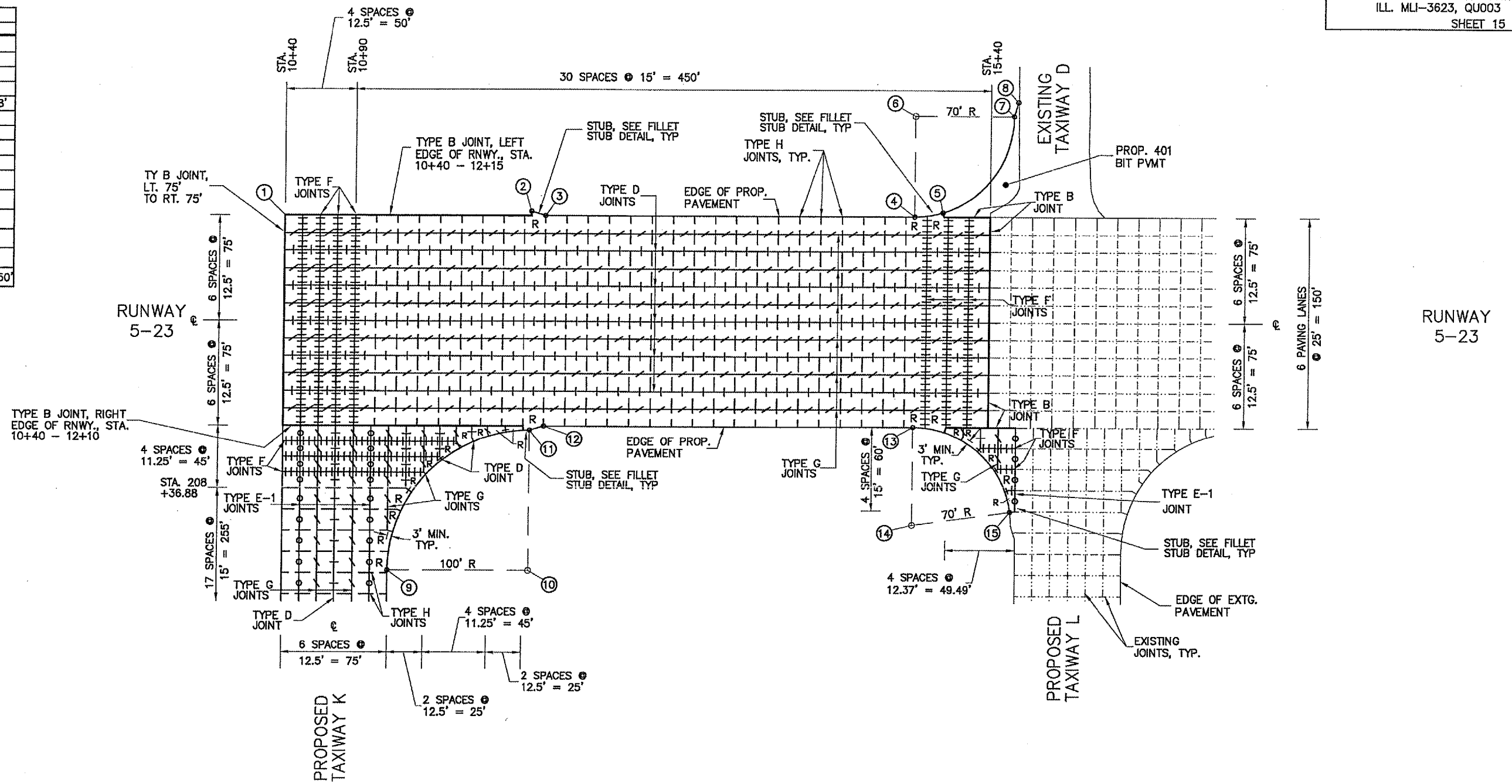


PAVEMENT LAYOUT POINTS		
NUMBER	STATION	OUT
1	10+40	LT. 75'
2	12+15	LT. 78'
3	12+25	LT. 75'
4	14+86.31	LT. 75'
5	15+06.17	LT. 77.88'
6	14+86.31	LT. 145'
7	15+56.31	LT. 145'
8	15+59.31	LT. 155'
9	11+15	RT. 178'
10	12+15	RT. 178'
11	12+15	RT. 78'
12	12+25	RT. 75'
13	14+86.49	RT. 75'
14	14+86.49	RT. 145'
15	15+55.84	RT. 135.50'



**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 SAWED 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 17 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
- TAXIWAY K / L EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

**JOINT SYMBOL LEGEND**

