Roadway Typical Sections & Drawings

2000
### Miscellaneous Design Details

<table>
<thead>
<tr>
<th>NO.</th>
<th>DATE</th>
<th>TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>09-29-92</td>
<td>Typical Half Section of Auxiliary Lane Through Areas of Superelevation</td>
</tr>
<tr>
<td>NO.</td>
<td>DATE</td>
<td>TITLE</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Stage Improvement

<table>
<thead>
<tr>
<th>NO.</th>
<th>DATE</th>
<th>TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2602</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing</td>
</tr>
<tr>
<td>2603</td>
<td>08-30-88</td>
<td>Typical Cross Section Grading and Shouldering</td>
</tr>
<tr>
<td>2607</td>
<td>10-02-01</td>
<td>Typical Details of Resurfacing Through Flume</td>
</tr>
<tr>
<td>2613</td>
<td>10-18-05</td>
<td>Rumble Strip Panel in Resurfacing</td>
</tr>
<tr>
<td>2616</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing Ramp or Loop</td>
</tr>
<tr>
<td>2617</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing with Base Widening</td>
</tr>
<tr>
<td>2618</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing &amp; Pavement Scarification</td>
</tr>
<tr>
<td>2619</td>
<td>10-15-13</td>
<td>Typical Half Section HMA Resurfacing Existing Auxiliary Lane</td>
</tr>
<tr>
<td>2620</td>
<td>10-15-13</td>
<td>Typical Half Section HMA Turn Lane</td>
</tr>
</tbody>
</table>
TYPICAL HALF SECTION OF AUXILIARY LANE THROUGH AREAS OF SUPERELEVATION
TYPICAL CROSS SECTION
GRADING and SHOULDERING

Notes:
1. Section may be modified only as directed by the engineer.
2. Refer to other plans and drawings for details of ditches and
   backfill.
3. See other typology for shoulder details.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ROAD IDENTIFICATION</th>
<th>STATION TO STATION</th>
<th>FB</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Typical Details of Resurfacing Through Flume

Notes:
- Drawing shows Type 'A' Class details to be used for other types of flumes or other necessary swales as directed by the Engineer.
- Design rate for this type is 120 tons per hour.
PLAN

12" strip along painted lane line left at normal pavement surfaces to accommodate bicycles.

SECTION A-A

Construction of rumble strip panels will be required on the project at locations designated on the plans.

Construction of rumble strip panels will be required within 24 hours after completion of finish surface course.

The rumble strip panel shall be constructed by installing strips of the dimensions indicated above.

For such "Rumble Strip Panel" the contractor will be paid the contract unit price. This will be considered full compensation for construction of the panel as detailed herein.

RUMBLE STRIP PANEL
IN RESURFACING
TYPICAL CROSS SECTION

HMA RESURFACING WITH BASE WIDENING

1. Match finished slope to existing pavement, except that the maximum allowable slope is 3.00%, minimum allowable slope is 2.00%. Section may be modified as directed by the Engineer through areas of special shaping.

2. Refer to tabulation listing of superimposed curves and Standard Road Plans for additional requirements through superimposed curves.


4. Refer to shoulder specials.
Notes:
Section shown in the direction of travel
1. Match finished slope to existing pavement, except that the minimum grade shall be 3.0% minus 0.5% maximum allowable slope in 28.1. Section may be modified as directed by the Engineer through area of special shaping.
Refer to tabulation listing of superimposed curves and Standard Road Name for additional requirements where superimposed curves.

TYPICAL CROSS SECTION
HMA RESURFACING & PAVEMENT SCARIFICATION
Possible Resurfacing

Existing Pavement

Surface Course

Intermediate Course

Base Course

6" Special Backfill

Embankment-In-Place

1:1

Existing Fore Slope

Shoulder

Earth Shoulder

Fill

Clay 13

Excavation

TYPICAL HALF SECTION

HMA TURN LANE

Material to be included in the price bid for "Embankment-In-Place" and shaping to be bid as "Earth Shoulder Finishing".

1 Refer to shoulder typicals.

Station to Station | Side | Direction of Travel | 5 | 6 | 7 | 8 | 9 | 10 |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- Inches
- Feet
- Station to Station
- Direction of Travel
- Width
- Thickness
- Depth
- Length
- Material
- Embankment
- Shoulder
- Existing Pavement
- Fore Slope
- Possible Resurfacing
- HMA Turn Lane