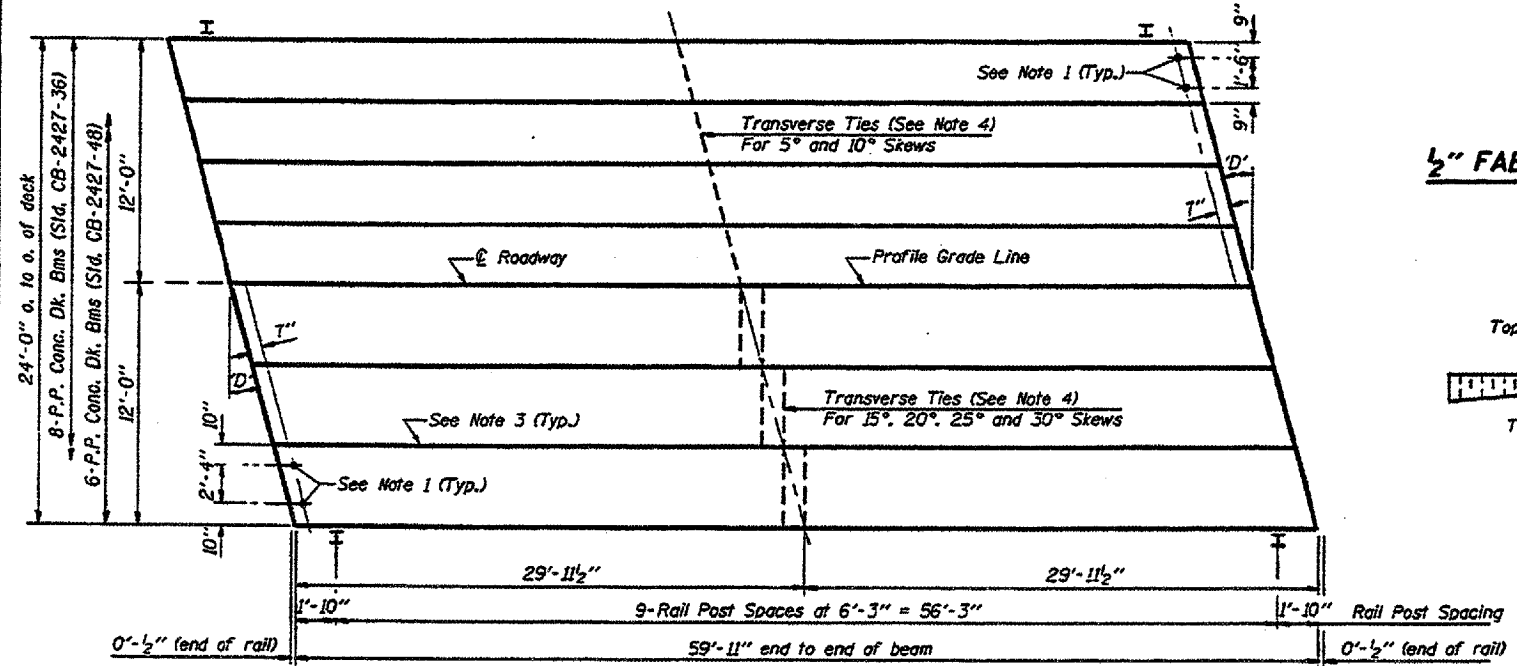


**TYPICAL ELEVATIONS**

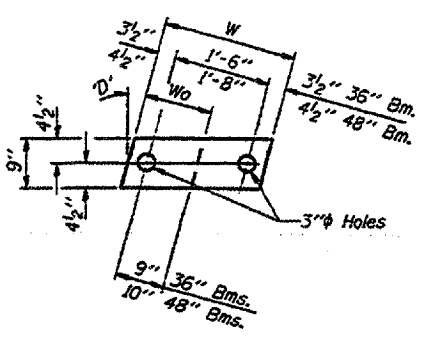
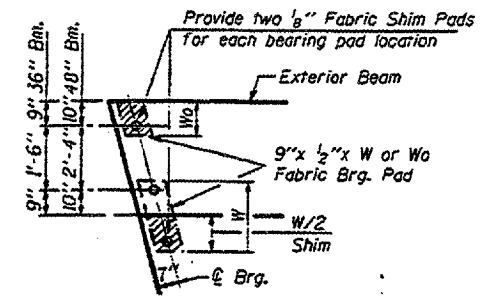


**PLAN**

("D" = Designated Skew Angle)

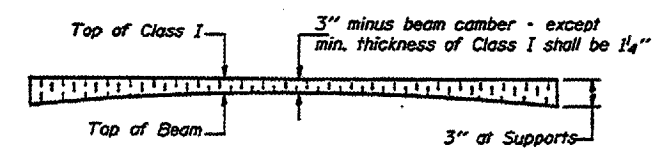
**NOTES**

1. 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.
2. Nominal 1" joint at centerline pier shall be filled with non-shrink grout.
3. Longitudinal keys shall be grouted.
4. The 1" diameter 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.

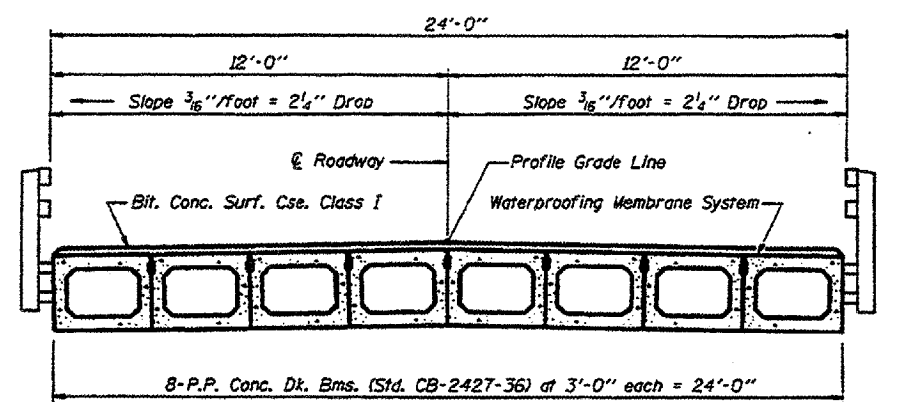


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

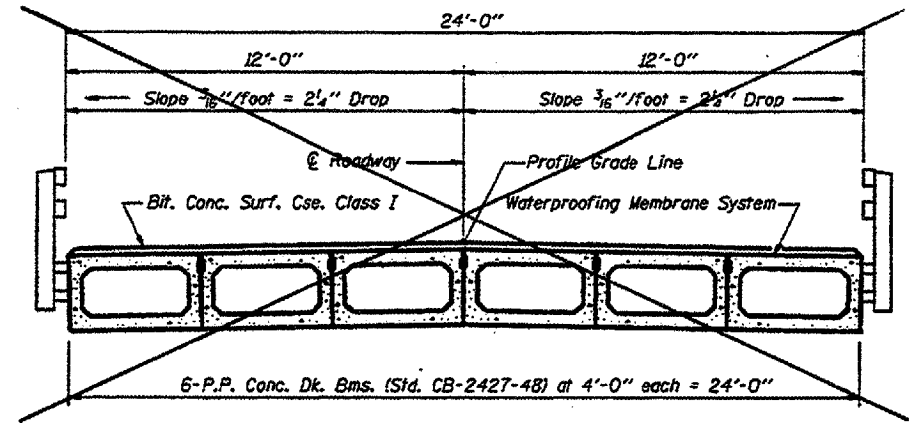
**1/2" FABRIC BRG. PAD DETAILS**



**PROFILE OF OVERLAY**

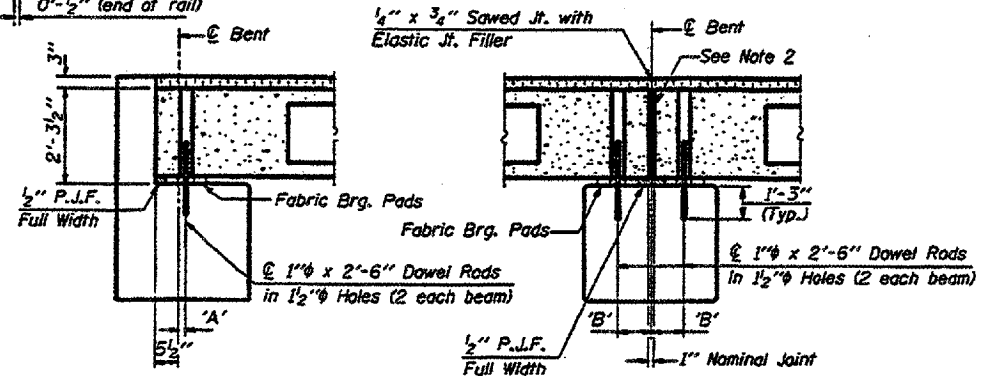


**CROSS SECTION**



**DIMENSIONS 'A' AND 'B'**

'D'	5°	10°	15°	20°	25°	30°
A	1 1/2"	1 3/4"	1 3/4"	1 6"	2 1/4"	2 5/8"
B	7 1/2"	7 3/4"	7 3/4"	8"	8 1/2"	8 3/4"



**SECTION AT ABUTS.**  
(Along centerline Beams)

**SECTION AT PIERS**  
(Along centerline Beams)

**QUANTITIES FOR ONE SPAN**

P.P. Conc. Dk. Bm. 27" Dp.	1440 Sq. Ft.
Steel Railing	120 Ft.
Bit. Conc. Surf. Cse. Class I	19.0 Tons
Waterproofing Membrane System	196.0 Sq. Yds.

**P.P.C. DECK BEAM SUPERSTRUCTURE**

24' RDWY.	27" BMS.	60' SPAN	RIGHT
<b>STANDARD CS-2427-60R</b>			

Illinois Department of Transportation  
 PASSED NOVEMBER 1, 1995  
 Engineer of Bridge Design  
 APPROVED NOVEMBER 1, 1995  
 Engineer of Bridges and Structures