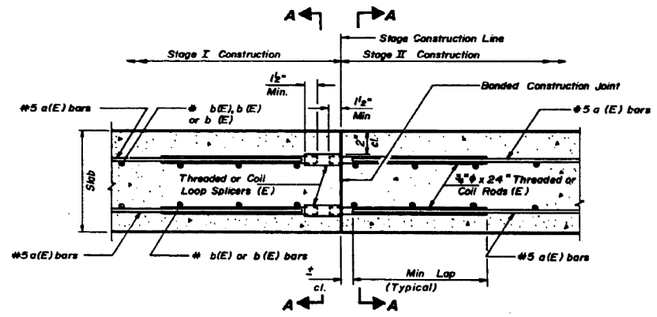
FOR INFORMATION ONLY

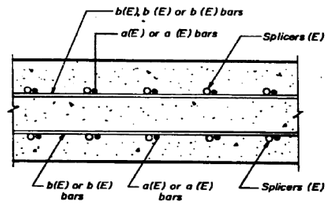
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FEDERAL AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	79	56
STA.		TO STA.		
FED. RD. DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 1985-080 R



SECTION THRU SLAB



SECTION A-A

SPLICER DETAILS
(No Req'd.)

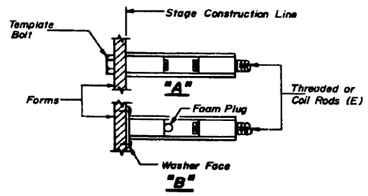
Cost incidental to reinforcement bars (Epoxy Coated)

Rolled Thread Dowel Bar

WELDED SECTIONS

SPLICER ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" Set splicer by means of a template bolt.
"B" Set splicer by nailing to wood forms or cementing to steel forms.
(E) Indicates epoxy coating, see Special Provisions

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length and have effective tensile stress area equal or greater than that of the lapped reinforcement bars.

Splicer rods shall extend minimum 1½ inches into the couplers.

All reinforcement bars shall be lapped and tied to the splicer rods.

Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

1 Minimum Capacity = $1.25 \times f_y \times A_t$ (Tension in kips)

2 Minimum # Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$ (Tension in kips)

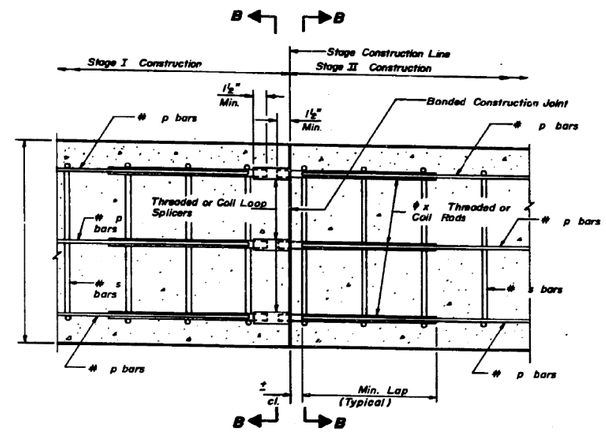
Where f_y = Yield strength of lapped reinforcement bars in k.s.i.
$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in k.s.i. (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

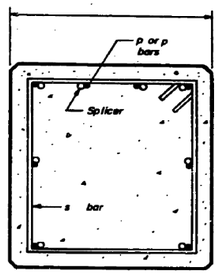
In Slabs — #5 bar lap with ¾"ϕ Splicer (Coupler) x 2'-0" Splicer Rods — Minimum Capacity = 23.0 kips - tension; Minimum Pull-out Strength = 9.2 kips - tension

In Sub-structures — #7 bar lap with 1"ϕ Splicer (Coupler) x 3'-5" Splicer Rods — Minimum Capacity = 45.1 kips - tension; Minimum Pull-out Strength = 180 kips - tension

In Sub-structures — #8 bar lap with 1¼"ϕ Splicer (Coupler) x 4'-6" Splicer Rods — Minimum Capacity = 58.9 kips - tension; Minimum Pull-out Strength = 23.6 kips - tension



SECTION THRU ABUTMENTS AND PIERS
No epoxy coating required



SECTION B-B

SPLICER DETAILS
(No. Req'd.)

Cost incidental to reinforcement bars.

SHEET S-16 OF S-17

REVISIONS	
NAME	DATE

PLANS PREPARED BY
P.G. ENGINEERING ASSOCIATES, INC.
600 WEST JACKSON BLVD.
CHICAGO, ILLINOIS, 60606

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 90/94 (DAN RYAN EXPRESSWAY)
SECTION 1985-080 R — COOK COUNTY
HARRISON STREET OVER DAN RYAN EXPRESSWAY
SPLICER BAR DETAILS

Scale: None Drawn By: S.D.D.
Date: AUGUST 14, 1987 Checked By:

ENVIRODYNE ENGINEERS INC.
Chicago, Illinois

D160W71-sht-AS-BUILT-19.dgn

USER NAME = dunkerleyb	DESIGNED -	REVISED
	CHECKED -	REVISED
PLOT SCALE = N.T.S.	DRAWN -	REVISED
PLOT DATE = 11/26/2013	CHECKED -	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AS-BUILTS SN 016-1088
SHEET NO. AS-19 OF AS-72 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-036R	COOK	256	161
		CONTRACT NO. 60W71		
	ILLINOIS	FED. AID PROJECT -NUMBER-		