



**JOINTING NOTES**

ALL EXPOSED JOINT EDGES SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/4" OR STONED TO PRODUCE THE 1/8" CHAMFER.

ALL LONGITUDINAL AND TRANSVERSE CONTRACTION AND CONSTRUCTION JOINTS SHALL BE SAWEED.

ALL TIE-BARS SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.

ALL TIE-BARS SHALL BE PLACED AT A POINT NOT EXCEEDING 15" OR CLOSER THAN 6" FROM A TRANSVERSE, CONTRACTION, EXPANSION, OR CONSTRUCTION JOINT AND SPACED 36" ON CENTERS AND SHALL BE NO. 4 DEFORMED BARS, 20" IN LENGTH.

ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE +1/8" FOR CONSTRUCTION JOINTS AND + 1/4" FOR CONTRACTION JOINTS.

TIE-BARS LOCATED IN THE CONSTRUCTION JOINTS WILL BE DRILLED AND EPOXYED IN PLACE. THE EPOXYED MATERIAL MUST BE APPROVED BY THE ILLINOIS DIVISION OF AERONAUTICS.

THE COST OF ALL TIE-BARS, SAWING, AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.

PRIOR TO PLACING ADJACENT PAVEMENT SECTIONS, THE VERTICAL EDGE SHALL BE CHECKED FOR TRUENESS IF THE FACE IS BURRED OR IRREGULAR, THE CONTRACTOR SHALL GRIND, STONE OR SAW THE FACE A MINIMUM OF 2" IN DEPTH TO PRODUCE A SMOOTH AND STRAIGHT EDGE.

WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND WILL ROPE THE TRANSVERSE JOINTS.

JOINT SEALANT SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS ITEM 501-2.5.

CURING COMPOUND WILL BE AS SPECIFIED IN THE SPECIFICATIONS, ITEM 501-3.17 AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE ENGINEER.

ALL NON-ALIGNED EDGES WILL BE SAWEED FULL DEPTH.

REVISION	DATE	BY

TAYLORVILLE MUNICIPAL AIRPORT  
TAYLORVILLE, ILLINOIS

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Revision R-561JUNLDWG	MLB
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Hanson Professional Services Inc.  
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CONSTRUCT  
RUNWAY 9-27

PROPOSED  
JOINTING DETAILS

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