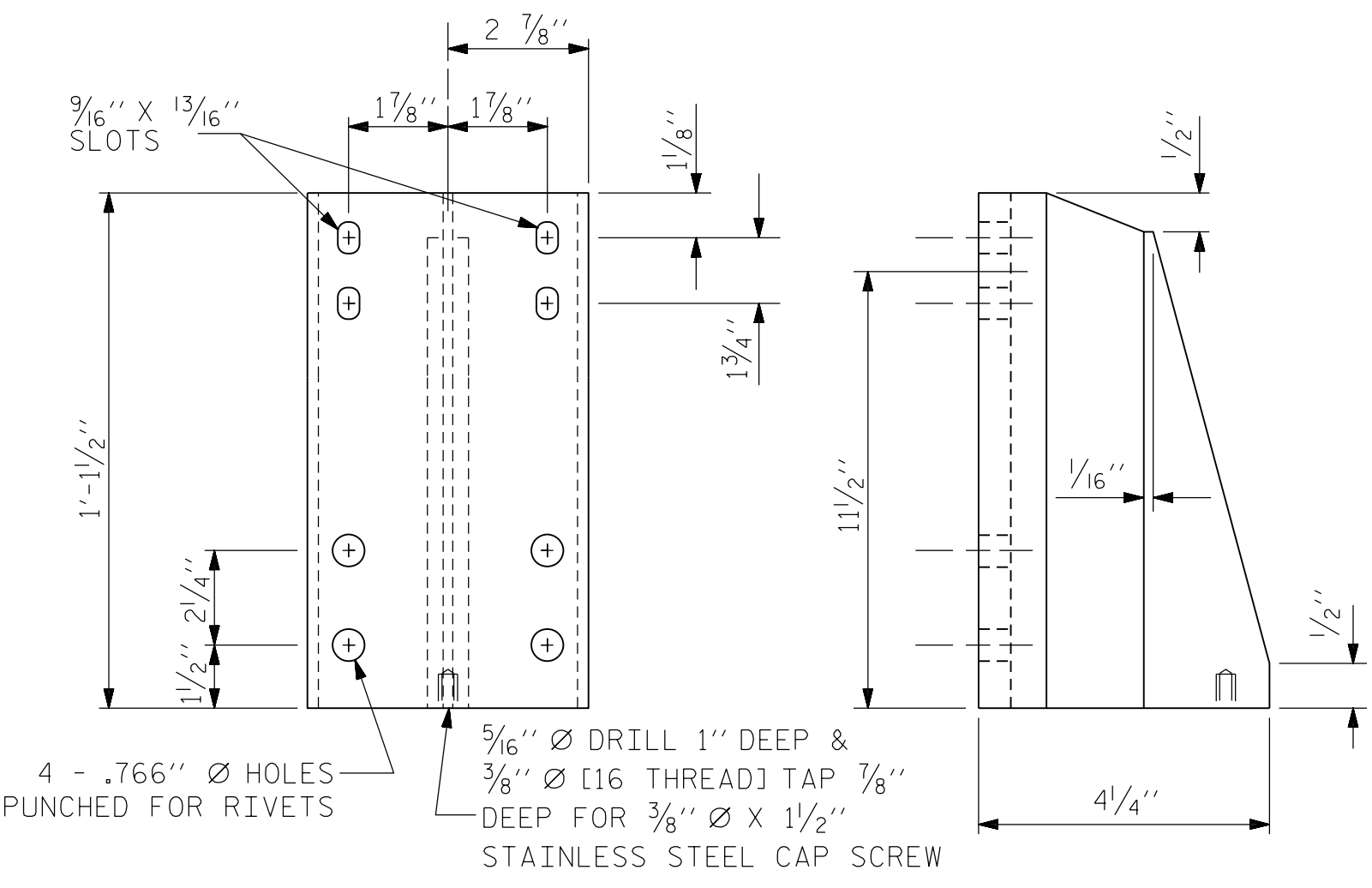
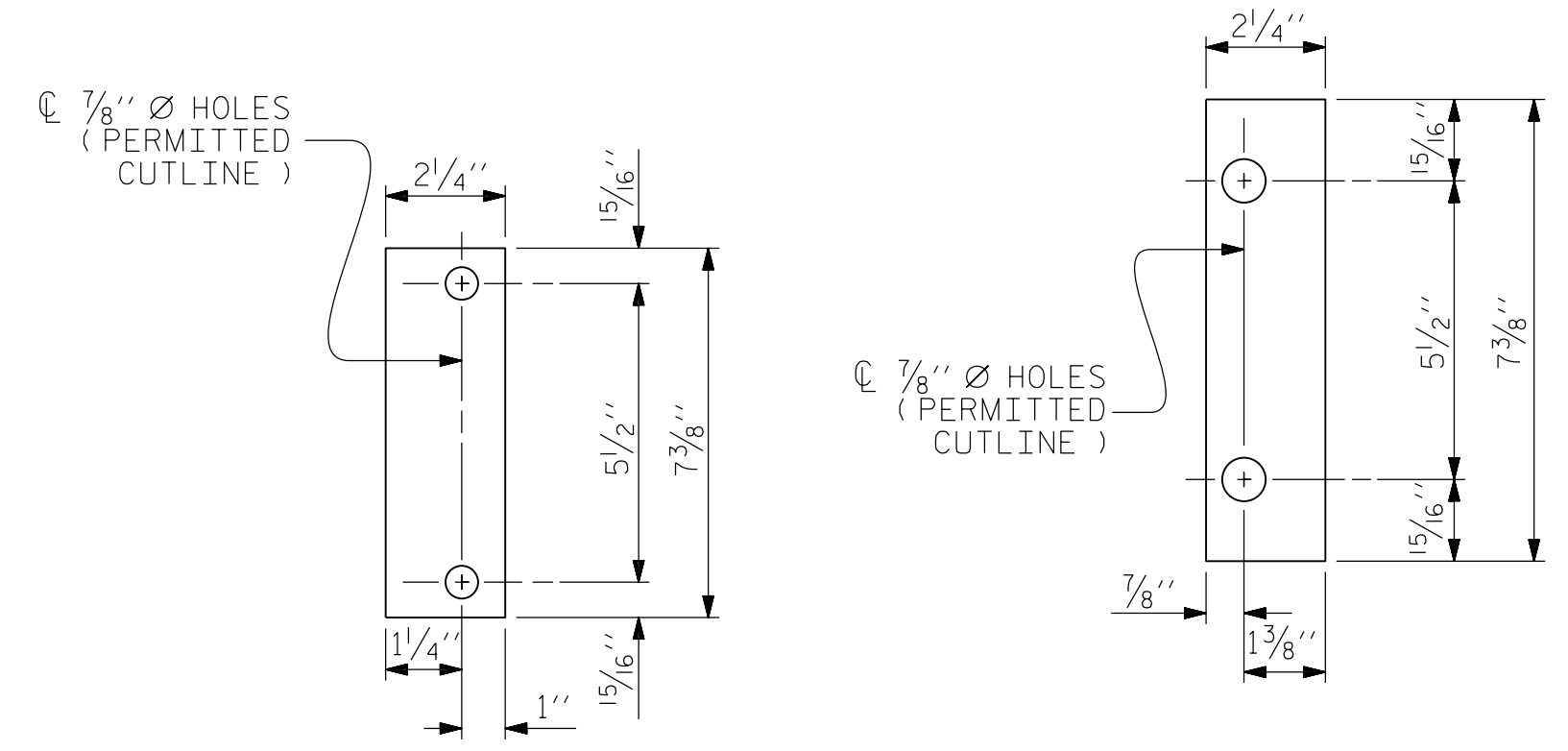


ADHESIVELY ANCHORED BOLTS

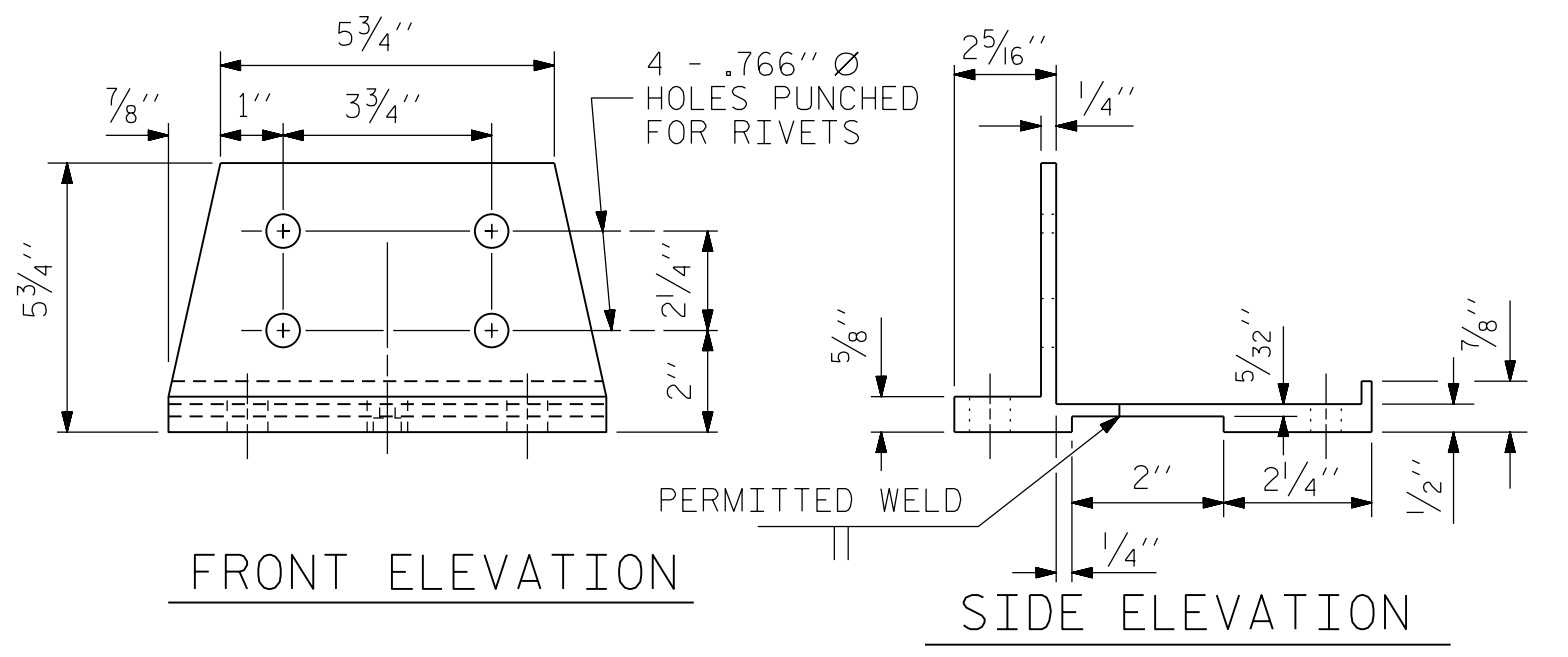
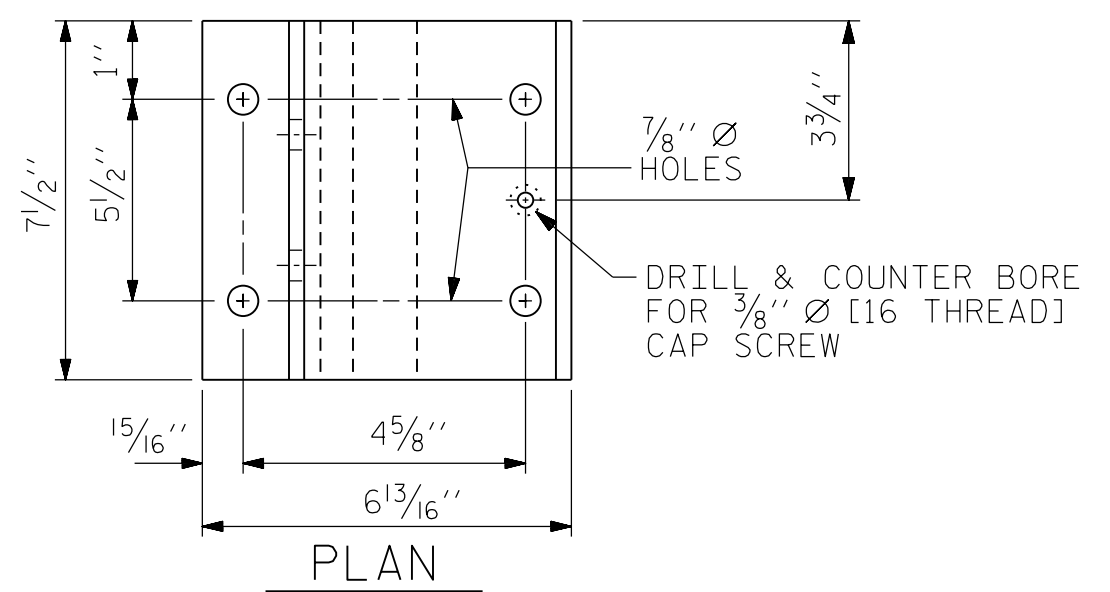


DETAILS OF POST

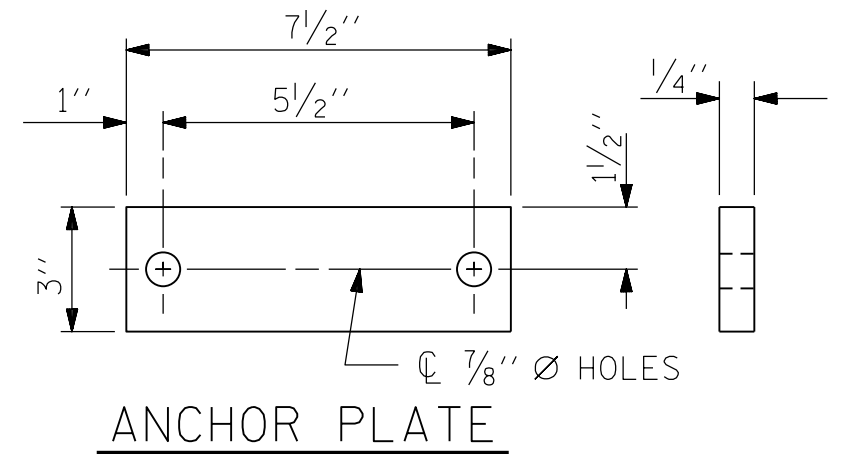


SHIM DETAILS

NOTE : SHIMS MAY BE CUT ALONG PERMITTED OUTLINE OR SLOTTED TO EDGE OF PLATE TO FACILITATE PLACEMENT.



POST BASE DETAILS



ANCHOR PLATE

NOTES

DAMAGED RAIL REMOVAL

THE DAMAGED BAR RAIL, POST, PLATES AND CONNECTION HARDWARE SHALL BE REMOVED TO THE LIMITS SHOWN IN THE PLANS.

CUT EXISTING ANCHOR BOLTS/DOWELS FLUSH WITH THE TOP OF THE PARAPET AND COAT THE END OF THE EXISTING BOLTS/DOWELS WITH EPOXY.

AT THE TIME OF INSPECTION, ONLY THE PORTIONS OF THE RAIL IDENTIFIED ON SHEET 1 WERE DEEMED DAMAGED. THE CONTRACTOR AND THE ENGINEER SHALL COORDINATE IN THE FIELD TO DETERMINE THE FULL LIMITS OF REPLACEMENT AND WHICH COMPONENTS SHOULD BE REPLACED TO ACHIEVE PROPER FIT-UP.

ALL WORK TO REMOVE, CUT, EPOXY AND THE DISPOSAL OF ALL EXISTING DAMAGED MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM COST FOR "RAIL REPAIR FOR ONE BAR METAL RAIL".

ANCHOR SYSTEM

MATERIAL FOR ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF F593 ALLOY WITH MINIMUM 75,000 PSI TENSILE STRENGTH.

MATERIAL FOR NUTS SHALL MEET THE REQUIREMENTS OF ASTM F594 ALLOY.

MATERIAL FOR WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F844.

FOR ADHESIVELY ANCHORED BOLTS AND DOWELS, SEE SECTION 420-13 OF THE STANDARD SPECIFICATIONS.

ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS AND SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M111.

THE COST OF THE METAL RAIL ANCHOR SYSTEM WITH BOLTS, NUTS AND WASHERS COMPLETE IN PLACE SHALL BE INCLUDED IN THE PRICE FOR LINEAR FEET OF "ONE BAR METAL RAIL REPAIR".

BOLTS TO BE TIGHTENED ONE-HALF TURN WITH A WRENCH FROM A FINGER TIGHT POSITION.

DO NOT PLACE THE NEW POST AT THE SAME LOCATION AS THE REMOVED/DAMAGED POST. PLACE THE NEW POST AND ANCHOR SYSTEM FLUSH ON TOP OF THE EXISTING PARAPET.

CERTIFIED MILL REPORTS ARE REQUIRED FOR ALL MATERIALS OF THE ANCHOR SYSTEM.

LEVEL ONE FIELD TESTING IS REQUIRED, AND THE YIELD LOAD OF THE 3/4\"/>

GENERAL NOTES

ALL DETAILS AND DIMENSIONS ARE FROM THE BEST INFORMATION AVAILABLE. DETAILS AND DIMENSIONS ARE DERIVED FROM THE EXISTING PLANS AND THE CURRENT STANDARDS FOR THE "ONE BAR METAL RAIL".

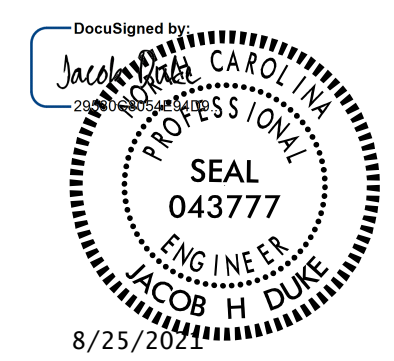
THE CONTRACTOR AND THE ENGINEER SHALL COORDINATE TO CORRECT ANY DISCREPANCY BETWEEN THE PLANS AND FIELD CONDITIONS TO COMPLETE THE WORK.

ALL DETAILS PROVIDED WITHIN THESE 1 BAR METAL RAIL SHEETS ARE INCLUDED FOR INFORMATION PURPOSES AND NOT ALL PARTS MAY BE USED. IT IS THE DUTY OF THE CONTRACTOR AND THE ENGINEER TO DETERMINE WHICH PARTS AND DETAILS WILL BE NEEDED IN ORDER TO COMPLETE THE WORK.

FOR "RAIL REPAIRS FOR ONE BAR METAL RAIL", SEE SPECIAL PROVISIONS.

PROJECT NO. I-5939
 ROBESON COUNTY
 BRIDGE NO. 770010

SHEET 2 OF 2



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
MODIFIED STANDARD 1 BAR METAL RAIL REPAIRS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO.					S1-6
TOTAL SHEETS					14

DRAWN BY : FIDEL L. FLORES DATE : 06/2021
 CHECKED BY : DIEGO A. AGUIRRE DATE : 06/2021
 DESIGN ENGINEER OF RECORD: JACOB H. DUKE DATE : 06/2021

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED