Illinois Tollway Base Sheet Revisions

Section M	Base Sheet Drawings	
	Drawing	**Modification Summary** **Effective: 03-31-2016**
	All	**The electronic (pdf) version of the Standard Drawing are now made searchable (text).**
	Erosion Sediment Control (ESC)-Series 200	
	M-ESC-205	**Sediment Basin Dewatering Device**
		Revised Note 7, removed proprietary name from skimmer device.
	Roadway (RDY)-Series 400	
	M-RDY-408	**Approach Slab, Mainline**
	All	Changed Transverse Reinforcement size and spacing in the bottom mat of the bridge approach slab and transition approach shoulder slabs from #6@9" to #8@4" to be in conformance with IDOT ABD Memo 15.8.
	All	Changed Transverse Reinforcement size and spacing in the top mat of the bridge approach slab and transition approach shoulder slabs from #5@12" to #5@6" to be in conformance with IDOT ABD Memo 15.8.
	All	Changed Longitudinal Reinforcement size and spacing in the top mat of the bridge approach slab and transition approach shoulder slabs from #4@15" to #5@6" to be in conformance with IDOT ABD Memo 15.8.
	All	Added note *** to clarify that base sheet reinforcement is for approach slabs not located on retaining walls. If approach slab is placed on retaining wall, reinforcement shall be designed for TL-5 crash loading.
	All	Changed spacing and shape of both dxx vertical bars in the barrier on the bridge approach slab and transition approach shoulder slab to match the vertical bars in the bridge parapet and moment slab barrier.
	All	Changed top mat reinforcement cover to 2.25" to be consistent with deck and moment slab clearances.
	Sheets 1,2	Updated Note to Designer for Drainage Structures. Designer to determine size, type and location.
	Sheets 1,2	Changed approach slab shoulder width requirements to match Structures Design Manual.
	Sheet 3	Added option of using subgrade aggregate, special under the transition approach slab.
	Sheet 3	Added additional Approach Slab Barrier Elevation to distinguish between non-integral and integral/semi-integral abutments.
	Sheet 3	Eliminated Optional Longitudinal Joint Within a Traffic Lane detail.
	Sheet 4	Changed Neoprene Sheet to Elastomeric Sheet to keep call out generic and not specific.
	Sheet 5	Revised Bill of Material to clarify Pay Items and Pay Item Numbers to be included.
	Sheet 5	Added note to Typical Barrier Transition Detail to clarify where the 1'-9" dimension should be measured.
	M-RDY-409	**Approach Slab, Ramp**
	All	Changed Transverse Reinforcement size and spacing in the bottom mat of the bridge approach slab and transition approach shoulder slabs from #6@9" to #8@4" to be in conformance with IDOT ABD Memo 15.8.
	All	Changed Transverse Reinforcement size and spacing in the top mat of the bridge approach slab and transition approach shoulder slabs from #5@12" to #5@6" to be in conformance with IDOT ABD Memo 15.8.
	All	Changed Longitudinal Reinforcement size and spacing in the top mat of the bridge approach slab and transition approach shoulder slabs from #4@15" to #5@6" to be in conformance with IDOT ABD Memo 15.8.
	All	Added note *** to clarify that base sheet reinforcement is for approach slabs not located on retaining walls. If approach slab is placed on retaining wall, reinforcement shall be designed for TL-5 crash loading.
	All	Changed spacing and shape of both dxx vertical bars in the barrier on the bridge approach slab and transition approach shoulder slab to match the vertical bars in the bridge parapet and moment slab barrier.
	All	Changed top mat reinforcement cover to 2.25" to be consistent with deck and moment slab clearances.
	Sheets 1,2	Updated Note to Designer for Drainage Structures. Designer to determine size, type and location.
	Sheets 1,2	Changed approach slab shoulder width requirements to match Structures Design Manual.
	Sheet 3	Added option of using subgrade aggregate, special under the transition approach slab.
	Sheet 3	Added additional Approach Slab Barrier Elevation to distinguish between non-integral and integral/semi-integral abutments.
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	Sheet 4	Changed Neoprene Sheet to Elastomeric Sheet to keep call out generic and not specific.
	Sheet 5	Revised Bill of Material to clarify Pay Items and Pay Item Numbers to be included.
	Sheet 5	Added note to Typical Barrier Transition Detail to clarify where the 1'-9" dimension should be measured.
	M-RDY-410	**Reserved**
	M-RDY-411	**Emergency Turnaround Median Width ≥ 35 Ft**
	Bridge (BRG)-Series 500	
	M-BRG-506	**Expansion Joint Repair**
		Base Sheet was removed since details did not match Special Provision.
	M-BRG-507	**Crash Wall Modifications Median Piers**
		Note 4 - Changed Reinforcing bars to Reinforcement Bars.
	M-BRG-508	**Crash Wall Modifications Shoulder Piers**
		Note 4 - Changed Reinforcing bars to Reinforcement Bars.
	M-BRG-525	**Slopewall Details**
	Drainage (DRN)-Series 600	
	M-DRN-601	**Slope Drain**
		Revised storm sewer to "Class B, 12".
	M-DRN-602	**Bioswale**

Tollway Base Sheet Revisions

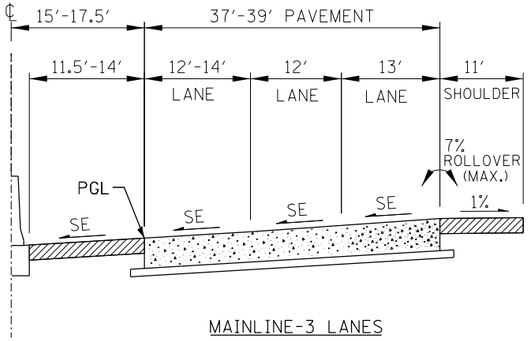
Section M	Base Sheet Drawings	
	Drawing	**Modification Summary** **Effective: 03-31-2016**
	Maintenance of Traffic (MOT)-Series 700	
	M-MOT-700	**Temporary Concrete Barrier "Y" Connector Segment**
		Revised Barrier Details Notes.
		Changed barrier edges chamfered from 1/2" to 1" on all edges (optional).
	Overhead Sign (OHS)-Series 720	
	M-OHS-720	**Overhead Sign Structure Span Type Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
	M-OHS-721	**Overhead Sign Structure Cantilever Type Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
	M-OHS-722	**Overhead Sign Structure Entrance Monotube Type (Steel) Mainline Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table and Total Bill of Material.
	M-OHS-723	**Overhead Sign Structure Exit Monotube Type (Steel) Mainline Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table and Total Bill of Material.
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table and Total Bill of Material.
	M-OHS-724	**Overhead Sign Structure Butterfly Type (Steel) Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Removed Truss Extension for Mounting Walkway detail and references
		Added "L" column and removed TGL and TGL1 from the Summary Table
	M-OHS-725	**Overhead Sign Structure Entrance Monotube Type (Steel) AET Ramp Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table.
	M-OHS-726	**Overhead Sign Structure Exit Monotube Type (Steel) AET Ramp Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table.
	M-OHS-727	**Overhead Sign Structure Exit Monotube Type (Steel) Cash-IPO Ramp Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
		Clarified Concrete Structures is for Single Face Barrier and included in Summary Table.
	M-OHS-728	**Overhead Sign Structure Span Type (Steel) Summary and Total Bill of Material**
		Added Protective Coat (SQ YD) to Summary Table
		Clarified Class SI and Class DS Concrete are included in Foundation For Overhead Sign Structure.
	M-OHS-729	**Overhead Sign Structure ITS Gantry Frame (Steel) Single Span Structure Details**
	Sheet 1	Revised Material Specification Table to specify ASTM A500 Gr C & B for Frame & Mounting Beam HSS, respectively.
	Sheet 4	Removed Note 6, referring to ASTM requirements of HSS members.
	Sheet 5	Revised Note 1 to clarify requirements for Contractor when soil conditions are not met in the field.
	Sheet 5	Removed Protective Coat quantity since not required to be applied to shoulder foundation.
	Sheet 5	Updated anchor bolt note to allow ASTM F1554 bolts.
	Sheet 6	Revised Note 1 to clarify requirements for Contractor when soil conditions are not met in the field.
	Sheet 6	Removed Protective Coat quantity since not required to be applied to shoulder foundation.
	Sheet 7	Added note 5 to clarify limits of protective coat and revised protective coat quantity in Median Foundation Schedule.
	M-OHS-730	**Overhead Sign Structure ITS Gantry Frame (Steel) Two-Span Structure Details**
	Sheet 1	Revised Material Specification Table to specify ASTM A500 Gr C & B for Frame & Mounting Beam HSS, respectively.
	Sheet 4	Removed Note 6, referring to ASTM requirements of HSS members.
	Sheet 6	Revised Note 1 to clarify requirements for Contractor when soil conditions are not met in the field.
	Sheet 6	Removed Protective Coat quantity since not required to be applied to shoulder foundation.
	Sheet 6	Updated anchor bolt note to allow ASTM F1554 bolts.
	Sheet 7	Revised Note 1 to clarify requirements for Contractor when soil conditions are not met in the field.
	Sheet 7	Removed Protective Coat quantity since not required to be applied to shoulder foundation.
	Sheet 8	Added note 5 to clarify limits of protective coat and revised protective coat quantity in Median Foundation Schedule.
	Pole Assembly-Series 1000	
	M-ITS-1000	**ELEVATION VIEWS POLE MOUNTED ITS ELEMENT ASSEMBLY**
		Added 30A-2P NEMA 4X DISC MTD ON SUPPORT DETAIL.
	M-ITS-1001	**GENERAL NOTES POLE MOUNTED ITS ELEMENT ASSEMBLY**
		Added Note 16 regarding disconnect switch usage.
	M-ITS-1002	**ITS STANDARD FOUNDATION: New Sheet**
	Dynamic Message Sign (ITS) - Series 1100	
	M-ITS-1100	Revised conduit call-outs
	M-ITS-1103	Revised 30A-2P NEMA 4X DISC MTD ON SUPPORT DETAIL. Removed pad mounted transformer.
	M-ITS-1104	Revised 30A-2P NEMA 4X DISC MTD ON SUPPORT DETAIL. Revised Note 2 to eliminate 120/208V and pad mount.
	Cabinet Wiring-Series 1200	
	M-ITS-1200	**Cabinet Wiring**
	All	Added HOT3, NB, and GB to Duplex Receptacle.
	M-ITS-1255	Added HOT5 to Duplex Receptacle.
	M-ITS-1256	Deleted HOT5 from Video Distributiom Panel.

Tollway Base Sheet Revisions

Section M	Base Sheet Drawings	
	Drawing	**Modification Summary** **Effective: 03-31-2016**
	Weigh-In-Motion - Series 1600	
	M-WIM-1600	WEIGH-IN-MOTION CABINET AND FOUNDATION DETAILS
	M-WIM-1601	WEIGH-IN-MOTION IP CAMERA DETAILS
	M-WIM-1602	WEIGH-IN-MOTION LOOP DETECTOR DETAILS
	M-WIM-1603	WEIGH-IN-MOTION DETECTOR LOOP AND QUARTZ SENSOR DETAIL
	M-WIM-1604	INSTALLATION DETAIL DETECTOR HOUSING & DETECTOR HOUSING ADAPTER
	M-WIM-1605	WEIGH-IN-MOTION DETECTOR HOUSING DETAIL
	Flashing Sign Beacon - Series 1700	
	M-ITS-1700	FLASHING SIGN BEACON INSTALLATION BREAKAWAY ELECTRICAL DETAIL
	M-ITS-1701	FLASHING SIGN BEACON INSTALLATION WIRING DIAGRAM
	Conduit Details at Integral Abutment-Series 1900	
	M-ITS-1900	CONDUIT DETAILS AT INTEGRAL ABUTMENT BRIDGE STANDARD SLOPE WALL
	Business Systems (BUS)- Series 2500	
	M-BUS-2500	CABLE CONDUIT SCHEDULE AND GENERAL NOTES
	M-BUS-2501	LEGEND SYMBOL LIST, ABBREVIATIONS AND EQUIPMENT SCHEDULES
	M-BUS-2502	SINGLE LINE DIAGRAM AND UTILITY POWER CABLE/CONDUIT SCHEDULE
	M-BUS-2503	CONTROL BUILDING LIGHTING PLAN AND MISCELLANEOUS DETAILS - MAIN PLAZA
	M-BUS-2504	CONTROL BUILDING LIGHTING PLAN AND MISCELLANEOUS DETAILS - REMOTE PLAZA
	M-BUS-2505	CONTROL BUILDING GROUNDING DETAILS - MAIN PLAZA
	M-BUS-2506	CONTROL BUILDING GROUNDING DETAILS - REMOTE PLAZA
	M-BUS-2507	GROUNDING SCHEMATIC
	M-BUS-2508	CONTROL BUILDING MISCELLANEOUS DETAILS
	M-BUS-2509	UPS SINGLE LINE AND WIRING DIAGRAM
	M-BUS-2510	MISCELLANEOUS SCHEMATIC DIAGRAMS
	M-BUS-2511	VIDEO POWER JUNCTION BOX DETAIL - MAIN PLAZA
	M-BUS-2512	VIDEO POWER JUNCTION BOX DETAIL - REMOTE PLAZA
	M-BUS-2513	VIDEO WATCHDOG CAMERA DETAILS
	M-BUS-2514	RAMP PLAZA MONOTUBE DETAILS ACM AND IPO LANES
	M-BUS-2515	LOOP JUNCTION BOX DETAIL
	M-BUS-2516	CONTROL BUILDING LIGHTING AND RECEPTACLE PLAN - MAIN PLAZA
	M-BUS-2517	CONTROL BUILDING LIGHTING AND RECEPTACLE PLAN -REMOTE PLAZA
	M-BUS-2518	MISCELLANEOUS CROSS SECTION DETAILS
	M-BUS-2519	COMED TRANSFORMER PAD DETAIL
	M-BUS-2520	ELECTRICAL SITE PLAN - ACM AND IPO LANES
	M-BUS-2521	UNDERGROUND ELECTRICAL PLAN - ACM AND IPO LANES - MAIN PLAZA
	M-BUS-2522	PLAZA I-PASS PLANS - ACM AND IPO LANES
	M-BUS-2523	UNDERGROUND ELECTRICAL PLAN - ACM AND IPO LANES - REMOTE PLAZA
	M-BUS-2524	AUTOMATIC LANE ISLAND PLAN AND DETAILS 12 FOOT WIDE LANE
	M-BUS-2525	IPASS ONLY (IPO) LANE ISLAND PLAN AND DETAILS 12 FOOT WIDE LANE
	M-BUS-2526	TOLL EQUIPMENT WIRING DIAGRAM - ACM AND IPO LANES
	M-BUS-2527	LOOP AND TREADLE INSTALLATION DETAILS - ACM AND IPO LANES
	M-BUS-2528	CONTROL BUILDING TSIC - ACM AND IPO LANES - MAIN PLAZA
	M-BUS-2529	CONTROL BUILDING TSIC - ACM AND IPO LANES - REMOTE PLAZA
	M-BUS-2530	TSIC TERMINAL BLOCK LAYOUT - ACM AND IPO LANES
	M-BUS-2531	CONTROL BUILDING EQUIPMENT LAYOUT - ACM AND IPO LANES - MAIN PLAZA
	M-BUS-2532	CONTROL BUILDING EQUIPMENT LAYOUT - ACM AND IPO LANES - REMOTE PLAZA
	M-BUS-2533	CONTROL BUILDING R3 RACK - MAIN PLAZA
	M-BUS-2534	CONTROL BUILDING R3 RACK - REMOTE PLAZA
	M-BUS-2535	MISCELLANEOUS DETAILS -ACM AND IPO LANES
	M-BUS-2536	PANELBOARD SCHEDULES FOR TP1 AND TP2 - ACM AND IPO LANES
	M-BUS-2537	PANELBOARD SCHEDULES FOR MDP AND UPS UNITS - ACM AND IPO LANES
	M-BUS-2538	FIBER INTERCONNECTIONS BETWEEN MAIN AND REMOTE PLAZAS - ACM AND IPO LANES
	M-BUS-2539	PLAZA LANE CONTROL SIGNAL - ACM AND IPO LANES
	M-BUS-2540	TRAFFIC LIGHT DETAILS - ACM LANES
	M-BUS-2541	TRAFFIC LIGHT DETAILS - IPO LANES
	M-BUS-2542	ELECTRICAL SITE PLAN AET LANES
	M-BUS-2543	UNDERGROUND CONDUIT PLAN - MAIN PLAZA
	M-BUS-2544	UNDERGROUND CONDUIT PLAN - MAIN PLAZA PLAN - REMOTE PLAZA
	M-BUS-2545	CONTROL BUILDING EQUIPMENT LAYOUT - REMOTE PLAZA
	M-BUS-2546	CONTROL BUILDING EQUIPMENT LAYOUT - MAIN PLAZA
	M-BUS-2547	CONTROL BUILDING TSIC - MAIN AND REMOTE PLAZAS - AET LANES
	M-BUS-2548	TSIC TERMINAL BLOCK LAYOUT - ACM AND IPO LANES REMOTE PLAZAS - AET LANES
	M-BUS-2549	PANELBOARD SCHEDULES - MAIN PLAZA AET LANES
	M-BUS-2550	PANELBOARD SCHEDULES - REMOTE PLAZA AET LANES
	M-BUS-2551	WIRING DIAGRAM - AET 1-LANE LAYOUT
	M-BUS-2552	WIRING DIAGRAM - AET 3-LANE LAYOUT
	M-BUS-2553	LOOP PLAN - AET 1-LANE LAYOUT
	M-BUS-2554	LOOP PLAN - AET 3-LANE LAYOUT
	M-BUS-2555	VES WASH SYSTEM ENCLOSURE DETAIL
	M-BUS-2556	VES WASH SYSTEM PANEL DETAIL
	M-BUS-2557	VES WASH SYSTEM FLOW DIAGRAM AND MECHANICAL DETAIL
	M-BUS-2558	VES WASH SYSTEM SUGGESTED CONDUIT ROUTING
	M-BUS-2559	VES WASH SYSTEM MISCELLANEOUS POWER WIRING DIAGRAM
	M-BUS-2560	VES WASH SYSTEM CONTROL SWITCH SCHEMATIC

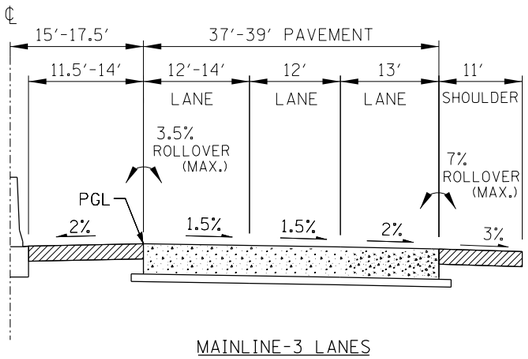
New Sheet

ILLINOIS TOLLWAY



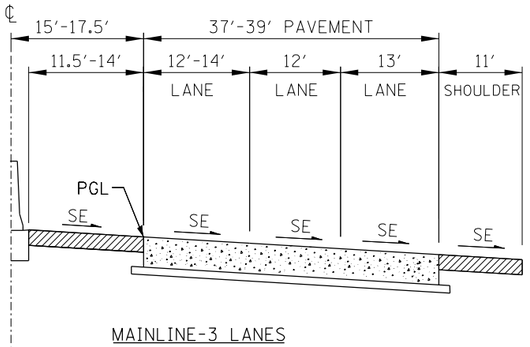
MAINLINE-3 LANES
SUPERELEVATION, LEFT

ILLINOIS TOLLWAY



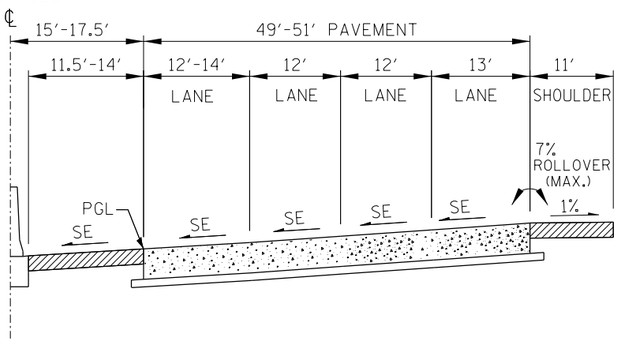
MAINLINE-3 LANES
NORMAL CROWN

ILLINOIS TOLLWAY



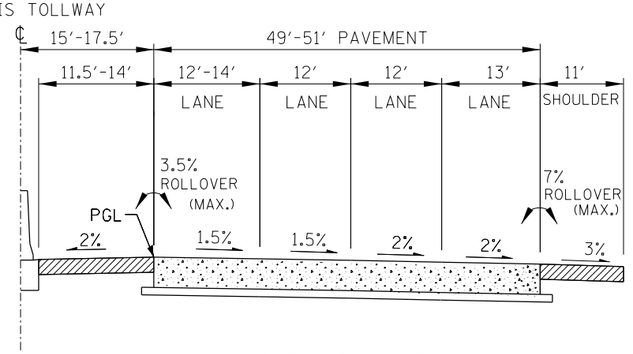
MAINLINE-3 LANES
SUPERELEVATION, RIGHT

ILLINOIS TOLLWAY



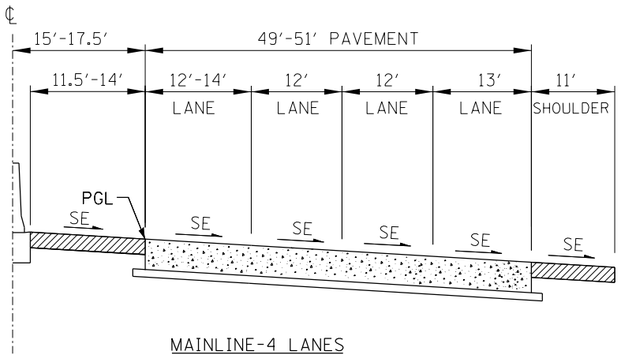
MAINLINE-4 LANES
SUPERELEVATION, LEFT

ILLINOIS TOLLWAY



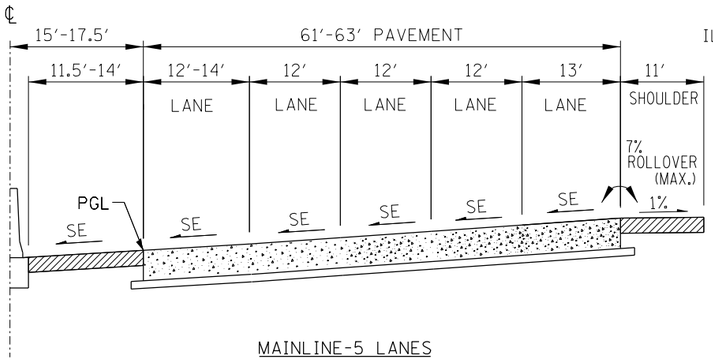
MAINLINE-4 LANES
NORMAL CROWN

ILLINOIS TOLLWAY



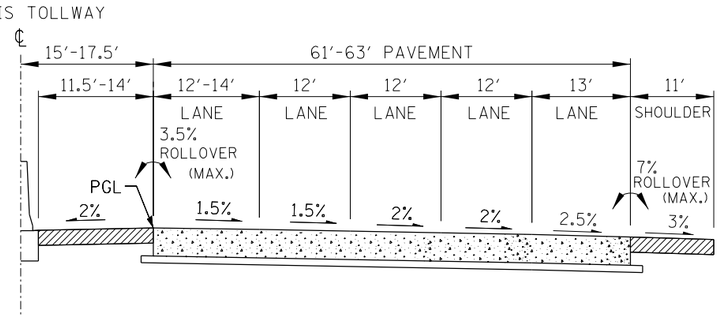
MAINLINE-4 LANES
SUPERELEVATION, RIGHT

ILLINOIS TOLLWAY



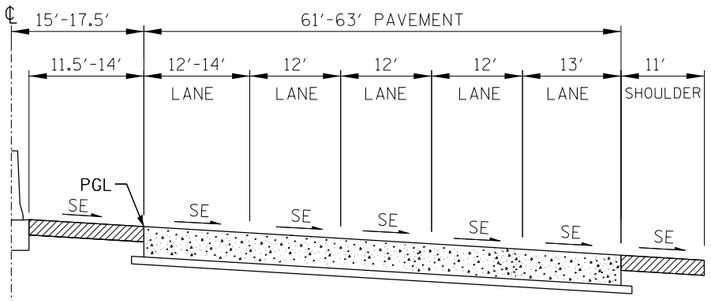
MAINLINE-5 LANES
SUPERELEVATION, LEFT

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.

NOTE TO DESIGNER

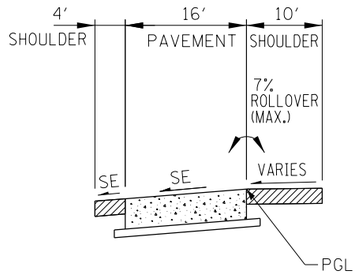
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES AND THE "CADD STANDARDS MANUAL" ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF 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-400

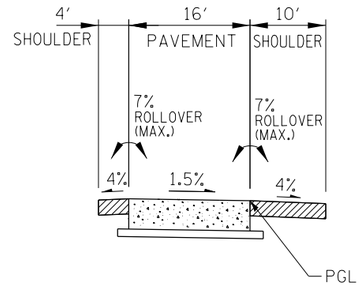
Illinois Tollway

ROADWAY TYPICAL SECTIONS
GROUP A

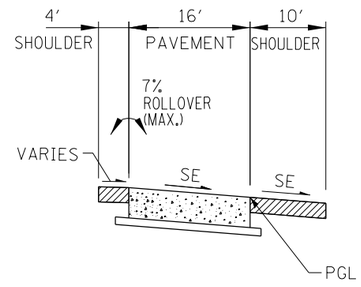
DATE
11-1-2012



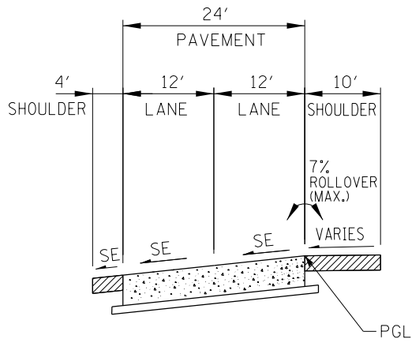
RAMP-1 LANE
SUPERELEVATION LEFT



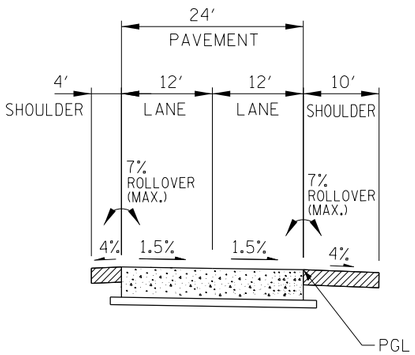
RAMP-1 LANE
NORMAL CROWN



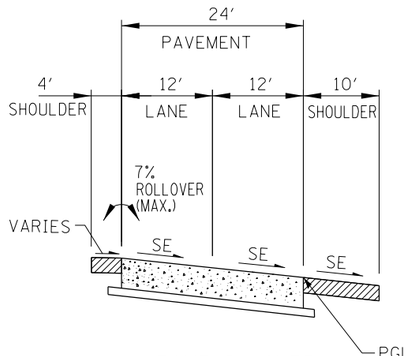
RAMP-1 LANE
SUPERELEVATION RIGHT



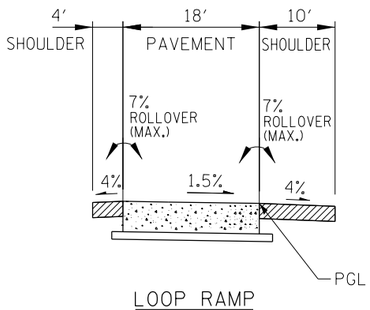
RAMP-2 LANES
SUPERELEVATION LEFT



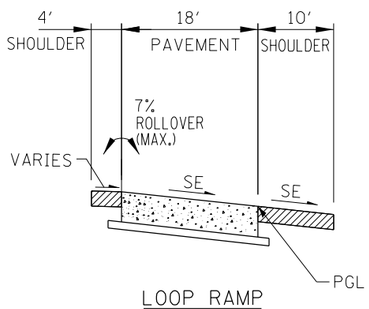
RAMP-2 LANES
NORMAL CROWN



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.

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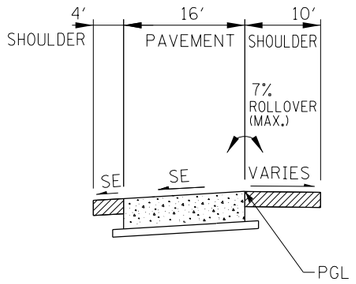
M-RDY-401

Illinois Tollway

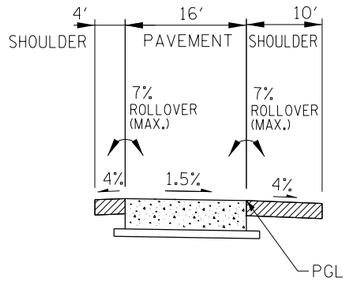
ROADWAY TYPICAL SECTIONS
GROUP B

DATE
11-1-2012



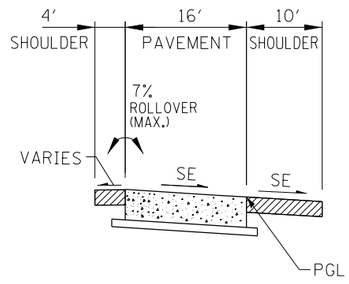
DIRECTIONAL RAMP-1 LANE

SUPERELEVATION LEFT



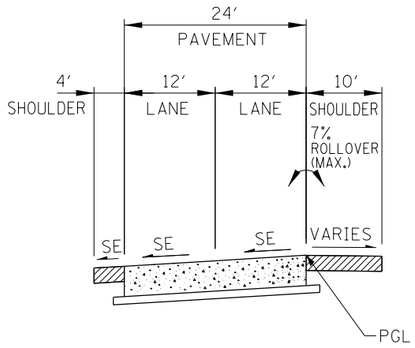
DIRECTIONAL RAMP-1 LANE

NORMAL CROWN



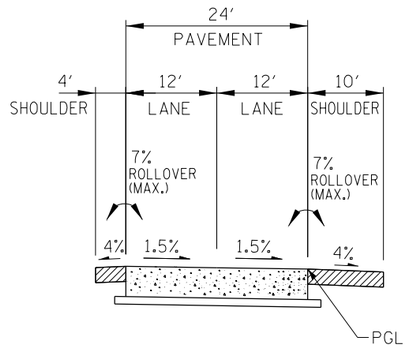
DIRECTIONAL RAMP-1 LANE

SUPERELEVATION RIGHT



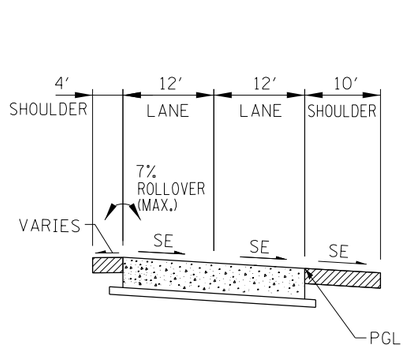
DIRECTIONAL RAMP-2 LANES

SUPERELEVATION LEFT



DIRECTIONAL RAMP-2 LANES

NORMAL CROWN



DIRECTIONAL RAMP-2 LANES

SUPERELEVATION RIGHT

NOTES

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

NOTE TO DESIGNER

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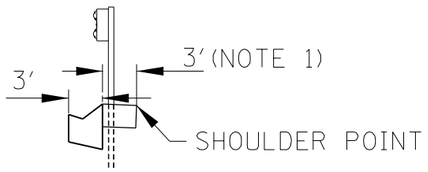
M-RDY-402

Illinois Tollway

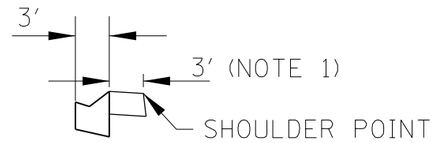
ROADWAY TYPICAL SECTIONS
GROUP C

DATE
11-1-2012

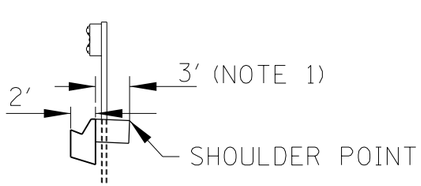


GUTTER, TYPE G-3
WITH GUARDRAIL

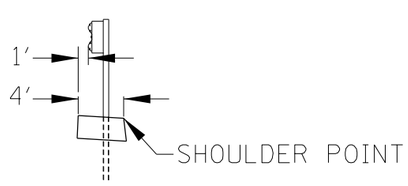
AGGREGATE
SHOULDER
(NOTE 2)



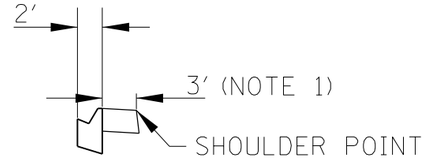
GUTTER, TYPE G-3



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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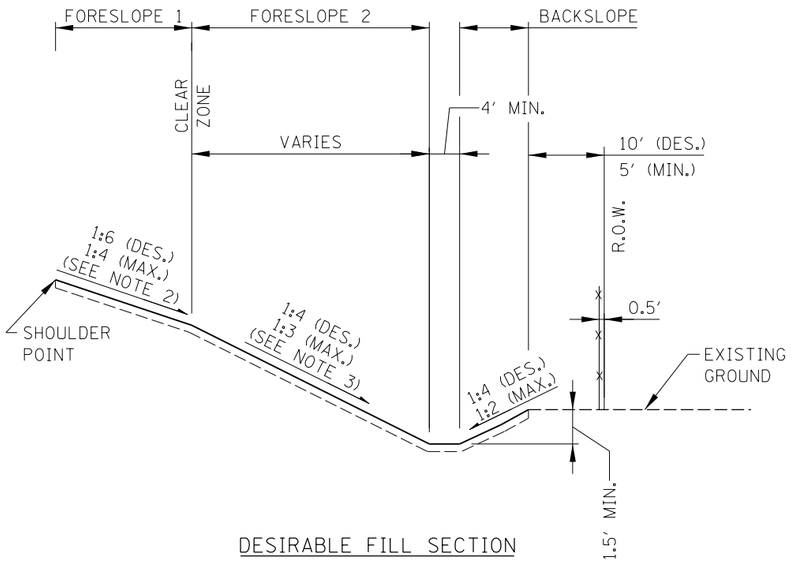
M-RDY-403

Illinois Tollway

ROADWAY TYPICAL SECTIONS
GROUP D

DATE
11-1-2012

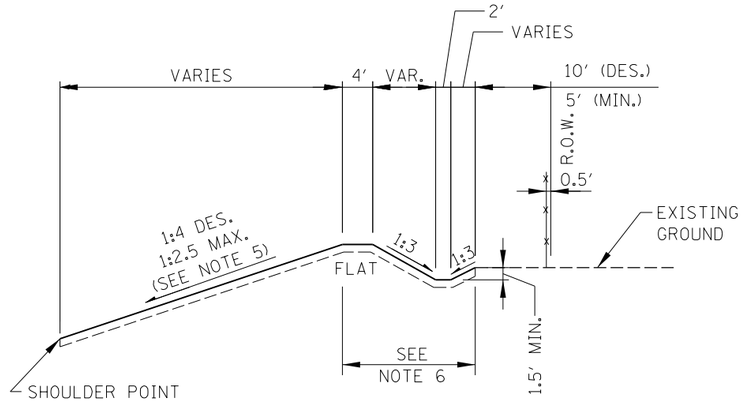


DESIRABLE FILL SECTION

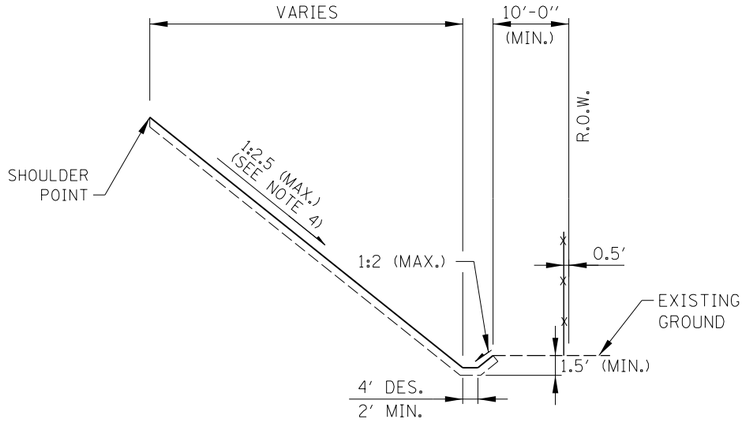
FILL SECTION SIDESLOPES HIERARCHY (IN ORDER OF PREFERENCE)			
FORESLOPE 1	FORESLOPE 2	DITCH	BACKSLOPE
1:6	-	4	1:4
1:6	1:4	4	1:4
1:6	1:4	4	1:3
1:6	1:3	4	1:3
1:4	-	4	1:3
1:4	-	4	1:2
1:4	1:3	4	1:3
1:6	1:3	4	1:2
1:4	1:3	4	1:2
1:6	1:2.5 **	4	1:2
1:2.5 *	-	4	1:3
1:2.5 *	-	4	1:2
1:2.5 *	-	2	1:2

* DESIGN DEVIATION IF FILL HEIGHT IS LESS THAN 9′

** DESIGN DEVIATION IN ALL CASES



ACCEPTABLE CUT SECTION



ACCEPTABLE FILL SECTION

FILL ≥ 9′

(CLEAR ZONE UNDEFINED)

NOTES:

1. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENTS TO UNITS OF HORIZONTAL DISPLACEMENTS (V:H).
2. 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.
3. FORESLOPE 2 STEEPER THAN 1:3 USED FOR THE LOWER SLOPE ON A BARN-ROOF SECTION REQUIRES A DESIGN DEVIATION.
4. 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.
5. BACKSLOPES STEEPER THAN 1:2.5 FROM THE SHOULDER POINT IN A CUT SECTION REQUIRE A DESIGN DEVIATION.
6. CAN BE OMITTED WHEN EXISTING GROUND SLOPES AWAY FROM R.O.W. LINE

NOTE TO DESIGNER

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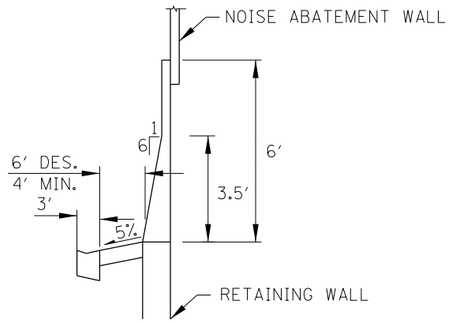
M-RDY-404

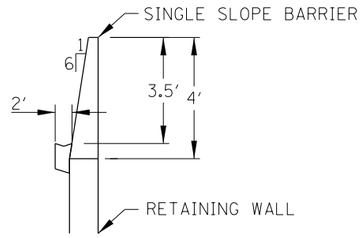
Illinois Tollway

ROADWAY TYPICAL SECTIONS
GROUP E

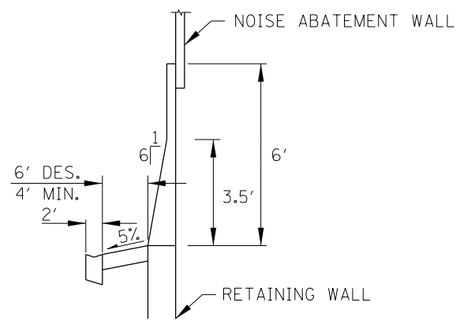
DATE
3-11-2015



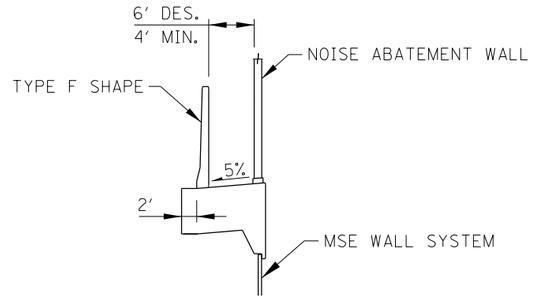
TYPE G-3 MODIFIED GUTTER
W/RETAINING WALL, SINGLE SLOPE BARRIER,
AND ATTACHED NOISE ABATEMENT WALL



MODIFIED GUTTER
W/RETAINING WALL AND SINGLE SLOPE BARRIER



TYPE G-2 MODIFIED GUTTER
W/RETAINING WALL, SINGLE SLOPE BARRIER,
AND ATTACHED NOISE ABATEMENT WALL



2′ GUTTER WITH F-SHAPE SINGLE
FACE BARRIER, MOMENT SLAB, MSE WALL
AND NOISE ABATEMENT WALL

NOTE TO DESIGNER

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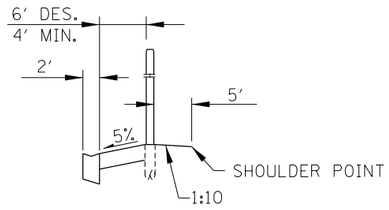
M-RDY-405

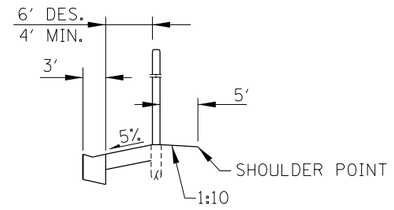
Illinois Tollway

ROADWAY TYPICAL SECTIONS
GROUP F

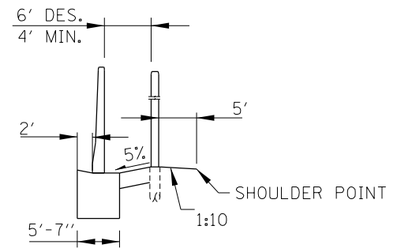
DATE
3-11-2015



GUTTER, TYPE G-2, MODIFIED
W/CRASHWORTHY NOISE ABATEMENT WALL



GUTTER, TYPE G-3, MODIFIED
W/CRASHWORTHY NOISE ABATEMENT WALL



SINGLE FACE REINFORCED BARRIER
W/NON-CRASHWORTHY NOISE ABATEMENT WALL

NOTE TO DESIGNER

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M-RDY-406

NOTE:

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

Illinois Tollway

ROADWAY TYPICAL SECTION
GROUP G

DATE
3-11-2015

EARTHWORK SCHEDULE OF QUANTITIES

LOCATION (STATION)	LENGTH	EARTHWORK VOLUMES (CY)																				EARTHWORK BALANCE (EXCESS (+) / SHORTAGE (-))		
		TOPSOIL STRIPPING A			CUT B			ROCK EXCAVATION C			UNSUITABLE MATERIAL D			ADJUST FOR SHRINKAGE (15%) E			FILL F			TOPSOIL PLACEMENT G			E-F		
		STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3
400+00																								
401+00	100.0	244.4	60.0	0.0	6100.0	1200.0	0.0	0.0	0.0	0.0	1100.0	500.0	0.0	4250.0	595.0	0.0	4300.0	900.0	0.0	200.0	85.0	0.0	-50.0	-305.0	0.0
402+00	100.0	318.5	52.0	0.0	7000.0	1150.0	0.0	0.0	0.0	0.0	1000.0	200.0	0.0	5100.0	807.5	0.0	4550.0	1250.0	0.0	225.0	65.0	0.0	550.0	-442.5	0.0
403+00	100.0	490.7	43.0	0.0	7150.0	2100.0	0.0	100.0	50.0	0.0	400.0	100.0	0.0	5652.5	1657.5	0.0	5150.0	1800.0	0.0	250.0	58.0	0.0	502.5	-142.5	0.0
404+00	100.0	388.9	64.0	0.0	6950.0	1650.0	120.0	150.0	64.0	0.0	50.0	350.0	0.0	5737.5	1050.6	102.0	5900.0	1475.0	100.0	225.0	50.0	0.0	-162.5	-424.4	2.0
405+00	100.0	213.0	72.0	0.0	5850.0	1400.0	154.0	0.0	0.0	0.0	150.0	100.0	0.0	4845.0	1105.0	130.9	5500.0	1500.0	220.0	225.0	46.0	0.0	-655.0	-395.0	-89.1
406+00	100.0	269.0	18.0	0.0	5200.0	1402.0	0.0	0.0	0.0	0.0	600.0	120.0	0.0	3910.0	1089.7	0.0	4800.0	1480.0	80.0	189.0	52.0	0.0	-890.0	-390.3	-80.0
407+00	100.0	375.0	93.0	0.0	5100.0	1305.0	0.0	0.0	0.0	0.0	500.0	115.0	0.0	3910.0	1011.5	0.0	4950.0	1520.0	0.0	220.0	65.0	0.0	-1040.0	-508.5	0.0
TOTAL		2,299.6	402.0	0.0	43,350.0	10,207.0	274.0	250.0	114.0	0.0	3,800.0	1,485.0	0.0	33,405.0	7,316.8	232.9	35,150.0	9,925.0	400.0	1,534.0	421.0	0.0	-1,745.0	-2,608.2	-167.1

EARTHWORK BILL OF MATERIAL

PAY ITEM NO.	DESIGNATION	STAGE 1	STAGE 2	STAGE 3	TOTAL	CALCULATION NOTES:
JI211110	TOPSOIL EXCAVATION AND PLACEMENT	1534.0	402.0	0.0	1936.0	WHEN G<A, THEN G OR WHEN G>A, THEN A
JI211112	TOPSOIL EXCAVATION AND DISPOSAL	765.6	0.0	0.0	765.6	A-G
JI211124	TOPSOIL FURNISH AND PLACE, 4"	0.0	171.0	0.0	171.0	WHEN G>A, THEN (G-A)/THICKNESS IN YARDS
20200100	EARTH EXCAVATION	43350.0	10207.0	274.0	53831.0	B
20200200	ROCK EXCAVATION	1745.0	2608.2	167.1	4520.3	C
20400800	FURNISHED EXCAVATION	3800.0	1485.0	0.0	5285.0	WHEN F>E, THEN F-E
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERAIL	250.0	114.0	0.0	364.0	D

NOTE TO DESIGNER

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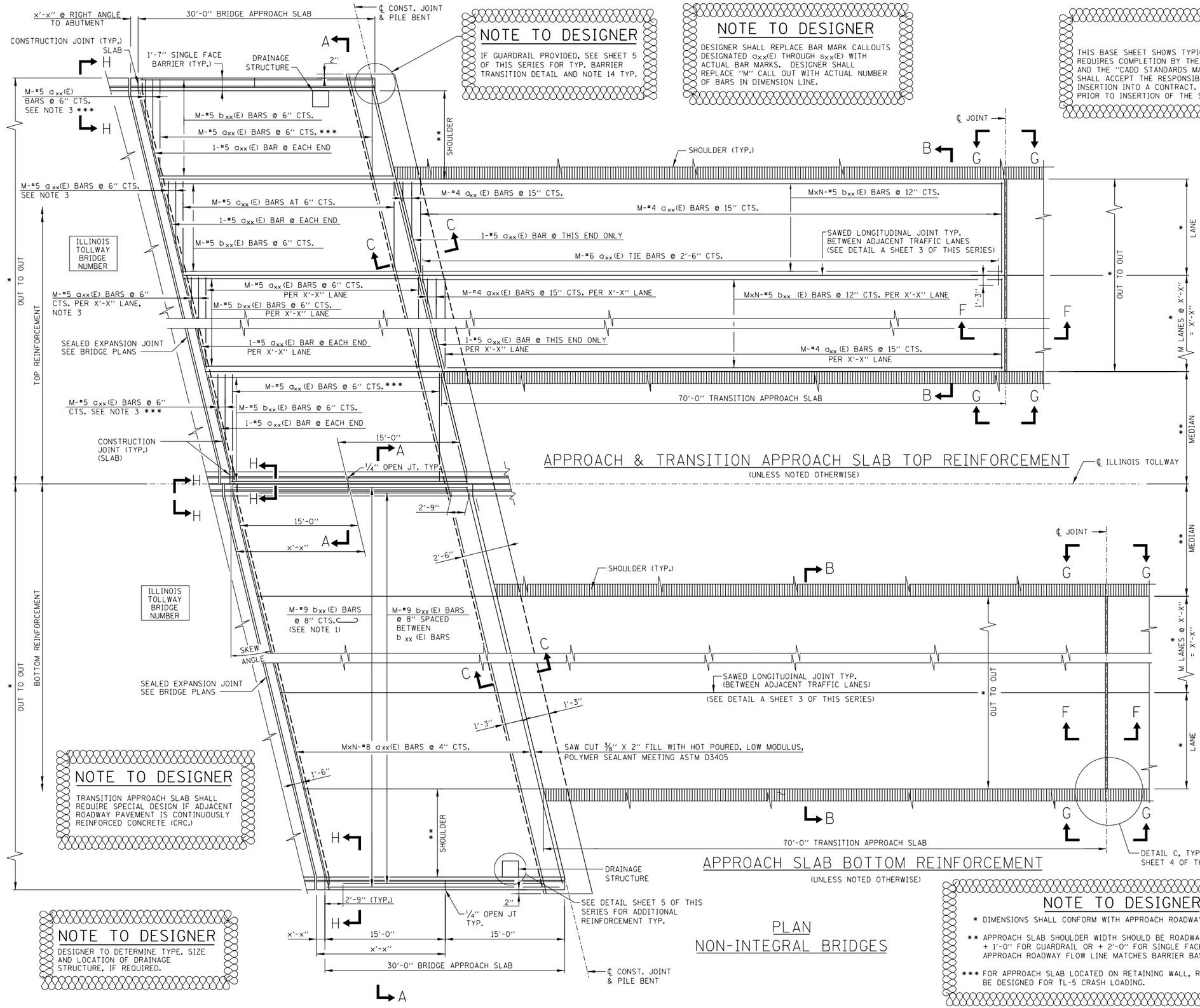
Illinois Tollway

EARTHWORKS SCHEDULE

DATE 3-31-2014



APPROACH & TRANSITION APPROACH SLAB TOP REINFORCEMENT

(UNLESS NOTED OTHERWISE)

APPROACH SLAB BOTTOM REINFORCEMENT

(UNLESS NOTED OTHERWISE)

PLAN
NON-INTEGRAL BRIDGES

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 SHALL REPLACE BAR MARK CALLOUTS DESIGNATED axx(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

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NOTE TO DESIGNER

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

NOTE TO DESIGNER

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

GENERAL NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 2 1/4" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2-6" MIN. LAP FOR #5 BARS. USE 3'-0" MIN. LAP FOR #6 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 THIS SERIES; FOR SECTIONS C-C, D-D, E-E, F-F AND VIEWS E'-E' AND G-G SEE SHEET 4 OF THIS SERIES; AND FOR SECTIONS H-H AND M-M SEE SHEET 5 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. REINFORCEMENT BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE STANDARD SPECIFICATIONS.
8. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
9. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
10. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
11. 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.
12. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503 AND 508 OF THE STANDARD SPECIFICATIONS.
13. THE NOTATION MxN FOR REINFORCEMENT BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE.
14. IN THE CORNERS OF THE BENT WHEN APPROACH GUARDRAIL IS PROVIDED, THE BENT CORNER SHALL BE BLOCKED OUT AND THE REINFORCEMENT STEEL SHALL BE RESPACED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
15. 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.
16. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO SECTION 1006 OF THE STANDARD SPECIFICATIONS.
17. 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.
18. SEE SPECIAL PROVISIONS, BRIDGE APPROACH SLAB, TRANSITION APPROACH SLAB AND BONDED PREFORMED JOINT SEAL.

NOTE TO DESIGNER

* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

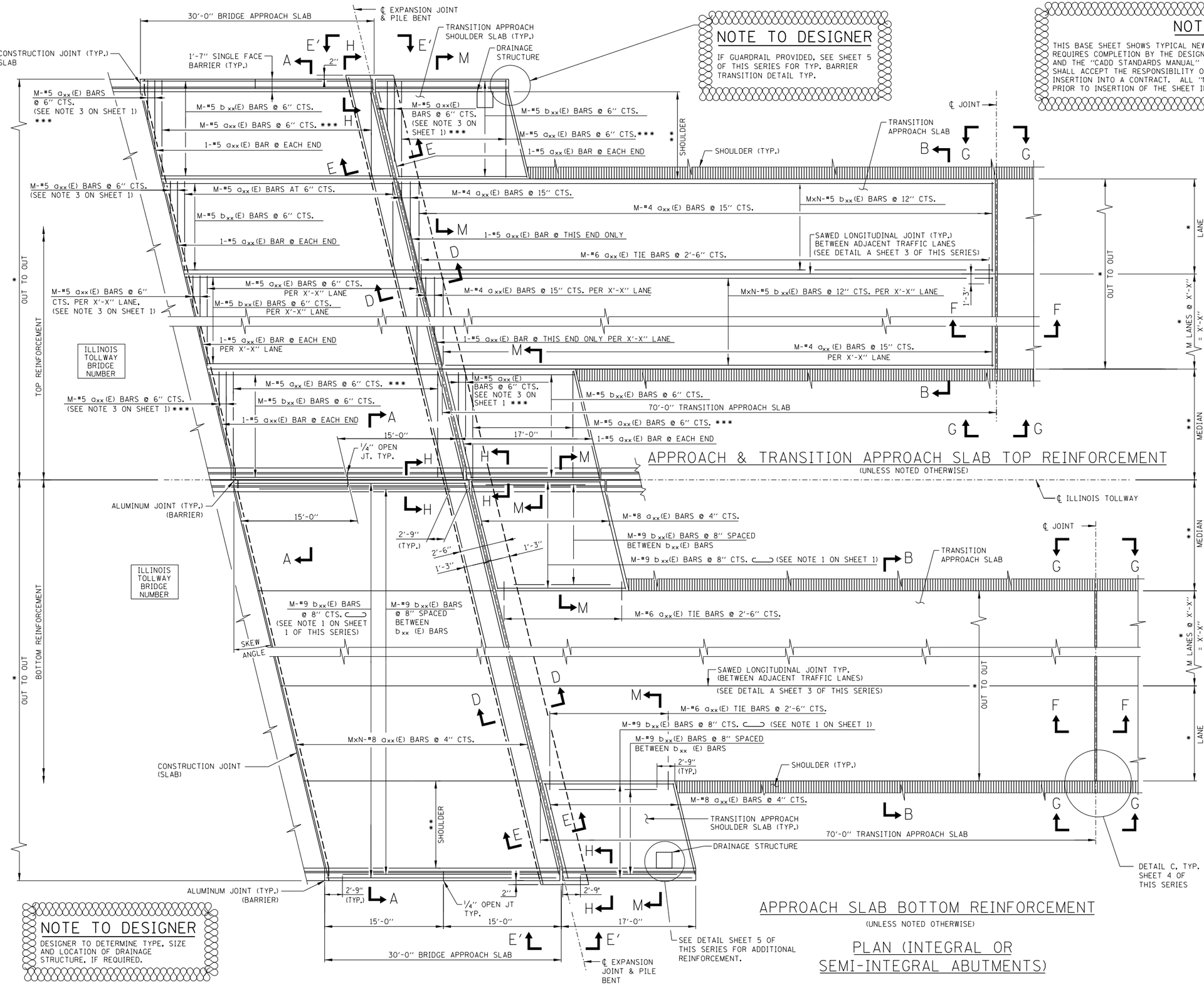
** APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.

Illinois Tollway

APPROACH SLAB, MAINLINE

DATE
3-31-2016



APPROACH & TRANSITION APPROACH SLAB TOP REINFORCEMENT

(UNLESS NOTED OTHERWISE)

APPROACH SLAB BOTTOM REINFORCEMENT

(UNLESS NOTED OTHERWISE)

PLAN (INTEGRAL OR SEMI-INTEGRAL ABUTMENTS)

NOTE TO DESIGNER

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

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

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

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.

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.

NOTE TO DESIGNER

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

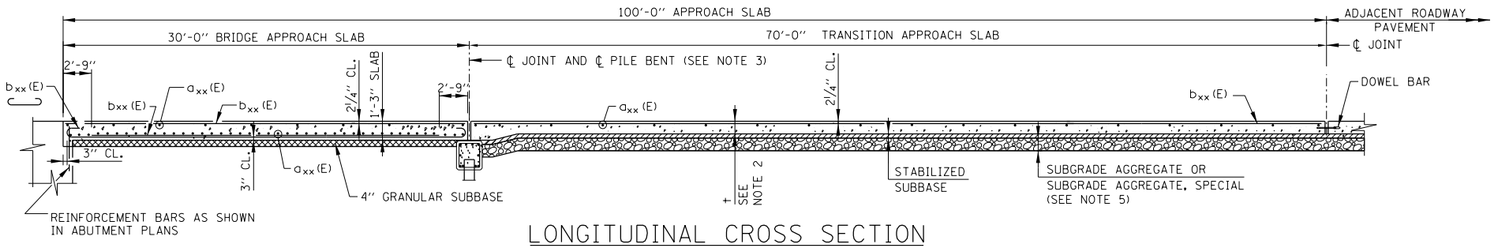
NOTES:

1. FOR GENERAL NOTES SEE SHEET 1 OF THIS SERIES.

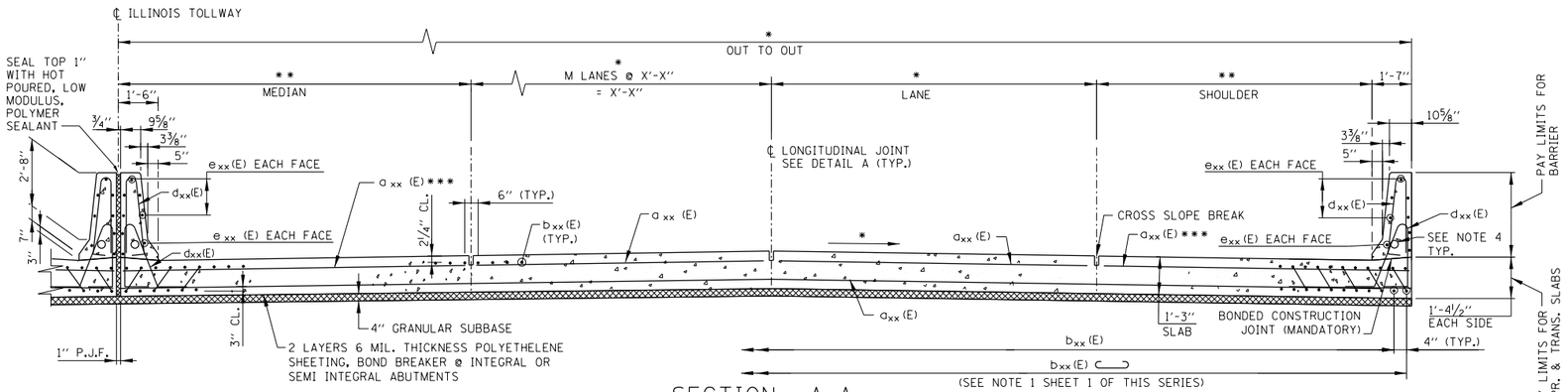
Illinois Tollway

APPROACH SLAB, MAINLINE

DATE
3-31-2016



LONGITUDINAL CROSS SECTION

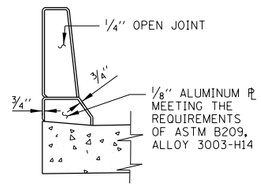


SECTION A-A

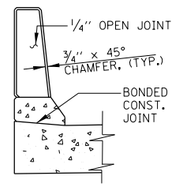
SECTION B-B

DETAIL E

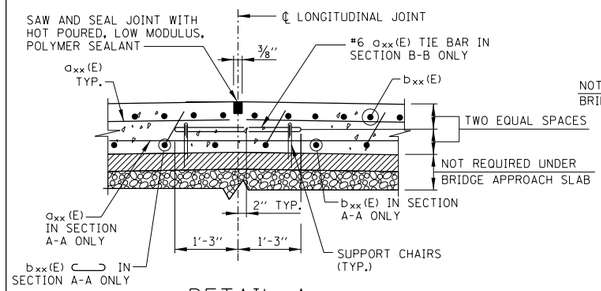
NOTE:
DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.



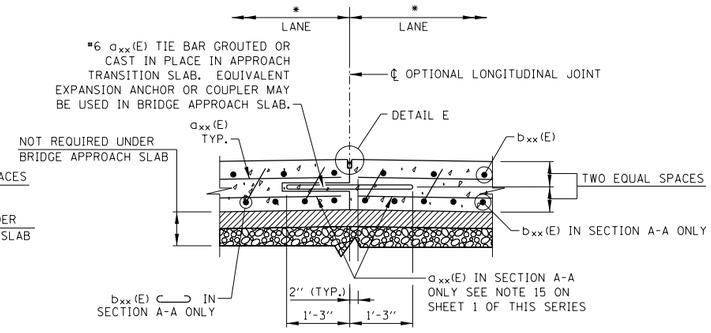
SECTION I-I



SECTION J-J



DETAIL A
TYPICAL LONGITUDINAL JOINT

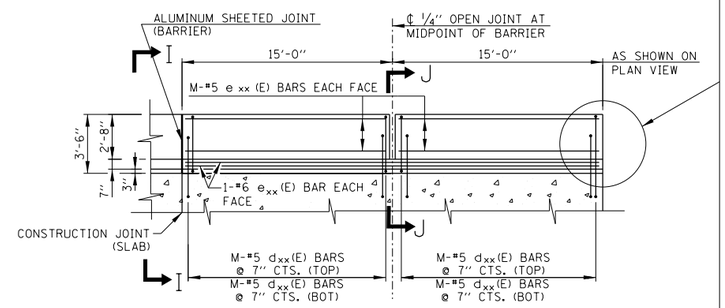


DETAIL A
OPTIONAL LONGITUDINAL JOINT

(SEE NOTE 17 ON SHEET 1 OF THIS SERIES)

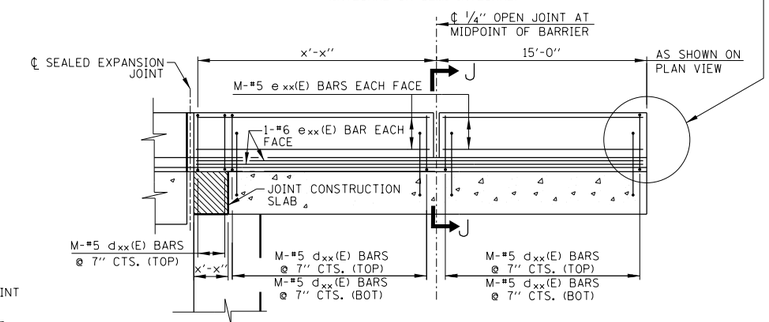
NOTE TO DESIGNER

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)

NOTES:

1. SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES.
2. THE DIMENSION † IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
3. INTEGRAL ABUTMENT JOINT SHOWN NON-INTERGRAL ABUTMENT JOINT SIMILAR. SEE SHEET 4 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.

NOTE TO DESIGNER

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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.

NOTE TO DESIGNER

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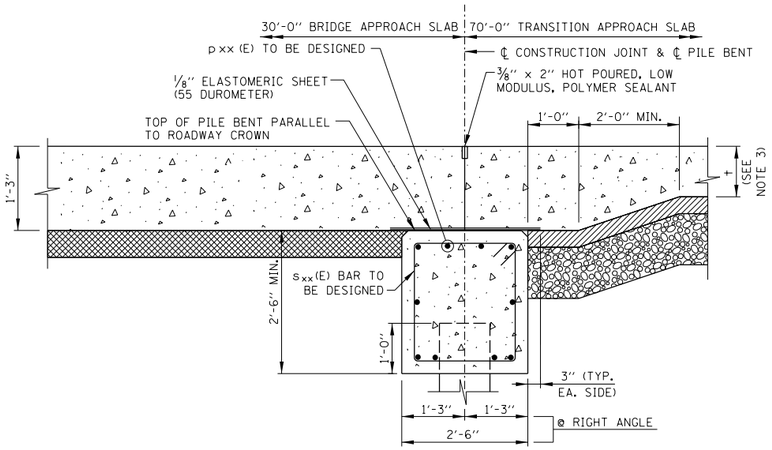
*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.

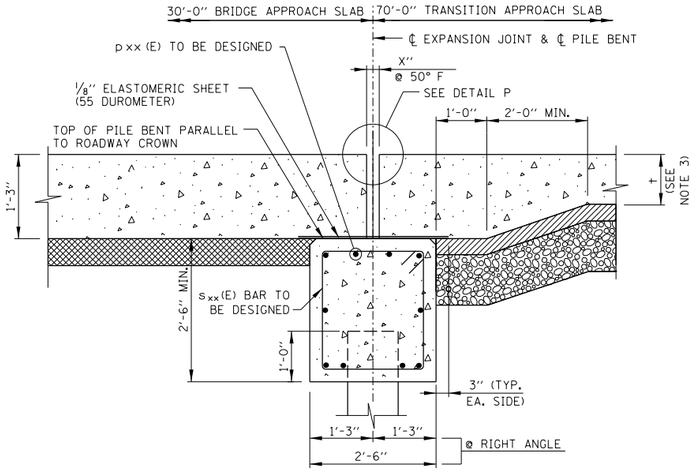
Illinois Tollway

APPROACH SLAB, MAINLINE

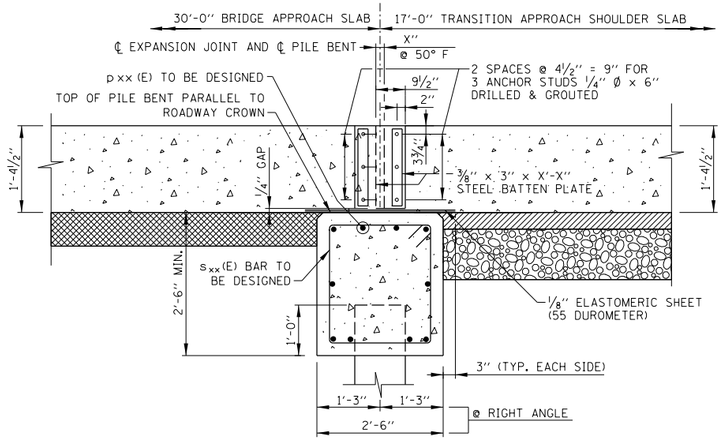
DATE
3-31-2016



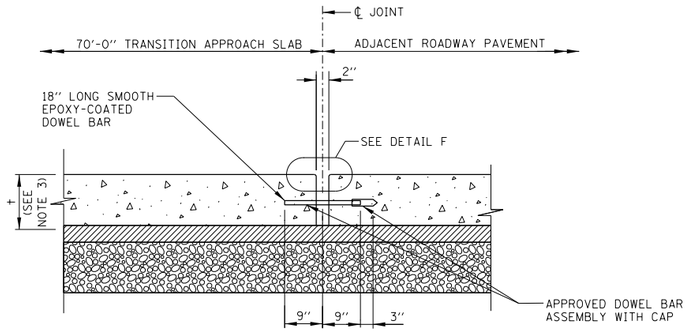
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



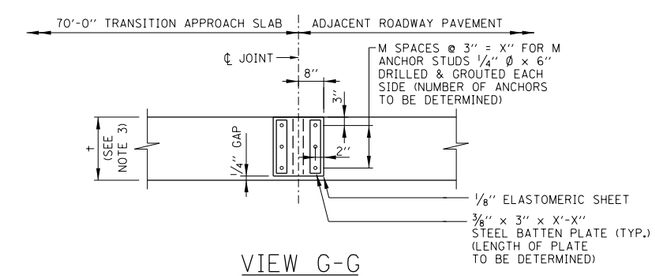
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



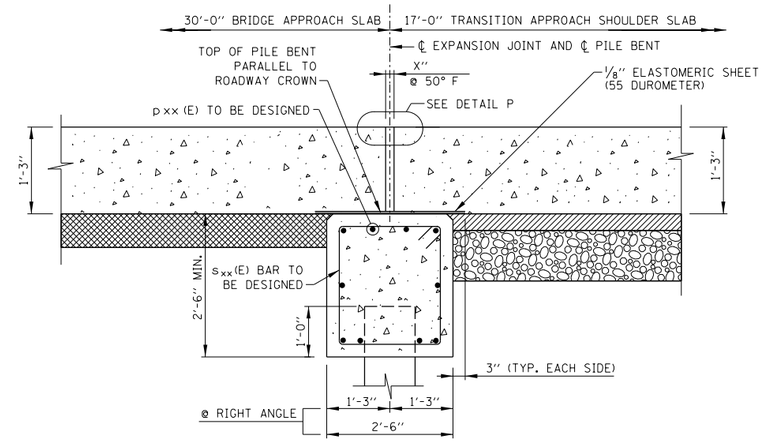
VIEW E'-E'
END ELEVATION OF EXPANSION JOINT



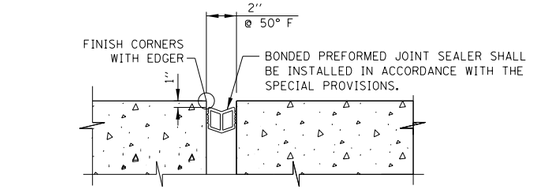
SECTION F-F



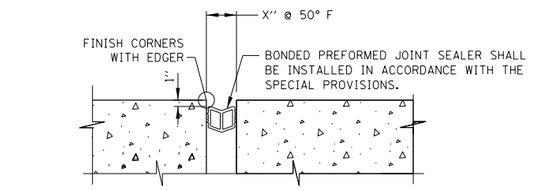
VIEW G-G
END ELEVATION OF JOINT



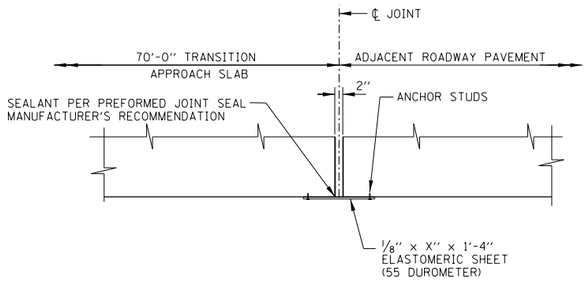
SECTION E-E



DETAIL F
TRANSTION JOINT



DETAIL P
APPROACH & TRANSITION JOINT



DETAIL C
END PLAN OF 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.

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

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LEGEND

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

NOTES:

1. 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.
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.

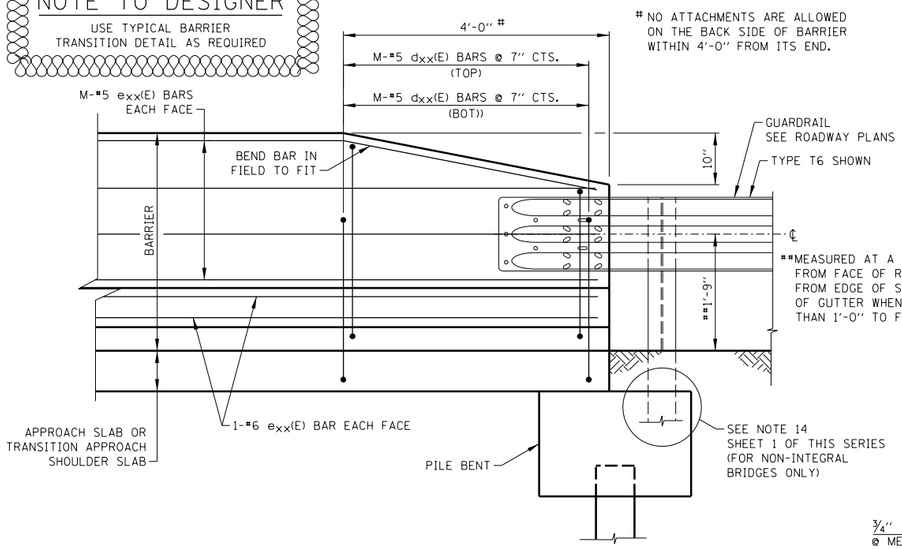
Illinois Tollway

APPROACH SLAB, MAINLINE

DATE
3-31-2016

NOTE TO DESIGNER

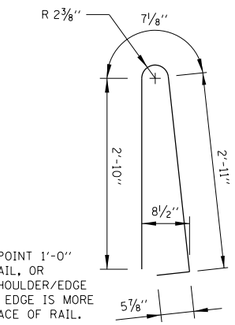
USE TYPICAL BARRIER TRANSITION DETAIL AS REQUIRED



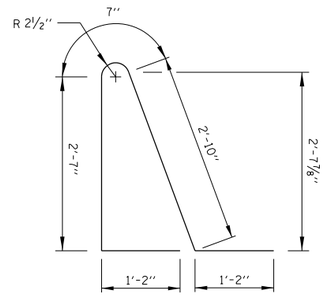
NO ATTACHMENTS ARE ALLOWED ON THE BACK SIDE OF BARRIER WITHIN 4'-0" FROM ITS END.

TYPICAL BARRIER TRANSITION DETAIL

(CURB AND GUTTER NOT SHOWN FOR CLARITY)



BAR dxx(E)



BAR dxx(E)

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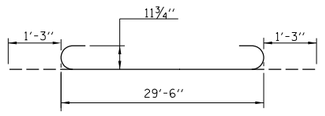
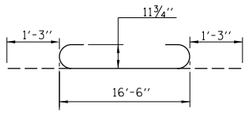


BARS bxx (E)



BARS bxx (E)

BILL OF MATERIAL FOR APPROACH AND TRANSITION SLABS

BAR	NO.	SIZE	LENGTH	SHAPE
axx(E)				
bxx(E)		#9	32'-0"	
bxx(E)		#9	19'-0"	
dxx(E)		#5	8'-4"	

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
JI420040	BRIDGE APPROACH SLAB	SQ. YD.	
JI420041	TRANSITION APPROACH SLAB	SQ. YD.	
JI420046	TRANSITION APPROACH SHOULDER SLAB	SQ. YD.	
JT525135	BONDED PREFORMED JOINT SEAL	FT.	
*	REINFORCEMENT BARS, EPOXY COATED	LBS.	
*	PROTECTIVE COAT	SQ. YD.	
*	BRIDGE DECK GROOVING	SQ. FT.	

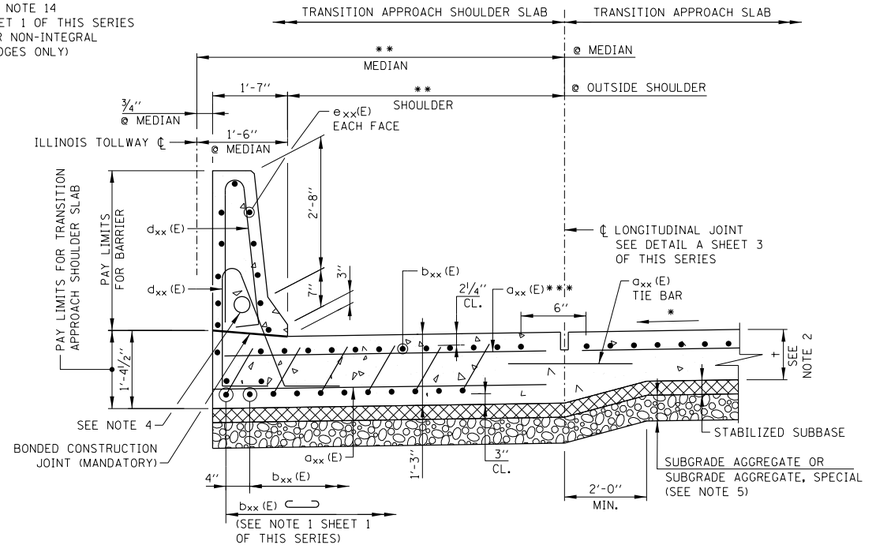
* FOR INFORMATION ONLY

NOTE TO DESIGNER

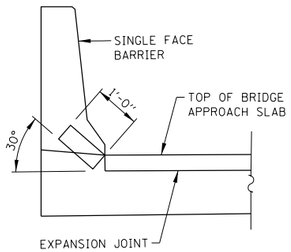
* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

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

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.



SECTION M-M



SECTION H-H

BILL OF MATERIAL FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
dxx(E)		#5	6'-10"	
exx(E)				

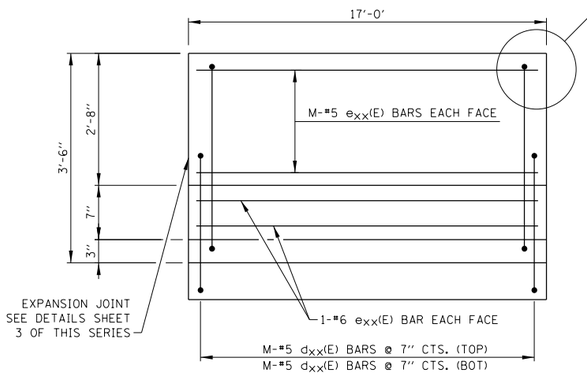
PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	
50800205	REINFORCEMENT BARS, EPOXY COATED	LBS.	
50300300	PROTECTIVE COAT	SQ. YD.	

NOTE TO DESIGNER

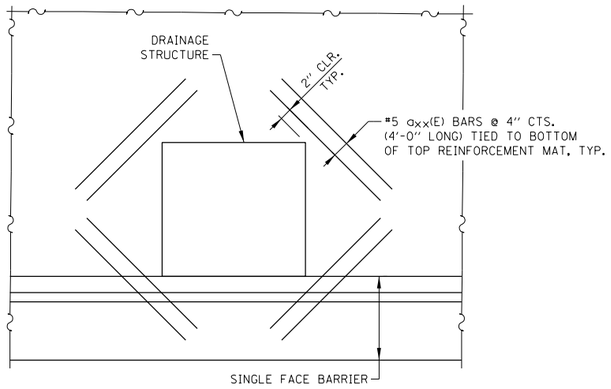
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED axx(E) THROUGH sxx(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

NOTE TO DESIGNER

IF GUARDRAIL PROVIDED, SEE TYP. BARRIER TRANSITION DETAIL.



TRANSITION APPROACH SHOULDER SLAB BARRIER ELEVATION



ADDITIONAL REINFORCEMENT AT DRAINAGE STRUCTURES

CUT TRANSVERSE axx(E) BARS AND LONGITUDINAL bxx(E) BARS IN SLAB TO CLEAR DRAINAGE STRUCTURE. RESPACE dxx(E) BARS TO MISS DRAINAGE STRUCTURE.

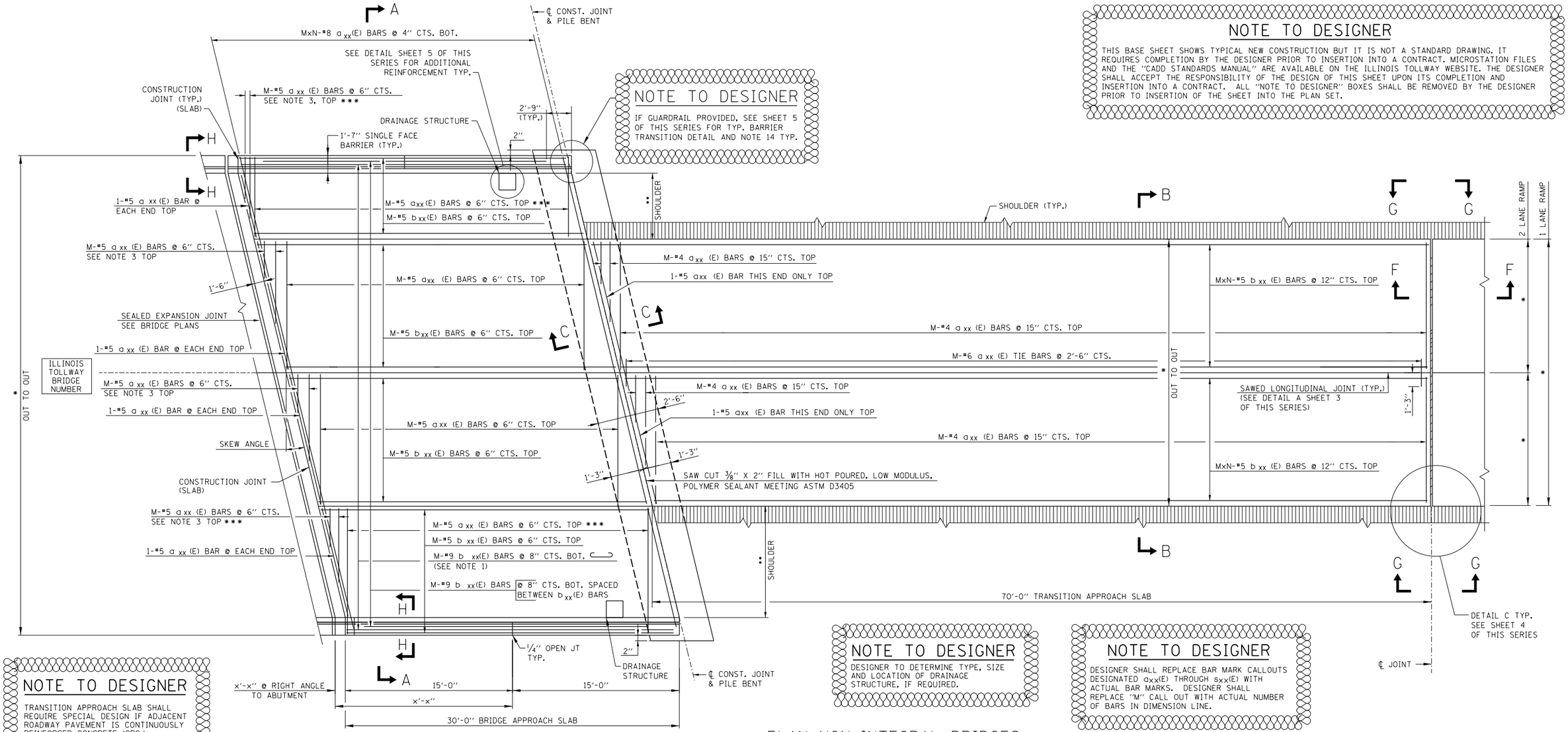
NOTES:

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 ADAJECENT PAVEMENT SECTIONS.

Illinois Tollway

APPROACH SLAB, MAINLINE

DATE
3-31-2016



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NOTE TO DESIGNER

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

NOTE TO DESIGNER

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

NOTE TO DESIGNER

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NOTE TO DESIGNER

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PLAN NON-INTEGRAL BRIDGES

GENERAL NOTES:

1. TILT HOOK OF #9 BARS FOR MINIMUM 2¼" CLEARANCE.
2. USE 2'-0" MIN. LAP FOR #4 BARS. USE 2'-6" MIN. LAP FOR #5 BARS. USE 3'-0" MINIMUM LAP FOR #6 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 TOP AND TRAFFIC FACES OF BARRIERS.
6. TOOL EDGES OF EXPANSION JOINTS TO ¼" RADIUS.
7. REINFORCEMENT BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE STANDARD SPECIFICATIONS.
8. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
9. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
10. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
11. EXPOSED CONCRETE EDGES SHALL HAVE ¾" x 45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
12. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503 AND 508 OF THE STANDARD SPECIFICATIONS.
13. THE NOTATION MxN FOR REINFORCEMENT BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE.
14. 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 RESPACED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
15. 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.
16. EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO SECTION 1006 OF THE STANDARD SPECIFICATIONS.
17. 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.
18. SEE SPECIAL PROVISIONS, BRIDGE APPROACH SLAB, TRANSITION APPROACH SLAB, AND BONDED PREFORMED JOINT SEAL.

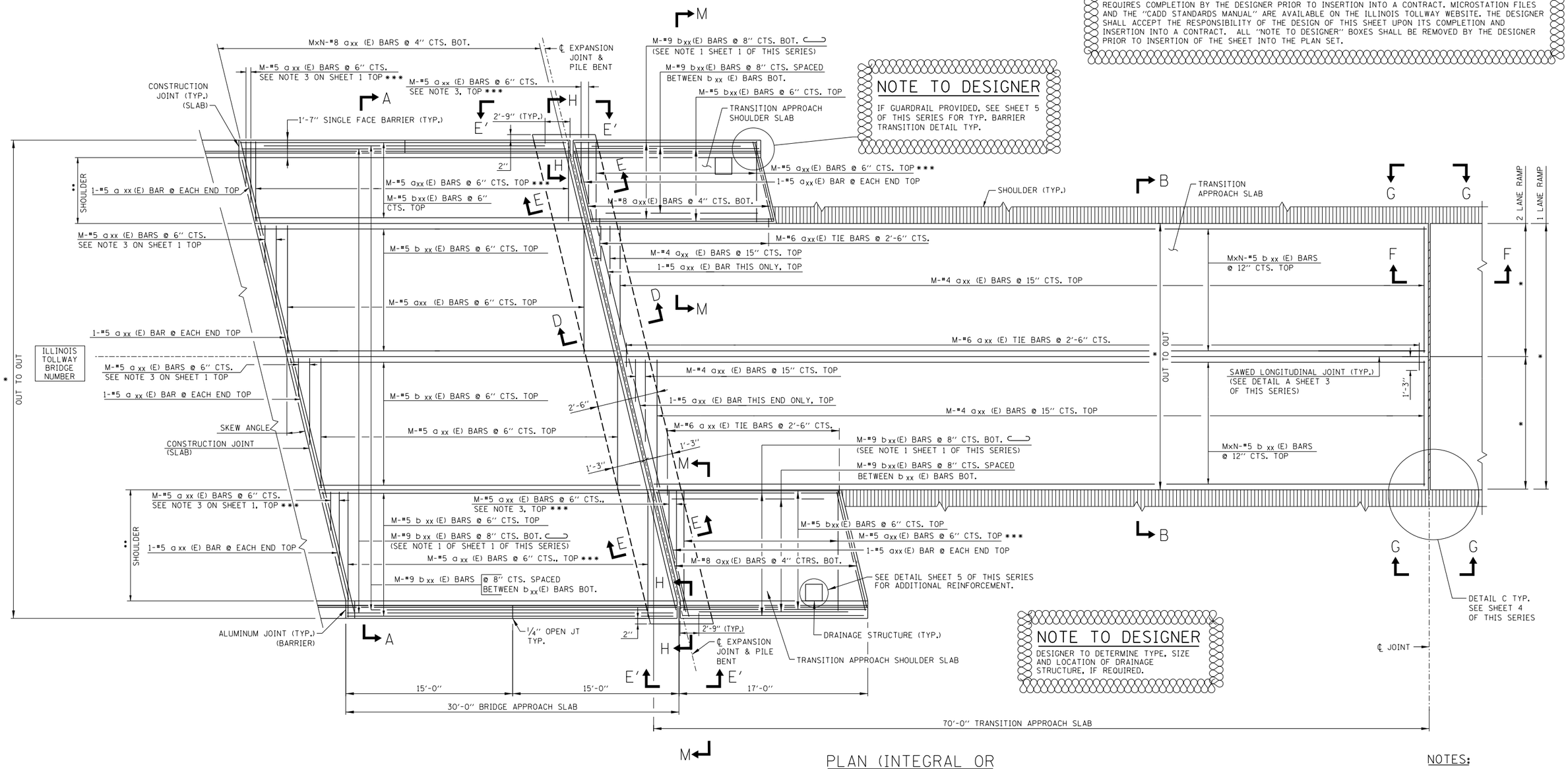
Illinois Tollway

APPROACH SLAB, RAMP

DATE
3-31-2016

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:

1. 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 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

* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

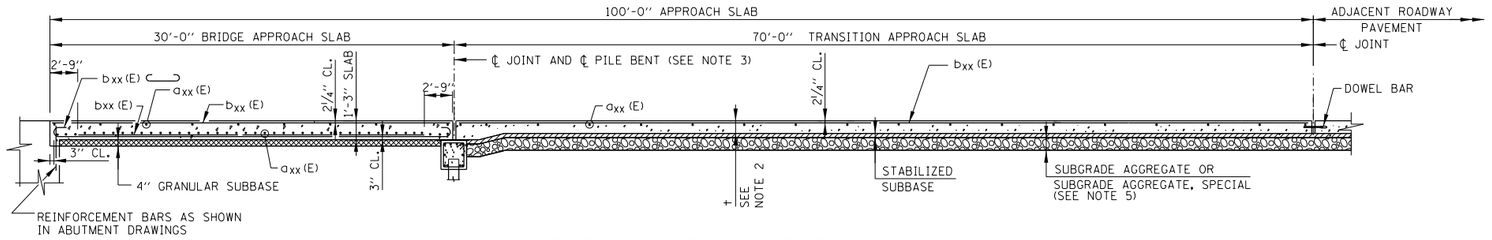
** APPROACH SLAB SHOULDER WIDTH SHOULD BE ROADWAY SHOULDER WIDTH + 1'-0" FOR GUARDRAIL OR + 2'-0" FOR SINGLE FACE BARRIER SO APPROACH ROADWAY FLOW LINE MATCHES BARRIER BASE.

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.

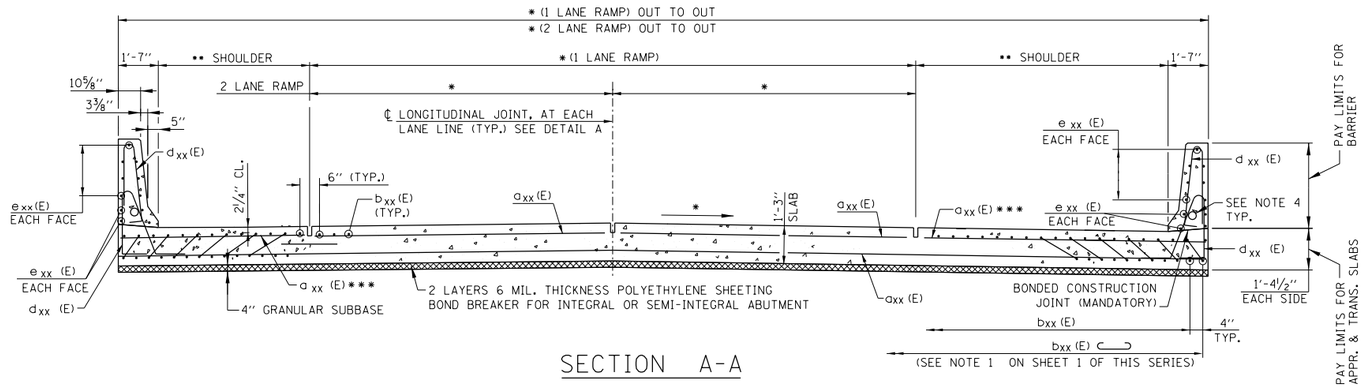
Illinois Tollway

APPROACH SLAB, RAMP

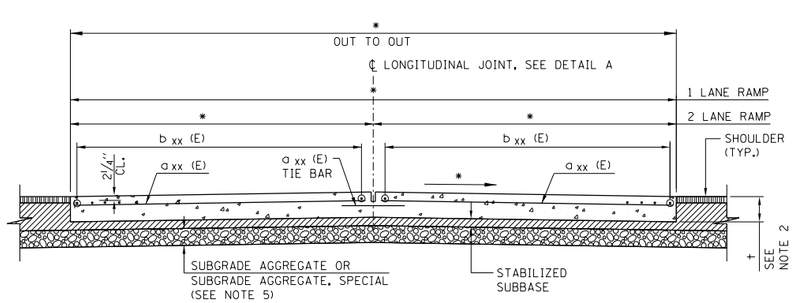
DATE
3-31-2016



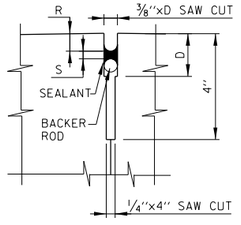
LONGITUDINAL CROSS SECTION



SECTION A-A

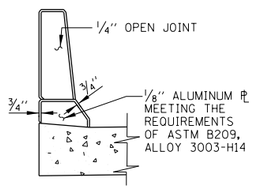


SECTION B-B

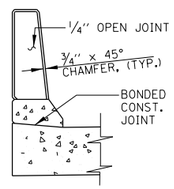


DETAIL E

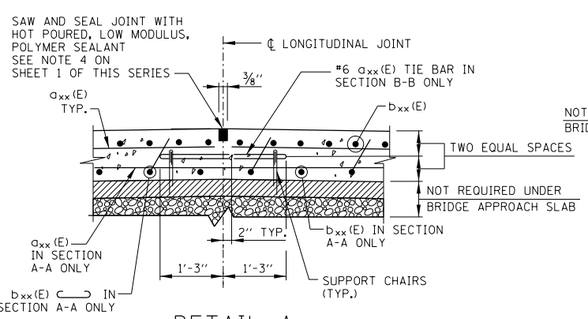
NOTE:
DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.



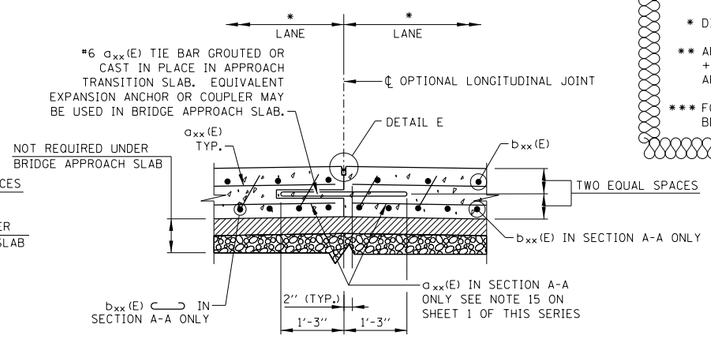
SECTION I-I



SECTION J-J



DETAIL A
TYPICAL LONGITUDINAL JOINT



DETAIL A
OPTIONAL LONGITUDINAL JOINT

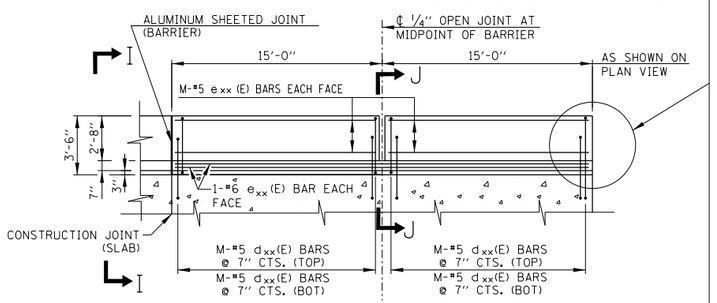
(SEE NOTE 17 ON SHEET 1 OF THIS SERIES)

NOTE TO DESIGNER

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

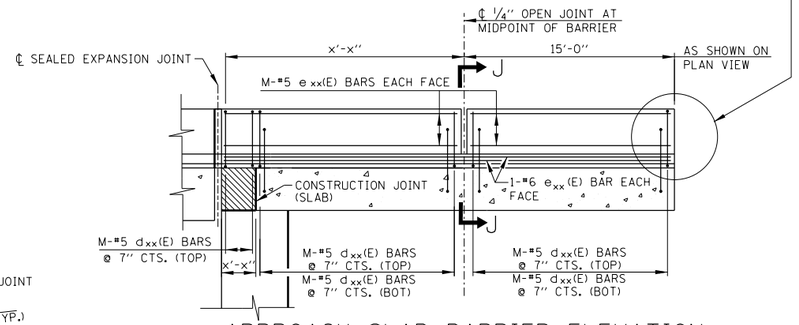
NOTE TO DESIGNER

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.

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.

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.

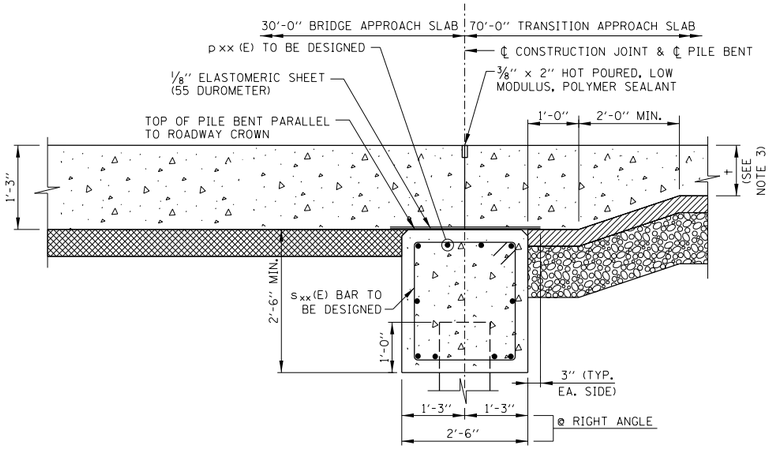
NOTES:

1. SEE SHEET 1 OF THIS SERIES FOR GENERAL NOTES.
2. THE DIMENSION T IS THE THICKNESS OF THE TRANSITION APPROACH SLAB AS DEFINED IN THE ROADWAY PLANS.
3. INTEGRAL ABUTMENT JOINT SHOWN NON-INTERGRAL ABUTMENT JOINT SIMILAR. SEE SHEET 4 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.

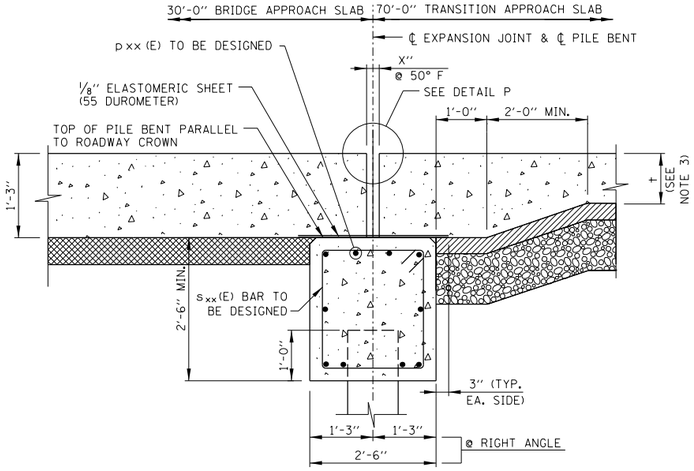
Illinois Tollway

APPROACH SLAB, RAMP

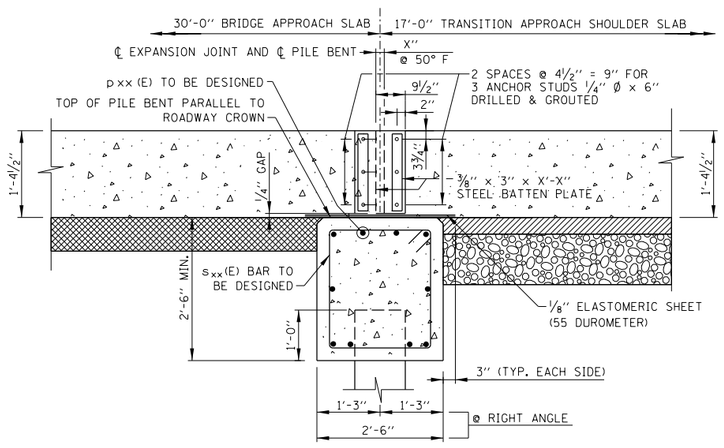
DATE
3-31-2016



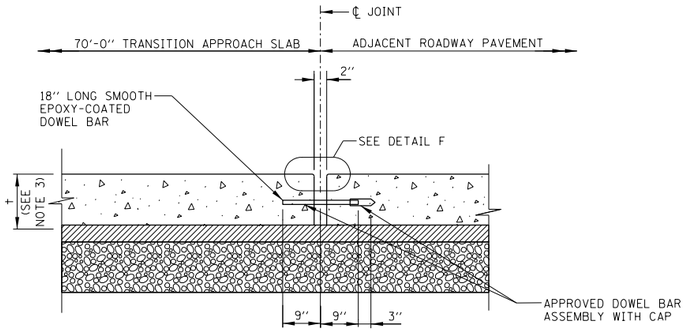
SECTION C-C
FOR NON-INTEGRAL ABUTMENT



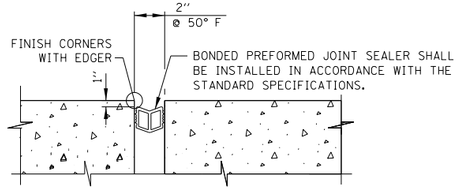
SECTION D-D
FOR INTEGRAL & SEMI-INTEGRAL ABUTMENT



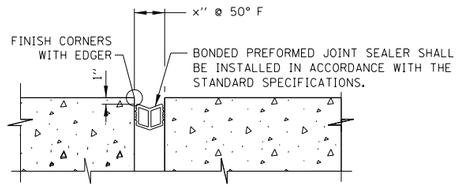
VIEW E'-E'
END ELEVATION OF EXPANSION JOINT



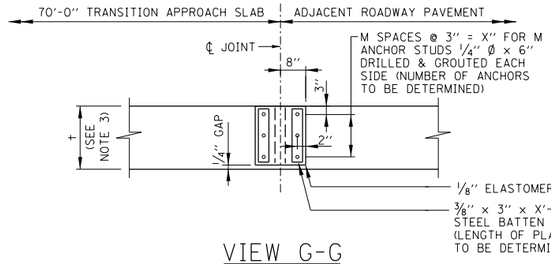
SECTION F-F



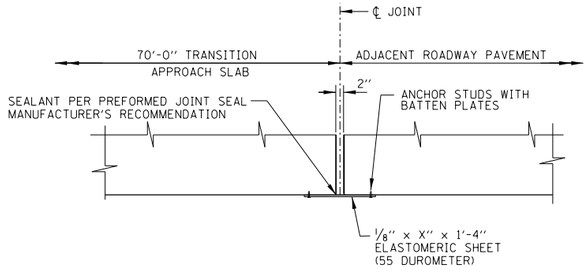
DETAIL F
TRANSITION JOINT



DETAIL P
APPROACH & TRANSITION JOINT



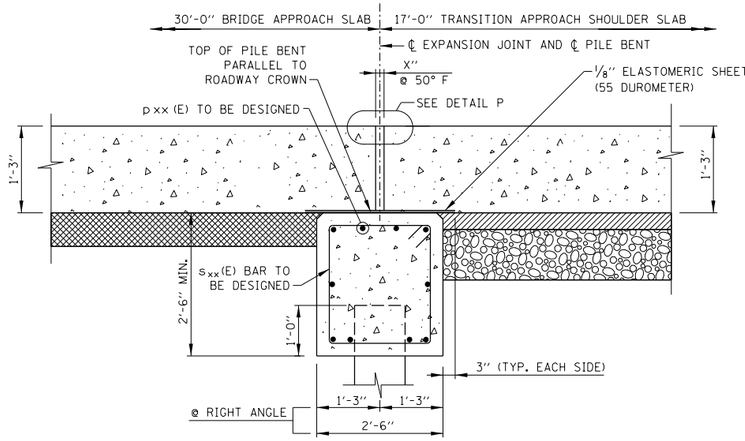
VIEW G-G
END ELEVATION OF JOINT



DETAIL C
END PLAN OF 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.



SECTION E-E

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

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.

LEGEND

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

NOTES:

1. 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.
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.

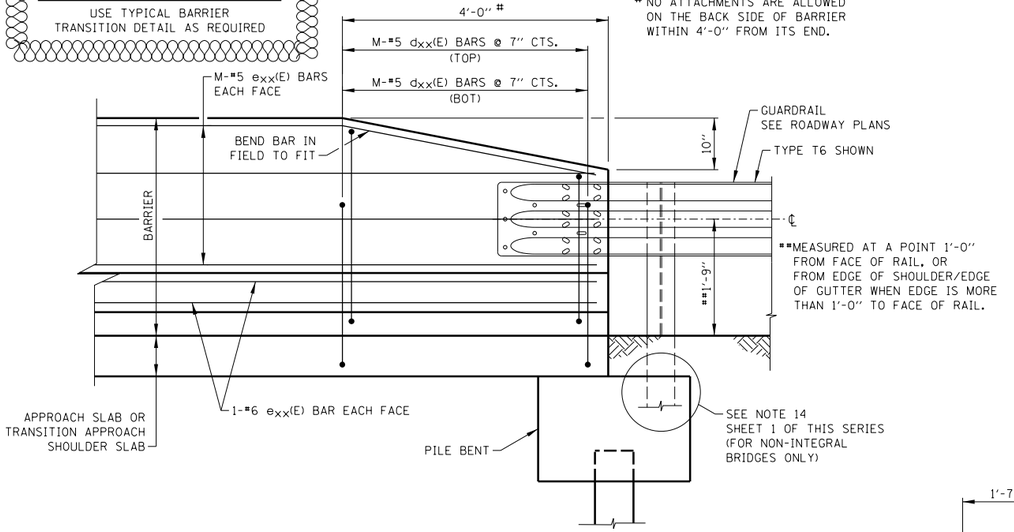
Illinois Tollway

APPROACH SLAB, RAMP

DATE
3-31-2016

NOTE TO DESIGNER

USE TYPICAL BARRIER TRANSITION DETAIL AS REQUIRED

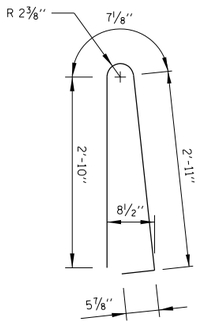


NO ATTACHMENTS ARE ALLOWED ON THE BACK SIDE OF BARRIER WITHIN 4'-0" FROM ITS END.

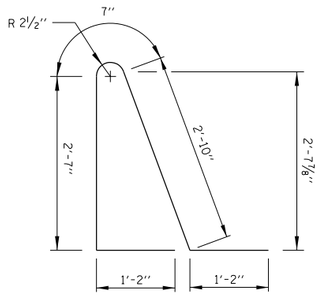
** MEASURED AT A POINT 1'-0" FROM FACE OF RAIL, OR FROM EDGE OF SHOULDER/EDGE OF GUTTER WHEN EDGE IS MORE THAN 1'-0" TO FACE OF RAIL.

TYPICAL BARRIER TRANSITION DETAIL

(CURB AND GUTTER NOT SHOWN FOR CLARITY)



BAR d_{xx}(E)



BAR d_{xx}(E)

NOTE TO DESIGNER

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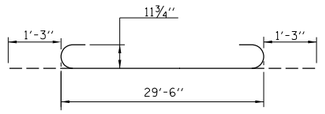
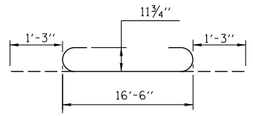


BARS b_{xx} (E)



BARS b_{xx} (E)

BILL OF MATERIAL FOR APPROACH AND TRANSITION SLABS

BAR	NO.	SIZE	LENGTH	SHAPE
a_{xx}(E)				
b_{xx}(E)		#9	32'-0"	
b_{xx}(E)		#9	19'-0"	
d_{xx}(E)		#5	8'-4"	

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
JI420040	BRIDGE APPROACH SLAB	SQ. YD.	
JI420041	TRANSITION APPROACH SLAB	SQ. YD.	
JI420046	TRANSITION APPROACH SHOULDER SLAB	SQ. YD.	
JT525135	BONDED PREFORMED JOINT SEAL	FT.	
*	REINFORCEMENT BARS, EPOXY COATED	LBS.	
*	PROTECTIVE COAT	SQ. YD.	
*	BRIDGE DECK GROOVING	SQ. FT.	

* FOR INFORMATION ONLY

NOTE TO DESIGNER

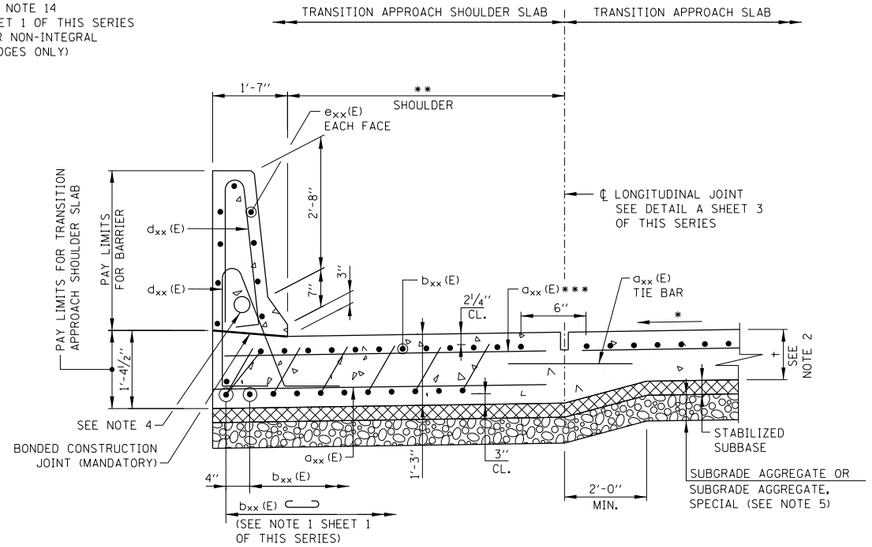
DESIGNER SHALL REPLACE BAR MARK CALLOUTS DESIGNATED a_{xx}(E) THROUGH s_{xx}(E) WITH ACTUAL BAR MARKS. DESIGNER SHALL REPLACE "M" CALL OUT WITH ACTUAL NUMBER OF BARS IN DIMENSION LINE.

NOTE TO DESIGNER

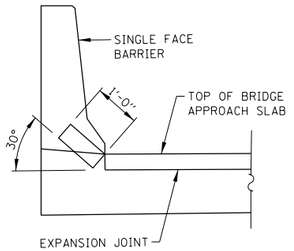
* DIMENSIONS SHALL CONFORM WITH APPROACH ROADWAY.

** 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.

*** FOR APPROACH SLAB LOCATED ON RETAINING WALL, REINFORCEMENT SHALL BE DESIGNED FOR TL-5 CRASH LOADING.



SECTION M-M



SECTION H-H

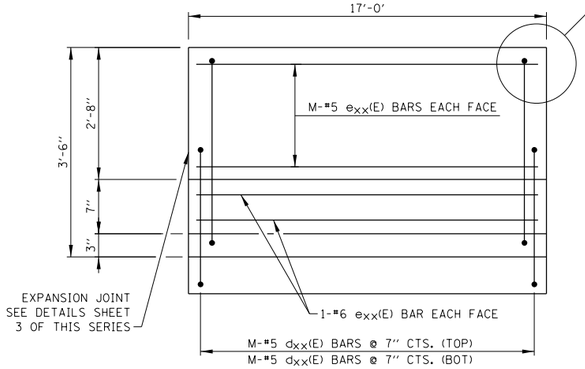
BILL OF MATERIAL FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d_{xx}(E)		#5	6'-10"	
e_{xx}(E)				

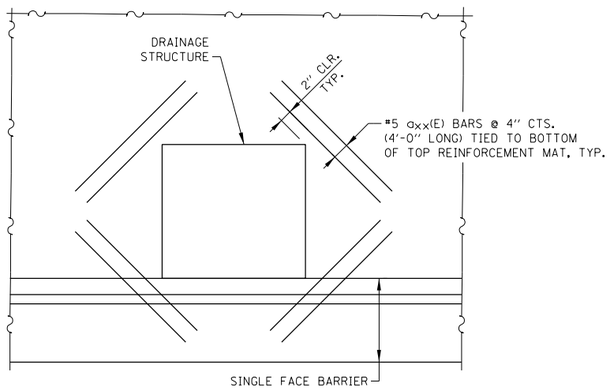
PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	
50800205	REINFORCEMENT BARS, EPOXY COATED	LBS.	
50300300	PROTECTIVE COAT	SQ. YD.	

NOTE TO DESIGNER

IF GUARDRAIL PROVIDED, SEE TYP. BARRIER TRANSITION DETAIL.



TRANSITION APPROACH SHOULDER SLAB BARRIER ELEVATION



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.

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.

Illinois Tollway

APPROACH SLAB, RAMP

DATE
3-31-2016

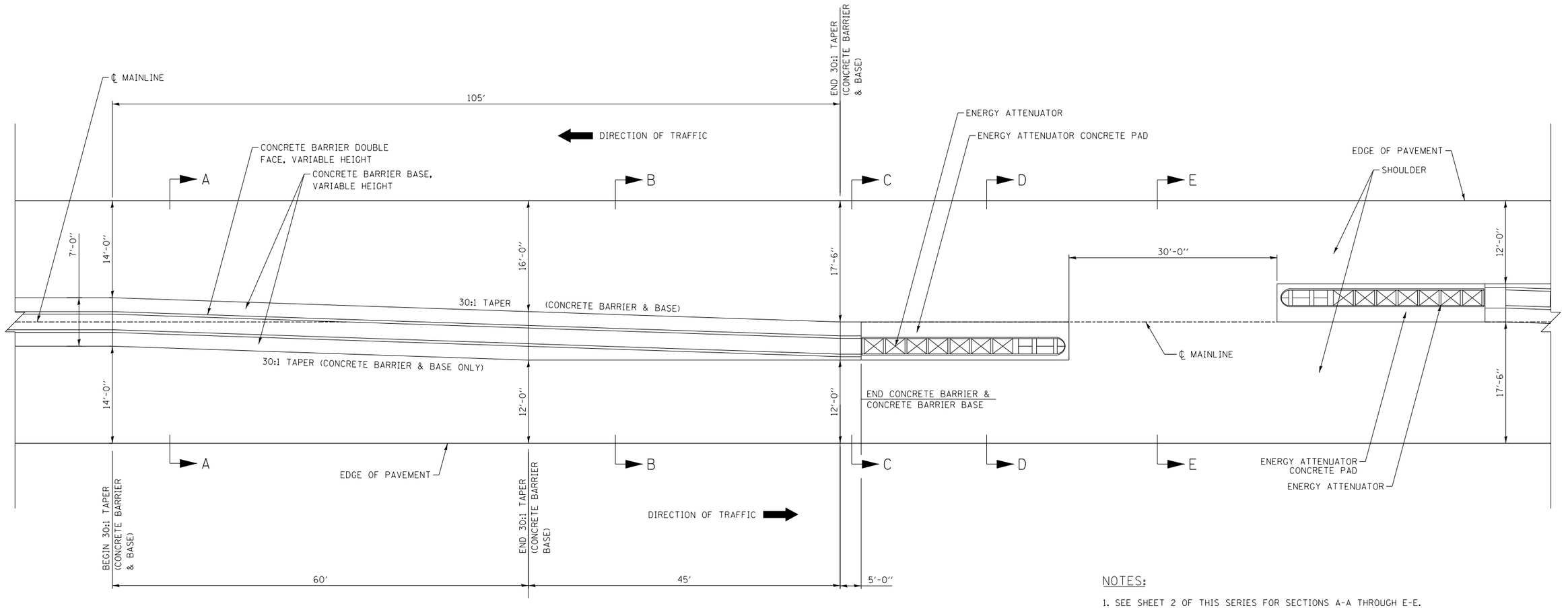
RESERVED

M-RDY-410

Illinois Tollway

RESERVED

DATE
3-31-2016



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.

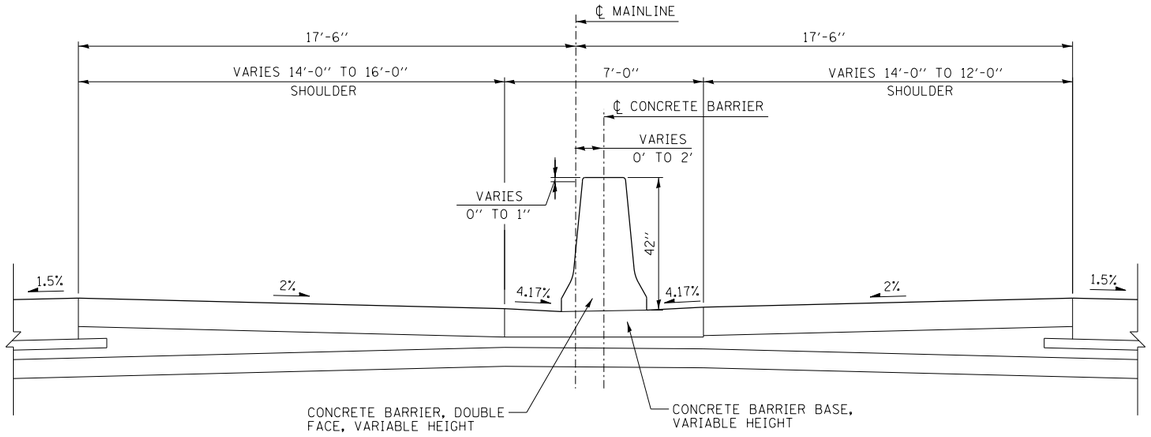
NOTE TO DESIGNER

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.

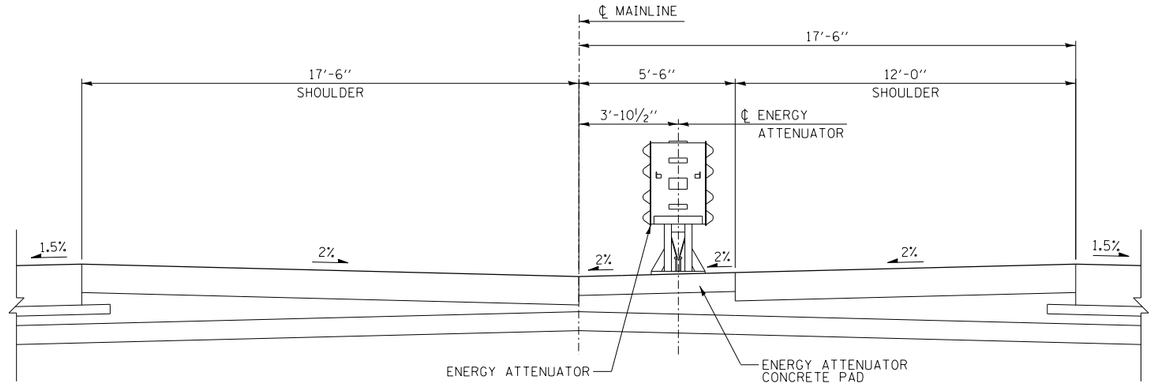
Illinois Tollway

EMERGENCY TURNAROUND MEDIAN WIDTH ≥ 35FT

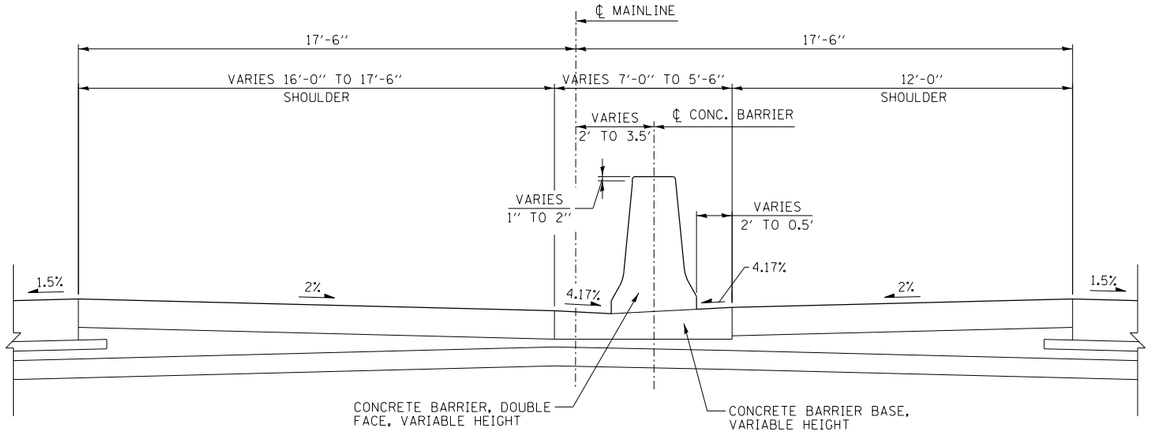
DATE
3-31-2016



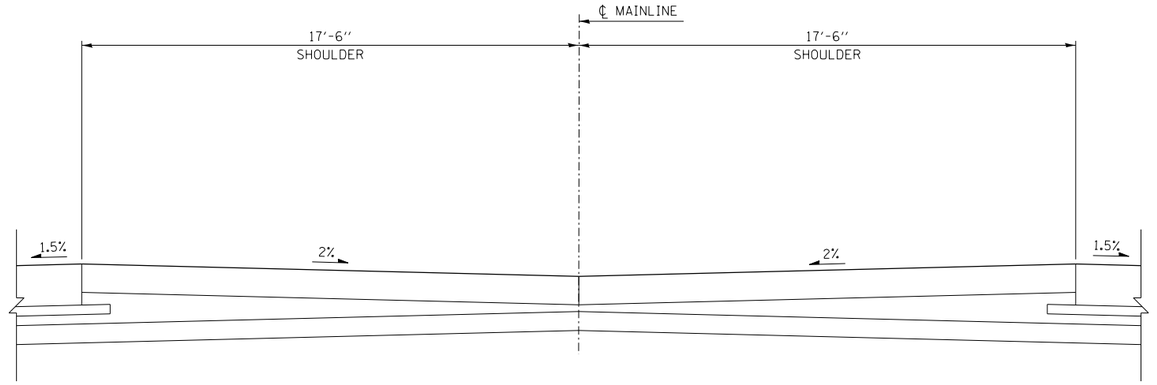
SECTION A-A



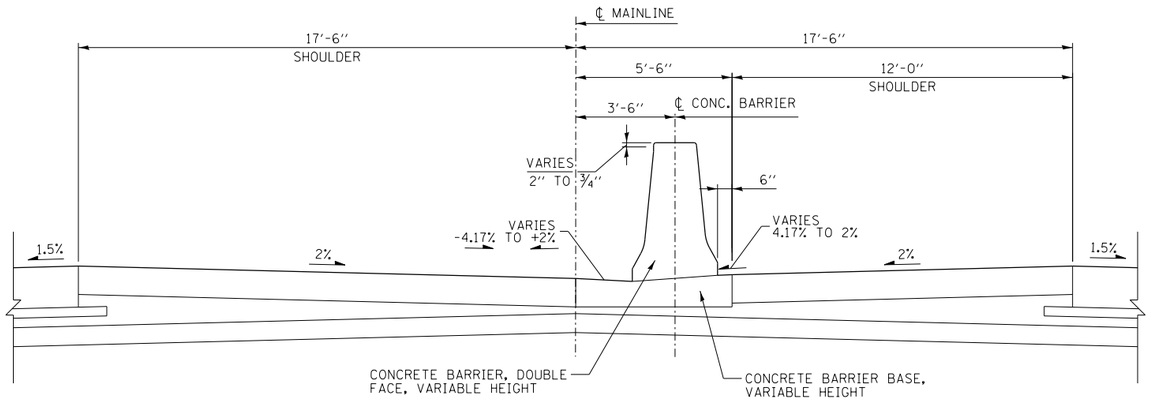
SECTION D-D



SECTION B-B



SECTION E-E



SECTION C-C

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.

Illinois Tollway

EMERGENCY TURNAROUND
MEDIAN WIDTH ≥ 35FT

DATE
3-31-2016