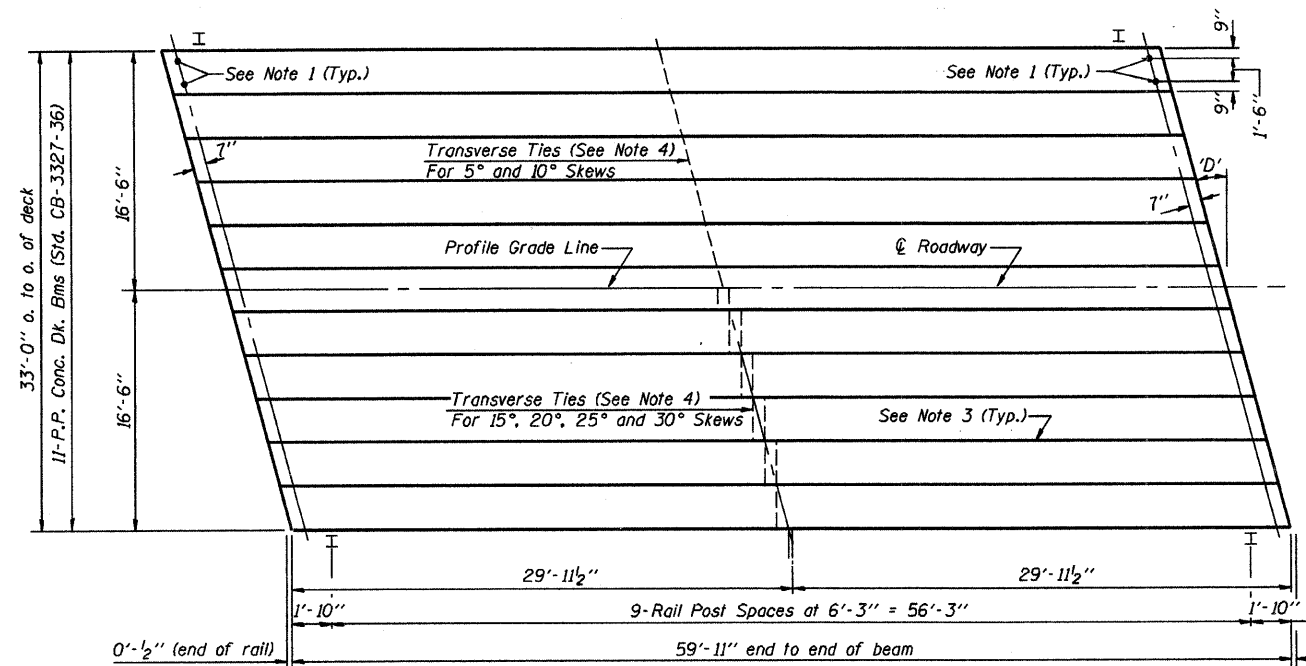


TYPICAL ELEVATIONS

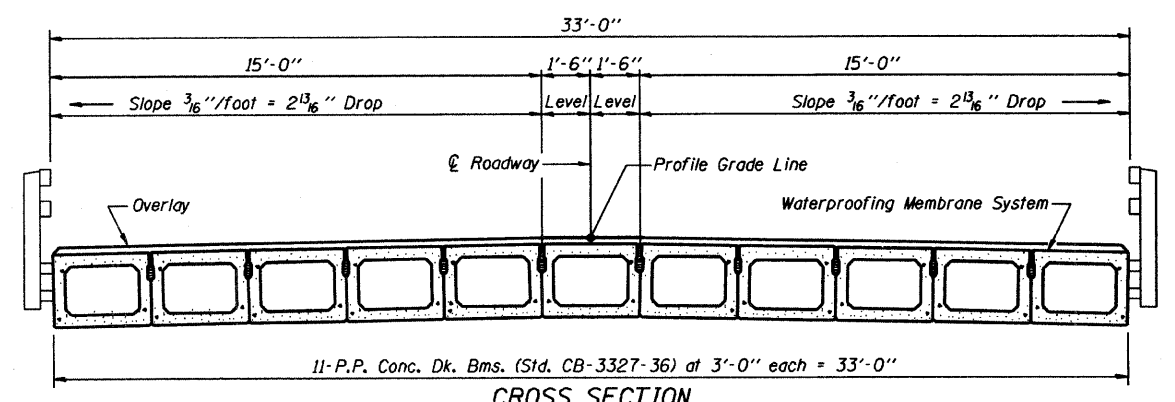


PLAN

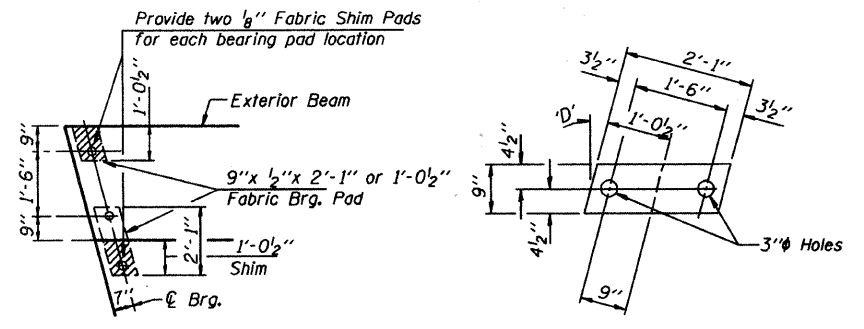
('D' = Designated Skew Angle)

NOTES

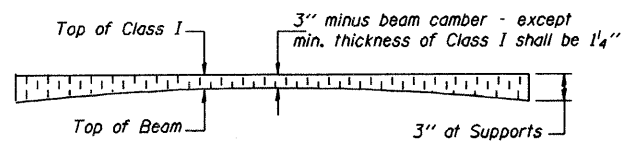
- After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
- Nominal 1" joint at Pler shall be filled with non-shrink grout.
- Longitudinal keys shall be grouted.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar outside shall be filled with grout after transverse tie assembly is in place.



CROSS SECTION



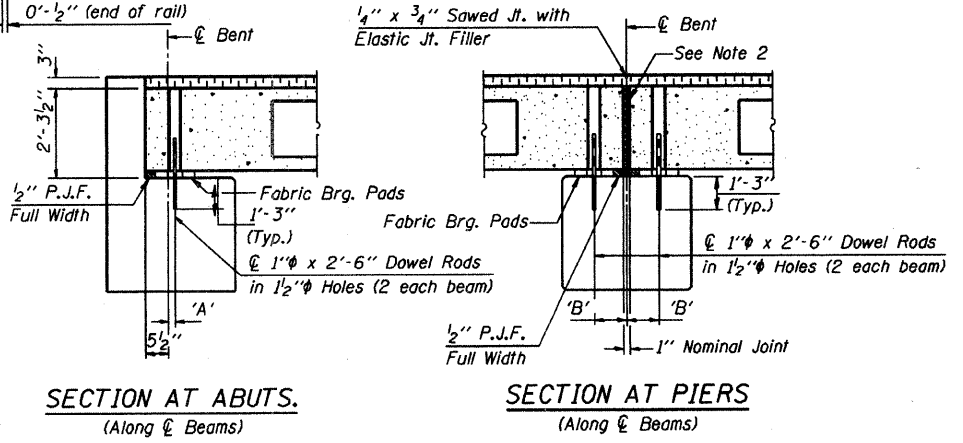
1/2" FABRIC BRG. PAD DETAILS



PROFILE OF OVERLAY

DIMENSIONS 'A' AND 'B'

'D'	5°	10°	15°	20°	25°	30°
A	1 1/2"	1 5/8"	1 3/4"	1 7/8"	2 1/4"	2 5/8"
B	7 1/2"	7 5/8"	7 3/4"	8"	8 1/4"	8 5/8"



SECTION AT ABUTS.
(Along Roadway)

SECTION AT PIERS
(Along Roadway)

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 27" Dp.	1980 Sq. Ft.
Steel Railing	120 Ft.
Waterproofing Membrane System	220.0 Sq. Yds.
Portland Cement Mortar	600 Ft.
Fairing Course	

Note: Quantity of overlay for one span = 28.1 Tons

P.P.C. DECK BEAM SUPERSTRUCTURE			
33' RDWY.	27' BMS.	60' SPAN	RIGHT
STANDARD CS-3327-60R			

Illinois Department of Transportation

PASSED APRIL 4, 2005

Theresa S. Nungesser
Engineer of Bridge Design

APPROVED APRIL 4, 2005

Ralph E. Anderson
Engineer of Bridges and Structures