



PROPOSED RURAL TRANSITION TYPICAL SECTION

TO BE USED: STA. 705+49.18 TO 710+60.77 (CL US 45) = STA. 2705+55.13 TO 2710+64.21 (NB CROSSOVER)

NOTE: ALT A & ALT B OPTION ENDS AT STATION 710+60.77

PAVEMENT STRUCTURE DESIGN

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

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

<u>9" BINDER</u>	
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