

REVISIONS		
REV. NO.	DESCRIPTION	DATE
△	ADD NOTES	7/27/16

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": FAP NO. I-40-6(40)239 & BPMY-NBIP(365)3B, I-40 WB OVER US-62 IN OKMULGEE COUNTY
BRIDGE "B": FAP NO. I-40-6(40)239 & BPMY-NBIP(365)3B, I-40 EB OVER US-62 IN OKMULGEE COUNTY
BRIDGE "C": FAP NO. I-40-6(44)239, I-40 WB OVER WOLF CREEK IN OKMULGEE COUNTY
BRIDGE "D": FAP NO. I-40-6(44)239, I-40 EB OVER WOLF CREEK IN OKMULGEE COUNTY
BRIDGE "E": SAP NO. 68(70), SH-64D OVER US-64 IN SEQUOYAH 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 PARAPETRAIL 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 CONSTRUCTION JOINT SAW AND SEAL (BRIDGES "A", "B", "C" & "D"):

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".

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

EXISTING FINGER TYPE EXPANSION JOINTS ON THE AFFECTED BRIDGES HAVE PREVIOUSLY BEEN RETROFITTED WITH ANGLES AND SEALED WITH ELASTOMERIC MORTAR AND RAPID CURE JOINT SEALANT.

AREAS OF FINGER JOINT THAT HAVE LOST PREVIOUS ELASTOMERIC MORTAR REPAIR WILL BE REAPPLIED. RESEAL EXPANSION JOINTS AS SHOWN IN THE PLANS WITH BACKER ROD AND RAPID CURE JOINT SEALANT PLACED IN ACCORDANCE WITH SECTION 415 AND SUBSECTIONS 504.04C(2) AND 701.08G 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" AND THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

(3) REHABILITATED CONSTRUCTION JOINT (BRIDGES "A", "B", "C" & "D"):

THIS WORK CONSISTS OF REPLACING THE EXISTING CONSTRUCTION JOINT AT THE LOCATION INDICATED. REMOVE THE DECK TWO FEET EACH SIDE OF THE JOINT. CLEAN AND STRAIGHTEN THE EXISTING LONGITUDINAL REINFORCING STEEL IN ACCORDANCE WITH SUBSECTION 513.04D(3) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. NEW CONCRETE SHALL BE CLASS AA CONCRETE AND THE NEW REINFORCING SHALL BE GRADE 60 EPOXY-COATED REINFORCING STEEL.

ANY DAMAGE TO THE EXISTING BEAMS, COVER PLATES, SHEAR CONNECTORS AND STRUCTURAL BRACING DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

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)".

MECHANICAL SPLICES FOR JOINING THE REINFORCING STEEL MAY BE CONSIDERED FOR USE WITH THE APPROVAL OF THE ENGINEER.

ALL COSTS FOR THE REPLACEMENT OF THE CONSTRUCTION JOINT INCLUDING EQUIPMENT, MATERIAL, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE" AND THE UNIT PRICE BID PER POUND OF "EPOXY COATED REINFORCING STEEL".

ALL COSTS OF SEALING NEW CONSTRUCTION JOINTS AT COLD POUR LOCATIONS AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND PRICE BID PER GALLON OF "SEALER RESIN".

THE SEALING OF THE PARAPETS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "RAPID CURE JOINT SEALANT".

(4) REPAIR OF DELAMINATED AND SPALLED CONCRETE (BRIDGES "A" & "B"):

THE EAST PIER CAP & BOTH ABUTMENTS CONTAIN DELAMINATED AND/OR SPALLED CONCRETE WHICH SHALL BE REPAIRED WITH PNEUMATICALLY PLACED MORTAR.

THE ACTUAL LOCATION AND EXTENT OF REPAIRS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE REPAIR AREAS SHALL BE CLEANED OF ALL DELAMINATED OR LOOSE CONCRETE AND DEBRIS LEAVING ONLY SOUND CONCRETE.

THE REMOVAL OF ALL DELAMINATED OR LOOSE CONCRETE AND DEBRIS SHALL BE ACCOMPLISHED WITH HAND TOOLS ONLY. POWER TOOLS WILL NOT BE ALLOWED WITHOUT APPROVAL OF THE ENGINEER, AND WILL ONLY BE USED WHEN HAND TOOLS PROVE INCAPABLE OF REMOVING ALL DETERIORATED CONCRETE. SHOULD POWER TOOLS BE NECESSARY, POWER TOOLS SHALL BE OF SUCH SIZE APPROVED BY THE ENGINEER SUCH THAT THEIR USE DOES NOT CAUSE DAMAGE TO THE SOUND CONCRETE.

THE CLEANED AREAS SHALL BE REPAIRED WITH PNEUMATICALLY PLACED MORTAR IN A MANNER APPROVED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 521 OF THE STANDARD SPECIFICATIONS. PRIOR TO MORTAR APPLICATION, BLAST CLEAN THE CONCRETE SURFACE AND EXPOSED REINFORCING STEEL FREE OF DEBRIS AND CORROSION.

ONCE THE EXISTING NON-EPOXY COATED REINFORCING STEEL HAS BEEN CLEANED AND STRAIGHTENED IT SHALL BE LEFT IN PLACE AND MAY BE TREATED WITH A 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)".

THE MORTAR SHALL THEN BE BUILT UP TO MATCH THE ORIGINAL LINES AND GRADES OF THE CONCRETE COMPONENT BEING REPAIRED.

ALL COSTS NECESSARY TO COMPLETE THE WORK AS SPECIFIED OR AS SHOWN IN THE PLANS INCLUDING THE COST OF MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF "PNEUMATICALLY PLACED MORTAR".

(5) REHABILITATED CONSTRUCTION JOINT WITH PREFORMED SILICONE FOAM JOINT (BRIDGES "A", "B", "D" & "E"):

SEAL EXISTING CONSTRUCTION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE FOAM JOINT MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISION 504-X(A)-C(9).

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 "PREFORMED SILICONE FOAM JOINT".

(6) VOIDS UNDER BRIDGE SEAT (BRIDGES "C" & "D"):

THERE ARE VOIDS UNDER THE ABUTMENT BRIDGE SEAT AT THE NORTHWEST CORNER OF THE WEST ABUTMENT ON BRIDGE "C" AND AT BOTH ABUTMENTS ON BRIDGE "D". AN APPROXIMATE AMOUNT OF CLSM BACKFILL MATERIAL IS GIVEN TO FILL THE VOIDS AS NOTED IN THE PLANS IN A MANNER APPROVED BY THE ENGINEER.

ALL COSTS OF FILLING THE VOIDS WITH CLSM INCLUDING MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARDS OF "CLSM BACKFILL".

(7) REHABILITATED EXPANSION JOINT WITH SEALED EXPANSION JOINT (BRIDGE "D"):

THIS WORK CONSISTS OF REPLACING THE EXISTING EXPANSION JOINTS AT THE ABUTMENTS INDICATED. REMOVE THE DECK TWO FEET EACH SIDE OF THE JOINT. CLEAN AND STRAIGHTEN THE EXISTING LONGITUDINAL REINFORCING STEEL IN ACCORDANCE WITH SUBSECTION 513.04D(3) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. NEW CONCRETE SHALL BE CLASS AA CONCRETE AND THE NEW REINFORCING SHALL BE GRADE 60 EPOXY-COATED REINFORCING STEEL.

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.

INSTALLATION OF THE SEALED EXPANSION JOINT SHALL BE IN ACCORDANCE WITH STANDARDS EJ-SQ, EJ-SK AND EJ-DTL, AND SUBSECTION 504.04C(1) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AS SHOWN IN THE PLANS.

MECHANICAL SPLICES FOR JOINING THE REINFORCING STEEL MAY BE CONSIDERED FOR USE WITH THE APPROVAL OF THE ENGINEER.

ALL COSTS FOR THE REPLACEMENT OF THE EXPANSION JOINT INCLUDING EQUIPMENT, MATERIAL, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALED EXPANSION JOINT", THE PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE", AND THE UNIT PRICE BID PER POUND OF "EPOXY COATED REINFORCING STEEL".

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 SEALING CONSTRUCTION JOINTS AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND PRICE BID PER GALLON OF "SEALER RESIN".

(8) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL (BRIDGE "E"):

SEAL EXISTING EXPANSION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE EXPANSION MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS 701-18(A)-B(9) AND 504-8(A)-C(9).

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".

(9) FLOOD COATING TREATMENT (BRIDGE "E"):

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)".

△ (10) CLASS B BRIDGE DECK REPAIR: (BRIDGE "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 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".

△ (11) CLASS C BRIDGE DECK REPAIR: (BRIDGE "C" & "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".

MULTIPLE LOCATIONS		DIVISION ONE		Desgn	N/A	N/A
				Detail	TEE	3/16
				Check	TEE	6/16
				Suppt	HENSLEY	
				Fig:	DEFRANCO	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		31694(04)		SHEET NO. A801