



- ① IF THERE IS NO ACCELERATION OR DECELERATION LANE, A POINT 120 m OR MORE FROM THE INTERSECTION OF THE RAMP @ WITH THE CROSS ROAD SHOULD BE USED TO ESTABLISH 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, 30 m MINIMUM TO 60 m 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 180m minimum, 240m desirable, where feasible.

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

Figure 86-4F