

JOINTING NOTES

ALL EXPOSED JOINT EDGES SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/4" OR STONED TO PRODUCE THE 1/8" CHAMFER.

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

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 7" PAVEMENT SHALL BE 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 30" ON CENTERS AND SHALL BE NO. 5 DEFORMED BARS, 30" IN LENGTH. TIE-BARS DRILLED AND EPOXIED INTO THE EXISTING CONCRETE SHALL BE 18" 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 +1/8" FOR CONSTRUCTION JOINTS AND +1/4" FOR CONTRACTION JOINTS.

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

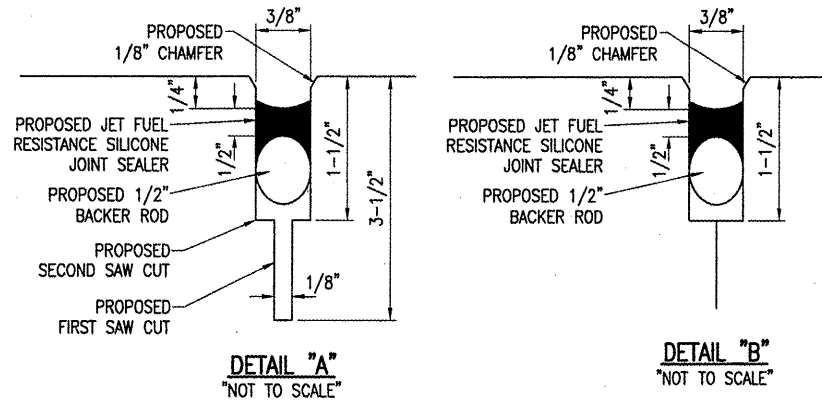
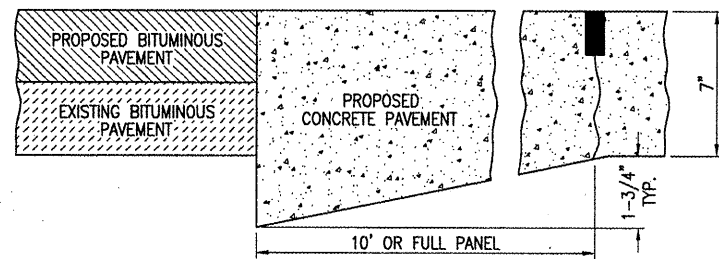
THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.

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.

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

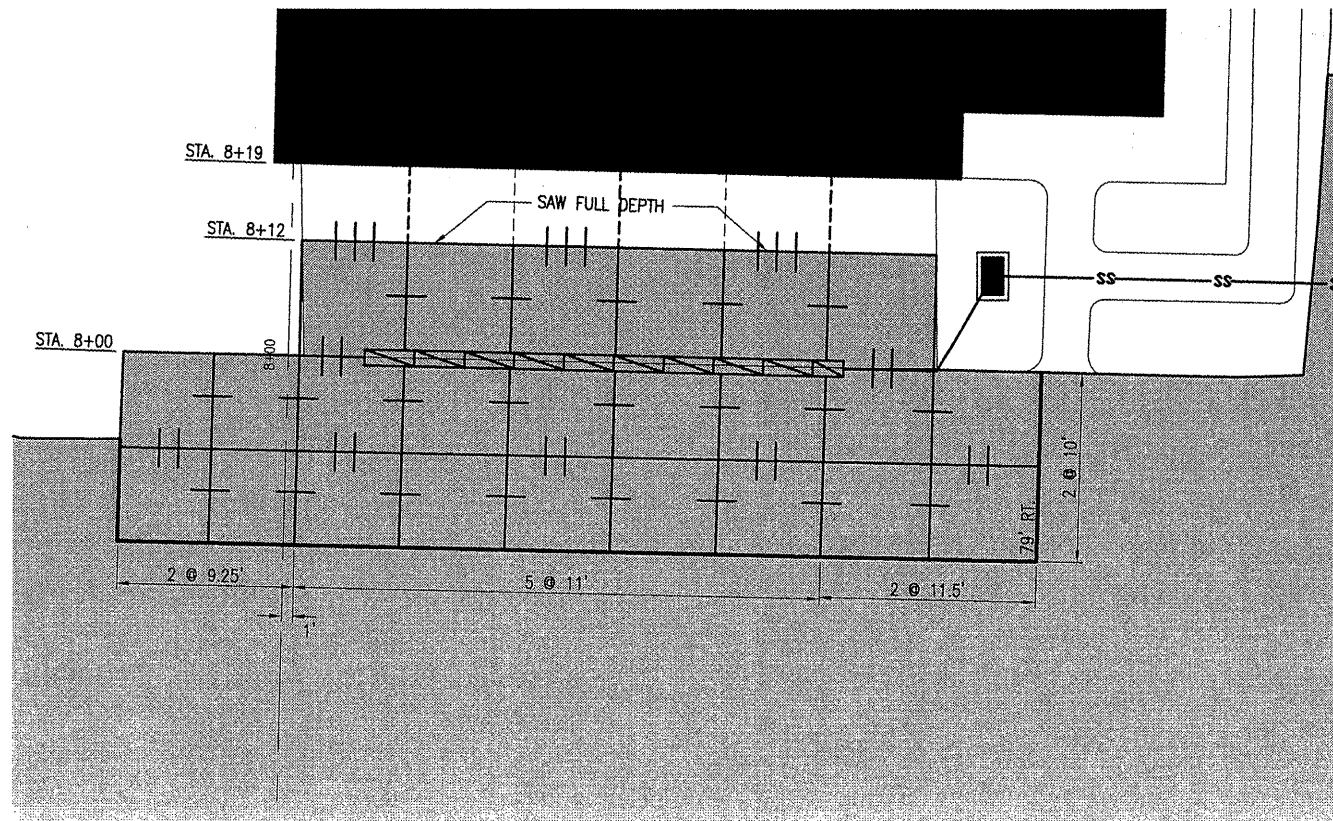
CURING COMPOUND WILL BE AS SPECIFIED IN THE SPECIFICATIONS, ITEM 501-3.17 AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE ENGINEER.

ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.



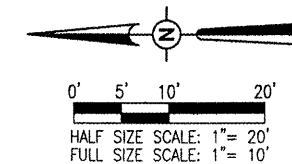
JOINTING NOTE

THE REMAINING PORTION THE HANGAR DOOR APPROACH (STA. 8+12 TO STA. 8+19) HAS SOME JOINTS INSTALLED. THE CONTRACTOR WILL SAW THESE JOINTS AND THE ADDITIONAL JOINTS AS SHOWN ON THIS SHEET. THE CONTRACTOR WILL CHAMFER AND SEAL THESE JOINTS WITH THE OTHER JOINTS INSTALLED ON THE PROPOSED PAVEMENT. THIS WORK WILL BE PART OF THE 7" PCC PAVEMENT INSTALLATION AND NO OTHER COMPENSATION WILL BE ALLOWED.



LEGEND

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING BUILDING
- PROPOSED SLOT DRAIN
- PROPOSED CMP
- PROPOSED BEEHIVE INLET
- EXISTING JOINT (TO BE RESAWED AND SEALED 1-1/2')
- PROPOSED JOINT (TO BE SAWED & SEALED 1-1/2')
- PROPOSED TYPE F CONTRACTION JOINT
- PROPOSED TYPE G CONTRACTION JOINT
- PROPOSED TYPE D CONSTRUCTION JOINT



BY	
REVISION	
DATE	

ROBERT F. TRACY MUNICIPAL AIRPORT
 MT. STERLING, ILLINOIS
 I.L. PROJ.: 163-3715 A.I.P. PROJ.: 3-17-0147-BB

HEL Project No. 07A00580_0800	
Filename R-161JNT.DWG	
Scale 1" = 11/30/07	
Date 11/30/07	
LAYOUT	KRM 11/30/07
DRAWN	BAK 11/30/07
REVIEWED	CAH xx/xx/xx



Hanson Professional Services Inc.
 1625 South Sixth Street
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EXPAND AUTO PARKING LOT & OVERLAY APRON
 PROPOSED JOINTING PLAN AND DETAILS