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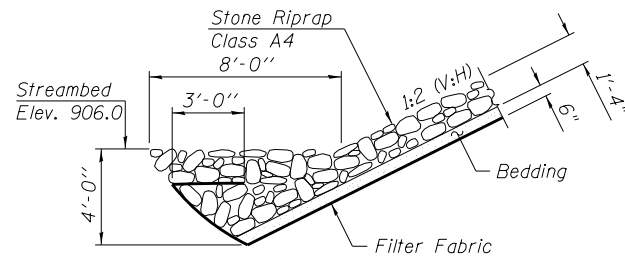
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TOTAL BILL OF MATERIAL

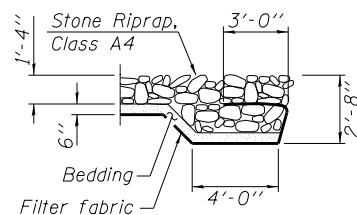
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		142	142
Stone Riprap, Class A4	Sq. Yd.		490	490
Filter Fabric	Sq. Yd.		490	490
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		49	49
Floor Drains	Each	8		8
Protective Coat	Sq. Yd.	665		665
Concrete Structures	Cu. Yd.		66.3	66.3
Concrete Superstructure	Cu. Yd.	250.8		250.8
Bridge Deck Grooving	Sq. Yd.	545		545
Furnishing and Erecting Structural Steel	L.Sum	1		1
Stud Shear Connectors	Each	2394		2394
Reinforcement Bars, Epoxy Coated	Pound	55,230	9,950	65,180
Furnishing Metal Shell Piles	Foot		530	530
12" ϕ x 0.25"				
Driving Piles	Foot		530	530
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Bar Splicers	Each	499	96	595
Geocomposite Wall Drain	Sq. Yd.		78	78
Pipe Underdrains for Structures, 4"	Foot		164	164
Temporary Sheet Piling	Sq. Ft.		1212	1212

GENERAL NOTES

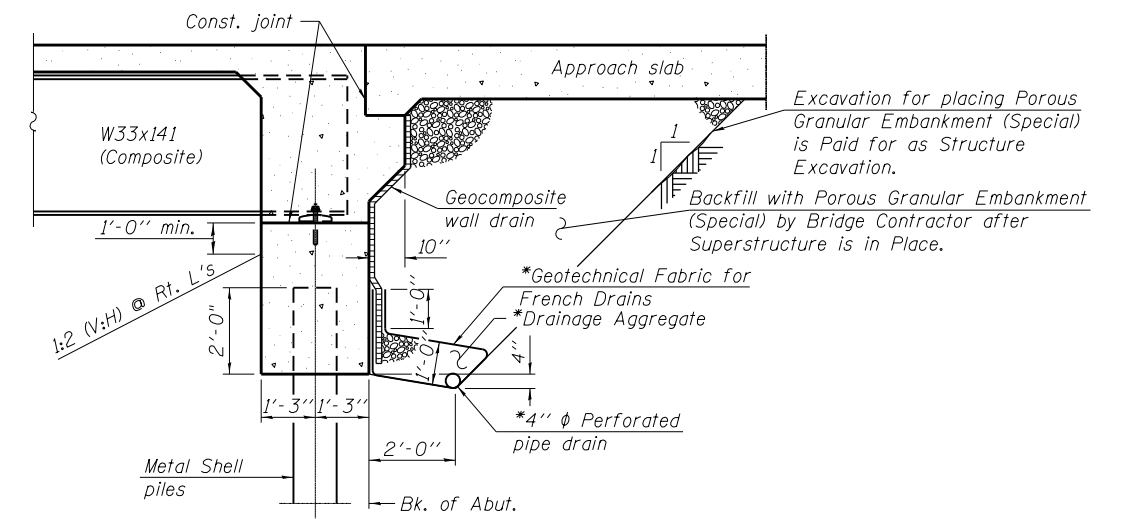
1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ " in. ϕ , holes $\frac{5}{16}$ " in. ϕ , unless otherwise noted.
2. Calculated weight of Grade 36 Structural Steel = 4,880 lbs.
Calculated weight of Grade 50 Structural Steel = 57,740 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
6. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
7. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
8. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.



SECTION B-B



SECTION A-A



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures, 4".

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 045-0078**

SHEET NO. 2 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	40
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N13	