

### BRIDGE QUANTITY SUMMARY

STATION	STATION	POS.	BRIDGE NO.	OFFSET BLOCK	525.10 REMOVAL OF EXIST. RAILING	525.40 H.D.S.B. CURB MTD. (MOD 1)	525.40 H.D.S.B. CURB MTD. (MOD 2)	525.40 H.D.S.B. CURB MTD. (MOD 3)	525.41 H.D.S.B. FASCIA MTD.	525.41 H.D.S.B. FASCIA MTD. (MOD 2)	525.41 H.D.S.B. FASCIA MTD. (MOD 3)	529.25 REMOVAL OF CONC. OR MASONRY	REMARKS
HARDWICK													
<del>3+754</del>	<del>3+784</del>	LT	2	150	<del>34</del>							30.48	FOR DETAILS SEE SHEET 42
3+764.12	3+794.60				30.48								
<del>3+753</del>	<del>3+783</del>	RT	2	150	<del>34</del>							30.48	FOR DETAILS SEE SHEET 42
3+762.10	3+792.58				30.48								
SUBTOTAL					<del>68</del>							<del>60.8</del>	
ROUNDING					61							61.0	
TOTALS					0							0.2	
					<del>68</del>							61.0	
					61								

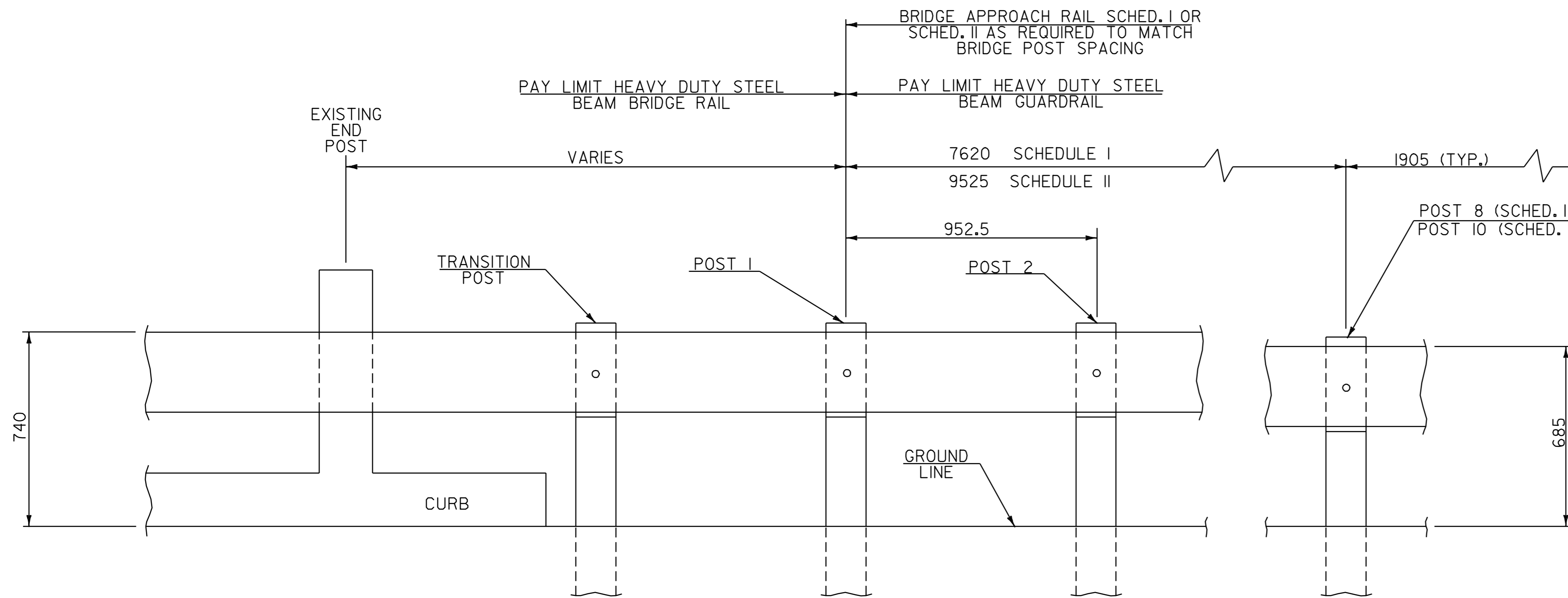
### NOTES

- BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
- BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.62 METERS.
- APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.62 METERS, SCHEDULE I OR 9.52 METERS, SCHEDULE II 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.
- SEE STANDARD SHEET G-1M FOR DELINEATION DETAILS AND PLACEMENT.
- ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 9 METERS APART PAYMENT SHALL BE SUBSIDIARY TO THE GUARDRAIL ITEMS IN THE CONTRACT.
- PLUG JOINT SHALL BE INSTALLED ONLY AT BRIDGE EXPANSION JOINTS ON ANY BRIDGE GREATER THAN 9.0 METERS IN LENGTH AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL POSTS, PLATES, OFFSET BLOCKS AND FIXTURES SHALL BE ASTM A572/A572M GRADE 345 STEEL UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE W/STANDARD SPECIFICATION 525.02.
- AN ESTIMATED QUANTITY OF ITEM 501.22 CONCRETE CLASS A AND ITEM 507.15 REINFORCING STEEL HAVE BEEN ADDED TO REPAIR BRIDGE DAMAGE.

ITEM 501.22 CONCRETE CLASS A                    1 M3 (EST)  
 ITEM 507.15 REINFORCING STEEL                100 KG (EST)

### 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.



### BRIDGE APPROACH RAILING

NOT TO SCALE

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	952.5	1.4 x 3810
2	952.5	
3	952.5	
4	952.5	
5	952.5	
6	1270	1.2 x 3810
7	1270	
8	1270	
9	1905 (TYP.)	1.0 (TYP.)

SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	952.5	1.4 x 5715
2	952.5	
3	952.5	
4	952.5	
5	952.5	
6	952.5	1.2 x 3810
7	1270	
8	1270	
9	1270	1.0 (TYP.)
10	1270	
11	1905 (TYP.)	

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

<b>BRIDGE DETAIL SHEET #1</b>	PROJECT: HARDWICK - GREENSBORO	PROJECT NO.: STP 2112 (1)S
	DESIGN FILE NAME: pave/98b106/pbl06.dgn	PLOT DATE: 10-JUL-2006 13
	IPARM FILE NAME: pbl06d104.l	SURVEY DATE: 7/98
	SURVEYED BY: CLD ENGINEERS, INC.	DRAWN BY: JPC
	SQUAD LEADER: WRH	SHEET: 41 OF 43

NOT TO SCALE