DESCRIPTION:

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3. Schemes 2 & 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of triangled end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and details.

2. Field cut Bars SS and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete, match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

NOTES:

* Non skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Slew Detail, Index 521-480. Provide open Railing Joints at Deck Expansion Joint locations matching the dimension of the Deck Joint.

** Provide 1/2 Intermediate Open Joints at:

1. Superstructure supports where slab is continuous.

*** Curb heights vary from 5" Min. to 1'-2" Max.

Expansion Dowel & Bars 4C not required at end of railing for Scheme 1, except where traffic railing retrofit extends beyond ends of bridge, see Index 521-484

Front Face of Backwall: Begin or End Bridge & Match Line (See Sheet 2 and 3 and Index 521-484, Sheets 5, 9 & 10.)

Part of Traffic Railing

SHOWING LIMITS OF REMOVAL

(BRIDGE DECK SHOWN, WING WALL SIMILAR)

CROSS REFERENCE:

For General Notes, Estimated Quantities, Dowel Details, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index 521-480.

TYPICAL SECTION THRU RAILING ON BRIDGE DECK

Varies (3' max. and Preferred, 1'-0" Min. for full length of Retrofit)

6 Thrie-Beam Guardrail Bolts

2" Cover

Asphalt Overlay when present (Varies)

Existing Approach Slab

Existing Bridge Deck

Varying (2'-6" Min.)

Embedment - 1'-0" preferred with 2" edge distance. 6" Min. if edge distance is less than 2".

SECTION A-A

TYPICAL SECTION THRU RAILING ON WING WALL

Varies (10' Min.)

6 Thrie-Beam Guardrail Bolts

Existing Curb

To retain

Existing Wing Wall

Asphalt Overlay when present (Varies)

Provide bond breaker on top of curb

SECTION B-B

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

NOTES:

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 2 or 3. Schemes 2 & 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of triangled end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and details.

2. Field cut Bars SS and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete, match adjoining areas and finish flat by grouting or grinding as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

LAST REVISION
07/01/13
DESCRIPTION:

FY 2019-20
STANDARD PLANS

TRAFFIC RAILING - (VERTICAL FACE RETROFIT) INTERMEDIATE CURB

INDEX
521-483

1 of 3
**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. Railing End Transition and 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.

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.

**SCHEME 2 NOTES:**

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
SCHEME 3 NOTE:
1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.