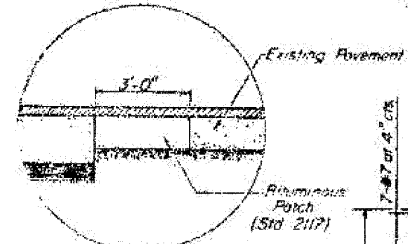
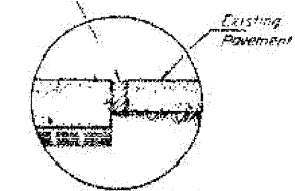


SECTION C-C

*Stagger alternate #7 bars as shown on plan - full width.



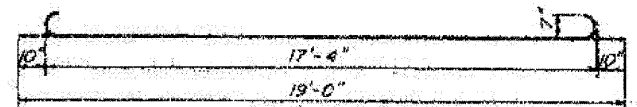
DETAIL "A"
(When bituminous surface is being placed)



DETAIL "A"
(P.C.C. Pavement Construction)

Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2383.

3/4" # Steel Tie Bars of 2'-0" cts.

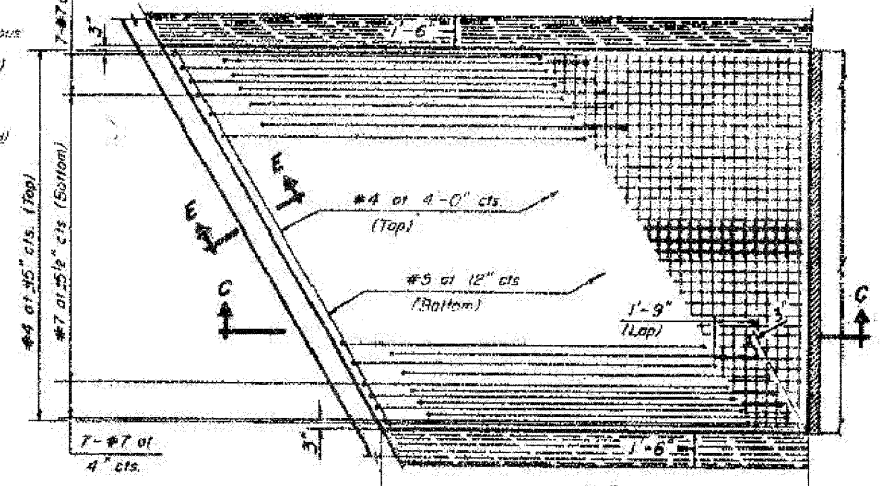


#7 BARS

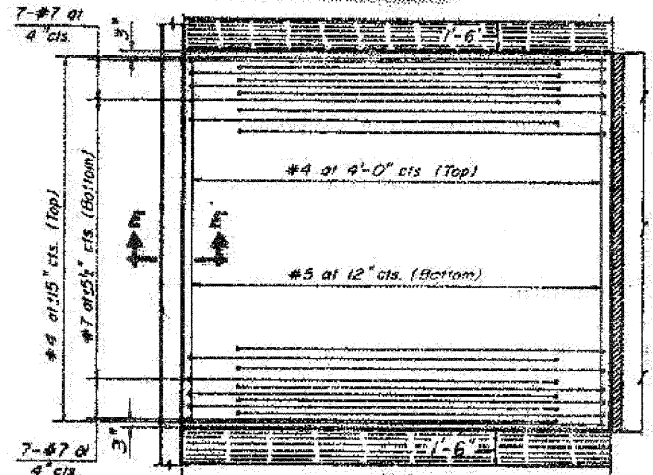


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

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.

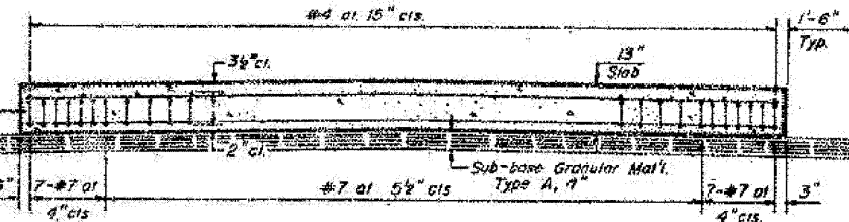


PLAN - WITH SKEW

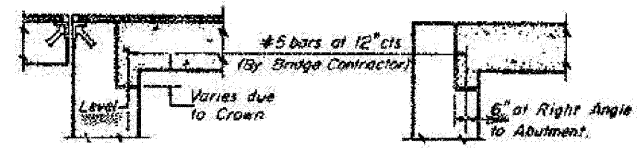


PLAN - WITHOUT SKEW

When the road plans show curb and gutter, gutter, or bridge approach shoulder pavement adjacent to approach slabs, place 3/4" # steel tie bars at 2'-6" centers in accordance with the detail for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter or gutter shall be as shown on the plans.



SECTION D-D



SECTION E-E

(When bituminous surface is being placed on bridge and approach.)

(P.C.C. Pavement Construction)

Notes:
For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6" x 6" - W5.5 x W5.5, placed 3/8" below top of slab. Expanded Metal weighing not less than 78 Pounds per 100 Sq Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6" x 6" - W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State. Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 53, Grade 60.

DESIGN NOTES
This Standard should be used where an existing approach pavement is being replaced and the pavement within 20 ft. of the structure is in good condition.
This Standard should not be used with mainline structures on interstates or Supplemental Freeways.
Design Notes will not appear in the contract plans.

DESIGN STRESSES

$f_y = 60,000$ psi
 $f_c = 3,500$ psi
 $n = 8.5$

GENERAL NOTES

The cost of tie bars, expansion joint filler, sub-base, welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement.

Prefabricated Expansion Joint Filler shall conform to Section 715 of the Standard Specifications. Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.

The bituminous patch, when required, will be paid for in accordance with Section 620 of the Standard Specifications.

Illinois Department of Transportation
PASSED: [Signature] 10/19
APPROVED: [Signature] 10/19

BRIDGE APPROACH PAVEMENT

Sheet 1 of 2
STANDARD 2382-1

H-5.306



USER NAME = Zsajerb	DESIGNED - BHS	REVISED -
PLOT SCALE = N/A	CHECKED - GSP	REVISED -
PLOT DATE = 3/1/2011	DRAWN - MJB	REVISED -
	CHECKED - GSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING APPROACH SLAB DETAILS
S.N. 016-0367

SHEET NO. 56 OF 6 SHEETS

F.A.P. RTE. 0341	SECTION 2010-070-1	COUNTY COOK	TOTAL SHEETS 18	SHEET NO. 12
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60L55	