

GENERAL NOTES

1. THE VERTICAL CONTROL DATUM IS NAVD 88.
2. THE OFFSETS TO DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE INDICATED:
 - A. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT OR EDGE OF SHOULDER.
 - B. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN ROADWAYS WITH BARRIER WALL ARE TO THE EDGE OF SHOULDER.
 - C. THE OFFSETS TO MANHOLES, STRUCTURES IN CORE AREAS, AND STRUCTURES IN INFIELD AREAS ARE TO THE CENTER OF THE DRAINAGE STRUCTURE. A CONCENTRIC DRAINAGE STRUCTURE WAS USED TO CALCULATE THIS DISTANCE.
 - D. THE OFFSETS TO DRAINAGE STRUCTURES IN SWALES OR DITCHES ARE TO THE FLOW LINE OF THE SWALE OR DITCH.
 - E. THE OFFSETS TO ALL FLARED END SECTIONS ARE TO THE END OF PIPE.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
4. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY CONTRACTOR OUTSIDE THE PROPOSED LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
5. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING AND NO ADDITIONAL PAYMENT WILL BE CONSIDERED.
6. THE CONTRACTOR SHALL BE AWARE THAT THE PROJECT SITE MAY CONTAIN ARCHEOLOGICAL EXCAVATED HOLES. THE CONTRACTOR SHALL FILL THE HOLES WITH EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE ACCORDING TO THE EARTH EXCAVATION PAY ITEM IN THE PLANS.
7. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
8. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
9. 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 THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
10. PROTECTIVE COAT SHALL BE APPLIED TO ALL NEW CONCRETE SURFACES.
11. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE ROADWAY DETAILS FOR BENCHING DETAIL. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
12. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT WRITTEN PERMISSION OF THE DEPARTMENT.
13. THE RIGHT OF WAY MARKER SHALL BE INSTALLED SO THAT THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT OF WAY BOUNDARY. THE RIGHT OF WAY MARKER SHALL BE A WITNESS TO THE RIGHT OF WAY CORNER WHICH IS THE PROPERTY PIN. THE RIGHT OF WAY CORNER OR PROPERTY PIN IS A 5/8" IRON ROD WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED, OR DISTURBED WHEN SETTING THE RIGHT OF WAY MARKER AT THE TWELVE INCHES (12") OFFSET.
14. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
15. THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.075 GAL/SO YD.
16. THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TON/SO YD.
17. THE UNIT WEIGHT USED TO CALCULATE ALL LEVELING BINDER AND HOT-MIX ASPHALT SURFACE COURSE IS 112 LB/SO YD/IN.
18. ALL MANHOLE LIDS OR INLET GRATES THAT ARE REMOVED DURING THIS CONTRACT SHALL REMAIN PROPERTY OF THE ILLINOIS DEPT. OF TRANSPORTATION AND SHALL BE REMOVED WITHOUT DAMAGE AND TRANSPORTED TO THE FOLLOWING ADDRESS: BOWMAN AVE. PUMP STATION, 728 EXCHANGE AVE., EAST ST. LOUIS, ILLINOIS - IF THERE ARE ANY QUESTIONS PLEASE CONTACT PETE SAWYER AT 618-346-3275.
19. CONTRACTOR SHALL BE AWARE THAT THE NORTHERN/WESTERN LIMITS OF THE PROJECT MAY NOT BE AVAILABLE AND MAY BE DELAYED DUE TO ANOTHER PROJECT. CONTRACTOR SHALL PLAN HIS SCHEDULE AND CONDUCT WORK ACCORDINGLY.
20. THE PROPOSED CSX ACCESS ROAD PROFILE SHOWN ON THESE PLANS WAS COORDINATED AND APPROVED BY CSX RAILROAD. DUE TO INTERIM GRADING IN THE AREA, IT IS LIKELY THAT REVISIONS WILL BE REQUIRED. ANY PROPOSED CHANGES TO THE PROFILE WILL NEED APPROVED BY BOTH THE DEPARTMENT AND CSX RAILROAD PRIOR TO CONSTRUCTION.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF THE ASPHALT SURFACE ON THE SIDDLE PROPERTY IF ANY DAMAGE OCCURS BY THE CONSTRUCTION ACTIVITIES. THE REPAIR WORK SHALL BEGIN WITHIN 24 HOURS OF THE DAMAGE SINCE THIS IS A PROTECTIVE LAYER.
22. PREVIOUSLY REMOVED AND STOCKPILED TREES IN THE AREA BORDERED BY THE PROPOSED CSX ACCESS ROAD TO THE NORTHWEST, THE IDOT BOWMAN YARD EXPANSION TO THE NORTHEAST, AND THE PROPOSED RAMP FROM I-55/70 SOUTHBOUND TO PROPOSED I-70 WESTBOUND (IN THE GENERAL VICINITY OF THE PROPOSED DETENTION BASIN) ARE TO BE REMOVED FROM THE SITE AND CONTRACTOR WILL BE COMPENSATED FOR THIS WORK ACCORDING TO SECTION 109.04 OF THE STANDARD SPECIFICATIONS.

USER NAME = pimsarno	DESIGNED - CRH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES / COMMITMENTS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - CRH	REVISED -				70	82-1-B-1	ST. CLAIR	319	3	
PLOT SCALE = 2.0000' / in.	CHECKED - DBM	REVISED -		SCALE: NONE		SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = \$DATE\$	DATE - 04-21-11	REVISED -		CONTRACT NO. 76C75							