Joint spacing (typ.)

- 20'-0" (6.0 m)
- 15'-0" (4.5 m)

Pavement and reinforcement in the ramp taper shall be the same as the mainline. Reinforcement shall be placed parallel and perpendicular to the mainline pavement.

- Reinforcement placed parallel to and perpendicular to ramp baseline.

Vertically offset ranges for ramp right edge when mainline is curved to the left:

- Min. cross slope allowed is 1.5%
- Max. cross slope allowed is 5%

When curved to the right:

- Min. cross slope allowed is 1.5%
- Max. cross slope allowed is 3.0%

Range of initial ramp grades when mainline is curved to the right and $e = 8\%$ for $R_1$.

See Sheet 3 for GENERAL NOTES.
**GENERAL NOTES**

The initial ramp grade (G) is based on the line generated through the PI that is 105' (32 m) past Section C-C and the point created by the vertical offset at Section D-D. See plans for actual grades.

All pavement joints shall be detailed as shown on Standards 420001 and 483001. See Standard 483001 for ramp shoulder details.

In the neutral area, provide a swale and flush inlet to enhance drainage. When using grades expressed in %, the grade values shall be divided by 100 to obtain vertical offsets.

Where an exit ramp terminal is proposed adjacent to a mainline horizontal curve, construct the edge of the terminal by using offset widths, and for the terminal segment downstream from Section C-C to R., construct the ramp as a 141' (43 m) tangent section.

All dimensions are in inches (millimeters) unless otherwise shown.

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**DETAILS FOR DRAINAGE IN NEUTRAL AREA**

<table>
<thead>
<tr>
<th>Sections</th>
<th>Machine on Tangent</th>
<th>Machine Curved Right</th>
<th>Machine Curved Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>-0.18 S.E. % ML x 122</td>
<td>S.E. % ML x 122</td>
<td>S.E. % ML x 122</td>
</tr>
<tr>
<td>B</td>
<td>0.30 S.E. % ML x 192</td>
<td>S.E. % ML x 192</td>
<td>S.E. % ML x 192</td>
</tr>
<tr>
<td>C</td>
<td>-3.0 S.E. % ML x 192</td>
<td>-3.0</td>
<td>-3.0</td>
</tr>
<tr>
<td>D</td>
<td>-15.4 -15.4</td>
<td>-15.4</td>
<td>-15.4</td>
</tr>
</tbody>
</table>

1. Vertical offsets are calculated based on the right edge of mainline pavement at 0.0 % grade.
2. The vertical offsets of these points are above the mainline pavement and lie on an upgrade in relationship to the mainline grade.
3. S.E.=Superelevation Rate