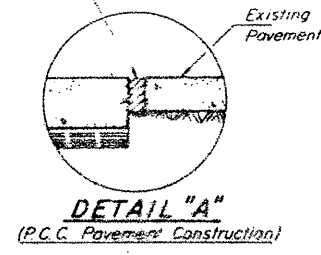
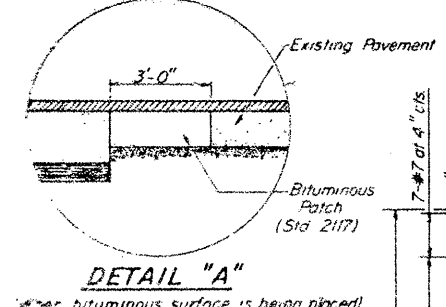
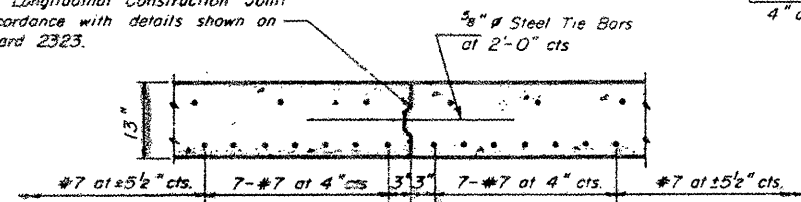


SECTION C-C
* Stagger alternate #7 bars as shown on plan - full width.

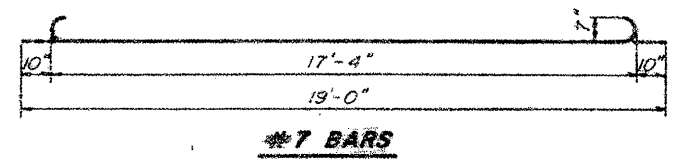
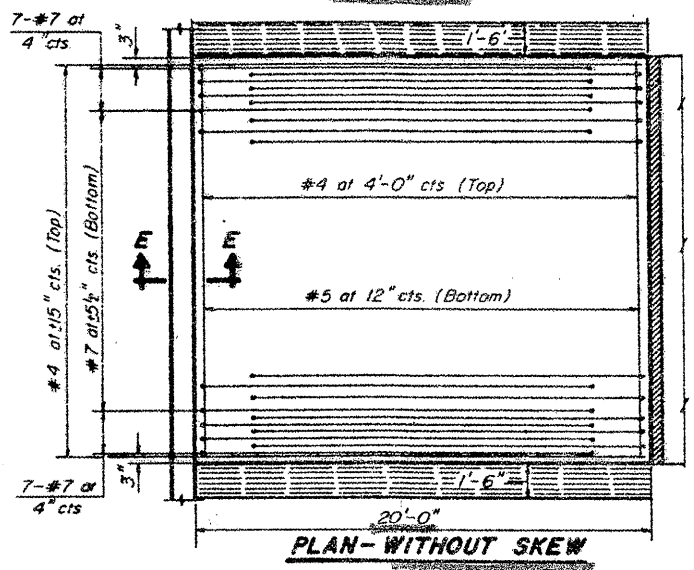
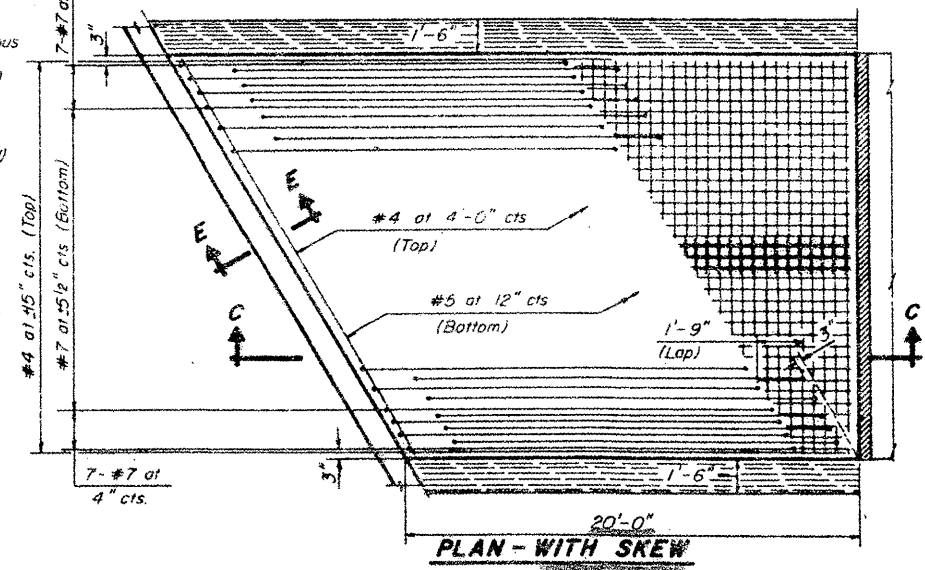


Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2323.

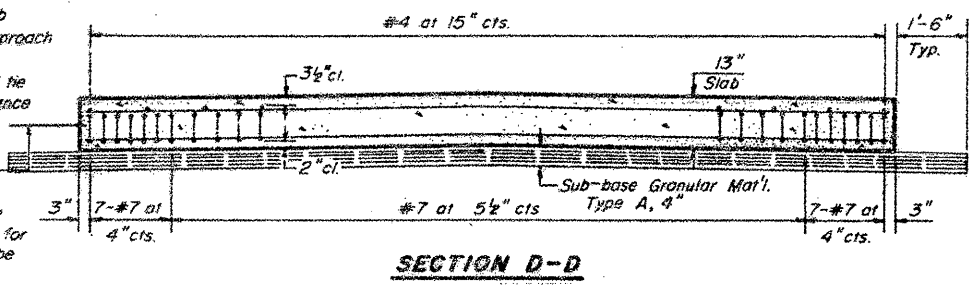


As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

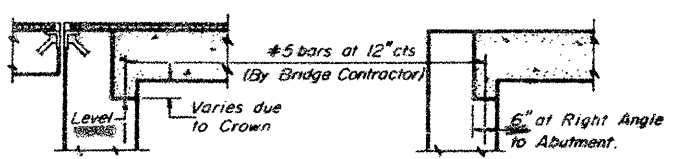
DESIGN NOTES
This Standard should be used where an existing approach pavement is being replaced and the pavement within 20 ft. of the structure is in good condition.
This Standard should not be used with mainline structures on Interstates or Supplemental Freeways.
Design Notes will not appear in the contract plans.



When the road plans show curb and gutter, gutter, or bridge approach shoulder pavement adjacent to approach slabs, place 1/2 inch steel tie bars at 2'-6 inch centers in accordance with the detail for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item. Transitions for curb and gutter or gutter shall be as shown on the plans.



SECTION D-D



SECTION E-E

Notes:
For skew of less than 10° omit wire fabric. For skew of 10° or more use Welded Wire Fabric, 6"x6"-W5.5 x W5.5, placed 3/2 inch below top of slab. Expanded Metal weighing not less than 78 Pounds per 100 Sq. Ft. or a welded bar mat weighing not less than 78 Pounds per 100 Sq. Ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the Welded Wire Fabric, 6"x6"-W5.5 x W5.5, provided the expanded metal or bar mat is furnished at no additional cost to the State.
Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M 31 or M 53, Grade 60.

DESIGN STRESSES

$f_y = 60,000$ p.s.i.
 $f_c = 3500$ psi
 $n = 8.5$

GENERAL NOTES

The cost of tie bars, expansion joint filler, sub-base, welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement.
Preformed Expansion Joint Filler shall conform to Section 715 of the Standard Specifications. Width of Bridge Approach Slab shall be determined before the reinforcement bars are fabricated.
The bituminous patch, when required, will be paid for in accordance with Section 820 of the Standard Specifications.

FOR INFORMATION ONLY

BRIDGE APPROACH PAVEMENT

Sheet 1 of 2
STANDARD 2382-1

Illinois Department of Transportation
PASSED Sept 4 1979
Engineer of Bridge and Traffic Structures
APPROVED Sept 4 1979
Engineer of Design

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	0303 VB-1	COOK	21	14
CONTRACT NO. 60H80				
ILLINOIS FED. AID PROJECT				

H-5.30 a