

PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 693+82.59 TO 700+00

NOTE: FOR SUPERELEVATION TRANSITION SEE SUPERELEVATION DETAIL SHEET NO. ----

LEGEND

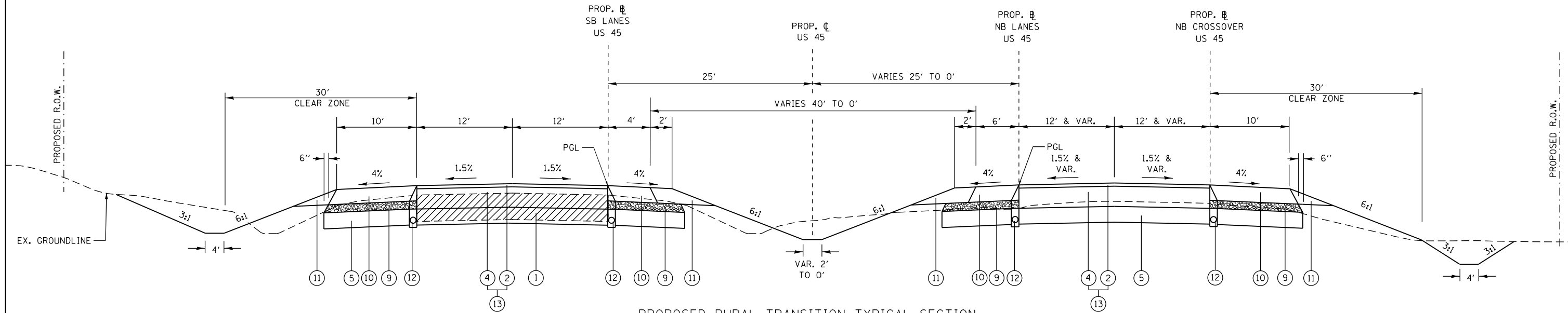
- ① EXISTING HOT-MIX ASPHALT RESURFACED PCC PAVEMENT, 14"
  - ② HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/4"
  - ④ HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 9"
  - ⑤ PROCESSING LIME MODIFIED SOILS (12" MIN.) (SEE GEOTECHNICAL REPORT FOR DEPTH OF PROPOSED LIME MODIFICATION)
  - ⑨ SUB-BASE GRANULAR MATERIAL TYPE "C" (TO BE OMITTED IF ALT B IS USED)
  - ⑩ ALT A: HOT-MIX ASPHALT SHOULDERS, 8" OR ALT B: PORTLAND CEMENT CONCRETE SHOULDERS, 9"
  - ⑪ AGGREGATE SHOULDERS, TYPE B
  - ⑫ PIPE UNDERDRAINS, 4" (HWY STD. 601001)
  - ⑬ ALT A: HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11.25" OR ALT B: PORTLAND CEMENT CONCRETE PAVEMENT, 9" (JOINTED)
- REMOVAL

PAVEMENT STRUCTURE DESIGN

STRUCTURAL DESIGN TRAFFIC:	YEAR 2024
PV = 9470	SU = 595 MU = 235
ROAD/STREET CLASSIFICATION:	CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR:	ACTUAL TF = 1.74 MINIMAL TF = 3.56
PG GRADE:	BINDER = 64-22 SURFACE = 64-22

NOMINAL THICKNESS FOR EACH LIFT OF BINDER SHALL BE AS FOLLOWS:

9" BINDER	
1st LIFT	3"
2nd LIFT	3"
3rd LIFT	3"



PROPOSED RURAL TRANSITION TYPICAL SECTION

TO BE USED: STA. 700+00 TO 705+49.18 (CL US 45) = STA. 2700+00 TO 2705+55.13 (NB CROSSOVER)  
SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS