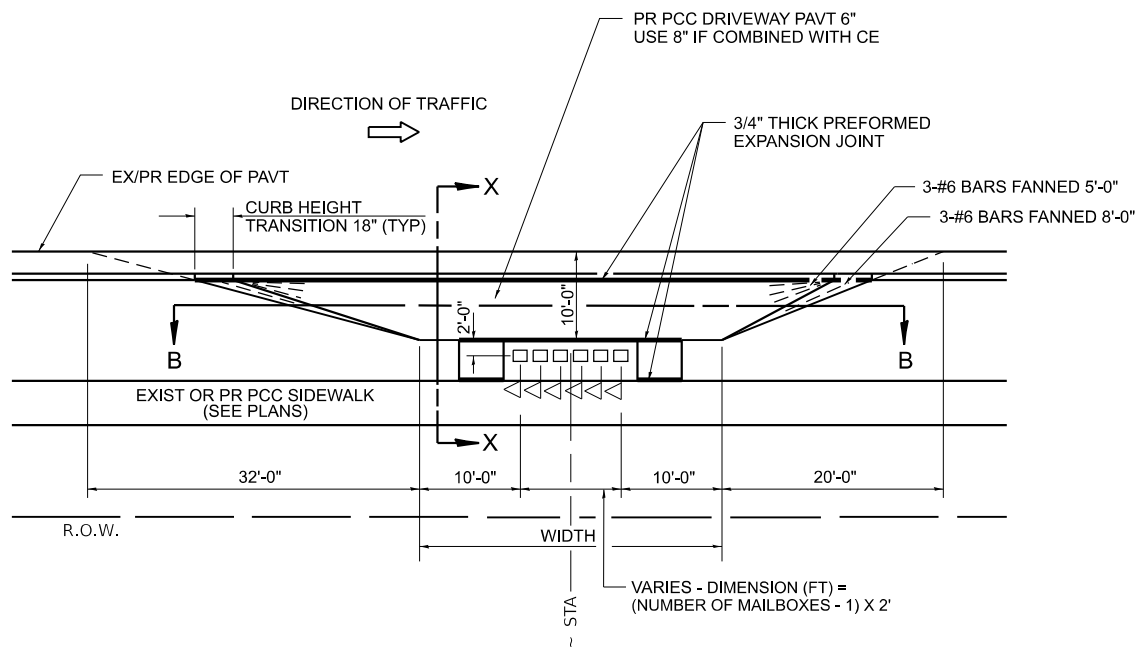
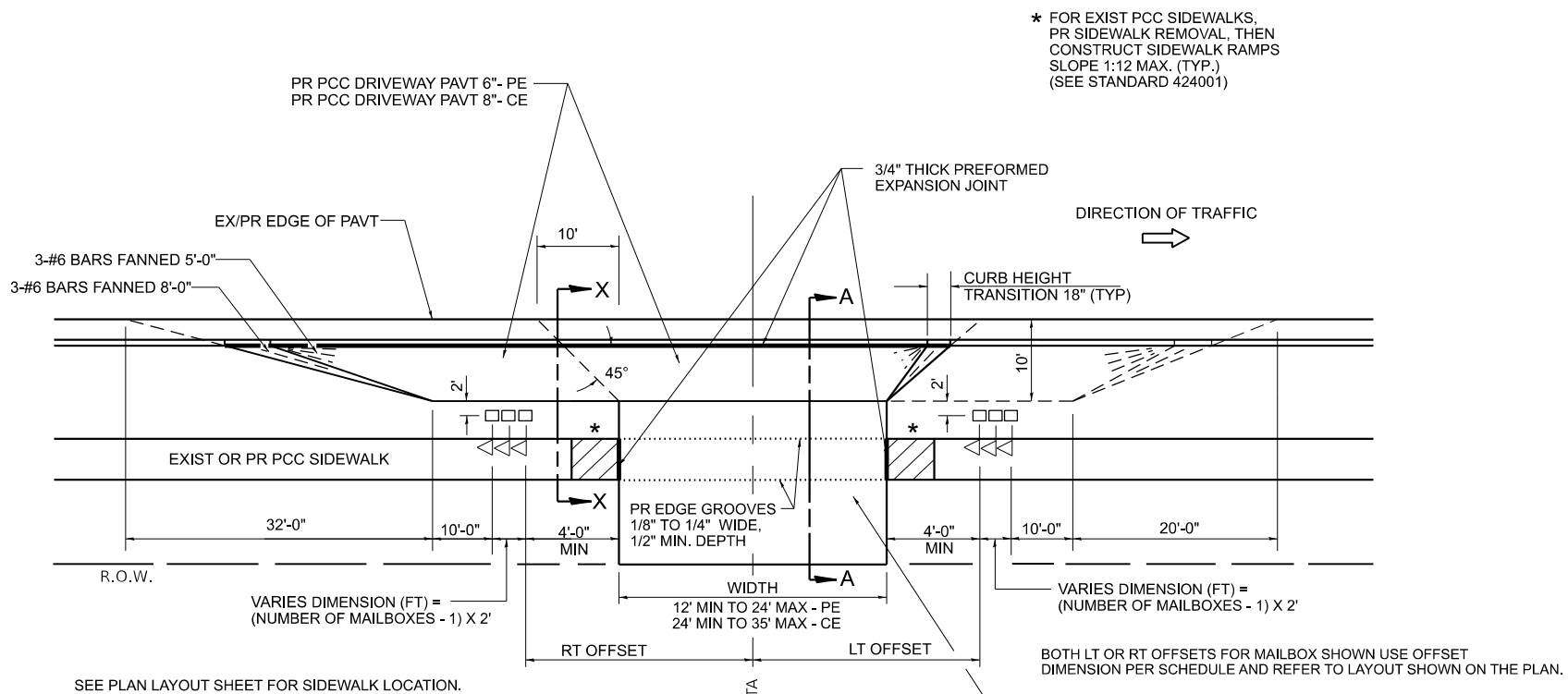


DETAILS OF MAILBOX TURNOUTS

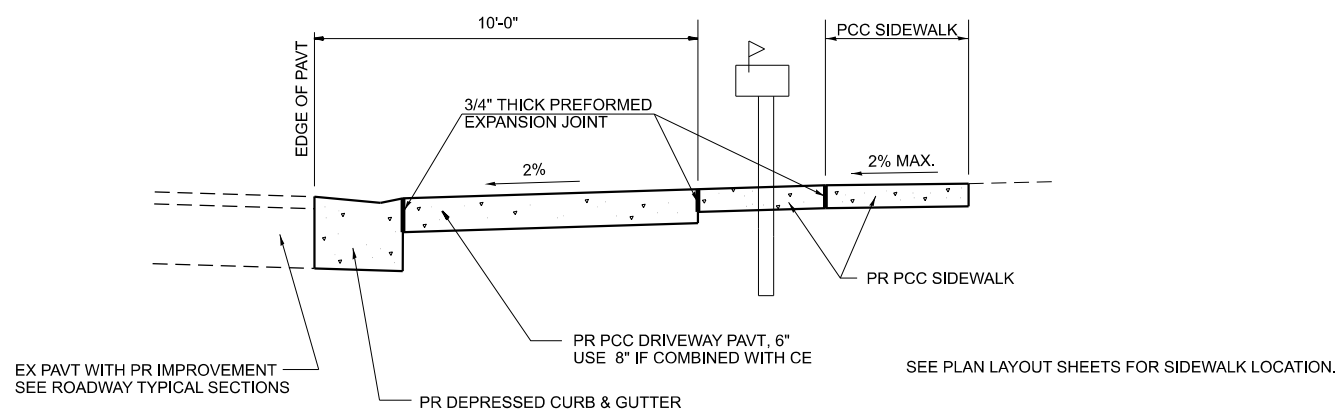
NOTE: ONLY REQUIRED FOR TWO-LANE AND THREE LANE SECTIONS OF ROADWAYS



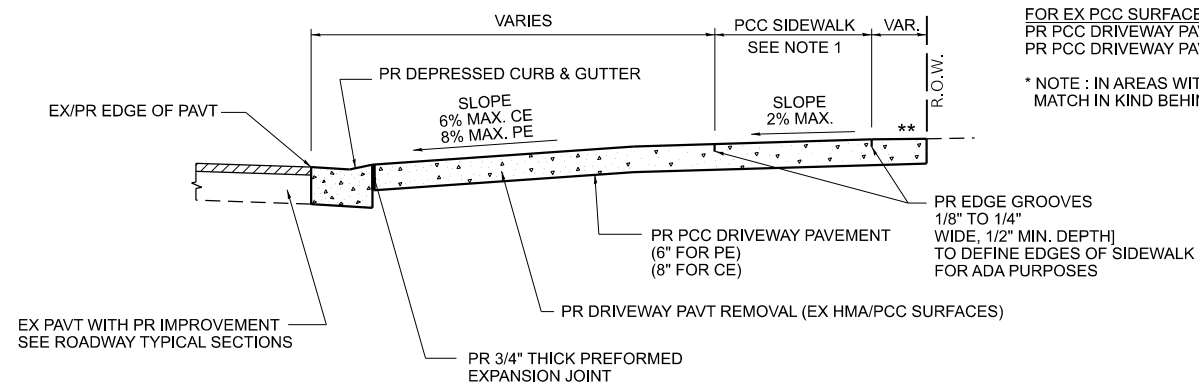
PLAN - URBAN MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT



SECTION A - A

NOTES:

1. IF REPLACING AN EXISTING ENTRANCE, EXIST DRIVEWAY PAVEMENT WILL BE REMOVED AND PAID FOR AS DRIVEWAY PAVEMENT REMOVAL. THE EXCATATION AND PREPARATION OF THE SUBGRADE FOR THE NEW ENTRANCE WILL PAID FOR AS EARTH EXCAVATION.
2. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
3. THE COST OF FURNISHING AND INSTALLING THE 3/4" PRFORMED JOINT EXPANSION JOINT AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF PCC DRIVEWAY PAVEMENT OF THE RESPECTIVE THICKNESS.

* FOR EXIST PCC SIDEWALKS, PR SIDEWALK REMOVAL, THEN CONSTRUCT SIDEWALK RAMPS SLOPE 1:12 MAX. (TYP.) (SEE STANDARD 424001)

** MATCH IN KIND BEHIND SIDEWALK IF LENGTH IS >= 4'. IF <4', THEN CARRY PCC APRON TREATMENT TO ROW LINE.

FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE SURFACE COURSE, TYPE B, 8"- (PE)
PR PCC DRIVEWAY PAVT. 8"- (CE)

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING, 8"- (PE & CE)

FOR EX PCC SURFACES :
PR PCC DRIVEWAY PAVT. 6"- (PE)
PR PCC DRIVEWAY PAVT. 8"- (CE)

* NOTE : IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10'-0" FLARE