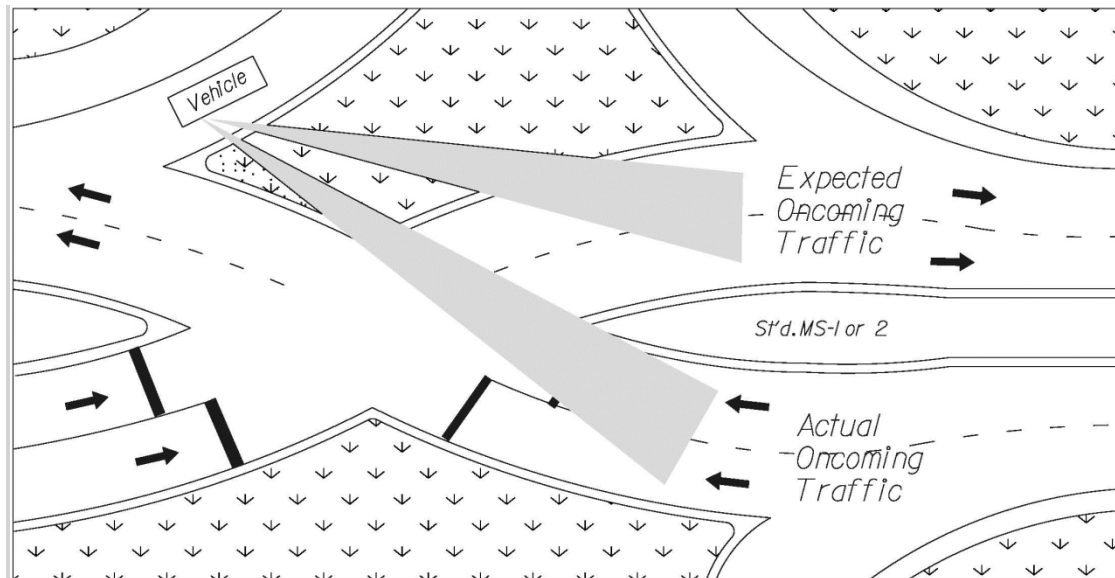


Another consideration is to channelize the right turn coming off the ramp more so when drivers turn to view the oncoming traffic, it more likely falls in their natural line of sight. The right turn lanes could be extended so that traffic is parallel and vehicles can merge further from the crossover.\*



**FIGURE 2-20 DIAGRAM OF EXPECTED ONCOMING TRAFFIC VERSUS ACTUAL ONCOMING TRAFFIC**

### Clear Zones

Clear zones are to be provided on all ramps and the minor roadway. See RDM [Appendix A, Section A-2](#) for more guidance on clear zone.

### Lateral Offset

The minimum lateral offset of 1.5 ft is to be provided on the minor roadway when using curb and gutter design. See RDM [Appendix A, Section A-2](#) for more guidance on lateral offset.

### Ramps

Traffic capacities for ramp design are subject to variation and are limited by the geometric features of the ramp itself, the ramp termini, the weaving sections, the volume of through and turning traffic and intersection spacing within the functional area of the interchange. Because the ramp through-movement is physically prohibited, accommodations for this movement downstream of the interchange on the cross route should be considered. These accommodations should be considered when applying access management principles and evaluating capacity.

\* Added 7/14