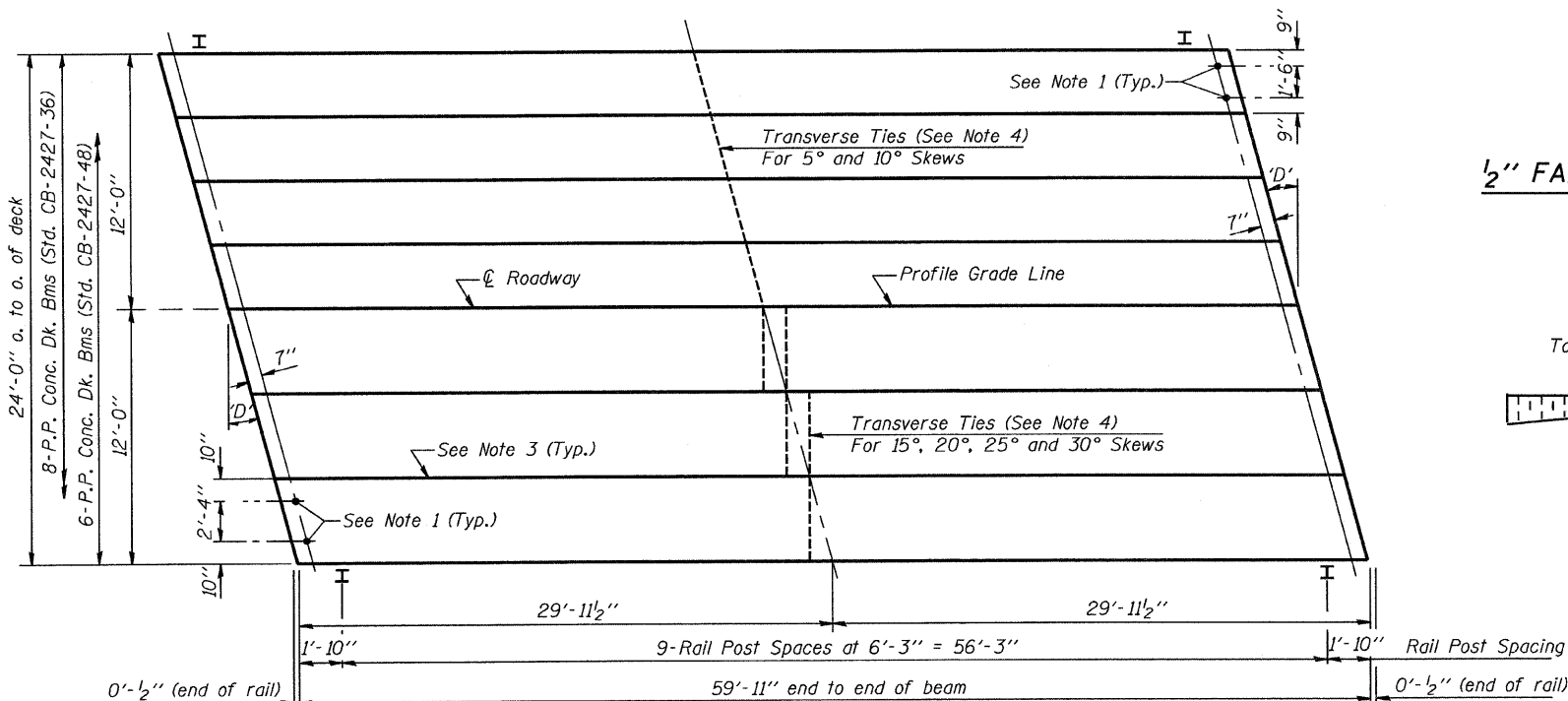


**TYPICAL ELEVATIONS**

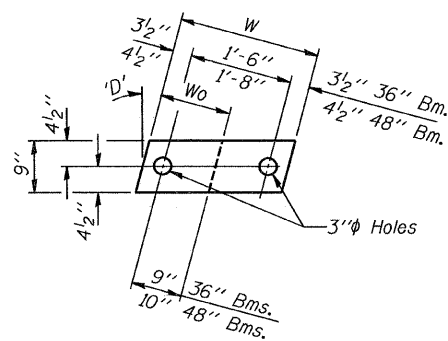
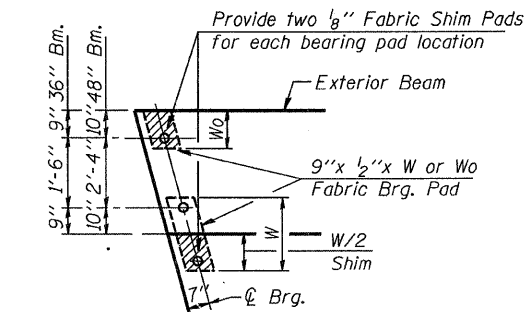


**PLAN**

('D' = Designated Skew Angle)

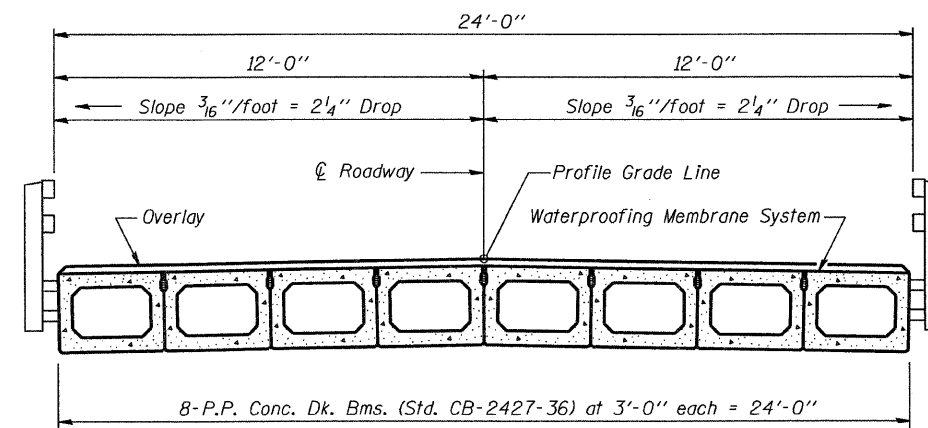
**NOTES**

- 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 centerline Pier shall be filled with non-shrink grout.
- Longitudinal keys shall be grouted.
- The 1"  $\phi$  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.

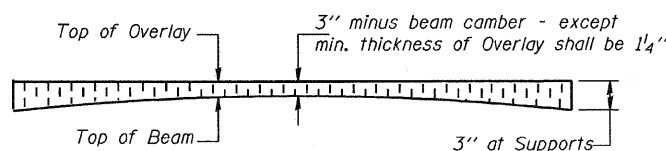
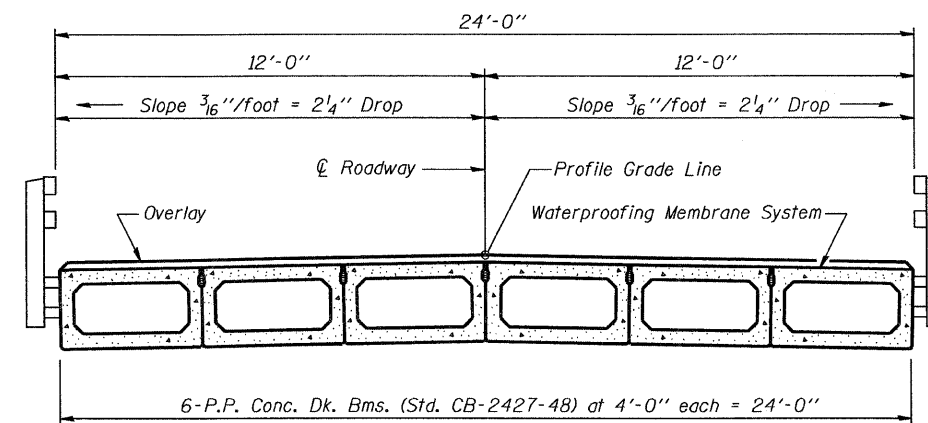


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

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



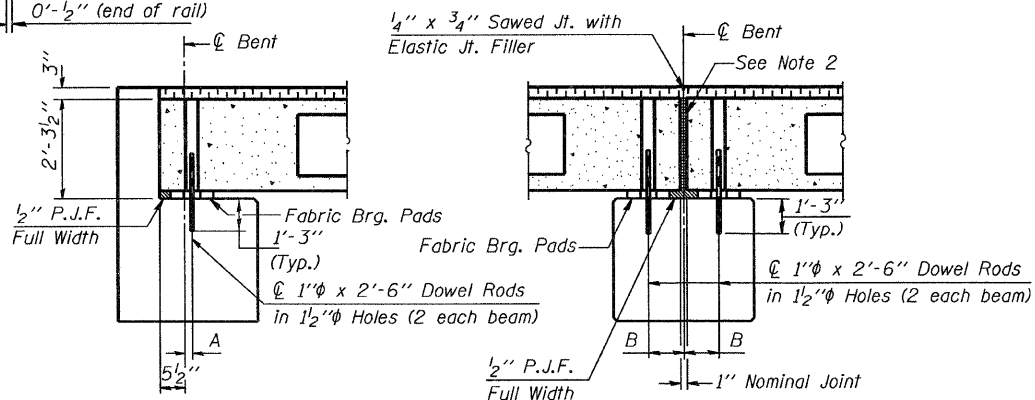
**CROSS SECTION**



**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 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.
Waterproofing Membrane System	160.0 Sq. Yds.
Portland Cement Mortar	420 Ft. 36"
Fairing Course	300 Ft. 48"

Note: Quantity of overlay for one span = 18.0 Tons

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

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

Illinois Department of Transportation  
PASSED APRIL 4, 2005  
Thomas J. Domagala  
Engineer of Bridge Design  
APPROVED APRIL 4, 2005  
Ralph E. Anderson  
Engineer of Bridges and Structures