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.

PARTIAL PLAN OF RAILING

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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE
Dowel Bars 4D (10" Embedment)  
(See Note 2, Sheet 3)

Edge of Existing Approach Slab

1'-4"
1'
2'
3"  9'  Varies

Bars 4M
3'
1'
4"

Asphalt Overlay when present  (Varies)

Match shape of existing curb

9' 1'
2'

9"  Varies (Match curb height)

Front of Curb along Bridge

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.

**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.**

VIEW C-C

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 & 4.
For location of Section B-B see Sheet 4.
For location of View C-C see Sheet 3.
For application of Dim. A see Post Dimension Table on Index 460-470, Sheet 3.

1'-7½" * 5 2'-6½"
2'-8"

BAR 4M

Dowel Bar 4D

BAR BENDING DIAGRAMS

BILL OF REINFORCING STEEL

MARK SIZE LENGTH

D 4 3'-7"
L 4 4'-1"
M 4 2'-8"

NOTE: All bar dimensions are out to out.

SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)
PARTIAL PLAN OF RAILING

(Partial Plan View)

1. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend to end of Approach Slab.
2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

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

INDEX 460-475
RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

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 FLARED INTEGRAL CURBS

SCHEMES 5 AND 6

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

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 existing 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.