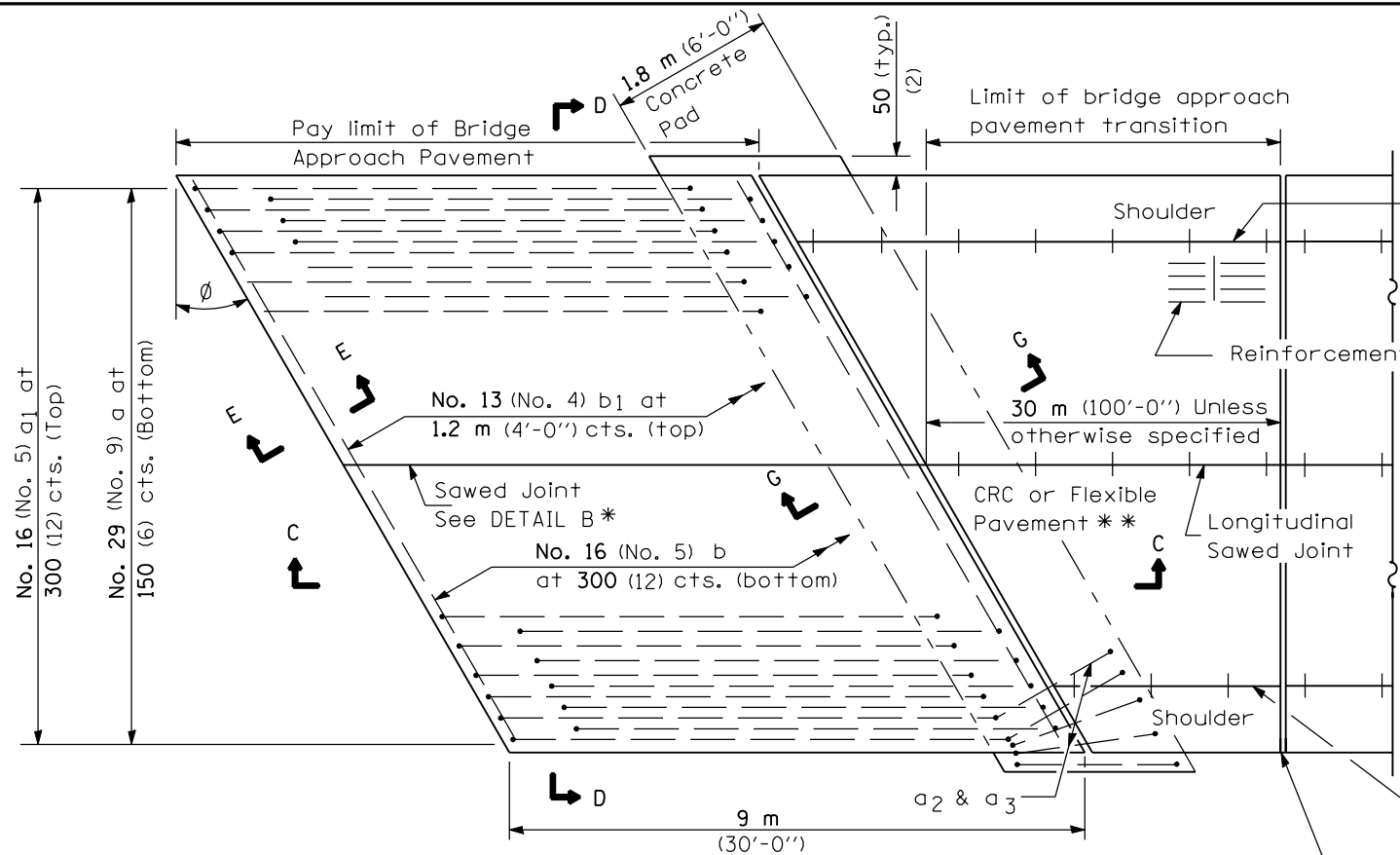
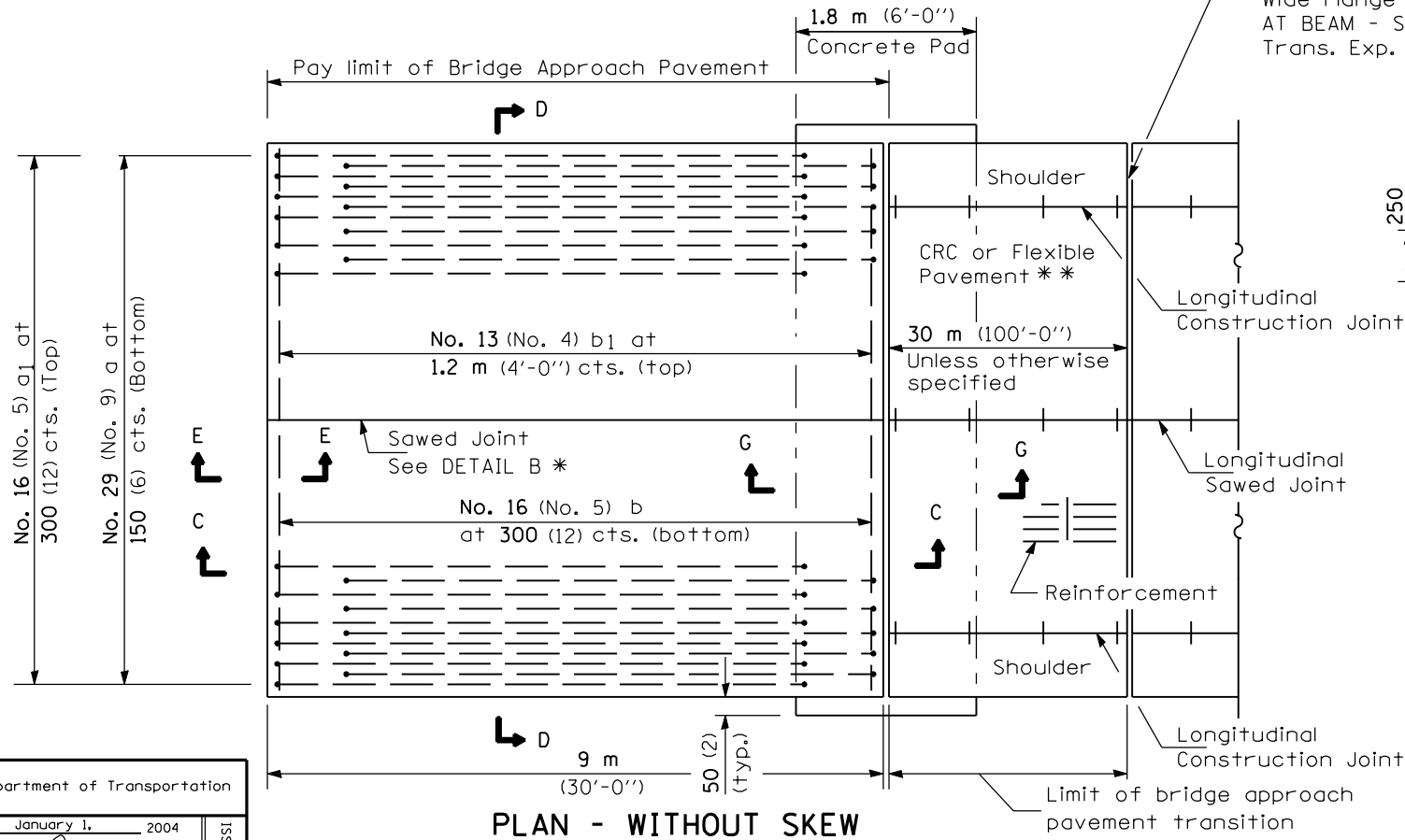


NEW CONSTRUCTION



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

Longitudinal Construction Joint

Reinforcement

30 m (100'-0'') Unless otherwise specified

CRC or Flexible Pavement **

Longitudinal Sawed Joint

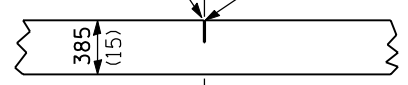
Shoulder

Longitudinal Construction Joint

Rigid Pavement only:

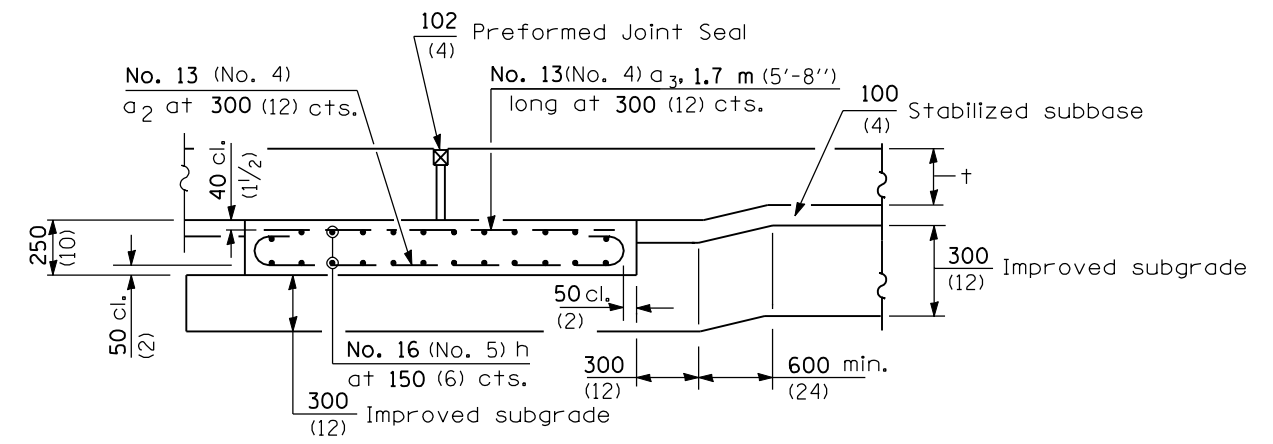
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 50 (2) Trans. Exp. Joint as detailed on Standard 420001.

3 (1/8) x 40 (1/2) Sawed groove
Fill with poured joint sealer



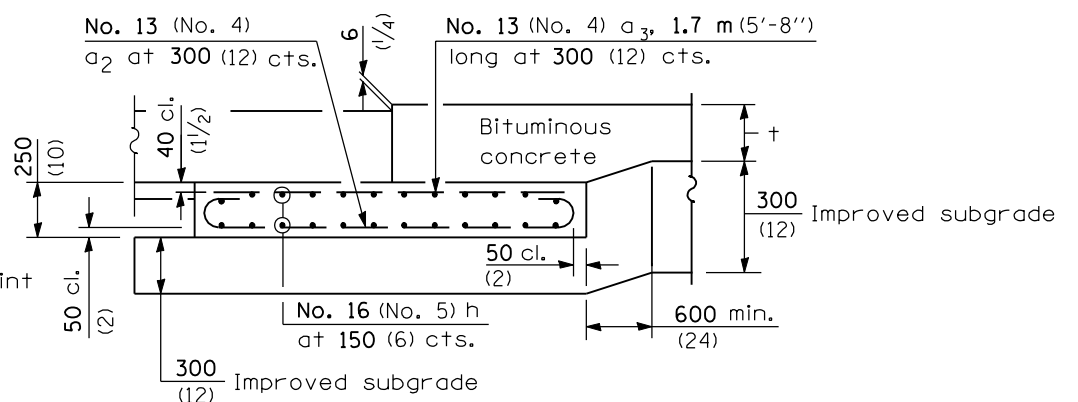
DETAIL B*

(Reinforcement Not Shown)



SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

- THICKNESS-"t"=Thickness of Pavement.
- See Standard 421001 for reinforcement details not shown.
- See Standard 420001 for joint details not shown.
- All dimensions are in millimeters (inches) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2004
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2004
Michael L. Hine
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ISSUED 1-1-04
16-1-07

* Saw \perp or lane edge if poured two or more lane widths at a time.
** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

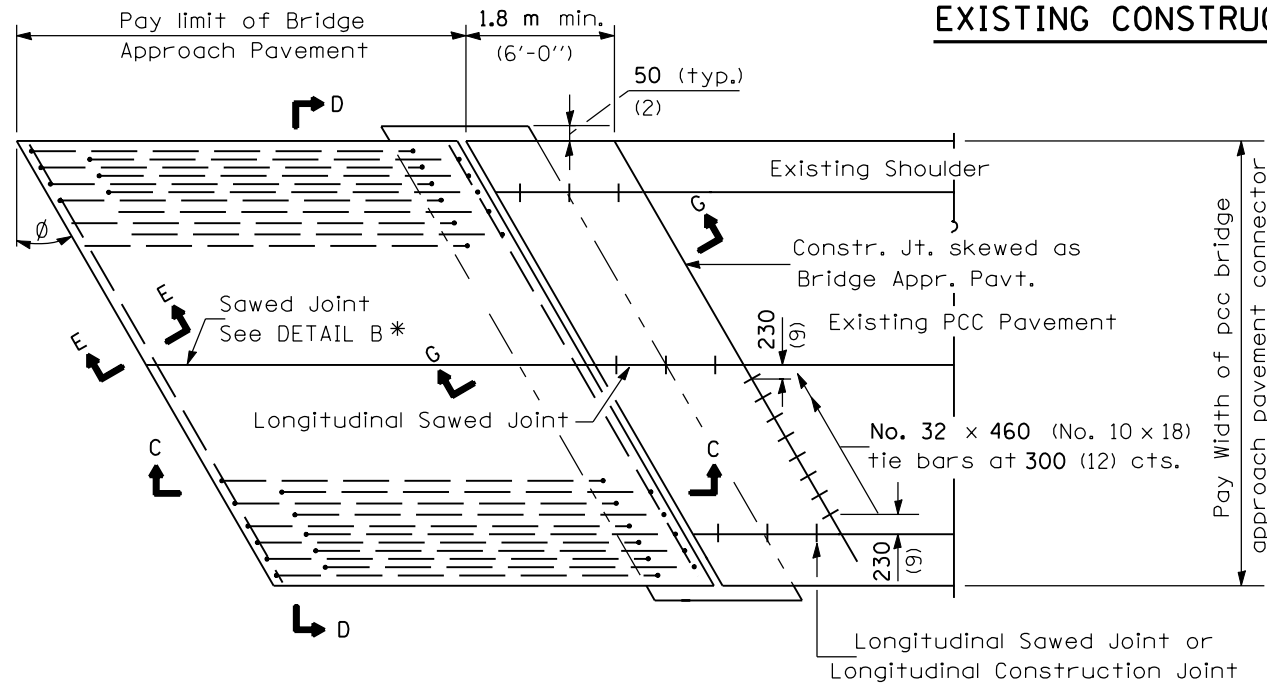
DATE	REVISIONS
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.
1-1-02	Change dim. of B.A.P. w/o skew(exclude jt.) & Repl. conc pad note sht. 3.

BRIDGE APPROACH PAVEMENT

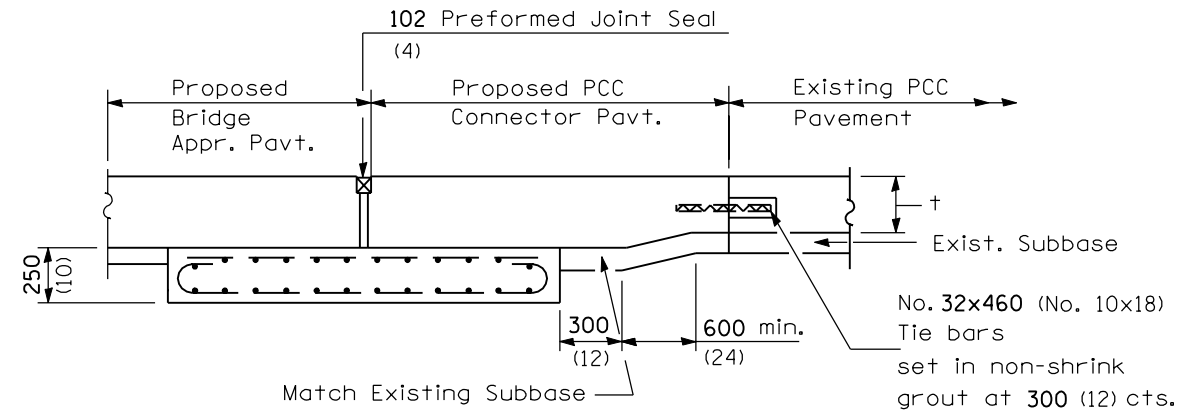
(Sheet 1 of 4)

STANDARD 420401-05

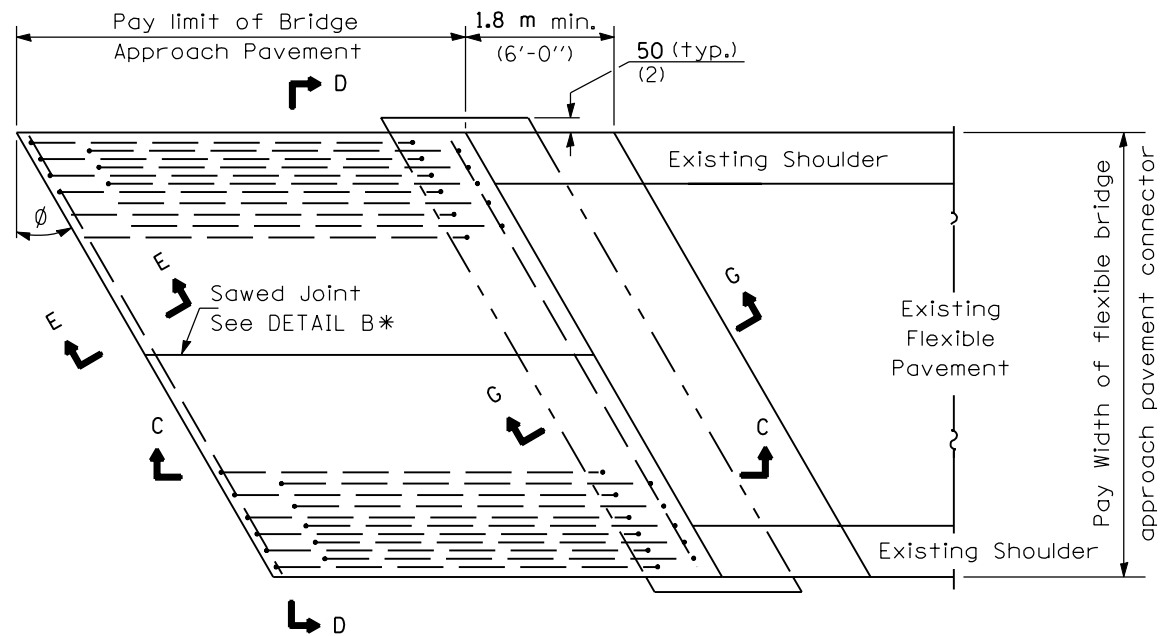
EXISTING CONSTRUCTION



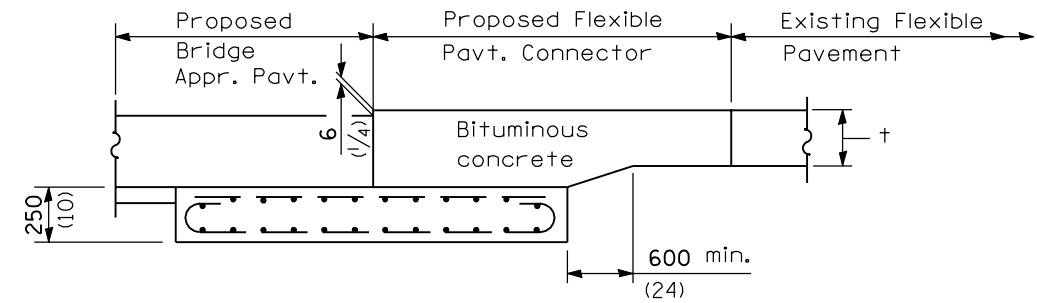
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

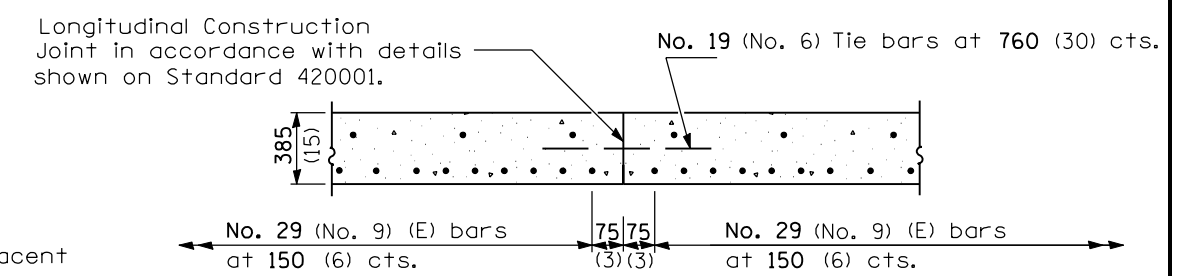
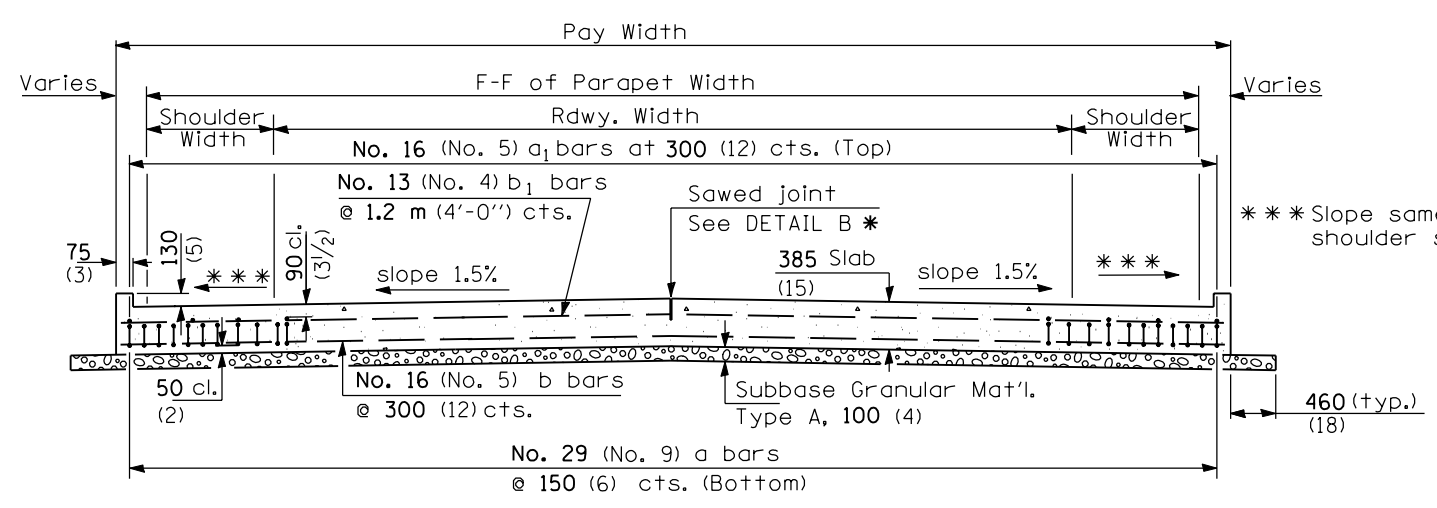
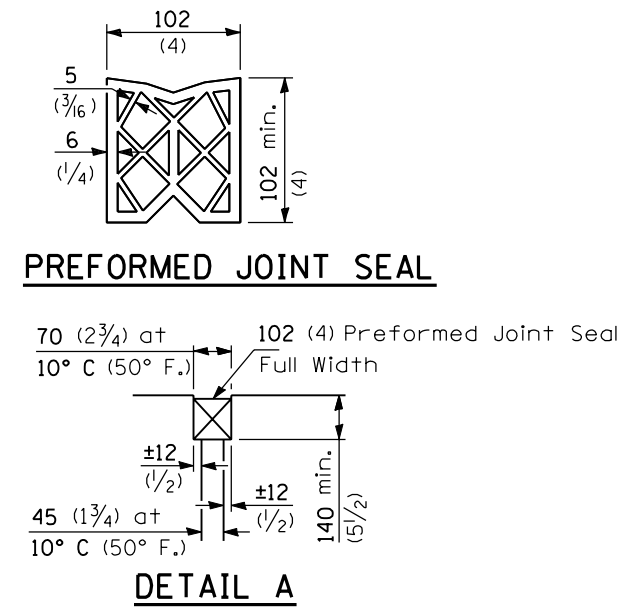
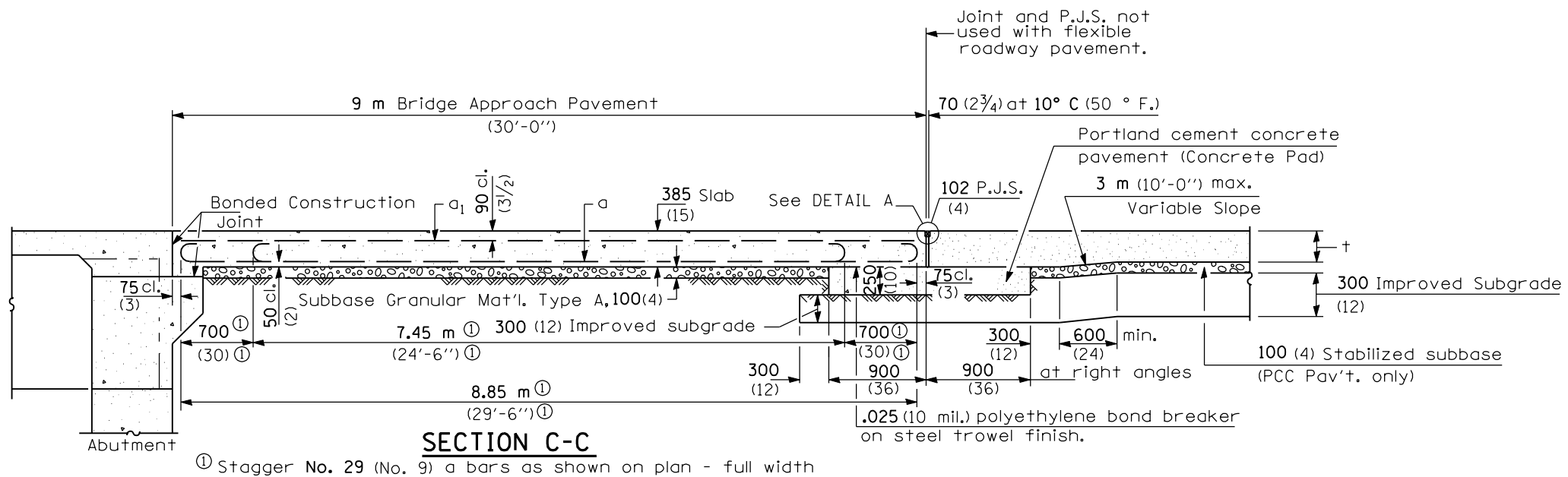
All dimensions are in millimeters (inches) unless otherwise shown.

BRIDGE APPROACH PAVEMENT

(Sheet 2 of 4)

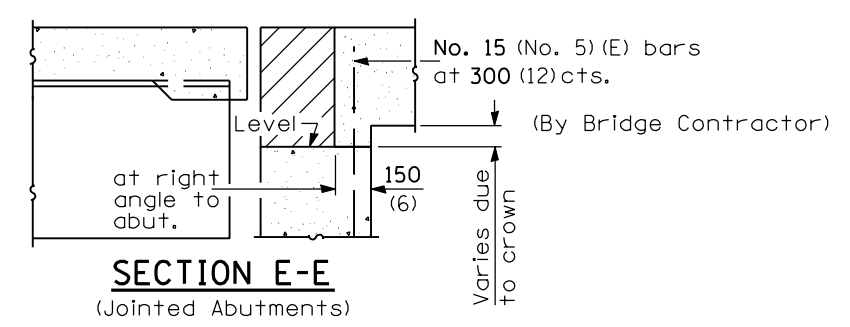
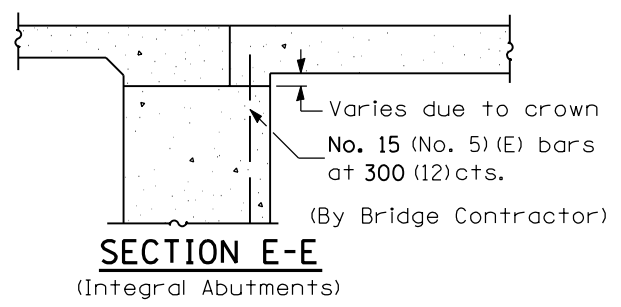
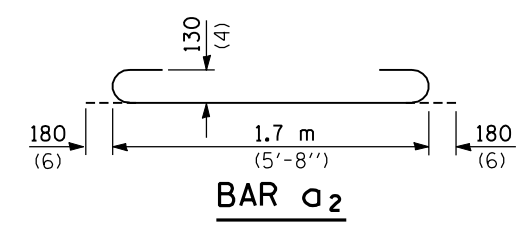
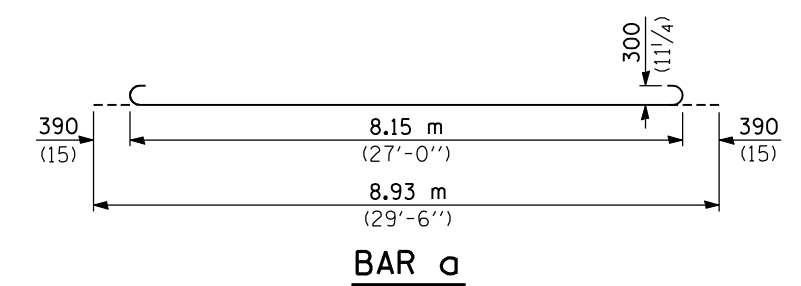
STANDARD 420401-05

APPROVED January 1, 2004 <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES	ISSUED 1-1-97
APPROVED January 1, 2004 <i>Michael L. Hine</i> ENGINEER OF DESIGN AND ENVIRONMENT	



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.

(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.



DESIGN STRESSES
f_y = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

All dimensions are in millimeters (inches) unless otherwise shown.

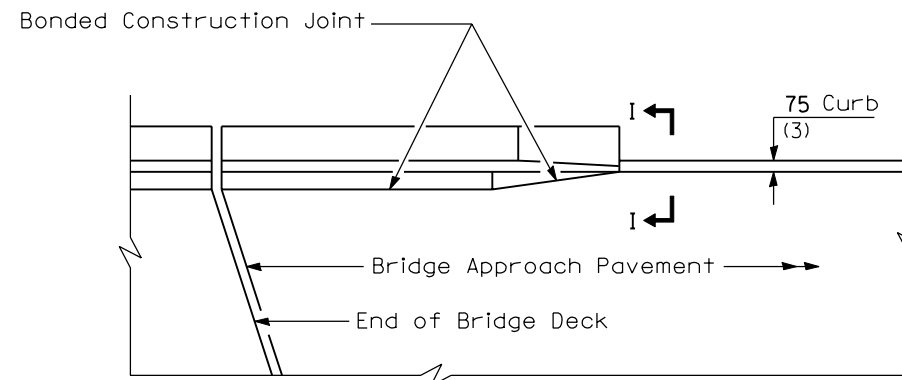
BRIDGE APPROACH PAVEMENT
(Sheet 3 of 4)
STANDARD 420401-05

Illinois Department of Transportation

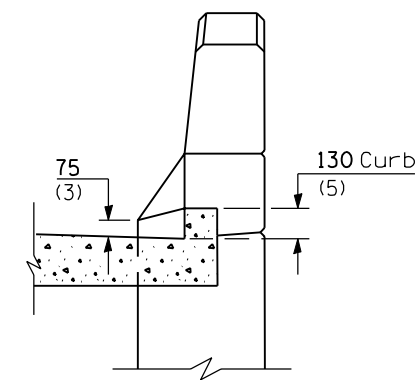
APPROVED January 1, 2004
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

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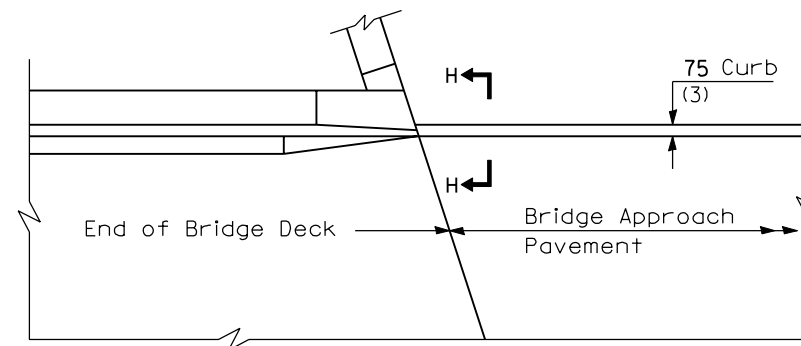
ISSUED 1-1-2004



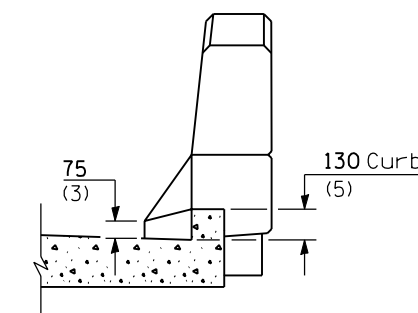
**PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT**



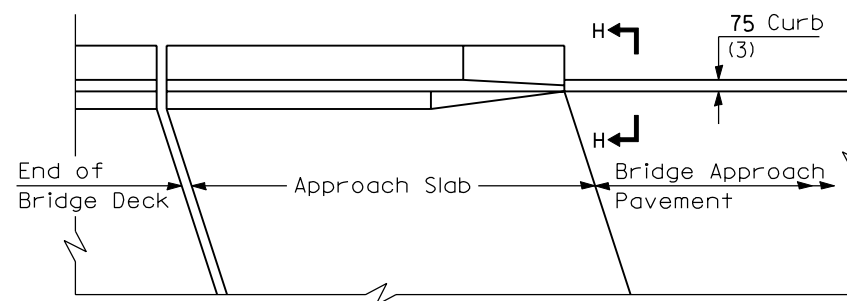
SECTION I - I



**PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT**



SECTION H - H



**PARAPET TO CURB TRANSITION
VAULTED ABUTMENT**

Illinois Department of Transportation
 APPROVED January 1, 2004
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2004
Michael L. Hine
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT
 (Sheet 4 of 4)
STANDARD 420401-05