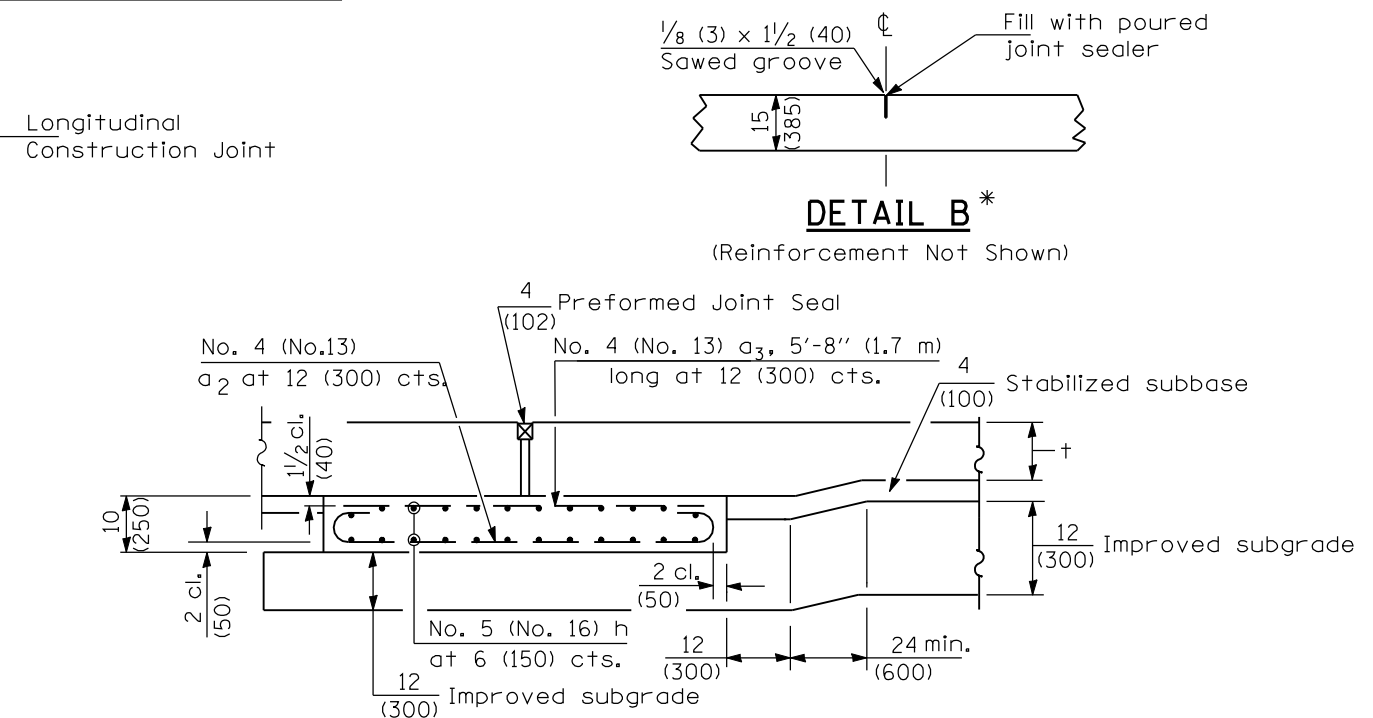


**PLAN - WITH SKEW**

**NEW CONSTRUCTION**

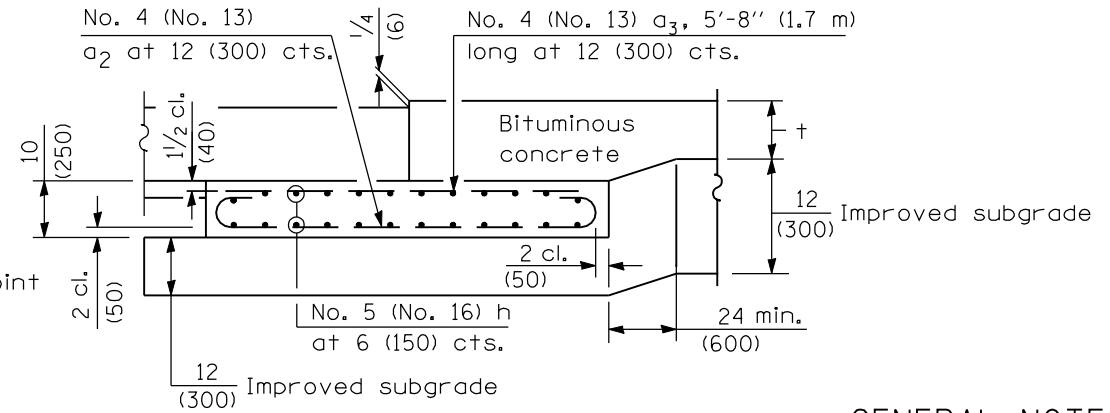


**SECTION G-G - RIGID PAVEMENT**

(Showing reinforcement)

Rigid Pavement only:

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

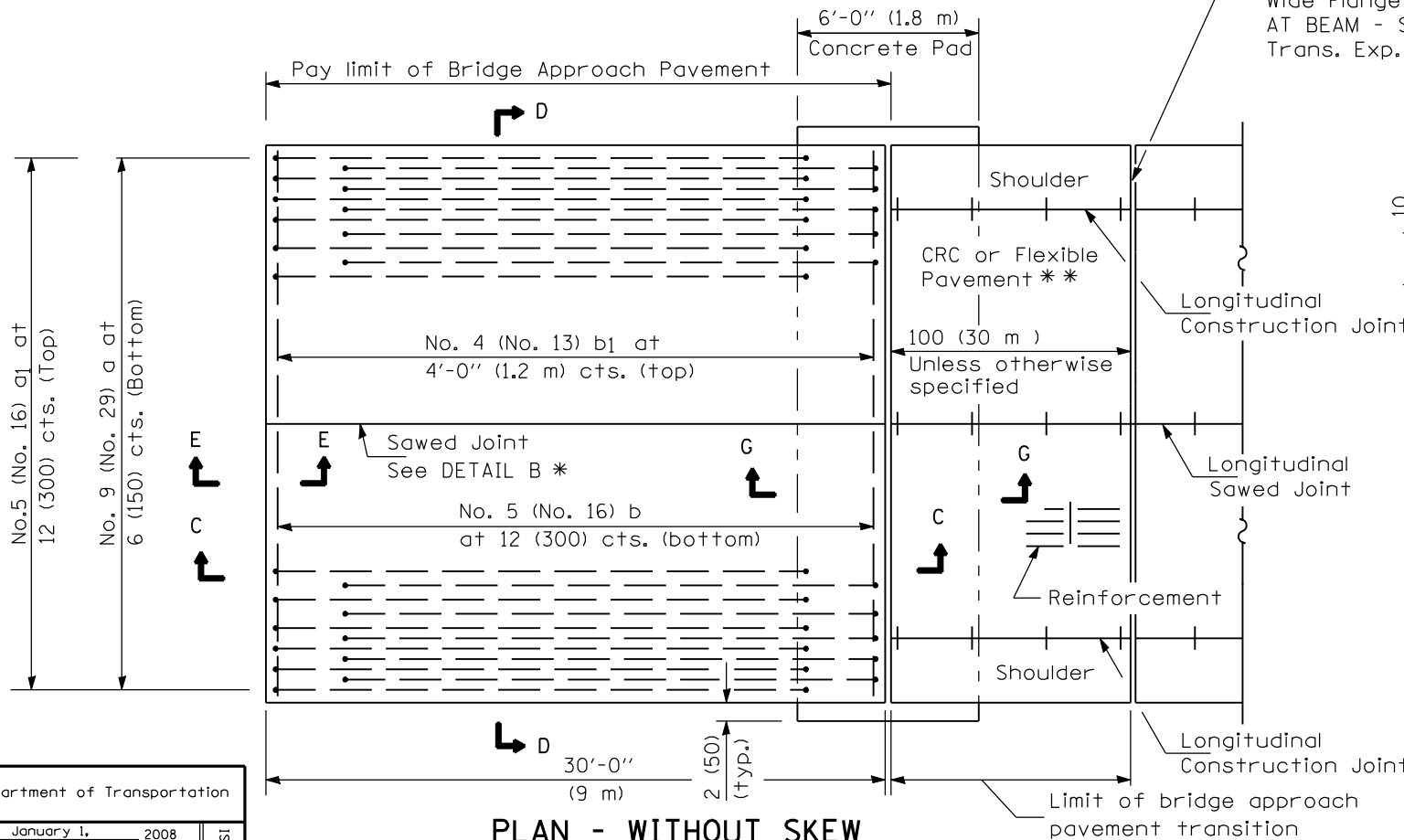


**SECTION G-G - FLEXIBLE PAVEMENT**

(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 inches (millimeters) unless otherwise shown.



**PLAN - WITHOUT SKEW**

- \* 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.

Illinois Department of Transportation

APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

ISSUED 1-1-97

APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

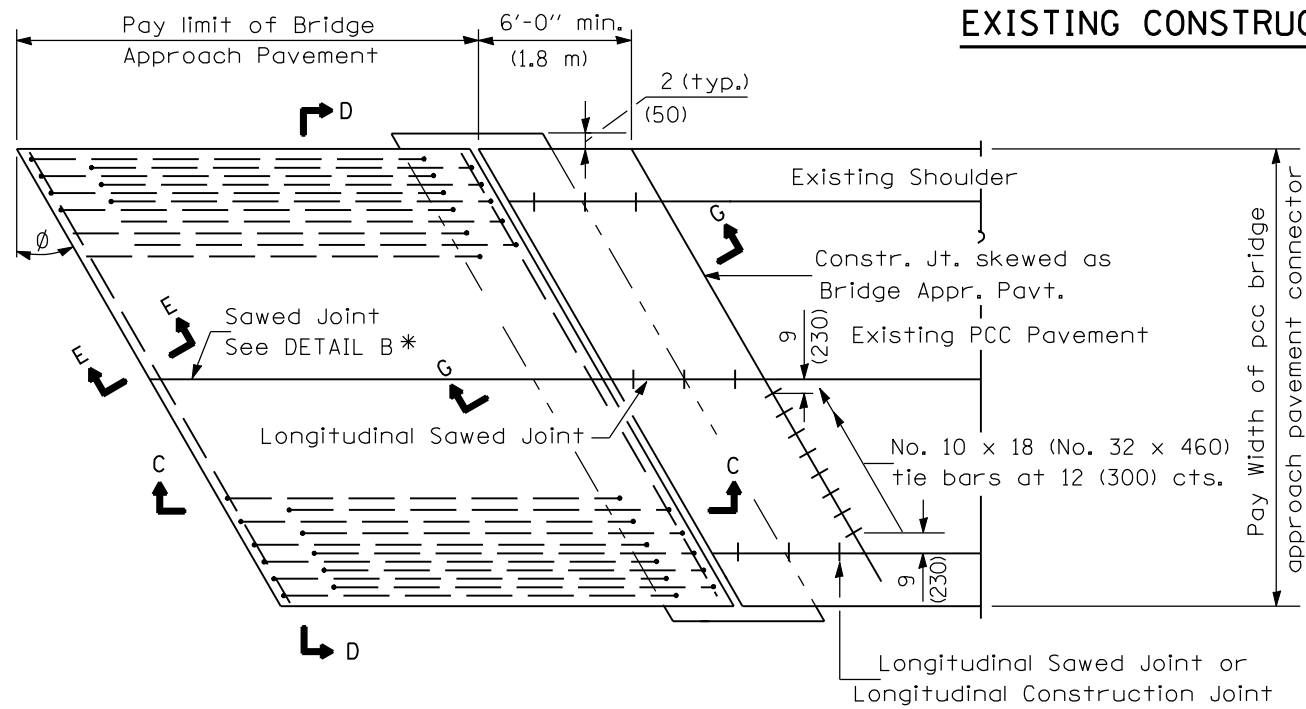
DATE	REVISIONS
1-1-08	Switched units to English (metric). Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

**BRIDGE APPROACH PAVEMENT**

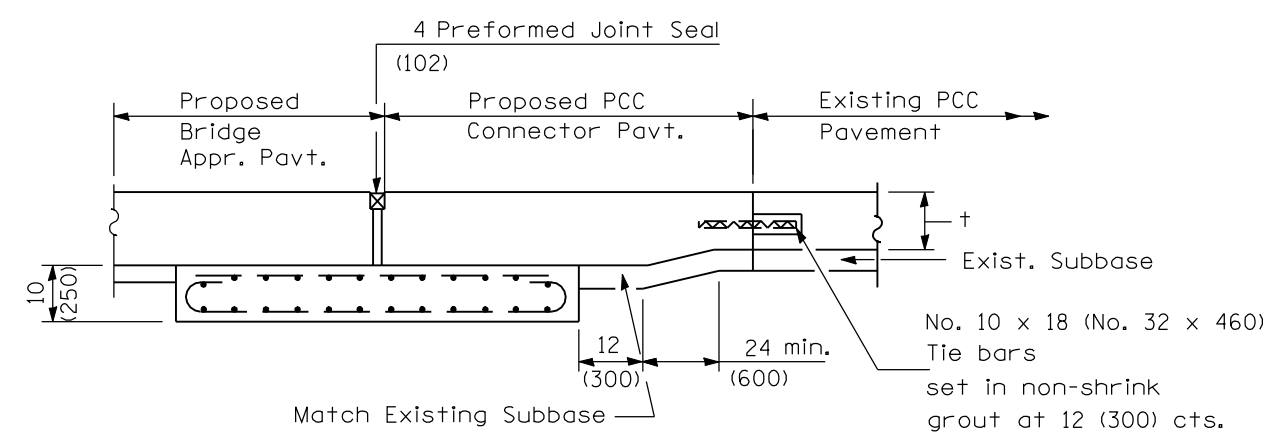
(Sheet 1 of 4)

**STANDARD 420401-06**

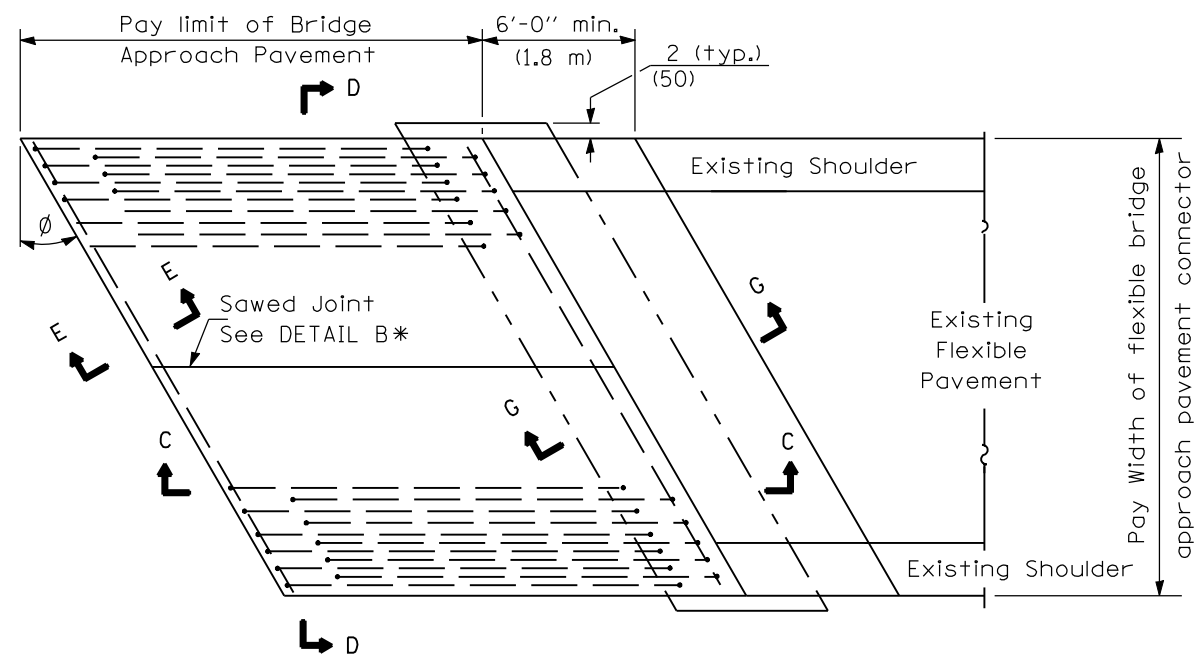
**EXISTING CONSTRUCTION**



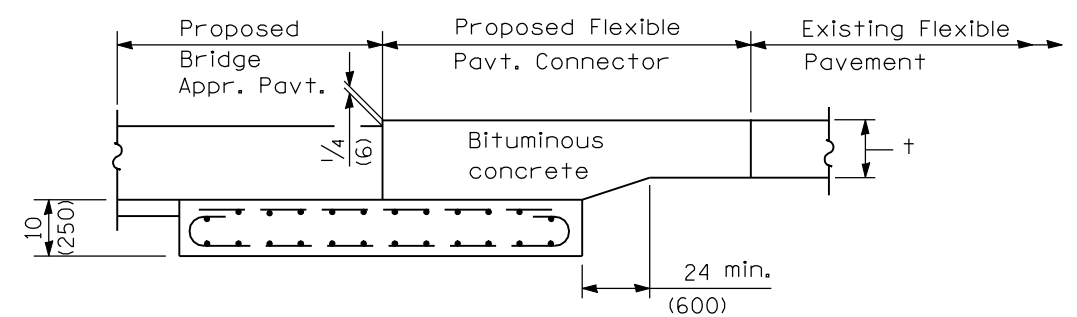
**BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)**



**SECTION G-G - RIGID PAVEMENT**



**BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)**



**SECTION G-G - FLEXIBLE PAVEMENT**

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*Ralph E. Anderson*  
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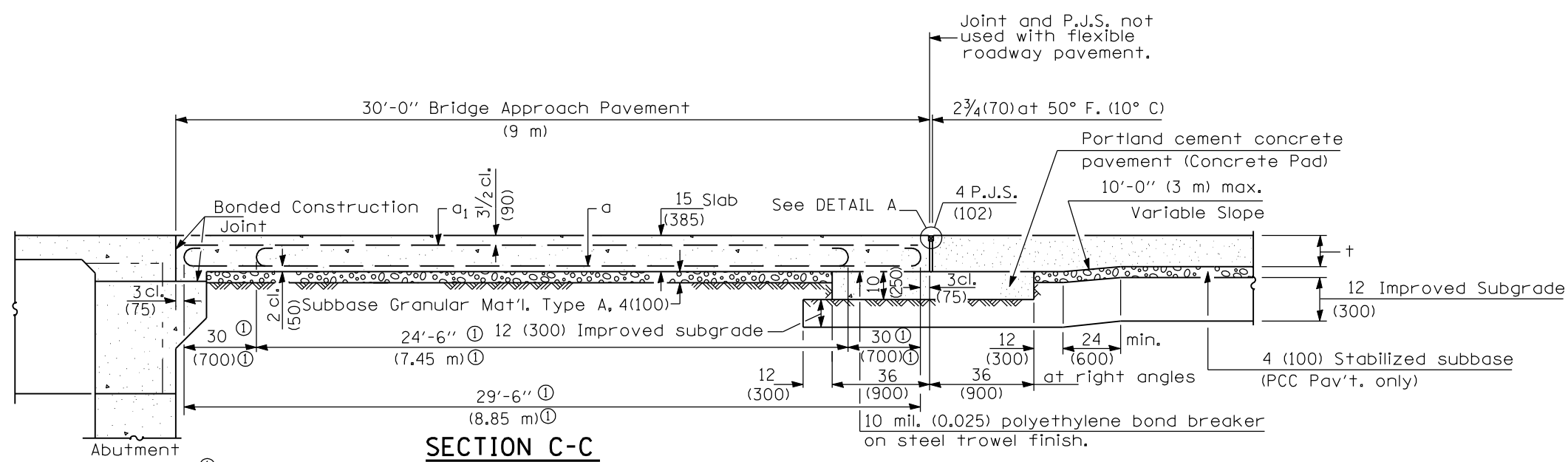
APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**BRIDGE APPROACH PAVEMENT**

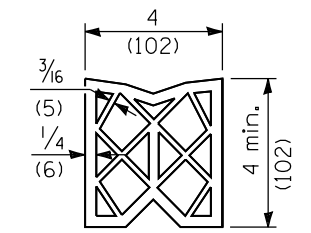
(Sheet 2 of 4)

**STANDARD 420401-06**

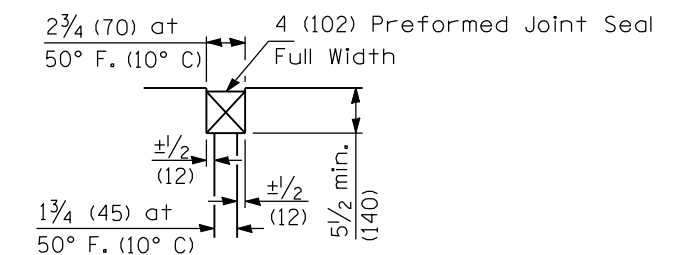


**SECTION C-C**

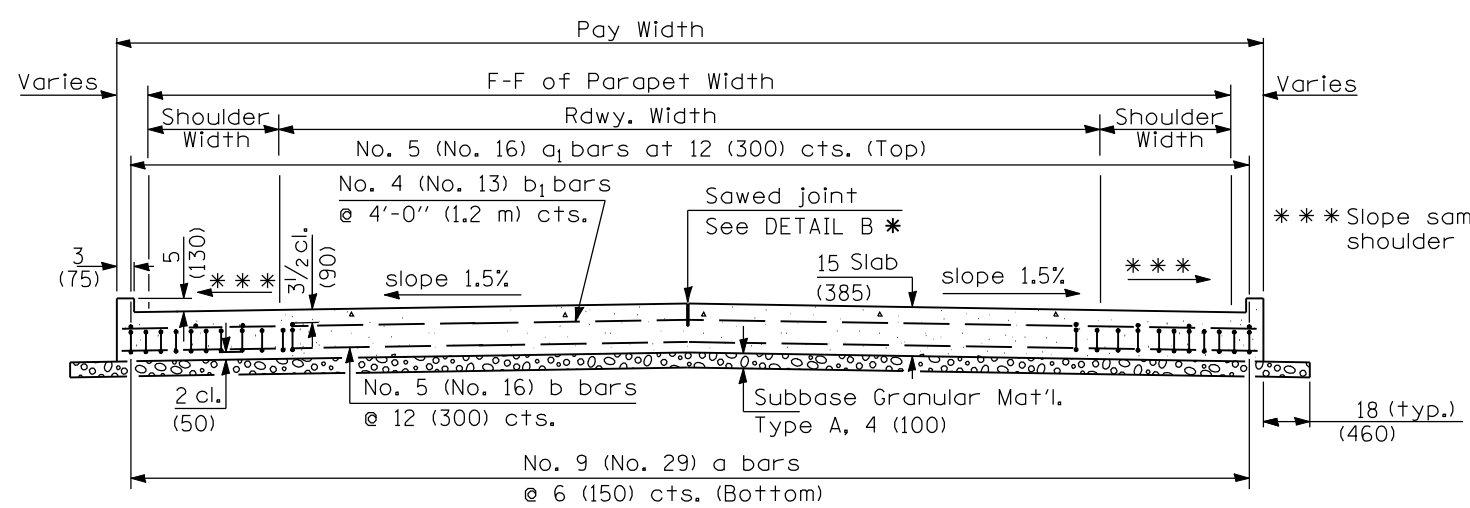
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



**PREFORMED JOINT SEAL**



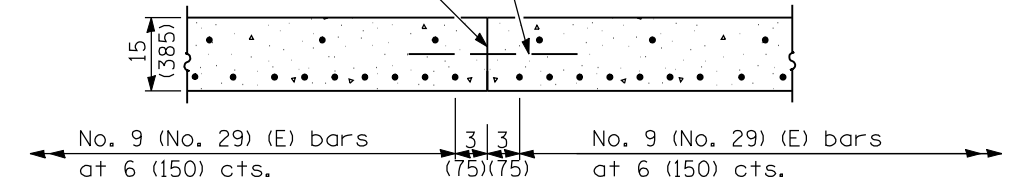
**DETAIL A**



**SECTION D-D**

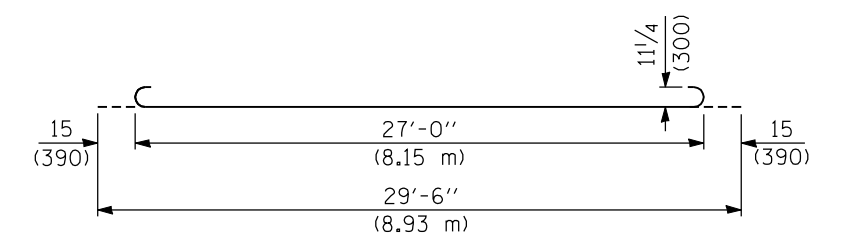
(See Plan for Dimensions not shown)

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

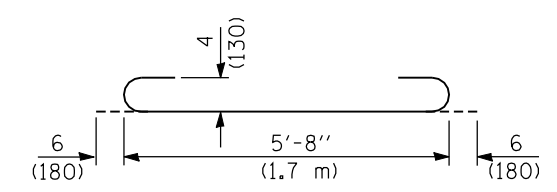


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT**

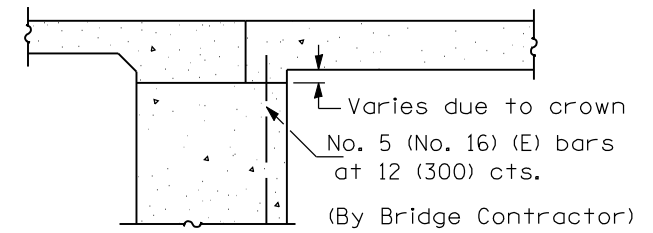
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



**BAR a**

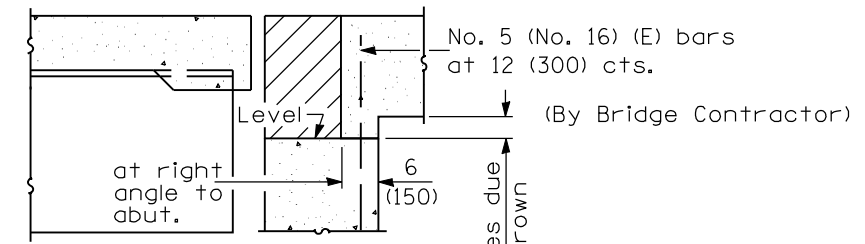


**BAR a2**



**SECTION E-E**

(Integral Abutments)



**SECTION E-E**

(Jointed Abutments)

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

**BRIDGE APPROACH PAVEMENT**

(Sheet 3 of 4)

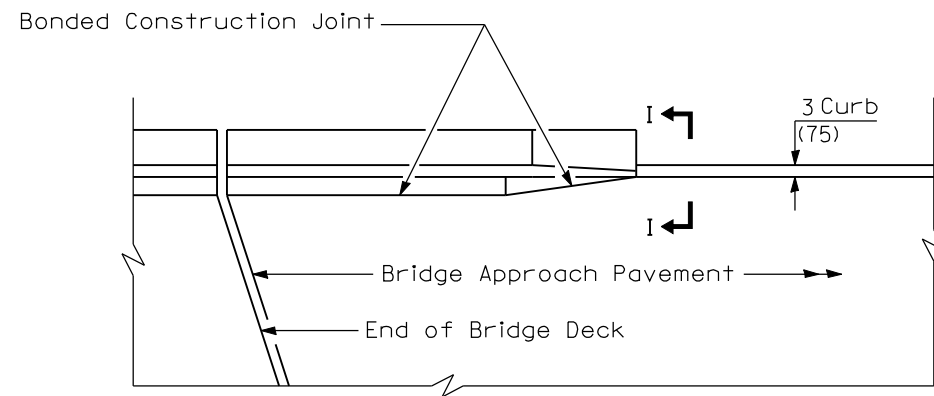
**STANDARD 420401-06**

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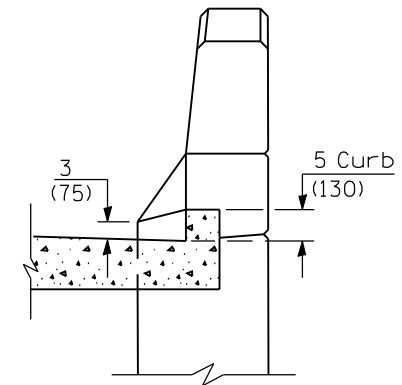
APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2008  
*Ken E. Ha...*  
 ENGINEER OF DESIGN AND ENVIRONMENT

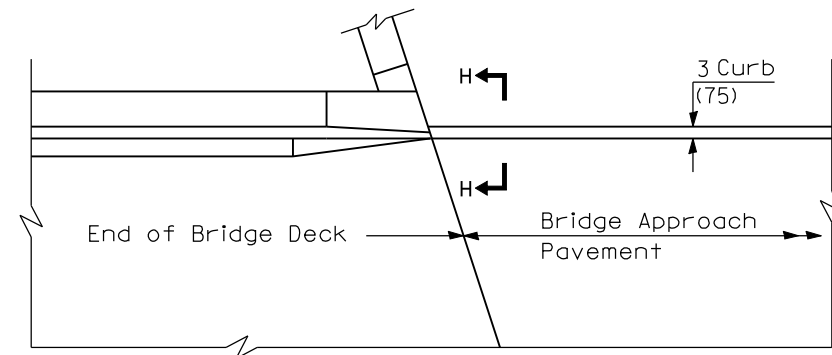
ISSUED 1-1-97



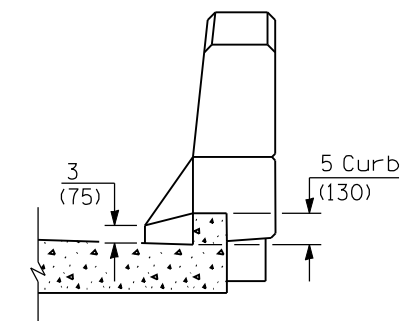
**PARAPET TO CURB TRANSITION  
PILE BENT ABUTMENT**



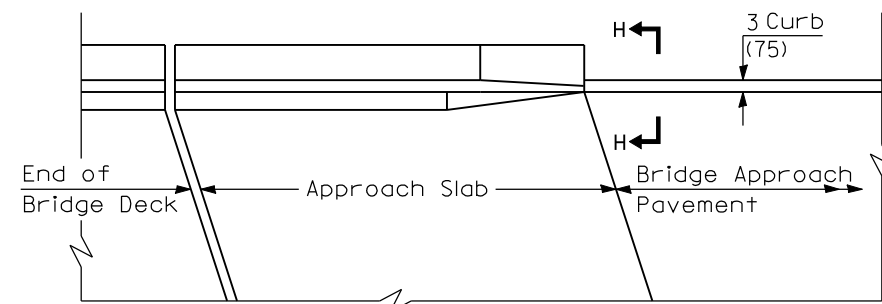
**SECTION I - I**



**PARAPET TO CURB TRANSITION  
INTEGRAL ABUTMENT**



**SECTION H - H**



**PARAPET TO CURB TRANSITION  
VAULTED ABUTMENT**

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97

**BRIDGE APPROACH PAVEMENT**

(Sheet 4 of 4)

**STANDARD 420401-06**