

**GENERAL NOTES**

REVISIONS		
REV. NO.	DESCRIPTION	DATE

**SPECIFICATIONS:**

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

**DESCRIPTION OF WORK:**

THE WORK TO BE PERFORMED UNDER THIS CONTRACT CONSISTS OF REPLACING SEVENTY FIVE FEET THREE INCHES (75'-3") OF THE WEST EXTERIOR GIRDER IN SPAN 1 FROM THE SOUTH ABUTMENT TO THE FIRST FIELD SPLICE IN SPAN NO. 1, THREE (3) DIAPHRAGMS, A PORTION OF THE BRIDGE DECK, SIDEWALK AND CONCRETE PARAPET, REMOVING AND RESETTING THE HANDRAIL AND CLEARANCE SIGN OF 65TH STREET OVER THE EASTBOUND LANES OF US-64 AS SHOWN IN THE PLANS.

**PROTECTION OF TRAFFIC UNDER THE BRIDGE:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE TRAFFIC UNDER THE BRIDGE DURING BRIDGE REPAIR WORK. A PROPOSED METHOD OF PREVENTING DEBRIS FROM FALLING ON TRAFFIC BELOW THE BRIDGE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. ALL MATERIALS REMOVED FROM THE BRIDGE SHALL BE REMOVED FROM THE WORK AREA PROMPTLY. THE AREA SHALL BE CLEARED AT THE END OF EACH WORKDAY. ALL COST FOR TRAFFIC PROTECTION AS STATED SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

**PLANS:**

CONSTRUCTION PLANS FOR THE EXISTING STRUCTURES, MAY BE OBTAINED FROM THE REPRODUCTION BRANCH OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

REPRODUCTION BRANCH  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 NE 21ST STREET  
OKLAHOMA CITY, OKLAHOMA 73105

ASK FOR:  
FEDERAL AID PROJECT NO. F-85(34) - TULSA COUNTY

**VERIFICATION OF EXISTING CONDITIONS:**

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN IN 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.

**REMOVAL OF BRIDGE ITEMS:**

ITEM "REMOVAL OF BRIDGE ITEMS" CONSISTS OF THE REMOVAL AND DISPOSAL OF DAMAGED BEAM, DIAPHRAGMS, BRIDGE DECK, SIDEWALK, AND PARAPET AS SHOW IN THE PLANS AND ANY MISCELLANEOUS ITEMS. THE REMOVAL AND DISPOSAL SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND IN A MANNER APPROVED BY THE ENGINEER. ALL MATERIAL REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE CONTRACTOR SHALL USE THE EXISTING REINFORCING STEEL TO CONNECT THE NEW BRIDGE DECK, SIDEWALK, AND PARAPET. THE EXISTING REINFORCING STEEL SHALL BE CLEANED AND STRAIGHTENED OF DEBRIS.

ALL COSTS INCLUDING LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM OF "REMOVAL OF BRIDGE ITEMS".

**LANE CLOSURE:**

THE ROAD WILL BE NARROWED TO THRU TRAFFIC ON 65TH W. AVE. AND US 64 SEE THE TRAFFIC PLAN FOR THE DETOUR FOR THIS PROJECT. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REOPEN THESE LANE CLOSURES AS SOON AS POSSIBLE.

**PAINTING:**

ALL NEW STRUCTURAL STEEL PAINTING SHALL BE DONE IN ACCORDANCE WITH SECTION 512 OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IN A MANNER APPROVED BY THE ENGINEER USING CATEGORY "N" PAINT SYSTEM. THE NEW STRUCTURAL STEEL SHALL BE PAINTED TO CLOSELY MATCH THE EXISTING PAINTED STRUCTURAL STEEL. ANY AREAS WHERE PAINT HAS BEEN 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 IN A MANNER APPROVED BY THE ENGINEER.

ESTIMATED PAINT QUANTITY IS 900.00 SQUARE FEET

ALL COSTS FOR COMPLETING THE WORK AS SPECIFIED INCLUDING LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM OF "PAINTING EXISTING STRUCTURES".

**STAY IN PLACE FORMS:**

STAY-IN-PLACE FORMS WILL BE PROHIBITED ON THIS PROJECT.

**PENETRATING WATER REPELLENT SURFACE TREATMENT:**

A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE FOLLOWING CONCRETE SURFACES AS SHOWN IN THE PLANS.

ALL COSTS FOR COMPLETING THE WORK AS SPECIFIED INCLUDING LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARDS OF "WATER REPELLENT (VISUALLY INSPECTED)".

**REMOVE AND RESET EXISTING SIGN :**

THE CONTRACTOR SHALL REMOVE AND RESET THE EXISTING CLEARANCE SIGN AT THE SAME LOCATION. THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE 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. ALL HARDWARE TO REATTACH THE CLEARANCE SIGN TO THE BRIDGE STRUCTURE SHALL BE NEW HARDWARE.

THE COSTS OF THE MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NEEDED TO REMOVE AND RESET THE CLEARANCE SIGN SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "REMOVE & RESET EXISTING SIGN".

**UTILITY LINES:**

THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE ANY UTILITIES DURING THE PROCESS OF THE BRIDGE REPAIR. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE UTILITY OWNER.

**FALSEWORK JACKING:**

ITEM "FALSEWORK JACKING" CONSISTS OF TRANSPORTING, HANDLING AND ASSEMBLING OF THE TRUSS SECTIONS AND JACKING FOR REPAIR OF THE DAMAGED BEAM. FALSEWORK TRUSSES TO BE FURNISHED BY THE STATE ARE 2-30' END SECTIONS AND 2-30' INTERIOR SECTIONS. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING AND HANDLING THE TRUSS SECTIONS AND JACKING ASSEMBLIES FROM THE STATE MAINTENANCE YARDS AT (US-169 IN TULSA) TO THE JOB SITE AND RETURNING THE TRUSS SECTIONS AND JACKING ASSEMBLIES TO THE SAME MAINTENANCE YARD UPON COMPLETION OF THE JOB.

THE ENGINEER WILL TAKE COMPLETE INVENTORY OF ALL TRUSS SECTIONS AND HARDWARE BEFORE AND AFTER USAGE BY THE CONTRACTOR. ANY MISSING BOLTS, NUTS, OR HARDWARE WILL BE PROVIDED BY THE CONTRACTOR PRIOR TO THE START OF THE PROJECT. AFTER THE PROJECT HAS BEEN COMPLETED THE BOLTS, NUTS, AND HARDWARE SHALL BECOME THE PROPERTY OF THE STATE. ANY DAMAGE TO THE TRUSSES OR HARDWARE BY THE CONTRACTOR WILL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR SHALL LOCATE THE REINFORCING STEEL IN THE EXISTING BRIDGE DECK, SIDEWALK, AND PARAPET PRIOR TO ATTACHING THE TRUSS SECTIONS TO THE EXISTING BRIDGE DECK. A PACHOMETER OR OTHER APPROVED DEVICE FOR LOCATING EXISTING REINFORCING STEEL IN HARDENED CONCRETE MAY BE USED.

THE FALSEWORK WILL BE ASSEMBLED, POSITIONED AND ATTACHED TO THE BRIDGE DECK BY BOLTS AND PLATES AS SHOWN ON THE PLANS BEFORE ANY CUTTING IS STARTED. CARE WILL BE TAKEN IN JACKING THE STRUCTURE SO AS NOT TO CRACK THE BRIDGE DECK. THE STRUCTURE WILL BE JACKED UP AT THE JACKING LOCATIONS SHOWN IN THE PLANS. THE BOLTS AT EACH JACKING LOCATION WILL BE TIGHTENED IN A UNIFORM SEQUENCE SO AS NOT TO OVERSTRESS ANY ONE BOLT. ADEQUATE METHODS OF MEASUREMENT WILL BE UTILIZED TO DETERMINE THE DIMENSIONS THE BRIDGE DECK IS RAISED. THE CONTRACTOR WILL BE FULLY RESPONSIBLE FOR THE ADEQUACY OF THE FALSEWORK AND THE SAFETY OF THE SPAN DURING THIS WORK. DAMAGE TO THE STRUCTURE DUE TO ANY SETTLEMENT OR FAILURE OF THE FALSEWORK, WILL BE REPAIRED TO SERVICEABLE CONDITION BY THE CONTRACTOR, AT THEIR EXPENSE, TO THE SATISFACTION OF THE ENGINEER. STRUCTURAL STEEL REPAIRS WILL BE COMPLETE BEFORE REMOVING ANY FALSEWORK OR JACKS.

THE CONTRACTOR WILL BE PERMITTED TO CORE DRILL 1¾" DIAMETER HOLES THRU THE BRIDGE DECK FOR RAISING AND LOWERING WORKER SCAFFOLDING, LOWER DAMAGED BEAM SECTION AND RAISING THE NEW BEAM SECTION. THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE THE WORKER SCAFFOLDING IN PLACE. IN WORKING POSITION AT THE END OF EACH WORKDAY. THE LOWEST PART OF THE WORKER SCAFFOLDING MUST BE RAISED TO THE LOWEST BEAM OR REMOVED TO A SAFE DISTANCE FROM THE TRAVELING PUBLIC AT THE END OF EACH WORKDAY.

BOTTOM CHORDS OF THE TRUSSES AT HOLD DOWN POINTS SHALL BE CHECKED DURING JACKING AND IF ANY DISTORTION IS OBSERVED, JACKING SHALL BE STOPPED; IF FINAL DIMENSIONS HAVE NOT BEEN OBTAINED, THE BRIDGE ENGINEER SHALL BE CONTACTED BEFORE PROCEEDING WITH THE REPAIRS.

ALL COSTS OF TRANSPORTATION, ASSEMBLY AND JACKING OF THE FALSEWORK, BACKFILLING ALL THE HOLES DRILLED THRU THE BRIDGE DECK WITH ACRYLIC POLYMER MODIFIED CONCRETE, SUCH AS ACRYL 60, ANY NEW PLATES, AND INCIDENTALS, MATERIALS, JACKS, EQUIPMENT AND LABOR NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "FALSEWORK JACKING".

THE CONTRACTOR HAS THE OPTION TO SUBMIT DETAIL DRAWINGS AND CALCULATIONS OF AN ALTERNATE FALSEWORK DESIGN TO THE BRIDGE ENGINEER FOR APPROVAL. ALTERNATE FALSEWORK SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER WHO IS CURRENTLY REGISTERED WITH THE OKLAHOMA STATE BOARD OF REGISTRATIONS FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS. ALL COSTS OF CALCULATIONS, ENGINEERING, DESIGNING OF ALTERNATE FALSEWORK INCLUDING LABOR AND MATERIALS SHALL BE INCLUDED IN THE PRICE BID PER LUMP SUM OF "FALSEWORK JACKING".

**STRUCTURAL STEEL :**

THE PAY ITEM "STRUCTURAL STEEL" CONSISTS OF REPLACING THE ESTIMATED AMOUNTS OF STRUCTURAL STEEL AS SHOWN IN THE PLANS. ALL NEW STRUCTURAL STEEL USED TO COMPLETE THIS WORK AS SHOWN AND DETAILED IN THE PLANS SHALL BE AASHTO M270 ASTM A-36, 50 OR 50W IN ACCORDANCE WITH SECTION 506 OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. ALL WELDING FOR STRUCTURAL STEEL SHALL CONFORM TO THE ANSI/AASHTO/AWS D 1.5 BRIDGE WELDING CODE AND THE MODIFICATIONS TO THIS CODE INCLUDED IN AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES. NO FIELD WELDING TO THE BEAMS WILL BE ALLOWED EXCEPT AS SHOWN IN THE PLANS OR APPROVED BY THE ENGINEER. ALL FIELD WELDS SHALL BE GROUND SMOOTH IN THE DIRECTION OF THE STRESS. 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 SHALL BE MADE USING A325 HIGH STRENGTH BOLTS, NUTS AND WASHERS IN ACCORDANCE WITH SUBSECTION 506.04 OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL COSTS OF THE BEAM REPAIR INCLUDING TOUCH-UP PAINT, BEAM SECTIONS, STIFFENERS, SHEAR CONNECTORS, DIAPHRAGMS, CONNECTION PLATES, NUTS, BOLTS, WASHERS, LABOR, AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER POUNDS OF "STRUCTURAL STEEL".

**CONCRETE BRIDGE DECK :**

THE CONTRACTOR SHALL REPLACE THE BRIDGE DECK AND SIDEWALK SECTION AS INDICATED IN THE PLANS. THE CONTRACTOR SHALL BE CAREFUL SO THE TELEPHONE CONDUIT IS NOT DAMAGED. THE EXPANSION JOINT SHALL BE LEFT IN PLACE, AND CLEANED OF DEBRIS PRIOR TO CONSTRUCTING THE NEW CONCRETE BRIDGE DECK AND SIDEWALK SECTION. ALL COSTS OF THE MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NEEDED TO REPLACE THE BRIDGE DECK AND SIDEWALK SHALL BE INCLUDED IN THE PRICE BID POUNDS OF "REINFORCING STEEL", AND THE PRICE BID PER C.Y. OF "CLASS AA CONCRETE".

**CONCRETE PARAPET (HANDRAIL TYPE):**

THE CONTRACTOR SHALL CONSTRUCT THE NEW CONCRETE PARAPET AT THE LOCATION SHOWN IN THE PLANS. THE CONTRACTOR MAY REMOVE AND RESET THE EXISTING HANDRAIL AT THE ORIGINAL LOCATION, BUT THE EXISTING HARDWARE SHALL NOT BE USED TO REATTACH THE HANDRAIL TO THE CONCRETE PARAPET. ALL COSTS OF THE MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "CONCRETE PARAPET (HANDRAIL TYPE)".

**CONSTRUCTION JOINT:**

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 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AS SHOWN IN THE PLANS. ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, EQUIPMENT 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".

**CORROSION INHIBITOR:**

THE WORK CONSISTS OF TREATING CONCRETE SURFACES WITH A PENETRATING CORROSION INHIBITOR BEFORE STARTING BRIDGE DECK REPLACEMENT 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 AA CONCRETE AND AS DIRECTED BY THE ENGINEER. ALL COSTS FOR COMPLETING THE WORK AS SPECIFIED INCLUDING MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "CORROSION INHIBITOR".

**LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINT:**

THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINT IN THE BRIDGE DECK SHALL BE SEALED WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH THE SPECIAL PROVISION "CONCRETE SURFACE REPAIR BY SEALING". ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "SEALER CRACK PREPARATION" AND THE PRICE BID PER GALLON OF "SEALER RESIN".

**ENVIRONMENTAL NOTES**

**MIGRATORY BIRD:**

MIGRATORY BIRDS ARE PROTECTED BY THE FEDERAL MIGRATORY BIRD TREATY ACT. MANY BIRDS COMMONLY USE BRIDGES AND CULVERTS FOR NESTING. THE NESTING SEASON FOR MOST BIRD SPECIES EXTENDS FROM APRIL 1 TO AUGUST 31. NO SURVEY WAS DONE ON THIS PROJECT. THE RESIDENT ENGINEER SHALL CONTACT THE ODOT BIOLOGIST AT 405-521-2515 IF ANY BIRD USE OF THE EXISTING STRUCTURES IS OBSERVED. IF BIRDS ARE OBSERVED THEN PAINTING, REPAIR, RETROFIT, REHABILITATION, OR DEMOLITION OF THE EXISTING BRIDGE/STRUCTURES SHALL BE CONDUCTED BETWEEN SEPTEMBER 1, AND MARCH 31, WHEN MIGRATORY BIRD NESTS ARE NOT OCCUPIED.

33285(04) PAY QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY	
0200	BRIDGE 'A' - NBI 18564 - US-64 UNDER 65TH W. AVE.			
502	6116 (PL) FALSEWORK JACKING	LSUM		1.00
504 (E)	6182 (PL) CONCRETE PARAPET (HANDRAIL TYPE)	LF		88.00
504 (G)	6390 RAPID CURE JOINT SEALANT	LF		18.25
506 (A)	1322 STRUCTURAL STEEL	LB		10,880.00
509 (A)	1326 CLASS AA CONCRETE	CY		44.20
511 (B)	6010 EPOXY COATED REINFORCING STEEL	LB		10,070.00
512 (A)	1323 PAINTING EXISTING STRUCTURES	LSUM		1.00
515 (A)	6013 WATER REPELLENT (VISUALLY INSPECTED)	SY		66.00
523 (A)	6550 SEALER CRACK PREPARATION	LF		96.00
523 (B)	6560 SEALER RESIN	GAL		1.00
535	6130 (SP) CORROSION INHIBITOR (SURFACE APPLIED)	SY		18.00
619 (B)	2500 REMOVAL OF BRIDGE ITEMS	LSUM		1.00
805 (D)	8756 (PL) REMOVE & RESET EXISTING SIGNS	EA		1.00

33285(04) PAY QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY	
0640	CONSTRUCTION - NBI 18564 - US 64 UNDER 65TH W. AVE.			
641	1399 MOBILIZATION	LSUM		1.00

BRIDGE "A" US 64 UNDER 65TH W. AVE.  <b>GENERAL NOTES AND SUMMARY OF PAY QUANTITIES (BRIDGE)</b>	TULSA COUNTY		
	Design	N/A	N/A
	Detail	KRM	07/17
	Check	KRM	08/17
Squad: MAYFIELD Eng: ELYAZGI			
<b>STATE OF OKLAHOMA</b>	<b>DEPARTMENT OF TRANSPORTATION</b>		
	JOB/PECE NO. 33285(04)	SHEET NO. ABO1	