Existing Curb

Existing Traffic Railing (Type Varies)

Intermediate Deck Joint

Existing Bridge Coping

Guardrail Post Assembly (Typ.)

Front Face of Thrie-Beam Guardrail

Gutter Line

Existing Bridge Deck

Front Face of Thrie-Beam Guardrail

Direction of Traffic

PARTIAL PLAN OF RAILING

6'-3" spacing (Typ. except as noted along Bridge, see Note 2)

1'-6" Min. for non skewed joints. For treatment of skewed Intermediate Deck Joints see Skew Detail Index No. 470, Sheet 2 (Typ.)

Guardrail Post Assembly (Typ.)

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 No. 402 (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 No. 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 No. 470.
1. Provide Transition Block (as shown) or Curb if existing Approach Slab 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 4D and Bars 4M within Transition Block as required to maintain 2" top and side 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 Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

TRAFFIC RAILING - (THRIE-BEAM RETROFIT)
WIDE STRONG CURB TYPE 2
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6

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.

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

INDEX NO. 473

SHEETS 4 OF 4

DESCRIPTION:

FY 2016-17

DESIGN STANDARDS

PARTIAL PLAN OF RAILING

Varies (6'-3" Max., 3'-1½" Min.)

Post Spacing Scheme 6 as measured to Q Post Bolts

Additional Posts required for Scheme 6

(shown dashed, number Reqd. varies)

Guardrail Post Assembly (Typ.)

Existing Approach Slab

Front Face of Backwall & Begin or End Bridge

Intermediate Deck Joint

(See Note 2, Sheet 1)

Existing Curb

Existing Curb integrally reinforced with Approach Slab or Wing Wall

Asphalt Overlay when present (Varies)

Guardrail Post Assembly (Typ.)

Existing Approach Slab

Front Face of Backwall & Begin or End Bridge

Intermediate Deck Joint

(See Note 2, Sheet 1)

Existing Flared Wing Wall

Existing Wing Post (Type Varies)

Edge of Existing Approach Slab

(Varies)

Front Face of Backwall & Begin or End Bridge

Intermediate Deck Joint

(See Note 2, Sheet 1)

Existing Traffic Railing

Asphalt Overlay

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

SCHEMES 3 AND 4

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

PARTIAL PLAN OF RAILING

Varies (6'-3" Max., 3'-1½" Min.)

Post Spacing Scheme 3 as measured to Q Post Bolts

Varies (6'-3" Max., 3'-1½" Min.)

Post Spacing Scheme 4 as measured to Q Post Bolts

Asphalt Overlay when present (Varies)

Guardrail Post Assembly (Typ.)

Existing Approach Slab

Front Face of Backwall & Begin or End Bridge

Intermediate Deck Joint

(See Note 2, Sheet 1)

Existing Traffic Railing

Asphalt Overlay

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