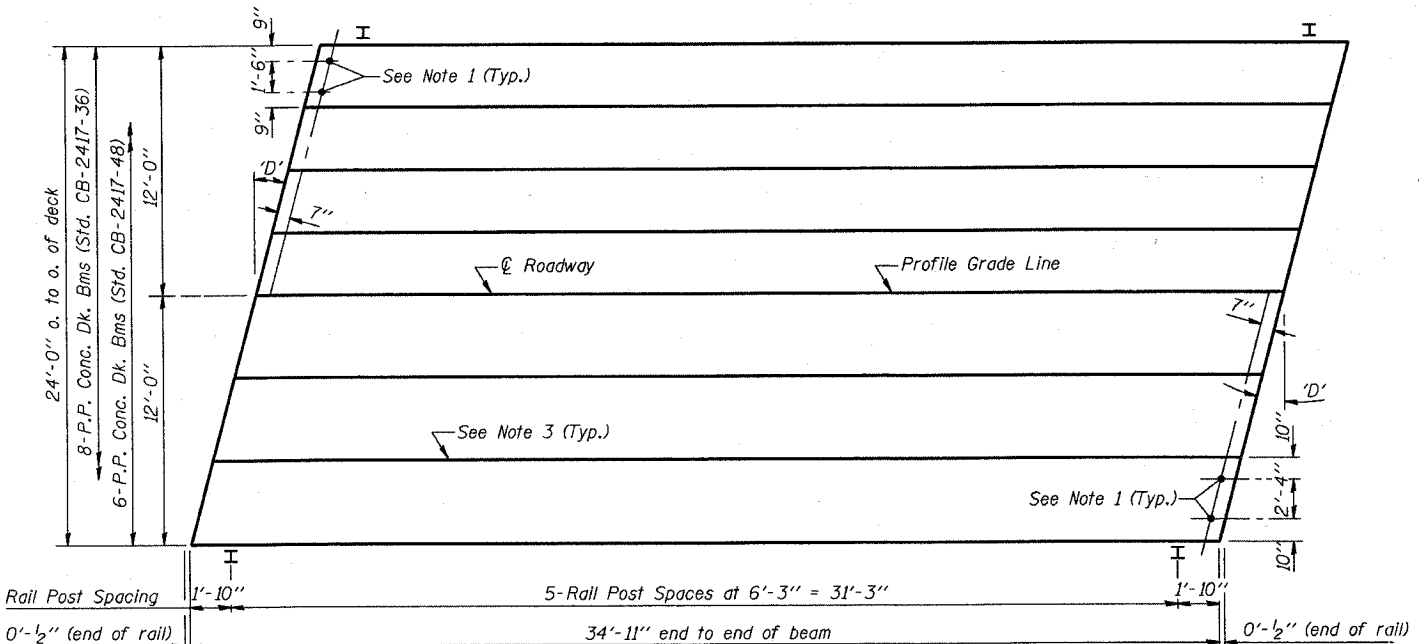
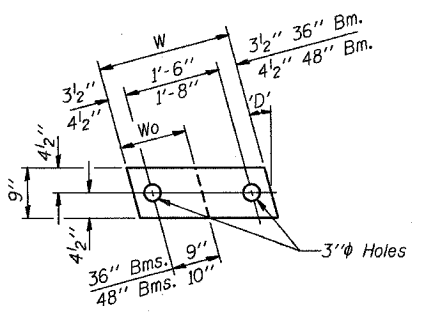
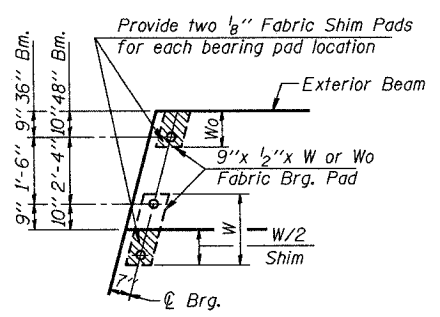


TYPICAL ELEVATIONS



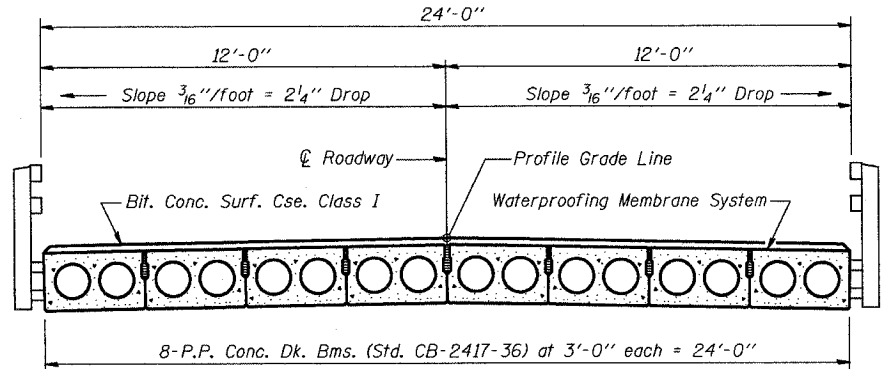
PLAN

('D' = Designated Skew Angle)

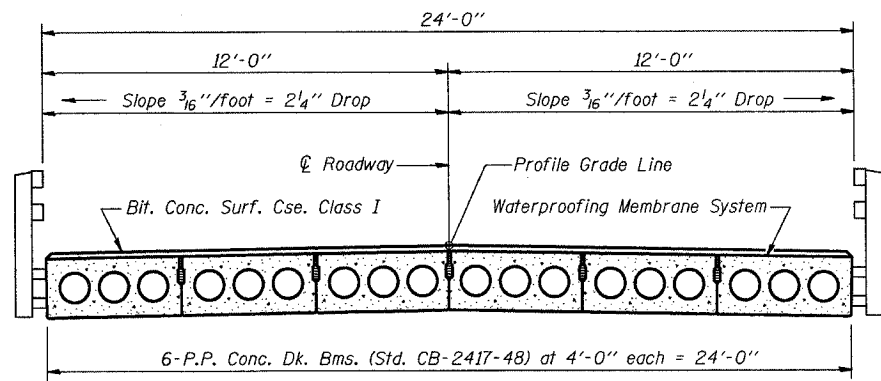


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

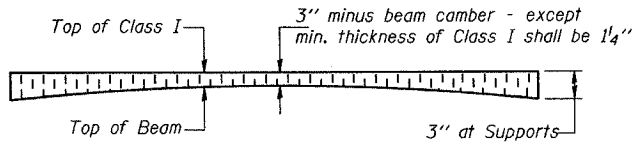
1/2" FABRIC BRG. PAD DETAILS



CROSS SECTION



CROSS SECTION

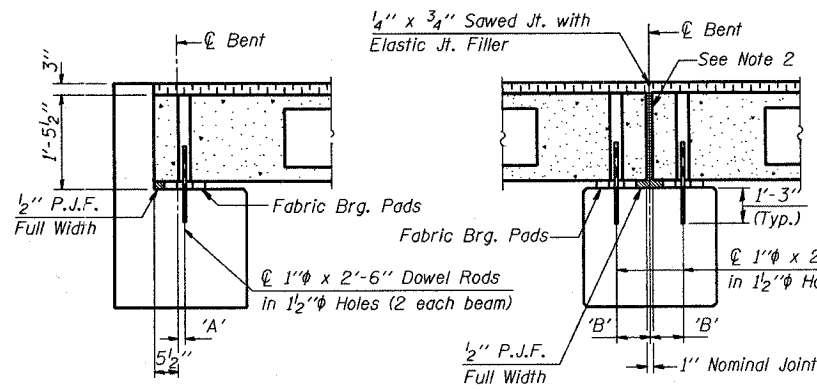


PROFILE OF OVERLAY

DIMENSIONS 'A' AND 'B'

'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"

- 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.



SECTION AT ABUTS.
(Along centerline Beams)

SECTION AT PIERS
(Along centerline Beams)

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 17" Dp.	840 Sq. Ft.
Steel Railing	70 Ft.
Bit. Conc. Surf. Cse. Class I	12.7 Tons
Waterproofing Membrane System	93.3 Sq. Yds.

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

P.P.C. DECK BEAM
 SUPERSTRUCTURE
 24' RDWY. 17" BMS. 35' SPAN LEFT
 STANDARD CS 2417 35L