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

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

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.
VIEW C-C

**SECTION A-A**
TYPICAL SECTION THRU RAILING ON BRIDGE DECK

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

CROSS REFERENCES:
For location of Section A-A see Sheets 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 Post Dimension Table on Index 470, Sheet 3.

NOTE:  All bar dimensions are out to out.
**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 4D 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 on bridges with flared Approach Slab Curbs.

2. Field bend 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**

- Front Face of Backwall & Begin or End Bridge
- Existing Approach Slab
- Existing Curb
- Intermediate Deck Joint (See Note 2, Sheet 1)
- Existing Traffic Railing (Type Varies)
- Guardrail Post Assembly with Offset Block (Typ.)
- Existing Bridge Deck
- Gutter Line
- Thrie-Beam Guardrail
- Post Bolts (Last Index No. 472 Post)

**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 FLORED INTEGRAL CURBS

- Asphalt Overlay when present (Varies)
- Edge of Existing Curb
- Curb Height
- Match Existing Curb height
- Dowel Bars 4L (10" Embedment) (Place 3 Bars Min. Top and 1 Bar Min. Bottom)

**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 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.