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 and match adjoining areas and shall be finished flat by
   grouting or grinding as required. Exposed existing reinforcing steel shall be burned off 1" below existing
   concrete and grouted over.

PARTIAL PLAN OF RAILING

3'-0" spacing (Typ. except as noted along Bridge, see Note 2)

11" 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
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

PARTIAL PLAN OF RAILING

2 - Variable Spacing

Varies (1-1/2") Max. spacing

Post Spacing Scheme 3 as measured to # Post Bolts

# Post Bolts and Match Line (Approach or Trailing End) (See Sheet 1)

Roadway Guardrail Transition (Location Varies)

Asphalt Overlay when present

Three-Beam Guardrail

Guardrail Post Assembly (Typ.)

# Key Post

# Post Bolts

Front Face of Blockwall or Begin or End Bridge

Existing Bridge Deck

Existing Approach Slab

Existing Curb

Existing Traffic Railing (Type Varies)

Front Face of Three-Beam Guardrail

# Key Post

# Post Bolts

Traffic Railing (Three-Beam Retrofit) Limits of Payment

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

SCHEMES 5 AND 6
RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6 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 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.