

Table 201.5.2 Ramp Design Speeds

Ramp Connection Type	Minimum Design Speed (mph)
Loops and Semi-Direct	30
Outer Cloverleaf	35
Intermediate Portions of Long Ramps	40
Direct Connection	50
<u>Express Lane Direct Connections:</u> (1) Design Speeds higher than the minimum shown above should be used when practical. A Design Speed of 60 mph is desirable. (2) Design Variations for Design Speed will not be approved for Express Lane Direct Connections with a Design Speed below 40 mph.	

201.5.1.1 Collector-Distributor Roads

The Design Speed for collector-distributor roads must not be **less** **more** than 10 mph below the Design Speed of the primary facility when direct ingress or egress to the Limited Access facility is provided. C-D road segments more than one intersection away from a LA facility should be assigned a Target Speed in accordance with their context classification.

201.5.1.2 Express Lanes

Express lanes Design Speed will be the same Design Speed as the adjacent general use lanes or general toll lanes in roadways that have buffer and wide buffer separation. In cases of barrier and grade separation the Design Speed can be equal to or greater than that of the adjacent general use lanes or general toll lanes, but never less than the general use lanes or general toll lanes. Minimum ramp Design Speeds for Express Lanes ramps are included in **Table 201.5.2**.

201.5.2 Post-Construction Speed Study

The District Traffic Operations Engineer (DTOE) typically conducts a speed investigation within one year after a new construction or reconstruction project is completed. A change in Posted Speed limit may be proposed based on engineering and traffic investigations