Typical Section (NOT TO SCALE)

Paving Detail
- 3" Bituminous Concrete Surface (Two Equal Layers)
- 5" Bituminous Concrete Base
- 8" Graded Aggregate Base (Two Equal Layers)
- Approved Subgrade

Design Data
- Target Speed (MPH)
  - 45
  - 50
- Superelevation Distribution
  - AASHTO Method 5 (6% Max)
- Max Grade
  - 5 1/2%
  - 5%

General Notes
4. Paving Detail Depicts the Minimum Required Section. If Sufficient Subgrade Support Is Not Assured, an Engineered Paving Design Using SHA Methodology Will Be Required.
5. Note That Within a Given Context, This Standard May Need to Be Modified to Provide Additional Required Features Such as Master Planned Bikeways, Auxiliary Lanes at Intersections, or Stormwater Management Facilities. Additional Right-of-Way May Be Necessary to Accommodate Such Features.
6. Note That Roadway Section Is Not Symmetrical Relative to Baseline. Actual Orientation of Left and Right Is Subject to County Review and Approval.
8. Selection of Appropriate Target Speed (Equal or Slightly Less Than Design Speed) Is Subject to County Review and Approval. Approved Target and Design Speeds Must Appear on Construction Drawings.
9. All Unpaved Areas Within the Limits of Disturbance Shall Be Stabilized With Established Grass Turf or Approved Landscaping.
10. Street Trees of Approved Type, Size and Spacing Shall Be Planted at Locations Shown.

Standard Developed and Implemented in Conformance with Council Resolution 16-809 Adopted Dec. 9, 2008

Director, Department of Transportation: 25 Jun 2012
Chief, Division of Transportation Engineering: 6/21/2012

Montgomery County Department of Transportation
Rural Controlled Major Hwy.
Open Section: 4 Lanes
45 & 50 MPH
Standard No. MC-2008.12A