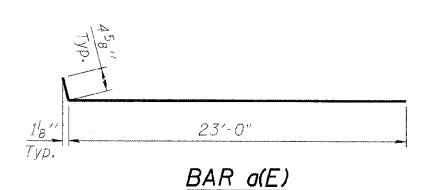
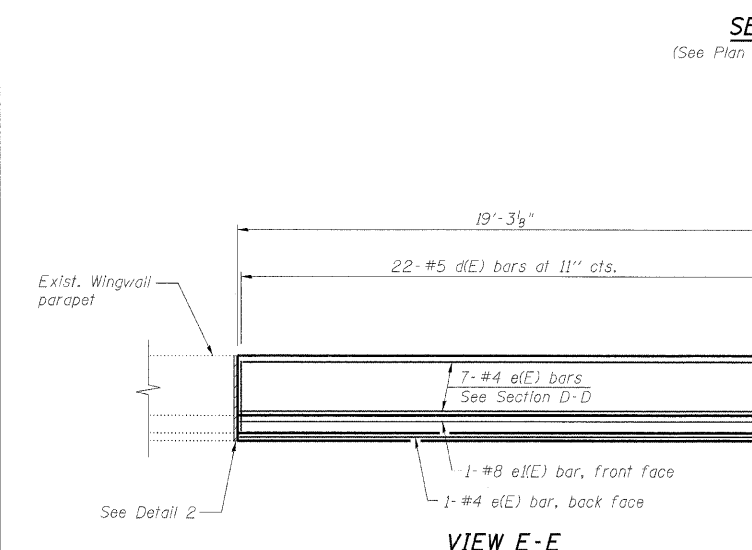
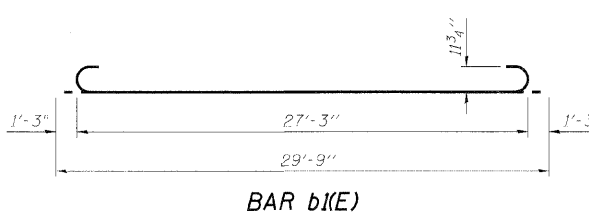
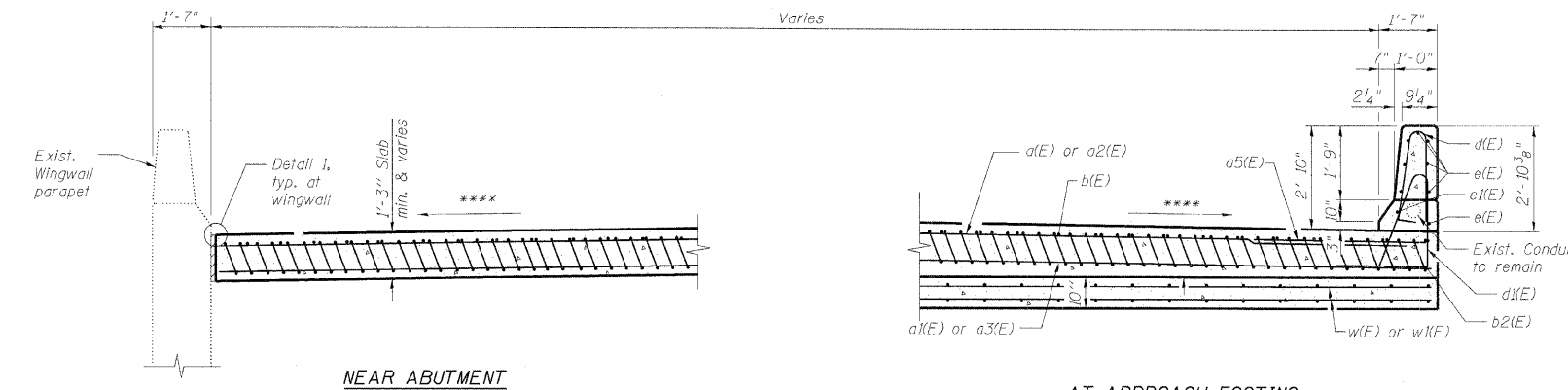
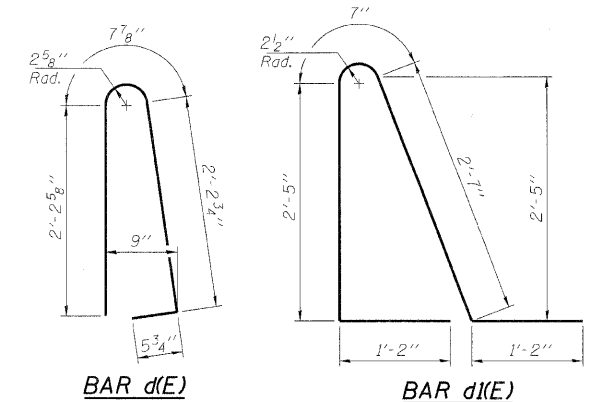
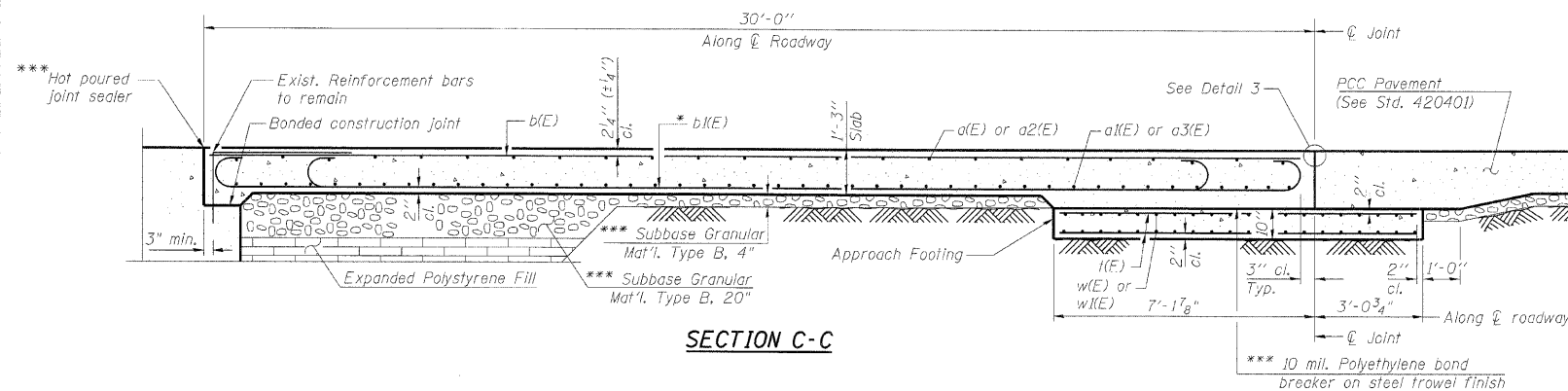


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	25	#4	23'-5"	—
a1(E)	92	#5	21'-9"	—
a2(E)	75	#4	19'-9"	—
a3(E)	92	#5	19'-9"	—
a4(E)	2	#5	4'-0"	—
a5(E)	16	#6	6'-0"	—
b(E)	75	#4	29'-8"	—
b1(E)	177	#9	29'-9"	—
b2(E)	2	#4	19'-0"	—
d(E)	22	#5	5'-1"	—
d1(E)	22	#5	7'-11"	—
e(E)	8	#4	19'-0"	—
e1(E)	1	#8	19'-0"	—
f(E)	156	#4	10'-0"	—
w(E)	80	#5	21'-9"	—
w1(E)	80	#5	19'-9"	—
ITEM	UNIT	TOTAL		
Approach Slab Removal	Sq. Yd.	366		
Concrete Barrier Removal	Foot	19.5		
Concrete Superstructure	Cu. Yd.	108.3		
Concrete Structures	Cu. Yd.	24.4		
Bridge Deck Grooving	Sq. Yd.	236		
Protective Coat	Sq. Yd.	253		
Reinforcement Bars, Epoxy Coated	Pound	29,910		



- Notes:**
- a(E), a1(E), a2(E) and a3(E) bar spacings measured parallel to ϕ Roadway. b(E) and b1(E) bars spacings measured perpendicular to ϕ 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.
 - Existing guardrail attached to the existing concrete barrier wall is to be removed prior to concrete barrier removal and reattached to the proposed approach slab parapet. See Special Provision for "Remove and Reinstall Existing Steel Plate Beam Guard Rail, Attached to Structure".
 - Bars indicated thus 8x2-#4 etc. indicates 8 lines of bars with 2 lengths per line.
 - Minimum bar length: #4 = 1'-8" #5 = 2'-2"
 - Work this sheet with South Bridge Approach Slab Details (1 to 2) sheet.

SOUTH BRIDGE APPROACH SLAB DETAILS
(2 OF 2)
STRUCTURE NO. 022-0112

DESIGNED -	JLS/MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	MFB

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0460 Job No. 10090

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. 480
	CONTRACT NO. 60G51				
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

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