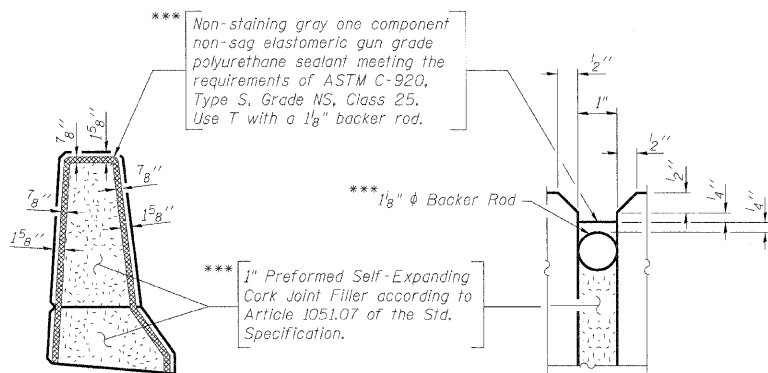
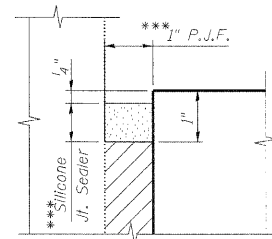
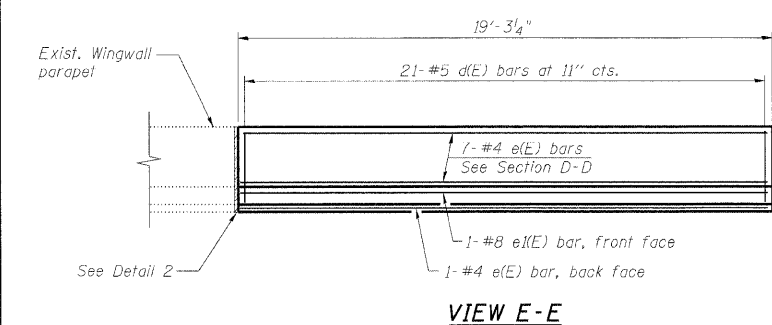
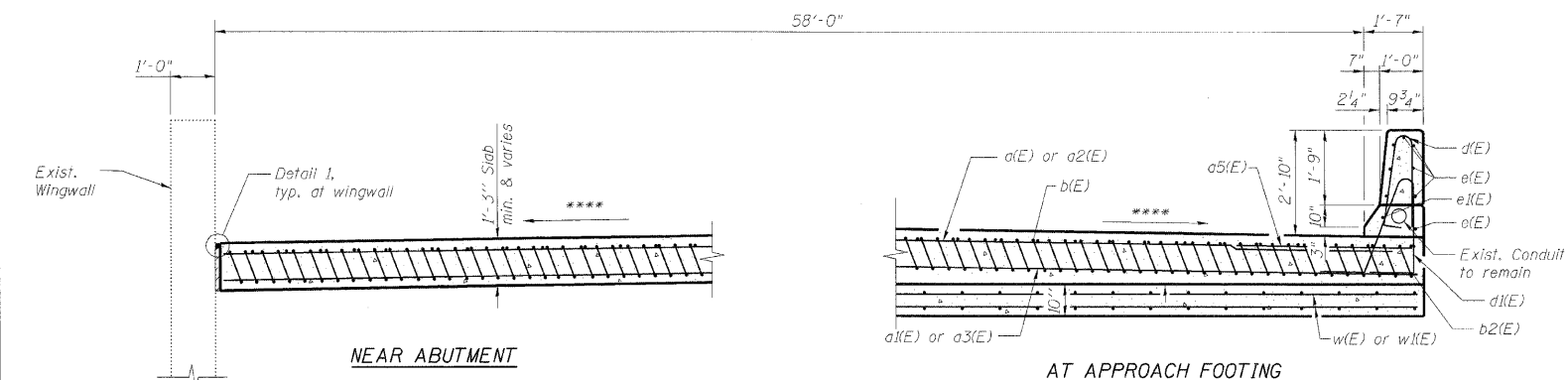
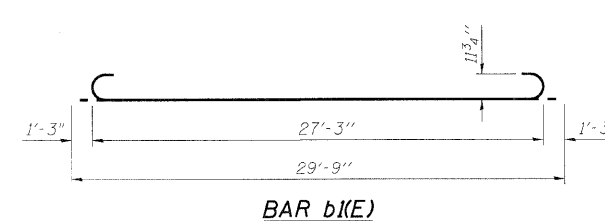
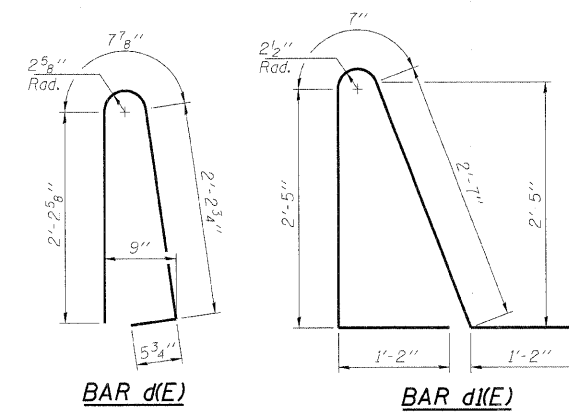
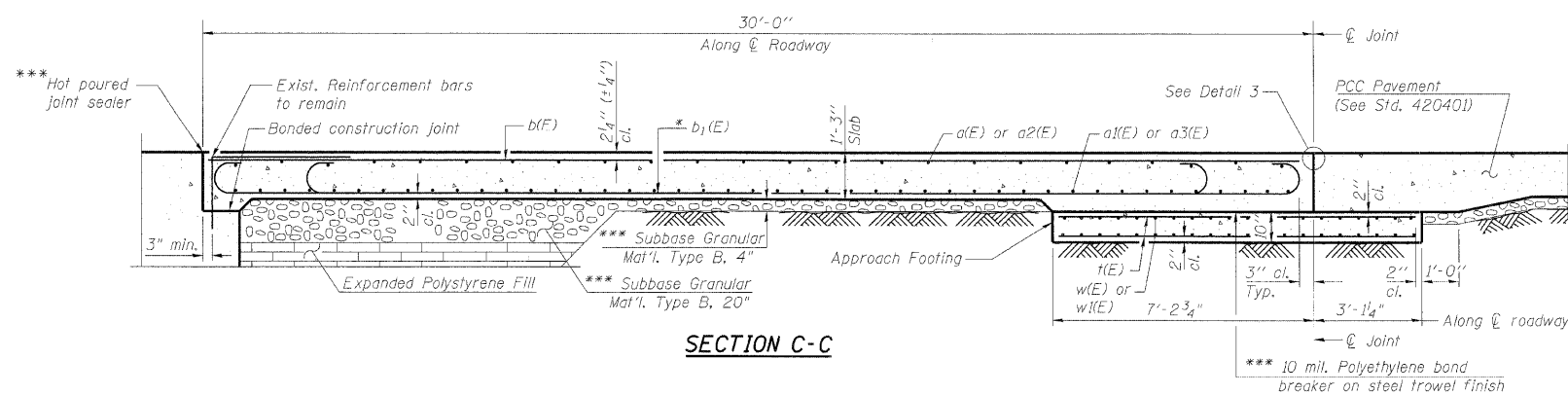


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	25	#4	32'-10"	—
a1(E)	46	#5	32'-5"	—
a2(E)	25	#4	29'-5"	—
a3(E)	46	#5	29'-5"	—
a4(E)	2	#5	4'-0"	—
a5(E)	16	#6	6'-0"	—
b(E)	60	#4	29'-8"	—
b1(E)	140	#9	29'-9"	—
b2(E)	2	#4	19'-0"	—
d(E)	21	#5	5'-7"	—
d1(E)	21	#5	7'-11"	—
e(E)	8	#4	19'-0"	—
e1(E)	1	#8	19'-0"	—
f(E)	124	#4	10'-0"	—
w(E)	40	#5	32'-5"	—
w1(E)	40	#5	29'-5"	—
ITEM			UNIT	TOTAL
Approach Slab Removal			Sq. Yd.	276
Concrete Barrier Removal			Foot	19.5
Concrete Superstructure			Cu. Yd.	87.3
Concrete Structures			Cu. Yd.	19.2
Bridge Deck Grooving			Sq. Yd.	187
Protective Coat			Sq. Yd.	204
Reinforcement Bars, Epoxy Coated			Pound	23,400



Notes:

- a(E), a1(E), a2(E) and a3(E) bar spacings measured parallel to \perp Roadway. b(E) and b1(E) bars spacings measured perpendicular to \perp Roadway. w(E) and w1(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 (G_{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.
- The existing junction box located in the concrete barrier wall is to remain and to be incorporated into the proposed parapet. Cost Included with Concrete Superstructure.
- Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
- Minimum bar lap: #4 bar - 1'-3" #5 bar - 2'-2"
- Work this sheet with South Bridge Approach Slab Details (1 of 2) sheet.

SOUTH BRIDGE APPROACH SLAB DETAILS
(2 OF 2)
STRUCTURE NO. 022-0111

DESIGNED	JLS/MFB
CHECKED	KWS
DRAWN	RMG
CHECKED	KWS

benesch

alfred benesch & company
Engineers - Surveyors - Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-665-0480 Job No. 10050

SHEET NO. 7 28 SHEETS	F.A.I. RTE. 290	SECTION 22(1, 1-1, 2&3)RS-7	COUNTY DUPAGE	TOTAL SHEETS 546	SHEET NO. 452
	CONTRACT NO. 60G51			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	