When ramp edge is within 2'-0" of mainline edge, run edge parallel to mainline and carry edge widening 2'-0" wide for 105' (7 panels @ 15').

Dowel bars: @ 12" C.T.O. C (Typ.)

TIE bars: @ 30" C.T.O. C (Typ.)

When ramp edge is within 2'-0" of mainline edge, run edge parallel to mainline and carry edge widening 2'-0" wide for 30' (2 panels @ 15').

Dowel bars: @ 12" C.T.O. C (Typ.)

TIE bars: @ 30" C.T.O. C (Typ.)

Typical Off-Ramp Gore Area Detail

Typical On-Ramp Gore Area Detail
EXAMPLE JOINTING PLAN (MULTIPLE LANES)

LEGEND

T = TIED LONSDITINAL JOINT (NO. 5 REBAR)
D = DOWELED LONSDITINAL JOINT (SAME DOWEL DIMENSIONS AS TRANSVERSE JOINTS)

NOTES
1. SEE STANDARD DRAWING 409-1 FOR JOINT DETAILS, APPLICABLE NOTES, JOINT LOCATIONS, BAR AND DOWEL DETAILS.
2. SUPPLY SHOP DRAWINGS FOR ENGINEER APPROVAL PRIOR TO THE PLACEMENT OF CONCRETE FOR EACH RAMP GORE AREA.
3. PLACE THE FULL WIDTH OF MAIN LINE ROADWAY CONCRETE PRIOR TO PLACING THE GORE AND RAMP CONCRETE.
4. TERMINATE LONSDITINAL JOINTS THAT ARE PARALLEL TO THE RAMP CENTERLINE AT A TRANSVERSE JOINT, ENSURE THAT THE DISTANCE ALONG THE TRANSVERSE JOINT BETWEEN THE EDGE OF THE MAIN LINE PAVING AND THE LONSDITINAL JOINT IS AT LEAST TWO FEET.
5. BEGIN AND END THE EDGE WIDENING AT A JOINT.
6. CONNECT THE NARROW PORTION OF THE RAMP TO THE MAIN ROADWAY WITH THE BARS ALONG THE LONSDITINAL JOINT TO THE LAST TRANSVERSE JOINT WHICH IS LESS THAN 60 FEET WIDE, THEN USE DOWEL BARS THROUGH THE REMAINDER OF THE JOINT.
7. LONSDITINAL CONSTRUCTION JOINT BETWEEN EXISTING AND PROPOSED PAVEMENT.
8. MATCH TRANSVERSE JOINTS WITH THE SPACING OF THE TRANSVERSE JOINTS IN THE ADJACENT EXISTING PAVEMENT.
9. TERMINATE TRANSVERSE JOINTS.
10. LIMIT TIED TRANSVERSE WIDTH TO 60'.
11. DIMENSIONS ARE FOR ILLUSTRATION PURPOSES ONLY.
12. DRAWINGS NOT TO SCALE.