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.

TYPICAL TREATMENT OF RAILING ALONG BRIDGE

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

PARTIAL PLAN OF RAILING

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.
**SECTION A-A**

**TYPICAL SECTION THRU RAILING ON BRIDGE DECK**

<table>
<thead>
<tr>
<th>BILL OF REINFORCING STEEL</th>
<th>BAR BENDING DIAGRAMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MARK</strong></td>
<td><strong>SIZE</strong></td>
</tr>
<tr>
<td>D</td>
<td>4</td>
</tr>
<tr>
<td>L</td>
<td>4</td>
</tr>
<tr>
<td>M</td>
<td>4</td>
</tr>
</tbody>
</table>

**DOWEL BAR 4D**

**DOWEL BAR 4L**

**BAR 4M**

NOTE: All bar dimensions are out to out.

**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 Sheet 1, 3 & 4.
- For location of Section B-B see Sheet 4.
- For location of Section C-C see Sheet 3.
- For application of Dim. A see Post Dimension Table on Index 470, Sheet 3.

**TRAFFIC RAILING - (THRIE-BEAM RETROFIT)**

**WIDE CURB TYPE 2**

**INDEX NO. 476**

**SHEET NO. 2 of 4**

**FY 2017-18**

**DESIGN STANDARDS**
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 (10” Embedment) 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.
TRAFFIC RAILING - (THRIE-BEAM RETROFIT) WIDE CURB TYPE 2

DESIGN STANDARDS

FAH 2017-18

DESCRIPTION:

SHEETS

INDEX

NO.

476

4

4 of 4

PARTIAL PLAN OF RAILING

PARTIAL ELEVATION OF INSIDE FACE OF RAILING

SCHEMES 3 AND 4

RAILING END TREATMENT FOR FLARED INTEGRAL CURBS

SCHEMES 5 AND 6

RAILING END TREATMENT FOR PARALLEL INTEGRAL CURBS

SCHEMES 5 AND 6 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 of 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.