



**NOTES:**

1. ALL PAVEMENT JOINTS SHALL BE DETAILED AS SHOWN ON I.D.O.T. HWY. STANDARD 420001, EXCEPT EXPANSION JOINT SEALS SHALL BE AS DESCRIBED IN THE SPECIAL PROVISION, BONDED PREFORMED JOINT SEALER.
2. SEE STANDARD A12 (BAR REINFORCEMENT FOR CRC PAVEMENT) FOR DETAILS OF PAVEMENT REINFORCEMENT.
3. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15 FEET.
4. RAMP TAPERS FROM 18' TO 14'. LONGITUDINAL JOINT SHALL BE 9' FROM THE RAMP BASELINE AT THE PCC AND TRANSITION TO BE 7' FROM THE RAMP BASELINE AT THE EXPANSION JOINT.
5. THE THICKNESS OF THE JOINTED RAMP PAVEMENT SHALL MATCH THE MAINLINE PAVEMENT. THE EXTRA THICKNESS OF PAVEMENT SHALL BE INCLUDED IN THE PRICE FOR THE RAMP PAVEMENT.
6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL JOINT SPACING IS 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATIONS IN THE WHEEL PATH SHALL BE MINIMIZED.

NO. 4 TRANSVERSE BARS PERPENDICULAR TO RAMP BASELINE

**DETAIL B**

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SHEET 2 OF 2



JOINTING PLAN PARALLEL  
ENTRANCE RAMP TERMINAL  
(JOINTED PCC RAMP PAVEMENT ADJACENT  
TO CRC MAINLINE PAVEMENT)

STANDARD A17-00

APPROVED *Jeff Daley* DATE 10-15-2007  
CHIEF ENGINEER