

**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 NATIONAL GEODETIC SURVEY (N.G.S.) DATUM.
- ANY REFERENCES TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN BELOW.
- 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.
- DUE TO THE NATURE OF THE PROJECT SITE, THE PLANS DO NOT THOROUGHLY SHOW ALL EXISTING ITEMS AND TOPOGRAPHIC FEATURES. THEREFORE, THE CONTRACTOR SHALL PERFORM A THOROUGH INSPECTION OF THE PROJECT SITE DURING THE BIDDING PROCESS TO FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS THAT WILL BE ENCOUNTERED IN PERFORMING THE WORK. FAILURE TO DO SO WILL NOT BE CONSIDERED AS GROUNDS FOR ADDITIONAL COMPENSATION FOR UNFORESEEN ADVERSE CONDITIONS ENCOUNTERED DURING THE PROGRESS OF THE WORK.
- PLAN QUANTITIES FOR HOT-MIX ASPHALT ITEMS WERE CALCULATED BASED ON USING 112 LBS. / SQ. YD. / IN.
- RAILROAD REVIEW AND APPROVAL OF SHORING, ERECTION, DEMOLITION AND FALSEWORK IS REQUIRED. ALLOW A MINIMUM OF FOUR WEEKS FOR THE REVIEW AND APPROVAL OF EACH SUBMITTAL. (SECTION 3.5 UPRR GRADE SEPARATION GUIDELINES) THE UNION PACIFIC RAILROAD'S GRADE SEPARATION GUIDELINES CAN BE FOUND ON ITS WEBSITE AT: [HTTP://WWW.UPRR.COM/ABOUTUP/OPERATIONS/SPECS/INDEX.SHTML](http://www.uprr.com/aboutup/operations/specs/index.shtml)
- THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES. (SECTION 5.7 UPRR GRADE SEPARATION GUIDELINES)
- THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION. (SECTION 5.2.1 UPRR GRADE SEPARATION GUIDELINES)
- THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD. (SECTION 4.5.1 UPRR GRADE SEPARATION GUIDELINES)
- ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING. (SECTION 4.4.2 UPRR GRADE SEPARATION GUIDELINES)
- ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES. (SECTION 4.4.3 UPRR GRADE SEPARATION GUIDELINES)
- ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS. (SECTION 4.4.4 UPRR GRADE SEPARATION GUIDELINES)
- RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
- FALSE-WORK CLEARANCES SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES. (SECTION 4.4.1; 4.4.5; 5.3 UPRR GRADE SEPARATION GUIDELINES)
- ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING. (PLAN NO. 711100 SHEET 3 UPRR GRADE SEPARATION GUIDELINES)
- FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD MINIMUM REQUIREMENTS AS PART OF SPECIAL PROVISIONS.
- THE C/L SHOWN ON THE PLANS FOR BROADWAY AVENUE WAS BASED ON SPLITTING THE EXISTING PAVEMENT FROM FACE OF CURB TO FACE OF CURB.
- ALL WORK ON, OVER AND AROUND NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE PERFORMED ACCORDING TO THE RAILWAY'S "SPECIAL PROVISIONS FOR THE PROTECTION OF RAILROAD INTERESTS".

**GENERAL LEGEND**

	CENTERLINE OF PROPOSED IMPROVEMENT		EXISTING INLET
	EXISTING RIGHT-OF-WAY LINE		EXISTING PIPE CULVERT
	PROPOSED RIGHT-OF-WAY LINE		EXISTING SANITARY SEWER
	TEMPORARY CONSTRUCTION EASEMENT		EXISTING STORM SEWER
	PROPERTY LINE		EXISTING WATER LINE
	SECTION LINE		EXISTING GAS LINE
	1/2 SECTION LINE		EXISTING TELEPHONE LINE
	IRON PIPE FOUND		EXISTING FIBER OPTIC CABLE
	IRON PIPE SET		EXISTING ELECTRIC CABLE
	MONUMENT FOUND		EXISTING PIPE LINE
	PROPOSED R.O.W. MONUMENT		SURFACE TO BE REMOVED
	FENCE		18" TREE
	EDGE OF EXISTING FEATURES		SOIL BORING LOCATION
	CONSTRUCTION LIMITS		PROPOSED DITCH
	UTILITY POLE		PROPOSED MANHOLE
	UTILITY POLE W/ DOWN GUY		PROPOSED INLET
	LIGHT POLE		PROPOSED STORM SEWER
	GAS METER		PROPOSED END SECTION
	WATER METER		PROPOSED RIP RAP
	FIRE HYDRANT		SETTLEMENT PLATFORM
	WATER OR GAS VALVE		INCLINOMETER
	TELEPHONE PEDESTAL		PIEZOMETER
	EXISTING SIGN		EXISTING SPOT ELEVATION
	PROPOSED SIGN		PROPOSED SPOT ELEVATION
	MAIL BOX		PROPOSED DEPRESSED CURB
	EXISTING MANHOLE		PROPOSED INCIDENTAL BITUMINOUS SURFACING
	CONTROL POINT		

**COMMITMENTS**  
NONE

**HIGHWAY STANDARDS**

280001-04	701011-01
424001-05	701101-01
515001-02	701106-01
542546	701301-02
601101	701501-04
602401-01	701606-05
602701-01	701801-03
604001-02	701901
606001-03	720001
606101-03	720006-01
701001-01	720011
701006-02	729001

**MIX DESIGNS**

MIXTURE USE	INCIDENTAL
AC/PG	PG 64-22
RAP% (MAX.)	10%
DESIGN AIR VOIDS	4.0% @ NDES=70
MIX COMPOSITION	---
FRICTION AGG.	MIX C

**ABBREVIATIONS**

T.C.	- TOP OF CURB
E.P.	- EDGE OF PAVEMENT
F.L.	- FLOW LINE
RD MH	- 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

**SURVEY CONTROL POINTS**

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #106	6,334.1310	4,908.6060	439.77	CHISELED "X" IN PAVEMENT
CP #107	6,505.5640	4,817.5580	462.31	CHISELED "X" IN PAVEMENT
CP #108	6,450.8770	4,726.2270	463.05	CHISELED "X" IN PAVEMENT
CP #126	6,110.8400	4,916.9690	437.57	ALUM. TAB ON STRUCTURE - C.O.E.
CP #127	6,159.0090	4,943.1880	434.92	ALUM. TAB ON STRUCTURE - C.O.E.
CP #130	6,074.4739	4,883.7639	446.06	REBAR w/ SMS CAP
CP #155	6,466.3178	4,751.9521	461.96	CHISELED "X" IN PAVEMENT
CP #156	6,437.2315	4,704.9626	463.10	IRON PIPE
CP #160	6,382.4346	4,801.8775	447.67	CHISELED "X" IN PAVEMENT
CP #161	6,365.9899	4,776.9671	448.52	3/4" REBAR
CP #164	6,217.8071	4,729.3718	441.25	CHISELED "X" IN PAVEMENT

**SITE BENCHMARK**

B.M. #	NORTHING	EASTING	ELEVATION	DESCRIPTION
B.M. #105	5,725.4252	4,966.5071	435.97	ALUM. TAB ON STRUCTURE - C.O.E.

REVISIONS

**SMS Sheppard, Morgan & Schwaab, Inc.**  
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DESIGN FIRM # 184-00892

ALTON, ILLINOIS  
PEDESTRIAN OVERPASS AT LANGDON ST.  
GENERAL NOTES, LEGEND & CONTROL POINTS

DWG. NO. C-1  
GENERAL NOTES.DWG  
REF. BK. 5030 PG. 1  
JOB NO. 406924.1  
DSN. BY: CLS  
DWN. BY: CAD  
CHK. BY: CLS  
DATE: MARCH 31, 2008  
SCALE: 1" = 20' HORZ.  
1" = 10' VERT.  
SHEET 2 OF 54