



CONSTRUCTION OR CONTRACTION JOINTS WITH STEEL REINFORCEMENT

JOINTING NOTES

ALL EXPOSED JOINT EDGES SHALL BE CHAMFERED ACCORDING TO THE JOINT DETAILS ON THIS SHEET.

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

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. FOR 6" CONCRETE DOWELS SHALL BE 3/4" DIA., 18" LENGTH AND 15" SPACING, FOR 10" CONCRETE DOWELS SHALL BE 1" DIA., 19" LENGTH AND 24" SPACING, FOR 12" CONCRETE DOWELS SHALL BE 1-1/4" DIA., 20" LENGTH AND 24" SPACING

ALL DOWELS ARE TO BE PLACED AT A POINT NOT CLOSER THAN 6 INCHES FROM A LONGITUDINAL OR TRANSVERSE JOINT.

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, OR CONSTRUCTION JOINT AND SPACED 30" ON CENTERS AND SHALL BE NO. 5 DEFORMED BARS, 30" IN LENGTH FOR 10" & 12" PAVEMENT, NO. 4 DEFORMED BARS SHALL BE USED FOR 6" PAVEMENT.

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

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.

ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE +1/8" FOR CONSTRUCTION JOINTS AND +1/4" FOR CONTRACTION JOINTS.

THE COST OF ALL DOWEL BARS, TIE-BARS, PAVING MESH, SAWING, NEOPRENES 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 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.

WIRE MESH IS TO BE SECURELY HELD IN PLACE BY MEANS OF SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING OR SAGGING DURING AND AFTER THE CONCRETE PLACEMENT. SUPPORT PINS ARE TO BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6 INCHES INTO THE SUBGRADE.

PRIOR TO PLACING MATERIAL HAULING CONSTRUCTION EQUIPMENT ON THE NEW PAVEMENT, THE PSI OF THE PAVEMENT IS TO REACH 3000 POUNDS STRENGTH.

DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Missouri State Development Agency
A.I.P. PROJ.: 3-17-0639-B17
IL PROJ.: CPS-3664

FILE NO. 845071XD_0800	DATE 01/15/07
PROJECT R-561 JNT.DWG	DATE 01/15/07
SCALE NOT TO SCALE	DATE 01/15/07
DATE 01/15/07	DATE 01/26/07
LAYOUT JAC	DATE 01/15/07
DRAWN BAK	DATE 01/15/07
REVIEWED CAH	DATE 01/26/07

HANSON
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CONSTRUCT TAXIWAY "A4"
PROPOSED JOINTING DETAILS

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