Existing Bridge Deck

Intermediate Deck Joint

Existing Traffic Railing

(Typ.)

Existing Bridge Coping

Guardrail Post
Assembly with
Offset Block

(Typ.)

Front Face of
Thrie-Beam Guardrail

Gutter Line

Direction of Traffic

Partial Plan of Railing

6'-3" spacing (Typ. except as noted along Bridge, see Note 2)

1'-6" Min. for non skewed joints. For treatment of skewed Intermediate Deck Joints see Skew Detail Index 460-470, Sheet 2 (Typ.)

Partial Elevation of Inside Face of Railing

(Typical Traffic Railing not shown for clarity)

Typical Treatment of Railing Along Bridge

NOTES:
1. On approach end provide Index 536-002 (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 Joints Detail, Index 460-470, 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.
Dowel Bars 4D (10" Embedment)

(See Note 2, Sheet3, Scheme 2)

**Vary**

1'-4"

Existing Approach Slab

1'-2" x 10" x 1/8" Thick Neoprene Pad

2 - ⅜ Ø 8 x 8 Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5½" Max. Depth)

3" Cover Min.

1'-1" Min. Embedment

2 - ⅜ Ø 8 Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5½" Max. Depth)

3" Cover Min.

1'-1" Min. Embedment

**Vary**

Schemes 5 & 6 - 2" Nominal Overhang

Schemes 3 & 4 - Overhang Varies

Asphalt Overlay when present (Varies)

Match shape of existing curb

Varies (Match curb height)

Shim with washers around 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.**

Existing Wing Post as required to maintain tolerance.

Existing Wing Post (Type Varies)

Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (1'-1½" or 5½" Max. depth respectively)

NOTE: All bar dimensions are out to out.
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 or tilt Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

Traffic Railing - Thrie-Beam Retrofit
Wide Strong Curb Type 1

Railing End Treatment for Parallel or Flared Curbs with Detached Sidewalks

OR INTEGRAL SIDEWALKS LESS THAN 6" THICK

Existing Curb

Existing Approach Slab

Existing Approach Slab

Existing Curb

Front Face of Approach Slab

Front Face of Backwall & Begin or End Bridge

Final Riding Surface

Existing Bridge Coping

Guardrail Post Assembly with Offset Block (Typ.)

Traffic Railing (Thrie-Beam)

Asphalt Overlay when present (Varies)

Transition Block

Roadway Guardrail Transition

End Deck Joint (See Note 2, Sheet 1)

Front Face of Backwall & Begin or End Bridge

Front Face of Backwall &

Curb

Dowel Bars 4L (10" Embedment) (See Note 2)

Partial Plan of Railing

Partial Elevation of Inside Face of Railing

(Elevating Curb Post and Traffic Railing not shown for clarity)

SCHEMES 1 = Curb Programming

SCHEMES 2 = Curb Programming

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
WIDE STRONG CURB TYPE 1

INDEX 460-472

REVISION 01/01/08

LAST REV 01/01/08

DESCRIPTION:

FY 2018-19

STANDARD PLANS

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