LEGEND

1. EXISTING AGGREGATE SUB-BASE, 4"
2. EXISTING PCC BASE COURSE / WIDENING, 8"
3. EXISTING PCC PAVEMENT (9" - 6" - 9")
4. EXISTING HMA BINDER COURSE (VAR. DEPTH)- 4 1/2" (+/- 1")
4A. EXISTING HMA LEVELING BINDER
4B. EXISTING HMA SURFACE
5. EXISTING HMA SHOULDER, 8"
6. EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
7. EXISTING AGGREGATE SHOULDER
8. PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
9. PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
9A. PROPOSED HMA SHOULDERS, 2 1/4"
9B. PROPOSED HMA SHOULDERS, 1 1/2"
10. PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
11. PROPOSED HMA SHOULDERS, 6 1/2"
12. PROPOSED AGGREGATE SHOULDERS, TYPE B
13. PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
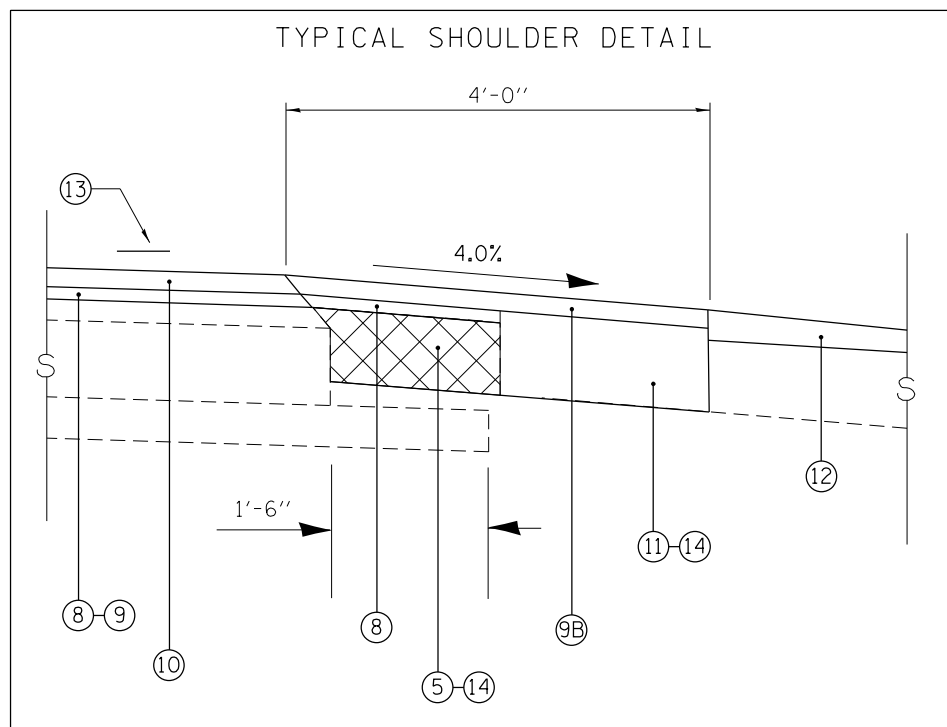14. PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER
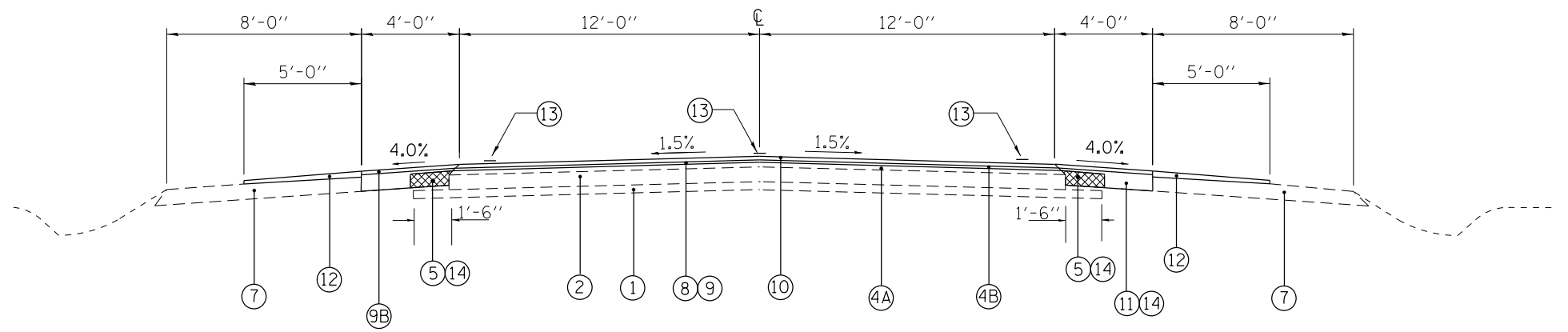
TYPICAL SECTION # 1 (FAP 67 - IL 125)
R6 STA 455+40.00 TO STA 470+99.13
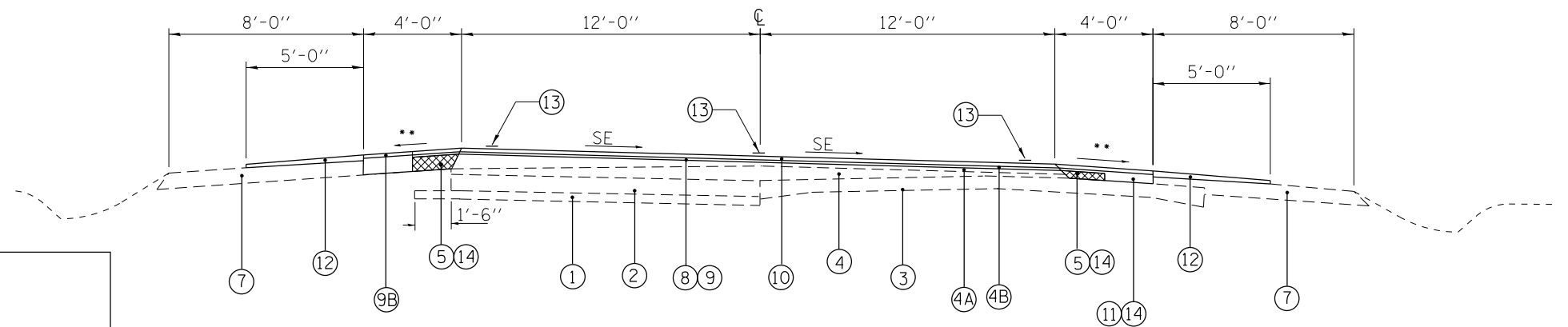
TYPICAL SECTION # 2 (FAP 67 - IL 125)
R6 STA 470+99.13 TO STA 472+69.16 (BK)
R7 STA 472+67.76 (AH) TO STA 480+22.70

STATION EQUATION
STA 472+69.16 R6 BK =
STA 472+67.76 R7 AH

TYPICAL SHOULDER DETAIL

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.