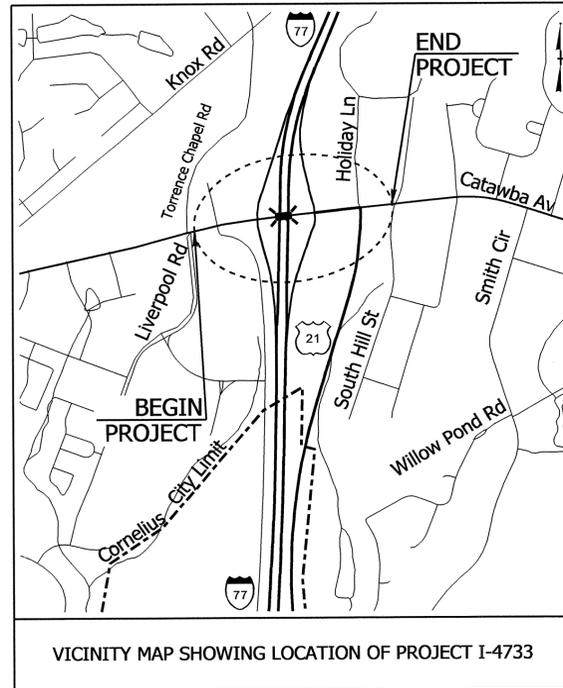


TIP PROJECT: I-4733

CONTRACT: C203203



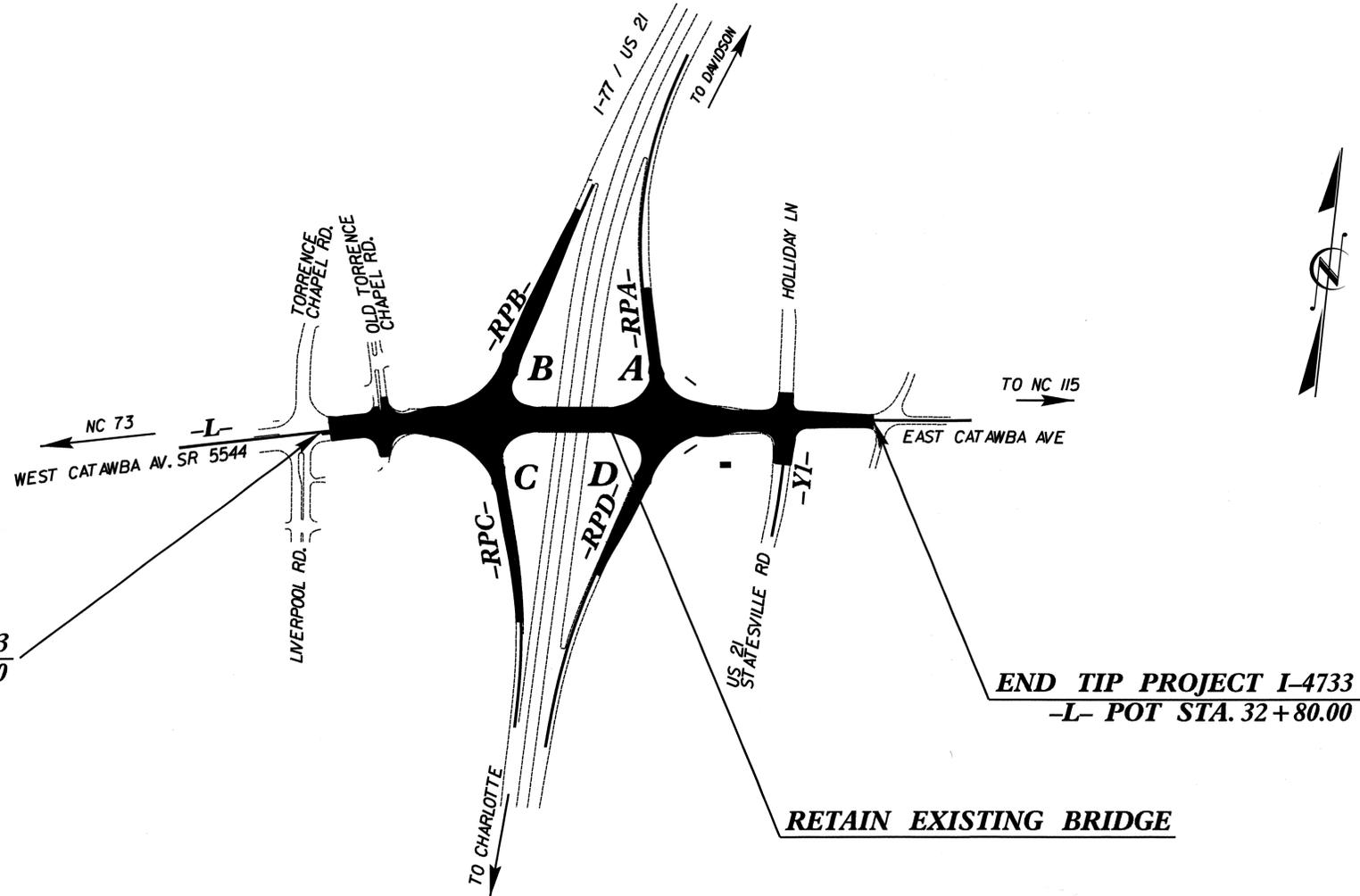
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

MECKLENBURG COUNTY

LOCATION: CORNELIUS, MODIFY INTERCHANGE AT I-77 AND SR 5544 (W CATAWBA AVE.)

TYPE OF WORK: RESURFACING, WIDENING, SIGNALS, SIDEWALKS, DRAINAGE, SIGNING, AND BRIDGE DECK REHAB

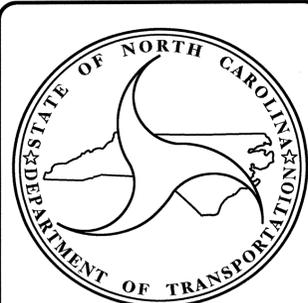
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-4733		
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38063.1.1	MULTIPLE	PE	
38063.2.1	MULTIPLE	ROW & UTIL	
38063.3.FS1	MULTIPLE	CONST.	



BEGIN TIP PROJECT I-4733
-L- POT STA. 14+69.00

END TIP PROJECT I-4733
-L- POT STA. 32+80.00

STRUCTURE



DESIGN DATA

ADT 2013 =	45,861
ADT 2033 =	58,731
DHV =	9 %
D =	55 %
T =	3 % *
V =	40 MPH
* TTST 1 DUAL 2	
FUNC CLASS =	
PRINCIPAL ARTERIAL	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-4733 =	0.343 MI
LENGTH STRUCTURE TIP PROJECT I-4733 =	0.000 MI
TOTAL LENGTH TIP PROJECT I-4733 =	0.343 MI

Prepared In the Office of:

DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

LETTING DATE :
SEPTEMBER 17, 2013

B. C. HUNT, P.E.
PROJECT ENGINEER

L. E. SUTTON, P.E.
PROJECT DESIGN ENGINEER

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

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE DESIGN ENGINEER _____ P.E.
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

NOTES

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

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

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 TRAFFIC CONTROL PLANS.

APPROACH SLAB EXTENSIONS SHALL BE CONSTRUCTED PRIOR TO BRIDGE DECK REHABILITATION.

BRIDGE DECK REHABILITATION, OVERLAY, AND FOAM JOINT INSTALLATION SHALL BE COMPLETED PRIOR TO CONSTRUCTION OF MEDIAN PARAPETS AND SIDEWALK.

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

DURING CONSTRUCTION, BERMS OR APPROPRIATE MEASURES SHALL BE USED TO ENSURE HYDRODEMOLITION WATER DOES NOT FLOW OR MIGRATE INTO ACTIVE TRAVEL LANES.

THE EXISTING BRIDGE DECK, EXISTING APPROACH SLABS, AND APPROACH SLAB EXTENSIONS SHALL BE SCARIFIED AND OVERLAYED WITH LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH.

FOR LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH, SEE SPECIAL PROVISIONS.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR MANAGING HYDRODEMOLITION WATER, SEE SPECIAL PROVISIONS.

FOR OVERLAY SURFACE PREPARATION, SEE SPECIAL PROVISIONS.

FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.

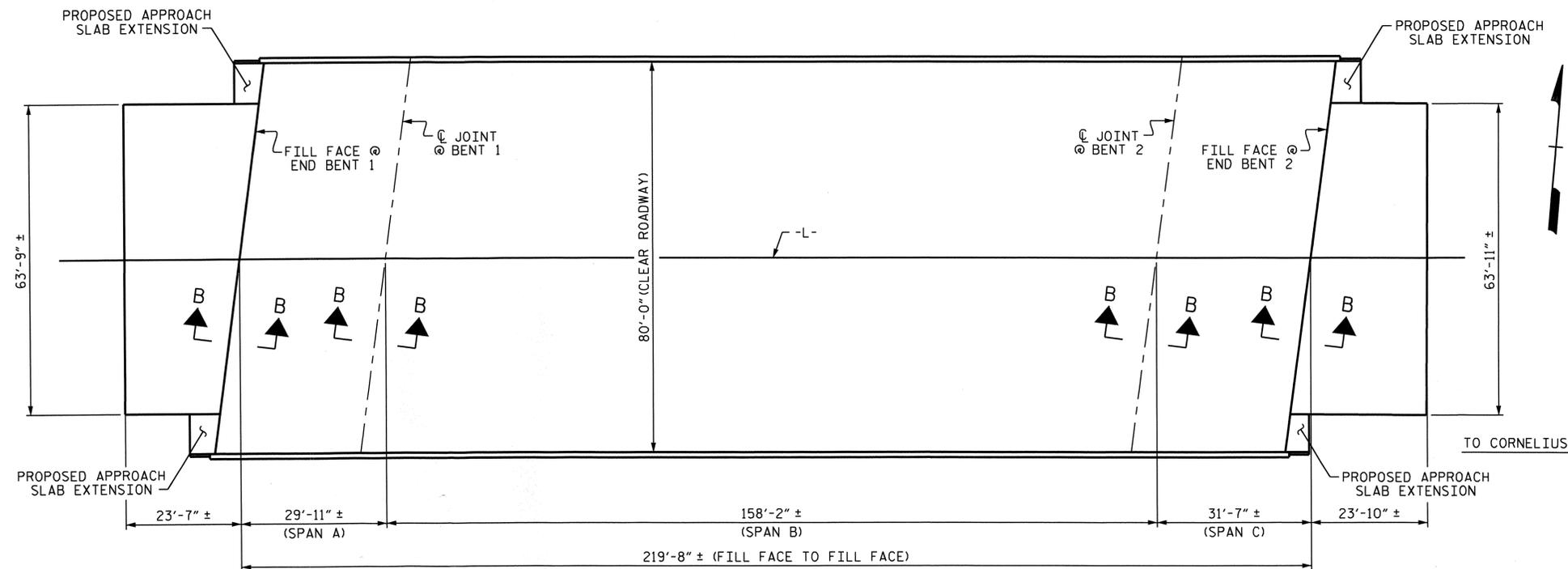
FOR ELASTOMERIC CONCRETE, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

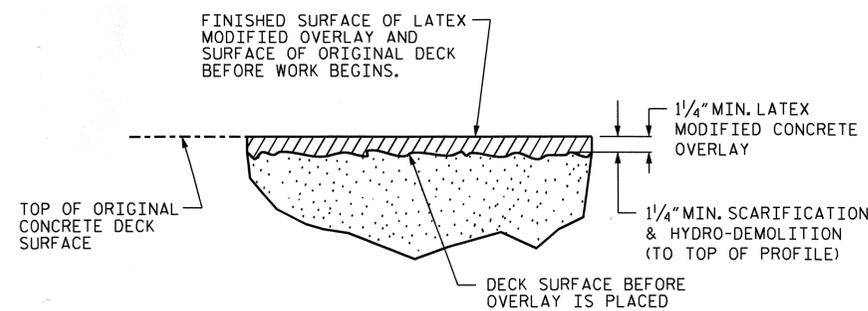
FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.



PLAN



DETAIL FOR LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH

TOTAL BILL OF MATERIAL

GROOVING BRIDGE FLOORS	BRIDGE APPROACH SLABS	FOAM JOINT SEALS	LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH	BRIDGE JOINT DEMOLITION	PLACING & FINISHING LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH	SCARIFYING BRIDGE DECK	HYDRO-DEMOLITION OF BRIDGE DECK
SO. FT.	LUMP SUM	LUMP SUM	C.Y.	SO. FT.	SO. YDS.	SO. YDS.	SO. YDS.
19,526	LUMP SUM	LUMP SUM	79.5	323	2,275	2,275	2,275

PROJECT NO. I-4733
MECKLENBURG COUNTY
 STATION: 23+06.00 -L-

SHEET 1 OF 2 REHABILITATION OF BRIDGE #19

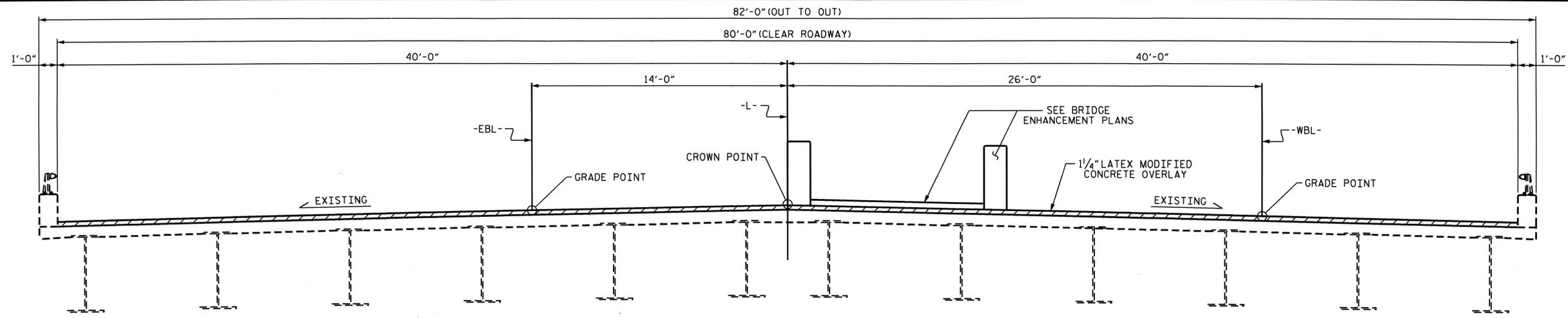


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

DECK REHABILITATION PLAN VIEW

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

DRAWN BY : B.N. GRADY DATE : 3/13
 CHECKED BY : H.T. DIEU DATE : 3/13

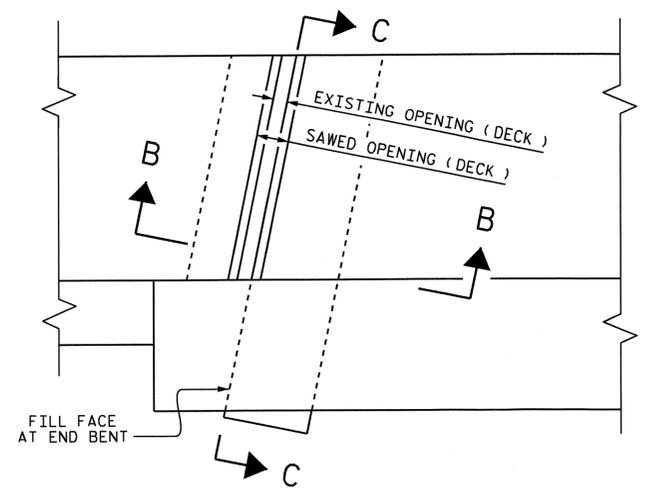


TYPICAL SECTION

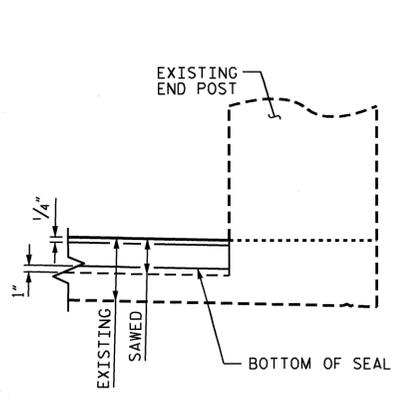
NOTES

- THE INSTALLED FOAM JOINT SEAL SHALL BE WATER TIGHT.
- THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINTS IN LIEU OF SAWING THE JOINT.
- THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEALS SHALL BE 2".

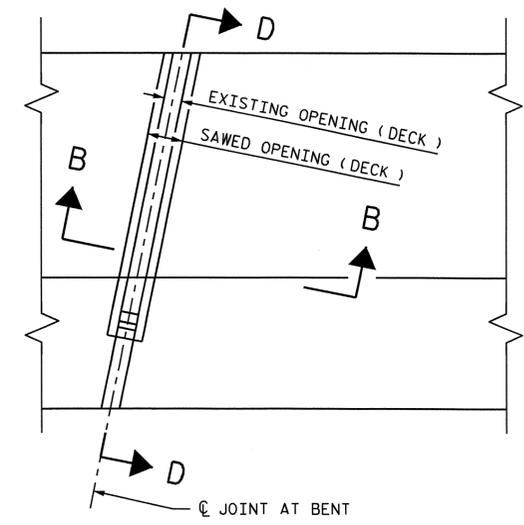
ELASTOMERIC CONCRETE	
	CU. FT.
END BENT 1	13.9
BENT 1	13.9
BENT 2	13.9
END BENT 2	13.9
TOTAL	55.6



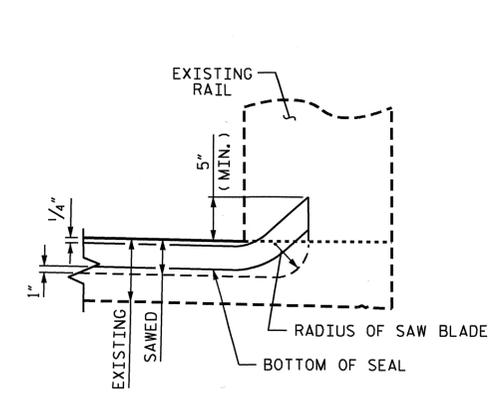
PLAN AT END BENT
PROVIDE WATERTIGHT SEAL AT END OF FOAM JOINT SEAL



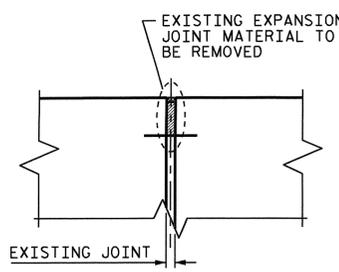
SECTION C-C



PLAN AT BENT

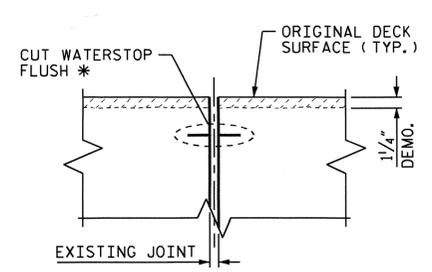


SECTION D-D



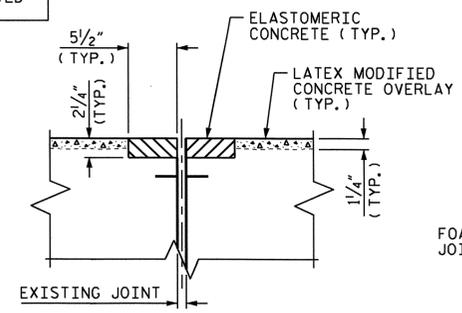
SECTION B-B
(EXISTING)

IF THE EMBEDDED PORTION OF THE EXISTING PLASTIC WATERSTOP IS EXPOSED DURING REMOVAL OF UNSOUND CONCRETE, THE ENTIRE WATERSTOP SHALL BE REMOVED

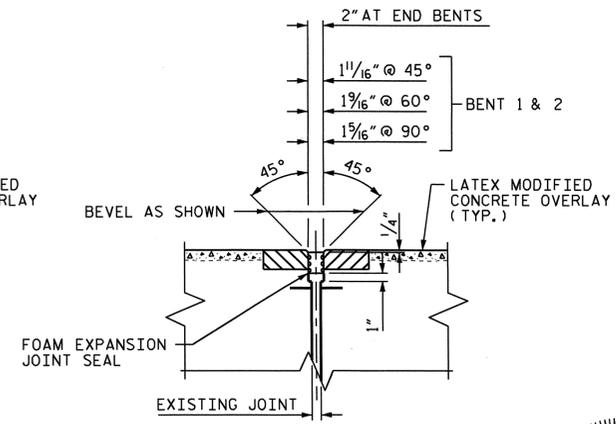


SECTION B-B
(MINIMUM EXISTING JOINT DEMOLITION)

* THERE IS NO EXISTING WATERSTOP AT END BENTS



SECTION B-B
(PROPOSED JOINT PRE-SAWED DIMENSIONS)



SECTION B-B
(PROPOSED FOAM JOINT SEAL)



PROJECT NO. I-4733
MECKLENBURG COUNTY
 STATION: 23+06.00 -L-

SHEET 2 OF 2

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

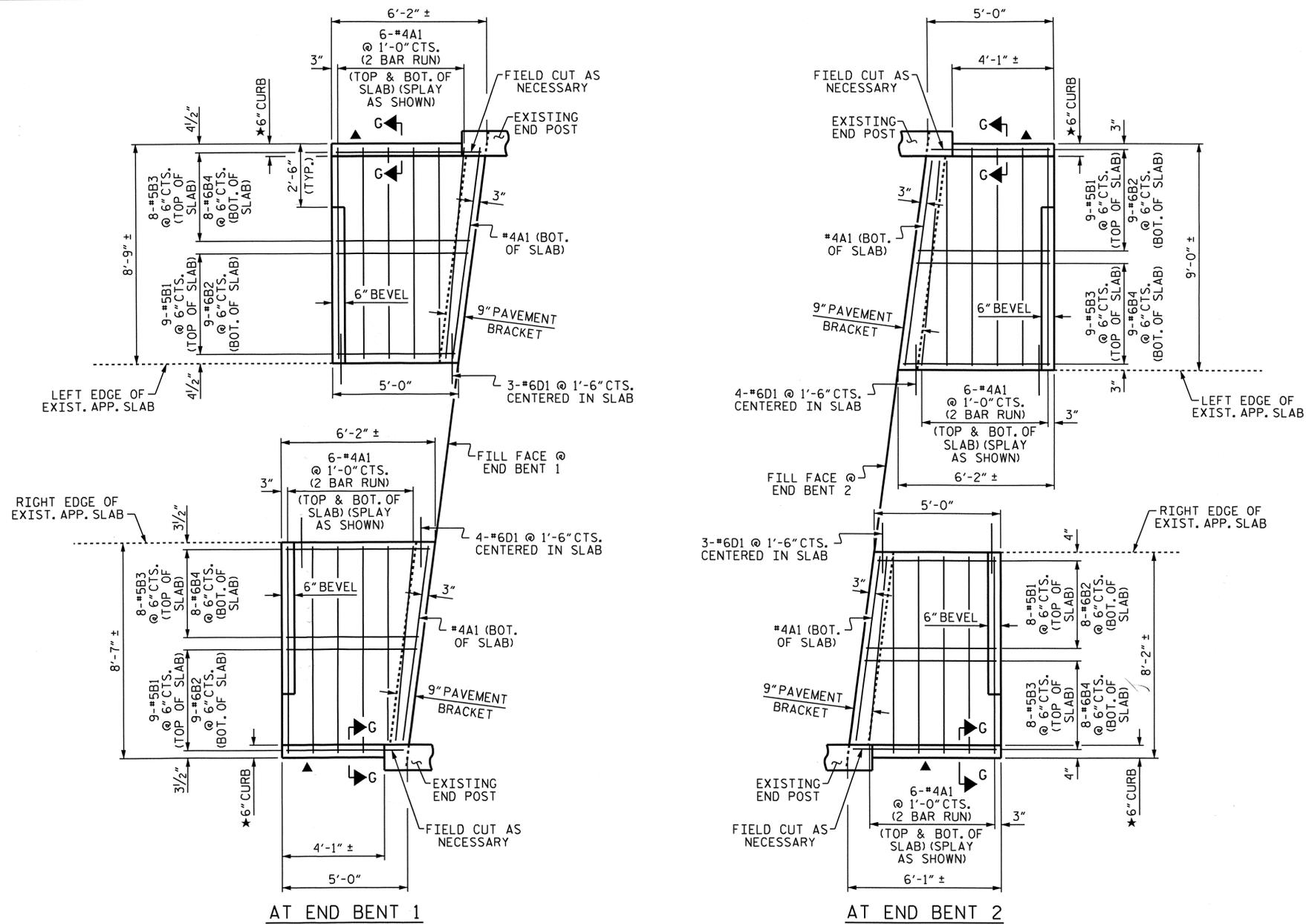
DRAWN BY : B.N. GRADY
 CHECKED BY : H.T. DIEU
 DATE : 3/13
 DATE : 3/13

14-MAY-2013 09:22
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NOTES

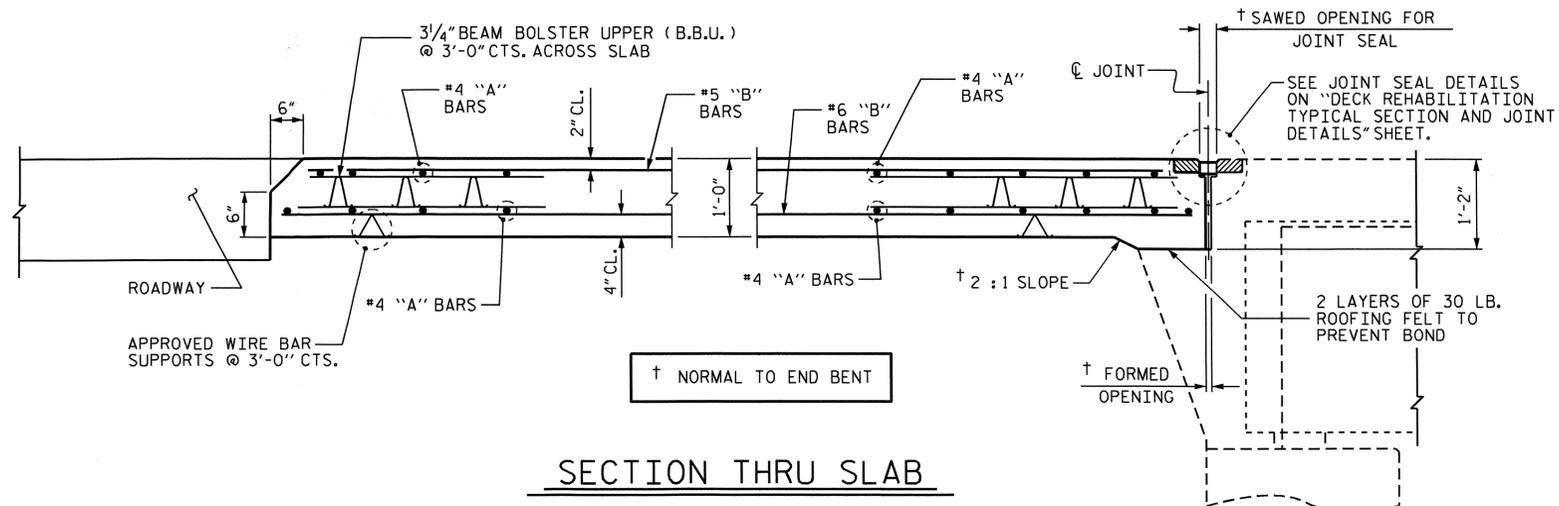
▲ OUTSIDE EDGES OF APPROACH SLAB EXTENSIONS SHALL MATCH PROPOSED ROADWAY CURB & GUTTER RADII.

THE #6D1 BARS SHALL BE INSTALLED USING AN ADHESIVE ANCHORING SYSTEM. LEVEL I FIELD TESTING IS REQUIRED AND THE YIELD LOAD FOR THE #6D1 BARS IS 26.4 KIPS. FOR ADHESIVELY ANCHORED ANCHOR BOLTS OR DOWELS, SEE STANDARD SPECIFICATIONS.



PLAN OF APPROACH SLAB EXTENSIONS

★ FOR ADDITIONAL STEEL IN CURB SEE CURB DETAILS, SHEET 2 OF 2.



SECTION THRU SLAB

PROJECT NO. I-4733

MECKLENBURG COUNTY

STATION: 23+06.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

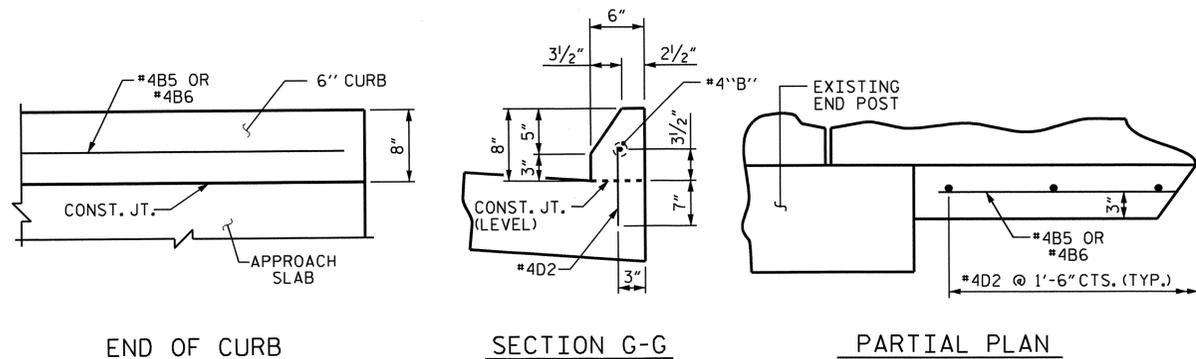
**BRIDGE APPROACH
SLAB FOR FLEXIBLE
PAVEMENT**



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

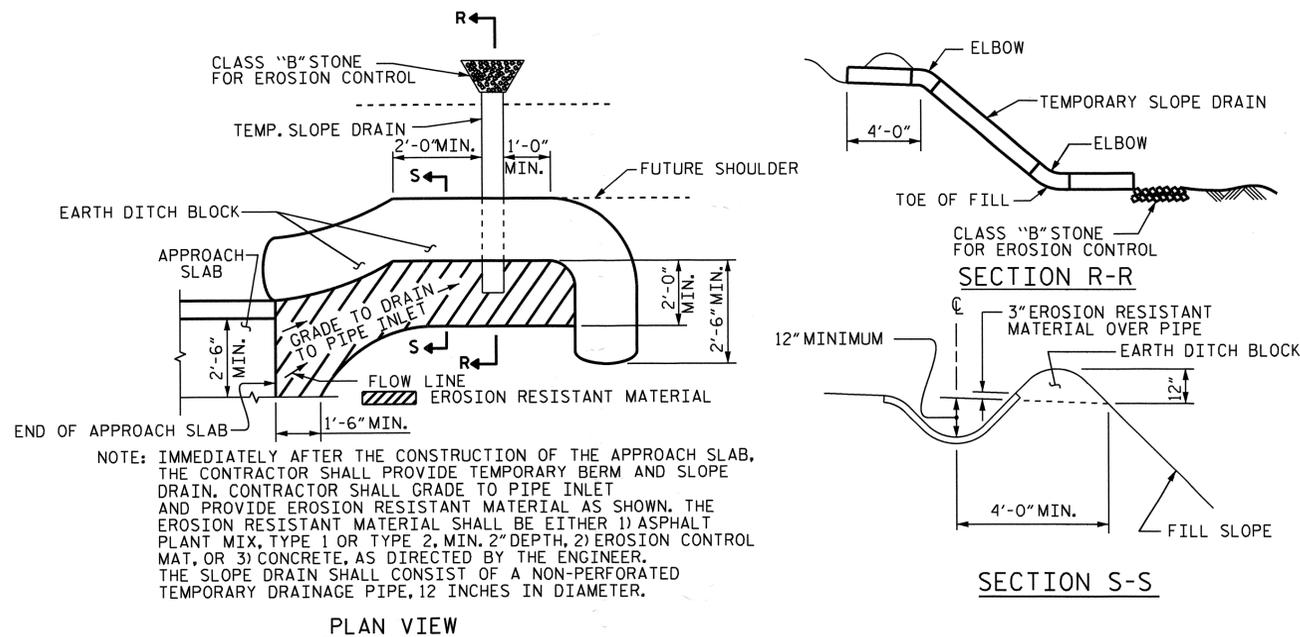
DRAWN BY : B.N. GRADY
CHECKED BY : H.T. DIEU
DATE : 05/07/13
DATE : 05/09/13

14-MAY-2013 09:22
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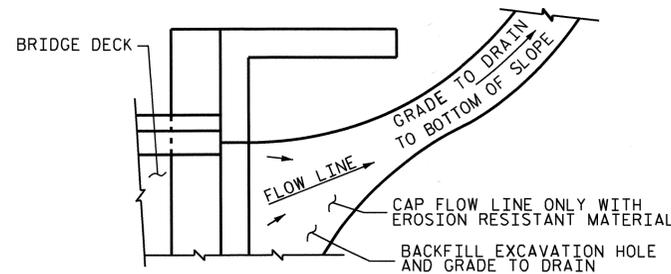
CURB DETAILS
 #4D2 BARS MAY BE PUSHED INTO GREEN CONCRETE AFTER APPROACH SLAB EXTENSION HAS BEEN SCREEDED OFF.

BILL OF MATERIAL													
APPROACH SLAB AT EB 1 (LEFT SIDE)						APPROACH SLAB AT EB 1 (RIGHT SIDE)							
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT		
A1	26	#4	STR	5'-3"	91	A1	26	#4	STR	5'-3"	91		
B1	9	#5	STR	3'-9"	35	B1	9	#5	STR	3'-9"	35		
B2	9	#6	STR	4'-8"	63	B2	9	#6	STR	4'-8"	63		
B3	8	#5	STR	4'-4"	36	B3	8	#5	STR	4'-4"	36		
B4	8	#6	STR	5'-3"	63	B4	8	#6	STR	5'-3"	63		
B5	1	#4	STR	4'-10"	3	B6	1	#4	STR	3'-9"	3		
D1	3	#6	STR	1'-6"	7	D1	4	#6	STR	1'-6"	9		
D2	4	#4	STR	11"	2	D2	3	#4	STR	11"	2		
REINFORCING STEEL					LBS.	300	REINFORCING STEEL					LBS.	302
CLASS AA CONCRETE					C. Y.	2.1	CLASS AA CONCRETE					C. Y.	2.0
APPROACH SLAB AT EB 2 (LEFT SIDE)						APPROACH SLAB AT EB 2 (RIGHT SIDE)							
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT		
A1	26	#4	STR	5'-3"	91	A1	26	#4	STR	5'-3"	91		
B1	9	#5	STR	3'-9"	35	B1	8	#5	STR	3'-9"	31		
B2	9	#6	STR	4'-8"	63	B2	8	#6	STR	4'-8"	56		
B3	9	#5	STR	4'-4"	41	B3	8	#5	STR	4'-4"	36		
B4	9	#6	STR	5'-3"	71	B4	8	#6	STR	5'-3"	63		
B6	1	#4	STR	3'-9"	3	B5	1	#4	STR	4'-10"	3		
D1	4	#6	STR	1'-6"	9	D1	4	#6	STR	1'-6"	7		
D2	3	#4	STR	11"	2	D2	4	#4	STR	11"	2		
REINFORCING STEEL					LBS.	315	REINFORCING STEEL					LBS.	289
CLASS AA CONCRETE					C. Y.	2.1	CLASS AA CONCRETE					C. Y.	1.9



TEMPORARY BERM AND SLOPE DRAIN DETAILS

SPLICE LENGTHS		
BAR SIZE	EPOXY COATED	UNCOATED
#4	2'-0"	1'-9"
#5	2'-6"	2'-2"
#6	3'-10"	2'-7"



NOTE: IF THE APPROACH SLAB IS NOT CONSTRUCTED IMMEDIATELY AFTER THE BACKFILLING OF THE END BENT EXCAVATION, GRADE TO DRAIN TO THE BOTTOM OF THE SLOPE AND PROVIDE EROSION RESISTANT MATERIAL, SUCH AS FIBERGLASS ROVING OR AS DIRECTED BY THE ENGINEER TO PREVENT SOIL EROSION AND TO PROTECT THE AREA ADJACENT TO THE STRUCTURE. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THESE MATERIALS PRIOR TO CONSTRUCTION OF THE APPROACH SLAB.

TEMPORARY DRAINAGE DETAIL

PROJECT NO. I-4733
MECKLENBURG COUNTY
 STATION: 23+06.00 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**BRIDGE APPROACH
 SLAB DETAILS**

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



ASSEMBLED BY : B.N. GRADY DATE : 05/07/13
 CHECKED BY : H.T. DIEU DATE : 05/09/13
 DRAWN BY : FCJ 11/88 REV. 10/1/11 MAA/GM
 CHECKED BY : ARB 11/88 REV. 7/12 MAA/GM
 REV. 10/12 MAA/GM

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

JANUARY, 1990