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 Thrive 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. 405, Sheet 2 and 3. On skewed bridges, if the skew along the deck joint extends across the width of the railing, the 2'-0" minimum dimension shall apply to both the front and back face of the railing. For treatment of railing end see Roadway Plans.

2. Field cut bars 55 and Dowel Bars 60 to maintain clearance within Vertical Face Retrofit Railing.

3. Areas where existing structure has been removed that are not encased in new concrete shall match adjoining areas and shall be finished flush by grooving or grinding as required. Exposed reinforcing steel that is not encased in new concrete shall be burned off to a depth of 1" below existing concrete and grooved over.

CROSS REFERENCE:
For General Notes, Estimated Quantities, Dowel Details, Expansion Dowel Details, Reinforcing Steel Notes & Bending Diagrams see Index No. 480.

TYPICAL SECTION THRU EXISTING TRAFFIC RAILING SHOWING LIMITS OF REMOVAL
(BRIDGE DECK SHOWN, WING WALL SIMILAR)

SECTION A-A

TYPICAL SECTION THRU RAILING ON FULL DEPTH CURB (BRIDGE SHOWN, WING WALL SIMILAR)
**PARTIAL PLAN OF GUARDRAIL**

**SCHEME 1**

Railign End Treatment for Perpendicular or Angled Wing Walls

**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.

**PARTIAL ELEVATION OF INSIDE FACE OF GUARDRAIL**

**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 Tee-10s. Terminal connection to railing as shown above. [If limiting station of roadway guardrail transition is on the bridge, see Index No. 48, Sheet 1.]

2. 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.
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 Thrive 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**

- Front Face of Bridge or End Bridge & Match Line (See Sheet 1)
- Parallel Portion of Vertical Face
- Railing Transition at present (See Note 1)
- Limiting Station of Transition
- (Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

**Partial Elevation of Inside Face of Railing**

(Railing Reinforcing and Expansion Dowel Assemblies not shown for clarity)

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**Scheme 3**

Railin End Treatment for Flared Wing Walls