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.

CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index 460-470.
**NOTE: All bar dimensions are out to out.**

### BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>4</td>
<td>3'-7&quot;</td>
</tr>
<tr>
<td>L</td>
<td>4</td>
<td>4'-1&quot;</td>
</tr>
<tr>
<td>M</td>
<td>4</td>
<td>2'-8&quot;</td>
</tr>
</tbody>
</table>

### BAR BENDING DIAGRAMS

- **Dowel Bar 4D**
  - 1'-7½" x 5":
  - 2'-0½" bar size
  - 2'-8" bar size

- **Dowel Bar 4L**
  - 3'-8" bar size
  - 4'-6½" bar size

### VIEW C-C

- **Asphalt Overlay**
  - When present (Varies)

- **Existing Bridge Deck**
  - 1'-9" to 2'-0" nominal overhang

- **Existing Traffic Railing**
  - Type Varies

- **Standard Offset Block**
  - Thrie-Beam Guardrail

- **Existing Curb**
  - Overhang varies (Varies) 1'-0" to 2'-0"

- **Control Line**
  - (Schemes 5 & 6 shown, Schemes 3 & 4 similar)

### CROSS REFERENCES:

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

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**TRAFFIC RAILING - (THRIE-BEAM RETROFIT)**

**WIDE STRONG CURB TYPE 1**

**DESCRIPTION:**

**REVISION:**

07/01/08

**LAST REV:**

**INDEX:**

460-472

**SHEET:**

2 of 4

**FY 2020-21 STANDARD PLANS**
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 Curb 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 and on bridges with flared Approach Slab Curb.

2. Field bend or tilt Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
PARTIAL PLAN OF RAILING

Varies (6'-3" Max., 3'-1" Min.)

Post Spacing Scheme 5 as measured to $\delta$ Post Bolts

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 Transition Block or Curb shall match existing bridge curb. Transition Block may be omitted on trailing end 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.

SCHEMES 5 AND 6 NOTES:

- Additional Posts required for Scheme 6 (shown dashed, number reqd. varies)
- Place 3 Bars Min. Top and 1 Bar Min. Bottom, shift to clear Post Anchor Bolts (See Note 2)