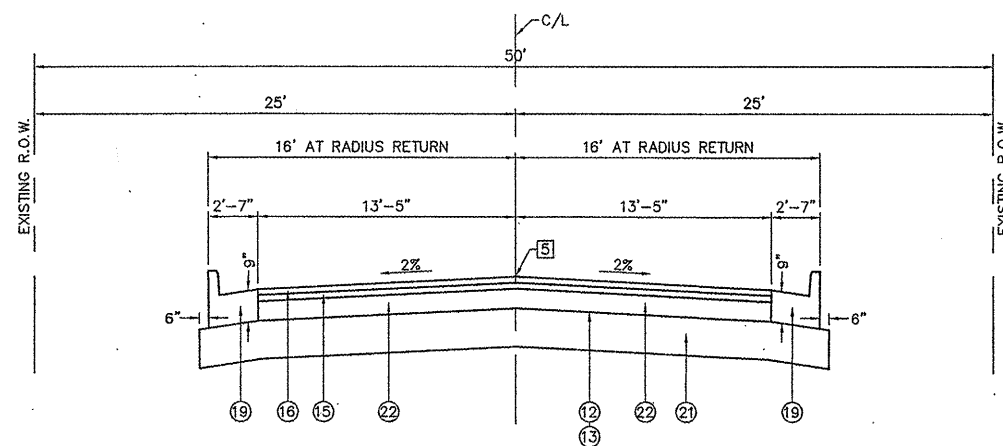


TYPICAL SECTION NOTES

- 1 SEE CROSS SECTIONS FOR GRADING BEYOND THE CURB AND GUTTER
- 2 SEE PLANS FOR CURB AND GUTTER TRANSITION FROM STA. 120+41 TO STA. 121+39
- 3 SEE BUTT JOINT DETAILS ON THE PLANS FOR RESURFACING TRANSITION FROM STA. 91+82 TO STA. 92+92
- 4 SEE BUTT JOINT DETAILS ON THE PLANS FOR RESURFACING TRANSITION FROM STA. 120+21 TO STA. 121+39
- 5 FOR SIDEROADS - SEE CROSS SECTIONS FOR PROFILE GRADES AND INTERSECTION DETAILS FOR SPOT ELEVATIONS.
- 6 THE TYPICAL SHOULDER CROSS SLOPE IS 4% EXCEPT WHERE SPECIAL CURB & GUTTER GRADES ARE SHOWN ON THE PLANS. AT THESE LOCATIONS, SHOULDER CROSS SLOPE VARIES FROM 2% MIN. TO 6% MAX.
- 7 AGGREGATE BASE COURSE, TYPE A 12" (1) WILL BE USED IN LIEU OF LIME MODIFIED SOIL (2) AT SIDE ROADS STA. 101+47.31 TO STA. 102+24.77 LT. AND STA. 111+69.01 TO STA. 112+64.91 RT. AND AT TRANSITIONS STA. 91+82 TO STA. 94+52 AND STA. 117+71 TO STA. 121+39.
- 8 THE PROPOSED LEVELING BINDER (3) IS NEEDED TO CORRECT CROSS SLOPE DEFICIENCIES. THIS MATERIAL SHALL BE PLACED TO RESULT IN A COMPACTED THICKNESS AT C/L OF 2 1/2" AND AT A 2% CROSS SLOPE OVER THE EXISTING 10' WIDE LANES. THIS MATERIAL WILL BE ALLOWED TO BE PLACED IN ONE LIFT REGARDLESS OF THICKNESS. THE QUANTITIES ARE BASED ON AN AVERAGE THICKNESS OF 2" ON THE RIGHT AND 2 1/2" ON THE LEFT.
- 9 THE PROPOSED LEVELING BINDER (3) IS INTENDED TO BE A 1 1/2" BINDER COURSE, HOWEVER DUE TO THE THICKNESS OF 1 1/2", LEVELING BINDER MATERIAL MUST BE USED.
- 10 THE PROPOSED C/L PROFILE GRADES SHOWN ON THE PLANS ARE BASED ON THE EXISTING C/L ELEVATION + 0.46'.
- 11 HOT-MIX ASPHALT SHOULDERS VARY IN THICKNESS (5"-8" +) FROM STA. 117+71 TO STA. 121+39. PAID FOR AS HOT-MIX ASPHALT SHOULDERS, 8".

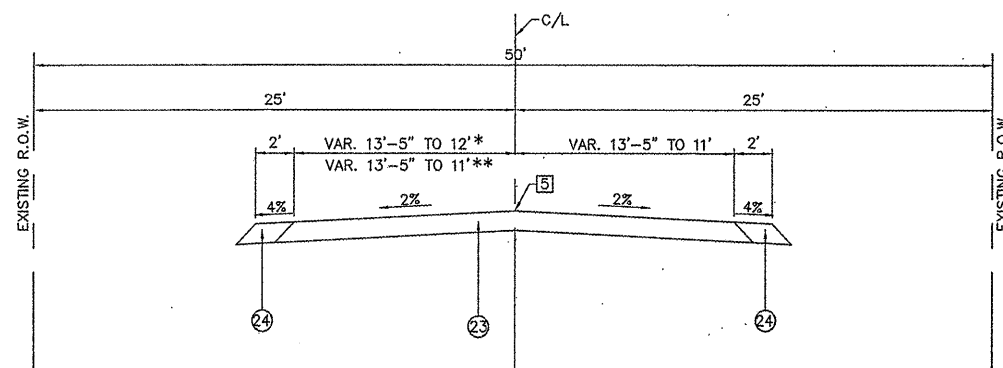
PAVING LEGEND

- 1 EXISTING P.C. CONCRETE PAVEMENT (9"-7"-9" DESIGN)
- 2 EXISTING HMA BINDER COURSE 3/4"
- 3 EXISTING HMA SURFACE COURSE 1 1/4"
- 4 EXISTING HMA SHOULDERS, 2"±
- 5 EXISTING AGGREGATE SHOULDER
- 6 EXISTING HMA BASE COURSE WIDENING, 8"
- 7 EXISTING LEVELING BINDER
- 8 EXISTING HMA SURFACE COURSE 1 1/2"
- 9 EXISTING HMA SHOULDERS, 8"
- 10 PROPOSED LIME MODIFIED SOIL (SEE NOTE 7))
- 11 SUBBASE GRANULAR MATERIAL, TYPE C OR IMPROVED SUBGRADE
- 12 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- 13 PROPOSED AGGREGATE (PRIME COAT)
- 14 PROPOSED LEVELING BINDER (MACHINE METHOD), N70 (2 1/2" AT C/L) (SEE NOTE 8))
- 15 PROPOSED LEVELING BINDER (MACHINE METHOD), N70 (1 1/2") (SEE NOTE 9))
- 16 PROPOSED HMA SURFACE COURSE, MIX "D", N70 (1 1/2")
- 17 PROPOSED HMA SHOULDERS, 8"
- 18 PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 19 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 20 PROPOSED HMA BASE COURSE WIDENING, 8"
- 21 PROPOSED AGGREGATE BASE COURSE, TYPE A 12" (SEE NOTE 7))
- 22 PROPOSED HMA BASE COURSE, 6"
- 23 PROPOSED INCIDENTAL HMA SURFACING (8")
- 24 PROPOSED AGGREGATE SHOULDERS, TYPE B, 8"
- 25 PROPOSED AGGREGATE SHOULDERS (SPECIAL) (TEMPORARY WEDGE)



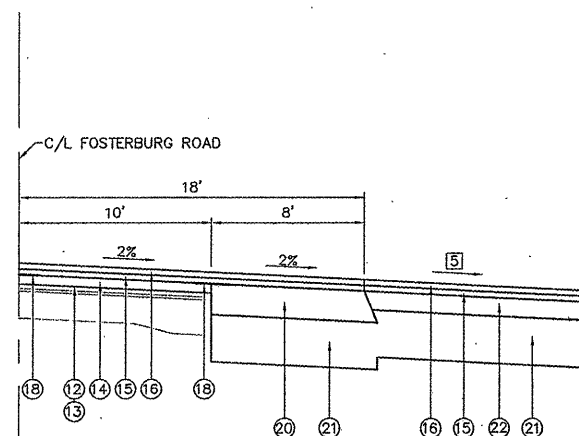
PROPOSED TYPICAL SECTION
SIDE ROADS

SCALE: 1" = 5' H.
1" = 2' V.
ALTON COMMERCE PKWY. STA. 0+18.02 TO STA. 0+50.80
STOREY LANE STA. 0+18.81 TO STA. 0+77.62



PROPOSED TYPICAL SECTION
SIDE ROAD TRANSITION

SCALE: 1" = 5' H.
1" = 2' V.
*ALTON COMMERCE PKWY. STA. 0+50.80 TO STA. 0+90
**STOREY LANE STA. 0+77.62 TO STA. 1+10



PROPOSED TYPICAL SECTION
AT SIDE ROAD

SCALE: 1" = 5' H.
1" = 2' V.
ALTON COMMERCE PKWY.
STOREY LANE

MIX DESIGNS						
MIXTURE USE	SURFACE	LEVEL BINDER	BASE COURSE & BASE COURSE WIDENING	PATCHING	SHOULDERS	INCIDENTAL
AC/PG	PG 64-22	PG 64-23	PG 64-24	PG 64-25	PG 64-26	PG 64-27
MAX RAP %						
DESIGN AIR VOIDS	4% @ N _{DES} = 70	4% @ N _{DES} = 70	4% @ N _{DES} = 70	4% @ N _{DES} = 70	2% @ N _{DES} = 30	4% @ N _{DES} = 70
MIX COMPOSITION (GRADATION)	IL - 9.5 OR IL12.5	IL - 9.5	IL - 19.0	IL - 19.0	IL - 19.0	IL - 9.5 OR IL 12.5
MIXTURE	MIX D	MIX C	MIX C	MIX C	BAM	MIX D
FRICITION AGG	MIX D	MIX C	MIX C	MIX C	BAM	MIX D

* SEE SPECIAL PROVISIONS

REVISIONS									
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CITY OF ALTON, ILLINOIS
SECTION 05-00218-01-WR
FOSTERBURG ROAD - PHASE 2
SIDE ROAD TYPICAL SECTIONS