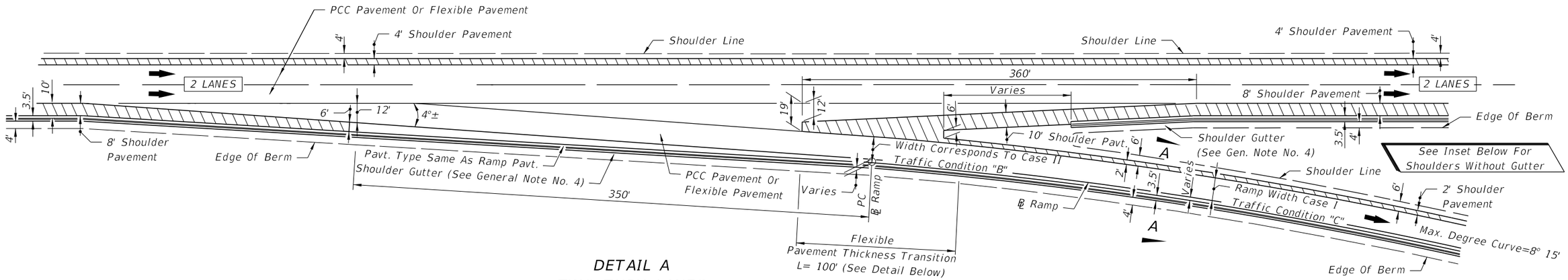
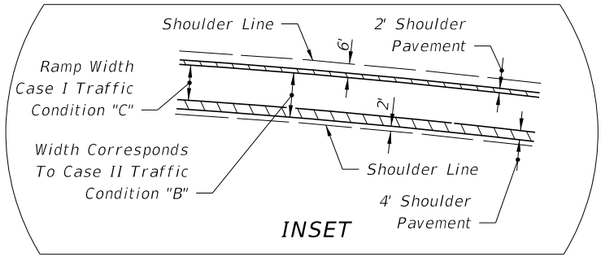
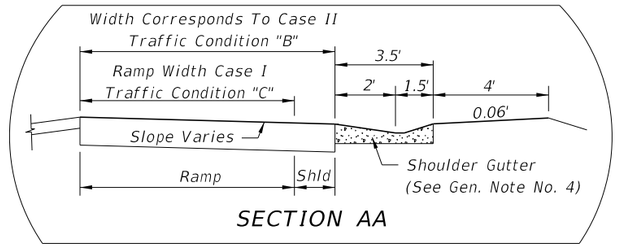


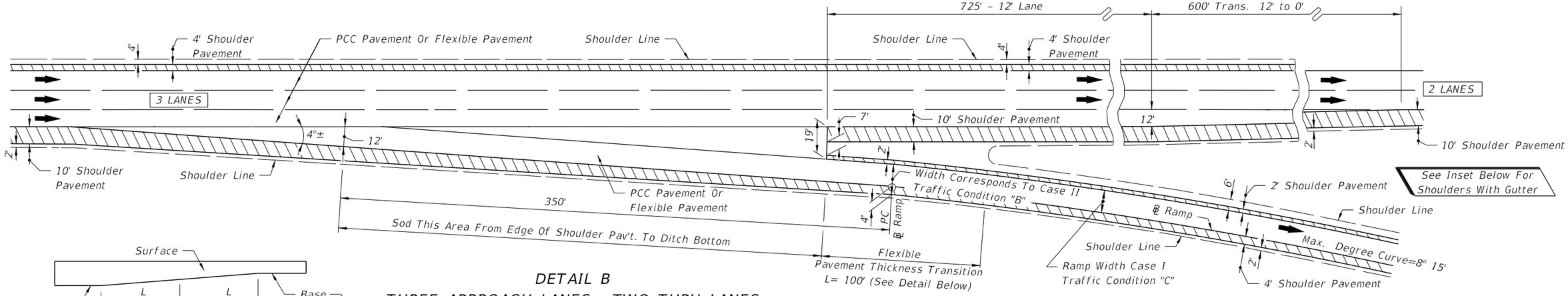
DETAIL A
TWO THRU LANES



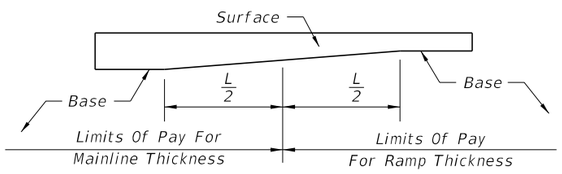
INSET



SECTION AA

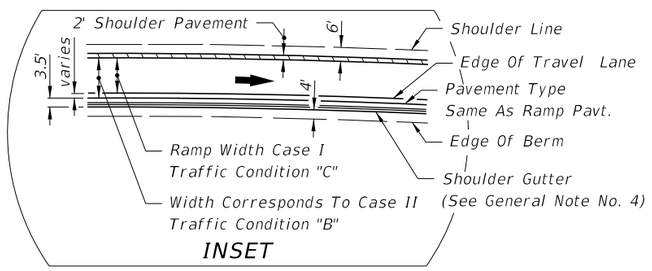


DETAIL B
THREE APPROACH LANES - TWO THRU LANES



FLEXIBLE PAVEMENT THICKNESS TRANSITION

NOTE: For General Notes See Sheet No. 2



INSET

EXIT TERMINALS

SINGLE - LANE RAMPS

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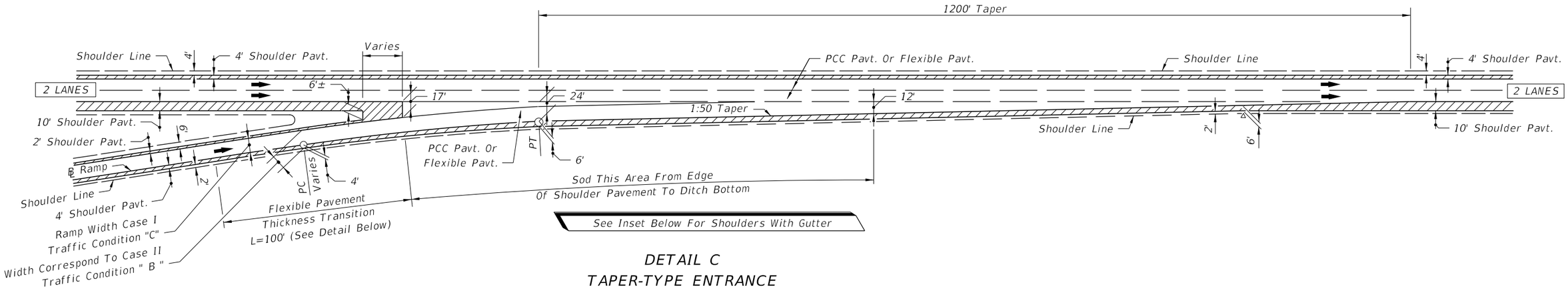
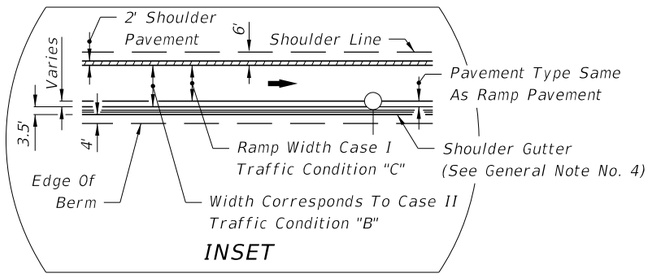


DETAIL C
TAPER-TYPE ENTRANCE



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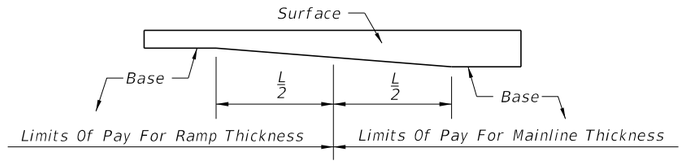
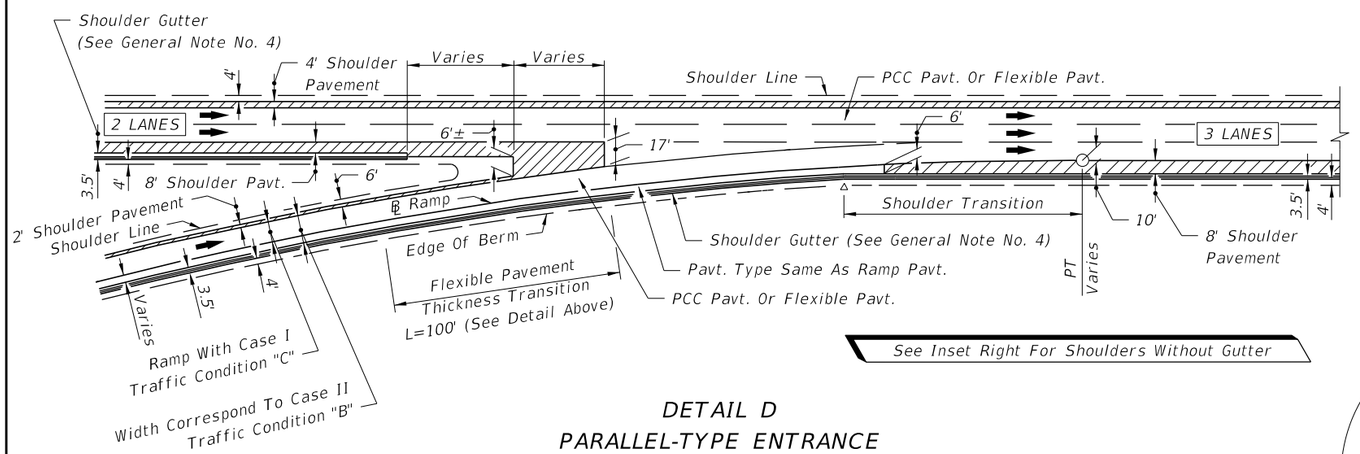


FLEXIBLE PAVT. THICKNESS TRANSITION



DETAIL D
PARALLEL-TYPE ENTRANCE

ENTRANCE TERMINALS
SINGLE-LANE RAMPS

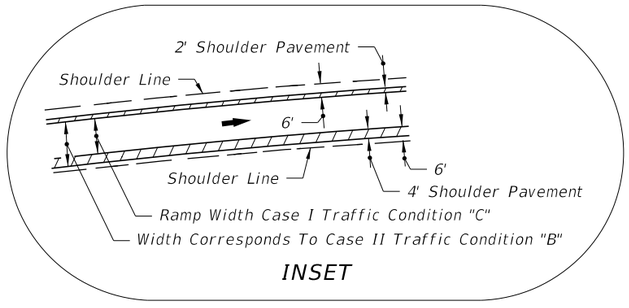
GENERAL NOTES

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.



INSET

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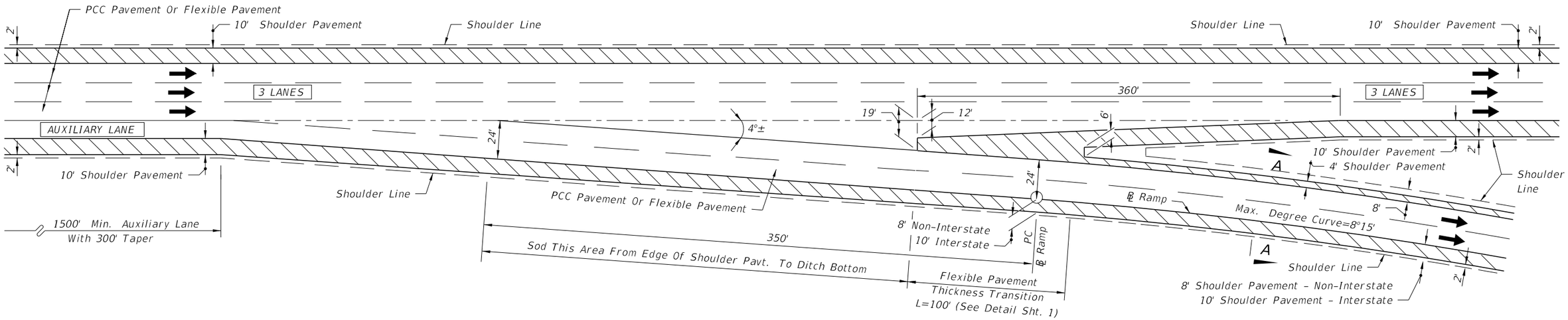
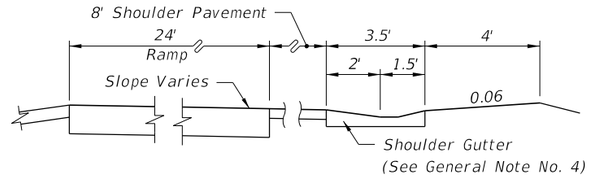


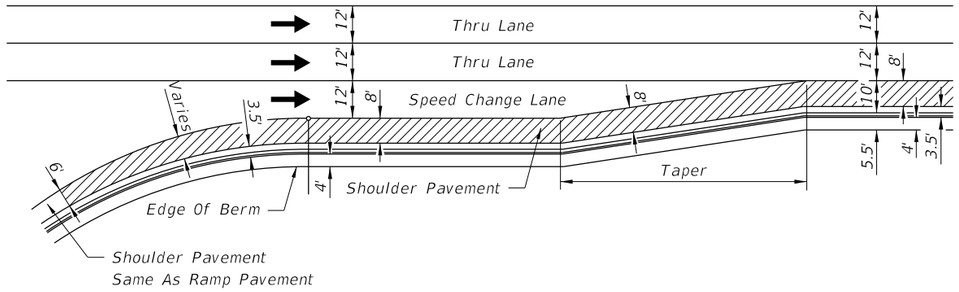
THREE THRU LANES - APPROACH AUXILIARY LANE

EXIT TERMINALS

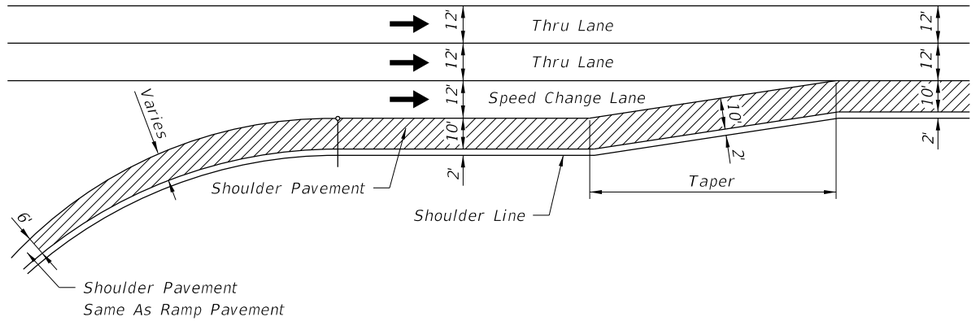
TWO-LANE RAMPS



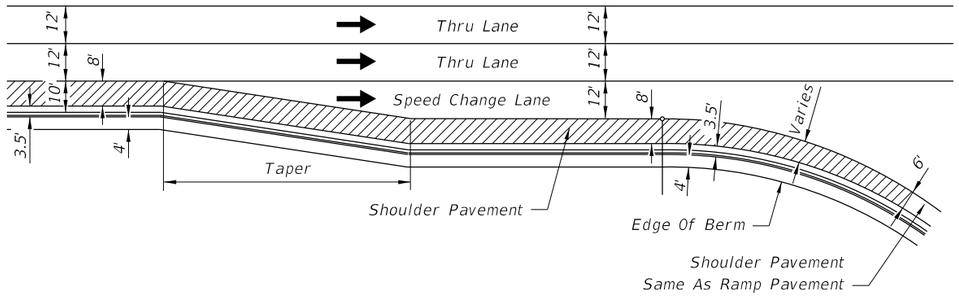
SECTION WHEN SHOULDER GUTTER USED
SECTION AA



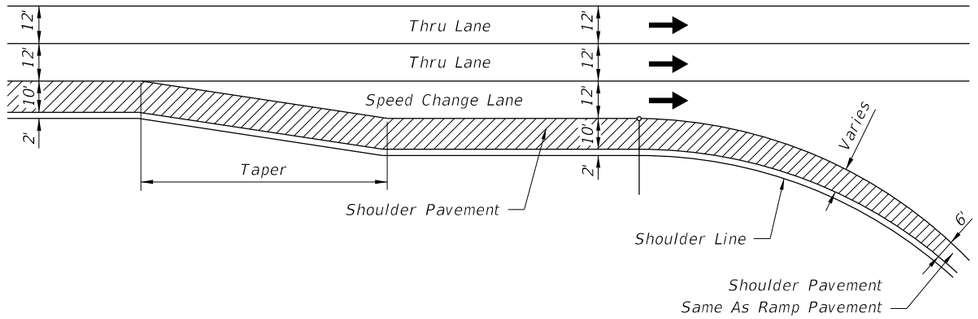
ACCELERATION LANE WITH SHOULDER GUTTER



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

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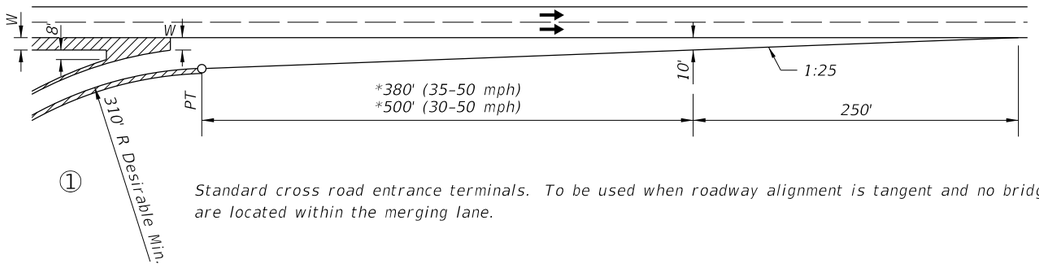
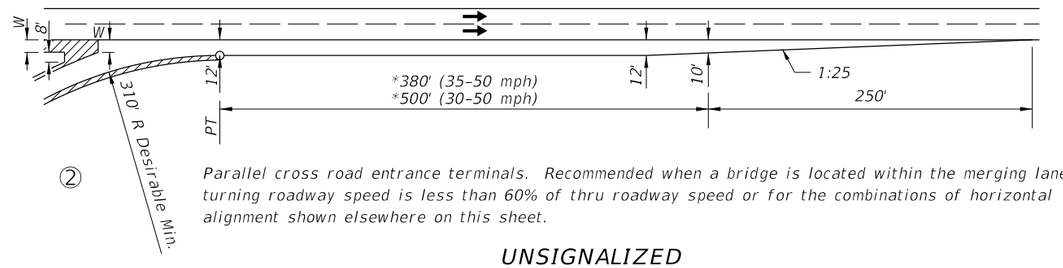


①

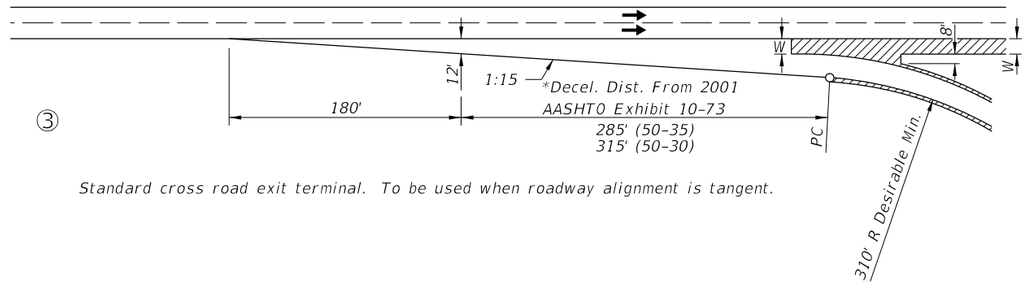
Standard cross road entrance terminals. To be used when roadway alignment is tangent and no bridges are located within the merging lane.



②

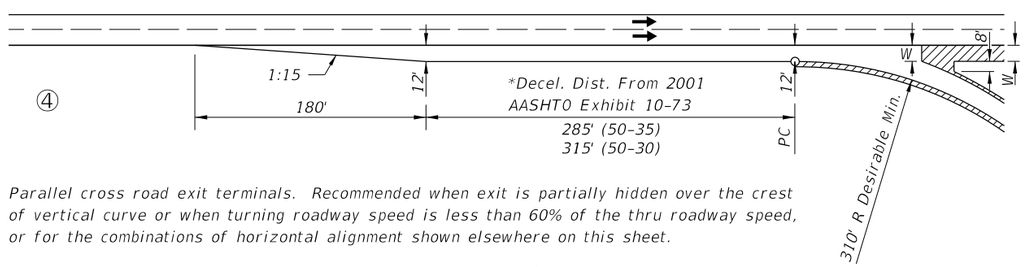
Parallel cross road entrance terminals. Recommended when a bridge is located within the merging lane, turning roadway speed is less than 60% of thru roadway speed or for the combinations of horizontal alignment shown elsewhere on this sheet.

UNSIGNALIZED ENTRANCES



③

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



④

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 60% of the thru roadway speed, or for the combinations of horizontal alignment shown elsewhere on this sheet.

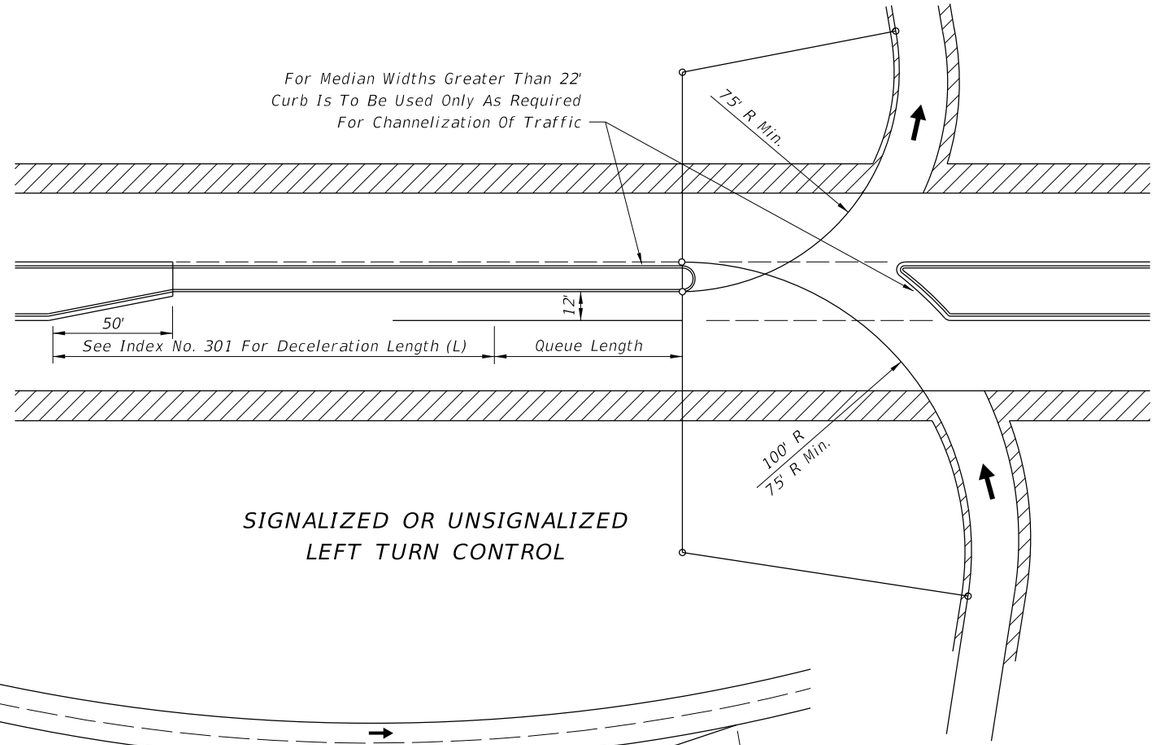
UNSIGNALIZED EXITS

FOOTNOTES:

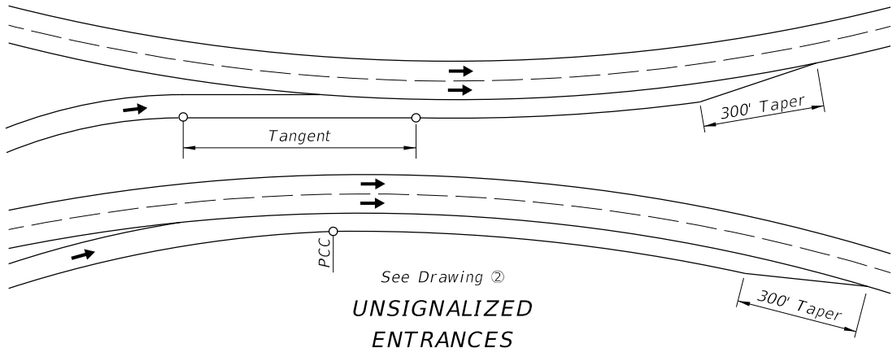
W Normal shoulder pavement width.

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

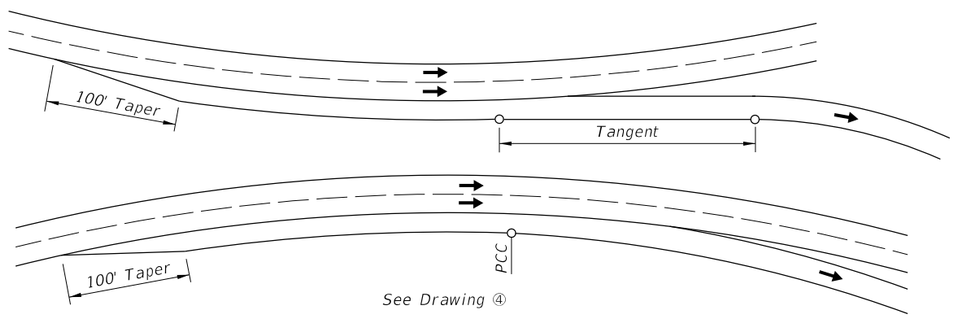
RAMP TERMINALS



SIGNALIZED OR UNSIGNALIZED LEFT TURN CONTROL



UNSIGNALIZED ENTRANCES



UNSIGNALIZED EXITS

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

RAMP TERMINALS ON CURVES

CROSSROAD TERMINALS

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