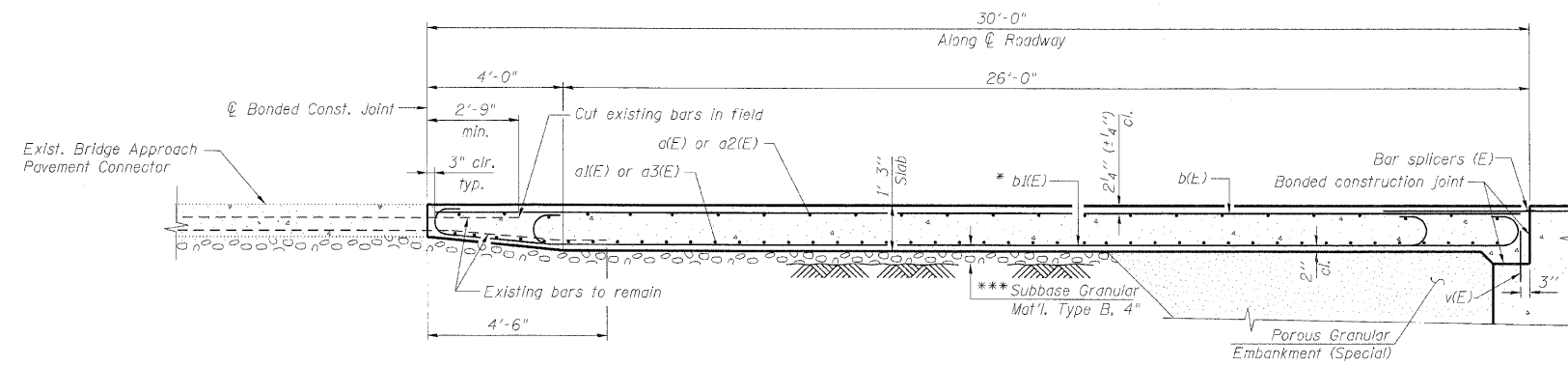
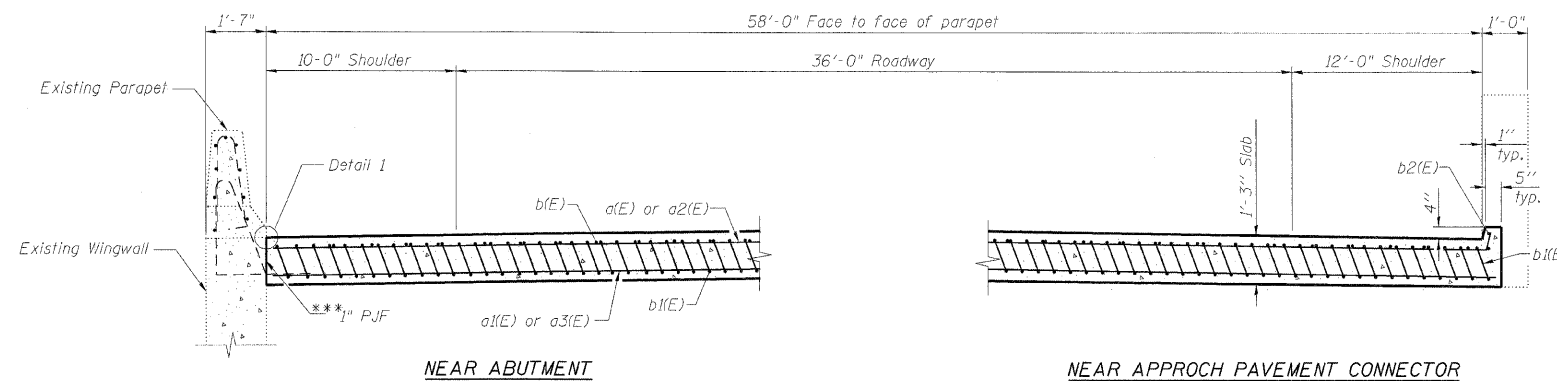


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C

* Tilt #9 b1(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure

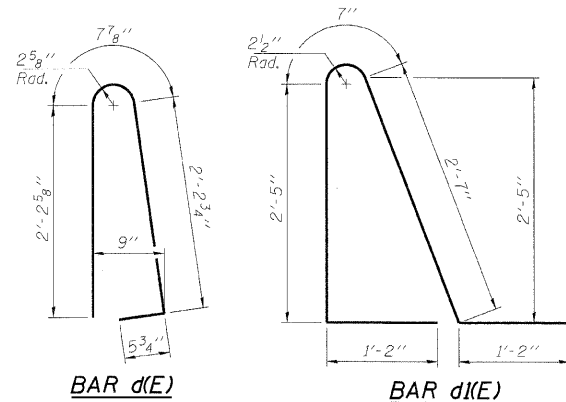


NEAR ABUTMENT

NEAR APPROACH PAVEMENT CONNECTOR

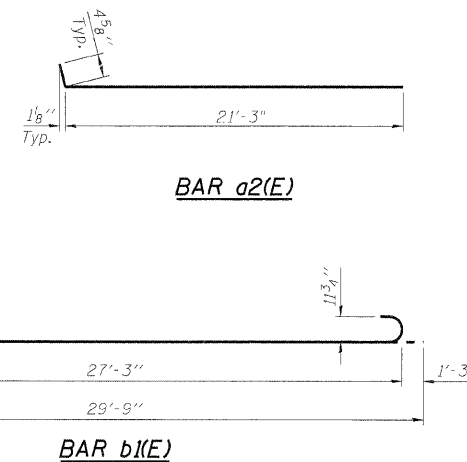
SECTION D-D

(See Plan for dimensions not shown)



BAR d(E)

BAR d1(E)



BAR a2(E)

BAR b1(E)

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	75	#4	17'-3"	—
a1(E)	92	#5	17'-6"	—
a2(E)	25	#4	21'-8"	—
a3(E)	92	#5	19'-9"	—
a4(E)	14	#6	6'-0"	—
b(E)	60	#4	29'-8"	—
b1(E)	140	#9	29'-9"	—
b2(E)	2	#4	16'-9"	—
d(E)	19	#5	5'-7"	U
d1(E)	19	#5	7'-11"	U
e(E)	8	#4	15'-9"	—
s1(E)	1	#8	15'-9"	—
ITEM	UNIT	TOTAL		
Concrete Superstructure	Cu. Yd.	84.7		
Approach Slab Removal	Sq. Yd.	194		
Reinforcement Bars, Epoxy Coated	Pound	20,710		
Protective Coat	Sq. Yd.	204		
Bridge Deck Grooving	Sq. Yd.	187		
Concrete Barrier Removal	Foot	17.5		

Notes:

- a(E), a1(E), a2(E) and a3(E) bar spacings measured parallel to $\text{\textcircled{C}}$ Roadway. b(E) and b1(E) bar spacings measured perpendicular to $\text{\textcircled{C}}$ Roadway.
- For existing approach slab and shoulder pavement details, see existing plans.
- Existing reinforcement bars extending into the removal area shall be blast-cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during approach slab removal shall be repaired or replaced with an approved bar splicer or anchorage system. Cost included with Approach Slab Removal.
- Approach Slab and parapet concrete shall be paid for as Concrete Superstructure.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For v(E) bar details, see West Abutment Backwall Repair sheet.
- For bar splicer details, see Bar Splicer Assembly Details sheet.
- The Contractor shall exercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
- For Porous Granular Embankment (Special) and drainage treatment details, see General Notes, Bill of Material and Index of Sheets sheet.
- Min. bar lap: #4 = 1'-8"
#5 = 2'-2"
- Bars Indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
- Work this sheet with Bridge Approach Slab Details (1 of 2) sheet.

BRIDGE APPROACH SLAB DETAILS
(2 OF 2)
STRUCTURE NO. 022-0099

DESIGNED	MFB
CHECKED	KWS
DRAWN	RMG
CHECKED	MFB

benesch

alfred benesch & company
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205 North Michigan Avenue, Suite 2400
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312-566-0450 Job No. 10050

SHEET NO. 7 18 SHEETS	F.A.I. RTE. 290	SECTION 22(1, 1-1, 2&3)RS-7	COUNTY DUPAGE	TOTAL SHEETS 546	SHEET NO. 269
	CONTRACT NO. 60G51			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	