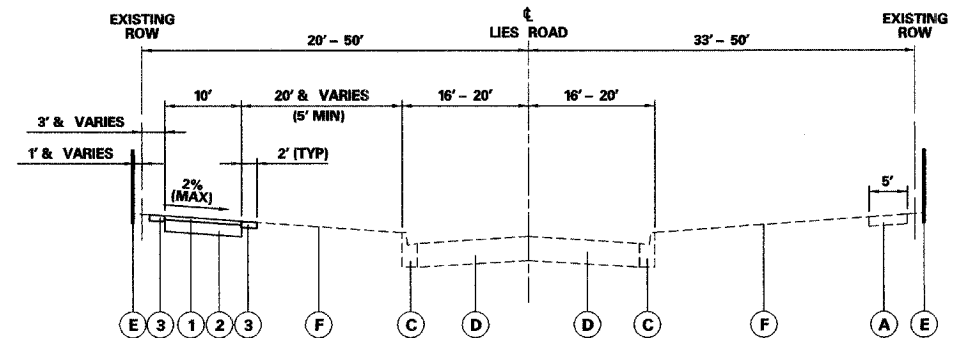


EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 10+23.45 TO STATION 70+47



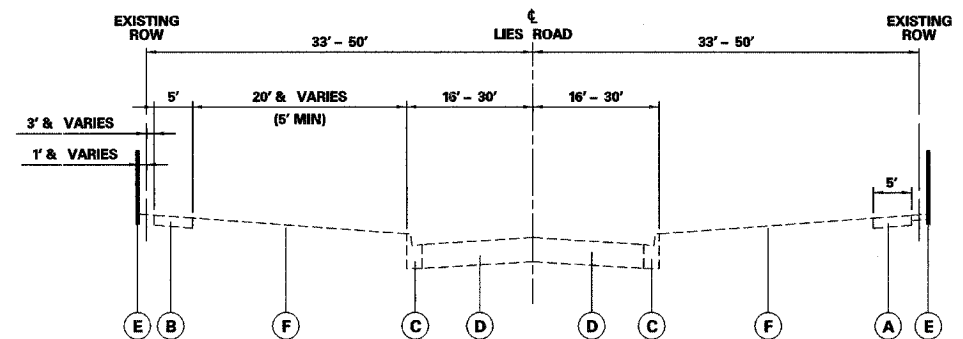
PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 10+23.45 TO STATION 70+47

EXISTING LEGEND

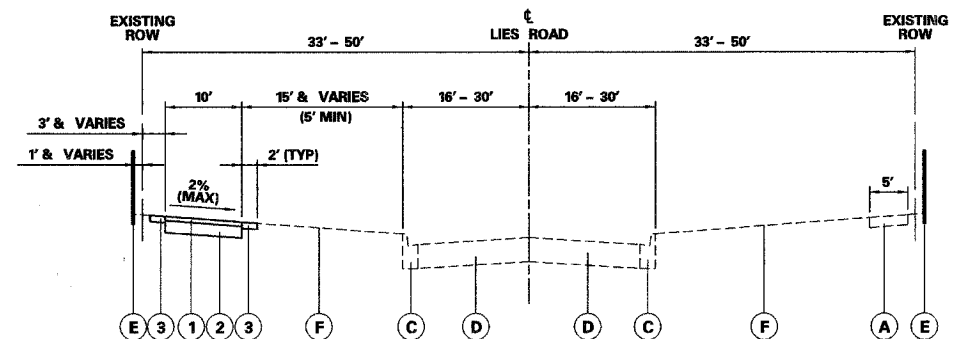
- (A) EXISTING PCC SIDEWALK, TO REMAIN
- (B) EXISTING PCC SIDEWALK, TO BE REMOVED
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.12
- (D) EXISTING BITUMINOUS PAVEMENT
- (E) EXISTING FENCE
- (F) EXISTING GRASS PARKWAY

PROPOSED LEGEND

- (1) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 3"
- (2) AGGREGATE BASE COURSE, TYPE B 9"
- (3) TOPSOIL, 4" AND SEEDING, CLASS 2A



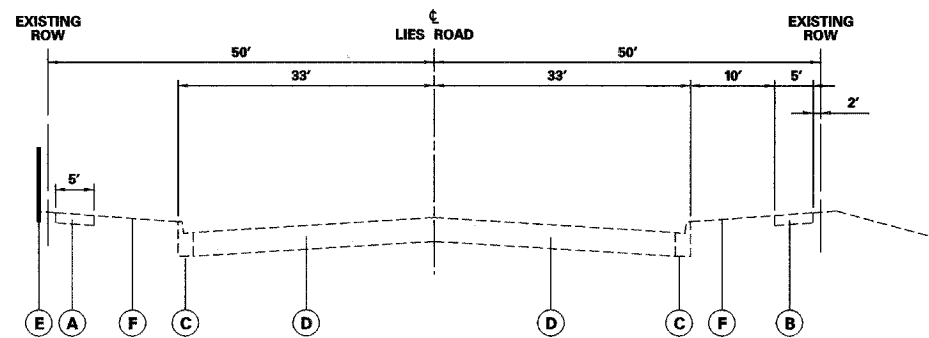
EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 70+47 TO STATION 142+35



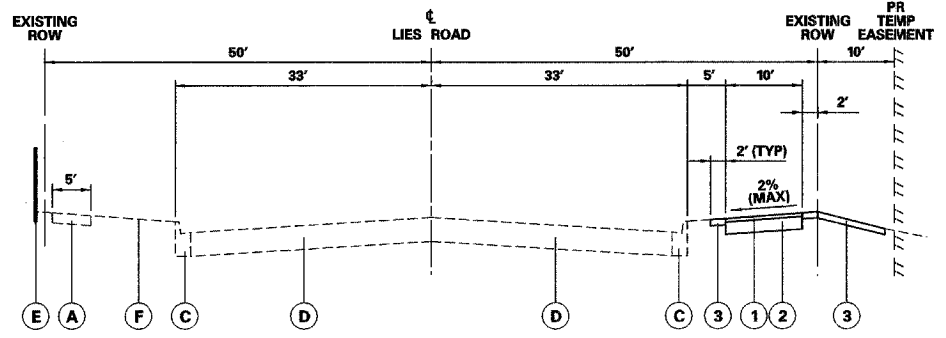
PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 70+47 TO STATION 142+35

MIXTURE REQUIREMENT

MIXTURE USES	AC/PG	AIR VOIDS (%)	RAP % (MAX)	UNIT WEIGHT
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 64-22	4% AT 50 GYRATIONS	15	112 LB/SY/INCH



EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 143+13 TO STATION 149+47.44



PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 143+13 TO STATION 149+47.44

NOTES

1. 100 CU YDS OF POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION SHALL BE DUE TO THE CONTRACTOR.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE

SCALE: NONE

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF

