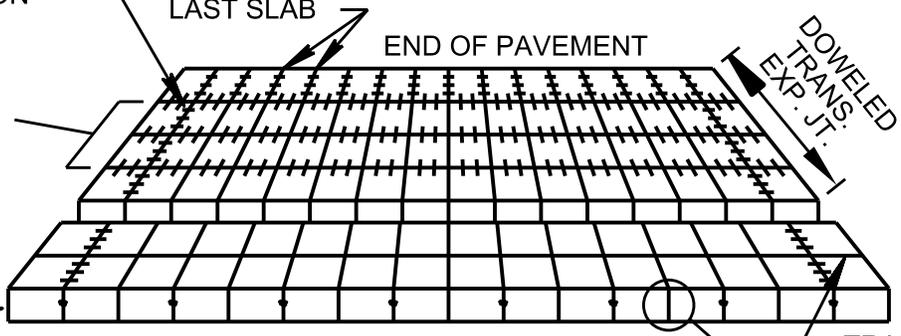


5/8 IN DIA DEFORMED TIE BARS
OUTSIDE LONGITUDINAL CONTRACTION
JOINTS 15 FEET OR LESS FROM FREE
EDGE OF PAVED AREAS > 100' WIDE

DOWELS REQUIRED IN LAST THREE
TRANSVERSE CONTRACTION JOINTS
AT RUNWAY ENDS OR ENDS OF
OTHER LONG PAVED AREAS

DOWELS, KEYWAY OR THICKENED
EDGE IN OUTSIDE LANES
WHERE PAVEMENT
EXTENSION IS FEASIBLE

LONGITUDINAL CONTRACTION JTS. USE 5/8 DIA.
DIA DEFORMED TIE BARS THROUGH JOINTS IN
LAST SLAB



LONGITUDINAL CONSTRUCTION JOINTS

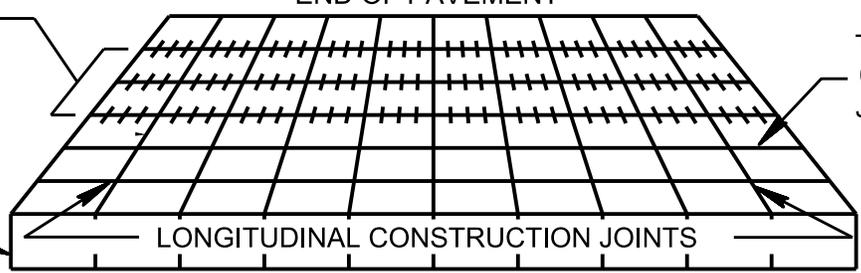
TRANSVERSE CONTRACTION JOINT

PAVEMENT THICKNESS LESS THAN 9 INCHES

DOWELS REQUIRED IN
LAST THREE TRANS-
VERSE CONTRACTION
JTS. AT RUNWAY ENDS

DOWELS, KEYWAY OR
THICKENED EDGE IN
OUTSIDE LANES
WHERE PAVEMENT
EXTENSION IS FEASIBLE

END OF PAVEMENT



TRANSVERSE CONTRACTION JOINT

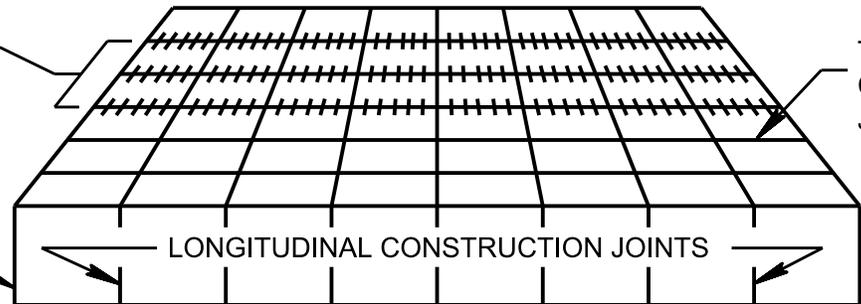
LONGITUDINAL CONSTRUCTION JOINTS

PAVEMENT THICKNESS, 9 TO 12 INCHES

DOWELS REQUIRED IN
LAST THREE TRANS-
VERSE CONTRACTION
JTS. AT RUNWAY ENDS

DOWELS, KEYWAY OR
THICKENED EDGE IN
OUTSIDE LANES
WHERE PAVEMENT
EXTENSION IS FEASIBLE

END OF PAVEMENT



TRANSVERSE CONTRACTION JOINT

LONGITUDINAL CONSTRUCTION JOINTS

PAVEMENT THICKNESS GREATER THAN 12 INCHES

NOTE: IF PAVING LANES GREATER THAN 25 OR 20 FEET FOR AIR FORCE ARE USED, LONGITUDINAL CONTRACTION JOINTS MUST BE PLACED IN CENTER OF EACH LANE.

NOTE: SEE TM 5-825-3 FOR ALLOWABLE DIMENSIONS OF SLABS FOR VARIOUS PAVEMENT THICKNESSES (NOT OVER 20 FT. FOR AF PAVEMENTS) AND FOR ALLOWABLE TYPE OF LONGITUDINAL CONSTRUCTION JOINTS FOR VARIOUS CONDITIONS.

REFERENCE: TM 5-825-3/AFM 88-6, CHAPTER 3,
RIGID PAVEMENTS FOR AIRFIELDS