



JOINT SYMBOL LEGEND

	TYPE A--DOWELED EXPANSION JOINT		TYPE E-1--HINGED CONSTRUCTION JOINT WITHOUT KEY
	TYPE B--THICKENED EDGE EXPANSION JOINT		TYPE F--DOWELED CONTRACTION JOINT
	TYPE C -- KEYED CONSTRUCTION JOINT		TYPE G--HINGED CONTRACTION JOINT
	TYPE D--DOWELED CONSTRUCTION JOINT		TYPE H--DUMMY
	TYPE E--HINGED CONSTRUCTION JOINT WITH KEY		ODD SHAPE PANEL REINFORCEMENT
			EXISTING PAVEMENT JOINT

JOINT NOTES:

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
- SEE SHEET 15 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- TAXIWAY E / RUNWAY 9-27 EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

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