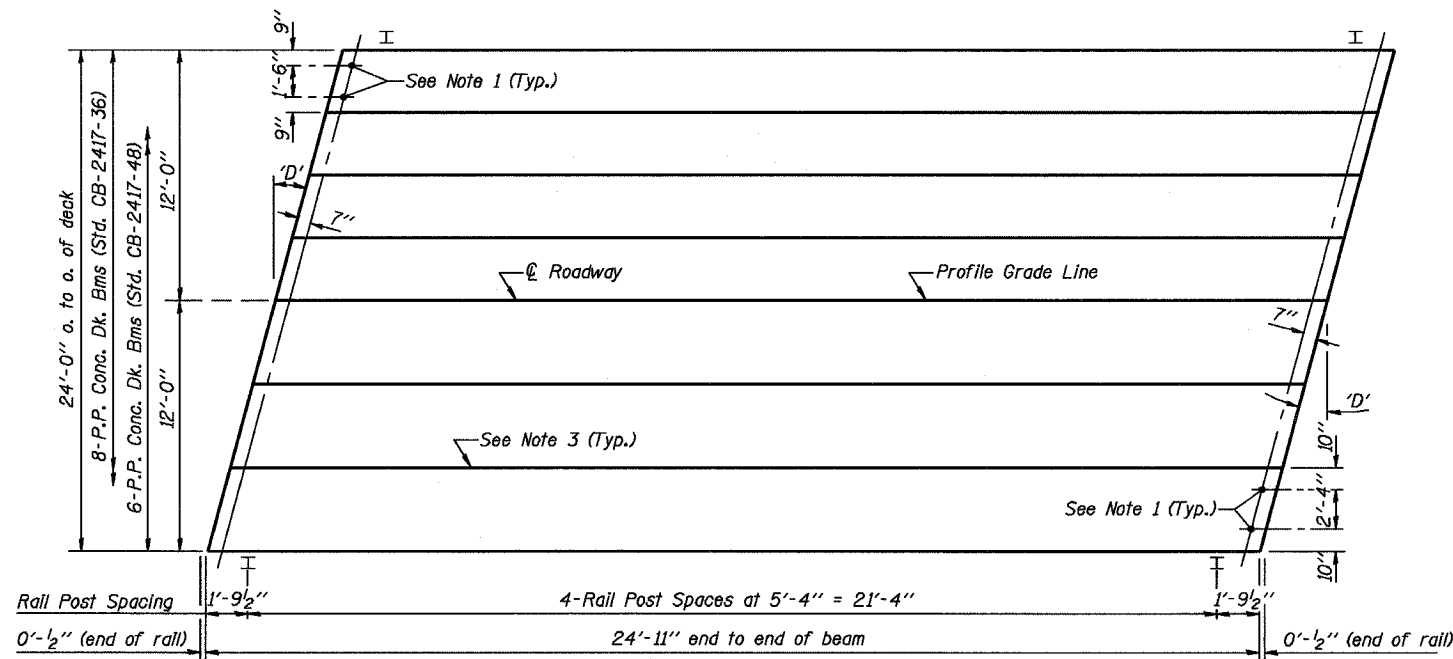


TYPICAL ELEVATIONS

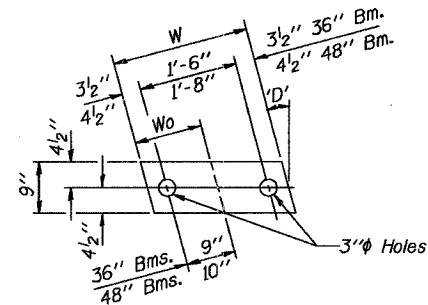
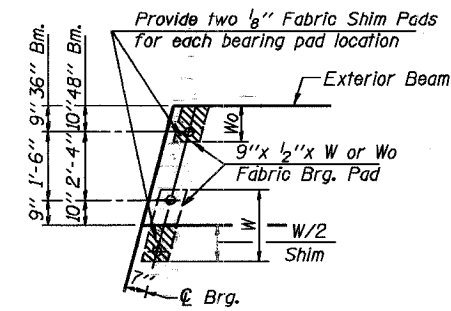


PLAN

('D' = Designated Skew Angle)

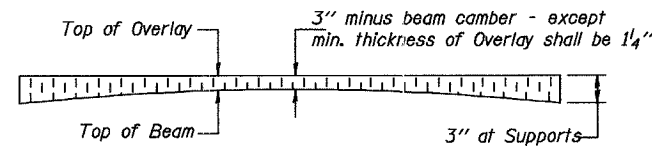
NOTES

- 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.

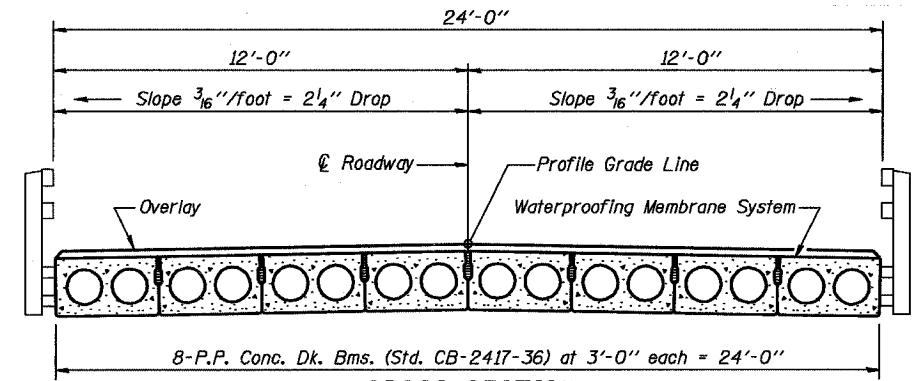


Beam	W	Wo
36"	2'-1"	1'-0 1/2"
48"	2'-5"	1'-2 1/2"

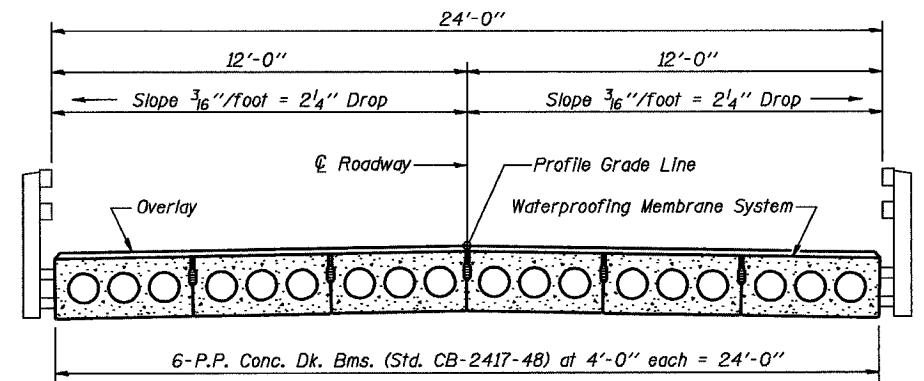
1/2" FABRIC BRG. PAD DETAILS



PROFILE OF OVERLAY



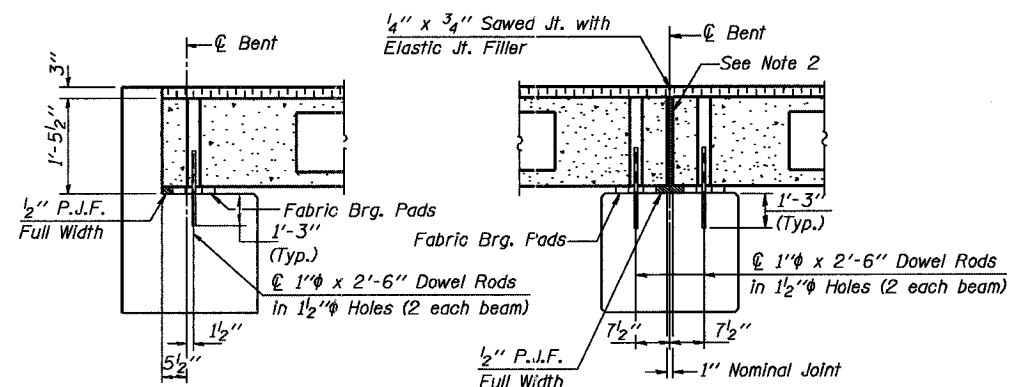
CROSS SECTION



CROSS SECTION

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"



SECTION AT ABUTS.  
(Along centerline Beams)

SECTION AT PIERS  
(Along centerline Beams)

QUANTITIES FOR ONE SPAN

P.P. Conc. Dk. Bm. 17" Dp.	600 Sq. Ft.
Steel Railing	50 Ft.
Waterproofing Membrane System	66.7 Sq. Yds.
Portland Cement Mortar	175 Ft. 36"
Fairing Course	125 Ft. 48"

Note: Quantity of overlay for one span = 10.5 Tons

P.P.C. DECK BEAM  
SUPERSTRUCTURE

24' RDWY.	17" BMS.	25' SPAN	LEFT
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STANDARD CS-2417-25L

Illinois Department of Transportation  
 PASSED APRIL 4, 2005  
 Thomas S. Namasawala  
 Engineer of Bridge Design  
 APPROVED APRIL 4, 2005  
 Ralph E. Anderson  
 Engineer of Bridges and Structures  
 1861-1-1 GBR/SSJ