

Highway Design Speed (km/h)	Average Running Speed, V_a (km/h)	$L =$ Deceleration Length (m)							
		For Design Speed of First Governing Geometric Control (km/h)							
		Stop	20	30	40	50	60	70	80
		For Average Running Speed, V'_a (km/h)							
		0	20	28	35	42	51	63	70
50	47	75	70	60	45	--	--	--	--
60	55	95	90	80	65	55	--	--	--
70	63	110	105	95	85	70	55	--	--
80	70	130	125	115	110	90	80	55	--
90	77	145	140	135	120	110	100	75	60
100	85	170	165	155	145	135	120	00	85
110	91	180	180	170	160	150	140	120	105

Notes:

1. Value is for a grade of 3% or less. See Figure 54-3B for steeper upgrades or downgrades.
2. The deceleration length is calculated from the distance needed for a passenger car to decelerate from the highway mainline speed to the speed of the first governing geometric control on the exit ramp. The basic assumptions within the AASHTO deceleration model are as follows.
 - a. The vehicle is initially traveling at the average running speed of the highway mainline.
 - b. The vehicle decelerates in gear for 3 s of travel time.
 - c. The motorist brakes the vehicle at a comfortable rate until it reaches the average running speed of the first governing geometric control.

The AASHTO deceleration model is discussed in detail in A Policy on Geometric Design of Rural Highways, 1965, pp. 348-351.

LENGTHS FOR DECELERATION

Figure 54-3A