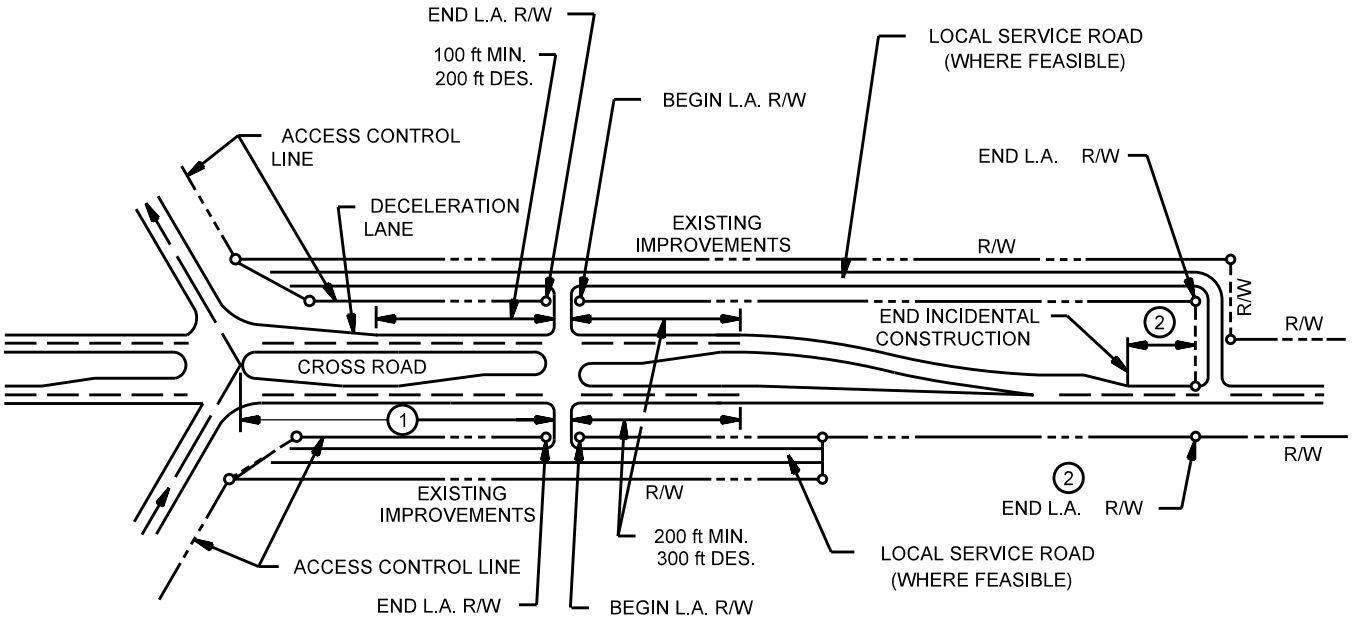

1 IF THERE IS NO ACCELERATION OR DECELERATION LANE, A POINT 400 ft OR MORE FROM THE INTERSECTION OF THE RAMP ℄ WITH THE CROSS ROAD SHOULD BE USED TO ESTABLISHED THE END OF L.A. R/W ON CLOSEST POINT OF ACCESS.

2 THE END OF ACCESS CONTROL SHOULD BE AT OPPOSITE POINTS WHERE FEASIBLE, 100 ft MINIMUM TO 200 ft DESIRABLE BEYOND THE LANE TRANSITION AREA.

Notes:

1. *This figure illustrates a typical ramp intersection with 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 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 600 ft minimum, 800 ft desirable, where feasible.*

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

Figure 86-4F