



ELEVATION - NORTH BRIDGE RAIL
FACING NORTH FROM CENTER OF ROADWAY
BRIDGE No. 50N

PAY LENGTH = 272'-4" (THIS SHEET)
 TOTAL PAY LIMIT ITEM 525.33 (STEEL BRIDGE RAIL, NETC 2-RAIL) = 3730 LF

| BILL OF MATERIAL | | | | |
|------------------|-------|---|----------|--------------|
| Mk. | Qty. | Description | Material | Total wgt. |
| | 37 | RAIL POST W6x25 WITH BASE PLATE | | 3441 lbs. |
| * | 37 | ANCHORAGE ASSEMBLY WITH PLATE (4) ANCHOR STUDS & HARDWARE * | | 999 lbs. |
| | 11 | UPPER RAIL SPLICE TUBE 7x3x3/8 (1'-8" OAL) | | 434.5 lbs. |
| | 11 | LOWER RAIL SPLICE TUBE 3x3x5/16 (1'-8" OAL) | | 203.5 lbs. |
| | 37 | 1/8" THICK BEARING PAD | | 18.5 lbs. |
| | 148 | 3/4" DIA x 6" LG. ROUND-SLOTTED HEAD BOLT WITH WASHER & LOCKWIT | | 127.28 lbs. |
| | 88 | 5/8" DIA x 1 3/4" HEX HEAD BOLT WITH HARDENED WASHER | | 24.64 lbs. |
| | 24 | 3/4" SCH 40 SPACER PIPE x 1/2" LONG | | 1.68 lbs. |
| △ | -99M | 1 RAIL TUBE (UPPER) 8x4x5/16 23'-9" (SLOTTED BOTH ENDS) | | 581.88 lbs. |
| △ | -47M | 1 RAIL TUBE (UPPER) 8x4x5/16 23'-9" (SLOTTED ONE END) | | 581.88 lbs. |
| △ | -46M | 2 RAIL TUBE (UPPER) 8x4x5/16 23'-9" OAL | | 1163.76 lbs. |
| △ | -37M | 7 RAIL TUBE (UPPER) 8x4x5/16 22'-6" OAL | | 3858.75 lbs. |
| △ | -100M | 1 RAIL TUBE (UPPER) 8x4x5/16 18'-10 3/8" OAL | | 462.18 lbs. |
| △ | -99M | 1 RAIL TUBE (LOWER) 4x4x1/4 23'-9" (SLOTTED BOTH ENDS) | | 304.00 lbs. |
| △ | -47M | 1 RAIL TUBE (LOWER) 4x4x1/4 23'-9" (SLOTTED ONE END) | | 304.00 lbs. |
| △ | -46M | 2 RAIL TUBE (LOWER) 4x4x1/4 23'-9" OAL | | 608.00 lbs. |
| △ | -37M | 7 RAIL TUBE (LOWER) 4x4x1/4 22'-6" OAL | | 2016.0 lbs. |
| △ | -100M | 1 RAIL TUBE (LOWER) 4x4x1/4 18'-10 3/8" OAL | | 241.47 lbs. |

* - ANCHORAGE ASSEMBLY BY OTHERS, NOT PROVIDED BY HIGHWAY SAFETY CORP. SHOWN FOR REFERENCE ONLY.

TVGA
 Engineering, Surveying, P.C.

NO EXCEPTIONS TAKEN REJECTED
 FURNISH AS CORRECTED
 REVISE AND RESUBMIT

ENGINEER has reviewed Shop Drawings and Samples and other data which Contractor is required to submit, only for conformance with the information given in the Contract Documents and compatibility with the design concept of the completed Project as a functioning whole as indicated in the Contract Documents. Such reviews shall not be construed as a method, techniques, sequences or procedures of construction or to safety precautions and programs incident thereto. Contractor is responsible for dimensions to be confirmed and correlated at the job site for information that pertains solely to the fabrication processes or to techniques of construction; and for coordination of the work of all trades.

BY:
 DATE: 02-05-2002

CONSTRUCTION NOTE:
 END OF WINGWALLS HAVE BEEN LOCATED APPROXIMATELY BY VAOT SURVEY. CONTRACTOR SHALL VERIFY REQUIRED RAIL LENGTHS PRIOR TO APPROVAL.

NOTES:
 1. ALL DIMENSIONS HAVE BEEN DEVELOPED FROM CONTRACT PLANS ONLY.
 2. CONTRACTOR MUST FIELD-VERIFY DIMENSIONS PRIOR TO APPROVAL.

| REVISIONS | | |
|-----------|-------------------|---------|
| No. | Remarks | Date |
| 0 | Initial submittal | 4/2/01 |
| 1 | MISC. CORRECTIONS | 1/25/02 |

HIGHWAY SAFETY CORP.
 GLASTONBURY, CT

ITEM 525.33 - BRIDGE RAILING - NETC 2 RAIL
 PROJECT No. IM-089-2(26)
 TOWN OF MIDDLESEX & BOLTON
 1-89 OVER U.S. 2
 BRIDGE No. 50N

DRAWN: C.A. Leblanc
 CHECKED:
 DATE: 03/30/01
 SCALE: NONE
 HSC REFERENCE NO.: 1237
 GENERAL CONTRACTOR: WINTERSET, INC.
 SUB CONTRACTOR: F.R. LAFAYETTE, INC.

SIZE: D REVISION: △
 SHEET NO.: 16 of 17