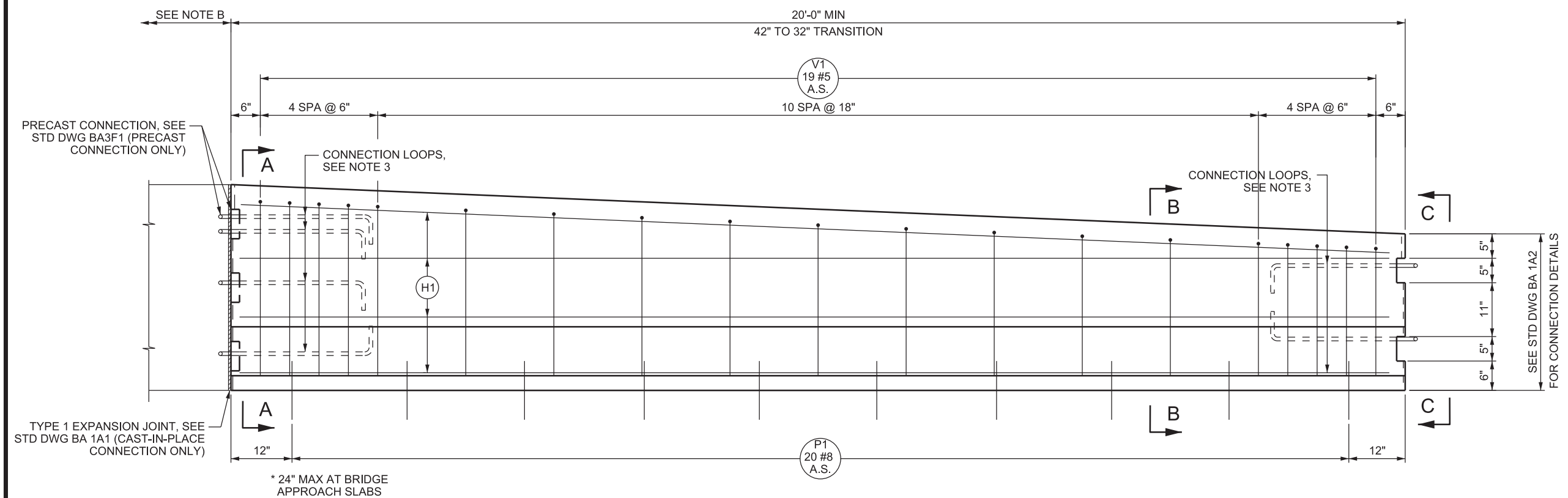


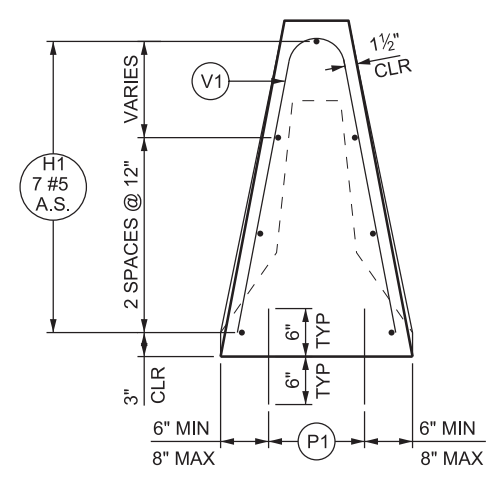
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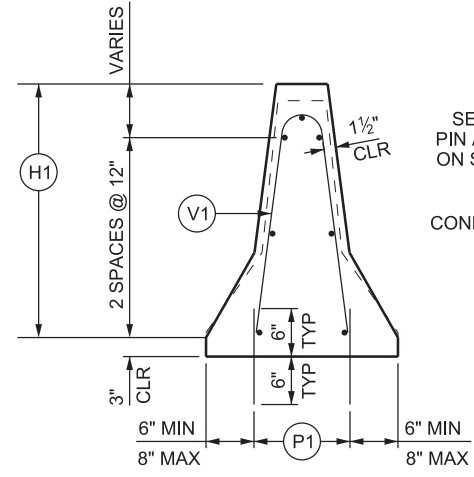
**ELEVATION**

BAR MARK	BAR SIZE	NO. BARS	LOCATION	SKETCH																																																												
H1	#5	7	HORIZONTAL IN BARRIER TIED INSIDE V1 BARS																																																													
P1	#8	20	PAVEMENT TO BARRIER THROUGH LIMITS OF BARRIER (VERTICAL)	 <b>OPTION 1</b> <b>OPTION 2</b>																																																												
V1	#5	19	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>19 1/2"</td><td>1</td></tr> <tr><td>36"</td><td>19"</td><td>1</td></tr> <tr><td>36"</td><td>19"</td><td>1</td></tr> <tr><td>35 1/2"</td><td>18 1/2"</td><td>1</td></tr> <tr><td>35 1/2"</td><td>18 1/2"</td><td>1</td></tr> <tr><td>34 1/2"</td><td>17 1/2"</td><td>1</td></tr> <tr><td>34"</td><td>17"</td><td>1</td></tr> <tr><td>33"</td><td>16"</td><td>1</td></tr> <tr><td>32 1/2"</td><td>15"</td><td>1</td></tr> <tr><td>31 1/2"</td><td>14 1/2"</td><td>1</td></tr> <tr><td>31"</td><td>13 1/2"</td><td>1</td></tr> <tr><td>30"</td><td>13"</td><td>1</td></tr> <tr><td>29 1/2"</td><td>12"</td><td>1</td></tr> <tr><td>28 1/2"</td><td>11"</td><td>1</td></tr> <tr><td>28"</td><td>10 1/2"</td><td>1</td></tr> <tr><td>27 1/2"</td><td>10"</td><td>1</td></tr> <tr><td>27 1/2"</td><td>9 1/2"</td><td>1</td></tr> <tr><td>27"</td><td>9"</td><td>1</td></tr> <tr><td>27"</td><td>9"</td><td>1</td></tr> </tbody> </table> 	H	W	QTY	36 1/2"	19 1/2"	1	36"	19"	1	36"	19"	1	35 1/2"	18 1/2"	1	35 1/2"	18 1/2"	1	34 1/2"	17 1/2"	1	34"	17"	1	33"	16"	1	32 1/2"	15"	1	31 1/2"	14 1/2"	1	31"	13 1/2"	1	30"	13"	1	29 1/2"	12"	1	28 1/2"	11"	1	28"	10 1/2"	1	27 1/2"	10"	1	27 1/2"	9 1/2"	1	27"	9"	1	27"	9"	1
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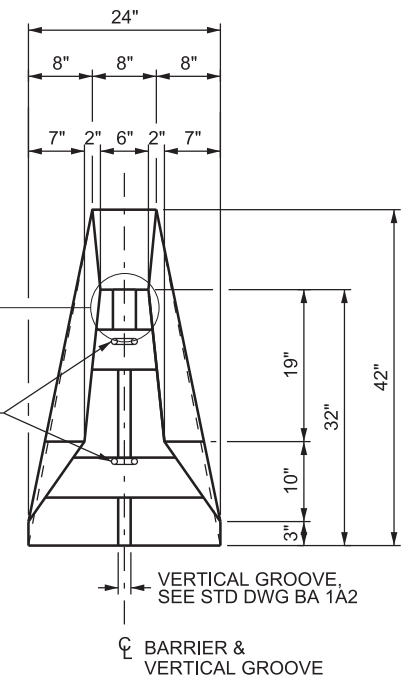
\* BEND RADIUS VARIES OVER LENGTH OF BARRIER TRANSITION SECTION



**SECTION A-A**



**SECTION B-B**



**VIEW C-C**

**NOTES:**

- SEE STD DWG BA 1A1 FOR GENERAL NOTES.
- SEE "BARRIER CONNECTION DETAILS" ON STD DWG BA 1A2 FOR CONNECTION LOOP DETAILS. PLACE THE APPROPRIATE CONNECTION LOOP CONFIGURATION THAT CORRESPONDS WITH ADJACENT PRECAST BARRIER.
- BARRIER SHAPE VARIES LINEARLY OVER LENGTH OF BARRIER TRANSITION.
- BARRIER TRANSITIONS MAY BE LENGTHENED, WITH ENGINEER'S APPROVAL, TO ELIMINATE A GAP BETWEEN PRECAST AND CAST-IN-PLACE SECTIONS.
- DRILL AND EPOXY BOND P1 BARS OR HAND POSITION WHILE CONCRETE IS IN A WORKABLE FORM WHEN USING PCCP PAVEMENT.

REVISIONS		NO.	DATE	APPR.	REMARKS
1	08/29/19	SDD			MODIFIED DESIGN ONLY NOTES TO NOTES.

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

RECOMMENDED FOR APPROVAL:

CHAIRMAN STANDARDS COMMITTEE:

DEPUTY DIRECTOR:

DATE: AUG. 29, 2019

**CAST-IN-PLACE CONCRETE BARRIER - 32 INCH NEW JERSEY SHAPE, 42 INCH CONSTANT SLOPE BARRIER TRANSITION**

STANDARD DRAWING TITLE

STD. DWG. NO. **BA 2D**

**SUPPLEMENTAL DRAWING**