



- ① A DISTANCE OF 90 m MINIMUM TO 150 m DESIRABLE SHOULD BE PROVIDED BETWEEN THE RAMP TERMINAL TAPER EXTREMITIES AND THE LANE TRANSITION. THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.
- ② THE END OF THE FULL CONTROL ACCESS LINE SHOULD BE AT OPPOSITE POINTS WHERE FEASIBLE.
- ③ IF THERE IS NO ACCELERATION OR DECELERATION LANE, A DISTANCE OF 120 m OR MORE SHOULD BE PROVIDED BETWEEN THE INTERSECTION OF THE RAMP WITH THE CROSS ROAD AND THE LANE TRANSITION.

Notes:

1. This figure illustrates a typical ramp intersection with a rural divided facility which transitions to an undivided facility
2. Where high-traffic crossroads, streets, commercial drives or signalized intersections are located or may be potentially constructed just beyond the 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, the distances should be increased to 180m minimum, 240m desirable.

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

Figure 86-4D