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 thin by grinding or grouting as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

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.)

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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

CROSS REFERENCES:
For Section 4.14 see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.
SECTION A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

BILL OF REINFORCING STEEL

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BAR BENDING DIAGRAMS

- DOWEL BAR 4D
- DOWEL BAR 4L

NOTE: All bar dimensions are out to out.

MATCH FRONT TYPE OF
THREE-BEAM GUARDRAIL ALONG BRIDGE

Existing Traffic Railing
(Type Varies)

Offset Block(h) as required
(Schemes 3 and 4 only)

Guardrail Post

Guardrail Post Assembly: "A", "B" or "C" (See Roadway Plans)

Existing Wing Post

Thick Resilient Pad

ASPHALT OVERLAY

Existing Curb Overhanging

Slopes: Varied

3" Cover Min.

Existing Guardrail

Control Line

Schemes 3 & 4 = Overhanging Varied

Control Line (Projected from Bridge) (Schemes 3 & 4)

Varies 5'-6" x 8' x 8' Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5'-6" Max. Depth)

SECTION B-B
TYPICAL SECTION THRU RAILING ALONG APPROACH SLAB
(SCHEMES 5 AND 6 SHOWN, SCHEMES 3 AND 4 SIMILAR)

BILL OF REINFORCING STEEL

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BAR BENDING DIAGRAMS

- DOWEL BAR 4D
- DOWEL BAR 4L

NOTE: All bar dimensions are out to out.

MATCH FRONT TYPE OF
THREE-BEAM GUARDRAIL ALONG BRIDGE

Existing Traffic Railing
(Type Varies)

Schemes 3 & 4 = Overhanging Varied

Control Line (Projected from Bridge) (Schemes 3 & 4)

Varies 5'-6" x 8' x 8' Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5'-6" Max. Depth)

OFFSET (Present) (Varies)

Existing Guardrail

Control Line

Existing Wing Post

3" Cover Min.

Existing Approach Slab

THICK RESILIENT PAD

ASPHALT OVERLAY

Existing Curb Overhanging

Slopes: Varied

3" Cover Min.

Existing Guardrail

Control Line

Existing Wing Wall

Schemes 5 & 6 = Nominal/Overhanging

Control Line (Schemes 5 & 6)

Varies 5'-6" x 8' x 8' Adhesive-Bonded Anchors with Heavy Hex Nuts and Washers set in drilled holes (5'-6" Max. Depth)

DETAIL "A"

VIEW C-C

Match shape of existing curb

Existing Approach Slab

Edge of Existing Approach Slab

Control Line

Dowel Bars 4D (10"

Existing Curb

NOTE: All bar dimensions are out to out.