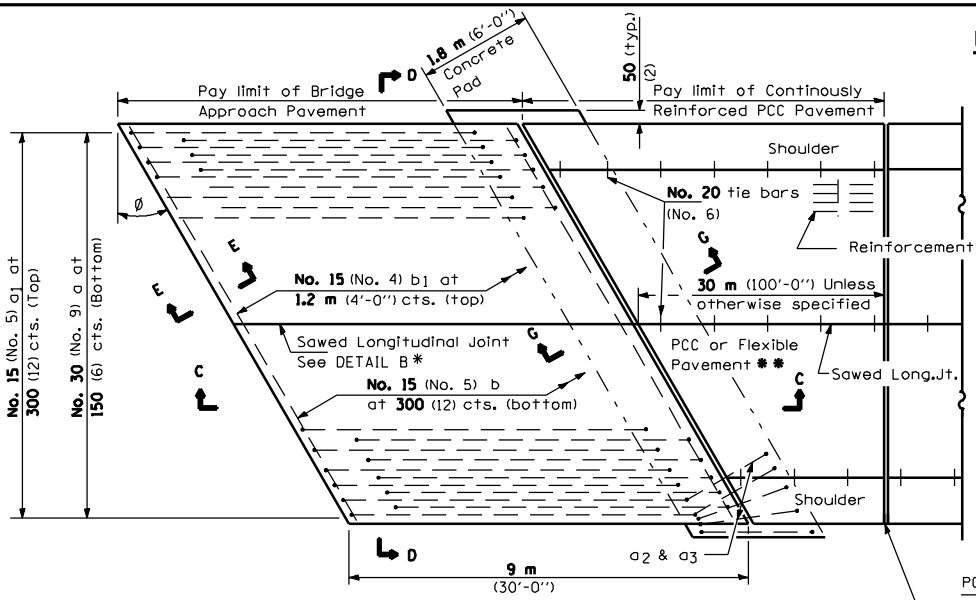
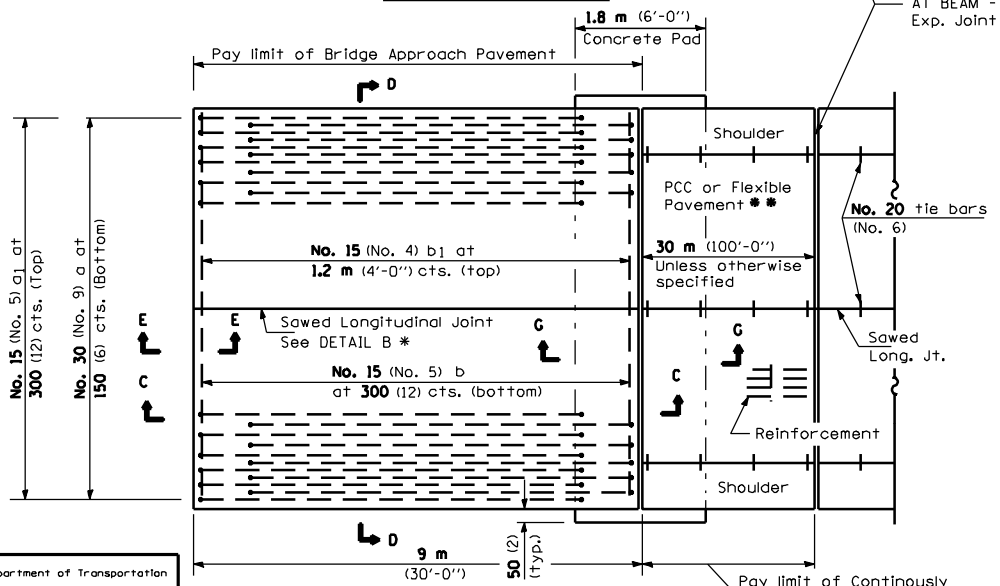
NEW CONSTRUCTION



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

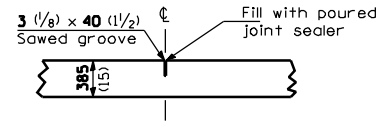
* Saw ℄ or lane edge if poured two or more lane widths at a time.

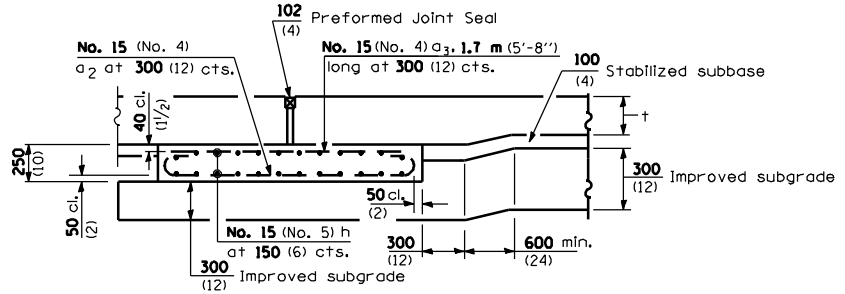
** Omit Reinforcement, tie bars and sawed Long. Jt. for Flexible Pavement.

PCC Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 75 (3) Exp. Joint as detailed on Standard 420001.

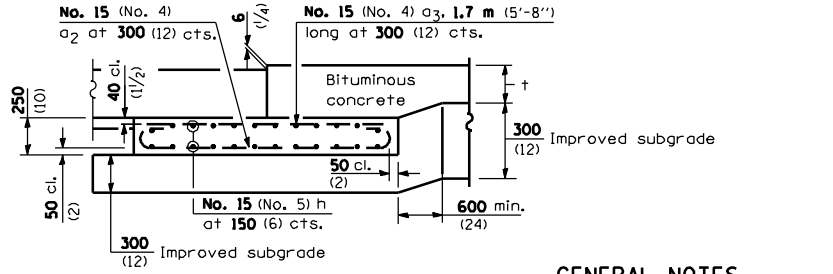
DETAIL B*





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 details of joints not shown.

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

Illinois Department of Transportation

APPROVED January 1, 1998
Kalab E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 1998
Bill Sunley
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

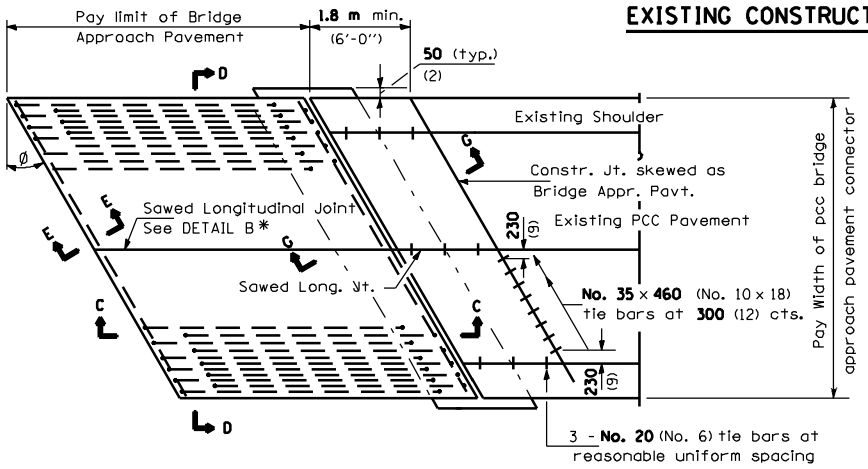
DATE	REVISIONS
1-1-98	Rev. ref. to Std 2443 to
	609006. Added "(top)"
	& "(bottom)" to pg. 1
1-1-97	Renum. Standard 2442-4.

BRIDGE APPROACH PAVEMENT

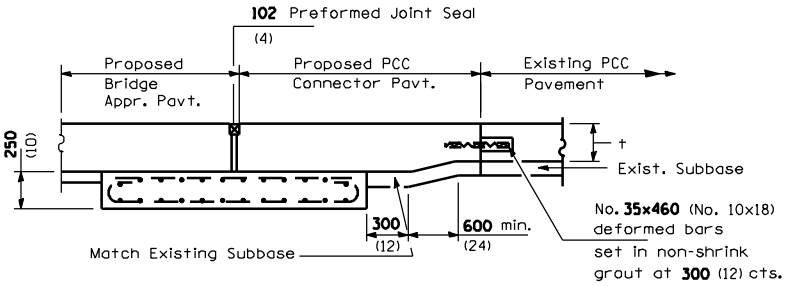
(Sheet 1 of 3)

STANDARD 420401-01

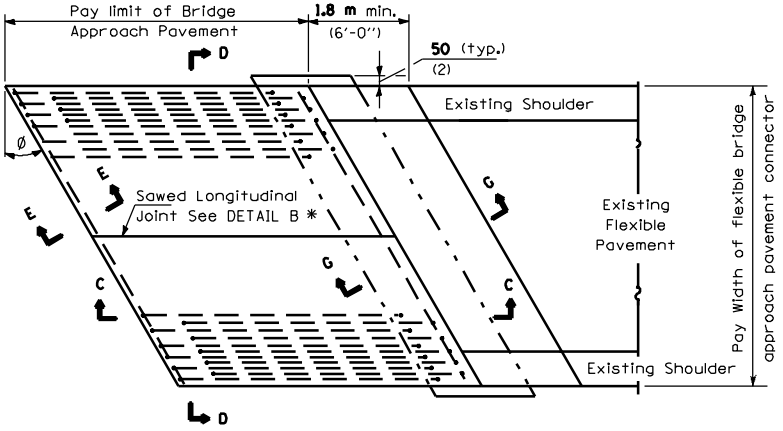
EXISTING CONSTRUCTION



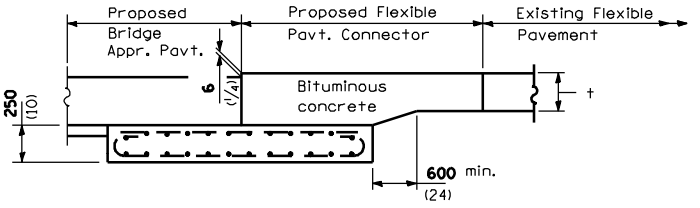
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

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

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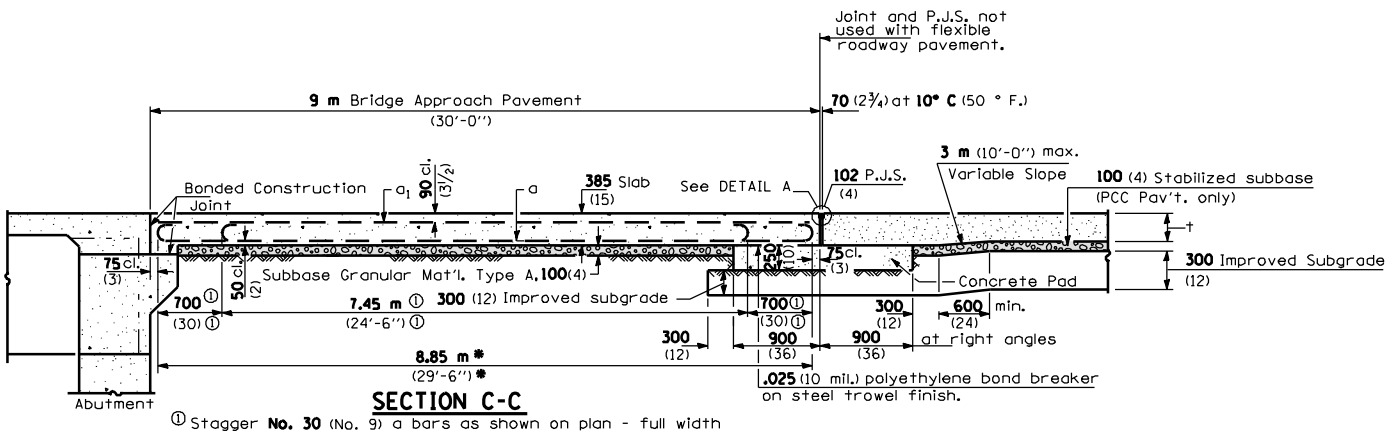
BRIDGE APPROACH PAVEMENT

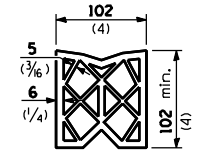
(Sheet 2 of 3)

STANDARD 420401-01

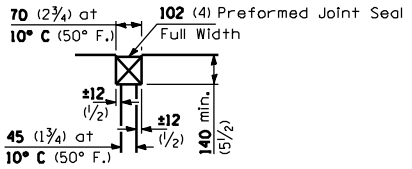


SECTION C-C

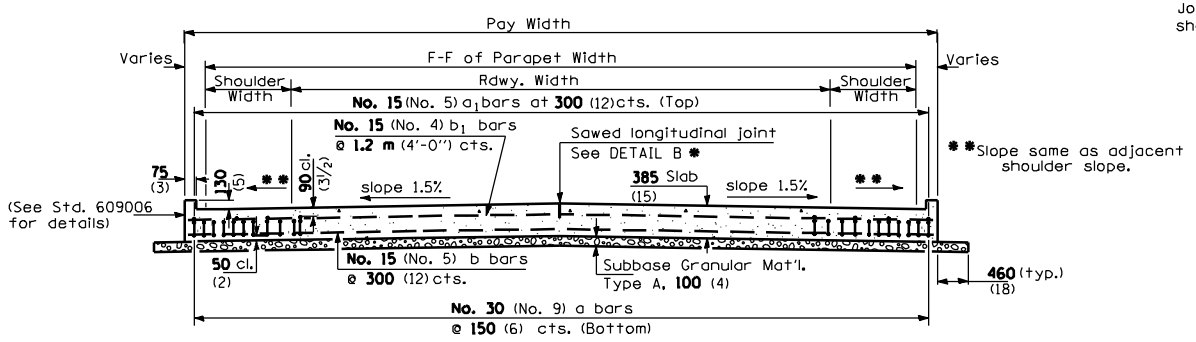
① Stagger **No. 30** (No. 9) a bars as shown on plan - full width



PREFORMED JOINT SEAL

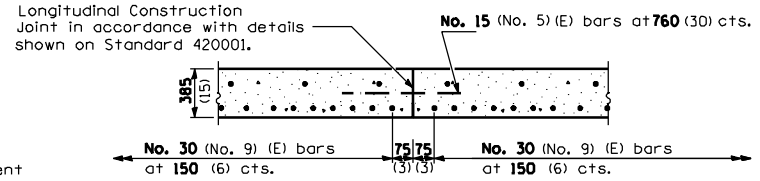


DETAIL A



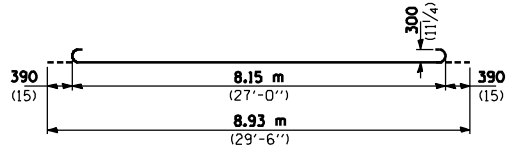
SECTION D-D

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

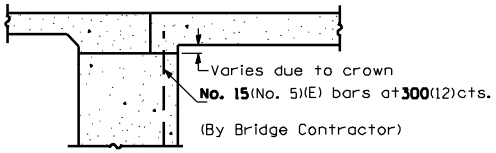


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

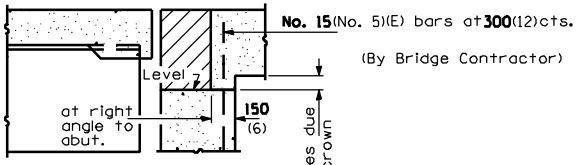
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



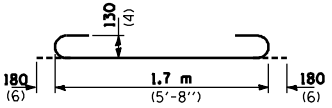
No. 30 a BARS
(No. 9)



SECTION E-E
(Integral Abutments)



SECTION E-E
(Jointed Abutments)



BAR a2

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

DESIGN STRESSES

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

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ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

(Sheet 3 of 3)

STANDARD 420401-01