

**BRIDGE 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.

**VERIFICATION OF EXISTING CONDITIONS -**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY UNDERSTANDING THE NATURE OF THE WORK AND CONDITIONS UNDER WHICH THE WORK WILL BE PERFORMED. ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO CONNECT THE NEW MATERIAL AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.

THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE EXISTING BRIDGE AND 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.

**EXISTING PLANS -**

THE EXISTING STRUCTURE WAS ORIGINALLY CONSTRUCTED AS PART OF FEDERAL AID PROJECT NO. I-444-2(254)096. PLANS OF THIS PROJECT ARE AVAILABLE FROM THE OKLAHOMA DEPARTMENT OF TRANSPORTATION TECHNOLOGY SERVICES PLANS SECTION, 200 N.E. 21ST STREET, OKLAHOMA CITY, OKLAHOMA, 73105.

**DEBRIS REMOVAL -**

REMOVE ALL DEBRIS FROM THE EXISTING ABUTMENT SEATS. INCLUDE ALL COSTS TO REMOVE AND DISPOSE OF THE DEBRIS IN OTHER ITEMS OF WORK.

**CONCRETE -**

ALL PEDESTAL CONCRETE EDGES SHALL HAVE A  $\frac{3}{4}$ " CHAMFER. ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE SHALL HAVE A  $1\frac{1}{2}$ " CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE SHALL HAVE A  $\frac{3}{4}$ " CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

**STRUCTURAL STEEL -**

PROVIDE STRUCTURAL STEEL FOR PLATE GIRDER AND ALL STIFFENER PLATES IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50WT2 (WEATHERING STEEL, NON FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2). USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018 OR 1020. PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

CAMBER BEAMS TO ACCOUNT FOR VERTICAL CURVE AND DEAD LOAD DEFLECTION. PROVIDE STRUCTURAL STEEL FOR CHANNEL DIAPHRAGMS AND GUSSET PLATES IN CONFORMANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). USE BOLTS CONFORMING TO AASHTO M164 (ASTM A325). PROVIDE ALL BOLTS, NUTS, WASHERS AND WELDING WITH WEATHERING CHARACTERISTICS.

STRUCTURAL STEEL FOR ANCHOR PLATES, BUILT-UP CONTACT ANGLES, AND CONTINUOUSLY THREADED ANCHOR BOLTS SHALL CONFORM TO AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). HEX NUTS SHALL CONFORM TO AASHTO M291 (ASTM A563). WASHERS SHALL CONFORM TO AASHTO M293 (ASTM F436), TYPE 3. ANCHOR BOLT ASSEMBLIES SHALL BE GALVANIZED, AND ALL OTHER STEEL PARTS COMPRISING THE BEARING ASSEMBLIES SHALL BE PAINTED WITH THE IZ-E-U PAINT SYSTEM.

**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.

THE DECK SLAB SHALL BE POURED IN ACCORDANCE WITH THE DECK SLAB POURING SEQUENCE DIAGRAM. 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 FEET 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 CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS. INCLUDE ALL COST OF THE 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 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.

**BRIDGE GENERAL NOTES (CONT.)****STAY-IN-PLACE DECK FORMS -**

STAY-IN-PLACE DECK FORMS ARE NOT ALLOWED.

**BEAM BRACING FOR DECK SLAB PLACEMENT -**

SUBMIT DRAWINGS OF THE BRACING SYSTEM TO THE BRIDGE ENGINEER FOR APPROVAL. BRACING SYSTEMS OTHER THAN SHOWN IN THE PLANS MAY BE USED IF WORKING DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SYSTEM ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL. DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SYSTEM SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. NO DECK SLAB CONCRETE SHALL BE PLACED UNTIL BRACING SYSTEM IS APPROVED. ALL COST FOR BRACING AND FORMWORK SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

CANTILEVER FORMING BRACKETS SHALL BE USED AT EXTERIOR GIRDERS TO PREVENT GIRDER TWIST. ALL CANTILEVER FORMING BRACKETS SHALL BE ADJUSTABLE AND CAPABLE OF BEING ADJUSTED DURING THE PLACEMENT OF DECK SLAB CONCRETE IN ORDER TO MAINTAIN PROPER GRADES AT THE OVERHANG. PROVIDE A METHOD TO PREDICT THE CRUSH AND SETTLEMENT OF SHIMS, IF USED, FOR ADJUSTMENT OF THE FORMING BRACKETS TO THE BRIDGE ENGINEER. THE RESULTING FORCE OF THE LEG BRACE OF THE CANTILEVER BRACKETS SHALL BEAR ON THE WEB AND WITHIN 6 INCHES OF THE BOTTOM FLANGE OF THE GIRDERS.

**WATER REPELLENT TREATMENT -**

WATER REPELLENT TREATMENT SHALL BE APPLIED TO THE BRIDGE IN A MANNER CONSISTENT WITH THE DETAILS SHOWN IN THE PLANS.

DESIGN	B.J.K.	4TH OVER I-444	TULSA COUNTY
DRAWN	J.F.R.		
CHECKED	J.W.H.		
APPROV.	T.A.C.		
SQUAD	CEC	JOB PIECE NO. 28868(04)	SHEET NO. 3

**BRIDGE GENERAL NOTES**