

PLAN

* Vary bar spacing in taper between beams R4 and R5. Increase lap as required to decrease bar congestion near crosshead beam.

** Ramp F Superelevation transitions from 6.00% @ Sta. 31+50.00 to 2.00% @ Sta. 33+00.00

△ Measured perpendicular to open joint

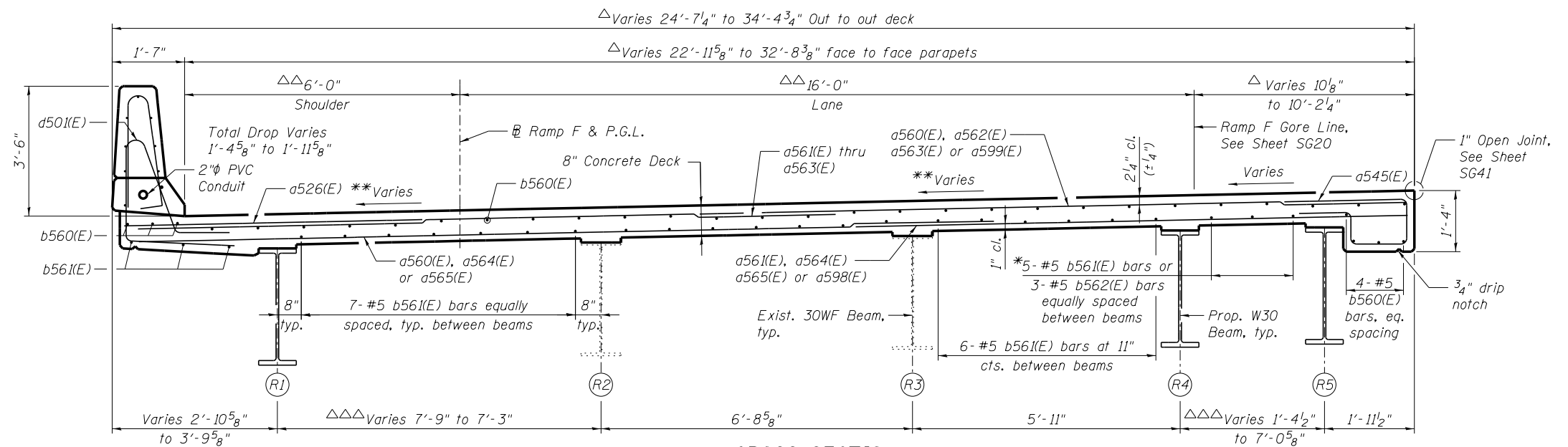
△△ Measured perpendicular to Ramp F

△△△ Measured perpendicular to east girder

MINIMUM BAR LAP
(Slab)
#5 bar = 3'-3"

NOTES:

1. For Superstructure Details and Section B-B, see Sheet SG41.
2. For Bill of Material and Bar Bends, see Sheet SG43.
3. Bars indicated thus 33x2- #5 etc. indicates 33 lines of bars with 2 lengths per line.
4. 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 Sheet SG45.



CROSS SECTION

(Looking North/Upstation along IL-171)

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FILE NAME =	USER NAME = jsurber	DESIGNED - JLS	REVISED -
0160486.60J16.033.Deck.Plan.6F.dgn		CHECKED - MFH	REVISED -
		DRAWN - RMG	REVISED -
		CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN AND CROSS SECTION SPAN 6 RAMP F
STRUCTURE NO. 016-0486

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	2013-038B-R	COOK	821	623
CONTRACT NO.			60J16	
ILLINOIS FED. AID PROJECT				

SHEET NO. SG33 OF SG100 SHEETS

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