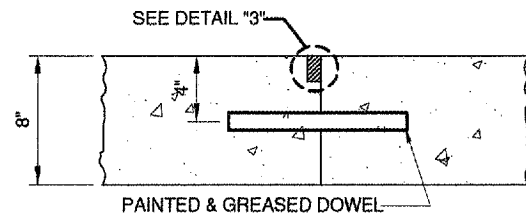
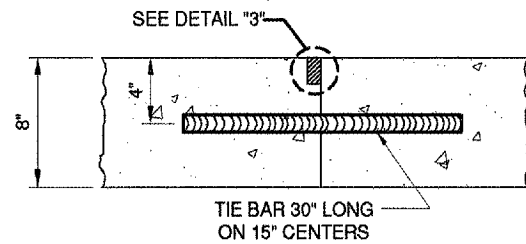


CONSTRUCTION JOINTS

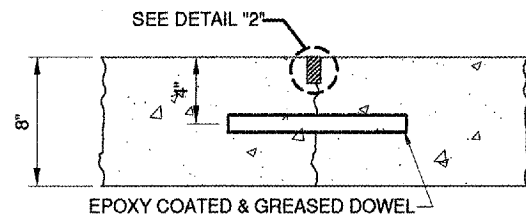


TYPE D DOWELED
NOT TO SCALE

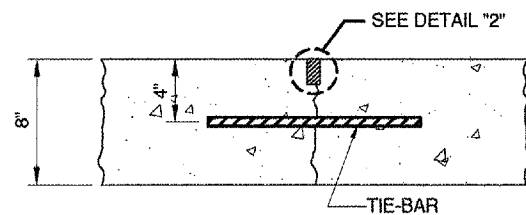


MODIFIED TYPE E-HINGED - (BUTT)
NOT TO SCALE

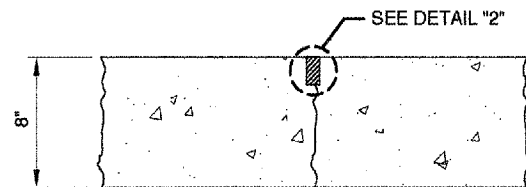
CONTRACTION JOINTS



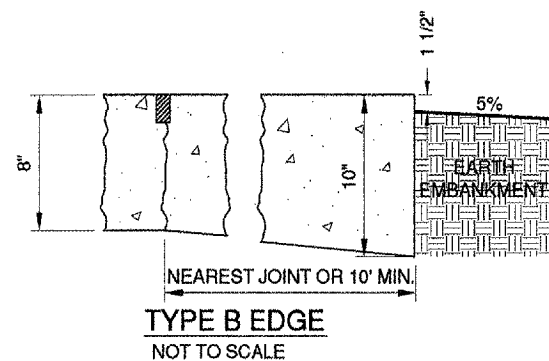
TYPE F DOWELED
NOT TO SCALE



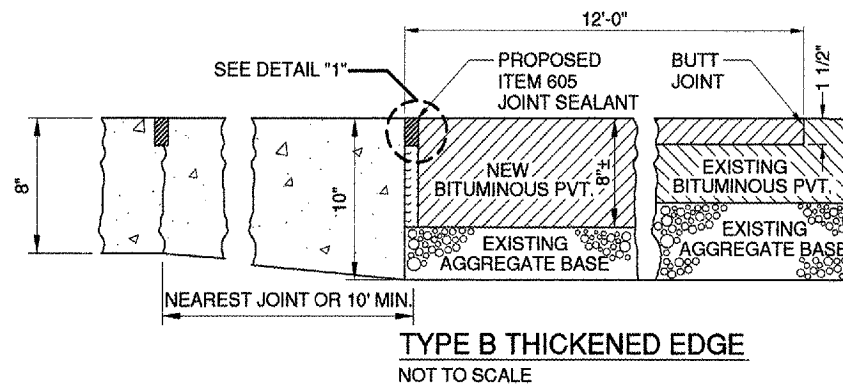
TYPE G HINGED (NOT USED)
NOT TO SCALE



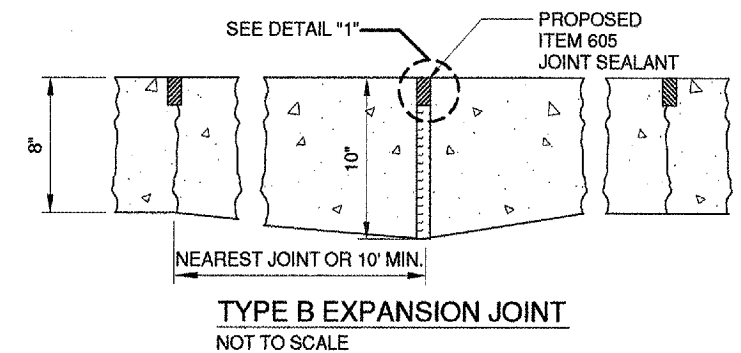
TYPE H DUMMY
NOT TO SCALE



TYPE B EDGE
NOT TO SCALE



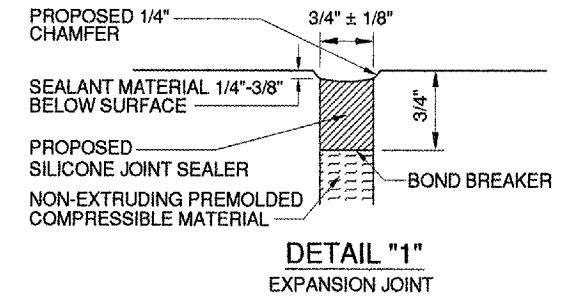
TYPE B THICKENED EDGE
NOT TO SCALE



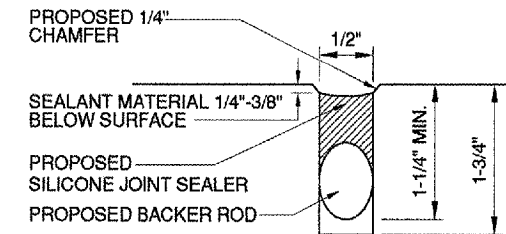
TYPE B EXPANSION JOINT
NOT TO SCALE

PCC JOINTING NOTES:

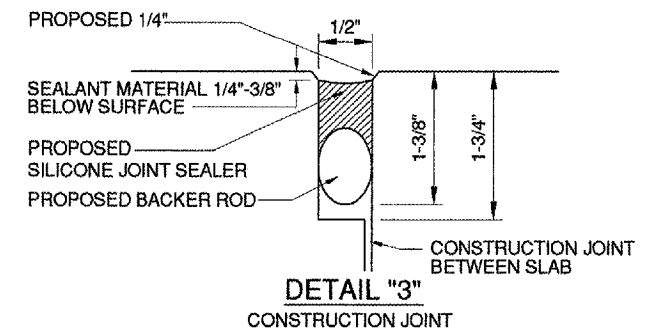
1. ALL EXPOSED JOINT EDGES SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/4" OR STONED TO PRODUCE THE 1/8" CHAMFER.
2. ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT 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 SHALL BE 3/4" DIA, 18" IN LENGTH AND 12" SPACING.
4. ALL TIE BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF AN ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE SURFACE OF THE PAVEMENT AND PERPENDICULAR TO THE CENTERLINES OF THE PAVEMENT LANES.
5. ALL TIE-BARS SHALL BE INCONFORMANCE WITH ASTM A615, SHALL BE GRADE 60, AND BE PLACED AT A POINT NOT EXCEEDING 8" OR CLOSER THAN 6" FROM A TRANSVERSE, CONTRACTION, EXPANSION, OR CONSTRUCTION JOINT AND SPACED 15" ON CENTERS AND SHALL BE NO. 5 DEFORMED BARS, 30" IN LENGTH.
6. DOWELS SHALL BE EPOXY COATED AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
7. ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE ±1/8" FOR CONSTRUCTION JOINTS AND ±1/4" FOR CONTRACTION JOINTS.
8. THE COST OF ALL DOWEL BARS, TIE-BARS, WW FABRIC, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.
9. 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" FROM THE EDGE TO PRODUCE A SMOOTH AND STRAIGHT EDGE.
10. WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES USING A SELF PROPELLED PAVER, THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND SHALL ROPE THE ADJACENT TRANSVERSE JOINTS TO PREVENT DEBRIS INTRUSION IN THE JOINTS.
11. JOINT SEALANT SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS ITEM 605.
12. CURING COMPOUND WILL BE AS SPECIFIED IN THE SPECIAL PROVISIONS, ITEM 501-2.9 AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE ENGINEER.
13. ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.



DETAIL "1"
EXPANSION JOINT



DETAIL "2"
CONTRACTION JOINT



DETAIL "3"
CONSTRUCTION JOINT

NOTES:

1. BACKER ROD MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.

Apr 06 2006 - 1:42pm I:\PROJECTS\SIAM\DR_3576_HANGAR_1_RAMP_JOB_JOINT_DETAIL_S.dwg



Illinois Department of Transportation
Division of Aeronautics



Poirier Associates P.C.
Engineering and Architectural
Services Group
665 N. Airport Road
Suite 113 Terminal Building
Morton, Illinois 62450
Telephone: (618)549-5161
Fax: (618)529-3444
E-mail: poirier@intmet.net



REHABILITATE HANGAR 1 APRON
SOUTHERN ILLINOIS AIRPORT
MURPHYSBORO / CARBONDALE, ILLINOIS

DATE: 06 APRIL, 2006
DRAWN: CWS
CHECKED: DCP
APPROVED: BCP
PROJECT NO. PA05036
IL PROJ. NO. MDH-3576
REVISIONS:
© 2006 POIRIER ASSOCIATES P.C.
ALL RIGHTS RESERVED

JOINTING DETAILS
& NOTES
SHEET NO.
8
OF 14