ELEVATION OF INSIDE FACE OF RAILING/NOISE WALL (BRIDGE MOUNTED RAILING/NOISE WALL SHOWN, WALL OR FOOTING MOUNTED RAILING/NOISE WALL SIMILAR) (Reinforcing Steel not shown for clarity)

Notes:
1. Work this with Indexes 521-512 through 521-515.
2. Construct Traffic Railing/Noise Wall and joints plumb in both the roadway and traffic lanes as indicated in the Plans. The Date shall be the year the bridge is completed. For a widening, the Date shall be the date the existing railing is removed. Use both the existing Date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by Ƅ" V-Grooves. V-Grooves shall be formed by preformed letters and figures.

CROSS REFERENCE:
- For Detail "B" and V-Groove Lettering Detail see Sheet 4.
- For Section A-A see Sheet 3.
- For Section C-C and Detail "A" see Sheet 5.

NAME, DATE AND BRIDGE NUMBER: For Railing/Noise Wall on bridges, place the Name as shown in the General Notes in the Structures Plans and Bridge Number on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. Place the Date on the driver's left side when approaching the bridge. The Date shall be the year the bridge is completed. For a widening, the Date shall be the date the existing railing is removed. Use both the existing Date and the year of the widening. Black plastic letters and figures 3" in height may be used, as approved by the Engineer, in lieu of the letters and figures formed by 部副 V-Grooves. V-Grooves shall be formed by preformed letters and figures.

PLAN (BRIDGE MOUNTED RAILING/NOISE WALL SHOWN, WALL OR FOOTING MOUNTED RAILING/NOISE WALL SIMILAR) (Reinforcing Steel not shown for clarity)
ELEVATION OF RAILING/NOISE WALL REINFORCING STEEL
(INTERMEDIATE OPEN JOINT SHOWN, DECK JOINT SIMILAR)
(Bars SS1 in Railing not shown for clarity)

NOTES:
* Field Cut Bars SR & SS1 to maintain clearance.
** Terminate 3/8" V-groove at construction joint & cast top of railing with End Taper.
*** Bar spacing shown for Bars SV only applies when Single-Slope Traffic Railing continues. For transition to guardrail see Sheet S.
SECTION A-A
TYPICAL SECTION THRU TRAFFIC RAILING/NOISE WALL
(Section Thru Bridge Deck Shown, Section Thru Approach Slab Similar)

Approach Slab
Asphalt Overlay
Riding Surface
Edge of Approach Slab (Coping)

8" Min. Bridge Deck thickness, 10" Min. over exterior girder if Dim. A exceeds 3'-6"

Bars 5S1 (Field Bend as required to maintain cover (Typ.)
Bars 5V (cut and lap as shown, field bend to maintain clearance)
(See Detail "A" for bar spacings)

NOTES:
1. Bottom Bars 5S1 shown are part of the Traffic Railing/Noise Wall reinforcing
See Superstructure Sheets in the Plans for additional Bridge Deck Reinforcing.

VIEW B-B
END VIEW OF RAILING END TRANSITION FOR
GUARDRAIL ATTACHMENT AT END OF APPROACH SLAB
(Flexible Pavement Approach Slab Shown, Rigid Pavement Approach Slab Similar)
### ESTIMATED TRAFFIC RAILING/NOISE WALL QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete (Railing)</td>
<td>CY/LF</td>
<td>0.107</td>
</tr>
<tr>
<td>Concrete (Noise Wall)</td>
<td>CY/LF</td>
<td>0.136</td>
</tr>
<tr>
<td>Reinforcing Steel (Typical)</td>
<td>LB/LF</td>
<td>69.96</td>
</tr>
</tbody>
</table>

Additional Rein. @ Open Joint

(The above quantities are based on the bridge mounted typical section, 2% deck cross slope and railing on low side of deck.)

### INTERMEDIATE JOINT SEAL NOTES:

1. At Intermediate Open Joints, seal the lower 6" portion of the open joint with Pre-cured Silicone Sealant in accordance with Specification Section 932.

2. Apply sealant prior to any Class V finish coating and remove all curing compound and loose material from the surface prior to application of bonding agent.

3. The cost of the Pre-cured Silicone Sealant shall be included in the Contract Unit Price for the Traffic Railing.

### REINFORCING STEEL BENDING DIAGRAMS

### REINFORCING STEEL NOTES:

1. All bar dimensions in the bending diagrams are out to out.

2. All reinforcing steel at the open joints shall have a 2" minimum cover.

3. Bars SR shall be one continuous or lap spliced bar. No mechanical couplers are permitted.

4. Bars SS1 may be continuous or spliced at the construction joints. Lap splices for Bars SR2 and SS1 shall be a minimum of 2'-2".

5. The Contractor may use Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of deformed wire meeting the requirements of Specification Section 931.

### CROSS REFERENCE:

For locations of Detail "B", see Sheet 1.
DETAIL "A" NOTES:
1. Begin placing Railing Bars 5V at the railing end and proceed toward the guardrail (thrie beam) terminal connector to ensure placement of guardrail bolt holes. Pair Bars 5R with Bars 5V as shown. Clearance of Bars 5R & 5V to guardrail bolt holes shall be checked to prevent cutting of bars if holes are to be drilled. Shift bars locally where conflicts occur.
2. For Guardrail connection details see Index 536-001.
3. Omit Railing End Transition if a 36° Single-Slope Traffic Railing is used beyond the End Taper. See the Plan Sheets.
4. Field cut Bars 5R2 to maintain cover. Field cut Bars 5V and lap as necessary to maintain cover; field cut & bend Bars 5R1 front leg (more plumb) to maintain cover and tie to S1 Bars.

SECTION C-C
THRU NOISE WALL END TAPER

CROSS REFERENCE:
For location of Detail "A" see Sheet 1.
For location of Section C-C see Sheet 1.
For View B-B see Sheet 3.