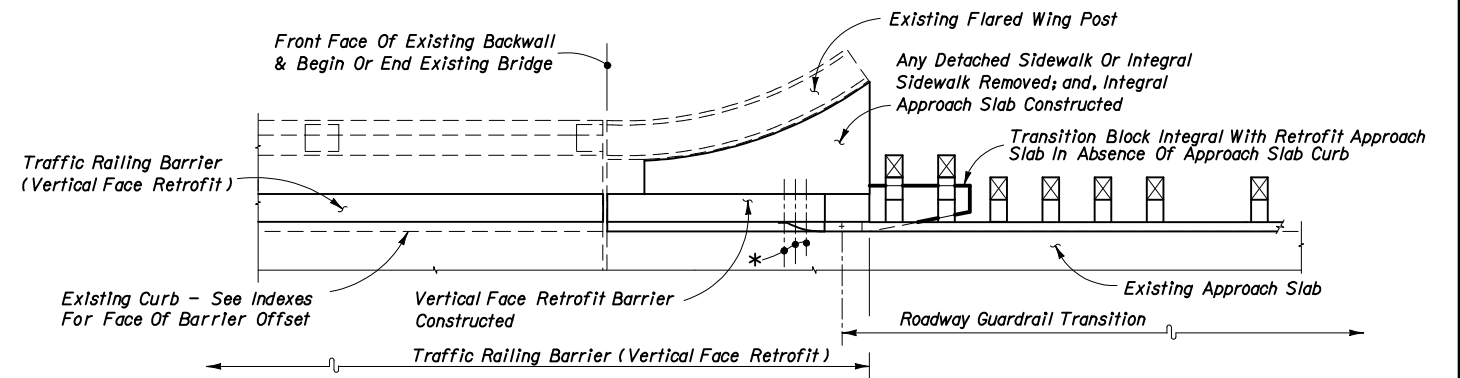
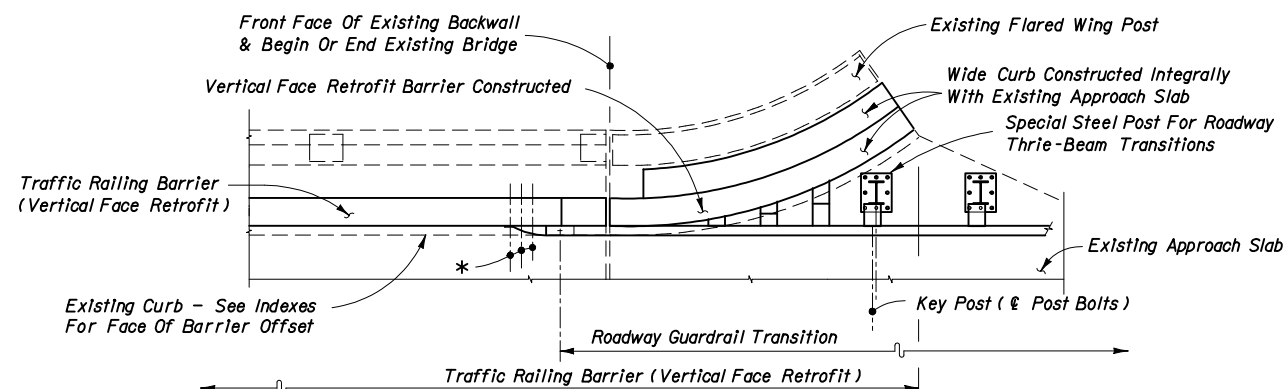


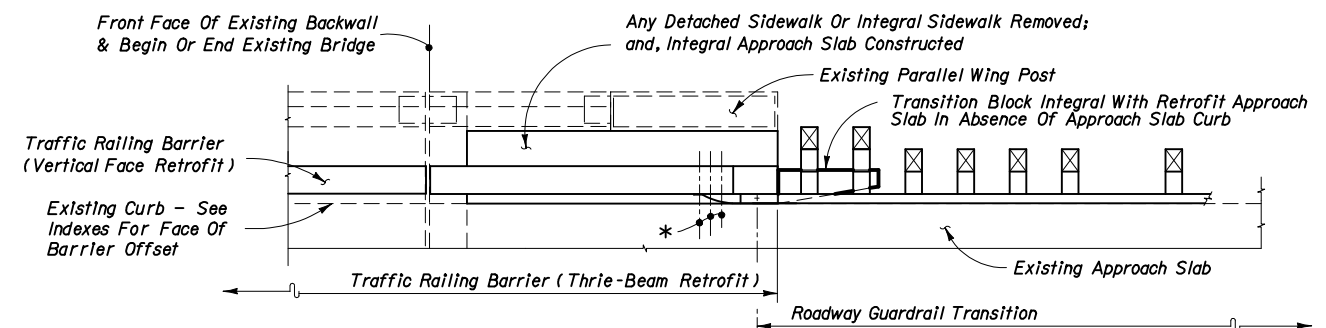
SEE INDEX NO. 482 - SCHEME 1



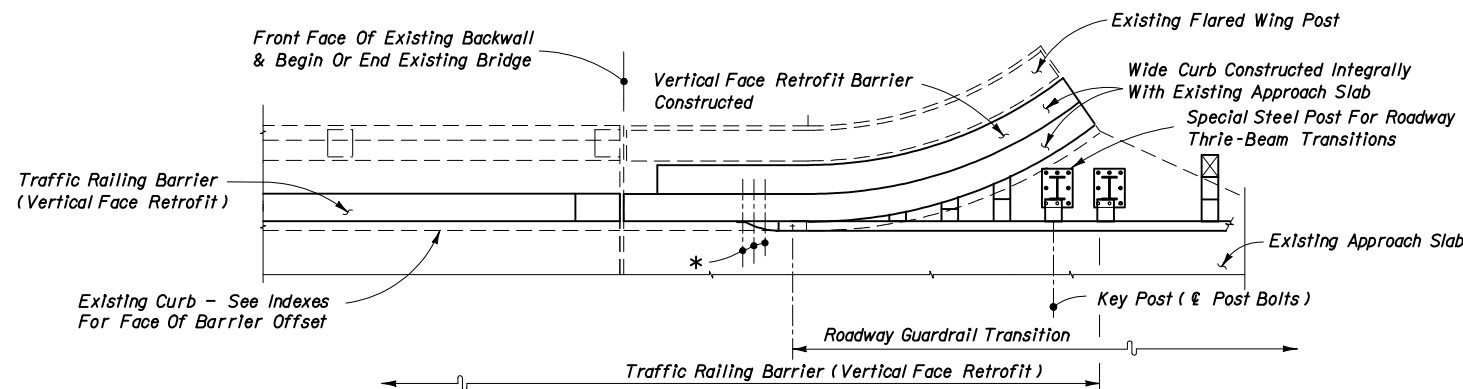
SEE INDEX NO. 482 - SCHEME 3



SEE INDEX NO. 482 - SCHEME 2



SEE INDEX NO. 482 - SCHEME 3



SEE INDEX NO. 482 - SCHEME 2

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

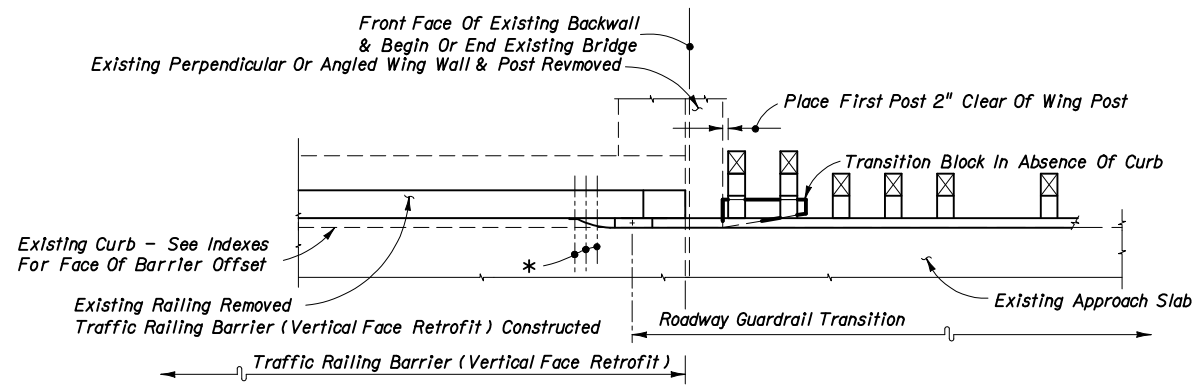
**PARTIAL PLAN VIEWS OF TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



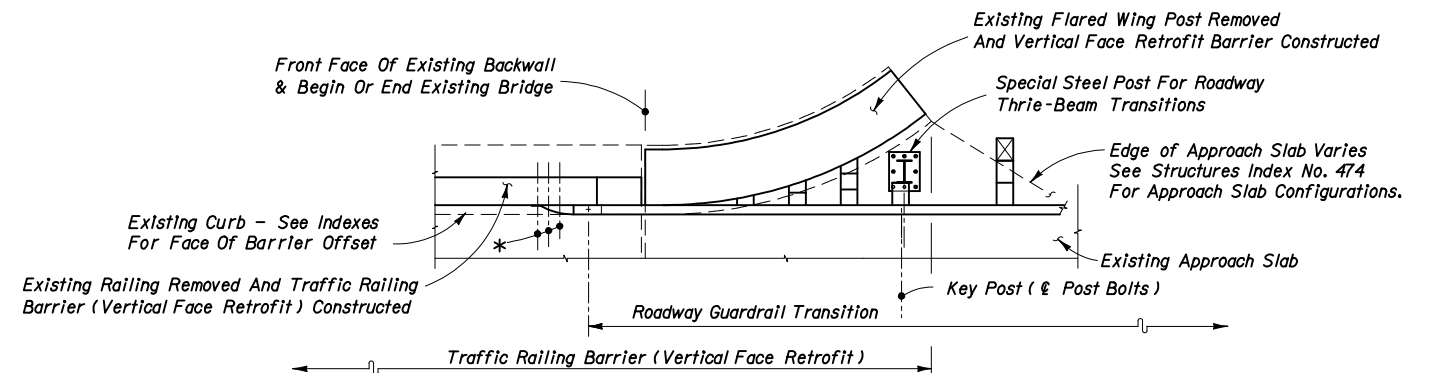
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**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

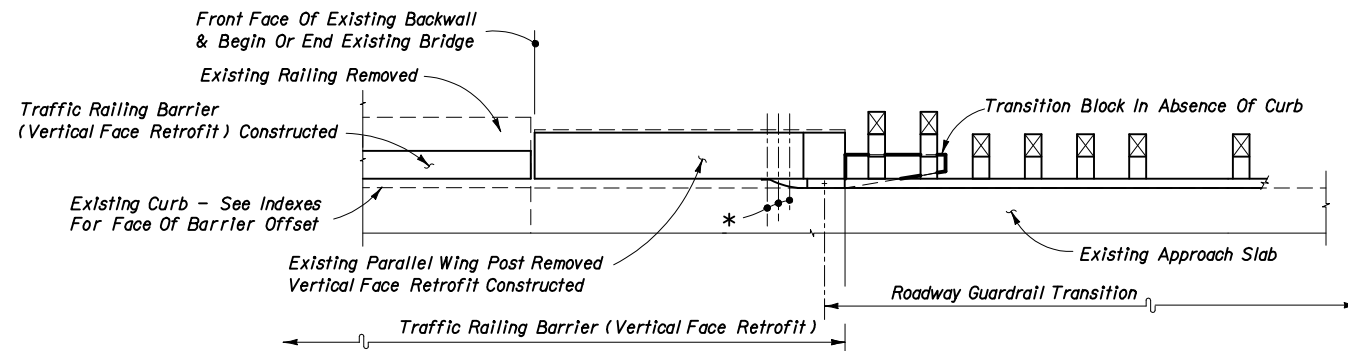
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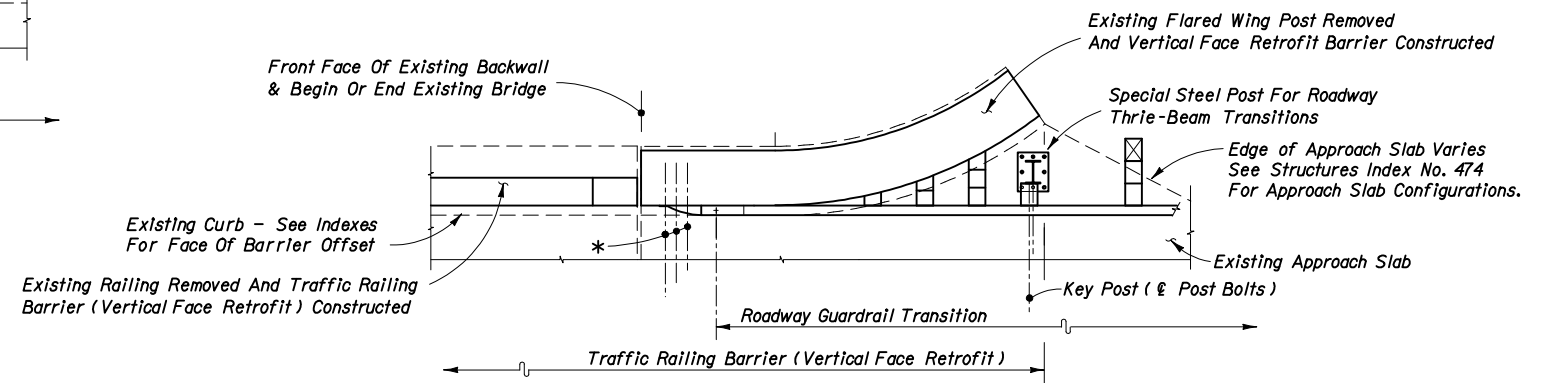
SEE INDEX NO. 483 - SCHEME 1



SEE INDEX NO. 483 - SCHEME 3



SEE INDEX NO. 483 - SCHEME 2



SEE INDEX NO. 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

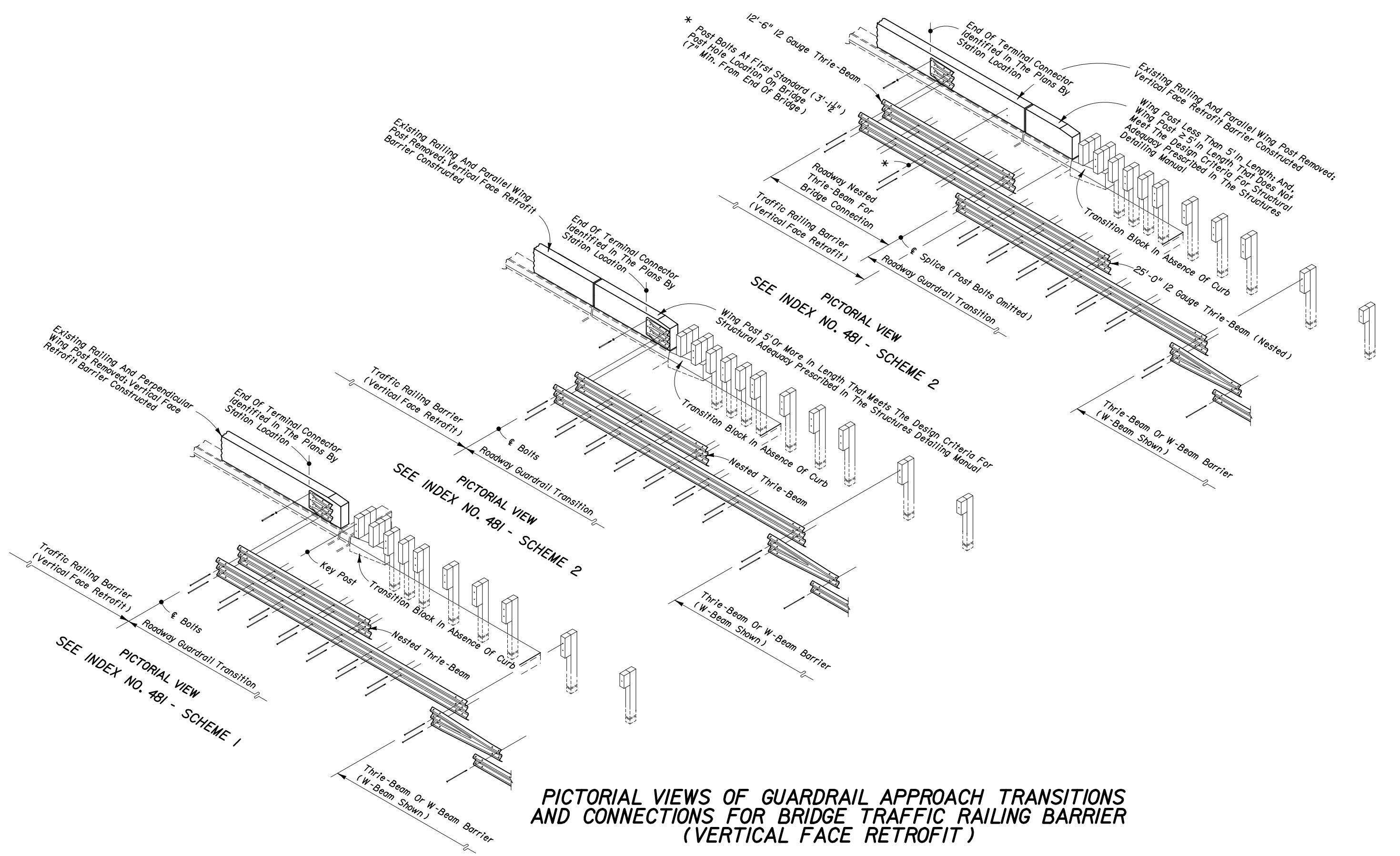
**PARTIAL PLAN VIEWS OF TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



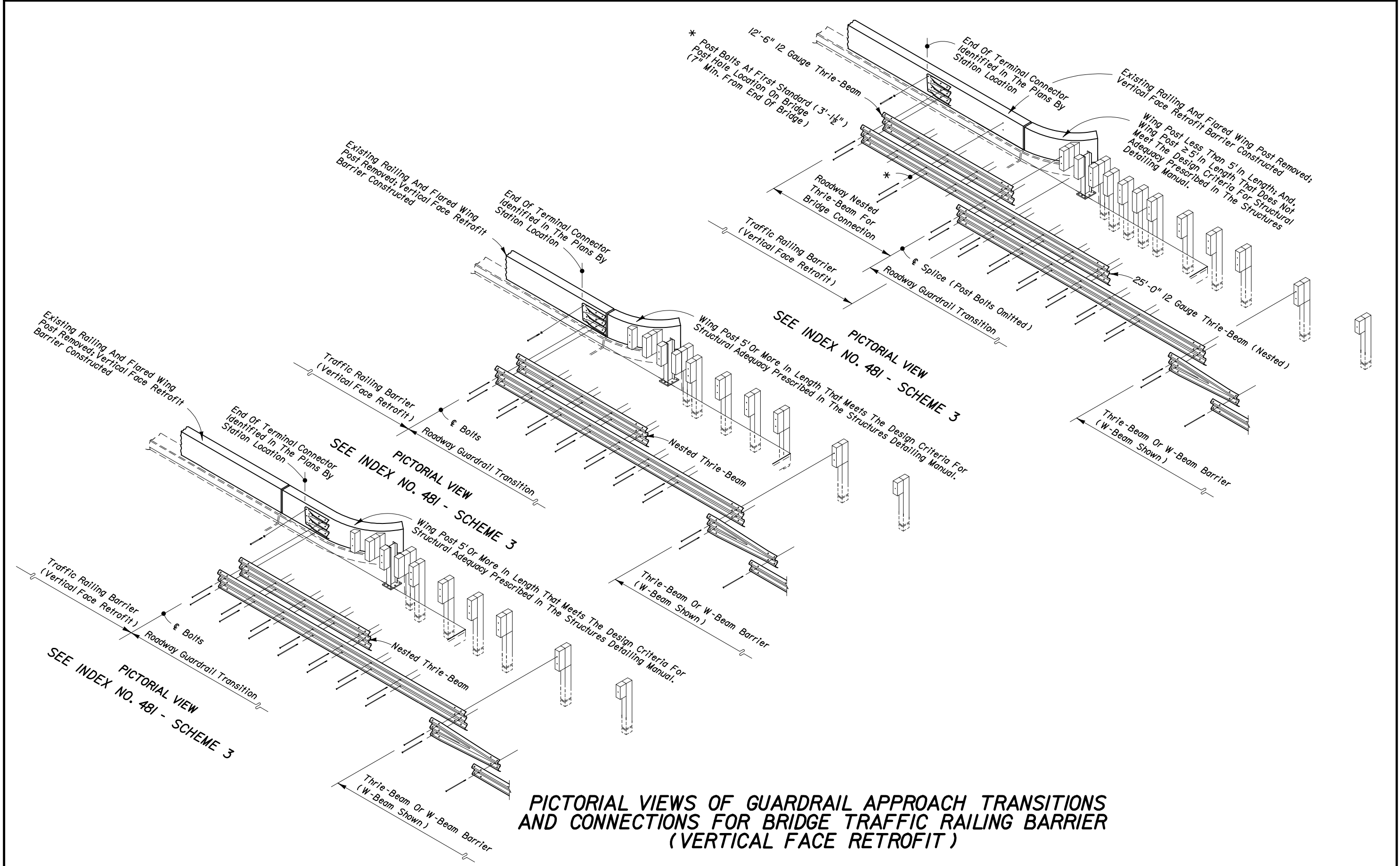
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**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

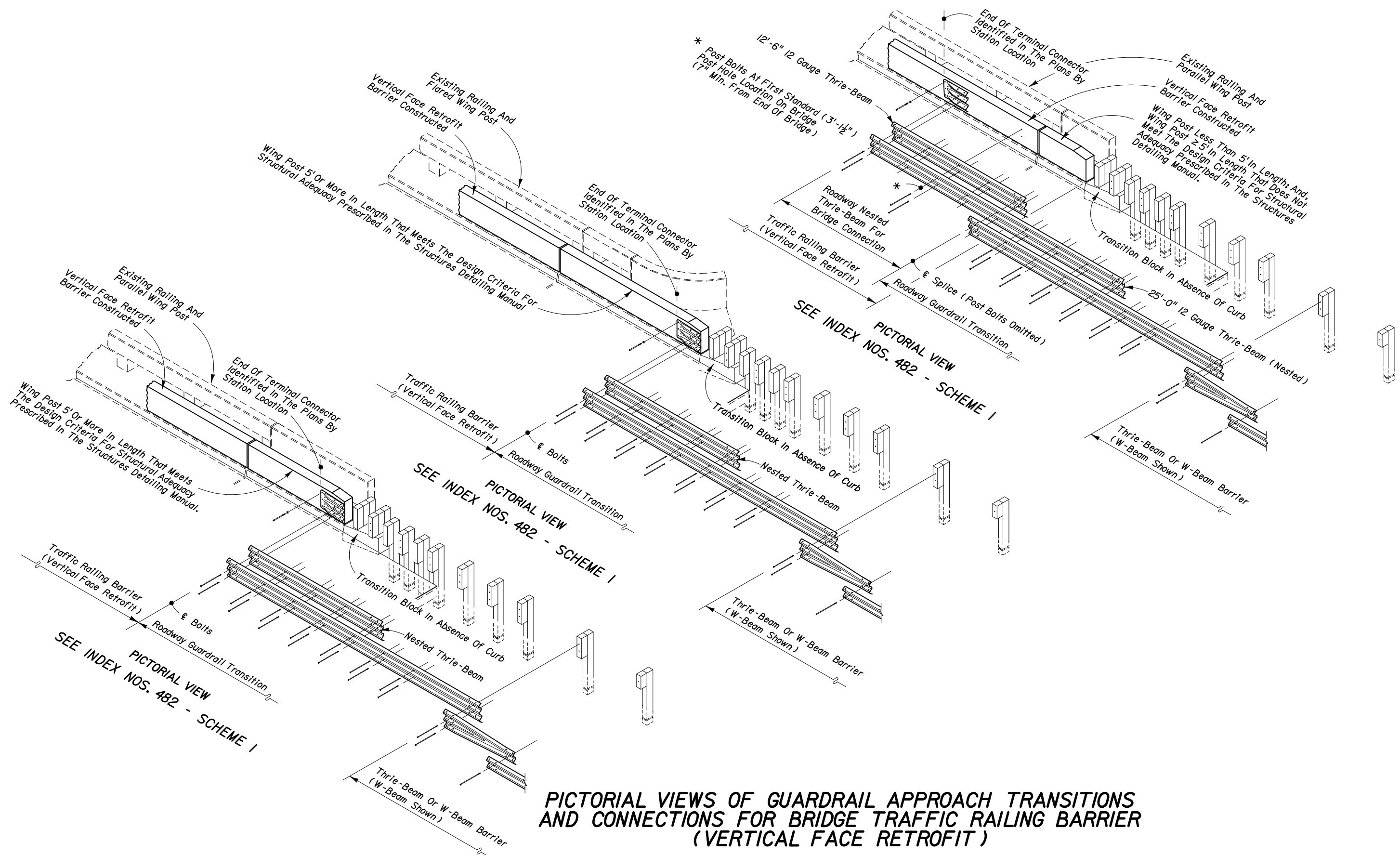
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**PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



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



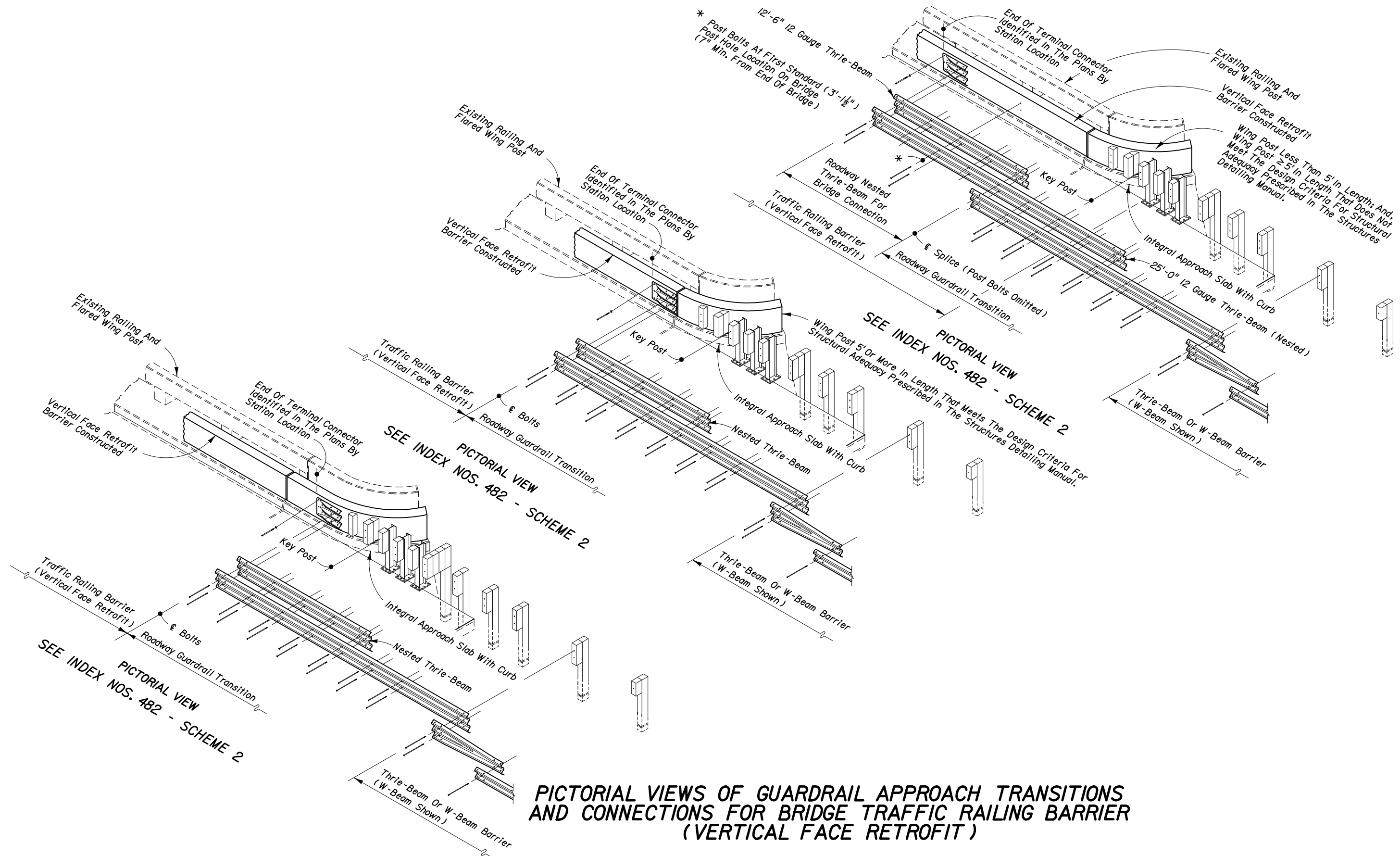
**PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



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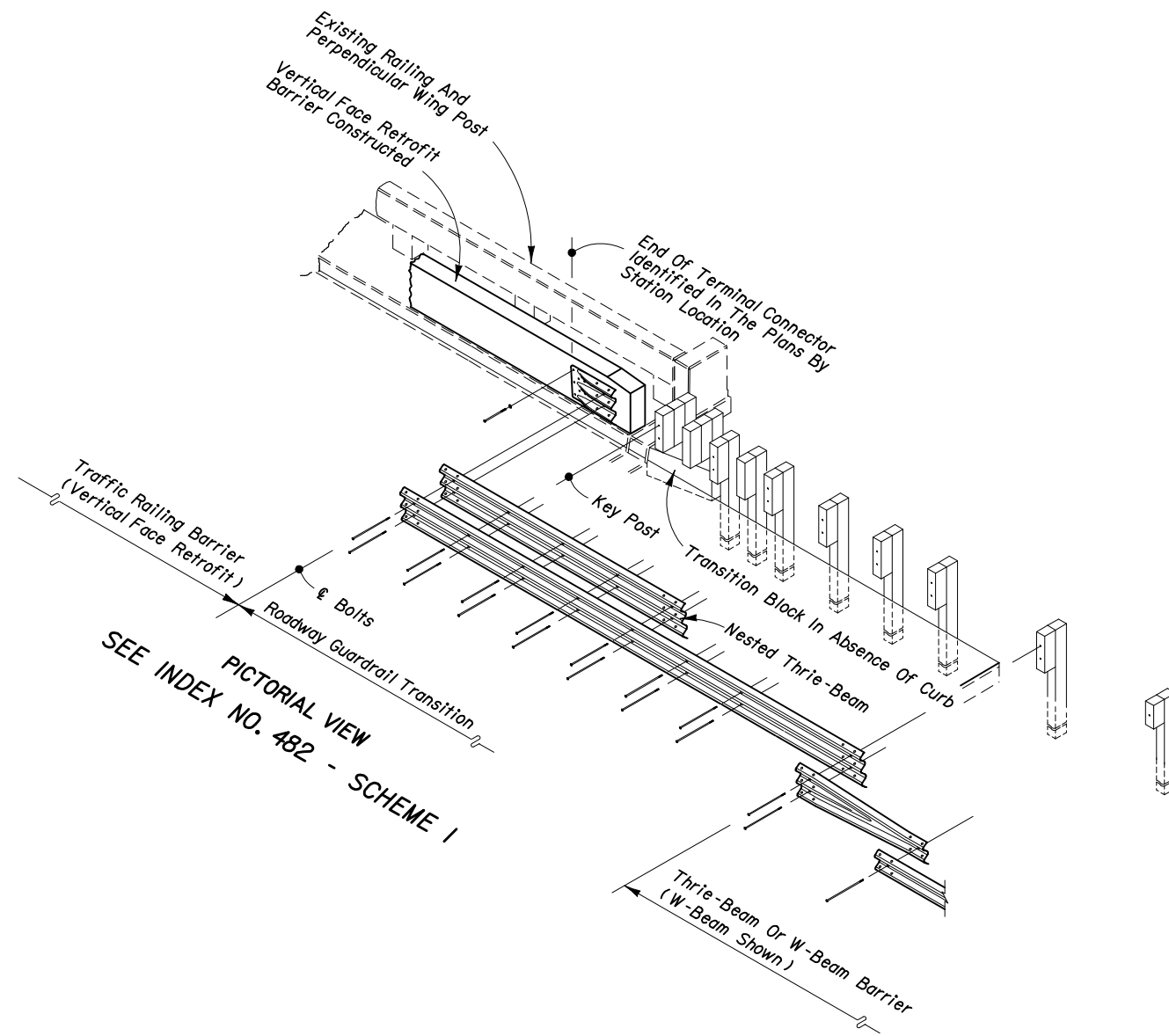
**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

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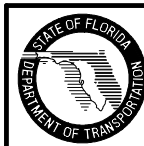


**PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**





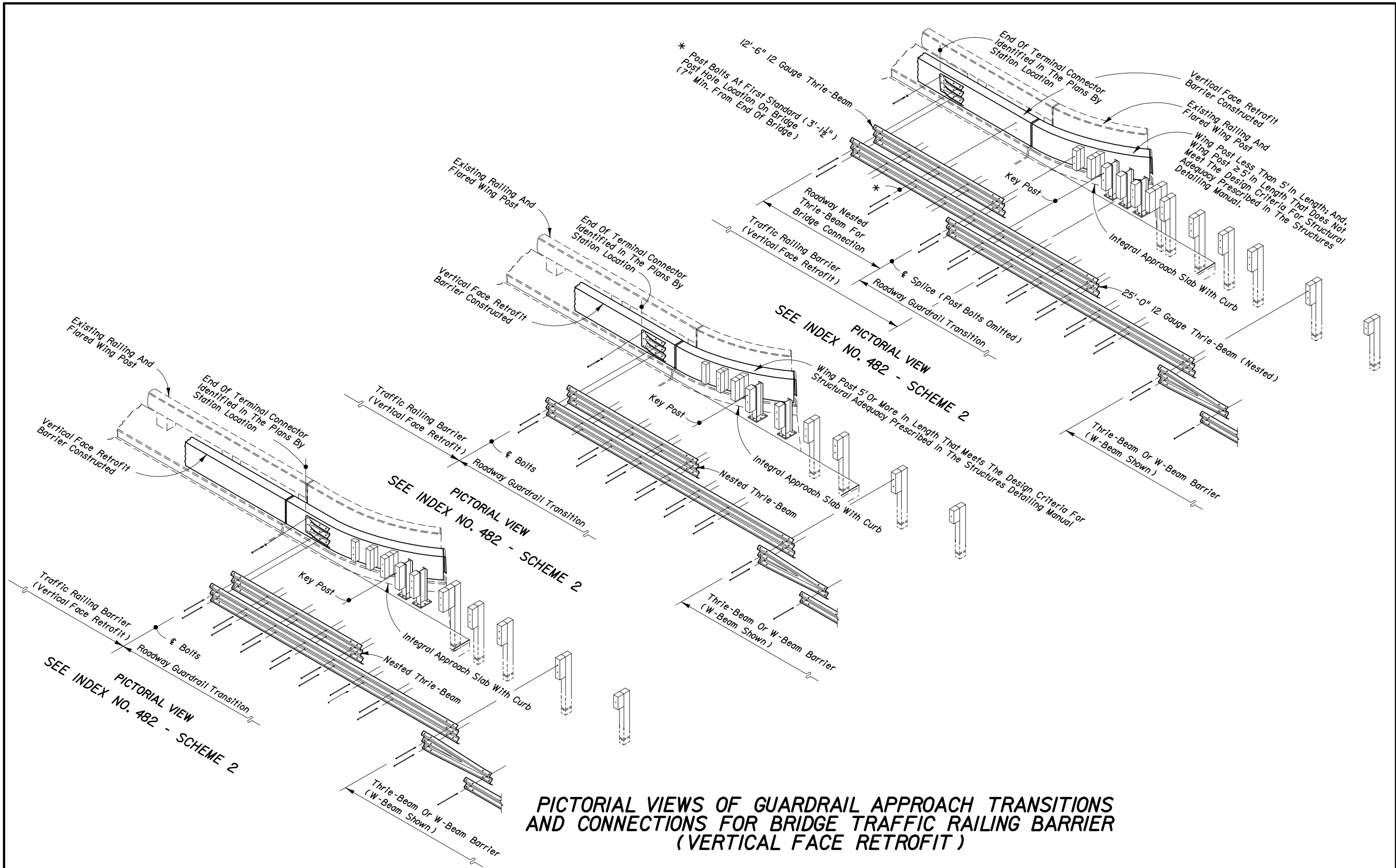
**PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



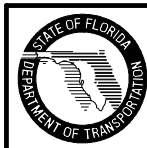
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**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

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

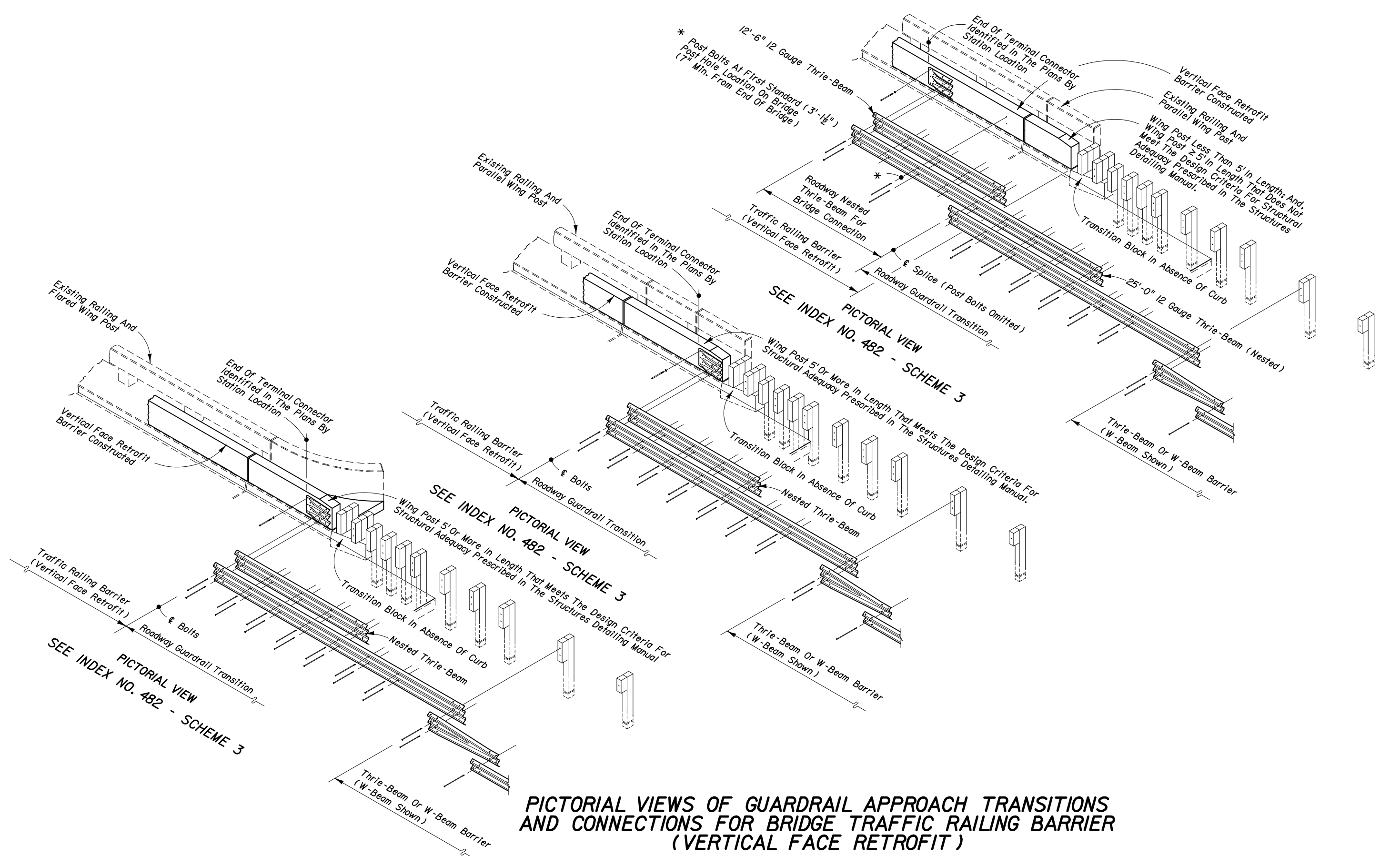


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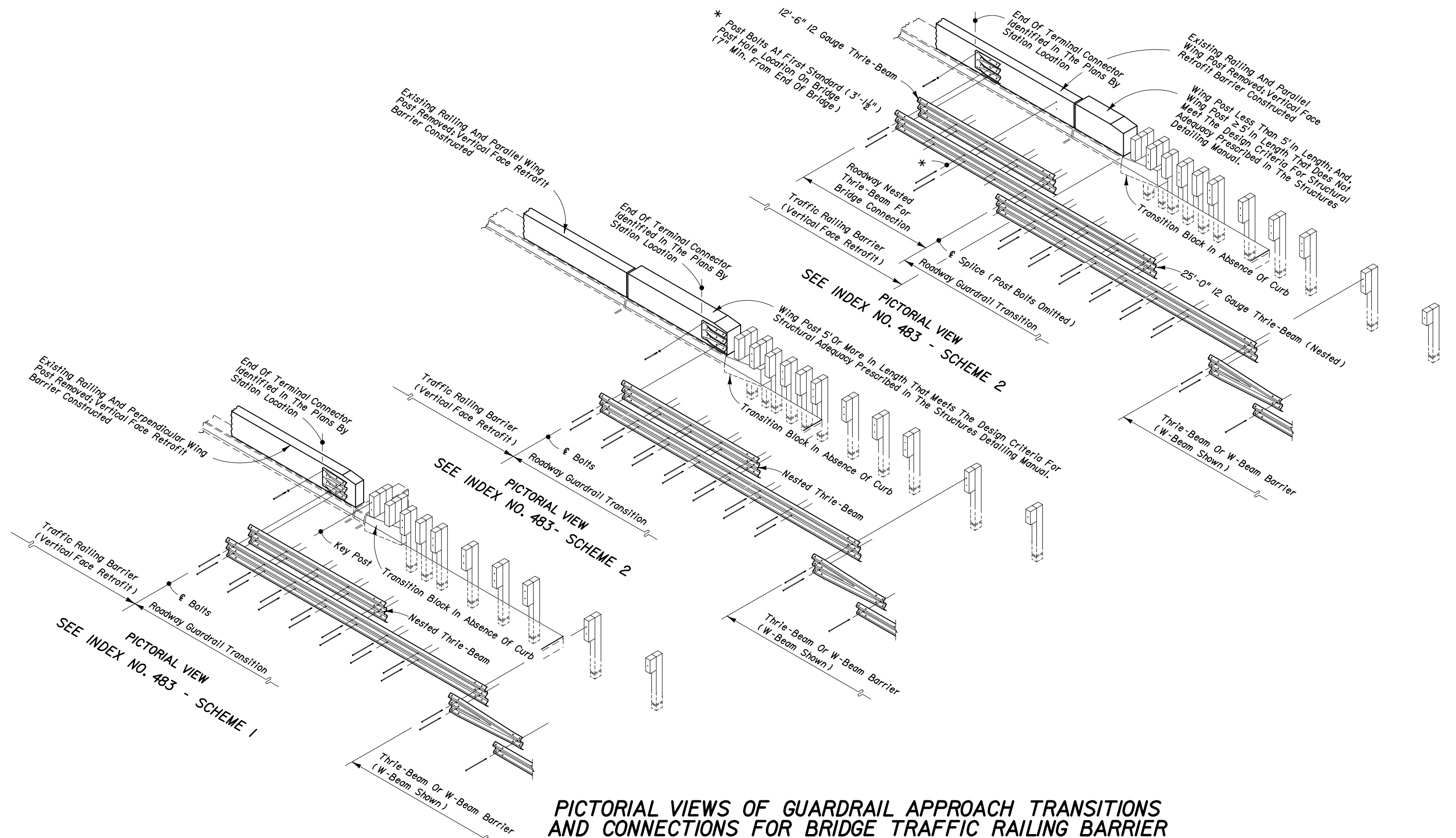
**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

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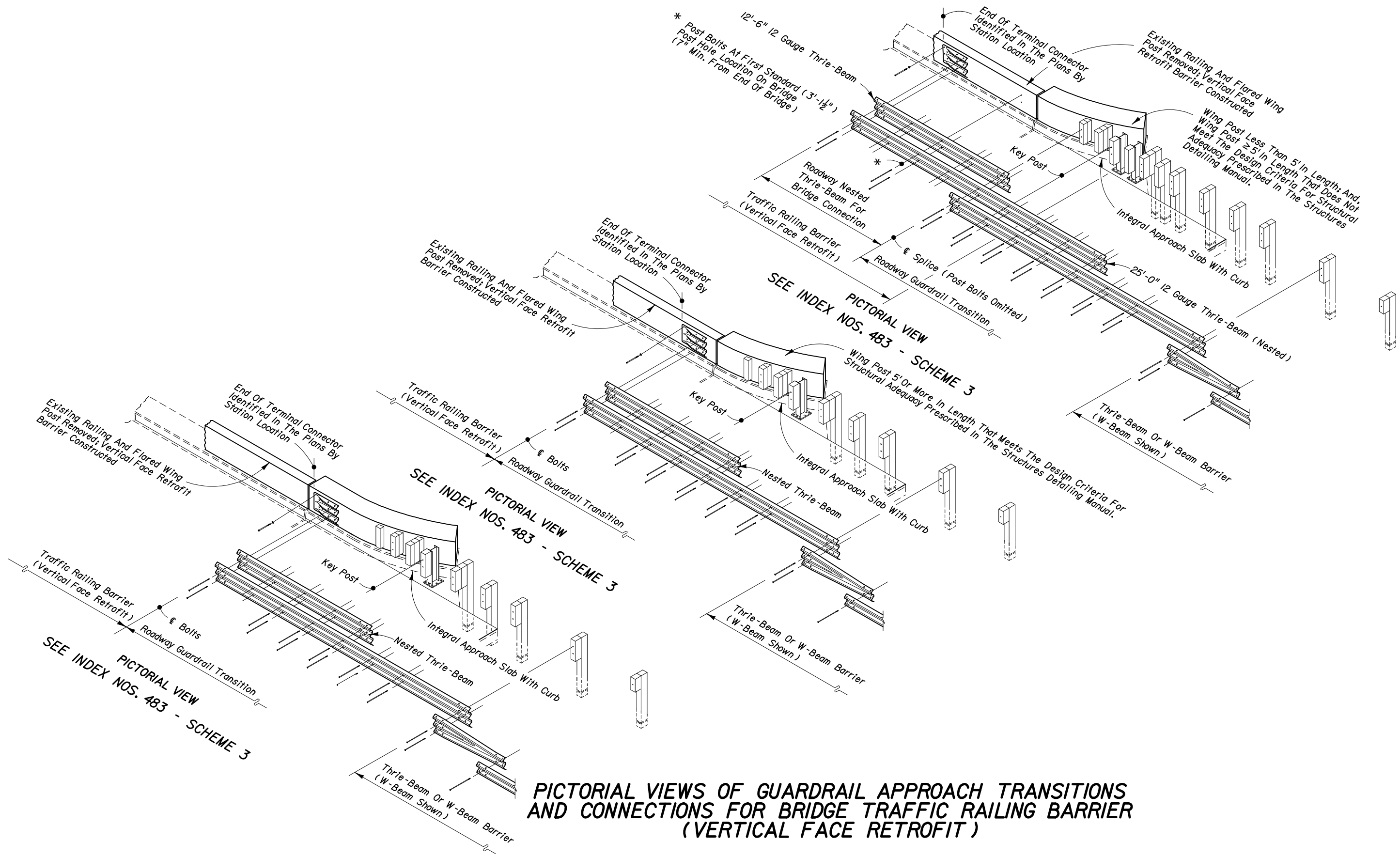




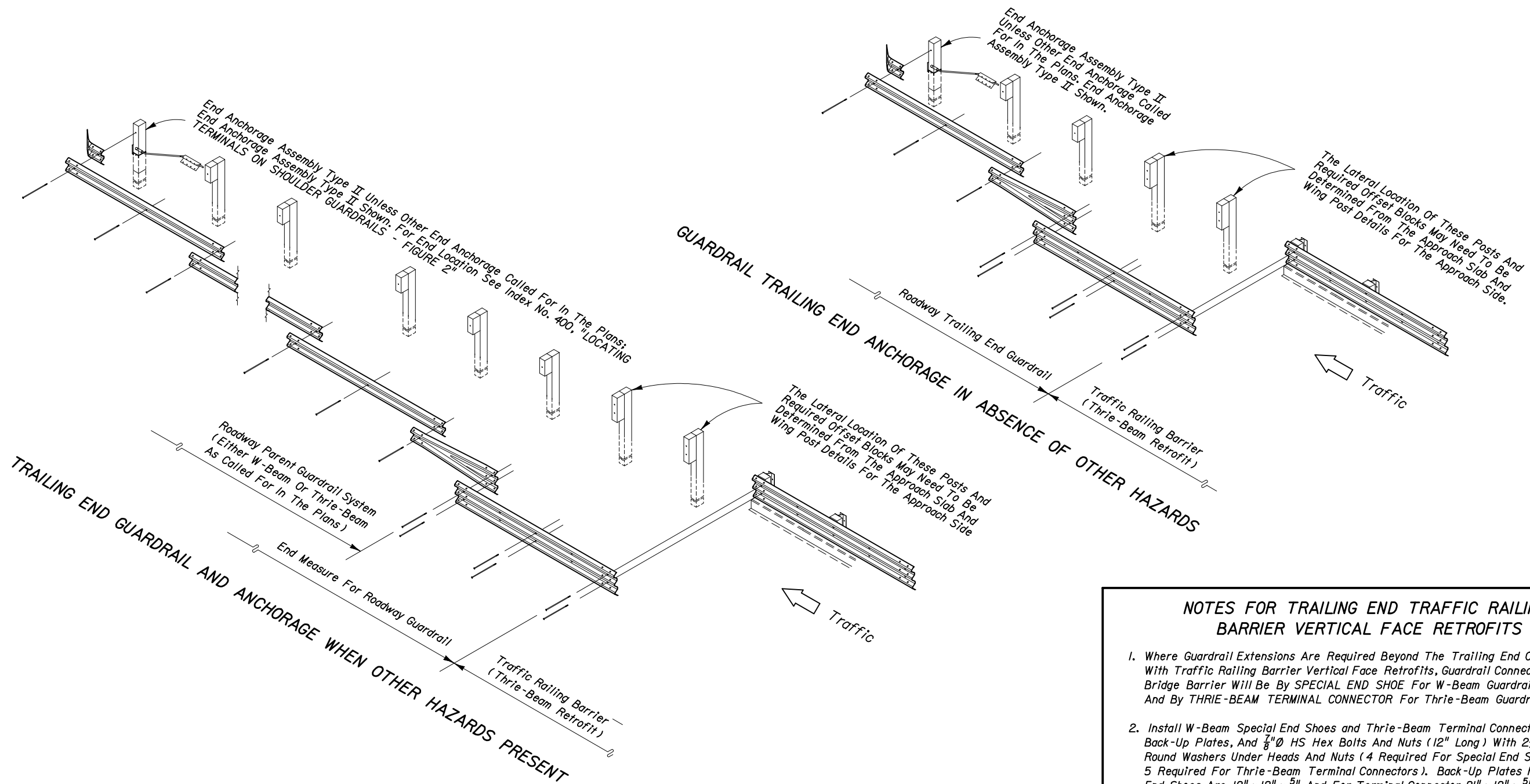
**PICTORIAL VIEWS OF GUARDRAIL APPROACH TRANSITIONS AND CONNECTIONS FOR BRIDGE TRAFFIC RAILING BARRIER (VERTICAL FACE RETROFIT)**



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



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



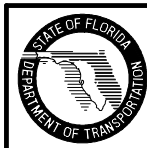
**THRIE-BEAM RETROFIT NOTES**

1. See indexes for bridge thrie-beam traffic railing barrier retrofits.
2. Trailing end guardrail to be paid for under the contract unit price for the parent roadway guardrail; end measure includes length of end anchorage assembly; additional payment made for end anchorage assembly. No additional payment for connecting roadway thrie-beam to bridge thrie-beam retrofit.

**NOTES FOR TRAILING END TRAFFIC RAILING BARRIER VERTICAL FACE RETROFITS**

1. Where Guardrail Extensions Are Required Beyond The Trailing End Of Bridges With Traffic Railing Barrier Vertical Face Retrofits, Guardrail Connections To The Bridge Barrier Will Be By SPECIAL END SHOE For W-Beam Guardrail Extensions And By THRIE-BEAM TERMINAL CONNECTOR For Thrie-Beam Guardrail Extensions.
2. Install W-Beam Special End Shoes and Thrie-Beam Terminal Connectors With Back-Up Plates, And  $\frac{1}{8}$ " HS Hex Bolts And Nuts (12" Long) With  $2\frac{1}{4}$ " OD Plain Round Washers Under Heads And Nuts (4 Required For Special End Shoes And 5 Required For Thrie-Beam Terminal Connectors). Back-Up Plates For Special End Shoes Are 12" x 12" x  $\frac{5}{8}$ " And For Terminal Connector 21" x 12" x  $\frac{5}{8}$ ".
3. Payment For Connecting Trailing End Special End Shoes And Thrie-Beam Terminal Connectors To Traffic Railing Barrier Vertical Face Retrofits Will Be Made Under The Contract Unit Price For Guardrail Bridge Anchorage Assembly, EA..

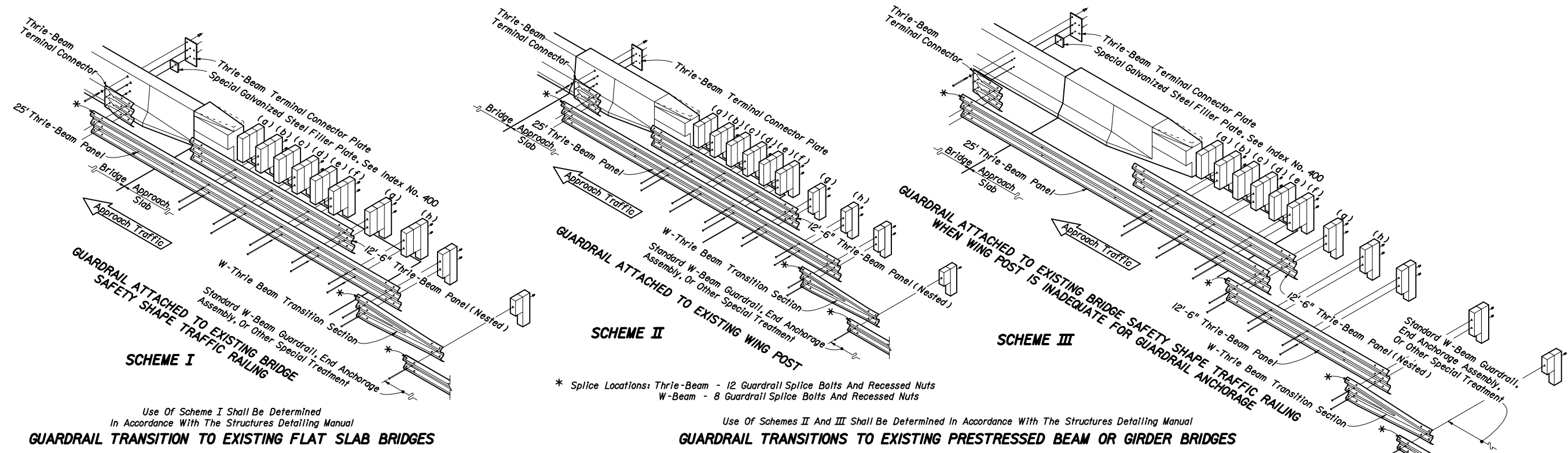
**TRAILING END GUARDRAIL AND ANCHORAGE FOR BRIDGE TRAFFIC RAILING BARRIER (THRIE BEAM RETROFITS)**



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**GUARDRAIL TRANSITIONS AND CONNECTIONS FOR EXISTING BRIDGES**

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Use Of Scheme I Shall Be Determined In Accordance With The Structures Detailing Manual

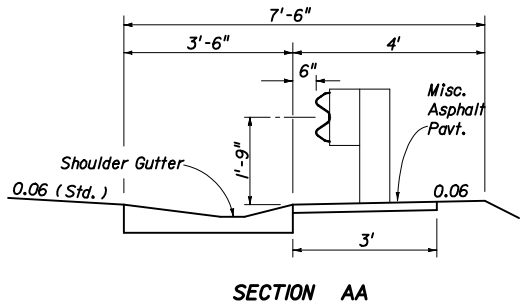
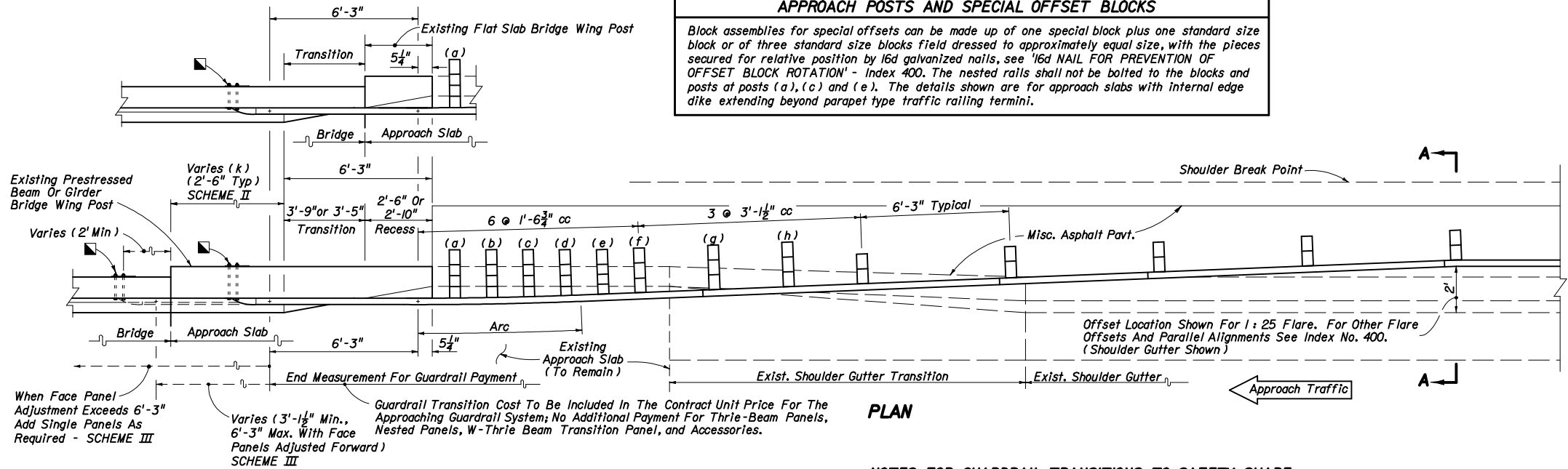
**GUARDRAIL TRANSITION TO EXISTING FLAT SLAB BRIDGES**

Use Of Schemes II And III Shall Be Determined In Accordance With The Structures Detailing Manual

**GUARDRAIL TRANSITIONS TO EXISTING PRESTRESSED BEAM OR GIRDER BRIDGES**

\* Splice Locations: Thrie-Beam - 12 Guardrail Splice Bolts And Recessed Nuts  
W-Beam - 8 Guardrail Splice Bolts And Recessed Nuts

**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 400. 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 RAILING BARRIERS ON EXISTING BRIDGES**

1. When the existing wing post is to be replaced with a bridge traffic railing barrier in accordance with the Structures Detailing Manual, the thrie-beam guardrail connection shall be in accordance with Detail J of Index No. 400.
2. 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 TRANSITIONS AND CONNECTIONS FOR EXISTING FLAT SLAB, PRESTRESSED BEAM AND GIRDER BRIDGES WITH SAFETY SHAPE TRAFFIC RAILING BARRIER EXTENDING LESS THAN FULL APPROACH SLAB LENGTH**