<table>
<thead>
<tr>
<th>CELL / MODEL NAME</th>
<th>DESCRIPTION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BA-CIP-2399-0 (1 of 2)</td>
<td>Bridge approach; Cast in place; 2399 Rail; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BA-CIP-2399-0 (2 of 2)</td>
<td>Bridge approach; Cast in place; 2399 Rail; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BA-CIP-R34C-0 (1 of 2)</td>
<td>Bridge approach; Cast in place; R34 Rail with curb; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BA-CIP-R34C-0 (2 of 2)</td>
<td>Bridge approach; Cast in place; R34 Rail with curb; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-0 (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-0 (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-L-Greater than 30 degrees (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Left skew; Greater than 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-L-Greater than 30 degrees (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Left skew; Greater than 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-L-Less than or equal to 30 degrees (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Left skew; Less than or equal to 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-L-Less than or equal to 30 degrees (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Left skew; Less than or equal to 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-R-Greater than 30 degrees (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Right skew; Greater than 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-R-Greater than 30 degrees (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Right skew; Greater than 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-R-Less than or equal to 30 degrees (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Right skew; Less than or equal to 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-34FS-R-Less than or equal to 30 degrees (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 34 in. F shape; Right skew; Less than or equal to 30 degrees</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-42FS-0 (1 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 42 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BAIA-CIP-42FS-0 (2 of 2)</td>
<td>Bridge approach; Integral Abut; CIP; 42 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>CELL / MODEL NAME</td>
<td>DESCRIPTION</td>
<td>DATE</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>BASA-CIP-FS-0 (1 of 2)</td>
<td>Bridge approach; Stub Abut; CIP; 34 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
<tr>
<td>BASA-CIP-FS-0 (2 of 2)</td>
<td>Bridge approach; Stub Abut; CIP; 34 in. F shape; No skew</td>
<td>11/22/2016</td>
</tr>
</tbody>
</table>
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS

STRUCTURE NO.

PLAN

CROSS SECTION

NEAR ABUTMENT

(looking )

(looking )

AT APPROACH FOOTING

For pavement connection

See Hwy. Std. 420401

Approach Footing

10'-0''

15'-0'' typ.

10'-0''

End of

Approach Footing. See Sec A-A

60-#8 a (E) bars at 6'' cts. Bottom of slab

46-#5 a (E) bars at 8'' cts. Top of slab, tilt as necessary to fit curb

1-#4 t (E) bars at 12'' cts.

-# 9 b (E) bars at 5'' cts. Bottom of slab

23-#5 b (E) bars at 5'' cts.

Steel railing

End of

7''

9''

7''

Bend to fit taper.

2-#5 b (E) bars at 5'' cts.

2'-6''

Slopes %

Slopes %

Slopes %

Slopes %

11-22-2016

FILE NAME

USER NAME

PLOT SCALE

PLOT DATE

CHECKED

DRAWN

CHECKED

DESIGNED

REVISED

REVISED

REVISED

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS

F.A.
RTE.
SECTION
CONTRACT NO.
TOTAL SHEETS
SHEET NO.
SHEETS
COUNTY
### BILL OF MATERIAL

#### TWO APPROACHES

<table>
<thead>
<tr>
<th>No.</th>
<th>Cu. Yd.</th>
<th>Concrete Superstructure</th>
<th>Pound</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>68</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Notes:*
- Per manufacturer recommendations
- Expansion joint. See Special Provisions (PCC)
- Connector Pavement
- Mat'l Type B, 4''
- Subbase Granular
- G1.0"
- 10 mil. Polyethylene bond
- Breaker on steel trowel finish
- See Notes.

### INSIDE ELEVATION OF RAILING AND CURB

**Inside Elevation of Railing and Curb**

<table>
<thead>
<tr>
<th>Section A-A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DETAIL A</strong></td>
</tr>
<tr>
<td>2'-6&quot; at 50° F. See Notes.</td>
</tr>
<tr>
<td>2'-6&quot; at 50° F. Recess 1'-0&quot; minimum. Run out to out of curb</td>
</tr>
</tbody>
</table>

**Notes:**
- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.
- For Granular Backfill for Structures and drainage treatment details, see sheet of   .
- For railing details, see sheet of   .
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 3 of 3 .

Notes:
- Per manufacturer recommendations
- See Notes.
- See Special Provisions (PCC) Connector
- 10 mil. Polyethylene bond breaker on |' |
- End of bridge deck
- End of approach slab
- Approach footing

** Cost Included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations
Bar No. | Size | Length | Shape |
---|---|---|---|
#5 | 11 | 11 | d  (E) |
#4 | 11 | 11 | e  (E) |
#8 | 11 | 11 |  |
---|---|---|---|
Concrete Superstructure | Cu. Yd. |  
---|---|---|
**Bill of Material**

**Two Approaches**

**Material**

- **Bar a (E)**
- **Bar b (E)**
- **Concrete Superstructure**
- **Concrete Structures**

**Notes:**
- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.
- Porous concrete shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
- For Bridge Deck for Structures and drainage treatment details, see sheet of .

**References:**
- Standard 631031. For Type 5 terminal connections see Highway Standard 631026. For Type 6 terminal connections see Highway Standard 631031.
**SECTION A-A**

**BRIDGE APPROACH SLAB DETAILS**

<table>
<thead>
<tr>
<th>Bar No.</th>
<th>Size</th>
<th>Length</th>
<th>Shape</th>
</tr>
</thead>
<tbody>
<tr>
<td>#5</td>
<td></td>
<td>11</td>
<td>a (E)</td>
</tr>
<tr>
<td>#8</td>
<td></td>
<td>68</td>
<td></td>
</tr>
<tr>
<td>#4</td>
<td></td>
<td>32</td>
<td>d (E)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4</td>
<td>e (E)</td>
</tr>
</tbody>
</table>

**Concrete Superstructure**

Cu. Yd. | Pound
---------|--------
5'-7''   |        |

**BILL OF MATERIAL**

**TWO APPROACHES**

Cu. Yd.

a (E) 12
b (E) 11

**Epoxy Coated Reinforcement Bars, (Approach Slab)**

Concrete Superstructure

Cu. Yd.

a (E) 10
b (E) 10
d (E) 10
e (E) 10	w (E) 10	t (E) 10

**DETAIL A**

(12 in.)

**INSIDE ELEVATION OF PARAPET AND CURB**

* Cost included with Concrete Superstructure (Approach Slab).

**VIEW B-B**

* Anchor bolts for Type 5

**2 1" ANCHOR BOLT**

(Anchor bolt assemblies shall be galvanized according to Article 35A.09 of the Standard Specifications)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Drainage Backfill for Structures and drainage treatment details, see sheet .

For Granular Backfill for Structures and drainage treatment details, see sheet .

**STATE OF ILLINOIS**

DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS

**STATE OF ILLINOIS FED. AID PROJECT**

**COUNTY**

**CONTRACT NO.**

**TOTAL SHEETS**

**SHEET NO.**

**FILE NAME**

**PLOT SCALE**

**PLOT DATE**

**CHECKED**

**DRAWN**

**DESIGNED**

**REVISED**

**DEPARTMENT OF TRANSPORTATION**

**STATE OF ILLINOIS**

12-22-2016
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach foiling concrete shall be paid for as Concrete Structures.

The approach foiling maximum applied service bearing pressure (Gmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Structural Backfill for Structures and drainage treatment details, see sheet_ of .
STRUCTURE NO. 
BRIDGE APPROACH SLAB DETAILS

BAIA-CIP-42FS-0

PLAN

CROSS SECTION

END OF APPROACH SLAB AND FOOTING AT CURB

END OF APPROACH SLAB

NEAR ABUTMENT

FILE NAME = USER NAME =

PLOT SCALE = PLOT DATE =

CHECKED = DRAWN =

CHECKED = DESIGNED =

REVISED = REVISED =

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO.

11-22-2016
### Bridge Approach Slab Details

**Structure No.:**

**Approach Slab Details**

#### Near Abutment

- Top and bottom of Approach Footing, See Sec A-A
- Top and bottom of Approach Footing, See Sec A-A

#### End of Approach Footing

- See Approach Plans
- See Approach Plans

#### 2'-6'' typ.

- Bend to fit taper.
- Bend to fit taper.

#### Approach Slab and Footing at Curb

- Top and bottom of Approach Footing, See Sec A-A
- Top and bottom of Approach Footing, See Sec A-A

#### Approach Slab and Footing at Parapet

- Top and bottom of Approach Footing, See Sec A-A
- Top and bottom of Approach Footing, See Sec A-A

**Notes:**

- Preformed Expansion Joint Filler according to Article 100.09 of the Standard Specifications, full depth of slab, full length of parapet. Typ. each parapet.
**INSIDE ELEVATION OF PARAPET AND CURB**

**SECTION A-A**

- Pavement Connector (PCC)

**DETAIL A**

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (PCC) may be found on Highway Standard 420406.)

**SECTION B-B**

- 10 mil Polyethylene bond breaker on steel trowel finish

Notes:
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Smax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For greater detail for Structures and drainage treatment details, see sheet .