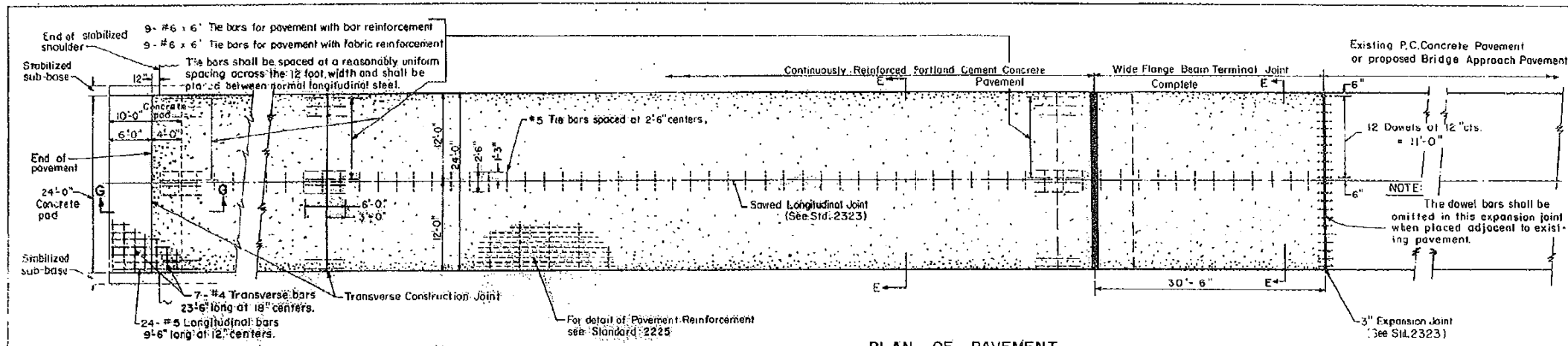
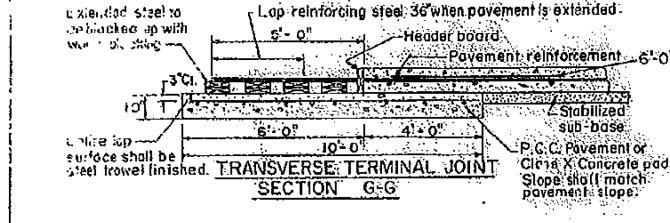


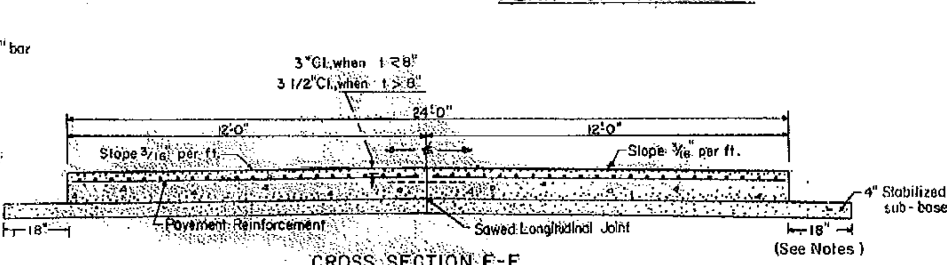
# THIS DETAIL IS INCLUDED FOR INFORMATION ONLY



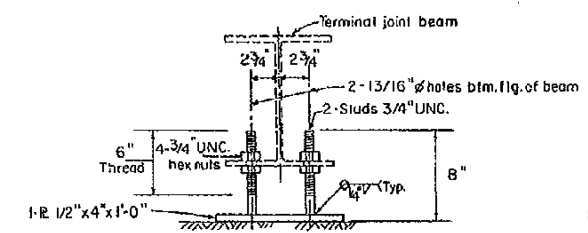
**PLAN OF PAVEMENT**



**SECTION G-G**

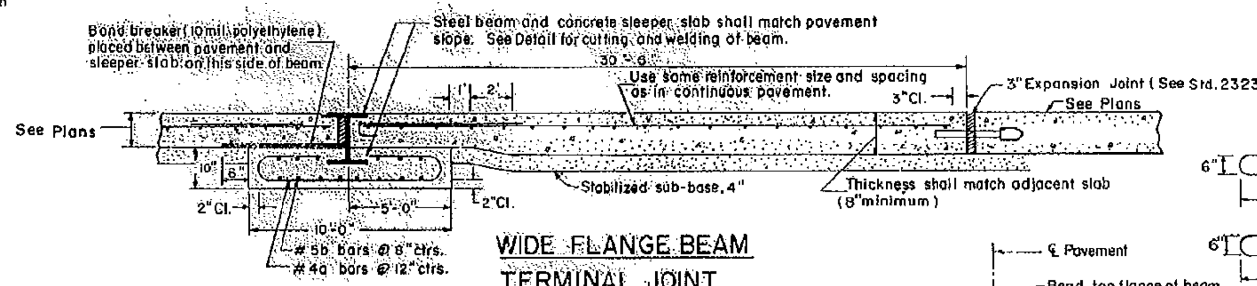


**CROSS SECTION E-E**



**OPTIONAL ADJUSTABLE CHAIR**

(The chair may be constructed of uncoated steel. These chairs, when used, should be located at approximate 6" centers beginning 3" from the end of the beam.)



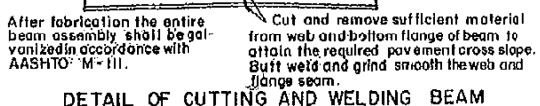
**WIDE FLANGE BEAM TERMINAL JOINT**

**DESIGN NOTES**

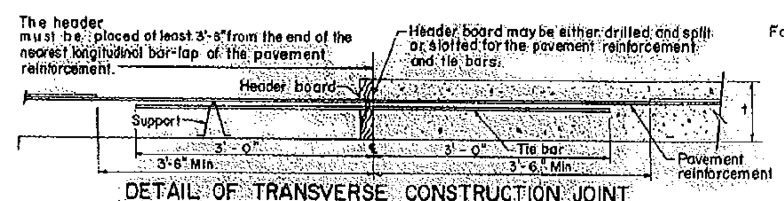
When the slab length is less than 160', a 3" expansion joint should be used in lieu of the Wide Flange Beam Terminal Joint. When the slab length is between 160' and 200', the Bureau of Design shall be consulted for possible substitution of an expansion joint in lieu of the Wide Flange Beam Terminal Joint.

The length of the Wide Flange Beam Terminal Joint may be increased to a maximum length of 300' to avoid gore areas, ramps or other variable width pavement. Drawings showing the location, details and quantities shall be included in the plans.

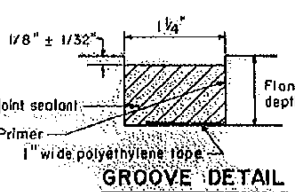
Design Notes will not appear in the contract plans.



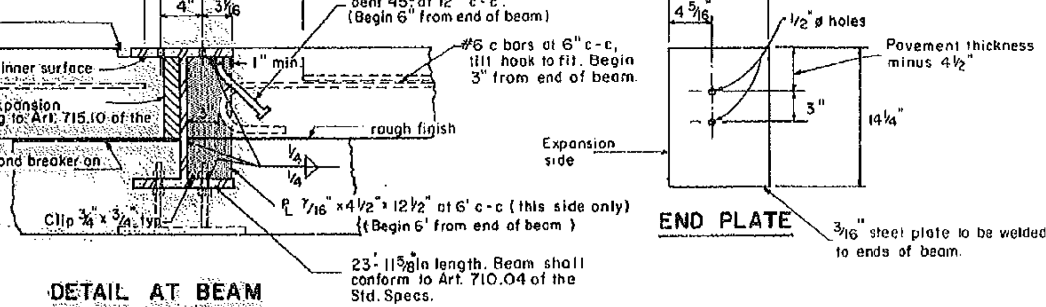
**DETAIL OF CUTTING AND WELDING BEAM**



**DETAIL OF TRANSVERSE CONSTRUCTION JOINT**



**GROOVE DETAIL**



**DETAIL AT BEAM**

**MATERIALS REQUIRED FOR (1) ONE WIDE FLANGE BEAM TERMINAL JOINT COMPLETE**

Bar	No.	Size	Length	Shape
a	24	#4	19'-0"	
b	29	#5	23'-8"	
c	48	#6	8'-6"	

P.C. Pavt. or Class X Concrete, Cu Yds. 7.4  
 Reinforcement Bars, Lbs. 1630  
 Structural Steel, Lbs. 2030  
 \*Weight includes beam, end plates, stiffener plates and studs.

Pavement, Sq Yds. 81.3  
 Pavt. Reinforcement, Sq. Yds. 81.3  
 4" Stabilized Sub-base, Sq. Yds. 76.5

**MATERIALS REQUIRED FOR (1) ONE TRANSVERSE TERMINAL JOINT COMPLETE**

P.C. Pavt. or Class X Concrete, Cu Yds.	7.4
Reinforcement Bars, Lbs.	348
Pavt. Reinforcement Sq Yds	13.3

**GENERAL NOTES**

When a slip form paver is used, the Stabilized Sub-base shall be constructed to a width 6 inches wider than the width from outside to outside of the slip form paver's tracks. When this results in a width greater than shown on the plans, such extended width will not be measured for payment, but shall be included in the unit price bid for STABILIZED SUB-BASE.

Details shown in Section G-G shall apply only at the end of the construction section. The 10-inch reinforced concrete pad, header board, wood blocking and the 5-feet of extended pavement reinforcement shall be included in the unit price bid for the TRANSVERSE TERMINAL JOINT COMPLETE.

Expansion joints and extra reinforcement in the pavement over concrete pads, sleeper slabs and at transverse construction joints shall be included in the price bid for C.R.P.C.C. PAVEMENT.

The concrete pavement on the expansion side of the wide flange beam shall be carefully finished at both the surface expansion joint trough and at the welded side plates to facilitate unrestrained pavement expansion.

When the Contractor places the reinforcement using a method which requires the tie bars for the longitudinal joint to be placed above the longitudinal reinforcement bars, the first three longitudinal bars or either side of the joint shall be placed such that the tie bars will be at the neutral axis.

\*4 steel tie bars may be used when the pavement is less than 9 inches thick.

Concrete for the Wide Flange Beam Terminal Joint sleeper slab and Transverse Terminal Joint concrete pad shall be either Class X or Portland Cement Concrete Pavement. It shall be placed in trench to the real lines shown. Forms will not be permitted. The concrete in the sleeper slab and concrete pad shall be cured in accordance with the methods specified for footings in Section 625 of the Standard Specifications except that membrane curing will not be permitted for the sleeper slab.

The groove at the Wide Flange Beam Terminal Joint shall be sealed in accordance with the details shown. Sealant components shall be as follows or approved equals. Sealant shall be Dow Corning 888 Silicone Highway Joint Sealant. Tape shall be Polyethylene Tape No. 4C. Primer used on the metal only, shall be Dow Corning 1200.

The groove adjacent to the beam shall extend to the edge of the shoulder and shall be approximately the same width and depth as the one in the pavement.

**24 FT.-CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT**

**STANDARD 2224-15**  
(Full Size) CWW

Illinois Department of Transportation

PASSED *[Signature]* Mgr. 10 1986  
 Engineer of Policies and Procedures

APPROVED *[Signature]* Mgr. 10 1986  
 Engineer of Design