1270	540



PROJECT NO. B-5014C

DARE COUNTY

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING FOR REPAIR WORK ON BRIDGE OVER OREGON INLET

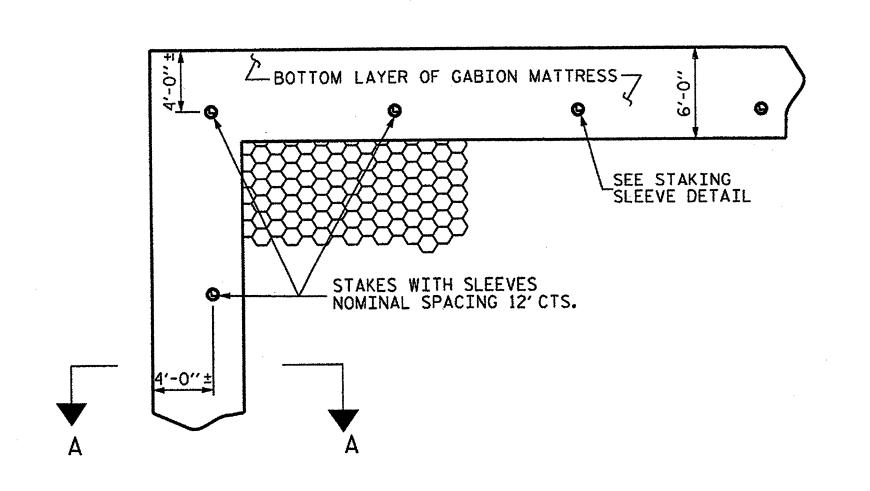
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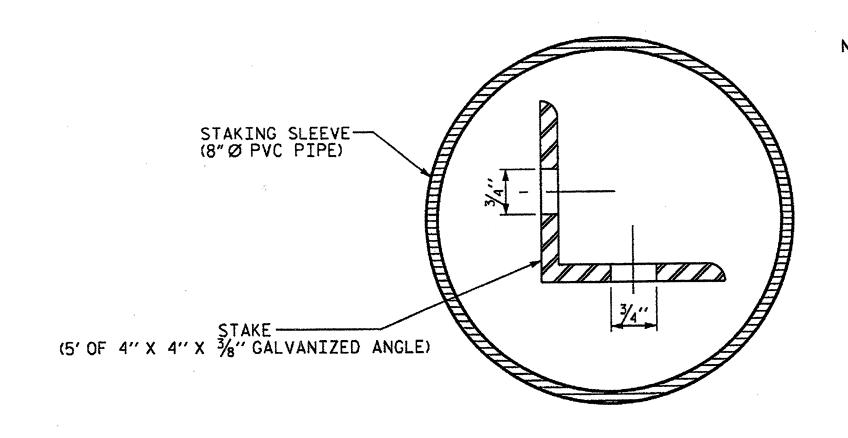
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DRAWN BY : M.A. ALLEN DATE : 3/12
CHECKED BY : T.M. GARRISON DATE : 4/12

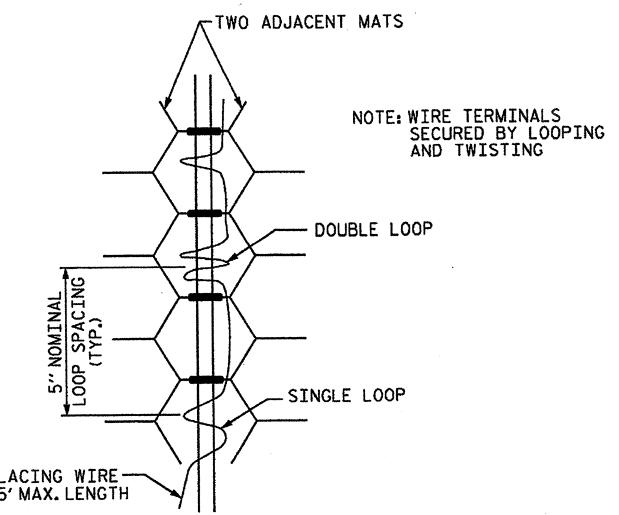




STAKING SLEEVE DETAIL

NOTE: PVC PIPE SHALL BE AWWA GRADE DR25 (PC 100) LENGTH OF STAKING SLEEVE SHALL BE 8.5"

BILL OF	MATERIAL			
GABION MATTRESS (9" THICK) (SQ. YDS)	3' SAND BAGS (EACH)			
1270	540			



TYPICAL GABION LACING DETAIL

Joses M Man

4/20/12

PROJECT NO. B-5014C

DARE

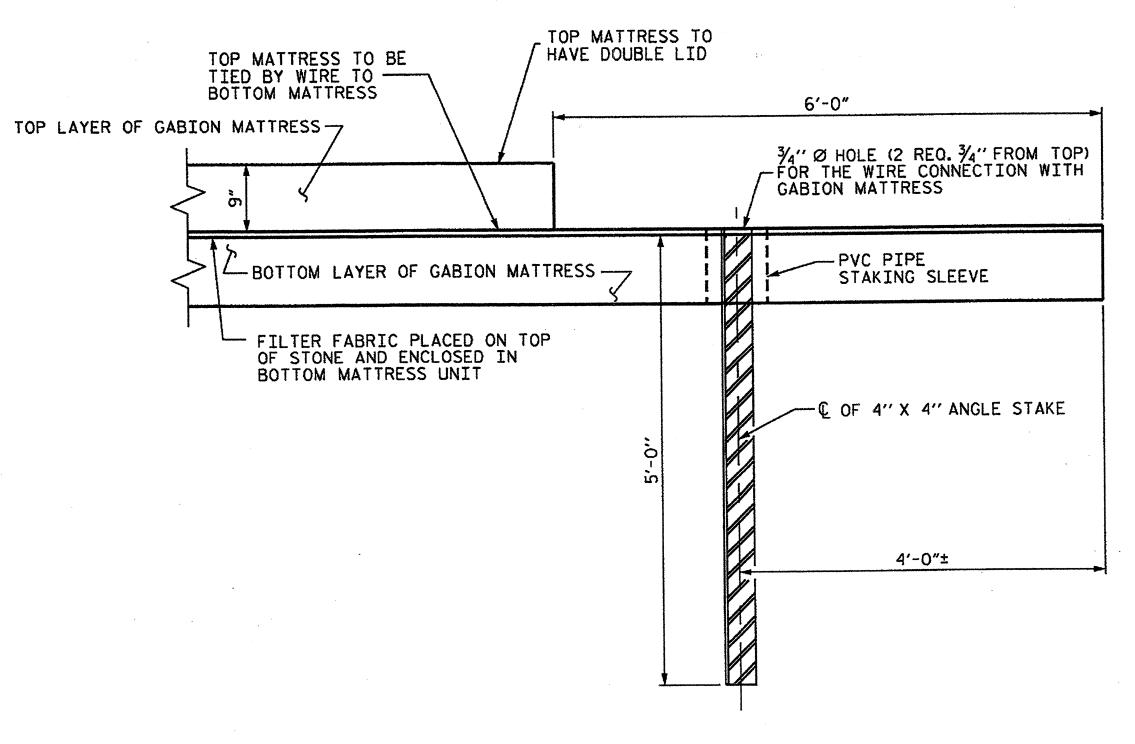
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
RALEIGH

COUNTY

SCOUR PROTECTION DETAILS

SHEET NO. S-3 REVISIONS NO. BY: DATE: DATE: NO. BY:

GABION MATTRESS PERIMETER DETAIL

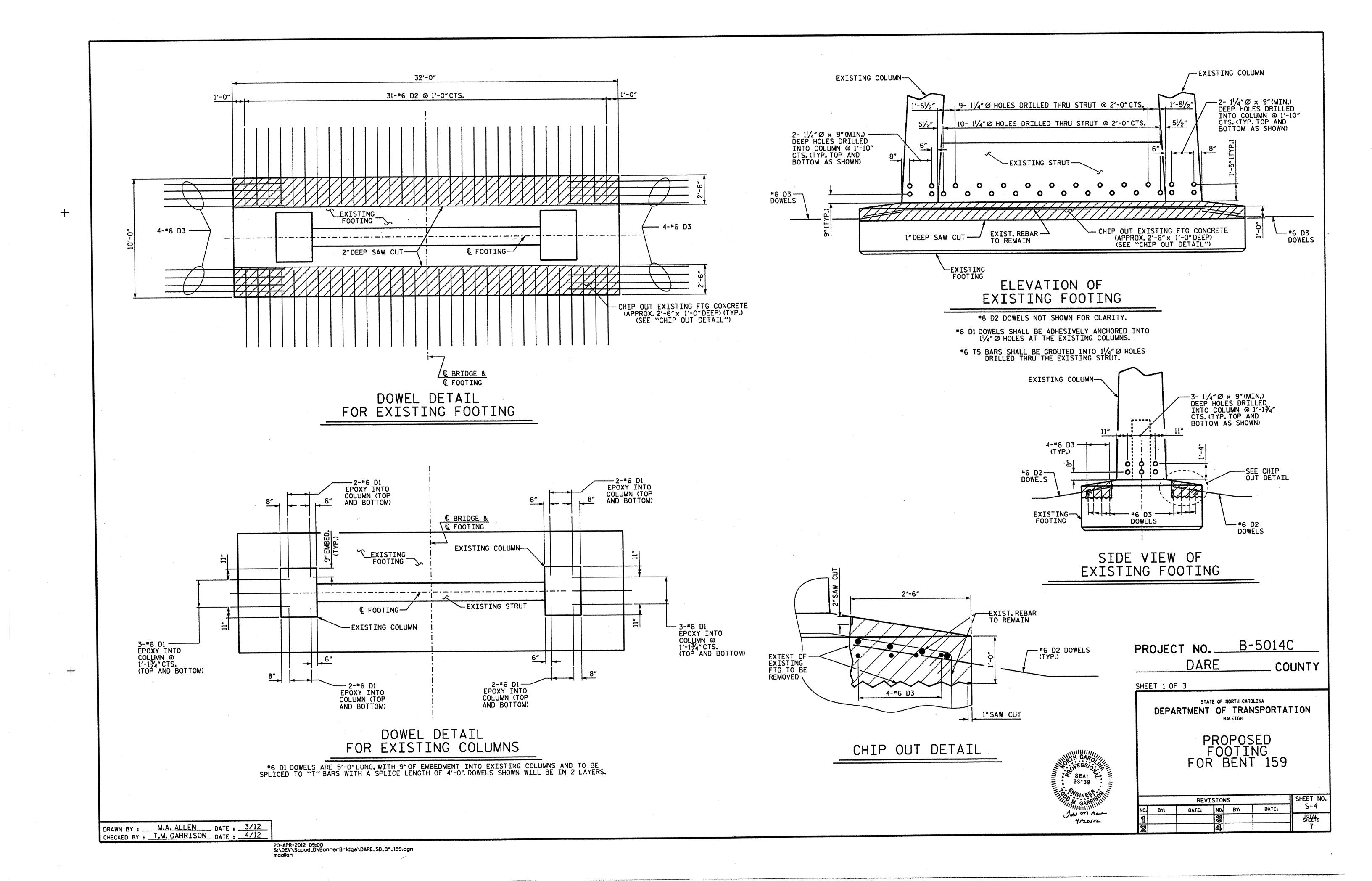


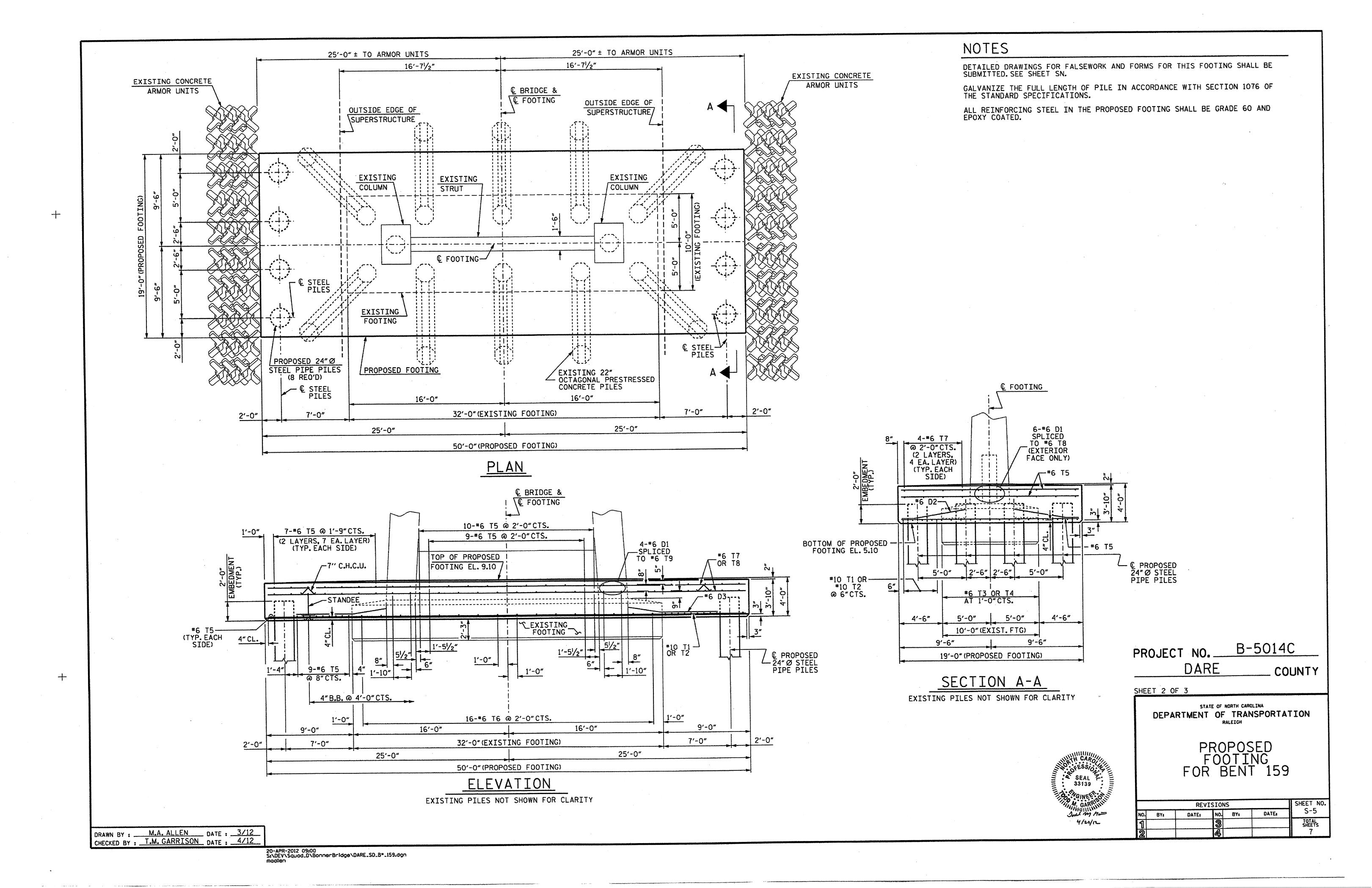
GABION MATTRESS SECTION

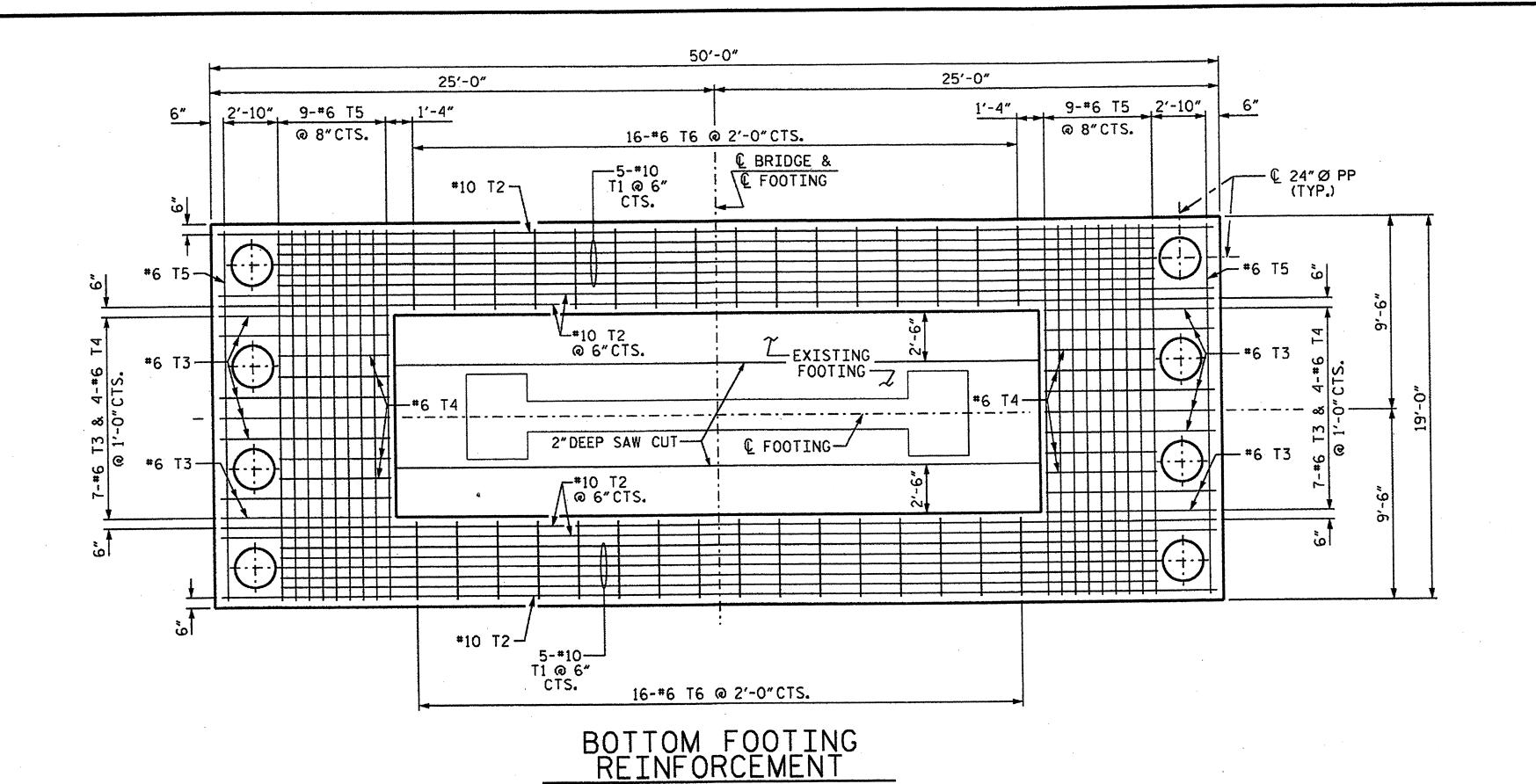
SECTION A-A

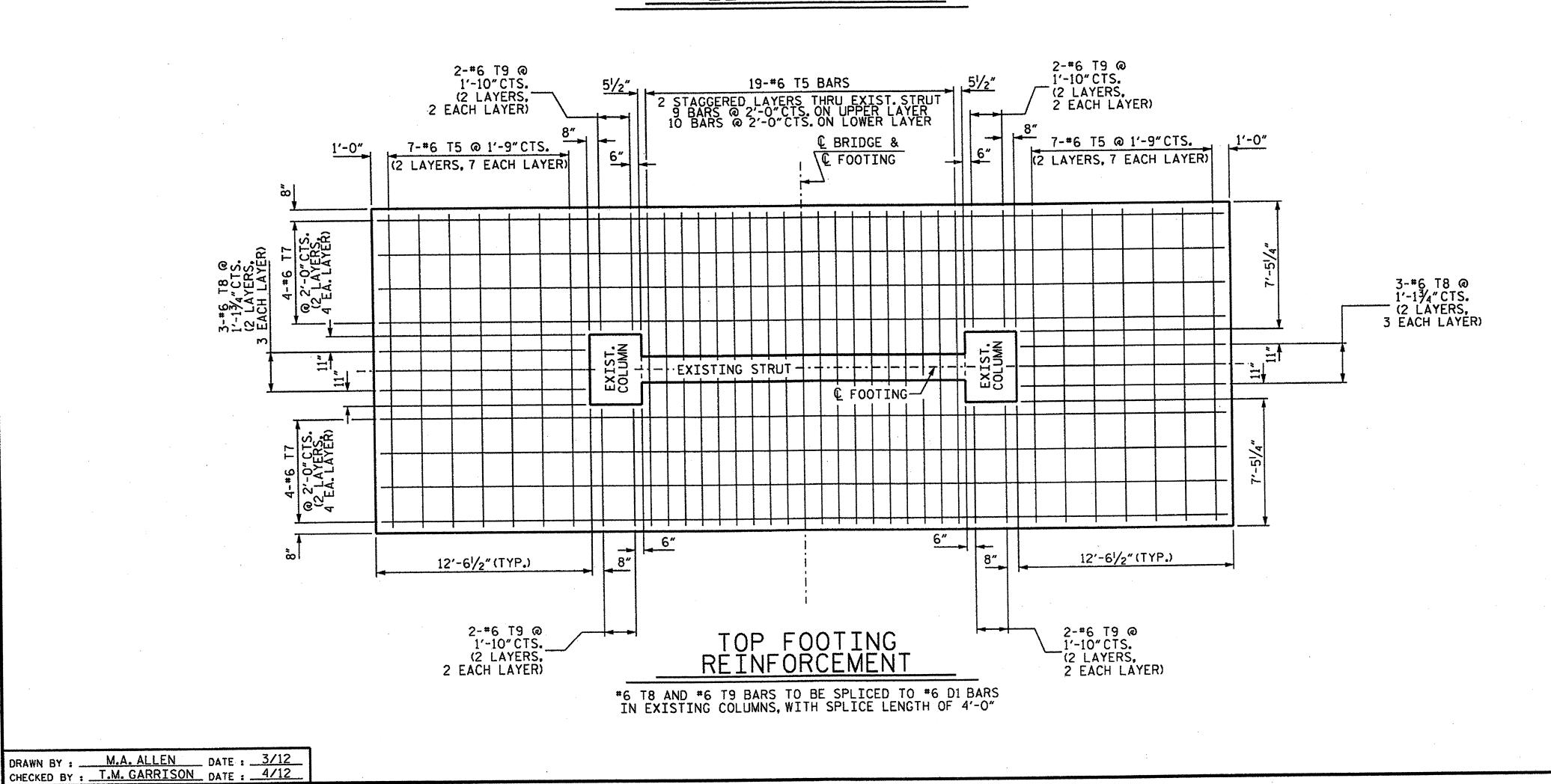
DRAWN BY: R.W. WRIGHT DATE: 3/12
CHECKED BY: M.A. ALLEN DATE: 3/12

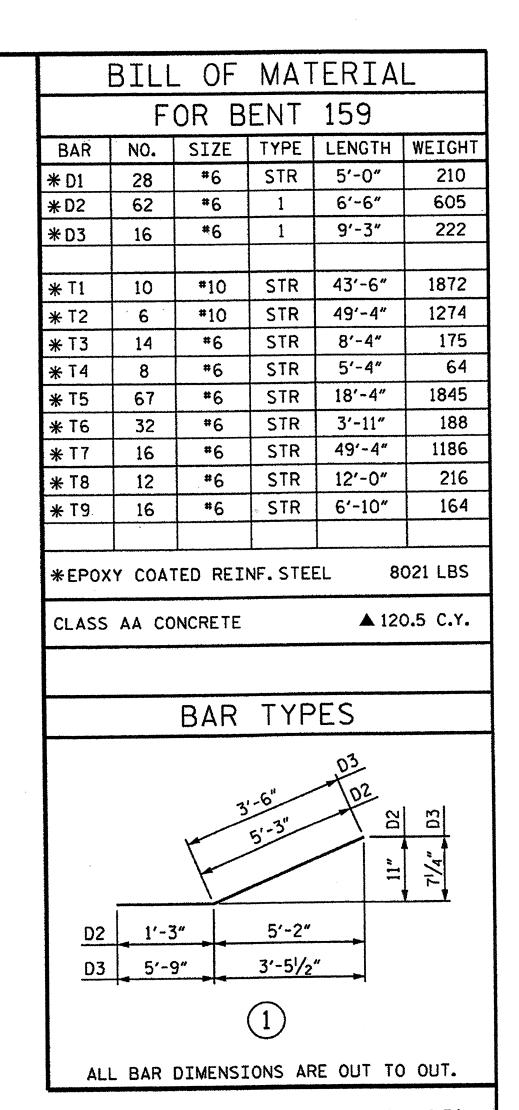
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▲ CONCRETE DISPLACED BY THE PP 24 × 0.50 GALVANIZED STEEL PILES HAS BEEN DEDUCTED FROM THE CONCRETE QUANTITY.

PROJECT NO. B-5014C

DARE COUNTY

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PROPOSED FOOTING FOR BENT 159

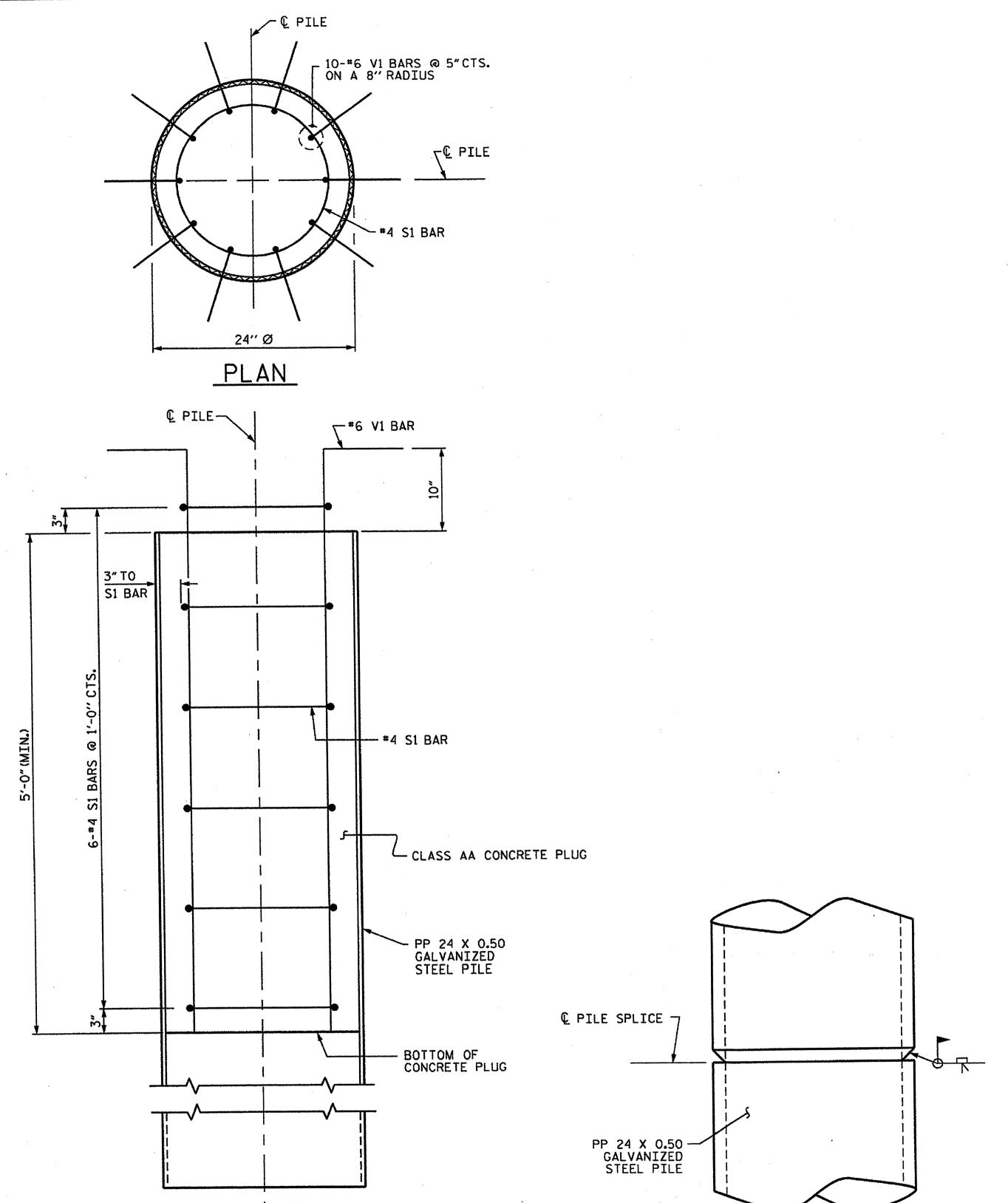
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PIPE PILE SPLICE DETAIL

NOTES

PIPE PILES SHALL BE IN ACCORDANCE WITH SECTION 1084 OF THE STANDARD SPECIFICATIONS.

GALVANIZE STEEL PIPE PILES IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS.

REMOVE AND REPLACE OR REPAIR TO THE SATISFACTION OF THE ENGINEER PILES THAT ARE DAMAGED, DEFORMED OR COLLAPSED DURING INSTALLATION OR DRIVING.

PILE SPLICES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AWS D1.1.

FOR OPEN END PIPE PILES, REMOVE ENOUGH SOIL AND WATER FROM INSIDE THE PILES TO CONSTRUCT THE CONCRETE PLUG WITHOUT FOULING THE CONCRETE.

FORM THE CONCRETE PLUG SUCH THAT THE REINFORCING STEEL OR CONCRETE DOES NOT MOVE AND THE CLEARANCE FROM THE REINFORCING STEEL TO THE INSIDE OF THE PILE IS MAINTAINED AFTER CONCRETE PLACEMENT. DO NOT PLACE CONCRETE IN THE PROPOSED FOOTING UNTIL THE CONCRETE PLUG HAS ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI.

THE REINFORCING STEEL, CLASS AA CONCRETE, AND GALVANIZING ARE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR PP 24 X 0.50 GALVANIZED STEEL PILES.

B PP 24	ILL X O	0F .50	MATER GALVA	IAL FOR NIZED ST	ONE FEEL PILE			
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT			
* S1	6	#4	1	6′-0′′	24			
		·.						
* V1	10	#6	2	6′-8′′	100			
*EPOX REIN		TED NG STE	EL =		124 lbs			
CLASS A	A CON	CRETE						
5'-0" MINIMUM PLUG 0.5 C								
		В	AR TY	'PES				
1'-3" LAP								
		$ eg \left(\begin{array}{c} \\ \end{array} \right)$	<u>}</u>		2)			
1 /		\ \	<u> </u>					

ALL BAR DIMENSIONS ARE OUT TO OUT.

5'-10"

PROJECT NO. B-5014C

DARE COUNTY

DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

24" STEEL PIPE PILE

		REVI	SION	S .		SHEET NO.
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STD. NO. SPP4

SEAL Z. SEAL Z

ELEVATION

PP 24 X 0.50 GALVANIZED STEEL PILE

STANDARD NOTES

DESIGN DATA:

---- A.A.S.H.T.O. (CURRENT) SPECIFICATIONS ---- SEE PLANS LIVE LOAD ----- SEE A.A.S.H.T.O. IMPACT ALLOWANCE STRESS IN EXTREME FIBER OF - 20.000 LBS. PER SQ. IN. STRUCTURAL STEEL - AASHTO M270 GRADE 36 - AASHTO M270 GRADE 50W - 27,000 LBS. PER SQ. IN. - AASHTO M270 GRADE 50 - 27.000 LBS. PER SO. IN. REINFORCING STEEL IN TENSION

---- 1,200 LBS. PER SQ. IN. CONCRETE IN COMPRESSION ---- SEE A.A.S.H.T.O. CONCRETE IN SHEAR

---- 1,800 LBS. PER SQ. IN. UNTREATED - EXTREME FIBER STRESS COMPRESSION PERPENDICULAR TO GRAIN

375 LBS. PER SQ. IN. OF TIMBER ----30 LBS. PER CU. FT. EQUIVALENT FLUID PRESSURE OF EARTH ----

(MINIMUM)

GRADE 60 - - 24,000 LBS. PER SQ. IN.

MATERIAL AND WORKMANSHIP:

STRUCTURAL TIMBER - TREATED OR

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:

OR METALLIZING.

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" 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" & 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,

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. FINS 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.

JANUARY, 1990 STD. NO. SN