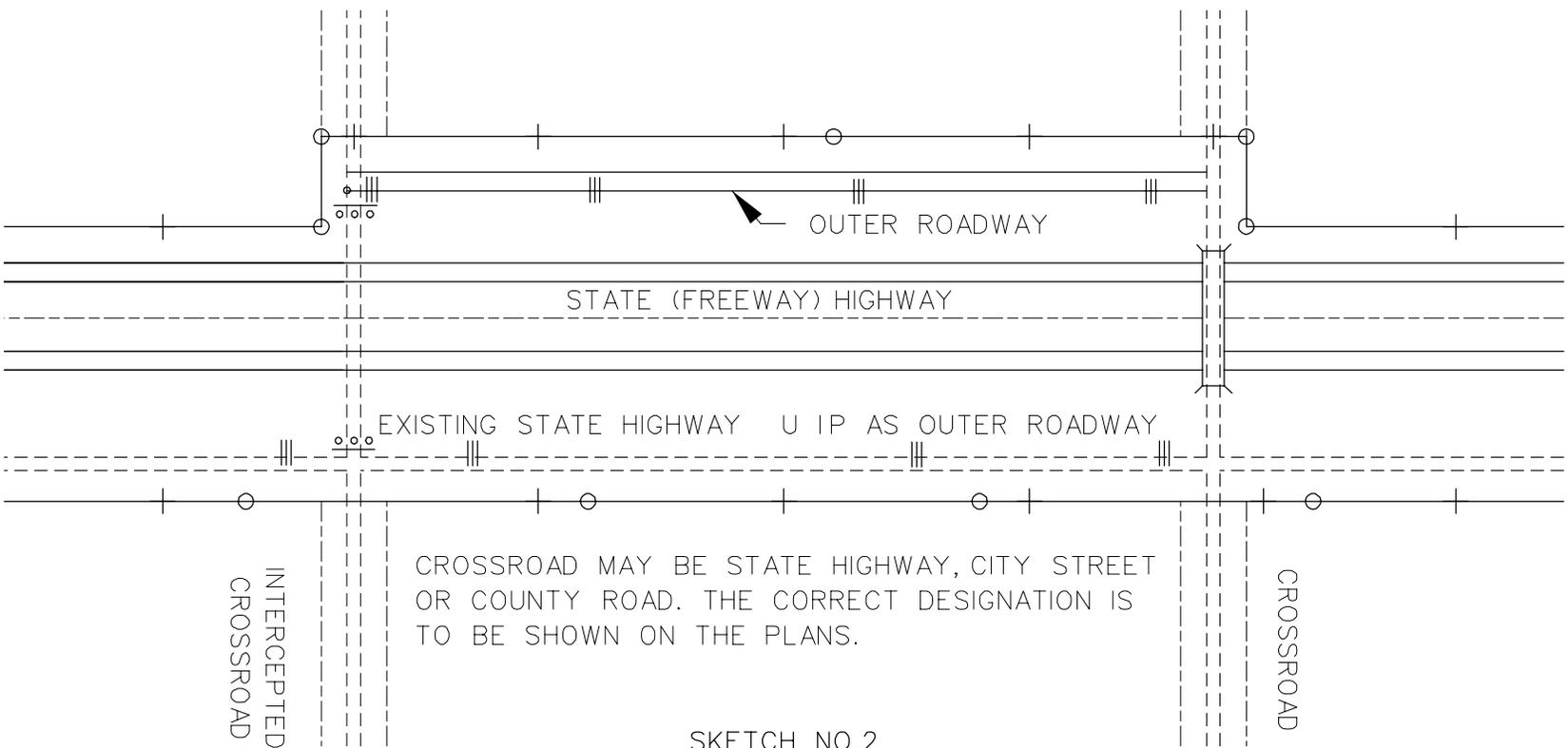


LOCAL ROAD MAY BE COUNTY ROAD OR CITY STREET, CROSSROAD MAY BE COUNTY ROAD, CITY STREET, OR STATE HIGHWAY. THE CORRECT DESIGNATION IS TO BE SHOWN ON THE PLANS.

SKETCH NO. 1

GRADE SEPARATION AT CROSSROAD

A STATE HIGHWAY INTERCEPTS A SECTION OF A LOCAL ROAD AND RELOCATION OF THE LOCAL ROAD IS NECESSARY. THE STATE WILL ACQUIRE THE RIGHT-OF-WAY AND CONSTRUCT THE SECTION OF RELOCATED LOCAL ROAD. THE RELOCATED LOCAL ROAD IS TO BE TRANSFERRED TO THE LOCAL POLITICAL SUBDIVISION BY AGREEMENT FOR MAINTENANCE. THE RIGHT-OF-WAY FOR THE RELOCATED LOCAL ROAD SHALL BE OUTSIDE OF THE LIMITS OF THE NORMAL FREEWAY RIGHT-OF-WAY. ANY FUTURE IMPROVEMENTS OF THE RELOCATED LOCAL ROAD SHALL BE THE RESPONSIBILITY OF THE LOCAL POLITICAL SUBDIVISION. WHEN A SERVICE ROAD IS CONSTRUCTED, THE STATE WILL ACQUIRE RIGHT-OF-WAY, CONSTRUCT, AND MAINTAIN THE SERVICE ROAD.

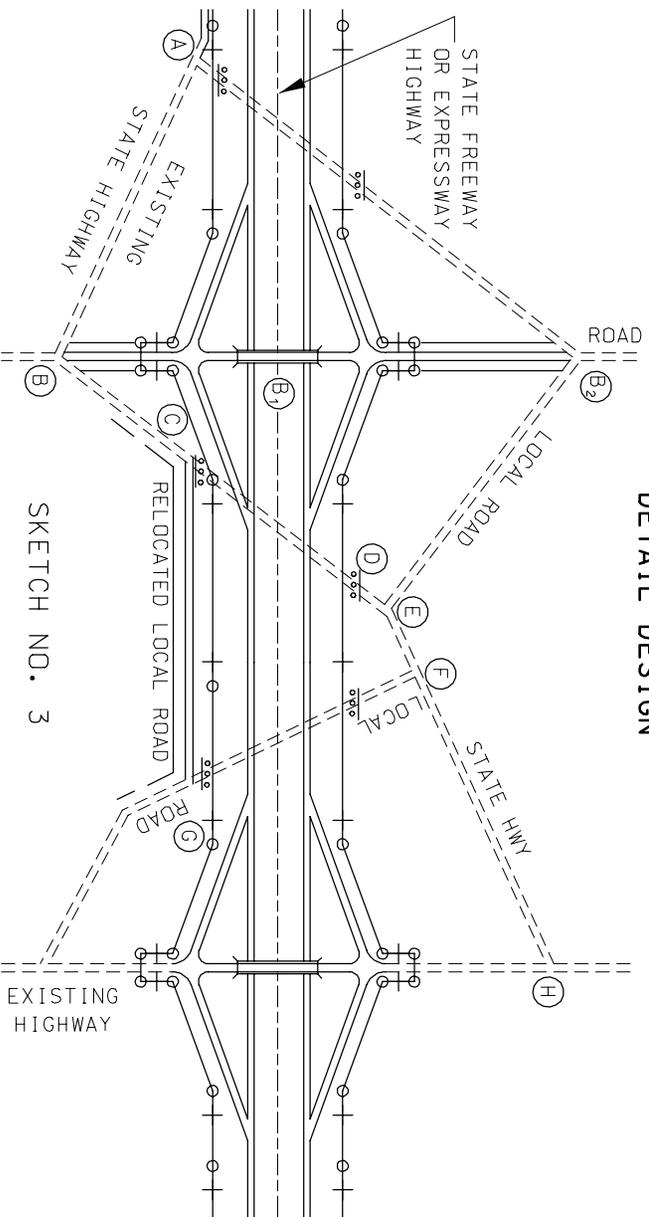


SKETCH NO.2

FREEWAY OR EXPRESSWAY ON OR
NEAR LOCATION OF EXISTING HIGHWAY

THE EXISTING HIGHWAY IS TO BE USED IN PLACE AS AN OUTER ROADWAY AND AN OUTER ROADWAY IS ADDED ON THE OPPOSITE SIDE OF THE NEW HIGHWAY TO PROVIDE A CONNECTION TO AN INTERCEPTED CROSSROAD AND ACCESS TO LAND LOCKED PROPERTY. THE STATE WILL MAINTAIN THE EXISTING STATE HIGHWAY THAT IS CONVERTED TO AN OUTER ROADWAY. THE STATE WILL ACQUIRE THE RIGHT-OF-WAY, CONSTRUCT, AND MAINTAIN THE OUTER ROADWAY ON THE OPPOSITE SIDE OF THE NEW HIGHWAY.

CHAPTER IV
DETAIL DESIGN



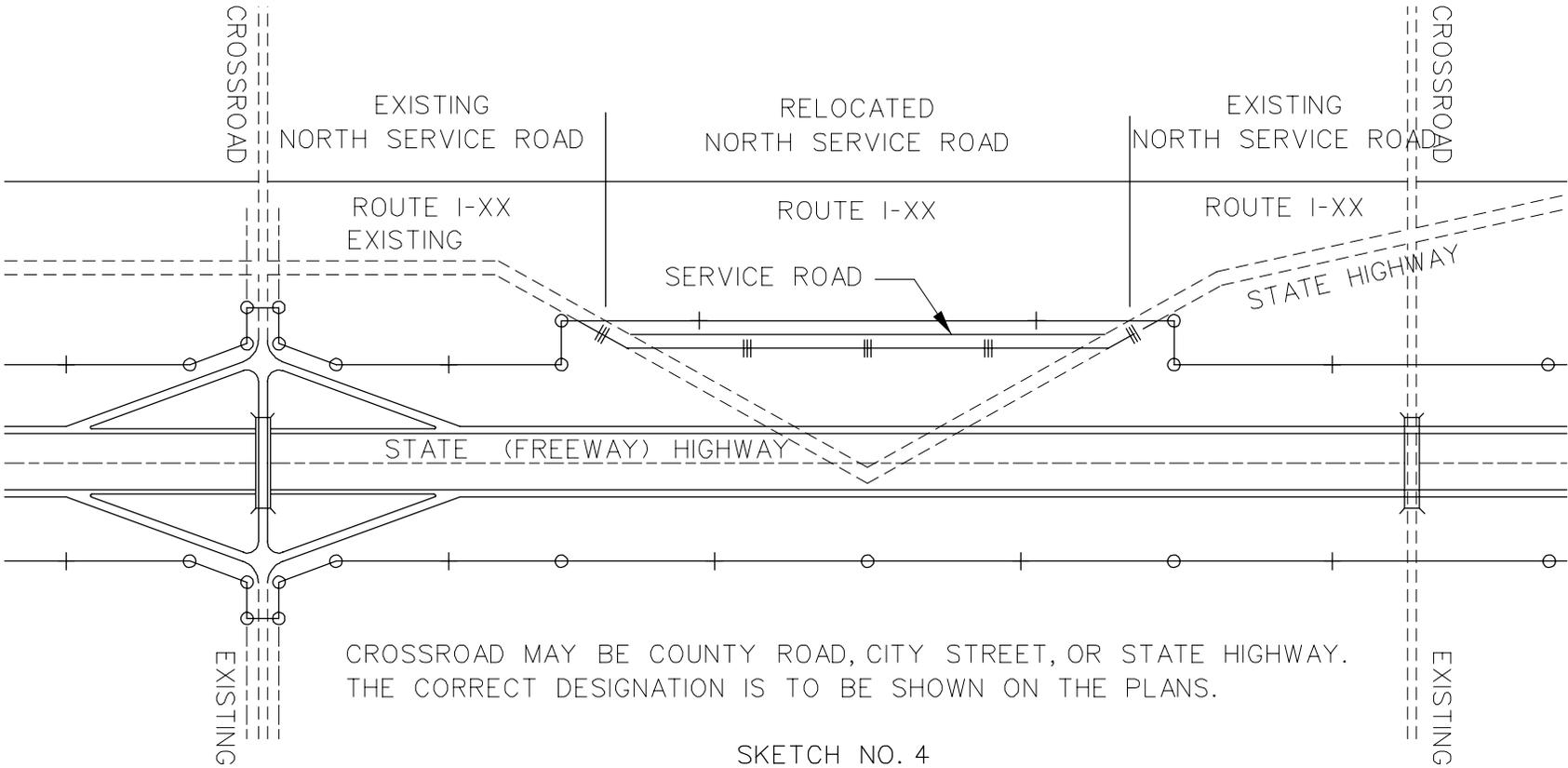
FREEWAY OR EXPRESSWAY ON OR NEAR LOCATION OF EXISTING HIGHWAY

SECTION A B OF THE EXISTING STATE HIGHWAY IS TO BE USED IN PLACE TO PROVIDE CONTINUITY IN THE STATE HIGHWAY SYSTEM. SUCH SECTIONS WILL REMAIN AS PART OF THE STATE SYSTEM. THE DESIGNATION FOR THESE SECTIONS WILL BE DEPENDENT UPON THE CONDITIONS AT THE PARTICULAR LOCATIONS INVOLVED. WHERE THE RIGHT-OF-WAY OF THE EXISTING STATE HIGHWAY IS NOT CONTIGUOUS WITH THE RIGHT-OF-WAY OF THE FREEWAY OR EXPRESSWAY, THE SECTION A B COULD BE CLASSIFIED AS A SERVICE ROAD OR IN SOME CASES AS AN EXTENSION OF OTHER STATE ROUTES. WHERE THE RIGHT-OF-WAY OF SECTION A B IS CONTIGUOUS WITH THE RIGHT-OF-WAY OF THE FREEWAY OR EXPRESSWAY, IT WOULD BE CLASSIFIED AS AN OUTER ROADWAY.

SECTION B B₁ TO PROVIDE A CONNECTION FROM THE EXISTING STATE HIGHWAY TO THE FREEWAY. THE STATE HIGHWAY WILL BE EXTENDED FROM POINT B TO B₁, SECTION B₁ B₂ TO PROVIDE A CONNECTION FROM THE LOCAL ROAD SYSTEM. AN EXTENSION OF THE LOCAL ROAD WILL BE CONSTRUCTED FROM POINT B₁ B₂. THE STATE WILL ACQUIRE THE RIGHT-OF-WAY AND CONSTRUCT THE EXTENSION AS REQUIRED. HOWEVER, THE LOCAL ROAD EXTENSIONS OUTSIDE OF THE LIMITS OF THE LIMITED ACCESS RIGHT-OF-WAY IS TO BE TRANSFERRED TO THE LOCAL POLITICAL SUBDIVISION. THE MAINTENANCE AND ANY FUTURE IMPROVEMENTS OF THE LOCAL ROAD EXTENSION OUTSIDE OF THE LIMITED ACCESS RIGHT-OF-WAY WILL BE THE RESPONSIBILITY OF THE LOCAL AGENCY.

SECTION B C D E F H OF THE EXISTING STATE HIGHWAY SYSTEM IS REPLACED BY THE CONSTRUCTION OF FREEWAY. HOWEVER, IN ORDER TO PROVIDE FOR LOCAL SERVICE, SECTIONS OF THE EXISTING HIGHWAY B C AND D E F H MUST BE RETAINED AS PART OF THE STATE HIGHWAY SYSTEM OR TRANSFERRED TO THE LOCAL POLITICAL SUBDIVISION WHERE PRACTICABLE TRANSFER OF THESE SECTIONS OF THE EXISTING HIGHWAY TO THE LOCAL AGENCY IS THE PREFERABLE SOLUTION.

SECTION C G RELOCATED LOCAL ROAD WHERE NECESSARY TO CONSTRUCT A CONNECTION FROM C TO G TO PROVIDE FOR RESTORATION OF LOCAL SERVICE THAT WOULD OTHERWISE BE DISRUPTED BY CONSTRUCTION OF THE FREEWAY. THE STATE WILL ACQUIRE THE RIGHT-OF-WAY AND CONSTRUCT THE CONNECTION. IF THE SECTION OF THE EXISTING HIGHWAY B C IS TO BE TRANSFERRED TO THE LOCAL AGENCY, THE CONNECTION C G WILL BE CONSTRUCTED ON RIGHT-OF-WAY OUTSIDE THE NORMAL FREEWAY LIMITED ACCESS RIGHT-OF-WAY DESIGNATED A RELOCATED LOCAL ROAD AND WILL BE TRANSFERRED TO THE LOCAL POLITICAL SUBDIVISION FOR MAINTENANCE AND ANY FURTHER IMPROVEMENT. IF SECTION B C OF THE EXISTING ROAD IS TO BE RETAINED IN THE HIGHWAY SYSTEM, THE CONNECTION C G SHOULD BE DESIGNATED AN OUTER ROADWAY AND THE RIGHT-OF-WAY WILL BE INCLUDED IN THE LIMITED ACCESS RIGHT-OF-WAY FOR THE FREEWAY AS SHOWN ON SKETCH NO. 2.



CROSSROAD MAY BE COUNTY ROAD, CITY STREET, OR STATE HIGHWAY.
THE CORRECT DESIGNATION IS TO BE SHOWN ON THE PLANS.

SKETCH NO. 4

FREWAY OF EXPRESSWAY INTERCEPTS PORTION OF EXISTING HIGHWAY

THE EXISTING STATE HIGHWAY, BY VIRTUE OF ITS ALIGNMENT, IS INTERCEPTED BY THE FREEWAY. ACCESS TO THE FREEWAY IS LIMITED TO ONE EXTENSION CROSSROAD, THE PORTION OF THE EXISTING STATE HIGHWAY, NOT AFFECTED BY THE FREEWAY, WILL BE RETAINED AND MAINTAINED BY THE STATE AS A SERVICE ROAD. TO PROVIDE CONTINUITY IN THE STATE HIGHWAY SYSTEM, THE STATE WILL ACQUIRE THE RIGHT-OF-WAY, CONSTRUCT, AND MAINTAIN THE SERVICE ROAD WHICH CONNECTS THE PORTIONS OF THE EXISTING STATE HIGHWAY.

