Shoulder Gutter applications will be determined by drainage design.

- **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

SECTION AA

SECTION WHEN SHOULDER GUTTER USED
ACCELERATION LANE WITH SHOULDER GUTTER

DECELERATION LANE WITH SHOULDER GUTTER

SHOULDER TREATMENT
AT SPEED CHANGE LANES AT FREEWAY RAMP TERMINALS

FREEWAY RAMP TERMINALS
RAMP TERMINALS

For Median Widths Greater Than 22
Curb Is To Be Used Only As Required
For Channelization Of Traffic

SIGNALIZED OR UNSIGNALIZED
LEFT TURN CONTROL

FOOTNOTES:

M Normal shoulder pavement width.

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

CROSSROAD TERMINALS

RAMP TERMINALS ON CURVES

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

UNIGNALIZED ENTRANCES

UN SIGNALIZED EXITS

UN SIGNALIZED EXITS

See Index No. 301 For Deceleration Length (L)
Queue Length

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

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

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

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.

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

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.

UN SIGNALIZED ENTRANCES

UN SIGNALIZED ENTRANCES

See Drawing ©

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

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.

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

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UN SIGNALIZED ENTRANCES

UN SIGNALIZED ENTRANCES

See Drawing ©

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

RAMP TERMINALS

UN SIGNALIZED EXITS

UN SIGNALIZED EXITS

See Drawing ©

UN SIGNALIZED ENTRANCES

UN SIGNALIZED ENTRANCES

See Drawing ©