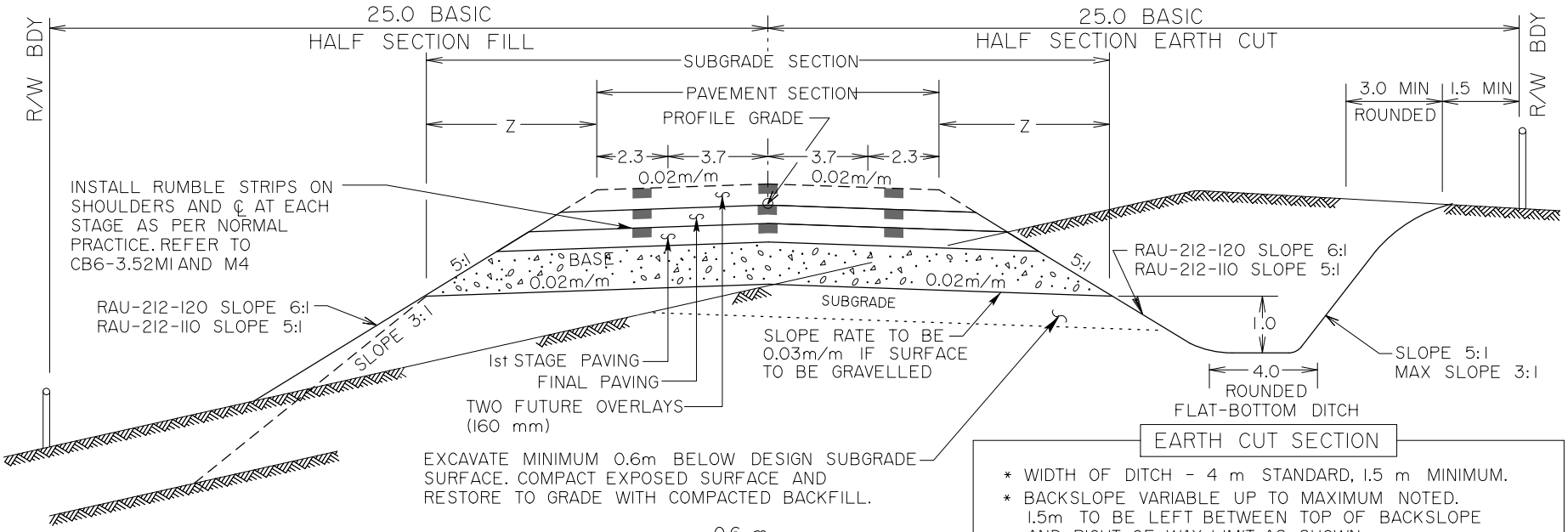
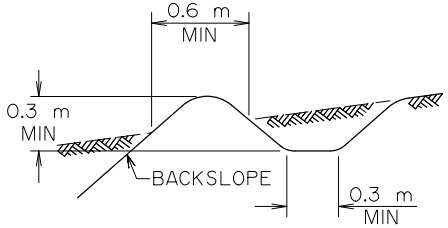


SUBGRADE AND SURFACING DIMENSIONS

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



CATCH WATER DITCHES TO BE CONSTRUCTED WHEN NECESSARY

EARTH CUT SECTION

* WIDTH OF DITCH - 4 m STANDARD, 1.5 m 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.

FILL SECTION

* 6:1 (FOR 120 KM/H DESIGN SPEED) OR 5:1 (FOR 110 KM/H DESIGN SPEED) SLOPES FOR AVERAGE FILLS LESS THAN 2.0 m.
* 4:1 SLOPES FOR AVERAGE FILLS UP TO 6.5 m.
* 4:1 SLOPES CAN BE USED ON SHORT SECTIONS OF HIGHWAY FILL UP TO 14 m 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 60 m.
* BERM ALSO TO BE CONSTRUCTED ADJACENT TO OPEN WATER.

No.	REVISIONS	BY	DATE
3			
2			
1	REDRAWN FROM 2005 VERSION RUMBLE STRIPS ADDED	PM	2017-04-12

Alberta Transportation

FIGURE C-8.2d

Date: APRIL 2017

STANDARD CROSS-SECTION FOR RAU-212-120/110

Prepared By: GEC	Checked By: PM	Scale: NTS	PAGE C-101