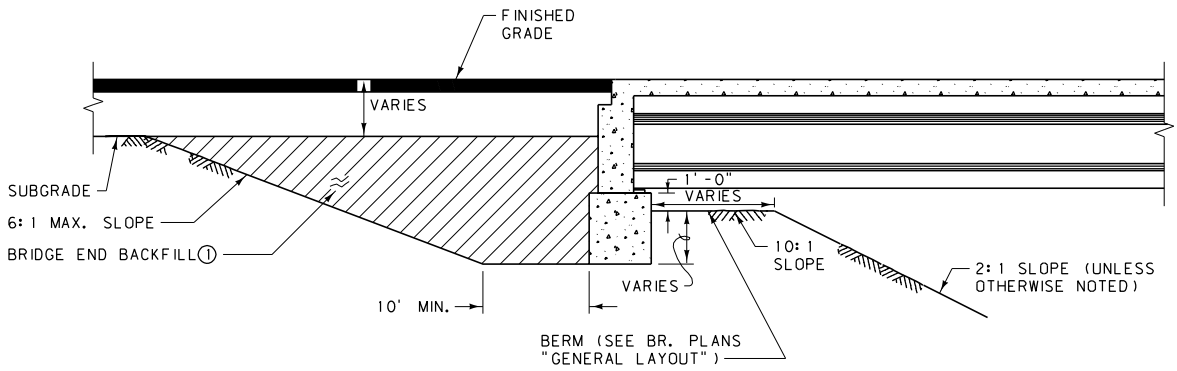
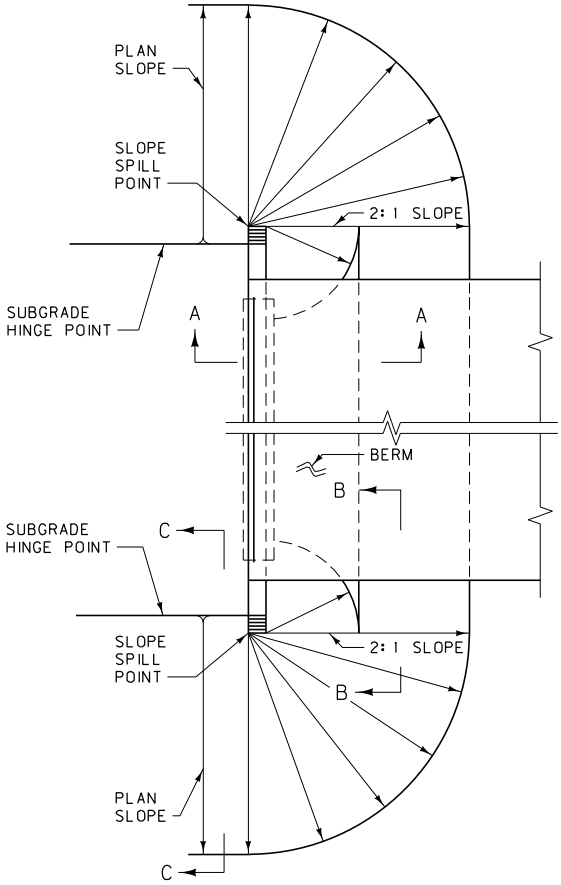
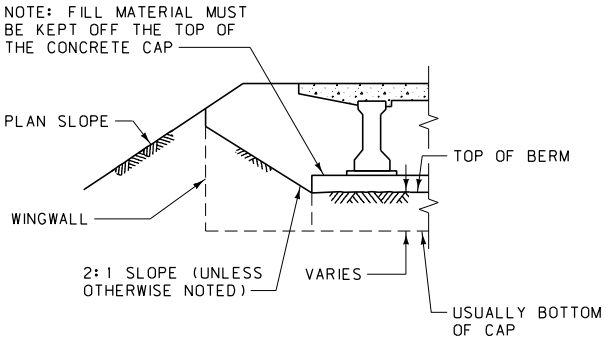


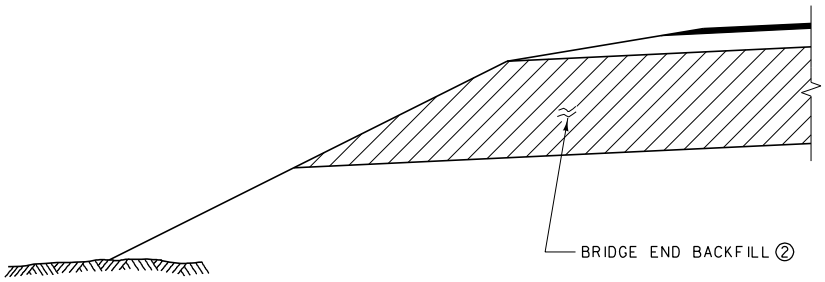
SECTION A-A



PLAN VIEW



SECTION B-B



SECTION C-C

NOTES:

① DO NOT PLACE THE BRIDGE END BACKFILL UNTIL AFTER THE BACKWALL AND DECK SLAB ARE COMPLETED. PLACE ALL MATERIAL IN 6" LAYERS AND COMPACT IN ACCORDANCE WITH SECTION 203.03.3 OF THE STANDARD SPECIFICATIONS.

② WHEN THE BRIDGE END BACKFILL DOES NOT DAYLIGHT AT AN EMBANKMENT SLOPE TO PROVIDE DRAINAGE, EXTEND THE BRIDGE END BACKFILL 3 FEET BEYOND THE WINGWALL AND DAYLIGHT TO THE SLOPE FACING THE SPANNED CHANNEL.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 203	DWG. NO. 203-00
ROADWAY EMBANKMENT AT BRIDGE END	
--REVISED-- January 2008	EFFECTIVE: FEBRUARY 2005
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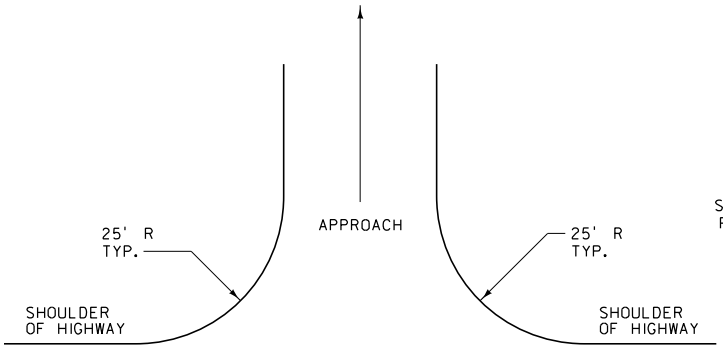
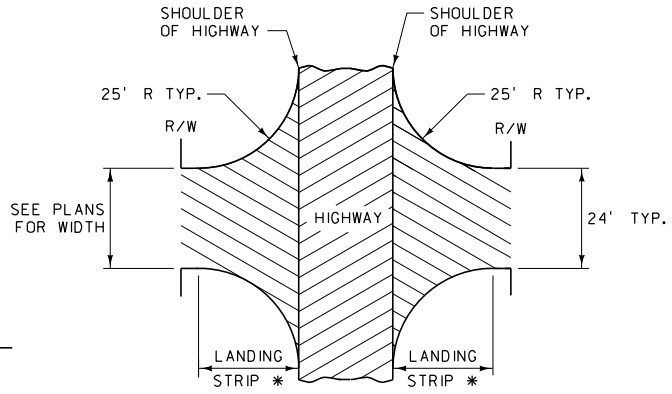
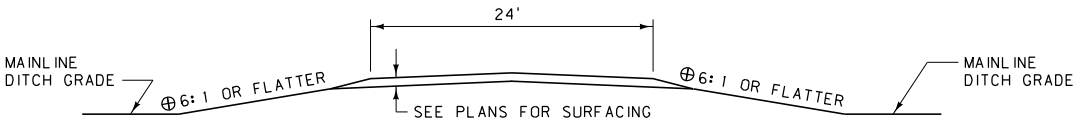


NOTE: MAX. SKEW ANGLE IS 30°.



* 25.0' MIN. FOR PRIVATE OR FIELD APP.
75.0' MIN FOR COUNTY AND MAIN ROADS.

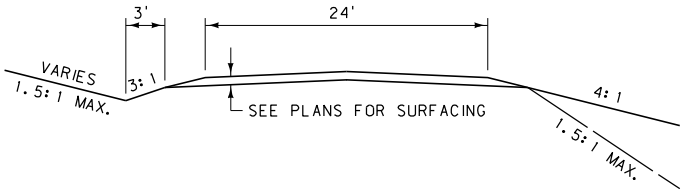
SLOPE FOR DRAINAGE (-3% DESIRABLE, +3% ALLOWABLE).



TYPICAL SECTION WITHIN CLEAR ZONE

USE A PIPE AS NECESSARY FOR DRAINAGE. INSTALL CULVERTS OUTSIDE THE CLEAR ZONE OR PROVIDE END TREATMENT.

⊕10:1 SLOPES ARE DESIRABLE ON HIGH SPEED FACILITIES WHERE PRACTICAL



TYPICAL SECTION BEYOND CLEAR ZONE

BACK SLOPES **	
0'-5'	4:1
5'-10'	2:1
OVER 10'	1.5:1

FILL SLOPES **	
0'-10'	4:1
10'-20'	2:1
OVER 20'	1.5:1

NOTES:

APPROACH GRADE BEYOND LANDING IS NOT TO EXCEED 10% UNLESS TRAFFIC VOLUMES AND COST INDICATE SUCH TO BE JUSTIFIABLE.

CONSTRUCT APPROACHES TO FIT LOCAL CONDITIONS, MINIMIZE TRAFFIC HAZARDS, AND AFFORD ENTRY AND EXIT OF TRAFFIC TO AND FROM THE MAIN ROAD.

SECURE WRITTEN PERMISSION FROM LANDOWNER FOR WORK BEYOND THE RIGHT-OF-WAY.

** CRITERIA SHOWN ARE FOR PRIVATE AND FARM FIELD APPROACHES. FOR COUNTY AND MAIN ROADS USE ESTABLISHED STANDARDS FOR APPLICABLE FUNCTIONAL CLASS.

DETAILED DRAWING

REFERENCE STANDARD SPEC. SECTION 203

DWG. NO. 203-05

APPROACHES

EFFECTIVE: FEBRUARY 2005

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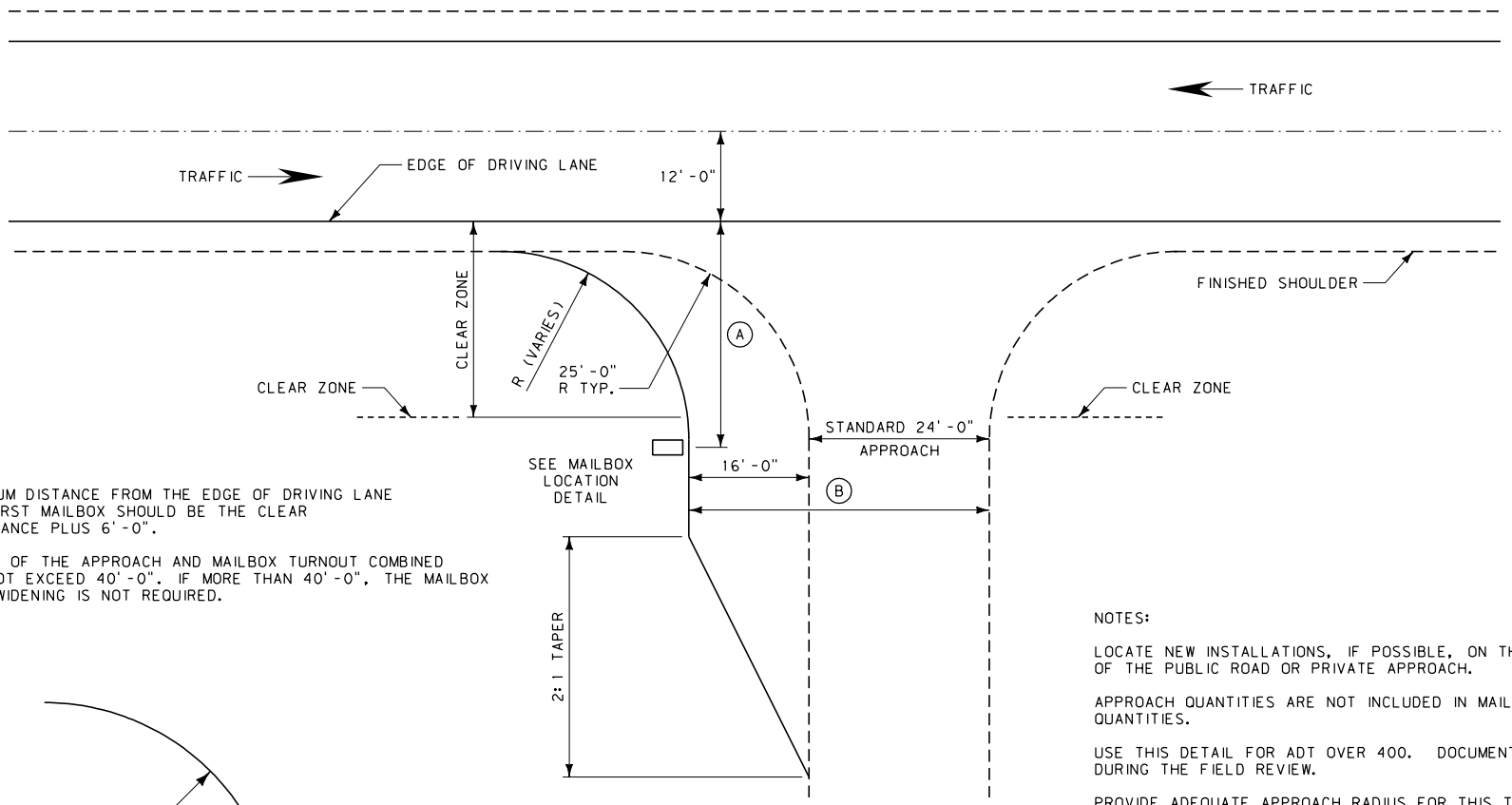


NOTES:

(A) THE MINIMUM DISTANCE FROM THE EDGE OF DRIVING LANE TO THE FIRST MAILBOX SHOULD BE THE CLEAR ZONE DISTANCE PLUS 6'-0".

(B) THE WIDTH OF THE APPROACH AND MAILBOX TURNOUT COMBINED SHOULD NOT EXCEED 40'-0". IF MORE THAN 40'-0", THE MAILBOX TURNOUT WIDENING IS NOT REQUIRED.

NOTES:

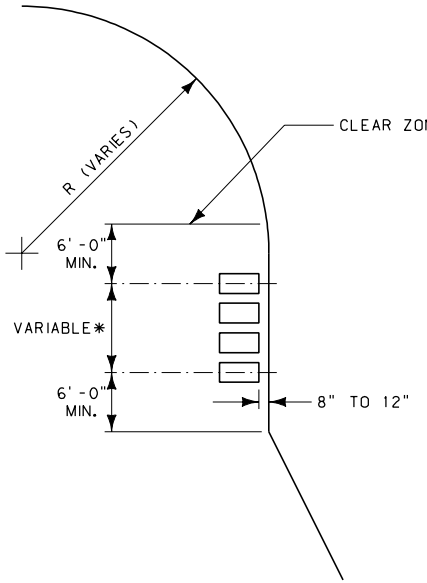
LOCATE NEW INSTALLATIONS, IF POSSIBLE, ON THE RIGHT SIDE OF THE PUBLIC ROAD OR PRIVATE APPROACH.

APPROACH QUANTITIES ARE NOT INCLUDED IN MAILBOX TURNOUT QUANTITIES.

USE THIS DETAIL FOR ADT OVER 400. DOCUMENT EXCEPTIONS DURING THE FIELD REVIEW.

PROVIDE ADEQUATE APPROACH RADIUS FOR THIS TURNOUT. ADJUST THE RADIUS BASED ON FIELD CONDITIONS AND DOCUMENT REASONS DURING THE FIELD REVIEW.

SEE DETAILED DRAWING NUMBER 203-05 FOR ADDITIONAL GUIDANCE.



MAILBOX LOCATION DETAIL

NOTE:

* THE MINIMUM SPACING BETWEEN MAILBOXES IS EQUAL TO THREE-FOURTHS OF THEIR HEIGHT ABOVE THE GROUND. SEE DTL. DWG. NO. 900-05 AND 900-10 FOR MAILBOX DETAILS.

DETAILED DRAWING

REFERENCE STANDARD SPEC. SECTION 203	DWG. NO. 203-10

APPROACH
MAILBOX TURNOUT

EFFECTIVE: MAY 2009

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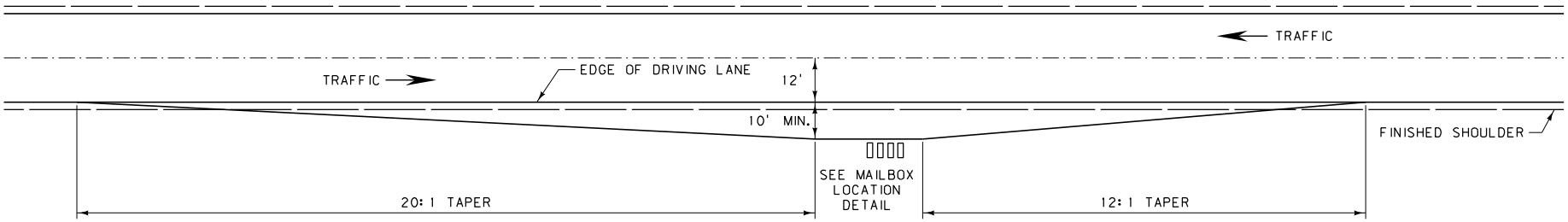
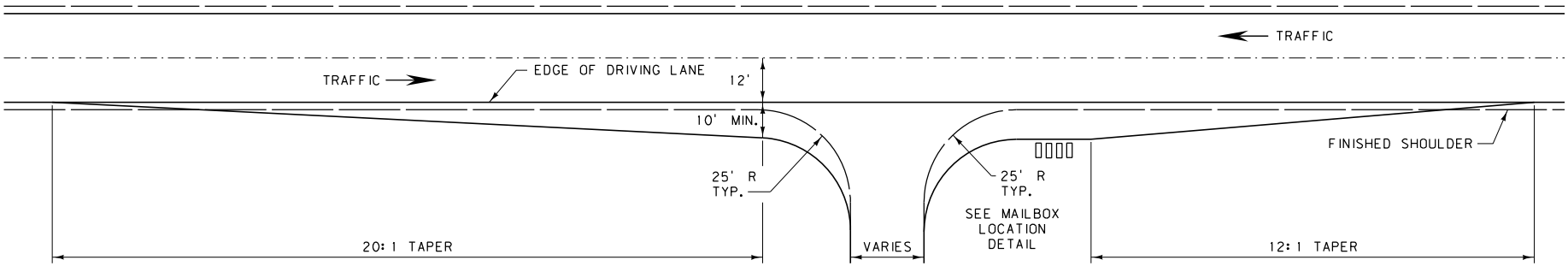
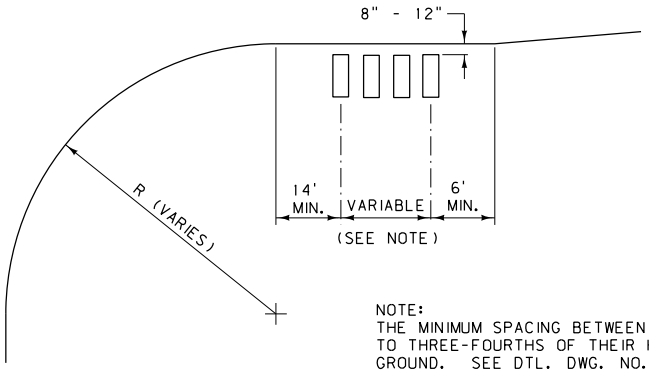


TURNOUT WITHOUT APPROACH

NOTE:
ACTUAL SIZE AND LOCATION TO BE DETERMINED BY THE ENGINEER.



TURNOUT WITH APPROACH



NOTE:
THE MINIMUM SPACING BETWEEN MAILBOXES IS EQUAL TO THREE-FOURTHS OF THEIR HEIGHT ABOVE THE GROUND. SEE DTL. DWG. NO. 900-05 AND 900-10 FOR MAILBOX DETAILS.

MAILBOX LOCATION DETAIL

NOTES:

LOCATE NEW INSTALLATIONS, IF POSSIBLE, ON THE FAR RIGHT SIDE OF AN INTERSECTION WITH A PUBLIC ROAD OR PRIVATE DRIVEWAY.

APPROACH QUANTITIES ARE NOT INCLUDED IN TURNOUT QUANTITIES.

USE THIS DETAIL FOR ALL ROADS AND ADT. FOR ADT LESS THAN 400, STEEPER TAPERS ARE ALLOWED IF NEEDED DUE TO LIMITATIONS. SEE THE "AASHTO GUIDE FOR ERECTING MAILBOXES ON HIGHWAYS."

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 203	DWG. NO. 203-15
MAILBOX TURNOUT	
EFFECTIVE: FEBRUARY 2005	

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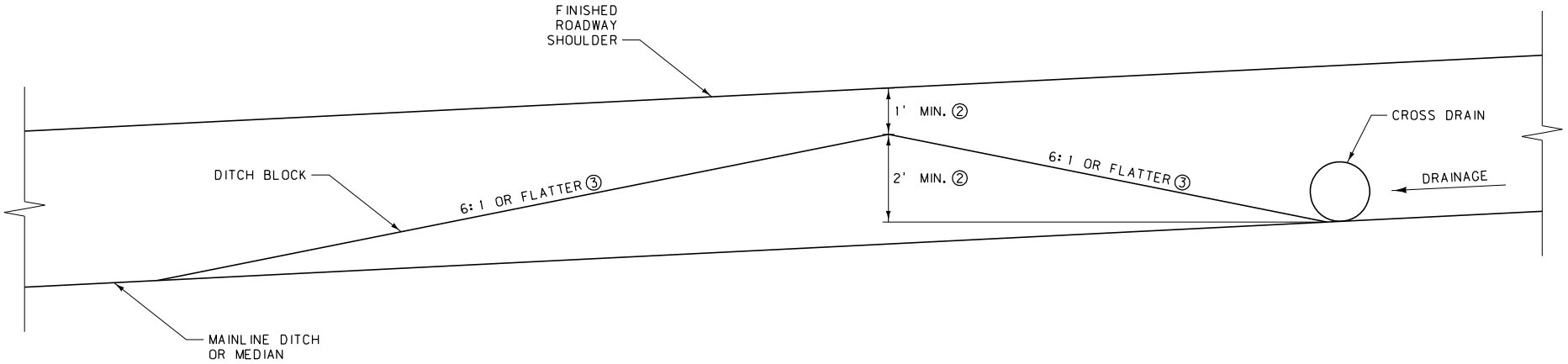

NOTES:

① CONSTRUCT DITCH BLOCKS TO FIT LOCAL CONDITIONS.

② HEIGHTS SHOWN ARE MINIMUMS. SET HEIGHT OF DITCH BLOCKS BASED ON AMOUNT OF ANTICIPATED DRAINAGE.

③ 10:1 SLOPES ARE DESIRABLE ON HIGH SPEED FACILITIES WHERE PRACTICAL.

DETAILED DRAWING

REFERENCE STANDARD SPEC. SECTION 203	DWG. NO. 203-20

DITCH BLOCKS

EFFECTIVE: FEBRUARY 2005

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