OKLAHOMA TURNPIKE AUTHORITY
CONTRACT NO. T-ER-015
TURNER TURNPIKE
BRIDGE NO. 7.2
N.B.I. NUMBER 13037
OKLAHOMA COUNTY

PROJECT LOCATION
TURNER TURNPIKE
BRIDGE NUMBER 7.2
MP 142.6

NOT FOR CONSTRUCTION
Preliminary plan sheets
are for information purposes only.
The preliminary plans should not be
used as a basis for bid. The Contractor
should order the official plans from
the engineer of Record to ensure that
any Addendums are properly distributed.
The preliminary plans should not be used for construction. The prime contractor shall be represented on site at all times. He must be present when work is being performed by his subcontractors.

Failure to adequately notify the engineer will result in a shutdown notice. All trash, debris, spoilage, etc. shall be removed daily. Construction site shall be kept clean and orderly.

The Contracting Agents shall adopt methods consistent with good construction practices. Example includes, but is not limited to, the following:

- **Heat Straightening Specifications:**
  - Structural steel shall conform to the specifications of the American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications for Highway Bridges.
  - Welding of structural steel shall conform to "The Structural Welding Code." No field welding to the beams will be allowed except as shown on the plans.
  - Only contractors that can document experience in heat straightening of damaged steel bridges will be allowed to perform this work.

- **Heat Straightening Criteria:**
  - All structural steel shall conform to the specifications of the American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications for Highway Bridges.
  - Welding of structural steel shall conform to "The Structural Welding Code." No field welding to the beams will be allowed except as shown on the plans.
  - Only contractors that can document experience in heat straightening of damaged steel bridges will be allowed to perform this work.

- **Heat Straightening Methodology:**
  - All structural steel shall be heat straightened under the supervision of the project engineer. The process shall include the following:
    - **Heat Application:**
      - The application of localized heat shall be performed with the use of a high-temperature pyrometer to determine the temperature of the steel.
      - The temperature of the steel shall be monitored using a high-temperature pyrometer to ensure that the application of heat is consistent with the requirements of the specifications.
      - The application of heat shall be performed using a high-temperature pyrometer to ensure that the application of heat is consistent with the requirements of the specifications.

- **Heat Straightening Equipment:**
  - All structural steel shall be heat straightened using equipment approved by the engineer. The equipment shall be capable of achieving and maintaining the required temperature and shall be maintained in good working order.

- **Heat Straightening Procedures:**
  - The process shall be performed in accordance with the specifications and procedures outlined in the plans.
  - All work shall be performed in a manner that ensures the safety of the workers and the public.

- **Heat Straightening Certification:**
  - The contractor shall provide evidence of experience in heat straightening of damaged steel bridges to the engineer.

- **Heat Straightening Records:**
  - All records and reports related to the heat straightening process shall be maintained by the contractor and shall be made available to the engineer upon request.

- **Heat Straightening Instructions:**
  - All work shall be performed in accordance with the instructions provided by the engineer.
  - All work shall be performed in a manner that ensures the safety of the workers and the public.

- **Heat Straightening Approval:**
  - All work shall be approved by the engineer prior to commencement.

- **Heat Straightening Quality Control:**
  - All work shall be subject to quality control inspections by the engineer.
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INSPECTION AND TESTING OF BEAM REPAIR:

The beam repair will be phased so that the beam section to be repaired is not in service. Full service will be maintained during the repair period. The inspector will visually check the beam for any signs of damage. The inspector will check for any loose pieces of metal. If any damage is found, the repair will be completed before the beam is returned to service. The inspector will also check the connection of the beam to the existing structure. If any damage is found, the repair will be completed before the beam is returned to service.

PAINTING - CATEGORY 'R' :

The contractor shall paint all new structural steel and all areas where existing paint has been damaged. Either by the contractor or as a result of damage to the beam before applying new paint. All loose paint shall be removed by hand scraping and air brushing leaving a feathered edge on the remaining sound paint. Painting shall consist of two coats of inorganic zinc primer and one finished coat of paint to match as nearly as practical the existing paint.

CAUTION: EXISTING BRIDGE MAY CONTAIN A LEAD BASED PAINT SYSTEM.

CLEANING AND PAINTING OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH SECTION 512.04 OF THE STANDARD SPECIFICATIONS. ALL COSTS OF CLEANING AND PAINTING THE NEW STEEL DECK SYSTEM AND AREAS OF THE EXISTING ROAD AND NON EXTERIOR BEAMS AT SPAN NO. 3 WHERE PAINT HAS BEEN DAMAGED EITHER BY THE CONTRACTOR OR AS A RESULT OF DAMAGE TO THE BEAMS. BEFORE APPLYING NEW PAINT, ALL LOOSE PAINT SHALL BE REMOVED BY HAND SCRAPING AND BRUSHING, LEAVING A FEATHERED EDGE ON THE IRREPAIRABLE AREA. PAINTING SHALL CONSIST OF TWO COATS OF INORGANIC ZINC PRIMER AND ONE FINISHED COAT OF PAINT TO MATCH AS NEARLY AS PRACTICAL THE EXISTING PAINT.

PROTECTION OF TRAFFIC UNDER BRIDGE:

The contractor shall be responsible for protecting the traffic under the bridge during the repair work. A proposed method of protection shall be submitted to the engineer for approval. All materials used for the traffic protection shall be approved by the engineer. All traffic shall be protected while the bridge is being repaired. All costs for traffic protection shall be included in the lump sum price bid for "Repair Bridge Items".

MIXTURE OF TRAFFIC:

Traffic under the bridge shall be phased to have one lane open at all times during repair operations. The bridge carrying Hiawassee Road shall be phased to have one lane opened at all times during repair operations. The contractor shall maintain all traffic control at all times during the contract.

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### TRAFFIC PAY NOTES (CONT.)

**Item** | **Description** | **Unit** | **Quantity** | **Rate** | **Total**
--- | --- | --- | --- | --- | ---
70-20 | A part, or all of the item indexed for replacement of damaged bridge items or bridge items not included in the standard drawings, or bridge items not included in this plan, shall be replaced or repaired.

### PAY QUANTITIES - BRIDGE 7.2

**Item** | **Description** | **Unit** | **Quantity** | **Rate** | **Total**
--- | --- | --- | --- | --- | ---
71 | QUALITY CONTROL AND ACCEPTANCE | | | | 
72 | STAKES AND JACKING | | | | 
73 | CONSTRUCTION SIGNS 0 TO 6.25 SF | | | | 
74 | CONSTRUCTION SIGNS 6.26 TO 15.99 SF | | | | 
75 | BRIDGE REPAIR PLANS | | | | 
76 | OTHER BRIDGE ITEMS | | | | 
77 | TOTAL | | | | 

### PAY QUANTITIES AND PAY ITEM NOTES

**Item** | **Description** | **Unit** | **Quantity** | **Rate** | **Total**
--- | --- | --- | --- | --- | ---
882(A) | | | | | 
877(B) | | | | | 
880(B) | | | | | 
880(K) | | | | | 
876(A) | | | | | 
857(F) | | | | | 
857(A) | | | | | 

### LUMP SUM TRAFFIC PAY ITEMS - BRIDGE 7.2

**Item** | **Description** | **Unit** | **Quantity** | **Rate** | **Total**
--- | --- | --- | --- | --- | ---
81 | PROJECT SITE RENTAL | | | | 
82 | TOTAL | | | | 

### TURNER TURFKE

**Description** | **Unit** | **Quantity** | **Rate** | **Total**
--- | --- | --- | --- | ---
83 | TURNER TURFKE AUTHORITY | | | | 
84 | BRIDGE REPAIR PLAN | | | | 
85 | TOTAL | | | | 

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