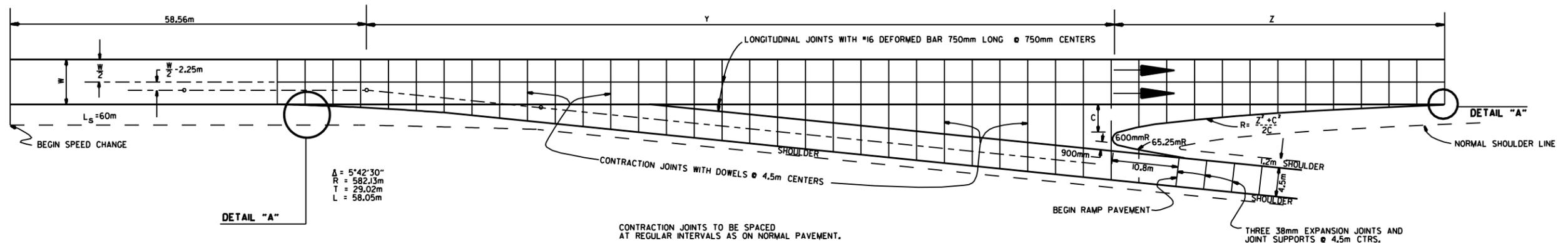


### ENTRANCE RAMP

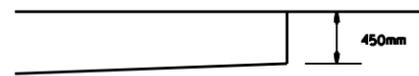
NOTE: JOINT SPACING ON THE MAIN LANES SHALL BE ADJUSTED AS NECESSARY TO CONFORM TO THESE JOINT LAYOUTS. THE MAIN LANE JOINT SPACING MAY BE REDUCED TO A 3.6m MINIMUM.



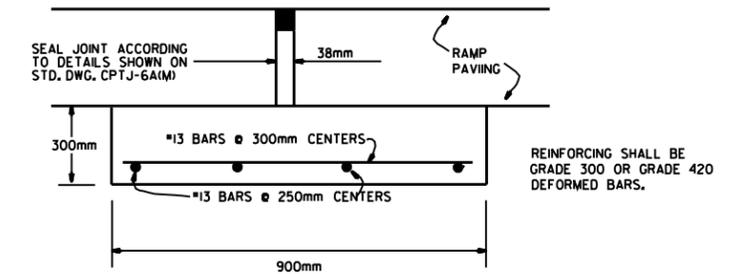
### EXIT RAMP

### EXIT RAMP

DESIGN SPEED V	Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R	ADDITIONAL SURFACING
km/hr.	m	m	m	m	sq. m
60	90	2.4	28.8	174.0	506.04
80	96	3.0	36.0	217.5	577.32
100	102	3.6	50.4	354.6	664.06
110	108	4.2	63.0	474.6	757.91



DETAIL "A"



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS). WHEN RAMP PAVING IS ASPHALT, EXPANSION JOINT IS NOT REQUIRED. THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF STANDARD TURNOUT FOR ENTRANCE RAMPS & EXIT RAMPS (NON-REINFORCED)

STANDARD DRAWING TR-1A(M) METRIC

8-22-02	DELETED NOTE	
9-13-99	DELETED "T" FORMULA. ADDED, EDITED & DELETED NOTES	
4-15-97	REVISED STEEL BARS TO SOFT METRIC	
9-12-95	ADJUSTED NOSE OFFSET (C)	
1-20-95	CONVERTED TO METRIC	
REV	REVISED	DATE REVISION