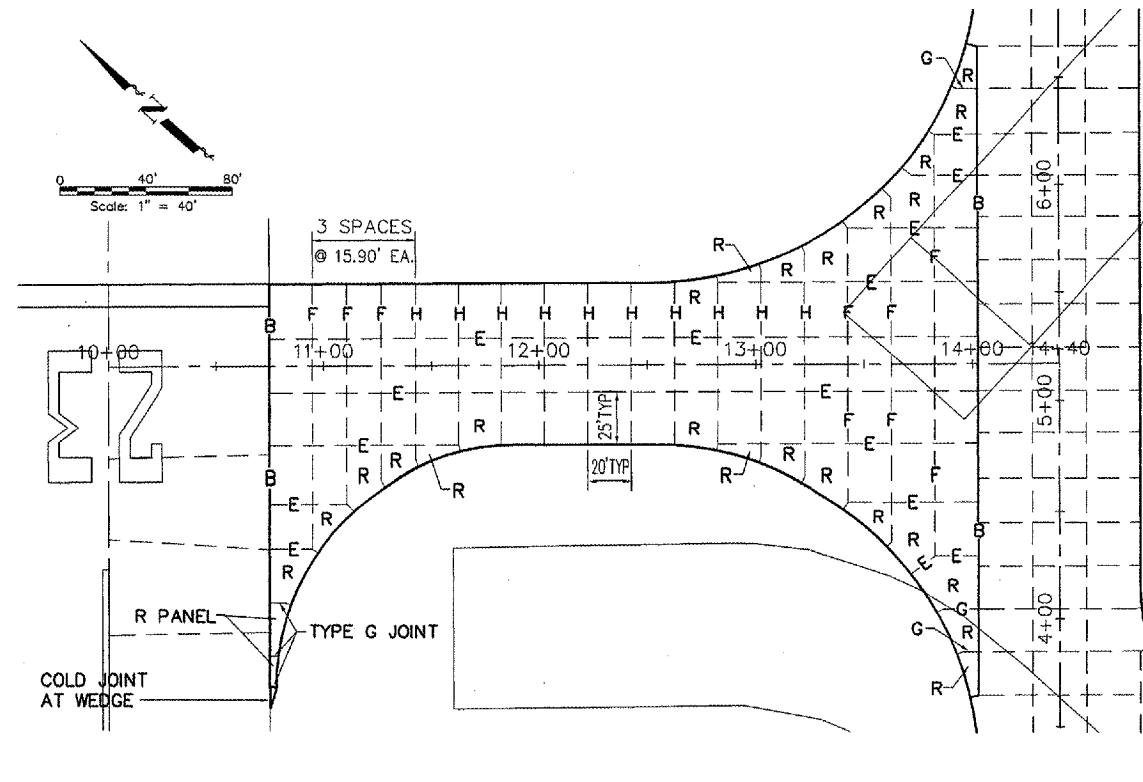


MCCLURE CONTROL POINTS:

C.P. #10 - C.I.R. NORTHING - 4699.811 EASTING - 6747.730 ELEV - 591.90	C.P. #70 - C.I.R. NORTHING - 3532.055 EASTING - 6421.330 ELEV - 579.38
C.P. #22 - C.I.R. NORTHING - 4747.271 EASTING - 7846.487 ELEV - 585.92	C.P. #B404 - GPS Monument NORTHING - 2850.795 EASTING - 7759.632 ELEV - 571.93



LEGEND

- B — THICKENED EDGE EXPANSION JOINT
- D — DOWELED CONSTRUCTION JOINT
- E — HINGED CONSTRUCTION JOINT WITH KEY
- F — DOWELED CONTRACTION JOINT
- G — HINGED CONTRACTION JOINT
- H — DUMMY JOINT
- R — ODD SHAPED PANEL REINFORCEMENT

NOTES:

- 1.) 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.
- 2.) THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 3.) 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 RESIDENT ENGINEER PRIOR TO INSTALLATION.
- 4.) 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.
- 5.) METAL FORMS USED FOR KEYED JOINTS MAY BE LEFT IN PLACE.
- 6.) TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
- 7.) UNDERMINING OF EXISTING ADJACENT PAVEMENT SHALL BE REMEDIED BY FILLING VOID WITH CONCRETE PRIOR TO MAIN LINE PAVING, AND FINISH TO PRODUCE A SMOOTH VERTICAL SURFACE. REMAINING VOIDS SHALL BE PRESSURE GROUTED. UNDERMINING REPAIRS SHALL BE CONSIDERED INCIDENTAL. (SEE DETAIL ON SHEET 10).



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE:	1:40
DRAWN BY:	MLK
CHECKED BY:	
DATE:	MAY 2005

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JOINT PLANS

QUAD CITY INTERNATIONAL AIRPORT
 RECONSTRUCT TAXIWAYS B and B2
 Moline, Illinois
 FILE NAME: 7:\M0105.065\DWG\05065MGL.DWG
 JOB NUMBER: 01-29-05-065