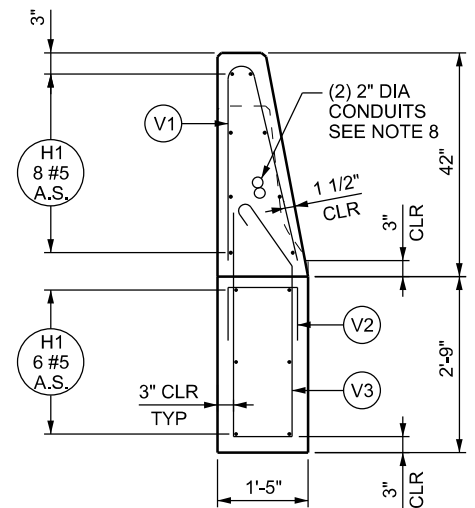
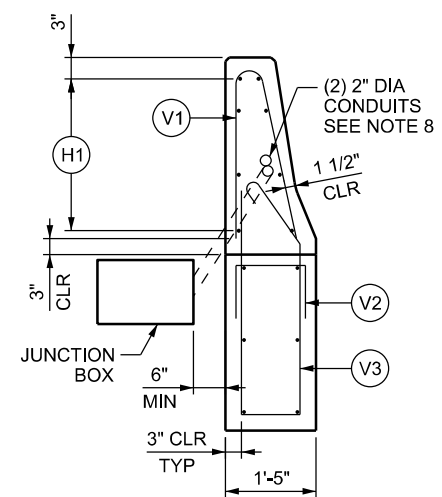


ELEVATION

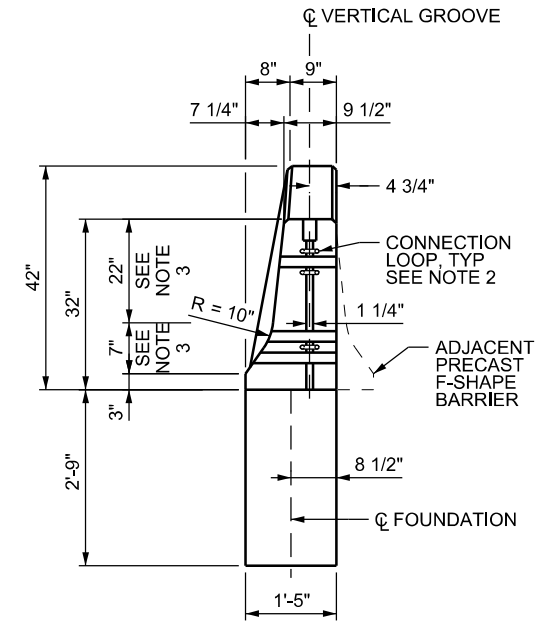
BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																																		
H1	#5	14	HORIZONTAL IN BARRIER AND LONGITUDINAL IN FOUNDATION																																																																			
V1	#5	62	VERTICAL IN BARRIER	<table border="1"> <thead> <tr> <th>H</th> <th>W</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>36 1/2"</td><td>13"</td><td>2</td></tr> <tr><td>36"</td><td>13"</td><td>4</td></tr> <tr><td>35 1/2"</td><td>12 1/2"</td><td>3</td></tr> <tr><td>35"</td><td>12 1/2"</td><td>3</td></tr> <tr><td>34 1/2"</td><td>12 1/2"</td><td>3</td></tr> <tr><td>34"</td><td>12"</td><td>3</td></tr> <tr><td>33 1/2"</td><td>12"</td><td>3</td></tr> <tr><td>33"</td><td>12"</td><td>3</td></tr> <tr><td>32 1/2"</td><td>12"</td><td>3</td></tr> <tr><td>32"</td><td>11 1/2"</td><td>3</td></tr> <tr><td>31 1/2"</td><td>11 1/2"</td><td>3</td></tr> <tr><td>31"</td><td>11 1/2"</td><td>3</td></tr> <tr><td>30 1/2"</td><td>11"</td><td>3</td></tr> <tr><td>30"</td><td>11"</td><td>3</td></tr> <tr><td>29 1/2"</td><td>11"</td><td>3</td></tr> <tr><td>29"</td><td>10 1/2"</td><td>3</td></tr> <tr><td>28 1/2"</td><td>10 1/2"</td><td>3</td></tr> <tr><td>28"</td><td>10 1/2"</td><td>3</td></tr> <tr><td>27 1/2"</td><td>10 1/2"</td><td>3</td></tr> <tr><td>27"</td><td>10"</td><td>3</td></tr> <tr><td>26 1/2"</td><td>10"</td><td>2</td></tr> </tbody> </table>	H	W	QTY	36 1/2"	13"	2	36"	13"	4	35 1/2"	12 1/2"	3	35"	12 1/2"	3	34 1/2"	12 1/2"	3	34"	12"	3	33 1/2"	12"	3	33"	12"	3	32 1/2"	12"	3	32"	11 1/2"	3	31 1/2"	11 1/2"	3	31"	11 1/2"	3	30 1/2"	11"	3	30"	11"	3	29 1/2"	11"	3	29"	10 1/2"	3	28 1/2"	10 1/2"	3	28"	10 1/2"	3	27 1/2"	10 1/2"	3	27"	10"	3	26 1/2"	10"	2
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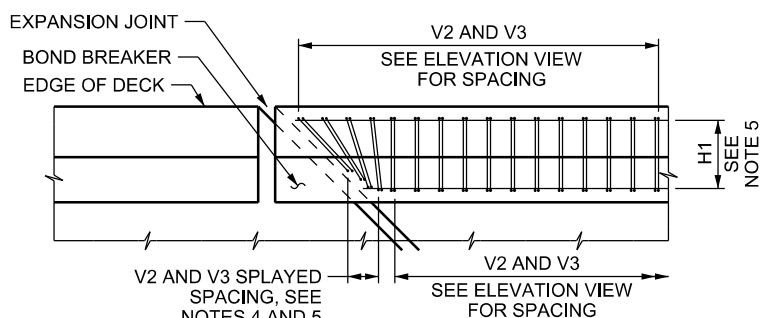
SECTION A-A



SECTION B-B



VIEW C-C



PARTIAL PLAN AT TYPICAL SKEWED APPROACH SLAB

BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY
BRIDGE SKEW OF 45 DEGREES SHOWN, SEE NOTES 4 AND 5
DO NOT SPLAY BARRIER REINFORCEMENT

NOTES

- SEE STD DWG BA 1A1 FOR GENERAL NOTES.
- SEE "F-SHAPE BARRIER CONNECTION DETAILS" ON STD DWG BA 1A2 FOR F-SHAPE CONNECTION LOOP AND CONNECTION PIN DETAILS. USE APPROPRIATE BARRIER CONNECTION THAT CORRESPONDS WITH ADJACENT PRECAST BARRIER.
- MEASURED TO INTERSECTION OF BARRIER SLOPES.
- SPLAY V2 AND V3 BARS WHEN FOUNDATION MEETS SKEWED APPROACH SLAB. USE SPACING OF 3 INCH MINIMUM AND 9 INCH MAXIMUM TO ACCOMMODATE VARYING SKEWS.
- H1 BAR LENGTHS PROVIDED ARE BASED ON A FOUNDATION WITH NO SKEW. INCREASE OR DECREASE H1 BAR LENGTH AS NEEDED TO PROVIDE 2 INCH CLEAR COVER AT ENDS OF BAR.
- SEE STD DWG BA 1F2, BA 1F3, AND BA 1F4 FOR THRIE-BEAM CONNECTION LOCATION AND REQUIREMENTS.
- CORE DRILL 1 INCH DIAMETER HOLE. DO NOT USE A ROTARY PERCUSSION DRILL.
- FIELD VERIFY CONDUIT IN EXISTING PARAPET AND ADJUST CONDUIT SIZE AND QUANTITY IN TRANSITION AS NEEDED. CONDUIT TO EXIT BARRIER AT APPROXIMATELY MID-POINT OF TRANSITION AND TERMINATE IN JUNCTION BOX AS SHOWN.

SUPPLEMENTAL DRAWING

NO.	DATE	APPR.	REMARKS
1	04/30/20	SDD	NEW DRAWING.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

APR. 30, 2020 DATE
APR. 30, 2020 DATE

CHAIRMAN STANDARDS COMMITTEE
DEPUTY DIRECTOR

42 INCH CONSTANT SLOPE PARAPET, 32 INCH F-SHAPE BARRIER TRANSITION - WITH BEAM FOUNDATION

STANDARD DRAWING TITLE

STD. DWG. NO. **BA 2C2B**