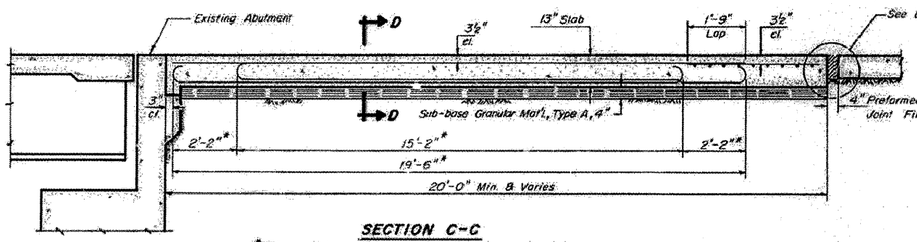
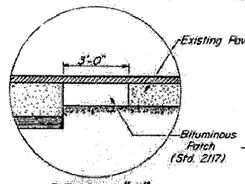


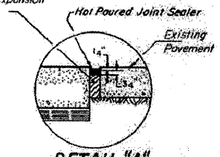
SECTION C-C

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



DETAIL "A"

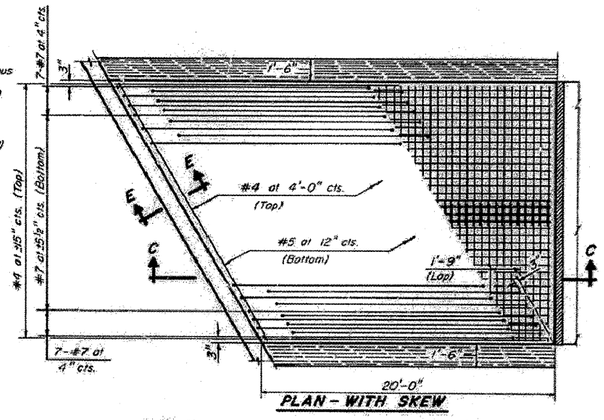
(When bituminous surface is being placed)



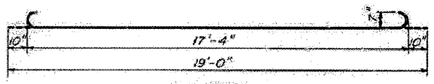
4" Preformed Expansion Joint Filler

DETAIL "A"

(P.C.C. Pavement Construction)

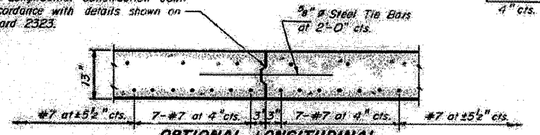


PLAN - WITH SKEW



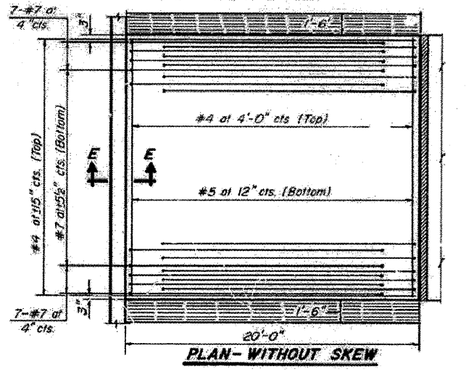
#7 BARS

Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2323.



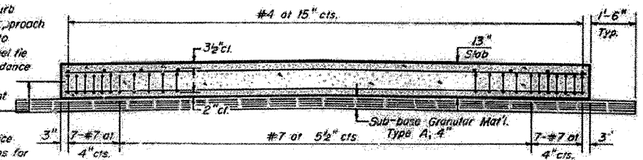
OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

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.

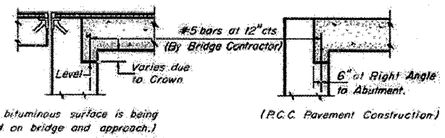


PLAN - WITHOUT SKEW

When the road plans show curb and gutter, gutter, or bridge approach shoulder pavement adjacent to approach slabs, place ½" ø 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



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

(P.C.C. Pavement Construction)

SECTION E-E

Notes:

For skews of less than 10° omit wire fabric. For skews of 10° or more use Welded Wire Fabric, 6"x6"-W5.5 x W5.5, placed 3½" 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"x6"-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 A.A.S.H.T.O. - M 31 or M 53, Grade 60.

DESIGN STRESSES

f_y = 60,000 p.s.i.
f'_c = 3500 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.

Preformed Expansion Joint Filler shall conform to Art. 711.10 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.

FOR INFORMATION ONLY
1986 Bridge Approach Pavement
Standard 2382-2 (Sheet 1 of 2)

Illinois Department of Transportation

APPROVED Mar. 10, 1986
James T. Rowland
Engineer of Bridges and Structures

APPROVED Mar. 10, 1986
Engineer of Design

ISSUED 2-6-79

BRIDGE APPROACH PAVEMENT

Sheet 1 of 2

STANDARD 2382-2

DESIGNED John Uehle	EXAMINED	DATE -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**FOR INFORMATION SHEET (STANDARD 2382-2 SHEET 1) STRUCTURE NO. 060-0027 & 0028**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED Brad Williams	ENGINEER OF STRUCTURAL SERVICES				70	60-11B-I	MADISON	10	9
DRAWN John Uehle	PASSED			SHEET NO. 7 OF 8 SHEETS			CONTRACT NO. 76E25		
CHECKED Brad Williams	ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		