

Spacing Standards for Commercial Entrances/Intersections Near Interchange Ramps

The spacing standards near interchange ramps focus on safe ramp exit and entry movements. Greater separation between Ramp Terminals (see definition of Ramp Terminal)* and entrances and intersections is necessary for multilane versus two-lane highways because the motorist's maneuvers at multilane roads are more complex, such as crossing through lanes to reach a left turn lane at an intersection. Functional classification is not applied because arterials may be two lane or multilane. If the off and/or on ramp connects to a continuous auxiliary lane, the spacing distance is measured from where the AASHTO calculated acceleration or deceleration lane and taper would end if there were no continuous auxiliary lane. Note: For Limited Access Line, Fence Requirements and 100' Urban/300' Rural FHWA minimum access control, See Figures 2E-9 and 2E-10 in Chapter 2E of the Road Design Manual.

Spacing Dimension		
X	Y	M
750'	1320'	990'

TABLE 2-3 MINIMUM SPACING STANDARDS FOR COMMERCIAL ENTRANCES AND INTERSECTIONS NEAR INTERCHANGE AREAS ON MULTILANE CROSSROADS

Source: *Access Control Design on Highway Interchanges, 2008.*
 H. Rakha, A. M. Flintsch, M. Arafeh, G. Abdel-Salam, D. Dua, and M. Abbas.
 Virginia Tech Transportation Institute, Blacksburg, VA

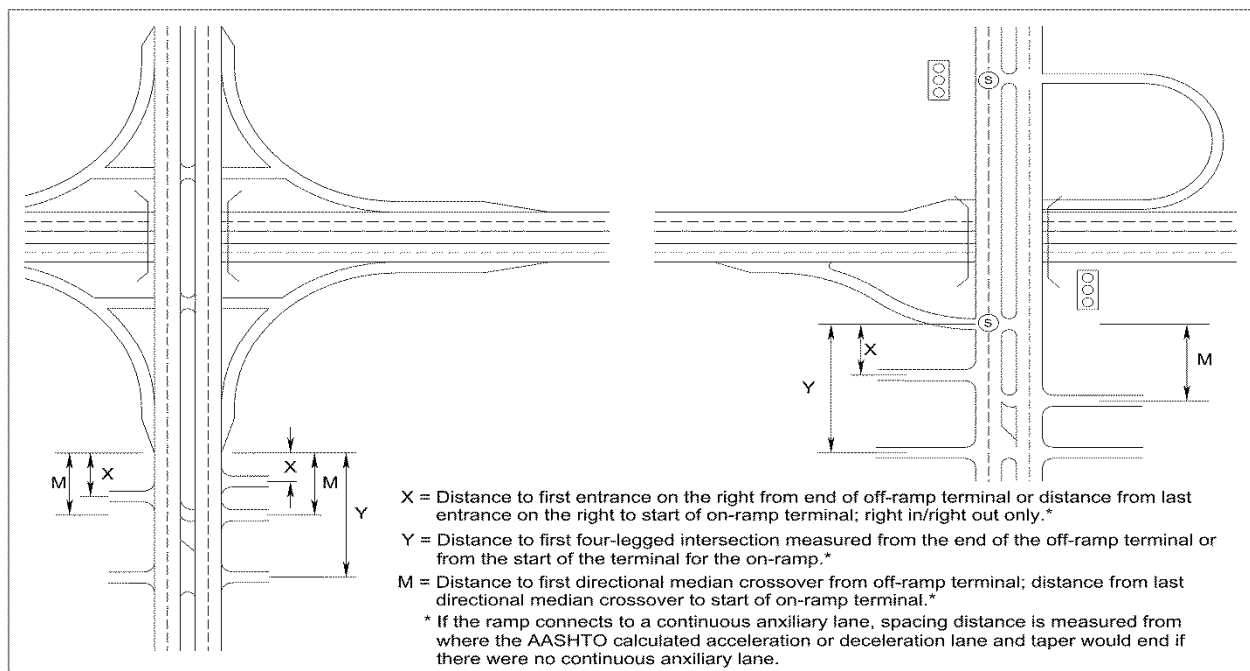


FIGURE 2-9 ACCESS CONTROL ON MULTI LANE HIGHWAYS AT INTERCHANGES

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