NOTES:
1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans. For treatment of trailing end see Roadway Plans.
2. Actual joint dimension and orientation vary. For Intermediate Deck Joints use the Modified Post Spacing at Intermediate Deck Joint Detail, Index No. 470, Sheet 2, as required.
3. Areas where existing structure has been removed shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

CROSS REFERENCES:
For Match Line see Sheets 3 & 4.
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.

TYPICAL TREATMENT OF RAILING ALONG BRIDGE
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

BILL OF REINFORCING STEEL

<table>
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<tr>
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BAR BENDING DIAGRAM

DOWEL BAR 4L

NOTE: All bar dimensions are out to out.

SECTION B-B (SCHEME 2)
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

* Shin with washers around Anchor Bolts and Anchors as required to maintain tolerance.

** Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

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

CROSS REFERENCES:
For location of Section A-A see Sheet 1 and 3.
For location of Section B-B see Sheet 3.
For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.

NOTE: All bar dimensions are out to out.
TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
INTERMEDIATE CURB

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. 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.

SCHEME 2 NOTES:
1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab. Shape and height of Transition Block or Curb shall match existing bridge curb. 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.
PARTIAL PLAN OF RAILING

1. The diagram shows the layout of a traffic railing system with various components such as the Guardian Post Assembly, Offset Block (Typ.), and Thrie-Beam Guardrail.

2. The Guardian Post Assembly with Offset Block (Typ.) is connected to the Thrie-Beam Guardrail, which is fixed to the Existing Bridge Deck.

3. The diagram includes labels for Direction of Traffic, Existing Bridge Deck, Gutter Line, Existing Curb, and Front Face of Back wall & Begin or End Bridge.

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

1. The elevation view shows the Guardian Post Assembly with Offset Block (Typ.) and the Thrie-Beam Guardrail, along with the Existing Bridge Deck and Existing Curb.

2. The diagram includes labels for Front Face of Back wall & Begin or End Bridge, Existing Bridge Deck, and Existing Curb.

SCHEME 3

1. Scheme 3 is designed for Flared Wing Walls, with the traffic railing being a key component.

2. The scheme includes notes on the placement and assembly of the railing system, ensuring proper integration with the existing structure.

SCHEME 3 NOTE:

1. A single 7/8 x 8" Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided (see Section C-C).

CROSS REFERENCE:

For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.

Asphalt Overlay when present (Varies)

Existing Approach Slab

Roadway Guardrail Transition

(See Note 1, Sheet 1)

Guardrail Post Assembly *A*, *B* or *C* (See Roadway Plans)

Slopes

5' Min. Embedment

2 ~ 1 1/4" Ø x 1'-4" Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (1'-1" Max. Depth)

Existing Wing Wall

2 ~ 1 1/4" Ø x 8" Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5/8" Max. Depth)