

JOINT SYMBOL LEGEND

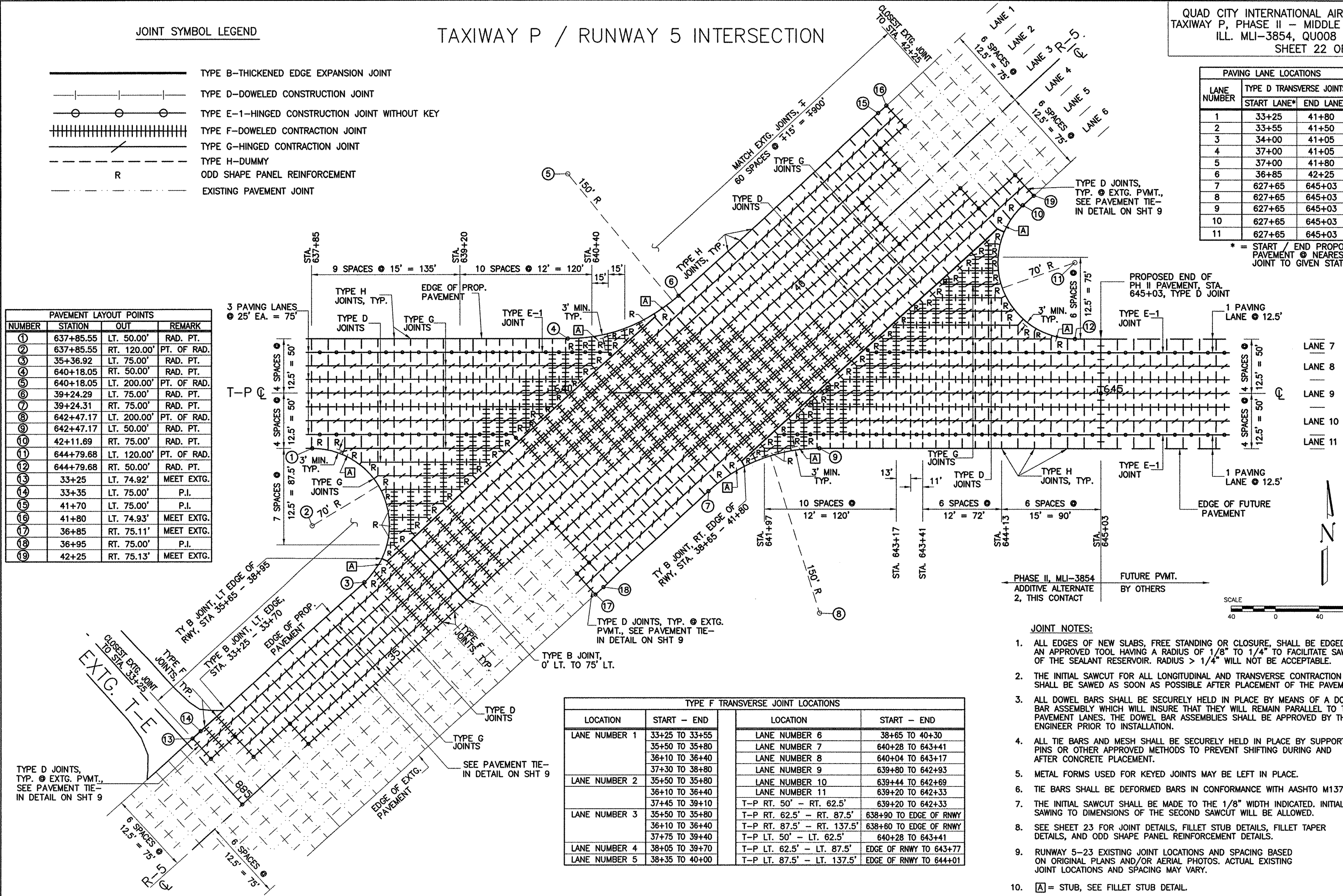
- TYPE B-THICKENED EDGE EXPANSION JOINT
- TYPE D-DOWELED CONSTRUCTION JOINT
- TYPE E-1-HINGED CONSTRUCTION JOINT WITHOUT KEY
- TYPE F-DOWELED CONTRACTION JOINT
- TYPE G-HINGED CONTRACTION JOINT
- TYPE H-DUMMY
- ODD SHAPE PANEL REINFORCEMENT
- EXISTING PAVEMENT JOINT

TAXIWAY P / RUNWAY 5 INTERSECTION

PAVING LANE LOCATIONS		
LANE NUMBER	TYPE D TRANSVERSE JOINTS START LANE*	END LANE*
1	33+25	41+80
2	33+55	41+50
3	34+00	41+05
4	37+00	41+05
5	37+00	41+80
6	36+85	42+25
7	627+65	645+03
8	627+65	645+03
9	627+65	645+03
10	627+65	645+03
11	627+65	645+03

* = START / END PROPOSED PAVEMENT @ NEAREST EXTG. JOINT TO GIVEN STATION.

PAVEMENT LAYOUT POINTS			
NUMBER	STATION	OUT	REMARK
①	637+85.55	LT. 50.00'	RAD. PT.
②	637+85.55	RT. 120.00'	PT. OF RAD.
③	35+36.92	LT. 75.00'	RAD. PT.
④	640+18.05	RT. 50.00'	RAD. PT.
⑤	640+18.05	LT. 200.00'	PT. OF RAD.
⑥	39+24.29	LT. 75.00'	RAD. PT.
⑦	39+24.31	RT. 75.00'	RAD. PT.
⑧	642+47.17	LT. 200.00'	PT. OF RAD.
⑨	642+47.17	LT. 50.00'	RAD. PT.
⑩	42+11.69	RT. 75.00'	RAD. PT.
⑪	644+79.68	LT. 120.00'	PT. OF RAD.
⑫	644+79.68	RT. 50.00'	RAD. PT.
⑬	33+25	LT. 74.92'	MEET EXTG.
⑭	33+35	LT. 75.00'	P.I.
⑮	41+70	LT. 75.00'	P.I.
⑯	41+80	LT. 74.93'	MEET EXTG.
⑰	36+85	RT. 75.11'	MEET EXTG.
⑱	36+95	RT. 75.00'	P.I.
⑲	42+25	RT. 75.13'	MEET EXTG.



TYPE F TRANSVERSE JOINT LOCATIONS				
LOCATION	START - END	LOCATION	START - END	
LANE NUMBER 1	33+25 TO 33+55	LANE NUMBER 6	38+65 TO 40+30	
	35+50 TO 35+80		LANE NUMBER 7	640+28 TO 643+41
	36+10 TO 36+40		LANE NUMBER 8	640+04 TO 643+17
LANE NUMBER 2	35+50 TO 35+80	LANE NUMBER 9	639+80 TO 642+93	
	36+10 TO 36+40	LANE NUMBER 10	639+44 TO 642+69	
	37+45 TO 39+10	LANE NUMBER 11	639+20 TO 642+33	
LANE NUMBER 3	35+50 TO 35+80	T-P RT. 50' - RT. 62.5'	639+20 TO 642+33	
	36+10 TO 36+40	T-P RT. 62.5' - RT. 87.5'	638+90 TO EDGE OF RNNW	
	37+75 TO 39+40	T-P RT. 87.5' - RT. 137.5'	638+80 TO EDGE OF RNNW	
LANE NUMBER 4	38+05 TO 39+70	T-P LT. 50' - LT. 62.5'	640+28 TO 643+41	
	LANE NUMBER 5	38+05 TO 39+70	T-P LT. 62.5' - LT. 87.5'	EDGE OF RNNW TO 644+77
		38+35 TO 40+00	T-P LT. 87.5' - LT. 137.5'	EDGE OF RNNW TO 643+01

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 23 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- RUNWAY 5-23 EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.
- [A] = STUB, SEE FILLET STUB DETAIL.

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