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)

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

5. Superelevation of the curves within the rest area layout is not recommended.

6. 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.

7. Each ramp should be carefully studied to provide maximum vision at its merge points. See Geometric Design Guide GEO-300-Series.

8. 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.

9. Superelevation of the curves within the rest area layout is not recommended.

10. 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.

11. 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.

12. 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.