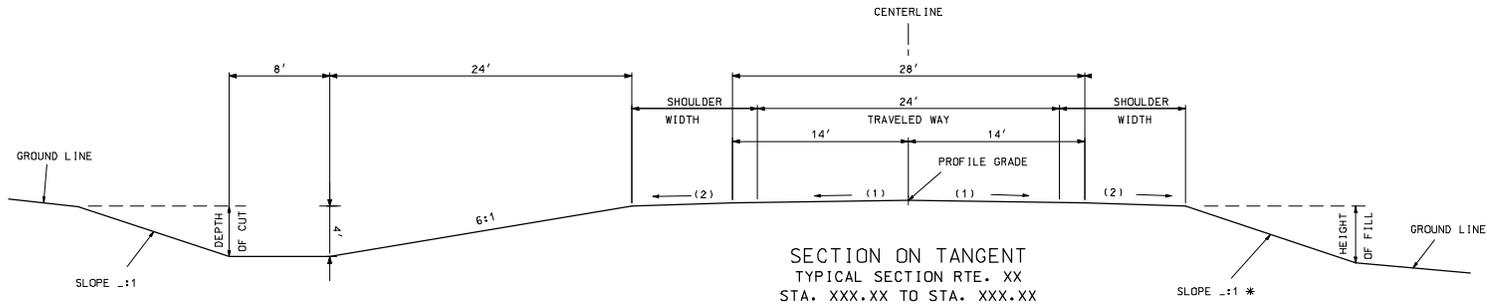


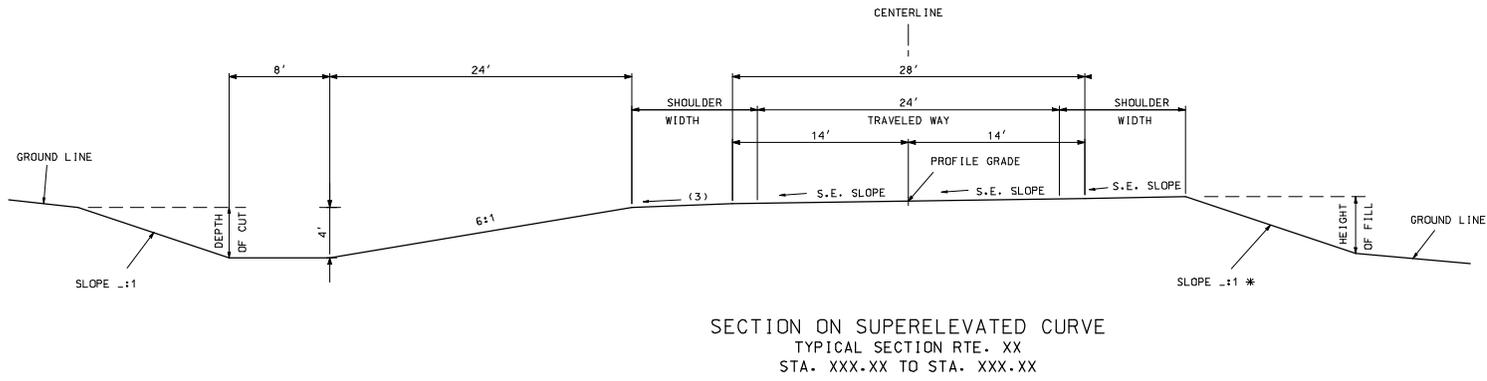
EFFECTIVE 04-01-1999

ROUTE	STATE	DISTRICT	SHEET NO.
	MO		
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
COUNTY			DATE



- CROSS SLOPE
- (1) 2.0%
 - (2) 2.0% FOR PAVED SHOULDERS
4.0% FOR AGGREGATE SHOULDERS
 - (3) S.E. SLOPE IF GREATER THAN
4.0% FOR AGGREGATE SHOULDERS
S.E. SLOPE FOR PAVED SHOULDERS

SEE STANDARDS 203.20, 606.00 AND 609.40 FOR SHOULDERS WIDENING.



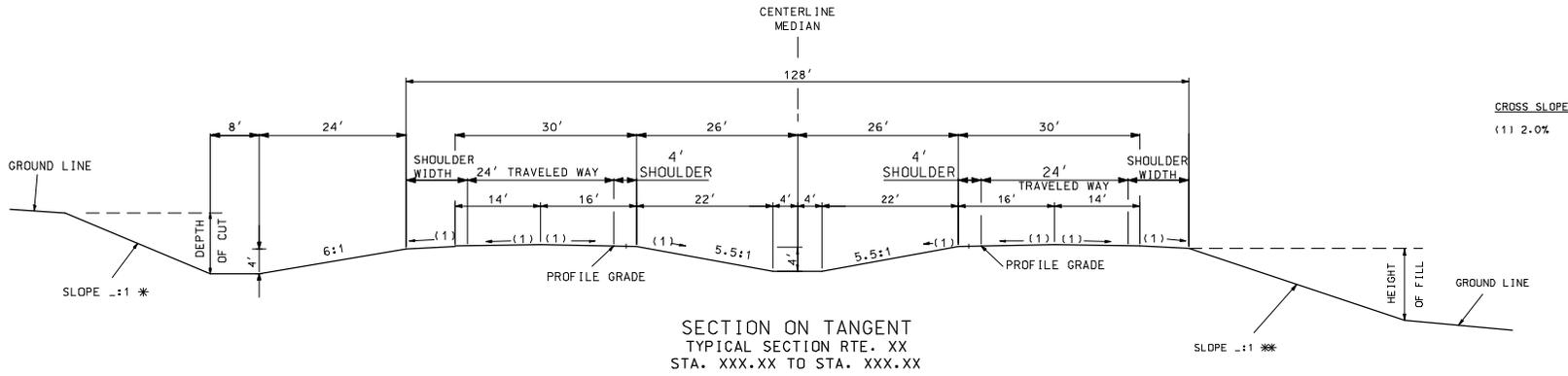
* THE DISTANCE FROM TOE OF FILL TO THE SHOULDER POINT SHALL BE A MINIMUM OF 24 FEET. THE SLOPE MAY VARY TO MEET THIS REQUIREMENT, BUT SHALL NOT EXCEED THE MAXIMUM SLOPE DETERMINED BY THE SOIL SURVEY.

	D-63C
FUNCTION	PRINCIPAL ARTERIAL
ADT	ALL
TRAVELED WAY WIDTH	24'
ROADBED WIDTH	44'
FORESLOPE	6:1
DITCH	4'

Figure 232.2

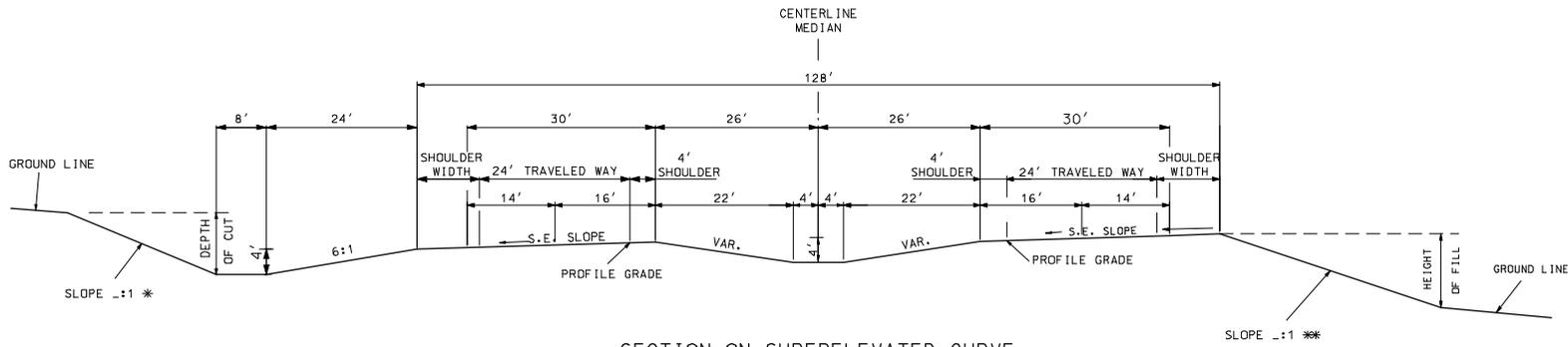
EFFECTIVE 04-01-1999

ROUTE	STATE	DISTRICT	SHEET NO.
	MO		
JOB NO.			
CONTRACT ID.			
PROJECT NO.			
COUNTY			DATE



CROSS SLOPE
(1) 2.0%

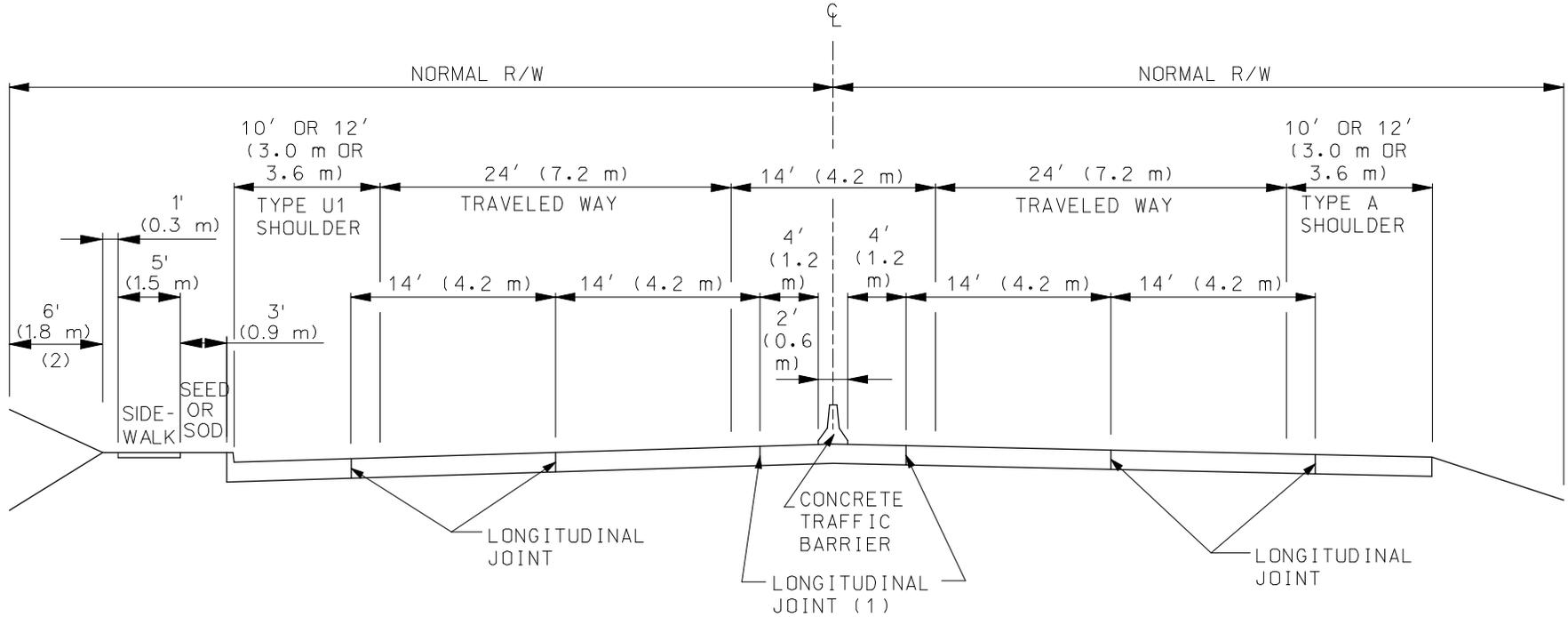
SEE STANDARDS 203.21, 606.00 AND 609.40 FOR
SHOULDER WIDENING.



- * BACKSLOPE DETERMINED BY SOIL SURVEY.
- ** THE DISTANCE FROM TOE OF FILL TO THE SHOULDER POINT SHALL BE A MINIMUM OF 24 FEET WHEN THE FILL HEIGHT IS EQUAL TO OR LESS THAN 4 FEET. THE SLOPE MAY VARY TO MEET THIS REQUIREMENT, BUT SHALL NOT EXCEED THE MAXIMUM SLOPE DETERMINED BY THE SOIL SURVEY. FOR FILL HEIGHTS GREATER THAN 4 FEET THE SLOPES SHOWN IN FIGURE 4-04.1 SHOULD BE USED TOGETHER WITH CLEAR ZONE PRINCIPLES.

	D-61D
FUNCTION	PRINCIPAL ARTERIAL
ADT	> 1700
TRAVELED WAY WIDTH	24'
ROADBED WIDTH	128'
FORESLOPE	6:1
DITCH	4'

Figure 232.2



**PRINCIPAL ARTERIAL STREET
4 LANE**

NOTES:

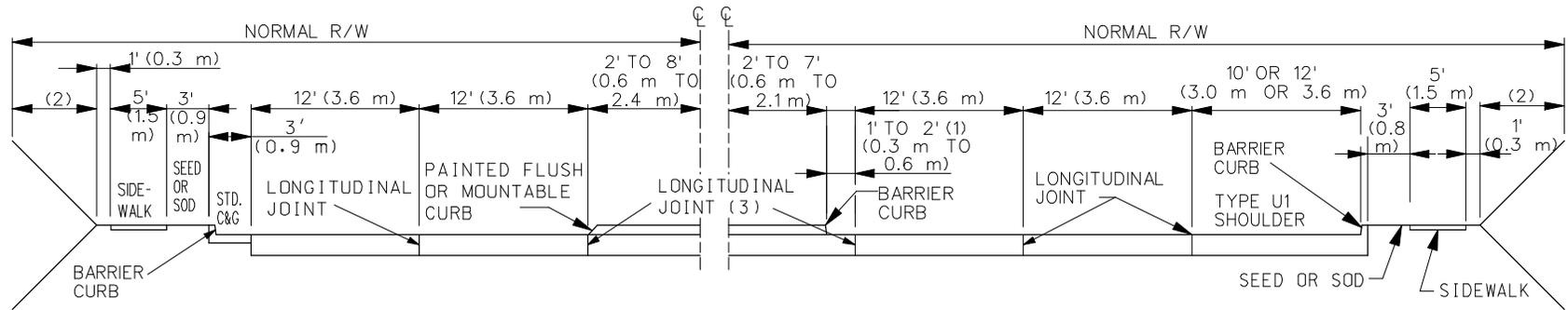
ACCESS TO BE LIMITED TO CROSS STREETS, PREFERABLY MAJOR STREETS REQUIRING SIGNALIZATION.

CONCRETE TRAFFIC BARRIER HEIGHT TO BE TRANSITIONED TO CURB HEIGHT AT INTERSECTIONS AND ALONG LEFT TURN LANES.

PROVIDE CLEAR ZONE ON NEW CONSTRUCTION. IF ECONOMICALLY FEASIBLE.

UTILITY CORRIDOR IS TO BE LOCATED OUTSIDE THE LIMITS OF THE CLEAR ZONE.

- (1) THE LONGITUDINAL JOINT ON ONE SIDE OF THE BARRIER SHOULD BE A TYPE M JOINT, WITH THE JOINT ON THE OTHER SIDE BEING A TYPE L JOINT.
- (2) UTILITY CORRIDOR



TYPICAL HALF SECTION

TYPICAL HALF SECTION WHEN THE SHOULDER MAY SERVE AS A FUTURE LANE

4 LANE MINOR ARTERIAL STREET

NOTES:

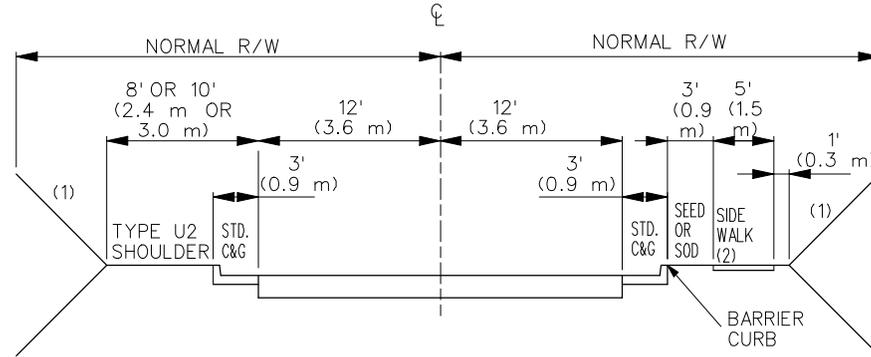
NORMAL RIGHT-OF-WAY MAY BE REDUCED WHERE SIDEWALKS ARE NOT REQUIRED.

THE NORMAL RIGHT-OF-WAY WIDTH MAY BE REDUCED WHEN THE PROPOSED CONSTRUCTION AND FUTURE MAINTENANCE CAN BE ACCOMPLISHED ON LESS WIDTH AND WHEN THE ACQUISITION OF THE NORMAL RIGHT-OF-WAY AS SHOWN ON THE TYPICAL SECTION WILL RESULT IN EXCESSIVE PROPERTY DAMAGE.

PROVIDE CLEAR ZONE ON NEW CONSTRUCTION, IF ECONOMICALLY FEASIBLE.

THE UTILITY CORRIDOR IS TO BE LOCATED OUTSIDE THE LIMITS OF THE CLEAR ZONE.

- (1) 1' (0.3 m) OFFSET REQUIRED FROM CONTINUOUS BARRIER MEDIAN TO EDGE OF THROUGH LANE.
2' (0.6 m) OFFSET REQUIRED FROM INTERMITTENT BARRIER MEDIAN TO EDGE OF THROUGH LANE.
- (2) UTILITY CORRIDOR
- (3) IN ONE DIRECTION, THE LONGITUDINAL JOINT AT THE MEDIAN SHOULD BE A TYPE M JOINT. IN THE OTHER DIRECTION, THE LONGITUDINAL JOINT AT THE MEDIAN SHOULD BE A TYPE K OR L JOINT AS SHOWN ON STANDARD PLAN 502.05.



2 LANE MINOR ARTERIAL STREET NORMAL RIGHT-OF-WAY

(USE IN CITIES, TOWNS OR VILLAGES WHEN IT IS NOT POSSIBLE TO CONSTRUCT DITCH SECTIONS FOR HANDLING STREET DRAINAGE)

NOTES:

USE 8' (2.4 m) SHOULDER FOR ROADS WITH ADT (DESIGN YEAR) OF LESS THAN 1700.

USE 10' (3.0 m) SHOULDER FOR ROADS WITH ADT (DESIGN YEAR) OF 1700 ADT OR MORE.

THE NORMAL RIGHT-OF-WAY WIDTH MAY BE REDUCED WHEN THE PROPOSED CONSTRUCTION AND FUTURE MAINTENANCE CAN BE ACCOMPLISHED ON LESS THAN 30' (9.0 m) WIDTH AND WHEN THE ACQUISITION OF THE 30' (9.0 m) NORMAL RIGHT-OF-WAY WILL RESULT IN EXCESSIVE PROPERTY DAMAGE.

PROVIDE CLEAR ZONE ON NEW CONSTRUCTION, IF ECONOMICALLY FEASIBLE.

THE UTILITY CORRIDOR IS TO BE LOCATED OUTSIDE THE LIMITS OF THE CLEAR ZONE.

(1) UTILITY CORRIDOR