Pavement thickness and joint type in the ramp taper, for a distance of 950' (290 m), shall be the same as the mainline. Joints shall be in prolongation with mainline pavement joints.

This distance shall be adjusted to place the transverse expansion joint in prolongation with the existing joint in the mainline pavement.

When using grades expressed in %, the grade value shall be divided by 100 to obtain vertical offsets.

When using radius R1 less than the assumed mainline grade of 0.00%, the gore nose at Section B-B shall be a compound curve tying Section C-C.

The indicated "A" and "B" grades for the ramp terminal are based on an assumed mainline grade of 0.00%.

With a mainline horizontal curve to the left, keep the gore nose dimensions at Sections C-C and D-D as shown. From Section C-C to Section B-B, construct the ramp as a tangent section, and the gore nose at Section B-B shall be a variable width dependent on the radius of the mainline curve. Show a special cross-section on the plans for Section B-B.

With a mainline horizontal curve to the right, keep the gore nose dimensions at Sections D-D, C-C, and B-B as shown; and the edge of the ramp between Sections C-C and B-B is constructed as a compound curve tying Section C-C.

See Standard 420001 for ramp shoulder details.
CROSS SECTIONS WHEN MAINLINE IS ON TANGENT OR CURVED TO THE RIGHT

CROSS SECTIONS WHEN MAINLINE IS CURVED TO THE LEFT

ENTRANCE RAMP TERMINAL

(JOINTED PCC RAMP PAVEMENT ADJACENT TO JOINTED PCC MAINLINE PAVEMENT)