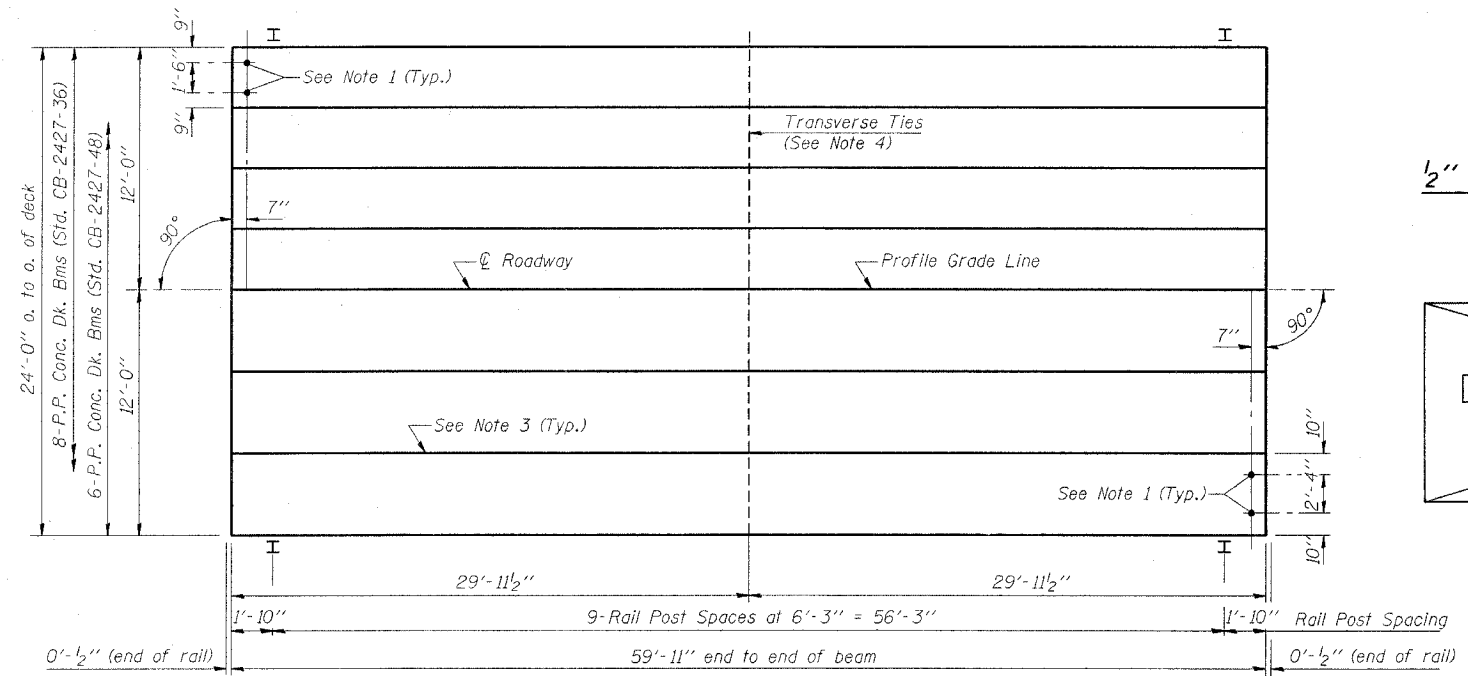
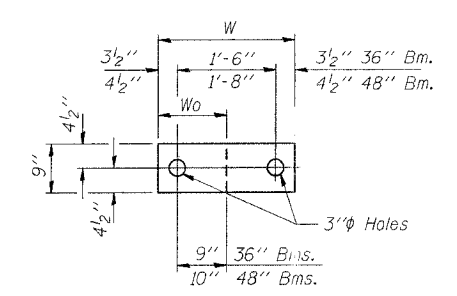
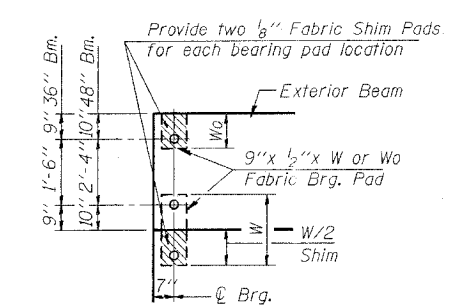


TYPICAL ELEVATIONS

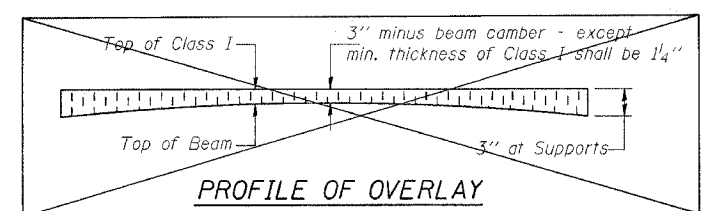


PLAN

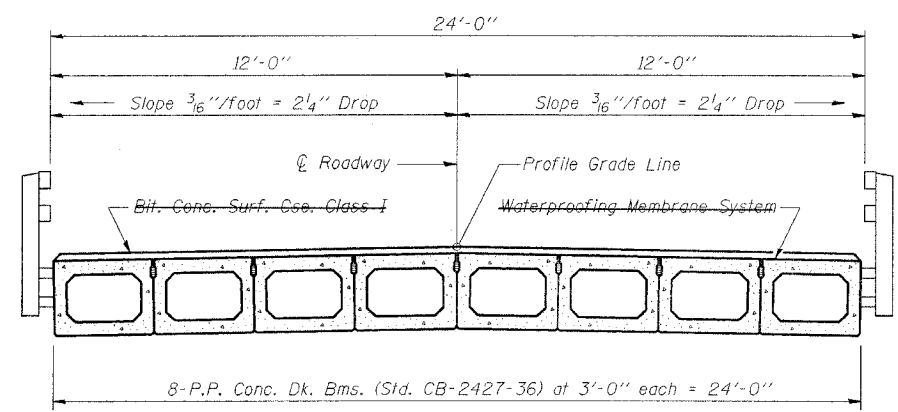


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

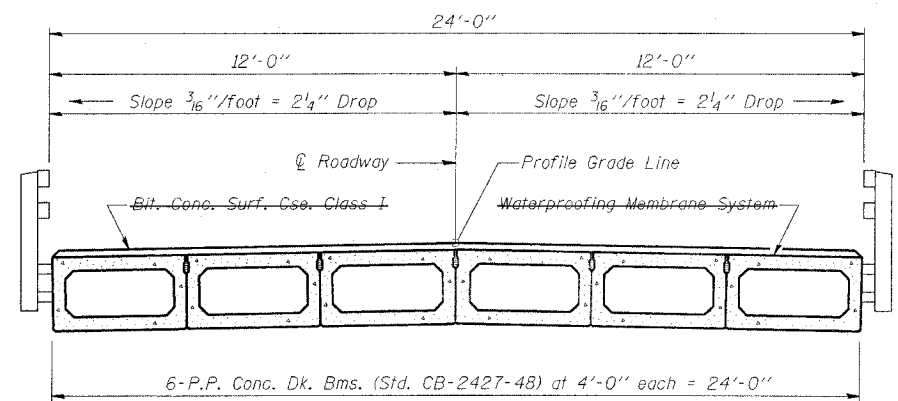
1/2" FABRIC BRG. PAD DETAILS



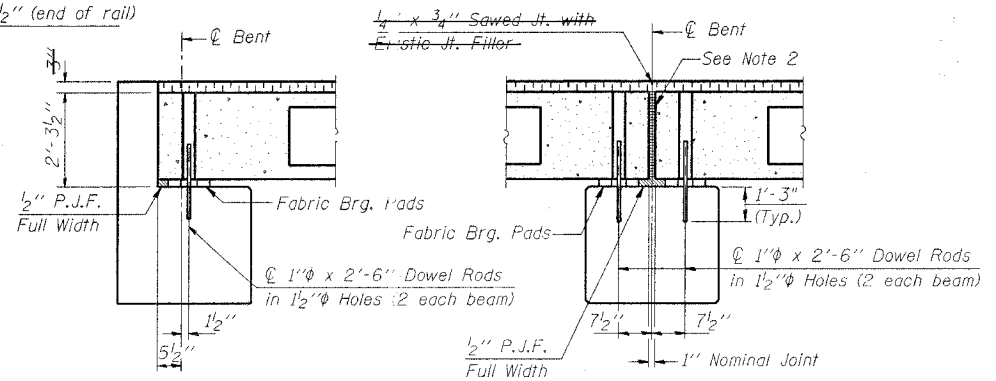
PROFILE OF OVERLAY



CROSS SECTION



CROSS SECTION



SECTION AT ABUTS.

SECTION AT PIERS

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 27" Dp.	1440 Sq. Ft.
Steel Railing	120 Ft.
Bit. Conc. Surf. Cse. Class I	18.8 Tons
Waterproofing Membrane System	160.0 Sq. Yds.

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 of centerline pier shall be filled with non-shrink grout.
- Longitudinal keys shall be grouted with non-shrink grout.
- The 1" diameter 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.

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. 27" BMS. 60' SPAN 0° SKEW
 STANDARD CS-2427-60