

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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

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.

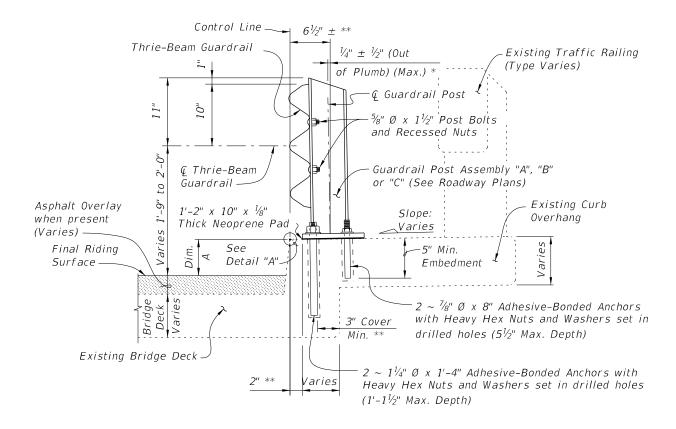
CROSS REFERENCES: For Section A-A see Sheet 2. For Traffic Railing Notes and Details see Index 460-470.

REVISION 01/01/08

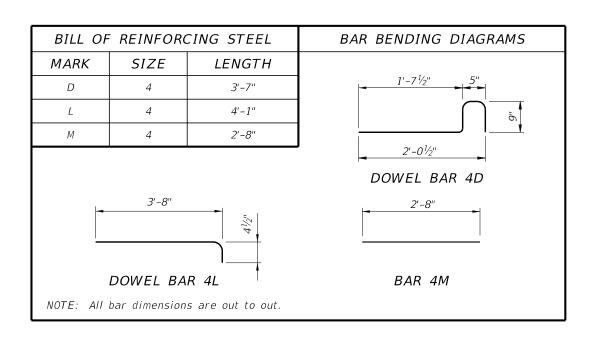
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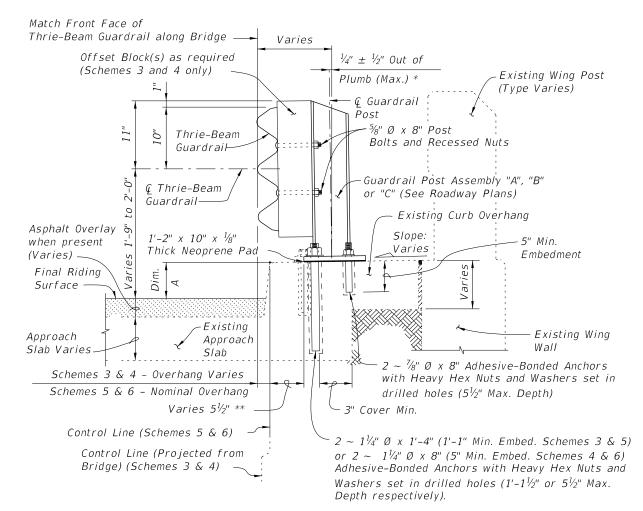


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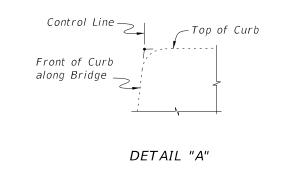
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

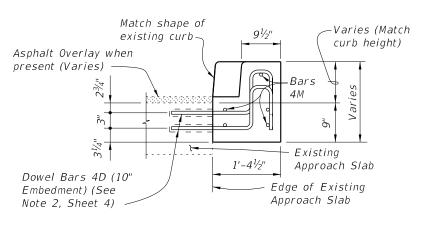




SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)
(Adhesive Anchor Option shown solid, Screw Anchor Option shown dashed)

- * 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.





VIEW C-C

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 3.

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.

LAST O DESCRIPTION:
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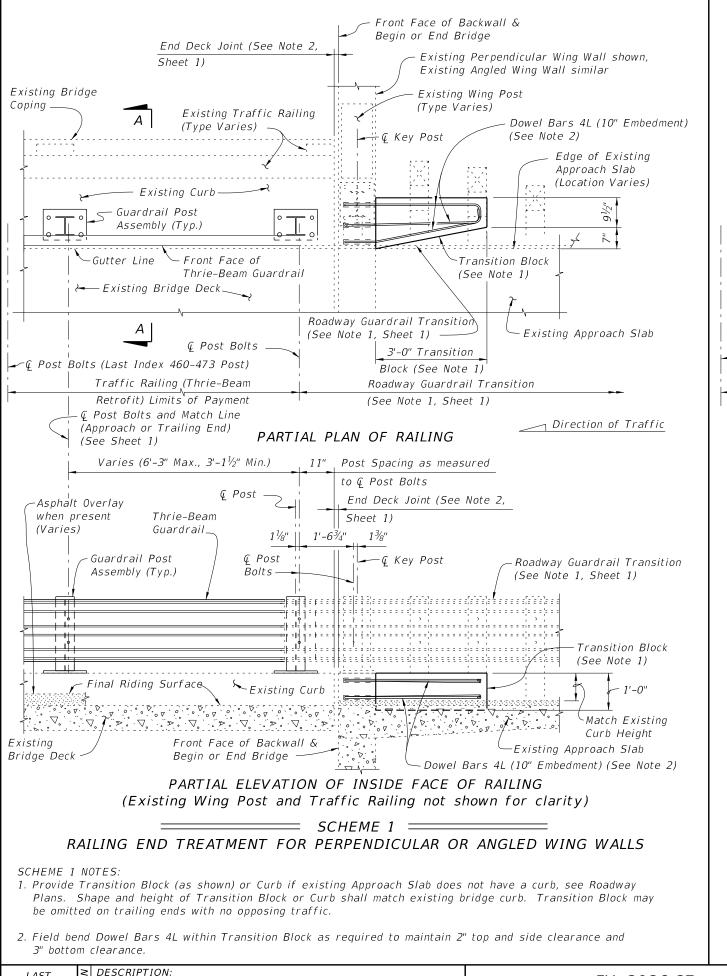
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460-473

SHEET

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10/6/2025



Existing Detached Sidewalk or Integral Sidewalk Front Face of Backwall & less than 6" thick to be removed. See Roadway Begin or End Bridge Plans for Details of Sidewalk replacement. Existing Flared Wing End Deck Joint (See Wall shown, Existing Parallel Wing Wall similar Note 2, Sheet 1) Existing Bridge Existing Wing Post Existing Traffic Railing Approach Slab Curb to (Type Varies) (Type Varies) remain (Parallel Curb shown, Flared Curb similar C5 Bars 4M ─ Guardrail Post Assembly (Typ.) Double Dowel Bars 4D (10" C Embedment) (See Note 2) Gutter Line Existing Approach -Front Face of Thrie-Beam _Existing Slab Guardrail 2 sp. @ 1'-3" Bridge Deck Roadway Guardrail Transition Post Bolts (Last © Post Bolts Post — (See Note 1, Sheet 1) 3'-0" Index 460-473 Post) Transition Block Traffic Railing (Thrie-Beam Roadway Guardrail Transition (See Note 1) Retrofit) Limits of Payment (See Note 1, Sheet 1) Edge of Existing Approach • © Post Bolts and Match Line Slab (Location Varies) (Approach or Trailing End) PARTIAL PLAN OF RAILING (See Sheet 1) ____ Direction of Traffic Varies (6'-3" Max., $3'-1\frac{1}{2}$ " Min.) 11" Post Spacing as measured to © Post Bolts Thrie-Beam End Deck Joint (See Note 2, € Post — Guardrail_ Sheet 1) Guardrail Post 11/8" 1'-6¾" 1¾" Assembly (Typ.) Asphalt Overlay Roadway Guardrail Transition when present Bolts. (See Note 1, Sheet 1) (Varies) Transition Block (See Note 1) Varies (Match Curb Height)-รู้เกากนั้นการการการนำเกานั้งการการการน้ำการนั้นการเกานั้นการน้ำการการการนั้นการการการนั้นการนำการนั้นการนั้นกา -Bars 4M Existing Curb Double Dowel Bars 4D (10" - Final Riding Surface Embedment) (See Note 2) آع و الحوالا لك و الحوالية الك و الحوالية Existing Existing Approach Slab Bridge Deck Front Face of Backwall & Begin or End Bridge — PARTIAL ELEVATION OF INSIDE FACE OF RAILING (Existing Wing Post and Traffic Railing not shown for clarity) === SCHEME 2 === RAILING END TREATMENT FOR PARALLEL OR FLARED CURBS WITH DETACHED SIDEWALKS OR INTEGRAL SIDEWALK LESS THAN 6" THICK 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 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. *INDEX* SHEET

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