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

CROSS REFERENCES:
For Section A-4 see Sheet 1
For Traffic Railing Notes and Details see Index No. 470

TYPICAL TREATMENT OF RAILING ALONG BRIDGE
PARTIAL PLAN OF RAILING

2 - Variable Spacing as measured to 1/2" Post Bolts
(3-1/2" Min., 1-6/8" Max.)

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

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

SCHEME 1

SCHEME 1 NOTES:
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not have a curb, see Roadway Plans. Shape and height of Transition Block or Curb shallmatch 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

SCHEME 2 NOTES:
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 shallmatch existing bridge curb. Transition Block may be omitted on trailing ends with no opposing traffic and on bridges with walled Approach Slab Curb.
2. Field bend 4L DowelBars 4L and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

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