GENERAL NOTES

1. Taper-Type exit and entrance terminals as detailed shall not be used on ramps for which a speed of 30 MPH or greater cannot be maintained. For each ramp, parallel sterilization and deeration zone shall be used in place of taper with length not according to AASHTO.

2. (a) PCC Pavement Projects;
   Where shoulder pavement adjacent to shoulder gutter is less than 6' wide, it shall be identified at the adjacent roadway pavement beginning with the transition 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 identified at the shoulder roadway pavement.

3. For concrete pavement joint details and inlets at entrance and exit ramp terminals see index No. 30.

4. Shoulder gutter applications will be determined by drainage design.

DETAIL C
TAPER-TYPE ENTRANCE

FLEXIBLE PAVEMENT THICKNESS TRANSITION

INSET

DETAIL D
PARALLEL-TYPE ENTRANCE

ENTRANCE TERMINALS
SINGLE-LANE RAMPS
THREE THRU LANES - APPROACH AUXILIARY LANE

EXIT TERMINALS

TWO-LANE RAMPS
ACCELERATION LANE WITH SHOULDER GUTTER

DECELERATION LANE WITH SHOULDER GUTTER

ACCELERATION LANE WITHOUT SHOULDER GUTTER

DECELERATION LANE WITHOUT SHOULDER GUTTER

SHOULDER TREATMENT
AT SPEED CHANGE LANES AT FREEWAY RAMP TERMINALS

FREEWAY RAMP TERMINALS
CROSSROAD TERMINALS

RAMP TERMINALS

UN SIGNALIZED ENTRANCES

Standard crossroad entrance terminals. To be used when roadway alignment is tangent and no bridges are located within the merging lane.

UN SIGNALIZED EXITS

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

FOOTNOTES:
- Normal shoulder pavement width.
- Adjust for grades if greater than 2% (See Table 2-5, AASHTO).

NOTE: Ramp terminal on curve should be avoided when possible.