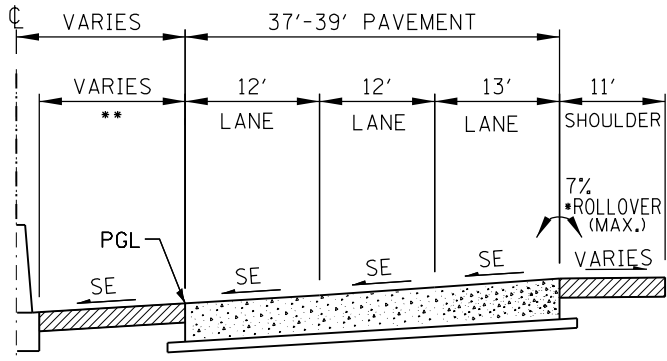


Illinois Tollway Base Sheet Revisions

Section M Base Sheet Drawings		
Drawing	Modification Summary	Effective: 03-1-2020
<b>Roadway (RDY)-Series 400</b>		
<b>M-RDY-403 ROADWAY TYPICAL SECTIONS GROUP D</b>	Removed Topsoil line behind gutter details.	
<b>M-RDY-407 EARTHWORK SCHEDULE</b>	Incorporated new earthwork table from Design Bulletin 19-2. Updated notes to designer and removed tons conversion number.	
<b>M-RDY-408 APPROACH SLAB, MAINLINE, SHEET 1</b>	Added Sleeper Slab at the end of Transition Slabs. Modified the parapet joint call out to "1/2" CORK JT, TYP." Removed notes 7, 8, 9, 10, 13, and 18 from General Notes. Removed 'Note to Designer' about smoothness and grinding procedure.	
<b>M-RDY-408 APPROACH SLAB, MAINLINE, SHEET 2</b>	Added Sleeper Slab at the end of Transition Slabs. Modified the parapet joint call out to "1/2" CORK JT, TYP."	
<b>M-RDY-408 APPROACH SLAB, MAINLINE, SHEET 3</b>	Modified the parapet joint call out to "1/2" CORK JT". Removed cork joint callout from SECTION I-I and revised sketch to reflect aluminum joint full height. Added Sleeper slab at the end of Transition slab in the Longitudinal Cross Section. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-408 APPROACH SLAB, MAINLINE, SHEET 4</b>	Added sleeper slab details in the section F-F. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-408 APPROACH SLAB, MAINLINE, SHEET 5</b>	Added t(E) and w(E) bars in the Bill of Material. Modified pay item for Bonded Preformed Joint Seal and added a corresponding "Note to Designer". Included pay item for Sleeper Slab in the Bill of Material. Included designer note to increase 1/4" for grinding. Added pay items for Bridge Deck Grooving, Protective Coat and Grinding & Smoothness. Add notes to designers to clarify the limits to quantify grooving and grinding.	
<b>M-RDY-409 APPROACH SLAB, RAMP SHEET 1</b>	Added Sleeper Slab at the end of Transition Slab. Modified the parapet joint call out to "1/2" CORK JT, TYP." Removed notes 7, 8, 9, 10, 13, and 18 from General Notes. Removed 'Note to Designer' about smoothness and grinding procedure.	
<b>M-RDY-409 APPROACH SLAB, RAMP SHEET 2</b>	Added Sleeper Slab at the end of Transition Slab. Modified the parapet joint call out to "1/2" CORK JT, TYP."	
<b>M-RDY-409 APPROACH SLAB, RAMP SHEET 3</b>	Modified the parapet joint call out to "1/2" CORK JT". Removed cork joint callout from SECTION I-I and sketch revised to reflect aluminum joint full height. Added Sleeper slab at the end of Transition slab in the Longitudinal Cross Section. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-409 APPROACH SLAB, RAMP SHEET 4</b>	Added sleeper slab details in the section F-F. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-409 APPROACH SLAB, RAMP SHEET 5</b>	Revised parapet bars and dimensions in section M-M. Revised bar bending details for bars dxx(E). Added t(E) and w(E) bars in the Bill of Material. Modified pay item for Bonded Preformed Joint Seal and added a corresponding "Note to Designer". Included pay item for Sleeper Slab in the Bill of Material. Added pay items for Bridge Deck Grooving, Protective Coat and Grinding & Smoothness. Included designer note to increase 1/4" for grinding. Add notes to designers to clarify the limits to quantify grooving and grinding.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 1</b>	Added Sleeper Slab at the end of Transition Slabs. Modified the parapet joint call out to "1/2" CORK JT, TYP." Revised top of reinforcement callouts in the approach slab shoulder from #6 axx(E) @ 7" to #5 axx(E) @ 12". Removed notes 3, 7, 8, 9, 10, and 13 from General Notes.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 2</b>	Removed reference to Tollway Base Sheet Drawings from the Note A of "Slab Design". Added a header "PRECAST SLAB DATA" to the table in the upper left corner of the sheet. Removed an extra title "PRECAST BRIDGE APPROACH SLAB LAYOUT" from the sheet. Removed the title "PRECAST APPROACH SLAB DETAILS" from the bottom of the sheet.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 3</b>	Added Sleeper slab at the end of Transition slab in the Longitudinal Cross Section. Modified the callout to "Granular Subbase, Special 4"." Removed callout "CUT BARS TO FIT...." from Additional Reinforcement Detail for Skew Precast Approach Slab. Revised notes 4 and 9. Removed note 7 and renumbered the notes. Added conduit in Detail B. Removed the title "PRECAST APPROACH SLAB DETAILS" from the bottom of the sheet. Revised slab thickness dimensions. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 4</b>	Revised pay items and removed "Installation of Bridge Approach Slab Anchor Bolts" from the Bill of Material. Removed the title "PRECAST APPROACH SLAB DETAILS" from the bottom of the sheet. Revised slab thickness dimensions. Added pay items for Bridge Deck Grooving and Protective Coat. Revised pay item numbers. Add notes to designers to clarify the limits to quantify grooving and grinding.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 5</b>	Revised the notes. Revised parapet joint details. Modified the parapet joint call out to "1/2" CORK JT". Removed the title "CIP TRANSITION SLAB AND BARRIER DETAILS" from the bottom of the sheet. Revised slab thickness dimensions. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 6</b>	Added sleeper slab details in the section F-F. Added VIEW E'-E' and VIEW G-G. Revised notes. Revised slab thickness dimensions. Included designer note to increase 1/4" for grinding.	
<b>M-RDY-410 PRECAST APPROACH SLAB W/CIP TRANSITION SLAB, SHEET 7</b>	Included pay item for Sleeper Slab in the Bill of Material. Added pay items for Bridge Deck Grooving, Protective Coat and Grinding & Smoothness Removed the title "MISC. CIP DETAILS" from the bottom of the sheet. Add notes to designers to clarify the limits to quantify grooving and grinding.	
<b>M-RDY-411 EMERGENCY TURNAROUND, MEDIAN WIDTH &lt; 35FT</b>	Added details for median turn arounds less than 35ft.	
<b>M-RDY-413 DIAMOND GRINDING OF PLAZA</b>	Updated grooving, diamond grinding and loop layout. Changed name of sheet.	
<b>M-RDY-414 ROADWAY PROFILE &amp; SUPERELEVATION</b>	Added shoulder and flex lane super details and linework.	

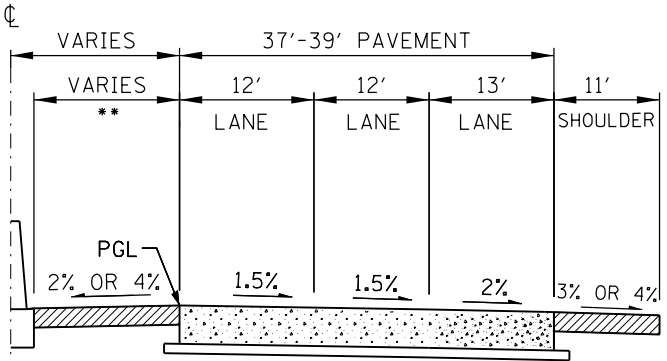
 New Sheet  Retired Standard

ILLINOIS TOLLWAY



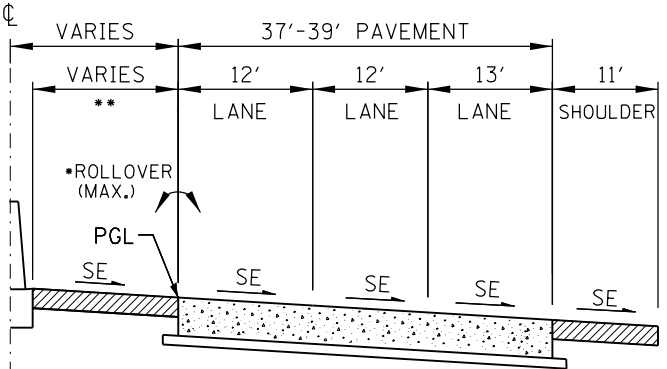
MAINLINE-3 LANES  
SUPERELEVATION, LEFT

ILLINOIS TOLLWAY



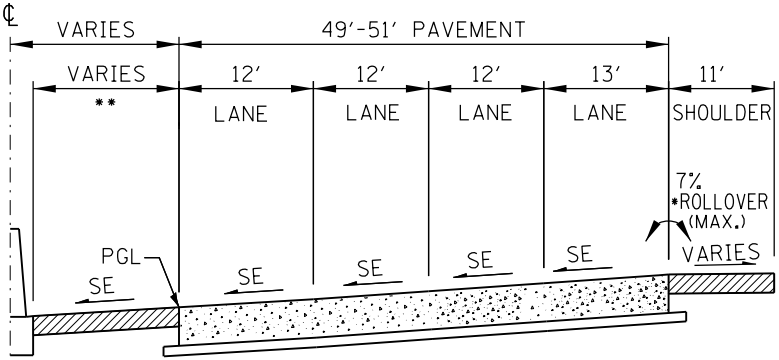
MAINLINE-3 LANES  
NORMAL CROWN

ILLINOIS TOLLWAY



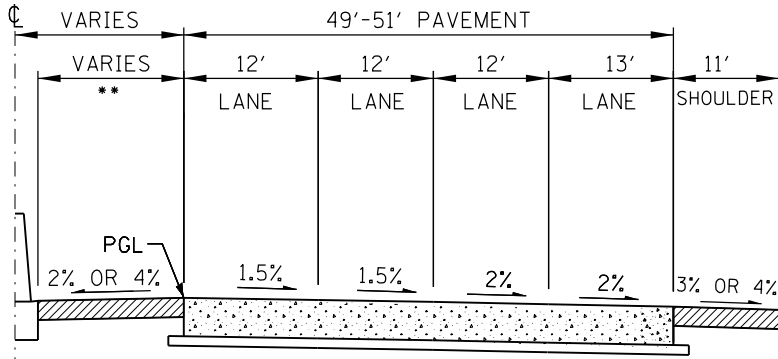
MAINLINE-3 LANES  
SUPERELEVATION, RIGHT

ILLINOIS TOLLWAY



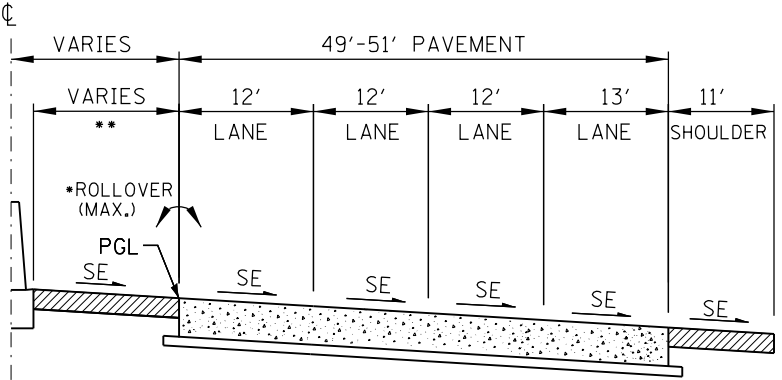
MAINLINE-4 LANES  
SUPERELEVATION, LEFT

ILLINOIS TOLLWAY



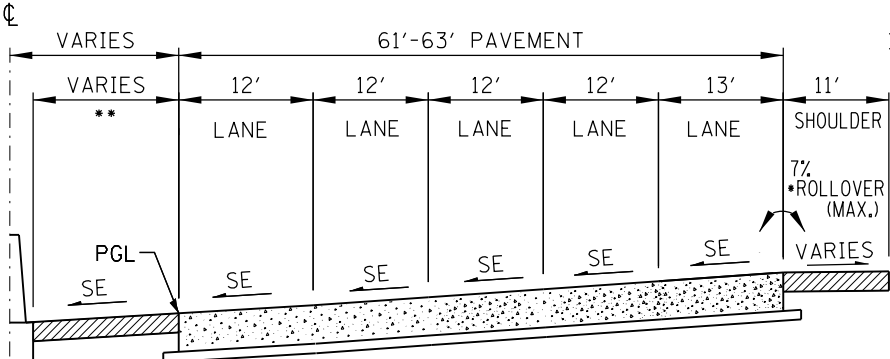
MAINLINE-4 LANES  
NORMAL CROWN

ILLINOIS TOLLWAY



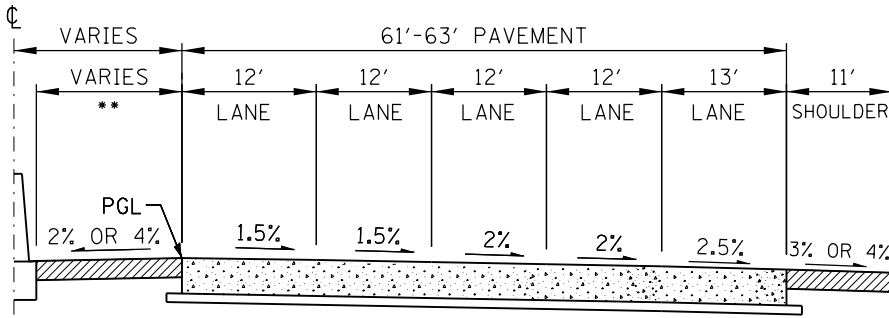
MAINLINE-4 LANES  
SUPERELEVATION, RIGHT

ILLINOIS TOLLWAY



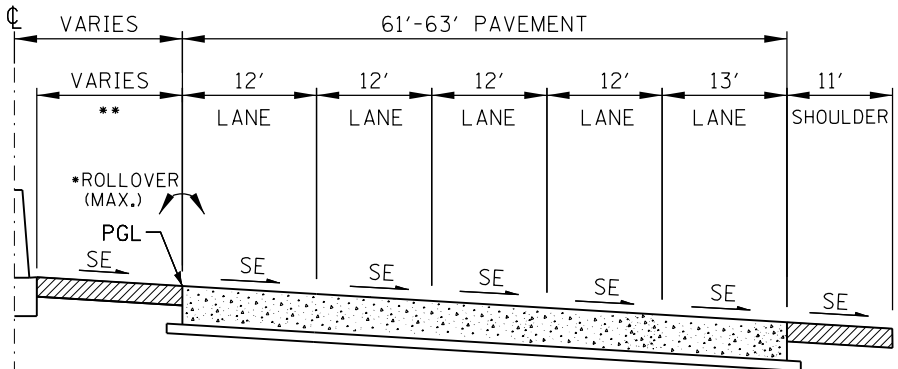
MAINLINE-5 LANES  
SUPERELEVATION, LEFT

ILLINOIS TOLLWAY



MAINLINE-5 LANES  
NORMAL CROWN

ILLINOIS TOLLWAY



MAINLINE-5 LANES  
SUPERELEVATION, RIGHT

NOTES

REFERENCE ILLINOIS TOLLWAY STANDARD DRAWING B24,  
PIPE UNDERDRAIN, FOR PLACEMENT LOCATION.

- \*REFER TO ROADWAY DESIGN CRITERIA FOR MAX ROLLOVER VALUES.
- \*\*REFER TO ROADWAY DESIGN CRITERIA FOR CROSS SLOPE CONDITIONS

NOTE TO DESIGNER

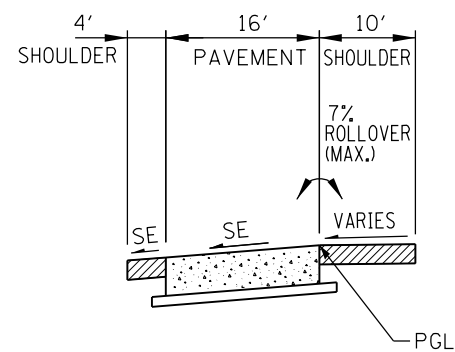
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M-RDY-400

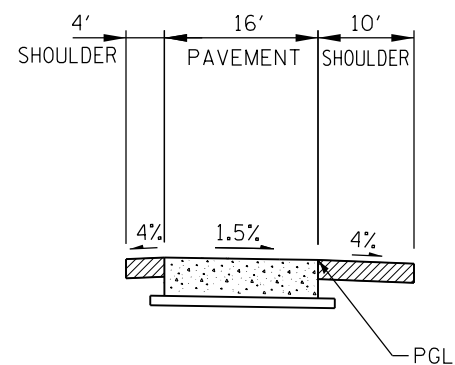


ROADWAY TYPICAL SECTIONS  
GROUP A

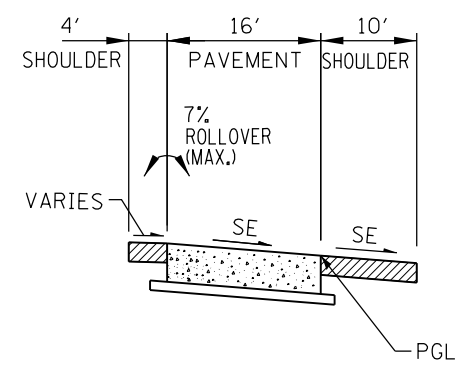
DATE  
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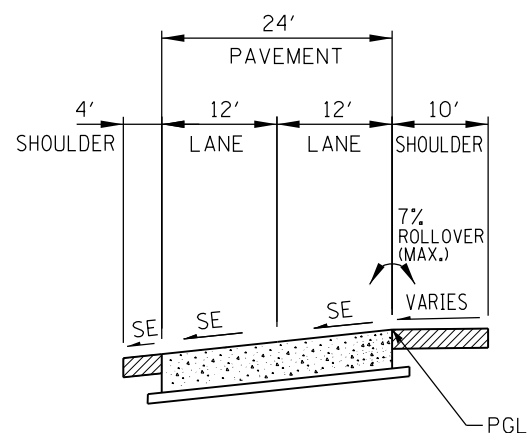
**RAMP-1 LANE**  
SUPERELEVATION LEFT



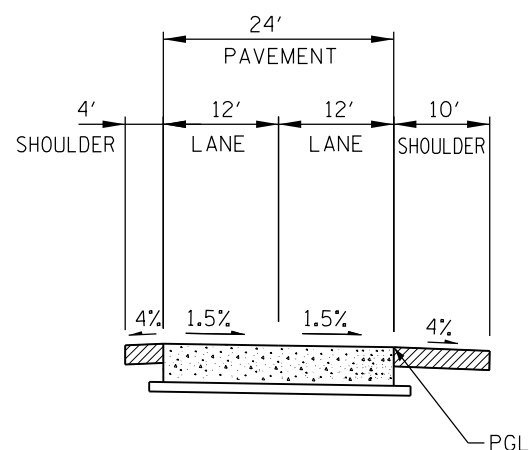
**RAMP-1 LANE**  
NORMAL CROWN



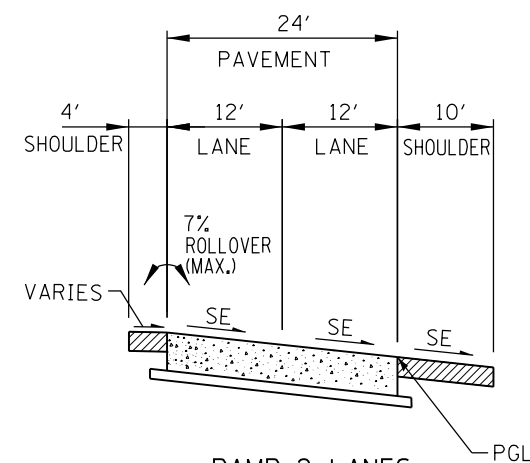
**RAMP-1 LANE**  
SUPERELEVATION RIGHT



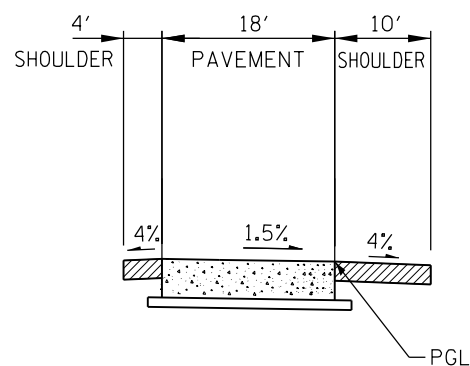
**RAMP-2 LANES**  
SUPERELEVATION LEFT



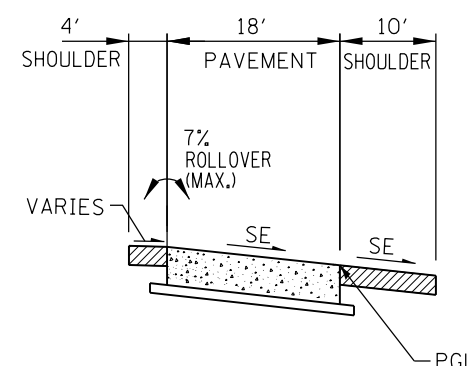
**RAMP-2 LANES**  
NORMAL CROWN



**RAMP-2 LANES**  
SUPERELEVATION RIGHT



**LOOP RAMP**  
NORMAL CROWN



**LOOP RAMP**  
SUPERELEVATION RIGHT

**NOTES**

REFERENCE ILLINOIS TOLLWAY STANDARD DRAWING B24,  
PIPE UNDERDRAIN, FOR PLACEMENT LOCATION.

**NOTE TO DESIGNER**

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M-RDY-401



ROADWAY TYPICAL SECTIONS  
GROUP B

DATE  
3-01-2018

RESERVED

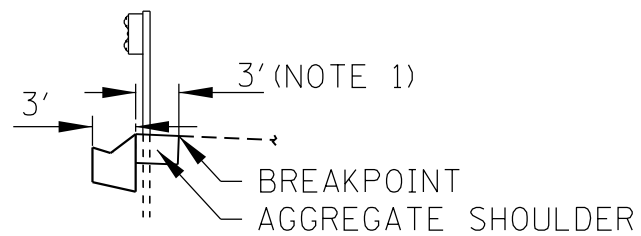
M-RDY-402



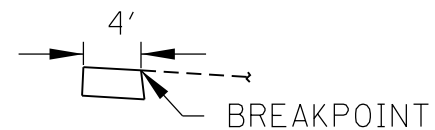
ROADWAY TYPICAL SECTIONS  
GROUP C

DATE

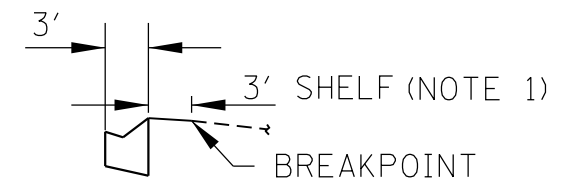
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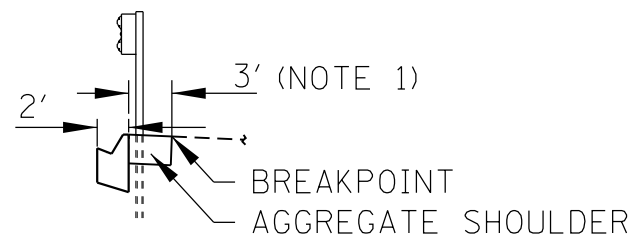
GUTTER, TYPE G-3  
WITH GUARDRAIL



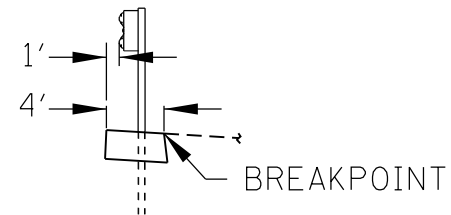
AGGREGATE  
SHOULDER  
(NOTE 2)



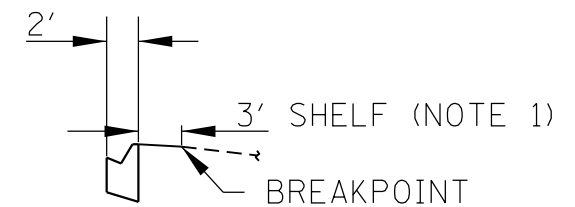
GUTTER, TYPE G-3



GUTTER, TYPE G-2  
WITH GUARDRAIL



AGGREGATE SHOULDER  
WITH GUARDRAIL  
(NOTE 2)



GUTTER, TYPE G-2

NOTES

1. SLOPE TOWARD GUTTER AT 6% WHEN IN CUT SECTION AND SLOPE AWAY FROM GUTTER AT 6% WHEN IN FILL SECTION.
2. AGGREGATE SHOULDER SLOPE SHALL NOT BE FLATTER THAN ADJACENT PAVED SHOULDER.

NOTE TO DESIGNER

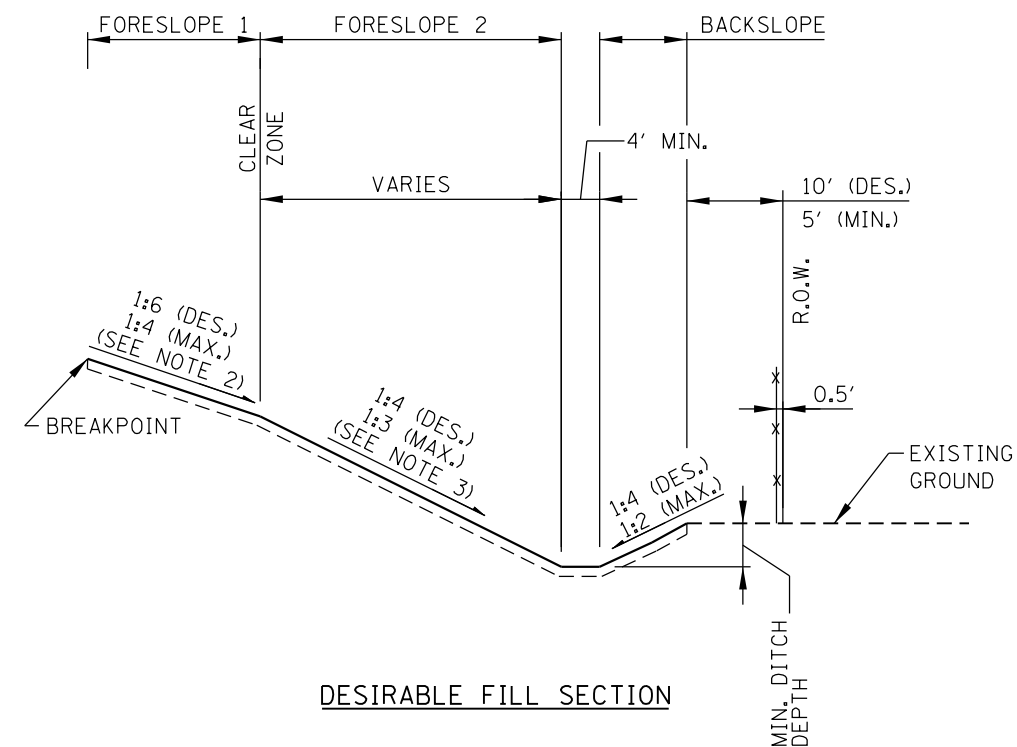
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M-RDY-403



ROADWAY TYPICAL SECTIONS  
GROUP D

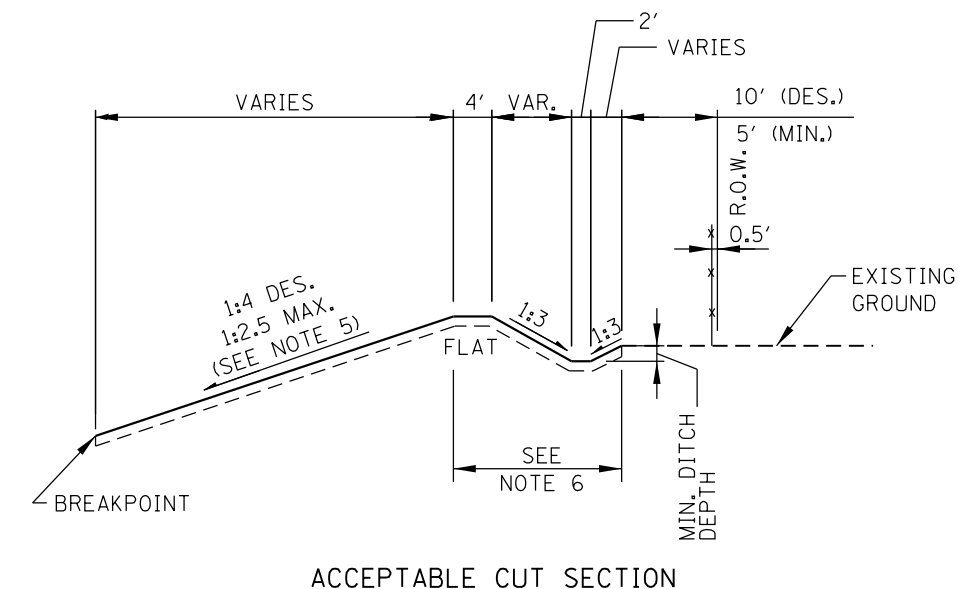
DATE  
3-01-2020



SIDESLOPES HIERARCHY (IN ORDER OF PREFERENCE FOR FILL SECTION)			
FORESLOPE		DITCH (MIN.)	BACKSLOPE
1	2		
1:6 OR FLATTER	-	4'	1:4 OR FLATTER
1:6	1:4	4'	1:4
1:6	1:4	4'	1:3
1:6	1:3	4'	1:3
1:4	-	4'	1:3
1:4	-	4'	1:2
1:4	1:3	4'	1:3
1:6	1:3	4'	1:2
1:4	1:3	4'	1:2
1:6	1:2.5 **	4'	1:2
1:2.5 *	-	4'	1:3
1:2.5 *	-	4'	1:2
1:2.5 *	-	2'	1:2

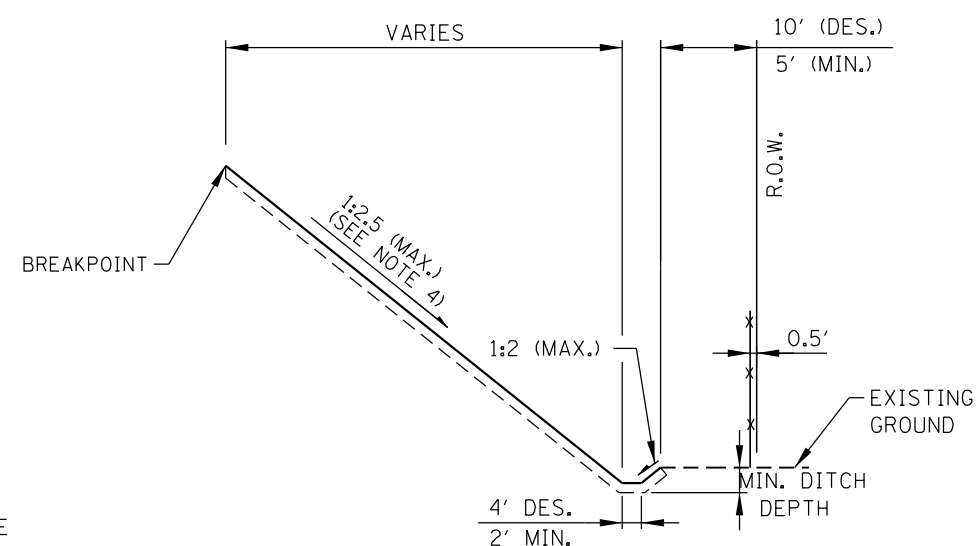
\* DESIGN DEVIATION IF FILL HEIGHT IS LESS THAN 9'

\*\* DESIGN DEVIATION IN ALL CASES



#### NOTES:

- ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENTS TO UNITS OF HORIZONTAL DISPLACEMENTS (V:H).
- SLOPE SHALL BE 1:6 OR FLATTER BEHIND GUTTER WITHOUT GUARDRAIL; IN ALL OTHER CASES THE MAXIMUM SLOPE SHALL BE 1:4. IF 1:4 SLOPE IS USED, INCREASE WIDTH BASED ON CLEAR ZONE REQUIREMENTS.
- FORESLOPE 2 STEEPER THAN 1:3 USED FOR THE LOWER SLOPE ON A BARN-ROOF SECTION REQUIRES A DESIGN DEVIATION.
- FORESLOPES STEEPER THAN 1:4 USED WHEN BARN-ROOF SECTION IS NOT USED AND WHEN FILL HEIGHT IS LESS THAN 9' REQUIRE A DESIGN DEVIATION.
- BACKSLOPES STEEPER THAN 1:2.5 FROM THE SHOULDER POINT IN A CUT SECTION REQUIRE A DESIGN DEVIATION.
- CAN BE OMITTED WHEN EXISTING GROUND SLOPES AWAY FROM R.O.W. LINE
- MINIMUM DITCH DEPTH SHALL FOLLOW DRAINAGE DESIGN MANUAL. DESIGNER SHALL MEET CRITERIA FOR DESIGN WATER SURFACE ON TABLE 6.1 AND ADEQUATELY DRAIN SUBBASE.



**ACCEPTABLE FILL SECTION**  
FILL ≥ 9'  
(CLEAR ZONE UNDEFINED)

#### NOTE TO DESIGNER

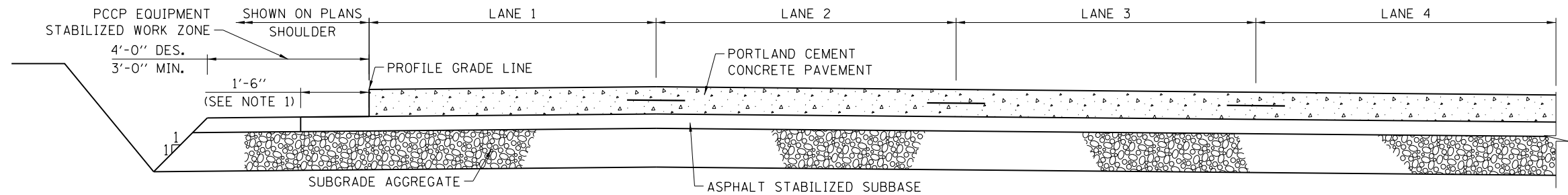
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M-RDY-404



ROADWAY TYPICAL SECTIONS  
GROUP E

DATE  
3-01-2019



## PAVEMENT CROSS - SECTION REQUIREMENTS FOR PAVING OPERATIONS

### GENERAL NOTES:

1. THE 1'-6" WIDE ASPHALT STABILIZED SUBBASE MAY BE REDUCED TO 1'-0" WHEN PAVING EQUIPMENT UTILIZED FOR CONSTRUCTION OF THE PCC PAVEMENT WILL ALLOW.
2. THE STABILIZED WORK ZONE SHOULD ACCOUNT FOR THE PAVER TRACK AND SHOULD BE NOTED IN THE PLANS IF MINIMUMS ARE NOT MET.
3. STABILIZED WORK ZONE MAY OR MAY NOT BE CONTINUOUS TO THE ASPHALT STABILIZED BASE. ALTERNATIVES SHOULD BE INVESTIGATED TO DETERMINE THE BEST LOCATION.

### NOTE TO DESIGNER

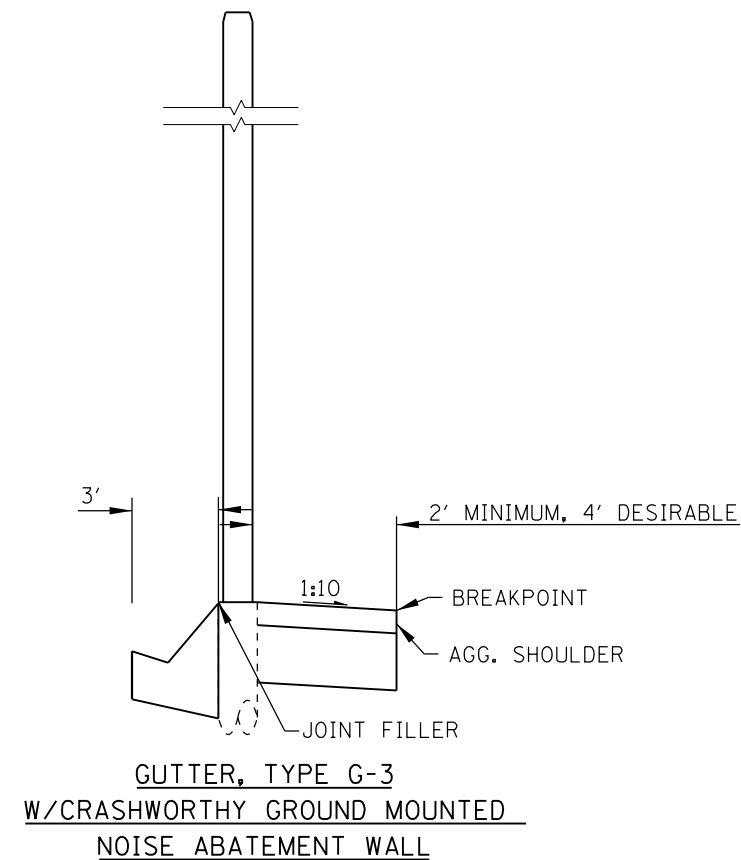
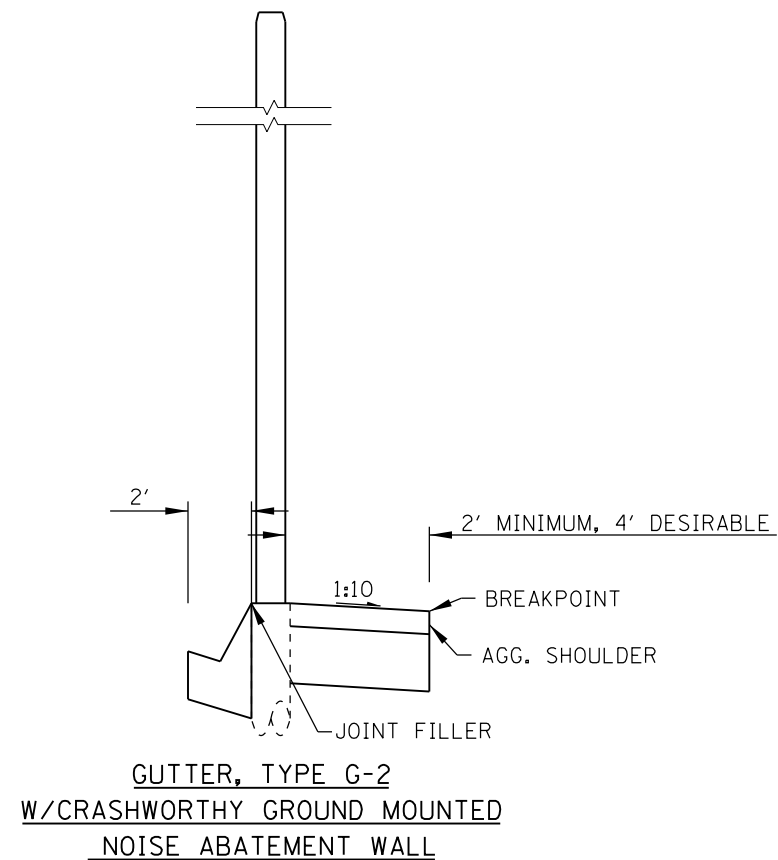
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M-RDY-405



ROADWAY TYPICAL SECTIONS  
GROUP F

DATE  
3-01-2018



### NOTE TO DESIGNER

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### NOTE:

ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

M-RDY-406



ROADWAY TYPICAL SECTIONS  
GROUP G

DATE  
3-01-2019

EARTHWORK SCHEDULE OF QUANTITIES

		EARTHWORK VOLUMES (CY)													
LOCATION		EARTH EXCAVATION 20200100	ROCK EXCAVATION 20200200	UNSUITABLE MATERIAL 20201200	STRUCTURE EXCAVATION 50200100	HAZARDOUS WASTE	ENVIRONMENTAL SOILS TYPE 1 APPROVED	ENVIRONMENTAL SOILS TYPE 2 APPROVED	ENVIRONMENTAL SOILS TYPE 3 APPROVED	ENVIRONMENTAL SOILS TYPE 4 APPROVED	SOILS NOT APPROVED (TYPE 1)	SOILS NOT APPROVED (TYPE 2)	SOILS NOT APPROVED (TYPE 3)	SOILS NOT APPROVED (TYPE 4)	SOILS APPROVED WITH RESTRICTION (TYPE 1)
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
		STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
400+00	500+00														
500+50	900+00														
RAMP A															
RAMP B															
RAMP C															
RAMP D															
900+00	1500+00														
TOTAL															

LOCATION		EXCAVATION ADJUSTMENT FOR SHRINKAGE (**%)	EMBANKMENT	EARTHWORK BALANCE [EXCESS (+) /SHORTAGE (-)]
		(SEE NOTE 3)		
		NN=(A+D-J-K-L-M-N) x SS	P	Q= B+NN-P
		STAGE 1	STAGE 1	STAGE 1
400+00	500+00			
500+50	900+00			
RAMP A				
RAMP B				
RAMP C				
RAMP D				
900+00	1500+00			
TOTAL				

NOTE TO DESIGNER

1. ••ADJUSTMENT PERCENT (SHRINKAGE FACTOR) SHALL BE DETERMINED BY THE DESIGNER THROUGH INVESTIGATION.
2. SS IS THE SHRINKAGE MULTIPLIER SS=(1-••), SST IS THE SHRINKAGE MULTIPLIER FOR TOPSOIL SST=(1-••) IF APPLICABLE.
3. SOILS CLASSIFIED AS TYPE 2-4 THAT ARE NOT REUSED WITHIN THE PROJECT ARE DISPOSED OF AND PAID FOR AS EARTH EXCAVATION, UNSUITABLE MATERIAL, STRUCTURE EXCAVATION OR INCIDENTAL.
4. COLUMN E THROUGH N SHOULD EQUAL A+C+D
5. ANY UNSUITABLE MATERIAL CLASSIFIED AS SOIL TYPE 1 IS DISPOSED OF BY NON-SPECIAL WASTE DISPOSAL, TYPE 1. ADJUST CALCULATION NOTES AS NECESSARY.
6. SUBTRACITON OF EMBANKMENT (P) IS ONLY APPLIED TO TYPE 1 SOILS APPROVED FOR REUSE IN THE NON-SPECIAL WASTE DISPOSAL, TYPE 1 CALULATION NOTES.

LOCATION		TOPSOIL STRIPPING	TOPSOIL PLACEMENT	TOPSOIL BALANCE [EXCESS (+) /SHORTAGE (-)]	HAZARDOUS WASTE	ENVIRONMENTAL SOILS TYPE 1 APPROVED	ENVIRONMENTAL SOILS TYPE 2 APPROVED	ENVIRONMENTAL SOILS TYPE 3 APPROVED	ENVIRONMENTAL SOILS TYPE 4 APPROVED
		R	S	R-S	T	U	V	W	X
		STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
400+00	500+00								
500+50	900+00								
RAMP A									
RAMP B									
RAMP C									
RAMP D									
900+00	1500+00								
TOTAL									

PAY ITEM NO.	DESIGNATION	STAGE 1	STAGE 2	TOTAL	UNITS	CALCULATION NOTES:
20200100	EARTH EXCAVATION				CUYD	A
20200200	ROCK EXCAVATION				CUYD	B
20400800	FURNISHED EXCAVATION				CUYD	WHEN Q<0, THEN Q
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL				CUYD	C
50200100	STRUCTURE EXCAVATION				CUYD	D
J1211110	TOPSOIL EXCAVATION AND PLACEMENT				CUYD	WHEN S<R, THEN S OR WHEN S>R, THEN R
J1211112	TOPSOIL EXCAVATION AND DISPOSAL				CUYD	R-S
J1211124	TOPSOIL FURNISH AND PLACE, 4"				SQYD	WHEN S>R, THEN (S-R)/THICKNESS IN YARDS
JT202009	NON-SPECIAL WASTE DISPOSAL, TYPE 1				CUYD	IF, (((((F+N+Z+BB)*SS)-P)/SS)+J+AA>0 + IF, (((U*SST)-S)/SST
JT669020	HAZARDOUS WASTE DISPOSAL				CUYD	E+T+Y

NOTE TO DESIGNER

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NOTES:

1. "SOILS NOT APPROVED" SHALL NOT BE REUSED ON THE ILLINOIS TOLLWAY ROW AND SHALL BE DISPOSED OF AS EARTH EXCAVATION OR NON-SPECIAL WASTE DEPENDING ON THE SOILS CLASSIFICATION.

2. SOILS APPROVED WITH RESTRICTION CAN BE REUSED IN MUNICIPALITIES WITH IEPA APPROVED GROUNDWATER ORDINANCES.

3. SOILS NOT APPROVED OR APPROVED WITH RESTRICTION J, K, L M & N, SHALL BE SUBTRACTED FROM THE CALCULATION OF AVAILABLE SOILS NN, DEPENDENT ON LOCATION. SOILS NOT APPROVED OR SOILS APPROVED WITH RESTRICTION THAT CANNOT BE REUSED WITHIN THE PROJECT MUST BE REMOVED AS EITHER NON-SPECIAL WASTE DISPOSAL, TYPE 1 OR THROUGH AN EXCAVATION PAY ITEM.

4. INCIDENTAL EXCAVATION IS OUTLINED IN SEPARATE TABLE WITH IDENTIFYING SOIL CLASSIFICATION AND IS NOT CONSIDERED IN CALCULATIONS AND IS FOR INFORMATION ONLY EXCEPT TYPE 1 SOILS. PERFORMANCE BASED RETAINING WALLS EXCAVATION IS INCLUDED AS INCIDENTAL TO THE RETAINING WALL AND ASSUMED AS MSE UNLESS OTHERWISE STATED BY THE DESIGNER. QUANTITIES MAY BE ADJUSTED BASED ON WALL DESIGN.

5. WHEN THERE IS EXCESS SOIL APPROVED FOR REUSE, THE CONTRACTOR SHALL FIRST REUSE SOIL CLASSIFIED AS NON-SPECIAL WASTE TO MINIMIZE THE VOLUME OF MATERIAL DISPOSED AT CCDD OR USFO FACILITIES.

SHEET 1 OF 3  
M-RDY-407



EARTHWORK  
SCHEDULE

DATE  
11-11-2019

EARTHWORK SCHEDULE OF INCIDENTAL QUANTITIES															
		EARTHWORK VOLUMES (CY)													
LOCATION		STORM SEWER TRENCH	ITS EXCAVATION	INCIDENTAL EXCAVATION (FILL IN TYPE)	INCIDENTAL EXCAVATION (FILL IN TYPE)	HAZARDOUS WASTE JT669020 Y	ENVIRONMENTAL SOILS TYPE 1 APPROVED Z	ENVIRONMENTAL SOILS TYPE 2 APPROVED *	ENVIRONMENTAL SOILS TYPE 3 APPROVED*	ENVIRONMENTAL SOILS TYPE 4 APPROVED*	SOILS NOT APPROVED (TYPE 1) AA	SOILS NOT APPROVED (TYPE 2)*	SOILS NOT APPROVED (TYPE 3)	SOILS NOT APPROVED (TYPE 4)	SOILS APPROVED WITH RESTRICTION (TYPE 1) BB
		STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
400+00	500+00														
500+50	900+00														
RAMP A															
RAMP B															
RAMP C															
RAMP D															
900+00	1500+00														
TOTAL															

EARTHWORK SCHEDULE OF PERFORMANCE BASED RETAINING WALLS QUANTITIES									
LOCATION		RETAINING WALL EXCAVATION***	HAZARDOUS WASTE	ENVIRONMENTAL SOILS TYPE 1 APPROVED	ENVIRONMENTAL SOILS TYPE 2 APPROVED	ENVIRONMENTAL SOILS TYPE 3 APPROVED	ENVIRONMENTAL SOILS TYPE 4 APPROVED	SOILS NOT APPROVED	SOILS APPROVED WITH RESTRICTION
		STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
400+00	500+00								
500+50	900+00								
RAMP A									
RAMP B									
RAMP C									
RAMP D									
900+00	1500+00								
TOTAL									

•THIS EXCAVATION IS NOT PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEM.

\*\*\*EXCAVATION FOR PERFORMANCE BASED RETAINING WALL IS NOT PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE WALL.  
(SEE STRUCTURAL EX FOR OTHER WALLS UNLESS OTHERWISE SPECIFIED.)

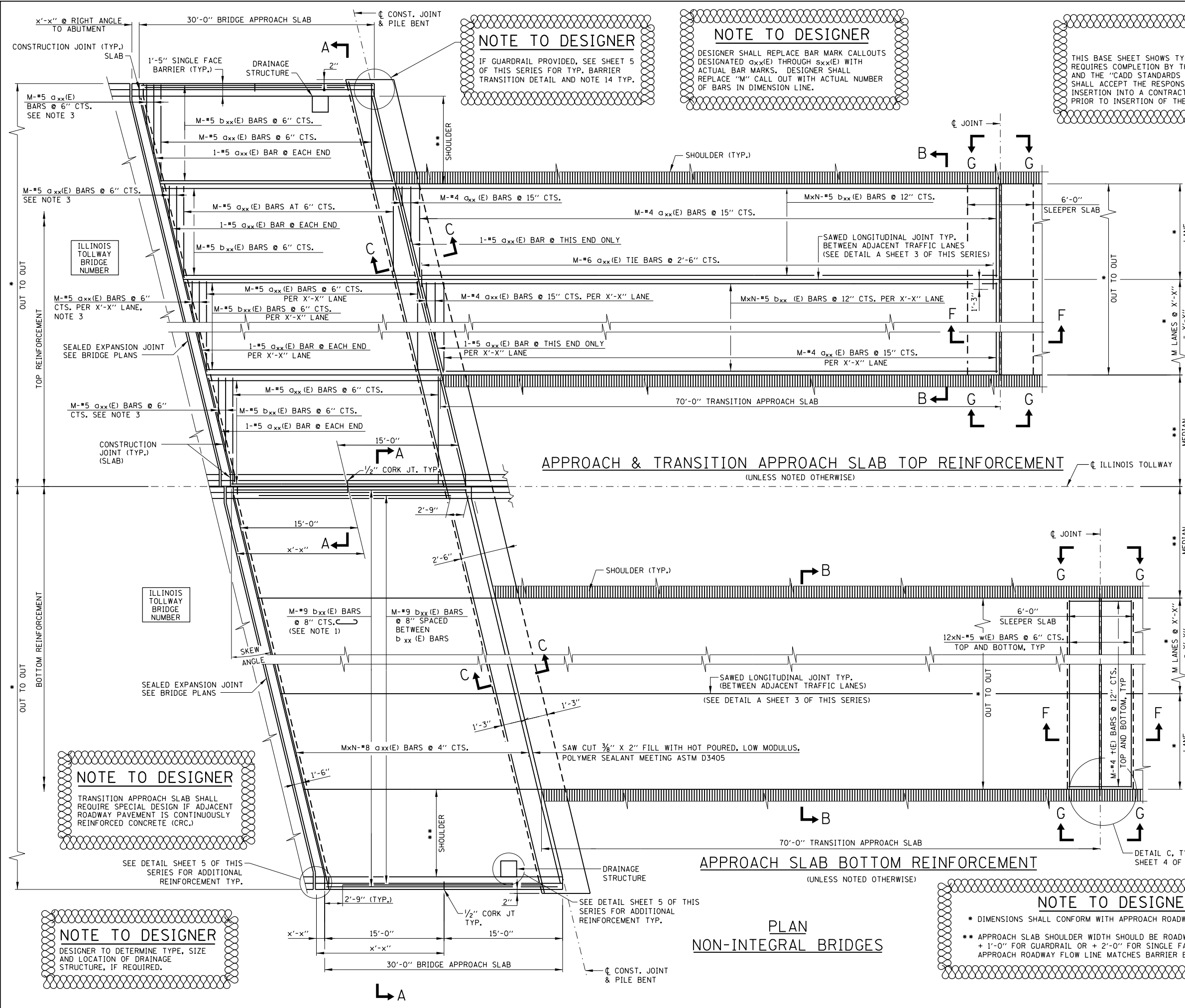
NOTE TO DESIGNER

1. DESIGNER SHALL DOCUMENT IN A NOTE(S) THEIR BASIS FOR CALCULATING VOLUMETRIC EXCAVATION LIMITS. THESE LIMITS SHOULD COINCIDE WITH LIMITS IN SPECIAL PROVISIONS FOR INCIDENTAL ITEMS. BASIS SHOULD INCLUDE ASSUMPTIONS OF TRENCHING, BORING OR WHAT IS CALCULATED BY THE DESIGNER.

2. INCIDENTAL EARTHWORK SHOULD BE SHOWN WHEN QUANTITIES ARE OVER 5,000 CU YD OR WHEN THE DESIGNER DETERMINES OTHERWISE.

GUARDRAIL SCHEDULE																
STATION FROM	STATION TO	OFFSET	APPROACH TERMINAL			GUARDRAIL TYPE						DEPARTURE TERMINAL			REFLECTORS/MARKERS	
			TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL TYPE T1-A (SPECIAL)	TRAFFIC BARRIER TERMINAL TYPE T10	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE B, 6 FOOT POSTS	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE B, 9 FOOT POSTS	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE C, 6 FOOT POSTS	GALVANIZED STEEL PLATE BEAM GUARDRAIL TYPE C, 9 FOOT POSTS	TRAFFIC BARRIER TERMINAL TYPE T2	TRAFFIC BARRIER TERMINAL TYPE T6	TRAFFIC BARRIER TERMINAL TYPE T6B	GUARDRAIL BARRIER REFLECTORS, TYPE B	TERMINAL MARKER - DIRECT APPLIED
			JI631110	JI631112	JI631140	JI630002	JI630004	JI630007	JI630009	JI630012	JI630014	JI631120	JI631130	JI631135	JI782014	JI782110
			EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
1000+00.00	1002+00.00	RT	1			200.0						1				
1005+00.00	1008+37.50	RT	1			300.0		12.5		25.0			1			
1010+00.00	1011+50.00	RT		1			150.0						1			
1012+00.00	1017+00.00	RT			1	350.0		62.5		87.5			1			
1020+00.00	1022+87.50	RT		1			187.5		75.0		25.0			1		
TOTAL			2	2	1	850.0	337.5	75.0	75.0	112.5	25.0	1	3	1		



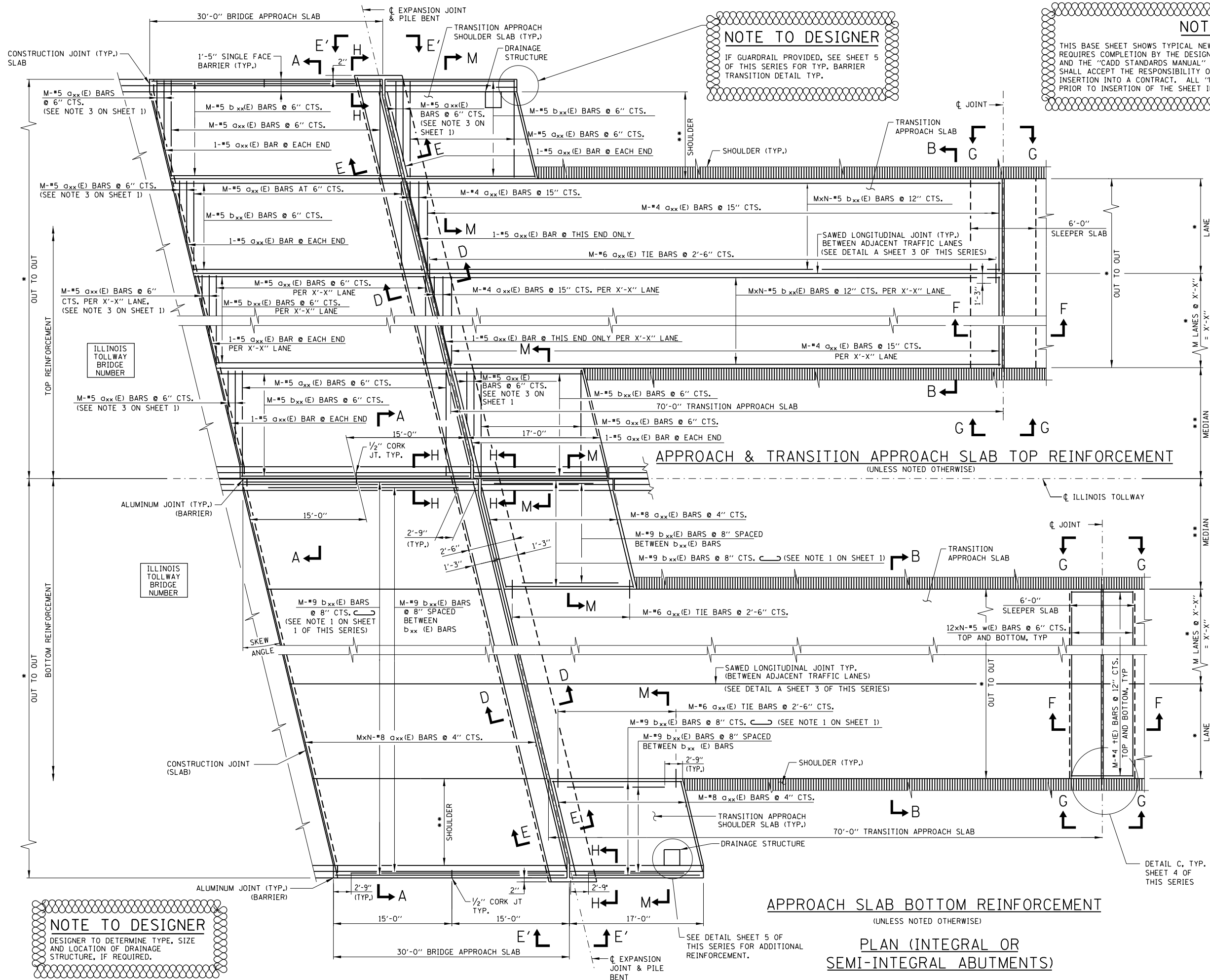


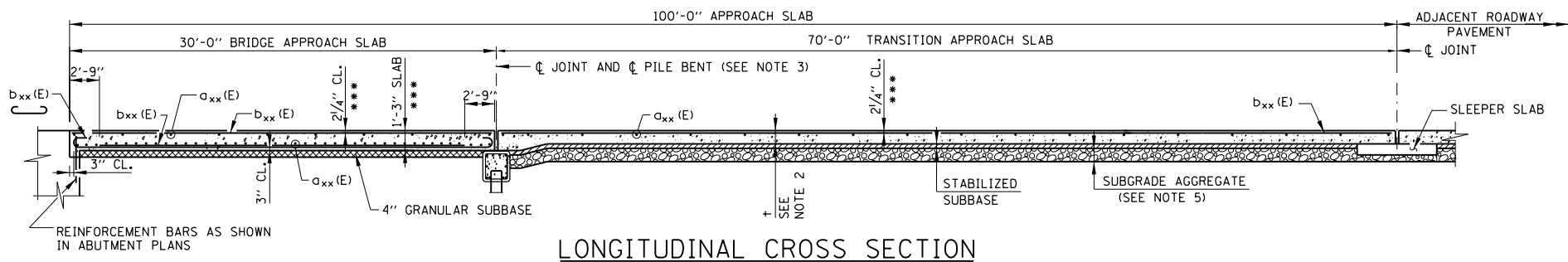
SHEET 1 OF 5  
BASE SHEET M-RDY-408



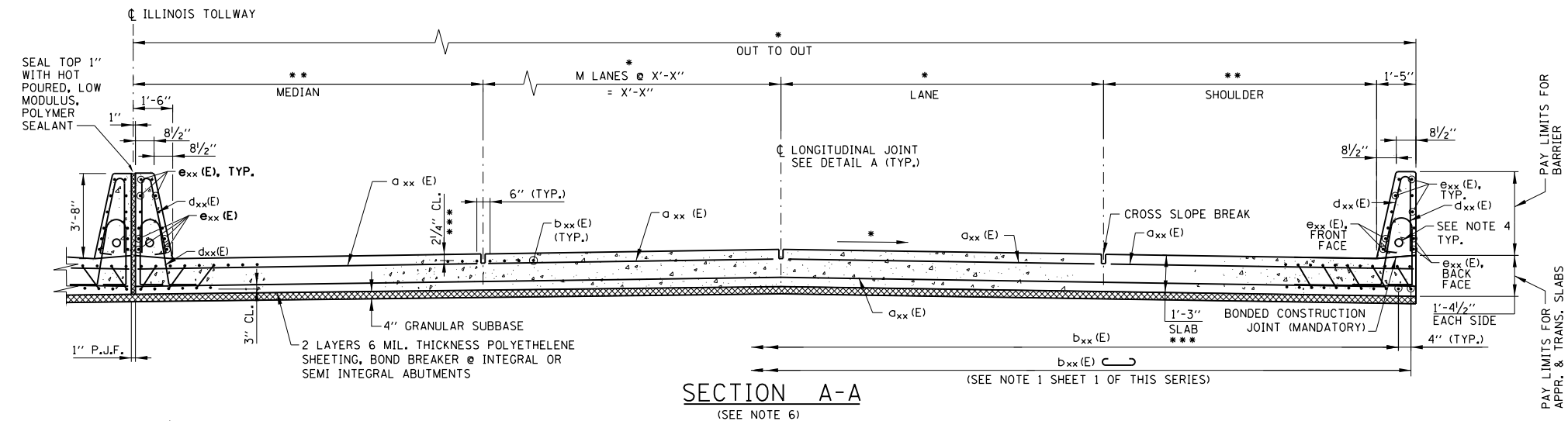
APPROACH SLAB,  
MAINLINE

DATE  
03-01-2020

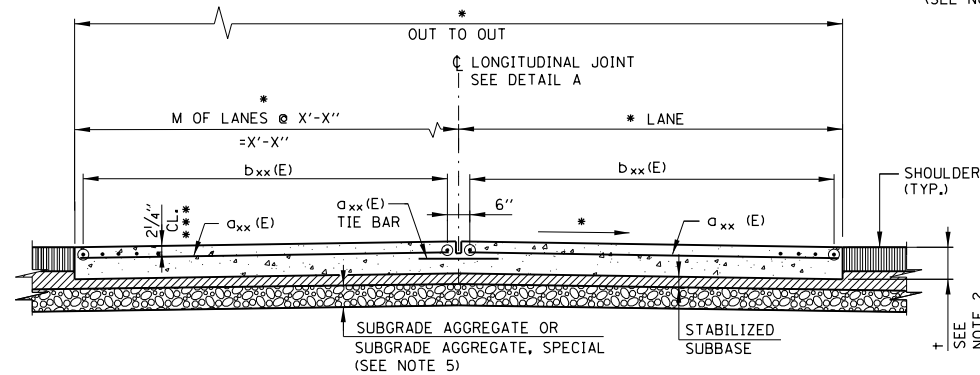




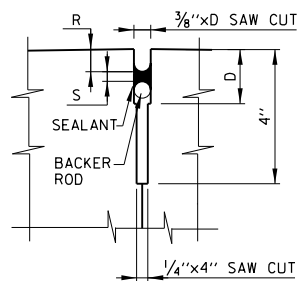
LONGITUDINAL CROSS SECTION



SECTION A-A  
(SEE NOTE 6)

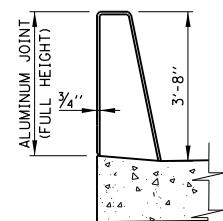


SECTION B-B

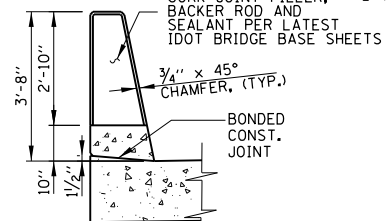


DETAIL E

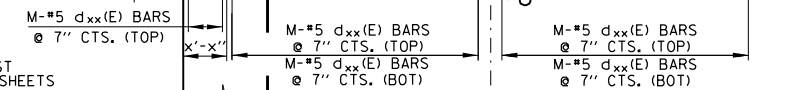
NOTE: DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.



SECTION I-I



SECTION J-J



APPROACH SLAB BARRIER ELEVATION  
(NON-INTEGRAL)

#### NOTES:

- SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- INTEGRAL ABUTMENT JOINT SHOWN NON-INTEGRAL ABUTMENT JOINT SIMILAR, SEE SHEET 4 OF THIS SERIES.
- COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
- THE THICKNESS OF THE STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
- IF THE CONTRACTOR ELECTS TO SLIPFORM THE PARAPET THEN THE PARAPET CROSS-SECTIONAL AREA, PARAPET REINFORCEMENT BARS CLEARANCES AND THE APPROACH SLAB REINFORCEMENT BARS SHALL BE REVISED ACCORDINGLY TO ACCOUNT FOR THE ADDITIONAL SLAB WIDTH TO ALLOW SLIPFORM.
- THE 1/8" ALUMINUM SHEET SHALL BE ASTM B 209 ALLOY 3003-H14 AND COATED TO MINIMIZE REACTION WITH WET CONCRETE.

#### NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

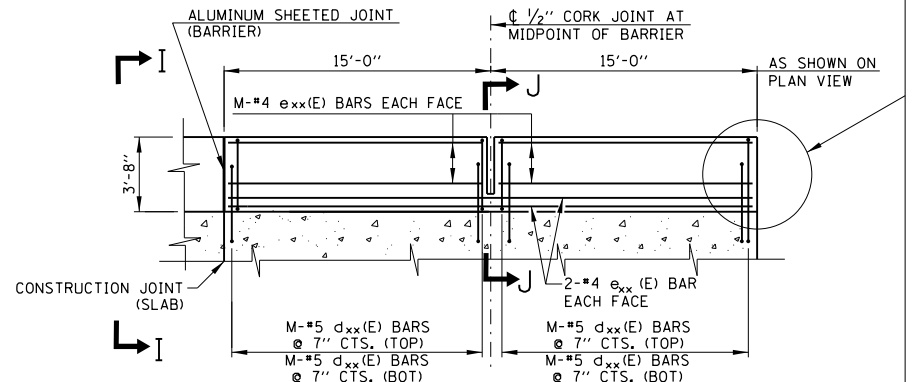
\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

\*\*\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING.

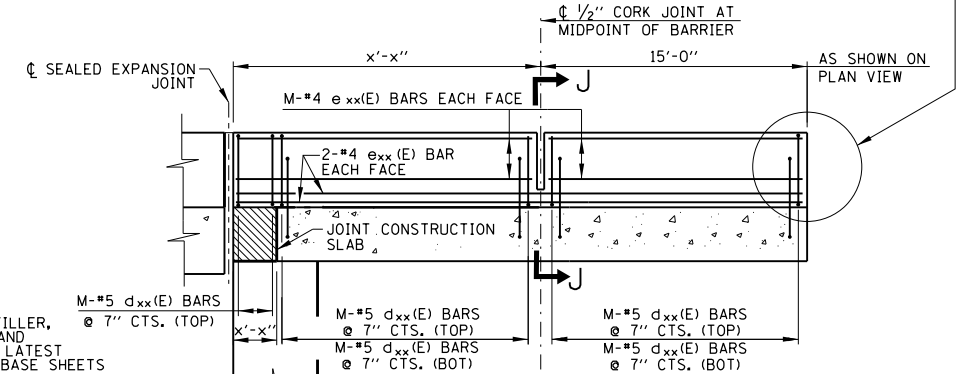
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED a\_xx(E) THROUGH s\_xx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER IN DIMENSION LINE.

#### NOTE TO DESIGNER

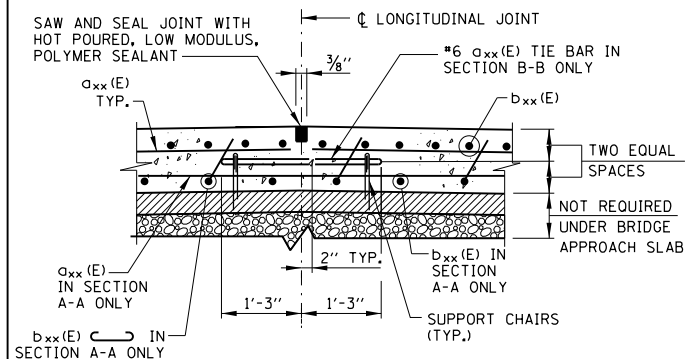
IF GUARDRAIL PROVIDED, SEE SHEET 5 OF THIS SERIES FOR TYP. BARRIER TRANSITION DETAIL



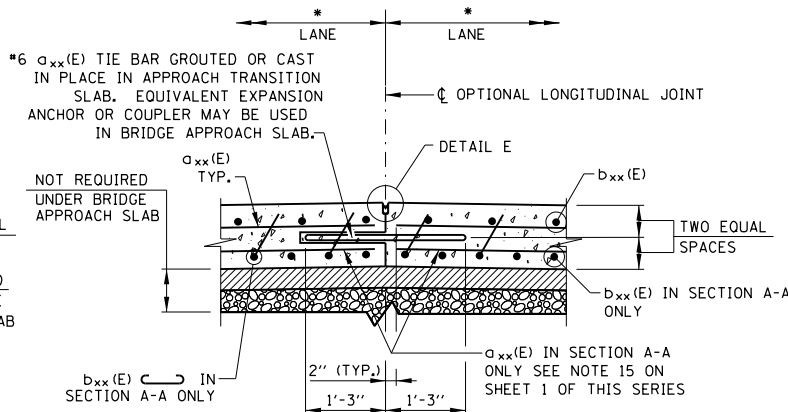
APPROACH SLAB BARRIER ELEVATION  
(INTEGRAL OR SEMI-INTEGRAL)



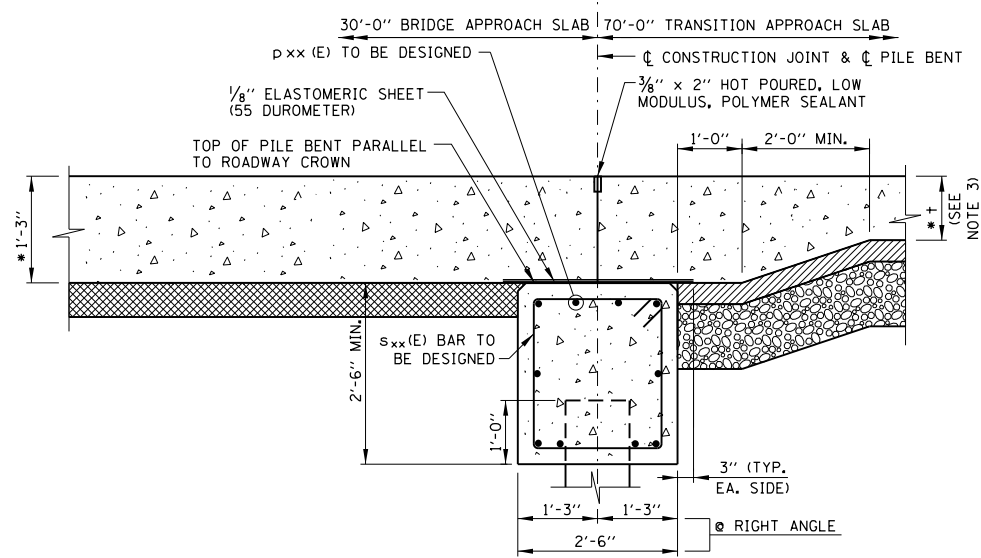
APPROACH SLAB BARRIER ELEVATION  
(NON-INTEGRAL)



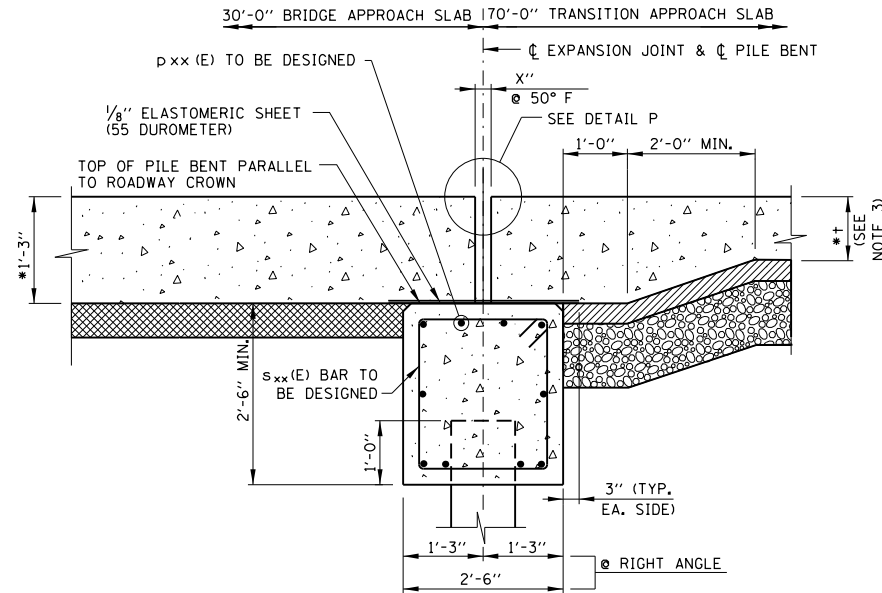
DETAIL A  
TYPICAL LONGITUDINAL JOINT



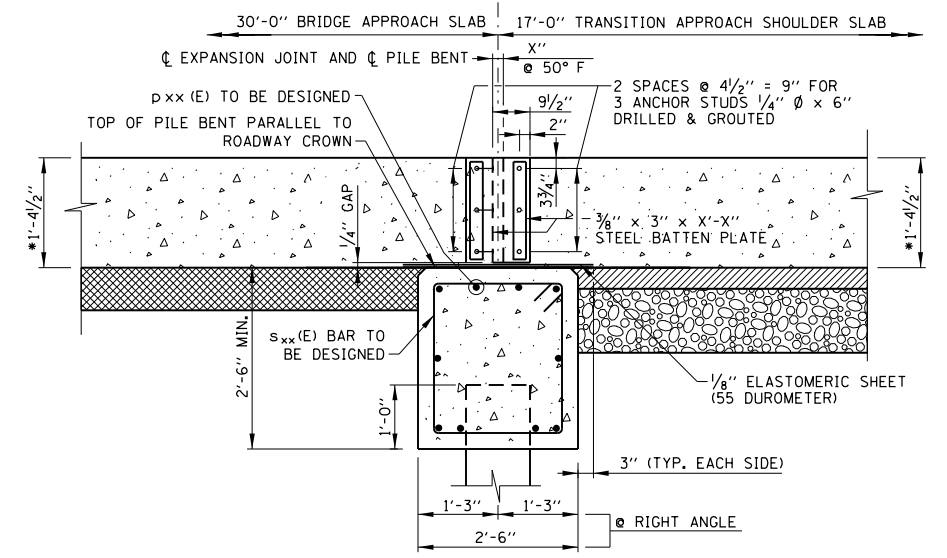
DETAIL A  
OPTIONAL LONGITUDINAL JOINT  
(SEE NOTE 17 ON SHEET 1 OF THIS SERIES)



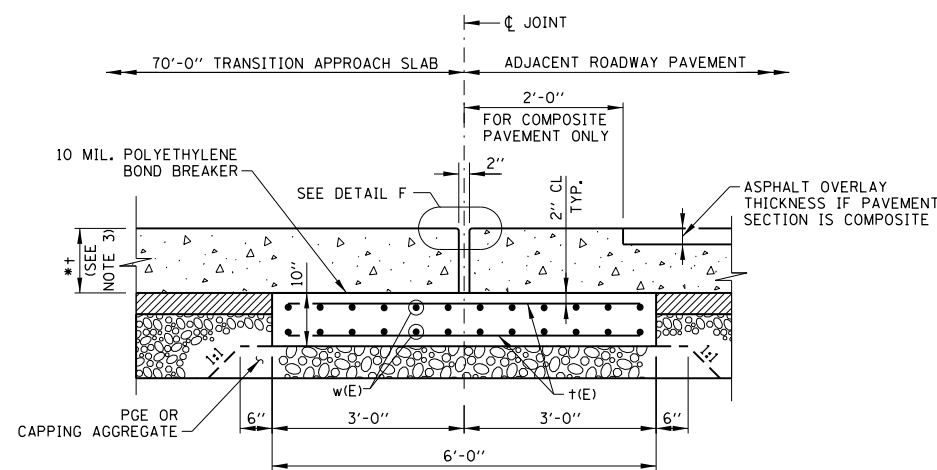
SECTION C-C  
FOR NON-INTEGRAL ABUTMENT



SECTION D-D  
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT

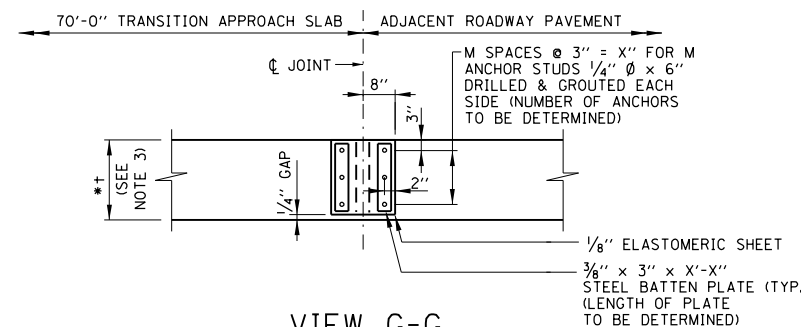


VIEW E'-E'  
END ELEVATION OF EXPANSION JOINT

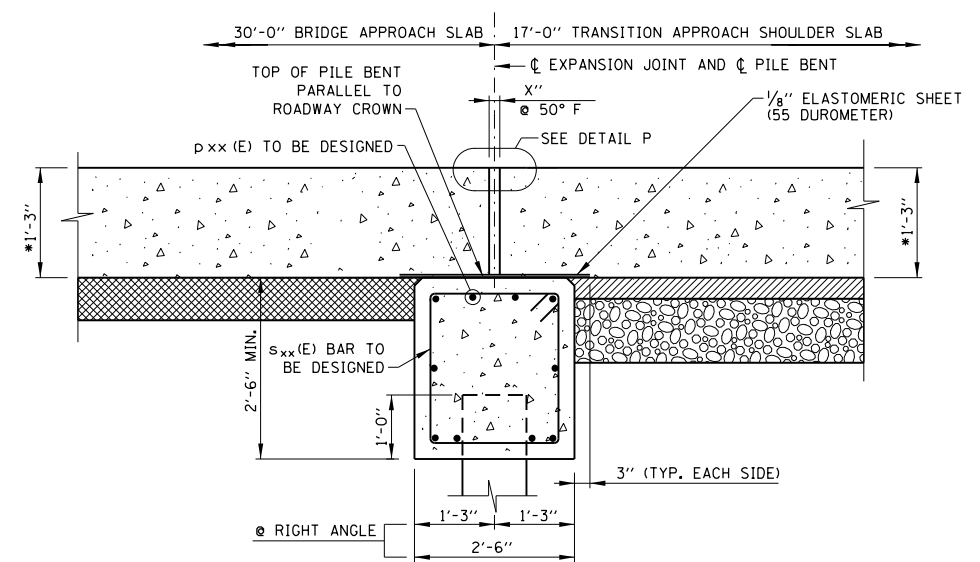


SECTION F-F

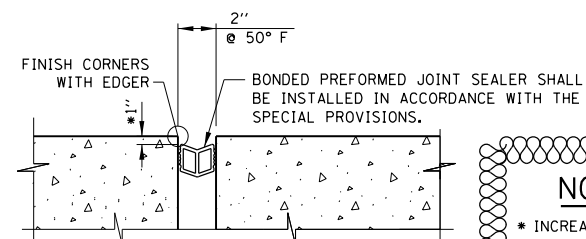
**NOTE TO DESIGNER**  
DESIGNER TO PROVIDE JOINT SIZE AND OPENING CONSISTENT WITH BRIDGE AND APPROACH CONTRIBUTING LENGTH. DESIGNER TO DETERMINE NUMBER OF ANCHORS AND SIZE OF BATTEN PLATE.



VIEW G-G  
END ELEVATION OF JOINT



SECTION E-E

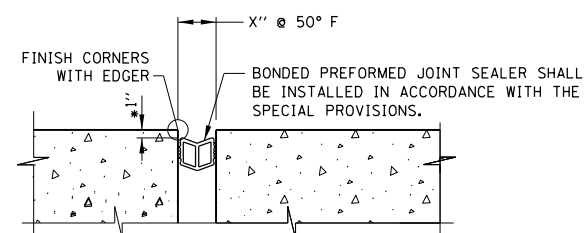


DETAIL F  
TRANSITION JOINT

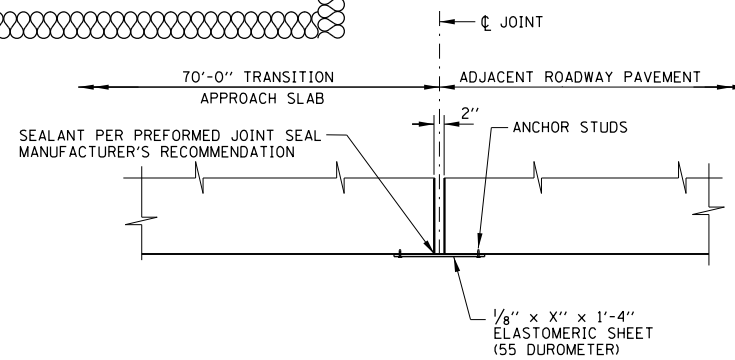
**NOTE TO DESIGNER**  
\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING.

**NOTE TO DESIGNER**  
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED pxx(E) THROUGH sxx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

**NOTE TO DESIGNER**  
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.



DETAIL P  
APPROACH & TRANSITION JOINT



DETAIL C  
END PLAN OF JOINT

**LEGEND**

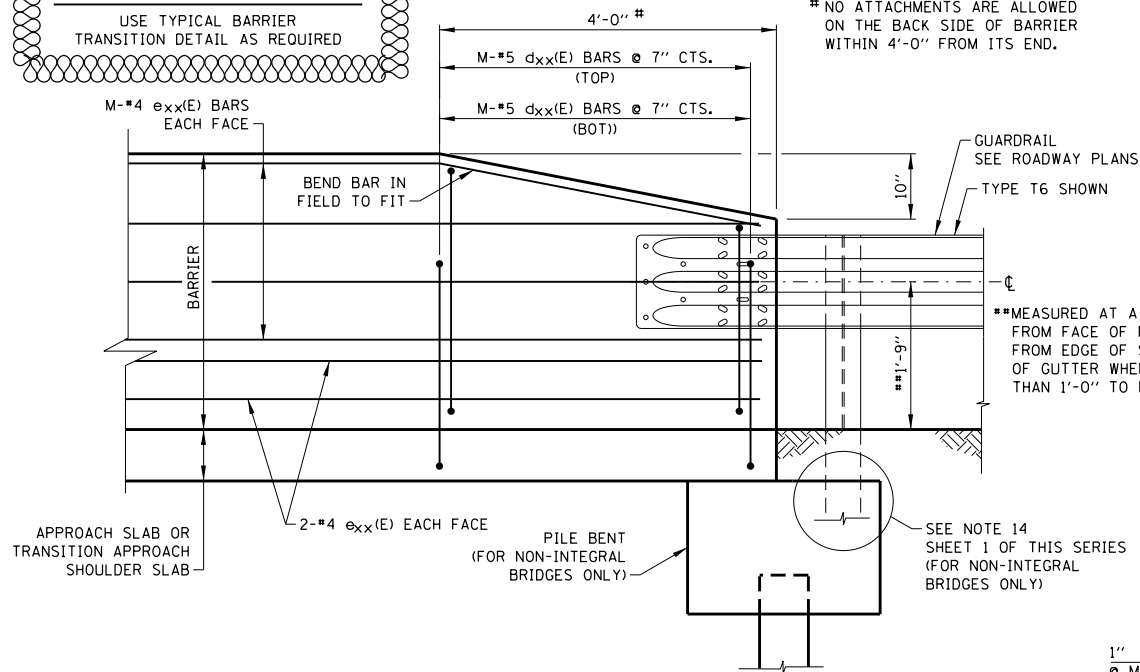
- CONCRETE
- STABILIZED SUBBASE
- SUBGRADE AGGREGATE OR SUBGRADE AGGREGATE, SPECIAL
- GRANULAR SUBBASE

**NOTES:**

1. IN VIEW E'-E' AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
2. THE THICKNESSES OF STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
3. THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
4. FOR PILE BENT DETAILS AND QUANTITIES SEE SHEET XX.
5. FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.

### NOTE TO DESIGNER

USE TYPICAL BARRIER  
TRANSITION DETAIL AS REQUIRED



### TYPICAL BARRIER TRANSITION DETAIL

(CURB AND GUTTER NOT SHOWN FOR CLARITY)

### NOTE TO DESIGNER

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

### NOTE TO DESIGNER

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $\alpha_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

### NOTE TO DESIGNER

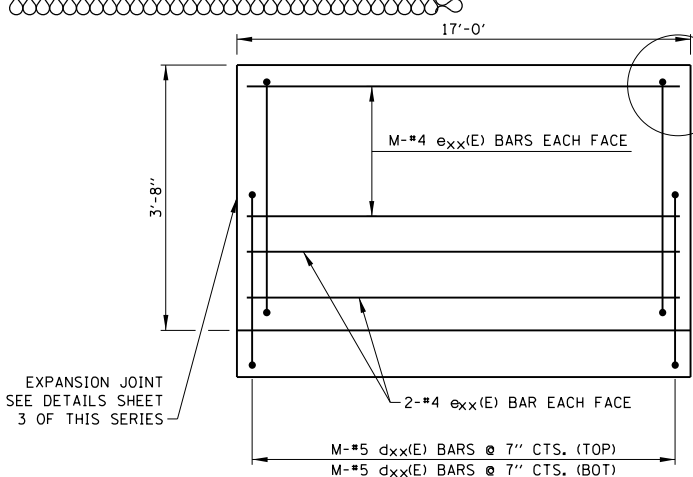
QUANTITIES FOR DIAMOND GRINDING, IF APPLICABLE, INCLUDE TRANSITION, TRANSITION APPROACH SHOULDER AND APPROACH SLAB. LIMITS ARE THE FULL WIDTH LESS 2FT AT EACH PARAPET.

### NOTE TO DESIGNER

QUANTITIES FOR BRIDGE DECK GROOVING SHALL INCLUDE BOTH TRANSITION AND APPROACH SLABS. LIMITS ARE TRAVEL LANES ONLY.

### NOTE TO DESIGNER

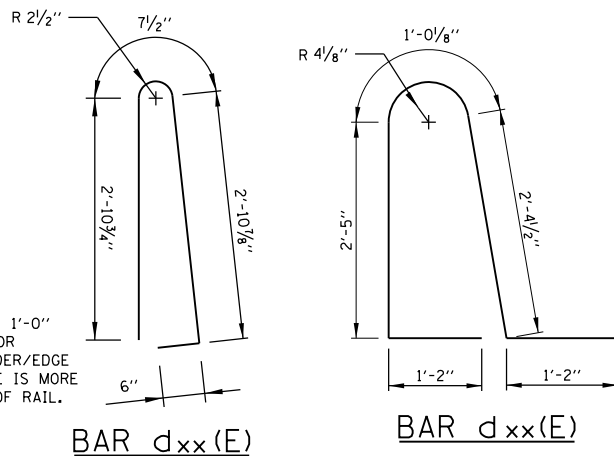
IF GUARDRAIL PROVIDED, SEE TYP. BARRIER TRANSITION DETAIL.



### TRANSITION APPROACH SHOULDER SLAB BARRIER ELEVATION

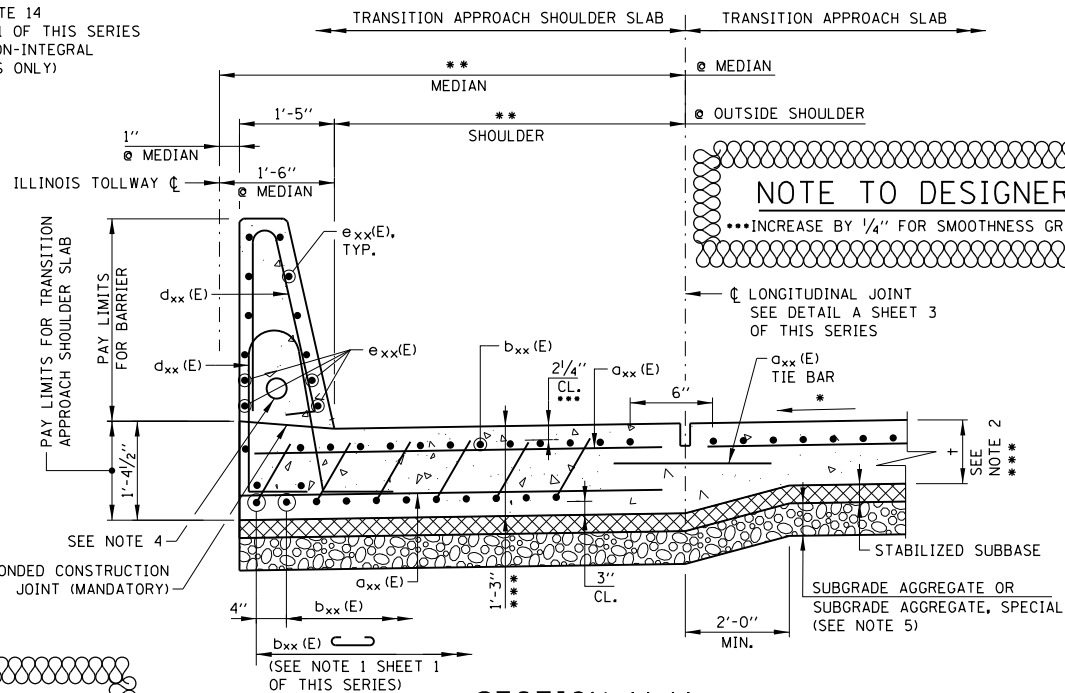
### PLAN OF JOINT AT BARRIER

(FOR SKEWS GREATER THAN OR  
EQUAL TO 10 DEGREES)



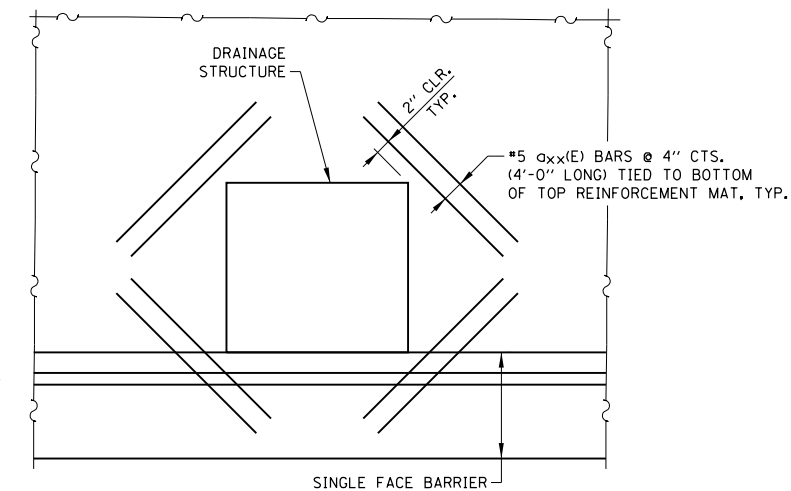
BAR  $d_{xx}(E)$

BAR  $d_{xx}(E)$



### SECTION M-M

(SEE NOTE 6)



### ADDITIONAL REINFORCEMENT AT DRAINAGE STRUCTURES

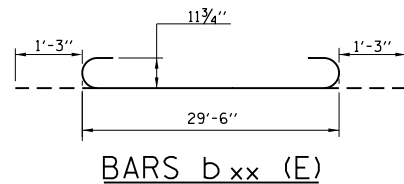
CUT TRANSVERSE  $\alpha_{xx}(E)$  BARS AND LONGITUDINAL  $b_{xx}(E)$  BARS IN SLAB TO CLEAR DRAINAGE STRUCTURE. RESPACE  $d_{xx}(E)$  BARS TO MISS DRAINAGE STRUCTURE.

### NOTE TO DESIGNER

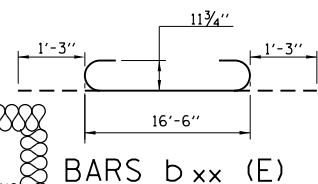
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### NOTE TO DESIGNER

\*\*\*\*\* SELECT APPLICABLE PAY ITEM  
TO MATCH THE BRIDGE.



BARS  $b_{xx}(E)$

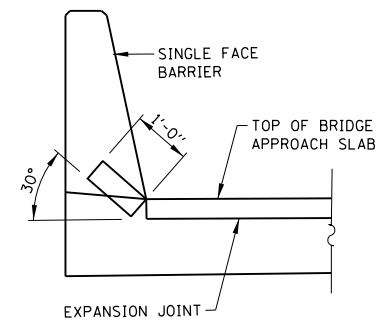


BARS  $b_{xx}(E)$

### NOTE TO DESIGNER

\*\*\*INCREASE BY 1/4" FOR SMOOTHNESS GRINDING

LONGITUDINAL JOINT  
SEE DETAIL A SHEET 3  
OF THIS SERIES



### SECTION H-H






### NOTE TO DESIGNER

\*\*\*\*\* ADD PAYITEM FOR OTHER JOINT  
SIZES AS APPLICABLE

### NOTES:


1. THE AREA OF EACH BRIDGE APPROACH SLAB, TRANSITION APPROACH SLAB AND TRANSITION APPROACH SHOULDER SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
2. THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
3. FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.
4. COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
5. THE THICKNESS OF THE STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
6. IF THE CONTRACTOR ELECTS TO SLIPFORM THE PARAPET THEN THE PARAPET CROSS-SECTIONAL AREA, PARAPET REINFORCEMENT BARS CLEARANCES AND THE APPROACH SLAB REINFORCEMENT BARS SHALL BE REVISED ACCORDINGLY TO ACCOUNT FOR THE ADDITIONAL SLAB WIDTH TO ALLOW SLIPFORM.

### BILL OF MATERIAL FOR APPROACH AND TRANSITION SLABS

BAR	NO.	SIZE	LENGTH	SHAPE
a <sub>xx</sub> (E)				
b <sub>xx</sub> (E)		#9	32'-0"	
b <sub>xx</sub> (E)		#9	19'-0"	
d <sub>xx</sub> (E)		#5	8'-2"	
t(E)		#4	5'-8"	
w(E)		#5		
PAY ITEM NO.	DESCRIPTION		UNIT	QUANTITY
* 50300260	BRIDGE DECK GROOVING		SQ. FT.	
50300300	PROTECTIVE COAT		SQ. YD.	
J1420040	BRIDGE APPROACH SLAB		SQ. YD.	
J1420041	TRANSITION APPROACH SLAB		SQ. YD.	
J1420046	TRANSITION APPROACH SHOULDER SLAB		SQ. YD.	
JS503160	DIAMOND GRINDING AND SURFACE SMOOTHNESS FOR BRIDGE SECTIONS		SQ. YD.	
JT421510	SLEEPER SLAB		SQ. YD.	
* JT525125	BONDED PREFORMED JOINT SEAL, 2 IN.		FT.	
* X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)		SQ. FT.	
	*	REINFORCEMENT BARS, EPOXY COATED	LBS.	

\* FOR INFORMATION ONLY

### BILL OF MATERIAL FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d <sub>xx</sub> (E)		#5	7'-0"	
e <sub>xx</sub> (E)				
PAY ITEM NO.	DESCRIPTION		UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE		CU. YD.	
50800205	REINFORCEMENT BARS, EPOXY COATED		LBS.	
50300300	PROTECTIVE COAT		SQ. YD.	

SHEET 5 OF 5  
BASE SHEET M-RDY-408



APPROACH SLAB,  
MAINLINE

DATE  
03-01-2020

**NOTE TO DESIGNER**

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

**NOTE TO DESIGNER**

IF GUARDRAIL PROVIDED, SEE SHEET 5 OF THIS SERIES FOR TYP. BARRIER TRANSITION DETAIL AND NOTE 14 TYP.

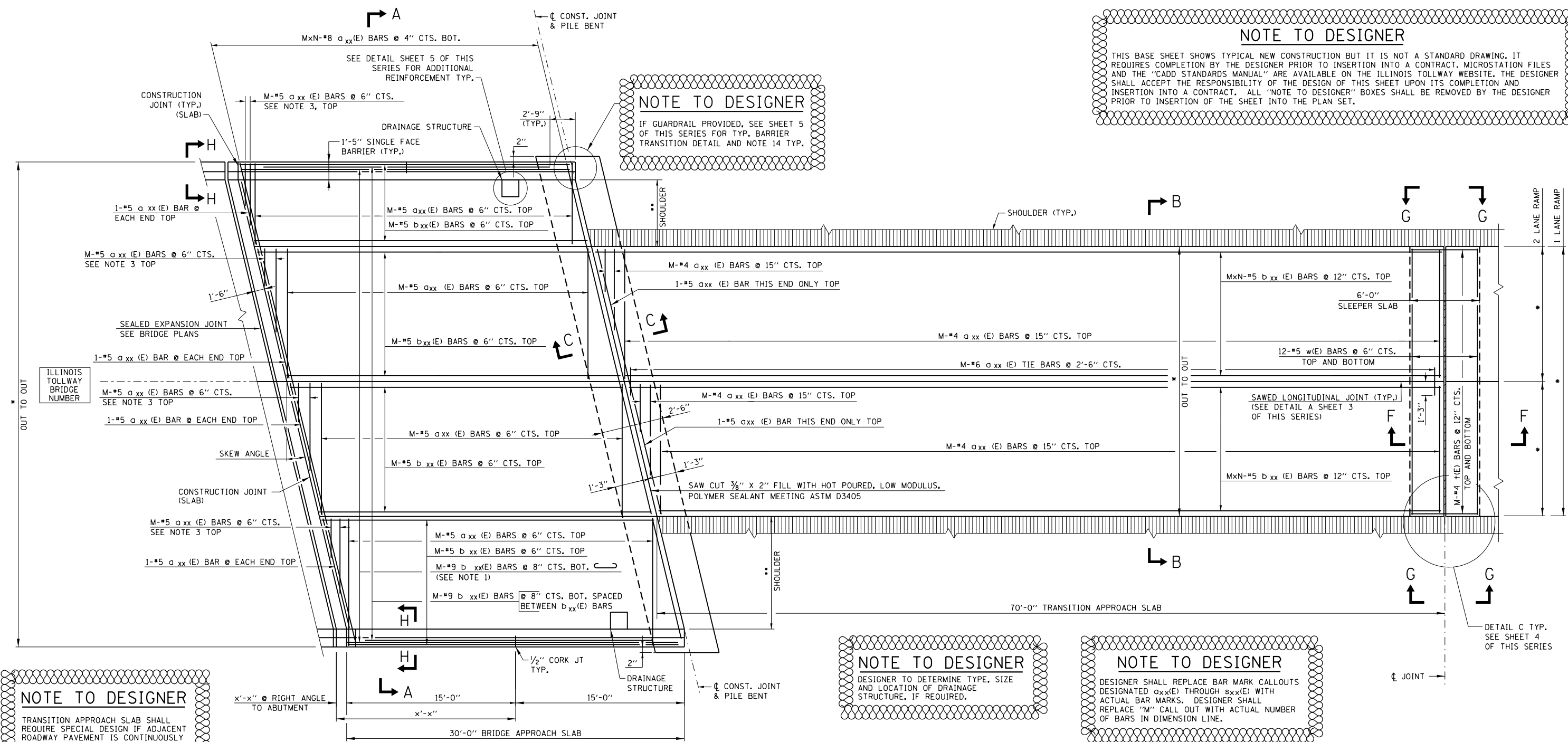
**NOTE TO DESIGNER**

DESIGNER TO DETERMINE TYPE, SIZE AND LOCATION OF DRAINAGE STRUCTURE, IF REQUIRED.

**NOTE TO DESIGNER**

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $\alpha_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

**PLAN NON-INTEGRAL BRIDGES**



**NOTE TO DESIGNER**

TRANSITION APPROACH SLAB SHALL REQUIRE SPECIAL DESIGN IF ADJACENT ROADWAY PAVEMENT IS CONTINUOUSLY REINFORCED CONCRETE (CRC.)

**NOTES:**

1. TILT HOOK OF #9 BARS FOR MINIMUM 2 1/4" CLEARANCE.
2. USE 2'-8" MIN. LAP FOR #4 BARS, USE 4'-0" MIN. LAP FOR #5 BARS, USE 5'-6" MIN. LAP FOR #6 BARS, USE 7'-10" MIN. FOR #8 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END, OR DISCARD OFF SITE. PAINT EXPOSED ENDS WITH EPOXY PAINT.
4. FOR SECTIONS A-A AND B-B SEE SHEET 3 OF 5; FOR SECTIONS C-C, D-D, E-E, F-F AND VIEWS E'-E' AND G-G SEE SHEET 4; AND FOR SECTIONS H-H AND M-M SEE SHEET 5.
5. PROTECTIVE COAT SHALL BE APPLIED TO THE TOP OF APPROACH SLAB, TRANSITION SLAB, TRANSITION SHOULDER SLAB, AND TOP AND TRAFFIC FACES OF BARRIERS.
6. TOOL EDGES OF EXPANSION JOINTS TO 1/4" RADIUS.
7. EXPOSED CONCRETE EDGES SHALL HAVE 3/4" x 45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
8. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503 AND 508 OF THE STANDARD SPECIFICATIONS.
9. IN THE CORNERS OF THE APPROACH SLAB BENT WHEN APPROACH GUARDRAIL IS PROVIDED, THE BENT CORNER SHALL BE BLOCKED OUT AND THE REINFORCEMENT STEEL SHALL BE RESPAVED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
10. IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 3 OF THIS SERIES; THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCEMENT BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS. PAINT EXPOSED ENDS WITH EPOXY PAINT.
11. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO SECTION 1006 OF THE STANDARD SPECIFICATIONS.
12. AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO REDUCE THE WIDTHS OF THE POUR BY USE OF THE OPTIONAL LONGITUDINAL CONSTRUCTION JOINT SHOWN. JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE.
13. JOINT SEAL MATERIAL SHALL EXTEND TO OUTER FACE OF ALL FORM WORK, TO PREVENT CONCRETE FROM LEAKING BEYOND FORMWORK OR JOINT SEAL, SUCH THAT COMPLETED JOINT WILL NOT HAVE CONCRETE INHIBIT JOINT MOVEMENT.

**NOTE TO DESIGNER**

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

SHEET 1 OF 5  
BASE SHEET M-RDY-409



APPROACH SLAB, RAMP

DATE  
03-01-2020

# NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

# NOTE TO DESIGNER

IF GUARDRAIL PROVIDED, SEE SHEET 5 OF THIS SERIES FOR TYP. BARRIER TRANSITION DETAIL TYP.

# NOTE TO DESIGNER

DESIGNER TO DETERMINE TYPE, SIZE AND LOCATION OF DRAINAGE STRUCTURE, IF REQUIRED.

## PLAN (INTEGRAL OR SEMI-INTEGRAL ABUTMENTS)

### NOTES:

- FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.

# NOTE TO DESIGNER

TRANSITION APPROACH SLAB SHALL REQUIRE SPECIAL DESIGN IF ADJACENT ROADWAY PAVEMENT IS CONTINUOUSLY REINFORCED CONCRETE (CRC).

# NOTE TO DESIGNER

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $\alpha_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

# NOTE TO DESIGNER

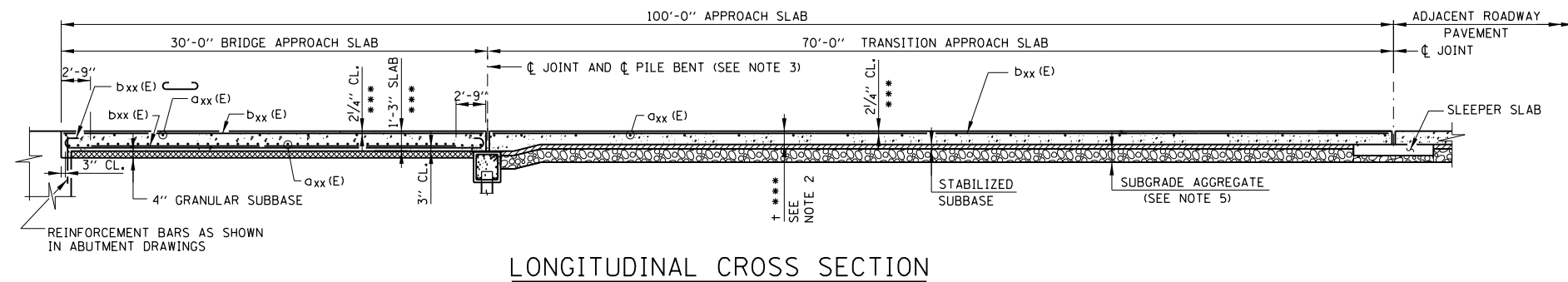
- \* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.
- \*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

SHEET 2 OF 5  
BASE SHEET M-RDY-409



APPROACH SLAB, RAMP

DATE  
03-01-2020

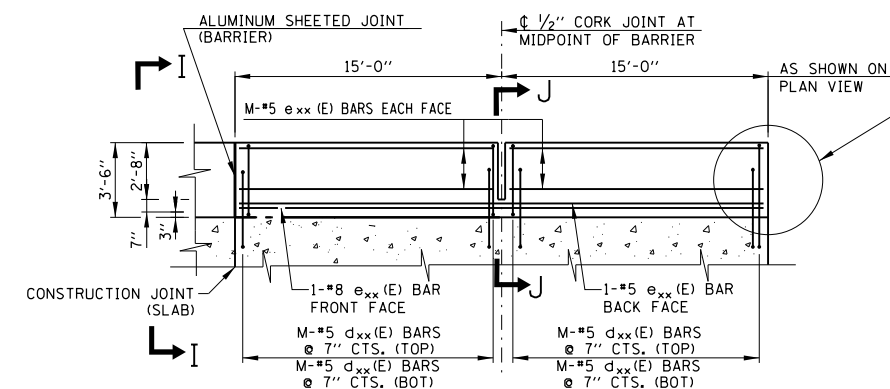


### NOTE TO DESIGNER

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $a_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

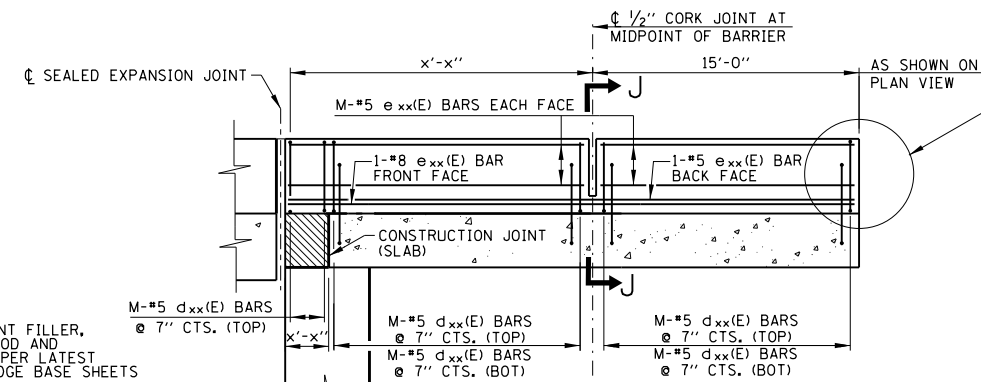
### NOTE TO DESIGNER

IF GUARDRAIL PROVIDED, SEE SHEET 5 OF THIS SERIES FOR TYP. BARRIER TRANSITION DETAIL



### APPROACH SLAB BARRIER ELEVATION

(INTEGRAL OR SEMI-INTEGRAL)



### APPROACH SLAB BARRIER ELEVATION

(NON-INTEGRAL)

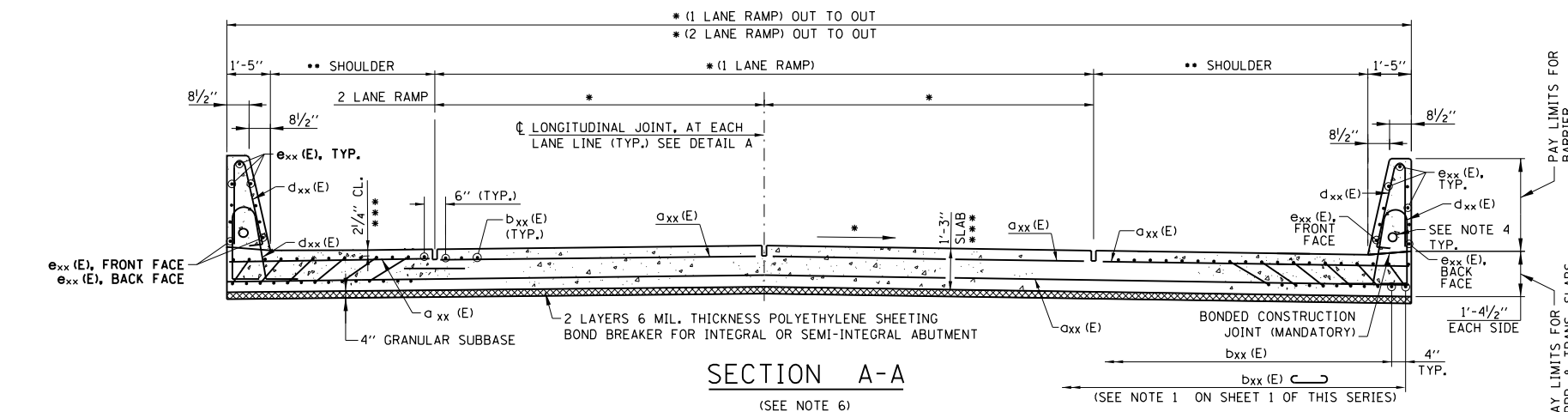
### NOTE TO DESIGNER

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

\*\*\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING

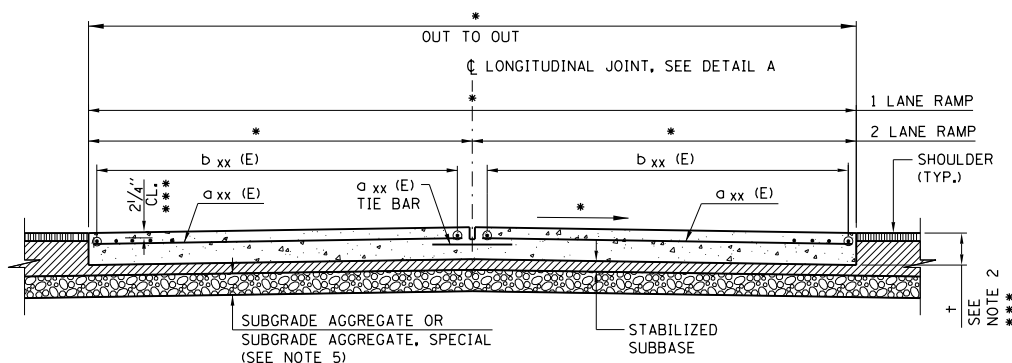
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.



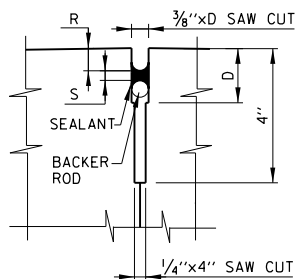
### SECTION A-A

(SEE NOTE 6)

(SEE NOTE 1 ON SHEET 1 OF THIS SERIES)

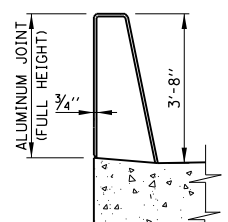


### SECTION B-B

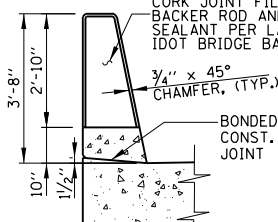


### DETAIL E

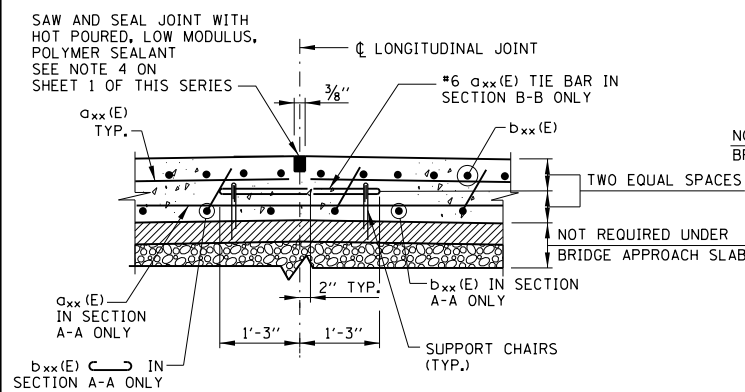
NOTE: DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.



### SECTION I-I

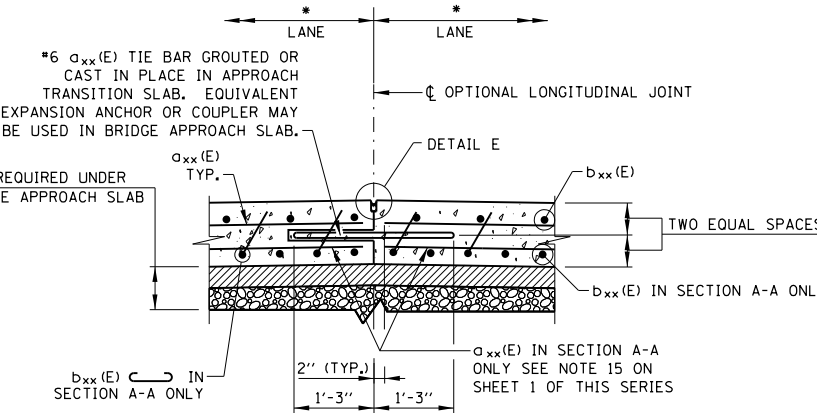


### SECTION J-J



### DETAIL A

### TYPICAL LONGITUDINAL JOINT



### DETAIL A

### OPTIONAL LONGITUDINAL JOINT

(SEE NOTE 17 ON SHEET 1 OF THIS SERIES)

### NOTES:

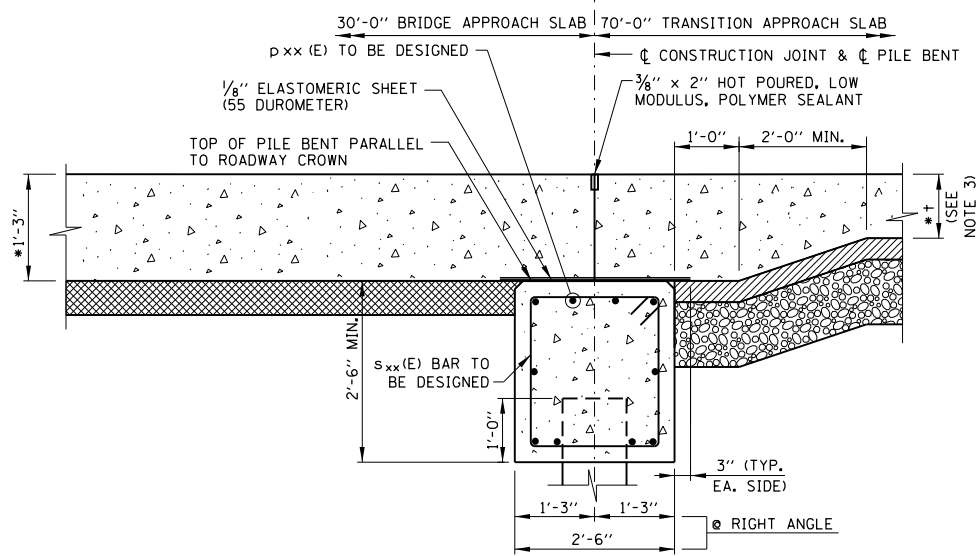
- SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- INTEGRAL ABUTMENT JOINT SHOWN NON-INTEGRAL ABUTMENT JOINT SIMILAR. SEE SHEET 4 OF THIS SERIES.
- COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
- THE THICKNESS OF THE STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
- IF THE CONTRACTOR ELECTS TO SLIPFORM THE PARAPET THEN THE PARAPET CROSS-SECTIONAL AREA, PARAPET REINFORCEMENT BARS CLEARANCES AND THE APPROACH SLAB REINFORCEMENT BARS SHALL BE REVISED ACCORDINGLY TO ACCOUNT FOR THE ADDITIONAL SLAB WIDTH TO ALLOW SLIPFORM.
- THE 1/8" ALUMINUM SHEET SHALL BE ASTM B 209 ALLOY 3003-H14 AND COATED TO MINIMIZE REACTION WITH WET CONCRETE.

SHEET 3 OF 5  
BASE SHEET M-RDY-409

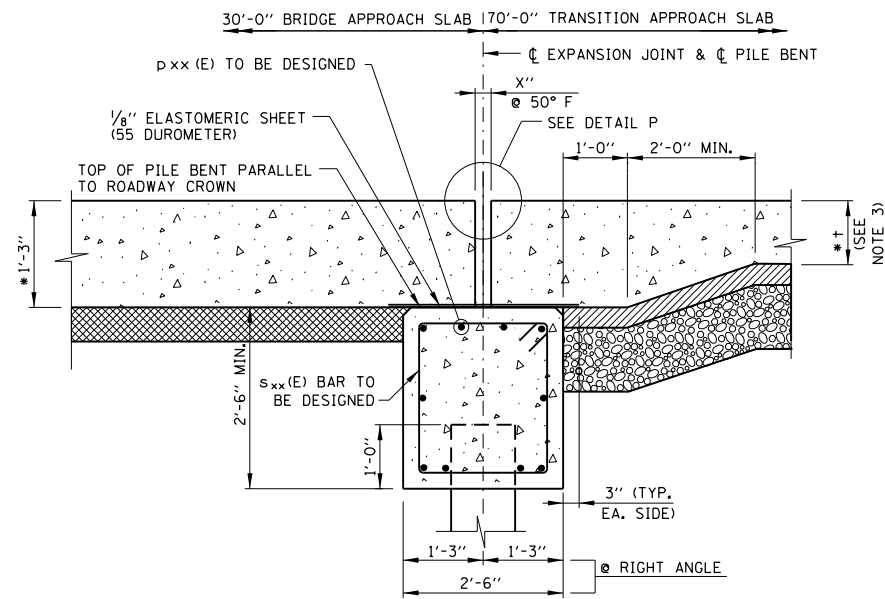


APPROACH SLAB, RAMP

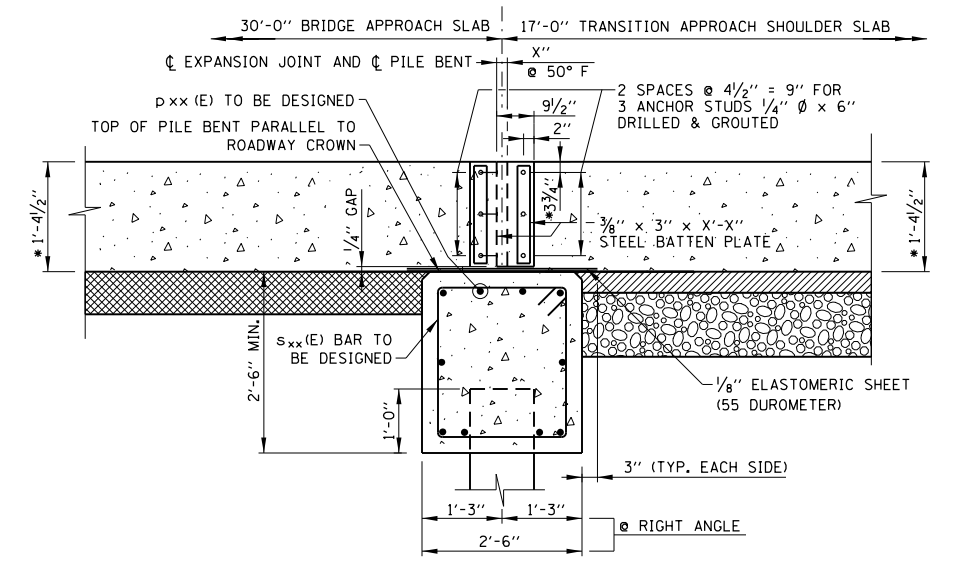
DATE  
03-01-2020



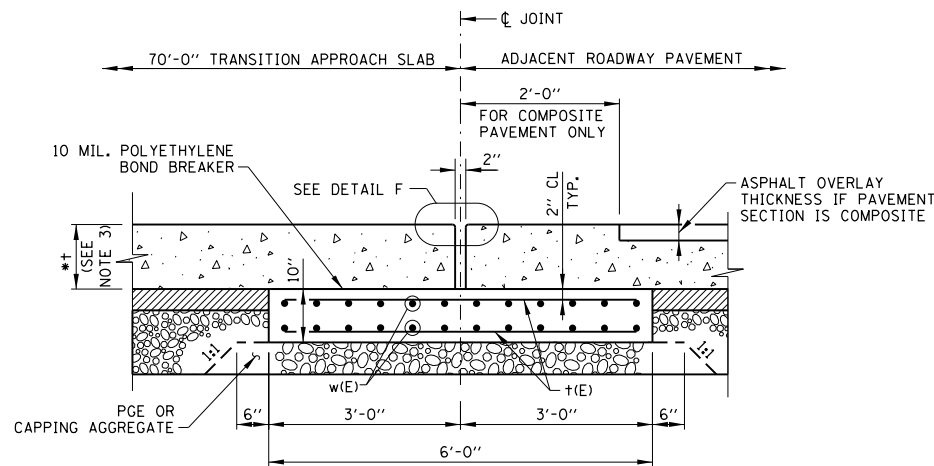
SECTION C-C  
FOR NON-INTEGRAL ABUTMENT



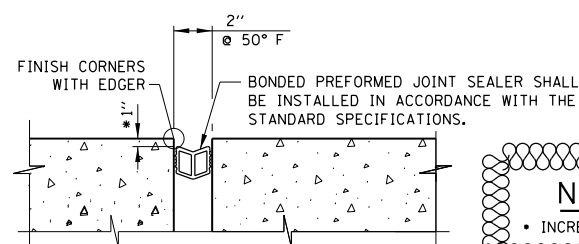
SECTION D-D  
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



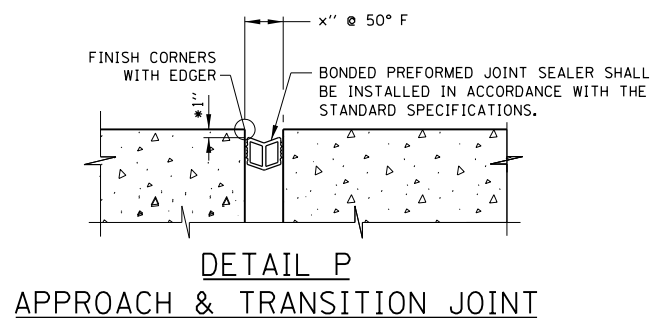
VIEW E'-E'  
END ELEVATION OF EXPANSION JOINT



SECTION F-F

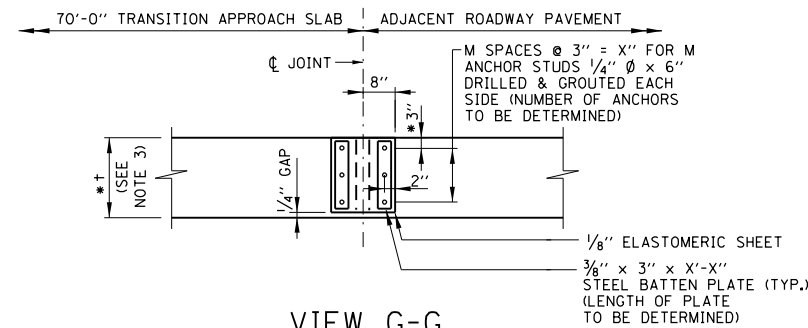


DETAIL F  
TRANSITION JOINT



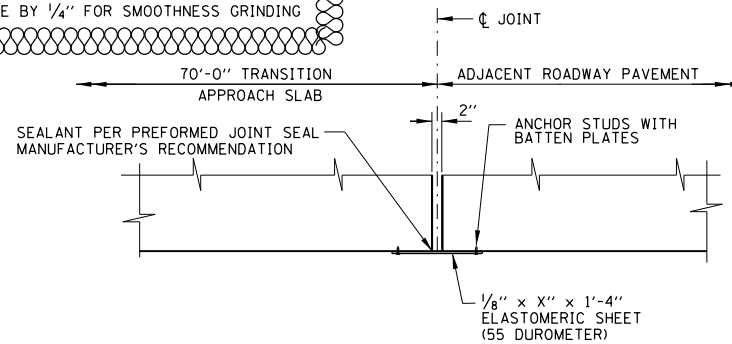
DETAIL P  
APPROACH & TRANSITION JOINT

**NOTE TO DESIGNER**  
DESIGNER TO PROVIDE JOINT SIZE AND OPENING CONSISTENT WITH BRIDGE AND APPROACH CONTRIBUTING LENGTH. DESIGNER TO DETERMINE NUMBER OF ANCHORS AND SIZE OF BATTEN PLATE.



VIEW G-G  
END ELEVATION OF JOINT

**NOTE TO DESIGNER**  
• INCREASE BY 1/4" FOR SMOOTHNESS GRINDING



DETAIL C  
END PLAN OF JOINT

#### LEGEND

	CONCRETE
	STABILIZED SUBBASE
	SUBGRADE AGGREGATE OR SUBGRADE AGGREGATE, SPECIAL
	GRANULAR SUBBASE

#### NOTE TO DESIGNER

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED sxx(E) THROUGH sxx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

#### NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

#### NOTES:

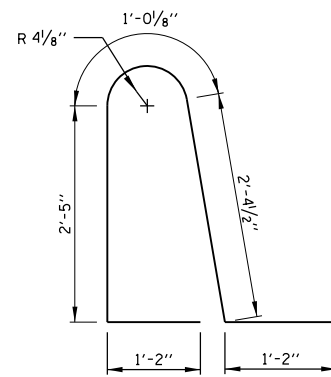
- IN SECTION E'-E' AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS. STEEL PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- FOR PILE BENT DETAILS AND QUANTITIES SEE SHEET XX.
- FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.

SHEET 4 OF 5  
BASE SHEET M-RDY-409

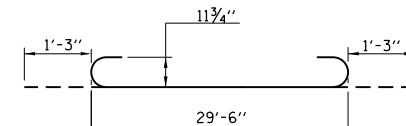


APPROACH SLAB, RAMP

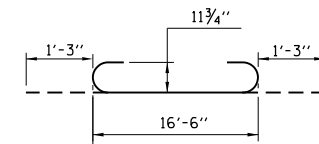
DATE  
3-31-2020



THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT  
REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES  
AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER  
SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND  
INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED BY THE DESIGNER  
PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.



..... SELECT APPLICABLE PAY ITEM  
TO MATCH THE BRIDGE



(CURB AND GUTTER NOT SHOWN FOR CLARITY)

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

\*\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH  
+ 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO  
APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

QUANTITIES FOR BRIDGE DECK GROOVING  
SHALL INCLUDE BOTH TRANSITION AND  
APPROACH SLABS. LIMITS ARE TRAVEL LANES  
ONLY.

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $a_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.






QUANTITIES FOR DIAMOND GRINDING, IF APPLICABLE, INCLUDE TRANSITION, TRANSITION APPROACH SHOULDER AND APPROACH SLAB. LIMITS ARE THE FULL WIDTH LESS 2FT AT EACH PARAPET.

IF GUARDRAIL PROVIDED, SEE TYP.  
BARRIER TRANSITION DETAIL.

USE TYPICAL BARRIER  
TRANSITION DETAIL AS REQUIRED


TRANSITION APPROACH SHOULDER SLAB | TRANSITION APPROACH SLAB

\*\*\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING

BAR	NO.	SIZE	LENGTH	SHAPE
a <sub>xx</sub> (E)				
b <sub>xx</sub> (E)		#9	32'-0"	
b <sub>xx</sub> (E)		#9	19'-0"	
d <sub>xx</sub> (E)		#5	8'-4"	
t(E)		#4	5'-8"	
w(E)		#5		

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
* 50300260	BRIDGE DECK GROOVING	SQ. FT.	
50300300	PROTECTIVE COAT	SQ. YD.	
JI420040	BRIDGE APPROACH SLAB	SQ. YD.	
JI420041	TRANSITION APPROACH SLAB	SQ. YD.	
JI420046	TRANSITION APPROACH SHOULDER SLAB	SQ. YD.	
JS503160	DIAMOND GRINDING AND SURFACE SMOOTHNESS FOR BRIDGE SECTIONS	SQ. YD.	
JT421510	SLEEPER SLAB	SQ. YD.	
* JT525125	BONDED PREFORMED JOINT SEAL, 2 IN.	FT.	
* X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ. FT.	
* *	REINFORCEMENT BARS, EPOXY COATED	LBS.	

\* FOR INFORMATION ONLY

BAR	NO.	SIZE	LENGTH	SHAPE
d <sub>xx</sub> (E)		#5	6'-10"	
e <sub>xx</sub> (E)				

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	
50800205	REINFORCEMENT BARS, EPOXY COATED	LBS.	
50300300	PROTECTIVE COAT	SQ. YD.	

SHEET 5 OF 5  
BASE SHEET M-RDY-409

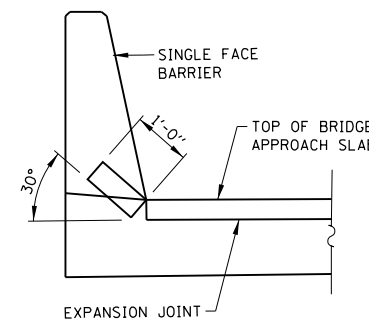


APPROACH SLAB, RAMP

DATE  
3-01-2020

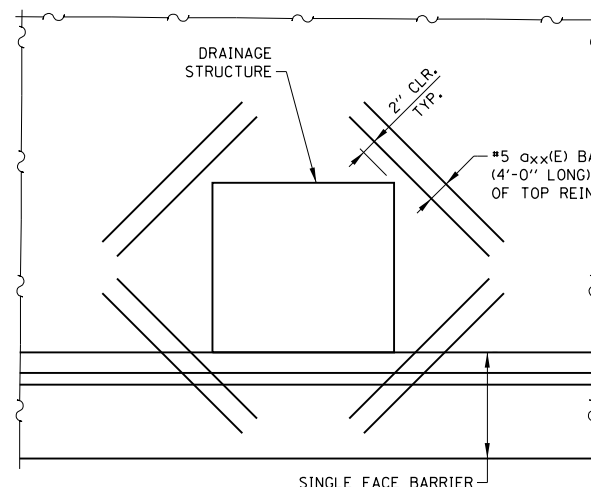
NOTES:

1. THE AREA OF EACH BRIDGE APPROACH SLAB, TRANSITION APPROACH SLAB AND TRANSITION APPROACH SHOULDER SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
2. THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
3. FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.
4. COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
5. THE THICKNESS OF THE STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
6. IF THE CONTRACTOR ELECTS TO SLIPFORM THE PARAPET THEN THE PARAPET CROSS-SECTIONAL AREA, PARAPET REINFORCEMENT BARS CLEARANCES AND THE APPROACH SLAB REINFORCEMENT BARS SHALL BE REVISED ACCORDINGLY TO ACCOUNT FOR THE ADDITIONAL SLAB WIDTH TO ALLOW SLIPFORM.



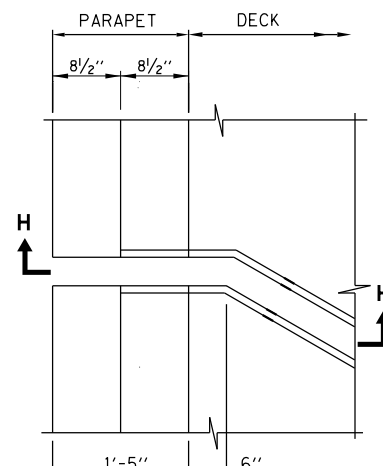
.... ADD PAYITEM FOR OTHER JOINT  
SIZES AS APPLICABLE

(SEE NOTE 6)



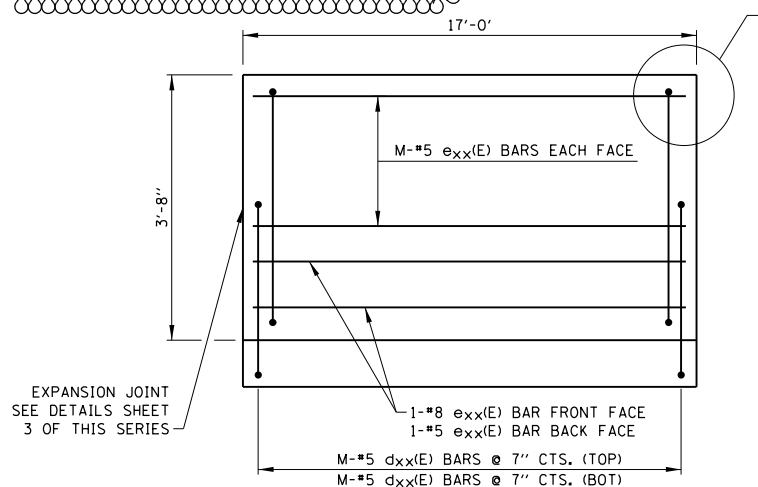
## ADDITIONAL REINFORCEMENT AT DRAINAGE STRUCTURES

CUT TRANSVERSE  $a_{xx}(E)$  BARS AND LONGITUDINAL  $b_{xx}(E)$  BARS IN SLAB TO CLEAR DRAINAGE STRUCTURE. RESPACE  $d_{xx}(E)$  BARS TO MISS DRAINAGE STRUCTURE.

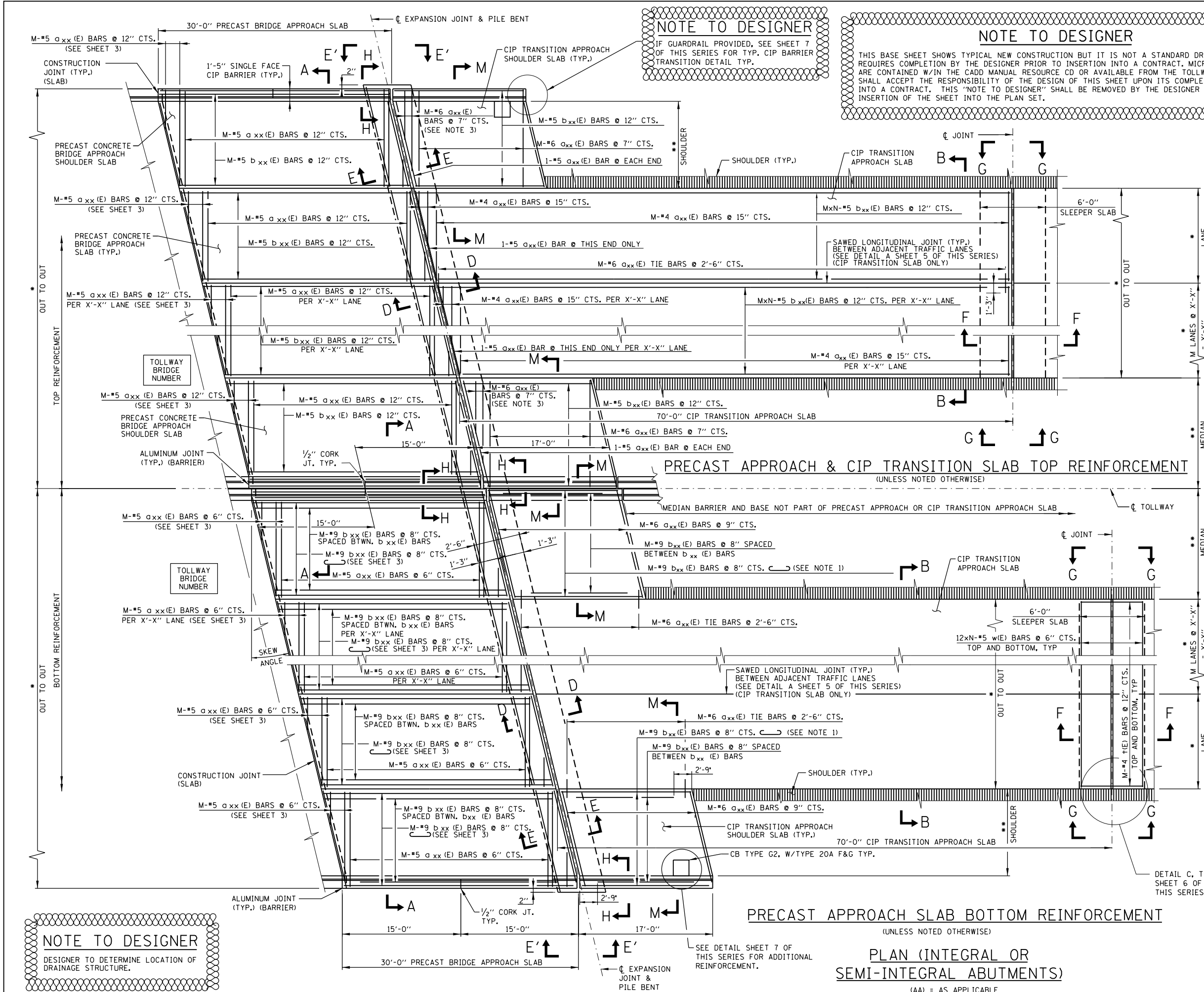


PLAN OF JOINT  
AT BARRIER

(FOR SKEWS GREATER THAN OR  
EQUAL TO 10 DEGREES)



## TRANSITION APPROACH SHOULDER SLAB BARRIER ELEVATION



**NOTE TO DESIGNER**  
IF GUARDRAIL PROVIDED, SEE SHEET 7 OF THIS SERIES FOR TYP. CIP BARRIER TRANSITION DETAIL TYP.

**NOTE TO DESIGNER**  
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE CADD MANUAL RESOURCE CD OR AVAILABLE FROM THE TOLLWAY. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DESIGNER" SHALL BE REMOVED BY THE DESIGNER PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

**NOTE TO DESIGNER**  
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED a\_xx(E) THROUGH s\_xx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER IN DIMENSION LINE.

- NOTES:**
1. TILT HOOK OF #9 BARS FOR MINIMUM 3 1/2" CLEARANCE.
  2. USE 2'-6" MIN. LAP FOR #4 BARS. USE 3'-1" MIN. LAP FOR #5 BARS. USE 3'-8" MIN. LAP FOR # 6 BAR.
  3. CUT REINFORCEMENT IN FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END IN CIP TRANSITION APPROACH SHOULDER SLAB. PAINT EXPOSED ENDS WITH EPOXY PAINT.
  4. FOR PRECAST SLAB DETAILS SEE SHEETS 2 THRU 4 OF THIS SERIES. FOR CIP DETAILS SEE SHEETS 5 THRU 7 OF THIS SERIES.
  5. PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF BARRIERS.
  6. TOOL EDGES OF EXPANSION JOINTS TO 1/4" RADIUS.
  7. EXPOSED CONCRETE EDGES SHALL HAVE 3/4" x 45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
  8. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503 AND 508 OF THE STANDARD SPECIFICATIONS.
  9. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
  10. SEE SPECIAL PROVISIONS, PRECAST CONCRETE BRIDGE APPROACH SLABS, TRANSITION APPROACH SLAB AND BONDED PREFORMED JOINT SEAL.
  11. FOR PRECAST APPROACH SLAB FABRICATION NOTES SEE SHEET 2.

**NOTE TO DESIGNER**  
\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.  
\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO THAT APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

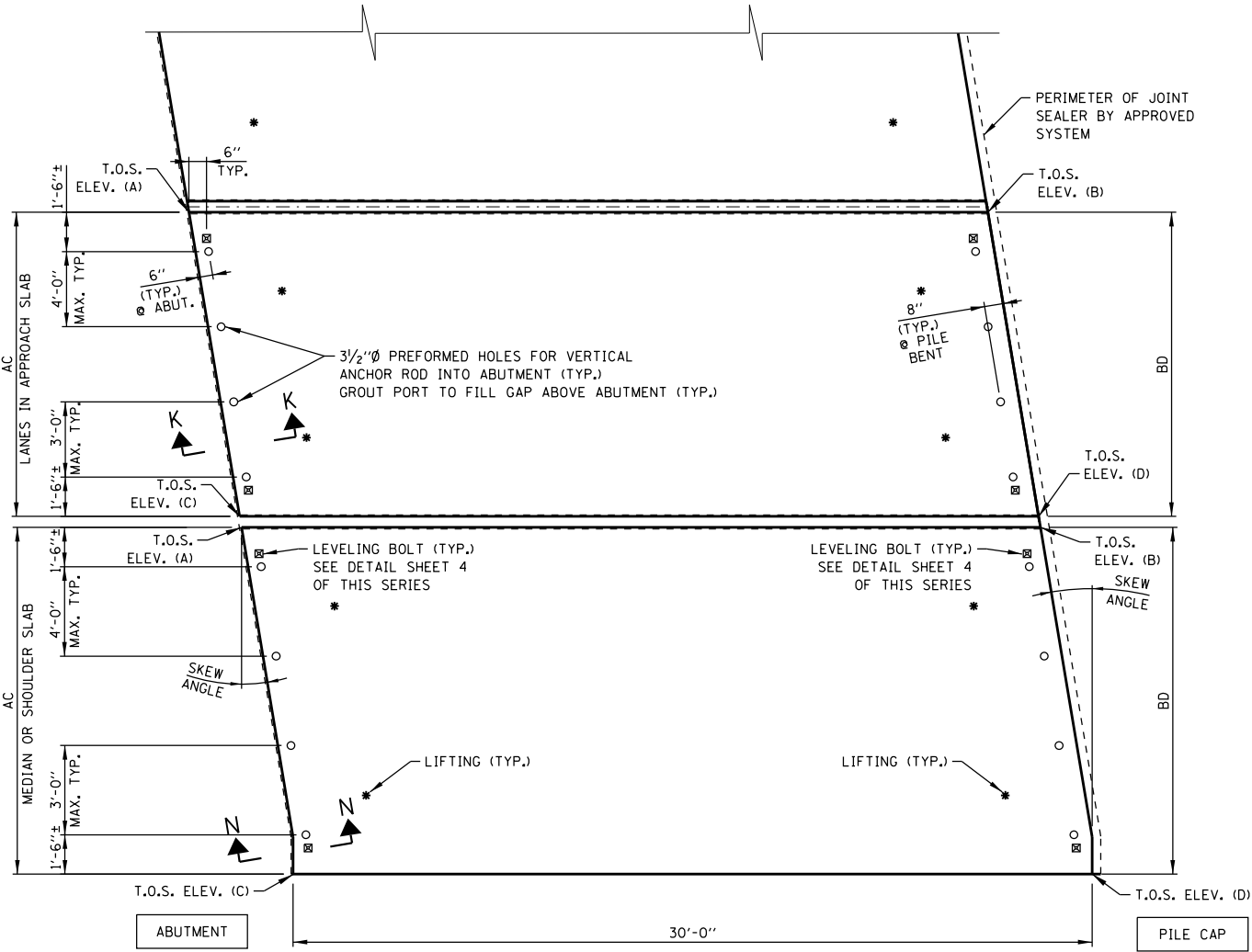


PRECAST APPROACH SLAB  
W/CIP TRANSITION SLAB

DATE  
03-01-2020

PLAN (INTEGRAL OR  
SEMI-INTEGRAL ABUTMENTS)  
(AA) = AS APPLICABLE

PRECAST SLAB DATA											
LANE TYPE	VARIABLES			AC (FT.)	BD (FT.)	T.O.S. ELEV. A	T.O.S. ELEV. B	T.O.S. ELEV. C	T.O.S. ELEV. D	AREA (S.F.)	VOLUME (C.F.)
	SKWEW ANGLE (DEG)	M (NO.)	N (NO.)								
MEDIAN											
LANE											
LANE											
SHOULDER											



PRECAST BRIDGE APPROACH SLAB LAYOUT

NOTE TO DESIGNER

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NOTE TO DESIGNER

FILL IN TABLE FOR SLABS IN PRECAST APPROACH SLAB. IF DIMENSION IS NOT REQUIRED ENTER "N/A".

NOTE TO DESIGNER

THE DESIGNER IS TO INDICATE IF THE SLAB IS PLANAR OR NON-PLANAR, CURVED OR STRAIGHT. IF CURVED SHOW RADIUS.

FABRICATION GENERAL NOTES

MATERIALS:

- EPOXY COATED DOWEL BARS USED SHALL COMPLY WITH ASTM A 615 GRADE 60.
- ALL EMBEDDED LIFTING HARDWARE USED SHALL BE GALVANIZED.   
 A. FOR LIFTING INSERTS, INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION INCLUDING MINIMUM EDGE DISTANCE AND SPACING REQUIREMENTS. UNLESS THE CONTRACTOR AND FABRICATOR WILL BE USING A LIFTING BEAM OR ROLLING SHEAVE TO ENSURE THAT EACH OF THE FOUR INSERTS WILL SHARE THE LOAD EQUALLY, TWO OF THE FOUR INSERTS SHALL BE CAPABLE OF CARRYING THE TOTAL LOAD WITH A 4:1 SAFETY FACTOR WHILE ADJUSTING FOR THE ANGLE OF THE CABLES AND THE STRENGTH OF THE CONCRETE OVER TIME. THE INSERT SHOULD BE RECESSED A MINIMUM OF 1/2" UNLESS THE SLAB IS TO BE OVERLAID IMMEDIATELY AFTER PLACEMENT. THE INSERT SHALL LEAVE A MAXIMUM 1/4" DIAMETER THREADED HOLE TO BE GROUTED AFTER SLAB INSTALLATION. IF THE INSERT IS INSTALLED WITH A FULL SLAB PENETRATION, THE LIFTING INSERT CAN BE USED AS A BEDDING GROUT PORT AT THE CONTRACTOR'S DISCRETION.   
 B. FOR LIFTING PLATES, INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND HAVE A STANDARD 5:1 SAFETY FACTOR FOR LIFTING HARDWARE. UNLESS A LIFTING BEAM IS USED TO SPACE THE FOUR PICK POINTS DIRECTLY ABOVE THE INSERTS, THE LIFTING HARDWARE SHALL BE RATED FOR USE WITH CABLES AT AN ANGLE AND TWO OF THE FOUR DEVICES MUST BE CAPABLE OF LIFTING THE FULL LOAD AS WITH THE INSERTS REFERENCED IN THE PREVIOUS NOTE.
- REINFORCEMENT USED SHALL BE EPOXY COATED, IN ACCORDANCE WITH ASTM A706 GRADE 60 AND IN COMPLIANCE WITH ARTICLE 1006.10 OF THE IDOT STANDARD SPECIFICATIONS.
- CONCRETE COVER OVER REINFORCEMENT TO BE MAINTAINED USING WIRE OR THERMOPLASTIC CHAIRS OR SPACERS OR AN APPROVED EQUIVALENT.
- ULTRA HIGH PERFORMANCE CONCRETE (UHPC) USED FOR LONGITUDINAL /TRANSVERSE JOINT, CLOSURE POUR, UNDERSLAB GAP AND LIFTING LOOP HOLES SHALL MEET THE SPECIAL PROVISIONS FOR ULTRA HIGH-PERFORMANCE CONCRETE (ILLINOIS TOLLWAY)
- PRECAST ELEMENTS: HIGH PERFORMANCE CONCRETE SHALL CONFORM TO TOLLWAY SPECIAL PROVISION OF "PRECAST CONCRETE BRIDGE APPROACH SLABS (ILLINOIS TOLLWAY)" AND AS REQUIRED IN THE PLANS. SITE CASTING SHALL CONFORM TO THE SITE CASTING PROVISIONS LISTED IN THE PLANS AND MATERIALS MUST BE APPROVED BY THE ILLINOIS TOLLWAY MATERIAL ENGINEER PRIOR TO ANY CONCRETE CASTING. COMPRESSIVE STRENGTH OF PRECAST CONCRETE, f'c SHALL BE 5,000 PSI. COMPRESSIVE STRENGTH OF PRECAST CONCRETE DURING INITIAL LIFTING, f'ci SHALL BE 4,500 PSI.
- POLYETHYLENE SHEET BOND BREAKER MATERIAL: PROVIDE LOW DENSITY POLYETHYLENE SHEET MEETING THE REQUIREMENTS OF ASTM D4635 THAT WILL ALLOW FOR SLIDING OF THE STRUCTURAL CONCRETE AFTER PLACEMENT. SUPPLY SHEETS THAT ARE A MINIMUM OF 6 MIL THICK UNLESS SHOWN OTHERWISE.

SLAB DESIGN:

- GENERAL DESIGN REQUIREMENTS:   
 A. USE SLAB DIMENSIONS SHOWN ON THESE DRAWINGS FOR DESIGN THICKNESS. LENGTHS AND WIDTHS OF EACH CUSTOM SLAB SHALL BE OF ACCURATE DIMENSIONS TO COMPLY WITH THE DESIGN AND PROFILE OF THE BRIDGE STRUCTURE, WHICH THE APPROACH SLAB IS DESIGNED FOR.   
 B. FOR ALL CUSTOM SLABS WITH WIDE OPEN SLOTS, THE DOWEL BARS SHALL BE FULLY RETROFITTED INTO ADJACENT PRECAST SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.   
 C. FOR ALL SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE DOWEL BARS SHALL BE SLID INTO PREDRILLED HOLES IN THE ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.   
 D. FOR NON-PLANAR APPROACH SLABS, THE ELEVATIONS SHALL BE OBTAINED BY EITHER CASTING THE SLAB IN A NON-PLANAR FORM, OR BY CASTING THE SLAB PLANAR TO ALLOW FOR TOP SURFACE ELEVATIONS TO BE OBTAINED BY DIAMOND GRINDING AFTER PLACEMENT WHILE MINIMUM TOTAL SLAB THICKNESS AND MINIMUM CONCRETE COVER OVER REINFORCEMENT ARE SATISFIED.
- MISCELLANEOUS DETAIL REQUIREMENTS:   
 A. GROUT PORT HOLES SHALL BE LOCATED ON TRANSVERSE LINES ACROSS THE SLAB ABOVE THE ABUTMENT AND PILE CAP THAT ARE PARALLEL WITH EXISTING TRANSVERSE JOINTS. EACH PORT HOLE SHALL BE EVENLY DISTRIBUTED ON EACH LINE. THE DISTANCE BETWEEN BEDDING GROUT PORT HOLES SHALL NOT EXCEED 4'-0", WITH THE PORT HOLES AT THE END OF THE TRANSVERSE LINES TO BE NO LESS THAN 1'-6" AND NO MORE THAN 3'-0" OFF A LONGITUDINAL JOINT. THE TRANSVERSE LINES FOR PORT HOLES SHALL BE NO MORE THAN 4'-0" APART, AND NO MORE THAN 6" OFF OF A TRANSVERSE JOINT.   
 B. RECESS LIFTING DEVICES 1 1/4" MINIMUM BELOW THE SURFACE OF THE SLAB TO ALLOW FOR A MINIMUM GROUT COVER OF 1" COVER AFTER MAXIMUM 1/4" DIAMOND GRINDING ON SLABS THAT WILL NOT BE OVERLAID.

INSTALLATION:

- THE FABRICATION AND INSTALLATION OF A NON-GENERIC TOLLWAY APPROVED PRECAST SYSTEM SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE FABRICATION AND INSTALLATION OF GENERIC ILLINOIS TOLLWAY SYSTEM PRECAST APPROACH SLABS SHALL BE IN ACCORDANCE WITH THE GENERAL NOTES ON ILLINOIS TOLLWAY STANDARD DRAWINGS A19-00, IN ADDITION TO WHAT IS SPECIFIED OR NOTED IN THE PLANS FOR THE SPECIFIC CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM ALL 2 AND 3 DIMENSIONAL SURVEYS OF EXISTING PAVEMENTS AND STRUCTURES AS REQUIRED BY THE APPROVED PRECAST SYSTEM MANUFACTURER OR BY TOLLWAY STANDARDS TO PROPERLY FABRICATE AND INSTALL THE SLABS TO OBTAIN THE FINISHED SURFACE ELEVATIONS AND MINIMUM THICKNESSES AS REQUIRED BY THE SPECIFIC CONTRACT.
- ALL PRECAST SLABS INSTALLED MUST BE SECURED IN PLACE USING NON-COMPRESSIBLE TAPERED SHIMS AS SPECIFIED BEFORE BEING OPENED TO TRAFFIC AND UNTIL THE SLABS ARE PERMANENTLY CONNECTED AND GROUTED TO ADJACENT PAVEMENT.
- FOR PRECAST SLABS SUPPORTED AND LEVELED BY LEVELING BOLTS OVER THE PILE CAP AND ABUTMENT, THE SPECIFIED SUPPORT BEDDING GROUT SHALL BE USED AFTER FULL SLAB INSTALLATION TO FILL ALL VOIDS BETWEEN THE PRECAST SLAB OVER UNDERLYING PILE CAP AND ABUTMENT, BEFORE THE SLABS ARE OPENED TO TRAFFIC.
- ANY TIE BARS REQUIRED IN LONGITUDINAL JOINTS BETWEEN PRECAST SLABS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARDS OF THE APPROVED SYSTEM USED.
- TOP OF SLAB (T.O.S.) ELEVATIONS ARE TO BE BASED ON THE DESIGNED PROFILE FOR THE BRIDGE, WHICH THE APPROACH SLAB IS DESIGNED FOR. NON-PLANAR PANELS FOR SUPER ELEVATED STRUCTURES MAY OBTAIN T.O.S. ELEVATIONS (PROFILE AND CROSS SLOPE) BY EITHER CASTING THE PANELS IN NON-PLANAR FORMS OR BY DIAMOND GRINDING IN ACCORDANCE WITH THIS NOTE. DIAMOND GRINDING OF THE PRECAST APPROACH SLAB, TO OBTAIN DESIRED ELEVATIONS, SHALL NOT BE ALLOWED IF MINIMUM TOTAL THICKNESS OR CLEAR COVER OVER TOP REINFORCEMENT CAN NOT BE SATISFIED.
- PERFORM SLAB GROVING AFTER DIAMOND GRINDING IS COMPLETE.

FABRICATION:

- PREPARE WORKING DRAWINGS THAT SHALL INCLUDE THE FOLLOWING INFORMATION:   
 A. SLAB LAYOUT DRAWING FOR TYPICAL STANDARD SLABS AND FOR EACH CUSTOM SLAB TO BE FABRICATED, WITH ACCURATE DIMENSIONS CITED.   
 B. REINFORCEMENT SIZES, SPACING, NUMBER OF MATS, AND METHOD OF MAINTAINING CONCRETE COVER.   
 C. SIZES AND LOCATIONS OF EMBEDDED DOWELS, DOWEL BARS TO BE RETROFITTED AFTER PLACEMENT OF THE SLAB, AND PREFORMED SLOT AT THE FEMALE END OF STANDARD SLABS FOR CONSECUTIVE PLACEMENT.   
 D. SIZE AND LOCATION OF GROUT PORTS, LIFTING ANCHORS, AND GROUT SEAL GASKETS.   
 E. COMPRESSIVE STRENGTH AT 28 DAYS AND AIR CONTENT OF CONCRETE.   
 F. CONCRETE CURING METHOD TO BE USED.   
 G. MARKING LEGEND FOR EACH SLAB TO INDICATE PRECAST MANUFACTURER, AND DATE OF PRODUCTION; AND FOR EACH CUSTOM SLAB TO INCLUDE CONTRACT NUMBER AND MARK NUMBER OF THE SLAB.   
 H. WEIGHT OF EACH SLAB.
- PERFORM A PRE-POUR INSPECTION OF THE FORMS TO CONFIRM THAT THEY ARE ASSEMBLED IN ACCORDANCE WITH THE FOLLOWING TOLERANCES:   
 LENGTH AND WIDTH ± 1/8"   
 DIAGONALS ± 3/16"   
 DOWEL VARIANCE FROM LEVEL, SQUARENESS TO ± 1/8"   
 EDGE SQUARENESS TO ± 1/8"   
 EDGE SQUARENESS 1"8" IN 10" (IN RELATION TO TOP AND BOTTOM SURFACES).
- INCLUDE A 1 INCH CHAMFER ALONG ALL BOTTOM EDGES OF SLABS, AND A STONED EDGE TO ALL TOP EDGES OF THE SLAB.
- THE EXPOSED SURFACES OF ALL PREFORMED SLOTS FOR DOWEL BARS SHALL BE SANDBLASTED, PLASTIC SLEEVES FOR ANCHOR BOLTS, GROUT PORTS SHALL BE CAST 1/4" LOWER THAN THE FINISHED TOP OF SLAB TO AVOID EXPOSURE AFTER DIAMOND GRINDING OR AN APPROVED METHOD OF CASTING SLEEVE INSTALLATION RESULTING IN THEIR REMOVAL AFTER SLAB IS CAST CAN BE USED.
- AFTER REMOVAL OF FORMS AND ANY BLOCKOUTS, NO SPALLS OF THE FINISHED SURFACE WILL BE ALLOWED.
- SHOP DRAWINGS SHALL BE REQUIRED FOR ALL SLABS.

SITE CASTING AND DEMONSTRATION PANEL FIT:

THE PRECAST FABRICATOR SHALL INITIALLY FABRICATE ONE FULL SET OF APPROACH PANELS AND ASSEMBLE THESE PANELS AT THE FABRICATION PLANT TO DEMONSTRATE THE FIT OF THE PANELS TO MATCH THE PROFILE, GRADE AND CROSS SLOPES, SKEW OR CURVE AS PER VERIFIED FIELD SURVEYED MEASUREMENT TO THE SATISFACTION OF THE ENGINEER. THE PANELS SHALL BE ASSEMBLED OVER A LEVEL SURFACE THAT WILL NOT CAUSE DAMAGE TO THE PANELS DURING OR AFTER ASSEMBLY. JOINTS BETWEEN PANELS SHOULD BE WITH VERTICAL SIDES AND SHOULD NOT BE SPACED MORE THAN THE SPECIFIED GAP WHEN ASSEMBLED. PANEL JOINT ALIGNMENT FOR THE OUTER SLABS UNDER THE PARAPET SHOULD BE VERIFIED TO MATCH PARAPET WALL ABOVE AS SHOWN ON THE CONSTRUCTION PLANS. ANY PROBLEMS WITH FITTING THE PANELS CAUSED BY IMPERFECTIONS IN THE PANELS SHALL BE CORRECTED PRIOR TO PROCEEDING WITH PANEL FABRICATION. PANEL FABRICATION MAY COMMENCE FOLLOWING THE TRIAL ASSEMBLY ONLY UPON APPROVAL FROM THE ENGINEER.

TRANSPORTATION:

PANELS SHALL BE TRANSPORTED IN SUCH A MANNER THAT THE PANEL WILL NOT BE DAMAGED DURING TRANSPORTATION AS PER ARTICLE 106.07 OF THE IDOT STANDARD SPECIFICATIONS. PLASTIC CORNER PIECES OR SHOCK-ABSORBING CUSHIONING MATERIAL SHALL BE USED AT ALL BEARING POINTS AND ALL EXPOSED CORNERS DURING TRANSPORTATION OF THE PRECAST ELEMENTS. PANELS SHALL BE PROPERLY SUPPORTED DURING TRANSPORTATION SUCH THAT CRACKING OR DEFORMATION (SAGGING) DOES NOT OCCUR. IF MORE THAN ONE PANEL IS TRANSPORTED PER VEHICLE, PROPER SUPPORT AND SEPARATION MUST BE PROVIDED BETWEEN THE INDIVIDUAL PANELS. PANELS SHALL BE LYING HORIZONTALLY DURING TRANSPORTATION, UNLESS OTHERWISE APPROVED.

PRECAST ELEMENTS DAMAGED DURING HANDLING AND STORAGE SHALL BE REPAIRED OR REPLACED AT NO COST TO THE ILLINOIS TOLLWAY.

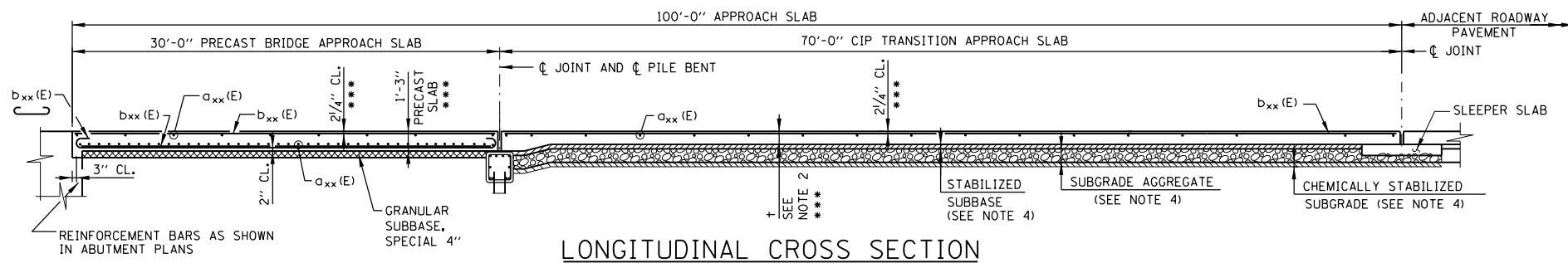
A PRECAST ELEMENT SHALL NOT BE TRANSPORTED FROM THE CASTING YARD UNTIL THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SPECIFIED ON PROJECT PLANS HAS BEEN ATTAINED AS SHOWN BY TEST CYLINDER CURED IN ACCORDANCE WITH AASHTO T 23.

MATERIAL, QUALITY AND CONDITION AFTER SHIPMENT WILL BE INSPECTED AFTER DELIVERY TO THE CONSTRUCTION SITE, WITH THIS AND ANY PREVIOUS INSPECTIONS CONSTITUTING ONLY PARTIAL ACCEPTANCE.

REPAIRS:

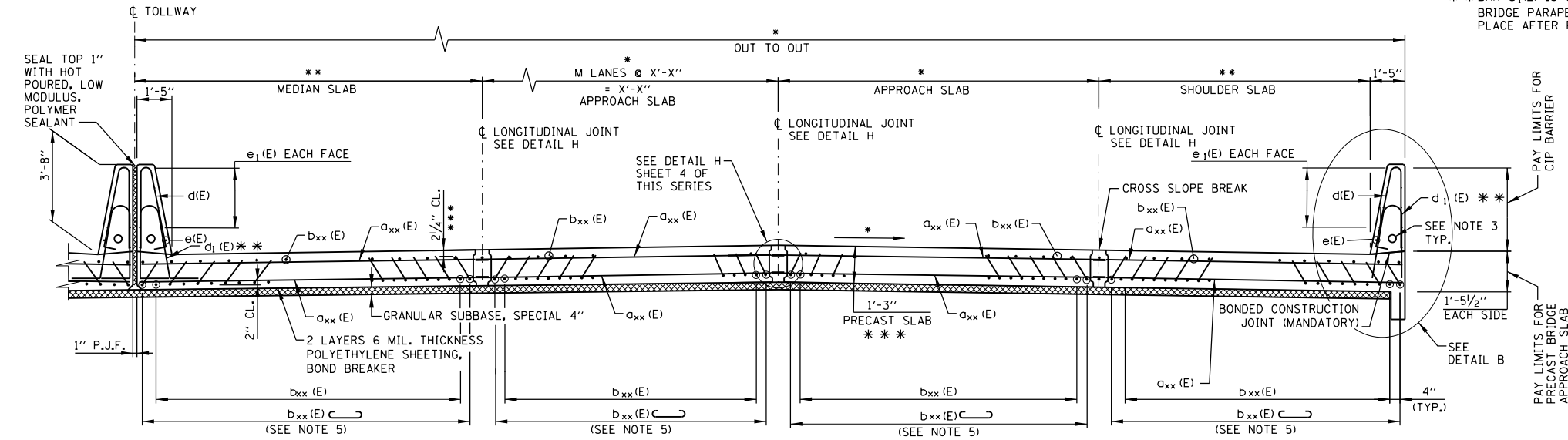
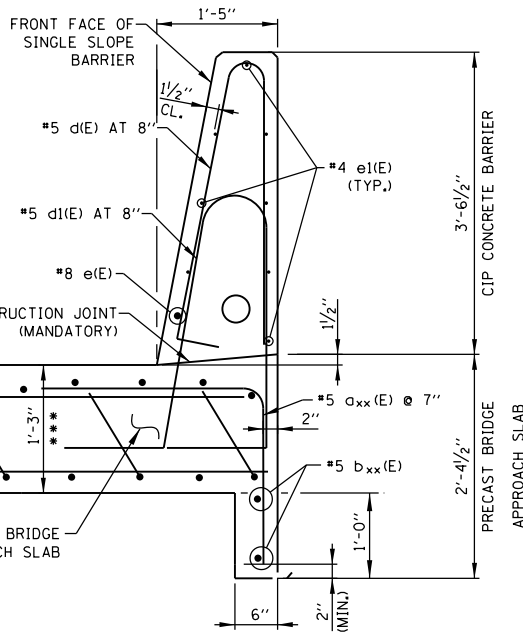
REPAIRS OF DAMAGE CAUSED TO THE PANELS DURING FABRICATION, LIFTING AND HANDLING, OR TRANSPORTATION SHALL BE ADDRESSED ON A CASE-BY-CASE BASIS. DAMAGE WITHIN ACCEPTABLE LIMITS CAUSED TO THE TOP OF THE SURFACE (DRIVING SURFACE) OR TO KEYED EDGES OF THE PANELS SHALL BE REPAIRED USING AN APPROVED REPAIR METHOD AT THE FABRICATION PLANT AT THE EXPENSE OF THE CONTRACTOR. REPETITIVE DAMAGE TO PANELS SHALL BE CAUSE FOR STOPPAGE OF FABRICATION OPERATIONS UNTIL CAUSE OF DAMAGE CAN BE REMEDIED.





**NOTE TO DESIGNER**

- \* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.
- \*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH +1'-0" FOR GUARDRAIL OR +2'-0" FOR SINGLE FACE BARRIER SO THAT APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.
- \*\*\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING.

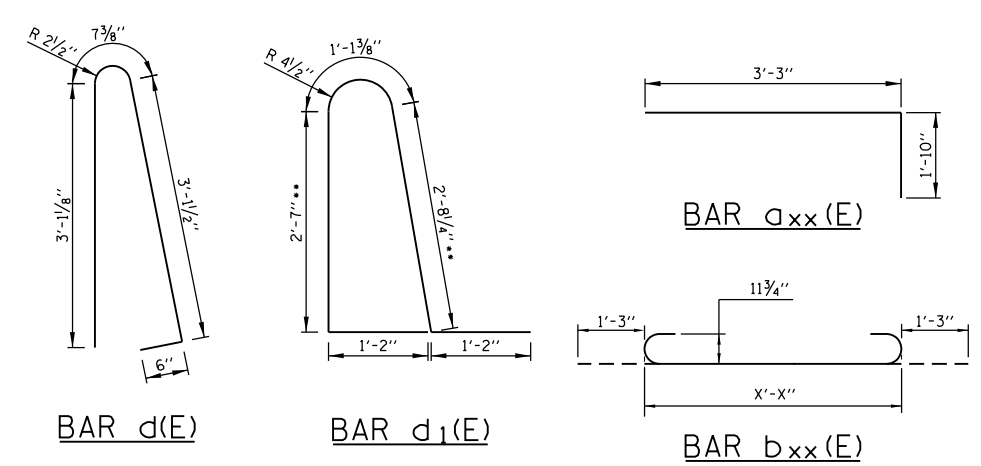
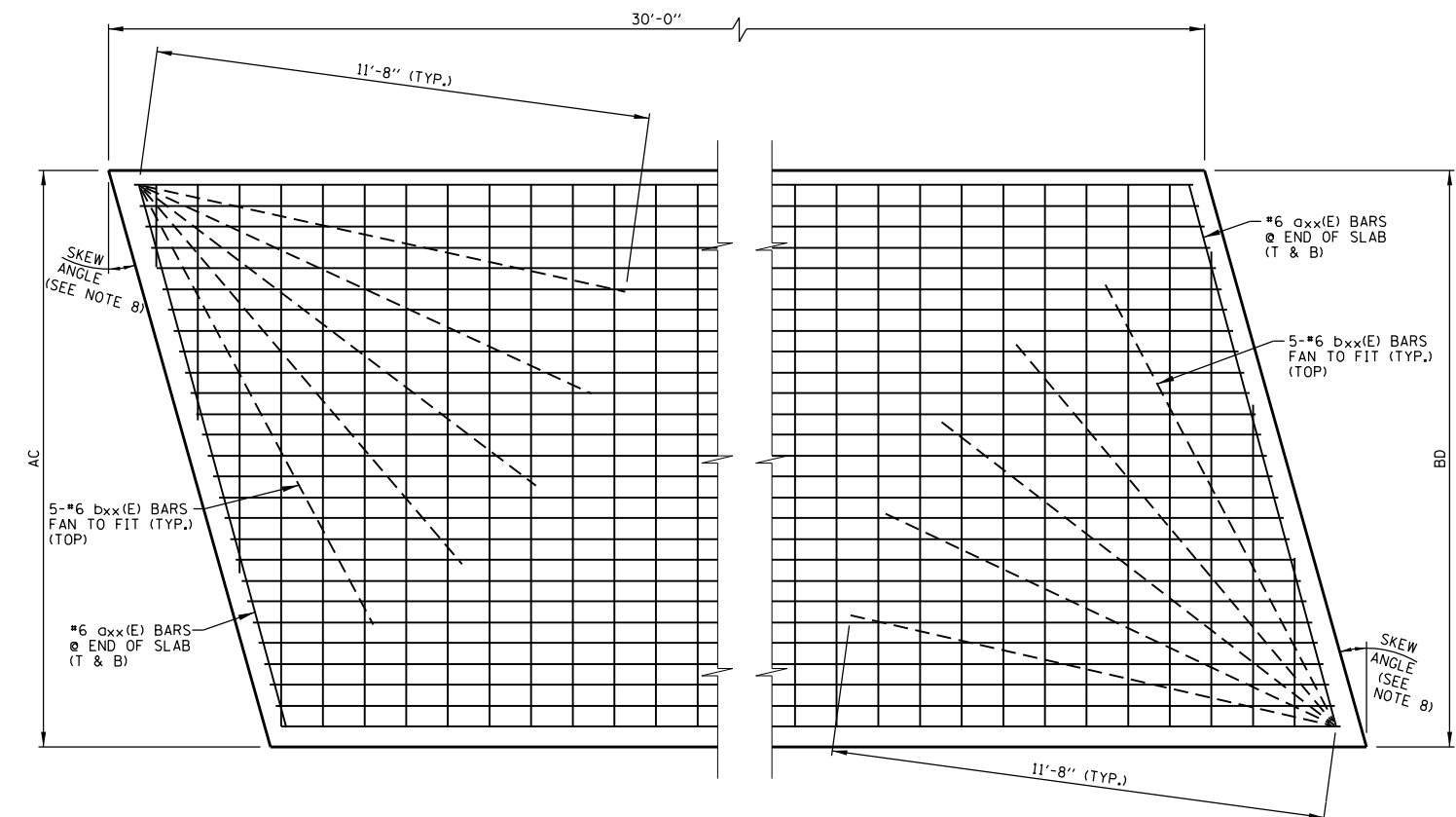


- NOTES:**
- SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES. SEE SHEET 2 OF THIS SERIES FOR FABRICATION NOTES.
  - THE DIMENSION + IS THE FINAL THICKNESS OF THE CIP TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
  - COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
  - THE THICKNESSES OF STABILIZED SUBBASE, SUBGRADE AGGREGATE AND CHEMICALLY SYALIZED SUBGRADE SHALL MATCH THE ADJACENT ROADWAY PAVEMENT SECTIONS.
  - TILT HOOK OF #9 BARS FOR MINIMUM 3/2" CLEARANCE.
  - USE 2'-0" MIN. LAP FOR #4 BARS, USE 2'-6" MIN. LAP FOR #5 BARS, USE 3'-0" MIN. LAP FOR # 6 BAR.
  - FOR ALL SLABS OF SKEWED SHAPE, REINFORCEMENT SHALL BE LAID OUT IN A PERPENDICULAR GRID PATTERN, NOT SKEWED, EXCEPT FOR EDGE BARS AS SHOWN.
  - FOR PRECAST SLAB CORNERS WITH SKEW ANGLE GREATER THAN 45 DEGREE, PROVIDE 5 #6 BARS, 11'-8" LONG DIRECTLY UNDER THE TOP LAYER OF BARS IN A FANNED ARRANGEMENT.

**NOTE TO DESIGNER**

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED a\_xx(E) THROUGH s\_xx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER IN DIMENSION LINE.

DETAILS PRESENTED IN THESE SHEET SHALL NOT BE USED FOR SKEW GREATER THAT 45°



PRECAST APPROACH SLAB BAR LIST FOR INFO ONLY				
BAR	NO.	SIZE	LENGTH	SHAPE
a_xx(E)				
a_xx(E)		#5	5'-1"	
b_xx(E)				
b_xx(E)		#9	11'-8"	
b_xx(E)				
d_xx(E)		#5	8'-4"	

**ADDITIONAL REINFORCEMENT FOR SKEW  
PRECAST BRIDGE APPROACH SLAB**

N.T.S.

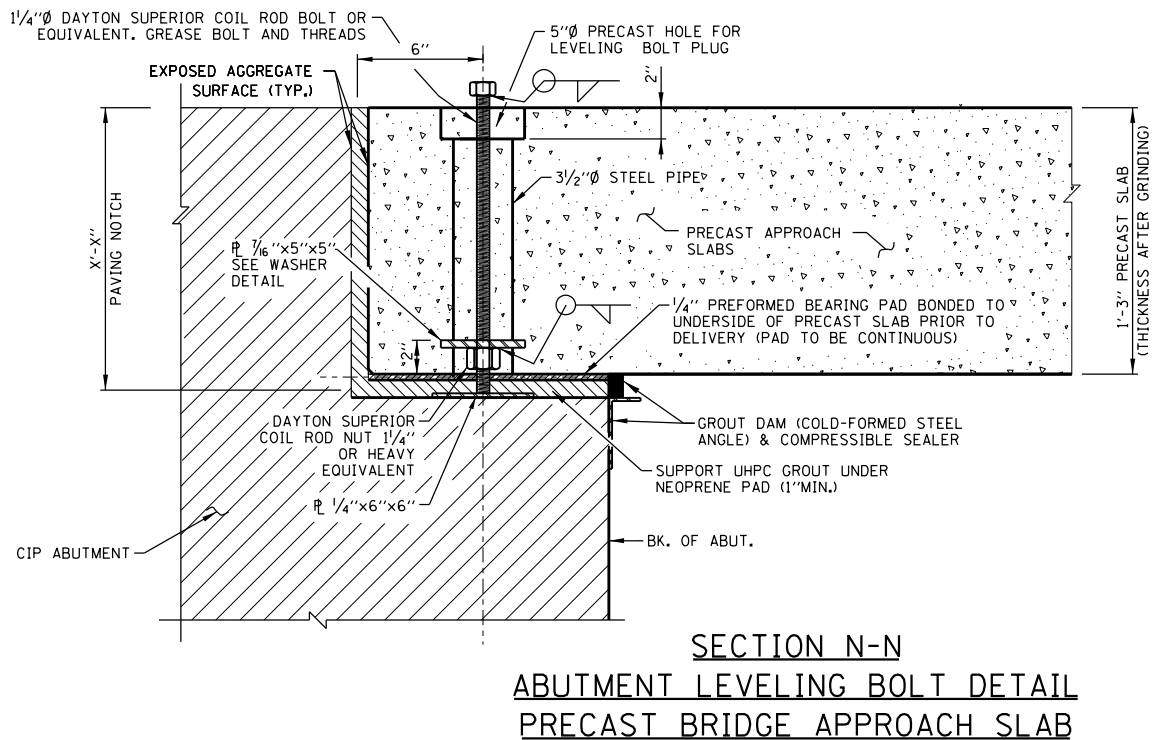
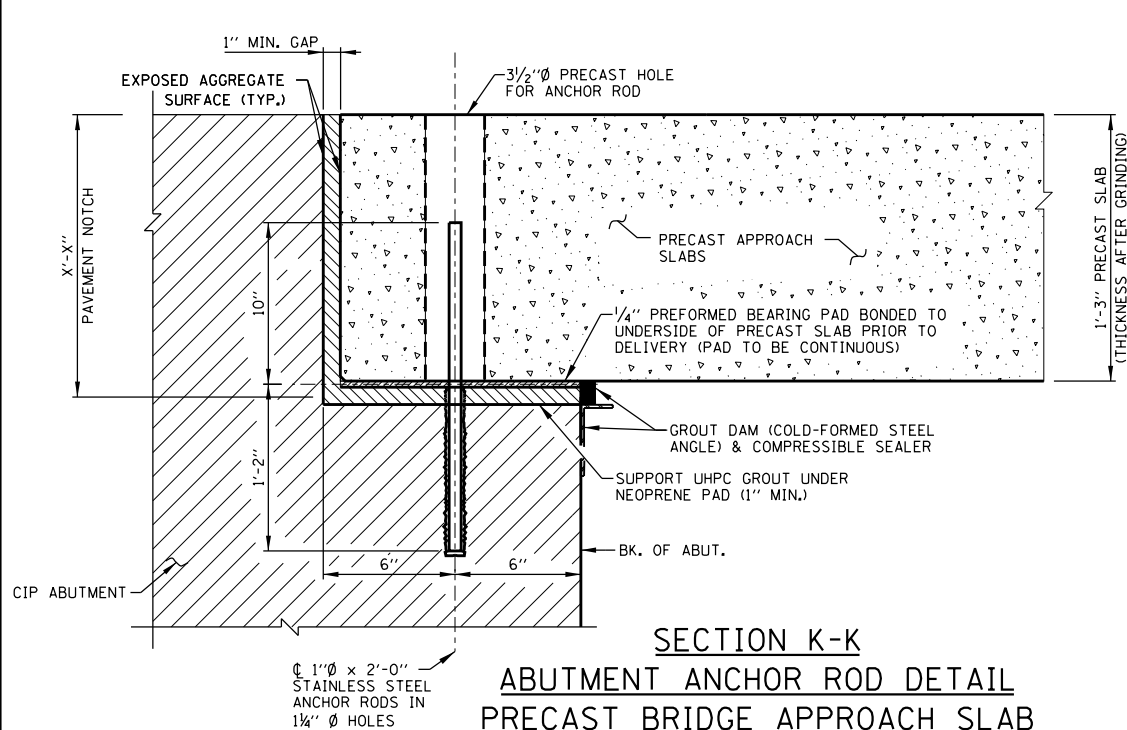
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PRECAST APPROACH SLAB  
W/CIP TRANSITION SLAB

DATE  
03-01-2020



### NOTE TO DESIGNER

DESIGNER SHALL REPLACE THE PAY ITEM NUMBER AND DESCRIPTION FOR BONDED PREFORMED JOINT SEAL PER DESIGN REQUIREMENT.

### BILL OF MATERIAL FOR PRECAST BRIDGE APPROACH SLAB

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300260	BRIDGE DECK GROOVING	SQ. FT.	
50300300	PROTECTIVE COAT	SQ. YD.	
J5503160	DIAMOND GRINDING AND SURFACE SMOOTHNESS FOR BRIDGE SECTIONS	SQ. YD.	
JT301010	GRANULAR SUBBASE, SPECIAL	CU. YD.	
JT504100	PRECAST CONCRETE BRIDGE APPROACH SLABS	SO. FT.	
JT504101	PRECAST CONCRETE BRIDGE APPROACH SHOULDER SLABS	SO. FT.	
JT525130	BONDED PREFORMED JOINT SEAL, 3 IN.	FT.	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SO. FT.	
*	UHPC CONCRETE	CU. YD.	

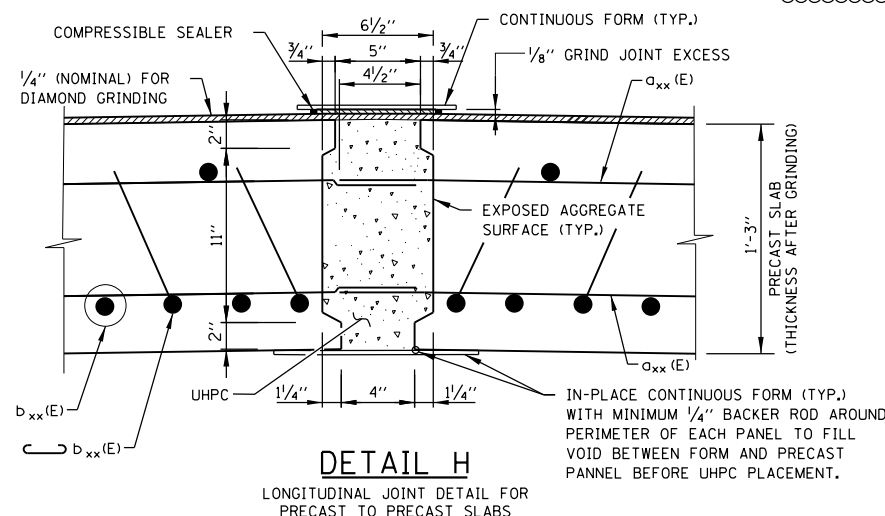
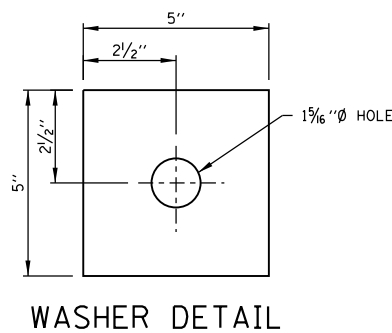
\* FOR INFORMATION ONLY

### NOTE TO DESIGNER

\*\*\*\* SELECT APPLICABLE PAY ITEM TO MATCH THE BRIDGE.

### NOTES FOR ANCHOR RODS:

1. DRILL HOLES THAT ARE ORIENTED AT  $90^{\circ} \pm 5^{\circ}$  ANGLE TO THE PAVEMENT SURFACE. TYPICAL HOLE DIAMETER SHALL BE  $1\frac{1}{4}$ ".
2. HOLE CENTERLINES ARE PERPENDICULAR TO THE JOINT (IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.
3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A HYDRAULIC POWERED DRILL.
4. DRILL HOLES AT SPACING SHOWN ON PLAN.
5. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.
6. INJECT EPOXY GROUT INTO THE HOLE, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS ACCEPTABLE FOR SMALL QUANTITIES.)
7. INSERT THE 1-IN. DIA. ROD INTO THE HOLE TO THE DEPTH PER PLAN AND FINISH EPOXY GROUT AND PLACE NON-SHRINK GROUT FROM TOP OF BAR TO FINISH SURFACE.
8. ANCHOR ROD SHALL BE DOWELED INTO THE ABUTMENT BEFORE SLAB INSTALLATION. ANCHOR RODS SHALL EXTEND THROUGH PREFORMED HOLES IN THE PRECAST SLABS. IF HOLES ARE NOT ALIGNED WITH EMBEDDED RODS, NEW HOLES OF 2" MAXIMUM DIAMETER SHALL BE DRILLED BY THE CONTRACTOR INTO THE PRECAST SLABS.
9. SEE SPECIAL PROVISIONS "PRECAST CONCRETE BRIDGE APPROACH SLABS" FOR INSTALLATION OF BRIDGE APPROACH SLAB ANCHOR RODS.



### NOTE TO DESIGNER

DETERMINE FINAL HEIGHT OF PAVING NOTCH TO ACCOUNT FOR PROFILE, X-SLOPE, THICKNESS OF NEOPRENE BEARING PAD, GROUT AND PRECAST SLAB.

### NOTE TO DESIGNER

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### NOTE TO DESIGNER

BRIDGE DECK GROOVING LIMITS ARE TRAVEL LANES ONLY.

### NOTE TO DESIGNER

DIAMOND GRINDING, IF APPLICABLE, LIMITS ARE THE FULL WIDTH LESS 2FT AT EACH PARAPET.

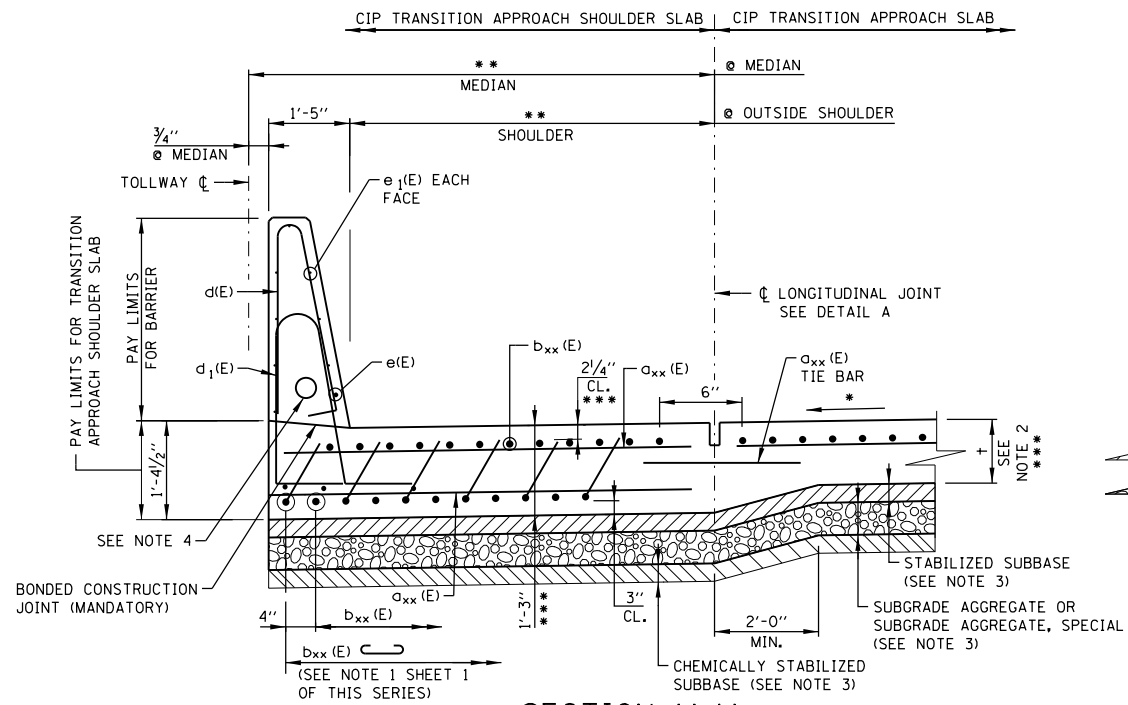
SHEET 4 OF 7  
BASE SHEET M-RDY-410



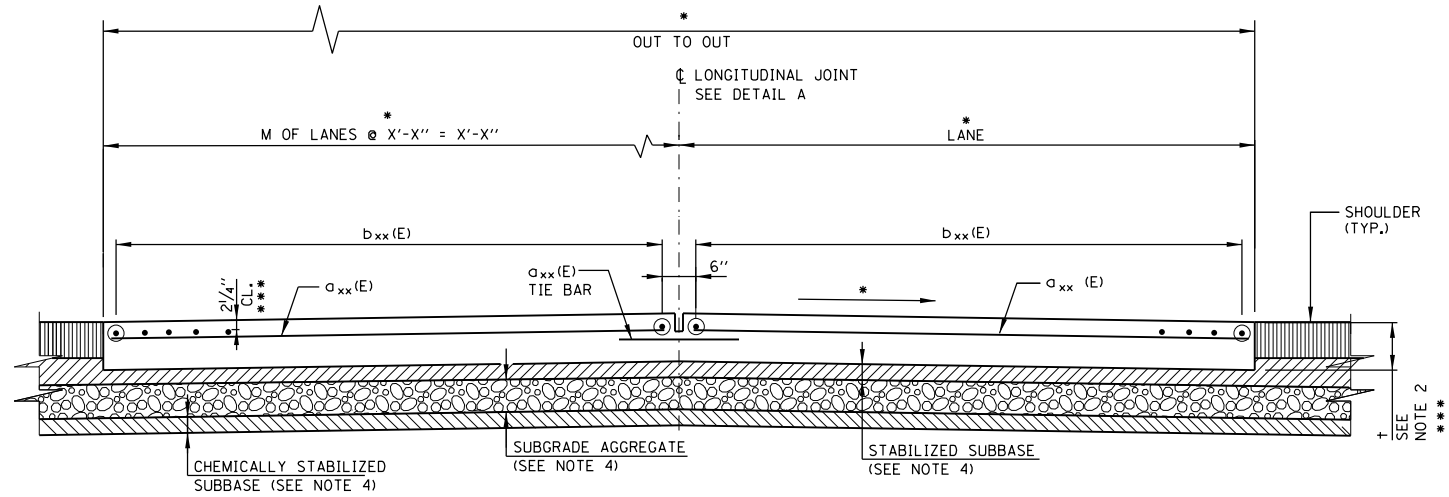
PRECAST APPROACH SLAB  
W/CIP TRANSITION SLAB

DATE

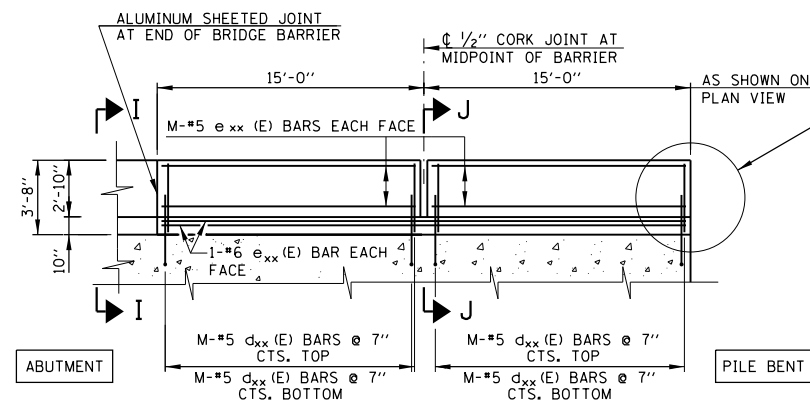
03-01-2020



SECTION M-M  
CIP TRANSITION APPROACH SHOULDER SLAB

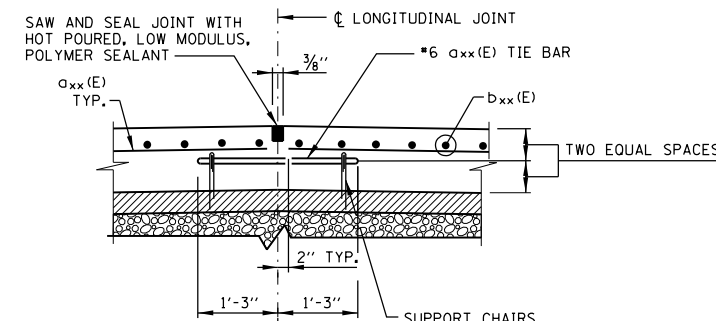


SECTION B-B  
CIP TRANSITION APPROACH SLAB



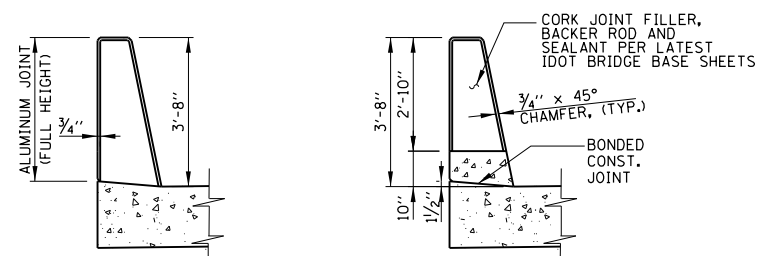
CIP BARRIER ELEVATION

**NOTE TO DESIGNER**  
IF GUARDRAIL PROVIDED, SEE SHEET 7 OF THIS SERIES FOR TYP. BARRIER TRANSITION DETAIL



DETAIL A  
TYPICAL LONGITUDINAL JOINT  
(IN CIP TRANSITION SLAB ONLY)

**NOTE TO DESIGNER**  
\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.  
\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH +1'-0" FOR GUARDRAIL OR +2'-0" FOR SINGLE FACE BARRIER SO THAT APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.  
\*\*\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING.



SECTION I-I

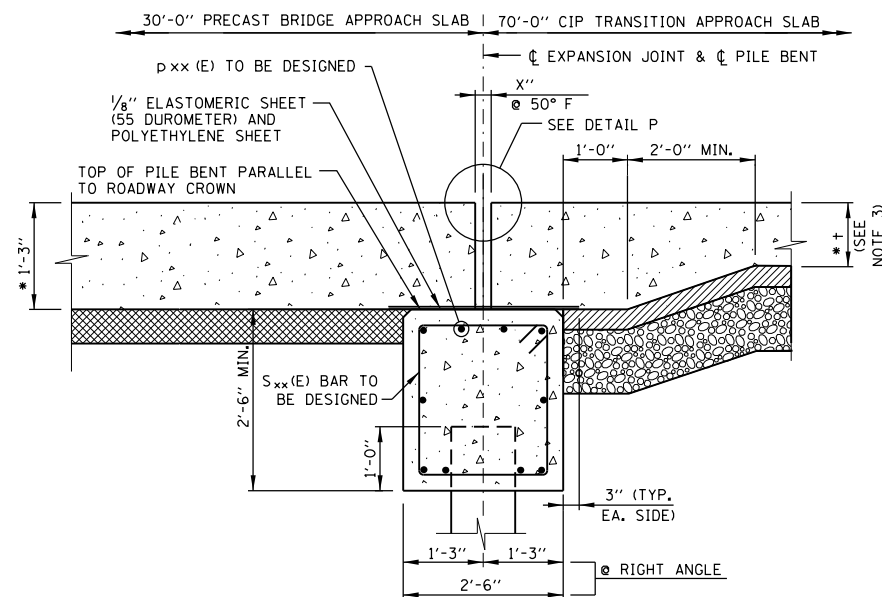
SECTION J-J

PARAPET JOINT DETAILS

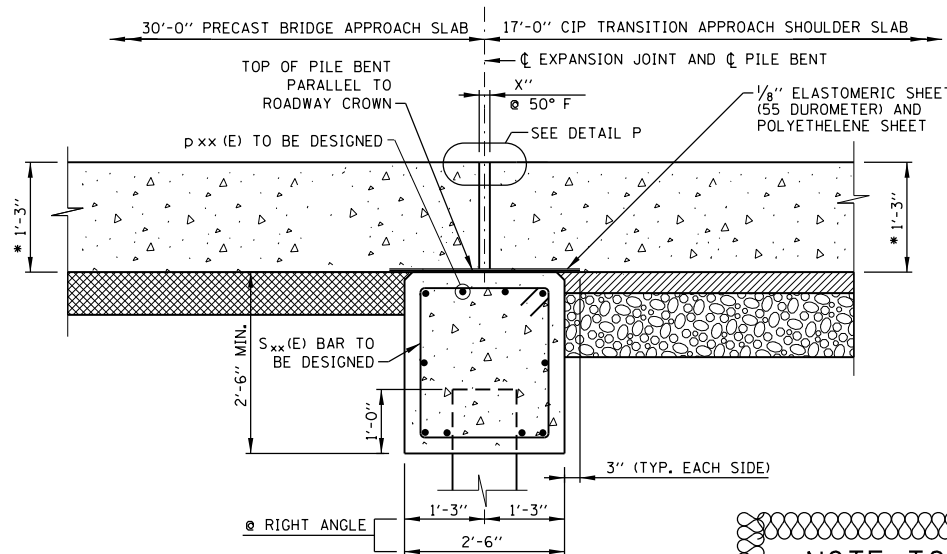
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**NOTES:**

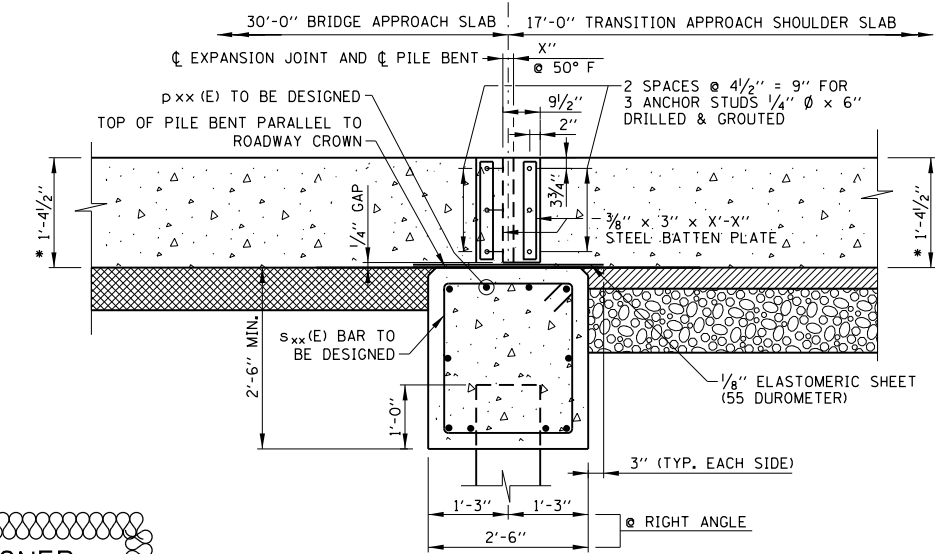
- SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.
- THE THICKNESS OF THE STABILIZED SUBBASE, SUBGRADE AGGREGATE AND CHEMICALLY STABILIZED SUBGRADE SHALL MATCH THE ADJACENT ROADWAY PAVEMENT SECTIONS.
- IF THE CONTRACTOR ELECTS TO SLIPFORM THE PARAPET THEN THE PARAPET CROSS-SECTIONAL AREA, PARAPET REINFORCEMENT BARS CLEARANCES AND THE APPROACH SLAB REINFORCEMENT BARS SHALL BE REVISED ACCORDINGLY TO ACCOUNT FOR THE ADDITIONAL SLAB WIDTH TO ALLOW SLIPFORM.
- THE 1/8" ALUMINUM SHEET SHALL BE ASTM B 209 ALLOY 3003-H14 AND COATED TO MINIMIZE REACTION WITH WET CONCRETE.



SECTION D-D

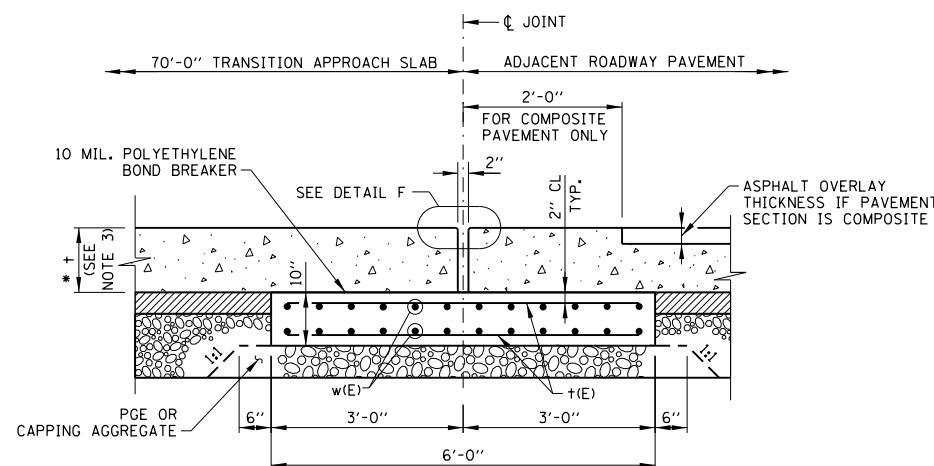


SECTION E-E

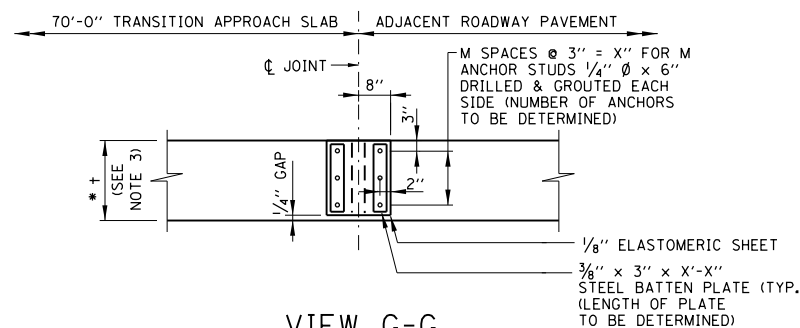


VIEW E'-E'  
END ELEVATION OF EXPANSION JOINT

**NOTE TO DESIGNER**  
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $\alpha_{xx}(E)$  THROUGH  $S_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER IN DIMENSION LINE.

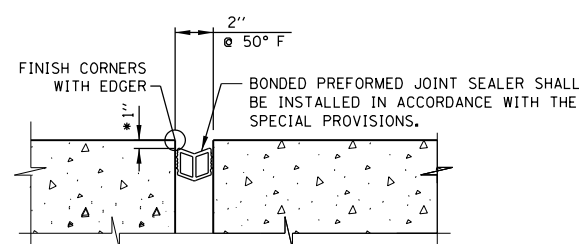


SECTION F-F

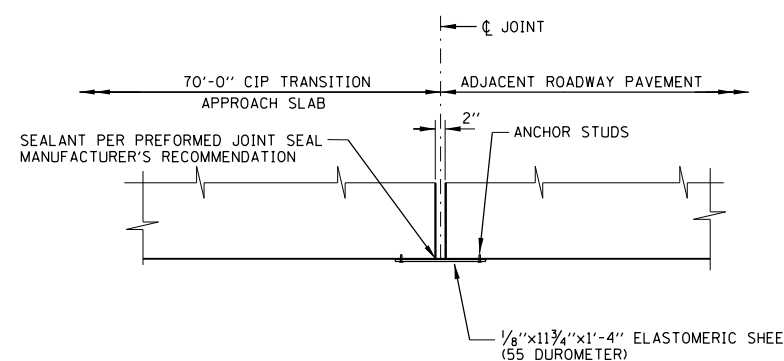


VIEW G-G  
END ELEVATION OF JOINT

**NOTE TO DESIGNER**  
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DETAIL F  
TRANSITION JOINT



DETAIL C  
END PLAN OF JOINT

**NOTE TO DESIGNER**  
DESIGNER TO PROVIDE JOINT (3" MIN.) SIZE AND OPENING CONSISTENT WITH BRIDGE AND APPROACH CONTRIBUTING LENGTH. DESIGNER TO DETERMINE NUMBER OF ANCHORS AND SIZE OF BATTEN PLATE.

**LEGEND**

- CONCRETE
- STABILIZED SUBBASE
- SUBGRADE AGGREGATE OR SUBGRADE AGGREGATE, SPECIAL
- GRANULAR SUBBASE

**NOTES:**

- IN VIEW E'-E' AND VIEW G-G, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 1006.09 OF THE IDOT STANDARD SPECIFICATIONS. STEEL PLATES, ANCHOR STUDS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF STABILIZED SUBBASE AND SUBGRADE AGGREGATE SHALL BE THE SAME AS FOR THE ADJACENT PAVEMENT SECTIONS.
- THE DIMENSION + IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- FOR PILE BENT DETAILS AND QUANTITIES SEE SHEET XX.
- FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.

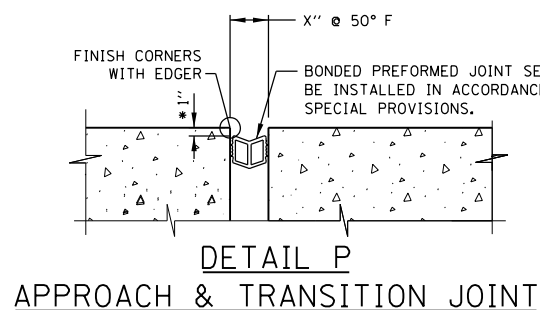
SHEET 6 OF 7  
BASE SHEET M-RDY-410



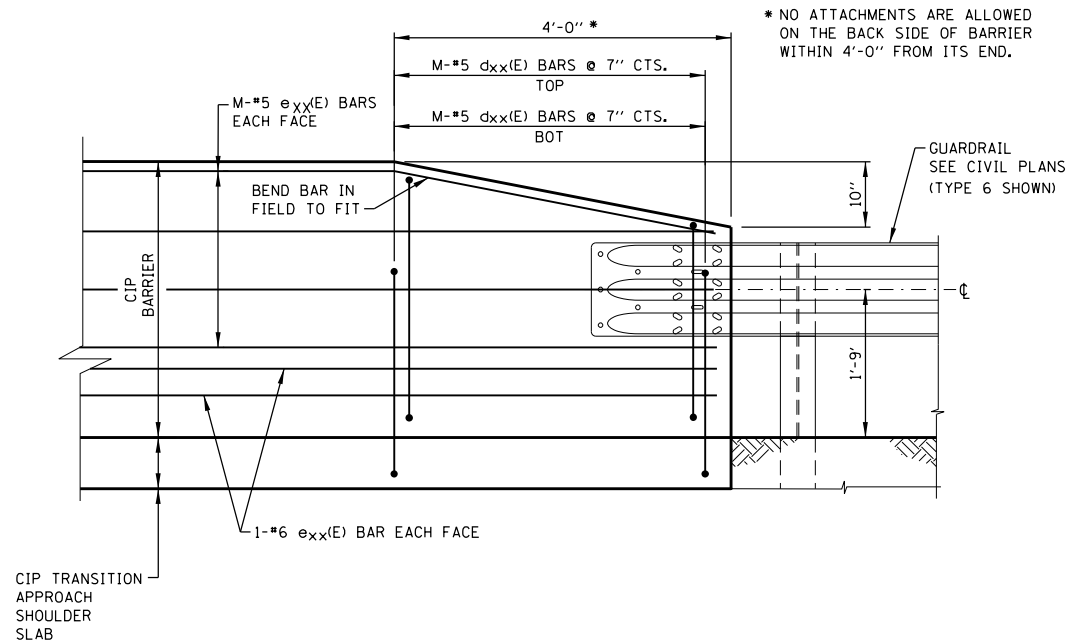
PRECAST APPROACH SLAB  
W/CIP TRANSITION SLAB

DATE  
03-01-2020

**NOTE TO DESIGNER**  
\* INCREASE BY 1/4" FOR SMOOTHNESS GRINDING.



DETAIL P  
APPROACH & TRANSITION JOINT



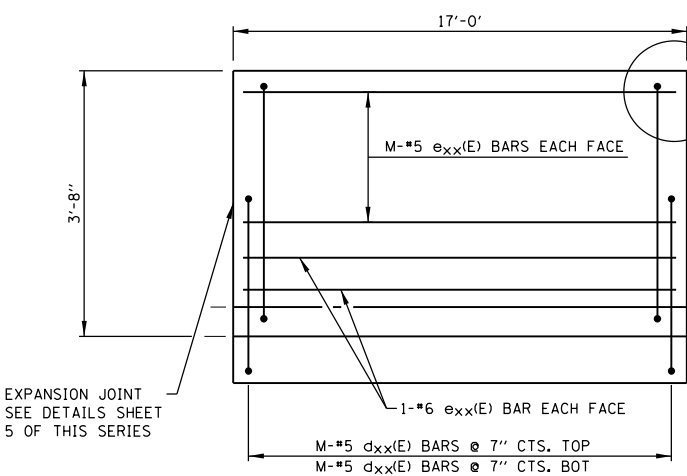
**TYPICAL CIP BARRIER TRANSITION DETAIL**  
(CURB AND GUTTER NOT SHOWN FOR CLARITY)

**NOTE TO DESIGNER**

USE TYPICAL BARRIER TRANSITION DETAIL AS REQUIRED

**NOTE TO DESIGNER**

\*\*\* ADD PAY ITEM FOR OTHER JOINT SIZES AS APPLICABLE  
\*\*\*\* SELECT APPLICABLE PAY ITEM TO MATCH THE ADJACENT BRIDGE.



**CIP TRANSITION APPROACH SHOULDER SLAB BARRIER ELEVATION**

**NOTE TO DESIGNER**

BRIDGE DECK GROOVING LIMITS ARE TRAVEL LANES ONLY.

**NOTE TO DESIGNER**

QUANTITIES FOR DIAMOND GRINDING, IF APPLICABLE, INCLUDE TRANSITION AND TRANSITION APPROACH SHOULDER. LIMITS ARE THE FULL WIDTH LESS 2FT AT EACH PARAPET.

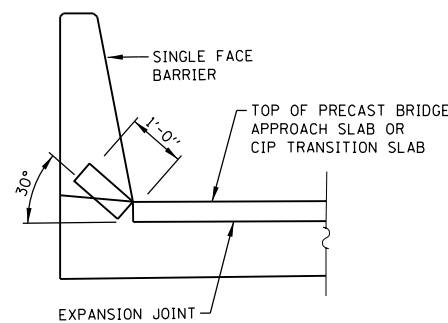
**NOTE TO DESIGNER**

\* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

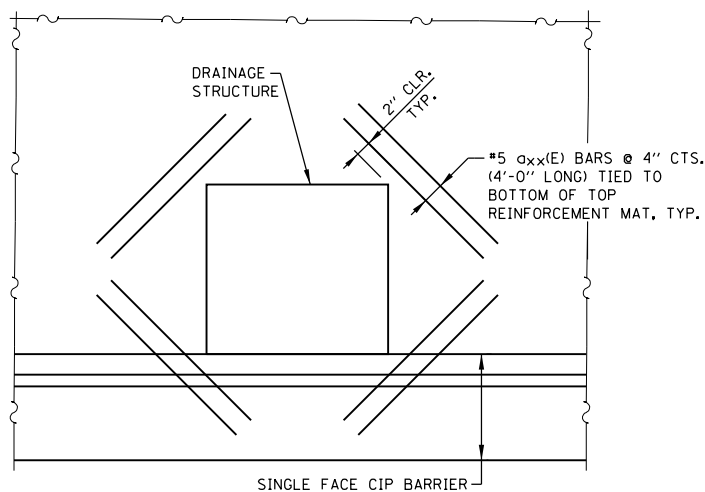
\*\* APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR 2'-0" FOR SINGLE FACE BARRIER SO THAT APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

**NOTE TO DESIGNER**

DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED  $\alpha_{xx}(E)$  THROUGH  $s_{xx}(E)$  WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER IN DIMENSION LINE.



**SECTION H-H**

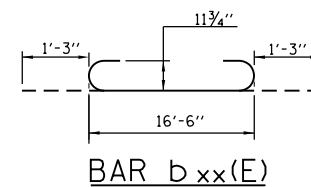


**ADDITIONAL REINFORCEMENT AT DRAINAGE STRUCTURES IN CIP TRANSITION APPROACH SHOULDER**

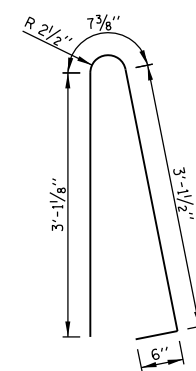
CUT TRANSVERSE  $\alpha_{xx}(E)$  BARS AND LONGITUDINAL  $b_{xx}(E)$  BARS IN SLAB TO CLEAR DRAINAGE STRUCTURE. RESPACE  $d_{xx}(E)$  BARS TO MISS DRAINAGE STRUCTURE.

**NOTE TO DESIGNER**

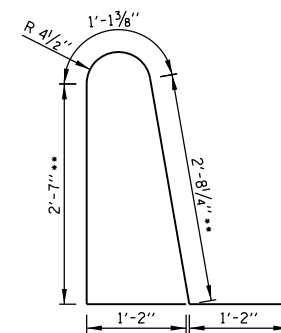
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**BAR  $b_{xx}(E)$**



**BAR  $d(E)$**



**BAR  $d_1(E)$**

**BILL OF MATERIAL FOR CIP TRANSITION APPROACH SHOULDER AND CIP TRANSITION APPROACH SLAB**

BAR	NO.	SIZE	LENGTH	SHAPE
$\alpha_{xx}(E)$				
$b_{xx}(E)$		#9	19'-0"	
$d_1(E)$		#5	8'-9"	
$t(E)$		#4	5'-8"	
$w(E)$		#5		
PAY ITEM NO.	DESCRIPTION		UNIT	QUANTITY
50300260	BRIDGE DECK GROOVING		SO. FT.	
50300300	PROTECTIVE COAT		SO. YD.	
JI420041	TRANSITION APPROACH SLAB		SO. YD.	
JI420046	TRANSITION APPROACH SHOULDER SLAB		SO. YD.	
JS503160	DIAMOND GRINDING AND SURFACE SMOOTHNESS FOR BRIDGE SECTIONS		FT.	
JT421510	SLEEPER SLAB		SO. YD.	
JT525125	BONDED PREFORMED JOINT SEAL, 2 IN.		FT.	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)		SO. FT.	
*	REINFORCEMENT BARS, EPOXY COATED		LBS.	

\* FOR INFORMATION ONLY

**BILL OF MATERIAL FOR CIP BARRIERS**

BAR	NO.	SIZE	LENGTH	SHAPE
$d(E)$		#5	7'-4"	
$e_{xx}(E)$				
PAY ITEM NO.	DESCRIPTION		UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE		CU. YD.	
50800205	REINFORCEMENT BARS, EPOXY COATED		LBS.	
50300300	PROTECTIVE COAT		SO. YD.	

**NOTES:**

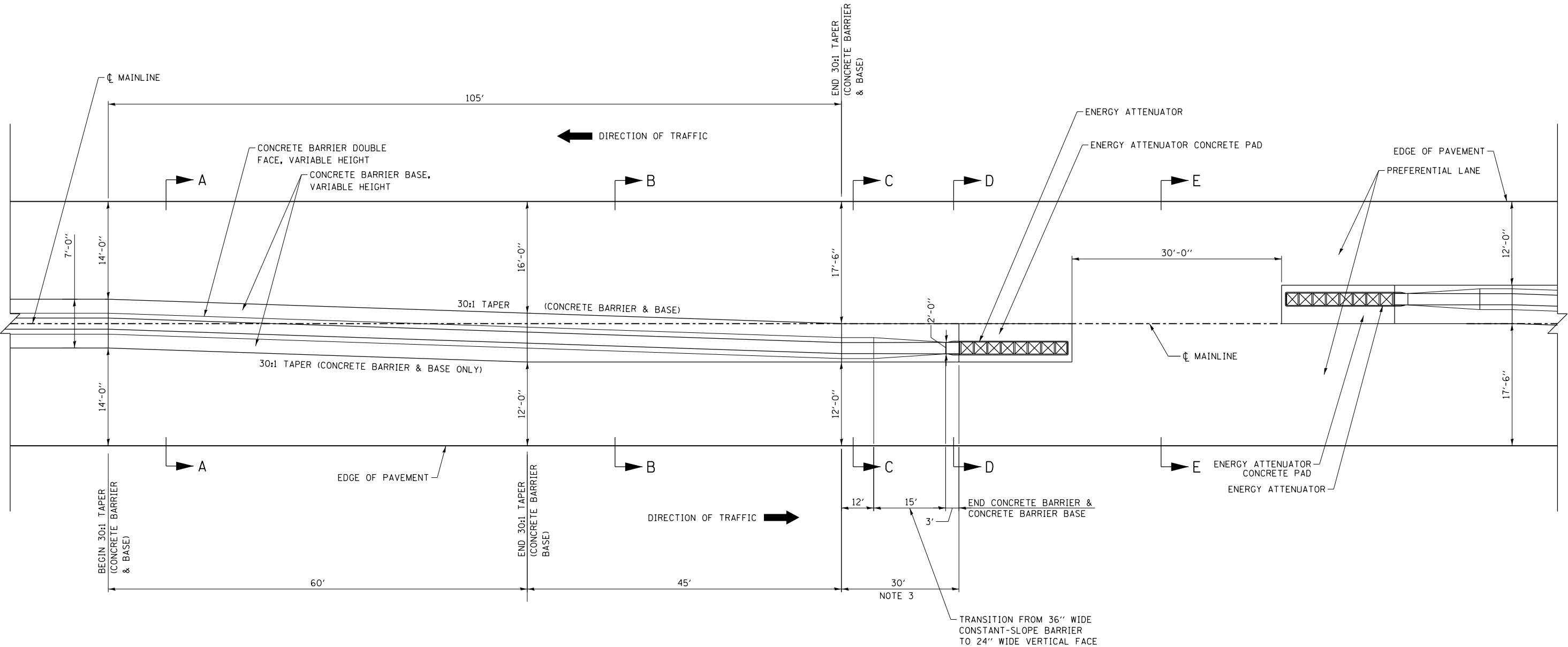
- THE AREA OF EACH TRANSITION APPROACH SLAB AND TRANSITION APPROACH SHOULDER SLAB WILL BE MEASURED IN PLACE AND COMPUTED IN SQUARE YARDS. SEE SPECIAL PROVISIONS FOR OTHER WORK THAT IS INCLUDED IN THE COST OF THIS ITEM.
- THE DIMENSION  $t$  IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
- FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.
- COORDINATE NEED FOR 2" PVC CONDUIT WITH ELECTRICAL AND ITS PLANS. CONDUIT SHALL BE PLACED TO MISS REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS.

SHEET 7 OF 7  
BASE SHEET M-RDY-410



PRECAST APPROACH SLAB  
W/CIP TRANSITION SLAB

DATE  
03-01-2020



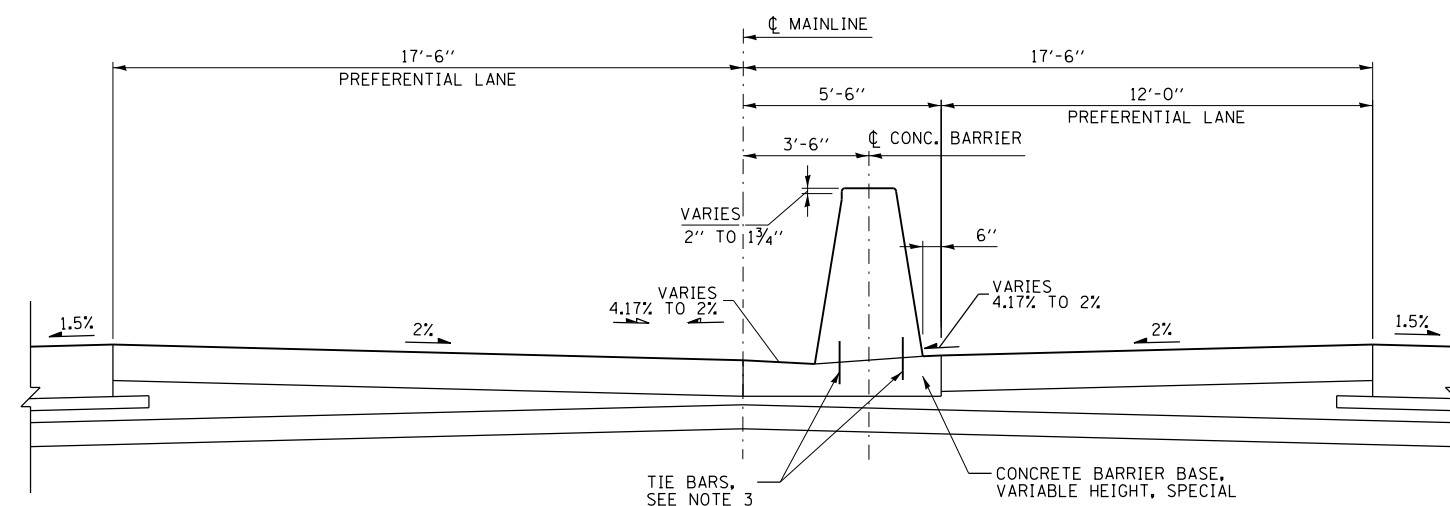
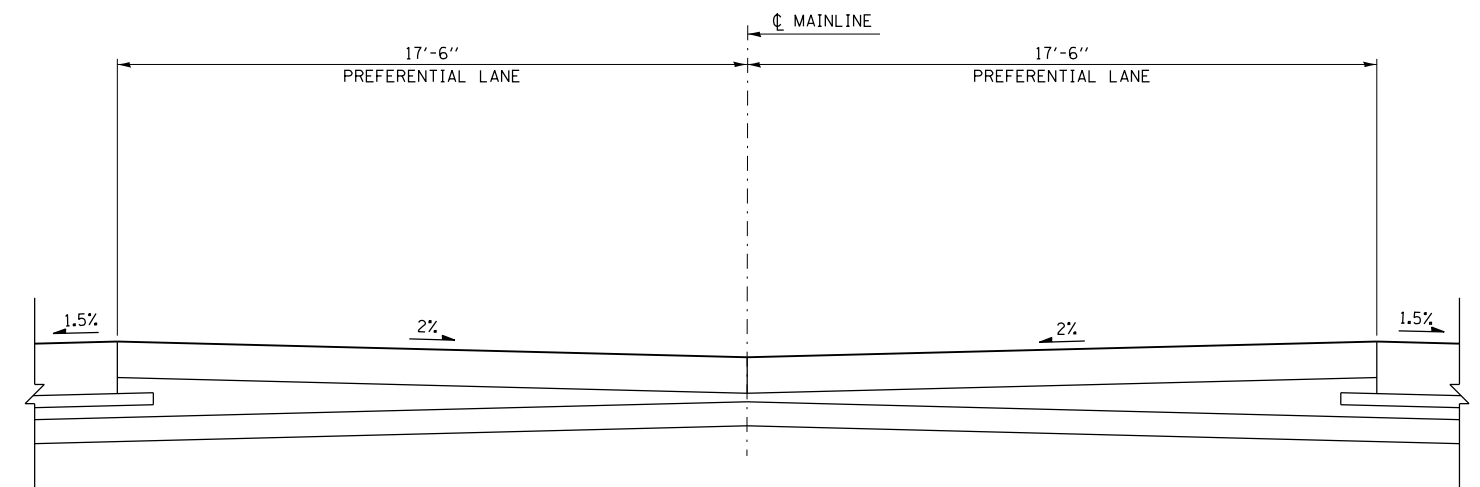
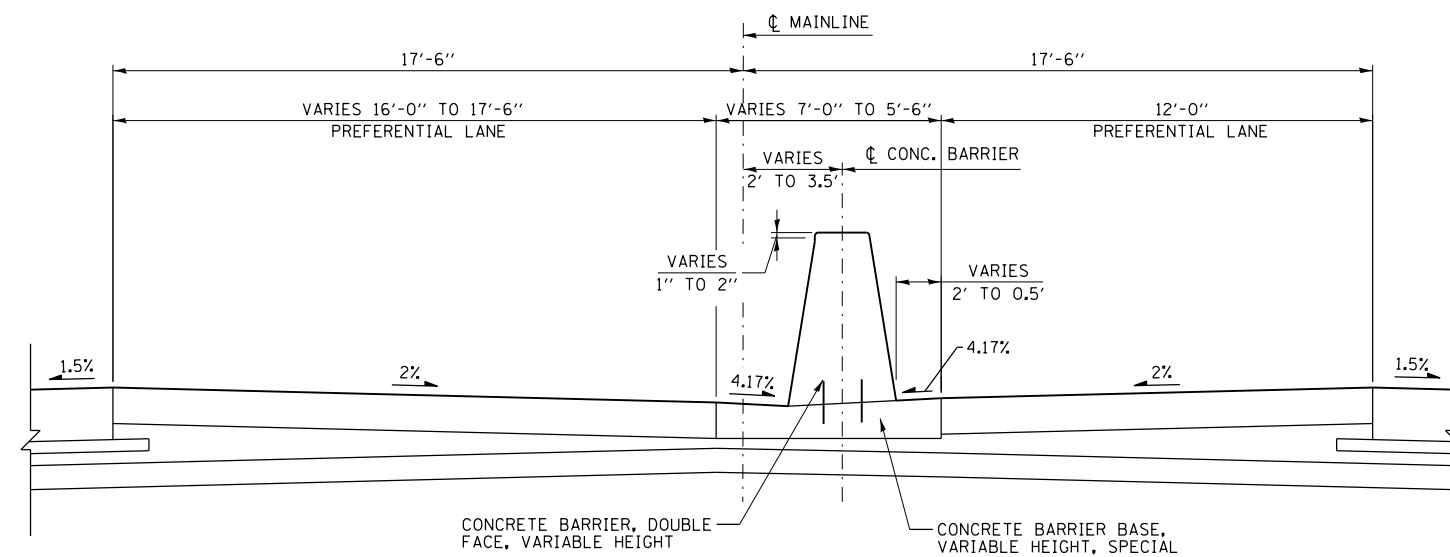
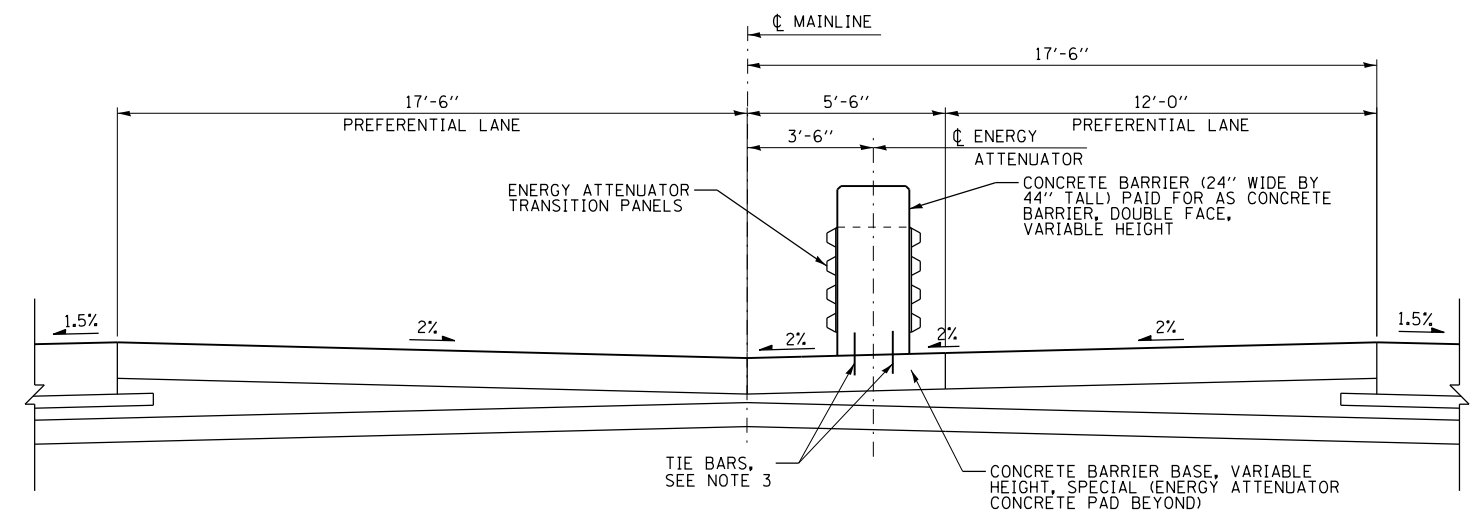
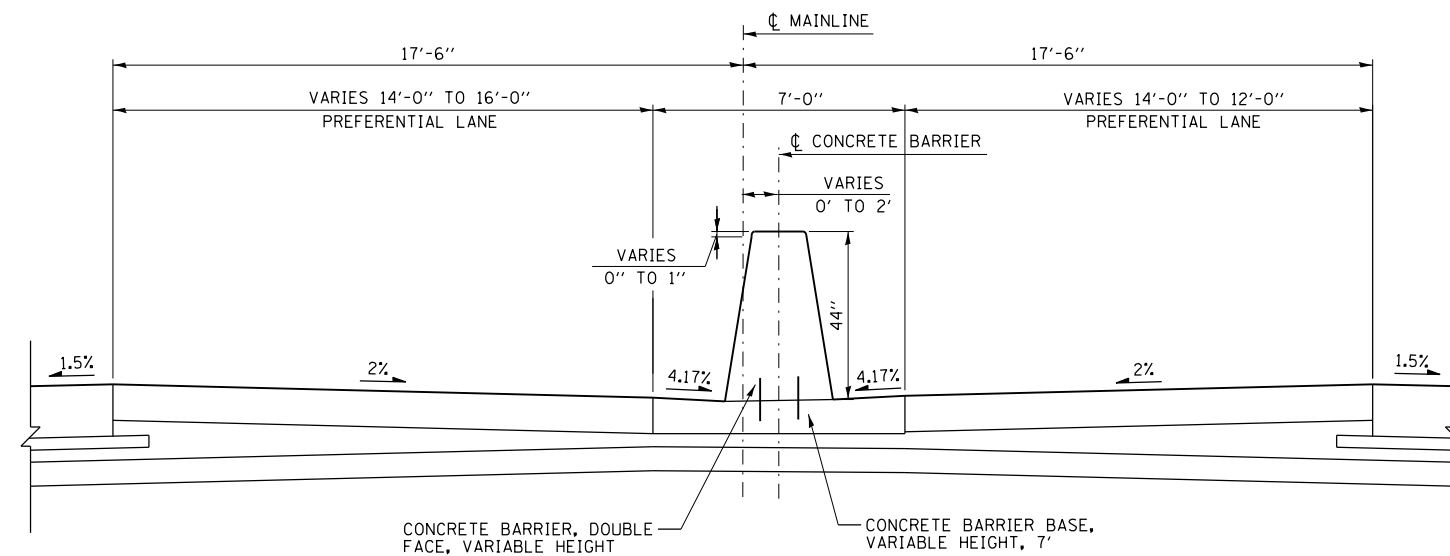
- NOTES:
- 1. SEE SHEET 2 OF THIS SERIES FOR SECTIONS A-A THROUGH E-E.
  - 2. THE TAPER SHOWN FOR THE CONCRETE BARRIER AND CONCRETE BARRIER BASE IS DUPLICATED FOR THE OPPOSING TRAFFIC DIRECTION.
  - 3. CONCRETE BARRIER SHALL BE PINNED TO BARRIER BASE BY PAIRS OF 12" TIE BARS AT 30" CENTERS IN THE LAST 30' OF THE CONCRETE BARRIER.

NOTE TO DESIGNER

1. THE IMPACT ATTENUATOR AND CONCRETE PAD LENGTH WILL BE SELECTED BY THE CONTRACTOR. PROVIDE IN DESIGN, A MINIMUM 21' IMPACT ATTENUATOR AND PAD.

NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.



NOTE TO DESIGNER

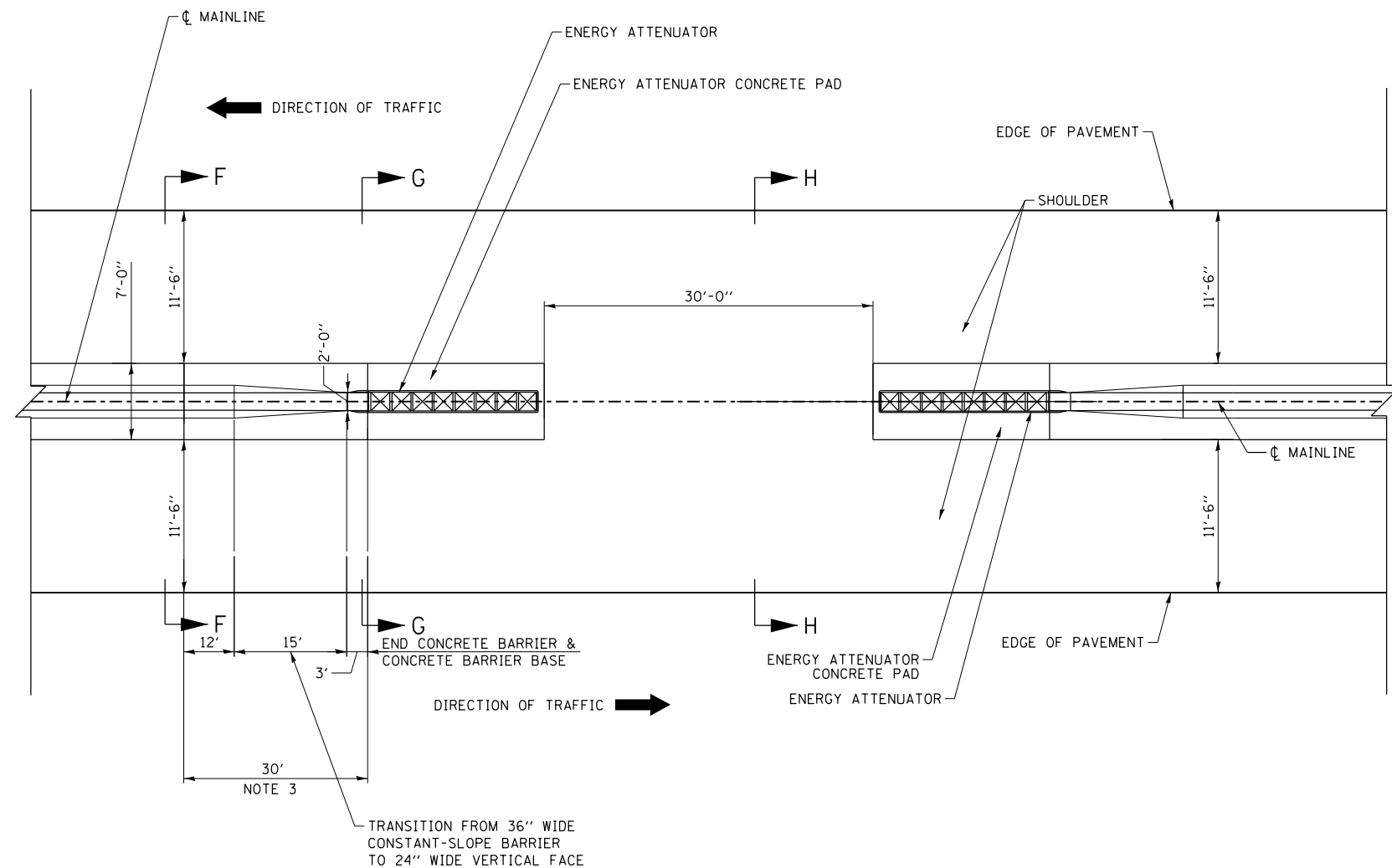
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SHEET 2 OF 4  
M-RDY-411



EMERGENCY TURNAROUND  
MEDIAN WIDTH ≥ 35FT

DATE  
3-01-2020



#### NOTES:

1. SEE SHEET 4 OF THIS SERIES FOR SECTIONS F-F THROUGH H-H.
2. THE TAPER SHOWN FOR THE CONCRETE BARRIER AND CONCRETE BARRIER BASE IS DUPLICATED FOR THE OPPOSING TRAFFIC DIRECTION.
3. CONCRETE BARRIER SHALL BE PINNED TO BARRIER BASE BY PAIRS OF 12" TIE BARS AT 30' CENTERS IN THE LAST 30' OF THE CONCRETE BARRIER.

#### NOTE TO DESIGNER

1. THE IMPACT ATTENUATOR AND CONCRETE PAD LENGTH WILL BE SELECTED BY THE CONTRACTOR. PROVIDE IN DESIGN, A MINIMUM 21' IMPACT ATTENUATOR AND PAD.

#### NOTE TO DESIGNER

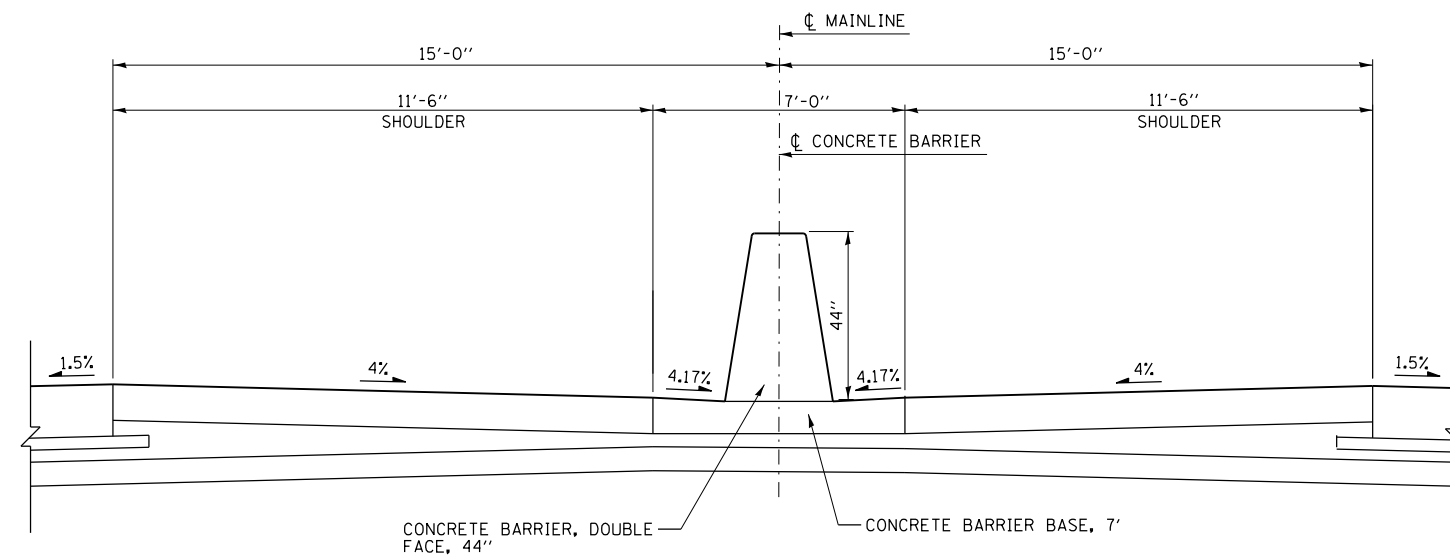
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SHEET 3 OF 4  
M-RDY-411

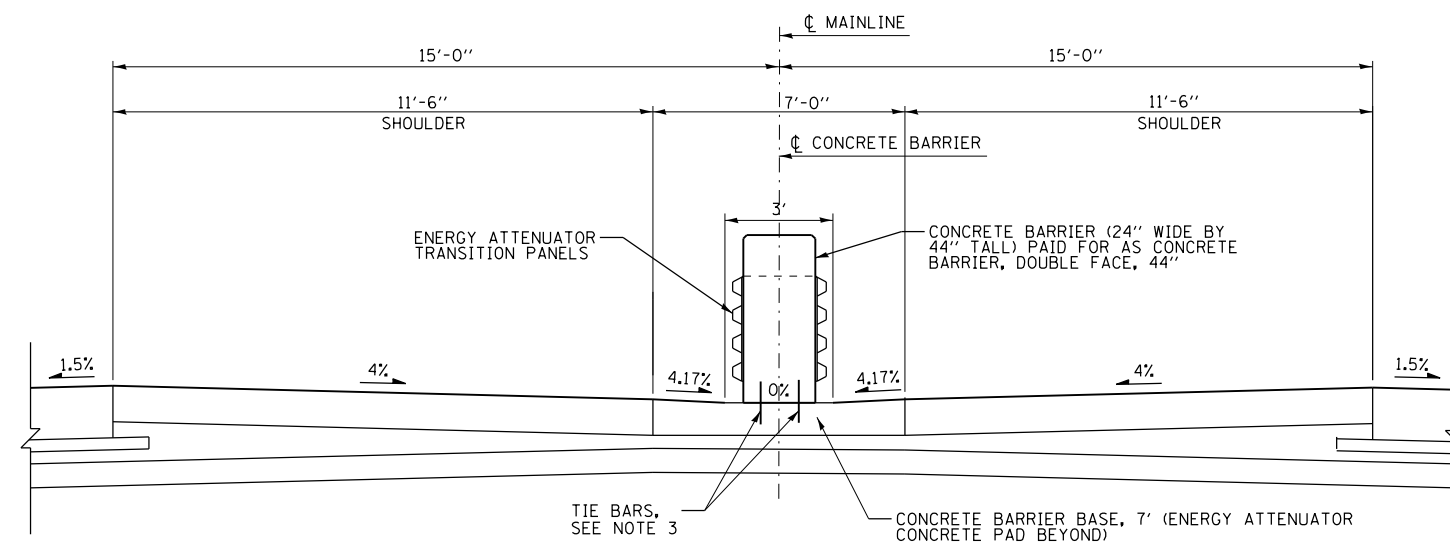


EMERGENCY TURNAROUND  
MEDIAN WIDTH < 35FT

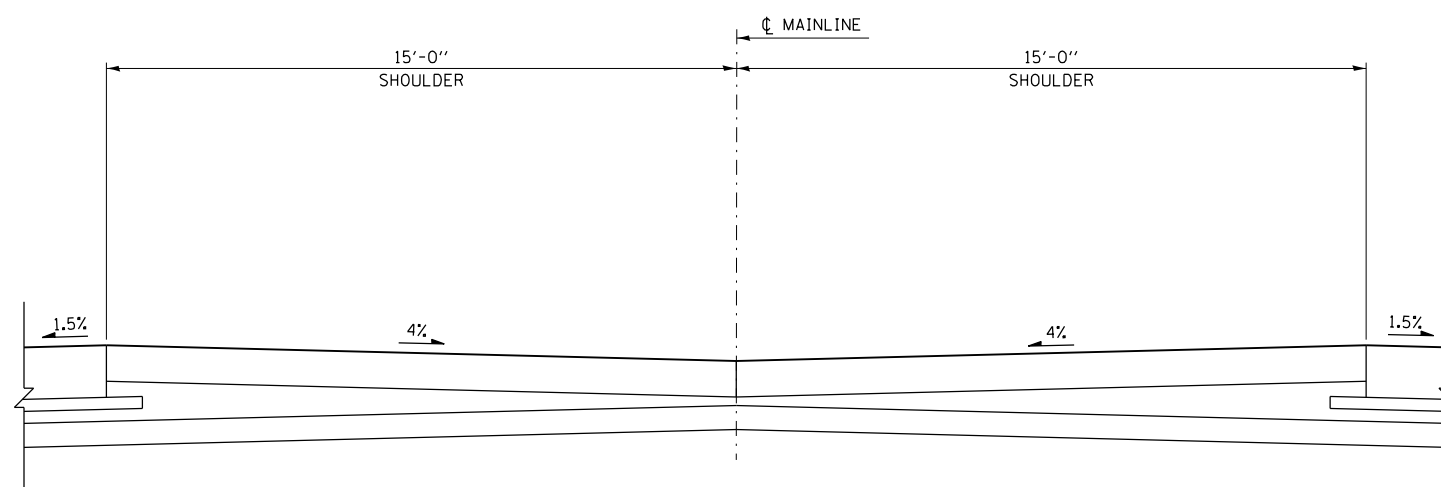
DATE  
3-01-2020



**SECTION F-F**



**SECTION G-G**

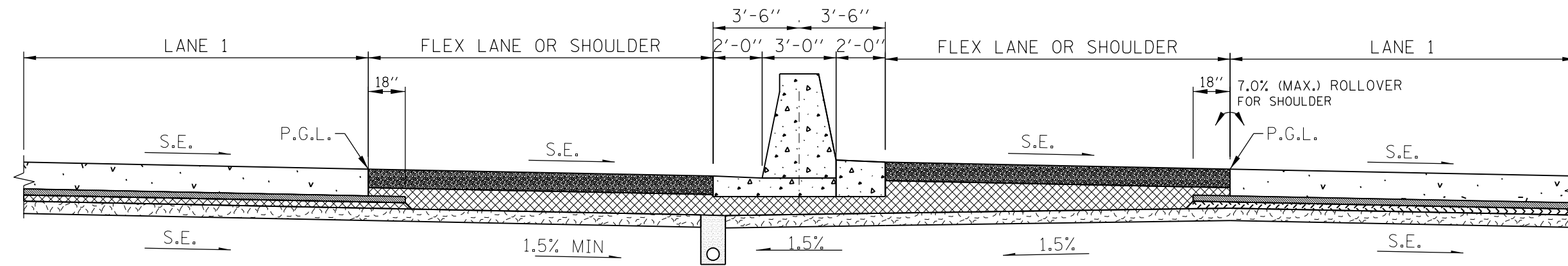


**SECTION H-H**

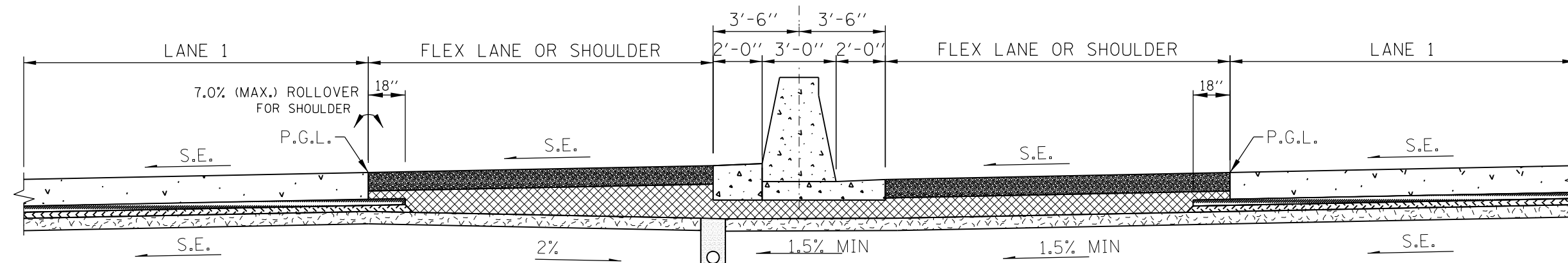
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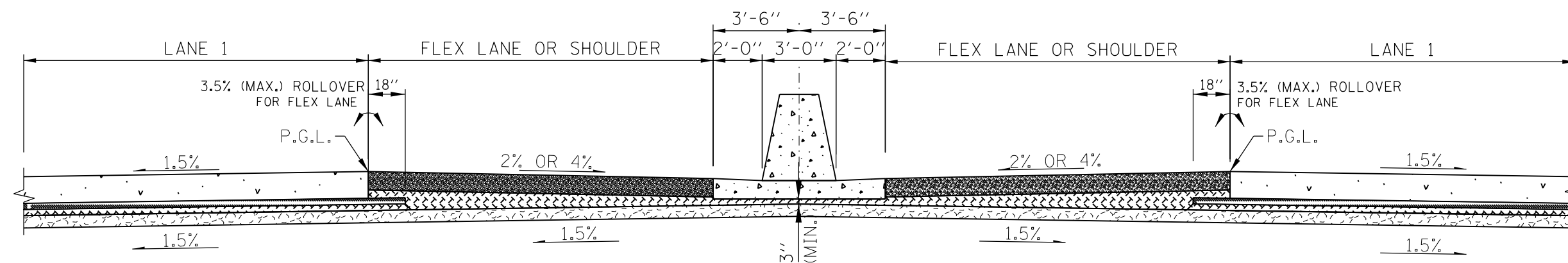




SUBGRADE SLOPES AND PIPE UNDERDRAIN LOCATION  
(SUPERELEVATED SECTION, CURVE TO THE RIGHT)



SUBGRADE SLOPES AND PIPE UNDERDRAIN LOCATION  
(SUPERELEVATED SECTION, CURVE TO THE LEFT)



SUBGRADE SLOPES  
(NORMAL CROWN SECTION)

### NOTE TO DESIGNER

THE UNDERDRAIN CAN BE LOCATED ON EITHER SIDE OF THE MEDIAN. DESIGNER TO DETERMINE WHICH SIDE BASED ON CONSTRUCTION STAGING AND PROJECT SPECIFIC NEEDS.

### NOTE TO DESIGNER

IN CASES WHERE 1.5% SUBGRADE CROSS SLOPE AND 3" MIN SUBGRADE CANNOT BE MET, AN UNDERDRAIN OR ALTERNATIVE DESIGN NEEDS TO BE EVALUATED.

### NOTE TO DESIGNER

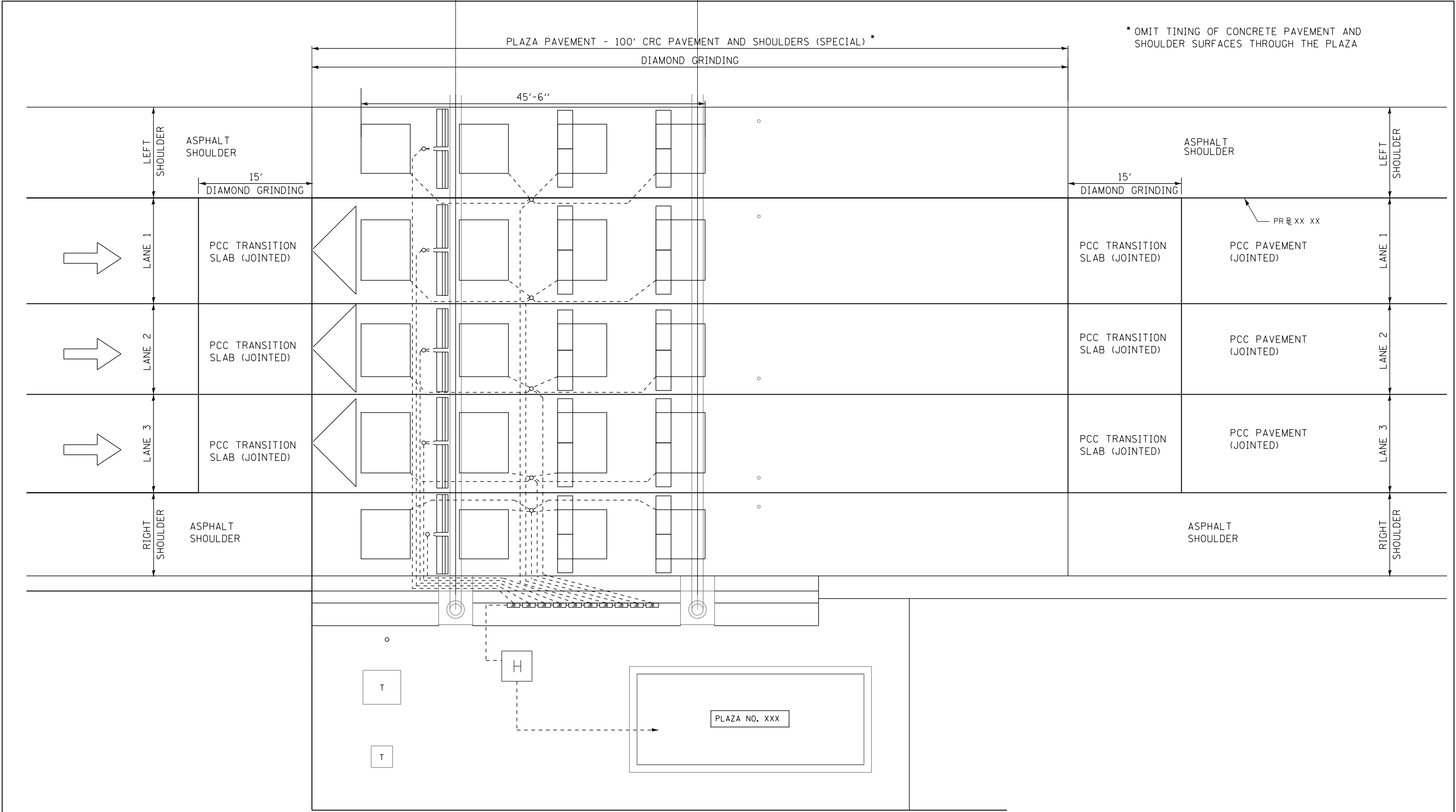
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M-RDY-412



ROADWAY SUBGRADE SLOPES  
MEDIAN BARRIER

DATE  
3-01-2019



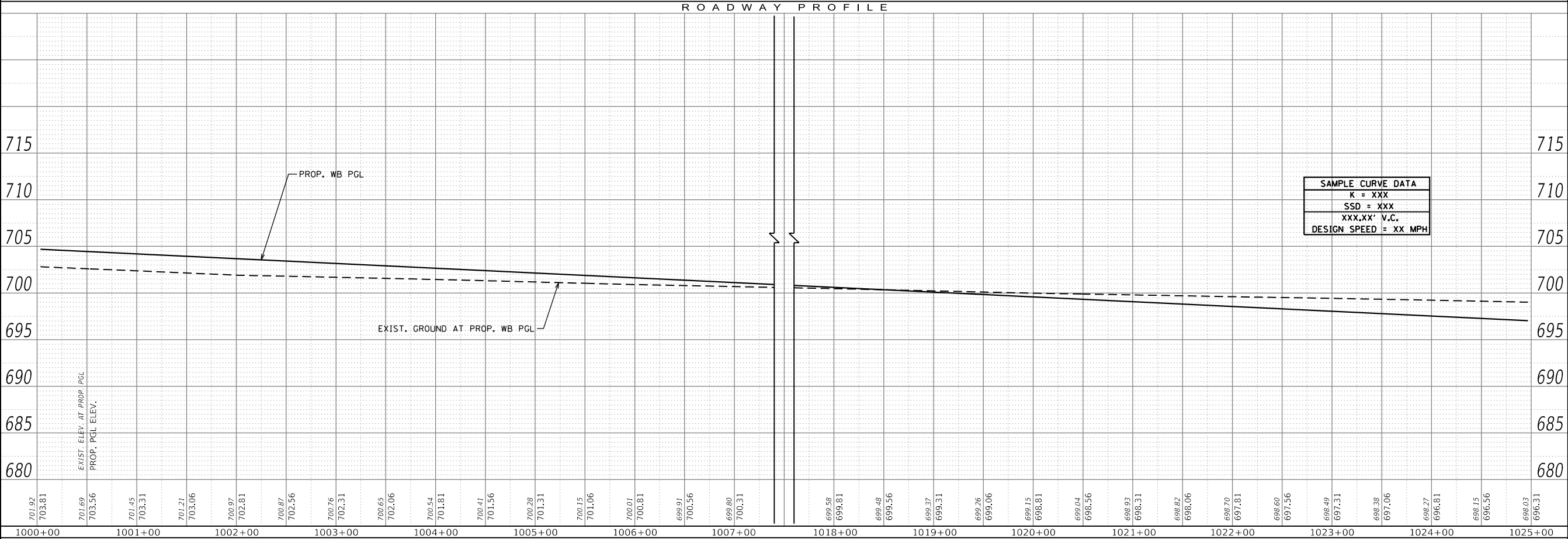
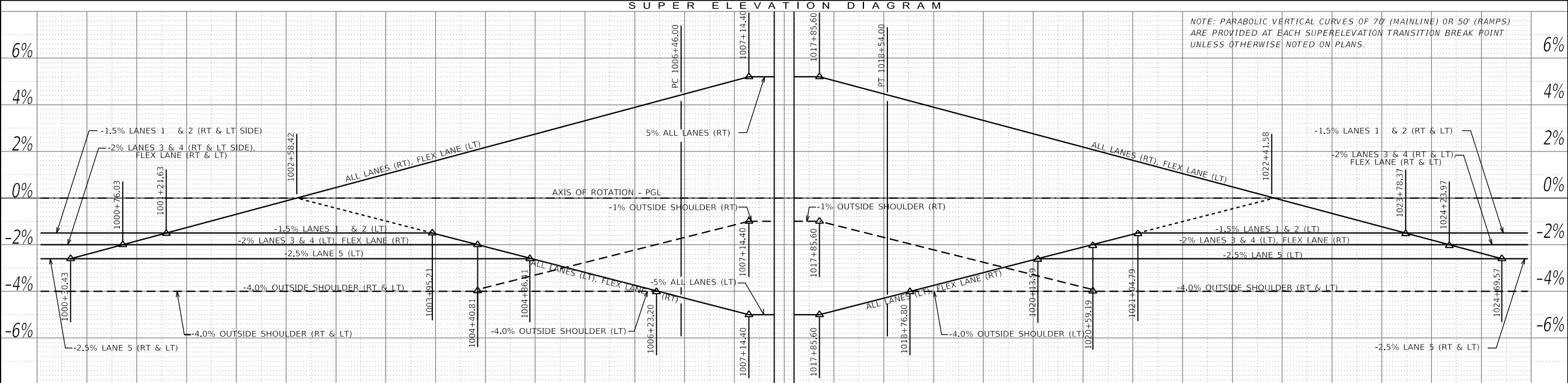
\* OMIT TINIING OF CONCRETE PAVEMENT AND  
SHOULDER SURFACES THROUGH THE PLAZA

NOTE TO DESIGNER

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NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL LONGITUDINAL GROOVING AT THE TOLL PLAZA PAVEMENT, BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER WITH APPROPRIATE GEOMETRY (LANE CONFIGURATION AND WIDTHS, SHOULDER WIDTHS, ETC.) AND PAVEMENT DESIGN PRIOR TO INSERTION INTO A CONTRACT. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT.



**NOTE TO DESIGNER**

REFER TO ROADWAY DESIGN CRITERIA FOR PARABOLIC VERTICAL CURVE REQUIREMENTS AT THE SE TRANSITION POINTS TO MEET PAVEMENT SMOOTHNESS CRITERIA.

**NOTE TO DESIGNER**

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

M-RDY-414



ROADWAY PROFILE &  
SUPERELEVATION

DATE  
3-01-2020