Tollway Standard Drawing Revisions

Section G	Structural Standard	Effective 3/31/2014 Modification Summary
	G3	**Approach Slab to JPC Pavement, Mainline**
	Sheets 1-3	Revised Reinforcement Bars and Notes.
		4 Lane: Lanes 1-3 (12'-0"), Lane 4 (13'-0")
		5 Lane: Lanes 1-4 (12'-0"), Lane 5 (13'-0")
		Median (15'-0"), Outside Shoulder (11'-0")
	Sheet 4	Bar Schedules for 4 Lanes
	Sheet 5	Bar Schedules for 5 Lanes
	G4	**Reserved Sheet**
		Relocated Approach Slab Bar Schedules for 5 Lanes to Standard G3
	G5	**Reserved Sheet**
		Relocated Approach Slab Bar Schedules for 4 Lanes to Standard G3
	G6	**Approach Slab To CRC Pavement-Mainline**
	Sheets 1-3	Revised Reinforcement Bars and Notes.
		4 Lane: Lanes 1-3 (12'-0"), Lane 4 (13'-0")
		5 Lane: Lanes 1-4 (12'-0"), Lane 5 (13'-0")
		Median (15'-0"), Outside Shoulder (11'-0")
	Sheet 4	New Bar Schedules for 4 Lanes
	Sheets 5-6	New Bar Schedules for 5 Lanes
	G7	**Reserved Sheet**
		Relocated Approach Slab Bar Schedules for 5 Lanes to Standard G6
	G8	**Reserved Sheet**
		Relocated Approach Slab Bar Schedules for 4 Lanes to Standard G6
	G9	**Approach Slab -Ramp**
	Sheets 1-3	Revised Reinforcement Bars and Notes.
	Sheet 4	Revised Bar Schedules for 2 Lanes
	Sheet 5	Revised Bar Schedules for 1 Lanes
	G11	**Approach Slab to JPC Pavement, Mainline: 4 Lane**
	Sheets 1-4	Revised Reinforcement Bars and Notes.
		Lane 1 (14'-0"), Lanes 2-3 (12'-0"), Lane 4 (13'-0")
		Median (17'-6"), Outside Shoulder (11'-0")
		Bar Schedules for 4 Lanes

New Sheet

RESERVED

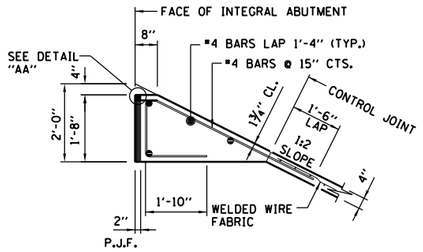
Paul Kovacs
APPROVED . . . . . DATE 6-1-2009
CHIEF ENGINEER

DATE	REVISIONS

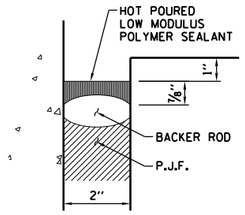
Illinois Tollway

RESERVED

STANDARD G1-00



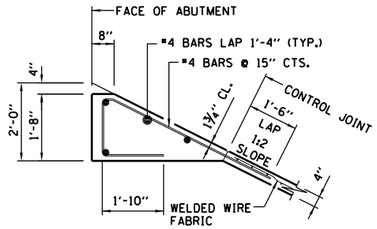
DETAIL "A"



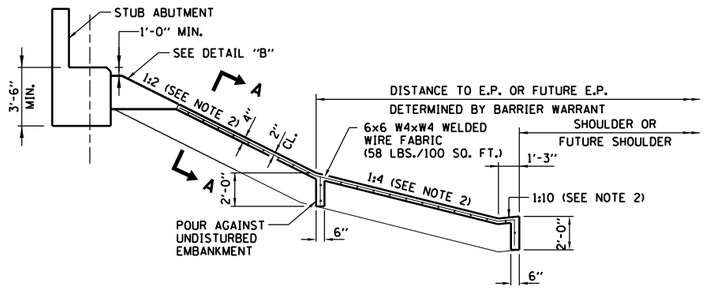
DETAIL "AA"

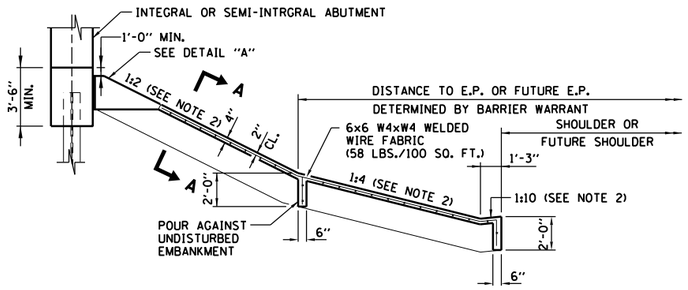
NOTE:

SEALANT, BACKER ROD AND PJF SHALL MEET THE REQUIREMENTS OF SECTIONS 1050 AND 1051 OF THE IDOT STANDARD SPECIFICATIONS.

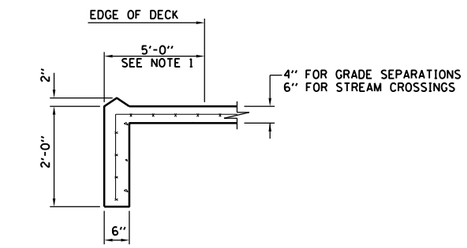


DETAIL "B"

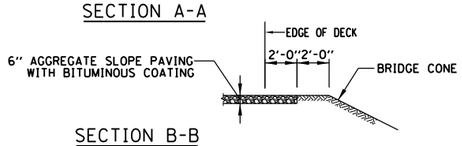




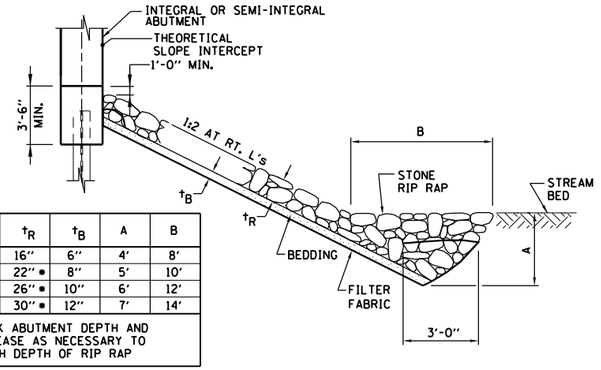
SLOPE WALLS FOR BRIDGES OVER TOLLWAY



SECTION A-A



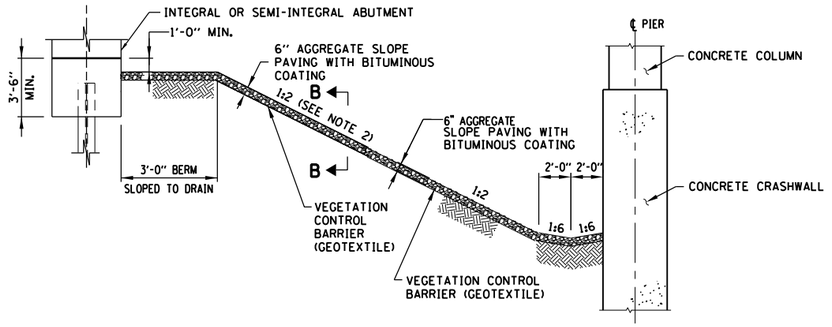
SECTION B-B



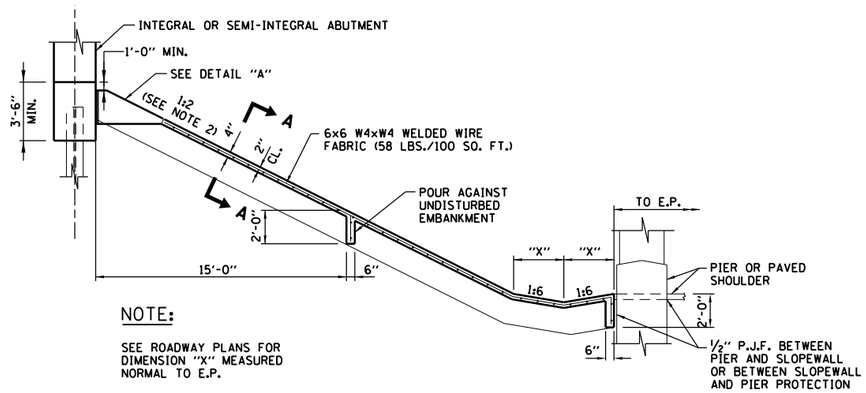
RIP RAP CLASS	t_R	t_B	A	B
A4	16"	6"	4'	8'
A5	22" •	8"	5'	10'
A6	26" •	10"	6'	12'
A7	30" •	12"	7'	14'

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

TOLLWAY BRIDGES OVER WATERWAYS



TOLLWAY BRIDGES OVER RAILROADS



NOTE:

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

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).

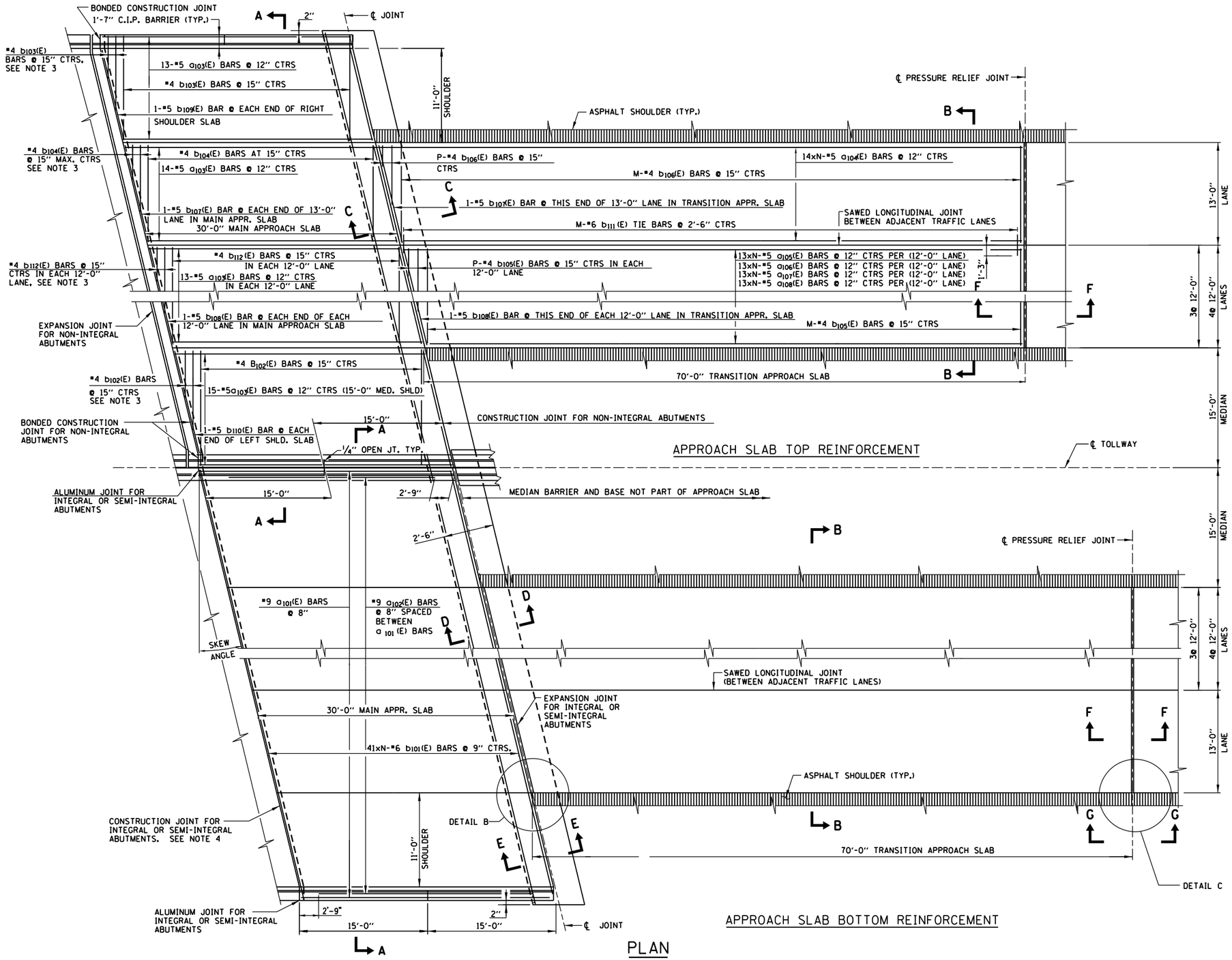
Paul Kovacs
APPROVED ..... DATE 6-1-2009
CHIEF ENGINEER

DATE	REVISIONS
6-1-2009	REVISED NOTES
3-1-2013	REVISED NOTES, REVISED
	SLOPEWALL DETAILS, ADDED
	INTREGAL AND SEMI-INTEGRAL
	ABUTMENT DETAILS

Illinois Tollway

SLOPEWALL DETAILS

STANDARD G2-02



NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 3½" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2-6" MIN. LAP FOR #5 BARS. USE 3'-0" MIN. LAP FOR # 6 BAR.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR DISCARD OFF SITE.
4. SAW CUT ⅜" 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 ¼" 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 ¾" 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 AND 508, OF THE IDOT STANDARD SPECIFICATIONS.
13. THE NOTATION MxN-#4 a FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE.
14. THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON SHEETS 4 AND 5 OF THIS SERIES FOR 4 AND 5 LANE APPOACHES RESPECTIVELY.
15. IN THE CORNERS OF THE 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.
16. 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.
17. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
18. 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.
19. SEE SPECIAL PROVISIONS, BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB, FOR ITEMS WHERE COST IS INCLUDED IN THE MAIN PAY ITEMS BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB.

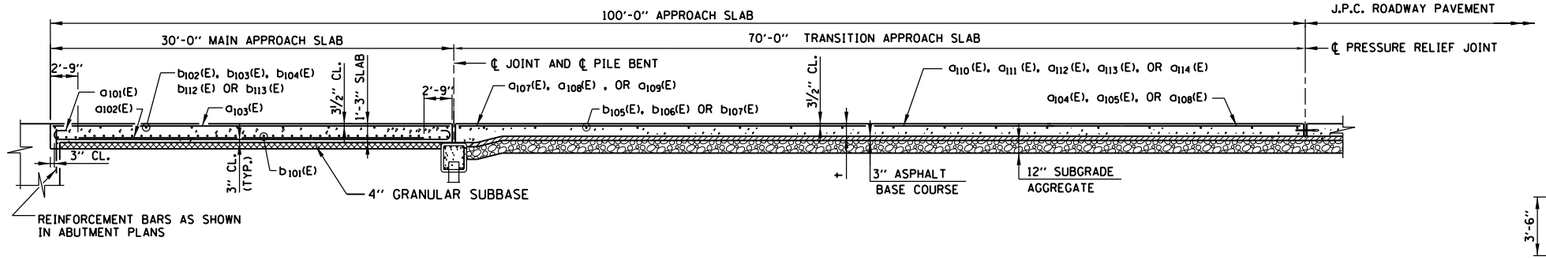
Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

Illinois Tollway

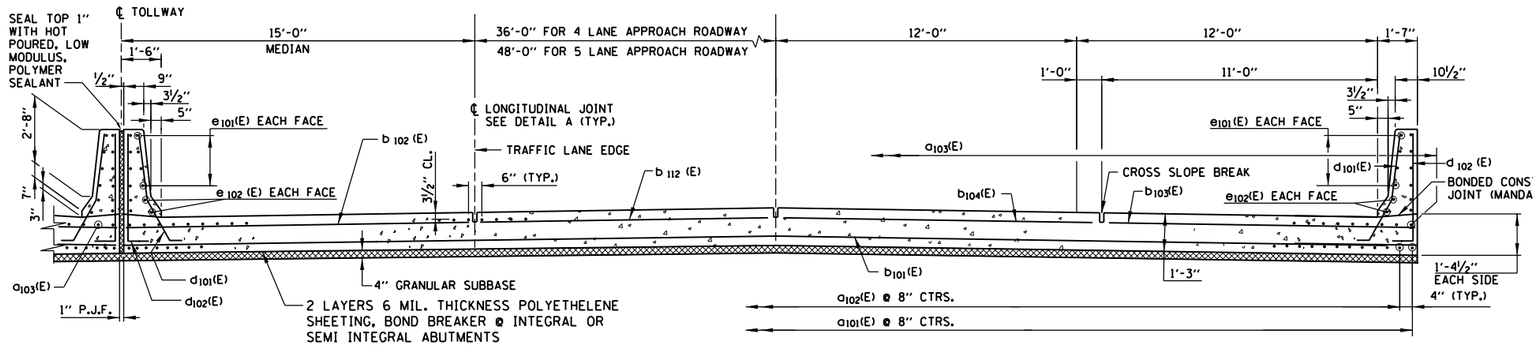
DATE	REVISIONS
2-28-2008	PILE BENT
6-1-2009	REVISED MEDIAN DIMENSION, ADDED SUBBASE
	MATERIAL UNDER MAIN APPROACH SLAB
	ADDED BOND BREAKER NOTE SECTION A-A
3-1-2013	REVISED REINFORCEMENT BARS AND NOTES.
3-31-2014	REVISED REINFORCEMENT BARS AND NOTES.

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE

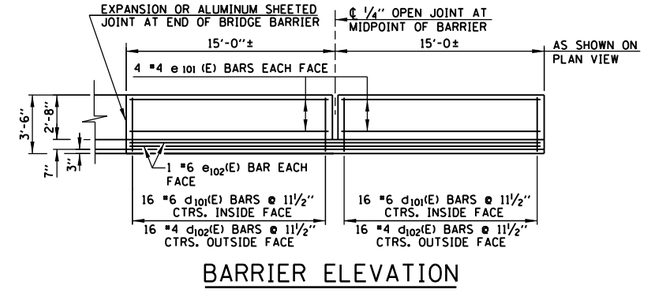
STANDARD G3-03



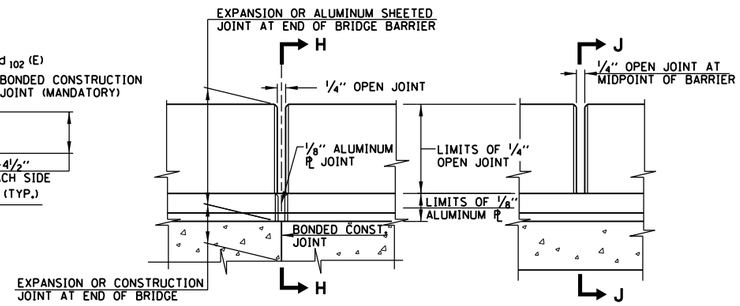
LONGITUDINAL CROSS SECTION



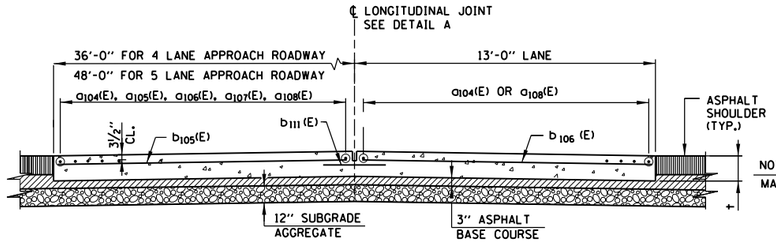
SECTION A-A



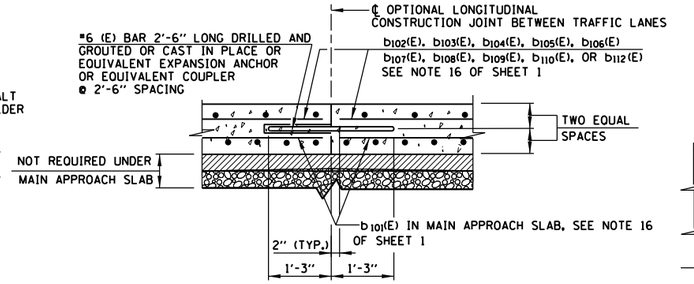
BARRIER ELEVATION



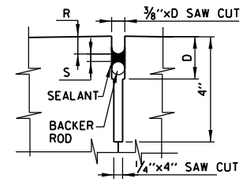
ELEVATION DETAIL OF BARRIER JOINTS



SECTION B-B

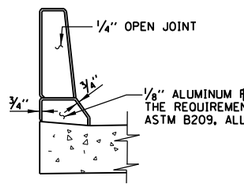


CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES

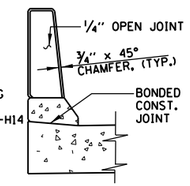


DETAIL E

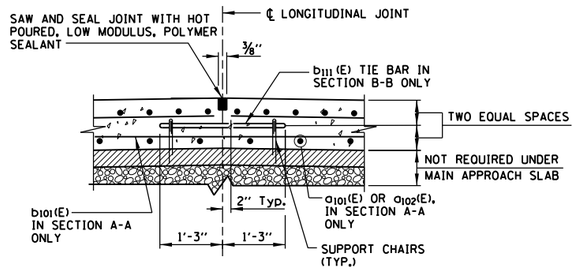
NOTE:
DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.



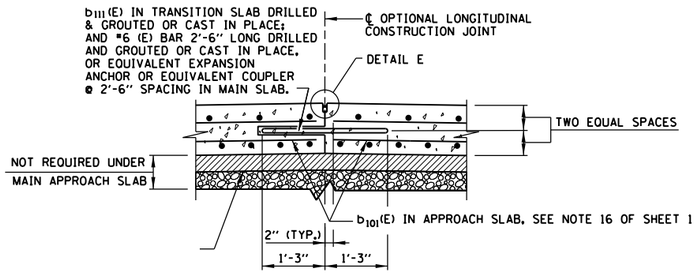
SECTION H-H



SECTION J-J



DETAIL A
TYPICAL LONGITUDINAL JOINT



CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT

NOTES:

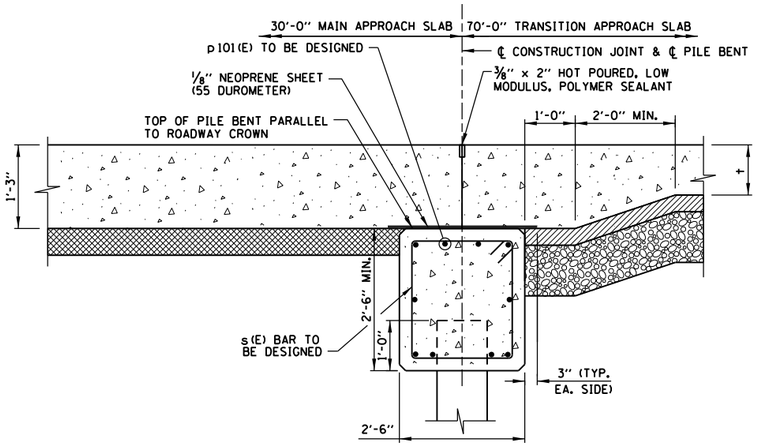
1. SEE SHEET 1 (OF 5) OF THIS SERIES FOR NOTES ON THIS SHEET.
2. THE DIMENSION † IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

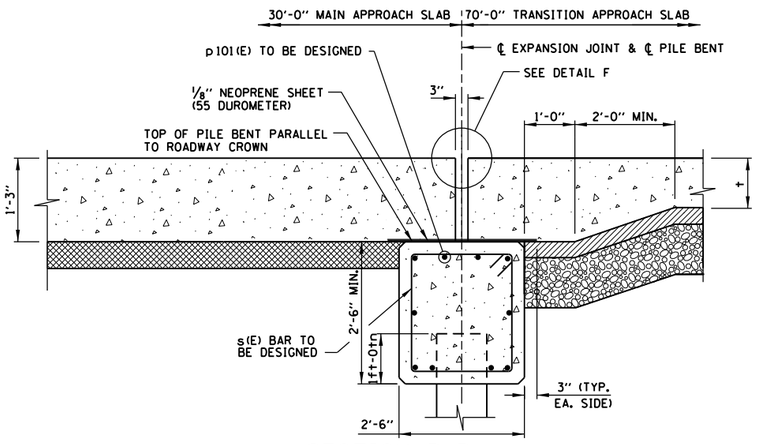
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE

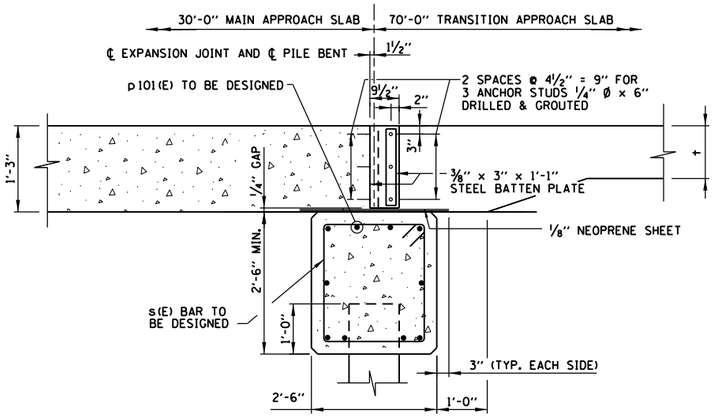
STANDARD G3-03



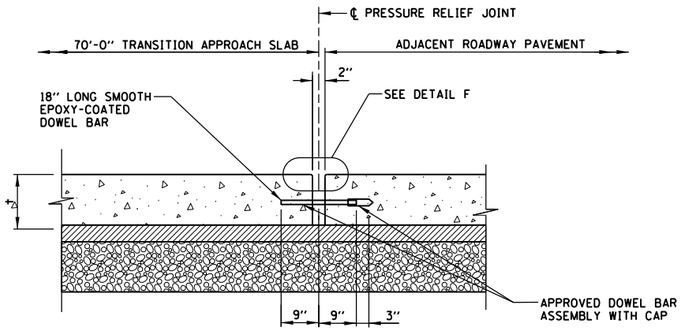
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



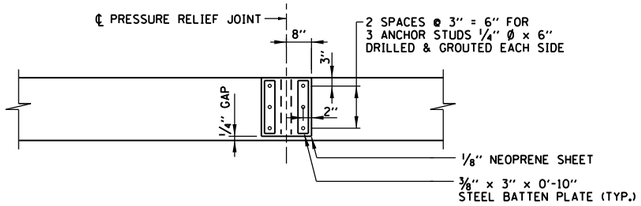
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



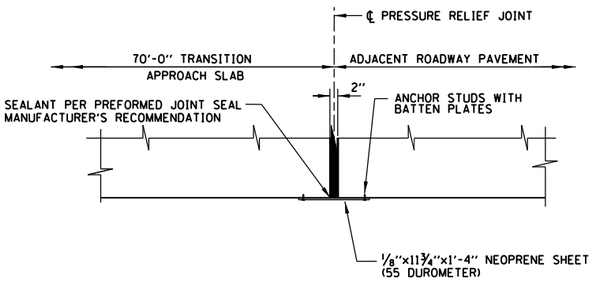
SECTION E-E
END ELEVATION OF EXPANSION JOINT



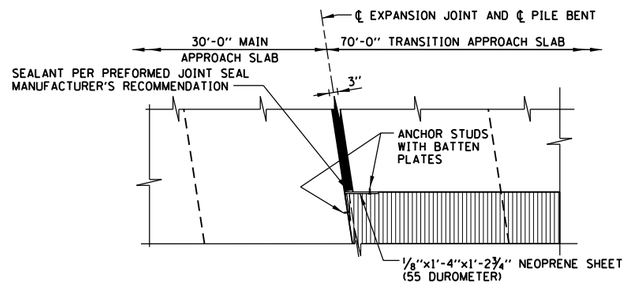
SECTION F-F
PRESSURE RELIEF JOINT



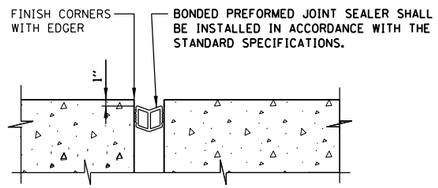
VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT



DETAIL C
END PLAN OF EXPANSION OR PRESSURE RELIEF JOINT



DETAIL B
END PLAN OF EXPANSION JOINT



DETAIL F
BONDED PREFORMED JOINT SEALER

LEGEND:

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

NOTES:

1. 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, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION t IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.
4. SEE DESIGN PLANS FOR DETAILS AND QUANTITIES FOR PILE BENTS.

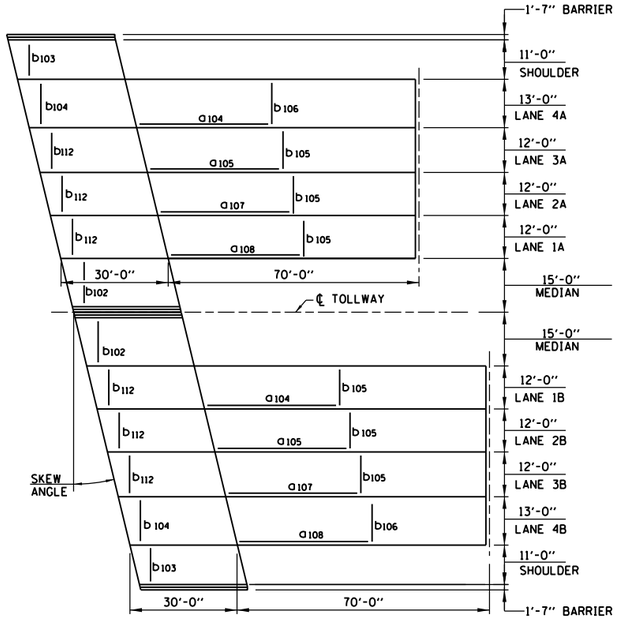
Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

SECTIONS AND DETAILS

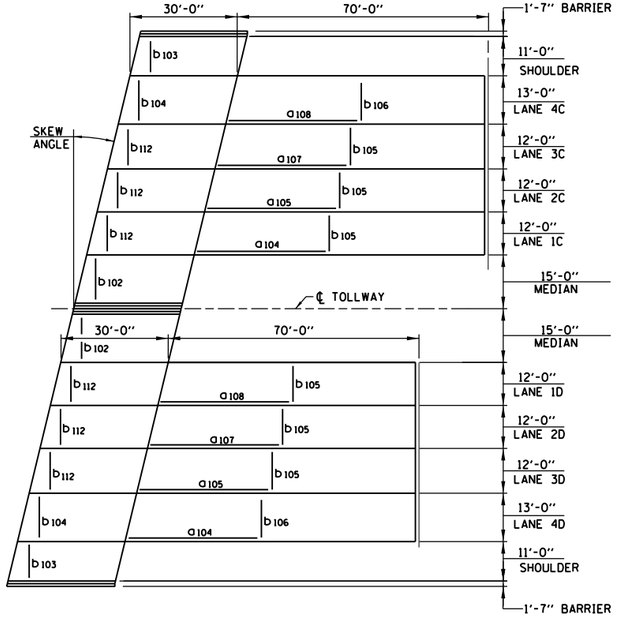
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE

STANDARD G3-03



APPROACH SLAB PLAN, AHEAD RIGHT SKEW



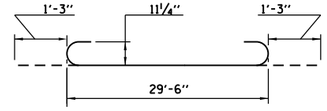
APPROACH SLAB PLAN, AHEAD LEFT SKEW

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

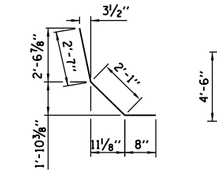
BAR	LANE	0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW		
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P
a_{104}(E)	4A, 4D	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	4	-	14	4	-	14	4	-	14	4	-	14	5	-	14	5	-
a_{104}(E)	1B, 1C	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	4	-	13	5	-	13	5	-
a_{105}(E)	3A, 3D	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	4	-	13	4	-
a_{105}(E)	2B, 2C	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	4	-	13	4	-
a_{107}(E)	2A, 2D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-
a_{107}(E)	3B, 3C	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-
a_{108}(E)	1A, 1D	13	2	-	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-
a_{108}(E)	4B, 4C	14	2	-	14	2	-	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-
b_{101}(E)	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-	41	4	-	41	5	-
b_{105}(E)	1A, 1D	57	-	0	57	-	0	57	-	0	57	-	0	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{105}(E)	2A, 2D	57	-	0	57	-	0	58	-	1	59	-	0	60	-	2	61	-	2	62	-	2	63	-	2	64	-	3	66	-	3	68	-	3	70	-	4	72	-	4
b_{105}(E)	3A, 3D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	62	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
b_{105}(E)	1B, 1C	57	-	0	58	-	0	60	-	1	62	-	1	64	-	2	66	-	2	68	-	2	70	-	2	72	-	3	76	-	3	80	-	3	84	-	4	88	-	4
b_{105}(E)	2B, 2C	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	2	69	-	2	71	-	2	73	-	3	77	-	3	81	-	3	85	-	4	89	-	4
b_{105}(E)	3B, 3C	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	62	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
b_{106}(E)	4A, 4D	57	-	0	59	-	0	61	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	85	-	3	91	-	3	97	-	4	103	-	4
b_{106}(E)	4B, 4C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{111}(E)	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	34	-	-	35	-	-	37	-	-
b_{111}(E)	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-
b_{111}(E)	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-
b_{111}(E)	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	48	-	-	46	-	-	50	-	-	54	-	-
b_{111}(E)	2B TO 3B, 2C TO 3C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-
b_{111}(E)	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

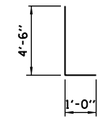
BAR	SIZE	SHAPE	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW	
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENG TH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a_{101}(E)	9	⊂⊃	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"
a_{102}(E)	9	——	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"
a_{103}(E)	5	——	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"
a_{104}(E)	5	——	54	36'-0"	54	38'-2"	81	27'-9"	81	29'-3"	81	30'-10"	81	32'-6"	81	34'-3"	108	27'-10"	108	29'-6"	108	31'-6"	108	33'-10"	135	29'-11"	135	32'-10"
a_{105}(E)	5	——	52	36'-0"	52	37'-7"	52	38'-10"	78	28'-0"	78	29'-2"	78	30'-5"	78	31'-9"	78	33'-3"	104	26'-10"	104	28'-3"	104	30'-0"	104	32'-2"	104	34'-10"
a_{107}(E)	5	——	52	36'-0"	52	37'-0"	52	38'-2"	78	27'-0"	78	27'-9"	78	28'-7"	78	29'-6"	78	30'-5"	78	31'-7"	78	32'-10"	78	34'-4"	104	27'-10"	104	29'-3"
a_{108}(E)	5	——	54	36'-0"	54	36'-7"	54	36'-8"	54	37'-8"	81	26'-4"	81	26'-9"	81	27'-2"	81	27'-8"	81	28'-3"	81	28'-10"	81	29'-6"	81	30'-7"	81	33'-0"
b_{101}(E)	6	——	246	27'-8"	246	27'-8"	246	27'-8"	246	28'-4"	286	29'-1"	286	30'-1"	286	31'-4"	286	33'-1"	286	35'-3"	286	33'-0"	328	32'-0"	328	35'-6"	410	35'-4"
b_{102}(E)	4	——	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"
b_{103}(E)	4	——	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"
b_{104}(E)	4	——	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"
b_{105}(E)	4	——	342	11'-8"	347	11'-8"	359	11'-8"	365	11'-8"	380	11'-8"	387	11'-8"	394	11'-8"	401	11'-8"	414	11'-8"	428	11'-8"	442	11'-8"	462	11'-8"	476	11'-8"
b_{106}(E)	4	——	114	12'-8"	116	12'-8"	120	12'-8"	123	12'-8"	128	12'-8"	131	12'-8"	134	12'-8"	137	12'-8"	142	12'-8"	148	12'-8"	154	12'-8"	162	12'-8"	168	12'-8"
b_{107}(E)	5	——	0	-	6	12'-8"	6	12'-9"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-7"	6	18'-0"	6	19'-10"	6	22'-3"	6	25'-7"
b_{108}(E)	5	——	0	-	36	11'-7"	36	11'-8"	36	11'-11"	36	12'-3"	36	12'-9"	36	13'-4"	36	14'-2"	36	15'-2"	36	16'-6"	36	18'-2"	36	20'-5"	36	23'-6"
b_{109}(E)	5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-2"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-10"	4	15'-1"	4	16'-7"	4	18'-8"	4	21'-6"
b_{110}(E)	5	——	0	-	4	14'-8"	4	14'-10"	4	15'-2"	4	15'-7"	4	16'-2"	4	16'-11"	4	17'-10"	4	19'-2"	4	20'-9"	4	22'-10"	4	25'-7"	4	29'-4"
b_{111}(E)	6	——	174	2'-6"	182	2'-6"	186	2'-6"	191	2'-6"	196	2'-6"	202	2'-6"	208	2'-6"	214	2'-6"	222	2'-6"	236	2'-6"	242	2'-6"	255	2'-6"	272	2'-6"
b_{112}(E)	4	——	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"
BRIDGE APPR. SLAB (SQ. YD.)			510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6	
TRANS. APPR. SLAB (SQ. YD.)			762.2		785.6		809.3		833.7		859.3		886.6		916.2		949.0		986.1		1029.0		1080.2		1143.2		124.3	
REINF BARS EPOXY CTD (LBS.)			74,336		75,336		75,814		76,647		79,259		80,163		81,200		82,578		84,275		86,269		86,613		89,683		95,590	
PROTECTIVE COAT (SQ. YD.)			1252.0		1276.0		1299.0		1324.0		1349.0		1377.0		1406.0		1439.0		1476.0		1519.0		1570.0		1633.0		1714.0	



BARS a_{101}(E)



BAR d_{101}(E)



BAR d_{102}(E)

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d_{101}(E)	128	6	5'-4"	L
d_{102}(E)	128	4	5'-6"	L
e_{101}(E)	64	4	14'-8"	——
e_{102}(E)	16	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANT'Y
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	16.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	2,831
50300300	PROTECTIVE COAT	SQ. YD.	60

NOTES:

1. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.
2. THE AREA OF EACH MAIN APPROACH SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
3. THE AREA OF EACH 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. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
4. THE REINFORCING BAR SCHEDULE FOR APPROACH SLABS IS SHOWN FOR 15'-0" WIDE MEDIAN SHOULDERS. FOR 14'-0" WIDE MEDIAN SHOULDERS, AT EACH SKEW ANGLE IN THIS SCHEDULE:
   - REDUCE THE NUMBER OF a_{101}(E) AND a_{102}(E) BARS FROM 154 TO 152 AND FROM 152 TO 150 RESPECTIVELY.
   - REDUCE THE NUMBER OF a_{103}(E) BARS FROM 162 TO 160.
   - REDUCE THE LENGTH OF b_{102}(E) BARS FROM 14'-7" TO 13'-7".
   - REDUCE THE AREA QUANTITY OF BRIDGE APPROACH SLAB BY 6.7 SQUARE YARDS.
   - REDUCE THE WEIGHT QUANTITY OF APPROACH SLAB REINFORCING STEEL, EPOXY COATED BY 458 POUNDS.

   FURTHERMORE, TRIM THE b_{110}(E) BARS IN THE 14'-0" MEDIAN SHOULDERS AS NECESSARY TO FIT THE SKEW ANGLE.

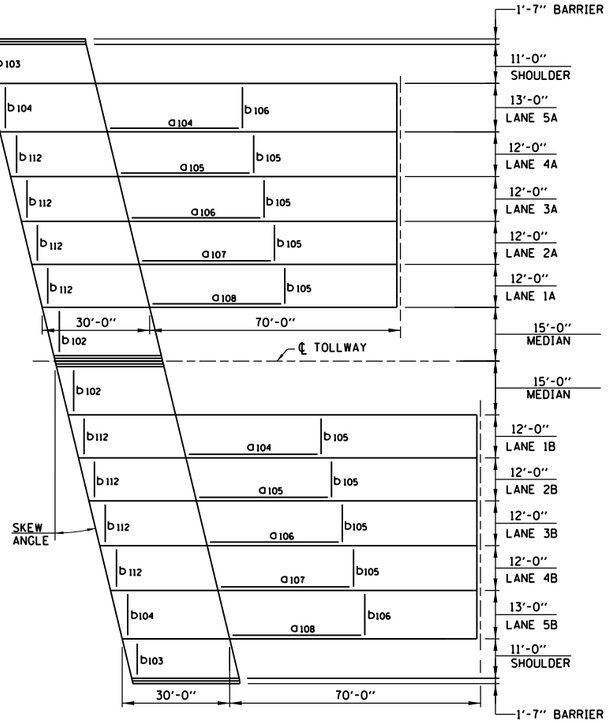
Paul Kovacs
APPROVED ..... DATE 2-28-2008
CHIEF ENGINEER

BAR SCHEDULES FOR 4 LANES

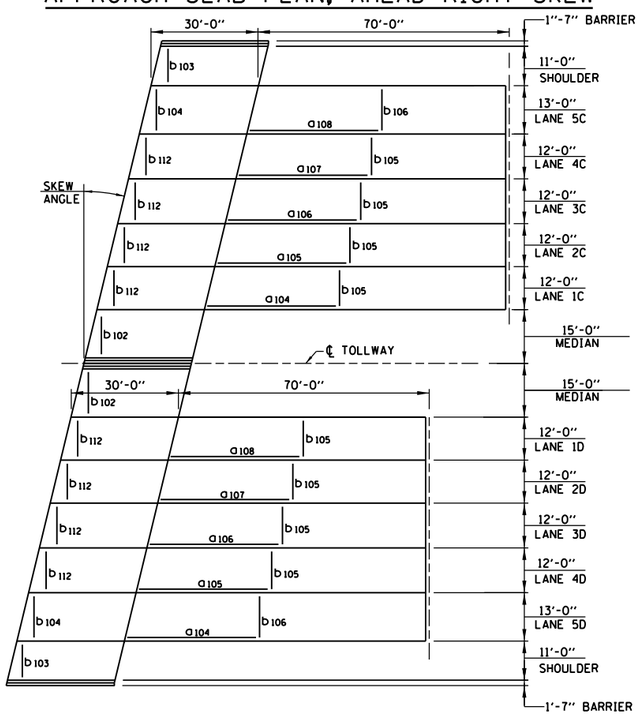
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE,

STANDARD G3-03



APPROACH SLAB PLAN, AHEAD RIGHT SKEW



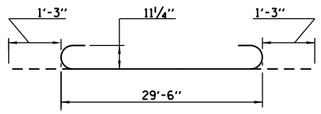
APPROACH SLAB PLAN, AHEAD LEFT SKEW

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

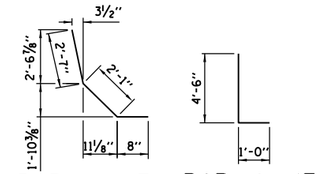
BAR	LANE	0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW		
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P
$a_{104}(E)$	5A, 5D	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	4	-	14	4	-	14	4	-	14	4	-	14	5	-	14	5	-
$a_{104}(E)$	1B, 1C	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	4	-	13	5	-	13	5	-
$a_{105}(E)$	4A, 4D	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	5	-
$a_{105}(E)$	2B, 2C	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-	13	4	-	13	5	-
$a_{106}(E)$	3A, 3B, 3C, 3D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-
$a_{107}(E)$	2A, 2D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-
$a_{107}(E)$	4B, 4C	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-	13	4	-
$a_{108}(E)$	1A, 1D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-
$a_{108}(E)$	5B, 5C	14	2	-	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-
$b_{101}(E)$	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-	41	4	-	41	5	-	41	5	-
$b_{105}(E)$	1A, 1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
$b_{105}(E)$	2A, 2D	57	-	0	57	-	0	58	-	1	59	-	1	60	-	2	61	-	2	62	-	2	63	-	2	64	-	3	66	-	3	68	-	3	70	-	4	72	-	4
$b_{105}(E)$	3A, 3D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	64	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
$b_{105}(E)$	4A, 4D	57	-	0	59	-	0	61	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	85	-	3	91	-	3	97	-	4	103	-	4
$b_{105}(E)$	1B, 1C	57	-	0	60	-	0	62	-	1	65	-	1	68	-	2	71	-	2	74	-	2	77	-	2	80	-	3	86	-	3	92	-	3	98	-	4	104	-	4
$b_{105}(E)$	2B, 2C	57	-	0	59	-	0	66	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	83	-	3	91	-	3	97	-	4	103	-	4
$b_{105}(E)$	3B, 3C	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	64	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
$b_{105}(E)$	4B, 4C	57	-	0	57	-	0	58	-	1	59	-	1	60	-	2	61	-	2	62	-	2	63	-	2	69	-	3	66	-	3	68	-	3	70	-	4	72	-	4
$b_{106}(E)$	5A, 5D	57	-	0	60	-	0	62	-	1	65	-	1	68	-	2	71	-	2	74	-	2	77	-	2	80	-	3	86	-	3	92	-	3	98	-	4	104	-	4
$b_{106}(E)$	5B, 5C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
$b_{111}(E)$	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	34	-	-	35	-	-	37	-	-
$b_{111}(E)$	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-
$b_{111}(E)$	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-
$b_{111}(E)$	4A TO 5A, 4D TO 5D	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	42	-	-	45	-	-	48	-	-	52	-	-	56	-	-	62	-	-
$b_{111}(E)$	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	43	-	-	45	-	-	48	-	-	52	-	-	57	-	-	62	-	-
$b_{111}(E)$	2B TO 3B, 2C TO 3C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	38	-	-	39	-	-	41	-	-	44	-	-	46	-	-	50	-	-	54	-	-
$b_{111}(E)$	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-
$b_{111}(E)$	4B TO 5B, 4C TO 5C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	33	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

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.	LEN GTH	NO.	LENGTH	NO.	LENGTH
$a_{101}(E)$	9	⊂⊃	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"
$a_{102}(E)$	9	——	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"
$a_{103}(E)$	5	——	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"
$a_{104}(E)$	5	——	54	36'-1"	54	38'-9"	81	28'-6"	81	30'-4"	81	32'-4"	81	34'-4"	81	36'-8"	108	30'-0"	108	32'-1"	108	34'-7"	108	37'-6"	135	33'-5"	135	37'-1"
$a_{105}(E)$	5	——	52	36'-1"	52	38'-2"	78	27'-9"	78	29'-2"	78	30'-9"	78	32'-4"	78	34'-2"	78	36'-1"	78	38'-4"	108	31'-3"	108	33'-7"	108	36'-5"	130	32'-7"
$a_{106}(E)$	5	——	52	36'-1"	52	37'-8"	52	39'-3"	78	28'-1"	78	29'-3"	78	30'-6"	78	31'-10"	78	33'-3"	78	34'-11"	78	36'-10"	78	39'-2"	104	32'-2"	104	34'-10"
$a_{107}(E)$	5	——	52	36'-1"	52	37'-2"	52	38'-3"	78	27'-1"	78	27'-10"	78	28'-8"	78	29'-6"	78	30'-6"	78	31'-7"	78	32'-11"	78	34'-5"	104	27'-10"	104	29'-6"
$a_{108}(E)$	5	——	54	36'-1"	54	36'-7"	54	37'-2"	81	26'-0"	81	26'-4"	81	26'-9"	81	27'-2"	81	27'-8"	81	28'-3"	81	28'-11"	81	29'-8"	81	30'-7"	81	31'-10"
$b_{101}(E)$	6	——	246	31'-5"	246	31'-6"	246	31'-11"	246	32'-6"	246	33'-5"	246	34'-8"	246	36'-3"	328	28'-2"	328	31'-1"	328	33'-5"	410	36'-7"	410	33'-3"	410	37'-9"
$b_{102}(E)$	4	——	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"
$b_{103}(E)$	4	——	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"
$b_{104}(E)$	4	——	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"
$b_{105}(E)$	4	——	456	11'-8"	465	11'-8"	488	11'-8"	496	11'-8"	517	11'-8"	534	11'-8"	543	11'-8"	556	11'-8"	582	11'-8"	601	11'-8"	629	11'-8"	663	11'-8"	689	11'-8"
$b_{106}(E)$	4	——	116	12'-8"	117	12'-8"	121	12'-8"	124	12'-8"	129	12'-8"	132	12'-8"	135	12'-8"	138	12'-8"	143	12'-8"	149	12'-8"	155	12'-8"	163	12'-8"	169	12'-8"
$b_{107}(E)$	5	——	0	-	6	12'-8"	6	12'-9"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-7"	6	18'-0"	6	19'-10"	6	22'-3"	6	25'-7"
$b_{108}(E)$	5	——	0	-	48	11'-7"	48	11'-8"	48	11'-11"	48	12'-3"	48	12'-9"	48	13'-4"	48	14'-2"	48	15'-2"	48	16'-6"	48	18'-2"	48	20'-5"	48	23'-6"
$b_{109}(E)$	5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-2"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-10"	4	15'-1"	4	16'-7"	4	18'-8"	4	21'-6"
$b_{110}(E)$	5	——	0	-	4	14'-8"	4	14'-10"	4	15'-2"	4	15'-7"	4	16'-2"	4	16'-11"	4	17'-10"	4	19'-2"	4	20'-9"	4	22'-10"	4	25'-7"	4	29'-4"
$b_{111}(E)$	6	——	232	2'-6"	244	2'-6"	252	2'-6"	259	2'-6"	268	2'-6"	278	2'-6"	289	2'-6"	300	2'-6"	312	2'-6"	328	2'-6"	346	2'-6"	368	2'-6"	396	2'-6"
$b_{112}(E)$	4	——	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"
BRIDGE APPR. SLAB (SQ. YD.)			590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6	
TRANS. APPR. SLAB (SQ. YD.)			847.8		880.1		912.9		946.8		982.2		1020.0		1061.0		1106.4		1157.7		1217.2		1288.0		1375.3		1487.6	
REINF. BARS EPOXY CTD (LBS.)			87,293		85,132		89,658		90,663		91,744		92,937		94,255		96,128		98,120		100,620		103,593		108,005		112,381	
PROTECTIVE COAT (SQ. YD.)			1418.0		1450.0		1483.0		1517.0		1552.0		1590.0		1631.0		1676.0		1728.0		1787.0		1858.0		1945.0		2058.0	



BARS $a_{101}(E)$



BAR $d_{101}(E)$ BAR $d_{102}(E)$

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
$d_{101}(E)$	128	6	5'-4"	⌞
$d_{102}(E)$	128	4	5'-6"	⌞
$e_{101}(E)$	64	4	14'-8"	——
$e_{102}(E)$	16	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANT'Y
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	16.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	2,831
50300300	PROTECTIVE COAT	SQ. YD.	60

NOTES:

1. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.
2. THE AREA OF EACH MAIN APPROACH SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
3. THE AREA OF EACH 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. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
4. THE REINFORCING BAR SCHEDULE FOR APPROACH SLABS IS SHOWN FOR 15'-0" WIDE MEDIAN SHOULDERS. FOR 14'-0" WIDE MEDIAN SHOULDERS, AT EACH SKEW ANGLE IN THIS SCHEDULE:
   - REDUCE THE NUMBER OF $a_{101}(E)$ AND $a_{102}(E)$ BARS FROM 154 TO 152 AND FROM 152 TO 150 RESPECTIVELY.
   - REDUCE THE NUMBER OF $a_{103}(E)$ BARS FROM 162 TO 160.
   - REDUCE THE LENGTH OF $b_{102}(E)$ BARS FROM 14'-7" TO 13'-7".
   - REDUCE THE AREA QUANTITY OF BRIDGE APPROACH SLAB BY 6.7 SQUARE YARDS.
   - REDUCE THE WEIGHT QUANTITY OF APPROACH SLAB REINFORCING STEEL, EPOXY COATED BY 458 POUNDS.

   FURTHERMORE, TRIM THE $b_{110}(E)$ BARS IN THE 14'-0" MEDIAN SHOULDERS AS NECESSARY TO FIT THE SKEW ANGLE.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

BAR SCHEDULES FOR 5 LANES

Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE

STANDARD G3-03

RESERVED

Paul Kovacs
APPROVED . . . . . DATE 3-31-2014
CHIEF ENGINEER

DATE	REVISIONS

Illinois Tollway

STANDARD G4-00

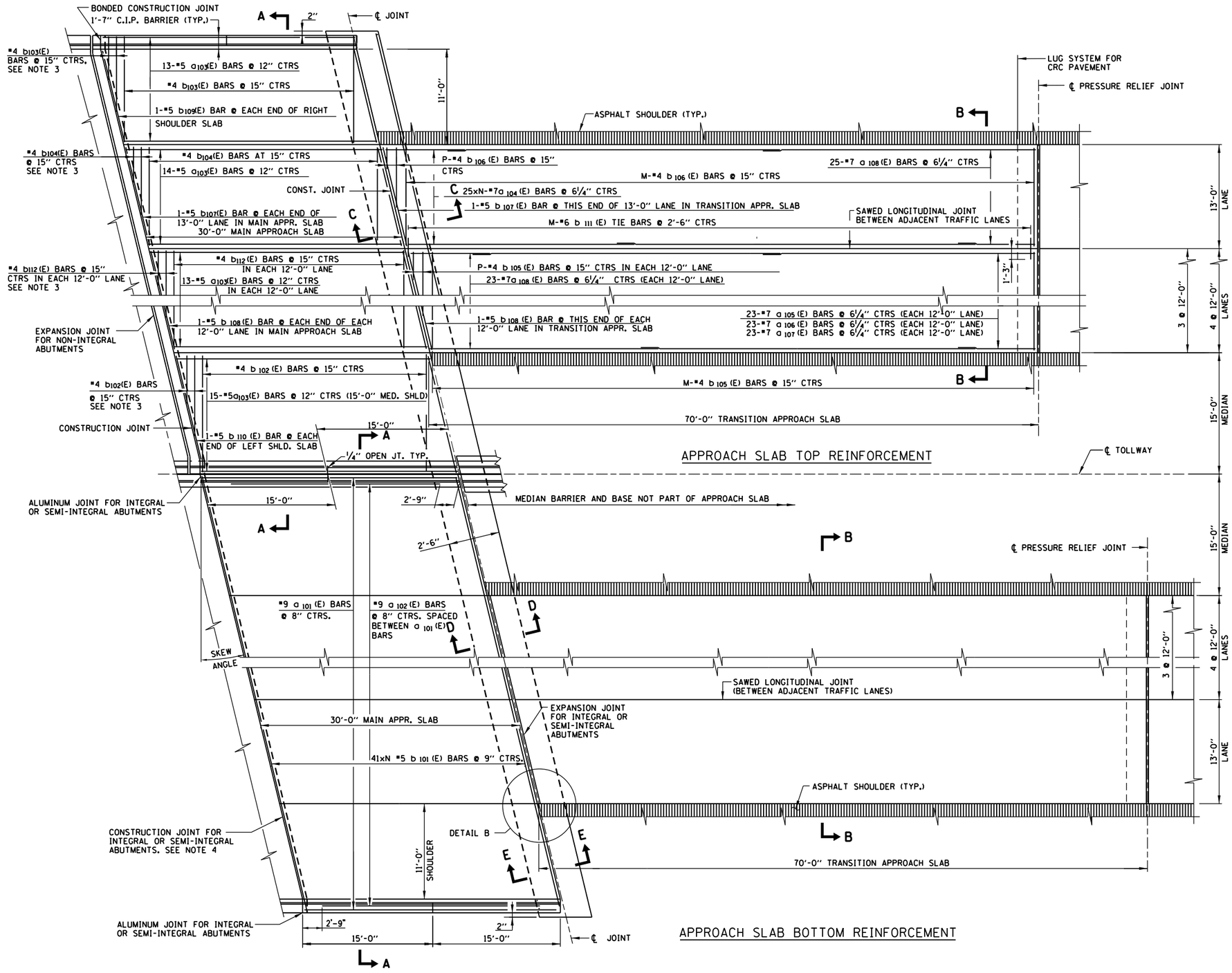
RESERVED

Paul Kovacs
APPROVED . . . . . DATE 3-31-2014
CHIEF ENGINEER

DATE	REVISIONS

Illinois Tollway

STANDARD G5-00



PLAN

NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 3½" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2'-6" MIN. LAP FOR #5 BARS. USE 3'-0" MINIMUM LAP FOR #6 BARS. USE 4'-0" MIN. LAP FOR #7 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR DISCARD OFF SITE.
4. SAW CUT ⅜" 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 ¼" 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 ¾" x 45℄ CHAMFERS. CHAMFERSON 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 AND 508, OF THE IDOT STANDARD SPECIFICATIONS.
13. 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.
14. 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).
15. IN THE CORNERS OF THE APPROACH SLAB 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.
16. 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.
17. EXPANSIONS ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
18. 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.
19. SEE SPECIAL PROVISIONS, BRIDGE, SLAB AND TRANSITION APPROACH SLAB FOR ITEM COST, IS INCLUDED IN THE MAIN PAY ITEMS BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB.

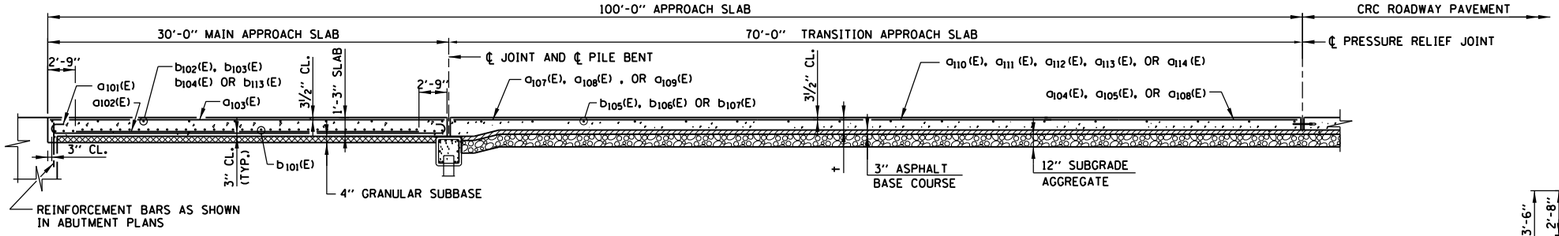
Illinois Tollway

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
3-31-2014	REVISED REINFORCEMENT BARS AND NOTES.

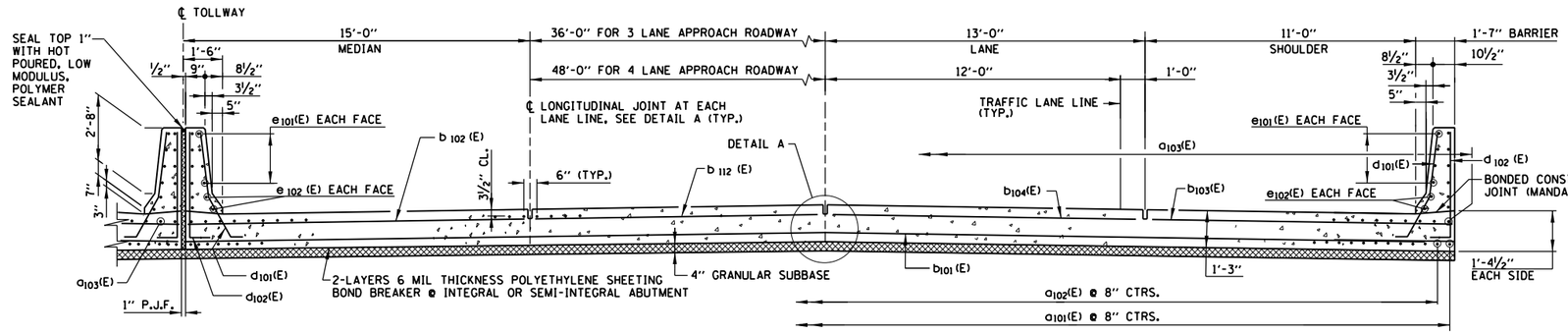
APPROACH SLAB TO CRC PAVEMENT, MAINLINE

STANDARD G6-03

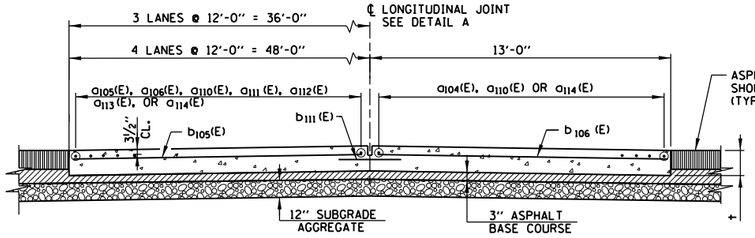
Paul Kovacs
APPROVED CHIEF ENGINEER
DATE 2-28-2008



LONGITUDINAL CROSS SECTION

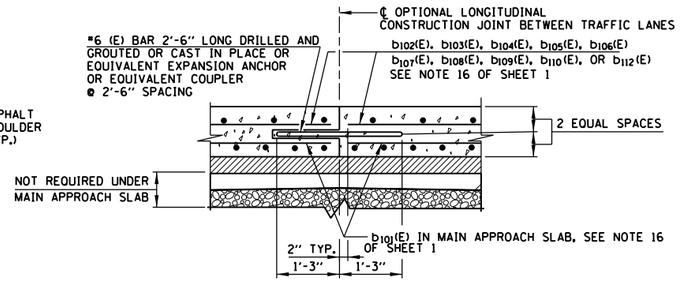


SECTION A-A

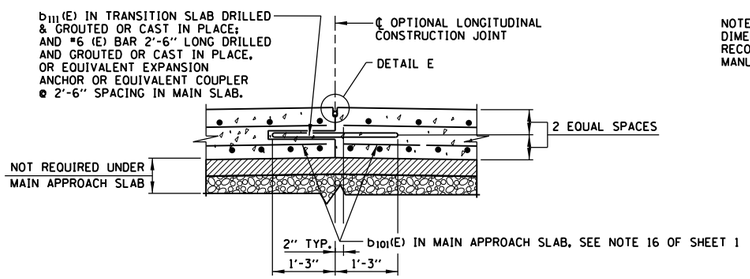


SECTION B-B

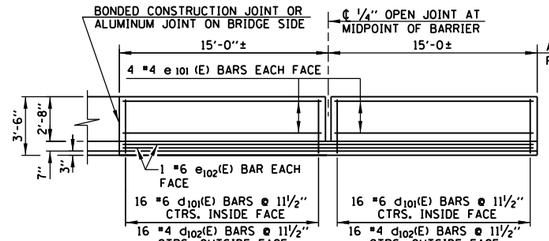
DETAIL A
TYPICAL LONGITUDINAL JOINT



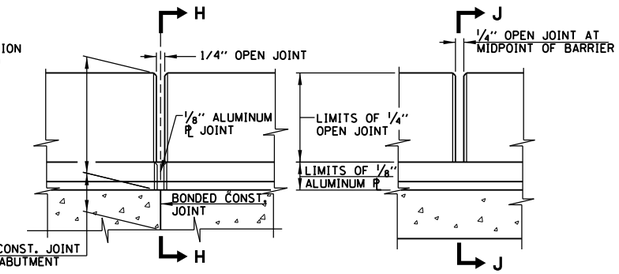
CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES



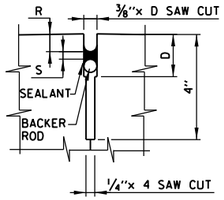
CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT



BARRIER ELEVATION

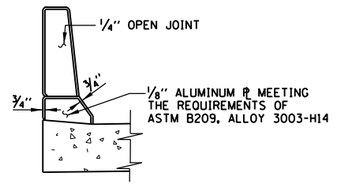


ELEVATION DETAIL OF BARRIER JOINTS

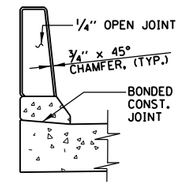


DETAIL E

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



SECTION H-H



SECTION J-J

NOTES:

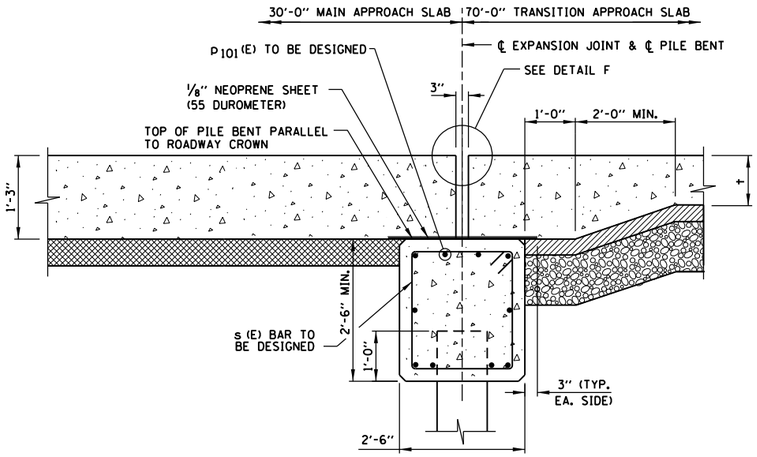
1. SEE SHEET 1 OF THIS SERIES FOR NOTES ON THIS SHEET.
2. THE DIMENSION † IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

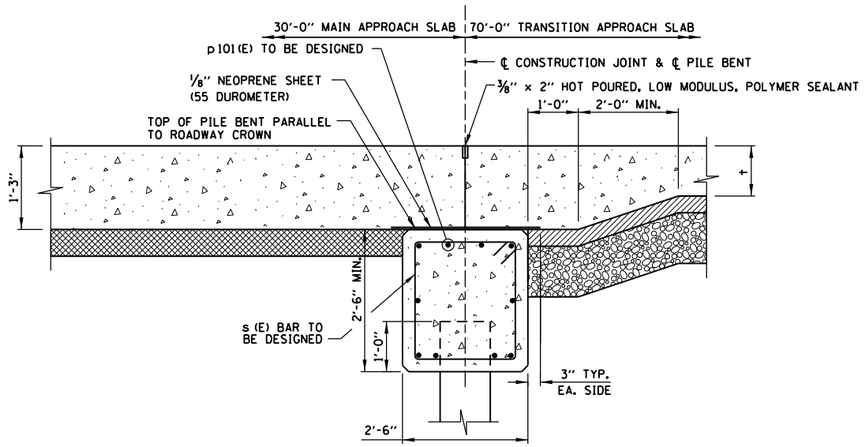
Illinois Tollway

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

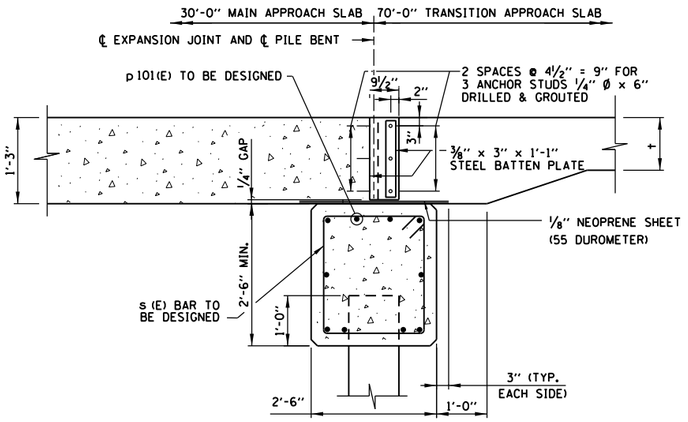
STANDARD G6-03



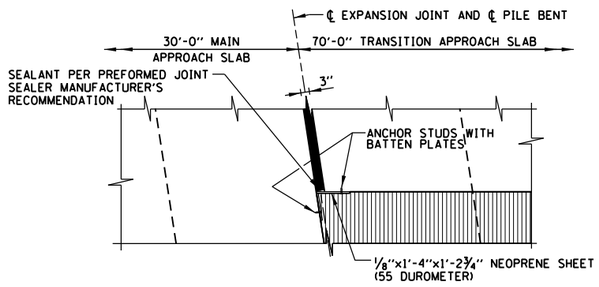
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



SECTION C-C
FOR NON-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
- ASPHALT BASE COURSE
- SUBGRADE AGGREGATE
- ASPHALT SHOULDER
- JOINT SEALANT
- GRANULAR SUBBASE

NOTES:

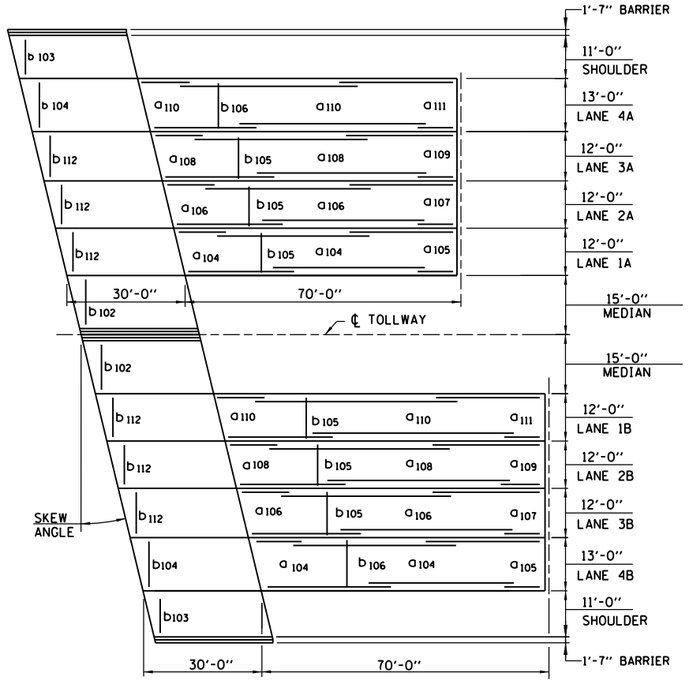
1. IN SECTION E-E ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION † IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
APPROVED ..... DATE 2-28-2008
CHIEF ENGINEER

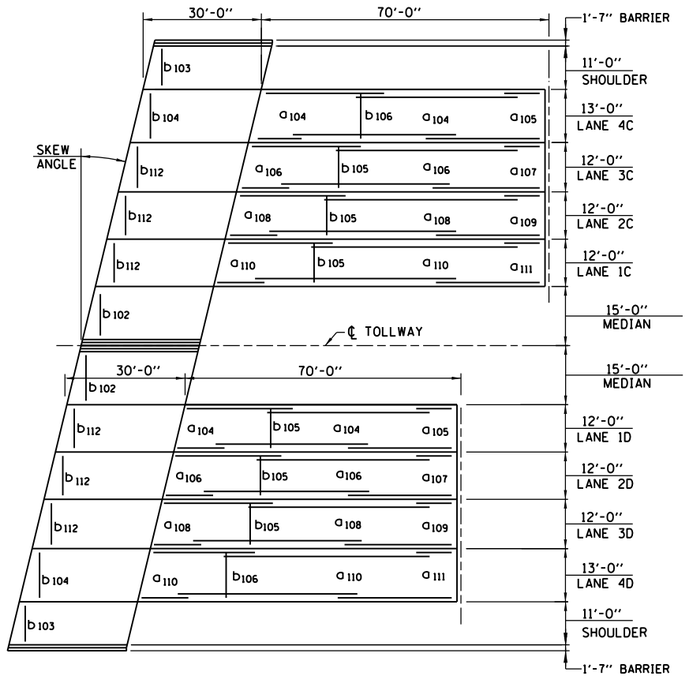
Illinois Tollway

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

STANDARD G6-03



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	M	N	P
a_{104}(E)	1A,1D	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-
a_{104}(E)	4B,4C	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-
a_{105}(E)	1A,1D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{105}(E)	4B,4C	50	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-
a_{106}(E)	2A,2D	23	2	-	23	3	-	23	1	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-
a_{106}(E)	3B,3C	23	2	-	23	3	-	23	1	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-
a_{107}(E)	2A,2D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{107}(E)	3B,3C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{108}(E)	3A,3D	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-
a_{108}(E)	2B,2C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-
a_{109}(E)	3A,3D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{109}(E)	2B,2C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{110}(E)	1B,1C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-	23	4	-	23	4	-	23	5	-	23	5	-
a_{110}(E)	4A,4D	25	2	-	25	3	-	25	3	-	25	3	-	25	3	-	25	3	-	25	3	-	25	4	-	25	4	-	25	4	-	25	4	-	25	5	-	25	5	-
a_{111}(E)	1B,1C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{111}(E)	4A,4D	50	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-
b_{101}(E)	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-
b_{105}(E)	1A,1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{105}(E)	2A,2D	57	-	0	57	-	0	58	-	1	59	-	1	60	-	2	61	-	2	62	-	2	63	-	2	64	-	3	66	-	3	68	-	3	70	-	4	72	-	4
b_{105}(E)	3A,3D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	62	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
b_{105}(E)	1B,1C	57	-	0	58	-	0	60	-	1	67	-	1	64	-	2	66	-	2	68	-	2	70	-	2	72	-	3	76	-	3	80	-	3	84	-	4	88	-	4
b_{105}(E)	2B,2C	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	2	69	-	2	71	-	2	73	-	3	77	-	3	81	-	3	85	-	4	89	-	4
b_{105}(E)	3B,3C	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	62	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	75	-	4
b_{106}(E)	4A,4D	57	-	0	59	-	0	61	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	85	-	3	91	-	3	97	-	4	105	-	4
b_{106}(E)	4B,4C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{111}(E)	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	37	-	-			
b_{111}(E)	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-
b_{111}(E)	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-
b_{111}(E)	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	38	-	-	39	-	-	41	-	-	44	-	-	46	-	-	50	-	-	54	-	-
b_{111}(E)	2B TO 3B, 2C TO 3C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-
b_{111}(E)	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	33	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

BAR	SIZE	SHAPE	0° SKFW		5° SKFW		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
a_{101}(E)	9	⊂⊃	232	32'- 0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"	232	32'-0"
a_{102}(E)	9	——	230	24'- 6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"	230	24'-6"
a_{103}(E)	7	——	162	29'- 6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"	162	29'-6"
a_{104}(E)	7	——	92	34'- 10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"
a_{104}(E)	7	——	100	34'- 10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"
a_{105}(E)	7	——	46	8'- 0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-11"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{105}(E)	7	——	50	8'- 0"	25	17'-2"	25	18'-4"	25	19'-6"	25	20'-9"	25	22'-1"	25	23'-6"	25	25'-8"	25	26'-11"	25	29'-0"	25	31'-6"	25	34'-7"	25	38'-7"
a_{106}(E)	7	——	92	34'- 10"	138	24'-11"	138	25'-3"	138	25'-8"	138	26'-0"	138	26'-5"	138	26'-11"	138	27'-4"	138	27'-11"	138	28'-7"	138	29'-4"	138	33'-3"	138	31'-9"
a_{106}(E)	7	——	92	34'- 10"	138	24'-11"	138	25'-3"	138	25'-8"	138	26'-0"	138	26'-5"	138	26'-11"	138	27'-4"	138	27'-11"	138	28'-7"	138	29'-4"	138	33'-3"	138	31'-9"
a_{107}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{107}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{108}(E)	7	——	92	34'-10"	138	25'-3"	138	26'-0"	138	26'-8"	138	27'-6"	138	28'-3"	138	29'-2"	138	30'-2"	138	31'-3"	138	32'-7"	138	34'-1"	184	28'-0"	184	29'-10"
a_{108}(E)	7	——	92	34'-10"	138	25'-3"	138	26'-0"	138	26'-8"	138	27'-6"	138	28'-3"	138	29'-2"	138	30'-2"	138	31'-3"	138	32'-7"	138	34'-1"	184	28'-0"	184	29'-10"
a_{109}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{109}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{110}(E)	7	——	100	34'-10"	150	25'-8"	150	26'-9"	150	27'-10"	150	28'-1"	150	30'-4"	150	31'-8"	200	25'-11"	200	27'-2"	200	28'-8"	200	30'-6"	250	32'-8"	250	35'-5"
a_{110}(E)	7	——	92	34'-10"	138	25'-8"	138	26'-9"	138	27'-10"	138	28'-1"	138	30'-4"	138	31'-8"	184	25'-11"	184	27'-2"	184	28'-8"	184	30'-6"	230	32'-8"	230	35'-5"
a_{111}(E)	7	——	50	8'-0"	25	17'-2"	25	18'-4"	25	19'-6"	25	20'-9"	25	22'-1"	25	23'-6"	25	25'-8"	25	26'-11"	25	29'-0"	25	31'-6"	25	34'-7"	25	38'-7"
a_{111}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
b_{101}(E)	6	——	246	26'- 6"	246	26'-7"	246	26'-10"	246	27'-4"	246	28'-1"	246	29'-1"	246	30'-5"	246	32'-1"	246	34'-3"	246	37'-1"	328	30'-11"	328	34'-6"	328	31'-10"
b_{102}(E)	4	——	50	14'- 7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"
b_{103}(E)	4	——	50	12'- 2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"
b_{104}(E)	4	——	50	12'- 8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"
b_{105}(E)	4	——	114	11'- 8"	115	11'-8"	118	11'-8"	121	11'-8"	129	11'-8"	132	11'-8"	135	11'-8"	138	11'-8"	143	11'-8"	147	11'-8"	158	11'-8"	165	11'-8"	174	11'-8"
b_{106}(E)	4	——	38	12'- 8"	39	12'-8"	39	12'-8"	40	12'-8"	43	12'-8"	44	12'-8"	45	12'-8"	46	12'-8"	47	12'-8"	51	12'-8"	53	12'-8"	55	12'-8"	59	12'-8"
b_{107}(E)	5	——	0	-	6	12'-8"	6	12'-9"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-7"	6	18'-0"	6	19'-10"	6	22'-3"	6	25'-7"
b_{108}(E)	5	——	0	-	36	11'-7"	36	11'-8"	36	11'-11"	36	12'-3"	36	12'-9"	36	13'-4"	36	14'-2"	36	15'-2"	36	16'-6"	36	18'-2"	36	20'-5"	36	23'-6"
b_{109}(E)	5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-2"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-10"	4	15'-1"	4	16'-7"	4	18'-8"	4	21'-6"
b_{110}(E)	5	——	0	-	4	13'-1"	4	13'-2"	4	13'-6"	4	13'-10"	4	14'-5"	4	15'-1"	4	16'-0"	4	17'-1"	4	18'-7"	4	20'-6"	4	23'-0"	4	26'-6"
b_{111}(E)	6	——	174	2'- 6"	182	2'-6"	186	2'-6"	191	2'-6"	196	2'-6"	202	2'-6"	209	2'-6"	215	2'-6"	222	2'-6"	232	2'-6"	242	2'-6"	255	2'-6"	272	2'-6"
b_{112}(E)	4	——	150	11'- 8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"	150	11'-8"
BRIDGE APPR. SLAB (SQ. YD.)			510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6		510.6	
TRANS. APPR. SLAB (SQ. YD.)			762.2		785.6		809.3		833.7		859.3		886.6		916.2		949.0		986.1		1029.0		1080.2		1143.2		1224.3	
REINF. BARS EXPOXY COATED (LBS.)			127,999		132,652		134,461		136,384		138,636		140,968		143,631		147,489		150,936		155,215		160,595		174,175		179,558	
PROTECTIVE COAT (SQ.YD.)			1252.0		1276.0		1299.0		1324.0		1349.0		1377.0		1406.0		1439.0		1476.0		1519.0		1570.0		1633.0		1714.0	

Paul Kovacs
APPROVED . . . . . CHIEF ENGINEER
DATE 2-28-2008

BAR SCHEDULES FOR 4 LANES

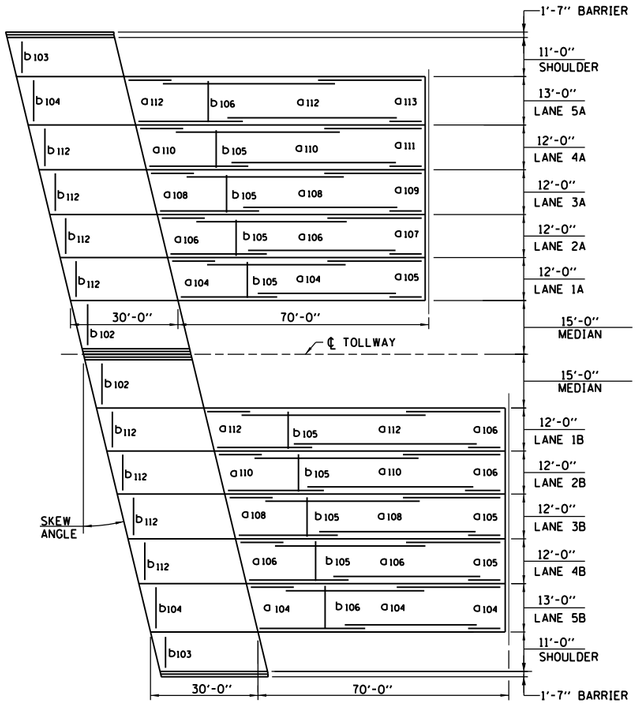
NOTE:

1. THE REINFORCING BAR SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.

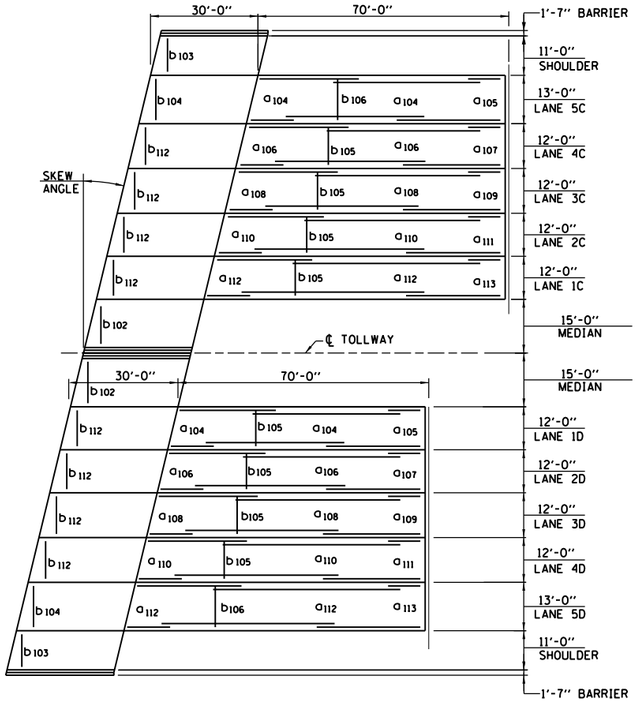
Illinois Tollway

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

STANDARD G6-03



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	M	N	P
a_{104}(E)	1A, 1D	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-	23	2	-
a_{104}(E)	5B, 5C	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-	25	2	-
a_{105}(E)	1A, 1D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{105}(E)	5B, 5C	50	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-
a_{106}(E)	2A, 2D	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-
a_{106}(E)	4B, 4C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-
a_{107}(E)	2A, 2D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{107}(E)	4B, 4C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{108}(E)	3A, 3D	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-
a_{108}(E)	3B, 3C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-
a_{109}(E)	3A, 3D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{109}(E)	3B, 3C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{110}(E)	4A, 4D	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-	23	4	-	23	4	-	23	5	-	23	5	-
a_{110}(E)	2B, 2C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-	23	4	-	23	4	-	23	5	-	23	5	-
a_{111}(E)	4A, 4D	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{111}(E)	2B, 2C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
a_{112}(E)	5A, 5D	25	2	-	25	3	-	25	3	-	25	3	-	25	3	-	25	3	-	25	3	-	25	4	-	25	4	-	25	4	-	25	4	-	25	5	-	25	5	-
a_{112}(E)	1B, 1C	23	2	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	3	-	23	4	-	23	4	-	23	4	-	23	4	-	23	5	-	23	5	-
a_{113}(E)	5A, 5D	50	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-	25	1	-
a_{113}(E)	1B, 1C	46	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-	23	1	-
b_{101}(E)	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-	41	5	-	41	5	-	41	6	-
b_{105}(E)	1A, 1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{105}(E)	2A, 2D	57	-	0	57	-	0	58	-	1	59	-	1	60	-	2	61	-	2	62	-	2	63	-	2	64	-	3	66	-	3	68	-	3	70	-	4	72	-	4
b_{105}(E)	3A, 3D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	64	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
b_{105}(E)	4A, 4D	57	-	0	59	-	0	61	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	85	-	3	91	-	3	97	-	4	109	-	4
b_{105}(E)	1B, 1C	57	-	0	60	-	0	62	-	1	65	-	1	68	-	2	71	-	2	74	-	2	77	-	2	80	-	3	86	-	3	92	-	3	98	-	4	104	-	4
b_{105}(E)	2B, 2C	57	-	0	59	-	0	61	-	1	64	-	1	67	-	2	70	-	2	73	-	2	76	-	2	79	-	3	85	-	3	91	-	3	97	-	4	103	-	4
b_{105}(E)	3B, 3C	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	64	-	2	63	-	2	64	-	2	65	-	3	67	-	3	69	-	3	71	-	4	73	-	4
b_{105}(E)	4B, 4C	57	-	0	57	-	0	58	-	1	59	-	1	60	-	2	61	-	2	62	-	2	63	-	2	64	-	3	66	-	3	68	-	3	70	-	4	72	-	4
b_{106}(E)	5A, 5D	57	-	0	60	-	0	62	-	1	63	-	1	68	-	2	71	-	2	74	-	2	77	-	2	80	-	3	86	-	3	92	-	3	98	-	4	104	-	4
b_{106}(E)	5B, 5C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3	57	-	3	57	-	4	57	-	4
b_{111}(E)	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	34	-	-	35	-	-	37	-	-
b_{111}(E)	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-	40	-	-	42	-	-	45	-	-
b_{111}(E)	3A TO 4A, 3D TO 4D	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-	49	-	-	53	-	-
b_{111}(E)	4A TO 5A, 4D TO 5D	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	42	-	-	45	-	-	48	-	-	52	-	-	56	-	-	62	-	-
b_{111}(E)	1B TO 2B, 1C TO 2C	29	-	-	31	-	-	33	-	-	34	-	-	36	-	-	38	-	-	40	-	-	43	-	-	45	-	-	48	-	-	52	-	-	57	-	-	62	-	-
b_{111}(E)	2B TO 3B, 2C TO 3C	29	-	-	31	-	-	32	-	-	33	-	-	34	-	-	36	-	-	38	-	-	39	-	-	41	-	-	44	-	-	46	-	-	50	-	-	54	-	-
b_{111}(E)	3B TO 4B, 3C TO 4C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	39	-	-	41	-	-	43	-	-	46	-	-
b_{111}(E)	4B TO 5B, 4C TO 5C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	31	-	-	32	-	-	33	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-

BAR SCHEDULES FOR 5 LANES

NOTE:

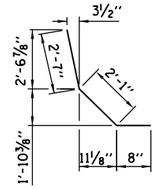
1. THE REINFORCING BAR SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

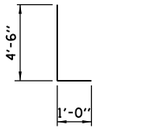
Illinois Tollway

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

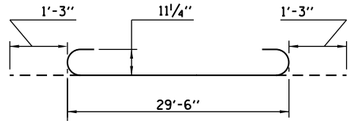
STANDARD G6-03



BAR d_{101}(E)



BAR d_{102}(E)



BARS a_{101}(E)

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

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
a_{101}(E)	9	⊂⊃	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"	270	32'-0"
a_{102}(E)	9	——	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"	268	24'-6"
a_{103}(E)	5	——	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"	188	29'-6"
a_{104}(E)	7	——	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"	92	34'-10"
a_{104}(E)	7	——	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"	100	34'-10"
a_{105}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{105}(E)	7	——	50	8'-0"	25	17'-2"	25	18'-4"	25	19'-6"	25	20'-9"	25	22'-1"	25	23'-6"	25	25'-8"	25	26'-11"	25	29'-0"	25	31'-6"	25	34'-7"	25	38'-7"
a_{106}(E)	7	——	92	34'-10"	138	24'-11"	138	25'-3"	138	25'-8"	138	26'-0"	138	26'-5"	138	26'-11"	138	27'-4"	138	27'-11"	138	28'-7"	138	29'-4"	138	30'-3"	138	31'-9"
a_{106}(E)	7	——	92	34'-10"	138	24'-11"	138	25'-3"	138	25'-8"	138	26'-0"	138	26'-5"	138	26'-11"	138	27'-4"	138	27'-11"	138	28'-7"	138	29'-4"	138	30'-3"	138	31'-9"
a_{107}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{107}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{108}(E)	7	——	92	34'-10"	138	25'-3"	138	26'-0"	138	26'-8"	138	27'-6"	138	28'-3"	138	29'-2"	138	30'-2"	138	31'-3"	138	32'-7"	138	34'-1"	184	28'-0"	184	29'-10"
a_{108}(E)	7	——	92	34'-10"	138	25'-3"	138	26'-0"	138	26'-8"	138	27'-6"	138	28'-3"	138	29'-2"	138	30'-2"	138	31'-3"	138	32'-7"	138	34'-1"	184	28'-0"	184	29'-10"
a_{109}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	27'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{109}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	27'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{110}(E)	7	——	92	34'-10"	138	25'-8"	138	26'-9"	138	27'-10"	138	28'-11"	138	30'-7"	138	31'-6"	184	25'-9"	184	27'-0"	184	28'-5"	184	30'-2"	230	32'-4"	230	35'-0"
a_{110}(E)	7	——	92	34'-10"	138	25'-8"	138	26'-9"	138	27'-10"	138	28'-11"	138	30'-7"	138	31'-6"	184	25'-9"	184	27'-0"	184	28'-5"	184	30'-2"	230	32'-4"	230	35'-0"
a_{111}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{111}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
a_{112}(E)	7	——	100	34'-10"	150	26'-0"	150	27'-6"	150	28'-11"	150	30'-6"	150	32'-2"	150	34'-0"	200	28'-0"	200	29'-8"	200	31'-8"	200	34'-0"	250	30'-4"	250	33'-4"
a_{112}(E)	7	——	92	34'-10"	138	26'-0"	138	27'-6"	138	28'-11"	138	30'-6"	138	32'-2"	138	34'-0"	184	28'-0"	184	29'-8"	184	31'-8"	184	34'-0"	230	30'-4"	230	33'-4"
a_{113}(E)	7	——	50	8'-0"	25	17'-2"	25	18'-4"	25	19'-6"	25	20'-9"	25	22'-1"	25	23'-6"	25	25'-8"	25	26'-11"	25	29'-0"	25	31'-6"	25	34'-2"	25	38'-7"
a_{113}(E)	7	——	46	8'-0"	23	17'-1"	23	18'-2"	23	19'-3"	23	20'-5"	23	21'-8"	23	22'-11"	23	24'-5"	23	26'-1"	23	28'-0"	23	30'-4"	23	33'-2"	23	36'-10"
b_{101}(E)	6	——	246	31'-4"	246	31'-6"	246	31'-10"	246	32'-5"	246	33'-3"	246	34'-5"	246	35'-11"	328	29'-4"	328	31'-0"	328	33'-5"	410	30'-0"	410	33'-4"	410	32'-0"
b_{102}(E)	4	——	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"	50	14'-7"
b_{103}(E)	4	——	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"
b_{104}(E)	4	——	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"
b_{105}(E)	4	——	456	11'-8"	465	11'-8"	475	11'-8"	488	11'-8"	501	11'-8"	518	11'-8"	527	11'-8"	540	11'-8"	553	11'-8"	579	11'-8"	605	11'-8"	631	11'-8"	665	11'-8"
b_{106}(E)	4	——	114	12'-8"	117	12'-8"	119	12'-8"	122	12'-8"	125	12'-8"	128	12'-8"	131	12'-8"	134	12'-8"	137	12'-8"	143	12'-8"	149	12'-8"	155	12'-8"	161	12'-8"
b_{107}(E)	5	——	0	-	6	12'-8"	6	12'-9"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-7"	6	18'-0"	6	19'-10"	6	22'-3"	6	25'-7"
b_{108}(E)	5	——	0	-	45	11'-7"	45	11'-8"	45	11'-11"	45	12'-3"	45	12'-9"	45	13'-4"	45	14'-2"	45	15'-2"	45	16'-6"	45	18'-2"	45	20'-5"	45	23'-6"
b_{109}(E)	5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-2"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-10"	4	15'-1"	4	16'-7"	4	18'-8"	4	21'-6"
b_{110}(E)	5	——	0	-	4	13'-1"	4	13'-2"	4	13'-6"	4	13'-10"	4	14'-5"	4	15'-1"	4	16'-0"	4	17'-1"	4	18'-7"	4	20'-6"	4	23'-0"	4	26'-6"
b_{111}(E)	6	——	232	2'-6"	244	2'-6"	252	2'-6"	259	2'-6"	268	2'-6"	278	2'-6"	289	2'-6"	300	2'-6"	312	2'-6"	328	2'-6"	346	2'-6"	368	2'-6"	396	2'-6"
b_{112}(E)	4	——	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"	200	11'-8"
BRIDGE APPR. SLAB (SQ. YD.)			590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6		590.6	
TRANS. APPR. SLAB (SQ. YD.)			847.9		880.1		912.9		946.8		982.2		1020.0		1061.0		1106.4		1157.7		1217.2		1288.0		1375.3		1487.6	
REINF. BARS EXPOXY COATED (LBS.)			151,621		158,185		161,071		164,038		167,295		171,138		175,346		181,421		186,377		192,704		200,691		217,849		226,991	
PROTECTIVE COAT (SQ.YD.)			1418.0		1450.0		1483.0		1517.0		1552.0		1590.0		1631.0		1676.0		1728.0		1787.0		1858.0		1945.0		2058.0	

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d_{101}(E)	128	6	5'-4"	⌞
d_{102}(E)	128	4	5'-6"	⌞
e_{101}(E)	64	4	14'-8"	——
e_{102}(E)	16	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANT'Y
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	16.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	2,831
50300300	PROTECTIVE COAT	SQ. YD.	60

NOTES:

1. THE REINFORCING BAR SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGES.

2. THE AREA OF EACH MAIN APPROACH SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.

3. THE AREA OF EACH 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. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.

4. THE REINFORCING BAR SCHEDULE FOR APPROACH SLABS IS SHOWN FOR 15'-0" WIDE MEDIAN SHOULDERS. FOR 14'-0" WIDE MEDIAN SHOULDERS, AT EACH SKEW ANGLE IN THIS SCHEDULE:
   - REDUCE THE NUMBER OF a_{101}(E) AND a_{102}(E) BARS FROM 154 TO 152 AND FROM 152 TO 150 RESPECTIVELY.
   - REDUCE THE NUMBER OF a_{103}(E) BARS FROM 162 TO 160.
   - REDUCE THE LENGTH OF b_{102}(E) BARS FROM 14'-7" TO 13'-7".
   - REDUCE THE AREA QUANTITY OF BRIDGE APPROACH SLAB BY 6.7 SQUARE YARDS.
   - REDUCE THE WEIGHT QUANTITY OF APPROACH SLAB REINFORCING STEEL, EPOXY COATED BY 517 POUNDS.

   FURTHERMORE, TRIM THE b_{110}(E) BARS IN THE 14'-0" MEDIAN SHOULDERS AS NECESSARY TO FIT THE SKEW ANGLE.

5. BARS a_{105}(E), a_{106}(E), a_{108}(E), AND a_{109}(E) ARE TO BE USED IN 12'-0" WIDE LANES, AND THE SHORTEST BAR IN THESE SERIES OF BARS (10'-0" FOR BAR a_{106}(E)) IS TO BE DISCARDED TO MAKE EACH SERIES OF BARS CONTAIN ONLY 23 BARS. BARS a_{104}(E) AND a_{107}(E) ARE TO BE USED IN THE 13'-0" WIDE LANE AND THE SHORTEST BAR IN THESE SERIES OF BARS (9'-2" FOR BAR a_{104}(e)) IS TO BE DISCARDED TO MAKE EACH SERIES OF BARS CONTAIN ONLY 25 BARS.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

BAR SCHEDULES FOR 5 LANES

Illinois Tollway

APPROACH SLAB TO CRC PAVEMENT, MAINLINE

STANDARD G6-03

RESERVED

Paul Kovacs
APPROVED . . . . . DATE 3-31-2008
CHIEF ENGINEER

DATE	REVISIONS

Illinois Tollway

STANDARD G7-00

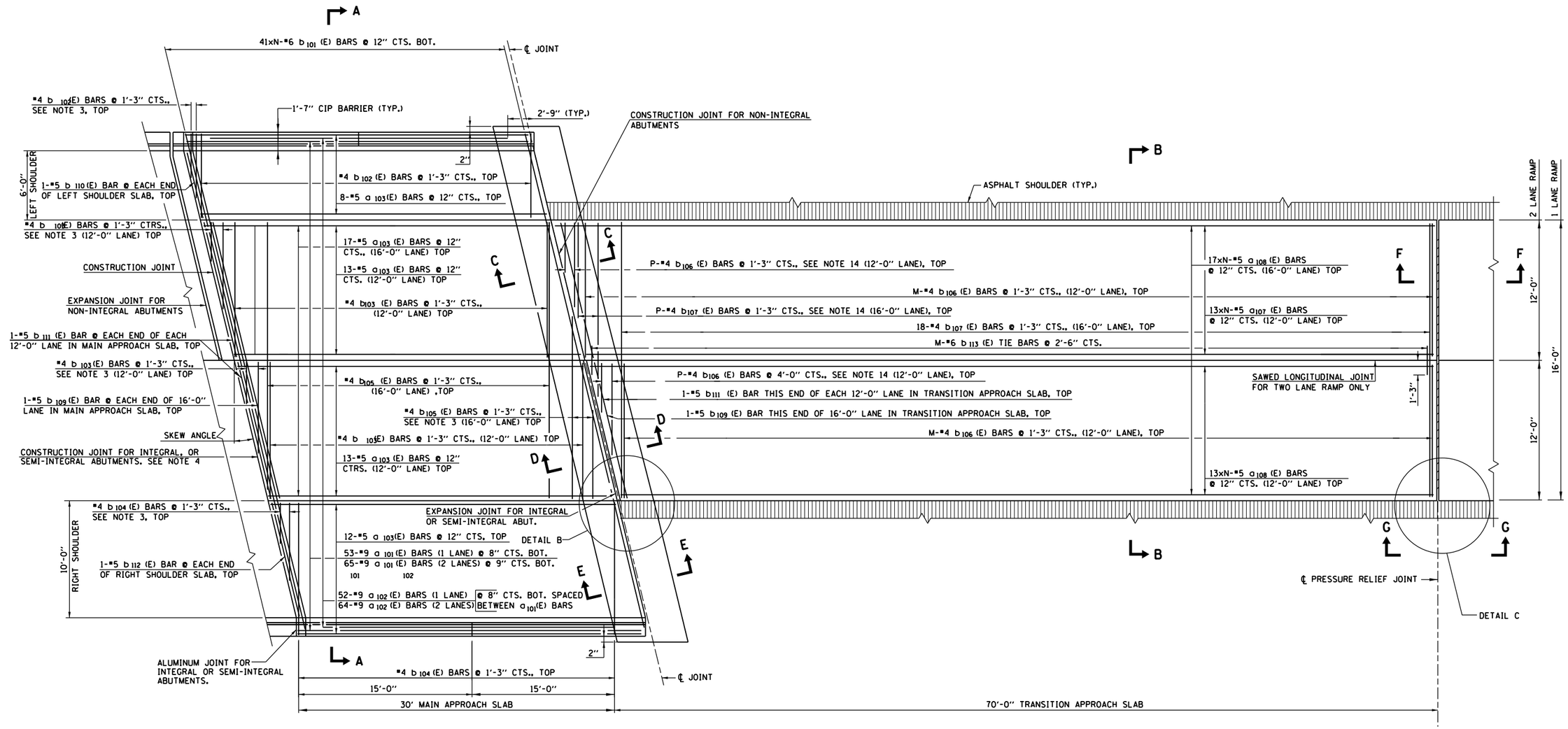
RESERVED

Paul Kovacs
APPROVED . . . . . DATE 3-31-2008
CHIEF ENGINEER

DATE	REVISIONS

Illinois Tollway

STANDARD G8-00



PLAN

NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 3½" CLEARANCE. USE 3'-0" LAP FOR #6 BARS.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2'-6" MIN. LAP FOR #5 BARS. USE 3'-0" MINIMUM LAP FOR #6 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR DISCARD OFF SITE.
4. SAW CUT ⅜" 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 ¼" 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 ¾" 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 AND 508 OF THE IDOT STANDARD SPECIFICATIONS.
13. THE NOTATION MXN-#4 a 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. IN THE CORNERS OF THE APPROACH SLAB 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.
16. 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.
17. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
18. 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.
19. SEE SPECIAL PROVISIONS, BRIDGE SLAB AND TRANSITION APPROACH SLAB ITEM COSTS THAT ARE INCLUDED IN THE MAIN ITEMS FOR BRIDGE APPROACH SLAB AND

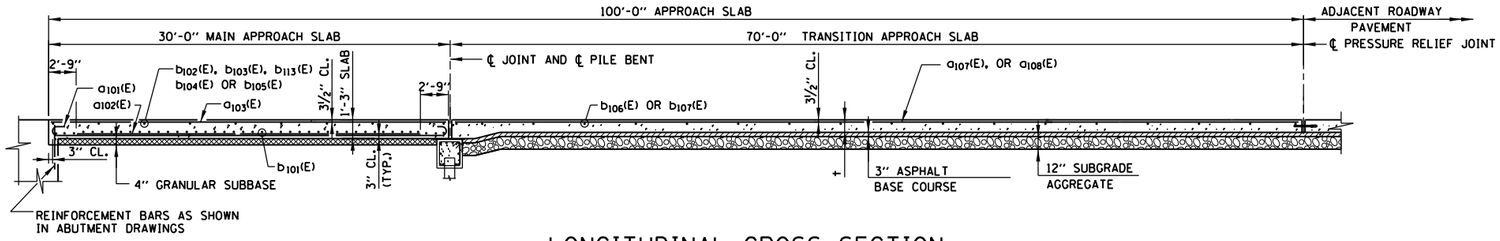
Paul Kovacs
APPROVED CHIEF ENGINEER
DATE 2-28-2008

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
3-31-2014	REVISED REINFORCEMENT BARS AND NOTES.

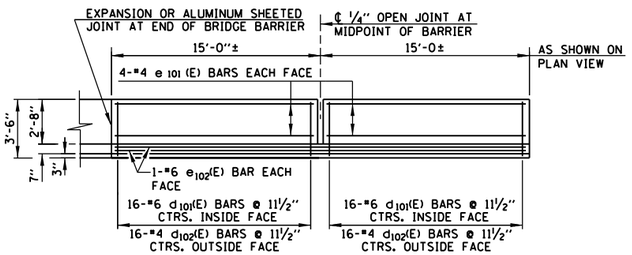
Illinois Tollway

APPROACH SLAB, RAMP

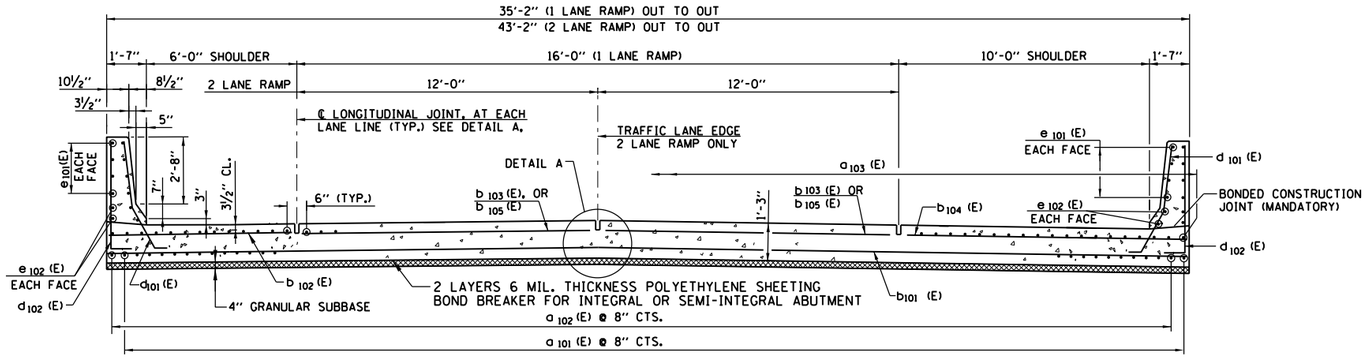
STANDARD G9-03



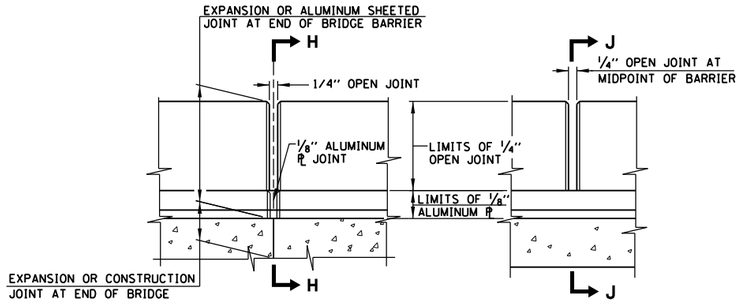
LONGITUDINAL CROSS SECTION



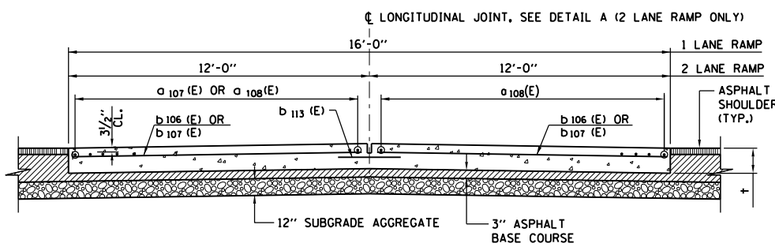
BARRIER ELEVATION



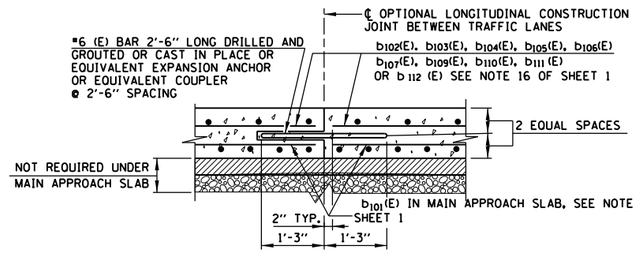
SECTION A-A



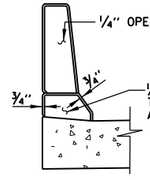
ELEVATION DETAIL OF BARRIER JOINTS



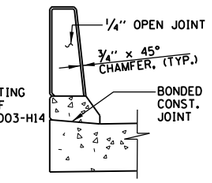
SECTION B-B



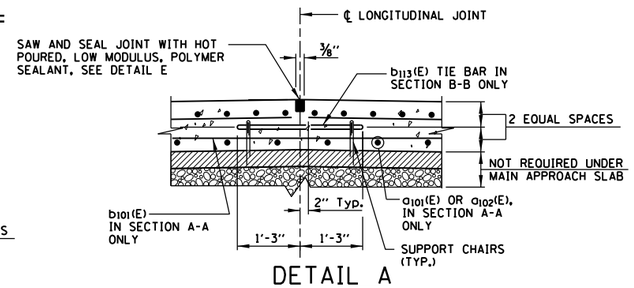
CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN LANE LINES



SECTION H-H



SECTION J-J

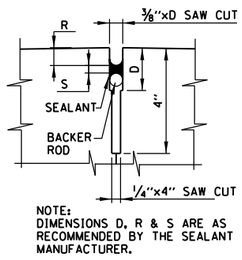


DETAIL A

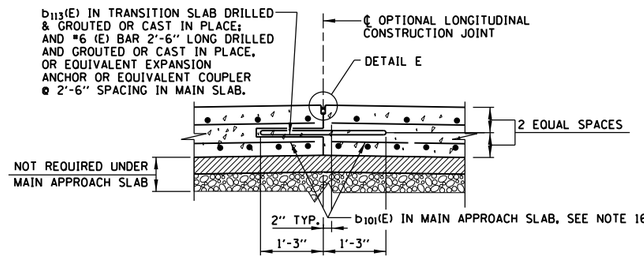
TYPICAL LONGITUDINAL JOINT

NOTES:

1. SEE SHEET 1 OF THIS SERIES FOR NOTES ON THIS SHEET.
2. THE THICKNESS t IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.



DETAIL E



CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT

Paul Kovacs
APPROVED ..... DATE 2-28-2008
CHIEF ENGINEER

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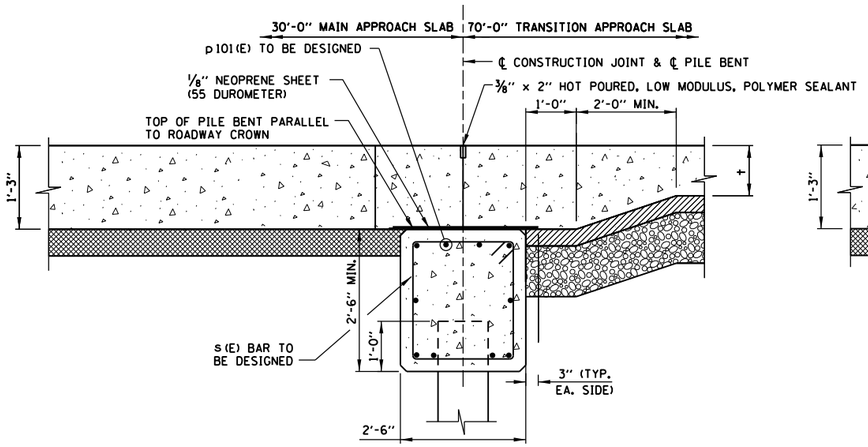
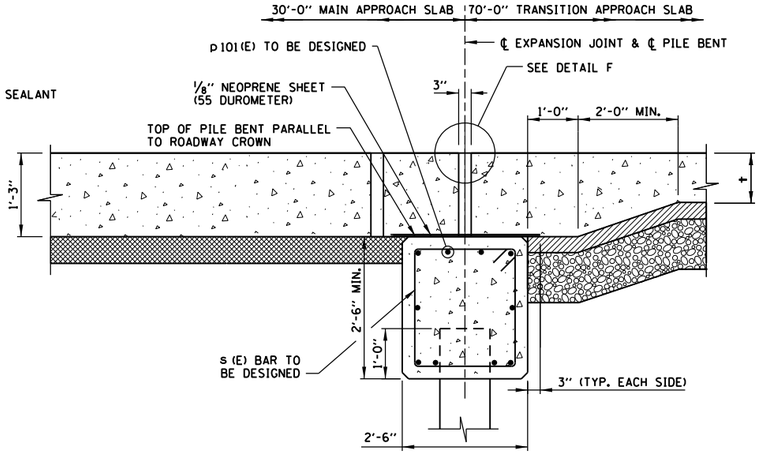
APPROACH SLAB, RAMP

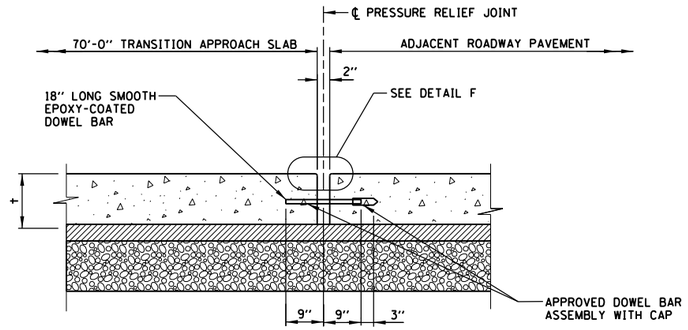
STANDARD G9-03



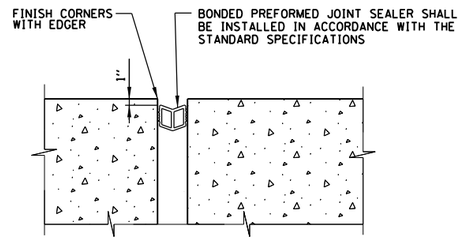
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



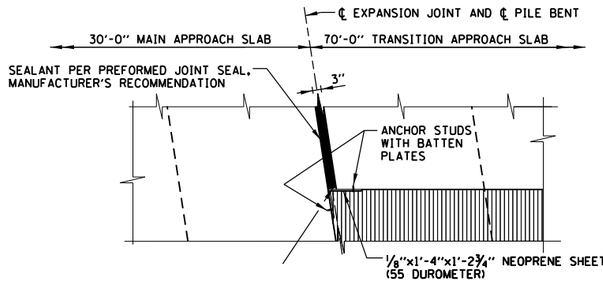
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



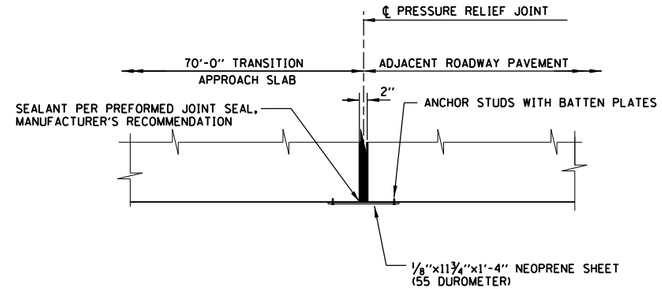
SECTION F-F
PRESSURE RELIEF JOINT



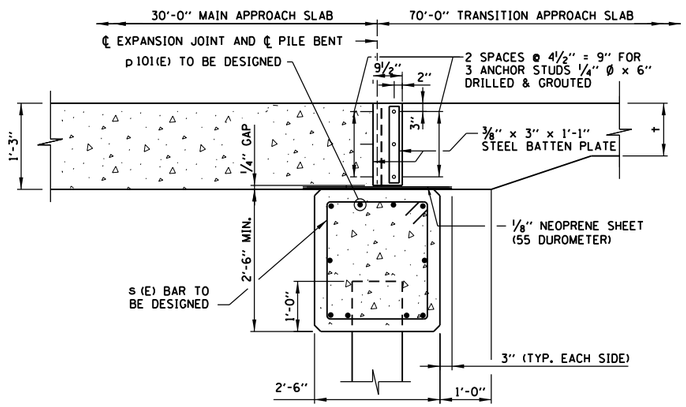
DETAIL F
BONDED PREFORMED JOINT SEALER



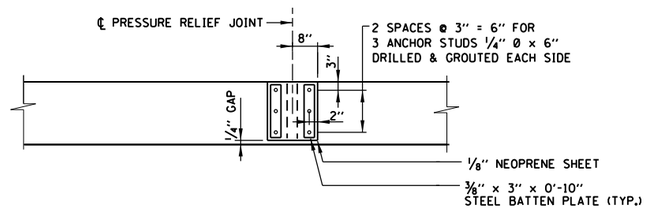
DETAIL B
END PLAN OF EXPANSION JOINT



DETAIL C
END PLAN OF EXPANSION OR PRESSURE RELIEF JOINT



SECTION E-E
END ELEVATION OF EXPANSION JOINT



VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT

LEGEND:

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

NOTES:

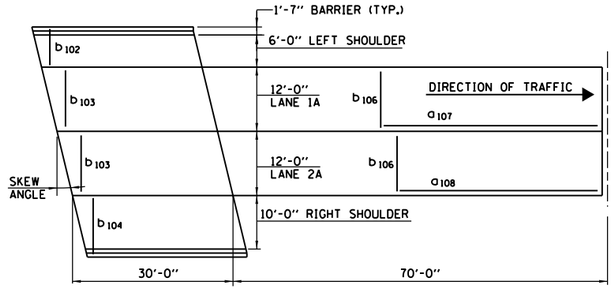
1. IN SECTION E-E AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF ASPHALT BASE COURSE, AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION † IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
APPROVED ..... DATE 2-28-2008
CHIEF ENGINEER

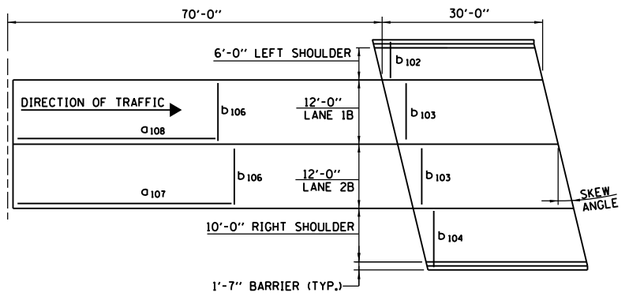
Illinois Tollway

APPROACH SLAB, RAMP

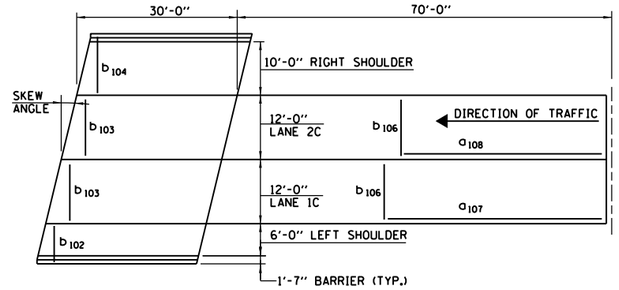
STANDARD G9-03



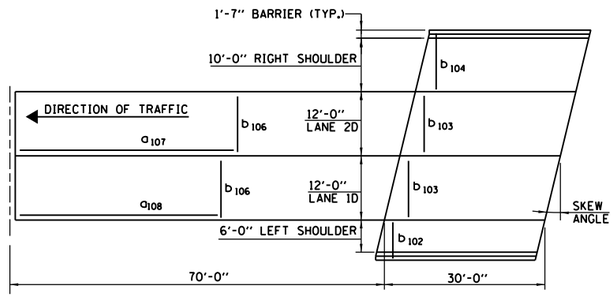
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



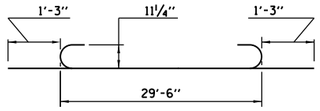
APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

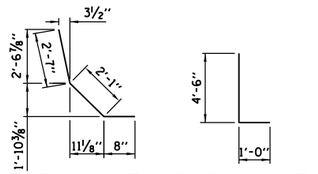
BAR	LANE	0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW		
		M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P
a_{107}(E)	1A,2B,1C,2D	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-
a_{108}(E)	2A,1B,2C,1D	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-
b_{101}(E)	COMBINED	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	3	-	41	3	-
b_{106}(E)	1A,2B,1C,2D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	1	62	-	1	63	-	2	64	-	3	65	-	3	66	-	4	67	-	5	68	-	6	69	-	7
b_{106}(E)	2A,1B,2C,1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	1	57	-	1	57	-	2	57	-	3	57	-	3	57	-	4	57	-	5	57	-	6	57	-	7
b_{113}(E)	1 TO 2 (A,B,C & D)	29	-	-	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	33	-	-	34	-	-	35	-	-	37	-	-

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

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
a_{101}(E)	9	⊂⊃	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"	65	32'-0"
a_{102}(E)	9	———	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"	64	25'-6"
a_{103}(E)	5	———	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"
a_{107}(E)	5	———	39	24'-11"	39	25'-7"	39	26'-4"	39	27'-0"	39	27'-10"	39	28'-8"	39	29'-6"	39	30'-6"	39	31'-8"	39	32'-11"	39	34'-5"	39	36'-4"	39	38'-9"
a_{108}(E)	5	———	39	24'-11"	39	25'-3"	39	25'-8"	39	26'-0"	39	26'-5"	39	26'-9"	39	27'-3"	39	27'-9"	39	28'-3"	39	28'-11"	39	29'-8"	39	30'-8"	39	31'-10"
b_{101}(E)	6	———	82	22'-11"	82	23'-0"	82	23'-3"	82	23'-8"	82	24'-4"	82	25'-2"	82	26'-3"	82	27'-8"	82	29'-6"	82	31'-10"	82	34'-10"	123	26'-11"	123	30'-7"
b_{102}(E)	4	———	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"
b_{103}(E)	4	———	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"
b_{104}(E)	4	———	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"
b_{106}(E)	4	———	114	11'-8"	115	11'-8"	118	11'-8"	119	11'-8"	120	11'-8"	121	11'-8"	124	11'-8"	127	11'-8"	128	11'-8"	131	11'-8"	136	11'-8"	137	11'-8"	140	11'-8"
b_{110}(E)	5	———	0	-	2	7'-3"	2	7'-3"	2	7'-6"	2	7'-9"	2	8'-0"	2	8'-5"	2	8'-11"	2	9'-6"	2	10'-3"	2	11'-4"	2	12'-8"	2	14'-6"
b_{111}(E)	5	———	0	-	6	11'-8"	6	11'-8"	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"
b_{112}(E)	5	———	0	-	2	11'-3"	2	11'-5"	2	11'-8"	2	12'-0"	2	12'-5"	2	13'-0"	2	13'-9"	2	14'-8"	2	15'-11"	2	17'-6"	2	19'-8"	2	22'-6"
b_{113}(E)	6	———	29	2'-6"	29	2'-6"	30	2'-6"	30	2'-6"	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.)			144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0		144.0	
TRANS. APPR. SLAB (SQ. YD.)			186.7		189.5		192.3		195.2		193.3		201.6		205.1		209.1		213.5		218.7		224.8		232.4		242.1	
REINF. BARS, EPOXY CTD. (LBS.)			20,581		20,752		20,859		20,961		21,109		21,271		21,492		21,758		22,073		22,473		22,993		23,826		24,705	
PROTECTIVE COAT (SQ. YD.)			320.0		323.0		326.0		329.0		332.0		335.0		338.0		342.0		347.0		352.0		358.0		366.0		375.0	



BARS a_{101} (E)



BAR d_{101} (E) BAR d_{102} (E)

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d_{101}(E)	64	6	5'-4"	L
d_{102}(E)	64	4	5'-6"	L
e_{101}(E)	32	4	14'-8"	———
e_{102}(E)	8	6	29'-6"	———

BILL OF MATERIAL FOR BARRIERS

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANT'Y
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	8.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	1,416
50300300	PROTECTIVE COAT	SQ. YD.	30

NOTES:

1. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
2. THE AREA OF THE MAIN APPROACH SLAB SHALL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
3. 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.

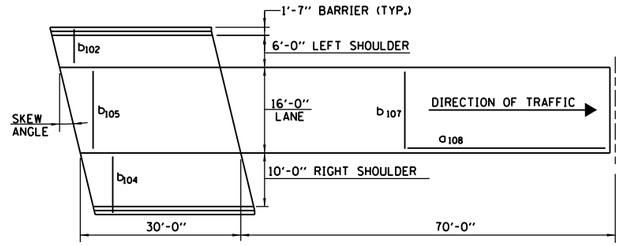
BAR SCHEDULES FOR 2 LANES

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

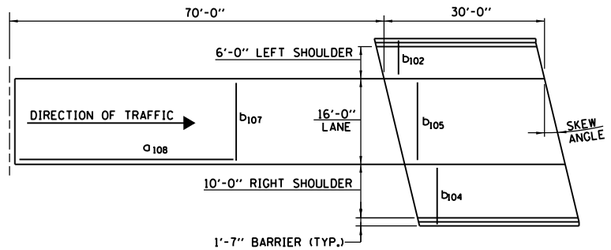
Illinois Tollway

APPROACH SLAB, RAMP

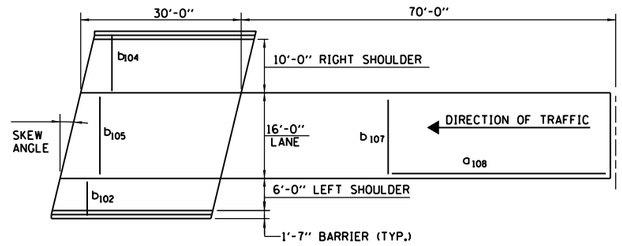
STANDARD G9-03



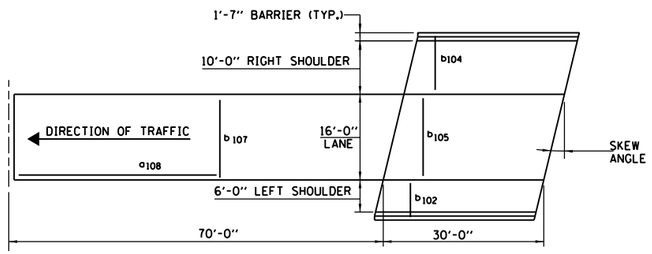
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



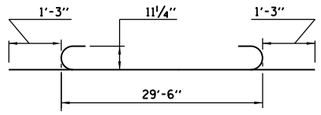
APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

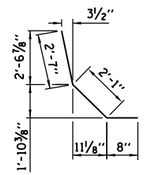
BAR	0° SKEW			5° SKEW			10° SKEW			15° SKEW			20° SKEW			25° SKEW			30° SKEW			35° SKEW			40° SKEW			45° SKEW			50° SKEW			55° SKEW			60° SKEW		
	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P	M	N	P
a_{108}(E)	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-	17	3	-
b_{101}(E)	41	1	-	41	1	-	41	1	-	41	1	-	41	1	-	41	1	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-	41	2	-
b_{107}(E)	57	-	0	57	-	0	57	-	0	57	-	1	57	-	1	57	-	1	57	-	1	57	-	1	57	-	2	57	-	2	57	-	2	57	-	3	57	-	3

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

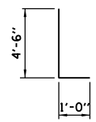
BAR	SIZE	SHAPE	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW	
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a_{101}(E)	9	⊂⊃	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"	53	32'-0"
a_{102}(E)	9	——	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"	52	24'-6"
a_{103}(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"
a_{108}(E)	5	——	51	24'-11"	51	25'-4"	51	25'-10"	51	26'-4"	51	26'-10"	51	27'-5"	51	28'-0"	51	28'-8"	51	29'-4"	51	30'-3"	51	31'-3"	51	32'-6"	51	34'-2"
b_{101}(E)	6	——	41	34'-10"	41	34'-11"	41	35'-4"	41	36'-0"	41	37'-0"	41	38'-5"	82	21'-8"	82	22'-9"	82	24'-3"	82	26'-2"	82	28'-8"	82	31'-11"	82	36'-4"
b_{102}(E)	4	——	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"	25	7'-3"
b_{104}(E)	4	——	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"	25	11'-3"
b_{105}(E)	4	——	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"	25	15'-8"
b_{107}(E)	4	——	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"	57	15'-8"
b_{109}(E)	5	——	0	-	3	15'-8"	3	15'-10"	3	16'-2"	3	16'-8"	3	17'-3"	3	18'-1"	3	19'-2"	3	20'-6"	3	22'-2"	3	24'-4"	3	27'-3"	3	31'-4"
b_{110}(E)	5	——	0	-	2	7'-3"	2	7'-5"	2	7'-6"	2	7'-9"	2	8'-0"	2	8'-5"	2	8'-11"	2	9'-6"	2	10'-3"	2	11'-4"	2	12'-8"	2	14'-6"
b_{112}(E)	5	——	0	-	2	11'-3"	2	11'-5"	2	11'-8"	2	12'-0"	2	12'-5"	2	13'-0"	2	13'-9"	2	14'-8"	2	15'-11"	2	17'-6"	2	19'-8"	2	22'-6"
BRIDGE APPR. SLAB (SQ. YD.)			117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2		117.2	
TRANS. APPR. SLAB (SQ. YD.)			124.2		125.7		127.0		123.3		129.6		131.1		132.7		134.4		136.4		138.7		141.4		144.8		149.1	
REINF. BARS, EPOXY CTD. (LBS.)			15,374		15,989		16,042		16,112		16,203		16,324		16,663		16,838		17,065		17,359		17,733		18,216		18,871	
PROTECTIVE COAT (SQ. YD.)			231.0		232.0		234.0		235.0		236.0		238.0		239.0		241.0		243.0		245.0		248.0		251.0		256.0	



BARS a_{101} (E)



BAR d_{101} (E)



BAR d_{102} (E)

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d_{101}(E)	64	6	5'-4"	⊂
d_{102}(E)	64	4	5'-6"	⊂
e_{101}(E)	32	4	14'-8"	——
e_{102}(E)	8	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANT'Y
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	8.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	1,416
50300300	PROTECTIVE COAT	SQ. YD.	30

NOTES:

1. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
2. THE AREA OF THE MAIN APPROACH SLAB SHALL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
3. 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.

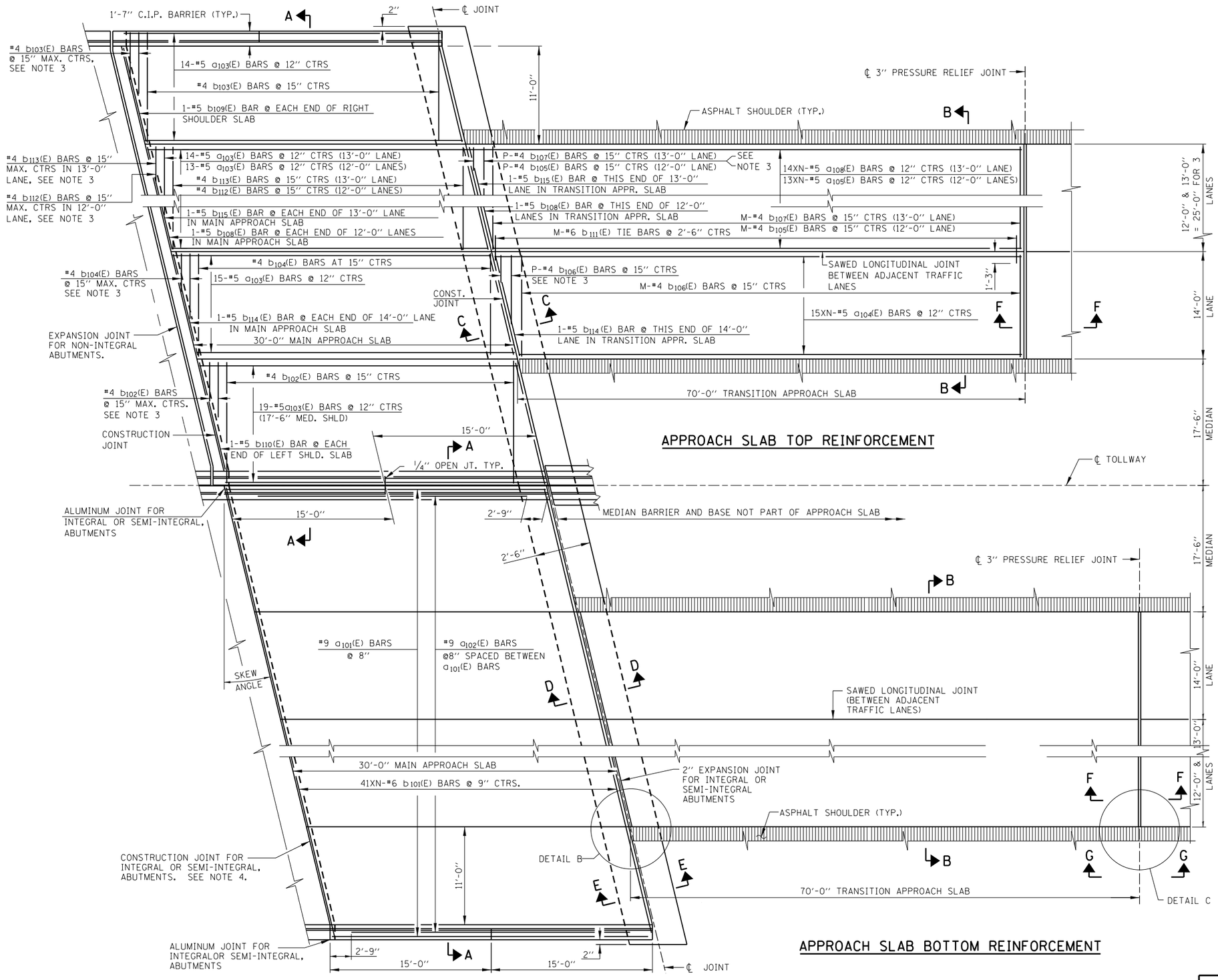
BAR SCHEDULES FOR 1 LANE

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 2-28-2008

Illinois Tollway

APPROACH SLAB, RAMP

STANDARD G9-03



NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 3 1/2" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2'-6" MIN. LAP FOR #5 BARS. USE 3'-0" MIN. LAP FOR #6 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR ADJACENT AREAS, OR DISCARD OFF SITE.
4. 1/4" X 3/4" FORMED JOINT WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
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 AND 508 OF THE IDOT STANDARD SPECIFICATIONS.
13. WORK SHEETS 1, 2, 3 AND 4 (OF 4) OF THIS SERIES TOGETHER.
14. 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 SHEET 4 (OF 4) (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULES FOR 3 LANES).
15. THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON SHEET 4 (OF 4) (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULES FOR 3 LANES).
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 4) 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.
20. SEE SPECIAL PROVISIONS, BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB, FOR ITEMS WHERE COST IS INCLUDED IN THE MAIN PAY ITEMS BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB.

SHEET 1 OF 4

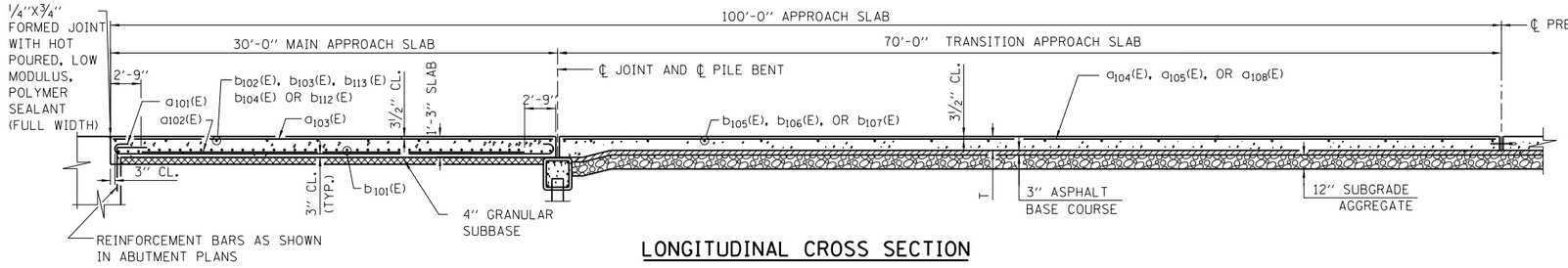
Paul Kovacs
APPROVED
CHIEF ENGINEER
DATE 3-1-2013

Illinois Tollway

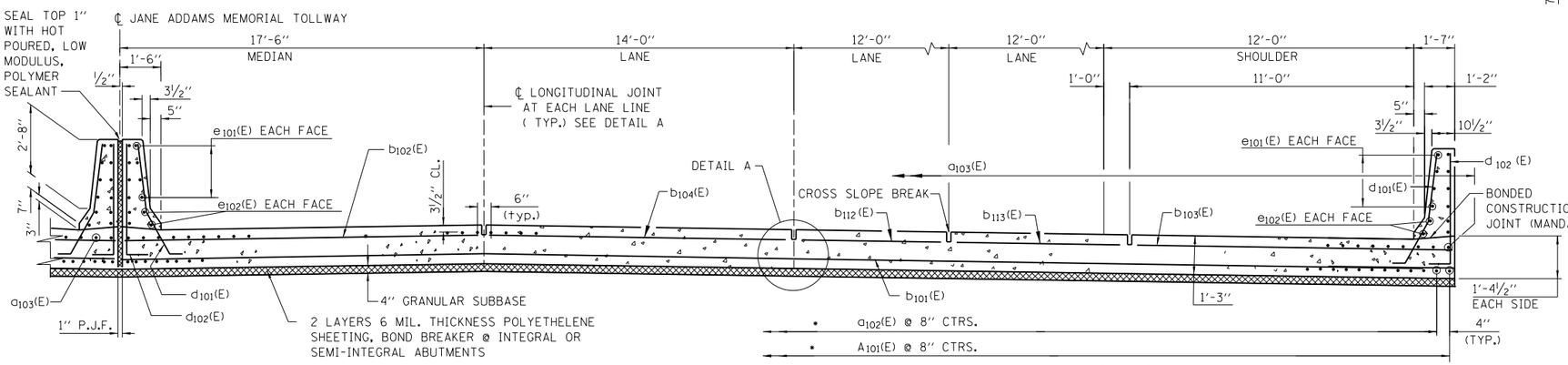
DATE	REVISIONS

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 3 LANES

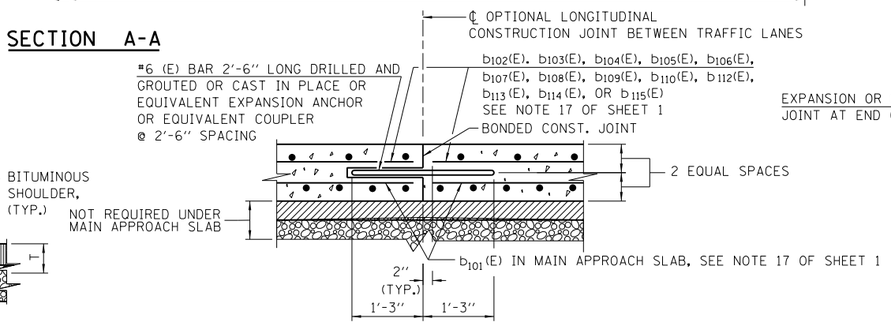
STANDARD G10-00



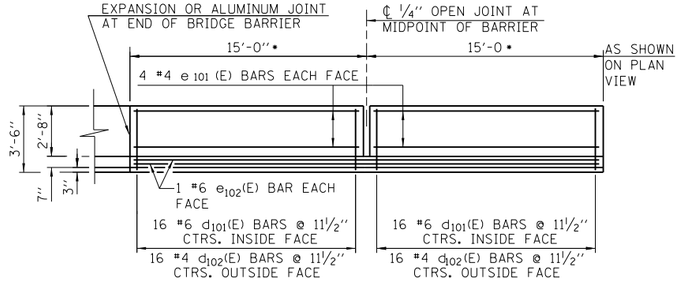
LONGITUDINAL CROSS SECTION



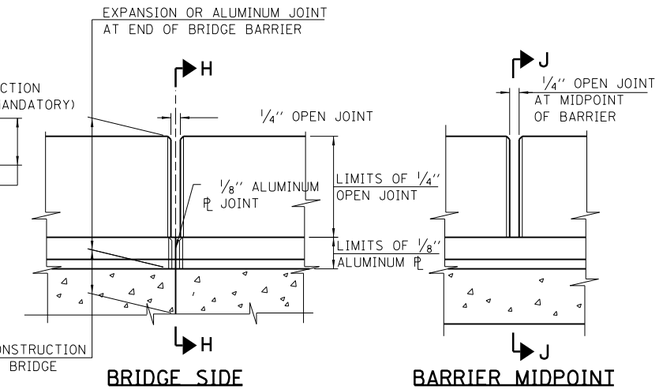
SECTION A-A



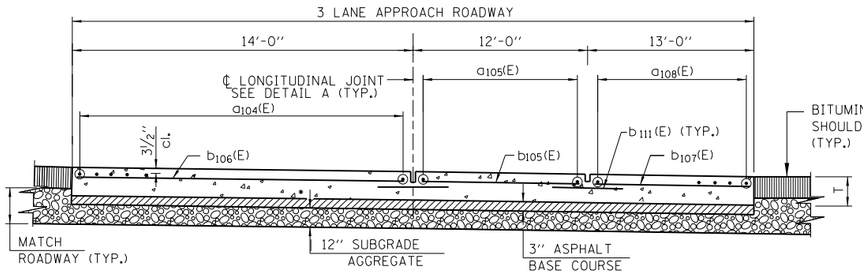
CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES



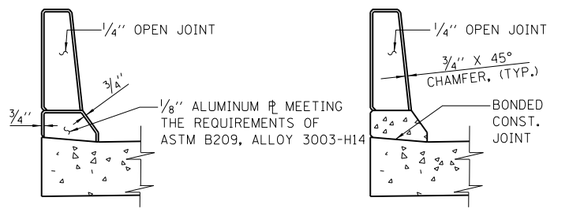
BARRIER ELEVATION



ELEVATION DETAIL OF BARRIER JOINTS

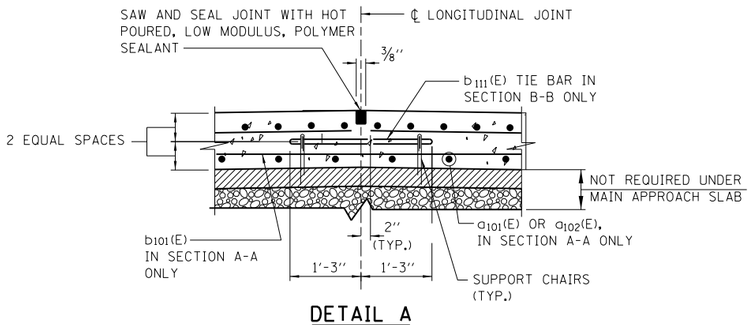


SECTION B-B

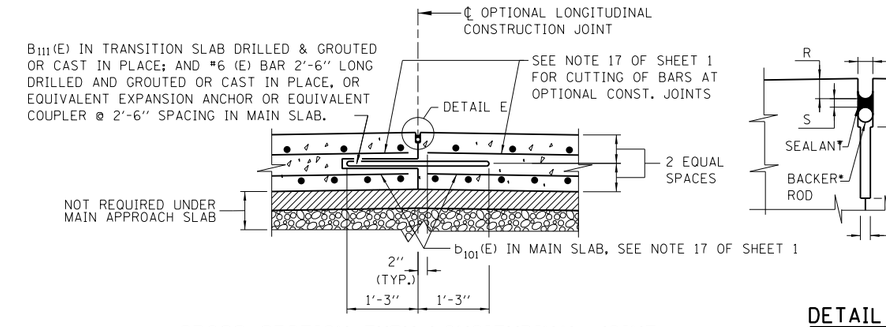


SECTION H-H

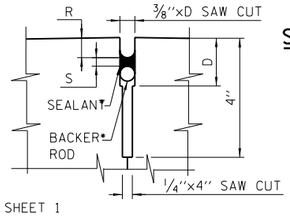
SECTION J-J



DETAIL A
TYPICAL LONGITUDINAL JOINT



CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT



DETAIL E

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

NOTES:

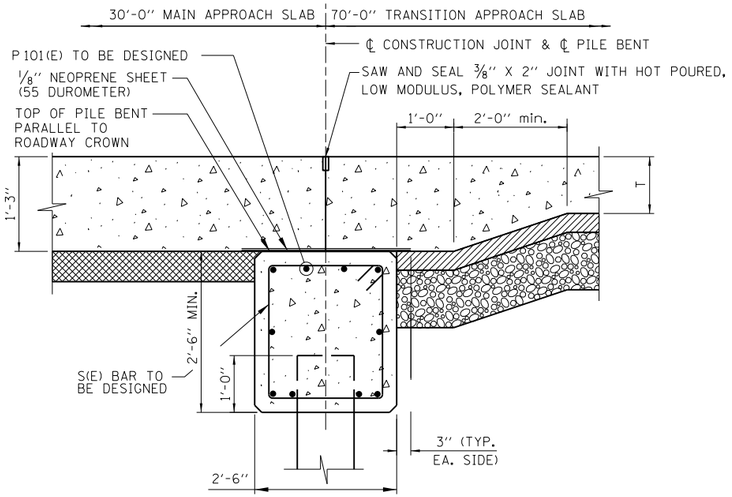
1. SEE SHEET 1 (OF 4) OF THIS SERIES FOR NOTES ON THIS SHEET.
2. THE DIMENSION T IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

APPROVED Paul Kovacs CHIEF ENGINEER DATE 3-1-2013

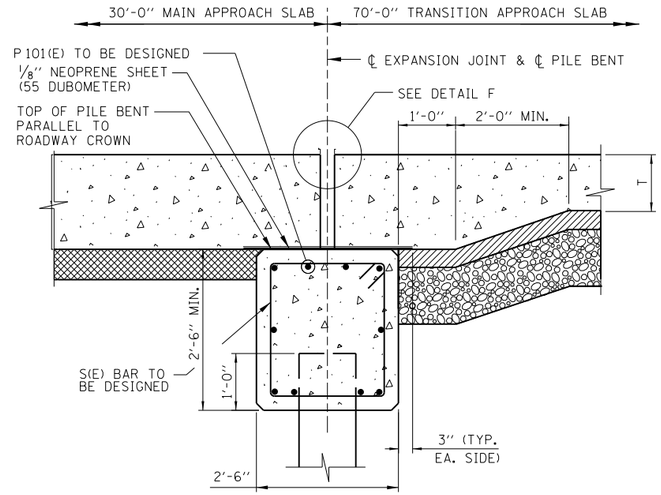
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 3 LANES

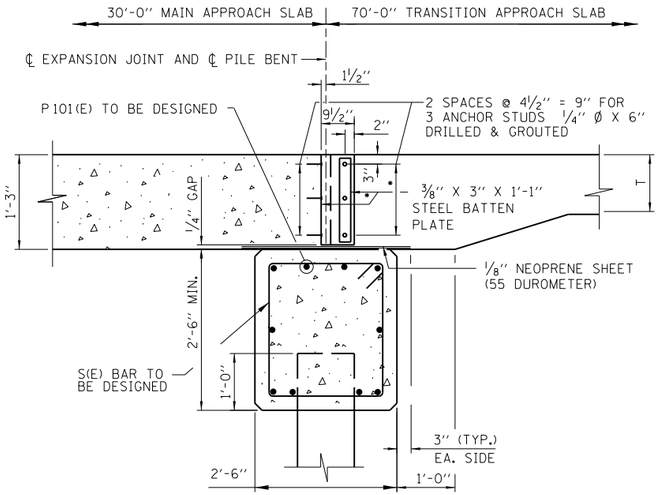
STANDARD G10-00



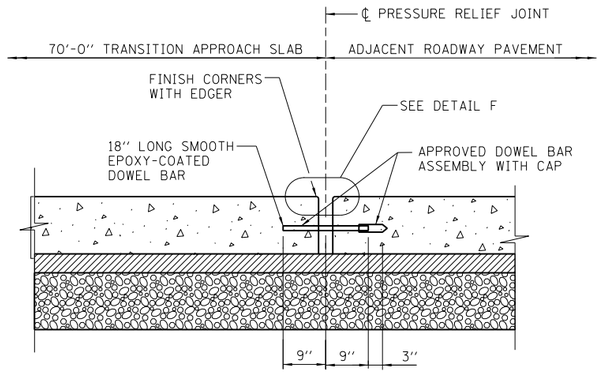
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



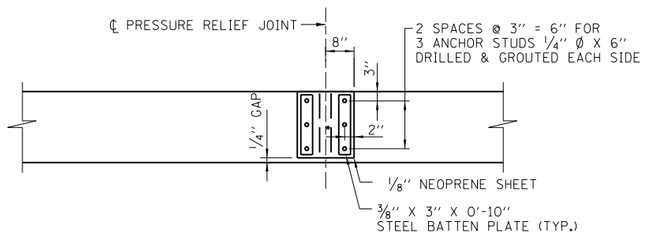
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



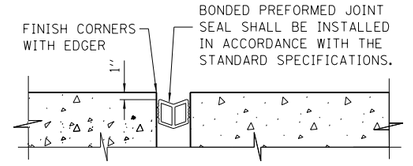
SECTION E-E
END ELEVATION OF EXPANSION JOINT



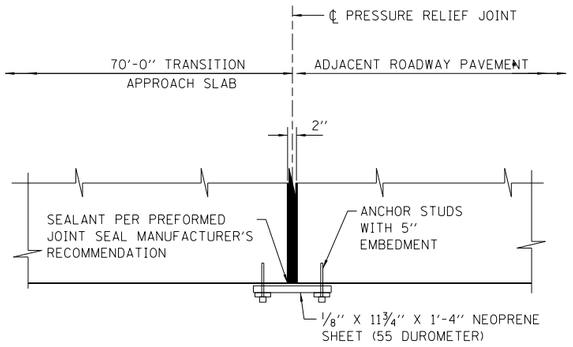
SECTION F-F
PRESSURE RELIEF JOINT



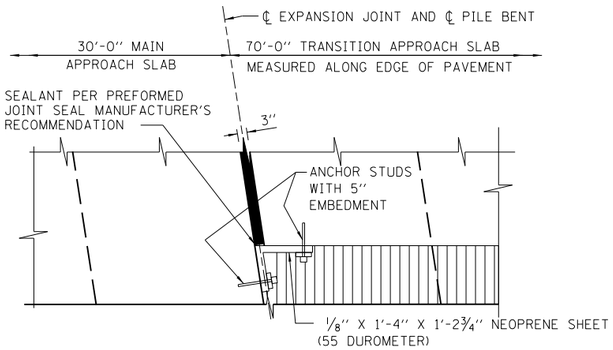
VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT



DETAIL F
BONDED PREFORMED JOINT SEAL



DETAIL C
END PLAN OF EXPANSION OR PRESSURE RELIEF JOINT



DETAIL B
END PLAN OF EXPANSION JOINT

LEGEND:

- CONCRETE
- SUBGRADE AGGREGATE
- ASPHALT BASE COURSE
- ASPHALT SHOULDER
- PREFORMED JOINT SEAL
- GRANULAR SUBBASE

NOTES:

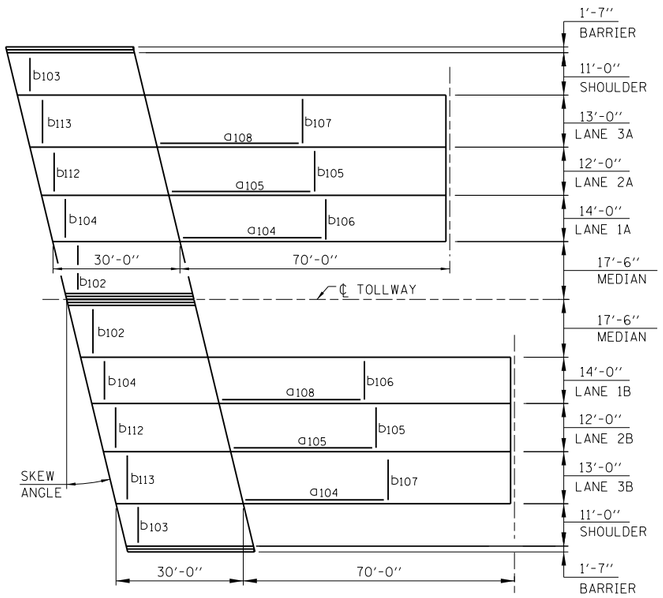
1. IN SECTION E-E AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL BATTEN PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF WARM-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION T IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.
4. SEE DESIGN PLANS FOR DETAILS AND QUANTITIES FOR PILE BENTS.

APPROVED Paul Kovacs CHIEF ENGINEER DATE 3-1-2013

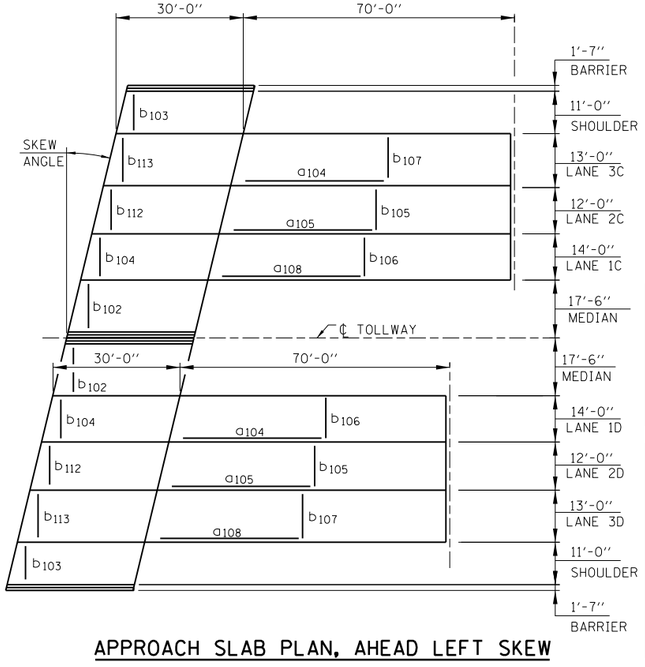
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 3 LANES

STANDARD G10-00



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	M	N	P
$a_{104}(e)$	1A, 1D	15	2	-	15	2	-	15	2	-	15	2	-	15	2	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-
$a_{104}(e)$	3B, 3C	14	2	-	14	2	-	14	2	-	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-
$a_{105}(e)$	2A, 2D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-
$a_{105}(e)$	2B, 2C	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-
$a_{108}(e)$	3A, 3D	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	4	-	14	4	-	14	4	-	14	4	-
$a_{108}(e)$	1B, 1C	15	2	-	15	2	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	4	-	15	4	-	15	4	-
$b_{101}(e)$	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-
$b_{105}(e)$	2A, 2D	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	63	-	2	64	-	3	65	-	3	67	-	4	69	-	5	71	-	6	73	-	7	77	-	8
$b_{105}(e)$	2B, 2C	57	-	0	58	-	0	59	-	1	60	-	1	61	-	2	62	-	2	63	-	3	65	-	3	66	-	4	68	-	5	70	-	6	72	-	7	75	-	8
$b_{106}(e)$	1A, 1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	3	57	-	3	57	-	4	57	-	5	57	-	6	57	-	7	57	-	8	57	-	10
$b_{106}(e)$	1B, 1C	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	3	69	-	3	71	-	4	74	-	5	77	-	6	81	-	7	86	-	8	92	-	10
$b_{107}(e)$	3A, 3D	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	2	69	-	3	72	-	4	75	-	4	78	-	5	82	-	6	87	-	7	93	-	9
$b_{107}(e)$	3B, 3C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	3	57	-	4	57	-	4	57	-	5	57	-	6	57	-	7	57	-	9
$b_{111}(e)$	1A TO 2A, 1D TO 2D	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-
$b_{111}(e)$	2A TO 3A, 2D TO 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	37	-	-	38	-	-	40	-	-	42	-	-	44	-	-	47	-	-
$b_{111}(e)$	1B TO 2B, 1C TO 2C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	37	-	-	38	-	-	39	-	-	41	-	-	44	-	-	47	-	-
$b_{111}(e)$	2B TO 3B, 2C TO 3C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

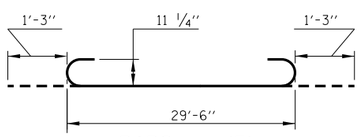
BAR	SIZE	SHAPE	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW	
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
$a_{101}(e)$	# 9	⊂⊃	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"	208	32'-0"
$a_{102}(e)$	# 9	——	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"	206	24'-6"
$a_{103}(e)$	# 5	——	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"	150	29'-6"
$a_{104}(e)$	# 5	——	58	36'-1"	58	36'-9"	58	37'-4"	58	38'-0"	58	38'-8"	87	27'-1"	87	27'-7"	87	28'-2"	87	28'-10"	87	29'-7"	87	30'-6"	87	31'-7"	87	33'-0"
$a_{105}(e)$	# 5	——	52	36'-1"	52	37'-3"	52	38'-5"	78	27'-3"	78	28'-1"	78	29'-0"	78	29'-11"	78	31'-0"	78	32'-2"	78	33'-7"	78	35'-3"	78	37'-4"	104	30'-7"
$a_{108}(e)$	# 5	——	58	36'-1"	58	37'-10"	87	27'-3"	87	28'-5"	87	29'-8"	87	31'-0"	87	32'-5"	87	34'-0"	87	35'-10"	87	37'-11"	116	30'-11"	116	33'-3"	116	36'-3"
$b_{101}(e)$	# 6	——	246	24'-11"	246	25'-0"	246	25'-4"	246	25'-9"	246	26'-5"	246	27'-4"	246	28'-6"	246	30'-0"	246	32'-0"	246	34'-6"	246	37'-9"	328	32'-4"	328	36'-9"
$b_{102}(e)$	# 4	——	50	17'-1"	50	17'-1"	50	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	48	17'-1"	52	16'-10"
$b_{103}(e)$	# 4	——	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	48	12'-2"	50	12'-2"	48	12'-2"	48	12'-2"	50	12'-2"	50	12'-2"
$b_{104}(e)$	# 4	——	50	13'-8"	48	13'-8"	48	13'-8"	48	13'-8"	48	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	48	13'-8"	50	13'-8"
$b_{105}(e)$	# 4	——	114	11'-8"	116	11'-8"	120	11'-8"	122	11'-8"	126	11'-8"	129	11'-8"	133	11'-8"	136	11'-8"	141	11'-8"	147	11'-8"	153	11'-8"	159	11'-8"	168	11'-8"
$b_{106}(e)$	# 4	——	114	13'-8"	116	13'-8"	120	13'-8"	122	13'-8"	126	13'-8"	130	13'-8"	132	13'-8"	136	13'-8"	141	13'-8"	146	13'-8"	152	13'-8"	159	13'-8"	169	13'-8"
$b_{107}(e)$	# 4	——	114	12'-8"	116	12'-8"	120	12'-8"	122	12'-8"	126	12'-8"	128	12'-8"	132	12'-8"	137	12'-8"	140	12'-8"	145	12'-8"	151	12'-8"	158	12'-8"	168	12'-8"
$b_{108}(e)$	# 5	——	0	-	6	11'-8"	6	11'-10"	6	12'-0"	6	12'-4"	6	12'-10"	6	13'-4"	6	14'-2"	6	15'-2"	6	16'-6"	6	18'-1"	6	20'-4"	6	23'-4"
$b_{109}(e)$	# 5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-3"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-9"	4	14'-11"	4	16'-5"	4	18'-5"	4	21'-2"
$b_{110}(e)$	# 5	——	0	-	4	17'-1"	4	17'-4"	4	17'-8"	4	18'-2"	4	18'-10"	4	19'-8"	4	20'-10"	4	22'-3"	4	24'-1"	4	26'-6"	4	29'-9"	4	34'-2"
$b_{111}(e)$	# 6	——	116	2'-6"	120	2'-6"	122	2'-6"	126	2'-6"	128	2'-6"	132	2'-6"	134	2'-6"	139	2'-6"	144	2'-6"	149	2'-6"	155	2'-6"	162	2'-6"	171	2'-6"
$b_{112}(e)$	# 4	——	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	48	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"	50	11'-8"
$b_{113}(e)$	# 4	——	50	12'-8"	48	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	48	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	48	12'-8"
$b_{114}(e)$	# 5	——	0	-	6	13'-8"	6	13'-10"	6	14'-1"	6	14'-6"	6	15'-0"	6	15'-9"	6	16'-8"	6	17'-10"	6	19'-3"	6	21'-3"	6	23'-9"	6	27'-4"
$b_{115}(e)$	# 5	——	0	-	6	12'-8"	6	12'-10"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-6"	6	17'-10"	6	19'-8"	6	22'-1"	6	25'-4"
BRIDGE APPROACH SLAB (SQ. YD.)			460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16		460.16	
TRANSITION APPROACH SLAB (SQ. YD.)			606.7		621.5		636.5		652.0		668.2		685.5		704.3		725.1		748.5		775.7		808.1		848.1		899.4	
REINFORCEMENT BARS, EPOXY COATED (LBS.)			65,611		66,135		66,671		67,177		67,741		68,541		69,289		70,297		71,516		72,981		74,948		77,717		81,074	
PROTECTIVE COAT (SQ. YD.)			1047.0		1062.0		1077.0		1092.0		1109.0		1126.0		1145.0		1166.0		1189.0		1216.0		1249.0		1289.0		1340.0	

REINFORCING BAR SCHEDULE FOR BARRIERS

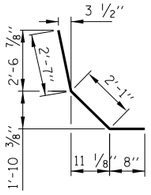
BAR	NO.	SIZE	LENGTH	SHAPE
$d_{101}(e)$	128	6	5'-4"	⌞
$d_{102}(e)$	128	4	5'-6"	⌞
$e_{101}(e)$	64	4	14'-8"	——
$e_{102}(e)$	16	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

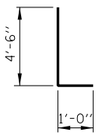
IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	16.0
50800205	REINFORCING BARS, EPOXY COATED	LBS.	2,831
50300300	PROTECTIVE COAT	SQ. YD.	60



BARS $a_{101}(E)$



BAR $d_{101}(E)$



BAR $d_{102}(E)$

NOTES:

1. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.

2. THE AREA OF EACH BRIDGE APPROACH SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.

3. THE AREA OF EACH 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 AREA REQUIRED BY THE SKEW ANGLE. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.

4. THE REINFORCING BAR SCHEDULE FOR APPROACH SLABS IS SHOWN FOR 17'-6" WIDE MEDIAN SHOULDERS. FOR 14'-0" WIDE MEDIAN SHOULDERS, AT EACH SKEW ANGLE IN THIS SCHEDULE:
   - REDUCE THE NUMBER OF $a_{101}(E)$ AND $a_{102}(E)$ BARS FROM 208 TO 198 AND FROM 206 TO 196 RESPECTIVELY.
   - REDUCE THE NUMBER OF $a_{103}(E)$ BARS FROM 150 TO 142.
   - REDUCE THE LENGTH OF $b_{102}(E)$ BARS FROM 17'-1" TO 13'-7".
   - REDUCE THE AREA QUANTITY OF BRIDGE APPROACH SLAB BY 23.3 SQUARE YARDS.
   - REDUCE THE WEIGHT QUANTITY OF APPROACH SLAB REINFORCING STEEL, EPOXY COATED BY 2,772 POUNDS.

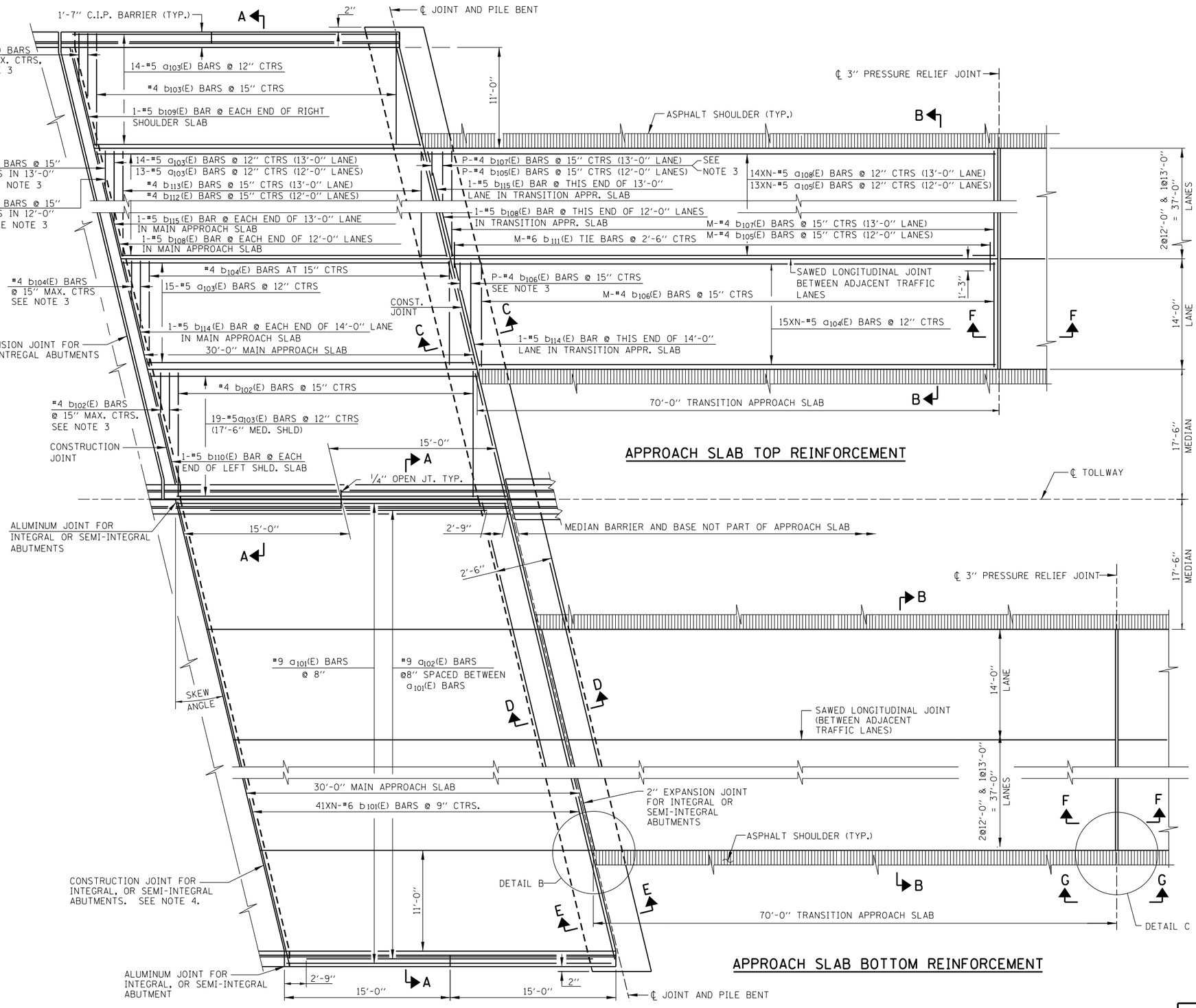
   FURTHERMORE, TRIM THE $b_{110}(E)$ BARS IN THE 14'-0" MEDIAN SHOULDERS AS NECESSARY TO FIT THE SKEW ANGLE.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 3-1-2013

Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 3 LANES

STANDARD G10-00



PLAN

NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 3 1/2" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2'-6" MIN. LAP FOR #5 BARS. USE 3'-0" MIN. LAP FOR #6 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR ADJACENT AREAS, OR DISCARD OFF SITE.
4. 1/4" X 3/4" FORMED JOINT WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
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 45ℍ 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 AND 508 OF THE IDOT STANDARD SPECIFICATIONS.
13. 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 SHEET 4 (OF 4) (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULES FOR 3 LANES).
14. THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON SHEET 4 (OF 4) (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULES FOR 4 LANES).
15. 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.
16. IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2 (OF 4) 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.
17. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
18. 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.
19. SEE SPECIAL PROVISIONS, BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB, FOR ITEMS WHERE COST IS INCLUDED IN THE MAIN PAY ITEMS BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB.

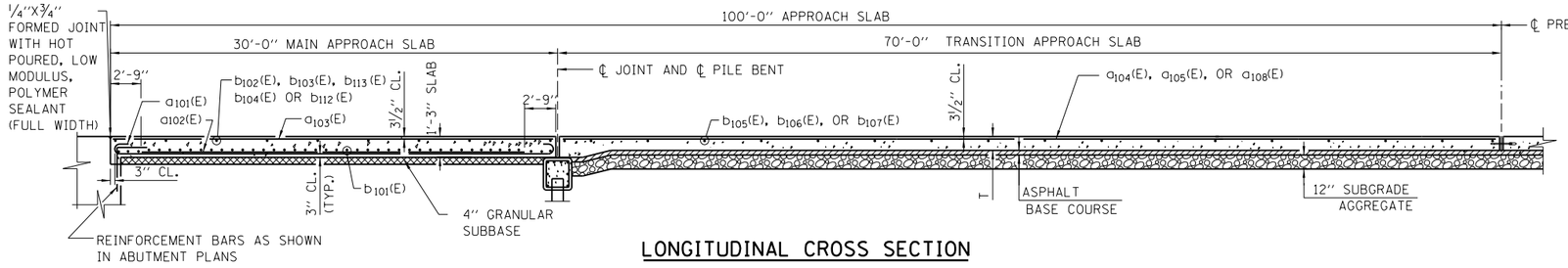
Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 3-31-2014

Illinois Tollway

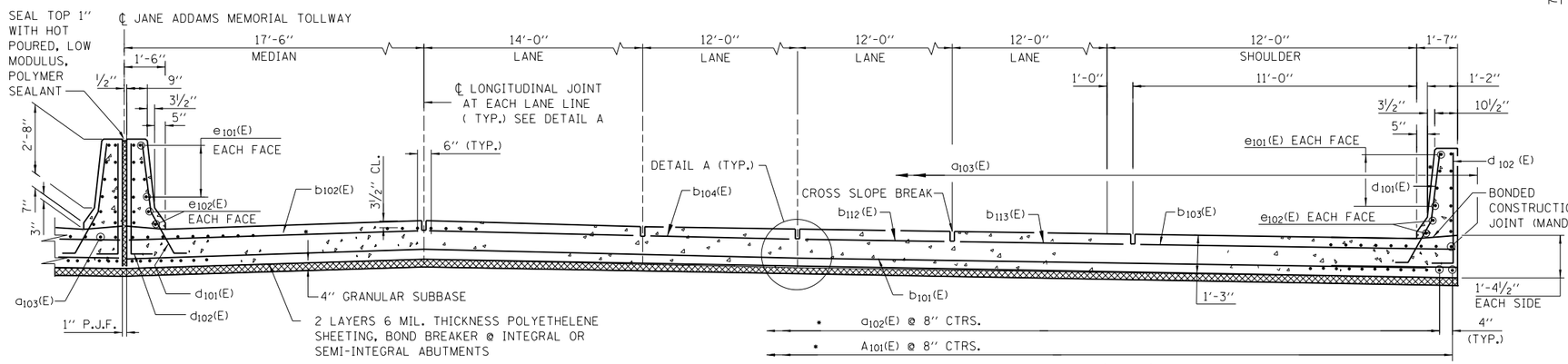
DATE	REVISIONS

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 4 LANES

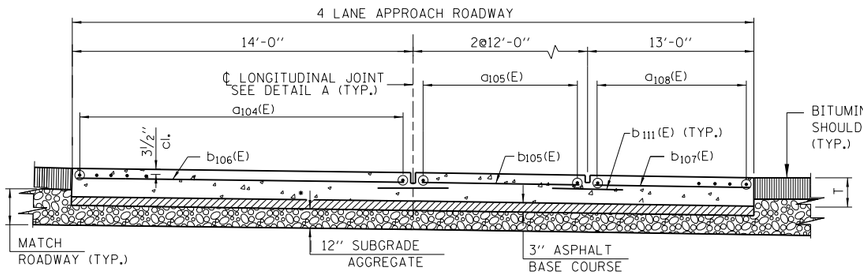
STANDARD G11-00



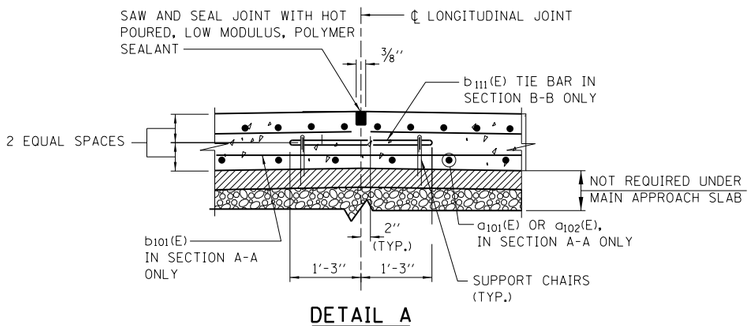
LONGITUDINAL CROSS SECTION



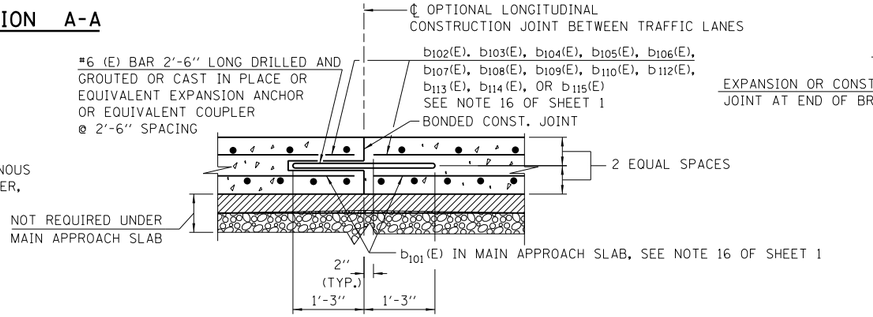
SECTION A-A



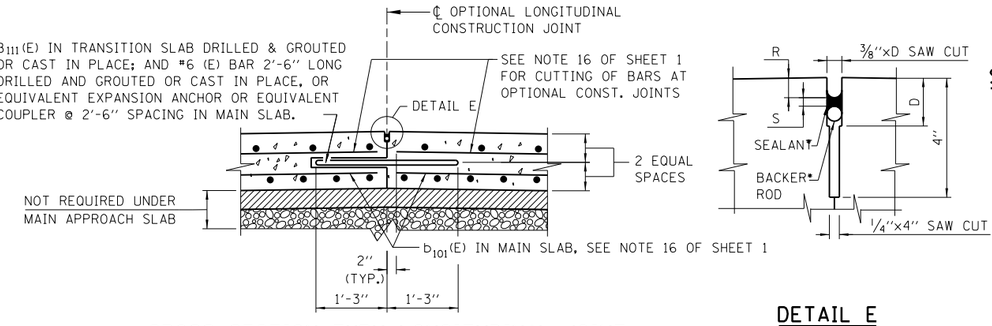
SECTION B-B



DETAIL A
TYPICAL LONGITUDINAL JOINT



CROSS SECTION THRU OPTIONAL LONGITUDINAL CONSTRUCTION JOINT BETWEEN TRAFFIC LANES

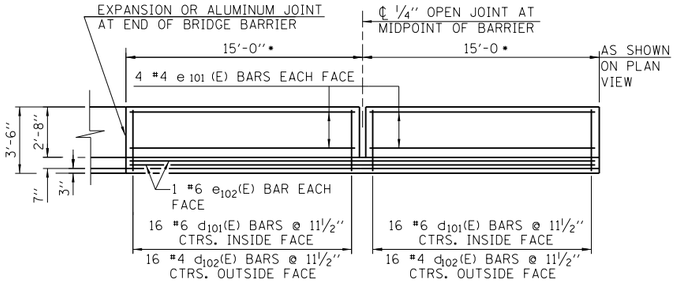


CROSS SECTION THRU LONGITUDINAL JOINT WITH OPTIONAL CONSTRUCTION JOINT

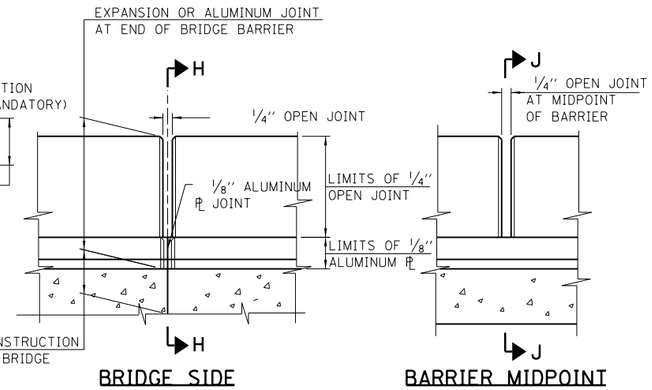
DETAIL E

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

• INCREASE DIMENSION TO EXTEND TO EXPANSION JOINT FOR NON-INTEGRAL ABUTMENTS.

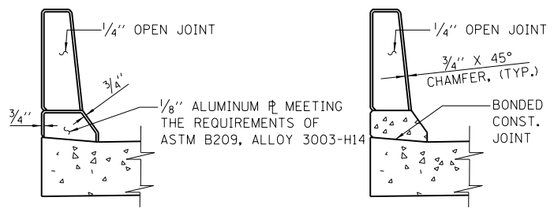


BARRIER ELEVATION



BRIDGE SIDE — BARRIER MIDPOINT

ELEVATION DETAIL OF BARRIER JOINTS



SECTION H-H

SECTION J-J

NOTES:

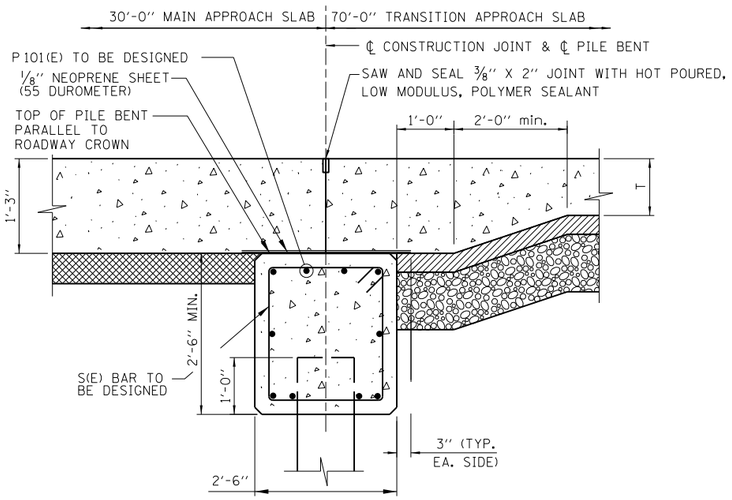
1. SEE SHEET 1 (OF 4) OF THIS SERIES FOR NOTES ON THIS SHEET.
2. THE DIMENSION T IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 3-31-2014

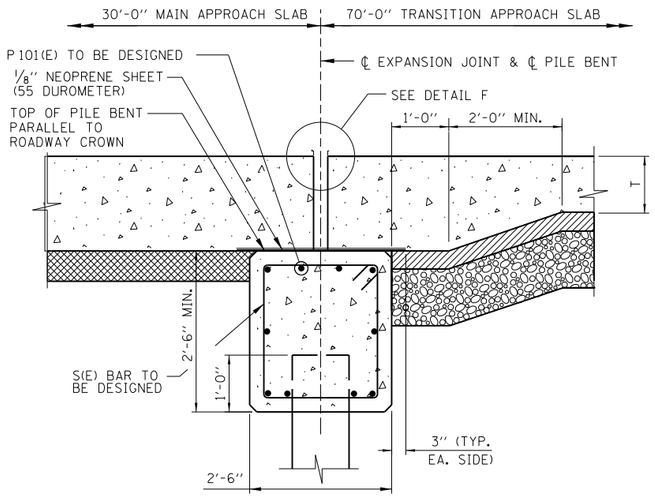
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 4 LANES

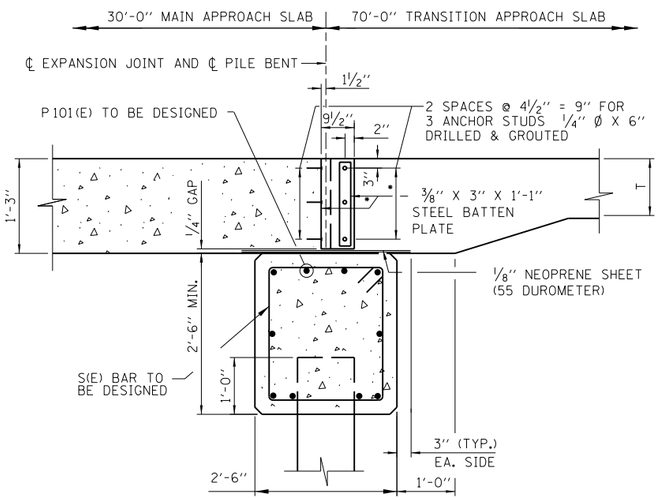
STANDARD G11-00



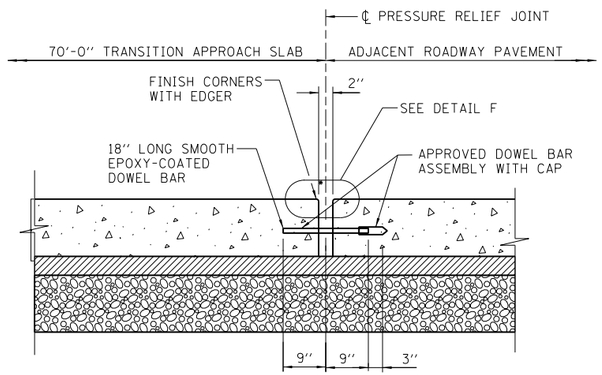
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



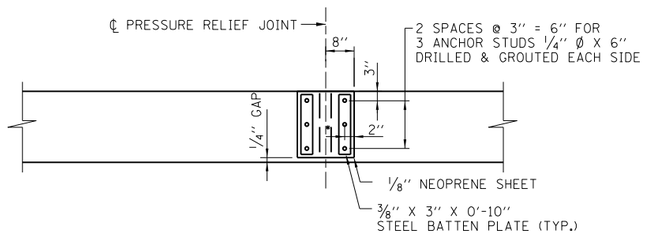
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



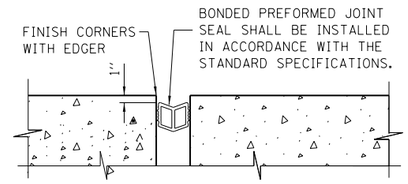
SECTION E-E
END ELEVATION OF EXPANSION JOINT



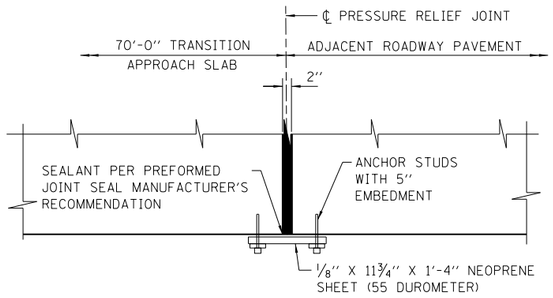
SECTION F-F
PRESSURE RELIEF JOINT



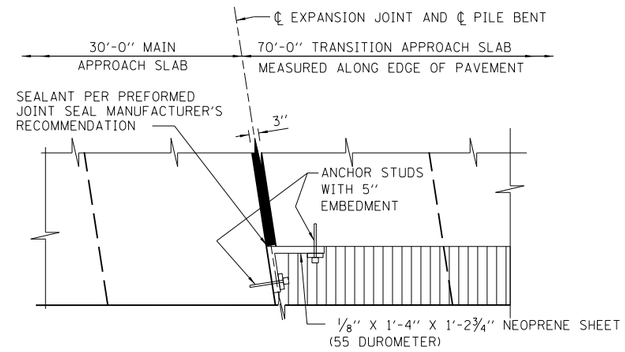
VIEW G-G
END ELEVATION OF PRESSURE RELIEF JOINT



DETAIL F
BONDED PREFORMED JOINT SEAL



DETAIL C
END PLAN OF EXPANSION OR PRESSURE RELIEF JOINT



DETAIL B
END PLAN OF EXPANSION JOINT

LEGEND:

- CONCRETE
- SUBGRADE AGGREGATE
- ASPHALT BASE COURSE
- ASPHALT SHOULDER
- PREFORMED JOINT SEAL
- GRANULAR SUBBASE

NOTES:

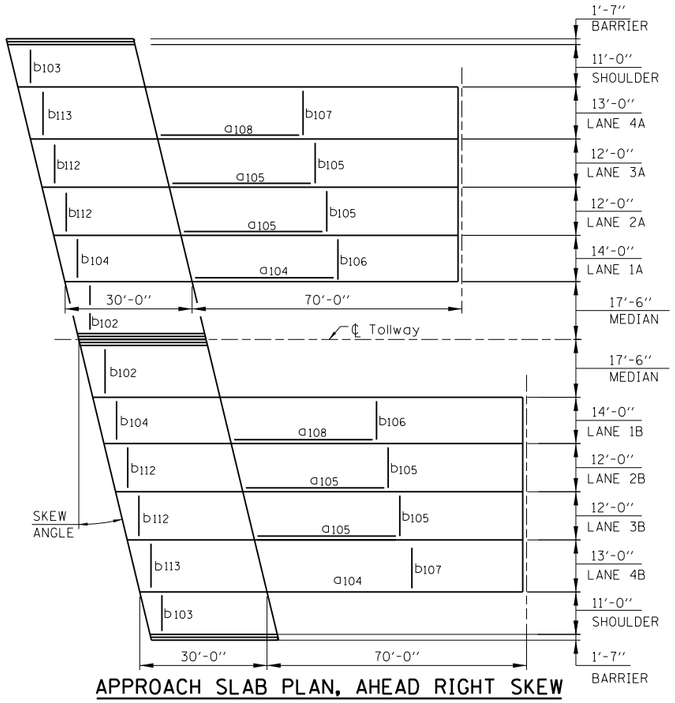
1. IN SECTION E-E AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SUBSECTION 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL BATTEN PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF WARM-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION T IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE DESIGN PLANS.
4. SEE DESIGN PLANS FOR DETAILS AND QUANTITIES FOR PILE BENTS.

APPROVED Paul Kovacs CHIEF ENGINEER DATE 3-31-2014

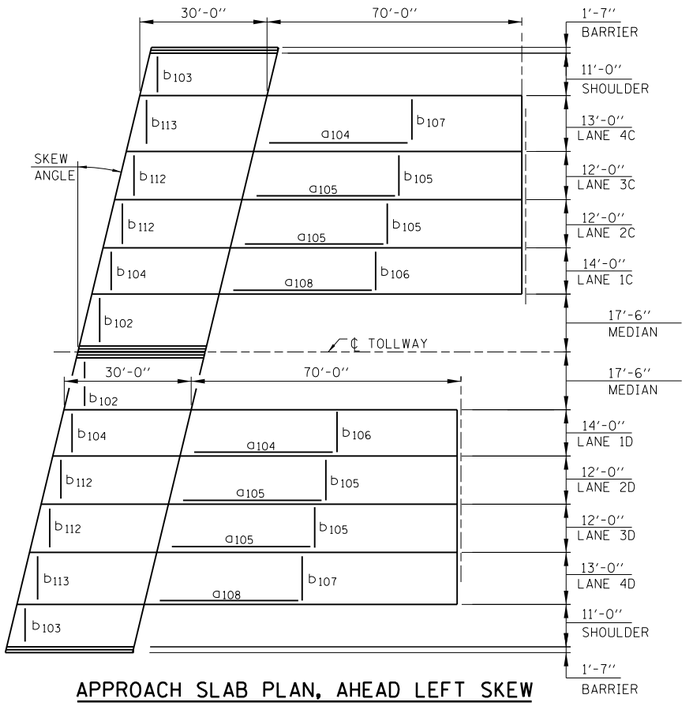
Illinois Tollway

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE 4 LANES

STANDARD G11-00



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	M	N	P
a_{104}(E)	1A, 1D	15	2	-	15	2	-	15	2	-	15	2	-	15	2	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-
a_{104}(E)	4B, 4C	14	2	-	14	2	-	14	2	-	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-
a_{105}(E)	2A, 2D	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-
a_{105}(E)	2B, 2C	13	2	-	13	2	-	13	2	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	3	-	13	4	-
a_{105}(E)	3A, 3D			-			-			-			-			-			-			-			-			-			-			-			-			-
a_{105}(E)	3B, 3C			-			-			-			-			-			-			-			-			-			-			-			-			-
a_{108}(E)	4A, 4D	14	2	-	14	2	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	3	-	14	4	-	14	4	-	14	4	-
a_{108}(E)	1B, 1C	15	2	-	15	2	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	3	-	15	4	-	15	4	-	15	4	-
b_{101}(E)	COMBINED	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	3	-	41	4	-	41	4	-	41	4	-	41	5	-	41	5	-
b_{105}(E)	2A, 2D, 3A, 3D	114	-	0	116	-	0	118	-	1	120	-	1	122	-	2	126	-	2	128	-	3	130	-	3	134	-	4	138	-	5	142	-	6	146	-	7	154	-	8
b_{105}(E)	2B, 2C, 3B, 3C	114	-	0	116	-	0	118	-	1	120	-	1	122	-	2	124	-	2	126	-	3	130	-	3	132	-	4	136	-	5	140	-	6	144	-	7	150	-	8
b_{106}(E)	1A, 1D	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	3	57	-	3	57	-	4	57	-	5	57	-	6	57	-	7	57	-	8	57	-	10
b_{106}(E)	1B, 1C	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	3	69	-	3	71	-	4	74	-	5	77	-	6	81	-	7	86	-	8	92	-	10
b_{107}(E)	4A, 4D	57	-	0	59	-	0	61	-	1	63	-	1	65	-	2	67	-	2	69	-	3	72	-	4	75	-	4	78	-	5	82	-	6	87	-	7	93	-	9
b_{107}(E)	4B, 4C	57	-	0	57	-	0	57	-	1	57	-	1	57	-	2	57	-	2	57	-	3	57	-	4	57	-	4	57	-	5	57	-	6	57	-	7	57	-	9
b_{111}(E)	1A to 2A, 1D to 2D	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-
b_{111}(E)	2A to 3A, 2D to 3D	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	37	-	-	38	-	-	40	-	-	42	-	-	44	-	-	47	-	-
b_{111}(E)	3A to 4A, 3D to 2D																																							
b_{111}(E)	1B to 2B, 1C to 2C	29	-	-	30	-	-	31	-	-	32	-	-	33	-	-	34	-	-	35	-	-	37	-	-	38	-	-	39	-	-	41	-	-	44	-	-	47	-	-
b_{111}(E)	2B to 3B, 2C to 3C	29	-	-	30	-	-	30	-	-	31	-	-	31	-	-	32	-	-	32	-	-	33	-	-	34	-	-	35	-	-	36	-	-	37	-	-	38	-	-
b_{111}(E)	3B to 4A, 3C to 4C																																							

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

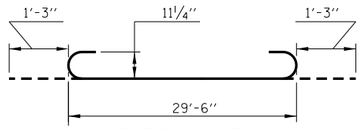
BAR	SIZE	SHAPE	0° SKEW		5° SKEW		10° SKEW		15° SKEW		20° SKEW		25° SKEW		30° SKEW		35° SKEW		40° SKEW		45° SKEW		50° SKEW		55° SKEW		60° SKEW	
			NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a_{101}(E)	# 9	⊂⊃	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"	244	32'-0"
a_{102}(E)	# 9	——	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"	242	24'-6"
a_{103}(E)	# 5	——	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"	176	29'-6"
a_{104}(E)	# 5	——	58	36'-1"	58	36'-9"	58	37'-4"	58	38'-0"	58	38'-8"	87	27'-1"	87	27'-7"	87	28'-2"	87	28'-10"	87	29'-7"	87	30'-6"	87	31'-7"	87	33'-0"
a_{105}(E)	# 5	——	104	36'-1"	104	37'-3"	104	38'-5"	156	27'-3"	156	28'-1"	156	29'-0"	156	29'-11"	156	31'-0"	156	32'-2"	156	33'-7"	156	35'-3"	156	37'-4"	208	30'-7"
a_{106}(E)	# 5	——																										
a_{108}(E)	# 5	——	58	36'-1"	58	37'-10"	87	27'-3"	87	28'-5"	87	29'-8"	87	31'-0"	87	32'-5"	87	34'-0"	87	35'-10"	87	37'-11"	116	30'-11"	116	33'-3"	116	36'-3"
b_{101}(E)	# 6	——	246	24'-11"	246	25'-0"	246	25'-4"	246	25'-9"	246	26'-5"	246	27'-4"	246	28'-6"	246	30'-0"	328	32'-0"	328	34'-6"	328	37'-9"	410	32'-4"	410	36'-9"
b_{102}(E)	# 4	——	50	17'-1"	50	17'-1"	50	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	50	17'-1"	48	17'-1"	50	17'-1"	48	17'-1"	52	16'-10"
b_{103}(E)	# 4	——	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	50	12'-2"	48	12'-2"	50	12'-2"	48	12'-2"	48	12'-2"	50	12'-2"	50	12'-2"
b_{104}(E)	# 4	——	50	13'-8"	48	13'-8"	48	13'-8"	48	13'-8"	48	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	50	13'-8"	48	13'-8"	50	13'-8"
b_{105}(E)	# 4	——	228	11'-8"	232	11'-8"	240	11'-8"	244	11'-8"	252	11'-8"	258	11'-8"	266	11'-8"	272	11'-8"	282	11'-8"	294	11'-8"	306	11'-8"	318	11'-8"	336	11'-8"
b_{106}(E)	# 4	——	114	13'-8"	116	13'-8"	120	13'-8"	122	13'-8"	126	13'-8"	130	13'-8"	132	13'-8"	136	13'-8"	141	13'-8"	146	13'-8"	152	13'-8"	159	13'-8"	169	13'-8"
b_{107}(E)	# 4	——	114	12'-8"	116	12'-8"	120	12'-8"	122	12'-8"	126	12'-8"	128	12'-8"	132	12'-8"	137	12'-8"	140	12'-8"	145	12'-8"	151	12'-8"	158	12'-8"	168	12'-8"
b_{108}(E)	# 5	——	0	-	12	11'-8"	12	11'-10"	12	12'-0"	12	12'-4"	12	12'-10"	12	13'-4"	12	14'-2"	12	15'-2"	12	16'-6"	12	18'-1"	12	20'-4"	12	23'-4"
b_{109}(E)	# 5	——	0	-	4	10'-7"	4	10'-8"	4	10'-11"	4	11'-3"	4	11'-8"	4	12'-2"	4	12'-11"	4	13'-9"	4	14'-11"	4	16'-5"	4	18'-5"	4	21'-2"
b_{110}(E)	# 5	——	0	-	4	17'-1"	4	17'-4"	4	17'-8"	4	18'-2"	4	18'-10"	4	19'-8"	4	20'-10"	4	22'-3"	4	24'-1"	4	26'-6"	4	29'-9"	4	34'-2"
b_{111}(E)	# 6	——	116	2'-6"	120	2'-6"	122	2'-6"	126	2'-6"	128	2'-6"	132	2'-6"	134	2'-6"	139	2'-6"	144	2'-6"	149	2'-6"	155	2'-6"	162	2'-6"	171	2'-6"
b_{112}(E)	# 4	——	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	96	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"	100	11'-8"
b_{113}(E)	# 4	——	50	12'-8"	48	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	48	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	50	12'-8"	48	12'-8"
b_{114}(E)	# 5	——	0	-	6	13'-8"	6	13'-10"	6	14'-1"	6	14'-6"	6	15'-0"	6	15'-9"	6	16'-8"	6	17'-10"	6	19'-3"	6	21'-3"	6	23'-9"	6	27'-4"
b_{115}(E)	# 5	——	0	-	6	12'-8"	6	12'-10"	6	13'-1"	6	13'-5"	6	13'-11"	6	14'-7"	6	15'-5"	6	16'-6"	6	17'-10"	6	19'-8"	6	22'-1"	6	25'-4"
BRIDGE APPROACH SLAB (SQ. YD.)			540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6		540.6	
TRANSITION APPROACH SLAB (SQ. YD.)			793.3		818.6		844.3		870.8		898.5		928.1		960.2		995.7		1035.8		1082.3		1137.8		1206.1		1293.9	
REINFORCEMENT BARS, EPOXY COATED (LBS.)			76,460		77,236		77,868		78,524		79,189		80,090		80,947		82,071		87,357		89,315		91,875		94,207		98,478	
PROTECTIVE COAT (SQ. YD.)			1314.0		1339.0		1365.0		1391.0		1419.0		1449.0		1481.0		1516.0		1556.0		1603.0		1658.0		1727.0		1814.0	

REINFORCING BAR SCHEDULE FOR BARRIERS

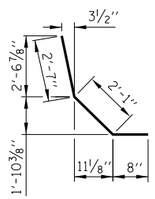
BAR	NO.	SIZE	LENGTH	SHAPE
d_{101}(E)	128	6	5'-4"	└
d_{102}(E)	128	4	5'-6"	└
e_{101}(E)	64	4	14'-8"	——
e_{102}(E)	16	6	29'-6"	——

BILL OF MATERIAL FOR BARRIERS

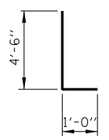
IDOT PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	Concrete Superstructure	Cu. Yd.	16.0
50800205	Reinforcing Bars, Epoxy Coated	Lbs.	2,831
50300300	Protective Coat	Sq. Yd.	60



BARS a_{101}(E)



BAR d_{101}(E)



BAR d_{102}(E)

NOTES:

1. WORK THIS SHEET WITH SHEETS 1, 2, AND 3 (OF 4) OF THIS SERIES.
2. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATEDFOR TWO (OPPOSITE) TRAFFIC DIRECTIONS AT ONE END OF A DUAL BRIDGE.
3. THE AREA OF EACH BRIDGE APPROACH SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUAREYARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
4. THE AREA OF EACH 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 AREA REQUIRED BY THE SKEW ANGLE. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM. THE REINFORCING BAR SCHEDULE FOR APPROACH SLABS IS SHOWN FOR 17'-6" WIDE MEDIAN SHOULDERS.
5. FOR 14'-0" WIDE MEDIAN SHOULDERS, AT EACH SKEW ANGLE IN THIS SCHEDULE:
   - Reduce the number of a_{101}(E) and a_{102}(E) bars from 208 to 198 and from 206 to 196 respectively.
   - Reduce the number of a_{103}(E) bars from 150 to 142.
   - Reduce the length of b_{102}(E) bars from 17'-1" to 13'-7".
   - Reduce the area quantity of bridge approach slab by 23.3 square yards.
   - Reduce the weight quantity of approach slab reinforcing steel, epoxy coated by 2,772 pounds.

   FURTHERMORE, TRIM THE B_{110}(E) BARS IN THE 14'-0" MEDIAN SHOULDERS AS NECESSARY TO FIT THE SKEW ANGLE.

Paul Kovacs
APPROVED ..... CHIEF ENGINEER
DATE 3-31-2014

Illinois Tollway

APPROACH SLAB TO J.P.C. PAVERMENT, MAINLINE, 4 LANES

STANDARD G11-00