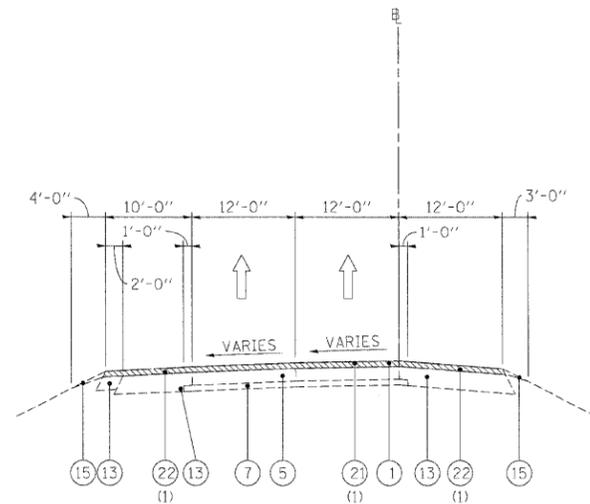


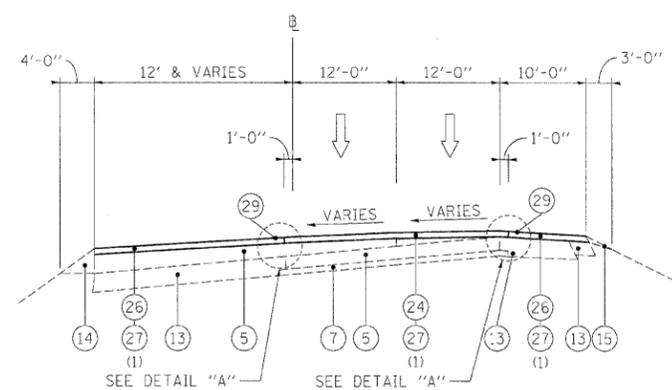
**EXISTING TYPICAL SECTION**

FAI 290/355 NB TO FAI 290 WB STA 0+00 TO 31+78



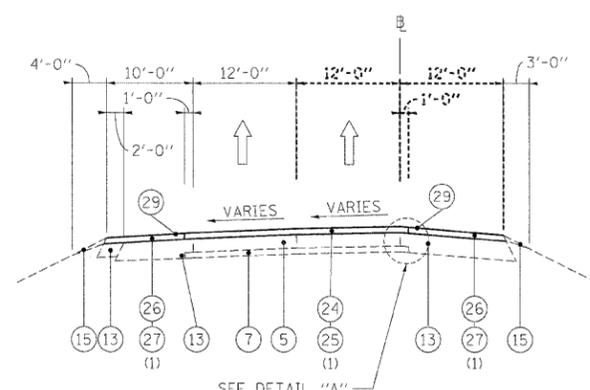
**EXISTING TYPICAL SECTION**

FAI 290/355 SB TO FAI 290 EB STA 0+00 TO 53+38



**PROPOSED TYPICAL SECTION**

FAI 290/355 NB TO FAI 290 WB STA 0+00 TO 31+78



**PROPOSED TYPICAL SECTION**

FAI 290/355 SB TO FAI 290 EB STA 0+00 TO 53+38

(1) SEE RESURFACING PLANS FOR REMOVAL & RESURFACING LIMITS FOR MAINLINE & SHOULDERS

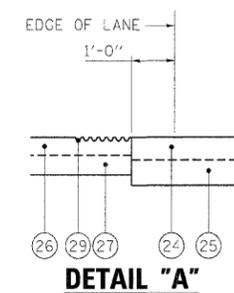
**LEGEND**

- 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 -
...NrpIn_ABC.C1.355.m1.tyo.32.dgn	DRAWN - TMB	REVISED -
USER NAME = jmejewski	CHECKED - JMM	REVISED -
PLD DATE = 11/13/2009	DATE - 10/16/09	REVISED -

**benesch**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
I-290 MAINLINE**

SCALE: N.T.S. SHEET NO. 11 OF 15 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290,355	2211, 1-1, 2&3RS-7	DUPAGE	546	17
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 60G51