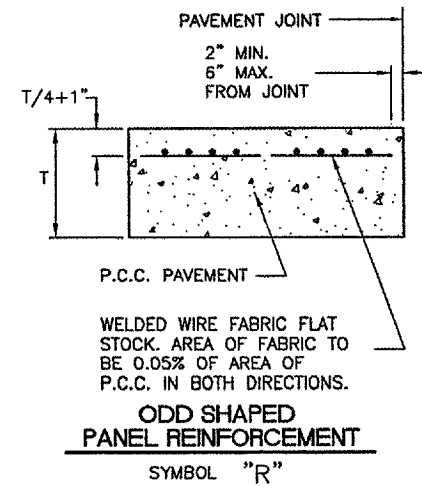
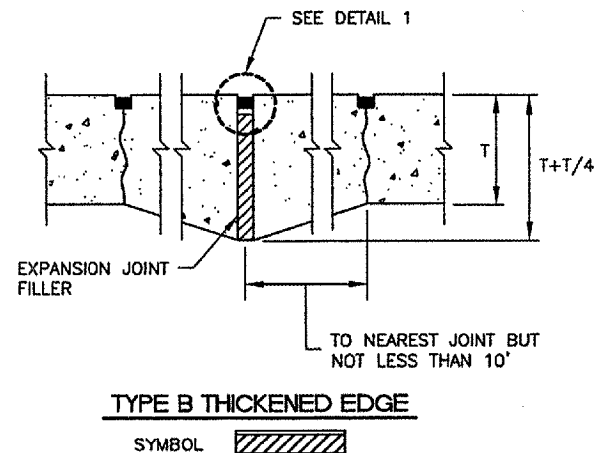
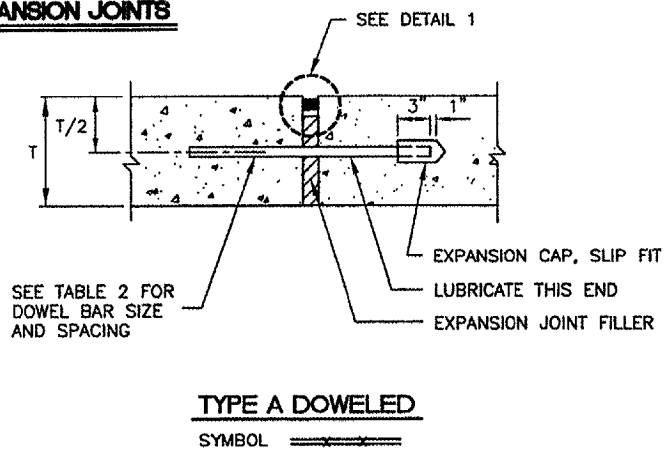


PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES $I = (T/3) \pm 1/4"$
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"

**EXPANSION JOINTS**



CA002

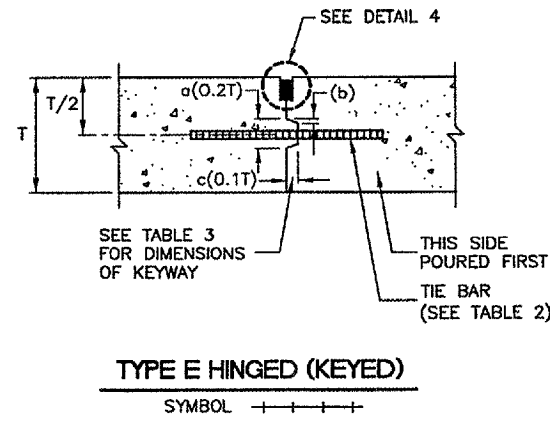
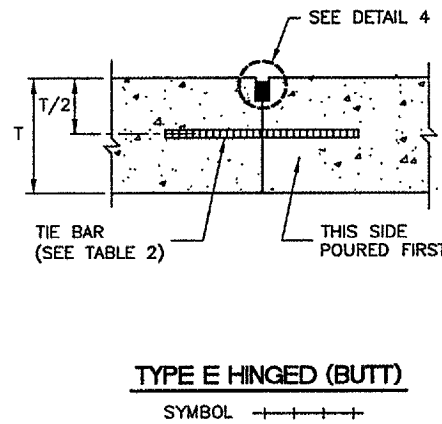
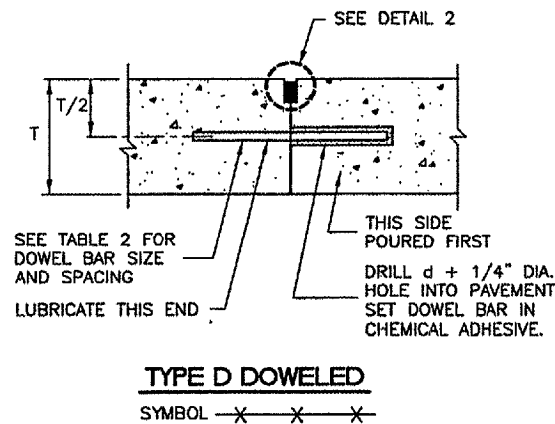
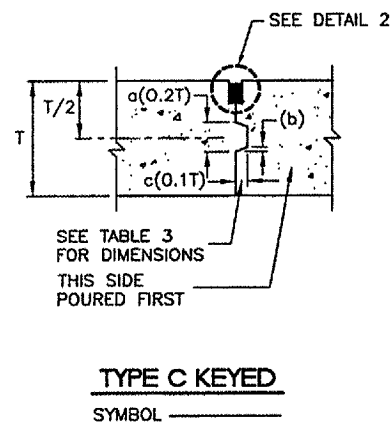
K:\SpringfieldAp\0503507\Draw\Sheets  
FILE: 34\_JNTDTL.dwg  
UPDATE BY: Dave Allen  
PLOT DATE: 2/6/2006 4:47 PM  
tbinfo

NUMBER	BY	DATE

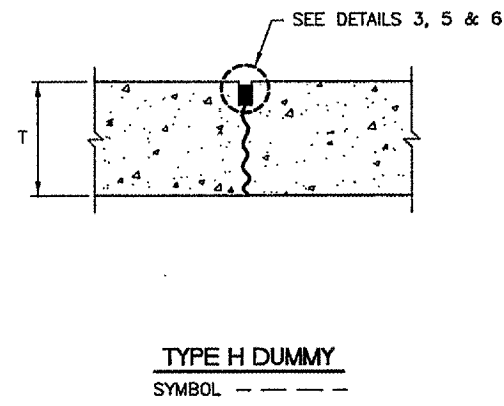
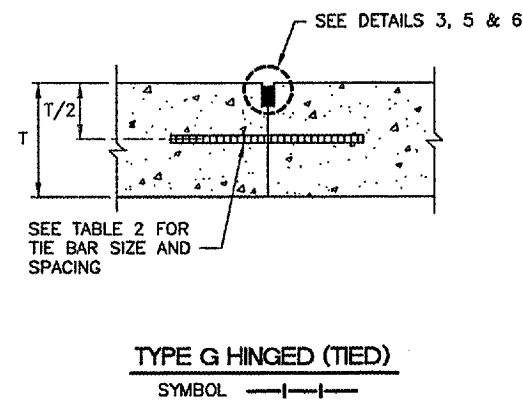
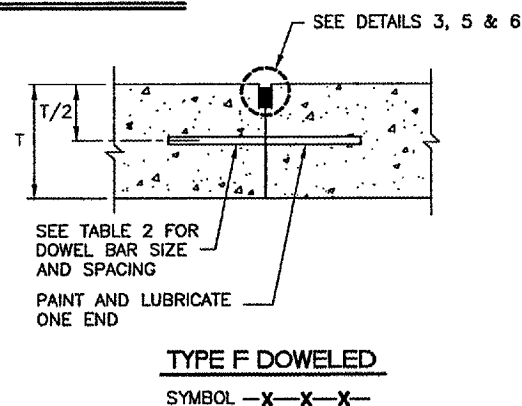
0 1 2  
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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"

**CONSTRUCTION JOINTS**



**CONTRACTION JOINTS**



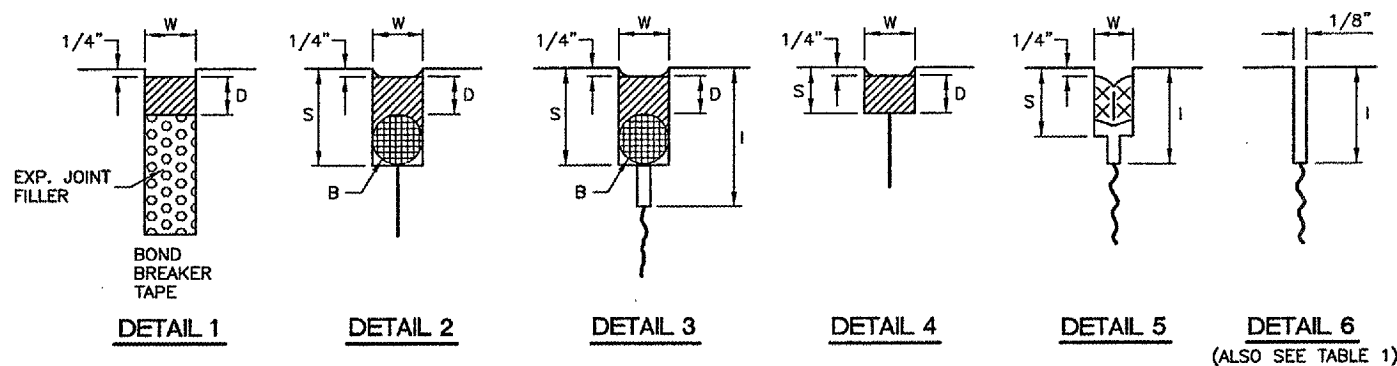
PAVEMENT THICKNESS T - INCHES	KEYED JOINT DIMENSIONS		
	a	b	c
6	—	—	—
7	—	—	—
8	0.133" ( 1-5/8" ± )	0.017" ( 3/16" ± )	0.067" ( 7/8" ± )
9	0.150" ( 1-13/16" ± )	0.019" ( 3/16" ± )	0.075" ( 7/8" ± )
10	0.167" ( 2" )	0.021" ( 1/4" ± )	0.083" ( 1" )
11	0.183" ( 2-13/16" ± )	0.023" ( 1/4" ± )	0.092" ( 1-1/8" ± )
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" ± )

**JOINT NOTES**

- 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 & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL TIE BARS & MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
- 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.

	DETAIL 1	DETAIL 2	DETAIL 3	DETAIL 4	DETAIL 5
HOT/COLD POUR	1	1/2	1/2	1/2	PRE-FORMED
W=WIDTH OF SEALANT RESERVOIR (IN.)	1	1/2	1/2	1/2	3/8 (COM-PRESSED)
D=DEPTH OF SEALANT RESERVOIR (IN.)	1	1/2	1/2	1/2	N/A
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8	N/A	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8	3/4	1-1/2

**JOINT SEALING DETAILS**



SPRINGFIELD AIRPORT AUTHORITY  
ABRAHAM LINCOLN CAPITAL AIRPORT  
SPRINGFIELD, ILLINOIS

WIDEN TAXIWAY A - CONSTRUCT PERIMETER ROAD  
JOINTING DETAILS

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DESIGN BY: CMT  
DRAWN BY: CMT  
CHECKED BY: *RLW*  
APPROVED BY: *RLW*  
DATE: 1/23/06  
JOB No: 0503507  
IL. PROJ. NO. SPI-3555  
AIP PROJ. NO. 3-17-0096-44  
SHEET 34 OF 83 SHEETS