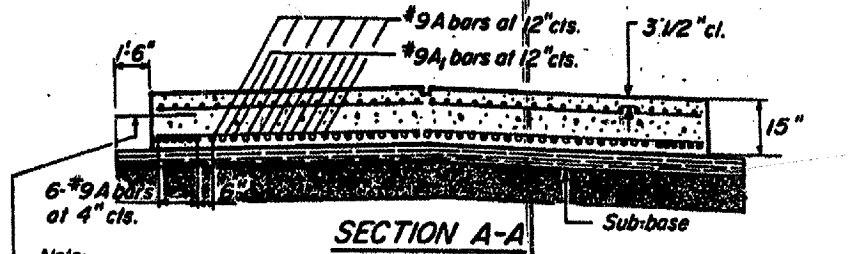
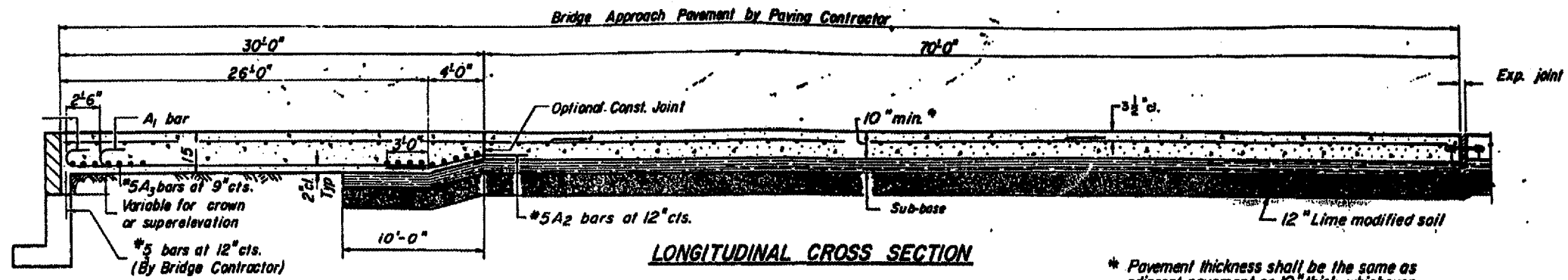
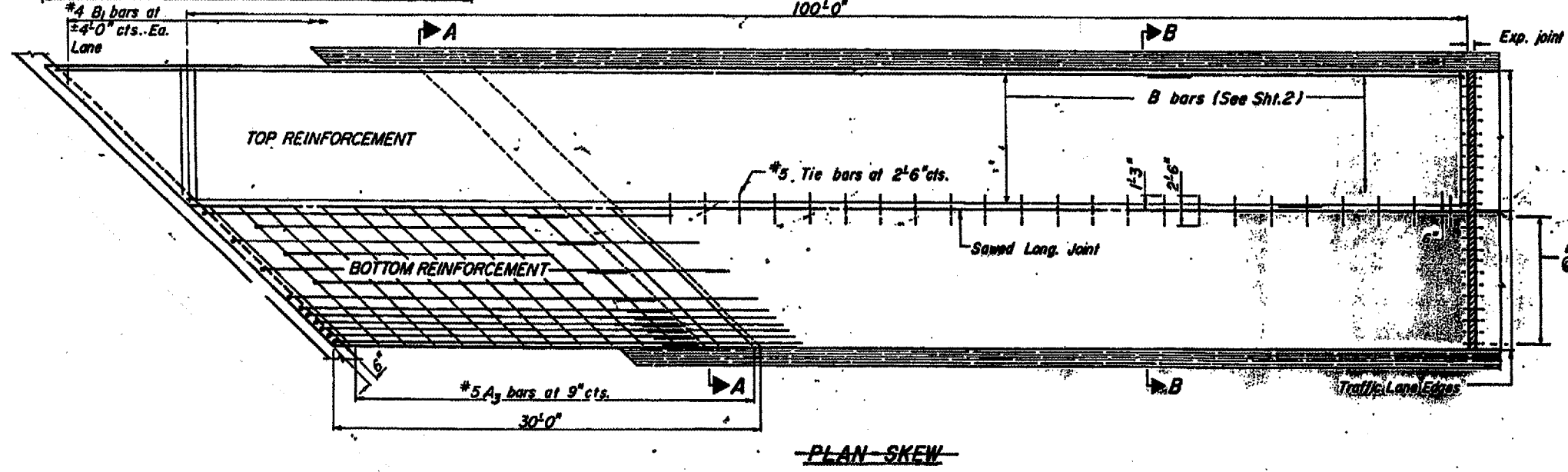
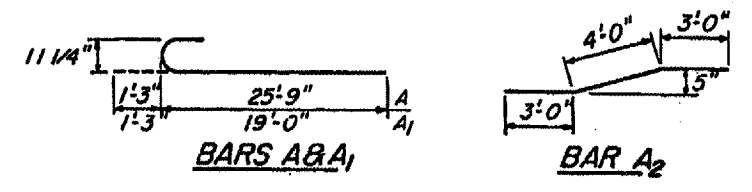
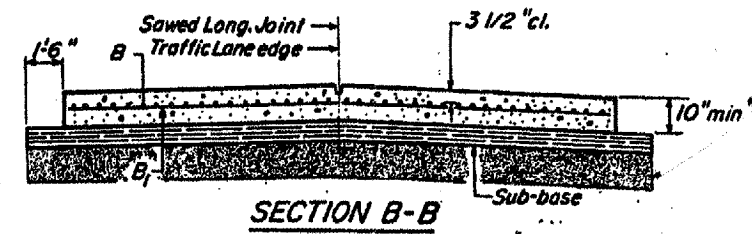
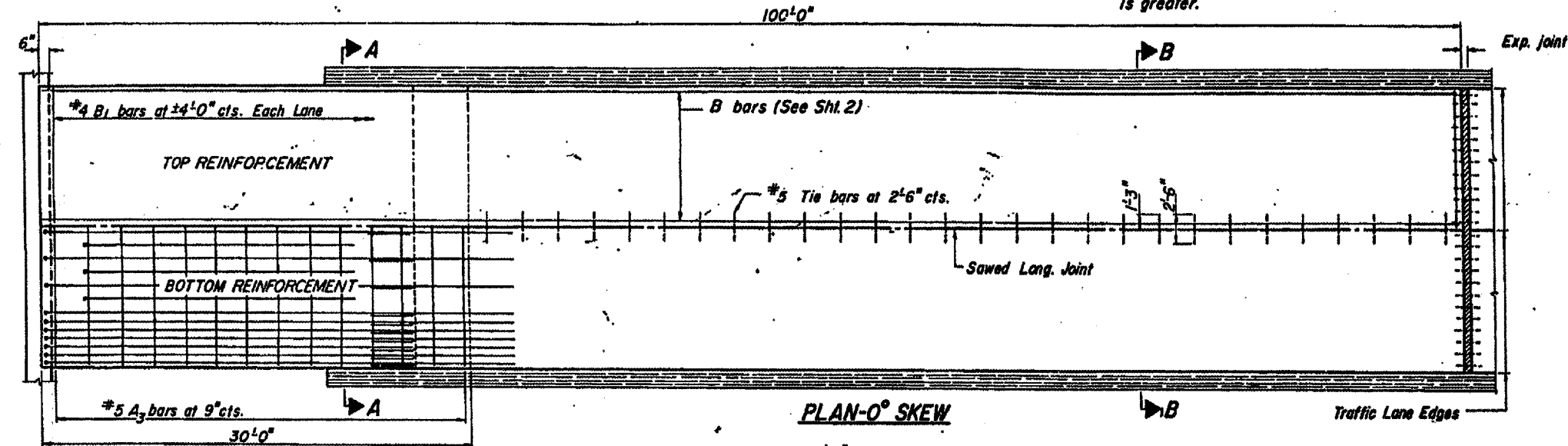


ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NUMBER
FAP 345	22-1-2VB-1	COOK	11	10



Note:
When the road plans show curb and gutter or bridge approach shoulder pavement adjacent to approach slabs, the tie bars shall be as specified on the appropriate standard. The cost of these tie bars will be included in the contract unit price for the adjacent item.
Transitions for curb and gutter shall be as shown on the plans.



GENERAL NOTES

- With the approval of the Engineer the contractor will be permitted to reduce the paving widths by substituting a Keyed Longitudinal Construction Joint with tie bars in lieu of the Specified Sawed Longitudinal Joint.
- When Bridge Approach Pavement is constructed adjacent to flexible pavement, the expansion joint and dowel bars are not required.
- Pavement joints shall be as detailed on Standard 2323.
- The Contractor at his option may place the subbase monolithic with the bridge approach pavement. When this option is used, the subbase may be constructed to the same width as the pavement, and the reinforcement shall be in accordance to the total pavement or sub-base thickness.
- The cost of tie bars, expansion joint and sub-base shall be included in the cost of Bridge Approach Pavement.
- The sub-base shall be of the same material and thickness as under adjacent pavement. When sub-base is not required under adjacent pavement, the sub-base shall be either 6" granular or 4" stabilized material.