

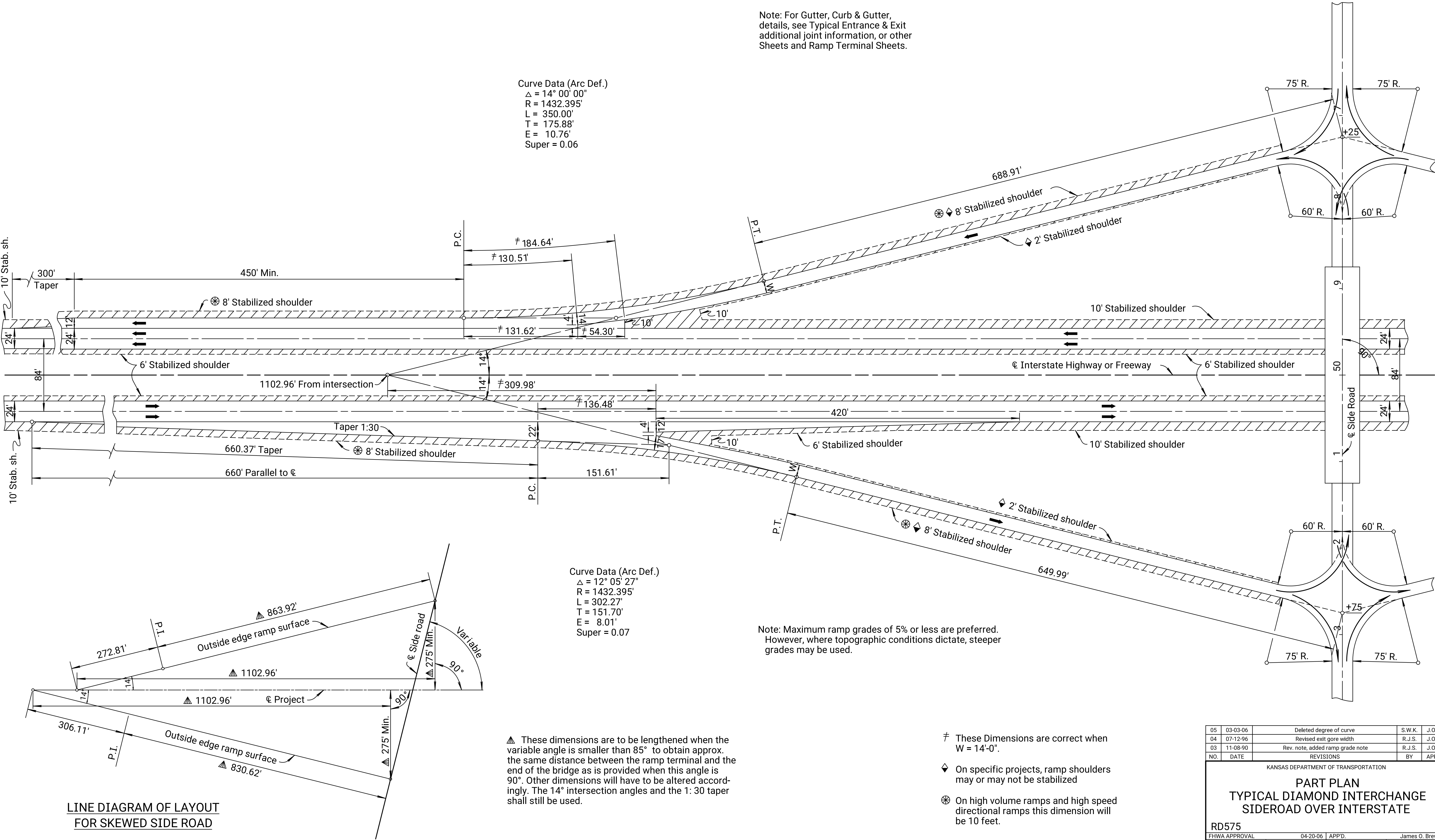
Note to Designer: Dimensions shown on this drawing for acceleration and deceleration lane lengths and ramp widths are considered minimums. For certain traffic conditions, design in excess of the minimum may be required. Each application should be investigated to assure that the design meets prevailing criteria

Plotted by : Kylee.Sims@ks.gov 22-JUL-2022 14:15
File : rd575.dgn

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		0	0	

Note: For Gutter, Curb & Gutter, details, see Typical Entrance & Exit additional joint information, or other Sheets and Ramp Terminal Sheets.

Curve Data (Arc Def.)
Δ = 14° 00' 00"
R = 1432.395'
L = 350.00'
T = 175.88'
E = 10.76'
Super = 0.06



Note: Maximum ramp grades of 5% or less are preferred. However, where topographic conditions dictate, steeper grades may be used.

Curve Data (Arc Def.)
Δ = 12° 05' 27"
R = 1432.395'
L = 302.27'
T = 151.70'
E = 8.01'
Super = 0.07

▲ These dimensions are to be lengthened when the variable angle is smaller than 85° to obtain approx. the same distance between the ramp terminal and the end of the bridge as is provided when this angle is 90°. Other dimensions will have to be altered accordingly. The 14° intersection angles and the 1:30 taper shall still be used.

≠ These Dimensions are correct when W = 14'-0".

◆ On specific projects, ramp shoulders may or may not be stabilized

⊗ On high volume ramps and high speed directional ramps this dimension will be 10 feet.

LINE DIAGRAM OF LAYOUT
FOR SKEWED SIDE ROAD

05	03-03-06	Deleted degree of curve	S.W.K.	J.O.B.
04	07-12-96	Revised exit gore width	R.J.S.	J.O.B.
03	11-08-90	Rev. note, added ramp grade note	R.J.S.	J.O.B.
NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
PART PLAN TYPICAL DIAMOND INTERCHANGE SIDEROAD OVER INTERSTATE				
RD575				
FHWA APPROVAL		04-20-06	APPD.	James O. Brewer
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	