

REVISIONS		
REV. NO.	DESCRIPTION	DATE
△	REVISE NOTE	9/26/17

## 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": SAP-39(57), SH-2 OVER BUFFALO CREEK IN LATIMER COUNTY  
BRIDGE "B": FAP-F-285(1), SH-2 OVER FOURCHE MALINE CREEK IN LATIMER COUNTY  
BRIDGE "C": BRF-39B(168), US-270 OVER GAINES CREEK OVERFLOW IN LATIMER COUNTY  
BRIDGE "D": FAP-RF-84(33), US-271 WESTBOUND OVER KANSAS CITY SOUTHERN RAILROAD IN LE FLORE COUNTY  
BRIDGE "E": FAP-RF-84(33), US-271 EASTBOUND OVER KANSAS CITY SOUTHERN RAILROAD IN LE FLORE COUNTY  
BRIDGE "F": FAP-NHY-84(23), US-59 SOUTHBOUND OVER COAL CREEK IN LE FLORE COUNTY  
BRIDGE "G": FAP-NHY-84(23), US-59 NORTHBOUND OVER COAL CREEK IN LE FLORE COUNTY  
BRIDGE "H": FAP-NH-STIM(169), US-59 SOUTHBOUND OVER CACHE CREEK IN LE FLORE COUNTY  
BRIDGE "I": FAP-NH-STIM(169), US-59 NORTHBOUND OVER CACHE CREEK IN LE FLORE COUNTY  
BRIDGE "J": FAS-S373(2)SH, SH-63 OVER BOHANNON CREEK IN LE FLORE COUNTY  
BRIDGE "K": FAS-S373(3), SH-63 OVER BIG CEDAR CREEK IN LE FLORE 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 BRIDGE ENDS:

ALL PARAPET/RAIL OPENINGS, DECK DRAINS AND DRAINS AT THE ENDS OF EACH 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.

### 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 OF 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 SPECIAL PROVISION 504-3(A-B)09 FOR TRANSVERSE GROOVING. ALL COSTS ASSOCIATED WITH TINING SHALL BE PAID FOR UNDER 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.

### GOOD-HOUSEKEEPING REQUIREMENT:

MATERIAL STORAGE, CHEMICAL STORAGE, TRASH, SANITARY FACILITIES, ETC. SHOULD BE LOCATED NO CLOSER THAN 50 FEET FROM THE BANK OF ANY WATERS IN ORDER TO PROTECT WATER QUALITY. DEBRIS SHALL NOT BE BURIED WITHIN LIMITS OF RIGHT-OF-WAY.

## PAY ITEM NOTES

### (1) DECK AREA SEALED (FLOODCOATS) (BRIDGES "D", "E", "F", "G", "H", "I", "J" & "K")

A FLOODCOAT DECK SEALANT SHALL BE APPLIED TO THE DRIVING SURFACE OF THE BRIDGE DECK AT THE BRIDGE LOCATIONS LISTED. THE CONTRACTOR MUST PROTECT ALL TRAFFIC STRIPING FROM THE FLOODCOAT DECK SEALANT. ANY TRAFFIC STRIPING RENDERED INEFFECTIVE OR DAMAGED DURING THE FLOODCOAT SEALANT APPLICATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR MUST PREVENT THE FLOODCOAT DECK SEALANT FROM PENETRATING ANY JOINT THAT HAS BEEN SEALED WITH SILICONE. IF FLOODCOAT DECK SEALANT PENETRATES ANY SILICONE JOINT, THE CONTRACTOR, AT HIS OWN EXPENSE, WILL BE REQUIRED TO:

- 1) AFTER BULK CURE, REMOVE ALL FLOODCOAT DECK SEALANT FROM THESE JOINTS.
- 2) REMOVE AND REPLACE THE SILICONE JOINT SEALANT.

THE APPLICATION OF THE FLOODCOAT 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 (FLOODCOATS)".

### (2) REHABILITATED CONSTRUCTION JOINT SAW AND SEAL (BRIDGES "B", "C", "D", "E", "F", "G", "H", & "I")

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".

### (3) REHABILITATED CONSTRUCTION JOINT WITH PREFORMED SILICONE FOAM JOINT (BRIDGES "B", "F", "G", & "I")

SEAL EXISTING CONSTRUCTION JOINTS AS SHOWN IN THE PLANS WITH PREFORMED SILICONE FOAM JOINT MATERIAL, IN ACCORDANCE WITH SPECIAL PROVISION 504-X(A-C)09.

ALL COSTS, INCLUDING LABOR, EQUIPMENT, MATERIALS 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."

### (4) REHABILITATED CONSTRUCTION JOINT SAW AND SEAL WITH ELASTOMERIC MORTAR (BRIDGES "B", "J" & "K"):

REHABILITATE EXISTING CONSTRUCTION JOINT BY REBUILDING THE JOINT WITH ELASTOMERIC MORTAR AND SAWING AND SEALING 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. ENSURE THAT NEW ELASTOMERIC MORTAR MATCHES GRADE WITH SURFACE CONCRETE OR ASPHALT OVERLAY.

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 REINFORCING STEEL, 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" AND THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR."

### (5) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL (BRIDGE "B")

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 "EXPANSION DEVICE".

### (6) REHABILITATED EXPANSION JOINT WITH PREFORMED SILICONE EXPANSION MATERIAL AND ELASTOMERIC MORTAR (BRIDGES "A", "B", "D", "E", "J" & "K")

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 "EXPANSION DEVICE" AND THE UNIT PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

### (7) DECK PATCHING WITH ELASTOMERIC MORTAR (BRIDGE "J")

THE CONTRACTOR SHALL USE ELASTOMERIC MORTAR TO PATCH A SMALL SECTION OF THE BRIDGE DECK AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH SECTION 513 OF THE STANDARD SPECIFICATIONS.

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 CUBIC FOOT OF "ELASTOMERIC MORTAR".

### (8) REPLACE BRIDGE ITEMS (BRIDGES "D" & "E"):

THE PAY ITEM "REPLACE BRIDGE ITEMS" CONSISTS OF THE REMOVAL AND REPLACEMENT OF ALL OF THE EXISTING BEARING PLATES AND PADS ON BRIDGES "D" AND "E". THE EXISTING ANCHOR BOLTS SHALL BE CUT OFF FLUSH WITH THE EXISTING CONCRETE SURFACE. THE CONTRACTOR SHALL TAKE GREAT CARE AND IS SOLELY RESPONSIBLE FOR THE PLACEMENT OF THE NEW ANCHOR BOLTS AT THEIR PROPER LOCATIONS AS SHOWN IN THE PLANS.

THE REMOVAL AND REPLACEMENT OF THE EXISTING BEARING PLATES WILL REQUIRE JACKING OF THE EXISTING BEAMS. THE CONTRACTOR SHALL SUBMIT TO THE BRIDGE ENGINEER A PLAN FOR JACKING THE EXISTING BEAMS. THE PLAN SHALL BE DESIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA. THE JACKING SCHEME SHALL BE SUFFICIENT TO SUPPORT THE 'LIVE' AND 'DEAD' LOADS OF THE BRIDGE AND THE TRAFFIC ON US-271. THE CONTRACTOR SHALL JACK THE GIRDER IN A MANNER SO AS NOT TO DAMAGE COMPONENTS OF THE EXISTING BRIDGE. 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.

JACKING SHALL NOT BEGIN UNTIL THE CONTRACTOR HAS RECEIVED APPROVAL OF THE SUBMITTED PLAN FROM THE BRIDGE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE APPROVED JACKING PLANS. PAYMENT SHALL BE MADE FOR ACTUAL REPAIRS MADE. NO PAYMENT WILL BE MADE FOR WORK NOT PERFORMED. ALL COSTS OF THE NEW BEARING PLATES AND PADS, AND JACKING, INCLUDING REMOVAL AND DISPOSAL OF EXISTING BEARING PLATES AND PADS, CLEANING, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER EACH "REPLACE BRIDGE ITEMS".

### (9) REHABILITATED CONSTRUCTION JOINTS AT ABUTMENTS / APPROACHES: (MASTIC ASPHALT) (BRIDGE "A", "D" & "E")

THE CONSTRUCTION JOINTS AT ABUTMENTS / APPROACHES INDICATED IN THE PLANS SHALL BE SEALED WITH MASTIC ASPHALT JOINT MATERIAL AND RAPID CURE JOINT SEALANT AS SHOWN IN PLANS AND IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATION.

MASTIC ASPHALT JOINT MATERIAL MUST MEET THE PHYSICAL PROPERTIES AS FOLLOWS:

MASTIC BINDER	TEST METHOD	SPECIFICATIONS
PENETRATION @ 0 F (-18 C)	ASTM D-5329	10 DMM MINIMUM
PENETRATION @ 77 F (25 C)	ASTM D-5329	70 DMM MINIMUM
PENETRATION @ 140 F (65 C)	ASTM D-5329	85 DMM MINIMUM
FLOW # 140 F (60 C)	ASTM D-5329	3 DMM MAXIMUM
EXTENSION/ELONGATION	DAC	1000%
SOFTENING POINT (R&B)	ASTM D-36	180 F(82 C)MINIMUM
LOW TEMPERATURE FLEXIBILITY	DAC	PASS @ 0 F (-18 C)
ASPHALT COMPATIBILITY	ASTM D-5329	COMPLETE
SAFE HEATING TEMPERATURE	ASTM D-5167	400 F (204 C)MAXIMUM**
RECOMMENDED APPLICATION TEMPERATURE RANGE	390 -400 F (200-204 C)**	
PROPERTIES AND CONDITIONS MAY CHANGE WITHOUT NOTICE.		

\*\*\*TEMPERATURE OF PRODUCT MEASURED AT PAVEMENT SURFACE. USE MAXIMUM APPLICATION TEMPERATURE IN COOL WEATHER.

\*\*\*PROLONGED HEATING AT OR ABOVE SAFE HEATING TEMPERATURE MAY SEVERELY DAMAGE PRODUCT. MINERAL AGGREGATE

SIEVE SIZE	1-1/2" (37.5 MM)	90% PASSING MINIMUM
SIEVE SIZE	1" (25 MM)	80% PASSING MINIMUM
SIEVE SIZE	1/2" (12.5 MM)	50% PASSING MINIMUM

THE RAPID CURE JOINT SEALANT SHOULD BE APPLIED TO A DEPTH NEEDED TO BRING IT LEVEL WITH THE FINISHED ROADWAY AND HAVE A MINIMUM THICKNESS OF 3/8".

ALL COSTS OF MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS SHOWN INCLUDING THE USE OF "RAPID CURE JOINT SEALANT" OVER THE MASTIC ASPHALT IN ORDER TO PRESERVE THE APPLICATION OF "MASTIC" SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC FOOT OF "MASTIC ASPHALT JOINT MATERIAL"

### (10) REHABILITATED CONSTRUCTION JOINT: (BRIDGE "B")

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

MULTIPLE COUNTIES		
Design	N/A	N/A
Detail	MSW	5/17
Check	RAH	6/17
Squad	HEN斯LEY	
Engr:	DEFRANCO	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	
JOB/PIECE NO.	33217(04)	SHEET NO. AB01