



**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. STUBS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
3. 4-FOOT NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
4. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15 FEET.
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. RAMP NARROWS FROM 21' TO 18'. LONGITUDINAL JOINT SHALL TRANSITION FROM 10' FROM THE RAMP BASELINE TO 9' FROM THE RAMP BASELINE.
7. 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.

CONTRACT 60I31 SHEET 885 OF 963  
SHEET 1 OF 2

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

| DATE | REVISIONS |
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**Illinois Tollway**  
Open Roads for a Faster Future

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

STANDARD A16-00