

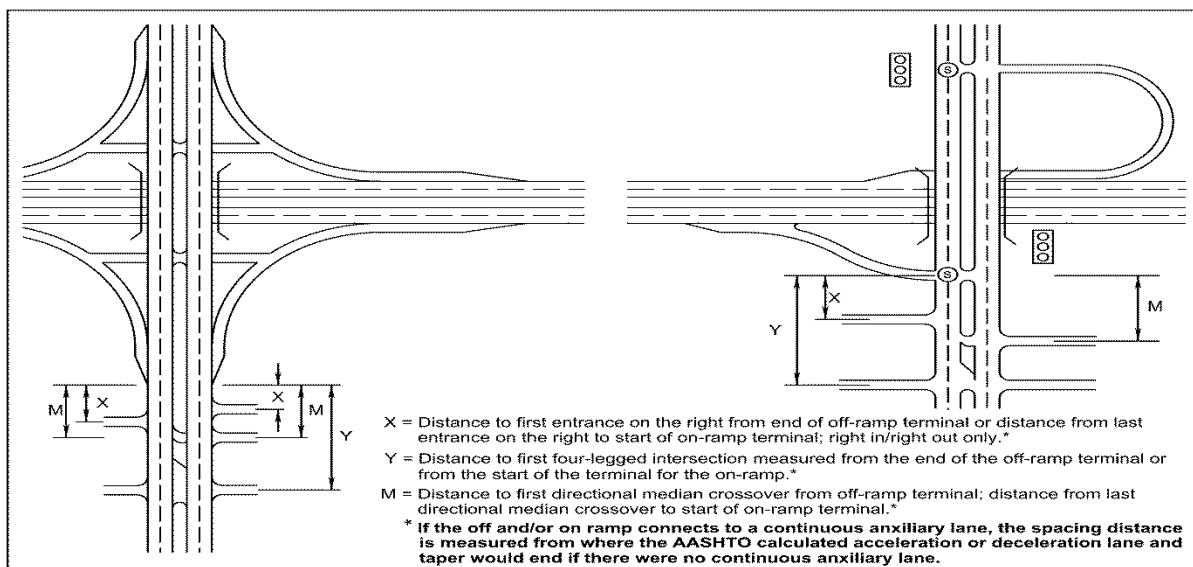
### Spacing Standards for Commercial Entrances/Intersections Near Interchange Ramps

The spacing standards near interchange ramps focus on safe ramp exit and entry movements. Greater separation between Ramp Terminals (see definition of Ramp Terminal) and entrances and intersections is necessary for multilane versus two-lane highways because the motorist's maneuvers at multilane roads are more complex, such as crossing through lanes to reach a left turn lane at an intersection. Functional classification is not applied because arterials may be two lane or multilane. If the off and/or on ramp connects to a continuous auxiliary lane, the spacing distance is measured from where the AASHTO calculated acceleration or deceleration lane and taper would end if there were no continuous auxiliary lane. **Note: For Limited Access Line Fence Requirements / Placement, see Figures 2E-10 and 2E-11 and for FHWA Minimum Limited Access Control: 100' Urban and 300' Rural, see bottom of Figure 2E-10 of the Road Design Manual. \***

Minimum Spacing Standards for Intersections and Commercial Entrances Near Interchange Areas on <u>Multilane</u> Crossroads (These Spacing Standards Apply to Both Signalized Intersections and Commercial Entrances Regardless of the Interchange Configuration)		
X	Y	M
750'	1320'	990'

**TABLE 2-3 MINIMUM SPACING STANDARDS FOR INTERSECTIONS AND COMMERCIAL ENTRANCES NEAR INTERCHANGE AREAS ON MULTILANE CROSSROADS**

Source: *Access Control Design on Highway Interchanges, 2008.*



**FIGURE 2-9 ACCESS CONTROL ON MULTI LANE HIGHWAYS AT INTERCHANGES**

\* Rev. 1/19