Top of Existing Curb

Existing Bridge Deck

Final Riding Surface

Existing Curb

Thrie-Beam Guardrail

Guardrail Post Assembly (Typ.)

Intermediate Deck

Joint (See Note 2)

Existing Bridge Coping

Existing Curb

Front Face of Thrie-Beam Guardrail

Gutter Line

Part of Existing Curb

Typical Treatment of Railing Along Bridge

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.

CROSSES REFERENCE:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.
**SECTION A-A**

**TYPICAL SECTION THRU RAILING ON BRIDGE DECK**

<table>
<thead>
<tr>
<th>BILL OF REINFORCING STEEL</th>
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<tbody>
<tr>
<td><strong>MARK</strong></td>
</tr>
<tr>
<td>A</td>
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**NOTES:**
1. All bar dimensions are out to out.
2. The 1'-2" vertical dimension shown for Bar 4D is based on a curb height of 9". If curb height is less or more than 9", decrease or increase this dimension by an amount equal to the difference in curb height.

**BAR BENDING DIAGRAMS**

- **Bowel Bar 4D** (Standard 180° Hook)
- **Dowel Bar 4L**

**SECTION B-B**

**TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB**

(CHEME 2 SHOWN, SCHEME 3 SIMILAR)

- 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.

**TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL**

(BRIDGE DECK SHOWN, WING WALL SIMILAR)

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

1. Provide Cast-In-Place Curb as shown. Shape and height of Transition Block and Curb shall match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

2. Field cut and bend Bars 4A and rotate Dowel Bars 4B within Curb and Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

3. A single 7\(\frac{8}{8}\) \(\times\) 8" Adhesive-Bonded Anchor may be omitted as shown when 2" clear cover cannot be provided.