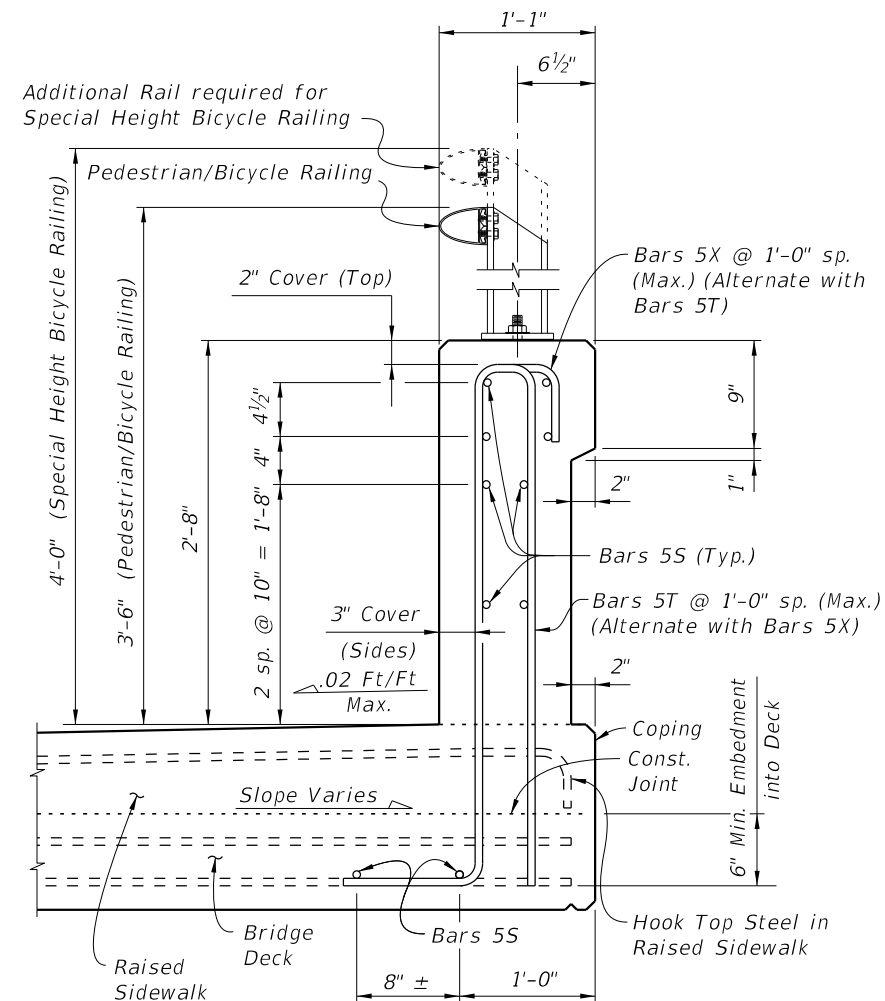
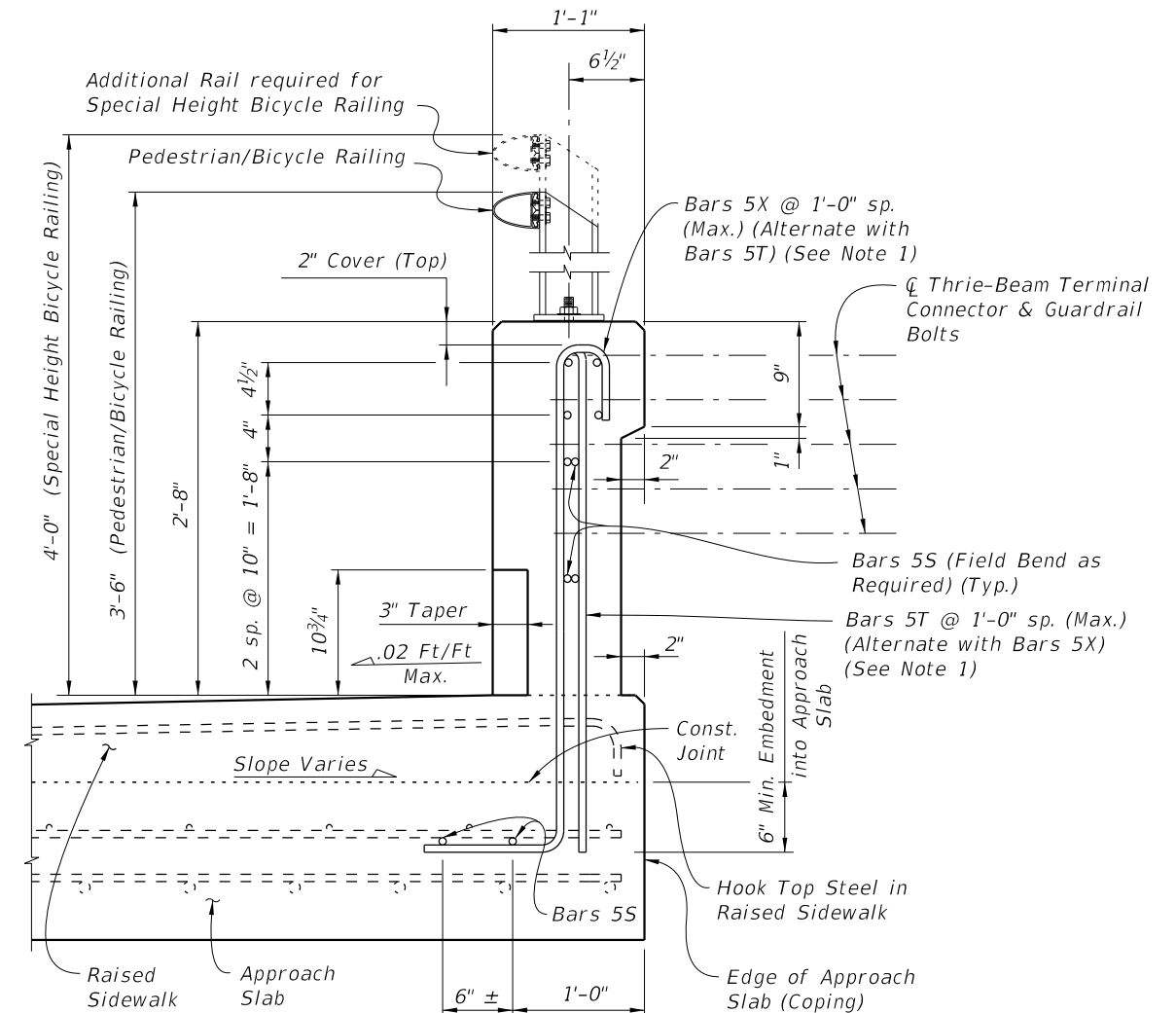
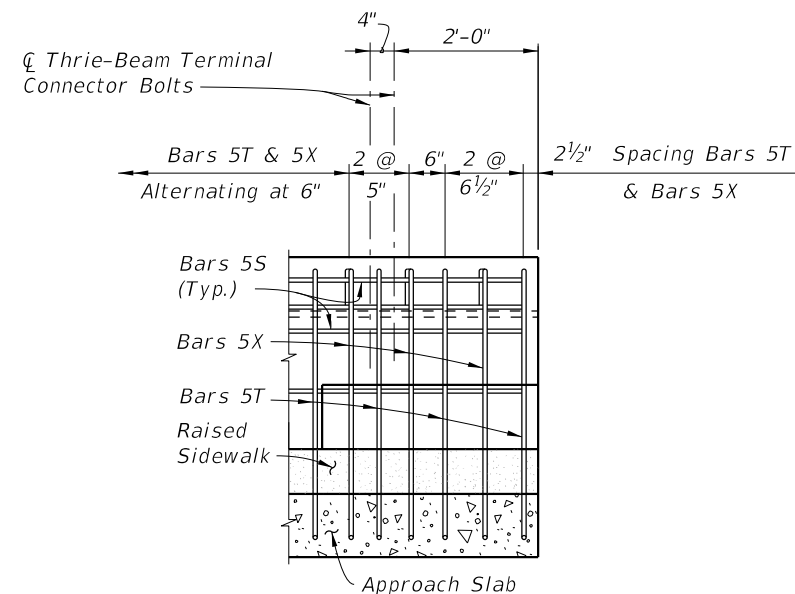




CROSS REFERENCE:
For location of Section A-A and View B-B
see Sheet 1.

NOTE: For Bullet Railing Details, see Index 515-022.



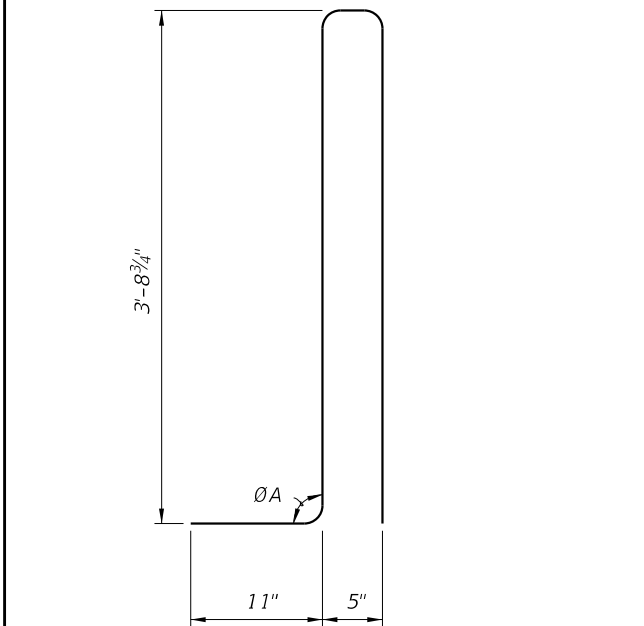
NOTES:

1. *Begin placing Railing Bars 5T and 5X on Approach Slab at the railing end and proceed toward Begin or End Bridge to avoid conflict with guardrail bolt holes. If required, adjustments to the bar spacing for Bars 5T and 5X shall be made immediately adjacent to Begin or End Bridge. Cut, shift and rotate Bars 5T and 5X as required to maintain cover in Railing End Transition.*
2. *Omit Railing End Transition and Guardrail if Concrete Traffic Railing is used beyond the Approach Slab or Retaining Wall. See Structures Plans, Plan and Elevation Sheet and Roadway Plans. If Taper and Railing End Transition is omitted, extend Typical Section to end of the Approach Slab or limiting station on Retaining Wall, and space Bars 5T and 5X at 1'-0" (Typ.)*

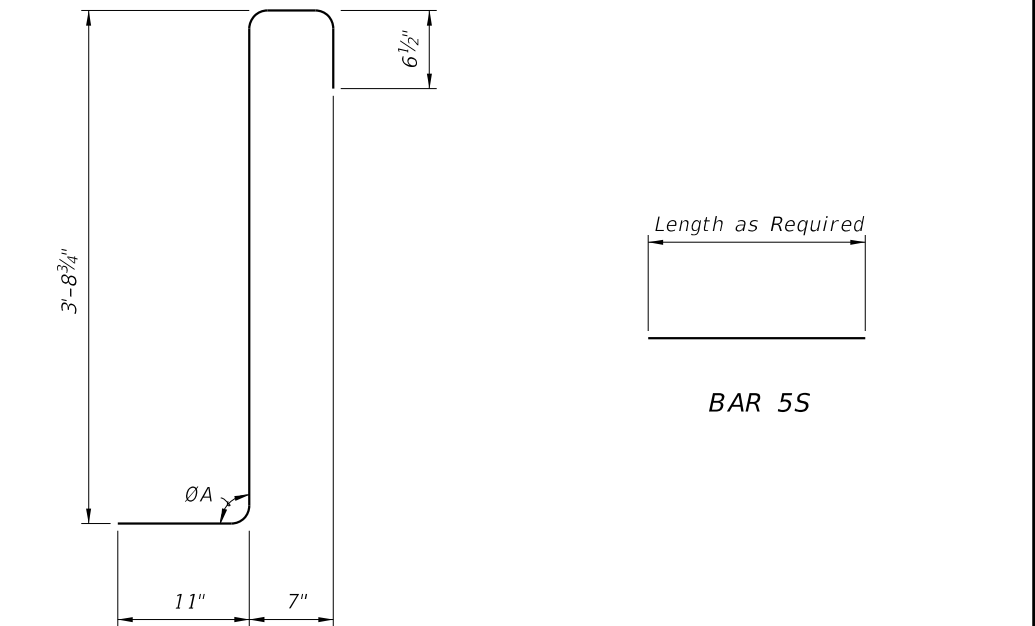
CONVENTIONAL REINFORCING STEEL BENDING DIAGRAMS

	<i>BILL OF REINFORCING STEEL</i>		
	<i>MARK</i>	<i>SIZE</i>	<i>LENGTH</i>
	<i>S</i>	<i>5</i>	<i>As Req'd.</i>
	<i>T</i>	<i>5</i>	<i>9'-0"</i>
	<i>X</i>	<i>5</i>	<i>5'-10"</i>

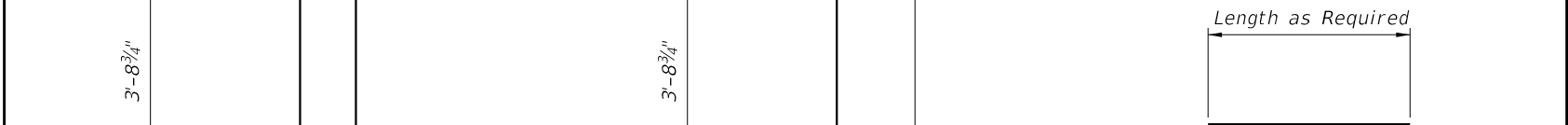
	ROADWAY CROSS-SLOPE	ØA	
		LOW GUTTER	HIGH GUTTER
	0% to 2%	90°	90°
	2% to 6%	87°	93°
	6% to 10%	84°	96°



STIRRUP BAR 5T



STIRRUP BAR 5X



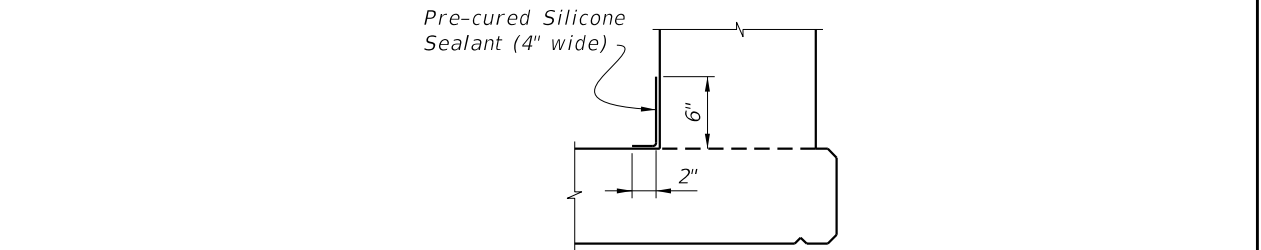
BAR 55

REINFORCING STEEL NOTES:

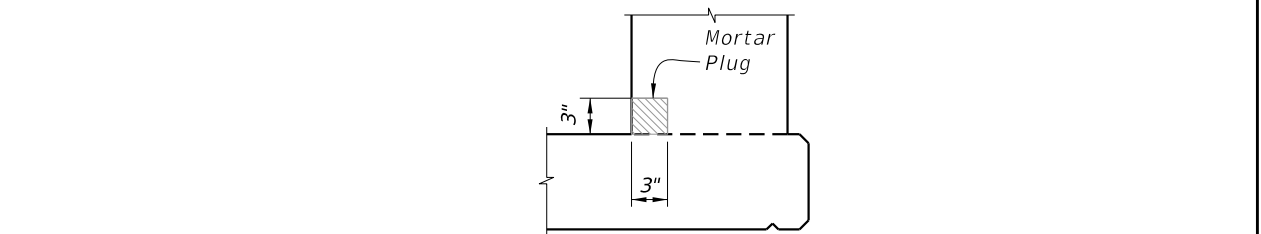
1. All bar dimensions in the bending diagrams are out to out.
2. The 3'-8³/₄" vertical dimensions shown for Bars 5T and 5X are based on a bridge deck with a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and a counter 2% raised sidewalk cross slope. If the raised sidewalk thickness, width or cross slopes vary from the above amounts, adjust these vertical dimensions accordingly to achieve a 6" minimum embedment into the bridge deck.
3. The reinforcement for the railing on a Retaining Wall shall be the same as detailed with ØA = 90°.
4. All reinforcing steel at the open joints shall have a 2" minimum cover.
5. Bars 5S may be continuous or spliced at the construction joints. Bar splices for Bars 5S shall be a minimum of 2'-2".
6. The Contractor may utilize Welded Wire Reinforcement (WWR) when approved by the Engineer. WWR must consist of Deformed wire meeting the requirements of Specification Section 931.

INTERMEDIATE JOINT SEAL NOTES:

2. *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.*
4. *As an alternative option, a mortar plug may be used to seal the joint as shown in the mortar plug detail and in accordance with Specification Section 400.*

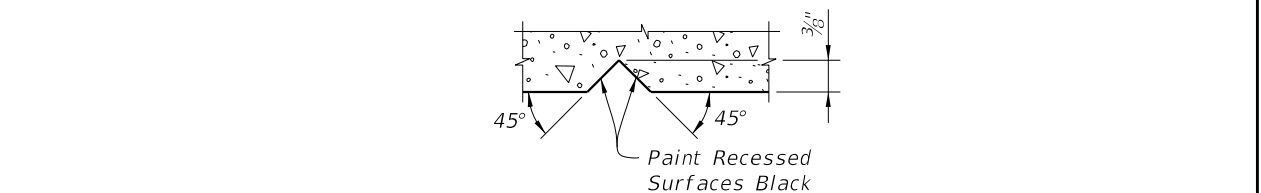


OPTION I



OPTION II
(Alternative Mortar Plug at Open Joint)

DETAIL "A"



SECTION THRU RECESSED "V" GROOVE
TO FORM INSCRIBED LETTERS AND FIGURES

ESTIMATED TRAFFIC RAILING QUANTITIES		
ITEM	UNIT	QUANTITY
Concrete	CY/LF	0.095
Reinforcing Steel	LB/LF	25.90

(The above quantities are based on a 6" thick x 6' wide raised sidewalk at low side of deck, 2% deck cross slope and counter 2% sidewalk cross slope.)