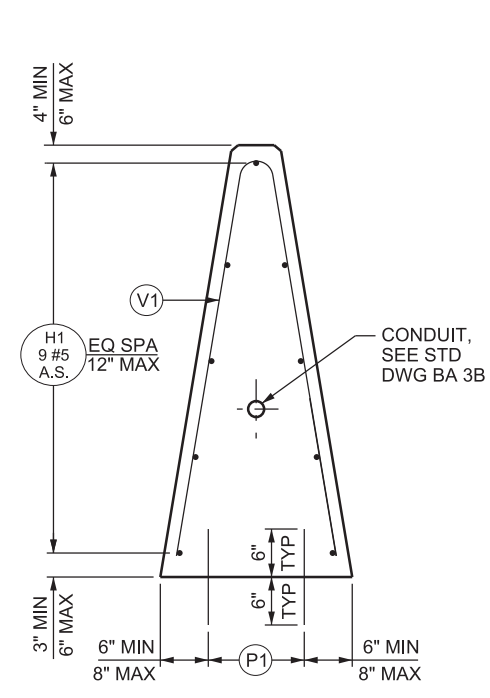


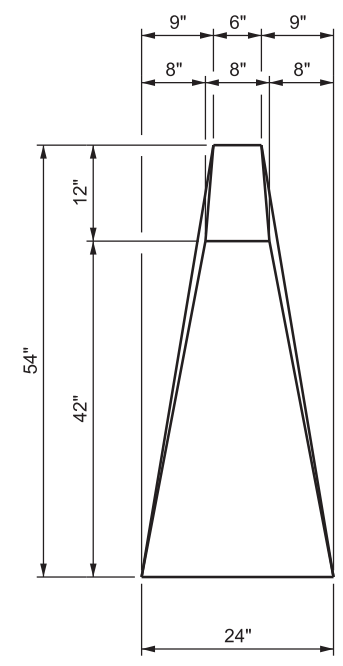
DCN: File: L:\Standard Drawings\Imperial\2017 Approved\Supplemental_Issues\SupplB_Approved August - 2019\Backup\B0301.dgn 04-SEP-2019



ELEVATION



SECTION A-A



VIEW B-B

BAR MARK	BAR SIZE	NO BARS	LOCATION	SKETCH																																																																																								
P1	#8	20	PAVEMENT TO BARRIER (VERTICAL)																																																																																									
H1	#5	9	HORIZONTAL IN BARRIER TIED INSIDE V1 BARS																																																																																									
V1	#5	26	VERTICAL IN BARRIER	<table border="1"> <thead> <tr> <th>H</th> <th>W1</th> <th>W2</th> <th>QTY</th> </tr> </thead> <tbody> <tr><td>49 1/2"</td><td>8"</td><td>3 1/2"</td><td>1</td></tr> <tr><td>49"</td><td>8"</td><td>3 1/2"</td><td>2</td></tr> <tr><td>48 1/2"</td><td>8"</td><td>3 1/2"</td><td>2</td></tr> <tr><td>48"</td><td>8"</td><td>3 1/2"</td><td>2</td></tr> <tr><td>47 1/2"</td><td>8"</td><td>3 1/2"</td><td>1</td></tr> <tr><td>47"</td><td>8"</td><td>3 1/2"</td><td>1</td></tr> <tr><td>46 1/2"</td><td>8"</td><td>3 1/2"</td><td>1</td></tr> <tr><td>46"</td><td>8"</td><td>3 1/2"</td><td>1</td></tr> <tr><td>45"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>44"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>43"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>42"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>41"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>40 1/2"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>40"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>39 1/2"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>39"</td><td>7 1/2"</td><td>4 1/2"</td><td>1</td></tr> <tr><td>39"</td><td>7 1/2"</td><td>5 1/2"</td><td>1</td></tr> <tr><td>38 1/2"</td><td>7"</td><td>5 1/2"</td><td>2</td></tr> <tr><td>38"</td><td>7"</td><td>5 1/2"</td><td>2</td></tr> <tr><td>37 1/2"</td><td>7"</td><td>5 1/2"</td><td>1</td></tr> </tbody> </table>	H	W1	W2	QTY	49 1/2"	8"	3 1/2"	1	49"	8"	3 1/2"	2	48 1/2"	8"	3 1/2"	2	48"	8"	3 1/2"	2	47 1/2"	8"	3 1/2"	1	47"	8"	3 1/2"	1	46 1/2"	8"	3 1/2"	1	46"	8"	3 1/2"	1	45"	7 1/2"	4 1/2"	1	44"	7 1/2"	4 1/2"	1	43"	7 1/2"	4 1/2"	1	42"	7 1/2"	4 1/2"	1	41"	7 1/2"	4 1/2"	1	40 1/2"	7 1/2"	4 1/2"	1	40"	7 1/2"	4 1/2"	1	39 1/2"	7 1/2"	4 1/2"	1	39"	7 1/2"	4 1/2"	1	39"	7 1/2"	5 1/2"	1	38 1/2"	7"	5 1/2"	2	38"	7"	5 1/2"	2	37 1/2"	7"	5 1/2"	1
H	W1	W2	QTY																																																																																									
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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.
- DRILL AND EPOXY BOND P1 BARS, OR HAND POSITION WHILE CONCRETE IS IN A WORKABLE FORM WHEN USING PCCP PAVEMENT.
- BARRIER TRANSITIONS MAY BE LENGTHENED, WITH ENGINEER'S APPROVAL, TO ELIMINATE A GAP BETWEEN PRECAST AND CAST-IN-PLACE SECTIONS.

SUPPLEMENTAL DRAWING

NO.	DATE	APPR.	REMARKS
1	08/29/19		

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

RECOMMENDED FOR APPROVAL:

CHAIRMAN STANDARDS COMMITTEE APPROVED

DEPUTY DIRECTOR:

DATE: AUG. 29, 2019

CAST-IN-PLACE CONCRETE CONSTANT SLOPE BARRIER - 54 INCH, 42 INCH CONSTANT SLOPE BARRIER TRANSITION

STANDARD DRAWING TITLE

STD. DWG. NO. **BA 3Q1**