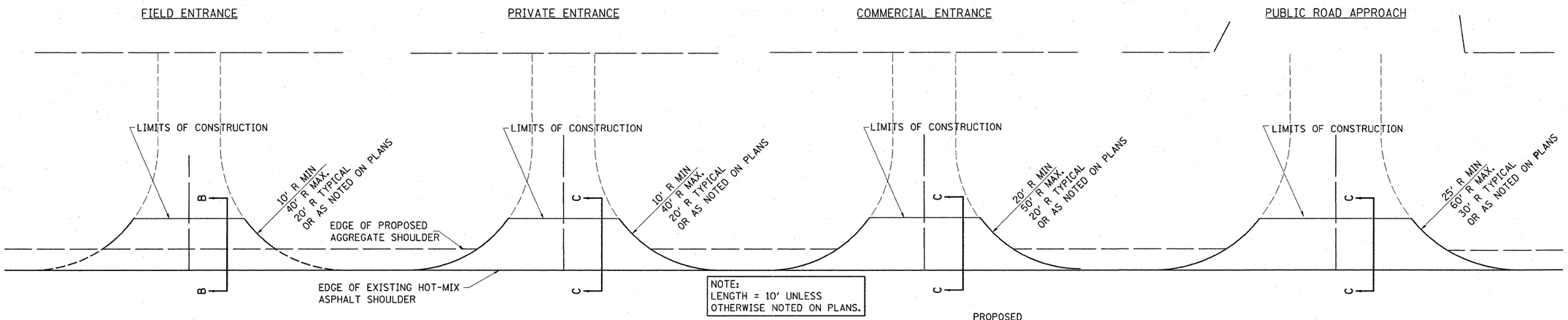
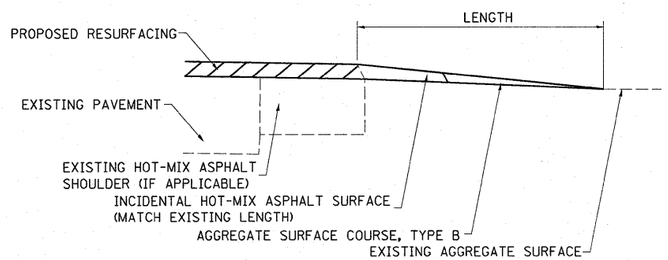
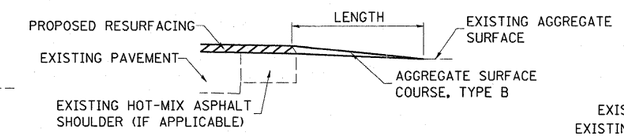
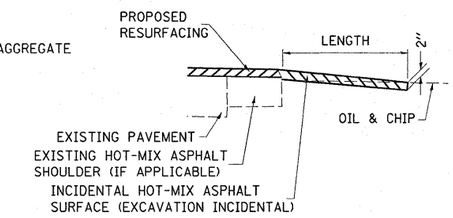


NOTE:
LENGTH = 10' UNLESS OTHERWISE NOTED ON PLANS.

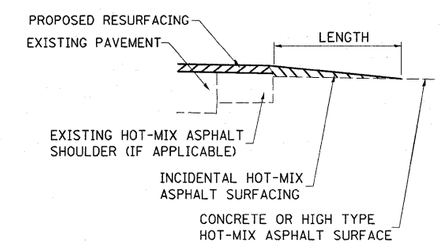


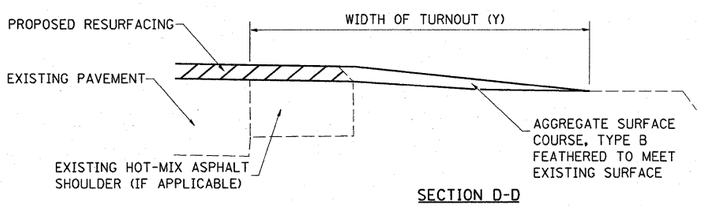
SECTION B-B





SECTION C-C





SECTION D-D

SIDE	STATION	TYPE	LENGTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B
			FOOT	TON	TON
RT	1206+15	PRA	10	4.5	-
LT	1206+15	PRA	17	7.4	-
RT	1219+36	FE	10	0.6	0.72
LT	1229+56	CE	7	13.0	-
LT	1239+33	CE	10	23.7	-
RT	1241+32	PRA	14	9.2	-
LT	28+21	PRA	35	38.1	-
RT	28+21	PRA	35	50.5	-
RT	27+02	CE	11	5.1	-
RT	25+96	CE	10	7.2	-
LT	25+78	CE	8.5	5.0	-
LT	24+97	CE	9.5	5.6	-
RT	24+61	CE	10	5.8	-
LT	23+50	CE	10	4.9	-
LT	22+48	CE	10	6.4	-
RT	1294+65	CE	10	6.5	-
LT	1296+91	FE	10	0.8	0.77
RT	1297+02	CE	10	7.3	-
LT	1312+67	PRA	11	7.2	-
LT	1314+40	CE	10	7.5	-
LT	1316+98	CE	10	7.5	-
RT	1317+23	FE	10	0.8	0.85
LT	1322+11	CE	10	7.5	-
LT	1324+83	PE	10	2.8	-
LT	1325+70	PE	10	2.6	-
RT	1325+71	FE	10	0.8	0.85
LT	1335+44	PE	10	2.8	-
LT	1336+85	PE	10	2.8	-

SIDE	STATION	TYPE	LENGTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B
			FOOT	TON	TON
RT	1338+86	FE	10	1.0	1.04
LT	1339+37	FE	10	0.7	0.71
RT	1339+37	FE	10	0.8	0.85
LT	1341+40	FE	10	1.0	1.04
LT	1354+10	CE	10	6.1	-
RT	1354+10	CE	10	7.5	-
LT	1355+75	CE	10	4.1	-
LT	1357+15	CE	10	2.6	-
RT	1358+00	CE	10	8.5	-
RT	1360+70	CE	10	6.0	-
LT	1366+50	PE	10	3.6	-
RT	1376+13	FE	10	1.0	1.04
			TOTALS	287	8

SIDE	STATION	TYPE	LENGTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B
			FOOT	TON	TON

SIDE	STATION	TYPE	LENGTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B
			FOOT	TON	TON

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

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.