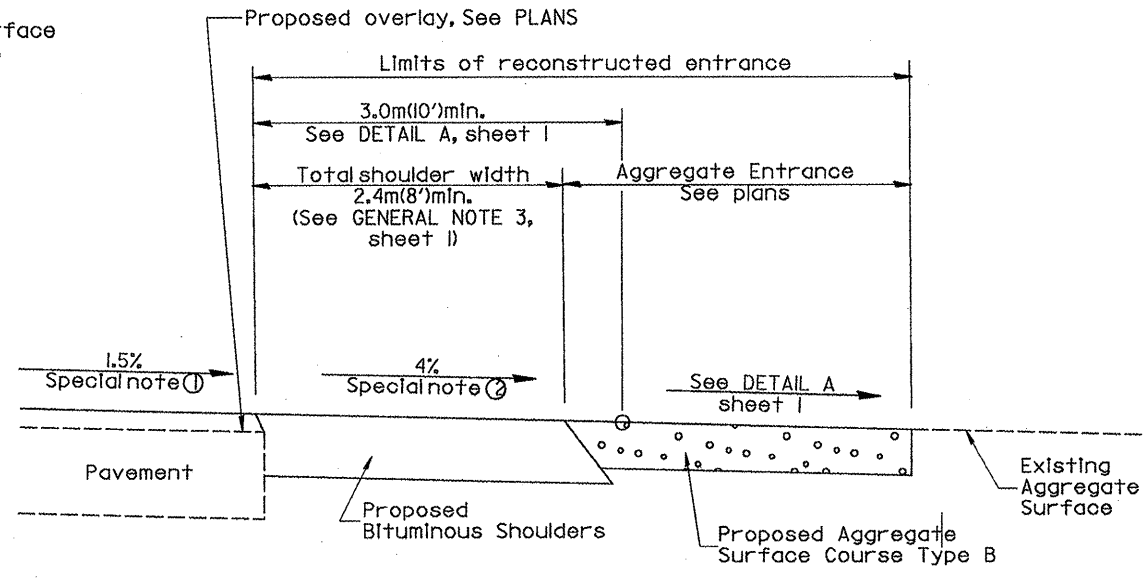
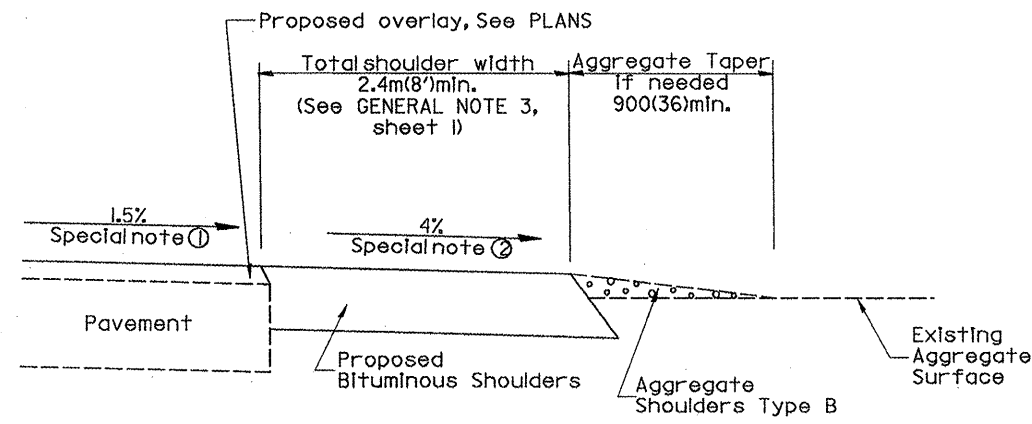


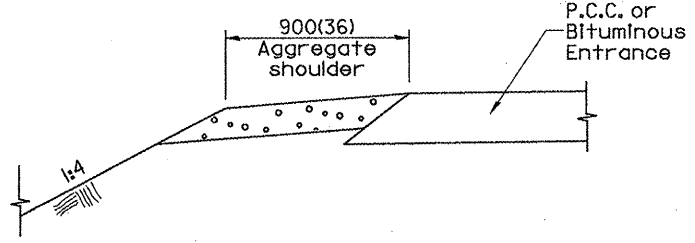
**SECTION A-A**  
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



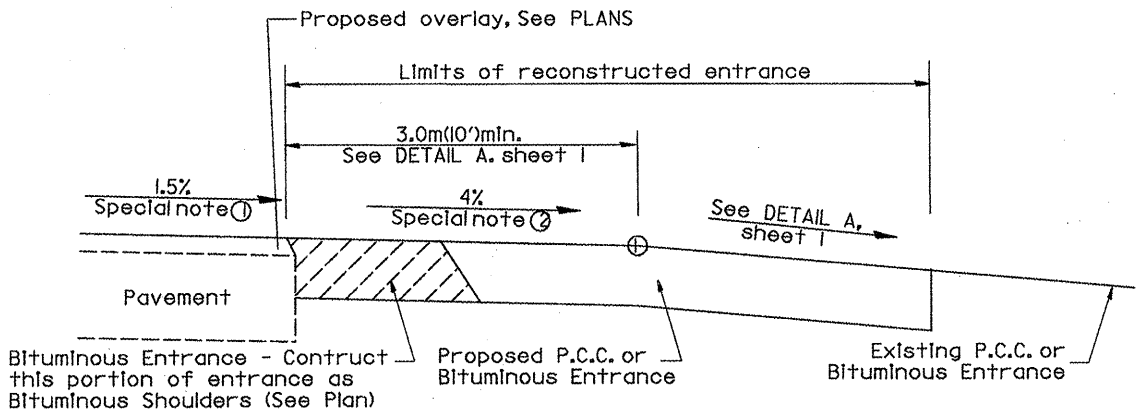
**SECTION B-B**  
RECONSTRUCTED AGGREGATE ENTRANCE



**SECTION B-B**  
EXISTING AGGREGATE ENTRANCE

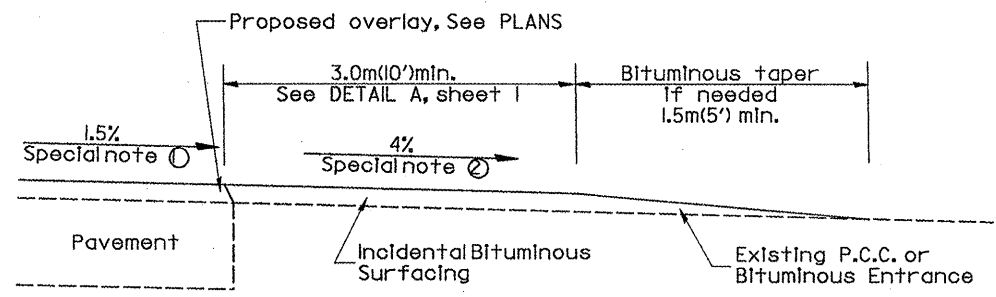


**SECTION C-C**  
SHOULDER TREATMENT FOR P.C.C. OR BITUMINOUS ENTRANCES

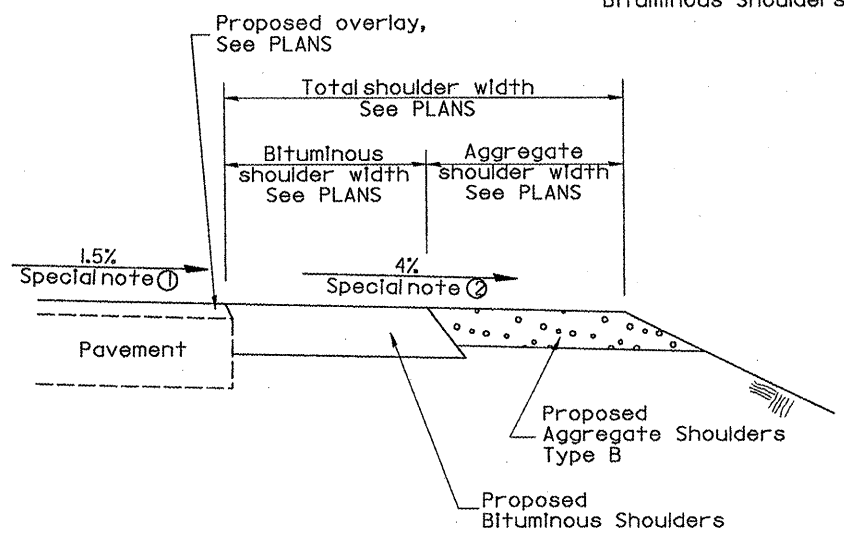


Bituminous Entrance - Construct this portion of entrance as Bituminous Shoulders (See Plan)

**SECTION D-D**  
RECONSTRUCTED P.C.C. OR BITUMINOUS ENTRANCE



**SECTION D-D**  
EXISTING P.C.C. OR BITUMINOUS 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 3.0m(10') 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 1.8(6) and wider and 12% for shoulders 1.2m(4') and less. Where 300(12) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in millimeters (inches) unless otherwise noted.