

STANDARD SYMBOL LEGEND

STANDARD LINE TYPE LEGEND

GENERAL NOTES

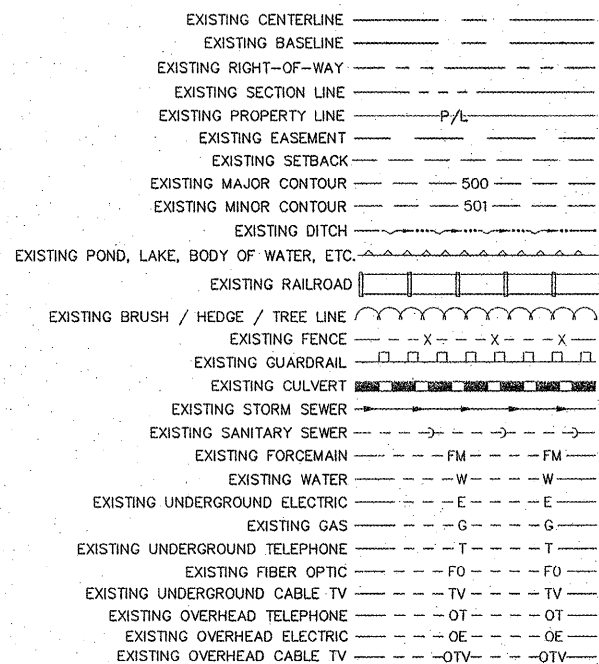
EXISTING

- EXISTING GUY POLE - -○-
- EXISTING LIGHT POLE - -X
- EXISTING POWER POLE - -○-
- EXISTING TELEPHONE POLE - -○-
- EXISTING GUY WIRE - -←
- EXISTING TRANSMISSION TOWER - □
- EXISTING ELECTRIC SPLICE BOX - □^E
- EXISTING TELEPHONE SPLICE BOX - □^Δ
- EXISTING CABLE SPLICE BOX - □^{TV}
- EXISTING WATER HYDRANT - ⚡
- EXISTING GAS METER - Ⓞ
- EXISTING WATER METER - Ⓞ
- EXISTING WATER VALVE - Ⓞ
- EXISTING GAS VALVE - Ⓞ
- EXISTING FIRE HYDRANT - Ⓞ^{FH}
- EXISTING SANITARY MANHOLE TOP - Ⓞ
- EXISTING STORM MANHOLE TOP - ○
- EXISTING TELEPHONE MANHOLE TOP - ⊕
- EXISTING SANITARY CLEAN OUT - ⊕
- CONTROL POINT - Δ^{XXX}
- BENCHMARK - B.M.
- TEST PIT / NUMBER - T.P.# X
- BORING / NUMBER - B.# X
- RIGHT-OF-WAY MARKER - Ⓞ^{MON}
- AXLE FOUND - ○^{AXLE}
- BOLT FOUND - ○^{BOLT}
- CHISELED "X" FOUND - X
- PIN FOUND - ○^{IP}
- PINCH PIPE FOUND - ○^{IP}
- PK NAIL FOUND - ○^{PK}
- RAILROAD SPIKE FOUND - ○^{RR}
- STONE FOUND - □^{STONE}
- BRASS MONUMENT FOUND - ○^{MON}
- IRON PIPE FOUND - ○^{IP}
- MONUMENT FOUND - □^{MON}
- REBAR FOUND - ○^{RBR}
- EXISTING MAILBOX - P
- EXISTING FENCE POST - ⊕
- EXISTING GATE POST - ⊕
- EXISTING FLAG POLE - ○
- EXISTING GUARD POST - ○^{GP}
- EXISTING ADVERTISING SIGN - T
- EXISTING TRAFFIC SIGN - T
- EXISTING PARKING METER - ⊕
- EXISTING RAILROAD MILE POST - MP
- EXISTING RAILROAD SIGNAL CONTROLLER - [X]
- EXISTING RAILROAD CROSSING GATE - [X]
- EXISTING TRAFFIC SIGNAL - ○
- EXISTING TRAFFIC SIGNAL CONTROLLER - [X]
- EXISTING HANDHOLE - []
- EXISTING DOUBLE HANDHOLE - []
- EXISTING MAST ARM BASE - ○
- EXISTING DECIDUOUS TREE / SIZE - ○^{XX"}
- EXISTING EVERGREEN TREE / SIZE - ○^{XX"}
- EXISTING STUMP / SIZE - P^{XX"}
- EXISTING BUSH - []
- EXISTING SHRUB - []
- EXISTING TREE TO BE REMOVED - X^{XX"}

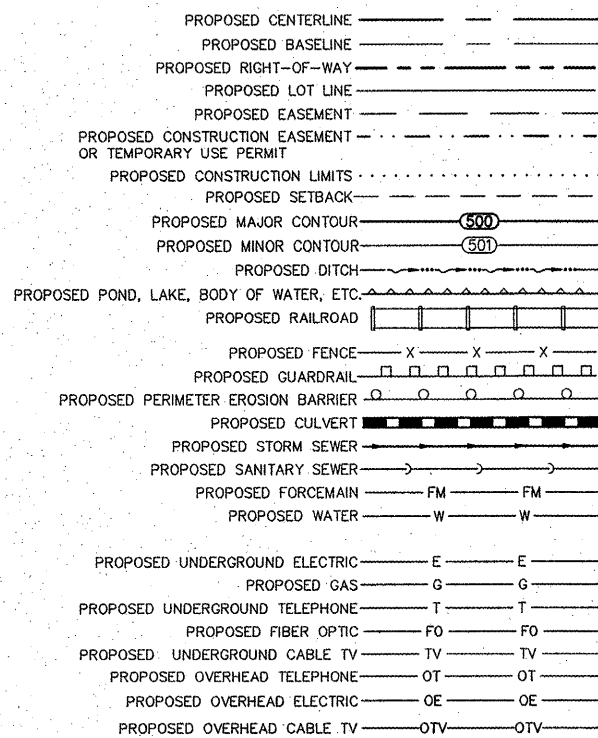
PROPOSED

- PROPOSED GUY POLE - -○-
- PROPOSED LIGHT POLE - -X
- PROPOSED POWER POLE - -○-
- PROPOSED TELEPHONE POLE - -○-
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- PROPOSED TELEPHONE SPLICE BOX - □^Δ
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- PROPOSED RAILROAD SIGNAL CONTROLLER - [X]
- PROPOSED RAILROAD CROSSING GATE - [X]
- PROPOSED TRAFFIC SIGNAL - ○
- PROPOSED TRAFFIC SIGNAL CONTROLLER - [X]
- PROPOSED HANDHOLE - []
- PROPOSED DOUBLE HANDHOLE - []
- PROPOSED MAST ARM BASE - ○
- PROPOSED DECIDUOUS TREE / SIZE - ○^{XX"}
- PROPOSED EVERGREEN TREE / SIZE - ○^{XX"}
- PROPOSED BUSH - []
- PROPOSED PLANT - *
- PROPOSED EDGE OF PAVEMENT ELEVATION - + 512.00 EP
- PROPOSED PAVEMENT ELEVATION - + 505.50 P
- PROPOSED CURB ELEVATION - + 550.25 TC
- PROPOSED SIDEWALK ELEVATION - + 515.15 SW
- PROPOSED FLOWLINE ELEVATION - + 501.58 FL

EXISTING FEATURES



PROPOSED FEATURES



ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	OL	OPEN LID
BK	BACK	PC	POINT OF CURVE
BM	BENCH MARK	PE	PRIVATE ENTRANCE
BVCE	BEGIN VERTICAL CURVE ELEVATION	PI	POINT OF INTERSECTION
BVCS	BEGIN VERTICAL CURVE STATION	PK	PK NAIL
C&G	CURB AND GUTTER	PP	POWER POLE
C/L	CENTER LINE	PRCF	PRECAST REINFORCED CONCRETE FLARED
CE	COMMERCIAL ENTRANCE	PT	POINT OF TANGENT
CI	CAST IRON	PVC	POINT OF VERTICAL CURVE
CL	CLOSED LID	R	RADIUS
CM	CONCRETE MONUMENT	RBR	REBAR
CMP	CORRUGATED METAL PIPE	RDMH	RESTRICTED DEPTH MANHOLE
CONC	CONCRETE	ROW	RIGHT OF WAY
CT	CRIMP TOP PIPE	RR	RAIL ROAD
CU YD	CUBIC YARD	RRPM	RAISED REFLECTIVE PAVEMENT MARKER
DE	DRAINAGE EASEMENT	RT	RIGHT
DIP	DUCTILE IRON PIPE	S	SOUTH
E	EAST	SE	SOUTHEAST
ELEV	ELEVATION	SL	SECTION LINE
EP	EDGE OF PAVEMENT	SS1	STORM SEWER TYPE 1
EQN STA	EQUATION STATION	SS2	STORM SEWER TYPE 2
ES	EDGE OF SHOULDER	SS3	STORM SEWER TYPE 3
FE	FIELD ENTRANCE	STA	STATION
FH	FIRE HYDRANT	SW	SOUTHWEST
FL	FLOW LINE	TB	TRENCH BACKFILL
FT	FOOT	TBR	TO BE REMOVED
FWD	FORWARD	TC	TOP OF CURB
GP	GUARD POST	TCE	TEMPORARY CONSTRUCTION EASEMENT
HDPE	HIGH DENSITY POLYETHYLENE	TPM	TEMPORAY PAVEMENT MARKING
HMA	HOT-MIX ASPHALT	TPPM	THERMOPLASTIC PAVEMENT MARKING
IP	IRON PIPE	TUP	TEMPORARY USE PERMIT
LT	LEFT	TY	TYPE
MON	MONUMENT	TYP	TYPICAL
MP	MILE PIPE	VC	VERTICAL CURVE
N	NORTH	VCP	VITRIFIED CLAY PIPE
NE	NORTHEAST	W	WEST
NW	NORTHWEST	WMA	WATER MAIN QUALITY
O&C	OIL AND CHIP		

1. 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.
2. THE PLANS SHOW THE APPROXIMATE LOCATION OF KNOWN UTILITIES, BUT DO NOT SHOW HOUSE OR SERVICE CONNECTIONS. UTILITY INFORMATION PROVIDED IS BASED ON INFORMATION OBTAINED FROM UTILITY COMPANIES AND SHALL NOT BE CONSIDERED TO BE ACCURATE OR COMPLETE. THE CONTRACTOR SHALL USE ALL DUE PRECAUTION NOT TO DAMAGE OR DISTURB ANY UTILITIES AND THE ENTIRE COST OF MAKING REPAIRS TO, OR REPLACEMENT OF, ANY DAMAGED LINE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. 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.
4. 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.
5. THE OFFSETS FOR ALL ROUND INLETS AND MANHOLES ARE GIVEN TO THE CENTER OF THE OPENING REQUIRED FOR THE FRAME AND GRATE OR LID THAT IS SPECIFIED. THE OFFSETS FOR ALL SQUARE BOX INLETS AND SQUARE FLUSH INLETS ARE GIVEN TO THE CENTER OF THE BASE OF THE STRUCTURE. OFFSETS FOR ALL CONCRETE FLARED END SECTIONS ARE GIVEN TO THE CENTER OF THE END OF THE END SECTION.
6. SEE TYPICAL SECTION SHEETS FOR TYPICAL SECTION NOTES.
7. SEE EROSION CONTROL PLAN FOR EROSION CONTROL NOTES.
8. SEE TRAFFIC CONTROL PLAN FOR TRAFFIC CONTROL NOTES.
9. THE CONTRACTOR SHALL EXERCISE CARE IN THE TREE REMOVAL OPERATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO REMOVE ONLY THOSE TREES TO THE CONSTRUCTION OF THIS PROJECT AS INDICATED BY THE ENGINEER, ALL OTHER TREES SHALL REMAIN UNDAMAGED.
10. IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT WWW.AGR.STATE.IL.US/EAB
11. IF A PROTECTIVE COAT IS APPLIED TO THE PAVEMENT, IT SHALL ALSO BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB AND MEDIAN SURFACES.
12. STORM SEWER: WATER MAIN QUALITY PIPE SHALL BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT. AND THE WATER MAIN INVERT IS LESS THAN 1.5 FT ABOVE THE STORM SEWER CROWN.
13. CONCURRENTLY WITH THIS PROJECT, IDOT IS CONSTRUCTING TRAFFIC SIGNALS AND OTHER IMPROVEMENTS AT THE INTERSECTION OF CROSSTOWN ROAD WITH GODFREY ROAD. TRAFFIC SIGNAL COMPONENTS FOR ADVANCED DETECTOR LOOPS AS SHOWN IN THE PLANS WILL BE CONSTRUCTED BY OTHERS. THE CONTRACTOR SHALL COOPERATE WITH OTHER CONTRACTORS ACCORDING TO ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS SUCH THAT BOTH PROJECTS CAN PROCEED IN A TIMELY MANNER.

COMMITMENTS

NONE AT THIS TIME.

REVISIONS

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 DESIGN FIRM # 184-000992

VILLAGE OF GODFREY, ILLINOIS
 SECTION 04-00019-00-PV
 CROSSTOWN ROAD - PHASE 1 A
 GENERAL NOTES AND LEGENDS

DWG. NO.	PHS 1-BETAILS GEN NOTES.dwg
REF. BK.	PG.
JOB NO.	237334
DSN. BY:	DEG
DWN. BY:	CDP
CHK. BY:	DEG
DATE:	APRIL, 2011
SCALE:	1" = 20' H. 1" = 5' V.
SHEET	2 OF 38