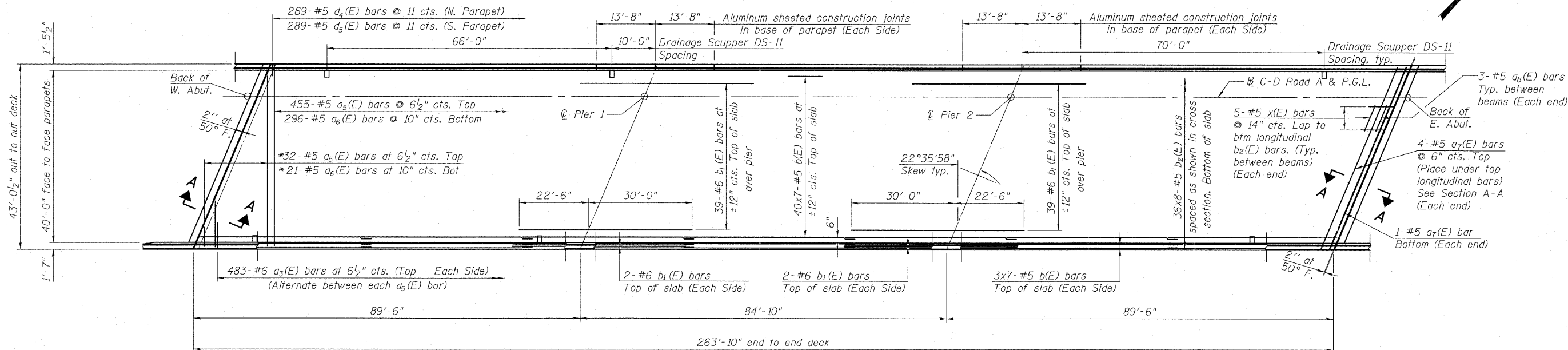


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Order $a_5(E)$ and $a_6(E)$ bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

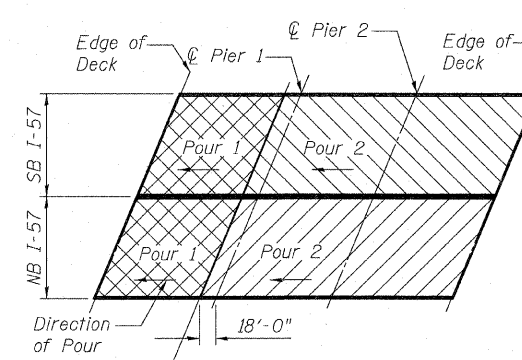
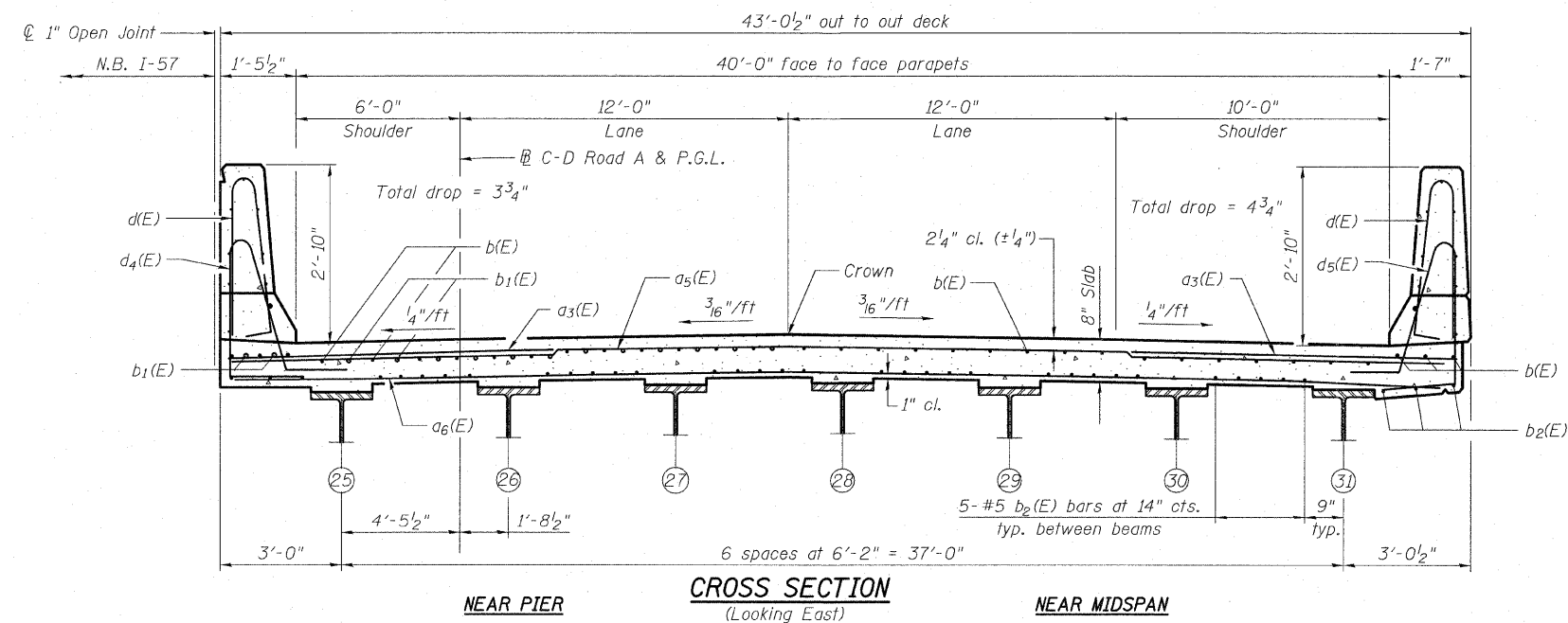


MINIMUM BAR LAPS

#5 bar = 3'-3"
#5 bar = 3'-8" (Top bar lap)
(Deck Slab)

NOTES

- See Sheet 22 of 68 for superstructure details, Section A-A, reinforcement around scuppers and Bill of Material.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- See Sheet 21 of 68 for parapet reinforcement.
- Cut longitudinal bars to clear drainage scuppers.
- Dimensions are based on a rolled rail strip seal joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on the Expansion Joint Detail sheet.
Note 6 for NB & SB 157 Bridge Decks Only
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



**SUPERSTRUCTURE - C-D ROAD A
STRUCTURE NO. 016-1251**

TYLIN INTERNATIONAL	DESIGNED - PK	REVISIONS		SHEET NO. 20 68 SHEETS	F.A.I RTE.	SECTION 1414.2B	COUNTY COOK	TOTAL SHEETS 516	SHEET NO. 265
	CHECKED - SP,	NAME	DATE						
	DRAWN - PK								
	CHECKED - SP,PDF								
	DATE - 03/18/10								
					CONTRACT NO. 60J27				
					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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