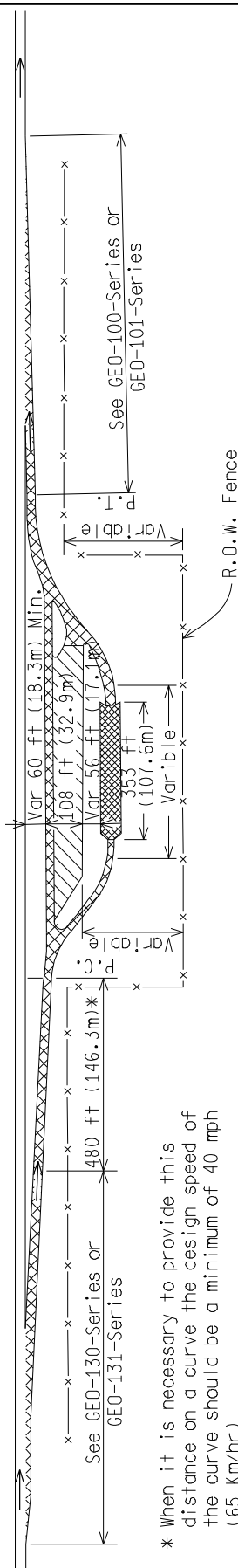
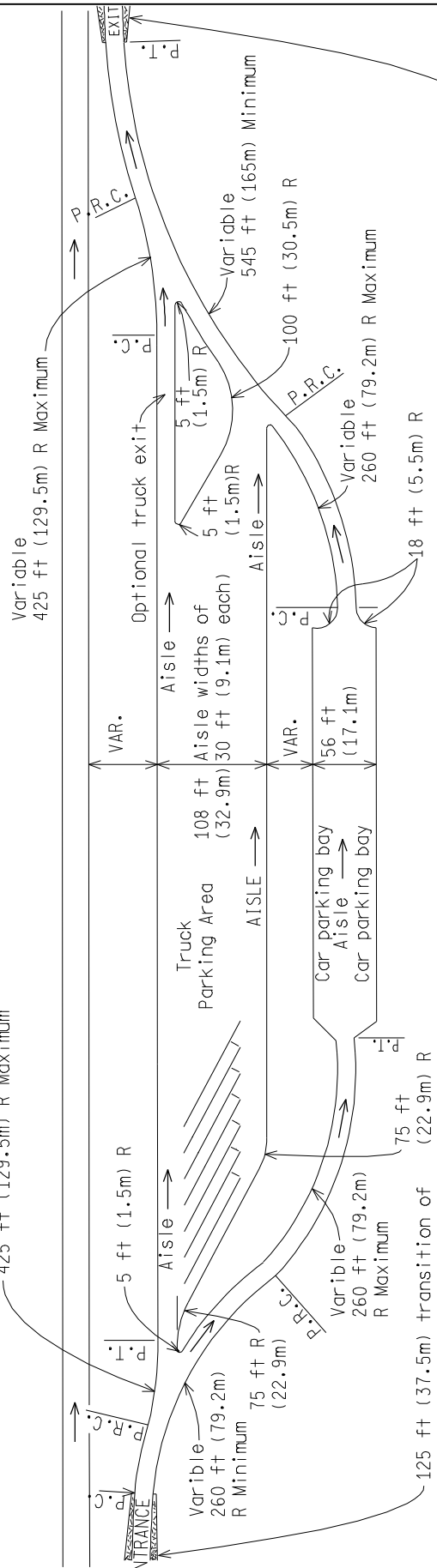


PLAN VIEW



* When it is necessary to provide this distance on a curve the design speed of the curve should be a minimum of 40 mph (65 Km/hr)

DETAILED VIEW



125 ft (37.5m) transition of shoulder treatment from 7 ft (2.1m) to 2 ft (0.6m) ending at P.T. of exit curve to rest area

125 ft (37.5m) transition of shoulder treatment from 7 ft (2.1m) to 2 ft (0.6m) ending at P.C. of entrance curve to rest area

Note: For truck stall and car stall layout, see the Road Design Manual.

NOT TO SCALE



TRAFFIC AND SAFETY
DRAWN BY: ECH
CHECKED BY: IRG/JAT

BY: *John C. Friesel*
ENGINEER OF DELIVERY
BY: *Jos. P. Pothol*
ENGINEER OF DEVELOPMENT

GEOMETRIC DESIGN GUIDE FOR
REST AREA

NOTES:

1. The designer has the flexibility to choose the taper type ramp or the parallel type ramp. However, the same type of entrance and exit ramp should be used within a rest area and corridor. Uniformity in design is needed to aid driver expectancy.
2. Entrance and exit ramps should be designed in accordance with GEO-100-Series, GEO-101-Series, GEO-130-Series and/or GEO-131-Series as appropriate.
3. Each ramp should be carefully studied to provide maximum vision at its merge points. See Geometric Design Guide GEO-300-Series.
4. Current AASHTO "A Policy on Geometric Design of Highways and Streets" and MDOT Guidelines should be used for sight distance calculations.
5. Superelevation of the curves within the rest area layout is not recommended.
6. Four foot (1.2m) shoulders are recommended. However, shoulder width should be modified to meet the current Road Standards, the current Road Design Manual, and as recommended by the Geometric Design Unit of Lansing Traffic and Safety."
7. Curb is to be used for traffic control. The type and location of curb will be shown on design plans. See the Road Design Manual and the Standard Plans for more information.
8. The orientation, size and layout of the parking areas, entrances and exits to them may be modified to fit the site conditions, capacity needs and other requirements.
9. Pavement markings should be accordance with PAVE-956-Series and all other relevant Pavement Markings Standards and Special Details.
10. If the orientation of the rest area is different than shown, the truck parking stalls should be so situated as to keep the length of aisles to a minimum.
11. Specifically designated 12ft (3.6m) wide handicap parking stalls will be located as close as possible to walkways and entrances. See Michigan Vehicle Code and local ordinances for more information on ADA and handicap requirements.
12. These design concepts are for new construction. Where modification may be needed for retrofitting to existing road features, consult the Geometric Design Unit of Lansing Traffic and Safety.

NOT TO SCALE