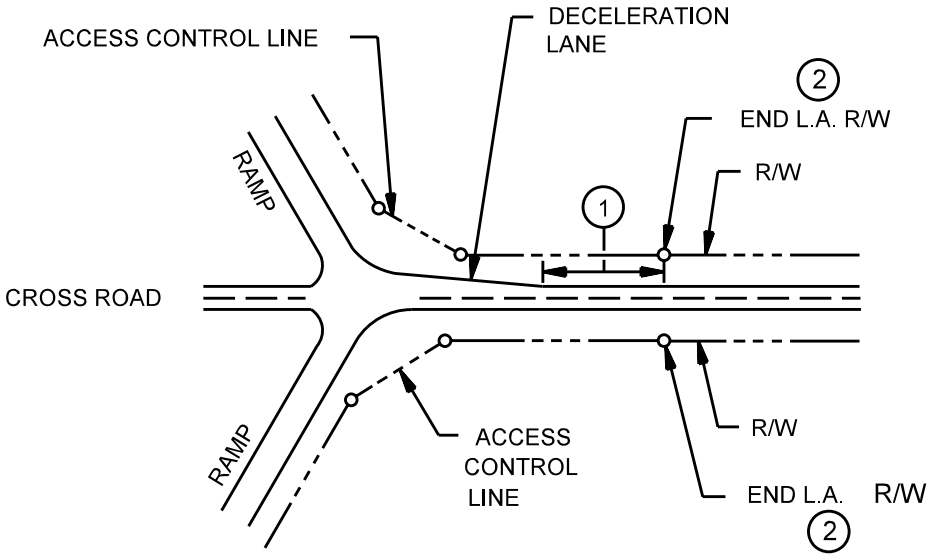

(1) FULL-ACCESS CONTROL LINE SHOULD EXTEND ALONG THE CROSS ROAD BEYOND THE RAMP TERMINAL TAPER EXTREMITY (BOTH SIDES OF ROAD) 100 ft MINIMUM TO 200 ft DESIRABLE IN URBAN AREAS AND 300 ft MINIMUM TO 500 ft DESIRABLE IN RURAL AREAS. THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE 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 decleration lane, a point 400 ft or more from the intersecting ramp ℄ 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 the ramp intersections, extension of the limited right-of-way beyond the limits shown should be considered operational safety and efficiency and to minimize congestion. Where a signalized intersection is anticipated, distances should be increased to 600 ft minimum, 800 ft desirable, where feasible in urban areas.*

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

Figure 86-4B