



inter-office communication

Ohio Department of Transportation
Division of Engineering

Date: September 2, 2011
To: District Deputy Directors
From: James D. Young, P.E., Deputy Director, Division of Engineering
Subject: Interchange Ramp Pavement Type

A discussion about pavement type on ramps was held at the July 11 Planning and Engineering Administrator's meeting. The proposed language for discussion was as follows:

Ramps with low speed or forced stop conditions are among the most high stress areas on the roadways and are highly susceptible to rutting and shoving when constructed with an asphalt surface.

All service interchange ramps, from the crossroad to the nose of the physical gore area, are to be constructed using concrete pavement. The longitudinal joints on concrete ramps are to be constructed in accordance with Standard Drawing BP-6.1 and should never be located in the wheelpaths.

For all system interchange ramps, Districts may select the appropriate pavement type. Pavement design for all ramps is to be in accordance with the Pavement Design Manual.

Pavement type for the mainline pavement and collector-distributor lanes is selected by the Pavement Selection Committee in accordance with the Pavement Type Selection Policy and Standard Procedure. Acceleration and deceleration lanes shall match the pavement type of the adjoining mainline pavement.

After discussing the issue it was determined that most Districts were already following a similar practice and the proposal was unanimously approved. The ramp pavement language will be incorporated into the Pavement Type Selection Policy 22-009(P).

For projects currently under development, the new ramp pavement type policy is to be incorporated into all plans at Stage 1 or earlier, effective August 1, 2011.

Questions about the new policy should be directed to David Humphrey in the Office of Pavement Engineering.

JDY:dwm

c: P&E Administrators - D. Humphrey - File