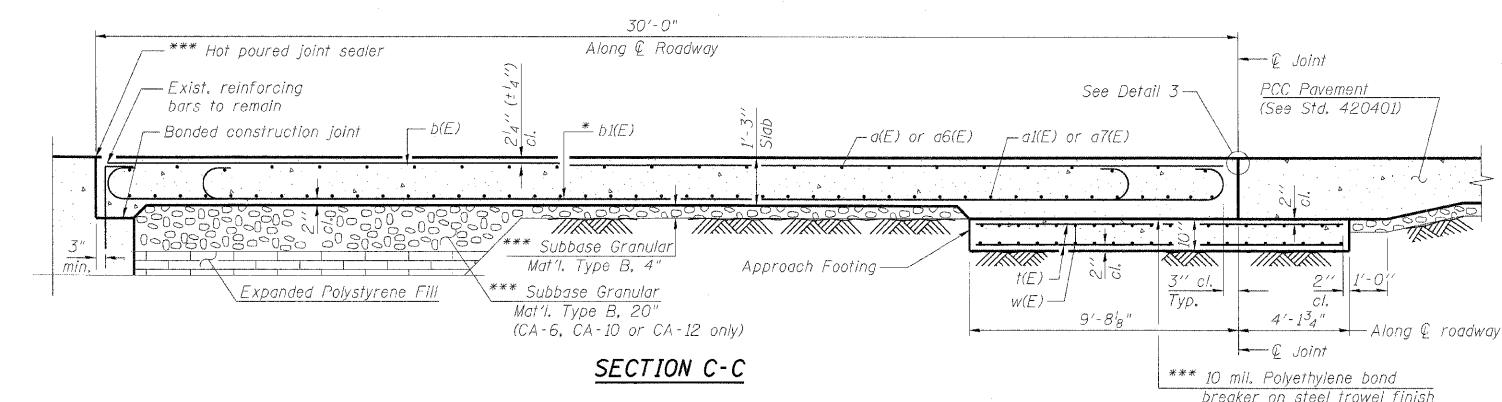


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

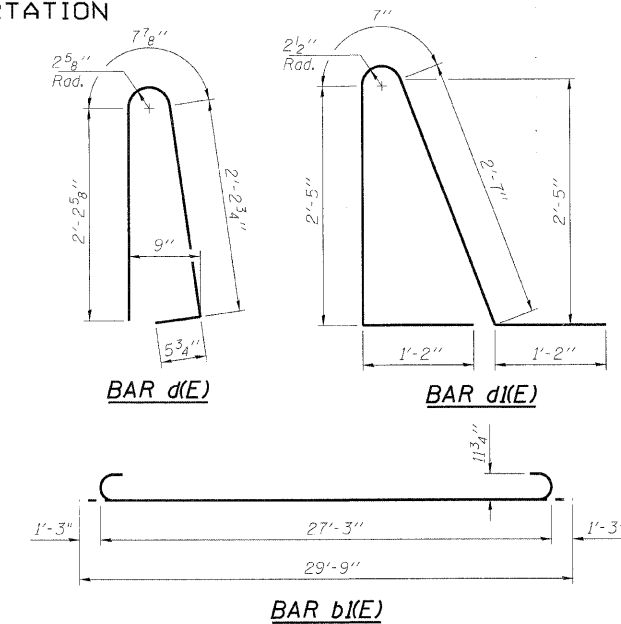
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	50	#4	30'-3"	—
a1(E)	92	#5	30'-6"	—
a4(E)	4	#5	4'-0"	—
a5(E)	32	#6	6'-0"	—
a6(E)	50	#4	31'-6"	—
a7(E)	92	#5	31'-9"	—
b(E)	86	#4	29'-8"	—
b1(E)	203	#9	29'-9"	—
b2(E)	2	#4	19'-2"	—
d(E)	44	#5	5'-7"	—
d1(E)	44	#5	7'-11"	—
e(E)	16	#4	19'-2"	—
e1(E)	2	#8	19'-2"	—
h(E)	178	#4	13'-6"	—
h1(E)	4	#5	4'-0"	—
w(E)	80	#5	30'-5"	—
w2(E)	80	#5	31'-9"	—

ITEM	UNIT	TOTAL
Approach Slab Removal	Sq. Yd.	775
Concrete Barrier Removal	Foot	39.5
Concrete Superstructure	Cu. Yd.	128.8
Concrete Structures	Cu. Yd.	36.9
Bridge Deck Grooving	Sq. Yd.	273
Protective Coat	Sq. Yd.	296
Reinforcement Bars, Epoxy Coated	Pound	38,360



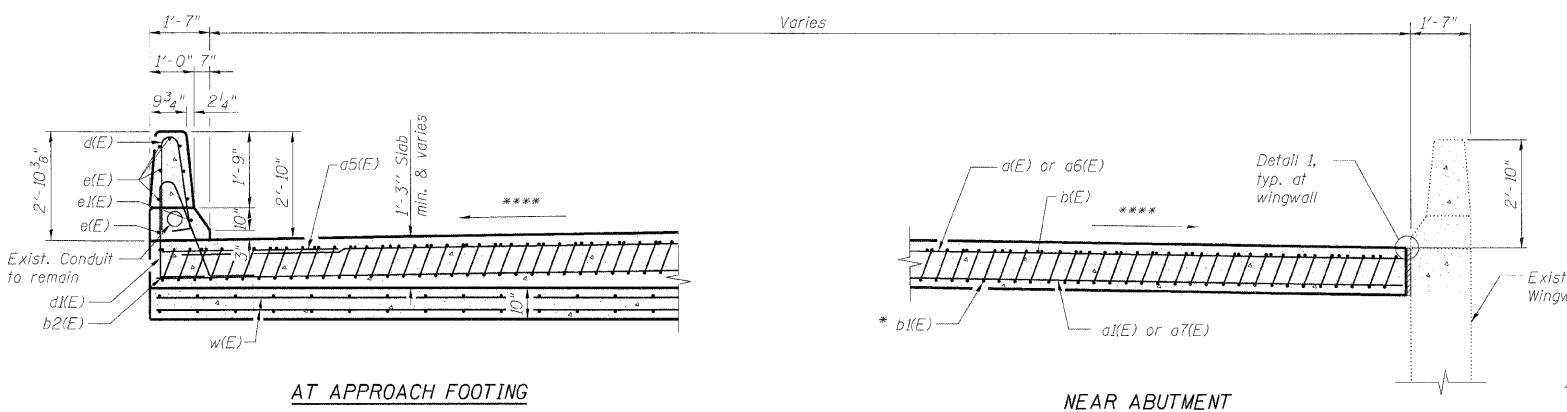
SECTION C-C



Notes:

- a(E), a1(E), and a5(E) bar spacings measured parallel to C Roadway. b(E) and b1(E) bars spacings measured perpendicular to C Roadway. w(E), w1(E) and w2(E) bars measured parallel to Exp. Jt.
- For existing approach slab and shoulder pavement details, see existing plans.
- Existing reinforcement bars extending into the concrete 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.
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
- For bar splicer details, see Bar Splicers Assembly Details sheet.
- Cost of excavation for approach footing included with Concrete Structures.
- For Expanded Polystyrene Fill and drainage treatment details, see sheet 14.
- The Contractor shall exercise extreme care with the existing conduits in sections of the parapet to be removed and shall 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.
- Minimum bar lap: #4 bar = 1'-8"
#5 bar = 2'-2"
- Cut w(E), w2(E) and h(E) bars in field to fit in the vicinity of the approach footing boxout around the existing concrete barrier wall.

14. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
15. Work this sheet with North Bridge Approach Slab Details (1 of 2) sheet.



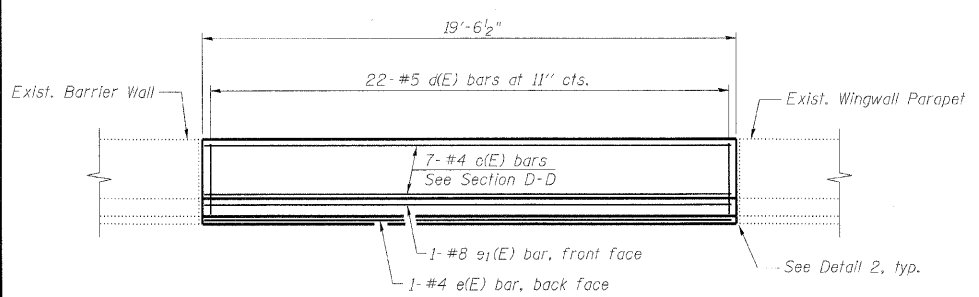
AT APPROACH FOOTING

NEAR ABUTMENT

SECTION D-D

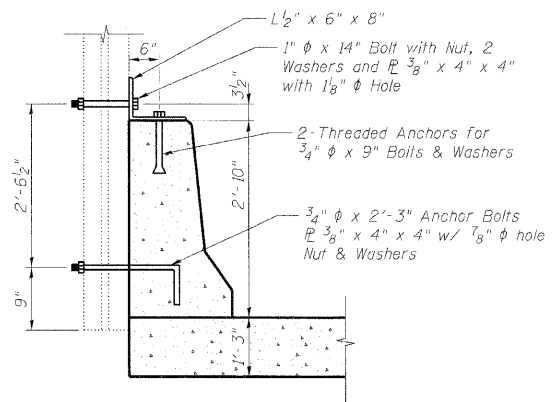
(See Plan for dimensions not shown)

- * Tilt bars as required to maintain clearance.
- *** Cost included with Concrete Superstructure.
- **** Match existing grades and cross slopes.



VIEW E-E

(North Parapet similar)



NOISE ABATEMENT WALL ATTACHMENT DETAIL

(East Parapet Only, 3 Connections Assumed)
Locations to match existing and to be verified in the field.
Work to be performed per Art. 505 of the Std. Specs.
Cost included with Concrete Superstructure

DESIGNED	JLS/MFB
CHECKED	KWS
DRAWN	RMG
CHECKED	KWS

benesch
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0460 Job No. 10050

SHEET NO. 9 32 SHEETS	F.A.I. RTE. 290	SECTION 22(1, 1-1, 2&3)RS-7	COUNTY DUPAGE	TOTAL SHEETS 546	SHEET NO. 422
	CONTRACT NO. 60G51			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

NORTH BRIDGE APPROACH SLAB DETAILS
(2 OF 2)
STRUCTURE NO. 022-0137

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