



NOT TO SCALE



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GEOMETRIC DESIGN GUIDE FOR
CLOVERLEAF
TYPE INTERCHANGE

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GEO-360-A

SHEET
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NOTES:

- 1) The design speed of the collector-distributor (C-D) roadway is generally 60 mph (100 km/hr).
- 2) Spiral transitions should be used on new ramp alignments based on the design speed of the curve and the radius as shown in the table of the Road Standard Plan R-107-Series. The table gives the maximum radius in which a spiral should be used.
- 3) The cross slope in the gore area between the 2 ft (0.6 m) point and the 22 ft (6.6 m) point should not exceed 8% with a 6% maximum algebraic difference in cross slope between the gore and the adjacent lane. This algebraic difference also applies within crowned gores.
- 4) The design speed of the ramp vertical alignment should meet or exceed the design speed of the ramp horizontal alignment.
- 5) Each ramp should be carefully studied to provide maximum vision at its merge points. See Geometric Design Guide GEO-300-Series.
- 6) See Geometric Design Guide GEO-370-Series for ramp terminal details.
- 7) The longitudinal joint on a 24 foot (7.2 m) ramp pavement shall be located 12 feet (3.6 m) from the right edge of the pavement and ended where the ramp width becomes 16 feet (4.8m).
- 8) These design concepts are for new construction. Where modification may be needed for retrofitting to existing road features, consult the Geometric Design Unit of Lansing Traffic and Safety.

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