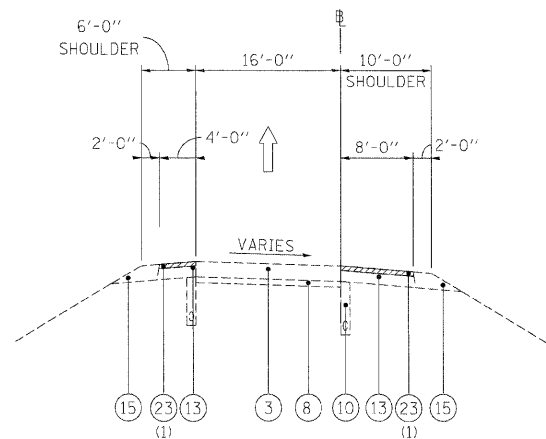


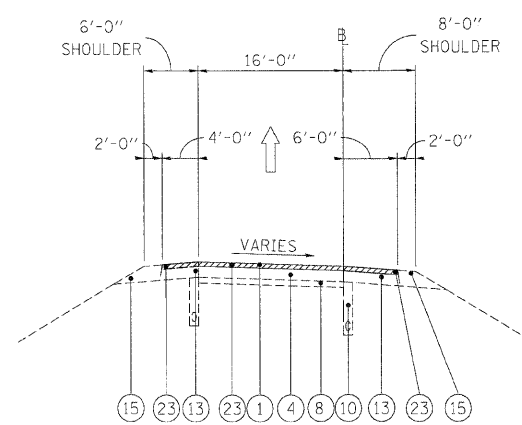
EXISTING TYPICAL SECTION

EB LAKE ST. TO NB FAI 355 ENTRANCE RAMP STA 0+00 TO STA 7+79



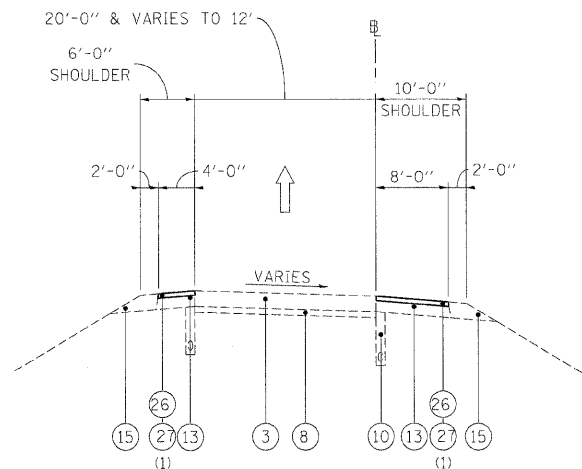
EXISTING TYPICAL SECTION

WB LAKE ST. TO NB FAI 355 ENTRANCE RAMP



EXISTING TYPICAL SECTION

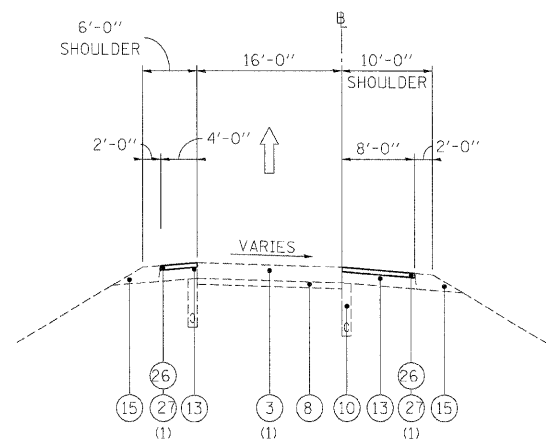
EB LAKE ST. TO SB FAI 355 ENTRANCE RAMP



PROPOSED TYPICAL SECTION

EB LAKE ST. TO NB FAI 355 ENTRANCE RAMP STA 0+00 TO STA 7+79

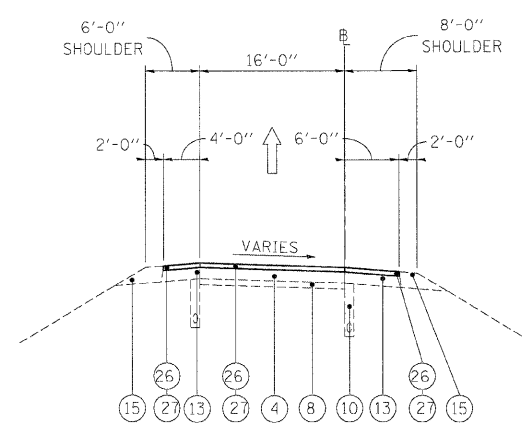
(1) SEE RESURFACING PLANS FOR LIMITS OF SHOULDER RESURFACING



PROPOSED TYPICAL SECTION

WB LAKE ST. TO NB FAI 355 ENTRANCE RAMP

(1) SEE RESURFACING PLANS FOR LIMITS OF SHOULDER & RAMP RESURFACING, NOTE RAMP RESURFACING (22, 26, 27) AT LAKE ST. CORE



PROPOSED TYPICAL SECTION

EB LAKE ST. TO SB FAI 355 ENTRANCE RAMP

LEGEND

- ① EXISTING HMA OVERLAY, VARIES*
- 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)

*EXISTING HMA OVERLAY 4 1/2" TO 5 1/4" ALONG FAI 355

NOTES:

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

FILE NAME =	DESIGNED - AJP	REVISED -
...\\pripn_abc.cl.298_ramp.typ.05.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS I-355 RAMPS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.		•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	15A
SHEET NO. 5 OF 6 SHEETS STA. TO STA.		•290.355	CONTRACT NO. 60G51			
		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		