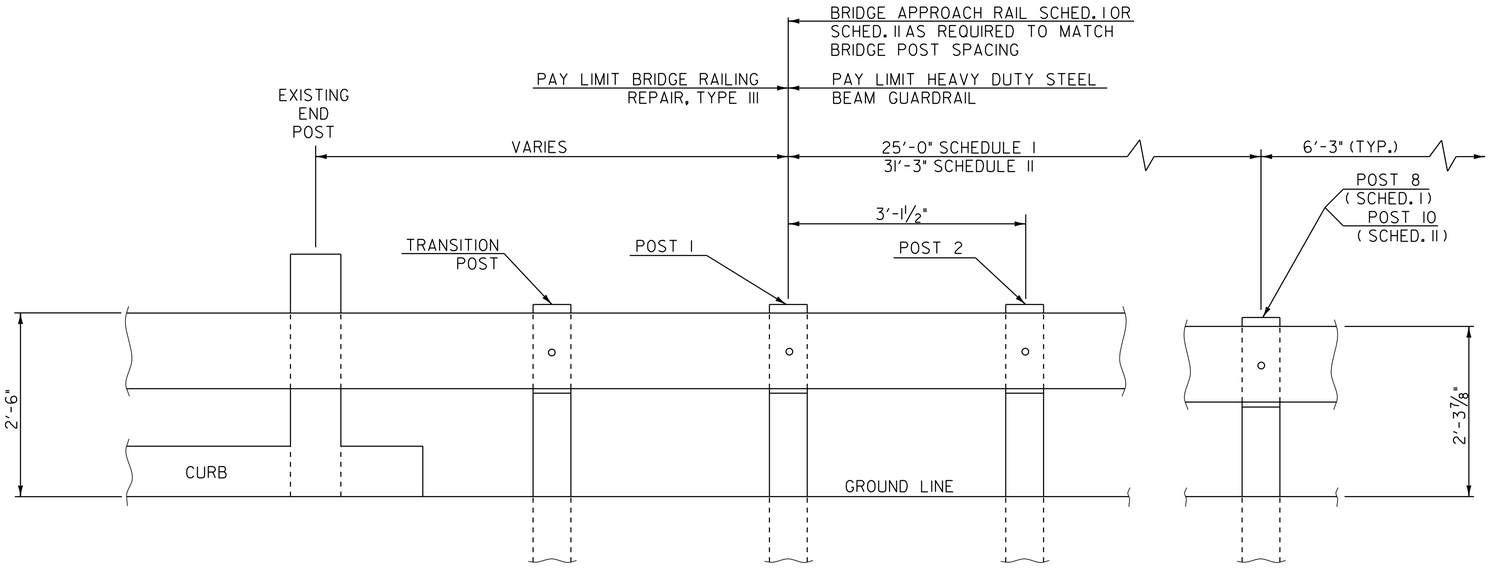
BRIDGE QUANTITY SHEET

STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 (REMOVAL OF EXISTING RAIL)	525.60 (BRIDGE RAILING REPAIR, TYPE III)	REMARKS
CASTLETON:				LF	LF	
26+50.6 - 26+94.4	RT	3	8"	43.8	43.8	
26+62.0 - 26+99.5	LT	3	8"	37.5	37.5	
ROUNDING				0.7	0.7	
TOTAL				82	82	



SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 x 12'-6"
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	4'-2"	1.2 x 12'-6"
6	4'-2"	
7	4'-2"	
8	6'-3" (TYP.)	1.0 (TYP.)
9		
TOTAL PAY LIMITS = 32'-6"		

SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 x 18'-9"
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	3'-1 1/2"	
6	3'-1 1/2"	
7	4'-2"	1.2 x 12'-6"
8	4'-2"	
9	4'-2"	
10	6'-3" (TYP.)	1.0 (TYP.)
11		
TOTAL PAY LIMITS = 41'-3"		

SCHEDULE I APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1.
SCHEDULE II APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST.

BRIDGE APPROACH RAILING

GENERAL NOTES

1. BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
3. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 25' FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
4. FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE STANDARD SHEET G-1 FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31'-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
8. ALL BRIDGE POSTS, HEAVY DUTY STEEL BEAM BRIDGE RAIL, AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE APPROPRIATE BRIDGE RAILING ITEMS AS DENOTED IN THE PLANS.
9. SEE STANDARD SHEET G-1 FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
10. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
11. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 OF THE STANDARD SPECIFICATIONS.
12. GROUT NEW ANCHOR BOLTS WITH TWO COMPONENT ADHESIVE MORTAR. DRILL HOLES SHALL BE 2" DIAMETER. DRILLING AND GROUTING NEW ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE BRIDGE RAILING OR HEAVY DUTY STEEL BEAM GUARDRAIL ITEM.
13. A MINIMUM PULLOUT STRENGTH OF 30 KIPS SHALL BE ATTAINED ON ALL NEW BOLTS THAT ARE GROUTED IN PLACE. A SAMPLE GROUTED BOLT WILL BE TESTED BEFORE MATERIALS ARE APPROVED FOR USE AND RANDOM BOLTS WILL BE FIELD TESTED BY THE STATE OF VERMONT TO ENSURE THIS STRENGTH IS BEING ATTAINED. FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED TO ALERT THE VAOT REGARDING WHEN THE CONTRACTOR WILL BE READY FOR THIS TESTING.
14. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION AND AVAILABLE RECORD DRAWING INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS DIRECTED BY THE RESIDENT ENGINEER. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO SUBMISSION OF FABRICATION DRAWINGS FOR APPROVAL.
15. ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL SHALL BE SUBMITTED FOR APPROVAL IF REQUIRED TO BRIDGE GAPS IN RAILING. PAYMENT FOR TEMPORARY RAIL SHALL BE CONSIDERED INCIDENTAL TO ITEM 525.10 REMOVAL OF EXISTING RAILING.

NOT TO SCALE

BRIDGE DETAIL SHEET #1

PROJECT NAME: FAIR HAVEN - CASTLETON

PROJECT NUMBER: STP HES 2614(1)S

FILE NAME: p06c058.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.M.
IPARM FILE: p06c058br1.i

PLOT DATE: 22-FEB-2012 12:51
DRAWN BY: C.A.K.
CHECKED BY: D.E.G.
SHEET 72 OF 157