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.
Dowel Bars 4D (10" Embedment) (See Note 2, Sheet 4)

Edge of Existing Approach Slab

1'-4"

Existing Approach Slab

Varies

Bars 4M

3'

14"

Asphalt Overlay when present (Varies)

Match shape of existing curb

Shim with washers around Anchor Bolts and Anchors as required to maintain tolerance.

Offset may vary ± 1" for Adhesive-Bonded Anchors and Anchor Bolts to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

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

NOTE: All bar dimensions are out to out.
SCHEME 1

RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS

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

RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALK LESS THAN 6" THICK

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 Curbs.

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.
SCHEMES 3 AND 4:

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

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

SHELLS 5 AND 6:

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6 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.

2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

FY 2020-21
STANDARD PLANS

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
WIDE STRONG CURB TYPE 2

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