NOTES:

1. On approach end provide Index No. 402 (as shown) or other site specific treatment, see roadway plans. For treatment of median 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 and match adjoining areas and shall be finished flat by grouting or grading as required. Exposed existing reinforcing steel shall be burned off 1" below existing concrete and grouted over.

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PARTIAL PLAN OF RAILING

\[\text{\& Post Bolts and Match Line (Approach End) (See Sheets 3 and 4)}\]

3'-15/8" spacing (Typ except as noted along bridge, see Note 2)

11" Min for non skewed joints. For treatment of skewed Intermediate Deck Joints (see Draw Detail Index No. 470, Sheet 2) (Typ.)

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PARTIAL ELEVATION OF INSIDE FACE OF RAILING

(Existing Traffic Railing not shown for clarity)

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TYPICAL TREATMENT OF RAILING ALONG BRIDGE

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CROSS REFERENCES:

For Section A-4 see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.
SECTIO N A-A
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

BILL OF REINFORCING STEEL

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>4</td>
<td>3-1/8''</td>
</tr>
<tr>
<td>L</td>
<td>4</td>
<td>6-1/16''</td>
</tr>
<tr>
<td>M</td>
<td>4</td>
<td>2-8''</td>
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</tbody>
</table>

BAR BENDING DIAGRAMS

1-7/8''
1-1/2''
1-1/2''

Dowel Bar 4D

3-3/8''
2-5/8''

Dowel Bar 4L

BAR 4M

NOTE: All bar dimensions are cut to cut.

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

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 & 4.
For location of Section A-B see Sheet 4.
For location of Section B-B see Sheet 3.
For application of Dim. 4 see Post Dimension Table on Index 470, Sheet 3.

TRAFFIC RAILING - (THREE-BEAM RETROFIT)
WIDE CURB TYPE 2
**Schemes 5 and 6**

**Railing End Treatment for Parallel Integral Curbs**

1. Provide Transition Block as shown on 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.

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**Partial Plan of Railing**

- **2 - Variable Spaces**
  - Varies (3'-15" Max, 1'-6" Min)
  - Post Spacing Scheme 1 as measured to 8 Post Bolts

- **2 - Variable Spaces**
  - Varies (2'-1" Max, 1'-6" Min)
  - Post Spacing Scheme 4 as measured to 8 Post Bolts

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**Partial Elevation of Inside Face of Railing**

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

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**Schemes 3 and 4**

**Railing End Treatment for Flared Integral Curbs**

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**Traffic Railing (Thrie-Beam Retrofit)**

**Wide Curb Type 2**