

**SHOULDER SLOPE, HIGH SIDE S.E.**

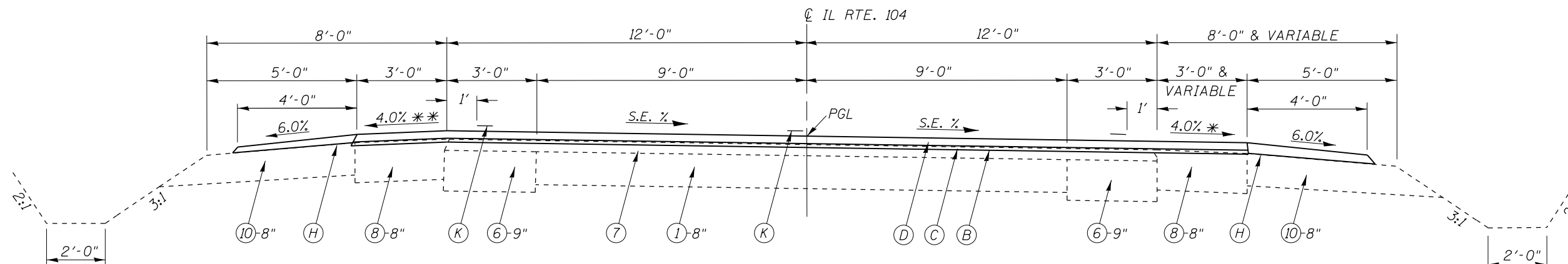
\*\* WHEN THE S.E. RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SHALL BE SLOPED AT 4.0%. WHEN THE S.E. RATE EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8.0%.

**STA. 523+55 TO STA. 526+94**  
**STA. 563+25 TO STA. 572+68**  
**STA. 584+40 TO STA. 594+40**

**TYPICAL #1**

**SHOULDER SLOPE, LOW SIDE S.E.**

\* SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4.0%



**STA. 526+94 TO STA. 529+49**

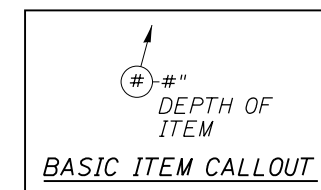
**TYPICAL #2**

**EXISTING LEGEND**

- ① P.C.C. PAVEMENT
- ② CONCRETE PAVEMENT
- ③ P.C.C. BASE COURSE
- ④ P.C.C. BASE COURSE WIDENING
- ⑤ BITUMINOUS CONCRETE BASE COURSE
- ⑥ BITUMINOUS CONCRETE BASE COURSE WIDENING
- ⑦ BITUMINOUS CONCRETE SURFACE COURSE
- ⑧ BITUMINOUS SHOULDERS
- ⑨ STABILIZED SHOULDERS
- ⑩ AGGREGATE SHOULDERS
- ⑪ P.C.C. GUTTER
- ⑫ P.C.C. MEDIAN OR EARTHEN MEDIAN
- ⑬ COMBINATION CONCRETE CURB & GUTTER, TYPE M 6.06
- ⑭ CONCRETE CORRUGATED MEDIAN
- ⑮ STABILIZED SUB-BASE MATERIAL, 4"

**PROPOSED LEGEND**

- Ⓐ LEVELING BINDER (MACHINE METHOD), N90, 1"
- Ⓑ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- Ⓑ① HOT -MIX ASPHALT SURFACE REMOVAL, 2"
- Ⓒ LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- Ⓓ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- Ⓔ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90, 1 1/2"
- Ⓕ HOT-MIX ASPHALT BASE COURSE, 12"
- Ⓖ COMBINATION CONCRETE CURB & GUTTER, TYPE M 6.06
- Ⓗ AGGREGATE SHOULDER, TYPE B
- Ⓘ SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- Ⓙ P.C.C. MEDIAN SURFACE, 4" OR EARTHEN MEDIAN
- Ⓚ PAVEMENT MARKING - LINE 5"
- Ⓛ PIPE DRAIN, 6" DIAMETER
- Ⓜ COMBINATION CONCRETE CURB & GUTTER, TYPE M 6.24
- Ⓝ HOT-MIX ASPHALT SHOULDERS, 9"
- Ⓞ SUBBASE GRANULAR MATERIAL, TYPE A, 4"



NOTE:  
 PROPOSED STRIPING FOR PAVEMENT EDGE LINES SHALL ALLOW FOR 11'-0" LANES, EACH DIRECTION.

TYPICAL X-SECTION LOCATION CHART			
TYPICAL #	STATION	STATION	
1	523+55	to	526+94
2	526+94	to	529+49
3	529+49	to	531+98
4	531+98	to	541+74
5	541+74	to	550+41
4	550+41	to	560+22
5	560+22	to	563+25
1	563+25	to	572+52
BRIDGE OMISSION: 572+52 TO 574+77			
5	574+77	to	584+40
1	584+40	to	594+40
5	594+40	to	600+20
4	600+20	to	609+97
5	609+97	to	746+90.47
STATION EQUATION: 746+90.47 BK. = 71+63.54 AHD.			
5	71+63.54	to	72+52.02
RAILROAD OMISSION: 72+52.02 TO 72+64.02			
5	72+64.02	to	74+62.03
RAILROAD OMISSION: 74+62.03 TO 74+82.00			
6	74+82.00	to	78+49
7	78+49	to	80+23
8	80+23	to	84+01
9	84+01	to	86+92
10	86+92	to	93+06
9	93+06	to	101+24
10	101+24	to	107+98
9	107+98	to	108+60 RT.
9	107+98	to	109+23 LT.
11	108+60	to	114+98 RT.
11	109+23	to	114+98 LT.
12	114+98	to	119+90
13	119+90	to	123+50
14	123+50	to	124+73.26
STATION EQUATION: 124+73.26 BK. = 802+78.33 AHD.			
14	802+78.33	to	818+75
15	818+75	to	823+00
16	823+00	to	824+97
BRIDGE OMISSION: 824+97 TO 827+01			
16	827+01	to	829+00
15	829+00	to	838+00
16	838+00	to	840+00
14	840+00	to	911+30.71
17	911+30.71	to	920+56.03
14	920+56.03	to	923+29.5
17	923+29.5	to	932+54.03
14	932+54.03	to	935+94.00