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

CROSS REFERENCES:
For Section A-A see Sheet 2.
For Traffic Railing Notes and Details see Index No. 470.

DESCRIPTION:
Traffic Railing - (Thrie-Beam Retrofit)
Wide Curb Type 1
SECTION 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'-7&quot;</td>
</tr>
<tr>
<td>L</td>
<td>4</td>
<td>4'-1&quot;</td>
</tr>
<tr>
<td>M</td>
<td>4</td>
<td>2'-8&quot;</td>
</tr>
</tbody>
</table>

BAR BENDING DIAGRAMS

- DOWEL BAR 4D
- DOWEL BAR 4L
- BAR 4M

NOTE: All bar dimensions are out to out.

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

**Offset may vary ± 1" for Adhesive-Bonded Anchors to clear existing curb reinforcing and provide minimum edge clearance. Offset shall be consistent along length of bridge.

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

CROSS REFERENCES:
For location of Section A-A see Sheet 1, 3 & 4.
For location of Section B-B see Sheet 4.
For location of View C-C see Sheet 3.
For application of Dim. A see Past Dimension Table on Index 470, Sheet 3.
1. Provide Transition Block (as shown) or Curb if existing Approach Slab does not extend to end of Approach Slab.

2. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.

SCHEME 2:

- Provides 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 Blocks may be omitted on trailing ends with no opposing traffic and on bridges with flared Approach Slab Curb.

2. Field bend or tilt Dowel Bars 4D and Bars 4M within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEMES 3 AND 4

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

INDEX NO. 475 Post

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

DESCRIPTION:

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.