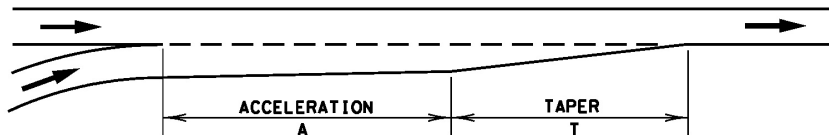


HIGHWAY DESIGN SPEED (km/h)	MINIMUM LENGTH OF TAPER T (m)	DECELERATION LENGTH, D (m) FOR DESIGN SPEED OF EXIT CURVE (km/h)							
		STOP CONDITION	20	30	40	50	60	70	80
		FOR AVERAGE RUNNING SPEED ON EXIT CURVE (km/h)							
		0	20	28	35	42	51	63	70
50	45	75	70	60	45	-	-	-	-
60	55	95	90	80	65	55	-	-	-
70	60	110	105	95	85	70	55	-	-
80	70	130	125	115	100	90	80	55	-
90	75	145	140	135	120	110	100	75	60
100	80	170	165	155	145	135	120	100	85
110	90	180	180	170	160	150	140	120	105
120	100	200	195	185	175	170	155	140	120

Note: Where providing desirable deceleration length is impractical, it is acceptable to allow for a moderate amount of deceleration (15 km/h) within the through lanes and to consider the taper as part of the deceleration length.



HIGHWAY DESIGN SPEED (km/h)	MINIMUM LENGTH OF TAPER T (m)	ACCELERATION LENGTH, A (m) FOR ENTRANCE CURVE DESIGN SPEED (km/h)							
		STOP CONDITION	20	30	40	50	60	70	80
		AND INITIAL SPEED (km/h)							
		0	20	28	35	42	51	63	70
50	45	60	50	30	-	-	-	-	-
60	55	95	80	65	45	-	-	-	-
70	60	150	130	110	90	65	-	-	-
80	70	200	180	165	145	115	65	-	-
90	75	260	245	225	205	175	125	35	-
100	80	345	325	305	285	255	205	110	40
110	90	430	410	390	370	340	290	200	125
120	100	545	530	515	490	460	410	325	245

Note: Uniform 50:1 to 70:1 tapers are recommended where lengths of acceleration lanes exceed 400 m.

## LENGTHS OF EXIT AND ENTRANCE RAMP SPEED CHANGE LANES (METRIC)