



- ① THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.
- ② THE END OF ACCESS CONTROL SHALL BE AT OPPOSITE POINTS WHERE FEASIBLE, 30 m MINIMUM TO 60 m DESIRABLE BEYOND THE LANE TRANSITION AREA.

**Notes:**

1. This figure illustrates a typical outer connection on an urban 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 interchange outer connectors, 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, where feasible.

## L.A. R/W AT INTERCHANGES (Case V)

Figure 86-4E