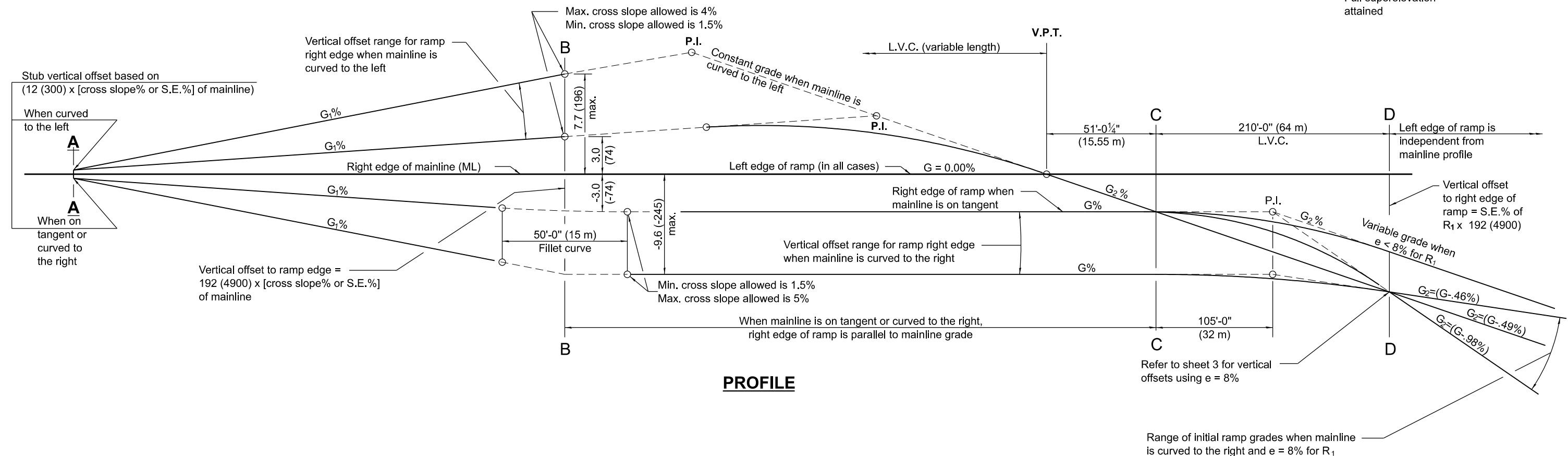
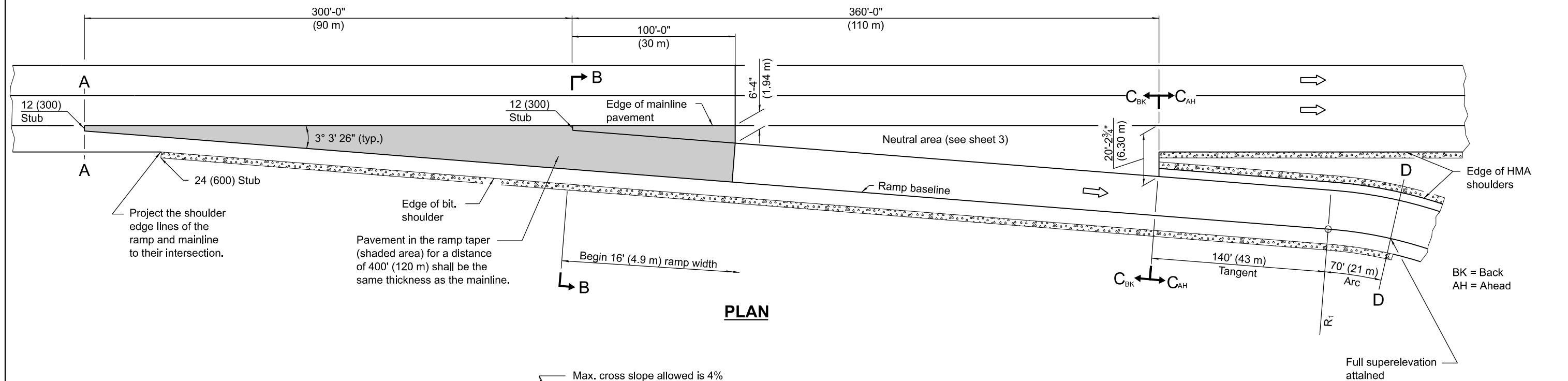




See Sheet 3 for GENERAL NOTES

|                                                                                              |               |
|----------------------------------------------------------------------------------------------|---------------|
| Illinois Department of Transportation                                                        |               |
| APPROVED <u>January 1,</u> 2015<br><u>Michael Brand</u><br>ENGINEER OF POLICY AND PROCEDURES | ISSUED 1-1-97 |
| APPROVED <u>January 1,</u> 2015<br><u>[Signature]</u><br>ENGINEER OF DESIGN AND ENVIRONMENT  |               |

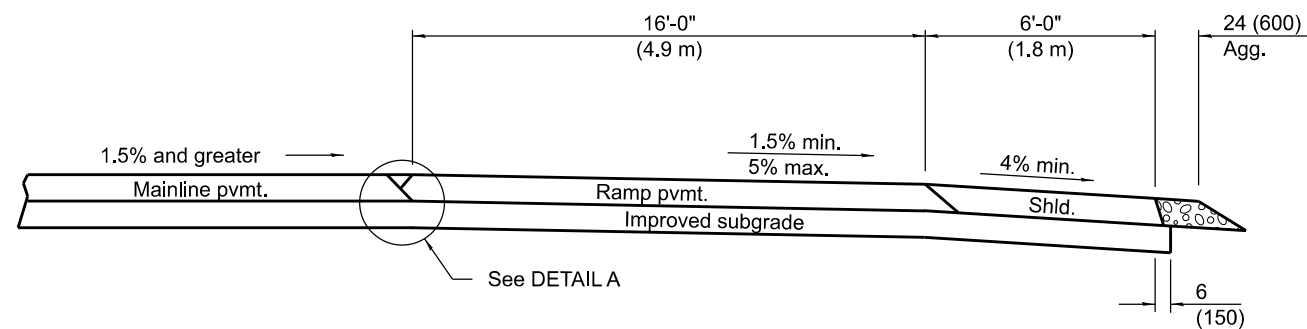
| DATE   | REVISIONS                                                                     |
|--------|-------------------------------------------------------------------------------|
| 1-1-15 | Corrected divergence angle at taper. Based profile off of e-max instead of R1 |
| 1-1-08 | Switched units to English (metric).                                           |
|        |                                                                               |
|        |                                                                               |

## EXIT RAMP TERMINAL

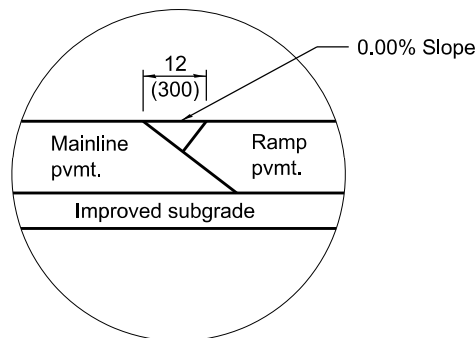
(FLEXIBLE RAMP PAVEMENT ADJACENT TO FLEXIBLE MAINLINE PAVEMENT)

(Sheet 1 of 3)

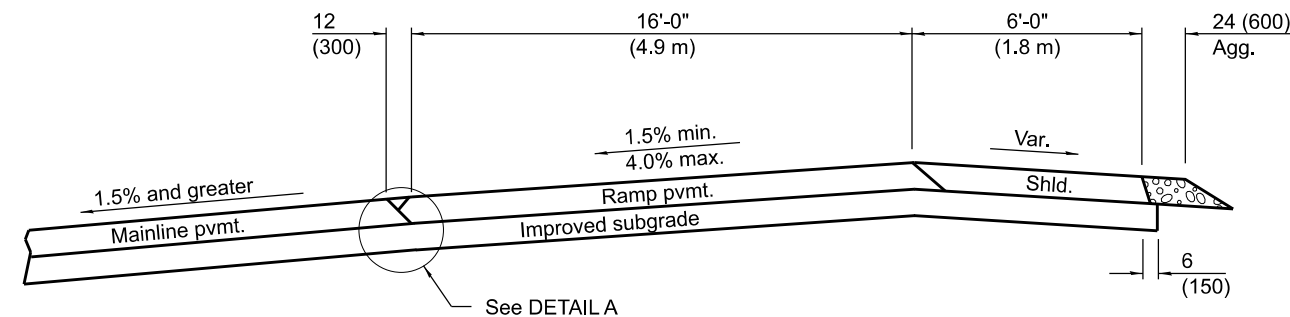
**STANDARD 406101-05**



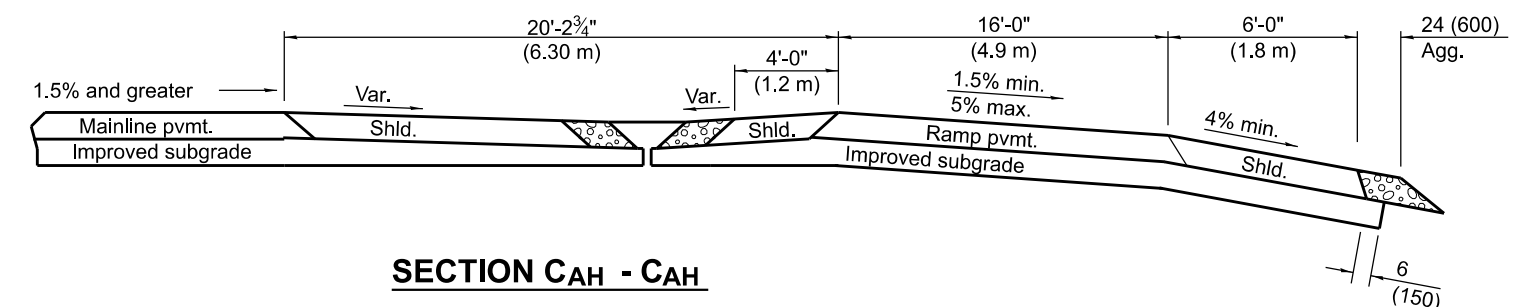
**SECTION B-B**



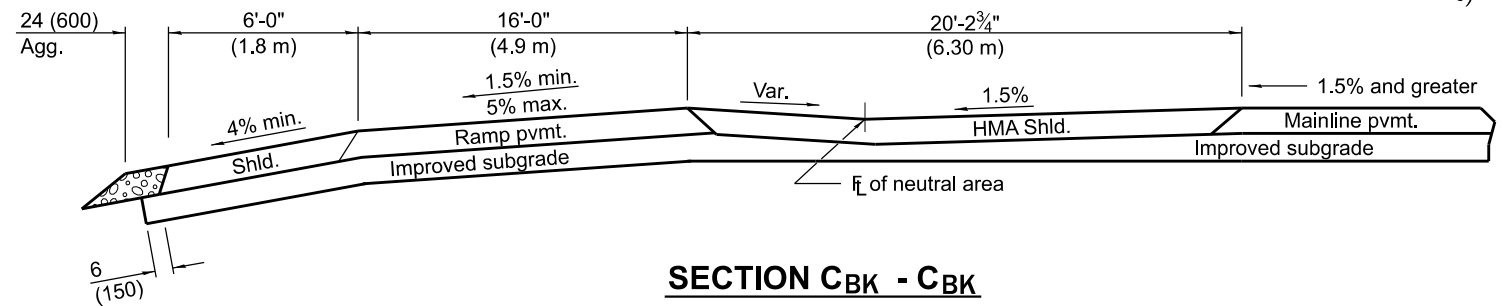
**DETAIL A**



**SECTION B-B**



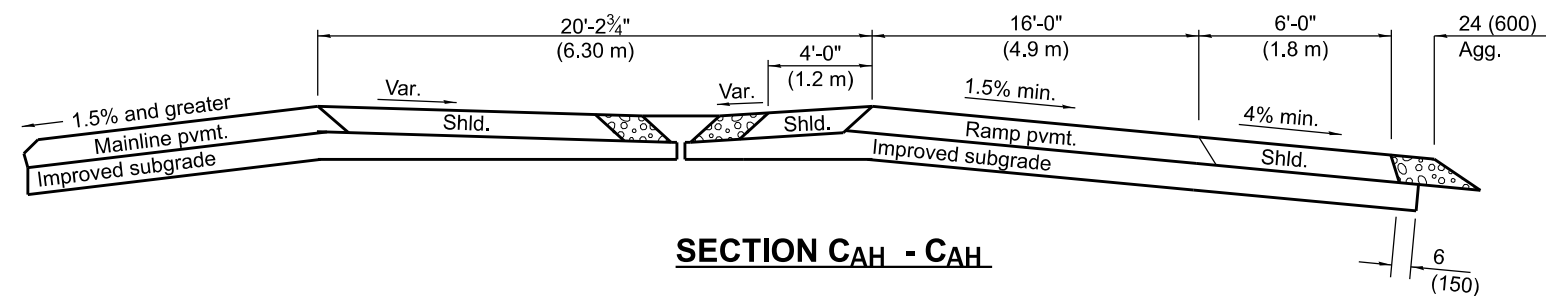
**SECTION CAH - CAH**



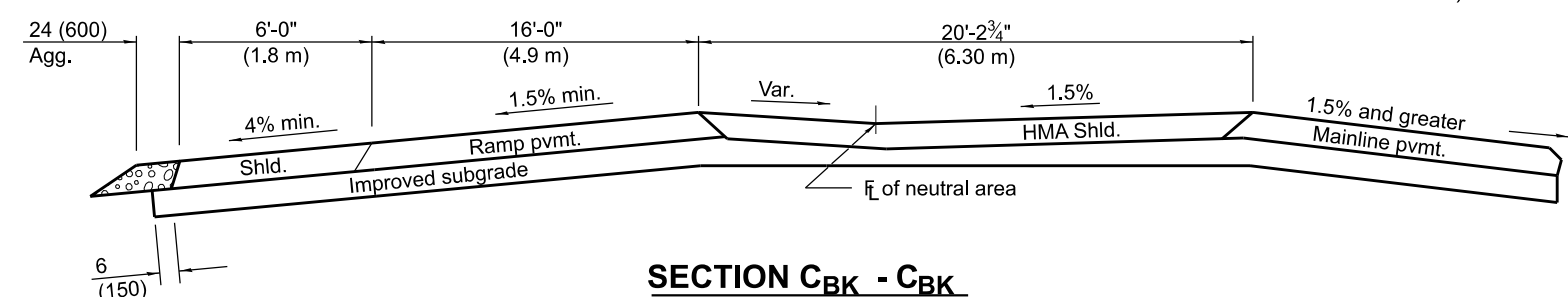
**SECTION CBK - CBK**

BK = Back  
AH = Ahead

**WHEN MAINLINE IS ON TANGENT OR CURVED TO THE RIGHT**



**SECTION CAH - CAH**



**SECTION CBK - CBK**

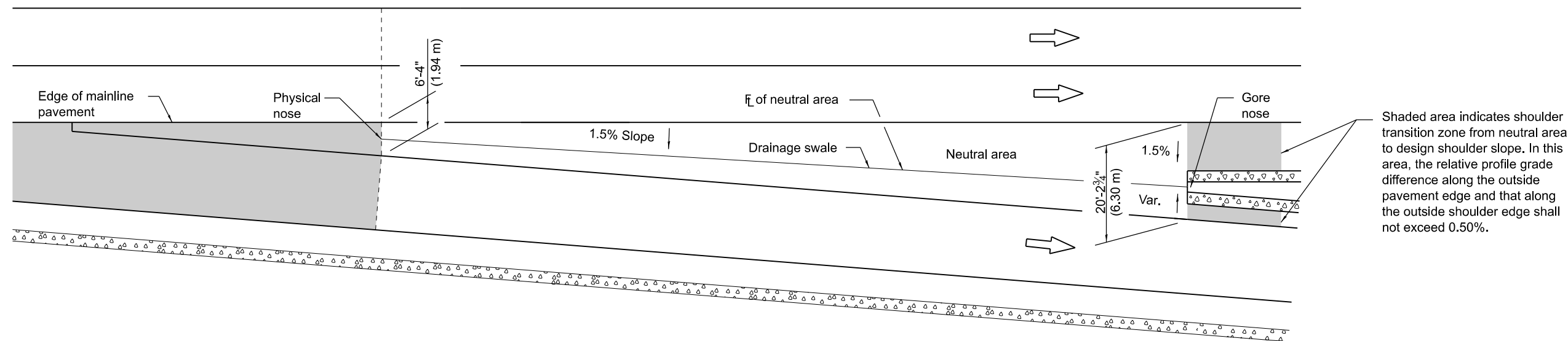
**WHEN MAINLINE IS CURVED TO THE LEFT**

See Sheet 3 for GENERAL NOTES

**EXIT RAMP TERMINAL**  
(FLEXIBLE RAMP PAVEMENT ADJACENT  
TO FLEXIBLE MAINLINE PAVEMENT)

(Sheet 2 of 3)

**STANDARD 406101-05**



DETAILS FOR DRAINAGE IN NEUTRAL AREA

GENERAL NOTES

The initial ramp grade ( $G_2$ ) is based on the line generated through the PI that is 105 ft. (32 m) past Section C-C and the point created by the vertical offset at Section D-D.

See plans for actual grades.

See Standard 482001 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  $R_1$ , construct the ramp as a 140 ft. (43 m) tangent section.

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

| Vertical offsets in inches for right edge of ramp, when e = 8% |                     |                       |                      | ① Vertical offsets in mm for right edge of ramp, when e = 8% |                     |                       |                      |
|----------------------------------------------------------------|---------------------|-----------------------|----------------------|--------------------------------------------------------------|---------------------|-----------------------|----------------------|
| Sections                                                       | Mainline on Tangent | Mainline Curved Right | Mainline Curved Left | Sections                                                     | Mainline on Tangent | Mainline Curved Right | Mainline Curved Left |
| A                                                              | - 0.18              | S.E. % ML x 12        | S.E. % ML x 12 ②     | A                                                            | - 5                 | S.E.% ML x 300        | S.E.% ML x 300 ②     |
| B                                                              | - 3.0               | S.E. % ML x 192       | S.E. % ML x 192 ②    | B                                                            | - 74                | S.E.% ML x 4900       | S.E.% ML x 4900 ②    |
| C                                                              | - 3.0               | S.E. % ML x 192       | - 3.0                | C                                                            | - 74                | S.E. % ML x 4900      | - 74                 |
| D                                                              | - 15.4              | - 15.4                | - 15.4               | D                                                            | - 392               | - 392                 | - 392                |

① Vertical offset values are calculated and 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

 Illinois Department of Transportation

APPROVED January 1, 2015  
*Michael Brand*  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2015  
*[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

EXIT RAMP TERMINAL  
(FLEXIBLE RAMP PAVEMENT ADJACENT TO FLEXIBLE MAINLINE PAVEMENT)

(Sheet 3 of 3)

STANDARD 406101-05