

**EARTH CUT SECTION**

- \* WIDTH OF DITCH - 4m STANDARD, 1.5m MINIMUM.
- \* BACKSLOPE VARIABLE UP TO MAXIMUM NOTED. 1.5m TO BE LEFT BETWEEN TOP OF BACKSLOPE AND RIGHT-OF-WAY LIMIT AS SHOWN.
- \* DITCH WIDTH AND ROUNDING AT TOP OF BACKSLOPE TO BE INCREASED AT BEGINNING AND END OF CUT SECTIONS FOR AESTHETICS.

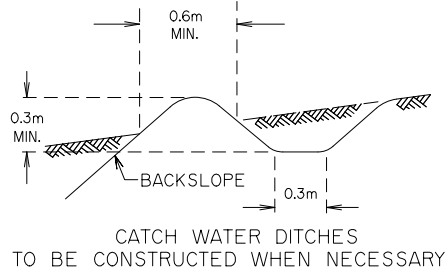
**SUBGRADE AND SURFACING DIMENSIONS**

$Z = 5(T + 0.16)$

where

- A = THICKNESS OF ACP (1st STAGE AND FINAL STAGE)
- C = THICKNESS OF BASE
- T = C + A
- 0.16 = ALLOWANCE FOR TWO FUTURE OVERLAYS

FINAL PAVING NORMALLY PLACED WITHIN 5 YEARS OF 1st STAGE



**FILL SECTION**

- \* 6:1 SLOPES FOR AVERAGE FILLS LESS THAN 2.0m.
- \* 4:1 SLOPES FOR AVERAGE FILLS UP TO 6.5m.
- \* 4:1 SLOPES CAN BE USED ON SHORT SECTIONS OF HIGHWAY FILL UP TO 14m IN HEIGHT (TO ELIMINATE THE NEED FOR GUARDRAIL), PROVIDING THERE ARE NO OBSTRUCTIONS WITHIN OR NEAR THE RIGHT-OF-WAY LIMITS.
- \* 3:1 SLOPES MAY BE USED IN AREAS WHERE GUARDRAIL IS TO BE INSTALLED.
- \* THE CHOICE BETWEEN 4:1 SLOPE AND GUARDRAIL INSTALLATION ON HIGH EMBANKMENTS IS GENERALLY MADE BASED ON LIFE-CYCLE COST-EFFECTIVENESS.
- \* 3:1 SLOPES ARE TO BE USED ON ALL FILLS ADJACENT TO DRAINAGE STRUCTURES OVER 1200mm IN DIAMETER, CATTLE PASSES, OPEN WATER, ETC. WHERE GUARDRAIL INSTALLATION IS NECESSARY FOR HIGHWAY SAFETY.
- \* TRANSITION BETWEEN SLOPES SHALL BE ATTAINED BY USING UNIFORMLY VARYING SLOPES. GENERALLY THE MINIMUM LENGTH OF TRANSITION SHALL NOT BE LESS THAN 60m.
- \* BERM ALSO TO BE CONSTRUCTED ADJACENT TO OPEN WATER.

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1	Revise Pavement Slopes	B.K.	27/06/05
No.	REVISIONS	BY	DATE

**Alberta**  
INFRASTRUCTURE AND  
TRANSPORTATION

FIGURE  
C-8.2C  
Date: DECEMBER 2002

**STANDARD CROSS-SECTION  
FOR  
RAU-213-130/120**

Prepared By: MT    Checked By: B.K.    Scale: N.T.S.    PAGE C-100

**SUPERSEDED**