

QUANTITIES FOR 100-FOOT APPROACH SLAB

Skew Angle	Bottom Reinforcement			Top Reinforcement				Total Weight bars-lbs.
	#5 B bars	A	B	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	

Skew Angle	Bottom Reinforcement			Top Reinforcement				Total Weight bars-lbs.
	#5 B bars	A	B	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	

Skew Angle	Bottom Reinforcement			Top Reinforcement				Total Weight bars-lbs.
	#5 B bars	A	B	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	

16-FOOT WIDTH PAVEMENT

Skew Angle	No.	Length	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	No.	Length	Total Weight bars-lbs.
0°	40	15'-6"	81	34'-2"	—	—	—	—	5980
5°	40	15'-7"	81	34'-0"	14	3'-11"	—	—	6010
10°	40	15'-9"	81	33'-10"	14	5'-2"	—	—	6020
15°	40	16'-1"	81	33'-7"	14	6'-5"	—	—	6030
20°	40	16'-6"	81	33'-5"	14	7'-9"	—	—	6050
25°	40	17'-1"	81	33'-2"	14	9'-2"	—	—	6070
30°	40	17'-11"	81	32'-11"	14	10'-9"	—	—	6110
35°	40	18'-11"	81	32'-7"	14	12'-6"	—	—	6150
40°	40	20'-3"	81	32'-5"	14	14'-5"	—	—	6200
45°	40	21'-11"	81	31'-11"	14	16'-8"	—	—	6280
50°	40	24'-1"	81	31'-5"	14	19'-4"	—	—	6370
55°	40	27'-0"	81	30'-11"	14	22'-8"	—	—	6480
60°	40	31'-0"	81	30'-2"	14	26'-11"	—	—	6660

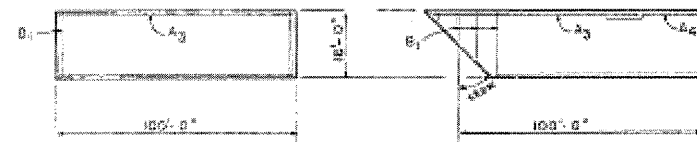
24-FOOT WIDTH PAVEMENT

Skew Angle	No.	Length	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	No.	Length	Total Weight bars-lbs.
0°	40	25'-6"	126	34'-3"	—	—	—	—	8840
5°	40	25'-7"	126	33'-10"	21	4'-9"	—	—	8890
10°	40	25'-10"	126	33'-6"	21	6'-11"	—	—	8890
15°	40	26'-4"	126	33'-2"	21	9'-1"	—	—	8910
20°	40	26'-0"	126	32'-9"	21	11'-5"	—	—	8940
25°	40	25'-11"	126	32'-4"	21	13'-10"	—	—	8980
30°	40	25'-2"	126	31'-11"	21	16'-6"	—	—	9030
35°	40	25'-8"	126	31'-5"	21	19'-5"	—	—	9090
40°	40	30'-8"	126	30'-10"	21	22'-10"	—	—	9170
45°	40	33'-3"	126	30'-3"	21	26'-8"	—	—	9290
50°	80	19'-1"	126	29'-5"	21	31'-3"	—	—	9490
55°	80	21'-4"	126	28'-6"	21	36'-11"	—	—	9680
60°	80	24'-4"	126	27'-5"	42	22'-9"	—	—	9940

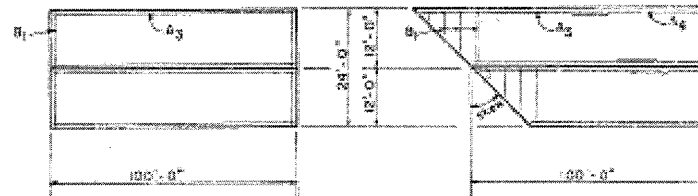
36-FOOT WIDTH PAVEMENT

Skew Angle	No.	Length	#4 A <sub>3</sub> bars	No.	Length	#4 A <sub>4</sub> bars	No.	Length	Total Weight bars-lbs.
0°	40	35'-6"	189	34'-3"	—	—	—	—	13040
5°	40	35'-8"	189	33'-8"	32	5'-10"	—	—	13090
10°	40	36'-0"	189	33'-2"	32	8'-0"	—	—	13110
15°	80	19'-4"	189	32'-8"	32	12'-4"	—	—	13250
20°	80	19'-10"	189	32'-0"	32	15'-9"	—	—	13280
25°	80	20'-7"	189	31'-5"	32	18'-6"	—	—	13330
30°	80	21'-8"	189	30'-9"	32	23'-6"	—	—	13410
35°	80	22'-8"	189	30'-0"	32	27'-10"	—	—	13510
40°	80	24'-2"	189	29'-2"	32	32'-10"	—	—	13630
45°	80	26'-2"	189	28'-3"	64	20'-0"	—	—	13840
50°	80	28'-8"	189	27'-1"	64	23'-8"	—	—	14080
55°	80	32'-0"	189	25'-8"	64	27'-9"	—	—	14330
60°	80	36'-7"	189	23'-10"	64	31'-2"	—	—	14710

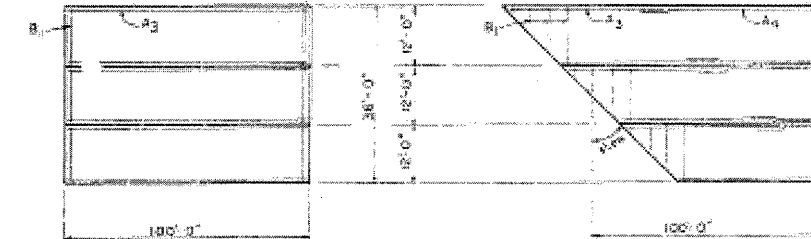
TOP OF SLAB BAR ARRANGEMENT



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Illinois Department of Transportation  
 PROJECT: MRY 2011-1081  
 APPROVED: MRY 2011-1081  
 DATE: Mar 31, 2009

BRIDGE APPROACH PAVEMENT  
 1 Sheet 2 of 2  
 STANDARD 2353-5  
 PLAN SIDE OWNERS

FOR INFORMATION ONLY