

Update in Road Design Manual Chapter 13 –INTERCHANGES

Summary of the changes as follows:

Various changes throughout the chapter relating to consistency, conciseness, and grammar.

Pg. 13-1 – Updated Table of Contents for “Figure 13-4a Shoulder Transition for Parallel Type Exit Ramp”.

Pg. 13-8 – Changed language to refer to the Parallel Entrance and Exit Ramp design as preferred.

Pg. 13-9 – Changed language for entrance ramp design guidance. Added desirable deceleration length of 800’.

Pg. 13-10 – Updated Figure 13-4 to show the parallel exit ramp design.

Pg. 13-11 – Updated both Figure 13-4a and 13-4b. Figure 13-4a now shows the parallel exit ramp design. Figure 13-4b had a few minor cleanup items on it to make it easier to understand.

Pg. 13-12 – Updated the 80 mph acceleration length for Stop Condition. This was to reflect what is shown in the green book.

Pg. 13-13 – Updated the 65 mph deceleration length for 25 mph. This was to reflect what is shown in the green book.

Pg. 13-14 – Updated some ratios for 75 mph and 80 mph in the 3 %to 4% upgrade columns. This was to reflect what is shown in the green book.

Pg. 13-17 – Updated Figure 13-6 to reflect the parallel exit ramp design. Changed the exit ramp gore width to reflect current surfacing office’s design practice.

Pg. 13-18 – Updated Figure 13-7 to reflect the parallel exit ramp design.

Pg. 13-20 – Updated language for the exit ramp slope minimum to match the cross slope of the cross road. Made the language more concise.

Pg. 13-22 – Reformatted some of the equations and updated the equation number referenced to the green book.

Pg. 13-23 – Updated the 60 mph computed K column to reflect what is shown in the green book.

[Check it out here.](#)