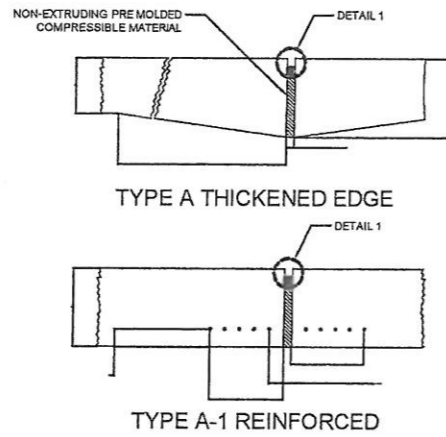
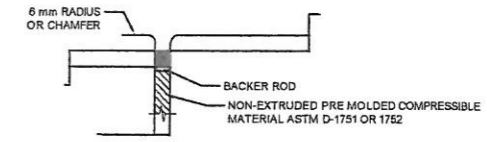


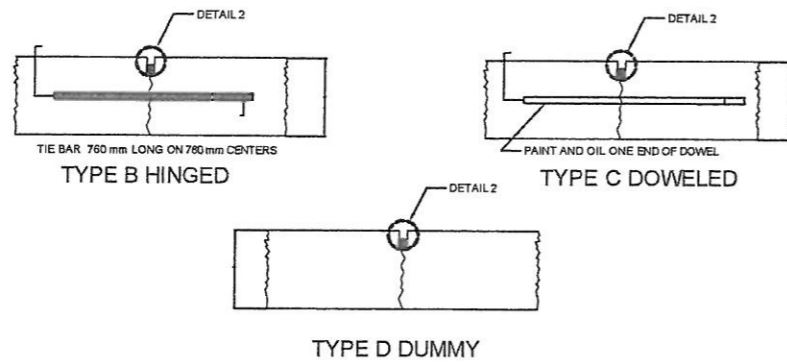
ISOLATION JOINTS



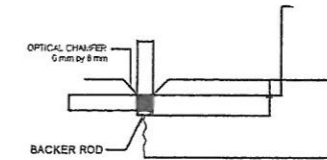
DETAIL 1 ISOLATION JOINT



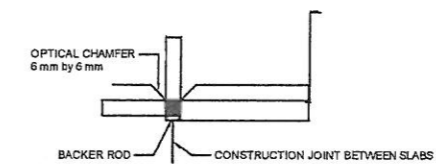
CONTRACTION JOINTS



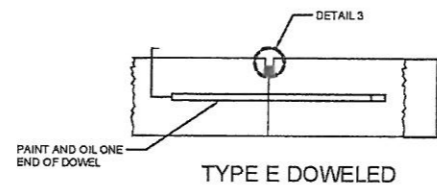
DETAIL 2 CONTRACTION JOINT



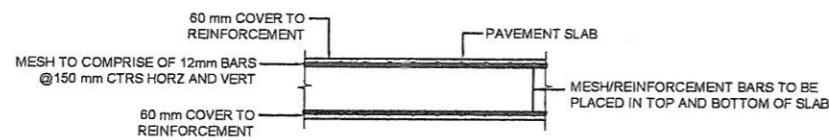
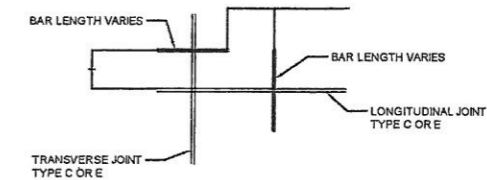
DETAIL 3 CONSTRUCTION JOINT



CONSTRUCTION JOINTS



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



- 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.

- 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



PROJECT / LOCATION:	SUBMITTED BY:	RECOMMENDING APPROVAL:	APPROVED BY:	REMARKS/REVISED:	DISCIPLINE:	SHEET NO.:
CONSTRUCTION OF TAXIWAY AND ACCESS ROAD AT CLARK INTERNATIONAL SOUTH - END AREA AIRSIDE AREA, CIVIL AVIATION COMPLEX CLARK FREEPORT ZONE, PAMPANGA	RAMONCITO D. PAYAD SUPERVISOR - CIVIL WORKS	FEDERICO G. GARCIA JR. MANAGER - EMD	RAUL L. DEL ROSARIO VP - AOMG		CIVIL / STRUCTURAL	7
					JOINTING DETAILS	7 9