NOTES:
1. On approach end provide Index 536-002 (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 460-470, 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 460-470.
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 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.

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 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.

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 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.

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 shall match existing bridge curb. Transition Block 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.
DESCRIPTION:

PARTIAL PLAN OF RAILING

- VARIABLE SPACES

2'-0" Max. spacing

Asphalt Overlay

Thrie-Beam Guardrail

Guardrail Post Assembly (Varies)

Existing Curb

Front Face of Backwall & Begin or End Bridge

Intermediate Deck Joint

Existing Flared Wing Wall

Existing Approach Slab

Existing Traffic Railing

Existing Approach Slab

Front Face of Backwall & Begin or End 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

SCHEMES 5 AND 6

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

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 curb bridge. 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.

REV 01/01/20