

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369	06-00082-00-BR	DUPAGE	13	2

**GENERAL NOTES**

- CALCULATED WEIGHT OF STRUCTURAL STEEL = 4,770 POUNDS
- ALL STRUCTURAL STEEL SHALL BE AASHTO M 270 GRADE 36 (EXCEPT EXPANSION JOINTS, WHICH SHALL BE AASHTO M 270 GRADE 36.)
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 GR. 60. SEE SPECIAL PROVISIONS, BRIDGE APPROACH PAVEMENT, EPOXY COATING ON REINFORCEMENT AND STRUCTURAL REPAIR OF CONCRETE.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION 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 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 OBTAIN A CONSTRUCTION PERMIT FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR), OFFICE OF WATER RESOURCES FOR ANY TEMPORARY CONSTRUCTION ACTIVITY PLACED IN THE WATER EXCEPT COFFERDAMS. THIS SHALL INCLUDE THE PLACEMENT OF MATERIAL FOR RUN-AROUNDS, CAUSEWAYS, ETC. ANY PERMIT APPLICATION BY THE CONTRACTOR SHALL REFER TO THE IDNR PERMIT NUMBER AS SHOWN IN THE CONTRACT PLANS.
- THE STRUCTURAL STEEL PLATES OF THE BEARING ASSEMBLY SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE - (AASHTO M 270 GRADE - W.)
- BACKFILL SHALL BE PLACED BEHIND THE ABUTMENT AFTER THE REPAIR OF THE ABUTMENT PILES HAS BEEN COMPLETED, THE CONCRETE WALL HAS BEEN POURED, AND ALL NECESSARY FALSEWORK HAS BEEN REMOVED. SEE ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE REFURBISHED RIP RAP. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THIS WORK.
- PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE APPROACH PAVEMENT, THE NEW CONCRETE CURB AND GUTTER, AND THE STRUCTURAL REPAIR CONCRETE IN ACCORDANCE WITH ARTICLE 503.19 OF THE STATE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.
- REMOVAL OF THE ENTIRE EXISTING BRIDGE APPROACH PAVEMENT AND EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL (SPECIAL).
- PLAN DIMENSIONS AND DETAILS RELATIVE TO THE 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 A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT HEADQUARTERS IN SCHAUMBURG, ILLINOIS OR AT PAVIA-MARTING & CO., 910 WEST LAKE ST., ROSELLE, IL. PHONE: (630) 529-8000
- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK IN A MANNER SATISFACTORY TO THE ENGINEER. NO EQUIPMENT WILL BE ALLOWED ON THE BRIDGE EXCEPT FOR ANY HAND TOOLS.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT 2.016 TONS/CU. YD.	ON AGGREGATE SURFACE 0.32 GAL./SQ. YD.
BITUMINOUS MATERIALS: ON PAVEMENT 0.09 GAL./SQ. YD.	AGGREGATE (PRIME COAT) 0.0015 TONS/SQ. YD.
INTERMEDIATE LIFTS (FOG COAT) 0.04 GAL./SQ. YD.	ALL AGGREGATE 2.05 TONS/CU. YD.
	RIP RAP 1.50 TONS/CU. YD.

**SUGGESTED SEQUENCE OF WORK**


- INSTALL EROSION CONTROL BARRIER
- INSTALL TEMPORARY SHEET PILING
- PAVEMENT REMOVAL
- EARTH EXCAVATION
- EXCAVATION SPECIAL (HAND METHOD)
- CLEAN PILE BENTS (BY SAND BLASTING)
- STEEL FABRICATION AND SHOP DRAWINGS
- INSTALL CASING (BY WELDING)
- GROUTING HYDRAULIC GROUT
- INSTALL BOND BREAKER AROUND NEW CASING
- INSTALL ANCHOR BOLTS FOR FORM WORK
- INSTALL 6" CONCRETE PAD WITH ANCHOR BOLTS FOR FORM WORK (CLASS SI CONCRETE)
- INSTALL FORMS (MARINE PLYWOOD, 1" THICK) (RIVERSIDE)
- INSTALL REBAR AS DETAILED
- INSTALL FORMS (ROADWAY SIDE)
- INSTALL CLASS SI CONCRETE - AS DETAILED
- REMOVE FORMS (ROADWAY SIDE ONLY)
- INSTALL LIGHTWEIGHT CELLULAR FILL AS DETAILED
- CONSTRUCT APPROACH SLABS
- CONSTRUCT FULL DEPTH PAVEMENT
- REMOVE BRIDGE OVERLAY, 3-1/2" (SAWCUT)
- INSTALL POLYMER CONCRETE
- INSTALL SILICONE EXPANSION JOINT
- COMPLETE CONCRETE STRUCTURE REPAIRS
- INSTALL STEEL PLATE BEAM GUARDRAIL AND CONNECTOR AS DIRECTED BY ENGINEER
- CONSTRUCT CURB AND GUTTER
- INSTALL TRAFFIC BARRIER TERMINAL END SECTIONS PER IDOT STANDARD
- REMOVE TEMPORARY SHEET PILING TO ELEVATION SUGGESTED BY ENGINEER
- PERFORM LANDSCAPING

**WATERWAY INFORMATION**

DRAINAGE AREA = 23.9 SQ MILES      EXISTING LOW GRADE ELEV. = 744.01

FLOOD	FREQ. YEAR	Q (CFS)	OPENING (SQ. FT.)	NAT. HWE	HEAD (FEET)	HEADWATER ELEVATION
	10	830	273.83	741.54	0.02	741.56
DESIGN	50	1240	307.06	742.11	0.03	742.14
BASE	100	1410	320.53	742.34	0.03	742.37
OVERTOPPING						
MAX. CALC.	500	1800	346.06	742.76	0.05	742.81

\*THERE ARE NO PROPOSED CHANGES TO THE EXISTING STRUCTURE OPENING

<p>REVISIONS:</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION							<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>DESIGNED BY: VP</td> <td>ON</td> </tr> <tr> <td>DRAWN BY: AMR</td> <td>ON</td> </tr> <tr> <td>CHECKED BY: VP</td> <td>ON</td> </tr> <tr> <td>APPROVED BY: DVM</td> <td>ON</td> </tr> </table>	DESIGNED BY: VP	ON	DRAWN BY: AMR	ON	CHECKED BY: VP	ON	APPROVED BY: DVM	ON	 <p><b>PAVIA-MARTING &amp; Co.</b> 910 WEST LAKE STREET ROSELLE, IL 60172-3352 (630) 529-8000 FAX (630) 894-4910 Design Firm Professional Registration #184002376</p>	<p>TITLE:</p> <p style="text-align: center;"><b>SCHICK ROAD BRIDGE REHABILITATION</b> <b>GENERAL NOTES AND SUGGESTED SEQUENCE OF WORK</b></p>	<p>SCALE: NONE DATE: 10/2/08 JOB NO: 2826 SHEET 2 OF 18</p>
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