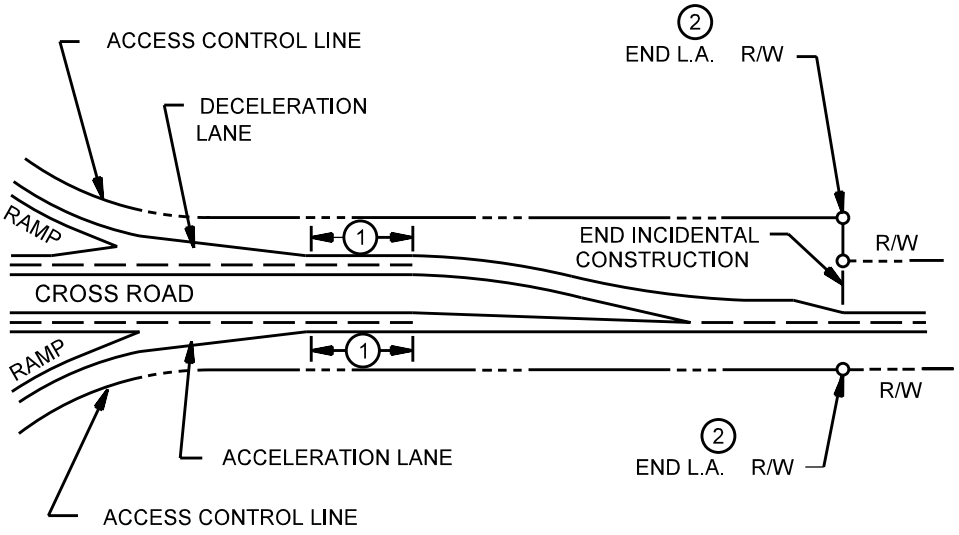


(1) A DISTANCE OF 300 ft MINIMUM TO 500 ft DESIRABLE SHOULD BE PROVIDED BETWEEN THE RAMP TERMINAL TAPER EXTREMITIES AND THE LANE TRANSITION. THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.

(2) THE END OF THE FULL CONTROL ACCESS LINE SHOULD BE AT OPPOSITE POINTS WHERE FEASIBLE.

*Notes:*

1. *This figure illustrates a typical outer connection on 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 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 600 ft minimum, 800 ft desirable.*

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

*Figure 86-4C*