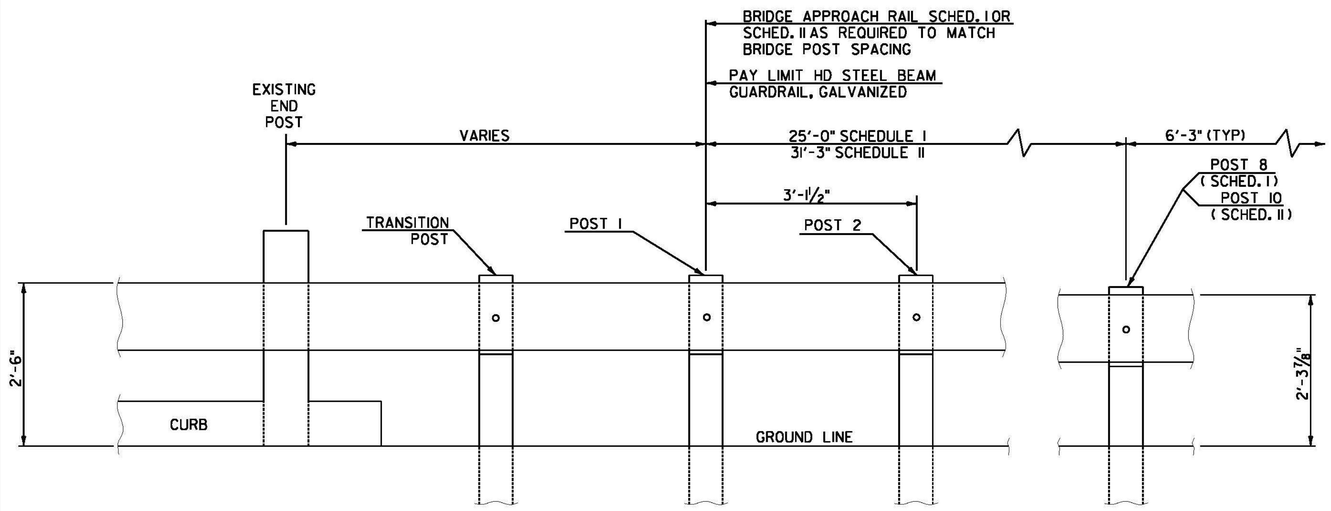


| SCHEDULE I | | |
|---|---|---|
| POST NO. | SPACING | PAYMENT FACTOR |
| 1 | 3'-1½" | 1.4 x 12'-6" |
| 2 | 3'-1½" | |
| 3 | 3'-1½" | |
| 4 | 3'-1½" | |
| 5 | 4'-2" | 1.2 x 12'-6" |
| 6 | 4'-2" | |
| 7 | 4'-2" | |
| 8 | 6'-3" (TYP.) | 1.0 (TYP) |
| 9 | | |
| PAYMENT LENGTH = 32'-6" | | |

| 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

## BRIDGE QUANTITY SHEET

| STATION | POS. | BRIDGE NUMBER | OFFSET BLOCK | REMARKS |
|---|---|---|---|---|
| | | | IN | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |
| | | | | |
| ROUNDING | | | | |
| | | | | |
| TOTAL | | | | |

## GENERAL NOTES

1. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
2. 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.
3. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. SEE VAOT STANDARD SHEET G-1 FOR DELINEATION DETAILS AND PLACEMENT.
5. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31'-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
6. SEE VAOT STANDARD SHEET G-1 FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
7. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
8. 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.
9. 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.
10. ALL OFFSET BLOCKS AND FIXTURES SHALL BE PROVIDED IN ACCORDANCE WITH SUBSECTION 732.04, UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH SUBSECTION 726.08.

NOT TO SCALE

**WINDSOR BRIDGE DETAIL SHEET #1**

PROJECT NAME: CHESTER-SPRINGFIELD-ROCKINGHAM-WINDSOR
PROJECT NUMBER: STP 2952(1)

FILE NAME: z13c518bdt01.dgn
PROJECT LEADER: D. GOZALKOWSKI
DESIGNED BY: A. HAWKINS
PLOT DATE: 3/27/2015
DRAWN BY: A. KIRBY
CHECKED BY: J. SHIELDS
SHEET 307 OF 309