

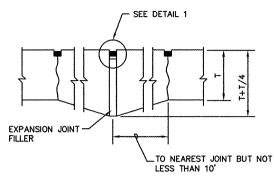
	TAE	3LI	≣ 1
Τ	DEPTH		

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES I=(T/3) ±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"

TABLE 2

PAVEMENT	DOM	EL BAR DET	AILS	TIE BAR DETAILS			
THICKNESS T - INCHES	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"	

EXPANSION JOINT



TYPE B THICKENED EDGE

SYMBOL

RO017 5A



CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

> Chicago Rockford International Airport



ROCKFORD, ILLINOIS GREATER ROCKFORD

AIRPORT AUTHOIRTY

3-17-0088-XX RFD-3909

REHAB. TWY B SOUTH PHASE 2

	Re	evisions
	Date	Description
	0	1

THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).

	L	
	DESIGN BY:	CMT-ARR
	DRAWN BY:	CMT-ARR
	CHECKED BY:	CMT-ARR
	APPROVED BY:	CMT-RFD
- 1	DATE: 5 /0 /00	**

JOB No: 09258-04-00

JOINTING DETAILS (JTD1)

24

SHEET 24 OF 59 SHEETS

SEE DETAIL 3,5,6 SEE DETAIL 3.5.6

PROPOSED JOINT SEALER

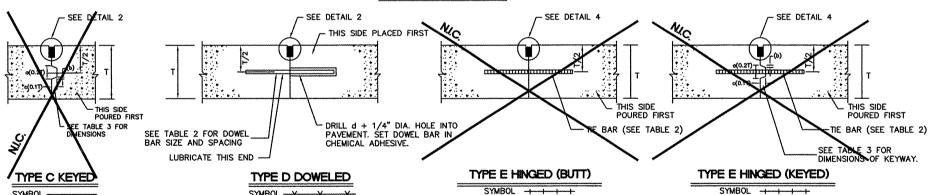
N.T.S.

CONTRACTION JOINTS - SEE DETAIL 5,6 ___ CT/2 SEE TABLE 2 FOR DOWEL BAR SIZE AND SPACING PAINT AND LUBRICATE_ONE END. TYPE F DOWELED SYMBOL -X-X-X-

TIE BAR (SEE TABLE 2 FOR TYPE G HINGED (TIED) SYMBOL ----|----|

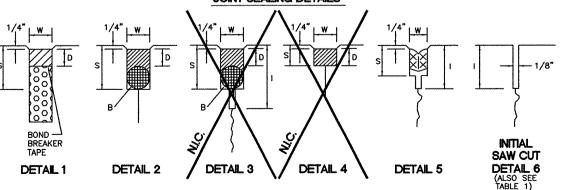
TYPE H DUMMY SYMBOL -

CONSTRUCTION JOINTS



JOINT SEALING DETAILS

SYMBOL -X-X



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

NOTE: JOINT SEALING SHALL BE PER SECTION 605 OF SPECIAL PROVISIONS.

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

JOINTING DETAILS (JTD1)

PAVEMENT JOINT-

T/4+1"-

2" MIN. 6" MAX.

FROM

JOINT

P.C.C. PAVEMENT

WELDED WIRE FABRIC FLAT

STOCK. AREA OF FABRIC TO

BE 0.05% OF AREA OF P.C.C. IN BOTH DIRECTIONS.

ODD SHAPED

PANEL REINFORCEMENT

JOINTING 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. A RADIUS

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 ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION. ALTERNATE METHODS OF PLACEMENT OF DOWEL BARS MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. TRANSVERSE DOWEL BAR IMPLANTING WILL NOT BE ALLOWED.

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. 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.

COST OF ALL JOINT SAWING, CLEANING AND SEALING SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.

SHOULD THE POURING OPERATION REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.

8. EPOXY-COATED DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE RESIDENT ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.

9. CONCRETE / BITUMINOUS INTERFACE SHALL BE SEALED PER TYPE E HINGED JOINT DETAIL ABOVE.

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.

11. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.

13. JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS

12. CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS AT NO ADDITIONAL COST.

> 1/4" WILL NOT BE ACCEPTABLE.

CHAMFER/BEVEL JOINT DETAIL

BEVEL/CHAMFER ALL JOINTS

SYMBOL