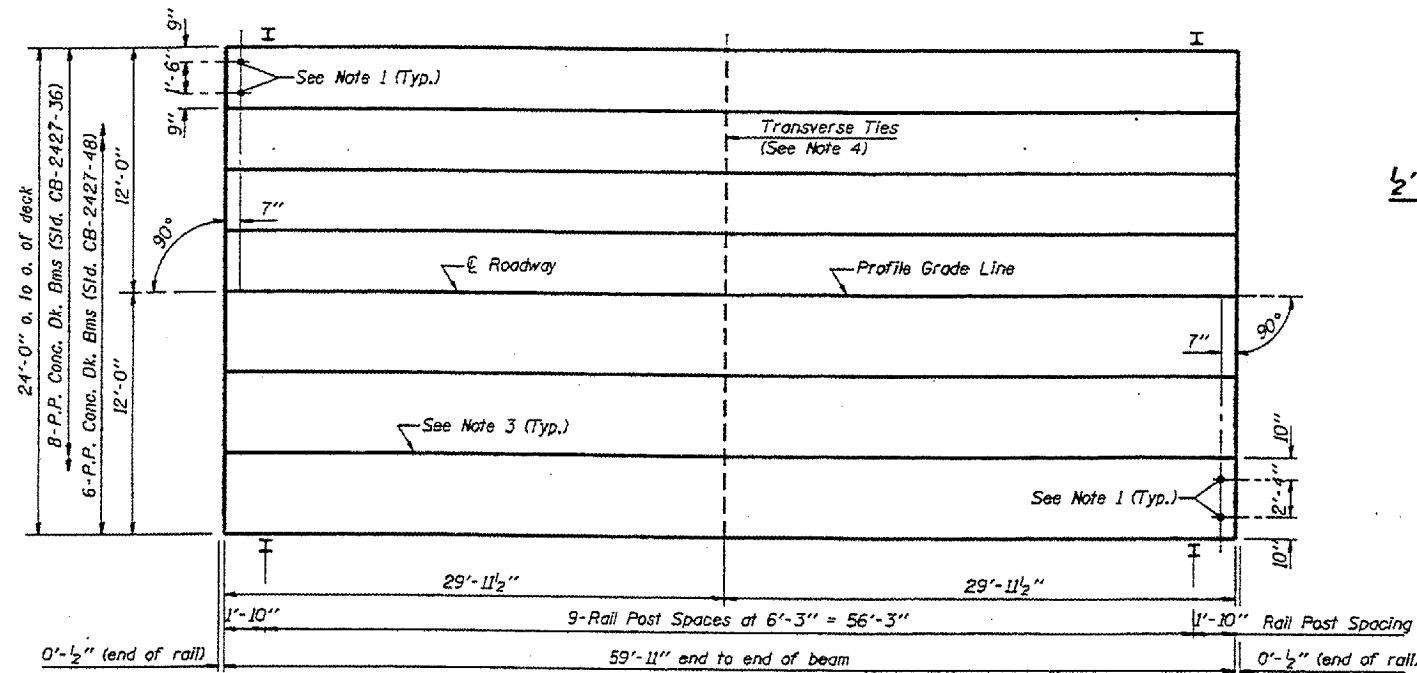
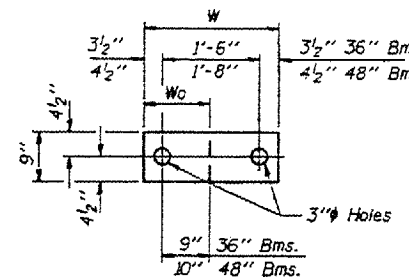
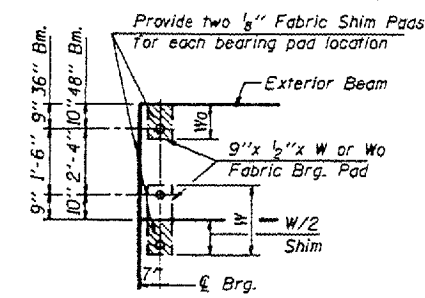


TYPICAL ELEVATIONS

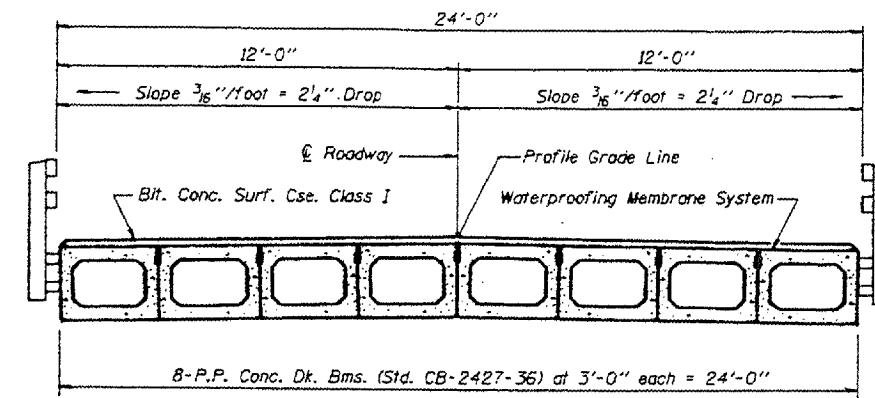


PLAN

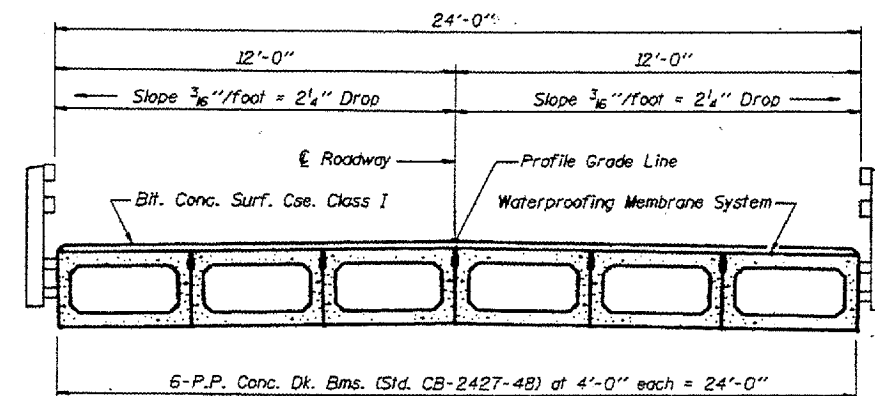


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

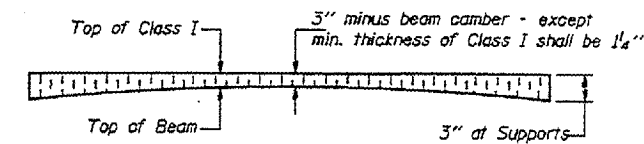
1/2" FABRIC BRG. PAD DETAILS



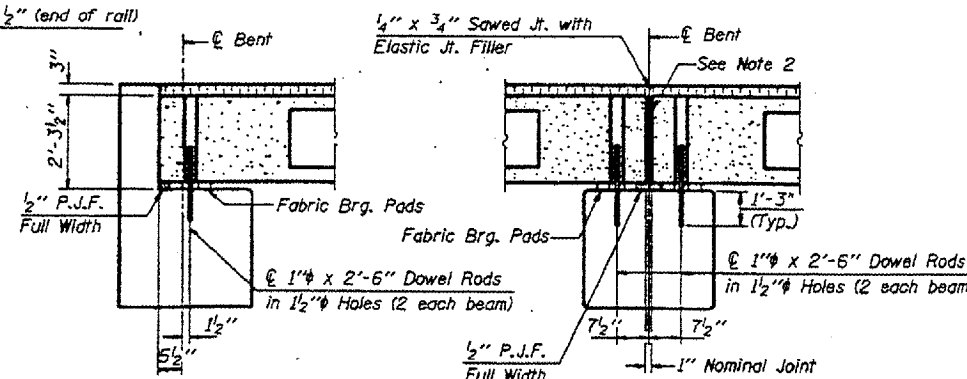
CROSS SECTION



CROSS SECTION



PROFILE OF OVERLAY



SECTION AT ABUTS.
(Along ϵ Beams)

SECTION AT PIERS
(Along ϵ Beams)

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 at ϵ Pier shall be filled with non-shrink grout.
- Longitudinal keys shall be grouted.
- 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.

Illinois Department of Transportation
PASSED NOVEMBER 1, 1995
Approved by: *David J. Koppa*
Engineer of Bridge Design
APPROVED NOVEMBER 1, 1995
Approved by: *Robert E. Anderson*
Engineer of Bridges and Structures

P.P.C. DECK BEAM
SUPERSTRUCTURE
24' RDWY. 27" BMS. 60' SPAN 0° SKEW
STANDARD CS-2427-60