

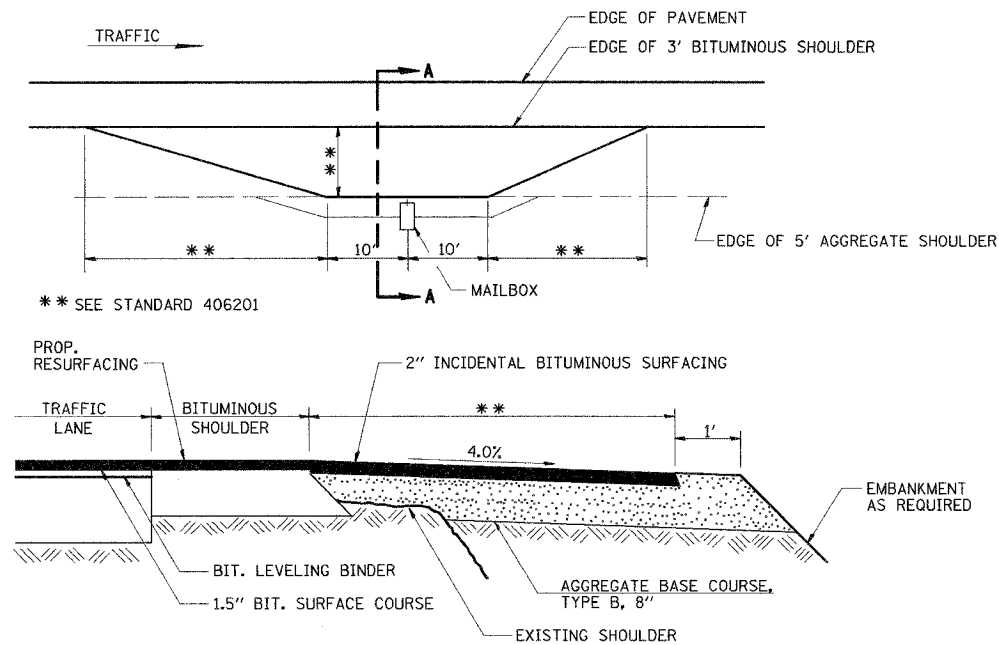
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	(2)RS-3 (3)RS-4	MCLEAN	223	105
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

66383

DATE	BY	REVISION

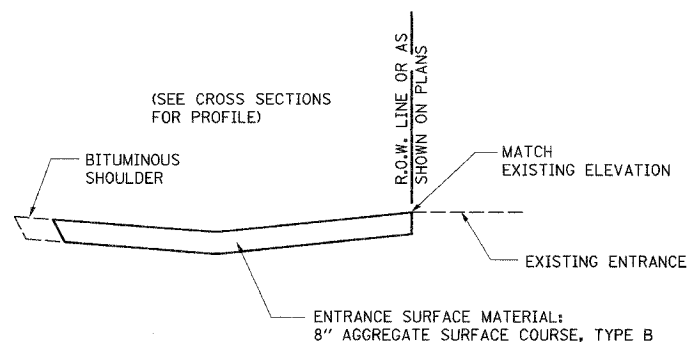
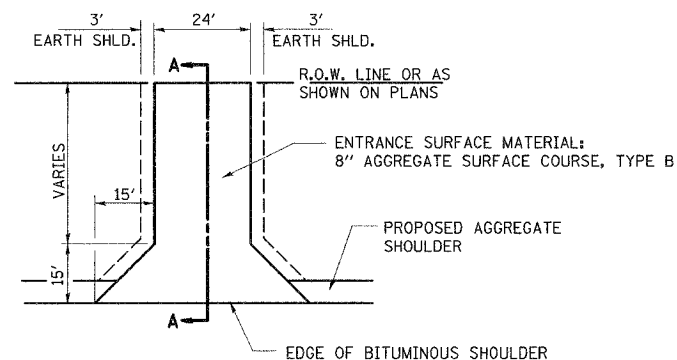
DATE	BY	REVISION

COMPANY NAME: SEC. INC.  
 PROJECT CONTACT: TONY SWANSON  
 CLIENT: IDOT  
 7/14/2006 10:14 AM  
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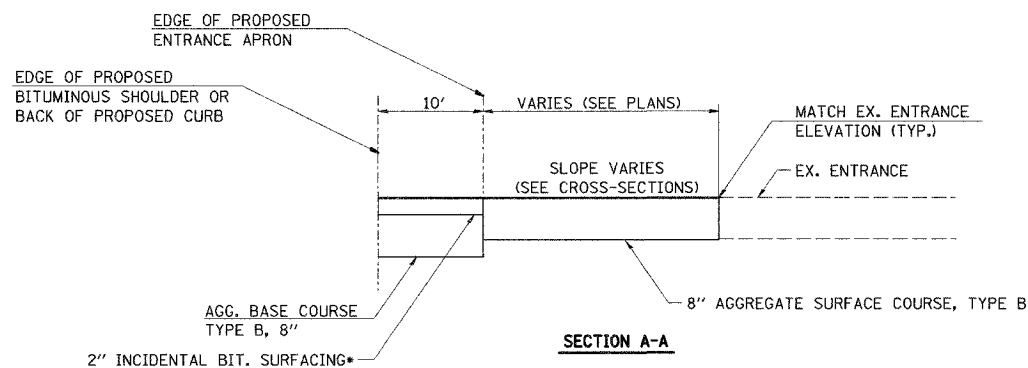


**SECTION A-A  
MAILBOX TURNOUT DETAILS**

NOTE:  
 MAILBOX TURNOUTS IN THE CURB AND GUTTER SECTION SHALL BE CONSTRUCTED OF 6" PCC DRIVEWAY PAVEMENT. AGGREGATE BASE COURSE IS NOT REQUIRED FOR MAILBOX TURNOUTS CONSTRUCTED WITH PCC DRIVEWAY PAVEMENT. LAYOUT OF PCC MAILBOX TURNOUTS SHALL BE AS DIRECTED BY THE ENGINEER.



**FIELD ENTRANCE DETAIL**

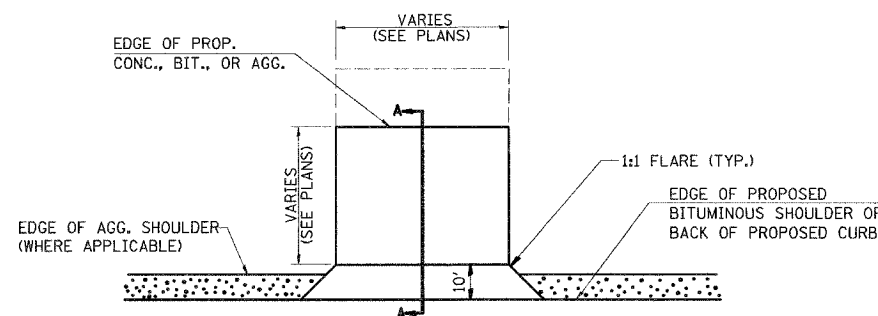
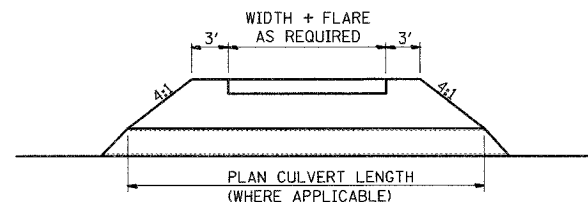


• 6" PCC DRIVEWAY PAVEMENT AND 8" PCC DRIVEWAY PAVEMENT SHALL BE USED IN THE CURB AND GUTTER SECTION FOR PRIVATE AND COMMERCIAL ENTRANCES, RESPECTIVELY. PCC DRIVEWAY PAVEMENT SHALL BE USED ON THE ENTIRE PROPOSED ENTRANCE AREA FOR THE ENTRANCES AT U.S. ROUTE 150 STA. 422+18 RT, STA. 432+67 RT, AND STA. 433+84 RT.

6" PCC DRIVEWAY PAVEMENT SHALL BE USED ON THE ENTIRE PROPOSED ENTRANCE AREA FOR THE PRIVATE ENTRANCES AT T.R. 2075 STA. 1300+73 RT AND STA. 1301+36 RT.

AGGREGATE BASE COURSE IS NOT REQUIRED FOR PCC DRIVEWAY PAVEMENT.

**PROFILE AT PRIVATE/COMMERCIAL ENTRANCES**



**PLAN AT PRIVATE/COMMERCIAL ENTRANCES**

- NOTES:
1. AGGREGATE SURFACE COURSE SHALL NOT BE USED ON COMMERCIAL ENTRANCES OR PRIVATE ENTRANCES THAT ARE ENTIRELY CONCRETE OR BITUMINOUS. IN THESE CASES THE CONCRETE OR BITUMINOUS PAVEMENT SECTION SHALL BE USED ON THE ENTIRE PROPOSED ENTRANCE AREA.
  2. THE COST OF REMOVING BITUMINOUS CONCRETE AT EXISTING ENTRANCES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL. REMOVING AGGREGATE AT EXISTING ENTRANCES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

REVISED  
 7-16-06  
 SHEETS

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.S. 1517 (U.S. ROUTE 150)  
 MISCELLANEOUS DETAILS

SCALE: VERT.  
 DATE: HORIZ.

DRAWN BY  
 CHECKED BY