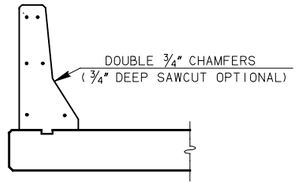
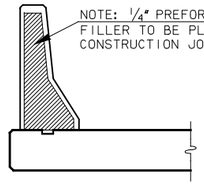
REVISIONS	
DESCRIPTION	DATE

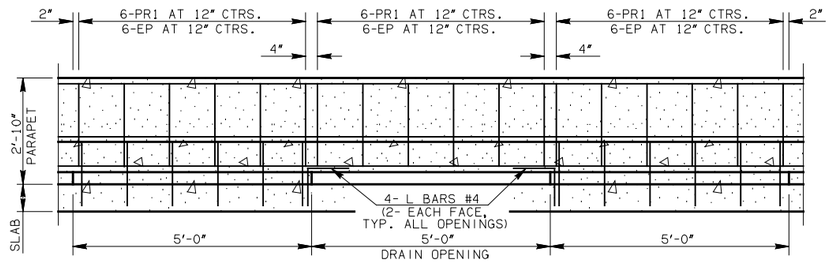


CONTROL CRACK JT.

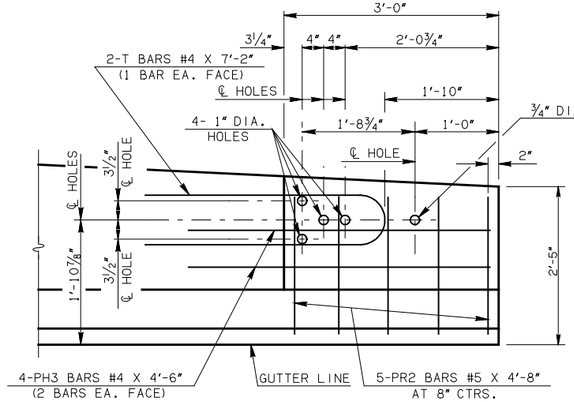
NOTE: PH BARS SHALL BE CONTINUOUS THRU CONTROL CRACK JOINT



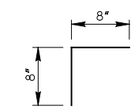
TYPICAL PARAPET
CONSTRUCTION JOINT
AT FIXED PIER OR
FIXED ABUTMENT



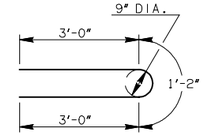
TYPICAL PARAPET REINFORCING SPACING
(PARAPETS WITH DRAIN OPENINGS)



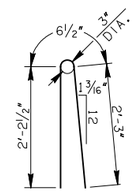
ELEVATION OF GUARDRAIL CONNECTION
HOLES AND BLOCKOUT



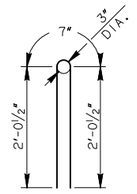
L BARS #4 X 1'-4"



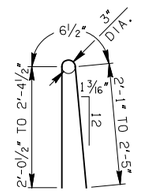
T BARS #4 X 7'-2"



PR1 BARS #5 X 5'-0"

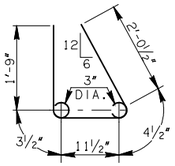


PR2 BARS #5 X 4'-8"

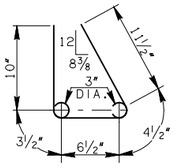


PR3 BARS #5 X 5'-0" AVG.
(4'-8" TO 5'-4")

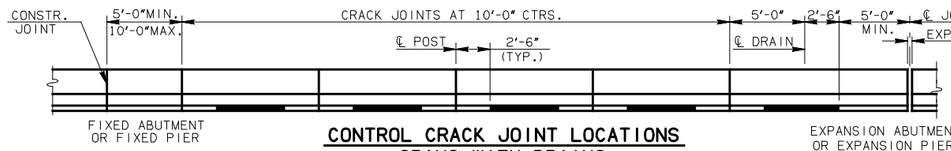
DETAILS OF BAR BENDS



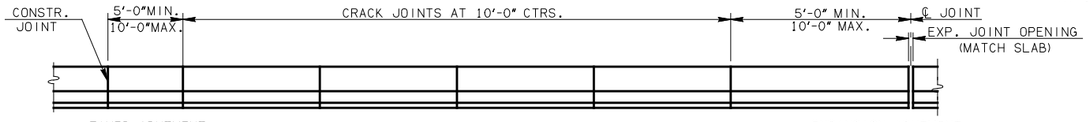
EP BARS #5 X 5'-5"



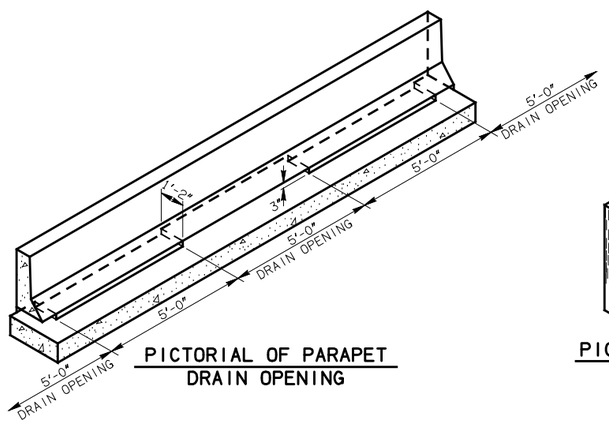
DP BARS #5 X 3'-0"



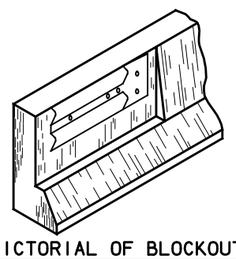
CONTROL CRACK JOINT LOCATIONS
SPANS WITH DRAINS



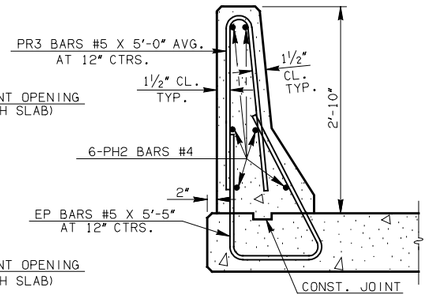
CONTROL CRACK JOINT LOCATIONS
SPANS WITHOUT DRAINS



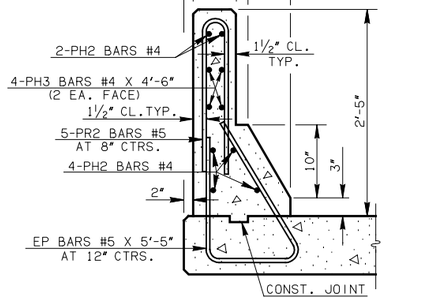
PICTORIAL OF PARAPET
DRAIN OPENING



PICTORIAL OF BLOCKOUT



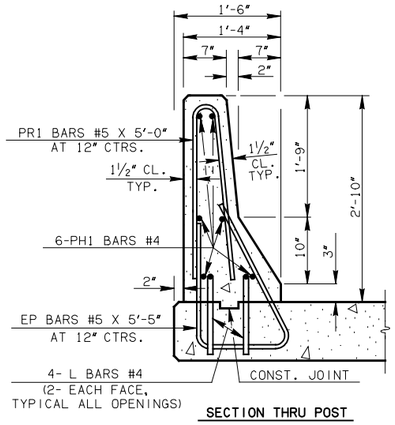
SECTION THRU PARAPET
AT ABUTMENT END



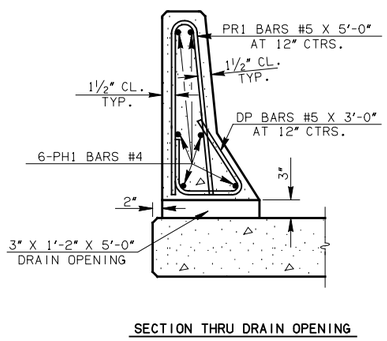
SECTION THRU BLOCKOUT
AT END OF APPROACH SLAB

SECTION THRU BRIDGE PARAPET AT APPROACH SLAB

NOTE: PARAPET HEIGHT TRANSITIONS FROM 2'-10" AT ABUTMENT END TO 2'-5" AT END OF APPROACH SLAB



SECTION THRU POST



SECTION THRU DRAIN OPENING

SECTION THRU BRIDGE PARAPET AT DECK SLAB

SLOPED FACE CONCRETE PARAPET

CONSTRUCT THE SLOPED FACE CONCRETE PARAPET TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (ENGLISH), AS WELL AS THE FOLLOWING REQUIREMENTS.

REINFORCING STEEL:
EP-BARS (SLAB TO PARAPET BARS):
PLACE AND TIE ALL EP-BARS BEFORE CONCRETE IS PLACED IN THE DECKSLAB OR APPROACH SLAB, AS APPLICABLE. IF THE PLANS CALL FOR EPOXY COATED REINFORCING IN THE DECKSLAB OR APPROACH SLAB, THEN FURNISH EPOXY COATED EP-BARS. THE WEIGHT OF EP-BARS WILL BE MEASURED AND PAID FOR AS "REINFORCING STEEL" OR "EPOXY COATED REINFORCING STEEL".

CONSTRUCTION JOINTS:
PLACE A CONSTRUCTION JOINT AT EACH FIXED ABUTMENT AND FIXED PIER, AND AT OTHER LOCATIONS AS SHOWN IN THE PLANS. PLACE 1/4 " THICK PREFORMED EXPANSION MATERIAL IN THE CONSTRUCTION JOINT IN ACCORDANCE WITH THE DETAILS SHOWN. DO NOT PLACE PH-BARS THROUGH A CONSTRUCTION JOINT UNLESS DIRECTED TO DO SO IN THE PLANS.

EXPANSION JOINTS:
AT EXPANSION JOINTS IN THE DECKSLAB OR APPROACH SLAB, MATCH THE WIDTH OF THE OPENING BETWEEN THE ENDS OF THE PARAPET WITH THE OPENING OF THE EXPANSION JOINT.

CONTROL CRACK JOINTS:
PROVIDE DOUBLE ¾" CHAMFERS OR ¾" DEEP SAWCUT IN ACCORDANCE WITH DETAILS SHOWN. FOR PARAPETS WITH DRAIN OPENINGS. PLACE THE CONTROL CRACK JOINTS IN THE CENTER OF THE 5'-0" SOLID PARAPET BETWEEN THE DRAIN OPENINGS. FOR PARAPETS WITHOUT DRAIN OPENINGS, PLACE THE CONTROL CRACK JOINTS AT 10'-0" SPACINGS. PLACE CONTROL CRACK JOINTS AT OTHER LOCATIONS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

DRAIN OPENINGS:
PLACE A SERIES OF 5'-0" DRAIN OPENINGS IN THE PARAPET AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. CONSTRUCT THE DRAIN OPENINGS SUCH THAT THEY ARE 5'-0" IN LENGTH AND ALTERNATING WITH 5'-0" SOLID PARAPET LENGTHS.

GUARDRAIL CONNECTIONS
FORM OR DRILL HOLES, AS SHOWN, FOR THE CONNECTION OF THE W-BEAM GUARDRAIL TERMINAL CONNECTION (END SHOE) AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. IT IS THE RESPONSIBILITY OF THE BRIDGE CONTRACTOR TO PROVIDE THE HOLES. THE CONTRACTOR THAT INSTALLS THE GUARDRAIL WILL BE RESPONSIBLE FOR INSTALLING THE W-BEAM GUARDRAIL TERMINAL CONNECTION. INCLUDE THE COST OF "T" BARS IN THE PRICE BID FOR "CONCRETE PARAPET".

BASIS OF PAYMENT		
ITEM NO.	DESCRIPTION	UNIT
504(F)	CONCRETE PARAPET	L.F.

APPROVED BY BRIDGE ENGINEER *Scott Neely* DATE 4/2/10

OKLAHOMA DEPT. OF TRANSPORTATION
BRIDGE STANDARD (ENGLISH)

SLOPED FACE PARAPET (SFP)

2009 SPECIFICATIONS

SFP1-2 | 00E

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