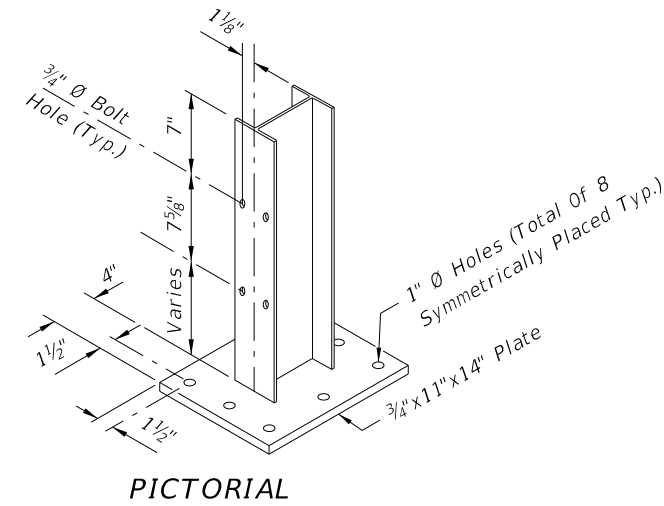
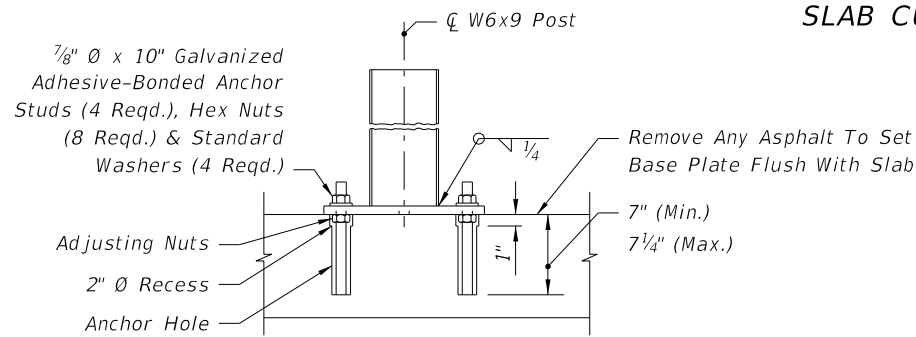


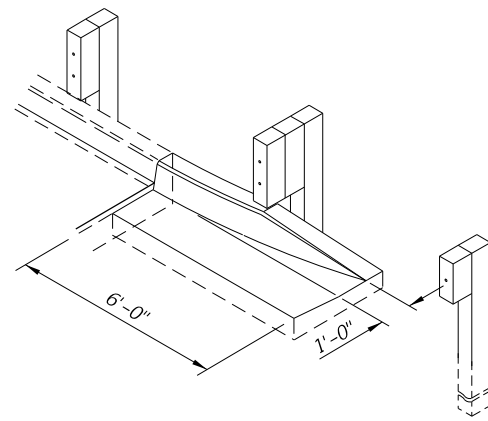
TOP VIEW

SPECIAL STEEL POST FOR ROADWAY THRIE-BEAM
TRANSITIONS TO BRIDGE TRAFFIC RAILING RETROFITS



SIDE VIEW

CURB TYPE F FLARE WHEN
END OF EXISTING APPROACH
SLAB CURB EXPOSED



GENERAL NOTES

1. This index provides guardrail transition details for approach and trailing end guardrail connections to existing bridges, including details for connecting to traffic railing retrofits and safety shape barriers on existing bridges. Sheets 1 through 26 apply to bridges with retrofitted traffic railings (Sheet 26 shows the trailing end guardrail connections). Sheets 27 and 28 apply to bridges with safety shape traffic railing, and they provide approach and trailing end transition connection details for guardrail. Construct these guardrail transitions and connections where called for in the plans.
2. For miscellaneous guardrail components and construction details that are not provided in this Index, refer to Index 536-001. Place Rectangular Washers over panel face at Thrie-Beam Terminal Connector splice bolts.

NOTES FOR GUARDRAIL TRANSITIONS CONNECTING TO TRAFFIC RAILING RETROFITS ON EXISTING BRIDGES

1. The transition detail shown on this sheet shows (a) the standard post spacings within the typical thrie-beam approach transitions connecting to existing bridges with retrofit traffic railings, and (b) depict the typical alignments of the approach transitions.
2. The curb and gutter flare shown on this sheet is typical of flares that are to be constructed when approach slab curbs extend to the beginning of the slab, and where other treatment to curb blunt ends are not in place.
3. The special steel post for roadway thrie-beam transitions detailed on this sheet is specific to all transition applications on this index that require one or more steel posts.

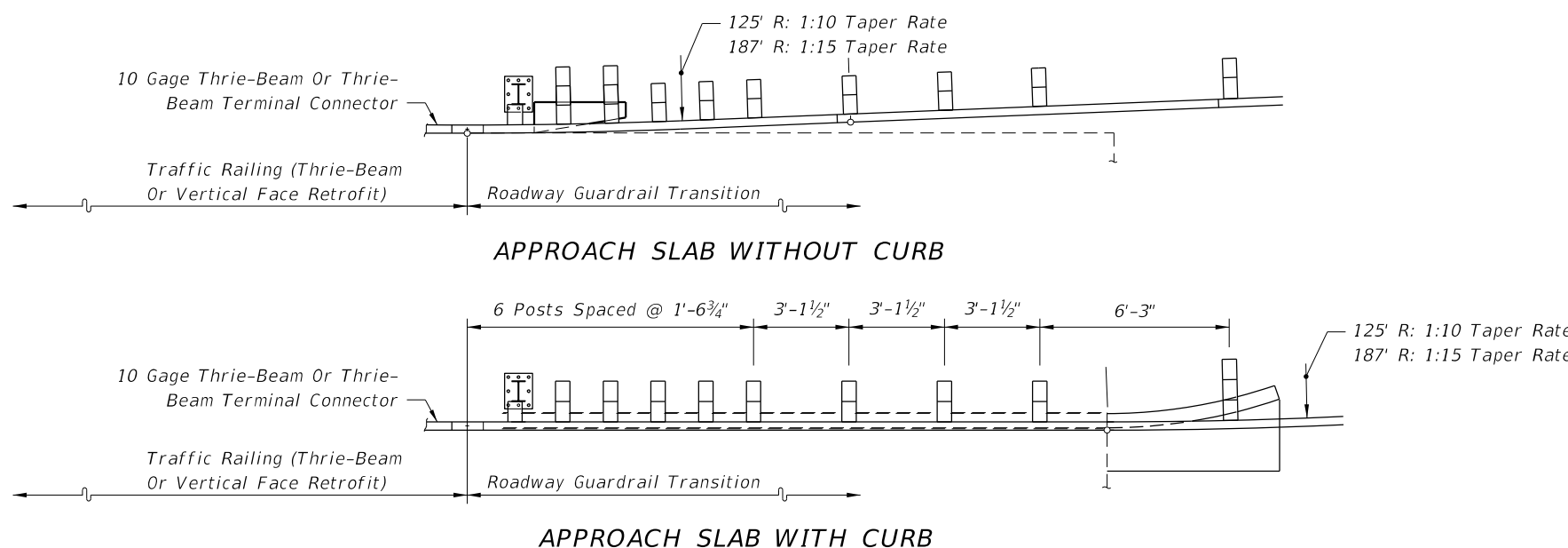
The special steel post and base plate assembly shall be fabricated in accordance with Specification 967.

Anchor studs shall be fully threaded rods in accordance with ASTM F1554 Grade 36 or ASTM A193 Grade B7. All nuts shall be heavy hex in accordance with ASTM A563 or ASTM A19

4. Anchor studs and nuts shall be hot-dip zinc coated in accordance with the Specifications. After the nuts have been snug tightened, the anchor stud threads shall be single punch distorted immediately above the top nuts to prevent loosening of the nuts. Distorted threads shall be coated with a galvanizing compound in accordance with the Specifications.

Adhesive bonding material systems for anchors shall comply with Specification 937 and be installed in accordance with Specification 416.4. Nested beam extensions and points for terminal connector attachments will vary for traffic railing barrier vertical face retrofits. The plan views for the vertical face retrofit barriers show the primary configurations for each particular scheme. The associated pictorial views show the variations.

5. For installing thrie-beam terminal connector to traffic railing vertical face retrofits, see notations on Sheets 15 through 18 and the flag notation on Sheet 26.



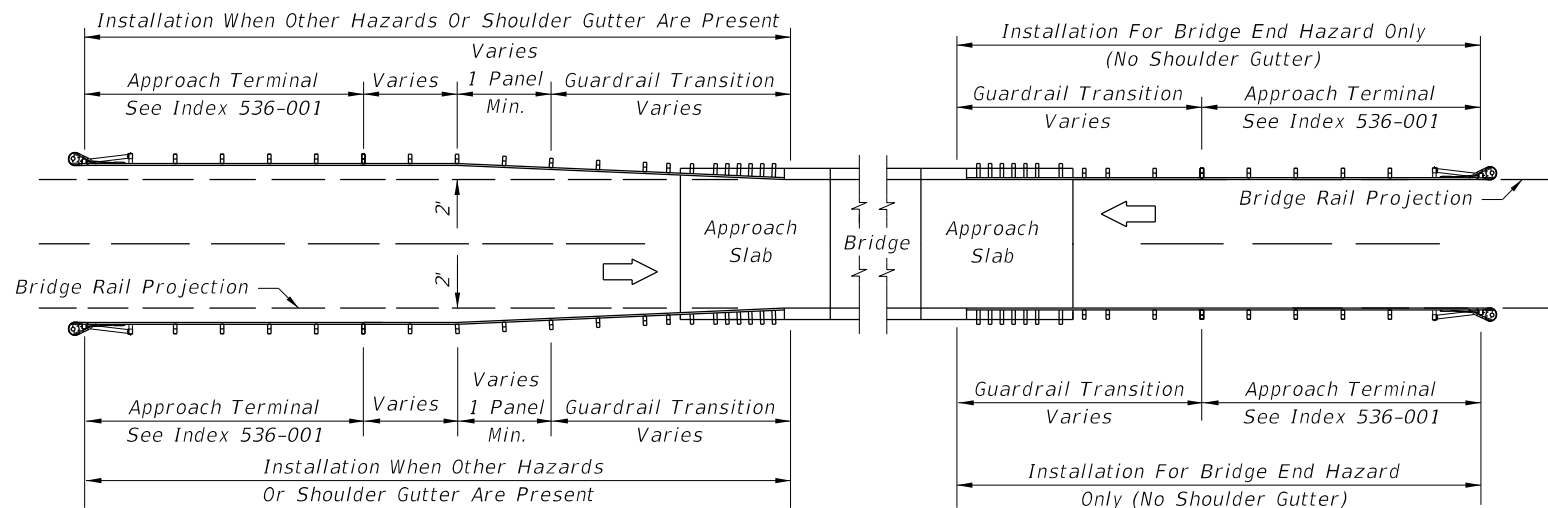
Longitudinal Location Of Transition Blocks And Curb End Flares Will Vary With Scheme Type

PARTIAL PLAN VIEWS

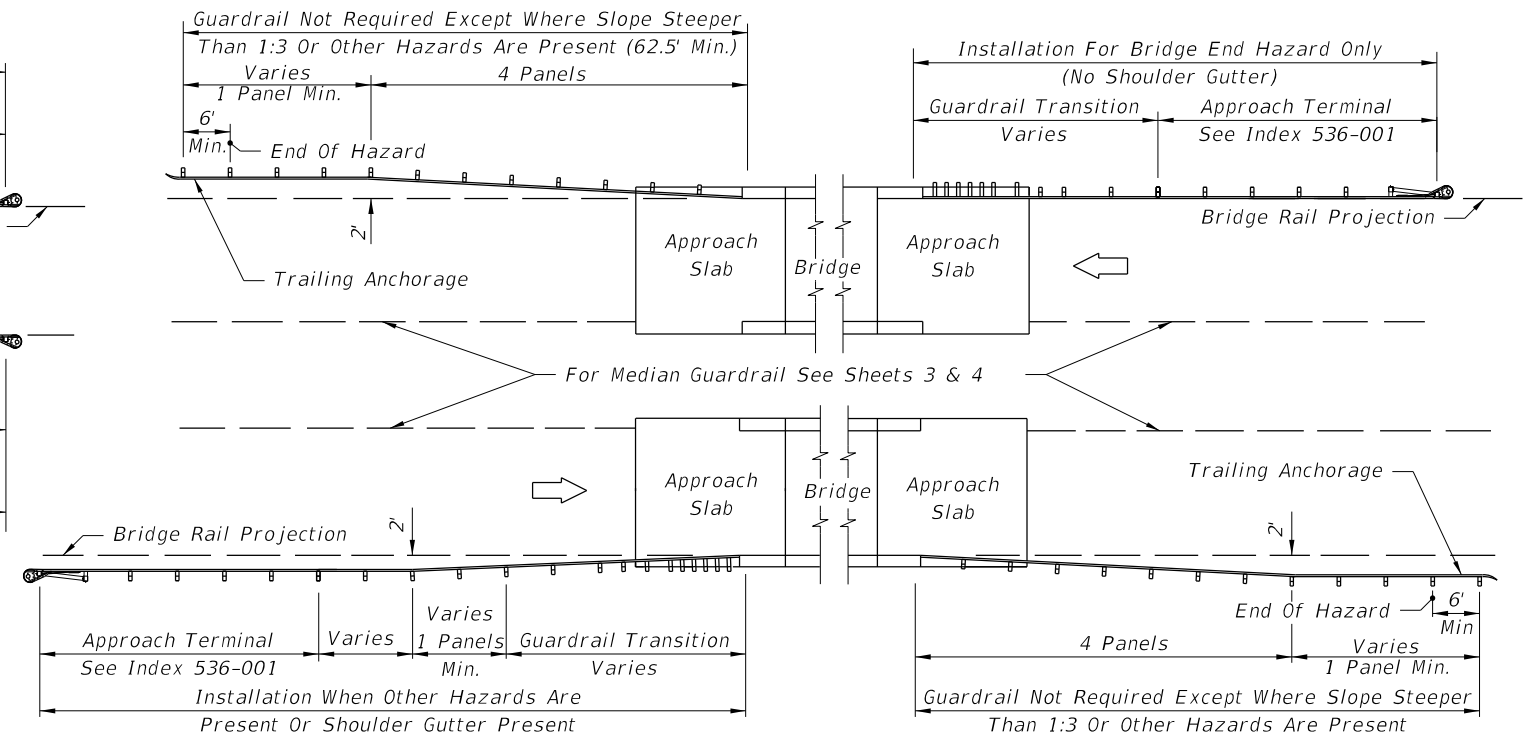
GUARDRAIL TRANSITION ALIGNMENTS FOR BRIDGE THRIE-BEAM AND VERTICAL FACE TRAFFIC RAILING RETROFIT

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LAST REVISION 11/01/24	REVISION	DESCRIPTION:	 FY 2026-27 STANDARD PLANS	GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES	INDEX 536-002	SHEET 1 of 28
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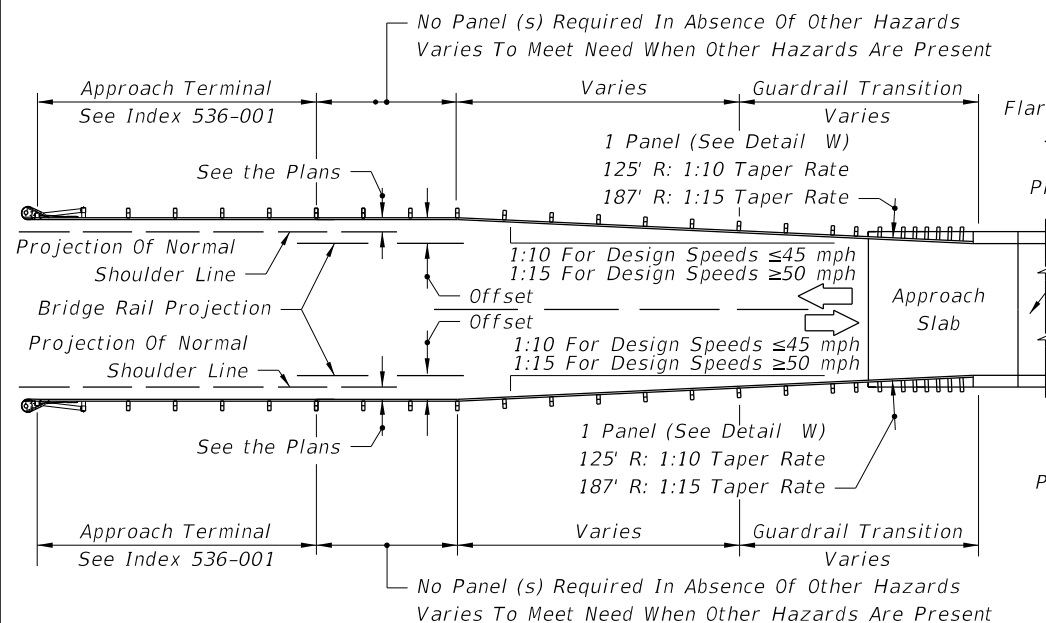


UNDIVIDED ROADWAY - DETAIL H

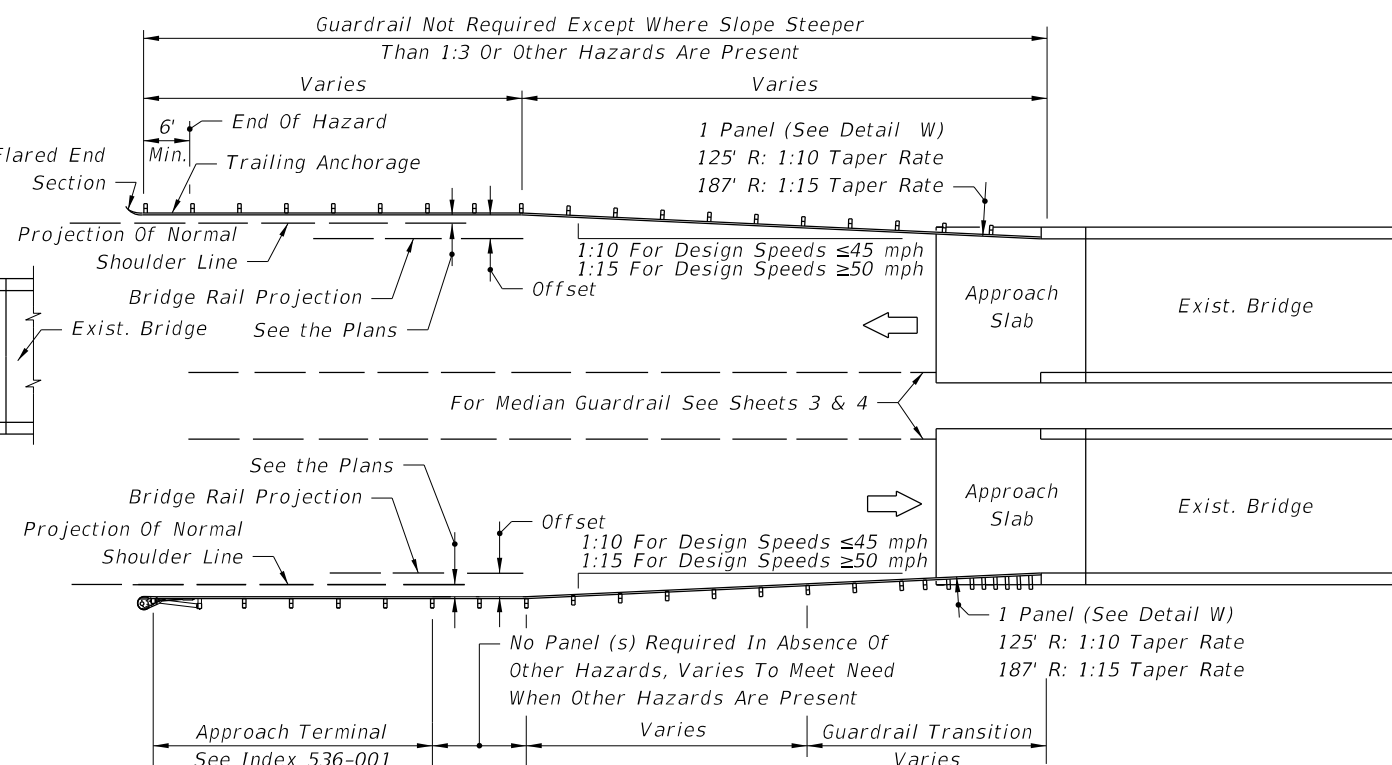


DIVIDED ROADWAY - DETAIL I

GUARDRAIL APPLICATIONS FOR BRIDGES WITH FULL WIDTH SHOULDERS AND
SAFETY SHAPE TRAFFIC RAILING BARRIER EXTENDING LESS THAN FULL APPROACH SLAB LENGTH

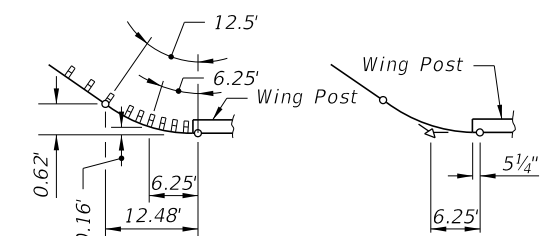


UNDIVIDED ROADWAY - DETAIL S

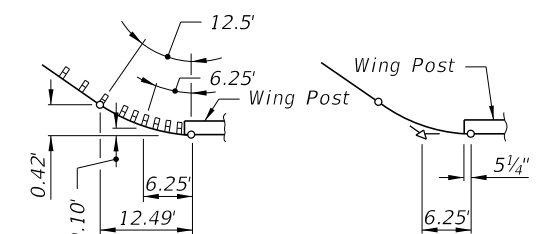


DIVIDED ROADWAY - DETAIL T

GUARDRAIL APPLICATIONS FOR BRIDGES WITH LESS THAN FULL WIDTH SHOULDERS AND
CONCRETE TRAFFIC RAILING EXTENDING LESS THAN FULL APPROACH SLAB LENGTH



125' R LAYOUT



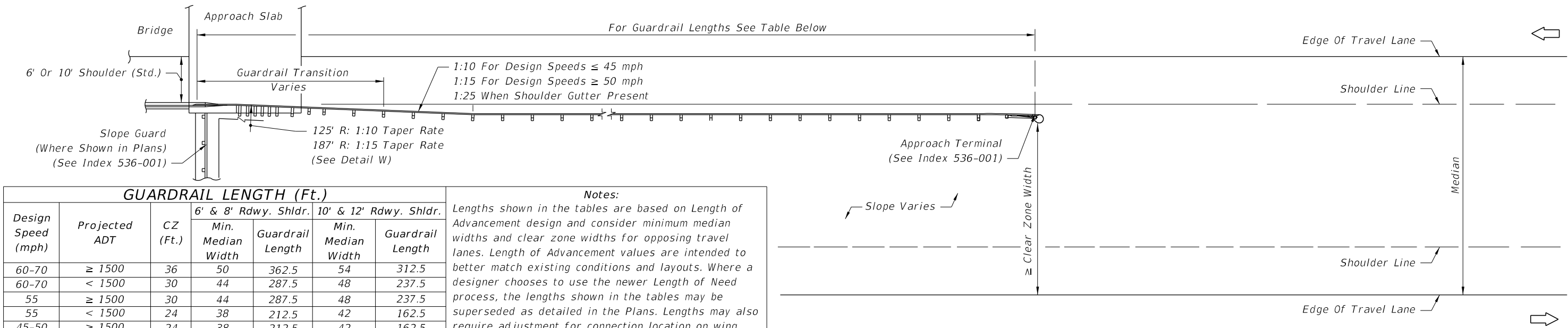
187' R LAYOUT

STANDARD PANELS SET TO
RADIALS ADJOINING BRIDGES
DETAIL W

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LAST REVISION 11/01/25	REVISION	DESCRIPTION:	FDOT FY 2026-27 STANDARD PLANS	GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES	INDEX 536-002	SHEET 2 of 28
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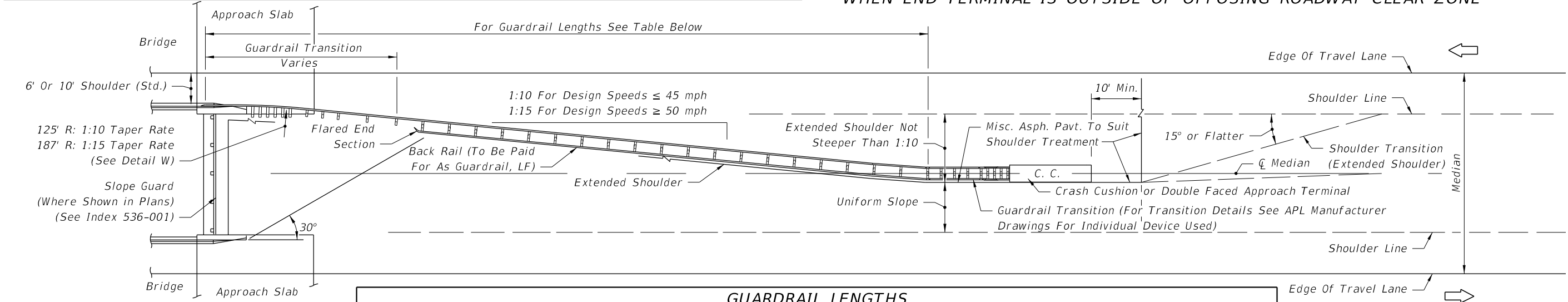
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GUARDRAIL LENGTH (Ft.)						Notes:	
Design Speed (mph)	Projected ADT	CZ (Ft.)	6' & 8' Rdwy. Shldr.		10' & 12' Rdwy. Shldr.		Lengths shown in the tables are based on Length of Advancement design and consider minimum median widths and clear zone widths for opposing travel lanes. Length of Advancement values are intended to better match existing conditions and layouts. Where a designer chooses to use the newer Length of Need process, the lengths shown in the tables may be superseded as detailed in the Plans. Lengths may also require adjustment for connection location on wing post or bridge traffic railing barrier, auxiliary lanes, skewed crossings, and other hazards if present.
			Min. Median Width	Guardrail Length	Min. Median Width	Guardrail Length	
60-70	≥ 1500	36	50	362.5	54	312.5	
60-70	< 1500	30	44	287.5	48	237.5	
55	≥ 1500	30	44	287.5	48	237.5	
55	< 1500	24	38	212.5	42	162.5	
45-50	≥ 1500	24	38	212.5	42	162.5	
45-50	< 1500	20	34	162.5	38	112.5	
45-50	Urban w/o Curb	24	38	212.5	42	162.5	
35-40	Urban w/o Curb	18	32	162.5	36	100.0	

Note: For Approach Terminals, see sheets elsewhere in this Index and the plans.

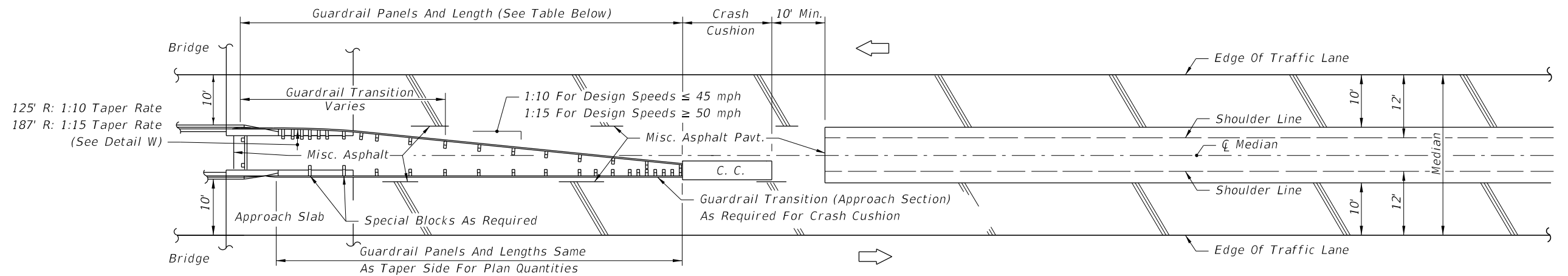
WHEN END TERMINAL IS OUTSIDE OF OPPOSING ROADWAY CLEAR ZONE



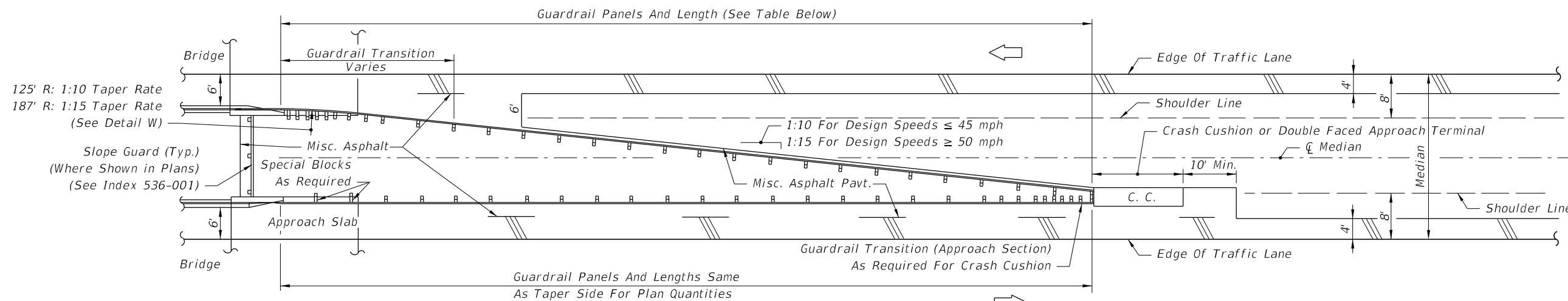
GUARDRAIL LENGTHS														
Median Width (ft.)	1:10 TAPER RATE								1:15 TAPER RATE					
	6' Bridge Shoulder				10' Bridge Shoulder				6' Bridge Shoulder				10' Bridge Shoulder	
	Panels (No.)		Length (Ft.)		Panels (No.)		Length (Ft.)		Panels (No.)		Length (Ft.)		Panels (No.)	
	Front	Back	Total	Total	Front	Back	Total	Total	Front	Back	Total	Total	Front	Back
32	7.5	6	13.5	168.75	4.5	3	7.5	93.75	11.5	9	20.5	256.25	7.5	6
34	8.5	6	14.5	181.25	5.5	4	9.5	118.75	12.5	10	22.5	281.25	7.5	6
36	9.5	7	16.5	206.25	6.5	5	11.5	143.75	13.5	11	24.5	306.25	8.5	7
38	10.5	8	18.5	231.25	7.5	6	13.5	168.75	14.5	12	26.5	331.25	10.5	9
40	10.5	8	18.5	231.25	7.5	6	13.5	168.75	16.5	13	29.5	368.75	11.5	9
42	11.5	8	19.5	243.75	8.5	6	14.5	181.25	17.5	14	31.5	393.75	12.5	10
44	12.5	9	21.5	268.75	9.5	7	16.5	206.25	18.5	15	33.5	418.75	13.5	11
46	12.5	9	21.5	268.75	10.5	8	18.5	231.25	19.5	16	35.5	443.75	14.5	12
48	14.5	11	25.5	318.75	11.5	9	20.5	256.25	20.5	16	36.5	456.25	16.5	13
The lengths shown on this table are typical for roadways with standard width shoulders and a relocated connection to the existing wing post. Length requirements shall be determined on a site specific basis for both standard width and narrow bridge shoulders and for end anchorage or end shielding use. See design notes in above table.														

WHEN END TERMINAL CANNOT BE LOCATED OUTSIDE OF OPPOSING ROADWAY CLEAR ZONE

APPROACH GUARDRAIL TREATMENTS FOR BRIDGES WITH CONCRETE TRAFFIC RAILING
EXTENDING LESS THAN FULL APPROACH SLAB LENGTH IN WIDE MEDIANS WITH FLUSH SHOULDERS



MEDIANS WITH 10' BRIDGE SHOULDERS



MEDIANS WITH 6' BRIDGE SHOULDERS

Note: The guardrail configurations shown apply only to parallel or near parallel bridges with open medians.

GUARDRAIL LENGTHS								
MEDIAN WIDTH (Ft.)	6' BRIDGE SHOULDERS				10' BRIDGE SHOULDERS			
	1:10 TAPER RATE		1:15 TAPER RATE		1:10 TAPER RATE		1:15 TAPER RATE	
	PANELS (No.)	LENGTH (Ft.)	PANELS (No.)	LENGTH (Ft.)	PANELS (No.)	LENGTH (Ft.)	PANELS (No.)	LENGTH (Ft.)
30	12.5	156.25	18.5	231.25	6.5	81.25	9.5	118.75
28	11.5	143.75	16.5	206.25	5.5	68.75	7.5	93.75
26	9.5	118.75	14.5	181.25	5.5*	68.75	5.5*	68.75
24	8.5	106.25	11.5	143.75	5.5*	68.75	5.5*	68.75

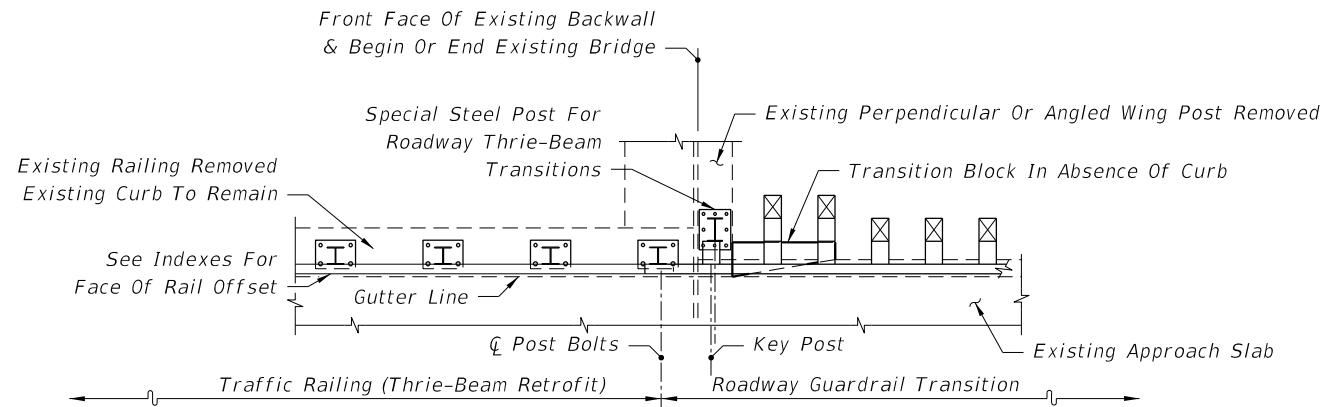
The lengths shown in this table are based on standard widths for roadway and bridge median shoulders. Length requirements for both standard width and narrow bridge shoulders and end anchorage or end shielding requirements shall be determined on a site specific basis. The number of panels may be reduced when installing a crash cushion more than 2.5' in width; see * below.

*Number shown is the minimum number of panels plus a W-Thrie beam transition panel; single faced guardrail must have a length of five (5) or more panels.

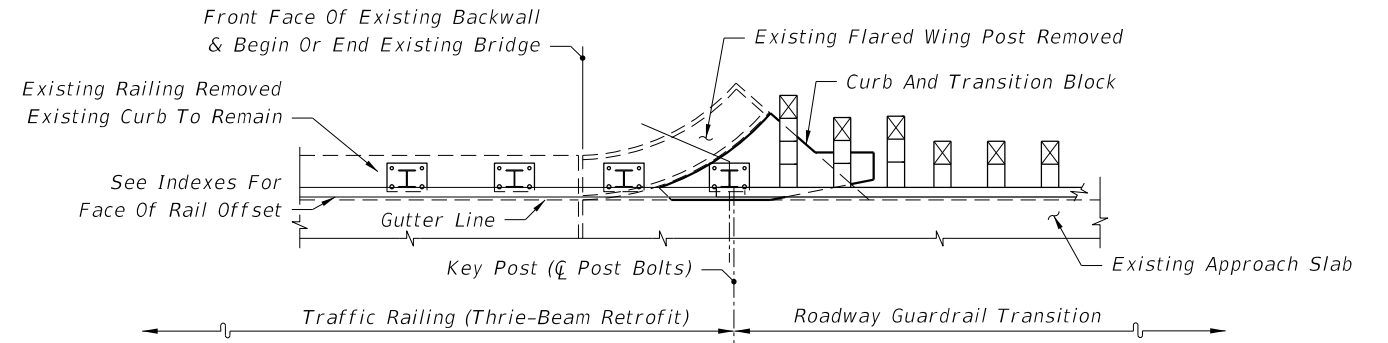
APPROACH GUARDRAIL TREATMENTS FOR BRIDGES WITH CONCRETE TRAFFIC RAILING
EXTENDING LESS THAN FULL APPROACH SLAB LENGTH IN NARROW MEDIANS WITH FLUSH SHOULDERS

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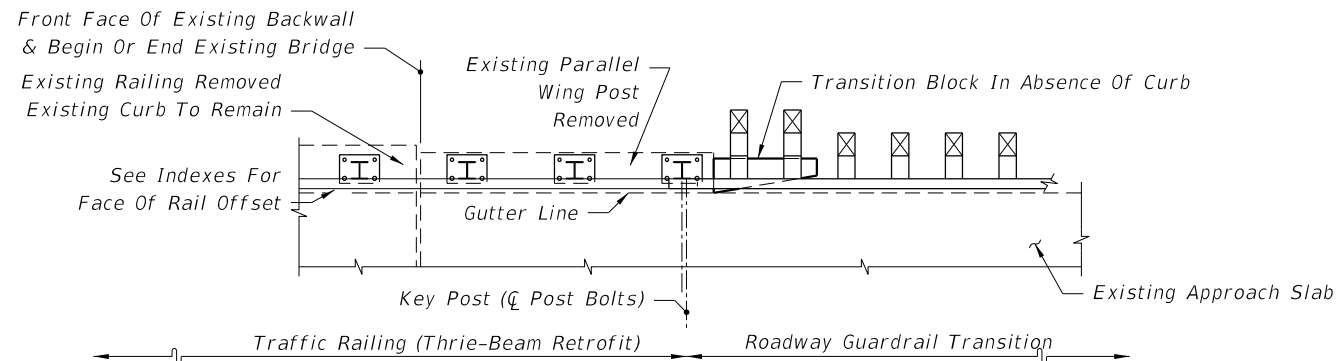
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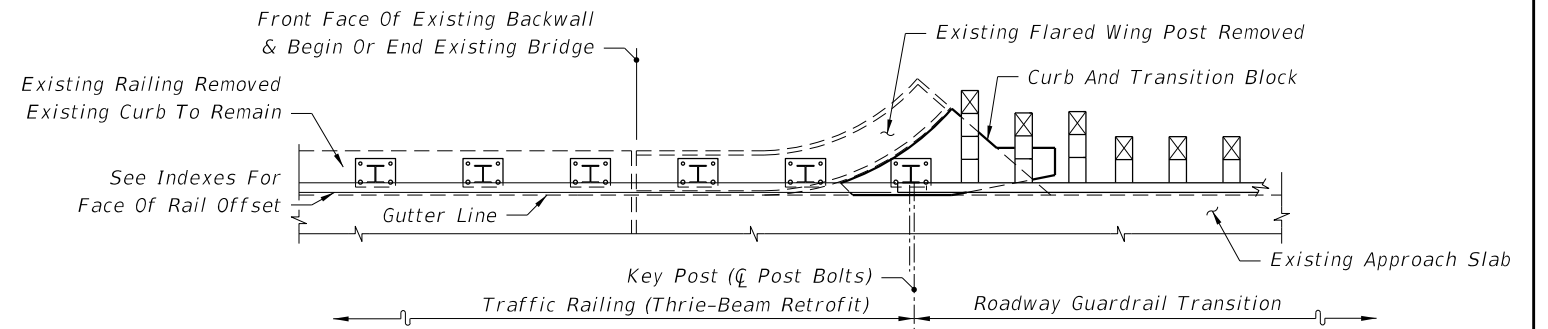
SEE INDEX 460-471 - SCHEME 1



SEE INDEX 460-471 - SCHEME 3



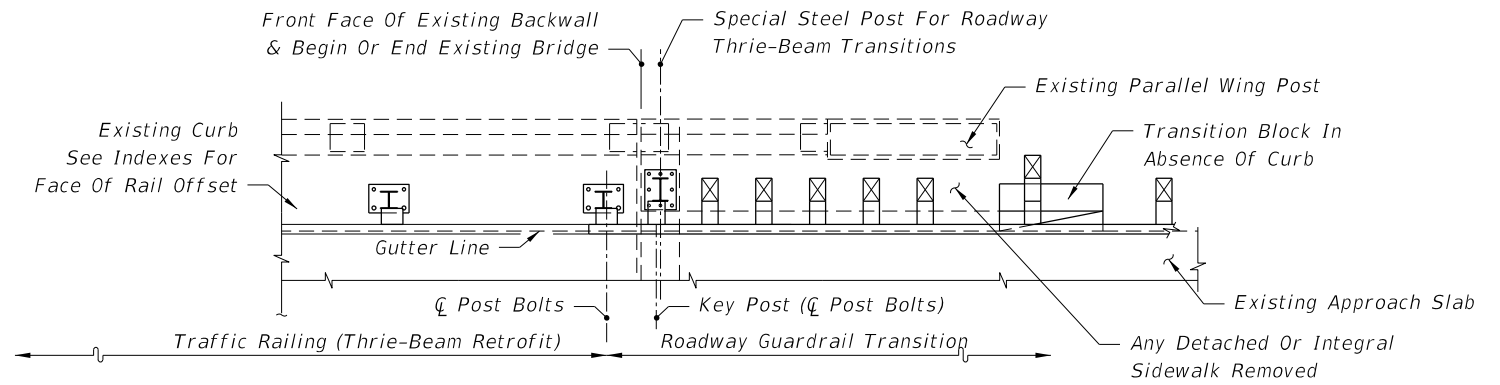
SEE INDEX 460-471 - SCHEME 2



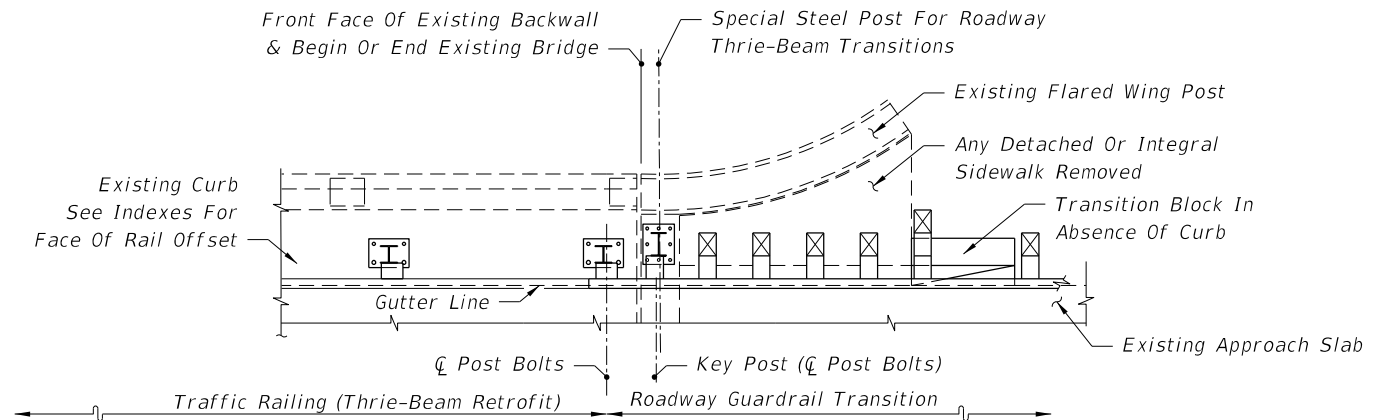
SEE INDEX 460-471 - SCHEME 3

PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

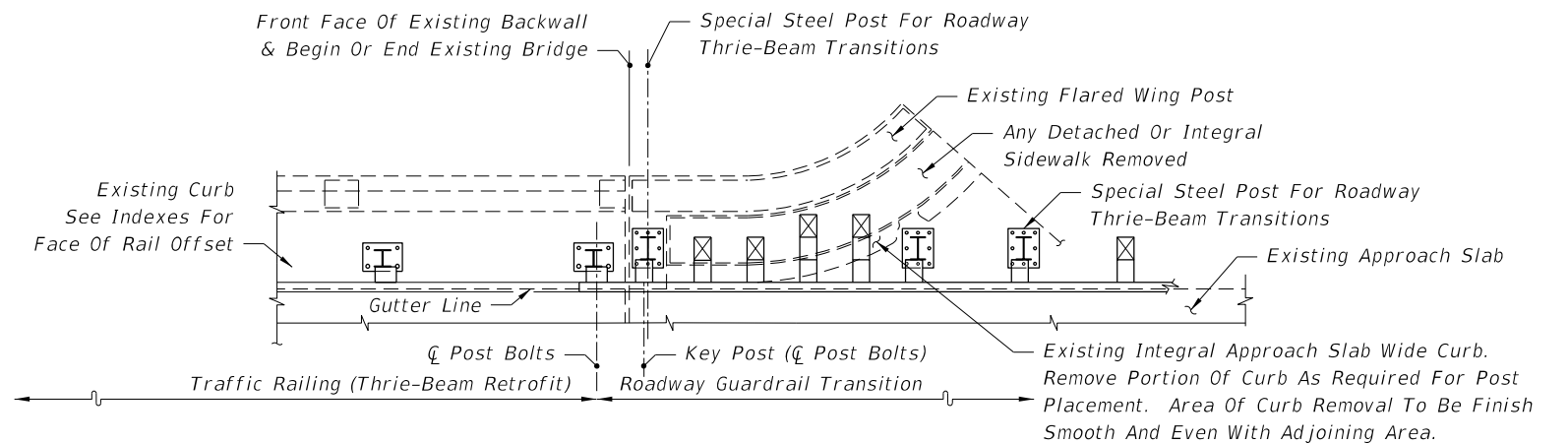
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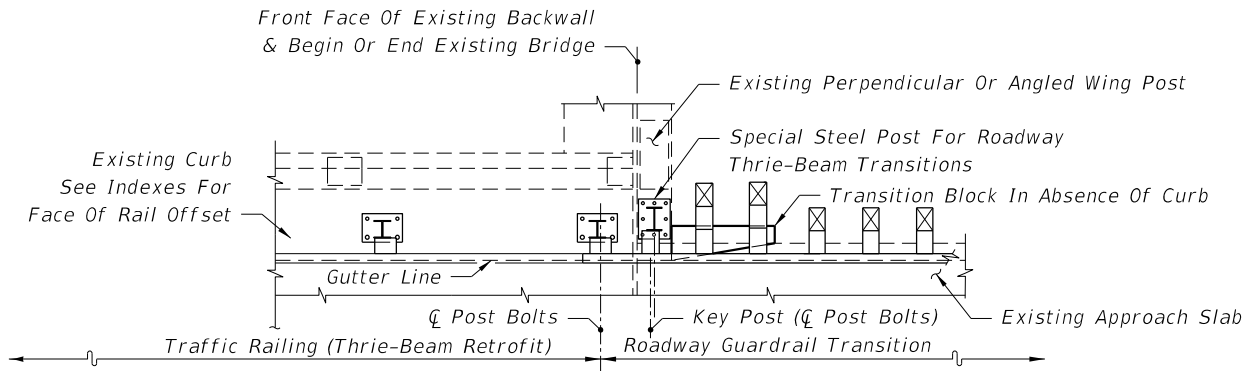
SEE INDEXES 460-472 & 460-475 - SCHEME 2



SEE INDEXES 460-472 & 460-475 - SCHEME 2



SEE INDEXES 460-472 & 460-475 - SCHEME 2

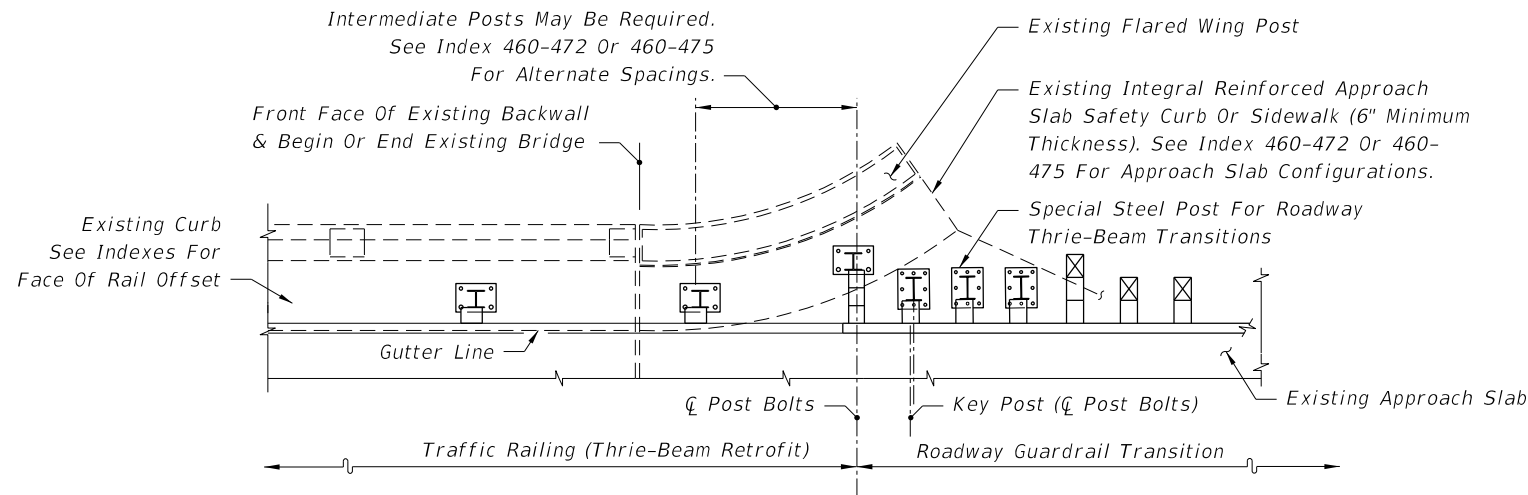


SEE INDEXES 460-472 & 460-475 - SCHEME 1

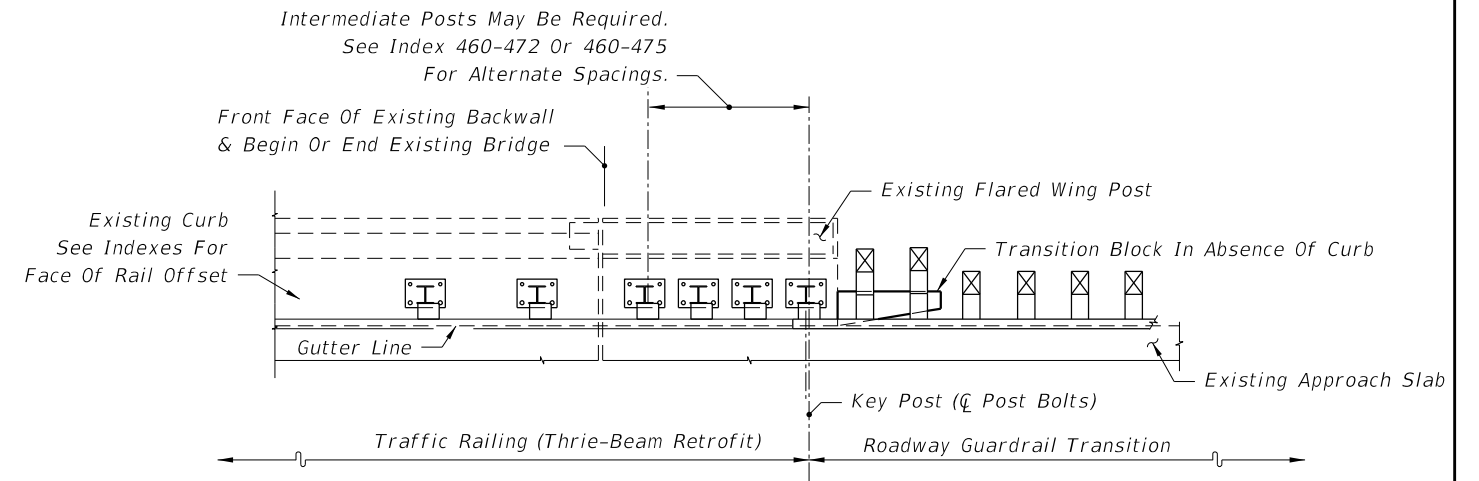
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

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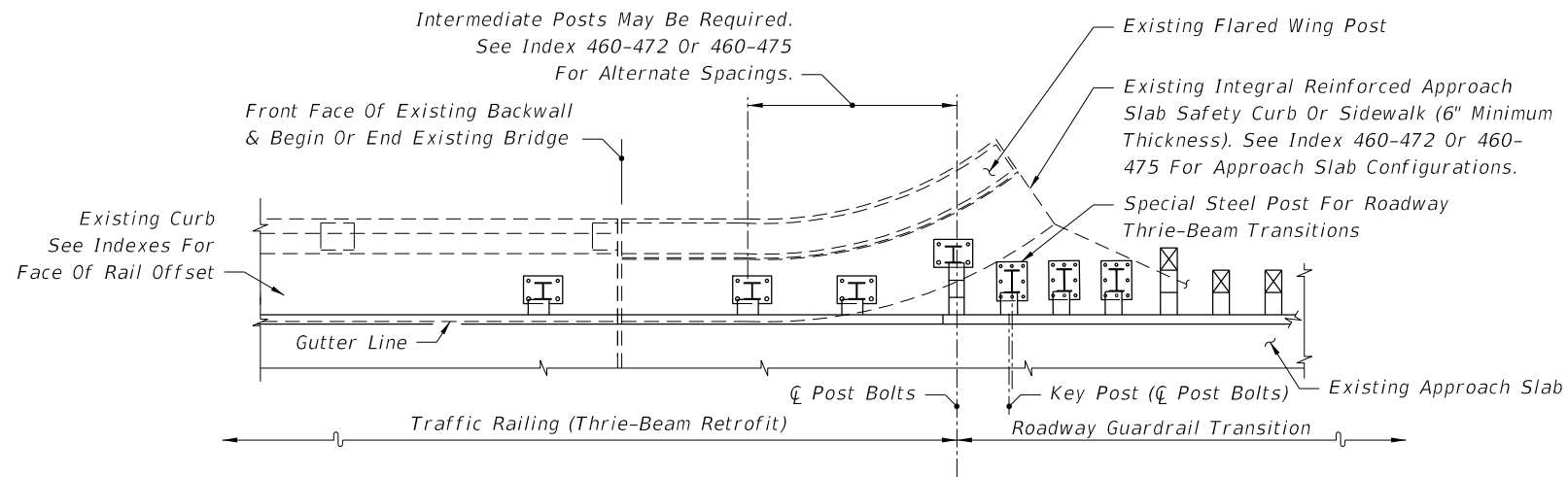
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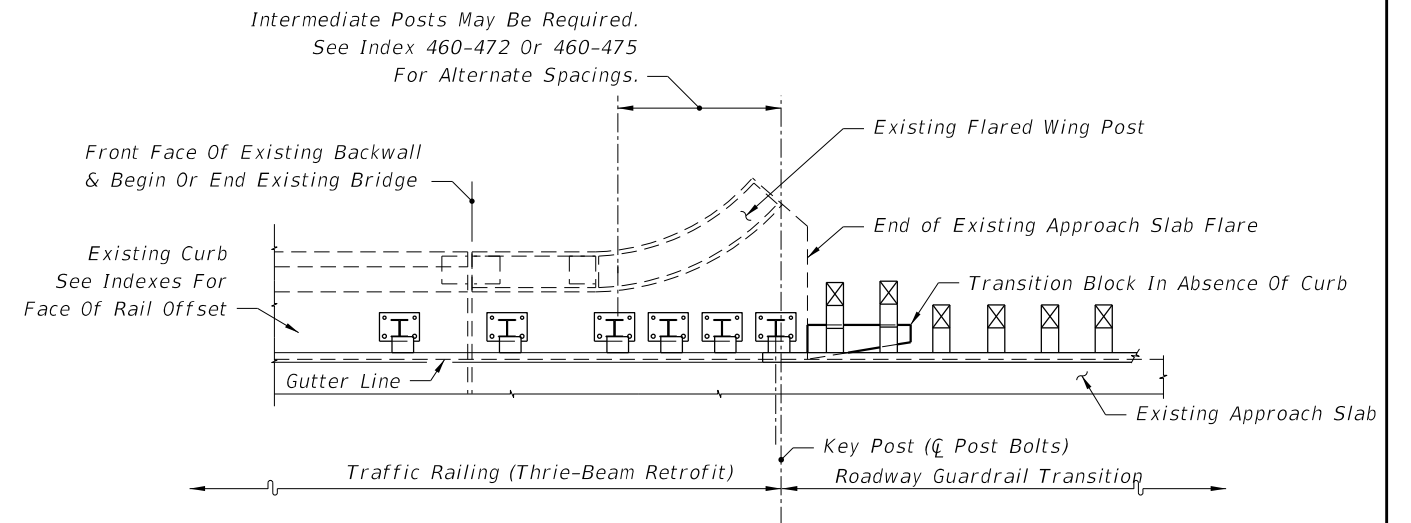
SEE INDEXES 460-472 & 460-475 - SCHEMES 3 & 4



SEE INDEXES 460-472 & 460-475 - SCHEMES 5 & 6



SEE INDEXES 460-472 & 460-475 - SCHEMES 3 & 4

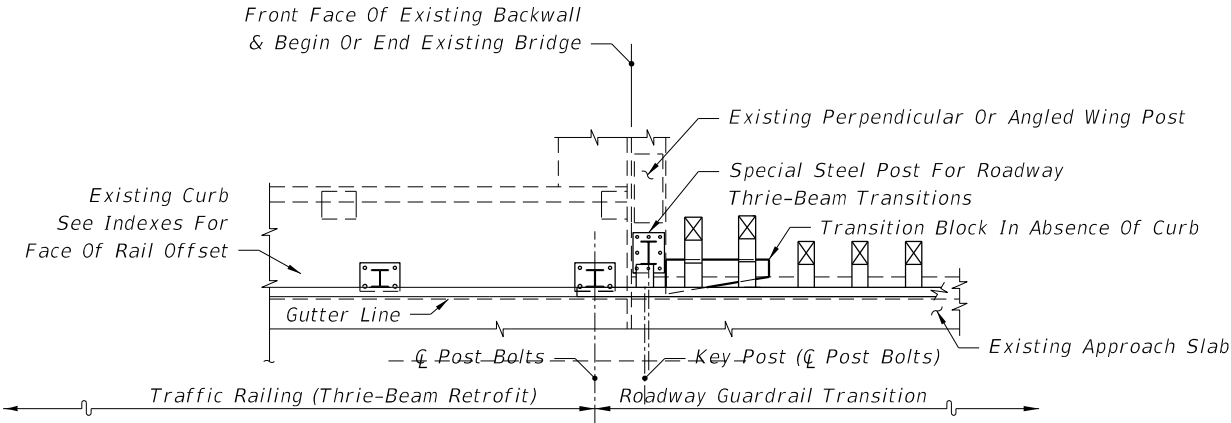


SEE INDEXES 460-472 & 460-475 - SCHEMES 5 & 6

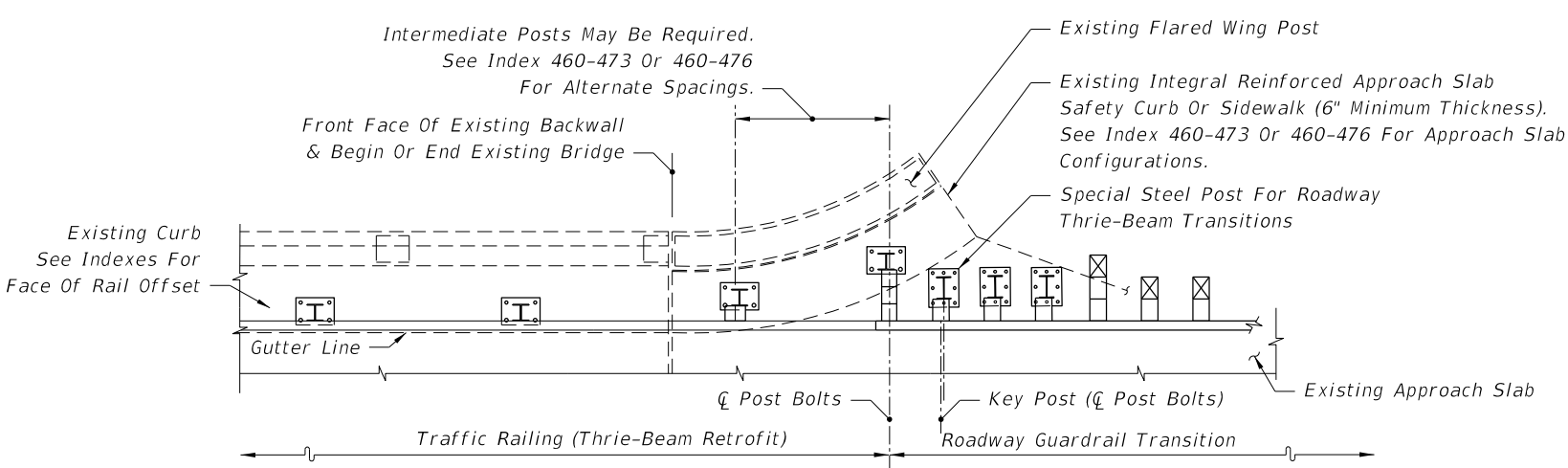
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

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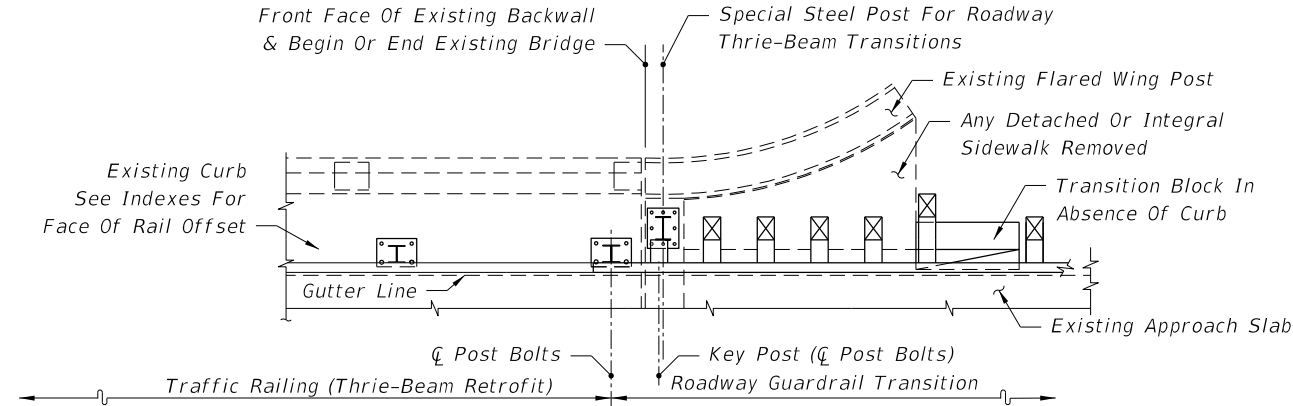
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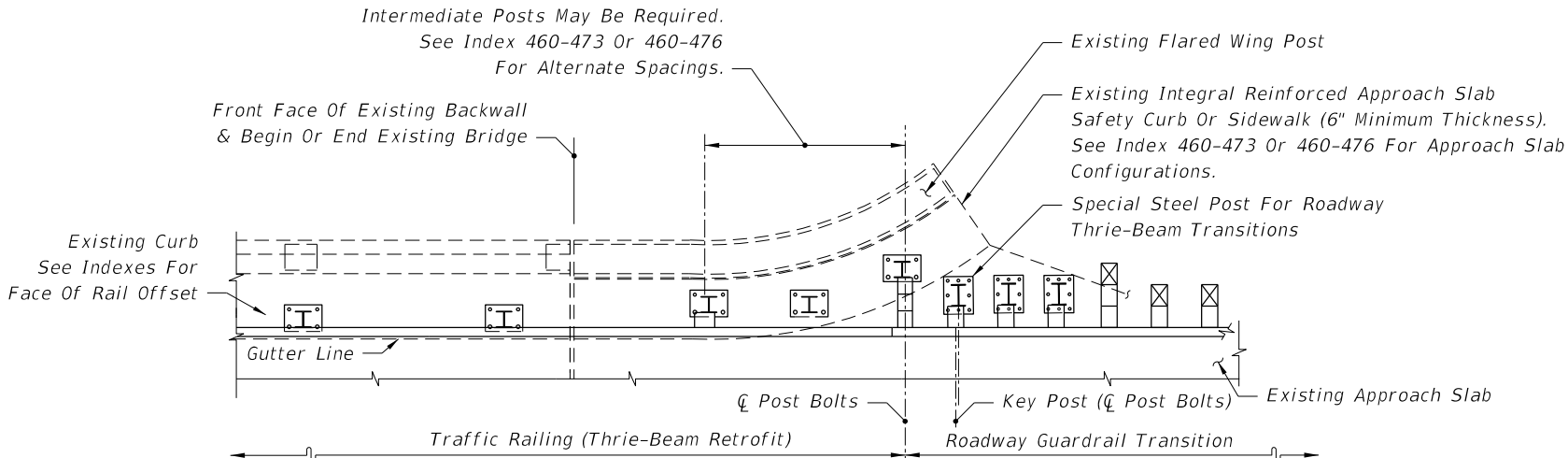
SEE INDEXES 460-473 & 460-476 - SCHEME 1



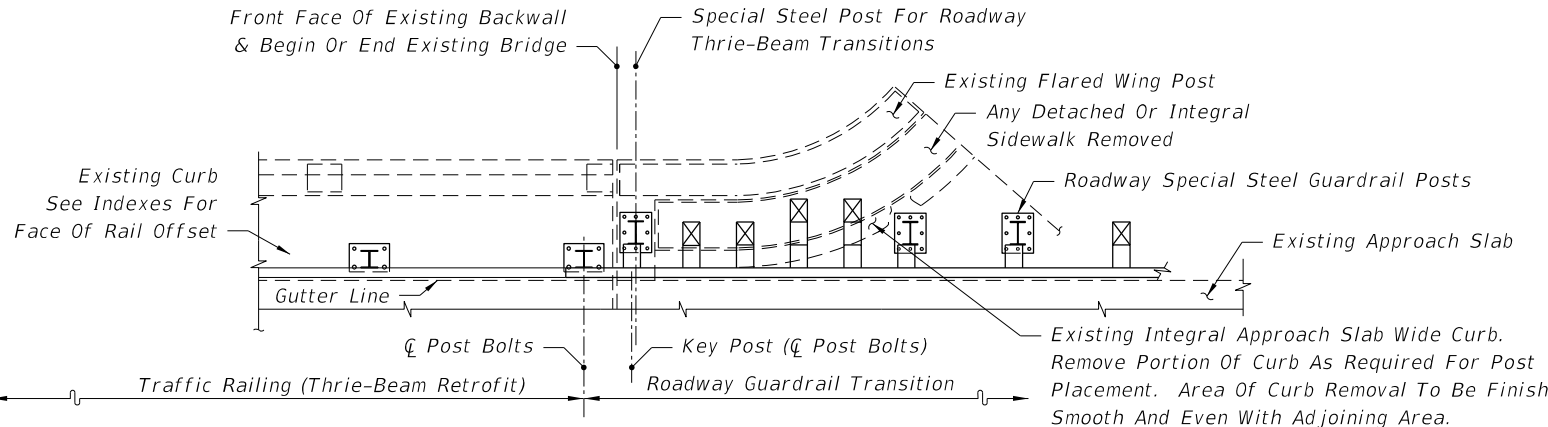
SEE INDEXES 460-473 & 460-476 - SCHEMES 3 & 4



SEE INDEXES 460-473 & 460-476 - SCHEME 2



SEE INDEXES 460-473 & 460-476 - SCHEMES 3 & 4

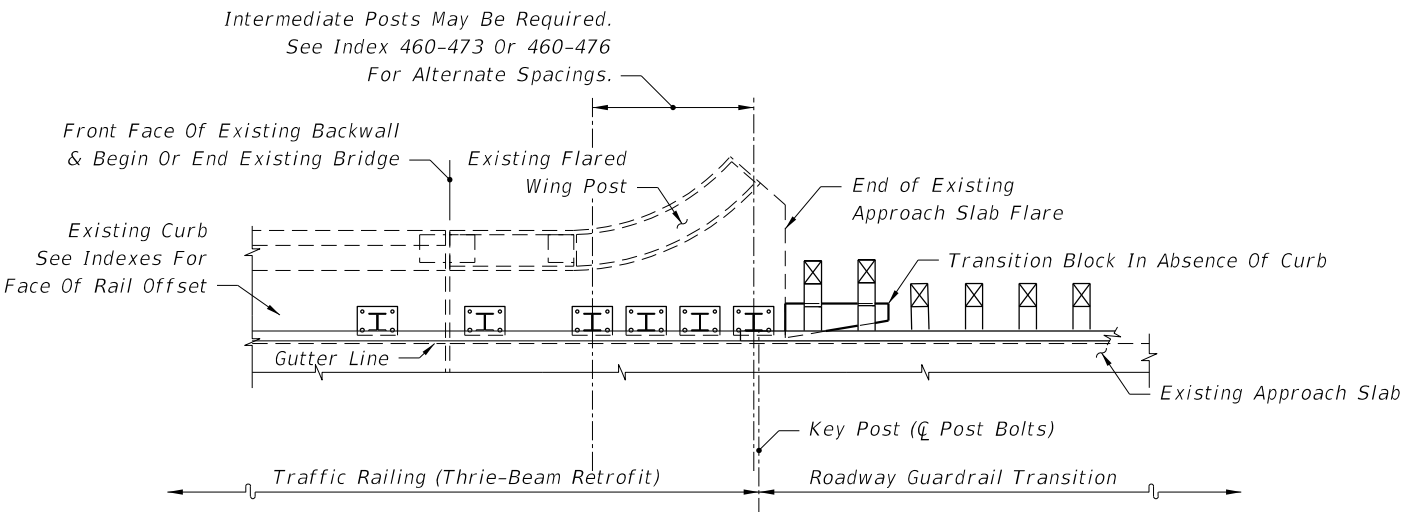


SEE INDEXES 460-473 & 460-476 - SCHEME 2

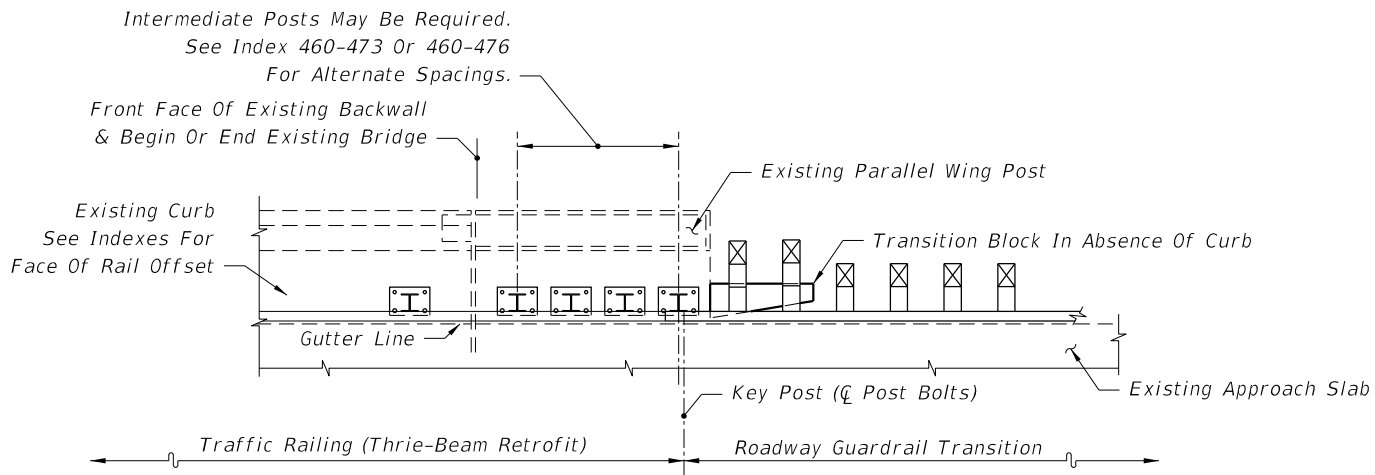
PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

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SEE INDEXES 460-473 & 460-476 - SCHEMES 5 & 6



SEE INDEXES 460-473 & 460-476 - SCHEMES 5 & 6

PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)



FY 2026-27
STANDARD PLANS

GUARDRAIL TRANSITIONS AND
CONNECTIONS FOR EXISTING BRIDGES

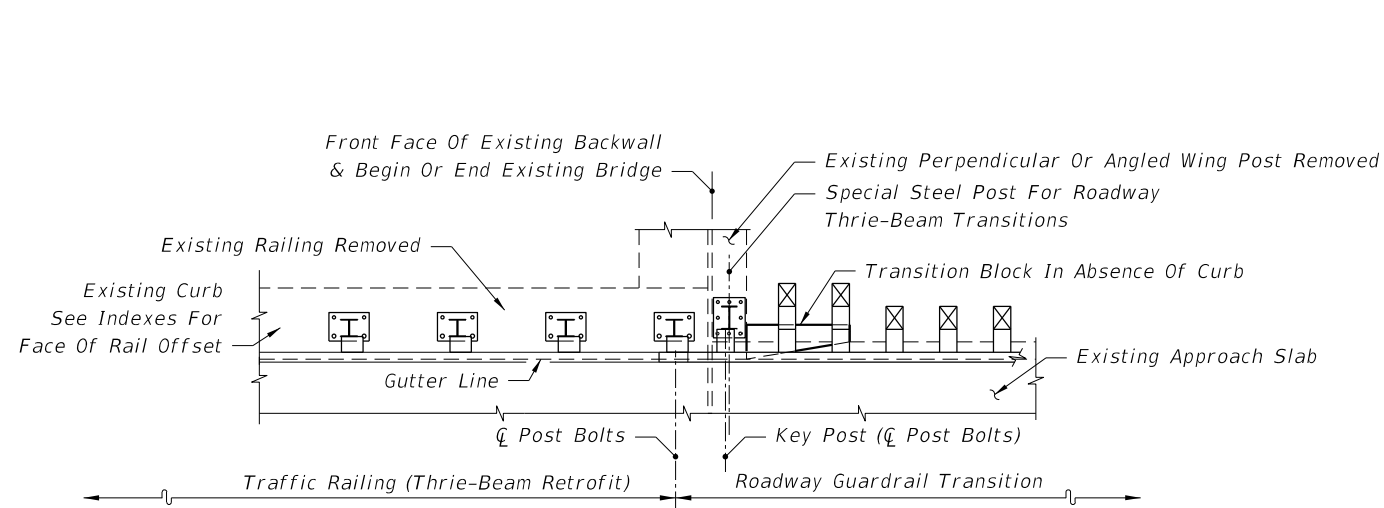
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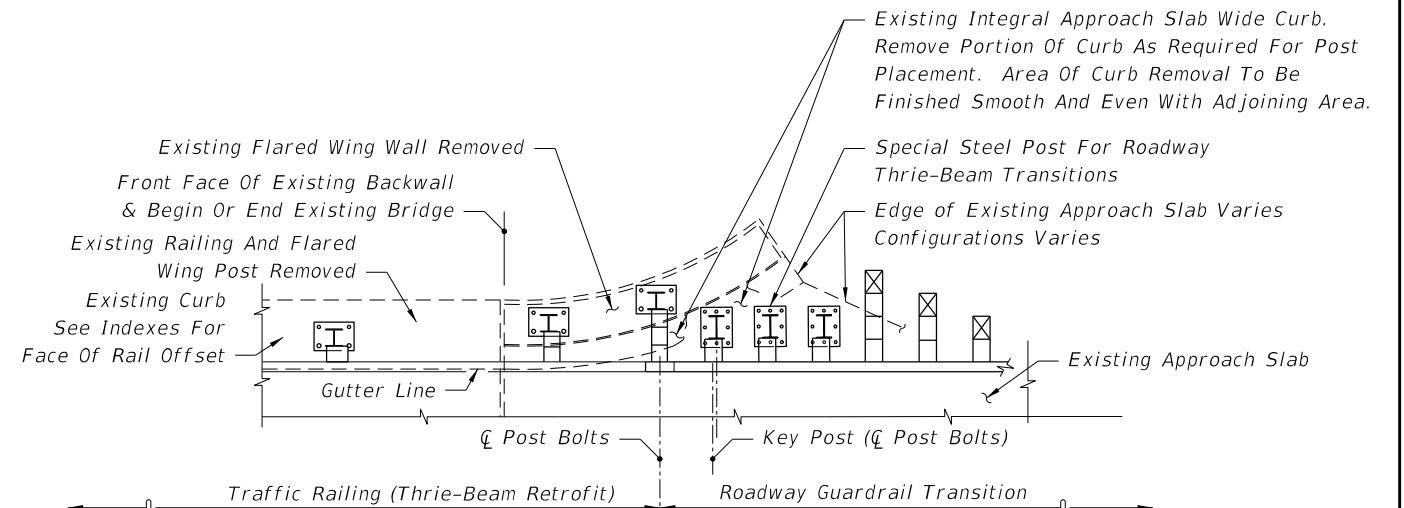
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11/01/19

REVISION

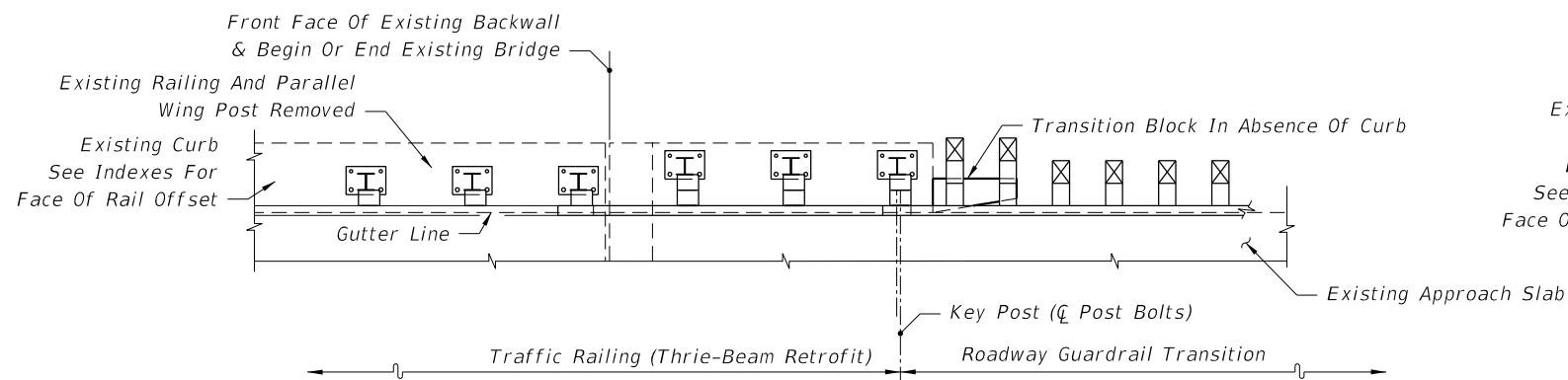
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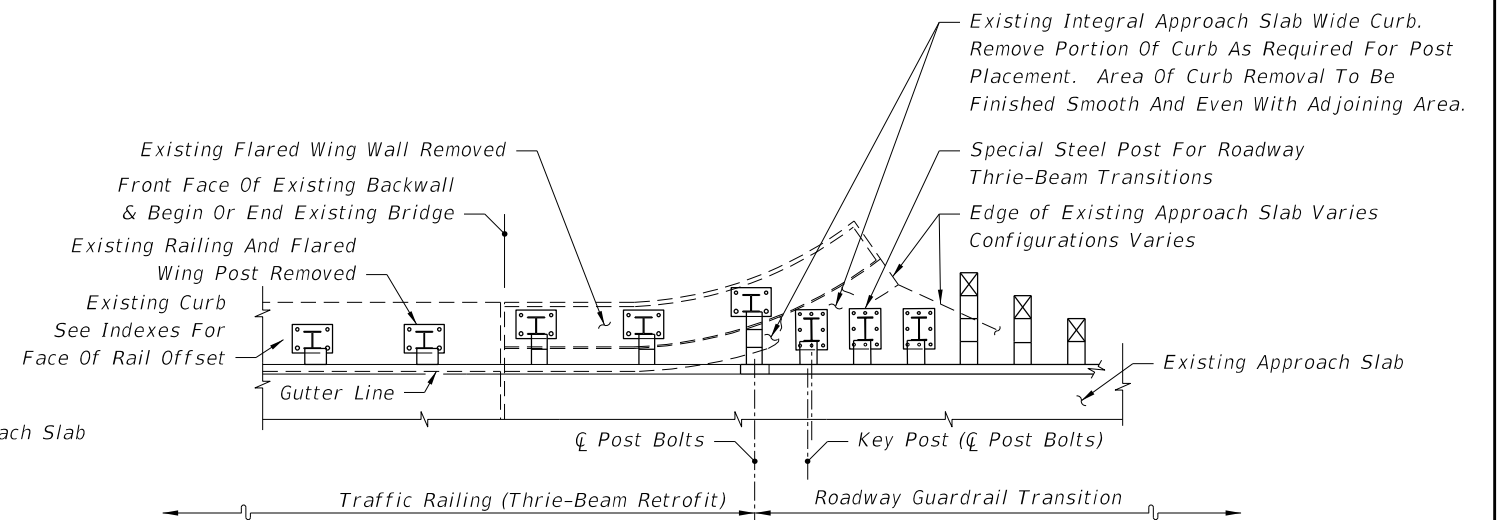
SEE INDEX 460-474 - SCHEME 1



SEE INDEX 460-474 - SCHEME 3



SEE INDEX 460-474 - SCHEME 2



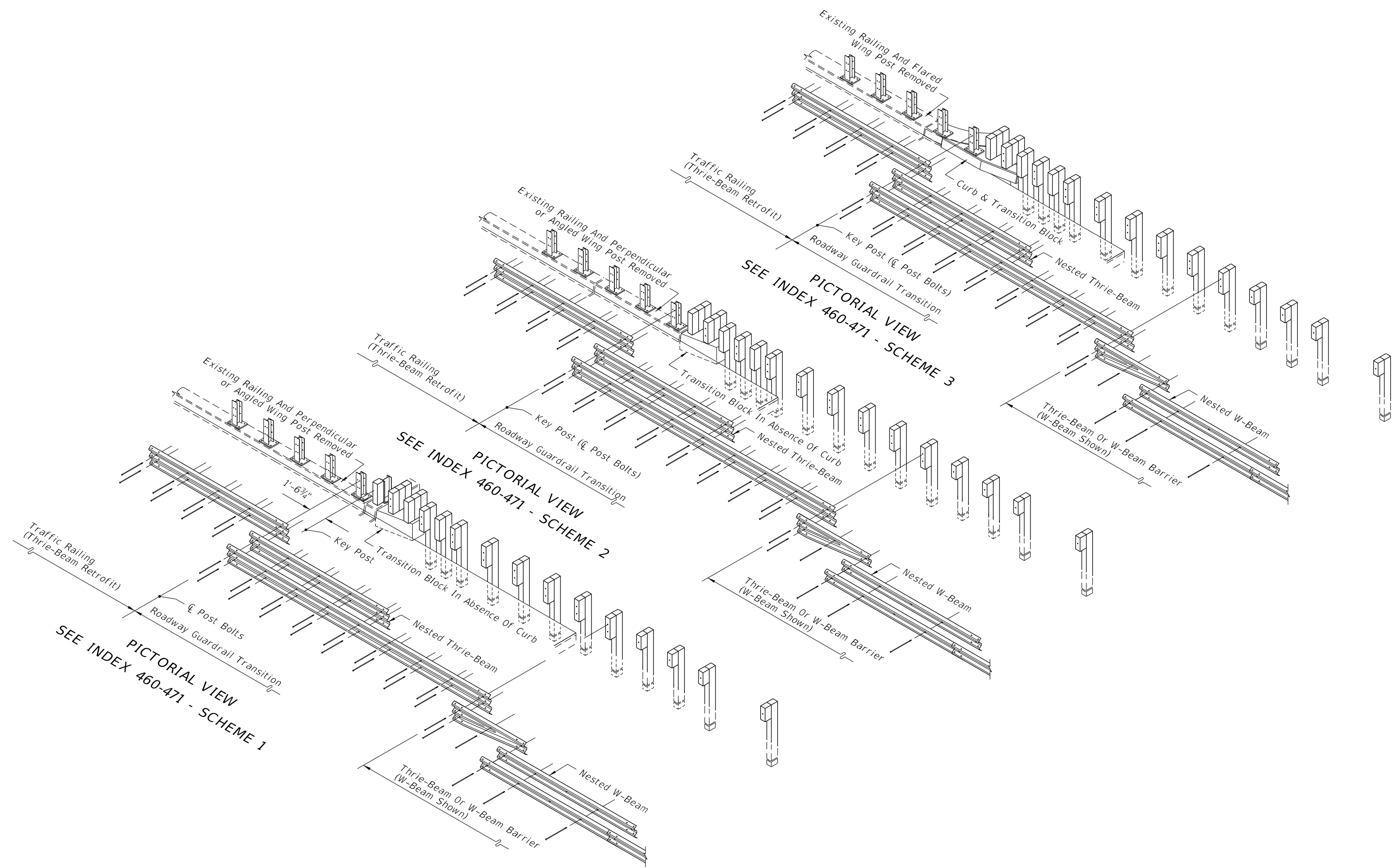
SEE INDEX 460-474 - SCHEME 3

PARTIAL PLAN VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

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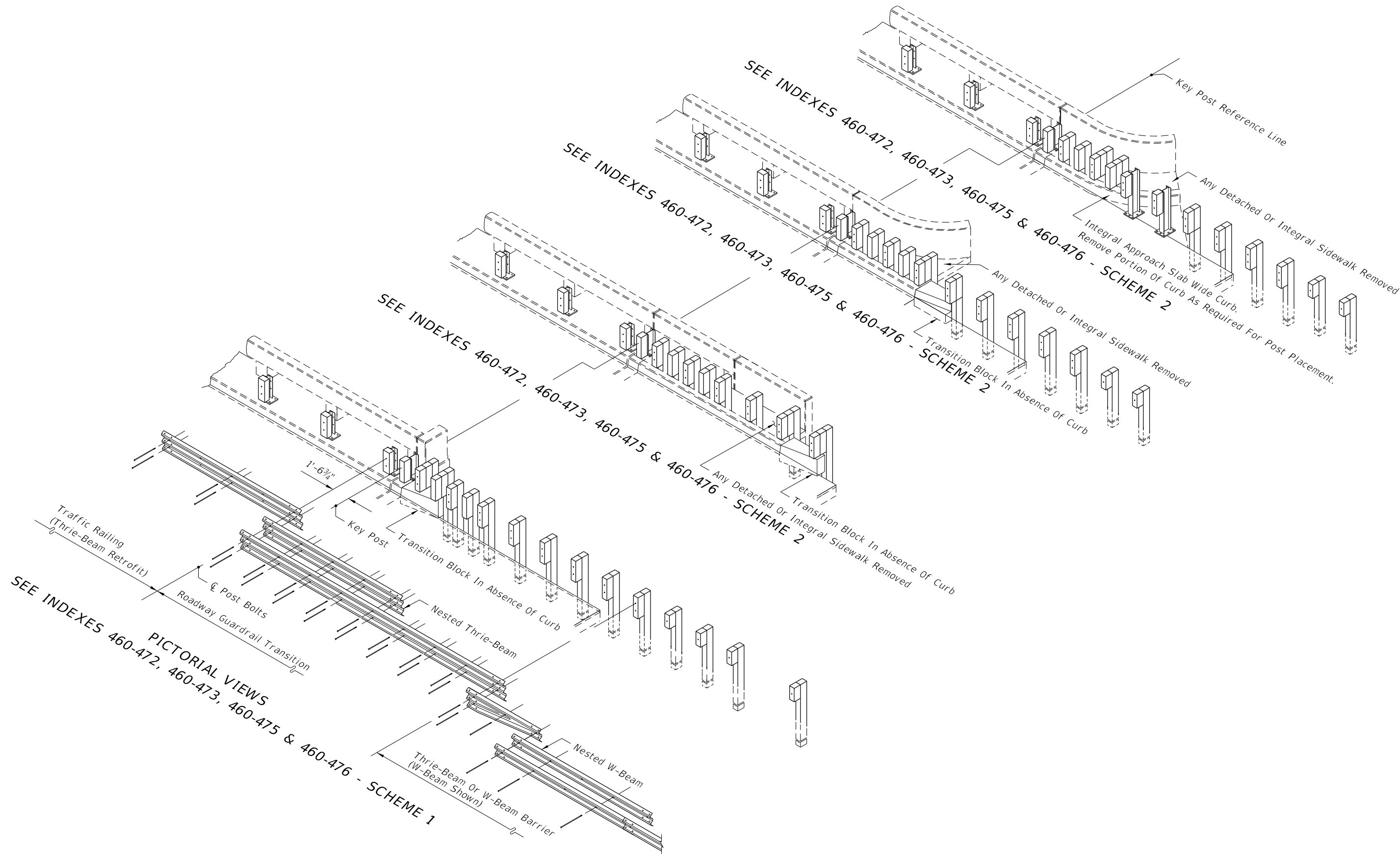
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR
BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

LAST REVISION 11/01/19	REVISION DESCRIPTION:	 FY 2026-27 STANDARD PLANS	GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES	INDEX 536-002	SHEET 11 of 28
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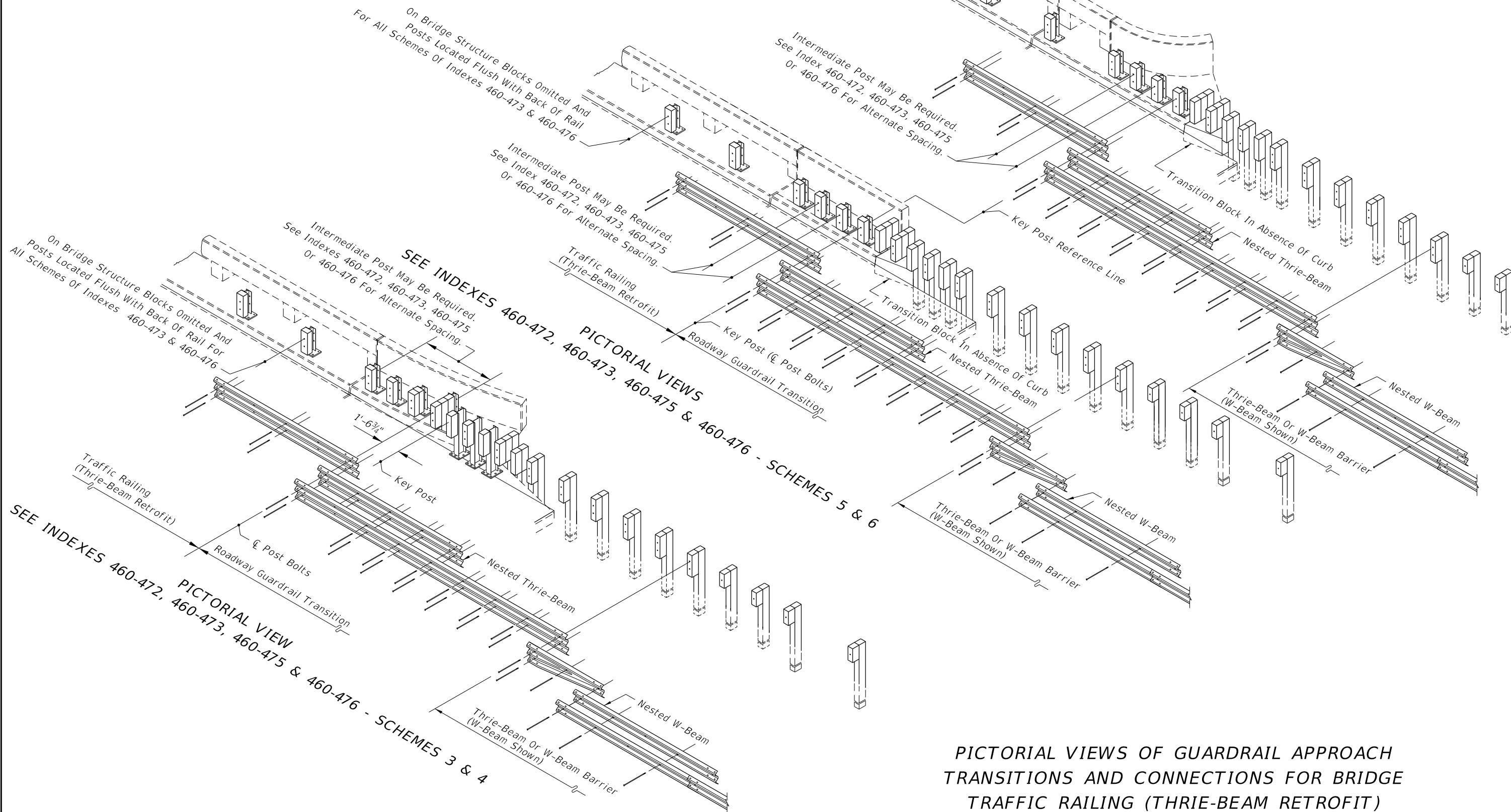
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR
BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

LAST REVISION 11/01/19	DESCRIPTION:	 FY 2026-27 STANDARD PLANS	GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES	INDEX 536-002	SHEET 12 of 28
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)

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DETAIL C

Curb Type F Flare When Existing Curb On Approach Slab Does Not Continue Along Roadway (Typical)

Existing Railing And Perpendicular Or Angled Wing Post Removed

PICTORIAL VIEW
SEE INDEX 460-474 - SCHEME 2

PICTORIAL VIEW
SEE INDEX 460-474 - SCHEME 3

PICTORIAL VIEW
SEE INDEX 460-474 - SCHEME 1

PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR
BRIDGE TRAFFIC RAILING (THRIE-BEAM RETROFIT)



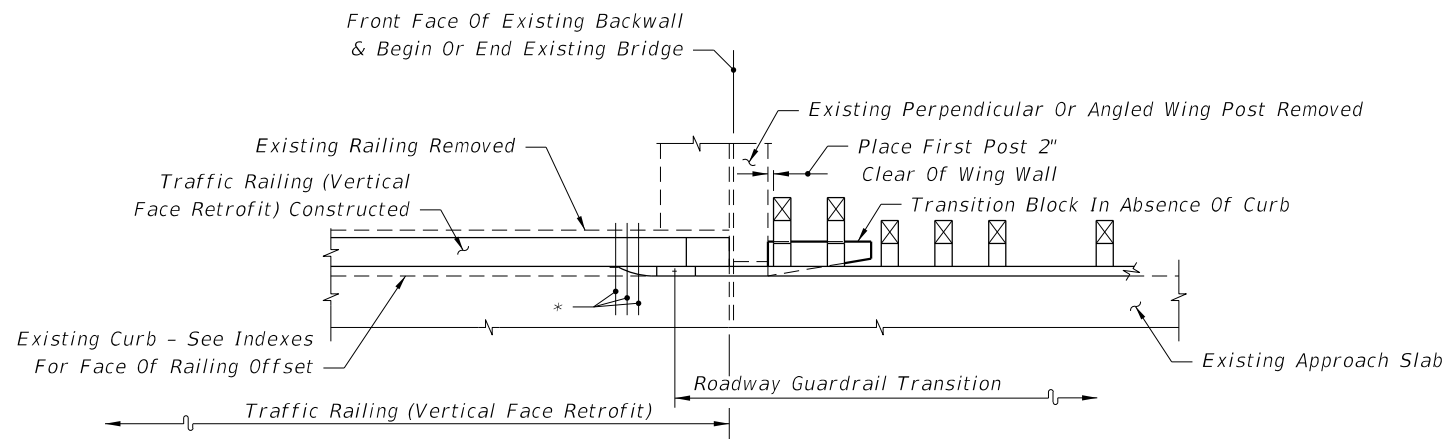
FY 2026-27
STANDARD PLANS

GUARDRAIL TRANSITIONS AND
CONNECTIONS FOR EXISTING BRIDGES

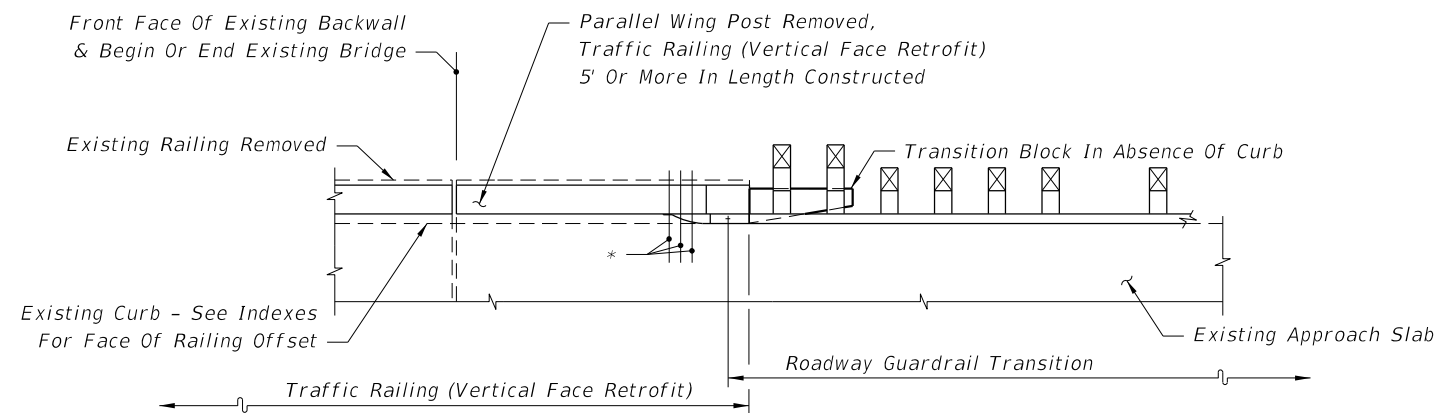
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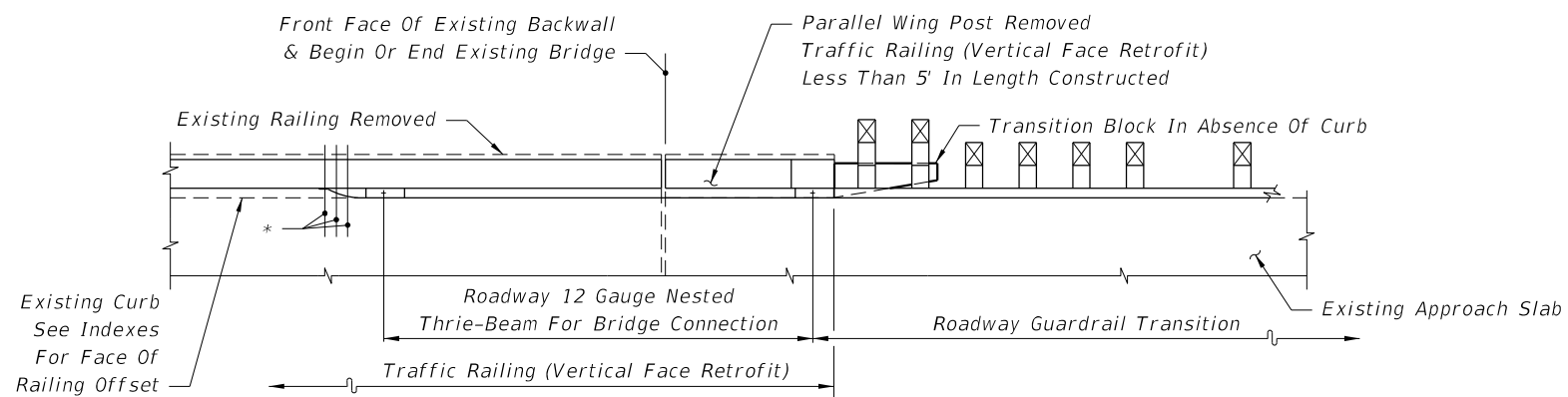
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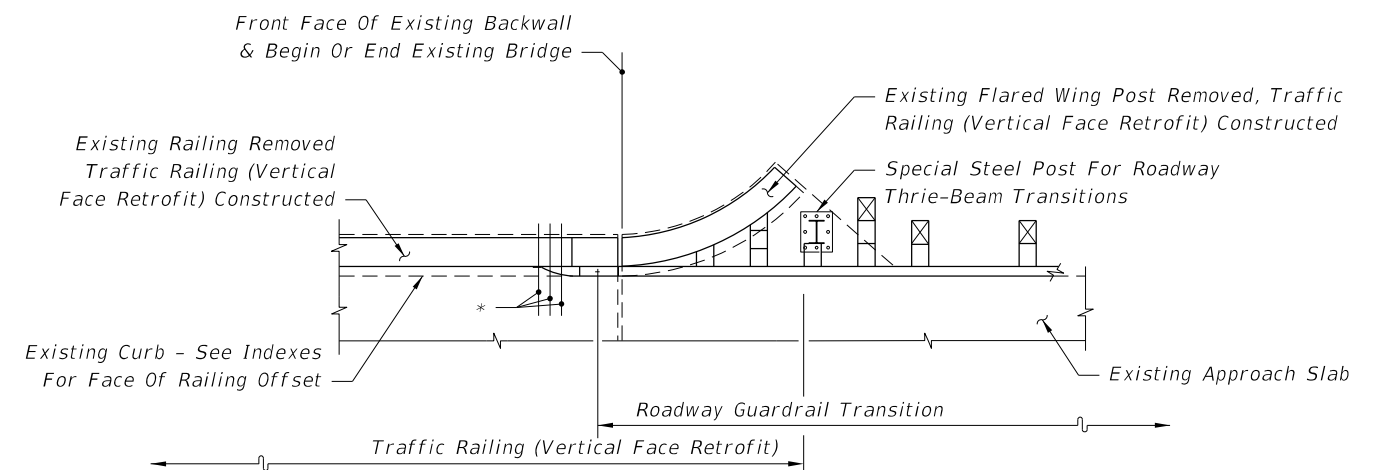
SEE INDEX 521-481 - SCHEME 1



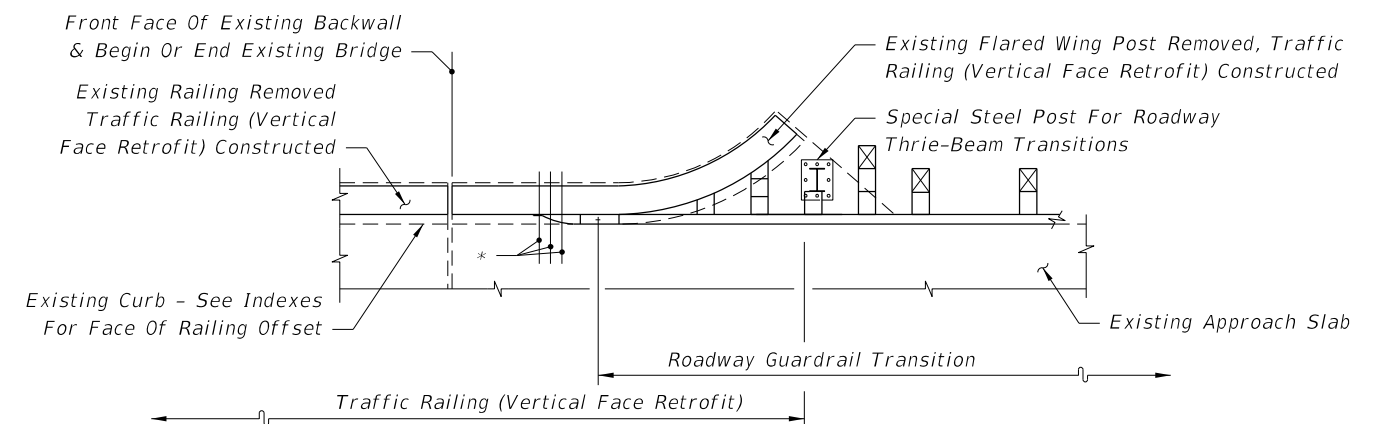
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SEE INDEX 521-481 - SCHEME 2



SEE INDEX 521-481 - SCHEME 3



SEE INDEX 521-481 - SCHEME 3

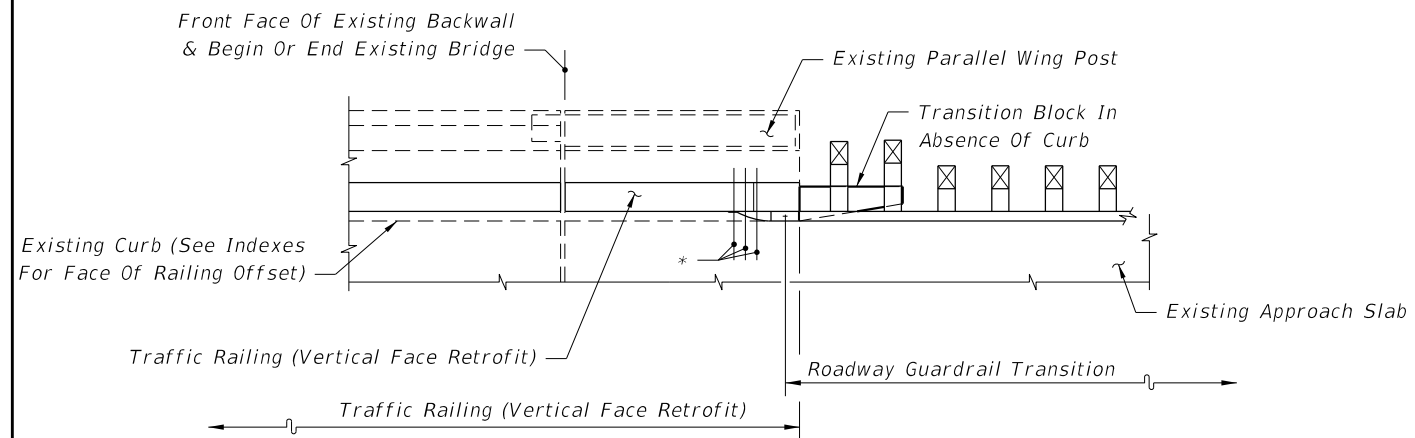
Note:

* 21" x 12" x 5/8" Thrie-Beam Terminal Connector Plate (Back-Up Plate), And 7/8"Ø x 12" Long HS Hex Bolts And Nuts (5 Req'd.) With 2 1/4" OD Plain Round Washers Under Heads And Nuts

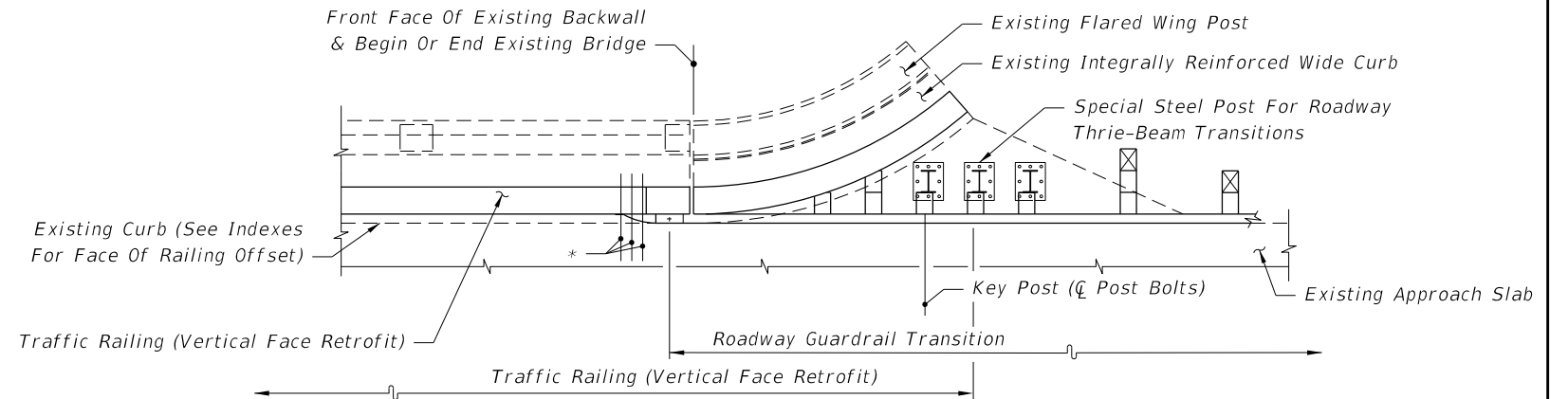
PARTIAL PLAN VIEWS OF TRAFFIC RAILING (VERTICAL FACE RETROFIT)

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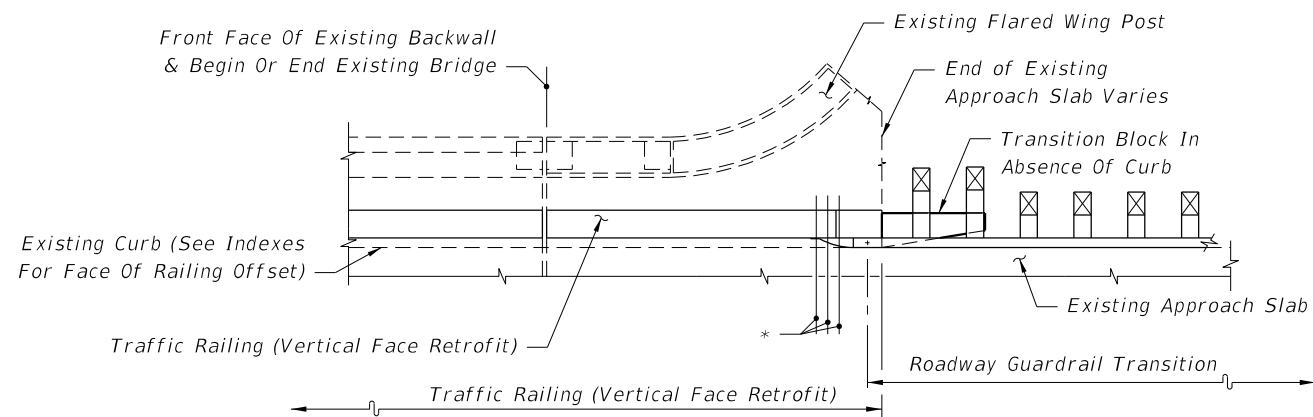
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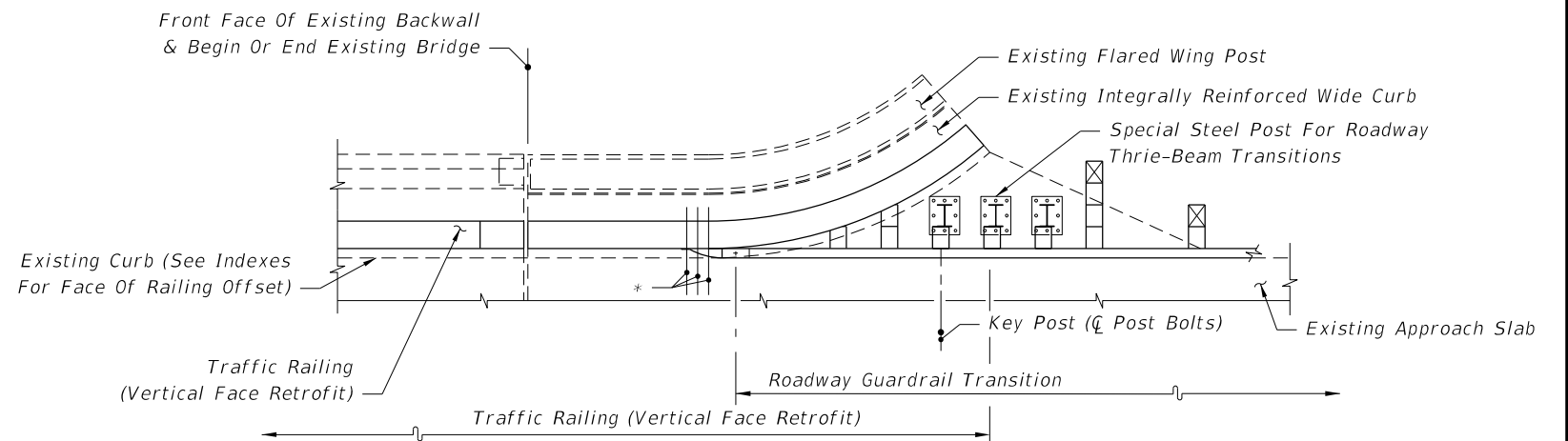
SEE INDEX 521-405 OR 521-482 - SCHEME 2



SEE INDEX 521-405 OR 521-482 - SCHEME 3



SEE INDEX 521-405 OR 521-482 - SCHEME 2



SEE INDEX 521-405 OR 521-482 - SCHEME 3

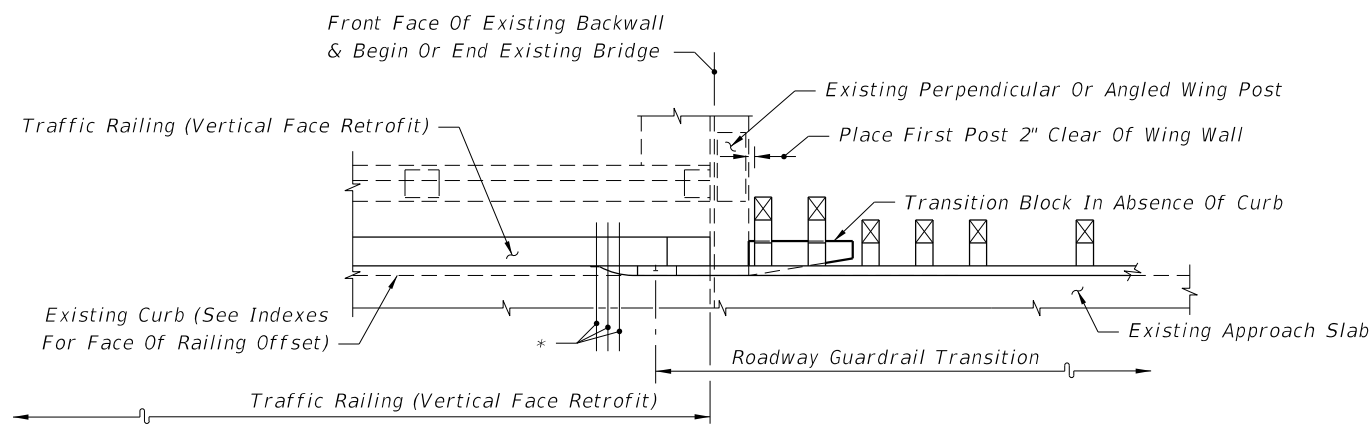
Note:

* 21" x 12" x 5/8" Thrie-Beam Terminal Connector Plate (Back-Up Plate), And 7/8"Ø x 12" Long
HS Hex Bolts And Nuts (5 Req'd.) With 2 1/4" OD Plain Round Washers Under Heads And Nuts

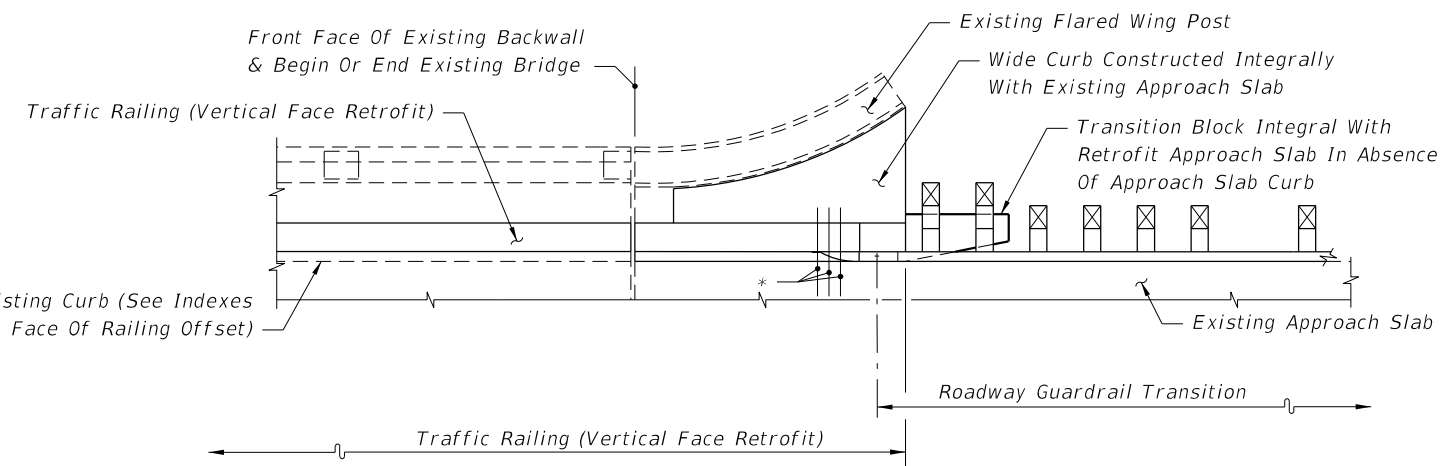
PARTIAL PLAN VIEWS OF TRAFFIC RAILING (VERTICAL FACE RETROFIT)
(INDEX 521-482 SHOWN, INDEX 521-405 SIMILAR)

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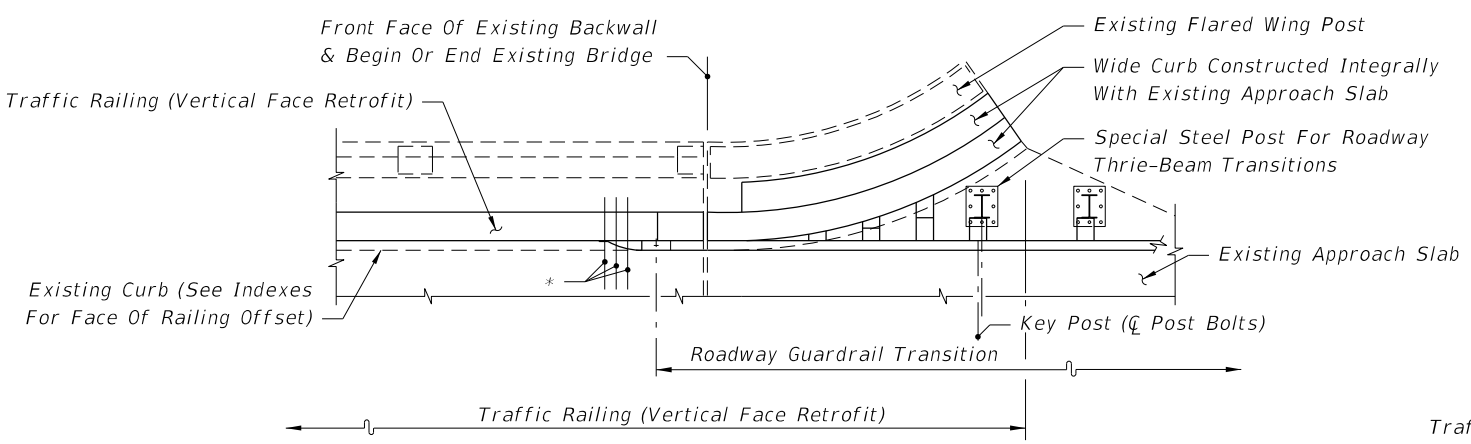
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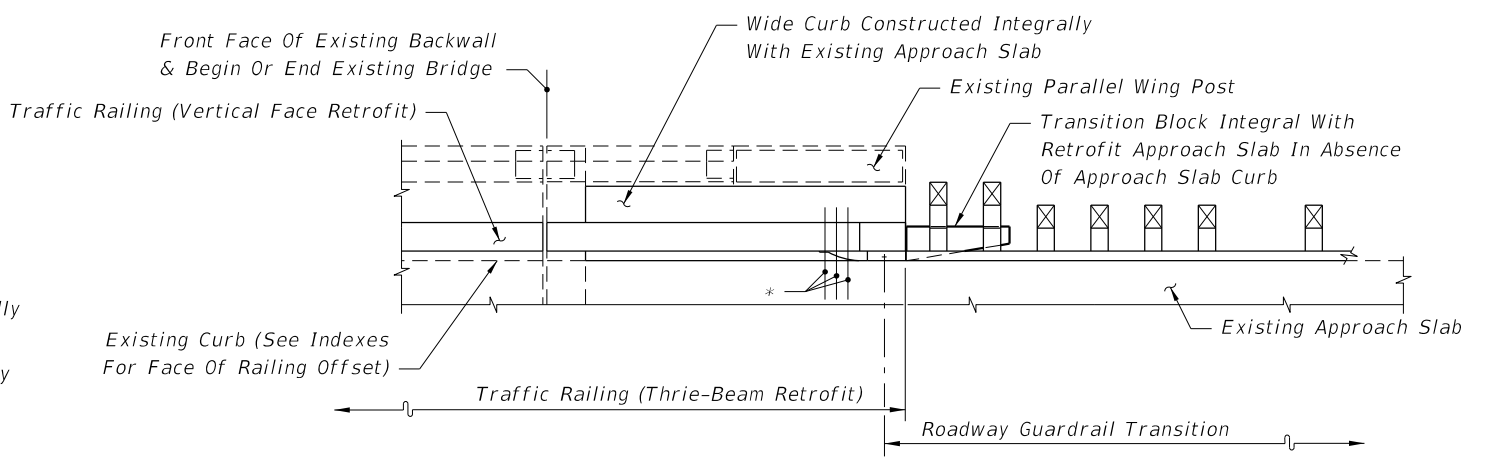
SEE INDEX 521-405 OR 521-482 - SCHEME 1



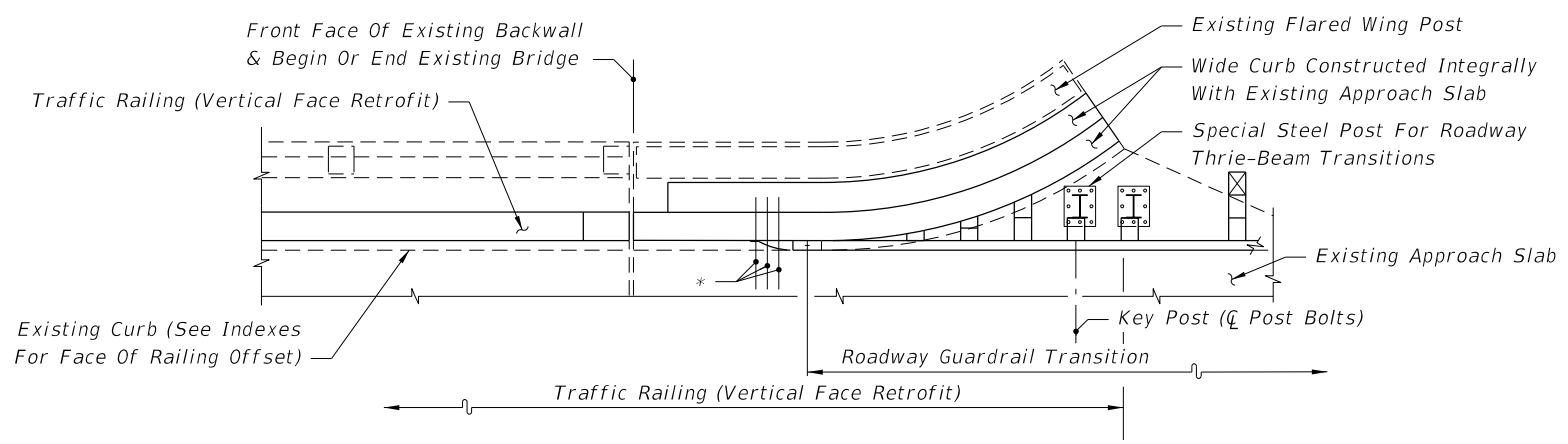
SEE INDEX 521-405 OR 521-482 - SCHEME 5



SEE INDEX 521-405 OR 521-482 - SCHEME 4



SEE INDEX 521-405 OR 521-482 - SCHEME 5



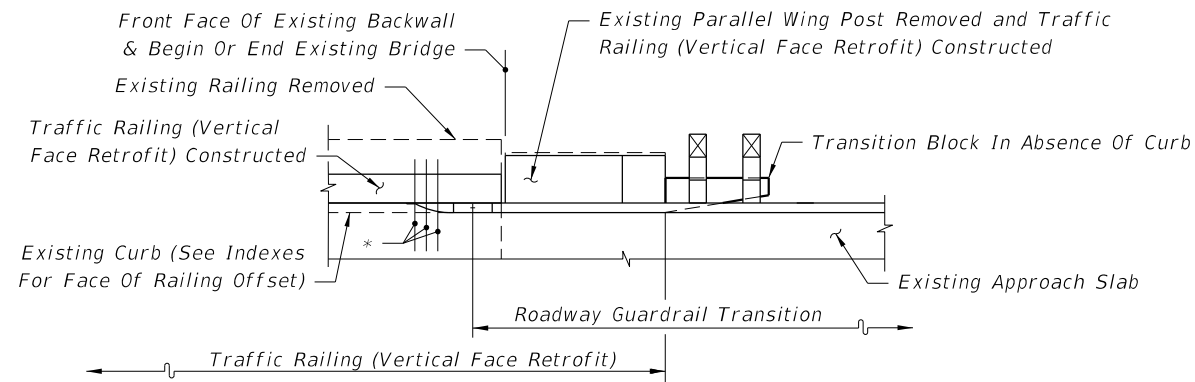
SEE INDEX 521-405 OR 521-482 - SCHEME 4

Note:
*21" x 12" x 5/8" Thrie-Beam Terminal Connector Plate (Back-Up Plate), And 7/8"Ø x 12" Long
HS Hex Bolts And Nuts (5 Req'd.) With 2 1/4" OD Plain Round Washers Under Heads And Nuts

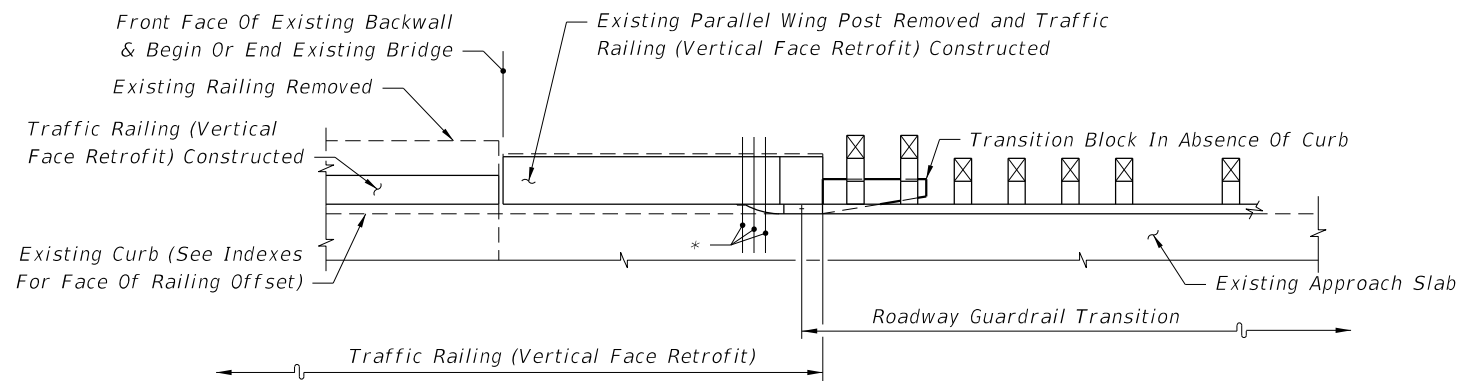
PARTIAL PLAN VIEWS OF TRAFFIC RAILING (VERTICAL FACE RETROFIT)
(INDEX 521-482 SHOWN, INDEX 521-405 SIMILAR)

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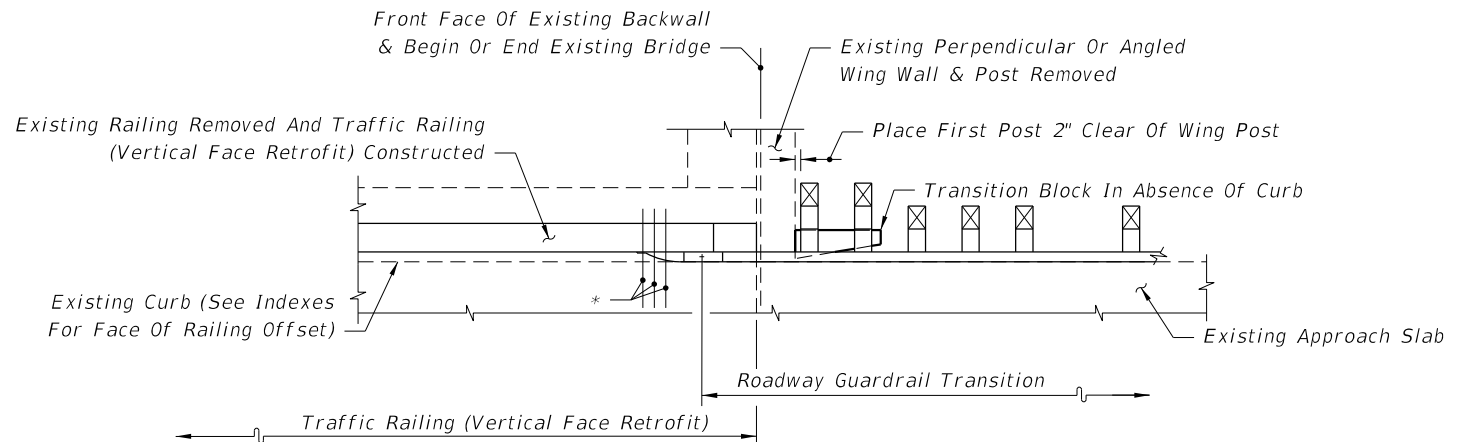
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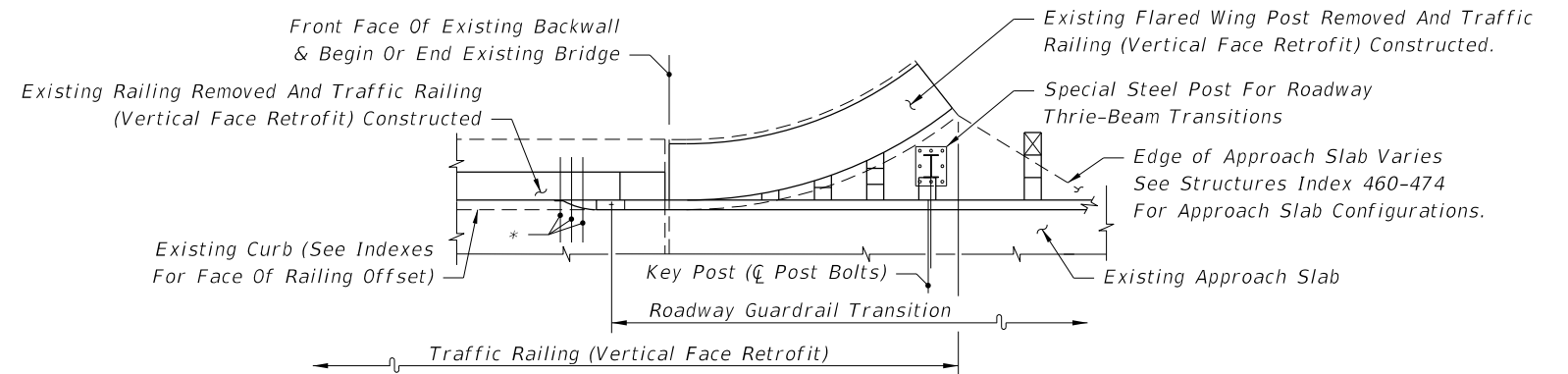
SEE INDEX 521-483 - SCHEME 2



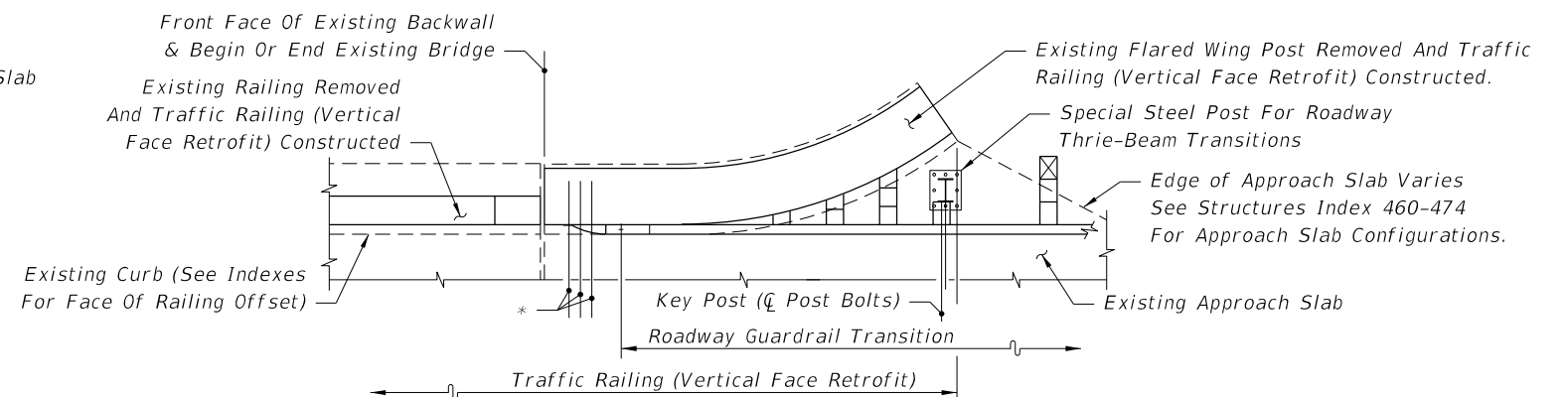
SEE INDEX 521-483 - SCHEME 2



SEE INDEX 521-483 - SCHEME 1



SEE INDEX 521-483 - SCHEME 3



SEE INDEX 521-483 - SCHEME 3

Note:

* 21" x 12" x 5/8" Thrie-Beam Terminal Connector Plate (Back-Up Plate), And 7/8"Ø HS Hex Bolts And Nuts (12" Long For Scheme 1 And Length To Fit For Schemes 2 And 3) (5 Req'd.) With 2 1/4" OD Plain Round Washers Under Heads And Nuts

PARTIAL PLAN VIEWS OF TRAFFIC RAILING (VERTICAL FACE RETROFIT)



FY 2026-27
STANDARD PLANS

GUARDRAIL TRANSITIONS AND
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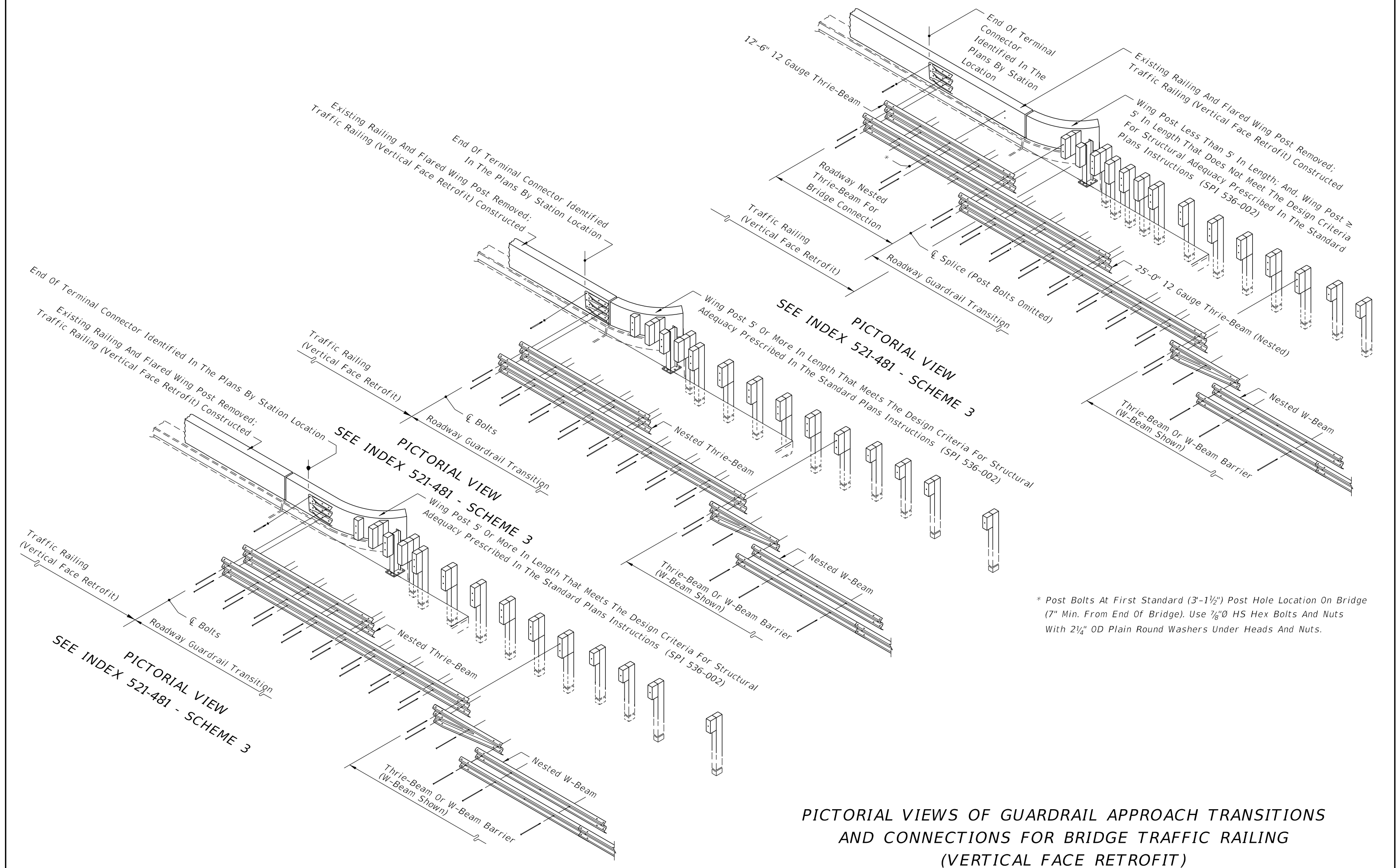
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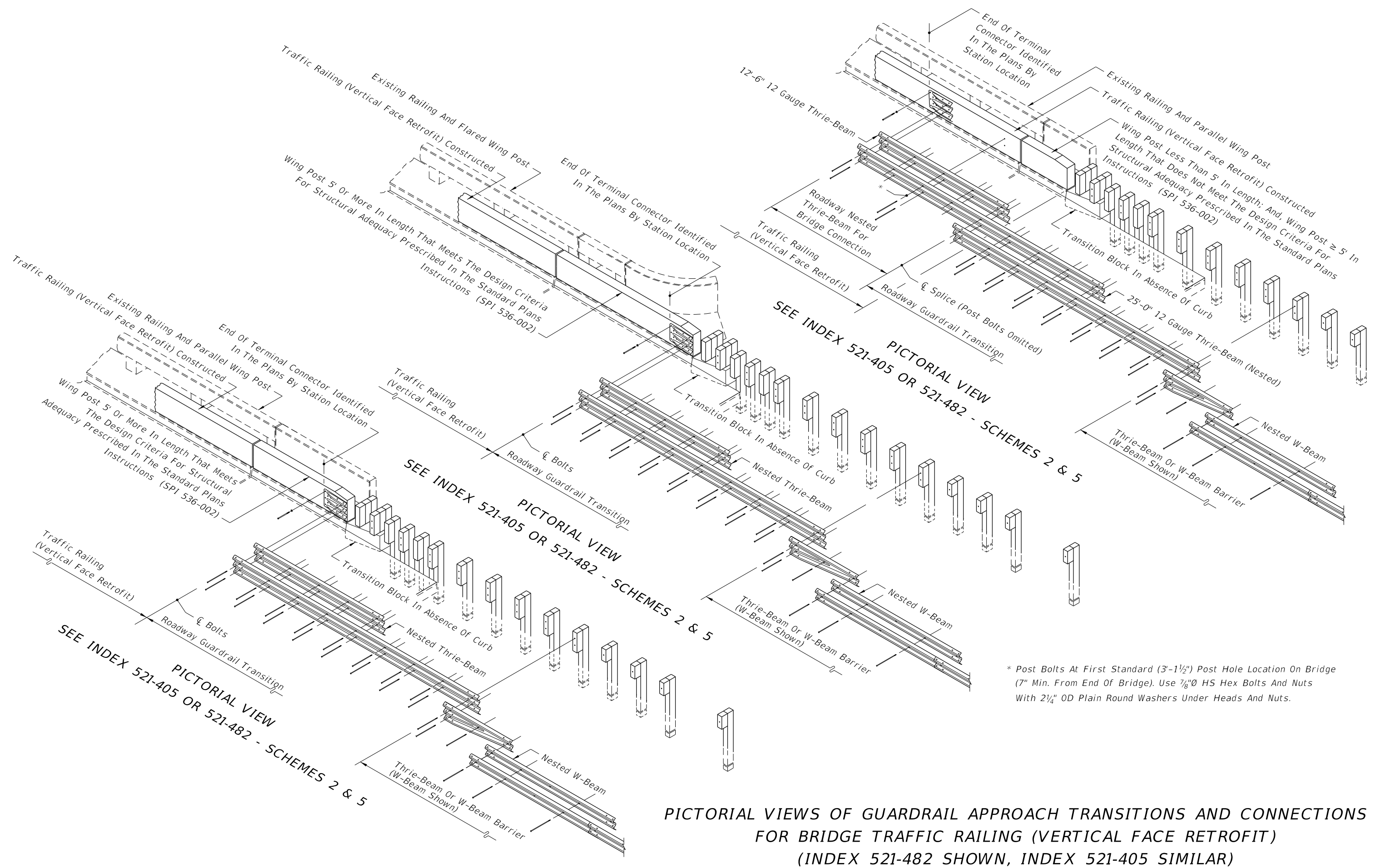


* Post Bolts At First Standard (3'-1½") Post Hole Location On Bridge (7" Min. From End Of Bridge). Use 7/8"Ø HS Hex Bolts And Nuts With 2¼" OD Plain Round Washers Under Heads And Nuts.

PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS
AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING
(VERTICAL FACE RETROFIT)

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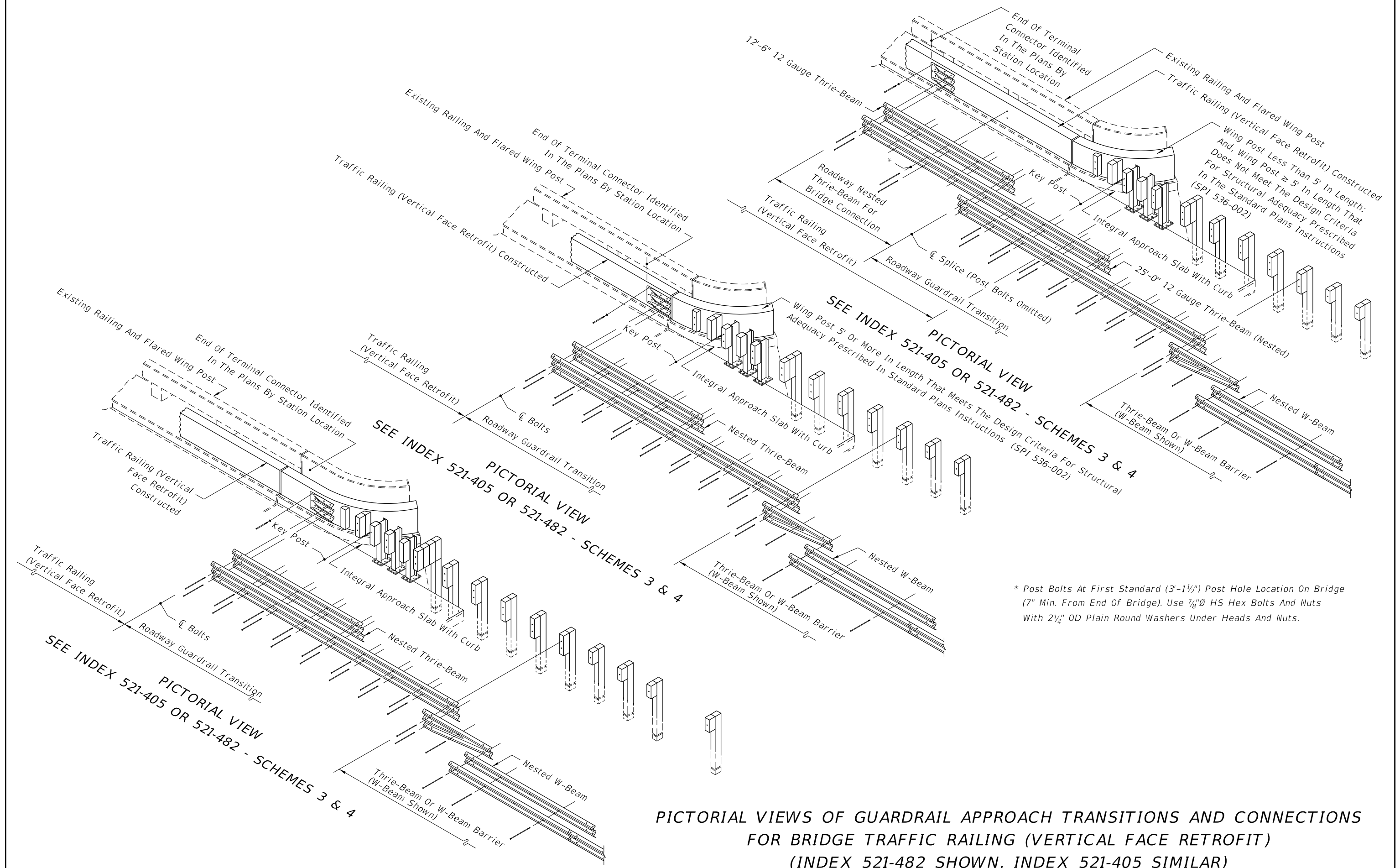
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (VERTICAL FACE RETROFIT)
(INDEX 521-482 SHOWN, INDEX 521-405 SIMILAR)

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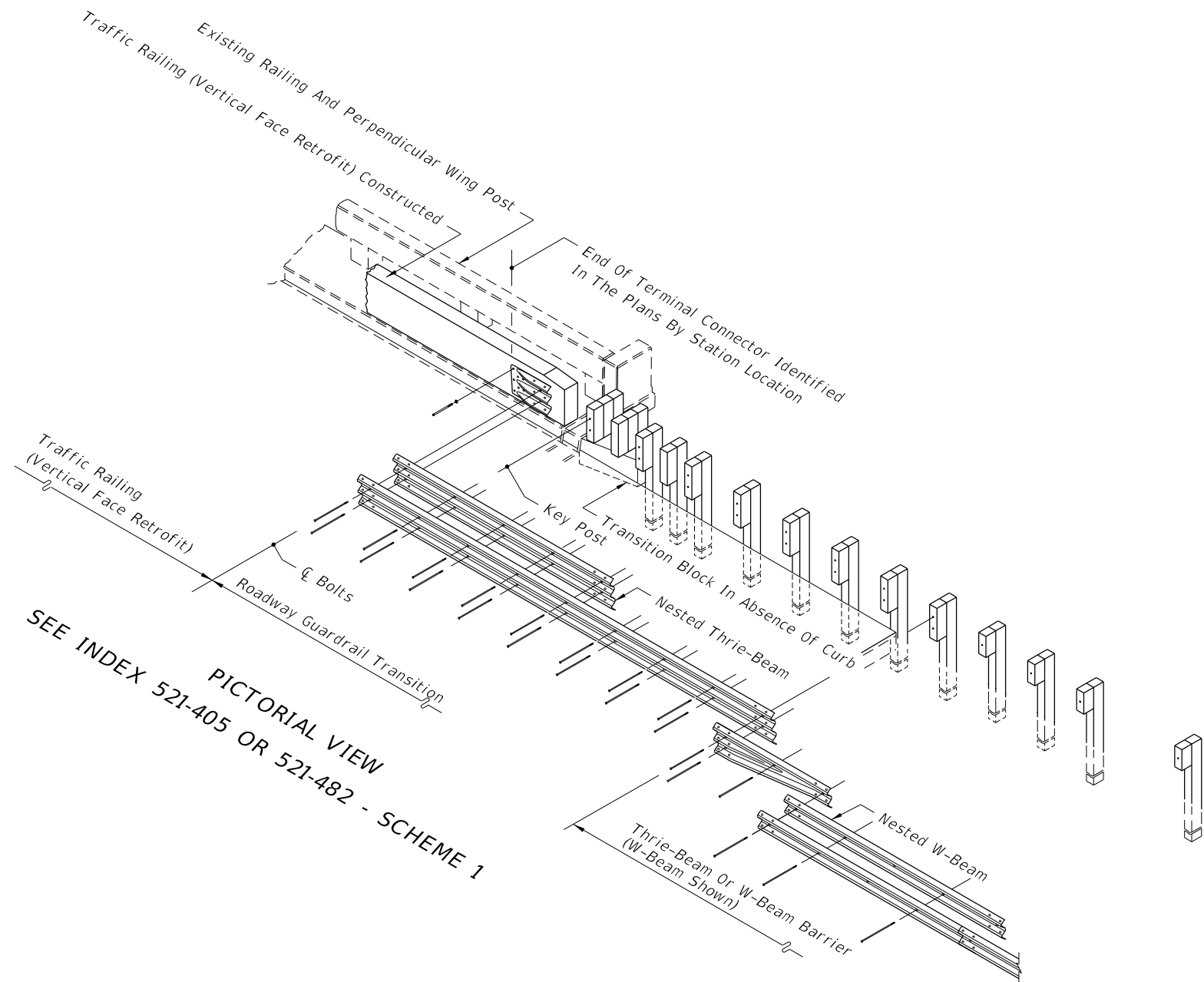
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS
FOR BRIDGE TRAFFIC RAILING (VERTICAL FACE RETROFIT)
(INDEX 521-482 SHOWN, INDEX 521-405 SIMILAR)

LAST REVISION 11/01/19	DESCRIPTION:	 FY 2026-27 STANDARD PLANS	GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES	INDEX 536-002	SHEET 22 of 28
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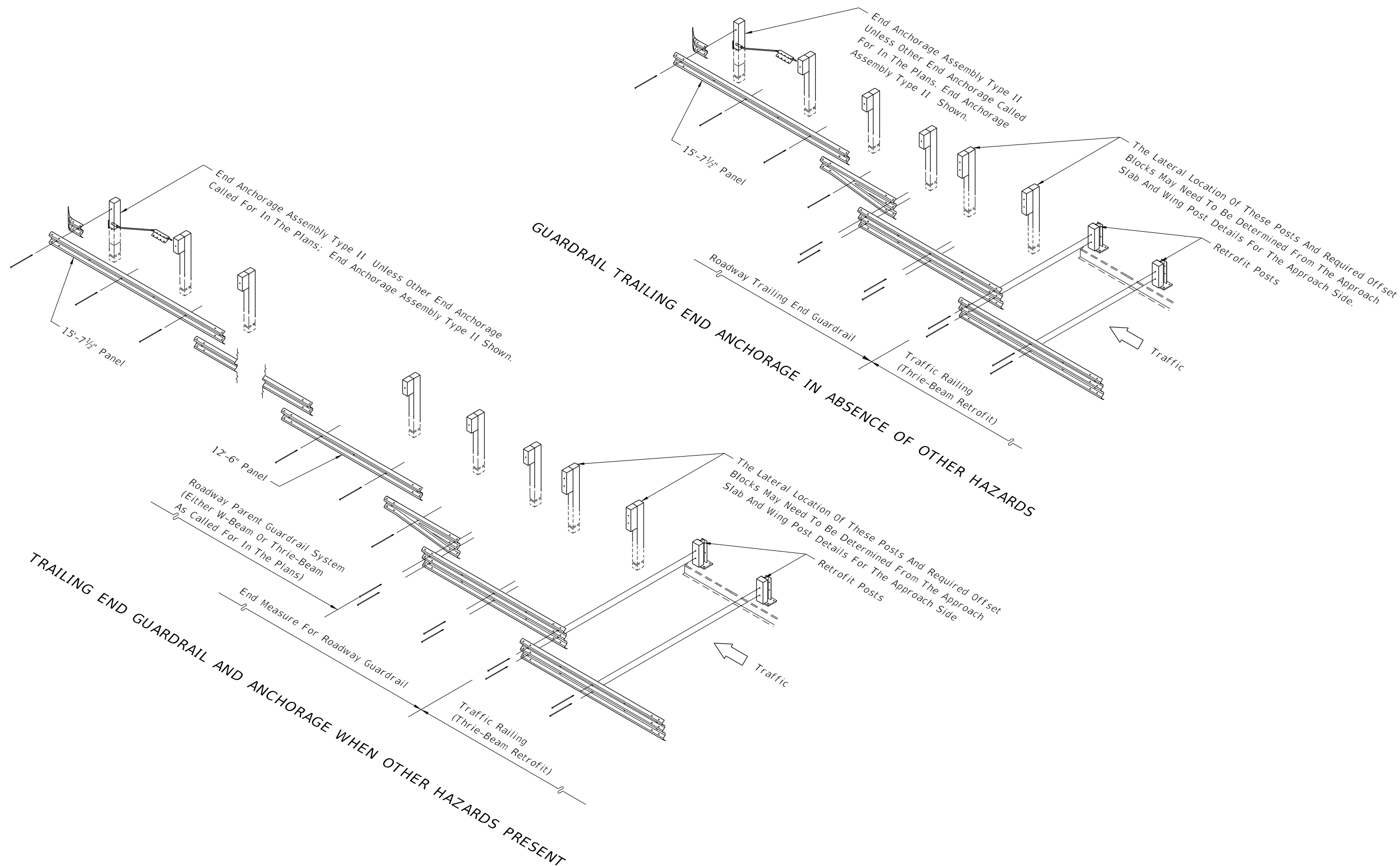
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PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND
CONNECTIONS FOR BRIDGE TRAFFIC RAILING (VERTICAL FACE RETROFIT)
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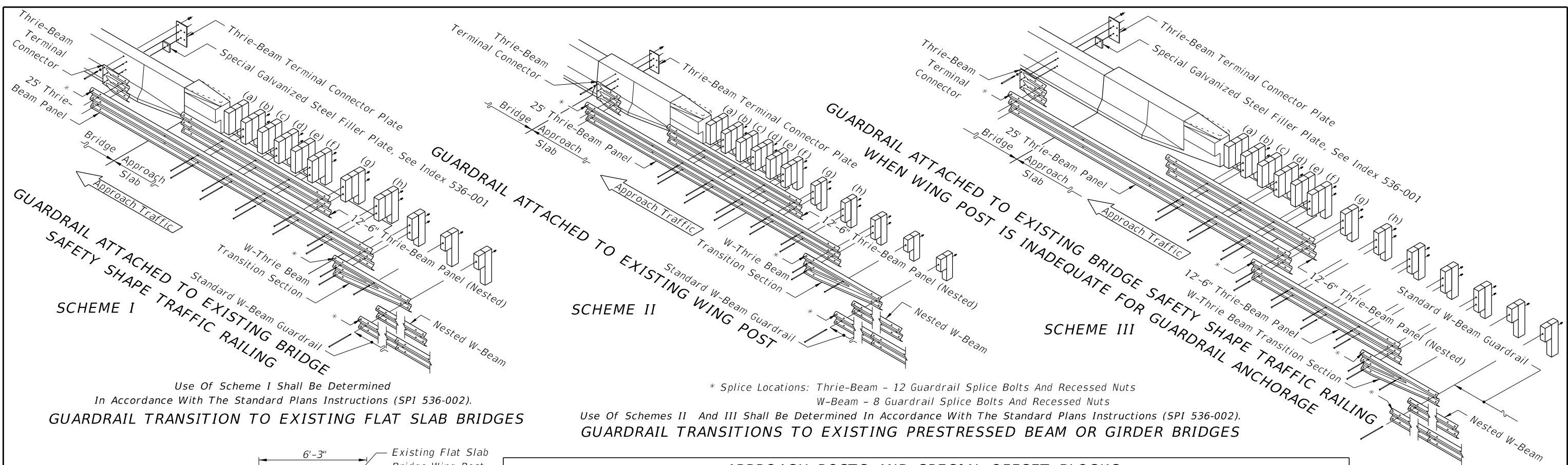
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TRAILING END GUARDRAIL AND ANCHORAGE FOR BRIDGE TRAFFIC RAILING (THRIE BEAM RETROFITS)

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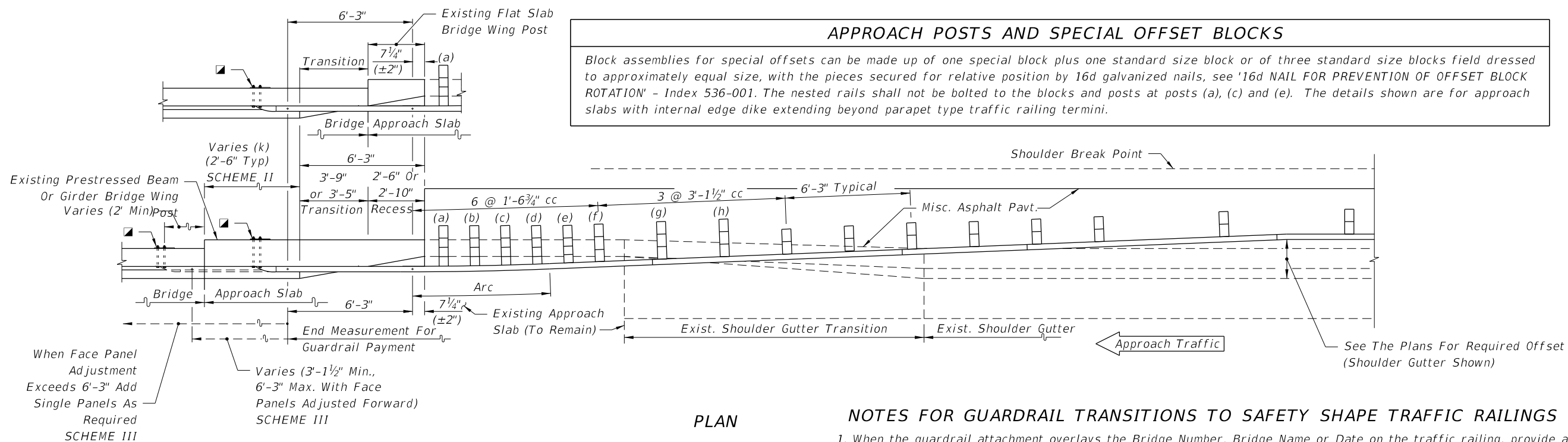


GUARDRAIL TRANSITION TO EXISTING FLAT SLAB BRIDGES

GUARDRAIL TRANSITIONS TO EXISTING PRESTRESSED BEAM OR GIRDER BRIDGES

APPROACH POSTS AND SPECIAL OFFSET BLOCKS

Block assemblies for special offsets can be made up of one special block plus one standard size block or of three standard size blocks field dressed to approximately equal size, with the pieces secured for relative position by 16d galvanized nails, see '16d NAIL FOR PREVENTION OF OFFSET BLOCK ROTATION' - Index 536-001. The nested rails shall not be bolted to the blocks and posts at posts (a), (c) and (e). The details shown are for approach slabs with internal edge dike extending beyond parapet type traffic railing termini.



NOTES FOR GUARDRAIL TRANSITIONS TO SAFETY SHAPE TRAFFIC RAILINGS ON EXISTING BRIDGES

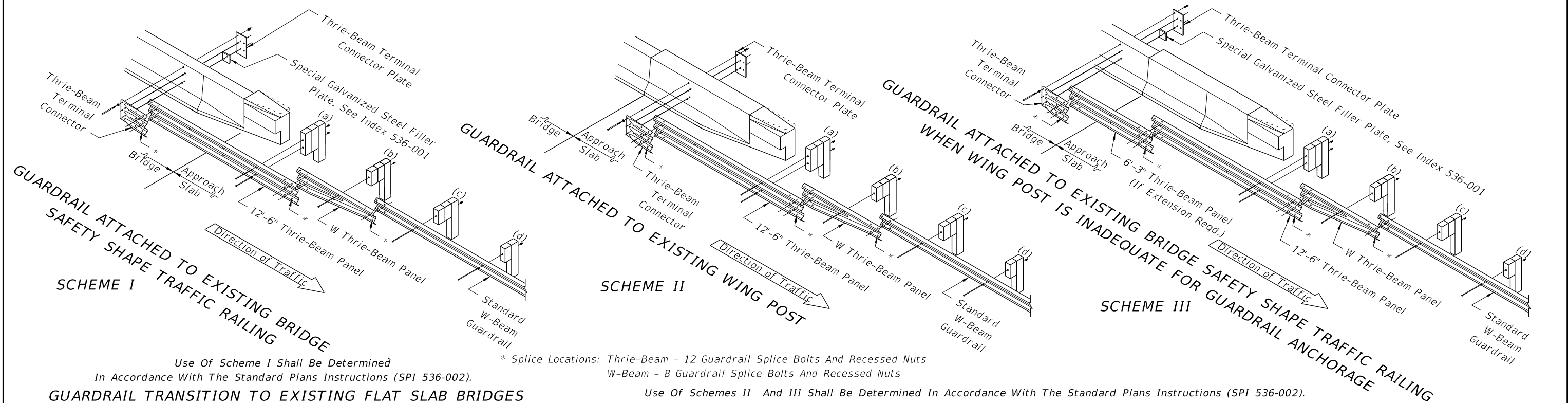
- When the guardrail attachment overlays the Bridge Number, Bridge Name or Date on the traffic railing, provide an aluminum sign panel with the obscured information. Attach the sign panel to the face of the traffic railing adjacent to the Thrie-Beam Terminal Connector with 1/4"Ø x 1" long concrete screws or expansion anchors at each corner, as approved by the Engineer. The sign panel shall be a minimum 1/16" thick and meet the requirements of Specification 700 with a white background and 3" tall black letters and sized appropriately to contain the information required. The cost of the sign panel shall be included in the cost of the Guardrail Bridge Anchorage Assembly.
- When retrofitting thrie-beam guardrail to existing wing posts or existing bridge safety shape traffic railing, attachment construction to be paid for under the contract unit price for Guardrail Bridge Anchorage Assembly, EA., and shall be full compensation for bolt hole construction, terminal connector, terminal connector plate(s) and bolts, nuts and washers.

GUARDRAIL APPROACH TRANSITION CONNECTIONS FOR EXISTING FLAT SLAB, PRESTRESSED BEAM AND GIRDER BRIDGES WITH SAFETY SHAPE TRAFFIC RAILING EXTENDING LESS THAN FULL APPROACH SLAB LENGTH

21"x12"x5/8" Thrie-Beam Terminal Connector Plate (Back-Up Plate), And 7/8"Ø x 18" Long [15" Long With 3 1/2" Min. Thread Length For Bridge Safety Shape Railing] HS Hex Bolts And Nuts (5 Req'd.) With 2 1/4" OD Plain Round Washers Under Heads And Nuts. [When Attaching Guardrail To Existing Wing Posts Or Bridge Rails, Care Should Be Exercised To Avoid Damaging Conduits And Their Utilities That May Be Routed Through Wing Posts Or Bridge Rails. When Conduits And Their Utilities Are Encountered, At Least Five 7/8" HS Hex Bolts Shall Be Installed In Any Of The Seven Holes Provided In The Thrie-Beam Terminal Connector.]

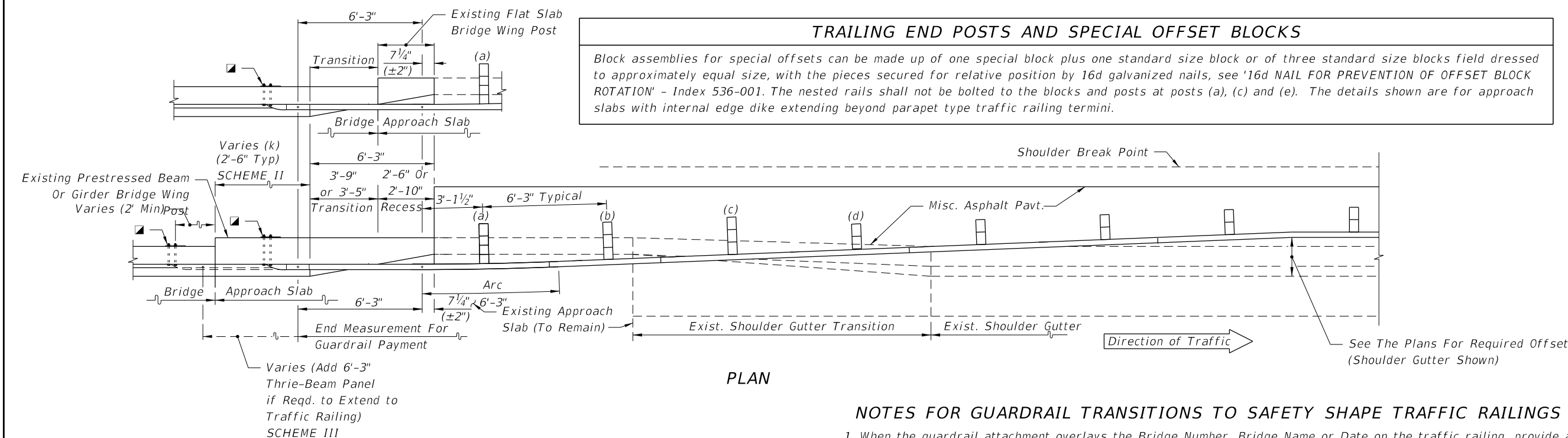
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GUARDRAIL TRANSITION TO EXISTING FLAT SLAB BRIDGES

GUARDRAIL TRANSITIONS TO EXISTING PRESTRESSED BEAM OR GIRDER BRIDGES



NOTES FOR GUARDRAIL TRANSITIONS TO SAFETY SHAPE TRAFFIC RAILINGS ON EXISTING BRIDGES

- When the guardrail attachment overlays the Bridge Number, Bridge Name or Date on the traffic railing, provide an aluminum sign panel with the obscured information. Attach the sign panel to the face of the traffic railing adjacent to the Thrie-Beam Terminal Connector with $\frac{1}{4}$ " $\varnothing$ x 1" long concrete screws or expansion anchors at each corner, as approved by the Engineer. The sign panel shall be a minimum $\frac{1}{16}$ " thick and meet the requirements of Specification 700 with a white background and 3" tall black letters and sized appropriately to contain the information required. The cost of the sign panel shall be included in the cost of the Guardrail Bridge Anchorage Assembly.
- When retrofitting thrie-beam guardrail to existing wing posts or existing bridge safety shape traffic railing, attachment construction to be paid for under the contract unit price for Guardrail Bridge Anchorage Assembly, EA., and shall be full compensation for bolt hole construction, terminal connector, terminal connector plate(s) and bolts, nuts and washers.

GUARDRAIL TRAILING END TRANSITION CONNECTIONS FOR EXISTING FLAT SLAB, PRESTRESSED BEAM AND GIRDER BRIDGES WITH SAFETY SHAPE TRAFFIC RAILING EXTENDING LESS THAN FULL APPROACH SLAB LENGTH

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