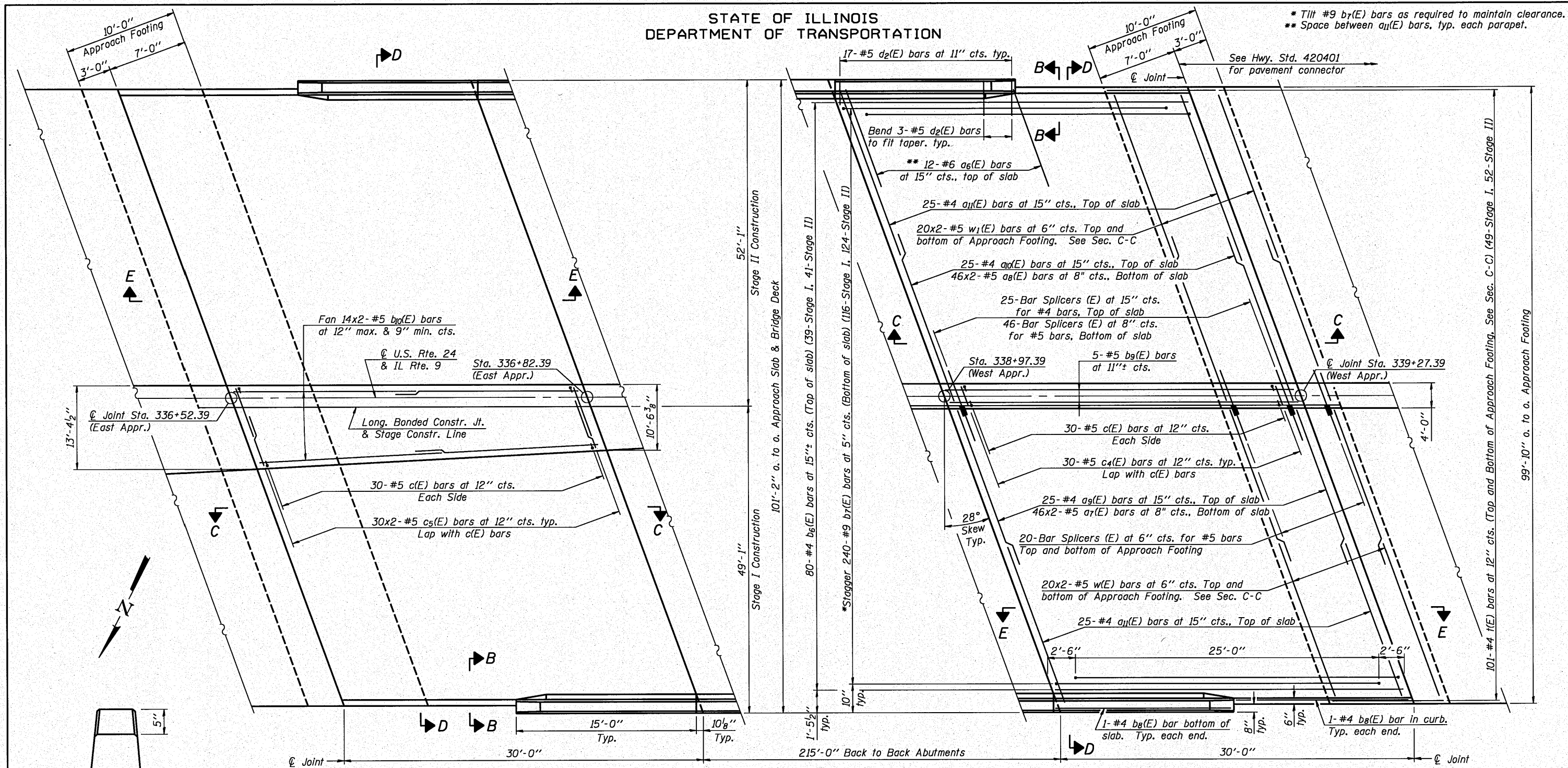


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Tilt #9 b₇(E) bars as required to maintain clearance.
** Space between a₁₁(E) bars, typ. each parapet.



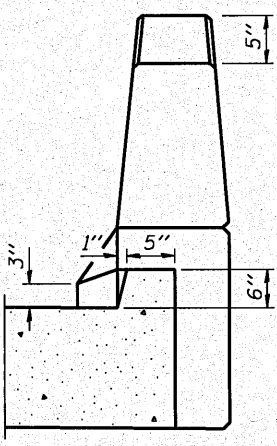
PLAN

MINIMUM BAR LAP

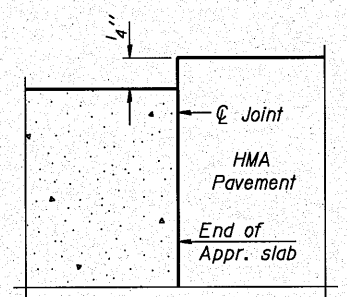
#4 bar = 2'-11"
#5 bar = 3'-3"

NOTES

- See sheet S20 of 39 for Sections C-C & D-D and View E-E and location of Detail A.
- a₈(E) thru a₁₁(E) bar spacings are measured along ϕ Rdwy.
- Reinforcement is shown for West Approach. East Approach reinforcement is opposite hand. Median reinforcement is shown for both Approach Slabs.
- Bars indicated thus 20x3- #5 etc. indicates 20 lines of bars with 3 lengths per line.



VIEW B-B



FLEXIBLE PAVEMENT
DETAIL A

DESIGNED	E.E.J.
CHECKED	J.A.Z.
DRAWN	E.E.J.
CHECKED	J.A.Z.

BRIDGE APPROACH SLAB					
U.S. ROUTE 24 & IL ROUTE 9 OVER LA MARSH CREEK					
STATION 337+89.89					
STRUCTURE NO. 072-0228					
SHEET NO. S19 OF 39 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	317	45BR-2	PEORIA	122	67
CONTRACT NO. 68719			ILLINOIS FED. AID PROJECT		

GRAEF 8501 W. Higgins Road, Suite 280
Chicago, Illinois 60631
(773) 399-0112

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