

REVISIONS		
REV. NO.	DESCRIPTION	DATE
1	Added RR Note	7/26/16
2	Deleted Note	8/9/16

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 cleaning and painting all structural steel in accordance with the plans, standard specifications, special provisions and notes. Care shall be taken to ensure that no damage is caused to the traffic during cleaning and painting. Tarps and other necessary equipment will be used as approved by the Engineer. It is the sole responsibility of the Contractor to ensure the paint application.

RAILROAD NOTE FOR BRIDGES 'C' & 'D'

An active BNSF Railway Bridge exists between Bridges 'C' and 'D' (SH51 WB and EB over Pittsburg Ave.)

Although this Bridge Painting project does not specify work directly under or affecting the RR Bridge, the contractor shall conduct maintenance operations in a manner which will not delay or interfere with train operations.

If the contractor discovers a need to perform maintenance work outside the limits of the Bridge railings or from the Highway surface, the contractor shall give notice to the BNSF Railway Company Roadmaster, which may result in a delay of maintenance work.

VERIFICATION OF EXISTING CONDITIONS:

All dimensions of the existing bridge components shown on the plans are approximate. The Contractor shall verify all dimensions and shall be solely responsible for the accuracy thereof.

Bidders shall fully inform themselves of the nature of the work and condition 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 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.

Construction plans for the existing bridge structures may be obtained from the Reproduction Branch of the Oklahoma Department of Transportation, 200 N.E. 21st, Oklahoma City, OK 73105. Ask for:

Bridge 'A' & 'B': FAP I-244-2(162)089 in Tulsa County: I-244 WB & EB over 33rd West Ave.
 Bridge 'C' & 'D': FAP No. U-32(8)BR.PT. 3 in Tulsa County: SH 51 over Pittsburg Ave.
 Bridge 'E': FAP I-244-2(98)094 in Tulsa County: I-444 Ramp N-E over I-244 NB
 Bridge 'F': FAP I-244-2(100)094 in Tulsa County: I-444 WB, I-244 under
 Bridge 'G': FAP I-244-2(169)098 in Tulsa County: I-244 EB/WB over Delaware Ave.
 Bridge 'H' & 'I': FAP I-244-2(112)096 in Tulsa County: I-244 WB/EB over Peoria Ave.

PROTECTION OF TRAFFIC UNDER BRIDGES:

The Contractor shall be responsible for the protection of traffic under bridges 'A' thru 'I' during the bridge painting work. A proposed method of preventing debris from falling on the traffic below the bridges shall be submitted to the Engineer for his approval. All materials removed from the bridge shall be removed from the work area promptly. All costs for traffic protection as stated 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.

REMOVED MATERIAL:

All material 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 swept clean of all debris. All costs of cleaning the bridge seats and pier caps shall be paid for in other items of work.

WORK SITE OBSTRUCTIONS:

All obstructions, including vegetation and debris, interfering with paint operation being performed shall be removed by the Contractor prior to beginning work. All costs associated with removal of obstructions shall be included in other items of work.

PAINT REMOVAL AND PAINTING STRUCTURAL STEEL:

All structural steel of all bridges including girders, stiffeners, diaphragm components, connection assemblies, bearing assemblies, drain pipes, and any steel used for repairs shall be cleaned and painted in accordance with section 512 and 730 of the 2009 Oklahoma Standard Specifications for Highway Construction using Category E Application.

The area of structural steel to be painted for the bridges was estimated from the existing bridge plans and obsolete standards listed therein. The State assumes no responsibility for the accuracy thereof. No compensation will be allowed for errors in the estimated area. The estimated areas of structural steel for the bridges are:

Bridge 'A': Approximately 16,200.00 S.F.
 Bridge 'B': Approximately 16,200.00 S.F.
 Bridge 'C': Approximately 3,700.00 S.F.
 Bridge 'D': Approximately 3,700.00 S.F.
 Bridge 'E': Approximately 30,600.00 S.F.
 Bridge 'F': Approximately 16,200.00 S.F.
 Bridge 'G': Approximately 34,400.00 S.F.
 Bridge 'H': Approximately 24,400.00 S.F.
 Bridge 'I': Approximately 14,000.00 S.F.

Estimated square footage is provided for Contractor's convenience. Actual quantities may vary. 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 Lump Sum price bid of "PAINTING EXISTING STRUCTURE" and the Lump Sum price bid of "COLLECTION AND HANDLING OF WASTE".

STRUCTURAL STEEL:

The pay item "Structural Steel" consists of repairing beams or replacing or repairing diaphragms and connection plates. The steel used shall be AASHTO M-270 Grade 50 or 50W in accordance with section 506 of the 2009 Oklahoma Standard Specifications for Highway Construction. The requirements for Charpy V-Notch impact tests will be waived for any of the structural steel used in the repairs.

AISC certification shall be waived. All new bolted connections and reconnections (which replace riveted connections) shall be made using A325 High Strength Bolts and Direct Tension Indicators (DTI's) in accordance with section 724.02 of the 2009 Oklahoma Standard Specifications for Highway Construction.

All new structural steel shall be cleaned and painted in accordance with section 512 of the Standard Specifications using category "N" and "E" Paint Systems. The new paint shall match the color of the existing paint system. The contractor will not be required to provide work plans for the paint system.

Any areas where existing paint is damaged by the contractor shall be spot-painted with two coats of inorganic zinc primer and one finish coat of paint at the contractor's expense and to the satisfaction of the engineer.

All costs including labor, equipment, painting, material and incidentals necessary to complete the work as described shall be included in the price bid per pounds of "STRUCTURAL STEEL".

SPECIAL NOTES FOR PAINTING:

Existing steel members are coated with lead based paint. Measures shall be taken to ensure worker safety and safety to nearby motorists or pedestrians in accordance with CFR 1926.62 and all applicable OSHA standards.

The Contractor is required to be SSPC-QP2 certified for this project. Consider the waste from cleaning existing paint to be hazardous until TCLP testing is done. Dispose of waste at an Oklahoma DEQ approved and permitted landfill, Subtitle C for Hazardous waste and Subtitle D for Non-Hazardous waste.

LABEL PAINT SYSTEM:

The Contractor shall stencil the paint types, manufacturer's name, Contractor's name, and the date of completion inside the left exterior girder at Abutment No. 1 in accordance with Section 512 of the Standard Specifications.

FINAL INSPECTION

For the final inspection, the contractor shall provide a truck or trailer mounted under-bridge aerial inspection platform that meets the minimum requirements of the trailer mounted Hydra Platform HP32, or a boom aerial lift meeting minimum requirements of the Terex TB85. Equipment provided must be sufficient to allow inspection of the substructure and the superstructure as directed by the Division VIII Bridge Engineer. Equipment must be in good working order and meet OSHA safety requirements.

Provide skilled operator(s) to properly operate the Inspection Equipment for the duration of the Bridge Inspection as required by the Division VIII Bridge Engineer.

Coordinate final inspection with the Division VIII Bridge Engineer 7 Days in advance of final inspection. All costs are to be included in the pay item Painting Existing Structure for each Bridge. Traffic Control will be paid under the existing Traffic Control pay items. If reinspections are required to inspect defective work, all cost to include Traffic Control will be at the expense of the contractor.



DIVISION EIGHT PAINT PROJECTS		TULSA COUNTY		Design	N/A	05/16
BRIDGE 'A' - 'I'				Detail	RWM	05/16
GENERAL NOTES				Check	KMS	05/16
				Squad	MAYFIELD	
				Engr.	ELYAZGI	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION					
JOB/PIECE NO. 30318(06)				SHEET NO. AB01		