

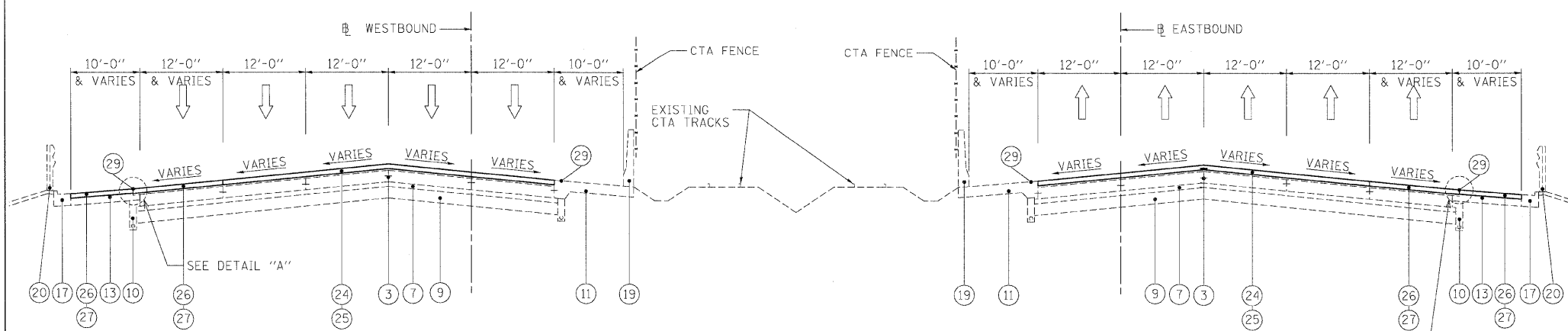
WESTBOUND
 STA. 924+50 TO STA. 935+00
 STA. 1045+60 TO STA. 1058+90
 STA. 1080+10 TO STA. 1100+10 (SEE NOTE 3.)
 STA. 1116+20 TO STA. 1126+40
 STA. 1136+70 TO STA. 1145+80
 STA. 1164+90 TO STA. 1178+10
 STA. 1204+30 TO STA. 1207+50

EASTBOUND
 STA. 924+50 TO STA. 935+00
 STA. 1045+70 TO STA. 1059+00
 STA. 1080+00 TO STA. 1100+00 (SEE NOTE 3.)
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I-290 EXISTING TYPICAL SECTION

LEGEND

- ① EXISTING HMA OVERLAY, VARIES (SEE NOTE 5)
- ② EXISTING C.R.C. PAVEMENT, 12"
- ③ EXISTING P.C.C. PAVEMENT, 10"
- ④ EXISTING C.R.C. PAVEMENT, 9"
- ⑤ EXISTING C.R.C. PAVEMENT
- ⑥ EXISTING P.C.C. BASE COURSE
- ⑦ EXISTING STABILIZED SUB-BASE, 4"
- ⑧ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A
- ⑨ EXISTING PGE WRAPPED IN FABRIC (VARIOUS LOCATIONS)
- ⑩ EXISTING PIPE UNDERDRAIN
- ⑪ EXISTING P.C.C. SHOULDER
- ⑫ EXISTING STABILIZED MEDIAN SURFACE
- ⑬ EXISTING BITUMINOUS SHOULDER
- ⑭ EXISTING AGGREGATE SHOULDER
- ⑮ EXISTING AGGREGATE SHOULDER, TYPE B
- ⑯ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-2.12
- ⑰ EXISTING COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑱ EXISTING COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑲ EXISTING P.C.C. BARRIER WALL
- ⑳ EXISTING STEEL PLATE BEAM GUARDRAIL
- ㉑ HOT-MIX ASPHALT SURFACE REMOVAL 4"
- ㉒ HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4"
- ㉓ HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"
- ㉔ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉕ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
- ㉖ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ㉗ HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)
- ㉚ PROFILE DIAMOND GRINDING OF CONCRETE PAVEMENT



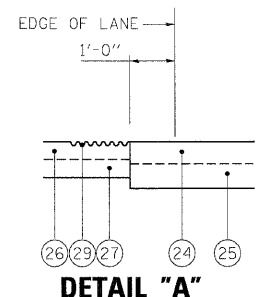
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I-290 PROPOSED TYPICAL SECTION

NOTES:

- 1. CTA TRACKS ARE UNDERGROUND
- 2. 3-LANES ONLY
- 3. OUTSIDE (AUXILIARY) LANE SEPARATED FROM MAINLINE
- 4. 5-LANES ONLY FROM 1204+30 TO 1207+50
- 5. EXISTING HMA PAVEMENT THICKNESS 5 1/2" TO 5 3/4" ALONG FAI 290
- 6. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
- 7. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
- 8. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
- 9. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.



DETAIL "A"

FILE NAME =	DESIGNED - CAG	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\prphn-abc.c3.290.m1.tyo.02.dgn	DRAWN - DMS	REVISED -			290	(2828B,D, ETC., 3031, JRS-6	COOK	185	7			
USER NAME = jmajewsk	CHECKED - CAR	REVISED -			CONTRACT NO. 60C53							
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
			SCALE: N.T.S. SHEET NO. 2 OF 7 SHEETS STA. TO STA.									