



TYPICAL SECTION AT MAILBOX TURNOUT
 NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

NOTES
 LENGTH = 10' UNLESS OTHERWISE NOTED ON PLANS
 THE THICKNESS OF THE HOT-MIX ASPHALT SHOULDERS THROUGH COMMERCIAL ENTRANCES (HOT-MIX ASPHALT) AND PUBLIC ROADS SHALL BE 10". THE COST OF THE EXTRA THICKNESS SHALL BE INCLUDED WITH THE HOT-MIX ASPHALT SHOULDERS PAY ITEM.
 HOT-MIX ASPHALT SHOULDERS SHALL NOT BE CONSTRUCTED THROUGH A PCC ENTRANCE OR PCC PUBLIC ROAD APPROACH.
 THE COST OF EXCAVATION IS INCLUDED IN THE PAY ITEM INCIDENTAL HOT-MIX ASPHALT SURFACING.
 THE COST OF THE BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE INCLUDED IN THE PAY ITEM INCIDENTAL HOT-MIX ASPHALT SURFACING.

SIDE	STATION	TYPE	INCIDENTAL HOT-MIX ASPHALT SURFACING		SIDE	STATION	TYPE	INCIDENTAL HOT-MIX ASPHALT SURFACING		SIDE	STATION	TYPE	INCIDENTAL HOT-MIX ASPHALT SURFACING		SIDE	STATION	TYPE	INCIDENTAL HOT-MIX ASPHALT SURFACING	
			TON	TON				TON	TON				TON	TON				TON	TON
LT	1889+20	MBT1	0.7		LT	1227+00	MBT2	1.4		LT	1260+56	CE	8.3		RT	1317+62	PE	4.2	
LT	1890+96	MBT1	0.7		RT	1227+24	PE	2.7		LT	1261+50	MBT2	1.4		LT	1317+85	PRA	2.0	
LT	1891+15	PE	1.7		LT	1231+26	MBT1	0.7		RT	1261+52	CE	3.7		RT	1319+25	PRA	5.8	
LT	1892+11	MBT1	0.7		LT	1231+51	PE	2.3		LT	1262+88	MBT2	1.4		RT	1324+45	FE	1.7	
LT	1892+59	PE	1.8		RT	1232+20	CE	4.3		RT	1262+88	PE	1.9		LT	1324+45	PRA	7.6	
RT	1892+88	PE	5.3		LT	1232+52	PE	2.1		RT	1266+34	PRA	11.6		RT	1330+85	PE	10.5	
RT	1894+33	PE	2.2		LT	1232+78	MBT1	0.7		LT	1266+57	PRA	5.2		LT	1330+90	MBT2	1.4	
LT	1896+84	MBT1	0.7		LT	1233+05	PE	2.5		RT	1273+92	FE	1.4		RT	1341+07	FE	9.0	
LT	1896+88	PE	2.9		LT	1233+60	FE	2.4		LT	1280+37	PE	2.0		LT	1341+57	FE	6.1	
LT	1203+00	MBT2	1.4		RT	1243+73	PE	1.9		LT	1280+60	MBT1	0.7		LT	1353+66	FE	4.1	
RT	1203+02	PE	7.3		LT	1244+49	PE	2.0		LT	1281+67	MBT2	1.4		RT	1366+00	PE	2.6	
LT	1207+83	PE	2.6		RT	1244+88	PE	2.5		RT	1281+93	PE	2.8		LT	1366+40	MBT2	1.4	
LT	1208+90	PRA	9.9		LT	1245+50	PE	2.5		LT	1286+81	FE	1.6		RT	1371+43	CE	8.4	
LT	1211+07	CE	6.0		LT	1245+94	PRA	6.1		LT	1288+68	MBT1	0.7		LT	1372+12	MBT1	0.7	
LT	1213+85	PE	1.4		LT	1246+59	CE	7.2		LT	1289+11	PRA	3.8		LT	1372+40	PE	2.0	
RT	1213+85	PE	2.5		RT	1245+95	PE	6.1		LT	1291+25	MBT1	0.7		RT	1374+23	CE	6.0	
LT	1214+03	MBT1	0.7		RT	1246+87	CE	13.7		LT	1291+55	PE	2.5		LT	1374+29	CE	8.5	
LT	1214+44	MBT2	1.4		LT	1249+40	PRA	5.2		RT	1293+65	PE	8.2		LT	1375+31	MBT2	1.4	
LT	1215+03	PE	3.2		RT	1249+59	PE	1.7		LT	1293+85	MBT2	1.4		RT	1375+88	CE	8.5	
RT	1215+43	PE	2.3		LT	1249+60	MBT2	1.4		RT	1308+80	PE	5.0		LT	1377+32	CE	14.5	
LT	1215+71	MBT2	1.4		LT	1251+03	PE	2.3		RT	1310+20	PRA	5.8		RT	1381+77	FE	7.4	
LT	1217+38	PE	1.9		LT	1251+21	MBT1	0.7		LT	1310+20	PE	4.8		LT	1401+64	FE	2.1	
RT	1222+58	PRA	5.0		RT	1252+13	PE	7.4		LT	1310+32	MBT1	0.7		LT	1408+47	FE	3.3	
LT	1226+11	FE	1.8		RT	1252+30	PE	2.2		RT	1315+57	PE	3.7		TOTALS			228.0	120.0

FE=FIELD ENTRANCE PRA - PUBLIC ROAD APPROACH
 PE=PRIVATE ENTRANCE MBT - MAILBOX TURNOUT
 CE=COMMERCIAL ENTRANCE