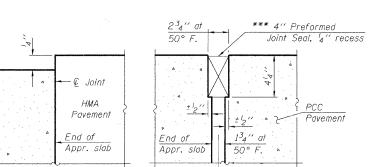
*** Cost included with Concrete Superstructure.

1. See sheet S-8 for Sections C-C & D-D and View E-E.

2. $a_2(E)$ and $a_3(E)$ bar spacings measured along Q Rdwy.

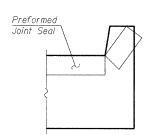


JOINT SEAL

FLEXIBLE PAVEMENT

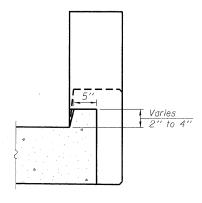
→ © Joint RIGID PAVEMENT

DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

bars at

С 1

Nå

13-#5 d₂(E) bars

at 11" cts, typ.

top of curb

/typ. each end

** 12-#6 a4(E) bars at 15" cts. Top of slab

Sta. 109+71.71 (W. Appr.) Sta. 110+28.29 (E. Appr.)

1- #4 b3(E) <u>bar bottom of</u>

slab. Typ. each end. 15'-0''

2-#4 b3(E) bars

DESIGNED - AMK REVISED CHECKED - BWS REVISED PLOT SCALE = DRAWN RD REVISED PLOT DATE = 2/4/201 CHECKED REVISED

BRIDGE APPROACH SLAB DETAILS 1 STRUCTURE NO. 056-3180 SHEET NO. S-7 OF S-18 SHEETS

TOTAL SHEE SHEETS NO. SECTION MCHENRY 46 24 07-00340-00-BR CONTRACT NO. 63552

MCHENRY COUNTY DIVISION OF TRANSPORTATION

1-#4 b3(E) bar in curb.

- € Joint

Typ, each end.

* Tilt #9 $b_2(E)$ bars as required to maintain clearance.

** Space between a₂(E) bars, typ. ea. parapet.

PLAN

10'-0'' Approach Footing 7'-0''

€ Joint-

See Hwy. Std. 420401

for pavement connector

© Joint Sta. 109+41.71 (W. Appr.)

© Joint Sta. 110+58.29 (E. Appr.)

-B6.24 Curb,

see Roadway Plans,

7-#5 d₃(E) bars

at 6" cts.

Β ◀η

 $B \blacktriangleleft$

20-#5 w(E) bars at 6" cts. Top and bottom of Approach Footing, See Sec. C-C

25-#4 a₂(E) bars at 15" cts. (Top of slab)

46-#5 a3(E) bars at 8" cts. (Bottom of slab)

25'-0"

30'-0''