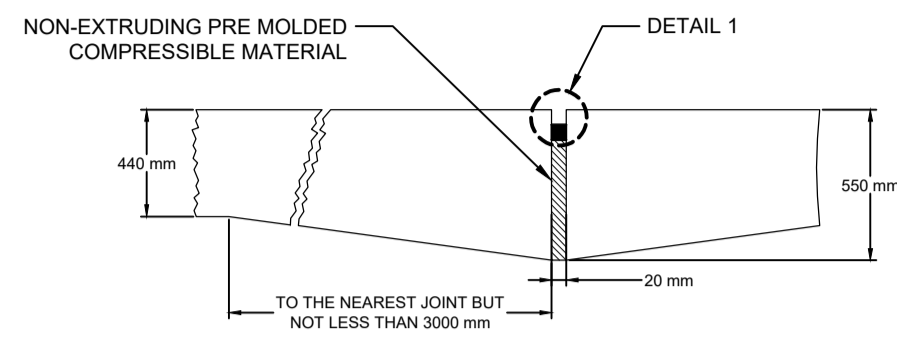
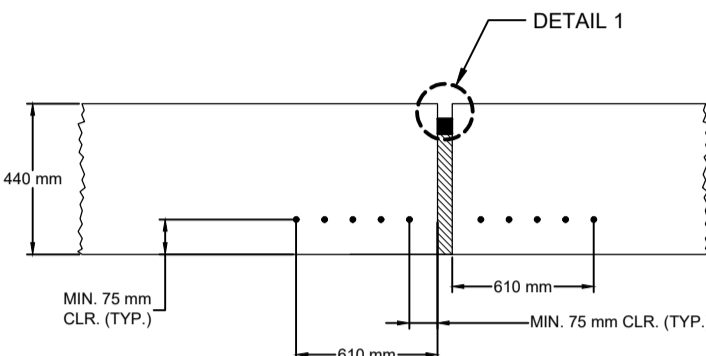


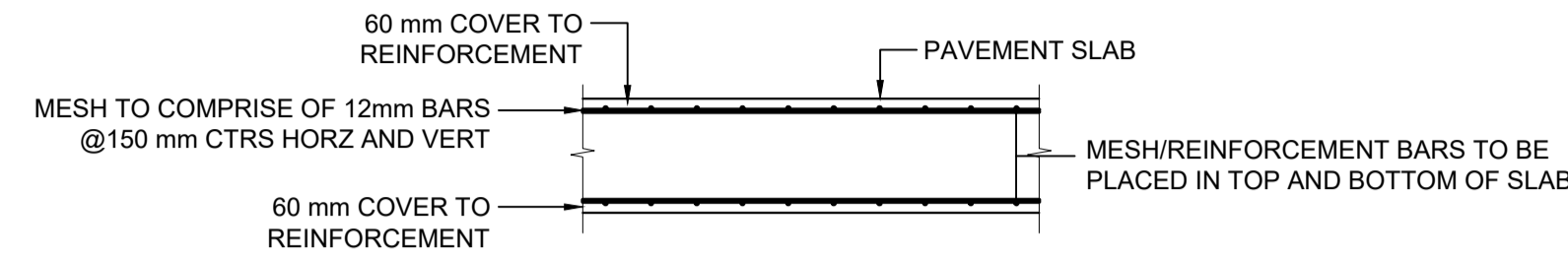
ISOLATION JOINTS



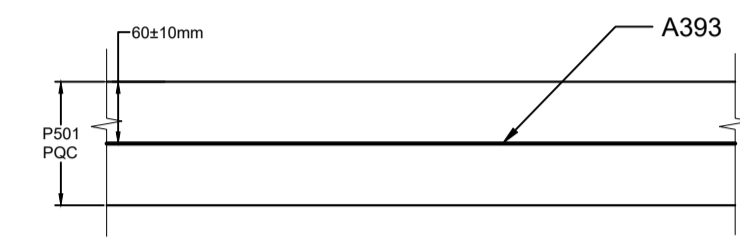
TYPE A THICKENED EDGE



TYPE A-1 REINFORCED

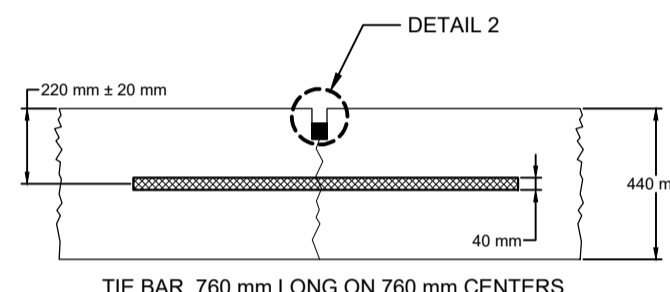


TYPICAL REINFORCEMENT CROSS SECTION

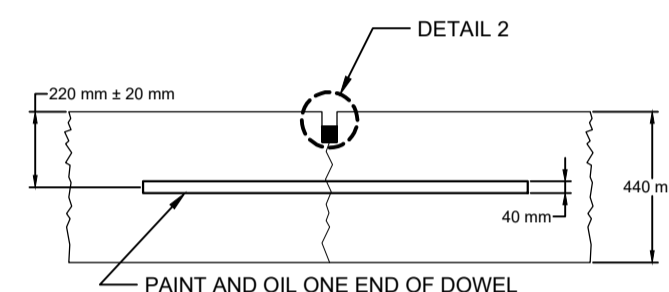


MESHED REINFORCEMENT

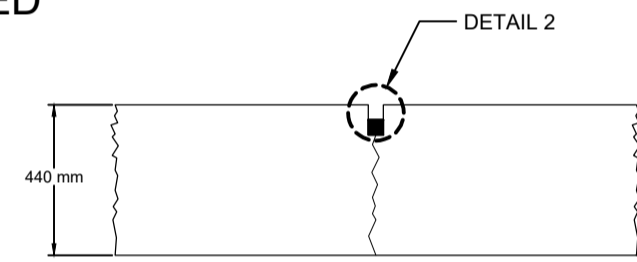
CONTRACTION JOINTS



TYPE B HINGED

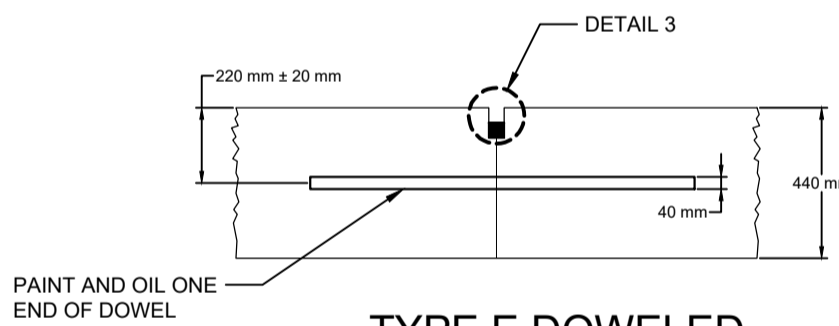


TYPE C DOWELED

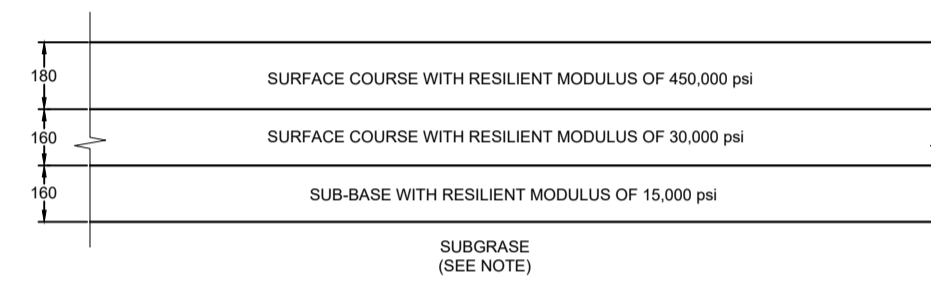


TYPE D DUMMY

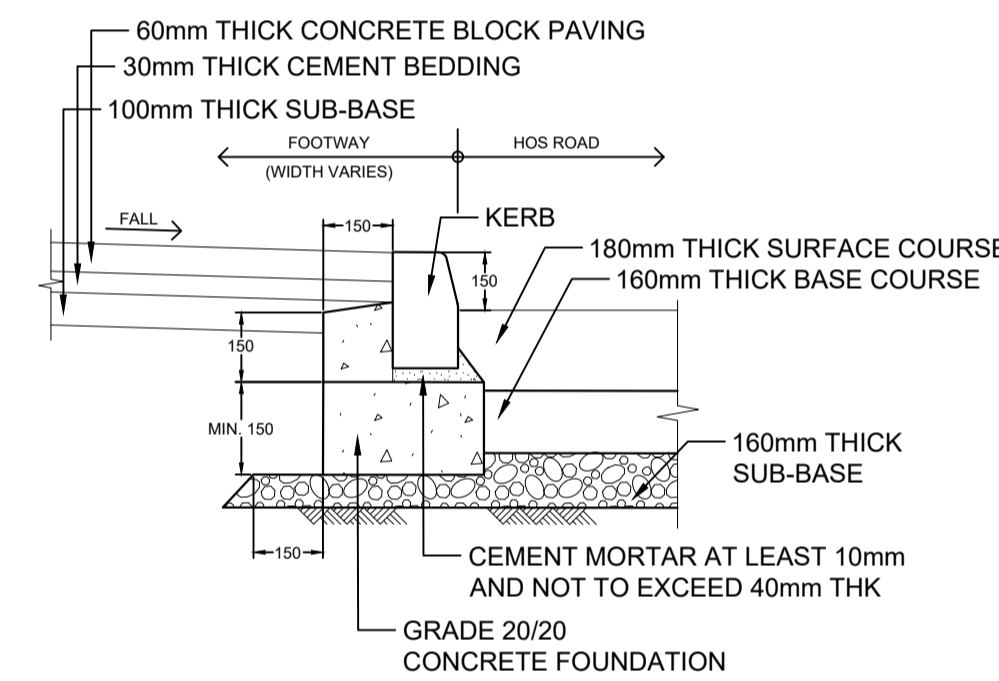
CONSTRUCTION JOINTS



TYPE E DOWELED

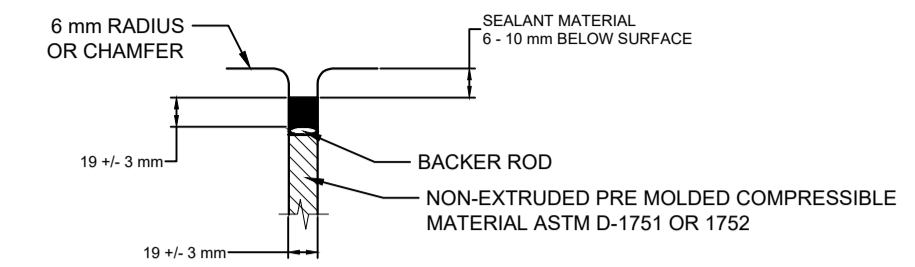


HEAD OF STAND ROAD

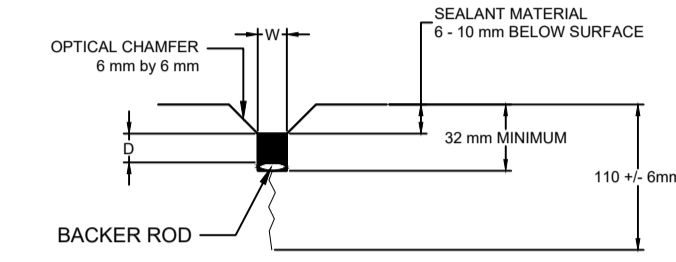


TYPICAL TRANSITION BETWEEN FOOTPATH AND HEAD OF STAND ROAD

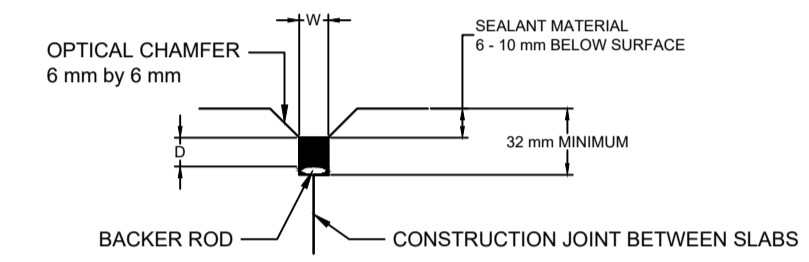
DETAIL 1 ISOLATION JOINT



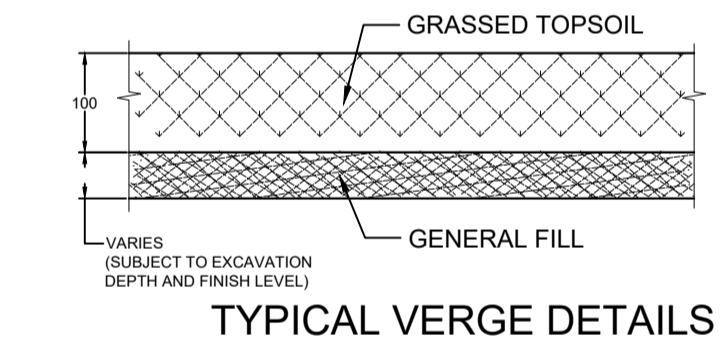
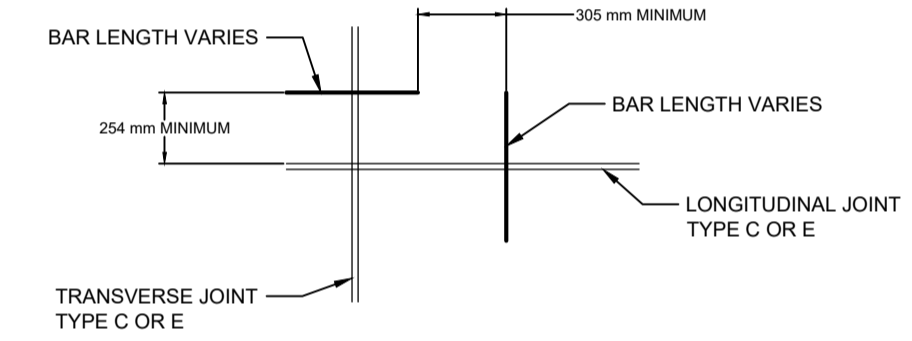
DETAIL 2 CONTRACTION JOINT



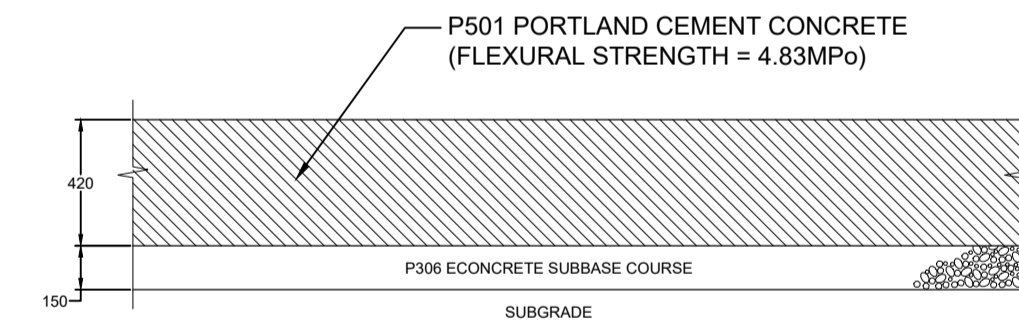
DETAIL 3 CONSTRUCTION JOINT



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



TYPICAL VERGE DETAILS



CODE E PAVEMENT TYPICAL PAVEMENT DETAILS

NOTE:	MIN. K1 VALUE	44.2 MPa / m OR 12% CBR
DENSITY	0 - 300mm BELOW FORMATION LEVEL	98% OF MODIFIED PROCTOR MAX. DRY DENSITY
	300 - 600mm BELOW FORMATION LEVEL	95% OF MODIFIED PROCTOR MAX. DRY DENSITY

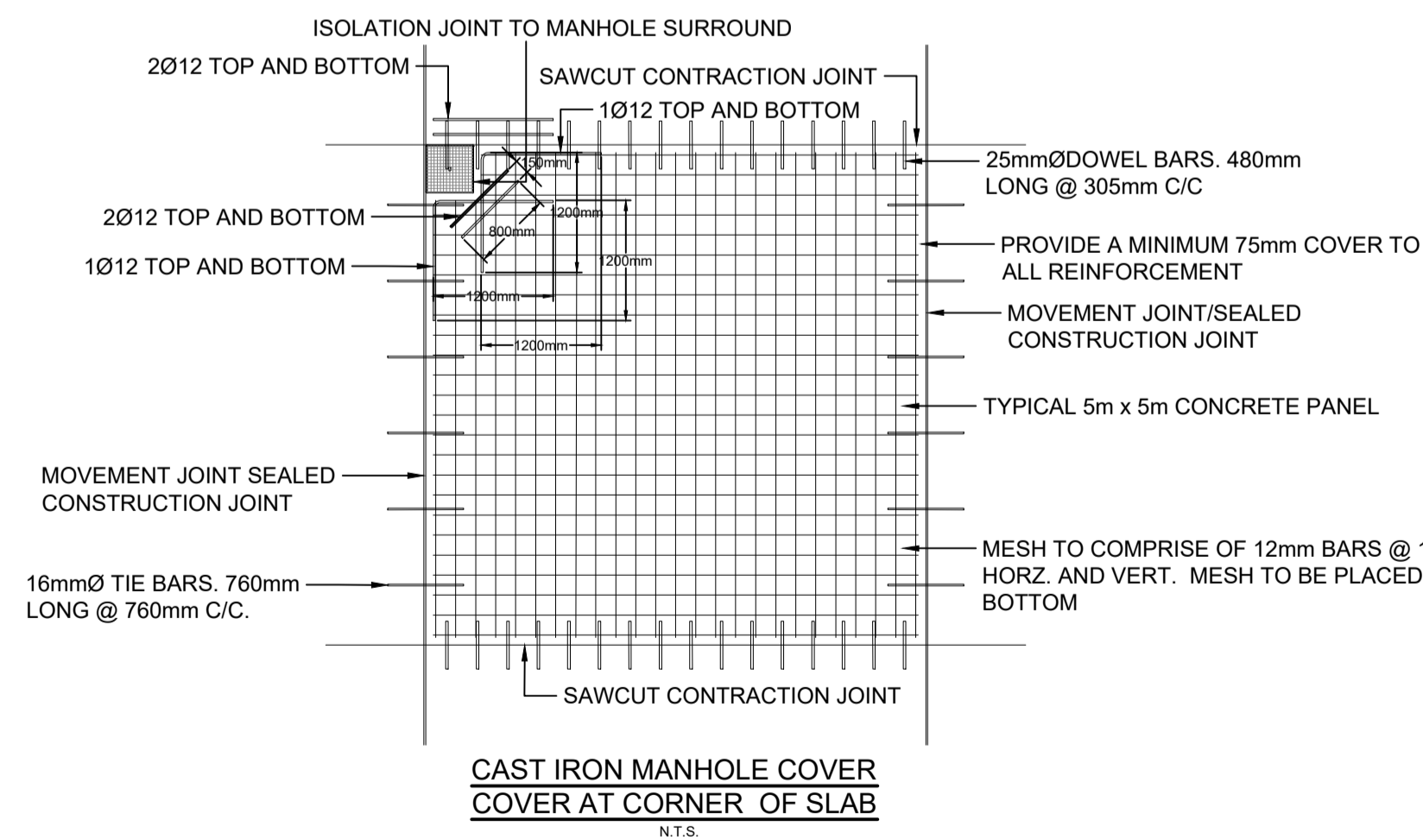
NOTES:

- SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/O. FIELD Poured and performed sealants require different shape factors for optimum performance.
- BACKER ROD MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
- RECESS SEALER 10 mm TO 12 mm FOR JOINTS PERPENDICULAR TO RUNWAY GROOVES.
- CHAMFERED EDGES ARE RECOMMENDED FOR DETAILS 2 AND 3 WHEN PAVEMENTS ARE SUBJECT TO SNOW REMOVAL EQUIPMENT OR HIGH TRAFFIC VOLUMES.
- THE PAVEMENT STRUCTURE DESIGN IS BASED ON THE PROVIDED SUBGRADE STRENGTH OF 44.2MPa/m. THE EXISTING PAVEMENT STRUCTURE AND SUBGRADE STRENGTH IS YET TO BE CONFIRMED. THE STATED PAVEMENT THICKNESS MAY CHANGE ONCE G.I. DATA IS AVAILABLE FOR REVIEW.
- THICKENED EDGE IS REQUIRED AT ISOLATION JOINT LOCATION AND WHERE DOWELS ARE NOT SUITABLE AND WHERE PAVEMENT ABUT STRUCTURES.
- DOWELED CONSTRUCTION JOINTS SHALL BE USED AT ALL LOCATIONS SEPARATING SUCCESSIVE PAVING OPERATIONS.
- DOWELED CONTRACTION JOINT SHALL BE USED ON THE LAST THREE JOINTS FROM A FREE EDGE, AND FOR THREE JOINTS ON EITHER SIDE OF ISOLATION JOINTS. FOR ALL OTHER CONTRACTION JOINTS USE DUMMY CONTRACTION JOINT.

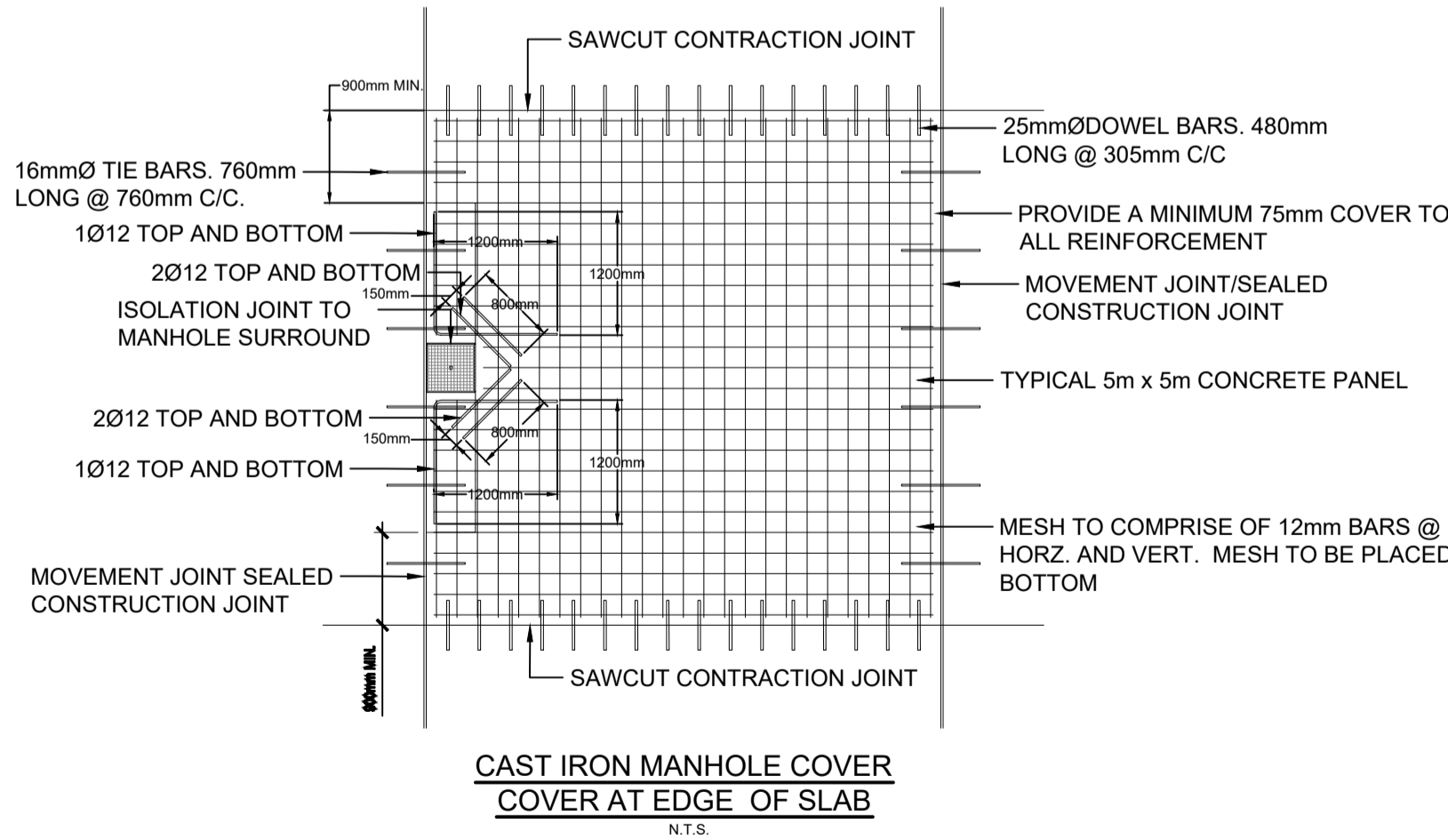
NOTE:

- IF THIS DRAWING HAS BEEN RECEIVED ELECTRONICALLY, IT IS THE RECIPIENT'S RESPONSIBILITY TO PRINT THE DOCUMENT TO THE CORRECT SCALE.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSION IN METER UNLESS OTHERWISE SHOWN.

CODE E PAVEMENT	d	SPACING	T
	40	460	420



CAST IRON MANHOLE COVER COVER AT CORNER OF SLAB
N.T.S.



CAST IRON MANHOLE COVER COVER AT EDGE OF SLAB
N.T.S.

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PROJECT TITLE: **CONSTRUCTION OF THE HORIZONTAL INFRASTRUCTURE PROJECT OF THE CLARK INTERNATIONAL AIRPORT NEW TERMINAL BUILDING PROJECT (FORMERLY CLARK AIRPORT LOW COST TERMINAL)**

SHEET CONTENTS: **APRON JOINTING DETAILS**

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