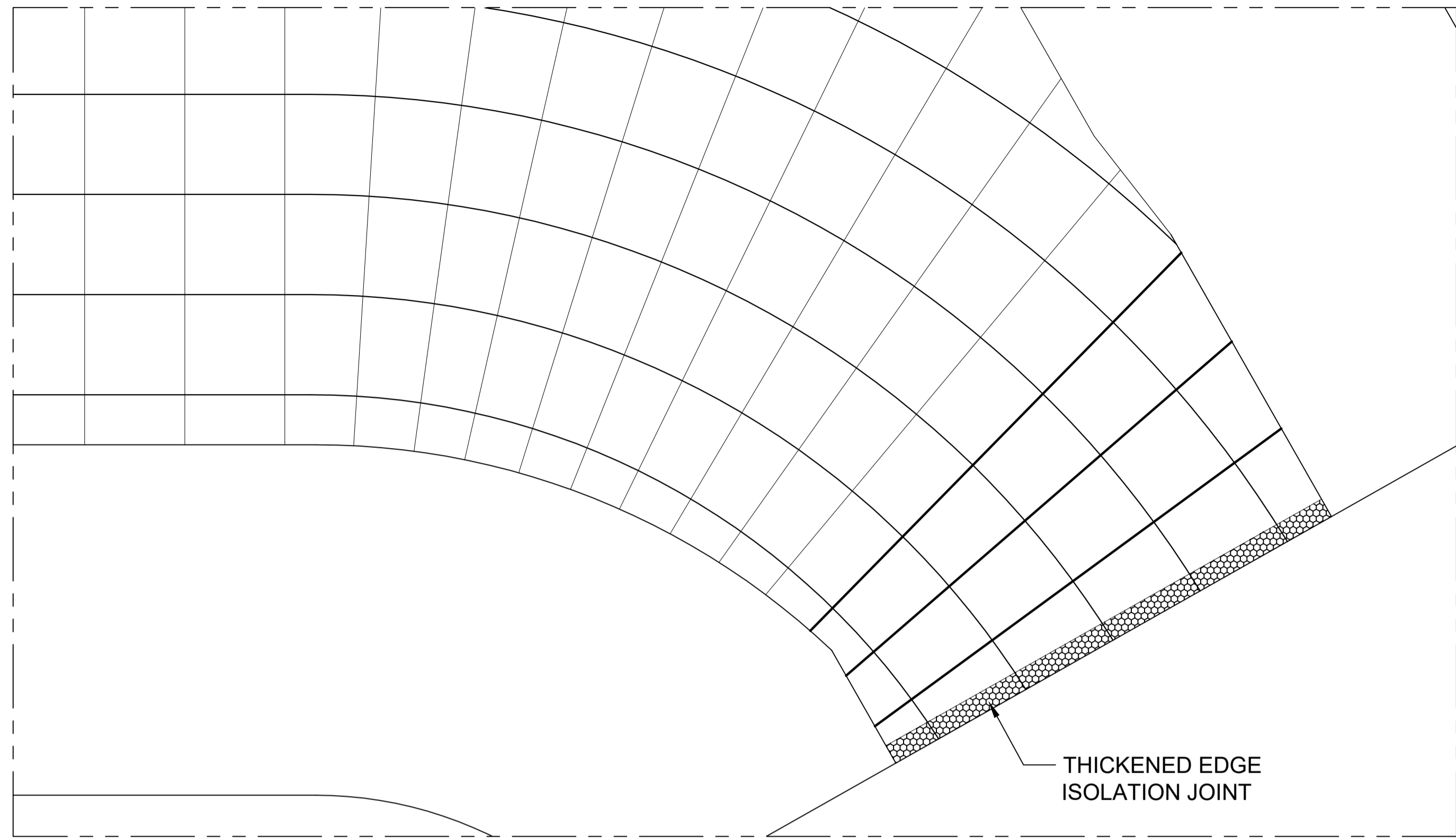


A TAXIWAY PAVEMENT LAYOUT
 TP-1 SCALE: N.T.S.

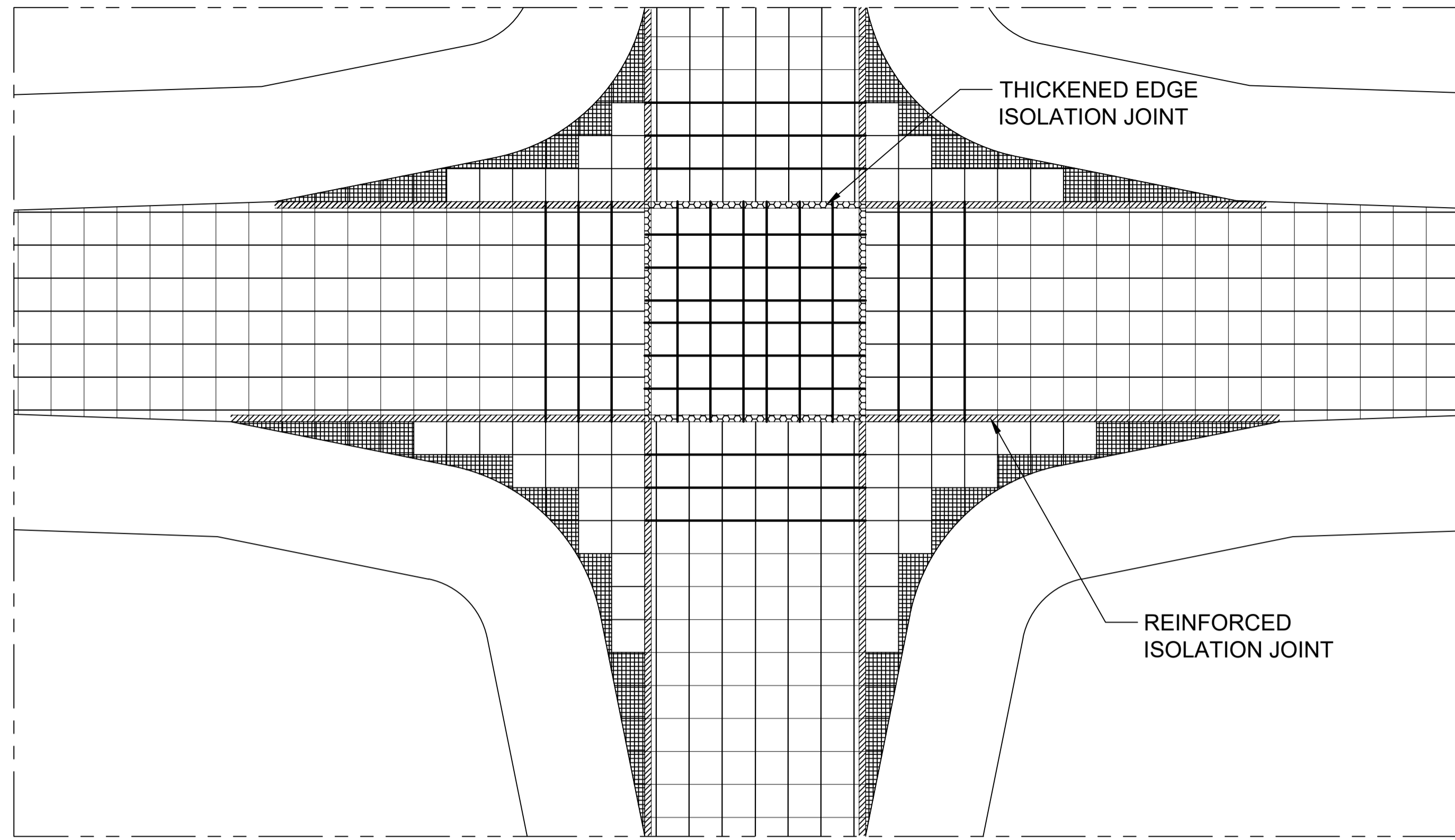
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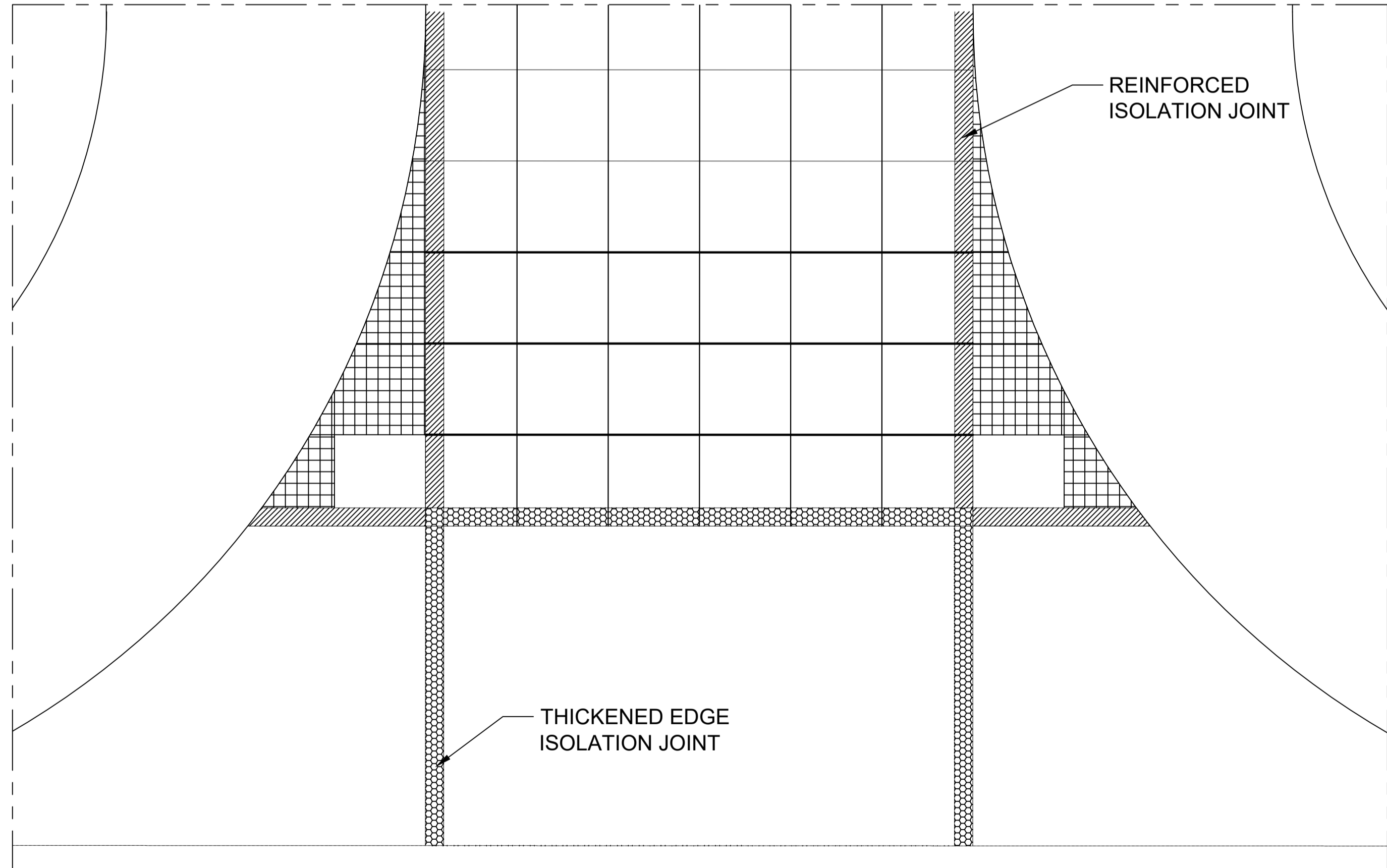
CONSULTANTS: Urban Integrated Consultants, Inc. UICI Corporate Bldg., 8 Landa Street, VASRA, Diliman, Quezon City, 1128	DRAWN BY: A.F.T.	SUBMITTED BY:		RECOMMENDING APPROVAL:	APPROVED BY:	PROJECT TITLE: CONSTRUCTION OF THE HORIZONTAL INFRASTRUCTURE PROJECT OF THE CLARK INTERNATIONAL AIRPORT NEW TERMINAL BUILDING PROJECT (FORMERLY CLARK AIRPORT LOW COST TERMINAL)	DRAWING STATUS: FINAL	SET NO.	SHEET NO.
	CHECKED BY: L.C.L.	EFREN L. DAVID PRESIDENT - UICI		JAIME ALBERTO C. MELO VICE PRESIDENT AIRPORT OPERATION MANAGEMENT GROUP	ALEXANDER S. CAUGUIRAN PRESIDENT / CHIEF EXECUTIVE OFFICER		REVISION Δ: JULY 9, 2018	REVISION Δ: JULY 16, 2018	TP-1
DWGS. CHK. BY: A.T.C.	CLARK INTERNATIONAL AIRPORT CORPORATION			SHEET CONTENTS: TAXIWAY PAVEMENT LAYOUT		DATE: JULY, 2018			



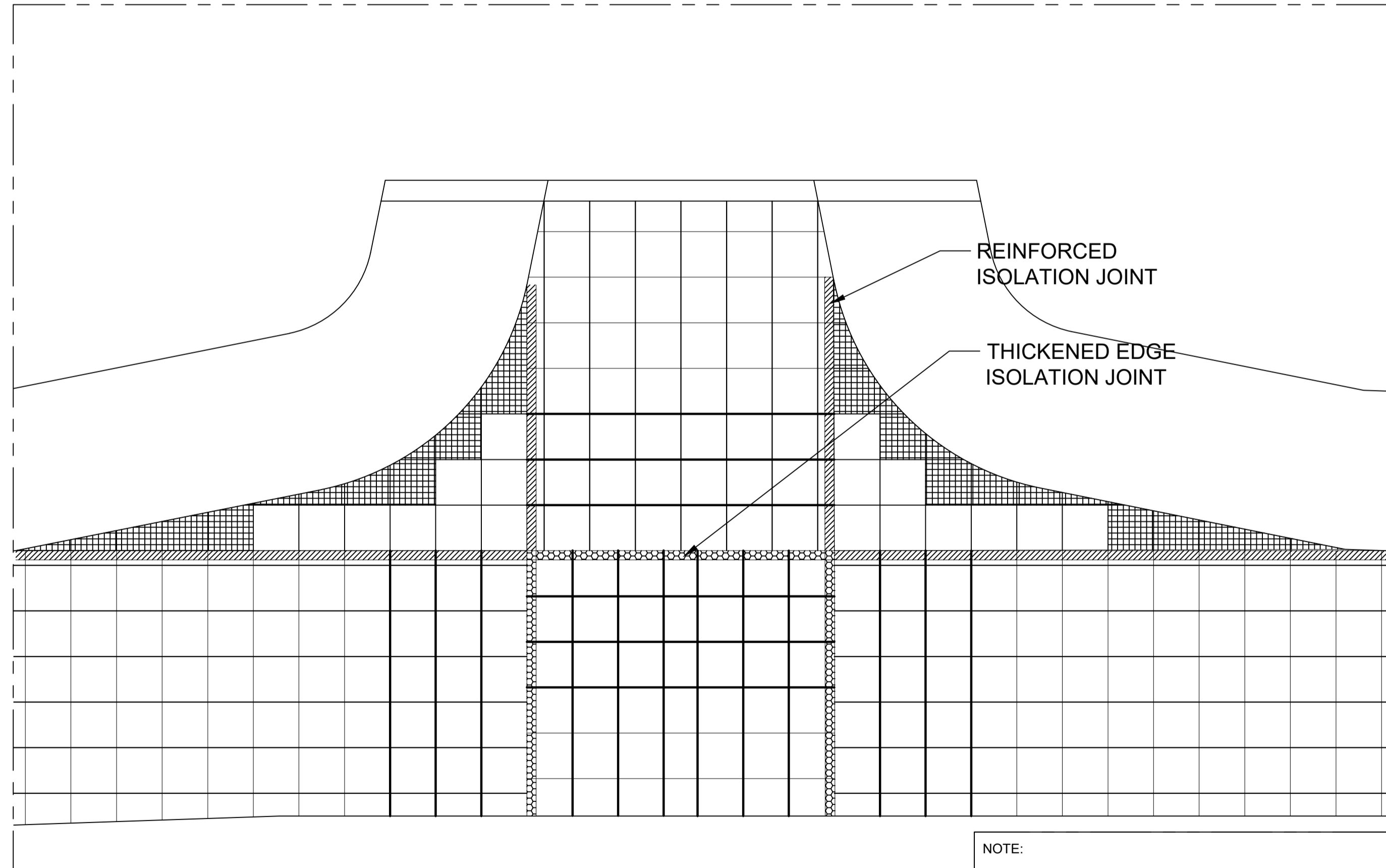
A TAXIWAY PAVEMENT DETAIL
 TP-2 SCALE: N.T.S.



B TAXIWAY PAVEMENT DETAIL
 TP-2 SCALE: N.T.S.



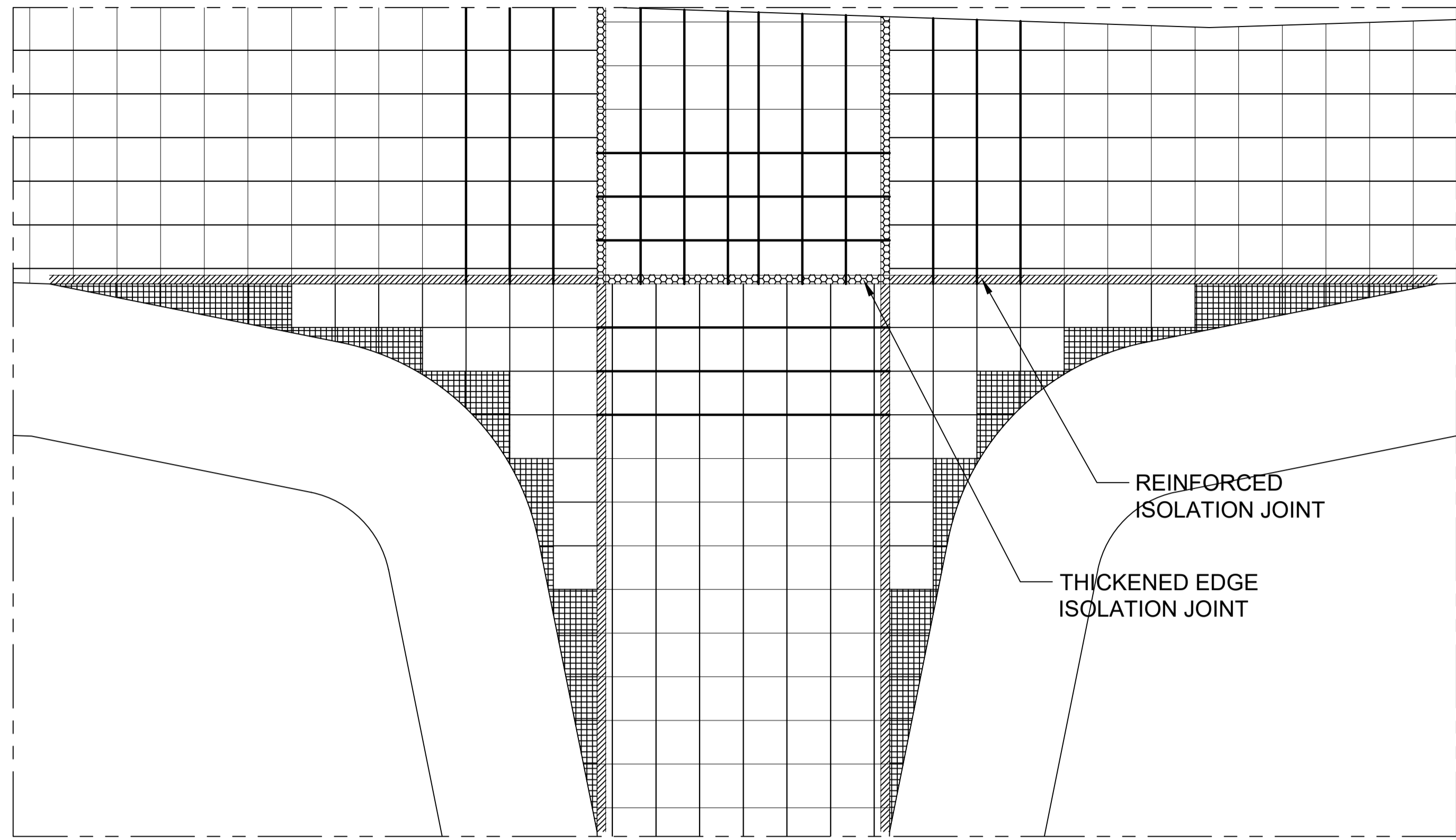
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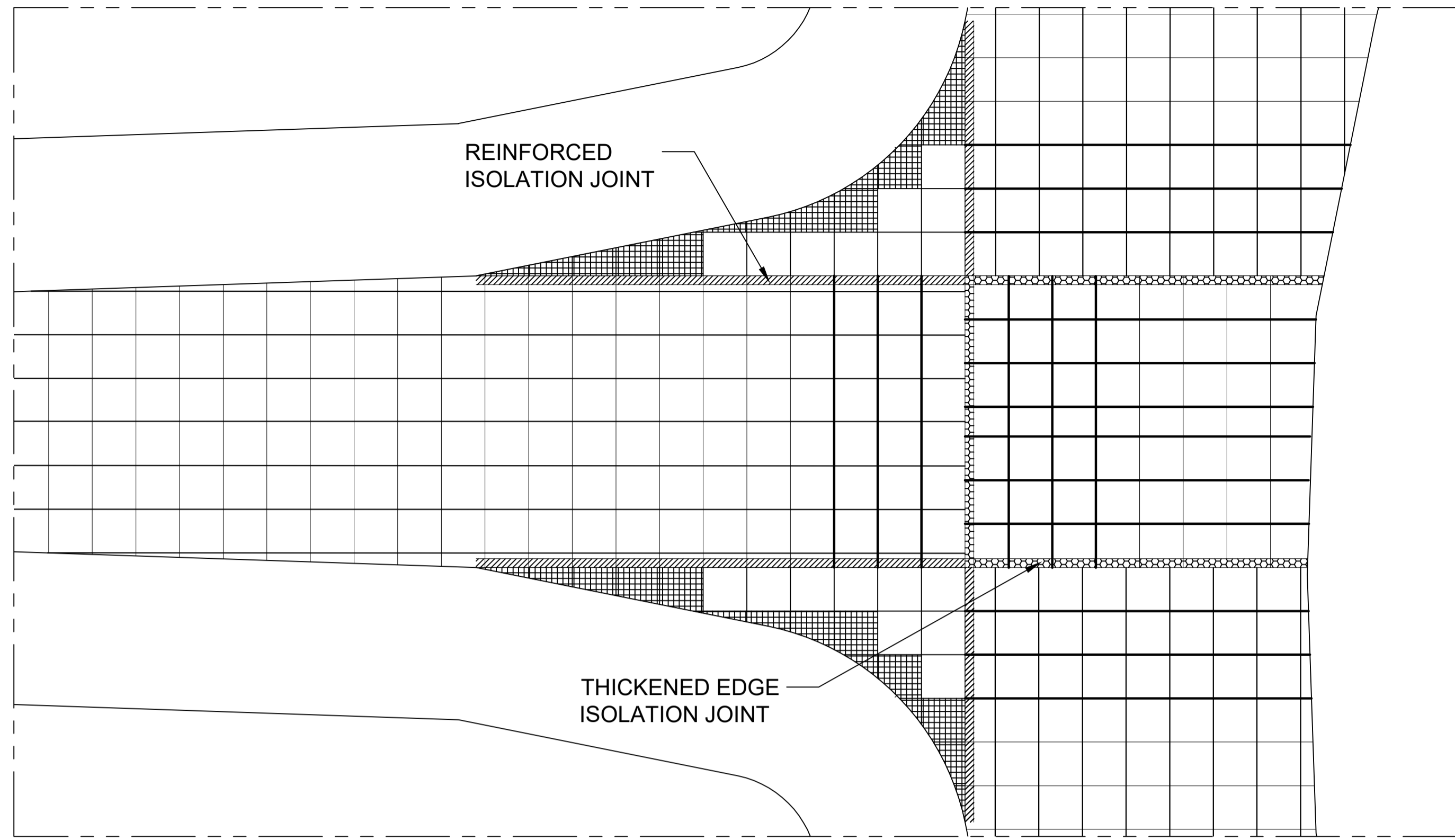
D TAXIWAY PAVEMENT DETAIL
 TP-2 SCALE: N.T.S.

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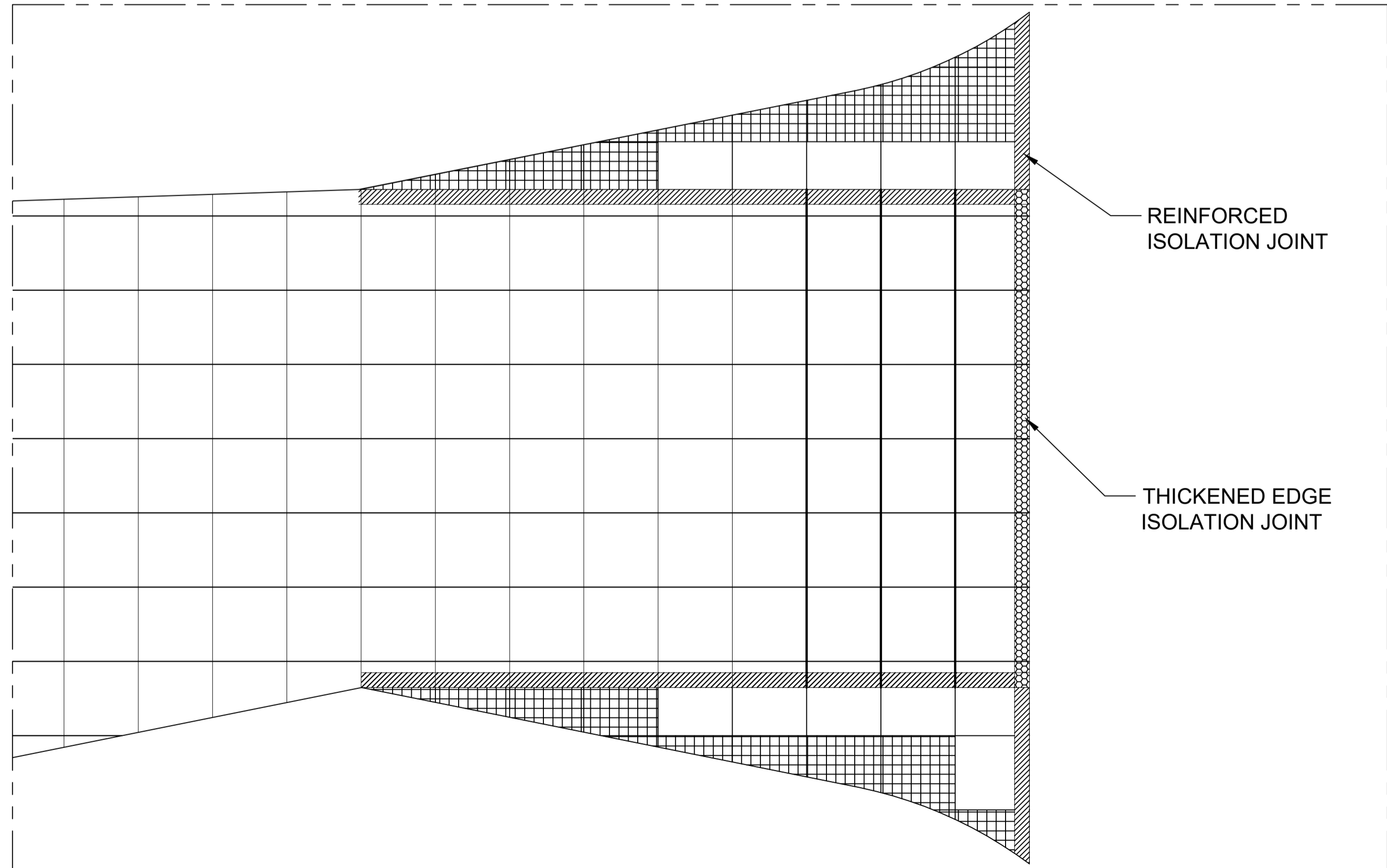
CONSULTANTS: Urban Integrated Consultants, Inc. UICI Corporate Bldg., 8 Lands Street, VASRA, Diliman, Quezon City, 1128	DRAWN BY: A.F.T.	SUBMITTED BY:	 CLARK INTERNATIONAL AIRPORT CORPORATION	RECOMMENDING APPROVAL:	APPROVED BY:	PROJECT TITLE : CONSTRUCTION OF THE HORIZONTAL INFRASTRUCTURE PROJECT OF THE CLARK INTERNATIONAL AIRPORT NEW TERMINAL BUILDING PROJECT (FORMERLY CLARK AIRPORT LOW COST TERMINAL)	DRAWING STATUS: FINAL	SET NO.	SHEET NO.
	CHECKED BY: L.C.L.	EFREN L. DAVID PRESIDENT - UICI		JAIME ALBERTO C. MELO VICE PRESIDENT AIRPORT OPERATION MANAGEMENT GROUP	ALEXANDER S. CAUGUIRAN PRESIDENT / CHIEF EXECUTIVE OFFICER		REVISION Δ: JULY 9, 2018	REVISION Δ: JULY 16, 2018	TP-2
DWGS. CHK. BY: A.T.C.				SHEET CONTENTS: TAXIWAY PAVEMENT DETAILS		DATE: JULY, 2018			



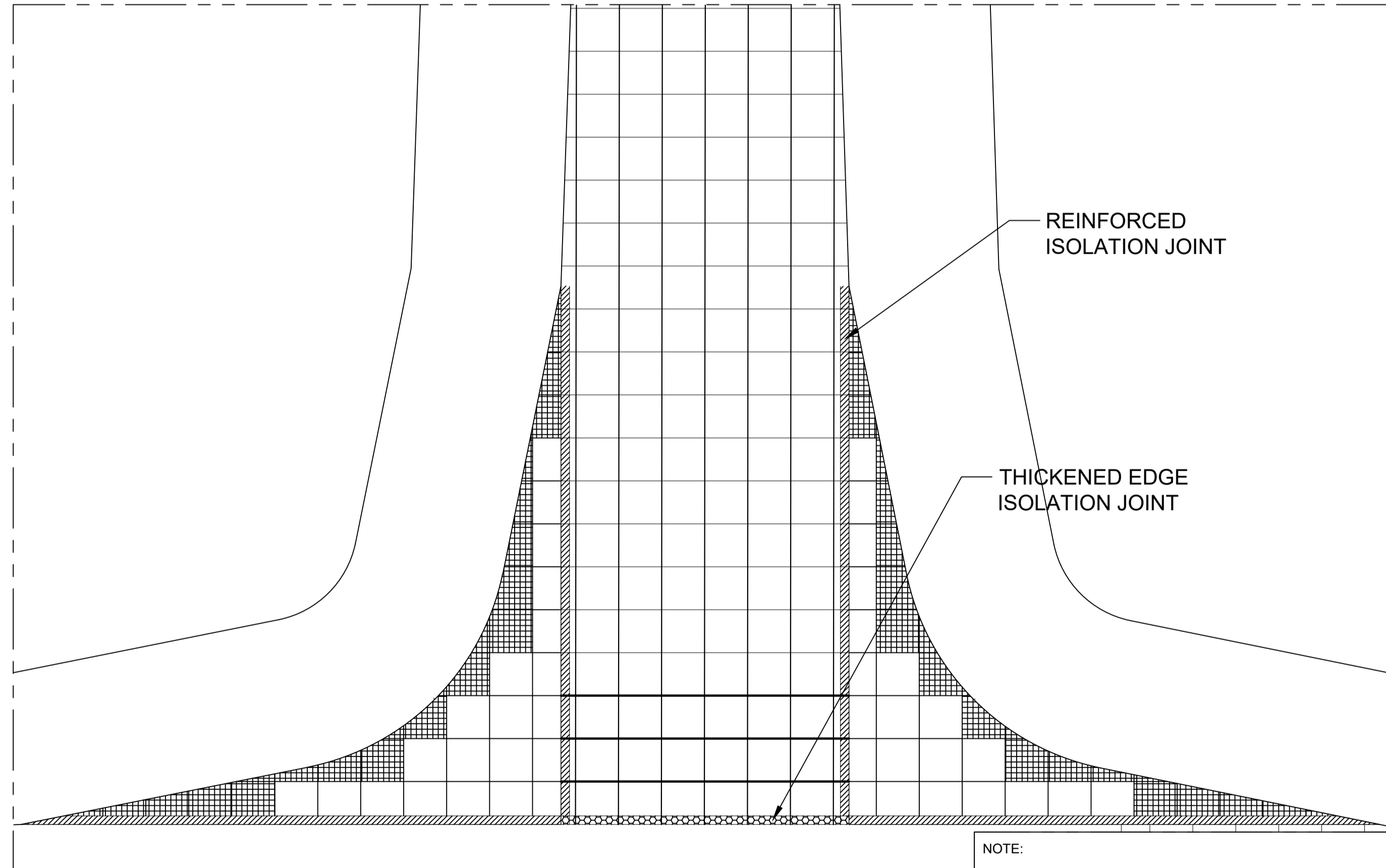
E TAXIWAY PAVEMENT DETAIL
 TP-3 SCALE: N.T.S.



F TAXIWAY PAVEMENT DETAIL
 TP-3 SCALE: N.T.S.



G TAXIWAY PAVEMENT DETAIL
 TP-3 SCALE: N.T.S.



H TAXIWAY PAVEMENT DETAIL
 TP-3 SCALE: N.T.S.

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 Urban Integrated Consultants, Inc.
 UICI Corporate Bldg., 8 Lands Street, VASRA, Diliman, Quezon City, 1128

DRAWN BY: A.F.T.
 CHECKED BY: L.C.L.
 DWGS. CHK. BY: A.T.C.

SUBMITTED BY:

 EFREN L. DAVID
 PRESIDENT - UICI

CLARK INTERNATIONAL AIRPORT CORPORATION

RECOMMENDING APPROVAL:
 JAIME ALBERTO C. MELO
 VICE PRESIDENT
 AIRPORT OPERATION MANAGEMENT GROUP

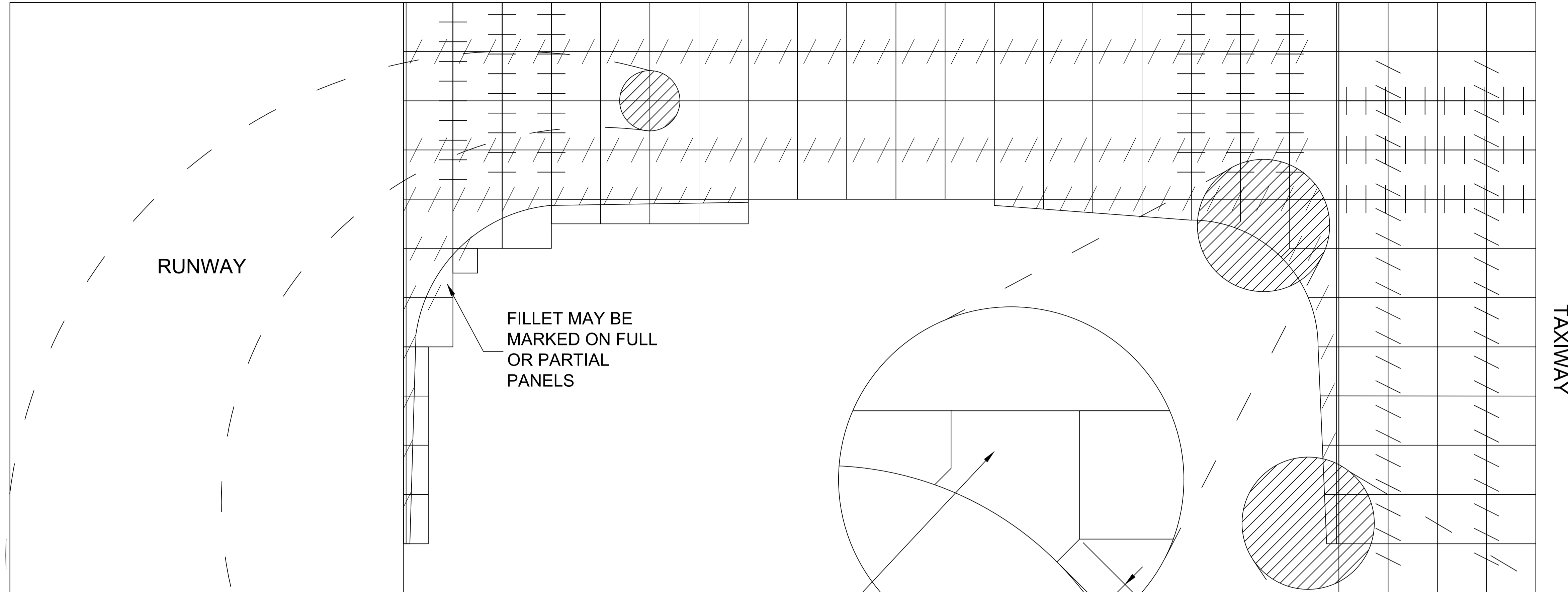
APPROVED BY:
 ALEXANDER S. CAUGUIRAN
 PRESIDENT / CHIEF EXECUTIVE OFFICER

PROJECT TITLE :
 CONSTRUCTION OF THE HORIZONTAL INFRASTRUCTURE PROJECT OF THE CLARK INTERNATIONAL AIRPORT
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SHEET CONTENTS: TAXIWAY PAVEMENT DETAILS

DRAWING STATUS:	FINAL	SET NO.	SHEET NO.
REVISION Δ:	JULY 9, 2018	TP-3	72 116
REVISION Δ:	JULY 16, 2018		
DATE:	JULY, 2018		

CONNECTOR



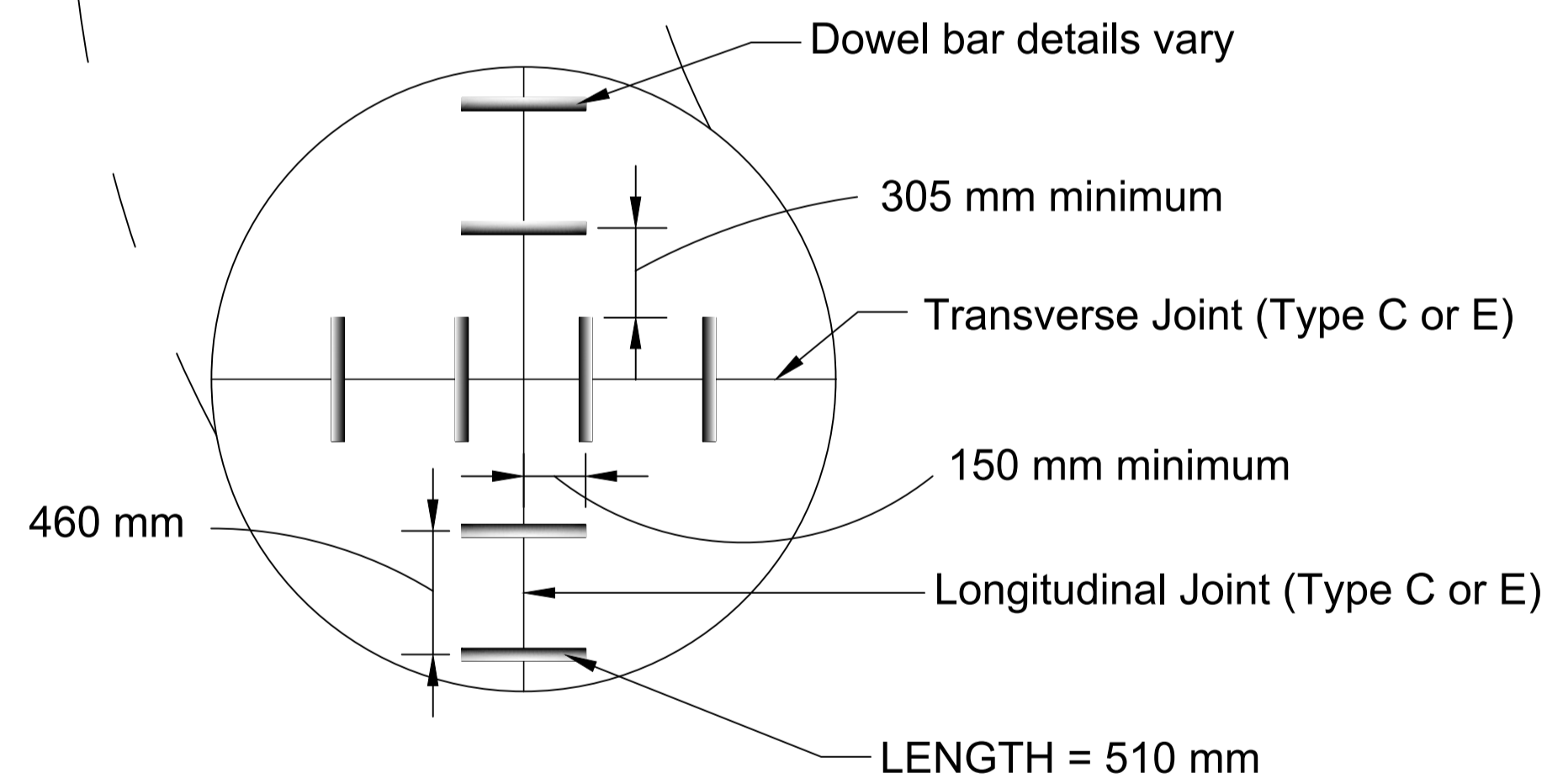
RUNWAY

FILLET MAY BE MARKED ON FULL OR PARTIAL PANELS

TAXIWAY

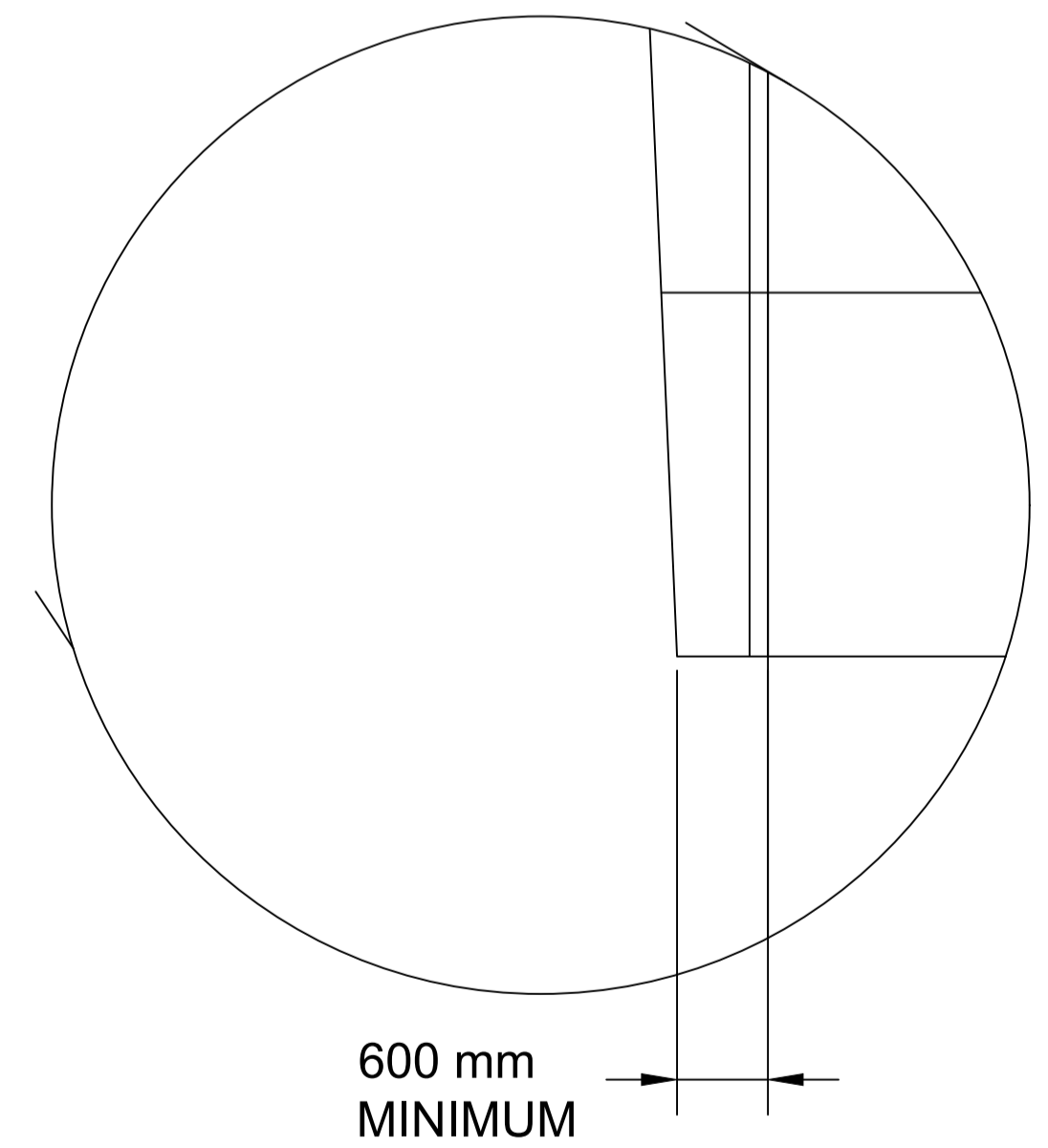
EMBEDDED STEEL IN ALL ODD SHAPED PANELS

600 mm MINIMUM



LEGENDS:

	ISOLATION JOINT
	DOWELED OR DUMMY JOINT
	TIED OR DOWELED JOINT
	DOWELED CONTRACTION JOINT



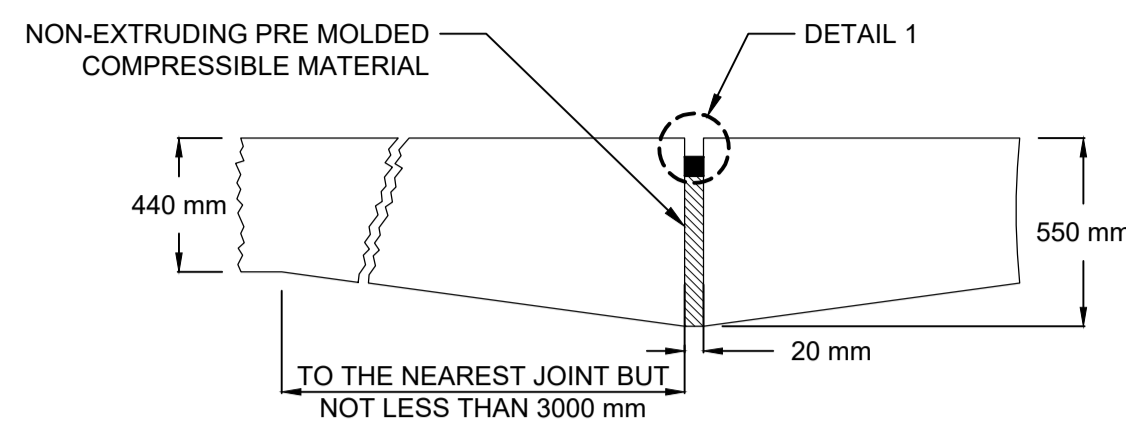
A TAXIWAY PAVEMENT BLOW-UP DETAILS
TP-2 SCALE: N.T.S.

NOTE:

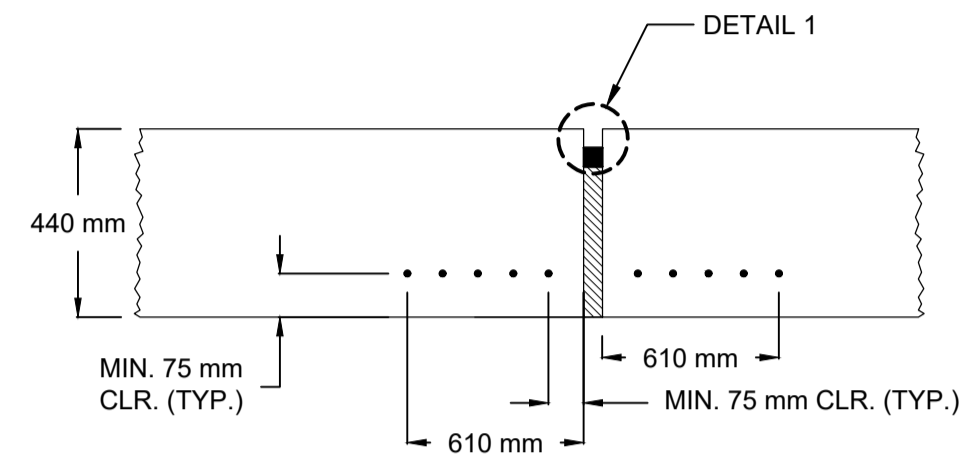
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	CHECKED BY:	L.C.L.	EFREN L. DAVID PRESIDENT - UICI		JAIME ALBERTO C. MELO VICE PRESIDENT AIRPORT OPERATION MANAGEMENT GROUP	ALEXANDER S. CAUGUIRAN PRESIDENT / CHIEF EXECUTIVE OFFICER	CONSTRUCTION OF THE HORIZONTAL INFRASTRUCTURE PROJECT OF THE CLARK INTERNATIONAL AIRPORT NEW TERMINAL BUILDING PROJECT (FORMERLY CLARK AIRPORT LOW COST TERMINAL)	REVISION Δ : JULY 9, 2018 REVISION Δ : JULY 16, 2018	TP-4	73 116	
DWGS. CHK. BY:	A.T.C.						SHEET CONTENTS:	TAXIWAY PAVEMENT BLOW-UP DETAILS		DATE:	JULY, 2018

ISOLATION JOINTS

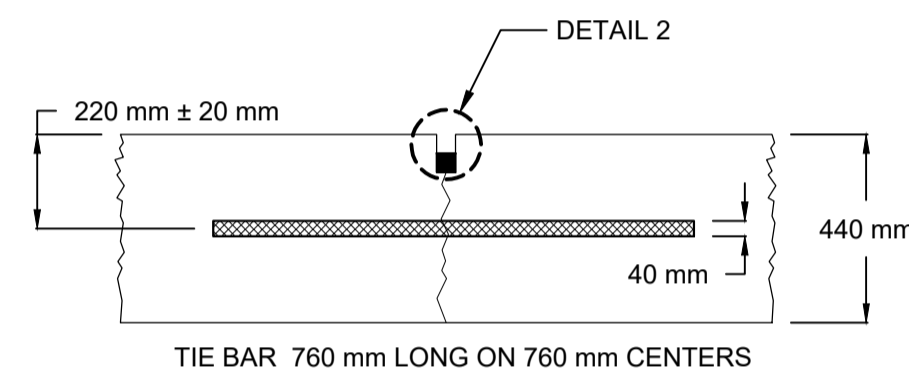


TYPE A THICKENED EDGE

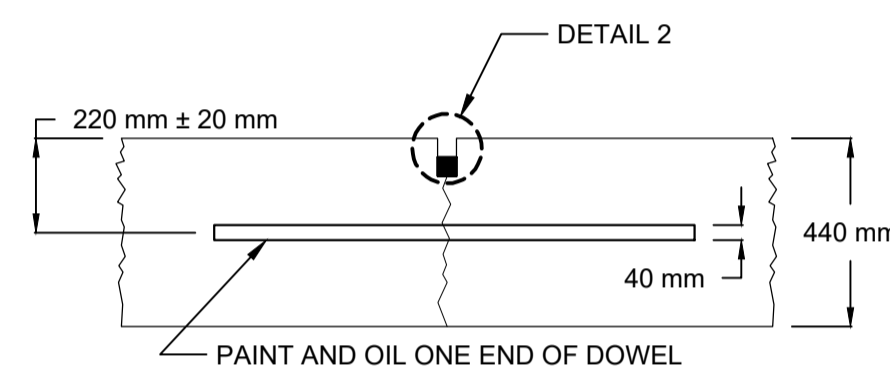


TYPE A-1 REINFORCED

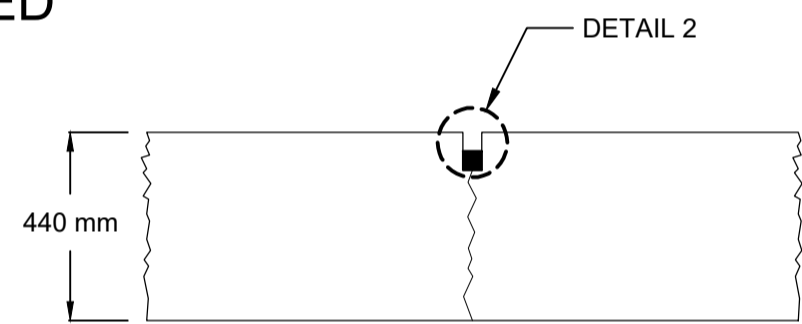
CONTRACTION JOINTS



TYPE B HINGED

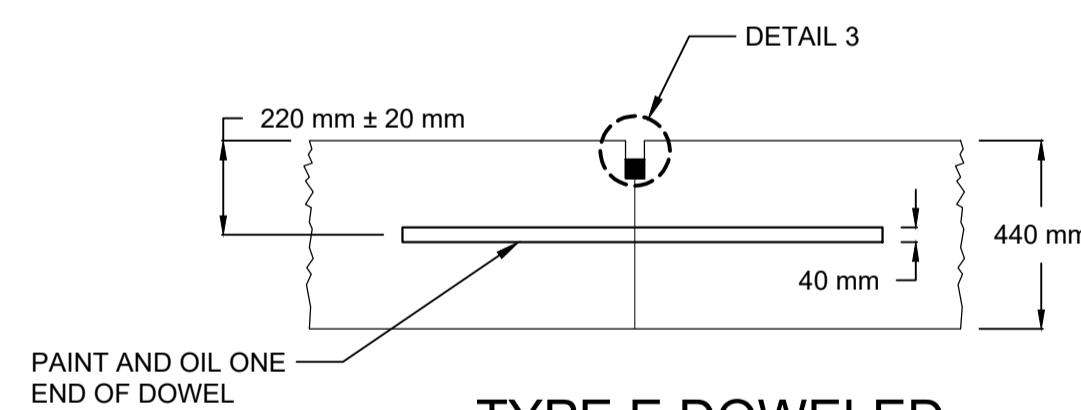


TYPE C DOWELED

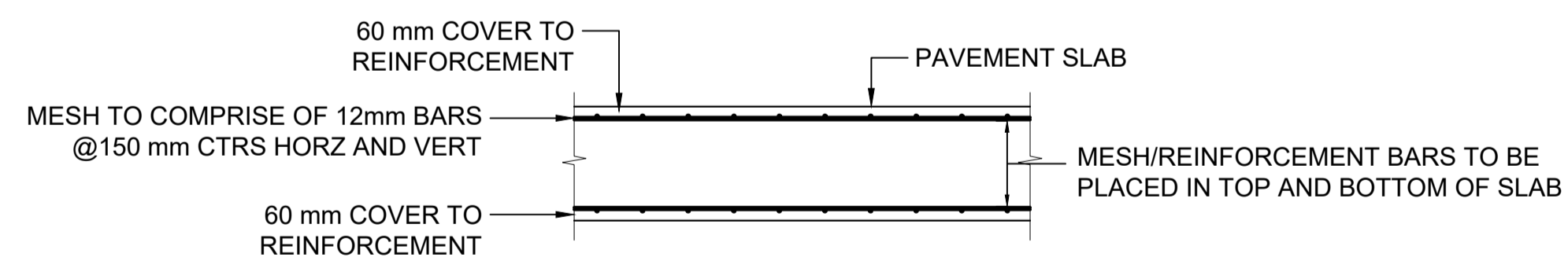


TYPE D DUMMY

CONSTRUCTION JOINTS



TYPE E DOWELED



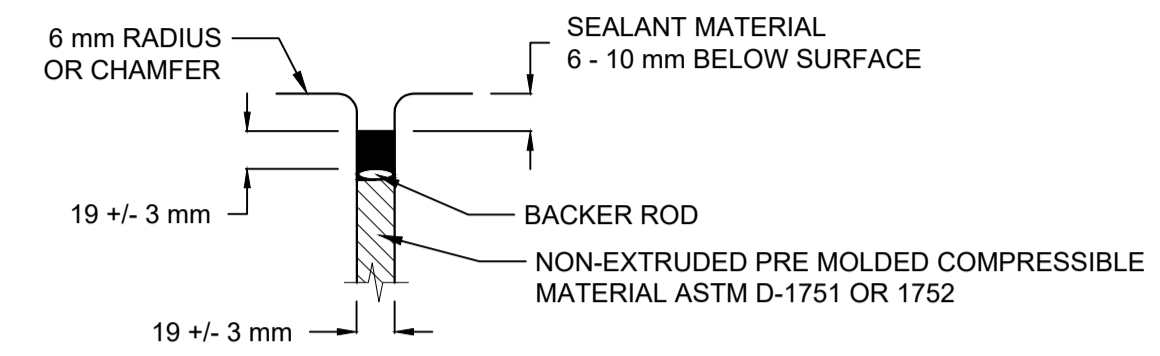
TYPICAL REINFORCEMENT CROSS SECTION

- NOTES:
 1. SHADED AREA IS JOINT SEALANT.
 2. GROOVE MUST BE FORMED BY SAWING.

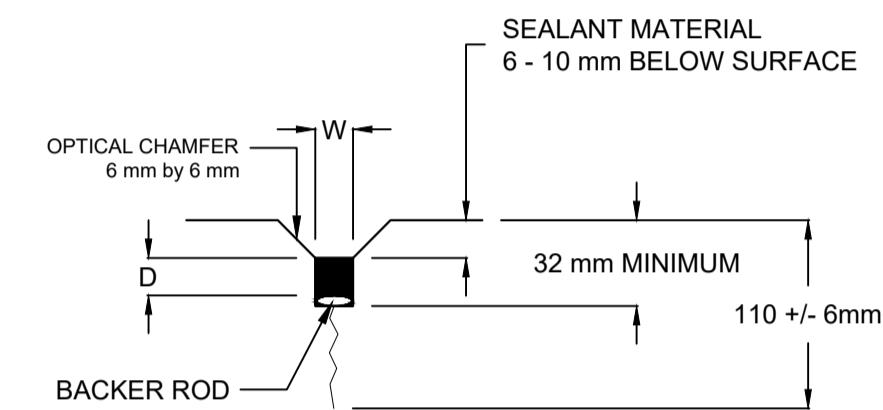
FIGURED 3-8. RIGID PAVEMENT JOINT TYPES AND DETAILS

- a. **Tie Bars.** Tie bars are used across certain longitudinal contraction joints to hold the slab faces in close contact. The tie bars themselves do not act as load transfer devices. By preventing wide opening of the joint, load transfer is provided by aggregate interlock in the crack below the groove-type joint. Tie bars should be deformed bars conforming to the specifications given in Item P-501. The bars should be 15mm in diameter and 760mm on center spacing. Do not use tie-bars such that areas of pavement with continuous tied joints greater than 23 m exist.

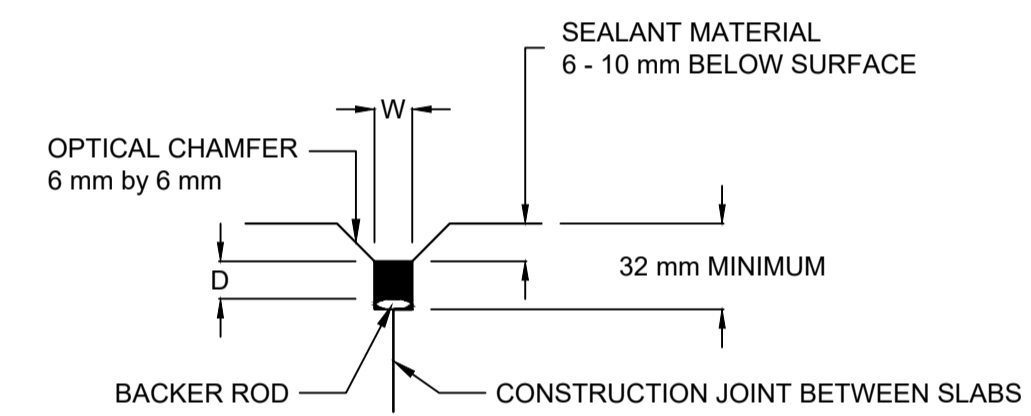
DETAIL 1 ISOLATION JOINT



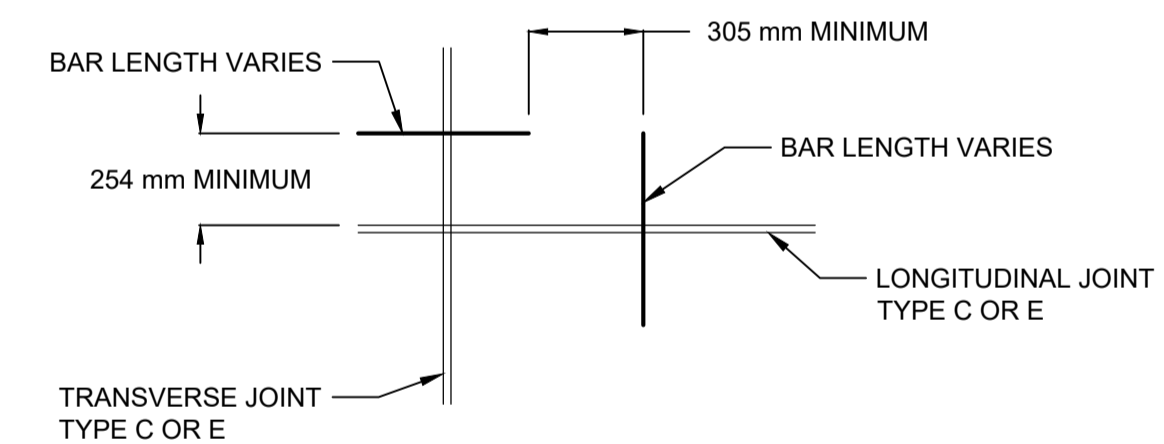
DETAIL 2 CONTRACTION JOINT



DETAIL 3 CONSTRUCTION JOINT



PLAN VIEW POSITION OF DOWELS AT EDGE OF JOINT TYPE C, E



- NOTES:
 1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR. W/O. FIELD Poured and performed sealants require different shape factors for optimum performance.
 2. BACKER ROD MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
 3. RECESS SEALER 10 mm to 12 mm FOR JOINTS PERPENDICULAR TO RUNWAY GROOVES.
 4. CHAMFERED EDGES ARE RECOMMENDED FOR DETAILS 2 AND 3 WHEN PAVEMENTS ARE SUBJECT TO SNOW REMOVAL EQUIPMENT OR HIGH TRAFFIC VOLUMES.

FIGURED 3-9. RIGID PAVEMENT JOINT TYPES AND DETAILS

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CHECKED BY: L.C.L.	EFREN L. DAVID PRESIDENT - UICI						REVISION Δ: JULY 16, 2018			
DWGS. CHK. BY: A.T.C.							SHEET CONTENTS: JOINTING - DETAILS			