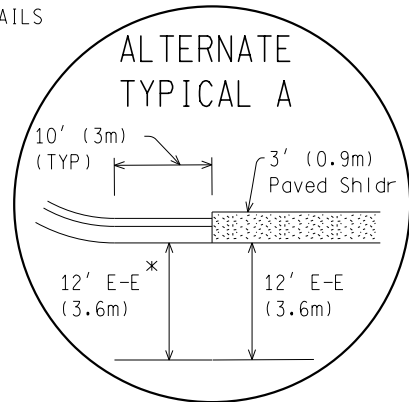
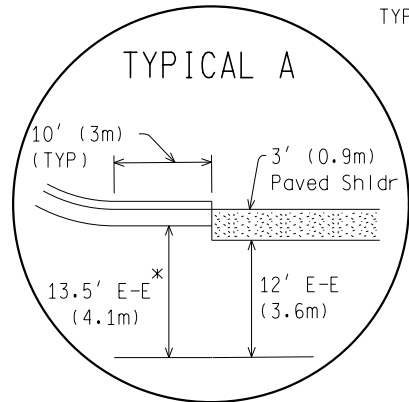


DETAIL 1
RAMP ENTRANCE

CURB RETURN OFFSET DETAILS

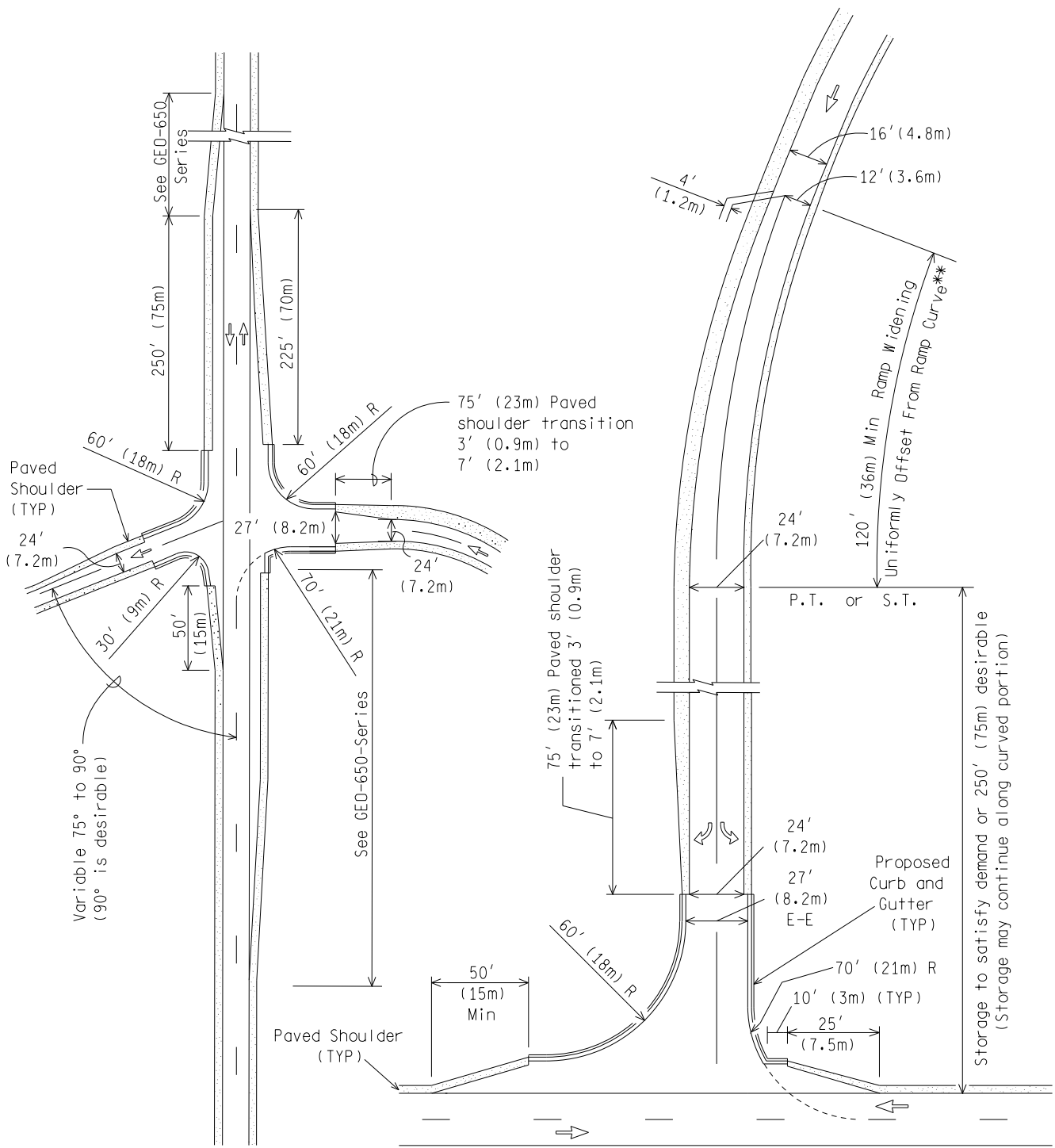
TYPICAL FOR ALL DETAILS



* See Note #6 on Sheet 5

NOT TO SCALE

<p>TRAFFIC AND SAFETY</p>	<p>GEOMETRIC DESIGN GUIDE FOR RAMP TERMINAL DETAILS</p>		
	<p>DRAWN BY: DFK CHECKED BY: IG & JAT</p>	<p>03/13/2015 PLAN DATE:</p>	<p>GEO-370-E</p>
<p>FILE:PW RD TR Typ Final Geo/mdot traffic GEO-370-E.dgn</p>		<p>REV. 08/02/2016</p>	<p>SHEET 1 OF 5</p>

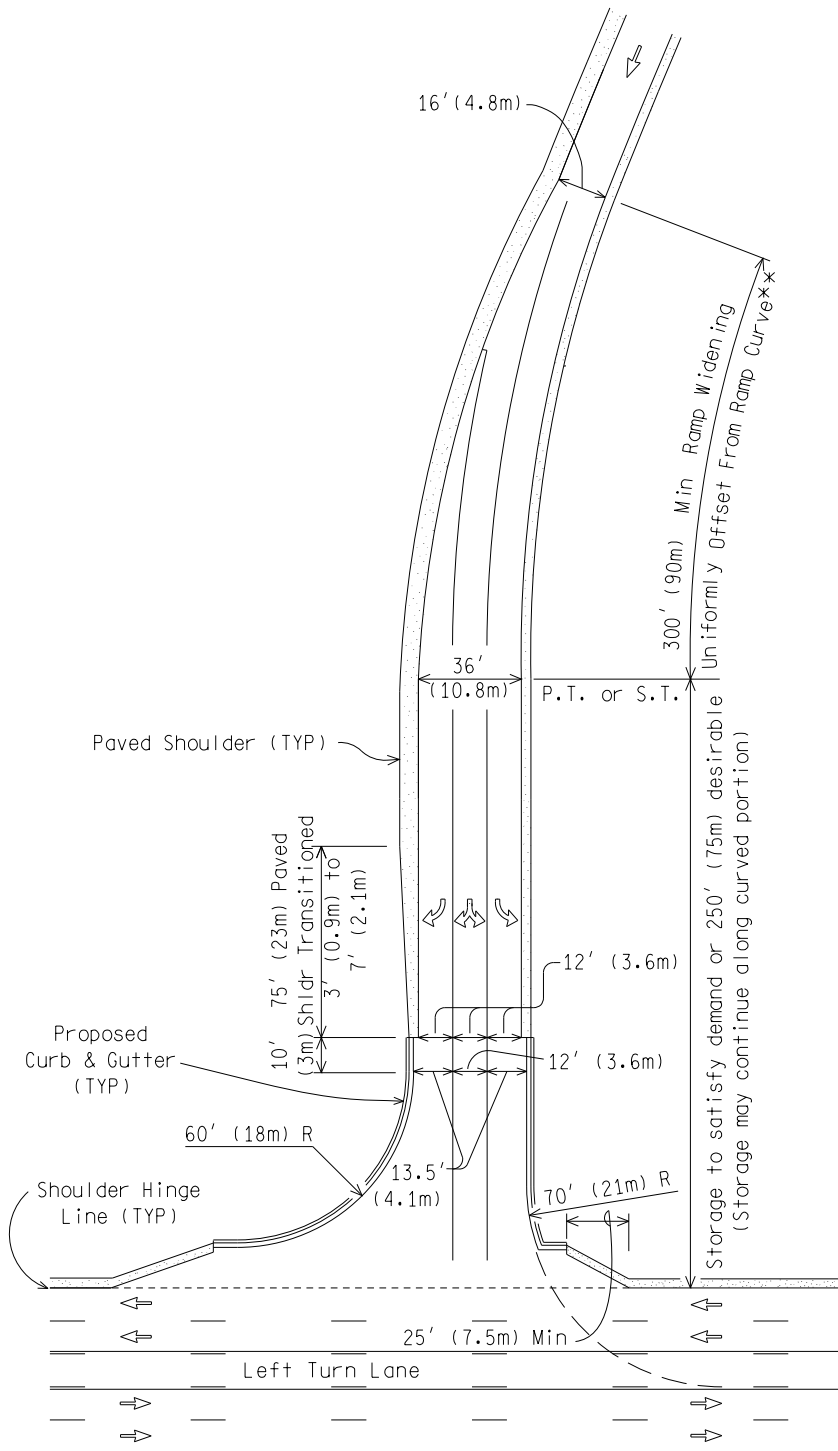


DETAIL 2
ENTRANCE RAMP
TERMINAL DESIGN
 (Directional Passing Flare)

DETAIL 3
TWO LANE RAMP TERMINAL

** Widening for additional lane(s) should occur on the outside of the ramp (furthest from the mainline freeway). When it is not desirable to add lane(s) to the outside of the ramp, The desired widening should be clearly shown on the plans. See Standard Plan R-42-Series.

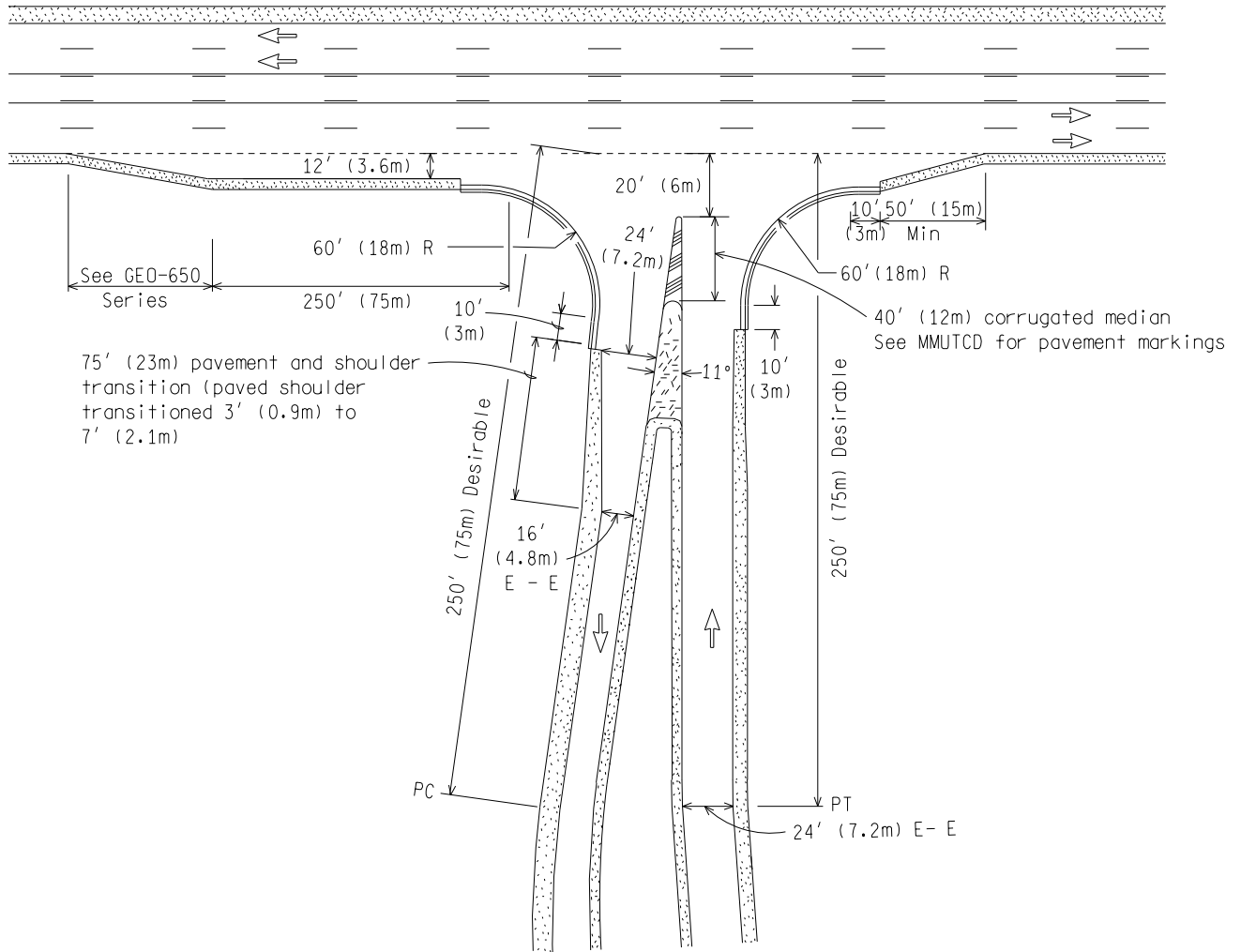
NOT TO SCALE



DETAIL 4
THREE LANE RAMP TERMINAL

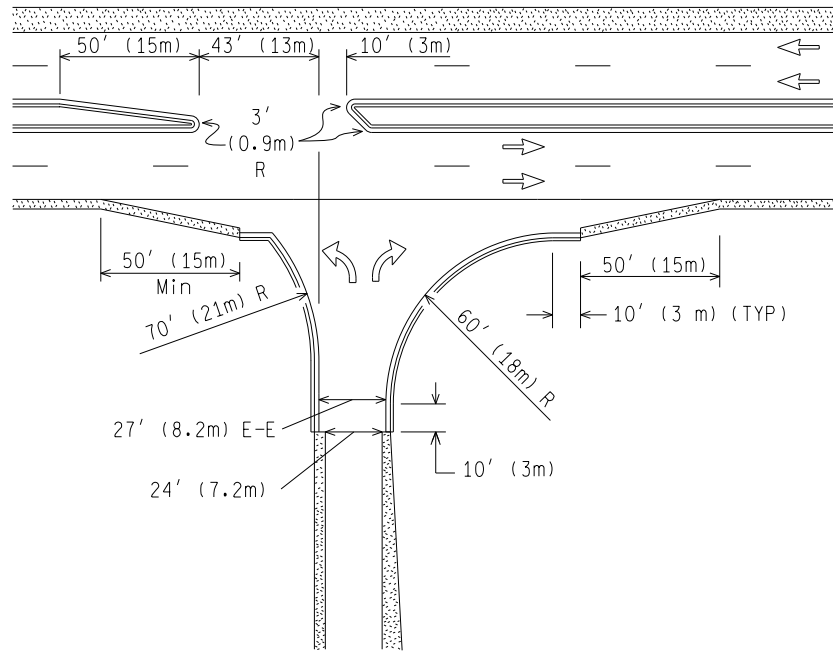
** Widening for additional lane(s) should occur on the outside of the ramp (furthest from the mainline freeway). When it is not desirable to add lane(s) to the outside of the ramp, The desired widening should be clearly shown on the plans. See also Standard Plan R-42-Series.

NOT TO SCALE



DETAIL 5
PARCLO ENTRANCE AND EXIT TERMINAL

NOT TO SCALE



DETAIL 6
CURBED MEDIAN DETAIL

NOTES:

1. The dimensions used on this Geometric Design Guide are typical.
2. Where feasible, joint line and lane line markings shall coincide.
3. See Standard Plan R-42-Series for joint layout.
4. Clear vision areas and sight distance along the ramp and its terminals must be according to current MDOT practice. No hidden ramp or disappearing crossroad grades will be permitted.
5. Provide intersection sight distance at all exit ramp terminals.
6. Alternate Typical A may be used when construction and maintenance issues make the 13.5' (4.1m) curb setback undesirable or the crossroad is curbed.
7. For all entrance and exit ramps, the angle of intersection between the ramp and the cross-road should be between 75° and 105° (with 90° desirable).
8. All ramp turning radii should be designed to accommodate a WB-67 design vehicle.

NOT TO SCALE