Roadway Typical Sections & Drawings

2000
<table>
<thead>
<tr>
<th>NO.</th>
<th>DATE</th>
<th>TITLE</th>
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<tbody>
<tr>
<td>2013</td>
<td>09-29-92</td>
<td>Typical Half Section of Auxiliary Lane Through Areas of Superelevation</td>
</tr>
</tbody>
</table>
### Paving, Multilane

<table>
<thead>
<tr>
<th>NO.</th>
<th>DATE</th>
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<tbody>
<tr>
<td>2101</td>
<td>10-20-20</td>
<td>Typical Paving Cross Section Subgrade Adjustment to 1% Slope 4-Lane Divided Roadway.</td>
</tr>
<tr>
<td>NO.</td>
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<tr>
<td>2602</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing</td>
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<tr>
<td>2603</td>
<td>08-30-88</td>
<td>Typical Cross Section Grading and Shouldering</td>
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<tr>
<td>2607</td>
<td>10-02-01</td>
<td>Typical Details of Resurfacing Through Flume</td>
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<tr>
<td></td>
<td>10-18-05</td>
<td>Rumble Strip Panel in Resurfacing</td>
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<tr>
<td>2616</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing Ramp or Loop</td>
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<td>2617</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing with Base Widening</td>
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<tr>
<td>2618</td>
<td>10-15-13</td>
<td>Typical Cross Section HMA Resurfacing &amp; Pavement Scarification</td>
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<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

Notes:
1. On the left side of super-elevated curves, the surface of auxiliary lane pavement shall be maintained at the same elevation as the adjacent traffic lane. If the super-elevated curve exceeds 10%, then the traffic lane pavement shall be maintained at least 1.0% higher than the auxiliary lane pavement. If the curve exceeds 15%, then the auxiliary lane pavement shall be maintained at least 1.25% higher than the traffic lane pavement.
2. On the right side of super-elevated curves, the surface of auxiliary lane pavement shall be maintained at the same as the adjacent traffic lane.
3. Refer to other drawings for details of shoulder design and construction.
Subgrade adjustment is required on tangent sections of the roadbed. Curved sections that require superelevation will not require subgrade adjustment once a 2% cross slope is achieved across the entire subgrade. The distance between the Profile Grade and the bottom of the 1% grade line at the inside of pavement.

### Typical Paving Cross Section

#### Subgrade Adjustment to 1% Slope

**4-Lane Divided Roadway**

- **Subgrade Adjustment**
  - Excavate to Drain
  - Area of Subgrade Adjustment

- **Profile Grade**
  - 12'-0" to 12'-0"
  - 4.0%

- **Subgrade**
  - 1.0%

**Plan View**

<table>
<thead>
<tr>
<th>LOCATION</th>
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<tbody>
<tr>
<td>ROAD IDENTIFICATION</td>
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<tr>
<td>2001</td>
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</table>

**Notes:**

1. Excavate to Drain
2. Area of Subgrade Adjustment
3. Profile Grade
4. Subgrade
5. Excavate to Drain
6. Area of Subgrade Adjustment

**Instructions:**

- Cut trenches in the outside shoulders to prevent water ponding in the trimmed area. The contractor may backfill the trenches with open graded crushed stone, gravel, or recycled PCC to allow water to drain. The material used to backfill is incidental.
- Trim the roadbed to within 0.05 feet of final subgrade elevation. Exercise extreme care in the trimming operation so that the stability of the subgrade is not damaged. If using trimmed material to pond water, granular surfacing material, if placed over water, is included in the trimmed volume.
SECTION A-A

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

Construction of rumble strip panels will be required within 24 hours after completion of final surfacing operations.

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

For each rumble strip panel the contractor shall be paid the amounts stated

RUMBLE STRIP PANEL IN RESURFACING
Match finished slope to existing pavement, except that the maximum allowable slope is 3:05, minimum allowable slope is 2:00. Section may be modified as directed by the Engineer through areas of special shaping.

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

Base Widening operations are not included with Resurfacing operations. See Standard Road Plan PY-205.

Refer to shoulder specific.
Notes:
- Section shown in the direction of travel.
- Match finished slope to existing pavement, except that the maximum allowable slope is 30%. Minimum allowable slope is 20°.
- Section may be modified as directed by the Engineer through area of special shaping.
- Refer to tabulation listing of super-elevated curves and Standard Road Ramps for additional requirements through super-elevated curves.

TYPICAL CROSS SECTION
HMA RESURFACING & PAVEMENT
SCARIFICATION

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<thead>
<tr>
<th>Location</th>
<th>Station To Station</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Remarks</th>
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### Auxiliary Lane

<table>
<thead>
<tr>
<th>Direction of Travel</th>
<th>Location</th>
<th>Shoulder</th>
<th>Station To Station</th>
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<tbody>
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*Feet*

<table>
<thead>
<tr>
<th>Inches</th>
<th>Sides</th>
<th>Shoulder</th>
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<tbody>
<tr>
<td>3 .0</td>
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</table>

*Inches* 2.0%

*Existing Pavement*

*SURFACE COURSE, INTERMEDIATE COURSE, Resurfacing*

**EXISTING AUXILIARY LANE**

*Refer to shoulder typicals*

*Road Identification* 10-15-13 2619

*Direction of Travel*
INCHES

Side

Material to be included in the price bid for "Embankment-In-Place" and shaping to be bid

EXISTING PAVEMENT

EXISTING FORESLOPE

1:1

PROPOSED FORESLOPE

TYPICAL HALF SECTION

HMA TURN LANE

Refer to shoulder typicals.

Possible Resurfacing

Sho"dier-

Fill

Embankment-In-Place

Excavation

Class 13

Special Backfill

6"

Fill

Surface Course

Intermediate Course

Base Course

Station to Station

Direction of Travel

Inches

Inches

Inches

Feet

Feet

TYPICAL HALF SECTION

HMA TURN LANE