

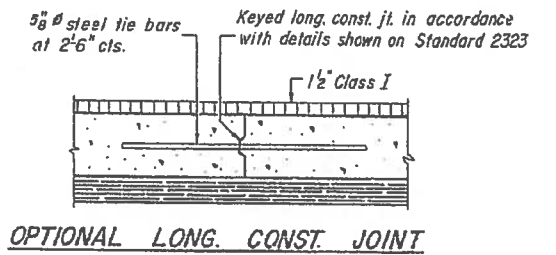
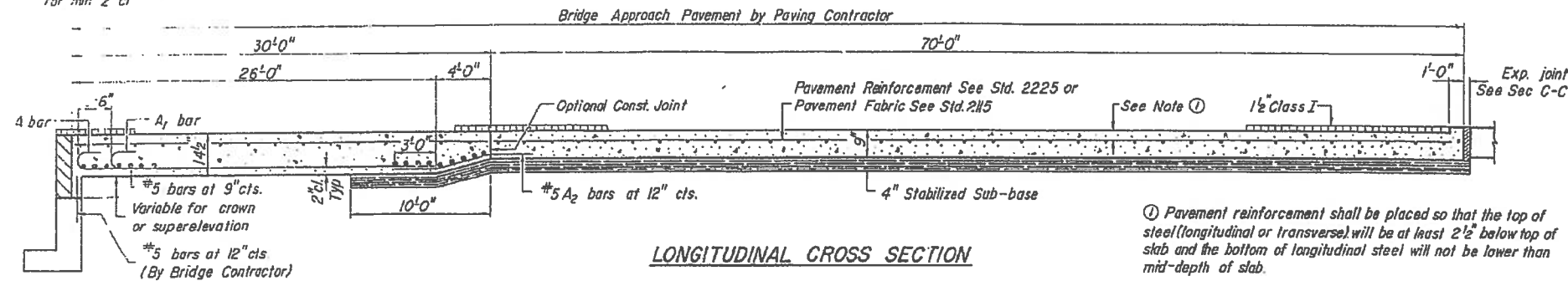
| | | |
|----------------------|-----------------|------|
| PLAN | SUNDED | DATE |
| NOTED | PLOTTED | BY |
| NOT FOR CONSTRUCTION | ALIGNED CHECKED | |
| | BY | |

CHICAGO AEP
10265 FR.
FRANKLIN PARK, ILL.
DATE OF PHOTOGRAPHY
ELEVATIONS BASED ON MEAN SEA LEVEL DATUM

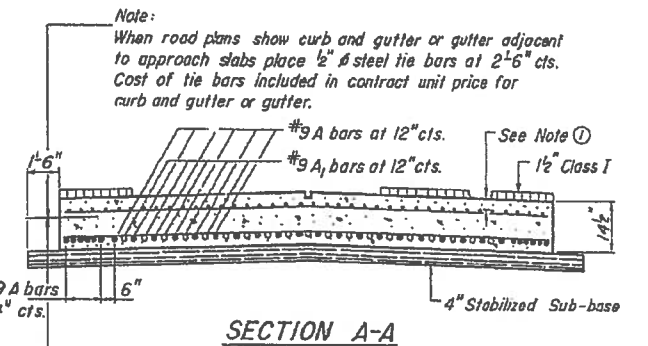
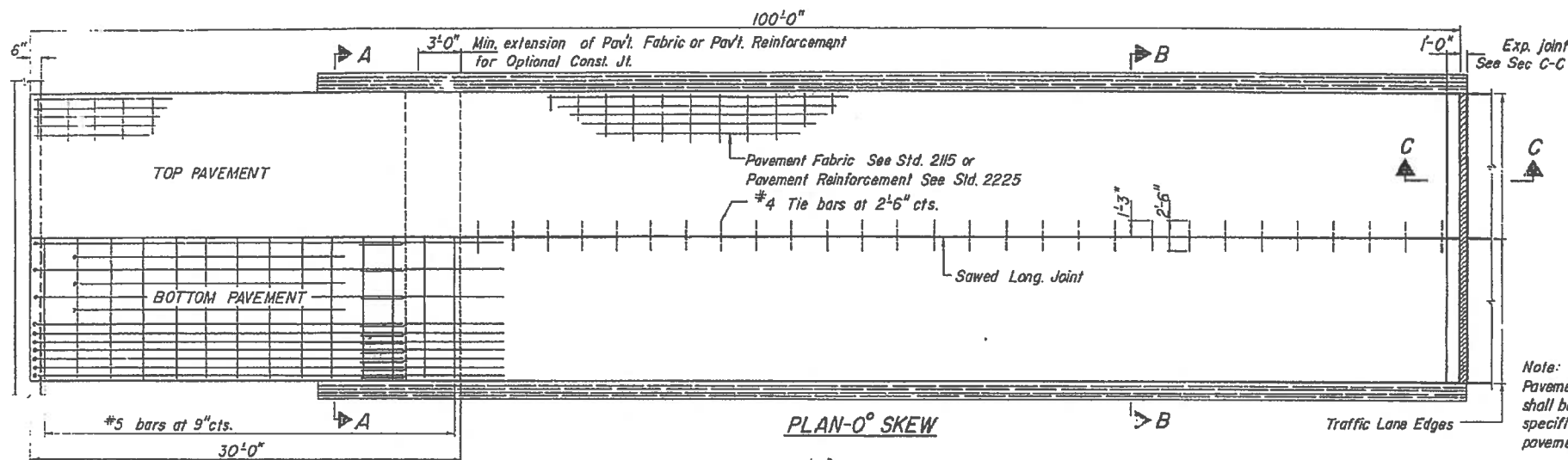
| | | |
|-----------|-------------------------|------|
| PROFILE | SURVEYED | DATE |
| NOTE BOOK | GRADES CHECKED | BY |
| | STRUCTURE NOTES CHECKED | |
| | BY | |

COMPILED BY STEREO-PHOTOGRAMMETRIC MEANS
J. L. VROOMAN
SIN + SEC 2 T.26N. R.4E

Use full hook of #9 bars
for min. 2' cl

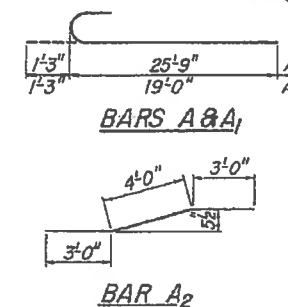
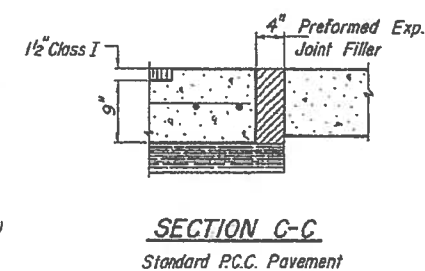
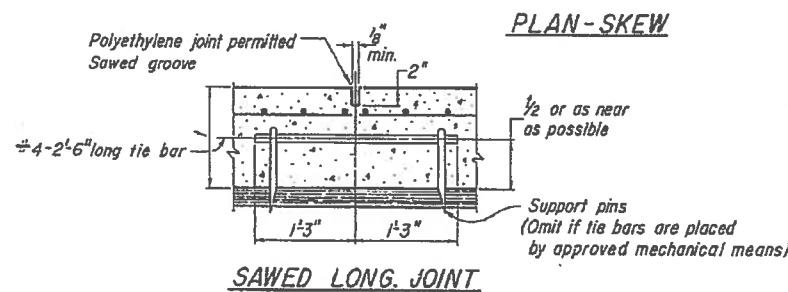
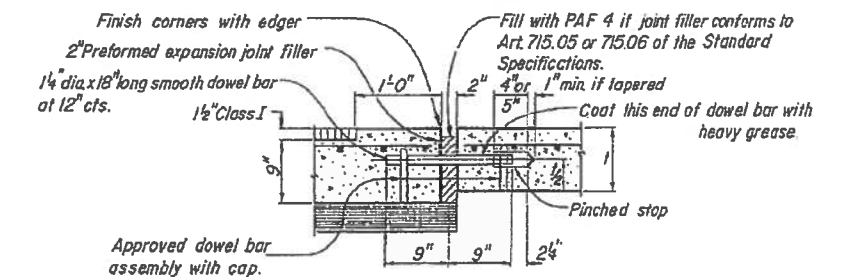
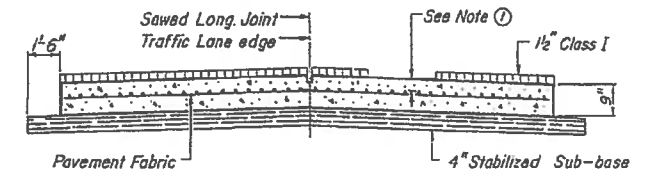
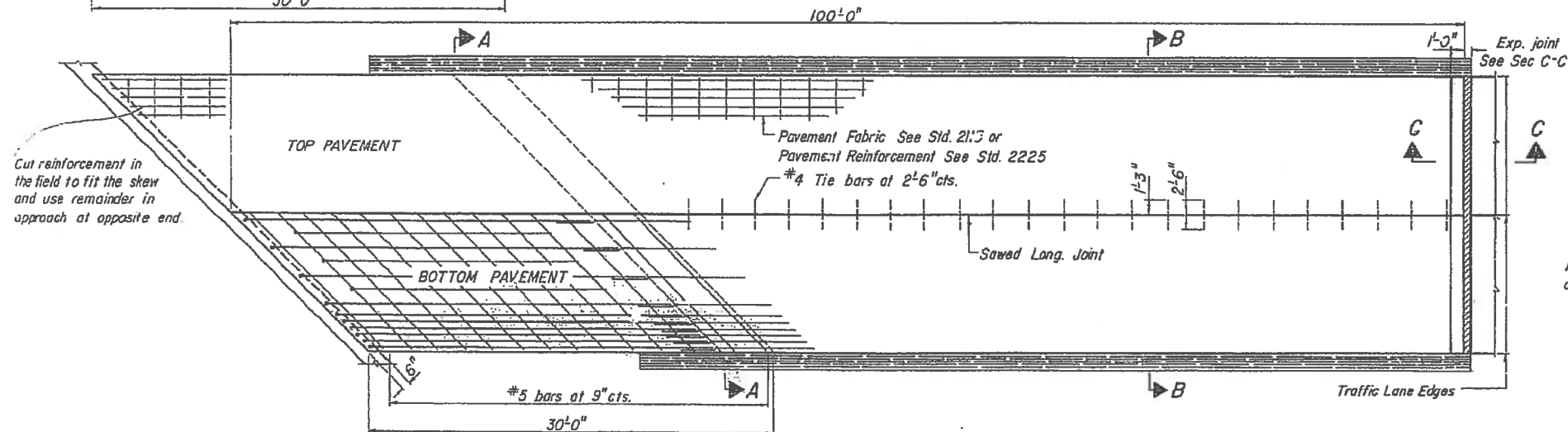


As approved by the Engineer; the contractor may elect to reduce the widths by use of the Optional Longitudinal Construction Joint shown. Joint shall be located at the edge of Traffic Lane.



Note: Pavement Reinforcement shall be the same as that specified in the adjacent pavement.

Tie bars in accordance with details for Bulkhead Longitudinal Construction Joint shown on Standard 2323. The transition for gutter shall be made in 100 feet and will be paid for as CONCRETE GUTTER, of the type specified. The transition for curb and gutter shall be made in 100 feet and will be paid for as COMBINATION CURB and GUTTER, of the type specified.



Continuous Reinforced R.C.C. Pavement

BRIDGE APPROACH PAVEMENT

| STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | ISSUED REVISIONS |
|---|----------------|---------------------|
| PASSED | MARCH 26, 1974 | |
| APPROVED | APR 25, 1974 | |
| <i>W. J. Baumann</i> Engineer of Design | | |

QUANTITIES FOR STANDARD

2353

| Skew Angle | Transverse #5 bars | | Longitudinal bars | Total Weight bars—lbs. |
|------------|--------------------|--------|-------------------|------------------------|
| | NO. | Length | | |

Use 24 diameters
for bar laps

14 FOOT WIDTH PAVEMENT

| Skew Angle | NO. | Length | 22-#9A—bars | 9-#9A ₁ —bars | 22-#5A ₂ —bars | Total Weight |
|------------|-----|---------|-------------|--------------------------|---------------------------|--------------|
| 0° | 40 | 13'-6" | | | | 3430 |
| 5° | 40 | 13'-6" | | | | 3430 |
| 10° | 40 | 13'-9" | | | | 3440 |
| 15° | 40 | 14'-0" | | | | 3450 |
| 20° | 40 | 14'-4" | 27'-0" | 20'-3" | 10'-0" | 3470 |
| 25° | 40 | 14'-11" | | | | 3490 |
| 30° | 40 | 15'-7" | | | | 3520 |
| 35° | 40 | 16'-6" | | | | 3560 |
| 40° | 40 | 17'-7" | | | | 3600 |
| 45° | 40 | 19'-3" | | | | 3670 |
| 50° | 40 | 21'-0" | | | | 3750 |
| 55° | 40 | 23'-7" | | | | 3850 |
| 60° | 40 | 27'-0" | | | | 4000 |

27'-0" 20'-3" 10'-0"

22-#9A—bars 9-#9A₁—bars 22-#5A₂—bars

Bridge Approach Pavement & Pavement Reinforcement or Pavement Fabric
156 sq. yds.
Bit. Concrete Surface Course, Class I
13 Tons

24 FOOT WIDTH PAVEMENT

| Skew Angle | NO. | Length | 32-#9A—bars | 19-#9A ₁ —bars | 32-#5A ₂ —bars | Total Weight |
|------------|-----|---------|-------------|---------------------------|---------------------------|--------------|
| 0° | 40 | 23'-6" | | | | 5560 |
| 5° | 40 | 23'-7" | | | | 5560 |
| 10° | 40 | 23'-11" | | | | 5580 |
| 15° | 40 | 24'-4" | | | | 5590 |
| 20° | 40 | 25'-0" | 27'-9" | 20'-3" | 10'-0" | 5620 |
| 25° | 40 | 25'-11" | | | | 5660 |
| 30° | 40 | 27'-0" | | | | 5710 |
| 35° | 40 | 28'-8" | | | | 5780 |
| 40° | 40 | 30'-8" | | | | 5860 |
| 45° | 40 | 33'-3" | | | | 5970 |
| 50° | 40 | 36'-6" | | | | 6100 |
| 55° | 80 | 21'-3" | | | | 6350 |
| 60° | 80 | 24'-3" | | | | 6600 |

27'-9" 20'-3" 10'-0"

32-#9A—bars 19-#9A₁—bars 32-#5A₂—bars

Bridge Approach Pavement & Pavement Reinforcement or Pavement Fabric
267 sq. yds.
Bit. Concrete Surface Course, Class I
22 Tons

36 FOOT WIDTH PAVEMENT

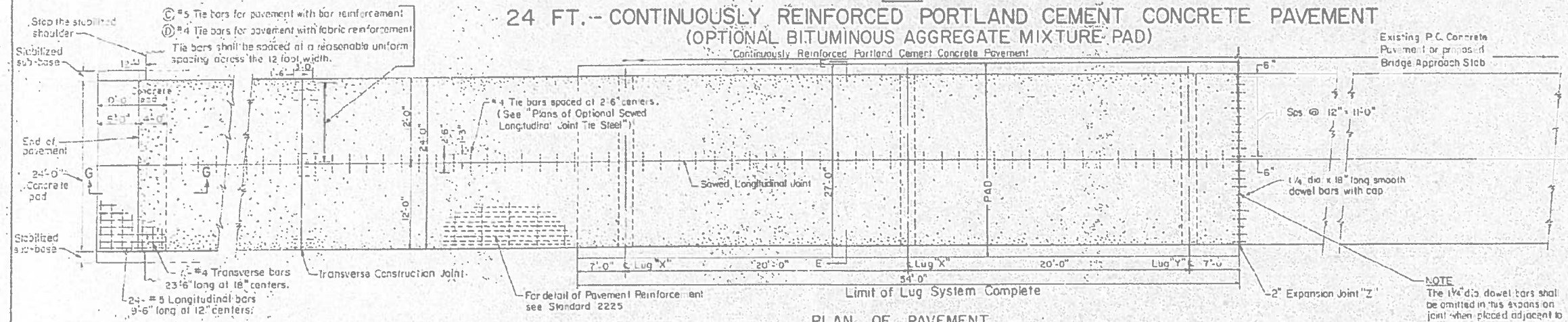
| Skew Angle | NO. | Length | 44-#9A—bars | 31-#9A ₁ —bars | 44-#5A ₂ —bars | Total Weight |
|------------|-----|--------|-------------|---------------------------|---------------------------|--------------|
| 0° | 40 | 35'-6" | | | | 8110 |
| 5° | 40 | 35'-7" | | | | 8120 |
| 10° | 40 | 36'-1" | | | | 8140 |
| 15° | 40 | 36'-9" | | | | 8170 |
| 20° | 80 | 19'-9" | 27'-0" | 20'-3" | 10'-0" | 8280 |
| 25° | 80 | 20'-3" | | | | 8320 |
| 30° | 80 | 21'-3" | | | | 8410 |
| 35° | 80 | 22'-6" | | | | 8510 |
| 40° | 80 | 23'-9" | | | | 8610 |
| 45° | 80 | 25'-9" | | | | 8780 |
| 50° | 80 | 28'-3" | | | | 8990 |
| 55° | 80 | 31'-9" | | | | 9280 |
| 60° | 80 | 36'-3" | | | | 9680 |

27'-0" 20'-3" 10'-0"

44-#9A—bars 31-#9A₁—bars 44-#5A₂—bars

Bridge Approach Pavement & Pavement Reinforcement or Pavement Fabric
400 sq. yds.
Bit. Concrete Surface Course, Class I
33 Tons

STANDARD DESIGN 24 FT.-- CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (OPTIONAL BITUMINOUS AGGREGATE MIXTURE PAD)



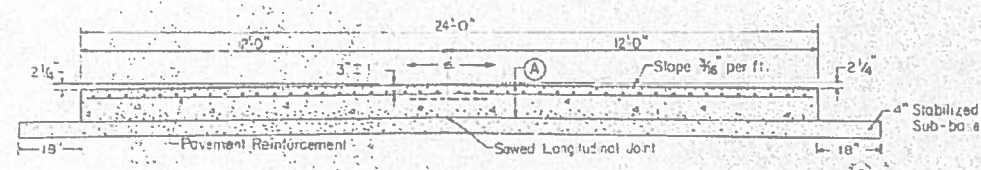
NOTES:

When a slip form paver not equipped with approved automatic grade controls is to be used, it shall operate on the B.A.M. pad which shall be extended so that the overall width is 6 inches greater than the width from outside to outside of the slip form paver's tracks. Such extended width will not be measured for payment but shall be considered incidental to the contract.

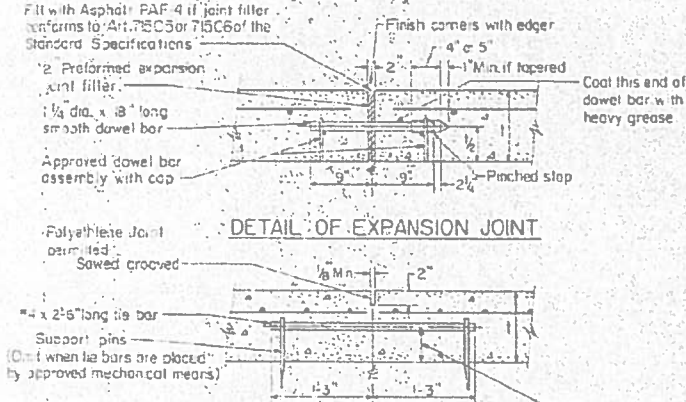
If the slip form paver is equipped with approved automatic grade controls that control it a four corner supports of the paver and the Contractor elects to use these controls, the B.A.M. pad shall be 12 inches wider than the design pavement width.

NOTE:
The 1 1/4 dia. dowel bars shall be omitted in this expansion joint when placed adjacent to existing pavement.

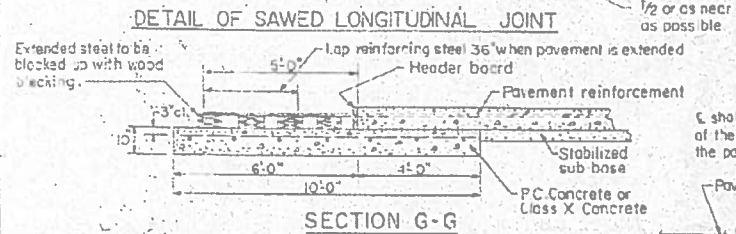
When pavement is adjacent to bridge approach slab, this expansion joint shall be provided in lieu of the 4" expansion joint shown on the Standard Drawings for Bridge Approaches.



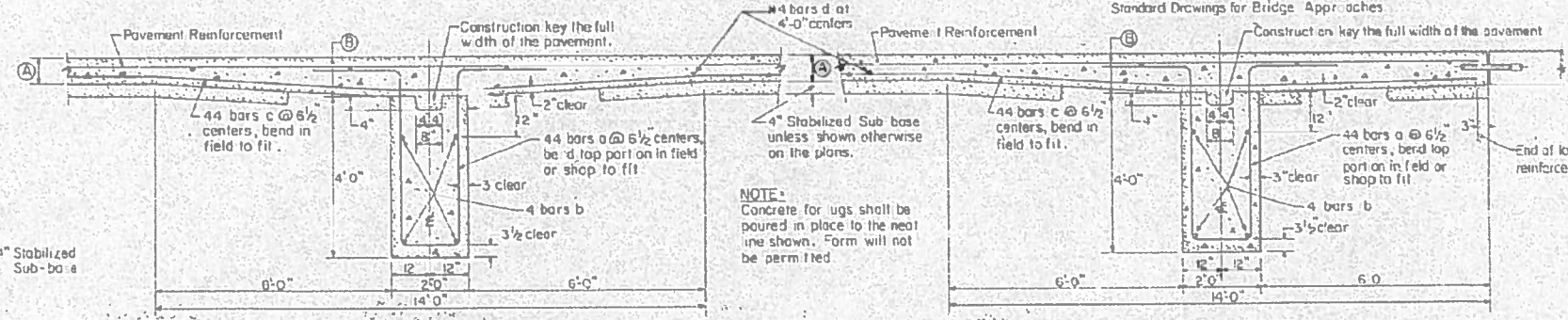
CROSS SECTION E-E



DETAIL OF EXPANSION JOINT

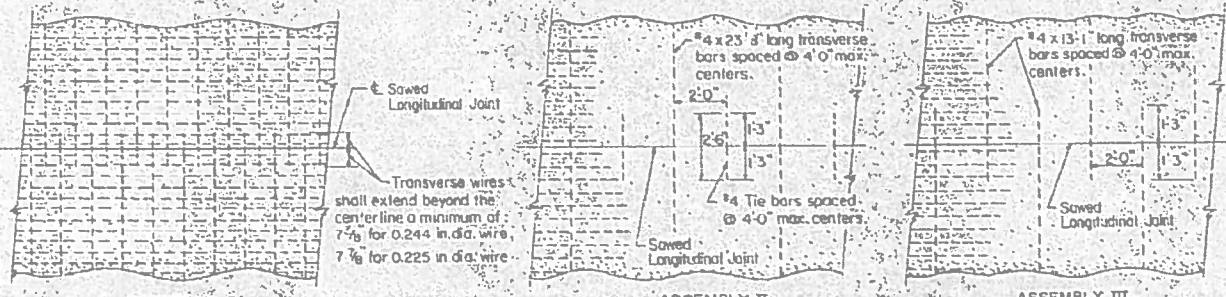


SECTION G-G



SECTION AT LUG "X"

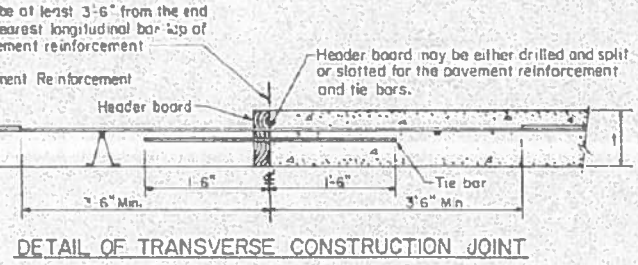
SECTION AT LUG "Y"



PLANS OF OPTIONAL SAWED LONGITUDINAL JOINT TIE STEEL

| BILL OF MATERIAL FOR LUG SYSTEM (Excluding pavement concrete and pavement reinforcement) | | | |
|---|-----|------|--------------|
| Bar | No. | Size | Length Shape |
| a | 132 | #7 | 14'0" |
| b | 2 | #5 | 24'9" |
| c | 132 | #5 | 20'0" |
| d | 28 | #4 | 11'9" |
| Class X Concrete, Cu Yds. 20.85 | | | |
| Reinforcing Bars, Lbs. 7062 | | | |
| BAM Pad, Sq. Yds. 146 | | | |

| Part | (A) | (B) | (C) | (D) |
|------|-----|-----|-----|-----|
| 8" | 12" | 8 | 2 | |
| 9" | 14" | 9 | 4 | |



DETAIL OF TRANSVERSE CONSTRUCTION JOINT

Sawed joints shall be sealed with hot poured material meeting the requirements of the Tentative Specifications for Concrete Joint Sealer, Hot-Poured Elastic Type, ASTM Designation: D190-52 T, or sealed with a cold applied, ready-mixed concrete joint sealing compound meeting the requirements of Article 716.03.

Lug end anchorages shall be constructed at the locations shown except that when the distance between two expansion joints marked "Z" is less than 150.0 ft. the anchorage shall be as shown on the detailed construction plans.

GENERAL NOTES

The 5-4 feet as shown above of Bituminous Aggregate Mixture Pad, between and adjacent to the lugs will be considered incidental to the Lug System.

Expansion joint shall be considered incidental to the cost of Continuously Reinforced Concrete Pavement.

Details shown in Section G-G shall apply only at the end of the construction section; the 0" reinforced concrete pad, header board, wood blocking, and the 5 ft. of extended pavement reinforcement will be considered incidental to the cost of the CRC Pavement.

| | | | | |
|---|---------------|---------|----------|---------|
| STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS | ISSUED 1-4-65 | W.F. | 3-10-69 | |
| | REVISIONS | J.K.P. | 10-15-69 | |
| | W.F. | 4-1-65 | W.F. | 3-18-70 |
| | W.F. | 6-25-65 | | |
| | W.F. | 4-20-66 | | |
| | G.R. | 9-1-68 | | |
| | G.P. | 1-5-69 | | |