

BRIDGE QUANTITY SUMMARY

NOTES

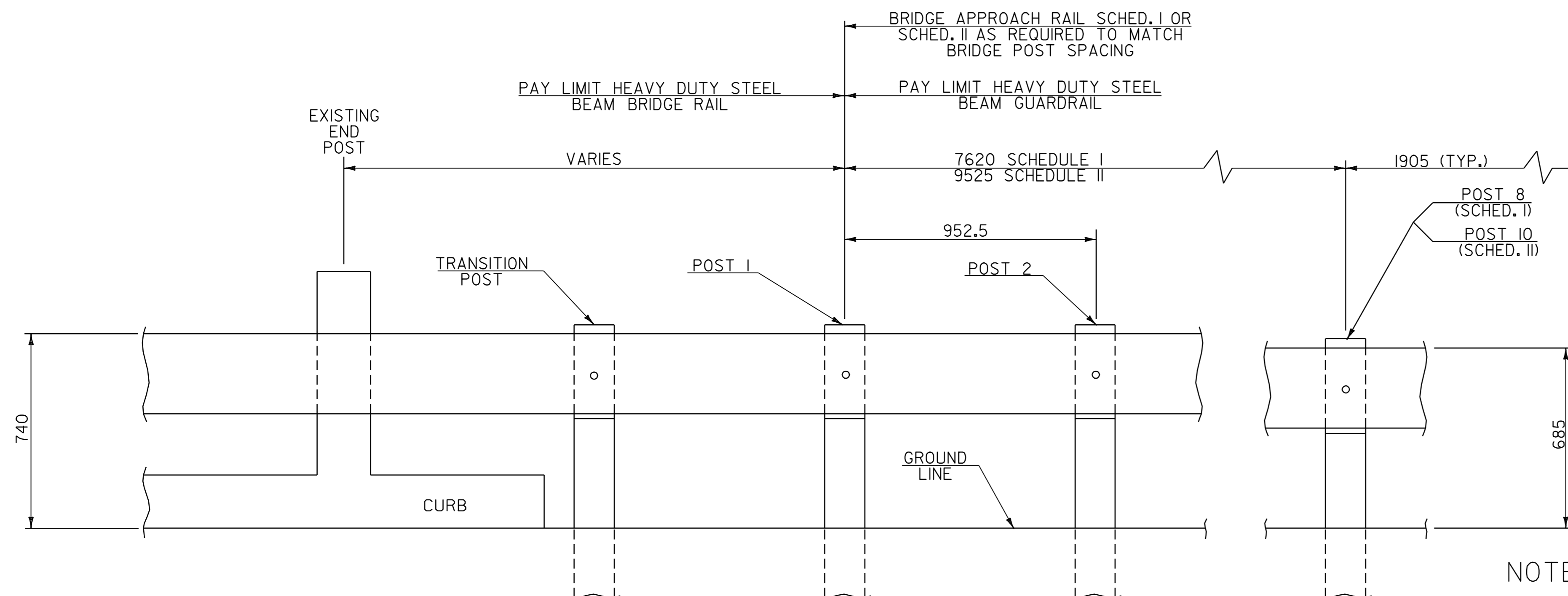
1. BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.62 METERS.
3. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.62 METERS FOR SCHEDULE I OR 9.52 METERS FOR SCHEDULE II FROM THE ENDS OF THE BRIDGE.
4. FOR BRIDGE 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.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE STANDARD SHEET G-1M FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 9 METERS APART. PAYMENT SHALL BE SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.
8. 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.
9. ALL POSTS, PLATES, OFFSET BLOCKS AND FIXTURES SHALL BE ASTM A572/A572M STEEL UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE W/ STANDARD SPECIFICATION 525.02.
10. 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)

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
10+704	10+717				13.3						13.34		STA. FOR NEW
10+703	10+715	LT	165	150	-11						-11.4		FOR DETAILS SEE SHEET 27 10+704 - 10+717 LT
10+707	10+720				13.3								
10+703	10+715	RT	165	150	-11				13.34		-11.4		FOR DETAILS SEE SHEET 27 10+712 - 10+725 RT
12+616					26.7								
12+617	12+643	LT	167	150	-27						26.67		FOR DETAILS SEE SHEET 28 12+616 - 12+643 LT
12+619					26.7								
12+620	12+646	RT	167	150	-27						26.67		FOR DETAILS SEE SHEET 28 12+619 - 12+646 RT
SUBTOTAL					-76						-76.0		
ROUNDING					-						0		
TOTALS					80				13.34		-76		

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	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 MILLIMETERS EXCEPT AS INDICATED

DATUM _____
 VERTICAL _____
 HORIZONTAL _____

BRIDGE APPROACH RAILING

NOT TO SCALE

BRIDGE DETAIL SHEET #1

PROJECT: BARTON-IRASBURG	PROJECT NO.: STP 2107(1)S
DESIGN FILE NAME: <u>pave/98c096/pc096.dgn</u>	PLOT DATE: <u>21-MAY-2007 13</u>
IPARM FILE NAME: <u>pc096br1</u>	SURVEY DATE: <u>6/99</u>
SURVEYED BY: <u>CLD ENGINEERS INC</u>	DRAWN BY: <u>NLL</u>
SQUAD LEADER: <u>WRH</u>	SHEET: <u>44</u> OF <u>49</u>