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.
THREE THRU LANES - APPROACH AUXILIARY LANE

EXIT TERMINALS

TWO-LANE RAMPS
SHOULDER TREATMENT

ACCELERATION LANE WITH SHOULD GUTTER

DECELERATION LANE WITH SHOULBER GUTTER

SHOULDER TREATMENT
AT SPEED CHANGE LANES AT FREEWAY RAMP TERMINALS

FREEWAY RAMP TERMINALS
CROSSROAD TERMINALS

RAMP TERMINALS

Parallel cross road entrance terminals. Recommended when a bridge is located within the merging lane, turning roadway speed is less than 50% of thru roadway speed or for the combinations of horizontal alignment shown elsewhere on this sheet.

UNSIGNALIZED ENTRANCES

Standard cross road exit terminal. To be used when roadway alignment is tangent.

UNSIGNALIZED EXITS

Parallel cross road exit terminals. Recommended when exit is partially hidden over the crest of vertical curve or when turning roadway speed is less than 50% of thru roadway speed, or for the combinations of horizontal alignment shown elsewhere on this sheet.

FOOTNOTES:

1 Normal shoulder pavement width.

3 Adjust for grades if greater than 2%. See Exhibit I-71, AASHTO.

5 Decel. Dist. From 2001 AASHTO Exhibit 10-73

For median widths greater than 22' curb is to be used only as required for channelization of traffic.

See Drawing 2 of Index No. 301 for deceleration length (L) and queue length.