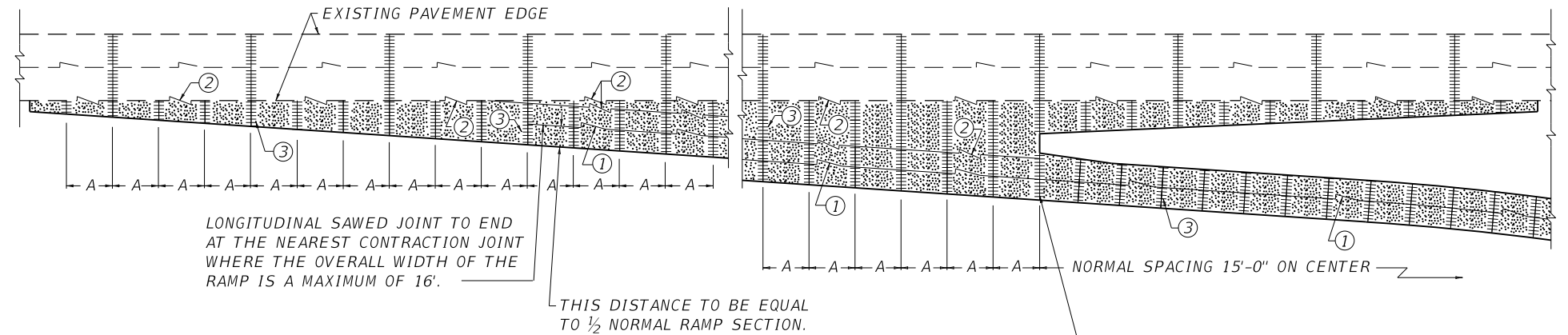


THIS CONTRACTION JOINT IN THE RAMP SHALL ALWAYS BE OPPOSITE THE CONTRACTION JOINT IN THE MAINLINE PAVEMENT.

SINGLE LANE ENTRANCE RAMP



THIS CONTRACTION JOINT IN THE RAMP SHALL ALWAYS BE OPPOSITE THE CONTRACTION JOINT IN THE MAINLINE PAVEMENT.

SINGLE LANE EXIT RAMP

~ NOTES ~

1. (A) WHEN JOINTED PLAIN CONCRETE PAVEMENT IS SPECIFIED FOR AN ACCELERATION LANE, DECELERATION LANE, AN ADDITIONAL LANE, OR TAPER, AND IS TO BE CONSTRUCTED ADJACENT TO AN EXISTING JOINTED REINFORCED CONCRETE PAVEMENT, THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE AS FOLLOWS:
 - (a) WHEN THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE EXISTING PAVEMENT IS 50', THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE 16 2/3'.
 - (b) WHEN THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE EXISTING PAVEMENT IS 25', THE SPACING OF THE TRANSVERSE CONTRACTION JOINTS IN THE JOINTED PLAIN CONCRETE PAVEMENT SHALL BE 12 1/2'.
2. SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.
3. LONGITUDINAL SAWED JOINTS AT CENTER LINE SHALL BE REQUIRED FOR ALL RAMPS AND LOOPS GREATER THAN 16' IN WIDTH.
4. ALL CONTRACTION JOINTS IN THE RAMP IMMEDIATELY OPPOSITE TO THE MAIN LINE PAVEMENT SHALL BE A CONTINUATION OF THE JOINTS IN THE MAINLINE PAVEMENT.
5. PROPOSED JOINTED PLAIN CONCRETE PAVEMENT.

USE WITH CUR. STD. DWG.
RPS-010

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
PAVEMENT JOINTS
TYPES & SPACING

STANDARD DRAWING NO. RPN-020-04

SUBMITTED		12-01-15
DIRECTOR OF DESIGN		DATE
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