

GENERAL NOTES

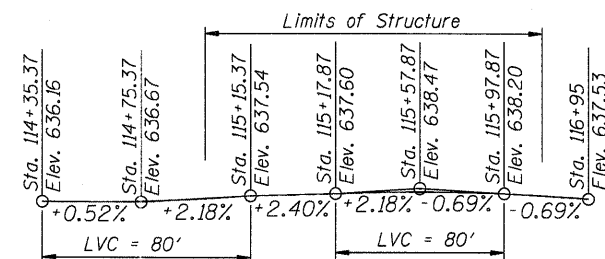
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing 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 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
- Concrete Sealer shall be applied to the designated areas of the abutments and piers.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.
- All construction joints are bonded unless otherwise specified in the plans.
- If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
- Existing reinforcement shall be cleaned and incorporated into the new construction. See Demolition Plan and Detail sheets. Cost included with Concrete Removal.
- The Contractor is reminded that:
 - As built and/or design drawings of the existing Downer Place bridges are not available. The outlines of portions of the existing abutments and piers that are not visible are approximations based on details available for similar bridges.
 - Existing buildings in the vicinity are listed as historic. Many predate the construction of the Downer Place bridges. Drawings for these buildings are typically not available.
 - The Contractor shall protect property adjacent to the right of way in accordance with article 107.20 and the Special Provisions. If the Contractor chooses to conduct a preconstruction condition survey of existing buildings and structures, he shall be responsible for contacting building owners to arrange access and keep records of the findings. The Resident Engineer shall be informed (in writing) of contacts made in this regard.
 - The cost of any work or materials the Contractor deems necessary to protect adjacent properties shall be included under "Remove Existing Structures" and shall not be paid for separately.
 - Pedestrian access to existing buildings shall be maintained in accordance with Article 107.09 and coordinated with the building owner. The Resident Engineer shall be informed (in writing) of contacts made in this regard.
- In-stream work is not allowed from April 1 - June 15 per IDNR. During this time work is allowed within the limits of Underwater Structure Excavation Protection.
- The Contractor must contact Robert Schanzle, Permit Program Manager, IDNR, Office of Realty and Environmental Planning at 217-785-5500 prior to any de-watering activities to coordinate a biologist to be on site for the relocation of any exposed mussels.
- The existing brick pavers located within the roadway of the bridge shall be removed and neatly stored on pallets for a maximum of 2 weeks within the barricaded work area for the City to pick up.

SUGGESTED CONSTRUCTION SEQUENCE

- Coordinate mussel survey and relocation with IDNR-OREP. See General Note 11.
- Install Cofferdam. See Sheet 39 for locations.
- Remove existing structures as shown in removal plans (Removal of Existing Structures).
- Repair pier bases and abutments as shown on removal, pier and abutment plans (Structural Repair of Concrete).
- Form and cast center section of piers and abutments include anchor bolts for light poles (Concrete Structures and Ornamental Light Unit, Complete).
- Install center twelve deck beams (Precast Prestressed Concrete Deck Beams).
- Erect pier and abutment fascia panels. Temporarily support as required (Furnishing and Erecting Precast Concrete Panels).
- Install bar splicers and connection hardware to back side of fascia panels at abutments and piers (Reinforcement Bars, Epoxy Coated and Furnishing and Erecting Precast Concrete Panels).
- Cast abutment and pier closure pours between center section and precast fascia panel (Concrete Structures).
- Erect outside deck beams (Precast Prestressed Concrete Deck Beams).
- Construct concrete wearing surface, include embedded conduit and hardware for lighting (Concrete Wearing Surface, 5" and Conduit Embedded in Structure).
- Construct approach pavement (Concrete Superstructure).
- Construct "hatch block" concrete between deck beams at piers and between approach pavements and beam ends at abutments (Concrete Superstructure).
- Erect center fascia panels. Connect temporary lateral support and/or pipe hangers as need to support precast (Furnishing and Erecting Precast Concrete Panels).
- Erect outlook upper section; shim and align with roadway profile and grout vertical anchor tubes (Furnishing and Erecting Precast Concrete Panels).
- Install hanger assemblies.
- Coordinate with AT&T to connect conduit to nearby vaults (by AT&T).
- Install (hang) watermain and rigid metal conduit for AT&T, ComEd, Comcast, and City of Aurora.
- Construct remaining hanger assemblies.
- Install sidewalk bar splicers into spanning fascia panels and outlooks (Reinforcement Bars, Epoxy Coated).
- Install formwork between fascia panels and outside deck beams (Concrete Superstructure).
- Construct sidewalk (Concrete Superstructure).
- Install bar splicers for cast-in-place rail base (Reinforcement Bars, Epoxy Coated).
- Construct base sections of bridge rail (Concrete Bridge Railing (Special)).
- Install precast elements of bridge rail (Concrete Bridge Railing (Special)).
- Construct pilaster/closure sections of bridge rail (Concrete Bridge Railing (Special)).
- Construct HMA pavement.

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PROFILE GRADE
(Along Centerline of Roadway)

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.		
Design	50	8600	1349	1518	627.0	0	0	627.0	627.0	629.0
Base	100	9420	1541	1541	629.6*	0.1	0.1	629.7	629.7	629.7
Overtopping	>500									

* = Interpolated

COMPANY NAME: HRGreen
 PROJECT CONTACT: Michael G. Harshbarger
 CLIENT: City of Aurora
 DATE PLOTTED: 7/26/2011 10:40 AM
 FILE NAME: 045-6005-11.dwg
 PLOT DRIVER: plotdrv11.epl
 PEN TABLE: Struct_22x34.tbl

HRGreen.com Illinois Professional Design Firm #194-001322	USER NAME = whood	DESIGNED - MGH	REVISED -	CITY OF AURORA DOWNER PLACE OVER THE EAST BRANCH OF THE FOX RIVER	GENERAL DATA STRUCTURE NO. 045-6005	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N.T.S.	DRAWN - WJH	REVISED -			07-00264-00-BR	KANE	164	102	
PLOT DATE = 7/26/2011	CHECKED -	REVISED -		SHEET NO. SE-2 OF SE-45 SHEETS		CONTRACT NO. 63620				
(ILLINOIS) FED. AID PROJECT										