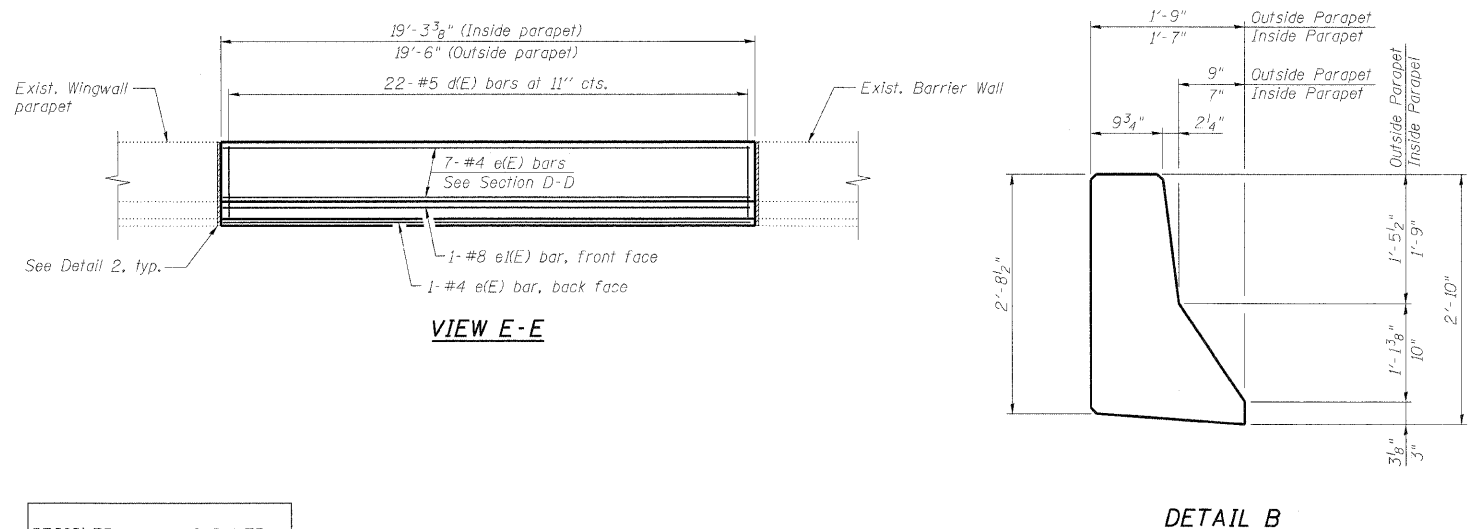
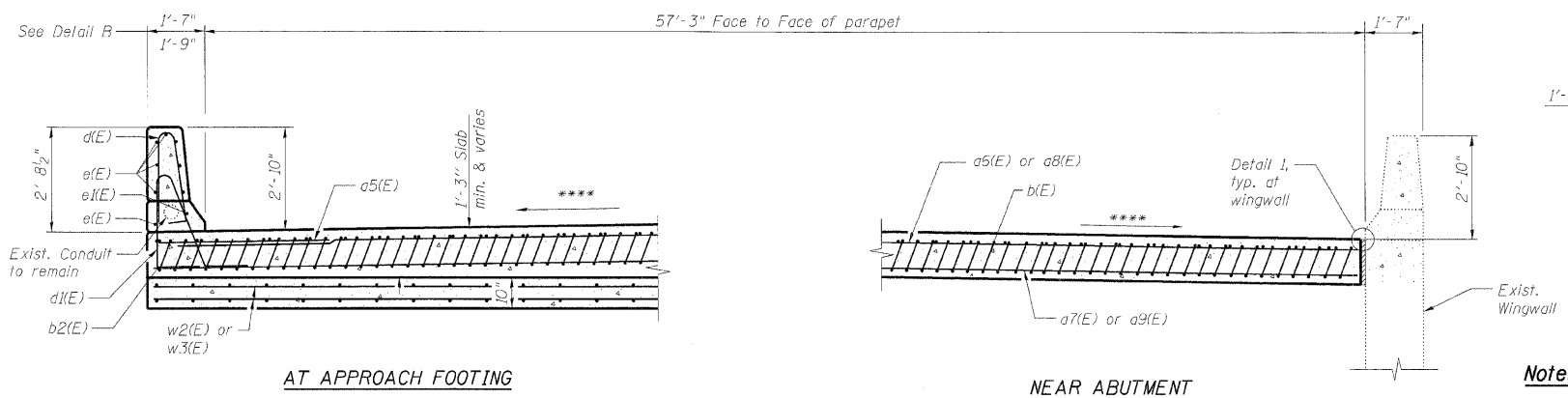
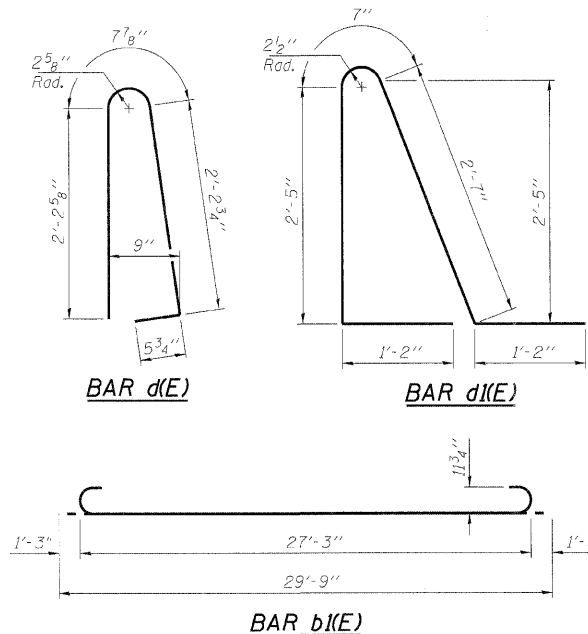
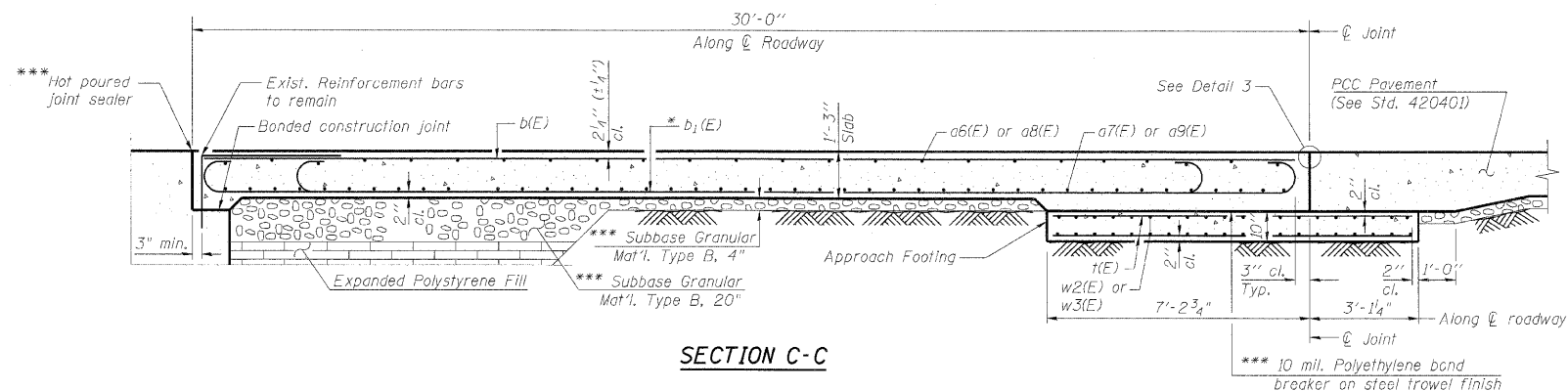


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a6(E)	25	#4	34'-3"	—
a7(E)	46	#5	30'-0"	—
a8(E)	25	#4	29'-5"	—
a9(E)	46	#5	29'-5"	—
a4(E)	4	#5	4'-0"	—
a5(E)	32	#6	6'-0"	—
b(E)	60	#4	29'-8"	—
b1(E)	140	#9	29'-9"	—
b2(E)	2	#4	19'-0"	—
d(E)	44	#5	5'-7"	—
d1(E)	44	#5	7'-11"	—
e(E)	16	#4	19'-0"	—
e1(E)	2	#8	19'-0"	—
t(E)	124	#4	10'-0"	—
t1(E)	4	#5	4'-0"	—
w2(E)	40	#5	34'-3"	—
w3(E)	40	#5	30'-0"	—
ITEM	UNIT	TOTAL		
Approach Slab Removal	Sq. Yd.	329		
Concrete Barrier Removal	Foot	39.0		
Concrete Superstructure	Cu. Yd.	90.4		
Concrete Structures	Cu. Yd.	19.3		
Bridge Deck Grooving	Sq. Yd.	187		
Protective Coat	Sq. Yd.	240		
Reinforcement Bars, Epoxy Coated	Pound	24,050		



- Notes:**
- a6(E), a7(E), a2(E) and a3(E) bar spacings measured parallel to  $\phi$  Roadway. b(E) and b1(E) bars spacings measured perpendicular to  $\phi$  Roadway. 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.
  - Cut w1(E), w2(E) and t(E) bars in field to fit in the vicinity of the approach footing boxout around the existing concrete barrier wall.
  - Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
  - Minimum bar lap: #4 bar = 1'-8" #5 bar = 2'-2"
  - Work this sheet with North Bridge Approach Slab Details (1 of 2) sheet.

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  
312-565-0450 Job No. 10050

SHEET NO. 9	F.A.I. RTE. 290	SECTION 22(1, 1-1, 2&3)RS-7	COUNTY DUPAGE	TOTAL SHEETS 546	SHEET NO. 454
28 SHEETS		CONTRACT NO. 60G51			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

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

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