

DESIGNER NOTE:

1.5 %

1.5 %

Pipe Underdrain, Special 4 with perforated End Cap (Typical)

Proposed Bridge Approach Pavement or Connector

GENERAL NOTES:

SECTION A-A

- 1. All work shall be done as directed by the Engineer.
- 2. All work shall be done in accordance with Standard 420401 except as shown herein.
- 3. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
- 4. The bridge approach pavement connector (pcc) shall be constructed similar to section G-G for existing construction rigid pavement as shown Standard 420401. Adjacent to PCC base course or pavement deformed bars will be required. Adjacent to bituminous pavement deformed bars will not be required. Use buffings from the tire retreading industry.
- This work will be paid for in feet of PIPE UNDERDRAIN, SPECIAL, 4", and each
 of CONCRETE HEADWALL FOR PIPE DRAIN. The cost of providing and installing
 the tire buffings and hot-poured joint sealer is included in the cost of
 the Approach Pavement Connector.
- 6. Use buffings from the tire retreading industry.
- 7. Ensure tire buffings are clean, dry, and without any contamination.
- 8. Remove existing material and replace tire buffings.
- 9. Place loose buffings and strike off level.
- 10. Compact buffings by spading with a square-nose shovel.
- 11. Use hot-poured joint sealer that meets the requirement of Article 1050.02 and according to the applicable section of Article 420.12 of the Standard Specifications.
- 12. Avoid guardrail posts when constructing shoulders.

All dimensions are in inches unless otherwise noted.

USER NAME = Eric.Thomas

DESIGNED
DRAWN
REVISED
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

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