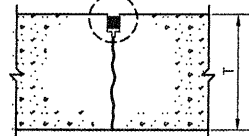


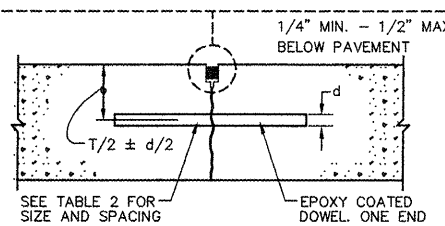
TYPE G HINGED (TIED)

SYMBOL



TYPE H DUMMY

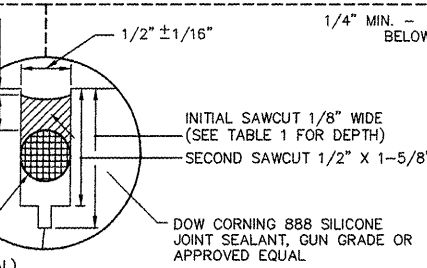
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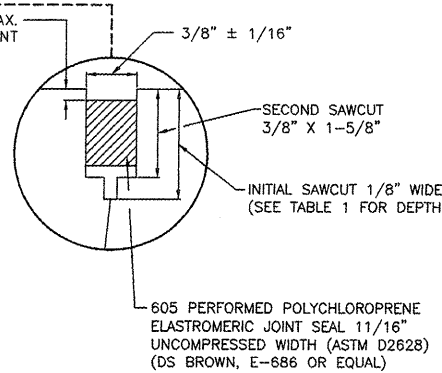
TYPE F DOWELED

SYMBOL

DETAIL A

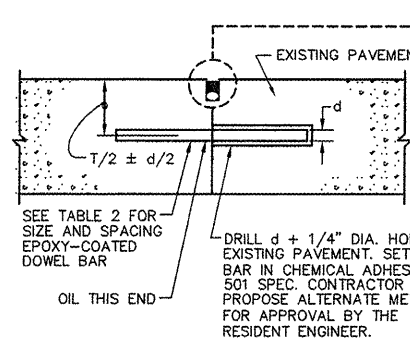


DETAIL B



NOTE: CONTRACTOR SHALL HAVE THE OPTION OF USING DETAIL A OR DETAIL B BUT NOT A COMBINATION OF BOTH

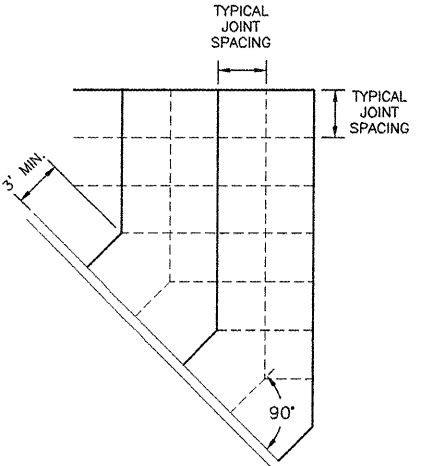
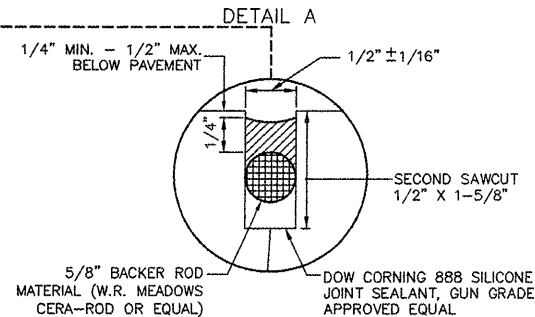
CONTRACTION JOINTS



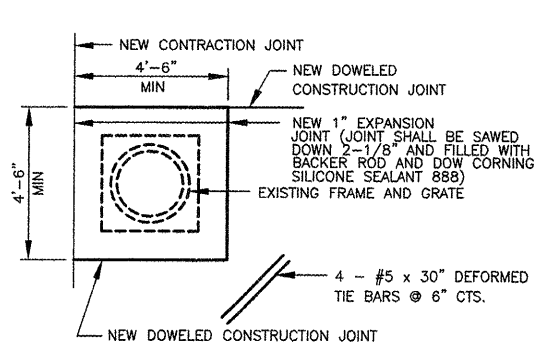
TYPE D DOWELED

SYMBOL

CONSTRUCTION JOINTS

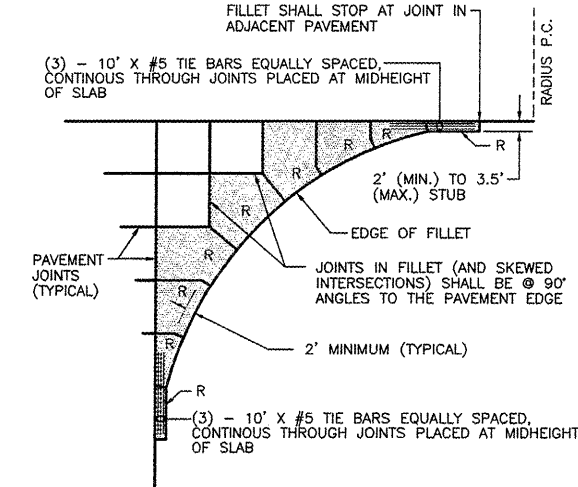


JOINTING AT SKEWED EDGE



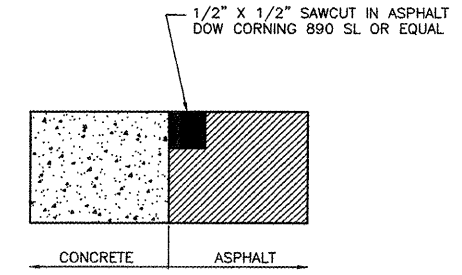
PAVEMENT BLOCKOUT DETAIL FOR EXISTING MANHOLES/INLETS

NOT TO SCALE
ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR EXISTING MANHOLE/INLET CONSTRUCTION. DIMENSION OF BOXOUT MAY VARY TO FIT FIELD CONDITIONS.



FILLET DETAIL AND FILLET REINFORCING LAYOUT

N.T.S.



JOINT SEALING AT CONCRETE ASPHALT INTERFACE

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

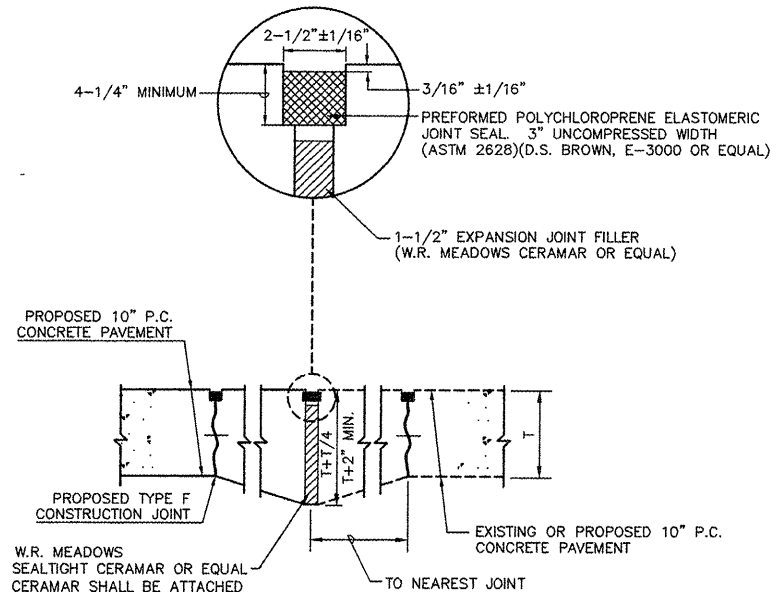
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/4) ±1/4"
10	2.5"

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
10	1"	19"	12"	#5	30"	30"

DIMENSION TABLES



TYPE B EXPANSION

SYMBOL

EXPANSION JOINTS

JOINT NOTES

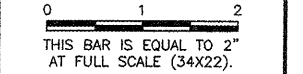
PA050

- 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. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY OR MECHANICALLY INSTALL PER ARTICLE 420.10 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LINES. THE DOWEL BAR ASSEMBLIES OR MECHANICAL METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONTRACTION JOINTS, ONE END OF THE TIE BAR SHALL BE BENT AND INSERTED INTO THE KEYWAY OF THE JOINT. THE BENT BARS SHALL BE STRAIGHTENED TO RIGHT ANGLES WITH LONGITUDINAL JOINT AND SHALL EXTEND INTO THE ADJACENT LANE PARALLEL TO THE PAVEMENT SURFACE.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTEND DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.

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UPDATE BY: johse
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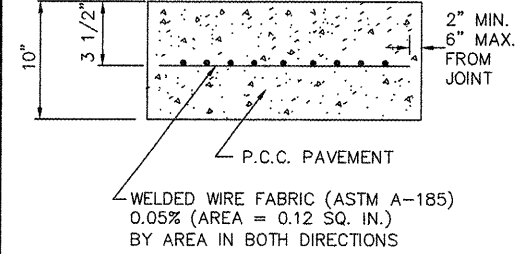
REVISIONS

NUMBER	BY	DATE

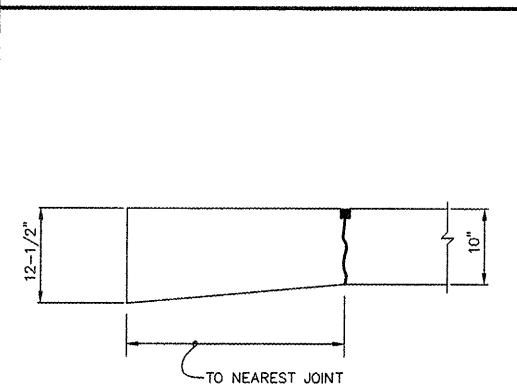


CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

PAVEMENT JOINTING DETAILS



ODD SHAPED PANEL REINFORCEMENT



THICKENED EDGE

SYMBOL

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39
SHEET	18 OF 40 SHEETS

Ⓡ DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH DEFORMED WIRE FABRIC AS SHOWN ON THIS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED. (REINFORCEMENT NOT SHOWN)