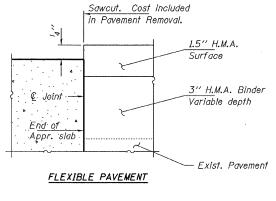
- End of Bridge Approach Slab 25-#4 q(E) bars at 15" cts. (Top of slab) 15-#5 w(E) bars at 6" cts. Top and bottom of Approach Footing. See Sec. C-C End Slab Sta. 94+88.00 (W. Appr.) End Slab Sta. 96+22.00 (E. Appr.) Sta. 95+18.00 (W. Appr.) Sta. 95+92.00 (E. Appr.) 46-#5 az(E) bars at 8" cts. (Bottom of slab) Bk. PPC Deck Beam 25'-0" \downarrow_D PLAN

*Tilt #9 $b_{\mathbf{z}}$ (E) bars as required to maintain clearance.

DESIGNED - S.W.M. CHECKED - A.S.L. DRAWN - D.A.B. CHECKED - S.W.M.

Notes: See sheet 26 for Sections C-C and D-D. a(E) and $a_2(E)$ bar spacings measured along ℓ Rdwy.



DETAIL A

(Sheet 1 of 2) BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 045-6302

TOTAL SHEET NO. HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS
LAND SURVEYORS FAS SECTION 07-00358-00-BR 33 26 KANE 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 (217) 546-3400 DAMISCH ROAD OVER TYLER CREEK | CONTRACT NO. 63444 FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT