

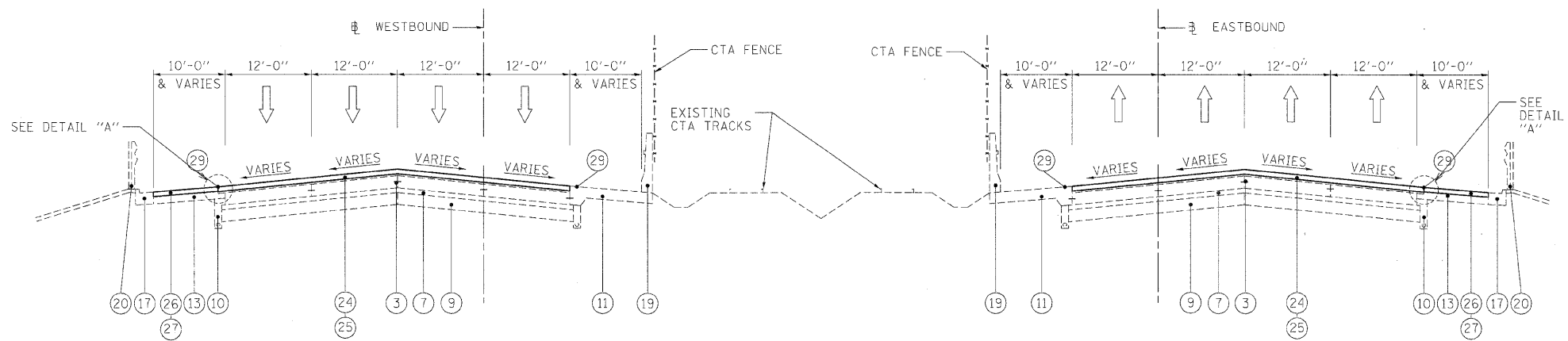
**WESTBOUND**  
 STA. 872+00 TO STA. 887+38 (SEE NOTE 1.)  
 STA. 892+26 TO STA. 905+00 (SEE NOTE 1.)  
 STA. 905+00 TO STA. 924+50  
 STA. 935+00 TO STA. 952+30  
 STA. 1029+30 TO STA. 1045+60  
 STA. 1058+90 TO STA. 1072+00

**I-290 EXISTING TYPICAL SECTION**

**EASTBOUND**  
 STA. 872+00 TO STA. 887+48 (SEE NOTE 1.)  
 STA. 892+38 TO STA. 905+00 (SEE NOTE 1.)  
 STA. 905+00 TO STA. 924+50  
 STA. 935+00 TO STA. 952+30  
 STA. 1029+30 TO STA. 1045+70  
 STA. 1059+00 TO STA. 1072+00

**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, IL-19.0, N70, 2 1/4"
- ㉘ NOT USED
- ㉙ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)
- ㉚ PROFILE DIAMOND GRINDING OF CONCRETE PAVEMENT



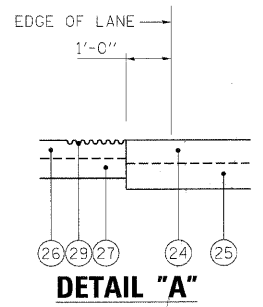
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**I-290 PROPOSED TYPICAL SECTION**

**EASTBOUND**  
 STA. 872+00 TO STA. 905+00 (SEE NOTE 1.)  
 STA. 905+00 TO STA. 924+50  
 STA. 935+00 TO STA. 952+30  
 STA. 1029+30 TO STA. 1045+70  
 STA. 1059+00 TO STA. 1072+00

**NOTES:**

1. CTA TRACKS ARE UNDERGROUND
2. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
3. 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.
4. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
5. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.



FILE NAME =	DESIGNED - CAG	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
USER NAME = jmojewski	DRAWN - DMS	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.	290	(2727, ETC., 313)RS-7	COOK	216	8
PLT DATE = 1/25/2010	CHECKED - CAR	REVISED -						CONTRACT NO. 60653					
	DATE = 1/25/10	REVISED -						FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					