

REVISIONS		
REV. NO.	DESCRIPTION	DATE

GENERAL NOTES

SPECIFICATIONS:

COMPLY WITH THE REQUIREMENTS OF THE 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

PLANS:

CONSTRUCTION PLANS FOR THE EXISTING STRUCTURES MAY BE OBTAINED FROM OFFICE SERVICES DIVISION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

OFFICE SERVICES DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 NE 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105

ASK FOR:
BRIDGE "A": RS-6404(103), SH-2 OVER KIAMICHI RIVER IN PUSHMATAHA COUNTY
BRIDGE "B": RS-6404(103), SH-2 OVER KIAMICHI RIVER IN PUSHMATAHA COUNTY
BRIDGE "C": FAP NO F-469(2), US-271 SB OVER RED RIVER & CO RD IN CHOCTAW COUNTY
BRIDGE "D": F-469(3), US-271 NB OVER RED RIVER & CO RD IN CHOCTAW COUNTY
BRIDGE "E": SAP 45(7), SH-3 OVER LITTLE RIVER IN MCCURTAIN COUNTY
BRIDGE "F": FAP NO RF-40(53), US-70/US-259/SH-3 SB OVER LITTLE RIVER O'FLOW IN MCCURTAIN COUNTY
BRIDGE "G": FAP NO RF-40(53), US-70/US-259/SH-3 SB OVER LITTLE RIVER O'FLOW IN MCCURTAIN COUNTY

VERIFICATION OF EXISTING CONDITIONS:

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO CONSTRUCT THE NEW MATERIAL AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.

BIDDERS SHALL FULLY INFORM THEMSELVES OF THE NATURE OF THE WORK AND CONDITIONS UNDER WHICH IT WILL BE PERFORMED. THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO ANY EXISTING BRIDGE STRUCTURE OR ROADWAY. ANY DAMAGE TO THE BRIDGE STRUCTURE OR ROADWAY DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

REMOVED MATERIAL:

ALL MATERIAL AND DEBRIS REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN A MANNER APPROVED BY THE ENGINEER.

CLEANING BRIDGE SEATS AND PIER CAPS:

ALL BRIDGE SEATS AND PIER CAPS SHALL BE SWEEPED CLEAN OF ALL DEBRIS. ALL COSTS FOR CLEANING THE BRIDGE SEATS AND PIER CAPS SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

LANE CLOSURE:

THE ENGINEER RESERVES THE RIGHT TO PROHIBIT LANE CLOSURES DURING HOLIDAYS OR SPECIAL EVENTS.

CLEANING OF DECK DRAINS AND DRAINS AT END OF BRIDGE:

ALL PARAPET/RAIL OPENINGS, DECK DRAINS AND DRAINS AT THE ENDS OF BRIDGE SHALL BE CHECKED FOR FUNCTIONALITY AND CLEARED OF ALL DEBRIS AS NEEDED TO ENSURE THAT WATER DRAINS FROM THE BRIDGE NORMALLY. THE METHOD FOR CLEANING THE DRAINS SHALL BE APPROVED BY THE ENGINEER AND SHALL BE PAID FOR IN OTHER ITEMS OF WORK.

CLEANING OF EXISTING EXPANSION JOINTS:

THE CONTRACTOR SHALL CLEAN THE EXISTING EXPANSION JOINT(S) OF DIRT, TRASH, GRAVEL AND OTHER DEBRIS AS MAY BE PRESENT IN THE OPENING OF THE EXPANSION JOINT. CLEANING MAY BE ACCOMPLISHED BY SWEEPING, COMPRESSED AIR, PRESSURE WASH OR OTHER METHOD AS APPROVED BY THE ENGINEER FOR THE SPECIFIC JOINT TYPE.

THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE EXISTING JOINT MEMBRANES, GLANDS OR EXPANSION COMPONENTS. ANY DAMAGE TO THE EXPANSION JOINTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. ANY DAMAGE OR FAILURE OF EXPANSION COMPONENTS UNCOVERED DURING CLEANING SHALL BE REPORTED TO THE ENGINEER.

ALL COSTS OF CLEANING THE EXISTING EXPANSION JOINTS AT LOCATIONS SHOWN IN THE PLANS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

ANCHORAGE ASSEMBLIES (REINFORCING STEEL):

THE CONTRACTOR SHALL HAVE THE OPTION OF THE METHOD BY WHICH TO ANCHOR NEW REINFORCING STEEL TO THE EXISTING STRUCTURE AS SHOWN IN THE PLANS. ANCHORAGES INTO THE EXISTING CONCRETE SHALL BE THE SIZE SHOWN IN THE PLANS AND SHALL BE CONNECTED IN ACCORDANCE WITH SECTION 509.04D(3) AND SUBSECTION 701.13 OF THE STANDARD SPECIFICATIONS, AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS FOR THE SYSTEM USED.

ALL COSTS TO CONNECT THE NEW REINFORCING AS SHOWN IN THE PLANS INCLUDING, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS SHALL BE INCLUDED IN THE QUANTITY FOR CLASS 'AA' CONCRETE.

TINING:

ALL NEWLY-POURED CONCRETE FOR EXPANSION AND CONSTRUCTION JOINT CUTBACKS SHALL BE TINED IN ACCORDANCE WITH 504.04(G) OF THE 1999 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL COSTS ASSOCIATED WITH TINING SHALL BE PAID FOR UNDER OTHER ITEMS OF WORK.

PAY ITEM NOTES

(1) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL AND ELASTOMERIC MORTAR (BRIDGES "A", "B", "C", "F" & "G"):

SEAL EXISTING EXPANSION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE EXPANSION MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS 701-18(A-B)09 AND 504-8(A-C)09.

BROKEN OR SPALLED CONCRETE SHALL BE REPAIRED AS SHOWN IN THE PLANS WITH ELASTOMERIC MORTAR IN ACCORDANCE WITH SUBSECTION 504.04C(2) OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL TAKE CARE NOT TO CUT INTO EXISTING DECK REINFORCING. ANY DAMAGE TO THE REINFORCING, EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS OR STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "EXPANSION DEVICE" AND THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

(2) REHABILITATED CONSTRUCTION JOINT SAW AND SEAL (BRIDGES "A", "B", "C", "D" & "E"):

SEAL EXISTING CONSTRUCTION JOINTS WITH BACKER ROD AND RAPID CURE JOINT SEALANT PLACED IN ACCORDANCE WITH SECTION 415 AND SUBSECTION 701.08G(1) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AS SHOWN IN THE PLANS.

THE CONTRACTOR SHALL TAKE CARE NOT TO CUT INTO EXISTING DECK REINFORCING OR STRUCTURAL STEEL, UNLESS IT IS SPECIFICALLY REQUESTED BY THE PLANS. ANY DAMAGE TO THE REINFORCING, EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS OR STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "RAPID CURE JOINT SEALANT".

(3) ELASTOMERIC MORTAR DECK REPAIR (BRIDGE "C"):

THIS REPAIR CONSISTS OF REMOVING AND REPLACING PORTIONS OF BROKEN OR SPALLED CONCRETE AS SHOWN IN THE PLANS WITH ELASTOMERIC MORTAR IN ACCORDANCE WITH SUBSECTION 504.04C(2) OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL TAKE CARE NOT TO CUT INTO EXISTING DECK REINFORCING. ANY DAMAGE TO THE REINFORCING, EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS OR STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

THE ACTUAL LOCATION AND EXTENT OF THE REPAIR SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAYMENT SHALL BE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

(4) SEALER CRACK PREPARATION (BRIDGE "C"):

SEALER CRACK PREPARATION WITH SEALER RESIN WILL BE APPLIED TO THE DRIVING SURFACE CRACKS AS SHOWN IN THE PLANS IN ACCORDANCE WITH SECTION 523 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

THE ACTUAL EXTENT OF THE REPAIR SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAYMENT SHALL BE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

ALL COSTS OF SEALING CRACKS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND PRICE BID PER GALLON OF "SEALER RESIN."

(5) CLASS B BRIDGE DECK REPAIR (BRIDGES "C" & "D"):

THIS REPAIR CONSISTS OF REMOVING AND REPLACING PORTIONS OF UNSOUND CONCRETE ON THE BRIDGE DECK DOWN TO THE BOTTOM MAT OF REINFORCING STEEL IN ACCORDANCE WITH SECTION 513.04 D(2) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

THE CONTRACTOR SHALL NOT REMOVE CONCRETE BELOW THE LEVEL SPECIFIED. IF SOUND CONCRETE IS NOT REACHED BY THIS LEVEL OF REPAIR, THE CONTRACTOR SHALL IMMEDIATELY REPORT THIS TO THE ENGINEER FOR FURTHER ACTION.

THE ACTUAL LOCATION AND EXTENT OF THE REPAIR TO BRIDGE "C" IS AS SHOWN IN THE PLANS. PAYMENT SHALL BE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

THE ACTUAL LOCATION AND EXTENT OF THE REPAIR TO BRIDGE "D" SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAYMENT SHALL BE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

THE EXISTING DECK REINFORCING STEEL SHALL BE CLEANED, STRAIGHTENED, AND LEFT IN PLACE. EXISTING NON-EPOXY COATED REINFORCING STEEL AND DECK AREAS EXPOSED MAY BE TREATED WITH CORROSION INHIBITOR. IF THE DIVISION ELECTS TO USE CORROSION INHIBITOR IT SHALL BE APPLIED ACCORDING TO THE SPECIAL PROVISIONS AND PAID FOR SEPARATELY PER UNIT PRICE BID FOR SQUARE YARD OF "(SP) CORROSION INHIBITOR (SURFACE APPLIED)".

ALL COSTS OF THE REPAIR INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "CLASS "B" BRIDGE DECK REPAIR".

(6) CLASS C BRIDGE DECK REPAIR (BRIDGE "D"):

THIS REPAIR CONSISTS OF REMOVING AND REPLACING PORTIONS OF UNSOUND CONCRETE ON THE BRIDGE DECK THE FULL DEPTH OF THE DECK IN ACCORDANCE WITH SECTION 513.04 D(3) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

THE CONTRACTOR SHALL USE THE APPROPRIATE FORM WORK FOR THE AREA OF REPAIR AS APPROVED BY THE DIVISION IN ACCORDANCE WITH SECTION 502 OF THE STANDARD SPECIFICATIONS.

THE ACTUAL LOCATION AND EXTENT OF THE REPAIR SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAYMENT SHALL BE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

THE EXISTING DECK REINFORCING STEEL SHALL BE CLEANED, STRAIGHTENED, AND LEFT IN PLACE. EXISTING NON-EPOXY COATED REINFORCING STEEL AND DECK AREAS EXPOSED MAY BE TREATED WITH CORROSION INHIBITOR. IF THE DIVISION ELECTS TO USE CORROSION INHIBITOR IT SHALL BE APPLIED ACCORDING TO THE SPECIAL PROVISIONS AND PAID FOR SEPARATELY PER UNIT PRICE BID FOR SQUARE YARD OF "(SP) CORROSION INHIBITOR (SURFACE APPLIED)".

ALL COSTS OF THE REPAIR INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "CLASS "C" BRIDGE DECK REPAIR".

(7) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL (BRIDGES "D", "E", "F" & "G"):

SEAL EXISTING EXPANSION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE EXPANSION MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS 701-18(A-B)09 AND 504-8(A-C)09.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "EXPANSION DEVICE".

(8) REHABILITATED EXPANSION JOINT WITH RAPID CURE (BRIDGE "D"):

SEAL EXISTING EXPANSION JOINTS WITH BACKER ROD AND RAPID CURE JOINT SEALANT PLACED IN ACCORDANCE WITH SECTION 415 AND SUBSECTION 701.08G(1) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AS SHOWN IN THE PLANS.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "RAPID CURE JOINT SEALANT".

(9) REHABILITATED CONSTRUCTION JOINTS AT ABUTMENTS / APPROACHES (MASTIC ASPHALT) (BRIDGES "D", "F" & "G"):

THE CONSTRUCTION JOINTS AT ABUTMENTS INDICATED IN THE PLANS SHALL BE SEALED WITH MASTIC ASPHALT JOINT MATERIAL AND RAPID CURE JOINT SEALANT AS SHOWN IN PLANS AND IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATION.

MASTIC ASPHALT JOINT MATERIAL MUST MEET THE PHYSICAL PROPERTIES AS FOLLOWS:

MASTIC BINDER	TEST METHOD	SPECIFICATIONS
PENETRATION @ 0 F (-18 C)	ASTM D-5329	10 DMM MINIMUM
PENETRATION @ 77 F (25 C)	ASTM D-5329	70 DMM MINIMUM
PENETRATION @ 140 F (65 C)	ASTM D-5329	85 DMM MINIMUM
FLOW # 140 F (60 C)	ASTM D-5329	3 DMM MAXIMUM
EXTENSION/ELONGATION	DAC	1000%
SOFTENING POINT (R&B)	ASTM D-36	180 F(82 C)MINIMUM
LOW TEMPERATURE FLEXIBILITY	DAC	PASS @ 0 F (-18 C)
ASPHALT COMPATIBILITY	ASTM D-5329	COMPLETE
SAFE HEATING TEMPERATURE	ASTM D-5167	400 F (204 C)MAXIMUM***
RECOMMENDED APPLICATION TEMPERATURE RANGE		390 -400 F (200-204 C)**
PROPERTIES AND CONDITIONS MAY CHANGE WITHOUT NOTICE.		

***TEMPERATURE OF PRODUCT MEASURED AT PAVEMENT SURFACE. USE MAXIMUM APPLICATION TEMPERATURE IN COOL WEATHER.

***PROLONGED HEATING AT OR ABOVE SAFE HEATING TEMPERATURE MAY SEVERELY DAMAGE PRODUCT. MINERAL AGGREGATE

SIEVE SIZE	1-1/2" (37.5 MM)	90% PASSING MINIMUM
SIEVE SIZE	1" (25 MM)	80% PASSING MINIMUM
SIEVE SIZE	1/2" (12.5 MM)	50% PASSING MINIMUM

THE RAPID CURE JOINT SEALANT SHOULD BE APPLIED TO A DEPTH NEEDED TO BRING IT LEVEL WITH THE FINISHED ROADWAY AND HAVE A MINIMUM THICKNESS OF 3/8".

ALL COSTS OF MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS SHOWN INCLUDING THE USE OF "RAPID CURE JOINT SEALANT" OVER THE MASTIC ASPHALT IN ORDER TO PRESERVE THE APPLICATION OF "MASTIC" SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC FOOT OF "MASTIC ASPHALT JOINT MATERIAL."

(10) REHABILITATED CONSTRUCTION JOINT WITH ELASTOMERIC MORTAR, SAW AND SEAL (BRIDGE "E"):

REHABILITATE EXISTING CONSTRUCTION JOINT BY REBUILDING THE JOINT WITH ELASTOMERIC MORTAR AND SAWING AND SEALING WITH BACKER ROD AND RAPID CURE JOINT SEALANT PLACED IN ACCORDANCE WITH SECTION 415 AND SUBSECTION 701.08G OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AS SHOWN IN THE PLANS. ENSURE THAT NEW ELASTOMERIC MORTAR MATCHES GRADE WITH SURFACE CONCRETE OR ASPHALT OVERLAY.

THE CONTRACTOR SHALL TAKE CARE NOT TO CUT INTO EXISTING DECK REINFORCING OR STRUCTURAL STEEL, UNLESS IT IS SPECIFICALLY REQUESTED BY THE PLANS. ANY DAMAGE TO THE REINFORCING, EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS OR STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "RAPID CURE JOINT SEALANT" AND THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

(11) FLOOD COATING TREATMENT (BRIDGES "F" & "G"):

A FLOOD COAT DECK SEAL SHALL BE APPLIED TO THE DRIVING SURFACE OF THE BRIDGE DECK, APPROACH SLABS, AND THE VERTICAL FACE OF THE PARAPET UP TO 1'-0" ABOVE THE BRIDGE DECK AT THE BRIDGE LOCATIONS LISTED BELOW. THE CONTRACTOR MUST PROTECT ALL TRAFFIC STRIPING FROM THE FLOOD COAT DECK SEAL. ANY TRAFFIC STRIPING RENDERED INEFFECTIVE OR DAMAGED DURING THE FLOOD COAT SEAL APPLICATION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR MUST PREVENT THE FLOOD COAT DECK SEAL FROM PENETRATING ANY JOINT THAT HAS BEEN SEALED WITH SILICONE. IF FLOOD COAT DECK SEAL PENETRATES ANY SILICONE JOINT THE CONTRACTOR, AT HIS OWN EXPENSE, WILL BE REQUIRED TO:

- 1) AFTER BULK CURE, REMOVE ALL FLOOD COAT DECK SEAL FROM THESE JOINTS.
- 2) REMOVE AND REPLACE THE SILICONE JOINT SEALANT.

THE APPLICATION OF THE FLOOD COAT SHALL BE IN ACCORDANCE WITH SECTION 523.04E OF THE STANDARD SPECIFICATION AND SHALL BE PERFORMED ONLY AFTER ALL OTHER WORK IS COMPLETE.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF "DECK AREA SEALED (FLOOD COATS)".

MULTIPLE LOCATIONS		DIVISION TWO	
Design	N/A	N/A	N/A
Detail	TEE	3/16	
Check	N/A	N/A	
Squad Engr:	HENSLLEY DEFRANCO		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
JOB/PIECE NO.	31697(04)		SHEET NO. AB01

GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (SHEET 1 OF 2)(BRIDGE)