

## Exit Ramps

- Interchange exit ramps are to be designed in accordance with details provided below. Ref: AASHTO's *A Policy on Geometric Design of Highways and Streets*, Chapter 10, Section 10.9.6, page 10-87\*.
- Grading of the exit ramp gore area will be required to provide a recovery area for out-of-control vehicles. Unusual situations may require special handling of the slopes or the installation of an impact attenuation device; however, in no case will an earth berm be located in this area. All questions concerning individual designs should be discussed with the appropriate Assistant L&D Engineer.

## Entrance Ramps

- Entrance ramps are to be designed in accordance with the details provided below. Ref: AASHTO's *A Policy on Geometric Design of Highways and Streets*, Chapter 10, Section 10.9.6, page 10-87.

## Acceleration/Deceleration Lane Lengths and Grade Adjustments

- For lengths of Ramp Terminal Acceleration Lanes on flat grades (2 percent or less), see 2011 AASHTO Green Book, Chapter 10, Section 10.9.6, page 10-110, Table 10-3. Acceleration lane lengths on grades  $\geq 3\%$  must be adjusted in accordance with adjustment factors shown in the 2011 AASHTO Green Book, Chapter 10, Section 10.9.6, page 10-112, Table 10-4.
- For lengths of Ramp Terminal Deceleration Lanes on flat grades (2 percent or less), see 2011 AASHTO Green Book, Chapter 10, Section 10.9.6, page 10-115, Table 10-5. Deceleration lane lengths on grades  $\geq 3\%$  must be adjusted in accordance with adjustment factors shown in the 2011 AASHTO Green Book, Chapter 10, Section 10.9.6, page 10-112, Table 10-4.
- Lengths shown in the 2011 AASHTO Green Book are for single lane traffic. For two-lane ramps, or other conditions, consult the AASHTO Green Book Chapter 10, Section 10.9.6, page 10-120 for additional instructions.

For Taper Lengths, see Table C-8-1 below:

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