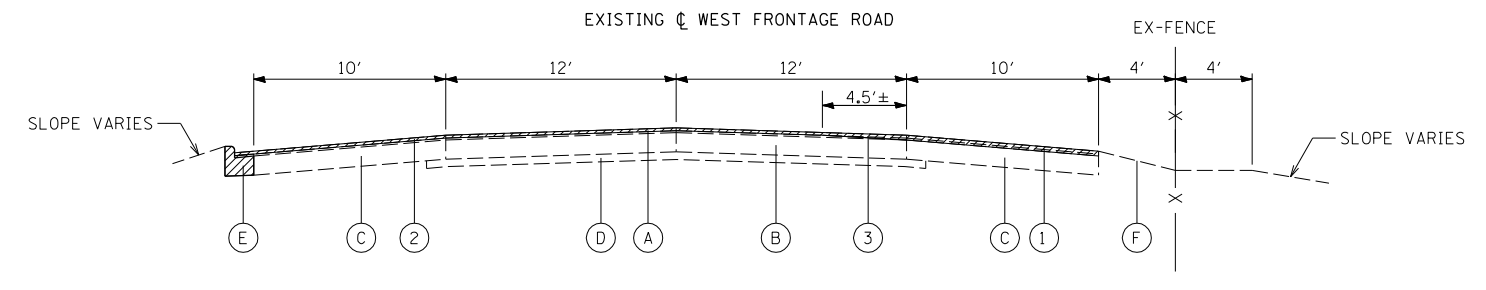
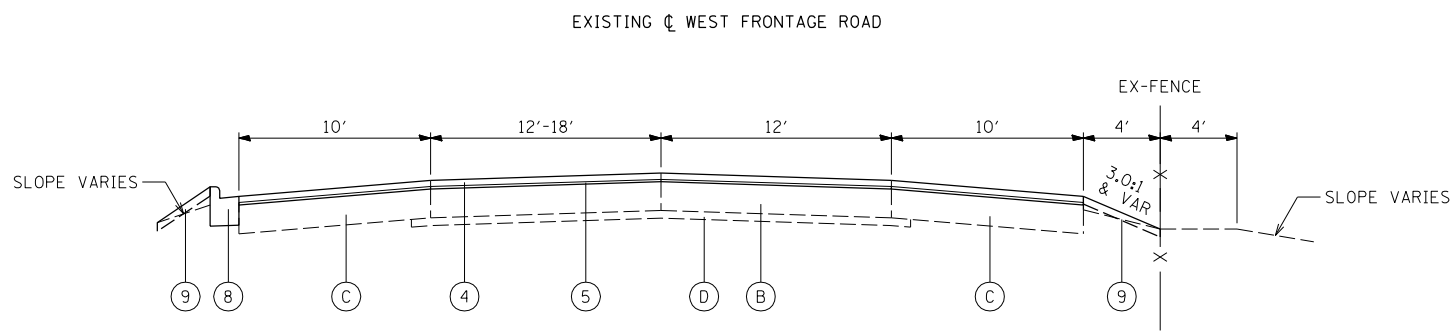


EXISTING TYPICAL SECTION
 STA. 238+00 TO STA. 239+62
 STA. 248+14 TO STA. 249+31

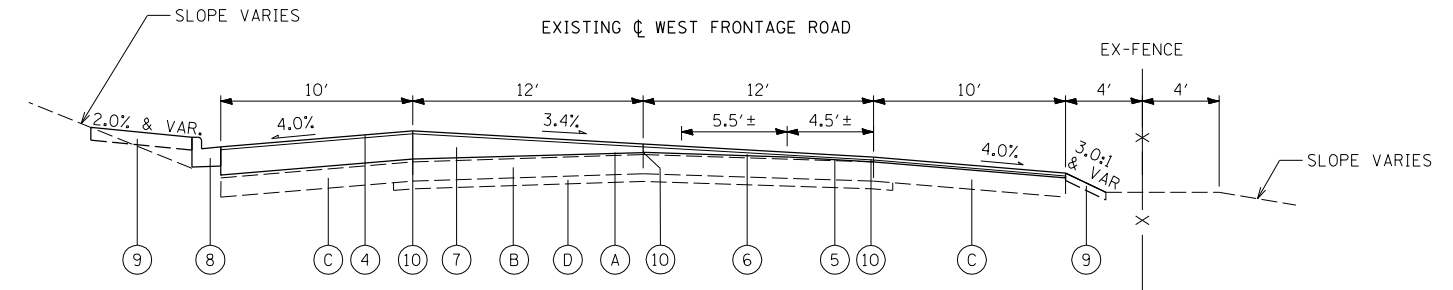


EXISTING TYPICAL SECTION
 STA. 244+14 TO STA. 248+14



PROPOSED TYPICAL SECTION
 STA. 238+00 TO STA. 239+62
 STA. 248+14 TO STA. 249+31

PROPOSED SUPERELEVATION TRANSITION
 NORMAL CROWN AT STA. 239+62 TO
 4.0% AT STA. 240+84



PROPOSED TYPICAL SECTION
 STA. 245+36 TO STA. 247+06

PROPOSED SUPERELEVATION TRANSITION
 3.4% AT STA. 247+06 TO
 NORMAL CROWN AT STA. 248+14

PROPOSED IMPROVEMENTS:

EXISTING CONDITIONS:

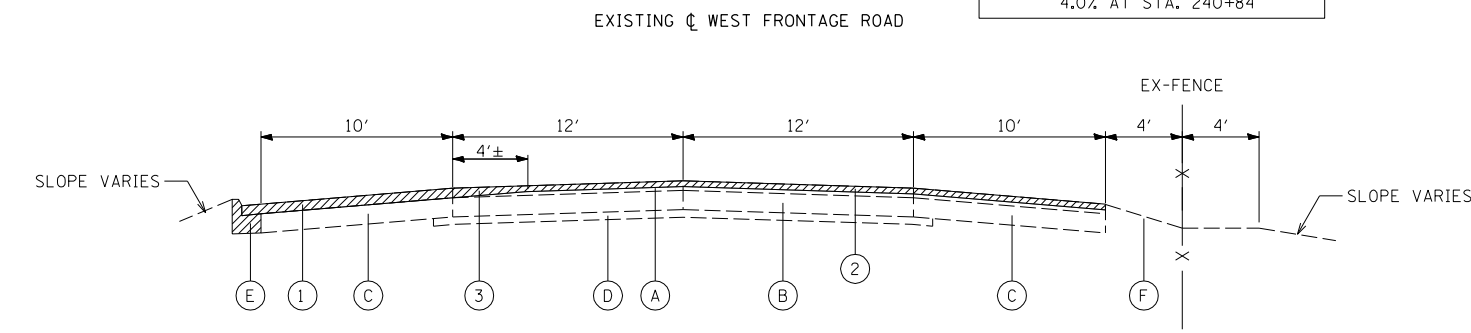
- (A) HOT-MIX ASPHALT SURFACE COURSE, 2.5"
- (B) PCC BASE COURSE, 10"
- (C) STABILIZED SHOULDER, 10"
- (D) STABILIZED SUB-BASE, 4"
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (F) EXISTING GROUND
- ▨ ITEM TO BE REMOVED

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" **
 - ② HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" **
 - ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (1 1/2" to 2 1/2")
 - ④ POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
 - ⑤ LEVELING BINDER (MACHINE METHOD), N70, 3/4"
 - ⑥ LEVELING BINDER (MACHINE METHOD), N70, 3/4" TO 2 1/4"
 - ⑦ HOT-MIX ASPHALT BINDER COURSE, IL 19.0mm, N70 > 2 1/4" MIN
 - ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - ⑨ TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT
 - ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ** PAID AS HMA SURFACE REMOVAL, VARIABLE DEPTH

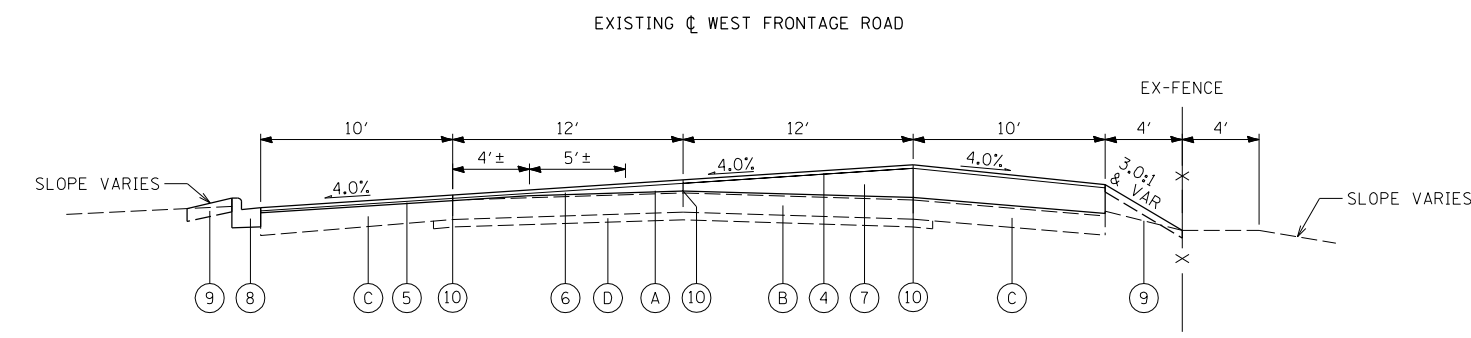
* CONTRACTOR SHALL PATCH FIRST THAN MILL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm) (1 3/4")	4% @ 90 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (≥ 2 1/4") (4" MAXIMUM LIFTS)	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5mm) (3/4"-2 1/4")	4% @ 70 GYR
CLASS D PATCHES, 9" (HMA BINDER IL 19mm) (IN 3 LIFTS)	4% @ 70 GYR
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm) (2 1/2")	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A IS 112 LBS/SQ YD/IN
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



EXISTING TYPICAL SECTION
 STA. 239+62 TO 244+14



PROPOSED TYPICAL SECTION
 STA. 240+84 TO 242+71

PROPOSED SUPERELEVATION TRANSITION
 4.0% AT STA. 242+71 TO
 3.4% AT STA. 245+36

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -
#FILE#		DRAWN - EF	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RS	REVISED -
	PLOT DATE = 1/31/2012	DATE - 01/31/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 E & W FRONTAGE ROADS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL SECTIONS		• 2959/2960	0305-302K-1-5	COOK	23	4
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		CONTRACT NO. 60P20	

ILLINOIS FED. AID PROJECT	
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