### Illinois Tollway Base Sheet Revisions

#### Section M  Base Sheet Drawings

<table>
<thead>
<tr>
<th>Drawing</th>
<th>Modification Summary</th>
<th>Effective: 03-1-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-RDY-400</td>
<td>ROADWAY TYPICAL SECTIONS GROUP A</td>
<td>Updated to constant slope barrier.</td>
</tr>
<tr>
<td>M-RDY-404</td>
<td>ROADWAY TYPICAL SECTIONS GROUP E</td>
<td>Revised width dimensions.</td>
</tr>
<tr>
<td>M-RDY-405</td>
<td>ROADWAY TYPICAL SECTIONS GROUP F</td>
<td>Updated to show PCCP paving track width needs.</td>
</tr>
<tr>
<td>M-RDY-406</td>
<td>ROADWAY TYPICAL SECTIONS GROUP G</td>
<td>Removed Modified gutter.</td>
</tr>
<tr>
<td>M-RDY-408</td>
<td>APPROACH SLAB, MAINLINE SHEET 1</td>
<td>Added aggregate shoulder.</td>
</tr>
<tr>
<td>M-RDY-409</td>
<td>APPROACH SLAB, MAINLINE SHEET 2</td>
<td>Updated to show PCCP paving track width needs.</td>
</tr>
<tr>
<td>M-RDY-408</td>
<td>APPROACH SLAB, MAINLINE SHEET 3</td>
<td>Updated to constant slope barrier.</td>
</tr>
<tr>
<td>M-RDY-408</td>
<td>APPROACH SLAB, MAINLINE SHEET 5</td>
<td>Revised width dimensions.</td>
</tr>
<tr>
<td>M-RDY-409</td>
<td>APPROACH SLAB, MAINLINE SHEET 1</td>
<td>Removed note to designer to design reinforcement to TL-5 crash loading.</td>
</tr>
<tr>
<td>M-RDY-409</td>
<td>APPROACH SLAB, MAINLINE SHEET 2</td>
<td>Removed note to designer to design reinforcement to TL-5 crash loading.</td>
</tr>
<tr>
<td>M-RDY-410</td>
<td>APPROACH SLAB, MAINLINE SHEET 3</td>
<td>Removed note to designer to design reinforcement to TL-5 crash loading.</td>
</tr>
<tr>
<td>M-RDY-410</td>
<td>APPROACH SLAB, MAINLINE SHEET 5</td>
<td>Removed note to designer to design reinforcement to TL-5 crash loading.</td>
</tr>
<tr>
<td>M-RDY-411</td>
<td>PRECAST APPROACH SLAB, MAINLINE SHEET</td>
<td>Added new details.</td>
</tr>
<tr>
<td>M-RDY-412</td>
<td>EMERGENCY TURNAROUND, MEDIAN WIDTH &gt; 35FT</td>
<td>Revised dimensions and energy attenuator.</td>
</tr>
<tr>
<td>M-RDY-414</td>
<td>ROADWAY SUBGRADE SLOPES MEDIAN BARRIER</td>
<td>Updated barrier to constant slope.</td>
</tr>
<tr>
<td>M-RDY-414</td>
<td>ROADWAY PROFILE &amp; SUPERELEVATION</td>
<td>Updated with new plan profile layout.</td>
</tr>
</tbody>
</table>

New Sheet  Retired Standard
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

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. The designer shall accept the responsibility of the design of this sheet and its completion and insertion into a contract. All notes on this sheet are to be removed prior to insertion of the sheet into the plan set.
### 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 beyond 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. Fore slope 2 steeper than 1:4 for the lower slope on a barn-roof section requires a design deviation.
4. Fore slopes 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. Back slopes 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 ROW line.
7. Minimum ditch depth shall follow drainage design manual. Designer shall meet criteria for design water surface on Table 6.1 and adequately drain subbase.

### Sideslopes Hierarchy

<table>
<thead>
<tr>
<th>Fore Slope</th>
<th>Ditch</th>
<th>Back Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:6 or Flatter</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
<tr>
<td>1:6</td>
<td>1:4</td>
<td>1:4</td>
</tr>
</tbody>
</table>

* Design deviation if fill height is less than 9'.
** Design deviation in all cases.

### Acceptable Cut Section

**Fill 2'**
(Clear Zone Undefined)
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 paving 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

This base sheet shows typical new construction but it is not a standard drawing. It requires completion by the designer. The drawing is based on the Illinois Tollway Micestation 316. The Contractor shall accept the responsibility of the design of this sheet upon its completion and inspection. The SPS number and the SPS date should be recorded in this section. The SPS number will be recorded prior to insertion of the sheet into the plan set.

M-ROY-405
NOTE TO DESIGNER

This base sheet shows typical new construction but is not a standard drawing. It requires completion by the designer prior to adding into a contract. Complete instructions and standard drawings are available on the Illinois Tollway Website. The designer shall accept the responsibility of the design of this sheet. Upon the completion and insertion into a contract, all notes to designer boxes shall be removed prior to insertion into the sheet into the plan set.

NOTE:

All slopes are expressed as units of vertical displacement to units of horizontal displacement (V/H).

DATE: 3-01-2019
**Earthwork Schedule of Quantities**

<table>
<thead>
<tr>
<th>Location</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATION</td>
<td>STAGE 1</td>
</tr>
<tr>
<td>400+00</td>
<td>100.0</td>
</tr>
<tr>
<td>401+00</td>
<td>100.0</td>
</tr>
<tr>
<td>402+00</td>
<td>100.0</td>
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<tr>
<td>403+00</td>
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</tr>
<tr>
<td>405+00</td>
<td>100.0</td>
</tr>
<tr>
<td>406+00</td>
<td>100.0</td>
</tr>
<tr>
<td>407+00</td>
<td>100.0</td>
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</table>

**Earthwork Bill of Material**

<table>
<thead>
<tr>
<th>PAY ITEM NO.</th>
<th>DESCRIPTION</th>
<th>STAGE 1</th>
<th>STAGE 2</th>
<th>STAGE 3</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>J16110112</td>
<td>Topsoil Excavation and Disposal</td>
<td>1000.00</td>
<td>0.0</td>
<td>0.0</td>
<td>1000.00</td>
</tr>
<tr>
<td>J161124</td>
<td>Topsoil Furnish and Place, 4&quot;</td>
<td>0.0</td>
<td>171.0</td>
<td>0.0</td>
<td>171.0</td>
</tr>
<tr>
<td>J161130</td>
<td>Earth Excavation</td>
<td>3350.00</td>
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<tr>
<td>J161151</td>
<td>Rock Excavation</td>
<td>0.0</td>
<td>0.0</td>
<td>4950.00</td>
<td>4950.00</td>
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<tr>
<td>J16050000</td>
<td>Filled Excavation</td>
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<td>0.0</td>
<td>5200.00</td>
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<td>J16050000</td>
<td>Removal and Disposal of Unsuitable Material</td>
<td>0.0</td>
<td>0.0</td>
<td>3600.00</td>
<td>3600.00</td>
</tr>
</tbody>
</table>

**Guardrail Schedule**

<table>
<thead>
<tr>
<th>STATION FROM</th>
<th>STATION TO</th>
<th>OFFSET</th>
<th>APPROACH TERMINAL</th>
<th>GUARDRAIL TYPE</th>
<th>DEPARTURE TERMINAL</th>
<th>REFLECTORS/ MARKERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000+00</td>
<td>1000+00</td>
<td>0.0</td>
<td>Steel Beam Parapet</td>
<td>Type A</td>
<td>Steel Beam Parapet</td>
<td>Type B</td>
</tr>
<tr>
<td>1000+00</td>
<td>1000+00</td>
<td>0.0</td>
<td>Steel Beam Parapet</td>
<td>Type B</td>
<td>Steel Beam Parapet</td>
<td>Type A</td>
</tr>
<tr>
<td>1000+00</td>
<td>1000+00</td>
<td>0.0</td>
<td>Steel Beam Parapet</td>
<td>Type C</td>
<td>Steel Beam Parapet</td>
<td>Type B</td>
</tr>
<tr>
<td>1000+00</td>
<td>1000+00</td>
<td>0.0</td>
<td>Steel Beam Parapet</td>
<td>Type D</td>
<td>Steel Beam Parapet</td>
<td>Type C</td>
</tr>
</tbody>
</table>

**Statement to Designer**

This sheet shows typical new construction but it is not a standard drawing. It requires completion by the designer and insertion into a contract or project file. The plans and specifications are available on the Illinois Tollway website. The designer shall accept the responsibility for 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.
LONGITUDINAL CROSS SECTION

SECTION A-A

SECTION B-B

DETAIL A

TYPICAL LONGITUDINAL JOINT

DETAIL E

OPTIONAL LONGITUDINAL JOINT

SECTION I-J

NOTE TO DESIGNER

* Dimensional information may vary from the design drawings. The dimensions shown on the drawings are approximate and should be used for reference only.

** Unnumbered details are shown for reference only. Designers should consult with the engineer for specific details.

NOTE TO DESIGNER

- Dimensions shall comply with APWA standards.
- Approach slab thicknesses may vary depending on the design requirements.
- All components shall be installed in accordance with the manufacturer's instructions.

NOTES:

1. The purpose of this project is to provide a design for a bridge approach slab.
2. The designer shall specify the thickness of the transition approach slab as shown in the design plans.
3. The designer shall specify the size of the expansion joint as shown in the design plans.
4. The designer shall consult with the engineer for specific details and instructions.
5. The designer shall consult with the engineer for specific details and instructions.

NOTE TO DESIGNER

- Dimensions shall comply with APWA standards.
- Approach slab thicknesses may vary depending on the design requirements.
- All components shall be installed in accordance with the manufacturer's instructions.

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- Dimensions shall comply with APWA standards.
- Approach slab thicknesses may vary depending on the design requirements.
- All components shall be installed in accordance with the manufacturer's instructions.
FABRICATION GENERAL NOTES

MATERIALS:
- Precast concrete slabs shall be cast with a 6#8" steel fiber.
- For continuos construction, the slabs shall be cast in 10" increments.
- The concrete shall be of uniform quality and shall be placed in a fresh condition.
- The concrete shall be placed in a manner that allows for proper compaction and curing.

PRECAST BRIDGE APPROACH SLAB LAYOUT

NOTE TO DESIGNER
- This sheet shows the typical construction and it should be used as a guide only. It is subject to change without notice.

SLAB DESIGN:
- The slab shall be designed to carry the loads shown on the base sheet layout for the slab as shown.
- All loads shall be applied in accordance with the specifications provided.
- The slab shall be designed to meet the requirements of the Illinois Tollway.

INSTALLATION:
- The fabrication and installation of the slabs shall be in accordance with the specifications provided.
- The slabs shall be placed in a manner that allows for proper compaction and curing.
- The slabs shall be placed in a manner that allows for proper compaction and curing.

PRECAST APPROACH SLAB DETAILS

NOTE TO DESIGNER
- This sheet shows the typical construction and it should be used as a guide only. It is subject to change without notice.
NOTE TO DESIGNER
THE UNDERDRAIN CAN BE LOCATED ON EITHER SIDE OF THE MEDIAN, DESIGNED TO DETERMINE WHICH SIDE BASED ON CONSTRUCTION STAGING AND PROJECT SPECIFIC NEEDS.

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

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 "CAD 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 INTO THE PLAN SET.

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

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

SUBGRADE SLOPES (NORMAL CROWN SECTION)
NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT
MUST BE REVISED TO SUIT THE SPECIFIC NEEDS OF THE PROJECT 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.

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DATE: 7/01/92
SET:
NOTE: PARABOLIC VERTICAL CURVES OF 70' (MAINLINE) OR 50' (RAMPS) ARE PROVIDED AT EACH SUPERELEVATION TRANSITION BREAK POINT UNLESS OTHERWISE NOTED ON PLANS.

AXIS OF ROTATION - PGL

-1.5% LANES 1 & 2 (RT & LT)
-2% LANES 3 & 4 (RT & LT)
-2.5% LANE 5 (RT & LT)
-1.5% LANES 1 & 2 (RT & LT SIDE)
-2% LANES 3 & 4 (RT & LT SIDE)
-1.5% LANES 1 & 2 (LT)
-2% LANES 3 & 4 (LT)
-2.5% LANE 5 (LT)
-5% ALL LANES (LT)
-5% ALL LANES (RT)

NOTE: PARABOLIC VERTICAL CURVES OF 70' (MAINLINE) OR 50' (RAMPS) ARE PROVIDED AT EACH SUPERELEVATION TRANSITION BREAK POINT UNLESS OTHERWISE NOTED ON PLANS.

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