Benchmark: Chiseled "□" on "I-474 W.B." sign foundation. ±205 ft. East of S.N. 072-0119 and ±10 ft. South of Maxwell Road Connector E.B.. Elev. 690.98.

Existing Structures: S.N. 072-0119 (E.B.) & S.N. 072-0120 (W.B.) were constructed in 1978 under F.A.I. Rte. 474, Section 72-3HB-1. They consist of two span continuous plate girder and reinforced concrete deck superstructures supported on multi-column piers and vaulted abutments. The vaulted abutment approach spans consist of PPC I-beams supporting a concrete deck. The substructures are supported on steel H-piles. The structure lengths measure 276'-3" back to back of approach bents (E.B.), 265'-10" back to back of approach bents (W.B.), with a 1°22'00" right forward skew. The deck width varies from 53'-0½" at the east approach bent to 55'-6" at the west approach bent (E.B.), 53'-5" at the west approach bent to 56'-2¾" at the east approach bent (W.B.). The deck also has a 1½" min. bituminous wearing surface. The road will be closed and traffic detoured during construction.

SCOPE OF WORK

1. Remove and replace existing concrete deck.
2. Make new deck composite over the full length.
3. Replace existing PPC I-Beams, Approach Bents, and Approach Slabs.
4. Replace existing rocker bearings with elastomeric bearings.
5. Remove and replace existing strip seal expansion joints.
6. Repair poor quality concrete on abutment faces.
7. Repair soil erosion near abutments.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)

FIELD UNITS (EXIST. CONSTRUCTION)

fc = 1,200 psi (Slab)
fc = 1,400 psi (Substructure)
fs = 20,000 psi (Reinforcement)
fs = 20,000 psi (Structural Steel)

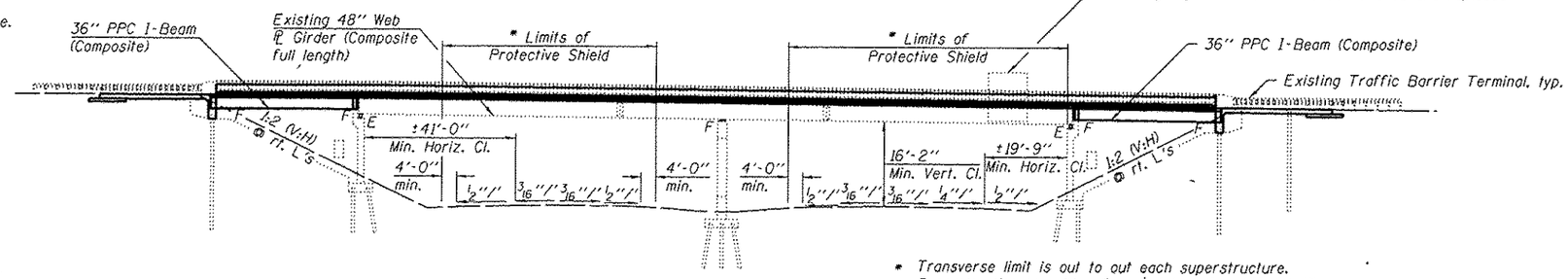
PRECAST PRESTRESSED UNITS (NEW CONSTRUCTION)

f'c = 6,000 psi
f'ci = 5,000 psi
fs = 270,000 psi (Strands)
fsi = 201,960 psi (Strands)

SEISMIC DATA

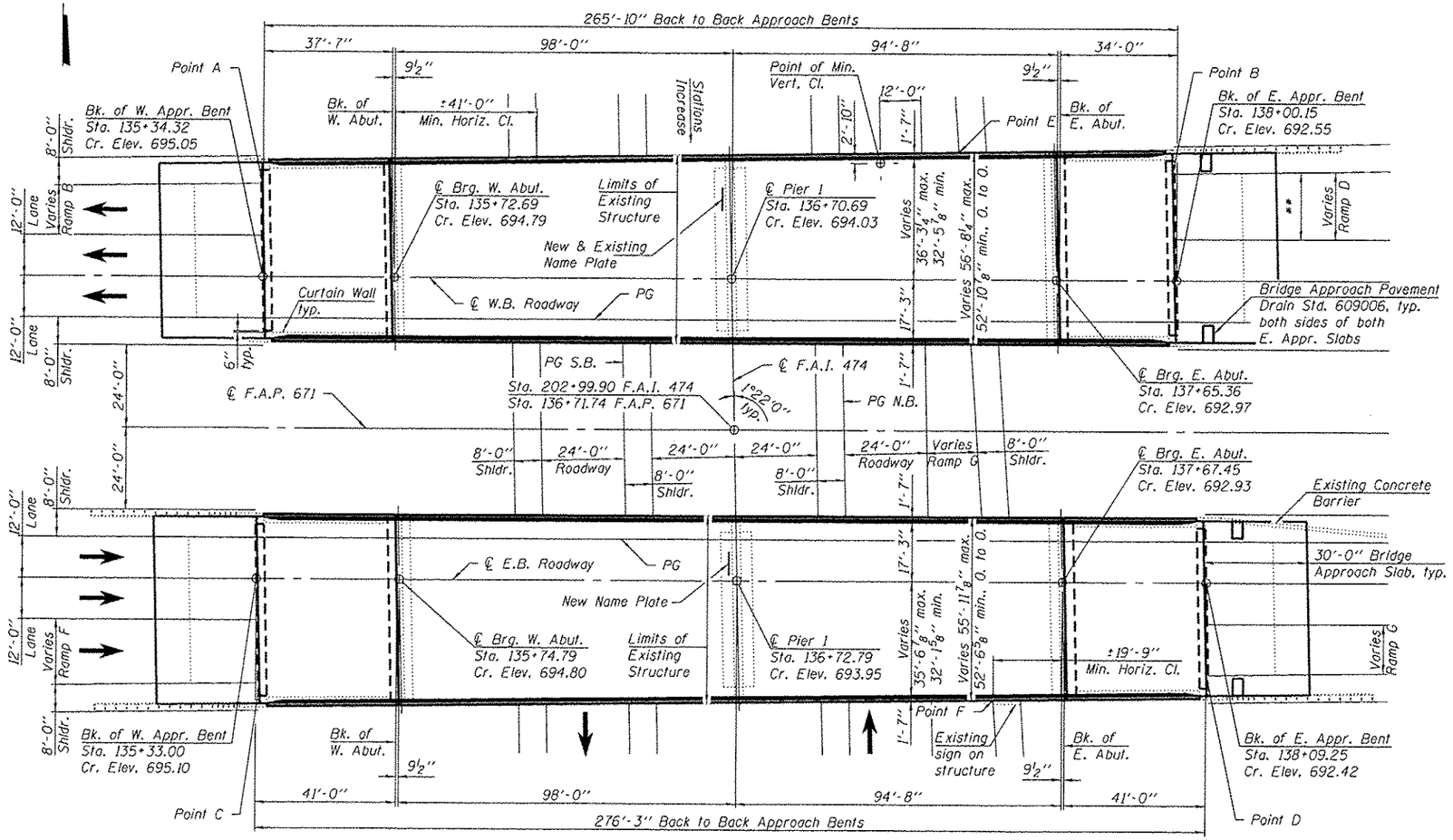
Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration (A) = 0.0425g
Site Coefficient (S) = 1.5

No Salvage.



* Transverse limit is out to out each superstructure.
** Superelevation transition from ¼"/' at Sta. 137+64.33 to ½"/' at 138+24.29 to meet existing pavement.

ELEVATION



PLAN

Notes: Lane configuration of F.A.P. 671 per existing plans. Actual structures each carry one lane of traffic. F.A.I. 474 lane configuration shown as built.

STATION 202+99.90
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 474 SEC. (72-3HB-1).I
LOADING HS20-44
STRUCTURE NO. 072-0119 (E.B.)

Located Name Plate as shown in Plan View. Cost included with Name Plates.

STATION 202+99.90
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 474 SEC. (72-3HB-1).I
LOADING HS20-44
STRUCTURE NO. 072-0120 (W.B.)

Locate Name Plate next to existing Name Plate. Cost included with Name Plates.

NAME PLATE
See Std. 515001

TABLE OF ROADWAY STATIONS AND OFFSETS

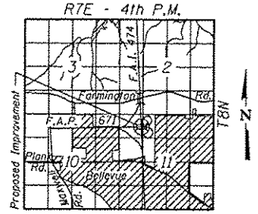
Point	Station	Offset
A	135+34.17	71'-2½"
B	137+98.91	75'-0⅝"
C	135+34.22	74'-4¼"
D	138+09.39	70'-10⅜"
E	202+20.50	66'-11"
F	203+80.17	73'-10½"

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

STATE OF ILLINOIS — ERIC M. LAGEMANN — LICENSE NO. 081-006124 — LICENSED STRUCTURAL ENGINEER

Eric Lagemann 1/17/13
License Expires 11/30/2014 Date

R7E - 4th P.M.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
MAXWELL ROAD CONNECTOR OVER I-474
F.A.I. RTE. 474 - SECTION (72-3HB-1).I
PEORIA COUNTY
STATION 202+99.90
STRUCTURE NO. 072-0119 (E.B.)
STRUCTURE NO. 072-0120 (W.B.)

FILE NAME : #FILE#	USER NAME : elagemann	DESIGNED K.A. KLUES	REVISED - 12/17/12 DHC/JKS Del. Staging (IDOT)
		CHECKED E.M. LAGEMANN	
	PLOT SCALE :	DRAWN K.A. KLUES	REVISED -
	PLOT DATE : 1/17/2013	CHECKED E.M. LAGEMANN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIFRIN, INC. ENGINEERS

GENERAL PLAN & ELEVATION
STRUCTURE NOS. 072-0119 (E.B.) & 072-0120 (W.B.)
SHEET NO. 1 OF 62 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-1),I	PEORIA	88	17
		CONTRACT NO. 68883		
	ILLINOIS FED. AID PROJECT			