

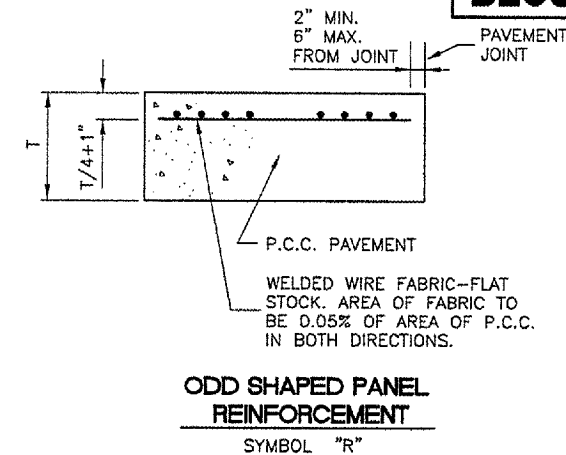
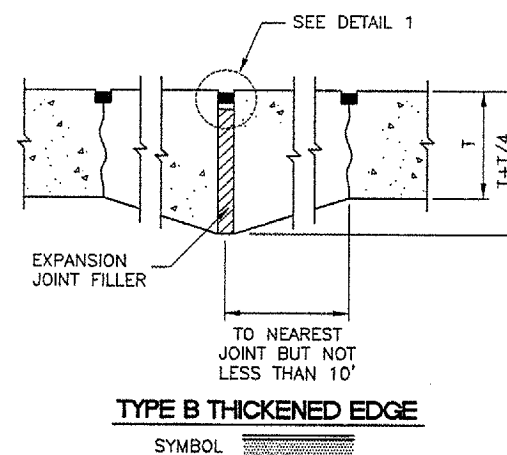
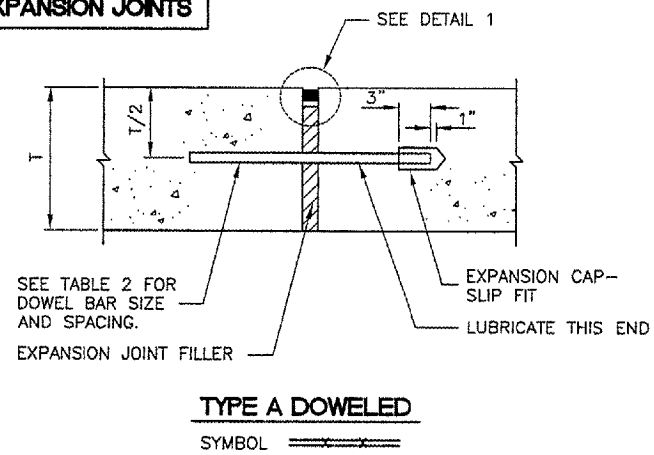
PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAWCUT I, INCHES $I = (T/3) \pm 1/4"$
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS				TIE BAR DETAILS	
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24"	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#5	30"	30"
13	1 1/4"	20"	15"	#5	30"	30"
14	1 1/4"	20"	15"	#5	30"	30"
15	1 1/4"	20"	15"	#5	30"	30"
16	1 1/4"	20"	15"	#5	30"	30"
17	1 1/2"	20"	18"	#5	30"	30"
18	1 1/2"	20"	18"	#5	30"	30"

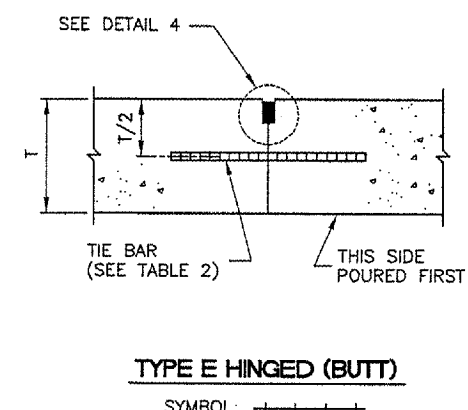
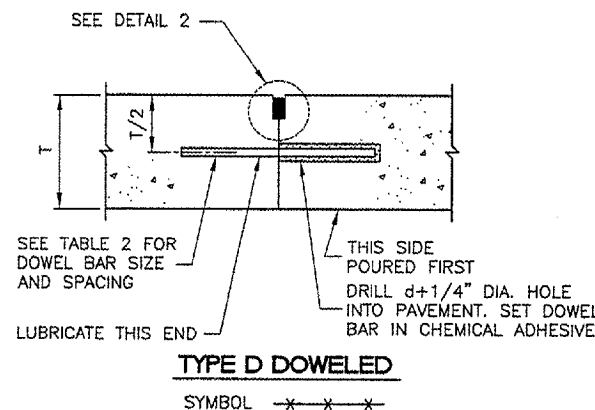
PAVEMENT THICKNESS T - INCHES	KEYED JOINT DIMENSIONS		
	a	b	c
6	-----	-----	-----
7	-----	-----	-----
8	0.133' (1-5/8"±)	0.017' (3/16"±)	0.067' (7/8"±)
9	0.150' (1-13/16"±)	0.019' (3/16"±)	0.075' (7/8"±)
10	0.167' (2")	0.021' (1/4"±)	0.083' (1"±)
11	0.183' (2 13/16"±)	0.023' (1/4"±)	0.092' (1 1/8"±)
12	0.200' (2 3/8"±)	0.025' (5/16"±)	0.100' (1 1/4"±)
13	0.217' (2 5/8"±)	0.027' (5/16"±)	0.108' (1 5/16"±)
14	0.233' (2 13/16"±)	0.029' (3/8"±)	0.117' (1 7/16"±)
15	0.250' (3"±)	0.031' (3/8"±)	0.125' (1 1/2"±)
16	0.267' (3 13/16"±)	0.033' (7/16"±)	0.133' (1 5/8"±)

	DETAIL 1	DETAIL 2	DETAIL 3	DETAIL 4	DETAIL 5
W=WIDTH OF SEALANT RESERVOIR (INCHES)	1	1/2	1/2	1/2	3/8
D=DEPTH OF SEALANT RESERVOIR (INCHES)	1	1/2	1/2	1/2	N/A
B=BACKER ROD DIAMETER (INCHES)	N/A	5/8	5/8	N/A	N/A
S=SECOND SAWCUT DEPTH (INCHES) (MINIMUM)	N/A	1 3/8	1 3/8	3/4	1 1/2

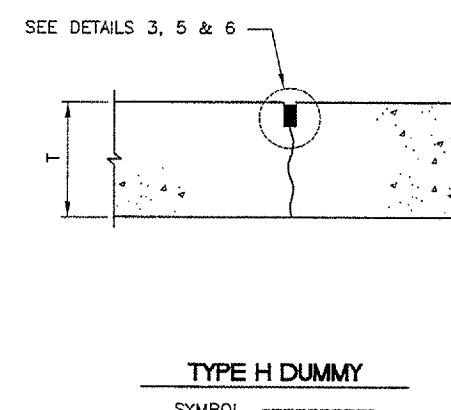
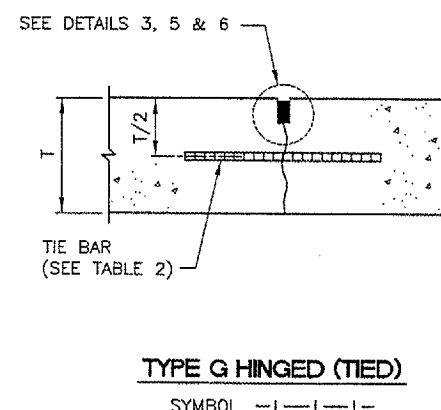
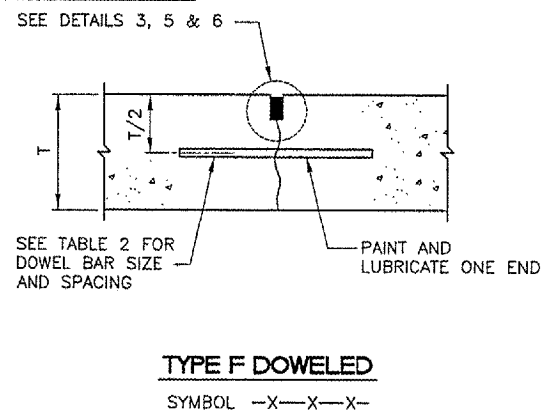
EXPANSION JOINTS



CONSTRUCTION JOINTS



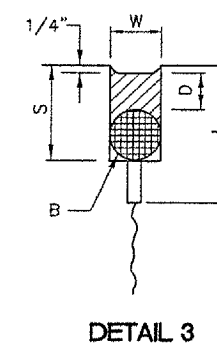
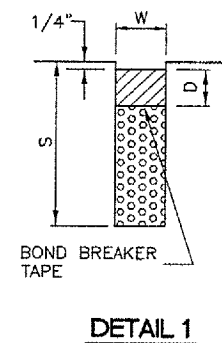
CONTRACTION JOINTS



JOINT NOTES

- 1.) 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.
- 2.) THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 3.) ALL TIE BARS & MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
- 4.) TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
- 5.) THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSIONS OF THE SECOND SAWCUT WILL NOT BE ALLOWED.

JOINT SEALING DETAILS



BL059

K:\Bloomington\0508503\Draw\Sheets\
FILE: 11_JNTDET.dwg
LAYOUT: JNTDET
UPDATE BY: adraughton
SURVEY BOOK #
DATE: Thu 1/12/06 10:18am
XREF DWG: Cntinfo.dwg

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

CONSTRUCT TAXIWAY G-1

JOINTING DETAILS

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DESIGN BY: JEF
DRAWN BY: DPA
CHECKED BY: RLV
APPROVED BY: JEF
DATE: 1/13/2006
JOB No: 05085-0300
ILLINOIS PROJECT BMI-3452
A.I.P. PROJECT 3-17-0006-XX
SHEET 11 OF 33 SHEETS