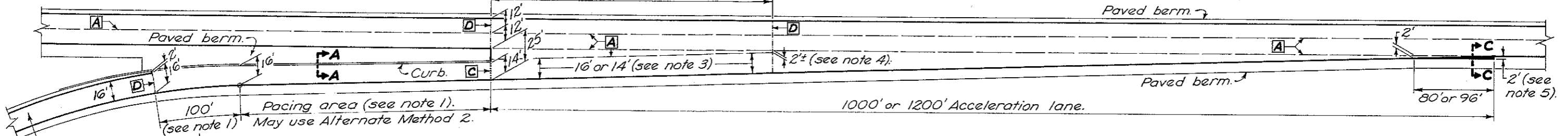


432'± with 14' joint on 1200' accel. lane.
 336'± with 16' joint on 1200' accel. lane.
 360'± with 14' joint on 1000' accel. lane.
 280'± with 16' joint on 1000' accel. lane.



ENTRANCE TERMINAL ON 2 LANE PAVEMENT

NOTES

GENERAL: This joint treatment applicable for Mainline pavement and ramp pavement constructed of Reinforced Portland Cement Concrete.

1. Contractor may construct ramp terminal pavement without longitudinal joints as shown (Entrance Terminal on 2 Lane Pavement) or use one or both of the Alternate Methods shown. Although the drawing is based on Class I standards it is also applicable to Class II and III standards.

2. Specific location of transverse joints required by the terminal geometrics have been shown. Intervening transverse joints are required as per Standard Construction Drawing BP-4. Unless otherwise required all transverse joints in the speed change lanes are to be continuous in a straight line through the speed change lane and mainline pavement with the exception of the expansion joint at the exit nose which is located radial or normal to the ramp pavement.

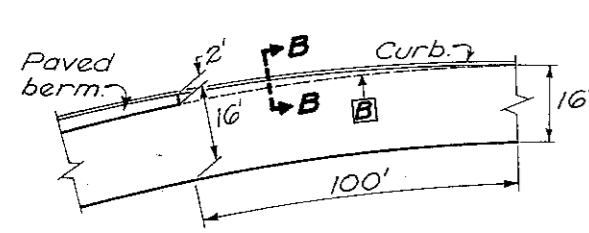
3. This width may be 16' or 14' at the option of the contractor unless otherwise shown on plan.

4. The longitudinal joint adjacent to the 16' or 14' slab is to end at any mainline contraction joint where the distance between this longitudinal joint at the edge of the 16' or 14' slab and the longitudinal joint at the edge of the mainline pavement is not more than 2½' and not less than 1½'.

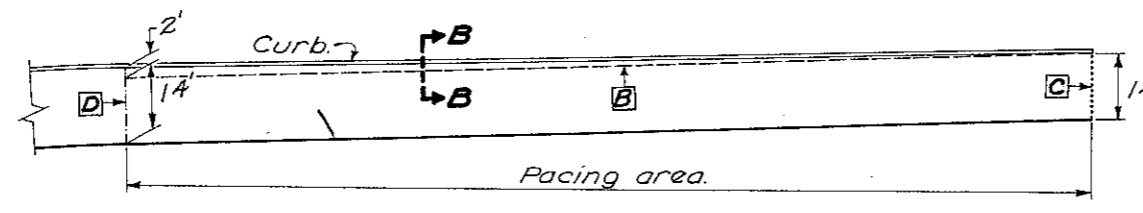
5. When the mainline shoulders are paved with 301 material the shaded area of the end taper shall be constructed of concrete pavement to an elevation 2" lower than the adjacent pavement and paved with 301. The shaded area shall be paid for as full depth 451 and the surface treatment shall be paid for as 301. For bituminous surface treated shoulders and turf shoulders along the mainline pavement the shaded area shall be constructed of full depth concrete pavement.

6. On 4 lane pavement the terminal joint treatment and locations shall be as shown for the terminals on 2 lane pavement.

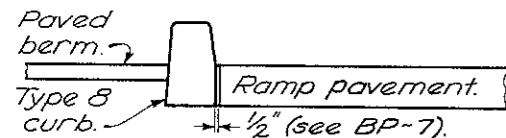
7. * Pay for as Item 609 Curb, Type 8.
 ** Pay for as Item 451; reinforcing steel may be omitted.
 Contraction joints shall be provided at 10' intervals in accordance with Item 609.



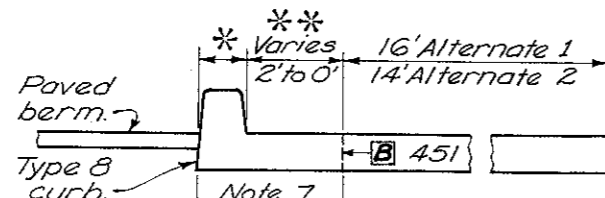
ALTERNATE METHOD 1



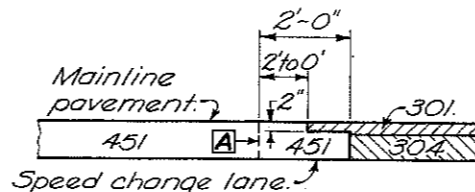
ALTERNATE METHOD 2



SECTION A-A

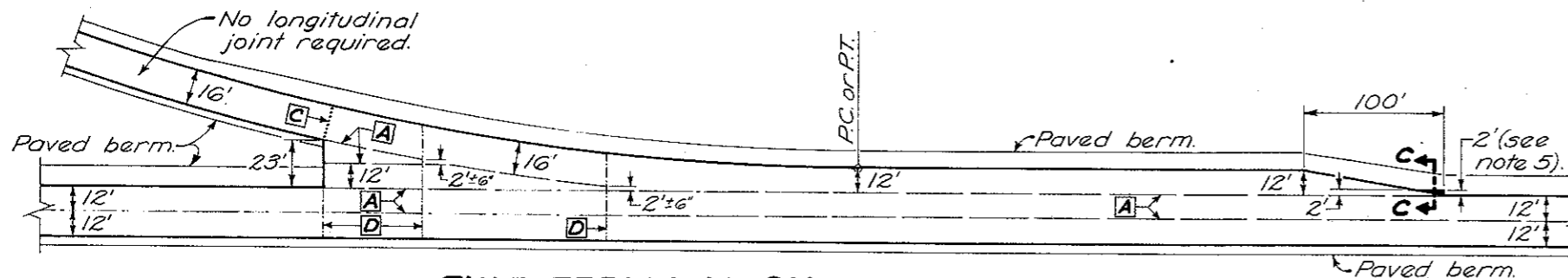


SECTION B-B



SECTION C-C

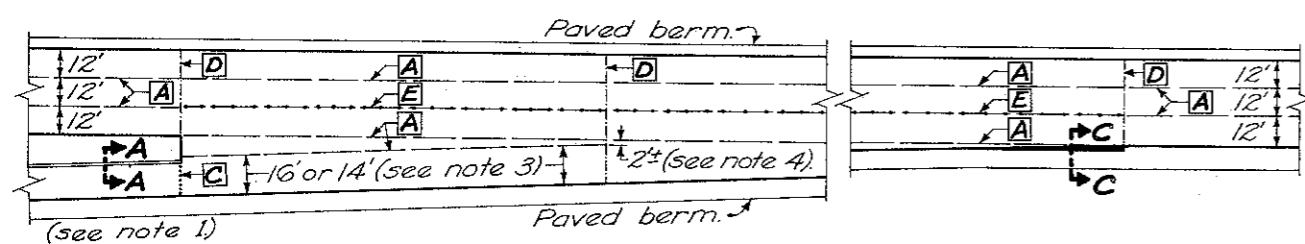
See note 5



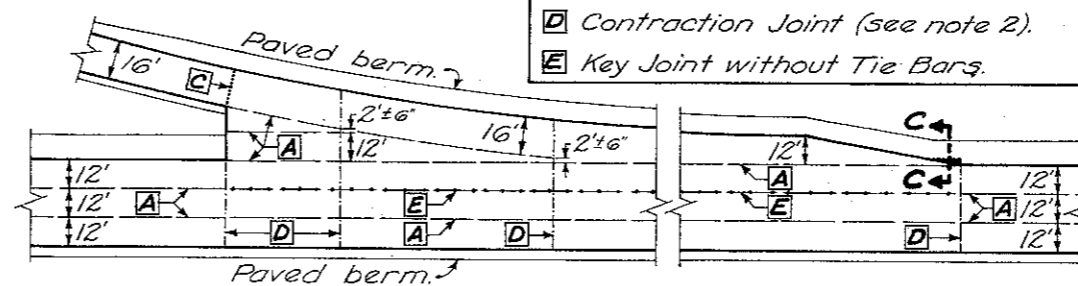
EXIT TERMINAL ON 2 LANE PAVEMENT

JOINT LEGEND

- A Longitudinal Joint.
- B Longitudinal Joint without Tie Bars.
- C Expansion Joint (see note 2).
- D Contraction Joint (see note 2).
- E Key Joint without Tie Bars.



ENTRANCE TERMINAL ON 3 LANE PAVEMENT



EXIT TERMINAL ON 3 LANE PAVEMENT

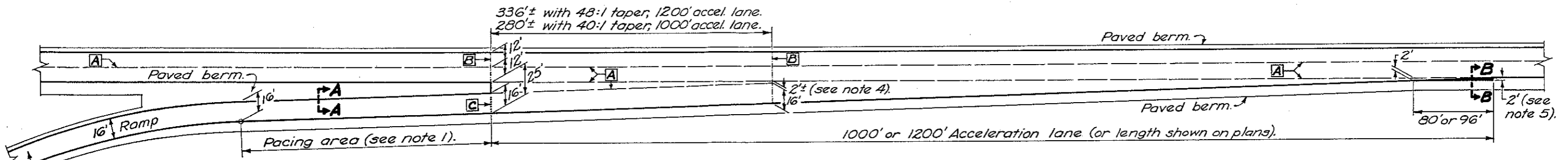
BUREAU OF LOCATION AND DESIGN
 OHIO DEPARTMENT OF HIGHWAYS

PAVEMENT JOINTS AT RAMP TERMINALS

DATE 1-1-71

STANDARD CONSTRUCTION DRAWING BP-9

APPROVED R.E. Cuthrie ENGR., L. & D.



ENTRANCE TERMINAL ON 2 LANE PAVEMENT

NOTES

GENERAL: This joint treatment applicable for Mainline and speed change lane pavement constructed of Reinforced Portland Cement Concrete.

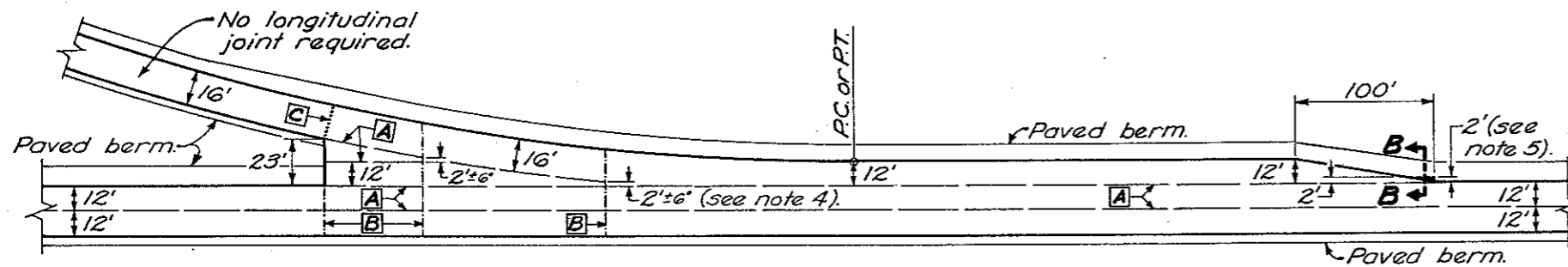
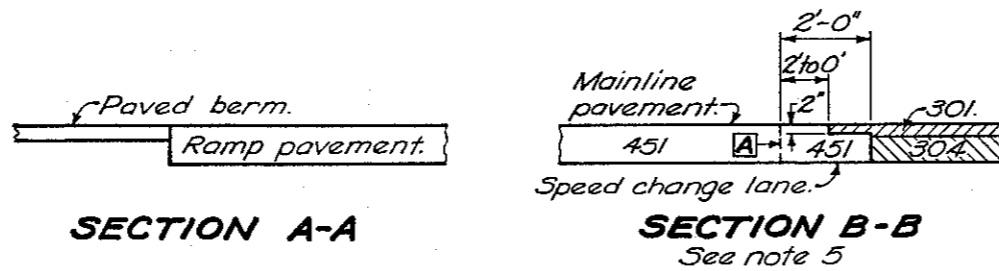
1. Although the drawing is based on Class I design standards it is also applicable to Class II and III standards.

2. Specific location of transverse joints required by the terminal geometrics have been shown. Intervening transverse joints are required as per Standard Construction Drawing BP-4. Unless otherwise required all transverse joints in the speed change lane and mainline pavement with the exception of the expansion joint at the exit nose which is located radial or normal to the ramp pavement.

3. On 4 lane pavement the joint types and locations shall be as shown for the terminals on 2 and 3 lane pavements with no untied joints.

4. The longitudinal joint which extends the 16' ramp slab is to end at any mainline contraction joint where the distance between this longitudinal joint at the edge of the 16 foot slab and the longitudinal joint at the edge of the mainline pavement is not more than 2½' and not less than 1½'.

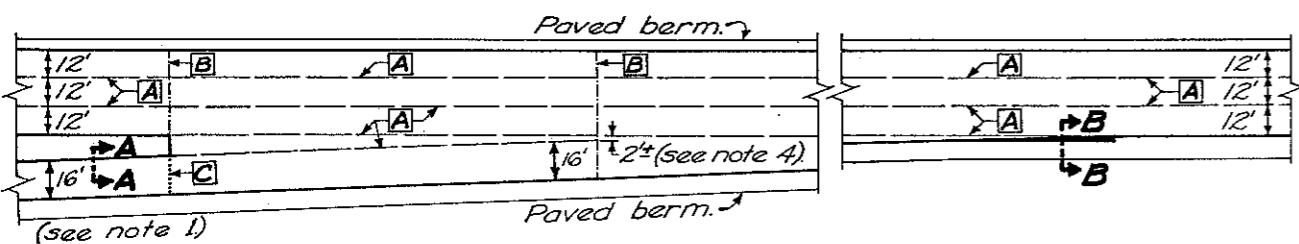
5. When the mainline shoulders are paved with 301 material the shaded area of the end taper shall be constructed of concrete pavement to an elevation 2" lower than the adjacent pavement and paved with 301. The shaded area shall be paid for as full depth 451 and the surface treatment shall be paid for as 301. For bituminous surface treated shoulders and turf shoulders along the mainline pavement the shaded area shall be constructed of full depth concrete pavement.



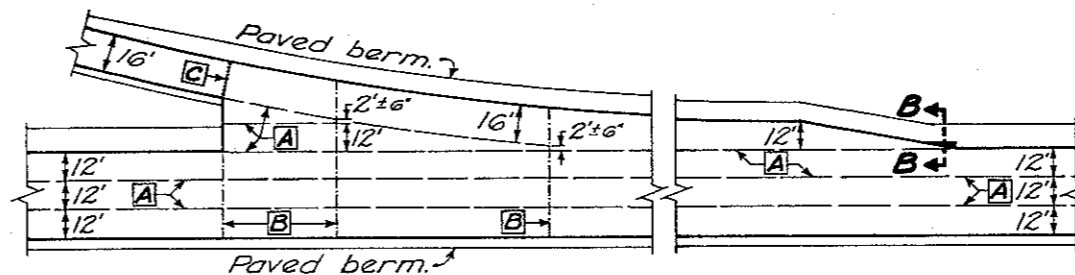
EXIT TERMINAL ON 2 LANE PAVEMENT

JOINT LEGEND

- A Longitudinal Joint.
- B Contraction Joint (see note 2).
- C Expansion Joint (see note 2).



ENTRANCE TERMINAL ON 3 LANE PAVEMENT



EXIT TERMINAL ON 3 LANE PAVEMENT

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF TRANSPORTATION

**PAVEMENT JOINTS
AT
RAMP TERMINALS**

DATE
1-1-71
12-6-76

STANDARD
CONSTRUCTION
DRAWING

BP-9

APPROVED *M. J. Cunningham* ENGR. L. & D.