**NOTES:**

1. On approach end provide a Roadway Guardrail Transition, Index 536-002 (as shown) or other site specific treatment. See Roadway Plans for limited station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is on the bridge, attach Thrie-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, Sheets 2 & 3. On skewed bridges, if the skew of the deck joint extends across the width of the railing, the 3'-6" minimum dimension shall apply to both the front and back face of the railing. For treatment of trailing end see Roadway Plans. If vertical face retrofit extends beyond bridge and approach slab ends, see Index 521-484 for treatment and details.

2. Field cut Bars SS 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 grouting or grasing 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 RAILING ON BRIDGE DECK**

**TYPICAL SECTION THRU RAILING ON WING WALL**

**CROSS REFERENCE:**

For General Notes, Estimated Quantities, Dowel Details, Expansion Dowel Detail, Reinforcing Steel Notes & Bending Diagram see Index 521-480.
**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. Railing End Transition and 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.

3. If a Special Steel Guardrail Post is required for attachment to the top of a sloping Wing Wall, saw cut and remove a wedge shaped portion of the sloping Wing Wall as required to provide a level surface for post installation.

**SCHEME 2 NOTES:**

1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1. 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.

2. Provide Transition Block (as shown) or Curb if existing Approach Slab Curb does not extend beyond end of existing End Bent Wing Wall, see Roadway Plans. Shape and height of Transition Block or Curb shall match existing bridge curb. Railing End Transition and Transition Block may be omitted on trailing ends with no opposing traffic.

3. Field bend Dowel Bars 4L within Transition Block as required to maintain 2" top and side clearance and 3" bottom clearance.
SCHEME 3 NOTE:
1. See Roadway Plans for limiting station of Roadway Guardrail Transition or other site specific treatment. If limiting station of Roadway Guardrail Transition is along the Wing Wall, attach Thrie-Beam Terminal Connector to railing as shown above. If limiting station of Roadway Guardrail Transition is on the bridge, see Sheet 1.

PARTIAL PLAN OF RAILING

Positions (1'-0" Min)

Limiting Station of Transition

Partial Portion of Vertical Face Retrofit Railing if present (See Note 1)

Roadway Guardrail Transition (See Note 1, This Sheet & Note 1, Sheet 1)

Asphalt Overlay when present (Varies)

Final Riding Surface

PARTIAL ELEVATION OF INSIDE FACE OF RAILING
(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

SCHEME 3
RAILING END TREATMENT FOR FLARED WING WALLS