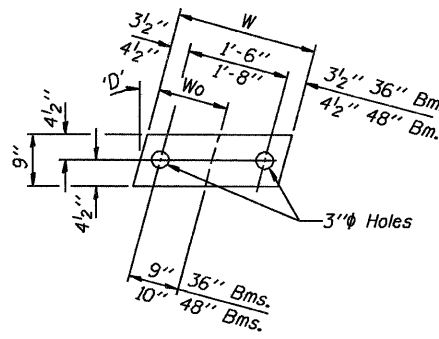
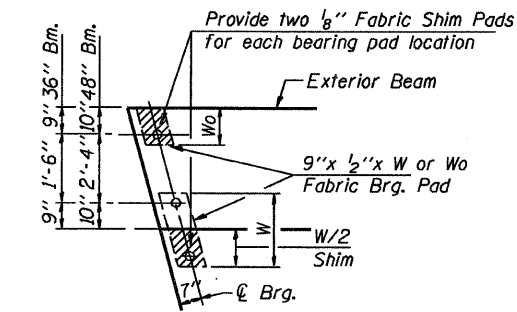
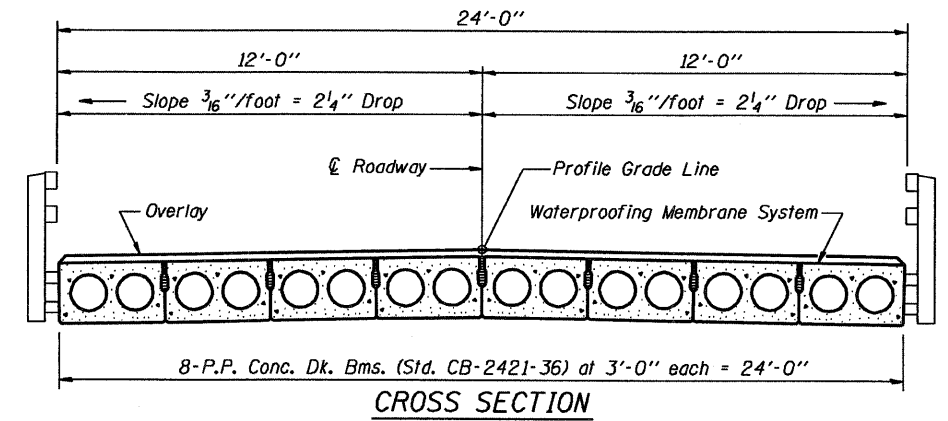


TYPICAL ELEVATIONS

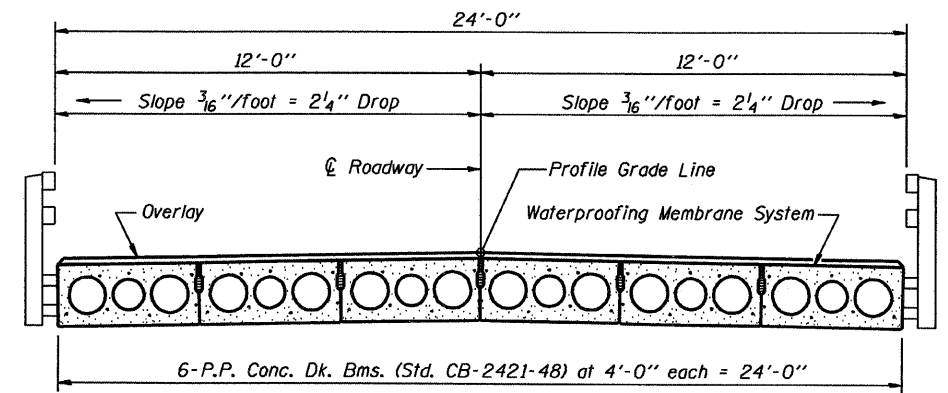


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

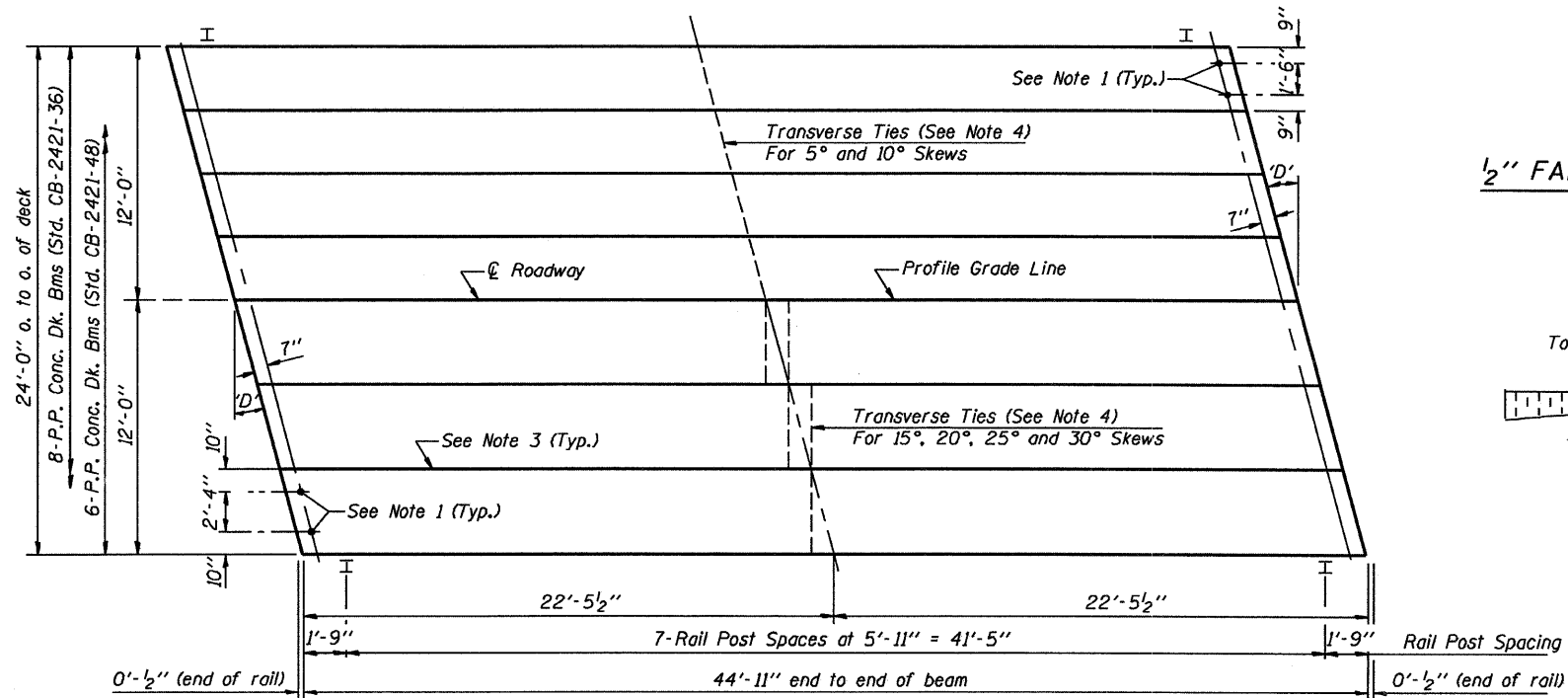
1/2" FABRIC BRG. PAD DETAILS



CROSS SECTION

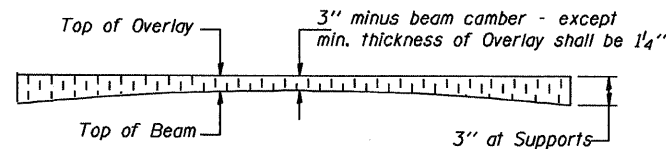


CROSS SECTION



PLAN

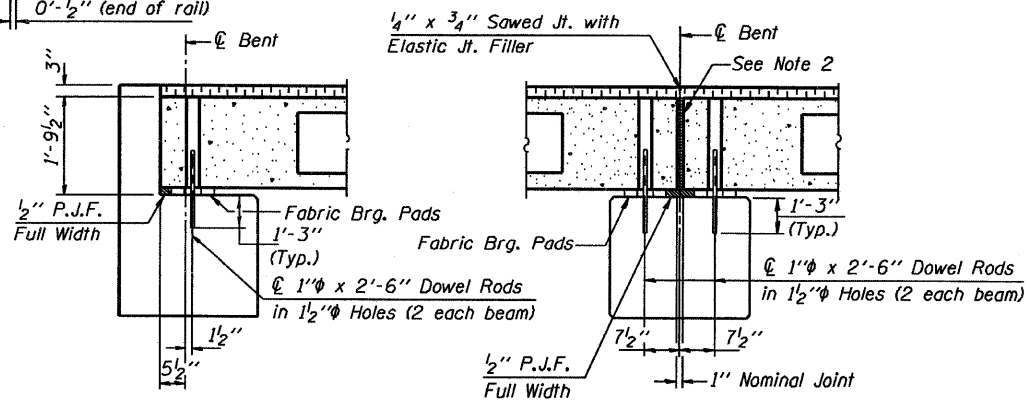
('D' = Designated Skew Angle)



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 Roadway)

SECTION AT PIERS
(Along Roadway)

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 Roadway 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.

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 21" Dp.	1080 Sq. Ft.
Steel Railing	90 Ft.
Waterproofing Membrane System	120.0 Sq. Yds.
Portland Cement Mortar	315 Ft. 36"
Fairing Course	225 Ft. 48"

Note: Quantity of overlay for one span = 15.3 Tons

P.P.C. DECK BEAM
SUPERSTRUCTURE

24' RDWY.	21" BMS.	45' SPAN	RIGHT
STANDARD CS-2421-45R			

Illinois Department of Transportation

PASSED APRIL 4, 2005

Thames S. Romo, P.E.
Engineer of Bridge Design

APPROVED APRIL 4, 2005

Ralph E. Anderson
Engineer of Bridges and Structures

ISSUED 1-1-1981