

DETAILS OF BRIDGE APPROACH PAVEMENT

Note: Tilt hook of #9 bars for min 2" cl.

Bridge Approach Pavement by Paving Contractor

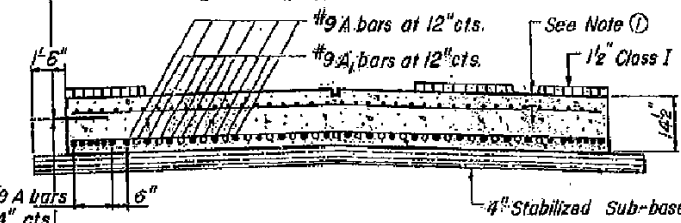
#8 steel tie bars at 2'-6" cts. Keyed long const. in accordance with details shown on Standard 2323



OPTIONAL LONG CONST. JOINT

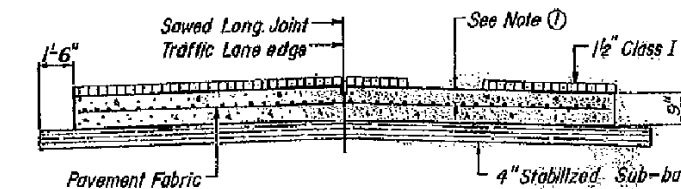
As approved by the Engineer, the contractor may elect to reduce the widths by use of the Optional Longitudinal Construction Joint shown. Joint shall be located at the edge of Traffic Lane.

Note: When road plans show curb and gutter or gutter adjacent to approach slabs place #8 steel tie bars at 2'-6" cts. Cost of tie bars included in contract unit price for curb and gutter or gutter.

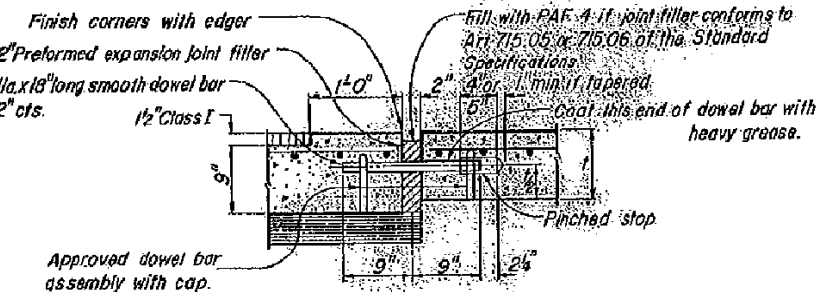


SECTION A-A

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.



SECTION B-B

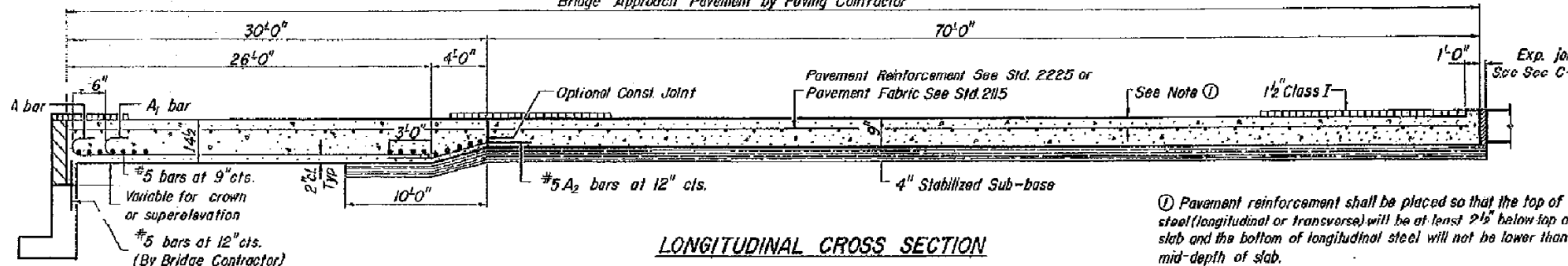


SECTION C-C

Continuous Reinforced P.C.C. Pavement

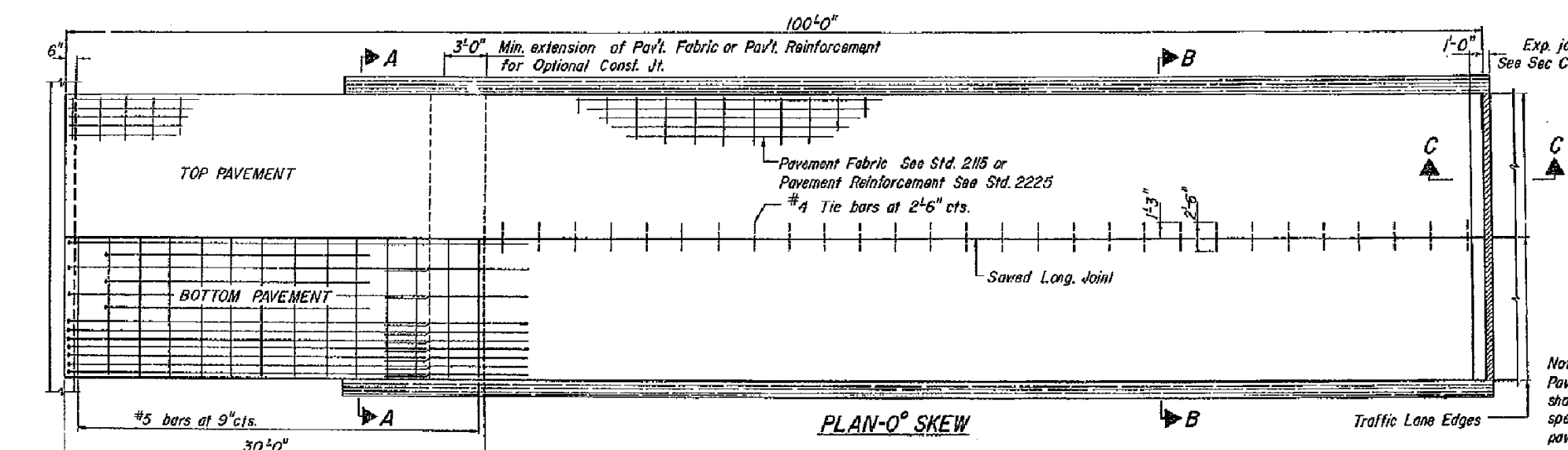
BRIDGE APPROACH PAVEMENT

STANDARD 2353



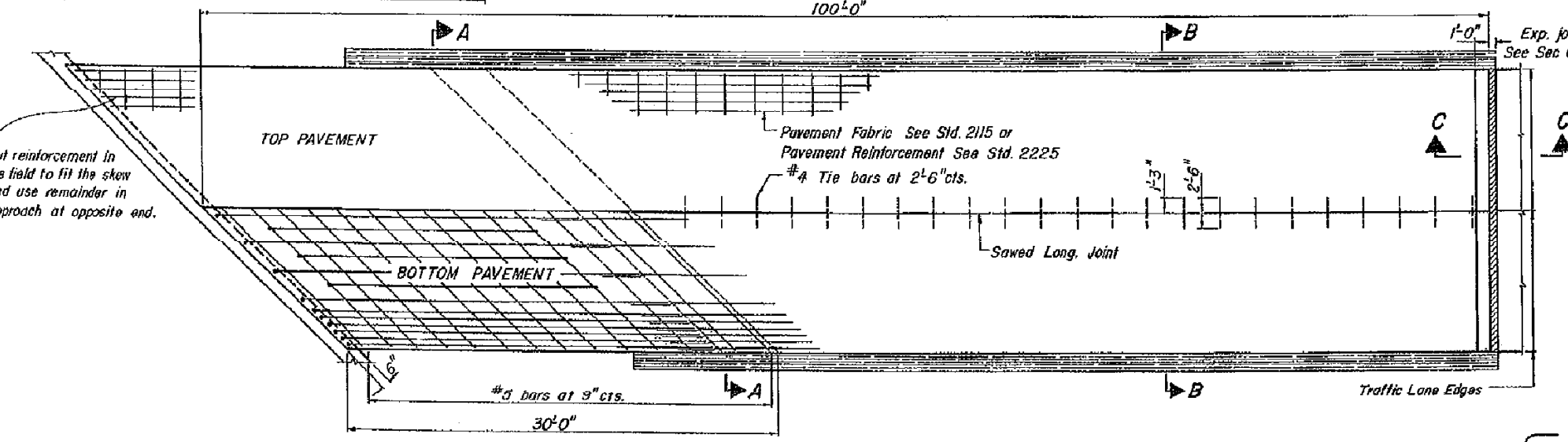
LONGITUDINAL CROSS SECTION

① Pavement reinforcement shall be placed so that the top of steel (longitudinal or transverse) will be at least 2 1/2" below top of slab and the bottom of longitudinal steel will not be lower than mid-depth of slab.

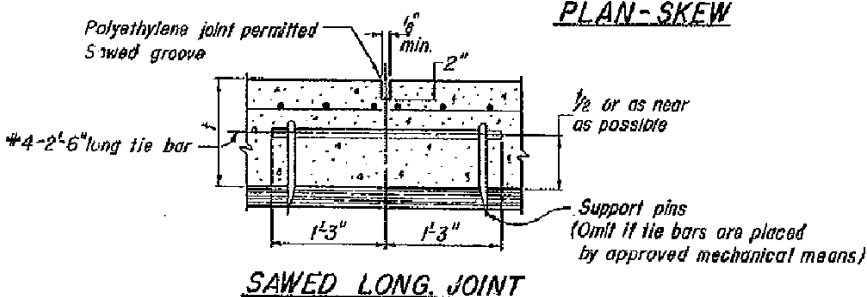


PLAN-O° SKEW

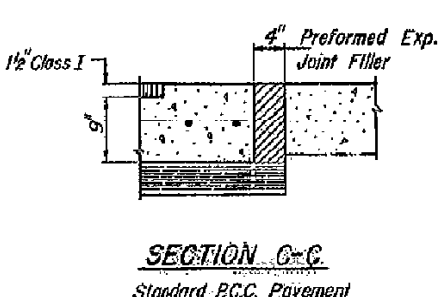
Note: Pavement Reinforcement shall be the same as that specified in the adjacent pavement.



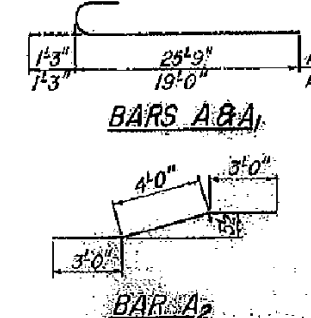
PLAN-SKEW



SAWED LONG JOINT



SECTION C-C Standard P.C.C. Pavement



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ISSUED REVISIONS	
PASSED	MARCH 26 1974		
CARL KUMMERT, Engineer of Bridge and Traffic Structures			
APPROVED	MAR 28 1974		
H.G. BAUMANN, Engineer of Design			