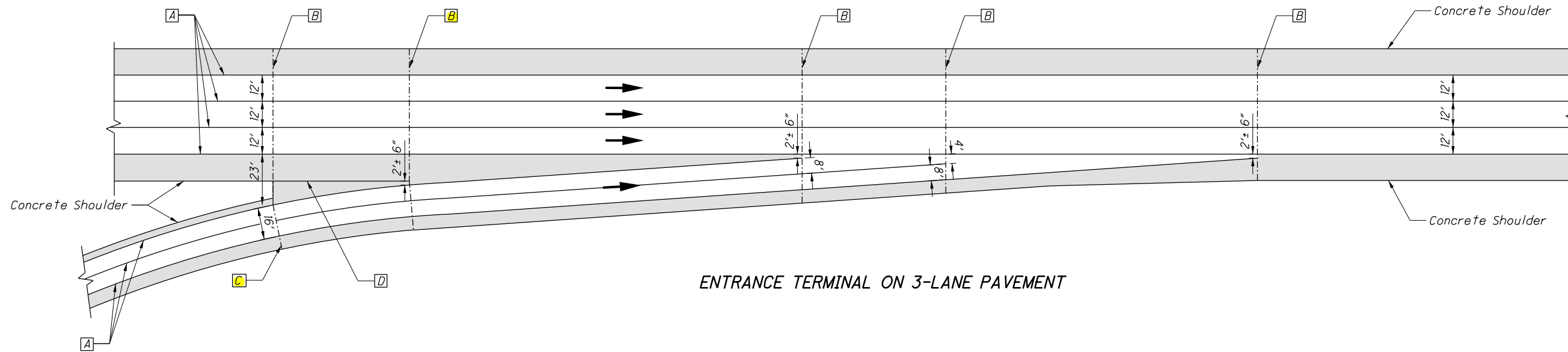


ENTRANCE TERMINAL ON 2-LANE PAVEMENT

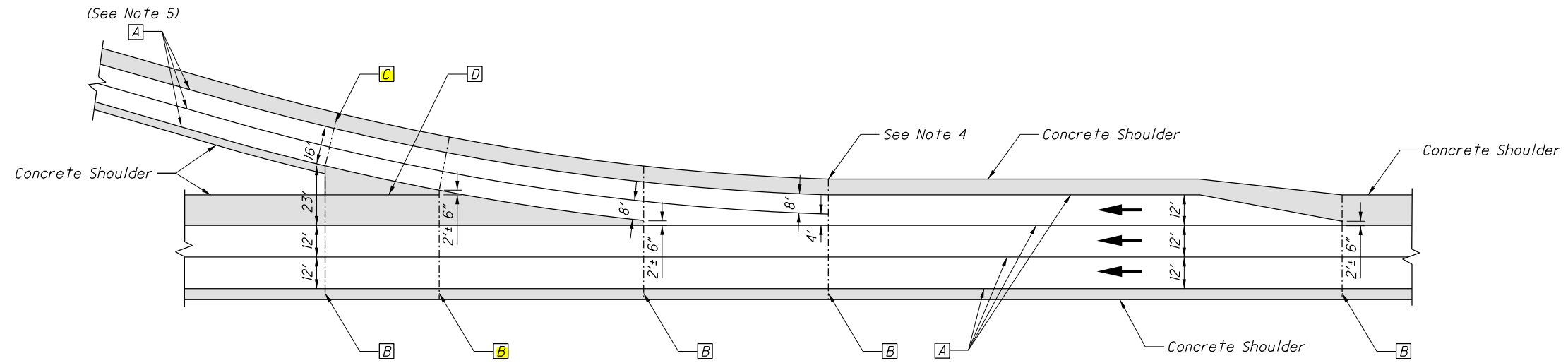


ENTRANCE TERMINAL ON 3-LANE PAVEMENT

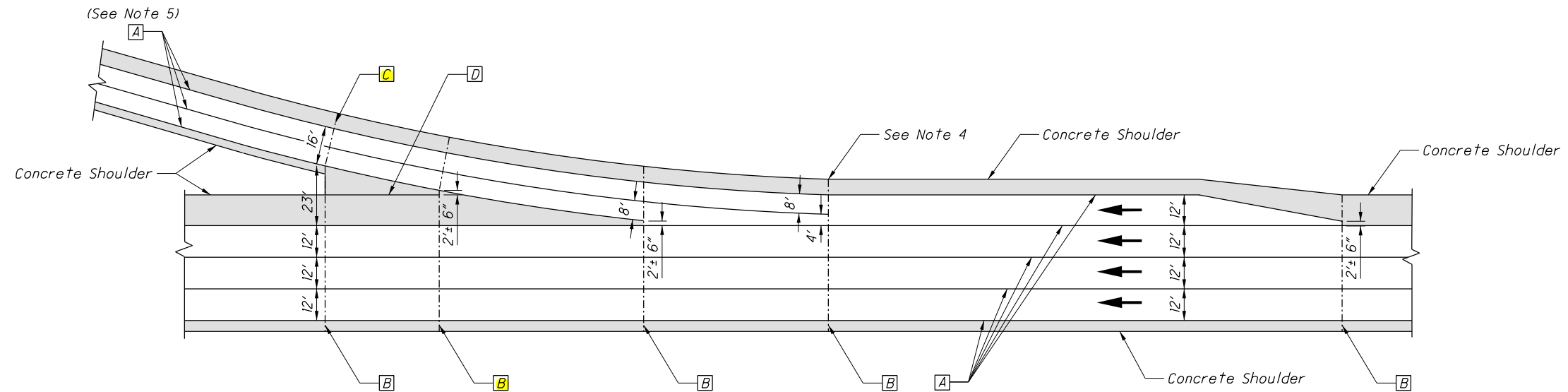
NOTES

1. This joint treatment is applicable for mainline and speed change lane pavement constructed of either Reinforced Concrete Pavement or Non-Reinforced Concrete Pavement when both the mainline and speed change lane pavement have adjoining tied concrete shoulders.
2. While specific locations of transverse joints required by the terminal geometrics are shown, intervening transverse joints are required in accordance with SCD BP-2.2. Unless otherwise required, all transverse joints in the speed change lanes are to be continuous in a straight line through the speed change lanes and mainline pavement when they are joined by tied longitudinal joints. The required expansion joint is to be constructed normal to the mainline pavement and radial or normal to the ramp pavement as shown with the break located at the untied longitudinal joint. Where the speed change lanes are separated from the mainline by an untied longitudinal joint, transverse joints in the speed change lane are to be constructed radial or normal to the ramp.
3. On pavement with more than 3 lanes the joint types and locations shall be as shown for the terminals on 3 lane pavements with no additional untied joints.
4. Divide the deceleration lane into 8' and 4' wide slabs at the point of the ramp where the total width begins to exceed 12'.
5. The longitudinal joint between the ramp and the inside (narrow) shoulder may be eliminated if the full length of the ramp and shoulder can be constructed to the proper cross slopes without the joint. The joints in the center of the ramp and between the ramp and the outside (wide) shoulder are required.
6. For Exit Terminals, see Sheet 2 of 2.

- A Longitudinal Joint
- B Contraction Joint (See Note 2)
- C Expansion Joint (See Note 2)
- D Longitudinal Joint without Tie Bars
- Concrete Shoulder or Gore Area (shown for clarity)
- Direction of Travel



EXIT TERMINAL ON 2-LANE PAVEMENT



EXIT TERMINAL ON 3-LANE PAVEMENT

NOTES

For Entrance Terminals and Notes see sheet 1 of 2

- A Longitudinal Joint
- B Contraction Joint (See Note 2)
- C Expansion Joint (See Note 2)
- D Longitudinal Joint without Tie Bars
- Concrete Shoulder or Gore Area (shown for clarity)
- Direction of Travel

THIS DRAWING REPLACES BP-6.1 DATED 1-21-11

SD NUMBER
BP-6.1

STANDARD ROADWAY CONSTRUCTION DRAWING
**PAVEMENT JOINTS
AT RAMP TERMINALS**

**OFFICE OF
PAVEMENT
ENGINEERING**

STATUS
ENGINEER
D. Miller

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR
David J. Humphrey

REVISION DATE
7-19-2013