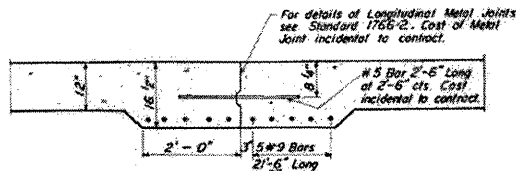
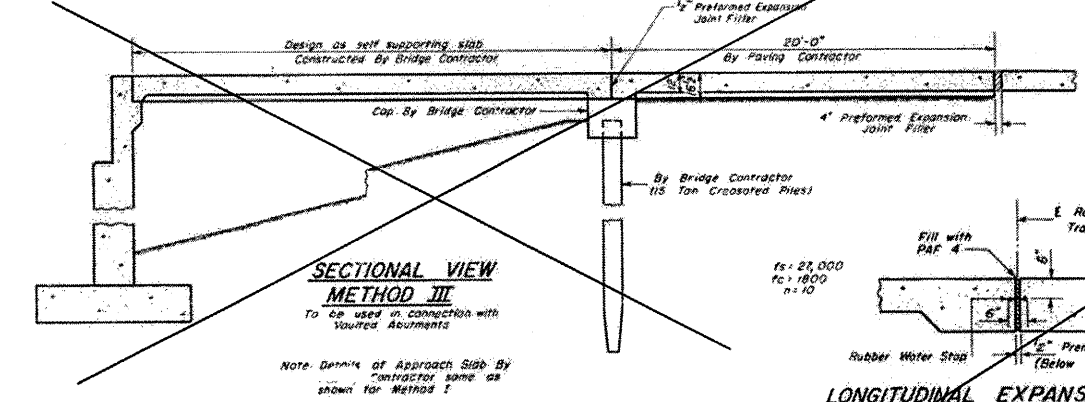
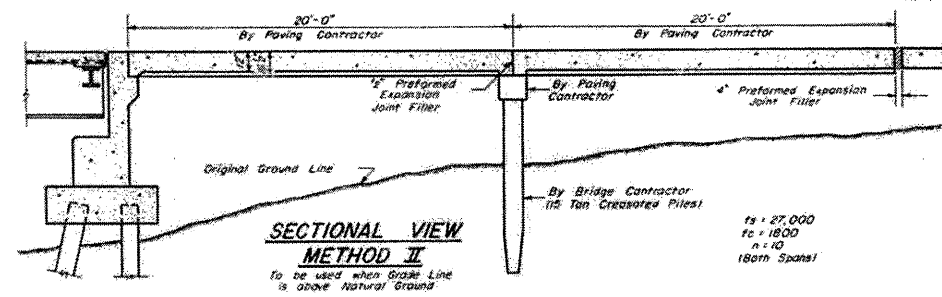
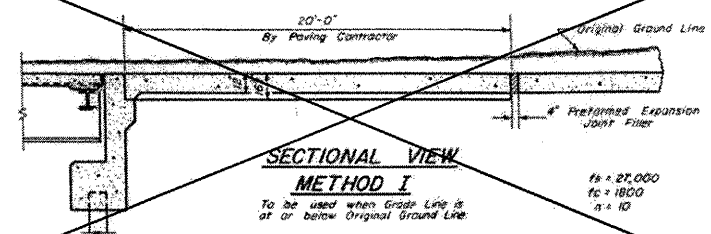


**DETAILS OF BRIDGE APPROACHES
FOR FEDERAL AID INTERSTATE ROUTES**



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. Joint shall be located at the edge of Traffic Lane.

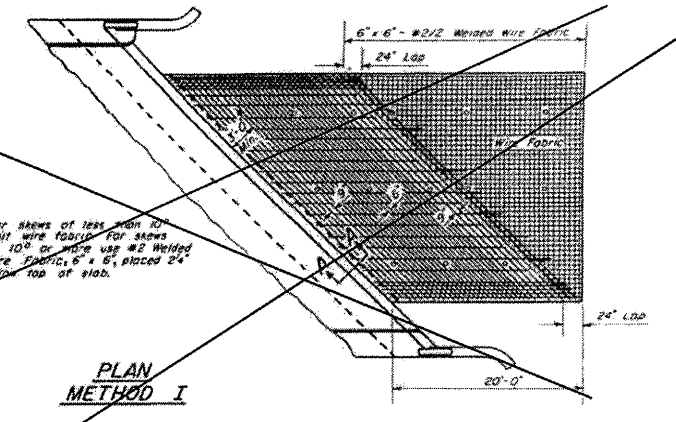
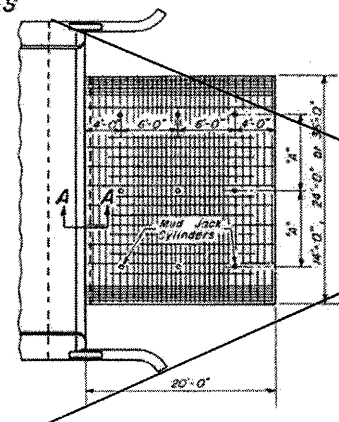
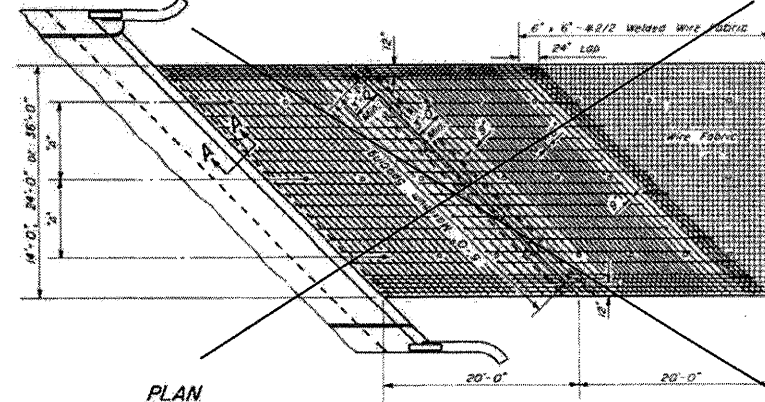
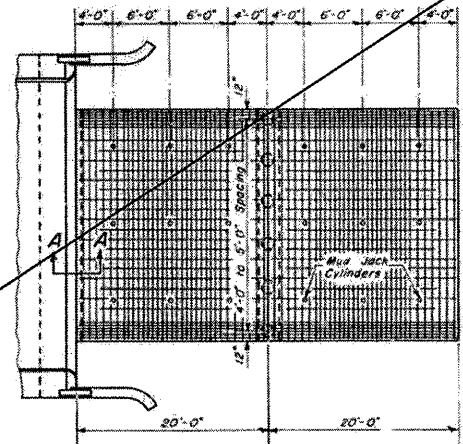


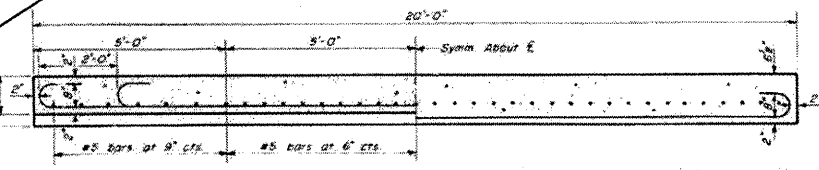
TABLE OF "A" DIMENSIONS

Width of Approach Slab	Dimension "A" (Spacing of Mud Jack Cylinders)
14'	6'-0"
24'	8'-0"
36'	2 Spaces at 8'-0"

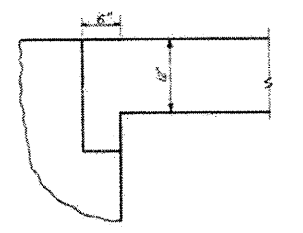
Expanded Metal weighing not less than 78 Lbs. per 100 sq. ft. or a welded bar mat weighing not less than 78 Lbs. per 100 sq. ft. having members of equal size in both directions and spaced not over 6" apart may be used instead of the #2 Welded Wire Fabric, 6' x 6', provided the expanded metal or bar mat is furnished at no additional cost to the State.



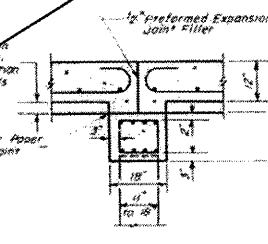
LONGITUDINAL EXPANSION JOINT
To be used when Approach Slabs are greater than 36'-0" wide. Joint shall be placed at edge of Traffic Lane nearest to the E. of the total width of Approach Slab.



LONGITUDINAL SECTION THRU THICKENED EDGE OF SLAB



DETAIL OF MUD JACK CYLINDER
Cylinders shall be Standard Weight Billet Steel Pipe.



SECTIONAL VIEW OF CONCRETE SLAB AND CAP

GENERAL NOTES

The slab or slabs will be paid for at the contract unit price for PORTLAND CEMENT CONCRETE PAVEMENT (16"-12"-16")
The concrete cap will be paid for at the contract unit price for CLASS X CONCRETE
Reinforcement Bars, except tie bars for curb and gutter or gutter, will be paid for at the contract unit price for REINFORCEMENT BARS.
The Welded Wire Fabric, Mud Jack Cylinders and Preformed Expansion Joint Filler shall be included in the unit price bid for PORTLAND CEMENT CONCRETE PAVEMENT (16"-12"-16")
Preformed Expansion Joint Filler shall conform to Section 129 of the Standard Specifications.
Width of Bridge Approach Slab pours shall be determined before the reinforcement bars are fabricated.
Quantities shown for Reinforcement Bars are for two(2) thickened edges only.

**FOR INFORMATION ONLY
1959 Bridge Approach Pavement
Standard 2138-1**

STANDARD 2138-1

STATE OF ILLINOIS		REVISIONS	
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS		NO.	DATE
DIVISION OF HIGHWAYS		BY	DATE
PASSED	DEC 18 1958	WAS	2-2-59
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES		CET	10-22-59
APPROVED	DEC 18 1958		

DESIGNED <u>John Uehle</u>	EXAMINED _____	DATE _____
CHECKED <u>Brad Williams</u>	ENGINEER OF STRUCTURAL SERVICES	
DRAWN <u>John Uehle</u>	PASSED _____	
CHECKED <u>Brad Williams</u>	ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOR INFORMATION SHEET (STANDARD 2138-1)
STRUCTURE NO. 060-0027 & 0028**
SHEET NO. 5 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	60-11B-1	MADISON	10	7
				CONTRACT NO. 76E25
ILLINOIS FED. AID PROJECT				