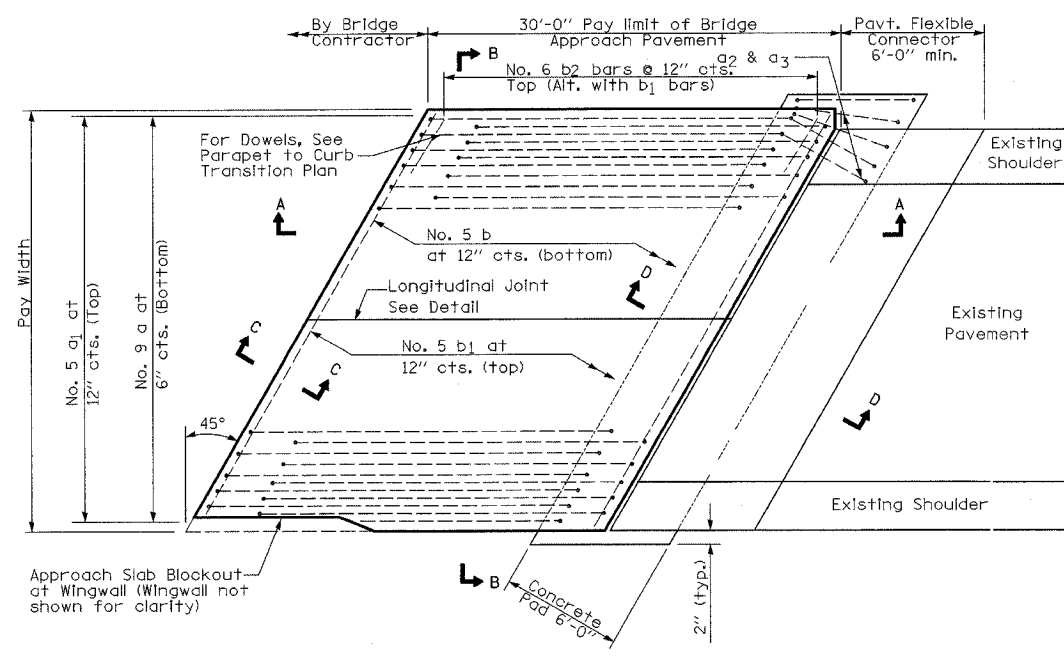
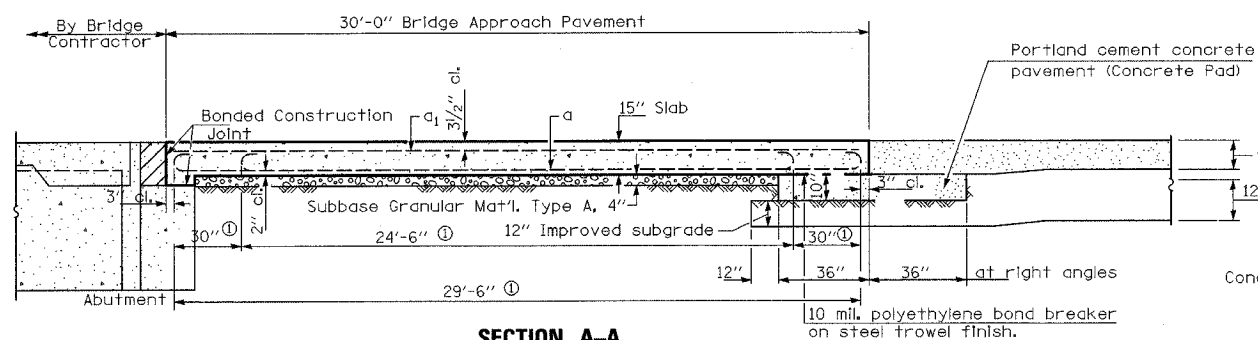


BRIDGE APPROACH PAVEMENT (SPECIAL)

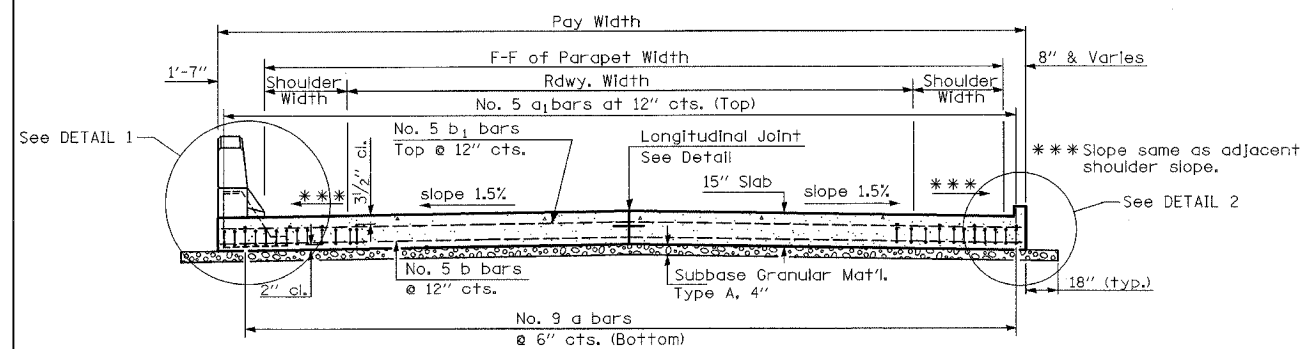


PLAN



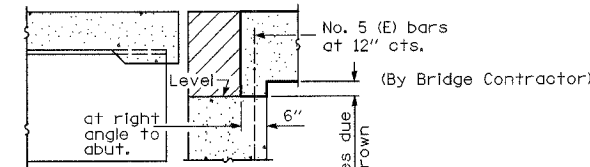
SECTION A-A

⊙ Stagger No. 9 a bars as shown on plan - full width

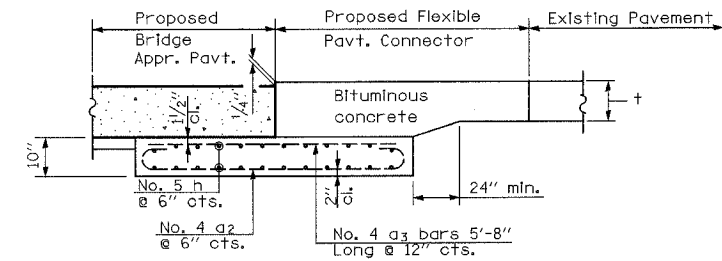


SECTION B-B

(See Plan for Dimensions not shown)

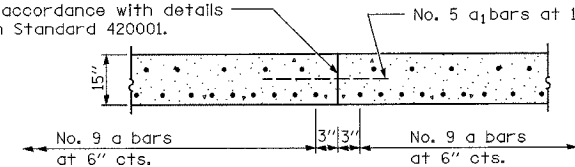


SECTION C-C
(Jointed Abutments)



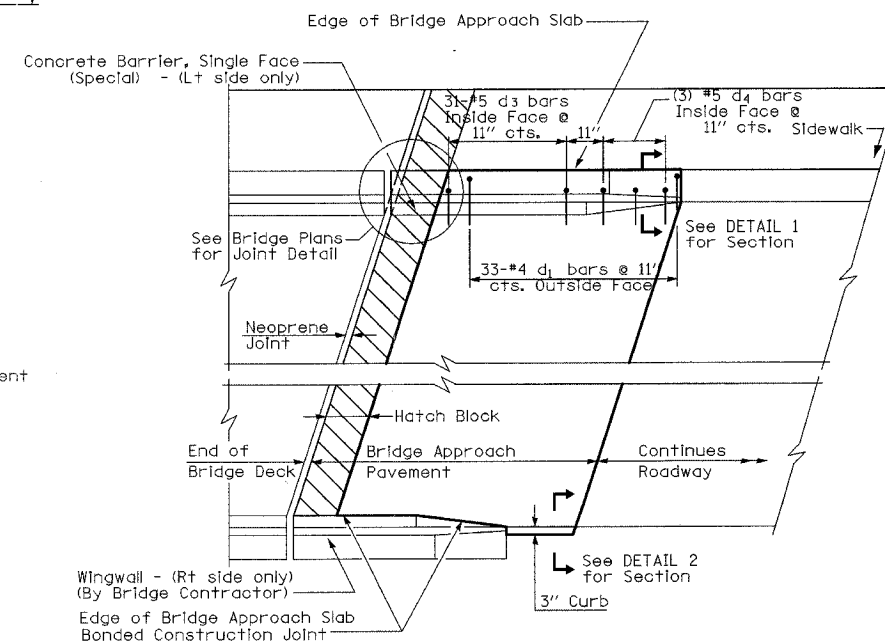
SECTION D-D - FLEXIBLE PAVEMENT

Longitudinal Construction Joint in accordance with details shown on Standard 420001.



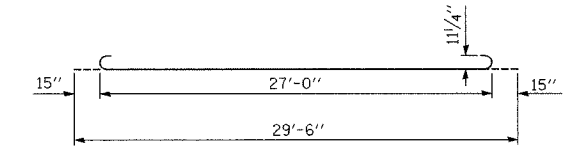
LONGITUDINAL STAGE CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

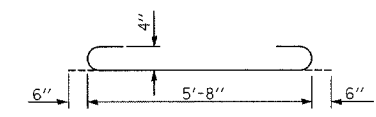


PARAPET TO CURB TRANSITION PLAN

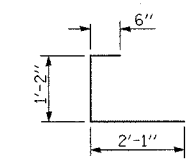
(East Abutment Shown, West Abutment Similar)



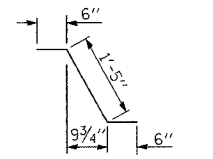
BAR a



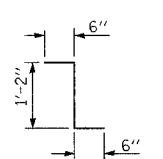
BAR a2



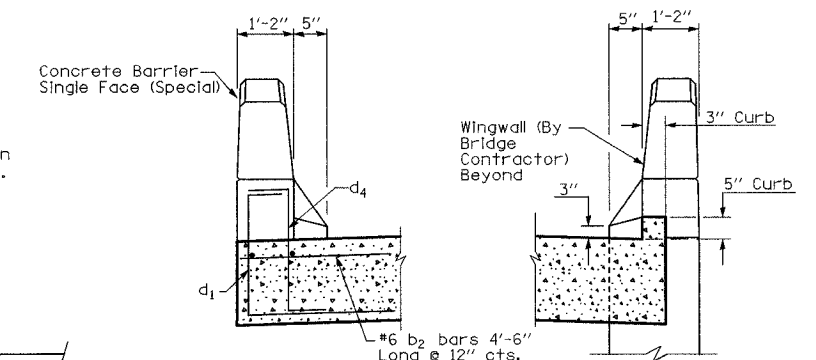
BAR d1



BAR d3



BAR d4



DETAIL 1

DETAIL 2

GENERAL NOTES

- All reinforcement bars shall be epoxy coated.
- THICKNESS-"t"=Thickness of Pavement.
- See Standard 420401 and 421001 for reinforcement details not shown.
- See Standard 420001 for details of joints not shown.
- Bicycle Railing not shown.

DESIGN STRESSES

f_y = 60,000 p.s.i.
f'c = 3,500 p.s.i.

REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION	
ROADWAY DETAILS	
DATE 12/03	DRAWN BY MLO CHECKED BY SJK