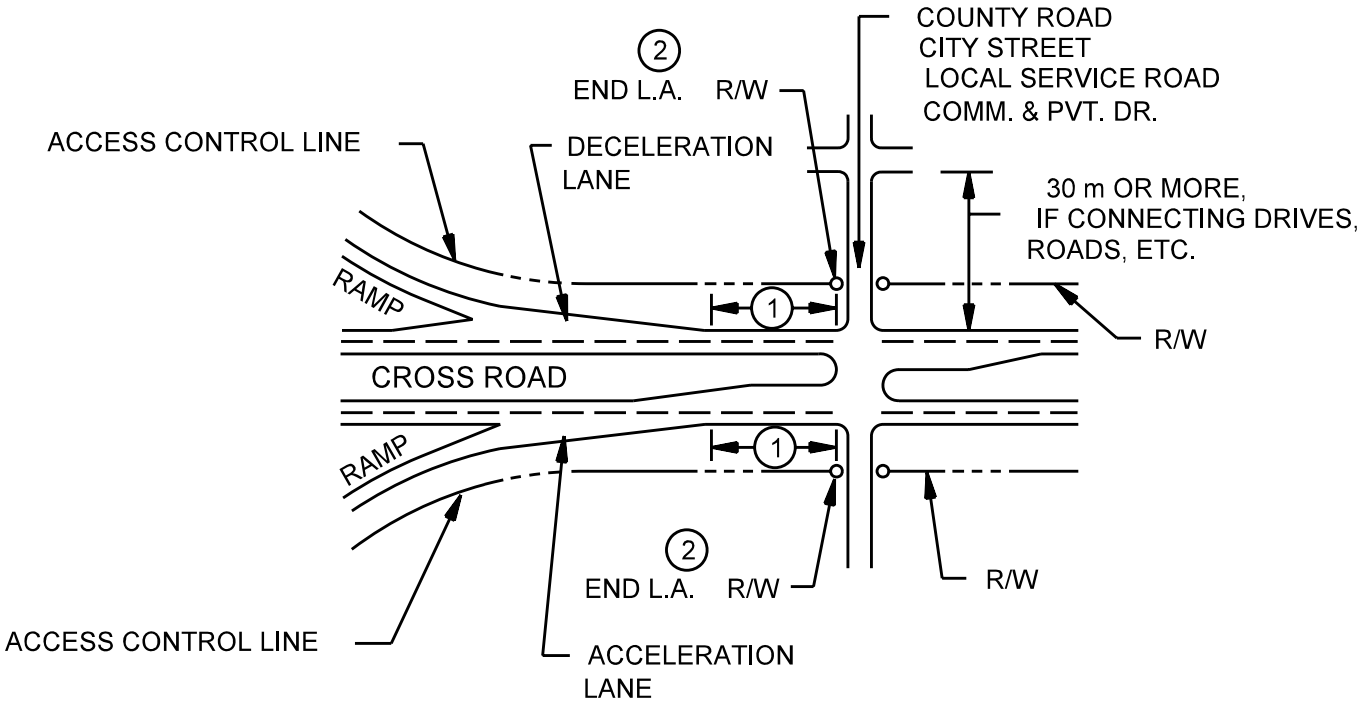

(1) FULL ACCESS CONTROL LINE SHOULD EXTEND ALONG THE CROSS ROAD BEYOND THE RAMP TERMINAL TAPER EXTREMITY (BOTH SIDES OF ROAD) 30 m MINIMUM TO 60 m DESIRABLE IN URBAN AREAS AND 90 m MINIMUM TO 150 m DESIRABLE IN RURAL AREAS. THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.

(2) THE END OF ACCESS CONTROL SHALL BE AT OPPOSITE POINTS, WHERE FEASIBLE.

Notes:

1. *This figure illustrates a typical outer connection for divided facilities in rural and urban areas.*
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 consider enhance operational safety and efficiency and to minimize congestion. Where a signalized section is anticipated, the distances should be increased to 180 m minimum, 240 m desirable, where feasible in urban areas.*

L.A. R/W AT INTERCHANGES (CASE I)

Figure 86-4A