



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. 6-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. 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.
6. 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.
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.

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SHEET 1 OF 2



DATE	REVISIONS

JOINTING PLAN PARALLEL
ENTRANCE RAMP TERMINAL
(JOINTED PCC RAMP PAVEMENT ADJACENT
TO JOINTED PCC MAINLINE PAVEMENT)
STANDARD A17-00

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