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.

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING (Existing Traffic Railing not shown for clarity)
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 4D within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
PARTIAL PLAN OF RAILING

Asphalt Overlay when present

Guardrail Post Assembly (Typ.)

Varies (3'-1½" Max. spacing) Post Spacing Scheme 3 as measured to Post Bolts

1'-6"

THREE-BEAM RETROFIT

Existing Approach Slab

Front Face of Backwall & Begin or End Bridge

Existing Curb integrally reinforced with Approach Slab or Wing Wall

Existing Wing Post (Type Varies)

Edge of Existing Approach Slab (Location Varies)

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Existing Wing Post and Traffic Railing not shown for clarity)

SCHEMES 3 AND 4

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

SCHEMES 5 AND 6

TRAFFIC RAILING - (THREE-BEAM RETROFIT)

WIDE CURB TYPE 2