### Illinois Tollway Base Sheet Revisions

**Section M**  
**Base Sheet Drawings**

<table>
<thead>
<tr>
<th>Drawing</th>
<th>Modification Summary</th>
<th>Effective: 03-01-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-BRG-500</td>
<td>EXPANSION JOINT FRAME RAIL AND SEAL ALTERNATIVE A</td>
<td>Added installation temperature to section thru expansion joint</td>
</tr>
<tr>
<td>M-BRG-501</td>
<td>EXPANSION JOINT FRAME RAIL AND SEAL ALTERNATIVE B</td>
<td>Added installation temperature to section thru expansion joint</td>
</tr>
<tr>
<td>M-BRG-503</td>
<td>BRIDGE (CONCRETE) MOUNTED SIGN SUPPORT</td>
<td>Added note to designer stating signs may be mounted parallel to the fascia beam for skew angles up to 15 degrees.</td>
</tr>
<tr>
<td>M-BRG-504</td>
<td>BRIDGE (STEEL) MOUNTED SIGN SUPPORT</td>
<td>Added maximum limit of 10 ft for dimension “C”</td>
</tr>
<tr>
<td>M-BRG-507</td>
<td>CRASH WALL MODIFICATIONS MEDIAN PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-508</td>
<td>CRASH WALL MODIFICATIONS SHOULDER PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-510</td>
<td>36” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-511</td>
<td>36” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-512</td>
<td>45” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-513</td>
<td>45” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-514</td>
<td>54” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-515</td>
<td>54” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-516</td>
<td>72” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-517</td>
<td>72” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-518</td>
<td>PPC BEAM DETAILS</td>
<td>Revised titles of details for exterior beam deck haunch</td>
</tr>
<tr>
<td>M-BRG-519</td>
<td>36” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-520</td>
<td>45” PPC BULB-T AND 54” PPC BULB-T BEAMS INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-521</td>
<td>72” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-524</td>
<td>36” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-525</td>
<td>DEMOLITION PLAN</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-526</td>
<td>ERECTION PLAN - CONCRETE</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-527</td>
<td>ERECTION PLAN - STEEL</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-528</td>
<td>STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-529</td>
<td>CENTRAL TRI-STATE STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-530</td>
<td>GROUND MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-531</td>
<td>BRIDGE (CONCRETE) MOUNTED SIGN SUPPORT</td>
<td>Added note to designer stating signs may be mounted parallel to the fascia beam for skew angles up to 15 degrees.</td>
</tr>
<tr>
<td>M-BRG-532</td>
<td>BRIDGE (STEEL) MOUNTED SIGN SUPPORT</td>
<td>Added maximum limit of 10 ft for dimension “C”</td>
</tr>
<tr>
<td>M-BRG-533</td>
<td>CRASH WALL MODIFICATIONS MEDIAN PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-534</td>
<td>CRASH WALL MODIFICATIONS SHOULDER PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-535</td>
<td>36” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-536</td>
<td>36” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-537</td>
<td>45” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-538</td>
<td>45” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-539</td>
<td>54” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-540</td>
<td>54” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-541</td>
<td>72” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-542</td>
<td>72” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-543</td>
<td>PPC BEAM DETAILS</td>
<td>Revised titles of details for exterior beam deck haunch</td>
</tr>
<tr>
<td>M-BRG-544</td>
<td>36” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-545</td>
<td>45” PPC BULB-T AND 54” PPC BULB-T BEAMS INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-546</td>
<td>72” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-547</td>
<td>DEMOLITION PLAN</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-548</td>
<td>ERECTION PLAN - CONCRETE</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-549</td>
<td>ERECTION PLAN - STEEL</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-550</td>
<td>STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-551</td>
<td>CENTRAL TRI-STATE STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-552</td>
<td>GROUND MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-553</td>
<td>BRIDGE (CONCRETE) MOUNTED SIGN SUPPORT</td>
<td>Added note to designer stating signs may be mounted parallel to the fascia beam for skew angles up to 15 degrees.</td>
</tr>
<tr>
<td>M-BRG-554</td>
<td>BRIDGE (STEEL) MOUNTED SIGN SUPPORT</td>
<td>Added maximum limit of 10 ft for dimension “C”</td>
</tr>
<tr>
<td>M-BRG-555</td>
<td>CRASH WALL MODIFICATIONS MEDIAN PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-556</td>
<td>CRASH WALL MODIFICATIONS SHOULDER PIERS</td>
<td>Added minimum total width of 3ft for the crashwall</td>
</tr>
<tr>
<td>M-BRG-557</td>
<td>36” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-558</td>
<td>36” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-559</td>
<td>45” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-560</td>
<td>45” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-561</td>
<td>54” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-562</td>
<td>54” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-563</td>
<td>72” PPC BULB-T BEAM</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-564</td>
<td>72” PPC BULB-T BEAM DETAILS</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-565</td>
<td>PPC BEAM DETAILS</td>
<td>Revised titles of details for exterior beam deck haunch</td>
</tr>
<tr>
<td>M-BRG-566</td>
<td>36” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-567</td>
<td>45” PPC BULB-T AND 54” PPC BULB-T BEAMS INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-568</td>
<td>72” PPC BULB-T BEAM INTERIOR STEEL DIAPHRAGMS</td>
<td>Base Sheet Removed</td>
</tr>
<tr>
<td>M-BRG-569</td>
<td>DEMOLITION PLAN</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-570</td>
<td>ERECTION PLAN - CONCRETE</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-571</td>
<td>ERECTION PLAN - STEEL</td>
<td>Removed 25% add on from note 3, scope of work</td>
</tr>
<tr>
<td>M-BRG-572</td>
<td>STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-573</td>
<td>CENTRAL TRI-STATE STRUCTURE MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
<tr>
<td>M-BRG-574</td>
<td>GROUND MOUNTED NOISE ABATEMENT WALL</td>
<td>Added note to designer to account for 1/4” gap between panels</td>
</tr>
</tbody>
</table>

New Sheet  Retired Standard
SECTION THRU EXPANSION JOINT

NOTES:
1. EXPANSION JOINT SHALL FOLLOW ROADWAY GRADE & CROSS SLOPE. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
2. FRAME RAILS AND OTHER STEEL SHALL BE ASKED M270 GRADE 36, ASTM A36.
3. STUD ANCHORS TO BE ASKED M169 (ASTM A108).
4. EXPANSION ANCHORS TO BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.
5. EXPANSION JOINT SUPPORT PLATES, NUTS AND WASHERS CONNECTED TO FRAME RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A763 & ASTM A153.
6. SUPPORT PLATES, NUTS AND WASHERS CONNECTED TO Frame RAILS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A763 & ASTM A153.
7. SUPPORT PLATES ON STEEL GIRDERS SHALL BE WELDED IN ACCORDANCE WITH ARTICLES 505.04 (q) & 505.08 (n) OF THE IDOT STANDARD SPECIFICATIONS.
8. EXPANSION ANCHORS SHALL BE IN ACCORDANCE WITH THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS, SECTION 1211.
9. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
10. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
11. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
12. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
13. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
14. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
15. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
16. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.
17. EXPANSION JOINT TO BE SET TO GRADE BY ATTACHING FRAME RAILS TO BACKWALL AND BEAMS.

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER
NOTE A:

PLAN ELEVATION

SECTION A-A

NOTE: BENT RAILS WELDED TO FRAME
THREADED STUDS ~ 1/8" x 1-1/2"
2" MIN., 5" MAX.
3" MIN. AS REQUIRED BY DESIGN.
PAV'T. APPROX. 3" MIN.
BACKWALL ABUTMENT ANCHOR ~ EXP. ANCHOR
MIN. 5" EMBEDMENT LENGTH ~ EXP. ANCHOR WITH BEAM TOP/P.P.C. AND EXP. ANCHOR ~ P.P.C. BEAM ~ BRIDGE.

NOTE TO DESIGNER

THIS 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 PRIOR CONSTRUCTION AND APPROVALS PRIOR TO A CONTRACT. ALL NOTE TO DESIGNER BOXES SHALL BE REMOVED PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

NOTE TO DESIGNER

EXPANSION JOINT SUPPORT SYSTEM FRAME RAIL

DATE 2-7-2012

M-BRG-502
1. Remove existing concrete crashwall back to face of columns prior to placing concrete around existing crashwall and columns. Excess to including new concrete shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown. Clear cover for reinforcement bars to the surface of concrete shall be 2" unless otherwise shown.

2. Concrete medians shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown.

3. Concrete medians shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown.

4. Concrete medians shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown.

5. Concrete medians shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown.

6. The clear cover for reinforcement bars to the surface of concrete shall be 2" unless otherwise shown.

7. Reinforcement bars designated "E" shall be epoxy coated.

8. Epoxy coated bars shall terminate to the existing medians of all new and modified pier crash walls.

9. Note to designer: remove existing concrete crashwall back to face of columns prior to placing concrete around existing crashwall and columns. Excess to including new concrete shall be treated and cut to profile and broken up as needed for clean-up. Concrete shall be 2" unless otherwise shown. Clear cover for reinforcement bars to the surface of concrete shall be 2" unless otherwise shown.

10. Reinforcement bars designated "E" shall be epoxy coated.

11. Epoxy coated bars shall terminate to the existing medians of all new and modified pier crash walls.

12. This base sheet shows typical retrofit construction details. 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 also consider the provisions of the Illinois Highway Construction Pay Limits Program. All "Note to Designer" boxes shall be removed by the designer prior to insertion of the sheet into the plan set.

13. The clear cover for reinforcement bars to the surface of concrete shall be 2" unless otherwise shown. Reinforcement bars designated "E" shall be epoxy coated. Epoxy coated bars shall terminate to the existing medians of all new and modified pier crash walls.
CONCRETE SHOULDER BARRIER TRANSITION

DIRECTION OF TRAFFIC

1" P.J.F.

ABOVE APPROXIMATE EDGE

SEE DETAIL THIS SHEET

CRACK CONTROL (TYP.)

ƒ" CHAMFER FOR 1" P.J.F.

PROTECTION FOR EXISTING SHOULDER PIER

MIN. #5 u (E) BARS @ 12" MAX. (TOP)

U (E)

MIN. #5 h (E) BARS @ 12" MAX. (TOP)

#5 h (E) BARS @ 12" (TOP)

EXISTING CRASHWALL

MIN. #5 v (E) BARS @ 12" MAX. (EACH FACE)

~ EXISTING COLUMN

TOP OF SHOULDER

PLAN

ELEVATION

PLAN

ELEVATION

SECTION B-B

SECTION A-A

CRACK CONTROL DETAIL

REINFORCEMENT BARS OMITTED FOR CLARITY

SEALANT DETAIL

NOTES:

1. REMOVE EXISTING CONCRETE CRASHWALL BACK TO FACE OF COLUMNS PRIOR TO CLEANING AND REMOVAL. CONCRETE GUTTER (SPECIAL) IS PLACED INTO THE FACE OF THE CRASHWALL, ALONG THE LENGTH OF EXISTING CRASHWALL. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE GUTTER (SPECIAL).

2. CONCRETE GUTTER MOUNTED TOWARDS BACK LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE SHALL BE GRIT BLOWED, SHARPENED, AND CLEANED PRIOR TO CONCRETE PLACEMENT.

3. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACE OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

4. CONCRETE CRASHWALL AND GUTTERshall have 3/8"-3/4" diameter expansion joints with a minimum of 6" joint laps. EXPANSION JOINTS SHALL BE DEVELOPED A MINIMUM OF THE FULL CRASHWALL TAPER LENGTH.

5. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

6. REMOVE EXISTING CONCRETE CRASHWALL BACK TO FACE OF COLUMNS PRIOR TO CLEANING AND REMOVAL.

7. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER.

8. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

9. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

10. REMOVE EXISTING CONCRETE CRASHWALL BACK TO FACE OF COLUMNS PRIOR TO CLEANING AND REMOVAL.

11. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER.

12. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

13. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

14. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

15. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

16. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

17. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

18. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

19. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

20. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

21. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

22. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

23. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

24. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

25. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

26. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

27. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER

28. CONCRETE SHOULDER BARRIER TRANSITION WHERE LENGTH, PAY EARTH AND MATERIAL, AND SURFACES OF CONCRETE TO RECEIVE NEW CONCRETE SHALL BE BLAST CLEANED. COST OF CLEANING SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

29. CONCRETE SEALANT SHALL BE APPLIED TO THE EXPOSED SURFACES OF THE NEW CONCRETE CRASHWALL AND GUTTER
**Note to Designer**

The base sheet shows typical new construction but it is not a standard drawing. It requires completion by the designer prior to construction. A copy of this sheet shall be provided to the engineer of record. The designer shall accept the responsibility of the design of this sheet upon its completion and insertion into a contract. All notes to designer boxes shall be removed prior to insertion of the sheet into the plan set.

**Notes:**

**1.** Present practice is to use a minimum fillet at the edge of beam flange of 1/2" for design calculations. The minimum fillet at the edge of beam flange allowed in construction is 1/8" at mid-span and 1/4" at centerline of bearing.

**2.** For beam flange, a minimum fillet height at mid-span cannot be maintained during construction. The edge line may be rounded by up to 1/4" from the plan profile at the edge elevation of the designer. A minimum deck thickness of the V beam shall be maintained. The plan slab thickness shall be held.

**3.** Use the calculated theoretical average fillet at centerline of beam for computing the fillet concrete quantity.

**4.** Use top of deck elevations and calculated fillet at centerline of beam for computing beam seat elevations at substructures.

**5.** For slabs < 12", place intermediate diaphragms at a 24" spacing. Refer to sheets M-BRG-518 for offset for slabs > 12".

**6.** Common spacing for spans < 80'-0". Place one diaphragm at 1/2 length of beam, for spans over 80'-0", place at 1/8 and 1/4 points.

**M-BRG-517**

**PPC Beam Details**

**Date:** 03-1-2021

---

### ALL GIRDER SIZES

**Interior Girder Detail**

**45' or Less PPC Bulb-T Exterior Beams**

**Deck Haunch Detail**

- Variable, not less than 1/2".

**54' or Greater PPC Bulb-T Beams**

**Slab Haunch Detail**

**Definitions:**

- "A" = Prestress Camber
- "B" = Dead Load Deflection
- "C" = Residual Camber

Round off to nearest 1/8".
HEX NUTS AND WASHERS SET IN DRILLED HOLES WITH HEAVY ADHESIVE-BONDED ANCHORS (SHOWN) 2-†" } C-I-P ANCHOR RODS OR DEPTH EMBEDMENT REQUIRED AT BOTH ENDS OF TIE WIRE (TYP.) GAUGE ZINC COATED TIE WIRE (TRIPLE WRAP TIE TENSION WIRE TO POST WITH NO. 9 TENSION WIRE HOG RINGS @ 2'-0" CENTERS BRACE RAIL (TYP.) POST CAP 2'-0" CENTERS (TYP.) TIES @ 2'-0" CENTERS TENSION PIPE TIES @ 2'-0" CENTERS (TYP.) TENSION BAR ONE EACH SIDE OF FULL POST (TYP.) PIPE CLAMP CONNECTION (TYP.) PIPE CLAMP DETAIL 1/4" X 3/4" X 1/4" THICK NEOPRENE PAD (TYP.) 5/8" X 3/4" X 3/4" HOLES FOR 5/8" X BOLT WITH HEX NUT AND WASHERS NUT AND WASHER FOR … } BOLT WITH HEX ~ POST AND ~ ‹" } HOLES R = 1/2" PIPE CLAMP DETAIL 1/4" X 3/4" X 1/4" THICK NEOPRENE PAD (TYP.) 5/8" X 3/4" X 3/4" HOLES FOR 5/8" X BOLT WITH HEX NUT AND WASHERS NOTES: 1. FOR TREATMENT AT BRIDGE ENDS, SEE BASE SHEET 1 OF 2 M-BRG-521. 2. THE 3'-0" DIMENSION SHOWN IS FOR EXPANSION JOINT OPENINGS 3" OR LESS. IF THE EXPANSION JOINT OPENING EXCEEDS 3", INCREASE THIS DIMENSION BY THE DIFFERENCE BETWEEN THE EXPANSION JOINT OPENING AND 3". SPACER DETAIL MUST BE MANUFACTURED FROM AN INCOMPRESSIBLE MATERIAL (I.E., STEEL OR ALUMINUM). NOTE TO DESIGNER THIS SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. THE "NOTE TO DESIGNER" SHALL BE REMOVED FROM THIS SHEET UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET. NEOPRENE PADS ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN PRIOR TO INSERTION INTO A CONTRACT. THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT.
TYPICAL U-BEAM SECTION
REINFORCEMENT SHOW AT SPA.

TYPICAL U-BEAM PRESTRESSING
PRETENSIONED

NOTE TO DESIGNER
THIS SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES AUTHORIZATION BY THE CONTRACTING AGENCY BEFORE USE. IT MIGHT BE INSERTED INTO A CONTRACT, MODIFICATION OR THE "CADD STANDARDS MANUAL" 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.

BAR LIST

<table>
<thead>
<tr>
<th>BAR No.</th>
<th>#</th>
<th>Dia.</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>G2</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>G3</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>G4</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>G5</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

VARIABLE DIMENSIONS

BEAM TABLE

<table>
<thead>
<tr>
<th>B</th>
<th>a</th>
<th>b</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>72</td>
<td>10</td>
<td>12</td>
</tr>
</tbody>
</table>

DATE: 03-01-2019
FORMED WEB ELEVATIONS MUST BE ADJUSTED UPWARD FOR AN INDICATED FACTOR OF THREE (3) MULTIPLIER TO ACCOUNT FOR LONG TERM CREEP.

INSTANTANEOUS EFFECTS OF DEAD LOAD AND PRESTRESSING, AND A THE DEFLECTION SHOWN IS POSITIVE DOWNWARD. IT INCLUDES THE ASSUMED IN THE DESIGN MUST BE APPROVED BY THE ENGINEER.

STRESSING SEQUENCE:
CONSTRUCTION SHALL SUBMIT THE STRESSING AND ELONGATION CALCULATIONS TO THE ENGINEER FOR APPROVAL. ALL LOSSES DUE TO TENSION METRIC AND POST-TENSIONING STRANDS SHOWN IN THE POST-TENSIONING TABLE. THE STRESSING SEQUENCE SHALL MEET THE FOLLOWING CRITERIA.
1. TENDONS MAY BE STRESSED FROM BOTH ENDS EITHER SIMULTANEOUSLY OR SEQUENTIALLY. OR IF THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END. THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END. THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END.
2. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS.
4. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE.

POST-TENSIONING NOTES:
THE MINIMUM COMPRESSIVE STRENGTH OF THE CAST-INSPLACE CONCRETE AT THE TIME OF POST-TENSIONING SHALL BE AS SHOWN IN POST-TENSIONING TABLE.

STRESSING SEQUENCE:
CONSTRUCTION SHALL SUBMIT THE STRESSING AND ELONGATION CALCULATIONS TO THE ENGINEER FOR APPROVAL. ALL LOSSES DUE TO TENSION METRIC AND POST-TENSIONING STRANDS SHOWN IN THE POST-TENSIONING TABLE. THE STRESSING SEQUENCE SHALL MEET THE FOLLOWING CRITERIA.
1. TENDONS MAY BE STRESSED FROM BOTH ENDS EITHER SIMULTANEOUSLY OR SEQUENTIALLY. OR IF THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END. THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END. THE TENDONS ARE STRESSED FROM EACH END, THE TENDONS ARE STRESSED FROM EACH END.
2. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. NO MORE THAN 1/2 OF THE PRESTRESSING FORCES IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS.
4. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE. BOTTOM FLANGE TENDONS TO BE STRESSED AT CASTING YARD OR ON SITE.
SLOPE WALLS FOR BRIDGES OVER ILLINOIS TOLLWAY

NOTE TO DESIGNER
This sheet shows typical new construction but is not a standard drawing. It requires completion in accordance with Illinois Tollway Standard Plans and the "CADD Standards Manual." The Designer shall accept the responsibility of the design so that it will meet its intended and expected use. Any questions or modifications shall be made at the discretion of the Designer prior to submission of the plans into the bid set.

NOTE: All dimensions are shown in inches and feet. All pavement thicknesses are shown in inches. All aggregates use dimensions are shown in feet and inches.

SLOPE WALL DETAILS

NOTE TO DESIGNER
This page contains typical new construction detail and is not a standard drawing. It requires completion in accordance with Illinois Tollway Standard Plans and the "CADD Standards Manual." The Designer shall accept the responsibility of the design so that it will meet its intended and expected use. Any questions or modifications shall be made at the discretion of the Designer prior to submission of the plans into the bid set.

NOTE: All dimensions are shown in inches and feet. All pavement thicknesses are shown in inches. All aggregates use dimensions are shown in feet and inches.

ILLINOIS TOLLWAY BRIDGES OVER WATERWAYS

ILLINOIS TOLLWAY BRIDGES OVER RAILROADS

ILLINOIS TOLLWAY BRIDGES OVER CROSSROADS

SLOPEWALL DETAILS
**Demolition Plan View**

**Scope of Work:**
- **Location of Work Activities:**
- **Load to be Lifted Description (Detail):**
- **Loading Manual Dimensions of Load, Center of Gravity, Etc.:**
- **Load Calculation:** Load Weight, Lifting Gear, Points, Dimensions of Load, Center of Gravity, Etc.
- **Ground Allowable Bearing Pressure at Lifting:**
- **Schedule with Specific Working Hours:**
- **List of Operator/Lift Supervisor Qualification:**

**Crane Information:**
- **Crane A:**
  - Equipment: XxXxXxTON HYDRO
  - Swing Speed: Xx MPH
- **Crane B:**
  - Equipment: XxXxXxTON HYDRO
  - Swing Speed: Xx MPH

**Limitations:**
1. Access and working space for the assembly and disassembly of the crane and the materials to be lifted will be
2. Federal Aviation Administration (FAA) Restrictions
3. Crane reactions... Site ground is suitable/unsuitable for crane operation
4. Crane's Superstructure Design Will Not Allow Contact with Any Object
5. Environmental Consideration
6. Temporary Scaffolding
7. Crane and the materials to be lifted will not be
8. **Demolition Sequence:**
   - **Sequence:**
   - **Sequence:**
   - **Sequence:**
   - **Sequence:**
NOTES TO DESIGNER/CONTRACTOR

THIS SHEET SHOWS TYPICAL CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. THIS SHEET IS TO BE USED AS A GUIDE BY THE CONTRACTOR FOR PREPARATION OF A RIGGING SPREADER BEAM PER THE CONTRACT REQUIREMENTS. THIS SHEET SHOWS DEMOLITION OF CONCRETE GIRDERS, STEEL GIRDERS WOULD BE SIMILAR. MICROSTATION FILES ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE.

* "XX" DESIGNATES DIMENSION VALUES OR INPUT DATA TO BE PROVIDED ON SUBMITTED DRAWING.
* SPECIFY CENTER OF GRAVITY OF LOAD.

M-BRG-526
SHEET 2 OF 3
DESTRUCTION PLAN

SPECIFY CENTER OF GRAVITY OF LOAD.
NOTES TO DESIGNER/CONTRACTOR

THIS BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. THIS SHEET IS TO BE USED AS A GUIDE BY THE CONTRACTOR FOR PREPARATION OF A DEMOLITION SUBMITAL PER THE CONTRACT REQUIREMENTS. THIS BASE SHEET SHOWS DEMOLITION OF CONCRETE GIRDERS. STEEL GIRDERS WOULD BE SIMILAR. ILLINOIS TOLLWAY FILES ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE.

"XX" DESIGNATES DIMENSION VALUES OR INPUT DATA TO BE PROVIDED ON SUBMITTED DRAWING.
NOTE TO DESIGNER/CONTRACTOR
THIS BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. THIS SHEET IS TO BE USED AS A GUIDE BY THE CONTRACTOR FOR PREPARATION OF A ERECTION SUBMITAL PER THE CONTRACT REQUIREMENTS. MICROSTATION FILES ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE.

- IDENTIFY TEMPORARY SUPPORT, IDENTIFY TEMPORARY CROSS BRACING DURING ERECTION.
- "XX" DESIGNATES DIMENSION VALUES OR PROVIDED DATA TO BE REFERRED TO SUBMITTED DRAWING.
- SEQUENCE SHALL ADDRESS TEMPORARY BLOCKING, TO BE PROVIDED ON SUBMITTED DRAWING.
- SEQUENCE SHALL ADDRESS TEMPORARY BLOCKING, SPACING OR OTHER TEMPORARY SUPPORTS.
- SEQUENCE OF LOAD PLACEMENT SHALL CONFIRM STRUCTURE CAN WITHSTAND THE NEW LOADS WITHOUT DAMAGE.

ERECTION PLAN VIEW

SCOPe OF WORK:
1. LOCATION OF WORK ACTIVITIES.
2. LOAD TO BE LIFTED DESCRIPTION DETAIL - LIFTING POINT, DIMENSIONS OF LOAD, CENTER OF GRAVITY, ETC.
3. LOAD TO BE LIFTED DESCRIPTION DETAIL - LIFTING POINT, DIMENSIONS OF LOAD, CENTER OF GRAVITY, ETC.
4. MAXIMUM CRANE LOAD TO BE USED FOR CRANE PAD SIZE.
5. LIST GROUND ALLOWABLE BEARING PRESSURE AT CRANE LANDING.
6. ACCESS TO WORK AREAS AND SITE SECURITY.
7. UTILITIES CONTACT REQUIRED (LIST CONTACT INFORMATION).

CRANE INFORMATION:
1. Crane Information:
   - Crane Model:
   - Crane Capacity:
   - Crane Material:
   - Crane Gear:
   - Crane Hook Block Weight:
   - Crane Total Weight:
   - Crane Swing Speed:
   - Crane Main Boom:
   - Crane Counterweight:

LIMITATIONS:
1. Access and Egress for the Assembly and Disassembly of the Crane and the Materials to be Lifted Will Be
   - Federal Aviation Administration (FAA) Restrictions
   - Site Conditions.
   - Environmental Considerations
   - Maximum Permissible Wind Speed
   - Weather/Lightning
   - Electical Hazard.

ERECTION SEQUENCE:
1. ____________
2. ____________
3. ____________
4. ____________
5. ____________
6. ____________
7. ____________
8. ____________
9. ____________

Erection Plan - Concrete
Sheet 1 of 3
ELEVATION VIEW

RIGGING DETAILS
SINGLE CRANE WITH SPREADER BEAM

CALCULATED RIGGING WEIGHT = XX LBS.

RIGGING DETAILS
SINGLE CRANE

PRECAST BEAM WEIGHT = XX LBS.

RIGGING DETAILS
TWO CRANE

PRECAST BEAM WEIGHT = XX LBS.

NOTES TO DESIGNER/CONTRACTOR

This base sheet shows typical construction but it is not a standard drawing. The sheet is to be used as a guide by the contractor for preparation of an erection submittal per the contract requirements. Microstation files are available on the Illinois Tollway website.

- "XX" designates dimension values or provided data to be printed on submitted drawings.
- Specify center of gravity of load.

M-884-527 SHEET 2 OF 3

ERECTION PLAN - CONCRETE

DATE

WEB SITE:
MICROSTATION FILES ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE.
NOTES TO DESIGNER/CONTRACTOR

This base sheet was chosen as a typical construction but it is not a standard drawing and shall be used as a guide by the Contractor for preparation of an Erection Submittal for the Contract Requirements. Microstation files are available on the Illinois Tollway Website.

- "XX" designates dimension values or provided data to be provided on submitted drawings.

DATE
SHEET 3 OF 3

M-BRG-527
ERECITION PLAN • CONCRETE
DATE
SHEET 3 OF 3
NOTE TO DESIGNER/CONTRACTOR

TABLE HEADING AND INFORMATION ARE SUGGESTED AND FOR CRANE INFORMATION:

<table>
<thead>
<tr>
<th>1. LOCATION OF WORK ACTIVITIES.</th>
<th>2. LOAD TO BE LIFTED DESCRIPTION (DETAIL LIFTING POINT, CENTER OF GRAVITY, ETC.)</th>
<th>3. LOAD CALCULATIONS (LOAD WEIGHT, LIFTING POINT, CENTER OF GRAVITY, ETC.).</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. MAXIMUM CRANE LOAD TO BE USED FOR USAGE (LOAD/SAFE WORKING LOAD (SWL)) (%).</td>
<td>5. LIST OF OPERATOR/LIFT SUPERVISOR QUALIFICATION.</td>
<td>6. CRANE INFORMATION:</td>
</tr>
<tr>
<td>7. LIST OF OPERATOR/LIFT SUPERVISOR QUALIFICATION.</td>
<td>8. LOAD TO BE LIFTED DESCRIPTION DETAIL LIFTING POINT, CENTER OF GRAVITY, ETC.</td>
<td>CAPITAL CONSTRUCTION COMPANY DETERMINES MAX WEIGHT/DECK/DELIVERY, CAPACITY AT MAXIMUM WEIGHT/DECK/DELIVERY.</td>
</tr>
<tr>
<td>10. SWING SPEED = XX MPH.</td>
<td>11. MAX REACH = XX'.</td>
<td>WEIGHT, SAFETY FACTOR, CRANE CAPACITY, GEAR WEIGHT, HOOK BLOCK WEIGHT, TOTAL CAPACITY AT MAXIMUM WEIGHT/DECK/DELIVERY.</td>
</tr>
<tr>
<td>12. MAXIMUM CRANE LOAD TO BE USED FOR USAGE (LOAD/SAFE WORKING LOAD (SWL)) (%).</td>
<td>13. CRANE REACTIONS CRANE'S SUPERSTRUCTURE ROTATES 360° WITHOUT COMING INTO CONTACT WITH ANY OBJECT.</td>
<td></td>
</tr>
<tr>
<td>14. CONTACT WITH ANY OBJECT.</td>
<td>15. ACCESS AND EGRESS FOR THE ASSEMBLY AND DISASSEMBLY OF THE CRANE AND THE MATERIALS TO BE LIFTED WILL BE __________.</td>
<td></td>
</tr>
<tr>
<td>16. SEQUENCE OF LOAD PLACEMENT SHALL CONFIRM STRUCTURAL STABILITY.</td>
<td>17. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS.</td>
<td></td>
</tr>
<tr>
<td>18. BRACING OR OTHER TEMPORARY BRACING SUPPORTS.</td>
<td>19. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS.</td>
<td></td>
</tr>
<tr>
<td>20. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS.</td>
<td>21. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS.</td>
<td></td>
</tr>
</tbody>
</table>

ERECTION SEQUENCE:

1. __________
2. __________
3. __________
4. __________
5. __________
6. __________
7. __________
8. __________
9. __________
10. __________
11. __________
12. __________

SCOPE OF WORK:

1. LOCATION OF WORK ACTIVITIES. | 2. LOAD TO BE LIFTED DESCRIPTION DETAIL LIFTING POINT, CENTER OF GRAVITY, ETC. | 3. LOAD CALCULATIONS (LOAD WEIGHT, LIFTING POINT, CENTER OF GRAVITY, ETC.). |
| 4. MAXIMUM CRANE LOAD TO BE USED FOR USAGE (LOAD/SAFE WORKING LOAD (SWL)) (%). | 5. LIST OF OPERATOR/LIFT SUPERVISOR QUALIFICATION. | 6. CRANE INFORMATION: |
| 7. LIST OF OPERATOR/LIFT SUPERVISOR QUALIFICATION. | 8. LOAD TO BE LIFTED DESCRIPTION DETAIL LIFTING POINT, CENTER OF GRAVITY, ETC. | CAPITAL CONSTRUCTION COMPANY DETERMINES MAX WEIGHT/DECK/DELIVERY, CAPACITY AT MAXIMUM WEIGHT/DECK/DELIVERY. | 9. CRANE INFORMATION: |
| 10. SWING SPEED = XX MPH. | 11. MAX REACH = XX'. | WEIGHT, SAFETY FACTOR, CRANE CAPACITY, GEAR WEIGHT, HOOK BLOCK WEIGHT, TOTAL CAPACITY AT MAXIMUM WEIGHT/DECK/DELIVERY. |
| 12. MAXIMUM CRANE LOAD TO BE USED FOR USAGE (LOAD/SAFE WORKING LOAD (SWL)) (%). | 13. CRANE REACTIONS CRANE'S SUPERSTRUCTURE ROTATES 360° WITHOUT COMING INTO CONTACT WITH ANY OBJECT. |
| 14. CONTACT WITH ANY OBJECT. | 15. ACCESS AND EGRESS FOR THE ASSEMBLY AND DISASSEMBLY OF THE CRANE AND THE MATERIALS TO BE LIFTED WILL BE __________. |
| 16. SEQUENCE OF LOAD PLACEMENT SHALL CONFIRM STRUCTURAL STABILITY. | 17. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS. |
| 18. BRACING OR OTHER TEMPORARY BRACING SUPPORTS. | 19. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS. |
| 20. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS. | 21. SEQUENCE OF LOAD PLACEMENT SHALL ADDRESS TEMPORARY BLOCKING, BRACING OR OTHER TEMPORARY BRACING SUPPORTS. |

ERECTION SEQUENCE:

1. __________
2. __________
3. __________
4. __________
5. __________
6. __________
7. __________
8. __________
9. __________
10. __________
11. __________
12. __________

NOTE TO DESIGNER/CONTRACTOR

- CRANE INFORMATION: Table heading and information are suggested and for crane information:
  - Capital construction company determines max weight/deck/delivery, capacity at max weight/deck/delivery.
  - Weight, safety factor, crane capacity, gear weight, hook block weight, total capacity at max weight/deck/delivery.
- Scope of work:
  - Location of work activities.
  - Load to be lifted description: detail lifting point, center of gravity, etc.
  - Load calculations: load weight, lifting point, center of gravity, etc.
  - Maximum crane load to be used for usage (load/territory working load (SWL)) (%).
- Risk assessment & limitations:
  - Access and egress for the assembly and disassembly of the crane and the materials to be lifted will be ________.
  - Interior/Exterior administration (site restrictions).
  - Crane reactions: the ground is suitable / not suitable.
  - Crane's superstructure rotates 360° without coming into contact with any object.
  - Boom deflection to be considered are ________.
  - Environmental considerations: weather, lightning, etc.
  - Electrical hazards (hazardous conditions, clearance distances): spots are required not required. Public utility contact required. List contact information.
- Erection sequence:
  - Step 1: ________
  - Step 2: ________
  - Step 3: ________
  - Step 4: ________
  - Step 5: ________
  - Step 6: ________
  - Step 7: ________
  - Step 8: ________
  - Step 9: ________
  - Step 10: ________
  - Step 11: ________
  - Step 12: ________
  - Step 13: ________
  - Step 14: ________
  - Step 15: ________

Erection plan - Steel

This base sheet shows typical construction but it is not a standard drawing. The sheet is to be used as a guide for preparation of the erection plan/view. Erection submittal per the contract requirements. Microstation files are available on the Illinois tollway website.
CALCULATED RIGGING WEIGHT = XX LBS.

RIGGING DETAILS
SINGLE CRANE WITH SPREADER BEAM

RIGGING DETAILS
SINGLE CRANE

NOTES TO DESIGNER/CONTRACTOR

- "XX" DESIGNATES DIMENSION VALUES OR INPUT DATA TO BE PROVIDED ON SUBMITTED DRAWING.
- SPECIFY CENTER OF GRAVITY OF LOAD.

M- Rough-528
SHEET 2 OF 3

ERECTION PLAN - STEEL
3-01-2020
NOTES TO DESIGNER/CONTRACTOR

THIS BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IS NOT A STANDAR D DRAWING. THIS SHEET IS TO BE USED AS A GUIDE BY THE CONTRACTOR FOR PREPARATION OF AN ERECTION PLAN/DETAIL DRAWING. MICROSTATION FILES ARE AVAILABLE ON THE ILLINOIS TOLLWAY WEBSITE.

- "XX" DESIGNATES DIMENSION VALUES OR INPUT DATA TO BE PROVIDED ON SUBMITTED DRAWING.
- PROPOSED TEMPORARY SHORING AND DETAILS SHALL BE SHOWN.

SHORING TOWER

GIRDER

TEMPORARY ERECTION BRACING DETAIL

ELEVATION

SECTION

TEMPORARY SHORING DETAILS
**NOTE TO DESIGNER**

This sheet is not to scale. Designers are expected to determine appropriate scale on copy sheet to accurately represent required information.

**NOTE TO DESIGNER**

The base sheet shows typical construction but is not a standard template. It requires completion by the DSE prior to insertion into a contract. The DSE shall accept responsibility of the design upon its completion and insertion into a contract.

**NOTE TO DESIGNER**

This base sheet represents the typical details for structure mounted noise abatement walls. The DSE is responsible for completing the tables and including in their contract plans. It is the design parameters in the Illinois Tollway Standard that are exceeded. The DSE shall be responsible for design calculations and details for those components.

**NOTE TO DESIGNER**

The plan and elevation on this cover sheet represents additional information to show on the copy sheet. The base sheet and remaining NAW plans shall be in accordance with Illinois Tollway Structure Design Manual Articles 6.2.5 and 23.3.

**NOTE TO DESIGNER**

All signs mounted to NAW shall be shown on GP&E in accordance with latest Illinois Tollway details for noise abatement wall mounted signs support.

**NOTE TO DESIGNER**

ELEVATIONS SHOULD ACCOUNT FOR GAP BETWEEN PANELS.

**NOTE TO DESIGNER**

NOTE TO DESIGNER

**NOTE TO DESIGNER**

NOTE TO DESIGNER

NOTE TO DESIGNER

ELEVATIONS SHOULD ACCOUNT FOR GAP BETWEEN PANELS.
**GENERAL NOTES**

3. CONSTRUCTION SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

4. NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

5. THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING AND THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR’S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

6. NO CONCRETE CUTTING SHALL BE PERMITTED UNLESS THE CUTTING UNITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.


10. WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE REQUEST OF ANY Type IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.”

11. (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING PROCESSES FOR THE FIBER OPTIC CABLE, THE CONTRACTOR SHALL COMPLETE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE.


13. WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE REQUEST OF ANY Type IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.”

**NOTE TO DESIGNER**

This base sheet shows typical new construction but is not a standard drawing. It requires completion of the designer prior to insertion into a contract. The designer shall accept the responsibility of the design of these details upon its completion and insertion into a contract. All notes to designer boxes shall be removed prior to insertion of the details into the contract.

**NOTE TO DESIGNER**

This base sheet shows typical new construction but is not a standard drawing. It requires completion of the designer prior to insertion into a contract. The designer shall accept the responsibility of the design of these details upon its completion and insertion into a contract. All notes to designer boxes shall be removed prior to insertion of the details into the contract.

**NOTE TO DESIGNER**

This base sheet shows typical new construction but is not a standard drawing. It requires completion of the designer prior to insertion into a contract. The designer shall accept the responsibility of the design of these details upon its completion and insertion into a contract. All notes to designer boxes shall be removed prior to insertion of the details into the contract.

**NOTE TO DESIGNER**

This base sheet shows typical new construction but is not a standard drawing. It requires completion of the designer prior to insertion into a contract. The designer shall accept the responsibility of the design of these details upon its completion and insertion into a contract. All notes to designer boxes shall be removed prior to insertion of the details into the contract.
**STEEL POST SCHEDULE**

<table>
<thead>
<tr>
<th>POST NO.</th>
<th>POST MARK CONVENTION</th>
<th>LOCATION</th>
<th>POST LOCATION</th>
<th>POST MARK</th>
<th>POST LENGTH</th>
<th>POST NO.</th>
<th>POST FT.</th>
<th>TOTAL WT. (POUNDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE TO DESIGNER**

- Complete for one wall only.

**TOTAL BILL OF MATERIAL**

**ADVANCE PROCUREMENT**

<table>
<thead>
<tr>
<th>PAY ITEM NO.</th>
<th>PAY ITEM</th>
<th>ITEM</th>
<th>UNIT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>JT599920</td>
<td>PRECAST CONCRETE PANELS, NOISE ABATEMENT WALL, STRUCTURE MOUNTED</td>
<td>SQ FT</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>JT599930</td>
<td>INSTALLING PRECAST CONCRETE NOISE ABATEMENT PANELS, STRUCTURE MOUNTED</td>
<td>SQ FT</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>JT599940</td>
<td>STORAGE OF CONCRETE PANELS, NOISE ABATEMENT WALL</td>
<td>CAL. DAY</td>
<td>X</td>
</tr>
</tbody>
</table>

**ADVANCE PROCUREMENT NOTES:**

- For the fabrication contract:
  - Pick up of the noise abatement wall structural steel from the contractor's storage is anticipated from (XXXX-XX to XXX).
  - Or comment to pick up of the materials from the contractor's storage is anticipated from (XXXX-XX to XXX).

- For the installation contract:
  - The material for the precast concrete noise abatement walls are stored for pick up at (XXXXXX). The pickup of the material is anticipated from (XXXXX to XXXX).

**TOTAL BILL OF MATERIAL**

<table>
<thead>
<tr>
<th>PAY ITEM NO.</th>
<th>PAY ITEM</th>
<th>ITEM</th>
<th>UNIT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>JT599905</td>
<td>PRECAST CONCRETE NOISE ABATEMENT WALL STRUCTURE MOUNTED</td>
<td>SQ FT</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>JT599920</td>
<td>PRECAST CONCRETE PANELS, NOISE ABATEMENT WALL, STRUCTURE MOUNTED</td>
<td>SQ FT</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>JT599930</td>
<td>INSTALLING PRECAST CONCRETE NOISE ABATEMENT PANELS, STRUCTURE MOUNTED</td>
<td>SQ FT</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>JT599940</td>
<td>STORAGE OF CONCRETE PANELS, NOISE ABATEMENT WALL</td>
<td>CAL. DAY</td>
<td>X</td>
</tr>
</tbody>
</table>

**ADVANCE PROCUREMENT NOTES:**

- For the fabrication contract:
  - Pick up of the noise abatement wall structural steel from the contractor's storage is anticipated from (XXXX-XX to XXX).
  - Pick up of the precast concrete noise abatement panels from the contractor's storage is anticipated from (XXXX-XX to XXX).

- Or comment to pick up of the materials from the contractor's storage is anticipated from (XXXX-XX to XXX).

**LOCATION MARK CONVENTION**

1. **NOTE TO DESIGNER**

   - Designate to select appropriate total bill of materials and include all others.

2. **LOCATION MARK CONVENTION**

   - The material for the precast concrete noise abatement walls are stored for pick up at (XXXXXX). The pickup of the material is anticipated from (XXXXX to XXXX).

- **NOTE TO DESIGNER**

  - For posts adjacent to bridge expansion joints, details from M-BRG-530 shall be included and not modified identifying the fixed and expansion posts.

**NOTE TO DESIGNER**

- For projects utilizing bridge expansion joints, details from M-BRG-530 shall be included and not modified identifying the fixed and expansion posts.

- **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 decision of these details upon its completion and insertion into a contract. All "NOTE TO DESIGNER" boxes shall be removed prior to insertion of the details into the plan set.
ABATEMENT WALL EXPANSION
STRUCTURE MOUNTED NOISE AS REQUIRED BY DESIGN

NOTE TO DESIGNER

1. This base sheet shall be used when there is an expansion joint in the bridge deck and parapet.
2. Designer must include all details required on the contract drawings.
3. Designed to determine total movement required.
4. Designer to provide neoprene bearing size and plate width for the built-up section at expansion post based on the joint opening and movement.
5. If structure mounted sound barrier ends at the expansion joint and connects to a ground mounted barrier provide additional details as required in accordance with these standards.
6. Minimum size shown, provide size required for design.

**TOTAL MOVEMENT**

- From normal temperature of 50°F at the expansion joint in the bridge deck and parapet.

**DETAIL A**

- Expansion Joint

**DETAIL B**

- Expansion Joint

**NOTE TO DESIGNER**

- Joint opening as required for bridge expansion and contraction or 10' x 4' x 4' MIN.
- Joint opening (See Note A)
- 8' x 4" = 4" = 4" = 8" MIN.
- Panel width
- 6" + 5" MIN. EXTENSION OF PANEL INTO POST
- Total movement + 1/2" MIN.

**PLAN**

- Open joint in barrier.
- Joint opening (See Note A)
- 8' x 4" = 4" = 4" = 8" MIN.

**EXPANSION PANEL ELEVATION**

**STEEL BENT BARS DETAIL**

**NOTE TO DESIGNER**

- Precast concrete expansion panel
- Built-up shape
- Built-up post
- Expansion panel and built-up post
- Bends locking detail

**BASE SHEET M-BRG-530**

**STRUCTURE MOUNTED NOISE ABATEMENT WALL EXPANSION DETAILS**

**DATE**

4-01-2020
NOTE TO DESIGNER

THE SHEET IS NOT TO SCALE. USE SHEET TO DETERMINE APPROPRIATE SCALE ON
DRAWING SHEET TO ACCURATELY REPRESENT
REQUESTED INFORMATION.

NOTE TO DESIGNER

ALL SIGNS MOUNTED TO WALL SHALL BE
SHOWN ON GP&E IN ACCORDANCE WITH
LATEST ILLINOIS TOLLWAY DETAIL FOR
NOISE ABATEMENT WALL MOUNTED SIGN
MOUNTMENT.

NOTE TO DESIGNER

THE BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IS NOT A STANDARD DRAWING. IT IS JSS TO
COMPLETE THE GP&E SHEET AND INCLUDE IN
THEIR CONTRACT PLANS. IF ANY OF THE DESIGN PARAMETERS IN THE ILLINOIS TOLLWAY STANDARDS EXCEED THE
GAME LIMITS, THE DSE WILL BE RESPONSIBLE FOR DESIGN CALCULATIONS AND
DETAILS FOR THOSE COMPONENTS.

NOTE TO DESIGNER

THE PLAN AND ELEVATION ON THIS COVER SHEET REPRESENTS ADDITIONAL INFORMATION TO
SHOW ON THE GP&E SHEET. THE BASE SHEET AND REMAINING NAW PLANS SHALL BE IN
ACCORDANCE WITH ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL ARTICLES 6.2.5 AND 23.3.

NOTE TO DESIGNER

NOTICE TO DESIGNER
IN THE DSE'S SET OF PLANS.
ONLY AND SHOULD NOT BE INCLUDED
THE COVER SHEET IS FOR INFORMATION
ONLY.

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER
SUPPORT.

NOTE TO DESIGNER
LATEST ILLINOIS TOLLWAY DETAIL FOR
NOISE ABATEMENT WALL MOUNTED SIGN
MOUNTMENT.

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER

NOTE TO DESIGNER
## STRUCTURE MOUNTED PANEL SCHEDULE

<table>
<thead>
<tr>
<th>PANEL MARK</th>
<th>PANEL</th>
<th>HEIGHT</th>
<th>PANEL TYPE</th>
<th>TOTAL PANEL NUMBER</th>
<th>NUMBER OF PANELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST04-1</td>
<td>6'-6&quot;</td>
<td>6'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>ST06-1</td>
<td>7'-6&quot;</td>
<td>7'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>ST08-1</td>
<td>9'-6&quot;</td>
<td>9'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>ST10-1</td>
<td>12'-6&quot;</td>
<td>12'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

## BUMP-OUT STRUCTURE MOUNTED PANEL SCHEDULE

<table>
<thead>
<tr>
<th>PANEL MARK</th>
<th>PANEL</th>
<th>HEIGHT</th>
<th>PANEL TYPE</th>
<th>TOTAL PANEL NUMBER</th>
<th>NUMBER OF PANELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPX BOTFVC-1</td>
<td>6'-6&quot;</td>
<td>6'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>8'-0&quot;</td>
<td>8'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>10'-0&quot;</td>
<td>10'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>12'-0&quot;</td>
<td>12'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

## BUMP-OUT STRUCTURE MOUNTED VARIABLE HEIGHT PANEL SCHEDULE

<table>
<thead>
<tr>
<th>PANEL MARK</th>
<th>PANEL</th>
<th>HEIGHT</th>
<th>PANEL TYPE</th>
<th>TOTAL PANEL NUMBER</th>
<th>NUMBER OF PANELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPX BOTFVC-1</td>
<td>6'-6&quot;</td>
<td>6'-6&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>8'-0&quot;</td>
<td>8'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>10'-0&quot;</td>
<td>10'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>SPX BOTFVC-1</td>
<td>12'-0&quot;</td>
<td>12'-0&quot;</td>
<td>X'</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

### GENERAL NOTES
1. CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.
2. NO CONSTRUCTION JOINTS SHOULD BE SHOWN ON THE PANEL SHEET. PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE BRIDGE OWNER. THE REQUEST SHALL BE IN WRITING AND NOTIFY THE CONTRACTOR OF THE NUMBER OF COPIES TO BE MAINTAINED IN A CARPENTRY OR CONTRACTOR 4. NO CONCRETE CUTTING SHALL BE PERMITTED. THE CUTTING LIMITS SHALL BE OUTLINED BY THE ENGINEER AND APPROVED BY THE CONTRACTOR.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITY LINES PRIOR TO STARTING CONSTRUCTION, CONTRACT N/A, L.E.E. 800-982-333.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIELD OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL PERFORM THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE. A REQUEST FOR FIELD OPTIC UTILITIES LOCATE DEPENDS ON THE BRIDGE OWNER'S INTEGRATION AT THE LOW ESTIMATES AT LEAST ONE (1) BUSINESS DUE PRIOR TO STARTING CONSTRUCTION, OR AFTER COMPLETING THE CONSTRUCTION, OR AT LEAST ONE (1) BUSINESS DUE.
7. WHENEVER ANY TYPE OF MATERIAL IS EXPOSED TO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AT THE LOW ESTIMATES AT LEAST ONE (1) BUSINESS DUE PRIOR TO STARTING CONSTRUCTION, OR AFTER COMPLETING THE CONSTRUCTION, OR AT LEAST ONE (1) BUSINESS DUE.
NOTE TO DESIGNER

COMPLETE FOR ONE WALL ONLY

STEEL POST SCHEDULE

<table>
<thead>
<tr>
<th>LOCATION MARK CONVENTION</th>
<th>LOCATION MARK CONVENTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>POST NUMBER</td>
<td>POST LOCATION</td>
</tr>
<tr>
<td>01</td>
<td>02</td>
</tr>
<tr>
<td>S1-01</td>
<td>S1-02</td>
</tr>
</tbody>
</table>

TOTAL BILL OF MATERIAL

ADVANCE PROCUREMENT NOTES:

FOR THE FABRICATION CONTRACT

Pick up of the Noise Abatement Wall structural steel from the contractors storage is anticipated from (XXXX- to XXX).

Pick up of the Precast concrete noise abatement panels from the contractors storage is anticipated from (XXXX- to XXX).

Or compact to pick up of the materials from the contractors storage is anticipated from (XXXX- to XXX).

FOR THE INSTALLATION CONTRACT

The material for the precast concrete noise abatement walls are stored for pick up at (XXXX). The pickup of the material is anticipated from (XXXXX to XXXX).

ADVANCE PROCUREMENT NOTES:

FOR THE FABRICATION CONTRACT

Pick up of the Noise Abatement Wall structural steel from the contractors storage is anticipated from (XXXX- to XXX).

Pick up of the Precast concrete noise abatement panels from the contractors storage is anticipated from (XXXX- to XXX).

Or compact to pick up of the materials from the contractors storage is anticipated from (XXXX- to XXX).

FOR THE INSTALLATION CONTRACT

The material for the precast concrete noise abatement walls are stored for pick up at (XXXX). The pickup of the material is anticipated from (XXXXX to XXXX).
NOTE TO DESIGNER

THE BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IS NOT A STANDARD DRAWING. IT IS FOR USE PRIOR TO INCLUSION INTO A CONTRACT. THE USE WILL AFFECT RESPONSIBILITY OF THE DESIGNER IN ITS COMPLETION AND INSERTION INTO A CONTRACT.

THIS BASE SHEET REPRESENTS TYPICAL DETAILS FOR GROUND MOUNTED NOISE ABATEMENT WALLS. THE USER IS RESPONSIBLE FOR CHECKING THE TABLES AND INCORPORATING THEM INTO THEIR CONTRACT. IF ANY OF THE DESIGN PARAMETERS IN THIS ILLINOIS TOLLWAY STANDARD ARE EXCEEDED, THE USER WILL BE RESPONSIBLE FOR DESIGN CALCULATIONS AND DETAILS FOR THESE COMPONENTS.

THE PLAN AND ELEVATION ON THIS COVER SHEET REPRESENTS ADDITIONAL INFORMATION TO SHOW ON THE GROUND MOUNTED NOISE ABATEMENT WALL. THE DRAWING SHOWS THE DRAWING REQUIREMENTS AND THE M-BRG-532 SHEET 1 OF 4 WILL BE IN ACORDANCE WITH ILLINOIS TOLLWAY STRUCTURAL DESIGN MANUAL ARTICLES 6.2.5 AND 23.3.4.

NOTE TO DESIGNER

THE BASE SHEET SHOWS TYPICAL CONSTRUCTION BUT IS NOT A STANDARD DRAWING. IT IS FOR USE PRIOR TO INCLUSION INTO A CONTRACT. THE USE WILL AFFECT RESPONSIBILITY OF THE DESIGNER IN ITS COMPLETION AND INSERTION INTO A CONTRACT.

NOTE TO DESIGNER

THIS DRAWING IS NOT TO SCALE. DESIGNERS MUST DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION. THIS DRAWING IS NOT TO SCALE. DESIGNER TO DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION.

NOTE TO DESIGNER

THIS DRAWING IS NOT TO SCALE. DESIGNERS MUST DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION. THIS DRAWING IS NOT TO SCALE. DESIGNER TO DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION.

NOTE TO DESIGNER

THIS DRAWING IS NOT TO SCALE. DESIGNERS MUST DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION. THIS DRAWING IS NOT TO SCALE. DESIGNER TO DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION.

NOTE TO DESIGNER

THIS DRAWING IS NOT TO SCALE. DESIGNERS MUST DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION. THIS DRAWING IS NOT TO SCALE. DESIGNER TO DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION.

NOTE TO DESIGNER

THIS DRAWING IS NOT TO SCALE. DESIGNERS MUST DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION. THIS DRAWING IS NOT TO SCALE. DESIGNER TO DETERMINE APPROPRIATE SCALE ON SHOP SHEET TO CORRECTLY REPRESENT REQUIRED INFORMATION.
GENERAL NOTES

7. NOTE: NO WAY IMPLIES THAT SUBSURFACE CONDITIONS ARE THE SAME AT LOCATIONS OTHER THAN THE
THE SOIL BORING LOGS REPRESENT POINT INFORMATION. PRESENTATION OF THIS INFORMATION IN
LOCATE" FORM ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR
THE CONTRACTOR AND APPROVED BY THE ENGINEER.

ADDITIONAL COST TO THE ILLINOIS TOLLWAY.
UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO
ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE
CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION
NOTE TO INSTALLATION.
HEIGHTS AS SHOWN IN STANDARD G15 ARE USED. CONTRACTOR
MAXIMUM 8FT, TO MINIMIZE THE NUMBER OF JOINTS. THE ADJACENT
SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW PRIOR
MAXIMUM 9FT, TO MINIMIZE THE NUMBER OF JOINTS. THE ADJACENT
* CONTRACTOR MAY INCREASE THE STANDARD CENTER PANEL HEIGHTS.
** CONTRACTOR MAY INCREASE THE STANDARD CENTER PANEL HEIGHTS MAXIMUM 1FT.
*** NO VERTICAL CURVE POINTS ALIGNED WITH A VERTICAL TANGENCY OR INTERSECTION.

NOTE TO DESIGNER

THIS BASE SHEET SHOWS TYPE, SIZE, AND LOCATION OF DETAILS. IT IS A STANDARD DRAWING, IT REQUIRES
COMPLETION BY THE DESIGNER PRIOR TO INSERTION INTO A CONTRACT. THE DESIGNER SHALL ACCEPT THE
RESPONSIBILITY OF THE EIER OF THESE DETAILS UPON ITS COMPLETION AND INSERTION INTO A CONTRACT
ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED PRIOR TO INSERTION OF THE DETAILS INTO THE PLAN

NOTE TO DESIGNER

REMOVE BASE SHEET ID, “BASE SHEET” AND
SPECIAL PROVISIONS (GBSPs)
ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE
SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
ISSUED MARCH 30, 2021.
SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS
ADOPTED JANUARY 1, 2021.
ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD
MANUAL, MARCH 2021.

NOTE TO DESIGNER

DESIGNER TO COMPLETE TABLES.
NOTE TO DESIGNER

DESIGNER TO COMPLETE TABLES.
NOTE TO DESIGNER

DESIGNER TO COMPLETE TABLES.
NOTE TO DESIGNER
REMOVE BASE SHEET "BASE SHEET INFORMATION FROM THE TITLE BLOCK.

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 THESE DETAILS UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED PRIOR TO INSERTION INTO THE DETAILS INTO THE PLAN SET.

NOTE TO DESIGNER
DESIGNER TO INCLUDE ANY REQUIRED DRAINAGE DETAILS.

NOTE TO DESIGNER
DESIGNER TO INCLUDE ANY REQUIRED DRAINAGE DETAILS WHEN WALL SUPPORTS AN UNBALANCED SOIL LOAD.

THE TITLE BLOCK.
AND BASE SHEET INFORMATION FROM THE TITLE BLOCK.

AND INSERTION INTO A CONTRACT. THE DESIGNER SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THESE DETAILS UPON ITS COMPLETION AND INSERTION INTO A CONTRACT. ALL "NOTE TO DESIGNER" BOXES SHALL BE REMOVED PRIOR TO INSERTION INTO THE DETAILS INTO THE PLAN SET.