& Safety

Incompatible or the Solution?

The Way We Were…

ENGLISH

CHAPTER IV
DETAIL DESIGN

FUNCTIONAL CLASSIFICATION			PRINCIPAL ARTERIALS				MINOR ARTERIALS		COLLECTORS			LOCALS		
			INTERSTATE	OTHERS										
AVERAGE DAILY TRAFFIC (DESIGN)			ALL	<1700	>1700 (2 LN.)	>1700 (4 LN.)	<1700	>1700	<400	400-1700	>1700	<400	400-1700	>1700
DESIGN SPEED (mph)		FLAT	70	60	70	70	50	60	40	50	50	40 (17)	50	50
(MINIMUM)	(1)	ROLLING	70	50	60	60	50	50	30	40	50	30	40	40
		MOUNTAINOUS	NA	40	50	50	40	50	20	30	40	20	30	30
TYPICAL SECTION		DRAWING NUMBER	D-61	D-60	D-63	D-61	D-64	D-62	D-66	D-67	D-65	D-68	D-67	D-69
		LANE WIDTH (ft) MIN.	12	12	12	12	12	12	11	12	12	11	12	12
		ROADBED WIDTH (ft) 2 LN. (2) MIN.	114-128	44	44	114-128	36	40	28(19)	32(19)	40	28(19)	32(19)	40
		RIGHT OF WAY (ft) 2 LN. (3)	250 DUAL	150	150	250 DUAL	120	150	80	80	120	50	60	80
SLOPES (H:V)		BACKSLOPE	SEE PRELIMINARY GEOTECHNICAL REPORT (CHAPTER VI, PROJECT DEVELOPMENT MANUAL)											
	(4)	FILLSLOPE	SEE PRELIMINARY GEOTECHNICAL REPORT (CHAPTER VI, PROJECT DEVELOPMENT MANUAL)											
		FORESLOPE	6:1	6:1	6:1	6:1	4:1	6:1	3:1	4:1	6:1	3:1	3:1	4:1
DITCH DEPTH (ft) (MINIMUM)	(4)		4	4	4	4	3	2	2	2	2	2	2	2
CURVATURE (DEGREE)		FLAT	3	4 3/4	3	3	7 1/2	4 ½	12 1/4	7 1/2	4 3/4	12 1/4	7 1/2	7 1/2
(MAXIMUM)	(5)	ROLLING			4 3/4	4 3/4	7 1/2	7 ½	22 3/4	12 1/4	7 1/2	22 3/4	12 1/4	12 1/4
		MOUNTAINOUS			7 1/2	7 1/2	12 1/4	7 ½	53 1/2	22 3/4	12 1/4	53 1/2	22 3/4	22 3/4
SPIRAL CURVES						(15)	NA	(15)	NA	NA	(15)	NA	NA	NA
GRADE (PERCENT)						3	4	3	7	6	5	7	6	6
(MAXIMUM)						4	5	5	9	8	7	10	10	10
							8	7	12	10	10	16	14	14
STOPPING SIGHT DISTANCE (ft)							400-475	525-650	275-325	400-475	525-650	275-325	400-475	400-475
(MINIMUM-DESIRABLE)							400-475	400-475	200-200	275-325	400-475	200-200	275-325	275-325
(3.5 ft TO 0.5 ft)							275-325	400-475	125-125	200-200	275-325	125-125	200-200	200-200
SAG VERTICAL CURVE	(6)						90-110	120-160	60-70	90-110	120-160	40-40	90-110	90-110
(K VALUE)							90-110	90-110	40-40	60-70	90-110	40-40	60-70	60-70
							60-70	90-110	40-40	40-40	60-70	25-30	40-40	40-40
PASSING SIGHT DIST							2100	2100	1500	1800	2100	1300	1800	1800
(MINIMUM)							1800	1800	1100	1500	1800	1100	1500	1500
(3.5 ft TO 4.25 ft))	(7)						1800	1800	1100	1100	1500	800	1100	1100
MINIMUM PERCENT PASSING SIGHT DIST								60	10	25	50	10	25	60
BRIDGES (NEW)							(12)					(13)	(12)	
							(14)							
BRIDGES (DECK REP							(12)					(13)	(12)	
							(14)							
BRIDGES (USE IN PLAC							(15)							
	(8)						(15)							
BOX CULVERTS							(14) & (16)							

	MOUNTAINOUS	NA	
		(18)	
	FLAT	3	
	ROLLING	4	5
(6)	MOUNTAINOUS	NA	8
	FLAT	625-850	525-650
(7)	ROLLING	625-850	400-475
	MOUNTAINOUS	NA	275-325
	FLAT	150-220	120-160
(8)	ROLLING	150-220	90-110
	MOUNTAINOUS	NA	60-70
	FLAT		2100
	ROLLING	NA	18
	MOUNTAINOUS		
	ITH	NA	

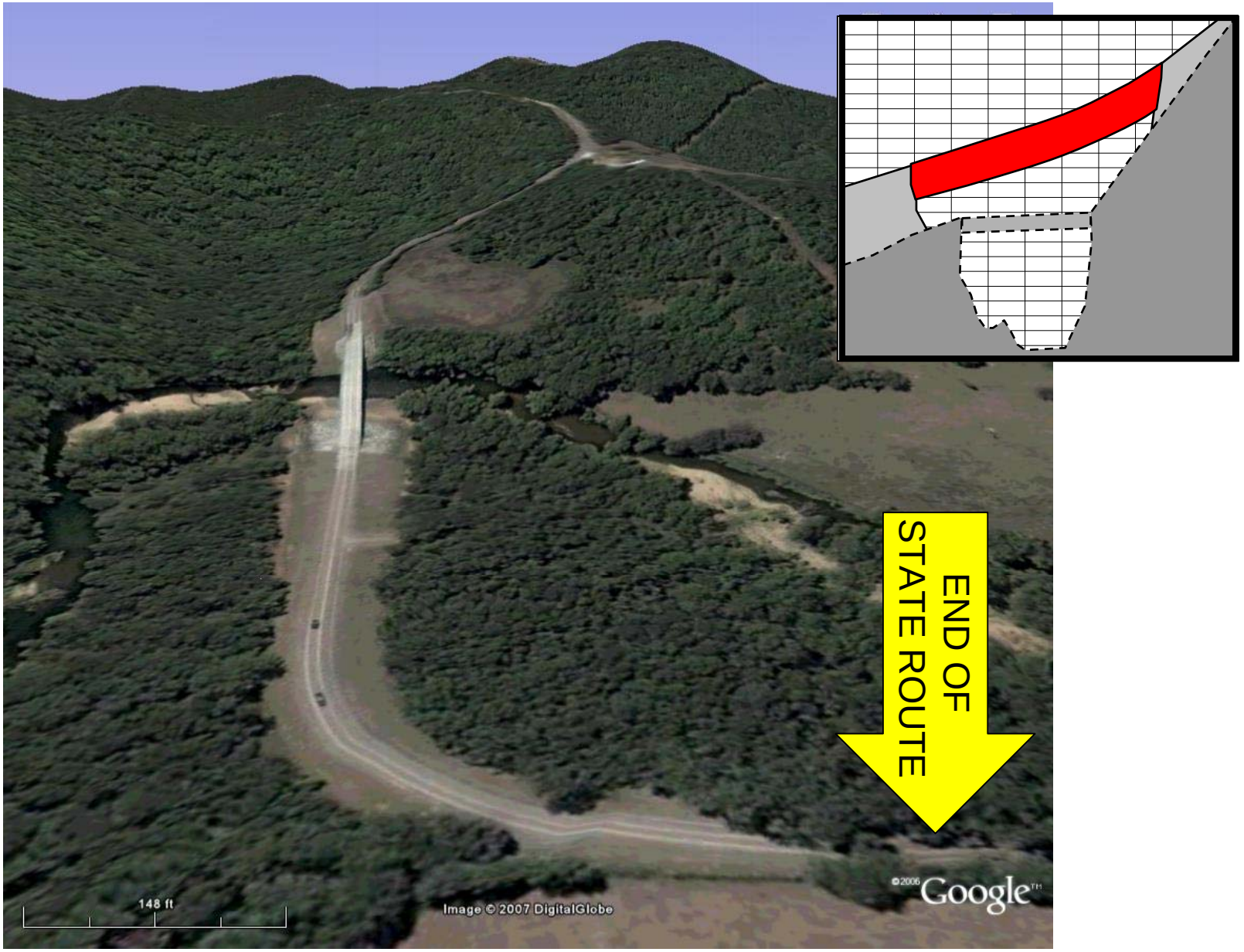
General Design Data Notes

Figure 4-04.1

Sheet 1 of 4
Rev. 11-1-04

This Led to...

This Led to...


END OF STATE ROUTE
148 ft
Image © 2007 DigitalGlobe
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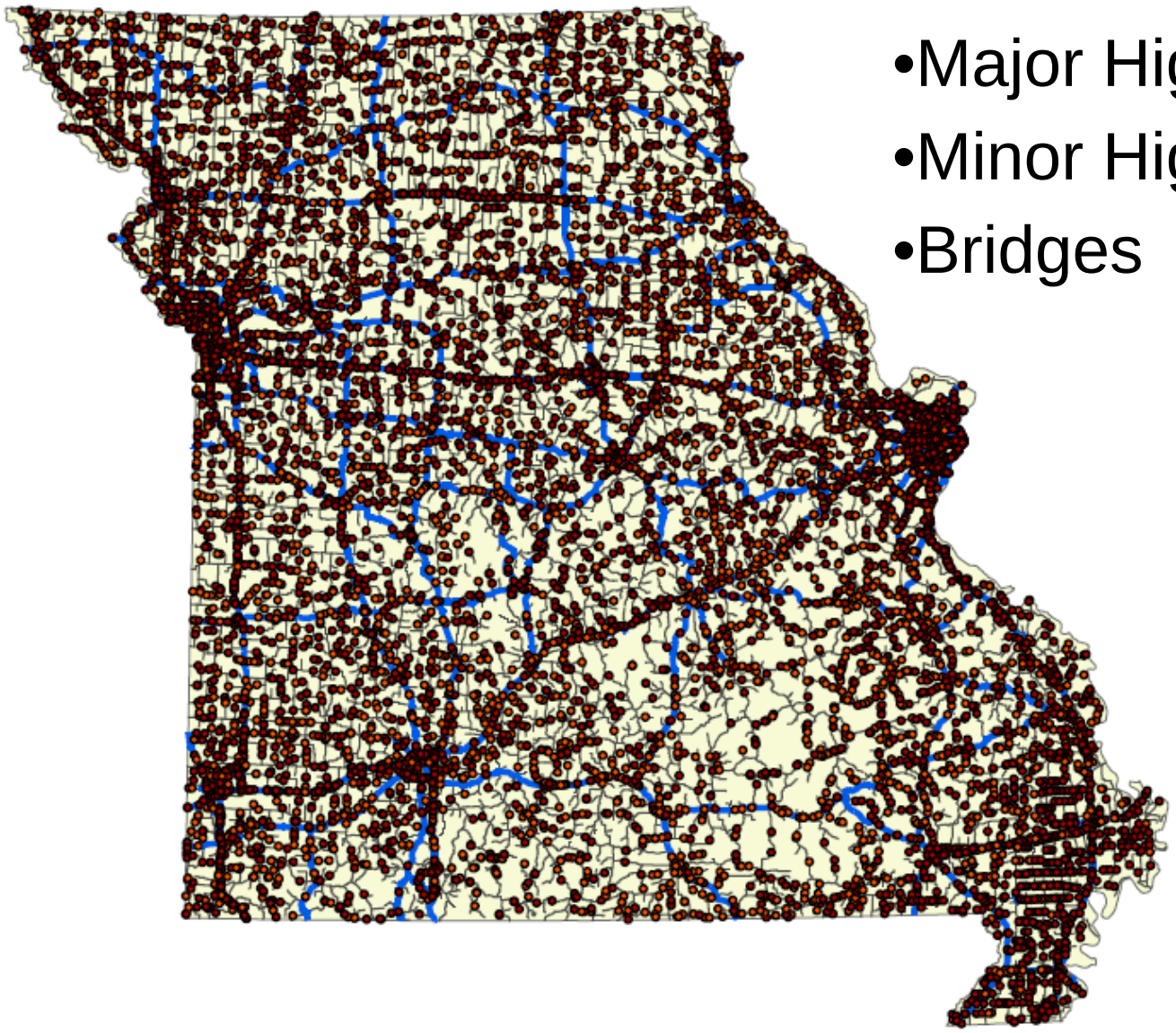
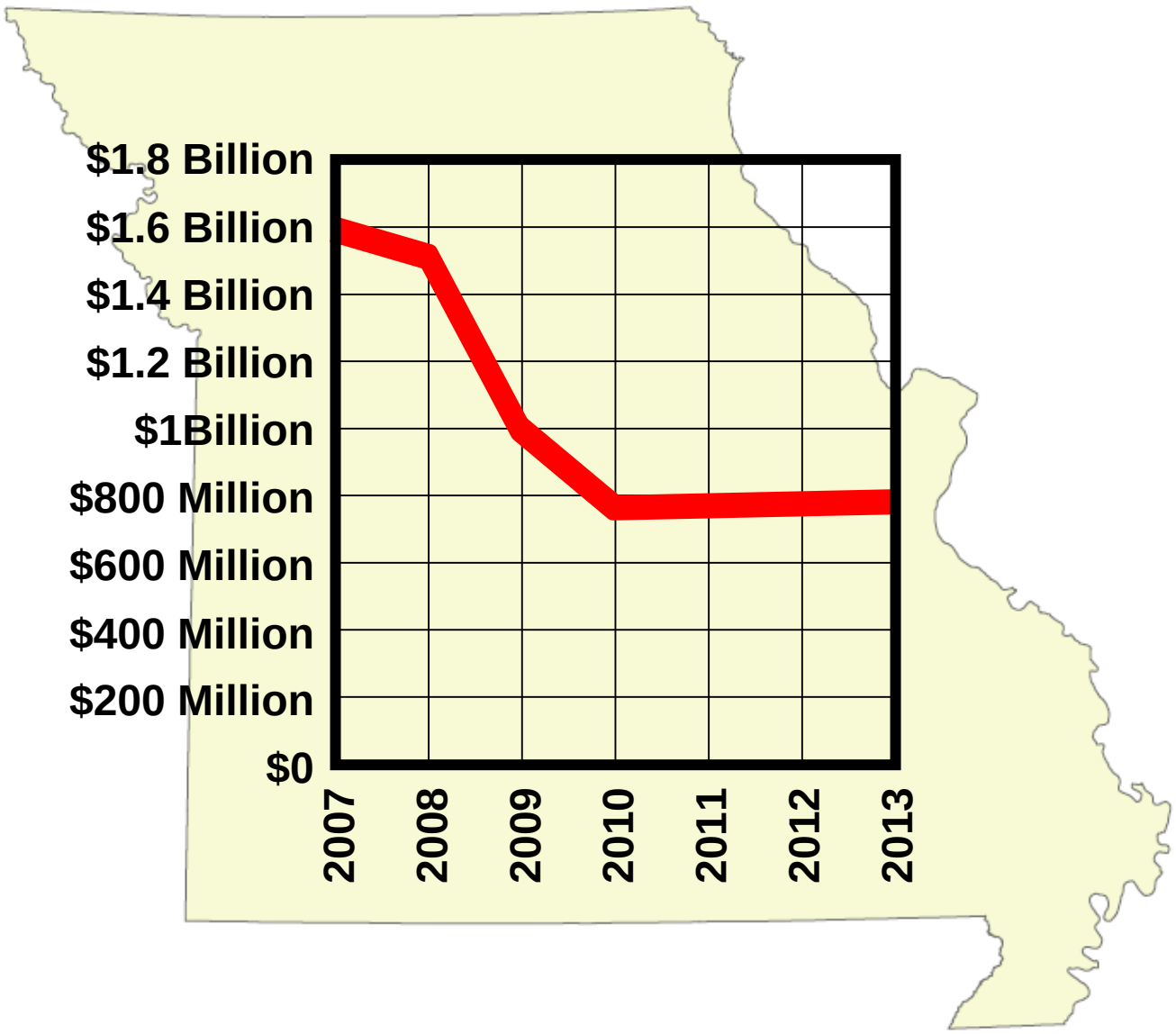
This Led to...

MoDOT's Responsibility

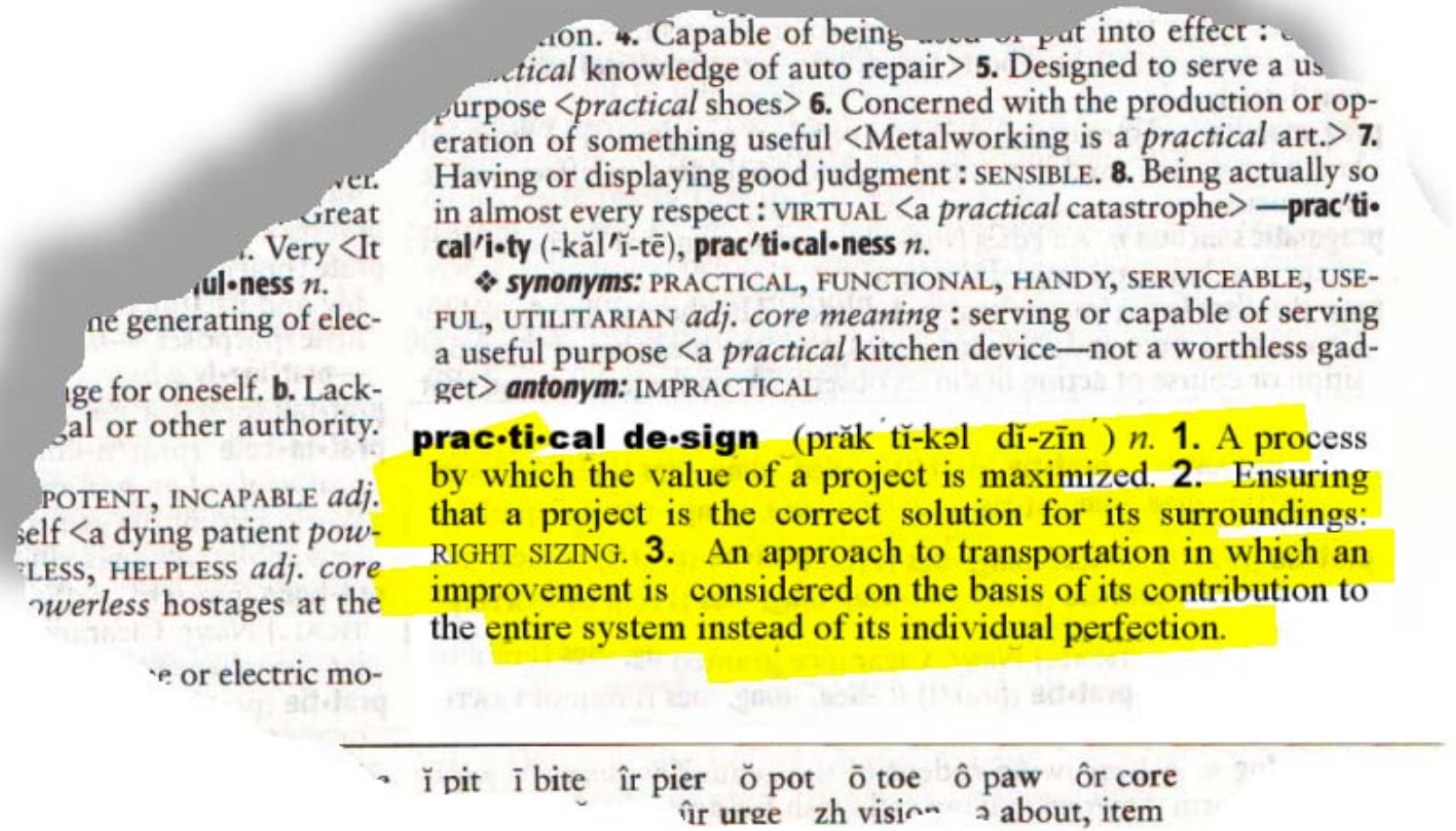


- Major Highways
- Minor Highways
- Bridges

MoDOT's Funding



What is Practical Design?



...ion. **4.** Capable of being ... put into effect : ...
...*ctical* knowledge of auto repair> **5.** Designed to serve a us...
...urpose <*practical* shoes> **6.** Concerned with the production or operation of something useful <Metalworking is a *practical* art.> **7.** Having or displaying good judgment : SENSIBLE. **8.** Being actually so in almost every respect : VIRTUAL <a *practical* catastrophe> —**prac′ti•cal′i•ty** (-kăl′ĭ-tē), **prac′ti•cal•ness** *n.*

❖ ***synonyms:*** PRACTICAL, FUNCTIONAL, HANDY, SERVICEABLE, USEFUL, UTILITARIAN *adj. core meaning* : serving or capable of serving a useful purpose <a *practical* kitchen device—not a worthless gadget> ***antonym:*** IMPRACTICAL

prac•ti•cal de•sign (prăk′tĭ-kəl dĭ-zīn′) *n.* **1.** A process by which the value of a project is maximized. **2.** Ensuring that a project is the correct solution for its surroundings: RIGHT SIZING. **3.** An approach to transportation in which an improvement is considered on the basis of its contribution to the entire system instead of its individual perfection.

...ul•ness *n.*
...ne generating of elec-
...ge for oneself. **b.** Lack-
...al or other authority.
...POTENT, INCAPABLE *adj.*
...self <a dying patient *pow-*
...LESS, HELPLESS *adj. core*
...*owerless* hostages at the
...e or electric mo-

...ĭ pit ī bite îr pier ŏ pot ō toe ô paw ôr core
...ûr urge zh vision ə about, item

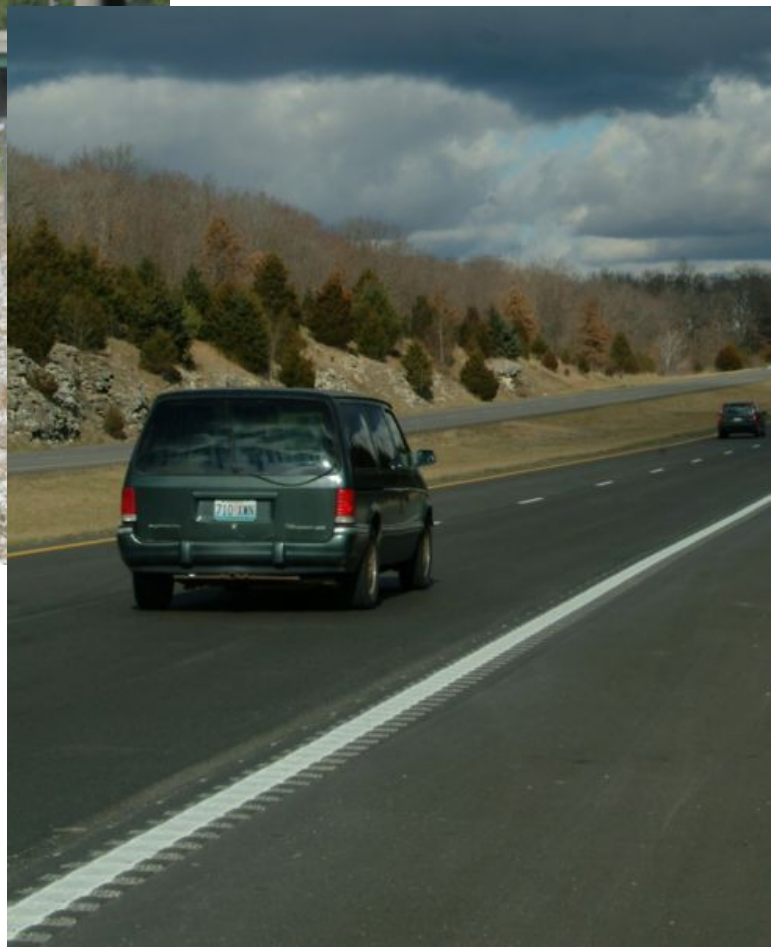
The Results…

The Results…

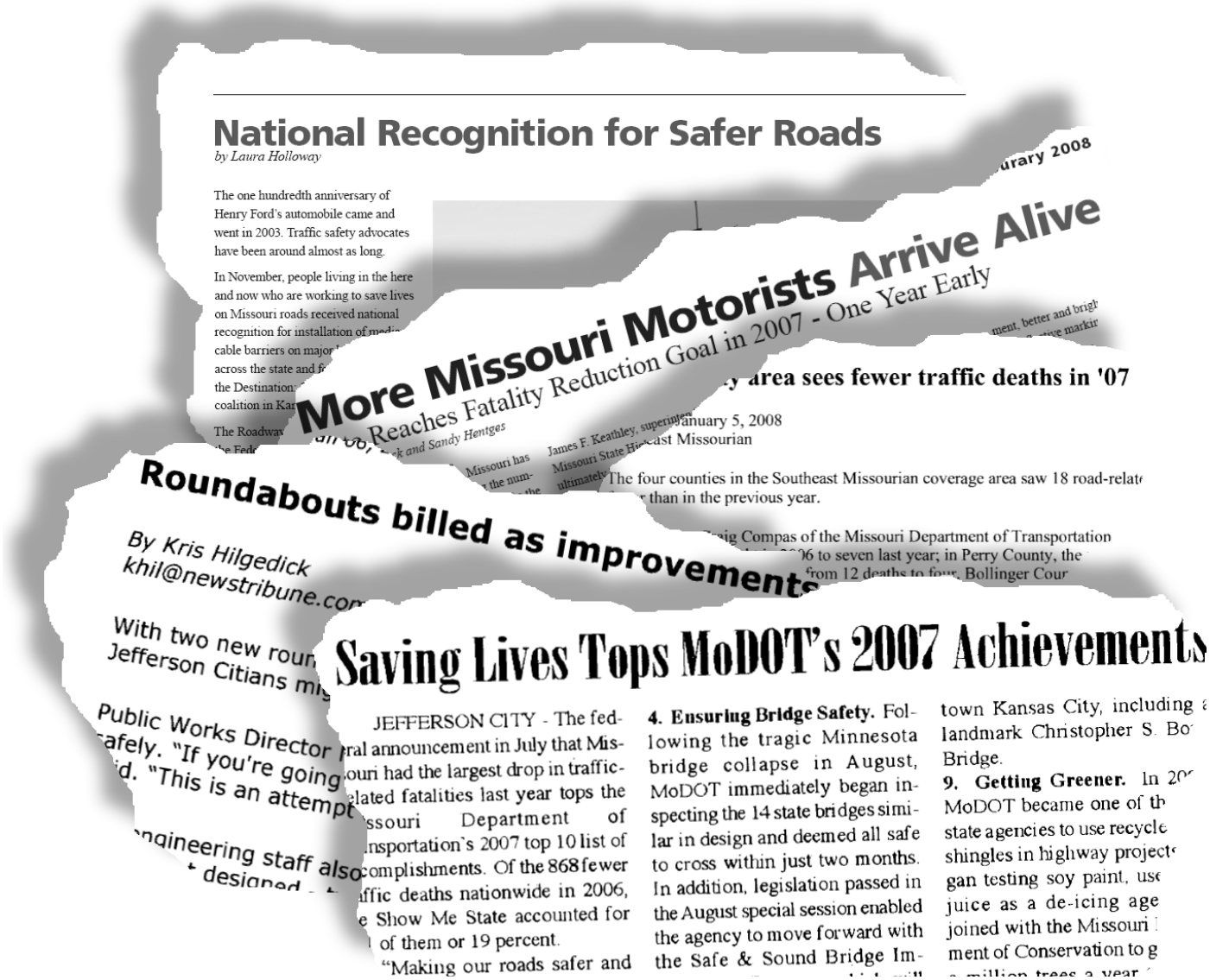
The First Ground Rule…

What's Our Liability?

System Wide Safety…



How We Know it's Working…



National Recognition for Safer Roads

by Laura Holloway

The one hundredth anniversary of Henry Ford's automobile came and went in 2003. Traffic safety advocates have been around almost as long.

In November, people living in the here and now who are working to save lives on Missouri roads received national recognition for installation of

More Missouri Motorists Arrive Alive

Reaches Fatality Reduction Goal in 2007 - One Year Early

area sees fewer traffic deaths in '07

January 5, 2008

The four counties in the Southeast Missourian coverage area saw 18 road-relate than in the previous year.

Roundabouts billed as improvements

By Kris Hilgedick

Saving Lives Tops MoDOT's 2007 Achievements

JEFFERSON CITY - The fed-

4. Ensuring Bridge Safety. Following the tragic Minnesota bridge collapse in August, MoDOT immediately began inspecting the 14 state bridges similar in design and deemed all safe to cross within just two months. In addition, legislation passed in the August special session enabled the agency to move forward with the Safe & Sound Bridge Im-

9. Getting Greener. In 20

Is

Safe?