℄ IL Rte 38 | 109+00 | ℄ Kautz Rd. | 1100+00 | 110+00

1'-6 3/8"

136'-9 3/8"

15'-6 3/4"

℄ Long. Joint
(See deck plans)

1/2" PJF

104- #4 b10(E) bars at 15" cts. (Top of slab) (Fan bars as Required)
* 310- #9 b11(E) bars at 5" cts. (Bottom of slab)

Cut bars a15(E) & a16(E) to fit skew
use remainder bars in other side

Sta. 109+98.47 (Il Rte 38)
offset 45.66' Rt
Sta. 1099+54.33
offset 91.77' Rt

Matchline
See Sheet 25

30'-1 1/8"

℄ Brg. S. Abut.

60°8'0.35"

3'-2"

78'-6 1/2"

Sta. 109+06.70
Off. 68.27' Rt (IL Rte 38)
Sta. 1000+31.73 (Kautz Rd)

C

Sta. 1099+27.93
offset 51'-5 1/8" Rt

72'-5" R

Transition curb height from 6" high to 8" high over 10'

Put remainer bars of a15(E) & a16(E) here

51- #4 b16(E) bars at 15" cts. (Top of slab)
152- #9 b17(E) bars at 5" cts.
(Bottom of slab)

R

5'-0"

6x2- #5 b19(E) bars
at ±12" cts.

Sta. 1099+05.89
offset 45.0' Lt

2'-6"R

ADA ramp
for details,
see civil dwgs.

46- #5 c10(E) bars @ 12" cts. Each side

42- #5 c14(E) bars @ 12" cts.

41'-6"

1099+00

37- #4 b16(E) bars at 15" cts. (Top of slab)
106- #9 b17(E) bars at 5" cts. (Bottom of slab)

64- #4 a12(E) @ 15" cts Top

91x3- #4 a15(E) bars at 15" cts.(Top of slab)
** 169x3- #5 a16(E) bars at 8" cts. Bottom of slab)

82'-4"

10'-0"

33'-10 5/8"

72'-5" R

F

7"

2'-7"

26- #4 a12(E) @ 15" cts Top

Sta. 1098+84.0
offset 45.66' Rt

59- #4 b10(E) bars at 15" cts. (Top of slab)
* 176- #9 b11(E) bars at 5" cts. (Bottom of slab)

20x2- #5 w12(E) bars at 6" cts.
Top and bottom of Approach
Footing. See Sec. C-C

55'-2 1/4"

℄ joint

7'-0"

3'-0"

Future Extension

10'-0" Appr. footing

1'-6" | 5'-0" | 1'-6" | 2'-0"

Sta. 1098+72.0

C

74- #4 t10(E) bars at 12" cts.
(Top and bottom of Approach Footing, See Sec. C-C)

4 1/8" | 36'-7" | 36'-7" | 73'-6 1/8"

PLAN - SOUTH APPROACH SLAB-SW

Notes:
See Detail A on Sheet 27 of 67.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 60 of 67.
Cost of excavation for approach footing included with Concrete Structures.
For Select Fill see MSE Wall Details Sheet 47.
See Sheet 27 of 67 for sections and Bill of Material.
Bars indicated thus 20 x 3- #5 etc. indicates 20 lines of bars with 3 lengths per line.

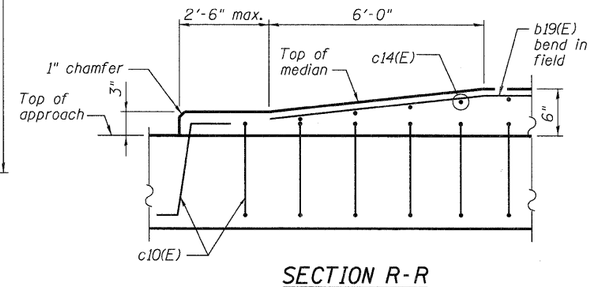
MINIMUM LAP

#4=2'-7"
#5=3'-3"
#9=8'-7"

* Tilt #9 b11(E) bars as required to maintain clearance.

** Cut to fit skew and use remainder of bars in other side as indicated.

Note:
Stations and offsets are relative to Kautz Rd. unless noted.



SECTION R-R

Approach reinforcing not shown

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-026-Appr.Slab.S2.dgn	USER NAME = jehrhart	DESIGNED - RJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH APPROACH SLAB – 2 STRUCTURE NO. 045–0079
		CHECKED - GEK	REVISED -		
PLOT SCALE = 1:8		DRAWN - RJ	REVISED -		SHEET NO. 26 OF 67 SHEETS
PLOT DATE = 3/20/2012		CHECKED - GEK	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	192
		CONTRACT NO. 60122		
	ILLINOIS	FED. AID PROJECT		