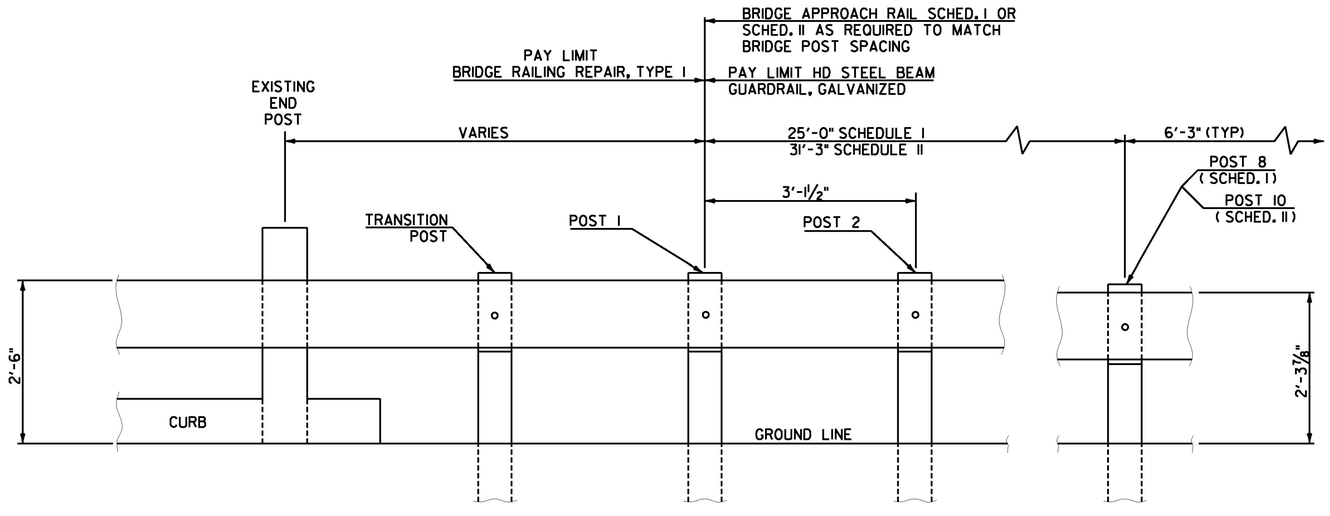
BRIDGE QUANTITY SHEET

STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 REMOVAL OF EXISTING RAIL	525.50 BRIDGE RAILING REPAIR, TYPE I	REMARKS
			IN	LF	LF	
ROCHESTER:						
VT. ROUTE 73						
R 194+12.0 - R 194+62.0	RT	14	8	~~40.0~~ 37.5	~~50.0~~ 37.5	BR 14
R 193+95.5 - R 194+45.5	LT	14	8	~~38.0~~ 37.5	~~50.0~~ 37.5	BR 14
ROUNDING				~~2.0~~	-	
TOTAL				~~80.0~~ 75.0	~~100.0~~ 75.0	



SCHEDULE I

POST NO.	SPACING	PAYMENT FACTOR
1	3'-1½"	1.4 x 12'-6"
2	3'-1½"	
3	3'-1½"	
4	3'-1½"	
5	4'-2"	1.2 x 12'-6"
6	4'-2"	
7	4'-2"	
8	6'-3" (TYP.)	1.0 (TYP)
9		
PAYMENT LENGTH = 32'-6"		

SCHEDULE II

POST NO.	SPACING	PAYMENT FACTOR
1	3'-1½"	1.4 x 18'-9"
2	3'-1½"	
3	3'-1½"	
4	3'-1½"	
5	3'-1½"	
6	3'-1½"	
7	4'-2"	1.2 x 12'-6"
8	4'-2"	
9	4'-2"	
10	6'-3" (TYP)	1.0 (TYP)
11		
PAYMENT LENGTH = 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 HD STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
3. APPROACH RAILING SHALL BE HD STEEL BEAM FOR 25' FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE 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 VAOT 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, HD 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. 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 ENGINEER.
13. 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 INCLUDED IN THE UNIT PRICE BID FOR ITEM 525.10 REMOVAL OF EXISTING RAILING.
14. ALL OFFSET BLOCKS AND FIXTURES SHALL BE PROVIDED IN ACCORDANCE WITH SUBSECTION 732.04, UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO SUBSECTION 726.08.

NOT TO SCALE

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PROJECT NAME: ROCHESTER
PROJECT NUMBER: ER STP 0162(21)

FILE NAME: z13c176bdt01.dgn
PROJECT LEADER: D. GOZALKOWSKI
DESIGNED BY: J. OLSEN
BRIDGE DETAIL SHEET 1

PLOT DATE: 1/11/2017
DRAWN BY: J. HEALD
CHECKED BY: J. SHIELDS
SHEET 358 OF 360