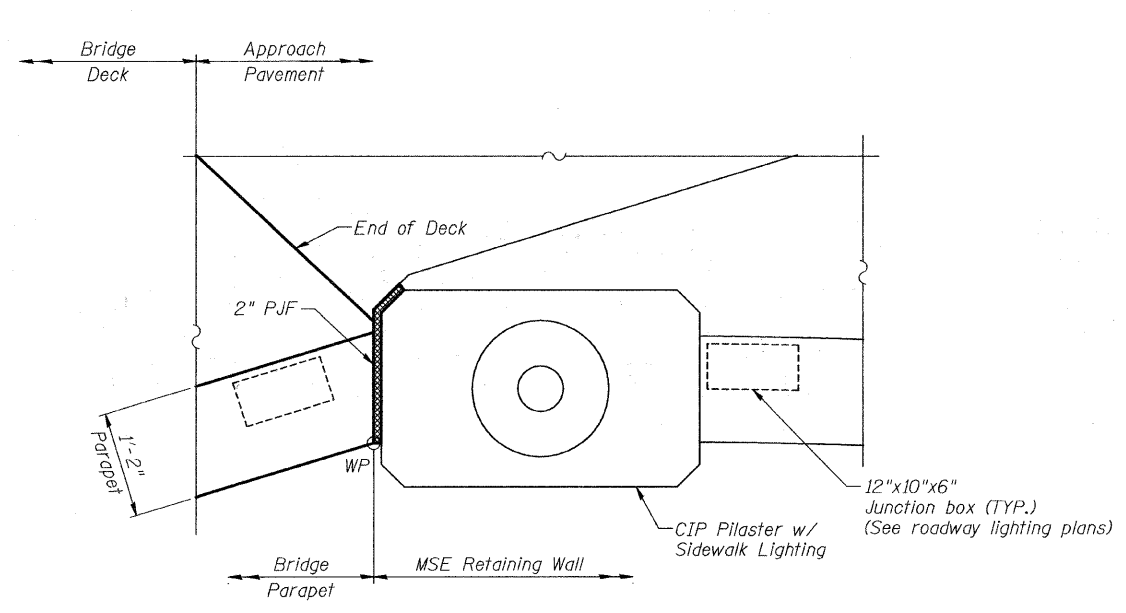


**SUPERSTRUCTURE
BILL OF MATERIAL**

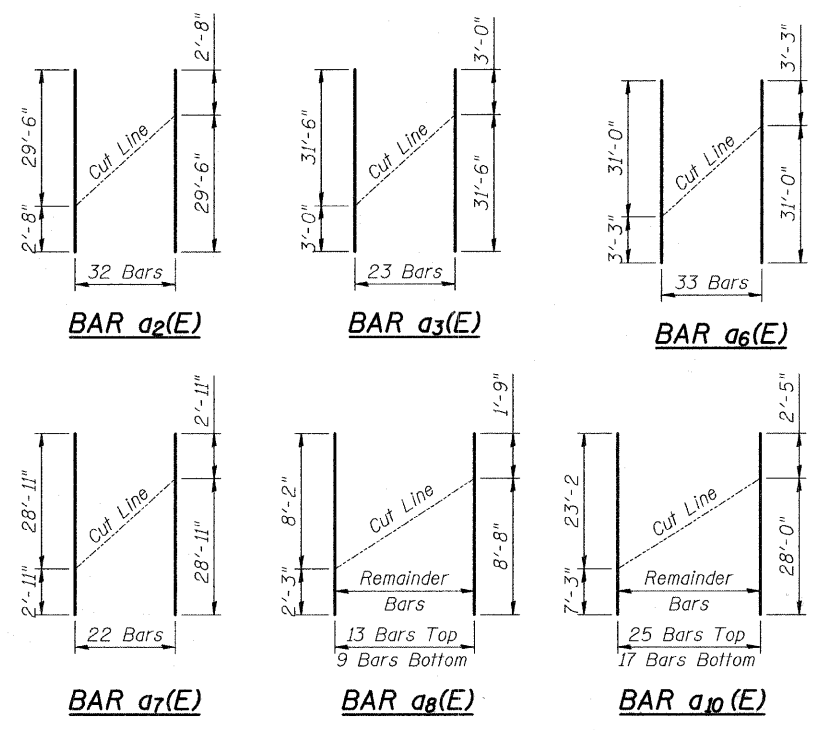
Bar	No.	Size	Length	Shape
a(E)	157	#5	30'-0"	—
a ₁ (E)	103	#5	32'-0"	—
a ₂ (E)	32	#5	32'-2"	—
a ₃ (E)	23	#5	34'-1"	—
a ₄ (E)	154	#5	32'-0"	—
a ₅ (E)	104	#5	30'-0"	—
a ₆ (E)	33	#5	34'-3"	—
a ₇ (E)	22	#5	31'-10"	—
a ₈ (E)	22	#5	10'-5"	—
a ₉ (E)	37	#5	8'-8"	—
a ₁₀ (E)	42	#5	30'-5"	—
a ₁₁ (E)	42	#5	6'-10"	—
a ₁₂ (E)	8	#5	28'-6"	—
a ₁₃ (E)	6	#5	23'-8"	—
b(E)	183	#5	32'-9"	—
b ₁ (E)	192	#5	25'-0"	—
b ₂ (E)	10	#5	11'-9"	—
b ₃ (E)	5	#5	9'-4"	—
b ₄ (E)	8	#5	14'-10"	—
b ₅ (E)	12	#5	22'-10"	—
b ₆ (E)	12	#5	11'-8"	—
b ₇ (E)	6	#5	11'-3"	—
b ₈ (E)	14	#5	17'-9"	—
b ₉ (E)	14	#5	9'-7"	—
b ₁₀ (E)	8	#5	8'-6"	—
b ₁₁ (E)	36	#5	27'-9"	—
b ₁₂ (E)	49	#5	32'-0"	—
c(E)	215	#5	2'-4"	┌
c ₁ (E)	104	#5	3'-5"	—
c ₂ (E)	93	#5	7'-3"	—
d(E)	215	#4	4'-10"	┌
d ₁ (E)	217	#6	4'-2"	┌
d ₂ (E)	78	#4	2'-0"	—
e(E)	18	#4	31'-10"	—
e ₁ (E)	18	#4	36'-1"	—
m(E)	6	#6	38'-0"	—
m ₁ (E)	9	#6	38'-2"	—
m ₂ (E)	46	#6	10'-0"	—
m ₃ (E)	2	#6	8'-5"	—
m ₄ (E)	4	#6	7'-7"	—
m ₅ (E)	16	#6	7'-9"	—
m ₆ (E)	1	#6	23'-11"	—
m ₇ (E)	1	#6	2'-8"	—
m ₈ (E)	1	#6	11'-2"	—
m ₉ (E)	1	#6	3'-0"	—
m ₁₀ (E)	4	#6	34'-6"	—
m ₁₁ (E)	6	#6	35'-2"	—
m ₁₂ (E)	2	#6	1'-7"	—
s(E)	153	#5	6'-5"	┌
s ₁ (E)	37	#4	10'-1"	┌
s ₂ (E)	116	#4	11'-3"	┌
v(E)	152	#5	3'-6"	┌

Item	Unit	Quantity
Reinforcement Bars, Epoxy Coated	Pound	48,000
Bar Splicers	Each	149
Concrete Superstructure	Cu. Yd.	261.6
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq. Yd.	569
Bridge Deck Grooving	Sq. Yd.	569
Protective Coat	Sq. Yd.	752

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

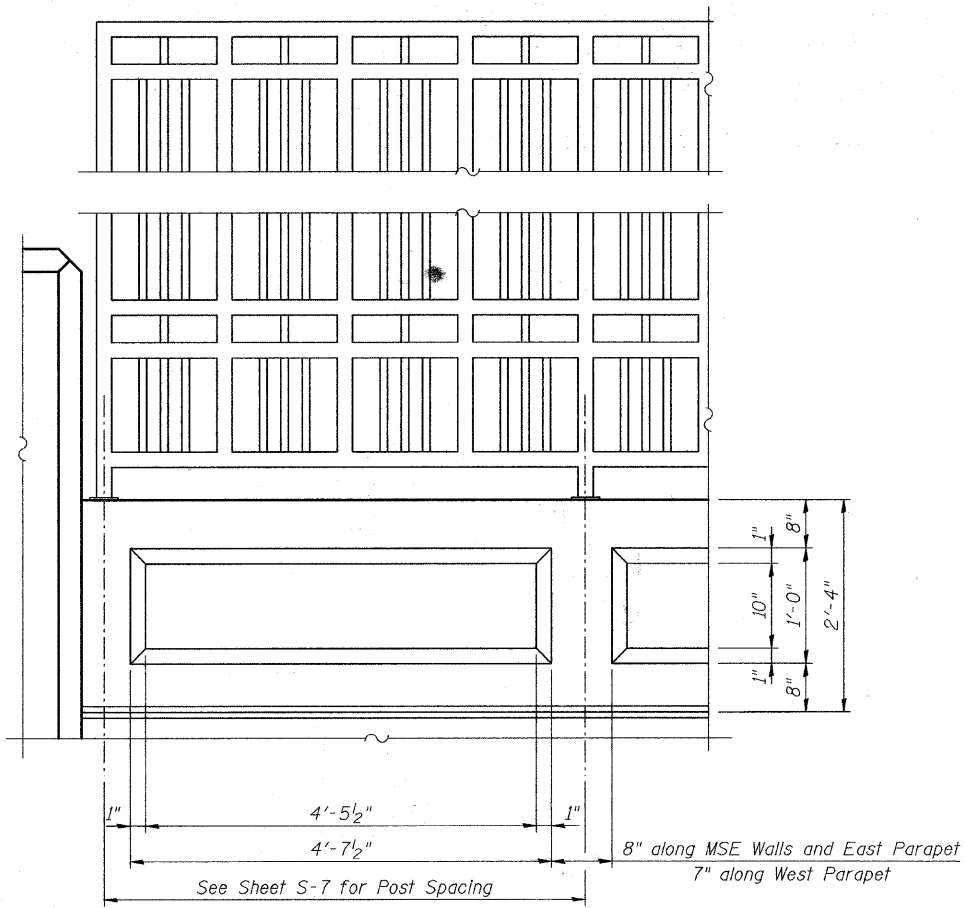
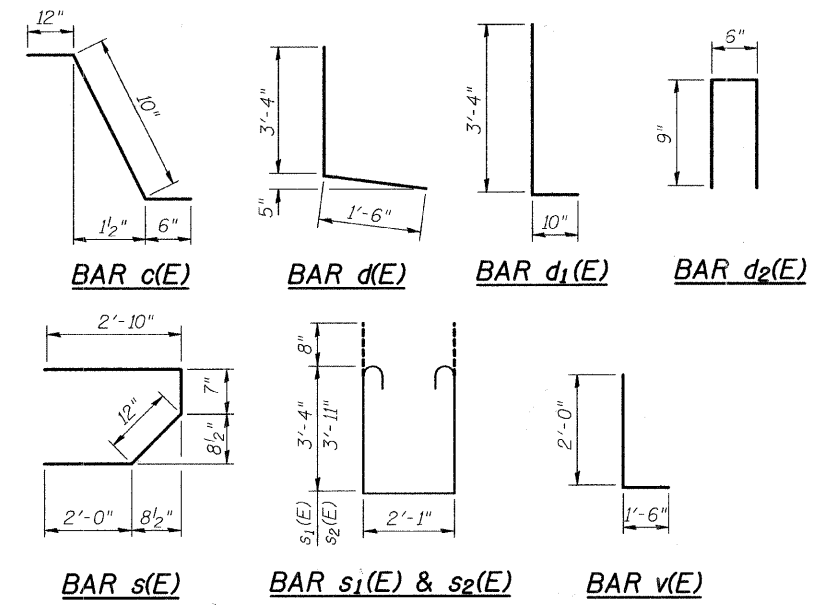


DETAIL AT PILASTER (TYP.)



FIELD CUTTING DIAGRAMS

Order bars full length. Cut to fit as shown and use remainder in opposite end as shown



PARAPET WALL ARCHITECTURAL TREATMENT DETAILS

CITY OF WHEATON	
MANCHESTER ROAD/ WESLEY STREET OVER UNION PACIFIC RAILROAD	
SUPERSTRUCTURE DETAILS	
DRAWN	JM
CHECKED	VEVS
APPROVED	BSK
DATE	06/04/2008
SCALE	NONE
SHEET NO. S-8	

