Gores - The term "gore" indicates an area downstream from the shoulder intersection points as illustrated in Figure 500.12. The gore nose is defined as that point where the distance measured between the main line and ramp travelled ways is 7.0 m. If feasible, the unpaved area beyond the nose should be graded level with the roadways. Heavy sign supports, street lights, and roadway structure supports shall be kept out of the graded gore area.

Profile grade considerations are of particular concern through entrance and exit gore areas. In some instances the ramp profile, or the combination of profile and cross slope, is sufficiently different from the freeway through lanes that grade breaks across the gore become necessary. Where adjacent lanes or lanes and gore areas at freeway entrances and exits are not in the same plane, the algebraic difference in pavement cross slope shall not exceed 5%.

Lane Drops - Typically the ramp lane reduction shall be made using a desirable taper rate of 70:1, 50:1 maximum.

Lane drop tapers should not extend beyond the 2 meter point (the beginning of the weaving length) without the provision of an auxiliary lane.

Lane Additions - Lane additions to ramps shall use a taper rate of 10:1.

Superelevation And Cross Slope - The factors controlling superelevation rates discussed in Part 2, Section 200, Geometric Design Standards, apply to ramps. Ramp superelevation rates shall be per Table 200.04.

Where feasible, the curve radius should be increased to reduce the required standard superelevation rate. Both the edge of travelled way and the edge of shoulder should be examined at ramp junctions to assure a smooth transition.

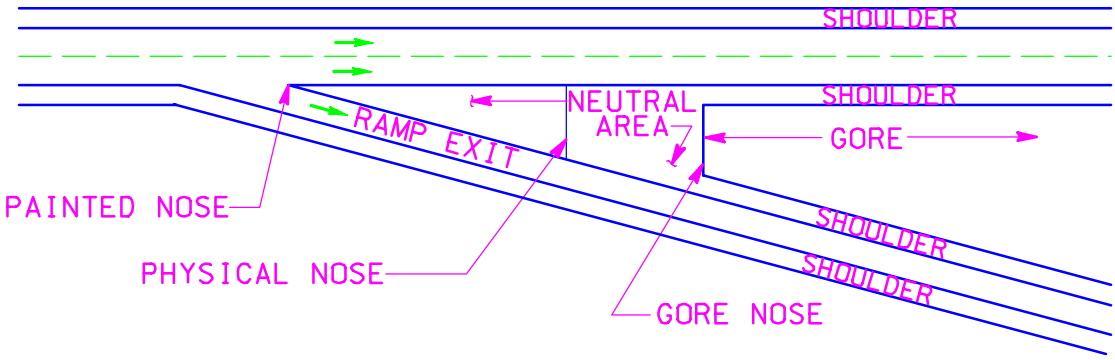

Figure 500.12
Typical Gore Area
From AASHTO, 1994, "A Policy on Geometric Design of Highways and Streets"