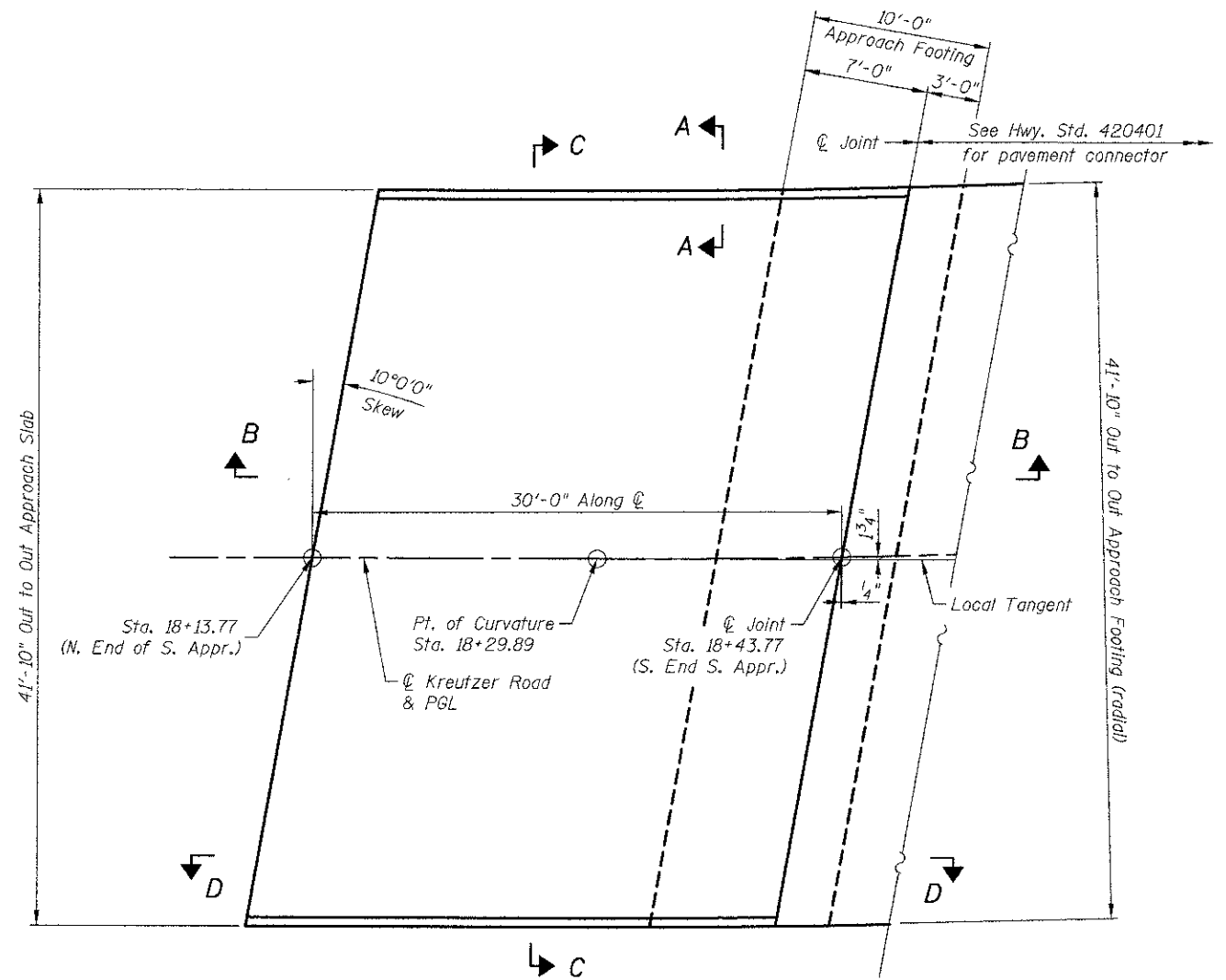


PLAN - NORTH APPROACH



PLAN - SOUTH APPROACH

* Tilt #9 b1(E) bars as required to maintain clearance.

(See North Approach for remainder of dimensions and reinforcement)

MINIMUM BAR LAP

- (Approach Slab)
- #4 bar = 2'-7"
- #5 bar = 3'-3"

Notes:

a10(E) and a1(E) bar spacings measured along @ roadway.
See sheet S10 for Views A-A & D-D and Sections B-B & C-C.
See sheet S10 for Bill of Material.

6:55:58 PM
 J:\2473\road\sheet\17-3\structures\bridge\09_Bridge Approach Slabs.dgn
 10/18/2012



450 E Devon Ave, Suite 300
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DRAWN	- K. BOCHNOWSKI	REVISED	-
DESIGNED	- M. LANGE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 10/22/12	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB
 KREUTZER ROAD OVER S. BR. KISHWAUKEE RIVER
 STRUCTURE NO. 056-6010

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4068	07-00031-00-PV	MCHENRY	167	97
CONTRACT NO. 63743				

SHEET NO. 59 OF 518 SHEETS

ILLINOIS FED. AID PROJECT