**NOTES:**

1. On approach end provide a Roadway Guardrail Transition, Index No. 402 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Three Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the wing wall, see Schemes 2 or 3, Index No. 484, Sheet 2 and 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment at skewed deck joints see Roadway Plans. If vertical face eccentric extensions beyond bridge and approach slab ends, see Index No. 484 for treatment and Details.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grinding or planing as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

**TYPICAL TREATMENT OF RAILING ALONG BRIDGE**

1. On approach end provide a Roadway Guardrail Transition, Index No. 402 (as shown) or other site specific treatment. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Three Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is along the wing wall, see Schemes 2 or 3, Index No. 484, Sheet 2 and 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment at skewed deck joints see Roadway Plans. If vertical face eccentric extensions beyond bridge and approach slab ends, see Index No. 484 for treatment and Details.

2. Field cut Bars 5S and Dowel Bars 6D to maintain clearance within Vertical Face Retrofit Railing.

3. Where existing structure has been removed and not encased in new concrete; match adjoining areas and finish flat by grinding or planing as required. Exposed existing reinforcing steel not encased in new concrete shall be burned off 1" below existing concrete and grouted over.

**TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL**

(BRIDGE DECK SHOWN, WING WALL SIMILAR)