

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 39
F. A. I. 80/94	0203.IB	COOK	200	101	91 SHEETS
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT-			CONTRACT NO. 62854		

BILL OF MATERIAL UNIT 1

Bar	No.	Size	Length (m)	Shape
a <sub>1</sub> (E)	1693	#15	9.8	—
a <sub>2</sub> (E)	942	#20	1.2	—
a <sub>3</sub> (E)	60	#15	1.54	—
a <sub>4</sub> (E)	4	#15	9.8	—
a <sub>5</sub> (E)	60	#15	1.54	—
a <sub>6</sub> (E)	5	#15	9.8	—
a <sub>7</sub> (E)	24	#15	0.85	—
a <sub>8</sub> (E)	24	#15	0.85	—
a <sub>30</sub> (E)	16	#15	0.46	—

b <sub>1</sub> (E)	1465	#15	9.09	—
b <sub>2</sub> (E)	62	#15	4.78	—
b <sub>3</sub> (E)	102	#20	12.05	—
b <sub>4</sub> (E)	102	#20	14.74	—

d <sub>1</sub> (E)	1400	#15	1.11	—
d <sub>2</sub> (E)	690	#15	0.73	—
d <sub>3</sub> (E)	690	#15	1.03	—
d <sub>51</sub> (E)	1360	#15	0.91	—
d <sub>52</sub> (E)	670	#15	0.73	—
d <sub>53</sub> (E)	670	#15	1.03	—

e <sub>1</sub> (E)	40	#15	10.22	—
e <sub>2</sub> (E)	20	#15	9.45	—
e <sub>3</sub> (E)	60	#15	9.43	—
e <sub>4</sub> (E)	20	#15	11.45	—
e <sub>5</sub> (E)	60	#15	9.43	—
e <sub>6</sub> (E)	12	#25	7.45	—
e <sub>7</sub> (E)	8	#25	5.26	—
e <sub>8</sub> (E)	16	#25	7.68	—
e <sub>9</sub> (E)	8	#25	6.26	—
e <sub>10</sub> (E)	16	#25	7.68	—

e <sub>51</sub> (E)	32	#15	9.86	—
e <sub>52</sub> (E)	16	#15	9.45	—
e <sub>53</sub> (E)	48	#15	9.06	—
e <sub>54</sub> (E)	16	#15	11.45	—
e <sub>55</sub> (E)	48	#15	9.11	—
e <sub>56</sub> (E)	12	#25	7.21	—
e <sub>57</sub> (E)	8	#25	5.26	—
e <sub>58</sub> (E)	16	#25	7.4	—
e <sub>59</sub> (E)	8	#25	6.26	—
e <sub>60</sub> (E)	16	#25	7.44	—

x <sub>1</sub> (E)	37	#15	1.76	—
x <sub>2</sub> (E)	36	#15	1.55	—
x <sub>3</sub> (E)	36	#15	2.15	—
x <sub>4</sub> (E)	36	#15	1.57	—
x <sub>5</sub> (E)	36	#15	2.05	—
x <sub>6</sub> (E)	37	#15	1.69	—
x <sub>7</sub> (E)	36	#15	1.59	—
x <sub>8</sub> (E)	36	#15	2.09	—
x <sub>9</sub> (E)	36	#15	1.52	—
x <sub>10</sub> (E)	36	#15	1.79	—
x <sub>32</sub> (E)	10	#15	1.2	—

ITEM	UNIT	QUANTITY
Reinforcement Bars, Epoxy Coated	kg	74970
Concrete Superstructure	m <sup>3</sup>	532
Bridge Deck Grooving	m <sup>2</sup>	1692
Protective Coat	m <sup>2</sup>	2160

BILL OF MATERIAL UNIT 2

Bar	No.	Size	Length (m)	Shape
a <sub>11</sub> (E)	1779	#15	9.8	—
a <sub>12</sub> (E)	990	#20	1.2	—
a <sub>13</sub> (E)	70	#15	1.54	—
a <sub>14</sub> (E)	6	#15	9.8	—
a <sub>15</sub> (E)	60	#15	1.54	—
a <sub>16</sub> (E)	5	#15	9.8	—
a <sub>17</sub> (E)	28	#15	0.85	—
a <sub>18</sub> (E)	24	#15	0.85	—
a <sub>30</sub> (E)	16	#15	0.46	—

b <sub>11</sub> (E)	1533	#15	9.14	—
b <sub>12</sub> (E)	62	#15	4.78	—
b <sub>13</sub> (E)	102	#20	12.26	—
b <sub>14</sub> (E)	102	#20	14.11	—

d <sub>11</sub> (E)	1472	#15	1.11	—
d <sub>12</sub> (E)	724	#15	0.73	—
d <sub>13</sub> (E)	724	#15	1.03	—
d <sub>61</sub> (E)	1428	#15	0.91	—
d <sub>62</sub> (E)	702	#15	0.73	—
d <sub>63</sub> (E)	702	#15	1.03	—

e <sub>11</sub> (E)	50	#15	9.68	—
e <sub>12</sub> (E)	20	#15	9.95	—
e <sub>13</sub> (E)	60	#15	9.36	—
e <sub>14</sub> (E)	20	#15	11.35	—
e <sub>15</sub> (E)	60	#15	9.74	—
e <sub>16</sub> (E)	14	#25	7.53	—
e <sub>17</sub> (E)	8	#25	5.51	—
e <sub>18</sub> (E)	16	#25	7.63	—
e <sub>19</sub> (E)	8	#25	6.21	—
e <sub>20</sub> (E)	16	#25	7.91	—

e <sub>61</sub> (E)	40	#15	9.34	—
e <sub>62</sub> (E)	16	#15	9.95	—
e <sub>63</sub> (E)	48	#15	8.99	—
e <sub>64</sub> (E)	16	#15	11.35	—
e <sub>65</sub> (E)	48	#15	9.41	—
e <sub>66</sub> (E)	14	#25	7.29	—
e <sub>67</sub> (E)	8	#25	5.51	—
e <sub>68</sub> (E)	16	#25	7.35	—
e <sub>69</sub> (E)	8	#25	6.21	—
e <sub>70</sub> (E)	16	#25	7.67	—

x <sub>11</sub> (E)	37	#15	1.89	—
x <sub>12</sub> (E)	36	#15	1.55	—
x <sub>13</sub> (E)	36	#15	2.29	—
x <sub>14</sub> (E)	36	#15	1.72	—
x <sub>15</sub> (E)	36	#15	2.19	—
x <sub>16</sub> (E)	37	#15	1.69	—
x <sub>17</sub> (E)	36	#15	1.59	—
x <sub>18</sub> (E)	36	#15	2.09	—
x <sub>19</sub> (E)	36	#15	1.52	—
x <sub>20</sub> (E)	36	#15	1.79	—
x <sub>32</sub> (E)	12	#15	1.2	—

ITEM	UNIT	QUANTITY
Reinforcement Bars, Epoxy Coated	kg	78350
Concrete Superstructure	m <sup>3</sup>	559
Bridge Deck Grooving	m <sup>2</sup>	1773
Protective Coat	m <sup>2</sup>	2260

BILL OF MATERIAL UNIT 3

Bar	No.	Size	Length (m)	Shape
a <sub>21</sub> (E)	1586	#15	9.8	—
a <sub>22</sub> (E)	878	#20	1.2	—
a <sub>23</sub> (E)	70	#15	1.54	—
a <sub>24</sub> (E)	6	#15	9.8	—
a <sub>25</sub> (E)	2	#15	9.8	—
a <sub>27</sub> (E)	28	#15	0.85	—
a <sub>30</sub> (E)	8	#15	0.46	—

b <sub>21</sub> (E)	1329	#15	9.33	—
b <sub>22</sub> (E)	62	#15	4.88	—
b <sub>23</sub> (E)	102	#20	13.58	—
b <sub>24</sub> (E)	102	#20	13.81	—

d <sub>21</sub> (E)	1308	#15	1.11	—
d <sub>22</sub> (E)	644	#15	0.73	—
d <sub>23</sub> (E)	644	#15	1.03	—
d <sub>71</sub> (E)	1270	#15	0.91	—
d <sub>72</sub> (E)	625	#15	0.73	—
d <sub>73</sub> (E)	625	#15	1.03	—

e <sub>21</sub> (E)	40	#15	11.18	—
e <sub>22</sub> (E)	20	#15	10.55	—
e <sub>23</sub> (E)	60	#15	9.29	—
e <sub>24</sub> (E)	20	#15	10.45	—
e <sub>25</sub> (E)	40	#15	9.95	—
e <sub>26</sub> (E)	12	#25	8.08	—
e <sub>27</sub> (E)	8	#25	5.81	—
e <sub>28</sub> (E)	16	#25	7.58	—
e <sub>29</sub> (E)	8	#25	5.76	—
e <sub>30</sub> (E)	12	#25	7.26	—

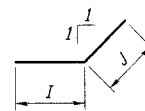
e <sub>71</sub> (E)	32	#15	10.78	—
e <sub>72</sub> (E)	16	#15	10.55	—
e <sub>73</sub> (E)	48	#15	8.93	—
e <sub>74</sub> (E)	16	#15	10.45	—
e <sub>75</sub> (E)	32	#15	9.59	—
e <sub>76</sub> (E)	12	#25	7.82	—
e <sub>77</sub> (E)	8	#25	5.81	—
e <sub>78</sub> (E)	16	#25	7.3	—
e <sub>79</sub> (E)	8	#25	5.76	—
e <sub>80</sub> (E)	12	#25	7.03	—

x <sub>21</sub> (E)	37	#15	1.89	—
x <sub>22</sub> (E)	36	#15	1.59	—
x <sub>23</sub> (E)	36	#15	2.29	—
x <sub>24</sub> (E)	36	#15	1.72	—
x <sub>25</sub> (E)	36	#15	2.19	—
x <sub>31</sub> (E)	31	#15	1.28	—
x <sub>32</sub> (E)	10	#15	1.2	—

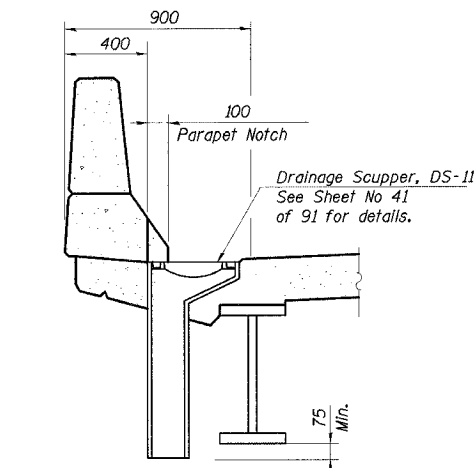
ITEM	UNIT	QUANTITY
Reinforcement Bars, Epoxy Coated	kg	70140
Concrete Superstructure	m <sup>3</sup>	491
Bridge Deck Grooving	m <sup>2</sup>	1571
Protective Coat	m <sup>2</sup>	2005

TABLE OF DIMENSIONS

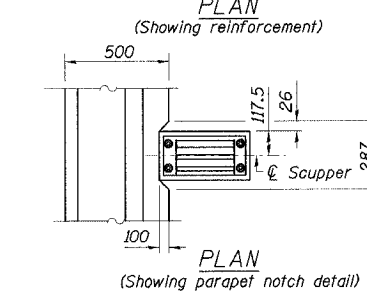
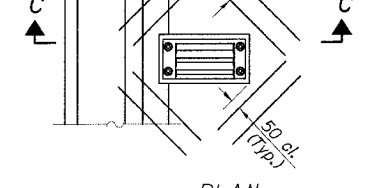
Rebar	I	J
x <sub>4</sub> (E)	1.00 m	570
x <sub>9</sub> (E)	900	620
x <sub>14</sub> (E)	1.10 m	620
x <sub>19</sub> (E)	900	620
x <sub>24</sub> (E)	1.10 m	620



BAR x<sub>4</sub>(E), x<sub>9</sub>(E), x<sub>14</sub>(E), x<sub>19</sub>(E) or x<sub>24</sub>(E)



2- #15 a<sub>30</sub>(E) bars at 100 cts. tied to bottom of top reinforcement mat. (Typ.) Cut deck reinforcement to clear drainage scuppers



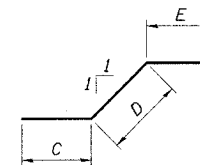
DECK DETAILS AT DRAINAGE SCUPPER DS-11

Cut longitudinal reinforcement to clear drainage scupper.

TABLE OF DIMENSIONS

Rebar	F	G	H
x <sub>5</sub> (E)	1.00 m	180	870
x <sub>10</sub> (E)	900	130	760
x <sub>15</sub> (E)	1.10 m	130	960
x <sub>20</sub> (E)	900	130	760
x <sub>25</sub> (E)	1.10 m	130	960

BAR x<sub>5</sub>(E), x<sub>10</sub>(E), x<sub>15</sub>(E), x<sub>20</sub>(E) or x<sub>25</sub>(E)



Notes:

1. Work this sheet with Sheet Nos. 21-38 of 91 Sheets.

TABLE OF DIMENSIONS

Rebar	C	D	E
x <sub>3</sub> (E)	870	770	510
x <sub>6</sub> (E)	760	820	510
x <sub>13</sub> (E)	960	820	510
x <sub>18</sub> (E)	760	820	510
x <sub>23</sub> (E)	960	820	510

ILLINOIS DEPARTMENT OF TRANSPORTATION  
I-94/IL 394 SOUTH BOUND

DECK DETAILS & BILL OF MATERIALS

WB I-80/94 TO SB IL 394 - RAMP G  
FAI 80/94 - FAP 332 SECTION 0203.IB  
COOK COUNTY  
STA. 120+796.063 STRUCTURE NO. 016-2804

DATE 3/23/05  
SCALE ---

HNTB

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28-MAR-2005 12:33

DESIGNED	JWD
CHECKED	DD
DRAWN	LK
CHECKED	DD