NOTES:

1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see Roadway Plans, for treatment of railing and 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 turned off 1" below existing concrete and grouted over.

CROSS REFERENCES

For Section 4-4 see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.
**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 Plan. Shape and height of Transition Block or Curb should match existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic.

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

**Partial Plan of Railing**

1. Post spacing as measured

2. Post Bolts

**Partial Elevation of Inside Face of Railing**

(Existing Wing Post and Traffic Railing not shown for clarity)

**Traffic Railing - (Thrie-Beam Retrofit) Wide Strong Curb Type 1**
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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

1. Provide Transition Block as shown in sketch. If existing Approach Slab/Curb does not extend to end of Approach Slab, shape and height of Transition Block/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.