

GENERAL NOTES

- THIS PROJECT SHALL BE CONSTRUCTED ACCORDING TO THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 AND THE SPECIAL PROVISIONS OF THE PROJECT CONTRACT.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE.
- ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL.
- THE CONTRACTOR SHALL BE AWARE THAT THE BUILDING CONTRACTOR IS CURRENTLY ON THE SAME SITE AS THIS PROJECT AND IS WORKING. THE CONTRACTOR SHALL COOPERATE WITH THE BUILDING CONTRACTOR ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS SUCH THAT BOTH PROJECTS CAN PROCEED IN A TIMELY MANNER.
- PROPOSED ELEVATIONS SHOWN ON THE PLANS AS ± ARE APPROXIMATE, EXACT ELEVATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD, IF APPLICABLE, ELEVATIONS SHALL BE DETERMINED PRIOR TO FABRICATION OF THE DRAINAGE STRUCTURES.
- FOR SIMPLICITY, STORM SEWER LENGTHS SHOWN ON THE PLANS ARE FROM CENTER TO CENTER OF STRUCTURES. ACTUAL PIPE REQUIRED WILL BE LESS. MEASUREMENT FOR PAYMENT PURPOSES SHALL BE ACCORDING TO ARTICLE 550.09 OF THE STANDARD SPECIFICATIONS.
- IF A PROTECTIVE COAT IS APPLIED TO THE PAVEMENT, IT SHALL ALSO BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACES.

CONCRETE PAVEMENT NOTES

- LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE PLAN SHEET FOR ROUNDABOUT GEOMETRICS AND JOINTS. SLAB DIMENSIONS SHALL NOT BE LESS THAN 1' WIDE AND SHALL NOT EXCEED 14' IN ANY DIRECTION.
- TRANSVERSE JOINTS IN COMBINATION CONCRETE CURB AND GUTTER SHALL LINE UP WITH PAVEMENT JOINTS AND DOWEL BARS WILL NOT BE REQUIRED. LONGITUDINAL JOINT TIE BARS SHALL BE REQUIRED IN CURB AND GUTTER AS PER THE TYPICAL SECTIONS AND HIGHWAY STANDARD 606001 AND SHALL BE INCLUDED IN THE COST FOR THE CURB AND GUTTER.
- THE PAVEMENT JOINT FOR THE OUTER 55' RADIUS CIRCLE SHALL BE FORMED TO PRODUCE THE TRUE CIRCLE. THIS JOINT SHALL BE CONSTRUCTED AS A LONGITUDINAL CONSTRUCTION JOINT WITH TIE BAR FORMED IN PLACE OR GROUTED IN PLACE OR A LONGITUDINAL KEYED JOINT AS PER HIGHWAY STANDARD 420001.
- LONGITUDINAL AND TRANSVERSE PAVEMENT JOINTS SHALL BE CONSTRUCTED AS LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BAR FORMED IN PLACE OR GROUTED IN PLACE OR LONGITUDINAL KEYED JOINTS OR LONGITUDINAL SAWED JOINTS WITH CONTINUOUS PAVEMENT FABRIC AND NO TIE BAR REQUIRED ALL AS PER HIGHWAY STANDARD 420001.
- IN THE EVENT THAT THE CONTRACTOR HAS DIFFICULTY SAWING LONGITUDINAL JOINTS ON CURVE, THEN THE ENGINEER MAY ALLOW SAW CUTTING ON A STRAIGHT LINE CHORD BETWEEN TRANSVERSE JOINTS.
- DEPENDING ON SCHEDULES, THE PROPOSED CONCRETE PAVEMENT BY OTHERS SOUTH OF THE NGRREC BUILDING MAY OR MAY NOT BE IN PLACE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DRILL AND GROUT #6 TIE BARS IN THE END JOINT AT STATION 2+04.31 ROAD A. THIS WORK SHALL BE INCLUDED IN THE COST FOR THE PAVEMENT.

SMS SYMBOL LEGEND

- EXISTING LIGHT POLE - ☒
- EXISTING POWER POLE - ☐
- EXISTING DOWN GUY - ↙
- EXISTING SANITARY MANHOLE TOP - ⊗
- EXISTING GATE POST - ⊕
- EXISTING SIGN - ▽
- EXISTING HANDHOLE - ☒
- EXISTING PIPE BOLLARD - ○
- EXISTING MAST ARM - —
- EXISTING MONITORING WELL - ○
- EXISTING INLET - ☒
- EXISTING WATER METER - Ⓜ
- MONUMENT FOUND - ☒ MON
- PK NAIL FOUND - ☒ PK
- CONTROL POINT - ▲
- TEST PIT - ● T.P.#

- EXISTING CONCRETE SURFACE
- EXISTING BITUMINOUS SURFACE
- EXISTING GRAVEL SURFACE
- EXISTING RIPRAP

SMS LINETYPE LEGEND

- EXISTING BRUSH / HEDGE / TREE LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING CULVERT
- EXISTING EDGE OF WATER
- EXISTING OVERHEAD ELECTRIC
- EXISTING GUARDRAIL
- EXISTING WATER
- CONSTRUCTION LIMITS

ABBREVIATIONS

- T.C. - TOP OF CURB
- E.P. - EDGE OF PAVEMENT
- F.L. - FLOW LINE
- RDMH - RESTRICTED DEPTH MANHOLE
- PRCF - PRECAST REINFORCED CONCRETE FLARED
- F. & G. - FRAME AND GRATE
- O.L. - OPEN LID
- C.L. - CLOSED LID
- SS1 - STORM SEWER TYPE 1
- SS1WMQ - STORM SEWER TYPE 1, WATER MAIN QUALITY PIPE
- PC1 - PIPE CULVERT TYPE 1
- T.B. - TRENCH BACKFILL
- C.L.S.M. - CONTROLLED LOW-STRENGTH MATERIAL
- CUT - EARTH EXCAVATION QUANTITY SHOWN ON CROSS SECTIONS
- FILL - EMBANKMENT QUANTITY SHOWN ON CROSS SECTIONS
- T.P. - TEST PIT

BENCHMARK INFORMATION

SITE BENCHMARK:
CHISELED "D" ON SOUTH END OF CONCRETE ISLAND AT INTERSECTION OF LOCK & DAM WAY AND ILLINOIS ROUTE 143 - ELEVATION = 444.71

HIGHWAY STANDARDS

280001-04	606001-04
420001-07	864001-02
420701-02	701001-02
424001-05	701006-03
442201-03	701011-02
542301-02	701301-03
542546-01	701326-03
601001-03	701901-01
602301-02	720001-01
602306-02	720006-02
604001-03	720011-01
604011-04	729001-01
604036-02	780001-02
604066-02	814001-02
	878001-07

COMMITMENTS

L.E.D. REQUIREMENTS - SEE SPECIAL PROVISIONS

SURVEY CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #1	5,000.0000	5,000.0000	440.58	SET REBAR
CP #2	5,244.6550	4,242.3150	441.88	SET REBAR
CP #3	5,000.0000	3,868.4100	448.58	SET REBAR
CP #4	5,297.7170	3,240.6050	436.78	SET REBAR
CP #5	5,408.7240	3,544.6420	435.86	SET REBAR
CP #6	4,914.5427	4,454.9350	446.67	PK NAIL SET
CP #7	4,771.8775	4,002.4182	440.46	PK NAIL SET
CP #8	4,899.7430	3,697.3590	446.79	PK NAIL SET
CP #9	4,747.4150	4,331.2770	433.96	PK NAIL SET
CP #10	4,707.2150	4,530.9500	429.72	PK NAIL SET
CP #11	4,664.2400	4,745.3920	426.95	PK NAIL SET

REVISIONS

SMS ENGINEERS
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LEWIS & CLARK COMMUNITY COLLEGE
SECTION 05-00001-00-PK
ACCESS ROADS FOR THE
NATIONAL GREAT RIVERS RESEARCH AND EDUCATION CENTER
GENERAL NOTES, LEGEND & CONTROL POINTS

DWG. NO.	LP\AAIC\405829
PHASE	GENERAL NOTES.DWG
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DSN. BY:	DEG
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