

GENERAL NOTES

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2012. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- IT IS THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1, THE CITY OF MCHENRY AT (815) 363-2100, AND MCDOT AT (815) 334-4960 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE USGS DATUM.
- ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN ALONG RETURNS AND AT POINTS OF CURVATURE, ETC. ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.1 GALLONS / SQ YD.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE ITEM REMOVED.
- DRIVEWAYS ARE TO BE CONSTRUCTED TO THE R.O.W. OR UNLESS OTHERWISE NOTED.
- REMOVAL OF EXISTING COMBINATION CURB AND GUTTER, REGARDLESS OF CURB AND GUTTER TYPE, SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL".
- ALL SIGNS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE MCDOT AND SHALL BE RETURNED TO MCDOT AT 16111 NELSON ROAD, WOODSTOCK, IL 60098 UPON REMOVAL.
- ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR VESTS AT ALL TIMES THAT MEET THE ANSI 207 STANDARD WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- ALL PROPOSED COMMERCIAL ENTRANCES ARE COMPRISED OF 6 INCHES OF HOT-MIX ASPHALT, BASE COURSE, AND 2 INCHES OF HOT-MIX ASPHALT, SURFACE COURSE, UNLESS OTHERWISE NOTED ON THE PLANS. PRIVATE DRIVEWAYS ARE COMPRISED OF 4 INCHES OF HOT-MIX ASPHALT, BASE COURSE, AND 2 INCHES OF HOT-MIX ASPHALT, SURFACE COURSE.
- THE CURB & GUTTER SHALL BE DEPRESSED THROUGH DRIVEWAYS AND PAID FOR AS COMBINATION CONCRETE CURB & GUTTER AS NOTED ON THE PLANS.
- POROUS GRANULAR EMBANKMENT SUBGRADE (PGES), HAS BEEN PROVIDED FOR GENERAL USE. THE ACTUAL NEED FOR REMOVAL OF UNSUITABLE AND UNSTABLE SOILS AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSUITABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSUITABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. IF UNSUITABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED FROM THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE DUE TOWARDS THE CONTRACTOR. IN THE AREAS WHERE PGE IS PLACED, A GEOTEXTILE GROUND STABILIZATION FABRIC WILL BE PLACED UNDER THE PGE, AS INDICATED BY SOILS REPORT AND DIRECTED BY THE ENGINEER REMEDIAL WORK FOR WESTBOUND LANES (WIDENING ON NORTH SIDE) BETWEEN STATIONS 588+00 TO 590+00 SHALL INCLUDE TWO FEET OF TOPSOIL TO BE STRIPPED AND REPLACED WITH TWO FEET OF PGEs CONTAINING BX1200 GEGRID OR APPROVED EQUAL. THE GEGRID SHALL BE PLACED IN THE MIDDLE OF THE PGEs LAYER.
- THE THICKNESSES OF HOT MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT MIX ASPHALT MIXTURES ARE TO BE PLACED.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION, NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS OR EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE ENGINEER PRIOR TO USE OF THE WATER.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- RAMPED NOSE ADJACENT TO GRASS MEDIAN SHALL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12. RAMPED NOSE ADJACENT TO CONCRETE MEDIAN SURFACE SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.
- TEMPORARY FENCE SHALL BE USED FOR TREE PROTECTION. ALL TREE PROTECTION SHALL BE PAID FOR AS TEMPORARY FENCE.
- THE EXISTING PATH ALONG THE SOUTH SIDE OF MILLER ROAD WILL BE CLOSED DURING CONSTRUCTION UNLESS OTHERWISE AUTHORIZED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.
- CONTRACTOR SHALL ABIDE BY ACCESSIBLE PUBLIC RIGHT-OF-WAY REQUIREMENTS.

STORM SEWERS, WATER MAINS, AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT.
- UNLESS OTHERWISE NOTED OFFSETS FOR DRAINAGE STRUCTURES LOCATED IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT AND OFFSETS FOR DRAINAGE STRUCTURES NOT LOCATED IN THE CURB AND GUTTER ARE TO THE CENTER OF THE STRUCTURE.
- STORM SEWER LENGTHS ARE MEASURED FROM INSIDE EDGE OF STRUCTURE TO THE INSIDE EDGE OF STRUCTURE, THEN ADDING 0.5' TO EACH END OF PIPE. SLOPE OF PIPE IS CALCULATED BY DIVIDING THE DIFFERENCE IN ELEVATION BY THE PIPE LENGTH. INVERT IS MEASURED AT THE END OF THE FLARE ON ALL FLARED END SECTIONS.
- THE PAY ITEM FOR STORM SEWER REMOVAL SHALL INCLUDE ANY TRENCH BACKFILL REQUIRED TO FILL AREA OF SEWER REMOVAL WHERE THERE IS NO REPLACEMENT. IF PROPOSED STORM SEWER IS REPLACED IN THE SAME TRENCH, THEN TRENCH BACKFILL SHALL BE PAID FOR SEPARATELY.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN, IN AN OPERATING CONDITION, TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY THE EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY AND BE DELIVERED TO THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AT 16111 NELSON ROAD, WOODSTOCK, IL 60098.
- ANY ITEMS DAMAGED DURING REMOVAL OPERATIONS SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR DELIVERY TO THE APPLICABLE AGENCY, AS APPLICABLE SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THE CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET, VALVE VAULT OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM." ALL LIDS TO BE USED ON SANITARY SYSTEM STRUCTURES SHALL BEAR THE WORD "SANITARY." ANY ADDITIONAL COST FOR THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE FRAMES AND CLOSED LIDS PROVIDED.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT OR RECONSTRUCTION COST.
- ALL STORM SEWER SHALL BE REINFORCED CONCRETE PIPE WITH FLEXIBLE GASKET MEETING THE REQUIREMENTS OF ASTM C361. THIS ITEM WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PRICE OF STORM SEWER.
- ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED. THE RINGS SHALL BE INCLUDED IN THE COST OF WORK BEING PERFORMED.
- DRAIN TILE SYSTEMS DISTURBED DURING DEVELOPMENT MUST BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE UNLESS THE APPROVED ENGINEERING PLANS INDICATE HOW THE DRAIN TILE SYSTEM IS TO BE CONNECTED TO THE PROPOSED STORMWATER MANAGEMENT SYSTEM. ALL ABANDONED DRAIN RILES SHALL BE REMOVED IN THEIR ENTIRETY.
- OVER EXCAVATION FOR THE SEDIMENTATION BASIN AND INSTALLATION OF THE TEMPORARY WATER QUALITY RISER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DRAINAGE RESTRICTOR.

BACKFILL

- STORM SEWER SHALL BE BACK FILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY.
- PROVIDE TRENCH BACKFILL FOR ALL UTILITY LINES WITHIN 2' OF PAVED AREAS. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PIPE SIZE AND INVERT DEPTH FROM SUBGRADE.
- COST OF ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED, INCLUDING BEDDING MATERIAL, SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE BID.

SIGNING AND STRIPING

- SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- SIGNS SHALL NOT BE MOVED OR COVERED UNTIL PROGRESS OF WORK NECESSITATES IT.
- ALL SIGNS SHALL BE INSTALLED OR RELOCATED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. THIS WORK SHALL BE PAID FOR USING THE APPROPRIATE PAY ITEMS.
- ALL REMOVED SIGNS SHALL BE RETURNED TO THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AT 16111 NELSON ROAD, WOODSTOCK, IL 60098.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 729 OF THE STANDARD SPECIFICATIONS.

EROSION CONTROL PLANS

- SEE EROSION CONTROL PLANS FOR GENERAL NOTES CONCERNING EROSION CONTROL.

TRAFFIC CONTROL

- SEE TRAFFIC CONTROL PLANS FOR GENERAL NOTES CONCERNING TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL PLACE FOUR CHANGEABLE MESSAGE SIGNS, ONE AT THE BEGINNING OF THE PROJECT ON CHARLES J. MILLER ROAD AND TWO ON RIVER ROAD. ONE SIGN SHALL ALSO BE PROVIDED TO BE PLACED AT THE ENGINEER'S DISCRETION IN ORDER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN".

EARTHWORK

- PRIOR TO ANY EMBANKMENT PLACEMENT ALL VEGETATION AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL AS APPROVED BY THE ENGINEER.
- SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS BEFORE REMOVAL OF ANY UNSTABLE MATERIAL.
- EXISTING TOPSOIL IS ASSUMED TO BE 2 FEET IN THICKNESS AND IS REMOVED UNDER THE PAY ITEM, REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

STRUCTURAL PLANS

- SEE STRUCTURAL PLANS FOR GENERAL NOTES CONCERNING STRUCTURAL DESIGN.

LIGHTING PLANS

- SEE LIGHTING PLANS FOR GENERAL NOTES CONCERNING LIGHTING DESIGN.

8/27/2012

COMPANY NAME: HRGreen
 CONTACT: HRGreen.com
 DATE PLOTTED: 9/5/2012 10:19 AM
 FILE NAME: 09071-gen-02.dgn
 PLOT DRIVER: pnf_cad.ctb
 PEN TABLE: pncad.ctb

HRGreen.com 1100 Professional Design Firm 184-011322	USER NAME - jettano FILE NAME - 09071-gen-02.dgn PLOT SCALE - N.T.S. PLOT DATE - 9/5/2012	DESIGNED - JPA DRAWN - SVJ CHECKED - JLP DATE - 8/24/12	REVISED - REVISED - REVISED - REVISED -	MCHENRY COUNTY DIVISION OF TRANSPORTATION		GENERAL NOTES CHARLES J. MILLER ROAD ROADWAY IMPROVEMENTS		F.A.U. RTE. - 3860 SECTION - 09-00372-00-PW COUNTY - MCHENRY FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	TOTAL SHEETS - 252 SHEET NO. - 3 CONTRACT NO. - 63633
	SCALE: N.T.S.				SHEET NO. 2 OF 2 SHEETS STA. TO STA.				