CROSS REFERENCES:
For Match Line see Sheets 3 & 4.
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.

Guardrail Post Assembly with Offset Block (Typ.)
Existing Curb

Intermediate Deck Joint
Existing Bridge Casing

Existing Bridge Deck

Front Face of Thrie-Beam Guardrail

Asphalt Overlay when present (Varies)

Top of Existing Curb

PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

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

REV 1
STANDARD PLANS
FY 2019-20
TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
INTERMEDIATE CURB

INDEX 460-474
1 of 4
Offset blocks as required

Guardrail Post

1½ ø x 8' Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5½' Max. Depth)

Existing Curb Overhang

3½ Cover Min.

1½ ø x 4' Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (1½' Max. Depth)

Existing Approach Slab

2 Cover Min.

Existing Bridge Deck

3½ Cover Min.

Thrie-Beam Guardrail

NOTE: All bar dimensions are out to out.

BILL OF REINFORCING STEEL

MARK SIZE LENGTH
1 4 4'1"

BAR BENDING DIAGRAM

DOWEL BAR 4L

NOTE: All bar dimensions are out to out.

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

SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

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

** 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.

DETAIL "A"

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 460-470, Sheet 3.
Dowel Bars 4L (10" Embedment) (See Note 2)

Match Existing Curb Height

Existing Approach Slab

Existing Curb

Front Face of Back wall & Begin or End Bridge

End Deck Joint (See Note 2, Sheet 1)

Intermediate Deck Joint (See Note 2, Sheet 1)

Existing Perpendicular Wing Wall Shown, Existing Angled Wing Wall Similar

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

Transition Block (See Note 1)

Edge of Existing Approach Slab (Location Varies)

Existing Approach Slab

Traffic Railing (Thrie-Beam Retrofit) Limits of Payment

Guardrail Post Assembly with Offset Block (Typ.)

Front Face of Thrie-Beam Guardrail

Gutter Line

Existing Bridge Deck

Final Riding Surface

Existing Bridge

Roadway Guardrail Transition

Transition Block (See Note 1)

Existing Curb

Transition Block (See Note 1)

Existing Approach Slab

Traffic Railing (Thrie-Beam Retrofit) Limits of Payment

Guardrail Post Assembly with Offset Block (Typ.)

Existing Bridge Deck

Front Face of Thrie-Beam Guardrail

Existing Bridge Deck

Front Face of Back wall & Begin or End Bridge

End Deck Joint (See Note 2, Sheet 1)

Front Face of Back wall & Begin or End Bridge

Front Face of Back wall & Begin or End Bridge

End Deck Joint (See Note 2, Sheet 1)

SCHEME 2 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 1 NOTES:
1. Provide Transition Block (as shown) or Curb if existing Approach Slab 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.

CHANGE

TRAFFIC RAILING - (THRIE-BEAM RETROFIT) INTERMEDIATE CURB

INDEX

FY 2019-20

STANDARD PLANS

REV

REVISION

01/01/08

DESCRIPTION:

LAST

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REV

01/01/08

460-474
SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SECTION C-C (SCHEME 3)
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB

SECTION C-C NOTE:
1. A single \( \frac{3}{8} \times 8" \) 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 460-470, Sheet 3.

SCHEMES 3 NOTE:
1. A single \( \frac{3}{8} \times 8" \) Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided (see Section C-C).