

**GENERAL NOTES:**

Reinforcement bars shall conform to the requirements of AASHTO M 31, or M 322 Grade 60.

Back fill shall be placed behind the abutment after the superstructure has been in poured and the false work removed. See article 502.10 of The Standard Specifications.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of false work, in addition to allowance for dead load deflection.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be The Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The Contractor shall drive two HP 8x36 test piles in a permanent location at the Ramp G Bridge as directed by the Engineer before ordering the remainder of piles.

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary retention system design including plan details and calculation for review and acceptance by the Engineer.

The Contractor shall not drive construction equipment directly behind the existing retaining walls located in the median of FAI-80.

The Contractor shall maintain a minimum 12'-0" vertical clearance during construction to allow access for emergency vehicles into Camelot Subdivision in the southwest corner of the I-80/I-55 Interchange.

Before construction begins, The Contractor shall notify all residences and Businesses in the Southwest corner of the I-80/I-55 Interchange of the start and end dates for the 12'-0" minimum clearance. The Contractor shall post a low clearance sign during construction.

All Construction joints shall be bonded.

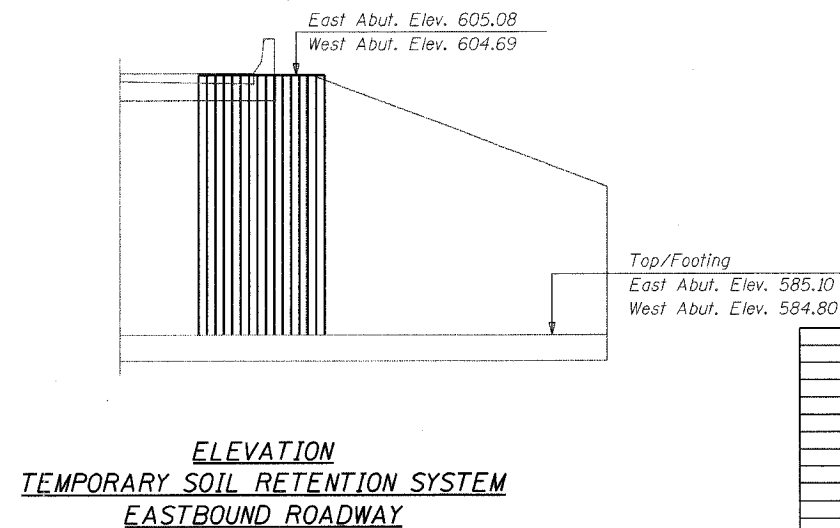
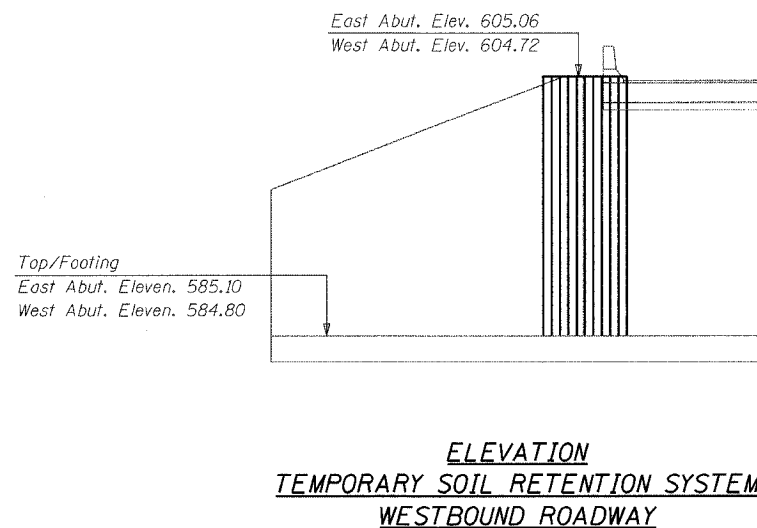
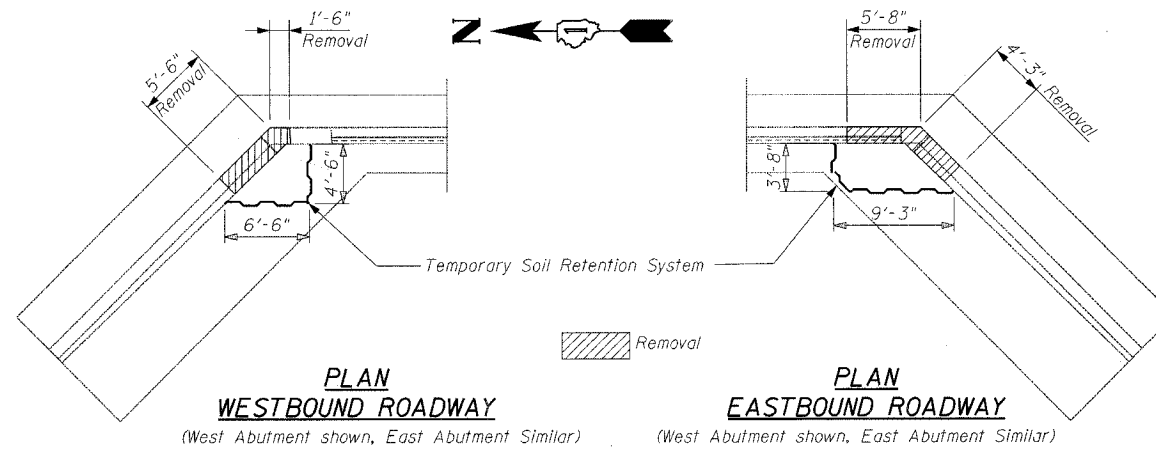
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-1K, BY & AC-B)	COOK	497	301
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		CONTRACT 80906

Sheet S-2 of S-21

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	19.1	30.3	49.4
Structure Excavation	Cu. Yd.	-	680	680
Concrete Superstructure	Cu. Yd.	114.3	-	114.3
Protective Coat	Sq. Yd.	47	-	47
Concrete Structures	Cu. Yd.	-	351.1	351.1
*** Formed Concrete Repair (Depth Equal to or Less than 5")	Sq. Ft.	-	333	333
Reinforcement Bars, Epoxy Coated	Pound	20,470	46,480	66,950
Furnishing Steel Piles HP 8x36	Foot	-	833	833
Driving Steel Piles	Foot	-	833	833
Test Pile Steel HP 8x36	Each	-	2	2
Metal Shoes	Each	-	49	49
*** Temporary Soil Retention System	Sq. Ft.	-	1027	1027
Name Plates	Each	2	-	2
*** Pipe Underdrains for Structures 6"	Lin. Ft.	-	240	240
Bridge Deck Grooving	Sq. Yd.	178	-	178
Epoxy Crack Sealing	Foot	-	379	379
Geocomposite Wall Drain	Sq. Yd.	-	494	494

\*\*\* Special Provisions



REVISIONS	
NAME	DATE

**Clorba Group, Inc.**  
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL NOTES & TOTAL BILL OF MATERIAL  
FAI-80 OVER WEST FRONTAGE ROAD  
FAI-80 SECTION 99-1 (K, BY & AC-B)  
WILL COUNTY  
FAI-80 STA. 1931+99.35  
STRUCTURE NO. 099-0042, 099-0043, 099-0308  
SCALE: NONE DRAWN BY IMG  
DATE: OCTOBER 2004 CHECKED BY GDW

DATE: 10/20/05 FILENAME: n:\proj\2890\2890-02\design\structural\2890-02-s-02-gemnotes.dgn