CONCRETE AND REINFORCING STEEL: See Structures Plans, General Notes.
SUPERELEVATED BRIDGES: At the option of the Contractor the Traffic Railing on superelevated bridges may be constructed perpendicular to the roadway surface. If an adjoining railing is constructed plumb, transition the end of the Traffic Railing from perpendicular to plumb over a minimum distance of 20'-0". The cost of all modifications will be at the Contractor's expense.
GUARDRAIL: For Guardrail connection details, Index 400.

TRAFFIC RAILING NOTES:

For Railing End Transition see View C-C and Detail "A" (Typical except as noted)

EDGE OF APPROACH SLAB CAPPING (Typical except as noted)

ELEVATION OF INSIDE FACE OF RAILING

This railing has been structurally evaluated to be equivalent or greater in strength to other single slope railings which have been crash tested to MASH TL-5.

NAME, DATE, AND BRIDGE NUMBER: The Name and Bridge Number shall be placed on the Traffic Railing so as to be seen on the driver's right side when approaching the bridge. The Date shall be placed on the driver's left side when approaching the bridge. The Name shall be as shown in the General Notes in the Structures Plans. The Date shall be the year the bridge is completed. For a widening when 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.

BARRIER DELINEATORS: Barrier Delineators shall meet Specification Section 993. Install Barrier Delineators on top of the Traffic Railing 2" from the face on the traffic side at the spacing shown in the table above. Barrier Delineator color (white or yellow) shall match the color of the near edgeline. The cost of the Barrier Delineators shall be included in the Contract Unit Price for the Traffic Railing.
Coping *
Const. Joint
5 8 :1 6 :4 4  A M
Bars 6T2
Bars 6S1
Bars 5V

PLAN - Railing End Transition
(Showing Transition Bars 5P and Bars 6S1, 6T1 & 6T2)

** See joint orientation note on Sheet 1.
*** Bars 5V
**  See joint orientation note on Sheet 1.
*** Field Bend Bar 5S2 (Bottom) as required

** Where railings of adjacent bridges are to be built back to back, the outside vertical plane of the railing and deck may coincide along a plane centered 1'-6" from each gutter line. A break will be required. See Structures Plans, Superstructure Sheets for Details.

NOTE: Field Bend Bar 5V in Toe Transition to maintain clearance.

See Structures Plans for Special End Transition details if Index 410 Concrete Barrier Wall is used beyond the Approach Slab or Retaining Wall. See Structures Plan and Elevation Sheet and Roadway Plans. If Railing End Transition is omitted, extend Typical Section to end of Approach Slab or limiting station on Retaining Wall, and space Bars 5P and 5V at 6" (Typ.).

Transition Bars 5P Field Cut
(see Detail "A")

NOTE:

3-Pairs of Bars 5V
Field Bend Bar 5S2 (Bottom) as required

*** Bars 5V

Plan - Railing End Transition
(Showing Transition Bars 5P and Bars 6S1, 6T1 & 6T2)

Field Bend Bars as required

PLAN - Railing End Transition
(Showing Bars 5V, 6S1, 5S2 and 6T2)

3-Pairs of Bars 5V
Bars 5S2
Bars 6T2

Bars 6S1

Approach Slab

Bars 6T1

FIELD BEND BAR 5S2

Note:
Lap Bars 6T1 and 6T2
with Bars 6S1 (3'-0"
Min. Lap Splice).

Bars 6T2

Bars 6S1

Bars 6T1

Bars 5V

Bars 5V ***

BAR 5V @ 6" SP.

FIELD BEND BAR 5S2

Note:
Lap Bars 6T1 and 6T2
with Bars 6S1 (3'-0"
Min. Lap Splice).

Bars 6T2

Bars 6S1

Bars 6T1

Bars 5V

Bars 5V ***

BAR 5V @ 6" SP.

FIELD BEND BAR 5S2

Note:
Lap Bars 6T1 and 6T2
with Bars 6S1 (3'-0"
Min. Lap Splice).

Bars 6T2

Bars 6S1

Bars 6T1

Bars 5V

Bars 5V ***

BAR 5V @ 6" SP.

FIELD BEND BAR 5S2
Note: The estimated railing quantities are based on a 2% deck cross slope, railing on low side of deck.