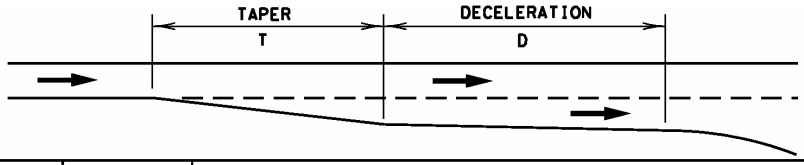
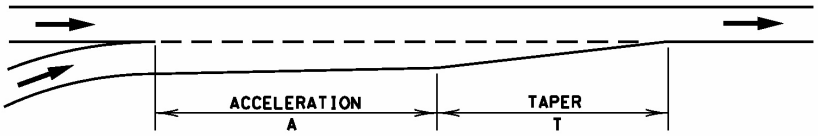


HIGHWAY DESIGN SPEED (mph)	MINIMUM LENGTH OF TAPER T (ft)	DECELERATION LENGTH, D (ft) FOR ENTRANCE CURVE DESIGN SPEED (mph)								
		STOP CONDITION	15	20	25	30	35	40	45	50
		AND INITIAL SPEED (mph)								
		0	14	18	22	26	30	36	40	44
30	150	235	200	170	140	-	-	-	-	-
35	165	280	250	210	185	150	-	-	-	-
40	180	320	295	265	235	185	155	-	-	-
45	200	385	350	325	295	250	220	-	-	-
50	230	435	405	385	355	315	285	225	175	-
55	250	480	455	440	410	380	350	285	235	-
60	265	530	500	480	460	430	405	350	300	240
65	285	570	540	520	500	470	440	390	340	280
70	300	615	590	570	550	520	490	440	390	340
75	330	660	635	620	600	575	535	490	440	390

Note: Where providing desirable deceleration length is impractical, it is acceptable to allow for a moderate amount of deceleration (10 mph) within the through lanes and to consider the taper as part of the deceleration length.



HIGHWAY DESIGN SPEED (mph)	MINIMUM LENGTH OF TAPER T (ft)	ACCELERATION LENGTH, A (ft) FOR ENTRANCE CURVE DESIGN SPEED (mph)								
		STOP CONDITION	15	20	25	30	35	40	45	50
		AND INITIAL SPEED (mph)								
		0	14	18	22	26	30	36	40	44
30	150	180	140	-	-	-	-	-	-	-
35	165	280	220	160	-	-	-	-	-	-
40	180	360	300	270	210	120	-	-	-	-
45	200	560	490	440	380	280	160	-	-	-
50	230	720	660	610	550	450	350	130	-	-
55	250	960	900	810	780	670	550	320	150	-
60	265	1200	1140	1100	1020	910	800	550	420	180
65	285	1410	1350	1310	1220	1120	1000	770	600	370
70	300	1620	1560	1520	1420	1350	1230	1000	820	580
75	330	1790	1730	1630	1580	1510	1420	1160	1040	780

Note: Uniform 50:1 to 70:1 tapers are recommended where lengths of acceleration lanes exceed 1,300 ft.

LENGTHS OF EXIT AND ENTRANCE RAMP SPEED CHANGE LANES (US CUSTOMARY)