

DESCRIPTION	REVISIONS	DATE
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GENERAL NOTES

SPECIFICATIONS:

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

DESCRIPTION OF WORK:

THIS PROJECT CONSISTS OF THE FOLLOWING WORK AS SHOWN IN THE PLANS:
 REPLACEMENT OF BRIDGE DECK AND TRAFFIC RAILS
 REPLACEMENT OF ALL BEARINGS
 REPLACEMENT OF APPROACH SLABS
 REPAIR OF CRACKS IN SUBSTRUCTURE
 REPAIR OF SPALLING/DELAMINATION OF SUBSTRUCTURE
 REPLACEMENT OF PIER CAPS AND COLUMNS
 REPAIR/REPLACEMENT OF SLOPE PAVEMENT

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 CONNECT TO THE NEW MATERIAL AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.

THE STATIONING ON THE PLANS IS BASED ON THE STATIONING ON THE EXISTING BRIDGE CONSTRUCTION PLANS. THE CONSTRUCTION PLANS FOR THE EXISTING BRIDGE STRUCTURE MAY BE OBTAINED FROM THE REPRODUCTION BRANCH OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, FEDERAL AID PROJECT NO. I-244-2(115)096.

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

CLEANING OF DEBRIS:

THE CONTRACTOR SHALL REMOVE ALL DEBRIS FROM THE TOPS OF BRIDGE SEATS. ALL COST TO CLEAN THE DEBRIS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

EXPOSURE OF DETERIORATED STEEL:

IF ANY DETERIORATED STRUCTURAL STEEL IS EXPOSED DURING SAND BLASTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE ENGINEER WHO IN TURN SHALL NOTIFY THE BRIDGE ENGINEER AS TO THE EXTENT OF THE DAMAGE. THE BRIDGE ENGINEER SHALL DETERMINE IF ANY REPAIRS ARE NECESSARY AND IF SO, WHAT METHOD OF REPAIR SHALL BE USED.

CONCRETE:

PROVIDE ALL PEDESTAL CONCRETE EDGES WITH A 3/4" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. PROVIDE ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE WITH A 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. USE SIZED LUMBER FOR ALL CHAMFER STRIPS.

CONCRETE FOR SUPERSTRUCTURE INCLUDING PROPOSED DECK SLAB, APPROACH SLABS AND PARAPETS SHALL BE CLASS "AA", $f_c = 4,000$ PSI MINIMUM STRENGTH AT 28 DAYS. CONCRETE FOR PIER REPLACEMENTS AND SLOPEWALLS SHALL BE CLASS "A" CONCRETE, $f_c = 3,000$ PSI MINIMUM STRENGTH AT 28 DAYS. EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

ANCHORAGE INTO EXISTING CONCRETE:

FOR ALL REINFORCING TO BE ANCHORED INTO THE EXISTING ABUTMENTS, INCLUDING ANCHOR BOLTS FOR THE NEW BEARING ASSEMBLIES, THE CONTRACTOR SHALL USE AN ANCHORAGE SYSTEM THAT HAS BEEN APPROVED BY ODOT'S MATERIAL DIVISION. FOR EMBEDMENT OF REINFORCING STEEL THE ANCHORAGE SYSTEM SHALL BE CAPABLE OF DEVELOPING THE FULL STRENGTH OF THE REINFORCING STEEL THAT IS TO BE ANCHORED. THE EMBEDMENT DEPTHS SHOWN ON THE PLANS ARE TO BE ADJUSTED TO MEET THE MANUFACTURER'S REQUIREMENTS. ANCHORAGES SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 509.04.D(3) OF THE STANDARD SPECIFICATIONS AND THE MANUFACTURER'S SPECIFICATIONS IN A MANNER APPROVED BY THE ENGINEER.

DRILLING INTO THE EXISTING CONCRETE TO INSTALL THE ANCHORAGES SHALL BE ACCOMPLISHED WITHOUT CUTTING THE EXISTING CONCRETE REINFORCING STEEL BARS. PRIOR TO DRILLING, THE CONTRACTOR SHALL LOCATE AND MARK THE EXISTING CONCRETE REINFORCING STEEL BARS WITH NONDESTRUCTIVE TOOLS, EQUIPMENT AND METHODS APPROVED BY THE ENGINEER. IF EXISTING REINFORCING BARS ARE ENCOUNTERED DURING DRILLING, THE DRILLING SHALL CEASE AND THE HOLE SHALL BE GROUTED. THE HOLE SHALL BE RELOCATED TO CLEAR THE EXISTING STEEL BARS. ANY ADJUSTMENT IN THE LOCATIONS OF THE NEW CONCRETE REINFORCING STEEL BARS FROM THE PLAN LOCATIONS SHOWN SHALL BE THE MINIMUM AMOUNT NECESSARY TO AVOID CUTTING THE EXISTING CONCRETE REINFORCING STEEL BARS AND SHALL BE APPROVED BY THE ENGINEER.

ALL COST TO ANCHOR THE NEW REINFORCING STEEL BARS INTO THE EXISTING BRIDGE AS SPECIFIED OR AS SHOWN IN THE PLANS INCLUDING THE COST OF LOCATING THE EXISTING CONCRETE REINFORCING STEEL BARS, DRILLING, REPAIRING FLAWED DRILL HOLES, ADJUSTING THE LENGTH OF THE NEW REINFORCING STEEL ANCHORAGES AS PER THE ANCHORAGE MANUFACTURER OR THE STANDARD SPECIFICATIONS, ANCHORING INTO THE EXISTING CONCRETE, MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHOWN IN THE PLANS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

CONCRETE DECK FINISHING:

BRIDGE DECK FOR THIS PROJECT IS TO BE FINISHED WITH A MECHANICAL TYPE FINISHING MACHINE. OVERHANGS SHALL BE HAND FINISHED WITH SUPPORTS FOR FINISHING MACHINE PLACED OVER EXTERIOR BEAMS. OVERHANGING SLAB FORMS WILL BE REQUIRED TO BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE FINISHING MACHINE AND FRESH CONCRETE WITHOUT TWISTING OR ROLLING THE BEAMS. CONTRACTOR SHALL ADEQUATELY BRACE THE BEAMS AND FORMS SUCH THAT ROTATION OF THE BEAMS AND FORMS IS PREVENTED BY USING SUCH MEANS AS TEMPORARY DIAPHRAGMS, BRACING THE OVERHANG FORMS TO THE BOTTOM FLANGE OF THE EXTERIOR GIRDER BRACED TO THE TOP FLANGE OF THE ADJACENT INTERIOR GIRDERS, OR ANY OTHER MEANS NECESSARY TO PROVIDE THE REQUIRED GRADE AND ALIGNMENT. PRIOR TO FINISHING OPERATIONS, A PROPOSAL STIPULATING THE TYPE OF FINISHING MACHINE, THE FINISHING PROCEDURES, AND BRACING DESIGN AND METHODS SHALL BE SUBMITTED TO THE ENGINEER. THIS PROPOSAL SHALL SET FORTH ANY AREAS IN WHICH A MECHANICAL FINISHER CANNOT BE USED AND THE METHODS FOR FINISHING THESE AREAS. NO DECK CONCRETE SHALL BE PLACED UNTIL THIS PROPOSAL IS APPROVED BY THE ENGINEER.

DECK SLAB:

EPOXY-COAT OR GALVANIZE STEEL ITEMS USED TO FACILITATE CONSTRUCTION, SUCH AS DECK FORM HANGERS, TY-BAR CLIPS, INSERT WELD ANCHORS, OR OTHER APPURTENANCES, THAT WILL REMAIN IN PLACE IN THE DECK SLAB. EPOXY-COAT IN ACCORDANCE WITH AASHTO M284 OR GALVANIZE IN ACCORDANCE WITH AASHTO M111.

IN THE EVENT OF AN EMERGENCY, HALT THE PLACEMENT OF CONCRETE BY FORMING A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC OR AS DIRECTED BY THE ENGINEER. DO NOT PLACE ANY HEAVY EQUIPMENT ON THE FINISHED DECK SLAB WITHIN 5' OF ANY CONSTRUCTION JOINT UNTIL CONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELAPSED SINCE CONCRETE PLACEMENT.

SEAL ALL DECK SLAB TRANSVERSE AND LONGITUDINAL CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS EXCEPT FOR THE SAWED AND SEALED CONSTRUCTION JOINTS BETWEEN THE APPROACH SLABS AND DECK SLAB. INCLUDE ALL COST OF EQUIPMENT AND LABOR FOR THE INSTALLATION OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER CRACK PREPARATION". INCLUDE ALL COST OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER RESIN". THE DEPARTMENT WILL NOT MEASURE THE PREPARATION AND SEALER OF EMERGENCY CONSTRUCTION JOINTS FOR PAYMENT

DECK HAUNCHES:

PLAN QUANTITY FOR CLASS AA CONCRETE INCLUDES 8.7 CUBIC YARDS FOR BRIDGE "A" AND 2.5 CUBIC YARDS FOR BRIDGE "B" HAUNCHES OVER STEEL BEAMS BETWEEN THE END DIAPHRAGMS.

CLSM BACKFILL:

CLSM BACKFILL SHALL BE PLACED BELOW THE PROPOSED APPROACH SLABS AS SHOWN ON THE PLANS. EXCAVATE 1'-0" BELOW THE BOTTOM OF THE PROPOSED APPROACH SLAB, AND COMPACT THE SUBGRADE TO THE SATISFACTION OF THE ENGINEER. PLACE CLSM BACKFILL IN THE EXCAVATION BEHIND THE ABUTMENTS TO THE BOTTOM OF THE PROPOSED APPROACH SLAB.

ALL COSTS OF EXCAVATION AT THE AREAS OF THE NEW APPROACH SLABS TO 1' BELOW THE BOTTOM OF THE NEW APPROACH SLABS, PLACING CLSM BACKFILL BELOW THE NEW APPROACH SLABS INCLUDING COMPACTION OF SUBGRADE, MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD OF "CLSM BACKFILL".

SLOPE WALL (4"):

ITEM "SLOPE WALL (4")" INCLUDES REPLACING 90 SY OF SLOPE WALL AT THE BASE OF PIER NO. 1 OF BRIDGE "A" AND REPLACING 80 SY OF SLOPE WALL AT ABUTMENT NO. 3 OF BRIDGE "B". THE LIMITS AND EXTENTS OF SLOPE WALL TO BE REPLACED AT BOTH LOCATIONS SHALL BE DETERMINED BY THE ENGINEER. COSTS TO REMOVE AND DISPOSE THE EXISTING SLOPE WALLS AT AREAS WHERE THEY ARE TO BE REPLACED SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "SLOPE WALL (4)".

FALL PROTECTION SYSTEM:

THE CONTRACTOR IS REQUIRED TO PROVIDE A FALL PROTECTION SYSTEM TO PROTECT I-444 TRAFFIC FROM BRIDGE DECK DEBRIS DUE TO CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL SUBMIT DETAILS OF PROPOSED FALL PROTECTION SYSTEM FOR REVIEW AND ACCEPTANCE. ALL DETAILS AND CALCULATIONS SHALL BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. THE FALL PROTECTION SYSTEM SHALL BE DESIGNED SO AS NOT TO REDUCE THE EXISTING VERTICAL CLEARANCE MEASURED FROM THE BOTTOM CHORD OF THE EXISTING BEAMS TO THE SURFACE OF I-444. THE CONTRACTOR SHALL VERIFY THE EXISTING VERTICAL CLEARANCE PRIOR TO THE DESIGN AND SUBMITTAL OF THE FALL PROTECTION SYSTEM DETAILS. NO WORK ON THE BRIDGE DECK SHALL BEGIN UNTIL THE THE FALL PROTECTION SYSTEM IS INSTALLED ACCORDING TO THE APPROVED PLANS.

ALL COSTS INCLUDING DESIGN, MATERIALS, INSTALLATION, MAINTENANCE OF FALL PROTECTION SYSTEM DURING CONSTRUCTION OPERATIONS, REMOVAL OF FALL PROTECTION SYSTEM SUBSEQUENT TO DECK CONSTRUCTION OPERATIONS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE".

PRICE BID PER CUBIC YARD OF "CLASS AA CONCRETE" SHALL INCLUDE TEMPORARY VERTICAL CLEARANCE SIGNAGE AS DIRECTED BY THE ENGINEER. THE TEMPORARY VERTICAL CLEARANCE SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL REMAIN IN PLACE UNTIL INSTALLATION OF THE PERMANENT VERTICAL CLEARANCE SIGNS BY ODOT.

FALSEWORK JACKING:

ITEM "(PL) FALSEWORK JACKING" SHALL CONSIST OF PROVIDING TEMPORARY SUPPORT OF THE EXISTING BEAMS FOR THE REPLACEMENT OF PIER CAPS, COLUMNS AND BEARING ASSEMBLIES. POSITIVE SUPPORT IS REQUIRED TO STABILIZE INDIVIDUAL ELEMENTS IN THE ASSEMBLY AS WELL AS STABILIZE THE ASSEMBLY AS A UNIT. THE CONTRACTOR IS TO PROVIDE AN ADEQUATE NUMBER OF JACKS IN THE JACKING ASSEMBLY TO PREVENT ANY DAMAGE FROM OCCURRING TO THE BRIDGE IN THE EVENT OF A FAILURE OF A SINGLE JACK.

JACKS SHALL HAVE A RATED CAPACITY OF AT LEAST ONE AND ONE-HALF TIMES THE CALCULATED LOAD. THE CONTRACTOR'S ENGINEER SHALL DETERMINE THE CALCULATED LOAD AND INCLUDE PROVISIONS FOR THE STRUCTURE SELF-WEIGHT AND HIGHWAY LOAD (IF APPLICABLE) INCLUDING IMPACT. ALL FALSEWORK TO BE USED FOR THIS PROJECT SHALL BE DESIGNED, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN OKLAHOMA. THE SIGNED AND SEALED FALSEWORK DRAWINGS SHALL BE SUBMITTED TO THE STATE BRIDGE DIVISION FOR APPROVAL. FALSEWORK CONSTRUCTION MAY BEGIN ONLY AFTER THE BRIDGE DIVISION APPROVES OF THE WORKING DRAWINGS. ALL COSTS INCLUDING FALSEWORK DESIGN, SUBMITTAL OF WORKING DRAWINGS FOR APPROVAL, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM "(PL)FALSEWORK JACKING".

REPAIR OF CRACKS:

THE EXISTING SUBSTRUCTURE UNITS HAVE APPROXIMATELY 107 L.F. OF CRACKS AS SHOWN ON THE PLANS THAT SHALL BE CLEANED AND INJECTED WITH EPOXY. AN ADDITIONAL 15 L.F. FOR BRIDGE "A" AND 10 L.F. FOR BRIDGE "B" HAS BEEN INCLUDED TO BE USED AS DIRECTED IN THE FIELD BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 520 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "PREPARATION OF CRACKS ABOVE WATER" AND THE PRICE BID PER GALLON OF "EPOXY RESIN ABOVE WATER".

PNEUMATICALLY PLACED MORTAR:

ITEM "PNEUMATICALLY PLACED MORTAR" CONSISTS OF REPAIRING THE EXISTING BRIDGE SUBSTRUCTURE IN AREAS AS SHOWN IN THE PLANS AND AS DETERMINED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 521 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. AN ADDITIONAL 15 SY FOR BRIDGE "A" AND 5 SY FOR BRIDGE "B" HAS BEEN INCLUDED TO BE USED AS DIRECTED IN THE FIELD BY THE ENGINEER. SHOULD POWER TOOLS BE NECESSARY FOR REMOVAL OF LOOSE CONCRETE, POWER TOOLS SHALL BE OF SUCH SIZE THAT THEIR USE DOES NOT CAUSE DAMAGE TO THE SOUND CONCRETE. ANY DAMAGE DONE TO THE EXISTING REINFORCING STEEL DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. ANY DETERIORATED REINFORCING STEEL WITH A SECTION LOSS GREATER THAN 50%, AS DETERMINED BY THE ENGINEER, SHALL BE REPORTED TO THE BRIDGE ENGINEER FOR REMEDIAL ACTION. PRIOR TO MORTAR APPLICATION, BLAST CLEAN THE CONCRETE SURFACE AND REINFORCING STEEL FREE OF DEBRIS AND CORROSION. APPLY PNEUMATICALLY PLACED MORTAR TO REPLACE DETERIORATED CONCRETE. BUILD UP MORTAR TO MATCH THE ORIGINAL LINES AND GRADES OF THE SUBSTRUCTURE.

THE CONTRACTOR MAY PROPOSE AND USE AS AN ALTERNATE ONE OF THE FOLLOWING REPAIR METHODS:

- (1) CAST-IN-PLACE CONCRETE
- (2) PRE-PLACED AGGREGATE CONCRETE
- (3) FORMED AND PUMPED CONCRETE AND MORTAR
- (4) TROWELLING AND DRY-PACKING OF REPAIR MORTAR

THE CONTRACTOR SHALL SUBMIT A PROPOSED WORK PLAN OF THE REPAIR METHOD TO BE USED TO THE ENGINEER FOR HIS APPROVAL. THE WORK PLAN SHOULD INCLUDE SURFACE PREPARATION METHODS, PATCHING MATERIAL, BONDING AGENTS, MATERIAL PLACING METHODS, AND FINISHING METHODS. THE CONTRACTOR SHALL TEST REPAIR METHOD PRIOR TO COMMENCEMENT OF THE WORK. FAULTY REPAIRS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "PNEUMATICALLY PLACED MORTAR".

(SP) CORROSION INHIBITOR (SURFACE APPLIED):

ITEM "(SP) CORROSION INHIBITOR (SURFACE APPLIED)" CONSISTS OF APPLYING A CORROSION INHIBITOR TO SPALLED/DELAMINATED CONCRETE AREAS ON THE ABUTMENTS PRIOR TO PATCHING WITH PNEUMATICALLY PLACED MORTAR. CORROSION INHIBITOR SHALL BE APPLIED TO ALL SURFACE AREAS WITHIN ONE FOOT OF REPAIR AREAS AND SHALL BE COMPATIBLE WITH THE PROPOSED SPECIAL CONCRETE FINISH. AN ADDITIONAL 20 SY FOR BRIDGE "A" AND 5 SY FOR BRIDGE "B" HAS BEEN INCLUDED TO BE USED AS DIRECTED IN THE FIELD BY THE ENGINEER.

ALL COSTS FOR APPLICATION OF THE CORROSION INHIBITOR INCLUDING LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "(SP) CORROSION INHIBITOR (SURFACE APPLIED)".

PAINTING EXISTING STRUCTURES:

ALL OF THE FOLLOWING SURFACES OF THE EXISTING STRUCTURAL STEEL ON THE BRIDGE "A" AND "B" SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH SECTION 512 OF THE STANDARD SPECIFICATIONS USING CATEGORY "E" APPLICATION: TOP AND SIDES OF TOP FLANGE OF ALL BEAMS, DIAPHRAGMS AND LOCALIZED AREAS OF EXISTING BEAMS AND DIAPHRAGMS AS DIRECTED BY THE ENGINEER. SSPC CP-2 CERTIFICATION WILL NOT BE REQUIRED. THE EXISTING PAINT SYSTEMS OF THE BRIDGE MAY CONTAIN LEAD PAINT. THE CONTRACTOR NEED ONLY APPLY THE FIRST COAT OR PRIME COAT TO THE TOP FLANGE OF ALL BEAMS. IN ADDITION, THE CONTRACTOR, AT HIS OPTION, MAY USE A CATEGORY "O" PRIMER. ALL LOOSE MATERIAL AND RUST MUST FIRST BE REMOVED FROM THE TOP FLANGE AND PRIMER COAT MUST MEET OSHA SLIP REQUIREMENTS. THE COLOR OF THE PAINT SHALL MATCH THE COLOR OF THE PAINT ON THE EXISTING BRIDGE. ALL COSTS NECESSARY TO COMPLETE THE WORK AS SPECIFIED OR AS SHOWN IN THE PLANS INCLUDING THE COST OF MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LUMP SUM OF "PAINTING EXISTING STRUCTURES" PLUS THE UNIT PRICE BID PER LUMP SUM OF "COLLECTION AND HANDLING OF WASTE".

2ND STREET AND RAMP OVER I-444

DESIGN	JSH	11-15	OKLAHOMA DEPARTMENT OF TRANSPORTATION GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE) SHEET 1 OF 3 STATE JOB NO. 28865(04) SHEET NO. 5 TULSA CO. 2ND STREET
DRAWN	MRM	11-15	
CHECKED	LWN	3-16	
APPROVED			
SQUAD	TT		