



# MEMORANDUM

**TO:** Outdoor Advertising Compliance Agents      **DATE:** January 4, 2013  
**FROM:** Gus Cannon *GC*  
Right of Way Division, Resource Management Section Director  
**SUBJECT:** Instructions for Measurement of Ramps

## Purpose

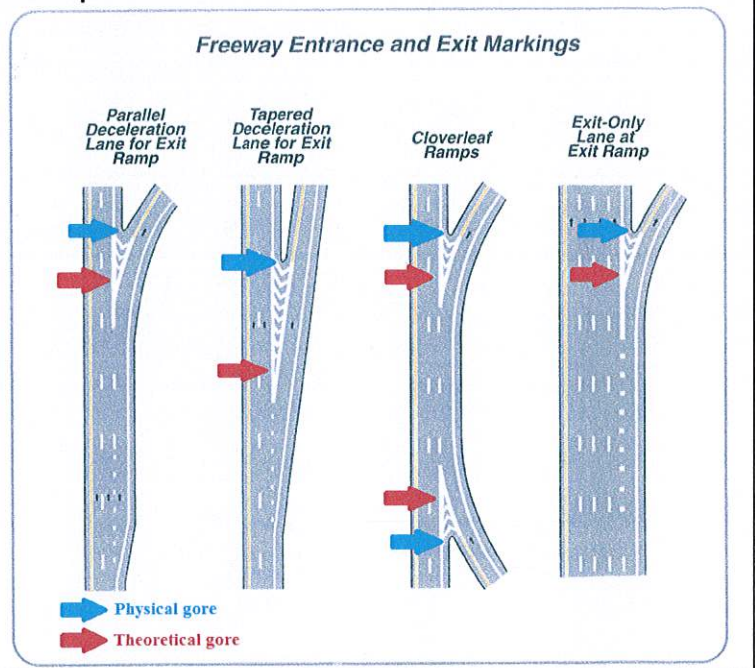
Title 43, Texas Administrative Code (TAC) §21.185 states that a sign may not be permitted within 1,000 feet of a ramp or the highway's acceleration and deceleration lanes. The purpose of this memo is to define the points that are to be used to identify the beginning and ending points of a ramp and acceleration and deceleration lanes.

## Definitions

**Theoretical gore** – For a ramp diverging from a roadway, the point at which the painted lane line of the ramp separates from the painted lane line of the roadway. For a ramp merging into a roadway, the point at which the painted lane line of the ramp joins the painted lane line of the roadway.

**Physical gore** – For a ramp diverging from a roadway, the point at which the pavement of the ramp separates from the pavement of the roadway. For a ramp merging into a roadway, the point at which the pavement of the ramp joins the pavement of the roadway.

## Examples:



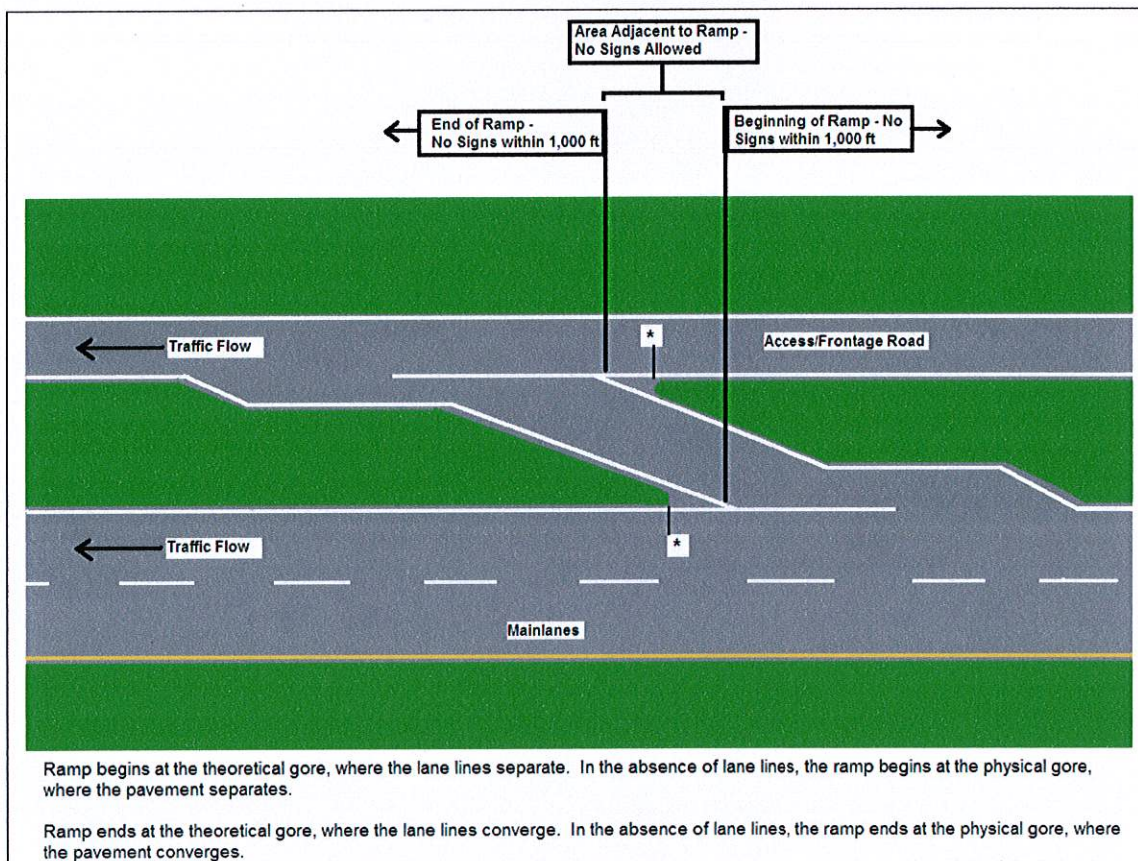
## Instructions

Not all ramps have acceleration or deceleration lanes. Of those ramps that do, the lengths of those lanes vary, so no standard measurement can be applied to establish the beginning or ending of a deceleration or acceleration lane. In the field, identifying the precise point where the pavement widening for a deceleration lane begins (or an

acceleration lane ends) is difficult. In instances of dropped (“exit-only”) lanes, the entire lane could be viewed as a deceleration lane. It is often impractical or impossible to identify the point at which a deceleration lane begins (or acceleration lane ends).

In order for members of the public and TxDOT’s Agents to accurately identify ramps, it is necessary to establish beginning and ending points that are easily identifiable in the field. The points should be identifiable without requiring the use of specialized maps or skilled operators, such as surveyors. **Agents are instructed to use the gore as the point at which a ramp begins and ends.** If present, the theoretical gore is to be used. In the absence of a theoretical gore, the physical gore is to be used.

For example, for an exit ramp, the ramp begins at the theoretical gore where the ramp’s lane line separates from the lane line of the mainlanes, and the ramp ends at the point where the ramp’s lane line joins the lane line of the frontage road.



When creating Field Inspection Logs, maps, or other documents, only the gore points are to be labeled as “Beginning of Ramp” or “End of Ramp” or similar.