


- NOTES:**
- TILT HOOK OF #9 BARS FOR MINIMUM 3/4" CLEARANCE.
 - USE 1'-4" MIN. LAP FOR #4 BARS. USE 1'-8" MIN. LAP FOR #5 BARS.
 - CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
 - SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3405.
 - PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF MEDIAN AND OUTSIDE BARRIERS.
 - TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
 - REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE 100T STANDARD SPECIFICATIONS.
 - REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
 - REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 315, LATEST EDITION.
 - REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
 - 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.
 - CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 503, 508, AND 587 OF THE 100T STANDARD SPECIFICATIONS.
 - WORK THIS STANDARD WITH STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 - THE NOTATION MxN-#4 IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE. FOR SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS, SEE STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 - THE NUMBER OF BARS "P" IS GIVEN IN THE SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS ON STANDARD G4 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 5 LANES) AND STANDARD G5 (APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE, BAR SCHEDULE FOR 4 LANES).
 - CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
 - IN THE CORNERS OF THE PILE BENT, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPAVED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
 - IN REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2 (OF 3) OF THIS SERIES; THESE BARS SHALL BE CUT TO FIT THE LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
 - EXPANSION ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO THE STANDARD SPECIFICATIONS.
 - 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.

SHEET 1 OF 3


 APPROVED CHIEF ENGINEER DATE 2-28-2008


Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS
2-28-2008	PILE BENT
6-1-2009	REVISED MEDIAN DIMENSION, ADDED SUBBASE MATERIAL UNDER MAIN APPROACH SLAB
	ADDED BOND BREAKER NOTE SECTION A-A

APPROACH SLAB TO J.P.C. PAVEMENT, MAINLINE
STANDARD G3-02

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
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		DATE - 6/20/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOLLWAY STANDARD DRAWING	
SCALE:	TO STA.
SHEET NO. N/A OF N/A SHEETS	STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1-R-1	LAKE	677	664A
CONTRACT NO. 60L77				
ILLINOIS FED. AID PROJECT				

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