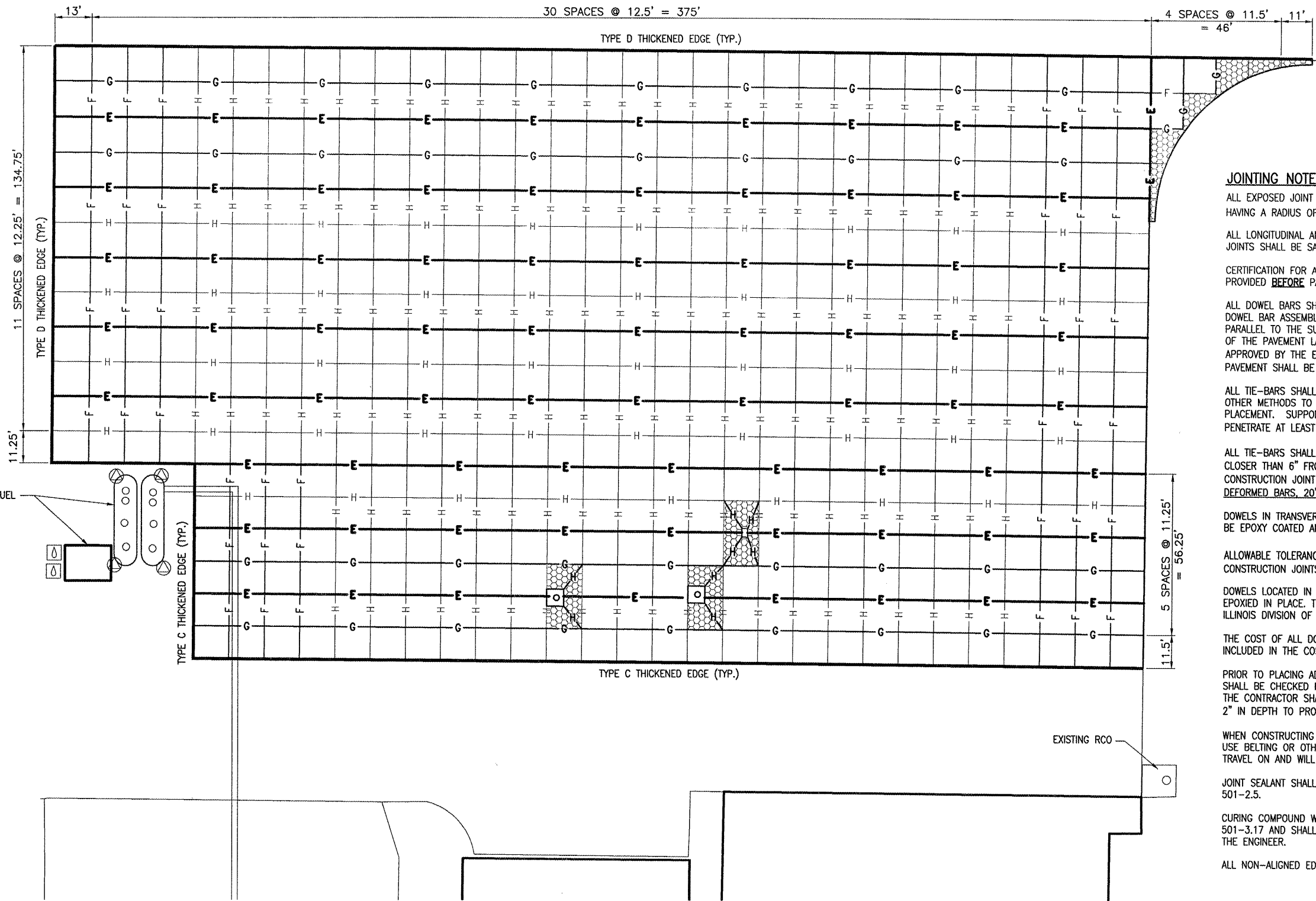


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MB026



**JOINTING NOTES**

ALL EXPOSED JOINT EDGES SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF  $\frac{1}{8}$ " OR STONED TO PRODUCE THE  $\frac{1}{8}$ " CHAMFER.

ALL LONGITUDINAL AND TRANSVERSE CONTRACTION AND CONSTRUCTION JOINTS SHALL BE SAWS.

CERTIFICATION FOR ALL REINFORCING STEEL, DOWELS AND REBAR SHALL BE PROVIDED **BEFORE** PAVING BEGINS WITH **NO EXCEPTION**.

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 SURFACE OF THE PAVEMENT AND TO THE CENTERLINES OF THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. DOWELS FOR THE 6" PAVEMENT SHALL BE  $\frac{3}{4}$ " DIA., 18" LENGTH AND 12" SPACING.

ALL TIE-BARS SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.

ALL TIE-BARS SHALL BE PLACED AT A POINT NOT EXCEEDING 15" OR CLOSER THAN 6" FROM A TRANSVERSE, CONTRACTION, EXPANSION, OR CONSTRUCTION JOINT AND SPACED 36" ON CENTERS AND SHALL BE NO. 4 DEFORMED BARS, 20" IN LENGTH.

DOWELS IN TRANSVERSE, CONTRACTION, AND CONSTRUCTION JOINTS SHALL BE EPOXY COATED AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.

ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE  $+\frac{1}{8}$ " FOR CONSTRUCTION JOINTS AND  $+\frac{1}{4}$ " FOR CONTRACTION JOINTS.

DOWELS LOCATED IN THE CONSTRUCTION JOINTS WILL BE DRILLED AND EPOXIED IN PLACE. THE EPOXY MATERIAL MUST BE APPROVED BY THE ILLINOIS DIVISION OF AERONAUTICS

THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.

PRIOR TO PLACING ADJACENT PAVEMENT SECTIONS, THE VERTICAL EDGE SHALL BE CHECKED FOR TRUENESS IF THE FACE IS BURRED OR IRREGULAR, THE CONTRACTOR SHALL GRIND, STONE OR SAW THE FACE A MINIMUM OF 2" IN DEPTH TO PRODUCE A SMOOTH AND STRAIGHT EDGE.

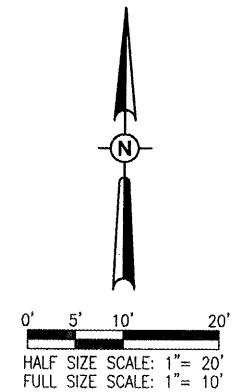
WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND WILL ROPE THE TRANSVERSE JOINTS.

JOINT SEALANT SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS ITEM 501-2.5.

CURING COMPOUND WILL BE AS SPECIFIED IN THE SPECIFICATIONS, ITEM 501-3.17 AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE ENGINEER.

ALL NON-ALIGNED EDGES WILL BE SAWS FULL DEPTH.

- LEGEND**
- EXISTING PAVEMENT
  - PROPOSED IMPROVEMENTS
  - EXISTING BUILDING
  - EXISTING UNDERGROUND FUEL TANK
  - EXISTING FUEL PUMP
  - EXISTING FUEL MONITORING WELL
  - PROPOSED THICKENED EDGE EXPANSION JOINT (SEE LABEL FOR TYPE)
  - PROPOSED TYPE E TIED CONSTRUCTION JOINT
  - PROPOSED TYPE G HINGED CONTRACTION JOINT
  - PROPOSED TYPE H DUMMY CONTRACTION JOINT
  - PROPOSED TYPE F DOWELED CONTRACTION JOINT
  - PROPOSED MESH 6" X 6" (W5 X W5)



DATE	REVISION	BY

**MACOMB MUNICIPAL AIRPORT  
 MACOMB, ILLINOIS**

A.I.P. PROJ.: 3-17-0064-B16

IL PROJ.: M08-3798

IEL Project No. 08A0004D_0800 Filename R-161\INT.DWG Scale 1" = 30' Date 03/11/08	RAW 03/11/08 BAK 03/11/08 CAH 04/24/08
LAYOUT	RAW
DRAWN	BAK
REVIEWED	CAH



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**CONSTRUCT  
 RAMP EXPANSION**

PROPOSED  
 JOINTING  
 PLAN

12

12 of 32 sheets