

# GENERAL INTERCHANGE SCHEMATIC

See sheet 2 detail A  
(Mirrors opposite quadrant)

"B" LOOP

FREEWAY

"B" LOOP

See sheet 3 detail B  
(Mirrors opposite quadrant)

Note: See Geo-370-Series  
for terminal details.

CROSSROAD

NOT TO SCALE



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GEOMETRIC DESIGN GUIDE FOR  
PARCLO-B-4-QUAD

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CHECKED BY: IRG/JAT

FILE: PW:RD/T&S/Typicals/Geom D/GE0330C.dgn

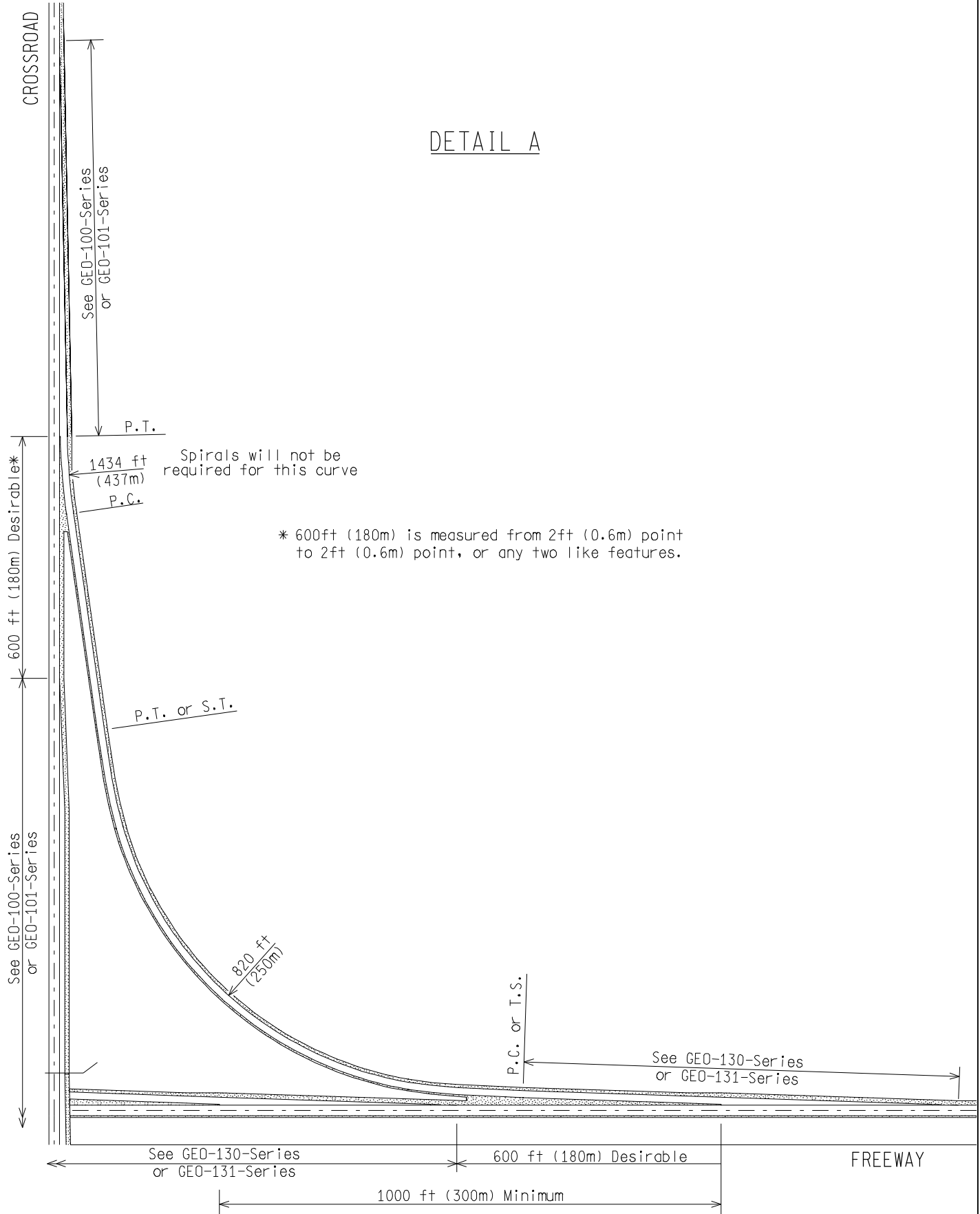
REV. 09/22/2008 JK

08/07/2008  
PLAN DATE:

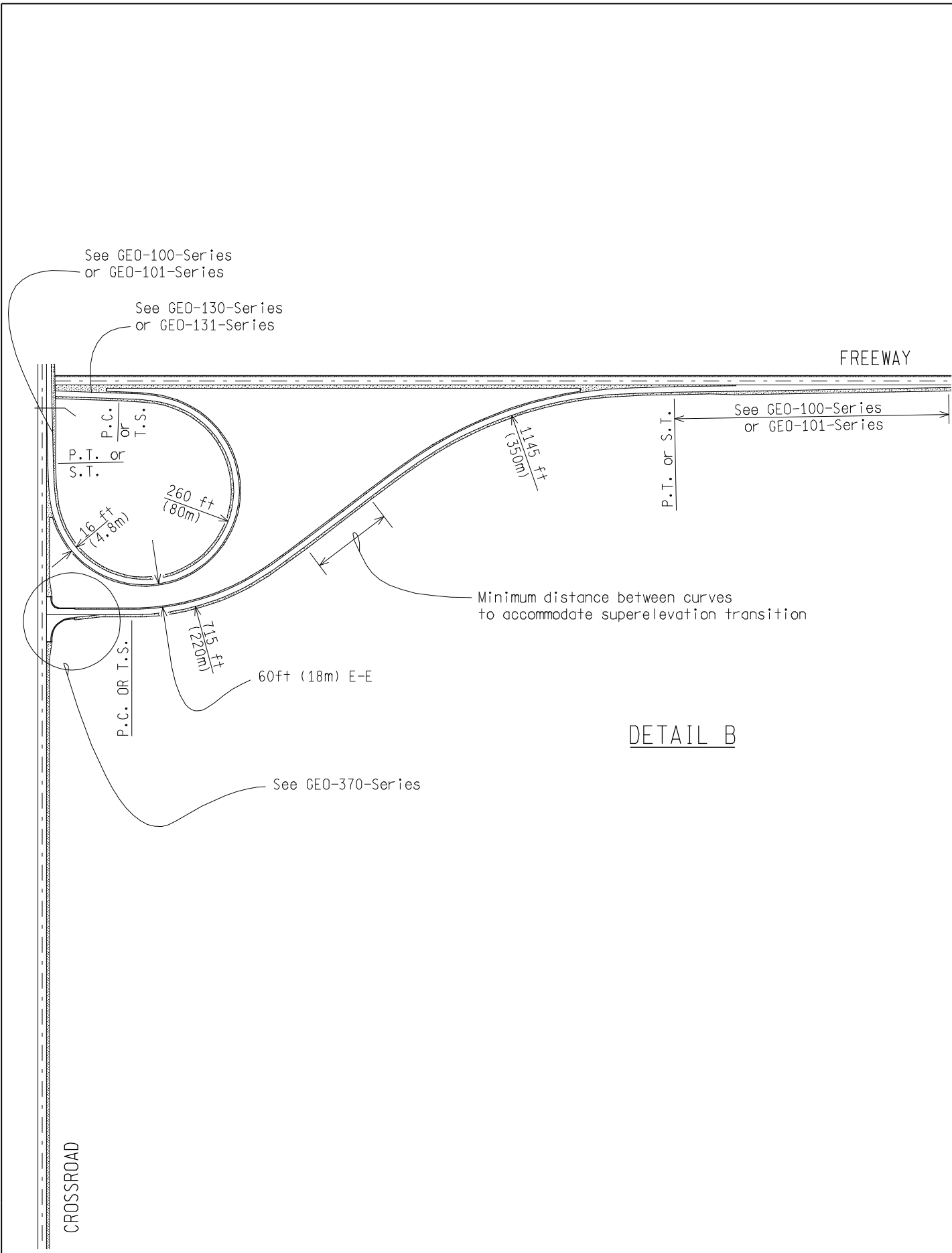
GEO-330-C

SHEET  
1 OF 4

# DETAIL A



NOT TO SCALE



See GEO-100-Series  
or GEO-101-Series

See GEO-130-Series  
or GEO-131-Series

FREEWAY

P.C.  
OR  
T.S.  
P.T. or  
S.T.

See GEO-100-Series  
or GEO-101-Series

16 ft  
(4.8m)

260 ft  
(80m)

1145 ft  
(350m)

P.T. or S.T.

Minimum distance between curves  
to accommodate superelevation transition

715 ft  
(220m)

60ft (18m) E-E

P.C. OR T.S.

DETAIL B

See GEO-370-Series

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NOTES:

1. This Geometric Design Guide is applicable where physical restrictions or lack of R.O.W. prohibit usage of a full Cloverleaf design.
2. This layout is applicable for crossroad passing over or under the freeway.
3. 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. This table gives the maximum radius in which a spiral should be used.
4. The cross slope in the gore area between the 2 ft (0.6m) 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.
5. The design speed of the ramp vertical alignment should meet or exceed the design speed of the ramp horizontal alignment.
6. For allowable approach grades between the cross road and ramp terminal, see GEO-650-Series.
7. See Geometric Design Guide GEO-370-Series for ramp terminal details.
8. See Geometric Design Guide GEO-300-Series for clear vision requirements.
9. 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.

NOT TO SCALE