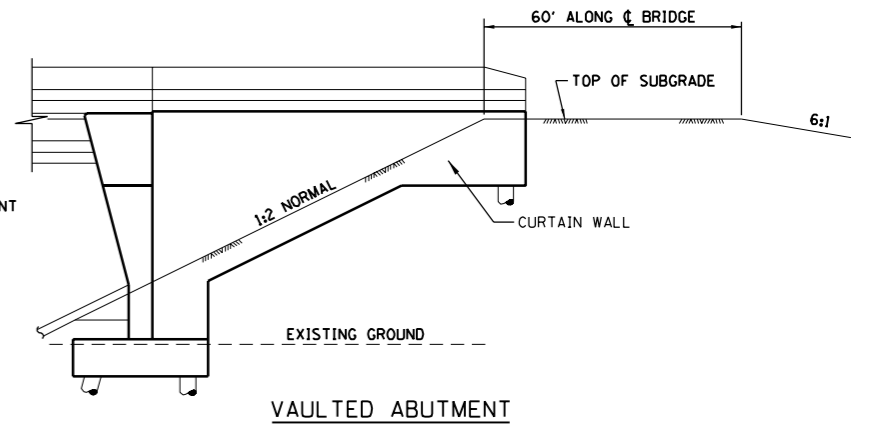


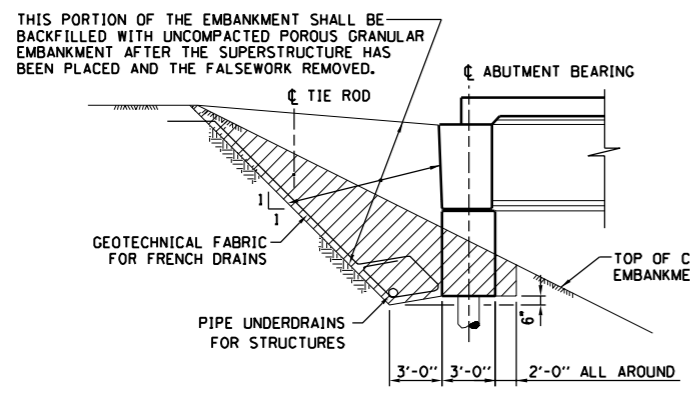
ABUTMENT WING OR CURTAIN WALL

VAULTED ABUTMENT

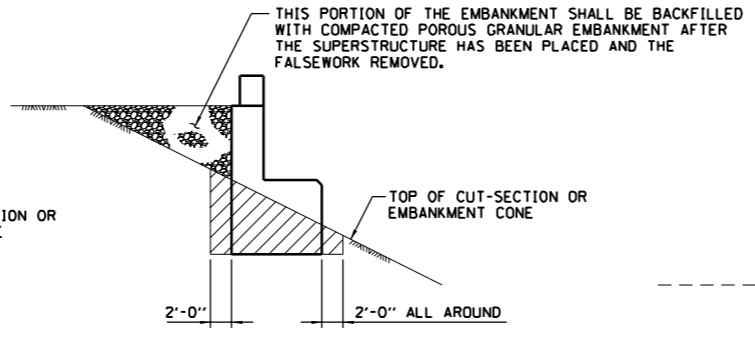
- LEGEND:**
- STRUCTURE EXCAVATION
 - SAND ABUTMENT FILL
 - COMPACTED POROUS GRANULAR EMBANKMENT
 - UNCOMPACTED POROUS GRANULAR EMBANKMENT



VAULTED ABUTMENT

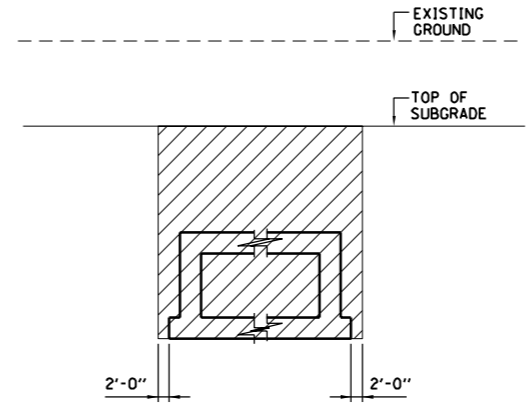


INTEGRAL ABUTMENT

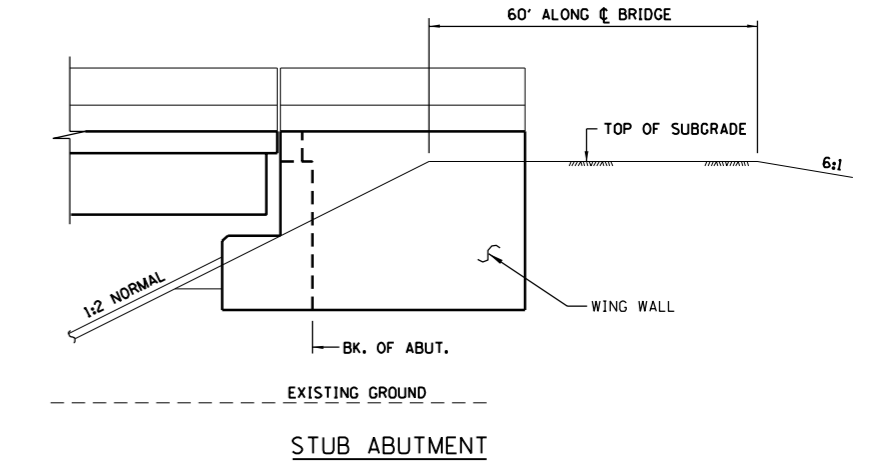


STUB ABUTMENT

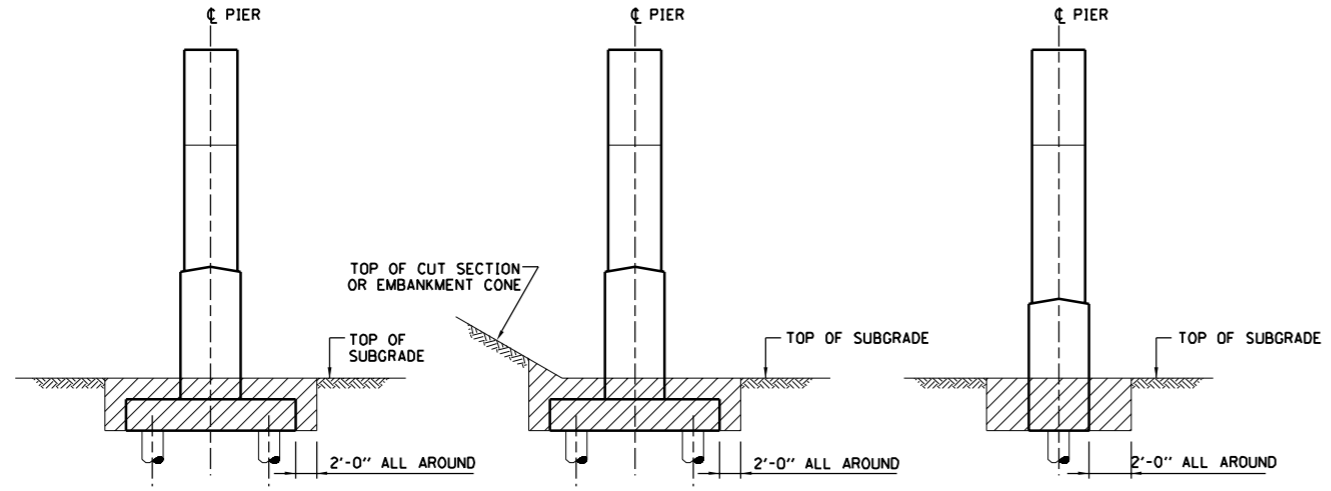
LIMITS OF STRUCTURE EXCAVATION FOR ABUTMENTS



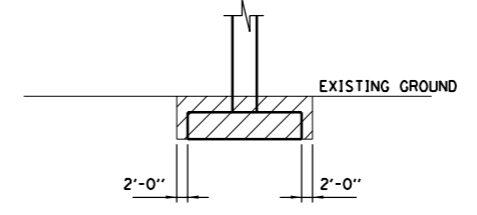
LIMITS OF STRUCTURE EXCAVATION FOR CULVERTS



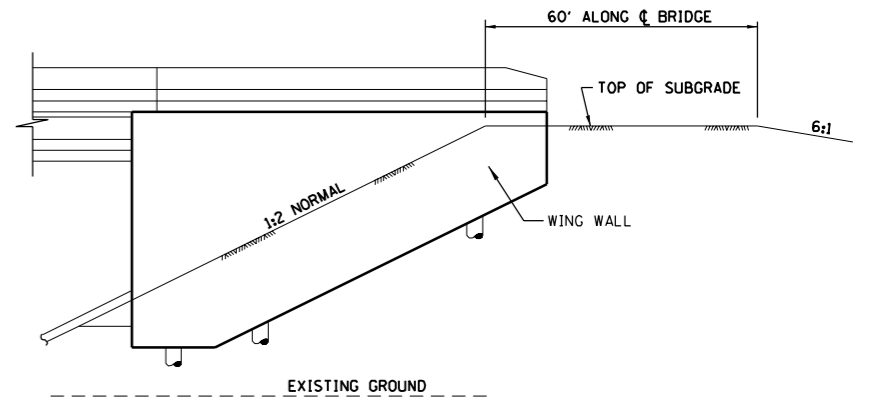
STUB ABUTMENT



LIMITS OF STRUCTURE EXCAVATION FOR PIERS



LIMITS OF STRUCTURE EXCAVATION FOR RETAINING WALLS



INTEGRAL ABUTMENT

EMBANKMENT CONE DETAILS

- NOTES:**
1. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

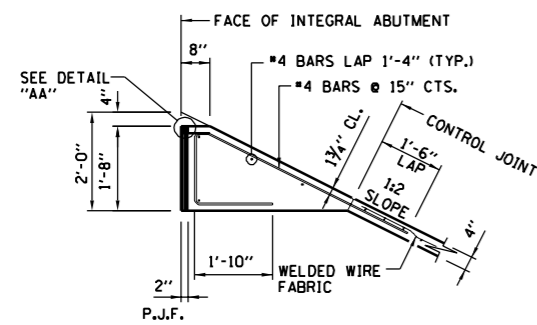
APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 6-1-2009

DATE	REVISIONS
6-1-2009	ADDED NOTES

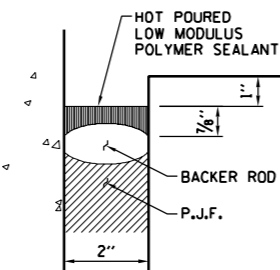
Illinois Tollway
Open Roads for a Faster Future

LIMITS OF STRUCTURE EXCAVATION AND EMBANKMENT CONE DETAILS

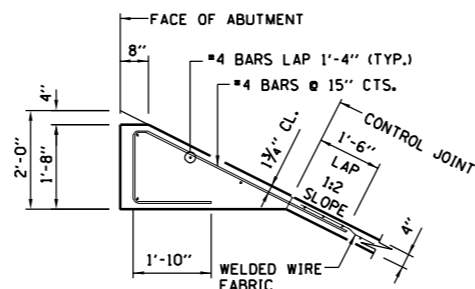
STANDARD G1-01



DETAIL "A"

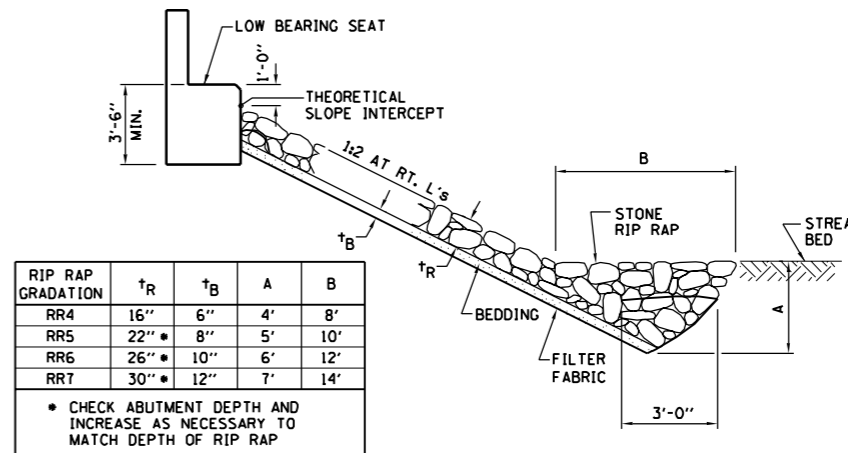


DETAIL "AA"



DETAIL "B"

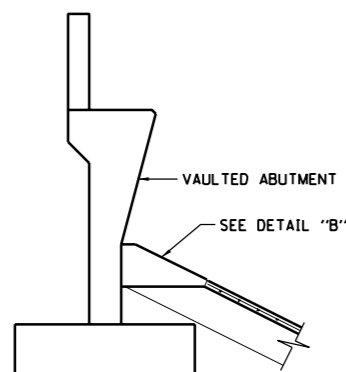
NOTE:
SEALANT, BACKER ROD AND P.J.F. SHALL MEET THE REQUIREMENTS OF SECTIONS 1050 AND 1051 OF THE IDOT STANDARD SPECIFICATIONS.



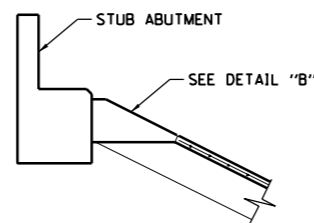
RIP RAP GRADATION	t _R	t _B	A	B
RR4	16"	6"	4'	8'
RR5	22" *	8"	5'	10'
RR6	26" *	10"	6'	12'
RR7	30" *	12"	7'	14'

* CHECK ABUTMENT DEPTH AND INCREASE AS NECESSARY TO MATCH DEPTH OF RIP RAP

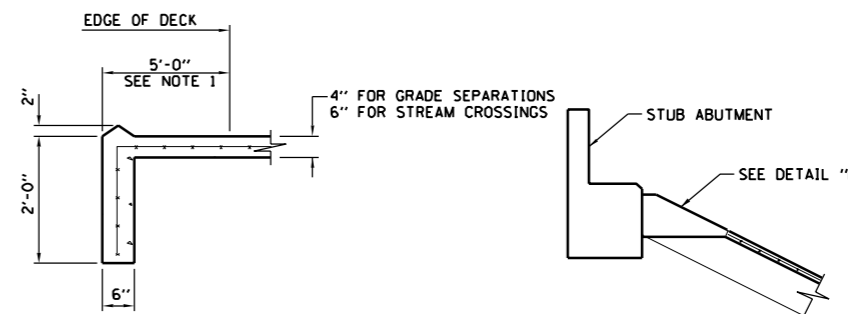
STONE RIPRAP FOR TOLLWAY BRIDGES OVER WATERWAYS



AT VAULTED ABUTMENT

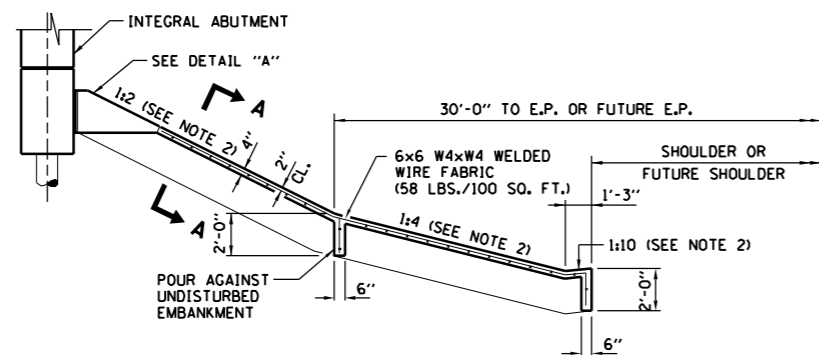


AT STUB ABUTMENT



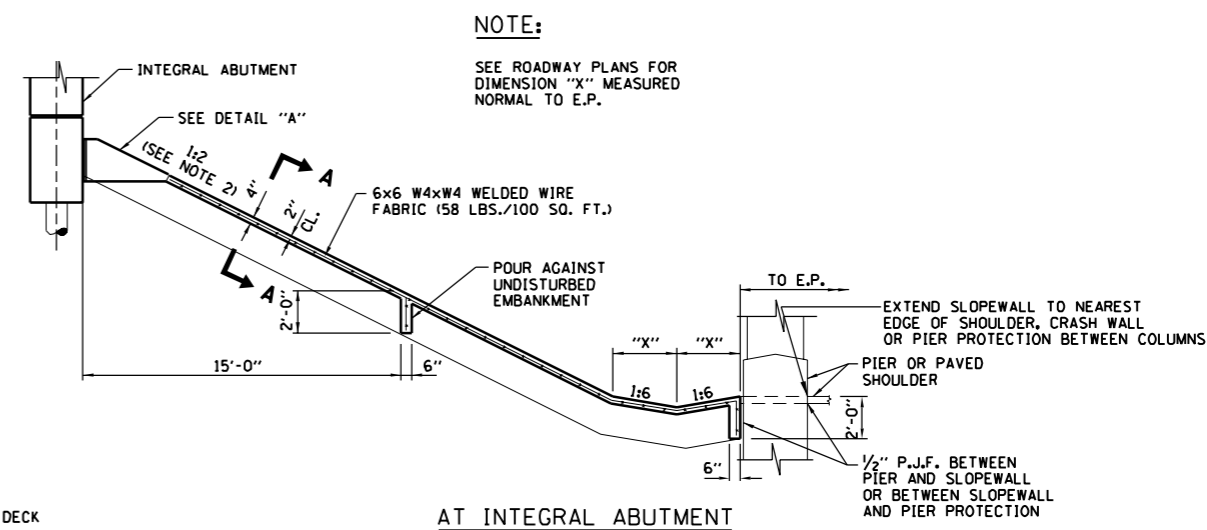
SECTION A-A

AT STUB ABUTMENT



AT INTEGRAL ABUTMENT

SLOPE WALLS FOR BRIDGES OVER TOLLWAY



AT INTEGRAL ABUTMENT

TOLLWAY BRIDGES OVER CROSSROADS

- NOTES:
1. DIMENSIONS SHALL BE 2'-0" IF DECK DRAINS ARE NOT PROVIDED.
 2. DIMENSIONS MARKED THUS ARE MEASURED NORMAL TO E.P.
 3. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

NOTE:
SEE ROADWAY PLANS FOR DIMENSION "X" MEASURED NORMAL TO E.P.

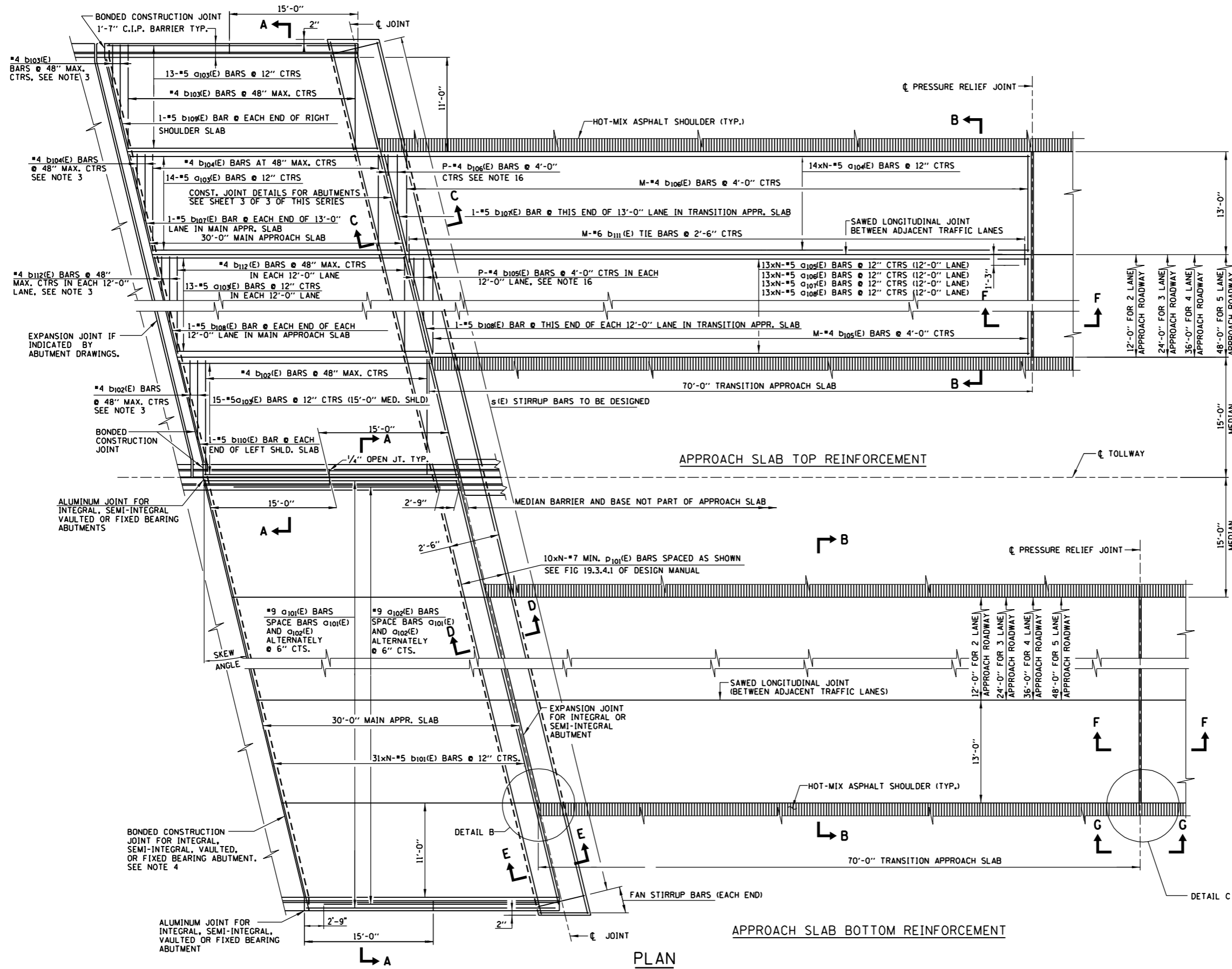


DATE	REVISIONS
6-1-2009	REVISED NOTES

SLOPEWALL DETAILS

STANDARD G2-01

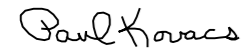
APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 6-1-2009




- NOTES:**
1. TILT HOOK OF #9 BARS FOR MINIMUM 3/2" CLEARANCE.
 2. USE 1'-4" MIN. LAP FOR #4 BARS, USE 1'-8" MIN. LAP FOR #5 BARS.
 3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
 4. SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3405.
 5. PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF MEDIAN AND OUTSIDE BARRIERS.
 6. TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
 7. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE IDOT STANDARD SPECIFICATIONS.
 8. REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
 9. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
 10. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
 11. EXPOSED CONCRETE EDGES SHALL HAVE 3/4" x 45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
 12. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503, 508, AND 587 OF THE IDOT STANDARD SPECIFICATIONS.
 13. WORK THIS STANDARD WITH STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 14. THE NOTATION MxN-#4 α FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE. FOR SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS, SEE STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 15. THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 16. CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
 17. IN THE CORNERS OF THE PILE BENT, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPAVED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
 18. IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2 (OF 3) OF THIS SERIES; THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
 19. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
 20. AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO REDUCE THE WIDTHS OF THE POUR BY USE OF THE OPTIONAL LONGITUDINAL CONSTRUCTION JOINT SHOWN. JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE.

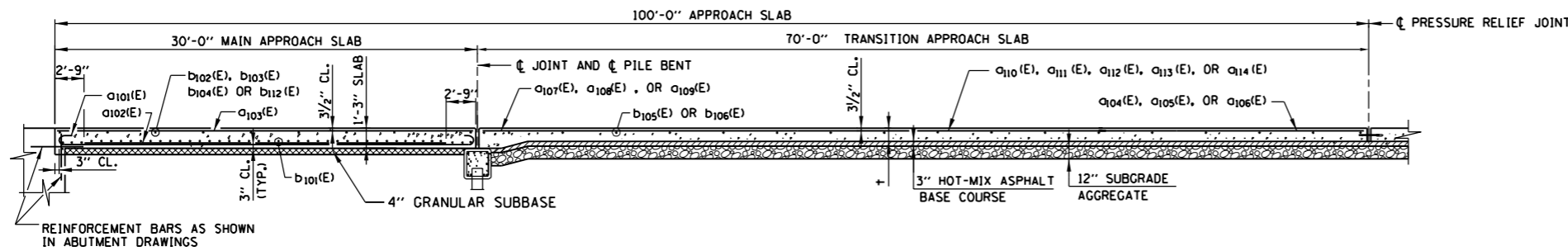
APPROACH SLAB BOTTOM REINFORCEMENT

PLAN

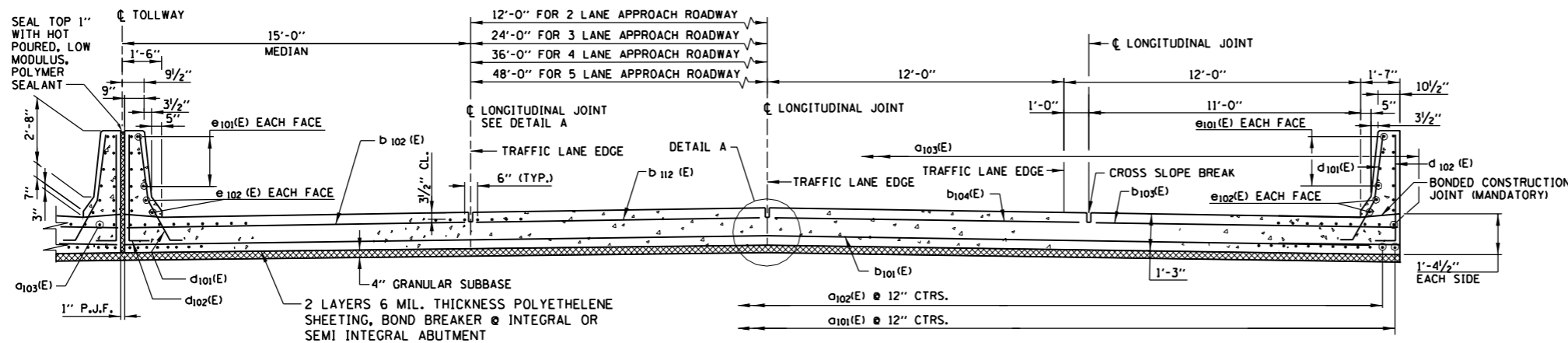

 APPROVED: CHIEF ENGINEER DATE 2-28-2008

DATE	REVISIONS
2-28-2008	PILE BENT
6-1-2009	REVISED MEDIAN DIMENSION, ADDED SUBBASE MATERIAL UNDER MAIN APPROACH SLAB
	ADDED BOND BREAKER NOTE SECTION A-A

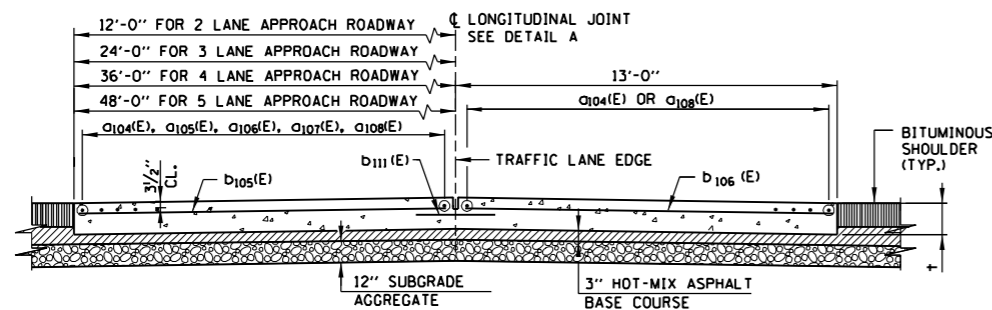

 Open Roads for a Faster Future
 APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE
 STANDARD G3-02



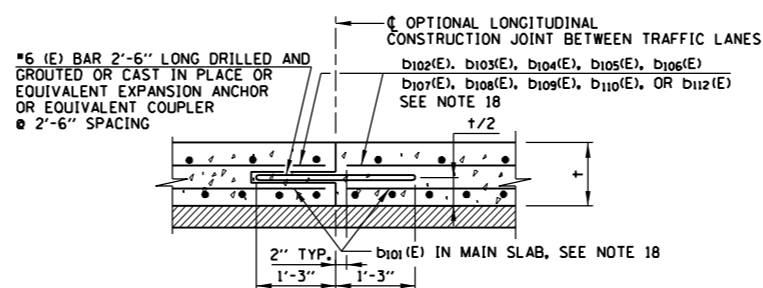
LONGITUDINAL CROSS SECTION



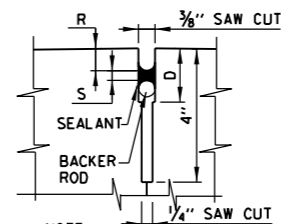
SECTION A-A



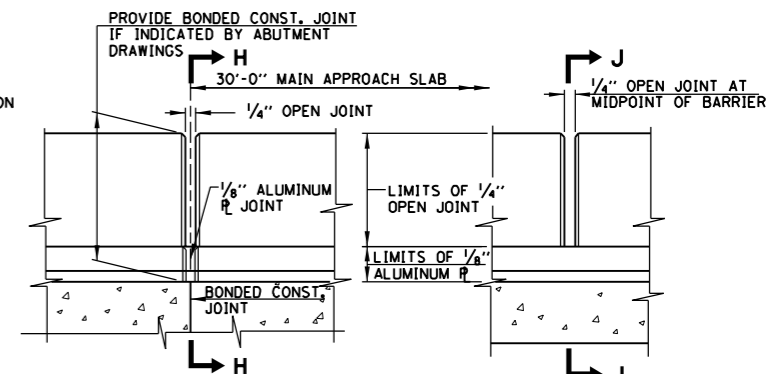
SECTION B-B



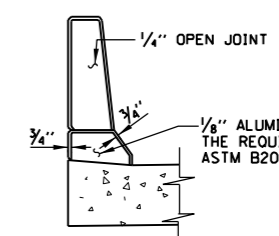
CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES



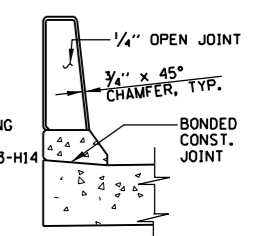
DETAIL E



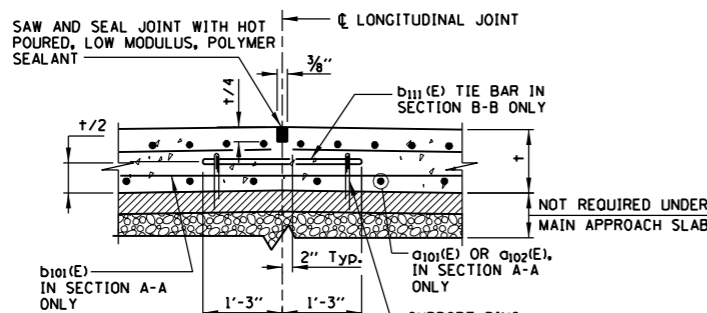
ELEVATION DETAIL OF BARRIER JOINTS



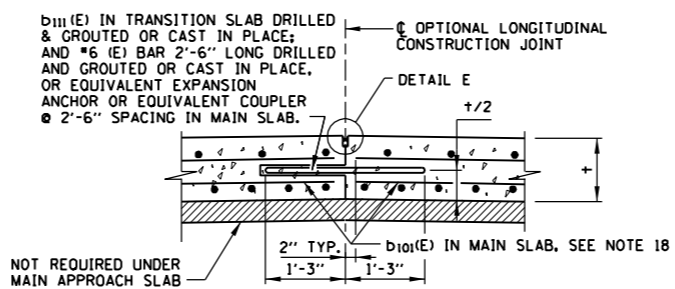
SECTION H-H



SECTION J-J



DETAIL A
TYPICAL LONGITUDINAL JOINT

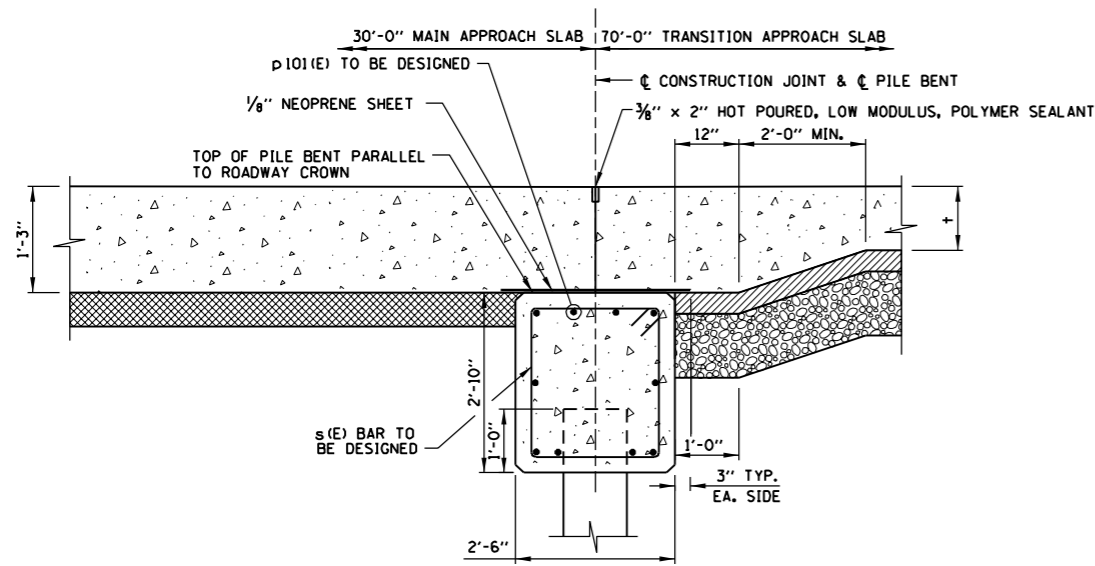


CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT

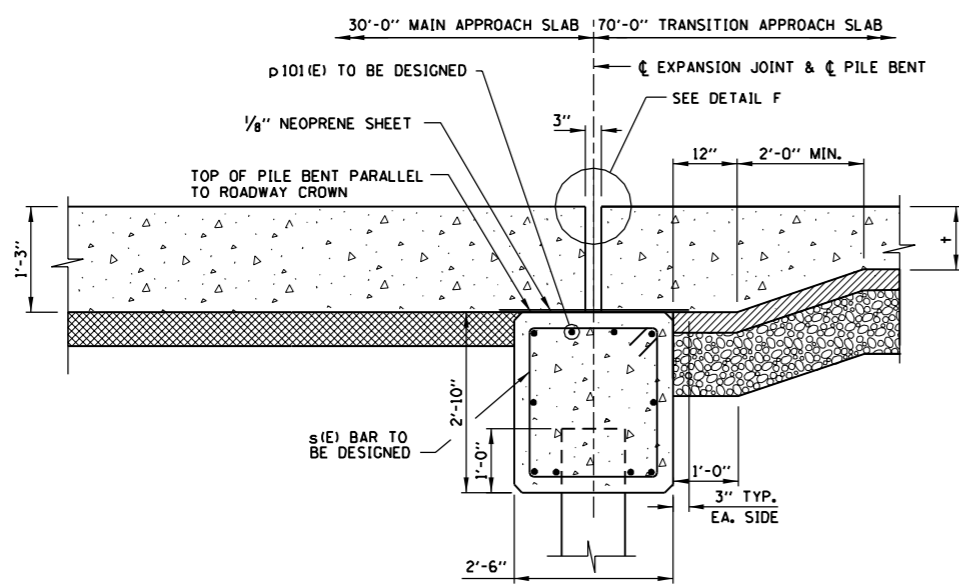
NOTES:

- SEE SHEET 1 (OF 3) OF THIS SERIES FOR NOTES ON THIS SHEET.
- THE DIMENSION t IS THE THICKNESS OF THE MAIN APPROACH SLAB (1'-3") OR THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

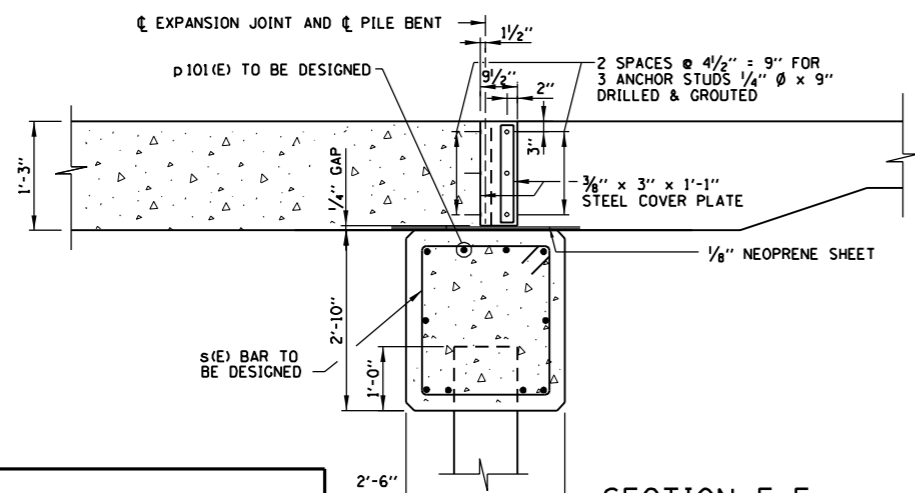




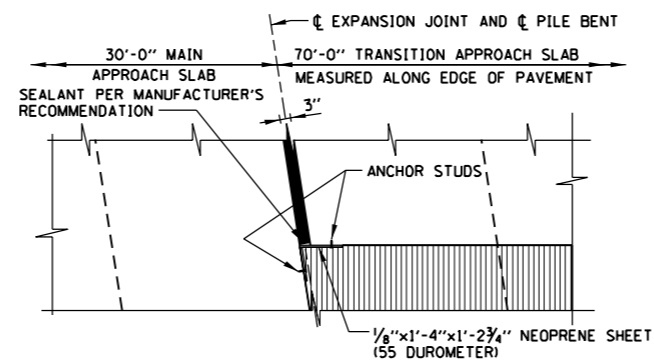
**SECTION C-C
FOR NON-INTEGRAL ABUTMENT**



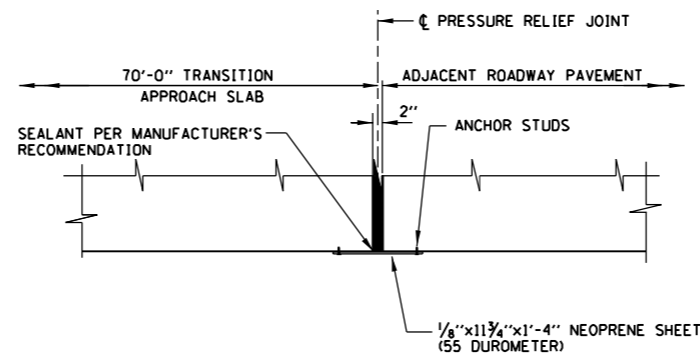
**SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT**



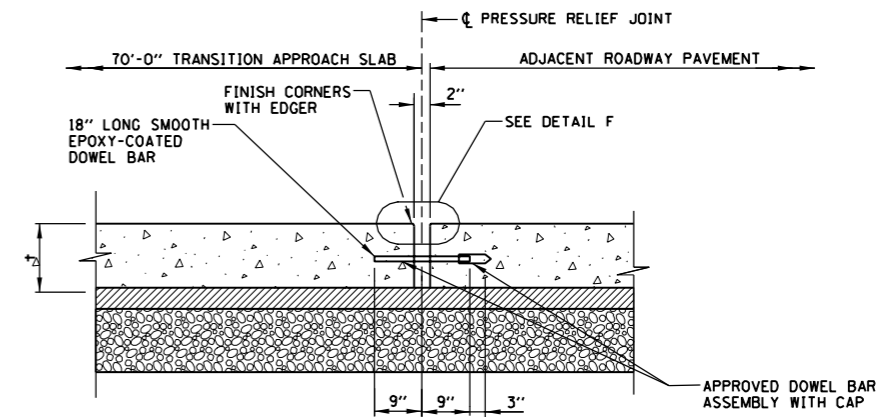
**SECTION E-E
END ELEVATION OF EXPANSION JOINT**



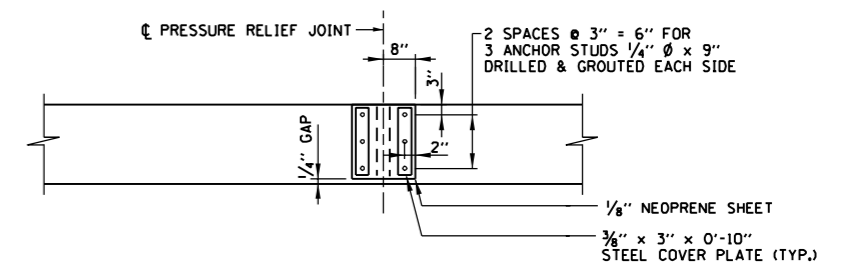
**DETAIL B
END PLAN OF EXPANSION JOINT**



**DETAIL C
END PLAN OF PRESSURE RELIEF JOINT**



**SECTION F-F
PRESSURE RELIEF JOINT**



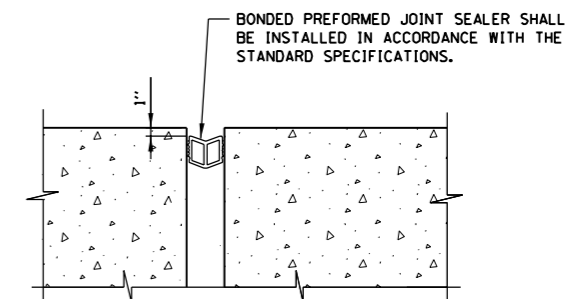
**VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT**

LEGEND

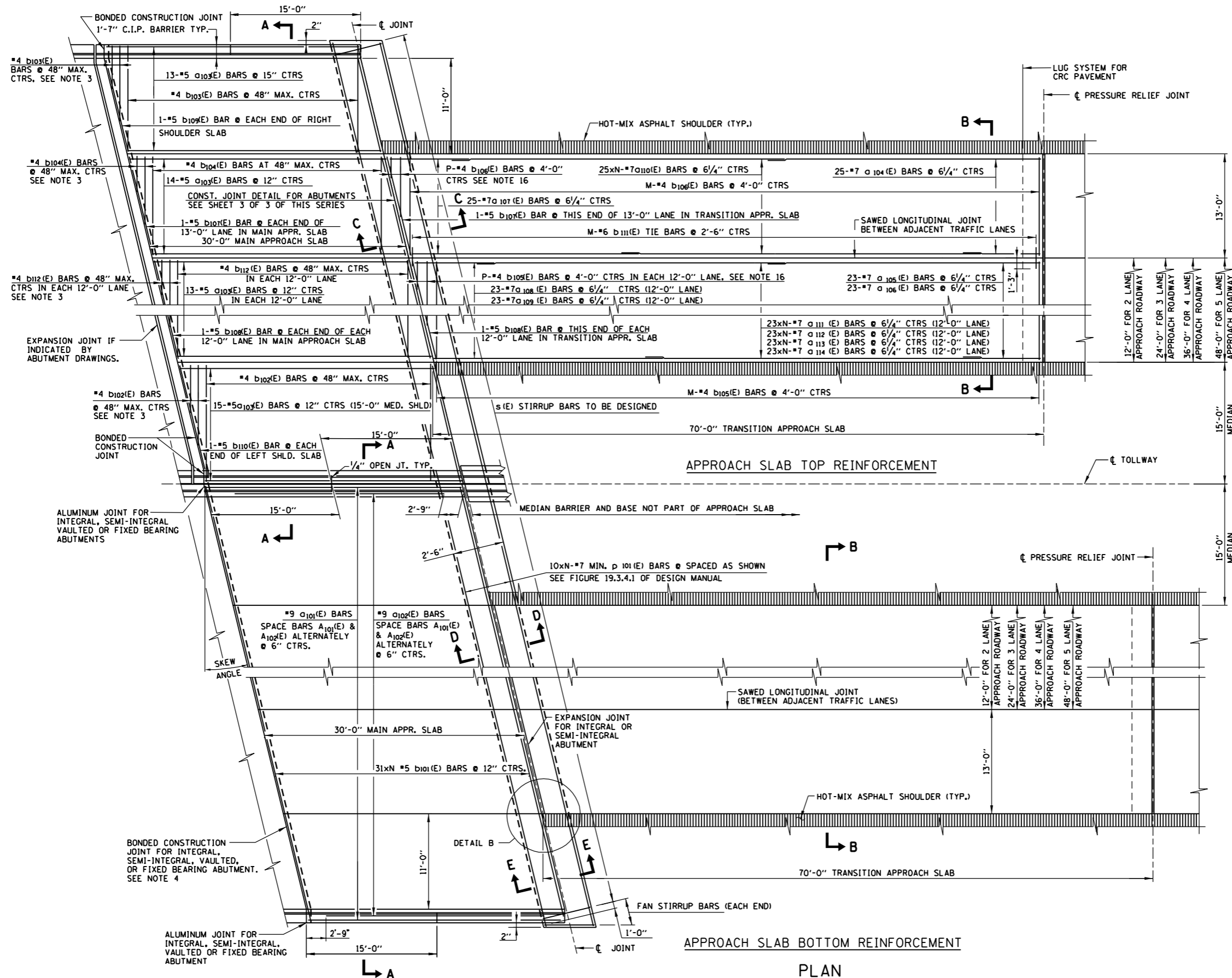
	CONCRETE		HOT-MIX ASPHALT SHOULDER
	HOT-MIX ASPHALT BASE COURSE		JOINT SEALANT
	SUBGRADE AGGREGATE		GRANULAR SUBBASE

NOTES:

- FOR REINFORCEMENT BARS IN APPROACH SLABS, SEE SHEETS 1 & 2 (OF 3) OF THIS SERIES, AND STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
- IN SECTION E-E AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF HOT-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.



**DETAIL F
BONDED PREFORMED JOINT SEALER**



- NOTES:**
- TILT HOOK OF #9 BARS FOR MINIMUM 3/2" CLEARANCE.
 - USE 1'-4" MIN. LAP FOR #4 BARS. USE 1'-8" MIN. LAP FOR #5 BARS. USE 2'-2" MINIMUM LAP FOR #7 BARS
 - CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
 - SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3405.
 - PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF MEDIAN AND OUTSIDE BARRIERS.
 - TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
 - REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE IDOT STANDARD SPECIFICATIONS.
 - REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
 - REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
 - REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
 - EXPOSED CONCRETE EDGES SHALL HAVE 3/4" x 45° CHAMFERS. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
 - CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503, 508, AND 587 OF THE IDOT STANDARD SPECIFICATIONS.
 - WORK THIS STANDARD WITH STANDARD G7 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 5 LANES) AND STANDARD G8 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 4 LANES).
 - THE NOTATION MxN-#4 A FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE. FOR SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS, SEE STANDARD G7 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 5 LANES) AND STANDARD G8 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 4 LANES).
 - THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON STANDARD G7 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 5 LANES) AND STANDARD G8 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 4 LANES).
 - CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
 - IN THE CORNERS OF THE PILE BENT, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPAVED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
 - IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2 (OF 3) OF THIS SERIES; THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
 - EXPANSIONS ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
 - AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO REDUCE THE WIDTHS OF THE POUR BY USE OF THE OPTIONAL LONGITUDINAL CONSTRUCTION JOINT SHOWN. JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE.
 - BARS A104(E) THRU A109(E) ARE VARIABLE LENGTH SERIES BARS. THE NUMBER IN THE BILLING IS THE NUMBER OF BARS AFTER CUTTING.

APPROACH SLAB TOP REINFORCEMENT
APPROACH SLAB BOTTOM REINFORCEMENT
PLAN

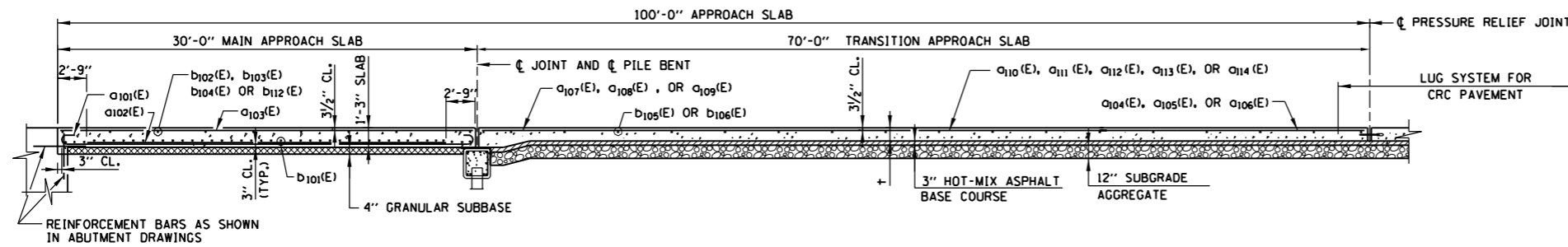
Paul Kovacs
APPROVED CHIEF ENGINEER DATE 2-28-2008

DATE	REVISIONS
2-28-2008	PILE BENT
6-1-2009	REVISED MEDIAN DIMENSION, ADDED SUBBASE MATERIAL UNDER MAIN APPROACH SLAB, ADDED BOND BREAKER NOTE-SECTION A-A

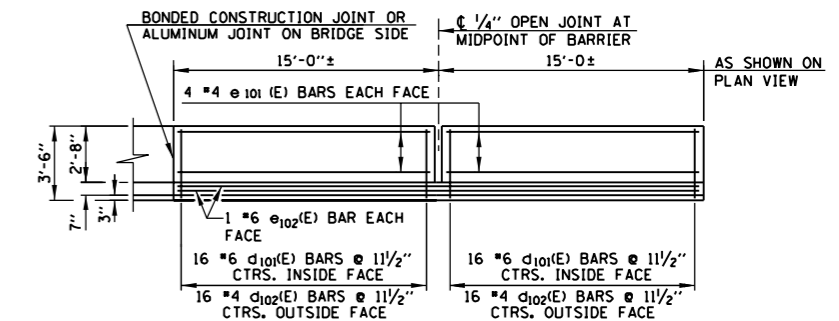
Illinois Tollway
Open Roads for a Faster Future

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

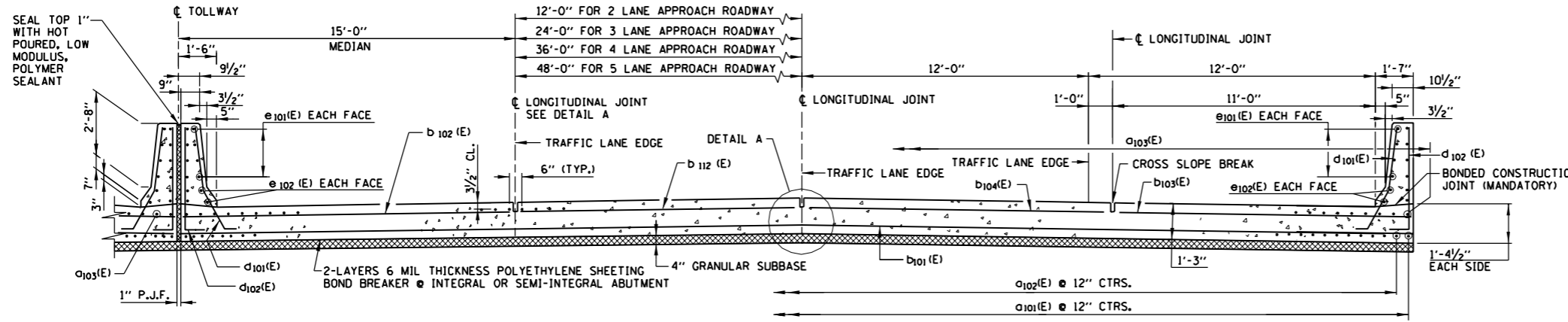
STANDARD G6-02



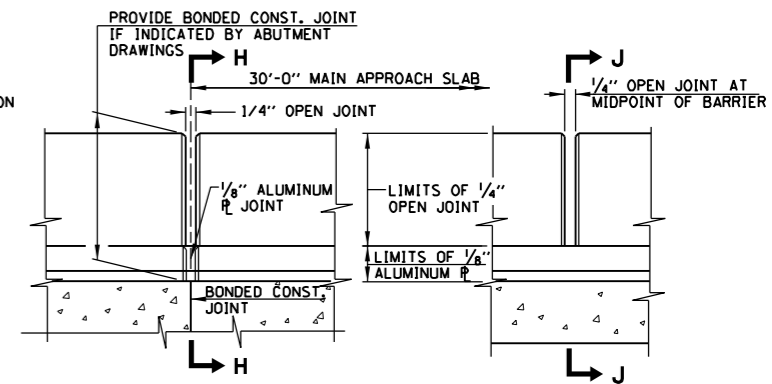
LONGITUDINAL CROSS SECTION



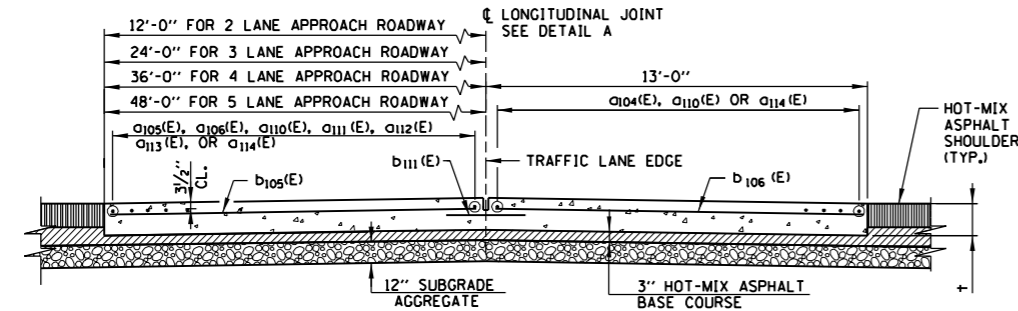
BARRIER ELEVATION



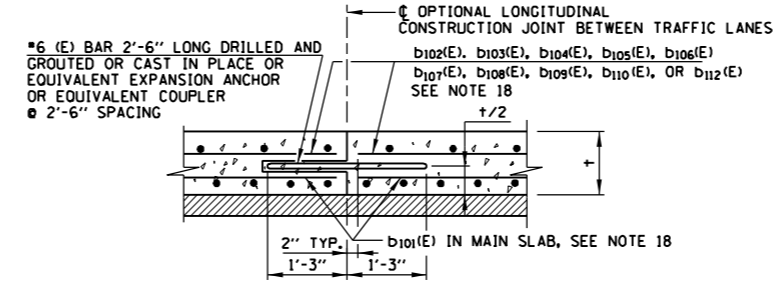
SECTION A-A



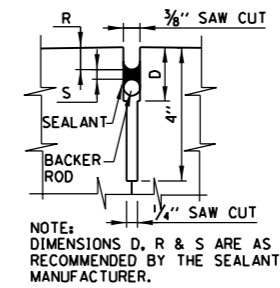
ELEVATION DETAIL OF BARRIER JOINTS



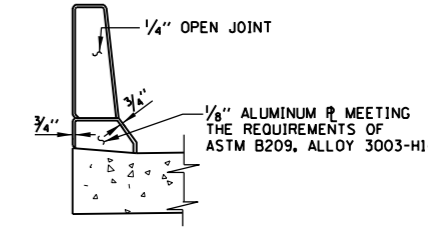
SECTION B-B



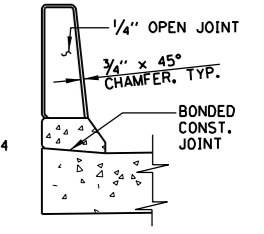
CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES



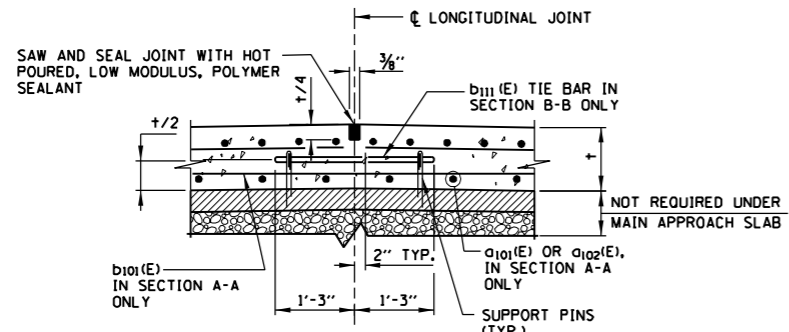
DETAIL E



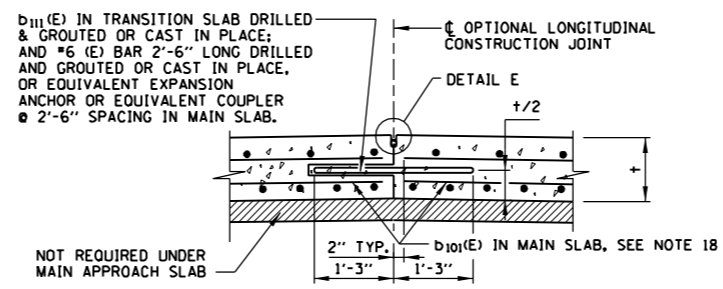
SECTION H-H



SECTION J-J



DETAIL A TYPICAL LONGITUDINAL JOINT



CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT

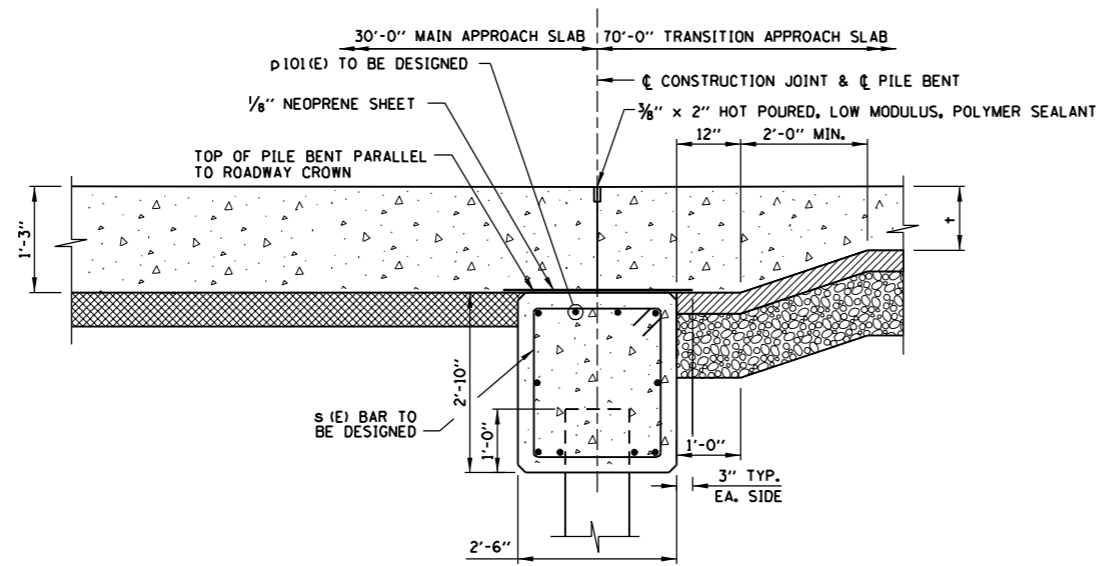
- NOTES:
- SEE SHEET 1 (OF 3) OF THIS SERIES FOR NOTES ON THIS SHEET.
 - THE DIMENSION + IS THE THICKNESS OF THE MAIN APPROACH SLAB (1'-3") OR THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
 APPROVED CHIEF ENGINEER DATE 2-28-2008

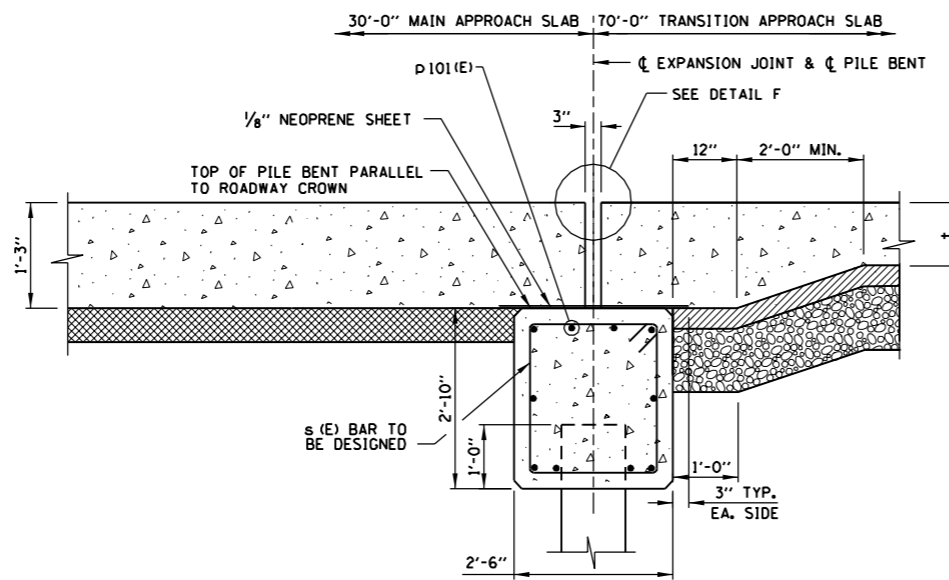


APPROACH SLAB TO CRC PAVEMENT, MAINLINE

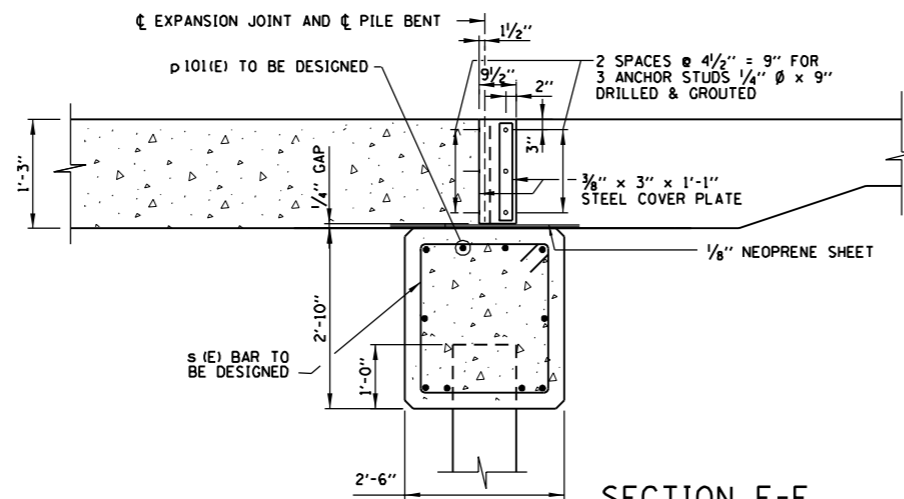
STANDARD G6-02



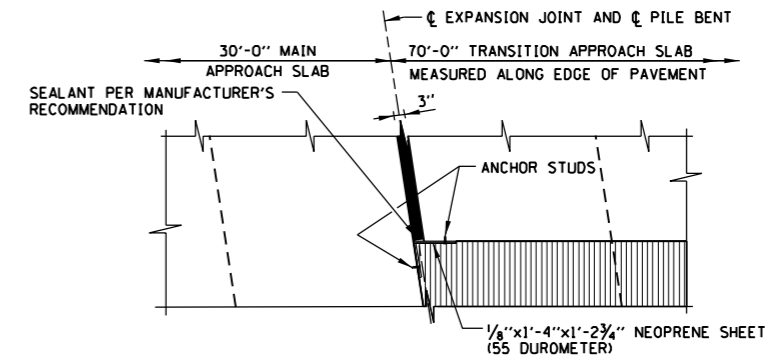
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



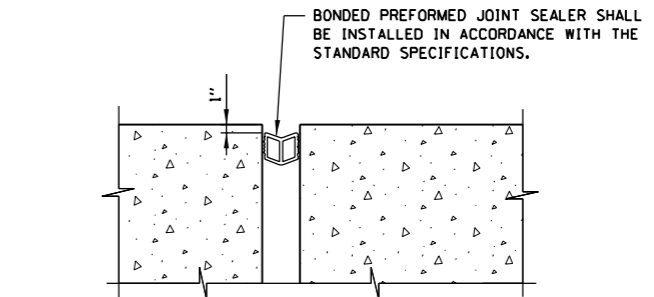
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



SECTION E-E
END ELEVATION OF EXPANSION JOINT









DETAIL B
END PLAN OF EXPANSION JOINT



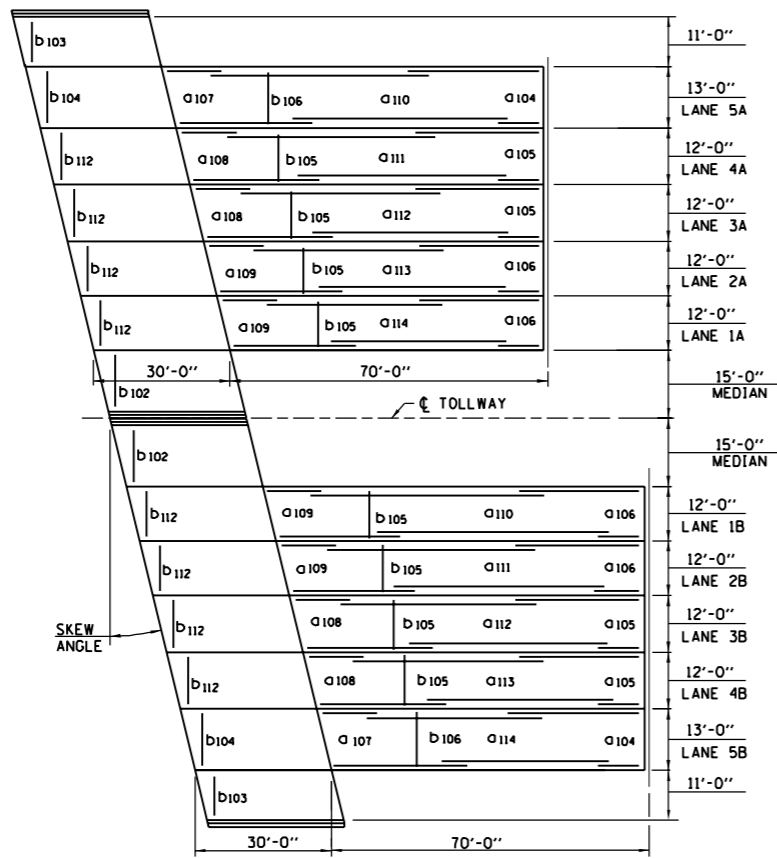
DETAIL F
BONDED PREFORMED JOINT SEALER

LEGEND

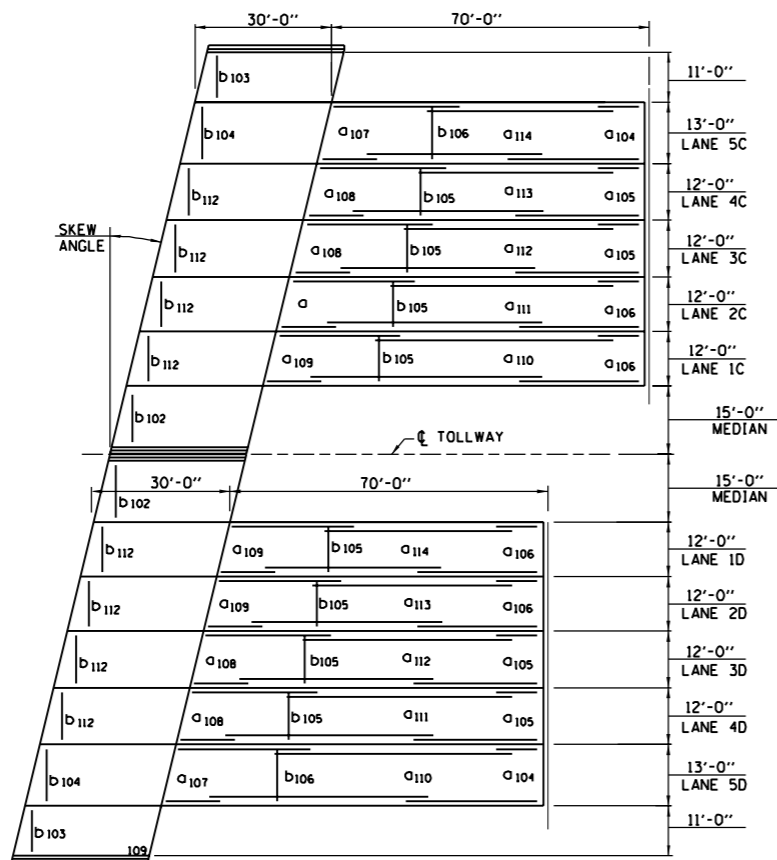
-  CONCRETE
-  HOT-MIX ASPHALT BASE COURSE
-  SUBGRADE AGGREGATE
-  HOT-MIX ASPHALT SHOULDER
-  JOINT SEALANT
-  GRANULAR SUBBASE

NOTES:

1. FOR REINFORCEMENT BARS IN APPROACH SLABS, SEE SHEETS 1 & 2 AND STANDARD G7 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 5 LANES) AND STANDARD G8 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR DETAILS AND SCHEDULES FOR 4 LANES).
2. IN SECTION E-E ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
3. THE THICKNESSES OF HOT-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
4. THE DIMENSION \dagger IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.



APPROACH SLAB PLAN, AHEAD RIGHT SKEW



APPROACH SLAB PLAN, AHEAD LEFT SKEW

BAR	LANE	SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS																																								
		0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW				
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P		
Q10 (E)	5A, 5D	25	1	-	25	1	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	3	-	25	3	-	25	3	-	25	3	-	25	4	-		
Q10 (E)	1B, 1C	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-		
Q111 (E)	4A, 4D	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-	23	3	-		
Q111 (E)	2B, 2C	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-	23	3	-		
Q112 (E)	3A, 3B, 3C, 3D	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-		
Q113 (E)	2A, 2D	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-		
Q113 (E)	4B, 4C	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-		
Q114 (E)	1A, 1D	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-		
Q114 (E)	5B, 5C	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	2	-	25	2	-	25	2	-		
D101 (E)	COMBINED	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	4	-	31	4	-	31	4	-	31	5	-	31	5	-		
D105 (E)	1A, 1D	19	-	0	19	-	0	19	-	0	19	-	0	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	2	19	-
D105 (E)	2A, 2D	19	-	0	19	-	0	19	-	0	20	-	0	20	-	1	20	-	1	20	-	1	21	-	1	21	-	1	21	-	1	22	-	1	22	-	2	23	-	2	24	-
D105 (E)	3A, 3D	19	-	0	19	-	0	20	-	0	20	-	0	21	-	1	22	-	1	22	-	1	22	-	1	23	-	1	24	-	1	25	-	1	26	-	1	26	-	2	27	-
D105 (E)	4A, 4D	19	-	0	20	-	0	20	-	0	21	-	0	22	-	1	23	-	1	24	-	1	25	-	1	25	-	1	26	-	1	28	-	1	30	-	2	32	-	2	34	-
D105 (E)	1B, 1C	19	-	0	20	-	0	21	-	0	22	-	0	23	-	1	25	-	1	26	-	1	27	-	1	27	-	1	29	-	1	31	-	1	33	-	2	36	-	2	40	-
D105 (E)	2B, 2C	19	-	0	20	-	0	21	-	0	21	-	0	22	-	1	23	-	1	24	-	1	25	-	1	27	-	1	28	-	1	30	-	2	32	-	2	35	-	2	38	-
D105 (E)	3B, 3C	19	-	0	19	-	0	20	-	0	21	-	0	21	-	1	22	-	1	22	-	1	23	-	1	24	-	1	25	-	1	26	-	1	26	-	2	28	-	2	30	-
D105 (E)	4B, 4C	19	-	0	19	-	0	19	-	0	20	-	0	20	-	1	20	-	1	21	-	1	21	-	1	22	-	1	22	-	1	23	-	1	23	-	2	24	-	2	25	-
D106 (E)	5A, 5D	19	-	0	20	-	0	21	-	0	22	-	0	23	-	1	24	-	1	26	-	1	27	-	1	29	-	1	31	-	2	33	-	2	36	-	2	40	-	3	44	-
D106 (E)	5B, 5C	19	-	0	19	-	0	19	-	0	19	-	0	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	2	19	-	2	19	-	2	19	-	2	19	-
D111 (E)	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	34	-	-	35	-	-	37	-	-	37	-
D111 (E)	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-	45	-
D111 (E)	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-	53	-
D111 (E)	4A TO 5A, 4D TO 5D	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	42	-	-	45	-	-	48	-	-	52	-	-	56	-	-	62	-	-	62	-
D111 (E)	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	43	-	-	45	-	-	48	-	-	52	-	-	57	-	-	62	-	-	62	-
D111 (E)	2B TO 3B, 2C TO 3C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	38	-	-	39	-	-	41	-	-	44	-	-	46	-	-	50	-	-	54	-	-	54	-
D111 (E)	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	46	-
D111 (E)	4B TO 5B, 4C TO 5C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	33	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	37	-

NOTES:

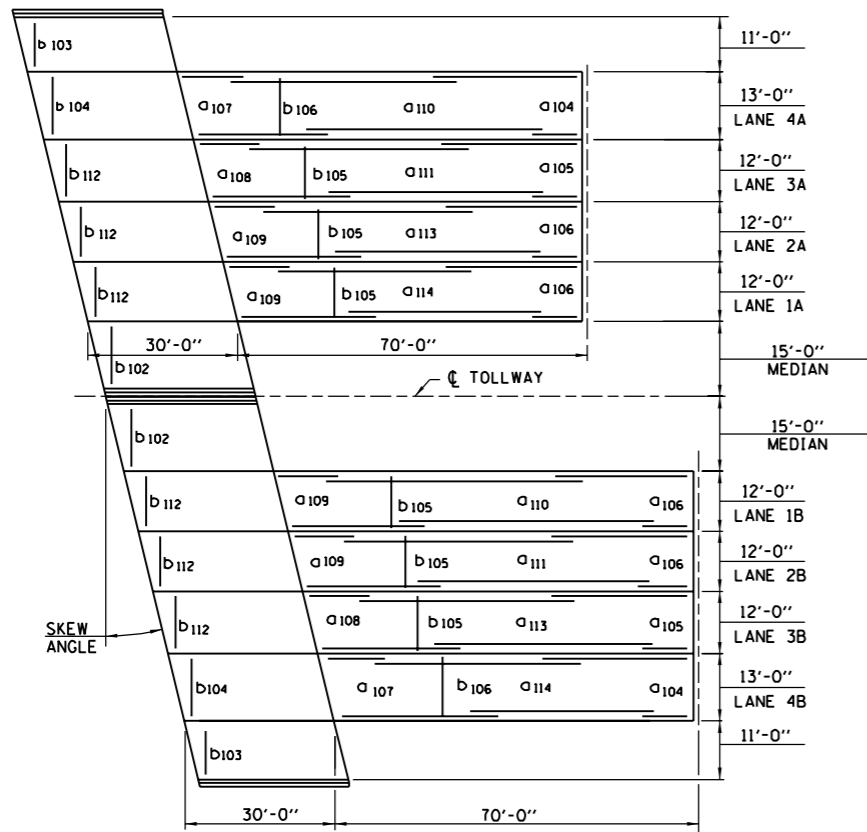
1. WORK THIS STANDARD WITH STANDARD G6 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, GENERAL PLAN, SECTIONS AND DETAILS) AND SHEET 2 OF 2 OF THIS SERIES.
2. THE REINFORCING BAR SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.



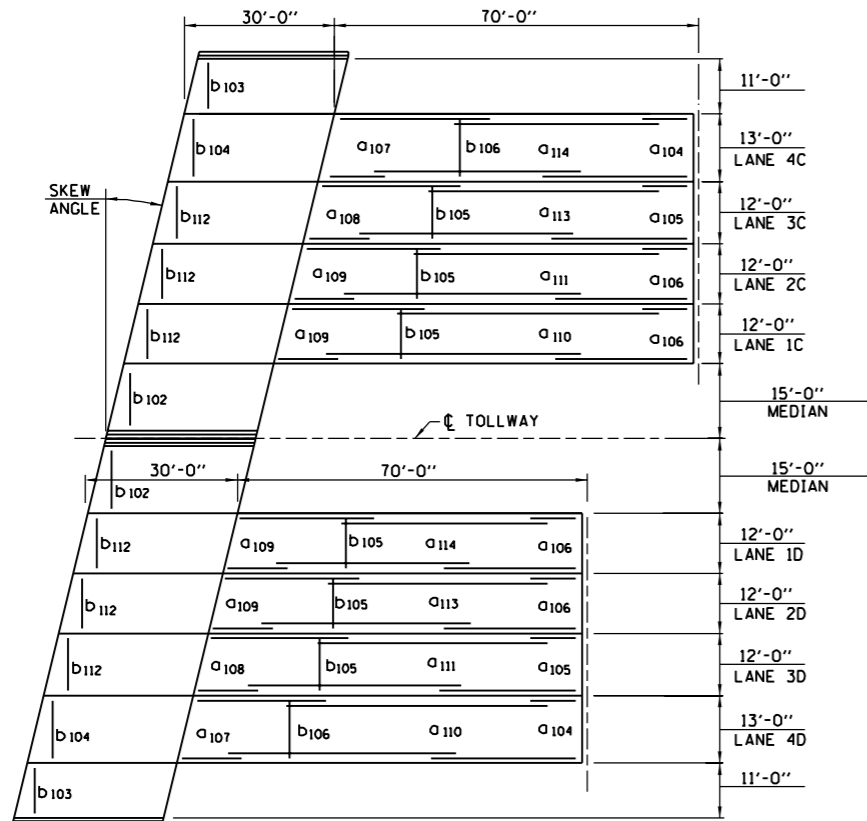
APPROVED: *Paul Kovacs*
 CHIEF ENGINEER DATE 2-28-2008

DATE	REVISIONS
2-28-2008	FILE BENT
6-1-2009	REVISED MEDIAN DIMENSION, REVISED NOTES
	REVISED REINF. BAR QUANTITY

APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR SCHEDULES FOR 5 LANES
 STANDARD G7-02



APPROACH SLAB PLAN, AHEAD RIGHT SKEW



APPROACH SLAB PLAN, AHEAD LEFT SKEW

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

BAR	LANE	0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW		
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P			
a110(E)	4A,4D	25	1	-	25	1	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	3	-	25	3	-	25	3	-			
a110(E)	1B,1C	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-	23	3	-	23	3	-			
a111(E)	3A,3D	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-	23	3	-			
a111(E)	2B,2C	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	3	-			
a113(E)	2A,2D	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-			
a113(E)	3B,3C	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-			
a114(E)	1A,1D	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	2	-	23	2	-			
a114(E)	4B,4C	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	2	-	25	2	-	25	2	-			
b101(E)	COMBINED	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	3	-	31	4	-	31	4	-			
b105(E)	1A,1D	19	-	0	19	-	0	19	-	0	19	-	0	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	2	19	-	2	19	-	
b105(E)	2A,2D	19	-	0	19	-	0	19	-	0	19	-	0	20	-	1	20	-	1	21	-	1	21	-	1	21	-	1	22	-	1	22	-	2	23	-	2	24	-	
b105(E)	3A,3D	19	-	0	19	-	0	20	-	0	20	-	0	21	-	1	22	-	1	22	-	1	23	-	1	24	-	1	25	-	1	26	-	2	27	-	2	29	-	
b105(E)	1B,1C	19	-	0	20	-	0	21	-	0	21	-	0	22	-	1	23	-	1	24	-	1	25	-	1	27	-	1	28	-	1	30	-	2	32	-	2	35	-	
b105(E)	2B,2C	19	-	0	19	-	0	20	-	0	21	-	0	21	-	1	22	-	1	22	-	1	23	-	1	24	-	1	25	-	1	26	-	2	28	-	2	30	-	
b105(E)	3B,3C	19	-	0	19	-	0	19	-	0	20	-	0	20	-	1	20	-	1	21	-	1	21	-	1	22	-	1	22	-	1	23	-	2	24	-	2	25	-	
b106(E)	4A,4D	19	-	0	20	-	0	20	-	0	21	-	0	22	-	1	23	-	1	24	-	1	25	-	1	26	-	1	28	-	2	30	-	2	32	-	2	34	-	
b106(E)	4B,4C	19	-	0	19	-	0	19	-	0	19	-	0	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1	19	-	2	19	-	2	19	-	2	19	-	
b111(E)	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	34	-	-	35	-	-	37	-	-
b111(E)	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-
b111(E)	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-
b111(E)	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	38	-	-	39	-	-	41	-	-	44	-	-	46	-	-	50	-	-	54	-	-
b111(E)	2B TO 3B, 2C TO 3C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-
b111(E)	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	37	-	-

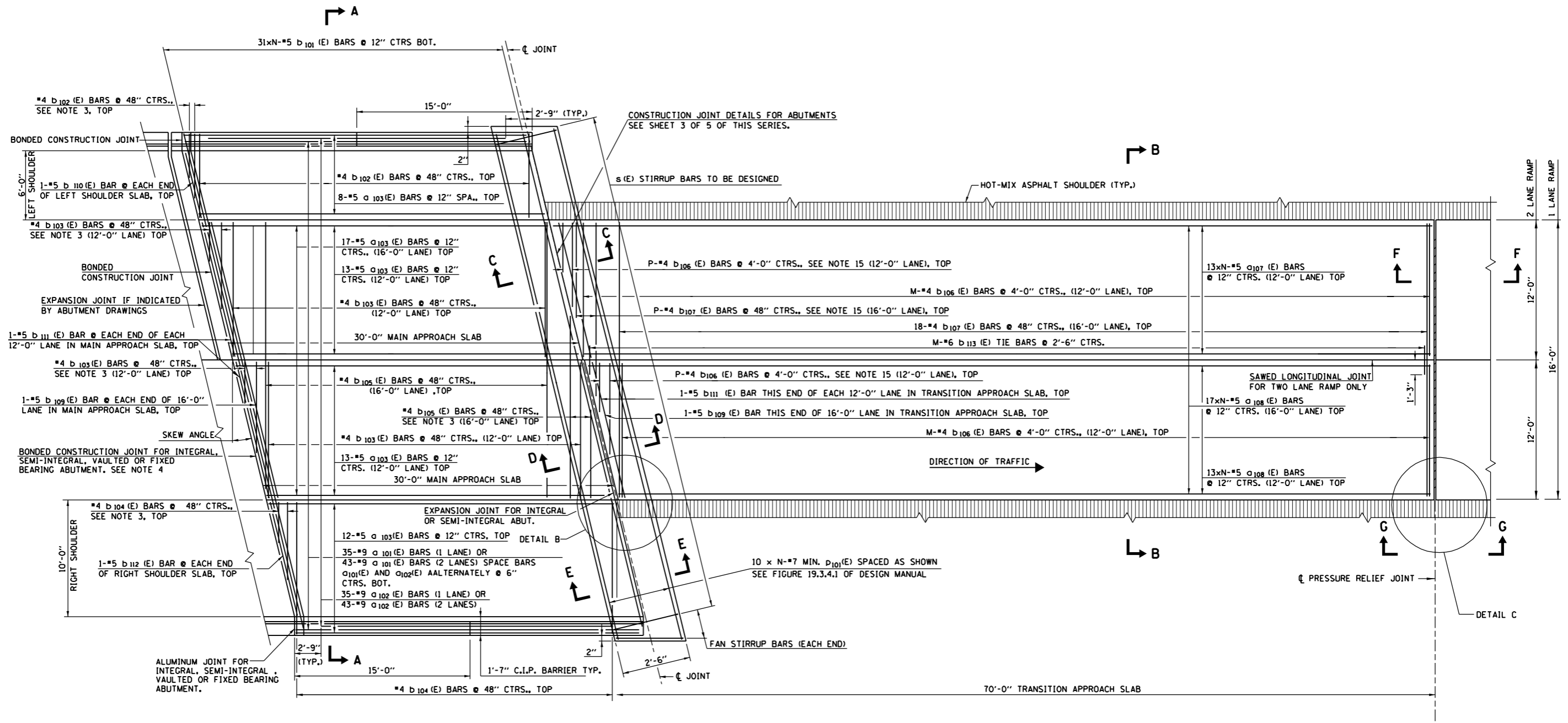
NOTES:

1. WORK THIS STANDARD WITH STANDARD G6 (APPROACH SLAB TO CRC PAVEMENT, MAINLINE, GENERAL PLAN, SECTIONS AND DETAILS) AND SHEET 2 OF 2 OF THIS SERIES.
2. THE REINFORCING BAR SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.



DATE	REVISIONS	
2-28-2008	PILE BENT	APPROACH SLAB TO CRC PAVEMENT, MAINLINE, BAR SCHEDULES FOR 4 LANES
6-1-2009	REVISED MEDIAN DIMENSIONS	
	REVISED NOTES	
	REVISED REINF. BAR QUANTITY	
		STANDARD G8-02

APPROVED: *Paul Kovacs* CHIEF ENGINEER DATE 2-28-2008



PLAN

NOTES:


1. TILT HOOK OF #9 BARS FOR MINIMUM 3/2" CLEARANCE.
2. USE 1'-4" MIN. LAP FOR #4 BARS, USE 1'-8" MIN. LAP FOR #5 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
4. SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3405.
5. PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF BARRIERS.
6. TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
7. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE IDOT STANDARD SPECIFICATIONS.
8. REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
9. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
10. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
11. EXPOSED CONCRETE EDGES SHALL HAVE 3/4" x 45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
12. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503, 508, AND 587 OF THE IDOT STANDARD SPECIFICATIONS.
13. THE NOTATION MXN-#4 Ø FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE. FOR SCHEDULES OF REINFORCING BAR VARIABLE BILLINGS, SEE SHEETS 4 AND 5 (OF 5) OF THIS SERIES.
14. THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULES OF REINFORCING BAR VARIABLE BILLINGS ON SHEETS 4 & 5 (OF 5) OF THIS SERIES.
15. CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
16. IN THE CORNERS OF THE PILE BENT, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPACED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
17. IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2 (OF 5) OF THIS SERIES, THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
18. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
19. AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO REDUCE THE WIDTHS OF THE POUR BY USE OF THE OPTIONAL LONGITUDINAL CONSTRUCTION JOINT SHOWN. JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE.

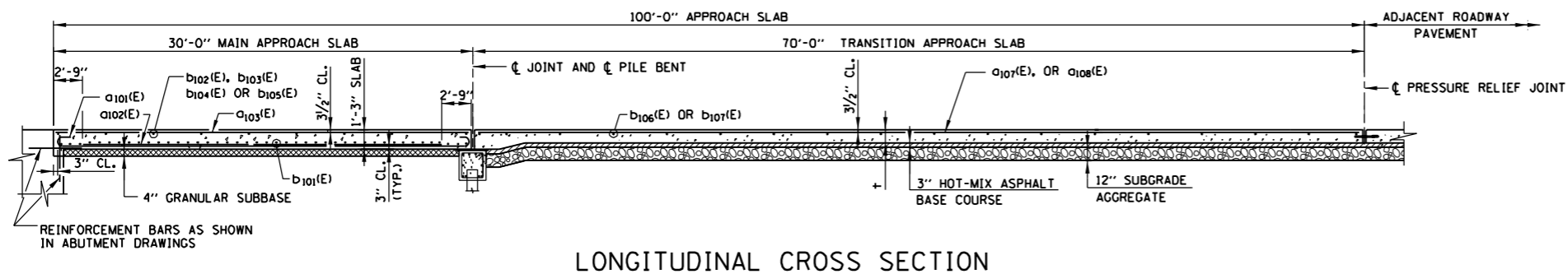


DATE	REVISIONS
2-28-2008	PILE BENT
6-1-2009	REVISED NOTES, ADDED SUBBASE MATERIAL UNDER MAIN APPROACH SLAB, ADDED BOND BREAKER NOTE-SECTION A-A

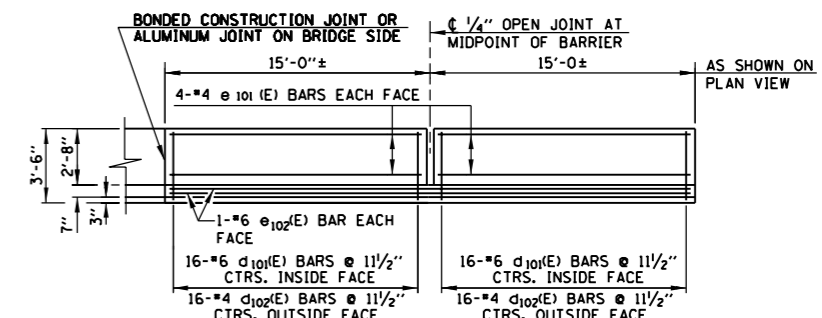
APPROACH SLAB, RAMP

STANDARD G9-02

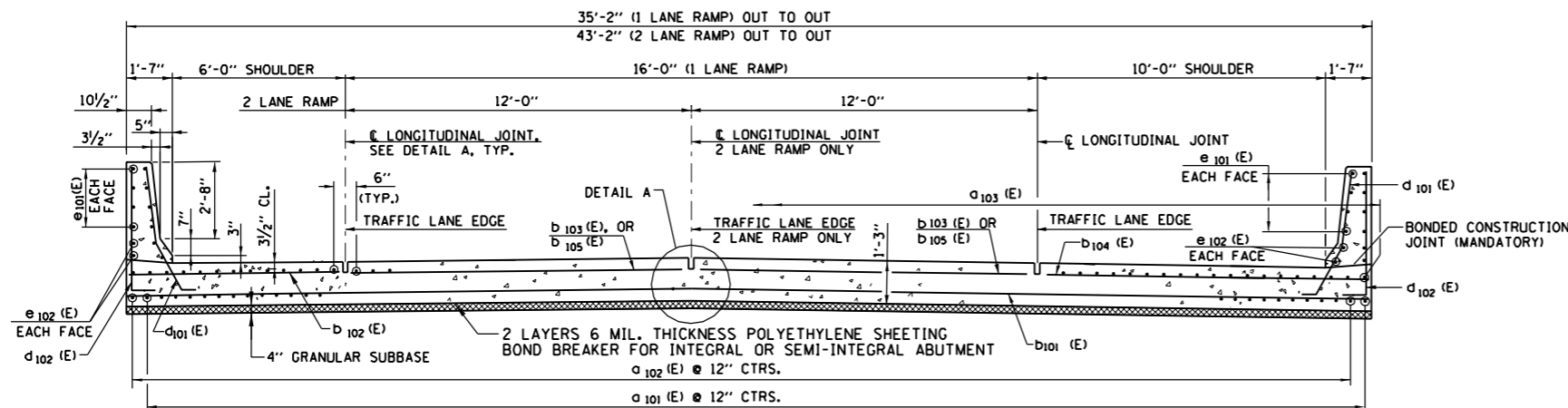

 APPROVED DATE 2-28-2008
 CHIEF ENGINEER



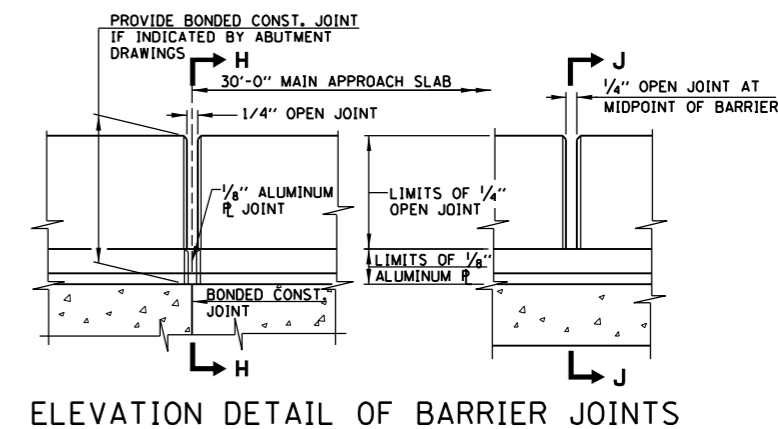
LONGITUDINAL CROSS SECTION



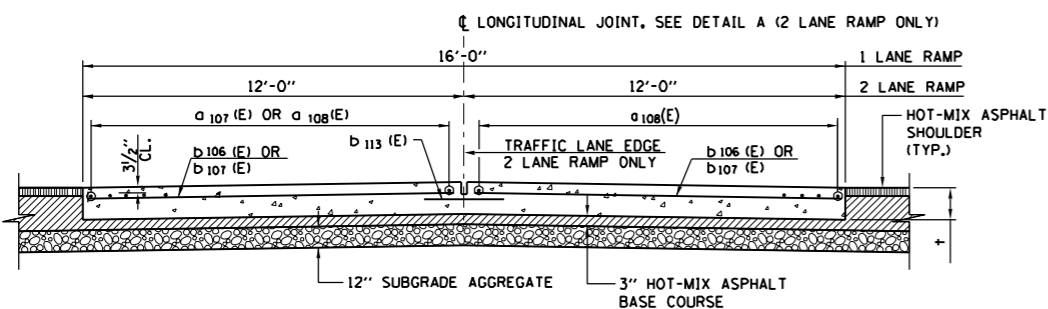
BARRIER ELEVATION



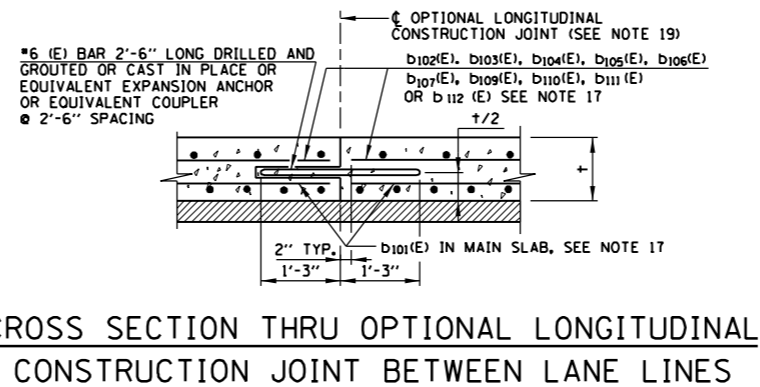
SECTION A-A



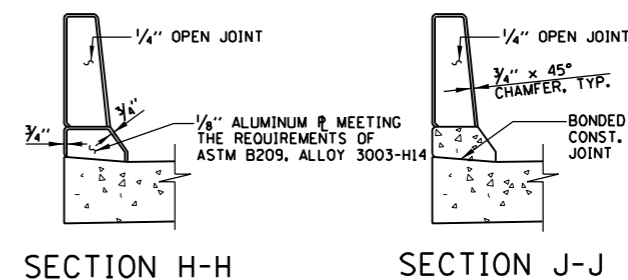
ELEVATION DETAIL OF BARRIER JOINTS



SECTION B-B



CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN LANE LINES

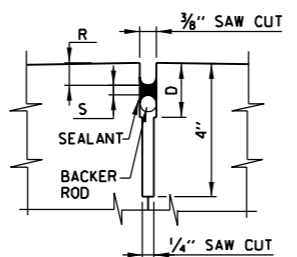


SECTION H-H

SECTION J-J

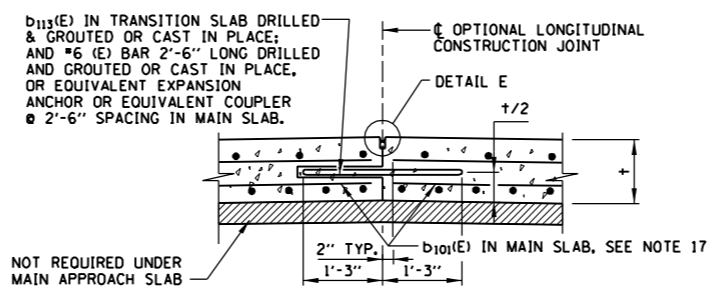
NOTES:

- SEE SHEET 1 (OF 5) OF THIS SERIES FOR NOTES ON THIS SHEET.
- THE THICKNESS + IS THE THICKNESS OF THE MAIN APPROACH SLAB (1'-3") OR THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

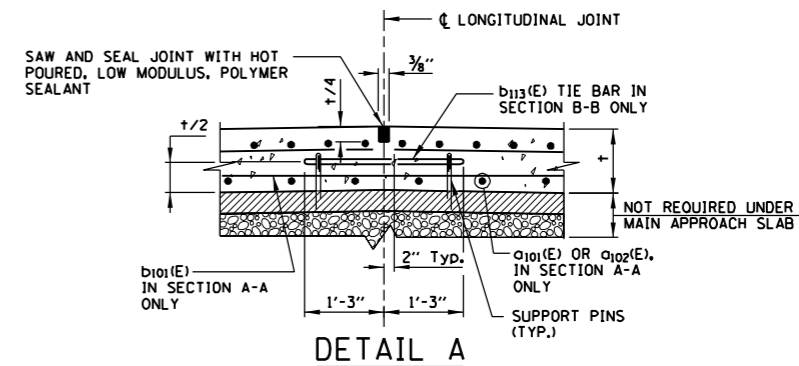


NOTE: DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.

DETAIL E

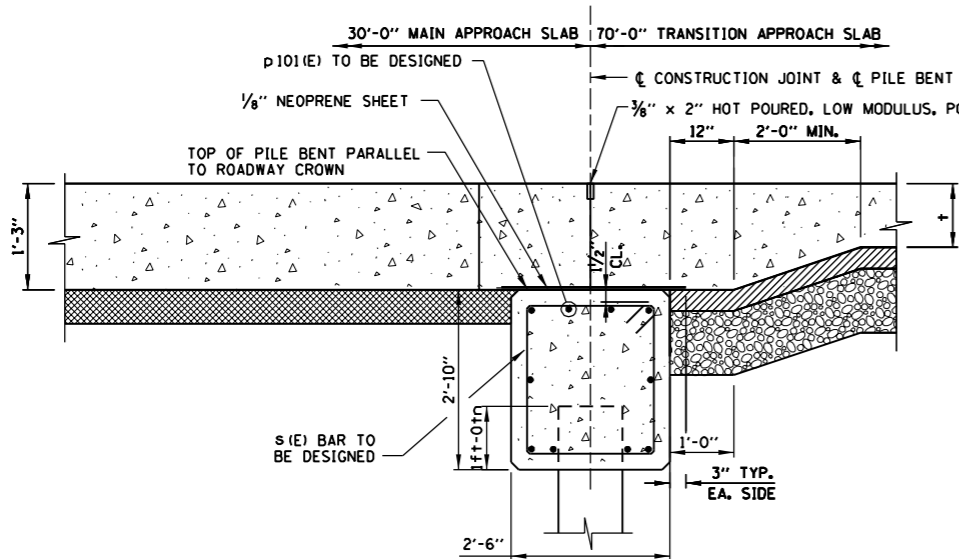


CROSS SECTION THRU OPTIONAL LONGITUDINAL JOINT WITH CONSTRUCTION JOINT

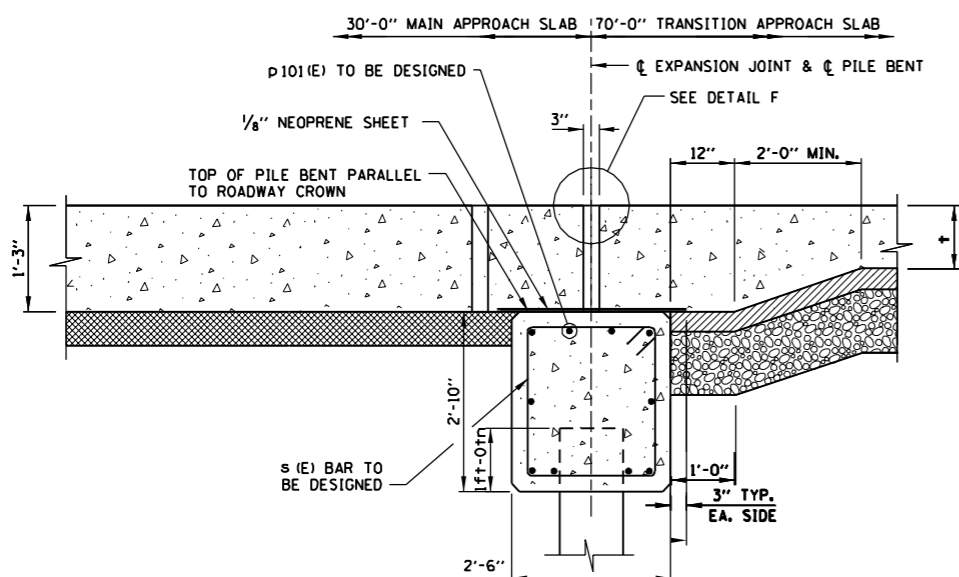


DETAIL A TYPICAL LONGITUDINAL JOINT

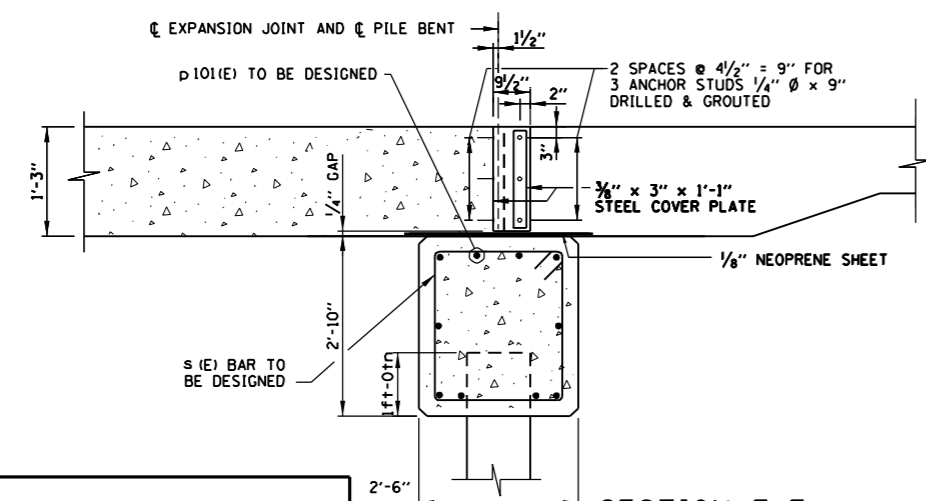




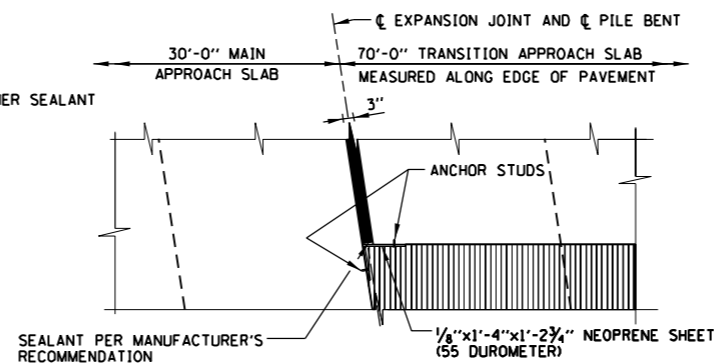
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



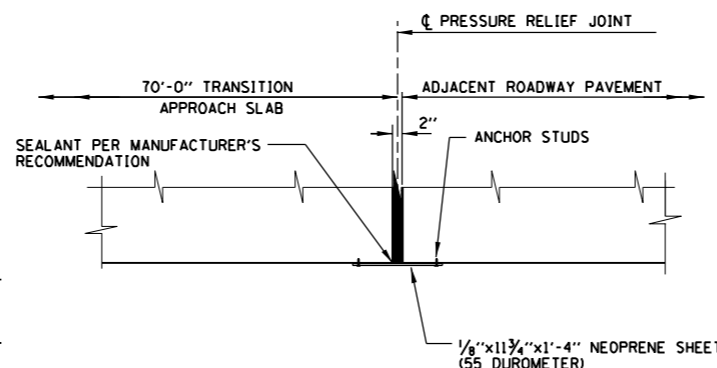
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



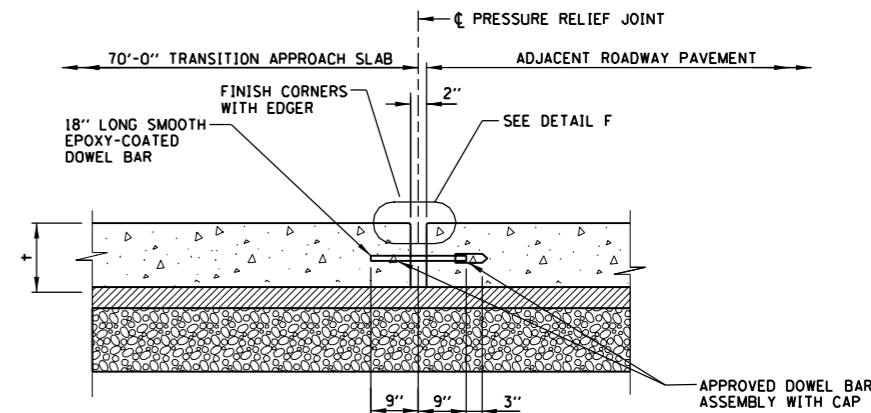
SECTION E-E
END ELEVATION OF EXPANSION JOINT



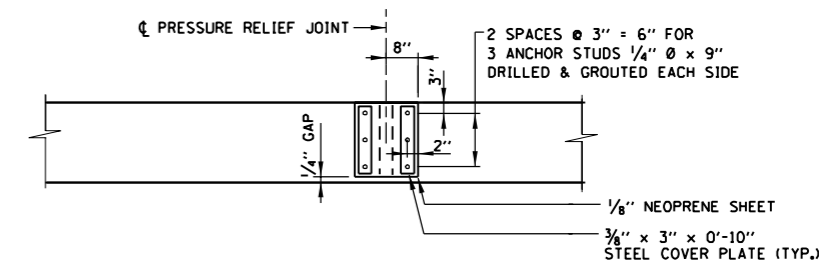
DETAIL B
END PLAN OF EXPANSION JOINT



DETAIL C
END PLAN OF PRESSURE RELIEF JOINT



SECTION F-F
PRESSURE RELIEF JOINT



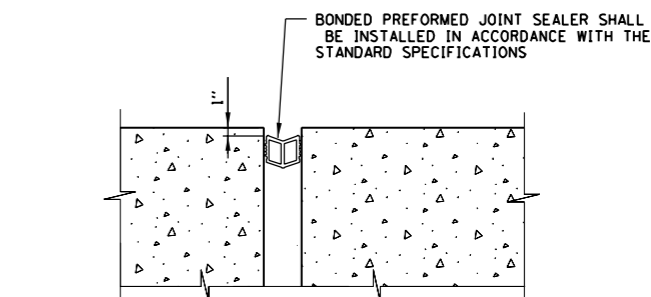
VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT

LEGEND

	CONCRETE
	HOT-MIX ASPHALT BASE COURSE
	SUBGRADE AGGREGATE
	HOT-MIX ASPHALT SHOULDER
	JOINT SEALANT
	GRANULAR SUBBASE

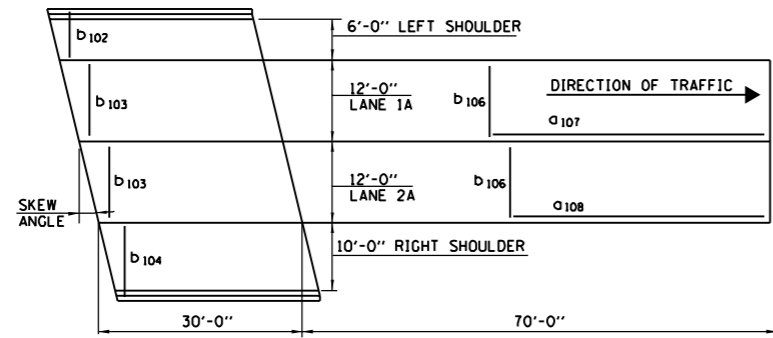
NOTES:

- FOR REINFORCEMENT BARS IN APPROACH SLABS, SEE SHEETS 1, 2, 4 & 5 (OF 5) OF THIS SERIES.
- IN SECTION E-E AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF HOT-MIX ASPHALT BASE COURSE, AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
- THE DIMENSION \dagger IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

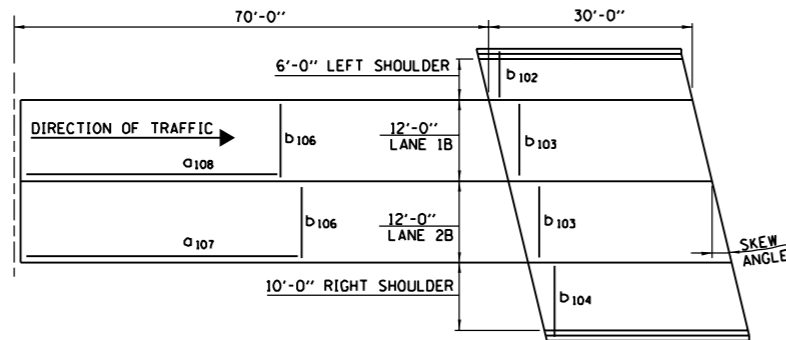


DETAIL F
BONDED PREFORMED JOINT SEALER

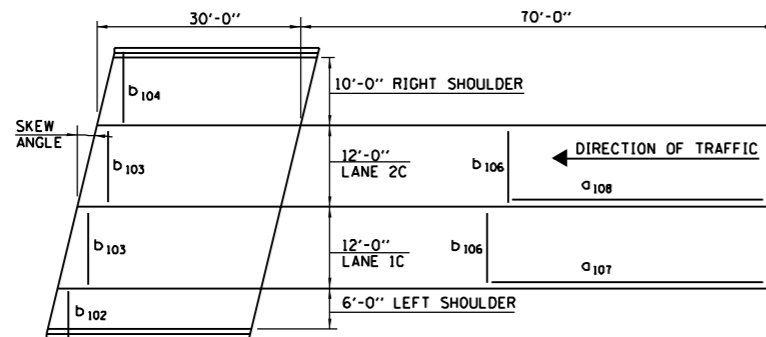
Paul Kovacs
APPROVED CHIEF ENGINEER DATE 2-28-2008



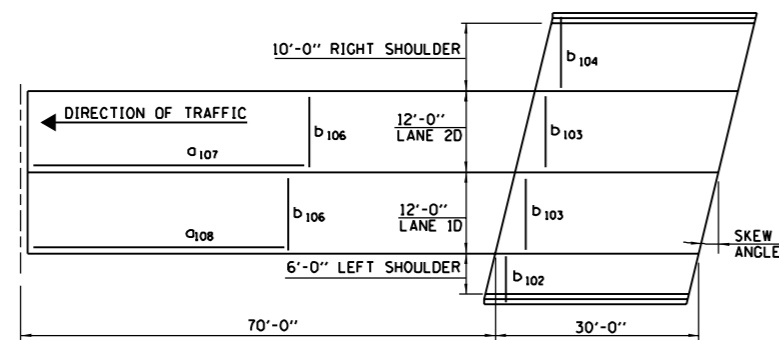
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



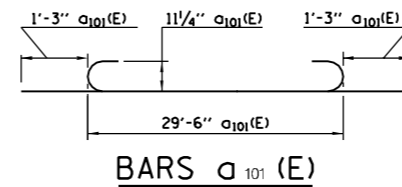
APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

BAR	LANE	SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS																										
		0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW		
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P
a107(E)	1A,2B,1C,2D	13	2	-	13	2	-	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-
a108(E)	2A,1B,2C,1D	13	2	-	13	2	-	13	2	-	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-
b101(E)	COMBINED	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-
b106(E)	1A,2B,1C,2D	19	-	0	19	-	0	19	-	0	19	-	0	20	-	0	20	-	1	20	-	1	21	-	1	21	-	1
b106(E)	2A,1B,2C,1D	19	-	0	19	-	0	19	-	0	19	-	0	19	-	1	19	-	1	19	-	1	19	-	1	19	-	1
b113(E)	1 TO 2 (A,B,C & D)	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-

BAR	SIZE	SHAPE	REINFORCING BAR SCHEDULE FOR APPROACH SLABS																										
			0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW		
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	
a101(E)	9	U	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	
a102(E)	9	U	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	
a103(E)	5	U	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	46	29'-6"	
a107(E)	5	U	26	35'-9"	26	36'-9"	26	37'-10"	26	38'-11"	26	40'-0"	39	28'-10"	39	29'-8"	39	30'-8"	39	31'-9"	39	33'-0"	39	34'-6"	39	36'-4"	39	38'-9"	
a108(E)	5	U	26	35'-9"	26	36'-3"	26	36'-9"	26	37'-3"	26	37'-10"	26	38'-5"	26	39'-1"	26	39'-9"	39	28'-5"	39	29'-0"	39	29'-9"	39	30'-8"	39	31'-10"	
b101(E)	5	U	62	22'-3"	62	22'-4"	62	22'-7"	62	23'-0"	62	23'-8"	62	24'-6"	62	25'-7"	62	27'-0"	62	28'-10"	62	31'-2"	62	34'-2"	62	38'-2"	93	29'-8"	
b102(E)	4	U	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	
b103(E)	4	U	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	
b104(E)	4	U	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	
b106(E)	4	U	38	11'-8"	38	11'-8"	38	11'-8"	39	11'-8"	41	11'-8"	41	11'-8"	42	11'-8"	42	11'-8"	42	11'-8"	43	11'-8"	45	11'-8"	46	11'-8"	47	11'-8"	
b110(E)	5	U	0	-	2	5'-10"	2	5'-11"	2	6'-0"	2	6'-2"	2	6'-5"	2	6'-8"	2	7'-1"	2	7'-7"	2	8'-3"	2	9'-1"	2	10'-2"	2	10'-2"	
b111(E)	5	U	0	-	6	11'-9"	6	11'-10"	6	12'-1"	6	12'-5"	6	12'-10"	6	13'-6"	6	14'-3"	6	15'-3"	6	16'-6"	6	18'-2"	6	20'-4"	6	23'-4"	
b112(E)	5	U	0	-	2	9'-10"	2	10'-0"	2	10'-2"	2	10'-5"	2	10'-10"	2	11'-4"	2	12'-0"	2	12'-10"	2	13'-11"	2	15'-3"	2	17'-1"	2	19'-8"	
b113(E)	6	U	29	2'-6"	30	2'-6"	30	2'-5"	30	2'-5"	31	2'-6"	31	2'-6"	32	2'-6"	32	2'-6"	33	2'-6"	33	2'-6"	34	2'-6"	35	2'-6"	36	2'-6"	
BRIDGE APPR. SLAB (SQ. YD.)			330.6		333.4		336.2		339.1		342.2		345.5		349.1		353.0		357.4		362.6		368.7		376.3		386.0		
REINF. STL., EPOXY CTD. (LBS.)			13,856		14,013		14,069		14,153		14,264		14,424		14,564		14,721		14,973		15,219		15,539		15,941		16,530		
APPR. SLAB PILE BENTS CLASS SI CONCRETE (C.Y.)			21.8		21.8		22.0		22.0		22.7		23.2		23.9		24.8		26.1		27.5		29.5		32.2		35.7		



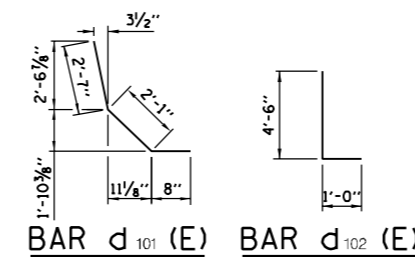
BARS a101 (E)

REINFORCING BAR SCHEDULE FOR BARRIERS				
BAR	NO.	SIZE	LENGTH	SHAPE
a101(E)	64	6	5'-4"	U
a102(E)	64	4	5'-6"	L
e101(E)	32	4	14'-8"	U
e102(E)	8	6	29'-6"	U

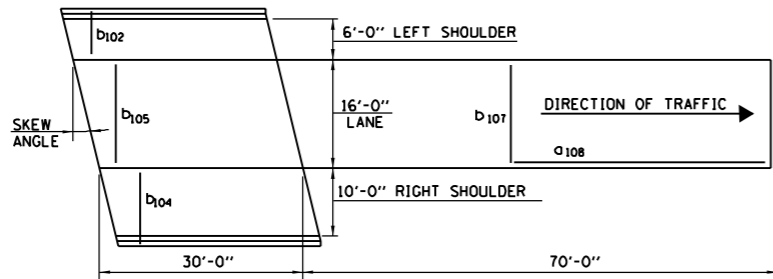
BILL OF MATERIAL FOR BARRIERS			
IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	8.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	1,151
50300300	PROTECTIVE COAT	SQ. YD.	30

NOTES:

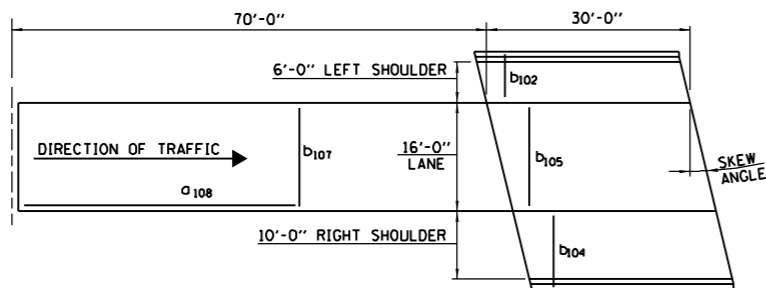
- WORK THIS SHEET WITH SHEETS 1, 2, & 3 (OF 5) OF THIS SERIES.
- THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
- THE AREA OF THE MAIN APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM THE OUTSIDE FACE OF THE BARRIER TO OUTSIDE FACE OF OTHER BARRIER BY THE LENGTH OF 30.00 FEET.
- THE AREA OF THE TRANSITION APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM LEFT OUTSIDE EDGE OF CONCRETE PAVEMENT TO THE RIGHT OUTSIDE EDGE OF CONCRETE PAVEMENT BY THE MINIMUM LENGTH OF 70.00 FEET PLUS THE ADDITIONAL LENGTH REQUIRED BY THE SKEW ANGLE.



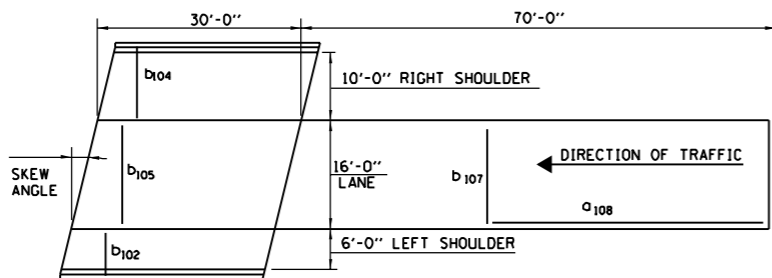
BAR d101 (E) BAR d102 (E)



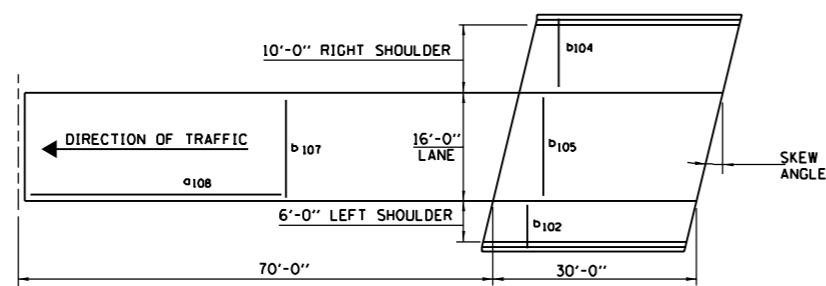
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



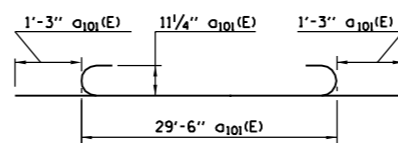
APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



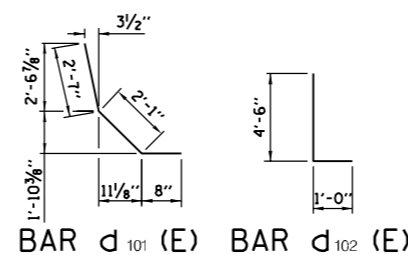
APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

BAR	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW														
	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P												
a108(E)	17	2	-	17	2	-	17	2	-	17	2	-	17	2	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-									
b101(E)	31	1	-	31	1	-	31	1	-	31	1	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-	31	2	-									
b107(E)	-	-	0	-	-	0	-	-	0	20	-	1	20	-	1	20	-	1	21	-	1	21	-	1	21	-	2	22	-	2	22	-	2	23	-	3	24	-	3

BAR	SIZE	SHAPE	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW									
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH						
a101(E)	9	—	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"	35	32'-0"
a102(E)	9	—	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"	35	25'-6"
a103(E)	5	—	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"	37	29'-6"
a108(E)	5	—	34	35'-9"	34	36'-9"	34	37'-10"	34	38'-11"	34	40'-0"	34	41'-3"	34	42'-6"	51	30'-8"	51	31'-9"	51	33'-0"	51	34'-6"	51	36'-4"	51	38'-9"	51	41'-0"	51	43'-6"	51	46'-0"	51	48'-6"
b101(E)	5	—	31	34'-10"	31	34'-11"	31	35'-4"	31	36'-0"	31	37'-0"	31	38'-5"	62	21'-0"	62	22'-1"	62	25'-6"	62	25'-6"	62	27'-11"	62	31'-3"	62	35'-8"	62	39'-3"	62	43'-8"	62	47'-3"	62	51'-8"
b102(E)	4	—	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"
b104(E)	4	—	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"
b105(E)	4	—	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"	9	15'-8"
b107(E)	4	—	19	15'-8"	19	15'-8"	19	15'-8"	20	15'-8"	20	15'-8"	20	15'-8"	20	15'-8"	20	15'-8"	20	15'-8"	21	15'-8"	21	15'-8"	21	15'-8"	22	15'-8"	22	15'-8"	22	15'-8"	22	15'-8"	22	15'-8"
b109(E)	5	—	0	-	3	15'-8"	3	15'-10"	3	16'-2"	3	16'-8"	3	17'-3"	3	18'-1"	3	20'-5"	3	22'-1"	3	22'-1"	3	24'-4"	3	27'-3"	3	31'-4"	3	35'-5"	3	39'-6"	3	43'-7"	3	47'-8"
b110(E)	5	—	0	-	2	5'-10"	2	5'-11"	2	6'-0"	2	6'-2"	2	6'-5"	2	6'-8"	2	7'-7"	2	8'-3"	2	8'-3"	2	9'-1"	2	10'-2"	2	11'-8"	2	13'-0"	2	15'-2"	2	17'-4"	2	19'-6"
b112(E)	5	—	0	-	2	9'-10"	2	10'-0"	2	10'-2"	2	10'-5"	2	10'-10"	2	11'-4"	2	12'-0"	2	13'-11"	2	13'-11"	2	15'-3"	2	17'-1"	2	19'-8"	2	22'-0"	2	24'-2"	2	26'-4"	2	28'-6"
BRIDGE APPR. SLAB (SQ. YD.)			241.7		242.9		244.2		245.5		246.8		248.3		249.9		251.6		253.6		255.9		258.6		262.0		266.3									
REINF. STL., EPOXY CTD. (LBS.)			10,779		10,900		10,952		11,023		11,098		11,190		11,356		11,559		11,859		11,926		12,174		12,513		12,947									
APPR. SLAB PILE BENTS			16.7		16.9		16.9		17.1		17.4		18.0		18.6		19.3		20.3		21.4		23.1		25.2		28.2									
CLASS SI CONCRETE (C.Y.)																																				



BARS a₁₀₁(E)



BAR d₁₀₁(E) BAR d₁₀₂(E)

BAR	NO.	SIZE	LENGTH	SHAPE
a101(E)	64	6	5'-4"	—
a102(E)	64	4	5'-6"	—
a101(E)	32	4	14'-8"	—
a102(E)	8	6	29'-6"	—

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	8.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	1,151
50300300	PROTECTIVE COAT	SQ. YD.	30

NOTES:

- WORK THIS SHEET WITH SHEETS 1, 2, & 3 (OF 5) OF THIS SERIES.
- THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
- THE AREA OF THE MAIN APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM THE OUTSIDE FACE OF THE BARRIER TO OUTSIDE FACE OF OTHER BARRIER BY THE LENGTH OF 30.00 FEET.
- THE AREA OF THE TRANSITION APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM LEFT OUTSIDE EDGE OF CONCRETE PAVEMENT TO THE RIGHT OUTSIDE EDGE OF CONCRETE PAVEMENT BY THE MINIMUM LENGTH OF 70.00 FEET PLUS THE ADDITIONAL LENGTH REQUIRED BY THE SKEW ANGLE.