

STRUCTURAL SECTION FOR AC PAVING

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Structural Section for AC Pavement

STREET CLASSIFICATION	TRAFFIC INDEX	AC Thickness ^{1,2}	CAB Thickness ¹
Augmented Major Arterial	TI = 9	5.5"	6.5"
Major Arterial	TI = 9	5.5"	6.5"
Primary Arterial	TI = 8	4.5"	6"
Secondary Arterial	TI = 7.5	4"	6"
Collector Street	TI = 7	4"	5"
Local (Residential) Street	TI = 6	3"	4.5"

Notes:

1. The Asphalt Concrete (AC) and Crushed Aggregate Base (CAB) thickness is based on a soil resistance value (R-value) greater than, or equal to, 50 for the basement soil under the structural section. If the R-value for the basement soil is below 50, the structural section must be increased. The structural section shall be calculated utilizing a 20-year design life in accordance with the design method promulgated by Caltrans' as published in Chapter 6 of its Highway Design Manual. The Design Manual is a no-cost download at the Caltrans website (www.dot.ca.gov).
2. The AC thickness shown in this table is the minimum allowable thickness for the respective street classification.
3. The aggregate base component of the structural section shall be specified on the street improvement plans as "Crushed Aggregate Base" per the latest edition of the Standard Specifications for Public Works Construction (ie Greenbook).
4. The asphalt concrete component of the structural section shall be installed in two (2), or more, courses with mix designs that conform to Section 400 of the revised standard specifications, Coachella Valley version (green book), noted as follows:

Wearing Course (upper course): IIIA-C2-AR-4000
 Base Course (lower courses): IIIB-B3-AR-4000

The wearing course shall be a 0.1 feet thick; the base course(s) shall contain the balance of the required asphalt concrete thickness.

Please visit La Quinta's **ONLINE ENGINEERING LIBRARY** for other design guidance documents such as, but not limited to: standard notes, standard drawings, and the asphalt concrete specifications. The website address is: www.la-quinta.org, then navigate to the Public Works Department webpage and click on the hyperlink entitled "Online Engineering Library"

Augmented Major - State Highway 136'-144'

8'-12'	8'	11'	11'	11'	12'	14'	12'	11'	11'	11'	8'	8'-12'

(Eight Lanes divided, w/breakdown lane)

Major Arterial - State Highway 140'

12'	8'	12'	12'	14'	24'	14'	12'	12'	8'	12'

(Six Lanes divided, w/ bike lane)



TERRA NOVA

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City of La Quinta
General Plan

Street Cross Sections - State Highways



Exhibit

3.2

Augmented Major - City Street

132'

12'	13'	11'	11'	12'	14'	12'	11'	11'	13'	12'
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(Eight Lanes divided, no parking)

Major Arterial - City Street

120'

9'	8'	11'	12'	13'	14'	13'	12'	11'	8'	9'
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(Six Lanes divided, w/bike lane)

Primary Arterial - A

110'

12'	8'	13'	13'	18'	13'	13'	8'	12'
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Primary Arterial - B

(Four Lanes divided, w/bike lane)

100'

12'	7'	12'	13'	12'	13'	12'	7'	12'
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(Four Lanes divided, w/bike lane)

Secondary Arterial

88'

12'	14'	12'	12'	12'	14'	12'
-----	-----	-----	-----	-----	-----	-----

(Four Lanes undivided, no parking)

Collector

74'

11'	8'	12'	12'	12'	8'	11'
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(Two Lanes undivided, w/bike lane)

Local

60'

12'	18'	18'	12'
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(Two Lanes w/parking)

Cul de Sac

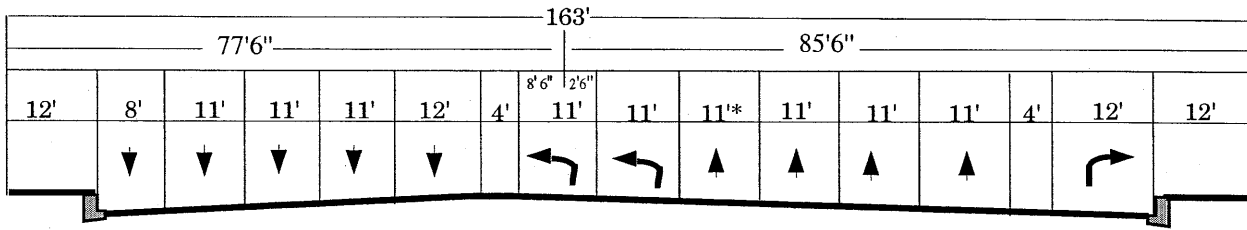
50'

7'	18'	18'	7'
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(Two Lanes, w/parking)



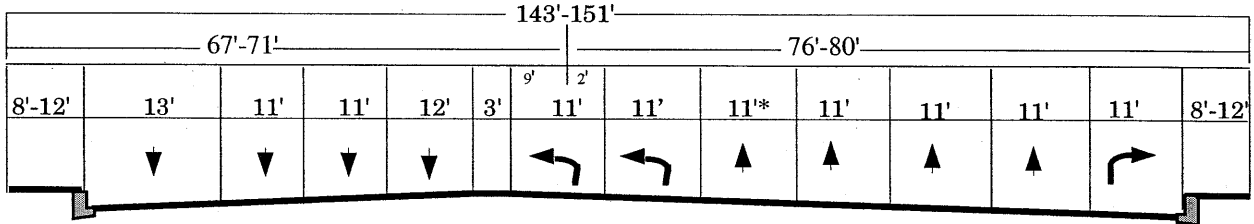
Augmented Major at Dual Left Intersections - State Highway



(Eight Lanes divided, w/breakdown lane)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

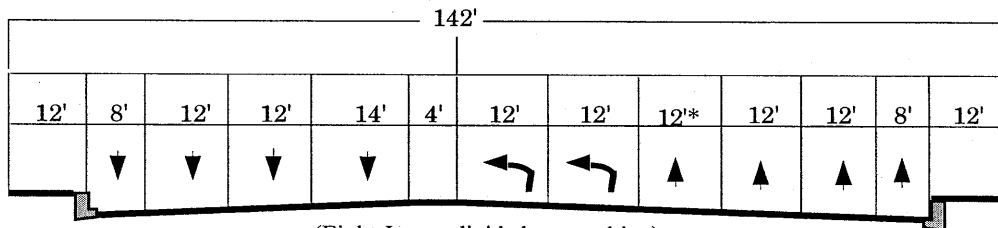
Augmented Major at Dual Left Intersections - City Street



(Eight Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

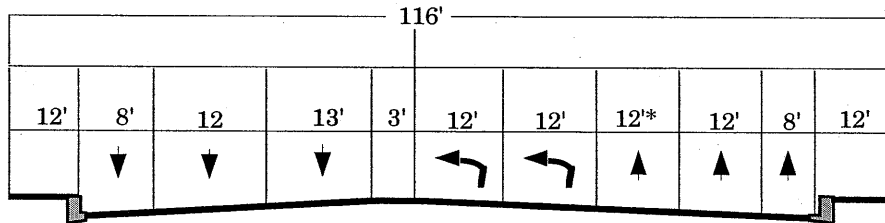
Major Arterial at Dual Left Intersections - State Highway



(Eight Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 2 foot, but returns to standard width on far side of intersection adjacent to median nose.

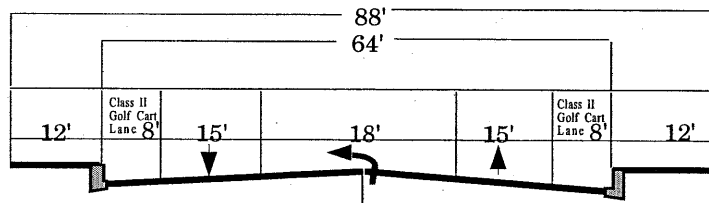
Primary Arterial A at Dual Left Intersections - City Street



(Four Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

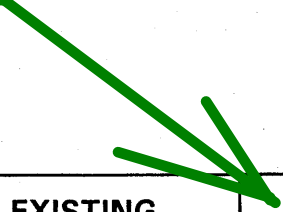
Modified Secondary at Single Left Intersections - City Street



(Two Lanes undivided, w/golf cart lane)

City Council Resolution 2003-____
General Plan Amendment 2002-088
Adopted: February 4, 2003

EXHIBIT "A"



STREET	EXISTING CLASSIFICATION	PROPOSED CLASSIFICATION	LOCATION
Fred Waring Drive	Primary Arterial A (4D)	Major Arterial 6(D)	Washington Street to Jefferson Street
Adams Street	Secondary Arterial (4U)	Primary Arterial A(4D)	South of Highway 111 to Avenue 48
Dune Palms Road	Secondary Arterial (4U)	Primary Arterial A(4D)	South of Highway 111 to Avenue 48

City of La Quinta General Plan

LEGEND

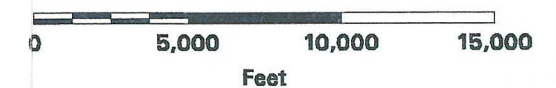
- Roads
- Township/Range Sections
- Railroads
- City Limits
- Planning Area #1
- Planning Area #2
- City Sphere of Influence

EXHIBIT 3.5 CITY ROADWAY CLASSIFICATIONS

- Freeway Interchanges
- Augmented Major (8D)
- Major Arterial (6D)
- Primary Arterial - A (4D)
- Primary Arterial - B (4D)
- Secondary Arterial (4U)
- Modified Secondary (2D)
- Collector (2U)

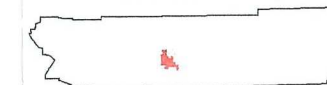
Source: City of La Quinta General Plan Update Traffic Study, RKJK & Associates, Inc. September, 2000

Scale
1:72,000



NORTH

Riverside County Vicinity Map



Map Prepared on: December 14, 2001
Map Prepared by: Aerial Information Systems
Map Version No.: 6

