NOTES:
1. An approach end and 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 grinding or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and ground over.

PARTIAL PLAN OF RAILING

3-1½" spacing (Typ., except as noted along Bridge, see Note 2)

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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE
**2008 FDOT Design Standards**

**Sheet No.** 3 of 4

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**RAILING END TREATMENT FOR PERPENDICULAR OR ANGLED WING WALLS**

**SCHEME 1**

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 shall 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**

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 Curb Slabs.

2. Field bend or tilt DowelBars 4G and 4H within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

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**TRAFFIC RAILING - (THREE-BEAM RETROFIT) WIDE CURB TYPE 1**

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