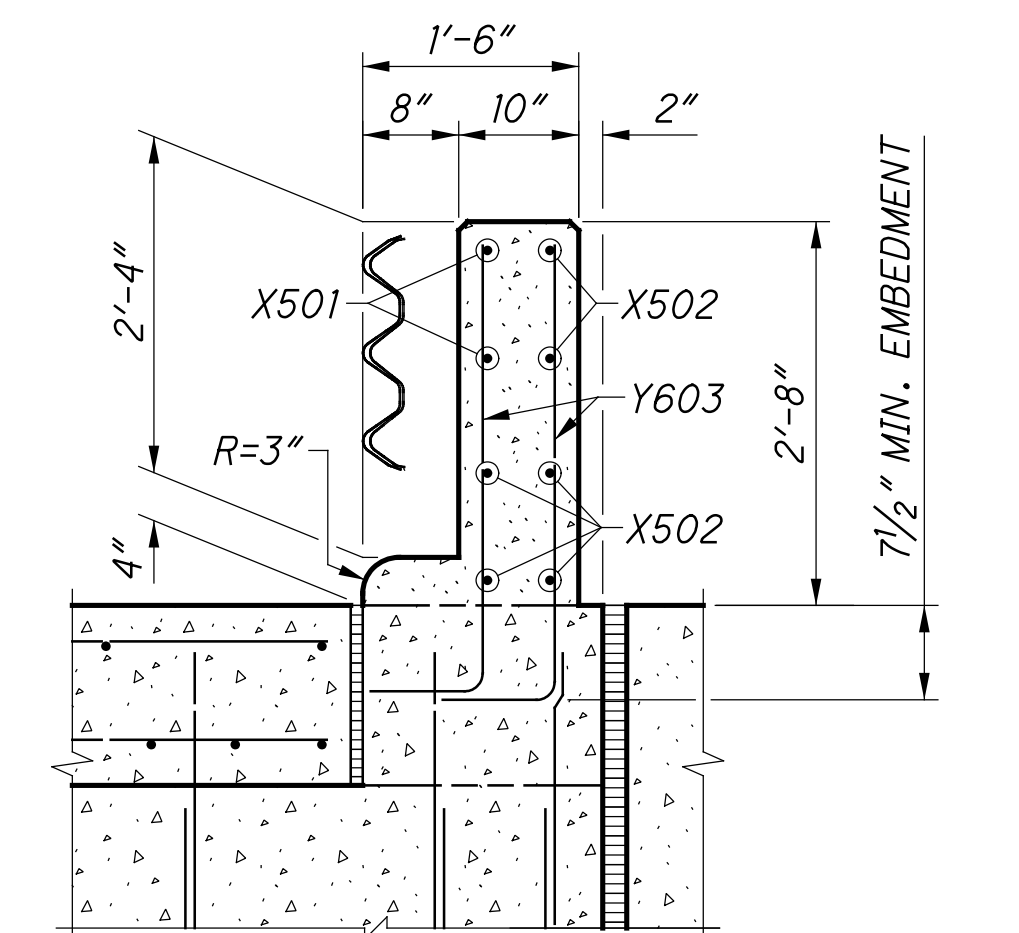
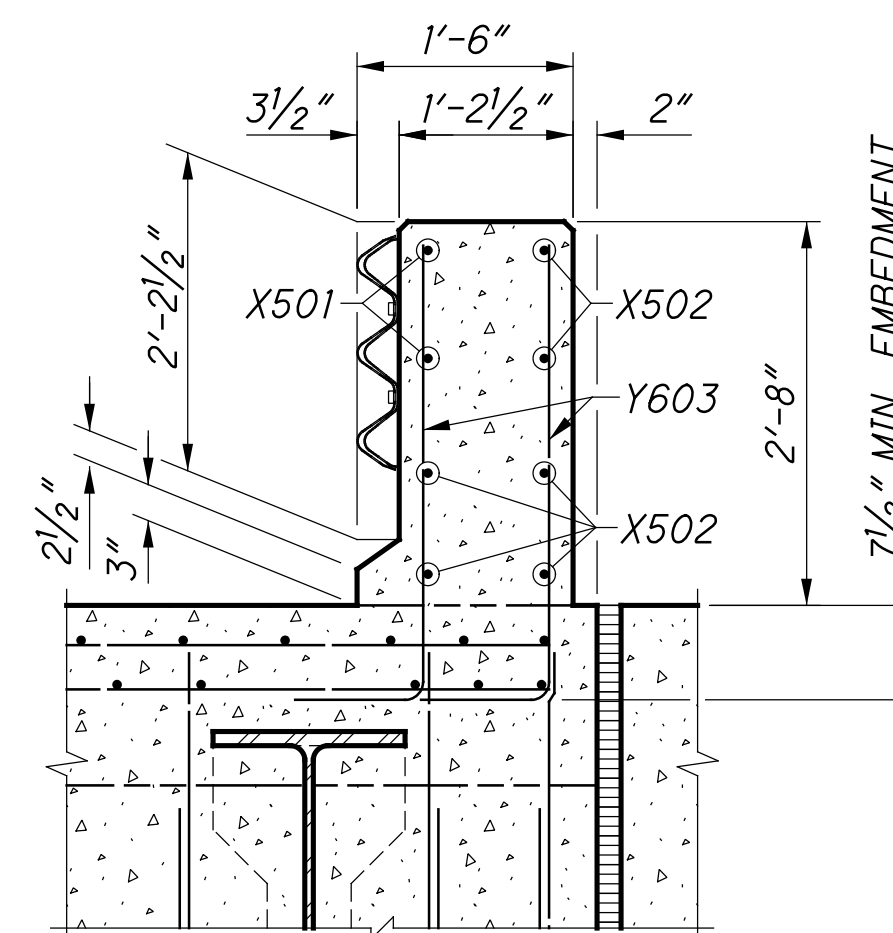
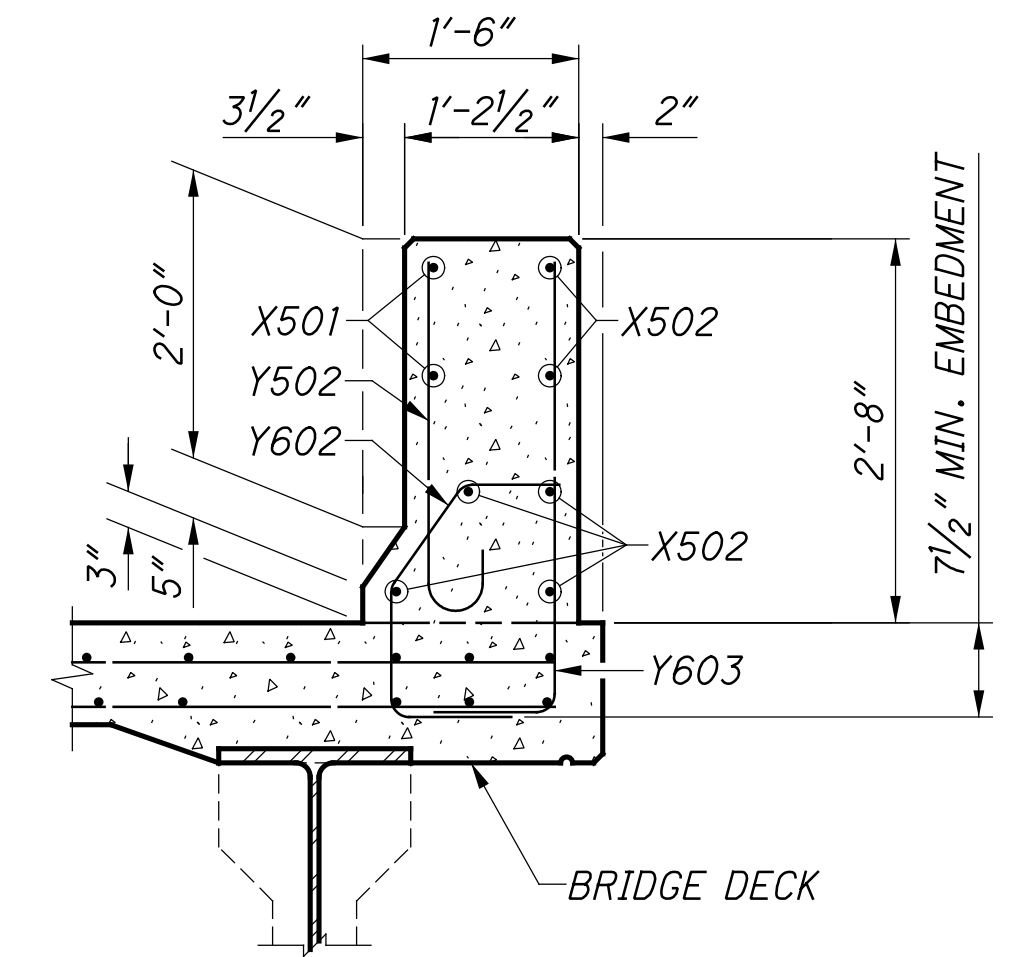


LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE

NOTES:

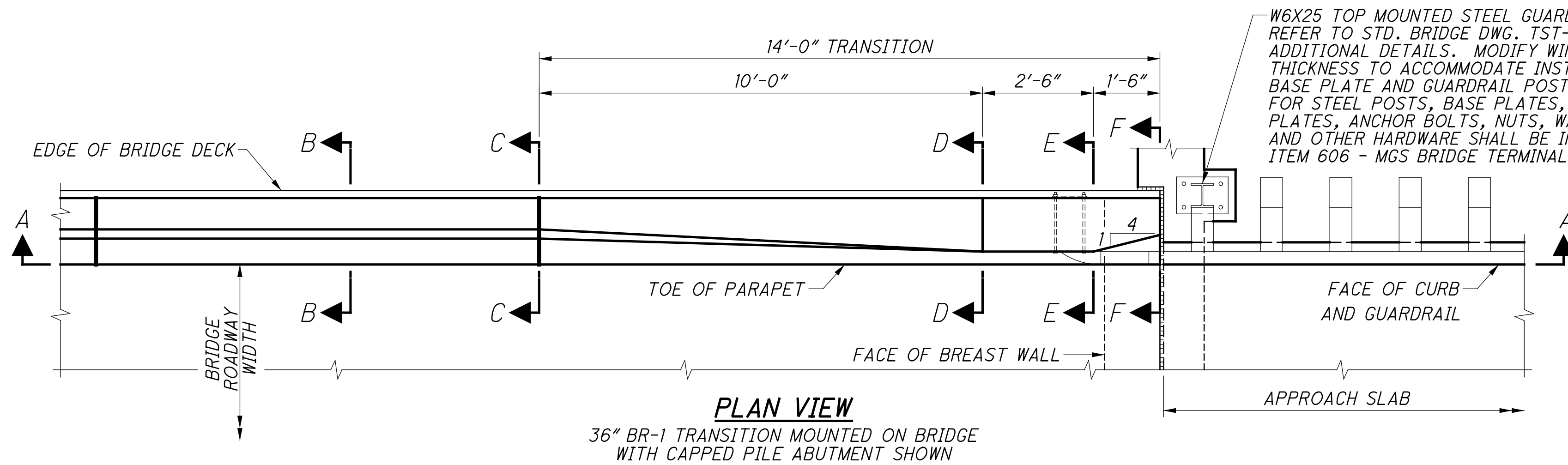
- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
- SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
- FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
- FOR SAWCUT PERIMETER LENGTH, SEE DETAIL A ON SHEET [4/9].
- FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET [9/9].



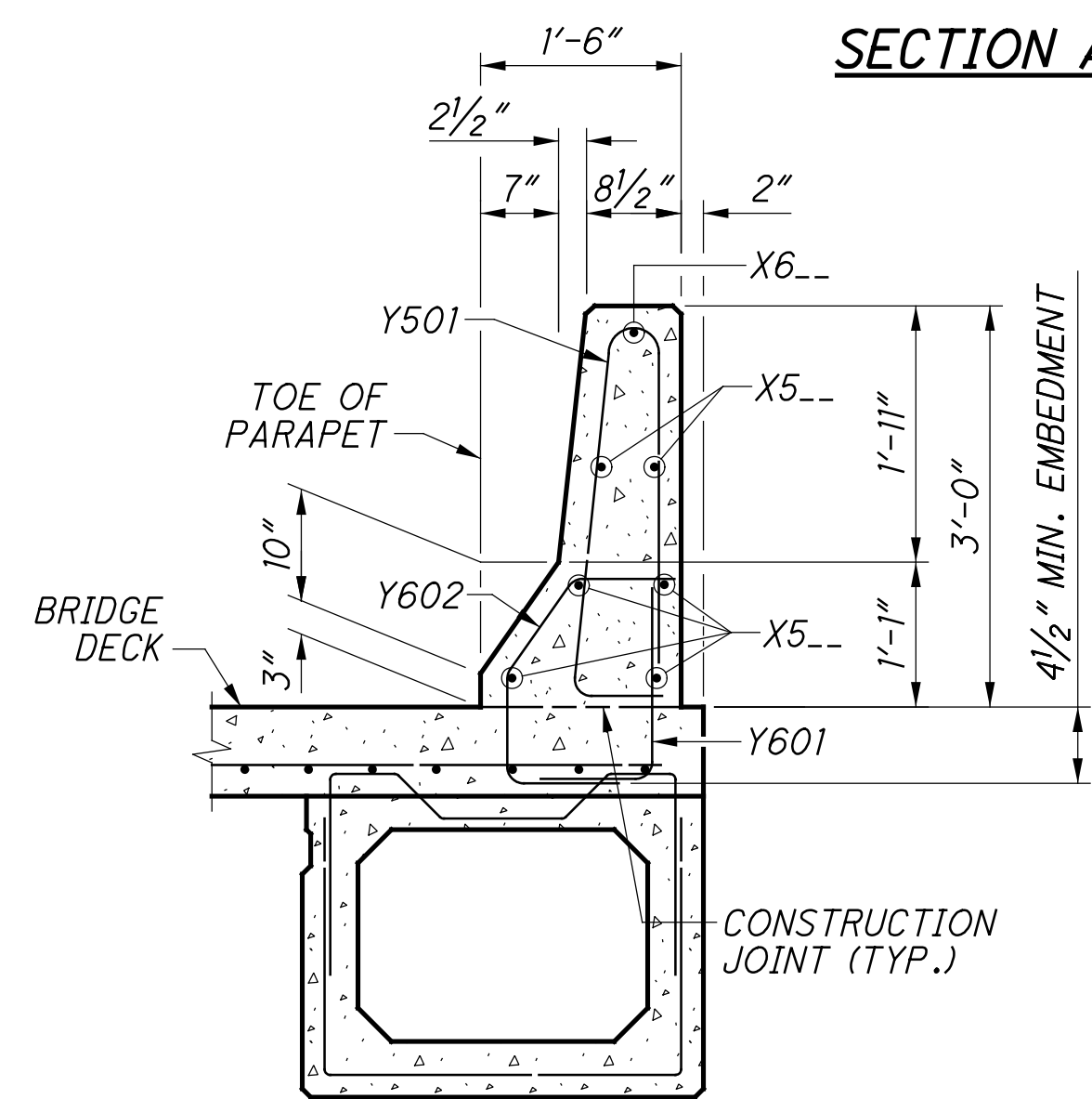
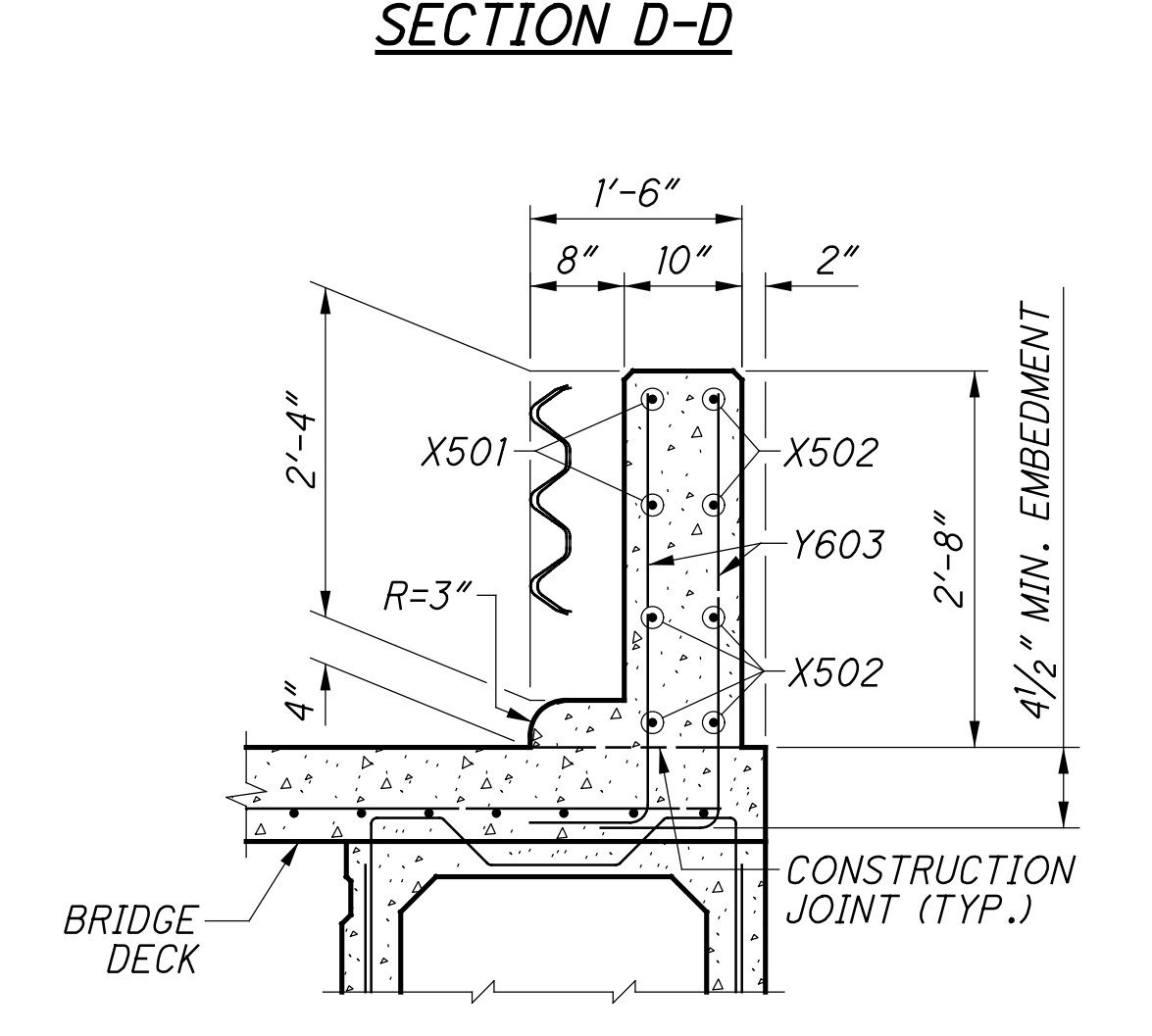
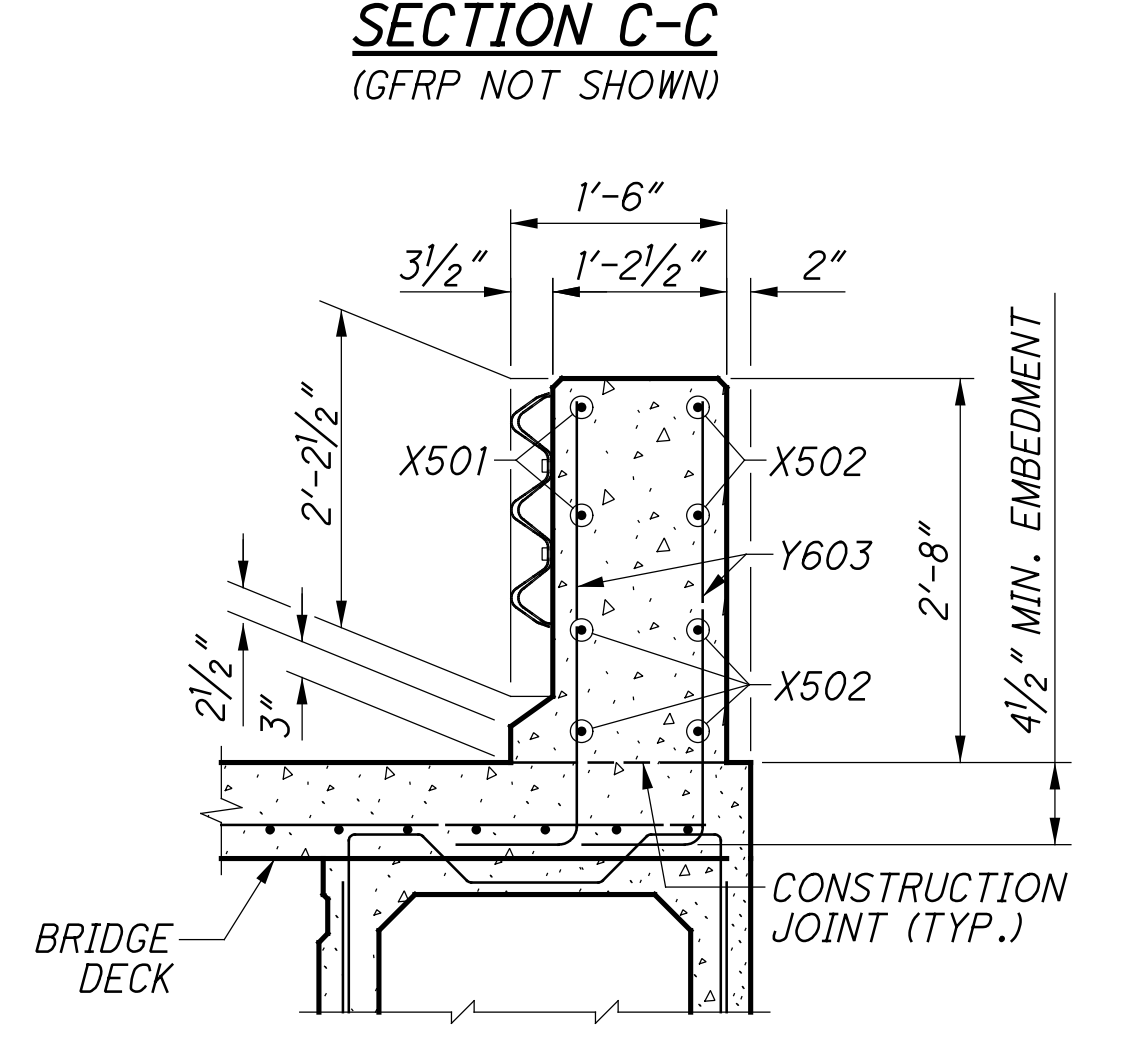
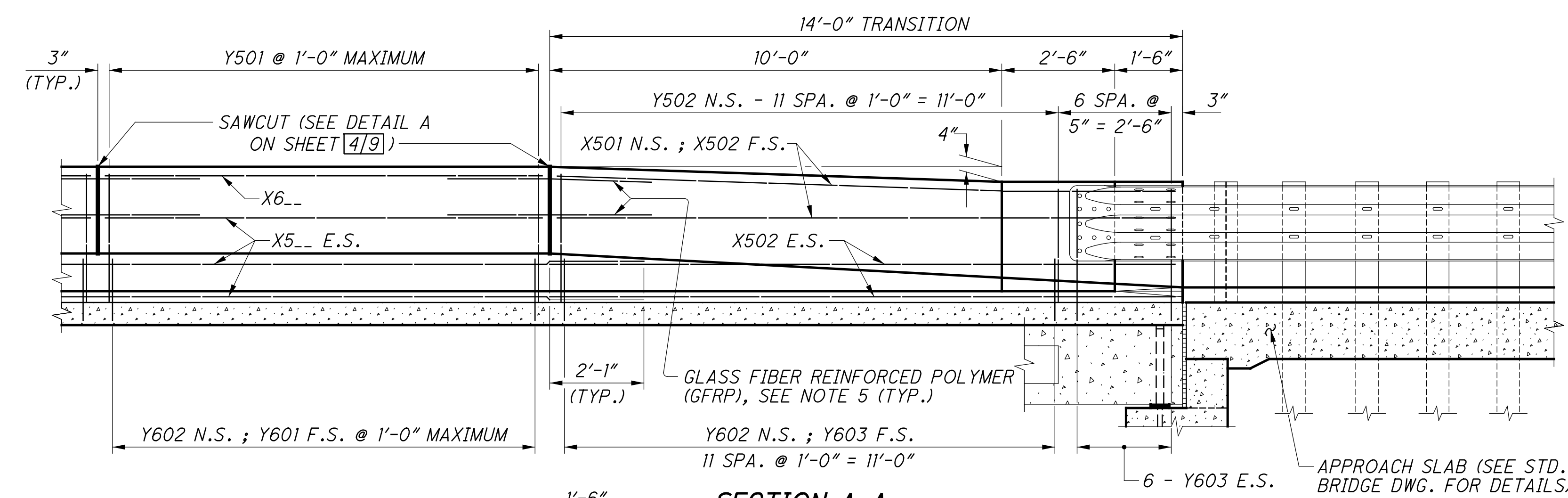
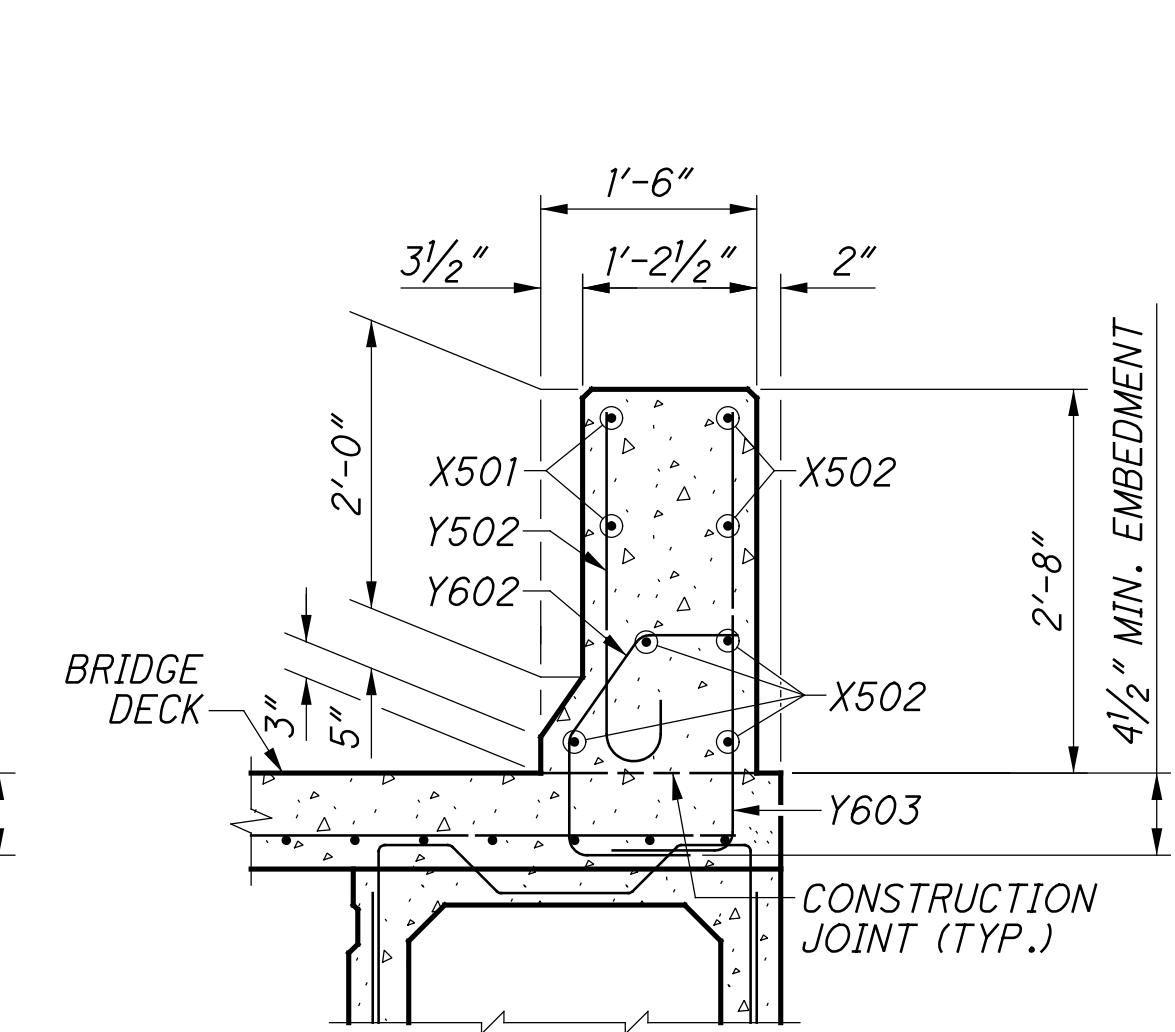
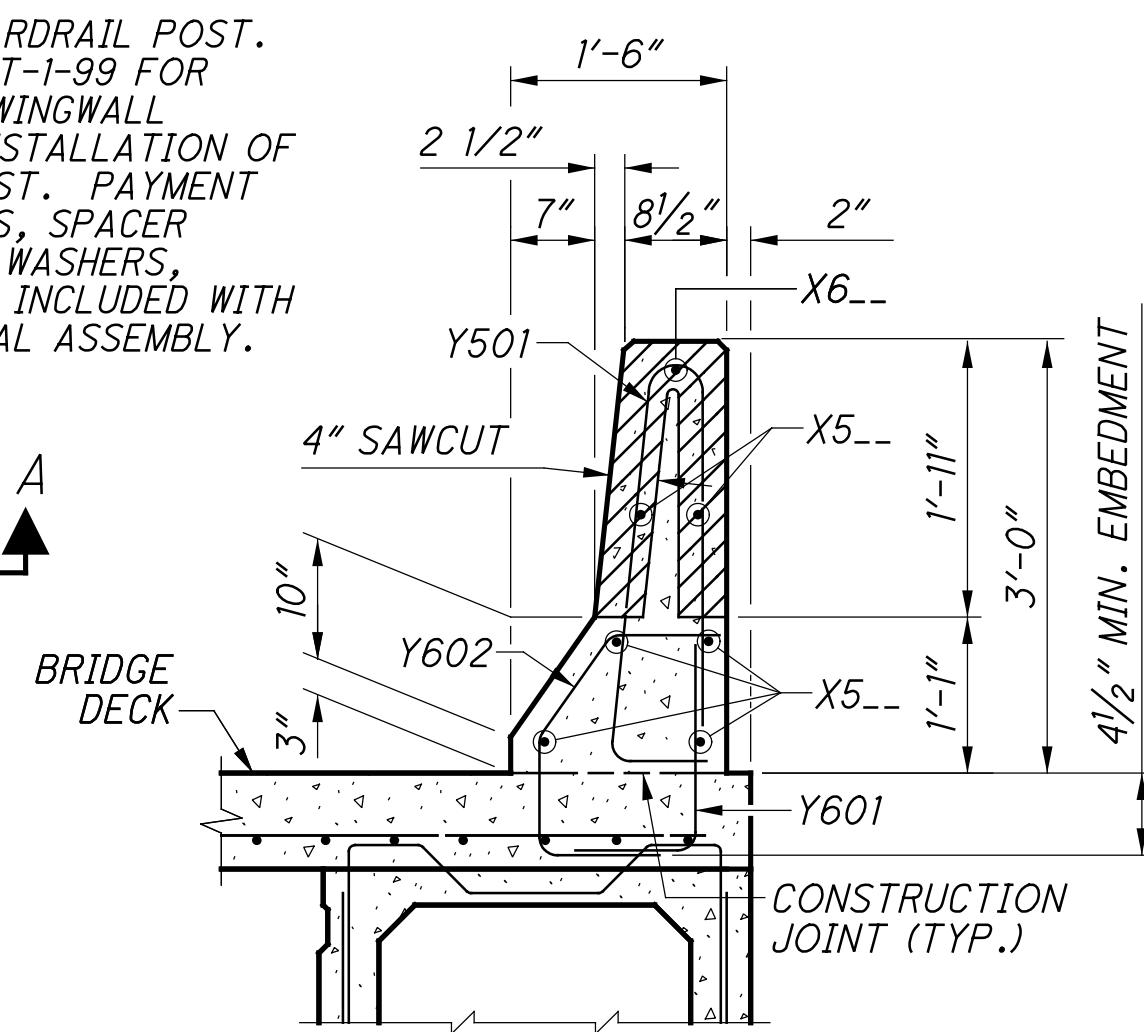
REINFORCING STEEL FOR 36" BR-1 TRANSITION MOUNTED ON BRIDGE OR APPROACH SLAB		
MARK	LENGTH	TYPE
X501	13'-10"	BENT
X502 *	13'-10"	STR
X5..	⊕	STR
X6.. *	⊕	STR
Y501	5'-11"	BENT
Y502	3'-0"	BENT
Y601	A + 1'-9"	BENT
Y602	A + 2'-5"	BENT
Y603	A + 3'-4"	BENT

BENDING DIAGRAMS	

⊕ SEE PROJECT PLANS.
* FIELD BEND BARS WHERE NECESSARY.



W6X25 TOP MOUNTED STEEL GUARDRAIL POST. REFER TO STD. BRIDGE DWG. TST-1-99 FOR ADDITIONAL DETAILS. MODIFY WINGWALL THICKNESS TO ACCOMMODATE INSTALLATION OF BASE PLATE AND GUARDRAIL POST. PAYMENT FOR STEEL POSTS, BASE PLATES, SPACER PLATES, ANCHOR BOLTS, NUTS, WASHERS, AND OTHER HARDWARE SHALL BE INCLUDED WITH ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY.



REINFORCING STEEL FOR 36" BR-1 TRANSITION MOUNTED ON BRIDGE		
MARK	LENGTH	TYPE
X501	13'-10"	BENT
X502 *	13'-10"	STR
X5	⊕	STR
X6 *	⊕	STR
Y501	5'-11"	BENT
Y502	3'-0"	BENT
Y601	A + 1'-9"	BENT
Y602	A + 2'-5"	BENT
Y603	A + 3'-4"	BENT

BENDING DIAGRAMS	

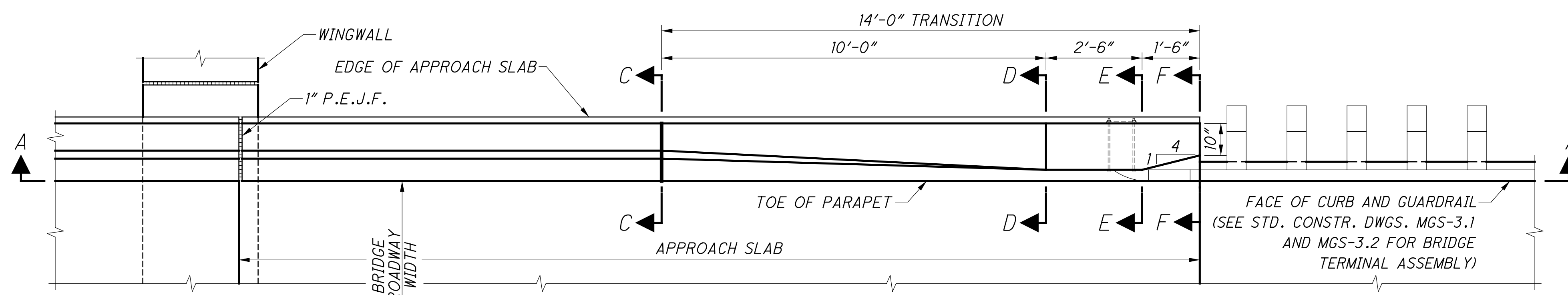
⊕ SEE PROJECT PLANS.
* FIELD BEND BARS WHERE NECESSARY.

- NOTES:**
- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
 - SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
 - FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
 - FOR SAWCUT PERIMETER LENGTH, SEE DETAIL A ON SHEET [4/9].
 - FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET [9/9].

LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE

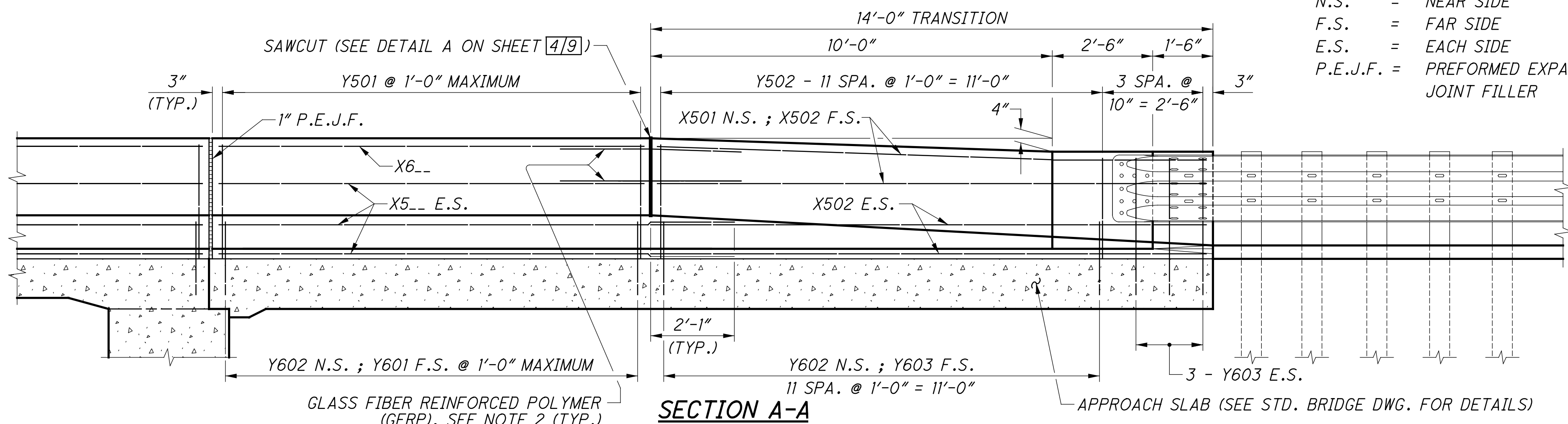
BR-1-13

MODEL: Sheet PAPER: 34x22 (in.) DATE: 7/13/2023 TIME: 10:38:34 AM USER: tpetros
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PLAN VIEW
36" BR-1 TRANSITION MOUNTED ON APPROACH SLAB
WITH SEMI-INTEGRAL ABUTMENT SHOWN
(INTEGRAL ABUTMENT AND CAPPED PILE ABUTMENT SIMILAR)

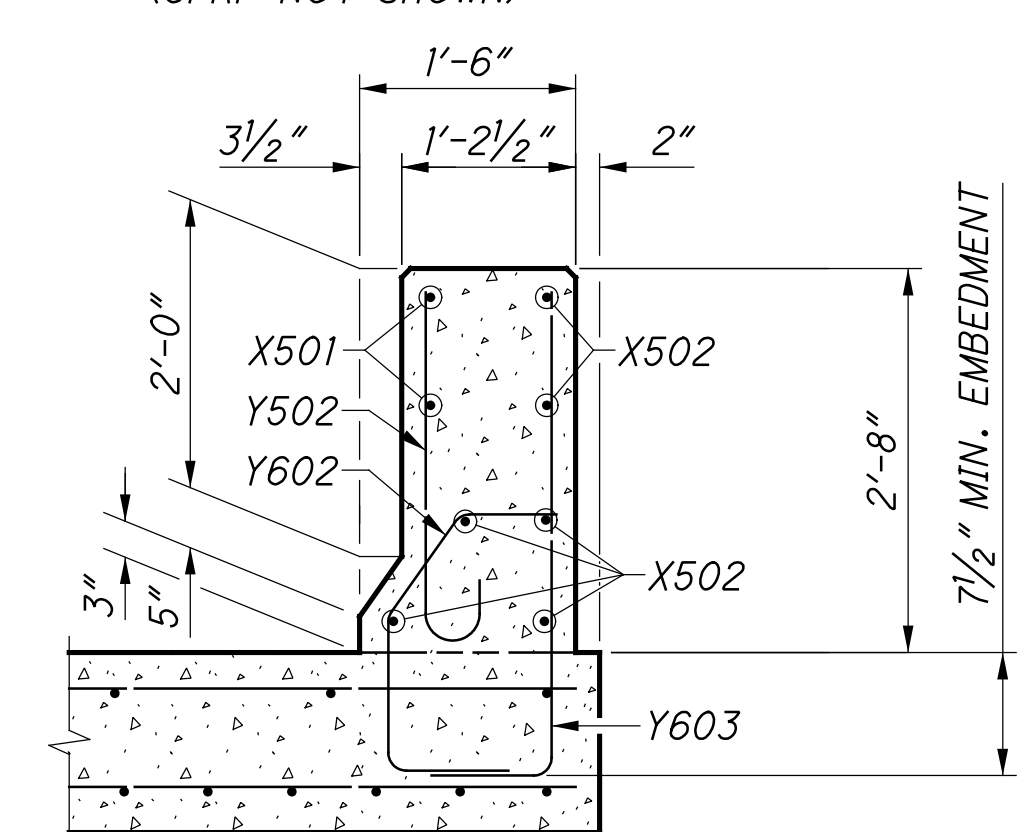
LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER



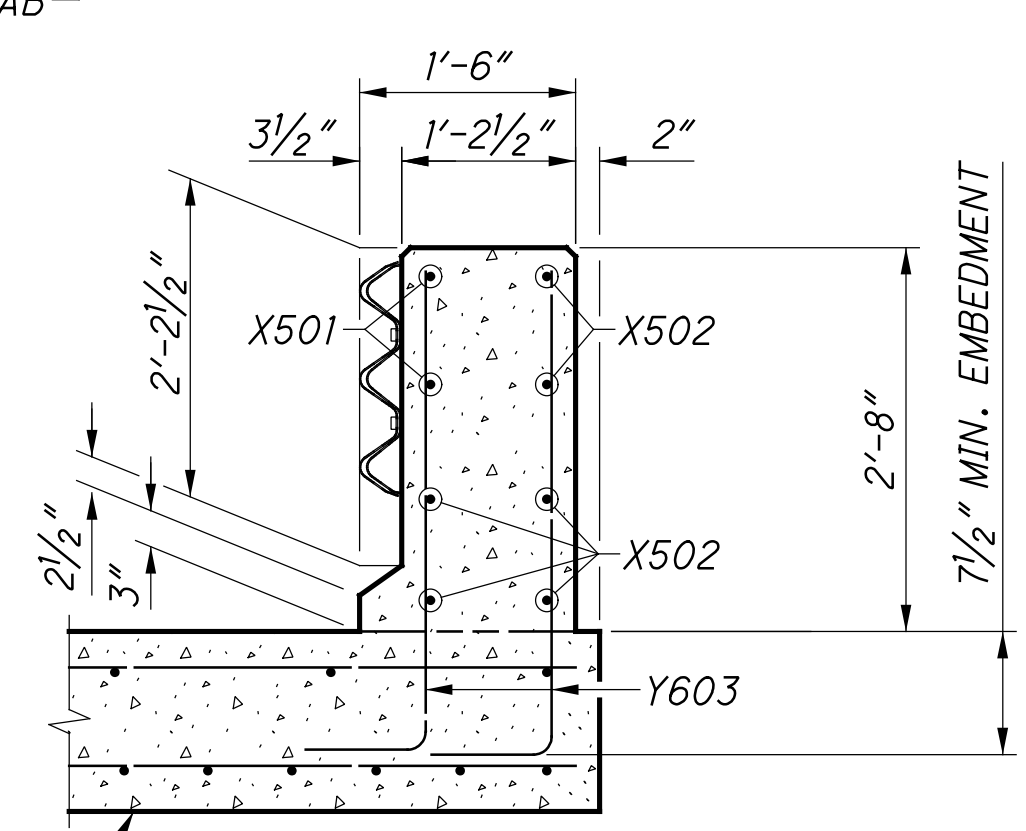
SECTION A-A

APPROACH SLAB (SEE STD. BRIDGE DWG. FOR DETAILS)

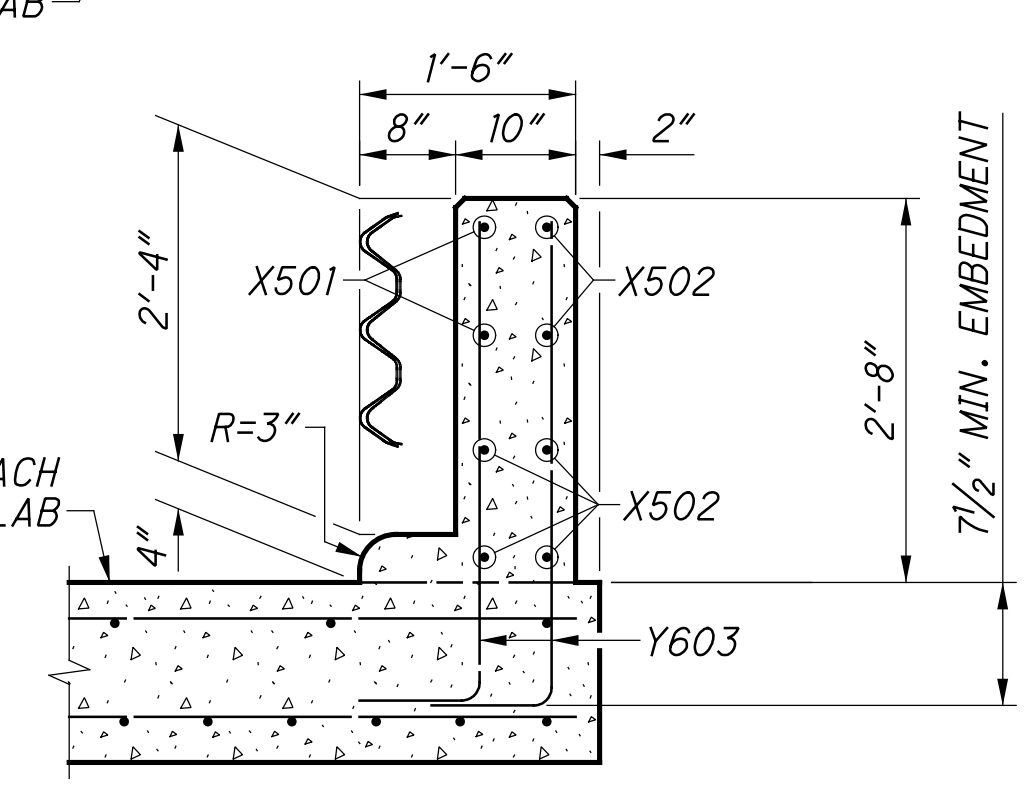
SECTION C-C
(GFRP NOT SHOWN)



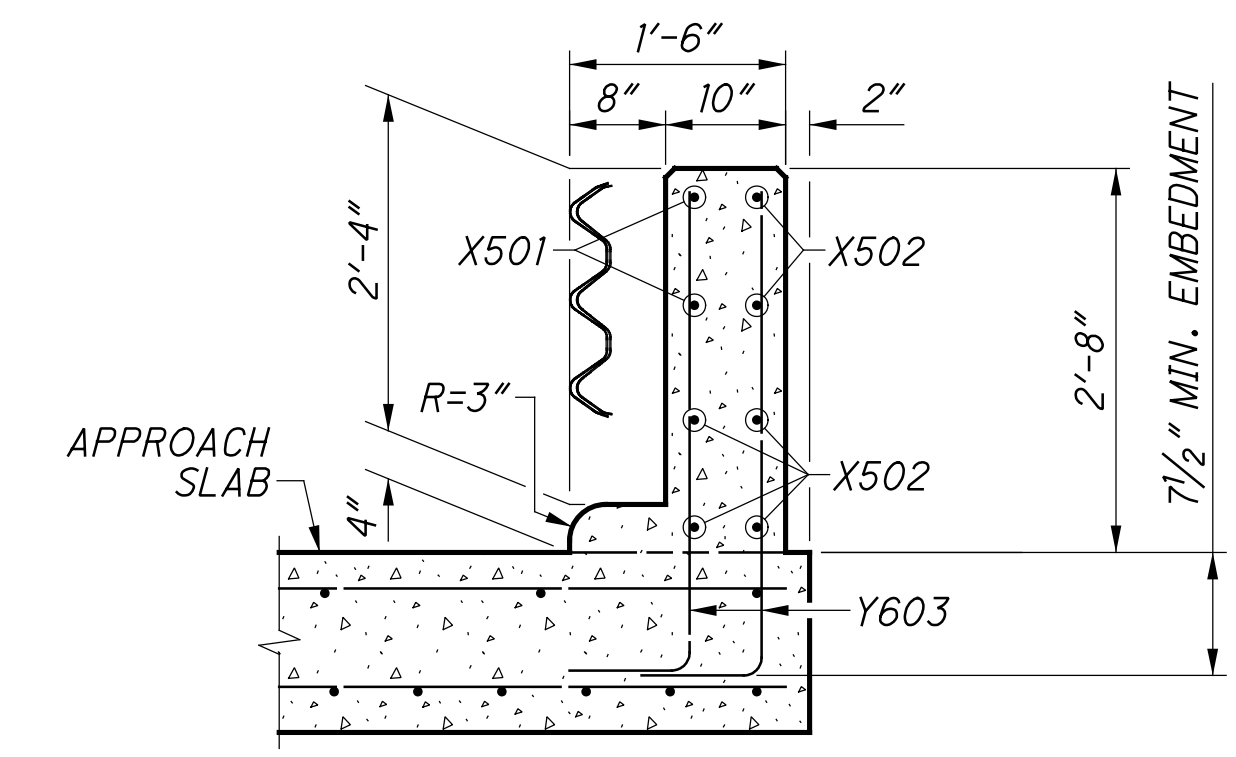
SECTION D-D



SECTION E-E

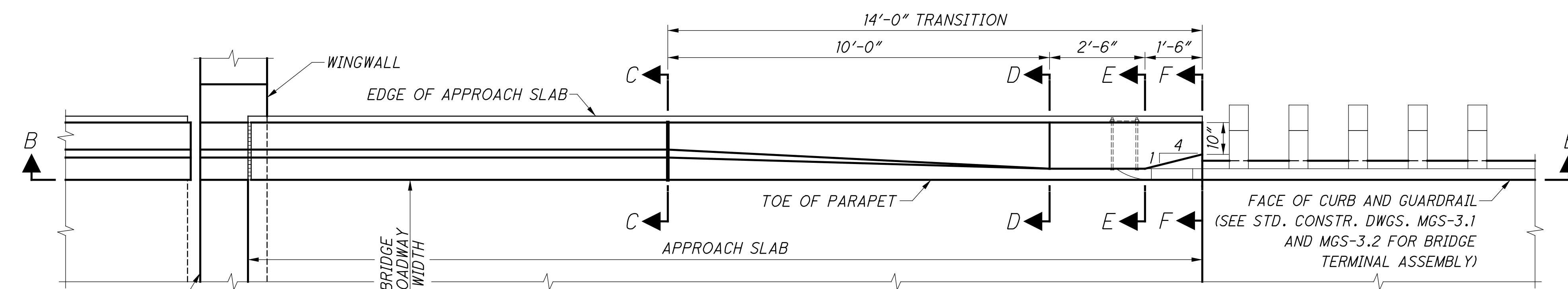


SECTION F-F



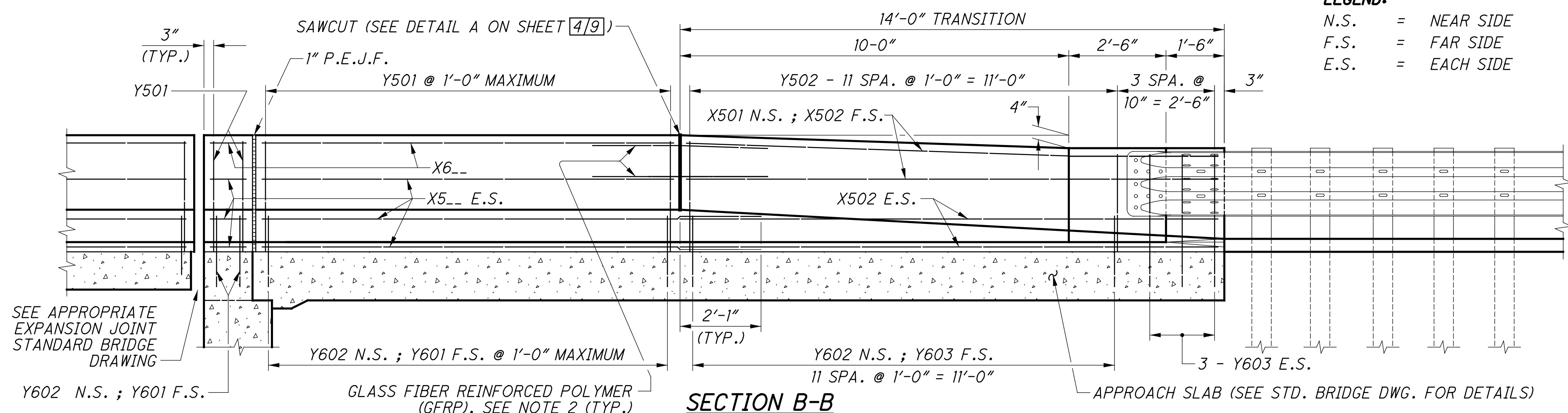
NOTES:

1. FOR REINFORCING STEEL LIST, SEE SHEET 1/9.
2. FOR ADDITIONAL DETAILS AND NOTES, SEE SHEETS 1/9 AND 9/9.



PLAN VIEW
36" BR-1 TRANSITION MOUNTED ON APPROACH SLAB
WITH TYPICAL ABUTMENT SHOWN

LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE



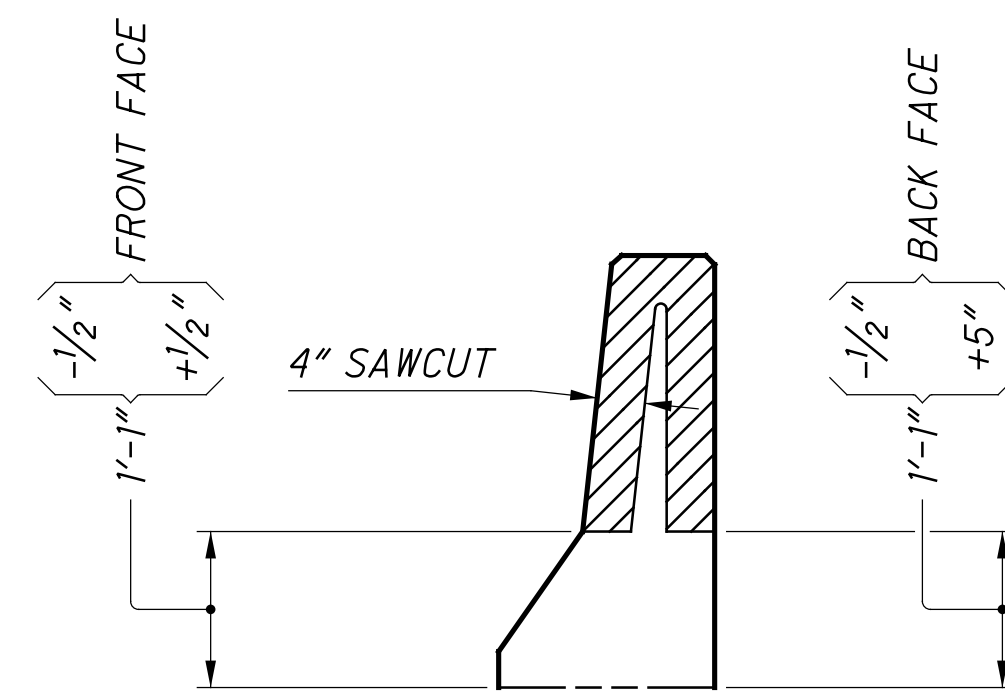
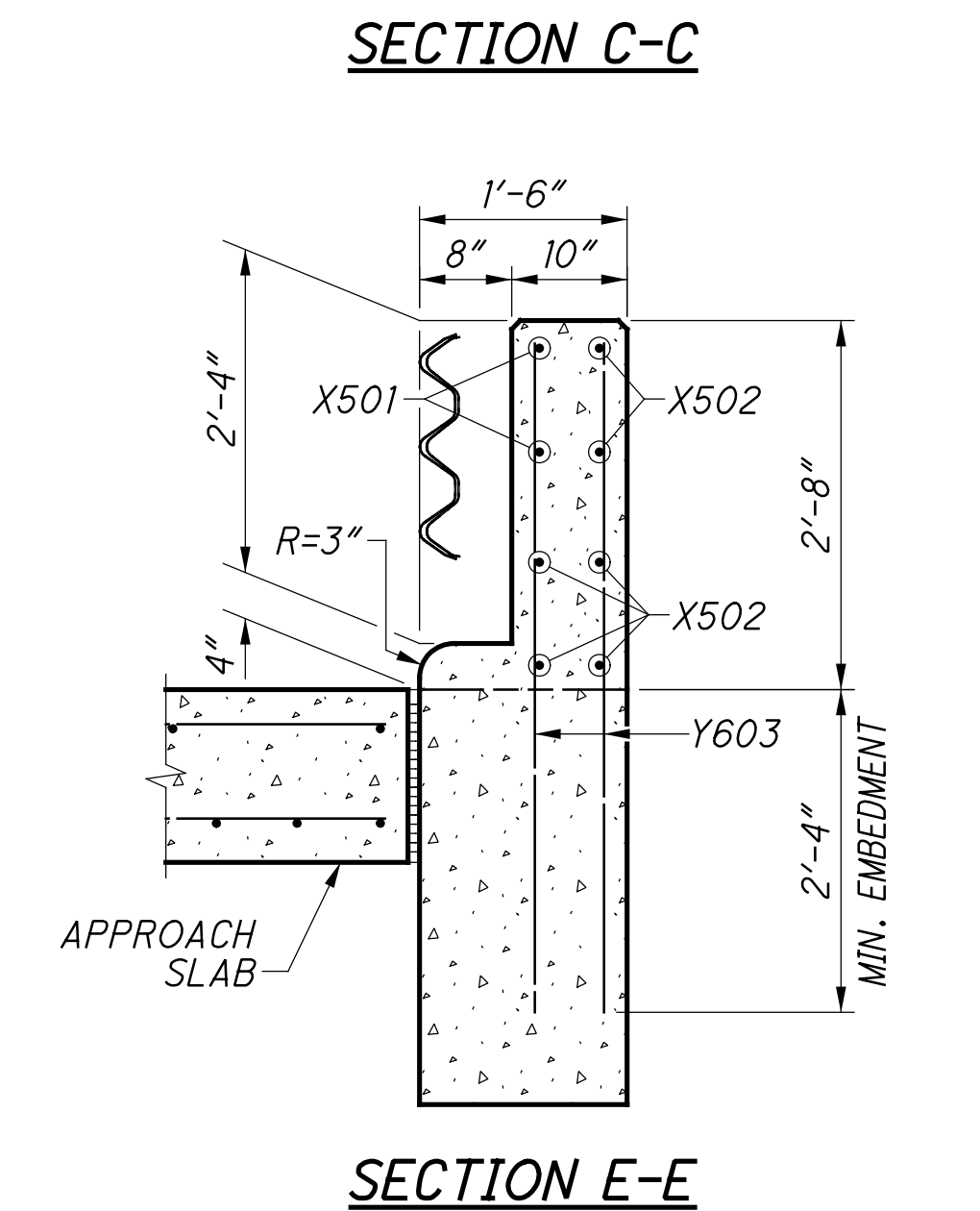
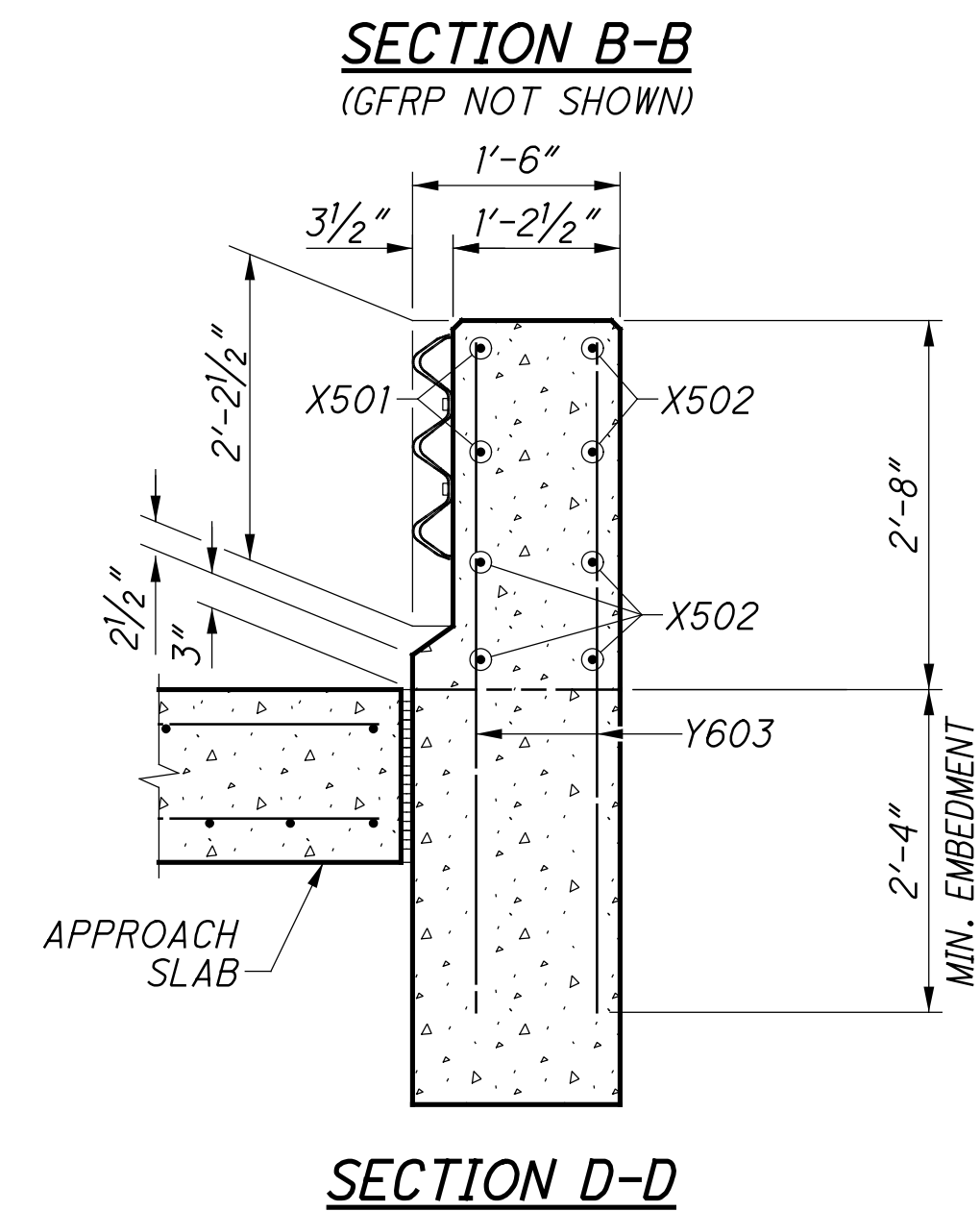
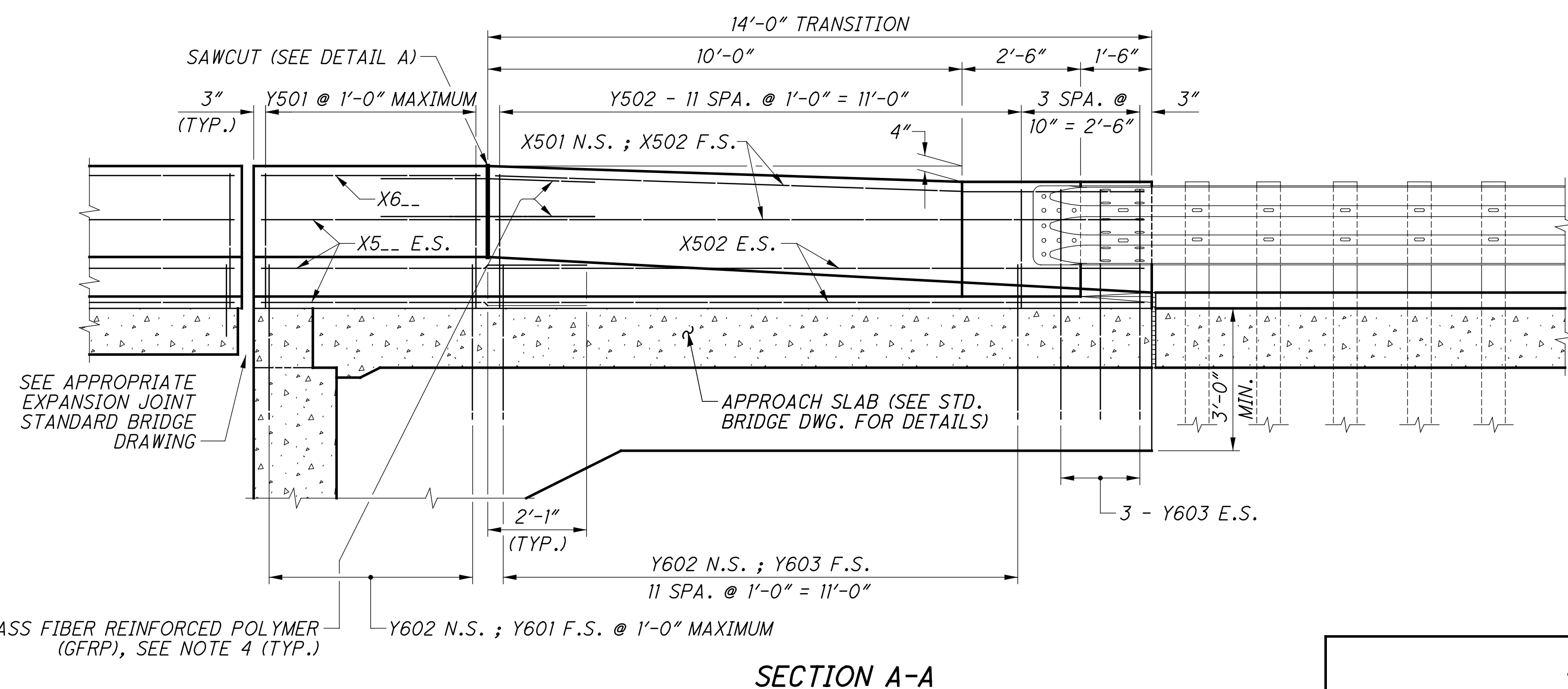
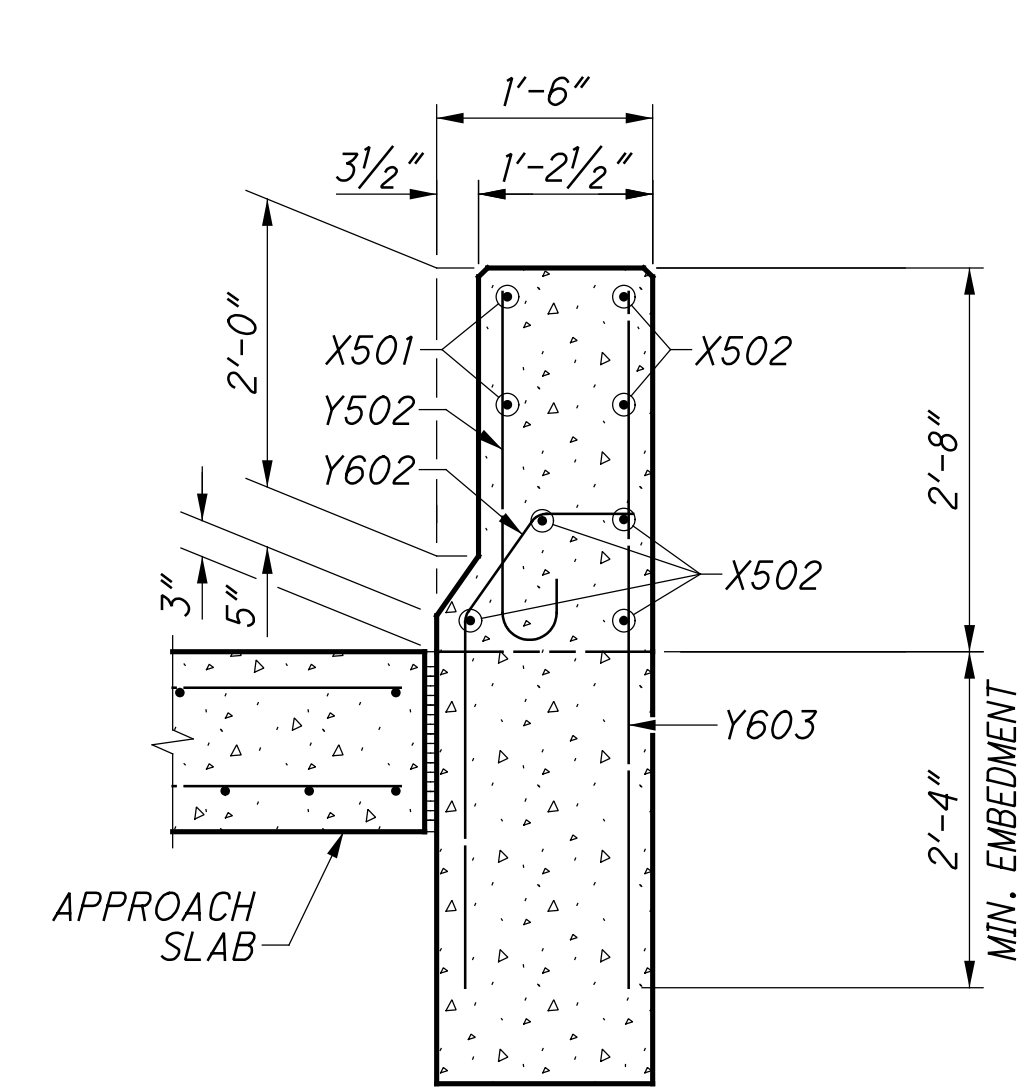
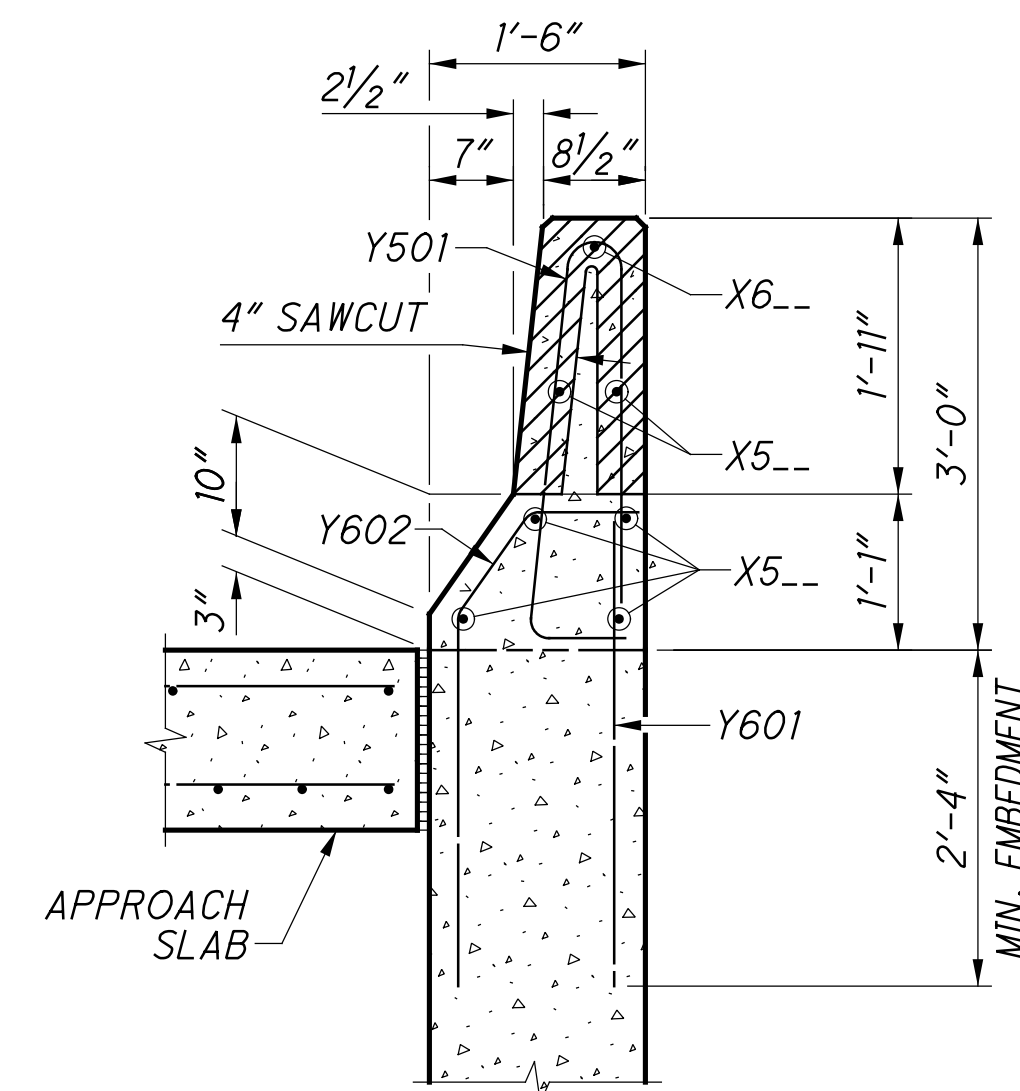
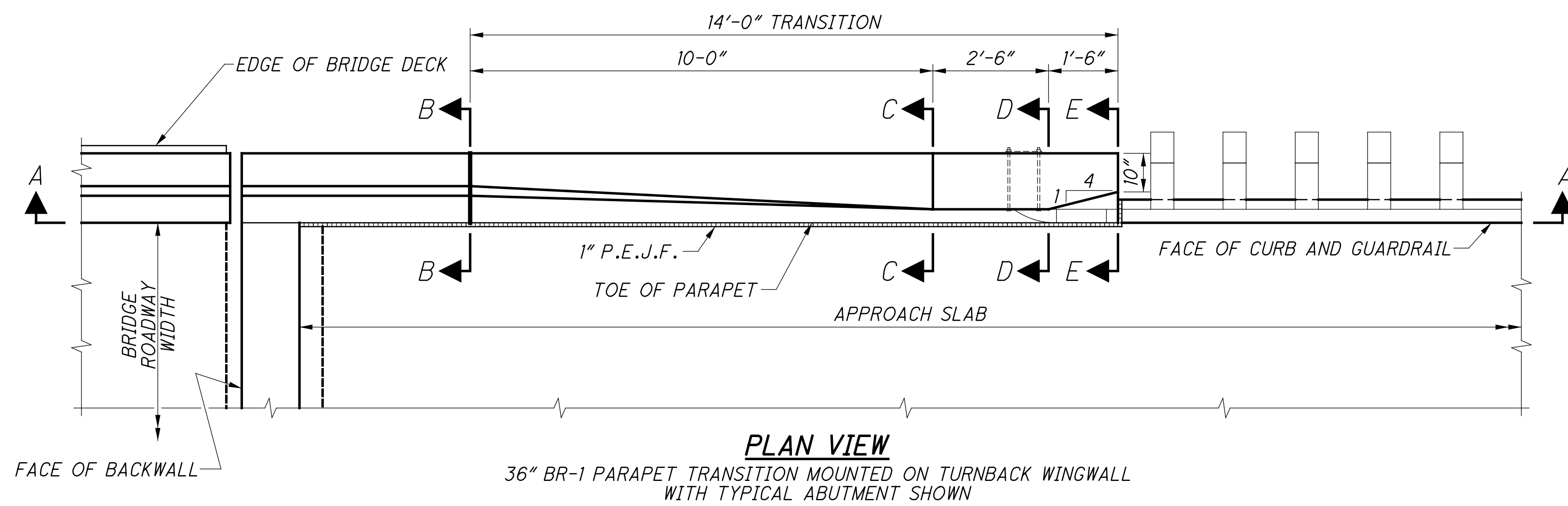
SECTION B-B

APPROACH SLAB (SEE STD. BRIDGE DWG. FOR DETAILS)

BR-1-13
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SEE APPROPRIATE
EXPANSION JOINT
STANDARD BRIDGE
DRAWING

GLASS FIBER REINFORCED POLYMER
(GFRP), SEE NOTE 2 (TYP.)



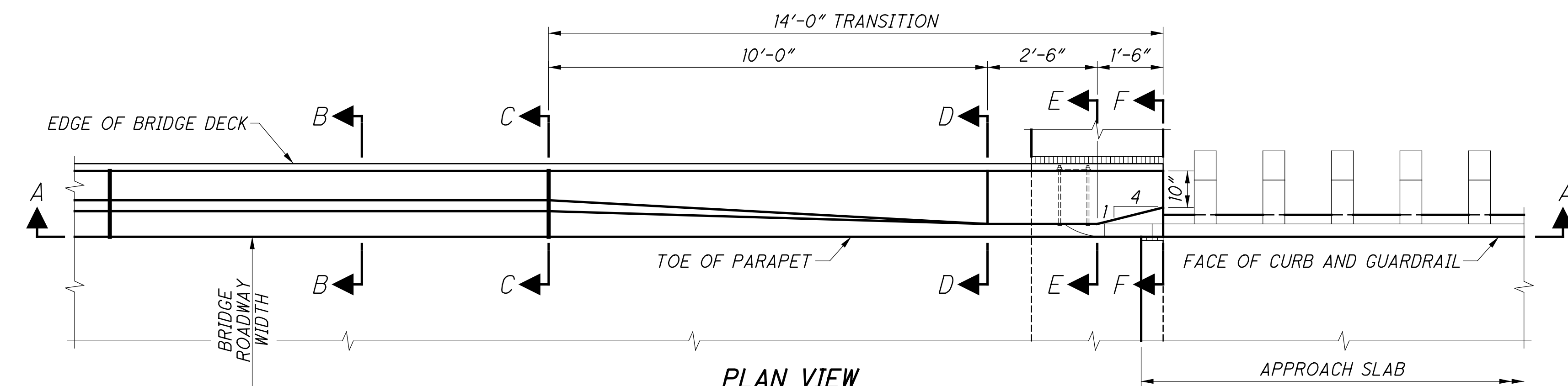
DETAIL A
SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 4'-7"

LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER

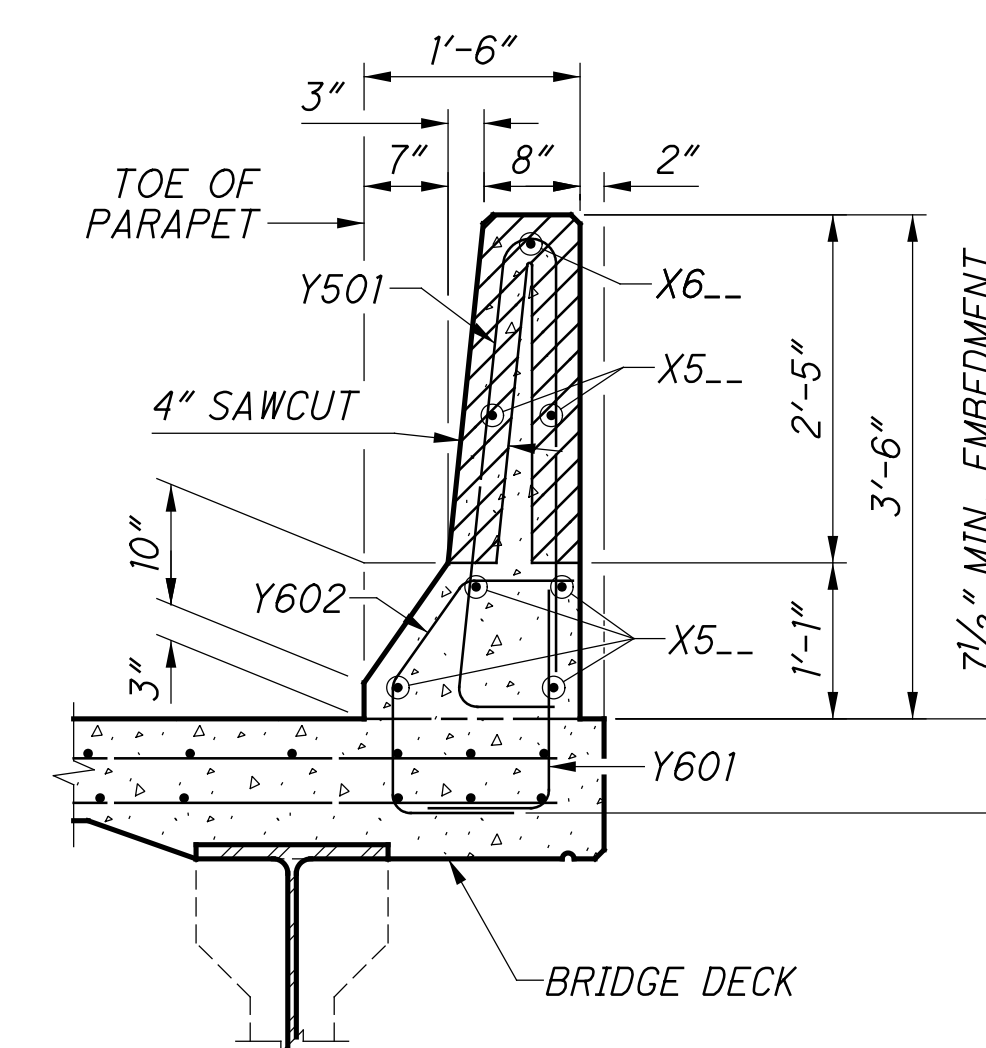
REINFORCING STEEL FOR 36" BR-1 TRANSITION MOUNTED ON WINGWALL		
MARK	LENGTH	TYPE
X501	13'-10"	BENT
X502 *	13'-10"	STR
X5..	⊕	STR
X6.. *	⊕	STR
Y501	5'-11"	BENT
Y502	3'-0"	BENT
Y601	A + 9"	BENT
Y602	A + 1'-7"	BENT
Y603	A + 2'-6"	BENT

BENDING DIAGRAMS	

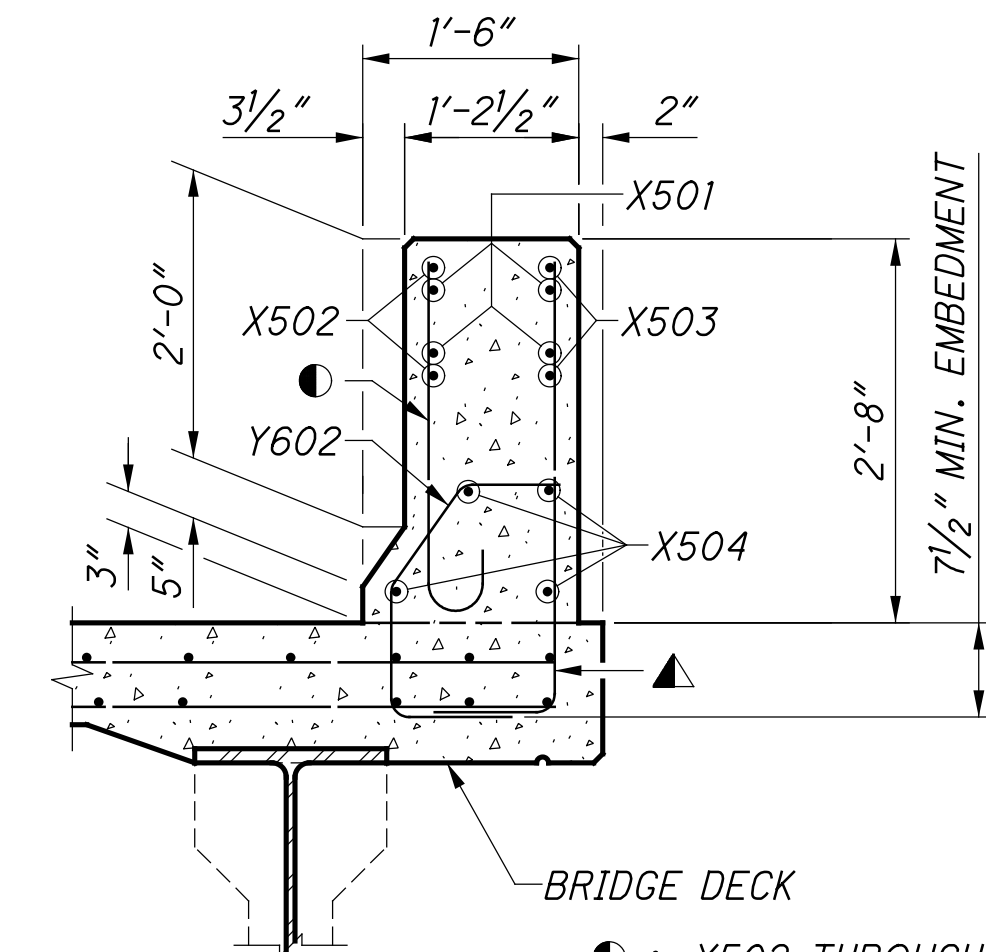
- NOTES:**
- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
 - SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
 - FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
 - FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET 9/9.



PLAN VIEW
42" BR-1 TRANSITION MOUNTED ON BRIDGE
WITH SEMI-INTEGRAL ABUTMENT SHOWN
(INTEGRAL ABUTMENT AND CAPPED PILE ABUTMENT SIMILAR)

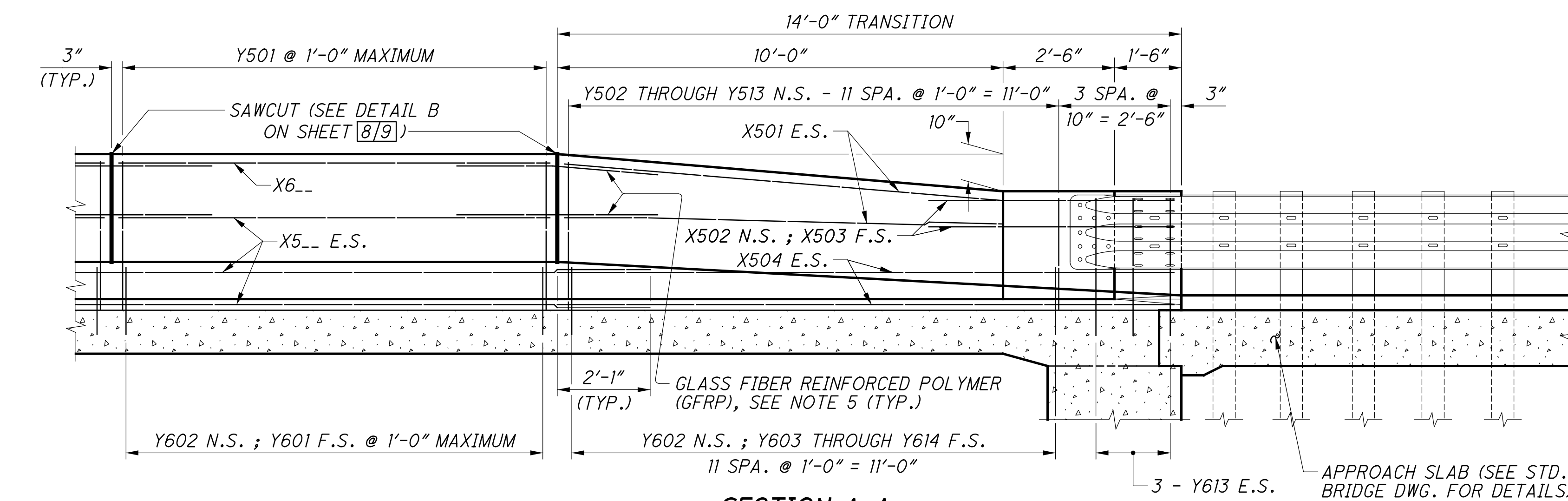


SECTION C-C
(GFRP NOT SHOWN)

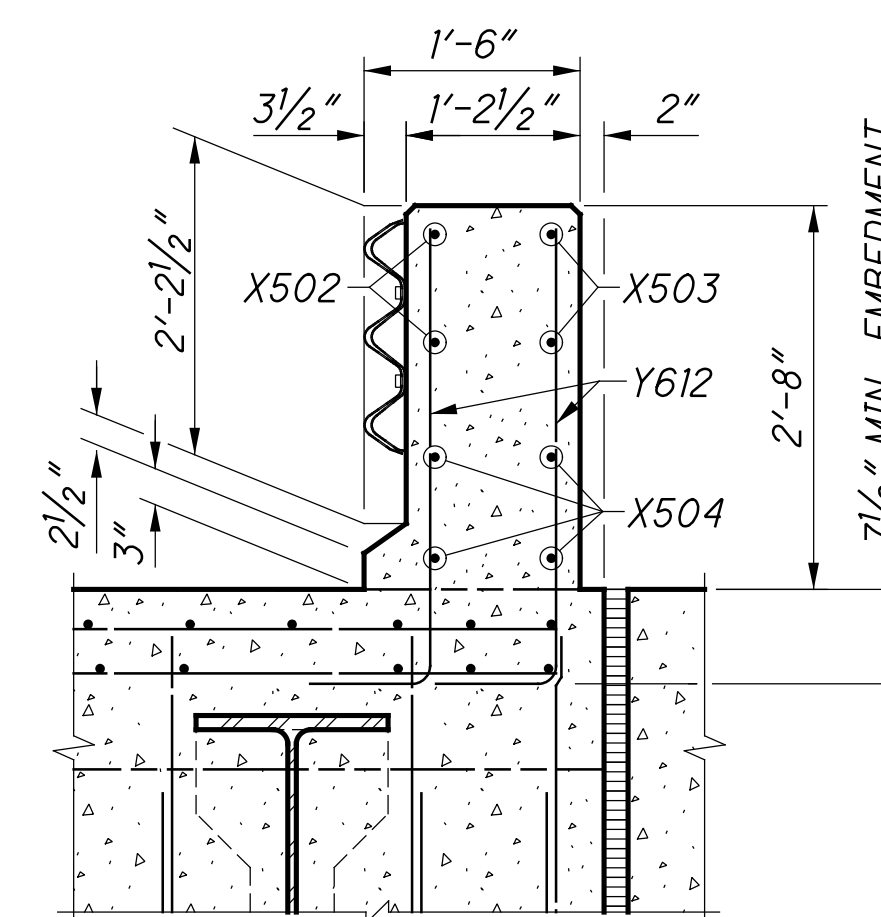


SECTION D-D

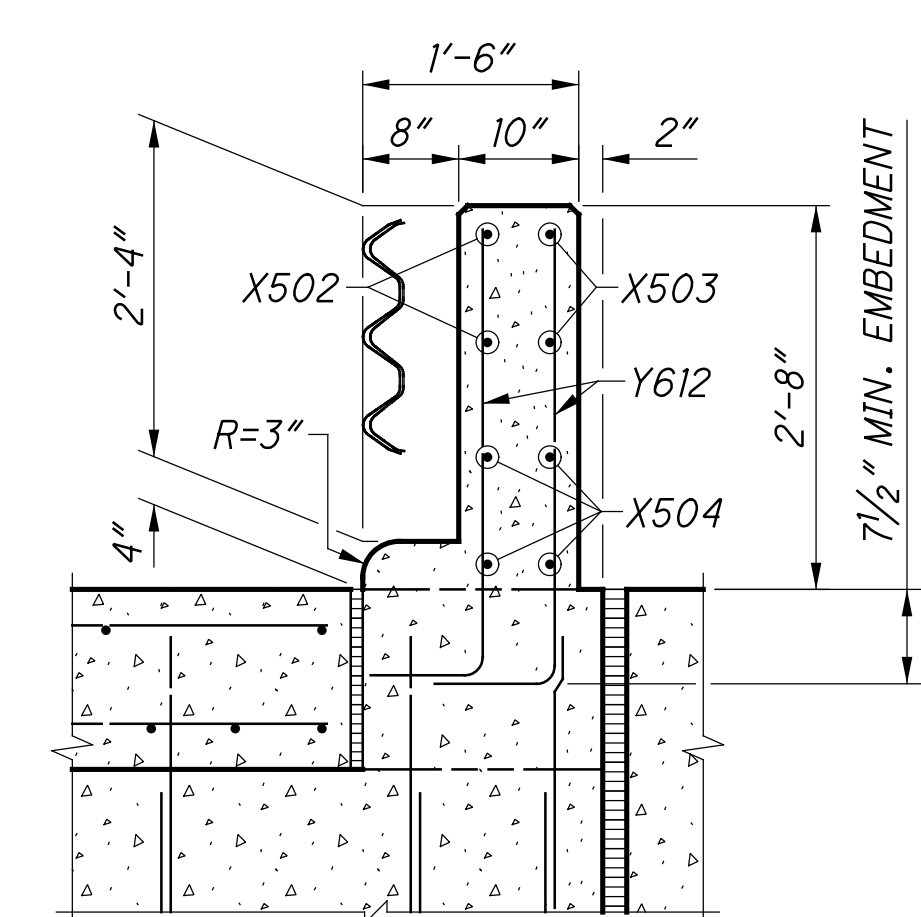
● : Y502 THROUGH Y513
▲ : Y603 THROUGH Y614



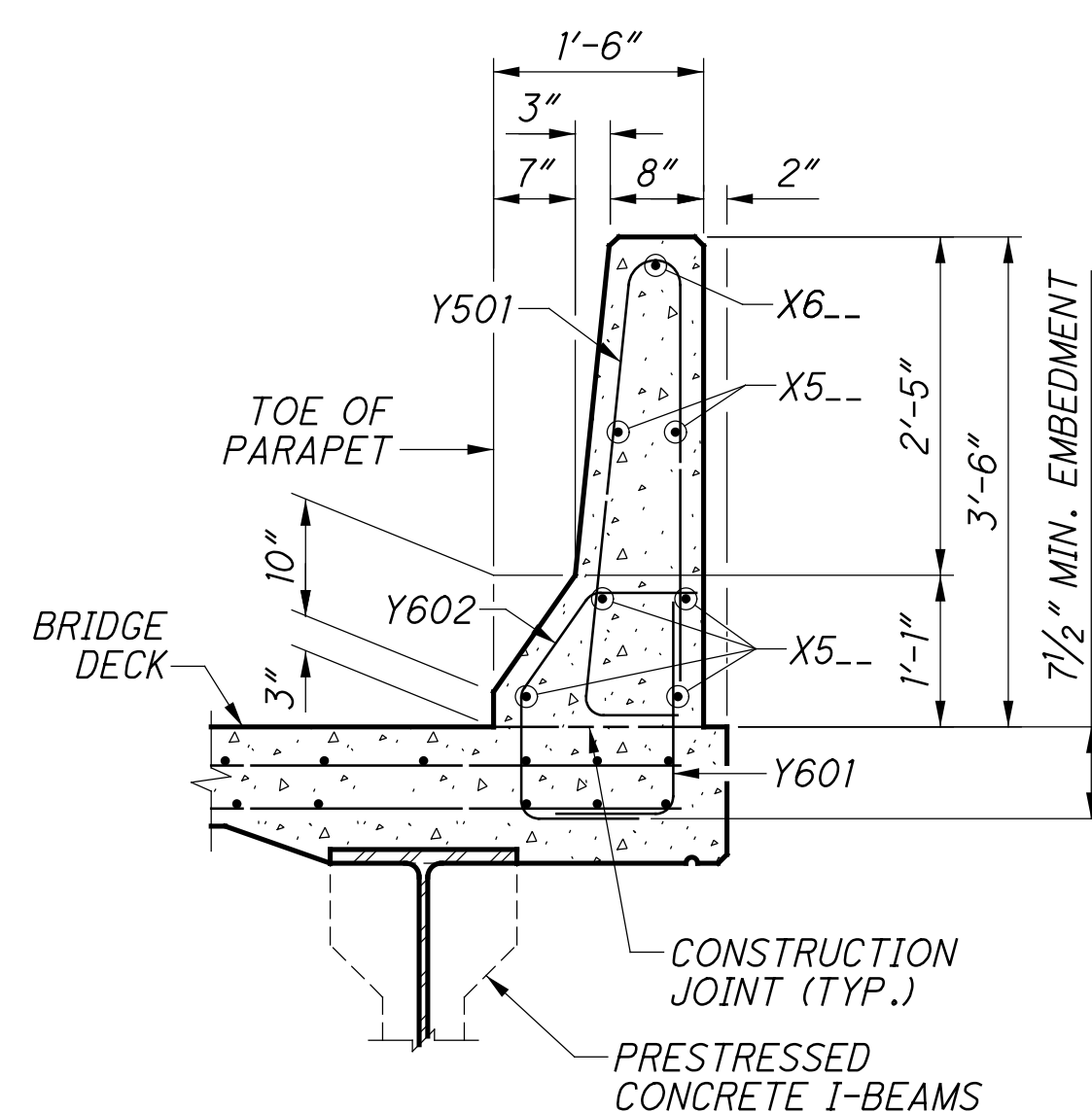
SECTION A-A



SECTION E-E

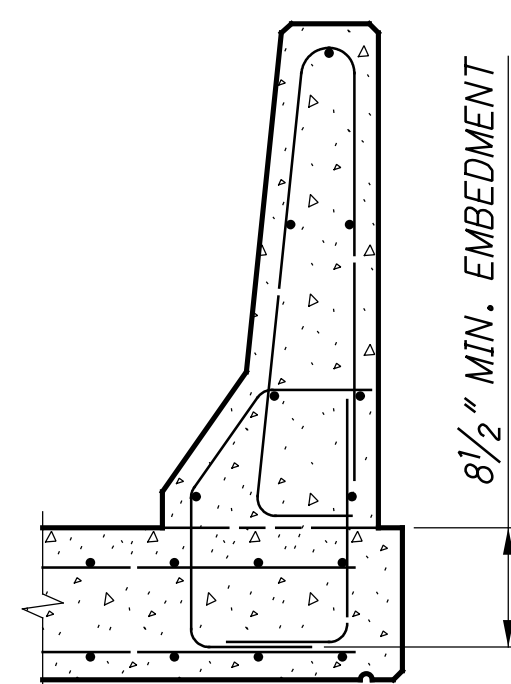


SECTION F-F



SECTION B-B

REINFORCED CONCRETE DECK
ON STEEL OR PRESTRESSED
CONCRETE I-BEAMS/GIRDERS



CONTINUOUS
OR
SINGLE SPAN
REINFORCED
CONCRETE
SLAB BRIDGE

REINFORCING STEEL FOR 42" BR-1 TRANSITION MOUNTED ON BRIDGE OR APPROACH SLAB

MARK	LENGTH	TYPE	BENDING DIAGRAMS
X501	10'-0"	STR	
X502	5'-8"	BENT	
X503	5'-8"	STR	
X504 *	13'-10"	STR	
X5...	⊕	STR	
X6... *	⊕	STR	
Y501	6'-11"	BENT	
THROUGH Y513	A + 7"	BENT	
Y601	B + 1'-9"	BENT	
Y602	B + 2'-5"	BENT	
THROUGH Y614	B + C + 10"	BENT	

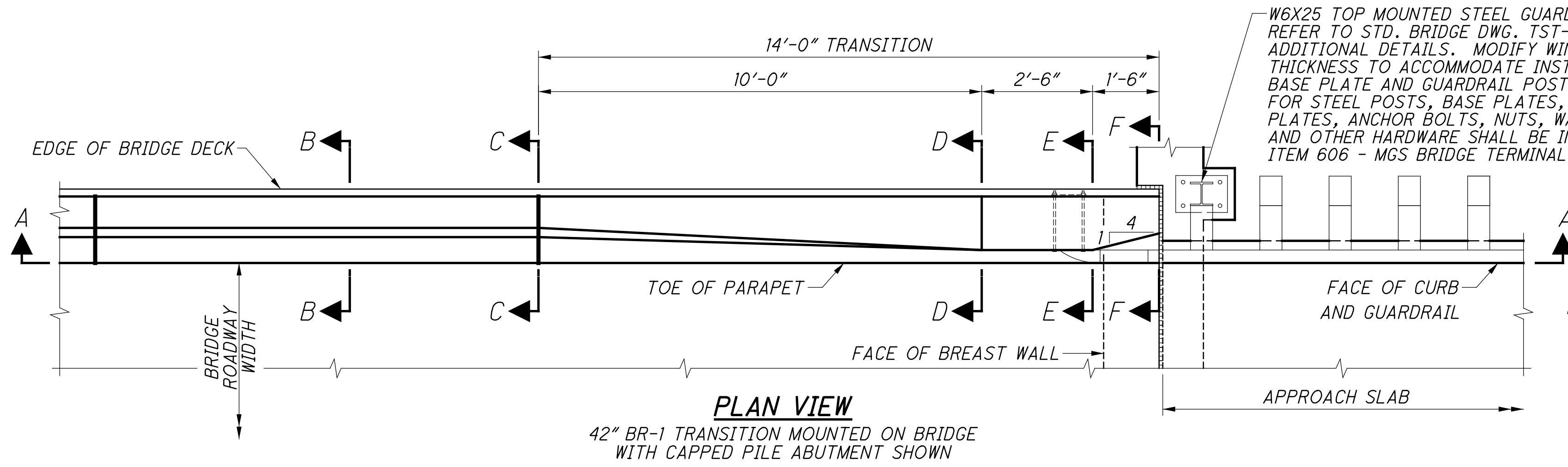
NOTES:

- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
- SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
- FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
- FOR SAWCUT PERIMETER LENGTH, SEE DETAIL B ON SHEET [8/9].
- FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET [9/9].

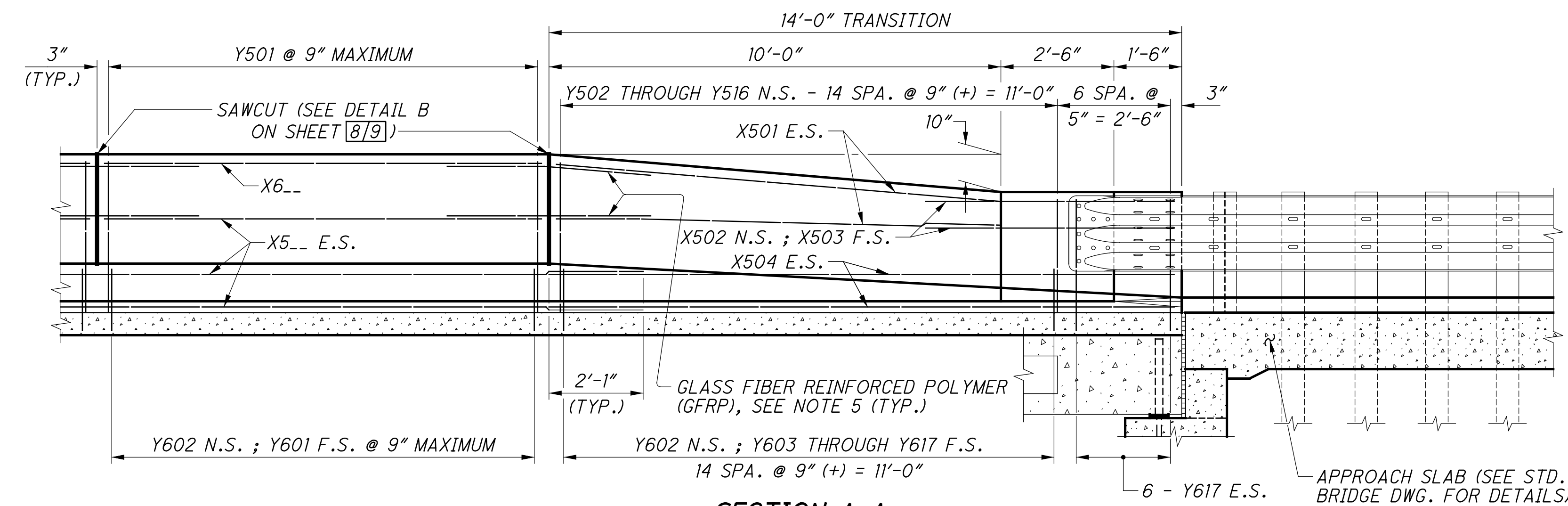
LEGEND:

N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE

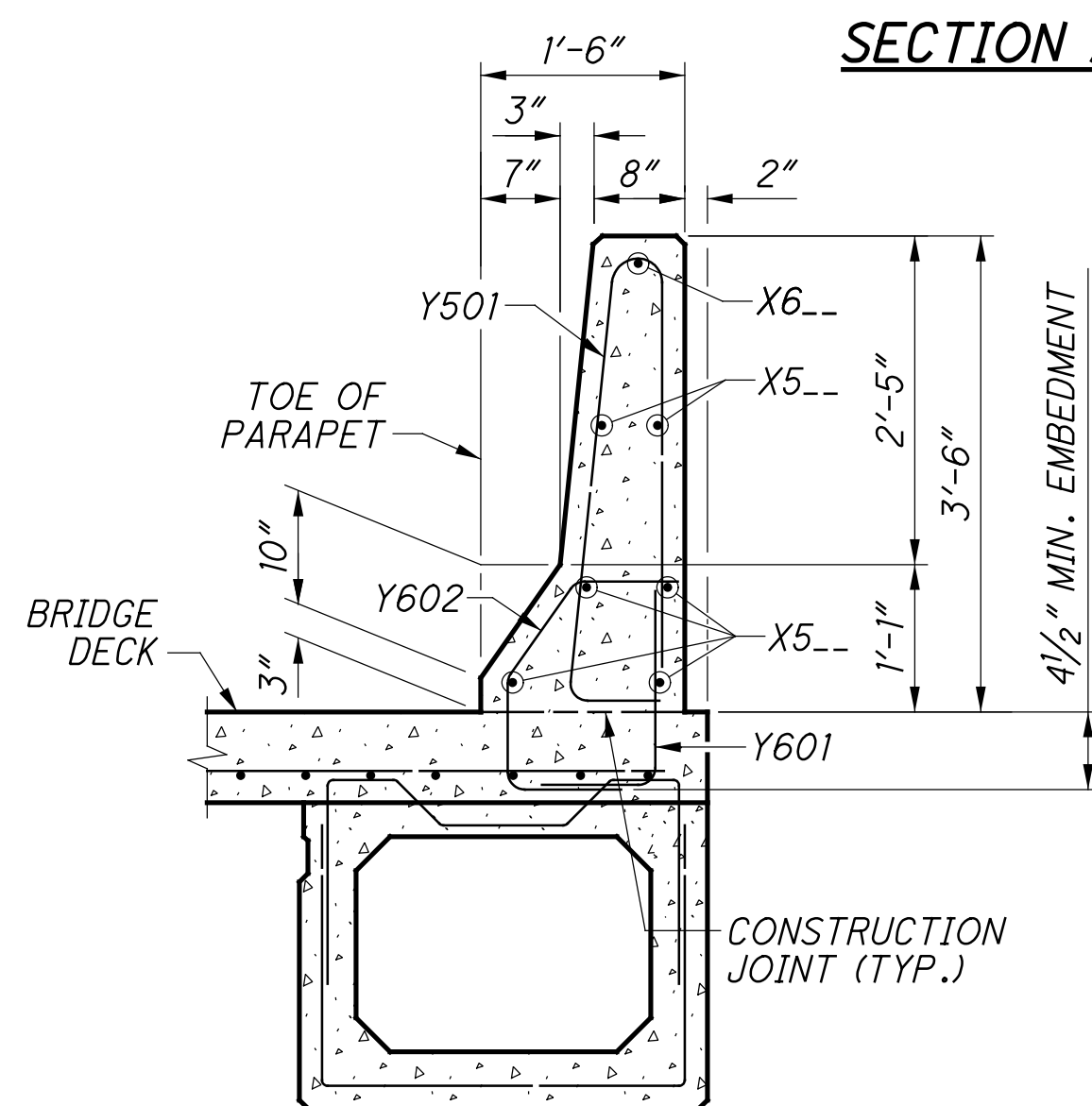
⊕ SEE PROJECT PLANS.
* FIELD BEND BARS WHERE NECESSARY.



PLAN VIEW
42" BR-1 TRANSITION MOUNTED ON BRIDGE
WITH CAPPED PILE ABUTMENT SHOWN



SECTION A-A



SECTION B-B
COMPOSITE PRESTRESSED
CONCRETE BOX BEAMS

NOTES:

- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
- SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
- FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
- FOR SAWCUT PERIMETER LENGTH, SEE DETAIL B ON SHEET [8/9].
- FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET [9/9].

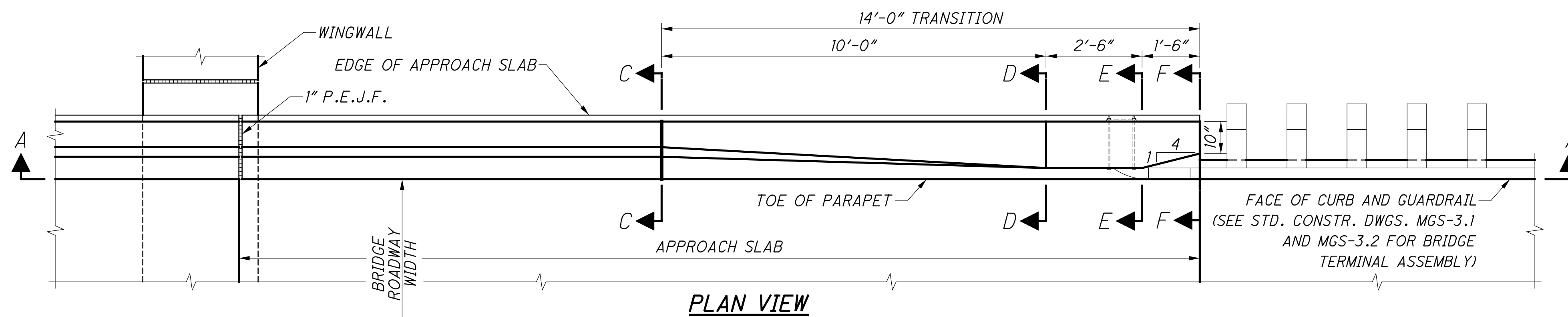
LEGEND:

N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE

REINFORCING STEEL FOR 42" BR-1 TRANSITION MOUNTED ON BRIDGE		
MARK	LENGTH	TYPE
X501	10'-0"	STR
X502	5'-8"	BENT
X503	5'-8"	STR
X504 *	13'-10"	STR
X5...	⊕	STR
X6... *	⊕	STR
Y501	6'-11"	BENT
THROUGH Y516	A + 7"	BENT
Y601	B + 1'-9"	BENT
Y602	B + 2'-5"	BENT
Y603	B + C + 10"	BENT
THROUGH Y617		

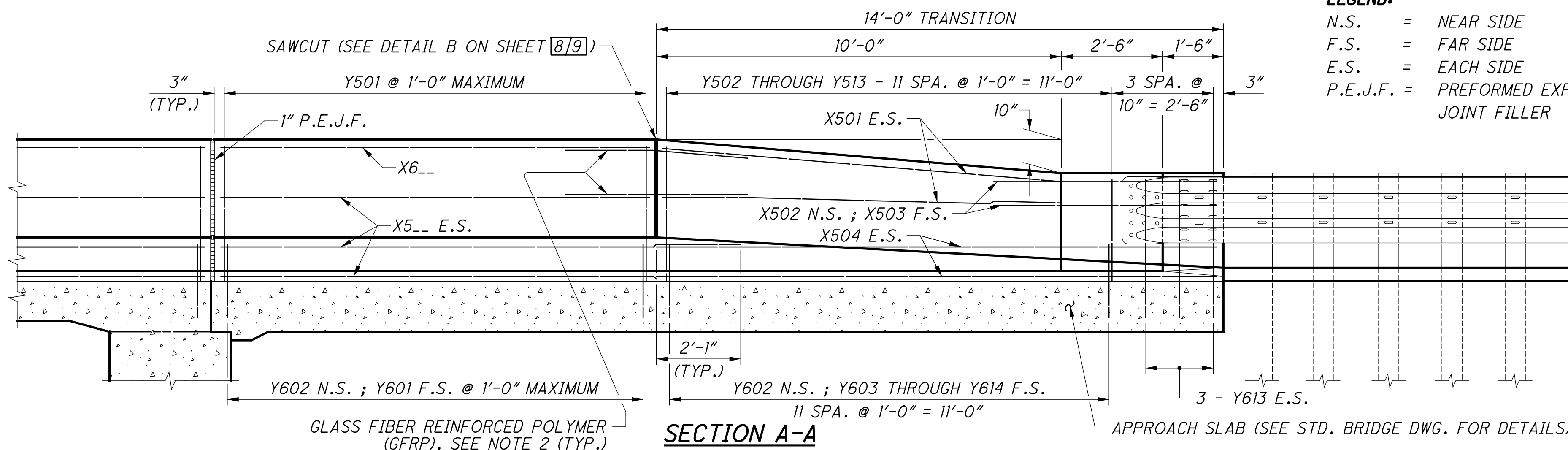
BENDING DIAGRAMS	
<p>Y502 3'-3"</p> <p>Y503 3'-2 1/4"</p> <p>Y504 3'-1 1/2"</p> <p>Y505 3'-0 3/4"</p> <p>Y506 3'-0"</p> <p>Y507 2'-11 1/4"</p> <p>Y508 2'-10 1/2"</p> <p>Y509 2'-9 3/4"</p> <p>Y510 2'-9"</p> <p>Y511 2'-8 1/4"</p> <p>Y512 2'-7 1/2"</p> <p>Y513 2'-6 3/4"</p> <p>Y514 2'-6"</p> <p>Y515 2'-5 1/4"</p> <p>Y516 2'-4 1/2"</p>	<p>Y603 3'-4"</p> <p>Y604 3'-3 1/4"</p> <p>Y605 3'-2 1/2"</p> <p>Y606 3'-1 3/4"</p> <p>Y607 3'-1"</p> <p>Y608 3'-0 1/4"</p> <p>Y609 2'-11 1/2"</p> <p>Y610 2'-10 3/4"</p> <p>Y611 2'-10"</p> <p>Y612 2'-9 1/4"</p> <p>Y613 2'-8 1/2"</p> <p>Y614 2'-7 3/4"</p> <p>Y615 2'-7"</p> <p>Y616 2'-6 1/4"</p> <p>Y617 2'-5 1/2"</p>

⊕ SEE PROJECT PLANS.
* FIELD BEND BARS WHERE NECESSARY.



PLAN VIEW
42" BR-1 TRANSITION MOUNTED ON APPROACH SLAB
WITH SEMI-INTEGRAL ABUTMENT SHOWN
(INTEGRAL ABUTMENT AND CAPPED PILE ABUTMENT SIMILAR)

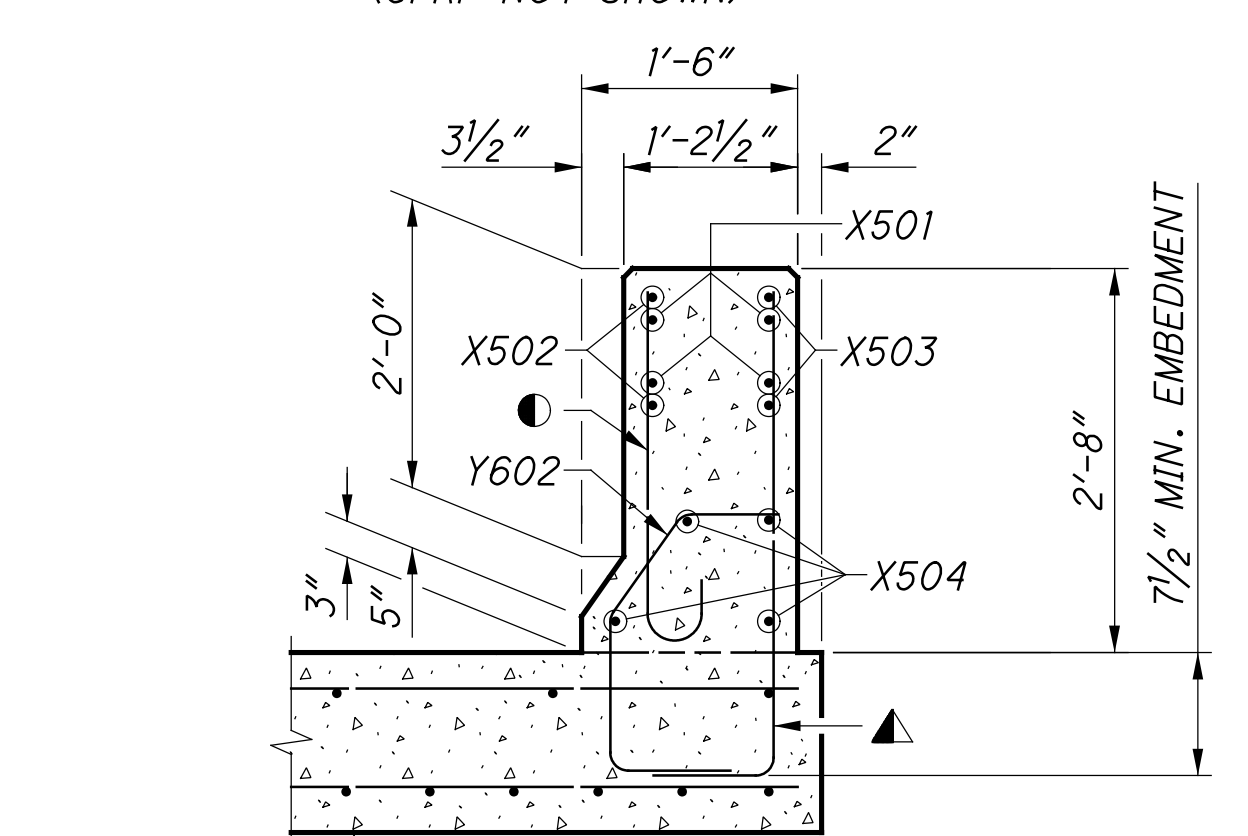
LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER



SECTION A-A

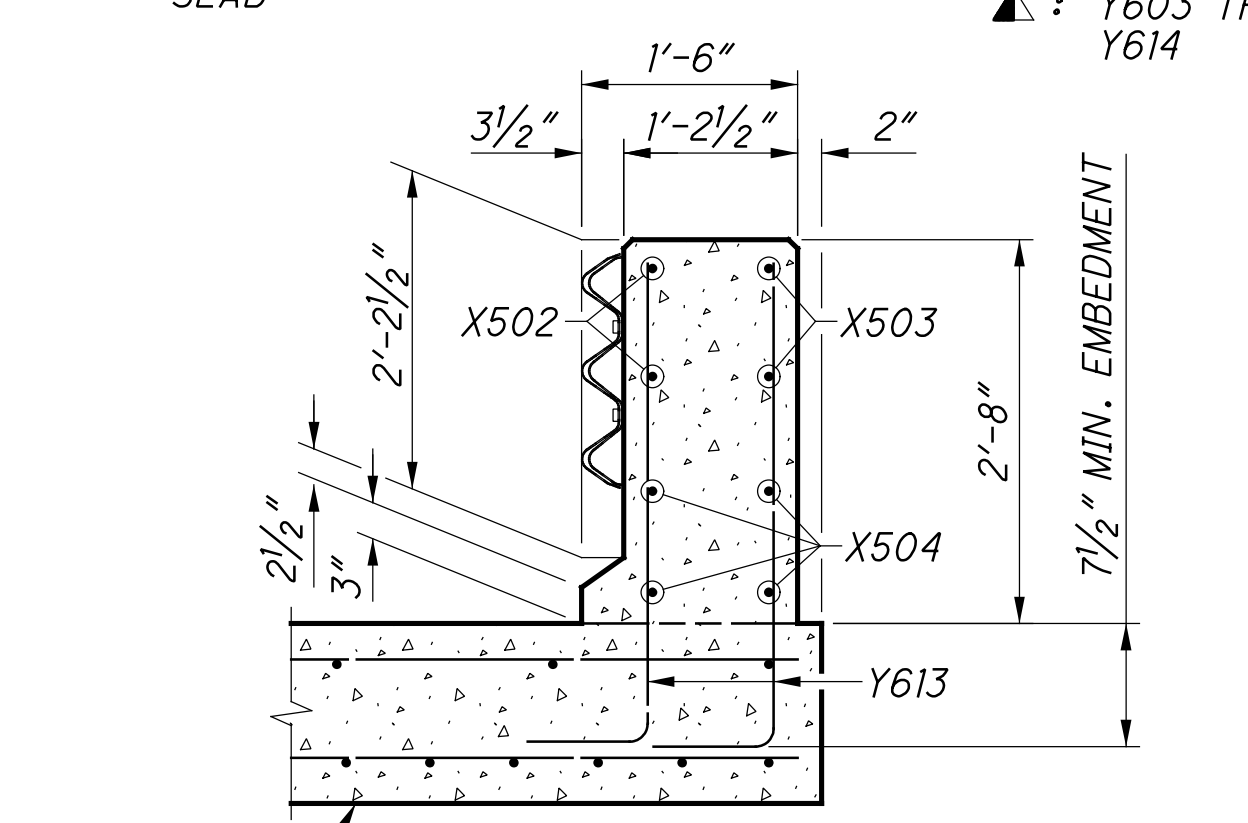
GLASS FIBER REINFORCED POLYMER
(GFRP), SEE NOTE 2 (TYP.)

SECTION C-C
(GFRP NOT SHOWN)

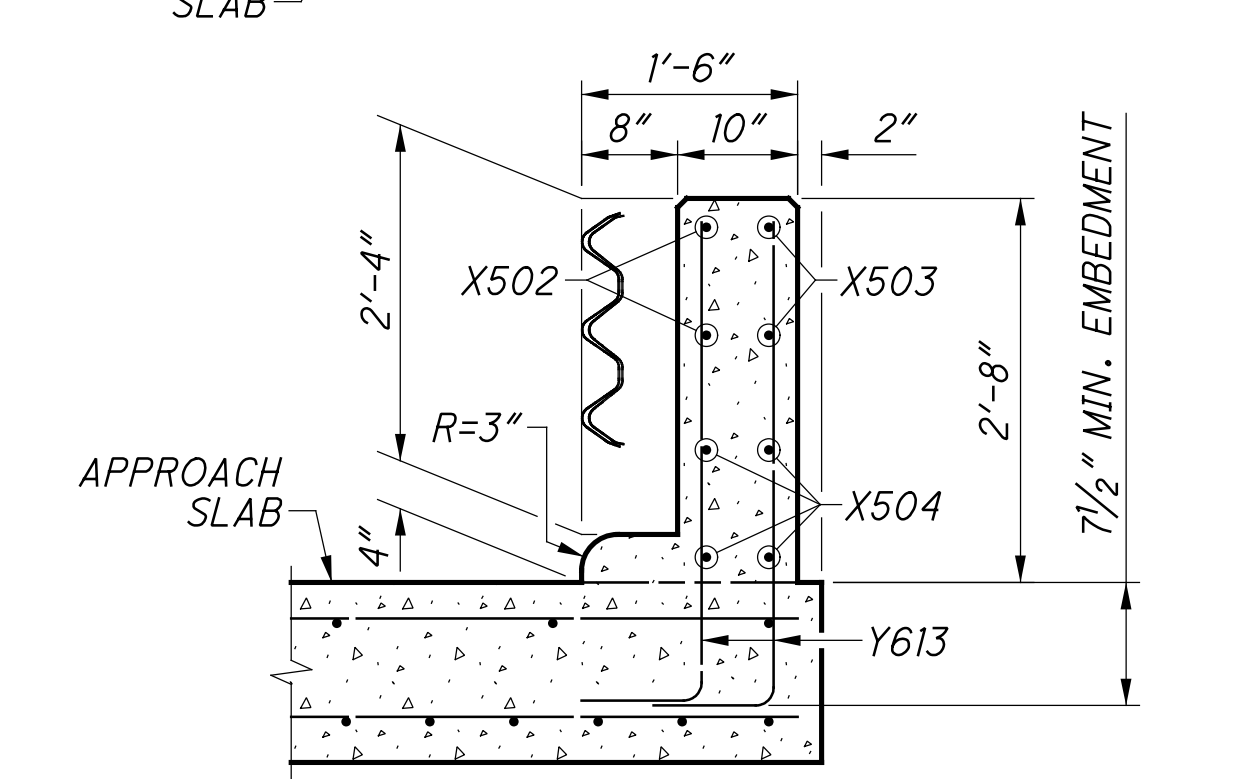


● : Y502 THROUGH
Y513
▲ : Y603 THROUGH
Y614

SECTION D-D



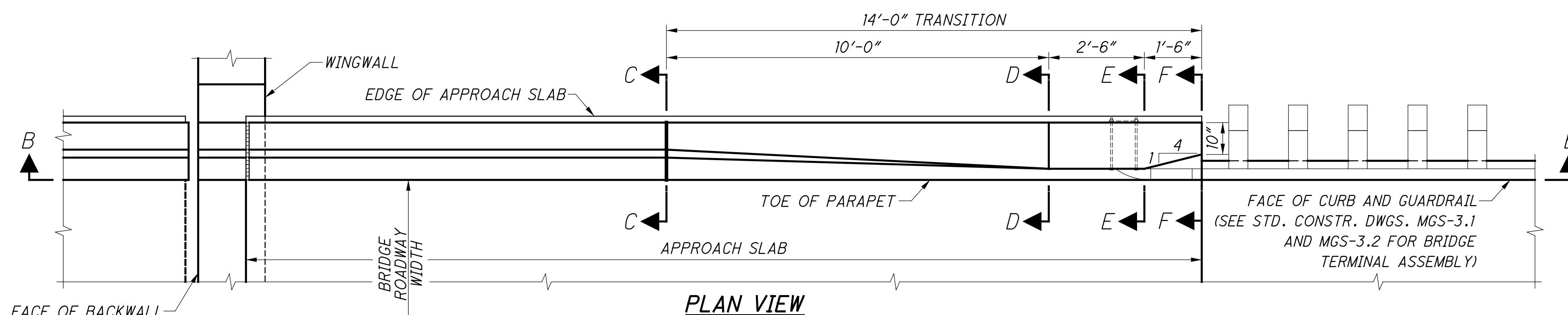
SECTION E-E



SECTION F-F

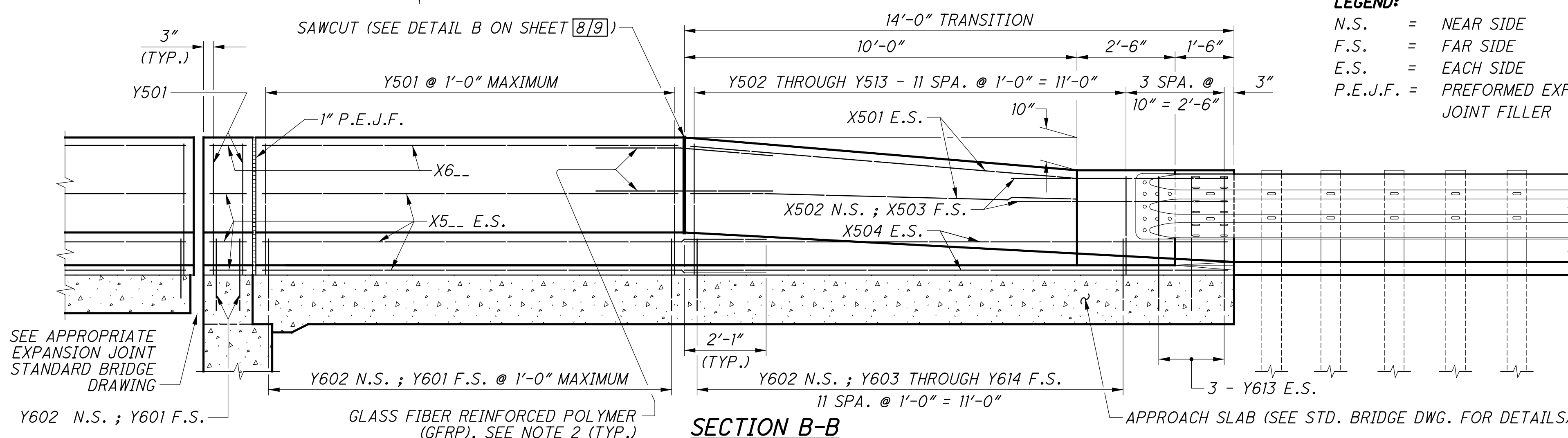
NOTES:

- FOR REINFORCING STEEL LIST, SEE SHEET [5/9].
- FOR ADDITIONAL DETAILS AND NOTES, SEE SHEETS [5/9] AND [9/9].



PLAN VIEW
42" BR-1 TRANSITION MOUNTED ON APPROACH SLAB
WITH TYPICAL ABUTMENT SHOWN

LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER

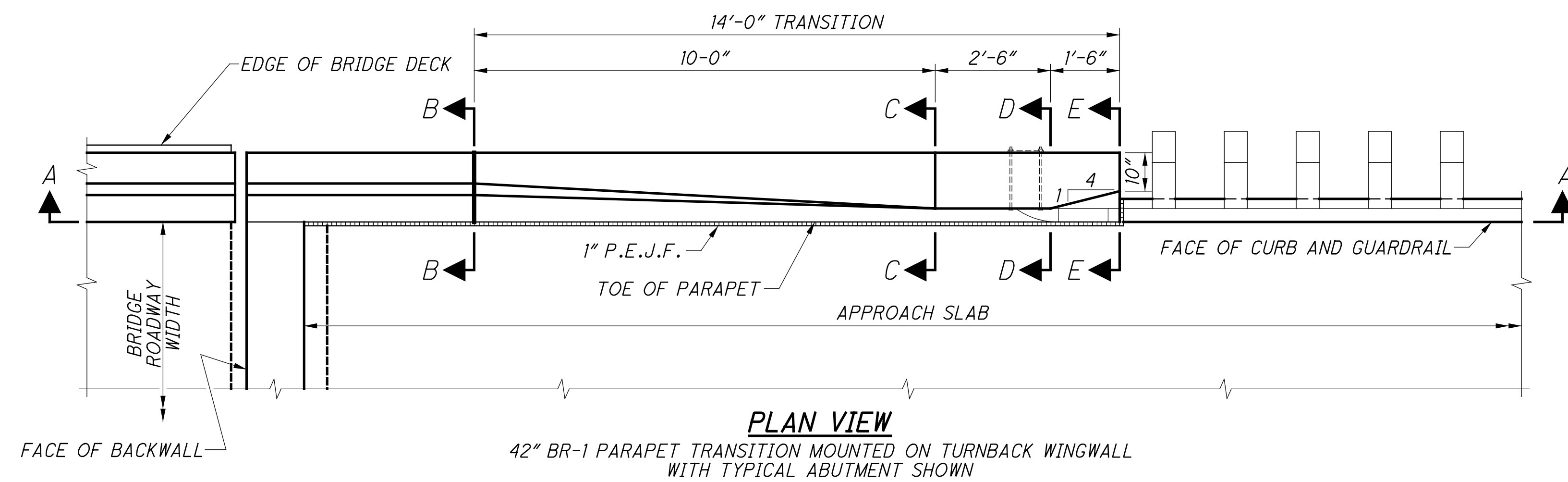


SECTION B-B

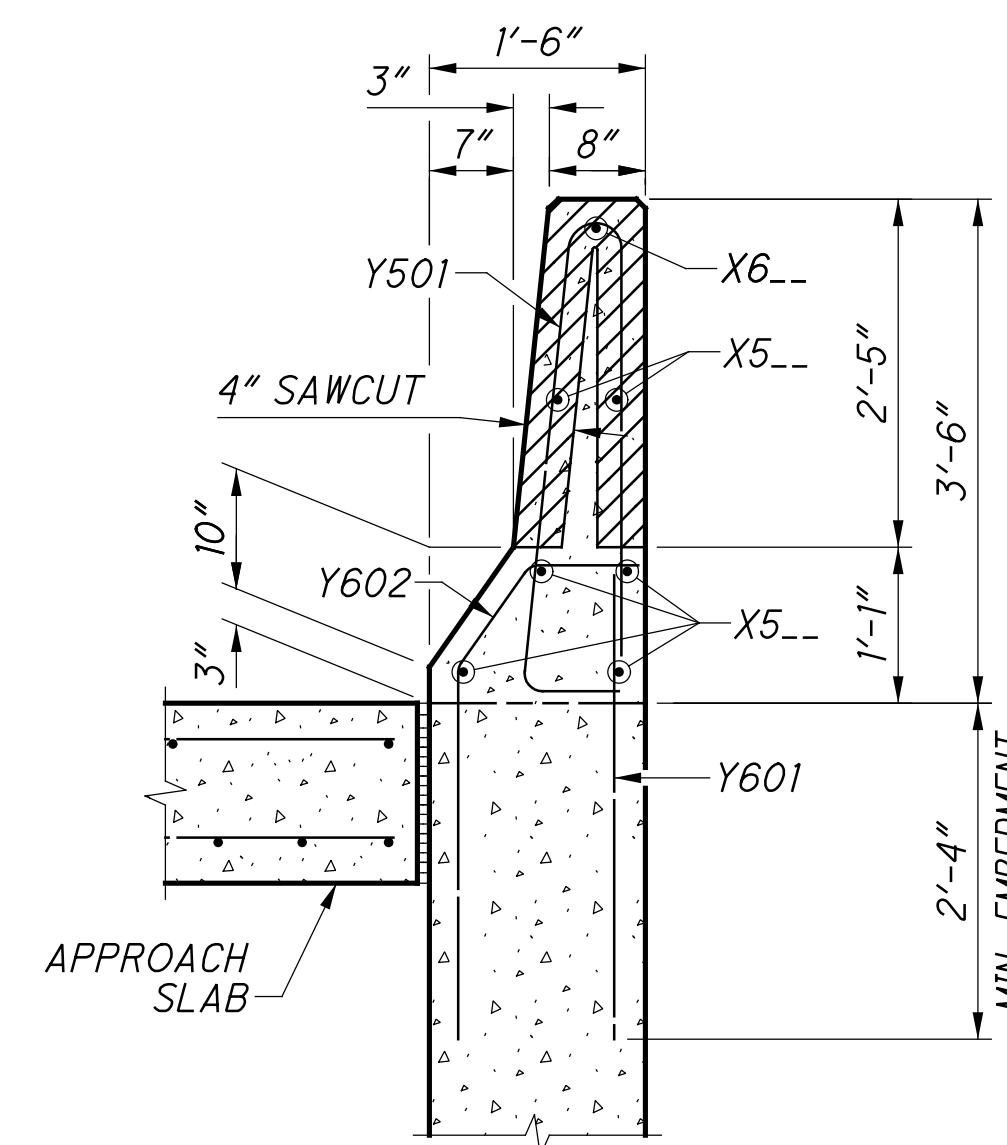
GLASS FIBER REINFORCED POLYMER
(GFRP), SEE NOTE 2 (TYP.)

SEE APPROPRIATE
EXPANSION JOINT
STANDARD BRIDGE
DRAWING

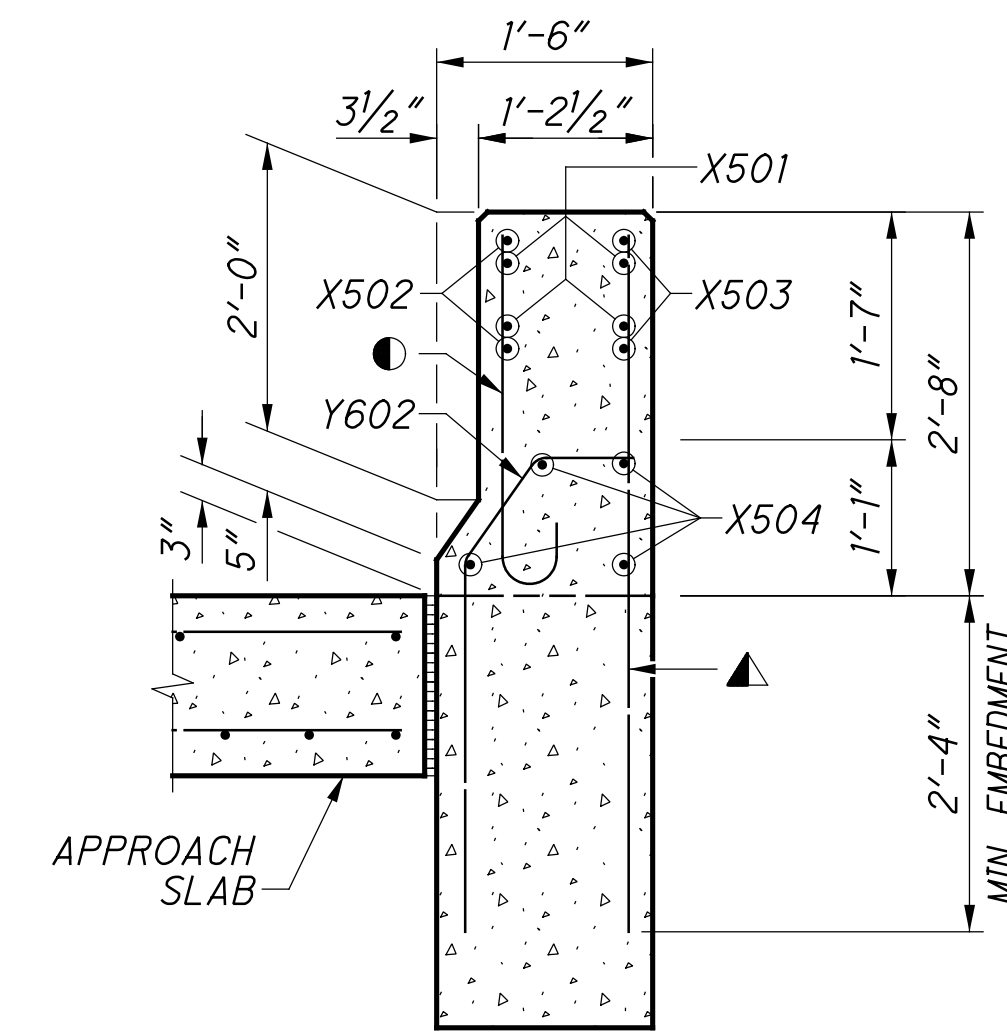
Y602 N.S.; Y601 F.S.



PLAN VIEW
42" BR-1 PARAPET TRANSITION MOUNTED ON TURNBACK WINGWALL
WITH TYPICAL ABUTMENT SHOWN

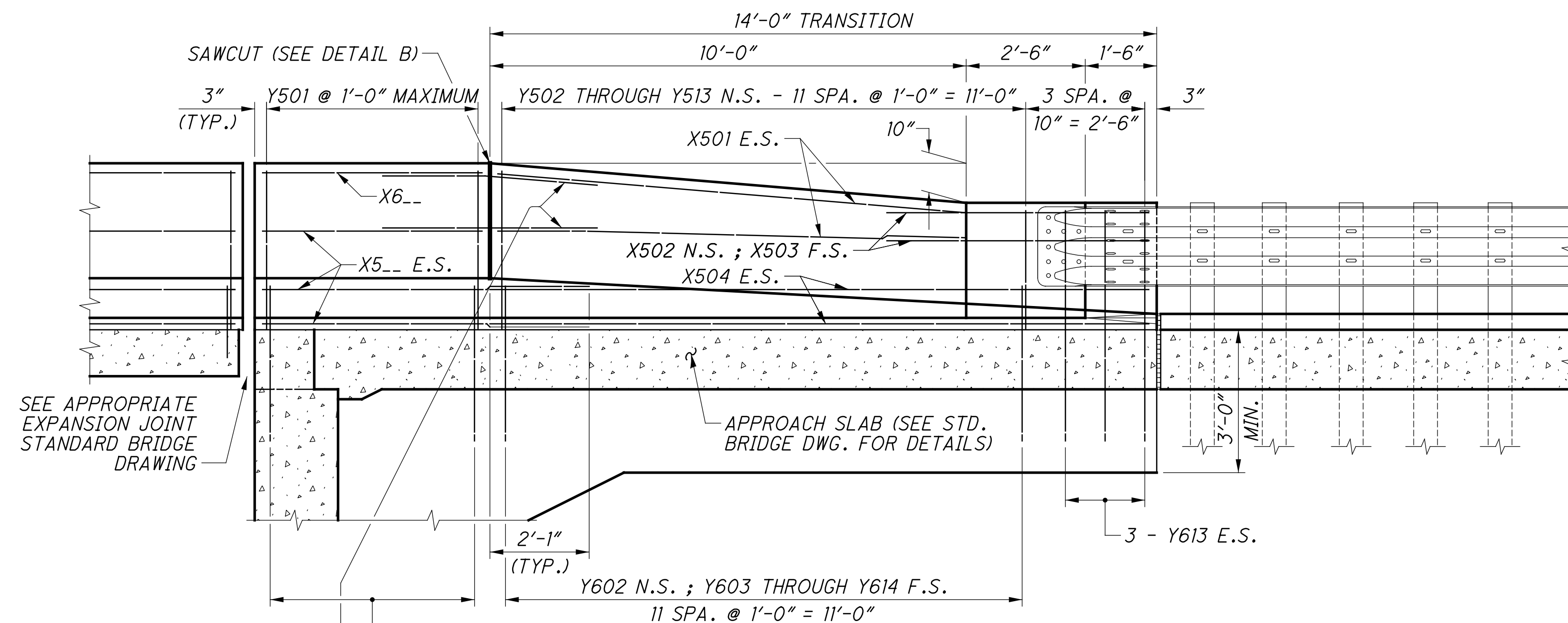


SECTION B-B
(GFRP NOT SHOWN)

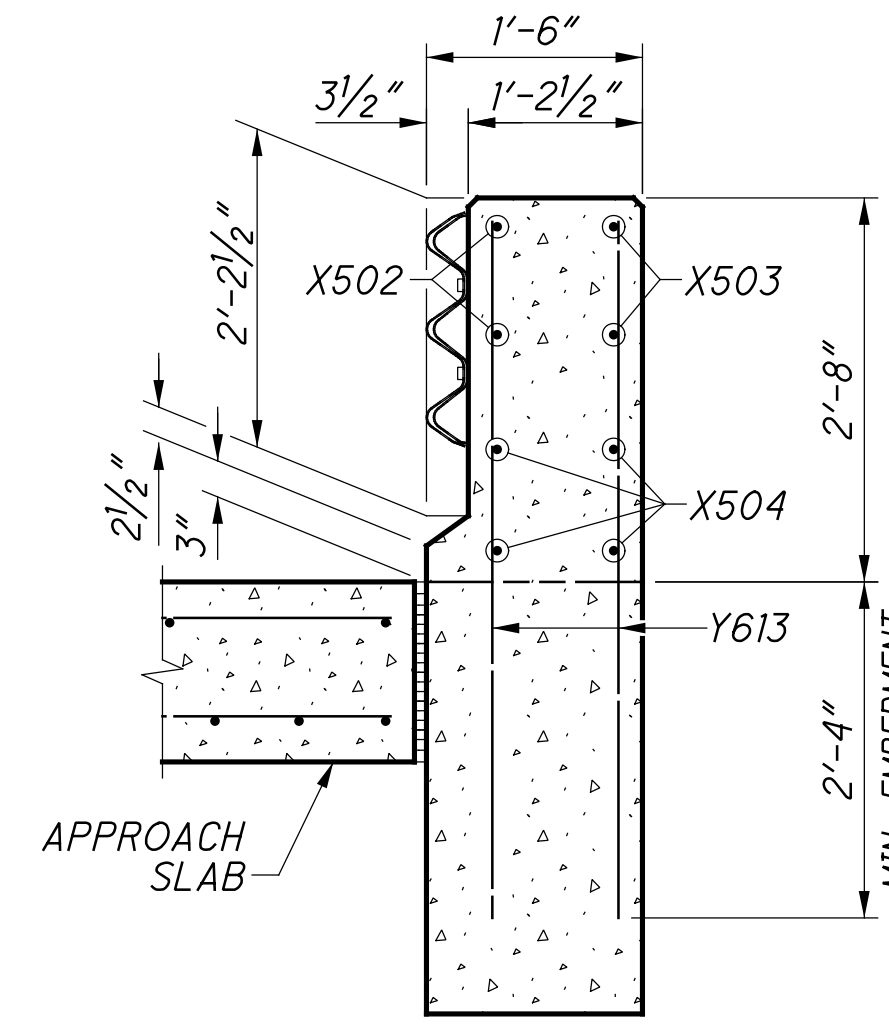


SECTION C-C

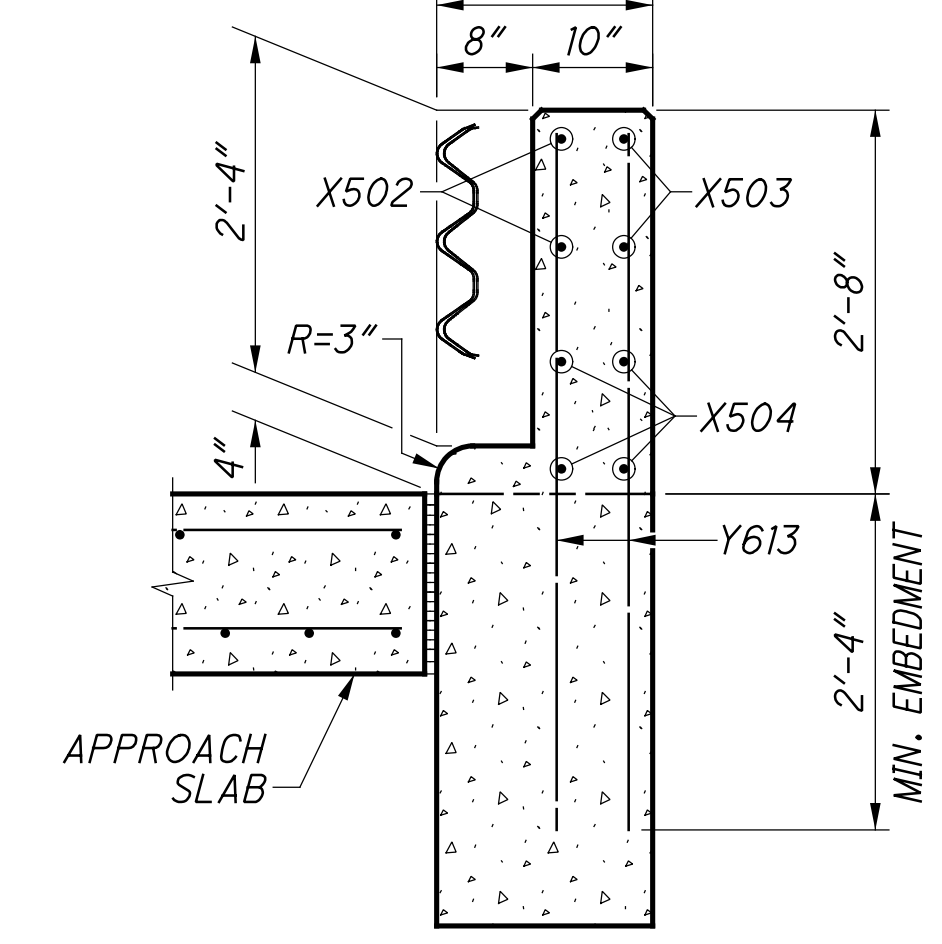
● : Y502 THROUGH
Y513
▲ : Y603 THROUGH
Y614



SECTION A-A

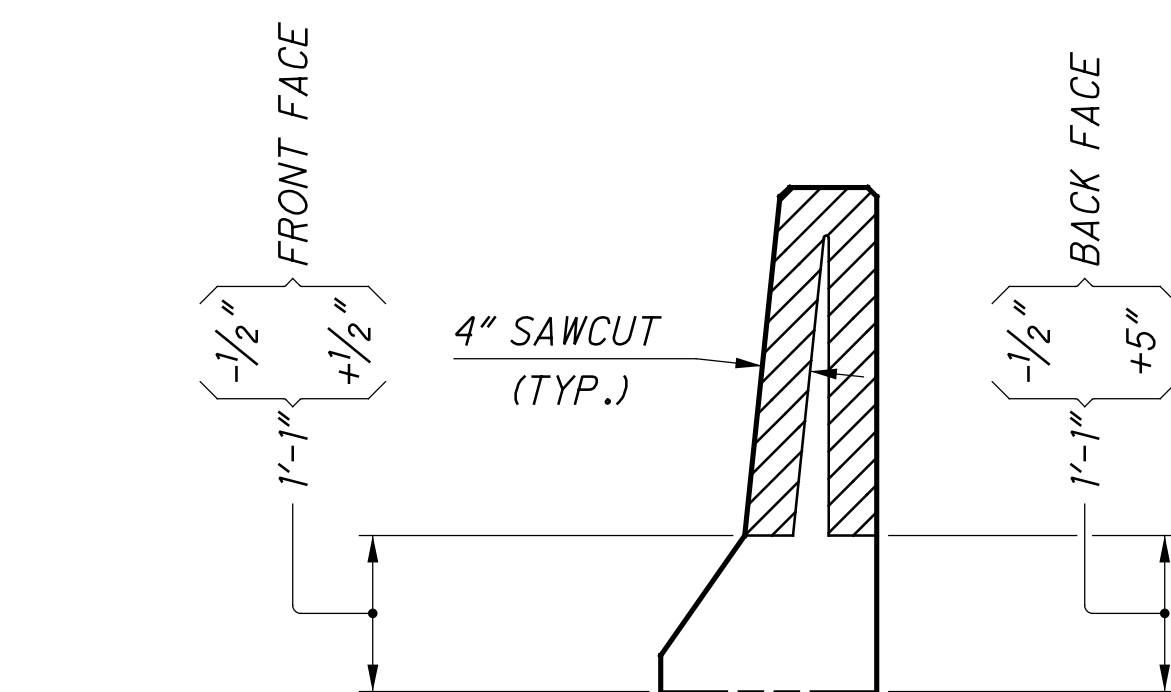


SECTION D-D



SECTION E-E

GLASS FIBER REINFORCED POLYMER (GFRP), SEE NOTE 4 (TYP.)



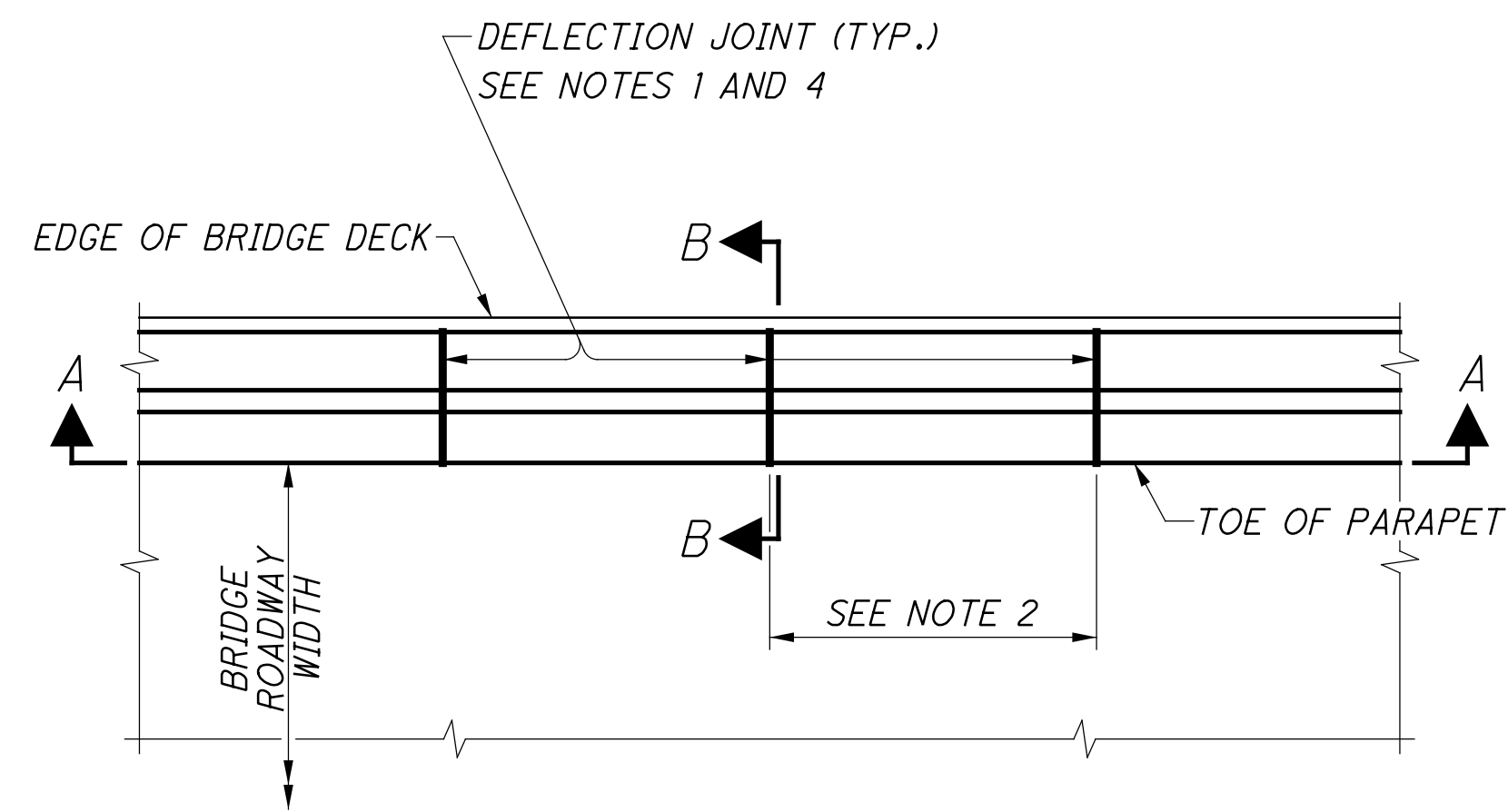
DETAIL B
SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 5'-6"

LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
E.S. = EACH SIDE
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER

REINFORCING STEEL FOR 42" BR-1 TRANSITION MOUNTED ON WINGWALL		
MARK	LENGTH	TYPE
X501	10'-0"	STR
X502	5'-8"	BENT
X503	5'-8"	STR
X504 *	13'-10"	STR
X5...	⊕	STR
X6... *	⊕	STR
Y501	6'-11"	BENT
Y502	A + 7"	BENT
THROUGH Y513		
Y601	B + 11"	BENT
Y602	B + 1'-7"	BENT
Y603	B + C	BENT
THROUGH Y614		

BENDING DIAGRAMS	

- NOTES:**
- FOR ALL NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING WEIGHTS.
 - SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
 - FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
 - FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET 979.



PLAN VIEW
DEFLECTION JOINT DETAIL
42" NEW JERSEY SHAPE CONCRETE BRIDGE RAILING SHOWN
(36" NEW JERSEY SHAPE CONCRETE BRIDGE RAILING SIMILAR)

NOTES:

- FOR THE ENTIRE LENGTH OF NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS, PROJECT PLANS SHALL SHOW THE LOCATIONS OF DEFLECTION JOINTS.
- DEFLECTION JOINT SPACING SHALL NOT EXCEED 15'-0" ON CENTERS. FOR CONTINUOUS STRUCTURES, THE DEFLECTION JOINTS WITHIN THE DEAD LOAD CONTRAFLEXURE (NEGATIVE MOMENT REGIONS OVER PIER LOCATIONS) SHALL BE SPACED NOT LESS THAN 5'-0" NOR MORE THAN 7'-6" ON CENTERS.
- PAYMENT FOR 1/2" DIA. GLASS FIBER REINFORCED POLYMER (GFRP) STIFFENING REINFORCEMENT SHALL BE INCLUDED WITH CONTRACT PRICE FOR ITEM 509 - EPOXY COATED REINFORCING STEEL.
- LIMITS OF SAWCUT IS SHOWN IN DETAIL A, SHEET [4/9] FOR 36" NEW JERSEY SHAPE CONCRETE BRIDGE RAILING AND DETAIL B, SHEET [8/9] FOR 42" NEW JERSEY SHAPE CONCRETE BRIDGE RAILING. THE 4" SAWCUT DEPTH SHOWN IN DETAIL A AND DETAIL B ARE THE MINIMUM REQUIRED. HOWEVER, THE CONTRACTOR HAS AN OPTION TO PERFORM FULL DEPTH SAWCUT.

DESIGN CRITERIA:

36" NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS MEET THE REQUIREMENTS OF NCHRP 350 TEST LEVEL 4 AND "AASHTO LRF D BRIDGE DESIGN SPECIFICATIONS", 2012.

42" NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS MEET THE REQUIREMENTS OF NCHRP 350 TEST LEVEL 5 AND "AASHTO LRF D BRIDGE DESIGN SPECIFICATIONS", 2012.

DESIGN DATA:

CONCRETE - COMPRESSIVE STRENGTH = 4.5 KSI
REINFORCING STEEL - MINIMUM YIELD STRENGTH = 60 KSI

AREA OF STANDARD 36" BR-1 CROSS SECTION = 423.25 SQ. IN.
VOLUME OF 36" BR-1 14'-0" TRANSITION SECTION = 1.63 CU. YD.

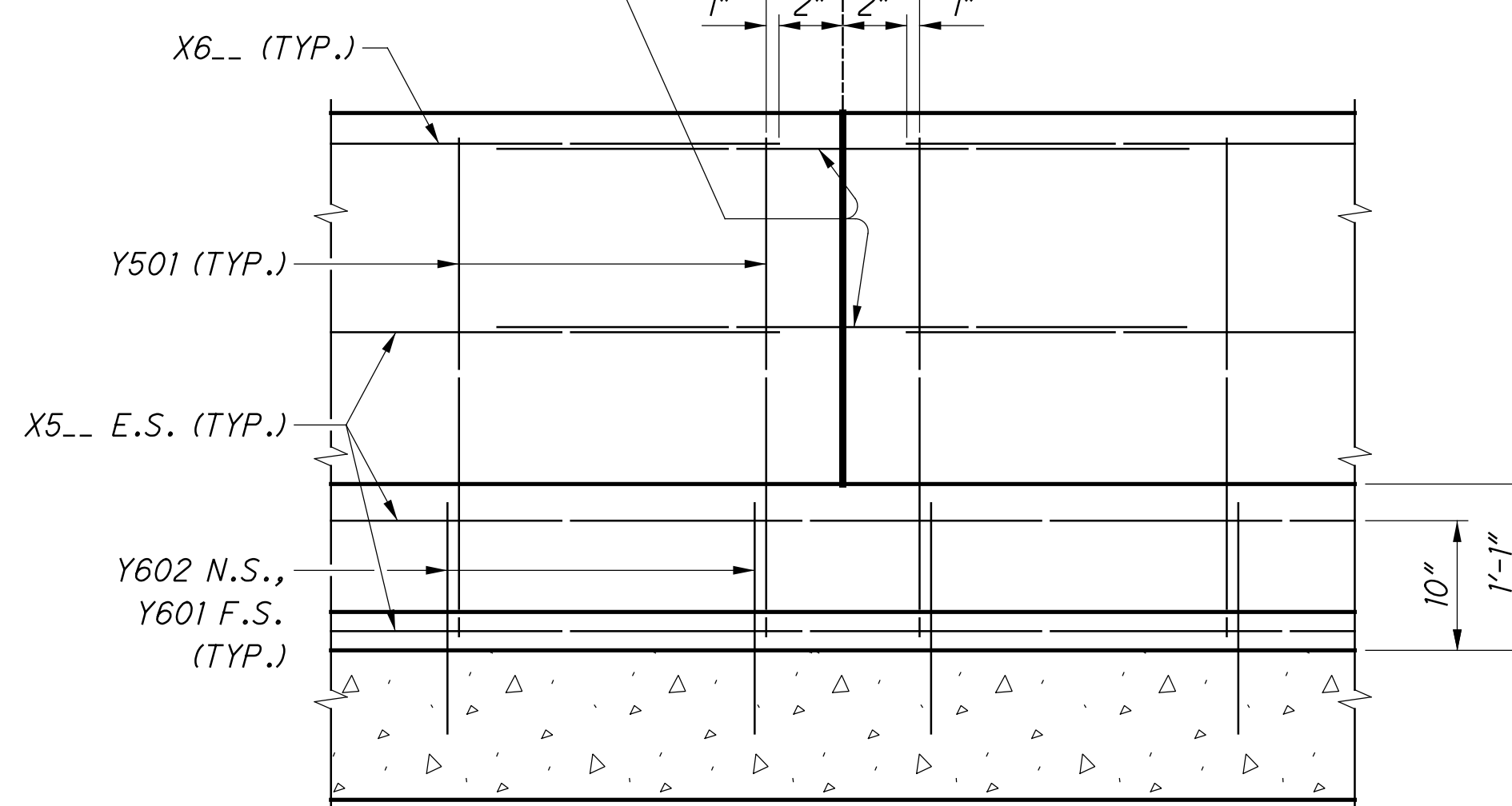
AREA OF STANDARD 42" BR-1 CROSS SECTION = 474.50 SQ. IN.
VOLUME OF 42" BR-1 14'-0" TRANSITION SECTION = 1.71 CU. YD.

DEFLECTION JOINTS FOR CONCRETE PARAPETS:

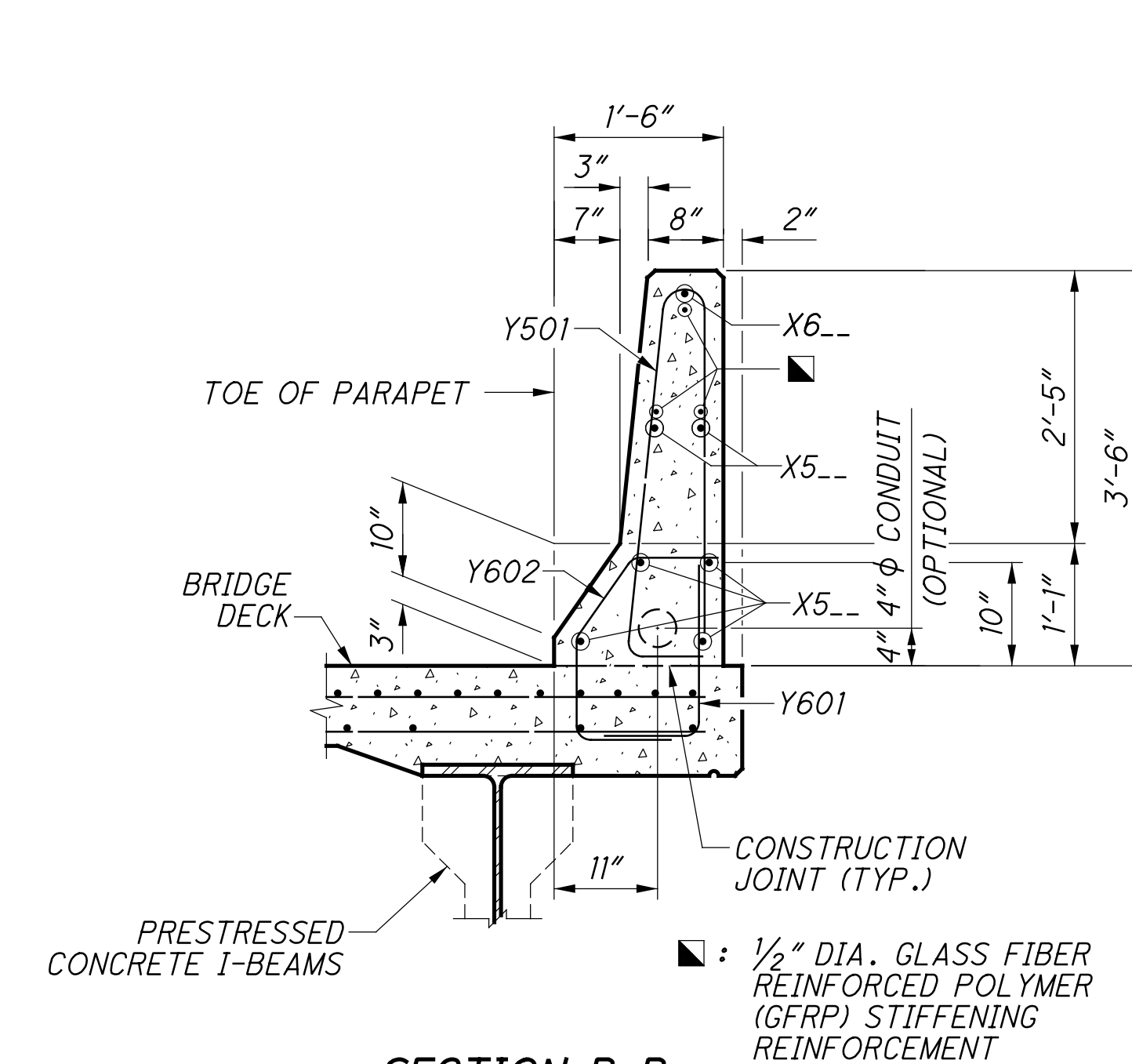
SAWCUT 1/4 INCH DEEP DEFLECTION JOINTS ALONG THE PERIMETER OF THE PARAPET WHEN THE CONCRETE IS STILL GREEN OR AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

AFTER THE CONCRETE CURING PERIOD SPECIFIED IN CMS 511.14 HAS BEEN REACHED, PERFORM 4" SAWCUT THROUGH THE GFRP AS SHOWN IN DETAIL A, SHEET [4/9] FOR THE 36" NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS OR DETAIL B, SHEET [8/9] FOR THE 42" NEW JERSEY SHAPE CONCRETE BRIDGE RAILINGS.

1/2" DIA. GLASS FIBER REINFORCED POLYMER (GFRP) STIFFENING REINFORCEMENTS, 4'-6" LONG, CENTERED ON DEFLECTION JOINT (TYP.)

**SECTION A-A**

GFRP REBAR STIFFENING DETAIL AT DEFLECTION JOINTS FOR NEW JERSEY SHAPE CONCRETE BRIDGE RAILING

**SECTION B-B**

REINFORCED CONCRETE DECK ON STEEL OR PRESTRESSED CONCRETE I-BEAMS/GIRDERS SHOWN

THE CONTRACTOR HAS AN OPTION TO PERFORM FULL DEPTH SAWCUT. HOWEVER, THE SAWCUT SHALL NOT BE LESS THAN 1'-0 1/2" FROM THE TOP OF THE CONCRETE DECK SLAB.

USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4 INCH.

SEAL THE PERIMETER OF THE DEFLECTION JOINTS TO A MINIMUM DEPTH OF ONE INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2 INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

AT EACH DEFLECTION JOINT LOCATION, USE GLASS FIBER REINFORCED POLYMER (GFRP) REINFORCEMENT TO MAINTAIN THE RIGIDITY OF THE CAGE ACROSS THE PROPOSED JOINTS AT THOSE LONGITUDINAL BARS AS SHOWN IN SECTIONS A-A & B-B ABOVE. OTHER NON-FERROUS REINFORCEMENT MAY BE PROPOSED FOR USE, SUBJECT TO APPROVAL BY THE ENGINEER.

FOR TRANSITION SECTION, PLACE A DEFLECTION JOINT AT THE BEGINNING OF THE 14'-0" TRANSITION. DEFLECTION JOINTS ARE NOT REQUIRED WITHIN THE 14'-0" TRANSITION SECTION.

MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR STANDARD 36" & 42" BR-1 PARAPETS:

THE MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR THE STANDARD 36" & 42" BR-1 PARAPET SHALL BE 1'-0", UNLESS NOTED OTHERWISE.

MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR 36" & 42" BR-1 TRANSITIONS:

THE MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR THE 36" BR-1 TRANSITION SECTION SHALL BE AS SHOWN ON SHEETS [7/9], [2/9], [3/9], OR [4/9].

THE MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR THE 42" BR-1 TRANSITION SECTION SHALL BE AS SHOWN ON SHEETS [5/9], [6/9], [7/9], OR [8/9].

MINIMUM EMBEDMENT OF VERTICAL REINFORCING BARS:

IF THE MINIMUM EMBEDMENT SHOWN FOR THE VERTICAL REINFORCING BARS INTO THE BRIDGE DECK, APPROACH SLAB, OR WINGWALL IS NOT MET, THEN THE DESIGNER SHALL CALCULATE THE REQUIRED REINFORCEMENT ACCORDING TO SECTION 13 OF THE "AASHTO LRF D BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

