

NOTES

- BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM /CURB MOUNTED.
- BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.6 METERS.
- APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.6 METERS FROM THE ENDS OF THE BRIDGE.
- FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICAL TO THE MID-POINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
- SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
- JOINT SEALER, HOT POURED, OR JOINT SEALER, COLD POURED, SHALL BE INSTALLED ONLY AT BRIDGE EXPANSION JOINTS ON ANY BRIDGE GREATER THAN 9 METERS IN LENGTH. AS DIRECTED BY THE RESIDENT ENGINEER, AN ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THIS PROVISION.
- AN ESTIMATED QUANTITY OF ITEM 501.22 CONCRETE CLASS A AND ITEM 507.15 REINFORCING STEEL HAVE BEEN ADDED TO REPAIR DAMAGED BRIDGE POSTS IF NECESSARY. REMOVAL OF EXISTING DAMAGED POSTS WILL BE AS DIRECTED BY THE ENGINEER AND WILL BE CONSIDERED SUBSIDIARY TO ITEM 501.22 AND 507.15.

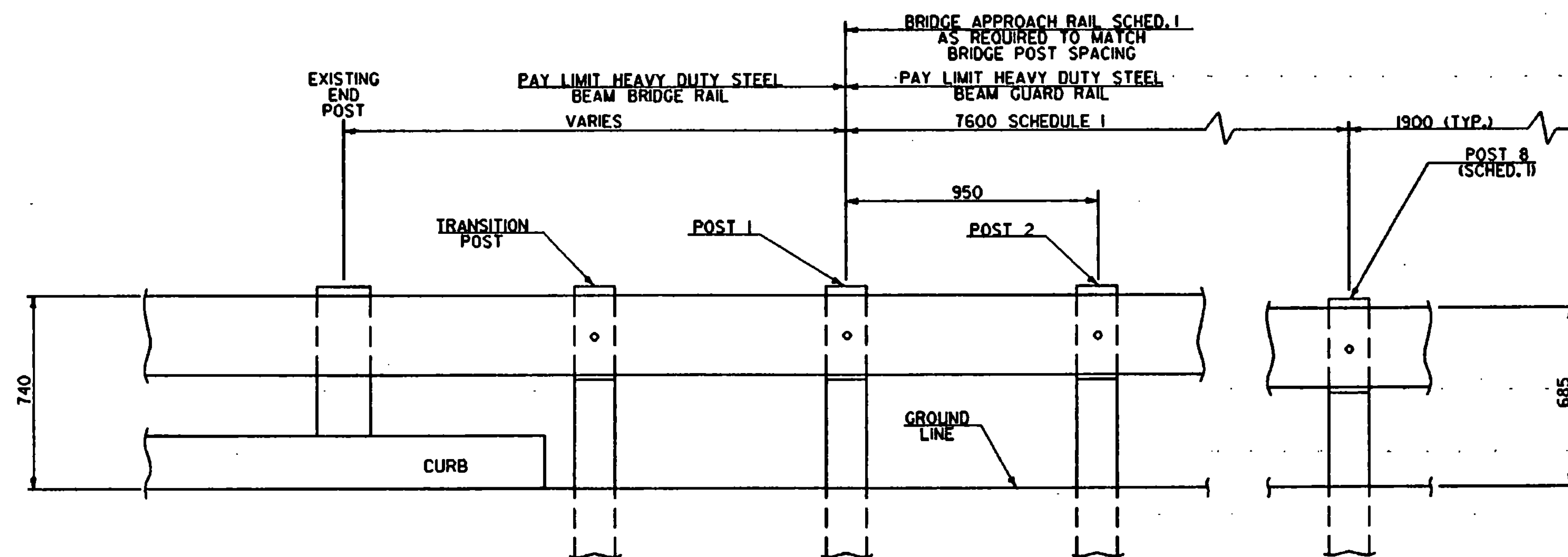
ITEM 501.22 CONCRETE CLASS A 1 m3 (EST.)
 ITEM 507.15 REINFORCING STEEL 100 kg (EST.)

BRIDGE QUANTITY SHEET																
STATION	POS.	BRIDGE NO.	OFFSET BLOCK	525.00	525.40	601.0025	601.6025	621.20	621.20 (MOD)	621.21	621.53	621.54	621.60	621.80	621.81	REMARKS
STAMFORD																
1+841 TO 1+884	RT	2	150					8			2		2	15		ANCHORS @ STA 1+841 & STA 1+884. SEE SHEET #24
1+842 TO 1+885	LT	2	150					8			2		2	15		ANCHORS @ STA 1+842 & STA 1+885. SEE SHEET #24
2+317 TO 2+340	LT	3	150	5				23		20		1	1	8	2	ANCHOR @ STA 2+317 & MELT @ STA 2+340. SEE SHEET #24
2+319 TO 2+334	RT	3	150	5				15		20		2		8	2	MELTs @ STA 2+319 & STA 2+334. SEE SHEET #24
4+534 TO 4+610	RT	6	150					8			2	2		27		MELTs @ STA 4+534 & STA 4+610. SEE SHEET #25
4+558 TO 4+635	LT	6	150					15			2	2		24		MELTs @ STA 4+558 & STA 4+635. SEE SHEET #25
5+531 TO 5+707	LT	8	150			18	1	122			2	2		138		MELTs @ STA 5+531 & STA 5+707. SEE SHEET #25 INSTALL PIPE AND END SECTION @ STA. 5+695
5+645 TO 5+720	RT	8	150			18	1	30			2	1	1	17		ANCHOR @ STA 5+645 & MELT @ STA 5+720. SEE SHEET #25 INSTALL PIPE AND END SECTION @ STA. 5+716
6+089 TO 6+159	RT	9	150					15			2	2		23		MELTs @ STA 6+089 & STA 6+159. SEE SHEET #25
6+093 TO 6+442	LT	9	150					289			2	2		240		MELTs @ STA 6+093 & STA 6+442. SEE SHEET #25
6+660 TO 6+725	LT	10	150					15			2	2		22		MELTs @ STA 6+660 & STA 6+725. SEE SHEET #25
6+679 TO 6+856	RT	10	150					133			2	1		148		MELT @ STA 6+679. SEE SHEET #26
6+856 TO 6+958	RT	11	150	7	12			42	61	20				85		MELT @ STA 6+958. SEE SHEET #26. 621.20 (MOD) @ STA 6+890 TO 6+951 RT
6+858 TO 6+896	LT	11	150	7	12			8		20		1	1	13		ANCHOR @ STA 6+858 & MELT @ STA 6+896. SEE SHEET #26
READSBORO																
2+306 TO 2+369	LT	14	150					15			2	2		27		MELTs @ STA 2+306 & STA 2+369. SEE SHEET #25
2+311 TO 2+376	RT	14	150					15			2	2		31		MELTs @ STA 2+311 & STA 2+376. SEE SHEET #25
SUBTOTALS				24	24	36	2	761	61	80	24	23	7	841	4	
ROUNDING				1	-	-	-	10	1	-	-	-	-	9	1	
TOTALS				25	24	36	2	771	62	80	24	23	7	850	5	

BRIDGE APPROACH RAILING

WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1, USE SCHEDULE I FOR APPROACH RAILING. WHEN A RAIL PANEL SPLICE OCCURS AT BRIDGE END POST USE SCHEDULE II FOR APPROACH RAILING.

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1		
2	950	1.4 x 3800
3	950	
4	950	
5	950	
6	1270	1.2 x 3800
7	1270	
8	1270	
9	1900 (TYP.)	1.0 (TYP.)



BRIDGE APPROACH RAILING

N.T.S.

DATUM
 VERTICAL _____
 HORIZONTAL _____

**BRIDGE
 DETAIL
 SHEET #1**

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	z:\pave\96-c020\pc020.dgn	PLOT DATE:	18-MAR-1997
PARM FILE NAME:	pc020.dtl	SURVEY DATE:	2/96
SURVEYED BY:	JAW	DRAWN BY:	SMC
SQUAD LEADER:	JAW	SHEET:	23 OF 28