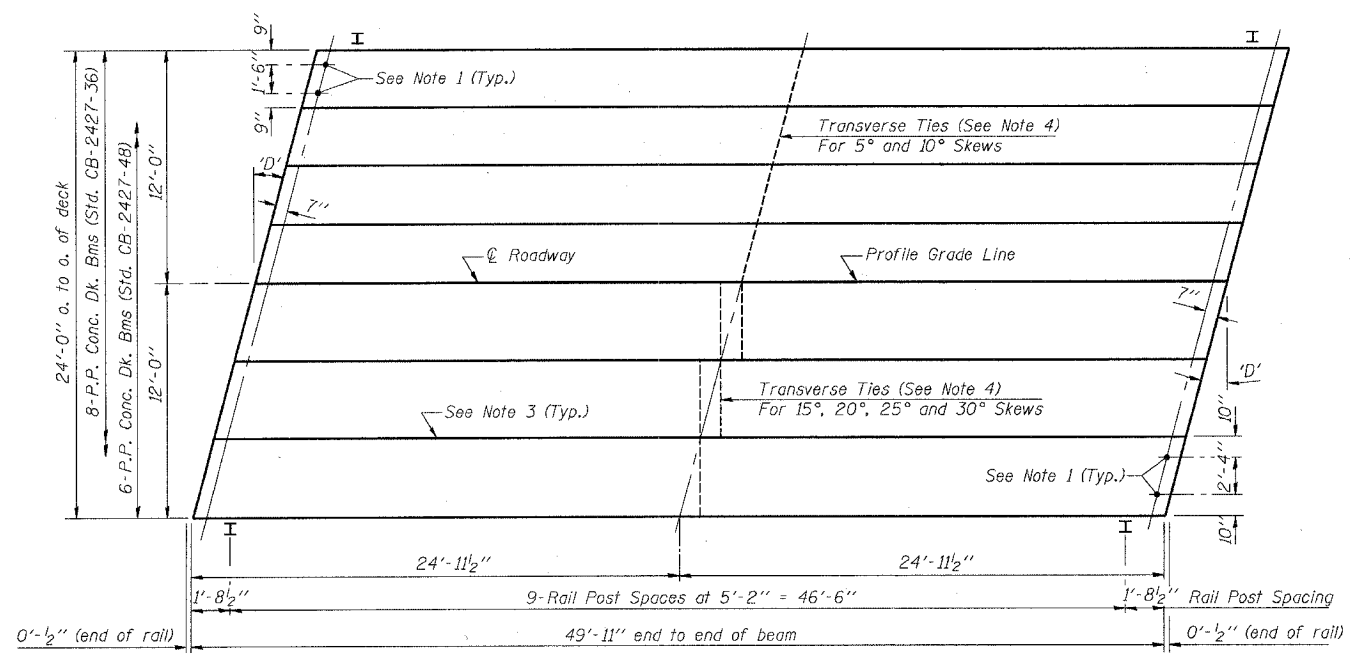


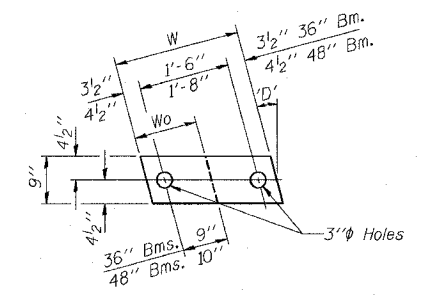
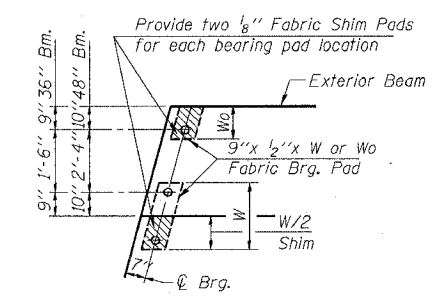
TYPICAL ELEVATIONS



PLAN  
(D' = Designated Skew Angle)

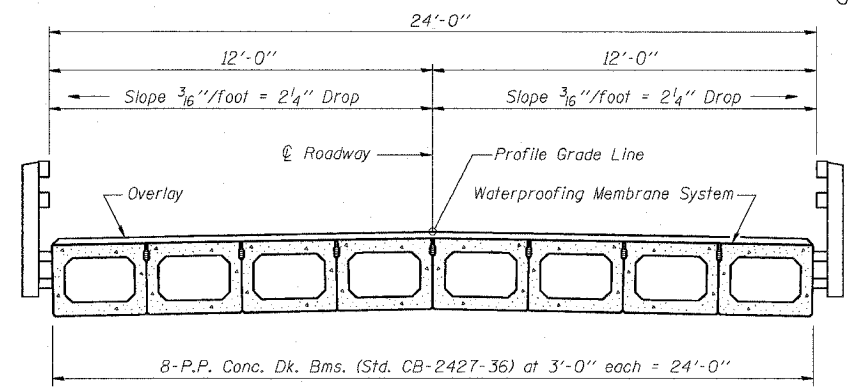
NOTES

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" 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.

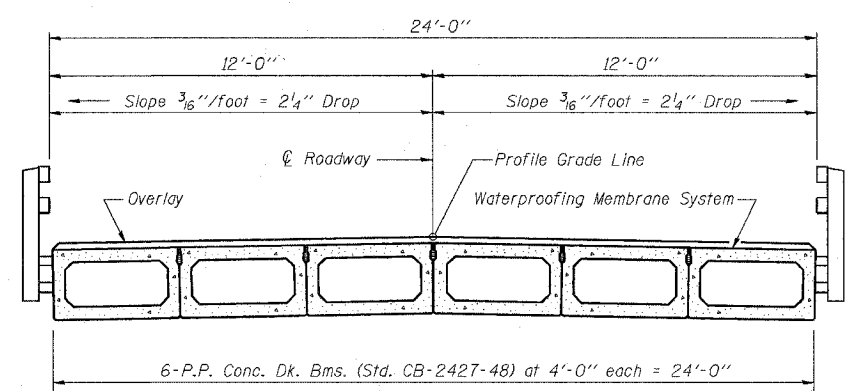


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

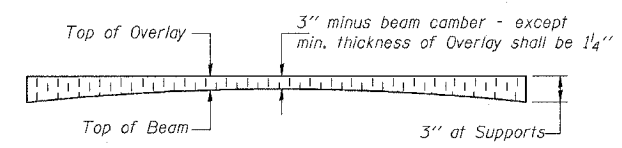
1/2" FABRIC BRG. PAD DETAILS



CROSS SECTION



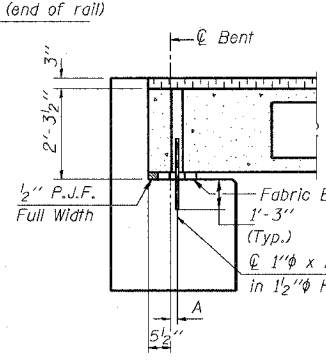
CROSS SECTION



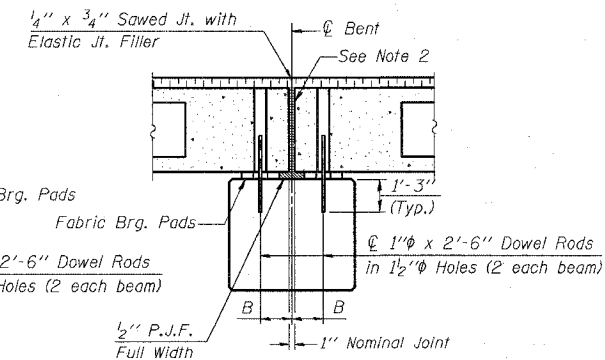
PROFILE OF OVERLAY

DIMENSIONS 'A' AND 'B'

	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.	1200 Sq. Ft.
Steel Railing	100 Ft.
Waterproofing Membrane System	133.3 Sq. Yds.
Portland Cement Mortar	350 Ft. 3/8"
Fairing Course	250 Ft. 48"

\*Note: Quantity of overlay for one span = 18.2 Tons

P.P.C. DECK BEAM SUPERSTRUCTURE			
24' RDWY.	27" BMS.	50' SPAN	LEFT
STANDARD CS-2427-50L			

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