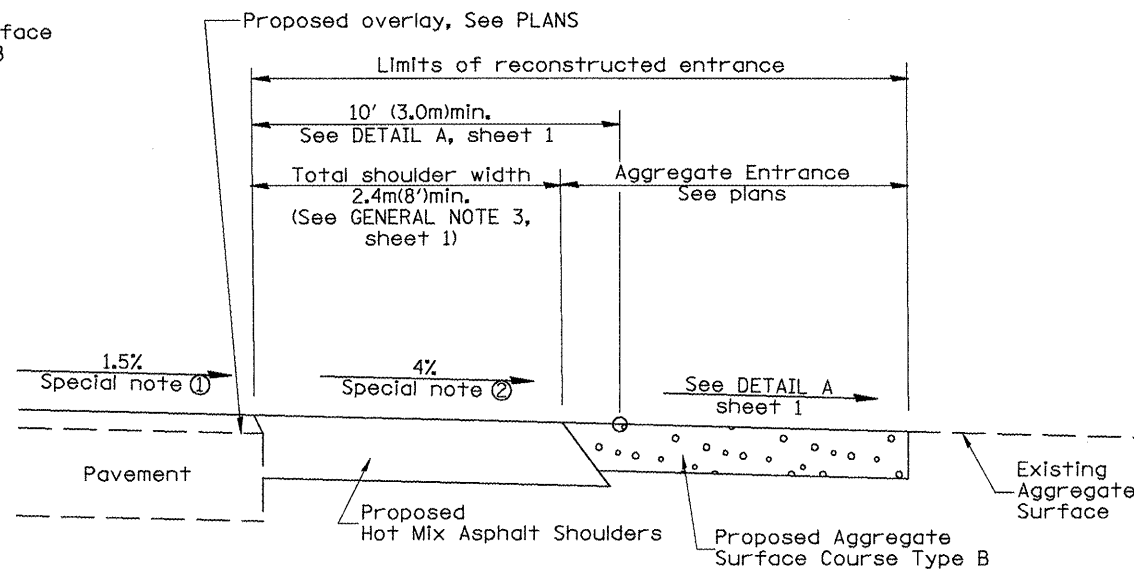
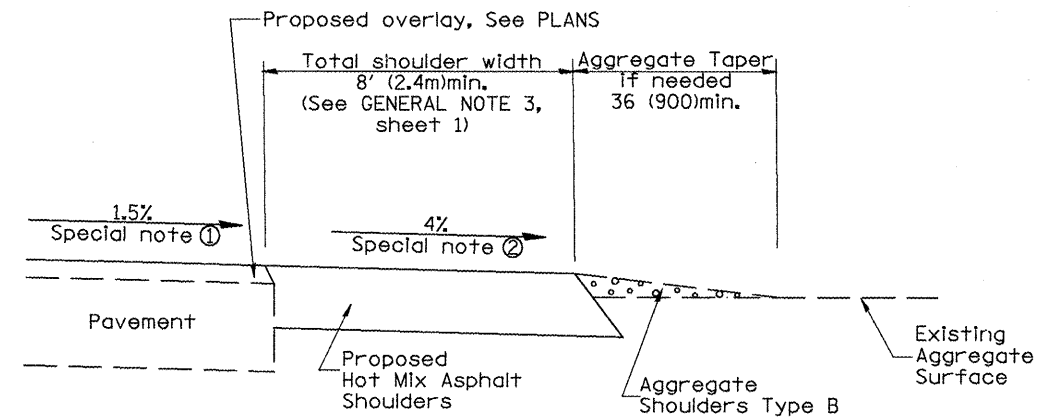


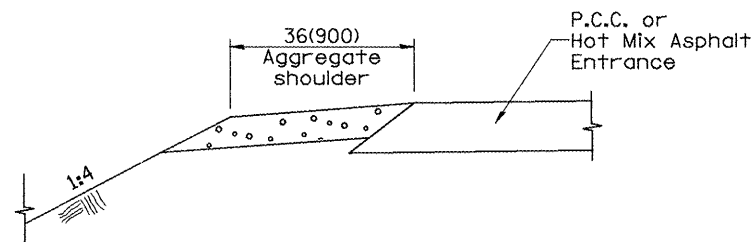
**SECTION A-A**  
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



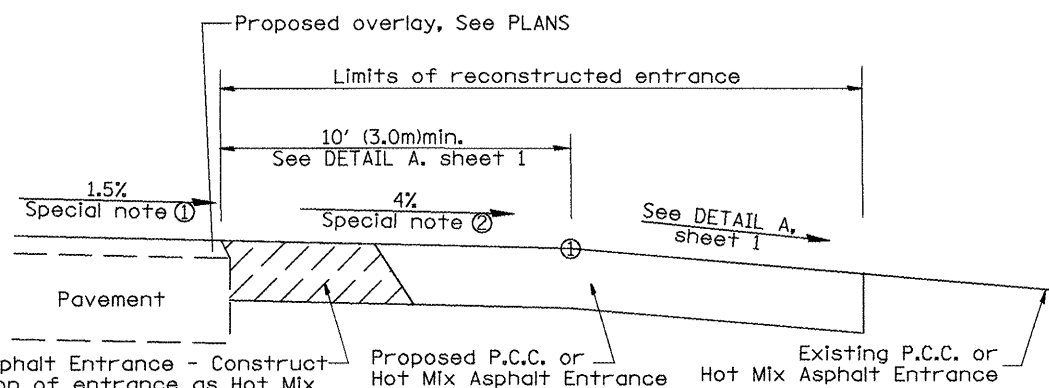
**SECTION B-B**  
RECONSTRUCTED AGGREGATE ENTRANCE



**SECTION B-B**  
EXISTING AGGREGATE ENTRANCE

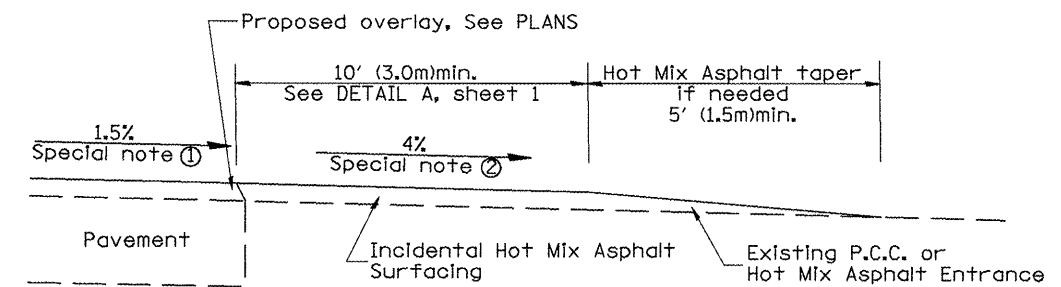


**SECTION C-C**  
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES

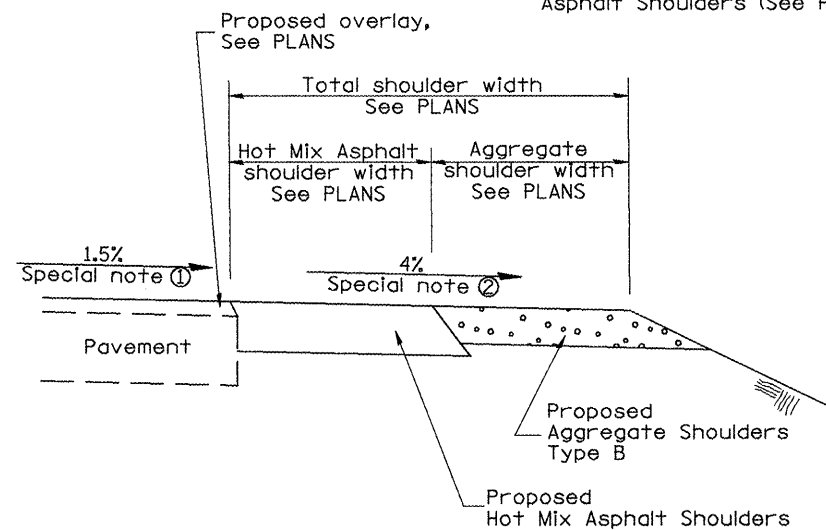


Hot Mix Asphalt Entrance - Construct this portion of entrance as Hot Mix Asphalt Shoulders (See Plan)

**SECTION D-D**  
RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



**SECTION D-D**  
EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



**SECTION E-E**  
MAINLINE SHOULDER TREATMENT

**SPECIAL NOTES**

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on super-elevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through super-elevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in inches (millimeters) unless otherwise noted.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1190	(125BY)BR	KNOX	94	65
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68087	