

Cloverleaf with Collector Distributor Road

A collector distributor road in conjunction with a cloverleaf removes the weaving ramp traffic from the main roadway (Figure 500.05).

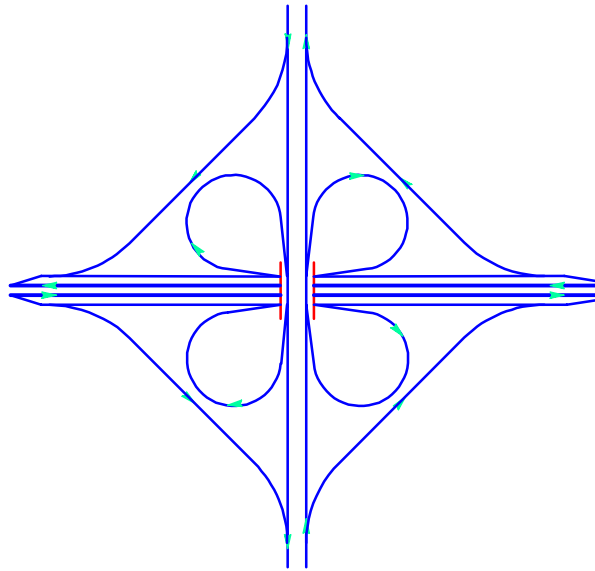


Figure 500.05

Cloverleaf with Collector Distributor Road

Application - Same as for basic cloverleaf except is more suitable for areas with high weaving volumes.

Advantages -

- Minimizes weaving conflicts by placing weave on collector distributor road.
- Minimizes signing difficulties.
- Provides a single exit and entrance from main roadway.
- Reduce merging and diverging points on main roadway.
- Higher volume than basic cloverleaf design.

Disadvantages -

- May require more right of way than basic cloverleaf.
- Higher structure costs than basic cloverleaf due to greater span.
- Signing is more complicated than basic clover leaf

Partial Cloverleaf (Parclo)

A partial clover leaf is a portion of the full clover leaf design. Ramps should be arranged so that the entrance and exit turning movements create the least impediment to major roadway traffic flows. The general parclo interchange applications, advantages and disadvantages are given below. Figures 500.06 through 500.10 show several parclo arrangements and lists their relative advantages and disadvantages.

Application - This interchange is suitable for locations where by removing two left-turn movements from the intersections the remaining left-turn conflicts can be tolerated.

General Advantages -

- Suitable for stage construction.
- Exit terminals in advance of structure.
- Weaving eliminated.
- Single exit simplifies signing.
- Expandable if structure opening wide enough.
- Can be configured to optimize traffic volume/capacity.
- Future expansion if structure opening wide enough.

General Disadvantages -

- Minor road has stop condition for left-turn.
- Minor road may require left-turn storage.
- Points of conflict on the minor roadway at the ramp terminals limit capacity and safety.
- Right-turn expressway traffic stops at minor roadway.