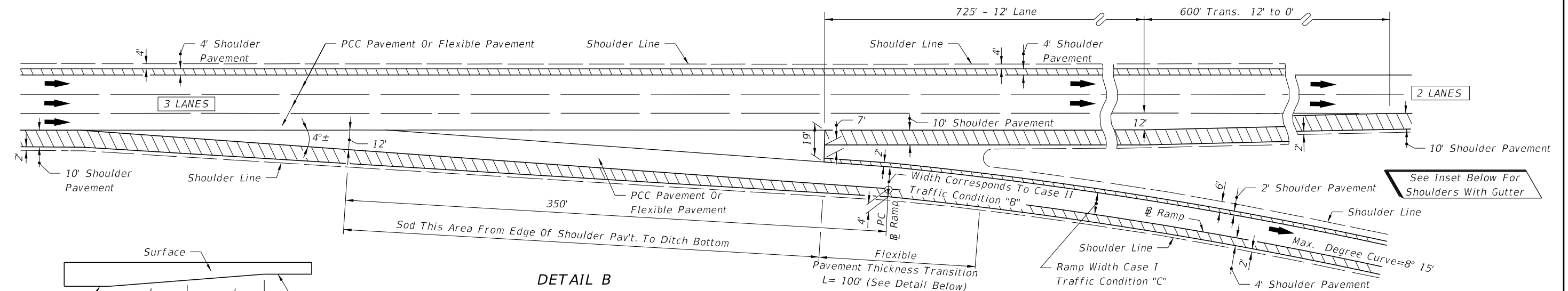
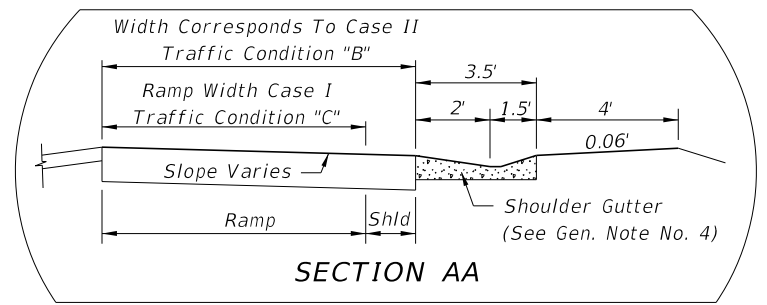
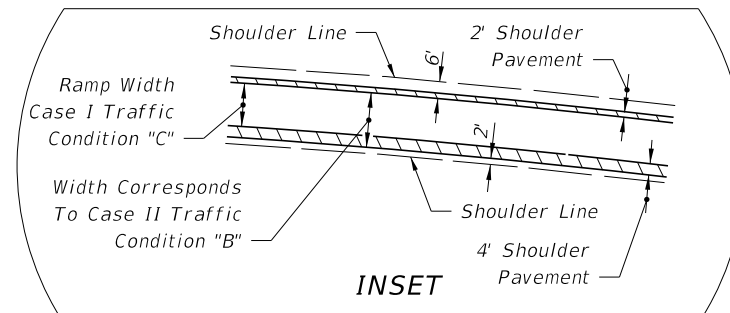
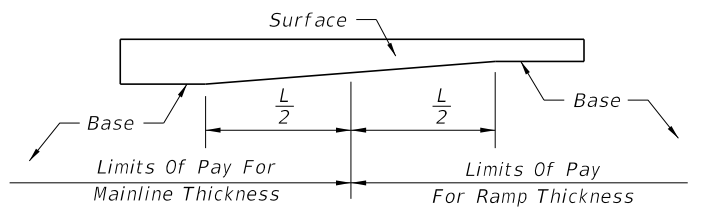


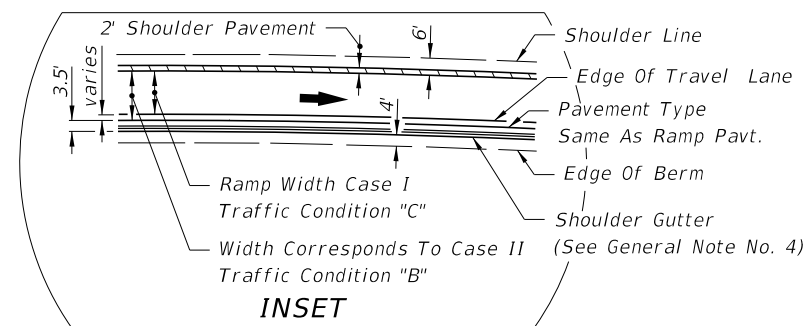
**DETAIL A  
TWO THRU LANES**



**DETAIL B  
THREE APPROACH LANES - TWO THRU LANES**



**FLEXIBLE PAVEMENT THICKNESS TRANSITION**

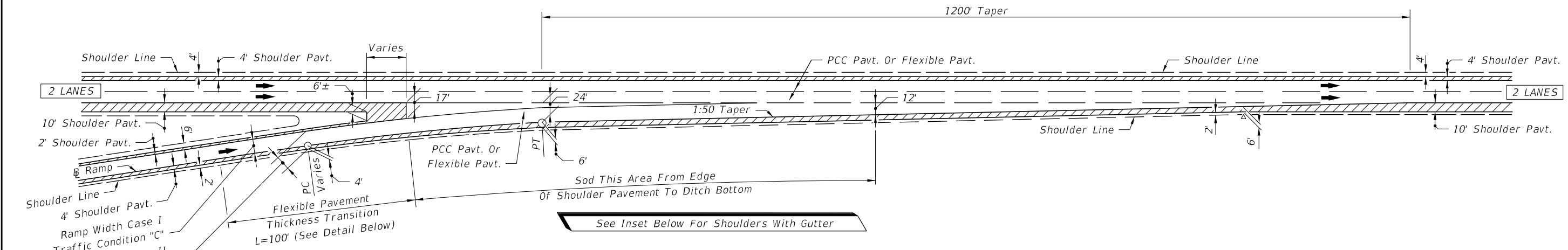


**EXIT TERMINALS  
SINGLE - LANE RAMPS**

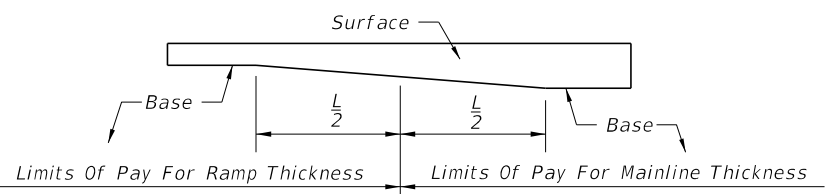
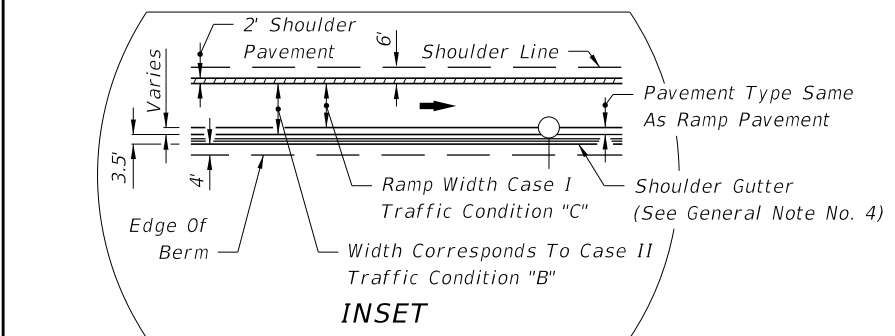
NOTE: For General Notes See Sheet No. 2

12/31/2015 9:23:28 AM

LAST REVISION 07/01/04	REVISION	DESCRIPTION:
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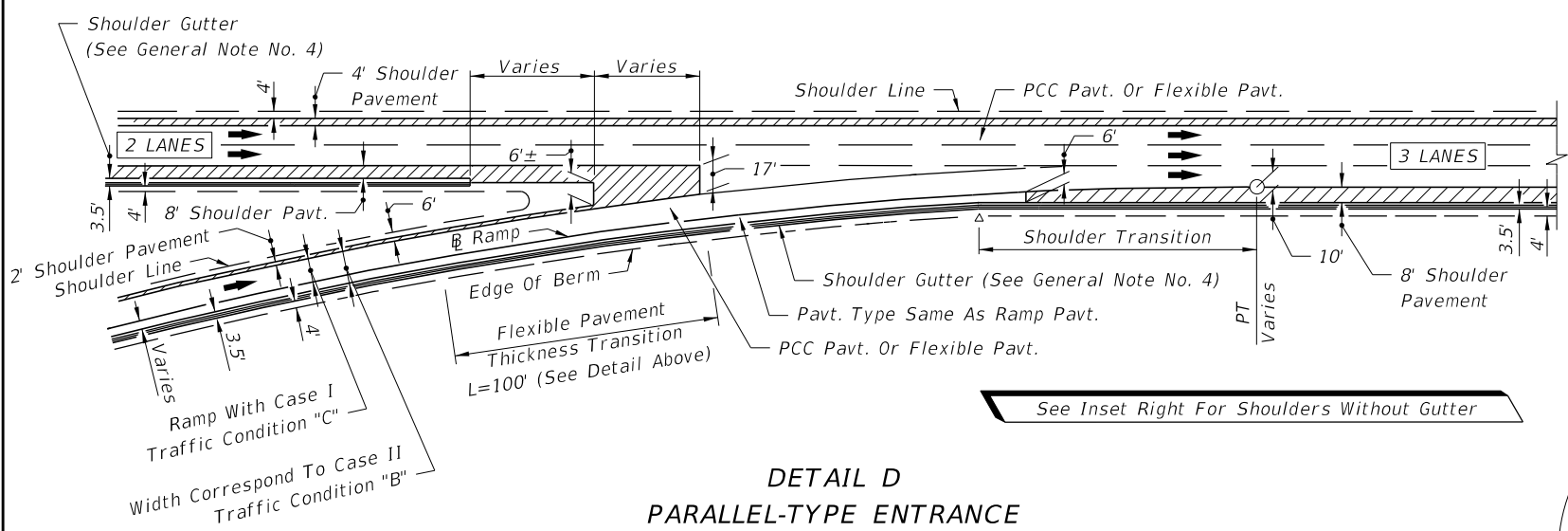
**DETAIL C  
TAPER-TYPE ENTRANCE**



**FLEXIBLE PAVT. THICKNESS TRANSITION**

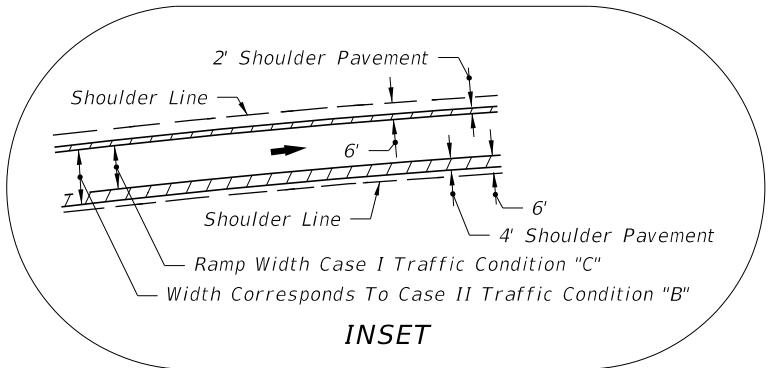
**GENERAL NOTES**

1. Taper-Type exit and entrance terminals as detailed shall not be used on ramps for which a speed of 50 MPH or greater cannot be maintained. For such ramps, parallel deceleration and acceleration lanes shall be used in place of tapers with lengths set according to AASHTO.
2. a. PCC Pavement Projects:  
Where shoulder pavement adjacent to shoulder gutter is less than 6' wide, it shall be identical to the adjacent roadway pavement beginning with the transverse joint nearest the point of 6' width.
- b. Flexible Pavement Projects:  
Where shoulder pavement used in conjunction with shoulder gutter is less than 6' uniform width, it shall be identical to the adjacent roadway pavement.
3. For concrete pavement joint details and layouts at entrance and exit ramp terminals see Index No. 305.
4. Shoulder gutter applications will be determined by drainage design.



**DETAIL D  
PARALLEL-TYPE ENTRANCE**

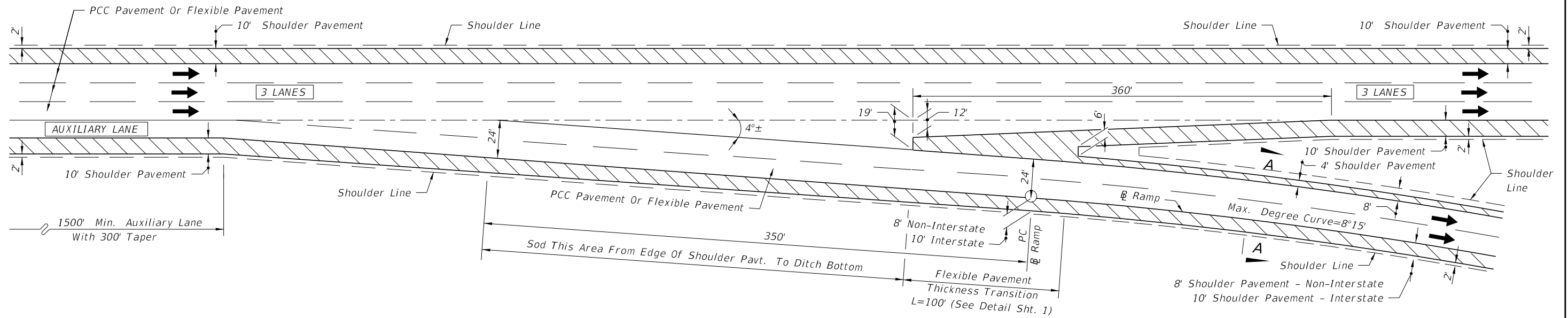
**ENTRANCE TERMINALS  
SINGLE-LANE RAMPS**



**INSET**

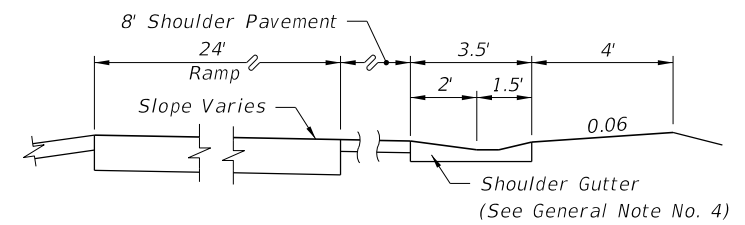
12/31/2015 9:23:29 AM

LAST REVISION 07/01/04	REVISION	DESCRIPTION:	<b>FY 2016-17 DESIGN STANDARDS</b>	<b>RAMP TERMINALS</b>	INDEX NO. <b>525</b>	SHEET NO. <b>2 of 5</b>
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THREE THRU LANES - APPROACH AUXILIARY LANE

EXIT TERMINALS  
TWO-LANE RAMPS



SECTION WHEN SHOULDER GUTTER USED  
SECTION AA

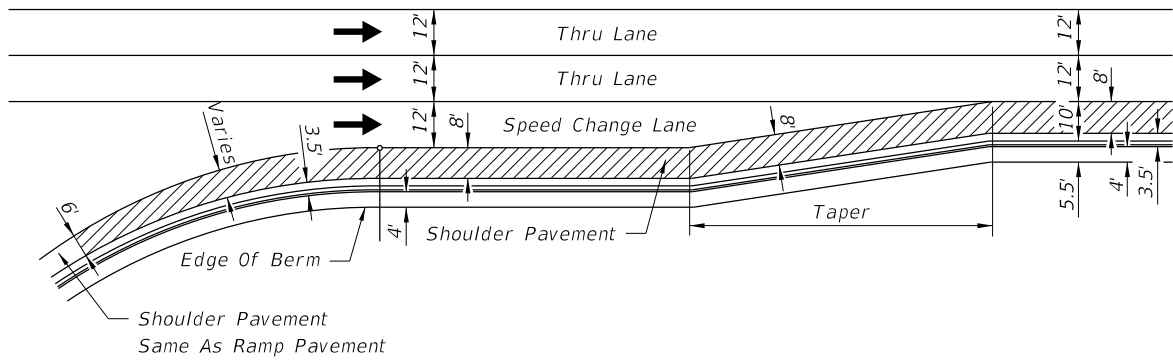
12/31/2015 9:23:29 AM

LAST REVISION 07/01/00	REVISION	DESCRIPTION:
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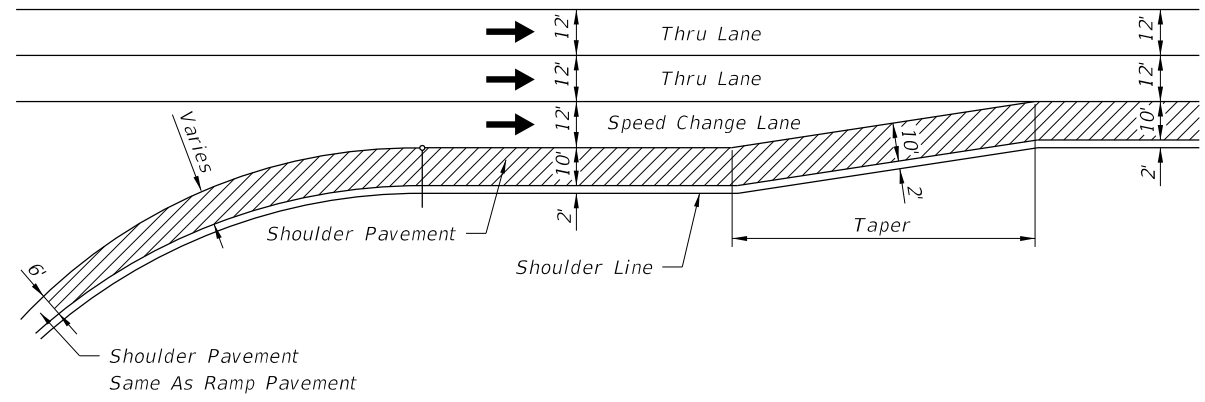
**FDOT** FY 2016-17  
DESIGN STANDARDS

RAMP TERMINALS

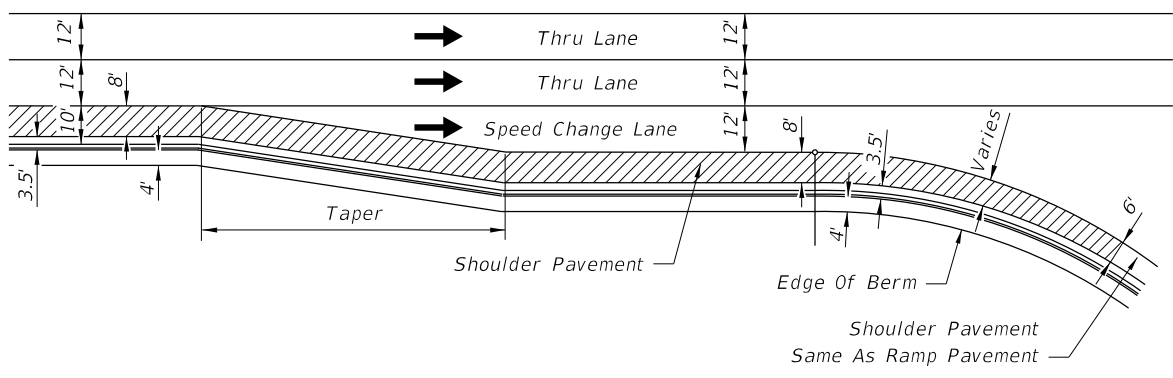
INDEX NO. 525	SHEET NO. 3 of 5
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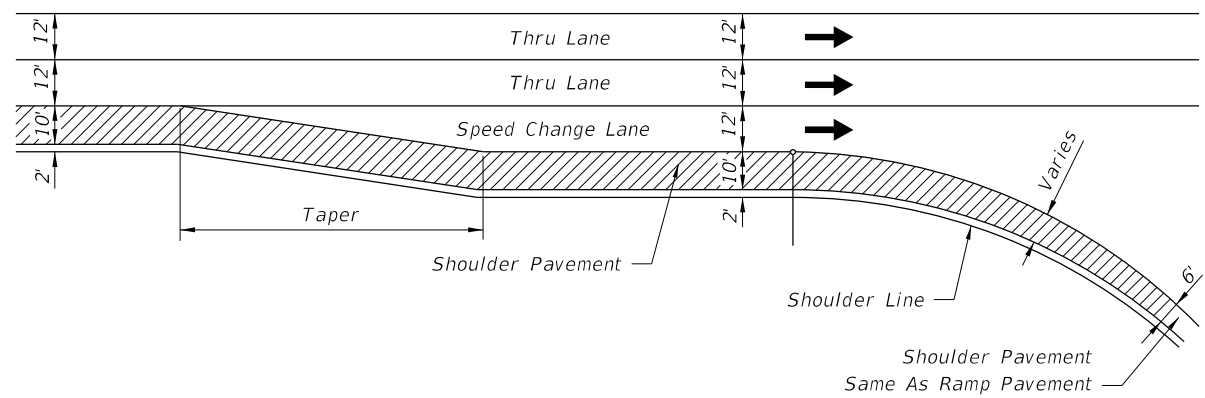
ACCELERATION LANE WITH SHOULDER GUTTER



ACCELERATION LANE WITHOUT SHOULDER GUTTER



DECELERATION LANE WITH SHOULDER GUTTER

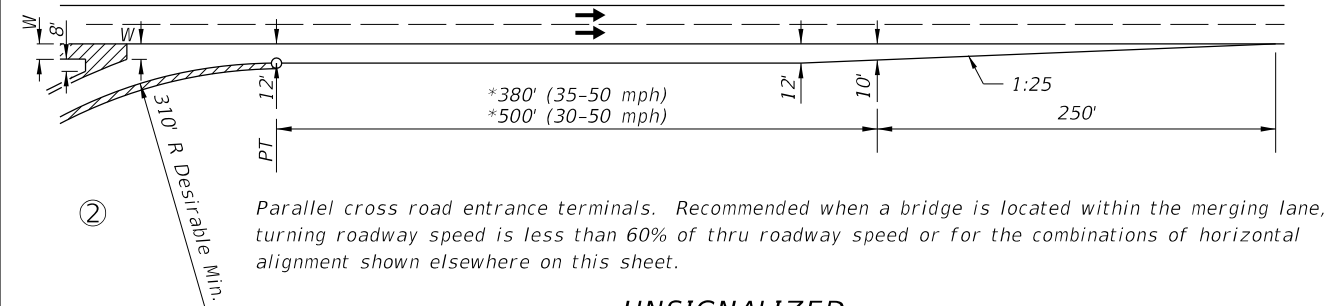
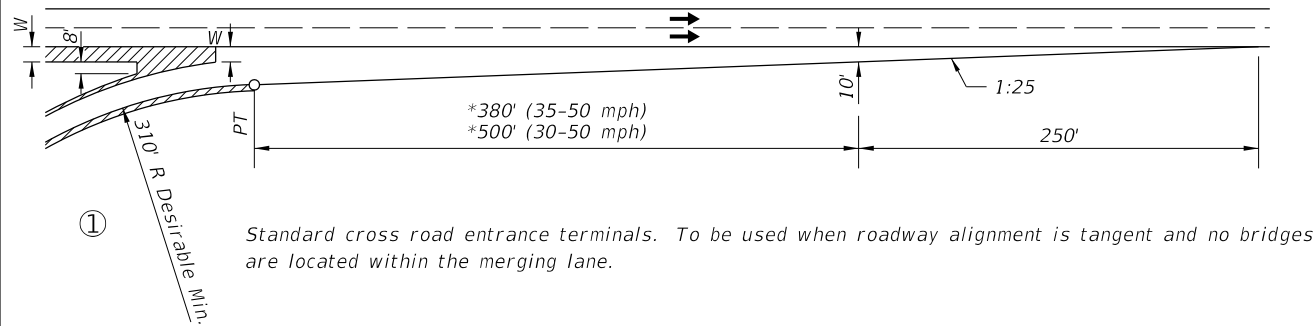


DECELERATION LANE WITHOUT SHOULDER GUTTER

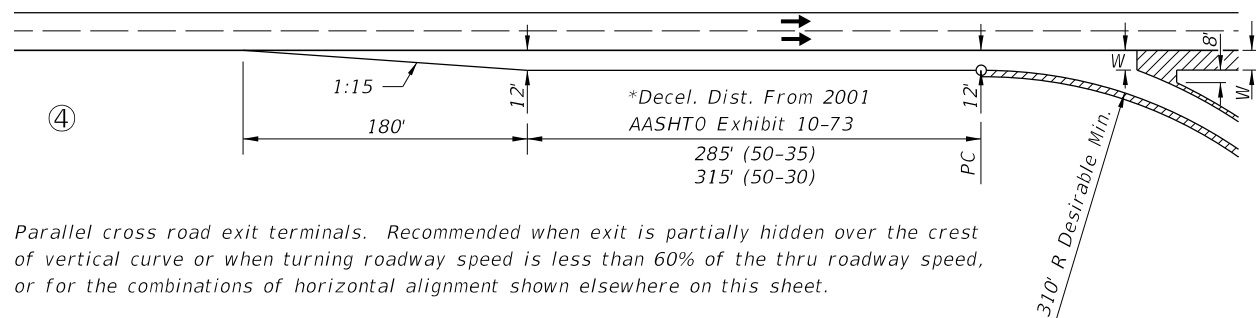
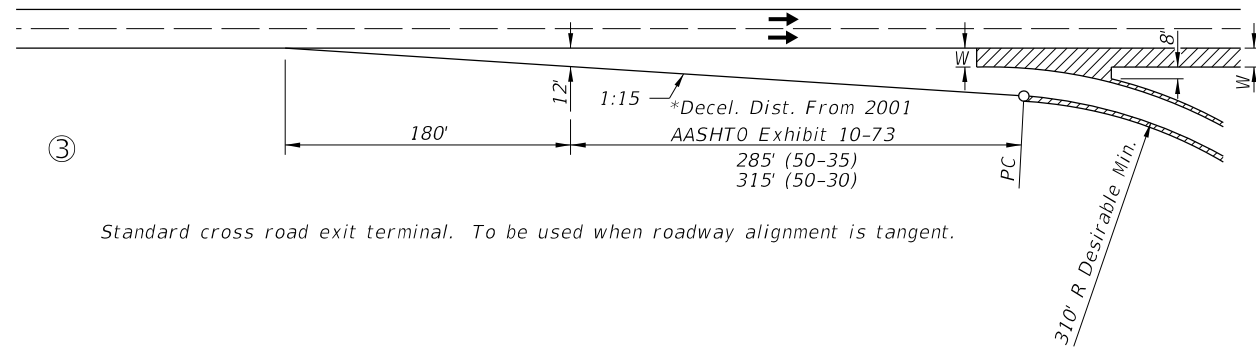
SHOULDER TREATMENT  
AT SPEED CHANGE LANES AT FREEWAY RAMP TERMINALS  
FREEWAY RAMP TERMINALS

12/3/2015 9:23:30 AM

LAST REVISION 07/01/05	DESCRIPTION:	 FY 2016-17 DESIGN STANDARDS	RAMP TERMINALS	INDEX NO. 525	SHEET NO. 4 of 5
REVISION					



**UNSIGNALIZED ENTRANCES**



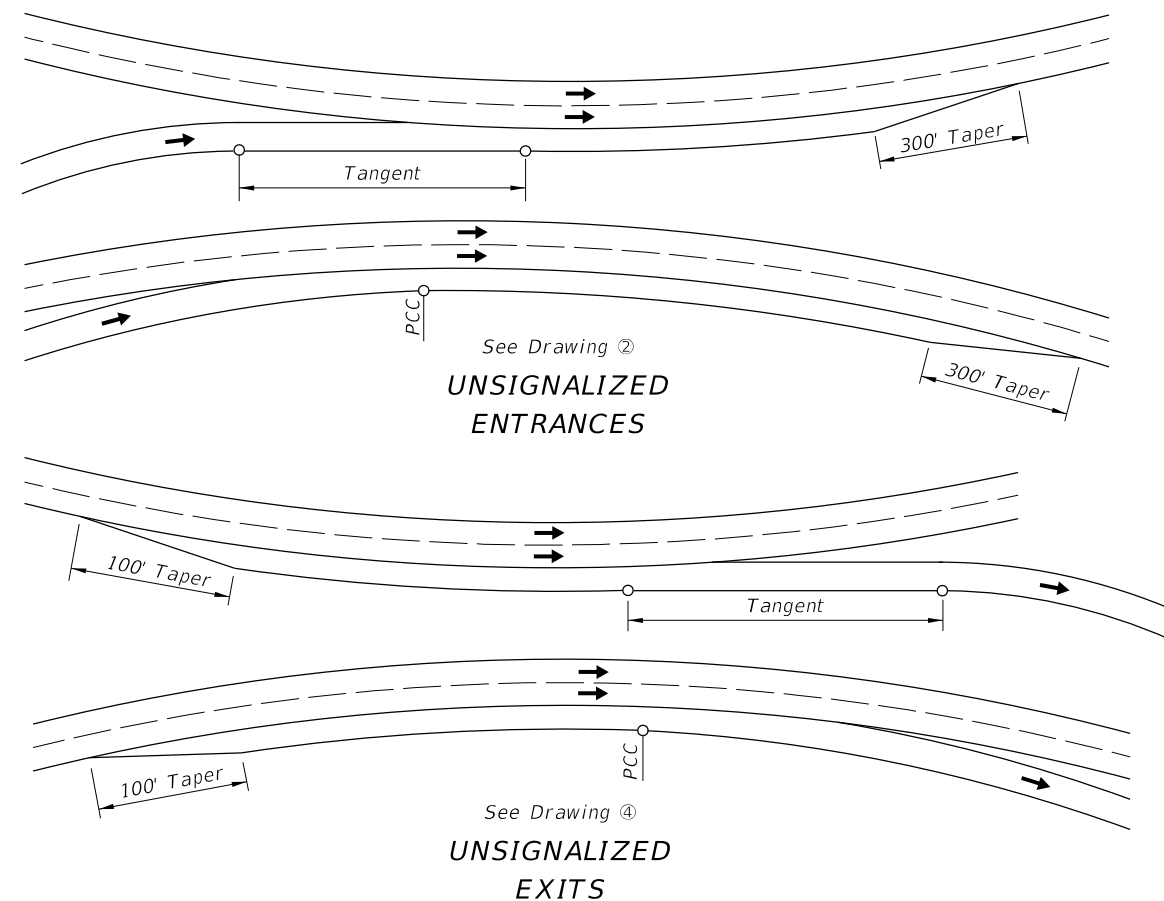
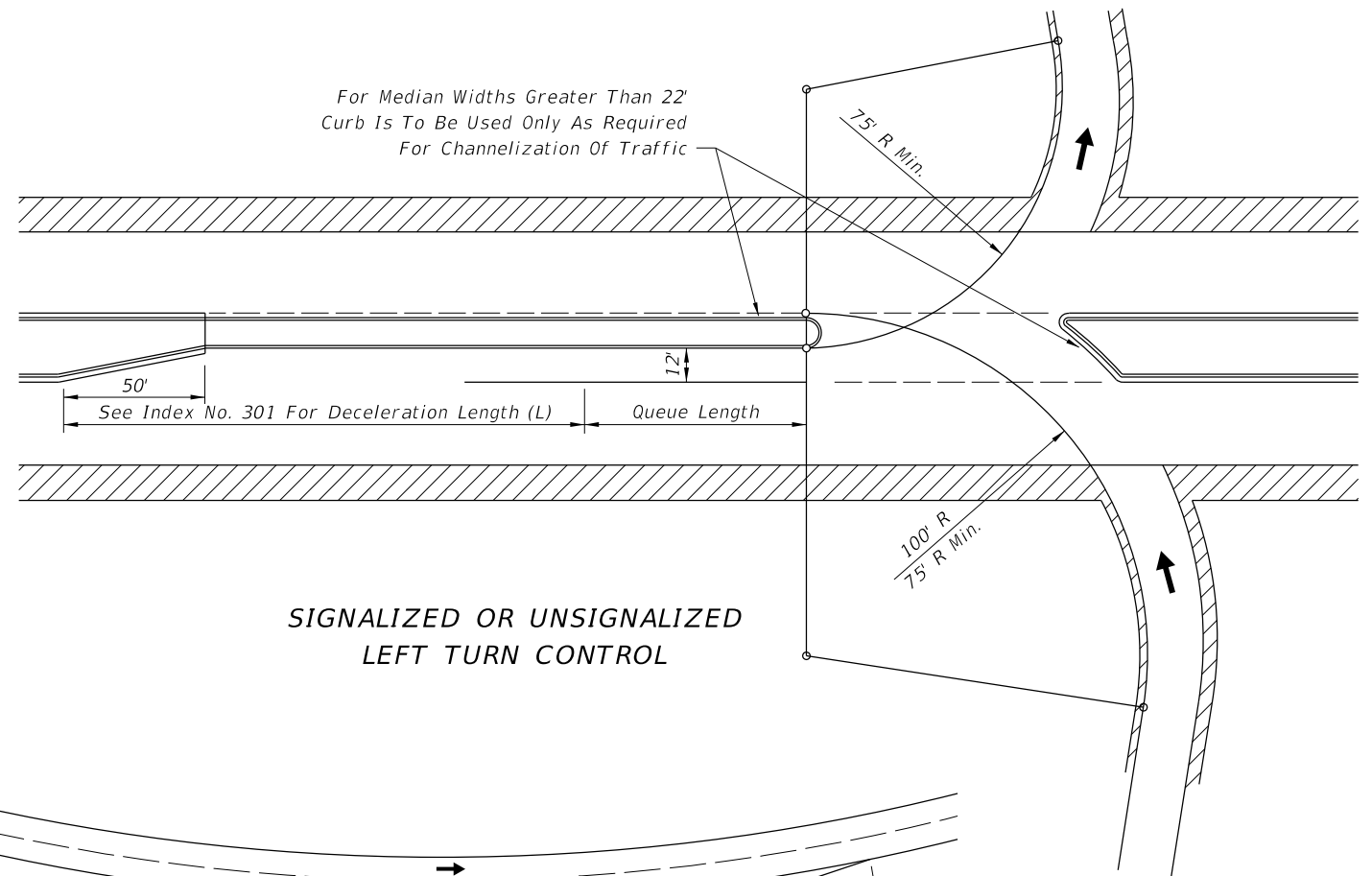
**UNSIGNALIZED EXITS**

**FOOTNOTES:**

W Normal shoulder pavement width.

\* Adjust for grades if greater than 2% (See Exhibit 10-71, AASHTO).

**RAMP TERMINALS**



NOTE: Ramp terminals on curves should be avoided when possible.

**RAMP TERMINALS ON CURVES**

**CROSSROAD TERMINALS**

**RAMP TERMINALS**

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LAST REVISION	DESCRIPTION:
07/01/13	

**FDOT** FY 2016-17 DESIGN STANDARDS

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525	5 of 5