

REV. NO.	DESCRIPTION	REVISIONS	DATE

BRIDGE "A" GENERAL NOTE:

REMOVAL OF EXISTING BRIDGE STRUCTURE:

ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF THE REMOVAL AND DISPOSAL OF EXISTING (3 SPAN STRUCTURE WITH STEEL BEAM AT STATION 1029+05.47 TO 1030+52.31, INCLUDING ABUTMENTS, WINGWALLS, PIERS, CURBS, RAILINGS, AND ANY MISCELLANEOUS ITEMS AS SHOWN IN THE PLANS. THE REMOVAL AND DISPOSAL SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND IN A MANNER APPROVED BY THE ENGINEER.

REMOVE AND STORE ALL THE EXISTING BEAMS ON ODOT R/W WITHOUT CAUSING DAMAGE. THE EXISTING BEAMS WILL BECOME THE PROPERTY OF OSAGE COUNTY. THE CONTRACTOR SHALL NOTIFY THE COUNTY AND RESIDENT ENGINEER IN WRITING WHEN THE BEAMS ARE REMOVED AND STOCKPILED AND READY FOR THEM TO TAKE POSSESSION. IF THE COUNTY DOES NOT HAUL THE BEAMS FROM THE PROJECT WITHIN 30 DAYS FROM NOTIFICATION, THE BEAMS WILL BECOME THE PROPERTY OF THE CONTRACTOR.

BEAMS ON EXISTING BRIDGE TO BE REMOVED ARE TO REMAIN THE PROPERTY OF THE STATE OF OKLAHOMA. THEY ARE TO BE STORED ON THE RIGHT-OF-WAY AND MOVED AT THE DIRECTION OF ODOT.

BEARING ASSEMBLIES ON EXISTING BRIDGE TO BE REMOVED SHALL BE HANDLED WITHOUT CAUSING ANY DAMAGE DURING THE DEMOLITION OF THE BRIDGE. ASSEMBLIES DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER ARE TO BE STORED ON THE RIGHT-OF-WAY AND MOVED AT THE DIRECTION OF ODOT. ASSEMBLIES DEEMED UNSALVAGEABLE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF IN A MANNER APPROVED BY THE RESIDENT ENGINEER.

ALL OTHER MATERIAL REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

BRIDGE "B" GENERAL NOTES:

ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL CONCRETE EDGES SHALL HAVE A 1 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE REQUIRED AND BE PLACED AT 60 FEET MAXIMUM SPACING.

REINFORCING STEEL SHALL BE CONTINUOUS THROUGH THE TRANSVERSE CONSTRUCTION JOINT AND EXTEND A MINIMUM OF 2'-0" INTO ADJACENT SECTION.

CONTRACTOR IS REQUIRED TO PROVIDE AND INSTALL WATERSTOPS AROUND THE ENCLOSED PERIMETER OF THE STRUCTURE AT THE CUTLINE BETWEEN THE EXISTING AND NEW RCB'S. THE ENCLOSED PERIMETER INCLUDES TOP SLAB, EXTERIOR WALLS AND BOTTOM SLAB. WATERSTOP MATERIAL AND INSTALLATION METHOD SHALL BE APPROVED BY THE ENGINEER. ALL COSTS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR CLASS AA CONCRETE.

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 CONNECT THE NEW MATERIAL AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF. BIDDERS SHALL FULLY INFORM THEMSELVES OF THE WORK AND CONDITIONS UNDER WHICH IT WILL BE PERFORMED. THE CONTRACTOR SHALL ADAPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO 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 STRUCTURE MAY BE OBTAINED FROM THE PRINTING SERVICE S BRANCH OF THE DEPARTMENT OF TRANSPORTATION BY REFERENCING THE ORIGINAL PROJECT NUMBER. ASK FOR PROJECT NO. WPGH 416-C.

REMOVAL OF EXISTING BRIDGE ITEMS:

ITEM "REMOVAL OF EXISTING BRIDGE ITEMS" CONSISTS OF REMOVAL AND DISPOSAL OF THE WINGS, WING FOOTINGS, HEADWALL, APRON, AND APPROXIMATELY 23'-6" OF RCB AND MISCELLANEOUS ITEMS AS REQUIRED TO ATTACH THE NEW RCB EXTENSION TO THE EXISTING STRUCTURE. THE REMOVAL AND DISPOSAL SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE 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.

LOCATING REINFORCING IN EXISTING CONCRETE:

THE CONTRACTOR SHALL LOCATE THE REINFORCING STEEL IN THE EXISTING RCB PRIOR TO DRILLING FOR THE NEW REINFORCING STEEL. A PACHOMETER OR OTHER APPROVED DEVICE FOR LOCATING REINFORCING STEEL IN HARDENED CONCRETE MAY BE USED. IF THE DRILL BIT STRIKES REINFORCING STEEL, DRILLING SHALL CEASE, THE HOLE GROUTED, AND THE HOLE RELOCATED TO CLEAR THE REINFORCING STEEL. ADJUSTMENTS IN THE PLANNED LOCATION OF THE HOLES SHALL BE MADE AT THE DIRECTION OF THE ENGINEER.

TEMPORARY RETAINING STRUCTURE:

TEMPORARY RETAINING STRUCTURES NOT SPECIFICALLY DESIGNED AND COMPLETELY DETAILED IN THE PLANS WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN OTHER ITEMS OF WORK IN ACCORDANCE WITH SUBSECTION 502.05 OF THE SPECIFICATIONS. LOCATIONS OF POTENTIAL TEMPORARY RETAINING STRUCTURES TO FACILITATE THE PROPOSED SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND HAVE NOT BEEN DESIGNED AND DETAILED. ACTUAL LIMITS OF TEMPORARY RETAINING STRUCTURES SHALL BE DETERMINED BY THE CONTRACTOR. TEMPORARY RETAINING STRUCTURES SHALL BE DESIGNED IN ACCORDANCE WITH SUBSECTION 502.04 OF THE SPECIFICATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. SUBMIT TEMPORARY RETAINING STRUCTURE DESIGN CALCULATIONS AND DRAWINGS TO THE BRIDGE ENGINEER FOR APPROVAL. ALLOW 4 WEEKS FOR FINAL APPROVAL BEFORE STARTING INSTALLATION.

PILE DRIVING EQUIPMENT

USE A PILE DRIVING HAMMER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY SUFFICIENT TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE THE AXIAL LOAD RESISTANCE WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SECTION 514.03(A)2.

RCB PILING CAPACITY:

REFER TO BRIDGE "B" SUBSTRUCTURE LAYOUT SHEET FOR THE FACTORED REACTION FOR EACH PILE.

THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:

AXIAL LOAD RESISTANCE (TONS) = $\phi [0.875 \sqrt{E} \log_{10}(10N) - 50]$
WHERE:

- ϕ = RESISTANCE FACTOR OF 0.4
- E = ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS. FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS, THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AND MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.
- N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.

THE ABOVE FORMULA IS ONLY APPLICABLE WHEN:

- THE PILE DRIVING HAMMER HAS A FREE FALL (GRAVITY & SINGLE ACTING HAMMERS ONLY).
- THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED.
- THE PENETRATION IS QUICK AND UNIFORM.
- THERE IS NO APPRECIABLE REBOUND OF THE HAMMER, AND
- A FOLLOWER IS NOT USED.

THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER. IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA SHOWN ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

RCB PILING:

STRUCTURAL STEEL PILING FOR THE RCB SHALL CONFORM TO AASHTO M270 (A572) GRADE 50.

BRIDGE "C" 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.

SUPERSTRUCTURE CHAMFER REQUIREMENT:

ALL EXPOSED EDGES SHALL HAVE 3/4" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

ABUTMENT AND PIER CHAMFER REQUIREMENT:

ALL EXPOSED CONCRETE EDGES (EXCLUDING PEDESTAL EDGES WHICH SHALL HAVE 3/4" CHAMFER) SHALL HAVE 1 1/2" CHAMFER UNLESS OTHERWISE NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

CONCRETE:

CONCRETE FOR ABUTMENT SEATS, WINGWALLS, AND PIERS SHALL BE CLASS A, F'C = 3,000 PSI MINIMUM STRENGTH AT 28 DAYS.

CONCRETE FOR SUPERSTRUCTURE (EXCLUDING BEAMS), APPROACH SLABS, TRAFFIC RAIL (TR4), AND DRILLED SHAFTS, SHALL BE CLASS AA, F'C = 4,000 PSI MINIMUM STRENGTH AT 28 DAYS.

WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL, THE VIBRATOR SHALL BE EQUIPPED WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATING.

REMOVAL OF EXISTING BRIDGE STRUCTURE:

ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF THE REMOVAL AND DISPOSAL OF EXISTING (3 SPAN STRUCTURE WITH STEEL BEAM AT STATION 1067+86.64, 65.0' LEFT), INCLUDING ABUTMENTS, WINGWALLS, PIERS, CURBS, RAILINGS, AND ANY MISCELLANEOUS ITEMS AS SHOWN IN THE PLANS. THE REMOVAL AND DISPOSAL SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND IN A MANNER APPROVED BY THE ENGINEER.

REMOVE AND STORE ALL THE EXISTING BEAMS ON ODOT R/W WITHOUT CAUSING DAMAGE. THE EXISTING BEAMS WILL BECOME THE PROPERTY OF OSAGE COUNTY. THE CONTRACTOR SHALL NOTIFY THE COUNTY AND RESIDENT ENGINEER IN WRITING WHEN THE BEAMS ARE REMOVED AND STOCKPILED AND READY FOR THEM TO TAKE POSSESSION. IF THE COUNTY DOES NOT HAUL THE BEAMS FROM THE PROJECT WITHIN 30 DAYS FROM NOTIFICATION, THE BEAMS WILL BECOME THE PROPERTY OF THE CONTRACTOR.

BEAMS ON EXISTING BRIDGE TO BE REMOVED ARE TO REMAIN THE PROPERTY OF THE STATE OF OKLAHOMA. THEY ARE TO BE STORED ON THE RIGHT-OF-WAY AND MOVED AT THE DIRECTION OF ODOT.

BEARING ASSEMBLIES ON EXISTING BRIDGE TO BE REMOVED SHALL BE HANDLED WITHOUT CAUSING ANY DAMAGE DURING THE DEMOLITION OF THE BRIDGE. ASSEMBLIES DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER ARE TO BE STORED ON THE RIGHT-OF-WAY AND MOVED AT THE DIRECTION OF ODOT. ASSEMBLIES DEEMED UNSALVAGEABLE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF IN A MANNER APPROVED BY THE RESIDENT ENGINEER.

ALL OTHER MATERIAL REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

STAY-IN-PLACE DECK FORMS:

STAY-IN-PLACE DECK FORMS SHALL NOT BE ALLOWED.

ABUTMENT PILING:

ALL OF THE ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT APPROXIMATE ELEVATION SHOWN IN THE PLANS. IF THE REQUIRED ULTIMATE PILE CAPACITY IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE REQUIRED ULTIMATE PILE CAPACITY IS OBTAINED. THE LENGTH OF THE STEEL PILING SHOWN IN THE PLANS IS FOR ESTIMATING PURPOSE ONLY. THE ABUTMENT PILING SHALL CONFORM TO AASHTO M270 (ASTM A572), GRADE 50.

PILE DRIVING EQUIPMENT:

USE A PILE DRIVING MANNER OF THE SIZE AND TYPE CAPABLE OF CONSISTENTLY DELIVERING THE EFFECTIVE DYNAMIC ENERGY SUFFICIENT TO DRIVE THE PILES TO THE REQUIRED TIP ELEVATION AND TO ACHIEVE THE REQUIRED ULTIMATE PILE CAPACITY WITHOUT EXCEEDING THE LIMITATIONS SET ON THE ALLOWABLE DRIVING STRESSES IN ACCORDANCE WITH SECTION 514.03(A)2.

ABUTMENT PILING CAPACITY:

REFER TO THE GENERAL PLAN AND ELEVATION BRIDGE "C" SHEET, FOUNDATION DATA FOR THE FACTORED REACTION FOR EACH PILE.

THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:

AXIAL LOAD RESISTANCE (TONS) = $\phi [0.875 \sqrt{E} \log_{10}(10N) - 50]$
WHERE:

- ϕ = RESISTANCE FACTOR OF 0.4
- E = ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS. FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS, THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AND MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.
- N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.

THE ABOVE FORMULA IS ONLY APPLICABLE WHEN:

- THE PILE DRIVING HAMMER HAS A FREE FALL (GRAVITY & SINGLE ACTING HAMMERS ONLY).
- THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED.
- THE PENETRATION IS QUICK AND UNIFORM.
- THERE IS NO APPRECIABLE REBOUND OF THE HAMMER, AND
- A FOLLOWER IS NOT USED.

THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER. IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA SHOWN ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

TRENCH EXCAVATION:

ALL COST OF TRENCH EXCAVATION, STANDARD BEDDING MATERIAL, BACKFILL, EQUIPMENT AND LABOR NEEDED FOR ITS INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FEET OF "6" NON-PERFORATED PIPE UNDERDRAIN ROUND." INSTALLATION SHALL BE AS SHOWN IN THE PLAN DETAILS AND ON STANDARD PUD-3-2.

PERFORATED PIPE UNDERDRAIN:

ITEM "6" PERFORATED PIPE UNDERDRAIN ROUND" INCLUDES 84 FEET OF PERFORATED PIPE AND 13 CUBIC YARDS OF PIPE UNDERDRAIN COVER MATERIAL FOR EACH ABUTMENT. THE INSTALLATION OF THE PERFORATED PIPE AND PIPE UNDERDRAIN COVER MATERIAL SHALL BE AS SHOWN ON STANDARDS B40-I-ABUT-MISC-01E AND PUD-3-2.

ALL COSTS OF THE PERFORATED PIPE UNDERDRAIN INSTALLATION INCLUDING MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER FOOT OF "6" PERFORATED PIPE UNDERDRAIN - ROUND."

NON-PERFORATED PIPE UNDERDRAIN:

ITEM "6" NON-PERFORATED PIPE UNDERDRAIN ROUND" INCLUDES 72 FEET OF NON-PERFORATED PIPE AND 10 CUBIC YARDS OF TRENCH EXCAVATION AND 10 CUBIC YARDS OF STANDARD BEDDING MATERIAL FOR EACH ABUTMENT. THE INSTALLATION OF THE NON-PERFORATED PIPE SHALL BE AS SHOWN ON STANDARDS B40-I-ABUT-MISC-01E AND PUD-3-2.

ALL COSTS OF THE NON-PERFORATED PIPE UNDERDRAIN INSTALLATION INCLUDING BACKFILLING, MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED.

FIXED BEARING ASSEMBLIES:

AT ABUTMENTS, PROVIDE AND INSTALL FIXED BEARING ASSEMBLIES OF THE SIZE, SHAPE AND LOCATION AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED TOTAL OF 700 POUNDS OF STRUCTURAL STEEL FOR FIXED BEARING ASSEMBLY LOCATED AT THE ABUTMENTS. INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE ANCHOR PLATE AND ANCHOR BARS, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHOWN ON STANDARD B40-I-BRG-PC4BT-02E IN THE CONTRACT UNIT PRICE BID PER "WEATHERING STEEL FIXED BEARING ASSEMBLY."

EXPANSION BEARING ASSEMBLIES:

AT ALL PIERS, PROVIDE AND INSTALL EXPANSION BEARING ASSEMBLIES OF THE SIZE, SHAPE AND LOCATION AS DETAILED IN THE PLANS. THERE IS AN ESTIMATED TOTAL OF 3160 POUNDS OF STRUCTURAL STEEL FOR EXPANSION BEARING ASSEMBLY LOCATED AT THE PIERS. INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE ELASTOMERIC PADS, ANCHOR PLATES, CONTACT PLATES, ANCHOR BARS AND ANCHOR BOLTS, NUTS, AND WASHERS, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHOWN ON STANDARD B40-I-BRG-PC4BT-02E IN THE CONTRACT UNIT PRICE OF "STAINLESS STEEL EXPANSION BEARING ASSEMBLY."

ELASTOMERIC BEARING PADS:

PROVIDE AND INSTALL ELASTOMERIC BEARING PADS BETWEEN THE TOP SURFACE OF THE BEAMS AND THE BOTTOM SURFACE OF THE DECK SLAB. THE ELASTOMERIC PADS ARE TO BE OF THE SIZE AND SHAPE AS DETAILED ON STANDARDS B40-I-PCB-IV-70-02E AND B40-I-PCB-IV-80-02E AND LOCATED AT EACH BEAM END ABOVE THE PIERS. INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE ELASTOMERIC PADS ABOVE THE BEAMS, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS, IN THE CONTRACT UNIT PRICE OF "ELASTOMERIC BEARING PADS."

SH-99 OVER BIRCH CREEK		OSAGE COUNTY	
BRIDGE GENERAL NOTES (BRIDGE)		Design	RJM
		Detail	RJM
NO. 5730 1228X		Check	SBH
		Squad
STATE OF OKLAHOMA		Eng.
		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 24261(04)		SHEET NO. 4	