



TYPICAL SECTION AT MAILBOX TURNOUT

NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

NOTES

THE COST OF THE ASPHALT MATERIALS, AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROADS AND APPROACHES SHALL BE INCLUDED IN THE PAY ITEM INCIDENTAL HOT-MIX ASPHALT SURFACING.

THE COST OF EXCAVATION IS INCLUDED IN THE PAY ITEM INCIDENTAL HOT-MIX ASPHALT SURFACING.

IF THERE IS NOT EXISTING HOT-MIX ASPHALT SHOULDER THEN THE ENTRANCE TAPER STARTS AT THE EDGE OF EXISTING PAVEMENT.

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 | |
|------|---------|------|--------------------------------------|-----|
| | | | TON | TON |
| RT | 164+01 | PE | 4.9 | |
| LT | 165+15 | PE | 1.5 | |
| RT | 168+26 | PE | 3.8 | |
| RT | 169+11 | PE | | 2.1 |
| LT | 175+29 | FE | 2.1 | |
| LT | 186+24 | FE | 1.7 | |
| RT | 187+16 | CE | 2.7 | |
| RT | 188+66 | CE | 2.8 | |
| RT | 189+50 | CE | 3.0 | |
| RT | 193+29 | CE | 11.6 | |
| LT | 193+49 | PE | 1.3 | |
| LT | 194+35 | PE | 1.3 | |
| LT | 199+42 | PRA | 4.4 | |
| RT | 199+42 | PRA | 5.1 | |
| RT | 202+60 | FE | 2.2 | |
| LT | 207+25 | PE | 1.6 | |
| LT | 207+94 | PE | 1.5 | |
| LT | 209+16 | FE | 1.5 | |
| RT | 212+66 | FE | 2.1 | |
| LT | 218+41 | PE | 4.8 | |
| LT | 224+17 | PE | 2.5 | |
| LT | 225+89 | PE | 2.8 | |

| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING | |
|------|---------|------|--------------------------------------|-----|
| | | | TON | TON |
| RT | 230+73 | FE | 3.2 | |
| RT | 235+23 | FE | 1.7 | |
| LT | 242+10 | FE | 2.2 | |
| LT | 244+46 | FE | 2.8 | |
| LT | 252+19 | PRA | 8.3 | |
| RT | 252+19 | PRA | 4.7 | |
| LT | 254+59 | PE | 2.5 | |
| RT | 258+64 | FE | 1.7 | |
| LT | 259+05 | FE | 1.8 | |
| RT | 263+40 | PE | 4.1 | |
| RT | 264+77 | PE | 1.8 | |
| RT | 269+85 | FE | 2.1 | |
| LT | 269+85 | FE | 2.1 | |
| RT | 271+94 | FE | 1.3 | |
| LT | 275+30 | FE | 1.8 | |
| LT | 276+81 | PE | 2.0 | |
| RT | 277+89 | MBT | 3.4 | |
| LT | 277+89 | PE | 2.5 | |
| RT | 279+32 | MBT | 3.0 | |
| LT | 279+36 | PE | 3.7 | |
| LT | 280+48 | PE | 1.9 | |
| RT | 281+70 | MBT | 3.3 | |

| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING | |
|------|---------|------|--------------------------------------|-----|
| | | | TON | TON |
| LT | 281+76 | PE | 1.8 | |
| LT | 284+02 | FE | 2.2 | |
| RT | 284+58 | FE | 2.1 | |
| RT | 286+60 | FE | 1.9 | |
| LT | 287+81 | CE | 5.3 | |
| RT | 289+01 | MBT | 2.7 | |
| LT | 289+01 | PE | 2.7 | |
| LT | 291+32 | CE | 5.3 | |
| LT | 298+59 | CE | 3.2 | |
| LT | 302+48 | PRA | 8.1 | |
| RT | 302+27 | FE | 2.0 | |
| RT | 309+20 | FE | 1.8 | |
| LT | 311+21 | FE | 2.2 | |
| LT | 314+83 | PE | 3.9 | |
| RT | 316+09 | PRA | 3.9 | |
| LT | 316+60 | FE | 2.1 | |
| RT | 322+55 | PE | 2.2 | |
| LT | 322+55 | MBT | 2.2 | |
| LT | 325+17 | FE | 2.1 | |
| RT | 329+70 | FE | 2.9 | |
| LT | 334+50 | MBT | 3.5 | |
| RT | 334+50 | PE | 2.1 | |

| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING | |
|------|---------|------|--------------------------------------|-----|
| | | | TON | TON |
| LT | 336+35 | FE | 2.2 | |
| RT | 337+98 | FE | 2.0 | |
| RT | 343+46 | FE | 1.9 | |
| RT | 349+10 | FE | 2.0 | |
| LT | 349+46 | FE | 3.4 | |
| RT | 350+67 | FE | | 2.1 |
| LT | 356+90 | FE | 2.5 | |
| LT | 359+09 | PE | 3.8 | |
| LT | 361+43 | FE | | 2.9 |
| LT | 370+82 | FE | 1.9 | |
| RT | 371+40 | FE | 2.1 | |
| RT | 384+08 | PRA | 4.7 | |
| LT | 396+98 | FE | 2.2 | |
| RT | 397+34 | FE | 2.0 | |
| LT | 407+20 | PE | 2.0 | |
| LT | 408+59 | PE | 2.0 | |
| LT | 410+68 | FE | 1.9 | |
| RT | 410+68 | FE | 1.9 | |
| RT | 435+53 | PE | 2.1 | |
| LT | 436+96 | PRA | 3.5 | |
| RT | 436+96 | PRA | 3.7 | |
| LT | 449+26 | FE | 2.1 | |

| SIDE | STATION | TYPE | INCIDENTAL HOT-MIX ASPHALT SURFACING | |
|--------|---------|------|--------------------------------------|-----|
| | | | TON | TON |
| RT | 451+76 | FE | 1.9 | |
| LT | 459+84 | FE | 2.2 | |
| RT | 461+08 | FE | 1.8 | |
| RT | 461+83 | PE | 2.9 | |
| RT | 463+18 | PE | 4.0 | |
| LT | 476+63 | FE | 2.9 | |
| RT | 482+40 | PE | | 5.0 |
| LT | 489+84 | FE | 2.1 | |
| RT | 496+79 | FE | 2.0 | |
| LT | 503+02 | FE | 2.0 | |
| LT | 516+24 | PRA | 3.6 | |
| RT | 516+24 | PRA | 3.6 | |
| LT | 529+25 | FE | 2.0 | |
| RT | 529+25 | FE | 2.0 | |
| RT | 535+85 | FE | 2.0 | |
| RT | 548+81 | FE | 2.0 | |
| LT | 555+72 | FE | 2.2 | |
| RT | 555+72 | FE | 2.2 | |
| TOTALS | | | 285 | 12 |

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