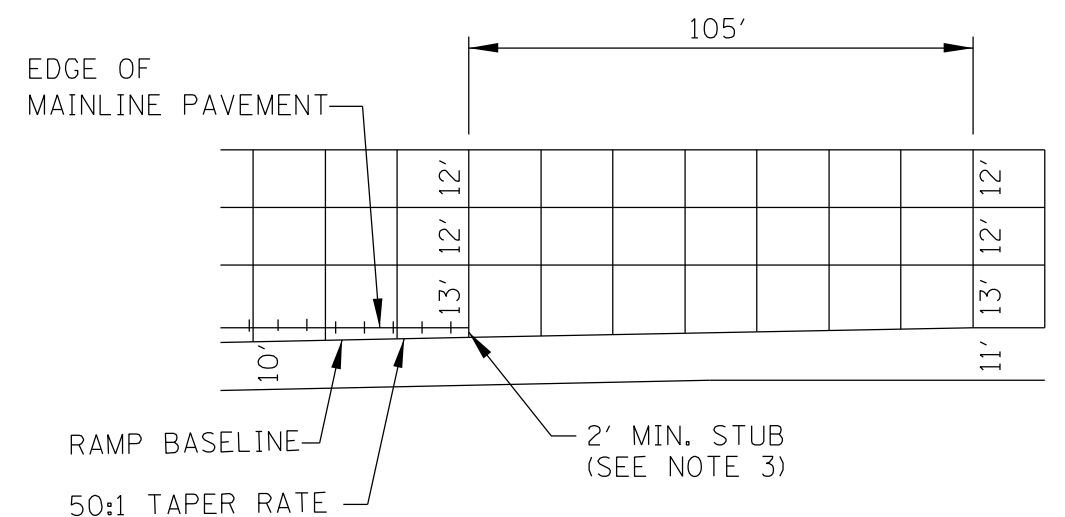


NOTES:

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. THE THICKNESS OF THE JOINTED RAMP PAVEMENT IN THE TANGENT AREA SHALL MATCH THE MAINLINE PAVEMENT. THE EXTRA THICKNESS OF PAVEMENT SHALL BE INCLUDED IN THE PRICE FOR THE RAMP PAVEMENT.
3. STUBS SHALL BE THE MINIMUM DIMENSION AS SHOWN AND ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
4. 7' NOSE LOCATION SHALL BE ADJUSTED TO BE ALIGNED WITH A MAINLINE TRANSVERSE JOINT.
5. TYPICAL PCC PAVEMENT JOINT SPACING SHALL BE 15'.
6. AS ADDITIONAL RAMP LANES ARE ADDED, THE MAXIMUM JOINT SPACING SHALL BE 15' LONG BY 15' WIDE. TYPICAL SPACING IS 15' LONG BY 12' WIDE. LONGITUDINAL JOINT LOCATION IN THE WHEEL PATH SHALL BE MINIMIZED.



DETAIL A
 CONTRACT 60I31 SHEET 881 OF 963
 SHEET 1 OF 2

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

DATE	REVISIONS

Illinois Tollway
Open Roads for a Faster Future

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

STANDARD A14-00