

**IMPERIAL ROAD DESIGN MANUAL**  
**REVISIONS July, 2013**

**CHAPTER 1B**

- Page 1B-13 – Added the following definitions;

**Ramp:** *Includes all types, arrangements and sizes of turning roadways that connect two or more legs at an interchange. The components of a ramp include a terminal at each leg and a connecting road.*

**Ramp Proper:** *Includes the portion of the ramp that connects two terminals. The ramp proper begins or ends at the physical nose of the gore area or the functional intersection area.*

**Ramp Terminal:** *Includes the portion of the ramp that is adjacent to the through traveled way, including speed-change lanes (auxiliary lanes) and tapers. There are two basic designs for freeway ramp terminals: tapered and parallel.*

**CHAPTER 2E**

- Page 2E-13 – Revised the following language in the last paragraph from;

*“St’d. CG-6 Curb and Gutter is to be specified unless design speeds require St’d. CG-7 (mountable curb) or a municipality specifically requests their own design and if so, the request is to be forwarded by Local Assistance Division to the State L&D Engineer for review and approval. In this case, details are to be shown on the typical sections and basis of payment to be municipality’s standard (example: Norfolk St’d. Curb and Gutter).”*

To:

*St’d. CG-6 or CG-7 Curb and Gutter is to be specified based on design speed or if guardrail is to be located at the face of curb. If a municipality requests the use of their own design, the request is to be forwarded by Local Assistance Division to the State L&D Engineer for review and approval. For a municipality’s own design, details are to be shown on the typical sections and the basis of payment is to be their standard; for example: Norfolk St’d. Curb and Gutter. However, whenever guardrail is to be placed at the face of curb instead of the applicable offsets, St’d. CG-7 shall be used.*