

**GENERAL NOTES:**

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. 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.
3. All exposed concrete edges shall be chamfered 3/4" except as noted.
4. Protective Coat shall be applied to exposed surfaces of the concrete wall.
5. Existing utilities in conflict with retaining wall construction shall be abandoned or relocated according to directions given on the roadway plans.
6. 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)
7. Proposed Retaining Wall 5 is located over an existing 36"  $\phi$  water main. Location of this water main shall be determined prior to the wall foundation design to avoid any impact/conflict with the existing water main.
8. Any portions of existing substructure units and retaining wall foundations interfering with the new construction shall be removed.
9. For the removal of the portion of existing wall interfering with the riser shaft construction, see Sheet S2-03.
10. For the construction of the new wall interfering with the riser shaft construction, see Sheet S2-06.
11. The contractor shall exercise extreme caution during wall construction to make certain that construction activities, live load surcharge and other loads applied to the wall will not have detrimental effects on the adjacent building foundations.
12. Driving piles and temporary sheet piling is not allowed.
13. 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.
14. 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.
15. For proposed watermain alignment, see Sheet No. 87.

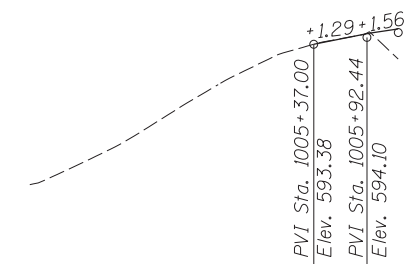
**INDEX OF SHEETS**

- S2-01 General Plan and Elevation
- S2-02 General Notes, Index of Sheets and Bill of Material
- S2-03 Plan and Elevation, Removal Plan and Elevation, and Formliner Details
- S2-04 Sections, Details and Bill of Material
- S2-05 Sections and Details - Sta. 5248+63.81 to Sta. 5248+66.48
- S2-06 Section and Details - Wall at  $\phi$  Riser Shaft
- S2-07 Boring Logs

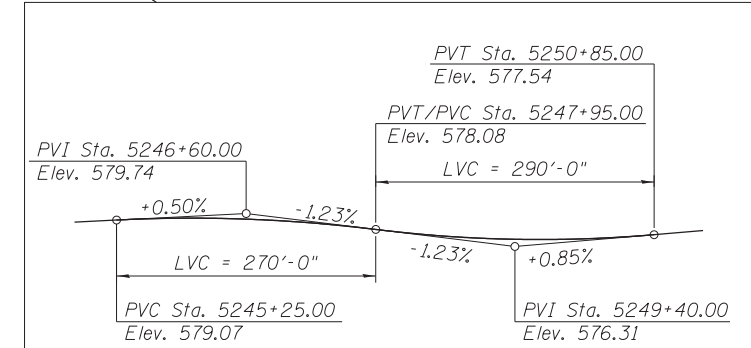
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL QUANTITY
Porous Granular Embankment	CU YD	266
Concrete Removal	CU YD	70
Concrete Structures	CU YD	115.9
Form Liner Textured Surface	SQ FT	467
Protective Coat	SQ YD	94
Furinishing and Erecting Structural Steel	POUND	6,340
Reinforcement Bars, Epoxy Coated	POUND	87,300
Permanent Casing	FOOT	783
Drilled Shaft in Soil - 42" Dia.	CU YD	278.8
Anchor Bolt, 3/4"	EACH	25
Geocomposite Wall Drain	SQ YD	56
Braced Excavation	CU YD	381
Pipe Underdrains For Structures 6"	FOOT	47
Temporary Soil Retention System	SQ FT	66

For Information Only  
Part of Future Contract



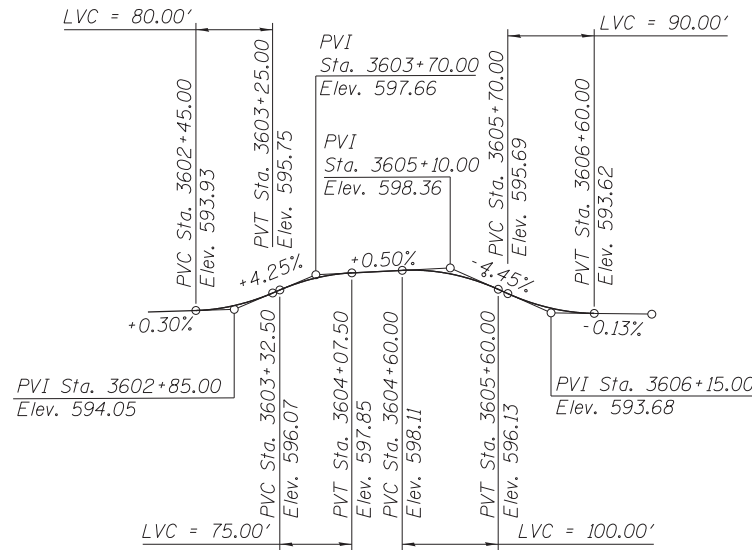
**PROFILE GRADE**  
(Morgan Street Exit Ramp)



**PROFILE GRADE**  
(WB I-290)

**CURVE DATA**

(F.A.I. Rte. I-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  $\phi$  Morgan Street)

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**HBM**  
 ENGINEERING GROUP, LLC.  
 CONSULTING & DESIGN  
 INSPECTION & RATING  
 RESEARCH & TESTING

4415 WEST HARRISON ST.  
 SUITE 231  
 HILLSIDE, IL 60162  
 PHONE: (708) 236-0900  
 FAX: (708) 236-0901

0161724-60W25-502-GenNote.dgn	DESIGNED - MI, MAF, JJS	REVISED -
USER NAME = will.mardous	DRAWN - MAF, JJS	REVISED -
PLOT SCALE = 1:8,000 '1' / 1"	CHECKED - MAI, MI, LAB	REVISED -
PLOT DATE = 6/14/2013	DATE - 6/17/2013	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL**  
**STRUCTURE NO. 016-1724**

SCALE: SHEET S2-02 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	317	197
CONTRACT NO. 60W25			ILLINOIS FED. AID PROJECT	