



DETAILS OF TAPERED DECELERATION LANES FOR INTERCHANGES

- NOTES:**
1. THE CHOICE OF TAPER RATIO SHOULD BE MADE BASED ON DESIGN SPEED AND GRADIENT; SEE FIGURE E-1.1
 2. DECISION SIGHT DISTANCE SHOULD BE AVAILABLE AT THE DIVERGE AREA. (REFER TO SECTION B.2.6)
 3. FOR TYPICAL PAVEMENT MARKINGS REFER TO THE TRAFFIC CONTROL STANDARDS MANUAL.
 4. FOR WEAVING LENGTH REFER TO FIGURE E.1.1

	RAMP SHOULDER AND WEAVE LIMIT	BK	12/06
	REVISED EXIT RAMP LANE WIDTH	PM	11/04
	REVISED WEAVING DIMENSION	TBN	06/98
No.	REVISIONS	BY	DATE

Alberta
INFRASTRUCTURE AND TRANSPORTATION

FIGURE E-1.3

Date: APRIL 1995

DETAILS OF EXIT TERMINALS ON DIVIDED HIGHWAYS AT INTERCHANGES