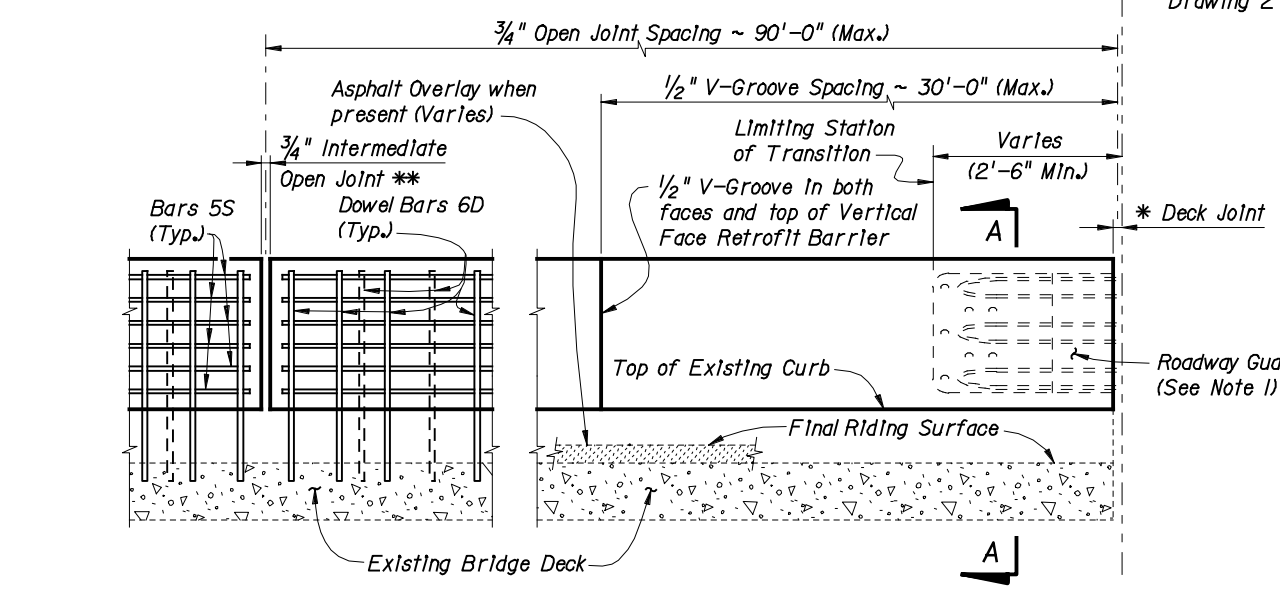


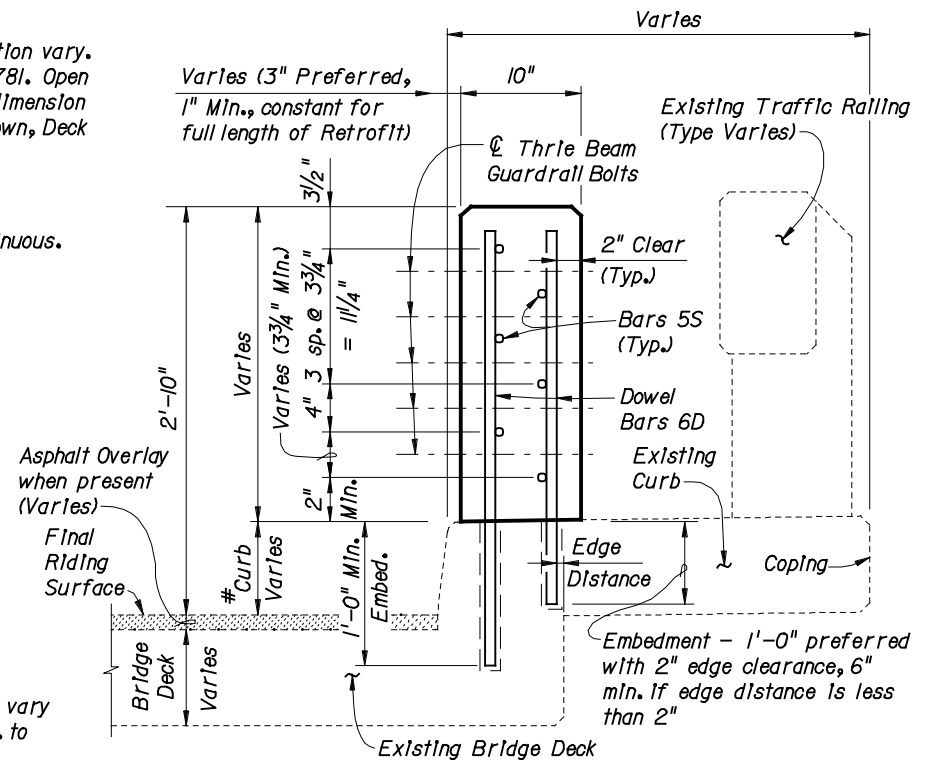
PARTIAL PLAN OF BARRIER
 Bars 6D spacing at Barrier Joints (Typ.) on bridge except as noted for skewed deck joints



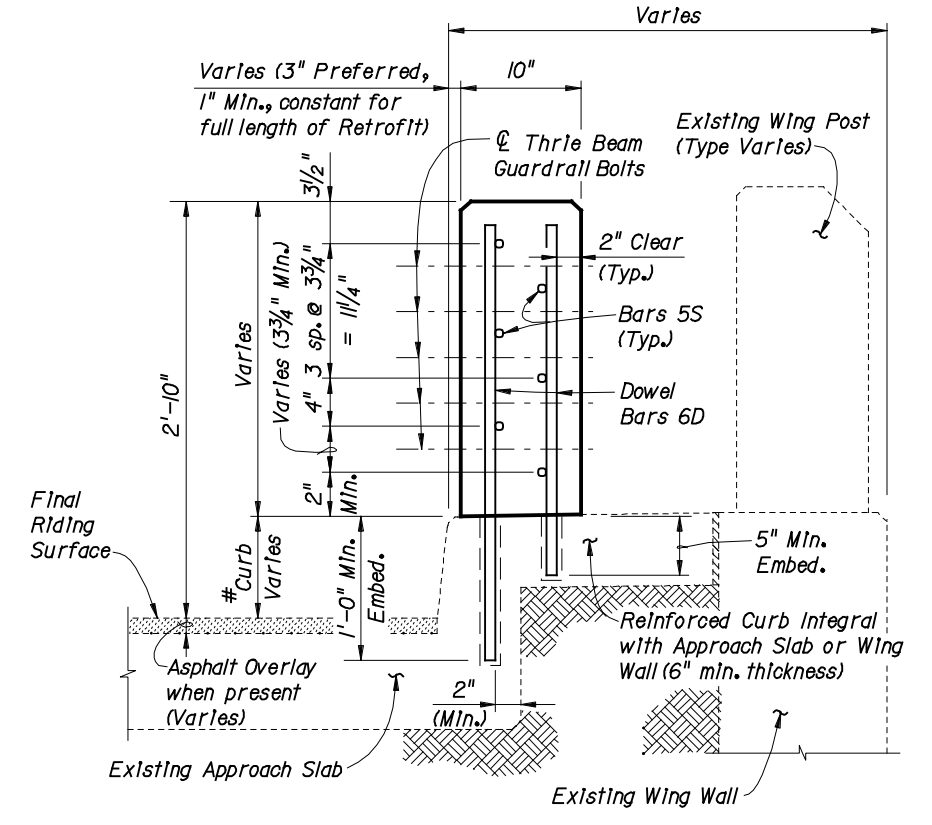
PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
 (Existing Traffic Railing, Expansion Dowel Assemblies & Bars 4C not shown for clarity)

*Non-skewed deck joint shown, actual joint dimensions and orientation vary. For treatment at skewed deck joints see Skew Detail, Index No. 781. Open Barrier Joints at Deck Expansion Joint locations shall match the dimension of the Deck Joint. Deck Joint at Begin Bridge or End Bridge shown, Deck Joint at ϕ Pier or Intermediate Bent similar.

** $3/4$ " Intermediate Open Joints shall be provided at:
 (1) - Substructure supports where existing bridge deck is continuous.
 (2) - Midspan where span length exceeds 90 ft.
 (3) - Intermediate locations (equally spaced) between midspan and substructure supports where span length exceeds 180 ft.



SECTION A-A
TYPICAL SECTION THRU BARRIER ON BRIDGE DECK



SECTION B-B
TYPICAL SECTION THRU BARRIER ALONG APPROACH SLAB

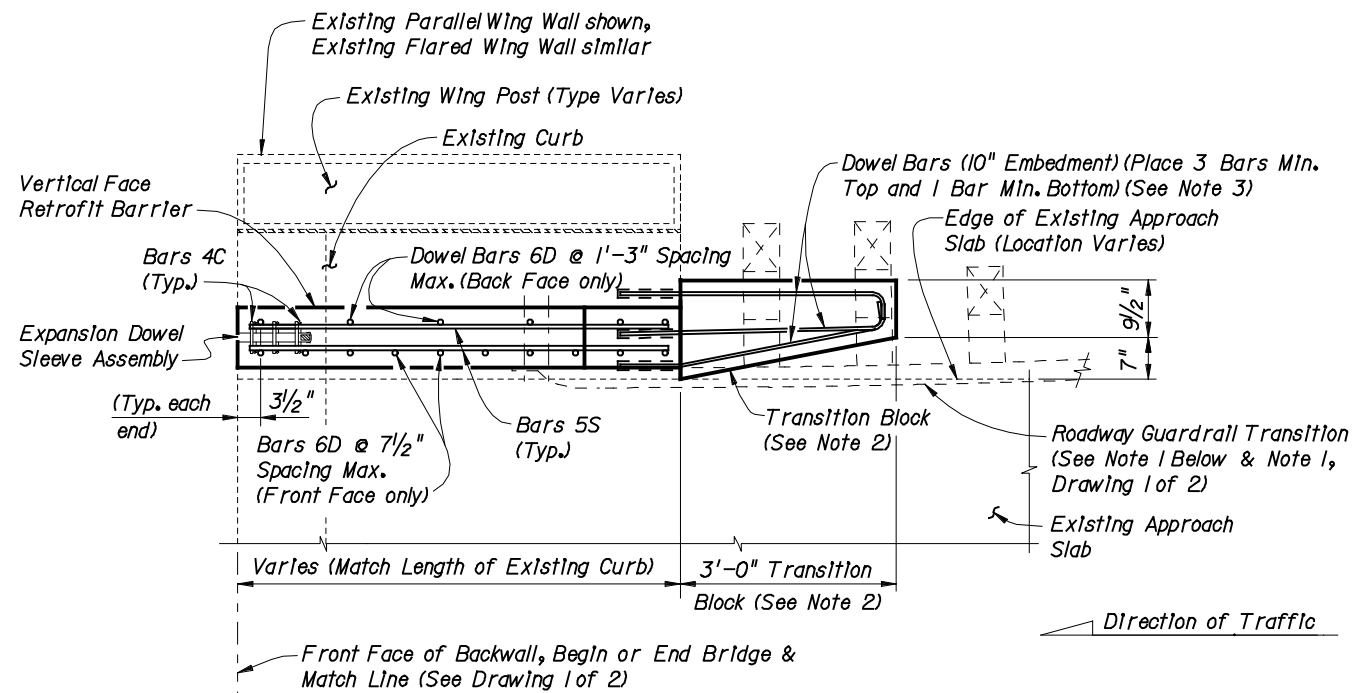
TYPICAL TREATMENT OF BARRIER ALONG BRIDGE

- NOTES:**
1. On approach end provide a Roadway Guardrail Transition, Interim Design Standard Index No. 0400, Detail E (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrle Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is along the Wing Wall, see Schemes 1 or 2, Index No. 783, Drawing 2 of 2. On skewed bridges, if the skew along the deck joint extends across the width of the barrier, the 2'-6" minimum dimension shall apply to both the front and back face of the barrier. For treatment of trailing end see Roadway Plans.
 2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Barrier.
 3. Areas where existing structure has been removed that are not encased in new concrete shall match adjoining areas and shall be finished flat by grouting or grinding as required. Exposed existing reinforcing steel that is not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

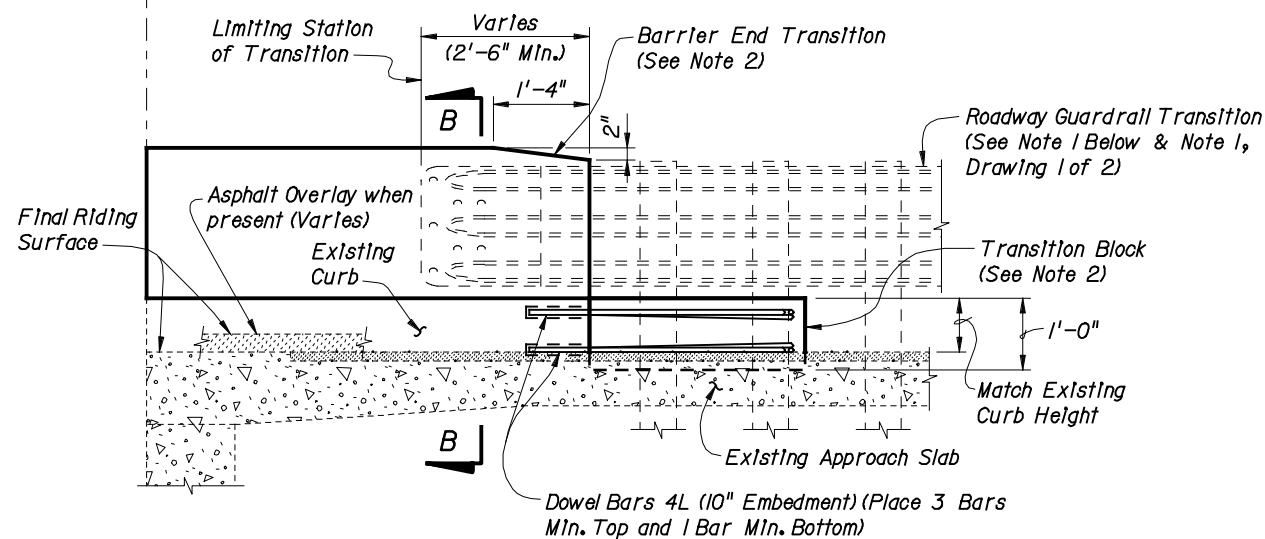
CROSS REFERENCE:
 For General Notes, Estimated Quantities, Dowel Detail, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagrams see Index No. 781.

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			SHEET TITLE				
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DRAWN BY	CHECKED BY	DESIGNED BY	CHECKED BY	APPROVED BY	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROJECT NAME	SHEET NO.
12-12-02	SDO	Standard Drawing Issue Date				JLF	CEB	JLF	CEB	REN				TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)	1
														INDEX NO. 783 (DRAWING 1 OF 2)	

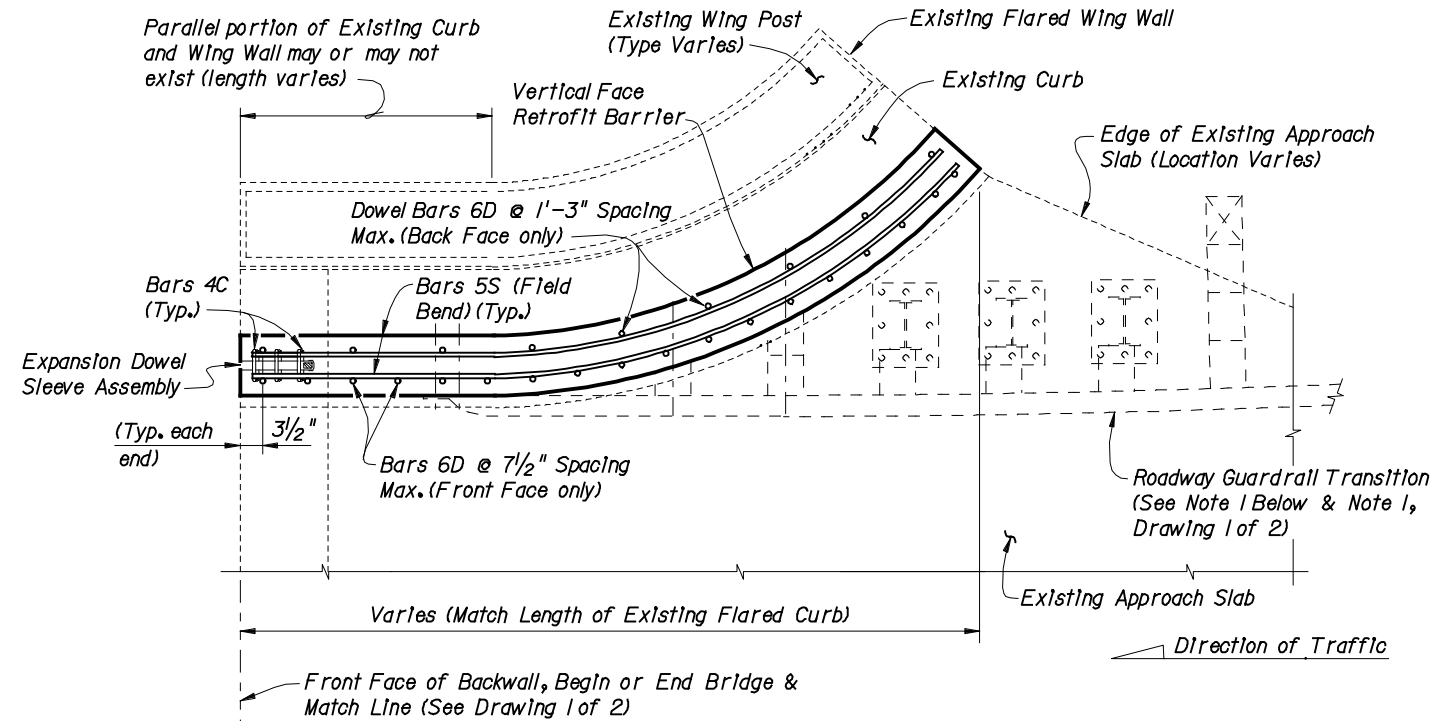
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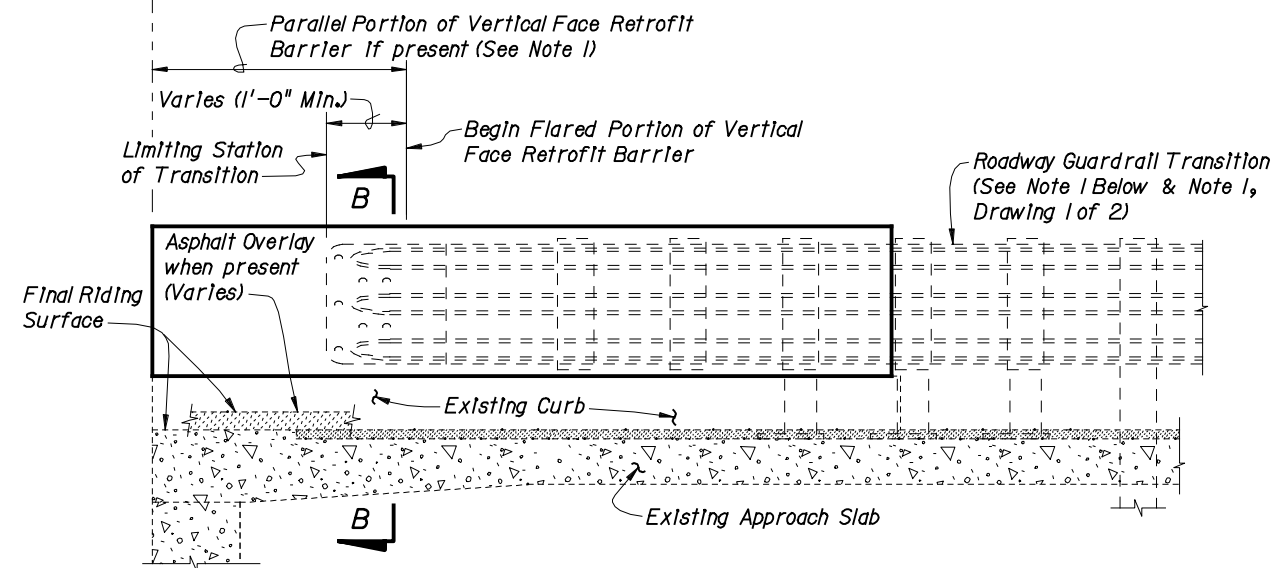
PARTIAL PLAN OF BARRIER



PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Existing Wing Post, Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)



PARTIAL PLAN OF BARRIER



PARTIAL ELEVATION OF INSIDE FACE OF BARRIER
(Existing Wing Post, Barrier Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 1
BARRIER END TREATMENT FOR PARALLEL CURBS

SCHEME 1 NOTES:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 783, Drawing 1 of 2. On skewed bridges, if the skew along the deck joint extends across the width of the barrier, the 2'-6" minimum dimension shall apply to both the front and back face of the barrier.
2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Barrier End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.
3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

SCHEME 2
BARRIER END TREATMENT FOR FLARED CURBS

SCHEME 2 NOTE:

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie Beam Terminal Connector to barrier as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Index No. 783, Drawing 1 of 2.

BRIDGE NO. XXXXXX

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			SHEET TITLE		
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	TRAFFIC RAILING BARRIER - (VERTICAL FACE RETROFIT)		
12-12-02	SDO	Standard Drawing Issue Date				6-02	JLF				INDEX NO. 783 (DRAWING 2 OF 2)		
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