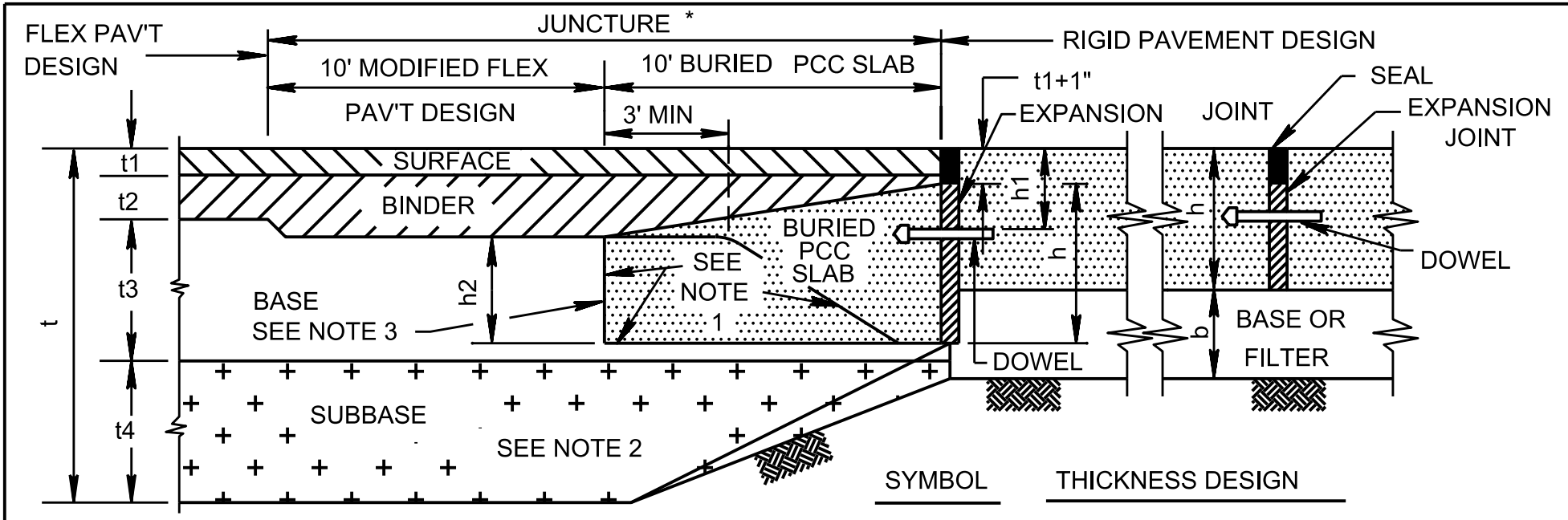

COMPACTED SUBGRADE

SYMBOL	THICKNESS DESIGN
h	DESIGN THICKNESS OF PCC
h1	$\frac{h + t1 + 1"}{2}$
h2	h-(t1+1") BUT NOT LESS THAN 6"
b	THICKNESS OF BASE OR FILTER
t	DESIGN THICKNESS OF FLEXIBLE PAVEMENT
t1	DESIGN THICKNESS OF SURFACE COURSE
t2	DESIGN THICKNESS OF BINDER COURSE
t3	DESIGN THICKNESS OF BASE COURSE
t4	DESIGN THICKNESS OF SUBBASE COURSE
t5	h-h2 BUT NOT LESS THAN t2

*SEE NOTES

NOTES:

1. COMPACTED BASE TO DASHED LINE. CUT OUT TO SOLID LINE NOT DISTURBING THE MATERIALS OUTSIDE LIMITS OF BURIED SLAB.
2. EXCAVATE AND COMPACT SUBGRADE TO DASHED LINE IF A BASE OR FILTER IS NOT USED BENEATH PCC. EXCAVATE AND COMPACT SUBGRADE TO SOLID LINE WHEN BASE OR FILTER COURSE IS USED BENEATH PCC.
3. PLACE PCC BURIED SLAB DIRECTLY AGAINST CUT BACK BASE COURSE. NO FORM WILL BE USED.
4. TOP LIFT OF BINDER COURSE TO BE PLACEDAND ROLLED TRANSVERSELY. SURFACE COURSE PLACED AND ROLLED LONGITUDINALLY STOPPING ROLLERS ON RIGID PAVEMENT.
5. FOR HEAVY LOAD DESIGN h2 NOT LESS THAN 6 IN. FOR LIGHT LOAD DESIGN, h2 NOT LESS THAN 4 IN.
6. JOINT THE BURIED SLAB THE SAME AS THE ADJACENT RIGID PAVEMENT

REF: DM 21.3/TM 5-825-2/AFM 88-6, CHAPTER 2, FLEXIBLE PAVEMENT DESIGN FOR AIRFIELDS

* INTENDED FOR CRITICAL TRAFFIC AREAS OR AREAS WHERE SLIGHT DEVIATIONS FROM THE DESIGN GRADE IS OBJECTIONABLE. JUNCTURES SHOULD BE INCORRORATED WHERE PCC JOINS FLEXIBLE PAVEMENT AT ALL TRANSVERSE JUNCTURES IN RUNWAYS AND TAXIWAYS.

RIGID - FLEXIBLE PAVEMENT JUNCTION	DATE AUG 1992	FIGURE 2-16c