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14. Supplementary Notes			
15. Abstract  <b>Objective</b> The objectives of this study are; to determine the effectiveness of sawing and sealing joints in bituminous paving to control random cracking, to determine the optimum spacing of the sawed joints, to evaluate the sealant, and to evaluate the construction practices used in the sawing and sealing.  <b>Scope</b> Five different joint sections were installed into the pavement. The joint spacing of the first three saw and seal sections were 30', 40', and 80' with Type A joint dimensions. The reservoir dimensions for Type A are 3/8" deep and 3/4" wide. The next saw and seal section has 40' joint spacing and Type B joints with reservoir dimensions that are 5/8" deep and 3/4" wide. The last saw and seal section had 80' joint spacing and Type C joints with reservoir dimensions that are 3/4" deep and 3/4" wide. The control section will have no joints installed into the pavement. The pavement joint spacing and joint reservoirs are evaluated annually. The study is projected to last for ten years from when it was constructed or until failure.  <b>Summary</b> The result from this research project provides recommendations in two areas:  The distance between joints to control random cracking. All three different lengths of joint spacings appeared to work well for controlling random cracking. The 80' joint spacing more stress in the joint sealant than the other joint spacing lengths. This may result in a failure in the reservoir type.  The reservoir type that provides improved sealant adhesion. The deeper reservoirs type B and C performed better than reservoir type A. The recommended reservoir is a type B reservoir. Also, the joints may need to be resealed after 7 to 10 years			
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