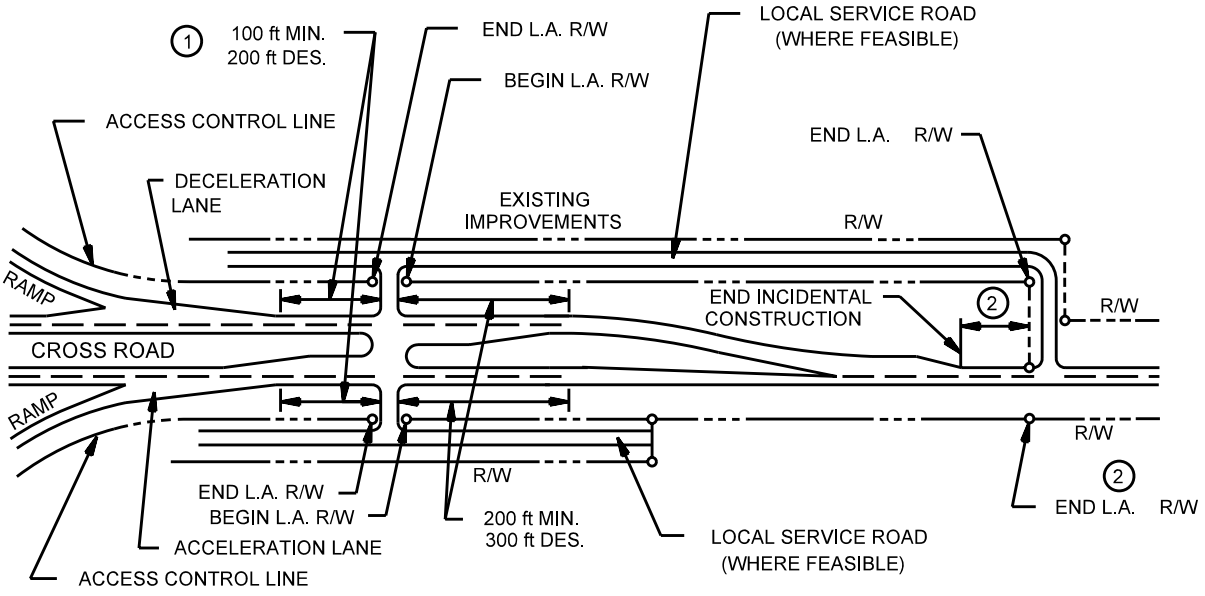

1 THE AUXILIARY LANE TERMINATING THE GREATER DISTANCE FROM THE INTERCHANGE AREA SHOULD GOVERN.

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

Notes:

1. *This figure illustrates a typical outer connection on 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 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, where feasible.*

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

Figure 86-4E