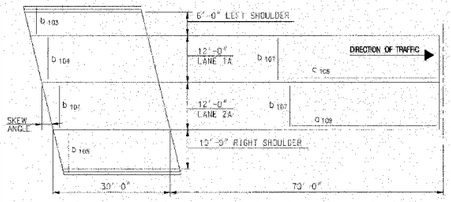
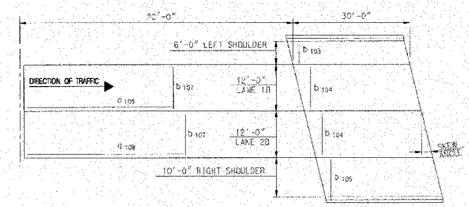
• (0203.1 & 0312-708W) R-3 CONTRACT NO. 62108

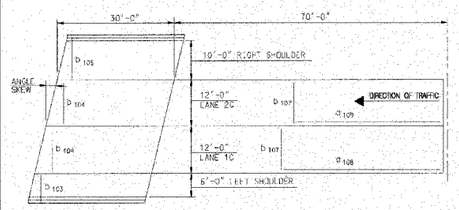
FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	•	COOK	870	759
STA.		TO STA.		
FED ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



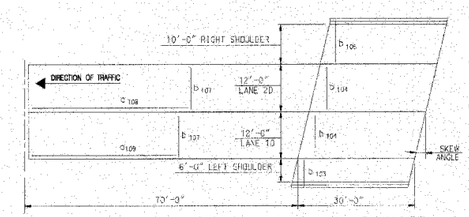
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



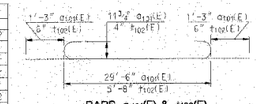
APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

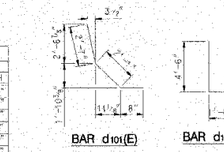
SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

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	M	N	P
a108(E)	1A,2B,1C,2D	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–
a109(E)	2A,1B,2C,1D	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	2	–	21	3	–	21	3	–	21	3	–	21	3	–	21	3	–
b103(E)	COMBINED	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–	40	2	–
b102(E)	COMBINED	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	1	–	9	2	–	9	2	–	9	2	–
b105(E)	1A,2B,1C,2D	19	–	0	19	–	0	19	–	0	20	–	0	20	–	1	20	–	1	21	–	1	21	–	1	21	–	1	22	–	2	23	–	2	24	–	2					
b101(E)	2A,1B,2C,1D	19	–	0	19	–	0	19	–	0	19	–	0	19	–	1	19	–	1	19	–	1	19	–	1	19	–	1	19	–	1	19	–	2	19	–	2	19	–	2	19	–	2
a106(L)	1 10' 2 (A,B,C & D)	29	–		30			30		–	30	–	–	31			31			32		–	32		–	33		–	33		–	34		–	35		–	36		–			
t101(E)	COMBINED	41	–	26	41	–	26	41	–	26	41	–	26	42	–	26	43	–	26	45	–	26	47	–	26	50	–	26	54	–	26	59	–	26	65	–	26	75	–	26			
t102(E)	COMBINED	41	–	26	41	–	26	41	–	26	41	–	26	42	–	26	43	–	26	45	–	26	47	–	26	50	–	26	54	–	26	59	–	26	65	–	26	75	–	26			
t103(E)	COMBINED	2	–		3	–		3	–	–	4	–	–	4	–	–	5	–	–	6	–	–	6	–	–	7			8	–	–	9	–	–	0	–	–	0	–	–			
t104(E)	COMBINED	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	0	–	–	11	–	–	13	–	–			
a110(E)	COMBINED	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	2	–	12	3	–			

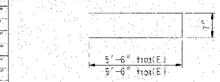


BARS a101(E) & t102(E)

BAR a103(E)



BAR d101(E) BAR d102(E)



BARS t103(E) & t104(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
a108(E)	9		43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"	43	32'-0"
a109(E)	9		43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"	43	25'-6"
a103(L)	8		27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"	27	10'-8"
a104(E)	4		75	29'-8"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-6"	75	29'-8"	75	29'-8"
a106(E)	4		42	38'-6"	42	38'-6"	42	37'-7"	42	38'-9"	42	39'-10"	63	27'-3"	63	28'-9"	63	29'-8"	63	30'-12"	63	32'-1"	63	33'-8"	63	35'-6"	63	38'-0"
a105(E)	4		42	35'-6"	42	36'-0"	42	36'-8"	42	37'-11"	42	37'-8"	42	38'-3"	42	38'-11"	42	39'-8"	63	27'-6"	63	28'-1"	63	28'-10"	63	29'-10"	63	31'-0"
b103(E)	5		80	22'-3"	80	22'-4"	80	22'-7"	80	23'-0"	80	23'-8"	80	24'-6"	80	25'-7"	80	27'-3"	80	28'-10"	80	31'-2"	60	34'-2"	80	38'-2"	120	29'-8"
b102(E)	5		9	23'-8"	9	23'-9"	9	24'-1"	9	24'-6"	9	25'-3"	9	26'-2"	9	27'-4"	9	28'-11"	9	30'-11"	9	33'-6"	9	36'-10"	18	21'-6"	18	24'-6"
b105(E)	4		9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"	9	7'-3"
b101(E)	4		18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"	18	11'-8"
a106(E)	4		9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"	9	11'-3"
a107(E)	4		38	11'-8"	38	11'-8"	38	11'-8"	39	11'-6"	41	11'-8"	41	11'-8"	42	11'-8"	42	11'-8"	42	11'-8"	43	11'-8"	45	11'-8"	46	11'-8"	47	11'-8"
b111(E)	5		0	–	2	5'-10"	2	5'-11"	2	6'-0"	2	6'-2"	2	6'-5"	2	6'-8"	2	7'-1"	2	7'-7"	2	8'-3"	2	9'-1"	2	10'-2"	2	11'-8"
b112(E)	5		0	–	6	11'-5"	6	11'-10"	6	12'-1"	6	12'-4"	6	12'-10"	6	13'-6"	6	14'-3"	6	15'-3"	6	16'-6"	6	18'-2"	6	20'-4"	6	23'-4"
b113(E)	5		0	–	2	9'-10"	2	10'-0"	2	10'-2"	2	10'-5"	2	10'-10"	2	11'-6"	2	12'-0"	2	12'-10"	2	13'-11"	2	15'-3"	2	17'-1"	2	19'-8"
b114(E)	5		29	2'-6"	30	2'-8"	30	2'-6"	30	2'-6"	31	2'-5"	31	2'-6"	32	2'-6"	32	2'-6"	33	2'-6"	33	2'-6"	34	2'-6"	35	2'-6"	36	2'-6"
BRIDGE APPR. SLAB (SQ. YD.)			330.6		333.4		336.2		339.1		342.2		345.5		349.1		353.0		357.4		362.6		368.7		376.3		386.0	
REINF. STL., EPOXY CTD. (LBS.)			15,044		15,204		15,274		15,359		15,503		15,655		15,831		16,031		16,309		16,624		17,038		17,580		18,398	
t101(E)	4		67	5'-8"	67	5'-8"	67	5'-8"	67	5'-8"	68	5'-8"	69	5'-8"	70	5'-8"	73	5'-8"	76	5'-8"	80	5'-8"	85	5'-8"	92	5'-8"	101	5'-8"
t102(E)	4		67	6'-8"	67	6'-8"	67	6'-8"	67	6'-8"	68	6'-8"	69	6'-8"	71	6'-8"	73	6'-8"	76	6'-8"	80	6'-8"	85	6'-8"	92	6'-8"	101	6'-8"
t103(E)	4		8	11'-7"	12	11'-7"	12	11'-7"	16	11'-7"	16	11'-7"	20	11'-7"	24	11'-7"	24	11'-7"	28	11'-7"	32	11'-7"	36	11'-7"	0	–	0	
t104(E)	4		0	–	0	–	0	–	0	–	0	–	0	–	0	–	0	–	0	–	0	–	0	–	44	19'-7"	52	19'-7"
a110(E)	5		48	22'-9"	48	22'-3"	48	23'-1"	48	23'-7"	48	24'-2"	48	25'-0"	48	26'-2"	48	27'-7"	48	29'-6"	48	31'-10"	48	35'-0"	48	39'-1"	72	30'-4"
a110(E)	5		24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"	24	24'-8"
APPR. SLAB GRADE BEAMS CLASS P. CONCRETE (C.Y.)			15.4		15.4		15.5		15.7		16.0		16.4		16.9		17.5		18.4		19.4		20.8		22.7		25.2	
REIN. STL., EPOXY CTD. (LBS.)			2,370		2,406		2,418		2,474		2,512		2,602		2,698		2,786		2,937		3,118		3,349		3,605		4,408	

REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d101(E)	64	6	5'-4"	
d102(E)	64	4	5'-8"	
e101(L)	32	4	4'-8"	
e102(E)	8	8	29'-5"	

BILL OF MATERIAL FOR BARRIERS

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
501F	CONCRETE FOR BRIDGES & DRAIN. STRUCTURES (CLASS SD)	CU. YD.	8.0
504B	REINFORCING STEEL, EPOXY COATED	LBS.	1,151
524	APPLY CONCRETE SEALANT	SQ. FT.	268

NOTES:

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

SHEET 4 OF 5

APPROVED Jeffrey Riley CHIEF ENGINEER DATE 10/12/2004

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

STANDARD ST 04-14
APPROACH SLAB, RAMP, BAR SCHEDULE FOR 2 LANES

DRAWING NO. G25 OF

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

ISHTA STANDARD ST 04-14
APPROACH SLAB, RAMP,
BAR SCHEDULE FOR 2 LANES

HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005
DRAWN BY: LK
CHECKED BY: PY

HNTB

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