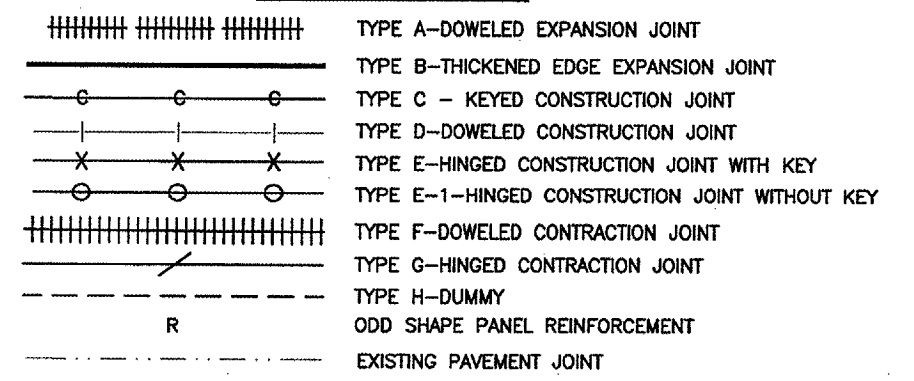


PCC PAVEMENT LAYOUT POINTS		
NUMBER	STATION	OUT
①	14+86.49	RT. 145'
②	15+55.84	RT. 135.5'
③	15+56.49	RT. 145'
④	15+59.49	RT. 155'
⑤	16+34.56	RT. 163'
⑥	17+19.56	RT. 163'
⑦	17+19.56	RT. 78'
⑧	17+29.56	RT. 75'
⑨	17+20.55	LT. 78.95'
⑩	17+34.31	LT. 78'
⑪	17+44.31	LT. 75'
⑫	17+34.31	LT. 178'

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. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 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 PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
- SEE SHEET 21 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- TAXIWAY E / TAXIWAY K EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

JOINT SYMBOL LEGEND



3:\airport\A05T026\JOINTS.dwg, 1/23/2008 11:01:02 AM, jeffm