



- ① FULL-ACCESS CONTROL LINE SHOULD EXTEND ALONG THE CROSS ROAD BEYOND THE RAMP TERMINAL TAPER EXTREMITY (BOTH SIDES OF ROAD) 30 m MINIMUM TO 60 m DESIRABLE IN URBAN AREAS AND 90 m MINIMUM TO 150 m DESIRABLE IN RURAL AREAS. THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.
- ② THE END OF ACCESS CONTROL SHOULD BE AT OPPOSITE POINTS, WHERE FEASIBLE.

Notes:

1. This figure illustrates an at-grade ramp intersection with an individual facility in rural and urban areas.
2. If there is no acceleration or deceleration lane, a point 120m or more from the intersecting ramp centerline with the cross road should be used to establish the end of L.A. R/W or closest point of access.
3. Where high-traffic crossroads, streets, commercial drives or signalized intersections are located or may be potentially constructed just beyond ramp intersections, extension of the limited access right-of-way beyond the limits shown should be considered to enhance operational safety and efficiency and to minimize congestion. Where a signalized intersection is anticipated, distances should be increased to 280m minimum, 240m desirable, where feasible in urban areas.

L.A. R/W AT INTERCHANGES (Case II)

Figure 86-4B