



NOT TO SCALE



TRAFFIC AND SAFETY

BY: John C. Fried  
ENGINEER OF DELIVERY

BY: John S. Pollock  
ENGINEER OF DEVELOPMENT

GEOMETRIC DESIGN GUIDE FOR  
PARCLO A-B-2-QUAD

09/06/2007  
PLAN DATE:

GEO-340-A

SHEET  
1 OF 2

NOTES:

- 1) This geometric design guide is applicable where physical restrictions or a lack of R.O.W prohibit usage of a full cloverleaf design.
- 2) This layout is applicable for the 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 (0.6 m) point and 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 crossroad 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 area requirements.
- 9) These design concepts are for new construction. Where modifications may be needed for retrofitting to existing road features, consult the Geometric Design Unit of Lansing Traffic and Safety.

NOT TO SCALE