



**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 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 SHALL BE 1-1/4" DIA., 20" LENGTH AND 15" SPACING.
- ALL DOWELS ARE TO BE PLACED AT A POINT NOT TO EXCEED 7-1/2 INCHES OR 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, EXPANSION, OR CONSTRUCTION JOINT AND SPACED 30" ON CENTERS AND SHALL BE NO. 5 DEFORMED BARS, 30" IN LENGTH.
- DOWELS IN TRANSVERSE, CONTRACTION, AND CONSTRUCTION JOINTS SHALL BE COATED WITH A RUSTPROOFING COMPOUND AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
- DOWELS LOCATED IN THE CONSTRUCTION JOINTS WILL BE DRILLED AND GROUTED IN PLACE.
- 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 SAWED 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.

**CONSTRUCTION OR CONTRACTION JOINTS WITH STEEL REINFORCEMENT**

BY	
REVISION	
DATE	

**DECATUR, ILLINOIS**  
 DECATUR AIRPORT  
 I.L. PROJ.: DEC-3414  
 A.I.P. PROJ.: 3-17-0033-28

REV. Project No.	802-04TYD
Drawings	R-561 INTL.DWG
Scale	N/A
Date	03/18/05
LAYOUT	CCC 03/18/05
DRAWN	CCC 03/18/05
REVIEWED	WJM 06/07/05

**HANSON**  
 Engineers, Architects, Scientists  
 1525 South Sixth Street  
 Springfield, Illinois 62703-2886  
 Offices Nationwide

**TAXIWAY G WIDENING PHASE II**  
 PROPOSED PCC PAVEMENT JOINTING DETAILS

JUN 10, 2005 2:50 PM CCC  
 I:\AIRPORTS\DECATUR\802-04TYD\AIRPORT\_SHEETS\CONTRACT-2\R-561 INTL.DWG - JOINTING DETAILS