PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Expansion Dowel Assemblies and Bars 4C not shown for clarity)

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:
1. On approach end provide a Roadway Guardrail Transition, Index No. 482 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition on other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge (End of Guardrail Wall), see Schemes 2 or 3 and Index No. 484, Sheets 5 & 10.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance (Varies). See Note 1.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

*** Curb heights vary from 5" Min. to 3'-2" Max.

TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)

CROSS REFERENCE:
For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index No. 480.

SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

INDEX NO. 483

TRAFFIC RAILING - (VERTICAL FACE RETROFIT)
INTERMEDIATE CURB

DESCRIPTION:

TRAFFIC RAILING DESIGN STANDARDS

INDEX NO. 483

SHEET NO. 1 of 3
SCHEME 1 NOTES:
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.

SCHEME 2 NOTES:
1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Steel Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
SCHEME 3 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Three-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)