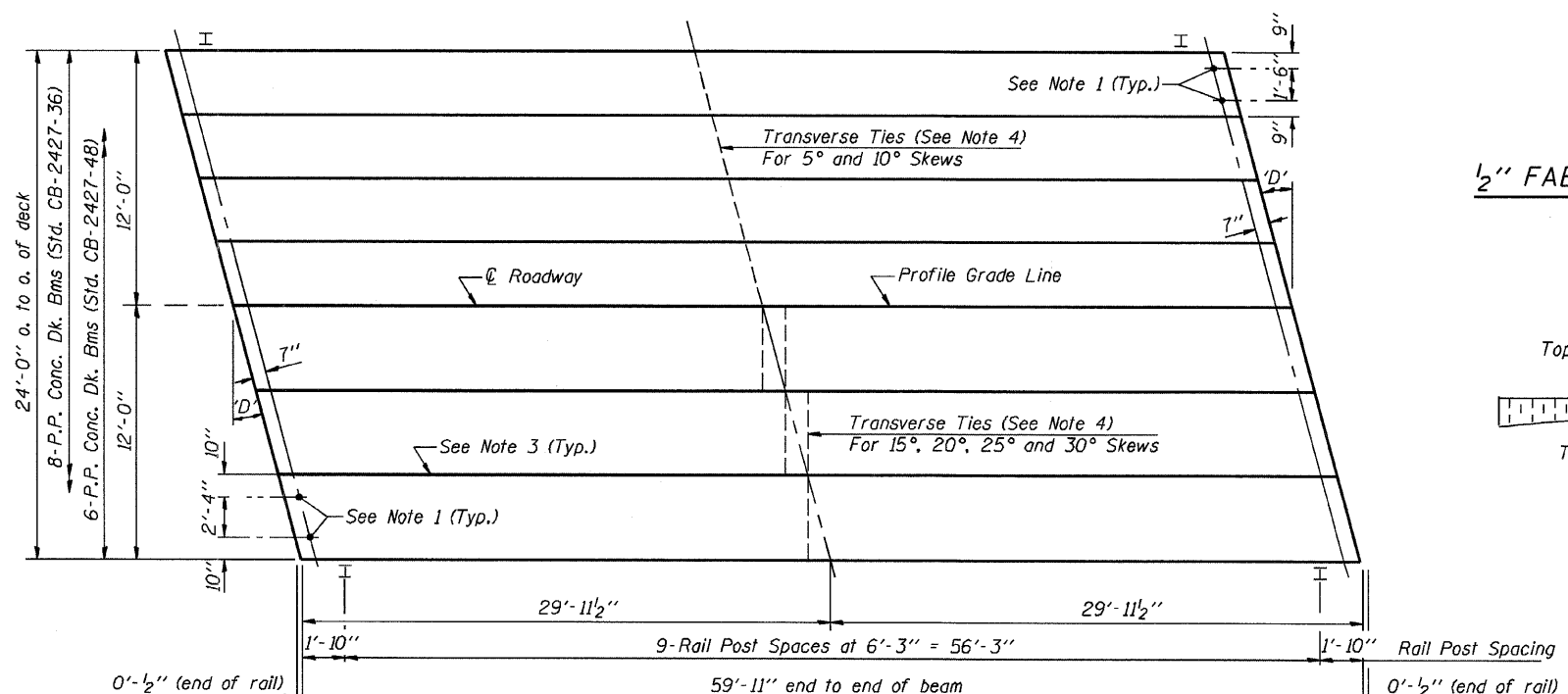


TYPICAL ELEVATIONS

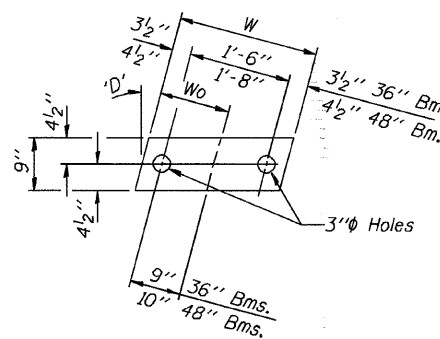
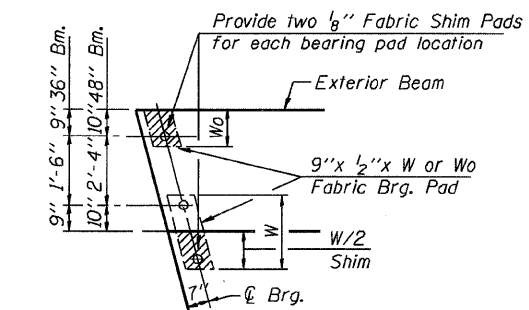


PLAN

('D' = Designated Skew Angle)

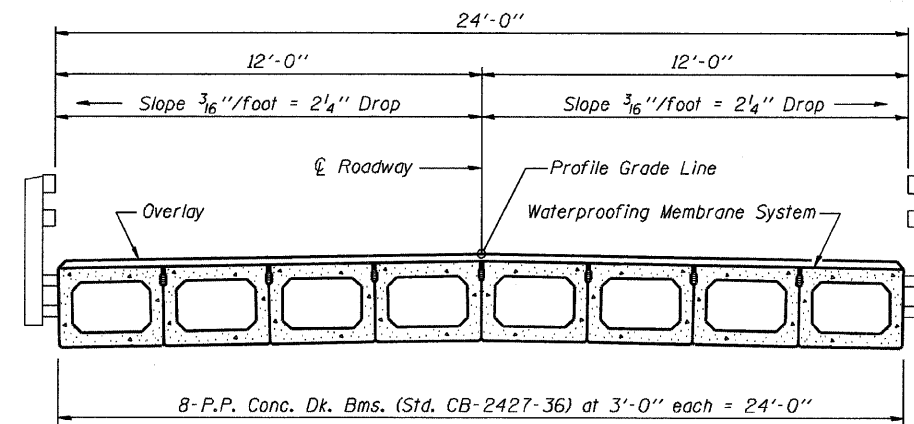
NOTES

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 of Pier shall be filled with non-shrink grout.
3. Longitudinal keys shall be grouted.
4. The 1" ϕ 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.

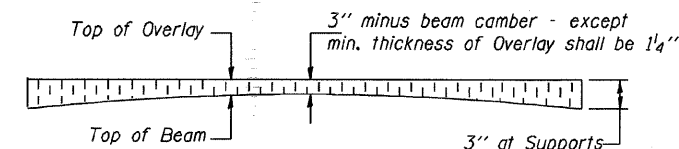
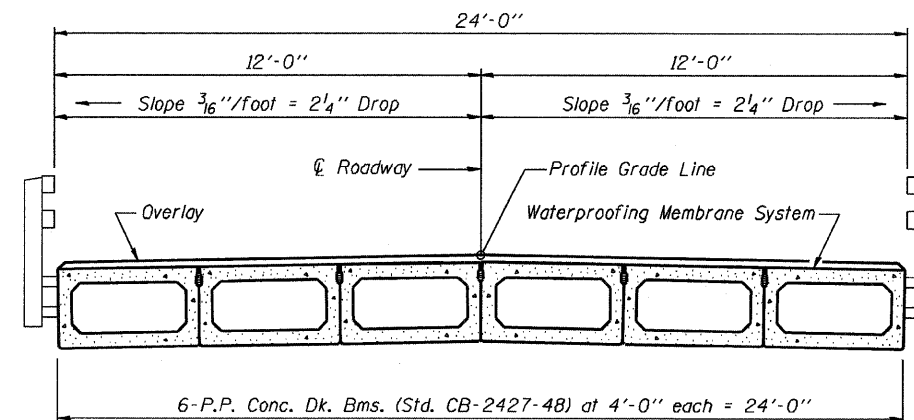


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

1/2" FABRIC BRG. PAD DETAILS



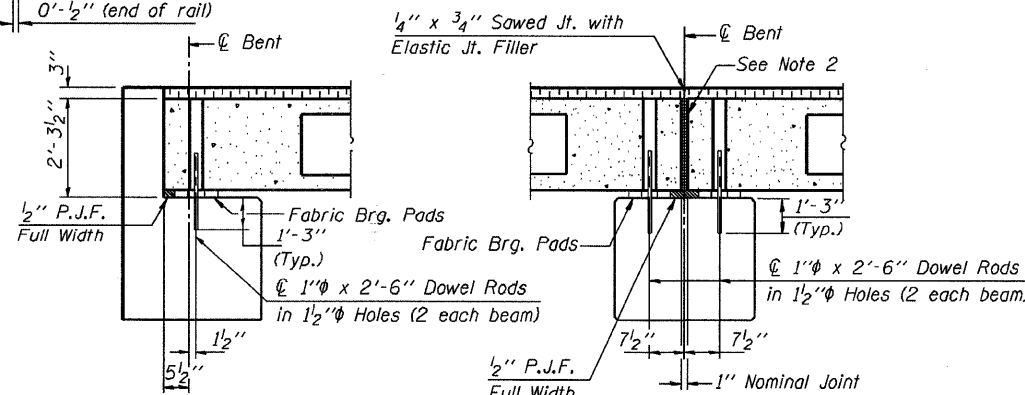
CROSS SECTION



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 3/8"	7 3/4"	8"	8 1/4"	8 3/8"



SECTION AT ABUTS.
(Along centerline of Beams)

SECTION AT PIERS
(Along centerline of 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
STANDARD CS-2427-60R			

Illinois Department of Transportation
PASSED APRIL 4, 2005
Thomas J. Samaluk
Engineer of Bridge Design
APPROVED APRIL 4, 2005
Ralph E. Anderson
Engineer of Bridges and Structures
ISSUED 1-1-04B1