

GENERAL NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- 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 variations 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.
- Protective Coat shall be applied to exposed surfaces of the concrete wall, see limits of protection coat on sheet S2-06.
- Existing utilities in conflict with retaining wall construction shall be abandoned or relocated according to directions given on the roadway plans.
- All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
- The proposed retaining walls/ drilled shafts location may require adjustment based upon the field location of the existing 36" ϕ watermain and shall be determined by the Engineer.
- The contractor shall exercise extreme caution during construction to make certain that construction activities will not have detrimental effects on the adjacent building foundations.
- Driving piles and temporary sheet piling is not allowed.
- For proposed watermain alignment, see Sheet No. 87.
- Slipforming of the parapet is not allowed.
- The braced excavation support system for the riser shaft construction layout and details is a suggested option. The suggested construction sequence may enable the Contractor to construct the braced excavation support system for existing riser shaft removal, existing water main connection removal and new riser shaft and new wall construction. The Contractor shall design the braced excavation consisting of drilled soldier piles, wood lagging and structural steel sections (struts and wales) to meet the City of Chicago Office of Underground Coordination (OUC). The design shall be performed and sealed by a Structural Engineer, licensed and registered for the State of Illinois, and shall be approved by the Engineer.
- The suggested Braced Excavation and Construction Sequence are provided for information only.
- Existing CTA foundations were most likely removed or partially removed when the existing retaining wall was originally constructed. Any existing foundation that is within the proposed excavation for the new retaining wall and riser shaft construction shall be paid for as "Foundation Removal", see Special Provisions.
- Abandoned 5' Brick CTA Water Tunnel to be bulkheaded to the outside of the area of riser shaft construction (see civil sheets). In the area of the riser shaft construction, it will be necessary to remove any brick tunnel remnants. The removal of the existing tunnel is included as part of Structure Excavation or Braced Excavation as necessary, with proper disposal. See Sheet 90 for details.
- If the abandoned 5' Brick CTA water tunnel is encountered during drilling for the soldier piles for the braced excavation, concrete coring shall be used (if required). Cost shall be included in with Braced Excavation.

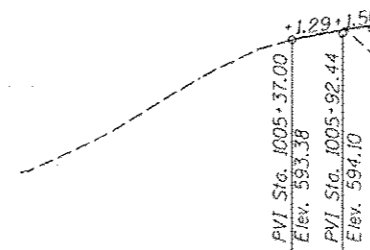
INDEX OF SHEETS

- S2-01 General Plan & Wall Elevation
- S2-02 General Notes, Index of Sheets & Bill of Material
- S2-03 Suggested Braced Excavation
- S2-04 Suggested Construction Sequence
- S2-05 Wall Plan & Elevation, Rem. Plan & Elevation, & Reveal Details
- S2-06 Wall Sections, Details & Bill of Material
- S2-07 Soil Retention System & Backfill
- S2-08 Riser Shaft Sections & Details (Sheet 1 of 3)
- S2-09 Riser Shaft Sections & Details (Sheet 2 of 3)
- S2-10 Riser Shaft Sections & Details (Sheet 3 of 3)
- S2-11 Permanent Thrust Restrainers Plan, Sections & Details
- S2-12 Boring Log

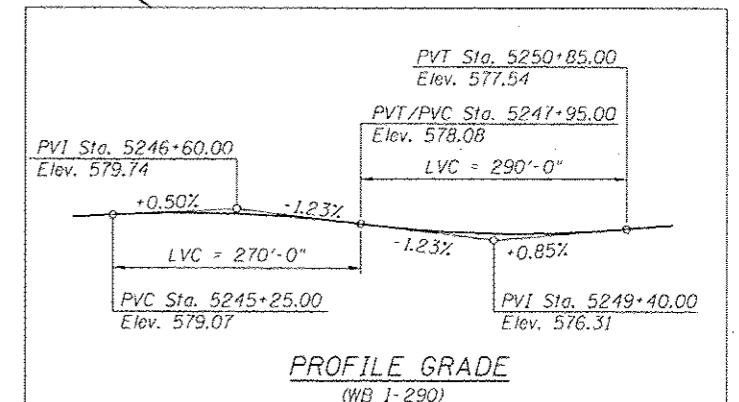
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL QUANTITY
Trench Backfill	CU YD	1,124
Concrete Removal	CU YD	68
Concrete Structures	CU YD	158.9
Protective Coat	SO YD	83
Finishing and Erecting Structural Steel	POUND	42,810
Reinforcement Bars	POUND	45,080
Reinforcement Bars, Epoxy Coated	POUND	38,150
Permanent Casing	FOOT	578
Drilled Shaft in Soil	CU YD	259
Anchor Bolts, 3/4"	EACH	25
Geocomposite Wall Drain	SO YD	57
Braced Excavation	CU YD	1,428
Granular Backfill for Structures	CU YD	78
Pipe Underdrains For Structures 6"	FOOT	29

For Information Only
Part of Future Contract



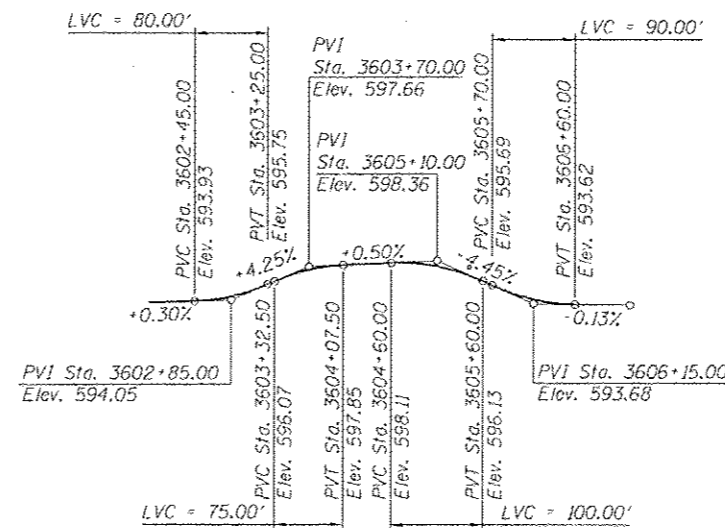
PROFILE GRADE
(Morgan Street Exit Ramp)



PROFILE GRADE
(WB 1-290)

CURVE DATA

(F.A.I. Rte. 1-290 WB)
 P.I. Sta. = 5251+25.31
 $\Delta = 9^\circ 58' 24''$ (RT)
 $D = 0^\circ 53' 03''$
 $R = 6,480.00'$
 $T = 565.40'$
 $L = 1,127.95'$
 $E = 24.62'$
 $e = 2.00\%$
 $T.R. = 72$
 $S.E. Run = 72$
 $P.C. Sta. = 5245+59.91$
 $P.T. Sta. = 5256+87.86$



PROFILE GRADE
(along Morgan Street)

FILE PATH = C:\Users\N111\Documents\Projects\2013\07-19-2013\0161724-60W25-S02-GenNote.dgn

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0161724-60W25-S02-GenNote.dgn	DESIGNED -	MAF, JJS	REVISION	-	07/19/2013	MI, WM
USER NAME = w111.mordness	DRAWN -	MAF, JJS	REVISION	-		
PLOT SCALE = 1/8"=1'-0"	CHECKED -	MAI, MI, LAB	REVISION	-		
PLT DATE = 7/16/2013	DATE -	6/17/2013	REVISION	-		

DESIGNED -	MAF, JJS	REVISION	-	07/19/2013	MI, WM
DRAWN -	MAF, JJS	REVISION	-		
CHECKED -	MAI, MI, LAB	REVISION	-		
DATE -	6/17/2013	REVISION	-		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL
RETAINING WALL (STRUCTURE NO. 016-1724) AND RISER SHAFT

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-00TR	COOK	317	197
CONTRACT NO. 60W25			ILLINOIS FED. AID PROJECT	

Entire sheet revised