

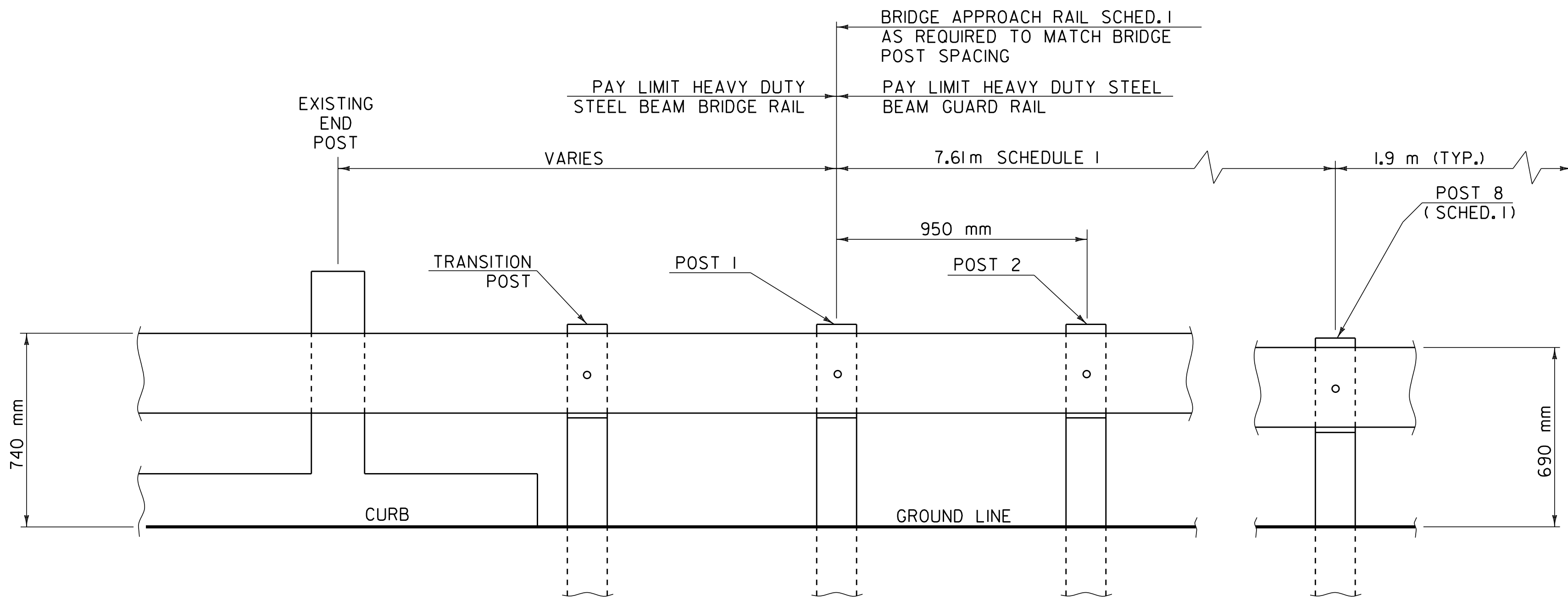
BRIDGE QUANTITY SHEET



STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10	525.40 (MOD.2)	REMARKS
RUTLAND:						
0+764.3 - 0+775.7	LT	22	150 mm		11.4	
0+765.4 - 0+773.8	RT			8.4		REMOVE EXISTING BRIDGE RAIL INCLUDING 2 FASCIA MOUNTED BRIDGE POSTS.
ROUNDING				1.6	3.6	
TOTAL				10.0	15.0	

NOTES

- BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
- BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.61m.
- APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.61m FROM THE ENDS OF THE BRIDGE.
- 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.
- SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
- SEE STANDARD SHEET G-IM FOR DELINEATION DETAILS AND PLACEMENT.
- ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 9 m APART. PAYMENT SHALL BE SUBSIDIARY TO OTHER ITEMS.
- SEE STANDARD G-IM FOR ADDITIONAL DETAILS.
- ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS SUBSECTION 714.07, ANCHOR BOLTS - BRIDGE RAILING.
- ALL BRIDGE POSTS, BASE PLATES, HEAVY DUTY STEEL BEAM BRIDGE RAIL, ANCHOR BOLTS AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD. 2).
- FOR THE BRIDGE RAIL BETWEEN STA. 0+765.4 - STA. 0+773.8, RT THE REMOVAL OF EXISTING BRIDGE POSTS, BRIDGE RAIL AND ANCHOR BOLTS SHALL BE SUBSIDIARY TO ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD.2).
- THE DRILLING OF NEW ANCHOR BOLTS (WHERE NECESSARY) SHALL BE SUBSIDIARY TO ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD. 2), DRILL HOLES SHALL BE 30 mm DIAMETER, NEW ANCHOR BOLTS SHALL BE DRILLED THROUGH.
- NEW M19 DIAMETER ANCHOR BOLTS SHALL BE FURNISHED WITH ONE NUT AND ONE WASHER BY THE CONTRACTOR EXCEPT WHERE NOTED OTHERWISE.
- A MINIMUM PULLOUT STRENGTH OF 133 kN SHALL BE ATTAINED ON THE NEW BOLTS.
- ALL STEEL POSTS, PLATES, OFFSET BLOCKS AND FIXTURES SHALL BE AASHTO M 270/M 270M, GRADE 250 EXCEPT AS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO AASHTO M III.
- SEE STANDARD SHEET G-IM FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.



BRIDGE APPROACH RAILING
NOT TO SCALE

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 THE BRIDGE END POST USE SCHEDULE II FOR APPROACH RAILING.

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	950 mm	1.4 x 3.8 m
2	950 mm	
3	950 mm	
4	950 mm	
5	950 mm	
6	1.27 m	1.2 x 3.8 m
7	1.27 m	
8	1.27 m	
9	1.9 m (TYP.)	1.0 (TYP.)

ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**BRIDGE
DETAIL
SHEET 1**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/99
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/97b160/pbl60.dgn		
IPARM FILE	pbl60br1.i	DATE PLOTTED	N/A
PROJ. NAME	RUTLAND - KILLINGTON		
PROJ. NO.	NH 9809(1)S		
SHEET 81	OF 83	SHEETS	