

PROPOSED RURAL SUPERELEVATED TYPICAL SECTION

TO BE USED: STA. 502+82.93 TO 516+21.71

NOTE: FOR SUPERELEVATION TRANSITION SEE SUPERELEVATION SCHEDULE

PAVEMENT STRUCTURE DESIGN

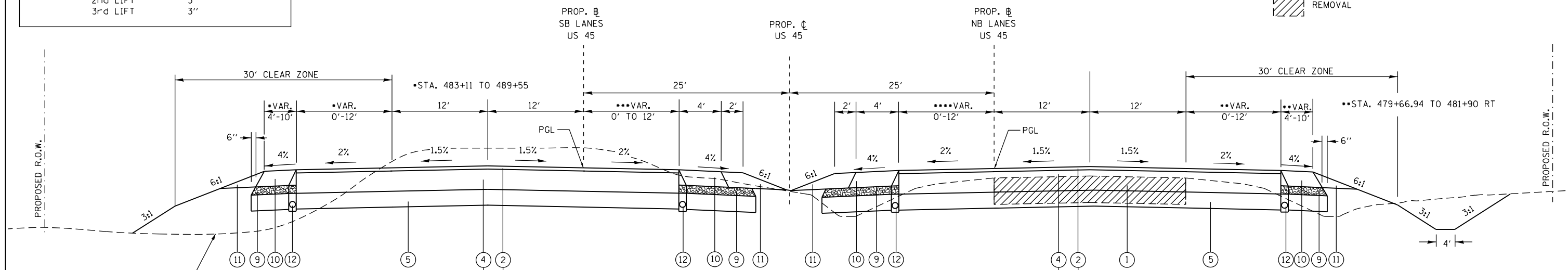
STRUCTURAL DESIGN TRAFFIC:	YEAR 2024
PV = 9470	SU = 595 MU = 235
ROAD/STREET CLASSIFICATION:	CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 32%	S = 45% M = 45%
TRAFFIC FACTOR:	ACTUAL TF = 1.74 MINIMAL TF = 3.56
PG GRADE:	BINDER = 64-22 SURFACE = 64-22

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

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

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



PROPOSED RURAL TANGENT TYPICAL SECTION WITH TURN LANES

*** STA. 483+40 TO 489+55 LT
STA. 517+42 TO 521+77 LT
STA. 577+92 TO 582+27 LT
STA. 607+30 TO 611+65 LT

**** STA. 479+66.94 TO 481+60 RT
STA. 571+77 TO 576+12 RT
STA. 601+15 TO 605+50 RT

SEE CROSS SECTIONS FOR DITCH LOCATIONS AND ELEVATIONS