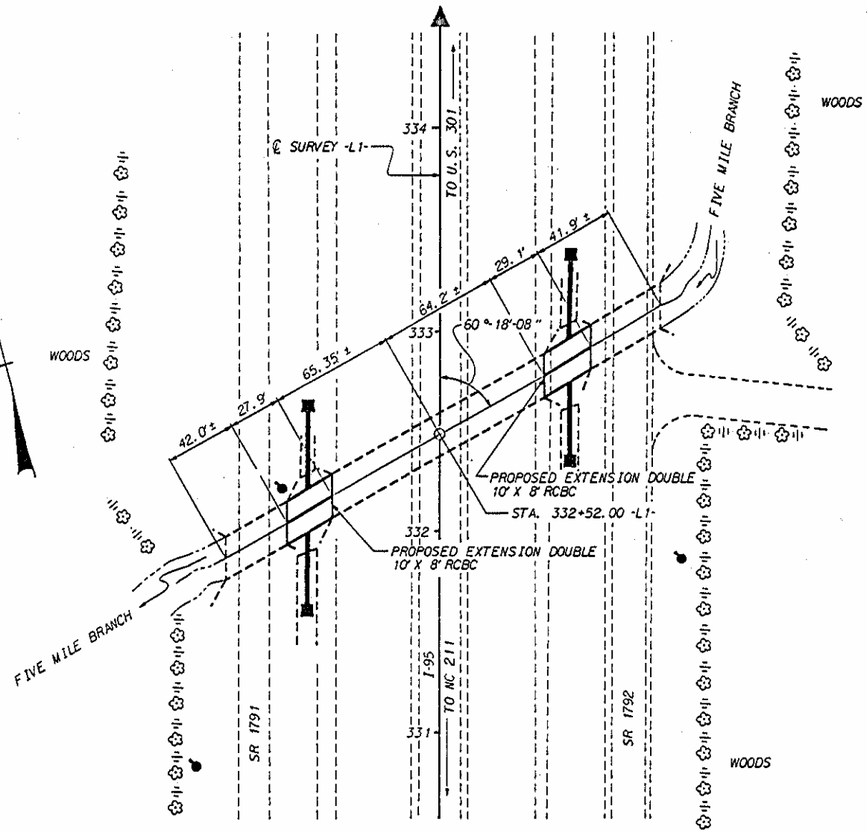
F. A. PROJECT NO. STP-NHF-7761(3)

BM - STANDARD DISK STAMPED "GREEN" 1965 17' RT OF -L- STA 22+60 EL. 147.57



LOCATION SKETCH

GRADE POINT ELEV. @ STA 332+52.00 -L1-	=	122.3
BED ELEVATION @ STA 332+52.00 -L1-	=	113.0
ROADWAY SLOPES	=	2:1

HYDRAULIC DATA

DESIGN DISCHARGE	=	900 CFS
FREQUENCY OF DESIGN DISCHARGE	=	50 YRS.
DESIGN HIGH WATER ELEVATION	=	121.2
DRAINAGE AREA	=	7.4 SQ. MI.
BASIC DISCHARGE (Q100)	=	1,100 CFS
BASIC HIGH WATER ELEVATION	=	122.3

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

OVERTOPPING FLOOD DATA

OVERTOPPING DISCHARGE	=	1,700 CFS
FREQUENCY OF OVERTOPPING FLOOD	=	200 YRS. +
OVERTOPPING FLOOD ELEVATION	=	125.3

TOTAL STRUCTURE QUANTITIES

CLASS A CONCRETE

LEFT CULVERT EXTENSION:	
STAGE 1	20.2 CY
STAGE 2	14.0 CY
STAGE 3	24.0 CY
TOTAL	58.2 CY
RIGHT CULVERT EXTENSION:	
STAGE 1	21.0 CY
STAGE 2	14.6 CY
STAGE 3	25.0 CY
TOTAL	60.6 CY
TOTAL CONCRETE	118.8 CY

REINFORCING STEEL

LEFT CULVERT EXTENSION:	
STAGE 1	4502 LBS
STAGE 2	3057 LBS
STAGE 3	4280 LBS
TOTAL	11,839 LBS
RIGHT CULVERT EXTENSION:	
STAGE 1	4684 LBS
STAGE 2	3181 LBS
STAGE 3	4584 LBS
TOTAL	12,449 LBS
TOTAL REINFORCING STEEL. LBS.	24,288

FOUNDATION COND. MAT'L

LEFT CULVERT EXTENSION	20 TONS
RIGHT CULVERT EXTENSION	21 TONS
TOTAL	41 TONS

CULVERT EXCAVATION: LUMP SUM

NOTES

ASSUMED LIVE LOAD : HS20-44 OR ALTERNATE LOADING

DESIGN FILL = 2.8 FT.

FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.

3" Ø WEEP HOLES INDICATED SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS

AT THE CONTRACTORS OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF THE EXTERIOR WALL AND BOTH FACES OF THE INTERIOR WALL ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

FOR NOTE REGARDING SETTING OF DOWELS, SEE SHEET S-N.

FOR REMOVAL OF EXISTING CONCRETE AND BONDING OF NEW CONCRETE TO OLD CONCRETE, SEE STANDARD SPECIFICATIONS FOR "WIDENING EXISTING STRUCTURES".

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 400 TONS OF REINFORCING STEEL, ONE THIRTY INCH SAMPLE OR EACH BAR SIZE USED, AND FOR PROJECTS REQUIRING OVER 400 TONS OF REINFORCING STEEL, TWO THIRTY INCH SAMPLES OF EACH BAR SIZE USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND THE LENGTH OF THE SAMPLE, PLUS A MINIMUM LAP SPLICE OF AT LEAST THIRTY BAR DIAMETERS.

CONCRETE IN CULVERTS SHALL BE POURED IN THE FOLLOWING ORDER:

STAGE 1 AND 2 CONSTRUCTION:

1. EDGE BEAMS & FLOOR SLAB INCLUDING 3½" OF ALL VERTICAL WALLS.
2. THE REMAINING PORTIONS OF THE WALLS FULL HEIGHT.

STAGE 3 CONSTRUCTION:

3. ROOF SLAB AND HEADWALLS.

NO SEPARATE PAYMENT WILL BE MADE TO DIVERT WATER AT THE CONSTRUCTION SITE. ALL COSTS FOR TEMPORARY DIVERSION CHANNELS SHALL BE IN THE LUMP SUM PRICE BID FOR CULVERT EXCAVATION.

IN LIEU OF BENDING EXISTING "H" BARS INTO THE EXTERIOR CULVERT EXTENSION WALLS, THE CONTRACTOR MAY CUT OFF THE EXISTING "H" BARS AND GROUT 2'-0" LONG #6 DOWELS AT A SPACING OF 1'-6". NO ADDITIONAL PAYMENT SHALL BE MADE IF THE CONTRACTOR SELECTS THIS OPTION.

8.1461602

PROJECT NO. U-2415

ROBESON COUNTY

STATION: 332+52.00 -L1-

SHEET 1 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 10' X 8' BARREL REINFORCED CONCRETE BOX CULVERT EXTENSIONS 60° SKEW

AUGUST 1995

NORTH CAROLINA PROFESSIONAL SEAL 9804 ENGINEER ROBERT I GIRGENTI 2-11-97

NORTH CAROLINA PROFESSIONAL SEAL 20128 ENGINEER STEPHEN T. CHAMPION 2/10/97

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

DRAWN BY : S.T. CHAMPION DATE : 08/08/95
CHECKED BY : W.F. PARKER DATE : 2-7-97

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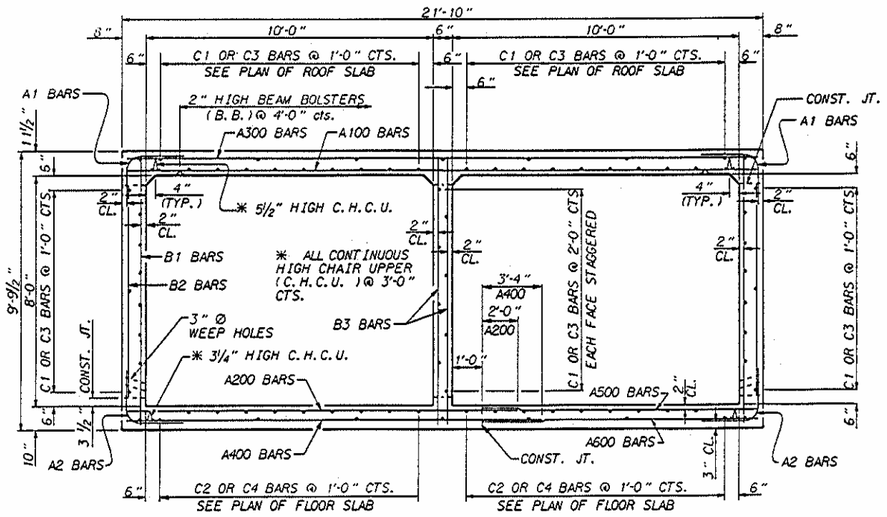
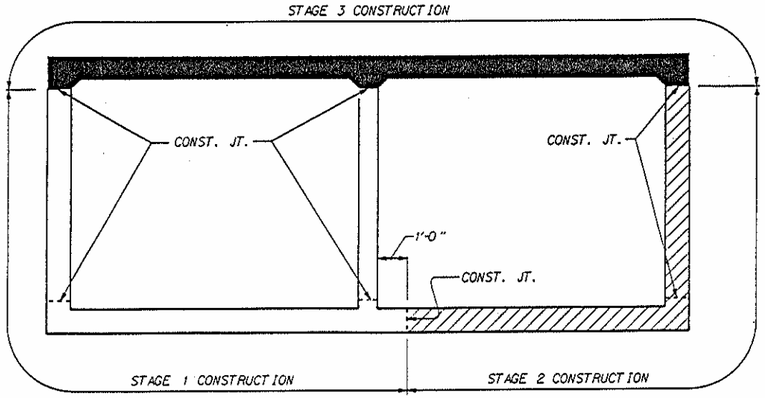
steve



RIGHT ANGLE SECTION OF BARREL

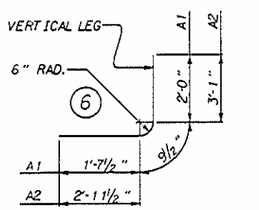
THERE ARE 80 "C" BARS IN SECTION OF BARREL

LOOKING DOWNSTREAM



STAGED CONSTRUCTION SEQUENCE

LOOKING DOWNSTREAM



BAR TYPE

BAR DIMENSIONS ARE OUT TO OUT.

** REINFORCING STEEL BAR SCHEDULE **

LEFT EXTENSION						RIGHT EXTENSION					
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
A100	25	6	STR	21-5	804	A100	27	6	STR	21-5	869
A101	4	6	STR	19-1	115	A101	4	6	STR	19-1	115
A102	4	6	STR	16-11	102	A102	4	6	STR	16-11	102
A103	4	6	STR	14-9	89	A103	4	6	STR	14-9	89
A104	4	6	STR	12-7	76	A104	4	6	STR	12-7	76
A105	4	6	STR	10-5	63	A105	4	6	STR	10-5	63
A106	4	6	STR	8-3	50	A106	4	6	STR	8-3	50
A107	4	6	STR	6-1	37	A107	4	6	STR	6-1	37
A108	4	6	STR	3-11	24	A108	4	6	STR	3-11	24
A200	27	5	STR	14-0	394	A200	29	5	STR	14-0	423
A201	4	5	STR	12-0	50	A201	4	5	STR	12-0	50
A202	4	5	STR	9-9	41	A202	4	5	STR	9-9	41
A203	4	5	STR	7-5	31	A203	4	5	STR	7-5	31
A204	4	5	STR	5-1	21	A204	4	5	STR	5-1	21
A205	2	5	STR	2-9	6	A205	2	5	STR	2-9	6
A300	24	7	STR	21-5	1051	A300	29	7	STR	21-5	1269
A301	4	7	STR	19-3	157	A301	4	7	STR	19-3	157
A302	4	7	STR	17-3	141	A302	4	7	STR	17-3	141
A303	4	7	STR	15-2	124	A303	4	7	STR	15-2	124
A304	4	7	STR	13-2	108	A304	4	7	STR	13-2	108
A305	4	7	STR	11-2	91	A305	4	7	STR	11-2	91
A306	4	7	STR	9-2	75	A306	4	7	STR	9-2	75
A307	4	7	STR	7-1	58	A307	4	7	STR	7-1	58
A308	4	7	STR	5-1	42	A308	4	7	STR	5-1	42
A309	4	7	STR	3-1	25	A309	4	7	STR	3-1	25
A400	30	7	STR	15-4	940	A400	32	7	STR	15-4	1003
A401	4	7	STR	13-5	110	A401	4	7	STR	13-5	110
A402	4	7	STR	11-5	93	A402	4	7	STR	11-5	93
A403	4	7	STR	9-5	77	A403	4	7	STR	9-5	77
A404	4	7	STR	7-5	61	A404	4	7	STR	7-5	61
A405	4	7	STR	5-5	44	A405	4	7	STR	5-5	44
A406	2	7	STR	3-4	14	A406	2	7	STR	3-4	14
A500	31	5	STR	9-4	302	A500	33	5	STR	9-4	321
A501	4	5	STR	7-5	31	A501	4	5	STR	7-5	31
A502	4	5	STR	5-1	21	A502	4	5	STR	5-1	21
A503	4	5	STR	2-9	11	A503	4	5	STR	2-9	11
A600	36	7	STR	9-4	687	A600	38	7	STR	9-4	725
A601	4	7	STR	7-5	61	A601	4	7	STR	7-5	61
A602	4	7	STR	5-5	44	A602	4	7	STR	5-5	44
A603	2	7	STR	3-5	14	A603	2	7	STR	3-5	14
A1	96	4	6	4-5	283	A1	100	4	6	4-5	295
A2	96	7	6	6-10	1341	A2	100	7	6	6-10	1397
B1	56	4	STR	9-3	346	B1	58	4	STR	9-3	358
B2	96	4	STR	7-4	470	B2	100	4	STR	7-4	490
B3	68	4	STR	9-3	420	B3	70	4	STR	9-3	433
C1	53	4	STR	27-6	974	C3	53	4	STR	28-9	1018
C2	27	4	STR	26-0	469	C4	27	4	STR	27-2	490
D1	56	6	STR	2-6	210	D1	56	6	STR	2-6	210
S1	12	6	STR	24-9	446	S1	12	6	STR	24-9	446
S2	12	6	STR	16-4	294	S2	12	6	STR	16-4	294
S3	12	6	STR	10-9	194	S3	12	6	STR	10-9	194
T1	32	4	STR	5-0	107	T1	32	4	STR	5-0	107
TOTAL REINFORCING STEEL (LBS.)					11,839	TOTAL REINFORCING STEEL (LBS.)					12,449

**** SPLICE LENGTHS CHART ****

BAR	SIZE	SPLICE LENGTH
A200 & A500	5	1-9
A400 & A600	7	3-1
B1	4	1-9
B3	4	1-9
C1	4	1-11
C2	4	1-11
C3	4	1-11
C4	4	1-11
S2 & S3	6	2-3

PROJECT NO. U-2415

ROBESON COUNTY

STATION: 332+52.00 -L1-

SHEET 2 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 10' X 8' BARREL
REINFORCED CONCRETE BOX
CULVERT EXTENSIONS
60° SKEW

AUGUST 1995

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

NORTH CAROLINA PROFESSIONAL SEAL 20123 ENGINEER STEPHEN T. CHAMPION
2/14/97

BY : S.T. CHAMPION DATE : 05/08/95
CD BY : W.F. PARKER DATE : 12-16-96

12-DEC-1996 03:45
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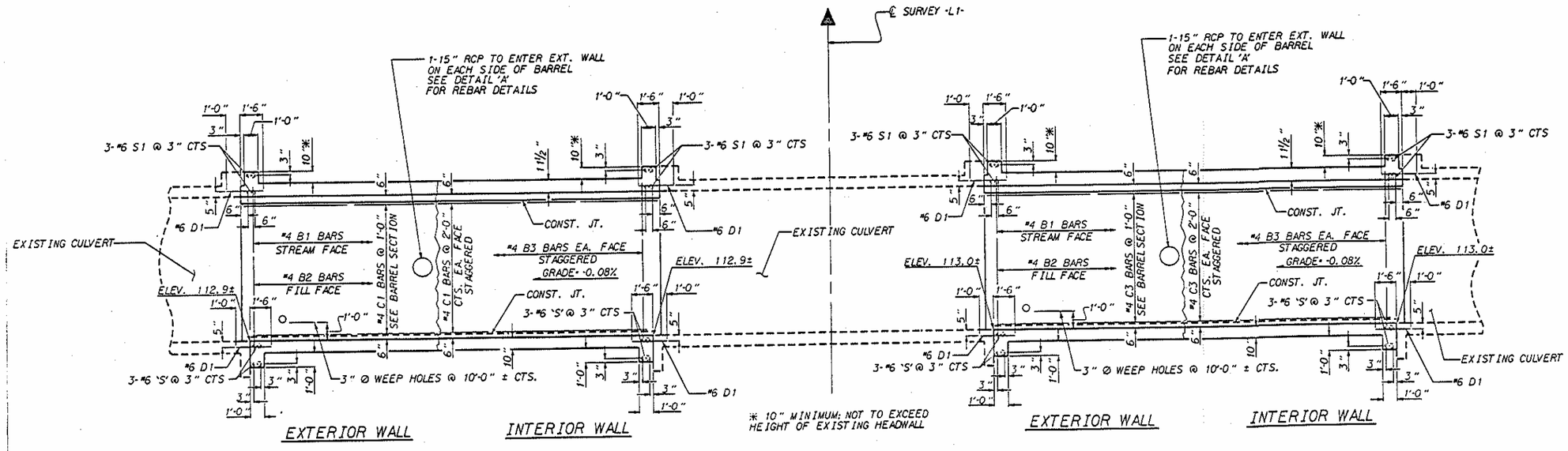
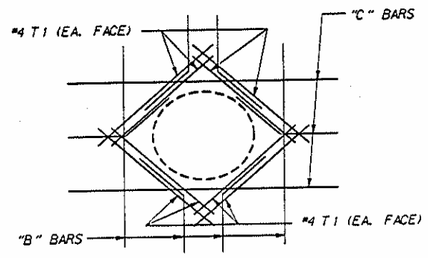
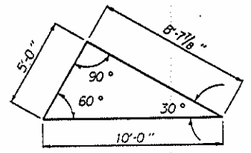


CULVERT SECTIONS NORMAL TO ROADWAY



DETAIL 'A'

15" PIPE THRU EXTERIOR WALL DETAIL



SKEW TRIANGLE

PROJECT NO. U-2415

ROBESON COUNTY

STATION: 332+52.00 -L1-

SHEET 3 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 10' X 8' BARREL REINFORCED CONCRETE BOX CULVERT EXTENSIONS 60° SKEW

AUGUST 199

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

NORTH CAROLINA PROFESSIONAL SEAL 20133 ENGINEER STEPHEN T. CHAMPION 2/10/97

DRAWN BY : S.T. CHAMPION DATE : 08/08/95
CHECKED BY : W.F. PARKER DATE : 12-16-96

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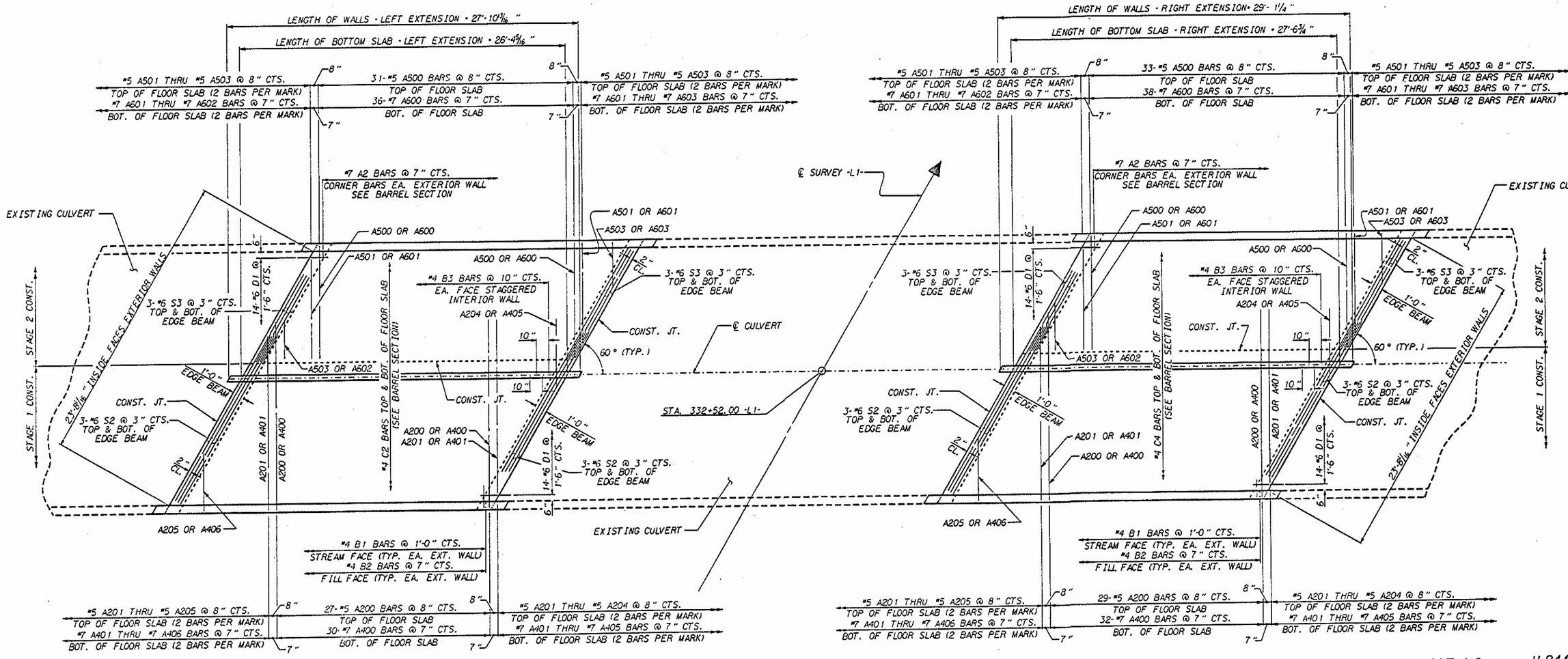

PLAN OF FLOOR SLAB - LEFT EXTENSION

PLAN OF FLOOR SLAB - RIGHT EXTENSION

PROJECT NO. U-2415

ROBESON COUNTY

STATION: 332+52.00 -L1-

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 10' X 8' BARREL REINFORCED CONCRETE BOX CULVERT EXTENSIONS 60° SKEW

AUGUST 1995

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

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15826 STEPHEN T. CHAMPION 2/6/97

BY : S.T. CHAMPION DATE : 08/12/95
'D BY : W.F. PARKER DATE : 12-16-96

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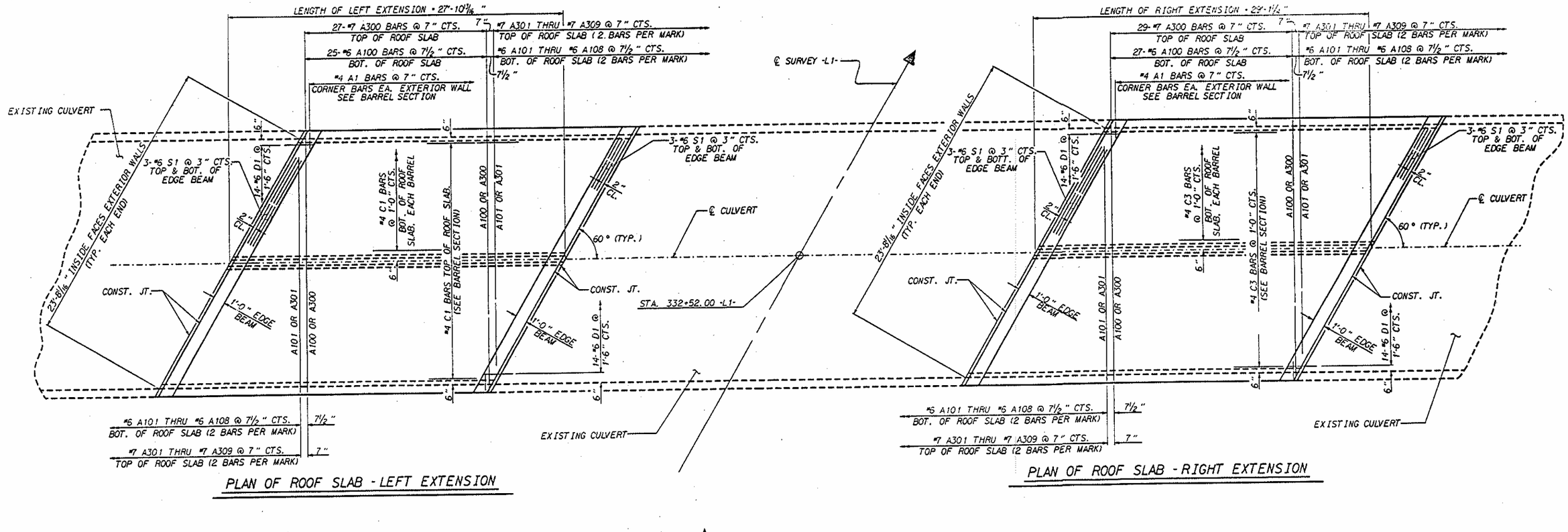

PROJECT NO. U-2415

ROBESON COUNTY

STATION: 332+52.00 -L1-

SHEET 5 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

DOUBLE 10' X 8' BARREL REINFORCED CONCRETE BOX CULVERT EXTENSIONS 60° SKEW

AUGUST 1995

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

NORTH CAROLINA PROFESSIONAL SEAL 20123 ENGINEER STEPHEN T. CHAMPION

DRAWN BY : S. T. CHAMPION DATE : 08/12/95
CHECKED BY : W. E. PARKER DATE : 12-16-96

12-DEC-1996 03:38
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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 1995 STANDARD SPECIFICATIONS " FOR ROADS AND STRUCTURES " OF THE N. C. DEPARTMENT OF TRANSPORTATION.

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; CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP; AND CLASS S SHALL BE USED FOR UNDERWATER FOOTING SEALS.

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.

FIVE SETS OF 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 WITH THE EXCEPTION OF #2 BARS WHICH MAY BE FABRICATED FROM COLD-DRAWN STEEL WIRE. 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 #" 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.

PLACEMENT OF BEAM OR GIRDER MEMBERS ON TRUCKS FOR HAULING SHALL BE DONE IN COMPLIANCE WITH LIMITS SHOWN ON SKETCHES PROVIDED TO THE MATERIALS AND TEST UNIT APPROVED BY THE STRUCTURE DESIGN UNIT DATED MAY 8, 1991. THESE SKETCHES PRIMARILY LIMIT THE UNSUPPORTED CANTILEVER LENGTH OF MEMBERS. WHEN THE CONTRACTOR WISHES TO PLACE MEMBERS ON TRUCKS NOT IN ACCORDANCE WITH THESE LIMITS, TO SHIP BY RAIL, TO ATTACH SHIPPING RESTRAINTS TO THE MEMBERS OR TO INVERT MEMBERS, HE SHALL SUBMIT A SKETCH FOR APPROVAL PRIOR TO SHIPPING. SEE ALSO ARTICLE 1072-11.

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. 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.

ENGLISH

JANUARY, 1990

STD. NO. SN