

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:

All dimensions of the existing bridge components shown on the Plans are approximate. The Contractor shall verify all dimensions necessary to complete the work 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. Ask for:

- Bridge "A" F.A.P. No. U-521(44) Structure D, US-169 over 51st Street South in Tulsa County.
- Bridge "B" F.A.P. No. U-521(44) Structure E, US-169 over 51st Street South in Tulsa County.
- Bridge "C" F.A.P. No. U-521(44) Structure F, US-169 over E 41st Street South in Tulsa County.

LANE CLOSURE:

The Engineer reserves the right to prohibit lane closures during holidays or special events. All work requiring the closing or narrowing of one lane of traffic on the bridges shall be performed during daylight hours only unless approved by the Engineer. The contractor shall make every effort to reopen these lane closures as soon as possible.

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

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.

EXCESS ASPHALT REMOVAL:

Any excess Asphalt lapping onto the bridge deck or at the joint(s) to be rehabilitated will need to be removed to allow for the seal coat to be placed. The method and extent of the removal shall be approved by the Engineer and the removal of excess material shall be done in a way that maintains the existing grade. Any asphalt removal shall be paid for in other items of work.

EXISTING LIGHTING AND ELECTRICAL:

Lights and electrical conduits on the bridge shall not be removed or disturbed. If any part is removed or damaged during construction, it shall be replaced in the original condition at the Contractor's expense, to the satisfaction of the Engineer.

SPECIAL BRIDGE NOTES

(1) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL: (BRIDGES A, B & C)

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 "SEALED EXPANSION JOINT".

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

Seal existing Construction Joints as shown in the plans 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.  
 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) FLOOD COATING TREATMENT: (BRIDGES A, B & C)

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 above. 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 Contractor's 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)".

(4) SUBSTRUCTURE REPAIR WITH PNEUMATICALLY PLACED MORTAR: (BRIDGES A, B & C)

The pay item "Pneumatically Placed Mortar" consists of repairing the surface area of the Substructure.  
 The actual extent of the repairs shall be determined in the field by the engineer. The repairs shall be in accordance with section 521 of the 2009 Oklahoma Standard Specifications for Highway Construction and in a manner approved by the engineer.  
 The removal of deteriorated concrete shall be done using hand tools. Power tools will not be allowed unless hand tools prove incapable of excavating all deteriorated concrete to sound concrete and as approved by the engineer. Should power tools be necessary, power tools shall be of a size approved by the engineer such 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) Troweling 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 an area to verify the effectiveness of the proposed repair method prior to commencement of the work. Faulty repairs shall be replaced at the contractor's expense to the satisfaction of the engineer.  
 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".

(5) CLSM BACKFILL:

The pay item "CLSM backfill" consists of placing CLSM under the new approach slabs to build up damaged areas back up to existing subgrade levels as directed by the engineer for bridge "A" thru bridge "C". All costs including labor, materials, equipment and incidentals involved in the placement of the CLSM shall be included in the price bid per cubic yard of "CLSM BACKFILL".  
 The pay item "CLSM backfill" also consists of placing CLSM into the voids under the abutment bridge seats and slopewalls as directed by the engineer for bridge "C". All costs including labor, materials, equipment and incidentals involved in the placement of the CLSM shall be included in the price bid per cubic yard of "CLSM BACKFILL".

(6) CLASS B BRIDGE DECK REPAIR: (BRIDGES A, B & C)

The pay item "Class B bridge deck repair" has been estimated to be used as directed by the engineer to repair any area of the deck requiring such repair. The location and extent of the deck repair shall be as shown in the plans or as determined in the field by the engineer. Payment for actual repairs shall be done in accordance with section 513.04D(2) and subsection 701.20 of the 2009 Oklahoma Standard Specifications for Highway Construction.  
 Early strength concrete shall be used at no additional cost to ODOT.  
 Remove all raised pavement markers and repair deck as required.  
 All cost of repair including labor, equipment, material, and incidentals necessary to complete the work as described above shall be included in the price bid per square yard of "CLASS B BRIDGE DECK REPAIR".

(7) CLASS C BRIDGE DECK REPAIR: (BRIDGE A)

The pay item "Class C bridge deck repair" has been estimated to be used as directed by the engineer to repair any area of the deck requiring such repair. The location and extent of the deck repair shall be as shown in the plans or as determined in the field by the engineer. Payment for actual repairs shall be done in accordance with section 513.04D(3) and subsection 701.20 of the 2009 Oklahoma Standard Specifications for Highway Construction.  
 Early strength concrete shall be used at no additional cost to ODOT.  
 All cost of repair including labor, equipment, material, and incidentals necessary to complete the work as described above shall be included in the price bid per square yard of "CLASS C BRIDGE DECK REPAIR".

(8) CORROSION INHIBITOR: (BRIDGE A)

The work consists of treating concrete surfaces with a penetrating corrosion inhibitor. Before starting work, submit to the Engineer a work plan describing the treatment procedures to be used.  
 Corrosion Inhibitor shall be applied to all areas receiving Class C Bridge Deck Repair, as directed by the Engineer.  
 All costs for completing the work as specified including material, labor, and incidentals necessary to complete the work shall be included in the price bid per Square Yard of "CORROSION INHIBITOR".

(9) REPAIR BRIDGE ITEM (TYPE A): (BRIDGES A, B & C)

The Bearing Assemblies and Diaphragm Bolt Ends, located at the abutments and piers on bridges "A", "B" and "C" and have rusted. The Contractor is to clean and paint the rusted parts. The actual extent of the repair shall be determined in the field by the Engineer. The repairs shall be in accordance with Section 512.04(B) category E of the 2009 Oklahoma Standard Specifications for Highway Construction and in a manner approved by the Engineer.  
 All costs for completing the work as specified including labor, materials and incidentals necessary to complete the cleaning, painting and collection and handling of waste shall be included in the unit bid price per Lump Sum of "REPAIR BRIDGE ITEM (TYPE 'A'))".

▲ (11) REPLACE BRIDGE ITEM (TYPE A): (BRIDGES A, B & C)

The missing anchor bolts shall be replaced with new nuts, bolts and washers as directed by the Engineer. The bearing plates are to remain in place. If the existing anchor bolts have been sheared below the nuts, existing Anchor Bolts shall be cut flush with the top of the abutment, and new holes shall be drilled for replacement Anchor Bolts.  
 All cost and doing the work as described above and in the plans including anchor bolts, nuts, washers, labor, materials, equipment, and incidentals shall be included in the price bid per Each of "REPLACE BRIDGE ITEM (TYPE A)".

(13) APPROACH SLAB: (BRIDGES A, B & C)

Class AA Concrete shall be used in the Approach Slabs. The quantity given is based on the actual square yards of the Approach Slabs.  
 Early strength concrete shall be used at no additional cost to ODOT.  
 All cost of labor, equipment, material, and incidentals necessary to complete the work as described above shall be included in the price bid per square yard of "APPROACH SLAB".

(15) REMOVAL OF BRIDGE ITEMS: (BRIDGES A, B & C)

The pay item "REMOVAL OF BRIDGE ITEMS" shall include the removal and disposal of all items to be removed from the existing bridges as specified or shown in the plans including any approach roadway pavement necessary for the installation of the new approach slabs and material excavated for the installation of the new approach slabs.  
 All costs necessary to complete the work as specified or as shown in the plans including the cost of sawing, cutting, demolition, cleaning & straightening reinforcing steel, containment and removal of debris, materials, labor, equipment and incidentals shall be included in the price bid per Lump Sum of "REMOVAL OF BRIDGE ITEMS".

BRIDGES "A" THRU "C"		DIVISION 8		Design	N/A	N/A
GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE, SHEET 1 OF 2)		Detail	RLA	6/15		
		Check	KMS	6/16		
		Spec#	MAYFIELD			
		Eng.	ELYAZGI			
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PECE NO. 31672(04)		SHEET NLAB01