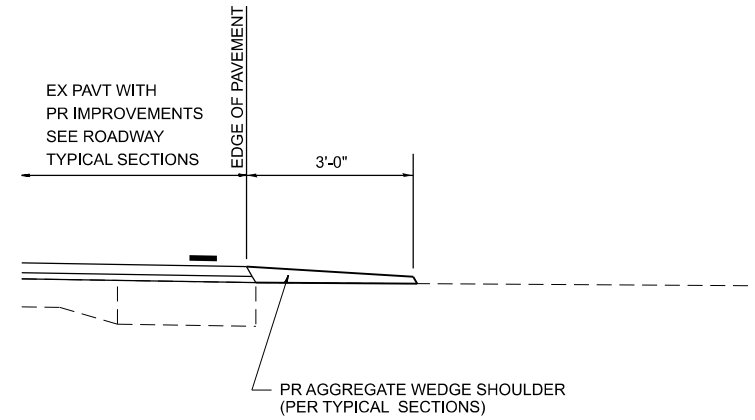
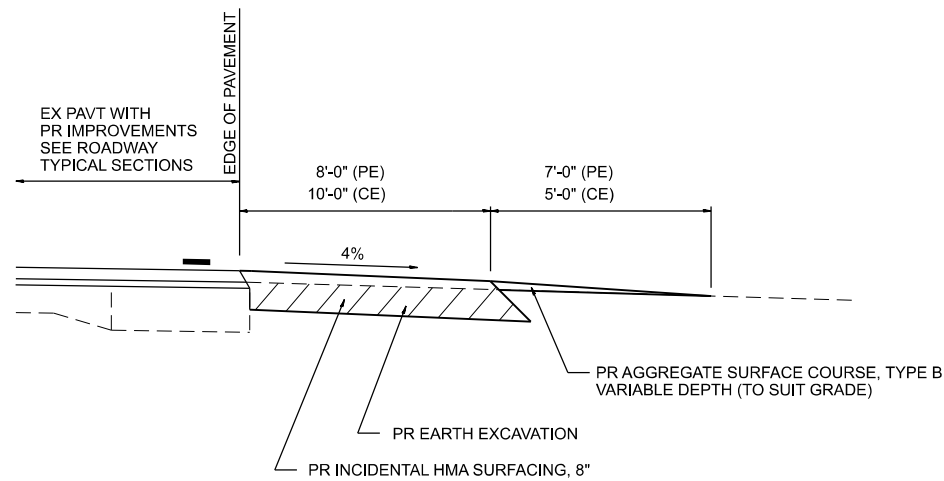
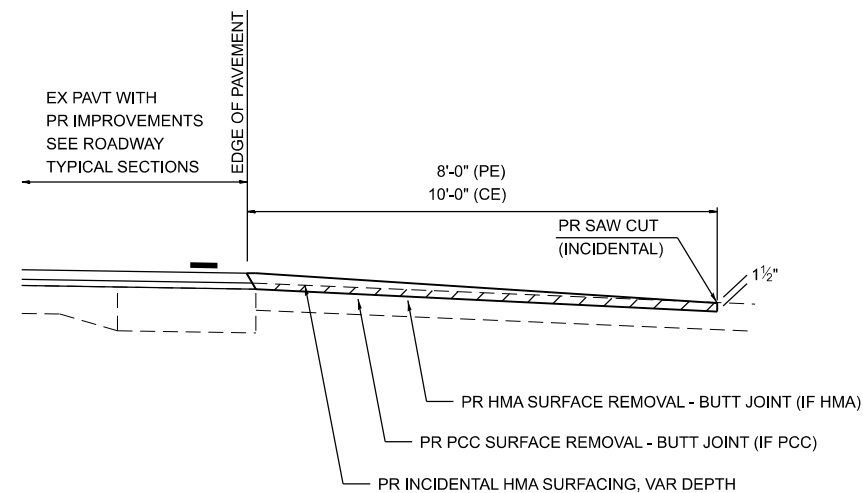




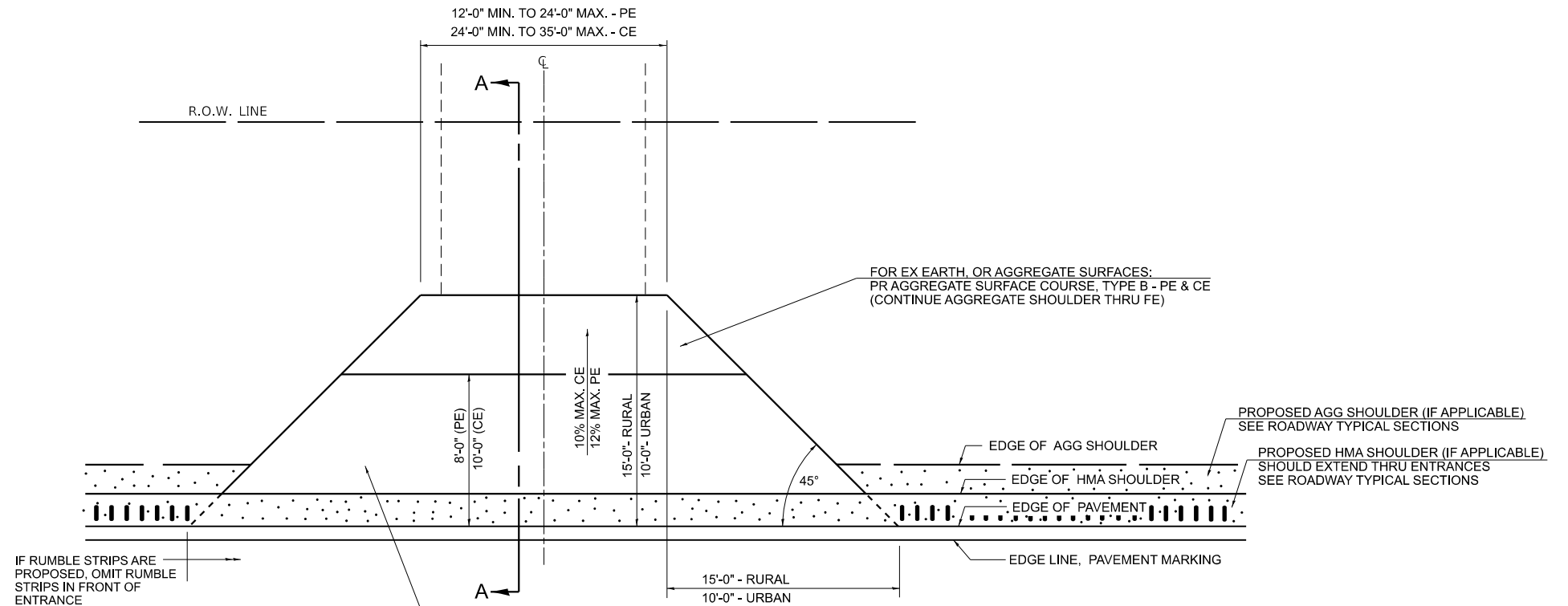
SECTION A-A FOR EX EARTH/ AGGREGATE FE



SECTION A-A FOR EX EARTH/AGGREGATE PE & CE



SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE & CE



PLAN - ENTRANCE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS, AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE, THEREBY REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

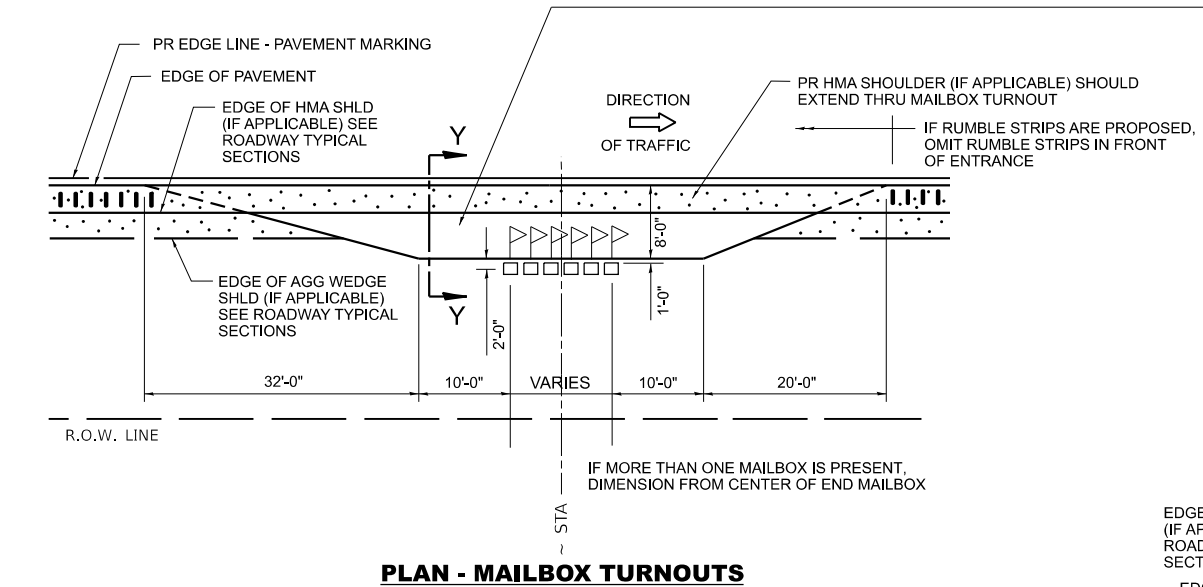
INCIDENTAL HMA SURFACING REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE PLACED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE INCIDENTAL HMA SURFACING PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES, THE CONTRACTOR WILL BE REQUIRED TO PLACE MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 1 1/2" INCHES SHALL MEET THE REQUIREMENTS OF HMA INCIDENTAL SURFACING.

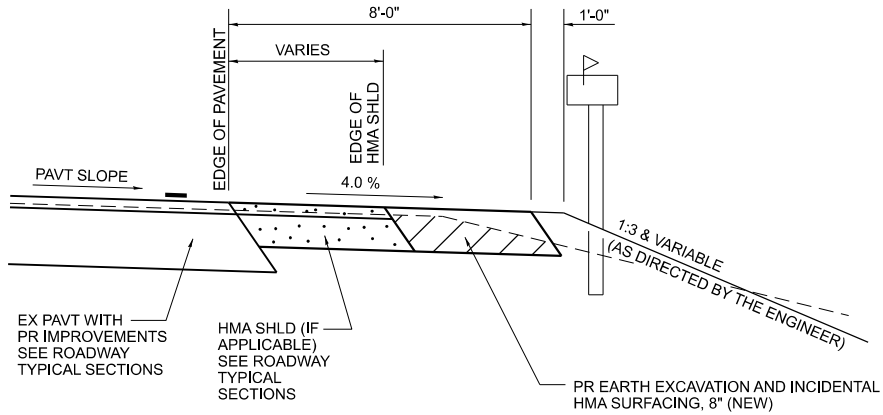
THIS WORK WILL BE PAID FOR ACCORDING TO SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

FOR SMART OVERLAYS (1 1/2" MILLING AND 1 1/2" RESURFACING PROJECTS), USE THE SAME STANDARDS AS SHOWN, OMITTING THE BINDER COURSE.

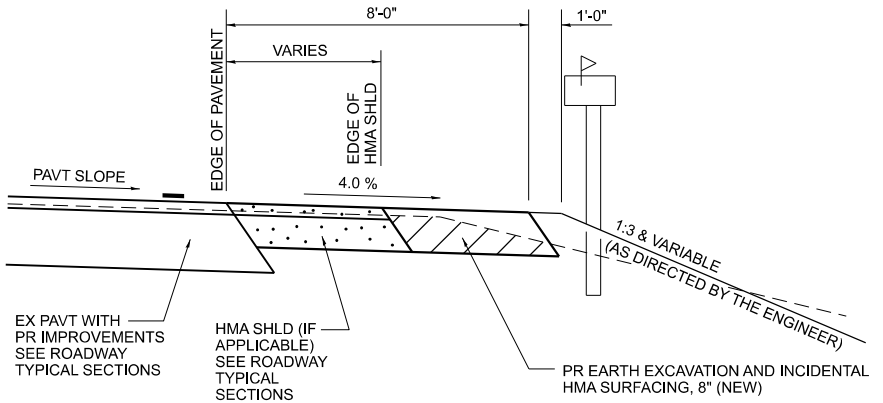
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

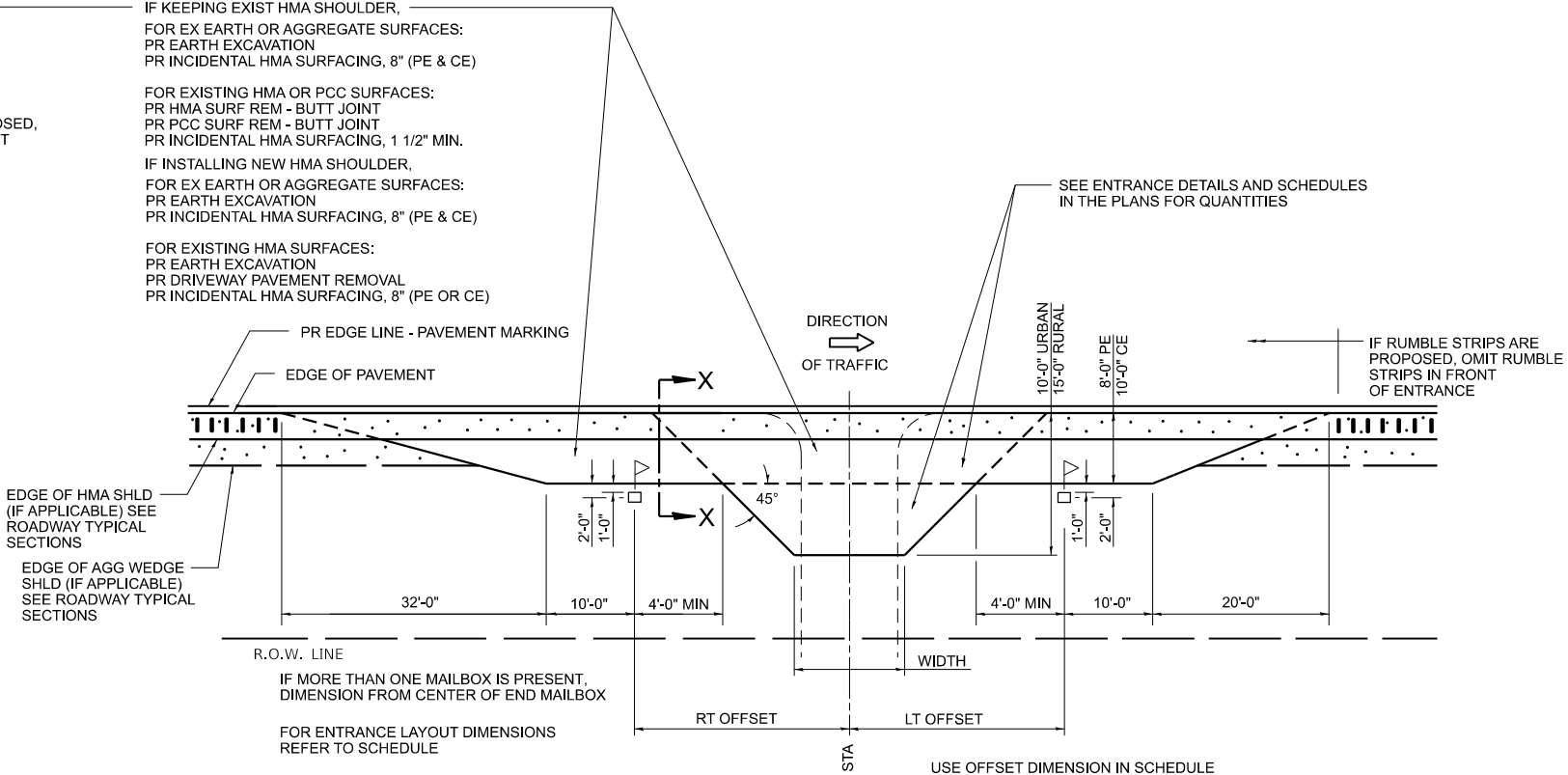


SECTION Y-Y THRU MAILBOX TURNOUT
APPLIES TO EX EARTH OR AGGREGATE STAND-ALONE MAILBOX TURNOUTS



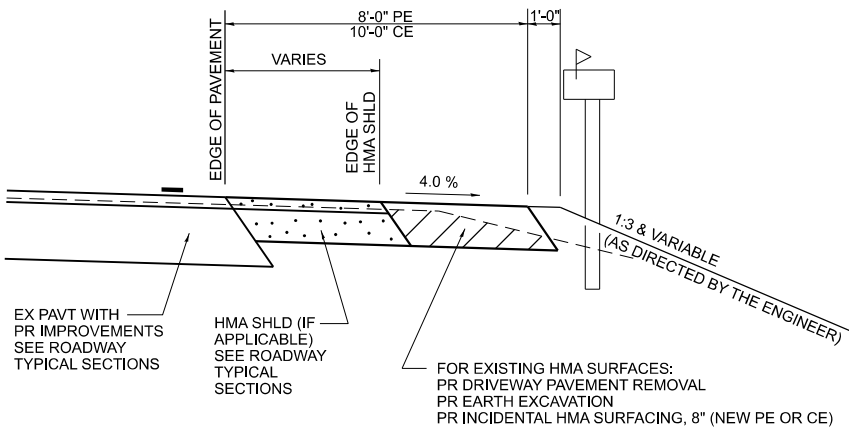
SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH OR AGGREGATE PE & FE

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE)



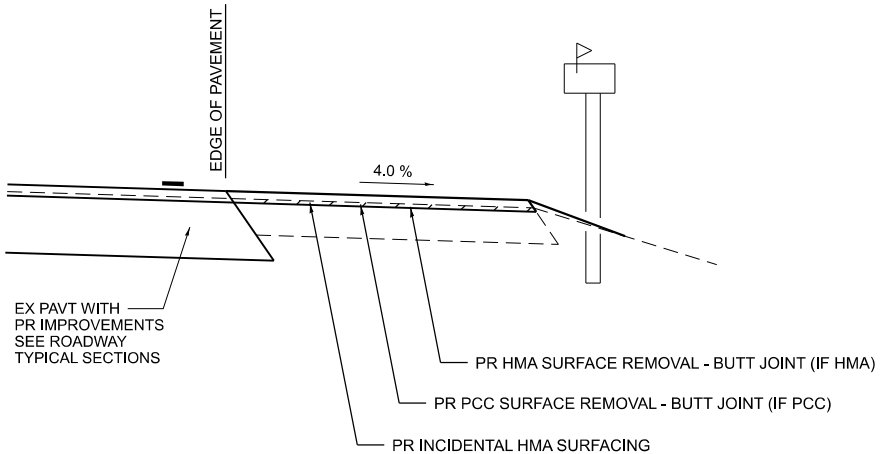
PLAN - MAILBOX TURNOUTS
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

NOTE: IF THERE IS A NEW HMA SHOULDER PROPOSED, THEN THE ENTIRE EXISTING MB TURNOUT WILL BE REPLACED. IF THERE IS NO PROPOSED NEW HMA SHOULDER, THE EXISTING MB TURNOUT WILL BE MILLED AND RESURFACED.

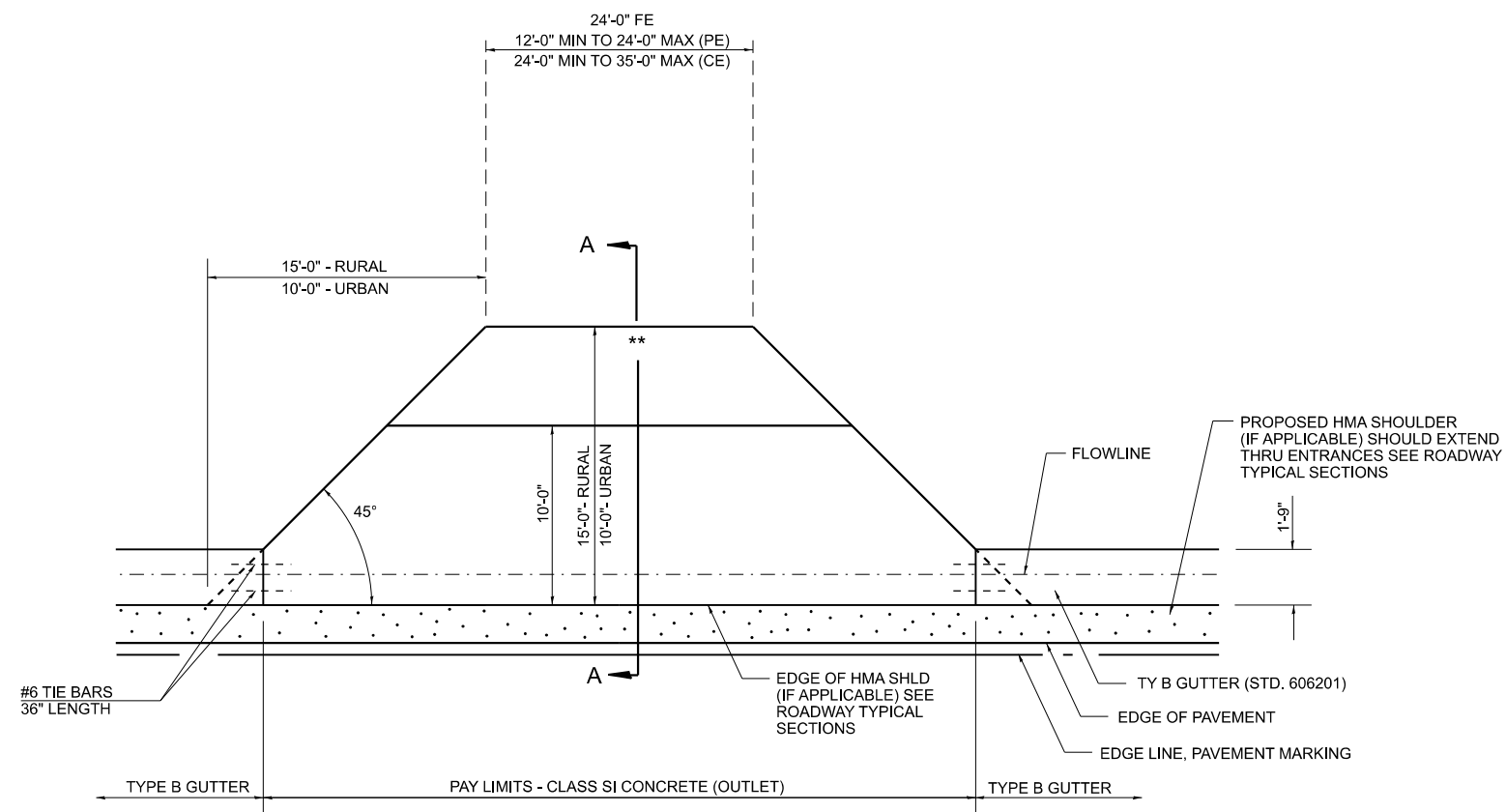


SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX HMA PE & CE WITH NEW HMA SHLD

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE)



SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX HMA & PCC PE & CE W/O NEW HMA SHLD AND HMA & PCC STAND-ALONE MAILBOX TURNOUTS



PLAN - RURAL FE, PE & CE

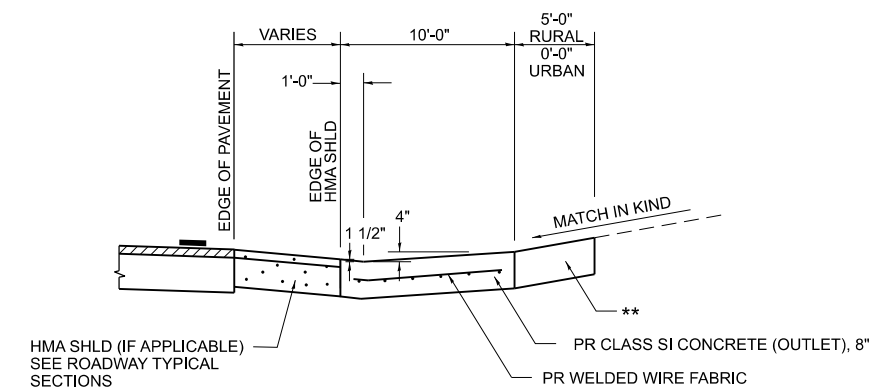
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

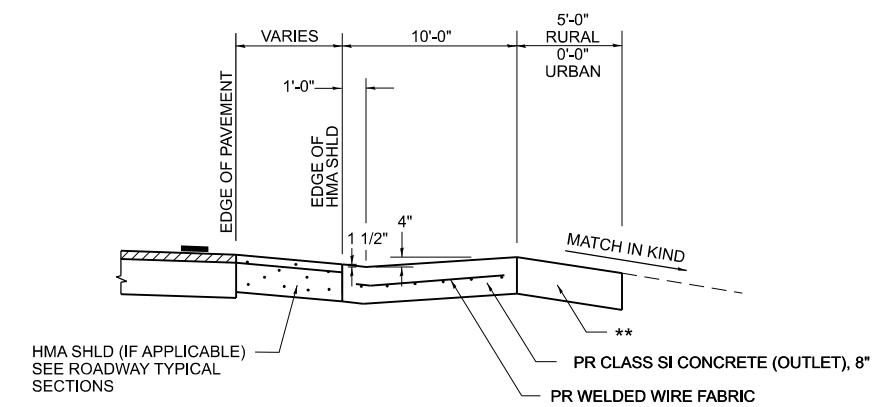
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

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

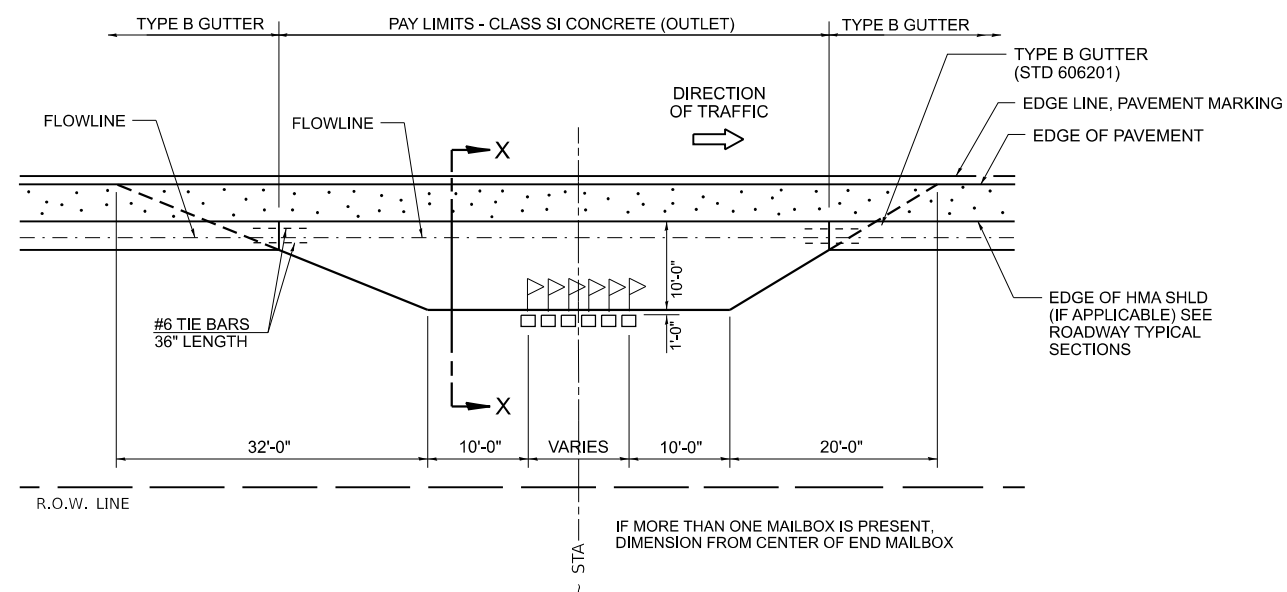


**SECTION A - A
(CUT SECTION)**

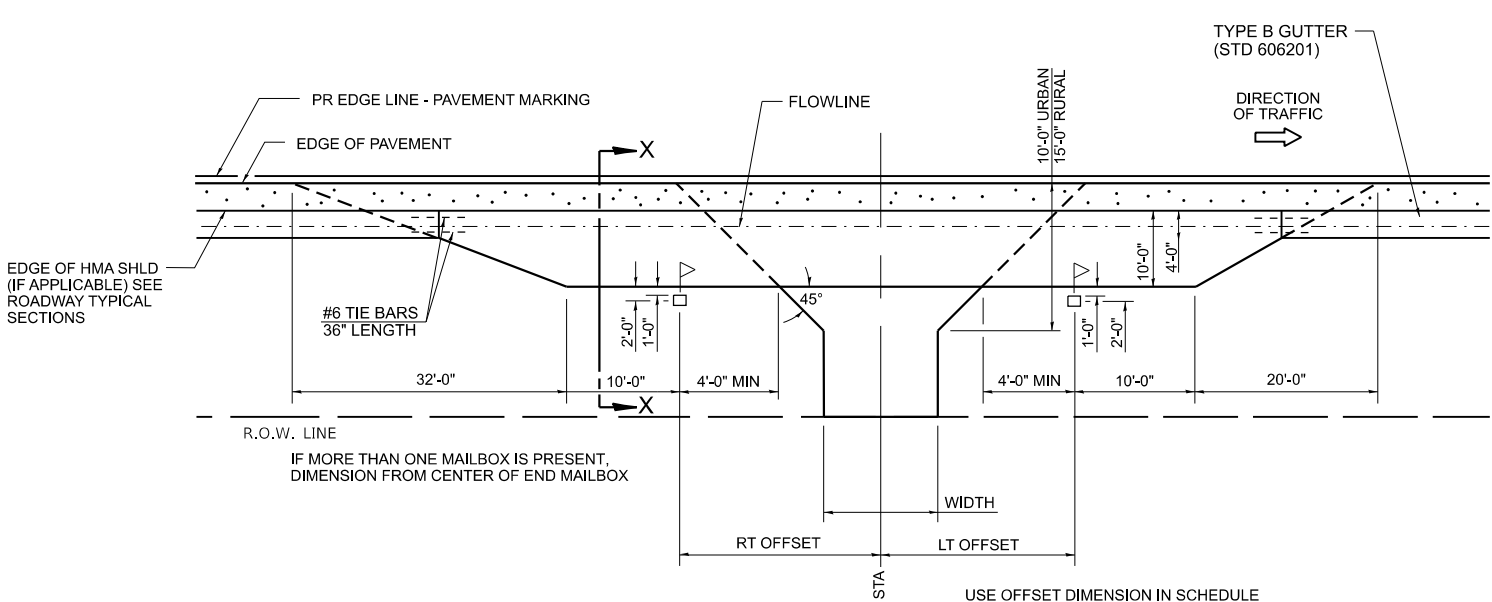


**SECTION A - A
(FILL SECTION)**

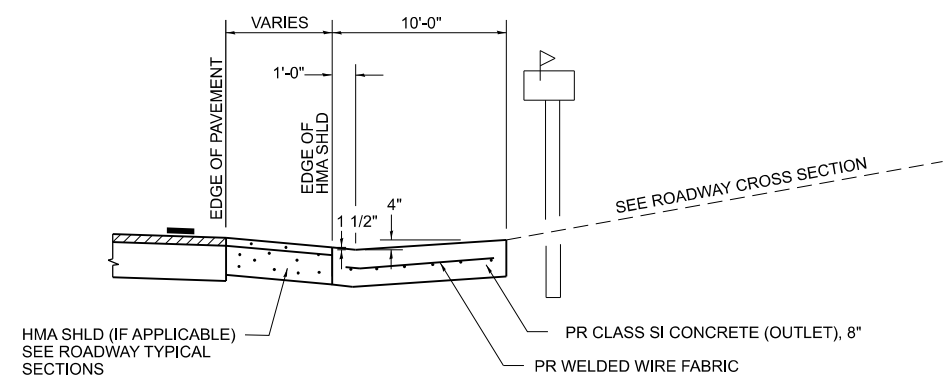
DETAILS OF MAILBOX TURNOUTS



PLAN - RURAL MULTIPLE MAILBOX TURNOUT

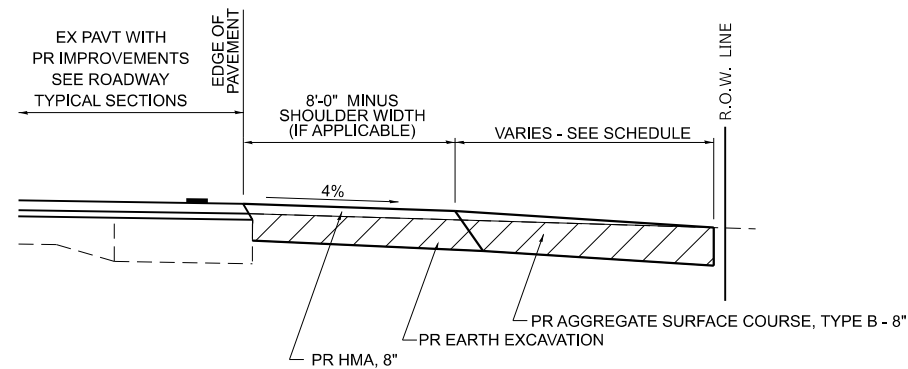


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

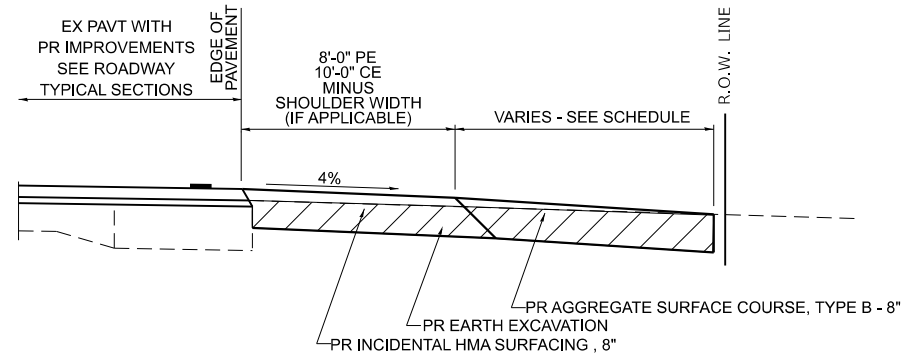


SECTION X-X THRU MAILBOX TURNOUT

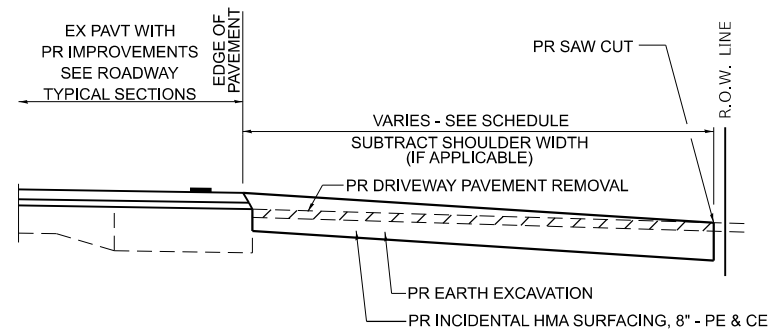
NOTES:
1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)



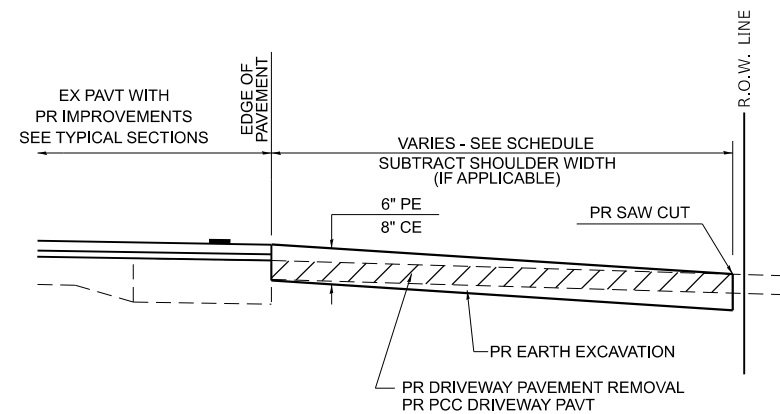
SECTION A-A FOR EX EARTH/AGGREGATE FE



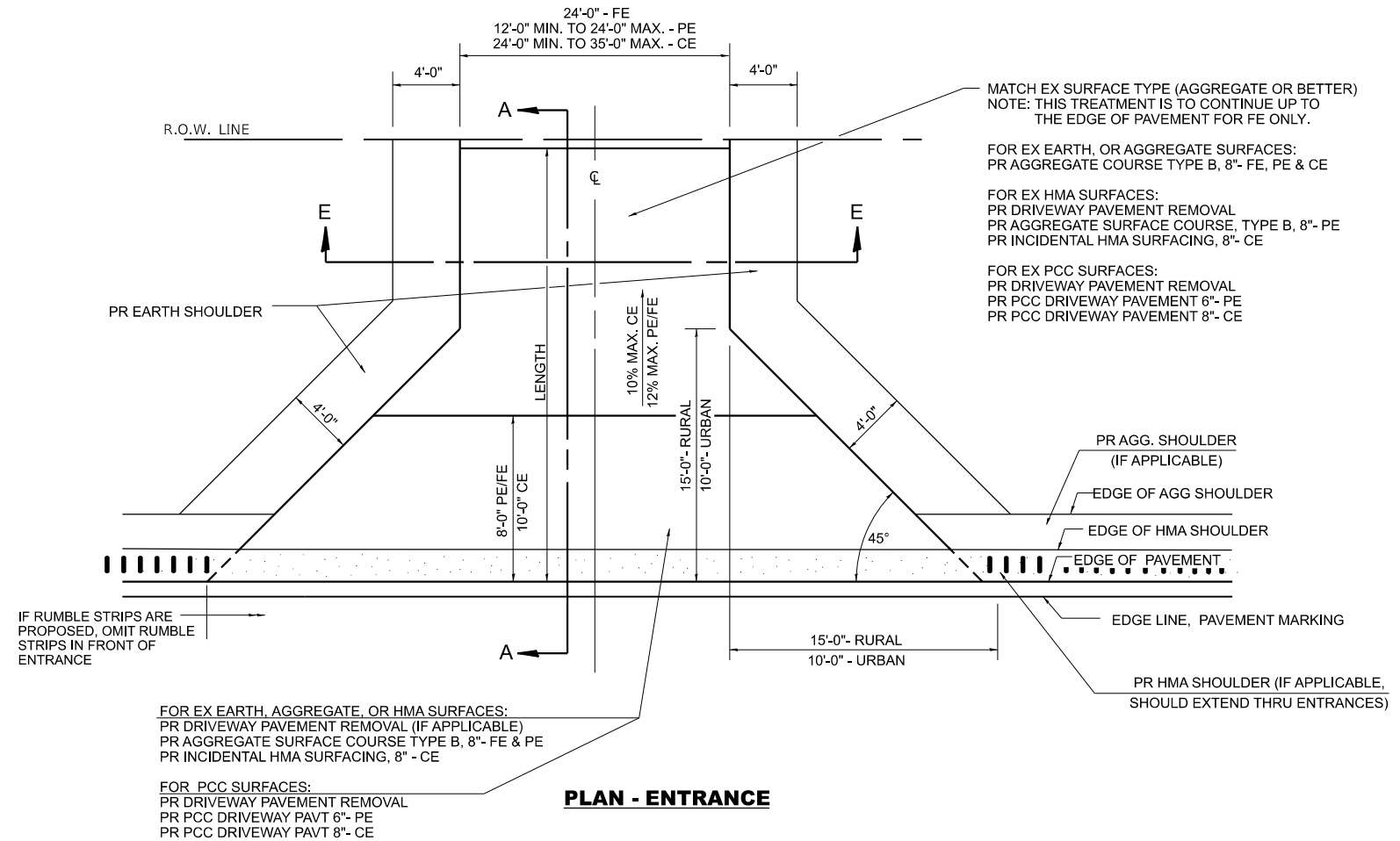
SECTION A-A FOR EX EARTH/AGGREGATE PE & CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX PCC PE & CE



PLAN - ENTRANCE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS, AND MAILBOX TURNOUTS ON THIS PROJECT.

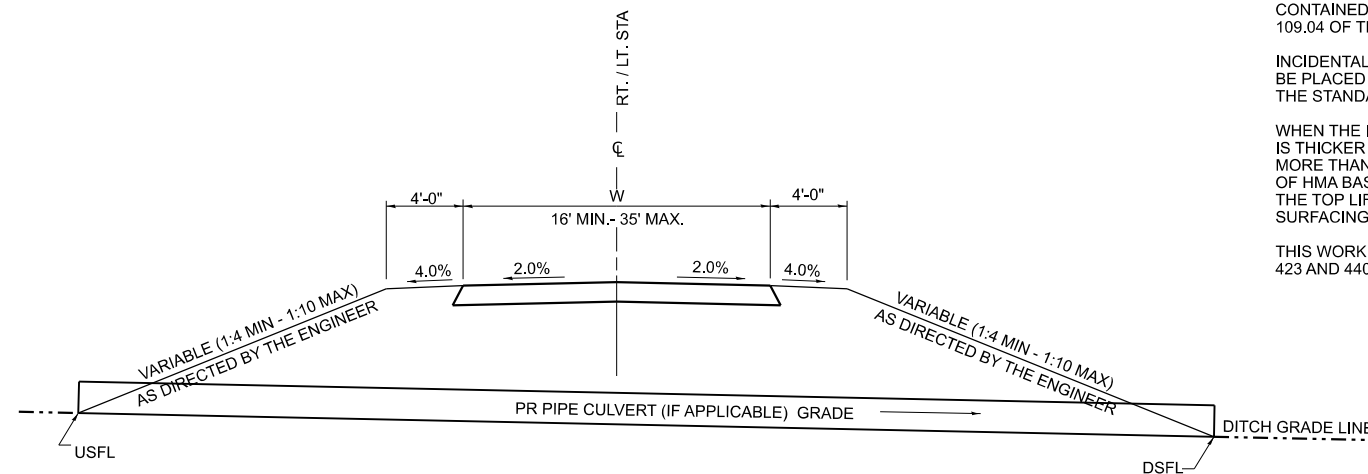
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE, THEREBY REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

INCIDENTAL HMA SURFACING REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE PLACED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

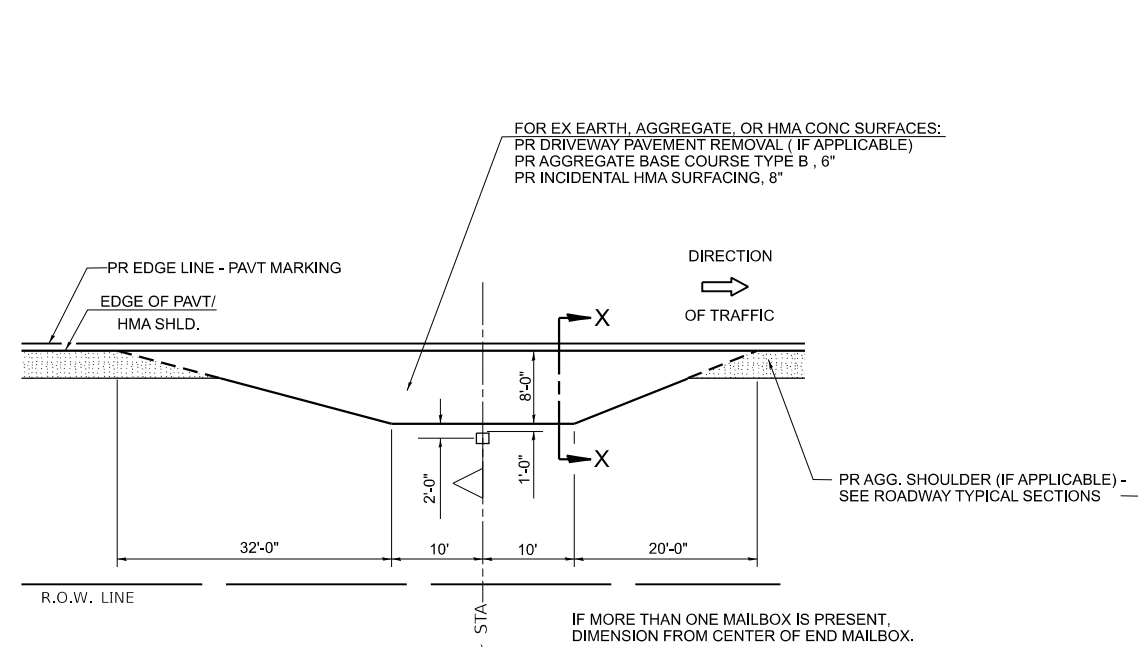
WHEN THE INCIDENTAL HMA SURFACING PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES, THE CONTRACTOR WILL BE REQUIRED TO PLACE MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 1 1/2" INCHES SHALL MEET THE REQUIREMENTS OF HMA INCIDENTAL SURFACING.

THIS WORK WILL BE PAID FOR ACCORDING TO SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

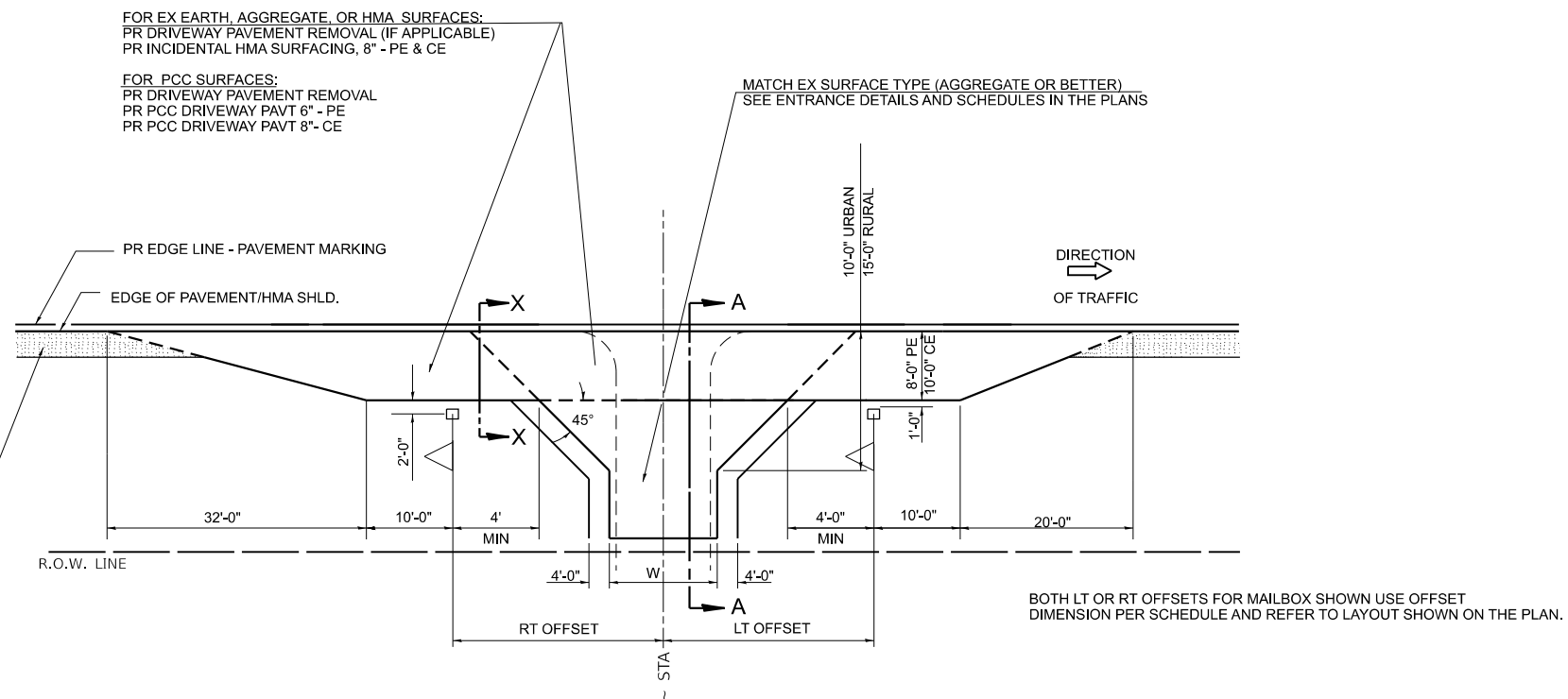


SECTION E - E ENTRANCE TYPICAL SECTION

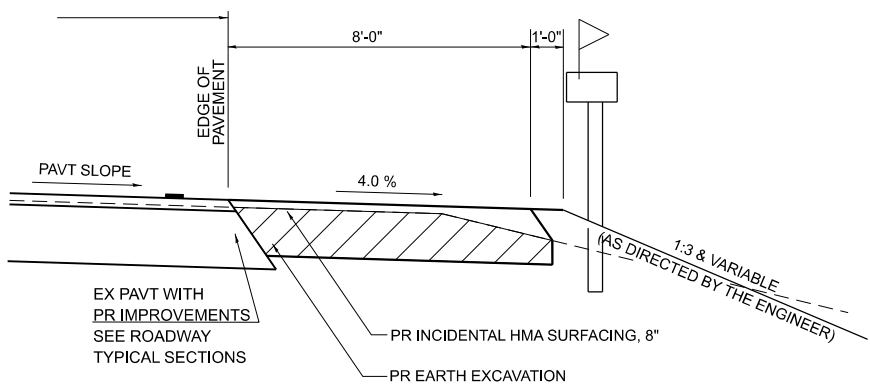
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

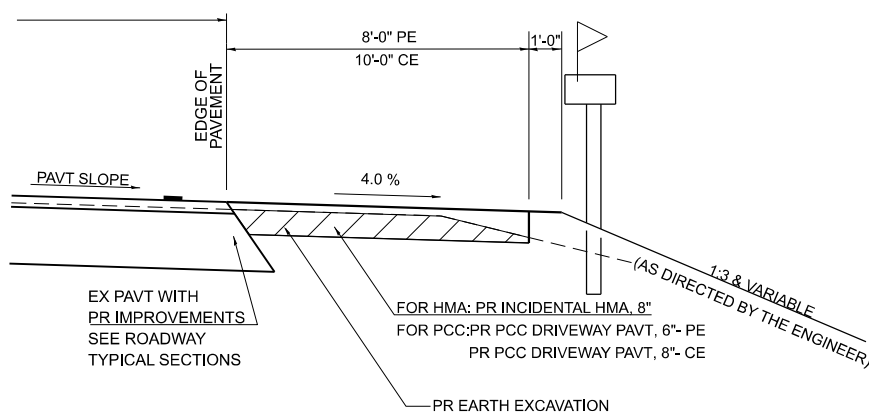


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



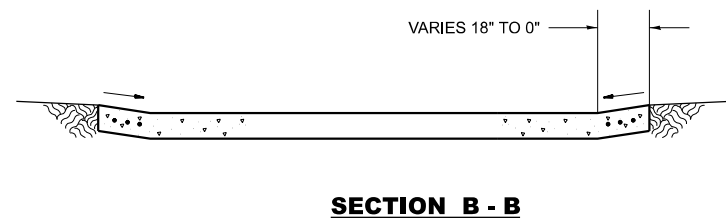
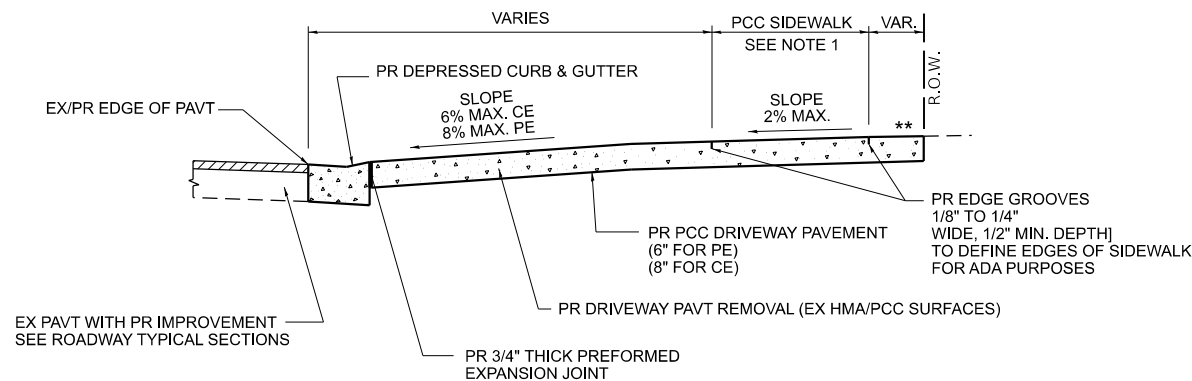
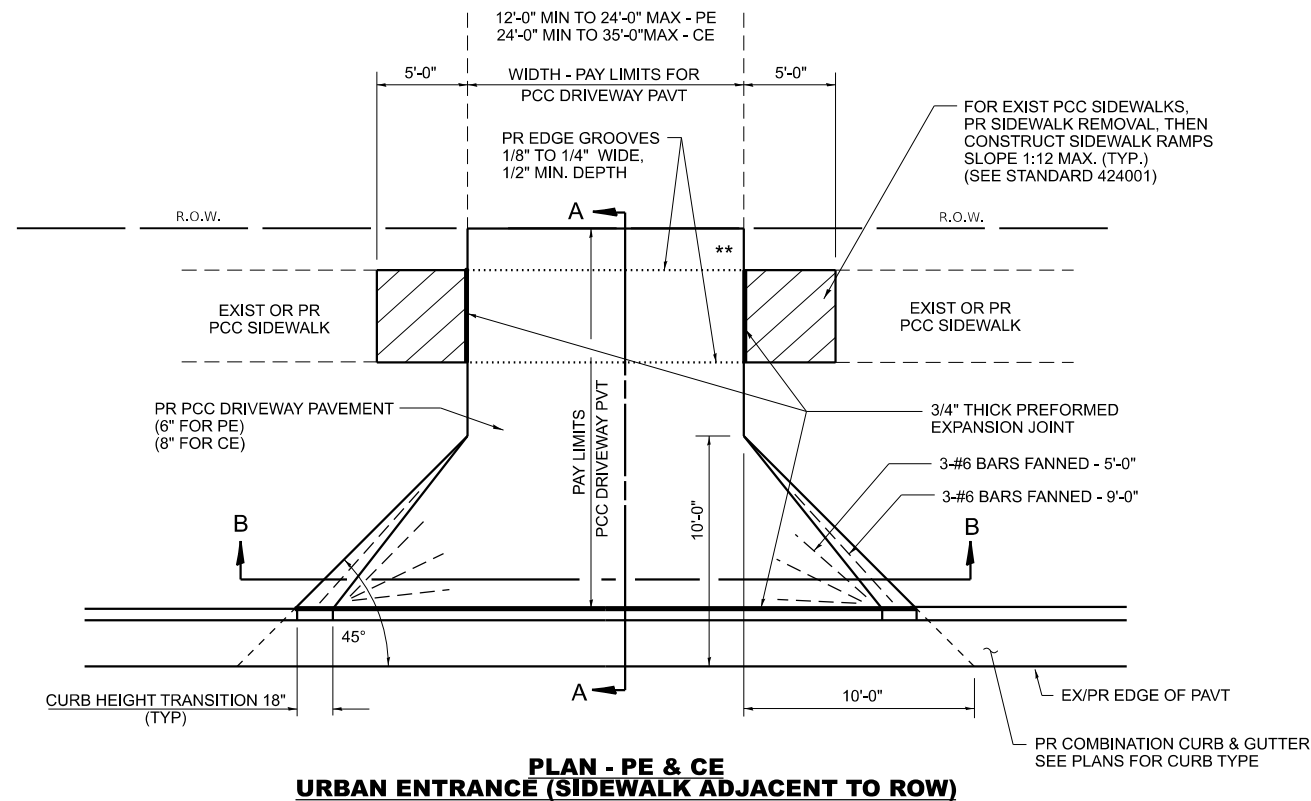
**SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX EARTH OR AGGREGATE PE & FE**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



**SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX HMA OR CONC PE OR CE**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



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

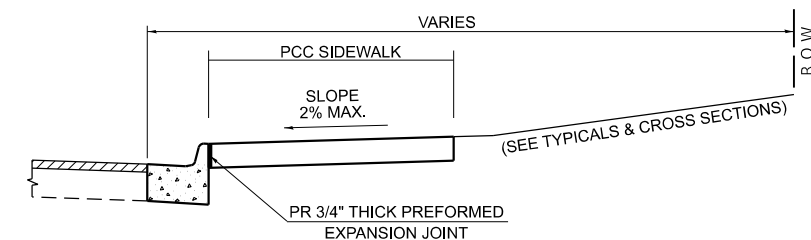
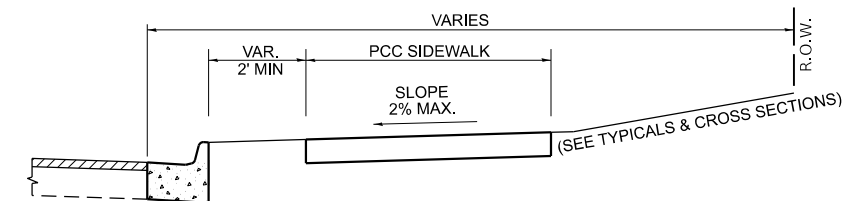
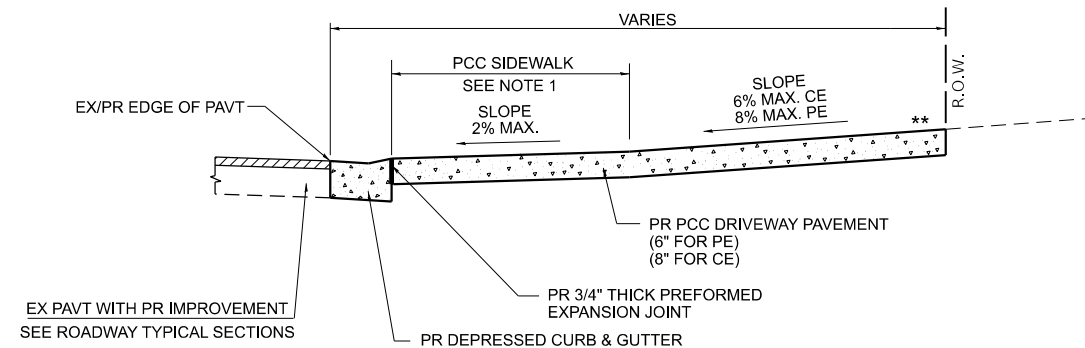
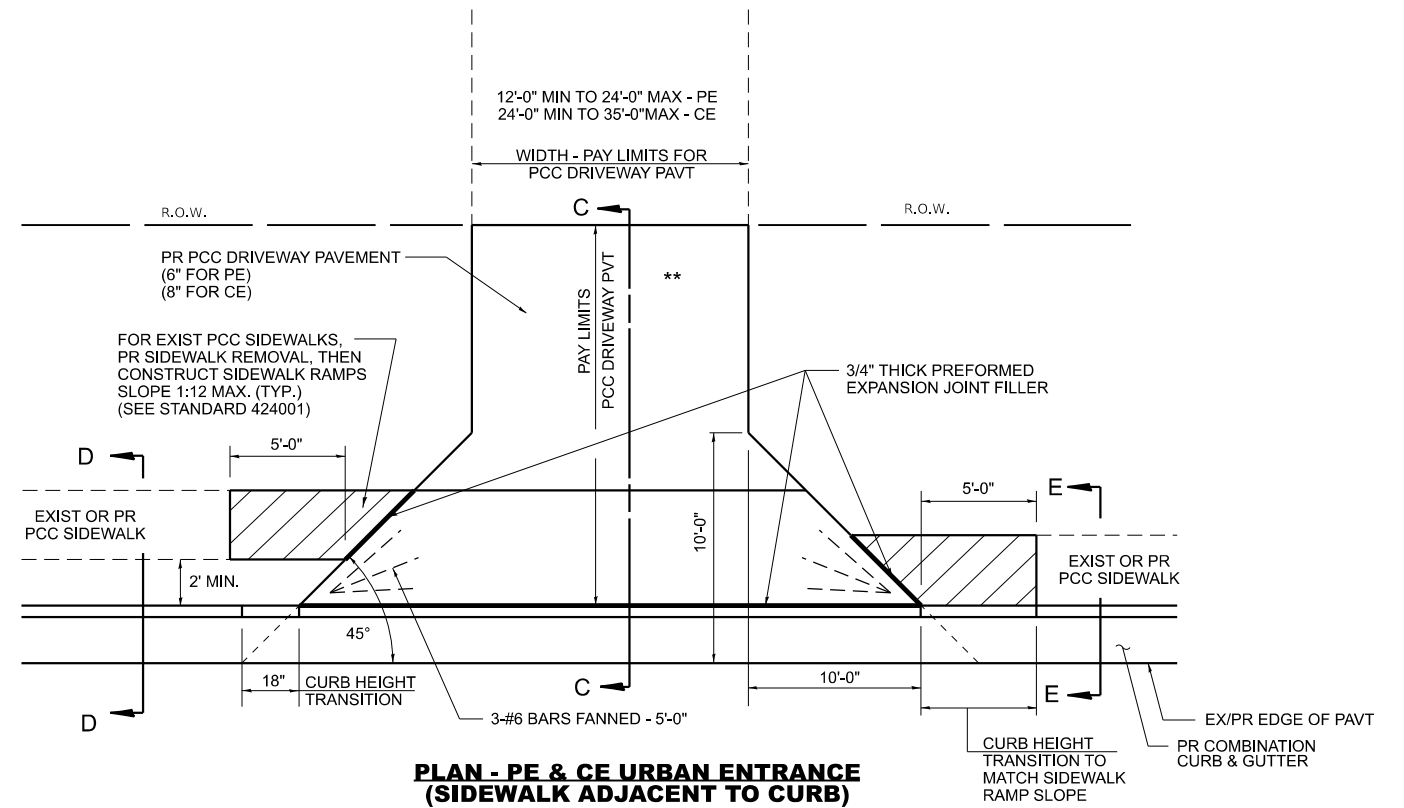
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE SURFACE COURSE, TYPE B, 8"- (PE)
PR PCC DRIVEWAY PAVT. 8"- (CE)

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

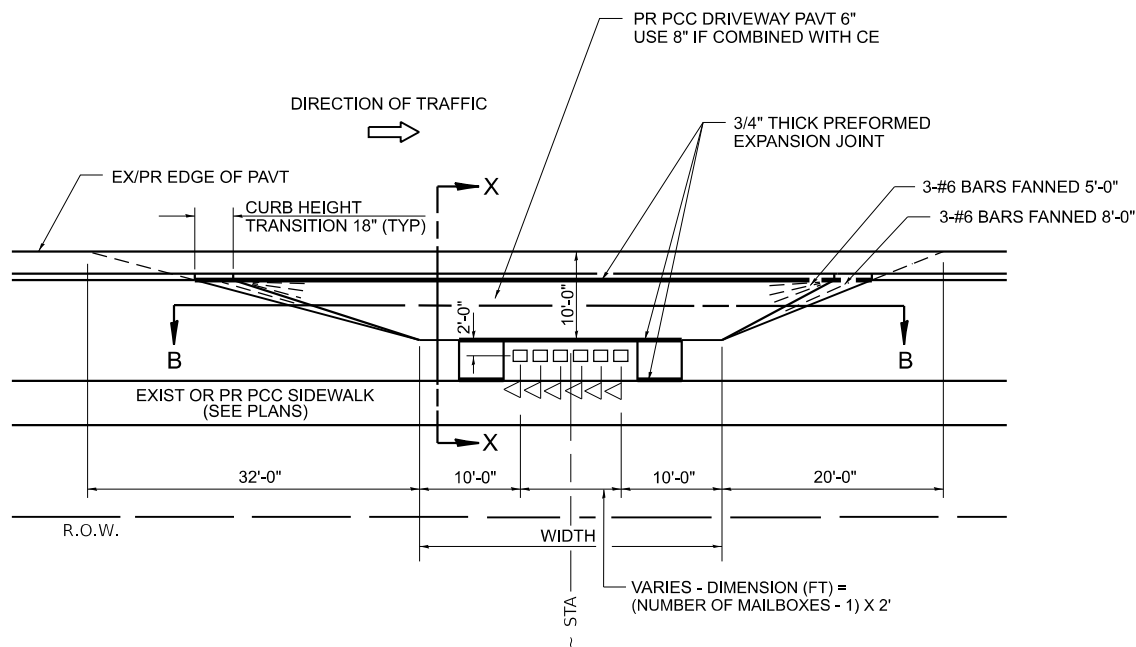
- NOTES:
1. IF REPLACING AN EXISTING ENTRANCE, EXIST DRIVEWAY PAVEMENT WILL BE REMOVED AND PAID FOR AS DRIVEWAY PAVEMENT REMOVAL. THE EXCATATION AND PREPARATION OF THE SUBGRADE FOR THE NEW ENTRANCE WILL PAID FOR AS EARTH EXCAVATION.
 2. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
 3. 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.



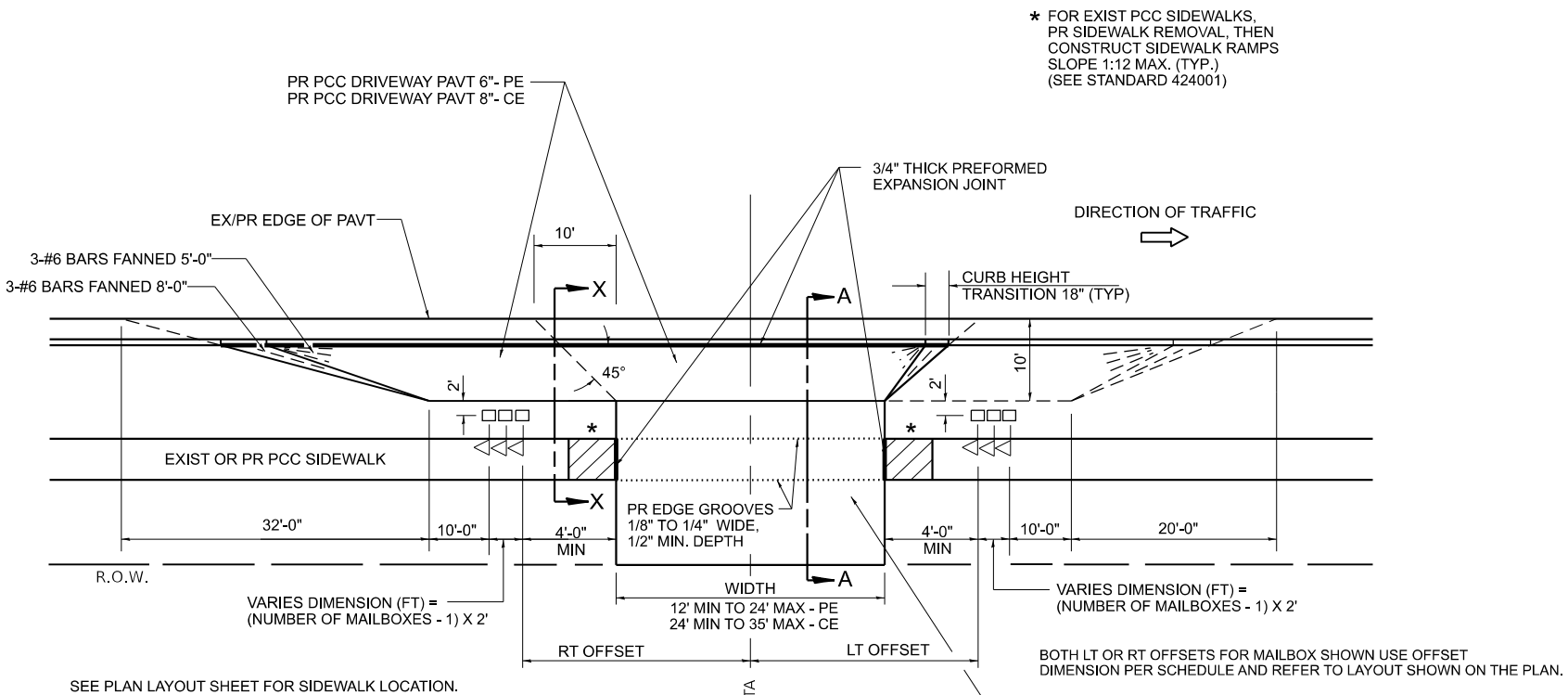
DISTRICT 6
ENTRANCE & MAILBOX TURNOUT IN CURB & GUTTER
(3R PROJECTS) URBAN

DETAILS OF MAILBOX TURNOUTS

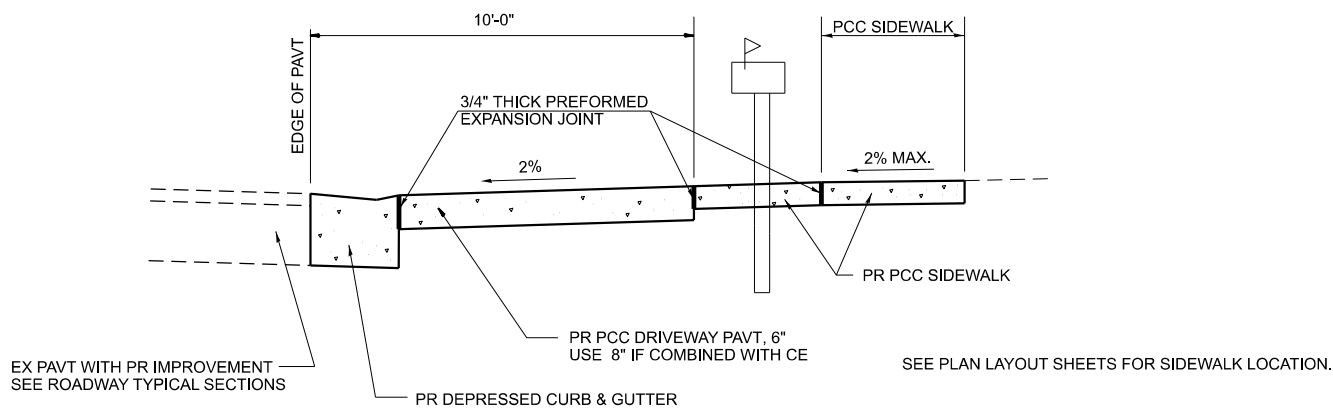
NOTE: ONLY REQUIRED FOR TWO-LANE AND THREE LANE SECTIONS OF ROADWAYS



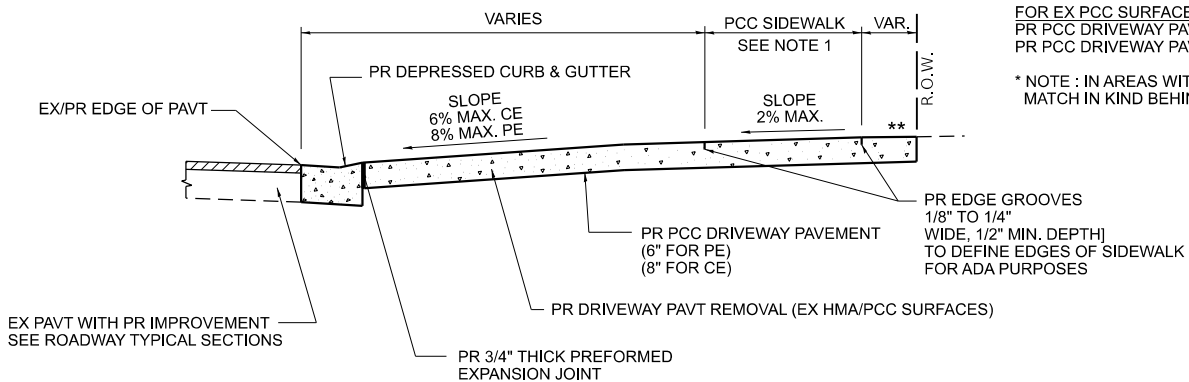
PLAN - URBAN MULTIPLE MAILBOX TURNOUT



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)

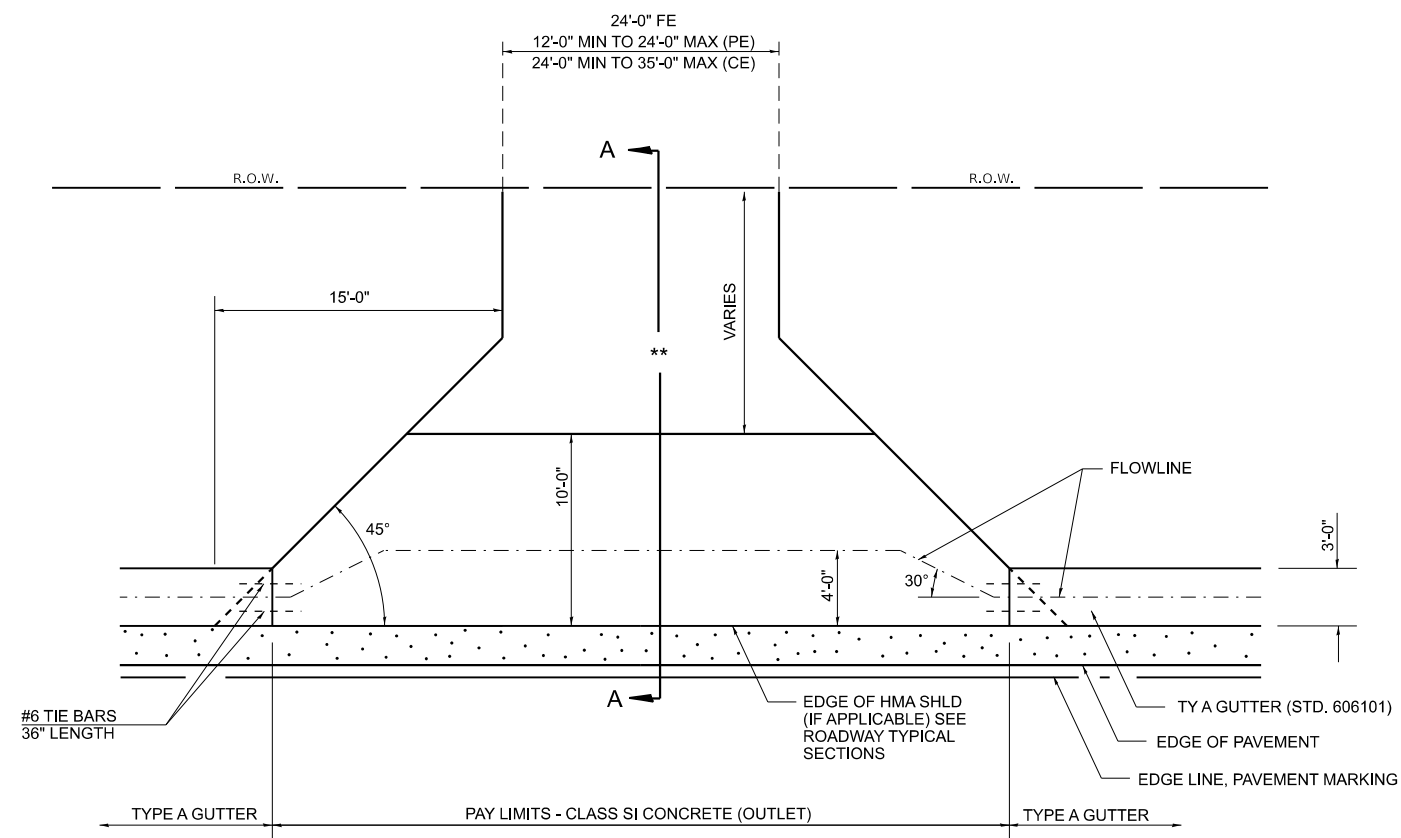
** MATCH IN KIND BEHIND SIDEWALK IF LENGTH IS >= 4'. IF <4', THEN CARRY PCC APRON TREATMENT TO ROW LINE.

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



PLAN - RURAL FE, PE & CE

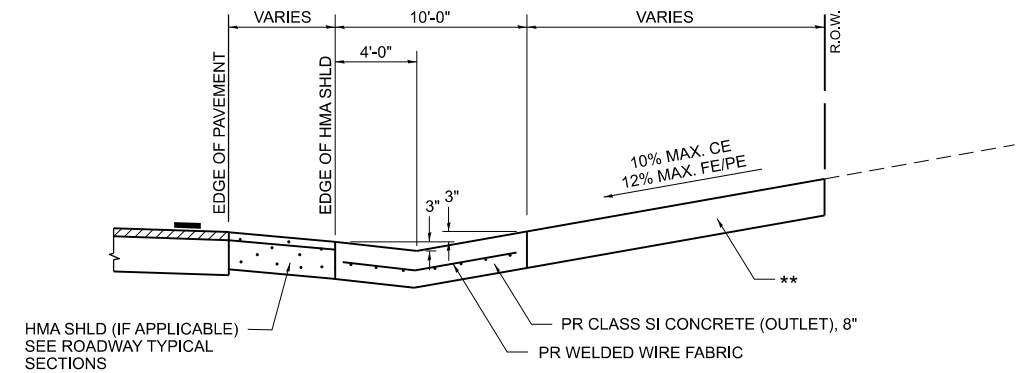
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

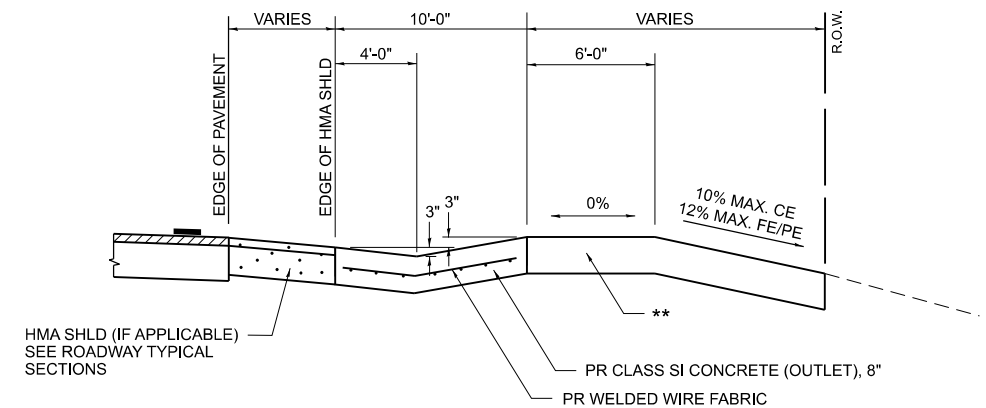
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

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

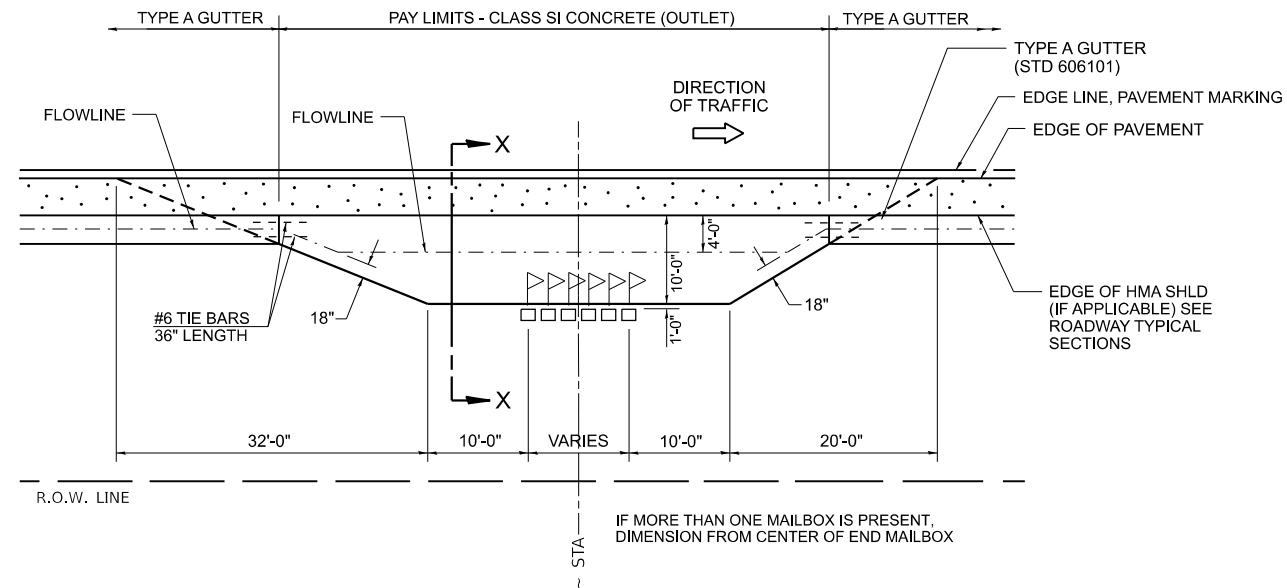


**SECTION A - A
(CUT SECTION)**

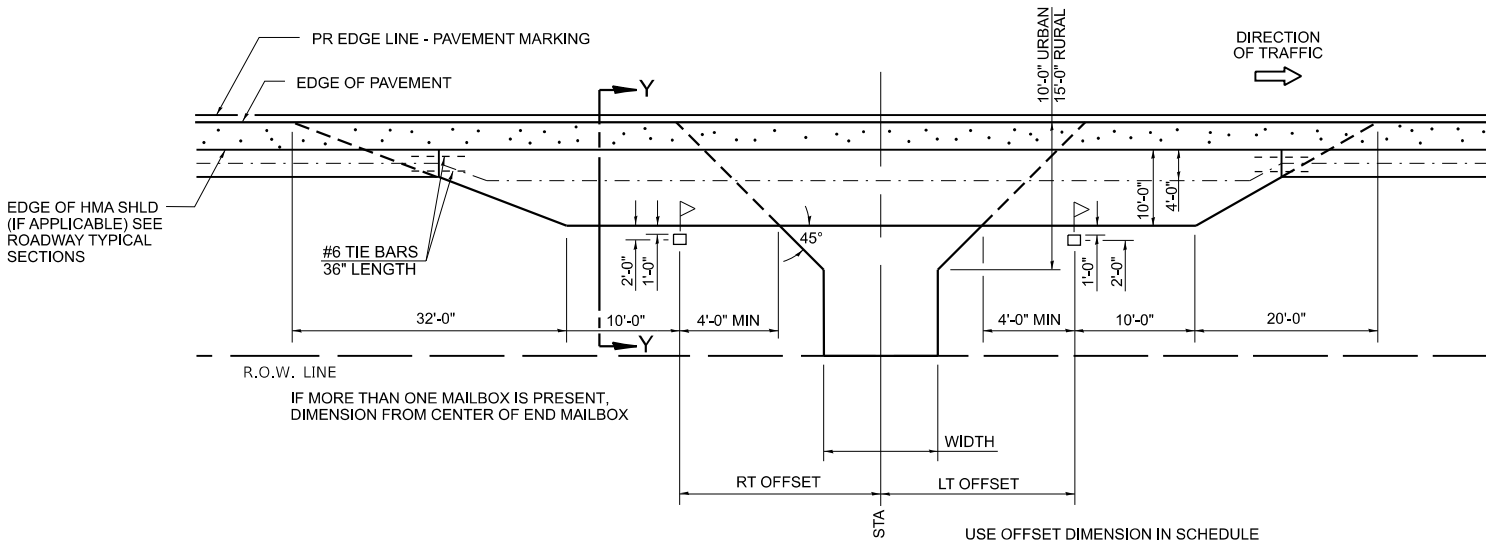


**SECTION A - A
(FILL SECTION)**

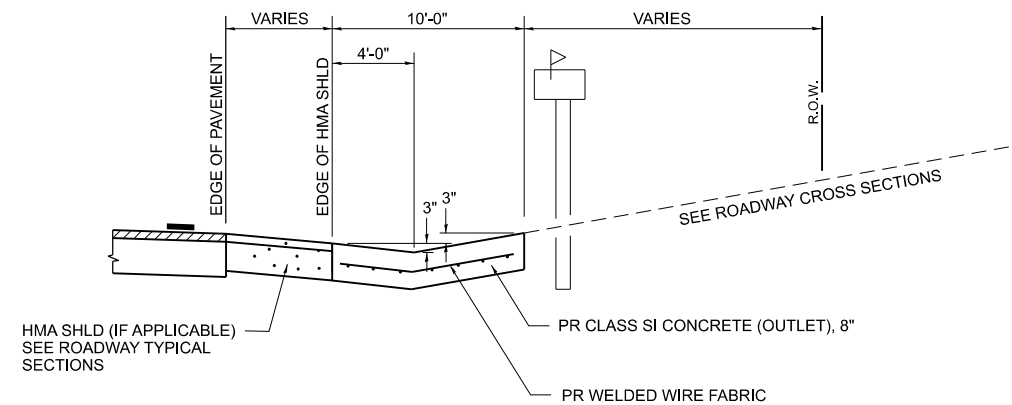
DETAILS OF MAILBOX TURNOUTS



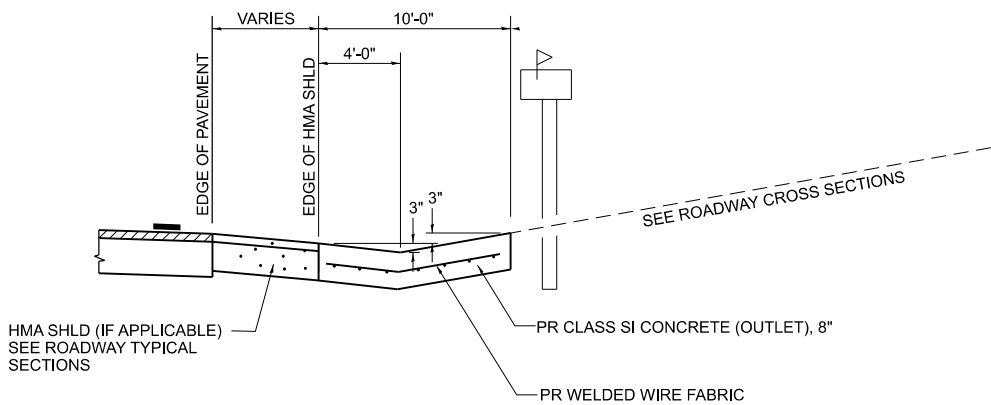
PLAN - RURAL MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT



SECTION Y-Y THRU MAILBOX TURNOUT

- NOTES:
1. THE COST OF FURNISHING AND INSTALLING THE 3/4\"/>



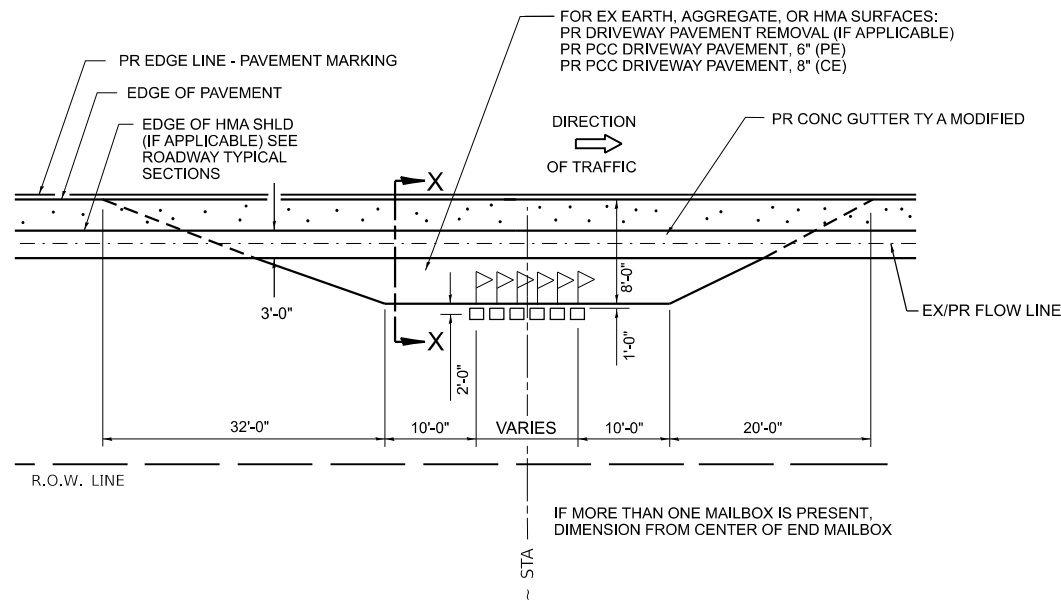
* NOTE : IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10' FLARE



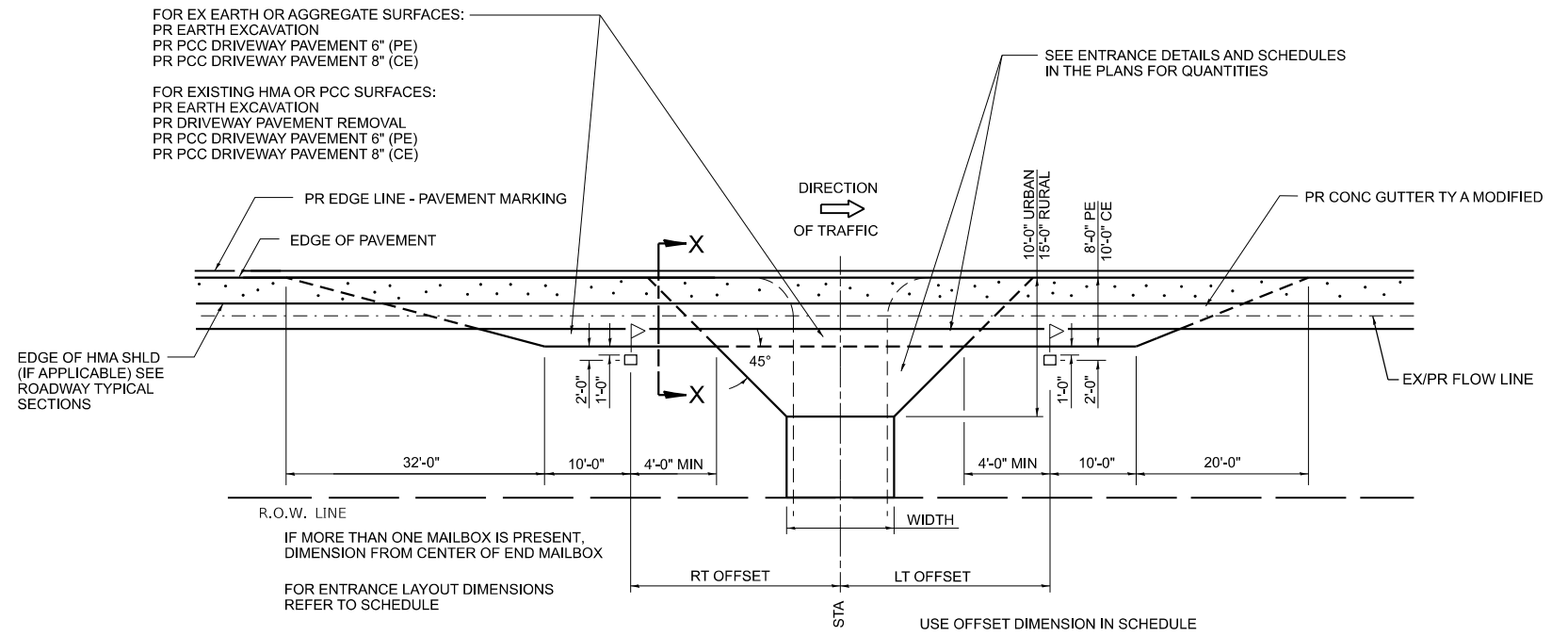
400-ENT_3R_TAG_A_M_001

DIST. 6 DETAILS FOR ENTRANCE & MAILBOX TURNOUT IN TYPE A GUTTER MODIFIED SECT. (3R PROJ.) URBAN

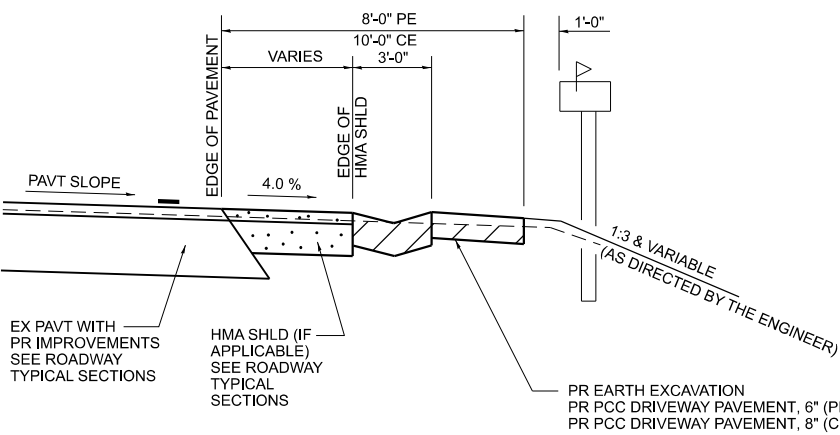
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

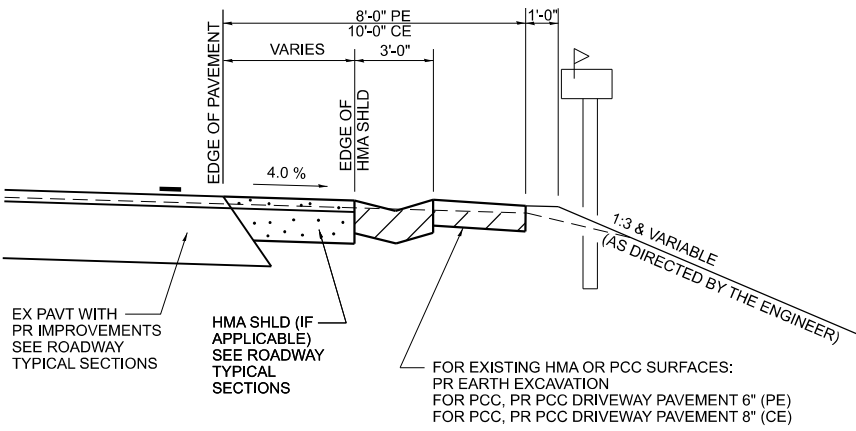


**PLAN - MAILBOX TURNOUTS
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE**



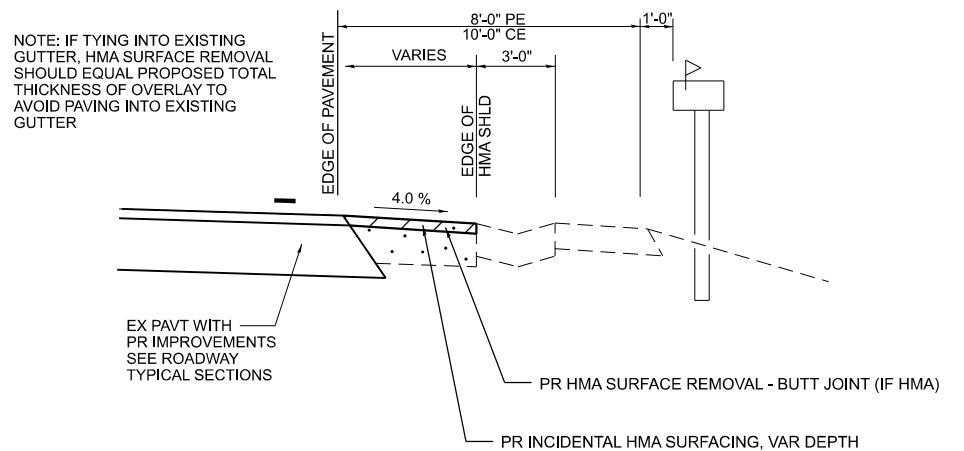
**SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS OF
EX EARTH OR AGGREGATE**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



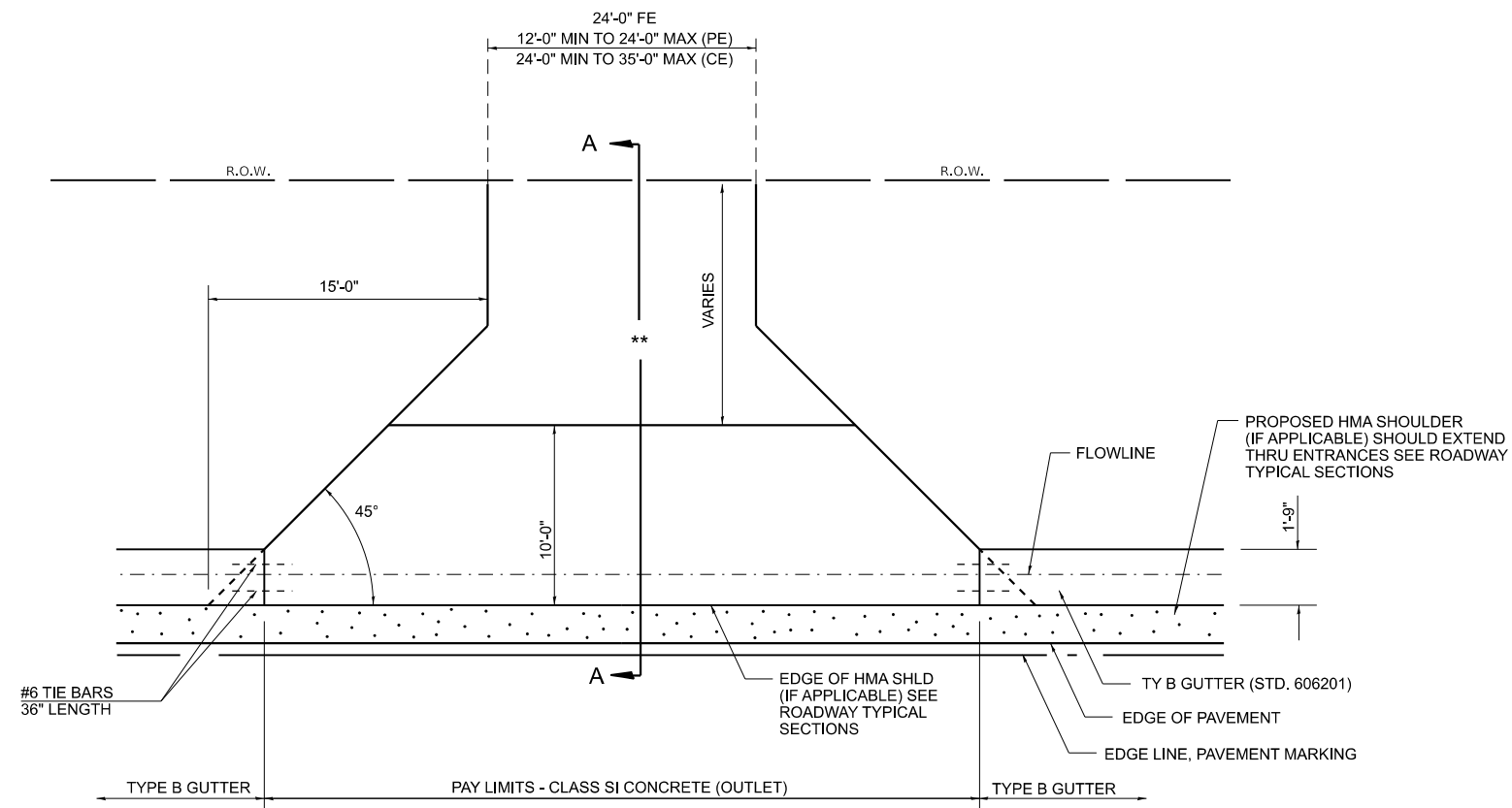
**SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX HMA & PCC PE & CE WITH NEW HMA SHLD**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



**SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX HMA & PCC PE & CE W/O NEW HMA SHLD**

NOTE: IF THERE IS A NEW HMA SHOULDER PROPOSED, THEN THE ENTIRE EXISTING MB TURNOUT WILL BE REPLACED. IF THERE IS NO PROPOSED NEW HMA SHOULDER, THE EXISTING MB TURNOUT WILL BE MILLED AND RESURFACED.



PLAN - RURAL FE, PE & CE

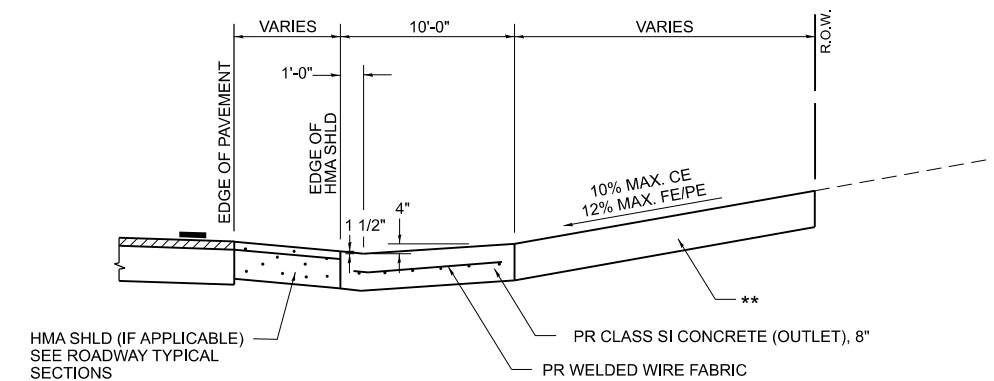
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

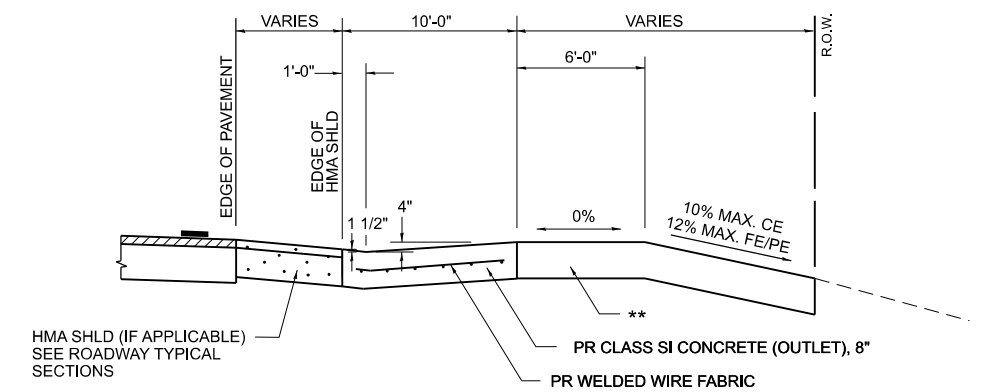
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

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

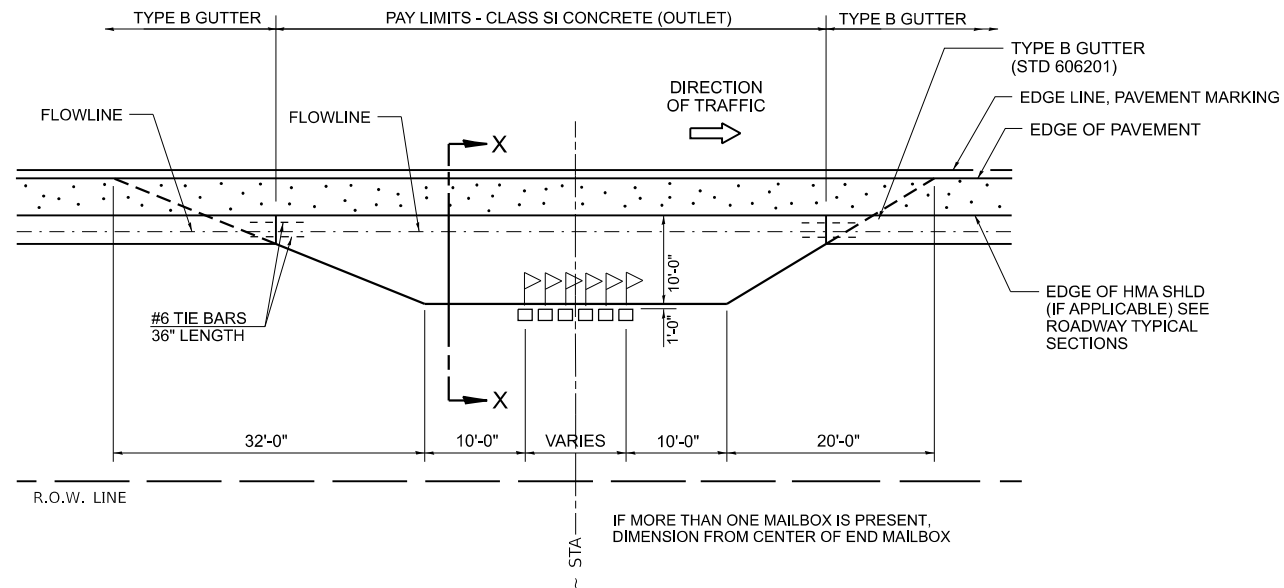


**SECTION A - A
(CUT SECTION)**

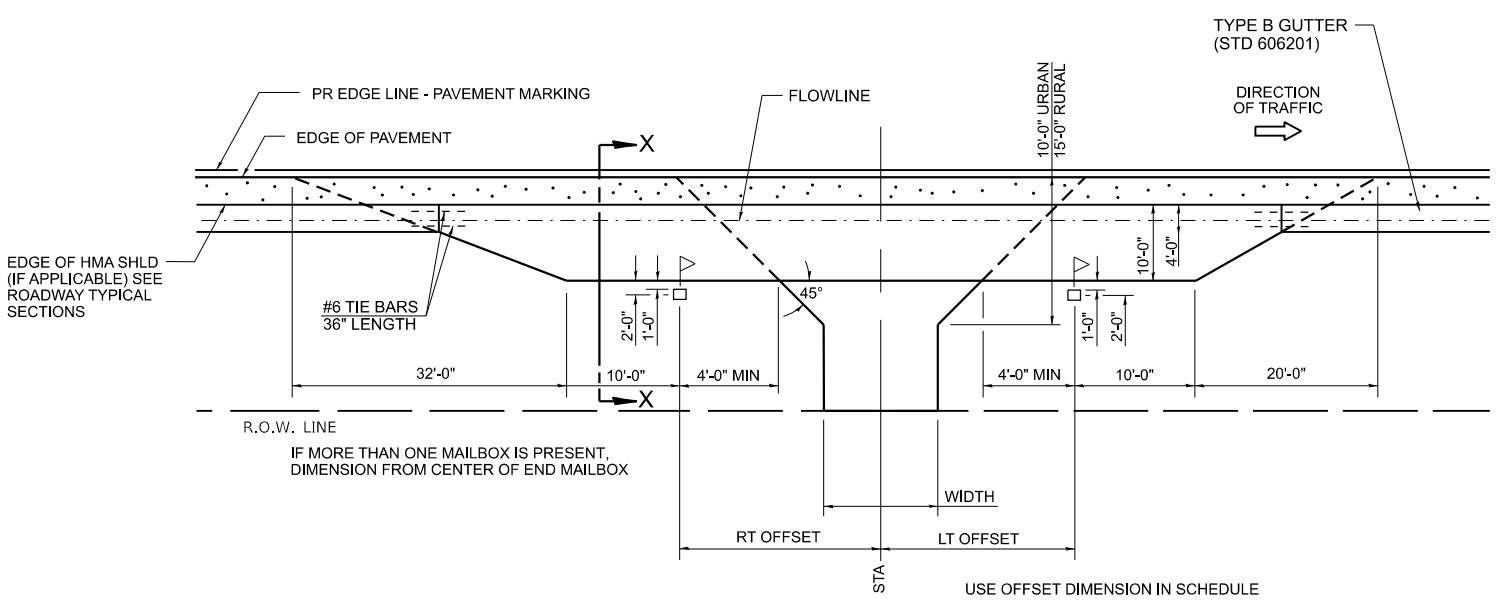


**SECTION A - A
(FILL SECTION)**

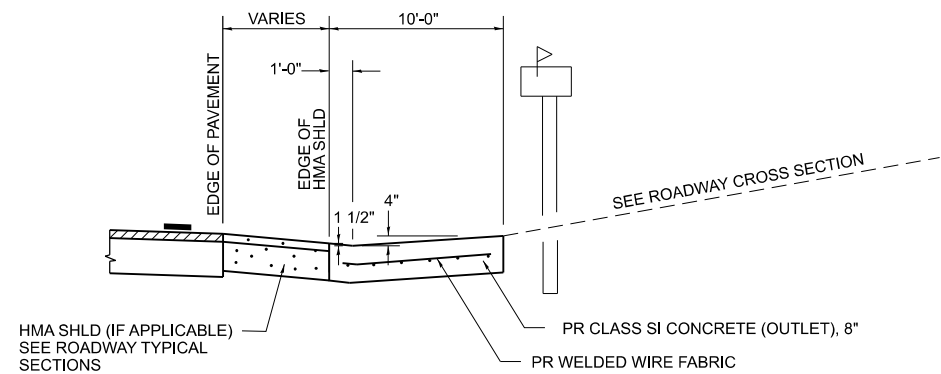
DETAILS OF MAILBOX TURNOUTS



PLAN - RURAL MULTIPLE MAILBOX TURNOUT

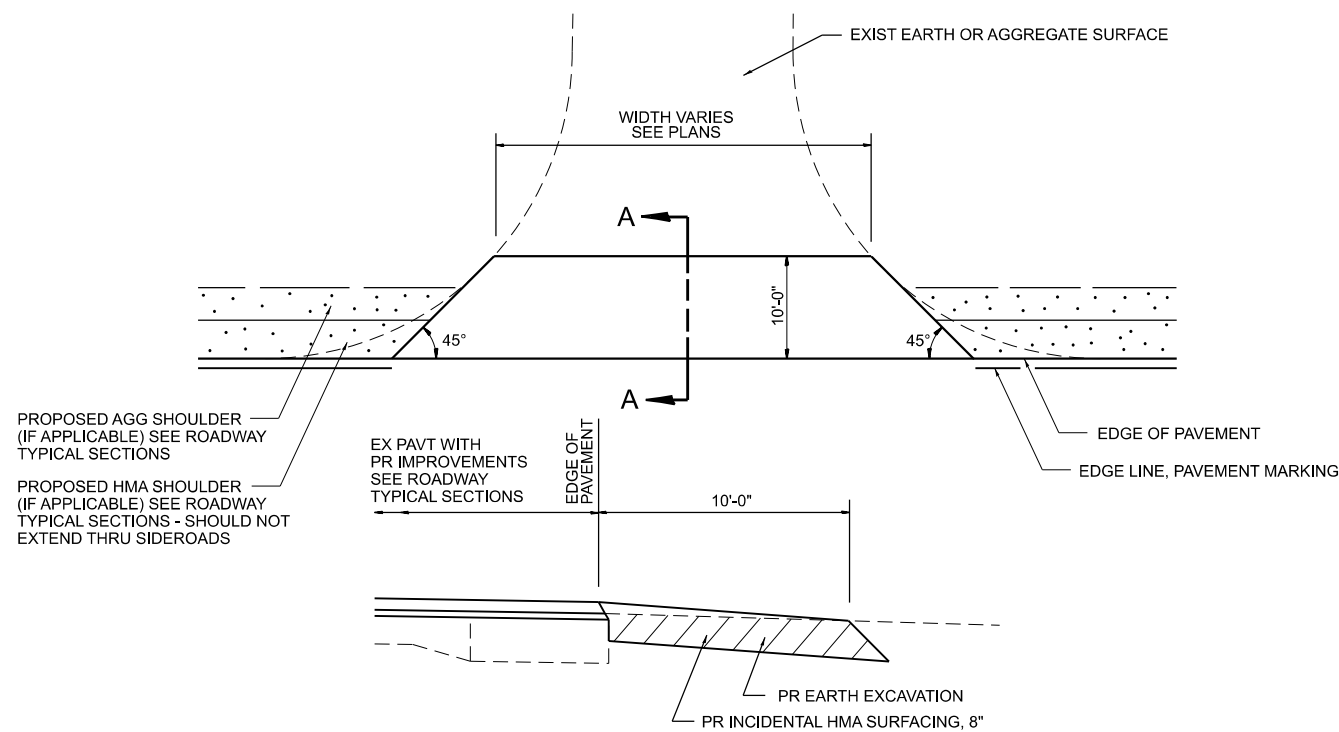


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

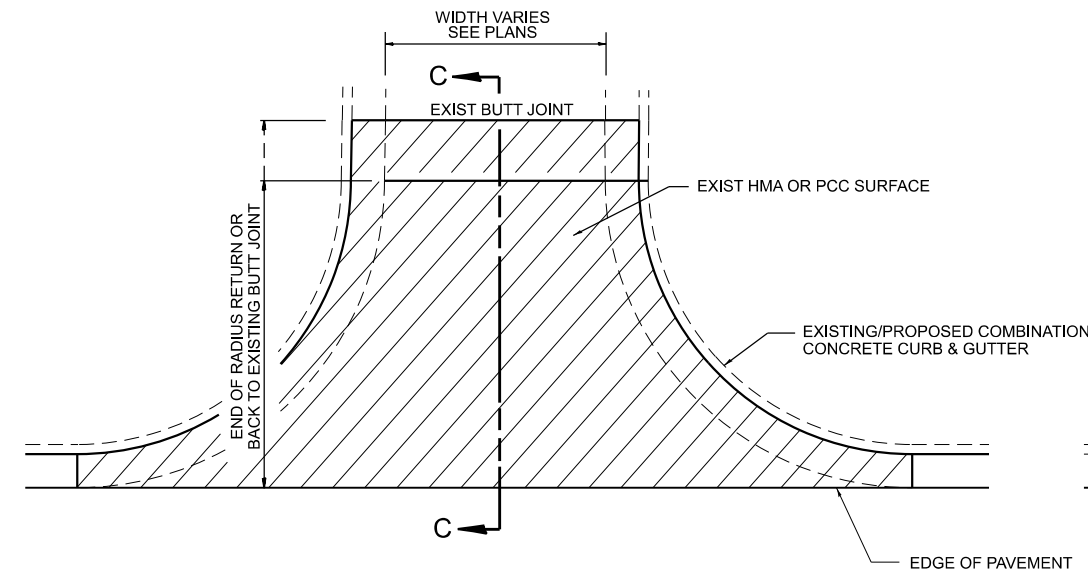


SECTION X-X THRU MAILBOX TURNOUT

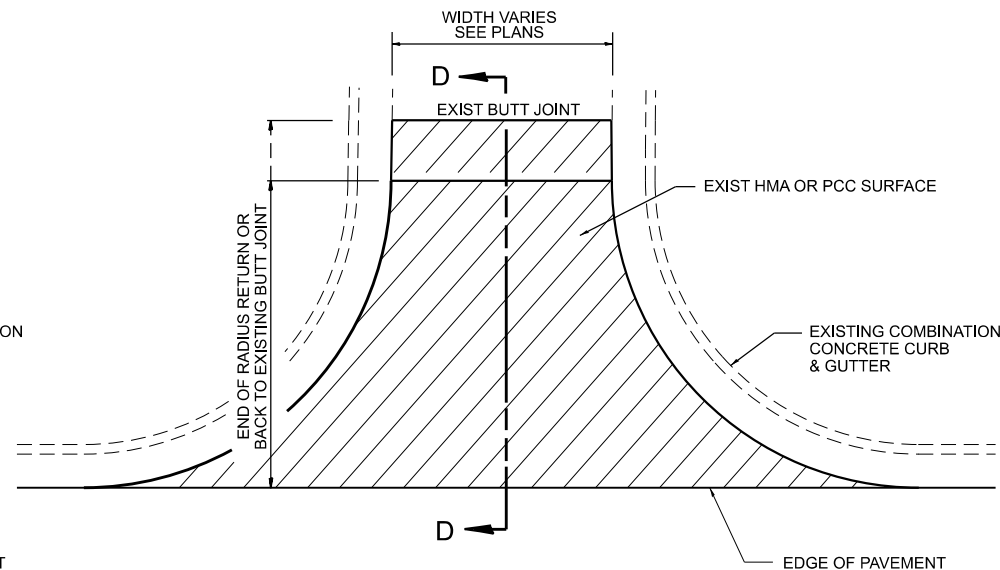
- NOTES:
1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)



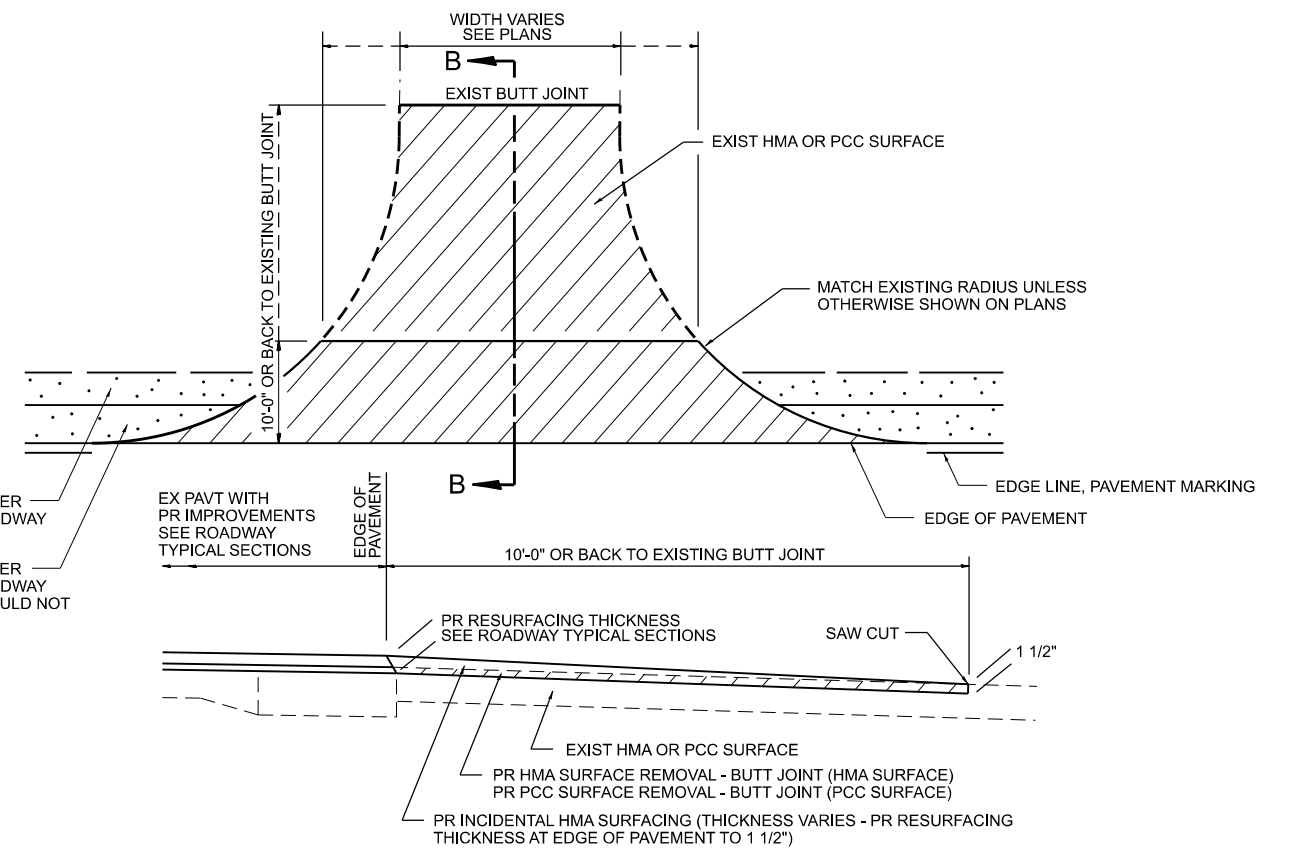
SECTION A-A
EXIST AGGREGATE SIDEROAD DETAIL
(NEW HMA APRON)



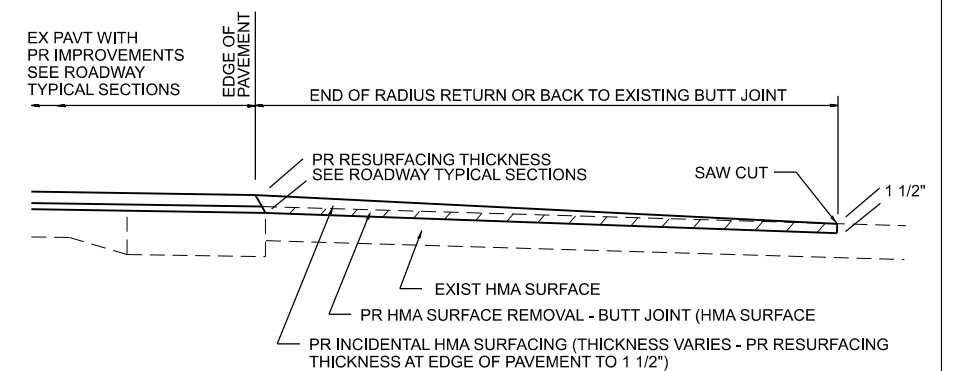
EXIST HMA SIDEROAD DETAIL W/CC&G
(TO BE RESURFACED)



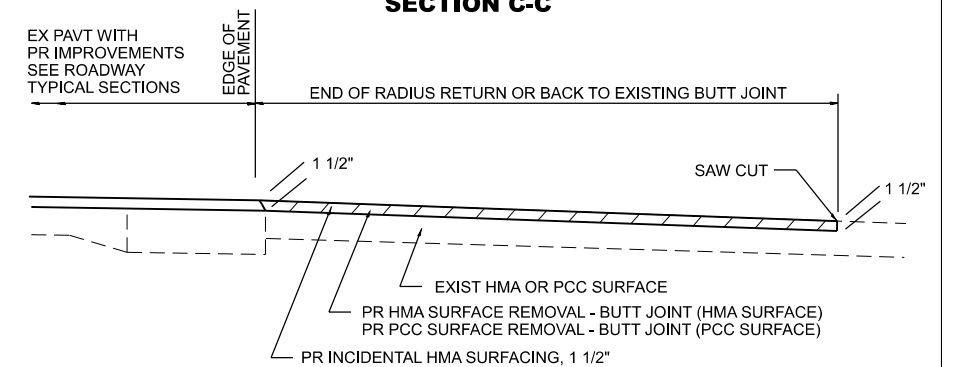
EXIST HMA OR PCC SIDEROAD DETAIL W/CC&G
(TO BE RESURFACED - MILL AND FILL ONLY)



SECTION B-B
EXIST HMA OR PCC SIDEROAD DETAIL W/O CC&G (TO BE RESURFACED)

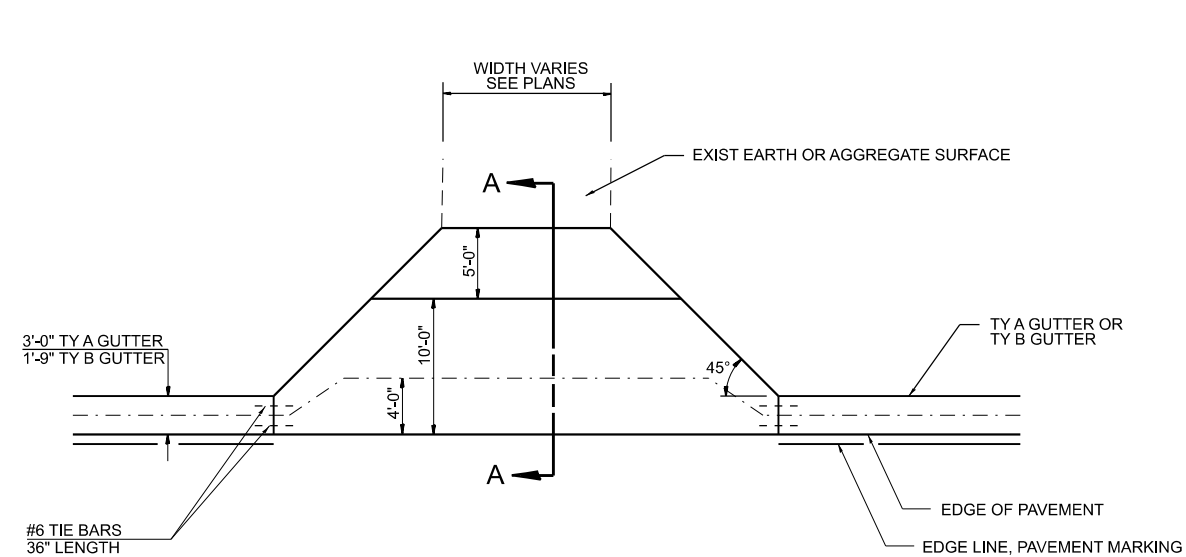


SECTION C-C

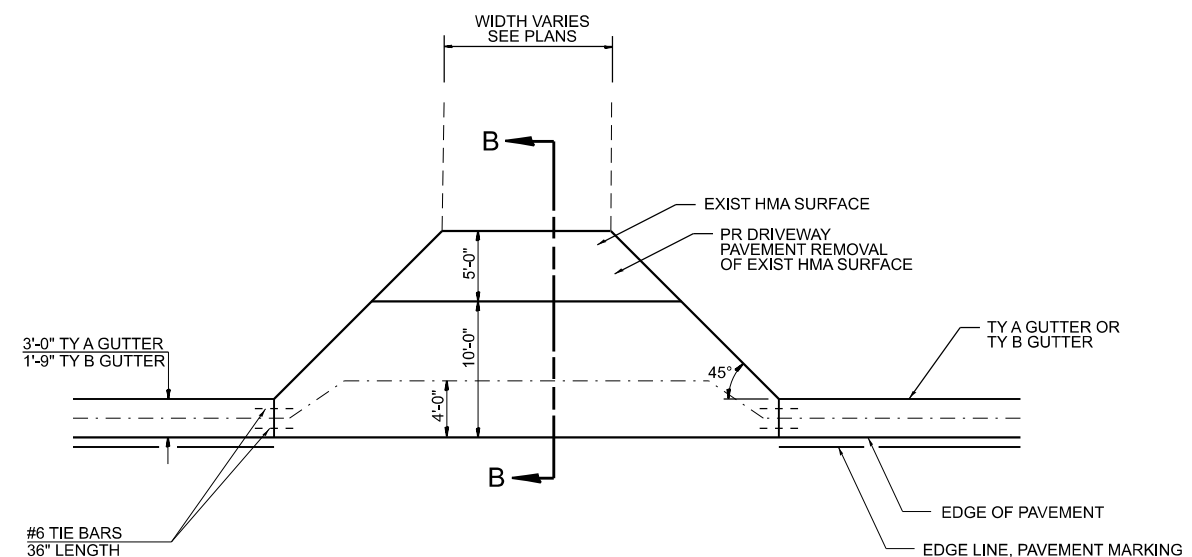


SECTION D-D

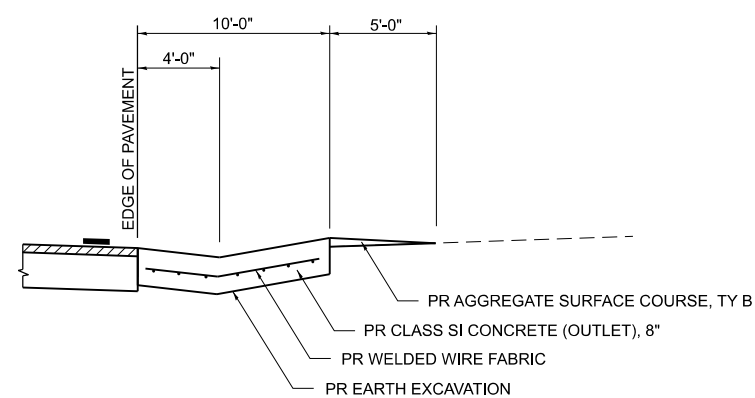
- NOTES:**
1. IF HMA SHOULDERS ARE PROPOSED, THEY SHOULD NOT EXTEND THROUGH SIDEROADS.
 2. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE REMOVAL - BUTT JOINT OR PCC SURFACE REMOVAL - BUTT JOINT PAY ITEMS



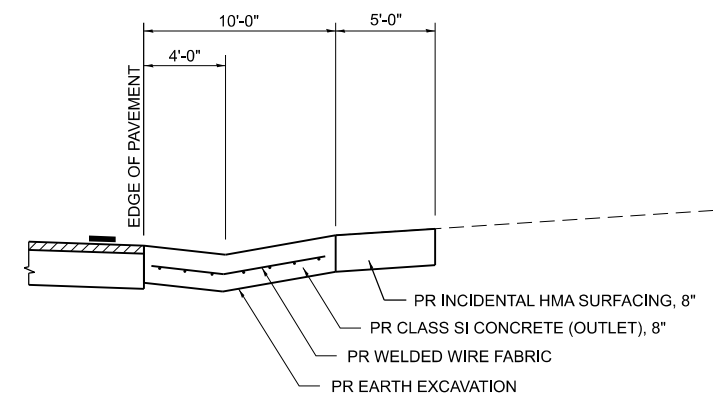
**EXIST AGGREGATE SIDEROAD DETAIL
TY A GUTTER THRU SIDEROAD**



**EXIST HMA SIDEROAD DETAIL
TY A GUTTER THRU SIDEROAD**



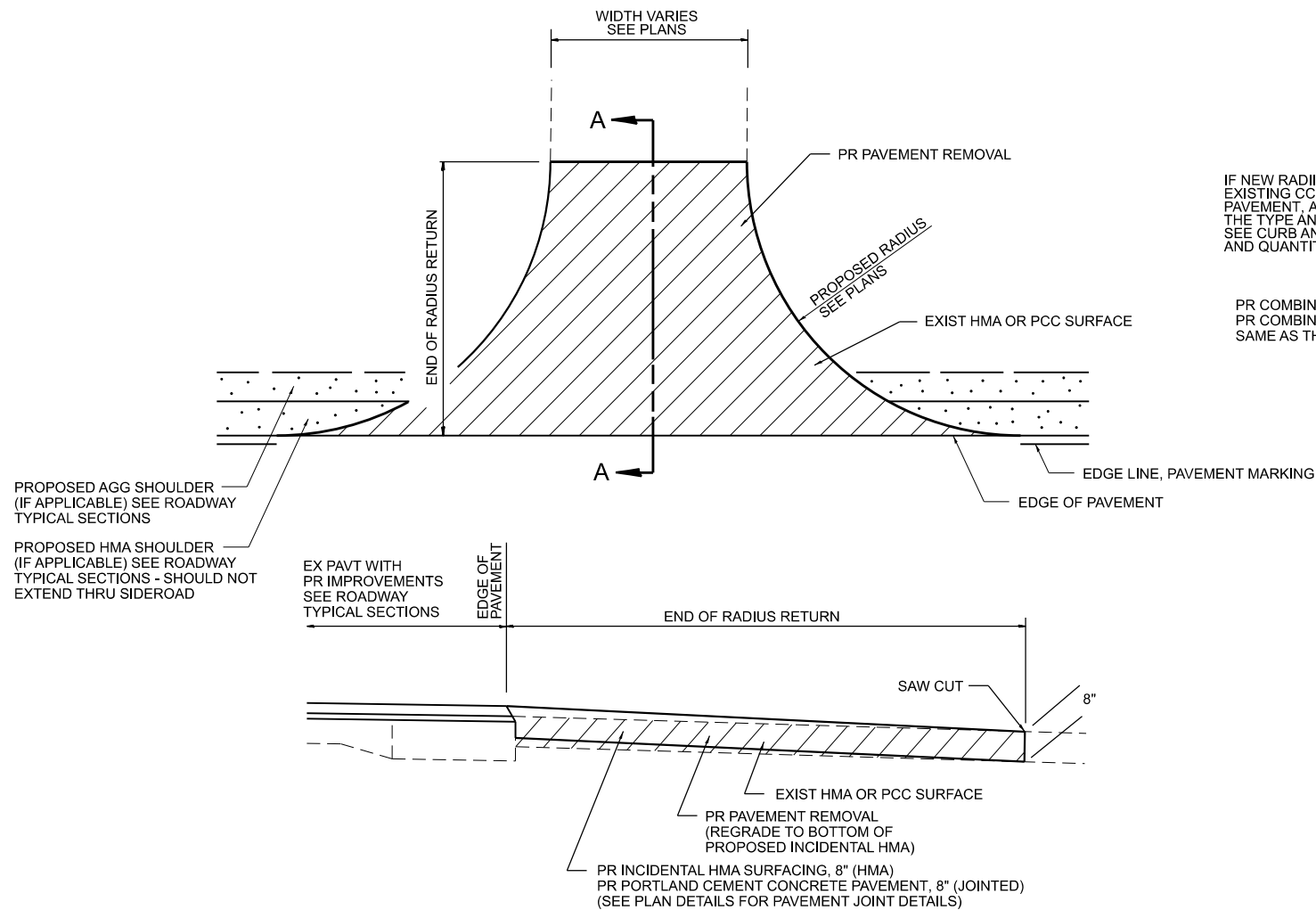
SECTION A - A



SECTION B - B

NOTES:

1. THE COST OF FURNISHING AND INSTALLING REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

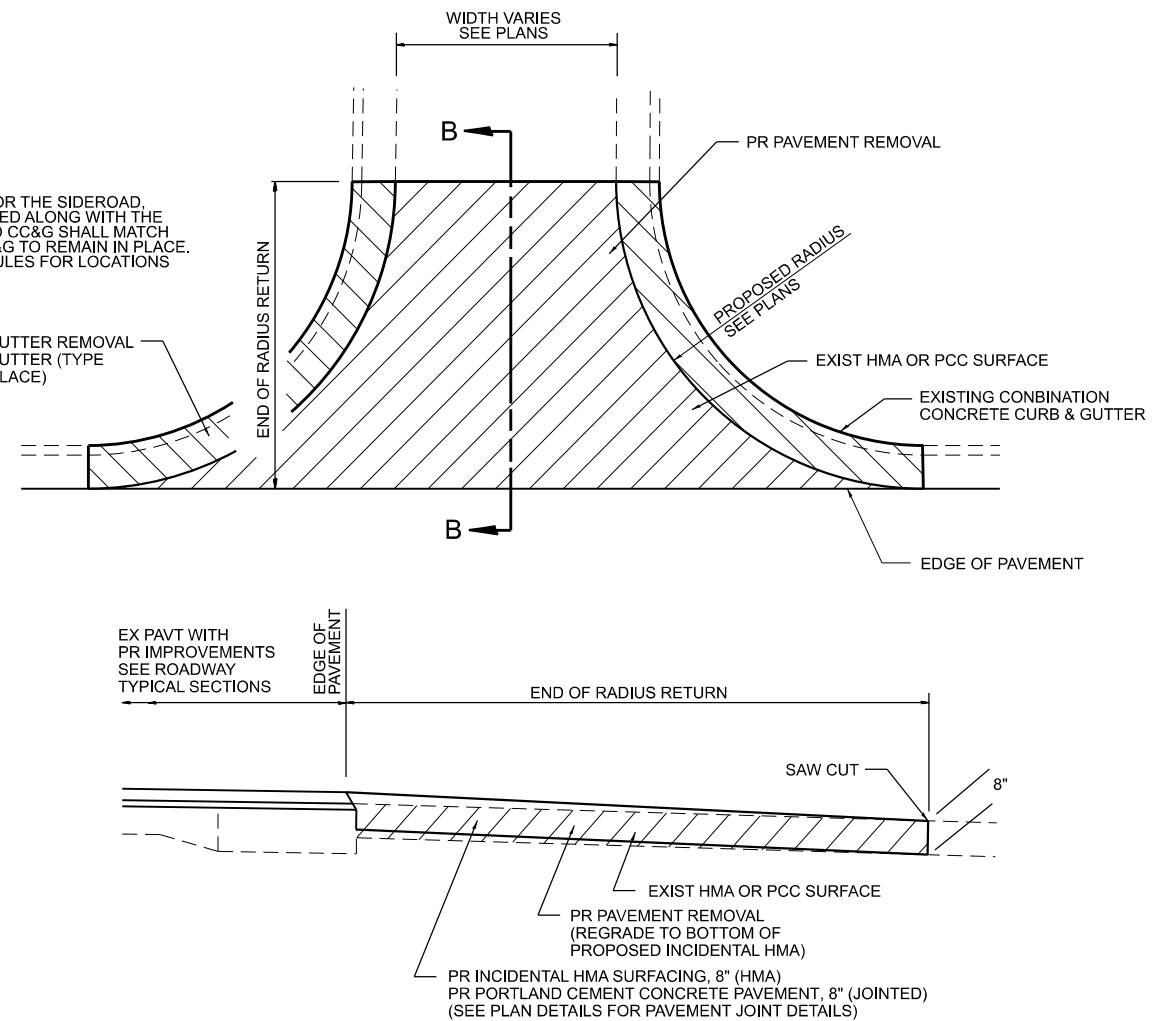


SECTION A-A

**EXIST HMA OR PCC SIDEROAD DETAIL W/O CC&G
(RECONSTRUCTION)**

IF NEW RADII ARE PROPOSED FOR THE SIDEROAD,
EXISTING CC&G WILL BE REMOVED ALONG WITH THE
PAVEMENT, AND THE PROPOSED CC&G SHALL MATCH
THE TYPE AND KIND OF THE CC&G TO REMAIN IN PLACE.
SEE CURB AND GUTTER SCHEDULES FOR LOCATIONS
AND QUANTITIES.

PR COMBINATION CURB AND GUTTER REMOVAL
PR COMBINATION CURB AND GUTTER (TYPE
SAME AS THAT TO REMAIN IN PLACE)



SECTION B-B

**EXIST HMA OR PCC SIDEROAD DETAIL W/CC&G
(RECONSTRUCTION)**

NOTES:

1. IF HMA SHOULDERS ARE PROPOSED, THEY SHOULD NOT EXTEND THROUGH SIDEROADS.
2. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.